146

LLOYD'S REGISTER OF SHIPPING
No. 71, Fenchurch Street E.C.
LONDON

# SURVEYORS' OFFICE
# NEWCASTLE-ON-TYNE

1921-22

VOL. II. STEAMERS

## The Characters used for Classification are:—

100A1 95A1 / 90A1 85A1 / 80A1 75A1 } Vessels built of Iron or Steel according to the Rules in force since 1869.

A1 Iron or Steel vessels built for a special purpose.

*A1 Iron vessels built with thicker plating than required for A1

A1 A1 A1 Iron Vessels built according to Rules in force between 1864 & 1871.

A1 A1 Æ1 Wood or Composite Vessels.

The figure 1 affixed to a character signifies that the vessel is well and sufficiently equipped; a line after the character (thus, A—) that the equipment is deficient from that required by the Rules.

The words "*with freeboard*" under the character signify that the freeboard assigned is a condition of the vessel's class.

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## Classification of the late Underwriters' Registry.

A1: A1* Iron or Steel Vessels built in excess of Rules of Underwriters' Registry, and of extra quality of Iron.

A1* A1* A1 A1 A A Characters of Iron, Steel, or Composite Vessels built according to the Rules of Underwriters' Registry.

Vessels classed in Red have been built under inspection of Surveyors to Underwriters' Registry.

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The Classification Columns, when left blank indicate Vessels never Classed by the Society.

In Col. 8 (Sailing Vessels), Col. 7 (Steamers), three dots ... indicate that the Vessel had a Class at one time, but it has been withdrawn at Owner's request.

In the same Column Lv signifies the classification of the Underwriters' Registry, and the letters *a*, *b*, *c*, &c., indicate the letters and equipment numbers in Tables Nos. 30 and 31 (Rules).

A black line with date under it in Classification Column (thus $\overline{3{,}21}$) indicates that vessel's character was expunged from Register Book at date specified because, from reported defects, the vessel was not entitled to retain her classification; a red line with date (thus, $\overline{3{,}21}$ ) indicates withdrawal of class because of non-compliance with Society's Rules.

A date in Classification Column, without character, indicates that the Class has expired, or been withdrawn from absence of Survey, or non-payment of fees.

When a posting of loss, casualty, &c., is made against a classed vessel the character is expunged thus :— ~~100A1~~

✠ in the Classification Column signifies that the vessel was built under Special Survey.

LMC —Boilers and Machinery certified by the Engineer Surveyors to Lloyd's Register.

B&MS —Boilers and Machinery Surveyed and reported to be satisfactory by the Engineer Surveyors to Lloyd's Register.

DBS —Donkey Boiler Surveyed and reported to be satisfactory by the Engineer Surveyors to Lloyd's Register.

✠ Special Survey of Machinery or Boilers during construction.

Lloyd'sRMC —Refrigerating Machinery Certificate denoting that the Refrigerating machinery, insulation, and spare gear are fitted in accordance with the Rules, and were found in good condition by the Surveyors to Lloyd's Register at the time mentioned.

✠Lloyd'sRMC —The ✠ signifies the Special Survey of the Refrigerating appliances during construction, by the Surveyors to Lloyd's Register.

A&CP.—Anchors and Chains Proved at a Machine recognised by Lloyd's Register.

*Lloyd'sA&CP*—Anchors and Chains Proved at a Public Machine under the superintendence of Lloyd's Register.

SS & *ss*.—Special Survey. Rest.—Restored.

Cont.—Continued. HT.—Half-Time Survey.

The *date of Survey* only certifies to the vessel's state of efficiency *at that time*.

Examined 3,19 —Indicates that a general examination was made at this date in lieu of the overdue special periodical survey which has been postponed for the time being, in the conditions brought about by the war.

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## Key to Abbreviations.

| | |
|---|---|
| APT | After Peak Tank. |
| Asp | Asphalted. |
| B 30′ | Bridge Deck 30 feet long. |
| BH | Bulkheads. |
| BK 9″ | Bar Keel, 9 inches in depth. |
| C | Coppered. |
| CB | Copper Bolts instead of Treenails, *see* section 46 (Rules for Wood Vessels). |
| CellDB | Cellular Double Bottom. |
| Cem | Cemented. |
| cf, CF, and CF | Copper Fastened. |
| Comp | Composite. |
| DB | Double Bottom. |
| Dd | Decks Doubled. |
| DF&S | Decks Felted and Sheathed. |
| 2 Dks (Iron-*U*ws) | 2 Iron Decks, the upper one being sheathed with wood. |
| 2 or 3 Dks | Two or Three Decks laid. |
| DT | Deep Tank. |
| F 30t | Forecastle 30 tons. |
| FD | Flush Deck. |
| FK | Flat Keel. |
| FP | Flash Point. |
| FPT | Fore Peak Tank. |
| F & YM | Felt & Yellow Metalled. |
| GIB | Galvanized Iron Bolts. |
| H | Deck Houses. |
| IB | Iron Bolts. |
| NKlsn | New Keelson. |
| len | Lengthened. |
| lrp | Large repairs. |
| Mat | Materials. |
| MT | Midship deep Tank. |
| ND | New Deck. |
| NKl | New Keel. |
| NTsds | New Top-sides. |
| NW | New Wales. |
| P 30t | Poop 30 tons. |
| PBH | Partial Bulkheads. |
| Pad | Paddle Steamer. |
| Q 30′ | Raised quarter deck or Break 30 feet long. |
| RFD 30′ | Raised fore deck 30 feet long. |
| Sc | Screw. |
| srp | Some repairs. |
| 2 or 3 trB | Two or three tiers of Beams with or without Decks on them. |
| WB | Water Ballast. |
| Z | Zinc. |

## Machinery.

| | | |
|---|---|---|
| C. | Compound. | |
| T. | Triple expansion. | |
| Q. | Quadruple expansion | |
| H. | Horizontal. | |
| O. | Oscillating. | |
| D. | Diagonal | |
| L. | Lever. | |
| 2 SB | 2 Single ended Boilers. | |
| 2 DB | 2 Double ended Boilers. | |
| FD | Forced Draught or Induced Draught | |
| *6 cf* | 6 Corrugated Furnaces. | |
| *6 pf* | 6 Plain Furnaces. | |
| *6 rf* | 6 Ribbed Furnaces. | |
| GS 109 | 109 square feet of Grate Surface. | |
| HS 3006 | 3006 square feet of Heating Surface | |
| Cy. | Cylinders, with number prefixed. | |
| 4 S.C. | 4-stroke cycle | Oil and Gas Engines |
| 2 S.C. | 2-stroke cycle | |
| SA | Single acting | |
| DA | Double acting | |

Figures before ℔—Working Pressure of Main Boilers in ℔ per square inch.

Figures before *lb*—Working Pressure of Donkey Boilers in *lb* per square inch. The letter P or S prefixed to *lb* indicates the pressure of port or starboard donkey boiler respectively.

| | |
|---|---|
| *Mchy.Aft.* | Machinery fitted Aft. |
| *Ref.Mchy.* | Fitted with Refrigerating Machinery, *see* List at end of Register. |
| CL | Tail Shaft fitted with Continuous Liner. |
| NHP | Nominal Horse Power by formulæ given on page xxvii of Key. |
| RHP | Nominal Horse Power by Official Register in the case of British Vessels. |
| NE&B | New Engines and Boilers. |
| NDB | New Donkey Boiler. |

In Col 13 letters *a* to *t* in parenthesis indicate the Material of Boilers.—(*See* Key, page xxviii.)

| | |
|---|---|
| Cmp | Compounded. |
| Tpd | Tripled. |
| Qpd | Quadrupled. |

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In Col. 16 (Sailing Vessels) Col. 15 (Steamers) the capital letters represent the various Register Societies in which Vessels are classed, if not classed in Lloyd's Register. (*See* Key page xxviii, for full explanation.) "BT till 6,21" indicates that a Board of Trade Passenger Certificate has been granted, expiring in June 1921.

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For complete explanation of Records, &c., *see* Key at commencement of Register, —Vol. 1, page xxv.

# INDEX OF THE NAMES OF STEAMERS CONTAINED IN THE SUPPLEMENT TO LLOYD'S REGISTER OF SHIPPING.

No. 12.

## A.

| Name. | No. in Supplement. |
|---|---|
| A. B. Gowan | 36185 |
| A. C. Kirk | 36115 |
| A. J. A. | 36276 |
| Aagtekerk (8918 tons) | 36313 |
| Aagtekerk (8082 tons) | 36197 |
| Abbekerk | 36263 |
| Abeille | 36267 |
| Abelia | 36252 |
| Aberhill | 36274 |
| Abington | 36182 |
| Abodi-Mendi | 36157 |
| Achilles | 36126 |
| Acklam | 36144 |
| Aconcagua | 36270 |
| Adalia | 36154 |
| Adeline Hugo Stinnes 3 | 36271 |
| Adjutant | 36201 |
| Admiral Startin | 36305 |
| Adolf | 36192 |
| Adria | 36161 |
| Adrianoupolis | 36234 |
| Adrien de Montgolfier | 36314 |
| Adur II. | 36138 |
| Ægæon | 36231 |
| African Prince | 36262 |
| Agate | 36287 |
| Agen | 36119 |
| Agire-Mendi | 36310 |
| Agnes Harrison | 36186 |
| Aigrette | 36279 |
| Air Scout | 36150 |
| Aizkarai Mendi | 36257 |
| Akenside | 36265 |
| Akera | 36107 |
| Ala | 36103 |
| Aladdin | 36134 |
| Aladin | 36172 |
| Alarich | 36158 |
| Alba | 36133 |
| Albert E. Watts | 36101 |
| Albert Le Borgne | 36298 |
| Albert Mau | 36256 |
| Albertolite | 36155 |
| Alcyon | 36194 |
| Alcyone | 36120 |
| Alda | 36198 |
| Aldabi | 36142 |
| Aldgate | 36147 |
| Aleardi | 36214 |
| Alesia | 36165 |
| Alfa (600 tons) | 36189 |
| Alfa (192 tons) | 36206 |
| Alfieri | 36162 |
| Alfold | 36296 |
| Algarve | 36253 |
| Algorab | 36181 |
| Alhama | 36187 |
| Alicante | 36176 |
| Alice Dollar | 36217 |
| Alison | 36303 |
| All America | 36122 |
| Allegro | 36200 |
| Allenwood | 36136 |
| Allison | 36250 |
| Almeria | 36175 |
| Almkerk | 36261 |
| Alnmoor | 36291 |
| Alondra | 36227 |
| Alpha | 36168 |
| Alsen | 36184 |
| Altair | 36285 |
| Altobizkar-Mendi | 36105 |
| Altona | 36149 |
| Altube-Mendi | 36151 |
| Altuna Mendi | 36281 |
| Aludra | 36249 |
| Alwaki | 36301 |
| Amaler | 36180 |
| Amanda | 36255 |
| Amatsu Begoñakoa | 36308 |
| Amber | 36283 |
| Amble | 36266 |
| Amboise | 36238 |
| Amersfoort | 36264 |
| Amisia | 36269 |
| Amonea | 36223 |
| Ampullaria | 36141 |
| Amrum | 36221 |
| Amy Summerfield | 36111 |
| Anciola No. 1 | 36207 |
| Andalusia | 36166 |
| Andania | 36213 |
| Andelle | 36226 |
| André Chénier | 36259 |
| Andreas | 36230 |
| Andromeda | 36210 |
| Andromede | 36239 |
| Aneta | 36247 |
| Anfora | 36282 |
| Angers | 36240 |
| Angkor | 36218 |
| Anglo Colombian | 36222 |
| Anglo Mex | 36204 |
| Anglo Mex 101 | 36143 |
| Angloco | 36228 |
| Anglos | 36294 |
| Angus (605 tons) | 36124 |
| Angus (284 tons) | 36315 |
| Anjer | 36211 |
| Ann Lewis | 36112 |
| Anna | 36128 |
| Anna Jensen | 36169 |
| Anna Kayser | 36188 |
| Anna Vassilakis | 36242 |
| Annabelle | 36280 |
| Annavore | 36148 |
| Anning | 36170 |
| Ansgir | 36297 |
| Anthippi N. Michalos | 36304 |
| Antinoüs | 36260 |
| Antischia | 36199 |
| Antissa | 36300 |
| Antofogasta | 36317 |
| Antolina Ponte | 36135 |
| Antonio | 36236 |
| Antonio Azambuja | 36140 |
| Antonio Delfino | 36243 |
| Antonios | 36152 |
| Antwerpia | 36258 |
| Antzouletta | 36299 |
| Apollo (800 tons) | 36131 |
| Apollo (362 tons) | 36224 |
| Aquileia | 36102 |
| Arabia | 36167 |
| Arabiana | 36248 |
| Arabis | 36268 |
| Arafura | 36178 |
| Araitz-Mendi | 36163 |
| Aramis | 36302 |
| Aranci | 36139 |
| Arantzazu-Mendi | 36311 |
| Arator | 36171 |
| Arbroath | 36244 |
| Archipelagos | 36232 |
| Arcos | 36235 |
| Ardantza Mendi | 36306 |
| Arden | 36104 |
| Ardennia | 36129 |
| Ardito | 36125 |
| Area | 36286 |
| Arendskerk | 36307 |
| Argentina | 36179 |
| Argo | 36110 |
| Argus | 36127 |
| Ariaga-Mendi | 36309 |
| Arichat | 36191 |
| Arin-Mendi | 36114 |
| Arinda-Mendi | 36109 |
| Ariosto | 36215 |
| Arlette | 36284 |
| Arminco | 36295 |
| Arnish | 36177 |
| Arnotegui-Mendi | 36146 |
| Arnus | 36292 |
| Arola-Mendi | 36106 |
| Arran Firth | 36153 |
| Arsa | 36160 |
| Artea-Mendi | 36164 |
| Artemis | 36219 |
| Artésien | 36145 |
| Arthur Gouldby | 36113 |
| Arthur Serena | 36156 |
| Arthurian | 36183 |
| Artiba-Mendi | 36225 |
| Artxanda-Mendi | 36137 |
| Ary | 36190 |
| Asama Maru | 36117 |
| Asbury Park | 36254 |
| Ascensione | 36316 |
| Ascupart | 36288 |
| Asia | 36220 |
| Aslaug Haaland | 36108 |
| Asparagus | 36277 |
| Assos | 36273 |
| Asta (1595 tons) | 36195 |
| Asta (396 tons) | 36251 |
| Astoi-Mendi | 36312 |
| Atalaya | 36130 |
| Athabaska | 36193 |
| Athalwin | 36173 |
| Athaulf | 36196 |
| Athena | 36212 |
| Athenee | 36278 |
| Athinæ | 36233 |
| Atlanterhavet | 36246 |
| Atlas | 36116 |
| August Schultze | 36272 |
| Auguste Denise | 36202 |
| Augustella | 36289 |
| Augustine Isabelle | 36205 |
| Aurora | 36203 |
| Aussa | 36118 |
| Australiana | 36245 |
| Auvergne | 36229 |
| Aval | 36290 |
| Avanti | 36159 |
| Ave Cappelle | 36275 |
| Aventino | 36132 |
| Ayala Mendi | 36293 |
| Aya-Mendi | 36216 |
| Azay-le-Rideau | 36241 |

## B.

| Name. | No. in Supplement. |
|---|---|
| B. O. Börjesson | 36532 |
| B. W. F. | 36483 |
| Baabe | 36575 |
| Baberton | 36447 |
| Badarpur | 36515 |
| Baden | 36561 |
| Bagnoli I. | 36469 |
| Baikal Maru | 36419 |
| Balaton | 36565 |
| Baldūin | 36470 |
| Baldur (1724 tons) | 36461 |
| Baldur (303 tons) | 36556 |
| Baldur (125 tons) | 36522 |
| Balls Head | 36502 |
| Baltic | 36587 |
| Baltimore Maru | 36437 |
| Baltseren | 36537 |
| Balzac (962 tons) | 36545 |
| Balzac (945 tons) | 36463 |
| Banbury Castle | 36455 |
| Bandai Maru | 36420 |
| Baralt | 36498 |
| Barcelona | 36460 |
| Barnston | 36430 |
| Baron Lovat | 36452 |
| Baron Ogilvy | 36407 |
| Baron Vernon | 36533 |
| Barrett | 36497 |
| Barunga | 36402 |
| Batavia | 36527 |
| Baumwall | 36538 |
| Baxter Dick | 36417 |
| Bay Queen | 36491 |
| Baychimo | 36426 |
| Baydouglas | 36577 |
| Bayern | 36457 |
| Baygowan | 36576 |
| Baysarua | 36578 |
| Bayton | 36514 |
| Bealiba | 36520 |
| Beardmore | 36525 |
| Bedeburn | 36493 |
| Bedehome | 36543 |
| Bee | 36480 |
| Beechfield | 36501 |
| Beemsterdijk | 36563 |
| Belgique | 36448 |
| Bellasco | 36467 |
| Bellbro | 36454 |
| Bellbrook | 36449 |
| Bellevue | 36589 |
| Bellview | 36464 |
| Bellville | 36549 |
| Bencleuch | 36458 |
| Bengal Maru | 36517 |
| Bengore Head | 36534 |
| Benjamin Coleman | 36411 |
| Benjamin Cooke | 36404 |
| Benkoelen | 36415 |
| Bennekom | 36523 |
| Benreoch | 36518 |
| Benten Maru | 36494 |
| Berga | 36421 |
| Berkut | 36401 |
| Berlin | 36562 |
| Bernache | 36482 |
| Beta | 36451 |
| Bethore | 36512 |
| Betsy | 36481 |
| Bhuj | 36511 |
| Bianca | 36490 |
| Biganon | 36590 |
| Bilbao | 36459 |
| Bilderdyk | 36580 |
| Bintang (2500 tons) | 36506 |
| Bintang (215 tons) | 36503 |
| Biota | 36524 |
| Birkenfels | 36581 |
| Birkenhead | 36444 |
| Birthe | 36424 |
| Bitinia | 36504 |
| Biyo Maru | 36439 |
| Björklund | 36530 |
| Björn I. | 36547 |
| Blackcock | 36468 |
| Blackwater | 36558 |
| Blæjan | 36572 |
| Blijdendijk | 36412 |
| Blitar | 36568 |
| Blizzard | 36440 |
| Blommersdijk | 36456 |
| Bluster | 36555 |
| Blythmoor | 36540 |
| Bocamaule | 36487 |
| Boccaccio | 36585 |
| Bochum | 36479 |
| Bohemian Club | 36423 |
| Boito | 36489 |
| Bokerøen II. | 36416 |
| Böklund | 36478 |
| Bolama | 36521 |
| Bolbek | 36434 |
| Bolderau | 36466 |
| Bolero | 36435 |
| Bolheim | 36442 |
| Bolivar (1844 tons) | 36422 |
| Bolivar (1655 tons) | 36441 |
| Bolivia | 36531 |
| Bollsta | 36475 |
| Bollweiler | 36465 |
| Bollwerk | 36472 |
| Bolores | 36476 |

# LLOYD'S REGISTER OF SHIPPING.

# REGISTER BOOKS AND PUBLICATIONS

ISSUED BY

# THE COMMITTEE OF LLOYD'S REGISTER.

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**LLOYD'S REGISTER OF SHIPPING,** issued annually in July. This Book contains the Names, CLASSES, and detailed information concerning the Vessels classed by Lloyd's Register and the late Underwriters' Registry for Iron Vessels; particulars, as far as possible, of ALL SEA-GOING VESSELS in the World, and of all iron and steel vessels trading on the North American Lakes, of 100 tons and upwards; the dead-weight capacity of Steamers and Motor Vessels; list of Motor Vessels; particulars of vessels fitted with Refrigerating Appliances; and lists of vessels carrying Petroleum in bulk, vessels fitted for Liquid Fuel, and Cable Steamers; together with a list of Owners of Ships recorded in the Register Book.

In the Appendix will be found lists of Subscribers arranged according to place of residence and alphabetically (in the former list descriptions of Subscribers' businesses are entered), details of Dry and Wet Docks, Floating Docks, Pontoons, Patent Slipways, Tidal Harbours, Quays, &c., in all parts of the World; a list of Telegraphic Addresses of all firms, &c., connected with Shipping (with the Telegraphic Codes severally employed), so far as ascertained; a list of Steamers of 500 tons and upwards arranged according to their gross tonnages; detailed Statistics respecting Merchant Shipping; lists of Shipbuilders, with names of existing Vessels built by each; list of fast Merchant Steamers; Index to Changes of Names of Vessels, &c., &c.

A list is also printed in the Appendix of the Members and Subscribers of Lloyd's, and of the Agents to Lloyd's.

TERMS OF SUBSCRIPTION:—The subscription for Marine Insurance Companies or Public Establishments, is £12 12*s.* per annum, for a single copy of the Register Book, and £6 6*s.* per annum for every additional copy supplied, unless the copies be periodically posted with type with additions and corrections throughout the year, in which case the subscription for each copy supplied is 20 Guineas per annum.

In the case of other Subscribers the subscription is £6 6*s.* per annum for each copy, unless periodically posted with type with additions and corrections throughout the year, in which case the subscription is £10 10*s.* per annum for each copy supplied.

For the convenience of Subscribers not resident in London, or not having their Books posted, a Supplement, containing the additions to, and corrections in, the Register Book, is issued periodically, and forwarded gratis to Subscribers.

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**LLOYD'S REGISTER OF YACHTS,** issued annually in May. This book contains, in addition to the Names, CLASSES, and detailed information relating to Yachts classed by the Society, the Names, Dimensions, &c., of other British and Foreign Yachts, the particulars of which are known; also, in an Appendix, a List of the various Yacht Clubs, with Illustrations of their respective Flags; an Index of Signal Letters; a List of Yachts, the names of which have been changed; a List of Yachts arranged according to Tonnage; a List of Yacht Builders and Designers, with Lists of the Yachts which they have respectively built and designed; and a List of the Names and Addresses of Yacht Owners so far as they can be ascertained; besides other interesting information.

TERMS OF SUBSCRIPTION:—£2 2*s.* per annum, for which one copy is supplied.

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**LLOYD'S REGISTER OF AMERICAN YACHTS,** issued annually, from the Society's New York office, in June. Copies can also be obtained on application to the Secretary, 71, Fenchurch Street, London.

This book contains the Names, Dimensions, and full particulars of all AMERICAN and CANADIAN YACHTS, so far as they can be ascertained; a list of American and Canadian Yacht Owners, with their addresses and the names of the Yacht Clubs to which they belong; a list of American and Canadian Yacht Clubs with the names of their Officers and Illustrations of their Flags; an illustrated list of Private Signals of American and Canadian Yachtsmen; a list of the principal American and Canadian Yacht Builders and Designers; an index of Late Names of Yachts; and an index of Signal Letters. ANNUAL SUBSCRIPTION: $10 per copy, bound in canvas; $12 per copy, bound in cloth.

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**RULES FOR THE CONSTRUCTION AND CLASSIFICATION OF VESSELS:—**

(i.) Steel Vessels, including Rules for Steam Engines and Boilers and Internal Combustion Engines, &c. PRICE:—5*s.* (gratis to Subscribers to Lloyd's Register of Shipping).

**EDITIONS OF THE FOREGOING RULES ARE ALSO PRINTED IN THE FRENCH AND ITALIAN LANGUAGES.**

(ii.) Wood and Composite Vessels. PRICE:—5*s.*

(iii.) Wood, Composite, and Steel Yachts. PRICE:—5*s.* (gratis to Subscribers to Lloyd's Register of Yachts).

(iv.) Wood and Composite Yachts of the International Rating Classes. PRICE:—10*s.*

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**GEOMETRICAL PROPERTIES OF SHIP GIRDERS AND SECTIONS** (Based on the British Standard Sections as revised in 1914), being a series of Tables giving, for a wide range of thicknesses, the sectional area, the centre of gravity, inertia, and modulus of resistance of various rolled sections and girders, with and without plating, commonly used in Shipbuilding. PRICE:—£1 1*s.*

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**JORDAN'S TABLES,** which comprise weights of Iron and Steel, together with other information useful to Naval Architects, Shipbuilders, and Manufacturers. PRICE:—£1 1*s.*

# LLOYD'S REGISTER OF SHIPPING.

FOUNDED 1760. RE-CONSTITUTED 1834.

UNITED WITH THE

UNDERWRITERS' REGISTRY FOR IRON VESSELS IN 1885.

From 1st July, 1921, to the 30th June, 1922.

## VOLUME II.—STEAMERS.

The REGISTER,—which is printed solely for the information of Merchants, Shipowners, Underwriters, and others, being Subscribers or Members,—contains the names, classes, and other useful particulars relating to vessels classed by the Society, and those classed by the Underwriters' Registry for Iron Vessels. It also includes as far as possible, the names, dimensions, &c., of all other Merchant Vessels of the World, of 100 tons and upwards, some of which, although not classed by the Society, are classed elsewhere.

The conditions regulating the classification of Vessels in the REGISTER are contained in the Society's Rules.

**Extract from the Society's Rules, Section 26:—**

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be
" understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy
" in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the
" Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society."

OFFICE: 71, FENCHURCH STREET, LONDON.

1921.

LONDON:
Printed by Lloyd's Register of Shipping,
at the Society's printing house, 64, Southwark Street, S.E.

1921.

# STEAMERS.

1921-22.

# NAVIRES A VAPEUR.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07201<br>207074 | **A. A. Augustus** SteelSc<br>*Mchy.Aft Elec.light* 1*Dk* | 6390<br>—<br>4869 | | | | | 1909 | American S.B.Co.<br>Lorain,O. | PioneerS.S.Co.<br>(Hutchinson &Co.) | 504·0 | 54·0 | 30·0 | Fairport,O<br>Utd.States<br>*WB* | T.3Cy.23½",38"&63"-42"<br>257NHP<br>American S.B.Co.Clevelnd | | |
| 07202<br>220746<br>MBSF | **A. A. Daugherty** WoodSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk3trB*<br>*Mchy.Aft Carrying Petroleum in bulk* | 3518<br>—<br>2668 | | | | | 1920 | National S.B.Co.<br>Orange,Tex. | NationalOil<br>TransportCo. | 299·5 | 49·3 | 31·2 | Pt.Arthur<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"-36"<br>188NHP | | |
| 07203<br>42 | **A. A. Trapani** SteelTwinScSr<br>(*ex*OscarDickson *ex*Gamecock) | 391<br>319<br>139 | | | | | 1880 | T.Brassey &Co.<br>Birkenhead | PrincessN.A.<br>Dabishj | 158·3<br>H71*t* | 24·7 | 12·9 | Sebastopol<br>Russian | C.4Cy.26"&45"-30"<br>NB00 184NHP<br>T.Brassey&Co.Birkenhead | | |
| 07204<br>211345<br>LDBR | **A. Brooke Taylor** WoodSc<br>*Elec.light Mchy.Aft* 1*Dk* | 295<br>—<br>159 | | | | | 1913 | American SteelFoundry<br>Wlmgtn,Del | VirginiaFisheries<br>Inc. | 146·0 | 23·3 | 11·0 | Reedville, Va.<br>Utd.States | C.2Cy.16"&33"-26"<br>46NHP<br>Harlan&HollingswrthCor. | | |
| 07205<br>21597<br>LJQM | **A. C. Bedford** SteelTwinScSr<br>*Elec.light* 2*Dks(Stl)&Shelter dk(Stl)*<br>*Mchy.Aft* Wireless *&Web frames*<br>Sub.Sig. *Longitudinal framing* | 10614<br>10356<br>7874 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~4,21~~ ~~6,20~~ 1,22<br>✠LMC2,18<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 2,18 *F.P. above* 150° F. | NYk | *f*† | CL<br>~~6,20~~<br>~~N4,21~~<br>1,22 | 1918<br>2mo<br>A&CP | Bethlehem S.B.Corp. Ld.<br>SanFrancisco | StandardOilCo.<br>(NewJersey)<br>*CellDBuE&B*<br>85'374*tDTf*54'626*t* | *FPT*200*t APT*164*t* | | | NewYork<br>Utd.States<br>FK 19*BH ptAsp*<br>(15 *to U dk*<br>4 ,, *2nd* ,,) | T.6Cy.20½",35"&60"-42" (*r*)<br>200lb *180lb* 637NHP<br>3SB,*12cf*,HS8943 FD<br>B'thleh'mS BCorp.Ld.SFo | 38 ″ 0<br>11 ″ 1<br>27 ″ 3 | |
| 07206<br>HBCD | **A. Cola** IronScBg<br>*ss*Hav.No.3-74<br>*ss*Hav.No.1-81<br>(*ex*GabrielRius, *ex*JohnHaynes,*ex*Emma) 2*Dks* | 807<br>—<br>383 | ✠<br>8,84 | Hav | | | 1867<br>1mo | Denton, Gray&Co.<br>Hartlepool | Cia.Trasmediterranea | 208·3<br>P50'B9'F40' | 30·2 | 17·4 | Valencia<br>Spanish<br>*WB* 4*BHCem* | C.2Cy.36¼"&55¼"-27"<br>NB98 132NHP<br>*Cmp*73Nillus,Havre | | V |
| 07207<br>211083<br>LKPD | **A. D. MacTier** SteelScSr<br>Sub.Sig.<br>*Elec.light Mchy.Aft* 1*Dk* | 1899<br>—<br>1141 | | | | | 1913 | Detroit S.B.Co.<br>Wyandotte | Geo.HallCoal&<br>Transp.Co.Inc. | 244·0<br>Q59'F38' | 43·0 | 21·8 | Ogdensbrg<br>Utd.States<br>*WB* | T.3Cy.18",29"&48"-40"<br>146NHP<br>DetroitS.B.Co.Detroit | | L |
| 07208<br>47 | **A. Dobrovolski** IronScSr<br>(*ex*Alert) | 144<br>—<br>98 | | | | | 1869 | ..................<br>Glasgow | RussianGovernment | 104·0 | 20·0 | 10·7 | Novorossisk<br>Russian | 2Cy. | | |
| 07209<br>129491<br>TMPD | **A. E. McKinstry** SteelSc<br>Wireless<br>*Mchy.Aft Elec.light* 1*Dk* | 1999<br>1657<br>1190 | | | | | 1910 | ClydeS.B. &Eng.Co.Ld.<br>Pt.Glasgow | Canada Steamship<br>Lines,Ld. | 250·4 | 42·7 | 18·3 | Montreal<br>British<br>*WB* | T.3Cy.17",28"&46"-33"<br>122NHP<br>ClydeSB&EngCoLd.PtGl. | | C |
| 07210<br>205126 | **A. E. Nettleton** SteelScSr<br>*Mchy.Aft Elec.light* 1*Dk* | 6286<br>—<br>5006 | | | | | 1908 | Detroit S.B.Co.<br>Wyandotte | GreatLakesS.S.<br>Co. | 525·0 | 55·3 | 32·0 | Oswego<br>Utd.States<br>*WB* | T.3Cy.23½",38"&63"-42"<br>257NHP<br>DetroitS.B.Co.Detroit. | | |
| 07211<br>127426 | **A. E. R. Schneider** SteelSc<br>(*ex*CharlesR.VanHise)<br>*Elec.light* Wireless 1*Dk*<br>*Mchy.Aft* Sub.Sig. | 6874<br>—<br>5288 | | | | | 1900 | Superior S.B.Co.<br>Wst.Superior | MorrowS.S.Co. | 458·0 | 50·2 | 25·0 | Duluth<br>Utd.States<br>*WB* | Q4Cy.20½"30"43½"&63"-42"<br>257NHP<br>ChicagoS.B.Co.Chicago | | L |
| 07212 | **A. F. Braga** SteelTwinScSr<br>1*Dk*<br>*Mchy.Aft Stl framing Irn plating* | 399<br>357<br>174 | ✠<br>*withfreeboard*<br>4,89 ✠<br>*For River & Coasting purposes "River Plate & Rio Grande"* | Gls | | | 1889<br>4mo | AilsaSB.Co<br>Troon | P.Risso | 177·6<br>P18' B14'<br>*Shade dk*22' | 29·1 | 9·0<br>F21'<br>FK | M.Video<br>Uruguayan<br>4*BHCem* | T.6Cy.10⅝",17"&28"-18"<br>67NHP<br>Lees,Anderson&Co.Gls. | 9 ″ 0 | |
| 07213<br>200333 | **A. F. Harvey** SteelScSr<br>(*ex*Wisconsin)<br>*Elec.light* 1*Dk2trB* | 4858<br>—<br>3707 | | | | | 1903 | Superior S.B.Co.<br>W.Superior | PittsburghS.S.Co. | 428·0 | 50·0 | 28·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"-42"<br>218NHP<br>SuperiorS.B.Co. | | |
| 07214<br>5339<br>JSRK | **A. K. Fernström** SteelScSr<br>*ss*Mmo.No.3-7,21 *ss*Got.No.3-6,15<br>(*ex*Export) 1*Dk(Stl)2trB*<br>*Well deck Elec.light* | 868<br>643<br>433 | ✠100A1<br>7,21 ~~9,18~~<br>~~BS5,20~~ ✠~~LMC6,15~~<br>BS7,21 MS7,20 | Got<br>Mmo | *l* | 7,20 | 1902<br>6mo<br>A&CP | Rijkee&Co<br>Rotterdam | A.K.Fernström's<br>dödsbo(Emma<br>Fernström)<br>*WB=CellDBa*45'*uE&B*28' | 205·6<br>Q68'B51'F25' | 30·1 | 12·9<br>FK | Karlshmn<br>Swedish<br>4*BHCem*<br>*f*94'204*t* | T.3Cy.15 9/16"25"&40"-36" (*s*)<br>160lb *80lb* 113NHP<br>1SB,*3cf*,GS54,HS1952<br>Maats.Fyenoord.Rot. | 15 ″ 6<br>s1 ″ 0½<br>14 ″ 8 | |
| 07215<br>220873<br>MCBR | **A. L. Kent** SteelSc<br>*Elec.light* Wireless 2*Dks(Stl)* | 6214<br>5374<br>4576 | ✠100A1<br>~~6,21~~ ~~12,20~~ 4,22<br>✠LMC12,20<br>*Fitted for oil fuel* 12,20 *F.P. above* 150° F. | Bath<br>~~NYk~~ Bal | 2 | CL | 1920<br>12mo<br>A&CP | BathIron Works,Ld.<br>Bath,Me. | Crowell&Thurlow<br>S.S.Co.Inc.(Crowell&Thurlow,<br>*Mgrs.*) *CellDB*<br>327' 1723*t* | *FPT*318*t* | 55·1 | 31·0 | Boston<br>Utd.States<br>FK 6*BHCem*<br>*APT*334*t* | T.3Cy.24½",41½"&72"-48"<br>180lb (*s*) 467NHP<br>3SB,*12cf*,GS240,HS8235<br>BathIrnWrks,Ld.Bath,Me | 34 ″ 6 | |
| | | | | | | | | | | 394·1<br>P42'B117'F37' | | | | | | |
| 07216<br>HBNQ | **A. Lazaro** SteelTwinSc<br>(*ex*CristoforoColombo)<br>*Elec.light* Wireless 2*Dks* | 1514<br>—<br>714 | | | | | 1895 | N.Odero fuA.<br>SestriPnente | Cia.Trasmediterranea | 283·3<br>Q54'B80'F41' | 37·0 | 18·7 | Valencia<br>Spanish<br>*WB* | T.6Cy.23",37"&60"-37½"<br>NB07 *fitted*09 439NHP<br>N.Odero,SestriPonente | | V |
| 07217<br>114356 | **A. M. Bisbee** WoodScSr<br>1*Dk* | 253<br>223<br>169 | | | | | 1902 | H.F.Carmichael<br>HongKong | ShanghaiPilot<br>BoatCo.Ld. | 131·2 | 24·5 | 12·2 | Shanghai<br>British | C.2Cy.15"&31"-21"<br>40RHP<br>Ross&Duncan,Glasgow | | |
| 07218<br>207504 | **A. M. Byers** SteelScSr<br>Wireless<br>*Mchy.Aft Elec.light* 1*Dk* | 6364<br>—<br>4841 | | | | | 1910 | American S.B.Co.<br>Cleveland,O. | NorthAmericanSS<br>Co.(R.A.Williams,<br>*Mgr.*) | 504·0<br>F44' | 54·0 | 30·0 | Fairport,O<br>Utd.States<br>*WB* | T.3Cy.23½",38"&63"-42"<br>257NHP<br>AmericanSB.Co.Cleveland | | L |
| 07219 | **A. M. Stewart** SteelScSr<br>*Elec.light* 1*Dk* | 279<br>255<br>97 | ✠ ———<br>3,21 ✠<br>*For towing purposes* | Lth | | | 1916<br>2mo | J.Cran& Co.<br>Leith | RussianGovernment | 104·2 | 26·1 | 13·0<br>BK7½"<br>*DTf*31' | Petrograd<br>Russian<br>3*BHCem*<br>42*tAPT*3*t* | C.2Cy.21"&44"-27"<br>104NHP<br>1SB,*3cf*,GS66,HS1850<br>J.Cran&Co.Leith | 14 ″ 0 | |
| 07220<br>NSJT | **A. P. Bernstorff** SteelSc<br>Wireless<br>*Elec.light Ref.Mchy.* 3*Dks* | 2316<br>1331<br>1162 | | | | | 1913 | Helsingörs Jernsk&Msk<br>Elsinore | DetForenede<br>Dampskibs.Selsk. | 291·8<br>F36' | 41·7 | 25·7 | Esbjerg<br>Danish<br>*WB* | T.4Cy.22",44½"&(2)52"-43"<br>355NHP<br>HelsingörsJernsk.&Mskb. | | V |
| 07221 | **A. S. 262** SteelSc<br>*Par.Mot.*<br>*Elec.light* *ss*Lon.No.3-10,20<br>*Mchy.Aft* 1*Dk(Stl)* | | A–<br>*Motor Barge for River purposes only*<br>1,22 ~~10,20~~<br>LMC~~10,20~~ 1,22 | Lon | | CL | | .................. | FoodInvestigation<br>Board | 127·2 | 16·4 | 7·2<br>FK<br>*DTf*14'5*t* | British<br>4*BHAsp*<br>*APT*4*t* | Paraffin Motor 4S.C.SA<br>4Cy.7½"-10" 14NHP<br>BergiusL.&E.Co.Gls. | 7 ″ 9 | |
| 07222<br>129354 | **A. Spence Macdonald** SteelScK<br>1*Dk* | 195<br>192<br>76 | | | | ... | 1911 | Hall,Russell&Co.Ld.<br>Aberdeen | GamecockStm.<br>TrawlingCo.Ld.<br>(F.McConkey) | 115·2 | 22·1 | 11·9<br>BK7½" | Scarboro'<br>British<br>*WB* | T.3Cy.12",20"&34"-24"<br>78RHP<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 9 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | Registres où coté |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07223<br>204864 | **A. T. Kinney** SteelScSr<br>(*ex*Caldera)<br>*Elec.light Mchy.Aft* 1*Dk* | 6328<br>—<br>4686 | | | | | 1908 | WestBay<br>CitySBCo.<br>BayCity,Mch | KinneyS.S.Co.<br>(A.T.Kinney,<br>*Mgr.*) | 504·0 | 54·0 | 26·9<br>*WB* | Duluth,<br>Minn.<br>Utd.States | T.3Cy.22½",36"&60–42"<br>233NHP<br>DetroitS.B.Co.Detroit | | I |
| 07224<br>138262 | **A. Tremblay** WoodScSr<br>1*Dk* | 245<br>213<br>147 | | | | | 1916 | A.Tremblay<br>Matane,P.Q. | U.Tremblay | 111·5 | 28·2 | 10·4 | Quebec<br>British | C.2Cy.12"&24"–15"<br>24RHP<br>F.H.Dralet&Co.Quebec | | |
| 07225 | **A. Upmeyer** SteelSc<br>(*Trawler*) | 247<br>—<br>92 | | | | | 1914 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | Grundmann&<br>Gröschel | 127·0 | 23·5 | 10·1 | Gstemnde<br>German | T.3Cy.11½",18½"&30½"–22"<br>44NHP<br>G.Seebeck,A.G.,Gstemnde | | |
| 07226<br>107267 | **A. W. Osborne** SteelSc<br>(*ex*AndrewCarnegie)<br>*Mchy.Aft Elec.light* 1*Dk*2*trB* | 3826<br>—<br>2630 | | | | | 1897 | Cleveland<br>S.B.Co.<br>Cleveland | WilsonTransitCo. | 403·0 | 48·0 | 24·3 | Fairport,O<br>Utd.States<br>*WB* | T.3Cy.23",38"&63"–40"<br>NB12 251NHP<br>ClevelandS.B.Co.Clevelnd | | |
| 07227<br>2685<br>HVJL | **A. Wicander** SteelScSr<br>1*Dk*<br>*Elec.light* | 928<br>731<br>559 | | | | | 1891 | MotalaCo.<br>Gothenburg | Stockholms<br>Rederiaktieb Svea<br>(H.Ericson, *Mgr*) | 201·5<br>Q68'<br>F22' | 29·6<br>B52' | 15·4<br>H36*t* | Stockholm<br>Swedish | T.3Cy.18",29"&46½"–30"<br>118NHP<br>MotalaCo.,Gothenburg | | V |
| 07228<br>38<br>SVBN | **A. Witting** IronSc<br>(*Tug*) | 116<br>—<br>39 | | | | | 1894 | ..................<br>Govan | CorpoPiloti<br>Pratici | 93·5 | 18·4 | 10·1 | Naples<br>Italian | | | |
| 07229<br>105175 | **A 1.** SteelSc | 127<br>110<br>66 | | | | | 1895 | C. W.<br>Dodgin<br>Lydney | ~~J.C.Hunt~~<br>Osborn Wallis,Ld | 96·0 | 17·6 | 7·4 | Bridgwatr<br>British | 1Cy.19½"–18"<br>40RHP<br>Stothert&Co.Bristol | | |
| 07230<br>NDHB | **Aabenraa** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | ~~2115~~ 2104<br>~~1840~~ 1842<br>~~1236~~ 1207 | ✠100A1<br>11.21<br>~~(*Class Contem plated*)~~<br>✠LMC11,21 | Gls | *s* | CL | 1921<br>11mo<br>*Lloyd's* A&CP | Yarrow&<br>Co.Ld.<br>~~Scotstoun~~<br>Glasgow | Nord-Östersö<br>Rederiet(A.Krohn<br>*Mgr.*)<br>*Cell DBa*86'*uE*18'*f*124'5 | 286·0<br>P27'B166'F31'<br>65*tFPT*48*tAPT*87*t* | 43·4 | 18·7<br>FK | Copnhagn<br>Danish<br>5*BHCem* | T.3Cy.20½",33"&54"-36"(*s*)<br>180lb 208NHP<br>2SB,6*cf*,GS102,HS3452<br>Yarrow&Co.Ld. Gls. | 21 ″ 0<br>s2 ″ 1½<br>19 ″ 3 | |
| 07231<br>MKCS | **Aafjord** SteelScSr<br>*Elec.light* 2*Dks* | 328<br>307<br>186 | | | | | 1914 | Akers<br>Mek.Værks.<br>Christiania | NamsosDampskibselsk(Th.Sommerschield,*Mgr.*) | 131·1<br>H21*t* | 22·1 | 15·6 | Namsos<br>Norwegian<br>*WB* | T.3Cy.12",20"&33"–21"<br>50NHP<br>AkersMek.Værks.Xia | | |
| 07232<br>MGRV | **Aagot** SteelScSr<br>*ss*Npt.No.3–6,19<br>1*Dk*(*Irn*)2*trB*&*deep framing*<br>Wireless 3*Dk rule* | 3595<br>3390<br>2289 | ✠100A1<br>~~4,21~~ ~~9,20~~ 5,22<br>~~BS5,20~~<br>~~BS2,21~~ 5,22<br>✠LMC11,18 | NNs<br>~~Bpl~~ Bry | *v* | ~~5,19~~<br>N4,21 | 1906<br>7mo<br>*Lloyd's* A&CP | W.Gray&<br>Co.Ld.<br>W Hartlepool | A/S D/S Aagot<br>(SM Kuhnle&Sön)<br>*W B* = *Cell DBa* 133' | 340·0<br>P25'B90'F32'<br>*uE* 17' *f* 146' 1005*t* | 48·0 | 24·5<br>FK | Bergen<br>Norwegian<br>6*BHCem*<br>*APT*117*t* | T.3Cy.25",40"&65"–42" (*s*)<br>160lb *90lb* 289NHP<br>2SB,6*rf*,GS112,HS4562<br>Cen.Mar.Eng.Wrks.WHpl | 27 ″ 2<br>s5 ″ 0<br>22 ″ 7 | |
| 07233<br>NCFB | **Aalborg** SteelSc<br>Wireless<br>*Elec.light* 1*Dk* | 1256<br>948<br>723 | | | | | 1920 | Akt.P.Ph.<br>Stuhr'sSkibs.<br>Aalborg | Rederiakties.<br>Limfjorden(Rechnitzer,Thomsen&Co.*Mgrs.*) | 238·7<br>P14'Q71'B94'F29' | 36·2 | 13·4 | Aalborg<br>Danish<br>*WB* | T.3Cy.15",24"&40"–27"<br>83NHP<br>A/SFrichs,Aarhus | | |
| 07234<br>NSVF | **Aalborghus** SteelScSr<br>*Elec.light* 2*Dks* | 1478<br>827<br>828 | | | | | 1914 | Burmeister<br>&Wains.Msk.<br>ogSkibs.Act<br>Copenhagen | DetForenede<br>Dampsk.Selsk. | 254·6 | 38·7 | 21·5 | Copnhagn<br>Danish | T.3Cy.22",36"&60"–42"<br>233NHP<br>Burmeister&Wains.Msk.<br>ogSkibs.Act.Copenhagen | | V |
| 07235<br>LBVK | **Aalesund** SteelSc<br>(*Trawler*)<br>*Elec.light* Wireless 1*Dk* | 374<br>329<br>134 | | | | | 1920 | Kaldnæs<br>Mek.Værks.<br>Tönsberg | A/SDetNorske<br>Damptrawlselskap | ~~145·0~~<br>F23'<br>145·8 | ~~25·0~~<br>25·2 | ~~14·0~~<br>10·8 | Aalesund<br>Norwegian<br>*WB* | T.3Cy.13½",22"&37½"–24"<br>69NHP<br>KaldnæsM.V.Tönsberg | | |
| 07236<br>Sunk by Collision 1,22 | **Aamot** SteelScSr<br>(*ex*Gisla)<br>*Elec.light* Wireless 1*Dk* | 1373<br>1018<br>829 | | | | | 1907 | Akers<br>Mek.Værks<br>Christiania | GermanGovernment | 240·3<br>H24*t*F9*t* | 35·2 | 16·8 | German<br>*WB* | T.3Cy.18",29"&48"–33"<br>132NHP<br>AkersMek.Værks.Xia. | | N |
| 07237<br>MLDT | **Aardal** SteelScSr<br>*Mchy.Aft* 1*Dk* | 332<br>233<br>185 | | | | | 1915 | Stavanger<br>Stöberi&Dok<br>Stavanger | Fylkesbaatane i<br>Sogn ogFjordane | 135·0<br>P47'F28' | 24·1 | 10·5 | Bergen<br>Norwegian<br>*WB* | T.3Cy.11½",17½"&30"–21"<br>41NHP<br>StavangerStöberi&Dok | | |
| 07238<br>NSBF | **Aarhus** SteelScSr<br>*Elec.light* 1*Dk*&*AwngDk* | 1627<br>899<br>835 | | | | | 1912 | Akt.Burmeistr&Wain<br>Copenhagen | DetForenede<br>DampskibsSelsk. | 270·4<br>F35' | 39·3 | 21·6 | Copnhagn<br>Danish<br>*WB* | T.4Cy.25",41"&(2)48"–39"<br>231NHP<br>Akt.Burmeistr&Wain,Cpn | | V |
| 07239 | **Aaron Hubert** SteelScK<br>*Now named* "Graffoe," *See letter* G.<br>1*Dk*(*Stl*) | 202<br>199<br>88 | ✠100A1<br>*StmTrawler*<br>2,19<br>LMC2,19 | Psy | | CL | 1919<br>2mo<br>*Lloyd's* A&CP | J.Fullerton<br>&Co.<br>Paisley | TheAdmiralty | 115·6 | 22·1 | 12·1<br>BK7½"<br>*DBf*29'20*t* | British<br>3*BHCem* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 57NHP<br>1SB,3*pf*,GS39,HS1347<br>Fleming&FergusonLd Psy | 13 ″ 0 | |
| 07240 | **Aarstad** SteelSc<br>*Now named* "Dagfin." *See No.* 37093 *in Supplement*<br>*Elec.light* Wireless 1*Dk* | *2350* | | | | | 1920 | Dundee<br>S.B.Co.Ld.<br>Dundee | | 285·0<br>P38'B77'F32' | 43·6 | 19·0 | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.21",35"&58"–39"<br>202NHP<br>Cooper&Greig,Ld.Dun. | | |
| 07241<br>MSKN | **Aarsten** Comp~~Aux~~ScSr<br>*Oil Eng.* ~~*Par.Motor*~~<br>*Mchy.Aft* 1*Dk*<br>~~(*See Sailing Ship Register*)~~ | 439<br>332<br>238 | | | | | 1918 | Hölens<br>Verks.A/S.<br>Larvik | A/S.Aarsten(L.Sandsdala,*Mgr.*) | 145·0<br>P64*t*F21*t* | 26·6 | 12·0 | Larvik<br>Norwegian | OilEngines 2S.C.SA<br>4Cy.15"–16⅛" 69NHP<br>J&CGBolindersCoLdSkm | | N |
| 07242<br>MHJS | **Aarvak** WoodAuxScK<br>*Stm.Eng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 111<br>103<br>47 | | | | | 1912 | K.Dekke<br>Bergen | P.S.Brandal | 90·0<br>Q5*t* | 21·6 | 10·8 | Aalesund<br>Norwegian | C.2Cy.8½"&17"–12"<br>8NHP<br>LaxevaagsMsk&Jrns.Bgn | | N |
| 07243<br>MTKL | **Aasta** WoodAuxSc3MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 312<br>263<br>221 | | | | | 1919 | Otto<br>Nielsen<br>Sagvaag | K.S.Nordgreen | 116·6<br>F10*t*Q21*t*H11*t* | 28·0 | 14·3 | Bergen<br>Norwegian | Oil Engines<br>A/SNorsk.Motor,Bergen | | N |
| * 07244<br>141887<br>JVHL | **Aba** SteelTwinSc<br>*ss*Gls.No.1-21 *OilEng.*<br>(*ex*Glenapp) 2*Dks*(*Stl*)&*Shelter dk*<br>*Elec.light* Wireless (*Stl*–ws)<br>*Ref.Mchy.* | 7937<br>6780<br>4596 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,21 ~~10,19~~<br>DBS11,21<br>✠LMC~~9,18~~ 11,21 | Lth<br>Bel | ~~*b*†~~<br>*c*† | CL<br>11,21 | 1918<br>9mo<br>*Lloyd's* A&CP | Barclay,<br>Curle&Co.Ld<br>Glasgow | British&African<br>S.N.Co.Ld.(Elder,<br>Dempster&Co.Ld.<br>*Mgrs.*)<br>~~*CellDB* 392'1023*t*~~ *DTa*68'1 | 450·5<br>F37'*on Shelter dk*<br>*CellDB*389'1140*t*<br>16*tFPT*93*tAPT*44*t* | 55·8 | 36·6<br>FK | Liverpool<br>British<br>*pt Cem*<br>7 *BH to S dk*<br>1 „ „ *U* „ | Oil Engines 4S.C.SA<br>16Cy.29½"–43$\frac{5}{16}$" 1140NHP<br>DB–*100lb*<br>Harland&Wolff,Ld.Gls. | 40 ″ 0<br>~~s10 ″ 2½~~<br>~~20 ″ 5~~<br>s16 ″ 4½<br>24 ″ 8 | |
| 07245<br>137495 | **Abadesa** SteelScSr<br>*ss*Lon.No.1-21<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&<br>*Ref.Mchy.* 3*rd dk*(*Stl*)*inNo.*1*hold*<br>Wireless | 6572<br>6313<br>4223 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~4,21~~ ~~10,19~~ 2,22<br>✠LMC1,21<br>✠Lloyd'sRMC ~~10,21~~ 2,22 | Lon<br>~~Lia~~ | *a*† | CL<br>~~10,19~~<br>3,21 | 1916<br>3mo<br>*Lloyd's* A&CP | SirRDixon<br>&Co.Ld.<br>Middlesbro' | FurnessHoulder<br>ArgentineLines,<br>Ld. | 420·0<br>F *onShelter dk*34'<br>*CellDB*358'1053*tFPT*123*tAPT*98*t* | 53·5 | 36·6<br>FK | Liverpool<br>British<br>7*BHCem* | T.3Cy.29",49"&80"–54" (*s*)<br>180lb 682NHP<br>3SB,*12cf*,GS234,HS10300FD<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 39 ″ 3<br>s10 ″ 2<br>29 ″ 6 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07246<br>JOMH | **Abando** SteelScSr<br>ssBbo.2ndNo.3-3,18<br>(exPeñaCabarga) 1Dk(Stl)&deep framing | 1701<br>1466<br>962 | ✠100A1<br>2,20<br>✠LMC<br>MS3,18 BS3,20 | Bbo | q | 2,20 | 1897<br>10mo | AM'Millan &Son,Ld.<br>Dumbarton<br>A&CP | Cia.deNav.<br>Vizcaya<br>Cell | 260·0<br>B60'F27'<br>FK<br>DBa&uE88'f110' | 37·0 | 18·2 | Santander<br>Spanish<br>4BHCem<br>402tAPT63t | T.3Cy.19",31"&51"-36" (s)<br>160lb 100lb NDB20 164NHP<br>1SB,3cf,GS66,HS2567<br>Muir&Houston,Ld.Gls. | 20 " 6<br>s 3 " 4½<br>17 " 5 | |
| 07247<br>212612<br>LDRJ | **Abangarez** SteelScSr<br>2Dks&2pt dks<br>*Elec.light* *Ref.Mchy.* Wireless | 4954<br>3895<br>3084 | | | | | 1909 | Workman, Clark&Co.Ld<br>Belfast | AbangarezS.S. Corp. (United FruitCo.Line) | 378·8<br>B154'F45' | 50·3 | 29·1 | NewYork<br>Utd.States<br>WB | T.3Cy.27",45"&75"-54"<br>413NHP<br>Wrkman,Clark&CoLd.Bel | | C |
| 07248<br>118491<br>HBFV | **Abaris** SteelScSr<br>ssShl.No.3-6,16<br>Wireless ssCff.No.1-20<br>1Dk(ptIrn&ptStl)&deepframing | 2892<br>2734<br>1830 | ✠100A1<br>3,21 ~~9,20~~<br>✠LMC9,20<br>✠NE8,18 ✠NB(s)8,18<br>BS7,21 | Cff | v | CL<br>~~9,20~~<br>3,21 | 1904<br>9mo | Bartram& Sons<br>Sunderland<br>Lloyd's A&CP | GasconyS.S.Co. Ld.(L.Walford (London)Ld.Mgs)<br>CellDBa108'uE& | 331·7<br>P29'B190'F37'<br>FK<br>B52'f124'871t FPT | 48·1 | 21·5 | London<br>British<br>6BHCem<br>53tAPT46t | T.3Cy 24",38"&64"-42" ($^{s}_{a}$)<br>180lb 100lb 292NHP<br>2SB,6cf,GS122,HS4544<br>J.Dickinson&Sons,Ld.Sld. | 24 " 0<br>s 3 " 1<br>21 " 3 | |
| 07249<br>132628<br>HTQN | **Abbas** SteelScSr<br>ssSld.No.2-20<br>*Well deck* 1Dk(Stl)<br>*Mchy.Aft* *Cargo battens not fitted* | 1430<br>1115<br>836 | ✠100A1<br>~~4,21~~ ~~4,20~~ 9,21<br>✠LMC4,20<br>BS5,21 | Sld<br>~~Nwc~~ Shl | o | CL<br>4,20 | 1911<br>11mo | S.P.Austin &Son,Ld.<br>Sunderland<br>Lloyd's A&CP | S.Clarke&Co.<br>WB=CellDBuE& | 240·0<br>Q131'B12'F26'<br>FK<br>B37'f152'414tFPT | 36·0 | 15·6 | London<br>British<br>4BHCem<br>106tAPT60t | T.3Cy.19",31"&51"-36" (s)<br>180lb ~~70lb~~ 100lb 172NHP<br>1SB,4pf,GS73,HS2691<br>J.Dickinson&Sons,Ld.Sld. | 17 " 9<br>s 1 " 6<br>16 " 6 | |
| 07250<br>115845<br>TLOM | **Abbassieh** SteelScSr<br>(exSicilianPrince, exAlvaresCabral,exMoçambique)<br>*Elec.light* Wireless 2Dks3trB | 2784<br>2625<br>1708 | | | ... | | 1889 | Scott&Co.<br>Greenock | KhedivialMail S.S. &Graving DockCo. Ld. (LordE.Hamilton,Mgr.) | 363·5<br>P44'B142'F51'<br>BK11" | 42·2 | 25·3 | London<br>British<br>WB | T.3Cy.31",50"&80"-54"<br>570NHP<br>Scott&Co.Greenock | 28 " 6 | V |
| 07251 | **Abbazia** SteelScSr<br>ssTri.No.2-20<br>*Elec.light* 1Dk(Stl)&Awng dk (Stl-ws)3trB | 3839<br>3082<br>2314 | ✠100A1<br>Awng dk withfreeboard<br>7,21 ~~2,20~~ ✠LMC<br>MS9,19<br>DBS~~2,20~~ 7,21 MBS~~11,20~~ 11,21 | Tri | v | CL<br>2,19 | 1912<br>1mo | Lloyd Austriaco<br>Trieste<br>Lloyd's A&CP | LloydTriestino<br>WB=Cell | 344·7<br>BonAwng dk160'<br>DBa98'uE36'f122' | 43·7<br>45·5 | 25·9<br>FK | Trieste<br>Italian<br>6BHCem<br>476tAPT64t | T.3Cy.23¼",37"&66"-48" (r)<br>200lb 180lb 390NHP<br>2SB,6cf,GS126,HS5378 FD<br>LloydAustriaco,Trieste | 28 " 5 | |
| 07252 | — SteelScSr<br>*Elec.light* | 142<br>121<br>69 | | | | | 1902 | M.U. Marinolich<br>Lussinpicclo | Soc.InAzioni Ungaro-Croata di Nav.Maritt.aVap. | 120·3 | 17·6 | 9·1 | Fiume | C.2Cy.13¾"&28⅝"-17¾"<br>29NHP<br>W.G.Greenham&Co.Tri. | | |
| 07253<br>~~NBJV~~ | **Abbednæs** Ferro-ConcreteAuxSc<br>OilEng.<br>*Mchy.Aft* 1Dk<br>(*See Sailing Ship Register*) | 235<br>210<br>150 | ✠ A-<br>4,20<br>LMC4,20<br>ForNorthSea&Baltic Trade<br>Subject toAnnual Survey—Experimental | Cpn | | | 1920<br>4mo | Næstved Jernbeton Skibsbyggeri<br>Næstved | ~~Dmpsk."Oregon" (BartholdyBros. Mgrs.)~~ WPetterson<br>Cell | 121·7<br>BK12"<br>DBf66'60t FPT15t | 24·9 | 11·1 | Swedish<br>3BH<br>APT8t | Oil Engine 2S.C.SA<br>2Cy.13"-13¼" 23NHP<br>J&CGBolinderCo.Ld.Skm | 14 " 3 | |
| 07254<br>217850<br>LQPN | **Abbeville** WoodSc<br>*Elec.light* Wireless 1Dk2trB | 2542<br>—<br>1531 | | | | | 1919 | Johncke S.B.Corp.<br>Madisonville, La. | UnitedStates ShippingBoard | 267·2<br>P29'B56'F28' | 46·0 | 23·5 | N.Orleans<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 07255<br>128884<br>JFQS | — SteelScSr<br>ssGoo.No.1-19<br>(exEdwinHunter) 1Dk(Irn)<br>*Elec.Light* *Well deck* | 1337<br>968<br>719 | ✠100A1<br>10,21 ~~7,20~~<br>~~BS7,20~~ ✠LMC2,19<br>BS10,21 | Goo<br>Bly | o | ~~2,19~~<br>10,21 | 1914<br>6mo | WoodSkinner&Co.Ld.<br>Newcastle<br>Lloyd's A&CP | YorkshireCoal& Stm.Shppg.Co.Ld. (H.W.&C.M.Ezard Mgrs.) DBa63' | 238·4<br>Q140'F27'BonQ52'<br>Cell FK<br>uE18'f99'382tFPT | 36·1 | 14·1 | London<br>British<br>4BHCem<br>51tAPT83t | T.3Cy.18½",30"&50"-33" (s)<br>180lb 176NHP<br>2SB,6pf,GS98,HS2984<br>G.Clark,Ld.Sunderland | 16 " 3<br>s 1 " 4½<br>15 " 2 | |
| 07256<br>111281<br>VORN | **Abbotsford** SteelScSr<br>ssSng.No.3-3,06<br>*Mchy.Aft* ssSng.No.1-10<br>*Well deck* 1Dk(Stl) | 257<br>170<br>100 | ✠<br>11,13<br>✠ | Sng | c | | 1900<br>7mo | J.Mc Arthur&Co.<br>Paisley | LimChinTsong | 120·0<br>Q46'B9'F20'<br>BK7"<br>WB | 22·1 | 8·8 | Singapore<br>British<br>3BHCem<br>=FPT22t | C.2Cy.14½"&30"-21"<br>NDB03 37RHP<br>1SB,2pf,GS39,HS992<br>Bow,McLachlan&Co.Psy. | 9 " 9 | |
| 07257<br>Broken up 5,22<br>OBAM | **Abd-el-Kader** IronScBn<br>*Elec.light* Wireless 2Dks&Spardk | 1801<br>—<br>931 | | | | | 1880 | JohnElder &Co.<br>Glasgow | Cie.Générale Transatlantique | 310·2<br>H175t F46' | 33·5 | 16·7<br>24·3 | Marseilles<br>French | C.2Cy.42"&80"-48"<br>NB05 370NHP<br>JohnElder&Co.,Glasgow | | V |
| 07258<br>OBAK | **Abda** SteelScSr<br>(exKoningWillemI.)<br>*Elec.light* Sub.Sig. Wireless 3Dks | 4331<br>—<br>2704 | | | ... | | 1898 | Kon.Maats deSchelde<br>Flushing | Cie.deNav.Paquet | 390·5<br>P&B286'F70'<br>BK11" | 45·3 | 27·5 | Marseilles<br>French<br>WB | Q.4Cy.27½",39",55"&82"-60"<br>710NHP<br>Maats.deSchelde,Flushing | 29 " 1 | V |
| 07259<br>OBAS | **Abeille No. 2** SteelSc<br>(Tug)<br>(exRoubary,exWilliam) 1Dk | 118<br>—<br>28 | | | | | 1913 | APannevis<br>Alphen a/d. Rijn | Cie.deRemorq.& deSauvetageLes Abeilles | 95·0 | 18·6 | 9·6 | Havre<br>French<br>WB | T.3Cy.12",17½"&29"-15"<br>33NHP<br>Machinefab.Bolnes,Bolnes | | V |
| 07260<br>OBAT | **Abeille No. 3** SteelScK<br>ssHav.No.1-18<br>1Dk | 189<br>150<br>19 | ✠100A1<br>For towing purposes<br>10,21 ~~10,20~~ BS10,21<br>~~BS10,20~~ ✠LMC6,18 | Hav | | 10,20 | 1914<br>1mo | J.P.Rennoldson&Sns<br>South Shields<br>Lloyd's A&CP | Cie.deRemorq.& deSauvetageLes Abeilles | 100·0<br>BK7"<br>WB=FPT | 23·1 | 10·8 | Havre<br>French<br>4BHCem<br>11tAPT13t | T.3Cy.12¼",21"&33"-24" (s)<br>180lb 83NHP<br>1SB,3cf,GS45,HS1612<br>J.P.Rennoldsn&Sns,S.Shl. | 12 " 0<br>s 1 " 0¼<br>11 " 10 | |
| 07261<br>OBAU | **Abeille No. 4** SteelScK<br>~~ssHav.No.1-17~~<br>1Dk<br>ssHav.No.2-21 | 181<br>—<br>23 | ✠100A1<br>For towing purposes<br>4,21 ~~4,20~~ 4,21<br>~~BS4,20~~ ✠LMC~~12,17~~ | Hav | c | 4,20 | 1912<br>10mo | J.P.Rennoldson&Sns.<br>SouthShields<br>Lloyd's A&CP | Cie.deRemorq.& deSauvetageLes Abeilles | 106·5<br>BK7"<br>WB=FPT7t | 24·6 | 11·6 | Havre<br>French<br>4BHCem<br>APT18t | T.3Cy.15½",25"&41"-27" (s)<br>180lb 107NHP<br>1SB,3cf,GS51,HS1828<br>J.P.Rennoldsn&Sns,S.Shl. | 12 " 9<br>s 1 " 1<br>12 " 6 | |
| 07262<br>OBAW | **Abeille No. 5** SteelTwinScK<br>ssHav.No.2-19<br>1Dk | 199<br>177<br>7 | ✠100A1<br>For towing purposes<br>7,21 ~~5,20~~ ✠LMC11,19<br>BS7,21 | Hav | | PN<br>5,20<br>~~S5,20~~<br>S7,21 | 1910<br>8mo | J.P.Rennoldson&Sns<br>SouthShields<br>Lloyd's A&CP | Cie.deRemorq.& deSauvetageLes Abeilles | 108·5<br>BK7"<br>WB=FPT12t | 24·1 | 10·8 | Havre<br>French<br>4BHAsp<br>APT16t | C.4Cy.16"&34"-22" (s)<br>120lb 109NHP<br>1SB,3cf,GS58,HS1935<br>J.P.Rennoldsn&Sns,S.Shl. | 12 " 0<br>s 1 " 1<br>11 " 9 | |
| 07263<br>OBAX | **Abeille No. 6** SteelScSp<br>ssHav.No.3-3,17<br>1Dk<br>ssHav.No.1-21 | 114<br>98<br>4 | ✠100A1<br>For towing purposes<br>9,21 1,~~21~~ ✠LMC<br>BS~~7,20~~ 9,21 MS1,21 | Hav | | 7,20 | 1910<br>7mo | J.P.Rennoldson&Sns.<br>South Shields<br>Lloyd's A&CP | Cie.deRemorq.& deSauvetageLes Abeilles | 88·0<br>BK6"<br>WB=FPT7t | 19·7 | 9·0 | Havre<br>French<br>3BHAsp<br>APT10t | C.2Cy.16"&34"-22" (s)<br>120lb 61NHP<br>1SB,2cf,GS35,HS1162<br>J.P.Rennoldsn&Sns,S.Shl. | 10 " 0<br>s " 10<br>9 " 11 | |
| 07264<br>OBAY | **Abeille No. 7** SteelSc<br>(Tug)<br>1Dk | 125<br>—<br>38 | | | | | 1906 | Forg.&Ch. delaMédit.<br>Havre | Cie.deRemorq.& deSauvetageLes Abeilles | 90·0 | 21·0 | 12·2 | Havre<br>French | C.2Cy.17¾"&35½"-23½"<br>51NHP<br>Forg.&Ch.delaMédit.Hav. | | V |
| 07265<br>OBAZ | **Abeille No. 8** IronTwinSc<br>(Tug)<br>1Dk | 169<br>—<br>76 | | | | | 1879 | Cunliffe& Dunlop<br>PortGlasgow | Cie.deRemorq.& deSauvetageLes Abeilles | 118·1 | 19·0 | 11·7 | Havre<br>French | C.4Cy.17"&30"-24"<br>NB07 73NHP<br>Cunliffe&Dunlop,P.Gl. | | V |
| 07266<br>OBCA | **Abeille No. 9** SteelSc<br>(Tug)<br>*Elec.light* (exBilliton) 1Dk | 116<br>99<br>— | | | | | 1916 | Schpw.v. P.Smit,Jr.<br>Rotterdam | Cie.deRemorq.& deSauvetageLes Abeilles | 75·5 | 18·9 | 9·3 | Havre<br>French<br>WB | T.3Cy.10",16½"&27"-16"<br>29NHP<br>Schpw.v.P.Smit Jr.Rot. | | V |

| Numéro d'Ordre.<br>Numéro Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Forme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement — Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ✻ 07267<br>OBCD | **Abeille No. 10** SteelScK<br>ssHav.No.2-18<br>1Dk | 197<br>170<br>25 | ✠100A1<br>For towing purposes<br>10,21 ~~7,20~~<br>BS1,21 ✠LMC4,18 | Hav | c | ~~10,18~~<br>10,21 | 1909<br>11mo<br>Lloyd | J.P.Rennoldson&Sns.<br>SouthShields<br>'sA&CP | Cie.deRemorq.&deSauvetageLes Abeilles | 106·3<br>BK7″<br>WB=FPT10t | 23·1 | 11·6 | Havre<br>French<br>4BHAsp<br>APT18t | T.3Cy.15½″,25″&41″-27″ (s)<br>180lb 106NHP<br>1SB.3cf,GS58,HS1794<br>J.P.Rennoldsn&Sns,S.Shl. | 12 ″ 9<br>s 1 ″ 2<br>12 ″ 5 | |
| 07268<br>OBCE | **Abeille No. 11** SteelTwinScK<br>~~ssHav.No.1-16~~<br>Elec.light 1Dk(ptStl)<br>ssHav.No.2-21 | 260<br>241<br>22 | ✠100A1<br>For towing purposes<br>9.21 ~~6,20~~<br>~~BS6,20~~ ✠LMC~~10,16~~ 9,21 | Hav | | 6,20 | 1913<br>7mo<br>Lloyd | J.P.Rennoldson&Sns<br>SouthShields<br>'sA&CP | Cie.deRemorq.&deSauvetage Les Abeilles | 127·0<br>BK8″<br>WB=FPT | 25·1 | 12·1 | Havre<br>French<br>4BHCem<br>26tAPT10t | C.4Cy.18″&38″-24″ (s)<br>130lb 177NHP<br>1SB,4cf,GS72,HS2820<br>J.P.Rennoldsn&Sns,S.Shl. | 13 ″ 6<br>s 1 ″ 4½<br>13 ″ 1 | |
| 07269<br>OBCF | **Abeille No. 12** SteelTwinScK<br>ssHav.No.3-9,18<br>1Dk | 240<br>221<br>42 | ✠100A1<br>For towing purposes<br>9,21 ~~8,20~~<br>~~BS2,20~~ BS6,21 ✠LMC9,18 | Hav | | 8,20 | 1906<br>5mo<br>Lloyd | J.P.Rennoldson&Sns.<br>SouthShields<br>'sA&CP | Cie.deRemorq.&deSauvetage Les Abeilles | 120·0<br>BK8″<br>WB=FPT10t | 25·1 | 13·7 | Havre<br>French<br>4BHCem<br>APT25t | C.4Cy.18″&38″-24″ (s)<br>120lb 135NHP<br>1SB,3pf,GS59,HS2268<br>J.P.Rennoldsn&Sns,S.Shl. | 13 ″ 3<br>s 3 ″ 5½<br>10 ″ 9 | |
| 07270 | **Abelia** SteelSc<br>Now named "Northquay," See No. 38640 in Supplement<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 744<br><br>328 | ✠100A1<br>✠LMC8,20 | Rot | j | | 1920<br>8mo<br>A&CP | NVScheeps<br>DeMerwede<br>v/dVanVliet<br>&Co.<br>Hardenxveld | N.V.Stoomschip "Eenambt"(J. Pierot,Jnr.,Mgr.)<br>CellD | 180·3<br>Q117′F24′<br>FK<br>Bf103′146tFPT63t | 28·1 | 12·4 | Rottrdam<br>Dutch<br>3BHCem<br>APT7t | T.3Cy.14½″,25″&40″-27″ (s)<br>180lb 100lb 111NHP<br>1SB,3cf,GS60,HS1983<br>Verschure&Co.Amsterdam | 14 ″ 6<br>s 4 ″ 8½<br>~~14 ″ 0~~ | |
| 07271 | **Abella** SteelSc<br>OilEng.<br>Mchy.Aft (exPrincenhageV.) 1Dk | 222<br>192<br>139 | | | | | 1917 | G.J.van derWerff<br>Hoogezand | Ned.Ind.Tank Stoomb.Maats. | 115·0<br>Q23′ | 22·6 | 10·0 | Batavia<br>Dutch | Oil Engine 2S.C.<br>2Cy.13¾″&14½″ 28NHP<br>VanRennes,Utrecht | | C |
| 07272<br>219477<br>LVHN | **Abercos** SteelSc<br>Sub.Sig. Wireless Fitted for oil fuel<br>Elec.light 1Dk&Shelter dk2trB | 6076<br>5563<br>3729 | | | | | 1919 | GMStandiferCnst.Corp.<br>Vancouver, Wash. | UnitedStates ShippingBoard | 401·4<br>P48′B81′F37′ | 53·2 | 31·9 | PortlndOr<br>Utd.States<br>WB | T.3Cy.24½″,41½″&72″-48″<br>359NHP<br>Hooven,Owens&RentschlerCo.Hamilton,O. | | R |
| ✻ 07273<br>110995<br>THQF | **Abercraig** SteelSc3MstSr<br>ssShl.No.3-12,14<br>ssNwcNo.1-19<br>Mchy.Aft Well deck 1Dk(Stl) | 440<br>293<br>179 | ✠100A1<br>1,22 ~~5,20~~<br>✠LMC<br>MS7,19 BS~~1,20~~ 2,21 | Npt<br>Bly | g | CL<br>~~1,20~~<br>1,22 | 1902<br>4mo<br>Lloyd | Dundee Shipbuilders' CoLd.Dundee<br>'sA&CP | ~~HavenSteam ShippingCo.Ld. (Agnew,Williams &Co.,Mgrs.)~~ A. Matthew&Co.Ld. | 153·1<br>Q83′B11′F21′<br>FK<br>WB=CellDBf82′9 | 25·1 | 9·8 | Dundee<br>British<br>3BHCem<br>7tFPT40t | T.3Cy.13″,21½″&35″-24″ (s)<br>180lb 100lb NDB08 68RHP<br>1SB.2cf,GS34,HS1073<br>J.Cran&Co.Leith | 12 ″ 2<br>s ″ 6<br>11 ″ 10 | |
| ✻ 07274<br>135580<br>JFNK | **Aberdale** SteelSc3MstSr<br>ssNwc.No.1-19<br>Mchy.Aft 1Dk(Stl)<br>Well deck Cargo battens not fitted | 621<br>413<br>265 | ✠100A1<br>~~2,21~~ ~~5,20~~-~~9,21~~<br>12,21 ✠LMC<br>MS8,19 BS~~5,20~~ 8,21 | Nwc<br>Lon | i | CL<br>~~6,20~~<br>2,21 | 1914<br>5mo<br>Lloyd | J.Fullerton&Co.<br>Paisley<br>'sA&CP | CommercialGas Co.<br>WB=CellD | 175·0<br>Q96′B9′F32′<br>BK6″<br>Bf95′137tFPT51t | 28·1 | 10·4 | Liverpool<br>British<br>3BHCem<br>APT44t | T.3Cy.14″,24″&40″-27″ (s)<br>180lb 90RHP<br>1SB,3pf,GS54,HS1848<br>Fishers,Ld.Paisley | 13 ″ 0<br>s ″ 7<br>13 ″ 0 | |
| 07275<br>114665<br>SJFB | **Aberdare** SteelTwinScSp<br>1Dk | 353<br>307<br>240 | | | | | 1901 | DJ.Dunlop&Co.<br>Pt.Glasgow | NigerCo.Ld. | 158·0<br>B22′ | 26·4 | 8·7 | London<br>British | C.4Cy.10″&20″-15″<br>36RHP<br>D.J.Dunlop&Co.Pt.Gls. | | |
| ✻ 07276<br>217063<br>LNHK | **Aberdeen** WoodTwinSc<br>Elec.light Hardwood treenails 2Dk<br>Wireless Salted & specially treated | 2917<br>2403<br>1708 | ✠12 A—<br>1,20<br>BS1,20 LMC10,18 | NNs | | CL | 1918<br>9mo | GraysHarborMotor ShipCorp.<br>AbrdeenWsh | UnitedStates ShippingBoard | 273·0<br>P22′B62′F34′ | 49·1 | 25·6 | Seattle<br>Utd.States | T.6Cy.15½″.26″&44″-26″(s)<br>200lb GS156,HS2518 214NHP<br>2Water TubeBoilers FD<br>HendricksMachineCo. Seattle,Wash. | 28 ″ 5<br>s 4 ″ 7 | |
| 07277<br>103227 | — SteelScSr<br>Elec.light Mchy.Aft Wireless 2Dks | 674<br>639<br>274 | ... | | | | 1894 | Fleming&Ferguson<br>Paisley | CanadianGovernment | 180·0<br>B46′<br>BK7½″ | 31·1 | 16·9 | Ottawa<br>British<br>WB | Q.4Cy.18″,28″,35″&54″-36″<br>196NHP<br>Fleming&Ferguson,Psy. | 19 ″ 3 | |
| 07278<br>106676 | — SteelScYl<br>ssGms.No.3-4,09<br>ssGms.No.2-18<br>1Dk | 163<br>150<br>69 | ✠100A1<br>Stm Trawler<br>1,20<br>✠NB10,14 ✠LMC11,18<br>BS7,21 | Gms | | CL<br>4,20 | 1896<br>11mo<br>A&CP | Mackie&Thomson<br>Glasgow | ConsolidatedStm.Fishing&IceCo.(Gms.)Ld. (J.D. Marsden,Mgr.) | 104·2<br>Q17′F19′<br>BK7½″<br>Dpts09 | 20·5 | 10·7 | Grimsby<br>British<br>4BHCem | T.3Cy.10″,16″&27″-20″ (s)<br>180lb 45RHP<br>1SB,2pf,GS26,HS656<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 07279<br>209852<br>LCJE | — SteelSc<br>1Dk | 116<br>—<br>59 | | | | | 1912 | ..................<br>Seattle,Wash | American Pacific WhalingCo. | 88·0 | 19·0 | 11·5 | Seattle<br>Utd.States | | | |
| 07280<br>127164<br>HPBD | **Aberdonian** SteelScSr<br>ssAbn.No.3-9,19<br>Elec.light 2Dks(UStl-ws)<br>Wireless | 1648<br>1146<br>747 | ✠100A1<br>9,19<br>BS11,20 ✠LMC9,19<br>DBS10,21 | Abn | r | CL<br>9,19 | 1909<br>5mo<br>Lloyd | D&WHendersn&Co.Ld<br>Glasgow<br>'sA&CP | Aberdeen Stm Nav Co. | 264·3<br>P75′B74′F67′<br>BK9″<br>WB=CellDB | 36·2 | 18·3 | Aberdeen<br>British<br>4BHCem<br>a64′f72′148t | T.3Cy.26″,44″&72″-42″ (r)<br>180lb 80lb 394NHP<br>2DB,12cf,GS225,HS6484<br>D&W.Hendersn&CoLdGls | 19 ″ 6<br>s 2 ″ 3½<br>18 ″ 5 | |
| ✻ 07281<br>137171 | **Abergeldie** SteelScK<br>ssAbn.No.1-19<br>1Dk | 200<br>197<br>86 | ✠100A1<br>StmTrawler<br>10,19 ✠LMC10,19 | Abn | | CL<br>10,19 | 1915<br>7mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | ~~L.Brown~~ R.Irvin&SonsLd. | 115·7<br>BK7½″<br>WB= | 22·0 | 12·1 | Aberdeen<br>British<br>3BHCem<br>DBf27′16t | T.3Cy.12″,20″&34″-23″ (r)<br>180lb 75RHP<br>1SB,3pf,GS39,HS1377<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| ✻ 07282<br>115668<br>TMVF | **Aberlour** SteelScSr<br>Now named "Domingo," See No. 37062 in Supplement<br>ssLon.No.3-12,13<br>1Dk(Stl)&Spar dk(Stl)&<br>Elec.light Wireless deep framing | 4297<br>3973<br>2750 | ✠100A1<br>Spar dk<br>,21 ~~9,19~~ ✠LMC<br>MS~~9,17~~ 1,21 BS5,20 | Liv<br>Lon | x | 9,19 | 1902<br>7mo<br>Lloyd | Hall,Russell&Co.Ld<br>Aberdeen<br>'sA&CP | AdamS.S.Co.Ld.<br>WB=Cell DB a108 | 365·2<br>P38′B184′F47′ 28·4<br>FK<br>uE&B38′f158′809t | 48·2 | 20·4 | Aberdeen<br>British<br>6BHCem<br>APT56t | T.3Cy.26″42½″&69½″-45″(r)<br>180lb 85lb 357NHP<br>3SB,9cf,GS163,HS5586<br>Hall,Russell&Co.Ld.Abn. | 31 ″ 0<br>s 5 ″ 6<br>25 ″ 11 | |
| 07283 | **Abessinia** SteelSc4MstSr<br>Wrecked 9.21<br>Wireless 2Dks(Stl)&deepframing<br>Elec.light &Shelterdk(Stl) | 5753<br>4823<br>3691 | ✠<br>Shelter dk<br>8,00 ✠ | Nwc | b† | W | 1900<br>8mo<br>B=C | Palmers' Co.Ld.<br>Newcastle<br>ellDBa115′u | E&B90′f178′1207t | 451·3<br>FK<br>DTa30′763tFPT1 | 51·9 | 28·0 | 7BHCem<br>70tAPT60t | T.3Cy.30″,50″&81½″-54″<br>642NHP<br>3DB,18cf,GS338,HS11475<br>Palmers'Co.Ld.Newcastle | 31 ″ 2 | |
| 07284 | — SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless Sub.Sig. 2Dks | 1565<br>1388<br>928 | | | | | 1920 | Bremer Vulkan<br>Vegesack | Hamburg-Amerik.Packetf.Akt.Ges (Ham.-Amr.Linie) | 237·0<br>B38′F31′ | 35·9 | 19·3 | Hamburg<br>German<br>WB | T.3Cy16$\frac{1}{16}$″,26¾″&44″-28⅝″<br>[illegible]NHP<br>BremenVulkan,Vegesack | | |
| 07285<br>137383<br>JFWN | **Abinsi** SteelTwinScSr<br>~~ssLiv.No.2-17~~<br>(exLéopoldville) 2Dks(Stl)&Shelter dk<br>Elec.light Wireless (Stl-teaks)<br>ssLiv.No.3-12,20 | 6365<br>5195<br>8914 | 100A1<br>Shelter dk<br>withfreeboard<br>~~6,21~~ ~~8,20~~ ~~9,21~~ LMC3,20<br>3,22<br>~~BS4,21~~ 4,22 | Liv | a† | CL<br>~~11,19~~<br>9,21 | 1908<br>Lloyd | Harland&Wolff,Ld.<br>Belfast<br>'sA&CP | AfricanS.S.Co. (Elder,Dempster &Co.Ld.,Mgrs.) | 400·5<br>P57′F53 on Shltr dk<br>FK<br>WB=CellDBa1 | 53·3 | 31·5 | Liverpool<br>British<br>6BHAPBH to2nd dk only Cem<br>04′uE&B71′ | Q.8Cy.21″,30″,43″&61½″-48″<br>215lb (s) 816NHP<br>4SB,12cf,GS268,HS11948FD<br>Harland&Wolff,Ld.Bel.<br>f160′839tFPT60tAPT46t | 34 ″ 1<br>s 12 ″ 1½<br>22 ″ 6 | |
| 07286<br>5430<br>JTFH | **Abisko** SteelScSr<br>Elec.light Mchy Aft 1Dk<br>Wireless | 3088<br>2633<br>1640 | — | | | | 1913 | GöteborgsM.V.Aktieb.<br>Gothenburg | TrafikaktiebolagetGrängesberg-Oxelösund (G.Dillner, Mgr.) | 336·8<br>P69′B24′F39′ | 46·9 | 21·0 | Stockholm<br>Swedish<br>WB | T.3Cy22$\frac{7}{16}$″,35½″&59″-39⅜″<br>220NHP<br>GöteborgsMV.Aktieb.Got | | C |

| 1 No. in Book.<br>Official No.<br>Code Letters. | 2 Steamer's Name. 3 Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification. Character.<br>✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired Equipment Letter. | Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07287<br>218786<br>LSNG | **Ablanset** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. Wireless 1Dk2trB<br>in fore & after holds& Web frames | 3545<br>3005<br>2174 | | | .. | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35'<br>FK<br>WB | 46·2 | 25·0 | NewarkNJ<br>Utd.States | 1 Geared Steam Turbine<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 07288<br>127144<br>HMGR | **Aboyne** SteelScK<br>ssAbn No.3-10,19<br>1Dk | 233<br>206<br>86 | ✠100A1<br>StmTrawler<br>8,21~~10,19~~<br>BS2,21 ✠LMC10,19 | Abn | | ~~N10,19~~<br>8,21 | 1908<br>2mo | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>Lloyd'sA&CP | A.Robb,Sen. | 116·2<br>F20'<br>BK7½"<br>WB | 21·9 | 12·2 | Aberdeen<br>British<br>3BHCem<br>=FPT12t | T.3Cy.12",20"&33"-23" (s)<br>180lb 68RHP<br>1SB.3pf,GS50,HS1259<br>W.V.V.Lidgerwood,Gls. | 13 ″ 0 | |
| 07289<br>218801<br>LSPD | **Abraham Lincoln** SteelSc<br>Elec light 1Dk(Stl)&Shelter dk(Stl)<br>Sub.Sig. Wireless &Web frames<br>Longitudinal framing | 7660<br>7203<br>4867 | ✠100A1<br>Shelter dk<br>withfreeboard<br>5,20 ✠LMC9,19<br>Fitted for oil fuel 9,19 F.P. above 150° F. | NYk | b† | CL | 1919<br>9mo | ThePusey<br>&JonesCorp.<br>Gloucester<br>City,N.J.<br>A&CP | UnitedStates<br>ShippingBoard<br>CellDB362'<br>1434tDTa21'153 | 439·6<br>P41'B134'F44'on<br>Shelter dk FK<br>FPT235tAPT163t | 60·2 | 33·7 | Phildlphia<br>Utd.States<br>ptCem<br>6BHtoSh dk<br>1 „ „ U „ | 1 Geared Steam Turbine<br>205lb HS8706 (s<br>3 Water Tube Boilers FD<br>GeneralElectricCo.<br>Schenectady,N.Y. | 36 ″ 8<br>s 8 ″ 6¼<br>28 ″ 5 | |
| 07290<br>121551<br>KEBD | **Abron** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. Wireless 2Dks | 5335<br>—<br>3365 | | | | | 1918 | Downey<br>S.B.Co.<br>StatenIsland | UnitedStates<br>ShippingBoard | 381·0<br>P40'B110'F40' | 52·0 | 30·0 | NewYork<br>Utd.States<br>WB | T.3Cy.27",40"&70"-48"<br>339NHP<br>DowneyS.B.Co.StatenIsl. | | R |
| 07291<br>122716<br>HFNL | **Abronia** SteelScK<br>1Dk | 242<br>224<br>121 | ✠<br>StmTrawler<br>11,09 ✠ | Gms | | | 1906<br>2mo | Cochrane<br>&Sons<br>Selby | T.W.Baskcomb | 126·2<br>F19'<br>BK7½" | 22·0 | 11·4 | Grimsby<br>British<br>4BHCem | T.3Cy.12¼",22"&35"-24"<br>63RHP<br>1SB,2pf,GS33,HS1090<br>C.D.Holmes&Co.Hull | 12 ″ 4 | |
| 07292<br><br>NQTF | **Absalon** SteelScSr<br>ssCpn.No.3-4,14<br>(exJosephMerry- ssCpn.No.1-19<br>weather) 1Dk(Irn)&deepframing | 2144<br>1959<br>1353 | ✠100A1<br>~~4,21~~~~10,19~~ 3,22<br>~~BS11,20~~ ✠LMC7,19<br>BS8,22 | Shl<br>Cpn | s | CL<br>7,19 | 1898<br>9mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP Interm | Dmpsk.Akties<br>"Progress"(Marius<br>Nielsen&Sön, Mg<br>ediate BH in fore | 290·3<br>P27'B69'F29'<br>.) FK<br>ld dispensed with<br>WB=Cell D | 42·1 | 19·2 | Copnhagn<br>Danish<br>Cem<br>4 BH only<br>Ba&uE110' | T.3Cy.21½",35"&58"-39" (s)<br>160lb 220NHP<br>2SB,6rf,GS73,HS3445<br>Cen.Mar.Eng.Wrks.WHpl<br>f120'607tAPT54t | 21 ″ 9<br>s 3 ″ 6<br>18 ″ 7 | |
| 07293<br>215986<br>LJQR | **Absaroka** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. Wireless 2Dks | 5641<br>5056<br>4027 | | | | | 1918 | Skinner&<br>EddyCorp.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 409·5<br>P43'B115'F47' | 54·2 | 27·4 | Seattle<br>Utd.States | T.3Cy.25",42"&72"-48"<br>GeneralElec Co. 359NHP<br>Schenectady,N.Y. | | R |
| 07294<br>216513<br>LMBJ | **Absecon** SteelSc<br>Elec.light Sub.Sig. Wireless 1Dk(Stl)<br>Mchy.Aft | 3372<br>2727<br>1929 | | | ... | 10,20 | 1918<br>7mo | NewYork<br>S.B.Corp.<br>Camden,N.J.<br>A&CP | UnitedStates<br>ShippingBoard | 318·5<br>P79'B18'F31'<br>FK<br>CellDB269'1254t | 49·5 | 24·2 | Phildlphia<br>Utd.States<br>7BHCem<br>DTa13' 412t | T.3Cy.21",35"&58"-42" (r)<br>200lb 316NHP<br>2SB,6cf,GS110,HS1612 FD<br>NewYorkS.B.Corp.<br>FPT293tAPT92t | 27 ″ 6<br>s 5 ″ 6<br>22 ″ 4 | R |
| 07295<br>142415<br>JTCW | **Absia** SteelSc<br>(exWarAfrican) 1Dk(Stl)<br>Elec.light<br>Wireless | 5218<br>4767<br>3170 | ✠100A1<br>6,21~~1,21~~ 3,22<br>✠LMC~~5,18~~ 4,22<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 5,18 F.P. above 150° F. | Rot<br>Shl | y | CL<br>4,22 | 1918<br>5mo | Harland&<br>Wolff,Ld.<br>Glasgow<br>Lloyd'sA&CP | Anglo-Saxon<br>PetroleumCo.Ld.<br>Middle<br>CellDB1 | 400·6<br>P49'B112'F38'<br>FK<br>ineBulkheadnotoil<br>45'1136t FPT118t | 52·3 | 28·[illegible] | London<br>British<br>11BHptCem<br>-tight<br>APT185t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7668 FD<br>Harland&Wolff,Ld.Gls. | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 07296 | **Absirtea** SteelScSr<br>ssCdz.No.1-19<br>Elec.light 1Dk(ptIrn,ptStl) | *4133*<br>*3767*<br>*2539* | ✠100A1<br>10,21~~2,19~~<br>~~BS5,20~~ ✠LMC1,19<br>BS7,21 | Cdx<br>Bry | x | CL<br>7,20 | 1913<br>10mo | Craig,Tay-<br>lor&Co.Ld.<br>Stockton<br>Lloyd'sA&CP | Soc.AnondiNav.a<br>Vap. G.L.Premuda<br>WB=Cell<br>DBa129'uE&1 | 370·0<br>P52'B&F289'<br>FK<br>40'f150'1152tFPT | 51·5 | 24·1 | Trieste<br>Italian<br>6BHCem<br>98tAPT207t | T.3Cy26",42½"&69½"-45"(s)<br>180lb 100lb 361NHP<br>2SB,6cf,GS130,HS5700<br>N.E.MarineEng.Co.Ld.Sld | 26 ″ 6 | |
| 07297<br>136201<br>JHMG | **Abus** SteelScK<br>ssShl.No.1-19<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 272<br>185<br>101 | ✠100A1<br>2,21<br>✠LMC<br>BS5,20 MS1,21 | Sld | d | 1,21 | 1914<br>7mo | J.P.Ren-<br>noldson&Sns.<br>Ld. S.Shields<br>Lloyd'sA&CP | J.Kell | 119·4<br>Q39'B9'F22<br>FK<br>WB=APT19t | 23·4 | 8·3 | Hull<br>British<br>4BHCem<br>DTf11'50t | C.2Cy.15"&30"-21" (s)<br>130lb 50RHP<br>1SB,2pf,GS34,HS1080<br>JP.Rennldsn&SnsLd.SSh | 9 ″ 3<br>s ″ 7<br>8 ″ 10 | |
| 07298 | **Aby** SteelScK<br>Now named "Patrice," See No 38925 in Supplement<br>ssBos.No.3-11,20<br>(exRose,exNizam) | 243<br>222<br>102 | ✠100A1<br>StmTrawler<br>11,20 ✠LMC11,20 | Bos | | CL<br>11,20 | 1907<br>1mo | Smith's<br>DockCo.Ld.<br>NorthShields<br>Lloyd'sA&CP | ~~BostonDeepSea~~<br>~~Fishing&IceCo.Ld~~<br>~~(F.Parkes,Mgr.)~~<br>Mllo.Delepine | 120·8<br>Q65'F20'<br>BK7½" | 22·0 | 11·7 | Dieppe<br>French<br>3BHCem | T.3Cy.12¼",22"&35"-24" (s)<br>180lb 65RHP<br>1SB,2pf,GS35,HS1083<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 6 | |
| 07299<br>129065<br>HQGK | **Abydos** SteelScSr<br>(exAdriana) ssCal.2ndNo.3-11,16<br>Well deck 2Dks(1Stl)3trB | 3057<br>2526<br>1940 | ✠100A1<br>6.18<br>BS2,20 ✠LMC11,16 | Bom | u | CL<br>6,18 | 1890<br>12mo | C.S.Swan&<br>Hunter<br>Newcastle<br>Lloyd'sA&CP | Indian&Peninsu-<br>larStm.Nav.Co.Ld | 323·0<br>P&B202'F37'<br>ND(Teak)10 BK9"<br>WB=Cell | 40·2 | 24·4 | Bombay<br>British<br>5BHCem<br>DB274'618t | T.3Cy.26⅝",42"&69"-45" (s)<br>160lb 80lb NDB08 330NHP<br>2SB,8pf,GS150,HS5100<br>N.E.MarineEngCoLdNwc. | 27 ″ 0<br>s 4 ″ 1½<br>24 ″ 1 | |
| 07300<br><br>NBQV | **Acacia** IronScSr<br>ssHpl.No 3-8,94<br>(exArla,exNorman, ssHpl.No.1-98<br>Well deck exBostonCity) 1Dk(Irn)3trB | 2107<br>1840<br>1283 | ✠<br>9,03<br>✠ | Hpl | s | | 1882<br>2mo | W.Gray&<br>Co.<br>WHartlepool | C.HoffmanBang | 280·8<br>B77'H25tF35'<br>BK9½" | 40·1 | 22·3 | Copnhagn<br>Danish<br>4BHCem | C.2Cy.33"&71"-45"<br>NDB96&97 NB96 272NHP<br>2DB,8pf,GS96,HS4648<br>Blair&Co.Ld.Stockton | 23 ″ 10 | V |
| 07301<br>133535<br>JCMD | **Acadia** SteelScSr<br>Elec.light 1Dk&Shelterdk<br>Wireless | 846<br>786<br>439 | | | ... | | 1913 | Swan,Hun-<br>ter& Wigham<br>Richardson,<br>Ld Newcastle | CanadianGovern-<br>ment | 170·0<br>FK | 33·7 | 19·1 | Ottawa<br>British<br>WB | T.3Cy.17",28"&46"-27"<br>177NHP<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc | 21 ″ 0 | |
| 07302<br><br>OBDY | **Acadie** WoodTwinSc3MstSr<br>Elec.light | 2706<br>1904<br>1637 | | | | | 1919 | Foundati'n<br>Co.of British<br>Columbia,Ld<br>Victoria, B.C. | FrenchGovern-<br>ment | 279·0<br>P170'F36' | 46·7 | 21·2 | Havre<br>French | T.6Cy.13½",22"&30"-26"<br>92NHP<br>NationalMarineEngine<br>Works,Scranton,Pa. | | V |
| 07303<br>132623<br>HTSR | **Acajutla** SteelScSr<br>ssCrs.No.2-21 ~~ssPan.No.1-16~~<br>Elec.light 1Dk(Teak)&2nd dk(Stl)<br>Wireless | 1170<br>962<br>654 | ✠100A1<br>10,~~21,19~~ 2,22<br>BS4,21 ✠LMC5,20<br>Fitted for oil fuel 3,20 F.P. above 150° F. | Crist-<br>obal | n | CL<br>3,20 | 1911<br>10mo | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld Newcastle<br>Lloyd'sA&CP | PacificStm.Nav.<br>Co.Ld.<br>WB=CellDB | 215·7<br>F27'<br>FK<br>a40'uE15'f94'160t | 33·5 | 19·4 | Liverpool<br>British<br>4BHCem<br>APT10t | T.3Cy.17",28"&46"-33" (r)<br>180lb 174NHP<br>2SB,6cf,GS107,HS3268<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 21 ″ 6<br>s 3 ″ 5<br>18 ″ 7 | |
| 07304<br>146054<br>KJLD | **Acardo** SteelSc<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing | ~~6000~~<br>5767<br>5250<br>3423 | ✠100A1<br>3,21 ~~6,21~~<br>~~(ClassContemplated)~~<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 6,21 F.P. above 150° F.<br>✠LMC6,21 | Oakland<br>Lon | z | CL<br>8,21 | 1921<br>6mo | Union<br>Const.Co.<br>Oakland,Cal.<br>A&CP | Anglo-Saxon<br>PetroleumCo.Ld.<br>CellDBuE&F31'230tDTf32'328t | 412·0<br>P110'~~B32'~~F57'<br>B33'<br>FK<br>FPT86tAPT89t | ~~53·0~~<br>53·4 | ~~31·0~~<br>30·9 | London<br>British<br>15BHptAsp<br>(11 „ to Udk<br>4 „ „ 2nddk) | T.3Cy.27",45"&74"-48" (s)<br>180lb 120lb 556NHP<br>3SB,9cf, HS8451 FD<br>Hooven,Owens&Rentsch-<br>lerCo.Hamilton,O. | 31 ″ 0<br>s6 ″ 9¼<br>24 ″ 7 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Matériaux, Gréement, etc. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Registres où coté si ce n'est dans le L.R. Durée Cert. B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07305<br>142430<br>JTHF | **Acasta**<br>(exWarMatron)<br>*Elec.light*<br>Wireless | **SteelSc**<br><br>1*Dk*(*Stl*) | 5259<br>4785<br>3213 | ✠100A1<br>~~2,212,21~~8,22<br>✠LMC5,18<br>*Carrying oil*<br>*Fitted for Oil* | Cff<br>~~Sid~~ Gls<br><br><br>*fuel in*<br>*fuel* 5, | *y*<br><br><br><br>*bul*<br>18 | CL<br>~~N5,20~~<br>8,21<br><br>*k F.P.*<br>*F.P. a* | 1918<br>6mo<br><br>*Lloyd*<br>*above*<br>*bove* 1 | Sir J.Laing &Sons,Ld.<br>Sunderland<br>'sA&CP<br>150° F. ~~in DB~~<br>50° F. | Anglo-Saxon PetroleumCo.Ld.<br><br><br>*M*<br>*CellDB* | 400·0\|52·4\|28·5<br>P49'B112'F39'<br>FK<br>*iddle lineBulkhead*<br>339'1122*t FPT*123*t* | London<br>British<br>11*BHptCem*<br>*not oil-tight*<br>*APT*195*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS189,HS7668 FD<br>G.Clark,Ld.Sunderland | 31 " 0<br>s 6 " 1½<br>25 " 3 | |
| 07306<br>216445<br>LKVM | **Accomac**<br>*Elec.light* Sub.Sig. Wireless | **SteelScSr**<br>*Fitted for oil fuel*<br>2*Dks* | 5274<br>5012<br>3213 | | | ... | | 1918 | L.Angeles S.B.&D.D.Co.<br>SanPedroCal | UnitedStates ShippingBoard | 410·0\|54·4\|27·2<br>P44'B115'F47'<br>FK | LsAngeles<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 screw shaft<br>WestinghouseCo.Pittsbrg | 29 " 9 | R |
| 07307<br>102608<br>NOSV | **Accra**<br><br>*Elec.light*<br>Wireless | **SteelScSr**<br>ssLiv.2ndNo.3-11,18<br>2*Dks*(*UStl*-ws)&<br>*Web frames* | 2826<br>2416<br>1751 | ✠100A1<br>2,21~~8,20~~<br>~~BS11,19~~ ✠LMC11,18<br>BS2,21 | Liv<br>Mau | *u* | CL<br>~~6,20~~<br>2,21 | 1893<br>7mo<br><br>*Lloyd* | NavalCon. &Arm.Co.Ld<br>Barrow<br>'sA&CP | MannieSwan Shppg.Co.Ld.<br>(Boulie,Lagane& Co.Ld.*Mgrs.*) | 336·0\|39·4\|22·3<br>P39'B116'F43'<br>*WB=Cell* FK<br>*DB*232'524*t FPT* | PortLouis<br>British 175<br>6*BHCem*<br>76*t APT*41*t* | T.3Cy.23",38"&63"-42" (*s*)<br>~~180lb~~ ~~100lb~~ NDB13 268NHP<br>2SB,6*rf*,GS137,HS3993 [illegible]<br>NavalC.&A.Co.(Lim),Brw | 25 " 0<br>s4 " 10½<br>20 " 8 | |
| 07308<br>127863<br>HRLF | **Accrington**<br>*Elec.light*<br>Sub.Sig.<br>Wireless | **SteelScSr**<br>ssHul.No.2-20<br>1*Dk*(*Stl*-ws)&*pt deep framing*<br>& *lower dk inNos.*1&3*holds* | 1678<br>1098<br>918 | ✠100A1<br>~~3,21~~~~2,20~~ 3,22<br>✠LMC2,20<br>~~BS3,21~~ 3,22 | Hul<br>~~Gms~~ | *q* | CL<br>~~2,20~~<br>3,22 | 1910<br>8mo<br><br>*Lloyd* | Earle'sCo. Ld.<br>Hull<br>'sA&CP | GreatCentralRly.<br><br><br>*WB=DB* | 265·0\|36·0\|17·4<br>P41'B115'F32'<br>BK9"<br>*a*54'*uE*21'*f*111'295*t* | Grimsby<br>British<br>5*BHCem*<br>*APT*33*t* | T.3Cy.22",35"&60"-42" (*a*)<br>180lb *100lb* 309NHP<br>2SB,6*cf*,GS144,HS5540<br>Earle'sCo.Ld.Hull | 18 " 6<br>s 1 " 10<br>17 " 1 | |
| 07309<br>218975<br>LTCD | **Ace**<br><br>*Elec.light* | **SteelSc**<br>(*exU.S.*Fox)<br>1*Dk* | 121<br>92<br>82 | | | | | 1899 | Wolf& Zwreker<br>Portland,Or. | SeabordFishing& NavigationCo. | 141·2\|15·4\| 8·1 | Seattle<br>Utd.States | C.2Cy.9"&21"-18"<br>*Emade*11*fitted*19 15NHP<br>Moore&Scott,S.Fo. | | |
| 07310<br>126078 | **Achates** | **WoodSc**<br><br>1*Dk* | 209<br>161<br>142 | | | | | 1908 | H.H.Allen<br>Vancouver, B.C. | ~~AchatesTowBoat Co.Ld.(Greer, Coyle&Co.)~~<br>CoyleTowingCoLd | 100·0\|22·9\|11·5 | Vancouver<br>British | C.2Cy.16"&32"-20"<br>43RHP<br>Robinson&Son,London | | |
| 07311<br>151432<br>THQK | **Achatina**<br><br>*Elec.light*<br>*Mchy.Aft* | **SteelSc**<br><br>2*Dks*(*Stl*)&*Webframes*<br>*Longitudinal framing* | ~~6000~~<br>5800 ~~5317~~<br>5281<br>~~3446~~<br>3521 | ✠100A1<br>11,21~~7,21~~<br>~~(ClassContemplated)~~ ✠LMC7,21<br>*CarryingPetr*<br>*Fitted for oil f* | ~~Oakland~~ HKg<br><br><br>*oleum*<br>*uel* 7,21 | *z*<br><br><br>*in* | CL<br><br><br>*bulk*<br>*F.P. above* | 1921<br>7mo<br><br><br>150°F. | Union Const.Co.<br>Oakland,Cal.<br>A&CP<br><br>*CellDB u E&B*81'230*tDT f* | CoyleTowingCoLd<br>Anglo-Saxon PetroleumCo.Ld. | 412·0\|~~53·0~~\|31·0<br>P110'B~~32~~'F57' B33<br>\|53·8\| FK<br>32'328*t FPT*86*t APT*78*t* | London<br>British<br>~~pt.Asp~~ 15*BH*<br>(11*to Udk* 4*to*2*nd dk*) | T.3Cy.27",45"&74"-48" (*s*)<br>180lb ~~120lb~~ 562NHP<br>3SB,9*cf*,HS~~8660~~ FD<br>Hooven,Owens&Rentschler Co.Hamilton,O. | 31 " 0<br>s6 " 9½<br>24 " 7 | |
| 07312<br>95328<br>LVBH | **Achill**<br><br>(*ex*Lavinia)<br>*Well deck* | **SteelScSr**<br>ssBel.2ndNo.3-1-17<br>ssBel.No.1-20<br>1*Dk*(*Irn&Stl*) | 419<br>297<br>171 | ✠100A1<br>6,21~~2,20~~<br>✠NB2,20 ✠LMC2,20 | Bel | *g* | ~~N1,19~~<br>6,21 | 1890<br>7mo | AilsaS.B. Co.<br>Troon<br>A&CP | JohnKelly,Ld.<br>(S.Kelly,*Mgr.*) | 142·0\|25·7\|12·4<br>P12'Q58'B12'F19'<br>ptND05 BK7"<br>*DBa*26'23*t FPT* | Belfast<br>British<br>4*BHCem*<br>27*t APT*12*t* | T.3Cy.14½",22½"&36"-27"<br>160lb 70RHP<br>1SB,2*rf*,GS32,HS1216<br>W.Kemp,Glasgow | 12 " 11<br>s " 8<br>13 " 0 | |
| 07313<br><br><br>OBEI | **Achille-Bayart**<br><br>*Elec.light* | **SteelScSr**<br>(*ex*Curaçao)<br>2*Dks* | 798<br>—<br>404 | | | | | 1899 | Rijkee&Co<br>Rotterdam | Soc.Anon.des CargosFrançais<br>(E.J.Heinz,*Mgr.*) | 197·8\|33·2\|10·7<br>F15' | Marseilles<br>French<br>*WB* | C.2Cy.21"&39"-24"<br>62NHP<br>Maats.deMaas,Rotterdam | | V |
| 07314<br><br>HDKJ | **Achillea**<br><br>(*ex*Gorgona,*ex*Oneglia) | **IronScSr**<br><br>1*Dk* | 183<br>144<br>109 | | | | | 1863 | MacNab& Co.<br>Greenock | M.Gicas& B.Vafiopulos | 130·2\|17·9\| 9·9 | Kalamata<br>Greek | C.2Cy.14"&28"-24"<br>NB87 32NHP<br>*Cmp.*74P.Ferro&Co.Genoa | | |
| 07315<br>143640 | **Achilles**<br><br>*Elec.light* Wireless | **SteelTwinSc**<br><br>3*Dks* | 11426<br>10600<br>7199 | | | | | 1920 | Scotts'S.B. &Eng.Co.Ld.<br>Greenock | OceanS.S.Co.Ld.<br>(A.Holt&Co*Mgrs*) | 507·4\|63·2\|41·1<br>F69' | Liverpool<br>British<br>*WB* | 2 Geared Steam Turbines<br>Scotts'SB&EngCoLd.Grk. | | BT till 5,21 |
| 07316<br>213174<br>LFJP | —<br><br>*Mchy.Aft* Sub.Sig.<br>*Elec.light*Wireless | **SteelTwinScSr**<br>*Fitted for oil fuel*<br>1*Dk*&*Web frames*<br>*Longitudinal framing* | 11081<br>9564<br>5970 | | | ... | | 1915 | Maryland SteelCo.of Baltimore co.<br>Sparro'Pt.Md | PanamaCanal<br>(PanamaR.R.Co. *Mgrs.*) | 514·0\|65·2\|36·5<br>P181'F57'<br>FK | NewYork<br>Utd.States<br>*WB* | T 6Cy.27½",46"&76"-48"<br>1283NHP<br>MarylandStl.Co.Sparr.'Pt. | 39 " 6 | |
| 07317 | —<br><br>(*ex*LordErne)<br>Wireless | **SteelScSr**<br>ssRot.No.3-10,13<br>ssLiv.No.1-18<br>2*Dks*(1*Stl*&1*ptStl*&*ptIrn*)<br>&*deep framing* | *4239*<br>*4041*<br>*2714* | ✠100A1<br>12,19<br>~~BS11,19~~ ✠LMC5,18<br>BS5,21<br>*Carrying oil* | Npt<br><br><br><br>*fuel F* | *x*<br><br><br><br>*.P.* | CL<br>3,18<br><br><br>*above* | 1900<br>11mo<br><br><br>150° F | Napier& Miller,Ld.<br>Glasgow<br>A&CP<br>*.in DB* | D.Anghelatos<br><br><br><br>*C* | 375·2\|50·0\|25·9<br>P39'B102'F45'<br>FK<br>*ellDBa*127'*uE*23'*f* | Argostoli<br>Greek<br>6*BHCem*<br>164'1044*tD* | T.3Cy.27⅝",43½"&72½"-48"<br>200lb *90lb* (*s*) 415NHP<br>2SB,6*rf*,GS120,HS5100 FD<br>D.Rowan&Co.Glasgow<br>*Ta*33'838*t FPT*67*t APT*48*t* | 28 " 8<br>s 5 " 7<br>23 " 6 | |
| 07318<br><br>NBFW | —<br><br>*Elec.light* Wireless | **SteelSc**<br><br>2*Dks* | 1815<br>1642<br>1129 | | | | | 1906 | Nederl. Schps. Maats<br>Amsterdam | Koninkl.Nederl. Stoomb.Maats. | 286·9\|40·2\|18·8<br>P17'B127'F35' | Amstrdam<br>Dutch<br>*WB* | T.3Cy.20⅞",32⅝"&55"-35⅜"<br>180NHP<br>NedFb.v.Wrk&Spoor,Ams | | V |
| 07319<br><br>JVOK | —<br><br>*Elec.light* | **WoodScSr**<br>(*SalvageSteamer*)<br>1*Dk* | 211<br>191<br>66 | | | | | 1893 | H.Gravdal<br>Bergen | NorskBjergnings-kompagniA/S | 113·5\|21·9\|12·3<br>H10*t* | Bergen<br>Norwegian | T.3Cy.11",18"&29"-24"<br>*Ebuilt*87 NB10 41NHP<br>AkersMek.Verksted,Xia. | | N |
| 07320<br>108756<br>QGRH | **Achroite**<br><br>*Well deck*<br>*Elec.light* | **SteelScSr**<br>ssAyr2ndNo.3-5,20<br>1*Dk*(*Stl*)&*Webframes* | 1196<br>940<br>710 | ✠100A1<br>5,20<br>✠LMC4,20<br>BS5,21 | Ayr | *n* | CL<br>4,20 | 1898<br>8mo | J.Shearer &Son<br>Glasgow<br>A&CP | W.Robertson<br><br><br>*WB* | 230·0\|34·1\|14·2<br>Q77'B56'F27'<br>BK8"<br>= *Cell DBa*51'*f*95' | Glasgow<br>British<br>4*BHCem*<br>256*t FPT*66*t* | T.3Cy.17⅝"27¾"&44⅝"-33"(*s*)<br>160lb *80lb* 96RHP<br>1SB,3*pf*,GS61,HS2040<br>Muir&Houston,Ld.Gls. | 16 " 9<br>s 1 " 4<br>16 " 3 | |
| 07321<br><br>MBGC | **Achterdiep**<br><br>*Mchy.Aft* | **SteelScSr**<br>*Par.Motor*<br>1*Dk* | 166<br>154<br>111 | | | | | 1917 | D.Boot<br>Alphen a/d Rijn | Hollandsche Vrachtvaart. Maats. | 107·7\|22·0\| 9·7 | Rottrdam<br>Dutch | ParaffinMotor2S.C.<br>2Cy.13⅜"-15" 27NHP<br>J.Boot,Alphen a/d Rijn | | |
| 07322<br><br>HBMK | **Achuri**<br><br>(*ex*Rafael,*ex*Garton)<br>Wireless | **SteelScSr**<br>ssBbo.2ndNo.3-4,20<br>1*Dk*(*Irn*)&*Web*<br>*frames*&*pt Awngdk*(*Irn*) | 2733<br>2049<br>1760 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>6,21 ~~4,20~~<br>✠LMC4,20<br>BS6,21 | Bbo | *t* | CL<br>~~4,20~~<br>N6,21 | 1894<br>4mo | W.Gray& Co.Ld.<br>WHartlepool<br>A&CP | Cia.Maritima Bilbao(E.Cortina, *Mgr.*) | 306·0\|43·0\|18·3<br>P27'Q90'<br>*ptAwng dk*189' FK<br>*CellDB*244' | Bilbao<br>Spanish<br>5*BHCem*<br>662*t APT*31*t* | T.3Cy.23",36½"&62"-39" (*s*)<br>160lb *100lb* NDB12 239NHP<br>2SB,6*rf*,GS79,HS3580<br>Cen.Mar.Eng.Wrks.WHpl | 20 " 10<br>s 8 " 1<br>20 " 1 | |
| 07323<br>214173<br>LGCM | **Acme**<br><br>*Elec.light*<br>*Mchy.Aft*<br>Wireless Sub.Sig. | **SteelScSr**<br><br>2*Dks*(*Stl*)&*Webframes*<br>*Longitudinal framing* | 6878<br>6395<br>4304 | ✠100A1<br>2,20<br>MS11,21 ✠LMC~~6,16~~<br>*CarryingPetr*<br>*Fitted for oil* | SFo<br>BS10,21<br><br>*oleum*<br>*fuel* 6 | *b*†<br><br><br>*in*<br>,16 | CL<br>N2,20<br><br>*bulk*<br>*FP ab* | 1916<br>6mo<br><br><br>*ove* 15 | UnionIron WorksCo.<br>S.Francisco<br>A&CP<br>0°F. | StandardTrans-portationCo.Inc.<br><br>*CellDBuE&B*64'<br>197*tDTf*50'880*t* | 435·0\|56·0\|32·0<br>P106'B50'F43'<br>FK<br>*FPT*97*t APT*74*t* | NewYork<br>Utd.States<br>15*BHptAsp*<br>10 " *to Udk*<br>5 " "2*nd*" | T.3Cy.27",47"&76"-48" (*s*)<br>215lb 552NHP<br>3SB,9*cf*,HS9405<br>UnionIronWorksCo.S.Fo. | 33 " 6 | |
| 07324<br>107622<br>KQPF | — | **WoodScSr**<br><br>1*Dk* | 416<br>387<br>269 | | | | | 1901 | JW.Dickie<br>Alameda,Cal. | FyfeWilsonLumberCo. | 154·0\|34·0\|11·5 | S.Frncisco<br>Utd.States | C.2Cy.16"&32"-24"<br>42NHP<br>UnitedEng.Works,S.Fo. | | |
| 07325<br>118041 | — | **SteelScK**<br><br>1*Dk* | 227<br>165<br>89~~91~~ | | | | | 1903 | I.Pimblott &Sons<br>Northwich | ~~CoastwiseUnion Shppg.Co.Ld (A.J. Jelly, Mgr.)~~<br>P.Marmion | 110·0\|21·7\| 9·7<br>P16'Q40'B6'F15' | Liverpool<br>British<br>*WB* | C.2Cy.13"&27"-18"<br>Cleghorn& NB21 30RHP<br>Wilkinson,Northwich | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07326<br>87925 | **Acme** WoodScSr | 151<br>141<br>103 | | | | | 1883 | G.Deakin (Lim.)<br>Winsford | SaltUnion,Ld. | 85·2 | 21·1 | 9·2 | Liverpool<br>British | 2Cy.10″–12″<br>22RHP<br>Gordon,Manchester | | |
| 07327<br>HBKS | **Açor** SteelScK<br>(exLochTorridon) (*Trawler*) 1*Dk* | 244<br>202<br>83 | | | … | | 1906 | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | Cia.Portugueza de Pesca | 122·1 | 22·1 | 12·2<br>BK7½″ | Lisbon<br>Portuguese | T.3Cy.12½″,21″&34″–27″<br>81NHP<br>J.Abernethy&Co.Abn. | 13 ″ 0 | |
| 07328<br>108012<br>KCGB | — SteelScSp<br>(*Tug*)<br>(exPenguin) 1*Dk* | 106<br>97<br>4 | | | … | | 1897 | Cox&Co.<br>Falmouth | UnitedTowingCo.Ld. | 90·6<br>B21′ | 18·3 | 9·7<br>BK6″ | Hull<br>British | C.2Cy.15½″&28″–21″<br>44NHP<br>Cox&Co.Falmouth | 9 ″ 9 | |
| 07329<br>OBEN | **Acotz** SteelSc<br>(*Trawler*)<br>(exLeopard, exNjall) 1*Dk* | 118<br>—<br>— | | | | | 1907 | Nylands Værksted<br>Christiania | LesEntreprises MaritimesBasques | 91·1 | 17·7 | 11·5 | Bayonne<br>French<br>*WB* | T.3Cy.10½″,17″&28½″–20″<br>51NHP<br>NylandsVærksted,Xania. | | V |
| * 07330 | **Acre** SteelScSr<br>ssRio.No.3–4,19<br>*Elec.light* 2*Dks*(*StlU*-ws)&*Awngdk*<br>*Ref.Mchy.* Wireless (*Stl*–teak s) | *2587*<br>*2389*<br>*1555* | ✠100A1<br>*Awng dk withfreeboard*<br>1,22 ~~3,20~~<br>~~BS3,20~~ ✠LMC4,19 | Rio<br>BS1,22 | *t* | CL<br>4,19 | 1907<br>6mo | Craig,Taylor&Co.Ld.<br>Stockton<br>*Lloyd'sA&CP* *W* | LloydBrasileiro<br>*B=Cell DBa* 74′ *u* | 300·0<br>*E*20′*f*122′447*tFPT* | 40·4 | 18·0<br>26·4<br>FK | R.Janeiro<br>Brazilian<br>5*BHCem*<br>50*tAPT*53*t* | T.3Cy.25″,42″&68″–45″ (*s*)<br>180lb ~~*100lb*~~ 413NHP<br>2SB,6*cf*,GS130,HS5931 FD<br>Blair&Co.Ld.Stockton | 27 ″ 6<br>s 7 ″ 5½<br>20 ″ 7 | |
| 07331 | — SteelScSr<br>*Elec.light* 2*Dks* | 220<br>155<br>115 | | | | | 1911 | LythamSB &Eng.Co.Ld.<br>Lytham | Booth&Co. | 120·0 | | | Para<br>Brazilian | C.2Cy.14½″&32″–21″<br>39NHP<br>LythamS.B.&E.Co.Ld.Lyt | | |
| 07332<br>217386<br>LPGM | **Acrema** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2565<br>—<br>1575 | | | | | 1919 | Foundtion Co.<br>Kearny,N.J. | UnitedStates ShippingBoard | 267·9<br>P25′B66′F29′ | 46·0 | 26·0 | Newark<br>Utd.States | T.3Cy.19″,32″&56–36″<br>188NHP<br>WorthingtonPump& Machy.Corp.Buffalo | | R |
| 07333 | **Acropolis** SteelSc<br>*Ref.Mchy.* (*exU.S.N.*Kilpatrick,<br>*Elec.light* exMichigan) 2*Dks*3tr*B* | 5083<br>—<br>3059 | ✠<br>3,98 ✠<br>~~Lloyd'sRMC1,21~~ | Lon | *x* | | 1890<br>6mo | Harland& Wolff,<br>Belfast | Stephanidis,Benas &Co.Inc. | 370·8 | 44·2 | 26·6<br>BK9″ | NewYork<br>Utd.States<br>*WB* | T.3Cy.25½″,42″&70″–51″<br>350NHP<br>Harland&Wolff,Belfast | | |
| 07334<br>HWLF | — SteelPad<br>(exEssex) | 326<br>—<br>177 | | | | | 1896 | Earle'sCo. Ld.<br>Hull | HellenicMediterranean&BlackSea Co. | 175·5 | 23·1 | 7·2 | Piræus<br>Greek | C.2Cy.24″&48″–42″<br>124NHP<br>Earle'sCo.Ld.Hull | | |
| 07335<br>OBEP | **Actif** IronScSr<br>1*Dk*2*trB*<br>*Well deck* Wireless | 781<br>—<br>436 | ✠<br>7,87<br>*For the Coal Trade* | Shl | *l* | | 1883<br>4mo | A.Hall& Co.<br>Aberdeen | Lt.Schiaffino et Cie. | 205·0<br>Q67′ | 31·6<br>B48′ | 14·2<br>F22′ | Algiers<br>French<br>5*BHCem* | C.2Cy.27″&50″–33″<br>NB95 120NHP<br>BlaikieBros.,Aberdeen<br>*WB=DBa*40′*f*90′230*t* | | V |
| 07336<br>MBJP | **Activ** SteelScSr<br>1*Dk* | 507<br>370<br>296 | | | | | 1903 | Bergens Mek.Værks.<br>Bergen | D/S A/S Activ<br>(M.Lindöe, *Mgr.*) | 166·2<br>Q42*t*B58*t*H18*t*F18*t* | 26·2 | 12·6 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.14″,23½″&38″–27″<br>75NHP<br>BergensMekVærksBergen | | N |
| 07337<br>355 | — SteelScSr<br>1*Dk*<br>*Mchy.Aft* | 433<br>324<br>207 | | | | | 1909 | Stavanger Stöberi&Dok<br>Stavanger | Chr.Rotermann | 141·2<br>P&B46′H6*t*F21*t* | 27·0 | 10·7 | Reval<br>Esthonian<br>*WB* | T.3Cy.11¼″,17½″&30″–21″<br>41NHP<br>StavangerStöberi&Dok | 13 ″ 0 | N |
| 07338 | **Activa** IronScSr<br>1*Dk*2*trB* | 556<br>410<br>320 | | | | | 1883 | Flensburgr Schiffsb.Ges.<br>Flensburg | A.Th.Spethmann | 169·4<br>Q48′ | 25·6<br>H47′ | 13·2<br>F20′ | Hamburg<br>German | C.2Cy.21″&38″–27″<br>NB90 62NHP<br>FlensburgerSchiffsb.Ges. | | |
| 07339<br>109979<br>QHJB | **Active** SteelScSr<br>Foundered 1,22<br>*ss*Nwc.No.3–8,11<br>*Well deck* *ss*Shl.No.2–20<br>*Mchy.Aft* 1*Dk*(*Irn*) | 278<br>202<br>110 | ✠~~100A1~~<br>1,21<br>✠~~LMC2,20~~<br>~~BS7,21~~ | Npt | *d* | CL<br>1,21 | 1898<br>10mo | Dundee Shipbuilders' CoLd.Dundee<br>A&CP | P.Donovan | 130·5<br>Q44′B12′F16′ | 22·6 | 9·8<br>BK7″<br>*WB=DBf*32′ | London<br>British<br>3*BHCem*<br>40*tFPT*25*t* | T3Cy.11¼″,18½″&31″–22″(*s*)<br>180lb 56RHP<br>1SB,2*pf*,GS32,HS1009<br>Cooper&Greig,Dundee | 10 ″ 4<br>s ″ 9½<br>10 ″ 3 | |
| 07340<br>93009 | — SteelScYl<br>*ss*Abn.No.3–10,13<br>*ss*Abn.No.1–19<br>1*Dk* | 185<br>166<br>75 | ✠100A1<br>*Stm Trawler*<br>11,20<br>BS11,20 ✠LMC11,20 | Abn | … | 1,20 | 1899<br>10mo | IrvineS.B. &E.Co.Ld.<br>Irvine<br>A&CP | ~~Peterhead TrawlingCo.Ld. (J.G.Adam, *Mgr.*)~~<br>A.Robertson *WB* | 117·3<br>Q52′<br>*=DBf*16′16*t FPT* | 21·2 | 10·5<br>BK7″ | Aberdeen<br>British<br>4*BHCem*<br>15*tAPT*4*t* | T.3Cy.11⅜″,19½″&32″–22″(*s*)<br>180lb 50RHP<br>1SB,2*pf*,GS37,HS1081<br>W.V.V.Lidgerwood,Gls. | 11 ″ 9 | |
| 07341<br>218939<br>LSWF | — WoodSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 177<br>—<br>30 | | | | | 1919 | Leatham& SmithTwng& WreckingCo.<br>SturgeonBay Wis. | UnitedStates ShippingBoard | 94·8 | 24·6 | 14·7 | Sturgeon Bay,Wis.<br>Utd.States | C.2Cy.18″&38″–26″<br>61NHP | | R |
| 07342<br>94894 | — WoodScSp<br>1*Dk* | 172<br>133<br>119 | | | | | 1889 | D.McNair<br>NewWestminster | CanadianTugboat Co.Ld. | 116·0 | 20·7 | 10·3 | Vancouver B.C.<br>British | T.3Cy.12″,18½″&32½″–24″<br>50RHP<br>RoyalCityPlaningMillsCo NewWestminster | | |
| 07343<br>145098 | **Activo** SteelScK<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 290<br>272<br>111 | | | | | 1913 | H.C.StülckenSohn<br>Hamburg | J.R.Thomson | 133·5<br>F22′ | 23·9 | 12·5 | London<br>British<br>*WB* | T.3Cy.13″,21¼″&33⅞″–22$\frac{13}{16}$″<br>55RHP<br>H.C.StülckenSohn,Ham. | | |
| 07344<br>124282 | **Acton Grange** SteelPad<br>(*Tug*)<br>1*Dk* | 156<br>139<br>4 | | | … | | 1907 | JTEltringham&Co.<br>S.Shields | ManchesterShip CanalCo. | 100·0 | 20·2 | 9·8<br>BK6″ | Manchestr<br>British | L.2Cy.30″–54″<br>80RHP<br>Hepple&Co.S.Shields | 10 ″ 4 | |
| * 07345<br>140541<br>JRNV | **Actor** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)3rd *dk*(*Stl*)<br>Wireless *inNo.1hold* | ~~5906~~<br>5548<br>5217<br>~~3711~~<br>3467 | ✠100A1<br>4,21~~12,19~~<br>✠LMC~~10,17~~<br>2,22<br>*Carrying fuel oil F.P. above* 150° F.<br>*Fitted for oil fuel* 1,19 *F.P. above* 150°F. | Liv | *z* | CL<br>4,21 | 1917<br>10mo | D&WHendersn&Co.Ld<br>Glasgow<br>*Lloyd'sA&CP* *C*<br>*in DB* | CharenteS.S.CoLd<br>(T.&J.Harrison, *Mgrs.*)<br>*ellDB* 344′ 1117*t D* | 410·2<br>P34′B139′F53′<br>*Ta*31′ 830*t FPT*64*t* | 52·2 | 30·2<br>FK | Liverpool<br>British<br>7*BHCem*<br>*APT*24*t* | T.3Cy.24½″,42½″&72″–54″<br>215lb (*s*) 536NHP<br>2DB&1AuxSB,*15cf*,GS281, HS9263<br>D&W.Hendersn&CoLdGls | 32 ″ 7<br>s 6 ″ 4½<br>26 ″ 7 | |
| 07346<br>217700<br>LQGH | **Aculeo** WoodScSr<br>*Elec.light* Wireless 1*Dk*2*trB* | 2594<br>2071<br>1523 | | | | | 1919 | Grant, Smith-Porter ShipCo.<br>Portland,Or. | UnitedStates ShippingBoard | 267·5<br>P28′B67′Q29′ | 46·4 | 23·9 | PortlndOr<br>Utd.States<br>*WB* | T.3Cy.19″,32″&56″–36″<br>188NHP<br>NordbergMfg.Co. Milwaukee,Wis. | | R |
| 07347<br>215023<br>LHCF | **Acushla** WoodAuxScSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 135<br>—<br>70 | | | | | 1917 | A.D.Story<br>Essex,Mass. | Gorton-Pew VesselsCompany | 104·1 | 25·0 | 11·6 | GlostrMas<br>Utd.States | Oil Engines 2S.C.SA<br>4Cy.12½″–14″ 29NHP<br>FairbanksMorseCo.Three Rivers,Michigan | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Periodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. | 15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07348<br>LBMD | **Ada** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk* | 2456<br>2225<br>1486 | | | | | 1920 | G.Brown &Co.Ld<br>Greenock | D/S A/S Ada (K.Salvesen, *Mgr*) | 290·2<br>P68tH114t | 44·0 | 20·8 | Kragerö<br>Norwegian<br>*WB* | T.3Cy.22",36"&59"-39"<br>217NHP<br>McKie&Baxter,Glasgow | | N |
| 07349<br>34<br>NBJT | — SteelScSr<br>ssP.Gl.No.3-5,04<br>ssGls.No.2-12<br>(*ex*Ansonia,<br>*ex*Indianopolis) 1*Dk*(*Stl-ptws*)&*Web*<br>*Elec.light frames&ptAwngdk*(*Stl*-ws)<br>Wireless | 2353<br>2220<br>1384 | ✠<br>1.18<br>*ptAwngdk withfreeboard*<br>✠NB5,04 | Npt | *s* | | 1891<br>7mo | NavalCon. &Arm.Co.Ld.<br>Barrow | Cia.Italiana di Nav.eCommercio d'Oltremare "Cinco" | 278·9<br>P25'Q74'<br>*ptAwngdk*180' FK<br>DK-*pt*ws04 | 42·2 | 18·5 | Rome<br>Italian<br>4*BHCem*<br>*CellDB*222' | T.3Cy.23",37"&60"-39"<br>NDB91 248NHP<br>2SB,4*cf*,GS72,HS2893 FD<br>Wstry,Copelnd&CoLdBrw<br>428t*FPT*138t*APT*68t | 21 ″ 0 | I |
| 07350<br>119709<br>HOMW | — SteelScK<br>*Mchy.Aft* 2*Dks* | 489<br>379<br>197 | | | | | 1905 | Gourlay Bros.&Co. (Dundee) Ld.<br>Dundee | L.&S.W.Rlwy.Co. | 175·3<br>Q68'B13'F26' | 28·1 | 12·4 | S'thmpton<br>British<br>*WB* | T.3Cy.16",26"&48"-33"<br>93RHP<br>Gourlay Bros.&Co. (Dundee)Ld.Dundee | | |
| 07351 | — SteelScSr<br>(*Trawler*)<br>1*Dk* | 216<br>191<br>81 | | | | | 1918 | Schiffb.G. Unterweser<br>Lehe | F.Alb.Pust | 127·4<br>Q69'F19' | 22·6 | 9·2 | Gstemnde<br>German<br>*WB* | T.3Cy.12⅝",20½"&32 3/16"-22½"<br>50NHP<br>OttensenerMaschf.Altona | | |
| 07352<br>PGBW | **~~Ada Gena~~** Adagena SteelTwinScSr<br>ssKel.No.3-10,08<br>(*ex*AlfredNobel*ex*Ormea) ssBla.No.1-12<br>*Elec.light* (*SalvageSteamer*) 1*Dk* | *353*<br>*249*<br>*85* | ✠100A1<br>11,12<br>Examined7,19 BS4,21<br>✠NB7,12 ✠LMC7,12 | Bla | *f* | 7,12 | 1888<br>12mo<br>*Lloyd* | Ardrossan ShpbldngCo.<br>Ardrossan<br>'*sA&CP* | Steana deRomana | 140·0<br>Q10'B60'F47'<br>*WB=FPT* | 22·1 | 12·5 | Braila<br>Roumanian<br>4*BHCem*<br>14t*APT*7t | T.6Cy.10",16½"&27"-22" (*s*)<br>160lb 97NHP<br>2SB,4*cf*,GS66,HS1540<br>Muir&Houston,Glasgow | 13 ″ 5 | |
| 07353<br>136 | **Ada O.** SteelScSr<br>Wireless | 5234<br>5013<br>3187 | | | | | 1919 | Flli Orlando&Co.<br>Leghorn | Soc.Anon.diNav. Toscuna | 373·0 | 45·8 | 33·3 | Leghorn<br>Italian<br>*WB* | Turbine<br>FlliOrlando&Co.Leghorn | | I |
| 07354<br>181 | **Adalia** SteelSc<br>(*ex*PatrolVesselSalina) | 190<br>—<br>98 | | | | | 1900 | ……………<br>Hull | F.Visciola | 118·7 | 21·4 | 10·7 | Naples<br>Italian | T 3Cy.12",23½"&33"-23⅝" | | I |
| 07355<br>205239 | **Adam E. Cornelius** SteelScSr<br>*Elec.light Mchy.Aft* 1*Dk* | 4900<br>—<br>3736 | | | | | 1908 | Gt.Lakes Eng.Works<br>St.Clair,Mch. | AmericanS.S.Co. (Boland&Cornelius,*Mgrs.*) | 420·0 | 52·0 | 24·0 | Buffalo<br>Utd.States<br>*WB* | T.3Cy.21",34½"&57"-42"<br>211NHP<br>GreatLakesEng.Works | | |
| 07356<br>116927<br>smantled | **Adam Hall** WoodTwinSc<br>1*Dk* | 145<br>89<br>55 | | | | | 1904 | AH.Seaton<br>Arrowhead, B.C. | CanadianPacific LumberCo.Ld. | 112·0 | 20·1 | 6·7 | Vict'riaBC<br>British | C.4Cy.8"&18"-12"<br>25RHP<br>PolsonI.W.Co Ld.Toronto | | |
| 07357<br>62963<br>RGKM | **Adam Smith** IronScSr<br>ssPGl.3rdNo.3-10.14<br>*Mchy.Aft* ssArd.No.1-18 1*Dk* | 299<br>237<br>118 | ✠90A1<br>1,21 ~~12,18~~ 4,22<br>✠NB5,12 ✠LMC12,18<br>BS~~5,20~~9,21 | Ard<br>Sws | *f* | ~~12,18~~<br>1,21 | 1876<br>10mo | H.Murray &Co.<br>Pt.Glasgow<br>A&CP | H.W.Lloyd& F.Wood | 150·3<br>Q49'<br>BK7"<br>*WB=D* | 22·1 | 11·0 | Ayr<br>British<br>3*BHCem*<br>*Bf*31'*FPT* | C.2Cy.20⅝"&35⅝"-24" (*s*)<br>65lb 60RHP<br>1SB,3*pf*,GS42,HS1086<br>Kincaid,Donald&Co.,Grk. | 12 ″ 6<br>s1 ″ 6½<br>11 ″ 11 | |
| 07358 | **Adamastor** SteelTwinScSr<br>ssPra.No.3-3,07<br>(*ex*Cassyaná) 1*Dk*(*Teak*)&*Promenadedk*(*Teak*)<br>*Elec.light* Wireless | 360<br>—<br>225 | ✠<br>*For River purposes only*<br>3,10 ✠ | Pra | | | 1897<br>12mo | Russell& Co.<br>Pt.Glasgow | Ferreira.Costa& Co. | 140·3<br>F16'<br>FK | 3[illegible]·1 | 7·8 | Para<br>Brazilian<br>4*BHCem* | C.4Cy.12"&24"-18"<br>55NHP<br>1SB,2*pf*,GS43,HS1080<br>J.G.Kincaid&Co.Grk. | 8 ″ 0 | |
| 07359 | **Adamello** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) | *5890*<br>*5607*<br>*3752* | ✠100A1<br>*Shelter dk withfreeboard*<br>~~5,21~~ ~~12,20~~ ✠LMC11,20<br>~~5,21~~ ~~6,21~~ 4,22 | Nwc<br>~~Ven~~ ~~Pal~~<br>~~Gé~~ Rot | *y* | CL<br>8,21 | 1920<br>12mo<br>*Lloyd* | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>'*sA&CP*<br>*Cell DBa*142' *u* | LloydAdriatico Soc.di Nav.<br>*E*24'*f*166'1195t*DT* | 399·9<br>F38' *on Shelter dk*<br>FK<br>*Collisio*<br>*a*30' 1000t*APT*110t | 52·9 | 32·8 | Venice<br>Italian<br>*Cem*<br>*nBHtoSh dk*<br>6 ,, ,, *U* ,, | T.3Cy.27",45"&75"-51" (*s*<br>180lb 572NHP<br>3SB,9*cf*,GS192,HS8556 FD<br>WllsndSlpwy&E.Co.Ld.<br>Newcastle | 35 ″ 5<br>s9 ″ 7½<br>26 ″ 2 | |
| 07360 | **Adana** SteelSc<br>Wireless (*Tug*)<br>*Elec.light* 1*Dk* | 341<br>299<br>20 | | | | | 1920 | Vulcan-Werke<br>Hamburg | DeutscheLevante Linie | 126·9<br>F16'H39' | 26·7 | 12·6 | Hamburg<br>German<br>*WB* | T.3Cy.15¾",23½"&43 3/16"-27½"<br>98NHP<br>Vulcan-Werke,Hamburg | | |
| 07361<br>516<br>NBJO | **Adda** SteelScSr<br>ssGen.2ndNo.3-10,20<br>(*ex*VincenzoBonanno,*ex*Vincenzo,<br>*ex*Besrataël) 1*Dk*(*Stl*)<br>*Elec.light* Wireless &*Spardk*(*Irn*)3*trB* | 3267<br>—<br>2179 | ✠100A-<br>10,20<br>✠LMC10,20 | Gen | *v* | 10,20 | 1894<br>9mo | W.Dobson &Co.<br>Newcastle | Soc.Anon.diNav.e CommercioMarittimo<br>*WB*= | 345·3<br>P25'B71'F35' 26·1<br>FK<br>*CellDBa*120'*f*148' | 44·0 | 18·3 | Genoa<br>Italian<br>6*BHCem*<br>607t*APT*51t | T.3Cy.24",40"&64"-45" (*s*)<br>160lb ~~90lb~~ 70lb 291NH<br>2SB,8*pf*,GS112,HS4610<br>N.E.MarineEngCoLd.Nwc | 28 ″ 9<br>s6 ″ 0½<br>23 ″ 1 | CI |
| 07362<br>[illegible]<br>KGMN<br>issing since 12,21 | **Adderstone** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1532<br>1322<br>880 | ✠~~100A1~~<br>8,21 ~~1,20~~<br>✠~~LMC[illegible]~~ | Bkn<br>Shl | *p* | CL<br>12,20 | 1920<br>8mo<br>*Lloyd* | OuseS.B. Co.Ld.<br>Goole<br>'*sA&CP* | Aylestone ShippingCo.Ld. (AlexanderBros. *Mgrs.*) | 240·2<br>B56'F23'<br>FK<br>*CellDB*198'303t *FPT* | 36·1 | 19·1 | Newcastle<br>British<br>4*BHCem*<br>79t*APT*54t | T.3Cy18",30"&50"-33" (*s*<br>180lb 172NH<br>2SB,6*cf*,GS97,HS2886<br>Earle'sCo.Ld.Hull | 21 ″ 3<br>s2 ″ 11½<br>18 ″ 7 | |
| 07363<br>89513<br>JDFW | **Addington** IronScSr<br>ssNwc.2ndNo.3-5,10<br>*Well deck* Wireless ssSld.No.2-20<br>*Cargo battens not fitted* 1*Dk*(*Irn*)2*trB* | 1613<br>1274<br>1006 | ✠100A1<br>~~7,21~~ ~~10,20~~ 11,21<br>✠LMC2,20<br>DS8,21 | Mdb<br>~~Sld~~ Liv | *q* | 10,20 | 1883<br>12mo<br>*Lloyd* | Edwards Sons&Craig<br>Newcastle<br>'*sA&CP* | A.Morphy | 260·0<br>P26'Q84'B50'F27'<br>BK9½"<br>*WB=DBa*88'*f*82' | 36·1 | 18·7 | London<br>British<br>4*BHCem*<br>335t*APT*20t | C.2Cy.32"&60"-39" (*b*)<br>80lb 167NH<br>2SB,4*pf*,GS66,HS2580<br>Blair&Co.Ld.Stockton | 19 ″ 10<br>s1 ″ 11½<br>18 ″ 10 | |
| 07364 | **Adela** WoodAuxTwinScSr ~~WoodAuxScSr~~<br>*OilEng.*<br>(*ex*Evelyn) *Salted&specially treated*<br>*Elec.light Mchy.Aft* ptGIB 1*Dk*2*trB*<br>Hardwood treenails<br>(*See Sailing Ship Register*) | 1584<br>1400<br>1198 | ✠ 12 A1<br>3,21 ~~5,18~~<br>✠LMC~~1,18~~<br>8,21 | Fld<br>Sws | *q* | 8,21 | 1918<br>1mo | M'Eachern ShipCo.<br>Astoria<br>A&CP | Viuda deRosa& Hijos | 233·3<br>P83tF25t | 44·5 | 19·5 | Callao<br>Peruvian | Oil Engines 2S.C.SA<br>8Cy 14 3/16"-15¾" 137NHP<br>Skandia PacificOilEng.Co. | 22 ″ 0<br>s4 ″ 5 | |
| 07365 | **Adelaide** SteelSc<br>(*Bucket Dredger*)<br>*Elec.light* 1*Dk*(*Stl*) | 737<br>726<br>427 | ✠<br>*Dredger*<br>7,10 ✠ | Rot | *i* | | 1910<br>7mo | A.F.Smulders<br>Schiedam | SouthAustralian Government | 161·2<br>F22'<br>FK | 36·0 | 12·2 | Adelaide<br>British<br>6*BHCem* | C.2Cy.19⅝"&39⅝"-21⅝"<br>2SB,4*cf*,GS62,HS1937<br>A.F.Smulders,Schiedam | 13 ″ 1 | |
| 07366 | **Adele** SteelScSr<br>(*ex*Dirksdörp,*ex*Gruz) 1*Dk* | 419<br>320<br>257 | | | | | 1892 | Howaldtswerke<br>Kiel | Sartori&Berger | 149·7<br>Q50'B33'F20' | 24·4 | 10·9 | Kiel<br>German | T.3Cy.9¾",15"&24¾"-12"<br>NB06 21NHP<br>Howaldtswerke, Kiel | | |
| 07367<br>29<br>NBJL | — SteelSc<br>(*ex*Tirreno,<br>*ex*Zancle,*ex*Calabria) 1*Dk* | 229<br>211<br>122 | | | | | 1892 | G.Ansaldo &Co.<br>SestriPonnte | Soc.Siciliana di Nav.aVap. | 150·2 | 19·8 | 11·5 | Messina<br>Italian | C.2Cy.18⅞"&37⅞"-19 11/16"<br>52NHP<br>G.Ansaldo&Co.Smprdrna | | |
| 07368<br>2<br>NBJR | — IronScSr<br>ssCpn.No.3-5,83<br>(*ex*Ignazio,*ex*Laura, ssStn.No.1-87<br>*ex*Ellen,*ex*RollCall) | 229<br>—<br>119 | ✠<br>6,90<br>✠NB12,89 | Cpn | *d* | | 1875<br>11mo | J.Readhead&Co.<br>S.Shields | A.&E.Halfon | 139·9<br>Q60'F21' | 20·8 | 10·0 | Bengasi, Libia<br>Italian<br>4*BHCem* | C.2Cy.13¾"&27¾"-19¾"<br>1SB,2*pf*,GS21 28NHP<br>J.Readhead&Co.S.Shields | 10 ″ 8 | V |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross. — Under deck. — Net. | 5<br>Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built. When. — Ship. — Engines | 9<br>By Whom. — Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12<br>Port of Registry. Flag. | 13<br>Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15<br>Registers in which classed, if not L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 07369 | Adele Accame **WoodSc**<br>(*ex*WarRadnor) *Salted* 1*Dk2trB*<br>*Elec.light Well deck* | 2319<br>1817<br>1449 | ✠12 A1<br>12,19<br>BS8,20 ✠LMC7,19 | Gms | *r* | CL | 1918<br>11mo<br>*Lloyd* | Three<br>RiversSBCo.<br>ThreeRivers,<br>'s*A&CP* P.Q. | Flli.S.&E.Accame | 251·0<br>P&B136'F30' | 44·0 | 22·7 | Genoa<br>Italian | T.3Cy.20",33"&54"-40" (*s*)<br>186lb HS5280 322NHP<br>2 Water Tube Boilers FD<br>J.McDougall.Caledonian IronWorksCo.Ld.Mtl. | 25 " 6<br>s 3 " 6 | |
| 07370<br>554 | Adelfi F.&S.Theofani **SteelScSr**<br>(*ex*AndreasMoussouris, *ss*Shl.No.3-9,06<br>*ex*Stenies,*ex*Ratcliff) *ss*Liv.No.1-11<br>*Well deck* 1*Dk*(*Irn*)& *Web frames* | 869<br>684<br>522 | ✠ ~~——~~<br>10,19<br>✠ | Pir | *k* | | 1892<br>12mo | ShortBros.<br>Sunderland | Russian Government | 170·0<br>Q63'B36'F24'<br>*CellDB*126'355*t FPT* | 36·0 | 13·7 | Taganrog<br>Russian<br>FK 4*BH Cem*<br>86*t APT*45*t* | T.3Cy.18",29"&47"-33"<br>NDB11 130NHP<br>1SB,2*pt*&1*cf*,GS50,HS2000<br>J.Dickinson.Sunderland | 16 " 0 | |
| 07371 | Adelina **SteelSc**<br>*Elec.light* 2*Dks*<br>*Mchy.Aft* | 5372<br>—<br>3098 | | | | | 1921 | Cantieri<br>Officine<br>Savoia<br>Cornigliano<br>Ligure | Soc.ItalianaNav. e Commercio | 377·0<br>P122'B31'F34' | 51·5 | 31·5 | Genoa<br>Italian<br>*WB* | 2Steam Turbines geared to 1 Sc. Shaft<br>G.Ansaldo&Co Sampierdarena | | |
| 07372 | Adeline Hugo Stinnes 3 **SteelScSr**<br>*Now named* "Tervaete," *See No.* 39652 *in Supplement*<br>Sub.Sig. Wireless *Elec.light* 2*Dks* | 2709<br>2346<br>1623 | | | | | 1909 | Bremer<br>Vulkan<br>Vegesack | BelgianGovernment | 327·2<br>P19'B77'F26' | 45·2 | 19·7 | Belgian<br>*WB* | T3Cy23⅜",39$\frac{3}{16}$"&64"-43$\frac{5}{16}$"<br>270NHP<br>BremerVulkan,Vegesack | | V |
| 07373<br>OBFU | Aden **SteelTwinScSr**<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl-ws*)<br>*Elec.light* Wireless | 8033<br>7771<br>5066 | ✠100A1<br>*Shelter dk withfreeboard*<br>3,18 ✠LMC3,18 | Yka | *c*† | CL | 1918<br>3mo | AsanoS.B.<br>Co.Ld.<br>Tsurumi<br>A&CP | Soc.deNav.àVap Franco-Indo-Chine | 445·0<br>*Cell DB* 389'1347*t FPT* | 58·0 | 40·0 | Dunkirk<br>French<br>FK 7*BH Cem*<br>84*t APT*32*t* | T.6Cy.22",36½"&61"-48" (*s*)<br>200lb 703NHP<br>4SB,12*cf*,GS232,HS9835 FD<br>IshikawajimaS.B.&E.Co.Ld.Tokio | 40 " 1<br>s12 " 1½<br>28 " 7 | |
| ⁂ 07374<br>25467<br>RNMS | Aden Maru **SteelSc**<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) | 5860<br>5586<br>4260 | ✠100A1<br>*Awng dk withfreeboard*<br>9,21 ~~4,20~~ ✠LMC~~4,20~~ 9,21 | Kob | *y* | 9,21 | 1919<br>7mo | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>A&CP | KokusaiKisen KabushikiKaisha | 385·0<br>*CellDB*334'1118*t FPT*126*t APT*93*t* | 51·0 | 36·0 | Susami<br>Japanese<br>FK *Cem*<br>*Collision BH to A dk*<br>5 „ „ *U* „ | T.3Cy.26",48½"&72"-48" (*s*)<br>200lb 437NHP<br>2SB&1AuxSB,8*cf*,GS154, HS5686 FD<br>KawasakiDkydCoLdKobe | 36 " 0<br>s 9 " 3½<br>27 " 1 | |
| 07375<br>137387 | Adherance **SteelScCtr**<br>1*Dk* | 218<br>179<br>89 | | | | | 1914 | W.J.Yarwood&SnsLd<br>Northwich | AdheranceShppg Co.Ld.(J.H. Cooper,*Mgr.*) | 99·8 | 22·3 | 10·0 | Liverpool<br>British<br>*WB* | C.2Cy.13"&27"-18"<br>W.J.Yarwood& Sons,Ld.Northwich 30RHP | | |
| * 07376 | Adige **SteelSc**<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Sub.Sig. *CruiserStern*<br>*Straight frames & bevelled bilge*<br>*Cargo battens not fitted in 'tween decks* | 6574<br>6261<br>4086 | ✠100A1<br>*Shelter dk withfreeboard*<br>11,21 ~~12,20~~ ✠LMC12,20 | Chp<br>Gen | *a*† | CL | 1920<br>12mo<br>*Lloyd* | Monmouth<br>S.B.Co.Ld.<br>Chepstow<br>'s*A&CP* | Nav.Gen.Italiana | 412·4<br>F39'*on Shelter dk*<br>*CellDB*339'1571*t*<br>*DTa*23'858*t FPT*90*t APT*126*t* | 55·8 | 34·5 | Genoa<br>Italian<br>FK *ptCem*<br>6*BH to Sh dk*<br>2 „ „ *U* „ | 2 Steam Turbines geared to 1 Sc Shaft 200lb (*s*)<br>2DB 100*lb* HS9636 FD<br>3 Water Tube Boilers<br>MetropolitanVickers E.Co.Ld.Manchester | 38 " 0<br>s 10 " 1<br>28 " 2 | |
| 07377<br>382<br>NBKD | — **WoodSc**<br>(*ex*Liguria) | 109<br>—<br>7 | | | | | 1908 | F.Parodi<br>Pegli | Soc.Ilva | 87·3 | 19·4 | 12·1 | Genoa<br>Italian | T.3Cy13¾",20⅞"&35⅝"-21¼"<br>58NHP<br>Soc.Co-op.diProd.Srpdrna. | | |
| 07378<br>92834 | Adikeva **WoodScSr**<br>1*Dk* | 142<br>106<br>106 | | | | | 1903 | T.P.<br>Nicholson<br>Suva,Fiji | FijiShippingCo. | 102·5 | 20·0 | 7·0 | Suva<br>British | C.2Cy.9½"&20"-12"<br>25RHP<br>Plenty&Son,Ld.Newbury | | |
| 07379 | Adio **SteelScSr**<br>1*Dk* | 176<br>—<br>87 | | | | | 1903 | P.Smit,Jr.<br>Rotterdam | DoggerMaats. (A.Hoogendijk,Jz. *Mgr.*) | 110·0 | 23·0 | 11·5 | Vlaardngn<br>Dutch | T.3Cy.9",14"&23"-16"<br>21NHP<br>P.Smit,Jr.Rotterdam | | |
| 07380<br>107230 | Adirondack **WoodPad** | 3644<br>—<br>2849 | | | | | 1896 | J.Englis<br>&Son<br>Brooklyn NY | HudsonNav.Co. | 388·2 | 50·0 | 12·1 | NewYork<br>Utd.States | 1Cy.81"-144"<br>606NHP<br>W A Fletcher&Co.HbknNJ | | |
| 07381 | Adjader **SteelSc** | 319<br>311<br>195 | | | | | 1900 | Danubius<br>Schoenichen<br>Hartmann<br>Budapest | RussianGovernment | 151·4 | 29·5 | 13·0 | Nicolaieff<br>Russian<br>*WB* | C.2Cy.21"&32"-18"<br>36NHP<br>DanubiusSchoenichen Hartmann,Budapest | | |
| 07382<br>~~OBGC~~ | Adjudant Dorme **WoodAux TwinSc5MstSr**<br>*Elec.light Mchy.Aft Stm.Eng.* 2*Dks*<br>(*See Sailing Ship Register.*) | 2050<br>—<br>1398 | | | | | 1918 | Foundat'n<br>Co.<br>Portland,Or. | ~~FrenchGovernment~~ ~~W.Tucker &Co.Ld.~~<br>N.V.Scheeps. 'De Merwede' | 259·6<br>P42'F29' | 45·5 | 22·5 | ~~Bordeaux~~<br>~~French~~<br>~~British~~<br>Dutch | T.6Cy.10",16½"&26"-24"<br>68NHP<br>HarrisburgFoundry& MachWrks.Harrisburg,Pa | | V |
| 07383 | Adler **SteelSc**<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 1304<br>1002<br>844 | | | | | 1900 | Bremer<br>Vulkan<br>Vegesack | Dmpfs.Ges.Argo | 235·5<br>P31'B114'F25' | 31·1 | 19·0 | Bremen<br>~~British~~<br>German *WB* | T3Cy18⅞",30$\frac{11}{16}$"&49$\frac{3}{16}$"-31½"<br>136NHP<br>BremerVulkan,Vegesack | | |
| 07384 | — **SteelScSr**<br>*Elec.light* 1*Dk* | 563<br>333<br>227 | | | | | 1903 | Howaldtswerke<br>Kiel | Hamburg-Amerik Packetf.Akt.Ges. (Ham-Amr.Linie) | 195·0<br>Q17'B105'F63' | 25·1 | 11·4 | Hamburg<br>German | T.3Cy.16⅞",25⅝"&43⅜"-24⅞"<br>NE12 93NHP<br>Howaldtswerke,Kiel | | |
| 07385<br>221069<br>MCLH | — **SteelSc**<br>*Fitted for oil fuel* (*Tug*)<br>*Elec.light Dk* | 523<br>465<br>221 | | | | | 1921 | Pensacola<br>S.B.Co.<br>Pensacola,<br>Fa. | CoronaCoalCo. | 129·1 | 30·3 | 17·2 | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.18",30"&48"-33"<br>132NHP<br>Hooven,Owens&Rentschler Co.Hamilton,O. | | |
| 07386 | — **SteelSc**<br>(*Tug*)<br>1*Dk* | 180<br>—<br>8 | | | | | | E.Berninghaus<br>Duisburg | F.J.Schneider | 119·8 | 22·0 | 9·2 | Hamburg<br>German | C.2Cy.15¾"&27⅘"-21¼"<br>NB00 30NHP<br>E.Berninghaus,Duisburg | | |
| 07387 | — **SteelScSr**<br>1*Dk*<br>*Elec.light* | 149<br>147<br>53 | | | | | 1892 | Act.Ges.<br>"Neptun"<br>Rostock | Ver.Flensburg-Ekensunder&Sonderburg.Dampfs.G | 102·7<br>B10' | 21·0 | 10·6 | Flensburg<br>German<br>*WL* | C.2Cy.17½"&33"-19¾"<br>40NHP<br>A.G."Neptun," Rostock | | |
| 07388<br>SQGD | Adlercreutz **SteelSc** | 110<br>—<br>63 | | | | | 1891 | W.Rosenlew&Co.<br>Björneborg | C.Studd | 80·8 | 17·1 | 7·7 | Helsingfrs<br>Finnish | C.2Cy.<br>W.Rosenlew&Co.Björneborg | | |
| 07389 | Administrateur de Badts **SteelSc**<br>*Elec.light* 2*Dks OilEng.* | 274<br>243<br>150 | | | | | 1913 | N.V.Werf.<br>Zeeland<br>Hansweert | | 150·6 | 24·5 | 9·8 | | Oil Engine<br>6Cy.12"-24" 105NHP<br>Akt.DieselsMotorer,Skm. | | |
| 07390<br>NBHM | Admiraal de Ruijter **SteelSc**<br>*Turret deck Elec.light Mchy.Aft* 1*Dk* | 5545<br>4011<br>3443 | | | | | 1907 | W.Doxford<br>&Sons,Ld.<br>Sunderland | W.H.Müller&Co.'s AlgemeeneScheepv Maats.(W.H.Müller&Co.*Mgrs.*) | 390·0<br>P77'F29' | 58·1 | 22·2 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.23½",40½"&67"-42"<br>291NHP<br>W.Doxford&Sons,Ld.Sld. | | V |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B.of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07391 | Admiral SteelScSr<br>(exDepot vesselSiegfried,<br>exSteamerHungarian) 2Dks3trB | 1552<br>1149<br>910 | | | | | 1884 | ReiherstiegSchiffsw<br>Hamburg | | 290·8<br>P44'B71'F38' | 36·3 | 22·5 | British<br>WB | T.3Cy.17$\frac{1}{16}$",28$\frac{3}{16}$"&46$\frac{1}{16}$"-32½" NE&B18 121NHP<br>DresdnerMaschf&Schiffsw "Ubigau"Dresden | | |
| 07392<br>120914<br>HGWL | — SteelScSr<br>ssLiv.No.3–5,18<br>Welldeck 1Dk(Stl)<br>Mchy.Aft | 243<br>170<br>93 | ✠100A1<br>1,21<br>BS1,21 ✠LMC5,18 | Liv | d | 1,21 | 1906<br>1mo<br>Lloyd's A&CP | W.Walker<br>Maryport | Manchester Liverp'l&N.Wales S.S.Co.Ld. (R.R. Clark, Mgr.) | 121·2<br>Q46'B7'F25'<br>FK<br>WB=FPT | 22·1 | 9·5 | Liverpool<br>British<br>3BHCem<br>47tAPT4t | C.2Cy.15"&32"-22" (r)<br>130lb 45RHP<br>1SB,2pf,GS34,HS992<br>J.Ritchie,Glasgow | 10 〃 6<br>s 〃 6½<br>10 〃 2 | |
| 07393<br>83757 | — WoodScSr<br>1Dk | 121<br>108<br>82 | | | | | 1883 | W.Dunn<br>NorthShore, N.S.W. | E.C.Perano | 102·0<br>H10t | 20·6 | 9·2 | AuklndNZ<br>British | C.2Cy.14½"&25"-18"<br>50RHP<br>Plenty&Sons,Newbury | | |
| 07394<br>140327<br>JQPH | Admiral Cochrane SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Carrying oil fuel F.P. above 150° F. in D.B.<br>Wireless | 6565<br>6294<br>4129 | ✠100A1<br>Shelter dk withfreeboard<br>1,20 ✠LMC9,17 | Hfx | z | CL<br>8,18 | 1917<br>9mo<br>Lloyd's A&CP | W.Doxford &Sons,Ld.<br>Sunderland | ByronS.S.Co.Ld.<br>CellDB358'<br>1151tMT20'776tD | 420·0<br>FK<br>Ta26'486tFPT109t | 54·0 | 34·4 | London<br>British<br>7BHCem<br>APT123t | T.3Cy.27",45"&74"-54" (s)<br>180lb 572NHP<br>3SB,9cf,GS189,HS8556 FD<br>N.E.MarineEngCoLd.Nwc | 37 〃 0<br>s 9 〃 1<br>28 〃 4 | |
| 07395<br>142339<br>JSQM | Admiral Codrington SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless Ref.Mchy. | 6629<br>6329<br>4139 | ✠100A1<br>Shelter dk withfreeboard<br>~~4,21~~ ~~2,20~~ 12,21<br>✠LMC3,18<br>Lloyd'sRMC~~4,21~~2,22 | Auk<br>Cff | z | CL<br>2,22 | 1918<br>2mo<br>1 Intermediate Bulkhead in forehold dispensedwith6BH only<br>Lloyd's A&CP | W.Doxford &Sons,Ld.<br>Sunderland | PovertyBayFarmer'sMeatCo.Ld.<br>(W.SArbuckleMg)<br>CellDB | 420·0<br>358' 1151t FPT109t | 54·0 | 34·4 | Glasgow<br>British<br>FK Cem<br>APT128t | T.3Cy.27" 44½"&75"-54" (s)<br>180lb 567NHP<br>3SB,9cf,GS222,HS8313 FD<br>Richardsons,Westgarth&Co.Ld.Hpl. | 37 〃 0<br>s 9 〃 1<br>28 〃 4 | |
| 07396<br>136191<br>JFQH | Admiral Cradock SteelScK<br>ss.Hul.No.1-19<br>1Dk | 295<br>270<br>123 | ✠100A1<br>StmTrawler<br>4,22~~10,19~~ BS7,21<br>~~BS5,20~~ ✠LMC8,19 | Hul | | CL<br>~~10,19~~<br>4,22 | 1914<br>5mo<br>Lloyd's A&CP | Cochrane&Sons,Ld.<br>Selby | Pickering&Haldane'sStm.TrawlingCo.Ld. | 136·7<br>Q74'F20'<br>BK7½" | 23·2 | 12·3 | Hull<br>British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 93RHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 〃 0 | |
| 07397<br>107417<br>KNRS | Admiral Dewey SteelTwinScSr<br>Fitted for oil fuel<br>Sub.Sig. Wireless 2Dks | 2104<br>—<br>1335 | | | | | 1898 | W.Cramp &SonsCo.<br>Philadelphia | AdmiralLine (PacificS.S.Co. Inc.) | 280·0 | 36·1 | 22·7 | Tacoma<br>Utd.States<br>WB | T.6Cy.18",28"&45"-30"<br>NB08 222NHP<br>W.Cramp&SonsCo.Phl. | | |
| 07398<br>3904<br>KRGC | Admiral Evans SteelScSr<br>Fitted for oil fuel 06<br>Elec.light (exBuckman) 2Dks<br>Wireless Sub.Sig. | 2140<br>—<br>1278 | | | | | 1901 | CraigS.B. Co.<br>Toledo,O. | AdmiralLine PacificS.S.Co. Inc.) | 253·1 | 38·4 | 22·8 | Tacoma<br>Utd.States<br>WB | T.3Cy.23",37½"&63"-40"<br>251NHP<br>CraigS.B.Co.Toledo | | |
| 07399<br>107425<br>KNSW | Admiral Farragut SteelTwin ScSr<br>Sub.Sig. Wireless 2Dks | 2141<br>—<br>1361 | | | | | 1898 | W.Cramp &SonsCo.<br>Philadelphia | AdmiralLine (PacificS.S.Co. Inc.) | 280·0 | 36·1 | 22·7 | Tacoma<br>Utd.States<br>WB | T.6Cy.18",28"&45"-30"<br>NB99 222NHP<br>W.Cramp&SonsCo.Phl. | | |
| 07400<br>211426<br>LDCB | Admiral Goodrich SteelScSr<br>(exAroline)<br>Elec.light Fitted for oil fuel<br>Mchy.Aft Wireless 1Dk2trB | 1419<br>1142<br>836 | | | | | 1913 | Union Iron WorksCo.<br>SanFrancisco | AdmiralLine (PacificS.S.Co. Inc.) | 224·4<br>P76'F20' | 41·0 | 16·6 | Tacoma<br>Utd.States<br>WB | T.3Cy.19",31"&50"-40"<br>158NHP<br>UnionIronWorksCo.S.Fo. | | R |
| 07401<br>143201<br>KBHP | Admiral Hamilton SteelSc<br>Elec.light Wireless 1Dk(Stl) | 3100<br>2874<br>1872 | ✠100A1<br>3,21~~10,20~~<br>LMC5,19 | Cff | u | CL<br>3,21 | 1919<br>5mo<br>Lloyd's A&CP | J.Priestman&Co.Ld<br>Sunderland | ByronS.S.Co.Ld.<br>CellD | 331·3<br>P33'B98'F28'<br>FK<br>B278'749tFPT113t | 46·8 | 23·2 | London<br>British<br>5BHptCem<br>APT122t | T.3Cy.25",41"&68"-45" (s)<br>180lb 368NHP<br>3SB,9cf,GS155,HS6100<br>Richardsons,Westgarth&Co.Ld.Sld. | 25 〃 6<br>s 4 〃 1½<br>21 〃 9 | |
| 07402<br>143320<br>KBTM | Admiral Hastings SteelScSr<br>Elec.light Wireless 1Dk(Stl) | 3054<br>2867<br>1903 | ✠100A1<br>5,22~~11,20~~<br>✠LMC7,19 | Rot<br>Npt | u | CL<br>~~3,20~~<br>12,21 | 1919<br>7mo<br>Lloyd's A&CP | W.Gray&Co.(1918)Ld.<br>WHartlepool | ByronS.S.Co.Ld. | 331·1<br>P33'B100'F29'<br>FK<br>CellDB284'748tFPT | 46·8 | 23·2 | London<br>British<br>7BHptCem<br>105tAPT45t | T.3Cy.25",41"&68"-45" (s)<br>180lb 358NHP<br>3SB,9cf,GS153,HS5829 FD<br>Cen.Mar.Eng.Wrks.WHpl | 25 〃 6<br>s 4 〃 1½<br>21 〃 9 | |
| 07403<br>50<br>HNDS | Admiral Kasherinoff SteelScSr<br>(exBulgaria) | 618<br>—<br>358 | ✠<br>withfreeboard<br>5,86 ✠<br>For Coasting and River purposes River Danube and Odessa | Nwc | | | 1886<br>4mo | Wigham Richrdsn&Co<br>Newcastle | RussianDanube Stm.Nav.Co. | 190·0<br>P48'B41'F30'<br>FK | 26·1 | 12·6 | Odessa<br>Russian<br>4BHAsp | T.3Cy.14½",22½"&38"-30"<br>79NHP<br>WighmRichrdsn&Co.Nwc | 13 〃 0 | |
| 07404<br>~~144304~~<br>~~KDLB~~ | Admiral Keyes WoodAuxSc<br>OilEng. 3MstSr<br>1Dk<br>(See Sailing Ship Register) | 254<br>238<br>176 | | | | | 1919 | G.Stenback<br>Kristinestad | ~~CoastalCarrying Corp.Ld.(H.C. Gaffney,Mgr.)~~ | 118·4 | 30·2 | 11·5 | ~~London~~<br>~~British~~<br>Finnish | Oil Engine<br>2Cy14¼"<br>AvanceEng.Co.Stockholm | | V |
| 07405<br>217075<br>LNHW | Admiral Mayo WoodAuxTwin<br>OilEng. Sc4MstSr<br>Elec.light Mchy.Aft Wireless 1Dk2trB<br>(See Sailing Ship Register) | 1934<br>—<br>1608 | | | | | 1918 | Puget Sound Bridge &DredgingCo<br>Seattle,Wash | AdmiralLine (PacificS.S.Co. Inc.) | 248·6<br>P48'F52' | 44·6 | 21·0 | Tacoma<br>Utd.States | Oil Engines 2S.C.SA<br>8Cy.14$\frac{3}{16}$"-15¾" 137NHP<br>SkandiaEngCo.OaklndCal | | V |
| 07406<br>205044<br>KWNS | Admiral Nicholson SteelSc<br>(exNorthland)<br>Mchy.Aft Elec.light Fitted for oil fuel<br>Wireless 1Dk& Shelter dk | 678<br>—<br>434 | | | | | 1908 | MoranCo.<br>Seattle,Wsh. | AdmiralLine (PacificS.S.Co. Inc.) | 141·0<br>P53'F29' | 27·2 | 14·5 | Tacoma<br>Utd.States<br>WB | T.3Cy.11",18"&30"-30"<br>49NHP<br>MoranCo.Seattle,Wash. | | R |
| 07407 | Admiral Parsival SteelSc<br>(Trawler)<br>Elec.light 1Dk | 227<br>214<br>88 | | | | | 1916 | H.C.StülckenSohn,<br>Hamburg | HansaHochseefisch.A.-G. | 119·7<br>F18' | 24·2 | 9·5 | Hamburg<br>German<br>WB | T.3Cy.12⅝",20½"&32¼"-22"<br>49NHP<br>H.C.StülckenSohn,Ham. | | |
| 07408<br>157556<br>KPMF | Admiral Rodman WoodSc<br>(exDespatch)2Dks<br>Elec.light Wireless Fitted for oil fuel | 1101<br>—<br>837 | | | | | 1899 | Bendixeu S.B.Co.<br>Fairhavn Cal. | AdmiralLine (PacificS.S.Co. Inc.) | 186·5 | 36 | 22·0 | Tacoma<br>Utd.States | C.2Cy14"&32"-24"<br>42NHP<br>FultonIronWorksSFrisco | | |
| 07409 | Admiral Scheer SteelSc<br>(Trawler)<br>Elec.light 1Dk | 238<br>224<br>92 | | | | | 1917 | R.Holtz<br>Harburg | GemeinnützigeHochseefisch. G.m.b.H. | 120·7 | 22·5 | 10·4 | Brmrhavn<br>German | T.3Cy.12⅝",20"&32¼"-22<br>49NHP<br>Gebr.SachsenbergA.-G. Rosslau a.E. | | |
| 07410<br>107423<br>KNSQ | Admiral Schley SteelTwinScSr<br>Fitted for oil fuel<br>Sub.Sig. Wireless 2Dks | 2104<br>—<br>1335 | | | | | 1898 | W.Cramp &SonsCo.<br>Philadelphia | AdmiralLine (PacificS.S.Co. Inc.) | 280·0 | 36·1 | 22·7 | Tacoma<br>Utd.States<br>WB | T.6Cy.18",28"&45"-30"<br>222NHP<br>W.Cramp&SonsCo.Phl. | | |
| 07411<br>203123<br>LFRV | Admiral Sebree SteelScSr<br>(exOgdensburg)<br>Mchy.Aft Elec.light Wireless 2Dks | 2446<br>—<br>1866 | | | | | 1906 | American S.B.Co.<br>Cleveland | Pacific-Alaska Nav.Co. | 242·0<br>F40' | 43·0 | 26·5 | Tacoma<br>Utd.States | Q.4Cy.17½",25½",37"&54"-36" 175NHP<br>AmericanS.B.Co.Clevelnd | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| In port damaged<br>07412<br>216636<br>LMGH | **Admiral Sims** WoodAuxTwin<br>Wireless *OilEng.* Sc4MstSr<br>*Elec.light Mchy.Aft* 1*Dk*2*tr B*<br>(*See Sailing Ship Register*) | 1929<br>1717<br>1612 | | | | | 1918 | Puget Sound Bridge &DredgingCo<br>Seattle,Wash | PacificAlaskaNav. Co. | 249·2\|44·6\|21·1<br>P48'F52' | Tacoma<br>Utd. States | Oil Engines 2S.C.SA<br>8Cy. 14$\frac{3}{16}$"–15$\frac{3}{4}$" 137NHP<br>SkandiaPacificEngCo.<br>SanFrancisco,Cal. | | V |
| 07413 | **Admiral Souchon** SteelSc<br>(*Trawler*) | 237<br>224<br>91 | | | | | 1917 | Stettiner Oderwerke<br>A.G. Stettin | | 126·5\|23·0\|10·3 | British | T.3Cy.13$\frac{3}{5}$",20$\frac{1}{2}$",&32$\frac{1}{2}$"–22"<br>Stettiner 49NHP<br>OderwerkeA.G.Stettin | | |
| * 07414<br>143715 | **Admiral Vernon** SteelScK<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*(*Stl*) | 324<br>246<br>166 | ✠100A1<br>2,21<br>✠LMC2,21<br>8,22 | Lon | *d* | | 1921<br>2mo<br>Lloyd's A&CP | J.Pollock Sons&Co.Ld.<br>Faversham | ~~W. Vernon & Sons Ld~~ Spillers S.S.Co Ld. | 127·0\|23·8\|10·5<br>Q34'F18'<br>FK<br>*FPT*45*t* | ~~Liverpool~~ Cardiff<br>British<br>3*BH*<br>*APT*20*t* | Oil Engines 2S.C.SA<br>4Cy.16$\frac{1}{2}$"–18$\frac{15}{16}$" 91NHP<br>J.&C.G.Bolinders,Skm. | 11 " 6<br>s 1 " 1<br>10 " 8 | |
| 07415 | **Admiral von Capelle** SteelSc<br>(*Trawler*)<br>*Elec.light* | 238<br>224<br>91 | | | | | 1917 | Stettiner Oderwerke<br>Stettin | SimonWriede | 126·0\|23·1\|10·3<br>H54'F20' | Altona<br>German<br>*WB* | T.3Cy.13$\frac{2}{5}$",20$\frac{1}{2}$"&32$\frac{1}{4}$"–22"<br>49NHP<br>StettinerOderwerke | | |
| 07416 | **Admiral von Pohl** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 246<br>218<br>92 | | | | | 1918 | Nordd. Werft m.b.H<br>Geestemünde | Freiwillige Kriegshilfe | 127·3\|23·0\| 9·5<br>Q69'F19' | Rüstringn<br>German<br>*WB* | T.3Cy.12$\frac{3}{5}$",20$\frac{1}{2}$"&32$\frac{1}{4}$"–22$\frac{1}{5}$"<br>50NHP<br>OttensenerMchFab Altona | | |
| 07417 | **Admiral von Schröder** SteelSc<br>(*Trawler*) | 260 | | | | | 1917 | J.N.Wichhorst<br>Hamburg | | 124·6\|24·1\|13·1 | British | T.3Cy. | | |
| 07418<br>81788<br>KRGF | **Admiral Watson** SteelScSr<br>Wireless (*ex*Watson) 2*Dks*<br>*Elec light Fitted for oil fuel* Sub.Sig. | 2009<br>—<br>1258 | | | | | 1901 | CraigS.B. Co.<br>Toledo,O. | AdmiralLine (PacificS.S.Co. Inc.) | 253·1\|38·4\|22·8 | Tacoma<br>Utd. States<br>*WB* | T.3Cy.23",37$\frac{1}{2}$"&63"–40"<br>251NHP<br>CraigS.B.Co. | | |
| 07419<br>MBPF | **Admiralen** IronScSr<br>(*ex*Gibraltar,*ex*Ariadne)<br>*Elec.light Spar dk* | 1517<br>998<br>905 | | | ... | | 1869 | W.Pile&Co<br>Sunderland | A/S S/S Admiralen (K.H.Olsvik) | 254·0\|32·3\|17·8<br>24·9<br>BK9" | Aalesund<br>Norwegian<br>*WB* | C.2Cy.32"&60"–39"<br>NE&B81 170NHP<br>Blair&Co.Ld.Stockton | | N |
| 07420<br>142380<br>JSGD | **Adna** SteelSc<br>(*ex*WarPatriot) 1*Dk*(*Stl*)<br>*Elec.light* Wireless<br>*Carrying oil fuel in bulk F.P. above 150° F.*<br>*Fitted for oil fuel* 4,18 *F.P. above* 150° F. | 5197<br>4778<br>3155 | ✠100A1<br>~~7,21~~ 8,20 11,21<br>✠LMC4,18 | Rot<br>~~Cff~~ HKg | *y* | CL<br>3,21 | 1918<br>4mo<br>Lloyd's A&CP | Fairfield Co.Ld.<br>Glasgow | Anglo-Saxon PetroleumCo.Ld. | 400·5\|52·3\|28·5<br>P49'B112'F38'<br>FK<br>*Middle line Bulkhead*<br>*CellDB*345' 1136*t FPT*118*t* | London<br>British<br>11*BHptCem*<br>*not oil tight*<br>*APT*185*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 489NHP<br>3SB,9*cf*,GS190,HS7020 FD<br>FairfieldCo.Ld.Glasgow | 31 " 0<br>s 6 " 1$\frac{1}{2}$<br>25 " 3 | |
| * 07421<br>6013<br>KDBP | **Adolf** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 1818<br>1621<br>1068 | ✠100A–<br>2,22 ~~1,21~~<br>✠LMC6,18 | Mmo<br>Cff | | 6,20 | 1918<br>6mo | Lindholmens V. A.<br>Gothenburg | Ångf.A/B Adolf (A.Bratt&Co.) | 262·0\|42·7\|18·1<br>P26'B151'F24'<br>FK<br>*CellDB*223'470*t* | Gothenbrg<br>Swedish<br>4*BHCem*<br>*APT*41*t* | T.3Cy.19$\frac{1}{4}$",32"&52"–36" (*s*)<br>185lb 200NHP<br>2SB,4*cf*,GS62,HS2700 FD<br>LindholmensM.V.Got. | 20 " 6<br>s 2 " 0$\frac{1}{2}$<br>18 " 9 | |
| 07422 | **—** SteelScLr<br>*Elec.light* 1*Dk* | 146<br>138<br>68 | | | | | 1911 | Schiffb.Ges Unterweser m.b.H.,Lehe | EdwardRichardsonHerings-u. Hochseefischerei | 102·6\|22·1\|10·3<br>Q13' | Gstemnde<br>German<br>*WB* | C.2Cy.10$\frac{7}{8}$"&19$\frac{1}{8}$"–12$\frac{3}{8}$"<br>10NHP<br>OttenserMsch.Fab.Altona | | |
| 07423<br>MBCD | **Adolf Deppe** SteelScSr<br>(*ex*B.G.Baker) *ss*Ant.2ndNo.3–2,21<br>Wireless 1*Dk*(*Irn*)&*ptAwngdk*(*Irn*)<br>&*Web frames* | *2167*<br>*1601*<br>*1377* | ✠100A1<br>*ptAwng dk withfreeboard*<br>2,21<br>✠LMC 2,21<br>~~MS2,21~~ ~~BS12,19~~ | Ant | *r* | 2,21 | 1894<br>7mo | J.Laing<br>Sunderland<br>A&CP | CieNationaleBelge deTransports Maritimes (Armement Deppe, *Mgrs.*) | 275·0\|37·5\|19·6<br>P26'Q80'<br>*ptAwngdk*167' FK | Antwerp<br>Belgian<br>5*BHCem*<br>*WB=Cell* | T.3Cy.20",33"&54"–36" (*r*)<br>160lb *80lb* 193NHP<br>2SB,6*pf*,GS80,HS3174<br>G.Clark,Ld.Sunderland<br>*DB a* 92' *f* 108'310*t APT*18*t* | 20 " 9<br>s 8 " 0<br>20 " 2 | |
| 07424 | **Adolf Summerfeld** Steel<br>(*ex*WarVessel *OilEng.* TwinSc<br>Gefion) 2*Dks*&*Hurricane dk*<br>*Elec.light* | 2146<br>1851<br>1482 | | | | | 1893 | F.Schichau<br>Danzig | DanzigerRhederei Akt.Ges.(Behnke& Sieg, *Mgrs.*) | 345·3\|43·1\|29·1<br>H58' | Danzig<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.17$\frac{7}{10}$"–16$\frac{1}{2}$" 382NHP<br>Mtrf.Augsburg- E*made*17<br>Nürnberg,Augsburg. | | |
| 07425<br>NKSC | **Adolph** SteelSc<br>(*Lighter*)<br>1*Dk* | 257<br>222<br>124 | | | | | 1899 | Kjöbnhvns Flydk.Skbsv.<br>Copenhagen | A/S DeDanske Sukkerfabrikker | 122·4\|24·2\| 9·2<br>B22'F20' | Nakskov<br>Danish<br>*WB* | C.2Cy.12"&24"–15"<br>19NHP<br>KjöbnhvnsFlydkSkbsCpn | | V |
| 07426<br>WKCG | **Adolphe Urban** SteelScSr<br>*ss*Lon.No.1–16<br>(*ex*Nordby) 1*Dk*(*Stl*) | *483*<br>*372*<br>*234* | ✠100A1<br>~~4,22~~ 5,20<br>~~✠LMC~~<br>~~MS3,16~~ ~~BS11,20~~ | Hul | *g* | 5,20 | 1913<br>1mo<br>Lloyd's A&CP | Hall,Russell&Co.Ld.<br>Aberdeen | A/S Urban (H.Hansen, *Mgr.*) | 155·6\|26·1\|12·3<br>Q94'F19'<br>BK7"<br>*WB=FPT*20*t* | Brevig<br>Norwegian<br>4*BHCem*<br>*APT*25*t* | T.3Cy.13",18"&31"–21" (*s*)<br>180lb 64NHP<br>1SB,2*pf*,GS37,HS1210<br>Earle'sCo.Ld.Hull | 13 " 0<br>s " 7<br>13 " 1 | |
| 07427<br>NBHW | **Adonis** SteelScSr<br>*Elec.light* 2*Dks* | 1704<br>1214<br>1054 | | | | | 1905 | Rijkee&Co<br>Rotterdam | Koninkl.Nederl. Stoomb.Maats. | 251·1\|34·6\|18·2<br>Q72'B76'F34' | Amstrdam<br>Dutch<br>*WB* | T.3Cy.19",32"&51"–36"<br>156NHP<br>Maats.Feyenoord,Rot. | | V |
| 07428<br>87314<br>RLGC | **—** IronPadSr<br>1*Dk* | 160<br>142<br>116 | | | | | 1883 | Dath,Henderson&Co.<br>Brisbane | JohnBurke,Ld. | 109·8\|21·6\| 7·1<br>H18*t* | Brisbane<br>British | D.C.2Cy.16"&28"–42"<br>*Cpd.*95Evans, 55RHP<br>Anderson,Phelan&Co.Bsb. | | |
| 07429<br>LBVW | **Adour** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*CruiserStern* | ~~2280~~<br>3313<br>3000<br>1988 | ✠100A1<br>8,21<br>~~(Class Contemplated)~~<br>✠LMC5,21 | Liv | *u* | | 1921<br>5mo | A/BÖresundsvarvet<br>Landskrona | D/S A/S Ada (K.Salvesen, *Mgr.*) | ~~310·0\|44·5~~\|27·8<br>311·4\|44·8<br>F30' *on Shltr dk* FK<br>*CellDB*260'551*t FPT*8?*t APT*105*t*<br>*Intermediate BH in fore hold dispensed with Collision BH to Shltr dk ptCem* | Kragerö<br>Norwegian<br>3*BH to Udk* | 2SteamTurbinesgeared to<br>1ScShaft 200lb(*s*) 252NHP<br>2SB,6*cf*,GS84,HS3540 FD<br>A.B.deLavalsAugtbnSkm. | 30 " 0<br>s 7 " 6<br>22 " 9 | |
| 07430<br>MBDF | **—** SteelScSr<br>(*ex*OttoWoermann,<br>*Elec.light ex*Borkum) 1*Dk* | 1099<br>925<br>643 | | | | | 1898 | Akt.Ges. "Neptun"<br>Rostock | ArmementDeppe | 233·6\|35·1\|14·2<br>Q70'B60'F27' | Antwerp<br>Belgian<br>*WB* | T.3Cy.16$\frac{1}{8}$",25$\frac{5}{8}$"&41$\frac{3}{4}$"–28"<br>92NHP<br>A.G."Neptun,"Rostock | | V |
| 07431<br>OBGR | **Adour No. 3** SteelPad<br>(*Tug*) | 281<br>219<br>— | | | | | 1895 | Forges&C. de la Méd.<br>Havre | Chambre de Commerce | 119·1\|23·7\|12·4 | Bayonne<br>French | C.4Cy.23"&39"–43"<br>NB09 166NHP<br>Forges&C.de la Méd.,Hav | | V |
| 07432<br>140267<br>JPCO | **Adra** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 4860<br>4466<br>2996 | | | | | 1917 | Short Bros. Ld.<br>Sunderland | BowringS.S.Co.Ld (C.T.Bowring&Co Ld. *Mgrs.*) | 385·0\|53·0\|27·3<br>P32'B130'F36' | London<br>British<br>*WB* | T.3Cy.26$\frac{1}{2}$",44"&73"–48"<br>369NHP<br>N.E.MarineEng.Co.Ld.Sld | | C |
| 07433<br>OBGW | **Adrar** SteelSc<br>Wireless<br>*Elec.light Ref.Mchy.* 2*Dks* | 5355<br>—<br>3544 | | | | | 1920 | Atel.&Ch. de la Loire,<br>St.Nazaire | ChargeursRéunis | 391·7\|55·8\|31·7<br>P56'B134'F54' | Havre<br>French<br>*WB* | T.3Cy.25$\frac{3}{8}$",42$\frac{1}{2}$"&70"–48"<br>340NHP<br>Atel.&Ch. de laLoire,Nts. | | V |
| * 07434<br>220087<br>LWPK | **Adria** WoodTwinSc<br>*Elec.light* 2*Dks*<br>Wireless *Specially treated* | 3132<br>2568<br>1902 | ✠12 A–<br>5,20<br>LMC5,20 | Sea | | CL | 1919<br>5mo | Gray'sHarborMotorship Corp.<br>Aberdeen, Wash. | UnitedStates ShippingBoard | 272·8\|49·3\|25·6<br>P24'B69'F36' | Seattle<br>Utd. States | T.6Cy.15$\frac{1}{2}$",26"&44"–26" (*s*)<br>190lb HS5566 324NHP<br>2 Water Tube Boilers<br>GeneralOrdinanceCo.<br>Denver,Col. | 28 " 6<br>s 4 " 7 | |

| 1 Numéro d'Ordre — Numéro Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No & Dia. des Cylindres — Course. Pression des Chaudières. NHP = Force en chevaux d'après formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07435 | *Now named "Galvani," See No. 37528 in Supplement*<br>**Adria** SteelScSr<br>ssFiu.3rdNo.3-9,10<br>*Well deck* 1*Dk*(*Stl*)2*trB* | 1039<br>1015<br>707 | ✠<br>2.16<br>✠NB7,89 | Fiu<br>✠ | *o* | | 1880<br>6mo | Blackwood &Gordon<br>Pt.Glasgow | AdriaSoc.Anon.di Nav.Marittima | 242·7<br>Q86'B46'F31'<br>ptND01 BK8"<br>*WB* =*DBa*61'*f*92'&*uE* | 32·5 | 16·8 | Fiume<br>5*BHCem*<br>&*B*44'290*t* | T.3Cy.19",30½"&52"-36"<br>NDB07 167NHP<br>2SB,4*cf*,GS64,HS2580<br>*Tpd*.89Blair&Co.(Lim)Stk | 17 " 8 | I |
| 07436 | — SteelScSr<br>ssFiu.No.3-5,19<br>1*Dk*(*Teak*)<br>*Elec.light* | 154<br>115<br>92 | ✠100A1<br>3,22 ~~10,20~~<br>~~BS10,20~~ ✠LMC5,19<br>BS3,22 | Tri<br>Fiu | *b* | ~~CL~~<br>~~5,19~~<br>3,22 | 1908<br>11mo | Stabilmnto Tecnico<br>Trieste<br>*Lloyd* 'sA&CP | Soc.Anon.diNav. aVap."Dalmatia" | 111·8<br>Q43'F20'<br>BK6½" | 18·7 | 8·5 | Trieste<br>Italian<br>4*BHCem* | C.2Cy.15"&30"-18" (*s*)<br>120lb 48NHP<br>1SB,2*cf*,GS36,HS985<br>StabilimentoTecnico,Tri. | 9 " 6 | |
| 07437 | — IronSc<br>1*Dk* | 108<br>—<br>44 | | | | | 1873 | Neville& Co.<br>Venice | Soc.Anon.diNav. LaLigure | 96·9 | 15·6 | 9·6 | Genoa<br>Italian | C.2Cy.11"&18"-12"<br>Neville&Co.Venice | | V |
| 07438 | **Adriaan** SteelScLr<br>(*ex*Mars)<br>*Mchy.Aft* 1*Dk* | 181<br>178<br>93 | | | | | 1903 | M.vander Kuijl<br>Slikkerveer | Vlaardingsche Stoomvisscherij (Yzermans&Co. *Mgrs.*) | 114·7 | 21·5 | 11·3 | Vlrdingen<br>Dutch<br>*WB* | T 3Cy.8½",14⅜"&23¼"-15¾"<br>18NHP<br>J.H.vanCappellen,Bolnes | | |
| 07439<br>212089 | **Adrian Iselin** SteelScSr<br>*Elec.light* 1*Dk* | 2130<br>—<br>1290 | | | | | 1914 | American S.B.Co.<br>Detroit | Geo.HallCoal& TransportCo.Inc. | 244·0 | 43·0 | 20·5 | NewYork<br>Utd.States<br>*WB* | T.3Cy.18",29"&48"-40"<br>146NHP<br>AmericanS.B.Co.Detroit | | L |
| 07440 | **Adriana** SteelSc<br>(*ex*Celia)<br>*Elec.light* 1*Dk* | 1060<br>907<br>576 | | | | | 1906 | Flensburgr Schiffsb.Ges.<br>Flensburg | A.Kirsten | 226·7<br>P&B140'F30' | 33·4 | 15·6 | Hamburg<br>German<br>*WB* | T.3Cy.16",26½"&44"-33"<br>111NHP<br>FlensburgerSchiffsb.Ges. | | |
| 07441<br>NBJW | — SteelAuxSc3MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 248<br>205<br>194 | | | | | 1918 | J.J. Bodewes<br>Pannerden | Vrachtv.Maats. "Neerlandia" | 110·0<br>P28'F13' | 24·3 | 11·0 | Rottrdam<br>Dutch<br>*WB* | Oil Engine2SC.<br>2Cy.15⅘"-16 7/16" 38NHP<br>J.Boot,Alphen a/dRijn | | |
| 07442<br>124061<br>HKNW | **Adriatic** SteelTwinSc4MstSr<br>4*Dks*&*Shelter dk*<br>*Ref.Mchy* Sub.Sig. Wireless | 24541<br>21844<br>15638 | | | | | 1906 | Harland& Wolff,Ld.<br>Belfast | OceanicStmNavCo Ld(WhiteStar Line) | 709·2 | 75·5 | 52·6 | Liverpool<br>British<br>*WB* | Q.8Cy.35½",51",73½"&104"-63"<br>1720NHP<br>Harland&Wolff,Ld.Bel. | | |
| 07443<br>204726 | — SteelScSr<br>Sub.Sig.<br>*Mchy.Aft* *Elec.light* 1*Dk* | 4945<br>—<br>3605 | | | | | 1907 | American S.B.Co.<br>Lorain,O. | InterlakeS.S. Co.(Pickands, Mather&Co *Mgrs.*) | 420·0<br>H75'F46' | 52·0 | 28·0 | Fairport, Ohio<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"-42"<br>218NHP<br>AmericanSB.Co,Cleveland | | |
| 07444<br>59<br>NBKQ | **Adriatico** SteelScSr<br>ssTri.No.2-20<br>1*Dk*(*Stl*)2*trB*&*deep framing*&<br>*Elec.light* Wireless *Shelter dk*(*Stl-ws*) | 5240<br>5012<br>3362 | ✠100A1<br>*Shelter dk withfreeboard*<br>11,21 ~~8,20~~<br>✠LMC8,20<br>BS11,21 | Tri<br>Nap | *x* | CL<br>5,20<br>— | 1911<br>3mo<br>*Lloyd* | Cant.Nav. Riuniti<br>Ancona<br>'sA&CP | ItalianGovernment | 381·9<br>FK<br>*WB* =*DBa*96'*uE*&*B*48' | 50·6 | 31·6 | Palermo<br>Italian<br>7*BHCem*<br>*f*162'918*t* | T3Cy26",42½"&69⅛"-48 1/32"<br>180lb *100lb* (*s*) 418NHP<br>2SB,6*cf*,GS129,HS5740 FD<br>Cant.Nav.Riuniti,Ancona | 34 " 2<br>s 8 " 0<br>26 " 9 | |
| 07445 | — SteelScSr<br>ssTri.No.3-5,12<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Elec.light* &*deep framing*<br>ssAnc.No 2-20 | 3950<br>3634<br>2517 | ✠100A1<br>*Spar dk*<br>6,21<br>✠LMC7,20<br>~~Examined6,19~~ | Tri | *w* | ~~N7,20~~<br>6,21 | 1899<br>11mo | Russell& Co.<br>Pt.Glasgow<br>A&CP | Soc.Anon.diNav.a Vap.Lussino | 344·7<br>P21'B72'F36' 25·9<br>FK<br>*W* *B* = *Cell DBa* 112' *uE*&*B*40'*f*146'899*t* | 49·8 | 17·9 | Lusinpiclo<br>6*BHCem*<br>*APT*71*t* | T.3Cy.25",41"&67"-45" (*s*)<br>180lb *80lb* NDB13 345NHP<br>2SB,5*cf*1*rf*,GS109HS4474FD<br>Blackwood&Gordon,P.Gl. | 28 " 5 | |
| 07446<br>640<br>NBKT | — IronScSr<br>2*Dks*&*Awngdk* | 1141<br>1126<br>697 | | | | | 1862 | Gourlay Bros.&Co.<br>Dundee | G.Pittaluga | 254·6<br>H27*t* 23·5<br>len76 | 28·4 | 16·6 | Genoa<br>Italian | C.2Cy.30⅝"&53½"-30⅜"<br>NB94 131NHP<br>*Cmp*.94,Odero&Co.,Genoa | | |
| 07447<br>52<br>NBKR | — IronScSr<br>(*ex* Trani, *ex* Città di Ortona, *ex*Delfino,*ex*Dakar) 1*Dk* | 292<br>246<br>170 | | | | | 1876 | Jollet& Babin<br>Nantes | Soc.Italiana di Salvataggi e Navigazione | 159·1 | 20·6 | 11·5 | Spezia<br>Italian | C.2Cy.20½"&34⅝"-25⅝"<br>51NHP<br>Jollet&Babin,Nantes | | |
| 07448<br>53<br>NBKP | — SteelSc | 162<br>132<br>110 | | | | | 1906 | J.&A.van derSchuit<br>Papendrecht | Soc.VenetadiNav. aVap.Lagunare | 123·8 | 20·2 | 8·0 | Venice<br>Italian | T.3Cy.9",15"&22½"-14¼"<br>20NHP<br>J.&A.vanderSchuit | | |
| 07449<br>180 | — SteelSc<br>(*ex*PatrolVessel,G11) | 142<br>—<br>68 | | | | | 1907 | | F.Visciola | 111·2 | 20·0 | 12·4 | Naples<br>~~Milan~~<br>Italian | T.3Cy.11 3/16,19 5/16"&29½"-18" | | |
| 07450<br>HTSF | **Adriaticos** SteelScSr<br>(*ex*Caloric)<br>*Elec.light* Wireless 2*Dks* | *947*<br>*726*<br>*407* | | | … | | 1885 | Harland &Wolff<br>Belfast | HellenicCo.of MaritimeEnterprises | 243·9<br>P42'B92'F37'<br>BK8" | 31·9 | 15·3 | Piræus<br>Greek<br>*WB* | C.2Cy.35"&70"-45"<br>274NHP<br>Harland&Wolff,Belfast | 16 " 3 | |
| 07451<br>OBGY | **Adrien** SteelScK<br>ssYar.No.3-7,13<br>(*ex*Yukon) ssMsl.No.1-19<br>1*Dk* | 255<br>232<br>128 | ✠100A1<br>*StmTrawler*<br>3,19<br>BS8,21<br>~~BS6,20~~ ✠LMC5,19 | Msl | | CL<br>3,19 | 1900<br>5mo<br>*Lloyd* | Mackie& Thomson<br>Glasgow<br>'sA&CP | Delpierre&Duval | 126·0<br>Q49'<br>BK7½" | 21·7 | 10·8 | Boulogne<br>French<br>4*BHCem* | T.3Cy.13",22"&36"-24" (*s*)<br>200lb 74NHP<br>1SB,2*cf*,GS35,HS1152<br>W.V.V.Lidgerwood,Gls. | 12 " 3<br>s " 9½<br>12 " 4 | |
| 07452<br>OBHA | **Adrien Badin** WoodAuxTwinSc<br>*OilEng.* 4MstSr<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB*<br>ptGIB *Salted & specially treated* Hardwood treenails<br>(*See Sailing Ship Register*) | 1626<br>1391<br>1148 | ✠12 A1<br>7,20<br>DBS6,20 ✠LMC12,19 | Sld | | CL<br>6,20 | 1917<br>7mo | Peninsula S.B.Co.<br>Portland,Or.<br>A&CP | ~~Cie.Marit.France Atlantique~~ Cie. Navale de l'Océanie | 235·8<br>P30'F46' | 44·1 | 19·2 | Marseilles<br>French | Oil Engines 4S.C.SA<br>12Cy.12 13/16"-18" 106NHP<br>NDB20-*100lb*<br>WintonEng.Works, Cleveland,O. | 22 " 0 | |
| 07453<br>106145<br>KBDJ | **Advance** IronScBn<br>1*Dk*&*Spardk*3*trB*<br>*Elec.light* Sub.Sig. Wireless | 2458<br>—<br>1481 | | | | | 1883 | J.Roach& Son<br>Chester,Pa. | PanamaR.R.Co. | 295·0<br>23·4 | 38·4 | 14·5 | NewYork<br>Utd.States | C.2Cy.36"&66"-54"<br>NB04 267NHP<br>J.Roach&Son,NewYork | | |
| 07454<br>88632 | — IronSc<br>(*ex*SirL.S.Tilley) 2*Dks* | 1031<br>725<br>359 | | | | | 1883 | J.Shick- luna<br>S.Cthrns,Ont | ~~MontrealTransportationCo.Ld.~~ CanadaSteamship Lines,Ld. | 175·0 | 35·3 | 15·0 | Montreal<br>British | C.2Cy.28"&52"-40"<br>142NHP<br>G.N.Oille,S.Cathrines,Ont. | | L |
| 07455<br>[illegible] | **Adventure** SteelScK<br>Sunk by Mine 1,22<br>1*Dk* | 184<br>175<br>71 | | | … | | 1906 | Hall,Russell&Co.Ld.<br>Aberdeen | J.Mitchell(R.L. Mitchell, *Mgr.*) | 110·2<br>BK7½" | 21·6 | 11·4 | Peterhead<br>British<br>*WB* | T.3Cy.12",20"&33"-21"<br>70RHP<br>Hall,Russell&Co.Ld.Abn. | 12 " 3 | |
| 07456 | **Adventuress** SteelScSr<br>ssGrk.No.1-17<br>*Elec.light* Wireless<br>*Now named "Eagle," See No. 37217 in Supplement* | *342*<br>—<br>*153* | ✠100A1<br>*Yacht*<br>4,19<br>✠LMC4,19 | Shl | *l* | CL<br>4.19 | 1913<br>2mo<br>*Lloyd* | Hepple& Co.Ld.<br>S.Shields<br>'sA&CP | W.K.Vanderbilt, jr. | 135·1<br>BK6¼" | 24·8 | 14·2 | Utd.States<br>6*BHCem* | T.3Cy.14",22"&36"-24"<br>180lb *100lb* 91NHP<br>1B,3*pf*,GS59,HS1720<br>Hepple&Co.Ld.S.Shields | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross / Under deck. / Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Equipment Letter. | Date when tail shaft last seen. | Built. When | By Whom / Where | Owners. | Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. / Freeboard amidships / Corresponding draught. ft in. | Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07457<br>217721<br>LQHF | **Adway** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2537<br><br>1529 | | | | | 1918 | Nelson&KelesS.B.Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 264·6<br>P28'B65'F26' | 46·0 | 24·0 | Seattle<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>NordbergManufacturing Co.Milwaukee,Wis. | | R |
| 07458<br><br>HNMD | **Aegeon** IronSc3MstSr<br>(*ex*Eubea,*ex*Gleugarnock) 1*Dk* | 292<br>255<br>131 | | | ... | | 1874 | T.B.Seath &Co.<br>Glasgow | Sp.P.Moussouris& G.Couroucli s | 148·6<br>P18'F36' | 22·3 | 11·1 | Piræus<br>Greek *WB* | C.2Cy.21"&35"-24"<br>NB86 50NHP<br>A.Campbell&Sons,Gls. | | |
| 07459 | **Aegina** WoodAuxSc4MstSr *Motor*<br>(*ex*A.J.West) 1*Dk*<br>(*See Sailing Ship Register*) | 544<br>—<br>483 | | | | | 1898 | ..................<br>Aberdeen, Wash. | M.Ghicas | 161·0 | 40·0 | 11·0 | Greek | Motor | | R |
| 07460<br><br>SQKW | **Ægir** SteelScSr<br>1*Dk*&*Awngdk*<br>*Elec.light* | 763<br>745<br>437 | | | | | 1896 | Nylands Værkstd.<br>Christiania | Finska Ångf. Aktieb. | 174·0 | 28·0 | 14·5 | Helsingfrs<br>Finnish *WB* | C.2Cy.17½"&36"-27"<br>56NHP<br>NylandsMek.Vrkstd.,Xia. | | V |
| 07461<br><br>NTRD | — IronPadSr | 545<br>347<br>302 | | | | | 1883 | Burmeister &Wain<br>Copenhagen | DeDanskeStatsbaner | 200·6<br>P176*t* H31*t* | 24·1 | 11·5 | Korsör<br>Danish | C.4Cy.26"&50"-48"<br>289NHP<br>Burmeister&Wain,Cpn. | | |
| 07462<br>133416<br>JOWK | — SteelScK<br>*ss*Hul.No.2-21<br>*Mchy.Aft* 1*Dk*(*Stl*) | 244<br>168<br>95 | ✠100A1<br>2,21<br>✠LMC2,21<br>BS5,22 | Hul | *c* | 2,21 | 1912<br>11mo | Cochrane &Sons,Ld.<br>Selby<br>*Lloyd's*A&CP | Co-operative WholesaleSociety, Ld. | 119·1<br>Q39'F19'<br>FK *WB*= | 23·5 | 8·2 | Hull<br>British<br>4*BHAsp*<br>*DT f* 11'40*t* | C.2Cy.15"&30"-21" (*s*)<br>130lb 47RHP<br>1SB,2*pf*,GS32,HS900<br>C.D.Holmes&Co.Ld.Hull | 9 " 3<br>s " 7½<br>8 " 10 | |
| 07463<br><br>NPMS | — SteelSc<br>(*SalvageVessel*)<br>*Elec.light* 1*Dk* | 156<br>147<br>36 | | | | | 1905 | Kjöbnhvns Flydk.&Skbs<br>Copenhagen | Em.Z.Svitzer's Bjerg.Entreprise | 106·5<br>B20'F21' | 22·1 | 9·5 | Copenhgn<br>Danish *WB* | T.3Cy.13",20½"&33½"-21"<br>HS1101 64NHP<br>KjbnhavnsFlydk.&Skbsv. | | |
| 07464<br>[illegible] | — WoodAuxSc3MstSr *Motor*<br>Renamed "San Giuseppe," See No. 39314 in Supplement<br>(*See Sailing Ship Register*) | 129<br>118<br>[illegible] | | | | | 1918 | F.Ring Andersen<br>Svendborg | RederiA/SZephyr (H.P.Hagelberg, *Mgr.*) | 92·0 | 23·8 | 9·4 | Copnhagn<br>Danish | Motor<br>1Cy.12½"-13½" 11NHP<br>A/SMotorfabriken Densil,Aalborg | | |
| NCTW<br>07465 | **Aegir** SteelSc<br>*Elec.light* 1*Dk* | 172<br>129<br>53 | | | | | 1906 | Stettiner Oderwerke<br>Stettin | For.Flensborg-Egernsund ogSönderborgD/S (H. Bruhn, *Mgr.*) | 110·5<br>Q61'F15' | 20·1 | 9·5 | Sönderborg<br>Danish | C.2Cy.16"&28"-16"<br>26NHP<br>StettinerOderwerke | | |
| 07466<br>131305<br>HRVJ | **Aeneas** SteelTwinScSr<br>Wireless<br>*Elec.light Ref.Mchy.* 3*Dks* | 10049<br>8436<br>6380 | | | | | 1910 | Workman, Clark&Co.Ld.<br>Belfast | OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*) | 493·0<br>P46'B201'F58' | 60·4 | 28·6 | Liverpool<br>British *WB* | T.6Cy.24",40"&68"-48"<br>641NHP<br>Workman,Clark&CoLdBel | | |
| 07467<br>215453<br>LHQP | **Aeolus** SteelTwinScSr<br>(*ex*GrosserKurfürst)<br>Sub.Sig. Wireless<br>*Elec.light Ref.Mchy.* 4*Dks*5*trB* | 12642<br>10248<br>6992 | | | | | 1899 | F.Schichau<br>Danzig | UnitedStates ShippingBoard | 560·6<br>Q109'B280'F81' | 62·3 | 35·9 | NewYork<br>Utd.States *WB* | Q.8Cy.27½",41",59"&83½"-53⅓"<br>1016NHP<br>F.Schichau,Elbing | | R |
| 07468<br>527<br>HSGM | **Æolus** SteelScSr<br>1*Dk*&*Awngdk* | 878<br>481<br>485 | | | | | 1884 | MotalaCo.<br>Gothenburg | StockholmsRederiaktieb.Svea(H. Ericson, *Mgr.*) | 195·2<br>H75*t* | 28·8 | 13·1<br>20·3 | Stockholm<br>Swedish | T.3Cy.13½",30"&49"-33"<br>NE&B10 138NHP<br>W.Doxford&Sons,Sndrlnd | | |
| 07469 | **Aeolus** IronScSr<br>(*ex*Holtenau) 1*Dk*2*trB* | 605<br>527<br>356 | | | | | 1882 | G.Howaldt<br>Kiel | Johannes Ick | 175·8<br>B40' | 25·1 | 15·9 | Hamburg<br>German *WB* | C.2Cy.23"&37½"-27"<br>NB98 61NHP<br>Gebr.Howaldt,Kiel | | |
| * 07470<br>13244(<br>THLJ | **Aeon** SteelScSr<br>*ss*Mel.No.1-17<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless &*Shelter dk*(*ptStl*-teaks)<br>*Cantilever framed topside tanks in E&B space* | ~~3763~~<br>~~3334~~<br>~~2002~~<br>3768<br>3334<br>2007 | ✠100A1<br>*Shelter dk with freeboard*<br>6,20<br>~~BS6,20~~ ✠LMC~~1,19~~<br>5,21 | Mel | *x* | CL<br>~~12,17~~<br>5,21 | 1913<br>1mo | SirRaylton Dixon&CoLd<br>Middlesbro'<br>*Lloyd's*A&CP<br>*WB*=*CellD* | AustralianSteamshipsProprietary, Ld. (*Man.Agents*, HowardSmithLd.)<br>*Ba*123'*uE*&*B*60'*f* | 365·2<br>F31'*on Shelter dk*<br>FK<br>134' 965*t FPT* 170*t*<br>*Topside tanks in E&B space* | 50·6 | 22·1 | Melbourne<br>British<br>6*BHCem*<br>*APT*100*t*<br>78'303*t* | Q.4Cy.24",34",48"&69"-45"<br>220lb (*s*) 417NHP<br>3SB,9*cf*,GS181,HS6780<br>Richardsons,Westgarth& Co.Ld.Hpl. | 24 " 6<br>s 2 " 6<br>22 " 5 | |
| * 07471<br><br>HRLP | **Æon** SteelScSr<br>*ss*Pir.No.2-18<br>(*ex*AlexiosGangos, *ex*Æon) *ss*Pir.No.3-9,09<br>1*Dk*(*Irn*)<br>2*trB*&*Web frames* 3*Dk rule* | 2578<br>2428<br>1650 | ✠100A1<br>*with freeboard*<br>4,20<br>✠LMC<br>MS2,18 BS~~2,20~~5,21 | Bry | *t* | 3,20 | 1896<br>8mo | Ropner& Son<br>Stockton<br>A&CP<br>*WB*=*CellD* | ~~Nav.àVapeur Panhellénique~~<br>HellenicCo.ofMaritimeEnterprises<br>*Ba* 104' *u E*22'*f* 126 | 314·0<br>P29'B68'F37'<br>FK | 44·0 | 20·7 | Piræus<br>Greek<br>5*BHCem*<br>554*t APT*48*t* | T.3Cy.22⅝",37"&61"-42" (*r*)<br>160lb 246NHP<br>2SB,6*rf*,GS104,HS3760<br>Blair&Co.Ld.Stockton | 23 " 3<br>s 3 " 11<br>19 " 8 | |
| 07472 | — IronSc<br>(*ex*YachtJennie,*ex*PrincessLouise) | 107<br>—<br>68 | 5,87 | Wtf | | | 1873<br>7mo | Lewis& Stockwell<br>London | HadjiConstanti | 103·6 | 17·0 | 6·6 | Syra<br>Greek | C.2Cy.15"&28"-17"<br>NB81 29NHP<br>*Cmp*Earle'sCo.Hull | | |
| 07473<br>Foundered 12,20 | **Aepos** IronScSr<br>(*ex*Torkel,*ex*Uman)<br>1*Dk* | 627<br>397<br>411 | | | | | 1873 | W.Lindbergs Aktieb<br>Stockholm | N.Pappalas& Colakis | 170·4<br>P95'H90*t*F13 | 26·1 | 13·6 | Chios<br>Greek | C.2Cy.24"&48"-27"<br>NB93 100NHP<br>W.Lindberg'sMek.V.Skm. | | V |
| 07474<br><br>HRCD | **Aetos** IronScSr<br>(*ex*YachtColumba,*ex*L'Espiègle) | 174<br>—<br>90 | | | | | 1869 | J.&G. Thomson<br>Glasgow | G.Maranghides | 143·1 | 21·5 | 9·5 | Piræus<br>Greek | C.2Cy.18"&36"-24"<br>NE&B84 63NHP<br>Lees,Anderson&Co.Gls. | | |
| 07475<br>217432<br>LPKF | **Afalkey** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2383<br>2106<br>1419 | | | | | 1918 | Meacham& Babcock S.B.Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 267·1<br>P28'B65'F26' | 46·5 | 24·0 | NewYork<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>NordbergMfg.Co. Milwaukee,Wis | | R |
| 07476<br>218681<br>LSGP | **Afel** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Web frames*<br>Sub.Sig. Wireless | 5753<br>4740<br>3562 | | | ... | | 1919 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States *WB* | 1 Geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | 32 " 0 | R |
| * 07477<br>39<br>NBLM | **Affinità** SteelScSr<br>*ss*Gen.2ndNo.3-2,20 ~~*ss*Nwc.No.3-6,10~~<br>(*ex*GeorgeFleming) Wireless 1*Dk*(*Stl*)<br>*Elec.light* &*Spar dk*(*Stl*)&*deep framing* | 3454<br>3294<br>2182 | ✠100A1<br>*Spar dk*<br>1,21~~,14~~<br>~~Examined12,19~~<br>~~BS2,19~~<br>✠LMC BS1,21<br>MS2,20 | Gen<br>Pal | *w* | CL<br>2,20 | 1897<br>7mo | Short Bros.<br>Sunderland<br>A&CP<br>*WB*=*CellD* | Soc.Anon.Lloyd delPacifico<br>*Ba*110'*uE*24'*f*143' | 353·0<br>P39'B89'F39'<br>FK | 45·0 | 17·2<br>25·1 | Savona<br>Italian<br>6*BHCem*<br>831*t APT*65*t* | T.3Cy.24½",40"&66"-45" (*r*)<br>180lb *100lb* 314NHP<br>2SB,6*pf*,GS97,HS3838<br>G.Clark,Ld.,Sunderland | 27 " 9<br>s 5 " 1<br>23 " 0 | |
| 07478<br>644<br>NABX | **Affon** SteelScSr<br>(*ex*Liguria)<br>*Elec.light* Wireless 3*Dks* | 5112<br>—<br>3127 | | | | | 1901 | G.Ansaldo &Co.<br>SestriPnente | RussianStm.Nav. &TradingCo. | 404·1<br>P55'B155'F48' | 46·1 | 27·7 | Odessa<br>Russian *WB* | T.3Cy.29½",47⅝"&77⅝"-53⅛"<br>439NHP<br>G.Ansaldo&Co.Smpierdna | | V |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où coté, si ce n'est dans le L. R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07479<br>139801<br>JQGT | **Afghanistan** SteelScSr<br>ssRot.No.1-22<br>(exAbereden) 1Dk(Stl)&Shelter dk(Stl)<br>Elec.light Tonnage opening closed 1918<br>Wireless | 5516<br>4037<br>4277 | ✠100A1<br>Shelter dk<br>withfreeboard<br>4.22 ~~2,21~~<br>✠LMC~~7,17~~<br>10,21 | Bly<br>Rot | y | CL<br>~~2,20~~<br>4,22 | 1917<br>7mo<br>Lloyd | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>'sA&CP | HindustanSteam<br>ShippingCo.Ld.<br>(CommonBros.<br>Mgrs.) | 385·0<br><br><br>CellDB338'1084t FPT87t | 53·0 | 24·3<br><br>FK | Newcastle<br>British<br>6BHCem<br>APT115t | T.3Cy.25",42"&69"-48" (s)<br>180lb 100lb 371NHP<br>2SB,6cf,GS141,HS5892<br>N.E.MarineEng.Co.Ld.Sld | 34 ″ 8<br>s9 ″ 6½<br>25 ″ 6 | |
| 07480<br>130055<br>KCVP | **Afon Dulais** SteelScSr<br>Mchy.Aft Well deck 1Dk(Stl)<br>Cargo battens not fitted | 987<br>732<br>584 | ✠100A1<br>4,21 ~~11,19~~<br>✠LMC10,19 | Hul<br>Sws | m | CL | 1919<br>11mo<br>Lloyd | Dundee<br>S.B.Co.Ld.<br>Dundee<br>'sA&CP | AfonS.S.Co.Ld.<br>(W.Coombs&Sons,<br>Mgrs.) | 208·0<br>Q102'B13'F24'<br><br>CellDB131' 245tFPT | 33·1 | 13·1<br><br>FK | Llanelly<br>British<br>3BHCem<br>58tAPT2t | T.3Cy.18",29"&50"-33" (s)<br>180lb 100lb 152NHP<br>1SB,3cf,GS66,HS3200<br>Earle'sCo.Ld.Hull | 15 ″ 1<br>s1 ″ 4<br>14 ″ 0 | |
| 07481<br>130057<br>KDPG | **Afon Gwili** SteelScSr<br>Mchy.Aft 1Dk(Stl)<br>Well deck Cargo battens not fitted | 874<br>730<br>427 | ✠100A1<br>~~8,21~~ ~~1,20~~ 5,22<br>✠LMC1,20 | Sou<br>Sws | k | CL | 1920<br>1mo<br>Lloyd | Camper&<br>NicholsonsLd<br>Southampt'n<br>'sA&CP | AfonS.S.Co.Ld.<br>(W.Coombs&Sons,<br>Mgrs.) | 198·0<br>Q111'B13'F24'<br><br>CellDBf118'166t FPT 103t | 30·6 | 12·4<br><br>FK | Llanelly<br>British<br>3BHptCem<br>APT31t | T.3Cy.16",27"&44"-30" (s)<br>180lb 129NHP<br>2SB,4pf,GS64,HS2190<br>ShieldsE.&D.D.Co.N.Shl. | 14 ″ 5<br>s4 ″ 6<br>13 ″ 10 | |
| 07482<br>118474<br>HNDJ | **Afon Lliedi** ssSwsNo1-21 SteelScSr<br>Cargo battens not fitted ssBrs.No.3-5,17<br>(exCardiffian, 1Dk(Stl)&deepframing<br>exQueenwood) Well deck | 1015<br>791<br>610 | ✠100A1<br>~~1,21~~ ~~10,19~~ 5,22<br>✠LMC 1,21<br>~~MS6,17~~ ~~BS10,19~~ | Npt<br>Sws | m | ~~10,19~~<br>1,21 | 1904<br>7mo<br>Lloyd | A.Vuijk<br>Capelle a/d<br>Ysel<br>'sA&CP | AfonLliediSSCoLd<br>(W Coombs&Sons) | 215·6<br>Q74'B61'F21'<br><br>WB=CellDBa 61' f 81' 232t | 32·1 | 15·3<br><br>FK | Llanelly<br>British<br>4BHCem<br>APT15t | T.3Cy.17½",28½"&46"-30"(s)<br>180lb 90lb 133NHP<br>1SB,3pf,GS51,HS2152<br>G.T.Grey,S.Shields | 16 ″ 3<br>s1 ″ 2<br>15 ″ 4 | |
| 07483<br>130058<br>KFBQ | **Afon Towy** SteelSc<br>Well deck 1Dk(Stl)<br>Mchy.Aft Cargo battens not fitted | 684<br>472<br>336 | ✠100A1<br>12,19<br>✠LMC3,20 | Sou | j | CL | 1919<br>12mo<br>Lloyd | Dibles<br>(1918)Ld.<br>Southampton<br>'sA&CP | AfonS.S.Co.Ld.<br>(W.Coombs,Mgr.) | 178·0<br>Q101'B10'F21'<br><br>CellDBf112'200tFPT78t | 29·0 | 11·3<br><br>FK | Llanelly<br>British<br>3BHAsp<br>APT26t | T.3Cy.14",23"&39"-27" (s)<br>180lb 82RHP<br>2SB,4pf,GS60,HS1892<br>MacColl&Pollock,Ld.Sld. | 13 ″ 3<br>s3 ″ 10½<br>12 ″ 8 | |
| 07484<br>219225<br>LTQG | **Afoundria** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5590<br>4598<br>3453 | | | | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslnd,Pa | UnitedStates<br>ShippingBoard | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>WB | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 07485<br>217577<br>LPVD | **Afrania** WoodScSr<br>Elec.light Wireless 1Dk2trB | 2594<br>2071<br>1523 | | | | | 1919 | Grant,<br>Smith-Porter<br>ShipCo.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 267·5<br>P28'B67'F29' | 46·4 | 23·9 | PortlndOr.<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>BuckeyeEng.Co.Salem,O. | | R |
| 07486<br><br>HBGK | **Africa** SteelTwinScSr<br>Elec.light 2Dks(1Stl-ws)<br>Wireless &Spar dk(Stl-teak s) | 5491<br>4578<br>3583 | ✠<br>Spar dk<br>8,05 ✠ | Mdb | a† | | 1905<br>8mo | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | Cia.Nacional de<br>Navegação | 420·0<br>P73'F75'<br>Prom.dk 170'<br><br>WB=CellDBa86'uE | 51·1 | 19·9<br>28·4<br>BK11" | Lisbon<br>Portuguese<br>7BHCem<br><br>&B82'f184' | T.6Cy.23½",39"&64"-45"<br>752NHP<br>4SB,12cf,GS244,HS11000FD<br>N.E.MarineEngCoLd.Nwc<br>819tDTa62'611tAPT40t | 31 ″ 2 | |
| 07487 | — SteelTwinScSr<br>ssTri.No.3-10,19<br>1Dk(Stl)&Spar dk(Stl-ws)3trB<br>Elec.light Webframes only in after holds<br>Wireless | 4719<br>3525<br>2592 | ✠100A1<br>Spar dk<br>7,21 ~~10,19~~<br>✠LMC~~11,19~~<br>8,21 | Tri | y | CL<br>S8,20<br>P10,19 | 1903<br>1mo | Lloyd<br>Austriaco<br>Trieste<br>A&CP | LloydTriestino | 388·0<br>P70'B&F228'<br><br>WB=CellDBa100'uE 42'f148' 622tFPT | 47·7 | 22·5<br>30·4<br>FK | Trieste<br>Italian<br>6BHCem<br>60tAPT125t | T.8Cy.(2)22"(2)37"&(4)44"<br>-45" 200lb 180lb(s)724NHP<br>4SB,12cf,GS244,HS10254FD<br>LloydAustriaco,Trieste | 29 ″ 5 | A |
| 07488<br><br>HBKQ | — IronScSr<br>1Dk | 649<br>500<br>380 | ✠<br>6,69 | Cly | | | 1869<br>5mo | W.Simons<br>&Co.<br>Renfrew | Soc.Nav.é<br>Industria | 182·0<br>P44t F22t | 26·2 | 15·6 | Barcelona<br>Spanish<br>6BHCem | C.2Cy.28"&50"-33"<br>120NHP<br>Simons&Co.,Renfrew | | |
| 07489<br>120617<br>HDQG | — SteelSc3MstSr<br>ssAdn.No.3-10,20<br>Well deck 1Dk(Stl-ws)<br>Mchy.Aft | 454<br>302<br>162 | ✠100A1<br>5,21 ~~10,20~~<br>✠LMC10,20<br>BS12,21 | Adn | g | 10,20 | 1905<br>10mo<br>Lloyd | W.Walker<br>Maryport<br>'sA&CP | Cowasjee,Dinshaw<br>&Bros. | 159·0<br>Q89'B11'F23'<br><br>WB=DBf86' | 24·9 | 9·4<br><br>BK7" | Bombay<br>British<br>3BHCem<br>110tFPT53t | T.3Cy.13½",21½"&34½"-27"<br>160lb ~~80lb~~70lb(s) 78RHP<br>1SB,3pf,GS47,HS1383<br>Hutson&Sons,Glasgow | 11 ″ 9<br>s ″ 8<br>11 ″ 9 | |
| 07490<br>21798<br>NRBP | **Africa Maru** SteelTwinScSr<br>Elec.light 2Dks(Stl)&Shelterdk(Stl-ws)<br>Ref.Mchy. 3rdDk(Stl) in No.1 hold<br>Wireless | 9500<br>8797<br>5993 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~3,21~~ 3,20 2,22<br>✠LMC~~3,20~~ 3,22<br>✠Lloyd'sRMC~~11,20~~ ~~3,21~~ ~~4,21~~<br>~~BS3,21~~ ~~MS3,21~~ 8,21 ~~4,21~~ 2,22 | HKg | d† | CL<br>~~3,21~~<br>2,22 | 1918<br>3mo<br>Lloyd | Mitsubishi<br>ZosenKaisha<br>Ld.<br>Nagasaki<br>'sA&CP | OsakaShosen<br>KabushikiKaisha | 475·0<br>P35'F46'onShelter<br>deck<br>CellDB407'1664tDTa48'519tFPT149t | 61·0 | 40·7<br><br>FK | Osaka<br>Japanese<br>8BHCem<br>APT41t | T.3Cy.27",44½"&75"-48" (s)<br>200lb 993NHP<br>5SB,15cf,GS330,HS13284 FD<br>MitsubishiZosenKaisha,Ld | 40 ″ 9<br>s13 ″ 1½<br>28 ″ 3 | |
| 07491<br>105215 | **African Prince** SteelScK<br>(Trawler)<br>1Dk | 125<br>115<br>48 | | | ... | | 1896 | JTEltring-<br>ham&Co.<br>South Shields | WalkerStm.Trawl<br>Fishing Co.Ld.<br>(A.Walker,Mgr.) | 95·0 | 19·2 | 10·7<br><br>BK6¾" | Aberdeen<br>British | C.2Cy.16"&33"-22"<br>45RHP<br>G.T.Grey,S.Shields | 11 ″ 0 | |
| 07492 | **Africana** SteelScSr<br>ssTri,No.2-22 ssShl.No.3-2,11<br>(exCunaxa) 1Dk(Stl)&Spar dk(Stl)<br>&deep framing | 3255<br>2924<br>1928 | ✠100A1<br>Spar dk<br>Ex 1,22 ✠LMC6,20<br>11,22 | Tri | u | CL<br>~~6,19~~<br>1,22 | 1898<br>5mo | Russell&<br>Co.<br>Pt.Glasgow<br>A&CP | Soc.Anon.diNav.<br>MarcoU.<br>Martinolich | 324·5<br>P22'B72'F32'<br><br>WB=CellDBa94'uE&B40'f144' 835t | 48·0 | 15·5<br>22·5<br>FK | Lusinpiclo<br><br>5BHCem<br>APT41t | T.3Cy.25",41"&66"-42" (s)<br>160lb ~~80lb~~ 294NHP<br>2SB,6rf,GS130,HS4600<br>J.G.Kincaid&Co.Greenock | 25 ″ 0 | |
| 07493 | — WoodScSr | 128 | | | | | 1920 | J.Alvarez<br>&Co.S.enC.<br>SanJuan de<br>Nievo,Aviles | AngelAlvarez,<br>S.enC. | 86·9 | 20·7 | 9·2 | Aviles<br>Spanish | | | C |
| 07494<br>5456<br>JTHB | **Africanic** SteelScSr<br>ssPhl.No.1-17<br>Wireless 1Dk(ptIrn ptStl) | 3921<br>3479<br>2689 | ✠100A1<br>5,21 ~~8,20~~<br>~~BS8,20~~ ✠LMC12,17<br>BS12,21 | Mmo<br>NNs | w | CL<br>8,20 | 1913<br>4mo<br>Lloyd | J.Priest-<br>man&Co.<br>Sunderland<br>'sA&CP | Rederiaktieb.<br>Transatlantic<br>(G.Carlsson,Mgr)<br>Intermediate BH in after | 346·5<br>P29'B100'F34'<br><br>hold dispensed with<br>WB=CellDBa 110' | 50·8 | 24·4<br><br>FK | Gothenbrg<br>Swedish<br>Cem<br>5 BH only | T.3Cy.24½",40½"&67"-45"<br>180lb 90lb (s) 319NHP<br>2SB,6cf,GS124,HS4800<br>N.E.MarineEng.Co.Ld.Sld<br>uE21' f152'900tAPT105t | 26 ″ 0<br>s4 ″ 10½<br>21 ″ 6 | |
| 07495<br>139155<br>JSTM | **Africshore** SteelScBn<br>ssH.Kg.2ndNo.3-5,17<br>(exLome,exHeleneWoermann, 2Dks<br>Elec.light exMontevideo) (StlU-ws)<br>Wireless | 2612<br>2213<br>1899 | 100A1<br>3,20<br>BS11,20 LMC5,17 | Cal | | 8,19 | 1888<br><br><br>Lloyd | Blohm&<br>Voss<br>Hamburg<br>'sA&CP | BritishAfrica<br>Shppng&Coaling<br>Co.Ld.(Mitchell<br>Cotts&Co.Mgrs.) | 334·3<br>P93'B76'F52'<br>Cell<br>DB256'370tFPT | 40·2 | 22·1<br><br>FK | CapeTown<br>British<br>5BHCem<br>150tAPT40t | T.3Cy.26",40"&66"-42" (s)<br>160lb 293NHP<br>2DB,8cf,GS150,HS4550<br>Blohm&Voss,Hamburg | 24 ″ 9<br>s4 ″ 5<br>21 ″ 8 | |
| 07496<br><br>NBPO | **Afrika** SteelTwinSc<br>OilEng.<br>Elec.light 2Dks(Stl)&<br>Ref.Mchy. Wireless Awng dk(Stl) | 8597<br>6207<br>5469 | ✠100A1<br>Awng dk<br>withfreeboard<br>~~6,21~~ ~~12,20~~ ✠LMC~~3,20~~<br>11,21 6,21 | Cpn | c† | CL | 1920<br>3mo | Burmeist'r<br>&Wain<br>Copenhagen<br>A&CP | A/S DetÖstasia-<br>tiskeKompagni | 445·8<br>F onAwng dk77'<br><br>Collision BHtoAwng dk6BH toUpper dk<br>CellDB392'1468tFPT108tAPT108t | 60·3 | 39·1<br><br>FK | Copnhagn<br>Danish<br>ptCem | Oil Engines 4S.C.SA<br>12Cy.29⅛"-45¼"<br>DB100lb 857NHP<br>Akt.Burmeistr&Wain,Cpn. | 42 ″ 0<br>s10 ″ 6½<br>31 ″ 10 | |
| 07497<br><br>OBHZ | **Afrique II.** SteelScK<br>(Trawler)<br>Elec.light Wireless 1Dk | 516<br>—<br>194 | | | | | 1913 | Baheux<br>Frères<br>Boulogne | Poret,Lobez&Co. | 156·8<br>F28' | 25·2 | 14·3 | Boulogne<br>French<br>WB | T.3Cy.13¾",23"&37½"-27½"<br>72NHP<br>Caillard&Co.Havre | | V |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *07498<br>145112<br>[illegible] | **Afterglow** SteelSc<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 936<br>752<br>482 | ✠100A1<br>~~8,21 12,20~~ 1,22<br>✠LMC11,20 | Shl | m | CL | 1920<br>12mo<br>Lloyd | J.P.Rennoldson&Sns. Ld. S.Shields<br>'sA&CP | GasLight&CokeCo (Stephenson Clarke&Co.Ld. Mgrs.)<br>CellDBj126'247t | 216·6<br>B17'Q106'F25'<br>FK<br>MT9'134tFPT112t | 32·0 | 13·5 | London<br>British<br>4BHCem<br>APT21t | T.3Cy.16",27"&44"-30" (s)<br>180lb 100lb 98RHP<br>1SB,3cf,GS54,HS1880<br>J.P.Rennldsn&SnsLdSShl | 15 ″ 6<br>1 ″ 10½<br>13 ″ 11 | |
| 07499 | — WoodSc<br>9&12yrs.Mat. 1Dk<br>F&YM9,21 | 99<br>98<br>43 | ✠ 11 A1<br>For fishing purposes<br>10,21 ~~10,18~~<br>✠LMC10,18 | Lwt | Ply | CL | 1918<br>6mo<br>Lloyd | J.Chambers,Ld.<br>Lowestoft<br>'sA&CP | ~~TheAdmiralty~~<br>Crown Agents for the Colonies | 86·5 | 19·9 | 10·3 | London<br>British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 42NHP<br>1SB,2pf,GS36,HS814<br>Pollit&Wigzell,Ld. SowerbyBridge | | |
| 07500<br>124092<br>HLRW | **Agadir** SteelScSr<br>Elec.light Sub.Sig. Wireless 2Dks | 2727<br>2281<br>1638 | | | | | 1907 | SirJ.Laing &Sons,Ld.<br>Sunderland | RoyalMailSteam PacketCo. | 285·0 | 41·3 | 25·7 | Liverpool<br>British<br>WB | T.3Cy.24",39"&64"-45"<br>275NHP<br>G.Clark,Ld.Sunderland | | BT till 1,2 |
| 07501<br>HBGN | — SteelSc<br>Mchy.Aft Well deck 1Dk(Stl)<br>Elec.light Cargo battens not fitted | ~~580~~<br>567<br>379 | ✠100A1<br>10,20<br>✠LMC10,20 | Cdz | h | CL | 1920<br>2mo<br>Lloyd | Echevarrieta y Larrinaga<br>Cadiz<br>'sA&CP | Echevarrieta y Larrinaga<br>CellD | 169·5<br>Q96'B13'F24'<br>BK7"<br>Bf95'142tFPT43t | 26·2 | 10·3 | Cadiz<br>Spanish<br>3BHCem<br>APT7t | T.3Cy.13",22"&35"-27" (s)<br>180lb 82NHP<br>1SB,3cf,GS49,HS1443<br>E.Grasset yCia.,Madrid | 12 ″ 10<br>4 ″ 4<br>13 ″ 0 | |
| 07502 | **Agamemnon** StlTwinSc<br>(exKaiserWilhelmII.)<br>Elec.light Sub.Sig. 4Dks&Shade dk5trB | 19361<br>13596<br>6353 | | | | | 1902 | Akt.Ges. "Vulcan"<br>Stettin | UnitedStates Govt.(NavyDept.) | 684·3<br>F89'<br>Promenade dk | 72·3 | 40·2 | NewYork<br>Utd.States<br>WB | Q.16Cy.37⅗",49⅕",74⅘"&<br>112⅕"-71" 4243NHP<br>A.G."Vulcan,"Stettin | | |
| 07503<br>110640<br>RNDB | — SteelScSr<br>Elec.light Wireless 2Dks | 7011<br>5586<br>4462 | | | | | 1900 | Scott&Co.<br>Greenock | OceanS.S.Co.Ld. (A.Holt&Co. Mgrs.) | 442·1<br>P50'B154'F58' | 52·7 | 32·0 | Liverpool<br>British<br>WB | T.3Cy.29",49"&82"-60"<br>521NHP<br>Scott&Co.Greenock | | |
| 07504<br>NBRG | — SteelScSr<br>Cruiser Stern<br>Elec.light Wireless 1Dk&Shelter dk | 1904<br>1596<br>1008 | | | | | 1914 | Dunlop, Bremner&Co.<br>Ld.PortGlas | Koninkl.Nederl. Stoomb.Maats. | 295·6 | 43·2 | 17·2 | Amstrdam<br>Dutch | T.3Cy.22",35"&59"-39"<br>218NHP [PortGlasgow<br>Dunlop,Bremner&Co.Ld. | | C |
| 07505<br>65673 | — IronPadSp | 129<br>127<br>14 | | | | | 1872 | Readhead Softley&Co.<br>S.Shields | J.Irwing | 106·3 | 18·4 | 10·0 | London<br>British | 2Cy.28"-48"<br>55RHP<br>ReadheadSoftley&CoSShl | | |
| 07506<br>110886<br>RDWB | **Agami** IronScK<br>(Trawler)<br>1Dk | 186<br>169<br>76 | | | | ... | 1899 | Cochrane &Cooper,Ld.<br>Selby | JohnL.Green,Ld | 110·0<br>Q46'F20'<br>BK7½" | 21·2 | 11·2 | Grimsby<br>British | T.3Cy.12¼",19½"&32"-22½"<br>NB16 50RHP<br>C.D.Holmes&Co.Hull | 12 ″ 0 | |
| 07507<br>135553<br>JFBN | **Agapenor** SteelScSr<br>Elec.light Wireless 2Dks | 7587<br>6306<br>4798 | | | | | 1914 | Scotts'S.B. &Eng.Co.Ld.<br>Greenock | OceanS.S.Co.Ld. (A.Holt&CoMgrs) | 455·2<br>P53'B165'F60' | 56·2 | 32·5 | Liverpool<br>British<br>WB | T.3Cy.31",51½"&86"-60"<br>574NHP<br>Scotts'SB.&EngCoLd.Grk | | BT till 9,21 |
| *07508 | **Agapi** WoodAuxTwinSc5MstSr<br>OilEng.<br>(exMarieBarnard) 1Dk2trB<br>Elec.light Wireless Salted ptGIB<br>Hardwood treenails<br>(See Sailing Ship Register) | 1476<br>1327<br>1370 | ✠ 12A1<br>3,20<br>✠NE17fitted12,18<br>DBS2,20 ✠LMC2,20 | Pir | p | CL<br>12,18 | 1917<br>9mo<br>Lloyd | Wallace Shipyards Ld.<br>Vancouver, B.C.<br>'sA&CP | Hadzikyriakos Bros. | 245·0<br>P30'F30' | 43·8 | 21·0 | Piræus<br>Greek | Oil Engines 2S.C.SA<br>4Cy.16½"-18$\frac{15}{16}$" 91NHP<br>DB10,17-130lb<br>J.&C.G.BolindersMek. VærksA.S.Skm | 21 ″ [illegible]<br>4 ″ 5[illegible] | |
| 07509<br>217578<br>LPVF | **Agarista** WoodScSr<br>Elec.light Wireless 1Dk2trB | 2594<br>2071<br>1523 | | | | | 1919 | Grant, Smith-Porter ShipCo.<br>Portland,Or. | UnitedStates ShippingBoard | 267·5<br>P28'B67'F29' | 46·4 | 23·9 | PortlndOr.<br>Utd.States<br>WB | T.3Cy.19",32"&56"-36"<br>188NHP<br>WashingtonPump& MachineCorp.Buffalo,NY | | R |
| 07510<br>137844<br>JPSL | **Agate** SteelSc3MstSr<br>Elec.light 1Dk(Stl)<br>Mchy.Aft Well deck | 824<br>566<br>397 | ✠100A1<br>5,17<br>✠LMC5,17 | Bwg | k | CL | 1917<br>5mo<br>Lloyd | Scott& Sons<br>Bowling<br>'sA&CP | W.Robertson<br>CellD | 199·4<br>Q116'B9'F34'<br>FK<br>Bf123'170tFPT66t | 30·1 | 11·9 | Glasgow<br>British<br>3BHCem<br>APT8t | T.3Cy.16",26"&44"-33" (s)<br>180lb 139NHP<br>2SB,4pf,GS78,HS2408<br>Ross&Duncan,Glasgow | 14 ″ 0<br>4 ″ 8<br>13 ″ 7 | |
| 07511<br>990 | — SteelTwinScSr<br>(exHannover)<br>Elec.light 1Dk | 148<br>116<br>75 | | | | | 1907 | J.L.Meyer<br>Papenburg | Dampfsch.Ges. A.Augsburg | 113·6<br>Q33' | 20·8 | 6·6 | Riga<br>Latvian<br>WB | C.4Cy.8$\frac{1}{10}$"&13⅘"-11"<br>10NHP<br>J.L.Meyer,Papenburg | | |
| 07512<br>106668 | **Agatha** IronScK<br>1Dk<br>(Trawler) | 137<br>128<br>56 | | | | ... | 1896 | Cochrane &Cooper<br>Beverley | W.Grant | 94·0<br>Q17'<br>BK7½" | 20·5 | 10·7 | Grimsby<br>British | T.3Cy.11",17"&28"-21"<br>NB13 40RHP<br>C.D.Holmes&Co.,Hull | 11 ″ 4 | |
| 07513<br>NWHJ | **Agathe** WoodAuxSc3MstSr<br>OilEng.<br>Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 313<br>281<br>218 | | | | | 1918 | H.C. Poulsen<br>Rudkjöbing | A/SMotorSeilskibsselskabet Agathe(HNielsen) | 132·0 | 29·0 | 12·9 | Rudkjbing<br>Danish<br>WB | Oil Engine 4S.C.SA<br>4Cy.11$\frac{13}{16}$"-16½" 28NHP<br>H.C.ChristoffersenHoleby | | V |
| 07514<br>6<br>NBMT | **Agatocle** IronScSr<br>ssShl.2ndNo.3-1,06<br>(exDynasPowis, exSapphire) ssShl.No.1-10<br>1Dk(Irn)&Webframes &ptAwng dk | 2245<br>1643<br>1314 | ✠<br>ptAwng dk withfreeboard<br>2,15 ✠ | Cff | s | | 1888<br>5mo | Richardsn, Duck&Co.<br>Stockton | Soc.diNav.aVap. Agatocle (S.Catera) | 277·0<br>BK7½"<br>WB=Cell | 37·4 | 18·6 | Syracuse<br>Italian<br>4BHCem<br>DB184'431t | T.3Cy.21½",36"&58"-36"<br>NDB11 202NHP<br>2SB,4cf,GS51<br>T.Richardson&Sons,Hpl. | 21 ″ 9 | |
| 07515<br>111807 | **Agawa** Iron&SteelSc3MstSr<br>(exSailingVessel)<br>Elec.light 1Dk2trB | 3759<br>3510<br>2468 | | | | | 1902 | Collingw'd S.B.Co.Ld.<br>Collingwood | AlgomaCentral& HudsonBayRly.Co (FH.ClergueMgr) | 379·0 | 46·0 | 26·0 | SaultSt. Marie<br>British | T.3Cy.20",33½"&55"-40"<br>NE&B07 191NHP<br>CollingwoodS.B.Co.Ld. | | L |
| 07516<br>216996<br>LNDF | **Agawam** SteelScSr<br>Wireless Fitted for oil fuel<br>Elec.light Sub.Sig. 1Dk2trB<br>in fore&after holds& Webframes | 3282<br>3005<br>1958 | | | | ... | 1918 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>WB | 1Geared Steam Turbine<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 07517<br>WNJR | **Agdestein** SteelTwinSc<br>Pet.Motor<br>Mchy.Aft Fitted for oil fuel 1Dk | 417<br>363<br>303 | | | | | 1920 | Kallundborg Skibsv.<br>Kallundborg | A/SMotorseil (G.Pedersen&Sön, Mgrs.) | 140·0<br>B48'P60'F16' | 29·9 | 10·4 | Lillesand<br>Norwegian<br>WB | Petrol Motor 4S.C.SA<br>8Cy.12$\frac{3}{16}$"-12" 69NHP<br>FrederikshvnJerns.&Msk | | |
| 07518 | | | | | | | | | | | | | | | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expire. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Now named "DonThompson," See No. 37062 in Supplement<br>* 07519 | **Age** SteelScSr<br>ssMel.2ndNo.3-7,19<br>*Well deck* 1*Dk*(*Stl-ptws*)&*Webframes*<br>*Cargo battens not fitted* | 2284<br>1722<br>1493 | ✠100A1<br>7,19<br>✠LMC7,19 | Mel | *s* | CL<br>7,19 | 1888<br>2mo | E.Withy&Co.<br>WHartlepool<br>A&CP | CiadeLotay<br>Coronel | 289·8<br>P31'Q86'B118'<br>F31' BK8"<br>*WB= CellDB*248' 490t *APT*35t | 38·1 | 19·2 | Chilian<br>5*BHCem* | T.3Cy.21½",35"&59"–39" (*o*)<br>152lb NDB97 217NHP<br>2SB,6*rf*,GS92,<br>T.Richardson&Sons,Hpl. | 22 " 3 |
| 07520<br>Now named "Bedehome," See No. 36548 in Supplement<br>~~MYNT~~ | **Ageröen** SteelSc<br>1*Dk*(*Stl*) | 1415<br>1188<br>823 | ✠100A1<br>1,22 ~~5,20~~<br>✠LMC5,20 | Cpn<br>Xia | *o* | | 1920<br>5mo<br>*Lloyd*'*sA&CP* | Kalundbrg Skibsverft<br>Kalundborg | ~~Akt."Ageröen"~~<br>~~(H.E.Hansen-Tangen, Mgr.)~~<br>HomelandSSCo.Ld<br>(R.H.Hopps, *Mgr*) | 233·3<br>P12'B50'F29' FK<br>*CellDB*195'409t *FPT*63t *APT*28t | 37·1 | 16·6 | Newcastle<br>British<br>4*BHCem* | T.3Cy16½",25 9/16"&42½"–29½"<br>185lb (*s*) 137NHP<br>2SB,4*cf*,GS67,HS2028<br>Akt.Smith,Mygind&Hüttemeier,Copenhagen | 18 " 8 |
| 07521<br>MONL | **Agga** SteelScSr<br>1*Dk* | 1121<br>992<br>671 | | | | | 1905 | Laxevaags Msk.&Jrnskb<br>Bergen | W.Hansen | 228·7<br>P10tH51tF29t | 35·1 | 15·9 | Bergen<br>Norwegian<br>*WB* | T.3Cy.16",25½"&43"–30"<br>101NHP<br>LaxevaagsiMsk&JrnsBgn | |
| 07522<br>NPWV | **Aggersborg** SteelScSr<br>(*ex*CurtRetzlaff, *ex*Thuringia) *Elec.light* 1*Dk* | 1423<br>1105<br>853 | | | | | 1900 | Nüscke&Co.<br>Stettin | Dmpskselsk. Neptun (C.K. Hansen, *Mgr.*) | 239·7<br>Q71'B59'F25' | 35·9 | 16·2 | Copnhagn<br>Danish<br>*WB* | T.3Cy.17",27½"&43"–31½"<br>104NHP<br>Kette,Uebigau,Dresden | |
| * 07523<br>NKRH | **Aggersünd** SteelScSr<br>ssCpn.2ndNo.3-5,11<br>(*ex*Lejre,*ex*Patria, *ex*Oceanic) ssCpn.No.2-20<br>1*Dk*(*ptStl ptIrn*)&<br>Wireless *Webframes&ptAwngdk*(*Irn*) | 2940<br>2204<br>1849 | ✠100A1<br>*pt Awng dk withfreeboard*<br>11,20<br>✠LMC5,20 | Cpn | *t* | N<br>11,20 | 1892<br>10mo | C.S.Swan&Hunter<br>Newcastle<br>A&CP | Akties.Dampsk. Selsk.Gylfe<br>~~(J.L.Didriehsen, Mgr.)~~ (T.C.Christensen, *Mgr*) | 311·8<br>P24'RFD38'B126'<br>F30' FK<br>*Cell DB* 264'640t | 41·0 | 20·6 | Copnhagn<br>Danish<br>6*BHCem* | T.3Cy.20",33"&61"–39" (*s*)<br>160lb NDB20 *120lb* 248NHP<br>2SB.6*pf*,GS108,HS3946<br>N.E.MarineEngCoLd.Nwc | 23 " 1<br>s 8 " 5½<br>21 " 11 |
| 07524<br>~~Lost by Fire 5,21~~<br>LDTB | **Aghia Sophia** SteelTwinSc<br>(*ex*Sussex)<br>*Elec.light* 2*Dks* | 1353<br>744<br>517 | | | | | 1896 | W.Denny &Bros.<br>Dumbarton | D.Demetriades | 275·0<br>B115'F41' | 34·1 | 14·0 | Greek | T.8Cy.2(23½",(2)35½"& (4) 37½"–27"] NB05 292NHP<br>Denny&Co.Dumbarton | |
| * 07525<br>21<br>HSBP | **Aghios Gerasimos** SteelScSr<br>ssBry.No.3-1,12<br>ssPir.No.2-20 ~~ssNYk.No.1-17~~<br>(*ex*Broadgarth) 1*Dk*(*ptIrn&ptStl*)2*trB* &*deepframing*3*Dkrule* | 3224<br>3024<br>2079 | ✠100A1<br>*withfreeboard*<br>~~4,21 9,18~~ 4,22<br>MS9,19<br>✠LMC ~~BS12,19~~ BS4,21 | Bry<br>~~Pir~~ Off | *v* | ~~9,19~~<br>CL<br>N4,22 | 1898<br>12mo | R.Craggs &Sons<br>Middlesbro'<br>A&CP | M.Caravia | 330·0<br>P27'B76'F35' FK<br>*WB=Cell DBa* 108'*uE&B*36'*f*134' 715t *APT*24t | 47·0 | 23·9 | Ithaca<br>Greek<br>5*BHCem* | T.3Cy.24",40"&64"–42" (*s*)<br>160lb *100lb* NDB11 281NHP<br>2SB,8*pf*,GS127,HS4430<br>N.E.MarineEngCo.LdNwc | 26 " 6<br>s 4 " 11<br>22 " 0 |
| 07526<br>HMQL | **Aghios Ioannis** IronSc3MstSrYt<br>(*ex*Speranza,*ex*Helen) 1*Dk*2*trB* | 257<br>237<br>133 | | | ... | | 1872 | T.B.Seath &Co.<br>Glasgow | G.D.Portolos | 162·0<br>H20t<br>BK6" | 23·6 | 11·5 | Ithaca<br>Greek | C.2Cy.20"&40"–24"<br>NB82 62NHP<br>A.Campbell&Sons,Gls. | |
| * 07527 | **Aghios Spyridon** IronScSr<br>ssNwc.4thNo.3-9,19<br>(*ex*City ofCadiz,*ex*Corcyra) 1*Dk*2*trB* | 780<br>699<br>464 | ✠ A1<br>11,20<br>✠NB8,94 BS9,20<br>✠LMC9,19 | Npt | | N<br>11,20 | 1862<br>7mo | Richardsn, Duck&Co<br>Stockton | Eptanissiaki Atmoploia,Ltd. | 204·4<br>P34'F36'<br>ND94 BK6½" | 28·5 | 17·3 | Corfu<br>Greek<br>5*BH* | C.2Cy.26"&49"–30" (*s*)<br>70lb *80lb* NE76 95NHP<br>1SB3*pf*,GS51HS1518 NDB98<br>T.Richardson&Sons,Hpl. | 18 " 1<br>s 2 " 7½<br>16 " 4 |
| 07528 | **Agia Barbara** IronScSr<br>(*ex*Amphion)<br>*Elec.light* 1*Dk* | 302<br>250<br>137 | ✠<br>5,67 | Lth | | | 1867<br>5mo | J.Scott&Ss<br>Invrkeithing | Papayanaki&Co. | 151·4<br>½P14tF8t | 21·1 | 12·3 | Piræus<br>Greek<br>4*BHCem* | C.2Cy.20"&39"–27"<br>NE78NB94 66NHP<br>A.&J.Inglis.Glasgow | |
| 07529<br>3035<br>JHBF | **Ägil** WoodAuxScSr<br>*OilEng.*<br>(*ex*Sailing vesselSleipner) 1*Dk*<br>(*See Sailing Ship Register*) | 135<br>119<br>104 | | | | | 1876/1917 | O.&P. Knudsen<br>Lillesand | E.Bonnevier | 84·5<br>H16t | 23·6 | 10·1 | Karlstad<br>Swedish | OilEng.<br>2Cy.10¼"–11⅜" 7NHP<br>NE*fitted*17<br>LysekilsMek.Vrks.Lysekil | |
| 07530 | **Agios Georghios** IronSc<br>(*SalvageVessel*)<br>*Elec.light* (*ex*Paxoi,*ex*Vilna,*ex*Siphnos&Eubea) Wireless | 145<br>135<br>87 | | | | | 1883 | Scott&Co.<br>Greenock | M.Necamonitakis | 110·0 | 19·0 | 9·7 | Greek<br>*WB* | C.2Cy.15"&28"–21"<br>NB99 30NHP<br>Scott&Co.Greenock | |
| 07531 | **Agios Georgios** SteelScSr<br>ssGen.No.1-21 ssGen.No.3-11,15<br>(*ex*SaintIrene) Wireless 1*Dk*(*Stl*)2*trB* &*deepframing* | 3197<br>2986<br>2028 | ✠100A1<br>11,21 ~~6,19~~<br>~~BS12,19~~<br>LMC~~8,17~~ 11,21 | Lgn<br>Gen | *w* | CL<br>10,20 | 1904<br>10mo<br>*Lloyd*'*sA&CP* | A.McMillan&Son,Ld.<br>Dumbarton | Soc.MarittItaliana diNav. | 345·3<br>P32'B204'F34' FK<br>*WB=CellDBa*108'*uE&B*44'*f*146'859t*FPT* | 47·5 | 22·2 | Genoa<br>Italian<br>6*BHCem*<br>101t*APT*44t | T.3Cy.24",40"&65"–45" (*r*)<br>180lb *110lb* 320NHP<br>2SB,6*cf*,GS102,HS4104 FD<br>Dunsmuir&JacksonLdGls | 24 " 9<br>s 3 " 2<br>21 " 11 |
| 07532<br>KCML | **Agir** IronSc<br>(*ex*Sparta, *ex*Luxor)<br>1*Dk*&*Awngdk*3*trB* | 1270<br>1251<br>753 | | | ... | | 1873 | Denton, Gray&Co.<br>WHartlepool | E.Berggren | 241·4 | 32·2 | 16·0<br>21·3 | Oskrshmn<br>Swedish<br>*WB* | C.2Cy.29 9/10"&59 1/10"–35⅝"<br>NB00 174NHP<br>Blair&Co.Ld.Stockton | |
| 07533<br>84616<br>WPFG | **Agnar** IronScSr<br>ssC.Tn.No.1-19<br>*Welldeck* ssC.Tn.3rdNo.3-9,14<br>1*Dk*2*trB* | 427<br>312<br>255 | ✠100A1<br>5,21 ~~12,19~~<br>✠NB11,01<br>MS1,19<br>LMC BS12~~,19~~ 5,21 | C.Tn | *g* | ~~N1,19~~<br>5,21 | 1884<br>10mo<br>*Lloyd*'*sA&CP* | Stavanger Stöb.&Dok.<br>Stavanger | ~~AgnarS.S.Co.Ld.~~<br>~~(Thesen&Co.Ld.)~~<br>Thesen'sS.S.CoLd | 151·2<br>Q30tB60tH5tF11t<br>ND01<br>*WB=DBa*30'*f*51' | 24·0 | 12·2 | CapeTown<br>British<br>4*BHCem*<br>85t*APT*11t | C.2Cy.17"&32"–24" (*s*)<br>80lb *80lb* NDB01 51RHP<br>1SB,2*pf*,GS34,HS1086<br>J.Wigham,Sunderland | 13 " 0 |
| 07534<br>MDWJ | **Agnella** SteelScSr<br>*Elec.light* 1*Dk* | 940<br>714<br>582 | | | | | 1908 | Akers Mek.Værks.<br>Christiania | Akties.VestlandskeLloyd (BrödreneOlsen, *Mgrs.*) | 221·6<br>Q111tB58tH14t<br>F23t | 32·2 | 11·9 | Stavanger<br>Norwegian<br>*WB* | T.3Cy.17",29"&47"–33"<br>127NHP<br>AkersMek.Værks,Xia. | |
| * 07535<br>6<br>NBMW | **Agnello Ciampa** SteelScSr<br>ssNwc.No.3-8,13<br>*Elec.light* ssGen.No.1-17<br>1*Dk*(*Stl*)2*trB*&*deepframing*&*Shelterdk*<br>Wireless 3*Dkrule* | 3922<br>3814<br>2381 | ✠100A1<br>*Shelterdk withfreeboard*<br>1,21<br>BS1,21 ✠LMC10,19 | Gen | *v* | 7,18 | 1900<br>6mo | Cant.Nav. diMuggiano<br>Spezia<br>A&CP | F.S.Ciampa&figli<br>*WB=CellDBa*92'*uE&B*42' | 339·0<br>FK<br>*f*138'820t*APT*83t | 47·6 | 24·0 | Cstllmare diStabbia<br>Italian<br>6*BHCem* | T.3Cy.24",40"&66"–48" (*s*)<br>180lb *100lb* NDB13 353NHP<br>2SB,6*rf*,GS114,HS4640 FD<br>N.E.MarineEngCoLdNwc. | 24 " 3<br>s 8 " 8<br>23 " 8 |
| 07536<br>90140<br>TPWG | **Agnes** SteelTwinSc<br>ssPNl.No.3-9,12<br>ssPNl.No.2-19<br>*Elec.light* (*Sand Pump HopperDredger*)<br>1*Dk*(*ptStl-ptteaks*) | 1891<br>1688<br>1161 | | | ... | ~~6,19~~<br>2,21 | 1903<br>6mo<br>*Lloyd*'*sA&CP* | W.Simons &Co.Ld.<br>Renfrew | UnionGovt.of SouthAfrica(Dept. ofRailways&Harbours,E.Lon.)<br>*WB=CellDBuE&* | 280·0<br>Q92'RFD62'F32' FK<br>*B*70' *at sides of Hopper*94'*f*70' | 44·1 | 16·8 | E.London<br>British<br>6*BHCem* | T.6Cy.17",27"&43"–27" (*s*)<br>180lb *100lb* 228NHP<br>2SB,6*cf*,GS131,HS3779<br>W.Simons&Co.Ld.Rnf. | 18 " 9 |
| 07537<br>TPHD | — IronSc3MstSr<br>6thSurveyLiv.12,01<br>(*ex*Signe, *ex*Domino) 4thSurveyCff.4,19<br>*Welldeck* | 899<br>899<br>537 | ✠ A1✱1<br>5,20<br>~~BS4,20~~<br>BS8,21<br>LMC4,19 | Mdb | Lv | 4,19 | 1877<br>3mo | Schlesing'r Davis&Co.<br>Newcastle | A.Ekbom | 225·4<br>P&B—F—len82ptND07 | 28·2 | 14·7 | Mariehmn<br>Finnish<br>3*BH*1PBH | C.2Cy.26¼"&55½"–33" (*s*)<br>80lb *80lb* NDB03 145NHP<br>NB91<br>1SB,4*pf*,GS70,HS2560<br>Amos&Smith,Hull | 16 " 0 |
| 07538 | — SteelScSr<br>1*Dk*&*Spardk* | 707<br>675<br>434 | | | | | 1890 | Rostocker Act.Ges.<br>Rostock | L.F.Mathies&Co. | 180·9<br>H57' | 27·3 | 17·3 | Hamburg<br>German<br>*WB* | C.2Cy.22½"&40½"–27½"<br>71NHP<br>RostockerA G.,Rostock | |
| 07539<br>JVFR | — IronScSr<br>1*Dk*2*trB* | 433<br>331<br>262 | | | | | 1889 | Stavanger Stöb.&Dok.<br>Stavanger | A/S Agnes (Ö.Torgersen) | 147·1<br>Q34t B18t F14t | 24·6 | 12·8 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.11",18",29"&24"<br>41NHP<br>AkersMekVerkstad,Xia. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07540<br>NWJB | **Agnes** WoodAuxSc3MstSr<br>*Motor*<br>(*See Sailing Ship Register*) 1*Dk* | 277<br>259<br>214 | | | | | 1918 | V.Krag<br>Christensen<br>Kolding | Rederi.FalkenA/S (E.B.Kromann, *Mgr.*) | 122·2 | 27·9 | 12·4 | Svendborg<br>Danish | Motor | | V |
| 07541 | **—** SteelScSr<br>*Now named* "Firsby," *See No.* 37386 *in Supplement*<br>1*Dk* | 125<br>[illegible]<br>48 | | | ... | | 1896 | A.Hall&<br>Co.<br>Aberdeen | BostonDeepSea Fishing&IceCoLd (F.Parkes,*Mgr.*) | 96·3<br>BK7½" | 19·7 | 10·0 | British | C.2Cy.13½"&30"-21"<br>45RHP<br>A.Hall&Co.Aberdeen | 10 " 7 | |
| 07542<br>218907<br>LSVD | **Agnes A. Moran** WoodSc<br>(*ex*Terrier)<br>*Elec.light* 1*Dk* | 176<br>—<br>29 | | | | | 1919 | Burger<br>BoatCo.<br>Manitowoc, Wis. | MoranTowing& Transptn.Co. | 94·8 | 24·6 | 14·7 | NewYork<br>Utd.States | C.2Cy.18"&38"-26"<br>61NHP | | R |
| 07543<br>210948<br>LCTG | **Agnes Dollar** SteelSc<br>*Fitted for oil fuel*<br>(*ex*AdmiralWainwright*ex*GraceDollar)<br>*Elec.light* *Mchy.Aft* Wireless 1*Dk* | 1783<br>—<br>1256 | | | | | 1913 | CraigS.B.<br>Co. Long<br>Beach,Cal. | DollarS.S.Line Inc. | 221·5 | 40·2 | 14·0 | S.Frncisco<br>Utd.States | C.4Cy.13"&30"-24"<br>74NHP<br>CraigS.B.Co. | | V |
| 07544<br>132868<br>HWGL | **Agnes Duncan** SteelScSr<br>ssNpt.No.2-21 ~~ssCff.No.1-16~~<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* Wireless | ~~2512~~ 2514<br>2111<br>~~1472~~<br>1466 | ✠100A1<br>11,21 ~~7,20~~<br>~~BS8,20~~<br>BS11,21 ✠LMC~~[illegible]~~ 8,20 | Cff<br>Npt | *t* | CL<br>~~7,19~~<br>11,21 | 1912<br>7mo<br>*Lloyd* | R.Duncan<br>&Co.Ld.<br>PortGlasgow<br>'*sA&CP* | AgnesDuncanS.S. Co.Ld.(J.T.Duncan&Co.) 2 *Intermediate BHds in main hold dispensed with* | 306·0<br>P71'F38' FK<br>*WB=CellD* | 43·2 | 20·1 | Cardiff<br>British<br>*Cem*<br>*3BH only*<br>*BuE&B52 f* | T.3Cy.22",36"&59"-39" (*s*)<br>180lb *100lb* 263NHP<br>2SB,*6cf*,GS126,HS4428<br>J.G.Kincaid&Co.Ld.Grk.<br>185'715t*FPT*305t*APT*74t | 22 " 7<br>s 3 " 10<br>19 " 1 | |
| 07545<br>127952 | **Agnes Ellen** SteelScSr<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 284<br>224<br>100 | ✠<br>12,08<br>✠ | Bwg | *e* | | 1908<br>12mo | Scott&<br>Sons<br>Bowling | J.H.Monks (Preston),Ld. | 130·4<br>Q46'B10'F23'<br>BK7"<br>*WB=FPT41t* | 23·1 | 10·1 | Liverpool<br>British<br>*3BHCem*<br>*APT3t* | C.2Cy.17"&36"-24"<br>77RHP<br>1SB,*3pf*,GS50,HS1488<br>Ross&Duncan,Glasgow | 11 " 0 | |
| 07546<br>133301 | **Agnes H. Hastie** SteelScK<br>1*Dk* | 210<br>207<br>81 | | | ... | | 1912 | JTEltringham&Co.<br>S.Shields | R.Hastie&Sons | 117·3<br>BK7½" | 21·6 | 12·2 | N.Shields<br>British<br>*W.B.* | T.3Cy.13",21½"&35"-24"<br>80RHP<br>G.T.Grey,SouthShields | 13 " 0 | |
| 07547<br>139795 | **Agnes H. Wetherly** SteelScK<br>ssAbn.No.1-21<br>1*Dk* | 229<br>215<br>89 | ✠100A1<br>*StmTrawler*<br>~~5,21~~ ~~9,17~~<br>1,22 ✠LMC~~3,17~~ 5,21 | Abn | | CL<br>5,21 | 1917<br>3mo<br>*Lloyd* | J.Duthie<br>TorryS.B.Co<br>Aberdeen<br>'*sA&CP* | Wetherly'sSteam FishingCo.Ld. (W. R.Wetherly,*Mgr.*) | 115·1<br>BK7½" | 22·7 | 12·1 | Aberdeen<br>British<br>*3BHCem* | T.3Cy.11½",20"&34"-23" (*s*)<br>180lb 71RHP<br>1SB,*3pf*,GS38,HS1250<br>W.Beardmore&Co.Ld.Gls. | 13 " 0 | |
| * 07548<br>137162 | **Agnes Nutten** SteelScK<br>ssLwt.No.1-20<br>1*Dk* | 183<br>183<br>79 | ✠100A1<br>*StmTrawler*<br>12,21~~5,20~~<br>✠LMC5,20<br>BS1,22 | Lwt | | CL<br>~~4,20~~<br>12,21 | 1915<br>2mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | W.Robbens&Sons Ld. | 110·3<br>BK7½" | 21·8 | 11·7 | Aberdeen<br>British<br>*3BHCem* | T.3Cy.12½",20"&33"-21"(*r*)<br>160lb 67RHP<br>1SB,*2pf*,GS36,HS1258<br>Hall,Russell&Co.Ld.Abn. | 12 " 7 | |
| 07549<br>99384<br>MNGD | **Agnes Seed** SteelSc<br>(*Tug*)<br>1*Dk* | 93<br>87<br>22 | | | ... | | 1892 | Willoughby Bros.Ld.<br>Plymouth | ManchesterShip CanalCo. | 86·1<br>BK6" | 17·3 | 9·4 | Liverpool<br>British | C.2Cy.16"&32"-21"<br>60RHP<br>WilloughbyBros.Ld.Ply. | 10 " 0 | |
| 07550<br>128748 | **Agnes Wickfield** SteelScK<br>ssFlt.No.2-19<br>(*ex*Solva) 1*Dk* | 219<br>192<br>85 | ✠100A1<br>*StmTrawler*<br>9,20<br>BS9,20 ✠LMC4,19 | Flt | | CL<br>4,19 | 1909<br>2mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>North Shields<br>'*sA&CP* | NewDocksStm. TrawlingCo. (Fleetwood),Ld. | 117·4<br>Q67'F20'<br>BK7½" | 21·6 | 11·8 | Fleetwood<br>British<br>*3BHCem* | T.3Cy.12",20"&33"-24" (*s*)<br>180lb 72RHP<br>1SB,*2pf*,GS38,HS1307<br>ShieldsEng.Co.Ld.N.Shl. | 12 " 6 | |
| 07551<br>NBTC | **Agneta** SteelSc<br>ssRot.No.1-20<br>*Well deck* 1*Dk*<br>*Mchy.Aft* *Cargo battens not fitted*<br>*Now named* "Fredville," *See No.* 37395 *in Supplement* | 1162<br>866<br>[illegible] | ✠100A1<br>11,21~~12,20~~<br>✠LMC<br>BS10,20 MS11,20 | Rot<br>Ams | *n* | CL<br>11,20 | 1917<br>7mo<br>A&CP | Wilton's<br>Eng.&Slip-wayCo.<br>Rotterdam | NevilleShipping Co.Ld. (F.H. Green&Co.*Mgrs.*) | 230·2<br>Q131'B13'F24' FK<br>*CellDBuB*15' *f* 159'389t*FPT* | 34·0 | 13·2 | Rottrdam<br>Dutch<br>*4BHCem*<br>88t*APT*48t | T.3Cy.15½",25½"&41"-36"<br>180lb *100lb* (*s*) 120NHP<br>1SB,*3cf*,GS60,HS1982<br>Wilton'sE.&Slpwy.Co.Rot | 16 " 0<br>s 1 " 5<br>14 " 10 | |
| 07552<br>NBTD | **Agnetapark** SteelSc<br>*Elec.light* 1*Dk* | 944<br>786<br>517 | | | | | 1920 | Bremer<br>Vulkan<br>Vegesack | Scheepv.&Trnsprt My."Atlantica" (Halcyon-Lijn, *Mgrs.*) | 238·8 | 34·2 | 12·9 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.16⅓",26¾"&44⅒"-29½"<br>106NHP<br>BremerVulkan,Vegesack | | |
| 07553 | **Agnete** SteelSc<br>1*Dk* | 1469<br>1160<br>861 | | | | | 1921 | Helsingörs<br>Jernsk&Msk.<br>Helsingör | Dmpskselsk.Torm (C.Kraemer,*Mgr*) | 248·0<br>P17'Q76'B96'F34' | 38·0 | 17·5 | Copnhagn<br>Danish<br>*WB* | T.Cy.18",30"&50"-36"<br>150NHP<br>HelsingörsJernsk.&Mskb. | | |
| 07554<br>NRTH | **—** SteelScSr<br>*Elec.light* 1*Dk* | 148<br>106<br>58 | | | | | 1911 | Helsingörs<br>Jernsk.&Msk<br>Elsinore | Akties.Sydfynske Dampskibsselskab (H.G.Harder,*Mgr*) | 115·0<br>Q37'B31'F12' | 20·5 | 7·9 | Svendborg<br>Danish<br>*WB* | C.2Cy.15½"&31"-18"<br>34NH<br>HelsingörsJernsk.&Mskb. | | V |
| 07555 | **Agordat** SteelTwinSc<br>(*ex*Abbas)<br>*Elec.light* 1*Dk* | 390<br>350<br>174 | | | | | 1888 | Lobnitz&<br>Co.<br>Renfrew | N.Tripa | 131·2 | 25·0 | 10·2 | PortSaid<br>Italian | C.2Cy.13½"&27"-24½"<br>NE*made*16 30NHP<br>Cie.Franç.deSuez,PortSaid | | V |
| 07556<br>76366 | **Agra** IronScSp<br>(*ex*GovernorAlbuquerque) 1*Dk* | 155<br>121<br>62 | | | ... | | 1876 | Wingate&<br>Co.<br>Glasgow | PockettsBristol ChannelS.P.Co.Ld (GJWakefield*Mg*) | 110·0 | 18·7 | 8·4 | Bristol<br>British | C.2Cy.13½"&27"-18"<br>NE&B02 45RH<br>Jefferies&Sons,Brs. | | |
| 07557<br>119 | **Agrafena** IronPad<br>(*Tug*)<br>1*Dk* | 190<br>—<br>85 | | | | | 1879 | Mayer<br>Linz | RussianBlackSea-DnieperS.N.Co. | 135·0 | 20·0 | 10·9 | Odessa<br>Russian | C.2Cy.25"&35"-40"<br>64NHP | | |
| 07558<br>217012<br>LNFB | **Agria** WoodScSr<br>*Elec.light* Wireless 1*Dk* | 2560<br>—<br>1793 | | | | | 1919 | Tampa<br>DockCo.<br>Tampa,Fla. | UnitedStates ShippingBoard | 268·0<br>P18'B67'F27' | 46·0 | 26·0 | Tampa,Fla<br>Utd.States<br>*WB* | T.3Cy.19",33"&55"-36"<br>181NH<br>Hooven-Owens&Rentschler,Hamilton,O. | | R |
| 07559<br>[illegible]<br>KBHS | **Agricola** SteelScSr<br>*Now named* "Bollsta," *See No.* 36475 *in Supplement*<br>*Elec.light* 1*Dk* | 1272<br>[illegible]<br>656 | | | | | 1918 | Eriksbergs<br>M.V.Aktieb<br>Gothenburg | Rederiaktieb.Otis (J.M.Dannberg, *Mgr.*) | 225·0<br>P26'B52'F25' | 36·3 | 16·9 | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.16½",27"&44½"-30"<br>108NHP<br>KockumsM.V.Akt.Malmö | | V |
| * 07560<br>220174<br>LWKJ | **Agron** WoodTwinSc<br>*Specially treated* 2*Dks*<br>*Elec.light* Wireless | 3158<br>2585<br>1899 | ✠12A1<br>*Barge*<br>6,20 LMC6,20 | Sea | *t* | CL | 1919<br>5mo | Gray'sHarborMotorshipCorp.<br>AbrdeenWsh<br>A&CP | UnitedStates ShippingBoard | 273·5<br>P24'B69'F36' | 49·1 | 25·6 | Seattle, Wash.<br>Utd. States | T.6Cy.15½",26"&44"-26" (*s*)<br>190lb HS5566 244NHP<br>2 Water Tube Boilers<br>GeneralOrdnanceCo. Denver,Col | 28 " 6<br>s 4 " 6½ | |
| 07561 | **Aguia** SteelScSr<br>(*ex*Camocim,*ex* Antonina,*ex*Berri,*ex*Mabel) ssLon.No.2-98 1*Dk*(*Irn*) | 414<br>—<br>203 | ✠<br>8,00<br>✠ | Lon | *g* | | 1899<br>9mo | S.&H.<br>Morton&Co.<br>Leith | J.R.F.Matarazzo | 161·0<br>Q23'F20'<br>FK<br>*WB=FPT* | 25·1 | 11·4 | Santos<br>Brazilian<br>*4BHCem*<br>28t *APT* 39t | T.3Cy.14",22",&36"-24"<br>69NHP<br>1SB,*3r7*,GS42,HS1108<br>S.&H.Morton&Co.Leith | 11 " 10 | V |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07562<br>HBGS | **Aguia** IronPadSp<br>(*ex*Knight of theCross,*ex*RoyalArch) | 194<br>—<br>53 | | | | | 1862 | ……<br>Newcastle | J.H.Andressen<br>Successores | 121·2 19·8 10·8 | Oporto<br>Portuguese | L.2Cy.33"–48"<br>NB04 116NHP<br>MarshallBros.,S.Shields | | |
| 07563<br>140543 | **Aguila** SteelSc3MstSr<br>ssLiv.No.1-21<br>*Well deck* Wireless 2*Dks*(*UStl*-ws)<br>*Elec.light* | 3255<br>2162<br>1855 | ✠100A1<br>7,21 ~~8,21~~<br>✠LMC ~~11,17~~ 6,21 | Liv | *u* | CL<br>6,21 | 1917<br>11mo<br>*Lloyd* | CaledonS.<br>B.&E.Co.Ld.<br>Dundee<br>'sA&CP | YeowardLine,Ld.<br>(YeowardBros.<br>*Mgrs.*)<br>*CellDBa*40'*u* | 315·3 44·2 18·5<br>P&B213'F58'<br>BK12"<br>*E*28'*f*156'523*tFPT* | Liverpool<br>British<br>5*BHCem*<br>49*tAPT*48*t* | T.3Cy.25",42"&68"–42" (*s*)<br>180lb 395NHP<br>3SB,*9cf*,GS189,HS7054<br>CaledonSB.&E.Co.Ld.Dun | 21 ″ 6<br>s 2 ″ 1<br>20 ″ 9 | BT<br>till<br>6,2 |
| 07564<br><br>HBKF | — SteelScSr<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Awng dk* | 571<br>543<br>313 | ✠<br>*Awng dk*<br>*withfreeboard*<br>4,07 ✠<br>*Straits of Magellan* | Gmh | *h* | | 1907<br>4mo | Grngemt'h<br>&Greenock<br>DockyardCo.<br>Grngemouth | Government of<br>Chili<br>*WB*=*CellDB* | 150·0 27·0 9·9<br>16·9<br>FK<br>*uE&B*33' *f*84' 151*t* | PntaArnas<br>Chilian<br>3*BHCem*<br>*FPT*13*t* | T.3Cy.15",25"&40"–27"<br>110NHP<br>1SB,*3cf*,GS58,HS1982<br>Hutson&Sons,Ld.Glasgow | 12 ″ 0 | |
| 07565 | — Wood<br>(*Tug*) | 136<br>—<br>— | | | | | 1878 | ……<br>Philadelphia | R.Berjosa y Florit | 84·0 18·0 10·6 | Havana<br>Cuban | | | |
| 07566<br>HBMG | **Aguila de Oro** CompScSr<br>(*ex*GoldenEagle,*ex*Yacht) 1*Dk* | 220<br>—<br>114 | | | … | | 1877 | J.S.White<br>Cowes | Cia.Maritima<br>Canaria | 134·0 24·3 13·3 | Santa Cruz<br>Teneriffe<br>Spanish | C.2Cy.17½"&30"–21"<br>NB06 34NHP<br>G.E.Belliss,Birmingham | | |
| 07567<br>176706<br>MDKJ | **Agusan** WoodAuxScSr<br>*OilEng.*<br>(*See Sailing Ship Register*) | 195<br>—<br>116 | | | | | 1879 | ……<br>PortLudlow<br>U.S.A. | AgusanCocoanut<br>Co. | …… | Manila<br>Utd.States | Oil Engines | | |
| 07568 | **Agustin** SteelSc3MstSr<br>(*ex*WadaMaru,*ex*Lawada)<br>Wireless 3*Dks*(*UStl*-ws) | 3348<br>—<br>2068 | ✠<br>5,85<br>✠ | Dmb | *w* | | 1885<br>4mo | W.Denny<br>&Bros.<br>Dumbarton | Comunidad de los<br>Vap."Ignacio" y<br>"Agustin" | 339·0 42·1 28·5<br>P56'B26'F42'<br>*CellDB*300'77*t* | Bilbao<br>Spanish<br>5*BHCem* | T.4Cy.26½"44"&(2)51"–51"<br>NDB89 372NHP<br>Denny&Co.Dumbarton | 29 ″ 3 | |
| ✻ 07569 | **Agustina Forner** SteelSc<br>ssLon.No.3-10,11<br>(*ex*HornbyGrange) ssBel.No.2-19<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes*&<br>Wireless *ptAwng dk*(*Irn-ptws*) | *2356*<br>*1882*<br>*1509* | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>2,20<br>✠LMC11,18 | Nwc | | N3,18 | 1890<br>2mo<br>*Lloyd* | Wigham<br>Richrdsn&Co<br>Newcastle<br>'sA&CP | Primo RedoForner<br>*CellD* | 300·0 40·3 19·9<br>P26'Q76'<br>FK<br>*B*220' 480*t FPT*60*t* | Valencia<br>Spanish<br>5*BHCem*<br>*APT*35*t* | T.3Cy.24",37"&62"–42" (*s*)<br>150lb 248NHP<br>3SB,*8rf*&*1cf*,GS189,HS3862<br>WighamRichrdsn&CoNwc | 23 ″ 0<br>s 8 ″ 5<br>22 ″ 0 | |
| ✻ 07570<br>221354<br>MCVD | **Agwibay** SteelSc3Mst<br>2*Dks*(*Stl*)&*Shltrdk*(*Stl*)<br>*Elec.light* &*Web frames*<br>*Mchy.Aft* *Longitudinal framing* | 8409<br>~~833~~ ~~7632~~<br>~~517~~ ~~5200~~<br>7983<br>7632<br>4938 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,21 ~~6,21~~ ✠LMC6,21<br>*Fitted for oil fuel* 6,21 *F.P. above* 150°F<br>*Carrying Petroleum in bulk* | Quincy | *d*† | CL | 1921<br>6mo | Bethlehem<br>S.B.Corp.Ld.<br>Quincy,Mass.<br>A&CP | Atlantic,Gulf&<br>WestIndiesS.S.<br>Lines,Inc.<br>*CellDBuE&B*80'285*tDTf*40'518*t* | 468·3 62·7 32·0<br>FK<br>*FPT*270*tAPT*131*t* | NewYork<br>Utd.States<br>17*BHptCem*<br>(1 „ *toShl dk*<br>10 „ „ *U* „<br>6 „ „ *2nd* „) | Q.4Cy.24",35",51"&75"–51"<br>220lb *125lb* (*r*) 636NHP<br>3SB,*9cf*,HS9315 FD<br>BethlehemS.B.Corp.Ld. | 32 ″ 0<br>s 5 ″ 4<br>27 ″ 1 | |
| 07571<br>217184<br>LNQR | **Agwidale** SteelScSr<br>*Elec.light* Sub.Sig. 2*Dks*(*Stl*)<br>Wireless | 5080<br>4138<br>3678 | ✠100A1<br>12,20<br>✠LMC11,18<br>*Fitted for oil fuel* 11,18 *F.P. above* 150° F. | NYk | *x* | CL | 1918<br>11mo | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews<br>A&CP | MalloryS.S.Co.<br>Inc. | 370·0 53·1 27·0<br>P27'B104'F22'<br>FK<br>*CellDB* | NewYork<br>Utd.States<br>5*BHCem*<br>301' 1033*t M* | T3Cy.24½",41½"&72"–48"(*s*)<br>190lb *120lb* 471NHP<br>2SB,*8cf*,HS6564 FD<br>NewportNewsSB&DD.Co.<br>*T*29'743*tFPT*138*tAPT*271*t* | 30 ″ 0<br>s 6 ″ 2<br>24 ″ 2 | |
| ✻ 07572<br>221244<br>MOSJ | **Agwihavre** SteelSc<br>1*Dk*(*Stl*)&*Shltr dk*(*Stl*)&<br>*Elec.light* Wireless *Webframes*<br>*Mchy.Aft* *Longitudinal framing* | 8862<br>8562<br>5522 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,21 ~~8,21~~ ✠LMC8,21<br>*Fitted for oil fuel* 8,21 *F.P. above* 150°F<br>*Carrying Petroleum in bulk* | Phl<br>NYk | *e*† | CL | 1921<br>8mo | SunS.B.<br>Co.<br>Chester,Pa.<br>A&CP | Atlantic,Gulf&<br>WestIndiesS.S.<br>Lines,Inc.<br>*CellDBuE&B*89'*f*40'448*t* | 480·5 66·0 ~~29·3~~<br>F44' on *Shelter dk* 136·8<br>*FPT*186*tAPT*84*t* FK | NewYork<br>Utd.States<br>18*BHptCem*<br>(9 „ *toSh dk*<br>9 „ „ *U* „) | Q.4Cy.26",38¼",56"&82"–54"<br>220lb *125lb* (*r*) 819NHP<br>4SB,*12cf*,GS260,HS12264 FD<br>SunS.B.Co.Chester,Pa. | 37 ″ 0<br>s 10 ″ 6<br>26 ″ 11 | |
| 07573<br>221002<br>MCJP | **Agwilake** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* *Carrying petroleum in bulk*<br>*Mchy.Aft* *Longitudinal framing 3Dks* | 8367<br>—<br>5261 | | | | | 1921 | Bethlehem<br>S.B.Corp.Ld.<br>Sparrow's Pt.<br>Md. | Atlantic,Gulf&<br>WestIndiesS.S.<br>Lines,Inc. | 468·3 62·7 32·0 | NewYork<br>Utd.States | Q.4Cy.24",35",51"&75"–51"<br>402NHP<br>BethlehemS.B.Corp.Ld.<br>Sparrow'sPoint,Md. | | |
| 07574<br>220910<br>MCFK | **Agwimars** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 7078<br>6153<br>5042 | ✠100A1<br>10,21 ~~12,20~~<br>✠LMC12,20<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 12,20 *F.P. above* 150° F. | Liv | | CL | 1920<br>12mo | TheSun<br>S.B.Co.<br>Chester,Pa.<br>A&CP | Atlantic,Gulf&<br>WestIndiesS.S.<br>Lines,Inc.<br>*CellDB*<br>*uE&B*59'*f*41'408*t* | 429·3 59·2 33·2<br>P133'B36'F40'<br>FK<br>*FPT*222*tAPT*57*t* | NewYork<br>Utd.States<br>16*BHptCem*<br>(12 *to Udk*<br>4 „ *2nd* „) | T.3Cy.27",45½"&76"–51" (*r*)<br>190lb 612NHP<br>3SB,*9cf*,GS207,HS9198 FD<br>TheSunS.B.Co. Chester,Pa | 33 ″ 3<br>s 8 ″ 0<br>25 ″ 7 | |
| 07575<br>221612<br>MDFH | **Agwimex** SteelSc<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&*Webframes*<br>*Elec.light* Wireless<br>*Mchy.Aft* *Longitudinal framing* | ~~9000~~<br>8862<br>8562<br>5522 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>9,21 ✠LMC9,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 9,21 *F.P. above* 150°F. | ~~Chester~~<br>~~Pa.~~ Phl | *e*† | CL | 1921<br>9mo | SunS.B.<br>Co.<br>Chester,Pa.<br>A&CP | Atlantic,Gulf&<br>WestIndiesS.S.<br>Lines,Inc.<br>*CellDBuE&B*84'*f*40'448*t* | 480·5 66·0 ~~29·3~~<br>F44' on *Shltr dk*<br>FK 36·8<br>*FPT*186*tAPT*84*t* | NewYork<br>Utd. States<br>18*BHptCem*<br>9*BHtoSh dk*<br>9 „ „ *U* „ | Q.4Cy.26",~~35¼~~ 38½",56"&82"–54"<br>220lb *125lb* (*r*) 819NHP<br>4SB,*12cf*,GS262,HS12264 FD<br>SunS.B.Co.Chester,Pa. | 37 ″ 0<br>s 10 ″ 6<br>26 ″ 11 | |
| ✻ 07576<br>220366<br>MBCS | **Agwimoon** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | ~~7035~~<br>~~6455~~<br>~~5058~~<br>6784<br>6211<br>4207 | ✠100A1<br>7,21 ~~7,20~~<br>✠LMC7,20<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 7,20 *F.P. above* 150° F. | ~~Chester,Pa.~~ NYk | *b*† | CL | 1920<br>7mo | SunS.B.<br>Co.<br>Chester,Pa.<br>A&CP | Atlantic,Gulf&<br>WestIndiesS.S.<br>Lines,Inc. | 429·3 59·2 33·2<br>P133'B36'F40'<br>FK<br>*CellD BuE&B*59' *f*41'408*tFPT*222*tAPT*57*t* | NewYork<br>Utd.States<br>16*BHptCem*<br>(12 *to Up dk*<br>4 „ *2nd* „) | T.3Cy.27",45½"&76"–51" (*r*)<br>190lb 612NHP<br>3SB,*9cf*,GS207,HS9198 FD<br>SunS.B.Co.Chester,Pa. | 33 ″ 3<br>s 8 ″ 0<br>25 ″ 7 | |
| 07577<br>221401<br>MDBL | **Agwipond** SteelSc3Mst ~~SteelScSr~~<br>2*Dks*(*Stl*)&*Shelterdk*(*Stl*)&*Webframes*<br>*Elec.light* Wireless *Ref.Mchy.*<br>*Mchy.Aft* *Longitudinal framing* | 8025<br>7244<br>5029 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>4,21 ✠LMC3,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,21 *F.P. above* 150°F. | Bal | *a*† | CL | 1921<br>4mo | Bethlehem<br>S.B.Corp.Ld.<br>Sparrow's Pt.<br>Md.<br>A&CP | Atlantic,Gulf&<br>WestIndiesS.S.<br>Lines,Inc.<br>*CellDBuE&B*80'280*tDTf*40'518*t* | ~~468·5 62·5 30·5~~<br>468·3 62·7 32·0<br>FK<br>*FPT*270*tAPT*181*t* | NewYork<br>Utd.States<br>17*BHptCem*<br>3*BH toSh dk*<br>8 „ „ *U* „<br>6 „ *2nd* | Q.4Cy.~~24~~ 22",35",51"&75"–51"<br>220lb *125lb* (*s*) 636NHP<br>3SB,*9cf*, HS9315 FD<br>BethlehemS.B.Corp.Ld.<br>Sparrow'sPoint,Md. | 32 ″ 0<br>s 5 ″ 3½<br>27 ″ 0 | |
| 07578 | **Agwiscot** SteelSc<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing* | 9000 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>(*Class Contemplated*)<br>*Carrying Petroleum in bulk* | | | | 1921 | SunS.B.<br>Co.<br>Chester,Pa. | Atlantic,Gulf&<br>WestIndiesS.S.<br>Lines,Inc. | 480·5 66·0 29·3<br>F44' | NewYork<br>Utd. States | Q.4Cy.26",35¼",56"&82"–54"<br>SunS.B.Co.Chester,Pa. | | |
| 07579<br>220908<br>MCFH | **Agwisea** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* *Carrying petroleum in bulk*<br>*Mchy.Aft* *Longitudinal framing 3Dks* | 8367<br>—<br>5261 | | | | | 1920 | Bethlehem<br>S.B.Corp.Ld.<br>Sparrow's Pt.<br>Md. | Atlantic,Gulf&<br>WestIndiesS.S.<br>Lines,Inc. | 468·3 62·7 32·0 | NewYork<br>Utd.States | Q.4Cy.24",35",51"&75"–51"<br>402NHP<br>BethlehemS.B.Corp.Ld.<br>Sparrow'sPoint,Md. | | R |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07580 | **Agwismith** SteelTwinSc<br>Fitted for oil fuel<br>Elec.light Longitudinal framing 3Dks<br>Mchy.Aft CarryingPetroleum in bulk | 10289<br>10049<br>7890 | | | | | 1921 | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews | Atlantic,Gulf&<br>WestIndiesS.S.<br>Lines,Inc. | 500·0 | 68·0 | 38·3 | NewYork<br>Utd.States<br>WB | T.6Cy.20½",35"&60"-42"<br>457NHP<br>NewportNewsSB&DD.Co. | | |
| 07581<br>217530<br>LPSC | **Agwistar** SteelScSr<br>Elec.light Sub.Sig. 2Dks(Stl)<br>Wireless | 5229<br>4272<br>3893 | ✠100A1<br>10,21 ~~11,20~~<br>✠LMC2,19 | NYk | x | CL<br>12,19 | 1919<br>2mo | NwprtNws<br>SB&DDCo.<br>NewprtNews<br>A&CP | NewYork&Cuba<br>MailS.S.Co.<br>(WardLine) | 370·0<br>P27'B104'F22' | 53·1 | 27·0<br><br>FK | NewYork<br>Utd.States<br>6BHCem | T.3Cy.24½",41½"&72"-48"<br>190lb 120lb (s) 471NHP<br>2SB,8cf,HS6564 FD<br>NewportNewsSB&DD.Co. | 30 ″ 0<br>s6 ″ 2<br>24 ″ 2 | |
| | | | Fitted for oil fuel 2,19 F.P. above 150° F. CellDB301' 1033t MT29' 743t FPT138t APT271t | | | | | | | | | | | | | |
| 07582 | **Agwistates** SteelSc<br>Elec.light<br>Mchy.Aft Longitudinal framing | 9000 | 100A1<br>Shelter dk<br>withfreeboard | | | | 1921 | SunS.B.<br>Co.<br>Chester,Pa. | Atlantic,Gulf&<br>WestIndiesS.S.<br>Lines,Inc. | 480·5<br>F44' | 66·0 | 29·3 | NewYork<br>Utd. States | Q.4Cy.26",35¼",56"&82"-54"<br>SunS.B.Co.Chester,Pa. | | |
| | | | (ClassContemplated)<br>CarryingPetroleum in bulk | | | | | | | | | | | | | |
| 07583<br>221092<br>MCNB | **Agwistone** SteelTwinSc<br>Fitted for oil fuel<br>Elec.light Longitudinal framing 3Dks<br>Mchy.Aft CarryingPetroleum in bulk | 10289<br>10049<br>7890 | | | | | 1921 | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews | Atlantic,Gulf&<br>WestIndiesS.S.<br>Lines,Inc. | 500·0 | 68·2 | 29·3 | NewYork<br>Utd.States<br>WB | T.6Cy.20½",35"&60"-42"<br>457NHP<br>NewportNewsSB&DD.Co. | | |
| 07584<br>220298<br>LWVK | **Agwisun** SteelSc<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinal framing<br>Wireless | ~~7035~~<br>~~6433~~<br>~~5058~~<br>6784<br>6211<br>4207 | ✠100A1<br>6,21 ~~6,20~~<br>✠LMC6,20 | Chs<br>NYk | b† | CL<br>N6,21 | 1920<br>6mo | SunS.B.<br>Co.<br>Chester,Pa.<br>A&CP | AtlanticGulf&<br>WestIndiesS.S.<br>Lines.Inc. | 429·3<br>P133'B36'F40' | 59·2 | 33·2<br><br>FK | NewYork<br>Utd.States<br>16BHptCem<br>12 „ to U dk<br>4 „ „ 2nd „ | T.3Cy.27",45½"&76"-51" (r)<br>190lb 612NHP<br>3SB,9cf,GS207,HS9198 FD<br>SunS.B.Co.Chester,Pa. | 33 ″ 3<br>s8 ″ 0<br>25 ″ 7 | |
| | | | CarryingPetroleum in bulk<br>Fitted for oil fuel 6,20 F.P. above 150° F.<br>CellDB uE & B59'f41' 408t FPT222t APT57t | | | | | | | | | | | | | |
| 07585<br>220911<br>MCFL | **Agwiworld** SteelSc<br>Wireless Fitted for oil fuel<br>Elec.light Longitudinal framing 2Dks<br>Mchy.Aft CarryingPetroleum in bulk | 7078<br>6452<br>5042 | | | | | 1920 | SunS.B.<br>Co.<br>Chester,Pa. | Atlantic,Gulf&<br>WestIndiesS.S.<br>Lines,Inc. | 429·3<br>P133'B36'F40' | 59·2 | 33·2 | NewYork<br>Utd.States<br>WB | T.3Cy.27",45½"&76"-51"<br>412NHP<br>SunS.B.Co.Chester,Pa. | | R |
| 07586<br>220[illegible]<br>~~LWSK~~ | **Agylla** WoodTwinSc<br>Now named "Antologasta," See No. [illegible] in Supplement<br>Specially treated 2Dks<br>Elec.light Wireless | 3160<br>2588<br>1917 | ✠12A1<br>Barge<br>6,20<br>LMC6,20 | Sea | l | CL | 1919<br>6mo | Gray'sHar-<br>borMotor-<br>shipCorp.<br>Abrdeen Wsh<br>CP | ~~UnitedStates~~<br>~~ShippingBoard~~ | 272·9<br>P24'B69'F36' | 49·0 | 25·7 | ~~Seattle,~~<br>~~Wash.~~<br>~~Utd. States~~<br>Chilian | T.6Cy.15½",26"&44"-26" (s)<br>190lb HS5566 244NHP<br>2 Water Tube Boilers<br>GeneralOrdnanceCo.<br>Denver,Col. | 28 ″ 6<br>s4 ″ 7 | |
| 07587<br>135803 | **Ah Kwang** SteelTwinSc<br>OilEng.<br>Elec.light Mchy.Aft 1Dk | 612<br>523<br>444 | | | | | 1913 | Taikoo<br>Dkyd.&Eng.<br>Co.Ld.<br>HongKong | AsiaticPetroleum<br>Co.(N.China)Ld. | 210·0<br>B46'F22' | 32·0 | 9·0 | Shanghai<br>British<br>WB | Oil Engines 2S.C.SA<br>8Cy.15"-16⅛" 137NHP<br>J.&C.G.Bolinders,Skm. | | |
| 07588<br>217697<br>LQGC | **Ahala** WoodScSr<br>Elec.light Wireless 1Dk2trB | 2594<br>2071<br>1523 | | | | | 1919 | Grant,<br>Smith-Porter<br>ShipCo.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 267·5<br>P28'B67'F29' | 46·4 | 23·9 | PortlndOr.<br>Utd.States<br>WB | T.3Cy.19",32"&56"-36"<br>188NHP<br>Hoover,Owens&Rentsch-<br>lerCo.Hamilton,O. | | R |
| 07589<br>QSFK | **Ahkera** IronSc | 159<br>—<br>103 | | | | | 1869 | ..........<br>Stockholm | ÅngfartygsA/B<br>Kusten(H.Neber-<br>man,Mgr.) | 114·2 | 17·7 | 7·6 | Åbo<br>Finnish | | | |
| 07590<br>133368 | **Ahmedi** SteelScSr<br>ssAms.No.3-2,14<br>(exPrinsWillemI.) ssN.Yk.No.1-19<br>Elec.light 2Dks(UStl-ws)&<br>Wireless Shade dk(Teak) | 2121<br>2078<br>1331 | ✠100A1<br>Shade dk<br>3,21 ~~5,20~~<br>MS1,18<br>MBS3,21<br>✠LMC<br>BS11,19 | Ams<br>Bom | s | CL<br>11,19 | 1901<br>9mo | Nederl.<br>Schps.Maats.<br>Amsterdam<br>Lloyd'sA&CP | EasternSteam<br>Nav.Co.Ld. | 284·2<br>BK10"<br>WB=CellDBa&uE | 38·0 | 19·5 | Bombay<br>British<br>5BHCem<br>36'34'162t | T.3Cy.23",37"&59"-39" (s)<br>180lb 80lb NDB19 268NHP<br>2SB,6cf,GS130,HS4508<br>NedFabr.v.Wrk&Spr.Ams | 21 ″ 0<br>s2 ″ 1<br>20 ″ 2 | |
| 07591<br>192<br>HBKF | **Ai-Petri** SteelScSr<br>1Dk | 1048<br>—<br>532 | | | | | 1898 | Stabilmnto<br>Tecnico<br>Trieste | RussianStm.Nav.<br>&TradingCo. | 233·0<br>Q42'B42'F26' | 34·3 | 12·2 | Odessa<br>Russian | T.3Cy.16",26"&42½"-26"<br>92NHP<br>StabilimentoTecnico,Tri. | | |
| 07592<br>351<br>HBKM | **Ai-Todor** SteelScSr<br>1Dk | 1016<br>—<br>570 | | | | | 1898 | Stabilmnto<br>Tecnico<br>Trieste | RussianStm.Nav.<br>&TradingCo. | 233·2<br>Q42'B42'F26' | 34·3 | 12·2 | Odessa<br>Russian | T.3Cy.16",26"&42½"-26"<br>92NHP<br>StabilimentoTecnico,Tri. | | |
| 07593<br>9535<br>JTLM | **Aichi Maru** WoodScSp<br>2Dks | 378<br>341<br>218 | | | | | 1905 | A.Naka-<br>mura<br>Osaka | OsakaShosen<br>KabushikiKaisha | 144·2 | 21·1 | 15·8 | Osaka<br>Japanese | C.2Cy.14"&30¼"-21"<br>35NHP | | |
| 07594 | **Aida** WoodScSr | 276<br>—<br>170 | | | | | 1919 | J.Alvarez<br>&Co.S.enC.<br>SanJuan de<br>Nieva,Aviles | AngelAlvarez,<br>S.enC. | 98·4 | 22·3 | 13·1 | Aviles<br>Spanish | C. | | |
| 07595 | **Aïda** SteelScSr<br>Elec.light Wireless Awng dk | 1428<br>917<br>596 | | | | ... | 1911 | Atel.&Ch.<br>delaLoire<br>Nantes | EgyptianGovt.<br>(Administration of<br>Ports&Light-<br>houses) | 246·4<br>BK8¼" | 31·9 | 23·0 | Alexndria<br>Egyptian<br>WB | T.3Cy.21⅜",35⅝"&59"-41¾"<br>229NHP<br>Atel.&Ch.de laLoire,Nts. | 25 ″ 3 | |
| 07596<br>131392<br>HTPM | **Aidan** SteelScSr<br>~~ssLiv.No.1-16~~<br>Wireless 2Dks(Stl)&Shelter dk(Stl)<br>Elec.light ssNYk.No.2-20 | 4545<br>3673<br>2875 | ✠100A1<br>Shelter dk<br>with freeboard<br>~~4,21~~ 8,19<br>2,22 ~~3,21~~<br>✠LMC7,20<br>BS8,21 | NYk<br>Liv | x | CL<br>7,20 | 1911<br>11mo | TyneI.S.B.<br>Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | BoothS.S.Co.Ld. | 375·9<br>BonShelter dk117' | 50·3 | 23·5<br><br>FK | Liverpool<br>British<br>7BHCem | T.3Cy.24",40"&67"-48" (r)<br>180lb 456NHP<br>2SB&1AuxSB,8cf,GS167,<br>HS6955 FD<br>WllsndSlpwy.Co.Ld.Nwc | 26 ″ 0<br>s2 ″ 10½<br>23 ″ 5 | BT<br>till<br>7,21 |
| | | | WB=Cell DBa 108' uE 23' f117' 807t DTa 33' 546t FPT 105t APT24t<br>~~Carrying fuel oil F.P. above 150°F in D.B. & deep tank~~ | | | | | | | | | | | | | |
| 07597<br>HRGW | **Aigina** IronScSr<br>(exArgolikos,exYachtRona,<br>exDanakil,exRona,exAmy) 1Dk | *140*<br>—<br>*68* | 1,00 | Wvn | | | 1874 | Henderson,<br>Coulborn&Co<br>Renfrew | ChiosS.S.Co.Ld.<br>(Saliaris Bros.<br>Mgrs.) | 144·4 | 19·3 | 9·5 | Piræus<br>Greek | C.2Cy.21"&36"-24"<br>NB00 53NHP<br>Hendrsn,Coulbrn&Co.Rnf | | |
| 07598 | **Aigle** IronScK<br>ssCff.No.2-07<br>(exBrisk) 1Dk | 162<br>—<br>62 | ✠<br>StmTrawler<br>7,13 | Cff | | | 1898<br>6mo | Edwards<br>Bros.<br>N.Shields | Scotto,Ambrosino<br>&Pugliese | 105·4<br>Q20'F20'<br>BK7½" | 20·9 | 10·9 | Oran<br>French<br>3BHCem | T.3Cy.11½",18"&30"-21"<br>53NHP<br>1SB,2pf,GS29,HS935<br>Baird&Barnsley,N.Shields | 11 ″ 10 | V |
| 07599 | **—** WoodSc<br>(exYacht,ex Motor<br>Elec.light Walrus,exQueen of Palmyra) | 153<br>—<br>104 | | | | | 1876 | A.Payne&<br>Sons<br>Southampton | Soc.Co-opérativa<br>d'ArmementBelge<br>Côtier | 133·1 | 21·3 | 10·6 | Antwerp<br>Belgian | Motor<br>4Cy.12"-12"<br>Emade—refitted20 | | |

| 1 | 2 / 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>*pds. pc.* | |
| ✻ 07600<br>OBJR | **Aiglon** SteelScK<br>ssBou.No.3–1,22 ~~ssHav.No.2–19~~<br>1*Dk* | 305<br>268<br>130 | ✠100A1<br>*StmTrawler*<br>1,22 ~~1,19~~ | Hav<br>Bou | ✠LMC~~7,20~~<br>1,22 | ~~7,20~~<br>1,22 | 1907<br>6mo<br>*Lloyd* | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'sA&CP | Poret,Lobez&Cie. | 148·0<br>*WB=DBf*47'29t | 23·1 | 12·3<br>BK7" | Boulogne<br>French<br>4*BHCem*<br>*DTf*7'6t | T.3Cy.12½",21"&34"–27" (s)<br>180lb 85NHP<br>1SB,3*pf*,GS45,HS1579<br>J.Abernethy&Co.Abn. | 13 ″ 2<br>s1 ″ 5½<br>12 ″ 7 | |
| ✻ 07601<br>OBJU | **Aigrette** SteelScK<br>~~ssGms.No.3–7,06~~<br>(*ex*Nomadic) ~~ssArc.No.2–15~~<br>ssBdx.2ndNo.3–11,19 1*Dk* | 135<br>125<br>33 | ✠100A1<br>*StmTrawler*<br>✠NB12,06 | Hav | ... | ~~N7,18~~<br>5,21 | 1895<br>11mo<br>*Lloyd* | Earle'sCo.<br>Ld.<br>Hull<br>'sA&CP | Soc.desPêcheries<br>de l'Océan(C.<br>Olivari,*Mgr.*) | 94·5<br>Q18'<br>ptND11 | 20·5 | 10·4<br>BK7½" | Arcachon<br>French<br>3*BHCem* | T.3Cy.11",17"&30"–21" (s)<br>170lb 45NHP<br>1SB,2*pf*,GS23,HS745<br>Earle'sCo.Ld.Hull | 11 ″ 3 | |
| 07602 | **Aikaterini D.** SteelTwinSc<br>(*ex*Quequen,*ex*Pueyrredon,<br>*Elec.light* *ex*JoséGilbert) 1*Dk* | 402<br>300<br>282 | | | | | 1889 | Akt.Ges.<br>"Weser"<br>Bremen | D.Demetriades&<br>Co. | 163·0 | 23·6 | 10·2 | Piræus<br>Greek | T.6Cy.8",12½"&21"–14"<br>NB00 33NHP<br>A.G."Weser,"Bremen | | |
| 07603<br>217261<br>LNVT | **Aiken** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2537<br>—<br>1501 | | | | | 1919 | Grant<br>SmithPorter<br>Aberdeen,<br>Wash. | UnitedStates<br>ShippingBoard | 266·9<br>P28'B65'F26' | 46·0 | 24·2 | Seattle<br>Utd.States | T.3Cy.19½",32"&56"–36"<br>188NHP | | |
| 07604<br>21518<br>NPTR | **Aiki Maru** WoodAuxScSr | 336<br>—<br>257 | | | | | 1918 | ................ | RyusanHiryo<br>KabushikiKaisha | 125·3 | 28·3 | 13·5 | Amagasaki<br>Japanese | | | |
| 07605<br>1513<br>HKLG | **Aikoku Maru** WoodScSr<br>2*Dks* | 108<br>—<br>59 | | | | | 1895 | Sora<br>Ikutaro<br>Nanbajima | KyushuKisen<br>KabushikiKaisha | 97·2 | 13·8 | 10·3 | Misumi<br>Japanese | C.2Cy.12"&23"–15"<br>17NHP<br>MiharaKiutaro,Osaka | | |
| 07606<br>OBJY | **Ailly** SteelScK<br>ssMsl.No.3–9,18<br>(*ex*Riverdale) 1*Dk* | 204<br>185<br>46 | ✠100A1<br>*StmTrawler*<br>3,19<br>~~BS2,20~~ | Brest<br>BS4,21 | ✠LMC9,18 | CL<br>9,19 | 1907<br>5mo<br>*Lloyd* | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'sA&CP | NouvelleSoc.<br>DieppoisedeChalutiers(Bourdin&<br>Denis,*Mgrs.*) | 115·3 | 21·6 | 12·2<br>BK7½"<br>*WB=* | Dieppe<br>French<br>3*BHCem*<br>*DTf*7'11t | T.3Cy.11½",20"&33"–23" (s)<br>180lb 70NHP<br>1SB,3*pf*,GS50,HS1294<br>W.V.V.Lidgerwood,Gls. | 13 ″ 0<br>s ″ 10½<br>13 ″ 0 | |
| ✻ 07607<br>88013<br>PGCV | **Ailsa** SteelSc3MstSr<br>*Well deck* ssBel.2ndNo.3–10,18<br>*Mchy.Aft* 1*Dk*(*Stl*) | 325<br>220<br>127 | ✠100A1<br>5,21 ~~10,20~~<br>~~BS4,20~~<br>BS6,21 | Bel | *e*<br>✠LMC8,18 | CL<br>~~5,18~~<br>6,21 | 1894<br>12mo | AilsaS.B.<br>Co.<br>Troon<br>A&CP | JohnKelly,Ld.<br>(S.Kelly,*Mgr.*) | 141·5<br>Q81'B9'F22' | 22·5 | 9·8<br>BK7"<br>*WB=FPT* | Belfast<br>British<br>3*BHCem*<br>22t*APT*5t | C.2Cy.16"&34"–24" (s)<br>125lb 47RHP<br>1SB,2*pf*,GS35,HS950<br>Muir&Houston,Glasgow | 10 ″ 9<br>s3 ″ 10½<br>11 ″ 1 | |
| 07608<br>115053 | **—** SteelScSr<br>ssTrn.No.3–6,20<br>1*Dk* | 60<br>56<br>26 | ✠ A1<br>6,21 ~~6,20~~<br>*Stranraer,Campbeltown,&Firth of Clyde* | Trn<br>Ayr<br>BS7,21 | ✠LMC6,20 | CL<br>6,20 | 1906<br>6mo<br>*Lloyd* | AilsaS.B.<br>Co.Ld. Troon<br>'sA&CP | W.Girvan&Son | 75·0 | 15·1 | 7·4<br>FK | Troon<br>British<br>1*BHCem* | C.2Cy.10½"&21"–16" (s)<br>120lb 20RHP<br>1SB,2*pf*,GS20,HS454<br>C.Houston&Co.Glasgow | 8 ″ 0<br>s2 ″ 0<br>6 ″ 4 | BT<br>tll<br>6,2 |
| 07609<br>217355<br>LPFG | **Aimwell** WoodTwinScSr<br>*Elec.light* Wireless 1*Dk*2*trB* | 2573<br>2073<br>1507 | | | | | 1919 | GMStandiferCnst.Corp.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 266·6<br>P42'B35'F29' | 46·2 | 23·9 | PortlndOr.<br>Utd.States | T.6Cy.15½",26"&44"–26"<br>198NHP<br>GeneralOrdnanceCo.<br>Denver,Col. | | R |
| ✻ 07610<br>5812<br>JVSK | **Aina** SteelSc<br>~~ssHbg.No.3–5,20~~ ~~ssHbg.No.2–16~~<br>(*ex*Lennart) 1*Dk*(*Stl*)&*deepframing*<br>*Well deck* ssGot.No.3–4,22 | 1304<br>1008<br>772 | ✠100A1<br>~~9,21~~ ~~8,17~~ ~~2,22~~<br>4,22 ~~BS2,20~~ | ~~Gls~~ Got<br>~~HbgHud.~~ | *o*<br>✠LMC~~7,20~~<br>4,22 ~~9,21~~ | CL<br>~~5,20~~<br>4,22 | 1908<br>1mo<br>*Lloyd* | Cmpbltwn<br>S.B.Co.<br>Campbeltwn<br>'sA&CP | RederiA/B<br>Maritime(O.Norin<br>*Mgr.*) | 229·4<br>Q79'B58'F28'<br>*Cell DB*a54'*uE*&*B*33'*f*102' | 35·0 | 16·0<br>FK | Strömstad<br>Swedish<br>4*BHCem*<br>315t*APT*95t | T.3Cy.~~18"~~18⅝",27½"&45"–33" (s)<br>180lb *100lb* 131NHP<br>1SB,3*cf*,GS65,HS2096<br>Hutson&Sons,Ld.Gls. | 18 ″ 3<br>s 1 ″ 11<br>16 ″ 10 | |
| 07611<br>MGVD | **—** SteelScSr<br>(*ex*Louise,<br>*ex*Hermann) 1*Dk* | 150<br>129<br>82 | | | | | 1908 | Gebr.Bos.<br>Groningen | Akties.Brettesnes<br>(R.Hansen,*Mgr.*) | 99·7 | 20·0 | 7·5 | Svolvær<br>Norwegian | C.2Cy.7½"&14½"–10"<br>7NHP<br>E.J.Smit&Zoon,Hoogeznd | | V |
| 07612<br>QPFD | **Ainamo** IronSc | 164<br>—<br>105 | | | | | 1870 | ................<br>Wiborg | BjörköÅngf.A/B<br>(J.Püronen,*Mgr.*) | 74·0 | 18·7 | 10·4 | Wiborg<br>Finnish | C.2Cy.<br>WiborgsMekVerk.Wiborg | | |
| 07613<br>123924 | **Aing Hin** SteelSc<br>1*Dk* | 106<br>87<br>46 | | | | | 1897 | Riley,Hargreaves&Co.<br>Singapore | HoeAikSteam<br>Ships,Ld. | 91·5 | 16·0 | 7·7 | Singapore<br>British | C.2Cy.13"&26"–18"<br>28RHP<br>Bow&McLachlan,Gls. | | |
| 07614 | **Aing Leong** SteelScSr<br>1*Dk*&*ptShade dk* | 121<br>99<br>49 | | | | | 1902 | Riley,Hargreaves&Co.<br>Ld.Singapore | HoAikS.S.Co.Ld. | 100·0<br>B75'F14' | 18·0 | 8·5 | Singapore<br>British | C.2Cy.14"&28"–18"<br>28RHP<br>Bow,McLachlan&CoLdPsy | | |
| 07615 | **Aing Thye** WoodScSr<br>1*Dk* | *125*<br>*97*<br>*45* | | | | | 1905 | Riley,Hargreaves&Co.<br>Ld.Singapore | KohEngHoe | 100·0 | 18·3 | 7·9 | Dutch | C.2Cy.13"&26"–18"<br>24NHP<br>Mackie&Baxter,Glasgow | | |
| 07616 | **Aingeru Zar** SteelScSr<br>1*Dk* | 300 | | | | | 1918 | F.de<br>Beraza&Co.<br>Bilbao | | 115·0 | 21·0 | 10·0 | Spanish | T.3Cy.$9\frac{9}{10}$",15¾",$26\frac{7}{10}$"–$18\frac{1}{10}$"<br>30NHP<br>Soc.ElectroMecanico.Bbo. | | |
| 07617<br>QSFH | **Aino** IronSc | 108<br>—<br>63 | | | | | 1874 | ................<br>Motala | J.A.Pastinen | 98·4 | 16·8 | 7·3 | Villmanstrand<br>Finnish | | | |
| ✻ 07618<br>97819<br>LWFH | **Ainsdale** SteelScSr<br>(*ex*SailingVessel) ssBel.2ndNo.3–7,17<br>*Elec.light* Wireless 1*Dk*(*Irn*)2*trB*<br>*Mchy.Aft* | 1947<br>1731<br>1162 | ✠100A1<br>3,20<br>✠NE&B4,18 | Shl | *r*<br>✠LMC4,18 | CL<br>4,18 | 1890<br>10mo<br>*Lloyd* | C.J.Bigger<br>Londonderry<br>'sA&CP | Scandinavian<br>Shppg.Co.Ld<br>(Glen&Co.,*Mgrs.*) | 270·0<br>Q48'F31'<br>*Intermediate BH in hold dispensed with*<br>*FPT*130t | 39·8 | 23·4<br>BK9½" | Liverpool<br>British<br>*Cem*<br>3*BHonly*<br>*APT*42t | T.3Cy.15",25½"&41"–30" (s)<br>180lb *100lb* NDB18 113NHP<br>1SB,3*cf*,GS63,HS1916<br>MacColl&Co.Ld.Belfast | 24 ″ 10<br>s 4 ″ 3<br>21 ″ 6 | |
| 07619<br>21375<br>NPFW | **Aioi Maru** WoodAuxScSr | 279<br>—<br>201 | | | | | 1917 | ................ | MatsuiManroku | 117·5 | 24·7 | 13·1 | Higashino<br>Japanese | | | |
| 07620<br>13152<br>LRSB | **Aioi Maru No. 6** WoodSc<br>1*Dk* | 119<br>96<br>58 | | | | | 1911 | K.Imakita<br>Osaka | IshizakiKisen<br>KabushikiKaisha | 103·2 | 15·9 | 9·1 | Mitsuhama<br>Japanese | C.2Cy.$13\frac{7}{16}$"&$26\frac{7}{8}$"–18"<br>26NHP<br>C.Ishii,Osaka | | |
| 07621<br>13667<br>LMKJ | **Aioi Maru No. 7** WoodScSr<br>(*ex*ToyoMaruNo.6)<br>1*Dk* | 112<br>—<br>65 | | | | | 1910 | K.Imakita<br>Osaka | IshizakiKisen<br>KabushikiKaisha | 94·2 | 16·3 | 9·2 | Nishinomiya<br>Japanese | C.2Cy.12¼"&24½"–16"<br>17NHP | | |
| 07622<br>23870<br>RFWM | **Aioi Maru No. 8** WoodSc | 121<br>—<br>72 | | | | | 1919 | H.Ishizaki<br>Mitsuhama | IshizakiKisen<br>KabushikiKaisha | 100·6 | 16·7 | 9·2 | Mitsuhama<br>Japanese | | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidship.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07623<br>3554<br>JLBD | **Aira** SteelSc3MstSr<br>*ss*Got.No.3-4,12<br>*Mchy.Aft* *ss*Got.No.2-20<br>*Well deck* 1*Dk*(*Irn*) | 695<br>~~716~~<br>503<br>~~280~~<br>409 | ✠100A1<br>~~1,21~~ 9,21 | Mmo<br>Skm<br>✠LMC4,20<br>BS8,21 | *j* | ~~2,20~~<br>8,21<br>9,21 | 1899<br>10mo | Scott&<br>Sons<br>Bowling<br>A&CP | AktiebSmith&Co.<br>(A.R.Smith,<br>*Mgr.*)<br>*WB=CellDBuE&* | 180·0\|30·1\|11·7<br>Q93'B10'H53*t*F19'<br>FK<br>*B39'f*103'222*tFPT* | Malmo<br>Swedish<br>3*BHCem*<br>46*tAPT*16*t* | T.3Cy.13¼,25½″&41″-27″ (*s*)<br>160lb *65lb* 98NHP<br>1SB,3*pf*,GS51,HS1634<br>Ross&Duncan,Glasgow | 14 ″ 0<br>s ″10<br>13 ″ 5 | |
| 07624<br>91308<br>KLMR | **Aire** SteelScSr<br>*ss*Goo.2ndNo.3-4,12<br>*ss*Goo.No.2-20<br>1*Dk*(*Irn*) | 698<br>560<br>352 | ✠100A1<br>4,20<br>✠NB2,99<br>BS7,21 | Goo<br>✠LMC4,20 | *l* | 4,20 | 1886<br>11mo<br>*Lloyd* | W.Dobson<br>&Co.<br>Newcastle<br>*'sA&CP* | ~~Lancashire&~~<br>~~YorkshireRly.Co.~~<br>L.&N.W.Rlwy.Co | 212·5\|28·8\|13·8<br>P30'B50'F28'<br>BK6½″<br>*WB=FPT* | Goole<br>British<br>5*BHCem*<br>47*tAPT*53*t* | C.2Cy.27″&54″-33″ (*s*)<br>100lb 148NHP<br>2SB,4*pf*,GS68,HS2510<br>N.E.Marine Co.(Lim),Nwc | 14 ″ 5<br>s1 ″ 11<br>13 ″ 2 | |
| ※ 07625<br>110105<br>ROMW | **Airedale** SteelScSr<br>*ss*Bry.No.3-3,11<br>Wireless *ss*Gen.No.2-18<br>1*Dk*(*Irn*)2*trB&deepframing* 3*Dkrule* | 3044<br>2831<br>1949 | ✠100A1<br>1,22 ~~10,20~~<br>~~BS4,20~~<br>BS6,21 | Lon<br>✠LMC12,18 | *u* | ~~4,20~~<br>1,22 | 1899<br>4mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP *W* | C.A.Stewart&Co.<br>*B = CellDBa*106' | 330·4\|47·1\|22·4<br>P27'B82'F30'<br>FK<br>*uE&B*40'*f*136'769*t* | London<br>British<br>5*BHCem*<br>*APT*72*t* | T.3Cy.24″,38″&64″-42″ (*s*)<br>170lb *100lb*NDB16 293NHP<br>2SB,6*rf*,GS101,HS4680<br>Cen.Mar.Eng.Wrks.WHpl | 24″10<br>s4 ″ 6<br>20 ″ 8 | |
| 07626<br>216918<br>LMVW | **Airlie** WoodScSr<br>*Elec.light* 2*Dks*<br>Wireless | 2799<br>2302<br>1676 | | | | | 1918 | Supple-<br>BallinS.B.Co.<br>Portland,Or. | NaciremaS.S.<br>Corp. | 285·0\|44·8\|23·9<br>P37'B68'F28' | NewYork<br>Utd.States | T.3Cy.21″,34″&57″-40″<br>PacificMarine 205NHP<br>IronWorks,Portland,Or. | | R |
| * 07627<br>114040<br>VDNL | **Airmyn** SteelScSr<br>*ss*Goo.No.1-19<br>*Elec.light* *ss*Goo.No.3-8,15<br>1*Dk*(*ptIrn&ptStl*)*&deep framing* | 852<br>706<br>515 | ✠100A1<br>3,22 ~~2,24~~<br>BS5,21 | Goo<br>✠LMC5,19 | *l* | ~~N3,21~~<br>3,22 | 1903<br>7mo<br>*Lloyd* | GooleSB.&<br>Rpg.Co.Ld.<br>Goole<br>*'sA&CP* | J.H.Wetherall&<br>Co.Ld.<br>*WB=CellDB* | 210·0\|31·7\|12·9<br>Q19'B48'F24'<br>FK<br>*a*53'*u E & B*35'*f*86' | Goole<br>British<br>4*BHCem*<br>241*tFPT*37*t* | T.3Cy16½″,26½″&45″-33″(*r*)<br>180lb 99RHP<br>2SB,4*pf*,GS64,HS1890<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 15 ″ 2<br>s1 ″10<br>13 ″ 7 | |
| 07628 | **Airpocket** WoodSc<br>*Now named* "Cineraria," *See No.* 36903 *in Supplement*<br>1*Dk* | 100<br>44 | ✠11A1<br>Fishing purposes<br>10,20 | Abn<br>✠LMC9,20 | | CL<br>9,20 | 1918<br>4mo<br>*Lloyd* | JChambers<br>Ld.<br>Lowestoft<br>*'sA&CP* | Fishery Board for<br>Scotland | 86·4\|19·9\|10·3<br>9&12yrsMat | British | T.3Cy.9½″,12½″&26″-18″ (*s*)<br>180lb 42NHP<br>1SB,2*pf*,GS36,HS814<br>WCrabtree&CoLdGtYmth | 10 ″ 0 | |
| 07629<br>144523<br>KFMV | **Airston** SteelSc<br>*Oil Eng.*<br>1*Dk* | 133<br>125<br>97 | | | | | 1915 | W.Beard-<br>more&Co.Ld<br>Glasgow | S.Instone&Co.Ld. | 106·1\|21·0\| 7·5 | London<br>British<br>*WB* | Oil Engine<br>1Cy.12$\frac{3}{4}$″ 40RHP<br>J&CGBolindersCoLd.Skm | | |
| 07630<br>24484<br>RJMS | **Aisaka Maru** WoodAuxScSr | 199<br>—<br>97 | | | | | 1918 | ............... | SakaiYukichi | 97·7\|26·2\|12·5 | Nakano<br>Japanese | | | |
| 07631<br>22472<br>NTSR | **Aishima Maru** SteelSc | 1231<br>—<br>810 | | | | | 1918 | ............... | HiranoIemon | 228·0\|33·0\|18·7 | Toba<br>Japanese | | | |
| 07632<br>~~220984~~<br>~~MGHS~~ | **Aisne** SteelSc4TwinMsts<br>2*Dks*(*Stl*)*&Shelter dk*(*stl*)<br>*Elec.light*<br>Wireless *Cruiser Stern*<br>*Fitted for oil fuel*, 1,21 *F.P. above* 150° F. | 7556<br>6282<br>3908 | | | | CL | 1920<br>12mo | American<br>International<br>S.B.Corp.<br>HogIslandPa<br>CP | UnitedStatesGovt<br>~~Shipping Board~~<br>(War Dept)<br>*CellDB*288'1187*t* | 436·9\|58·2\|35·9<br>P80'B135'F82'<br>*on shelter dk*<br>FK<br>*DTa*11'53*t FPT*103 | Phildlphia<br>Utd. States<br>11*BHtoS dk*<br>*Cem*<br>*tAPT*171*t* | 2 SteamTurbines geared to<br>1ScShaft (*s*) 200lb<br>6 Water Tube Boilers<br>FD HS17412<br>GeneralElectricCo.<br>Schenectady | 40 ″ 0<br>s12″2½<br>28 ″ 0 | |
| 07633<br>OBKX | — SteelScSr<br>*Fitted for oil fuel*<br>(*ex*C.Ferd.Laeisz) 2*Dks*<br>*Elec.light* Wireless | 4931<br>4649<br>3158 | | | | | 1900 | Blohm&<br>Voss<br>Hamburg | Requisitioned by<br>theFrenchGovt. | 400·8\|53·3\|27·3<br>P&B271'F48' | Saigon<br>French<br>*WB* | T.3Cy.27″,45$\frac{11}{16}$″&75⅛″-47¼″<br>387NHP<br>Blohm&Voss,Hamburg | | V |
| 07634<br>~~136257~~<br>~~ILMP~~ | — SteelScK<br>*ss*Hul.No.1-19<br>*Elec.light* 1*Dk*<br>*Now named* "Cierto," *See No.* 36765 *in Supplement* | 315<br>277<br>126 | ✠100A1<br>*StmTrawler*<br>7,19 | Hul<br>✠LMC7,19 | | CL<br>7,19 | 1915<br>6mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>*'sA&CP* | Viuda de Canosa<br>Cierto | 135·3\|23·5\|12·6<br>Q74'F21'<br>BK8″ | Barcelona<br>Spanish<br>4*BHCem* | T.3Cy.13″,23″&37″-26″ (*s*)<br>200lb 84RHP<br>1SB,3*pf*,GS58,HS1350<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 4 | |
| 07635<br>18994<br>NBGH | **Aizawa Maru No. 3** SteelSc<br>1*Dk* | 198<br>180<br>104 | | | | | 1916 | I.Aizawa<br>Osaka | SadoShosen<br>KalushikiKaisha | 111·5\|19·5\|11·5<br>F21' | Hakodate<br>Japanese<br>*WB* | C.2Cy.14½″&28⅜″-15″<br>E&B*made—fitted*16 26NHP | | |
| 07636<br>24160<br>RHFD | **Aizawa Maru No. 18** SteelSc | 1220<br>—<br>828 | | | | | 1918 | ............... | AizawaIwakichi | 218·0\|32·1\|19·0 | Nishino-<br>miya<br>Japanese | | | |
| 07637<br>24453<br>RJKQ | **Aizawa Maru No. 19** SteelSc | 720<br>—<br>382 | | | | | 1918 | ............... | AizawaIwakichi | 182·5\|26·9\|15·5 | Nishino-<br>miya<br>Japanese | | | |
| 07638<br>25079<br>RMLJ | **Aizawa Maru No. 20** SteelSc | 1218<br>—<br>824 | | | | | 1919 | ............... | AizawaIwakichi | 218·0\|32·1\|19·0 | Nishino-<br>miya<br>Japanese | | | |
| 07639<br>25526<br>RQLF | **Aizawa Maru No. 21** SteelSc | 1243<br>—<br>843 | | | | | 1919 | ............... | AizawaIwakichi | 218·0\|32·1\|19·0 | Nishino-<br>miya<br>Japanese | | | |
| 07640<br>25939<br>RQMS | **Aizawa Maru No. 22** SteelSc | 1238<br>—<br>827 | | | | | 1919 | ............... | AizawaIwakichi | 218·0\|32·1\|19·0 | Nishino-<br>miya<br>Japanese | | | |
| 07641<br>26261<br>RSTF | **Aizawa Maru No. 23** SteelSc | 677<br>—<br>435 | | | | | 1919 | ............... | AizawaIwakichi | 178·7\|25·2\|15·7 | Nishino-<br>miya<br>Japanese | | | |
| * 07642<br>HBMP | **Aizkori-Mendi** SteelScSr<br>*ss*Bbo.No.3-4,09<br>(*ex*Lekeitio, Wireless *ss*Bbo.No.2-18<br>*ex*Bertholey) 1*Dk*(*Stl*)*&Webframes* | 2272<br>2099<br>1367 | ✠100A1<br>2,20<br>~~BS6,20~~<br>~~BS6,21~~ 4,22 | Bbo<br>✠LMC7,17 | *s* | N2,20 | 1896<br>1mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | Cia.Nav.Sota y<br>Aznar (Sota y<br>Aznar,*Mgrs.*) | 300·0\|43·0\|20·9<br>P31'B66'F31'<br>FK<br>*DBa*100'*f*118' | Bilbao<br>Spanish<br>5*BHCem*<br>634*tAPT*83*t* | T.3Cy.22″,35″&59″-39″ (*s*)<br>160lb 223NHP<br>3SB.6*rf*,GS105,HS3442<br>Cen.Mar.Eng.Wrks.WHpl | 22 ″ 1<br>s3 ″ 10<br>18 ″ 7 | |
| 07643<br>113395<br>RTNP | **Ajax** SteelScSr<br>*Elec.light* Wireless 2*Dks* | ~~7049~~ 6797<br>5598<br>~~4478~~ 4285 | | | | | 1900 | Scott&Co.<br>Greenock | OceanS.S.Co.Ld.<br>(A.Holt&Co*Mgrs*) | 442·0\|52·8\|32·1<br>P50'B154'F58' | Liverpool<br>British<br>*WB* | T.3Cy.29″,49″&82″-60″<br>521NHP<br>Scott&Co.Greenock | | |
| 07644 | — SteelScSr<br>1*Dk* | 705<br>646<br>428 | | | | | 1894 | Helsingörs<br>Jrnsk.&Mskb<br>Elsinore | Dampfsch.-Ges.<br>"Neptun" | 185·2\|26·8\|14·1<br>B45'F20' | Bremen<br>German<br>*WB* | T.3Cy.14½″,23″&38½″-27″<br>77NHP<br>HelsingörsJernsk.&Mskb. | | |
| 07645<br>218624<br>LSFB | — WoodSc<br>Wireless 1*Dk* | 356<br>—<br>197 | | | | | 1919 | P.H.Doyen<br>&Co.<br>SPortlandMe | P.H.Doyen&Co. | 133·8\|29·7\|10·8 | Prtlnd,Me<br>Utd.States | | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Grésment, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.* | 15 Registres en cote, si ce n'est dans le L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07646 | **Ajax** IronScSr<br>(*Pilot Vessel*)<br>1*Dk&Spar dk2trB* | 344<br>189<br>— | | | | | 1874 | Mort's Dck &Eng.Co. Blmain,NSW | Government of NewSouthWales | 128·7 | 21·0 | 12·0<br>19·0 | SydnyNSW<br>British | C.2Cy.20″&38½″–24″<br>NE&B87 72RHP<br>Mort'sDock&EngCo.Blmn | | |
| 07647<br>104044<br>SPGB | — SteelTwinScSr<br>(*Tug*)<br>1*Dk* | 273<br>231<br>114 | | | ... | | 1894 | Barclay, Curle&Co.Ld. Glasgow | Sou.I.ofWight&S.ofEng.Royal MailStmPktCo.Ld | 120·0 | 25·0 | 11·5<br>BK7″ | S'thamptn<br>British<br>*WB* | C.4Cy.18″&36″–27″<br>158NHP<br>Barclay,Curle&C.(Ld.)Gls | 12 ″ 5 | |
| 07648<br>~~TBGV~~ | — SteelScSr<br>*ss*Crs.No.3-1,21 ~~*ss*Sng.No.2-17~~<br>1*Dk*(*Stl*) | 256<br>229<br>— | ✠100A1<br>*For Towing purposes*<br>~~1,21 10,19~~ 1,22<br>BS1,22 ~~BS10,19~~ ✠LMC~~2,17~~<br>*Fitted for oil fuel* 7,09 *F.P.above* 150° F. | ~~Hlg~~ Mob<br>~~Crs~~ 1,21 | | CL<br>~~12,18~~<br>1,21 | 1909<br>7mo<br>*Lloyd* | Nederl. Schps.Maats. Amsterdam<br>'*sA&CP* | Cia Mexicana Holandesa "La Carona" S.A. | 120·9<br>F14′<br>*WB*= FK<br>*Deep tank f*25′ | 24·7 | 12·4 | Tampico<br>Mexican<br>4*BHCem*<br>42*tFPT*20*t* | T.3Cy.15″,25″&41″–30″ (*s*)<br>180lb 112NHP<br>1SB,3*cf*,GS60,HS1906<br>RotterdamDroogd.Maats. | 13 ″ 6<br>s 1 ″ 5½<br>12 ″ 3 | |
| 07649<br>55107 | — IronTwinSc3MstSr<br>*OilEng*<br>1*Dk* | 187<br>163<br>112 | | | | | 1867 | Tod& McGregor Glasgow | J.G.Hammond | 108·0 | 23·1 | 8·9 | Liverpool<br>British | Oil Engine<br>4Cy.13½″–14″ 57NHP<br>A&EWoodward,Keighley | | V |
| 07650 | — SteelScSr<br>(*Tug*)<br>1*Dk* | 169<br>160<br>6 | | | | | 1899 | H.C.Stülcken Sohn Hamburg | BugsierReed.& BergungsA.-G. | 97·5 | 20·6 | 13·3 | Hamburg<br>German | C.2Cy.18″&34½″–24″<br>HS1400 69NHP<br>H.C.Stülcken&Sohn,Ham. | | |
| 07651<br>4620<br>JQDB | — SteelScSr<br>(*ex*Skagerak) (*Salvage steamer*)<br>*Elec.light* (*Tug*) 1*Dk* | 119<br>107<br>39 | | | | | 1904 | Porsgrund Mek.Værks. Porsgrund | BergningsochDykeriaktieb.Neptun (W.R.Edlind, *Mgr.*) | 97·5<br>H12*t* | 18·4 | 10·4 | Stockholm<br>Swedish<br>*WB* | C.2Cy.13 5/16″&29″–23⅝″<br>34NHP<br>Porsgrund M.V.Porsgrund | | |
| 07652<br>216304<br>LHFM | — WoodSc<br>*Motor*<br>1*Dk* | 118<br>—<br>79 | | | | | 1917 | ............ EastBoothbay,Me. | SouthSeasPacific Co. | 107·3 | 23·2 | 10·8 | Marblehd, Mass.<br>Utd.States | Motor | | |
| 07653<br>1417<br>HTVL | **Ajna** SteelScSr<br>1*Dk* | 333<br>282<br>220 | | | | | 1889 | Göteborgs M.V. Gothenburg | BengtJönsson | 130·2<br>B31′ H10*t* | 22·7 | 13·4 | Sölvesborg<br>Swedish<br>*WB* | C.2Cy.15½″&28½″–19½″<br>28NHP<br>GöteborgsM.V.,Got. | | |
| 07654<br>173<br>HBGW | **Aju Dag** SteelScSr<br>1*Dk* | 988<br>819<br>528 | | | | | 1898 | Howaldtswerke Kiel | RussianStm.Nav.&TradingCo. | 211·0<br>B42′F30′ | 35·1 | 12·6 | Odessa<br>Russian<br>*WB* | T.3Cy.17⅛″,27⅝″&43½″–25″<br>95NHP<br>Howaldtswerke,Kiel | | |
| 07655 | **Ajudante** SteelScSp<br>(*ex*David)<br>1*Dk&ptShade dk* | *214*<br>*170*<br>*145* | ✠<br>*For River purposes*<br>8,87 ✠ | Grk | | | 1887<br>6mo | Russell& Co. Greenock | AmazonRiverStm. Nav.Co.(1911)Ld. | 129·5<br>*WB*=*FPT*8*t* | 24·9 | 7·7 | Para<br>Brazilian<br>3*BHCem* | C.2Cy.16″&32″–20″<br>38NHP<br>Kincaid&Co.,Greenock | 8 ″ 2 | |
| 07656 | **Ak-Deniz** SteelScSr<br>(*ex*Oldenburg)<br>*Elec.light* 4*Dks* | 5006<br>4334<br>3167 | | | | | 1890 | Fairfield Co.Ld. Glasgow | Admin.deNav. àVap.Ottomane | 413·5<br>P62′B180′F76′ | 47·9 | 29·8 | Constanpl<br>Turkish | T.3Cy.31″,52″&83″–54″<br>NB02 506NHP<br>FairfieldCo.Ld.Glasgow | | |
| 07657<br>115268<br>THJL | **Akabo** SteelScSr<br>*ss*Liv.No.3-10,14<br>*ss*Liv.No.1-19<br>*Elec.light* 2*Dks*(1*ptStl&UStl*-ws)<br>*Ref.Mchy.* Wireless *&deep framing* | 3839<br>2853<br>2390 | ✠100A1<br>~~5,21 11,20~~ 12,21<br>~~BS11,20~~ ✠LMC11,19<br>BS12,21 | Liv | *w* | CL<br>~~10,18~~<br>12,21 | 1902<br>4mo<br>*Lloyd* | SirRDixon &Co.Ld. Middlesbro'<br>'*sA&CP* | British&African S.N.Co.Ld.(Elder, Dempster&Co.Ld. *Mgrs.*)<br>*WB*=*CellDBa*80′ | 352·2<br>P240′F43′<br>FK<br>*uE&B*42′ *f*162′648*t* | 44·2 | 23·6 | Liverpool<br>British<br>6*BHCem*<br>*FPT*91*t* | T.3Cy.27 1/16″,43″&72″–48″(*s*)<br>180lb 505NHP<br>2SB&1Aux.SB(3,12),8*cf*,<br>GS157,HS7507 FD<br>Richardsons,Westgarth&Co.Ld.Hpl. | 26 ″ 0<br>s 3 ″ 8<br>23 ″ 0 | BT till 11,21 |
| 07658<br>14995<br>LVNS | **Akagi Maru** SteelTwinScSr<br>(*ex*Akagi)<br>1*Dk* | 691<br>—<br>418 | | | | | 1888 | KobeOnohamaZosensho, Kobe | I.Amagasaki | 186·0<br>F38′ | 27·2 | 13·5 | Osaka<br>Japanese | C.4Cy.<br>NE90 NB04<br>KobeOnohamaZosensho | | |
| 07659<br>21781<br>NQWK | **Akashi Maru No. 1** WoodSc | 451<br>—<br>254 | | | | | 1917 | ............ | KiiSadaharu | 160·0 | 26·4 | 13·3 | Osaka<br>Japanese | | | |
| 07660<br>108662<br>QRBH | **Akbar** SteelScBkn<br>*ss*Lon.No.3-5,11<br>(*ex*Moravian) *ss*Bom.No.2-19<br>2*Dks*(1*Stl*-wa&1*Irn*)&*Spar dk*<br>*Elec.light* (*Stl*-teaks) | 4653<br>3887<br>2957 | ✠100A1<br>*Spar dk*<br>~~2,21 7,20~~ 7,21<br>BS7,20 ✠LMC5,19 | Bom | *y* | ~~12,18~~<br>2,21 | 1899<br>1mo<br>*Lloyd* | R.Napier &Sons,Ld. Glasgow<br>'*sA&CP* | Bombay&Persia Stm.Nav.Co.Ld.<br>*WB*=*Cell* | 390·4<br>P60′B148′F47′ 29·5<br>BK10″<br>*DBuE*44′ *f*48′ 264*t* | 47·0 | 21·5 | Bombay<br>British 170<br>7*BHCem*<br>*APT*65*t* | T.3Cy.30″,50″&80″–54″ (*r*)<br>~~200lb~~ *100lb* NDB16 643NHP<br>2DB,12*cf*,GS231,HS9026 FD<br>R.Napier&Sons,Ld.Gls. | 32 ″ 4<br>6 ″ 4<br>27 ″ 4 | |
| 07661<br>8976<br>JNGT | **Akebono Maru** IronScSp<br>(*ex*Crown of Arragon) 2*Dks*3*trB* | 2325<br>2245<br>1490 | | | ... | | 1883 | Scott&Co. Greenock | YamashitaKisen KabushikiKaisha | 300·5<br>B66′F38′<br>BK10″ | 37·3 | 26·1 | Yokohama<br>Japanese<br>*WB* | C.2Cy.24″&49″–54″<br>148NHP<br>Scott&Co.Greenock | | |
| 07662<br>10416<br>JMQN | — SteelScCtr<br>(*Whaler*)<br>(*ex*QueenAlexandra) 1*Dk* | 109<br>105<br>37 | | | | | 1906 | Akers Mek.Værks Christiania | ToyoHogei KabushikiKaisha | 91·3<br>H6*t* | 18·0 | 11·1 | Nishinomiya<br>Japanese | T.3Cy.11″,18″&29″–18″<br>36NHP<br>AkersMek.Værks.Xia. | | |
| 07663<br>118698<br>HBKM | **Akenside** SteelSc<br>*ss*Bly.No.3-5,20<br>(*ex*Glyndwr,*ex*Craigronald) *Spar dk*<br>Wireless (*Stl*)2*trB&deep framing* | 2425<br>2309<br>1572 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>3,21<br>BS11,20 ✠LMC7,19 | Cff | *t* | CL<br>3,21 | 1904<br>10mo<br>*Lloyd* | A.Rodger &Co. Pt.Glasgow<br>'*sA&CP* | QuaysideShipping Co.Ld.(Connell& Grace, *Mgrs.*)<br>*CellDBa* | 313·6<br>P29′B82′F30′ 20·7<br>FK<br>*&uE*118′ *f*136′ 623*t* | 43·8 | 13·2 | Newcastle<br>British<br>5*BHCem*<br>*APT*67*t* | T.3Cy.21″,35″&57″–39″ (*s*)<br>180lb *80lb* 248NHP<br>2SB,6*cf*,GS110,HS4210<br>A.Rodger&Co.Glasgow | 23 ″ 3<br>s 3 ″ 10<br>19 ″ 9 | |
| | *Now named "Matheos," See No. 38357 in Supplement* | | | | | | | | | | | | | | | |
| 07664<br>2196<br>JFBT | **Åkers Kanal** SteelSc<br>1*Dk* | 106<br>61<br>59 | | | | | 1884 | MotalaCo. Motala | VaxholmsNya Ångf.Aktieb. (O.F. Ekebohm, *Mgr.*) | 87·5<br>Q30′B31′H6*t*F8′ | 16·5 | 6·9 | Vaxholm<br>Swedish | C.2Cy.13⅝″&24¼″–17½″<br>20NHP<br>MotalaCo.,Motala | | |
| 07665<br>MKQT | **Akershus** SteelScSr<br>1*Dk* | 832<br>655<br>368 | | | | | 1914 | Akers Mek.Værks. Christiania | Akties.Nordsjöen (R.Peterson, *Mgr*) | 208·6<br>P26′B93′F40′ | 31·6 | 14·2 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.16½″,27″&45″–33″<br>116NHP<br>Akers.Mek.Værks.Xia. | | N |
| 07666<br>8544<br>JQWM | **Aki Maru** SteelTwinScSr<br>*ss*HKg.No.3-6,15<br>*Elec.light* Wireless *ss*Yka.No.1-19<br>2*Dks*(*Stl-Uteaks*)&*deep framing* | 6009<br>5261<br>3676 | ✠100A1<br>~~4,21 11,20~~ 10,21<br>✠LMC~~5,20~~ 5,21 | Yka | *a*† | CL<br>P5,20<br>s11,20 | 1903<br>3mo<br>*Lloyd* | MitsuBishi Dkyd&EWks Nagasaki<br>'*sA&CP* | NipponYusen KabushikiKaisha<br>*WB*=*CellDBa*<br>*E&B*53′*f*200′ 1178 | 445·3<br>P56′B120′F58′<br>128′*u* FK<br>*tDT a*28′490*t FPT* | 49·5 | 30·4 | Tokio<br>Japanese<br>7*BHCem*<br>100*tAPT*30*t* | T.6Cy.20″,33½″&56″–48″ (*s*)<br>200lb 580NHP<br>2D&2SB18*cf*GS320HS10000<br>MitsuBishiD.&E Wks Nag | 33 ″ 6<br>s 7 ″ 11½<br>26 ″ 2 | |
| 07667<br>24064<br>RGSF | **Akiba Maru** WoodSc | 773<br><br>538 | | | | | 1918 | ............ | FukukawaKisen KabushikiKaisha | 192·8 | 29·2 | 16·9 | Nishinomiya<br>Japanese | | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7"<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07668<br>18487<br>NCHD | **Akita Maru** SteelScSr<br>ssYkaNo.1-20<br>Elec.light Wireless 2Dks(Stl) | 3801<br>3463<br>2347 | ✠100A1<br>3,21 ~~3,20~~<br>✠LMC ~~3,20~~ 3,21 | Yka<br>Kob | w | ~~3,20~~<br>3,21 | 1916<br>5mo | MitsuBishi<br>Dkyd&EWks<br>Nagasaki<br>Lloyd'sA&CP | NipponYusen<br>KabushikiKaisha | 345·0<br>P33'B74'F40'<br>CellDB294'772t | 50·0 | 29·1<br><br>FK | Tokio<br>Japanese<br>6BHCem<br>APT27t | T.3Cy.23",38"&64"-48" (s)<br>200lb 342NHP<br>2SB,6cf,GS109,HS4394 FD<br>MitsuBishiD.&E.Wks.Nag | 29 ″ 1<br>s 5 ″ 6<br>23 ″ 11 | |
| 07669<br>114418 | **Akranes** IronScK<br>ssFlt.No.3-8,11<br>ssGoo.No.2-19<br>1Dk | 184<br>169<br>73 | ✠100A1<br>StmTrawler<br>11,19 ✠LMC11,19 | Goo | | CL<br>11,19 | 1899<br>4mo | Edwards<br>Bros.<br>NorthShields<br>Lloyd'sA&CP | E.D.Baxter | 114·6<br>Q48'F21' | 21·1 | 10·8<br><br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.12¼",19½"&32"-22½"<br>180lb (s) 52RHP<br>1SB,2pf,GS34,HS1060<br>G.T.Grey,SouthShields | 11 ″ 10 | |
| 07670<br>768<br>LRAD | **Aksay** IronPad<br>1Dk | 258<br>—<br>141 | | | | | 1870 | C.Mitchell<br>&Co.<br>Newcastle | Arzoff-BlackSea<br>S.S.Co. | 169·5 | 22·8 | 7·7 | Rostoff<br>Russian | C.2Cy.20"&34"-40"<br>61NHP | | |
| 07671<br>MPFQ | **Aktiv I.** SteelAuxScSr<br>Motor<br>(exStjerne,exAngeline) 1Dk<br>Mchy.Aft<br>(See Sailing Ship Register) | 360<br>289<br>198 | | | | | 1910 | Zeeland<br>Yard<br>Hansweert | Skibs.Akties.<br>AktivI.<br>(J.Rasmussen) | 136·2 | 25·4 | 10·8 | Sandefjrd<br>Norwegian | Motor<br>2Cy.<br>KromhoutWorks,Ams. | | V |
| 07672<br>210992<br>LCTN | **Akutan** WoodScSr<br>1Dk | 266<br>—<br>118 | | | | | 1913 | Kruse&<br>Banks<br>N.Bend,Or. | Alaska-Portland<br>PackersAssocn. | 103·0 | 21·8 | 9·2 | Portland,<br>Or.<br>Utd.States | C.2Cy.12½"&30"-20"<br>33NHP | | |
| 07673 | **Al-Tay** SteelScSr<br>(exCaptainBennett,<br>exCity of Kingston) 1Dk&Spar dk 3trB | 866<br>763<br>399 | | | ... | | 1893 | SirR.<br>Dixon&Co.<br>Middlesbro' | Admin.deNav.à<br>Vap.Ottomane | 205·0<br>H104t | 29·7 | 13·2<br>20·8<br>BK7½" | Constanpl<br>Turkish<br>WB | T.3Cy.20",32"&52"-36"<br>NB02 187NHP<br>Wstgrth,English&Co.Mdb | 21 ″ 6 | |
| * 07674<br>221027<br>MCKF | **Ala** SteelSc<br>Elec.light<br>For full particulars See No. 36103 in Supplement | 5976<br>3700 | 100A1<br>(ClassContemplated) | | | | 1921 | Merchant<br>S.B.Corp.<br>Harriman,Pa | UnitedStates<br>ShippingBoard | 400·7<br>P36'B124'F43' | 54·2 | 30·2 | Phildlphia<br>Utd.States | 2 SteamTurbines geared to 1 Sc. Shaft<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | | |
| 07675<br>MNQD | — SteelScSr<br>1Dk | 933<br>681<br>555 | | | | | 1916 | Akt.Jarlsö<br>Værft.<br>Tönsberg | E.B.Aaby | 200·4<br>Q62'B53'F20' | 31·9 | 12·7 | Drammen<br>Norwegian | T.3Cy.14",24½"&40"-27"<br>83NHP<br>BergensMekVærksBergen | | |
| 07676<br>872<br>NBRO | — IronScSr<br>(exReno,exErimus)<br>Mchy.Aft | 199<br>193<br>112 | | | ... | | 1870 | Backhouse<br>&Dixon<br>Middlesbro' | Soc.Anon.Ligure<br>TransportiInternazionali | 139·4 | 20·5 | 9·0 | Genoa<br>Italian | C.2Cy.13½"&30½"-20"<br>NE73 NB93 35NHP<br>Blair&Co.Ld.Stockton | 10 ″ 1 | V |
| 07677 | **Alabama** SteelSc<br>Elec.light | 5400 | 100A1<br>Shelter dk<br>withfreeboard<br>(ClassContemplated) | | | | 1921 | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland | Cie.Générale<br>Transatlantique | 425·0 | 55·0 | 26·6 | <br>French | T.3Cy.28",46½&78"-54"<br>Blair&Co.Ld.Stockton | | |
| 07678<br>136907<br>KQRJ | — SteelScSr<br>(exNorthtown)<br>Mchy.Aft Elec.light 1Dk&Spar dk<br>Carrying oil in bulk Fitted for oil fuel<br>Wireless | 2801<br>—<br>2173 | | | | | 1901 | Chicago<br>S.B.Co.<br>Chicago | TheTexasCo.Inc. | 294·0<br>len14 | 42·2 | 23·2 | Pt.Arthur,<br>Tex.<br>Utd.States<br>WB | T.3Cy.20",33"&54"-40"<br>NB14 184NHP<br>ChicagoS.B.Co.Chicago | | V |
| 07679<br>207138 | — SteelScSr<br>Elec.light Wireless 5Dks | 2626<br>—<br>1684 | | | | | 1910 | Manitowoc<br>D.D.Co.<br>Manitowoc | GoodrichTransit<br>Co. | 250·0 | 45·5 | 26·1 | Duluth<br>Utd.States | T.3Cy.23",38"&62"-36"<br>231NHP<br>ToledoS.B.Co.Toledo | | |
| * 07680<br>31594<br>RKDV | — IronScSr<br>ssMel.3rdNo.3-3,16<br>ssMel.No.1-20<br>(exRaymond, exRaymondos,exTantallon)<br>2Dks(1Irn&1ptIrn-Uws)3trB | 1940<br>1810<br>1241 | ✠100A1<br>5,21 ~~3,20~~<br>~~BS3,21~~ | Mel<br>LMC ~~3,20~~ 3,21 | s | 3,20 | 1879<br>10mo | A.Leslie&<br>Co.<br>Newcastle<br>A&CP | JamesPaterson&<br>Co.ProprietaryLd. | 285·0<br>B12'F37' | 35·5 | 22·6<br>BK9½"<br>WB=DB | Melbourne<br>British<br>5BHCem<br>a&f144'225t | C.2Cy.32"&62"-42"<br>80lb 80lb NDB98 187NHP<br>2SB,6pf,GS86,HS2955<br>R.&W.Hawthorn,Nwc. | 25 ″ 6<br>s 4 ″ 5<br>22 ″ 3 | |
| 07681<br>106995 | — SteelSc<br>1Dk&Saloon<br>Elec.light &Gallerydks | 1939<br>—<br>1371 | | | | | 1893 | Maryland<br>SteelCo.<br>Bltimre,USA | BaltimoreSteam<br>PacketCo | 293·8 | 54·0 | 16·0 | Baltimore<br>Utd.States | T.4Cy.24½",40"&(2)47"-42"<br>286NHP<br>MarylandStlCo.Baltimore | | |
| * 07682 | **Alabama Maru** SteelTwinSc<br>Elec.light 2Dks(Stl)&Shltr dk(Stl-ws)<br>Ref.Mchy. 3rd dk(Stl)inNo.1 hold<br>Wireless | 9695<br>8797<br>6069 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~9,21~~ 9,20 3,22<br>✠Lloyd'sRMC ~~12,20~~<br>3,22 ~~12,21~~ ~~6,21~~ | Nag<br>HKg<br>6,21<br>✠LMC ~~9,20~~ | d† | CL | 1920<br>9mo | Mitsubishi<br>ZosenKaisha,<br>Ld. Nagasaki<br>A&CP | OsakaShosen<br>Kaisha,Ld.<br>CellDB407'1664t<br>DTa48'519t | 475·0<br>P35'B30'F86'on<br>Shelter dk<br>FPT137tAPT51t | 61·0 | 40·7<br><br>FK | Osaka<br>Japanese<br>Cem<br>8BHtoSh dk | T.6Cy.27",44½"&75"-48" (s)<br>200lb 993NHP<br>5SB.15cf,GS330,HS13284 FD<br>MitsubishiZosenKaishaLd | 40 ″ 9<br>s13 ″ 1½<br>28 ″ 3 | |
| 07683<br>217227<br>LNTB | **Alabat** WoodScSr<br>Elec.light Wireless 1Dk | 2545<br>—<br>1528 | | | | | 1918 | American<br>S.B.Co.<br>Brunswick,<br>Ga. | UnitedStates<br>ShippingBoard | 268·0<br>P18'B67'F27' | 46·0 | 26·0 | Jacksnvlle<br>Utd.States<br>WB | T.3Cy19",32"&56"-36"<br>188NHP<br>WorthingtonPump&<br>MachineCo., Bufflo,N.Y. | | R |
| 07684<br>Abandoned at Sea 9,21<br>NBRT | **Alacrità** SteelScSr<br>ssGen.2ndNo.3-2,21 ~~ssGen.No.3-10,06~~<br>(exCayoRomano) ~~ssGen.No.2-15~~<br>1Dk(Stl)&Spar dk(Irn)&Webframes<br>Wireless | 2655<br>2487<br>1690 | ✠~~100A1~~<br>Spar dk<br>2,21 ~~1,16~~<br>~~Examined2,20~~<br>~~MS2,20~~ | Gen<br>✠~~LMC~~<br>~~BS2,21~~<br>~~BS1,16~~ | u | CL<br>2,21 | 1893<br>9mo | J.Read-<br>head&Sons<br>S.Shields<br>A&CP | Soc.Anon.Lloyd<br>delPacifico | 315·5<br>P71'B88'F34'<br>WB=CellDB272'574t | 41·2 | 16·6<br>24·4<br>FK | Savona<br>Italian<br>5BHCem | T.3Cy.24",40"&65"-42" (r)<br>160lb 283NHP<br>2SB,6rf,GS115,HS4367<br>J.Readhead&Ss.S.Shields | 26 ″ 10<br>s 4 ″ 5<br>22 ″ 9 | |
| 07685<br>115282 | **Alacrity** SteelTwinScK<br>(exJeanBart)<br>(Tug) 2Dks | 353<br>349<br>32 | | | | | 1893 | ForgesetC.<br>de la Médit.<br>Havre | AustralianCommonwealth (Naval<br>Department) | 145·6<br>H25' | 27·1 | 13·5 | Melbourne<br>British<br>WB | T.6Cy.15",23"&35½"-23½"<br>122NHP<br>Forges&C.delaMédit.Hav. | | |
| 07686 | **Aladdin** SteelScSr<br>For full particulars See No. 36134 in Supplement<br>Elec.light<br>Mchy.Aft Longitudinalframing | 6800 | 100A1<br>(ClassContemplated)<br>CarryingPetroleum in bulk | | | | 1920 | Bethlehem<br>S.B.Corp.Ld.<br>Sparrow's Pt.<br>Md. | StandardTransportationCo. | 435·0<br>P122'B50'F44' | 56·0 | 33·5 | NewYork<br>Utd.States | T.3Cy.27",47"&78"-48"<br>BethlehemS.B.Corp.Ld.<br>Sparrow'sPoint,Md. | 33 ″ 6<br>s 8 ″ 0½<br>25 ″ 10 | |
| 07687<br>JTQS | — SteelScSr<br>Wireless 1Dk2trB&Webframes<br>&ptAwngdk | 3013<br>2337<br>1898 | | | ... | | 1892 | Ropner&<br>Son<br>Stockton | RederiAkties.<br>Aladdin<br>(J.T.Farsjö&Co.) | 324·5<br>P29'Q112'<br>ptAwng dk 184' | 41·6 | 20·1<br>BK10½" | Chrstiania<br>Norwegian<br>WB | T.3Cy.22½",37"&61"-42"<br>NDB06 245NHP<br>Blair&Co.Ld.Stockton | 23 ″ 8 | N |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07688<br>NWKM | **Aladdin**<br>*Elec.light* | **SteelScSr**<br>(*ex*Rigel)<br>1*Dk* | 1743<br>1201<br>1038 | | | | | 1919 | Akt.Bur-<br>meistr&Wain<br>Copenhagen | A/SDet.Dansk-<br>NorskeD/S (R.A.<br>Robbert, *Mgr.*) | 255·4<br>Q106*t*P27*t*B250*t*<br>F37*t*H79*t* | 38·2 | 15·7 | Copnhagn<br>Danish<br>*WB* | T.3Cy.18¼″,30″&50″–36″<br>150NHP<br>Akt.Burmeistr&Wain,Cpn | | V |
| 07689<br>220484<br>MBGS | — | **SteelSc**<br>1*Dk* | 336<br>—<br>197 | | | | | 1920 | Spedden<br>S.B.Co.<br>BaltimoreMd | StandardOilCo.of<br>NewJersey | 127·0 | 25·1 | 13·3 | Baltimore<br>Utd.States | T.3Cy.14½″,23″&36″–26″<br>66NHP | | |
| 07690<br>218904<br>LSTW | **Alameda**<br>*Elec.light*<br>*Mchy.Aft* Wireless | **SteelScSr**<br>*Fitted for oil fuel*<br>*CarryingPetroleum in bulk*<br>2*Dks* | 7253<br>6236<br>5348 | | | | | 1919 | W.Cramp&<br>SonsS&EBCo<br>Philadelphia | UnitedStates<br>ShippingBoard | 430·0<br>P116'B36'F49' | 58·2 | 33·3 | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.27″,45½″&76″–51″<br>412NHP<br>WCramp&SnsS&EBCPhl | | R |
| 07691<br>106184<br>KBML | —<br>*Elec.light* Wireless | **IronScSr**<br>*Fitted for oil fuel*<br>2*Dks&Awngdk3trB* | 3158<br>2936<br>1939 | | | | | 1883 | W.Cramp<br>&Sons<br>Philadelphia | AlaskaS.S.Co.Inc. | 314·0<br>H222*t* | 41·0 | 17·3<br>26·0 | Pt.Town-<br>send,Wash<br>Utd.States | T.3Cy.29″,47″&78″–51″<br>NB01 434NHP<br>*Tpd*01RisdonIrn.Wks.SFo | | |
| 07692<br>106198<br>KBQR | **Alamo**<br>Wireless | **IronScSr**<br>2*Dks&HurricaneDk* | 2943<br>—<br>2237 | | | | | 1883 | J.Roach&<br>Son<br>Chester,Pa. | MalloryS.S.Co. | 329·0 | 40·5 | 21·5 | New York<br>Utd.States | C.2Cy.40″&78″–54″<br>NB98 373NHP<br>J.Roach&Son,Chester,Pa. | | |
| 07693<br>217244<br>LNVB | **Alamosa**<br>*Elec.light*<br>Wireless Sub.Sig. | **SteelScSr**<br>1*Dk*(*Stl*)2*trB* | 3545<br>3005<br>2179 | *Fitted for oil* | *fuel* 3, | …<br>19 | CL<br>*F.P. a* | 1919<br>1mo<br>*bove* 1 | Submarine<br>BoatCorp.<br>Port Newark,<br>CP N.J.<br>50° F. | UnitedStates<br>ShippingBoard<br>*CellDB*251'827 | 324·0<br>P30'B90'F35'<br>FK<br>*t MT*20' 394*t FPT* | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>6*BHptCem*<br>111*tAPT*69*t* | 1 Geared Steam Turbine<br>200lb GS174,HS5804 (*s*)<br>2 Water Tube Boilers FD<br>Westinghouse Electric&<br>Mfg.Co.Essington.Pa. | 28 ″ 6 | |
| 07694<br>QRWS | **Åland** | **IronSc** | 154<br>—<br>93 | | | | | 1874 | ………………<br>Metala | AlandÅngbåts<br>Aktiebolag | 104·3 | 19·5 | 9·0 | Åbo<br>Finnish | | | |
| 07695<br>216889<br>LMTQ | **Alanthus**<br>*Elec.light* Wireless | **WoodScSr**<br>1*Dk*2*trB* | 2551<br>—<br>1528 | | | | | 1918 | Foundat'n<br>Co.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 268·0 | 46·0 | 26·0 | NewarkNJ<br>Utd.States<br>*WB* | T.3Cy.19″,32″&56″–36″<br>188NHP | | R |
| 07696<br>216930<br>LMWK | **Alapaha**<br>*Elec.light* Wireless | **WoodScSr**<br>1*Dk*2*trB*<br>*CruiserStern* | 2573<br>—<br>1515 | | | | | 1918 | Traylor<br>S.B.Co.<br>Cornwalls,Pa | UnitedStates<br>ShippingBoard | 267·3 | 46·0 | 23·6 | Phildlphia<br>Utd.States | T.3Cy.19″,32″&56″–36″<br>188NHP<br>TraylorE.Co.Allentwn,Pa. | | R |
| 07697<br>~~WMVQ~~<br>LCJH | **Alaska**<br>*Elec.light* Wireless | **SteelScSr**<br>2*Dks*(*Stl*) | ~~5825~~<br>5687 ~~5130~~<br>~~4201~~<br>5090<br>4023 | ✠100A1<br>1,21<br>✠LMC7,18<br>*Fitted for oil* | Hav<br><br><br>*fuel* 7, | *z*<br><br><br>18 | CL<br>2,20<br><br>*F.P. a* | 1918<br>7mo<br>*Lloyd*<br>*bove* 1 | JCoughlan<br>&Sons<br>VancouvrBC<br>'*sA&CP*<br>50° F. | D/S A/S Alaska<br>(C. Haaland, *Mgr.*)<br>*IntermediateBH*<br>*in fore & after*<br>*CellDB* | 410·5<br>P59'B115'F47'<br>FK<br>*holdsdispensedwith*<br>368'1274*t FPT* 131*t* | 54·1 | 27·5 | Haugesnd<br>Norwegian<br>*Cem*<br>5 *BH only*<br>*APT*269*t* | 2 Steam Turbines geared<br>to 1 Screw Shaft<br>190lb (*s*)<br>3SB,*9cf*,GS180,HS8010<br>W&AFletcherHobokn,NJ | 29 ″ 9<br>s 5 ″ 11½<br>24 ″ 2 | |
| 07698 | —<br>*Elec.light* | **SteelSc**<br>2*Dks*(*Stl*)&*Shelterdk*(*Stl*) | ~~5400~~<br>5376<br>4928<br>3198 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>4,22 ✠LMC4,22<br>~~(*ClassContemplated*)~~ | Sld | *a*† | CL | ~~1921~~<br>1922<br>4mo<br>*Lloyd* | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>'*sA&CP* | Cie.Générale<br>Transatlantique<br>*CellDB*368'1319*tF* | 425·0<br>FK<br>*Collision*<br>*PT*109*tAPT*201*t* 0 | 55·0 | 26·6 | Havre<br>French<br>*Cem*<br>*BHtoSh.dk*<br>„ „ *U* „ | T.3Cy.28″,46½″&78″–54″ (*s*)<br>180lb 629NHP<br>4SB,*12cf*,GS268,HS11670<br>Blair&Co.Ld.Stockton | 29 ″ 0<br>s 3 ″ 8¾<br>25 ″ 6 | |
| 07699<br>Wrecked 8,21<br>14488<br>KGRV | —<br>Wireless | **Steel&IronScSr**<br>*Fitted for oil fuel*<br>(*ex*KansasCity) 3*Dks* | 3709<br>—<br>2300 | | | | | 1889 | Delaware<br>RiverCo.<br>Chester,Pa. | AlaskaS.S.Co.Inc. | 327·0 | 45·0 | 18·8<br>27·6 | Pt.Town-<br>send,Wash<br>Utd.States | T.3Cy.33″,54″&86″–54″<br>NB15 543NHP<br>DelawareRiverCo.Chester | | |
| 07700<br>105135 | —<br>*Mchy.Aft* *Elec.light* | **IronSc**<br>2*Dks* | 986<br>—<br>592 | | | | | 1871 | Craig<br>Buffalo,N.Y. | MullenCoalCo. | 212·6 | 32·0 | 13·9 | Detroit<br>Utd.States | C.2Cy.24″&51″–36″<br>NB86 130NHP | | |
| 07701<br>105973 | — | **WoodSc** | 229<br>—<br>121 | | | | | 1881 | ………………<br>Boothbay,Me | FisheriesProducts<br>Co. | 141·8 | 21·0 | 10·0 | NewprtRI<br>Utd.States | | | |
| 07702<br>108494 | — | **IronScK**<br>*ss*Gms.No.3-5,10<br>*ss*Gms.No.1-14<br>1*Dk* | 135<br>129<br>52 | ✠ —<br>ʃ10,19<br>*StmTrawler*<br>✠NB7,14 ✠ | Gms | | | 1898<br>2mo | Edwards<br>Bros.<br>N.Shields | ~~D.J.Ayres~~<br>H.I Colville<br>(D.J.Ayres*Mgr.*) | 96·0<br>Q18'F20'<br>BK7½″ | 20·7 | 10·9 | Lowestoft<br>British<br>3*BHCem* | T.3Cy.10⅜″,16″&25½″–19½″<br>30RHP<br>1SB,*2pf*,GS32,HS893<br>N.E.MarineEng.Co.Ld.Sld. | 11 ″ 8 | |
| ❋ 07703<br>25937<br>RQMN | **Alaska Maru**<br>Wireless<br>*Elec.light* | **SteelScSr**<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 7379<br>6844<br>4522 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,21 ✠LMC8,19 | HKg | *a*† | CL | 1919<br>8mo | MitsuBishi<br>ZosenKaisha,<br>Ld. Nagasaki<br>A&CP<br>*CellDB*358' | OsakaShosen<br>KabushikiKaisha<br>1165*t DTa*28' 1077 | 420·0<br>F47'*onShelter dk*<br>FK<br>*tFPT* 108*tAPT*95*t* | 56·0 | 38·5 | Osaka<br>Japanese<br>*Cem*<br>6*BH to S dk*<br>2 „ „ *U* „ | T.3Cy.28″,49″&79″–51″ (*s*)<br>200lb 574NHP<br>3SB,*9cf*,GS191,HS7714 FD<br>MitsuBishiZosenKaisha | 38 ″ 7<br>s 10 ″ 6<br>28 ″ 5 | |
| ❋ 07704<br>107736<br>KRNV | **Alaskan**<br>*Elec.light* Wireless<br>Sub.Sig. | **SteelTwinScSr**<br>*ss*NYkNo.3-10,19<br>2*Dks*(*Stl*)&*deep framing*&<br>*lower dk forehold*(*Stl*)&*Shelterdk*(*Stl*) | 8617<br>8413<br>5522 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~3,21 1,21~~ 11,21<br>BS1,21 ✠LMC10,19<br>*Fitted for oil f* | NYk<br>~~SFo~~<br><br><br><br>*uel* 9,0 | *d*†<br><br><br><br><br>4*F* | CL<br>~~PN1,21~~<br>~~S1,21~~<br>SN3,21<br>P3,21<br>*P. abo* | 1901<br>11mo<br><br><br><br>*ve*150° | UnionIron<br>Works<br>SanFrancisco<br>A&CP<br><br>F. | American-Hawai-<br>ianS.S.Co.(United<br>AmericanLines<br>Inc.*Mgrs.*) *WB*=<br>*f*198'1755*tDT f*27' | 470·1<br>FK<br>*CellDBa*142'*uE&B*<br>1009*tTanksbetw'n&* | 57·2 | 31·5 | NewYork<br>Utd.States<br>8*BHCem*<br>52'<br>*atsides of tu* | Q.8Cy.21½″,28″,38″&60″–36″<br>213lb DB(2)*85lb*(*s*) 504NHP<br>3SB,*12cf*,GS162,HS6120 FD<br>UnionIronWorks,S.Fo.<br>*nnels*56'351*tFPT*157*tAPT* | 42 ″ 6<br>s 11 ″ 0<br>31 ″ 10<br>133*t* | |
| ❋ 07705 | **Alatrium**<br>(*ex*Strathgyle)<br>Wireless | **SteelScSr**<br>*ss*Liv.No.3-12,19<br>1*Dk*(*Stl*)&*Spardk*(*Stl*)<br>&*deepframing* | *4386*<br>*4089*<br>*2837* | ✠100A1<br>*Spar dk*<br>8,21 ~~12,20~~<br>~~BS12,20~~ ✠LMC12,19<br>BS1,22 | Nap<br>Gen | *x* | CL<br>12,19 | 1907<br>3mo<br>*Lloyd* | A.Rodger<br>&Co.<br>Pt.Glasgow<br>'*sA&CP* | ItalianGovern-<br>ment | 376·0<br>P27'B94'F39' 25·4<br>FK<br>*CellDB a*120'*u E* | 52·3 | 17·5 | Rome<br>Italian<br>6*BHCem*<br>&*B* 44'*f* 168' | T.3Cy.25″,41⅝″&68″–48″ (*s*)<br>180lb 354NHP<br>3SB,*9cf*,GS169,HS5544<br>A.Rodger&Co.Glasgow<br>1122*tDTf*24'620*tAPT*109*t* | 28 ″ 0<br>s 5 ″ 5<br>23 ″ 0 | |
| ❋ 07706<br>HBPD | **Alava**<br>(*ex*Ernesto)<br>Wireless | **SteelScSr**<br>*ss*Bbo.2ndNo.3-8,16<br>*ss*Bbo.No.1-20<br>2*Dks*(1*Stl*&1*Irn*)&<br>*deepframing*3*Dkrule* | 2601<br>2428<br>1690 | ✠100A1<br>12,20<br>BS12,20 ✠LMC3,20 | Bbo | *u* | CL<br>3,20 | 1890<br>12mo<br>*Lloyd* | Harland&<br>WolffLd.<br>Belfast<br>'*sA&CP* | Cia.Naviera<br>Mundaca<br>*C* | 320·7<br>P31'B83'F44'<br>BK9″<br>*ellDB*242'514*tFPT* | 39·2 | 24·9 | S.Sebast'n<br>Spanish<br>6*BHCem*<br>37*tAPT*48*t* | T.3Cy.22″,36″&60″–48″ (*s*)<br>180lb 282NHP<br>1D&2SB,*8cf*,GS133,HS4515<br>Harland&Wolff,Ld.Bel. | 27 ″ 6<br>s 5 ″ 1½<br>23 ″ 3 | |
| 07707<br>110630<br>RLSQ | **Alaveno**<br>(*ex*PenrithCastle)<br>*Elec.light* Wireless | **SteelScSr**<br>*ss*Liv.No.2 21 *ss*Lon.No.3-2,12<br>~~ssLon.No.1-10~~<br>1*Dk*(*Stl*)&<br>*Spar dk*(*Irn*)&*deep framing* | 3663<br>3395<br>2337 | ✠100A1<br>*Spar dk*<br>3,21 ~~3,19~~ ✠LMC<br>~~BS7,19~~ 8,20 MS2,20 | Liv | *w* | CL<br>~~3,19~~<br>3,21 | 1900<br>1mo | W.Pickers-<br>gill&Sons<br>Sunderland<br>A&CP<br>*Cell* | Atlantic&Eastern<br>S.S.Co.Ld.<br>(J.Glynn&Son,Ld.<br>*Mgrs.*)<br>*DBa*114'*uE&B*42' | 361·0<br>P31'B198'F38'25·6<br>FK<br>*f*150'847*t APT*35*t* | 46·2 | 17·6 | Liverpool<br>British<br>6*BHCem*<br>*FPT* 103*t D* | T.3Cy.24″,40″&67″–45″ (*s*)<br>180lb *150lb* FD 344NHP<br>2SB,*6cf*,GS104,HS4464<br>G.Clark,Ld.Sunderland<br>*Ta*24'513*t* DB*refitted*19 | 28 ″ 2<br>s 4 ″ 6½<br>24 ″ 0 | |
| 07708 | **Alayde**<br>*hy.Aft* | **SteelSc3MstSr**<br>*Oil Eng.*<br>1*Dk* | 235<br>210<br>182 | | | | | 1913 | Gebr.<br>Niestern<br>Delfzijl | Matarazzo | 115·0 | 23·0 | 8·9 | SaoPaulo<br>Brazilian | Oil Engines<br>2Cy.13 1/16″–13 1/16″ 26NHP<br>D.Goedkoop,jun.Ams. | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07709 | **Alba** WoodAuxSc<br>OilEng<br>(exVittoriaItaliana) 1Dk2trk<br>(See Sailing Ship Register) | 232<br>—<br>179 | | | | | 1920 | Fratelli Tubino<br>Varazze | A.Berardinelli | 104·0\|26·2\|12·6 | Venice<br>Italian | Oil Engine 2S.C.<br>2Cy.12"-12$\frac{3}{10}$"<br>Kroomhout,Amsterdam | | |
| 07710<br>HBNT | **Albal** SteelScSr<br>(exEscaut)<br>Wireless 2Dks | 1100<br>994<br>689 | | | | | 1895 | Howaldtswerke<br>Kiel | J.A.Noguela | 213·9\|30·8\|13·3<br>B48'RFD25' | Valencia<br>Spanish<br>WB | T.3Cy.14¾",23"&37¾"-21⅝"<br>66NHP<br>Howaldtswerke,Kiel | | V |
| * 07711<br>135600<br>JFVP | **Alban** SteelScSr<br>ssCff.No.1-18<br>Elec.light Wireless 2Dks(Stl) | 5223<br>4549<br>3262 | ✠100A1<br>1,22~~12,20~~<br>✠LMC<br>BS~~3,20~~6,21 MS12,18 | Cff<br>Liv | y | CL<br>~~3,20~~<br>1,22 | 1914<br>7mo | CaledonS. B.&E.Co.Ld.<br>Dundee<br>A&CP | BoothS.S.Co.Ld. | 375·2\|51·7\|29·7<br>P33'B119'F44' FK<br>WB=CellDBa115'uE24'f160'809tDTa22'536tFPT80tAPT22t | Liverpool<br>British<br>7BHCem | T.3Cy.25½",41"&68"-48"(r)<br>180lb 466NHP<br>3SB,9cf,GS171,HS7041 FD<br>CaledonS.B.&E.CoLd.Dun | 32 ″ 3<br>s 6 ″ 5½<br>26 ″ 2 | |
| 07712<br>143704<br>KHMG | **Albania** SteelTwinSc4Msts<br>Elec.light 2Dks(Stl)&Shelter dk<br>(Stl-ws)3rd dk(Stl)in No.1 hold<br>Sub.Sig. Wireless | 12768<br>11771<br>7822 | ✠100A1<br>Shelter dk<br>with freeboard<br>1,22 ~~2,21~~ ✠LMC12,20<br>Fitted for oil fuel 12,20 | Lon<br>Liv | h† | CL<br>F.P. above 150°F. | 1920<br>12mo<br>Lloyd's A&CP | Scotts'S.B. &Eng.Co.Ld.<br>Greenock | CunardS.S.Co.Ld. | 523·1\|64·0\|43·9<br>F on Shelter dk 86' FK<br>CellDB446'2054tDTf25'1031tDTa43'1395tFPT139tAPT63t<br>Collision BH to S dk 8 „ „ U „ | Liverpool<br>British<br>ptCem | 4 Steam Turbines geared to 2 Sc. Shafts 200lb (r)<br>3DB,18cf,GS386,HS17054 FD<br>Scotts'S.B.&E.Co.Ld. Grk. | 46 ″ 9<br>s 15 ″ 7½<br>31 ″ 9 | BT till 1,22 |
| 07713<br>181<br>NBSG | — SteelScSr<br>(exCitta diMilano)<br>Elec.light Wireless 2Dks&Spar dk | 3848<br>3399<br>2782 | | | | | 1897 | N.Odero fu A.<br>SestriPnente | Soc.Italiana di ServiziMarittimi | 364·0\|43·6\|19·2<br>Q48'B76'F52' 27·4 | Genoa<br>Italian<br>WB | T.3Cy.25⅘",42½"&67¾"-51⅓"<br>383NHP<br>N.OderofuA.Sestri Pnente | | I |
| * 07714<br>4212<br>JNLV | — SteelScSr<br>ssGot.No.3-2,16<br>Well deck 1Dk(Stl)&deep framing<br>Elec.light ssGot.No.1-20 | 1241<br>999<br>541 | ✠100A1<br>~~7,21~~12,19 2,22 ~~Bk~~<br>✠LMC<br>~~BS2,19 12,20~~ MS4,20<br>BS10,21 | Got | p | 12,19 | 1903<br>10mo<br>Lloyd's A&CP | Schömer& Jensen<br>Tönning | Rederiaktieb SvenskaLloyd (H.Metcalfe, Mgr.) | 237·7\|35·2\|15·4<br>P&B143'H95tF73' FK<br>WB=CellDBa158'uE&B37'f106'346tFPT52tAPT17t | Gothenbrg<br>Swedish<br>4BHCem | T.3Cy.19¾",32¼"&53⅛"-36¼"<br>175lb 80lb (s) 186NHP<br>2SB,4cf,GS82,HS2927<br>Schömer&Jensen,Tönning | 17 ″ 9<br>s 1 ″ 5<br>16 ″ 7 | |
| 07715 | — SteelScSr<br>Mchy.Aft | 219<br>160<br>100 | | | | | 1892 | Stabilmnto Tecnico<br>Trieste | B.Paric | 135·0\|22·5\|9·0 | Spalato | C.2Cy.15"&27"-18"<br>26NHP<br>Stabilimento Tecnico,Tri. | | A |
| 07716<br>110523<br>QMFV | **Albanian** SteelScSr<br>ssLiv.No.2-20 ssMch.No.3-3,11<br>Elec.light Wireless ~~ssLiv.No.1-16~~<br>SubSig. 2Dks(1Stl&UIrn)&deepframing | 3013<br>2772<br>1918 | ✠100A1<br>9,21 ~~8,18~~<br>✠LMC3,20<br>BS9,21 | Gls<br>Liv | v | CL<br>~~6,20~~<br>2,21 | 1898<br>12mo | R.Thompson&Sons<br>Sunderland<br>A&CP | HullBeaconStm ShippingCo.Ld. (Oughtred&Harrison,Ld.Mgrs.) | 351·5\|42·2\|23·3<br>P37'B106'F36' FK&BK2½"<br>WB=Cell DB a 102'uE&B44'f144'621tAPT45t | Hull<br>~~Liverpool~~<br>British<br>7BHCem | T.3Cy.22",36"&62"-48" (a)<br>200lb ~~120lb~~ 90lb 288NHP<br>2SB,6cf,GS94,HS4208<br>T.Richardsn &Sns.Ld.Hpl. | 26 ″ 0<br>s 4 ″ 8½<br>21 ″ 9 | |
| 07717<br>972<br>NBSF | **Albano** SteelSc<br>Elec.light (exWarArrow) 1Dk<br>Well deck Wireless | 2404<br>1766<br>1381 | | | ... | | 1918 | P.Austin &Son,Ld.<br>Sunderland | Soc.Italiana di ServiziMarittimi | 285·0\|42·1\|19·0<br>P25'Q72'B66'F32' FK | Genoa<br>Italian<br>WB | T.3Cy.22",36"&59"-39"<br>266NHP<br>Richardsons,Westgarth& Co.Ld.Sld. | 21 ″ 2 | I |
| 07718<br>133420<br>JBMC | — SteelScSr<br>CruiserStern<br>Elec.light Ref.Mchy. 1Dk | 1176<br>968<br>519 | | | | | 1912 | Earle'sCo. Ld.<br>Hull | Ellerman'sWilson LineLd. | 250·2\|37·2\|14·7 | Hull<br>British<br>WB | T.3Cy.19",31"&53"-36"<br>168NHP<br>Earle'sCo.Ld.Hull | | C |
| 07719<br>123704<br>HJDL | **Albany** SteelSc<br>ssLiv.No.3-12,18<br>(exIoanna, exHarlyn) 1Dk(Stl)&deep framing &Shelter dk(Irn)<br>Wireless ~~Cargo battens not fitted~~ | 3459<br>3257<br>2224 | ✠100A1<br>Shelter dk<br>with freeboard<br>4,21 ~~2,20~~<br>~~BS3,20~~ ✠LMC1,19 | Liv<br>Cff<br>BS4,21 | w | CL<br>~~2,20~~<br>4,21 | 1906<br>9mo<br>Lloyd's A&CP | W.Gray& Co.Ld.<br>WHartlepool | AlbanyStm.Nav. Co.Ld. (H.R. Fletcher, Mgr.) | 342·0\|49·5\|22·7 FK<br>CellDBa111'uE&B40'f148'957tAPT42t | London<br>British<br>6BHCem | T.3Cy.25½",40½"&67"-45"<br>180lb 100lb (s) 316NHP<br>2SB,6rf,GS118,HS4733<br>Cen.Mar.Eng.Wrks.WHpl | 25 ″ 2<br>s 2 ″ 7½<br>22 ″ 11 | |
| 07720<br>105908 | — IronPad | 1415<br>—<br>815 | | | | | 1880 | Harlan&Hollingsworth Co<br>Wlmgtn,Del. | HudsonRiverDay Line | 314·0\|40·0\|10·1<br>len93 | NewYork<br>Utd.States | B.1Cy.73"-144"<br>492NHP<br>W.&A.Fletcher,NewYork | | |
| 07721<br>612<br>NBSH | **Albaro** SteelScSr<br>(exSkutari,exSerapis)<br>Elec.light 2Dks | 2850<br>2206<br>1761 | | | ... | | 1890 | Blohm& Voss<br>Hamburg | LaVeloceNav. Italiana | 321·1\|40·2\|23·4<br>P&B217'F34' BK10" | Genoa<br>Italian<br>WB | T.3Cy.23¾",38"&63"-42"<br>261NHP<br>Blohm&Voss,Hamburg | 26 ″ 2 | I |
| 07722<br>OBLX | **Albâtre** SteelTwinSc | 471<br>397<br>182 | | | | | 1918 | Atel.&Ch. de la Loire<br>Nantes | Soc.Anon."Outre-MerFrançaise" | 182·3\|25·0\|12·9 | Nantes<br>French | EtablissementsCochot | | |
| * 07723<br>MTWL | **Albatros** SteelScSr<br>ssCff.No.3-12,18<br>(exNærodal,exTaxiarhis,exSantona)<br>Elec.light 1Dk(ptIrnptStl)&deep framing<br>Wireless | 3075<br>2880<br>1922 | ✠100A1<br>~~5,21~~ ~~5,20~~ 12,21<br>~~BS11,20~~ ✠LMC7,17<br>BS12,21 | Sws<br>~~Bgn~~ | v<br>Xia | CL<br>5,20 | 1905<br>1mo<br>Lloyd's A&CP | TyneI.S.B. Co.Ld.<br>Newcastle | ~~Dmpsk.Aktiesl. Vestlandet (Björnstad& Brækhus, Mgrs.)~~<br>D/S A/S Albatros (Björnstad&Brækhus) | 331·0\|48·1\|21·8<br>P26'B98'F33' FK<br>CellDBa108'uE&B36'f142'818tFPT86tAPT92t | Bergen<br>Norwegian<br>5BHCem | T.3Cy.24",40"&65"-42" (s)<br>160lb 286NHP<br>2SB,6cf,GS126,HS4480<br>WllsndSlpwy.Co.Ld.Nwc. | 24 ″ 5<br>s 4 ″ 1½<br>20 ″ 8 | |
| 07724 | — SteelScSr<br>Elec.light 1Dk | 214<br>157<br>98 | | | | | 1912 | J.L. Meyer<br>Papenburg | Ver.Flensburg-Ekensunder&SonderburgDampfs.G. | 119·8\|20·7\|10·0<br>Q40'B28'F14' | Flensburg<br>German<br>WB | C.2Cy.13⅗"&25⅗"-19$\frac{7}{10}$"<br>24NHP<br>J.L.Meyer,Papenburg | | |
| 07725 | — SteelSc<br>(Tug)<br>Wireless 1Dk | 211<br>—<br>22 | | | | | 1891 | Schiffsw(v.J&Sch.) A.G.<br>Hamburg | Nordischer Bergungs-Verein | 113·6\|21·6\|12·5 | Hamburg<br>German | C.2Cy.19"&36"-25"<br>NB09 54NHP<br>Schwft.(vJ&Sch)AGHam | | |
| 07726<br>OBMC | — SteelScK<br>(Trawler)<br>1Dk | 203<br>169<br>70 | | | ... | | 1904 | Smith's DockCo.Ld.<br>NorthShields | Cie.Lorientaise de Chalutage | 112·4\|21·0\|8·2<br>BK7½" | Lorient<br>French<br>WB | T.3Cy.12",19½"&32"-23"<br>NB19 49NHP<br>W.V.V.Lidgerwood,Gls. | 11 ″ 6 | V |
| * 07727 | — SteelSc<br>ssB.As.No.3-1,18<br>Elec.light ssBAs.No.1-22 1Dk(Stl) | 193<br>157<br>37 | ✠ A1<br>Tug<br>1,22 ~~7,19~~<br>~~BS7,19~~ ✠LMC1,~~18~~1,22<br>Coasting, Rio de Janeiro & Bahia Blanca | BAs<br>~~PS12,20~~ | | ~~7,10~~<br>1,22 | 1909<br>2mo<br>Lloyd's A&CP | Greenock& Gr'ngemouth Dockyard Co.<br>Ld.Greenock | Cia.Argentina de Lanchas | 100·0\|23·1\|10·5 FK | Bns.Ayres<br>Argentine<br>4BHCem | T.3Cy.11",18"&30"-24" (s)<br>180lb 80lb 72NHP<br>1SB,3pf,GS53,HS1453<br>D.Rowan&Co.Glasgow<br>WB=FPT17tAPT14t | 11 ″ 0 | |
| 07728 | — SteelSk<br>ssGms.No.3-4,12<br>(exMariaI.,ex FrohnI.,exGermania,exKuno) ssRot.No.2-19 1Dk | 190<br>176<br>74 | ✠100A1<br>Stm.Trawler<br>1,20 ✠LMC3,19<br>✠NB11,05 | Ymu<br>BS1~~,20~~ ~~4,21~~3,22 | | ~~0,19~~<br>1,22 | 1900<br>1mo<br>Lloyd's A&CP | Smith's DockCo.Ld.<br>NorthShields | Pesquera Vizcaina S.A.(J.Zulueta, Mgr.) | 116·0\|21·1\|11·2<br>Q48'F20' BK7½" | Bilbao<br>Spanish<br>3BHCem<br>FPT14t | T.Cy.12",19"&31"-24" (s)<br>180lb 44NHP<br>1SB,2pf,GS30,HS1032<br>Shanks,Anderson&Co.Gls. | 12 ″ 0 | |
| 07729 | — IronScSr<br>(Trawler)<br>1Dk | 189<br>171<br>75 | | | | | 1899 | Edwards Bros.<br>N.Shields | | 121·5\|20·6\|10·8<br>H12t<br>len04 | Russian<br>WB | T.3Cy.12",18"&30"-21"<br>41NHP<br>MacColl&Pollock,Sld. | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pe. | 15<br>Registres où coté, si ce n'est dans le L.R. Durée Cert. Rof Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07730 | **Albatros** SteelScK<br>ssYmu.No.3-9,18<br>(exAtlanta) ssYmu.No.1-19<br>1Dk | 182<br>166<br>50 | ✠100A1<br>StmTrawler<br>3,21 ~~9,20~~<br>✠NB9,15 | Ymu<br>Ams<br>✠LMC3,19<br>BS2,~~21~~ 1,22 | | ~~3,19~~<br>3,21 | 1899<br>10mo | Ramage&<br>Ferguson,Ld<br>Leith<br>A&CP | N.V.ZeevissMaats<br>Albatros(W.&J.<br>Polderman) | 105·2<br>Q21' | 20·6 | 10·9<br>BK7"<br>WB= | Ymuiden<br>Dutch<br>2BHCem<br>DT f 12'18t | T.3Cy.11",19½"&30"-21"<br>180lb (s) 41NHP<br>1SB,2pf,GS30,HS1057<br>Ramage&FergusonLd.Lth | 11 " 10 | |
| 07731<br><br>OBME | — SteelSc<br>(Trawler)<br>1Dk | 161<br>—<br>47 | | | | | 1900 | E.Amblard<br>&Co.<br>Dieppe | Soc.Gén.d'Arme-<br>ment(G.Belot,<br>Mgr.) | 114·1<br>F15' | 20·0 | 12·6 | Arcachon<br>French | C.2Cy.14⅝"&27⅝"-17¾"<br>27NHP<br>E.Amblard&Co.Dieppe | | V |
| 07732<br>89541<br>JGVD | **Albatross** SteelScSr<br>Well deck Elec.light 1Dk2trB | 1414<br>1234<br>877 | | | ... | | 1884 | Palmers'<br>Co (Lim.)<br>Newcastle | GeneralStm.Nav.<br>Co.Ld. | 250·0<br>P160'F60' | 37·2 | 17·4<br>BK9" | London<br>British<br>WB | C.2Cy.34"&66"-45"<br>NB94fitted07 235NHP<br>Palmers'Co.(Lim.).Nwc | 19 " 7 | |
| 07733 | — SteelScSr<br>Elec.light 1Dk | 985<br>819<br>501 | | | | | 1917 | Stettiner<br>Oderwerke<br>Stettin | Dampfsch.Ges.<br>"Argo" | 235·8<br>P&B143 F29' | 33·6 | 13·5 | Bremen<br>German<br>WB | T.3Cy.22⅝",35⅛"&57 1/16"-39⅜"<br>205NHP<br>StettinerOderwerke | | |
| 07734<br>55222<br>JGCK | — IronScSr<br>ssLiv.3rdNo.3-6,15<br>1Dk<br>ssCpl..No.1-20 | 388<br>318<br>172 | 100A1<br>9,21 ~~8,19~~<br>~~Examined3,20~~<br>✠NB11,95<br>BS3,21 | Liv<br>Cpl<br>LMC~~6,19~~ 2,20 | g | 2,20 | 1878<br>4mo | Ramage&<br>Ferguson<br>Leith<br>A&CP | M.Constant | 170·0<br>P43'F35' | 22·4 | 12·2<br>BK7" | Glasgow<br>British<br>4BHCem | C.2Cy.25"&44"-30" (s)<br>80lb ~~70lb~~ 85RHP<br>1SB,3pf,GS84,HS1538<br>Hawthorns&Co.,Leith | 12 " 10<br>s1 " 6½<br>12 " 3 | |
| 07735<br>217411<br>LPHT | — WoodSc<br>(Trawler)<br>Wireless 1Dk | 384<br>—<br>167 | | | | | 1918 | Portland<br>S.B.Co.<br>S.PortlndMe | EastCoast<br>FisheriesCo. | 149·8 | 25·0 | 13·2 | PortlndMe<br>Utd.States | T.3Cy.13½",22"&36"-24"<br>64NHP<br>PortlandS.B.Co. | | |
| 07736<br>205240<br>KWPS | — WoodScSr<br>(Tug)<br>1Dk | 286<br>—<br>194 | | | | | 1908 | ..................<br>Baltimore | P.DoughertyCo. | 127·0 | 26·1 | 13·8 | Baltimore<br>Utd.States | T.3Cy.14",28"&39"-28"<br>81NHP | | |
| 07737<br>119346 | — SteelScK<br>ssFlt.No.3-6,19<br>1Dk | 220<br>199<br>88 | ✠100A1<br>StmTrawler<br>11,21~~11,20~~<br>BS11,20 | Flt<br>✠LMC6,19 | | ~~6,19~~<br>11,21 | 1906<br>2mo<br>Lloyd'sA&CP | A.Hall&<br>Co.Ld.<br>Aberdeen | ~~G.W.Barratt~~<br>SwanTrawlersLd<br>(J.A.Taylor,Mgr) | 120·2<br>Q50' | 21·6 | 11·7<br>BK7½"<br>WB= | Fleetwood<br>British<br>4BHCem<br>DTf5'11t | T.3Cy.12",20"&33"-24" (r)<br>180lb 65RHP<br>1SB,3pf,GS43,HS1102<br>A.Hall&Co.Ld.Aberdeen | 12 " 4 | |
| 07738<br>5978<br>KBJK | — IronScSr<br>ssHul.No.3-10,97<br>(exIrrawaddy) ssHul.No.2-06<br>1Dk | 138<br>128<br>45 | ✠<br>For fishing purposes<br>3,09 ✠ | Hul | | | 1885<br>12mo | Cook,Wel-<br>t'n&Gemmell<br>Hull | TrawlA/B Fisk-<br>mäsen(S.E.Sanne,<br>Mgr.) | 100·1<br>H11t<br>ND97 | 20·0 | 9·5<br>BK7½" | Uddevalla<br>Swedish<br>3BHCem | C.2Cy.17"&33"-22"<br>43NHP<br>1SB,2pf,GS26,HS840<br>C.D.Holmes&Co.Hull | 11 " 3 | |
| 07739 | — SteelScSr<br>Motor<br>1Dk | 119<br>113<br>75 | | | | | 1919 | J.Frerichs<br>&Co.A.G.<br>Brake | Bremen-Vege-<br>sackerFischerei-<br>Ges. | 83·1 | 21·1 | 9·6 | Vegesack<br>German | Motor, 4S.C.SA<br>3Cy.7"-12⅝"<br>GasmotorenFabrik'Deutz,'<br>Cöln-Deutz | | |
| 07740<br><br>HBSL | **Albatroz** SteelScK<br>Elec.light 1Dk | 332<br>273<br>102 | ✠<br>StmTrawler<br>10,09 ✠ | Hul | | | 1909<br>10mo | Cochrane<br>&Sons<br>Selby | Cia.Portugueza<br>dePesca | 140·0<br>Q73'F26' | 23·0 | 12·2<br>BK7½"<br>WB= | Lisbon<br>Portuguese<br>4BHCem<br>DBf28'31t | T.3Cy.13",22½"&37"-24"<br>85NHP<br>1SB,3pf,GS52,HS1520<br>Amos&Smith,Ld.Hull | 13 " 0 | |
| 07741 | **Albay** Iron&SteelScSr<br>(exHoangho,exJenfeld,<br>Elec.light exSvea) 1Dk&Spardk | 1115<br>1076<br>690 | | | | | 1883 | MotalaCo.<br>Norrköping | FernandezHnos. | 218·3<br>H56t | 30·8 | 14·8<br>22·0 | Manila<br>Utd.States<br>WB | C.2Cy.29¼"&53¼"-32½"<br>NB97 136NHP<br>MotalaCo.Motala | | |
| 07742<br><br>OBMS | **Albergallus** SteelSc<br>(exWarForest) Wireless 1Dk(Stl)<br>Elec.light Cargo battens not fitted | 3300<br>2854<br>2028 | ✠100A1<br>2,20<br>BS2,20 | Rot<br>✠LMC12,18 | u | CL<br>10,19 | 1918<br>12mo<br>Lloyd'sA&CP | E.Finch&<br>Co.(1916)Ld.<br>Chepstow | ~~Soc.Maritime et~~<br>~~Commerciale du~~<br>~~Pacifique~~ Soc.du<br>Pacifique | 331·0<br>P33'B98'F29'<br>B284'725tFPT130t | 46·5 | 23·2<br>FK<br>CellD | Bordeaux<br>French<br>7BHptCem<br>APT130t | T.3Cy.25",41"&68"-45" (s)<br>180lb HS8289 513NHP<br>3 Water Tube Boilers FD<br>D.Rowan&Co.Ld.Gls. | 25 " 6<br>s4 " 1½<br>21 " 9 | |
| 07743<br>132091 | **Alberia** SteelScK<br>ssFlt.No.2-19<br>1Dk | 286<br>264<br>112 | ✠100A1<br>StmTrawler<br>7,19<br>~~BS9,20~~ | Flt<br>BS8,21<br>✠LMC7,19 | | CL<br>7,19 | 1910<br>11mo<br>Lloyd'sA&CP | Cochrane<br>&Sons<br>Selby | CrownSteam<br>FishingCo.Ld. | 130·2<br>Q77' | 23·5 | 12·3<br>BK8" | Grimsby<br>British<br>4BHCem | T.3Cy.13",22¾"&37"-26" (s)<br>180lb 90RHP<br>1SB,3pf,GS47,HS1590<br>Amos&Smith,Ld.Hull | 13 " 0 | |
| 07744 | **Alberich** SteelScLr<br>Mchy.Aft 1Dk | 137<br>129<br>70 | | | | | 1909 | J.Frerichs<br>&Co.A.G.<br>Einswarden | "Visurgis"<br>Heringsfischerei<br>Akt.Ges. | 91·0<br>Q21' | 21·4 | 9·9 | Nordenhm<br>German | C.2Cy.9 1/16"&16 11/32"-12 19/32"<br>8NHP<br>J.Frerichs&Co.A.G.Ost. | | |
| 07745 | **Albert** SteelScSr<br>(Trawler)<br>1Dk | 202<br>193<br>80 | | | | | 1903 | Bonn&<br>Mees<br>Rotterdam | EdwardRichard-<br>sonHerings-u.<br>Hochseefischerei | 118·9 | 22·3 | 11·6 | Gstemnde<br>German<br>WB | T.3Cy.12 1/16",20 1/16"&33 1/16"-<br>23⅕" 53NHP<br>AlblssrdmscheMachinefab | | |
| 07746<br>5846<br>JVSN | — WoodScSr<br>OilEng.<br>1Dk | 186<br>143<br>88 | | | | | 1916 | AktiebLöf-<br>holmsvarfvet<br>Stockholm | AndreasNilsson | 96·2<br>P20'H9t | 23·5 | 10·7 | Stockholm<br>Swedish | Oil Engines 2S.C.SA<br>2Cy.4 15/16"-16½" 34NHP<br>J&CGBolindersStockholm | | |
| 07747<br>96668<br>MPNV | — WoodAuxScK<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 155<br>155<br>89 | | | | | 1889 | H.Fellows<br>&Son<br>Gt.Yarmouth | ArcticGoldExplor-<br>ationSyndicate,Ld<br>(H.T.Munn,Mgr.) | 100·1 | 25·1 | 11·7 | Peterhead<br>British | Oil Engines 2S.C.SA<br>2Cy.16½"-18 15/16" 46NHP<br>J&CGBolindersCo.LdSkm | | |
| 07748<br>115267 | — SteelScSp<br>ssLiv.No.3-12,14<br>ssLiv.No.1-18 1Dk(Irn) | 148<br>130<br>5 | ✠100A1<br>For Towing purposes<br>1,21<br>~~BS11,20~~<br>BS11,21 | Liv<br>✠LMC10,18 | | 1,21 | 1902<br>Lloyd'sA&CP | J.Jones&<br>Sons<br>Birkenhead | AlexandraTowing<br>Co.Ld. | 92·5 | 20·1 | 10·8<br>BK6½"<br>WB | Liverpool<br>British<br>4BHCem<br>=APT3t | C.2Cy.16"&42½"-27" (s)<br>150lb 69RHP<br>1SB,3cf,GS55,HS1498<br>J.Jones&Sons,Liverpool | 12 " 0 | |
| 07749<br><br>JKBH | **Albert Clement** SteelScSr<br>Now named "Roa," See No.39147 in Supplement<br>Elec.light 1Dk | 1166<br>[illegible]70<br>720 | | | | | 1904 | Act.Ges.<br>"Neptun"<br>Rostock | ~~Requisitioned by~~<br>~~theAdmiralty~~<br>~~(E.R.Newbigin,~~<br>JohnKellyLd | 234·2<br>P14'Q56'B64'F25' | 35·3 | 14·5 | London<br>British<br>WB | T.3Cy.16⅜",25⅝"&43¾"-31½"<br>98NHP<br>A.G."Neptun,"Rostock | | |
| 07750<br>221038<br>MCKP | **Albert E. Watts** SteelSc<br>Elec.light<br>Mchy.Aft Longitudinal framing | 7137<br>[illegible]<br>5111 | 100A1<br>For full particulars See No. 36101 in Supplement<br>(Class Contemplated)<br>Carrying Petroleum in bulk | | | | 1921 | Bethlehem<br>S.B.Corp.Ld.<br>(HarlanPlnt)<br>WilmngtnDl. | SinclairNav.Co. | 430·2<br>P134'B36'F40' | 59·2 | 32·8 | NewYork<br>Utd. States | T.3Cy.26½",44"&74"-51"<br>BethlehemS.B.Corp.Ld<br>(HarlanPlnt)WlmngtnDl | 33 " 8<br>s8 " 0<br>25 " 8 | |
| 07751<br>1391<br>HJCM | **Albert Edward** IronScSr<br>1Dk&Awngdk3trB | 965<br>812 | ✠<br>Awng dk<br>8,74 | Lon | Lv | | 1872<br>4mo | Schlesingr,<br>Davis&Co.<br>Newcastle | RederiA/B<br>Baltic-France<br>(J.Källman,Mgr.) | 234·3<br>P35'H55tF36' | 30·5 | 14·5<br>21·6 | Gothenbrg<br>Swedish<br>5BH WB | C.2Cy.30"&60"-30"<br>164NHP<br>Thompson,Boyd&Co.Nwc. | | V |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired, Equipment Letter. | 7*<br>Date when tail shaft last secs. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07752<br>92039 | Albert Edward | IronTwinScSp<br>(Tug)<br>1Dk | 160<br>149<br>100 | ✠<br>7,86 | Sou | b | | 1886<br>6mo | Day,Summers&Co.<br>Northam | Sou.I.ofWight&S.ofEng.Royal MailStmPktCo.Ld | 120·0 | 20·1 | 9·6 | S'thamptn<br>British<br>4BHCem | O.4Cy.17"&32"–24"<br>NB98 100RHP<br>Day,Summers&Co,Sou | 10 " 5 | BT till 7,21 |
| * 07753<br>OBMT | Albert Hauet<br>(exParis,exWarPuget)<br>Elec.light Salted&specially treated<br>Well deck | WoodSc<br>1Dk2ti B | 2323<br>1744<br>1370 | ✠12 A1<br>8,20<br>BS8,20 ✠LMC8,18 | Msl | r | 8,20 | 1918<br>2mo<br>Lloyd | W.Lyall S.B.Co.Ld.<br>N.Vancouver<br>'sA&CP | Soc.Anon.desCargosFrançais (E.J.Heinz,Mgr.) | 249·7<br>P&B136'F31' | 43·5 | 23·2 | Havre<br>French | T.3Cy.20½",33"&54"–40" (s)<br>185lb 322NHP<br>2 Water Tube Boilers<br>GS120 HS5280 FD<br>J.InglisCo.Ld.Toronto | 25 " 6<br>s 3 " 5½ | |
| 07754<br>211785<br>LHFV | Albert J. Stone | SteelSc<br>(Tug) | 306<br>—<br>208 | | | | | 1913 | PortRichmond,N.Y. | ErieRailroadCo. | 110·4 | 28·6 | 13·6 | NewYork<br>Utd.States | | | |
| 07755 | Albert Kasimir | SteelSc<br>1Dk | 1012<br>—<br>578 | | | | | 1892 | ................. | RederiA/BStart (K.Lundberg, Mgr.) | 204·0 | 30·8 | 14·4 | Helsingfrs<br>Finnish | | | |
| 07756 | Albert Killing<br>Elec.light | SteelScSr<br>(exCaptainW.Menzell)<br>1Dk&deep framing | 2529<br>1875<br>1615 | | | | | 1903 | FlensburgrSchiffsb.Ges.<br>Flensburg | BelgianGovernment | 292·0<br>P16'B175'F34' | 41·4 | 18·8 | Belgian<br>WB | T.3Cy.20⅞",35$\frac{7}{16}$"&55⅛"–35$\frac{7}{16}$"<br>180NHP<br>FlensburgerSchiffsb.Ges. | | V |
| 07757<br>MRNW | Albert Rex<br>(exSailingVessel) | WoodScK<br>Motor<br>1Dk | 102<br>90<br>73 | | | | | 1917 | .................<br>Mandal | BergensCementvarefabrik (J.Skjerdal,Mgr.) | 75·9<br>H6t | 24·0 | 8·1 | Bergen<br>Norwegian | Motor | | |
| 07758 | Albert Sauber<br>Elec.light | SteelSc<br>(exLotte)<br>1Dk | 600 | | | | | 1920 | Howaldtswerke<br>Kiel | SauberGebr. | 176·0<br>P16'B36'Q48'F22' | 29·2 | 11·9 | Hamburg<br>German<br>WB | T.3Cy.14⅜"23⅛"&38⅛"–19$\frac{7}{16}$"<br>65NHP<br>Howaldtswerke,Kiel | | |
| 07759<br>86379<br>LMHT | Albert Victor | IronPadSp<br>(exLass o'Gowrie) | 128<br>128<br>51 | | | | | 1883 | JTEltringham<br>S.Shields | Cosens&Co.Ld. | 106·0 | 19·8 | 9·7 | Wymouth<br>British | L.1Cy.37"–54"<br>NB97 70RHP<br>J.P.Rennoldson&Ss.,SShl. | | |
| 07760<br>81545 | — | IronPad | 106<br>97<br>67 | | | | | 1879 | Westwood<br>London | Managers of Metropolitan AsylumDistrict | 129·0<br>Q8t | 17·5 | 6·6 | London<br>British | O.2Cy.25"–30"<br>NB85 36RHP<br>Lon.Steambt. Co.Ld.Lon. | | |
| 07761<br>85765 | Alberta<br>Wireless | SteelScSr<br>2Dks | 2829<br>2140<br>2377 | | | | | 1883<br>reblt.<br>1911 | C.Connell &Co.<br>Glasgow | CanadianPacific RailwayCo. | 309·7<br>len.11 | 38·2 | 23·3 | Montreal<br>British | C.2Cy.30"&64"–48"<br>NE&B13 236NHP<br>WesternD.D.&S.B.Co.Ld. PortArthur | | |
| 07762<br>OBMQ | —<br>Elec.light | WoodTwinSc3MstSr<br>2Dks | 2706<br>1905<br>1639 | | | | | 1919 | Foundat'n Co.ofBritish Columbia,Ld<br>Victoria,B.C. | FrenchGovernment | 279·0<br>P166'F36' | 46·7 | 21·1 | Havre<br>French | T.6Cy.13½",22"&30"–26"<br>92NHP<br>VulcanIronWorks, Denver,Cal | | |
| 07763<br>113295<br>RQLW | —<br>Elec.light Wireless | SteelTwinScSr<br>2Dks&Shade dk | ~~1124~~<br>1193<br>787<br>481 | | | | | 1900 | J.Brown&Co.Ld.<br>Clydebank | L.&S.W.Rlwy.Co. | 270·0<br>P48'B154'F44' | 35·6 | 14·6 | S'thamptn<br>British<br>WB | T.8Cy.(2)19½",(2)31½"&(4)36½"–30"<br>292NHP<br>J.Brown&Co.Ld Clydebnk | | |
| 07764<br>MBAT | —<br>(exHarlingen) | SteelSc<br>1Dk | 384<br>270<br>156 | | | | | 1917 | NVv.dKuy&v.d.Ree's Schpsw.<br>Rotterdam | Soc.Belge d'Arm. Mar. | 131·5<br>P15'B9' | 23·0 | 11·0 | Antwerp<br>Belgian | T.3Cy.9⅞",15¾"&26¾"–20"<br>32NHP<br>NV.v.dKuy&v.dRee'sMch | | V |
| 07765<br>HBNM | Alberto<br>ssBbo.No.2-21<br>(exWearsider)<br>Well deck Mchy.Aft Wireless | SteelScK<br>~~ssBbo.No.1-16~~<br>1Dk(Stl) | 597<br>418<br>306 | ✠100A1<br>4,21 ~~3,20~~<br>✠LMC4,21<br>~~MS1,16~~ ~~BS3,20~~ | Bbo | i | CL<br>~~1,19~~<br>4,21 | 1912<br>8mo<br>Lloyd | J.P.Rennoldson&Sns<br>South Shields<br>'sA&CP | SocAnon deTransportesMarit (V.Riu,Mgr.) | 175·4<br>Q89'B9'F22'<br>WB=Cell FK<br>DBf112'140tFPT | 28·2 | 11·0 | Barcelona<br>Spanish<br>3BHCem<br>29tAPT31t | T.3Cy.15½",25"&41"-27" (s)<br>180lb 80lb 95NHP<br>1SB,3pf,GS55,HS1825<br>J.P.Rennoldsn&Sns,S.Shl. | 13 " 3<br>s " 9½<br>12 " 8 | |
| * 07766<br>NBSE | Alberto Cavalletto<br>(exAxenfels)<br>Elec.light<br>Wireless | SteelScSr<br>ssBmn.No.3-10,12<br>ssNap.No.1-17<br>2Dks(Stl-Upt teak s)&Web frames | 4361<br>4110<br>2733 | ✠100A1<br>7,20<br>✠LMC7,20 | Gen | y | CL<br>7,20 | 1904<br>3mo<br>Lloyd | FlensburgrSchiffsb.Ges.<br>Flensburg<br>'sA&CP | Requisitioned by theItalianGovt. | 375·6<br>P48'B119'F52'<br>BK10"<br>CellDBa110' | 50·6 | 27·6 | Rome<br>Italian<br>7BHCem<br>uE25'f171' | Q.4Cy.23¼",33¾",49¼"&72"–54" 213lb 120lb (s) 489NHP<br>3SB,9cf,GS152.HS6402 FD<br>FlensburgerSchiffsb.Ges.<br>990tDTf33'750tAPT40t | 30 " 0<br>s 5 " 8½<br>25 " 4 | |
| * 07767 | Alberto Treves<br>(exWarCobra)<br>Elec.light Wireless<br>Carrying oil fuel F.P. above 150°F.inDB | SteelSc<br>2Dks(Stl) | 5254<br>4853<br>3167 | ✠100A1<br>9,20<br>✠LMC12,17 | Ham | y | CL | 1917<br>12mo<br>Lloyd | Harland&Wolff,Ld.<br>Belfast<br>'sA&CP | Soc.Veneziana di Nav.aVap. | 400·4<br>P49'B113'F40'<br>FK<br>CellDB345'1123tFPT122t | 52·3 | 28·4 | Venice<br>Italian<br>7BHptCem<br>APT181t | T.3Cy.27",44"&73"–48" (s)<br>180lb 518NHP<br>3SB,9cf,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 31 " 0<br>s 6 " 1½<br>25 " 3 | |
| 07768 | Albertolite<br>For full particulars See No. 36155 in Supplement<br>Elec.light<br>Mchy.Aft | SteelSc<br>Longitudinal framing | 8194<br>6088<br>5934 | 100A1<br>Shelter dk<br>withfreeboard<br>(Class Contemplated)<br>Carrying Petroleum in bulk | | | | 1921 | GMStandiferCnst.Corp.<br>Vancouver, Wash. | ImperialOil,Ld. | 462·4 | 60·2 | 29·0 | British | Q.4Cy.24",35",51"&75"–51"<br>Hooven,Owens&RentschlerCo.Hamilton,O. | | |
| 07769<br>MBVK | Albertville<br>Elec.light ssAnt.No.2-21<br>Wireless | SteelTwinScSr<br>~~ssHul.No.1-17~~<br>2Dks(Stl)&Shelter dk(Stl-teak s) | 7745<br>6200<br>5062 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~4,21 6,20~~ 3,22<br>~~BS6,20~~ BS3,22 ✠LMC~~11,16~~ | Ant | b†<br>4,21 | CL<br>~~PN6,20~~<br>~~S6,20~~<br>4,21 | 1912<br>12mo<br>Lloyd | Soc.Anon. Jhn Cockerill<br>Hoboken<br>'sA&CP | Cie.BelgeMaritime duCongo<br>WB=Cell | 439·5<br>~~F58'~~<br>P52'onShltr dk FK<br>DBa124'uE&B95'f159'1302tFPT | 55·7 | 34·3 | Antwerp<br>Belgian<br>7BHCem<br>88tAPT43t | Q.8Cy.23",33",47"&67"–48"<br>215lb (s) 964NHP<br>6SB,18cf,GS345HS14100 FD<br>SocAn.J.Cockerill,Seraing | 37 " 0<br>s12 " 6<br>25 " 1 | |
| 07770<br>OBMZ | Albi<br>Elec.light Wireless<br>Well deck | SteelSc<br>1Dk(Stl)<br>Cargo battens not fitted | 4745<br>3640<br>2503 | ✠100A1<br>1,21<br>✠LMC9,20 | NNs | x | CL<br>1,21 | 1920<br>9mo<br>Lloyd | W.Pickersgill&Sons,Ld.<br>Sunderland<br>'sA&CP | Cie.Française des Chemins de Fer de Paris-Orléans (Soc.Mar.Aux.de Trnsp.) | 364·3<br>~~P&B213'F28'~~<br>P18'Q128'B68 FK<br>CellDBf199'561tDTa98'1 | 52·8 | 24·3 | Nantes<br>French<br>6BHCem<br>390tFPT78t | T.3Cy.23½",38"&64"–42" (s)<br>180lb 347NHP<br>3SB,9cf,GS189,HS6156<br>Armstrong,Whitworth& Co.Ld.Nwc.<br>APT102t | 26 " 8<br>s3 " 10¾<br>22 " 11 | |
| * 07771<br>JOMG | Albia<br>(exVizcaino,exPeña Angustina, exManuka) | SteelScSr<br>ssBbo.2ndNo.3-9,16<br>1Dk(Irn)&Web frames&pt Awng dk(Irn)<br>Cargo battens not fitted | 1806<br>1334<br>1092 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>12,19<br>BS1,20 ✠LMC9,16 | Bbo | q | CL<br>N1,20 | 1890<br>5mo<br>Lloyd | TyneIron S.B.Co.<br>Newcastle<br>'sA&CP | Cia.deNav. Vizcaya | 260·0<br>P29'Q68'<br>pt Awng dk163' FK<br>CellDB212' | 36·7 | 16·8 | Santander<br>Spanish<br>4BHCem<br>398tAPT19t | T.3Cy.20",34"&54"–36" (s)<br>160lb 70lb 184NHP<br>2SB,6pf,GS90,HS2900<br>WllsndSlpwyCo.Ld.Nwc. | 19 " 2<br>s 7 " 4<br>18 " 10 | |

| 1 Numero d'Ordre — Numero Officiel — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L. R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07772<br>GSQT | **Albina** SteelScSr<br>2Dks | 242<br>—<br>147 | | | | | 1897 | Wigham<br>Richrdsn&Co<br>Newcastle | Government of<br>Suriname | 124·4<br>P90'B9'F17' | 21·6 | 9·9 | Para-<br>maribo<br>Dutch WB | C.2Cy.14"&28"-18"<br>28NHP<br>WighmRichrdsn&CoNwc. | | |
| 07773<br>Broken up<br>99963 | **Albion** SteelPadSk<br>(exSlieveDonard)<br>Wireless 1Dk&Promenadedk | 363<br>269<br>136 | | | | | 1893 | J.&G.<br>Thomson,Ld.<br>Clydebank | P.&A.CampbellLd | 200·0<br>Promenadedk150' | 25·0 | 8·3 | Bristol<br>British | C.D.2Cy.26"&55"-54"<br>185NHP<br>J&GThomson,Ld.Clydbnk | | |
| 07774<br>MDFP | — IronScSr<br>(Trawler)<br>(exOnward) 1Dk | 197<br>182<br>78 | | | ... | | 1880 | Murdoch<br>&Murray<br>Pt.Glasgow | Akties.TröansRe-<br>deri(KrohgsDpsk.<br>Expedition,Mgrs.) | 130·0<br>BK6½" | 21·2 | 11·0 | Trondhjem<br>Norwegian | C.2Cy.20"&40"-27"<br>NB87 67NHP<br>Muir&Houston,Glasgow | | |
| 07775<br>93724 | — WoodSc<br>1Dk | 151<br>143<br>103 | | | | | 1887 | G.Deakin,<br>Ld.<br>Winsford | SaltUnion,Ld. | 89·0 | 21·0 | 10·6 | Liverpool<br>British | T.3Cy.10",13½"&23"-14"<br>34RHP<br>G.Deakin,Ld.Winsford | | |
| 07776<br>143286<br>KBPG | **Albionstar** SteelTwinSc<br>Elec.light 2Dks(Stl)&Shelterdk(Stl)<br>Ref.Mchy. CruiserStern<br>Wireless | 7920<br>7576<br>4908 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~3,21~~ ~~6,20~~ 3,22<br>✠LMC6,19<br>Lloyd'sRMC8,20 ~~3,21~~<br>3,22 | Shi<br>~~Bry~~ Lon | c† | CL<br>3,21 | 1919<br>6mo<br>Lloyd | Workman,<br>Clark&Co.Ld<br>Belfast<br>'sA&CP | UnionColdStorage<br>Co.Ld.(BlueStar<br>Line(1920)Ld.<br>Mgrs.) | 450·0<br>P31'F43'onShelter<br>dk FK<br>CellDB3 | 58·5 | 37·1 | London<br>British<br>ptCem<br>8BHtoShdk<br>92'1495tFP | T.6Cy.26½",44"&73"-48" (s)<br>200lb 1138NHP<br>3DB,24cf,GS440,HS17079FD<br>Wrkman,Clark&Co.Ld Bel<br>T120tAP170t | 40 " 0<br>s11 " 1½<br>29 " 3 | |
| 07777 | **Albireo** SteelScSr<br>2Dks(Stl)<br>Elec.light Wireless | 4427<br>4074<br>2690 | ✠100A1<br>~~10,20~~ 11,21<br>✠LMC2,20 | Bmn<br>Ham | x | CL | 1920<br>2mo<br>Lloyd | New<br>Waterway.<br>S.B.Co.<br>Schiedam<br>'sA&CP | VanNievelt<br>Goudriaan&Co's<br>Stoomv.Maats.<br>CellD | 370·0<br>P33'B122'F37'<br>FK<br>B319'833tFPT120 | 50·1 | 26·5 | Rottrdam<br>Dutch<br>6BHCem<br>tAPT64t | T.3Cy.26",42"&70"-48" (s)<br>180lb 100lb 402NHP<br>3SB,9cf,GS186,HS6660<br>NewWaterwaySBCo.<br>Schiedam | 29 " 0<br>s5 " 7<br>23 " 9 | |
| 07778<br>~~[illegible]~~<br>~~[illegible]~~ | **Albistan** SteelScSr<br>ssBom.No.3-7,18<br>(exCambyses) 1Dk(ptIrn&ptStl)&deep<br>Wireless framing | 3184<br>2987<br>2045 | ✠100A1<br>6,20<br>BS6,20 ✠LMC9,17 | Cff | w | CL<br>6,20 | 1905<br>6mo<br>Lloyd | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'sA&CP | RederiA/STriton<br>(TNielsenMgr.)<br>WB=CellDBa | 350·1<br>P27'B182'F34'<br>FK<br>117'uE23'f150'722t | 46·1 | 23·6 | Copnhagn<br>Danish<br>6BHCem<br>APT30t | T.3Cy.24¾",40"&65"-42" (s)<br>180lb 80lb 291NHP<br>2SB,6rf,GS112,HS4404<br>Cen.Mar.Eng.Wrks.WHpl | 26 " 1<br>s3 " 10½<br>22 " 7 | |
| 07779<br>NCFL | **Alblasserdam** SteelScSr<br>1Dk | 1382<br>1195<br>803 | | | | | 1916 | L.Smit&<br>Zoon<br>Kinderdijk | N.V.Maats.S.S.<br>"Alblasserdam."<br>(Gebr.vanUden) | 239·3<br>P23'B62'F24' | 36·1 | 16·7 | Rottrdam<br>Dutch<br>WB | T.3Cy.17⅓",29"&46"-36"<br>127NHP<br>L.Smit&Zoon,Kinderdijk | | V |
| 07780<br>NCFQ | **Alblasserwaard** SteelSc<br>Mchy.Aft 1Dk | 534<br>402<br>270 | | | | | 1918 | Gebr.van<br>Diepen<br>Waterhuizen | N.V.Scheeps-<br>Exploit.Maats.<br>"Navis" (M.J.van<br>derEb.Ld.Mgrs.) | 155·6<br>P50'F23' | 26·3 | 12·2 | Sliedrecht<br>Dutch<br>WB | T3Cy11⅝,"18⅒"&31½"-17⅒"<br>42NHP<br>N.V.Machinefabriek<br>Fulton,Hoogezand | | |
| 07781<br>MJDC | **Albr. W. Selmer** SteelScSr<br>ssShl.No.3-4,12<br>(exSaltwell) ssXia.No.1-16<br>1Dk(ptStlptIrn)&deep framing | 2297<br>2132<br>1426 | ✠100A1<br>3,19<br>MBS9,20 ✠LMC5,19 | Lon | s | 3,19 | 1900<br>9mo | ShortBros.<br>Ld.<br>Sunderland<br>A&CP | DetSelmerske<br>Rederi<br>WB=Cell | 299·0<br>P27'B68'F32'<br>FK<br>DBa92'uE20'f120' | 42·9 | 19·7 | Drontheim<br>Norwegian<br>5BHCem<br>658tAPT56t | T.3Cy.21½",35"&59"-39" (s)<br>160lb 130lb NDB19 219NHP<br>2SB,6pf,GS96,HS3290<br>J.Dickinson&Sons,Ld.Sld. | 22 " 0<br>s3 " 5<br>18 " 11 | |
| 07782<br>1174<br>JOKB | **Albrektsund** SteelScSr<br>1Dk | 222<br>~~[illegible]~~<br>152 | | | | | 1890 | Kockums<br>Mek.Verkst.<br>Malmö | MarstrandsNya<br>Angf.Aktieb.<br>(E.RutgersonMgr) | 119·7<br>B36' H30t F12' | 21·0 | 10·4 | Marstrand<br>Swedish | C.2Cy.15⅝"&30"-17½"<br>31NHP<br>KockumsMk.Vrkst,Mlmö. | | |
| 07783 | **Albrook** WoodSc<br>1Dk2trB | 2500<br>—<br>1500 | | | | | 1919 | SandyPt.<br>S.B.Co.<br>SandyPt.Me. | P.Dougherty | 267·3 | 46·0 | 23·6 | SandyPt.<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | |
| 07784<br>115262<br>TGSF | **Albuera** SteelScSr<br>ssHam.No.3-3,14<br>ssBkn.No.1-19<br>Wireless 2Dks(Stl)&deepframing | 3460<br>3208<br>2259 | ✠100A1<br>9,21 ~~12,20~~<br>~~BS2,21~~ ✠LMC2,19<br>BS3,22 | Bkn<br>Liv | v | ~~2,19~~<br>9,21 | 1902<br>3mo<br>Lloyd | Russell&<br>Co.<br>Pt.Glasgow<br>'sA&CP W | Chr.Salvesen&Co.<br>B = Cell DBa104' | 340·7<br>P26'B86'F37'<br>FK<br>uE&B40'f150'920t | 47·6 | 23·4 | Leith<br>British<br>6BHCem<br>APT105t | T.3Cy.24",40"&65"-45" (s)<br>180lb 100lb NDB15 304NHP<br>2SB,6cf,GS132,HS4700<br>J.G.Kincaid&Co.Grk. | 26 " 1<br>s4 " 10<br>21 " 7 | |
| 07785<br>HBNW | **Alca** SteelAuxScK<br>Stm.Eng.<br>(exStefanie) 1Dk<br>(See Sailing Ship Register.) | 197<br>162<br>142 | | | | | 1898 | Schömer&<br>Jensen<br>Tönning | AntonioMoniyon | 134·1<br>H29'<br>len99 | 22·7 | 8·5 | SantaCruz<br>Ten.<br>Spanish<br>WB | C.2Cy.7"&13"-10"<br>4NHP<br>Schömer&Jensen,Tönning | | |
| 07786<br>649<br>NBSQ | **Alcana** SteelScSr<br>Wireless 1Dk | 3503<br>3330<br>2246 | | | ... | | 1904 | R.Craggs&<br>Sons,Ld.<br>Middlesbro' | LloydMediterra-<br>neo | 340·0<br>P40'B110'F35' | 47·5 | 24·9 | Genoa<br>Italian<br>WB | T.3Cy.24½",41"&68"-45"<br>349NHP<br>G.Clark,Ld.Sunderland | 27 " 3 | I |
| 07787<br>708<br>NBSR | **Alcazar** SteelScSr<br>ssPhl.2ndNo.3-3,13<br>(exEva) 1Dk(Stl)2trB&<br>Webframes&ptAwngdk(Irn) | 3076<br>2407<br>1953 | ✠ —<br>12,18<br>✠<br>pt Awng dk<br>withfreeboard | Bry | u | | 1893<br>5mo | Ropner&<br>Son<br>Stockton | G.Peschiera | 322·0<br>P29'Q110' BK10"<br>ptAwngdk183'<br>ptND06 WB=Cell | 41·5 | 20·7 | Genoa<br>Italian<br>5BHCem<br>DB266'613t | T.3Cy.22½",37"&61"-42"<br>NDB16 246NHP<br>2SB,6cf,GS104,HS3760<br>Blair&Co.Ld.Stockton | 24 " 0 | V |
| 07788<br>NCGB | **Alchiba** SteelSc<br>2Dks(Stl)&Shelterdk(Stl)<br>Wireless | 4429<br>4093<br>2749 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,21<br>✠LMC8,20<br>Fitted for oil | Ham<br>fuel8. | y<br>20 | CL<br>F.P. a | 1920<br>8mo<br>bove 1 | NewWater<br>-wayS.B.Co<br>Schiedam<br>A&CP<br>50° F. | N.V.vanNievelt,<br>Goudriaan&Co.'s<br>Stoomv.Maats.<br>CellDB311'876tM | 385·3<br>FK<br>Collision<br>T28'596tFPT106t | 50·3 | 26·5 | Rottrdam<br>Dutch<br>Asp<br>BHtoShdk<br>5 " " U "<br>APT50t | T.3Cy.26",42"&70"-48" (s)<br>180lb 459NHP<br>3SB,9cf,GS138,HS6660 FD<br>NewWaterwayS.B.Co.<br>Schiedam | 29 " 0<br>s3 " 8½<br>25 " 8 | |
| 07789<br>105770<br>PDTM | **Alchymist** SteelScSr<br>Mchy.Aft ssLon.2ndNo.3-1,20<br>Elec.light 1Dk(Irn) | 382<br>343<br>209 | ✠100A1<br>2,21 ~~1,20~~<br>✠NB1,20 ✠LMC3,19<br>Carrying Tar<br>DBS2,21 | Lon<br>in bul | f<br>k | CL<br>~~3,19~~<br>2,21 | 1895<br>12mo | W.Dobson<br>&Co.<br>Newcastle<br>A&CP | ~~Burt,Boulton&~~<br>~~Haywood,Ld.~~<br>F.T.Everard | 147·5<br>Q23'F23'<br>BK7"<br>WB= | 24·1 | 12·8 | London<br>British<br>6BHCem<br>APT12t | T.3Cy.12½",20"&33"-24" (s)<br>160lb 100lb NDB09 50RHP<br>1SB,2pf,GS36,HS1123<br>N.E.MarineEngCoLd.Nwc | 13 " 6<br>s1 " 9<br>12 " 5 | |
| 07790<br>446<br>LMAJ | **Alcibiades** IronTwinSc<br>1Dk | 308<br>—<br>187 | | | | | 1883 | Stabili-<br>mntoTecnico<br>Trieste | I.Varvaroff&<br>N.Kipor | 175·0 | 27·0 | 8·0 | Taganrog<br>Russian | C.4Cy.11¼"&21"-18"<br>31NHP<br>StabilimentoTecnico,Tri. | | |
| 07791<br>110636<br>RMPN | **Alcinous** SteelScSr<br>Elec.light Wireless 2Dks | 6743<br>5290<br>4278 | | | | | 1900 | Scott&Co.<br>Greenock | OceanS.S.Co.Ld.<br>(A.Holt&Co.Mgrs) | 441·7<br>P50'B154'F58' | 52·6 | 30·3 | Liverpool<br>British<br>WB | T.3Cy.29",50"&82"-60"<br>521NHP<br>Scott&Co.Greenock | | |
| 07792 | **Alcion** SteelScK<br>ssYmu.No.3-7,12<br>(exSt.Nicolaas,ex ssAms.No.1-17<br>StirlingCastle) 1Dk | 150<br>155<br>47 | | | ... | 2,21 | 1901<br>1mo | WoodSkin-<br>ner&Co.Ld.<br>Newcastle<br>A&CP | PesqueraVizcaina<br>S.A.(J.Zulueta,<br>Mgr.) | 104·0<br>BK7½" | 20·7 | 11·0 | Bilbao<br>Spanish<br>3BHCem | T.3Cy.11",18"&30"-22" (s)<br>160lb 42NHP<br>1SB,2pf,GS18,HS1015<br>ShieldsEng.Co.Ld.N.Shl. | 11 " 10 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Freeboard amidships<br>Corresponding draught.<br>ft. in. | Registers in |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07793<br>217698<br>LQGD | **Alcis** WoodScSr<br>*Elec.light* Wireless 1*Dk2trB* | 2594<br>2071<br>1523 | | | | | 1919 | Grant, Smith-Porter ShipCo.<br>Portland,Or. | UnitedStates ShippingBoard | 267·5<br>P38'B63'F29' | 46·4 | 23·9 | PortlndOr.<br>Utd. States | T.3Cy.19",32"&56"-36"<br>188NHP<br>NordbergMfg.Co Milwaukee,Wis. | | R |
| 07794<br>217243<br>LNTW | **Alcona** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk2trB*<br>Wireless *Fitted for oil fuel* | 3545<br>3005<br>2179 | | | ... | | 1918 | Submarine BoatCorp.<br>Port Newark. N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B30'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 " 6 | R |
| 07795<br>124014<br>HJPM | **Alconda** SteelScSr<br>ssGls.No.3-5,19<br>*Elec.light* 2*Dks(Stl)&deep framing& Shelter dk(Stl)*<br>Wireless<br>*Carrying fuel oil F.P.above*150°F.*inD.B.* | 4298<br>3929<br>2695 | ✠100A1<br>*Shelter dk withfreeboard*<br>2,21 ~~4,20~~<br>MS5,19 ✠LMC BS~~4,20~~ 3,21 | Mch<br>Gls | *y* | CL<br>~~5,19~~<br>3,21 | 1906<br>11mo | W.Pickersgill&Sons<br>Sunderland<br>*Lloyd's A&CP* | Anglo-Newfoundland Development Co.Ld.(Donaldson Bros.Ld.*Mgrs.*)<br>*WB=Cell* | 381·0<br>FK<br>*DBa*118'*uE&B*46'*f* | 49·0 | 25·7 | Liverpool<br>British<br>6*BHCem*<br>166' 992*t FP* | T.3Cy.26",43"&72"-48" (*s*)<br>180lb *100lb* 421NHP<br>2SB,6*cf*,GS123,HS5524 FD<br>G.Clark.Ld.Sunderland<br>7105*t APT*72*tDTf*32' 787*t* | 28 " 5<br>s 3 " 6½<br>25 " 4 | |
| 07796 | **Alcor** SteelSc<br>*Elec.light* Wireless 1*Dk(Stl)* | 3527<br>3272<br>2186 | ✠100A1<br>~~S 2110,20~~<br>✠LMC10,20<br>*Fitted for oil fuel* 10,20 *F.P. above* 150°F. | Rot<br>Ham | *w* | CL | 1920<br>10mo | Rotterdam Droogd.Maat<br>Rotterdam<br>*Lloyd's A&CP* | VanNievelt, Goudriaan&Co.'s StoomMaats.<br>*CellD* | 361·3<br>P25'B214'F36'<br>FK<br>*B*305' 918*t FPT*85*t* | 49·8 | 22·0 | Rotterdm<br>Dutch<br>6*BHCem*<br>*APT*127*t* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 394NHP<br>3SB,9*cf*,GS154,HS5469 FD<br>RotterdamDroogd.Maats. | 24 " 6<br>s 3 " 3<br>21 " 8 | |
| 07797 | — SteelScSr<br>*Elec.light* 1*Dk* | 3233<br>2[illegible]<br>2006 | *Now named* "Imatra," *See letter* I. | | | | 1912 | Rotterdam Droogd.Maat<br>Rotterdam | J.W.Paulin&Co. | 332·0<br>P37'B100'F31' | 48·1 | 22·1 | Wiborg<br>Finnish<br>*WB* | T.3Cy.23",38"&62"-42"<br>249NHP<br>RotterdamDroogd.Maats. | | |
| 07798 | **Alcyon** WoodAuxSc3MstSr<br>*OilEng.*<br>(*See Sailing Ship Register*) | 479<br>—<br>393 | | | | | 1920 | Ernesto Salles,Ltda<br>Villaréal de Sto.Antonio | ErnestoSalles Ltda. | 155·8 | 34·8 | 15·2 | Villareal deAntonio<br>Portuguese | Oil Engines<br>2Cy.9 13/16"-11"<br>LysekilsWerkstad A/B Lysekil | | V |
| 07799 | — SteelScK<br>(*ex*Adele, *Elec.light* *ex*Kingfisher) 1*Dk* | *304*<br>*258*<br>*169* | | | ... | | 1915 | Crabtree& Co.Ld.<br>G.Yarmouth | CiaPortugueza de Pesca | 140·9<br>Q74'F26'<br>BK7½" | 22·9 | 9·5 | Lisbon<br>Portuguese<br>*WB* | T.3Cy.13",22½"&37"-24"<br>87NHP<br>Crabtree&Co.G.Yarmouth | 13 " 0 | |
| 07800<br><br>OBNH | — SteelSc<br>(*Trawler*)<br>*Elec.light* Wireless 1*Dk* | 247<br>—<br>100 | | | | | 1904 | Bonn& Mees<br>Rotterdam | Aug.Bourgain-Bourgain&fils | 132·0 | 21·6 | 12·6 | Boulogne<br>French<br>*WB* | T.3Cy.13",21½"&35"-24"<br>Alblasserdamsche 60NHP<br>Maschinenfab.Alblas. | | V |
| 07801<br><br>OBNK | — IronScSr<br>1*Dk* | 111<br>—<br>62 | | | | | 1878 | Blackwood &Gordon<br>Pt.Glasgow | Cie.desBateaux à Vapeur de la Guadeloupe | 108·2 | ... | 8·5 | Pointe-à-Pitre<br>French | C.2Cy.14"&28"-18<br>NB01 28NHP<br>Blackwood&Gordon P.Gls | | |
| 07802<br><br>HBGV | **Alda Bemvinda** SteelScK<br>(*ex*Cairngorm) 1*Dk* | 296<br>225<br>133 | ✠<br>*StmTrawler*<br>3,07 ✠ | Abn | | | 1907<br>2mo | J.Duthie TorryS.B.Co.<br>Aberdeen | Cia.Portugueza de Pesca<br>*WB=* | 130·3<br>Q73'F21'<br>*DTf*18'20*t* BK7½" | 22·1 | 12·2 | Lisbon<br>Portuguese<br>4*BHCem* | T.3Cy.12½",21"&34"-27"<br>1SB3*pf*GS44HS1528 32NHP<br>J.Abernethy&Co.Abn. | 13 " 0 | |
| 07803<br><br>NCGT | **Aldebaran** SteelSc<br>*Elec.light* Wireless 2*Dks* | 7698<br>7269<br>4892 | | | | | 1920 | Bremer Vulkan<br>Vegesack | VanNievelt, Goudriaan&Co.'s Stoomvaart Maats | 472·4<br>P43'B143'F48' | 60·5 | 35·8 | Rottrdam<br>Dutch<br>*WB* | T3Cy32 3/10",52 4/5"&86 3/5"-55 1/10"<br>556NHP<br>BremerVulkan,Vegesack | | V |
| 07804<br>6180<br>KCFD | — SteelSc<br>*Elec.light* Wireless 1*Dk* | 2683<br>2380<br>1600 | | | | | 1919 | Fredrkstad Mek.Værks.<br>Fredrikstad | ErikBrodins RederiA/B(A/B ErikBrodinsBe Fraktningskontor, *Mgrs.*) | 300·0<br>P31'B62'F33' | 47·0 | 23·0 | Torö<br>Swedish | SteamTurbines (TurboElectric)<br>SvenskaTurbinfabriks A/S.Zungström,Turspong | | N |
| 07805 | — SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 231<br>208<br>86 | | | | | 1916 | Jos.L. Meyer<br>Papenburg | Wilhelmshavener Hochseefisch.A.G. | 126·4<br>Q71'F21' | 23·3 | 10·8 | Wilhelmshaven<br>*WB* German | T.3Cy.12 3/5",21¼"&33½"-24 2/5"<br>55NHP<br>Jos.L Meyer,Papenburg | | |
| 07806<br>113560<br>SJKP | — SteelScSr<br>(*ex*Yacht,*ex*Hermine)<br>*Elec.light* 1*Dk* | 186<br>—<br>95 | | | | | 1892 | A.Dubigeon Chantenay | KymoShippingCo. Ld. | 142·0 | 20·0 | 10·5 | Hull<br>British | T.3Cy.11 13/16",19 11/16"&31½"-20½" NB95 45NHP<br>G.VoruzAiné,Nantes | | V |
| 07807 | **Aldecoa** SteelSc<br>*Elec.light*<br>*Cruiser Stern* | 5000 | 100A1<br>(*ClassContemplated*) | | | | 1921 | Soc.Española de Const.Nav.<br>Bilbao | F.Aldecoa | 357·6<br>P&B231'F32' | 49·7 | 33·9 | Bilbao<br>Spanish | T.3Cy.27",44"&73"-48"<br>J.G.Kincaid&Co.Ld.Grk. | | |
| 07808<br><br>JVWN | **Alden** IronScSr<br>1*Dk* | 432<br>282<br>258 | | | | | 1888 | Laxevaags Msk.&Jrnskb<br>Bergen | Fylkesbaatane i Sogn ogFjordane | 154·8<br>P78*t*B21*t* H27*t*F41*t* | 23·9 | 12·4 | Bergen<br>Norwegian | T.3Cy.15½",25"&40"-27"<br>NB04 83NHP<br>Hall,Russell&Co Aberdeen | | |
| 07809<br><br>MDPS | — SteelScSr<br>(*Fishing*)<br>1*Dk* | 111<br>101<br>40 | | | | | 1907 | MossJrnst. &Mek.Værks<br>Moss | BendixMarkussen | 92·2 | 18·6 | 9·6 | Tromsö<br>Norwegian<br>*WB* | C.2Cy.10½"&24"-16"<br>19NHP<br>MossJernst.&M.V.Moss | | N |
| 07810<br>218880<br>LSRT | **Alden A. Mills** SteelScSr<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 346<br><br>166 | | | | | 1919 | RiceBros. EastBoothbay,Me. | Commonwealth FisheriesCo.Inc. | 139·2 | 24·0 | 13·1 | Boston<br>Utd. States | T.3Cy.12¾",21½-&35"-24"<br>60NHP<br>MarineIronWorksChicago | | |
| 07811<br>127472<br>HPRS | **Alder** SteelSc3MstSr<br>~~ssAll.No.2-18~~<br>*Mchy.Aft* 1*Dk(Stl)*<br>*Well deck* ssDub.No.3-7,21 | 341<br>248<br>126 | ✠100A1<br>7,21 ~~3,18~~<br>~~BS9,20~~ ✠LMC~~3,18~~ 7,21 | All<br>Dub | *f* | CL<br>~~9,20~~<br>7,21 | 1909<br>9mo | J Fullerton &Co.<br>Paisley<br>*Lloyd's A&CP* | Newry&Kilkeel S.S.Co.Ld. | 142·8<br>Q80'B7'F25'<br>BK6" | 23·6 | 10·3 | Newry<br>British<br>3*BHCem*<br>*WB=FPT*45*t* | C.2Cy.16"&34"-24" (*s*)<br>130lb 47RHP<br>1SB,2*pf*,GS39,HS1280<br>Fishers,Ld.Paisley | 11 " 4<br>s 4 " 1½<br>11 " 6 | |
| 07812<br><br>NCHM | **Alderamin** SteelSc4MstSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks*3*trB* | 7698<br>7269<br>4892 | | | | | 1920 | Bremer Vulkan<br>Vegesack | VanNievelt, Goudriaan&Co.'s Stoomv.Maats. | 472·4<br>P44'B144'F45' | 60·5 | 32·8 | Rottrdam<br>Dutch<br>*WB* | T3Cy.32 7/10",52 4/5"&86 1/5"-55 1/10"<br>556NHP<br>BremerVulkan,Vegesack | | V |
| * 07813<br>218034<br>LRCK | **Alderman** WoodScSr<br>*Elec.light* Wireless 2*Dks*<br>*Well deck* *Mchy.Aft* | 3343<br>2735<br>2036 | ✠10A1<br>10,20<br>BS6,20 ✠LMC7,19 | Phl | *u* | CL | 1919<br>3mo | National S.B.Co.<br>OrangeTexas<br>CP | UnitedStates ShippingBoard | 298·5<br>F42'P&B105' | 49·9 | 25·9 | Pt.Arthur Texas<br>Utd. States | T.3Cy.19",32"&54"-36" (*s*)<br>200lb HS5000 296NHP<br>2 Water Tube Boilers FD<br>VulcanIronWorks,Inc. JerseyCity,N.J. | 29 " 2<br>s 5 " 3½ | |
| 07814<br>113084 | **Aldersyde** SteelScK<br>ssLth.No.3-9,13<br>(*ex*Angerton) ssBos.No.1-19<br>1*Dk* | 186<br>171<br>75 | ✠100A1<br>*StmTrawler*<br>5,20<br>BS5,20 ✠LMC2,19 | Gms | | CL<br>2,19 | 1901<br>1mo | Smith's Dock Co.Ld.<br>NorthShields<br>*Lloyd's A&CP* | AldersydeSteam FishingCo.Ld. (E.Beacock,*Mgr.*) | 116·0<br>Q48'F20'<br>BK7½" | 21·1 | 11·1 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12",20"&32"-22½" (*s*)<br>180lb 52RHP<br>1SB,2*pf*,GS29,HS1066<br>N.E.MarineEng.Co.Ld.Sld. | 12 " 0 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres ou cote, si ce n'est dans le L. R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07815<br>138912<br>KDCG | **Aldinga** SteelSc<br>(exGlenstal) Wireless 1Dk(Stl)<br>Elec.light Cargo battens not fitted | 3078<br>2861<br>1868 | ✠100A1<br>~~[illegible]~~ 2,22<br>✠LMC5,20 | Mch<br>Syd | u | CL | 1920<br>5mo<br>Lloyd | Dublin<br>Dkyd.Co.Ld.<br>'sA&CP | ~~AdelaideS.S.Co. Ld.~~ TheAdelaide<br>SteamshipCo.Ld | 331·1 46·7 23·1<br>P32'B98'F28'<br>FK<br>CellDB278'765tFPT | Sydny,NSW<br>~~London~~<br>British<br>5BHCem<br>105tAPT45t | T.3Cy.25",41"&68"–45" (s)<br>180lb 433NHP<br>3SB,9cf,GS155,HS6420 FD<br>McKie&Baxter,Glasgow | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |
| 07816<br>730<br>NBSV | **Aldo** IronScSr<br>(exAlessandroVolta)<br>1Dk2trB | 596<br>439<br>344 | | | | | 1862 | Randolph,<br>Elder&Co.<br>Glasgow | O.Plesso inRossi | 203·4 25·4 13·7<br>P57'H26tF— | Genoa<br>Italian | C.2Cy.23¼"&43"–30"<br>NE77NB92 84NHP<br>G.Ansaldo&Cia.Smprdrna | | |
| 07817<br>98540<br>NBRL | **Aldworth** SteelScSr<br>ssShl.2ndNo.3–12,18<br>Wireless 1Dk(Stl)2trB&Webframes&<br>ptAwngdk(Irn) | 3369<br>2607<br>2190 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>10,20<br>MBS5,20 ✠LMC12,18 | Bry | u | CL<br>6,20 | 1893<br>5mo<br>Lloyd | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'sA&CP | J.Westoll<br>WB | 330·2 43·1 21·6<br>Q125' BK11"<br>ptAwngdk203'<br>=Cell DB266' 726t | Sundrland<br>British<br>5BHCem<br>APT37t | T.3Cy.24",38"&64"–42" (s)<br>160lb 100lb NDB 8 279NHP<br>2SB,6rf,GS91,HS4390<br>CentralMar.E.Wks.W.Hpl | 24 ″ 4<br>s 8 ″ 10<br>23 ″ 8 | |
| 07818<br>217699<br>LQGF | **Alector** WoodScSr<br>Elec.light Wireless 1Dk2trB | 2594<br>2071<br>1523 | | | | | 1919 | Grant,<br>Smith-Porter<br>ShipCo.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 267·5 46·4 23·9<br>P28'B67'F29' | PortlndOr.<br>Utd.States<br>WB | T.3Cy.19",32"&56"–36"<br>188NHP<br>NordbergMfg.Co.<br>Milwaukee,Wis. | | R |
| 07819<br>217537<br>LPSM | **Aledo** SteelScSr<br>Elec.light Sub.Sig. 2Dks(Stl)<br>Wireless | 5124<br>4287<br>3727 | ✠<br>—<br>8,20<br>✠ | NYk | x | | 1919<br>4mo | Standard<br>S.B.Corp.<br>Shooter'sIsld | UnitedStates<br>ShippingBoard<br>CellDB322'985t | 377·0 52·2 26·8<br>P25'B106'F34'<br>FK<br>MT29'678t FPT88t | NewYork<br>Utd.States<br>7BHCem<br>APT50t | T.3Cy.24",40"&70"–48"<br>478NHP<br>3SB,9cf,GS182,HS6960 FD<br>StandardS.B.Corp. | 29 ″ 0 | R |
| 07820 | **Alegrete** SteelScSr<br>(exSalamanca)<br>Elec.light Sub.Sig. Wireless 2Dks | 5970<br>4589<br>3812 | | | | | 1906 | Harland&<br>Wolff,Ld.<br>Belfast | ……………<br>(FrenchGovernment) | 392·0 50·2 28·4<br>P36'B243'F50' | French<br>WB | T.3Cy.25½",42½"&71"–51"<br>360NHP<br>Harland&Wolff,Ld.Bel. | | V |
| 07821<br>NCJB | **Aleida Johanna II.** SteelSc<br>(Tug)<br>1Dk | 165<br>—<br>4 | — | | | | 1913 | Arnhem-<br>scheStoom-<br>sleephelling<br>My.Arnhem | Boomkens&Co. | 108·1 21·2 12·6 | Rottrdam<br>Dutch | T.3Cy.13½",22½"&36"–16"<br>52NHP<br>T.T.Prins,Arnhem | | |
| 07822<br>HBJD | **Alejandro** SteelScSr<br>(exCassel)<br>Well deck 1Dk | 489<br>—<br>378 | | | … | | 1891 | Southmptn<br>NavalWksLd<br>Southampton | Braun&<br>Blanchard | 160·0 24·0 11·0<br>Q77'B14'F19'<br>BK7" | PntaArnas<br>Chilian<br>WB | T.3Cy.13½",22"&34"–24"<br>NB03 70NHP<br>Sou.NavalWks.Ld.Sou. | 11 ″ 9 | |
| 07823 | — IronScK<br>ssQns.2ndNo.3–4,05<br>(exLuarcaNo.3,exWildRose) 1Dk | 116<br>—<br>48 | ✠<br>1,07 | | | | 1883<br>11mo | VulcanI.<br>W.Co.<br>Beverley | M.Campos | 100·9 18·0 8·6<br>Q21' len88<br>APT4t BK5" | Seville<br>Spanish<br>4BHCem | C.2Cy.11½"&22"–18"<br>1SB,2pf,GS21,HS431 21NHP<br>VulcanI.W.Co.Ld.Hull | 9 ″ 0 | |
| 07824<br>JHFS | **Alekto** WoodScSr<br>1Dk | 552<br>427<br>325 | | | | | 1901 | K.Skaal-<br>uren<br>Rosendal | SkibsAkties.<br>LoddingsRoderi I.<br>(T.Lodding, Mgr.) | 159·5 28·6 14·6<br>Q49'B41'F23' | Chrstiania<br>Norwegian | T.3Cy.12¼",20"&32"–26"<br>52NHP<br>StavangerStöb.&Dok.Stv. | | N |
| 07825<br>104772<br>NLJV | **Alembic** SteelAuxTwinSc3MstSr<br>ParaffinMotors(not classed)<br>ssNFL.2ndNo.3-4,19<br>1Dk(Stl)<br>(See Sailing Ship Register) | 255<br>[illegible]<br>205 | ✠100A1<br>2,21<br>Now named "Tamara," See letter T.<br>✠NDB4,06 DBS6,20<br>Carrying fish oil in bulk | NFL | g | | 1894<br>7mo | W.Dobson<br>&Co.<br>Newcastle<br>A&CP | BritishGuiana<br>Development<br>Corporation | 122·5 24·1 13·1<br>BK7" | British<br>7BHCem | Paraffin Motors fitted08<br>4S.C.SA 2Cy.11[illegible]"–14[illegible]"<br>75lb 43NHP<br>D.Goedkoop,Jr.Ams. | 13 ″ 9<br>s 2 ″ 0<br>12 ″ 5 | |
| 07826 | **Alentejo** SteelPadSp<br>(exTintern,exWestonia,exRhosColwyn,<br>exSussexBelle,exTantallonCastle) 1Dk | 333<br>300<br>119 | | | | | 1899 | J.Scott&<br>Co.<br>Kinghorn | Caminhos deFerro<br>doSul e Sueste | 210·1 25·1 8·4<br>Q18'B144' | Lisbon<br>Portuguese | C.2Cy.27"&58"–54"<br>206NHP<br>J.Scott&Co.Kinghorn | | |
| 07827<br>113573<br>RTQF | **Aleppo** SteelScSr<br>ssHul.No.3–3,14<br>ssHul.No.1–19<br>Spar dk(Stl)2trB&Web frames<br>Wireless Wood main dk in1 & 3 holds | 3908<br>3683<br>2581 | ✠100A1<br>Spar dk<br>withfreeboard<br>2,21<br>✠NB6,19 ✠LMC6,19 | Hul | u | CL<br>7,19 | 1900<br>8mo | R.Stephen-<br>son&Co.Ld.<br>Newcastle<br>A&CP W | Ellerman'sWilson<br>Line,Ld.<br>B = Cell DBa110' | 340·0 47·2 19·3<br>P31'B105'F36' 27·3<br>FK<br>uE&B44'f133'733t | Hull<br>British<br>6BHCem<br>APT41t | T.3Cy.25",40"&66"–45" (s)<br>165lb 310NHP<br>2SB,6cf,GS132,HS4868<br>SirC.Furness,Westgarth<br>&Co.Ld.Mdb. | 29 ″ 10<br>s 5 ″ 8½<br>24 ″ 5 | |
| 07828 | — SteelSc<br>Elec.light 2Dks | 1100 | | | | | 1920 | Vulkan-<br>Werke,A.G.<br>Hamburg | DeutscheLevante<br>Linie | 226·3<br>B27'F30' | Hamburg<br>German<br>WB | T.3Cy.15¾",26"&43 3/16"–27[illegible]"<br>97NHP<br>VulkanWerkeA.G.Ham. | | |
| 07829 | **Alert** SteelTwinScSr<br>Cable Vessel Wireless<br>Elec.light 1Dk(Stl)&Awning dk(Stl-ws)<br>CruiserStern 2nd dk(Stl) in after hold | 941<br>876<br>357 | ✠100A1<br>Awng dk<br>withfreeboard<br>5,20<br>Fitted for oil fuel 5,20 F.P above 150° F. | | … | | 1918<br>5mo<br>Lloyd | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld Newcastle<br>'sA&CP | H.M.Postmaster<br>General<br>CellDBa31'uE | 196·7 31·4 20·1<br>FK<br>20'f77'206t FPT20t | British<br>4BHCem<br>APT30t | T.6Cy.9⅜",16"&26"–21" (s)<br>180lb 106NHP<br>2SB,2cf,GS42,HS1730 FD<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 20 ″ 9<br>s 6 ″ 1<br>15 ″ 2 | |
| 07830<br>144273 | — SteelTwinSc<br>Elec.light 1Dk(Stl)&2nd dk(Stl)at fore<br>end&in after hold<br>CruiserStern | 793<br>660<br>296 | ✠100A1<br>12,19<br>✠LMC12,19 | Lth | | CL | 1919<br>12mo<br>Lloyd | Ramage&<br>Ferguson,Ld.<br>Leith<br>'sA&CP | Corporation of the<br>TrinityHouse<br>CellDB | 198·2 32·1 12·5<br>B85'<br>BK7½"<br>f79'140tDTa17'18t | London<br>British<br>6BHCem<br>FPT39t | T.3Cy.12",19¼"&31"–24" (s)<br>180lb 147NHP<br>2SB,6cf,GS102,HS2892<br>Ramage&Fergusn,Ld.Lth. | 15 ″ 6 | |
| 07831<br>105155<br>JHBQ | — SteelScSr<br>1Dk | 211<br>184<br>77 | | | … | | 1910 | J Fullerton<br>&Co.<br>Paisley | AnchorLine(Hen-<br>dersonBrs.)Ld. | 120·1 22·1 10·8<br>BK6¼" | Glasgow<br>British | T.3Cy.13½",22"&36"–24"<br>90RHP<br>Ross&Duncan,Glasgow | 11 ″ 6<br>s 2 ″ 4<br>10 ″ 0 | |
| 07832<br>101956<br>NWGT | — SteelScSr<br>Elec.light (Tug) 1Dk | 194<br>182<br>80 | | | … | | 1892 | J.T.El-<br>trngham&Co.<br>S.Shields | TwnsvilleHarbour<br>Board | 115·0 21·1 11·8<br>B7'<br>BK6½" | Twnsville<br>British | C.2Cy.19"&38"–24"<br>99RHP<br>G.T.Grey,S.Shields | 12 ″ 0 | |
| 07833<br>106924 | — SteelTwinScK<br>(Tug)<br>1Dk | 175<br>153<br>3 | | | … | | 1898 | J.G.Fay&<br>Co.Ld.<br>Southampton | NewhavenHar-<br>bour Co. | 116·0 20·1 9·8<br>BK6" | Nw.Haven<br>British | C.4Cy.11"&21"–21"<br>66RHP<br>J.G.Fay&Co.Ld.Sou. | 10 ″ 4 | |
| 07834<br>10534 | — WoodSc<br>(Tug) | 171<br>—<br>153 | | | | | 1874 | ……………<br>Wlmgtn,Del. | T.A.ScottCo.Inc. | 96·2 22·2 6·8 | NewYork<br>Utd.States | 1Cy.16"–24"<br>NB13 10NHP | | |
| 07835<br>220464<br>MBGL | — SteelSc<br>1Dk | 152<br>—<br>103 | | | | | 1920 | ……………<br>Bristol,R.I. | AmericanInter-<br>nationalCorp. | 136·6 17·2 10·0 | NewYork<br>Utd.States | | | |
| 07836<br>106703 | — IronScK<br>ssMil.2ndNo.3–1,21<br>1Dk<br>Now named "Punta Sabinal," See No. 38927 in Supplement | 150<br>138<br>63 | ✠100A1<br>Stm Trawler<br>1,21<br>✠LMC<br>✠NB7,20 MS7,20 | Mil | | 7,20 | 1896<br>6mo<br>Lloyd | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>'sA&CP | J.McR.Knight<br>(D.G.Jones, Mgr.) | 101·5 20·8 10·7<br>Q24'<br>ND20' BK7½" | Milford<br>British<br>3BHCem | T.3Cy.11½",18"&30"–22" (s)<br>160lb 45RHP<br>1SB,2pfGS31,HS850<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |

| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross. Under deck. Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built: When | By Whom / Where | Owners. | Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Freeboard amidships. Corresponding draught. ft. in. | Registers in which classed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07837<br>Lost by Collision 12,18<br>80871 | Alert WoodScSp<br>(exGeorgeJ.Stevens)<br>1Dk | 105<br>82<br>63 | | | | | 1880 | ..................<br>Maine,U.S. | W.N.McDonald | 98·3<br>H24t | 19·1 | 7·4 | Sydney,CB<br>British | C.2Cy.12"&18"–20"<br>NB12 11RHP | | |
| 07838<br>HBPF | Alerta SteelScSr<br>ssGrk.No.3-4,04<br>ssGrk.No.1-08<br>(exWolverine,exYacht,exSantaRita) | 151<br>—<br>53 | ✠<br>7,08<br>✠ | Grk | | | 1892<br>6mo | A&J Inglis<br>Glasgow | F.Vejarano | 128·0 | 18·5 | 11·1 | Vigo<br>Spanish<br>4BHCem | C.2Cy.16"&28"–22"<br>35NHP<br>1SB,2pf,GS82,HS640<br>A.&J.Inglis,Glasgow | | |
| 07839<br>OBNT | Alesia SteelScSr<br>3Dks4trB<br>(exLaBretagne) Elec.light Wireless | 6755<br>6015<br>3143 | | | | | 1886 | Cie.Gén.<br>Trans.<br>St.Nazaire | Cie.deNav.Sud Atlantique | 495·4<br>P59'B240'H23'<br>F90' | 51·8 | 3·45 | Bordeaux<br>French<br>WB Tp | T.Cy.44"(2)49⅓",53½"&(2)<br>74⅓–67" NB95 1149NHP<br>d95Cie.Gén.Trans.,St.Nze. | | V |
| 07840<br>139040<br>JLFS | — SteelTwinScSr<br>(exBangalore)<br>Wireless 1Dk&Spar dk3trB<br>Elec.light Webframes only in No.2hold | 5144<br>4819<br>3228 | (See footnote*) | ~~Ant~~ Bom ~~7,21~~ 12,21 | ... | SCL | 1896 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | Secretary of State for India in Council (Director, India Office Shipping, Mgr.) | 404·5<br>P34'B102'F52' 29·0<br>FK | 50·4 | 21·2 | London<br>British<br>WB | T.6Cy.19",31"&52"–40"<br>426NHP<br>FlensburgerSchiffsb.Ges. | | |
| 07841<br>174 | Alessandra WoodSc<br>(Tug) | 114<br>—<br>45 | | | | | 1914 | ..................<br>Hull | F.Visciola | 98·1 | 25·8 | 9·2 | Naples<br>Italian | T.3Cy.9¼",14⅓"&23¼"–16⅛" | | |
| 07842<br>40<br>NBSX | Alessandro A. SteelScSr<br>Wireless ssLiv.No.3-3,04<br>(exTirreno,exBarbadian) ssLiv.No.1-08<br>Elec.light 3Dks(2Stl)&Shelter dk | 4511<br>4491<br>2785 | ✠<br>Shelter dk<br>withfreeboard<br>6,13<br>✠ | Liv | x | | 1893<br>1mo | NavalCon.<br>&Arm.Co.Ld<br>Barrow | Cia.Italiana di Nav. e Commercio d'Oltremare "Cinco" CellD | 380·2<br>BK1"<br>B296'673tFPT121t | 44·2 | 26·7 | Rome<br>Italian<br>7BHCem<br>APT99t | T.3Cy.25½",42½"&72"–51"<br>NDB04 437NHP<br>2DB,12cf,GS231,HS6896<br>NavolC.&A.Co.Ld.Barrow | 37 ″ | V |
| 07843<br>126994 | Alex B. Uhrig SteelScSr<br>(exCenturion)<br>Elec.light Mchy.Aft 2Dks | 3402<br>—<br>2728 | | | | | 1893 | F.W.<br>Wheeler&Co.<br>W.BayCity | MentorTrans.Co. (W.C.Richardson &Co. Mgrs.) | 360·0 | 45·2 | 21·9 | Fairport,O<br>Utd.States<br>WB | T.3Cy.20",33"&54"–44"<br>263NHP<br>F.W.Wheeler&Co.WBayC | | L |
| 07844<br>96898 | Alex. Fraser SteelPad<br>2Dks | ~~321~~ 344<br>~~204~~ 169<br>~~174~~ 146 | | | | | 1891 | J.&R.Weir<br>Montreal | UpperOttawa ImprovementCo. Ld. | ~~140·0~~<br>128·6 | ~~41·0~~<br>23·2 | ~~7·5~~<br>7·6 | Ottawa<br>British | H.1Cy.26$\frac{5}{16}$"–72"<br>23RHP<br>J.&R.Weir,Montreal | | |
| 07845<br>137358 | Alex Hastie SteelScSr<br>1Dk | 206<br>203<br>91 | | | ... | | 1914 | JTEltring-<br>ham&Co.Ld.<br>Newcastle | R.Hastie&Sons | 117·0<br>BK7½" | 21·6 | 12·3 | N.Shields<br>British<br>WB | T.3Cy.13",21½"&35"–24"<br>82RHP<br>JTEltringham&CoLd.Nwc | 13 ″ 0 | |
| 07846 | Alex Kaloutas IronScSr<br>ssPir.No.2-20 ssPir.3rdNo.3-5,12<br>Well deck (exGracie) ~~ssMsl.No.1-18~~<br>Cargo battens not fitted 1Dk2trB | 1275<br>1044<br>669 | ✠100A1<br>12,2~~16,18~~<br>~~BS6,20~~ | Msl<br>Pir<br>~~LMC6,18~~<br>12,21 | p | ~~5,20~~<br>N12,21 | 1879<br>9mo | E.Withy&<br>Co.<br>Hartlepool<br>A&CP | A.Caloutas&Fils | 261·0<br>Q142'B12'F31'<br>ptND97 BK9"<br>WB=DBa83'f87' | 32·1 | 17·0 | Piræus<br>Greek<br>4BHCem<br>DTa18'111t | C.2Cy.32"&68"–42" (i)<br>80lb 100lb NDB11 213NHP<br>2SB,8pf,GS93,HS3121<br>Blair&Co.Ld.Stockton | 17 ″ 10<br>s 2 ″ 1½<br>16 ″ 11 | |
| 07847 | Alexa IronScSr<br>ssShl.No.2-81<br>(exAlpha) 2Dks | 607<br>572<br>347 | ✠<br>4,81 | Shl | | | 1872<br>3mo | AM'Millan<br>&Sons<br>Dumbarton | J.W Paulin&Co. | 179·2<br>H26t<br>WB=MT20'120t | 24·7 | 17·2 | Wiborg<br>Finnish<br>4BHCem | C.2Cy.22"&38"–27"<br>NB98 63NHP<br>M.Paul&Co.Dumbarton | | N |
| 07848<br>93988<br>SVFN | Alexander SteelTwinScSr<br>Well deck Elec.light 1Dk | 377<br>236<br>185 | | | ... | | 1903 | Mackie&<br>Thomson<br>Glasgow | AnchorShipping & FoundryCo.Ld. | 138·5<br>Q81'BonRQD47'<br>F26' FK | 24·0 | 9·7 | Nelson,NZ<br>British<br>WB | C.4Cy.12"&28"–18"<br>72RHP<br>Ross&Duncan,Glasgow | 10 ″ 6 | |
| 07849<br>KFQM | — SteelSc3MstSr<br>(exSkane)<br>Now named "TyneAbbey," See No. 39649 in Supplement<br>Mchy.Aft 1Dk | 333<br>282<br>165 | | | | | 1897 | J.Thor-<br>mählen&Co<br>Elmshorn | ~~T.H.Nelson~~ ~~A.M.~~<br>~~Luther,A/~~S.<br>T.H.Nelson | 128·4<br>H36'F19' | 24·8 | 11·2 | S.Shields<br>British<br>WB | C.2Cy.11"&22"–13"<br>Ottensener 15NHP<br>Maschinenfb.Altona | | V |
| 07850<br>4314<br>JNVB | — SteelScK<br>(Trawler)<br>(exGreta,exGeorgeGrimmer) 1Dk | 208<br>187<br>49 | | | ... | | 1902 | J.Duthie,<br>Sons&Co.<br>Aberdeen | Trawlaktieb.Sill (A.Qvirist,Mgr.) | 116·0<br>BK7½" | 21·7 | 11·8 | Marstrand<br>Swedish<br>WB | T.3Cy.12",19½"&32"–22"<br>67NHP<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 07851 | — IronPad<br>1Dk | 196<br>—<br>121 | | | | | 1891 | Strog-<br>henko<br>Rostoff | Soc.Métallurgique deTaganrog | 147·7 | 21·7 | 8·5 | Russian | | | |
| 07852 | Alexander Hills SteelScK<br>Now named "Moy," See No. 38470 in Supplement<br>Mchy.Aft 1Dk | 324<br>288<br>133 | ✠100A1<br>StmTrawler<br>9,17 | Hul<br>✠LMC9,17 | | CL | 1917<br>9mo<br>Lloyd's A&CP | Cochrane&<br>Sons,Ld.<br>Selby | TheAdmiralty | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | British<br>4BHCem | T.3Cy.13",23"&37"–26" (s)<br>200lb 87NHP<br>1SB,3pf,GS48,HS1440<br>CampbellGasE.Co.Ld Hfx. | 13 ″ 6 | |
| 07853<br>MNSO | Alexander Kielland SteelScSr<br>ssBry.No.3-6,20<br>(exSamui) 1Dk(Stl)&deepframing<br>Elec.light &Awng dk(Stl)<br>Wireless<br>Now named "Lisgar County," See No. 38193 in Supplement | 2888<br>2680<br>1804 | ✠100A1<br>Awng dk<br>withfreeboard<br>3,21<br>MS6,20 | Bkn<br>✠LMC<br>BS6,20 | t | CL<br>1,20 | 1907<br>12mo<br>Lloyd's A&CP | Akt.Bur-<br>meistr&Wain<br>Copenhagen | A/S D/S Knut Hamsun (O.Örvig Mgr.)<br>WB=Cell DBa96' u | 310·0<br>RFD33'<br>E18'f138'535tFPT | 44·2 | 17·5<br>25·2<br>FK | Bergen<br>Norwegian<br>5BHCem<br>30tAPT15t | T3Cy.21$\frac{11}{16}$",34½"&60"–39"<br>180lb (r) 252NHP<br>2SB,6cf,GS100,HS4000<br>AktBurmeistr&Wain,Cpn | 27 ″ 8<br>s 7 ″ 3<br>20 ″ 9 | |
| 07854<br>107372 | Alexander McDougall SteelScSr<br>1Dk2trB<br>(Whaleback) Mchy.Aft Elec.light | 3686<br>3385<br>2663 | | | | | 1898 | American<br>StlBargeCo.<br>WstSuperior | PittsburghS.S.Co. | 413·0 | 50·0 | 22·0 | Duluth<br>Utd.States<br>WB | Q.4Cy.19",28½",43"&66"–40"<br>276NHP<br>ClevelandS.B.Co.Clevelnd | | |
| 07855<br>143825 | Alexander Palmer SteelScK<br>Now named "Ness," See No. 38692 in Supplement<br>(Fishing)<br>1Dk | 275<br>246<br>107 | | | | | 1917 | Smith's<br>DockCo.Ld<br>Middlesbro' | TheAdmiralty | 125·5 | 23·4 | 12·8 | London<br>British | T.3Cy.12½",21"&35"–26"<br>61RHP<br>Hwthrn.Leslie&CoLdNwc | | C |
| 07856 | Alexander Rabe SteelSc<br>(Trawler)<br>Elec.light 1Dk | 233<br>212<br>88 | | | | | 1916 | G.Seebeck<br>A.-G.<br>Geestemünde | Grundmann& Gröschel | 129·0<br>Q74'F20' | 23·0 | 10·0 | Gstemnde<br>German<br>WB | T.3Cy.12⅗",20½"&33"–23⅝"<br>53NHP<br>G.SeebeckA.-G.Brmrhavn | | |
| * 07857<br>144536 | Alexander Scott SteelScK<br>ssMil.No.1-20<br>1Dk | 275<br>246<br>107 | 100A1<br>StmTrawler<br>7,20 | Mil<br>LMC7,20 | | CL<br>7,20 | 1917<br>9mo<br>Lloyd's A&CP | Smith's<br>DockCo.Ld<br>Middlesbro' | T.Jenkerson& D.G.Jones (T. Jenkerson, Mgr.) | 125·5<br>Q72'F21'<br>BK7½" | 23·4 | 12·8 | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 61RHP<br>1SB,3pf,GS50,HS1619<br>Smith'sDockCo.Ld.Mdb. | | |
| 07858<br>NCJW | Alexanderpolder SteelScSr<br>Mchy.Aft 1Dk | 674<br>520<br>376 | | | | | 1918 | Wortelboer<br>&Co.<br>Westerbroek | N.V.Algemeene Nederlandsche Scheepv.Maats. | 180·2<br>P25'Q89"B11" | 28·6 | 12·3 | Rottrdam<br>Dutch<br>WB | T.3Cy.14⅖",23⅗"&38⅗"–26⅘"<br>77NHP<br>NV.Mchfab.H.J.Koopman<br>Dordrecht | | N |
| 07859<br>119220<br>HDSQ | Alexandra SteelScSr<br>ssNwc.No.3-9,18<br>Elec.light 1Dk(Stl)2trB&Webframes<br>Wireless 3Dkrule | 3865<br>3574<br>2484 | ✠100A1<br>~~10,21~~10,20 2,22<br>~~BS11,20~~<br>BS2,22 | Bry<br>~~Shl~~ Cf<br>✠LMC9,18 | v | CL<br>~~10,19~~<br>~~10,21~~<br>2,22 | 1905<br>11mo<br>Lloyd's A&CP | Short Bros.<br>Ld.<br>Sunderland | S.Instone&Co.Ld.<br>CellDBa122' uE2 | 346·5<br>P27'B74'F30'<br>FK<br>4'f138'937tFPT89t | 49·6 | 25·5 | Sundrland<br>British<br>6BHCem<br>APT97t | T.3Cy.25",41"&67"–45" (s)<br>180lb 100lb 339NHP<br>2SB,8pf,GS156,HS5390<br>G.Clark,Ld.Sunderland | 26 ″ 4<br>s 4 ″ 8½<br>22 ″ 1 | |

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*This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register.

~~*This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register.~~

~~*This vessel, the class of which has lapsed, has now been surveyed by the~~ Surveyors to ~~Lloyd's Register and a certificate for six months issued.~~

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>*pds. ps.* | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07860<br>NHGV | Alexandra **SteelScSr**<br>Wireless *2Dks* | 2587<br>1904<br>1612 | | | | | 1895 | Lobnitz &Co.<br>Renfrew | DetForenede DampskibsSelsk. | 296·8<br>P29′Q86′H120′ F31′ | 40·1 | 19·8 | Copnhagn.<br>Danish | T.3Cy.19½″,32″&51″–39″<br>162NHP<br>Lobnitz&Co.,Renfrew | | V |
| 07861<br>HRJK | — **IronScSr**<br>*ss*Cff.3rdNo.3–6,18<br>(*ex*Bassorah,*ex*Huntingdon,*ex*Norbertos,*ex*Huntingdon) *2Dks(1Irn)3trB* | 2294<br>2117<br>1460 | ✠100A1<br>9,20<br>✠NB14*fitted*6,18<br>✠LMC6,18 | Cff | *t* | 5,19 | 1881<br>3mo<br>*Lloyd* | A.Leslie& Co.<br>Newcastle<br>'*sA&CP* | CarrasBrothers | 300·0<br>B68′F40′<br>ptND01&05 BK10″<br>*DBa88′uE&B3* | 36·3 | 24·7 | Piræus<br>Greek<br>5*BHCem*<br>6′*f*68′358*t* | C.2Cy.36″&68″–42″ (*s*)<br>80lb *100lb* NDB16 215NHP<br>2SB,*6cf*,GS111,HS3200<br>R.&W.Hawthorn,Nwc. | 26 " 1 | |
| 07862<br>86 | — **SteelScSr**<br>*ss*Shl.No.3–7,01<br>(*ex*Antigoni,*ex*City of Belfast,*ex*Socrates,*ex*City of Belfast) *ss*Shl.No.2–08<br>*Well deck* *1Dk(Irn)&Web frames* | 2068<br>1681<br>1099 | ✠<br>2,14<br>✠ | Msl | *s* | | 1889<br>5mo | ShortBros.<br>Sunderland | SpolianskySuccessors(Arvanitidi&Faerman, *Mgrs.*) | 292·0<br>P32′Q72′B118′F34′<br>BK10″<br>*WB*=*CellDB*206 | 39·1 | 19·2 | Mariupol<br>Russian<br>6*BHCem*<br>383*tAPT*53*t* | T.3Cy.21″,35″&58″–36″<br>NDB06 202NHP<br>1DB,*6rf*,GS85<br>T.Richardson&Sons,Hpl. | 21 " 8 | |
| 07863 | — **SteelScSr**<br>*Elec.light* *1Dk* | 720<br>630<br>438 | | | | | 1905 | Howaldtswerke<br>Kiel | Sartori&Berger | 194·5<br>B45′F23′ | 30·3 | 13·9 | Kiel<br>German<br>*WB* | T.3Cy.14⅝″,22⅝″&36⅝″–21½″<br>62NHP<br>Howaldtswerke,Kiel | | |
| 07864<br>117518<br>VSJP | — **SteelTwinScSr**<br>*Elec.light* Sub.Sig. *1Dk2trB* | 618<br>519<br>223 | | | | | 1904 | Vickers,Ss. &Maxim,Ld.<br>Barrow | Commissioners of IrishLights | 201·4<br>B63′F36′ | 30·3 | 14·1 | Dublin<br>British<br>*WB* | T.6Cy.15″,23½″&38″–24″<br>141NHP<br>VickersSs.&MaximLdBrw | | |
| 07865 | — **SteelScSr**<br>*Elec.light* *1Dk* | 592<br>443<br>354 | | | | | 1903 | Stettiner Oderwerke<br>Stettin | Rud.Christ.Gribel | 176·9<br>Q53′B43′F22′ | 28·1 | 11·2 | Stettin<br>German<br>*WB* | T.3Cy.14″,22″&36″–26″<br>66NHP<br>StettinerOderwerke,Stn | | |
| 07866<br>NFPK | — **SteelPad**<br>(*Ferry*)<br>*Elec.light* *1Dk* | 490<br>471<br>269 | | | | | 1892 | Burmeister &Wain<br>Copenhagen | DeDanskeStatsbaner | 212·0<br>len03 | 26·2 | 11·7 | Masnedsö<br>Danish | C.2Cy.32″&60″–45″<br>201NHP<br>Burmeister&Wain,Cpn. | | |
| 07867<br>116340 | — **SteelPad**<br>*2Dks* | ~~417~~ 412<br>~~201~~ 209<br>~~280~~ 198 | | | | | 1903 | Up.Ottawa Imp.Co.Ld.<br>Temiscamingue,Que. | UpperOttawa ImprovementCo. Ld. | ~~148·0~~<br>136·0 | ~~45·4~~<br>26 4 | ~~8·1~~<br>8·0 | Ottawa<br>British | C.2Cy.24″&48″–60″<br>96RHP<br>BertramE.W.Co.Ld.Trnto | | |
| 07868<br>120147 | — **SteelSc**<br>(*Tug*)<br>*Elec.light* *1Dk* | 332<br>251<br>122 | | | | | 1905 | Farnham, Boyd&Co.Ld<br>Shanghai | ShanghaiTug& LighterCo.Ld. | 143·2 | 26·0 | 11·1 | Shanghai<br>British | C.2Cy.18″&38″–27″<br>59RHP<br>Farnham,Boyd&CoLd.Shi | | |
| 07869<br>1127 | — **SteelScSr**<br>*ss*Got.No.1–90<br>*Elec.light* (*ex*Eos) *1Dk* | 288<br>229<br>154 | ✠<br>5,90<br>✠ | Got | *d* | | 1886<br>3mo | P.Larsson<br>Thorskog | W.Antofieff | 119·0<br>Q40′F17′ BK8½″<br>*WB*=*FPT*6*tAPT*5*t* | 22·5 | 11·6 | Archangel<br>Russian<br>4*BHCem* | C.2Cy.13⅜″&24⅜″–17½″<br>1SB*4pf*,GS26,HS600 27NHP<br>P.Larsson,Thorskog | 11 " 8 | |
| 07870<br>726 | — **SteelPad**<br>(*Tug&SalvageVessel*)<br>*1Dk* | 288<br>—<br>152 | | | | | 1893 | Mayer<br>Linz | J.Kuman,Wolochin&Co | 175·4 | 20·7 | 7·9 | Nicolaieff<br>Russian | C.2Cy.24″&36″–29″<br>58NHP | | |
| 07871<br>81004<br>JLTG | — **IronPadSp** | 235<br>204<br>99 | | | | | 1879 | Scott&Co.<br>Greenock | Cosens&Co.Ld. | 171·0 | 20·2 | 8·5 | Wymouth<br>British | C.D.2Cy.25″&50″–54″<br>NB92 153NHP<br>Scott&Co.,Greenock | | |
| 07872<br>137538<br>JPBM | — **SteelScSr**<br>*Elec.light* Wireless *1Dk* | 215<br>198<br>78 | ✠100A1<br>*For towing purposes*<br>2,21<br>✠LMC2,21 | Liv | | 12,19 | 1917<br>3mo<br>*Lloyd* | J.Cran& Co.<br>Leith<br>'*sA&CP* | AlexandraTowing Co.Ld. | 100·1<br>B34′<br>BK7½″ | 23·7 | 12·6 | Liverpool<br>British<br>4*BHCem*<br>*APT*3*t* | C.2Cy.21″&44″–27″ (*s*)<br>130lb 83RHP<br>1SB,*3cf*,GS66,HS1850<br>J.Cran&Co.Leith | 13 " 6<br>s1 " 7<br>12 " 8 | BT till 2,22 |
| 07873<br>113442 | — **SteelScK**<br>*Mchy.Aft* *1Dk* | 211<br>163<br>83 | | | | | 1901 | W.J.Yarwood<br>Northwich | NorthwichCarryingCo.Ld. | 100·5<br>Q36′B5′F17′ | 21·6 | 9·7 | Liverpool<br>British<br>*WB* | C.2Cy.13″&27″–18″<br>30RHP<br>W.J.Yarwood,Northwich | | |
| 07874<br>112153 | — **WoodSc**<br>*2Dks&Awng dk* | 201<br>114<br>136 | | | | | 1902 | C.D. Ruddock<br>Chatham,NB | MiramichiStmNav Co. | 97·0 | 24·6 | 9·0 | Chthm,NB<br>British | C.2Cy.16″&30″–18″<br>38RHP<br>PMRuddock,Chatham NB | | |
| 07875<br>112465<br>VSJB | — **SteelScK**<br>(*Trawler*)<br>*1Dk* | 182<br>170<br>69 | | | … | | 1904 | Smith's DockCo.Ld.<br>NorthShields | G.R.PurdyTrawlersLd.(G.R.Purdy *Mgr.*) | 110·5<br>BK7½″ | 21·0 | 11·6 | N.Shields<br>British | T.3Cy.12″,19″&32″–22½″<br>61RHP<br>MacColl&Pollock,Ld.Sld. | 12 " 6 | |
| 07876 | — **SteelSc**<br>*Elec.light* *1Dk* | 140<br>124<br>55 | | | | | 1908 | Schiffsw(v. J&Sch.)A.G.<br>Hamburg | Ver.Flensburg-Ekensunder&Sonderburg.Dampfs.G | 110·3<br>B35′ | 23·5 | 8·5 | Flensburg<br>German | C.2Cy.$14\frac{9}{16}$″&$28\frac{15}{16}$″–$20\frac{7}{16}$″<br>31NHP<br>Schwft(vJ&Sch)AGHam. | | |
| 07877<br>72364<br>SPBJ | — **IronScK** | 129<br>121<br>53 | | | … | | 1876 | Day,Summers&Co.<br>Northam | S.Palmer | 110·0 | 19·1 | 8·9 | Plymouth<br>British | C.2Cy.12½″&21″–12″<br>NB91 NE08 30RHP<br>F.Palmer,Cork | | |
| 07878<br>95125 | — **SteelPadSp** | 127<br>89<br>80 | | | | | 1888 | W.Allsup& Sons<br>Preston | PlymouthPromenadePier&PavilionCo.Ld. | 125·7<br>Q37*t* | 17·3 | 5·5 | Plymouth<br>British | C.O.2Cy.20″&38″–36″<br>NB02 61RHP<br>W.Allsup&Sons,Preston | | |
| 07879 | Alexandra D. **IronSc**<br>(*ex*Ginette,*ex*Œillet,*ex*Carmen,*ex*Duchess of York) | 158<br>145<br>61 | | | … | | 1893 | Cook,Welt'n&Gemmell<br>Hull | D.Demetriades& Co. | 101·1<br>Q22′<br>BK7½″ | 20·8 | 11·0 | Piræus<br>Greek | C.2Cy.16″&33″–22″<br>47NHP<br>Bailey&Leitham,Hull | 11 " 10 | V |
| 07880 | Alexandre **SteelSc**<br>*Elec.light* Wireless *1Dk* | 1945<br>1683<br>1115 | | | | | 1920 | DeGroot &vanVliet<br>Slikkerveer | Solvay&Cie. | 267·0<br>P29′B68′F23′ | 42·0 | 14·9 | Antwerp<br>Belgian<br>*WB* | T.3Cy.17″,29″&46″–36″<br>127NHP<br>v.d.Schuyt,Papendrecht | | V |
| 07881<br>148 | — **SteelScSr**<br>*1Dk* | 214<br>—<br>127 | | | | | 1875 | ……………<br>Malmö | W.W.Fofanoff | 113·9 | 18·0 | 7·7 | Petrograd<br>Russian | C.2Cy.11½″&23½″– | | |
| 07882 | Alexandre Sibiriakoff **SteelSc**<br>*ss*Liv.No.2–20<br>(*ex*Bellaventure) *1Dk(Stl)&deep framing*<br>*Elec.light* *Well deck* | *1132*<br>*997*<br>*467* | ✠~~100A1~~<br>2,22 ~~1,20~~<br>~~BS1,20~~ ✠~~LMC10,18~~ | Liv | *p* | 1,20 | 1909<br>1mo<br>*Lloyd* | D&WHendersn&Co.Ld.<br>Glasgow<br>'*sA&CP* | RussianGovernment | 241·0<br>P&B148′F28′<br>FK<br>*CellDBa*60′*uE*19′*f*94′252*tFPT* | 35·8 | 16·9 | Russian<br>5*BHCem*<br>33*tAPT*46*t* | T.3Cy.22½″,37″&61″–42″ (*s*)<br>180lb 347NHP<br>2SB(FD)&1AuxSB,*8cf*,<br>GS150,HS5435<br>D&WHendersn&CoLdGls | 19 " 2<br>s1 " 7½<br>17 " 10 | |
| 07883 | | | | | | | | | | | | | | | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Nett. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07884 | **Alexandria** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless Sub.Sig. 2*Dks*<br>*Carrying Petroleum in bulk* | 1566<br>1388<br>927 | | | | | 1920 | Bremer<br>Vulkan<br>Vegesack | Hamburg-Amerik.<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | 237·0<br>B38'F31' | 35·9 | 19·3 | Hamburg<br>German<br>*WB* | T.3Cy16$\frac{5}{16}$″,26$\frac{3}{4}$″&44″–28$\frac{5}{16}$″<br>103NHP<br>BremenVulkan,Vegesack | | |
| 07885 | — IronSc3MstSr<br>*ss*Cpl.2ndNo.3–8,02<br>(*ex*Ayrshire) *ss*Cpl.No.2–11<br>2*Dks*(1*Irn*)3*trB* | *1354*<br>*1331*<br>*871* | ✠<br>8,13<br>✠NB6,89 | Cpl | *p* | | 1877<br>5mo | W.Hamilton&Co<br>Pt.Glasgow | Harokopus,Verdunschi&Co. | 260·3<br>B72'<br>ptNDB9 BK9″<br>*WB* | 32·3 | 22·5 | Piræus<br>Greek<br>5*BHCem*<br>=*DBa*40' | C.2Cy.39″&55″–36″<br>NDB90*fitted*08 126NHP<br>1SB,3*pf*,GS55,HS1857<br>WalkerHenderson&Co.Gls | 23 ″ 10 | |
| 07886<br>115212<br>SQNR | **Alexandrian** SteelScSr<br>*ss*Bkn.No.3–2,18<br>Wireless 2*Dks*(*Stl*)&*Shelter dk*<br>Sub.Sig. (*Stl–ptws*)&*deep framing* | 4506<br>4215<br>2842 | ✠100A1<br>*Shelter dk*<br>4,21 ~~3,20~~<br>~~BS3,20~~ ✠LMC2,18 | Liv<br>BS7,21 | *z* | CL<br>3,20 | 1901<br>9mo<br>*Lloyd's* A&CP | Wigham-Richrdsn&Co<br>LdNewcastle<br>*WB*= | F.Leyland&Co.<br>Ld.<br>*Cell DBa* 122' *uE&* | 411·0<br>FK&BK2$\frac{1}{2}$″<br>*B*62'*f*172'935*tFPT* | 46·7 | 27·1 | Liverpool<br>British<br>7*BHCem*<br>100*tAPT*45*t* | T.3Cy.25″,41$\frac{1}{2}$″&71″–48″ (*r*)<br>200lb ~~100lb~~ *90lb* 420NHP<br>2DB,8*cf*,GS136,HS6752<br>WghmRchrdsn&CLdNwc | 30 ″ 6<br>s 4 ″ 6$\frac{1}{2}$<br>26 ″ 6 | |
| 07887<br><br>OBPA | **Alexandrine** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 253<br>—<br>85 | | | | | 1905 | Bonn&<br>Mées<br>Rotterdam | Gournay-<br>Delpierre&Co. | 135·5 | 21·7 | 12·5 | Boulogne<br>French<br>*WB* | T.3Cy.13″,21$\frac{1}{2}$″&35″–24″<br>60NHP<br>Alblasserdam.Msch.Fab. | | V |
| 07888 | **Alexandros** IronScSr<br>(*ex*Yacht,<br>*ex*Limni,*ex*Monarina,*ex*Isa) 1*Dk* | *175*<br>—<br>*119* | | | ... | | 1877 | Black&<br>Noble<br>Montrose | PandeliBros. | 143·0 | 18·9 | 10·6 | Piræus<br>Greek | T.3Cy.10″,16″&28″–24″<br>NB97 38NHP<br>Douglas&GrantKirkcaldy | | |
| 07889 | **Alexandros Z.** SteelSc<br>(*ex*Sophie) (*SalvageTug*)<br>*Elec.light* 1*Dk* | 158<br>131<br>— | | | | | 1920 | N.V.Shps.<br>"Baanhœk"<br>Sliedrecht | C.E.Zalocostas | 90·0 | 20·0 | 10·0 | Piræus<br>Greek<br>*WB* | T.3Cy.12″,19″&31$\frac{1}{2}$″–19″<br>G.&A.Van<br>der SchuijtPapendecht | | V |
| 07890 | **Alexandrovsk** SteelSc<br>(*Tug*)<br>(*ex*Britannia) 1*Dk* | *338*<br>*280*<br>*45* | | | | | 1899 | Maryland<br>SteelCo.<br>SparrowsPt.<br>Md. | | 126·5 | 25·0 | 12·5 | Russian<br>*WB* | T.3Cy.14$\frac{1}{2}$″,23$\frac{1}{2}$″&39″–28″<br>80NHP<br>MarylandSteelCo.Bal. | | |
| 07891<br>217506<br>LPQW | **Alexis I. du Pont** WoodSc<br>*Motor*<br>1*Dk* | 151<br>—<br>41 | | | | | 1919 | ..................<br>Ellsworth,<br>Me. | SouthernMenhadenCorp. | 101·6 | 20·8 | 9·6 | Apalachicola,Fla.<br>Utd.States | Motor | | |
| 07892<br>205106 | **Alexis W. Thompson** SteelScSr<br>Sub.Sig.<br>*Elec.light* *Mchy.Aft* 1*Dk* | 6436<br>—<br>4670 | *Now named* "W.H.Becker," *See letter* W | | | | 1908 | WestBay<br>CityS.B.Co.<br>BayCity | ValleyS.S.Co.<br>(W.H.Becker,<br>*Mgr.*) | 504·0 | 55·0 | 26·7 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.23$\frac{1}{2}$″,38″&63″–42″<br>257NHP<br>DetroitS.B.Co.Detroit | | |
| 07893<br><br>JPMR | **Alf** SteelScSr<br>*ss*Shl.No.3–5,11<br>*ss*Bgn.No.2–20<br>Wireless 1*Dk*(*ptStl*&*ptIrn*)2*trB*<br>&*Webframes*&*ptAwng dk*(*Irn*) | ~~3065~~<br>~~2357~~<br>~~1970~~<br>3064<br>2351<br>1953 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>1,20 | Bgn<br>✠LMC1,20 | *u* | N9,19 | 1898<br>11mo | Ropner&<br>Son<br>Stockton<br>A&CP | A/SD/S Alf<br>(A/SJ.R Olsen)<br>*WB*=*CellDBa* | 322·0<br>P25'Q106'<br>*pt Awng dk*191' FK<br>110'*uE*24'*f*120'576*t* | 41·5 | 20·6 | Bergen<br>Norwegian<br>5*BHCem*<br>*APT*30*t* | T.3Cy.22$\frac{3}{4}$″,37$\frac{1}{4}$″&61″-42″(*s*)<br>160lb *100lb* NDB11 246NHP<br>2SB,6*rf*,GS100,HS3760<br>Blair&Co.Ld.Stockton | 24 ″ 0<br>s 8 ″ 6$\frac{1}{2}$<br>22 ″ 7 | |
| 07894<br>Foundered 11,21<br>JVPW | — IronScSr<br>(*ex*Pickwick)<br>*Well deck* 1*Dk*2*trB* | 1108<br>880<br>669 | | | ... | | 1871 | WPile&Co<br>Sunderland | NöstedsRederi<br>Akties.(Pehrson&<br>Wessel,*Mgrs.*) | 229·5<br>P214*t*H6*t*F27*t*<br>BK8″ | 31·1 | 17·5 | Drammen<br>Norwegian<br>*WB* | C.2Cy.27″&50″–30″<br>NB80 114NHP<br>N.E.MarineCo.(Lim.),Sld. | 18 ″ 6 | N |
| 07895 | **Alfa** SteelScSr<br>(*ex*Polperro,*ex* *ss*Bkn.No.3–8.10<br>Alfa,*ex*SaintQuentin) *ss*Mlt.No.2–20<br>1*Dk*(*Stl*)2*trB*&*deep framing*<br>Wireless 3*Dk rule*&*Shelter dk*(*Stl*) | *3365*<br>*3231*<br>*2170* | ✠100A1<br>*Shelter dk*<br>3,21 ~~11,20~~<br>✠NB3,05 | Bry<br>✠LMC5,20<br>*refitted*5,20<br>BS3,21 | *w* | 11,20 | 1898<br>10mo | C.S.Swan&<br>Hunter,Ld.<br>Newcastle<br>A&CP | | 335·0<br>*CellDBa*104'*uE&B*40' FK<br>*f*140'785*tMT*24' 485*t FPT*112*t* | 48·0 | 24·5 | Trieste<br>Italian<br>6*BHCem*<br>*APT*44*t* | T.3Cy.23$\frac{1}{2}$″,38$\frac{1}{2}$″&66″–45″<br>180lb ~~90lb~~ (*s*) 340NHP<br>2SB,8*cf*,GS150,HS5588<br>WllsndSlpwyCo.Ld.Nwc. | 26 ″ 10<br>s 3 ″ 6<br>23 ″ 8 | |
| 07896<br><br>NTWO | — SteelAuxSc4MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 374<br>303<br>263 | | | | | 1916 | H.C.Christensen<br>Marstal | H.C.Christensens<br>RederiA/S(H.J.<br>Ohlsen,*Mgr.*) | 139·6<br>P34'B13'F12' | 29·0 | 9·9 | Marstal<br>Danish<br>*WB* | Oil Engines 2S.C.SA<br>2Cy.16$\frac{1}{2}$″–18$\frac{1}{2}$″ 46NHP<br>J.&CGBolindersCoLdSkm | | V |
| 07897<br>905 | — SteelSc<br>(*ex*VettorPisani.<br>*ex*StadtOldenburg) 1*Dk* | 264<br>241<br>163 | | | | | 1904 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | ImpreseIdrauliche<br>delTirso | 127·8<br>Q21'B5'F15' | 23·1 | 11·9 | Genoa<br>Italian<br>*WB* | C.2Cy.10$\frac{4}{5}$″&20″–15$\frac{3}{4}$″<br>13NHP<br>G.SeebeckA.G.Bremerhvn | | I |
| 07898<br>2574<br>HOVP | — CompScSr<br>(*ex*Tor)<br>1*Dk* | 160<br>133<br>106 | | | | | 18$\frac{57}{94}$ | P.Larsson<br>Amål | A.Hj.Österberg | 96·2<br>Q30' H6*t* F17' | 22·5 | 10·1 | Nrrköping<br>Swedish | C.2Cy.7$\frac{1}{4}$″&17″–12″<br>8NHP<br>BergsundsActieb.Skm. | | |
| 07899<br><br>NLFG | — SteelScSr<br>(*ex*Guldborgland)<br>*Mchy.Aft* 1*Dk* | 122<br>99<br>63 | | | | | 1900 | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen | A/S DanskBjærgningscompagni(C.<br>A.Söegaard,*Mgr.*) | 96·9<br>B20'F12'<br>len11 | 17·9 | 6·5 | Aalborg<br>Danish | C.2Cy.10$\frac{1}{2}$″&21″–14″<br>14NHP<br>KjbnhavnsFlydk.&Skbsv. | | |
| 07900 | **Alfenas** SteelScSr<br>(*ex*San Nicolas)<br>*Elec.light* Wireless 2*Dks*3*trB* | 4739<br>3845<br>3041 | | | | | 1897 | Blohm&<br>Voss<br>Hamburg | Requisitioned by<br>theBrazilianGovt.<br>(Operated by the<br>FrenchGovt.) | 375·8<br>P&B226'F54' | 46·3 | 27·5 | R.Janeiro<br>Brazilian<br>*WB* | Q.4Cy.21$\frac{1}{3}$″,31$\frac{1}{3}$″,46″&66$\frac{1}{2}$″-<br>50$\frac{3}{4}$″ 314NHP<br>Blohm&Voss,Hamburg | | V |
| 07901<br>1263<br>KBCG | **Alfhild** CompScSr<br>(*ex*Askenæs,<br>*ex*Balder) 1*Dk*2*trB* | 320<br>289<br>230 | | | | | 1872 | JohBang<br>Lödöse | Mek.Verks"Ideal"<br>(K.Larsson,*Mgr.*) | 126·0<br>B38*t* | 23·2 | 14·1 | Stockholm<br>Swedish | C.2Cy.11$\frac{1}{3}$″&25$\frac{3}{4}$″–17$\frac{1}{2}$″<br>B*made*91*fitted*05 23NHP<br>GöteborgsMV.Aktieb.Got. | | N |
| 07902<br><br>HBPR | **Alfonso** IronScK<br>(*ex*LeaNo.3,*ex*Tage,*ex*Diana) 1*Dk*(*Irn*) | 128<br>101<br>89 | 9,82<br>*For River & Sound purposes only* | Nwc | Lv | | 1882<br>5mo | CA Bushell<br>Newcastle | A.Hernandez<br>Menendez | 88·7<br>len84 | 19·4 | 8·4 | Bilbao<br>Spanish<br>2*BH* | C.2Cy.10″&18″–16″<br>11NHP<br>Paulin&Sons,Newcastle | | |
| 07903 | **Alfonso Fierro** SteelSc<br>(*ex*Maliaño,<br>*ex*Godolphin) 1*Dk*&*Web frames*<br>*Well deck* | 1531<br>1214<br>894 | | | ... | | 1889 | Grangemouth<br>DockyardCo.<br>Alloa | Cia.Naviera<br>Fierros,S.A. | 250·0<br>P23'Q66'B64'F31'<br>BK9″ | 35·2 | 16·8 | Bilbao<br>Spanish<br>*WB* | T.3Cy.18″,30″&48″–36″<br>NDB07 141NHP<br>Hutson&Corbett,Glasgow | 19 ″ 0 | V |
| 07904 | **Alfonso Perez** SteelScSr<br>(*ex*WarChief) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 5743<br>5140<br>4180 | ✠100A1<br>11,20 | Rot<br>✠LMC2,19 | *z* | CL<br>11,20 | 1919<br>2mo<br>*Lloyd's* A&CP | J.Coughlan&Sons<br>Vancouver | A.F.Perez<br>1*Intermediate BH in forehold dispensed with* | 410·5<br>P59'B115'F47'<br>FK<br>*CellDB*368'1274*t FPT* 131*t* | 54·1 | 27·5 | Santander<br>Spanish<br>*ptCem*<br>6*BHonly*<br>*APT*269*t* | 1GearedSteamTurbine (*s*)<br>190lb<br>3SB,9*cf*,GS189,HS8008 FD<br>KerrTurbineCo.<br>Wellsville,N.Y. | 29 ″ 9<br>s 5 ″ 11$\frac{1}{2}$<br>24 ″ 2 | |
| 07905<br><br>HBPN | **Alfonso XII.** SteelSc3MstSr<br>(*ex*Meteoro,<br>*ex*Havel) 4*Dks*&*Promenade dk*<br>*Elec.light* Sub.Sig. Wireless | 6748<br>4045<br>2215 | | | | | 1890 | Act.Ges.<br>"Vulcan"<br>Stettin | Cia.Trasatlantica | 463·5<br>P79'H328' | 51·7 | 33·5 | Barcelona<br>Spanish<br>*WB* | T.5Cy(2)37$\frac{1}{2}$″,75″&(2)98$\frac{1}{2}$″–<br>71″] 1635NHP<br>A.G."Vulcan,"Stettin | | V |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>**Nom du Navire.** Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>**Machines.**<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>*pds. ps.* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07906 | **Alfonso XIII.** SteelTwinSc<br>Wireless<br>*CruiserStern* | 10137<br>6924<br>5564 | 100A1<br>(*ClassContemplated*) | | | | 1920 | Soc. Espanola deConstructnNaval<br>Bilbao | Cie.Trasatlantica | 480·0 | 61·3 | 40·7 | Barcelona<br>Spanish | 2 Geared Steam Turbines<br>Soc.Espanola deConstn. Naval,Ferrol | |
| 07907<br>HBPQ | — SteelTwinScSr<br>ssN.Yk.2ndNo.3-12,14<br>(*ex*Oceana,*ex*Scot) ssCdz.No.1-18<br>*Elec.light* Sub.Sig. *3Dks(UStl–ws)&*<br>Wireless *Spar dk(Stl–ws)* | 7796<br>6530<br>4230 | ✠100A1<br>*Spar dk*<br>11,21~~10,19~~<br>~~BS6,19~~<br>BS~~11,20~~6,22 ✠LMC5,18 | Bal<br>Bcl | *d*† | CL<br>~~5,18~~<br>5,18 | 1891<br>5mo<br>*Lloyd* | W.Denny&Bros.<br>Dumbarton<br>'sA&CP WB | Cia.Trasatlantica<br>= *Cell DBa 54'uE* | P60'F60'len96 33·7<br>*Promnde dk256'* FK<br>*& B171' f 200' 1196t* 531·0 | 54·8 | 17·9 | Cadiz<br>Spanish<br>10*BHCem* | T.6Cy.32½",57½"&92"–60"<br>170lb (*s*) 1440NHP<br>6DB,*36cf*,GS804,HS22964<br>Denny&Co.Dumbarton | 37 " 2<br>s10 " 6<br>27 " 3 |
| 07908 | **Alfred** SteelScSr<br>(*ex*Alfred Menzell)<br>*Elec.light* | 1417<br>963<br>895 | | | | | 1895 | Flensburgr Schiffsb.Ges.<br>Flensburg | FlensburgerDmpf.Co. (H.Schuldt, *Mgr.*) | 238·9<br>Q71'H113'F26' | 34·3 | 14·2 | Flensburg<br>German<br>*WB* | T.3Cy.16",26"&43"–33"<br>106NHP<br>FlensburgerSchiffsb.Ges. | |
| 07909<br>115225 | — SteelScSp<br>ssLiv.No.3-2,14<br>ssLiv.No.1-18<br>1*Dk(Irn)* | 148<br>130<br>5 | ✠100A1<br>*For Towing purposes*<br>~~4,21 3,20~~<br>8,21<br>MS5,18 ✠LMC<br>BS~~5,20~~6,21 | Liv | | ~~3,20~~<br>N4,21 | 1901<br>11mo<br>*Lloyd* | J.Jones&Sons<br>Birkenhead<br>'sA&CP | AlexandraTowing Co.Ld. | 92·5<br>BK6½" *WB* | 20·1 | 10·8 | Liverpool<br>British<br>4*BHCem*<br>=*APT3t* | C.2Cy.16"&42½"–27" (*s*)<br>150lb 95NHP<br>1SB,*3cf*,GS56,HS1498<br>J.Jones&Sons,Liverpool | 12 " 0 |
| 07910<br>114653<br>VCTH | **Alfred Calvert** SteelSc<br>ssSld.No.3-1,14<br>(*ex*Weardale) ssBry.No.1-19<br>1*Dk(ptIrn&ptStl)&Webframes* | 2728<br>2554<br>1749 | ✠100A1<br>3,21~~7,20~~<br>✠LMC<br>MS10,17 MBS7,20 | Gls<br>Hul | *u* | CL<br>~~7,20~~<br>2,21 | 1903<br>6mo<br>*Lloyd* | J.Blumer &Co.<br>Sunderland<br>'sA&CP | AlfredCalvert (Shipping)Ld. (A.Calvert, *Mgr.*)<br>*CellDBa104'* | 313·8<br>P28'B88'F32'<br>FK<br>*uE&B42'f122'718t* | 46·4 | 20·7 | Goole<br>British<br>5*BHCem*<br>*APT99t* | T.3Cy.23",38"&62"–42" (*s*)<br>160lb *100lb* NDB18 257NHP<br>2SB,*6pf*,GS111,HS3974<br>J.Dickinson&Sons,Ld Sld. | 23 " 0<br>s3 " 7<br>19 " 10 |
| 07911<br>MBCL | **Alfred-Edith** SteelScK<br>ssHul.No.3-9,19<br>1*Dk* | 262<br>240<br>114 | ✠100A1<br>*StmTrawler*<br>9,19<br>BS8,21 ✠LMC9,19 | Hul | | CL<br>12,20 | 1908<br>8mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | A.T.Golder&Co. | 125·0<br>Q72'F21'<br>BK8"<br>*WB=* | 22·0 | 12·0 | Ostend<br>Belgian<br>4*BHCem*<br>*DBf25'25t* | T.3Cy.13",21½"&35"–24" (*s*)<br>200lb 71NHP<br>1SB,*2pf*,GS33,HS1120<br>C.D.Holmes&Co.Hull | 12 " 9 |
| 07912<br>204650 | **Alfred H. Smith** SteelSc<br>(*ex*Rochester)<br>*Elec.light Mchy.Aft* 2*Dks* | 4571<br>—<br>3855 | | | | | 1907 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | GreatLakesTransitCorporation | 381·0 | 50·2 | 30·0 | Buffalo<br>Utd.States<br>*WB* | Q.4Cy.21",30",43½"&63"–42"<br>257NHP<br>GreatLakesEng.Wks.Det. | |
| 07913<br>NPDM | **Alfred Hage** SteelScSr<br>1*Dk* | 1755<br>1226<br>1095 | | | | | 1904 | Helsingörs Jernsk&Msk<br>Elsinore | Dmpskibs.Vendila (Svendsen&Christensen) | 249·1<br>P17'Q73'B106'F28' | 37·5 | 15·9 | Copnhagn<br>Danish<br>*WB* | T.3Cy.19",32"&53"–36"<br>169NHP<br>HelsingörsJernsk.&Mskb | |
| 07914<br>145094<br>KHFC | **Alfred Harrison** SteelSc<br>*Mchy.Aft* 1*Dk(Stl)*<br>*Well deck* | 518<br>379<br>284 | ✠100A1<br>11,20<br>✠LMC11,20 | Nwc | *g* | CL | 1920<br>11mo<br>*Lloyd* | Swan,Hunter&Wigham Richardson,<br>LdNewcastle<br>'sA&CP | H.Harrison<br>(Shipping) Ld | 157·7<br>Q104'F21'<br>FK<br>*CellDBf40'52t* | 26·2 | 12·1 | London<br>British<br>3*BHCem*<br>*FPT70t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 77RHP<br>1SB,*3cf*,GS46,HS1415<br>W.Beardmore&Co.Ld.Gls. | 13 " 0<br>s3 " 5½<br>12 " 6 |
| 07915<br>MHSC | **Alfred Nobel** SteelScSr<br>*Elec.light* 1*Dk&Shelter dk*<br>Wireless *Longitudinal framing* | 4775<br>4425<br>2614 | | | | | 1912 | Armstrong Whitworth &Co.Ld.<br>Newcastle | Dampsselsk. Concordia (B.Hanssen, *Mgr.*) | 400·0 | 52·2 | 24·9 | Flekkfjrd<br>Norwegian<br>*WB* | T.3Cy.25½",42"&70"–48"<br>339NHP<br>N.E.MarineEngCoLd.Nwc | |
| 07916<br>108<br>NBHG | **Alfredo Cappellini** SteelScSr<br>*Elec.light* 1*Dk* | 638<br>368<br>328 | | | | | 1912 | Fratelli Orlando&Co.<br>Leghorn | Soc.Anon.diNav. Toscana | 184·9<br>P33'B41'F30' | 24·4 | 13·7 | Leghorn<br>Italian | T.3Cy16",26½"&43"–30"<br>100NHP<br>Flli.Orlando&Co.Leghorn | |
| 07917<br>144602<br>KFVP | **Alfriston** SteelSc<br>(*ex*Europa,*ex*Vautour, *ex*MarguerItePry) 1*Dk(Stl)*<br>*Well deck Mchy.Aft* | 763<br>532<br>389 | ✠100A1<br>6,21~~9,20~~<br>✠LMC5,19 | Lon<br>Ant | *j* | CL<br>~~5,20~~<br>6,21 | 1919<br>5mo<br>A&CP | N.V.Machinefabrick&Scheepswerf<br>VanP.SmitJr<br>Rotterdam | ~~J.Harrison,Ld.~~<br>H.Harrison(Shipping)Ld | 182·0<br>Q119'B13'F19'<br>FK<br>*CellDBf112'* | 28·0 | 12·9 | London<br>British<br>3*BHCem*<br>136*tFPT37t* | T.3Cy.16½",27 3/16"&43 5/16"–29½" (*s*)<br>180lb *100lb* 117NHP<br>1SB,*3cf*,GS55,HS1895<br>VanP.Smit,Jr.Rotterdam | 14 " 9<br>s4 " 7<br>14 " 4 |
| 07918 | **Alga** SteelScSr<br>ssTri.No.3-8,20<br>1*Dk(ptIrn&ptStl)&deepframing*<br>*Elec.light* | 2841<br>~~2751~~<br>2564<br>1757 | ✠100A1<br>7,21~~8,20~~<br>~~BS6,20~~ ✠LMC1,19<br>BS10,21 | Tri | *u* | CL<br>1,19 | 1905<br>12mo<br>*Lloyd* | Swan.Hunter&Wigham Richardson,<br>Ld Newcastle<br>'sA&CP | Nav.Libera TriestinaSoc.inAz. | 314·5<br>P28'B92'F29'<br>FK<br>*WB=CellDBa100'* | 46·6 | 21·0 | Trieste<br>Italian<br>5*BHCem*<br>*uE 20' f138'* | T.3Cy.23",38"&62"–42" (*s*)<br>160lb *90lb* 262NHP<br>2SB,*6pf*,GS116,HS4140<br>Richardsons,Westgarth&<br>725*tAPT70t* Co.Ld.Sld. | 23 " 1 |
| 07919<br>117741<br>VRBJ | **Algama** SteelSc3MstSr<br>ssSou.No.3-3,18<br>(*ex*Eastford,*ex*Algama, 1*Dk(Stl)*<br>*ex*Clydebank,*ex*Lycidas)<br>*Well deck Mchy.Aft Elec.light* | 774<br>542<br>322 | ✠100A1<br>4,20<br>✠LMC<br>MS6,17 ~~BS6,19~~<br>BS9,20 | Npt | *k* | 9,19 | 1904<br>5mo<br>*Lloyd* | J Fullerton &Co.<br>Paisley<br>'sA&CP | AshburnhamS.S. Co.Ld.(P.E.Fry, *Mgr.*)<br>*WB=Cell* | 194·7<br>Q107'B13'F35'<br>BK7"<br>*DBf110'189t FPT* | 30·1 | 11·0 | Cardiff<br>British<br>3*BHCem*<br>46*tAPT20t* | T.3Cy.15",26"&42"–33" (*s*)<br>170lb *75lb* 90RHP<br>1SB,*3pf*,GS57,HS1934<br>Ross&Duncan,Glasgow | 13 " 6<br>s " 9<br>13 " 6 |
| 07920<br>109685<br>WFHN | **Algardi** SteelScSr<br>ssHul.No.3-2,16<br>(*ex*Cherrybrook) ssHul.No.1-20<br>*Well deck* 1*Dk(Stl)&deep framing*<br>*Cargo battens not fitted* | 759<br>562<br>404 | ✠100A1<br>8,20<br>✠LMC8,20<br>BS10,21 | Hul | *k* | 8,20 | 1904<br>8mo<br>*Lloyd* | W.Harkess &Son,Ld.<br>Middlesbro'<br>'sA&CP *W* | *B=DBa40' CellD* | 190·0<br>Q97'B17'F21'<br>FK<br>*BuE15' DBuB16'f* | 30·0 | 13·0 | Shoreham<br>British<br>4*BHCem*<br>*83'190tFPT* | T.3Cy.16½",27"&44"–30" (*r*)<br>160lb 99RHP<br>1SB,*3pf*,GS57,HS1680<br>Richardsons,Westgarth&<br>23*tAPT19t* Co.Ld.Mdb. | 15 " 0<br>s1 " 0<br>14 " 3 |
| 07920* | **Algarve I.** WoodAuxSc4MstSr<br>*Motors*<br>1*Dk*<br>(*See Sailing Ship Register*) | 459<br>—<br>411 | | | | | 1919 | J.Muledo Blanco<br>Portimâo | J.A.JudiceFialho | 172·5 | 35·8 | 12·8 | Portimâo<br>Portuguese | 2 Motors<br>6Cy.<br>A/B"AtlasDiesel,"<br>Stockholm | |
| 07921<br>113640<br>TJVG | **Algeiba** SteelSc3MstSr<br>ssHul.No.3-8,14<br>(*ex*Clarence) ssGms.No.1-18<br>*Mchy.Aft Welldeck* 1*Dk(Stl)* | 565<br>402<br>229 | ✠100A1<br>10,21~~3,20~~<br>✠NB9,18 ✠LMC9,18 | Hul<br>Goo | *h* | CL<br>N3,20 | 1902<br>5mo<br>*Lloyd* | Scott& Sons<br>Bowling<br>'sA&CP | R.H.Penney&Sons | 170·4<br>Q91'B10'F25'<br>BK7"<br>*WB=FPT60t* | 27·2 | 11·4 | Shoreham<br>British<br>4*BHCem*<br>*APT32t* | T.3Cy.14",22½"&37"–27" (*s*)<br>160lb *160lb* NDB18 81RHP<br>1SB,*3pf*,GS49,HS1298<br>Ross&Duncan,Glasgow | 12 " 4<br>s " 6½<br>12 " 6 |
| 07922<br>NOKS | **Algenib** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 3551<br>3263<br>2170 | | | | | 1915 | Rotterdam Droogd.Maat<br>Rotterdam | VanNievelt, Goudriaan&Co's Stoomv.Maats. | 361·4<br>P24'B214'F34' | 49·9 | 22·1 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.25",41"&67"–45"<br>301NHP<br>RotterdamDroogd.Maats. | |
| 07923<br>143199<br>KBFM | **Algeria** SteelTwinSc<br>(*ex*Kigoma) Wireless<br>*Elec.light Ref.Mchy.* 2*Dks* | 8156<br>5752<br>4831 | | | | | 1914 | Reiherst'g Schiffsw.<br>Hamburg | AnchorLine (HendersonBros.) Ld. | 449·3<br>P&B302'H180'<br>F101' | 55·3 | 30·0 | Glasgow<br>~~London~~<br>British<br>*WB* | Q8Cy22⅝"33½"49½"71⅝"–49½"<br>716NHP<br>Reiherst.Maschinenf.Ham. | |
| 07924<br>6635<br>KDGV | — SteelSc<br>*Elec.light* 1*Dk(Stl)&Shelter dk(Stl)* | ~~2200~~<br>2167<br>~~1990~~<br>1879 | ✠100A1<br>*Shelter dk withfreeboard*<br>12,21~~6,21~~<br>✠LMC6,21<br>~~(ClassContemplated)~~ | Osc<br>Hul | *r* | | 1921<br>6mo<br>*Lloyd* | Oskrshmns M.V.Aktieb.<br>Oskarshamn<br>'sA&CP | Rederiaktieb. SvenskaLloyd (H.Metcalfe, *Mgr.*)<br>*Collision* | ~~375·0~~ 270·9<br>FK<br>*BHtoShelter dk,3*<br>*CellDB237'473tFP* | ~~41·0~~ 41·2 | ~~18·0~~ 22·6 | Gothenbrg<br>Swedish<br>*ptCem,ptAsp*<br>*BHtoLpr dk*<br>*44tAPT23t* | T.3Cy.22½",35½"&58½"–36"<br>185lb *100lb* (*s*) 271NHP<br>2SB,*6cf*,GS87,HS3800 FD<br>OskarshamnsM.V.Aktieb. | 25 " 0<br>s6 " 7½<br>18 " 8 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07925<br>142847<br>KCQB | Algerian Prince **SteelSc**<br>*Elec.light* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in holds*<br>Sub.Sig. Wireless | 3089<br>2848<br>1850 | ✠100A1<br>~~9,21~~ ~~7,20~~ 3,22<br>✠LMC10,19 | Mch<br>Lth | *u* | CL<br>8,21 | 1919<br>10mo<br>*Lloyd* | J.Priest-man&Co.<br>Sunderland<br>'*sA&CP* | **PrinceLine,Ld.**<br>**(Furness,Withy&Co.Ld.***Mgrs.***)**<br>*CellD* | 331·3<br>P33'B98'F28'<br>*B278'749tFPT113t* | 46·8 | 23·2<br>FK | **Newcastle**<br>British<br>5*BHCem*<br>*APT122t* | T3.Cy.25",41"&68"–45" (*s*)<br>180lb 429NHP<br>3SB,*9cf*,GS156,HS6321 FD<br>G.Clark,Ld.Sunderland | 25 " 6<br>s 4 " 1½<br>21 " 9 | |
| 07926<br><br>OBPT | Algerie **SteelScSr**<br>*ss*Bry.No.2–18<br>Wireless 1*Dk*(*Stl*)2*trB* | 3386<br>2572<br>2151 | ✠100A1<br>8,21 ~~12,19~~<br>✠NE7,18 ✠LMC7,18<br>BS~~2,21~~ 4,22 | Dnk | *v* | CL<br>~~2,19~~<br>8,21 | 1910<br>7mo | Atel.&Ch.<br>deFrance<br>Dunkirk<br>A&CP *WB* | **Cie.desBateaux**<br>**àVap.duNord**<br>= *Cell DBa98' uE* | 331·0<br>P&B218'F34'<br>*24' f140' 658t FPT* | 46·5 | 21·0<br>FK | **Dunkirk**<br>French<br>5*BHCem*<br>100*tAPT98t* | T.3Cy.24",40"&65"–42" (*s*)<br>180lb *100lb* 290NHP<br>2SB,*6cf*,GS118,HS4500<br>N.E.Mar.Eng.Co.Ld.Nwc. | 23 " 10<br>s 2 " 9<br>21 " 4 | |
| 07927<br><br>MBCH | — **SteelScSr**<br>(*ex*Minneburg)<br>Wireless 1*Dk*& *Spar dk*& *Web frames* | 2491<br>2341<br>1705 | | | ... | | 1896 | SirRaylton<br>Dixon&Co.<br>Middlesbro' | **ArmementDeppe** | 310·5<br>P19'B80'F37' | 42·6 | 14·7<br>22·4<br>BK8" | **Antwerp**<br>Belgian<br>*WB* | Q.4Cy.19½",28",42"&61"–42"<br>266NHP<br>Wighm Richrdsn&Co.Nwc | 25 " 0 | V |
| 07928<br><br>OBPV | — **IronScSr**<br>(*ex*Lubeca)<br>1*Dk* | 265<br>—<br>150 | | | | | 1883 | H.Koch<br>Lübeck | **Soc.deNav.Côtière pour l'Afrique du Nord(Lt.Schiaffino etCie.***Mgrs.***)** | 118·7<br>Q28'B33'F16' | 20·4 | 11·8 | **Algiers**<br>French | C.2Cy.16"&27½"–17¾"<br>NB99 27NHP<br>Henniges&Co.,Berlin | | |
| 07929<br><br>MBAZ | Algerier **SteelScSr**<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 3090<br>2843<br>1872 | ✠100A1<br>8,21 ~~1,20~~<br>✠LMC1,20 | Gls<br>Ant | *u* | CL | 1920<br>1mo<br>*Lloyd* | Lloyd<br>RoyalBelge,<br>(Gt.Britain)<br>Ld. Glasgow<br>'*sA&CP* | **LloydRoyalBelge,**<br>**Soc.Anon.**<br>*CellD* | 331·0<br>P38'B100'F28'<br>*B278' 735t FPT106* | 46·7 | 23·2<br>FK | **Antwerp**<br>Belgian<br>6*BHCem*<br>*tAPT42t* | T 3Cy.25",41"&68"–45" (*s*)<br>180lb 359NHP<br>3SB,*9cf*,GS152,HS5844<br>D.Rowan&Co.Ld.Gls | 25 " 6<br>s 4 " 1½<br>21 " 9 | |
| 07930<br>141145 | Algerine **CompTwinSc**<br>Wireless 1*Dk* | 592<br>504<br>302 | | | | | 1895 | Dockyard<br>Devonport | **PacificSalvageCo.**<br>**Ld.** | 188·8 | 32·5 | 14·6 | **Vict'riaBC**<br>British | T.6Cy.13½",20½"&31"–24"<br>94NHP<br>Dockyard,Devonport | | |
| 07931<br>113673<br>THBV | Algethi **SteelScSr**<br>*ss*Hul.No.3–7,14<br>*Mchy.Aft* *ss*Hul.No.1–19<br>*Well deck* 1*Dk*(*Stl*) | 548<br>402<br>227 | ✠100A1<br>11,20<br>BS11,20 ✠LMC7,19 | Hul | *h* | CL<br>11,20 | 1902<br>3mo<br>*Lloyd* | Ardrossan<br>DD&SBCoLd<br>Ardrossan<br>'*sA&CP* | **R.H.Penney&Sons** | 170·0<br>Q91'B10'F24' | 27·1 | 11·4<br>BK7"<br>*WB=FP* | **Shoreham**<br>British<br>3*BHCem*<br>*T64tAPT4t* | T.3Cy.14",22½"&37"–27" (*s*)<br>160lb *100lb* NDB19 69RHP<br>1SB,*3pf*,GS55,HS1328<br>BowMcLachlan&CoLdPsy | 12 " 6<br>s " 8½<br>12 " 6 | |
| 07932<br>220518<br>MBHP | Algic **SteelSc**<br>*Elec.light* 2*Dks*(*Stl*)& *Web frames*<br>Sub.Sig. Wireless | 5977<br>4971<br>3700 | ✠100A1<br>8,20<br>*Fitted for oil fuel 8,20 F.P. above 150° F.* | Phl | ... | CL | 1920<br>8mo | Merchant<br>S.B.Corp.<br>Harriman,Pa<br>A&CP | **UnitedStates**<br>**ShippingBoard**<br>*CellDB335' 1311t* | 400·7<br>P36'B124'F44'<br>*DT f 27' 846tFPT1* | 54·2 | 30·2<br>FK | **Phildlphia**<br>Utd.States<br>6*BHptCem*<br>20*tAPT143t* | 2 SteamTurbines geared to 1 Sc.Shaft 200lb HS8706 (*s*)<br>3 Water Tube Boilers FD<br>WestinghouseElectric &Mfg.Co.Essington,Pa. | 32 " 10 | |
| 07933 | Algieba **SteelScSr**<br>*Well deck* 1*Dk*& *deep framing* | 1949<br>1380<br>1257 | | | ... | | 1898 | Flensburgr<br>Schiffsb.Ges<br>Flensburg | | 268·7<br>Q98'B120'F22' | 37·8 | 16·3<br>FK | *WB* | T.3Cy.19",30½"&51"–36"<br>168NHP<br>FlensburgerSchiffsb.Ges. | 18 " 2 | |
| 07934<br>105595<br>JRPT | Algiers **IronScSr**<br>3*Dks* | 2294<br>—<br>1788 | | | | | 1876 | Harlan&<br>Hollingswrth<br>Wilmington | **SouthernS.S.Co.**<br>**Inc.** | 281·0 | 38·1 | 28·5 | **Phildlphia**<br>Utd.States<br>*WB* | T.3Cy.17",27"&42"–30"<br>NE&B92 97NHP<br>Morgan,I.W.,NewYork | | |
| 07935<br>5938<br>KBGC | Algo **WoodAuxScSr**<br>*OilEng.*<br>*Mchy.Aft Salted*† GIB 1*Dk*<br>(*See Sailing Ship Register*) | 234<br>180<br>143 | ✠ 12A1<br>10,20<br>✠NE10,20 ✠LMC10,20 | Got | | N10,20 | 1917<br>6mo | AktMälare<br>varfvet<br>FittjaSweden<br>A&CP | **P.Ingvarsson** | 103·8 | 24·3 | 10·7 | **Malmö**<br>Swedish | Oil Engines 2S.C.SA<br>2Cy.15¾"–16½" 37NHP<br>J.V.Svenson'sMot.Fabrik. Augustendal | 11 " 9<br>s 1 " 0 | |
| 07936 | Algol **SteelScSr**<br>*Elec.light* 2*Dks*(*Stl–Uws*) | | ✠<br>*For Government Service*<br>7,16 ✠ | Gls | | | 1916<br>7mo | Barclay<br>Curle&Co.Ld.<br>Glasgow | **TheAdmiralty**<br>*WB=CellDB* | 255·2<br>B47'F63'<br>*uB21tDTf21tFPT* | 33·5 | 17·2<br>FK | British<br>12*BHptCem*<br>11*tAPT17t* | T.4Cy.20½",33"&37" (2)–30"<br>340NHP<br>2SB,*8cf*,GS156,HS6154 FD<br>Barclay,Curle&Co.Ld.Gls. | 18 " 0 | |
| 07937<br>~~118273~~<br>~~VBGC~~ | — **SteelScSr**<br>*ss*Hul.No.3–4,17<br>(*ex*Cameronian) 1*Dk*(*Stl*)<br>*Well deck Cargo battens not fitted* | 548<br>422<br>287 | ✠100A1<br>10,20<br>BS10,20 ✠LMC4,17 | Sld | *i* | 9,20 | 1903<br>4mo<br>*Lloyd* | BlythS.B.<br>Co.Ld.<br>Blyth<br>'*sA&CP* | ~~**R.H.Penney&Sons**~~<br>GennaroMaiuconico&Co.<br>*WB=CellD* | 178·0<br>Q98'B9'F20'<br>*Ba49'f63'139tFPT* | 26·3 | 11·3<br>FK | ~~Shoreham~~<br>Italian<br>4*BHCem*<br>40*tAPT12t* | T.3Cy.13⅜",21"&34"–24" (*s*)<br>160lb *100lb* NDB12 68RHP<br>1SB,*3pf*,GS43,HS1228<br>G.T.Grey,SouthShields | 13 " 5<br>s 1 " 0½<br>12 " 7 | |
| 07938<br>110876 | Algoma **IronScK**<br>1*Dk* | 169<br>154<br>66 | | | ... | | 1899 | Edwards<br>Bros.<br>N.Shields | **SpurnStm.Fishing Co.Ld. (A. Bannister,***Mgr.***)** | 106·0<br>Q48'F20' | 21·1 | 11·0<br>BK7½" | **Grimsby**<br>British | T.3Cy.11½",18½"&30"–22"<br>45RHP<br>Gt.Cen.Co-op.Eng.&Ship RepairingCo.Ld.Gms | 12 " 0 | |
| 07939<br>220815<br>MBVQ | Algonquin **SteelSc**<br>*Elec.light* 2*Dks*(*Stl*)& *Web frames*<br>*Mchy.Aft Longitudinal framing*<br>Sub.Sig. Wireless | 7229<br>6642<br>4475 | ✠100A1<br>3,21 ~~11,20~~<br>✠LMC11,20<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 11,20 F.P. above 150° F.* | ~~Ala~~<br>SFc | *b*† | CL | 1920<br>11mo | Bethlehem<br>S.B.Corp.Ld.<br>Alameda,Cal.<br>A&CP | **StandardTransportationCo.of Delaware**<br>*CellDBuE&B62' 197tDTf50'884t* | 435·0<br>P106'B50'F42'<br>*FPT104tAPT70t* | 56·0 | 32·0<br>FK | **NewYork**<br>Utd.States<br>14*BHptAsp*<br>(9 *to U dk*<br>5 „ *2nd* „) | T.3Cy.27",47"&78"–48"<br>220lb *125lb* 600NHP<br>3SB,*9cf*,HS8235 FD<br>BethlehemS.B.Corp.Ld. | 33 " 6<br>s 8 " 0½<br>25 " 10 | |
| 07940<br>106774<br>KHNP | — **IronScSr**<br>Wireless 2*Dks*& *Shelter dk* | 2833<br>—<br>2258 | | | | | 1890 | W.Cramp<br>&Sons<br>Philadelphia | **ClydeS.S.Co.Inc.** | 276·0 | 43·0 | 19·0<br>28·6 | **NewYork**<br>Utd.States | T.3Cy.21",34"&56"–36"<br>188NHP<br>W.Cramp,Sons&Co.,Phl. | | |
| 07941<br>106788<br>RGSB | Algores **SteelSc3MstSr**<br>*ss*Hul.No.3–6,11<br>*Mchy.Aft* *ss*Hul.No.2–20<br>*Well deck* Wireless 1*Dk*(*Stl*) | 342<br>246<br>135 | ✠100A1<br>1,21<br>✠LMC<br>MS2,20 MBS1,21 | Lon | *f* | CL<br>7,19 | 1899<br>8mo | Ritson&Co<br>Maryport<br>A&CP | **R.H.Penney&Sons** | 145·0<br>Q78'B8'F19' | 23·7 | 10·0<br>BK7"<br>*WB* | **Shoreham**<br>British<br>3*BHCem*<br>*=FPT40t* | C.2Cy.18"&36"–24" (*s*)<br>120lb *100lb* NDB18 68RHP<br>1SB,*2pf*,GS39,HS1253<br>Ross&Duncan,Glasgow | 10 " 11<br>s " 6<br>11 " 2 | |
| 07942<br>142681 | Algorta **SteelSc**<br>(*ex*WarZephyr) Wireless 1*Dk*(*Stl*)<br>*Elec.light Cargo battens not fitted* | 3118<br>2867<br>1870 | ✠100A1<br>7,21 ~~10,20~~<br>BS2,20 ✠LMC10,18 | Bry<br>Sws | *u* | CL<br>10,20 | 1918<br>10mo<br>*Lloyd* | J.Priest-man&Co.<br>Sunderland<br>'*sA&CP* | **LaTunisienneStm.Nav.Co.Ld. (F.C.Strick&Co.Ld.** *Mgrs.***)**<br>*CellD* | 331·3<br>P33'B98'F28'<br>*B278'749tFPT115t* | 46·8 | 23·2<br>FK | **London**<br>British<br>7*BHptCem*<br>*APT122t* | T.3Cy.25,"41"&68"–45" (*s*)<br>180lb 429NHP<br>3SB,*9cf*,GS156,HS6321 FD<br>G.Clark,Ld.Sunderland | 25 " 6<br>s 4 " 1½<br>21 " 9 | |
| 07943<br><br>HBPO | Algorteño **SteelScSr**<br>*ss*Bbo.2ndNo 3–4,20<br>(*ex*Roumania) 1*Dk*(*Irn*)& *Web frames*<br>*Well deck* Wireless | 2412<br>1863<br>1459 | ✠100A1<br>*ptAwngdk*<br>*withfreeboard*<br>6,21 ~~4,20~~<br>BS6,21 ✠LMC4,20 | Bbo | *s* | N3,19 | 1893<br>9mo | W.Gray&<br>Co.(Lim.)<br>W Hartlepool<br>A&CP | **SociedadMinera**<br>**Villaodrid**<br>*WB* | 290·0<br>P27'Q84'B119'<br>F31'<br>*= Cell DB 244' 519t* | 38·1 | 20·0 | **Bilbao**<br>Spanish<br>5*BHCem*<br>*APT35t* | T.3Cy.23",36½"&62"–39" (*s*)<br>160lb *80lb* 239NHP<br>2SB,*6rf*,GS79,HS3580<br>Cen.Mar.Eng.Wrks.WHpl | 22 " 6<br>s 8 " 6<br>22 " 0 | |
| 07944<br><br>TPGM | Algot **CompScSr**<br>(*ex*Ulfåsa)<br>*Mchy.Aft* 1*Dk* | 197<br>173<br>102 | | | | | 1885 | S.Groth<br>Sjötorp | **K.F.Heliseva** | 101·5<br>B20'H5*t* | 22·1 | 11·1 | Åbo<br>Finnish | 2Cy.13"&24"–17"<br>20NHP<br>MotalaCo.Motala | | |

| 1 Numero d'Ordre — Numero Officiel — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07945<br>90100 | **Alguada** SteelTwinScSr<br>Elec.light | 302<br>302<br>188 | | | | | 1886 | W.Denny &Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 165·2 | 27·0 | 9·3 | Glasgow<br>British | C.4Cy.21½"&38"–24"<br>42RHP<br>Denny&Co.,Dumbarton | | |
| 07946<br>HGDF | **Alhambra** SteelSc<br>ssBel.No.3-3,22 ~~ssBel.No.2-18~~<br>(exCataluña) 2Dks(M-Stl)&Awng dk (pt Stl)<br>Elec.light | 1687<br>1646<br>1035 | ✠100A1<br>Awng dk withfreeboard<br>5,22 ~~1,20~~ ✠LMC1,21<br>BS3,22 | Gls<br>Lei | q | 1,21 | 1908<br>12mo<br>Lloyd | R.Thompson&Sons,Ld<br>Sunderland<br>'sA&CP | Cia.Trasmediterranea<br>CellDB | 250·0<br>BK9"<br>a67'uE&B33'f100' | 35·0 | 16·0 | Seville<br>Spanish<br>6BHCem<br>260tAPT8t | T.3Cy.18½",30"&49"–33" (s)<br>180lb 100lb 153NHP<br>1SB,3cf,GS62,HS2400<br>N.E.MarineEng.Co.Ld.Sld | 26 ″ 4<br>s 6 ″ 4½<br>21 ″ 1 | |
| 07947<br>HBPM | **Alicante** SteelScSr<br>ssCdz.2nd.No.3-10,19<br>(exPegu) Sub.Sig. 3Dks(UStl-teak s)<br>Elec.light Wireless | 3878<br>3317<br>2360 | ✠100A1<br>6,21 ~~[illegible]~~ 1,22<br>~~BS10,20~~ ✠LMC10,19<br>BS2,22 | Cdz | w | CL<br>N6,19 | 1889<br>4mo<br>Lloyd | W.Denny &Bros.<br>Dumbarton<br>'sA&CP | Cia.Trasatlantica | 372·2<br>P91'B82'F54'<br>BK10"<br>WB=CellDBu | 45·1 | 26·6 | Barcelona<br>Spanish<br>6BHCem<br>E&B84'235t | Q.4C.25¾"38½"51½"&75"–51"<br>180lb 100lb (s) 402NHP<br>2DB,12cf,GS210,HS5728<br>Denny&Co.,Dumbarton | 30 ″ 0<br>s 6 ′ 1½<br>25 ′ 1 | |
| 07948<br>116129<br>VBKJ | **Alice** SteelSc3MstSr<br>ssHul.No.3-6,15<br>ssCff.No.1-20<br>Mchy.Aft<br>Well deck 1Dk(Stl) | 672<br>500<br>289 | ✠100A1<br>10,21 ~~8,20~~<br>✠LMC8,20<br>BS10,21 | Cff<br>Npt | j | 8,20 | 1903<br>2mo<br>Lloyd | Earle'sCo. Ld.<br>Hull<br>'sA&CP | ~~JeffreeLine,Ld.~~<br>JamesHenry Monks(Preston)Ld. | 177·8<br>Q92'B12'F23'<br>FK<br>WB=FPT | 29·8 | 13·6 | ~~Hull~~ Liverpool<br>British<br>4BHCem<br>50tAPT4t | T.3Cy.16",26½"&43"–30" (s)<br>180lb 94RHP<br>1SB,3cf,GS56,HS1880<br>Earle'sCo.Ld.Hull | 14 ″ 6<br>s ″10½<br>13 ″ 10 | |
| 07949<br>2511<br>HTOS | — IronScSr<br>1Dk | 409<br>331<br>271 | | | | | $18\frac{87}{97}$ | MotalaCo.<br>Oscarshamn | JohanAndersson | 155·6<br>Q50' B32' H13t<br>len97 | 23·6 | 13·1 | Ystad<br>Swedish<br>WB | T.3Cy.10¼",16½"&27¼"–22⅝"<br>NB04 35NHP<br>MotalaCo.,Oscarshamn | | V |
| 07950<br>122260 | — SteelTwinSc<br>Elec.light 1Dk(Stl-ws) | 402<br>312<br>239 | ✠<br>5,07 | Tto | e | | 1906<br>10mo | TheBertramEngine WorksCo.Ld.<br>Toronto,Ont. | CanadianGovernment | 125·5<br>BK7" | 25·8 | 10·8 | Quebec<br>British<br>4BHCem | C.4Cy.12"&26"–16"<br>55RHP<br>2SB,4rf,GS62,HS2278<br>BertramE.W.Co.Ld.Trnto. | 11 ″ 9 | |
| 07951<br>93601 | — IronScSr<br>1Dk | 352<br>300<br>218 | | | | | 1889 | ..................<br>United Kingdom | J.&A.Brown | 139·3<br>H31t F21t | 24·0 | 10·3 | SydnyNSW<br>British | C.2Cy.18"&36"–24"<br>NB11 70RHP<br>Lees&Anderson,Glasgow | | |
| 07952<br>135283 | — SteelScSr<br>(exVincentGrech) 1Dk | 253<br>230<br>79 | ✠<br>For towing purposes<br>10,13 ✠ | Drt | d | | 1913<br>10mo | Philip& Son,Ld.<br>Dartmouth | TheAdmiralty | 125·0<br>F15'<br>BK7"<br>DBuBunkers11'10t | 24·1 | 10·2 | London<br>British<br>5BHCem<br>FPT14t | T.3Cy.15",25"&40"–30"<br>112NHP<br>1SB,3cf,GS63,HS2070<br>Earle'sCo.Ld.Hull | 12 ″ 6 | |
| 07953 | **Alice Busse** SteelSc<br>(exFalke) (Trawler)<br>1Dk | 149<br>134<br>30 | | | | | 1902 | J.C.TecklenborgA.G.<br>Geestemünde | F.Busse | 108·2 | 20·9 | 9·9 | Gstemnde<br>German | T.3Cy.11",$17\frac{11}{16}$"&$29\frac{5}{16}$"–21⅝"<br>39NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 07954 | **Alice Lorraine** ScSr | 250<br>—<br>150 | | | | | 1904 | Governm't of Sarawak<br>Kuching | Government of Sarawak (Office of Registry) | ...... | ...... | ...... | Kuching<br>Sarawak | C.2Cy.17"&31"–21"<br>E&Bmade81 fitted04 37NHP<br>Blackwood&Gordon,P.Gl. | | |
| 07955<br>113505<br>SGDL | **Alice M. Craig** SteelScSr<br>ssBel.No.2-21 ssBel.No.3-4,13<br>Well deck ~~ssSws.No.1-18~~<br>1Dk(Stl)&Web frames | 916<br>715<br>378 | ✠100A1<br>9,21 ~~7,19~~<br>~~BS1,20~~ ✠LMC~~10,18~~<br>7,21 | Bel | m | CL<br>~~7,19~~<br>7,21 | 1900<br>12mo | AilsaS.B. Co.<br>Troon<br>A&CP | H.Craig&Co.<br>WB=CellDBa46' | 216·1<br>P20'Q92'B10'F29'<br>FK&BK1"<br>uE19'f75'236tFPT | 32·0 | 15·5 | Belfast<br>British<br>4BHCem<br>48tAPT40t | T.3Cy.17",$28\frac{5}{16}$"&45"–33"(s)<br>170lb 142NHP<br>2SB,4cf,GS73,HS2460<br>Dunsmuir&Jackson,Gls. | 16 ″ 4<br>s 1 ″ 2½<br>15 ″ 6 | |
| 07956<br>144924<br>KGVS | **Alice Marie** SteelSc<br>Elec.light Wireless 1Dk(Stl)<br>Well deck | 2206<br>1750<br>1216 | ✠100A1<br>~~8,21~~ ~~10,20~~ 5,22<br>✠LMC10,20 | Sld<br>Nwc | r | CL<br>5,22 | 1920<br>10mo<br>Lloyd | S.P.Austin &Son,Ld.<br>Sunderland<br>'sA&CP | RodneyS.S.Co.Ld.<br>CellDB<br>231'562t side tanks | 280·0<br>Q157'F28'<br>FK<br>inER166tFPT110t | 40·5 | 18·5 | Newcastle<br>British<br>4BHCem<br>APT252t | T.3Cy.21",34"&56"–39" (s)<br>180lb 100lb 220NHP<br>2SB,6pf,GS109,HS3514<br>G.Clark,Ld.Sunderland | 20 ″ 9<br>s 2 ″ 7<br>18 ″ 5 | |
| 07957<br>212103 | **Alice Stafford** SteelSc<br>(Tug)<br>Elec.light 1Dk | 141<br>—<br>96 | | | | | 1914 | Manitowoc S.B.&D.D.Co.<br>Manitowoc | ErieLand& ImprovementCo. | 75·5 | 22·0 | 12·8 | Mlwaukee<br>Utd. States | C.2Cy.17"&36"–30"<br>59NHP<br>ManitowocS.B.&D.D.Co. | | |
| 07958 | **Alida** SteelSc3MstSr<br>OilEng.<br>Mchy.Aft 1Dk | 273<br>—<br>199 | | | | | 1918 | J.Smit<br>Vierverlaten | | 118·0<br>P32' | 23·5 | 11·0 | WB | Oil Engine<br>2Cy.<br>SpeyvalStandaardMotRot | | |
| 07959<br>139208<br>JMDL | — SteelScK<br>ssFlt.No.1-19<br>Elec.light 1Dk | 270<br>249<br>105 | ✠100A1<br>Stm Trawler<br>9,21 ~~11,19~~ ✠LMC11,19<br>BS9,21 | Flt | | CL<br>~~11,19~~<br>9,21 | 1915<br>9mo<br>Lloyd | Dundee S.B.Co.Ld.<br>Dundee<br>'sA&CP | LancashireSteam FishingCo.Ld. (J.A.Robertson, Mgr.) | 128·9<br>Q72'F20'<br>BK7½" | 23·0 | 12·7 | Fleetwood<br>British<br>4BHCem | T.3Cy.13",22"&36"–24" (s)<br>200lb 87RHP<br>1SB,3pf,GS55,HS1542<br>W.Beardmore&Co.Ld.Gls. | 13 ″ 6 | |
| 07960 | — SteelSc<br>(exPetronellaNeeltje)<br>1Dk | 167<br>—<br>84 | | | | | 1902 | M.van der Kuijl<br>Slikkerveer | ZuidHollandsche Stoomvisscherij (LouisGroen, Mgr) | 111·5 | 21·0 | 11·7 | Vlaardngn<br>Dutch<br>WB | T.3Cy.8½",13½"&22"–16"<br>19NHP<br>AlblasserdamscheMchnfb. | | |
| 07961<br>884<br>HBPQ | **Alida Hårvey** SteelTwinSc<br>(Tug)<br>Elec.light 1Dk | 117<br>—<br>59 | | | ... | | 1911 | JIThornycroft&Co.Ld.<br>Southmpton | AntofagastaRly. Co. | 75·7<br>BK6" | 19·1 | 8·0 | Antofgsta<br>Chilian | C.4Cy.11¾"&23¾"–16"<br>65NHP<br>JIThornycroft&Co.LdSou | 8 ″ 9 | |
| 07962<br>966 | **Alide** CompScSr<br>(exLaura) 1Dk | 138<br>—<br>66 | | | | | 1894 | D.W.Kremer'sSohn<br>Elmshorn | RevalShipping Co.Ltd.(J.Pitha& Co.Mgrs.) | 102·5<br>P16' | 22·5 | 7·5 | Reval<br>Esthonian | C.2Cy.7⅛"&14½"–12"<br>6NHP<br>Chr.Steen,Elmshorn | | V |
| 07963<br>HBQM | **Aline** SteelPadCtr<br>ssGib.No.2-21 ssGib.No.3-5,15<br>Elec.light ~~ssGib.No.1-18~~<br>1Dk(ptTeak)&Shadedk(Teak) | 228<br>150<br>101 | ✠ A1<br>withfreeboard<br>7,21 ~~8,20~~<br>~~BS8,20~~ ✠LMC~~7,18~~ 7,21<br>Channel Service<br>Algeciras,Gibraltar Tangier&Ceuta | Gib | | | 1905<br>5mo<br>Lloyd | Armstrong Whitworth &Co.Ld<br>Newcastle<br>'sA&CP | Cia.de losFerrocarrilesAndaluces | 139·0<br>Shade dk106'<br>FK | 20·6 | 7·7 | Algeciras<br>Spanish<br>3BHCem | C.D.2Cy.20"&36"–42" (s)<br>120lb 92NHP<br>1SB,2cf,GS37,HS1396 FD<br>Bow,McLachln&CoLdPsy | 8 ″ 1<br>s 3 ″ 2<br>5 ″ 3 | |
| 07964<br>NCRP | **Alioth** SteelScSr<br>1Dk | 2070<br>1884<br>1280 | | | | | 1905 | Schpw.v. JanSmit,Czn.<br>Alblasserdm | VanNievelt,Goudriaan&Co's Stoomv.Maats | 281·4<br>P20'B72'F32' | 41·1 | 20·5 | Rottrdam<br>Dutch<br>WB | T.3Cy.21",35"&57"–39"<br>203NHP<br>Maats.deSchelde,Flushing | | V |
| 07965<br>144902<br>KGFT | **Alipore** SteelSc<br>Elec.light Wireless 2Dks(Stl) | 5273<br>4766<br>3241 | ✠100A1<br>3,22 ~~1,21~~<br>✠LMC7,20 | Bom | y | CL | 1920<br>7mo<br>Lloyd | Palmers' Co.Ld.<br>Newcastle<br>'sA&CP | P.&O.Stm.Nav.Co.<br>CellDB | 400·1<br>P49'B113'F39'<br>FK<br>345'1112tFPT122t | 52·3 | 28·5 | Newcastle<br>British<br>7BHptCem<br>APT174t | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Palmers'Co.Ld.Newcastle | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 07966 | | | | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'r Tonnage Gross. Under deck. Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired | Equipment Letter | 7 Date when tail sha last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07967<br>107636<br>KRDM | **Alitak** | WoodScSr<br>1*Dk* | 115<br>111<br>73 | | | | | | 1901 | United Eng.Works<br>Alameda,Cal. | AlaskaPackers Association | 91·0 | 23·5 | 10·0 | S.Frncisco<br>Utd.States | C.2Cy.10″&22″–16″<br>16NHP<br>UnitedEngWksS.Frncisco | | |
| 07968<br>MQPR | **Alix** | SteelSc4MstSr<br>(*ex*IngridLindoe)<br>1*Dk* | 1115<br>976<br>657 | | | | | | 1917 | Akers Mek.Værks.<br>Christiania | AktiesA.Salvesens Rederi (A. Salvesen,*Mgr.*) | 226·4<br>P21'B59'F28' | 36·5 | 15·8 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.17″,29″&47″–33″<br>127NHP<br>Akers.Mek.Værks.Xia. | | N |
| 07969<br>NCRV | **Alkaid**<br>Wireless | SteelScSr<br>1*Dk* | 3028<br>2798<br>1863 | | | | | | 1910 | Rotterdam Droogd.Maat<br>Rotterdam | VanNievelt, Goudriaan&Co's Stoomv.Maats. | 325·6<br>P21'B87'F31' | 47·0 | 21·7 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.22½″,37½″&62″–42″<br>249NHP<br>RotterdamDroogd.Maats. | | V |
| 07970<br>NCSF | **Alkmaar**<br>Wireless<br>*Elec.light* *Cruiser Stern* | SteelScSr<br>*Fitted for oil fuel*<br>3*Dks* | 6944<br>6407<br>4414 | | | | | | 1919 | Rotterdam DroogdMaats<br>Rotterdam | Konink!.Nederl. Stoomb.Maats. | 440·0<br>P36'F397' | 62·5 | 32·5 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.31″,50″&82″–54″<br>494NHP<br>RotterdamDroogd.Maats. | | V |
| 07971<br>HMJG | **Alkmini**<br>(*ex*Albania)<br>*Elec.light* | SteelScSr<br>*ss*Pir.2ndNo.3-6,14<br>2*Dks*(1*ptStl*)<br>*ss*Hpl.No.1-20 | *1481*<br>*1261*<br>*881* | ✠100A1<br>1,20<br>BS5,21 | Hpl<br>✠LMC1,20 | | *q* | N3,19 | 1887<br>5mo<br>*Lloyd* | AM'Millan &Son<br>Dumbarton<br>*'sA&CP* | N.G.Kyriakides | 264·0<br>P26'B74'F59'<br>*FPT38tAPT16t* | 34·0 | 19·8 | Piræus<br>Greek<br>*5BHCem*<br>*4BHtoUdk*<br>*1 „ „ 2nddk* | T.3Cy.25″,38″&62″–42″ (*a*)<br>150lb *60lb* NDB04 235NHP<br>2DB,*8cf*,GS140,HS3470<br>D.Rowan&Son,Glasgow | 21 ″ 0<br>s 3 ″ 3<br>18 ″ 11 | |
| 07972 | **Alku** | WoodSc | 143<br>—<br>84 | | | | | | 1900 | ……………<br>Björkö | A.Lenkkeri | 91·9 | 22·6 | 9·0 | Wiborg<br>Finnish | | | |
| 07973 | **Alla G. Turner**<br>*Now named* "Esperanza, *See No.37214 in Supplement*<br>(*See Sailing Ship Register*) | WoodAuxSc<br>*OilEng.* 4MstSr<br>1*Dk* | 677<br>—<br>541 | | | | | | 1917 | Clooney Const.& Tow.Co.<br>Westlake,La. | | 165·0 | 38·0 | 14·3 | | 2 Oil Engines | | |
| 07974<br>213696<br>LFND | **Allaguash**<br>(*ex*Rygja)<br>Wireless | SteelScSr<br>1*Dk*&*SpDk*<br>*&deep framing* | 3826<br>3571<br>2491 | | | | … | | 1905 | JLThompson&Sons,Ld.<br>Sunderland | ForeignTransport &MercantileCorp. | 364·6<br>P31'B242'F33' | 50·5 | 15·4<br>23·4<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.25″,41″&67″–45″<br>338NHP<br>J.Dickinson&Sons,Ld.Sld. | 26 ″ 0 | |
| 07975<br>129355 | **Allan Ramsay** | SteelScK<br>*ss*Abn.No.2-19<br>1*Dk* | 210<br>207<br>78 | ✠100A1<br>*Stm Trawler*<br>3,21 ~~12,19~~<br>BS3,21 | Abn<br>✠LMC11,19 | | | CL<br>11,19 | 1911<br>2mo<br>*Lloyd* | J.Duthie TorryS.B.Co<br>Aberdeen<br>*'sA&CP* | S.M.Cannon (H.E.Stroud,*Mgr.*) | 115·4 | 22·6 | 12·2<br>BK7½″<br>*WB=* | Aberdeen<br>British<br>*3BHCem*<br>*DTf5'12t* | T.3Cy.12″,20″&34″–23″ (*s*)<br>180lb 56RHP<br>1SB,*3pf*,GS38,HS1367<br>J.Abernethy&Co.,Abn. | 13 ″ 0 | |
| 07976<br>143702<br>KHLR | **Allanwater**<br>*Mchy.Aft*<br>*Well deck* | SteelSc<br>1*Dk*(*Stl*) | 496<br>333<br>216 | ✠100A1<br>12,20 | Sou<br>✠LMC12,20 | | *h* | CL | 1920<br>12mo<br>*Lloyd* | Day,Summers&Co.Ld.<br>Southampton<br>*'sA&CP* | MasonShipping Co Ld.(W.Mason&Co. *Mgrs.*) | 165·5<br>Q95'B11'F23'<br>*CellDBf91'143t* | 25·7 | 9·6<br>FK | Liverpool<br>British<br>*3BHCem*<br>*FPT20t* | T.3Cy.13″,21″&35″–24″ (*s*)<br>180lb 61RHP<br>1SB,*3pf*,GS54,HS1530<br>W.Beardmore&Co.Ld.Gls. | 12 ″ 0<br>s 3 ″ 9<br>11 ″ 6 | |
| 07977<br>207792 | **Allegheny**<br>*Mchy.Aft* *Elec.light* Wireless | SteelScSr<br>2*Dks* | 3898<br>—<br>2967 | | | | | | 1910 | Detroit S.B.Co.<br>Wyandotte | GreatLakes TransitCorp. | 350·0 | 46·0 | 31·0 | Buffalo<br>Utd.States<br>*WB* | Q.4Cy.19″,27½″,40″&58″–42″<br>218NHP<br>DetroitS.B.Co.Detroit | | |
| 07978<br>145858<br>KJHR | —<br>*Elec.light*<br>*Mchy.Aft* | SteelSc<br>1*Dk*(*Stl*)&*Webframes* | ~~1000~~ 822<br>731<br>397 | ✠100A1<br>2,22 ~~7,21~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel7,21F P.above150°F.* | ~~Chs.~~ Hul<br>✠LMC7,21 | | *l* | CL<br>2,22 | 1921<br>7mo<br>*Lloyd* | J.Crichton &Co.Ld.<br>Connah'sQuay<br>*'sA&CP* | Anglo-American OilCo.Ld. (J.Hamilton,*Mgr*) | ~~200·0~~<br>200·4<br>F23'<br>*FPT50tAPT35t* | ~~32·3~~<br>32·5 | ~~14·8~~<br>14·0<br>FK | Liverpool<br>British<br>*11BHptCem* | T.3Cy.14″,22″&38″–24″ (*s*)<br>180lb 101NHP<br>2SB,*4cf*,GS62 HS1880<br>Lytham S.B.&E.Co.Ld. Lytham | 15 ″ 0<br>s 2 ″ 9½<br>12 ″ 6 | |
| 07979 | —<br>*Elec.light* | SteelSc<br>1*Dk*(*Stl*) | 507<br>457<br>215 | *Fitted for oil fuel 7,18 F.P. above 150° F.* | | | … | CL | 1918<br>4mo | Buffalo DryDockCo<br>Buffalo<br>A&CP | UnitedStates Govt.(NavyDept.)<br>*CellDBuB26'* | 142·5<br>*18tDTf7'13tFPT* | 30·0 | 15·1<br>BK7″ | Washngtn<br>Utd.States<br>*4BHCem*<br>*22tAPT9t* | T.3Cy.21″,33½″&55½″–42″<br>185lb (*s*) 317NHP<br>2SB,*6cf*,GS120,HS4972 FD<br>AmericanS.B.Co.Lorain | 17 ″ 6 | |
| 07980<br>~~140458~~<br>140548 | **Allegiance** | SteelSc<br>1*Dk* | 171<br>140<br>81 | | | | | | 1917 | W.J.Yarwood&Sons.Ld.<br>Northwich | JohnCockburn& Gunn | 91·5 | 21·2 | 9·2 | Liverpool<br>~~London~~<br>British<br>*WB* | C.2Cy.10″&21″–14″<br>18RHP<br>W.J.Yarwood&Sons,Ld. Northwich | | C |
| 07981 | **Allenby** | WoodSc<br>GIB 1*Dk* | 25<br>25<br>2 | ✠12A–<br>*Wood Tug with Steel framing*<br>3,20 | Hul<br>✠LMC2,20 | | | | 1919<br>6mo | J.Hunter &Sons<br>Beverley | B.W.Steamship, Tug&LighterCo. | 50·2 | 12·6 | 6·1 | Hull<br>British | C.2Cy.9″&18″–12″ (*s*)<br>130lb 15NHP<br>1SB,*1pf*,GS12,HS325<br>R.C.Walker&Co.Gms. | | |
| 07982<br>216610<br>LMFS | **Allentown**<br>Sub.Sig.<br>*Elec.light*<br>*Mchy.Aft*<br>Wireless | SteelSc<br>*Fitted for oil fuel*<br>2*Dks*&*Web frames*<br>*Longitudinal framing*<br>*Carrying Petroleum in bulk* | 4908<br>1449<br>2944 | | | | … | | 1918 | ThePusey &JonesCo.<br>Gloucester, N.J. | UnitedStates ShippingBoard | 364·9<br>P95'B34'F31' | 51·0 | 29·5<br>FK | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | 31 ″ 3 | R |
| 07983 | **Aller** | SteelSc<br>(*Trawler*)<br>1*Dk* | 233<br>217<br>85 | | | | | | 1911 | J.Frerichs &Co.A.G.<br>Einswarden | DeutscheDmpfischereiGes.Nordsee | 118·2<br>F18' | 22·6 | 12·5 | Nordnham<br>German<br>*WB* | T3Cy.12⅓″,19½″&31½″–22⅒″<br>47NHP<br>JFrerichs&CoAGOstrholz | | |
| 07984<br>29885<br>QHMG | **Allerwash**<br>(*ex*American)<br>*Cargo battens not fitted* | IronSc3MstSr<br>*ss*Sld.6thNo.3–2,20<br>1*Dk*(*ptIrn*) | 381<br>357<br>229 | 80A1<br>1,21<br>✠NB9,01<br>BS1,21 | Sld<br>LMC2,20 | | *g* | CL<br>2,20 | 1861<br>11mo | Kerman& Co.<br>Millbrook<br>A&CP | Freear&Dix | 167·5<br>Q23' ptND01<br>ND70len76<br>*WB=DBf32'* | 25·8 | 11·4<br>BK6″ | Sundrland<br>British<br>*4BHCem*<br>*70tAPT30t* | C.2Cy.17¼ &36½″–24″ (*s*)<br>80lb NE75 50RHP<br>1SB,*2pf*,GS32,HS940<br>Gilbert&Cooper,Hull | 12 ″ 5<br>s 2 ″ 0<br>11 ″ 3 | |
| 07985<br>120537<br>JMHL | **Alleyn**<br>*Elec.light* | SteelPad<br>1*Dk* | 128<br>126<br>52 | | | | … | | 1905 | Thames I.WSB&ECo Ld.London | H.G.Kellock | 129·7 | 18·5 | 6·9<br>FK | Dundee<br>British | C.D.2Cy.16″&31″–36″<br>FD 40RHP<br>ThmesIWSB&ECoLdLon | 7 ″ 0 | |
| 07986<br>VMSG | **Alli**<br>(*See Sailing Ship Register*) | WoodAuxSc3MstSr<br>*OilEng*<br>1*Dk* | 128<br>104<br>111 | | | | | | 1917 | Finn StrömsVarv.<br>Åland | A/BS.E.Lundsten O.Y. | 89·6 | 25·2 | 7·8 | Björnebrg<br>Finnish | 2 Oil Engines<br>4Cy.7$\frac{9}{10}$″–9½″ 21NHP<br>BjörneborgsMek.Verks. A/B Björneborgs | | |
| 07987<br>106443<br>KDNO | **Alliança**<br>*Elec.light* Sub.Sig. Wireless | IronScBn<br>2*Dks*&*Awngdk* | 3150<br>—<br>1897 | | | | | | 1886 | Delaware RiverCo.<br>Chester,Pa. | PanamaR.R.Co. Inc. | 335·0<br>len08 | 42·0 | 15·0<br>24·2 | New York<br>Utd.States | T.3Cy.27½″,46″&76″–42″<br>NE&B08 374NHP<br>W.Cramp&SnsS&EBCPhl | | R |
| 07988<br>107247<br>KMVD | **Alliance**<br>*Elec.light* | WoodScSr<br>Wireless<br>*Fitted for oil fuel* 2*Dks* | 916<br>—<br>522 | | | | | | 1896 | Bendixsen<br>Eureka,Cal. | GulfMailS.S.Co. | 164·4 | 35·6 | 12·0 | S.Frncisco<br>Utd.States | T.3Cy.14″,22½″&36″–24″<br>64NHP | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>*pds. pc.* | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07989 | **Alliance** SteelSc<br>Should be "Glenageary," See No.16937 in letter G.<br>*Elec.light*<br>*Mchy.Aft* | 435 | 100A1<br>(*ClassContemplated*) | | | | 1920 | Lytham S.B.&Eng. Co.Ld.<br>Lytham | Alliance&Dublin GasConsumersCo. | 142·0\|<br>Q90'B9'F20' | Dublin<br>British | T.3Cy.14",22"&38"–24"<br>LythamS.B.&Eng.Co.Ld. | | |
| 07990<br>130054<br>KCRM | **Allie** SteelScSr<br>*Mchy.Aft* 1*Dk* | 1369<br>1045<br>738 | | | | | 1919 | ForthS.B. &E.Co.Ld. (Jeffrey's)<br>Alloa | Stone&Rolfe | 235·6\|36·2\|15·4<br>Q130'B16'F31' | Llanelly<br>British<br>*WB* | T.3Cy.18",30"&50"–33"<br>144NHP<br>ForthS.B.&E.Co.Ld. (Jeffrey's)Alloa | | |
| 07991<br>217581<br>LPVJ | **Allies** SteelSc<br>*Elec.light* 1*Dk2trBin fore*<br>Sub.Sig. *& after holds& Web frames*<br>Wireless *Fitted for oil fuel* | 3659<br>3005<br>2256 | | | ... | | 1919 | Submarine BoatCorp.<br>Port Newark, N.J. | UnitedStates ShippingBoard | 324·0\|46·2\|25·0<br>P30'B90'F35'<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1GearedSteamTurbine<br>WestinghouseElec.&Mfg. Co.Essington,Pa. | 28 ″ 6 | |
| 07992<br>[illegible]<br>PGOB | **Allinga** SteelTwinScSr<br>Now named "Lorestan," See No.38206 in Supplement<br>1*Dk*(*Stl*)&*Spardk*(*Stl*–teaks)<br>*Elec.light* & *Web frames* | 2242<br>[illegible]<br>1406 | ✠ *Spardk withfreeboard*<br>3,97 ✠ | Grk | *s* | | 1897<br>3mo | Scott&Co.<br>Greenock<br>*W* | HajeeM.H. Nemazee<br>*B=Cell DBa* 76'*u* | 279·7\|42·5\|13·0<br>P32'B86'F36' 20·7<br>FK<br>*E*18'*f*106'399*tFPT* | HongKong<br>British<br>6*BHCem*<br>55*tAPT*23*t* | T.6Cy.15½",25"&40"–30"<br>272NHP<br>2SB,6*cf*,GS120,HS4270 FD<br>Scott&Co.,Greenock | 23 ″ 0 | |
| 07993<br>217194<br>LNRD | **Allison** WoodSc<br>*Elec.light* Wireless 1*Dk2trB* | 2551<br><br>1528 | | | | | 1919 | RussellS.B. Co.<br>Portland,Me. | UnitedStates ShippingBoard | 266·1\|46·2\|23·9<br>P25'B65'F29' | Prtlnd,Me.<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | |
| 07994<br>216557<br>LMCS | **Alloway** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless Sub.Sig. & *Web frames*<br>*Longitudinal framing* | 6113<br>—<br>4383 | *Fitted for oil fuel* 7,18 *F.P. above* 150°F. | | ... | CL | 1918<br>7mo | MooreS.B. Co.<br>Oakland,Cal.<br>CP | UnitedStates ShippingBoard<br>*CellDB*348'1351*t* | 402·5\|53·0\|32·0<br>P34'<br>F39'*on Shelter dk*<br>FK<br>*DTf* 30'554*tFPT* | S.Frncisco<br>Utd.States<br>7*BHptCem*<br>73*tAPT*48*t* | 1 Geared Steam Turbine<br>4 WaterTubeBoilers<br>225lb HS11132 (*s*)<br>GeneralElectricCo. Schenectady,N.Y. | 34 ″ 6<br>s 8 ″ 5<br>26 ″ 6 | |
| 07995<br><br>NQGM | **Ally** SteelScSr<br>(*ex*Sandhornet) 1*Dk* | 125<br>108<br>46 | | | | | 1890 | Trndhjms Mek.Verk.<br>Trondhjem | Acties.Portland Cemtfabr.Norden | 108·2\|16·8\| 9·7<br>Q16'H5*t*F17' | Aalborg<br>Danish | T.3Cy.11",18"&29"–20"<br>NB97 38NHP<br>TrondhjemsM.V.Trndhjm | | |
| 07996<br>136418 | **Allyn River** WoodScK<br>*Mchy.Aft* 1*Dk* | 143<br>117<br>57 | | | | | 1915 | G.A.Washington<br>Blmain,NSW | Newcastle&HunterRiverS.S.Co.Ld | 99·6\|24·6\| 6·7<br>Q20'B29' | SydnyNSW<br>British<br>*WB* | C.2Cy.11"&22"–18"<br>Morison& 20RHP<br>Beovby,Ld.Nwc.,N.S.W. | | |
| 07997<br><br>MBDN | **Alm** SteelScSr<br>(*ex*Snepiggen,*ex*Alm)<br>*Elec.light* Wireless 1*Dk*&*Spar dk* | 1679<br>1534<br>992 | | | | | 1903 | Nylands Værksted<br>Christiania | SkibsA/S Lodding'sRederi II. (T.Lodding,*Mgr.*) | 260·2\|36·9\|20·9<br>H102*t*F33*t* | Chrstiania<br>Norwegian | T.3Cy.19",31"&51½"–33"<br>152NHP<br>NylandsVærksted,Xania. | | N |
| 07998 | **Alma** SteelScSr<br>(*ex*Karthago)<br>Now named "Adrianoupolis," See No.36234 in Supplement<br>*Elec.light* 1*Dk*&*Spar dk*&*Web frames* | *2863*<br>[illegible]<br>*1738* | Bry.5,21<br>(*See footnote**) | | | | 1896 | J.Priestman&Co.<br>Sunderland | GreekGovernment | 300·3\|42·0\|17·3<br>24·9<br>FK | Greek<br>*WB* | T.3Cy.22½",37"&61"–42<br>246NHP<br>Blair&Co.Ld.Stockton | 27 ″ 6 | |
| 07999<br>5774<br>JVND | — SteelScSr<br>*ss*Got.No.1–20<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>Now named "Klampenborg," See No.38049 in Supplement | 319<br>238<br>144 | ✠100A1<br>7,20<br>LMC5,20 | Got | *d* | N7,20 | 1916<br>3mo | Aktieb. LödöseVarf.<br>Lödöse<br>A&CP | A/B Lödöse Varf. (C.A. Hallberg,*Mgr.*)<br>*Cell* | 121·1\|22·5\| 9·5<br>P31'F16'<br>FK<br>*DBf*21'35*tFPT*27*t* | Lödöse<br>Swedish<br>3*BHCem*<br>*APT*11*t* | C.2Cy.12"&27"–18" (*s*)<br>125lb 30NHP<br>1SB,2*cf*,GS23,HS522<br>Aktieb.LödöseVarfLödöse | 12 ″ 0<br>s 1 ″ 3<br>10 ″ 11 | |
| 08000 | — SteelScLr<br>1*Dk* | 147<br>139<br>72 | | | | | 1907 | G.H. Thyen<br>Brake | LeererHeringsfischereiAkt.Ges. | 93·9\|21·3\|10·2 | Leer<br>German | C.2Cy.9$\frac{7}{16}$"&18$\frac{1}{8}$"–12$\frac{13}{32}$"<br>Christiansen 10NHP<br>&Meyer,Harburg | | |
| 08001<br>2671<br>JFTV | — IronSc<br>(*ex*Blidösund,*ex*Ljusterö) 1*Dk* | 131<br>69<br>91 | | | | | 18$\frac{77}{97}$ | Bergsunds Mek.Verks.<br>Stockholm | Ångb.Aktieb. Byelfven (Joh. Carlsson,*Mgr*) | 99·4\|17·7\| 6·5<br>Q31'B39'H12*t* | Gillberga<br>Swedish | 2Cy.13¾"&24"–16"&20"<br>21NHP<br>BergsundsMekVerks.Skm | | |
| 08002 | **Almadi** SteelSc | 216<br>—<br>110 | | | | | 1912 | M.U.Martinolich<br>Lussinpiccolo | Soc.inAzioni Ungaro-Croata di Nav.Maritt.aVap. | 136·4\|19·7\| 8·4 | Fiume | T.3Cy.13",21¼"&34¼"–18$\frac{1}{16}$"<br>50NHP<br>Plenty&Son,Ld.Newbury | | A |
| 08003<br>144500<br>KFQD | **Almagro** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 2464<br>2227<br>1438 | ✠100A1<br>~~9,21~~ ~~6,20~~ 1,22<br>✠LMC6,20 | Gls<br>Ant | *t* | CL | 1920<br>6mo | A.&J. Inglis,Ld.<br>Glasgow<br>*Lloyd's*A&CP | MacAndrews&Co. Ld. | 303·4\|43·0\|20·7<br>P33'B81'F32'<br>FK<br>*Cell DB*260'661*tFPT* | London<br>British<br>6*BHptCem*<br>69*tAPT*180*t* | T.3Cy.22",36"&59"–39" (*s*)<br>180lb 265NHP<br>2SB,6*cf*,GS124,HS4500<br>A.&J.Inglis,Ld.Glasgow | 23 ″ 0<br>s 3 ″ 6<br>19 ″ 10 | |
| * 08004 | — SteelSc<br>*ss*BAs.No.1–19<br>*Elec.light* 1*Dk* | 227<br>214<br>— | ✠100A1<br>*For towing purposes*<br>1,21<br>~~BS1,21~~ ✠LMC7,19<br>BS1,22 | BAs | | CL<br>1,21 | 1914<br>6mo | J.&A.v.d. Schuyt S.B.&E.Co.<br>Papendrecht<br>A&CP | NavigazioneGeneraleItaliana | 111·5\|24·7\|12·3<br>B39'F10'<br>BK6¾"<br>*WB=FPT*8*t* | Bns.Ayres<br>Argentine<br>5*BHCem*<br>*APT*30*t* | T.3Cy.14⅝",23⅝"&38$\frac{9}{16}$"–26¾"<br>186lb (*s*) 114NHP<br>2SB,4*cf*,GS73,HS2152<br>J&A.v.d.SchuytSB.&E.Co. Papendrecht | 13 ″ 1<br>s 1 ″ 5<br>12 ″ 4 | |
| 08005<br>136353<br>JLWB | **Almanzora** SteelTrpScSr<br>*Elec.light* Wireless 3*Dks*&1*pt Dk*<br>Sub.Sig. *Ref.Mchy.* | 15551<br>10179<br>9442 | | | | | 1914 | Harland& Wolff,Ld.<br>Belfast | RoyalMailSteam PacketCo. | 570·0\|67·3\|33·3<br>P53'B353'UpB348'<br>F100' *Promenade dk*onUprB295' | Belfast<br>British<br>*WB* | T.8Cy.27",42"&(2)49"–51"<br>1L.P.Turbine<br>Harland&Wolff,Ld.Bel. | | BT till 10,21 |
| 08006<br><br>JNQH | **Almar** CompScSr<br>(*ex*O.F.Ahlmark)<br>1*Dk* | 178<br>149<br>104 | | | | | 1873 | C.J.Berglund<br>Carlstad | HansChr.Aas | 100·5\|21·4\|10·3<br>Q5*t* B22*t* | Melbo<br>Norwegian | C.2Cy.10¼"&25"–17½"<br>NB13 22NHP<br>ChristinehamnsM.V. | | |
| 08007<br><br>HDKJ | **Almazore** Iron<br>(*ex*Apostol) | 422<br>—<br>254 | | | | | 1859 | ..................<br>England | VicenteGarcia | 157·8\|24·6\|14·1 | Valencia<br>Spanish | C.2Cy.22"&39" | | |
| 08008<br><br>NCSH | **Almelo** SteelSc<br>*Cruiser Stern Fitted for oil fuel*<br>*Elec.light* Wireless 3*Dks*&*Shelter dk* | 6899<br>6380<br>4417 | | | | | 1918 | Kon.Maats deSchelde<br>Flushing | Koninkl.Nederl. Stoomb.Maats. | 447·5\|62·8\|29·6<br>P31' | Amstrdam<br>Dutch<br>*WB* | T.3Cy.31",50"&82½"–54"<br>500NHP<br>Maats.deSchelde,Flushing | | V |
| * 08009<br>113715<br>JWPC | **Almeria** SteelScSr<br>*ss*HKg.2ndNo.3–1,22 ~~*ss*Ant.No.3–12~~<br>(*ex*Sikh) 2*Dks*(*Stl*–*U pt* teaks)&<br>*Elec.light* Wireless *deep framing* | 5029<br>4144<br>3230 | ✠100A1<br>1,22<br>(*See footnote*) ✠LMC<br>BS8,21 MSI,22 | HKg | *y* | CL<br>1,22 | 1903<br>1mo | Napier& Miller,Ld.<br>Glasgow<br>*Lloyd's*A&CP | ~~TheShippingController (J.Gardiner &Co.*Mgrs.*)~~ Hajee M.H.Nemazee<br>*WB=Cell* | 400·5\|49·2\|26·9<br>P39'B240'F53'<br>FK<br>*DBa*117'*uE*&*B*59'*f* | London ~~London~~<br>British<br>6*BHCem*<br>175' 1173*t* | T.3Cy.27½",44"&75"–48" (*S*)<br>180lb 471NHP<br>4SB,12*cf*,GS248,HS7960<br>Dunsmuir&Jackson,Gls.<br>~~*BTf*42'951*t*~~ *FPT*66*tAPT*30*t* | 29 ″ 6<br>s 4 ″ 9<br>25 ″ 2 | |
| 08010 | — SteelScSr<br>(*ex*Wakefield) 1*Dk*&*Spardk*3*trB* | 2418<br>2282<br>1543 | | | ... | | 1888 | J.Laing<br>Sunderland | TheAdmiralty | 293·0\|38·2\|18·3<br>B71'F33' 25·9<br>BK9½" | British<br>*WB* | T.3Cy.22½",36½"&60"–39"<br>NDB01 219NHP<br>G.Clark,Sunderland | 28 ″ 7 | |

*This vessel the class of which has lapsed, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08011<br>HBRC | **Almike** WoodSc | 185<br>—<br>137 | | | . | | 1918 | ................ | R.Oginaga | 109·8 | 20·7 | 9·8 | Bilbao<br>Spanish | | | |
| 08012 | **Almirante** SteelScSr<br>ssPra.No.1-09<br>(exRioJuruá) 1Dk(Teak)&<br>Elec.light Promenade dk (Teak) | 293<br>243<br>222 | ✠<br>For River pur<br>2,13 ✠ | Pra<br>poses o | nly | | 1905<br>12mo | Murdoch &<br>Murray<br>Pt.Glasgow | A.P.daCosta | 150·3<br>F26' | 30·1 | 7·7<br>FK<br>WB= | Para<br>Brazilian<br>5BHCem<br>FPT18t | T.3Cy.13½",22"&36"-24"<br>89NHP<br>1SB,3pf,GS53,HS1667<br>Muir&Houston,Ld.Gls. | 8 ″ 0 | |
| 08013<br>WLHK | **Almirante Goni** SteelScSr<br>(Whaler)<br>Elec.light 1Dk | 171<br>163<br>86 | | | | | 1911 | Framnes<br>Mek.Værks.<br>Sandefjord | Akties.Hektor<br>(N.Bugge,Mgr.) | 110·3 | 20·1 | 11·8 | Tönsberg<br>Norwegian<br>WB | T.3Cy.12",20"&33"-24"<br>53NHP<br>AkersMek.Værks.Xia. | | N |
| 08014<br>MRJF | **Almirante Gravina** SteelSc<br>3MstSr<br>(exArbutus,exAlmirante Gravina) 1Dk<br>Mchy.Aft | 349<br>300<br>191 | | | | | 1906 | J.Meyer's<br>S.B.Co.<br>ZaltBommel | Ch.Lilloe&<br>Johs.Johannessen | 152·8 | 30·6 | 9·8 | Porsgrund<br>Norwegian | C.2Cy.11"&24"-18"<br>20NHP<br>Crabtree&Co.Yarmouth | | N |
| 08015 | **Almirante Jacequay** SteelTwin<br>(exOyapock) ScSr<br>Elec.light Wireless 2 Dks&Shade dk | 1294<br>716<br>793 | | | | | 1907 | Cammell<br>Laird&Co.Ld<br>Birkenhead | LloydBrasileiro | 243·0 | 36·0 | 12·0 | R.Janeiro<br>Brazilian | T.6Cy.15",23"&38"-30"<br>158NHP<br>CammellLaird&CoLd.Bkn | | |
| 08016<br>HOLT | **Almirante Latorre** SteelSc<br>(exChala) 3MstSr<br>2Dks&Shadedk | 600<br>560<br>363 | ✠<br>2,79 | Liv | Lv | | 1878<br>12mo | LairdBros.<br>Birkenhead | Artigas&Co. | 180·4<br>H38t | 30·1 | 14·8<br>FK | Valparaiso<br>Chilian<br>3BH | C.2Cy.25"&48"-36"<br>115NHP<br>LairdBros.Birkenhead | | |
| 08017<br>GRNQ | **Almirante Lobo** SteelScSr<br>1Dk(Stl-ws)&Awng dk(Stl-ws)<br>Elec.light | 1707<br>1475<br>999 | ✠<br>Awng dk<br>withfreeboard<br>4,09 ✠ | Lth | q | | 1909<br>4mo | Scott of<br>Kinghorn,Ld<br>Kinghorn | SpanishGovernment | 245·5<br>F37' | 38·1 | 12·6<br>20·4<br>FK<br>WB=CellD | Spanish<br>5BHCem<br>Ba 52'uE21' | T.3Cy.18",29"&49"-33"<br>177NHP<br>2SB,4cf,GS86,HS3099<br>Scott of Kinghorn,Ld.Kgn.<br>f84'175tFPT53tAPT37t | 22 ″ 6 | |
| 08018<br>845<br>HBMQ | **Almirante Señoret** SteelSc<br>(exNaddoddur)<br>1Dk | 110<br>—<br>56 | | | | | 1906 | Nyland<br>Værksted<br>Christiania | Cia.deVapor "Senoret" (V.&A. Kusanovic) | ................ | | | PntaArnas<br>Chilian | | | |
| 08019 | **Almissa** SteelScSr<br>(exStephanie, exTrieste) 1Dk&Shadedk2trB | 883<br>712<br>434 | | | | | 1893 | Lloyd<br>Austriaco<br>Trieste | LloydTriestino | 207·6 | 29·6 | 16·3 | Trieste<br>Italian<br>WB | T.3Cy.17½",28"&46"-30"<br>NB00 116NHP<br>StablimentoTecnico,Tri. | | A |
| 08020<br>84688 | **Almond** SteelSc<br>(BucketDredger)<br>Elec.light ssGls.No.1-19 1Dk(Stl) | 309<br>292<br>119 | [illegible] | | ... | CL<br>5,19 | 1915<br>6mo<br>Lloyd's A&CP | Fleming&<br>Ferguson,Ld.<br>Paisley | NorthBritish RailwayCo. | 136·0<br>F25' | 30·2 | 10·0<br>FK | Bo'ness<br>British<br>4BHCem | C.2Cy.15"&30"-20" (s)<br>130lb<br>1SB,2pf,GS39,HS1085<br>Fleming&Fergusn,Ld.Psy. | 10 ″ 6<br>s 2 ″ 9<br>8 ″ 2 | |
| 08021<br>140864<br>KGSJ | **Alness** SteelSc<br>Elec.light Wireless 2Dks | 3683<br>3420<br>2225 | | | | | 1920 | RopnerS.B<br>&Repg.Co.<br>(Stn)Ld.<br>Stockton | CornboroShipping LineLd. (W.R. Smith&Sons(London)Ld.Mgrs.) | 346·7 | 51·0 | 24·1 | Bideford<br>British<br>WB | T.3Cy.25",41"&67"-45"<br>301NHP<br>Blair&Co.Ld.Stockton | | |
| 08022<br>127091 | **Alnmouth** SteelScK<br>ssMil.No.2-19<br>1Dk | 236<br>214<br>92 | ✠100A1<br>StmTrawler<br>11,20<br>BS11,20 ✠LMC8,19 | Flt | | CL<br>8,19 | 1912<br>2mo<br>Lloyd's A&CP | Cochrane<br>&Sons<br>Selby | VulcanSteam TrawlersLd. (Taylor&Tomlinson,Ld.Mgrs.) | 120·0<br>Q69' | 21·5 | 11·7<br>BK7½" | Fleetwood<br>British<br>3BHCem | T.3Cy.12",21"&34"-24" (r)<br>180lb 66RHP<br>1SB,2pf,GS35,HS1075<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 6 | |
| 08023<br>123260<br>JHNV | **Alonso** SteelSc<br>ssHul.No.3-10,19<br>1Dk | 172<br>164<br>66 | ✠100A1<br>Stm Trawler<br>1,21 BS9,21<br>~~BS9,20~~ ✠LMC10,19 | Hul | | CL<br>1,21 | 1906<br>6mo<br>Lloyd's A&CP | Mackie&<br>Thomson<br>Glasgow | MonsSteamFishingCo.Ld.(E. Headspith,Mgr.) | 108·8 | 21·5 | 11·2<br>BK8"<br>WB= | Hull<br>British<br>4BHCem<br>DTf10'14t | T.3Cy.10",16¼"&27"-24" (s)<br>200lb 36RHP<br>1SB,2pf,GS25,HS750<br>W.V.V.Lidgerwood,Gls. | 12 ″ 4 | |
| 08024<br>38<br>KPAC | **Alouchta** SteelSc<br>(exLaurana,exGravosa) 1Dk | 132<br>—<br>57 | | | | | 1896 | M.U.Martinolich<br>Lussinpiccolo | M.Govallo | 117·5 | 16·0 | 10·5 | Sebastopol<br>Russian | T.3Cy.11½",18"&30"-16½"<br>36NHP<br>Wilson&McLaren,Smpr. | | |
| 08025<br>95357<br>NPJW | **Alouette** SteelTwinScSr<br>(exCalvados) 2Dks | 570<br>456<br>239 | | | | | 1894 | W.Denny<br>&Bros.<br>Dumbarton | GeneralStmNavCo Ld. | 195·0<br>B61'F39' | 28·1 | 14·3 | London<br>British | T.6Cy.13½",20½"&31"-21"<br>NB06 104RHP<br>Denny&Co.Dumbarton | | |
| 08026 | — SteelSc<br>(exIthaki, exVolga,exLaurium) 1Dk<br>Well deck | 368<br>—<br>165 | | | ... | | 1895 | Cumming<br>&Ellis<br>Inverkeithing | R.Ravel | 136·0<br>Q46'B34'F29' | 23·0 | 10·0<br>BK7" | Toulon<br>French | C.2Cy.18"&36"-27"<br>66NHP<br>Hawthorns&Co.Leith | 10 ″ 4 | V |
| 08027<br>OBRV | — SteelSc<br>(Trawler)<br>Elec.light 1Dk | 319<br>—<br>53 | | | | | 1917 | Forg.&Ch.<br>de laMédit.<br>LaSeyne | Soc.Mar. Française | 137·8<br>F26' | 23·4 | 11·7 | LaRochlle<br>French | C.2Cy.18"&36"-23½"<br>52NHP<br>Forg.&Ch.de laMédit.Msl. | | V |
| 08028<br>217088<br>LNJM | **Alpaco** WoodSc<br>Elec.light Wireless 1Dk2trB | 2551<br>—<br>1528 | | | | | 1918 | Hodge<br>ShipCo.Inc.<br>MossPoint, Miss. | UnitedStates ShippingBoard | 267·3<br>P40'B66'F30' | 46·0 | 23·6 | Gulfport<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 08029<br>206130 | **Alpena** SteelScSr<br>Mchy.Aft Elec.light Wireless 1Dk | 2886<br>—<br>1787 | | | | | 1909 | Detroit<br>S.B.Co.<br>Wyandotte | WyandotteTrans. Co. | 356·0 | 47·2 | 27·0 | Wyand'tte<br>Utd.States<br>WB | Q.4Cy.17½",25½",37"&54"-36"<br>175NHP<br>DetroitS.B.Co.Detroit | | L |
| 08030<br>NCTF | **Alpha** SteelScSr<br>1Dk&Spr dk | 2172<br>2049<br>1396 | | | | | 1901 | Schiffsw.v.<br>HenryKoch<br>Lübeck | Ahrenkiel&Clausen | 260·3<br>H26' | 38·3 | 17·0<br>23·9 | Aabenraa<br>Danish<br>WB | T.3Cy.17¾",29½"&47¼"-33½"<br>129NHP<br>J.F.Ahrens,Ottensen | | |
| 08031<br>98154<br>LVFC | — IronTwinScSp<br>(Hopper Barge) 1Dk | 401<br>382<br>185 | | | | | 1890 | T A Walker<br>Sudbrook | ManchesterShip CanalCo. | 145·6 | 30·4 | 10·7 | Manchestr<br>British | Q.8Cy.9",12",16"&24"-21½"<br>NB01 96RHP<br>Fleming&Ferguson,Psy. | | |
| 08032<br>112688 | — SteelScK<br>ssLon.No.2-20 ssLon.No.3-4,12<br>1Dk<br>Elec.light | 274<br>254<br>108 | ✠100A1<br>StmTrawler<br>~~5,20~~ ~~8,14~~ 6,21<br>BS6,21 ~~BS8,14~~ ✠LMC~~8,12~~ 5,20 | Yar<br>Lon | | ~~5,19~~<br>N5,20 | 1900<br>4mo<br>Lloyd's A&CP | Hawthorns<br>&Co.Ld.<br>Leith | RoyalNational Mission toDeep SeaFishermen | 135·6<br>Q27'F21' | 22·6 | 13·8<br>BK7½"<br>WB=DB | London<br>British<br>4BHCem<br>f23'16t | T.3Cy.13",21"&34"-24" (s)<br>175lb 70RHP<br>1SB,2cf,GS37,HS1193<br>Hawthorns&Co.Ld.Leith | 14 ″ 6 | |
| 08033<br>MBTF | — SteelScSr<br>1Dk | 234<br>143<br>109 | | | | | 1903 | MossJrnst.<br>&Mek. Værks<br>Moss | Dampskibs.Alpha (J.C.Olsen) | 112·9<br>Q20tB42tH15tF12t | 22·1 | 10·0 | Moss<br>Norwegian | C.2Cy.13½"&34"-24"<br>47NHP<br>MossJernst.&M.V.Moss | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08034<br>OBSC | **Alpha** SteelScK<br>(Trawler)<br>1Dk | 198<br>185<br>48 | | | ... | | 1905 | J.Duthie<br>Torry S.B.Co.<br>Aberdeen | Bourdin&Denis | 115·5<br>BK7½" | 21·6 | 11·6 | Dieppe<br>French | T.3Cy.12",21"&34"–23"<br>75NHP<br>J.Abernethy&Co.Abn. | 12 ″ 6 | V |
| 08035 | — IronScK<br>(Trawler)<br>(exAlfa,exAlpha) 1Dk | 152<br>140<br>48 | | | ... | | 1900 | Charlton&<br>Co.Ld.<br>Grimsby | FiskeriAktieb.<br>Hvalen(C.A.Assmundsson,Mgr.) | 108·3<br>Q22′H8t<br>BK7½" | 20·1 | 10·4 | Gothenbrg<br>Swedish | T.3Cy.10½",16½"&26½"–20"<br>37NHP<br>Charlton&Co.Ld.Grimsby | 11 ″ 3 | |
| 08036<br>78559 | — IronScCtr<br>1Dk | 111<br>97<br>76 | | | | | 1877 | W.Swan&<br>Sons<br>Mayhill | L.&S.W.Rly.Co.&<br>MidlandRly.Co. | 86·2 | 18·0 | 8·0 | Bridgwatr<br>British | C.2Cy.10½"&20"–15"<br>22RHP<br>Muir&Houston,Glasgow | | |
| 08037<br>NCTM | **Alphard** SteelScSr<br>Elec.light Wireless 1Dk | 3551<br>3263<br>2170 | | | | | 1915 | Rotterdam<br>Droogd.Maat<br>Rotterdam | VanNievelt<br>Goudriaan&Co's.<br>Stoomv.Maats. | 361·4<br>P24′B214′F34′ | 49·6 | 22·1 | Rottrdam<br>Dutch<br>WB | T.3Cy.25",41"&67"–45"<br>301NHP<br>RotterdamDroogd.Maats. | | V |
| 08038<br>110602 | **Alphonse Racine** SteelSc<br>(Tug)<br>1Dk | 121<br>108<br>69 | | | | | 1904 | Cie.Pontbriand,Ld.<br>Sorel,P.Q. | W.B.Smith | 79·2 | 18·6 | 10·1 | Montreal<br>British | C.2Cy.16"&32"–24"<br>43RHP<br>Cie.Pontbriand,Ld.Sorel | | |
| 08039<br>124245<br>HMBR | **Alpine Range** SteelScSr<br>ssQns.No.3–7,19<br>(exKintail) 1Dk(Stl)&Spar dk(Stl)<br>Elec.light Sub.Sig. &deep framing<br>Wireless | 3584<br>3340<br>2267 | ✠100A1<br>Spar dk<br>7,21 ~~9,20~~<br>~~BS9,20~~<br>BS11,21 | Gls<br>Mch<br>✠LMC7,19 | w | CL<br>~~5,19~~<br>7,21 | 1907<br>12mo<br>Lloyd | C.Connell<br>&Co.Ld.<br>Glasgow<br>'sA&CP | NeptuneSN.Co.Ld<br>(Furness,Withy&<br>Co.Ld.Mgrs.)<br>WB | 349·2<br>P29′B106′F40′ 25·8<br>FK<br>1BH<br>=CellDB a 114′u0′ | 46·2 | 17·3 | Liverpool<br>British<br>5BHtoSp dk<br>to M dk Cem<br>E&B40′f15 | T.3Cy.25",41"&66"–45" (s)<br>180lb ~~100lb~~ 90lb 358NHP<br>2SB.6cf,GS92,HS4862 FD<br>Dunsmuir&Jackson,LdGls<br>771tDTa34′720tAPT28t | 28 ″ 2<br>s5 ″ 0½<br>23 ″ 7 | |
| 08040<br>OBSF | **Alprecht** SteelScK<br>(Trawler)<br>1Dk | 219<br>—<br>96 | | | | | 1900 | Earle'sCo.<br>Ld.<br>Hull | L.Bouclet | 121·0 | 22·0 | 11·5 | Boulogne<br>French<br>WB | T.3Cy.12¾",20"&32"–22"<br>48NHP<br>Earle'sCo.Ld.Hull | | V |
| 08041<br>21129<br>NMGB | **Alps Maru** SteelTwinScSr<br>Wireless<br>2Dks(Stl)&Shelter dk(Stl)&Web frames<br>Elec.light Longitudinal framing<br>Cargo battens not fitted in Shelter 'tween dks | 7790<br>7346<br>4862 | ✠100A1<br>Shelter dk<br>with freeboard<br>8,20 | Kob | '' | CL<br>8,20 | 1917<br>11mo<br>Lloyd | OsakaIron<br>Works,Ld.<br>Osaka<br>'sA&CP | OsakaShosen<br>KabushikiKaisha<br>CellD | 425·0<br>FK<br>B370′1195tDT a34′ | 56·2 | 40·5 | Osaka<br>Japanese<br>7BHCem<br>969tAPT85t | T.6Cy.21½",35"&58"–48" (s)<br>200lb 655NHP<br>3SB&1AuxSB,11cf,GS225,<br>HS9332 FD<br>OsakaIronWorksLdOsaka | 40 ″ 6<br>s 9 ″ 9½<br>31 ″ 1 | |
| 08042<br>71471<br>WTHQ | **Alroy** WoodAuxSc3MstSr<br>Par.Mot.<br>(See Sailing Ship Register) | 256<br>248<br>180 | | | ... | | 1875 | PeakeBros.<br>P.E.Island | ExeTransportCo.<br>Ld.(H.J.Wenborn,<br>Mgr.) | 116·0 | 25·9 | 12·5 | Falmouth<br>British | Paraffin Motor<br>2Cy.13½"–14" 100NHP<br>InvincibleEngineWorks,<br>Keighley | | |
| 08043<br>OBSN | **Alsace** SteelScSr<br>(exRioJaneiro,exAdelaideLavarello)<br>Elec.light Wireless 2Dks&Awngdk | 1906<br>—<br>1205 | | | ... | | 1889 | Wigham,<br>Richrdsn&Co<br>Newcastle | Soc.Gén.deTransp<br>Mar.àVap. | 300·0<br>P48′ F24′ 25·7 | 35·3 | 17·4 | Marseilles<br>French | T.3Cy.27½",43½"&71"–48"<br>NB04 349NHP<br>WighmRichrdsn&Co.Nwc | 26 ″ 6 | V |
| 08044<br>OBSR | — WoodAuxSc4MstSr<br>OilEng<br>Elec.light 1Dk2trB<br>(See Sailing Ship Register) | 1091<br>—<br>747 | | | | | 1917 | Howland&<br>Nelson<br>Beaumont,<br>Tex. | French<br>Government | 192·3 | 40·3 | 20·3 | Brest<br>French | Oil Engines | | V |
| 08045 | — SteelScSr<br>1Dk | 120<br>101<br>52 | ✠100A1<br>with freeboard<br>2,17<br>For Service between Windward&Leeward Islands | Grk<br>✠LMC2,17 | b | CL | 1917<br>2mo<br>Lloyd | G.Brown&<br>Co.<br>Greenock<br>'sA&CP | | 118·6<br>FK<br>CellDBuE32′ | 18·1 | 8·3 | French<br>4BHCem<br>12tFPT5t | C.2Cy.13"&28"–18" (s)<br>150lb 48NHP<br>1SB,2pf,GS32,HS947<br>Gauldie&Gillespie,Gls. | 9 ″ 0<br>s 1 ″ 9¾<br>7 ″ 6 | |
| 08046<br>OBSM | **Alsace II.** SteelScSr<br>Elec.light Wireless 2Dks(Stl)<br>Cargo battens not fitted | 5607<br>4865<br>3422 | ✠100A1<br>1,21 | Bdx<br>✠LMC11,19 | y | CL | 1919<br>11mo<br>Lloyd | Canadian<br>Vickers,Ld.<br>Montreal,PQ.<br>'sA&CP | Cie.Française<br>d'Armement &<br>d'Importation de<br>Nitrate deSoude | 400·3<br>P43′B120′F39′<br>CellDB333′ FK<br>1025tFPT149tA | 52·4 | 28·0 | Dunkirk<br>French<br>6BHptCem<br>PT133t | T.3Cy.25",41"&68"–45" (s)<br>180lb 397NHP<br>3SB,9cf,GS207,HS6930<br>CanadianVickersLd.Mtl. | 31 ″ 1<br>s 6 ″ 2½<br>25 ″ 3 | |
| 08047 | **Alsace Lorraine** IronSc<br>1Dk | 224<br>—<br>83 | | | | | 1885 | ..................<br>Haarlem | UnionCommerciale<br>Indo-Chinoise&<br>Africaine | 113·4<br>P43′F28′ | 25·9 | 9·2 | Casabl'nca<br>Moroccan | C.2Cy.14"&25"–18"<br>22NHP<br>Holland | | V |
| 08048 | **Alsenstein** SteelSc<br>(exCoriolan) (Tug) OilEng<br>1Dk<br>Now named "Else," See No. 37233 in Supplement | 107<br>84 | | | | | 1914 | HPau'ksch<br>A.G.<br>Landsburg | H.P.Vith | 91·9<br>H38′ | 18·4 | 6·5 | Flensburg<br>German<br>WB | Oil Engines<br>4Cy.15¾"–13¾" 68NHP<br>GörlitzerMaschb.Görlitz | | |
| 08049 | **Alsina** SteelTwinSc<br>Fitted for oil fuel<br>Elec.light 3Dks<br>Ref.Mchy. Cruiser Stern | 8600<br>6300<br>4900 | ✠Lloyd'sRMC3,22 | | | | 1921 | Swan,Hunter&Wigham<br>Richardson,<br>LdNewcastle | Soc.Gén.deTransp.<br>Mar.àVap. | 450·5<br>P35′B271′F88′ | 58·4 | 31·5 | Marseilles<br>French<br>WB | 4 Steam Turbines geared<br>to 2 Screw Shafts<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | | |
| 08050<br>NBGW | **Alssund** SteelScSr<br>ssKob.No.3–11,17<br>(exToyoMaru,exShintsuMaru,<br>exKaisow) Wireless 2Dks(Stl-U teak s)<br>Elec.light &deep framing3Dk rule | 4123<br>3684<br>2584 | ✠100A1<br>5,20<br>BS4,20 | Ham<br>✠LMC1,19 | w | 1,19 | 1895<br>3mo | D&WHenderson&Co<br>Glasgow<br>A&CP | Akt.Dampfsk.<br>Gylfe(~~J.L.Didrichsen Mgr.~~)(T.C Christensen,Mgr.)<br>Cell | 370·0<br>P25′B77′F44′<br>BK9"<br>DBa116′uE&B44′f | 46·0 | 26·3 | Copnhagn<br>Danish<br>6BHCem<br>152′857t DT | T.3Cy.26",42"&71"–48" (s)<br>180lb 180lb 384NHP<br>2SB,6pf,GS120,HS4713 FD<br>D.&W.Henderson&CoGls.<br>a24′212tFPT115t | 29 ″ 3<br>s 6 ″ 0½<br>24 ″ 5 | |
| 08051<br>MLRS | **Alstad** ssXia.2ndNo.3–1,20 SteelScSr<br>Wireless ~~ssHpl.No.3–3,09~~<br>(exCristoforoVagliano, ~~ssXia.No.2–20~~<br>exMaritta) 1Dk(Stl)2trB&Webframes | 3057<br>2844<br>1894 | ✠100A1<br>withfreeboard<br>8,21 ~~1,20~~<br>✠NB5,14<br>BS8,21 | Xia<br>Rot<br>✠LMC4,20 | u | ~~N7,19~~<br>N8,21 | 1896<br>3mo<br>Lloyd | Armstrong<br>Mitchell&Co.<br>LdNewcastle<br>'sA&CP | A/S Atlantis<br>(B.Hanssen,Mgr.)<br>WB=Cell | 320·0<br>P21′B54′F37′<br>FK<br>DBa94′uE20′f132′ | 46·0 | 23·4 | Flekkefjrd<br>Norwegian<br>5BHCem<br>609tAPT45t | T.3Cy.24",40"&64"–42" (s)<br>160lb 100lb NDB14 284NHP<br>2SB6cf.GS120,HS4550<br>WllsndSlpwy.Co.Ld.Nwc. | 26 ″ 2<br>s 5 ″ 1½<br>21 ″ 4 | |
| 08052 | **Alster** SteelScSr<br>ssHam.No.1–<br>Elec.light Wireless 2Dks(Stl)&<br>deepframing<br>Now named "Sandgate," See No. 39227 in Supplement | 3618<br><br>2306 | ✠<br>✠ | Ham | w | | 1906<br>6mo | W.Dobson<br>&Co.<br>Newcastle | TheShippingController(Turnbull,<br>Scott&Co.Mgrs.)<br>CellDB | 354·6<br>P41′B112′F38′<br>FK<br>a114′uE&B46′f150′ | 48·1 | 26·0 | London<br>British<br>6BHCem<br>720tAPT54t | T.3Cy.24½",40"&67"–45"<br>361NHP<br>3SB,9cf,GS122,HS4830 FD<br>N.E.MarineEngCoLdNwc | 28 ″ 6 | |
| 08053 | — SteelScSr<br>Well deck 1Dk | 997<br>804<br>480 | | | | | 1914 | Reiherst'g<br>Schiffsw.<br>Hamburg | A.Kirsten | 222·0<br>P&B170′F32′ | 34·4 | 13·0 | Hamburg<br>German<br>WB | T.3Cy.16½",27½"&43"–33½"<br>Reiherstieg 109NHP<br>Schiffsw.uMaschf. | | |
| 08054 | — SteelSc<br>(Tug)<br>(exKansaII.) 1Dk | 100<br>89 | | | | | 1916 | N.V.Ysselwerf v/h.W.<br>vanGoor<br>Kampen | J.van derVelde | 79·4 | 20·3 | 8·9 | Hamburg<br>German | T.3Cy.11½",18⅒"&29⅒"–11½" 30NHP<br>Maschf."Utrecht,"Utrecht | | |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08055<br>5729<br>JVKC | **Alstern** **SteelScSr**<br>ssNYk.No.3-6,18<br>(exBelos,exGretavale) 1Dk(Stl)<br>Elec.light Wireless &deep framing | 3220<br>2875<br>1952 | ✠100A1<br>~~6,21~~ ~~9,20~~ 2,22<br>✠LMC<br>~~BS9,20~~<br>MS6,18<br>BS2,22 | Mmo<br>~~Rot~~ Got | v | 9,20 | 1905<br>5mo | Grngem'th &Greenock DockyardCo.<br>Greenock<br>Lloyd'sA&CP | RederiA/B.Trans-atlantic (G. Carlsson,Mgr.)<br>CellDBa98' | 330·6<br>P27'B96'F34'<br>uE&B40'f142'898t | 48·0 | 22·0<br>FK | Gothenburg<br>~~Helsingborg~~<br>Swedish<br>5BHCem<br>APT77t | T.3Cy.23½",40"&65"-42" (s)<br>160lb 90lb 283NHP<br>2SB,6cf,GS128,HS4386<br>J.G.Kincaid&Co.Greenock | 24 " 5<br>s4 " 1½<br>20 " 9 | |
| 08056<br>115154<br>VGFM | **Alston** **SteelScSr**<br>ssLiv.No.3-11,18<br>Spar dk(ptIrn&ptStl)2trB&<br>Wireless Web frames | 3955<br>3757<br>2563 | ✠100A1<br>Spar dk withfreeboard<br>11.19<br>BS10,19 ✠LMC11,18 | Mtl | x | 11,19 | 1903<br>10mo | J.Priest-man&Co.<br>Sunderland<br>Lloyd'sA&CP | MarineNav.Co.Ld.<br>~~SirWilliam Garth-waite,Bart.~~<br>~~MarineNav.Co.ofCanada,Ld~~<br>WB=CellDBa | 347·0<br>P223'F34'<br>114'uE22'f142'788t | 46·5 | 19·9<br>27·8<br>FK | Montreal<br>~~London~~<br>British<br>6BHCem<br>APT138t | T.3Cy.26",42½"&69½"-45"<br>180lb ~~90lb~~ (r) 358NHP<br>2SB,6cf,GS129,HS5620 75lb<br>Blair&Co.Ld.Stockton | 30 " 6<br>s4 " 11½<br>25 " 11 | |
| 08057<br>128877<br>HVBN | **Alt** **SteelScSr**<br>ssGoo.No.2-20<br>Elec.light 1Dk(Stl) | 1004<br>832<br>419 | ✠100A1<br>11,21 ~~9,20~~<br>✠LMC9,20<br>BS11,21 | Goo | o | 9,20 | 1911<br>12mo | W.Dobson &Co.<br>Newcastle<br>Lloyd'sA&CP | ~~Lancashire&YorkshireRly.Co.~~<br>L.&N.W.Rlwy.Co.<br>WB=CellDBa58' | 240·2<br>P38'B88'F35'<br>uE15'f91'182tFPT | 34·2 | 15·4<br>FK | Goole<br>British<br>5BHCem<br>14tAPT31t | T.3Cy.22",36"&61"-39" (r)<br>180lb 331NHP<br>2SB,6cf,GS124,HS4948 FD<br>WllsndSlpwy.Co.Ld.Nwc. | 16 " 4<br>s2 " 1<br>14 " 7 | |
| 08058<br>217979<br>LQWH | **Alta** **WoodSc**<br>Elec.light Wireless 1Dk2trB | 2551<br>2073<br>1528 | | | | | 1919 | Alabama D.D &S.B.Co.<br>Mobile | **UnitedStates ShippingBoard** | 267·3 | 46·0 | 23·5 | **Mobile**<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>Hooven,Owens&Rentsch-lerCo.Hamilton,O. | | R |
| 08059<br>23052<br>RCKG | **Altai Maru** **SteelTwinSc**<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless &Webframes<br>Longitudinal framing | 7772<br>7329<br>4847 | ✠100A1<br>Shelter dk withfreeboard<br>~~2,21~~ ~~6,20~~<br>4,22<br>✠LMC~~6,20~~<br>9,21 | Kob<br>~~HKg~~<br>Yka | b† | CL<br>~~6,20~~<br>2,21 | 1918<br>8mo | OsakaIron Works,Ld.<br>Osaka<br>Lloyd'sA&CP | **OsakaShosen KabushikiKaisha**<br>Collision CellDB37 | 425·0<br>BH to Shelter deck<br>0'1195t DTa34'969t | 56·2 | 40·5<br>FK | **Osaka**<br>Japanese<br>Cem<br>6 BH to U dk<br>APT85t | T.6Cy.21½",35"&58"-48" (s)<br>200lb 655NHP<br>3SB&1AuxSB,11cf,GS224, HS9332 FD<br>OsakaIronWrks,Ld.Osaka | 40 " 6<br>s9 " 9½<br>31 " 1 | |
| 08060<br>6070<br>KBNT | **Altair** **SteelSc**<br>Elec.light 1Dk | 1809<br>1602<br>1059 | | | | | 1919 | Fredrkstad Mek.Værks.<br>Fredrikstad | **ErikBrodins RederiA/B. (Erik BrodinsBefrakt-ningskontor, Mgs)** | 264·5<br>P30'B66'F11' | 42·1 | 17·9 | **Torö**<br>Swedish<br>WB | T.3Cy.18½",29½"&50"-36"<br>150NHP<br>FredrikstadM.V.Frdstad. | | N |
| 08061 | **—** **SteelScSr**<br>Elec.light 2Dks(Stl-Uws) | | ✠<br>For Government Service<br>9,16 ✠ | PGl | | | 1916<br>9mo | W.Hamil-ton&Co.Ld<br>PortGlasgow | **TheAdmiralty**<br>WB=CellDBuB | 255·2<br>F63'<br>22tDTf7' 20tFPT | 33·5 | 17·3<br>FK | British<br>12BHCem<br>11tAPT14t | T.4Cy.21",35"&39"(2)-30"<br>358NHP<br>2SB,8cf,GS162,HS6070 FD<br>Ross&Duncan,Glasgow | 18 " 0 | |
| 08062<br>204866<br>KWMG | **Altamaha** **SteelScSr**<br>Elec.light 2Dks | 2667<br>—<br>2046 | | | | | 1907 | ForeRiver S.B.Co.<br>QuincyMass. | **Atlantic,Gulf& WestIndiesS.S. Lines,Inc.** | 300·0 | 41·0 | 25·8 | **NewYork**<br>Utd.States | T.3Cy.18",28½"&48"-40"<br>145NHP<br>ForeRiverS.B.Co.Quincy | | R |
| 08063 | **Altamira** **SteelScSp**<br>(exRioGuamá) 1Dk(Irn)&<br>Elec.light Promenade dk(Teak) | 116<br>81<br>79 | ✠<br>6,10<br>For River purposes only<br>✠ | Mil | | | 1905<br>11mo | Lytham SB.&E.Co.Ld<br>Lytham | **Costa,Martins& Co.** | 90·7 | 20·0 | 6·1<br>FK | **Para**<br>Brazilian<br>4BHCem | C.2Cy.11"&24"-18"<br>40NHP<br>1SB,2pf,GS32,HS860<br>LythamS.B.&E.Co.Ld.Lyt | 6 " 6 | |
| 08064 | **Alte Liebe** **SteelSc**<br>(Trawler)<br>(exSt.Pauli,exOberbürgermeister<br>Elec.light Adickes) 1Dk | 212<br>199<br>82 | | | | | 1906 | Schiffsw(v. J.&Sch.) A.G.<br>Hamburg | **DeutscheSeefisch-ereiA.-G.** | 115·8 | 22·4 | 9·8 | **Cuxhaven**<br>German | T.3Cy.12½",20"&32"-22"<br>48NHP<br>Schwft.(vJ&Sch)AGHam | | |
| 08065 | **Alteland** **SteelSc**<br>(Trawler)<br>Elec.light 1Dk | 238<br>222<br>92 | | | | | 1920 | Schiffsw(v. J.&Sch.)A.G.<br>Hamburg | **CranzerFisch-dampfsch.Ges. (O.Bröhan,Mgr.)** | 128·2<br>H50'F17' | 24·0 | 9·7 | **Cranz**<br>German<br>WB | T.3Cy.13⅓",20½"&32⅔"-22"<br>49NHP<br>Schwft.(vJ&Sch)AGHam | | |
| 08066<br>MCPF | **Alten** **SteelScSr**<br>1Dk&Awngdk | 259<br>244<br>143 | | | | | 1905 | Trndhjms Mek.Værks.<br>Trondhjem | **FinmarkensAmts-rederi(A.S.Aaröe, Mgr)** | 118·7<br>H15t | 19·9 | 15·0 | **Hammrfst**<br>Norwegian<br>WB | T.3Cy.11",18½"&30"-20"<br>40NHP<br>TrondhjemsM V.Trndhjm. | | N |
| 08067<br>MJLC | **Altenfjord** **WoodAuxScSr**<br>Stm.Eng.<br>1Dk<br>(See Sailing Ship Register) | 105<br>91<br>61 | | | | | 1913 | N.K.Bol-sönæs<br>Molde | **Brödr.Knudsen** | 85·0 | 22·8 | 9·3 | **Hammer-fest**<br>Norwegian | C.2Cy.7"&15½"-11"<br>7NHP<br>Brunholmens mek.Varkst. Aalesund | | |
| 08068<br>TBHN | **Alting** **SteelScSr**<br>1Dk&Shade dk<br>Elec.light Fitted for oil fuel | 1158<br>—<br>704 | | | | | 1900 | Nederl. SchpsbMaats<br>Amsterdam | **Koninkl.Paketv. Maats.** | 222·7<br>H-F37' | 36·0 | 14·1 | **Batavia**<br>Dutch | T.3Cy.17½",27½"&46"-36"<br>Ned.Fab.van 127NHP<br>Werkt.&Spoor.Mat.Ams. | | V |
| 08069<br>OBTD | **Altkirch** **WoodTwinSc**<br>(exC.-1)<br>Elec.light Mchy.Aft 1Dk | 1143<br>—<br>664 | | | | | 1919 | National S.B.Corp.<br>Three Rivers, P.Q. | **FrenchGovern-ment** | 194·8<br>P98'F28' | 39·7 | 17·5 | **Havre**<br>French | C.4Cy.12"&24"-16"<br>38NHP<br>CanadianAllisChalmers, Ld.Montreal | | V |
| 08070 | **Altmark** **SteelSc**<br>(exBorga)<br>Elec.light Wireless 2Dks(Stl) | 5075<br>4707<br>3136 | ✠100A1<br>2,21<br>✠LMC6,20 | Ham | y | CL | 1920<br>6mo | Bartram& Sons,Ld.<br>Sunderland<br>Lloyd'sA&CP | **Hamburg-AmerikaLinie** | 400·3<br>P36'B117'F39' | 52·3 | 28·0<br>FK | **Hamburg**<br>German<br>6BHCem | T.3Cy.27½",45"&75"-48" (s)<br>180lb 476NHP<br>3SB,9cf,GS186,HS8055<br>J.Dickinson&Sons,Ld.Sld. | 30 " 6 | |
| | | | Fitted for oil | fuel 6,20 | | F.P.a | bove 1 | 50° F. | CellDB 356'1123t M | T17' 425t FPT191t | | | APT168t | | | |
| 08071<br>122869<br>HKLQ | **Alto** **SteelScSr**<br>ssShl.No.3-3,20<br>(exTees) 1Dk(Stl)&deep framing<br>Well deck Cargo battens not fitted<br>Elec.light | 1388<br>1095<br>857 | ✠100A1<br>7,21 ~~3,20~~ 4,22<br>✠LMC3,20<br>~~BS7,21~~ BS5,22 | Shl<br>Nwe | o | CL<br>3,20 | 1907<br>4mo | J.Crown& Sons,Ld.<br>Sunderland<br>Lloyd'sA&CP | **PeltonS.S.Co.Ld.**<br>CellDBa 65' u | 239·5<br>P24'Q59'B50'F26'<br>E17'f104'350tFPT | 36·0 | 15·5<br>FK | **Newcastle**<br>British<br>4BHCem<br>54tAPT92t | T.3Cy.19",31"&51"-36" (s)<br>160lb 70lb 170NHP<br>1SB,4pf,GS66,HS2746<br>N.E.MarineEng.Co.Ld.Sld | 17 " 9<br>s1 " 9<br>16 " 4 | |
| 08072 | **Alto Acre** **SteelScSr**<br>ssMns.No.1-15<br>1Dk(Teak)&Promenade dk(Teak)<br>Elec.light | 248<br>180<br>169 | ✠ ——<br>7,19<br>For River purposes only<br>✠ | Mns | | | 1910<br>12mo | LythamS. B.&E.Co.Ld.<br>Lytham | **EmprezaBrazil-eira deNav.** | 130·0<br>F21' | 26·1 | 7·7<br>FK | **Manaos**<br>Brazilian<br>5BHCem | C.2Cy.14½"&32"-21"<br>72NHP<br>1SB,3pf,GS42,HS1510<br>LythamS.B.&E.Co.Ld.Lyt | 8 " 0 | |
| 08073<br>~~141552~~<br>KFMQ | **Altona** **SteelScSr**<br>Now named "Houthulst" See No. [illegible] in Supplement<br>(exHermanSauber)<br>Elec.light Wireless 1Dk | 1776<br>1335<br>995 | Cff. 9,21<br>(See footnote *) | | | | 1904 | Schiffsw. v. HenryKoch<br>Lübeck | ~~**TheShippingCon-troller(Allison, Fullerton&Co. Mgrs.)**~~<br>BelgianGovt. | 271·4<br>P15'Q68'B63'F24' | 36·8 | 16·4 | ~~**London**~~<br>~~British~~<br>Belgian<br>WB | T.3Cy.20½",33½"&53⅜"-33½"<br>163NHP<br>J.F.Ahrens,Altona | | |
| 08074 | **—** **SteelSc**<br>(Trawler)<br>(exFielitz) 1Dk | 217<br>186<br>90 | | | | | 1918 | Schiffsw. v. H.Koch,A.G.<br>Lübeck | **AltonaerHochsee-fischerei A.-G.** | 126·9<br>Q69'F19' | 22·6 | 9·1 | **Altona**<br>German<br>WB | T.3Cy.12⅗",20½"&32¼"-22⅘"<br>50NHP<br>OttensenerMaschf.Altona | | |
| 08075 | | | | | | | | | | | | | | | | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued

| 1 Numero d'Ordre — Numero Officiel — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creu sur Quill Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08076 | **Altona** IronScSr<br>(*Trawler*) | 155<br>143<br>55 | | | | | 1891 | Act.Ges.<br>"Neptun"<br>Rostock | W.Schuchmann | 104·3<br>H33' | 20·6 | 10·6 | Gstemnde<br>German<br>*WB* | C.2Cy.17¾"&33½"–20"<br>42NHP<br>A.G."Neptun,"Rostock | | |
| 08077<br>HBQP | **Altsu Mendi** SteelSc<br>~~ssBbo.No.1–18~~<br>ssBbo.No.2–22 1*Dk*(*ptStl*) | 145<br>107<br>51 | ✠100A1<br>*For towing purposes*<br>1,22 ~~11,20~~<br>~~BS6,20~~ ✠LMC ~~[illegible]~~ 1,22 | Bbo | | ~~11,20~~<br>1,22 | 1913<br>10mo<br>*Lloyd*'s*A&CP* | Cia.Euscalduna deConst<br>Bilbao | Cia.deRemolcadoresIbaizabal<br>(SotayAznar*Mgs*) | 92·8<br>FK<br>*WB*=*DTa* | 20·1 | 8·4 | Bilbao<br>Spanish<br>4*BHCem*<br>14'15*t* | T.3Cy.12",20"&32"–22" (*s*)<br>180lb 76NHP<br>1SB,*3pf*,GS55,HS1505<br>McKie&Baxter,Glasgow | 9 ″ 5<br>s 1 ″ 0<br>8 ″ 7 | |
| 08078 | **Alu-Mendi** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | *3261*<br>*3018*<br>*1977* | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,21 ~~12,20~~ ✠LMC12,20 | Stk<br>Ham | *v* | CL | 1920<br>12mo<br>*Lloyd*'s*A&CP* | RopnerS.B.&Repng.Co.<br>(Stocktn)Ld.<br>Stockton | Sota y Aznar | 340·2<br>FK<br>*Collision*<br>*CellDBa*108'*uE*25'*f* 147'784*t APT*126*t* 5 | 48·7 | 22·4 | Bilbao<br>Spanish<br>*Cem*<br>*BHtoSh dk*<br>" " *U* " | T.3Cy.24",40"&66"–45" (*s*)<br>180lb *100lb* 358NHP<br>2SB,*6cf*,GS137,HS6078<br>Blair&Co.Ld.Stockton | 24 ″ 10<br>s 2 ″ 4<br>22 ″ 10 | |
| 08079<br>OBTH | **Alumine** SteelSc<br>(*ex*B.A.H.W.No.11)<br>*Mchy.Aft* Wireless 1*Dk* | 563<br>—<br>320 | | | ... | | 1912 | C.H.Walker&Co.Ld.<br>Sudbrook | Soc.Minière&Métal.dePenarroya(CieFranç.deMarine&deCommerce,*Mgrs.*) | 171·0<br>Q62'*Bon Qdk*17'<br>F24' FK | 30·0 | 11·1 | Rouen<br>French<br>*WB* | T.3Cy.13",22"&34"–22½"<br>79NHP<br>Plenty&Son,Ld.Newbury | 12 ″ 3 | V |
| 08080<br>206090 | **Alva C. Dinkey** SteelSc<br>*Elec.light Mchy.Aft* Sub.Sig. 1*Dk* | 7514<br>—<br>5822 | | | | | 1909 | American S.B.Co.<br>Lorain,Ohio | PittsburghS.S.Co. | 580·0 | 58·0 | 32·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.24",39"&65"–42"<br>274NHP<br>AmericanS.B.Co.Lorain,O. | | |
| 08081<br>216796<br>LMPS | **Alvada** WoodScSr<br>Wireless 1*Dk*<br>*Elec.Light* | 2573<br>—<br>1515 | | | | | 1918 | Traylor S.B.Co.<br>Cornwallis, Pa. | UnitedStates ShippingBoard (Railway Administration) | 267·2 | 46·0 | 23·5 | Phildlphia<br>Utd.States | T.3Cy.19",32"&56"–42"<br>203NHP<br>TraylorEng.Co.Allentown Pa. | | R |
| 08082<br>1677<br>HRJF | **Alvar** CompScSr<br>(*ex*Jupiter) 1*Dk* | 171<br>136<br>102 | | | | | 1883 | C.Bergström<br>Gothenburg | Bark&Warburgs FörnyadeAktieb. (R.Hamberg *Mgr*) | 99·7<br>P26'H8*t* | 21·7 | 9·1 | Gothenbrg<br>Swedish | C.2Cy.13½"&27"–18"<br>26NHP<br>Erksbg.Mk.Vrks.,Got. | | |
| 08083<br>145068<br>KHBN | **Alvarado** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>*CruiserStern* | 2478<br>2242<br>1448 | ✠100A1<br>4,21 ~~10,20~~ 1,21<br>✠LMC10,20 | Gls<br>Ant | *t* | CL | 1920<br>10mo<br>*Lloyd*'s*A&CP* | A.&J. Inglis,Ld.<br>Glasgow | MacAndrews&Co. Ld. | 303·0<br>P33'B81'F32'<br>FK<br>*Cell DB* 260'661*t FPT*9 | 43·0 | 20·7 | London<br>British<br>6*BHptCem*<br>4*t APT* 180*t* | T.3Cy.22",36"&59"–39" (*s*)<br>180lb 265NHP<br>2SB,*6cf*,GS124,HS4500<br>A.&J.Inglis,Ld.Glasgow | 23 ″ 0<br>s 3 ″ 6<br>19 ″ 10 | |
| 08084<br>212017<br>LDJS | **—** SteelTwinScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk* | 1994<br>2159<br>1400 | | | | | 1914 | CraigS.B. Co.,Long<br>Beach,Cal. | PacificTransport Co Inc.(Swayne&Hoyt,Inc.*Mgrs.*) | 245·0 | 41·5 | 24·0 | S.Frncisco<br>Utd.States | Q.8Cy.11",16",23"&34"–24"<br>113NHP<br>CraigS.B.Co. | | V |
| 08085 | **Alvear** SteelSc<br>1*Dk*(*Stl*) | *204*<br>*165*<br>*9* | ✠<br>*Tug–Coasting*<br>5,12 ✠ | BAs | | | 1911<br>10mo | GooleS.B.&Repg.Co.Ld<br>Goole | TheAdmiralty | 100·0<br>FK<br>*WB*=*APT*11*t* | 23·1 | 10·4 | British<br>4*BHCem*<br>*DTf*12'18*t* | T.3Cy.13½",22"&37"–24"<br>93NHP<br>1SB,*2cf*,GS47,HS1700<br>Earle'sCo.Ld.Hull | 11 ″ 0 | |
| 08086 | **Alves de Carvalho** SteelTwinScSr<br>ssPra.No 2–03<br>(*ex*JoaoCoelho,*ex*SolheiroMotta,<br>*ex*RioMuaco) 1*Dk*(*Teak*)<br>*Elec.light* &*Promenade dk*(*Teak*) | 284<br>—<br>220 | ✠<br>*For River purposes only*<br>7,03 ✠ | Pra | | | 1896<br>11mo | Murdoch & Murray<br>PortGlasgow | FerreiraCosta&Co | 140·3<br>F16'<br>FK | 28·0 | 8·0 | Para<br>Brazilian<br>5*BHCem* | T.6Cy.8",12½"&20"–18"<br>51NHP<br>1SB,*2pf*,GS36,HS1001<br>Lees,Anderson&Co.Gls. | 8 ″ 4 | |
| 08087 | **Alves de Freitas** SteelScSr<br>*Elec.light* 1*Dk*(*Teak*)&<br>*Promenade dk*(*Teak*) | *383*<br>*304*<br>*260* | ✠<br>*For River purposes only*<br>4,08 ✠ | Liv | | | 1908<br>4mo | LythamSB&Eng.Co.Ld.<br>Lytham | J.G.Aranjo | 155·1<br>FK | 31·1 | 8·7 | Manaos<br>Brazilian<br>6*BHCem* | T.3Cy.14",22"&38"–24"<br>100NHP<br>1SB,*3pf*,GS56,HS1890<br>Lytham S.B.&E.Co.Ld.Lyt | 9 ″ 0 | |
| 08088<br>92050<br>KMNJ | **Alvina** IronScSr<br>ssMel.No.3–8,10<br>*Elec.light* ssMel.No.2–18 | 194<br>—<br>132 | ✠100A1<br>*Yacht*<br>~~4,21~~ ~~3,20~~ 10,21<br>BS10,21 ~~BS3,20~~ ✠LMC~~6,18~~ 4,21 | Mel | | ~~6,18~~<br>4,21 | 1887<br>6mo<br>*Lloyd*'s*A&CP* | Oswld,Mordaunt&Co.<br>Southampton | PortPhillipSea Pilots | 138·8<br>ND10 | 20·2 | 11·8 | Melbourne<br>British<br>4*BHCem* | T.3Cy.12",18"&30"–21"<br>160lb 56RHP<br>1B,*2cf*,GS42<br>Oswald,Mordaunt&Co.Sou | | |
| 08089<br>NOVQ | **Alwina** SteelSc<br>ssRot.No.3–5,19<br>*Well deck* 1*Dk*(*Stl*)&*deep framing*<br>*Mchy.Aft* *Cargo battens not fitted* | 1115<br>896<br>660 | ✠100A–<br>10,21 ~~10,20~~<br>✠LMC<br>MS4,19 ~~BS5,20~~ 6,21 | Ams<br>Rot | | CL<br>10,20 | 1906<br>6mo | Rotterdam Droogd.Maat<br>Rotterdam | HollandGulf Stoomv.Maats. (Jos.dePoorter, *Mgr.*) | 230·0<br>Q131'B12'F24'<br>FK<br>*WB*=*CellDBf* 157'311*tFP* | 34·3 | 13·8 | Rottrdam<br>Dutch<br>4*BHCem*<br>*T*66*t APT*8*t* | T.3Cy.15",25"&41"–36" (*s*)<br>180lb 117NHP<br>1SB,*3cf*,GS60,HS1906<br>RotterdamDroogd.Maats. | 16 ″ 0<br>s1 ″ 5<br>14 ″ 10 | |
| 08090<br>144916 | **Alwinton** SteelSc<br>ssDun.No.3–9,20<br>(*ex*Killybegs) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 629<br>490<br>272 | 100A1<br>~~7,21 9,20~~ 2,22<br>LMC9,20 | Dun<br>~~Nwc~~ Shl | | CL | 1918<br>*Lloyd*'s*A&CP* | Smith's DockCo.Ld.<br>Middlesbro' | Joplin&Hull ShippingCo.Ld. (Joplin&Hull, *Mgrs.*) | 172·2<br>B50'<br>FK<br>*CellDBu* | 30·0 | 15·7 | Newcastle<br>British<br>5*BHCem*<br>*E*26'20*t* | T.3Cy.16",26"&44"–26" (*s*)<br>200lb 94RHP<br>1SB,*3cf*,GS51,HS1850<br>Smith'sDockCo.Ld.Mdb. | 16 ″ 6<br>s 1 ″ 10<br>14 ″ 11 | |
| 08091<br>127980<br>HRBJ | **Alyn** SteelSc3MstSr<br>ssLiv.No.2–18<br>*Mchy.Aft* 1*Dk*(*Stl*) | 350<br>242<br>133 | ✠100A1<br>1,21<br>~~BS1,21~~ ✠LMC9,18<br>BS2,22 | Liv | *f* | CL<br>1,21 | 1909<br>5mo<br>*Lloyd*'s*A&CP* | G.Brown&Co.<br>Greenock | ZillahShppg.&CarryingCo.Ld. (W.A.Savage,Ld., *Mgrs.*) | 142·1<br>Q81'B8'F23'<br>FK<br>*WB*=*FPT*29*t* | 23·6 | 9·8 | Liverpool<br>British<br>3*BHCem*<br>*APT*23*t* | C.2Cy.17½"&36"–24" (*s*)<br>140lb 74RHP<br>1SB,*3pf*,GS52,HS1354<br>Gauldie,Gillespie&Co.Gls. | 10 ″ 10<br>s 3 ″ 7½<br>10 ″ 8 | |
| 08092<br>HCGK | **Amadeo** IronScSr | 412<br>344<br>258 | | | | | 1884 | Liv.Forge Co.(Lim.)<br>Liverpool | Soc.Anon.Ganadera yComercial MenendezBehety | 151·8<br>B41*t* F18*t* | 24·0 | 11·9 | PntaArnas<br>Chilian | C.2Cy.18"&36"–30"<br>NB96 59NHP<br>J.Jones&Sons,Liverpool | | |
| 08093<br>209976<br>LCKH | **Amagansett** WoodSc<br>1*Dk* | 390<br>—<br>172 | | | | | 1912 | Cobb,Butler&Co.<br>Rockland | FisheriesProducts Co. | 151·6 | 24·1 | 13·0 | NwLondon Conn.<br>Utd.States | | | |
| 08094<br>105836 | **—** WoodSc | 118<br>—<br>21 | | | | | 1879 | ..................<br>Kennebec,Me | FisheriesProducts Co. | 85·5 | 18·1 | 7·5 | Newport, R.I.<br>Utd.States | | | |
| 08095<br>1682<br>HLCP | **Amagi Maru** WoodScSr<br>2*Dks* | 164<br>156<br>90 | | | | | 1897 | Kajiwara Umanosuke<br>Osaka | TokiowanKisen KabushikiKaisha | 109·0 | 17·5 | 13·4 | Tokio<br>Japanese | NE13 | | |
| 08096<br>53<br>QBGM | **Amagisan Maru** SteelScSr<br>ssKob.No 1–21 ssKob.No.3–12.17<br>(*ex*Corinthic) 1*Dk*(*ptIrn*&*ptStl*)2*trB*&<br>*deep framing*&*Web frames*3*Dk rule*<br>Wireless | 3654<br>3355<br>2305 | ✠100A1<br>6,21 ~~2,20~~<br>✠LMC~~2,20~~ 5,21 | Kob | *w* | ~~2,20~~<br>5,21 | 1905<br>11mo<br>*Lloyd*'s*A&CP* | R.Craggs&Sons,Ld.<br>Middlesbro' | RyotoKisen KabushikiKaisha (MitsuiBussan Kaisha,Ld.*Mgrs.*) | 346·5<br>P31'B100'F32'<br>FK<br>*WB* = *Cell DBa*115'*u* | 50·6 | 23·1 | Dairen<br>Japanese<br>6*BHCem*<br>*E&B*44'*f*142' 1049*t APT*61*t* | T.3Cy.25",41"&67"–45" (*s*)<br>180lb *100lb* 322NHP<br>2SB,*6cf*,GS126,HS4900<br>Blair&Co.Ld.Stockton | 25 ″ 6<br>s 4 ″ 6<br>21 ″ 5 | |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08097<br>19992<br>NFGK | **Amaki Maru** WoodAuxScBk | 300<br>—<br>193 | | | | | 1916 | ........ | K.Miye | 111·6 | 27·1 | 13·0 | Toba<br>Japanese | | | |
| 08098<br>10323<br>LBNV | **Amakusa Maru** SteelTwinScSr<br>(exAmur)<br>1Dk(Stl)&Spar dk(Stl-teak s)<br>Elec.light &deep framing | 2356<br>1910<br>1370 | ✠<br>Spar dk<br>10,03 ✠ | Nag | s | | 1901<br>4mo | Act.Ges.<br>"Neptun"<br>Rostock | OsakaShosen<br>KabushikiKaisha<br>WB= | 279·3<br>P32'B106'F40' 21·3<br>FK<br>Cell DBa48'uE&B | 40·6 | 14·4 | Osaka<br>Japanese<br>4BHCem<br>46'f118'362t | T.6Cy.20⅞",35½"&55"–35½"<br>426NHP<br>2SB,6cf,GS124,HS5876 FD<br>A.G."Neptun,"Rostock | 24 ″ 0 | |
| 08099<br>25324<br>RNBT | — WoodSc | 150<br>—<br>89 | | | | | 1919 | ........ | KyushuKisen<br>Kaisha | 106·7 | 18·5 | 8·1 | Misumi<br>Japanese | | | |
| 08100<br>21<br>NOHT | **Amalfi** SteelScSr<br>Wireless<br>Elec.light Ref.Mchy. Sub.Sig. 1Dk | 1756<br>1562<br>1038 | | | | | 1912 | Akt.Ges.<br>"Neptun"<br>Rostock | Requisitioned by<br>theItalianGovt. | 286·9<br>P&B226'F31' | 41·1 | 16·9 | Genoa<br>Italian<br>WB | T3Cy22$\frac{1}{16}$"35$\frac{7}{16}$"&55⅜"–37$\frac{7}{16}$"<br>188NHP<br>A.G."Neptun,"Rostock | | I |
| 08101 | **Amalia** IronScSr<br>ssAbn.3rdNo.3–2,02<br>(exQueen) ssLth.No.2–10<br>Well deck 1Dk | 430<br>363<br>206 | ✠<br>3,12 | Lth | h | | 1861<br>9mo | Smith&<br>Rodger<br>Glasgow | | 180·8<br>Q56'B53'F18'<br>ND89 BK6½" | 26·0 | 13·2 | Russian<br>4BH | C.2Cy.28"&48"–33"<br>NE&B75 102NHP<br>1SB,3f,GS54,HS1870 NDB87<br>J.Howden&Co.Glasgow | 13 ″ 8 | |
| 08102<br>1207<br>LRAF | — IronTwinSc<br>(Barge) | 374<br>—<br>263 | | | | | 1883 | StablimentoTecnico<br>Trieste | RussianExportCo. | 179·5 | 27·2 | 8·4 | Rostoff<br>Russian | C.4Cy.11"&21"–18"<br>31NHP<br>StabilimentoTecnico,Tri. | | |
| 08103 | — SteelScSr<br>(exMarianela) 1Dk | 170<br>144<br>117 | ✠<br>12,88<br>✠ | Cly | b | | 1888<br>12mo | D.Macgill<br>&Co.<br>Irvine | | 113·5<br>Q15'F17'<br>BK6" | 20·0 | 9·0 | Bilbao<br>Spanish<br>3BHCem | C.2Cy.14"&28"–18"<br>1SB,2pf,GS25 28NHP<br>Ross&Duncan,Glasgow | 9 ″ 8 | . |
| 08104 | — SteelSc<br>(Fishing)<br>1Dk | 141<br>—<br>47 | | | | | 1916 | Gebr.Boot<br>Leiderdorp | N.V.Exploit&<br>Admin.Maats.<br>"ShamrockI."<br>(S.Koster,Mgr.) | 102·0 | 20·4 | 10·2 | Ymuiden<br>Dutch | T.3Cy.9⅝",15¾"&27⅝"–21¼"<br>36NHP<br>NV.Indust.My.Hera, Ymu | | |
| 08105<br>HBSO | — SteelSc | 108<br>—<br>45 | | | | | 1909 | R Manzano<br>Cadiz | JoséDiaz&Co. | 86·6 | 17·4 | 6·7 | Cadiz<br>Spanish<br>WB | C.2Cy.10"&20"–15"<br>13NHP<br>ColinHouston&Co.Gls. | | |
| 08106<br>NWPS | **Amalienborg** SteelScSr<br>Elec.light Wireless 1Dk(Stl) | 2864<br>2581<br>1690 | ✠100A1<br>~~9,21~~ ~~10,20~~ 4,22<br>✠LMC5,19 | Cpn | u | ~~10,20~~<br>4,22 | 1918<br>11mo | Schpw.v.<br>JanSmit,Czn.<br>Alblasserdm<br>A&CP | Dampskibsselsk.<br>Dannebrog(C.K.<br>Hansen,Mgr.)<br>CellD | 320·4<br>P28'B186'F41'<br>FK<br>B268'847tFPT144t | 47·2 | 21·2 | Copnhagn<br>Danish<br>5BHCem<br>APT150t | T.3Cy.23",38"&62"–42" (s)<br>180lb 180lb 282NHP<br>2SB,6cf,GS97,HS4520<br>Maats.deSchelde,Flushing | 23 ″ 6<br>s 2 ″ 8<br>21 ″ 1 | |
| 08107<br>146196<br>KLGM | **Amalthus** SteelSc<br>2Dks(Stl)&Webframes<br>Elec.light Wireless<br>Mchy.Aft Longitudinal framing | ~~6000~~<br>5834<br>5309<br>3460 | ✠100A1<br>11.21 ✠LMC10,21<br>~~(ClassContemplated)~~<br>CarryingPetroleum in bulk<br>Fittedforoilfuel10,21 F.P.above150°F. | Cff | z | CL | 1921<br>9mo | Union<br>Const.Co.<br>Oakland,Cal.<br>A&CP | Anglo-Saxon<br>PetroleumCo.Ld.<br>CellDBuE&B31'230tDTf32'328tFPT86tAPT89t | 412·0<br>~~B110~~ ~~B32'~~F57' B33'<br>PJ10' | ~~53·0~~<br>53·8 | 31·0<br>FK | London<br>British<br>15BHptAsp<br>(11 ,, to Udk<br>4 ,, ,, 2nd ,,) | T.3Cy.27",45"&74"–48" (s)<br>180lb 120lb 562NHP<br>3SB,9cf HS8580 FD<br>Hooven,Owens&RentschlerCo.Hamilton,O. | 31 ″ 0<br>s 6 ″ 9½<br>24 ″ 7 | |
| 08108<br>16168<br>MRKD | **Amami Maru** WoodAuxScSr | 121<br>—<br>71 | | | | | 1915 | ........ | Yugensekinin<br>OshimaShinyohanbaikobai<br>Kumiyai | 87·9 | 20·0 | 9·0 | Nase<br>Japanese | | | |
| 08109<br>MOVT | **Amanda** SteelScSr<br>Elec.light 2Dks | 1170<br>1079<br>734 | | | | | 1906 | Akers<br>Mek.Værks.<br>Christiania | A/S Ocean (J.P.<br>Pedersen&Sön,<br>Mgrs.) | 225·3<br>H80t | 33·7 | 19·1 | Chrstiania<br>Norwegian<br>WB | T.3Cy.16½",27"&44"–33"<br>111NHP<br>AkersMek.Værks.Xia. | | N |
| 08110<br>HAMR | **Amarante** SteelScSr<br>(exWürttemberg)<br>Elec.light Sub.Sig. Wireless 2Dks | 7678<br>7247<br>4829 | ~~Nap.5,20~~ Cff. 11,20<br>(Seefootnote*) | | | CL | 1914 | Bremer<br>Vulkan<br>Vegesack | Requisitioned by<br>thePortuguese<br>Government | 468·7<br>P53'B120'F57 | 58·2 | 32·4 | Portuguese<br>WB | T.3Cy.32$\frac{3}{10}$",52⅘"&86⅗"–55$\frac{1}{10}$"<br>558NHP<br>BremerVulkan,Vegesack | | |
| 08111<br>144211<br>KGHV | **Amarapoora** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 3Dks | 8084<br>6748<br>5094 | | | | | 1920 | W.Denny<br>&Bros.Ld.<br>Dumbarton | BurmahSSCoLd&<br>British&Burmese<br>S.N.Co.Ld.(P.Henderson&Co.Mgrs.) | 465·8<br>P56'B174'F51' | 59·3 | 30·5 | Glasgow<br>British<br>WB | T.3Cy.29½",50"&84"–60"<br>550NHP<br>W.Denny&Bros.Ld.Dmb. | | C |
| 08112<br>140616<br>KBCR | **Amarna** SteelScSr<br>Elec.light Wireless 2Dks(Stl) | 4195<br>3945<br>2600 | ✠100A1<br>10,21 ~~2,21~~<br>✠LMC4,19 | Liv | x | CL<br>8,20 | 1919<br>3mo | N.ofIrelnd<br>S.B.Co.Ld.<br>Londonderry<br>Lloyd'sA&CP | MossS.S.Co.Ld.(J.<br>Moss&Co.Mgrs.)<br>CellDB316'1048tD | 370·4<br>P32'B128'F34'<br>FK<br>Ta28'660tFPT107t | 51·2 | 25·8 | Liverpool<br>British<br>6BHCem<br>APT108t | 2 Steam Turbines geared<br>to 1 Screw Shaft<br>180lb 100lb (s)<br>3SB,9cf,GS160,HS6831 FD<br>WestinghouseCoManchstr | 28 ″ 2<br>s 4 ″ 6<br>24 ″ 0 | |
| 08113<br>201937 | **Amasa Stone** SteelSc<br>Elec.light Mchy.Aft Sub.Sig. 1Dk | 6282<br>—<br>4930 | | | | | 1905 | Detroit<br>S.B.Co.<br>Wyandotte | InterlakeS.S.Co.<br>(Pickands,Mather<br>&Co.,Mgrs.) | 525·0<br>F44' | 55·2 | 31·0 | Fairport,O<br>Utd.States<br>WB | T.3Cy.23½",38"&63"–42"<br>257NHP<br>DetroitS.B.Co.,Detroit | | |
| 08114 | **Amasis** SteelScSr<br>Sub.Sig.<br>Elec.light 2Dks&Shelter dk | 7224<br>6598<br>4441 | Now named "Altube-Mendi," See No 3615 in Supplement | | | | 1914 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | | 470·5<br>H36'F53' | 61·0 | 28·4 | WB | T.3Cy.31⅛",50¾"&84"–53⅞"<br>516NHP<br>FlensburgerSchiffsb.Ges. | | |
| 08115<br>135496<br>JOVW | — SteelScSr<br>ssLiv.No 1–19<br>(exGlenrazan) 1Dk(Stl)&Shelter dk<br>Wireless (ptIrn ptStl)&Web frames<br>Longitudinal framing<br>Carrying oil fuelF.P.above150°F.inDB | 4044<br>3719<br>2561 | ✠100A1<br>Shelter dk<br>withfreeboard<br>6,21 ~~8,17~~ BS3,22<br>~~Examined1,20~~ MS7,19<br>~~BS11,20~~ ✠LMC~~9,15~~ | Npt<br>Liv | x | CL<br>~~8,18~~<br>6,21 | 1913<br>9mo | Antwerp<br>Eng.Co.Ld.<br>Hoboken<br>Lloyd'sA&CP | MossS.S.Co.Ld.(J.<br>Moss&Co.Mgrs.)<br>CellDBa | 370·4<br>P22'F36'onShelter<br>dk FK<br>115'uE24'f167'1038tAPT140t | 51·9 | 24·3 | Liverpool<br>British<br>7BHCem | T.3Cy.25",41"&68"–48" (s)<br>180lb 374NHP<br>3SB,9cf,GS177,HS6116<br>G.Clark,Ld.Sunderland<br>DTf18'636t | 26 ″ 9<br>s 2 ″ 11½<br>24 ″ 1 | |
| 08116 | **Amassia** SteelSc<br>2Dks | 3300<br>2791 | | | | | 1920 | Akt.Ges.<br>Neptun<br>Rostock | DeutscheLevante<br>Linie | 338·1<br>H22'&59'F36' | 48·2 | 21·0 | Hamburg<br>German<br>WB | T3Cy23⅗",38⅕"&63¾"–45$\frac{3}{10}$"<br>272NHP<br>A.G.Neptun,Rostock | | |
| 08117<br>11059<br>LFJG | **Amatomi Maru** SteelSc | 110<br>—<br>41 | | | | | 1907 | ........ | ToyoHogei<br>KabushikiKaisha | 92·3 | 18·0 | 11·1 | Nishinomiya<br>Japanese | | | |
| 08118<br>115957<br>TVOW | **Amatonga** SteelScSr<br>ssShl.No.3–5,15<br>Elec.light ssLiv.No.1–19<br>Wireless 1Dk(Stl)&Spar dk(Stl)&<br>deep framing | 3331<br>3060<br>2093 | ✠100A1<br>Spar dk<br>8,21 ~~1,21~~<br>BS2,21 ✠LMC10,19 | Lon<br>Ant | w | CL<br>10,19 | 1903<br>2mo | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | Ellerman&BucknallS.S.Co.Ld.<br>WB=CellDBa | 330·0<br>P33'B180'F39' 25·2<br>FK<br>90'uE&B40'f140' | 45·2 | 17·3 | N.Shields<br>British<br>6BHCem<br>602tAPT57t | T.3Cy.23½",42"&68"–48" (r)<br>180lb 387NHP<br>3SB,9cf,GS108,HS5276 FD<br>N.E.MarineEng.CoLdNwc | 27 ″ 7<br>s 4 ″ 2<br>23 ″ 10 | |

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*This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register. and a Certificate for six months issued

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | 5 Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | 9 Par qui.<br>—<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08119<br>30089 | **Amazon** SteelScSr<br>(exSailingBarge)<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB* | 3702<br>—<br>2680 | | | | | 1897 | Chicago<br>S.B.Co.<br>Chicago | PioneerS.S.Co.<br>(Hutchinson&Co.<br>*Mgrs.*) | 376·0 | 46·2 | 25·9 | Fairport<br>Utd.States<br>*WB* | T.3Cy.20″,30″&52″–40″<br>*Eblt*89*fittd*08 NB08 171NHP<br>DryDockEng.Wks.Detroit | | |
| 08120<br>25922<br>RQLN | **Amazon Maru** SteelTwinSc<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>&*Web frames*<br>Wireless *Longitudinal framing* | 7770<br>7329<br>4823 | ✠100A1<br>*Awngdk*<br>*withfreeboard*<br>~~1,21~~ ~~5,20~~ 10,21<br>✠LMC~~5,20~~<br>10,21 | Osaka<br>~~HKg~~ Kob | *b*† | CL<br>10,21 | 1919<br>6mo<br>*Lloyd*'*sA&CP* | OsakaIron<br>Works,Ld.<br>Osaka | OsakaShosen<br>KabushikiKaisha<br>*CollisionBH to Awng dk*<br>*CellDB*370′ | 425·0<br>1195*tDTa*34′969*t A* | 56·2 | 40·5<br>FK | Osaka<br>Japanese<br>*Cem*<br>6*BHto U dk*<br>*PT*85*t* | T.6Cy.21½″,35″&58″–48″ (*s*)<br>200lb 655NHP<br>3SB&1AuxSB,*11cf*,GS225,<br>HS9332 FD<br>OsakaIronWorksLdOsaka | 40 ″ 6<br>s 9 ″ 9½<br>31 ″ 1 | |
| 08121 | **Amazonas** IronScSr<br>Wireless 2*Dks*&*Shade dk* | 2009<br>—<br>1145 | ✠<br>*Shade dk*<br>3,74 | | | | 1874<br>6mo | J.Reid&Co<br>Port Glasgow | Gonzalez&Sioli | 298·8 | 42·9 | 22·6 | Bns. Ayres<br>Argentine | R.Napier&Sons,Glasgow | | |
| 08122 | — IronScSr<br>ssLon.No.3–9,96<br>(exMara,exLadySt.Germans)<br>*Well deck* 1*Dk*(*Irn*)2*trB* | *1448*<br>*1193*<br>*927* | ✠<br>11,01<br>✠ | Liv | *o* | | 1883<br>12mo | Palmers'<br>Co.Ld.<br>Newcastle | LloydBrasileiro | 240·6<br>Q92′B50′F28′<br>*DBa*71′ 158*t FPT* | 33·7 | 18·0<br>FK | Para<br>Brazilian<br>5*BHCem*<br>59*tAPT*15*t* | C.2Cy.30″&57″–39″<br>NDB99 140NHP<br>2SB,*6pf*,GS90,HS1980<br>Palmers'Co.Ld.Nwc. | 19 ″ 0 | |
| 08123<br>OBUF | **Amazone** SteelTwinSc<br>(exLaos)<br>*Elec.light* Wireless 4*Dks*&*Spardk* | 6019<br>—<br>~~2959~~ | 2964 | | | | 1896 | Message.<br>Maritimes<br>LaCiotat | ~~MessageriesMaritimes~~<br>Soc.desServicesContractuels des MessageriesMaritimes | 442·9 | 50·8 | 36·1 | Marseilles<br>French<br>*WB* | T.6Cy.33½″,48½″&51½″–43½″<br>NB14 347NHP<br>Message.Marit.,LaCiotat | | V |
| 08124 | — SteelSc<br>*Elec.light* *Fitted for oil fuel*<br>*Ref.Mchy.* *Cruiser Stern* 2*Dks* | 1350 | | | | | 1921 | J.Meyer's<br>S.B.Co.<br>ZaltBommel | Koninkl.Nederl.<br>Stoomb.Maats. | 250·0<br>B51′ | 36·5 | 23·0 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.<br>J.&H.Suyver,Amsterdam | | |
| 08125 | **Amazonia** SteelScSr<br>ssN.Yk.2ndNo.3–11,15<br>(exFluminense, 1*Dk*(*Irn*)&*Spardk*3*trB*<br>exIlPrincipeDiNapoli)<br>*Elec.light* | 2199<br>1960<br>1327 | ✠100A1<br>*Spar dk*<br>8,19<br>~~BS10,20~~ ✠LMC~~11,15~~<br>4,21 | Gen | *s* | CL<br>~~9,17~~<br>4,21 | 1891<br>10mo<br>A&CP | Palmers'<br>Co.Ld.<br>Newcastle | EgyptianMaritime EnterpriseCo.<br>(V.Schemeil&Co.<br>&E.Ch.Dilavery<br>&Co.*Mgrs.*) | 302·0<br>P37′B66′F35′<br>~~*CellDB a 240*′~~ 374*t*<br>*CellDB*240 | 38·4 | 15·3<br>23·1<br>FK | Alexandra<br>Egyptian<br>5*BHCem*<br>*APT*16*t* | T.3Cy.27″,44″&71″–48″ (*s*)<br>160lb 428NHP<br>4SB,*12cf*,GS228,HS7595<br>Palmers'Co.Ld.Newcastle | 25 ″ 6<br>s 5 ″ 0<br>21 ″ 1 | |
| 08126<br>106618<br>PSMK | **Ambassador** SteelScSr<br>ssBly.No.3–5,10<br>Wireless ssHpl.No.2–19<br>1*Dk*(*Irn*)2*trB*&*Webframes*3*Dk rule* | 2578<br>2396<br>1647 | ✠100A1<br>7,~~21~~ ~~5,20~~ 3,22<br>~~BS10,20~~ ✠LMC10,19<br>BS1,22 | Hpl<br>Shl | *t* | CL<br>N10,19 | 1897<br>7mo<br>A&CP | W.Gray&<br>Co.(Lim.)<br>WHartlepool | HallBros.SS.CoLd<br>(HallBros.*Mgrs.*)<br>*CellDBa* | 314·0<br>P27′B70′F31′<br>106′*uE*&*B*42′*f* 122′ | 44·1 | 20·7<br>FK | Newcastle<br>British<br>5*BHCem*<br>739*tAPT*57*t* | T.3Cy.23″,36½″&62″–39″ (*s*)<br>160lb *80lb* NDB14 242NHP<br>2SB,*6rf*,GS83,HS3645<br>Cen.Mar.Eng.Wrks.WHpl | 23 ″ 3<br>s 4 ″ 0<br>19 ″ 7 | |
| 08127<br>109902<br>RHBM | — SteelScK<br>(*Trawler*)<br>1*Dk* | 149<br>141<br>57 | | | ... | | 1899 | A.Hall&<br>Co.<br>Aberdeen | A.C.Cameron | 103·4 | 20·6 | 11·0<br>BK7½″ | Dundee<br>British<br>*WB* | T.3Cy.11½″,18″&31″–21″<br>52RHP<br>A.Hall&Co.Aberdeen | 11 ″ 6 | |
| 08128 | **Ambatielos** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*) | *5085*<br>*4733*<br>*3303* | ✠100A1<br>9,21 ~~10,20~~<br>✠LMC12,19 | Cff<br>Mlt | *y* | CL | 1919<br>12mo<br>*Lloyd*'*sA&CP* | HongKong<br>&Whampoa<br>DockCo.Ld.<br>HongKong | N.E.Ambatielos<br>*CellDB* | 400·2<br>P49′B113′F40′<br>340′ 1120*t FPT*123*t* | 52·2 | 28·5<br>FK | Argostoli<br>Greek<br>7*BHCem*<br>*APT*175*t* | T.3Cy.27″,41½″&73″–48 (*s*)<br>180lb FD 517NHP<br>3SB,*9cf*,GS190,HS7668<br>HongKong&Whampoa<br>DockCo.Ld.H.Kg | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 08129<br>94370<br>KRDN | **Amber** SteelScSr<br>*Cable Vessel* ssMdb.2ndNo.3–11,13<br>ssGib.No1.–19<br>*Elec.light* *Mchy.Aft* 2*Dks*(1*Stl*)<br>Wireless &*Awngdk*(*Teak*) | 1043<br>1021<br>554 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>7,21 ~~6,19~~<br>✠NB4,08 ✠LMC6,19<br>~~BS10,20~~ 10,21 | Gib | *n* | ~~6,19~~<br>6,21 | 1888<br>2mo<br>*Lloyd*'*sA&CP* | R.Napier<br>& Sons<br>Glasgow | EasternTelegraph<br>Co.Ld. | 217·5 | 31·1 | 14·3<br>21·5<br>BK8″<br>*WB*= | London<br>British<br>4*BHCem*<br>*DBf*75′111*t* | T.3Cy.18″,30″&46″–36″ (*s*)<br>175lb *100lb* NDB05 143NHP<br>1SB,*3cf*,GS57,HS2288<br>R.Napier&Sons,Glasgow | 24 ″ 0<br>s 8 ″ 4<br>16 ″ 7 | |
| 08130<br>NOVR | **Ambon** SteelScSr<br>*Elec.light* Wireless 2*Dks*&*Spar dk* | 3598<br>3417<br>2805 | | | | | 1901 | Kon.Maats<br>deSchelde<br>Flushing | Stoomv.Maats.<br>“Nederland” | 340·0<br>B82′F44′ | 44·6 | 31·0 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.23″,38″&62″–42″<br>249NHP<br>Maats.de Schelde.Flushing | | V |
| 08131<br>HBSV | **Ambos** WoodSc<br>*Elec.light* | 342<br>268<br>199 | | | | | 1918 | F.Cardama<br>Godoy<br>Vigo | Nimo yOtero | 134·5<br>P12′B30′F16′ | 24·8 | 11·7 | Vigo<br>Spanish | T.3Cy.$10\frac{7}{10}$″,$16\frac{3}{10}$″&26″–21″<br>31NHP<br>F.CardamaGodoy,Vigo | | V |
| 08132<br>MFVR | **Ambra** IronScSr<br>(exGermania)<br>Wireless 1*Dk*&*Spar dk*3*trB* | 2913<br>2726<br>1827 | | | ... | | 1883 | M.Pearse<br>&Co.<br>Stockton | A/S Ambra<br>(FinnFriis&C.O.<br>Lund) | 299·8<br>B– H17*t*F12′ | 40·1 | 28·5<br>BK10″ | Drammen<br>Norwegian<br>*WB* | T.3Cy.21½″,35½″&58½″–48″<br>NB93 248NHP<br>*Tpd*93Blair&Co.Ld.Stk. | 29 ″ 10 | N |
| 08133<br>218259<br>LRNG | **Ambridge** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* 1*Dk*&*Shelter dk*&*Webframes*<br>Sub.Sig. *Longitudinal framing* | 6631<br>5895<br>4111 | | | ... | | 1919 | Federal<br>S.B.Co.<br>Kearny,N.J. | UnitedStates<br>ShippingBoard | 395·5<br>P45′B110′F38′*on*<br>*Shelter dk* | 55·0 | 31·4<br>FK | NewarkNJ<br>Utd.States<br>*WB* | Geared Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | 34 ″ 11 | R |
| 08134<br>LDMF | **Ambriz** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk*&*Awng dk* | *858*<br>*786*<br>*521* | | | ... | | 1907 | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | CiaNacional de<br>Navegação | 200·5<br>F39′ | 30·1 | 9·3<br>16·2<br>FK | Lisbon<br>Portuguese<br>*WB* | T.3Cy.15½″,25″&41″–27″<br>112NHP<br>N.E.MarineEng.Co.Ld.Sld. | 18 ″ 7 | |
| 08135<br>OBUL | **Ambroise Paré** SteelScK<br>(*Trawler*)<br>1*Dk* | 326<br>—<br>147 | | | | | 1906 | Smith's<br>DockCo.Ld.<br>NorthShields | Vve.Fourmentin&<br>Co. | 145·0<br>Q69′ | 23·2 | 12·1 | Boulogne<br>French<br>*WB* | T.3Cy.13″,24″&37″–27″<br>71NHP<br>ShieldsEng.Co.Ld.N.Shl. | | V |
| 08136<br>118045 | **Ambrose** SteelScSr<br>*Elec.light* Wireless 1*Dk*&*Spar dk* | 4595<br>3331<br>2497 | | | ... | | 1903 | SirRaylton<br>Dixon&Co.Ld<br>Middlesbro' | TheAdmiralty | 375·2<br>P&B260′F47′ | 47·8 | 18·5<br>26·4<br>FK | Liverpool<br>British<br>*WB* | T.3Cy.31″,51″&83″–54″<br>775NHP<br>N.E.MarineEngCoLd.Nwc | 29 ″ 0 | |
| 08137<br>NOWF | **Ambulant** SteelAuxScDy<br>*OilEng*<br>(exSailingVessel)<br>(*See Sailing Ship Register*) | 119<br>—<br>95 | | | | | 1909 | Gebr.<br>Barkmeijers<br>Noordhorn | T.Tammes | 90·3 | 19·9 | 8·0 | Groningen<br>Dutch | Oil Engine<br>1Cy.13⅜″–13⅘″ NE*fitted*17<br>13NHP<br>D.Goedkoop,Jr.Ams. | | V |
| 08138 | **Ambulant II** SteelAuxScSr<br>*ParaffinMotor*<br>Now named “Engelina II.” See No. 37192 in Supplement<br>*Mchy.Aft* (*exSailingVessel*) 1*Dk*<br>(*See Sailing Ship Register*) | 121<br>[illegible]<br>90 | | | | | 1910 | Gebr.Ver-<br>Stockt<br>Martenshoek | | 96·0 | 21·0 | 6·7 | | Paraffin Motor<br>2Cy.N.E.fitted17 26NHP<br>D.Goedkoop,Jr.Ams. | | V |
| 08139 | **Ambullaria** SteelSc<br>Should be “Ampullaria,” See No. 36141 in Supplement<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing* | 6000 | 100A1<br>(*ClassContemplated*)<br>*CarryingPetroleum in bulk* | | | | 1921 | Union<br>Const.Co.<br>Oakland,Cal. | Anglo-Saxon<br>PetroleumCo.Ld. | 412·0<br>B110′B32′F57′ | 53·0 | 31·0 | London<br>British | T.3Cy.27″,45″&74″–48″<br>Hooven,Owens&RentschlerCo.Hamilton,O. | | |

| 1 | 2 / 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built.<br>When | By Whom<br>Where | Owners. | Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
| 08140<br>131369<br>HTGN | **Amcotts** SteelScSr<br>ssWarriNo.1–16<br>1*Dk*(*Stl*) | 430<br>360<br>232 | ✠100A1<br>2,16<br>✠LMC7,20<br>BS1,21 | Forcados | *g* | CL<br>7,20 | 1911<br>8mo<br>*Lloyd's A&CP* | AilsaS.B.Co.Ld.<br>Troon | J.Holt&Co.(Liverpool),Ld. | 150·0<br>B65'F30'<br>*WB=FPT* | 29·1 | 10·0<br>FK | Liverpool<br>British<br>4*BHCem*<br>50*tAPT*18*t* | T.3Cy.11",18"&29"–21" (*s*)<br>170lb 43RHP<br>1SB,3*pf*,GS48,HS1252<br>AilsaS.B.Co.Ld.Troon | 11 ″ 0<br>s 1 ″ 5½<br>9 ″ 9 | |
| 08141<br>219458<br>LVGQ | **Amcross** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks&Webframes*<br>Wireless Sub.Sig. | 5980<br>4971<br>3713 | | | ... | | 1919 | MerchantS.B.Corp.<br>Chester,Pa. | UnitedStates ShippingBoard | 400·7<br>P36'B124'F44' | 54·2 | 30·4<br>FK | Phildlphia<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Sc Shaft<br>WestinghouseElectric&Mfg.Co.Essington,Pa. | 32 ″ 10 | R |
| 08142<br>NCWG | **Ameland** SteelScSr<br>Wireless 1*Dk* | 3511<br>3263<br>2156 | | | | | 1916 | RotterdamDroogd.Maat<br>Rotterdam | Stoomv.Maats.Triton(W.Ruys&Zonen,*Mgrs.*) | 359·2<br>P24'B214'F34' | 49·9 | 22·1 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.25",41"&67"–45"<br>301NHP<br>RotterdamDroogd.Maats. | | V |
| 08143<br>215327<br>LHMN | **Amelia** SteelScSr<br>ssN.Yk.No.3–2,20<br>*Elec.light* 1*Dk*(*Stl*)&*Awng dk*<br>Wireless (*ptStl*–ws)3*trB* | 1297<br>1185<br>714 | ✠100A1<br>*Awng dk withfreeboard*<br>2,21<br>✠LMC2,20<br>BS1,21 | NYk | *o* | CL<br>2,20 | 1906<br>8mo<br>*Lloyd's A&CP* | Swan,Hunter&Wigham Richardson,Ld Newcastle | ~~AtlanticFruitCo.Inc.~~ AmeliaS.S Corp.<br>*WB=CellDBa*54 | 227·3<br>'*uE*17'*f*93'169*tFPT* | 31·7 | 13·7<br>21·2<br>FK | NewYork<br>Utd.States<br>4*BHCem*<br>17*tAPT*16*t* | T.3Cy.21",34"&56"–36" (*s*)<br>180lb 246NHP<br>2SB,6*cf*,GS88,HS3510 FD<br>N.E.MarineEng.CoLdNwc | 23 ″ 6<br>s 8 ″ 3<br>15 ″ 9 | |
| 08144<br>104069<br>NMGR | — SteelScSr<br>*Mchy.Aft Elec.light* 1*Dk* | 341<br>231<br>127 | | | ... | | 1894 | S.McKnight&Co.<br>Ayr | W.Cooper&Son | 145·0<br>Q49'B26'F24' | 22·8 | 9·9<br>BK7" | Kirkwall<br>British<br>*WB* | C.2Cy.19"&42"–30"<br>69RHP<br>Muir&Houston,Glasgow | 12 ″ 0 | C |
| 08145<br>61<br>NOKP | — IronScSr<br>(*ex*LiguriaP.,<br>*ex*NuovoPortoMaurizio) 1*Dk* | 281<br>271<br>144 | | | | | 1868 | H.Murray&Co.<br>Pt.Glasgow | G.Zalapi fuV. | 130·2 | 19·7 | 10·2 | Palermo<br>Italian | C.2Cy.15¾"&26½"–23¾"<br>NE77 NB91 28NHP<br>Murray&Co. | | V |
| 08146 | — WoodSc<br>(*Tug*)<br>1*Dk* | 189<br>182<br>91 | | | | | 1902 | F.Celli<br>Viareggio | Soc.Italiana di Salvataggi e Navigazione | 107·2 | 25·8 | 12·0 | Leghorn<br>Italian | C.2Cy.12$\frac{7}{20}$"&25$\frac{3}{10}$"–15¾"<br>Soc.Co-op.di NE&B11<br>Produzione Sampierdarena | | |
| 08147 | **America** SteelTwinScSr<br>Wireless Sub.-Sig. (*ex*Amerika)<br>*Elec.light Ref.Mchy.* 5*Dks* | 22622<br>18748<br>13637 | | | | | 1905 | Harland&Wolff,Ld.<br>Belfast | UnitedStates Govt.(WarDept.) | 668·8<br>B344'F85' | 74·3 | 47·8 | NewYork<br>Utd.States<br>*WB* | Q.8Cy.34",49",71"&100"–63"<br>1586NHP<br>Harland&WolffLd.Belfast | | |
| 08148<br>419<br>NOKV | — SteelTwinScSr<br>3*Dks&Shelter dk*4*trB*<br>*Elec.light* Wireless Sub.Sig. | 8996<br>—<br>5050 | | | | | 1908 | Cant.Nav.Riuniti<br>Muggiano | Nav.Gen.Italiana | 505·7 | 55·8 | 24·5 | Genoa<br>Italian<br>*WB* | T.6Cy.26",44"&75"–51"<br>803NHP<br>WllsndSlpwy.Co.Ld.Nwc. | | I |
| 08149<br>LCHR | — SteelTwinSc3Mst ~~SteelTwinSc~~<br>Wireless *OilEng.*<br>*Elec.light* 2*Dks*(*Stl*)&*Awng.dk*(*Stl*) | 4917<br>3314<br>3062 | ✠100A1<br>*Awng dk withfreeboard*<br>9,21 ✠LMC9,21<br>~~(*ClassContemplated*)~~ | Xia | *x* | CL | 1921<br>9mo<br>*Lloyd's A&CP* | AkersMek.Værks.<br>Christiania | ~~AktiesBorgå (P.Olsen,*Mgr.*)~~<br>A/S Norge-Mexico GulfLinjen (W Wilhelmsen,*Mgr.*) | 362·0<br>*CellDB*312'1070*tMT* | ~~51·3~~<br>51·6 | ~~31·0~~<br>31·2<br>FK<br>*Collision BH to Awn.dk* | Tonsberg<br>Norwegian<br>*Cem*<br>5*BH to U dk*<br>0'800*tFPT*93*t* | Oil Engines 4S.C.SA<br>12Cy.21¼"–28¾"<br>DB80lb 364NHP<br>AkersMek.Værks.Xia.<br>*APT*40*t* | 34 ″ 0<br>s 8 ″ 7<br>25 ″ 10 | |
| 08150 | — IronSc<br>(*ex*GeorgeW.Elder)<br>*Elec.light* Wireless 2*Dks&Hur dk* | 1762<br>—<br>1076 | | | | | 1874 | J.Roach&Son,<br>Chester,Pa. | Cia.Referencia Azucar | 250·0 | 38·5 | 21·0 | Valparaiso<br>Chilian | T.3Cy.23",34"&56"–36"<br>NE89,NB13 188NHP<br>UnionIrnWks,S.Francisco | | |
| 08151 | — IronScSr<br>(*ex*Braziliancruiser<br>Andrade,*ex*Britannia) | 1485<br>1378<br>672 | | | | | 1890 | Laxevaags Skibsbyggeri<br>Bergen | E.G.Fontes&Cia | 254·1 | 34·1 | 23·3 | R.Janeiro<br>Brazilian<br>*WB* | T.3Cy.28",45½"&72"–45"<br>348NHP<br>Bow,McLachlan&Co.Psy | | V |
| 08152<br>107367 | — SteelSc<br>*Elec.light* | 937<br>—<br>593 | | | | | 1898 | DetroitD.D.Co.<br>Detroit | BoothFisheriesCo | .182·5<br>len11 | 31·0 | 11·0 | Duluth<br>Utd.States | T.3Cy.15",24"&38"–24"<br>71NHP<br>DetroitD.D.Co.Detroit | | |
| 08153<br>98610 | — IronPadSk | ~~244~~ 263<br>213<br>108 ~~94~~ | | | | | 1891 | JPRennldson&Sons<br>S.Shields | ClydeShppgCo.Ld.(W.Cuthbert *Mgr*) | 131·8 | 22·6 | 10·6 | Glasgow<br>British | 1Cy.41"–60"<br>98RHP<br>J.P.Rennoldsn&Sns.SShl. | | BT till 9,21 |
| 08154<br>107302 | — SteelSc<br>(*Tug*) | 123<br>—<br>83 | | | | | 1897 | UnionDryDockCo.<br>Buffalo,N.Y. | GreatLakes TowingCo. | 80·2 | 21·0 | 12·3 | Buffalo<br>Utd.States | C.2Cy.16"&32"–28"<br>45NHP<br>H.G.Trout,Buffalo | | |
| 08155<br>87881 | — WoodSc | 117<br>112<br>80 | | | | | 1877 | T.Hulse<br>Winsford | SaltUnion,Ld. | 82·9 | 20·5 | 8·9 | Liverpool<br>British | 2Cy.14"–18"<br>30RHP<br>J.Verdin&Sons,Winsford | | |
| 08156<br>3068<br>HRTW | **America Maru** SteelTwinScSr<br>ssYka.No.3–12,10<br>Wireless ssKob.No.2–17<br>2*Dks*(*Stl*–*U*teaks &*WebframesOrlop*<br>*Elec.light* *Dk*(*Stl*)*inNo.*1*hold* | 6001<br>4546<br>3107 | | | ... | PCL<br>~~R10,20~~<br>10,20 | 1898<br>9mo<br>*Lloyd's A&CP* | C.S.Swan&Hunter,Ld.<br>Newcastle | OsakaShosen KabushikiKaisha<br>*WB=Cell DBa*104'*uE&B* | 423·0<br>P79'B223'F54'<br>142'*f*122'814*tFPT* | 51·1 | 29·5<br>FK&BK1½" | Osaka<br>Japanese<br>7*BHCem*<br>55*tAPT*47*t* | T.6Cy.28¼",46"&75"–48" (*s*)<br>180lb *80lb* 1080NHP<br>4D&1SB27*rf*GS648HS19882<br>WllsndSlpwy.Co.Ld.Nwc. | 32 ″ 6<br>s 6 ″ 5<br>26 ″ 9 | |
| 08157<br>107591<br>KQJN | **American** SteelScSr<br>ssNYk.No.3–6,12<br>*Elec.light* ssNYk.No.2–20<br>Sub.Sig. 2*Dks*(*Stl*)&*deep framing*<br>Wireless *lower beams in No.*1 *hold* | 5600<br>5089<br>3545 | ✠100A1<br>~~4,21~~ ~~7,20~~ 10,21<br>✠LMC7,20<br>BS10,21 | NYk | *z* | ~~CL~~<br>~~4,19~~<br>~~4,21~~<br>N10,21 | 1900<br>10mo<br>A&CP | DelawareRiverCo.<br>Chester,Pa. | American HawaiianS.S.Co. Inc.(Untd.AmericanLinesInc. *Mgrs.*) | 406·8<br>P52'B100'F42'<br>*WB=CellDBa*131' | 51·1 | 30·3<br>FK | NewYork<br>Utd.States<br>6*BHCem*<br>*uE&B*63'*f* | T.3Cy.28",46"&75"–48" (*s*)<br>180lb 490NHP<br>4SB,12*cf*,GS115,HS8268<br>DelawareRiv.C.Chestr,Pa.<br>161'1060*tFPT* 102*tAPT*63*t* | 33 ″ 6<br>s 7 ″ 4<br>26 ″ 6 | |
| 08158<br>NOWK | — SteelSc3MstSr<br>ssRot No.1–21<br>ssRot.2ndNo.3–7,17<br>2*Dks*(1*Stl&*1*ptIrnptStl*)&*Web frames*<br>*Mchy.Aft Elec.light* Wireless | 3526<br>3065<br>2266 | ✠100A1<br>8,21 ~~5,20~~<br>✠NB9,11 ✠LMC~~7,17~~ 8,21<br>~~BS5,20~~<br>*CarryingPetroleum in bulk* | Rot | *w* | CL<br>~~5,20~~<br>8,21 | 1892<br>12mo<br>*Lloyd's A&CP* | Palmers'Co.Ld.<br>Newcastle | AmericanPetroleumCo.<br>*WB=DB* | 345·4<br>P203'F38'<br>*uE&B*70'183*t FPT* | 44·1 | 27·6<br>FK | Rottrdam<br>Dutch<br>14*BHCem*<br>105*tAPT*90*t* | T.3Cy.27¾",44"&72"–48" (*r*)<br>160lb *100lb* NDB11 409NHP<br>2DB,12*cf*,GS228,HS6946<br>Palmers'Co.Ld.Nwc. | 29 ″ 2<br>s 4 ″ 10<br>24 ″ 8 | |
| 08159<br>132484 | — SteelScSr<br>(*ex*America)<br>1*Dk&Spar dk&Web frames* | 971<br>850<br>588 | | | ... | | 1890 | SirRDixon&Co.<br>Middlesbro' | J.E.McLurg | 194·9<br>H84*t* | 25·7 | 20·7<br>BK7½"<br>*WB* | Montego Bay<br>British | T.3Cy.17½",29"&47½"–33"<br>130NHP<br>J.Dickinson,Sunderland | 21 ″ 10 | |
| 08160<br>217460<br>LPMR | — SteelSc<br>(*Tug*)<br>*Elec.light Fitted for liquid fuel*<br>1*Dk* | 169<br>—<br>75 | | | | | 1918 | TexasS.S.Co.<br>Bath,Me. | TheTexasCo. | 96·1 | 23·5 | 12·5 | Bath,Me.<br>Utd.States | C.2Cy.16"&34"–24"<br>47NHP<br>StatenIslandS.B.Co.<br>PortRichmond,N.Y. | | |
| 08161<br>221478<br>MDBG | **American Legion** SteelSc TwinSc<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>3*rd dk* (*Stl*) *in holds&Web frames*<br>Wireless *Longitudinal framing*<br>*Elec.light* | 13000<br>13737<br>12548<br>8137 | ✠100A1<br>*Shelter dk withfreeboard*<br>7,21<br>~~(*ClassContemplated*)~~<br>✠LMC7,21 | Phl | *i*† | | 1920<br>7mo<br>A&CP | NewYorkS.B.Corp.<br>Camden,N.J. | UnitedStates ShippingBoard | 516·5<br>B222'*onShelter dk*<br>*CellDB*366'1787*tTanks at sides of ER*28'273*tDTa*38'144*t*<br>*Tanks at sides of tunnels*38'234*tFPT*159*tAPT*161*t* | 72·2 | ~~27·6~~<br>27·8<br>FK | Camden<br>Utd.States<br>13*BHtoShl dk*<br>*pt Cem* | ~~2~~ 4 Steam Turbines geared to 2 Sc Shafts (*s*)<br>265lb HS41376 3105NHP<br>8WaterTubeBoilers FD<br>WestinghouseElectric&Mfg.Co.E,Pittsburg,Pa. | 41 ″ 0<br>s 10 ″ 8<br>30 ″ 7 | |
| | | *Fitted for oil fuel* 7,21 *F.P. above* 150°F. | | | | | | | | | | | | | | |

| 1 Numéro d'Ordre<br>Numéro Officiel<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Construit. Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08162<br>219632<br>LVQS | **American Press** SteelSc<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* Wireless *2Dks* | 5135<br>4598<br>3127 | | | | | 1919 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B121'F43' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | |
| 08163<br>218477<br>LRWG | **American Star** SteelScSr<br>(*ex*Strathnaver)<br>*Elec.light* Wireless *2Dks* | 5268<br>—<br>3347 | | | | | 1919 | Downey S.B.Co.<br>NewYork | AmericanStar Line Inc. | 386·8<br>P40'B110'F40' | 52·2 | 27·4 | NewYork<br>Utd.States<br>*WB* | T.3Cy.27",40"&70"–48"<br>389NHP<br>DowneyShipyardCorp. | |
| 08164<br>127467<br>HSJC | **American Transport** SteelScSr<br>Wireless 1*Dk* | 4767<br>4476<br>3003 | | | | | 1911 | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool | EmpireTransport Co.Ld.(Houlder Bros.&CoLd *Mgs.*) | 385·0<br>P36'B119'F36' | 52·0 | 27·0 | W.Hartlpl<br>British<br>*WB* | T.3Cy.25",40"&68"–48"<br>Richardsons, 320NHP<br>Westgarth&Co.Ld.Hp | |
| 08165<br>205096 | **Americana** SteelSc<br>*Elec.light Mchy.Aft* | 969<br>—<br>531 | | | | | 1908 | Buffalo D.D.Co.<br>Buffalo | LakeErie ExcursionCo. | 203·0 | 45·0 | 15·8 | Buffalo<br>Utd.States | T.3Cy.20",32"&50"–36"<br>150NHP<br>DetroitS.B.Co.,Detroit | |
| 08166 | **Americano** SteelSc<br>*Elec.light* *Well deck* 1*Dk*(*Stl*) | ~~700~~ 704<br>450<br>374 | ✠100A1<br>11,21<br>(~~ClassContem-plated~~)<br>✠LMC11,21 | Grk | / | CL | 1921<br>11mo | G.Brown &Co.<br>Greenock<br>*Lloyd*'*sA&CP* | ~~Duncan,Fox&Co. Ld.~~ Soc.Anon Importadora y Exportadora de la Patagonia<br>*CellDBuE*17'28*tFPT*28*t* | 170·0<br>P&B109'F30'<br>FK | 30·1 | ~~12·0~~ 12·3 | Bns.Ayres<br>Argentine<br>4*BHCem*<br>*APT*19*t* | T.3Cy.14",23"&37"–24" (*s*)<br>180lb 103NHP<br>1SB,3*cf*,GS60,HS2139<br>W.Beardmore&Co.Ld. Coatbridge | 13 ″ 6<br>s ″ 6½<br>13 ″ 2 |
| 08167<br>6<br>NOKW | **Amerigo Vespucci** SteelSc<br>*Elec.light* | 807<br>604<br>467 | | | | | 1900 | Soc.Esercizio Bacini<br>RivaTrigoso | Soc.Italiana di ServiziMarittimi | 226·3 | 28·2 | 15·3 | Genoa<br>Italian | T.3Cy.19$\frac{1}{10}$",31⅛"&51½"–30"<br>134NHP<br>FonderiaOrotea,Palermo | |
| 08168 | **Amerika** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 176<br>145<br>— | | | | | 1912 | Atlas-WerkeA.G.<br>Bremen | DeutscheDmpfs-fahrtsGes.Hansa | 101·5<br>B14' | 22·3 | 10·7 | Bremen<br>German | T.3Cy.13",22"&36¼"–21⅝"<br>61NHP<br>Atlas-WerkeA.G.Bremen | |
| 08169<br>OBUT | **Amérique II.** SteelScK<br>(*ex*Oustiti,*ex*Bragi) 1*Dk* | 343<br>—<br>116 | | | ... | | 1912 | Cochrane &Sons<br>Selby | Poret,Lobez&Co. | 135·0<br>Q73'F21'<br>BK7½" | 23·5 | 12·5 | Boulogne<br>French<br>*WB* | T.3Cy13",22½"&37"–26" (*s*)<br>88NHP<br>Amos&Smith,Ld.Hull | 13 ″ 3 |
| 08170<br>MSGH | **Ameta** WoodSc3MstSr<br>*Oil Eng.*<br>*Mchy. Aft* 1*Dk* | 175<br>154<br>119 | | | | | 1918 | N.Jull<br>Holmen | J.A.Iversen | 91·7<br>H19*t* | 23·9 | 11·2 | Trondhjm<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.13½"–15" 22NHP<br>N Gulowsen A/S Christiania | |
| 08171<br>109036<br>GFGT | **Amethyst** SteelScYl<br>*ss*Hul.No.3–6,10<br>*ss*Hul.No.2–18<br>(*ex*AmethystII., *ex*Amethyst) 1*Dk* | 172<br>159<br>67 | ✠100A1<br>*StmTrawler*<br>6,20<br>✠NB*made*99<br>~~BS6,20~~ | Hul<br>BS4,21<br>*refitted*02<br>✠LMC9,18 | | 6,20 | 1898<br>6mo | Mackie& Thomson<br>Glasgow<br>A&CP | KingstonSteam TrawlingCo.Ld. | 110·0<br>Q22'<br>ptND10 BK7½" | 21·0 | 10·9 | Hull<br>British<br>4*BHCem* | T.3Cy.12",19½"&32"–22" (*s*)<br>180lb 55RHP<br>1SB,2*pf*,GS33,HS800<br>Muir&Houston,Ld.Gls. | 12 ″ 0 |
| 08172<br>4078<br>JNBD | **Amfred** IronScSr<br>*Well deck* (*ex*Galatea) 1*Dk* | 572<br>412<br>273 | | | ... | | 1887 | Sunderlnd S.B.Co.(Lim)<br>Sunderland | VerkebäcksÅngf. Aktieb. (F.Olsson, *Mgr.*) | 167·1<br>Q47'B46'H18*t*F25'<br>BK7" | 26·7 | 12·7 | Verkebäck<br>Swedish<br>*WB* | T.3Cy.16",26"&43"–30"<br>98NHP<br>N.E.MarineE.C.(Lim.)Sld. | 13 ″ 7 |
| 08173<br>90097 | **Amherst** IronScYl<br>1*Dk* | 413<br>389<br>241 | | | ... | | 1886 | Blackwood &Gordon<br>Pt.Glasgow | Lam.Yick.S.S.Co. Ld. (Cheung Dinson, *Mgr.*) | 130·1<br>B7'F18'<br>*pt Shade dk* FK | 25·1 | 10·0 | HongKong<br>British<br>*WB* | C.2Cy.18"&35"–20"<br>NDB11 52RHP<br>Bow&M'Lachlan,Paisley | 10 ″ 9 |
| 08174<br>93331 | — SteelPad | 237<br>237<br>149 | | | | | 1886 | W.Denny &Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 160·5 | 24·0 | 7·8 | Glasgow<br>British | C.2Cy.25"&43"–42"<br>96RHP<br>Denny&Co.,Dumbarton | |
| 08175<br>78142<br>WNJD | — WoodSc<br>(*ex*LadyGlover)<br>*Mchy.Aft* cf *Salted* 1*Dk* | 138<br>117<br>94 | ✠<br>9,77 | Liv | 12 | | 1877<br>8mo | W.Allsup& Sons<br>Preston | GulfPulp&Paper Co. | 113·0<br>9&12yrsMat | 18·5 | 10·5 | Chrlottetn P.E.I.<br>British | C.2Cy.20"&40"–24"<br>60RHP<br>Fawcett,Preston&Co.Liv. | |
| 08176<br>OBVC | **Amiens** WoodAuxTwinSc5MstSr<br>*Stm.Eng.*<br>*Elec.light Mchy.Aft* 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 2142<br>—<br>1500 | | | | | 1918 | Foundat'n Co.<br>Tacoma, Wsh | FrenchGovernment | 258·6<br>P118'F30' | 44·9 | 22·3 | Havre<br>French | T.6Cy.10",16½"&26"–24"<br>66NHP<br>DominionBridgeCo.Mtl. | |
| 08177<br>142583<br>JTVH | — SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 1548<br>1285<br>836 | ✠100A1<br>~~7,21~~ ~~1,21~~ ~~10,21~~<br>1,22 | Shl<br>~~Nwc~~<br>✠LMC7,18 | *p* | CL<br>1,21 | 1918<br>7mo | Dublin Dkyd.Co.Ld.<br>Dublin<br>*Lloyd*'*sA&CP* | EuropeanGasCoLd (H.A.Brightman& Co.*Mgrs.*)<br>*CellDB*171'310*tD* | 240·2<br>Q94'B47'F23'<br>FK<br>*Ta*29' 131*t FPT*80*t* | 36·3 | 18·4 | London<br>British<br>4*BHCem*<br>*APT*38*t* | T.3Cy.18",29"&48"–33" (*s*)<br>180lb 167NHP<br>2SB,6*cf*,GS97,HS2886<br>Ross&Duncan,Glasgow | 20 ″ 6<br>s 2 ″ 7<br>18 ″ 3 |
| 08178 | **Amilcare Cipriani** SteelSc<br>*ss*Gen.No.3–9,21 ~~*ss*NYk.No.2–17~~<br>(*ex*Stamboul) 1*Dk*(*ptIrn&ptStl*)<br>*Elec.light* *&deep framing* | 2625<br>2433<br>1611 | ✠100A1<br>9,21 ~~9,20~~ | Cff<br>Gen<br>✠LMC3,21 | *t* | CL<br>9,20 | 1908<br>11mo | WoodSkinner&Co.Ld.<br>Newcastle<br>*Lloyd*'*sA&CP* | Soc.Anon. Cooperativa Garibaldi<br>*Cell DBa*80'*uE*30' | 313·0<br>P27'B96'F29'<br>FK<br>*f*138'689*tFPT*109*t* | 45·0 | 20·5 | Genoa<br>Italian<br>5*BHCem*<br>*APT*108*t* | T.3Cy.23",37½"&61½"–39"(*s*)<br>180lb 276NHP<br>2SB,6*cf*,GS82,HS3640 FD<br>N.E.MarineEng.CoLdNwc | 23 ″ 0<br>s 3 ″ 7½<br>19 ″ 9 |
| 08179 | **Amir** SteelScSr<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 549<br>367<br>183 | ✠100A1<br>12,21 ~~8,19~~ | Cdz<br>Bcl<br>✠LMC8,19 | *h* | CL | 1919<br>8mo | Echevarrieta y Larrinaga<br>Cadiz<br>*Lloyd*'*sA&CP* | CiaVasco-Valenciana de Nav. | 164·0<br>Q94'B11'F25'<br>BK7"<br>*CellDBf*92'136*tFPT*43*t* | 26·2 | 10·3 | Bilbao<br>Spanish<br>3*BHCem*<br>*APT*7*t* | T.3Cy.12½",21"&35"–27" (*s*)<br>180lb 86NHP<br>1SB,3*pf*,GS49,HS1550<br>J.Abernethy&Co.Ld.Abn. | 12 ″ 10<br>s 4 ″ 3½<br>13 ″ 0 |
| 08180<br>OBVK | **Amiral Duperré** SteelSc<br>Wireless | 5038<br>4234<br>3139 | | | | | 1901 | Atel.& Chant.Loire<br>St.Nazaire | ChargeursRéunis | 389·7<br>P50'B129'F31' | 49·9 | 26·6 | Havre<br>French | T3Cy.25$\frac{3}{16}$",42½"&68½"–44¼"<br>312NHP<br>Atel.&Chant.Loire,Nts. | |
| 08181<br>OBVL | **Amiral Fourichon** SteelScSr<br>*Elec.light* Wireless 3*Dks* | 5054<br>4221<br>3186 | | | | | 1901 | Forges&C. de laMédit<br>Havre | ChargeursRéunis | 387·2<br>P30'B90'F50' | 49·1 | 29·3 | Havre<br>French<br>*WB* | T.3Cy.25½",39"&63½"–44"<br>267NHP<br>Forges&C.de la Médit.Hav | |
| 08182<br>OBVN | **Amiral Ganteaume** SteelScSr<br>(*ex*Hibernian*ex*OrientPoint) *Ref.Mchy.* 2*Dks*<br>*Elec.light* Wireless *&deep framing* | 4590<br>—<br>2874 | | | ... | | 1902 | Napier& Miller,Ld.<br>Glasgow | ChargeursRéunis | 385·0<br>P39'B119'F44'<br>FK | 50·0 | 25·7 | Havre<br>French<br>*WB* | T.3Cy.27",43"&72"–48"<br>446NHP<br>Dunsmuir&Jackson,Gls. | 28 ″ 5 |
| 08183<br>OBVT | **Amiral Jauréguiberry** SteelSc<br>*Ref.Mchy.* *Elec.light* Wireless | 5046<br>4234<br>3152 | Lloyd'sRMC [illegible] | | | [illegible] 11,21 | 1902 | Atel.& Chant.Loire<br>St.Nazaire | ChargeursRéunis | 389·7<br>P30'B129'F50' | 49·9 | 29·3 | Havre<br>French | T3Cy.25$\frac{3}{16}$",42½"&68½"–44¼"<br>312NHP<br>Atel.&Chant.Loire,Nts. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08184<br>OBVX | **Amiral l'Hermite** SteelScSr<br>*ss*Dnk.No.1-19<br>*Well deck* 1*Dk*(*Stl*) | 325<br>235<br>133 | ✠100A1<br>7,21 ~~3,20~~<br>~~BS7,20~~ ✠LMC7,19<br>BS7,21 | Dnk | *e* | CL<br>~~12,19~~<br>7,21 | 1913<br>12mo<br>*Lloyd* | NVScheep.<br>DeMewerde<br>Hardinxveld<br>'*sA&CP* | Cie. Franco-Néer-landaise de Nav<br>(P.Woussen, *Mgr.*) | 133·1<br>Q70'B11'F18'<br>FK *WB=FPT* | 23·1 | 9·9 | Dunkirk<br>French<br>4*BHCem*<br>19*tAPT*3*t* | C.2Cy.16"&34"-23" (*s*)<br>130lb *100lb* 63NHP<br>1SB.2*pf*,GS37,HS1173<br>ShieldsEng.Co.Ld.S.Shl. | 10 ″ 9<br>s 3 ″ 4½<br>10 ″ 6 | |
| 08185<br>OBVW | **Amiral Latouche Tréville**<br>SteelScSr<br>*Elec.light* Wireless 2*Dks* | 5583<br>4173<br>3534 | | | | | 1903 | Atel.&<br>Chant.Loire<br>Nantes | **ChargeursRéunis** | 389·5 | 49·8 | 26·3 | Havre<br>French<br>*WB* | T3Cy$25\frac{19}{32}$",42½"&68½"-$51\frac{3}{16}$"<br>337NHP<br>Atel.&Chant.Loire,Nts. | | V |
| 08186<br>OBVZ | **Amiral Nielly** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 5583<br>4174<br>3529 | | | | | 1904 | Atel.&<br>Chant.Loire<br>Nantes | **ChargeursRéunis** | 389·5<br>P269'H—F45' | 49·8 | 26·3 | Havre<br>French<br>*WB* | T3Cy$25\frac{19}{32}$",42½"&68½"-$51\frac{3}{16}$"<br>337NHP<br>Atel.&Chant.Loire,Nts. | | V |
| 08187<br>OBWF | **Amiral Ponty** SteelSc<br>*Elec.light* Wireless 2*Dks* | 5581<br>4203<br>3524 | | | | | 1904 | Atel.&<br>Chant.Loire<br>St.Nazaire | **ChargeursRéunis** | 389·7<br>P269'H—F45' | 49·9 | 26·4 | Havre<br>French<br>*WB* | T3Cy.$25\frac{19}{32}$"42½"&68½"-$51\frac{3}{16}$"<br>336NHP<br>Atel.&Chant.Loire,Nts. | | V |
| 08188<br>OBWI | **Amiral Rigault de Genouilly**<br>SteelScSr<br>*Ref.Mchy.* Wireless 2*Dks* | 5410<br>4374<br>3459 | Lloyd'sRMC~~1,21~~ ~~1,21~~ ~~10,21~~<br>4,23 ~~2,22~~ | | | | 1904 | Ch.&Atel.<br>deProvence<br>Port de Bouc | **ChargeursRéunis** | 394·1<br>P261'H—F41' | 50·5 | 26·4 | Havre<br>French<br>*WB* | T3Cy $26\frac{7}{10}$",$42\frac{3}{10}$"&$68\frac{4}{5}$"-$51\frac{1}{5}$"<br>338NHP<br>Ch.&Atel.deProvence,Msl. | | V |
| 08189<br>OBWR | **Amiral Sallandrouze de Lamornaix** SteelScSr<br>*Ref.Mchy.* Wireless 2*Dks* | 5408<br>4374<br>3457 | Lloyd'sRMC~~11,20~~ ~~1,21~~ ~~6,21~~<br>3,22 ~~12,21~~ | | | | 1904 | Ch.&Atel.<br>deProvence<br>Port de Bouc | **ChargeursRéunis** | 394·1<br>P261'H—F41' | 50·5 | 26·4 | Havre<br>French<br>*WB* | T3Cy$26\frac{7}{10}$",$42\frac{3}{10}$"&$68\frac{4}{5}$"-$51\frac{1}{5}$"<br>338NHP<br>Ch.&Atel.deProvence,Msl. | | V |
| 08190 | **Amiral Tchihachoff** SteelScSr<br>(*ex*Tchihachoff) 3*Dks*(1*Stl*-ws&<br>*Elec.light* Wireless 1*pt Stl*-ws) | 4135<br>3289<br>2445 | ✠<br>9,92<br>✠ | Dmb | *u* | | 1892<br>9mo | W Denny&<br>Bros.<br>Dumbarton | **FrenchGovern-ment** | 371·2<br>P36'B152'F40'<br>FK<br>*WB=CellDB* | 45·1 | 27·5 | Marseilles<br>French<br>7*BHCem*<br>308'563*t* | T.3Cy.28¼",47½"&76"-54"<br>NB12 424NHP<br>Denny&Co.Dumbarton | 30 ″ 1 | |
| 08191<br>OBWU | **Amiral Troude** SteelScSr<br>*Elec.light* *Ref.Mchy.* 2*Dks*<br>Wireless | 5615<br>4336<br>3573 | Lloyd'sRMC~~12,20~~6,21 | | | | 1903 | Chnt&Atel<br>deSt.Nazaire<br>St.Nazaire | **ChargeursRéunis** | 393·5<br>P265'B66'F47' | 50·7 | 25·5 | Havre<br>French<br>*WB* | T.3Cy.27",43"&72"-46⅞"<br>354NHP<br>Chant.&Atel.de St.Nazaire | | V |
| 08192<br>OBWN | **Amiral Villaret de Joyeuse**<br>Wireless SteelScSr<br>*Elec.light* *Ref.Mchy.* 2*Dks*3*trB* | 5917<br>4910<br>3677 | | | | | 1912 | Ch.&Atel.<br>deSt.Nazaire<br>St.Nazaire | **ChargeursRéunis** | 406·1<br>P60'B129'F48' | 52·3 | 27·8 | Havre<br>French<br>*WB* | T.3Cy.27",43"&72"-48"<br>359NHP<br>Ch.del'Atlantique,St.N. | | V |
| 08193 | **Amisia** SteelScSr<br>*Now named* "ConsulFoppe," *See No.* 36895 *in Supplement*<br>*Elec.light* 1*Dk* | 1412<br>1083<br>877 | | | | | 1904 | Nüscke&<br>Co.Act.Ges.<br>Stettin | **"Seefahrt" Dampfsch.Reed. Akt.Ges.** | 239·0<br>Q83'B58'F29' | 36·8 | 16·1 | Bremen<br>German<br>*WB* | T.3Cy.17",28"&43"-32"<br>104NHP<br>Schiffs.Uebigau,Dresden | | |
| * 08194<br>31<br>NOPY | **Amistà** SteelScSr<br>*ss*Gen No.3-6,21 ~~*ss*Bry.No.2-11~~<br>(*ex*Harlow,*ex*Sagami) 1*Dk*(*Stl*)&<br>*Elec.light* ~~*Spar dk*(*Stl*)&*deep framing*~~<br>Wireless &*Shelter dk*(*Stl*)&*deep framing* | 5106<br>3994<br>3207 | ✠100A1<br>*Spar dk* &*Shelter dk*<br>*with freeboard*<br>6,21 ✠LMC6,21 | Gen | *x* | CL<br>3,19 | 1902<br>10mo<br>*Lloyd* | Short Bros.<br>Ld.<br>Sunderland<br>'*sA&CP* *WB* | **Soc.Anon.Lloyd delPacifico**<br>*=CellDBa*114'*uE* | 370·2<br>~~P39'B&F303'~~ 28·8<br>FK<br>24'*f*154' 969*t FPT* | 48·8 | 18·9 | Savona<br>Italian<br>6*BHCem*<br>104*tAPT*32*t* | T.3Cy.26",43"&71"-51" (*s*)<br>180lb *100lb* 375NHP<br>3SB,9*pf*,GS153,HS5565<br>J.Dickinson&Sons,Ld.Sld. | 30 ″ 0<br>s 4 ″ 1<br>26 ″ 3 | |
| 08195<br>4872<br>JROG | **Amity** IronScSr<br>(*ex*Corrwg)<br>*Well deck* 1*Dk* | 940<br>698<br>537 | | | ... | | 1881 | W.Pickers-gill&Co.<br>Sunderland | **Rederiaktieb. Amity(A.Nilsson)** | 216·5<br>Q89'B40'H52*t*F26'<br>FK | 31·3 | 12·3 | Hlsngborg<br>Swedish<br>*WB* | C.2Cy.28"&52"-33"<br>130NHP<br>Palmers'Co.Ld.Newcastle | 14 ″ 9 | V |
| 08196 | **Ammerland** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 224<br>205<br>83 | | | | | 1920 | Marine<br>Werft<br>Wilhlmshvn | **Wilhelmshavener Hochseefischerei A.G.** | 127·0<br>Q69'F19' | 22·6 | 10·2 | Rüstringn<br>German<br>*WB* | T.3Cy.$12\frac{2}{3}$",20½"&32¼"-$22\frac{4}{5}$"<br>50NHP<br>Mar.Werft,Wilhelmshvn. | | |
| 08197 | **Ammiraglio Bettolo** SteelTwin Sc<br>*Elec.light* 2*Dks*&*Shelter dk* | 6500 | | | | | 1921 | G.Ansaldo<br>&Co.<br>Sestri<br>Ponente | **Soc.Trans-atlanticaItaliana** | 445·0 | 52·5 | 31·1 | Genoa<br>Italian<br>*WB* | 2 Steam Turbines<br>G.Ansaldo&Co.<br>Sampierdarena | | |
| 08198<br>211906<br>LDJF | **Amolco** SteelScSr<br>*ss*Bos.No.2-22 ~~*ss*Bos.No.1-18~~<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* Sub.Sig. Wireless | 3153<br>2779<br>1912 | ✠100A1<br>~~6,21~~ 2,24,22<br>~~BS10,20~~ ✠LMC~~4,18~~<br>*Carrying Petroleum in bulk*<br>BS12,21 MS4,22 | Bal<br>Bos | *u* | CL<br>~~10,19~~<br>8,21 | 1914<br>1mo<br>*Lloyd* | ForeRiver<br>S.B.Co.<br>Quincy,Mass.<br>'*sA&CP*<br>*WB=Cell* | **BostonMolasses Co.Inc.**<br>*DBuE&B*68'186*tF* | 317·1<br>P72'F32'<br>FK<br>*PT*155*tAPT*60*t* | 46·0 | 23·8 | Boston<br>Utd.States<br>12*BHCem*<br>8 ,, *toUprdk*<br>4 ,, ,, 2*nd* ,, | T.3Cy.22",37"&60"-42" (*s*)<br>180lb 291NHP<br>2SB,6*cf*,GS100,HS4001 FD<br>ForeRiverS.B.Co.Quincy | 25 ″ 6 | |
| 08199<br>NDBT | **Amor** SteelSc<br>*Elec.light* Wireless 2*Dks* | 2325<br>1729<br>1443 | | | | | 1911 | Wrf.voorh.<br>Rijkee&Co.<br>Rotterdam | **Koninkl.Nederl. Stoomb.Maats.** | 300·0<br>B76'Q108'F42' | 42·0 | 17·0 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.21"35"&56"-39"<br>196NHP<br>Maats.Feyenoord,Rot. | | V |
| 08200<br>105393<br>PHRQ | **Amore** SteelScSr<br>*ss*Liv.2ndNo.3-3,20<br>1*Dk*(*Irn*) | 155<br>136<br>11 | ✠100A1<br>*For Towing purposes*<br>7,21 ~~3,20~~<br>✠NB3,16 ✠LMC3,20 | Liv<br>~~BS~~5,22 | | CL<br>~~3,20~~<br>7,21 | 1896<br>5mo | A.W.<br>Robertson&<br>Co. London<br>A&CP | **JohnstonLine.Ld. (Furness,Withy& Co.Ld.***Mgrs.***)** | 96·8<br>BK6½" | 20·6 | 10·9 | Liverpool<br>British<br>3*BHCem* | T.3Cy.14",23"&35"-24" (*s*)<br>160lb 90RHP<br>1SB, GS37,HS1270<br>Bow,McLachlan&Co.,Psy. | 11 ″ 7 | |
| 08201<br>217193<br>LNRO | **Amoron** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2529<br>—<br>1495 | | | | | 1919 | Union<br>Bridge&Con-structionCo.<br>MorganCity<br>La. | **UnitedStates ShippingBoard** | 281·5<br>P36'B65'F25' | 45·1 | 26·0 | MorgnCity<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>HoovenOwensRentsch-lerCo.,Hamilton,O. | | R |
| 08202<br>10291<br>LBKT | **Amoy Maru** SteelScSr<br>*Elec.light* 2*Dks* | 732<br>668<br>448 | | | | | 1906 | OsakaIron<br>Works<br>Osaka | **OsakaShosen KabushikiKaisha** | 185·0 | 27·1 | 17·8 | Osaka<br>Japanese | T.3Cy.13",25"&39"-30"<br>83NHP<br>OsakaIronWorks,Osaka | | |
| 08203<br>98766<br>HLPS | **Ampere** IronScK<br>*ss*Hul.2ndNo.3-5,13<br>*ss*Hul.No.1-19<br>1*Dk* | 154<br>143<br>63 | ✠100A1<br>*StmTrawler*<br>4,21 ~~8,19~~ ✠LMC3,18<br>✠NB6,09 ~~BS7,20~~9,21 | Hul | | CL<br>~~10,18~~<br>4,21 | 1891<br>10mo<br>*Lloyd* | Cochrane,<br>Coopr&Scho-fi'ld,Beverley<br>'*sA&CP* | **F.&T.Ross,Ld.** | 101·0<br>Q19'<br>ptND00&13 BK7½" | 20·5 | 11·0 | Hull<br>British<br>3*BHCem* | T.3Cy.12½",19½"&31½"-22½"<br>160lb (*s*) 50RHP<br>1SB,2*pf*,GS28,HS630<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |
| * 08204<br>~~216233~~<br>~~LKPV~~ | **Ampetco** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Mchy.Aft* Sub.Sig. &*Webframes*<br>Wireless *Longitudinal framing* | 8301<br>8040<br>6227 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>4,22 ~~8,21~~ ~~10,20~~ ✠LMC5,18<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 5,18 *F.P. above* 150° F.<br>BS4,22 | NYk<br>~~Rot~~ Ant | *c*† | CL<br>~~10,20~~<br>~~9,21~~<br>4,22 | 1918<br>5mo | Bethlehem<br>S.B.Corp.<br>Sparrow's Pt.<br>A&CP | ~~**StandardOilCo. (NewJersey)**~~<br>AmericanPetro-leumCo. | 464·7<br>FK<br>*CellDBa*88'351*t* | 60·2 | 33·3 | Antwerp<br>Belgian<br>18*BHptCem*<br>14 ,, *to Udk*<br>4 ,, ,,2*nd* ,,<br>*DTf* 50'724*t* | Q.4Cy.24",35",51"&75"-51"<br>220lb *180lb* (*s*) 560NHP<br>3SB,9*cf*,GS180,HS7641 FD<br>BethlehemS.B.Corp.<br>*FPT*175*tAPT*28*t* | 36 ″ 3<br>s 10 ″ 1<br>26 ″ 6 | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavilion. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08205<br>215294<br>LHKW | **Amphion** SteelTwinSc<br>(exKöln)<br>Wireless Sub.Sig.<br>*Elec.light* *2Dks&AwngdkAtrB* | 7409<br>7246<br>4666 | | | | | 1899 | J.C.Tecklenborg A.G. Geestemünde | UnitedStates ShippingBoard | 428·9<br>B32' | 54·3 | 39·4 | NewYork<br>Utd.States<br>*WB* | T.6Cy.22⅝",38⅜"&62⅝"–43⅜"<br>509NHP<br>J.C.TecklenborgA.G.Gst. | | R |
| 08206 | **Amphitrite** SteelScSr<br>*2Dks(1Stl)&Spar dk(ptStl)4trB* | 3827<br>3622<br>2342 | ✠<br>*Spar dk*<br>1,85 | Tri | *x* | | 1884<br>10mo | LloydAustro-Ungarico Trieste | CantieriMaglietta | 380·0 | 42·5 | 24·0<br>31·8 | Spezia<br>Italian<br>*6BHCem* | C.2Cy.50"&90"–57"<br>510NHP<br>LloydAustro-UngaricoTri. | | |
| 08207<br>112121 | — WoodScK<br>*1Dk* | 252<br>197<br>114 | | | | | 1903 | C.A.Larder MahoneBay, N.S. | LarderBros. WreckingCo.Ld. | 110·0 | 26·6 | 11·8 | Lunenbrg, N.S.<br>British | 2Cy.12"&24"–18"<br>24RHP<br>W.&A.Moir,Halifax,N.S. | | |
| 08208 | — SteelScSr<br>*Elec.light* *ss*P.Gl.No.3–3,99<br>(*ex*Yacht*ex*FireFay) *ss*Grk.No.1–03 | 246<br>—<br>114 | ✠<br>8,05 | Grk | | | 1886<br>5mo | Lobnitz&Co. Renfrew | I.Crespin | 178·0 | 22·0 | 11·5 | Constanpl<br>French<br>*8BHCem* | T.3Cy.15",24"&42"–24"<br>NB03 86NHP<br>Lobnitz&Co.Renfrew | | V |
| 08209<br>135976 | **Ampulla** SteelScK<br>~~*ss*Gms.No.1–18~~<br>*ss*Gms.No.2–19 *1Dk* | 248<br>227<br>99 | ✠100A1<br>*StmTrawler*<br>10,21 ~~7,20~~<br>BS10,21<br>~~BS7,20~~ ✠LMC8,19 | Gms | | CL<br>8,19 | 1913<br>10mo<br>*Lloyd's A&CP* | Cook,Welt'n&Gemmell Ld. Beverley | LoyalStm.Fishing Co.Ld. | 120·0<br>Q68' | 22·5 | 11·9<br>BK8" | Grimsby<br>British<br>*4BHCem* | T.3Cy.12½",21½"&35½"–24"<br>180lb (*s*) 62RHP<br>1SB,*2pf*,GS39,HS1267<br>Amos&Smith,Ld.Hull | 12 ″ 10 | |
| 08210<br>HCBB | **Ampurdan** SteelScSr<br>Wireless *ss*Bbo.2ndNo.3–5,11<br>(*ex*FelixPizcueta, *ex*Oscar deOlavarria,*ex*Benita)<br>*2Dks(1Irn) Floors,Beams,&KeelsonIrn* | 1520<br>—<br>1027 | ✠<br>9,16<br>✠ | Bbo | *r* | | 1887<br>3mo | Oswald, Mrdaunt&Co. Southampton | Hijos deEnrique Gironella | 261·0<br>B68'F36' | 34·3 | 20·7<br>BK9½"<br>*DBa60'&uE* | Barcelona<br>Spanish<br>*4BHCem*<br>*&B48'240t* | T.3Cy.21½",33"&55"–39"<br>NDB03 190NHP<br>1DB,*6cf*,GS100,HS3000<br>Oswld,Mordaunt&Co.Sou. | 22 ″ 2 | V |
| 08211<br>98577<br>LVMN | **Amra** SteelScSr<br>*Elec.light* *1Dk&Shadedk* | 535<br>398<br>214 | ✠<br>*Shade dk withfreeboard*<br>11,90 ✠ | Cly | *i* | | 1890<br>11mo | AilsaShipbuildgCo. Troon | Australasian UnitedS.NavCoLd | 190·0 | 29·0 | 11·6<br>18·9<br>BK7½" | SydnyNSW<br>British<br>*5BHCem* | T.3Cy.16",26"&42"–30"<br>90RHP<br>1SB,*3cf*,GS46,HS1983 FD<br>Dunsmuir&Jackson,Gls. | 12 ″ 3 | |
| 08212<br>128944 | **Amroth Castle** SteelScK<br>*ss*Sws.No.1–19<br>*Elec.light* *1Dk* | 255<br>227<br>100 | ✠100A1<br>*StmTrawler*<br>8,21 ~~1,21~~<br>BS7,21<br>~~BS1,20~~ ✠LMC5,19 | Sws | | CL<br>~~4,19~~<br>4,22 | 1913<br>9mo<br>*Lloyd's A&CP* | Smith's DockCo.Ld Middlesbro' | ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (J.D.Marsden, *Mgr.*) | 125·0<br>Q76'F21' | 23·5 | 12·3<br>BK7½" | Swansea<br>British<br>*3BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 85RHP<br>1SB,*3pf*,GS50,HS1522<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 0 | |
| 08213 | **Amrum** SteelScSr<br>*ss*Ham.No.3–2,06<br>*ss*Ham.No.1–11<br>*1Dk(Stl)&Web frames* | 888<br>758<br>558 | ✠<br>12,15<br>✠ | Ham | *m* | | 1893<br>7mo | Act.Ges. "Neptun" Rostock | ErnstRuss | 210·3<br>B52'F25' | 30·6 | 13·8<br>BK6"<br>*WB=Cell* | Hamburg<br>German<br>*4BHCem*<br>*DB172'252t* | T.3Cy.13¾",22⅝"&36⅝"–27½"<br>NDB08 90NHP<br>1SB,*2cf*,GS42,HS1634<br>A.G."Neptun,"Rostock | 16 ″ 4 | |
| 08214 | **Amrumbank** SteelSc<br>(*ex*Hameln) (*Trawler*)<br>*1Dk* | 257<br>237<br>98 | | | | | 1916 | G.Seebeck A.-G.Bremerhaven | Norddeutsche Hochseefischerei A.-G. | 127·7<br>F20' | 23·0 | 9·8 | Nordnham<br>German<br>*WB* | T.3Cy.12⅗",20½"&33 1/16"–23⅗"<br>53NHP<br>G.SeebeckA.-G.Gstmnde. | | |
| 08215 | **Amsel** SteelScLr<br>*1Dk* | 136<br>129<br>67 | | | | | 1906 | Bremer Vulkan Vegesack | BremenVegescker FischereiGes. | 90·8<br>Q21' | 21·4 | 9·8 | Vegesack<br>German | C.2Cy.9 1/16"&16½"–12⅝"<br>8NHP<br>BremerVulkan,Vegesack | | |
| 08216<br>NDCK | **Amsteldijk** SteelScSr<br>*ss*Rot.No.3–6,14<br>*Elec.light* *ss*Rot.No.1–19<br>Wireless*2Dks(Stl)3trB&Shelter dk(Stl)* | 6435<br>6298<br>4231 | ✠100A1<br>*Shelter dk*<br>3,21<br>BS5,21 ✠LMC2,19 | Rot | *z* | CL<br>3,21 | ~~1906~~<br>9mo<br>1901<br>*WB=* | Furness, Withy&CoLd WHartlepool<br>A&CP<br>*Cell DBa 127'* | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)<br>*uE&B69'f148'907t* | 400·0<br>*DTa29'868tDTf* | 52·1 | 29·3<br>FK | Rottrdam<br>Dutch<br>*6BHCem*<br>*25'790tFPT* | T.3Cy.28¼",46"&77"–48" (*s*)<br>180lb 489NHP<br>4SB,*12cf*,GS216,HS8140<br>Richardsons,Westgarth& Co.Ld.Hpl.<br>*77tAPT46t* | 32 ″ 1<br>s 3 ″ 11<br>28 ″ 7 | |
| 08217 | — SteelScYl<br>(*Trawler*)<br>*Mchy.Aft* *1Dk* | 236<br>—<br>78 | | | | | 1917 | Bonn&Mees Rotterdam | VisscherijMij. Vereenigde Steenkolenhandel (W.H Arends *Mgr*) | 124·7 | 22·1 | 11·0 | Ymuiden<br>Dutch | T.3Cy.11",18"&30"–22"<br>42NHP<br>Amsterdam Droogd.Maats. Amsterdam | | |
| 08218 | — SteelSc<br>(*Trawler*, | | | | | | | Geb.Boot Leiderdorp | ~~DeZeeuw&van Raalte~~ N.V.Viss. ExploitatieMaats | .................. | | | Vlaardngn<br>Dutch | NB09*fitted*21 | | |
| 08219 | **Amstelland** SteelSc<br>*Elec.light* *2Dks(Stl)3trBinNo.1hold*<br>Wireless *Ref.Mchy.* *Cruiser Stern* | 8156<br>7532<br>5128 | ✠100A1<br>9,21 ~~8,20~~<br>✠LMC8,20<br>✠Lloyd'sRMC~~1,21~~ 1,21<br>*Fitted for oil* | Nwc<br>Ams<br>*fuel* 8, | *d*†<br>20 | CL<br>*F.P. a* | 1920<br>8mo<br>*Lloyd*<br>*bove* 1 | Swan,Hunter& Wigham Richardson, Ld Newcastle<br>*'sA&CP*<br>50° F. | Koninkl.HollandscheLloyd<br>*CellDB413'1580* | 470·1<br>P58'B317'F48'<br>*t DTa33' 502t FPT* | 61·5 | 32·1<br>FK | Amstrdam<br>Dutch<br>*7BHptCem*<br>*113tAPT68t* | 2 Steam Turbines geared to 1 Sc. Shaft (*s*)<br>200lb FD<br>5SB,*15cf*,GS327,HS13300<br>Swan,Hunter&Wigham-RichardsonLdMch&Nwc | 34 ″ 10<br>s 6 ″ 11½<br>28 ″ 3 | |
| 08220<br>NDOW | **Amstelstroom** SteelScSr<br>(*ex*Merwede)<br>*Elec.light* Wireless *1Dk* | 1413<br>—<br>878 | | | | | 1919 | HaarlemscheScheepsb Mij.Haarlem | Hollandsche Stoomb.Maats. | 270·0<br>P42'B97'F26' | 36·0 | 18·5 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.21½",33"&57"–39"<br>206NHP<br>Maats.Fyenoord,Rot. | | |
| 08221<br>NDFH | **Amstelveen** SteelSc<br>*1Dk* | 364<br>281<br>184 | | | | | 1919 | Gebr. Zwohman Ylst | Stoom.Maats. "Neerlandia" | 133·2<br>P38' | 23·8 | 11·1 | Rottrdam<br>Dutch<br>*WB* | C.2Cy.13"&22½"–17¾"<br>18NHP<br>Gebr.Stork&Co.,Hengelo | | |
| 08222 | **Amsterdam** SteelSc<br>*Elec.light* *2Dks(Stl)&Shelter dk(Stl)*<br>*Cruiser Ste.* | 10875<br>10394<br>6954 | ✠100A1<br>*Shelter dk withfreeboard*<br>11,21<br>✠LMC12,21<br>*Fitted for oil* | PGl<br>*fuel*12,21 | *e*† | CL<br>*F.P.above* | 1921<br>11mo<br>150° F | Lithgows, Ld. PortGlasgow<br>*Lloyd'sA&CP* | Koninkl.Nederl. Stoomb.Maats.<br>*CellDB396'1946tDTa39'138* | ~~476·0~~<br>474·4<br>*F38'onShelter dk*<br>*tFPT368tAPT263t* | ~~65·7~~<br>65·6 | ~~32·0~~<br>40·8<br>FK | Amstrdam<br>Dutch<br>*ptCem*<br>*8BHonSh dk*<br>*Turbines by* | 2SteamTurbines geared to 1ScShaft 220lb 1105NHP (*s*)<br>6SB,*18cf*,GS343,HS14958 FD<br>D.Rowan&Co.Ld.Glasgow<br>Met.VickersElecCoLdMch | 43 ″ 3<br>s10 ″ 11<br>32 ″ 9 | |
| 08223<br>99455<br>NJMT | — SteelTwinScSr<br>Sub.Sig. Wireless *2Dks&ptAwngdk* | 1777<br>1131<br>764 | | | | | 1894 | Earle'sCo. (Lim.) Hull | Gt.EasternRly.Co. | 302·4<br>P40'<br>*ptAwng dk248'* | 36·0 | 16·2 | Harwich<br>British<br>*WB* | T.6Cy26",39½"&61"–36"<br>NB05 447NHP<br>Earle'sCo.(Lim.)Hull | | BT till 7,21 |
| 08224<br>4222<br>JNMK | — SteelScSr<br>*Well deck* *Elec.light* *1Dk* | 889<br>714<br>496 | | | | | 1903 | W.LindbergsM.V. Stockholm | StockholmsRederiaktieb.Svea (H.Ericson, *Mgr.*) | 209·2<br>Q79'B51'H50tF19' | 32·1 | 13·2 | Stockholm<br>Swedish<br>*WB* | T 3Cy.14 3/16",23¾"&38"–25 5/16"<br>73NHP<br>W.LindbergsM.V.Skm. | | V |
| 08225<br>NDFW | — SteelSc<br>*1Dk* | 379<br>235<br>187 | | | | | 1918 | Gebr. Fikkers Muntendam | Zeev.Maats. "Groningen" (R. Kramer, *Mgr.*) | 121·0<br>P38'F16' | 22·6 | 10·5 | Groningen<br>Dutch<br>*WB* | C.2Cy.12⅝"&25⅝"–14½"<br>21NHP<br>L.Schaatman,Dordrecht | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08226<br>98073<br>LQTF | **Amur** **SteelSc3MstSr**<br>*Fitted for oil fuel*<br>*Mchy.Aft* *Elec.light* 1*Dk&Spar dk* | 907<br>862<br>570 | | | ... | - | 1890 | Strand<br>SlipwayCo.<br>Sunderland | **CoastwiseS.S.&<br>BargeCo.Ld.(J.<br>Griffiths&Sons,<br>*Mgrs.*)** | 216·0 | 28·1 | 11·2<br>17·9<br>BK7½″ | **Vncver BC**<br>British<br>*WB* | T.3Cy.20″,33″&54″-33″<br>170NHP<br>N.E.Marine Co.(Lim.),Sld. | 20 ″ 5 | |
| 08227<br>25222<br>RMNW | **Amur Maru** **SteelTwinSc**<br>*Elec.light* 2*Dks(Stl)&Awng dk(Stl)*<br>*&Web frames*<br>Wireless *Longitudinal framing* | 7770<br>7329<br>4823 | ✠100A1<br>*Awning dk*<br>*withfreeboard*<br>7,21 ~~12,20~~<br>✠LMC12,20 | Kob | *b*† | CL<br>11,20 | 1919<br>4mo | OsakaIron<br>Works,Ld.<br>Osaka<br>*Lloyd'sA&CP* | **OsakaShosen<br>KabushikiKaisha**<br>*CollisionBHto Shelter dk*<br>*CellDB*370′ 1195*tDTa*34′909*tAPT*85*t* | 425·0 | 56·2 | 40·5<br>FK | **Osaka**<br>Japanese<br>*Cem*<br>*6BHtoU dk* | T.6Cy.21½″,35″&58″-48″ (*s*)<br>200lb 655NHP<br>3SB&1AuxSB,*11cf*,GS225,<br>HS9332 FD<br>OsakaIronWrks.Ld.Osaka | 40 ″ 6<br>s 9 ″ 9½<br>31 ″ 1 | |
| 08227*<br>452<br>LMAK | **Amvrosios N.** **IronTwinScSr**<br>1*Dk* | 292<br>—<br>171 | | | | | 1885 | Stablimen-<br>toTecnico<br>Trieste | **W.I.Sifneo** | 176·0 | 27·4 | 7·5 | **Taganrog**<br>Russian | C.4Cy.11¼″&21″-18″<br>31NHP<br>StabilimentoTecnico,Tri. | | |
| 08228<br>143781 | **Amy Summerfield** **SteelSc**<br>*For full particulars See No.* 36111 *in Supplement* | 500 | 100A1<br>(*ClassContemplated*) | | | | 1921 | Day,Sum-<br>mers&Co.Ld.<br>Southampton | | 143·2 | 25·1 | 11·6 | British | | 12 ″ 9<br>s ″ 11½<br>12 ″ 6 | |
| 08229<br>139770 | **An Lan** **SteelTwinSc**<br>3*Dks* | 392<br>298<br>142 | | | | | 1917 | Kiangnan<br>Dock&Eng.<br>Works<br>Shanghai | **AsiaticPetroleum<br>Co.(NorthChina)<br>Ld.** | 168·7 | 26·0 | 9·0 | **Shanghai**<br>British<br>*WB* | T.6Cy.11″,16½″&26½″-16″<br>56NHP<br>KiangnanDock&Eng.<br>Works,Shanghai | | |
| 08230<br>HCFQ | **Ana** **IronScSr**<br>(*ex*Confidence) 1*Dk* | 254<br>—<br>131 | | | ... | | 1885 | E.Foden<br>Northwich | **HijosdeF.Asqueta** | 120·5<br>Q38′B14′F14′ | 22·1 | 10·9<br>FK | **S.Sebast'n**<br>Spanish<br>*WB* | C.2Cy.16″&30″-22″<br>NB98 43NHP<br>W.E.Bates,Northwich | 11 ″ 6 | |
| 08231<br>219007<br>LTDM | **Anaconda** **SteelScSr**<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* 1*Dk&Shelter dk&Webframes*<br>Wireless *Longitudinal framing* | 6517<br>5579<br>4045 | | | ... | | 1919 | Federal<br>S.B.Co.<br>Kearny,N.J. | **UnitedStates<br>ShippingBoard** | 395·5<br>P45′B110′F38′*on Shelter dk* | 55·0 | 31·4<br>FK | **Newark NJ**<br>Utd.States<br>*7BHtoSh dk*<br>*WB* | 2 Steam Turbines geared<br>to 1 screw shaft<br>Mid.WestEng.Co.Indian-<br>opolis | 34″11 | R |
| 08232<br>216846<br>LMSF | **Anacortes** **SteelSc**<br>2*Dks(Stl)&Web frames*<br>*Elec.light* *Longitudinal framing*<br>Wireless Sub.Sig. | 4829<br>4383<br>3625 | | | ... | CL<br>12,18 | 1918<br>9mo | ToddD.D&<br>Const.Corp.<br>Tacoma,Wsh.<br>A&CP | **UnitedStates<br>ShippingBoard**<br>*CellDB*334′1090*t MT*24′ 666*t FPT*91*tAPT*318*t* | 379·8<br>P39′B102′F42′ | 53·1 | 27·0<br>FK | **Tacoma**<br>Utd.States<br>*7BHCem* | T.3Cy.24″,40″&70″-48″ (*s*)<br>190lb 472NHP<br>3SB,*9cf*,GS169,HS6831 FD<br>SeattleConst.&DryDock<br>Co.Seattle | 29 ″ 4<br>s 6 ″ 0<br>23 ″ 9 | |
| 08233 | **Anahuac** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* *Mchy.Aft* 1*Dk*<br>Wireless *Carrying Petroleum in bulk* | 863<br>687<br>461 | | | | | 1920 | Bayles<br>Shipyard,Inc.<br>Pt.Jefferson,<br>NewYork<br>*Completed by* New York Harbor Dry Dock Corp. | **MexicanGovern-<br>ment** | 180·0<br>Q69′F17′ | 31·2 | 16·1 | **Tampico**<br>Mexican | T.3Cy.12¾″,21½″&35″-24″<br>60NHP<br>BayStateIronWorks,<br>ErieCity,Pa. | | R |
| 08234<br>123917<br>WDJH | **Anamba** **SteelScSr**<br>1*Dk&Awng dk*<br>*Elec.light* Wireless *&deep framing* | 1835<br>1721<br>1159 | | | ... | | 1902 | Hellerup<br>Skbsv.ogMsk<br>Hellerup | **Anglo-Saxon<br>PetroleumCo.Ltd.** | 265·0<br>B*on*A*wngdk*65′ | 37·2 | 14·5<br>21·5<br>FK | **London**<br>British<br>*WB* | T.3Cy.18″,29″&48″-33″<br>161NHP<br>Dansk.Maskf.Kedels.Cpn. | 24 ″ 5 | |
| 08235<br>137784 | **Ananda** **SteelPad**<br>2*Dks* | 1408<br>1318<br>1011 | | | | | 1914 | W.Denny<br>&Bros.<br>Dumbarton | **IrrawaddyFlotilla<br>Co.Ld.** | 311·4 | 46·1 | 10·8 | **Glasgow**<br>British | T.3Cy.26″,40″&64″-66″<br>275NHP<br>Denny&Co.Dumbarton | | |
| 08236 | **Anastasios** **SteelTwinSc**<br>(*ex*Giuseppe P.)<br>*Mchy.Aft* 1*Dk* | 494<br>—<br>280 | | | | | 1905 | Howaldts-<br>werke<br>Kiel | **J.P.Prokopis** | 188·0<br>Q52′ | 34·9 | 9·0 | Greek | T.6Cy.9¼″,14¾″&24⅜″-13¾″<br>44NHP<br>Howaldtswerke,Kiel | | |
| 08237<br>142388<br>JTDB | **Anatina** **SteelSc**<br>(*ex*WarHermit) 1*Dk(Stl)*<br>*Elec.light*<br>Wireless | 5236<br>4764<br>3150 | ✠100A1<br>~~3,21~~ 3,20 3,21<br>✠LMC4,18<br>*Carrying oil fuel in bulk F.P. above* 150° F.<br>*Fitted for oil fuel*4,18 *F.P. above*150° F. | Sng | *y* | CL<br>~~9,18~~<br>3,20 | 1918<br>4mo | J.Brown&<br>Co.Ld.<br>Clydebank<br>*Lloyd'sA&CP* | **Anglo-Saxon<br>PetroleumCo.Ld.**<br>*Middle line Bulkhead not oil-tight*<br>*CellDB*345′1134*t FPT*118*t APT*176*t* | 400·7<br>P49′B113′F39′ | 52·3 | 28·5<br>FK | **London**<br>British<br>11*BHptCem* | T.3Cy.27″,44″&73″-48″ (*s*)<br>180lb 489NHP<br>3SB,*9cf*,GS190,HS7020 FD<br>Fullerton,Hodgart&<br>Barclay,Ld.Paisley | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 08238<br>409<br>HLDF | **Anatoli** **IronSc**<br>(*ex*Otter)<br>*Elec.light* 1*Dk* | *314*<br>*261*<br>*199* | | | ... | | 1877 | H.McIn-<br>tyre&Co.<br>Paisley | **Nav.Orientale<br>(P.Pantaleon)** | 150·5 | 24·8 | ... | **Syra**<br>Greek | C.2Cy.20″&34″-24″<br>NB89 47NHP<br>Muir&Houston,Glasgow | | |
| 08239 | — **IronPadSp**<br>(*ex*StirlingCastle)<br>*Elec.light* | *160*<br>*160*<br>*41* | | | | | 1884 | S.&H.Mor-<br>ton&Co.<br>Leith | **Admin.deNav.<br>àVap.Ottomane** | 160·3 | 20·1 | 6·9 | **Constanpl**<br>Turkish | D.1Cy.43″-54″<br>104NHP<br>S.&H.Morton&Co.Leith | | |
| 08240 | — **SteelScK**<br>*ss*Abn.No.2-01<br>(*ex*LeLièvre,*ex*Maria,*ex*<br>Primero,*ex*Collingwood) 1*Dk* | 148<br>136<br>46 | ✠<br>*StmTrawler*<br>2,04 | Abn | | | 1892<br>10mo | W.Hamil-<br>ton&Co.<br>PortGlasgow | **M.Manoussakis** | 100·2<br>Q19′F18′ | 20·5 | 10·6<br>BK7½″ | **Canea**<br>Greek<br>*3BHCem* | T.3Cy.11″,17″&27″-22″<br>NB12 47NHP<br>D.Rowan&Son,Glasgow | 11″11 | V |
| 08241 | **Anatolicos Astir** **SteelAuxScSr**<br>*OilEng.*<br>(*ex*Harlingen) 1*Dk*<br>(*See Sailing Ship Register*) | 233<br>195<br>161 | | | | | 1917 | J.Eyke-<br>naar<br>Bolnes | **Hadzikyriakos<br>Bros.** | 110·5<br>Q22′ | 23·1 | 9·4 | **Piræus**<br>Greek | Oil Engines 2S.C.<br>2Cy.13⅕″-13⅘″ 26NHP<br>D.Goedkoop,Jr.Amstrdam | | |
| 08242<br>OBXZ | **Anatolie** **Steel&IronScBn**<br>2*Dks*3*trB*<br>Wireless | 2174<br>—<br>1364 | | | | | 1884 | Forges&C.<br>de la Médit.<br>Havre | **Cie.deNav.Paquet** | 308·4<br>P65′ H73′ | 35·8 | 23·8<br>F55′ | **Marseilles**<br>French | C.2Cy.39″&73″-42″<br>NB00 288NHP<br>Forges&C.de la Médit.Hav. | | V |
| 08243<br>713<br>NACO | **Anatoly Moltchanoff** **Steel<br>TwinScSr**<br>(*ex*TzarMichaelTheodorowitch)<br>*Elec.light* *ss*Msl.No.2-20 2*Dks(Stl)* | 2893<br>2242<br>1740 | ✠100A1<br>12,20<br>✠LMC12,20 | Msl | *t* | CL<br>12,20 | 1914<br>2mo | Soc.Anon.<br>Jhn.Cockerill<br>Hoboken<br>*Lloyd'sA&CP* | **RussianStm.Nav.<br>&TradingCo.**<br>*CellDBa*88′*uE*20′*f*112′400*tFPT*30*tAPT*26*t* | 302·3<br>P49′B96′F38′ | 42·0 | 24·1<br>FK | **Odessa**<br>Russian<br>6*BHCem* | T.6Cy.16⅜″,26″&$43\frac{5}{16}$″-31½″<br>180lb (*s*) 417NHP<br>4SB,*12cf*,GS284,HS9042<br>SocAnJ.Cockerill,Seraing | 26 ″ 0 | |
| 08244<br>MTVC | **Ancas** **WoodSc**<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 361<br>283<br>241 | | | | | 1920 | A/S Ancas<br>Træ-Skibsbg.<br>Arendal | **SkibsA/S Ancas<br>(A.N.Christensen)<br>A/S** | 122·4<br>P44*t*Q5*t*F16*t* | 28·0 | 13·3 | **Chrstiania**<br>Norwegian | Oil Engines 2S.C.SA<br>4Cy.14⅕″-15¾″ 69NHP<br>LysekilsM.V.A/B.Lysekil | | N |
| 08245<br>131320<br>HSGR | **Anchises** **SteelTwinScSr**<br>*Elec.light* *Ref.Mchy.* Wireless 3*Dks* | 10000<br>8436<br>6213 | | | | | 1911 | Workman,<br>Clark&Co.Ld<br>Belfast | **OceanS.S.Co.Ld<br>(A.Holt&Co*Mgrs*)** | 493·0<br>P47′B199′F63′ | 60·4 | 28·6 | **Liverpool**<br>British<br>*WB* | T.6Cy.24″,40″&68″-48″<br>640NHP<br>Wrkman,Clark&Co.LdBel | | BT<br>till<br>10,21 |
| 08246<br>129598<br>HTKM | **Anchoria** **SteelScSr**<br>*Elec.light* Wireless 2*Dks* | 6112<br>5561<br>3725 | | | | | 1911 | A.Stephen<br>&Sons,Ld.<br>Glasgow | **T.&J.Brocklebank<br>Ld.** | 446·4<br>P45′B138′F37′ | 53·2 | 30·0 | **Glasgow**<br>British<br>*WB* | T.3Cy.28″,46″&77″-51″<br>424NHP<br>A.Stephen&Sons,Ld.Gls. | | C |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ※ 08247<br>106883 | **Anchorton** **SteelSc**<br>ssRot.2ndNo.3–10,20<br>(exVelikorossia, 1Dk(Stl)<br>exTrojan) Spar dk(Irn)&deep framing<br>Wireless Elec.light | 3579<br>3403<br>2295 | ✠100A1 1,22<br>Spar dk<br>~~10,20~~ ✠LMC10,20<br>BS1,22 | Rot<br>Shl | w | CL<br>10,20 | 1897<br>11mo<br>Lloyd | TyneIron<br>S.B.Co.Ld.<br>Newcastle<br>'sA&CP | ~~RegierShipping Co.Ld.~~<br>AngloCommercial<br>ShippingCo.Ld.<br>(RegierShipping<br>Co.Ld.Mgrs.)<br>Cell DB | 350·0<br>P38'B103'F36' 25·6<br>FK<br>a&uE144' f144'800t | 47·0 | 17·2 | London<br>British<br>6BHCem<br>Deep Tanks | T3Cy26",41¼"&68 5/16"–48" (s)<br>160lb 353NHP<br>3SB,9pf,GS162,HS5805<br>N.E.MarineEng.CoLdNwc<br>a 60'498tFPT31tAPT32t | 28 ″ 3<br>s 5 ″ 6<br>23 ″ 1 | |
| 08248<br>112611<br>SHBV | **Ancobra** **SteelScSr**<br>Now named "Sokoto," See No. 39282 in Supplement<br>ssHam.No.3–2,11<br>Elec.light Wireless ssLiv.No.2–19<br>Tonnage opening closed 1917 2Dks(Stl) | 3698<br>2422<br>2811 | ✠100A1<br>~~4,21 10,20~~ 8,21<br>BS10,20 ✠LMC5,19 | Cff<br>Rot Hul | u | CL<br>3,19 | 1901<br>4mo | A.McMil-lan&Son,Ld<br>Dumbarton<br>A&CP | AfricanS.S.Co.<br>(Elder,Dempster&<br>Co.Ld.Mgrs.)<br>WB=CellDB | 325·6<br>P35'B&F262'<br>FK<br>a94'uE&B36'f146' | 45·2 | 27·6 | London<br>British<br>5BHCem<br>788tAPT18t | T.3Cy.23",37"&61"–42" (s)<br>160lb 160lb 257NHP<br>2SB,6cf,GS112,HS4100<br>Muir&Houston,Ld.Gls. | 30 ″ 2<br>s 9 ″ 2½<br>21 ″ 5 | |
| 08249<br>117125<br>KRNT | **Ancon** **SteelTwinScSr**<br>(exShawmut)<br>Elec.light Sub.Sig. Wireless 3Dks<br>Fitted for oil fuel | 9315<br>—<br>7174 | | | | | 1902 | Maryland<br>SteelCo.<br>Sparro'PtMd | PanamaCanal<br>(PanamaR.R.Co.<br>Mgrs.) | 489·5<br>B178' | 58·0 | 28·9 | NewYork<br>Utd.States<br>WB | T.6Cy.23½",39¼"&63"–45"<br>NB18 533NHP<br>MarylandStl.Co.Sparr.'Pt. | | |
| 08250<br>NCQH | **Ancona** **SteelScSr**<br>(exBarcelona,exArabia)<br>Elec.light Sub.Sig. Wireless 2Dks | 5465<br>4497<br>3357 | | | | | 1896 | Harland&<br>Wolff,Ld.<br>Belfast | Requisitioned by<br>theItalianGovt. | 399·2<br>P242'B31'F45' | 49·2 | 27·3 | Genoa<br>Italian<br>WB | Q.4Cy.22½",32",47"&68"–51"<br>330NHP<br>Harland&Wolff,Ld.Bel. | | I |
| 08251<br>115832<br>TKGM | **Ancula** **SteelSc**<br>(exAugustBelmont)<br>Mchy.Aft Elec.light Wireless 1Dk2trB | 4678<br>4198<br>2941 | | | | | 1902 | C.S.Swan&<br>Hunter,Ld.<br>Newcastle | VelefaS.S.Co.Ld. | 372·6<br>P85'B14'F40' | 50·0 | 27·5 | London<br>British<br>WB | T.3Cy.26",43"&72"–48"<br>359NHP<br>WllsndSlpwy.Co.Ld.Nwc. | | C |
| 08252<br>HOJF | **Andalucia** **SteelScSr**<br>ssSld.2ndNo.3–10,12<br>Wireless 2Dks(1Stl)&Awngdk | 1818<br>1743<br>1252 | ✠ ——<br>12,18<br>Awng dk<br>withfreeboard<br>✠NB10,12✠ | Msl | q | | 1892<br>9mo | R.Thomp-son&Sons<br>Sunderland | Cia.Trasmedi-terranea | 250·0<br>24·4<br>BK9"<br>WB=CellDB198' | 36·0 | 16·8 | Seville<br>Spanish<br>6BHCem<br>296tAPT9t | T.3Cy.19½",31½"&53"–36"<br>NDB12 168NHP<br>1SB,4pf,GS62,HS2500<br>N.E.MarineCo.Ld.Sld. | 27 ″ 0 | |
| 08253<br>215553<br>LHPC | **Andalusia** **SteelScSr**<br>2Dks3trB<br>Elec.light Wireless | 5509<br>4492<br>3918 | | | | | 1896 | Palmers'<br>Co.Ld.<br>Newcastle | UnitedStates<br>ShippingBoard | 399·3<br>P&B244'F44' | 50·1 | 27·3 | Seattle<br>Utd.States<br>WB | Q.4Cy.22½",32",47"&68"–51"<br>FD 330NHP<br>Palmers'Co.Ld.Nwc. | | R |
| ※ 08254<br>5769<br>JVMR | — **SteelScSr**<br>ssGot.No.1–20<br>1Dk(Stl)&Shelter dk(Stl)<br>Elec.light | 1825<br>1095<br>1085 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~9,20 11,19~~ 8,21<br>~~MS9,20~~ ✠LMC~~1,16~~ 9,20 | Got<br>NYk | p | ~~9,20~~<br>9,21 | 1916<br>1mo<br>Lloyd | Oskrshmns<br>M.V.Aktieb<br>Oskarshamns<br>'sA&CP | Rederiaktb<br>SvenskaLloyd<br>(H.Metcalfe,Mgr.)<br>CellDB | 236·1<br>FK<br>203'–347 tonsFPT | 37·4 | 16·0 | Gothenbrg<br>Swedish<br>4BHCem<br>22tAPT21t | T.3Cy.19",31½"&51½"–33"<br>185lb (s) 204NHP<br>2SB,6cf,GS87,HS3636<br>Oskarshamns M.V.Aktieb. | 25 ″ 9<br>s 7 ″ 3<br>18 ″ 10 | |
| 08255<br>176879<br>MDLF | — **WoodAuxTwinScSr**<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 418<br>350<br>293 | | | | | 1919 | Varadero<br>de la Quinta<br>Manila | CommercialRoutes<br>Co.Inc. | 127·9 | 29·3 | 12·4 | Manila<br>Utd.States | Oil Engines<br>4Cy.10½"–12½" 29NHP<br>FairbanksMorseCo.<br>ThreeRivers,Mich. | | |
| 08256<br>47828<br>VQGL | — **IronSc**<br>Mchy.Aft 1Dk | 298<br>250<br>134 | | | … | | 1863 | J&R.Swan<br>Maryhill | M.Worth | 147·7<br>Q51'F15'<br>len79 BK7" | 19·8 | 11·7 | London<br>British | C.2Cy.19"&34"–30"<br>NE79 NB08 60RHP<br>Hutson&Corbett,Glasgow | 12 ″ 0 | |
| 08257<br>140557 | **Andalusian** **SteelSc**<br>CruiserStern<br>Elec.light Wireless 2Dks | 3636<br>2872<br>2290 | | | | | 1918 | Earle'sCo.<br>Ld.<br>Hull | EllermanLines,Ld. | 321·5<br>P73'B108'F83' | 45·2 | 24·2 | Liverpool<br>British<br>WB | T.3Cy.20½",35½"&61"–42"<br>241NHP<br>Earle'sCo.Ld.Hull | | C |
| ※ 08258<br>144428<br>KDWV | **Andalusier** **SteelSc**<br>(exWarVigiour) 1Dk(Stl)&<br>Elec.light Wireless Shelter dk(Stl)<br>Cargo battens not fitted in 'tween dks<br>Straight frames bevelled bilge | 6548<br>6222<br>4059 | ✠100A1<br>Shelter dk<br>withfreeboard<br>5,21 ~~3,20~~<br>✠LMC3,20<br>BS5,21 | Mdb<br>Ant | a† | CL<br>5,21 | 1919<br>12mo<br>Lloyd | Furness<br>S.B.Co.Ld.<br>Middlesbro'<br>'sA&CP | LloydRoyalBelge<br>(GreatBritain)Ld.<br>Cell DB344' 1482t D | 412·5<br>F40'on Shelter dk<br>FK<br>Ta23' 846t FPT97t | 55·6 | 34·5 | London<br>British<br>ptCem<br>5BHtoShdk<br>3 " " U "<br>APT119t | 2 Steam Turbines geared to<br>1 Sc Shaft (s) HS9636 200lb<br>3 Water Tube Boilers FD<br>ParsonsMarineSteam<br>TurbinesCo.Ld.Wallsend | 38 ″ 1<br>s10 ″ 1<br>28 ″ 2 | |
| 08259<br>106926 | **Andaste** **SteelSc**<br>Mchy.Aft 1Dk2trB | 1574<br>—<br>1256 | | | | | 1892 | Cleveland<br>S.B.Co.<br>Cleveland,O. | ClevelandCliffs<br>IronCo. | 266·9<br>WB | 38·1 | 17·9 | Marquette<br>Mich.<br>Utd.States | T.3Cy.17",29"&47"–36"<br>NB06 133NHP<br>ClevelandS.B.Co.Clevelnd | | L |
| 08260<br>MBLF | **Andenæs** **SteelScSr**<br>Elec.light 1Dk&Awngdk | 812<br>761<br>487 | | | | | 1903 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | Vesteraalens<br>Dampskibsselskab | 186·1<br>WB | 28·6 | 18·4 | Stokmark-næs<br>Norwegian | T.3Cy.14½",24½"&39"–27"<br>79NHP<br>FredrikstadM.V.Frdstad. | | N |
| 08261<br>MSWH | **Anders** **SteelScSr**<br>Elec.light Wireless 1Dk | 1343<br>1168<br>773 | | | | | 1916 | Van der<br>Giessen&Zo-nen Krimpen | M.Rögenæs | 239·1<br>P55tH78t | 36·2 | 16·4 | Haugesnd<br>Norwegian<br>WB | T.3Cy.17½",29"&46"–36"<br>127NHP<br>Alblasserdam.Msch.Fab. | | NV |
| 08262<br>5645<br>JVCG | — **IronScSr**<br>(exStanleyAfricanus) | 204<br>192<br>87 | | | | | 1890 | TCharlton<br>Grimsby | TrawlA/BSill.<br>(AlexQvirist Mgr) | 111·3<br>H9t | 20·4 | 12·4 | Marstrand<br>Swedish | C.2Cy.17"&32"–20"<br>46NHP<br>T.Charlton,Grimsby | | |
| 08263<br>135497<br>JOWB | **Andes** **SteelTrpScSr**<br>Elec.light Ref.Mchy.<br>Wireless Sub.Sig. 3Dks&1ptDk | 15620<br>10221<br>9481 | | | | | 1913 | Harland&<br>Wolff,Ld.<br>Belfast | RoyalMailSteam<br>PacketCo. | 570·3 | 67·3 | 33·3 | Liverpool<br>British<br>WB | T.8Cy(2)27",(2)42"&(4)49"<br>–51"&1L.P.Turbine<br>Harland&Wolff,Ld.Bel. | | BT<br>till<br>10,21 |
| 08264<br>110875 | — **IronScK**<br>1Dk | 169<br>154<br>66 | | | … | | 1899 | Edwards<br>Bros.<br>N.Shields | SpurnStm Fishing<br>Co.Ld. (A.<br>Bannister, Mgr.) | 106·0<br>Q48'F20'<br>ptND18 BK7½" | 21·0 | 11·0 | Grimsby<br>British | T.3Cy.11½",18½"&30"-22"<br>45RHP<br>Gt.Cen.Co-op.Eng.&Ship<br>RepairingCo.Ld.Gms. | 12 ″ 0 | |
| 08265<br>23823<br>RFSP | **Andes Maru** **SteelTwinScSr**<br>2Dks(Stl)&Shelter dk(Stl)&Webframes<br>Elec.light Longitudinal framing<br>Wireless | 7772<br>7329<br>4847 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~3,21 10,20~~<br>1,22<br>✠LMC~~3,20~~ 8,21 | Yka<br>Kob | b† | CL<br>8,21 | 1918<br>10mo<br>Lloyd | OsakaIron<br>Works,Ld.<br>Osaka<br>'sA&CP | OsakaShosen<br>KabushikiKaisha<br>CellDB | 425·0<br>FK<br>CollisionBH to Shdk<br>370' 1366t DTa 34' | 56·2 | 40·5 | Osaka<br>Japanese<br>Cem<br>6BH to Udk<br>905tAPT85t | T.6Cy.21½",35"&58"–48" (s)<br>200lb 655NHP<br>3SB&1AuxSB,11cf,GS224,<br>HS9332 FD<br>OsakaIronWks.Ld.Osaka | 40 ″ 6<br>s 9 ″ 9½<br>31 ″ 1 | |
| 08266<br>NDGF | **Andijk** **SteelScSr**<br>ssRot.No.3–9,21 ~~ssRot.No.2–17~~<br>(exBrantford) 2Dks(Stl)&deep framing<br>Elec.light Wireless &Shelter dk(Stl) | 6292<br>6108<br>4037 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~9,21~~ 8,20 1,22<br>MS9,21<br>BS1,21 ✠LMC~~7,17~~ | Rot | a† | CL<br>~~8,20~~<br>9,21 | 1909<br>2mo<br>Lloyd | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'sA&CP<br>WB | Nederl.-Amerik.<br>Stoomv.Maats.<br>(Holland-Amerika<br>Lijn)<br>=CellDBa146'uE | 410·0<br>FK<br>&B47'f169'1137tD | 52·0 | 27·6 | Rottrdam<br>Dutch<br>7BHCem<br>Ta36' 870t | T.3Cy.28",46"&77"–54" (a)<br>180lb 80lb 562NHP<br>3SB,9cf,GS186,HS7925 FD<br>Richardsons,Westgarth&<br>APT38t Co.Ld.Sld | 39 ″ 0<br>s10 ″ 1½<br>29 ″ 3 | |
| 08267 | **Andira** **SteelSc**<br>Elec.light 3Dks | 340<br>219<br>222 | | | | | 1906 | A.Rodger<br>&Co.<br>PortGlasgow | AmazonRiverStm.<br>Nav.Co.(1911)Ld. | 130·4 | 28·1 | 8·8 | Para<br>Brazilian | T.3Cy.12½",20"&32"–24"<br>50NHP<br>Ross&Duncan,Glasgow | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines. | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08268<br>MGDN | **Andora** IronScSr<br>ssLth.4thNo.3-5,20<br>(*ex*Earlof Dumfries)<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 1387<br>1110<br>837 | ✠100A1<br>1,22 ~~5,20~~<br>✠LMC5,20<br>BS8,21 | Lth<br>Ard | *p* | ~~5,20~~<br>1,22 | 1882<br>7mo | S.P.Austin &Son<br>Sunderland<br>A&CP | A/S Andora<br>(A.H.Arvesen) | 244·6<br>Q86'B48'F30'<br>BK8"<br>*WB=DBa64'f70'* | 36·1 | 17·3 | Chrstiania<br>Norwegian<br>4*BHCem*<br>374*tAPT*25*t* | C.2Cy.28½"&57"-36" (*i*)<br>80lb ~~65lb~~ NDB97 158NHP<br>2SB,4*pf*,GS74,HS2774<br>J.Dickinson,Sunderland | 19 ″ 0 | |
| 08269 | — WoodAuxScBkn<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 400<br>—<br>322 | | | | | 1919 | Cant.Nav. diAndora<br>Andora | Quaglia&Galdini | 136·1 | 30·5 | 13·6 | Genoa<br>Italian | Oil Engines<br>6Cy.9$\frac{27}{32}$"-10⅝" 43NHP<br>AnsaldoSanGiorgio,Turin | | I |
| 08270<br>Lost by Fire 3,22 | **Andora II.** WoodSc<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 1056<br>—<br>788 | | | | | 1920 | Quaglia& Galdini<br>Andora | G.Quaglia | 220·1<br>P45'Q31'F26' | 36·4 | 20·3 | Genoa<br>Italian | Oil Engines 2S.C.SA<br>6Cy.9⅘"-10⅗" 47NHP<br>AnsaldoSanGiorgio,Turin | | |
| 08271<br>NOQR | **Andora Castle** SteelTwinSc<br>(DAMAGED BY FIRE 10,19—NOW IN PORT)<br>ssLon.No.3-6,14<br>(*ex*BerwickCastle) 2*Dks*(*Stl-Upt*ws)&<br>*Ref.Mchy.* Sub.Sig. *Webframes*&*Shelter*<br>*Elec.light* Wireless *dk*(*Stl*-teak s)&<br>*lower dk fore hold* | *5891*<br>*4396*<br>*3793* | ✠<br>*Shelter dk*<br>3,18<br>✠ | Lon | *z* | | 1902<br>1mo | W.Beardmore&Co.<br>Glasgow | AndoraSoc.Anon. diCostruzioni& ImpreseNavali | 398·2<br>FK&BK2"<br>*CellDBa*115' | 50·0 | 26·8 | Genoa<br>Italian<br>7*BHCem* | T.6Cy.21½",35"&58"-48"<br>650NHP<br>4SB,12*cf*,GS239,HS9232 FD<br>W.Beardmore&Co.Gls.<br>*uE*36'*f*158'914*tDTa*32'660*t* | 29 ″ 8 | |
| 08272<br>131335<br>HSMJ | **Andorinha** SteelSc3MstSr<br>ssLiv.No.2-19<br>*Well deck* 2*Dks*(*UStl*-ws)<br>*Elec.light* Wireless | 2548<br>1683<br>1422 | ✠100A1<br>7,21 ~~7,20~~<br>~~BS7,20~~ ✠LMC7,19<br>BS7,21 | Liv | *s* | CL<br>~~6,17~~<br>7,21 | 1911<br>5mo<br>*Lloyd's A&CP* | CaledonS. B.&E.Co.Ld.<br>Dundee | YeowardLine,Ld<br>(YeowardBros. *Mgrs.*) | 290·1<br>P&B197'F45'<br>BK10"<br>*Intermediate bulkhead in fore hold dispensed with*<br>*WB=CellDBa34'uE24'f142'400tFPT46tAPT37t* | 41·7 | 17·0 | Liverpool<br>British<br>*Cem*<br>4*BH only* | T.3Cy.24",39"&64"-42" (*s*)<br>180lb 321NHP<br>3SB,9*cf*,GS162,HS5412<br>CaledonSB.&E.Co.Ld.Dun | 20 ″ 0<br>s 1 ″ 9<br>19 ″ 5 | BT till 7,21 |
| 08273<br>216726<br>LMJV | **Andra** WoodSc<br>*Elec.light* Wireless 1*Dk* | 2551<br>—<br>1528 | | | | | 1918 | Portland ShipCeiling Co.<br>Portland,Me. | UnitedStates ShippingBoard | 266·1<br>P25'B65'F29' | 46·2 | 23·0 | Prtlnd. Me<br>Utd. States | T.3Cy.19",32"&56"-36"<br>188NHP<br>WorthingtonPumping Mchy.Corp.Buffalo | | |
| 08274<br>HCFV | **Andraka-Mendi** SteelScSr<br>ssBbo.No.3-6,11<br>(*ex*Plencia) ssBbo.No.2-20<br>1*Dk*(*ptStl*&*ptIrn*)&*Webframes*&<br>Wireless *ptAwng dk*(*Irn*) | 2516<br>1801<br>1644 | ✠100A1<br>*ptAwng dk withfreeboard*<br>1,22 ~~5,20~~<br>✠LMC2,20<br>BS1,22 | Bbo | *s* | ~~N2,20~~<br>1,22 | 1898<br>5mo | SirRDixon &Co.Ld.<br>Middlesbro'<br>A&CP | Cia.Nav.Sota y Aznar (Sota y Aznar, *Mgrs.*) | 289·5<br>P24'Q88' FK<br>*ptAwng dk* 176'<br>*CellDBa*98'*uE*&*B*34'*f*106'530*t* | 42·0 | 17·9 | Bilbao<br>Spanish<br>5*BHCem*<br>*APT*69*t* | T.3Cy.22½",36½"&60"-39"(*s*)<br>160lb *80lb* 224NHP<br>2SB,6*cf*,GS97,HS3350<br>Blair&Co.Ld.Stockton | 20 ″ 3<br>s 8 ″ 1½<br>19 ″ 8 | |
| 08275<br>OBYR | **André Lebon** SteelTwinScSr<br>*Elec.light* Wireless 4*Dks* | 13682<br>—<br>7395 ~~7875~~ | | | | | 1913 | Message. Maritimes<br>LaCiotat | ~~MessageriesMaritimes~~<br>Soc.desServicesContractuels des MessageriesMaritimes | 508·2<br>B252' | 61·6 | 45·8 | Marseilles<br>French<br>*WB* | Q.8Cy.30⅗",43⅓",62½"&88⅖"-53" 1140NHP<br>Message.Marit.LaCiotat | | V |
| 08276<br>OBYW | **André Pierre** SteelScK<br>*Elec.light* Wireless 1*Dk* | 559<br>436<br>200 | ✠100A1<br>*StmTrawler*<br>2,22 ~~1,21~~<br>✠LMC3,20 | Msl<br>Npt | | CL | 1920<br>3mo<br>*Lloyd's A&CP* | A.Hall& Co.Ld.<br>Aberdeen | Acher,Duhamel& Gournay | 170·6<br>Q89'F32'<br>BK7½" | 27·2 | 14·0 | Fécamp<br>French<br>5*BHCem*<br>*DBf*31'54*t* | T.3Cy.16",25"&42"-27" (*s*)<br>180lb 124NHP<br>1SB,3*cf*,GS63,HS2244<br>A.Hall&Co.Ld.Aberdeen | 15 ″ 6<br>s 2 ″ 7½<br>14 ″ 9 | |
| 08277<br>OBYS | **André & Louis** SteelSc<br>(*Trawler*)<br>1*Dk* | 284<br>—<br>93 | | | | | 1907 | DelaBrosse &Fouché<br>Nantes | F.Tétard-Gournay | 139·8 | 22·5 | 11·5 | Boulogne<br>French<br>*WB* | T.3Cy.13",22½"&36"-25"<br>65NHP<br>De laBrosse&Fouché,Nts. | | V |
| 08278<br>13<br>NCRV | **Andrea** SteelScSr<br>(*ex*Hillglen) Wireless 1*Dk*&*Spar dk* | 3935<br>3787<br>2534 | | | ... | | 1899 | Nthmblnd S.B.Co.Ld.<br>Newcastle | Dall'Orso&Co. | 340·0<br>P32'B92'F38' 27·4<br>FK | 48·0 | 19·5 | Spezia<br>Italian<br>*WB* | T.3Cy.23",38½"&65"-48"<br>319NHP<br>WllsndSlpwyCo.Ld.Nwc. | 30 ″ 0 | I |
| 08279 | **Andrea Costa** SteelScSr<br>(*ex*Crema,*ex*Segovia) *Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks* | 4945<br>4656<br>3161 | | | | | 1900 | Blohm &Voss<br>Hamburg | Soc.Anon. Co-operativa Garibaldi | 400·8<br>P271'F48' | 50·3 | 27·3 | Genoa<br>Italian<br>*WB* | T.3Cy.27",45$\frac{11}{16}$"&75⅜"-47¼"<br>387NHP<br>Blohm&Voss,Hamburg | | I |
| 08280<br>218067<br>LRDM | **Andrea F. Luckenbach** Steel TwinScSr<br>*Fitted for liquid fuel* 2*Dks*<br>*Elec.light CruiserStern* Sub.Sig. Wireless | 10653<br>—<br>8063 | | | | | 1919 | Bethlehem S.B.Corp.Ld.<br>Quincy,Mass. | LuckenbachS.S. Co.Inc. | 496·0<br>B74' | 68·2 | 37·2 | NewYork<br>Utd. States<br>*WB* | 4 Geared Steam Turbines<br>BethlehemS.B.Corp.Ld. | | R |
| 08281<br>HSWO | **Andreas** SteelScSr<br>Wireless 1*Dk*&*Shelter dk* | *5445*<br>*5167*<br>*3541* | | | | | 1914 | W.Doxford &Sons,Ld.<br>Sunderland | EmbiricosBros. | 425·0 | 55·5 | 26·3 | Andros<br>Greek<br>*WB* | T.3Cy.28",45"&75"-51"<br>402NHP<br>W.Doxford&Sons,Ld.Sld. | | C |
| 08282<br>NWLQ | — WoodAuxSc3MstSr<br>*Motor*<br>(*See Sailing Ship Register*) | 119<br>111<br>85 | | | | | 1918 | Odeuse Skibsværft<br>Odeuse | Rederi.FalkenA/S (E.B.Kromann, *Mgr.*) | 88·7 | 23·1 | 9·1 | Svendborg<br>Danish | Motor<br>TuxhamA/S.Cpn. | | V |
| 08283<br>136983<br>JMPD | **Andree** SteelScSr<br>ssBry.No.1-20<br>Wireless 1*Dk*(*Stl*) | 3689<br>3449<br>2283 | ✠100A1<br>7,21 ~~6,19~~ 3,22<br>✠LMC7,21<br>~~MS12,17~~ ~~BS8,20~~ | Npt<br>~~Ant~~ Cff | *w* | CL<br>8,20 | 1916<br>4mo<br>*Lloyd's A&CP* | WGray& Co.Ld.<br>WHartlepool | GreenStar ShippingCo.Ld.<br>(Emlyn-Jones& Co.Ld., *Mgrs.*) | 360·2<br>P29'B225'F35'<br>FK<br>*CellDBa*110'*uE*25'*f*165'991*t* | 51·0 | 22·7 | Cardiff<br>British<br>6*BHCem*<br>*APT*187*t* | T.3Cy.25",40½"&67"-45" (*s*)<br>180lb HS6515 378NHP<br>2SB&1AuxSB,8*cf*,GS165,<br>Cen.Mar.Eng.Wrks.WHpl | 25 ″ 1<br>s 3 ″ 5<br>22 ″ 1 | |
| 08284<br>141379 | **Andrée Dupré** WoodScSr<br>(*Tug*)<br>1*Dk* | 233<br>165<br>30 | | | | | 1919 | Sincennes McNaughton Line,Ld.<br>Sorel,P.Q. | Sincennes McNaughtonLine, Ld. | 109·2 | 25·0 | 10·8 | Montreal<br>British | C.2Cy.20"&40"-30"<br>73NHP<br>LaCie.Pontbriand, Sorel,P.Q. | | |
| 08285 | **Andres** SteelSc<br>(*ex*Illaroo)<br>1*Dk*2*trB* | 515<br>462<br>318 | ✠<br>1,85<br>✠ | Nwc | *i* | | 1884<br>12mo | Wigham Rchrdsn&Co.<br>Newcastle | G.Barreto | 165·0<br>Q21'B15'F25'<br>*DBa*36'*f*18'58*t* | 26·2 | 14·5 | Manila<br>Utd. States<br>5*BHCem* | C.2Cy.23"&44"-33"<br>92NHP<br>WighmRichrdsn&Co.Nwc. | 15 ″ 2 | |
| 08286<br>MSQF | — Ferro-ConcreteScSr<br>*Motor*<br>*Mchy.Aft* *CruiserStern* 1*Dk* | 160<br>136<br>76 | | | | | 1918 | Fougners Staal-beton Skibs.Co.A/S<br>Moss | SkibsA/S Maderas | 84·7<br>H18 | 20·2 | 10·4 | Chrstiania<br>Norwegian | Motor2S.C.SA<br>2Cy.12⅘"-14⅕" 12NHP<br>Akties.Tuxham, Copenhagen | | N |
| 08287 | **Andresen** SteelTwinScSr<br>ssPra.No.1-98<br>(*ex*CidadedoPara) 1*Dk*(*Teak*)&<br>*Elec.light* *Promenadedk*(*Teak*) | *414*<br>*333*<br>*281* | ✠<br>*For River purposes only*<br>7,98<br>✠ | Pra | | | 1894<br>10mo | Murdoch& Murray<br>PortGlasgow | B.Levy&Co. | 152·2<br>F16'<br>FK | 33·0 | 9·8 | Manaos<br>Brazilian<br>5*BHCem* | T.6Cy.10",16"&26"-21"<br>78NHP<br>1SB,3*rf*,GS60,HS1369<br>D.Rowan&Son,Glasgow | 10 ″ 0 | |
| 08288 | | | | | | | | | | | | | | | | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08289<br>144517 | **Andrew Anderson** SteelScK<br>1Dk(Stl-ws) | 290<br>249<br>127 | ✠100A1<br>StmTrawler<br>2,21 ✠LMC6,20 | Sws | | CL | 1920<br>2mo<br>Lloyd's A&CP | Cook,Welt'n&Gemmell<br>Ld.Beverley | ~~TheAdmiralty~~<br>BostonDeepSea Fishing&IceCo Ld<br>(F.Parkes Mgr.) | 125·5<br>Q72'F21'<br>BK7½" | 23·5 | 12·7 | London<br>British<br>3BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 86RHP<br>1SB,3pf,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 ″ 6 | |
| 08290<br>219251<br>LTRS | **Andrew Jackson** SteelScSr<br>Wireless Sub.Sig. Fitted for oil fuel<br>Elec.light 1Dk&Shelter dk&Webframes<br>Longitudinalframing | 8289<br>7203<br>6176 | | | ... | | 1919 | ThePusey &JonesCo.<br>Gloucester, N.J | UnitedStates ShippingBoard | 439·6<br>P41'B134'F44'on Shelter dk<br>FK | 60·2 | 33·7 | Phildlphia<br>Utd.States<br>WB | 1GearedSteam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | 36 ″ 8 | |
| 08291 | **Andrew Jewer** SteelScK<br>Now named "Nith," See No. 38668 in Supplement<br>Mchy.Aft 1Dk(Stl) | 324<br>[illegible]<br>149 | ✠100A1<br>StmTrawler<br>12,18 ✠LMC12,18 | Hul | | CL | 1918<br>12mo<br>Lloyd's A&CP | Cochrane&Sons,Ld.<br>Selby | TheAdmiralty | 138·5<br>Q78'F19'<br>K7½" | 23·7 | 12·8 | British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87NHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 08292<br>134745<br>HWSK | **Andrew Kelly** SteelScK<br>ssPrinceRupertNo.2-21<br>Elec.light 1Dk | 229<br>203<br>96 | ✠100A1<br>StmTrawler<br>2,21<br>✠LMC2,21 | Prince Rupert | | CL<br>2,21 | 1912<br>9mo<br>Lloyd's A&CP | Cochrane&Sons<br>Selby | CanadianFish&ColdStorageCo. Ld. (T.H.Johnson, Mgr.) | 118·0<br>Q61'F19'<br>BK7½"<br>WB= | 22·0 | 11·5 | Grimsby<br>British<br>4BHCem<br>DBf13'15t | T.3Cy.12",21"&34"-24" (s)<br>180lb 58RHP<br>1SB,3pf,GS48,HS1290<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 3<br>s 1 ″ 0½<br>12 ″ 2 | |
| 08293 | **Andrew King** SteelScK<br>Now named "Ouse," See No. 38825 in Supplement<br>Mchy.Aft 1Dk | 324<br>288<br>181 | ✠100A1<br>StmTrawler<br>8,17 ✠LMC8,17 | Hul | | CL | 1917<br>8mo<br>Lloyd's A&CP | Cochrane&Sons,Ld.<br>Selby | TheAdmiralty | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12.8 | British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 37NHP<br>1SB,3pf,GS48,HS1440<br>Richardsons,Westgarth&Co.Ld.Mdb | 13 ″ 6 | |
| 08294<br>206167 | **Andrew S. Upson** SteelSc<br>Mchy.Aft Elec.light 1Dk | 4442<br>—<br>3120 | | | | | 1909 | American S.B.Co.<br>Cleveland,O. | KinneyS.S.Co. (A.T.Kinney Mgr) | 380·0 | 52·0 | 28·0 | Clevelnd,O<br>Utd.States<br>WB | T.3Cy.21",33½"&57"-42"<br>211NHP<br>AmericanS.B.Co.Clv. | | |
| 08295<br>143863 | **Andrew Sack** SteelScK<br>ssLon.No.3-11,20<br>Elec.light 1Dk | 275<br>246<br>107 | 100A1<br>StmTrawler<br>10,21 ~~11,20~~ LMC10,20 | Lon | | CL<br>6,21 | 1917<br>Lloyd's A&CP | Smith's DockCo.Ld.<br>Middlesbro' | TheAdmiralty | 125·5<br>Q72'F21'<br>BK7½" | 23·4 | 12·8 | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26"<br>180lb 87RHP<br>1SB,3pf,GS50,HS1619<br>Hwthrn,Leslie&CoLdNwc | 13 ″ 6 | |
| 08296 | **Andrina** SteelScK<br>1Dk | 92<br>91<br>38 | ✠<br>For fishing purposes<br>8,16 ✠ | Lth | | | 1911<br>7mo | J.Duthie,<br>TorryS.B.Co.<br>Aberdeen | T.Anderson | 86·0<br>BK7" | 18·5 | 8·7 | Kirkcaldy<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18"<br>1SB,2pf,GS29,HS811 42RHP<br>W.V.V.Lidgerwood,Gls. | 9 ″ 6 | |
| 08297<br>HQNL | **Andromachis** SteelScSr<br>ssPir.2ndNo.3-10,15<br>(exLizzie) ssPir.No.1-20<br>1Dk(Stl)&Webframes&ptAwngdk(Irn) | 2138<br>1575<br>1334 | ✠100A1<br>pt Awng dk<br>withfreeboard BS11,21<br>7,20 ✠LMC7,20 | Pir | s | 7,20 | 1890<br>7mo<br>A&CP | JLThompson&Sons<br>Sunderland | J.S.Coulis<br>WB | 284·0<br>P29'ptAwngdk181'<br>Q74' BK9½"<br>=DBa82'f64'299t | 38·0 | 19·2 | Piræus<br>Greek<br>6BHCem<br>APT22t | T.3Cy.21",35"&57"-39" (s)<br>160lb 100lb NDB10 201NHP<br>2SB,4cf,GS74,HS2990<br>Blair&Co.Ld.Stockton | 20 ″ 8<br>s 7 ″ 7<br>20 ″ 9 | |
| 08298 | **Andromeda** SteelSc<br>1Dk | 658<br>518<br>368 | | | | | 1910 | Akt.Ges. "Weser"<br>Bremen | Dampfsch.Ges. "Neptun" | 180·0<br>Q52'B44'F19' | 28·1 | 12·8 | Bremen<br>German<br>WB | T3Cy13½",21 1/16"&34 7/16"-23⅛"<br>57NHP<br>A.G."Weser,"Bremen | | |
| 08299<br>109703 | — SteelScK<br>(Trawler)<br>Elec.light 1Dk | 130<br>121<br>51 | | | ... | | 1899 | JTEltringham&Co.<br>S.Shields | WearStm.Fishing Co.Ld.(J.Hall, Mgr.) | 96·0<br>BK7' | 19·1 | 10·8 | Sundrland<br>British | C.2Cy.16"&34"-22"<br>47RHP<br>G.T.Grey,S.Shields | 11 ″ 10 | |
| 08300<br>HTSC | **Andros** SteelScSr<br>Wireless (exSyria)<br>Elec.light 2Dks | 2068<br>1662<br>1295 | | | | | 1914 | SirRaylton Dixon&CoLd<br>Middlesbro' | NationalStm.Nav. Co.Ld.ofGreece (EmbiricosBros. Mgrs.) | 260·0<br>B121'F54' | 40·2 | 20·9 | Andros<br>Greek<br>WB | T.3Cy.23½",38"&62"-39"<br>240HHP<br>G.Clark,Ld.Sunderland | | C |
| 08301 | **Anemone** SteelScSr<br>Elec.light 2Dks(Stl-Uws)<br>Cruiser Stern | 877<br>793<br>414 | ✠<br>For Government Service<br>7,15 ✠ | Nwc | o | | 1915<br>7mo | Swan,Hunter&Wigham Richardson,<br>LdNewcastle | TheAdmiralty<br>CellDBuB | 250·1<br>F63'<br>FK<br>24tDTf7'22t FPT | 33·1 | 17·2 | British<br>12BHCem<br>11tAPT18t | T.4Cy.18",29"&33"(2)-30"<br>285NHP<br>2SB,6cf,GS128,HS5240 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 18 ″ 0 | |
| 08302<br>OBZF | — SteelScSr<br>(Trawler)<br>Elec.light (exGinsuiMaru) 1Dk | 202<br>—<br>55 | | | | | 1911 | T.Shirato<br>Osaka | Caillé&Co. | 112·2 | 21·3 | 10·8 | Brest<br>French<br>WB | T.3Cy.11",18"&30"-22"<br>42NHP<br>T.Hirao,Osaka | | V |
| 08303<br>MSKW | — SteelScSr<br>(exYacht) | 185<br>161<br>80 | | | | | 1887 | Fleming&Ferguson<br>Paisley | A/S Koks (HaraldBerthelsen, Mgr.) | 142·8 | 19·5 | 10·2 | Arendal<br>Norwegian | | | |
| 08304 | **Angamos** SteelScSr<br>ssVpo.2ndNo.3-10,16<br>(exSpartan, ssTal.No.1-19<br>exCittà diVenezia) 3Dks(2Stl-ws) | 3794<br>3367<br>2737 | ✠100A1<br>6,19 | Tal | | 8,19 | 1890<br>11mo<br>A&CP | C.S.Swan&Hunter<br>Newcastle | Government of Chili | 377·1<br>P62'B114'F64'<br>BK9½"<br>CellDB320' | 44·3 | 25·0 | Valparaiso<br>Chilian<br>6BHCem<br>686tAPT34t | T.3Cy.30",50"&79"-54" (s)<br>130lb 100lb 518NHP<br>4SB,16pf,GS284,HS9688<br>WllsndSlpwy.Co.Ld.Nwc. | 28 ″ 0 | |
| 08305 | **Angela** SteelSc<br>ssNap.No.3-2,21<br>(exRiverClyde) 1Dk(Stl)&Spardk<br>(Stl)&deepframing<br>Cargo battens not fitted | 3913<br>3658<br>2526 | ✠100A1<br>Spar dk<br>2.21 ✠LMC2,21<br>✠NB(P&S)2,21<br>✠NB(C)98refitted21 | Nap | w | CL<br>4,20 | 1905<br>3mo<br>Lloyd's A&CP | Russell&Co.<br>Pt.Glasgow | A.Pardo<br>CellDBa& | 344·8<br>P28'B90'F42' 25·9<br>FK<br>uE134'uB16'f148' | 49·8 | 17·9 | Santander<br>Spanish<br>6BHCem<br>899tAPT71t | T.3Cy.25 7/16",41"&67"-48 (s)<br>180lb 374NHP<br>3SB,9cf,GS169,HS6150<br>J.G.Kincaid&Co.Grk. | 28 ″ 5<br>s 5 ″ 5<br>23 ″ 5 | |
| 08306<br>469<br>NOVD | — IronScSr<br>(exTrevose)<br>Well deck 1Dk2trB | 1496<br>1231<br>900 | | | ... | | 1882 | JReadhead&Co.<br>S.Shields | LloydMediterraneo Soc.ItalianadiNav. | 259·5<br>Q136'B26'F32'<br>BK9" | 36·0 | 17·5 | Genoa<br>Italian<br>WB | C.2Cy.30"&58"-36"<br>161NHP<br>J.Readhead&Co.S.Shields | 18 ″ 6 | |
| 08307<br>OBZP | **Angèle Achaque** SteelScK<br>ssAlg.No.3-10,09<br>Well deck 1Dk(Irn)<br>Mchy.Aft | 199<br>131<br>69 | ✠ 7,18<br>✠ | Alg | b | | 1899<br>4mo | J.Shearer &Son<br>Glasgow | ServicesCôtiers à Vap.(A.Achaque, Mgr.) | 114·0<br>Q39'B8'F20'<br>BK6½"<br>WB=FPT | 20·1 | 8·2 | Algiers<br>French<br>3BHCem<br>9tAPT3t | C.2Cy.14"&29"-21"<br>41NHP<br>1SB,2pf,GS31,HS770<br>Muir&Houston,Ld.Gls. | 9 ″ 4 | V |
| 08308 | **Angelica** IronScSr<br>(Trawler)<br>(exAnguila,exLaPlataII.,exHamburg) | 167<br>155<br>39 | | | | | 1893 | Act.Ges. "Neptun"<br>Rostock | Cia.Argentina de Nav.Angel GardellaLtda. | 109·3<br>B35' | 20·6 | 10·5 | Bns.Ayres<br>Argentine | C.2Cy.17¾"&33½"-19¾"<br>42NHP<br>A.G."Neptun,"Rostock | | |
| 08309<br>650<br>NOVP | **Angelica Accame** SteelScSr<br>Wireless (exBohemia) | 2966<br>2709<br>1838 | | | | | 1891 | D&WHenderson&Co.<br>Glasgow | Flli.Accame diL. | 320·0<br>P70'B76'F44' | 43·0 | 24·5 | Genoa<br>Italian | T.3Cy.20¾",37"&60½"-48"<br>249NHP<br>D.&W.Henderson&Co.Gls. | | CI |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08310<br>NQOM | **Angelica Mærsk** SteelScSr<br>(*ex*Höneborg, *ex*Auguste,*ex*Gunther) 1*Dk* | 1405<br>954<br>867 | | | | | 1896 | Helsingörs Jernsk&Msk Elsinore | Akties.Dampsk-selskabet af 1912 (A.P.Möller,*Mgr*) | 240·6<br>Q78'B114'F20' | 34·2 | 14·1 | Copnhagn<br>Danish | T.3Cy.17″,27½″&47″–33″<br>124NHP<br>HelsingörsJernsk.&Mskb. | | V |
| 08311<br>HSVL | **Angeliki** IronScSr<br>(*ex*Antzouletta,*ex*Osborne) 1*Dk*2*trB* | 677<br>506<br>395 | | | … | | 1863 | Blackwood &Gordon Pt.Glasgow | Nav.àVap. "Ionienne"G. YannoulatoFrères | 211·6<br>P44'B57'F34' | 27·1 | 14·1<br>BK6½″ | Piræus<br>Greek | C.2Cy.29″&51″–30″<br>NB82 119NHP<br>Blackwood&Gordon.P.Gl | 15 ″ 2 | |
| 08312<br>218064<br>LRDH | **Angelina** WoodScSr<br>*Elec.light* Wireless 1*Dk* | 2554<br>—<br>1549 | | | | | 1919 | Beaumont S.B.&D.D.Co. Beaumont, Texas | UnitedStates ShippingBoard | 267·3<br>P40'B66'F33' | 46·0 | 23·6 | Pt.Arthur Texas<br>Utd.States | T.3Cy.19″,32″&57″–42″<br>210NHP | | R |
| 08313<br>107494 | **Angeline** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB* | 4690<br>—<br>3441 | | | | | 1899 | Detroit S.B.Co. Wyandotte | PresqueIsleTrans-prtn.Co(Cleveland CliffsIronCo.*Mgs.*) | 423·9 | 51·9 | 28·0<br>*WB* | Cleveland, Ohio<br>Utd.States | T.3Cy.22″,35″&58″–42″<br>218NHP<br>DetroitS.B.Co.Detroit | | L |
| 08314 | **Angelita** SteelScK<br>*ss*Mil.No.3–5,19<br>(*ex*LawrennyCastle) 1*Dk* | *256*<br>*228*<br>*101* | ✠100A1<br>*StmTrawler*<br>3,22~~9,20~~<br>~~BS5,20~~ ✠LMC5,19<br>BS2,22 | Bcl | | CL<br>5,19 | 1908<br>2mo<br>*Lloyd* | Smith's DockCo.Ld. NorthShields<br>'*sA&CP* | Soc.Anon.Pesca y Nav.España | 125·5<br>Q74'F19' | 22·1 | 12·1<br>BK7½″ | S.Sebast'n<br>Spanish<br>3*BHCem*<br>*DBf*26'15*t* | T.3Cy.12½″,21″&35″–29″ (*s*)<br>180lb 80RHP<br>1SB,3*pf*,GS51,HS1418<br>ShieldsEng.Co.Ld.N.Shl. | 13 ″ 0 | |
| 08315 | **Angelo** IronPad<br>(*Tug*)<br>1*Dk* | 179<br>—<br>57 | | | | | 1869 | C.Mitchell &Co. Newcastle | RussianBlackSea DnieprS.N.Co. | 131·1 | 22·5 | 6·9 | Odessa<br>Russian | C.2Cy.20″&30″–40″<br>47NHP | | |
| 08316<br>MSFL | — SteelScSr<br>(*ex*Svendborgsund)<br>*Elec.light* 1*Dk* | 118<br>82<br>45 | | | | | 1907 | Werf "Hubertina" Haarlem | G.Alexander& N.Hovdan | 91·5<br>Q23'F9' | 16·9 | 8·1 | Chrstiania<br>Norwegian<br>*WB* | C.2Cy.12″&23½″–15″<br>18NHP<br>Werf"Hubertina"Haarlem | | |
| * 08317<br>NDBT | **Angelo Brunetti** SteelScSr<br>*ss*Gen 2ndNo.3–10,20 ~~*ss*Ham.No.3–8,07~~<br>(*ex*Waltraute,*ex* Flensburg) ~~*ss*Ham.No.1–11~~<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)3*trB*<br>Wireless | 3818<br>3620<br>2435 | ✠100A1<br>2,22*Spar dk*<br>~~11,21~~ ~~5,14~~ ✠LMC9,20<br>~~Examined1,19~~ BS11,21<br>~~BS10,17~~ ~~MS9,20~~ | Dnk<br>Gen | *x* | CL<br>~~9,20~~<br>N4,22 | 1895<br>7mo | Flensburgr Schiffsb.Ges. Flensburg<br>A&CP | Requisitioned by theItalianGovt. | 358·6<br>P&B198'F40'<br>*Cell DBa*96' *u E & B*44' | 45·8 | 19·3<br>27·3<br>BK10″ | Genoa<br>Italian<br>6*BHCem*<br>*f*164'840*t* | T.3Cy.26½″,44″&72″–48″(*o*)<br>165lb 427NHP<br>3SB,7*rf*,2*cf*,GS140,HS7350<br>FlensburgerSchiffsb.Ges. | 30 ″ 0<br>s 5 ″ 11<br>25 ″ 1 | |
| 08318<br>NDFT | **Angelo Scarsellini** SteelScSr<br>Wireless<br>(*ex*Deák) 2*Dks*&*Web frames* | 2218<br>2014<br>1388 | | | … | | 1892 | Wigham Richrdsn&Co Newcastle | Requisitioned by theItalianGovt. | 285·0<br>P30'B60'F33' | 38·3 | 23·1<br>FK | Genoa<br>Italian<br>*WB* | T.3Cy.22″,36″&59″–39″<br>236NHP<br>WighmRchrdson&Co.Nwc | 25 ″ 7 | I |
| 08319<br>816<br>NDBO | **Angelo Toso** SteelScSr<br>Wireless<br>*Elec.light* 2*Dks* | 5940<br>4488<br>3905 | | | | | 1917 | Soc.Eser-cizioBacini RivaTrigoso | Soc.Nazionale diNav. | 399·0<br>P28'B250'F42' | 52·5 | 30·8 | Genoa<br>Italian<br>*WB* | T3Cy.26″,42½″&69$\frac{7}{10}$″–48″<br>Soc.Esercizio 336NHP<br>Bacini,RivaTrigoso | | CI |
| 08320<br>144680<br>KGJV | **Ångermanalfven** SteelScSr<br>Wireless<br>*Elec.light* *Mchy.Aft* 1*Dk*<br>*Now named* "Baychimo," *See No.* 36410 *in Supplement.* | 965<br>338<br>572 | | | | | 1914 | Lindhol-mensV.A. Gothenburg | TheShipping Controller (J.T. Duncan&Co.*Mgrs.* | 229·8<br>P179'F25' | 35·9 | 13·7 | London<br>British<br>*WB* | T.3Cy.19¼″,32″&52″–33″<br>155NHP<br>LindholmensV.A.Got. | | |
| 08321<br>2605<br>HJFG | **Ångermanland** IronScSr<br>1*Dk*&*Shelterdk* | 645<br>348<br>478 | | | | | 1872 | Bergsunds MekVerkst Stockholm | Stockholms Rederiaktieb.Svea (H.Ericson,*Mgr.*) | 170·5<br>H52*t* | 25·1 | 12·9<br>20·3 | Stockholm<br>Swedish | C.2Cy.26″&47″–27″<br>96NHP<br>W.LindbergsMk.V.Skm. | | |
| 08322 | **Angheliki Saparis** Steel&IronSc<br>*ss*Bwg.2ndNo.3–2,11<br>*ss*Pir.No 2-20<br>(*ex*Pebble) *Well deck* 1*Dk*(*ptIrn*)<br>*Mchy.Aft* *Irn framing*&*Stl plating* | *477*<br>*330*<br>*184* | ✠100A1<br>6,20<br>✠NB4,13 ✠LMC6,20<br>BS2,22 | Pir | *h* | 6,20 | 1890<br>9mo | Scott&Co. Bowling<br>A&CP | J.Saparis | 165·2<br>Q81'B10'F27' | 26·1 | 10·9<br>BK7½″ | Piraeus<br>Greek<br>4*BHCem*<br>*FPT*48*t* | T.3Cy.14″,23″&36″–27″ (*s*)<br>160lb 60RHP<br>1SB,3*pf*,GS52,HS1174<br>Muir&Houston,Glasgow | 12 ″ 2<br>s ″ 7<br>12 ″ 4 | |
| 08323<br>~~150109~~ | **Anghin** SteelSc<br>(*ex*DorotheaRickmers)<br>*Elec.light* 1*Dk*&*Spar dk* | 1663<br>1490<br>1031 | | | | | 1903 | Rickmers Act.Ges. Bremerhaven | ~~TheShipping Controller(British IndiaStm.Nav.Co. Ld.*Mgrs.*)~~ YakeeCo. | 253·4<br>P164'F35' | 37·4 | 19·6 | ~~Singapore~~<br>~~British~~<br>Chinese *WB* | T.3Cy.18⅞″,30$\frac{11}{16}$″&49$\frac{3}{16}$″–31½″<br>136NHP<br>Gebr.Sachsenberg,Rosslau | | |
| 08324 | **Angiolina** SteelSc<br>(*Tug*)<br>1*Dk* | 141<br>134<br>— | | | | | 1917 | Gebr. Koopman Zwijndrecht | L.Gardella fuG. | 93·5 | 19·7 | 9·6 | Genoa<br>Italian | T.3Cy.12″,19½″&32″–18″<br>Machinefabriek 43NHP<br>"Avontuur,"Dordrecht | | V |
| 08325 | **Angiolo Bondi** SteelScSr<br>Wireless<br>*Mchy.Aft* *Elec.light* 1*Dk* | 5760<br>4621<br>3301 | | | | | 1919 | N.Odero fu Aless. SestriPnente | LloydMediter-raneo | 377·7<br>P&B238'F37' | 51·4 | 30·2 | Genoa<br>Italian<br>*WB* | 3 Steam Turbines<br>N.OderofuAless, SestriPnte. | | CI |
| * 08326<br>127417 | **Angle** SteelScK<br>*ss*Flt. No.3–9,19<br>1*Dk* | 222<br>195<br>86 | ✠100A1<br>*StmTrawler*<br>1,22~~12,20~~<br>~~BS12,20~~ ✠LMC9,19<br>BS1,22 | Flt | | ~~9,19~~<br>1,22 | 1908<br>9mo<br>*Lloyd* | Smith's DockCo.Ld. NorthShields<br>'*sA&CP* | CrostonSteam TrawlingCo.Ld. (Taylor&Tomlin-son,Ld.*Mgrs.*) | 120·5<br>Q67'F19' | 21·5 | 11·6<br>BK7½″ | Fleetwood<br>British<br>3*BHCem* | T.3Cy.12½″,20″&33″–24″(*s*)<br>180lb 68RHP<br>1SB,2*pf*,GS38,HS1195<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| * 08327<br>139625<br>JRMD | **Anglesea** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 4460<br>4218<br>2818 | ✠100A1<br>7,21 ~~12,20~~<br>✠LMC11,17<br>*Carrying oil* | Cff<br>Brs<br>*fuel F* | *y*<br>*.P.* | CL<br>12,20<br>*above1* | 1917<br>11mo<br>*Lloyd*<br>*50° F* | W.Gray& Co.Ld WHartlepool<br>'*sA&CP*<br>*inDB* | ~~Cardigan~~ Anglesea S.S.Co. Ld (J.JenkinsSons &Co.Ld.*Mgrs.*) | 380·3<br>P30'B240'F36'<br>*CellDB*336'1078*t* | 52·0 | 26·0<br>FK | Cardiff<br>British<br>6*BHCem*<br>*APT*83*t* | T.3Cy.25″,41″&68″–48″ (*s*)<br>180lb 434NHP<br>2SB&1AuxSB,10*cf*,GS192, HS7866<br>Cen.Mar.Eng Wrks.WHpl | 28 ″ 6<br>s 4 ″ 5<br>24 ″ 6 | |
| 08328<br>OCAB | **Anglet** SteelScSr<br>*ss*Cff.No.2–20<br>(*ex*DingleBank) 1*Dk*(*ptIrnptStl*)<br>Wireless | 3129<br>2961<br>1987 | ✠100A1<br>10,21~~7,20~~<br>✠LMC7,20<br>BS9,21 | Cff | *u* | CL<br>7,20 | 1913<br>4mo<br>*Lloyd* | J.Blumer& Co. Sunderland<br>'*sA&CP* | Cie.desChargeurs Français(Plisson &Co.*Mgrs.*) | 331·0<br>P26'B95'F33'<br>*WB*=*CellDBa* 112'*u* | 47·7 | 22·5<br>FK | Bayonne<br>French<br>5*BHCem* | T.3Cy.24″,39″&65″–42″ (*s*)<br>180lb *100lb* 303NHP<br>2SB,6*cf*,GS130,HS4736<br>J.Dickinson&Sons,Ld.Sld.<br>*E&B*42'*f*132'846*tAPT*168*t* | 24 ″ 6<br>s 3 ″ 11<br>21 ″ 0 | |
| 08329<br>OCAD | **Angleterre** SteelTwinScSr<br>(*ex*Inglaterra)<br>*Elec.light* 1*Dk* | 774<br>—<br>393 | | | | | 1905 | Scott of Kinghorn Ld. Kinghorn | Soc.Anon.deNav. Havraise | 207·0 | 33·8 | 10·5 | Havre<br>French<br>*WB* | T.6Cy.11″,17″&30″–21″<br>82NHP<br>Scott ofKinghorn,Ld.Kgn. | | V |
| 08330<br>140467 | **Anglia** SteelTwinSc<br>*Elec.light* *Upper dk*(*ptStl*–ws)*Shltr dk* (*pStl*–ws)&2*nd dk*(*Stl*)*at ends*<br>Sub.Sig. Wireless | ~~3053~~<br>~~1816~~<br>~~1250~~<br>3460<br>1816<br>1409 | A<br>11,20<br>Irish Channel Service | Liv | … | CL | 1920<br>5mo | W.Denny &Bros.Ld. Dumbarton | L.&N.W.Rlwy.Co. | 380·5<br>*Collision BHtoShelter dk*<br>*MT*10'71*t* *DTa*24'80*t FPT*34*t* | 45·2 | 17·2<br>BK7″ | Dublin<br>British<br>*Asp*<br>10*BHtoUdk*<br>*APT*68*t* | 4 Steam Turbines Geared to 2 Sc Shafts (*s*) 200lb<br>9 Water Tube Boilers FD<br>HS33916<br>W.Denny&Bros.Ld.Dmb. | 18 ″ 6<br>s 5 ″ 8<br>13 ″ 9 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. / Ex-nom, s'il y a lieu. / Visites Périodiques. | 3 Matériaux, Gréement, etc. / Nombres des Ponts | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Ch. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08331<br>5614<br>JTVG | **Anglia**<br>*Elec.light*<br>Sub.Sig. Wireless | **SteelScSr**<br>ssGot.No.1-18<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 1750<br>1470<br>849 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,22 ~~9,20~~<br>~~BS8,20~~ | Skm<br>Osc<br>BS12,21<br>✠LMC8,18<br>MS1,22 | *s* | ~~9,20~~<br>11,21 | 1914<br>7mo<br>*Lloyd* | Lindholmens V.A.<br>Gothenburg<br>'*sA&CP* | **Rederiaktieb SvenskaLloyd(H. Metcalfe, *Mgr.*)**<br>*Intermediate BH in forehold dispensed with WB=CellDBa76'uE&B63'f116'536tFPT39tAPT21t* | 283·0<br>FK | 43·0 | 16·4 | Gothnbrg<br>Swedish<br>4*BHonly Cem* | T.3Cy.21½",35½"&58½"-36"<br>185lb *100lb* (*s*) 254NHP<br>2SB,*6cf*,GS130,HS4302<br>LindholmensV.A.Got. | 19 ″ 0<br>s 1 ″ 1<br>18 ″ 3 | |
| 08332<br>120473<br>HRJW | — | **SteelScK**<br>ssLiv.No.3-2,17<br>1*Dk*<br>ssLiv.No.1-22 | 196<br>175<br>74 | ✠100A1<br>*Stm Trawler*<br>2,22 ~~11,20~~<br>✠NB8,17 | Liv<br>✠LMC7,22<br>~~MS8,17~~ | | CL<br>11,20 | 1904<br>11mo<br>*Lloyd* | Smith's Dock Co.Ld.<br>NorthShields<br>'*sA&CP* | **Harley&Miller, Ld.** | 115·4<br>Q49'<br>BK7½" | 21·5 | 11·2 | London<br>British<br>3*BHCem* | T.3Cy.12",20"&32"-23" (*s*)<br>180lb 52RHP<br>1SB,*2pf*,GS34,HS1270<br>MacColl&Pollock,Ld.Sld. | 12 ″ 4 | |
| 08333<br>115330 | — | **WoodSc**<br>1*Dk* | 163<br>149<br>97 | | | | | 1902 | W.J. Yarwood<br>Northwich | **Brunner,Mond& Co.Ld.** | 91·1 | 21·6 | 10·6 | Liverpool<br>British<br>*WB* | C.2Cy.13"&26"-18"<br>23RHP<br>W.J.Yarwood,Northwich | | |
| 08334<br>111249<br>RNLV | **Anglier**<br>Wireless<br>(*ex*Tugela) | **SteelScSr**<br>ssGls.No.3-6,10<br>ssCffNo.1-14<br>1*Dk*(*Stl*)2*trB*&*deep framing*<br>3*Dk rule* | 3308<br>3114<br>2148 | ✠ —<br>6,20 | Hul<br>✠ | *v* | | 1900<br>4mo | A.Rodger &Co.<br>PortGlasgow | **LloydRoyalBelge (GreatBritain)Ld.**<br>*WB=CellDBa&uE122'f136'774tAPT120t* | 326·2<br>P29'B80'F30'<br>FK | 48·1 | 23·7 | London<br>British<br>6*BH Cem* | T.3Cy.24",40"&65"-42"<br>281NHP<br>2SB,*6cf*,GS109,HS4313<br>A.Rodger&Co.Pt.Glasgow | 26 ″ 4 | V |
| 08335<br>139163<br>JNMF | **Anglo Chilean**<br>Wireless<br>*Elec.light*<br>~~*Carrying fuel oil F.P.*~~<br>~~*above150°F in DB*~~. | **SteelScSr**<br>ssNwc.No.1-21<br>2*Dks*(*Stl*)&*Web frames*<br>*Shelter dk*(*Stl*)<br>*Longitudinal framing* | 9097<br>8636<br>5799 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,22 ~~5,20~~ | NYk<br>Nwc<br>3,21<br>✠LMC3,17<br>BS3,21 | *c*† | CL<br>5,20 | 1916<br>11mo<br>*Lloyd* | ShortBros. Ld.<br>Sunderland<br>'*sA&CP* | **NitrateProducers' SS.CoLd(Lawther, Latta&Co.*Mgrs.*)** | 470·5<br>FK<br>*CellDB397'1610tDTa36'1183tFPT186tAPT53t* | 58·3 | 37·8 | London<br>British<br>7*BHCem* | Q.4Cy.26",36½",53"&76"-54"<br>220lb *120lb* (*s*) 629NHP<br>3SB,*9cf*,GS189,HS8880 FD<br>G.Clark,Ld.Sunderland | 40 ″ 4<br>s10 ″ 3<br>30 ″ 6 | |
| 08336<br>135166<br>JBGN | **Anglo Egyptian**<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames*<br>*Elec.light*Wireless*Longitudinal framing* | **SteelScSr**<br>ssAlx.No.2-19 | 7379<br>7034<br>4640 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~6,21~~ ~~12,20~~ 1,22<br>~~BS12,20~~ | Cff<br>~~Hul~~<br>Bry<br>BS1,22<br>✠LMC9,19 | *a*† | CL<br>~~12,20~~<br>5,21 | 1912<br>12mo<br>*Lloyd* | Short Bros. Ld.<br>Sunderland<br>'*sA&CP* | **NitrateProducers' SSCoLd(Lawther, Latta&Co.*Mgrs.*)** | 425·0<br>*WB=CellDBa131'uE&B44'f175'1446tFPT106tAPT33t*<br>FK | 56·3 | 36·3 | London<br>British<br>7*BHCem* | Q4Cy25½"36½"52½"&76"-54"<br>220lb *120lb* (*s*) 601NHP<br>3SB,*9cf*,GS174,HS8280 FD<br>N.E.MarineEngCoLd Nwc | 38 ″ 7<br>s9 ″ 4<br>29 ″ 8 | |
| 08337<br>125666<br>HMGP | **Anglo Mexican**<br>*Elec.light*<br>Wireless | **SteelScSr**<br>ssLiv.No.3-5,19<br>2*Dks*(*Stl*)&*deep framing*&<br>*Shelter dk*(*Stl*)<br>*Cargo battens not fitted* | 4796<br>4512<br>2997 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,22 ~~2,21~~<br>MBS8,20<br>DBS2,21 | Npt<br>Cff<br>✠LMC<br>MS12,19 | *z* | CL<br>2,21 | 1908<br>2mo<br>*Lloyd* | Short Bros. Ld.<br>Sunderland<br>'*sA&CP* | **NitrateProducers' SSCoLd(Lawther, Latta&Co.*Mgrs.*)**<br>*WB=CellDBa123'uE29'f169'1079tFPT38tAPT36t* | 394·0<br>FK | 52·4 | 27·9 | London<br>British<br>6*BHCem* | Q.4Cy.24",34",49"&71"-48"<br>220lb *120lb* (*s*) 477NHP<br>3SB,*9rf*,GS156,HS6411 FD<br>N.E.MarineEngCoLd Nwc | 29 ″ 1<br>s3 ″ 9½<br>25 ″ 9 | |
| 08338<br>115813<br>TJGB | **Anglo Saxon**<br>*Elec.light* Wireless | **SteelScSr**<br>ssNwc.No.3-5,14<br>ssNYk.No.1-18<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*deep framing* | 4263<br>3993<br>2671 | ✠100A1<br>*Spar dk*<br>~~8,21~~ ~~3,20~~ 12,21<br>~~BS9,19~~<br>BS2,21 | Bry<br>~~Hul~~<br>✠LMC5,18 | *y* | CL<br>~~5,18~~<br>5,21 | 1902<br>5mo<br>*Lloyd* | Short Bros. Ld.<br>Sunderland<br>'*sA&CP* | **NitrateProducers' SSCoLd(Lawther, Latta&Co.*Mgrs.*)**<br>*WB=CellDBa112'uE26'f158'999tFPT62tAPT19t* | 380·3<br>P35'B&F320'<br>FK | 50·2 | 19·3<br>27·9 | London<br>British<br>6*BHCem* | T.3Cy.28",45"&76"-51" (*s*)<br>180lb *100lb* 489NHP<br>3SB,*9pf*,GS165,HS6493 FD<br>G.Clark,Ld.Sunderland | 29 ″ 0<br>s3 ″ 8½<br>25 ″ 8 | |
| 08339<br><br>OCAF | **Ango**<br>*Elec.light Ref.Mchy* Wireless 3*Dks* | **SteelSc** | 7393<br>6493<br>4626 | | | | | 1913 | Forg.&Ch. de la Médit.<br>Havre | **ChargeursRéunis** | 415·0<br>B148' | 54·0 | 34·8 | Havre<br>French<br>*WB* | T.3Cy.28",46"&76"-52"<br>NB19 416NHP<br>Forg.&Ch.de la Médit.Hav. | | V |
| 08340<br>109809 | **Angolian**<br>(*ex*Teuton) | **IronScK**<br>(*Trawler*)<br>1*Dk* | 141<br>124<br>54 | | | ... | | 1898 | Cook, Welt'n&Gemmell<br>Hull | **OnwardStm.Fishg Co.Ld.(SirT. Robinson, *Mgr.*)** | 93·2<br>Q44'<br>BK7½" | 20·0 | 10·7 | Grimsby<br>British | T.3Cy.10⅞",17½"&30"-21"<br>NB13 45RHP<br>Crabtree&Co.Yarmouth | 11 ″ 4 | |
| 08341<br>129535<br>HSDJ | **Angora**<br>*Elec.light*<br>Wireless | **SteelTrpScSr**<br>2*Dks*(*U Stl*-teaks)<br>&*Shade dk*(*Stl*-teaks) | 4298<br>2865<br>1926 | ✠<br>*Shade dk*<br>2,11 | Dmb<br>✠ | *y* | | 1911<br>2mo | W.Denny &Bros.<br>Dumbarton<br>*WB=* | **BritishIndiaStm. Nav.Co.Ld.**<br>*CellDBa39 uE&B125'f110'505tFPT56tAPT64t* | 390·8<br>*B on Shade dk* 190'<br>FK | 50·1 | 22·0 | Glasgow<br>British<br>6*BHCem* | 3 Steam Turbines<br>HS18080 540RHP<br>2D&4SB,*24cf*,GS512, FD<br>Denny&Co.Dumbarton | 24 ″ 6 | |
| 08342 | — | **SteelSc**<br>(*Tug*)<br>1*Dk* | 160 | | | | | 1920 | AGNeptun<br>Rostock | **DeutscheLevante Linie** | 107·0<br>H40'F13' | | | Hamburg<br>German<br>*WB* | T.3Cy.14¾",24"&39⅝"-23⅝"<br>75NHP<br>A.G."Neptun"Rostock | | |
| 08343<br><br>OCAH | **Angoulême**<br>*Elec.light* Wireless | **SteelScSr**<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 2431<br>2264<br>1515 | ✠100A1<br>2,19 | Hav | ... | | 1918<br>2mo<br>*Lloyd* | ThorIron Works,Ld.<br>Toronto<br>'*sA&CP* | **CieFran.desChemins deFer deParis-Orléans(Soc.Mar. Aux deTransp*Mgs*)** | 251·0<br>P25'B68'F19'<br>*CellDB198'* FK<br>482t*FPT*72t | 43·7 | 26·1 | Nantes<br>French<br>4*BHCem*<br>*APT*94t | T.3Cy.20",33½"&55"-40" (*s*)<br>185lb 253NHP<br>2SB,*6cf*,GS126,HS4534<br>J.Inglis&Co.Ld.Toronto | 28 ″ 5<br>s4 ″ 2¾<br>24 ″ 5 | |
| 08344<br><br>OCAJ | **Anguille**<br>*Elec.light* | **SteelSc**<br>1*Dk* | 333 | | | | | 1917 | Forg.&Ch. de la Médit.<br>Havre | **Transp.Gén.Mar. &Fluv.** | 131·3 | 23·9 | 11·8 | Cherbourg<br>French | C.2Cy.18"&36"-23½"<br>52NHP<br>Forg.&Ch.de la Médit.Hav. | | V |
| 08345<br>145584<br>KFQL | **Anhalt**<br>N[illegible]ed "Aya-Mendi," See No.36216 in S[illegible]ment<br>*Elec.light* Sub.Sig. Wireless 3*Dks* | **SteelScSr** | 6580<br>6184<br>4091 | | | | | 1914 | Bremer Vulkan<br>Vegesack | **TheShippingController(British IndiaSNCoLd *Mgrs.*)** | 471·2 | 59·2 | 28·9 | London<br>British<br>*WB* | T.3Cy.32$\frac{7}{10}$"52⅘"&86⅝"-55$\frac{1}{10}$"<br>556NHP<br>BremerVulkan,Vegesack | 31 ″ 8<br>s5 ″ 0½<br>27 ″ 0 | |
| 08346<br><br>NKFP | **Anholt** | **SteelSc**<br>(*Tug*)<br>1*Dk* | 110<br>101<br>1 | | | | | 1898 | Lobnitz& Co.Ld.<br>Renfrew | **DetForenede DampskibsSelsk.** | 82·7 | 19·0 | 10·0 | Copnhagn<br>Danish | C.2Cy.14"&32"-21"<br>39NHP<br>Lobnitz&Co.Ld.Renfrew | | |
| 08347<br>130220<br>JRDT | **Anida**<br>*Elec.light* | **SteelScK**<br>ssFlt.No.1-21<br>1*Dk* | 270<br>249<br>105 | ✠100A1<br>*StmTrawler*<br>2,22 ~~9,19~~ | Flt<br>11,21<br>✠LMC~~9,17~~<br>~~MS11,21~~ | | CL<br>~~9,19~~<br>~~11,21~~<br>2,22 | 1917<br>9mo<br>*Lloyd* | Dundee S.B.Co.Ld.<br>Dundee<br>'*sA&CP* | **J.Marr&Son,Ld. (J.A.Robertson, *Mgr.*)** | 128·8<br>Q72'F19'<br>BK7½" | 23·0 | 12·6 | Fleetwood<br>British<br>4*BHCem* | T.3Cy.13",22"&36"-24" (*s*)<br>200lb 88RHP<br>1SB,*3pf*,GS47,HS1556<br>W.Beardmore&Co.Ld.Gls | 13 ″ 6 | |
| 08348<br><br>NQHL | **Anine**<br>*Mchy.Aft* | **SteelScSr**<br>ssCpn.No.3-5,20<br>1*Dk*(*Irn*)&*deep framing*<br>*Cargo battens not fitted* | 1299<br>1080<br>785 | ✠100A1<br>~~6,21~~ ~~5,20~~ 3,22<br>DBS3,2[illegible] ~~BS12,10~~ | Cpn<br>~~Abg~~Shl<br>✠LMC<br>MS5,20 | *o* | CL<br>~~5,20~~<br>N5,21 | 1907<br>5mo<br>*Lloyd* | WoodSkinner&Co.Ld.<br>Newcastle<br>*sA&CP* | **Dampskselsk Heimdal(M.Carl, *Mgr.*)**<br>*WB=CellDBuE20'f160'400tFPT83tAPT13t* | 234·5<br>P69'B16'F27'<br>FK | 35·7 | 16·3 | Copnhagn<br>Danish<br>4*BHCem* | T.3Cy.17½",29"&48"-33" (*s*)<br>180lb *80lb* 141NHP<br>1SB,*3cf*,GS51,HS2150<br>N.E.MarineEng.CoLdNwc | 18 ″ 10<br>s2 ″ 5½<br>16 ″ 8 | |
| 08349 | **Anita**<br>(*ex*LaConstitucion,*ex*Coya,*ex*Bayley)<br>*Elec.light* Wireless | **SteelScSr**<br>2*Dks*3*trB* | *2607*<br>*2392*<br>*1696* | ✠<br>6,94 | | | | 1886<br>11mo | C.S.Swan &Hunter<br>Newcastle | **Irala y Ugalde (S.enC.)** | 329·5<br>P38'B80'F40'<br>BK10" | 40·0 | 24·5 | Callao<br>Peruvian<br>*WB* | T.3Cy.26",42"&69"-48"<br>330NHP<br>Wllsnd.SlpwyCo.Ld.Nwc. | 27 ″ 0 | C |
| 08350<br><br>HONR | — | **IronScSp**<br>(*ex*Aurora)<br>1*Dk* | 166<br>—<br>114 | | | | | | ..................<br>WHartlepool | **Heredos de AntonioMillan** | 104·3 | 19·7 | 10·2 | Seville<br>Spanish | C.2Cy.14"&28"-19"<br>28NHP<br>Glasgow | | |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines. | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08351<br>216612<br>LMFT | **Aniwa** SteelSc<br>Wireless Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* 1*Dk&Shelter dk&Web frames*<br>*Longitudinal framing* | 6165<br>5721<br>4615 | | | ... | | 1918 | MooreS.B. Co.<br>Oakland, Cal. | UnitedStates ShippingBoard | 402·5<br>P34'F39' *on Shelter dk* FK | 53·0 | 32·0 | S.Frncisco<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>GeneralElectricCo<br>Schenectady,N.Y. | 34 ″ 6 | R |
| 08352<br>OCAU | **Anjou** SteelTwinScSr<br>*Elec.light* 1*Dk* | 439<br>421<br>199 | | | | | 1899 | DelaBrosse &Fouché<br>Nantes | Cie.Maritime de la Seine | 165·6<br>Q28'H47'RFD28' | 24·4 | 12·6 | Rouen<br>French<br>*WB* | C.4Cy.$17\frac{3}{4}$"&$29\frac{15}{16}$"–$16\frac{1}{2}$"<br>61NHP<br>De la Brosse&Fouché,Nts. | | V |
| 08353<br>135014 | — SteelTwinScSr<br>1*Dk* | 307<br>262<br>95 | | | | | 1899 | A.Legal<br>Nantes | HoHongSS.Co.Ld. | 142·7 | 25·0 | 10·0 | Singapore<br>British<br>*WB* | T.6Cy.9",15"&24"–14"<br>NB09 59RHP<br>A.Mancour,Nantes | | |
| 08354<br>OCAV | — SteelSc<br>*Now named* "Caudebec," *See No.* 36705 *in Supplement*<br>(*ex*PorteurNo.1) 1*Dk* | 296<br>239<br>129 | | | | | 1871 | ..................<br>Glasgow | Ducrot de laMorvannais&Cie. | 123·0<br>F25' | 20·3 | 9·6 | Havre<br>French<br>*WB* | C.2Cy.$13\frac{3}{4}$"&$25\frac{1}{2}$"–$16\frac{1}{2}$"<br>NE95 NB11 22NHP<br>Lebaudieu,Nantes | | V |
| 08355<br>MPKT | **Anker** WoodScSr<br>1*Dk* | 149<br>129<br>53 | | | | | 1916 | Risör Baatbyggeri<br>Risör | Akties.Fiskeri (Sjur&Johs. Lothe,*Mgr.*) | 109·2 | 20·6 | 10·2 | Haugesnd<br>Norwegian | T.3Cy.$10\frac{1}{2}$",16"&26"–20"<br>30NHP<br>StavangerStöberi&Dok | | N |
| 08356<br>107418 | **Ann Arbor No. 3** SteelTwinSc<br>(*CarFerry*)<br>*Elec.light* Wireless 2*Dks3trB* | 1677<br>—<br>996 | | | | | 1898 | GlobeIron WorksCo.<br>Cleveland,O. | AnnArborRailroad&S.S.Lines | 258·3<br>*WB* | 52·3 | 15·3 | GrandHaven,Mich.<br>Utd. States | C.4Cy.20"&40"–36"<br>NB03 160NHP<br>S.F.Hodge&Co.Detroit | | |
| 08357<br>203695 | **Ann Arbor No. 4** SteelTwinSc<br>(*CarFerry*)<br>*Elec.light* Wireless 2*Dks* | 1884<br>—<br>1082 | | | | | 1906 | American S.B.Co.<br>Cleveland | AnnArborRailroad&S.S.Lines | 259·0 | 52·0 | 19·0 | GrandHaven,Mich.<br>Utd. States | T.6Cy.14",$22\frac{1}{2}$"&38"–32"<br>164NHP<br>AmericanSB.Co.Cleveland | | |
| 08358<br>208261 | **Ann Arbor No. 5** SteelTwinSc<br>(*CarFerry*)<br>*Elec.light* Wireless 2*Dks3trB* | 2884<br>—<br>1961 | | | | | 1910 | ToledoS.B. Co.<br>Toledo,Ohio | AnnArborRailroad&S.S.Lines | 360·0 | 56·3 | 18·9 | NewYork<br>Utd. States | T.6Cy.21",33"&52"–40"<br>341NHP<br>ToledoS.B.Co.Toledo,O. | | |
| 08359<br>214656 | **Ann Arbor No. 6** SteelTwinSc<br>(*CarFerry*)<br>*Elec.light* Wireless 2*Dks3trB* | 2757<br>—<br>1653 | | | | | 1916 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | AnnArborRailroad&S.S.Lines | 338·0 | 56·0 | 18·3 | Gd.Haven, Mich<br>Utd. States | T.6Cy.$19\frac{1}{2}$",31"&52"–36"<br>324NHP<br>Gt.LakesEng.Works,Det. | | L |
| 08360<br>127160<br>HRJG | **Ann Melville** SteelScK<br>*ss*Liv.No.3–7,19<br>1*Dk* | 201<br>198<br>77 | ✠100A1<br>*StmTrawler*<br>4,21 ~~7,20~~<br>~~BS7,20~~ | Liv<br>BS12,21<br>✠LMC5,19 | | CL<br>N7,20 | 1909<br>2mo<br>*Lloyd* | A.Hall& Co.Ld.<br>Aberdeen<br>'*s*A&CP | Harley&Miller,Ld | 115·4<br>BK$7\frac{1}{2}$"<br>*WB* | 22·0 | 12·1 | Aberdeen<br>British<br>3*BHCem*<br>=*DTf*5'11*t* | T.3Cy.12",20"&33"–23" (*r*)<br>180lb 66RHP<br>1SB,3*pf*,GS51,HS1149<br>A.Hall&Co.Ld.Aberdeen | 12 ″ 9 | |
| 08361 | **Anna** SteelSc<br>(*ex*MountAthos,*ex*Leapark) 1*Dk*(*Stl*)<br>*Elec.light* &*platform dk*(*Stl*)*in Nos.*1,2,4&5*holds*<br>*Longitudinal framing in double bottom & Cargo battens not fitted at dks* | *5173*<br>*4720*<br>*3192* | ✠100A1<br>11,20 | Cff<br>✠LMC4,19 | *y* | CL<br>11,20 | 1919<br>4mo<br>*Lloyd* | Greenock Dkyd.Co.Ld.<br>Greenock<br>'*s*A&CP | N.D.Lykiardopulo | 400·6<br>P51'B114'F39'<br>FK<br>*CellDB*347' 1296*t FPT*125*t* | 52·3 | 28·5 | Argostoli<br>Greek<br>7*BHptCem*<br>*APT*200*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB.9*cf*,GS190,HS7668 FD<br>Rankin&BlackmreLd.Grk | 31 ″ 0<br>s 6 ″ $1\frac{1}{2}$<br>25 ″ 3 | |
| 08362<br>6225<br>KOHQ | — *ss*Hbg.2ndNo.3–9,21 SteelSc<br>Wireless ~~*ss*Cpn.No.3–3,08~~<br>(*ex*Guldborgsund,*ex* ~~*ss*Cpn.No.2–16~~<br>ElisabethMærsk,*ex* 1*Dk*(*Irn*)&*Web*<br>Silkeborg,*ex*Aros) *Well deck frames* | 1584<br>1310<br>937 | ✠100A1<br>9,21 ~~2,20~~<br>~~MS1,16~~<br>BS9,21 | Cpn<br>Hbg<br>✠LMC<br>~~BS12,19~~<br>MS2,20 | *q* | N2,20 | 1890<br>6mo | J.Laing<br>Sunderland<br>A&CP | RhederiAkt. Skane(E.Hain, *Mgr.*) | 265·5<br>Q112'B100'F31'<br>FK<br>*CellDBa*88'*uE* | 35·6 | 16·5 | Malmö<br>Swedish<br>4*BHCem*<br>16'*f*100' 333*t* | T.3Cy.19",31"&51"–33" (*s*)<br>160lb *100lb* NDB08 155NHP<br>2SB,4*rf*,GS60,HS2395<br>N.E.MarineEng.CoLd.Sld. | 18 ″ 8<br>s 1 ″ 2<br>17 ″ 10 | |
| 08363<br>MBFP | — SteelScSr<br>(*ex*Undine)<br>*Elec.light* Wireless 2*Dks* | 1620<br>1439<br>1017 | | | ... | | 1903 | C.S.Swan& Hunter,Ld.<br>Newcastle | A/S Anna (Sam.Meyer) | 265·0<br>P62*t* H100*t*<br>FK | 37·1 | 17·9 | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.20",33"&54"–36"<br>199NHP<br>N.E.MarineEng.CoLdNwc | 20 ″ 1 | N |
| 08364<br>27<br>NDKM | — IronScSr<br>*ss*Shl.2ndNo.3–3,97<br>(*ex*GiovanniRusso, *ss*Gen.No.3–10,01<br>*ex*Amicizia,*ex* *ss*Gen.No.2–09<br>*Well deck* AmiciziaP.,*ex*Glenavon) 1*Dk* | 787<br>688<br>458 | ✠<br>12,13<br>✠NB4,89 | Gen | *m* | | 1872<br>2mo | T.&W. Smith<br>N.Shields | AngeloMollica& G.Lizzio(A.Mollica &Co.*Mgrs.*) | 213·5<br>Q70'B42'F21'<br>ptND95 BK8"<br>*WB*= | 28·6 | 15·1 | Catania<br>Italian<br>4*BHCem*<br>*DBa*48'*f*92' | C.2Cy.25"&48"–30"<br>NDB99 100NHP<br>1SB,3*pf*,GS45,HS1760<br>Ravnhill,Hodgson&C.Lon. | 16 ″ 7 | V |
| 08365 | — SteelTwinScSr<br>*ss*RioNo.1–13<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>*Well deck* | 720<br>417<br>364 | ✠<br>7,17<br>*withfreeboard*<br>✠<br>*Coasting, Buenos Ayres & Rio Janeiro* | Rio | *j* | | 1909<br>6mo | Bremer Vulkan<br>Vegesack | C.Hoepcke,Jun. | 175·9<br>P&B113'F22'<br>FK<br>*WB*=*CellDBa*37'*uE* | 29·5 | 10·0 | Florianopolis<br>Brazilian<br>4*BHCem* | C.4Cy.$14\frac{9}{16}$"&$28\frac{15}{16}$"–$17\frac{23}{32}$"<br>106NHP<br>1SB,2*cf*,GS53,HS2002<br>BremerVulkan,Vegesack<br>9'*f*75'149*tFPT*23*tAPT* 15*t* | 11″11 | |
| 08366 | — WoodAuxSc3MstSr<br>*Motor*<br>(*ex*SailingVesselOtto) 1*Dk*<br>(*See Sailing Ship Register*) | 355<br>315<br>299 | | | | | 1891 | J.Rasak<br>Gutmannsbach | L.Hermans | 126·7 | 29·1 | 14·1 | Bruges<br>Belgian | Motor | | |
| 08367<br>1848<br>HVRM | — WoodScSp<br>1*Dk* | 289<br>208<br>166 | | | | | 1890 | J.O. Johansson<br>SödraGarn | RederiaktiebUnda (J.A.Waller) | 125·5<br>P31'F21'H23*t* | 22·6 | 10·4 | Gothenbrg<br>Swedish | NB16<br>A/S.LödöseVarf. | | V |
| 08368 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 234<br>228<br>99 | | | | | 1903 | Bonn& Mees<br>Rotterdam | N.V.Algemeene Vissch.Maats. | 135·3 | 21·6 | 11·2 | Ymuiden<br>Dutch | T.3Cy.$12\frac{1}{2}$",20"&33"–24"<br>53NHP<br>AlblasserdamscheMchAlb | | |
| 08369 | — SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 217<br>193<br>85 | | | | | 1915 | Schiffb.Ges "Unterweser" m.b.H.<br>Lehe | F.Alb.Pust | 127·7<br>Q74'F19' | 22·6 | 9·2 | Gstemnde<br>German<br>*Wb* | T.3Cy.$12\frac{3}{5}$",$20\frac{1}{2}$"&$32\frac{1}{4}$"–$22\frac{4}{5}$"<br>50NHP<br>OttensenerMascf.Altona | | |
| 08370<br>1215 | — SteelScSr<br>(*ex*PrinsesJuliana)<br>1*Dk* | 199<br>153<br>99 | | | | | 1910 | E.J.Smit& Zoon<br>Hoogezand | D.Golowin | 115·3 | 20·8 | 8·3 | Archangel<br>Russian | C.2Cy.$10\frac{1}{3}$"&$19\frac{7}{10}$"–13"<br>12NHP<br>E.J.Smit&Zoon,Hoogeznd | | |
| 08371<br>NDHW | — SteelAuxScSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 175<br>153<br>115 | | | | | 1918 | Scheepsbouwwerf de Amer,<br>Geertruidenberg | N.V.Zeevaart Maats."Tethys" (J.Verheul,*Mgr.*) | 104·9 | 21·7 | 9·9 | Rottrdam<br>Dutch | Oil Engine | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08372<br>138<br>NDKO | **Anna** SteelScSr<br>ssShm.No.1-10<br>(exCorneliaScotto,exNina d'AstyVI., exYacht,exKittiwake,exArlequin, exKittiwake) | 169<br>—<br>95 | 4,15 | Shm | | | 1893<br>10mo | Scott&Co.<br>Greenock | Cav.G.Rossi | 123·0 | 20·3 | 11·5 | Genoa<br>Italian<br>WB | T.3Cy.9¼",15"&24¾"–18"<br>26NHP<br>Scott&Co.Greenock | | V |
| 08373<br>99<br>HPCJ | — IronScSr<br>1Dk | 135<br>125<br>57 | ✠<br>For towing purposes<br>7,91 | Lon | | | 1891<br>7mo | G.Rennie<br>&Co.<br>London | | 110·0<br>B11'<br>BK6" | 19·5 | 9·0 | Russian<br>4BHCem | T.3Cy.13½",22"&35"–24"<br>1SB3pfGS45HS1128 68NHP<br>GourlayBros.&Co.,Dun. | 9 " 9 | |
| 08374<br>616 | — IronPad<br>(Tug)<br>1Dk | 131<br>—<br>78 | | | | | 1873 | F.Schichau<br>Elbing | A.&E.Androutschenko&<br>A.Chrisoskouli | 127·4 | 16·2 | 7·4 | Nicolaieff<br>Russian | C.2Cy.17"&28" | | |
| 08375 | **Anna Busse** SteelScSr<br>(Trawler)<br>1Dk | 247<br>231<br>92 | | | | | 1914 | G.Seebeck<br>Act.Ges.<br>Geestemünde | F.Busse | 127·1<br>F11' | 23·5 | 10·1 | Gstemnde<br>German<br>WB | T.3Cy.11⅔",18½"&30½"–22"<br>G.SeebeckA.G. 43NHP<br>Geestemünde | | V |
| 08376<br>107846 | **Anna C. Minch** SteelScSr<br>Mchy.Aft Elec.light 1Dk2trB | 4285<br>—<br>3229 | | | | | 1903 | American<br>S.B.Co.<br>Cleveland,O. | KinsmanTransit Co. (H.Steinbrenner,Mgr.) | 380·0<br>F48' | 50·0 | 28·0 | Cleveland<br>Utd.States<br>WB | T.3Cy.22",35"&58"–40"<br>213NHP<br>AmericanS.B.Co.Clv. | | L |
| 08377<br>220105<br>LWPV | **Anna E. Morse** SteelScSr<br>Fitted for oil fuel<br>Elec.light 1Dk&Shelter dk<br>Wireless Longitudinal framing | 6058<br>5559<br>3785 | | | ... | | 1920 | Virginia<br>S.B.Co.<br>Alexandria,<br>Va. | UnitedStates<br>ShippingBoard | 402·6<br>P34'F38'onShelter dk | 53·2 | 32·0 | Alexndria,<br>Va.<br>Utd.States<br>WB | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>HoovenOwens&RentschlerCo.Hamilton,O. | 34 " 6 | |
| ※ 08378 | **Anna Goich** SteelSc<br>ssTri.No.3-5,13<br>ssTri.No 2-20 ~~ssTri.No.1-20~~<br>1Dk(Stl)&deep framing | 2348<br>2022<br>1446 | ✠100A1<br>1,21<br>✠LMC2,20<br>BS5,21 | Rot | s | CL<br>1,21 | 1900<br>7mo<br>Lloyd | Stabilmnto<br>Tecnico<br>Trieste<br>'sA&CP | Vva.MariaGoich<br>(D.Tripcovich)<br>WB=CellDBa | 290·0<br>P33'B76'F35'<br>FK<br>84'uE20'f108'620t | 42·1 | 19·5 | Trieste<br>Italian<br>5BHCem<br>APT50t | T.3Cy.20",32"&54"–39" (s)<br>180lb ~~90lb~~ 80lb 200NHP<br>2SB,6cf,GS100,HS3121<br>StabilimentoTecnico,Tri. | 21 " 10 | |
| 08379 | **Anna Josina** SteelScK<br>(exCentaur) 1Dk | 205<br>188<br>52 | | | ... | | 1904 | Smith's<br>DockCo.Ld<br>N.Shields | N.V.Stoomvissch.<br>Maats."Nicolaas II." | 115·4<br>Q49'<br>BK7½" | 21·5 | 11·5 | Ymuiden<br>Dutch | T.3Cy.12",20"&32"–23"<br>64NHP<br>W.V.V.Lidgerwood,Gls. | 12 " 4 | |
| 08380<br>98531<br>KFWB | **Anna Kayser** SteelScSr<br>ssN.Yk.No.3-10,02<br>ssShl.No.2-12<br>(exEduardMartini, exGlenwood) 1Dk(Stl)&Webframes<br>Well deck<br>Now named "M.C.Mathiesen," See No. 38442 in Supplement | 1666<br>1452<br>1028 | ✠<br>11,15<br>✠ | Rot | r | | 1892<br>9mo | Furness,<br>Withy&CoLd<br>WHartlepool | ~~AlfredCalvert (Shipping)Ld. (A.Calvert,Mgr.)~~<br>CalvertSSCoLd.<br>(J.S.Calvert, Mgr.)<br>WB= | 269·2<br>Q107'B112'F31'<br>FK<br>Cell DB224'360t | 36·8 | 17·5 | London<br>British<br>5BHCem<br>APT38t | T.3Cy.20",31½"&53"–36"<br>NDB03 168NHP<br>2SB,4cf,GS62,HS2513<br>T.Richardson&Sns,Hpl | 20 " 0 | |
| 08381<br>NBCM | **Anna Kirstine** WoodAuxSc<br>Motor 3MstSr<br>1Dk<br>(See Sailing Ship Register) | 329<br>298<br>233 | | | | | 1919 | H.C.<br>Paulsen<br>Rudkjöbing | Motorsielskibsselskabet "AnnaKirstine" A/S(H.Nielsen) | 131·5 | 30·2 | 13·0 | Rudkjöbing<br>Danish | Motor<br>A/S Dansk DieselMotorCo.Holeby | | V |
| 08382<br>117517 | **Anna Liffey** SteelScSp<br>ssDub.No.3-9,16<br>ssDub.No.1-20<br>1Dk(Stl) | 179<br>148<br>— | ✠100A1<br>For towing purposes<br>10,21 ~~12,20~~ ✠LMC12,20<br>BS3,22 | Dub | b | CL<br>12,20 | 1904<br>6mo<br>Lloyd | Dublin<br>DockyardCo.<br>Dublin<br>'sA&CP | DublinPort&<br>DocksBoard<br>(HarbourMaster's Dept.) | 106·0<br>B16'<br>BK6¾" | 22·1 | 10·5 | Dublin<br>British<br>4BHCem | T.3Cy.13 5/16",21"&34"–22"(s)<br>160lb 75RHP<br>1SB,3cf,GS47,HS1445<br>Lees,Anderson&Co.Gls. | 11 " 0 | |
| 08383<br>NRCB | **Anna Mærsk** SteelScSr<br>ssCpn.No.3-7,11<br>ssCpn.No.2-20<br>1Dk(Stl)&deepframing | 1367<br>1213<br>799 | ✠100A1<br>~~6,21~~ ~~5,20~~ 1,22<br>✠LMC5,20<br>BS4,21 | Cpn<br>~~Ant~~ NYk | p | 5,20 | 1908<br>9mo<br>Lloyd | A.Vuijk&<br>Zonen<br>Capelle a/d Ysel<br>'sA&CP | Dmpsksbsk.<br>Svendborg (P.M. Möller,Mgr.)<br>WB=<br>CellDBa60'u | 240·5<br>P18'B66'F26'<br>FK<br>E18'f106'376tFPT | 36·6 | 16·9 | Svendborg<br>Danish<br>4BHCem<br>58tAPT30t | T.3Cy.18",29"&48"–33" (s)<br>180lb 100lb 142NHP<br>1SB,3cf,GS60,HS2210<br>G.T.Grey,SouthShields | 19 " 0<br>s2 " 4<br>16 " 11 | |
| 08384<br>LCHD<br>~~WMPT~~ | **Anna Sofie** SteelScSr<br>(exWarCove) 1Dk(Stl)<br>Elec.light Wireless | 3091<br>2848<br>1845 | ✠100A1<br>~~6,21~~ ~~5,20~~ 3,22<br>✠LMC5,19 | Brest<br>~~St~~ NYk | u | CL<br>8,21 | 1919<br>6mo<br>Lloyd | TyneI.S.B.<br>Co.Ld.<br>Newcastle<br>'sA&CP | A/S Theologos(N. Rögenæs,Mgr.)<br>CellD | 331·3<br>P33'B100'F29'<br>FK<br>B284'724tFPT110t | 46·8 | 23·1 | Haugesnd<br>Norwegian<br>7BHptCem<br>APT123t | T.3Cy.25",41"&68"–45" (s)<br>180lb 429NHP<br>3SB,9cf,GS153,HS6304 FD<br>N.E.MarineEng.CoLdNwc | 25 " 6<br>s4 " 1¼<br>21 " 9 | |
| 08385<br>107676<br>KRDJ | **Anna W.** WoodSc<br>(Tug) | 204<br>—<br>139 | | | | | 1901 | ..................<br>Philadelphia | CahillTowing<br>LineInc. | 103·5 | 25·5 | 10·5 | NewYork<br>Utd.States | | | |
| 08386<br>JWPS | **Annaho** SteelScSr<br>(exUtstein)<br>Welldeck 1Dk | 740<br>540<br>414 | | | ... | | 1890 | Nylands<br>Værksted<br>Christiania | H.C.HansonsD/S<br>A/S(H.C.Hansen, Mgr.) | 186·0<br>P&B104'F29'<br>BK8" | 29·0 | 13·7 | Chrstiania<br>Norwegian<br>WB | T.3Cy.14½",24"&39"–27"<br>90RHP<br>NylandsVærksted,Xia. | 14 " 8 | N |
| 08387<br>NSHQ | **Annam** SteelTwinSc4MstSr<br>ssCpn.No.2-21 ~~ssCpn.No.1-10~~<br>Elec.light Wireless OilEng. 2Dks(Stl)<br>&Shelter dk(Stl-ws)<br>~~Tonnage opening closed 1910~~ | 6636<br>4859<br>4236 | ✠100A1<br>Shelter dk<br>withfreeboard<br>10,21 ~~11,20~~<br>DBS10,21<br>~~[illegible]~~ ✠LMC~~11,20~~10,21 | Cpn | a† | CL<br>11,20 | 1913<br>6mo<br>Lloyd | Akt.Burmeistr&Wain<br>Copenhagen<br>'sA&CP WB | Akties.DetÖstasiatiskeKompagni<br>=CellDBa126'uE | 410·0<br>46'f190'1275tFPT | 55·2 | 35·4 | Copnhagn<br>Danish<br>7BHptCem<br>97tAPT73t | Oil Engines 4S.C.SA<br>16Cy.23¼"–31½" 606NHP<br>DB80lb<br>Akt.Burmeistr&Wain,Cpn | 38 " 6<br>s11 " 1<br>28 " 1 | |
| 08388<br>OCBM | — SteelScSr<br>1Dk&Awngdk | 259<br>—<br>127 | | | | | 1901 | A.Dubigeon<br>Nantes | Messageries<br>Fluvialesde<br>Cochinchine | 159·2<br>H24' | 23·0 | 8·2 | Saïgon<br>French | T.3Cy.12",20"&31½"–20½"<br>Brissonneau fils 45NHP<br>&A.Lotz,Nts. | | V |
| 08389 | — SteelSc | 191<br>—<br>103 | | | | | 1901 | | SocFranç.d'Entreprises deDragages<br>&deTrav.Publics | | | | Saigon<br>French | | | |
| 08390<br>124170<br>HKML | **Annan** SteelScSr<br>Elec.light 2Dks | 1137<br>852<br>485 | | | | | 1907 | AilsaS.B.<br>Co.Ld.<br>Troon | W.Sloan&Co. | 242·0<br>P&B150'F47' | 33·6 | 16·0 | Glasgow<br>British<br>WB | T.3Cy.22½",35"&59"–42"<br>226NHP<br>Dunsmuir&JacksonLd.Gls | | C<br>BT |
| 08391<br>14915<br>LVHC | **Annan Maru** SteelScSr<br>ssKob.No.2-20<br>Elec.light 2Dks(Stl)&Webframes<br>Wireless Longitudinalframing | 2929<br>2755<br>1821 | ✠100A1<br>7,21 ~~6,20~~<br>✠LMC~~6,20~~ 7,21 | Kob | l | CL<br>6,20 | 1911<br>11mo<br>Lloyd | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>'sA&CP | OsakaShosen<br>KabushikiKaisha<br>WB=CellDB | 305·2<br>P19'B85'F32'<br>FK<br>a85'uE&B33'f138' | 44·1 | 24·9 | Osaka<br>Japanese<br>5BHCem<br>519tAPT20t | T.3Cy.22",37"&61"–42" (s)<br>180lb 279NHP<br>2SB,6cf,GS93,HS3648 FD<br>N.E.MarineEng.CoLdNwc | 27 " 3<br>s4 " 4½<br>23 " 2 | |
| 08392 | **Annavore** SteelSc<br>For full particulars See No. 36148 in Supplement<br>Elec.light | 3300<br>2036 | 100A1<br>(ClassContemplated) | | | | 1921 | Murdoch&<br>Murray,Ld.<br>PortGlasgow | Lindegaard&<br>Stray | 333·0<br>P31'B102'F30' | 49·0 | 22·4 | Farsund<br>Norwegian | T.3Cy.23",38"&62"–42"<br>ClydeSB&Eng.CoLd.P.Gl | | |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built.<br>When | By Whom<br>Where | Owners. | Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | Registers in which classed, if not in L.R. Date of H. of Trade Cert. |
| 08393<br>139029<br>JLDP | **Anne** **SteelSc**<br>(*ex*AenneRickmers)<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 4083<br>3822<br>2572 | | | | | 1911 | Rickmers Akt.Ges.<br>Bremerhaven | **TheShippingController (F.C.Strick &Co.Ld.*Mgrs.*)** | 367·1<br>P37'B94'F44' | 47·7 | 27·3 | **London**<br>British<br>*WB* | T.3Cy.23¼",38⅞"&63"–43¼"<br>261NHP<br>BremerVulkan,Vegesack | 30 ″ 0 | |
| 08394<br>201088 | **Anne Arundel** **SteelSc** | 795<br>—<br>630 | | | | | 1904 | Baltimore S.B.&D.D.Co.<br>Baltimore | **Maryland,Delaware&Virginia Rly.Co.** | 174·0 | 36·0 | 10·2 | **Baltimore**<br>Utd.States | T.3Cy.13",21"&34"–24"<br>57NHP | | |
| 08395<br>219645<br>LVRJ | **Anne Hanify** **WoodScSr**<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk* | 1343<br>—<br>756 | | | | | 1920 | Kruse& BanksS B.Co.<br>NorthBend, Or. | **J.R.HanifyCompany** | 235·0<br>P16'B19'F48' | 43·0 | 17·7 | **S.Frncisco**<br>Utd.States | T.3Cy.16",27"&46"–33"<br>122NHP<br>MainStreamIronCo.S.Fo. | | R |
| 08396<br>OCBW | **Anne & Marie** **SteelAuxSc3MstSr**<br>Now named "Vérèk," See letter V. *OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 263<br>—<br>189 | | | | | 1918 | D.Boot<br>Alphen a/d. Rijn | **A.LeFournier** | 112·3 | 24·5 | 11·1 | **Lorient**<br>French | Oil Engine<br>2Cy.15¾"–15⅘" 36NHP<br>J.Boot,Alphen a/dRijn | | V |
| 08397 | **Anneliese** **SteelSc3MstSr**<br>*Mchy.Aft* *Elec.light* 1*Dk* | 774<br>541<br>473 | | | | | 1908 | Schiffsw.v. HenryKoch<br>Lübeck | **Lübeck-Königsb. Dmpfsfahrts.Ges. (F.H.Bertling,*Mg*)** | 180·6<br>P&B101'F22' | 27·2 | 13·8 | **Lübeck**<br>German | C.2Cy.15¾"&31½"–19⅝"<br>37NHP<br>OttensenerMasch.Fab.Alt. | | |
| 08398<br>NWGP | **Annelise** **WoodAuxSc4MstSr**<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 346<br>324<br>273 | | | | | 1918 | Nakskov Skibsv.<br>Nakskov | **J.Christensen** | 138·2 | 30·0 | 12·9 | **Nakskov**<br>Danish | Oil Engines 2S.C.SA<br>3Cy.$14\frac{3}{16}$"–15⅜" 43NHP<br>Tuxham,Copenhagen | | V |
| 08399 | **Annen** **SteelAuxSc3MstSr**<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 456<br>367<br>339 | | | | | 1920 | Frd.Krupp Akt.Ges.<br>Kiel | **Fried.KruppAkt. Ges.** | 155·8<br>Q37'F17' | 29·6 | 12·5 | **Hamburg**<br>German<br>*WB* | Oil Engine 4S.C.SA<br>6Cy.10¼"–14⅕" 44NHP<br>Mtrf.Augsburg-Nürnberg, Augsberg. | | |
| 08400<br>215696<br>LJCK | **Annetta** **SteelScSr**<br>*ss*NYk.No.3–2,20<br>*Elec.light* 1*Dk*(*Stl*)&*Awng dk*<br>Wireless (*ptStl–ws*)3*trB* | 1285<br>1190<br>753 | ✠100A1<br>*Awng dk withfreeboard*<br>11,20<br>✠LMC2,20<br>BS3,21 | NYk | *o* | CL<br>N11,18 | 1907<br>4mo<br>A&CP | Swan,Hunter&Wigham Richardson,<br>LdNewcastle | **AtlanticFruitCo. Inc.**<br>*WB=CellDBa*54' | 227·2<br>*uE*17'*f*93'169*tFPT* | 31·7 | 13·6<br>21·1<br>FK | **NewYork**<br>Utd.States<br>4*BHCem*<br>17*tAPT*16*t* | T.3Cy.21",34"&56"–36" (*s*)<br>180lb *80lb* 246NHP<br>2SB,*6cf*,GS88,HS3510 FD<br>N.E.MarineEng.CoLdNwc | 23 ″ 6<br>s 8 ″ 3<br>15 ″ 9 | |
| 08401<br>217287<br>LNVP | **Annette Rolph** **WoodSc**<br>*Elec.light* Wireless 2*Dks* | 2361<br>—<br>1391 | | | | | 1918 | RolphS.B.<br>Co.RolphCal. | **RolphNavigation &CoalCo.Inc.** | 245·3 | 45·5 | 28·3 | **SFrncisco**<br>Utd.States | T.3Cy.16½",26"&44"–30"<br>106NHP | | R |
| 08402<br>139807 | **Annfield, N.B.** **SteelScK**<br>(*Fishing*)<br>(*ex*PatriciaScullion) 1*Dk* | 202<br>199<br>88 | | | | | 1919 | Montro S.B.Co.<br>Montrose | ~~**R.W.Crawford**~~<br>D.Dow<br>(T.T.Dow,*Mgr.*) | 115·1 | 22·1 | 12·1 | **Aberdeen**<br>British<br>*WB* | T.3Cy.12",20"&34"–23"<br>74RHP<br>W.Beardmore&Co.Ld.Gls. | | C |
| 08403 | **Annibal** **SteelScK**<br>named "Neptune I," See No. [illegible] in Supplement<br>*ss*Bcl.No.2–17<br>(*ex*Scomber) 1*Dk* | *270*<br>[illegible]<br>*102* | ✠100A1<br>*StmTrawler*<br>8,18<br>MS8,17<br>✠LMC<br>BS4,18 | Bcl | | CL<br>4,18 | 1909<br>3mo<br>*Lloyd* | Cochrane &Sons<br>Selby<br>*'sA&CP* | ~~**FrenchGovernment**~~<br>Gufflet | 130·0<br>Q76'F23' | 23·0 | 12·2<br>BK7½" | French<br>4*BHCem* | T.3Cy.13",22"&36"–26" (*s*)<br>180lb 76RHP<br>1SB,*3pf*,GS45,HS1275<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 0 | |
| 08404<br>4298<br>JNTC | **Annie** **IronScSr**<br>*ss*Hpl.3rdNo.3–6,14<br>(*ex*Helena) *ss*Sld.No.1–18<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*Cargo battens not fitted* | 1155<br>925<br>698 | ✠100A1<br>7,21 ~~11,20~~<br>✠NB6,14<br>~~BS5,20~~<br>BS7,21 | Hbg<br>Mno<br>LMC11,18 | *o* | CL<br>~~11,20~~<br>7,21 | 1878<br>8mo | JReadhead &Co.<br>S.Shields<br>A&CP | **Kristianstads Redr.A/B** ~~**(P.G. Lavessen,*Mgr.*)**~~<br>(H.W.Douner,*Mgr*) | 240·0<br>Q94'B50'H17*t*F26' | 32·1 | 17·6<br>BK8½"<br>*WB=D* | **Xianstad**<br>Swedish<br>4*BHCem*<br>*Ba*69'*f*96' | C.2Cy.27½"&52"–33" (*s*)<br>70lb *100lb* NDB12 123NHP<br>1SB,*3pf*,GS47,HS2080<br>J.Readhead&Co.S.Shields | 18 ″ 6<br>s1 ″ 10<br>17 ″ 6 | |
| 08405<br>119641<br>TPWH | — **SteelTwinScSr**<br>(*Tug*)<br>*Elec.light* *ss*ELn.No.3–1,16 1*Dk*(*Teak*)<br>*ss*ELn.No.1–20 | 367<br>323<br>4 | | | ... | CL<br>9,20 | 1903<br>3mo<br>*Lloyd* | Fleming& Ferguson,Ld.<br>Paisley<br>*'sA&CP* | **UnionGovt.of S.Africa(Dept.of Railways&Harbours,E.Lon.)** | 133·8<br>B11' | 28·3 | 12·8<br>BK7"<br>*WB=* | **E.London**<br>British<br>4*BHCem*<br>*DTf*9'27*t* | T.6Cy.15",24"&40"–24" (*s*)<br>180lb 215NHP<br>2SB,*6cf*,GS132,HS3966<br>Fleming&Fergusn,Ld.Psy | 13 ″ 7<br>s2 ″ 6<br>12 ″ 0 | |
| 08406<br>115281<br>HMTQ | — **SteelScSr**<br>*Mchy.Aft* *Well deck* 1*Dk* | 345<br>266<br>133 | | | ... | | 1902 | AilsaS.B. Co.Ld.<br>Ayr | **JamesHenry Monks(Preston), Ld.** | 150·0<br>Q54'B14'F27' | 24·4 | 10·4<br>BK7" | **Liverpool**<br>British<br>*WB* | C.2Cy.20"&42"–27"<br>94RHP<br>Ross&Duncan,Glasgow | 11 ″ 8 | |
| 08407 | — **IronScSr**<br>1*Dk* | 155<br>144 | | | | | 1891 | F.W. Wencke<br>Bremerhaven | **Bandeira&Bravo** | 104·5<br>H33' | 21·0 | 10·3 | **R.Janeiro**<br>Brazilian | C.2Cy.17¾"&30¾"–21⅝"<br>37NHP<br>H.Paucksch,Lndsbrg,A.W | | |
| 08408 | — **IronScK**<br>(*Trawler*)<br>(*ex*SidneyAlbert,*ex*Camellia) 1*Dk* | 154<br>149<br>48 | | | ... | | 1892 | SirRaylton Dixon&Co.<br>Middlesbro' | **N.V.Stoomviss. Annie(J.N.Klein,** *Mgr.*) | 100·6<br>Q20'F20' | 20·4 | 10·7<br>BK7½" | **Ymuiden**<br>Dutch | C.2Cy.16"&32"–22"<br>44NHP<br>N.E.MarineEng.Co.Ld.Sld | 11 ″ 8 | |
| 08409<br>104117 | — **WoodAuxScK**<br>*OilEng.*<br>GIB 1*Dk*<br>(*See Sailing Ship Register*) | 46<br>45<br>32 | 6,98 | Mil | 12 | | 1896<br>1mo | J&WFrancis<br>MilfordHavn | **W.E.Scourfield** | 64·5<br>Klsn9yrsMat | 18·1 | 7·0 | **Milford**<br>British | Oil Engines<br>2Cy.9½"–10½"<br>NE15 13NHP<br>TorbiniaEng.Co.Ld.Lon. | | |
| 08410 | **Annie Hugo Stinnes 6** **SteelScSr**<br>Sub.Sig.<br>*Mchy.Aft* Wireless *Elec.light* 1*Dk* | 1486<br>1287<br>767 | | | | | 1910 | Flensburgr Schiffsb.Ges.<br>Flensburg | **A.-G.HugoStinnes f.Seeschiff f. u. Ueberseehandel** | 243·6<br>P70'F24' | 37·6 | 17·6 | **Hamburg**<br>German<br>*WB* | T.3Cy.17¾",29⅛"&48"–$34\frac{7}{16}$"<br>135NHP<br>FlensburgerSchiffsb.Ges. | | |
| 08411<br>127117<br>VHDF | **Annie Irvin** **SteelScK**<br>(*Trawler*)<br>1*Dk* | 187<br>183<br>69 | | | ... | | 1911 | Smith's DockCo.Ld<br>Middlesbro' | **Irvin&Johnson,Ld** | 110·4 | 21·0 | 11·5<br>BK7½" | **CapeTown**<br>British | T3Cy.11½",19½"&33"–22"<br>68RHP<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 3 | |
| 08412<br>5236<br>JSKB | **Annie Johnson** **SteelScSr**<br>*ss*Mmo.No.2–20<br>*Elec.light* 2*Dks*(*Stl*)&<br>Wireless *Shelter dk*(*Stl*)<br>Now named "Otto Hugo Stinnes9," See No. 38807 in Supplement | 4280<br>3535<br>2358 | ✠100A1<br>*Shelter dk withfreeboard*<br>12,20<br>MS5,20<br>✠LMC<br>BS12,20<br>*Fitted for oil fuel* 12,20 | Cpn | *x* | 10,19<br>*F.P.* | 1911<br>9mo<br>*Lloyd*<br>*above* | Lindholmens V.A.<br>Gothenburg<br>*'sA&CP*<br>150°F. | **Rederiaktieb. Nordstjernan (A.A.Johnson,** *Mgr.*) | 375·7<br>B *on Shelter dk* 74'<br>*WB=CellDBa*11 | 50·7 | 22·3<br>FK | **Stockholm**<br>Swedish<br>6*BHCem*<br>6'*uE&B*76'*f* | T.3Cy.26",43½"&72"–45" (*s*)<br>200lb 475NHP<br>4SB,*12cf*,GS276,HS8320<br>MotalaV.NyaAkt.Motala<br>143'1276*tFPT*78*tAPT*46*t* | 25 ″ 7<br>s2 ″ 9½<br>23 ″ 2 | |
| 08413<br>105916<br>JTSM | — **IronAuxSc4MstSr**<br>*OilEng.*<br>(*ex*SailingVessel,*ex*AdaIredale) 2*Dks*<br>(*See Sailing Ship Register*) | 1028<br>—<br>825 | | | | | 1872 | Williamson<br>Harrington, U.K. | **MatsonNav.Co. Inc.** | 212·1 | 34·1 | 21·6 | **S.Frncisco**<br>Utd.States | Oil Engines | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08414<br>114913<br>HFTC | **Annie Melling** SteelScK<br>*ss*Flt.No.3–1,19<br>1*Dk* | 221<br>196<br>85 | ✠100A1<br>*StmTrawler*<br>~~[illegible]1,19~~ 3,22<br>~~BS9,20~~ | Flt<br>BS11,21<br>✠LMC1,19 | | ~~1,19~~<br>3,22 | 1906<br>3mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>North Shields<br>*'sA&CP* | Melling Trawlers<br>Ld.(H.Melling,<br>*Mgr.*) | 117·6<br>Q65' | 21·6 | 11·5<br>BK7½" | Preston<br>British<br>*3BHCem* | T.3Cy.12",20"&33"–23" (*s*)<br>180lb 65RHP<br>1SB,*2pf*,GS35,HS1341<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 4 | |
| 08415<br>98542<br>LVKB | **Annie Walker** IronScSr<br>(*Trawler*)<br>1*Dk* | 123<br>114<br>50 | | | ... | | 1890 | A.Hall&Co<br>Aberdeen | W.Flockhart,Jnr.<br>(A.Flockhart *Mgr*) | 96·0 | 20·1 | 10·3<br>BK6½" | Granton<br>British<br>*WB* | C.2Cy.18"&34"–24"<br>50RHP<br>A.Hall&Co.,Aberdeen | 10 ″ 11 | |
| 08416<br>OCDP | **Annik** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 2696<br>2432<br>1656 | ✠100A1<br>3,22 ~~3,21~~<br>*Fitted for oil* | Cff<br>✠LMC4,20<br>*fuel* 4, | *t*<br>20 | CL<br>3,22<br>*F.P.* | 1920<br>4mo<br>*Lloyd*<br>*above* | C.Hill&<br>Sons<br>Bristol<br>*'sA&CP*<br>150° F. *whilst* | Compagnie<br>Auxiliaire de<br>Navigation<br>*CellD*<br>*carrying coal & oil* | 310·0<br>P28'B87'F32'<br>*B*265' 622*t FPT*90*t*<br>*cargoes* | 44·2 | 21·6<br>FK | Nantes<br>French<br>*5BHptCem*<br>*APT*90*t* | T.3Cy.21",34"&56"–36" (*s*)<br>180lb 242NHP<br>2SB,*6cf*,GS111,HS4246<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 23 ″ 10<br>s 3 ″ 11<br>20 ″ 3 | |
| 08417<br>217998<br>LQWT | **Anniston** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trB in fore & after*<br>Sub.Sig. Wireless *holds & Web frames* | 3545<br>3005<br>2179 | | | | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd. States<br>*WB* | 1 Geared SteamTurbine<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa | 28 ″ 6 | R |
| 08418 | **Anniston City** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | 5686<br>5081<br>3450 | | | | | 1921 | Chickasaw<br>S.B.&CarCo.<br>Chickasaw<br>Ala. | UnitedStatesSteel<br>ProductsCo. | 441·7<br>P58'B&F350' | 56·0 | 30·0 | NewYork<br>Utd. States<br>*WB* | 2 Geared Steam Turbines<br>FederalS.B.Co.Kearny,NJ | | |
| 08419 | **Annix Hölken** SteelScSr<br>(*ex*MarieBremer,<br>*ex*Luise) *Elec.light* 1*Dk* | 679<br>528<br>406 | | | | | 1901 | Nüscke&<br>Co.<br>Stettin | Schröder,Hölken<br>&Fischer | 189·6<br>Q65'B46'F23' | 29·1 | 12·2 | Hamburg<br>German<br>*WB* | T.3Cy.13¾",21⅝"&35¾"–23½"<br>61NHP<br>"Kette"Ges,Uebigau | | |
| 08420 | **Annobon** IronSc<br>(*ex*FernandoPoo,*ex*<br>*Mchy.Aft* QuintaHermosa) 1*Dk* | 174<br>—<br>111 | ✠<br>8,85 | Gls<br>✠ | *a* | | 1885<br>7mo | J Fullerton<br>&Co.<br>Paisley | | 108·2<br>Q16'B30'F14'<br>len95 | 18·0 | 9·0 | *3BHCem* | C.2Cy.14½"&28"–22"<br>31NHP<br>Ross&Duncan,Glasgow | 9 ″ 7 | |
| 08421<br>OCDQ | **Annonciation** SteelScK<br>1*Dk* | 78<br>70<br>3 | ✠<br>7,19<br>*For fishing pu* | Bou<br>*rposes*<br>✠ | | | 1913<br>12mo | Germe et<br>Jouy<br>Boulogne | Vve.Pichon-Del-<br>pierreBaheux&<br>François | 71·4<br>*DBuB*16'7*t* | 18·5 | 9·8<br>BK5" | Boulogne<br>French<br>*3BHCem* | C.2Cy.12⅝"&23⅝"–14$\frac{3}{16}$"<br>35NHP<br>1SB,*2pf*,GS31,HS831<br>Germe etJouy,Boulogne | 10 ″ 2 | |
| 08422 | **Anny** SteelSc<br>*OilEng.*<br>(*Trawler*) | 136<br>—<br>90 | | | | | 1915 | C.Lühring<br>Hammel-<br>warden | Elsflether Herings<br>FischereiGes. | 90·1 | 21·4 | 10·6 | Elsfleth<br>German | Oil Engine | | |
| 08423<br>MSVB | **Anny Föyen** WoodAuxScSr<br>*Motor*<br>(*ex*SailingVessel) 1*Dk*<br>(*See Sailing Ship Register*) | 167<br>153<br>105 | | | | | 1868 | Peder<br>Roven<br>Halsens,<br>Norway | H.Hoff | 107·8<br>H13*t* | 25·2 | 11·9 | Aalesund<br>Norwegian | Motor | | |
| 08424<br>216941<br>LMWN | **Anoka** WoodScSr<br>*Elec.light* Wireless 1*Dk*2*trB* | 2922<br>2331<br>1724 | | | | | 1918 | Peninsula<br>S.B.Co.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 267·8<br>P27'B69'F44' | 49·8 | 25·6 | PortlndOr.<br>Utd. States | 1 Steam Turbine<br>WestinghouseElectric&<br>Mfg.Co. | | |
| 08425<br>142320 | **Anomia** SteelSc<br>(*ex*WarExpert) 1*Dk*(*Stl*)<br>*Elec.light*<br>Wireless | 5198<br>4767<br>3154 | ✠100A1<br>10,21 ~~1,21~~<br>*Carrying oil f*<br>*Fitted for oil* | Rot<br>✠LMC3,18<br>*uel in*<br>*fuel* 3, | *y*<br>*bul*<br>18 | CL<br>5,20<br>*k F.P.*<br>*F.P. a* | 1918<br>3mo<br>*Lloyd*<br>*above*<br>*bove* 1 | Harland&<br>Wolff,Ld.<br>Glasgow<br>*'sA&CP*<br>150° F.<br>50° F. | Anglo-Saxon<br>PetroleumCo.Ld.<br>*M*<br>*CellDB* | 400·6<br>P49'B112'F38'<br>*iddle line Bulkhead*<br>345' 1136*t FPT*118*t* | 52·3 | 28·5<br>FK | London<br>British<br>*11BHptCem*<br>*not oil-tight*<br>*APT*185*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 490NHP<br>3SB,*9cf*,GS190,HS7020 FD<br>D.Rowan&Co.Ld.Glasgow | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 08426<br>HCTL | **Añorga** IronScSr<br>*ss*Lon.No.3–4,95<br>(*ex*Aleson,*ex*RuiPerez, *ss*Sws.No.2-03<br>*ex*RiverDerwent,*ex*KatherineClark)<br>*Elec.light* Wireless 1*Dk*(*Irn*)2*trB* | 658<br>—<br>400 | ✠<br>6,05 | Cff<br>✠ | *l* | | 1882<br>4mo | R.Duncan<br>&Co.<br>Pt.Glasgow | Hijos deJ.N.<br>Rezola yCia.S.en<br>C. | 207·8<br>Q114'F27'<br>*DBa*59'131*t FPT* | 28·9 | 13·9<br>BK7" | S. Sebast'n<br>Spanish<br>*4BHCem*<br>42*t APT*16*t* | C.2Cy.24"&48"–36"<br>NDB96 106NHP<br>1SB,*3pf*,GS54,HS1714<br>Kincaid&Co.Greenock | 14 ″ 9 | V |
| 08427<br>1654<br>HKWQ | **Anping Maru** SteelScSr<br>*ss*Kob.No.3–1,09<br>*Elec.light* *ss*Kob.No.1-12<br>1*Dk*(*Stl*)&*Spardk*&*deepframing* | 1604<br>1497<br>887 | ✠<br>*Spar dk*<br>*withfreeboard*<br>9,14 | Shi<br>✠ | *q* | | 1897<br>1mo | Wigham<br>Richrdsn&Co<br>Newcastle<br>*WB* | OsakaShosen<br>KabushikiKaisha<br>= *Cell DBa*71'*uE* | 252·6<br>P23'B62'F32'<br>& *B*33'*f*96'312*t FPT* | 35·0 | 13·8<br>20·8<br>FK | Osaka<br>Japanese<br>*4BHCem*<br>35*t APT*18*t* | T.3Cy.21½",36"&59"–39"<br>237NHP<br>2SB,*6cf*,GS120,HS3874<br>Wighm Richrdsn&Co.Nwc | 23 ″ 0 | |
| 08428<br>SBJF | **Ansa** WoodSc | 210<br>201<br>120 | | | | | 1916 | J.Ahola<br>Säkkijärvi | J.Pontynan,<br>S.Mutro&Soini | 116·2 | 26·7 | 10·2 | Wiborg<br>Finnish | | | V |
| 08429<br>831<br>NDRE | **Ansaldo I°** SteelSc<br>*Elec.light*<br>*Mchy.Aft* Wireless 2*Dks* | 5283<br>4543<br>3189 | | | | | 1917 | G.Ansaldo<br>&Co.<br>SestriP'nente | SocietàNazionale<br>diNavigazione | 393·2<br>P134'B30'F36' | 51·6 | 28·4 | Genoa<br>Italian<br>*WB* | 2 Geared Steam Turbines<br>G.Ansaldo&Co.Samprdna. | | CI |
| 08430<br>838<br>NDRF | **Ansaldo II.** SteelScSr<br>*Elec.light*<br>*Mchy.Aft* Wireless | 5299<br>4565<br>3145 | | | | | 1918 | G.Ansaldo<br>&Co.<br>SestriP'nente | SocietàNazionale<br>diNavigazione | 393·2<br>P122'B30'F35' | 51·6 | 28·3 | Genoa<br>Italian | 2 Geared Steam Turbines<br>G.Ansaldo&Co.Genoa | | CI |
| 08431<br>845<br>NDRG | **Ansaldo III.** SteelScSr<br>*Elec.light*<br>*Mchy.Aft* Wireless 2*Dks* | 5310<br>4500<br>3153 | | | | | 1918 | G.Ansaldo<br>&Co.<br>SestriP'nente | SocietàNazionale<br>diNavigazione | 393·2<br>P134'B30'F36' | 51·6 | 28·4 | Genoa<br>Italian<br>*WB* | 2 Geared Steam Turbines<br>G.Ansaldo&Co.Samprdna | | C |
| 08432<br>865<br>NDRH | **Ansaldo IV.** SteelScSr<br>*Elec.light*<br>*Mchy.Aft* Wireless 2*Dks* | 5355<br>4500<br>3160 | | | | | 1918 | G.Ansaldo<br>&Co.<br>SestriP'nente | SocietàNazionale<br>diNavigazione | 393·2<br>P134'B30'F36' | 51·7 | 28·2 | Genoa<br>Italian<br>*WB* | 2 Geared Steam Turbines<br>G.Ansaldo&Co.Genoa | | CI |
| 08433<br>869 | **Ansaldo V.** SteelSc<br>*Elec.light*<br>*Mchy.Aft* Wireless 2*Dks* | 5363<br>4590<br>3200 | | | | | 1918 | G.Ansaldo<br>&Co.<br>SestriPnente | SocietàNazionale<br>diNavigazione | 393·2<br>P122'B30'F35' | 51·7 | 28·2 | Genoa<br>Italian<br>*WB* | 2 Geared Steam Turbines<br>G.Ansaldo&Co.<br>Sampierdarena | | CI |
| 08434<br>8-0<br>NDRK | **Ansaldo VI.** SteelSc<br>*Mchy.Aft* Wireless 2*Dks* | 5368<br>4500<br>3200 | | | | | 1919 | G.Ansaldo<br>&Co.<br>SestriPnente | SocietàNazionale<br>diNavigazione | 377·0<br>P134'B30'F36' | 51·0 | 31·0 | Genoa<br>Italian<br>*WB* | 2 Geared Steam Turbines<br>G.Ansaldo&Co.<br>Sampierdarena | | CI |
| 08435<br>911 | **Ansaldo VII.** SteelScSr<br>*Mchy.Aft* 2*Dks* | 5373<br>4590<br>3169 | | | | | 1919 | G.Ansaldo<br>&Co.<br>SestriPnente | SocietàNazionale<br>diNavigazione | 378·5<br>P134'B30'F36' | 51·5 | 28·3 | Genoa<br>Italian | 2 Geared Steam Turbines<br>G.Ansaldo &Co.Smprdrna | | CI |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08436 | **Ansaldo VIII.** SteelSc<br>*Elec.light Mchy.Aft* 2*Dks* | 5380<br>4550<br>3170 | | | | | 1920 | G.Ansaldo &Co.<br>SestriPnente | SocietàNazionale diNavigazione | 378·5\|51·5\|28·3<br>P122'B30'F35' | Genoa<br>Italian | 3 Steam Turbines<br>G.Ansaldo&Co. Sampierdarena | | |
| 08437 | **Ansaldo IX.** SteelSc<br>Now named "Preneste," See No. 38981 in Supplement<br>*Elec.light Mchy.Aft* 2*Dks* | 5380<br>4550<br>3170 | | | | | 1920 | G.Ansaldo &Co.<br>SestriPnente | SocietàNazionale diNavigazione | 378·5\|51·5\|28·3<br>P122'B30'F35' | Genoa<br>Italian | 3 Steam Turbines<br>G.Ansaldo&Co. Sampierdarena | | |
| 08438 | **Ansaldo Multedo I.** WoodScSr *OilEng.*<br>*Mchy.Aft* 1*Dk* | 300 | | | | | 1919 | G.Ansaldo &Co.<br>Genoa | SocietàNazionale diNavigazione | 136·4\|24·2\|14·1<br>P14'F6' | Genoa<br>Italian | Oil Engines 2S.C.SA<br>4Cy.13⅜"–21¼" 83NHP<br>SulzerBros.Winterthur | | |
| 08439 | **Ansaldo Multedo II.** WoodSc *OilEng.*<br>*Mchy.Aft* 1*Dk* | 300 | | | | | 1920 | G.Ansaldo &Co.<br>Genoa | SocietàNazionale diNavigazione | 136·4\|24·2\|14·1<br>P46'F19' | Genoa<br>Italian | Oil Engine<br>4Cy.13⅓"–21¼" 61NHP<br>G.Ansaldo&Co. Sampierdarena | | |
| 08440 | **Ansaldo San Giorgio I.** SteelTwin *OilEng.* ScSr<br>*Elec.light* Wireless 1*Dk* | 5663<br>4566<br>3458 | | | | | 1918 | Ansaldo SanGiorgio<br>Spezia | SocietàNazionale diNavigazione | 378·0\|51·6\|30·2<br>P52'B120'F33' | Genoa<br>Italian<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.24$\frac{13}{16}$"–35$\frac{7}{16}$" 733NHP<br>FiatSanGiorgio,Turin | | CI |
| 08441 | **Ansaldo San Giorgio II.**<br>Wireless SteelTwinScSr<br>*Elec.light Mchy.Aft OilEng.* 1*Dk* | 5663<br>4566<br>3458 | | | | | 1919 | Ansaldo SanGiorgio<br>Spezia | SocietàNazionale diNavigazione | 378·0\|51·6\|30·2<br>P52'B120'F33' | Genoa<br>Italian<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.24⅘"–35⅗" 733NHP<br>FiatSanGeorgio,Turin | | CIV |
| 08442 | **Ansaldo San Giorgio III.** Steel<br>Wireless *OilEng.* TwinScSr<br>*Elec.light Mchy.Aft* 1*Dk* | 5620<br>4550<br>3550 | | | | | 1920 | Ansaldo SanGiorgio<br>Spezia | SocietàNazionale diNavigazione | 378·0\|51·5\|30·2<br>P49'B119'F33' | Genoa<br>Italian<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.24⅘"–35⅗"<br>AnsaldoSanGiorgio,Turin | | C V |
| 08443 | **Ansaldo San Giorgio IV.** SteelSc<br>*Elec.light Mchy.Aft* 2*Dks* | 5200<br>—<br>3270 | | | | | 1920 | Ansaldo SanGiorgio<br>Spezia | SocietàNazionale diNavigazione | 376·9\|51·5\|31·0 | Genoa<br>Italian<br>*WB* | 3 Steam Turbines<br>G.Ansaldo&Co. Sampierdarena | | |
| 08444 | **Ansaldo San Giorgio VI.** SteelSc | 5200 | | | | | 1920 | Ansaldo SanGiorgio<br>Spezia | SocietàNazionale diNavigazione | 383·2\|51·7\|27·9 | Genoa<br>Italian | 2 Geared Steam Turbines<br>G.Ansaldo&Co. Sampierdarena | | |
| 08445<br>857<br>NDSE | **Ansaldo Savoia I°** SteelScSr<br>*Elec.light* 1*Dk* | 5228<br>4480<br>3259 | | | | | 1918 | Cant.Offic. Savoia<br>Cornigliano | SocietàNazionale diNavigazione | 386·3\|51·7\|27·8<br>P37'B113'F33' | Genoa<br>Italian<br>*WB* | T.3Cy.26"42½"&69$\frac{7}{10}$"–39⅗"<br>305NHP<br>Cant.Nav.Riuniti,Ancona | | CIV |
| 08446<br>901 | **Ansaldo Savoia II°** SteelScSr<br>*Elec.light* 1*Dk* | 5425<br>4547<br>3214 | | | | | 1919 | Cant.Offic. Savoia<br>Cornigliano | SocietàNazionale diNavigazione | 378·0\|51·0\|30·2<br>P37'B113'F33' | Genoa<br>Italian<br>*WB* | T.3Cy.26",42½"&69$\frac{7}{10}$"–48"<br>337NHP<br>Cant.Nav.Riuniti,Ancona | | CIV |
| 08447<br>22291<br>NTCB | **Anse Maru** SteelScSr<br>*Elec.light* 1*Dk* | 1281<br>—<br>724 | | | | | 1918 | Ishikawa-jimaSB&ECo<br>Ld.Tokio | SatoShokai GoshiKaisha | 230·0\|33·0\|19·6<br>P28'B53'F24' | Uraga<br>Japanese<br>*WB* | T.3Cy.15",24½"&40"–30"<br>88NHP<br>IshikawajimaSB&ECoLd. | | |
| 08448<br>120834<br>HCFR | **Anselm** SteelScSr<br>*ss*Liv.No.3–10,17<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws)&*deepframing*<br>*Ref.Mchy.*<br>Wireless | 5450<br>3932<br>3221 | ✠100A1<br>*Spar dk*<br>10,20<br>BS10,20 ✠LMC10,17 | Liv | *z* | CL<br>12,19 | 1905<br>3mo | Workman, Clark&Co.Ld<br>Belfast<br>*Lloyd's A&CP* | BoothS.S.Co.Ld.<br>*WB = CellDBa*80'<br>*Bkr*54' *f*140'665*t* | 400·4\|50·1\|19·1<br>P&B279'F45' 27·3<br>FK<br>*uE&*<br>*DTa* 34' 295*t FPT* | Liverpool<br>British<br>6*BHCem*<br>50*tAPT*30*t* | T.3Cy.29½",49"&80"–60" (*r*)<br>180lb 819NHP<br>4SB&1Aux.SB,*14cf*,GS300,<br>HS13204 FD<br>Wrkman,Clark&Co.LdBel | 30 ″ 0<br>s5 ″ 1½<br>25 ″ 6 | BT till 11,21 |
| 08449<br>109420<br>QFPG | **Anselma de Larrinaga** StlScSr<br>*ss*Mch.No.3–4,19<br>2*Dks*(*Stl*)&*deepframing*<br>*Elec.light* Wireless | 4090<br>3709<br>2632 | ✠100A1<br>5,21 ~~10,20~~ 6,21 Liv<br>~~MBS9,20~~ ✠LMC4,19<br>MBS10,21 | Gls | *x* | CL<br>~~4,19~~<br>5,21 | 1898<br>5mo | Russell& Co.<br>Pt.Glasgow<br>A&CP | Anselma deLarrinagaS.S.Co.Ld.<br>(Larrinaga&Co. Ld.)<br>*WB = Cell* | 364·5\|46·9\|26·6<br>P48'B96'F44'<br>FK | Liverpool<br>British<br>6*BHCem*<br>*DBa*114'*uE* | T.3Cy.25",42"&70"–48" (*s*)<br>200lb *100lb* NDB19 430NHP<br>2SB,*6cf*,GS110,HS5737 FD<br>Dunsmuir&Jackson,Gls.<br>&*B*46'*f*154'941*tAPT*35*t* | 29 ″ 4<br>s 5 ″ 8<br>24 ″ 0 | |
| 08450<br>18929<br>MWRJ | **Anshin Maru** SteelScSr<br>*ss*Ham.No.3–7,04<br>(*ex*Colon,*ex*RamonCorral,*ex*Erna,*ex*Laguna,*ex*Koningin Wilhelmina) 1*Dk*(*Stl*-ws) &*Spardk3trB* | 1567<br>1445<br>938 | ✠<br>*Spar dk*<br>1,08<br>✠ | Shi | *q* | | 1892<br>5mo | Ndrl.Stbt. Maats.<br>Rotterdam | Kusakabe Kabushiki Kaisha<br>*D* | 254·7\|33·0\|16·7<br>F29' 24·5<br>BK8½"<br>*Ba*61'*f*40'95*t FPT* | Minami-tonda<br>Japanese<br>5*BHCem*<br>18*t APT* 50*t* | T.3Cy.21¾",31½"&55$\frac{3}{16}$"–36"<br>197NHP<br>1DB,*6rf*,GS108,HS3182<br>Ned.Stoom.Maats.Rot. | 24 ″ 6 | |
| 08451<br>118943 | **Anson** SteelScK<br>*ss*Lth.No.3–12,19<br>1*Dk* | 211<br>194<br>83 | ✠100A1<br>*StmTrawler*<br>10,20<br>BS10,20 ✠LMC12,19 | Gms | | CL<br>12.19 | 1905<br>2mo | Cook,Welt'n&Gemmell<br>Beverley<br>*Lloyd's A&CP* | SylviaStm.Fshng.Co.Ld. (E.Beacock, *Mgr.*) | 115·4\|21·6\|11·5<br>Q58'B19'<br>ptND19 BK7" | Grimsby<br>British<br>3*BHCem* | T.3Cy.12",21"&34"–24" (*s*)<br>180lb 60RHP<br>1SB,*2pf*,GS32,HS1095<br>C.D.Holmes&Co.Hull | 12 ″ 3 | |
| 08452<br>219811<br>LWDN | **Anson S. Brooks** WoodTwinSc<br>*Elec.light* 2*Dks* | 2954<br>—<br>1813 | | | | | 1920 | McEachern S.B.Corp.<br>Astoria,Or. | BrooksScanlon Corp. | 272·8\|46·1\|24·0 | Jacksnvlle Fla.<br>Utd. States | T.6Cy.15½",26"&44"–26"<br>198NHP | | R |
| 08453 | **Answald** SteelScSr | 7600 | | | | | 1916 | Bremer Vulkan<br>Vegesack | | 467·6\|57·9\|35·1 | | T.3Cy.<br>BremerVulkan,Vegesack | | |
| 08454<br>144303<br>KDHP | — SteelScSr<br>Wireless<br>Now named "VulcanCity." See No. 39837 in Supplement<br>*Elec.light* Sub.Sig. 2*Dks* | 5401<br>5023<br>3436 | | | | | 1909 | Bremer Vulkan<br>Vegesack | TheShippingController (Cunard S.S.Co.Ld.*Mgrs.*) | 419·7\|54·5\|27·9<br>P&B267'F53' | London<br>British<br>*WB* | C.4Cy.26"&55⅝"–53⅛"<br>376NHP<br>BremerVulkan,Vegesack | | |
| 08455 | **Ant** SteelScSr<br>*Elec.light* 1*Dk*(*Teak*) &*Promenade dk*(*Teak*) | 545<br>315<br>259 | ✠<br>8,13<br>*For service Portsmouth &*<br>✠ | Grk<br>*between Isle of* | *Wight* | | 1913<br>8mo | Murdoch& Murray,Ld.<br>PortGlasgow | TheAdmiralty<br>*WB =* | 164·5\|33·1\| 8·3<br>FK<br>*FPT*23*tDTf*11'82*t* | British<br>6*BHptAsp*, *ptCem* | T.3Cy.15",25"&40"–24"<br>100NHP<br>1SB,*3cf*,GS54,HS1747<br>Muir&Houston,Ld.Gls. | 8 ″ 6 | |
| 08456<br>65934<br>SOLB | — IronScSr<br>*Mchy.Aft* 1*Dk* | 192<br>150<br>77 | | | ... | | 1872 | J.Reid&Co<br>PortGlasgow | AntStmFlatCoLd. (T.J.May&Co. *Mgrs.*) | 110·3\|19·9\|10·3<br>Q14*t*B12*t*F7*t*<br>BK7" | Liverpool<br>British | C.4Cy.8"&15"–18"<br>NB96 52RHP<br>*Cmp.*79 S.Baker,Liverpool | 10 ″ 6 | |
| 08457<br>6183<br>KOFJ | **Antares** SteelScSr<br>*Elec.light* 1*Dk*<br>Wireless | 1815<br>1602<br>1062 | | | | | 1919 | A/S.Sörlandets Skibs.<br>Fevig | ErikBrodins RederiA/B.(E. BrodinsBefraktningskontor *Mgrs*) | 264·5\|42·1\|17·9<br>P22'B71'F29' | Torö<br>Swedish<br>*WB* | T.3Cy.18",29½"&50"–36"<br>150NHP<br>FredriksstadMek.Værks. | | N |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.<br>pds. ps. | |
| 08458 | **Antares** SteelScSr<br>*Elec.light* *2Dks(Stl-Uws)* | 1250 | ✠<br>10,16<br>✠ | PGl | | | 1916<br>10mo | W.Hamilton&Co.Ld.<br>P.Glasgow | *CellDBuB22t* | 255·2<br>F63'<br>FK<br>*DT f 7'20t FPT11t* | 33·5 | 17·3 | French<br>*12BHCem*<br>*APT14t* | T.4Cy.21",35"&(2)39"-30"<br>358NHP<br>2SB,*8cf*,GS162,HS6390 FD<br>Ross&Duncan,Gls. | 18 ″ 0 | |
| 08459<br>873<br>HBLD | **Antartico** SteelScSr<br>*Well deck* *1Dk(Stl)*<br>*Elec.light* | 605<br>—<br>357 | ✠<br>8,13<br>✠ | Dun | *i* | | 1911<br>8mo | VanVliet&Co.<br>Hardinxveld | SocAnonGanadera yComercial MenendezBehety<br>*WB=* | 169·5<br>Q84'B14'F25'<br>FK<br>*DBa32'36t FPT45t* | 28·1 | 11·6 | PntaArnas<br>Chilian<br>*4BHCem*<br>*APT14t* | T.3Cy 13½",21"&35"-24"<br>86NHP<br>1SB,*3pf*,GS59,HS1625<br>W.V.V.Lidgerwood,Gls. | 12 ″ 7 | |
| 08460 | **Ante Starcevic** SteelSc<br>*Elec.light* | 198<br>—<br>79 | | | | | 1904 | DittaGio. Poli<br>Chioggia | Soc.Croata diNav. Maritt.aVap. | 137·3<br>Q39' | 18·4 | 10·5 | Segna | C.2Cy.14"&31"-20"<br>45NHP<br>McKie&Baxter,Glasgow | | A |
| 08461<br>✳ 6406<br>KCTV | **Anten** SteelSc<br>Wireless<br>*Elec.light* *1Dk(Stl)&Shelter dk(Stl)* | 6498<br>6144<br>3937 | ✠100A1<br>*Shelter dk withfreeboard*<br>6,21 ~~11,20~~ ✠LMC11,20<br>*Fitted for oil fuel 11,20 F.P. above 150° F.* | Sld<br>Got | *a*† | CL | 1920<br>11mo<br>*Lloyd's A&CP* | W.Doxford&Sons,Ld.<br>Sunderland | Transatlantic Rederiaktieb.<br>*CellDB364'1181t* | 420·0<br>F42' *on Shelter dk*<br>FK<br>*Collision*<br>*FPT105tAPT125t* | 54·0 | 34·3 | Gothenbrg<br>Swedish<br>*ptCem*<br>*BHtoSh dk*<br>*6 " " U "* | T.3Cy.27",44½"&75"-54" (*s*)<br>180lb 577NHP<br>3SB,*9cf*,GS189,HS8530 FD<br>W.Doxford&Sons,Ld.Sld. | 37 ″ 0<br>9 ″ 1<br>28 ″ 4 | |
| 08462<br>NFHG | **Antenor** SteelScSr<br>Wireless *2Dks* | 5319<br>4707<br>3392 | | | | | 1896 | Workman, Clark&Co.Ld<br>Belfast | Nederlandsche Stoomv.Maats. "Oceaan" | 422·0 | 49·4 | 28·6 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.29",50"&82"-60"<br>521NHP<br>Wrkman,Clark&Co.Ld Bel | | C |
| 08463<br>217344<br>LPDV | **Anthera** WoodSc<br>*Elec.light* Wireless *1Dk2trB* | 2537<br>1519 | | | | | 1918 | Grant SmithPorter Co.<br>AbrdeenWsh | UnitedStates ShippingBoard | 266·9<br>P28'B65'F26' | 46·1 | 24·2 | Seattle<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 08464 | **Anthony** SteelSc<br>*Now named* "SunnyMaid," *See No.* 39412 *in Supplement*<br>(*ex*Julienne,*ex*Q.H.C.GrainBoatNo.1)<br>~~(Fitted with Grain Elevator)~~<br>*Mchy.Aft* *1Dk&Web frames* | 956<br>790 | | | ... | | 1914 | Smith's DockCo.Ld.<br>Middlesbro' | DelaverisBros. | 202·0<br>FK | 39·1 | 15·4 | Alexndria<br>Egyptian | C.2Cy.13½"&30"-24"<br>37NHP<br>MacColl&Pollock,Ld.Sld. | 16 ″ 0 | |
| 08465<br>107008 | **Anthony Groves, Jr.** IronSc | 605<br>—<br>482 | | | | | 1893 | Chas. HillmanCo.<br>Philadelphia | Baltimore&PhiladelphiaStm.Bt.Co. | 199·2 | 23·2 | 8·6 | Phildlphia<br>Utd.States | C.2Cy.20"&40"-28"<br>NB11 71NHP<br>C.HillmanS.&E.B.Co.,Phl. | | |
| 08466<br>92921 | **Anthony Irwing** SteelPadSp<br>(*ex*N.E.R.No.20, *ex*WilliamGray) | 119<br>119<br>18 | | | | | 1887 | JTEltringham<br>S.Shields | A.Irwing&Son (J.Irwing,*Mgr.*) | 95·0 | 19·2 | 9·8 | W.Hartlpl<br>British | L.2Cy.28"-50"<br>75RHP<br>J.P.Rennoldsn&Sns,S.Shl. | | |
| 08467<br>1060<br>HPNO | **Anthracite** SteelTwinScSr<br>*1Dk* | 613<br>—<br>392 | | | | | 1889 | D.A. Pastouchoff<br>Rostoff o/D'n | Ch.A.Theofani | 198·5<br>B32'H50*t* | 31·0 | 11·0 | Rostoff o/Don<br>Russian | 4Cy.14¼"&21½"-12"<br>29NHP<br>D.A.Pastouchoff,Rostoff | | |
| 08468<br>219760<br>LWBP | **Anthracite Bridge** SteelSc<br>Wireless<br>*Elec.light* *1Dk(Stl)2trB in fore& after holds&Web frames*<br>Sub.Sig. | 3283<br>3005<br>2000 | 100A1<br>*Fitted for oil fuel 5,20 F.P. above 150° F.* | | ... | CL | 1920<br>5mo<br>CP | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard<br>*CellDB251'827tM* | 324·0<br>P30'B90'F35'<br>FK<br>*T20'394t FPT111t* | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>*6BHptCem*<br>*APT69t* | 1 Geared Steam Turbine<br>200lb HS5800 (*s*<br>2 Water Tube Boilers FD<br>WestinghouseMachineCo. Essington,Pa. | 28 ″ 6 | |
| 08469 | **Anti-Cyclone** WoodSc<br>*1Dk* | 100<br>99<br>44 | ✠11A1<br>*For fishing purposes*<br>11,18<br>✠LMC11,18 | Lwt | | CL | 1918<br>8mo<br>*Lloyd's A&CP* | J.Chambers,Ld.<br>Lowestoft | TheAdmiralty | 86·7<br>9&12yrs.Mats. | 19·9 | 10·3 | British | T.3Cy.9½",15½"&26"-18"<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS810<br>Elliott&Garrood,Ld. Beccles | 10 ″ 0 | |
| 08470<br>219229<br>LTQM | **Antietam** SteelScSr<br>Wireless Sub Sig. *Fitted for oil fuel*<br>*Elec.light* *CarryingPetroleum in bulk*<br>*Mchy.Aft* *Longitudinal framing* | 6972<br>—<br>4293 | | | | | 1919 | Bethlehem S.B.Corp.Ld.<br>Sparrows Pnt Md. | UnitedStates ShippingBoard | 435·6<br>P122'B50'F45' | 56·2 | 31·7 | Baltimore<br>Utd.States<br>*WB* | T.3Cy.27",47"&78"-48"<br>422NHP<br>BethlehemS.B.Corp.Ld. | | R |
| 08471<br>OCEM | **Antifer** SteelSc<br>(*Trawler*)<br>(*ex*Mimosa,*ex*BandaiMaru) *1Dk* | 242 | | | | | 1911 | OsakaIron Works<br>Osaka | Leroux&Co. | 106·6<br>P19' | 22·0 | 11·4 | Dieppe<br>French<br>*WB* | T.3Cy.12⅝",19⅒"&31 9/10"-22"<br>48NHP<br>OsakaIronWorks | | |
| 08472 | **Antigone** SteelTwinSc<br>Sub.Sig. (*ex*Neckar)<br>*Elec.light* *Ref.Mchy.* Wireless *3Dks*<br>*Now named* "Potomac," *See letter* P | 9835<br>6200 | | | | | 1900 | J.C.TecklenborgA.G.<br>Geestemünde | UnitedStates Govt.(WarDept.) | 499·3<br>P71'B210'F85' | 58·1 | 37·4 | NewYork<br>Utd.States<br>*WB* | Q8Cy.23 13/16",33⅞",48 1/32"&71¼"-51⅛"<br>726NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 08473<br>✳ 123694<br>HGWS | — SteelScSr<br>*ss*Rot.No.3-9,20<br>Wireless *1Dk(Stl)&deep framing* | 2366<br>2213<br>1495 | ✠100A1<br>~~5,219,20~~ 2,22<br>✠LMC9,20<br>BS10,21 | Rot<br>~~Np~~Bry | *t* | CL<br>10,20 | 1906<br>9mo<br>*Lloyd's A&CP* | Craig,Taylor&Co.Ld.<br>Stockton | Egypt&Levant S.S.Co.Ld. (T. BowenRees&Co. Ld.*Mgrs.*) | 306·0<br>P26'B186'F29'<br>*WB=Cell* FK<br>*DBa94'uE18'f132'* | 44·3 | 20·0 | London<br>British<br>*5BHCem*<br>*569tAPT86t* | T.3Cy.22",36"&59"-39" (*s*)<br>160lb *100lb* 239NHP<br>2SB,*6pf*,GS100,HS3924<br>N.E.MarineEng.Co.Ld.Sld. | 22 ″ 6<br>s 2 ″ 7½<br>20 ″ 2 | |
| 08474<br>HQGD | **Antigoni** IronScSr<br>(*ex*Owl)<br>*Elec.light* Wireless | 923<br>725<br>426 | | | | | 1873 | Tod&McGregor<br>Glasgow | HellenicCo.of MaritimeEnterprises | 229·6<br>P126*t*F46*t* | 30·3 | 15·9 | Piræus<br>Greek | C.2Cy.40"&71"-42"<br>NB06 272NHP<br>Tod&McGregor,Glasgow | | |
| 08475<br>87883 | **Antigua** WoodSc<br>(*ex*Austria) | 140<br>124<br>95 | | | | | 1880 | C.Gibson<br>Northwich | SaltUnion,Ld. | 86·6 | 20·7 | 9·7 | Liverpool<br>British | 2Cy.9"-12"<br>NE&B83 18RHP<br>Bates,Northwich | | |
| 08476<br>212936<br>LFDT | **Antilla** SteelScSr<br>(*ex*Luristan) *1Dk(Stl&Spar dk(Irn)*<br>*Elec.light* Wireless *&deepframing* | 3668<br>3143<br>2280 | ✠<br>*Spar dk*<br>11,05 ✠ | Hpl | | | 1904<br>1mo | W.Gray&Co.Ld.<br>WHartlepool | NewYork&Cuba MailS.S.Co.Inc.<br>*WB=Cell* | 358·0<br>P24'B86'F34' 24·2<br>FK<br>*DBa&uE140'f156'* | 45·0 | 16·3 | NewYork<br>Utd.States<br>*6BHCem*<br>*730tAPT25t* | T.3Cy.25",40½"&67"-45"<br>376NHP<br>2SB,*6pf*,GS116,HS5183 FD<br>Cen.Mar.Eng.Wrks.WHpl | 26 ″ 10 | R |
| 08477<br>OCEP | **Antilles** SteelScSr<br>*Elec.light* Wireless *4Dks* | 2073<br>—<br>1010 | | | | | 1912 | Ch.&Atel.deSt.Nazaire<br>St.Nazaire | Cie.Générale Transatlantique | 281·9<br>P37'B141'F36'<br>*WB* | 38·5 | 18·7 | Fort de France<br>French | T.3Cy.18¼",29 13/16"&50"-39⅜"<br>157NHP<br>Ch.&Atel.deSt.Nazaire | | V |
| 08478<br>109493<br>QKMC | **Antillian** SteelScSr<br>Wireless *ss*NYk.No.3-11,12<br>Sub.Sig. *ss*Liv.No.~~1-17~~2-21<br>*1Dk(Stl)&1ptDk(Stl)&Spar dk(Stl)* | 5624<br>5115<br>3679 | ✠100A1<br>*Spar dk*<br>12,21 ~~6,20~~ ~~✠LMC5,16~~<br>~~MB54,20~~ ~~MS4,20~~<br>BS4,21 ✠LMC4,20 | Liv | *z* | CL<br>6,20 | 1898<br>11mo<br>*Lloyd's A&CP* | Caird&Co.Ld.<br>Greenock | F.Leyland&Co. Ld.<br>*WB=CellDBa 103'uE&B58'f* | 420·8<br>P35'B115'F76' 30·4<br>FK&BK3"<br>183'1012*t* *FPT*103*t* | 49·2 | 21·9 | Liverpool<br>British<br>*6BHCem*<br>*APT100t* | T.3Cy.28",46"&77"-54" (*s*)<br>180lb *100lb*NDB17 555NHP<br>2DB,*12rf*,GS195,HS7775 FD<br>Caird&Co.Ld.Greenock | 33 ″ 6<br>s 7 ″ 9<br>26 ″ 6 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08479<br>123984<br>HGTF | **Antilochus** SteelTwinSc<br>Elec.light Wireless 3Dks | 9053<br>6596<br>5795 | | | | | 1906 | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | OceanS.S.Co.Ld.<br>(A.Holt&Co *Mgrs*) | 486·0 | 58·3 | 31·0 | Liverpool<br>British<br>*WB* | T.6Cy.23",38½"&65"–48"<br>585NHP<br>Hwthrn,Leslie&C.Ld.Nwc | | BT till 2,22 |
| 08480 | **Antilope** SteelAuxSc3MstSr<br>*Motor*<br>(*ex*SailingVessel) 1*Dk*<br>(*See Sailing Ship Register*) | 174<br>—<br>134 | | | | | 1910 | C.Lühring<br>Hammelwarden | P.Kühlke | 111·9<br>Q15'<br>len19 | 23·5 | 8·4 | Hamburg<br>German | Motor 2S.C.<br>2Cy12⅔"&13⅔"NE19 22NHP<br>Grade-Motorenwerk<br>G.m.b.H.Magdeburg | | |
| 08481<br>OCET | **Antinea** SteelSc<br>*Cargo battens not fitted*<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2706<br>2234<br>1671 | ✠100A1<br>~~4,21~~ 7,20 ~~0,21~~<br>4,22 ~~1,22~~<br>✠LMC7,20<br>*Fitted for oil fuel* 7,20 *F.P. above* 150° F. | Cff | *t* | CL | 1920<br>7mo<br>*Lloyd*'*sA&CP* | Burntislnd<br>S.B.Co.Ld.<br>Burntisland | Cie.Auxiliaire de<br>Navigation<br>*CellDBa*95'*uE* | 300·6<br>P28 B81'F33'<br>16'*f*125'599*tFPT*85 | 43·6 | 22·1<br>FK | Nantes<br>French<br>5*BHCem*<br>*tAPT*75*t* | T.3Cy.21",34"&57"–36" (*s*)<br>180lb 237NHP<br>2SB,*6cf*,GS98,HS4018<br>N.E.MarineEng.Co.Ld.Sld | 24 ″ 5<br>s 4 ″ 3¾<br>20 ″ 4 | |
| 08482<br>102898<br>NLGH | **Antinoe** SteelScSr<br>(*ex*Rossetti) *ss*Cff.2ndNo.3-7,20<br>1*Dk*(*ptStlptIrn*)&*Webframes*<br>Wireless &*ptAwngdk*(*Irn*) | 2079<br>1501<br>1301 | ✠100A1<br>*pt Awng dk withfreeboard*<br>12,21 ~~7,20~~<br>BS7,21<br>✠LMC7,20 | Cff<br>Lon | *r* | CL<br>7,20 | 1894<br>8mo | JLThompson&Sons,Ld.<br>Sunderland<br>A&CP | Egypt&Levant<br>SSCoLd(T.Bowen,<br>Rees&CoLd.*Mgrs*)<br>*CellDBa*84'*f*108'327*t* | 280·0<br>P24'Q80'<br>*pt Awngdk*174' | 39·0 | 17·3<br>FK | London<br>British<br>6*BHCem*<br>*APT*20*t* | T.3Cy.21½",35"&58"–39" (*s*)<br>160lb *100lb* NDB10 220NHP<br>2SB,*6cf*,GS108,HS3443<br>J.Dickinson,Sunderland | 19 ″ 8<br>s 7 ″ 6<br>19 ″ 2 | |
| 08483<br>HBPT | **Antinojenes Menendez** Iron TwinScSr<br>2*Dks* | 1299<br>—<br>841 | | | | | 1892 | Neafie&LevyCo.<br>Philadelphia | CarlosTrujillo S.S.Co. | 238·0 | 35·0 | 20·5 | Cienfuegos<br>Cuban | C.4Cy.20"&40"–28"<br>NB07 142NHP<br>Neafie&LevyCo.,Phl. | | |
| 08484<br>220352<br>MBCL | **Antinous** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless &*Web frames*<br>*Longitudinal framing* | 6094<br>5532<br>3816 | *Fitted for oil fuel* 7,20 *F.P. above* 150° F. | | | CL | 1920<br>7mo<br>A&CP | GMStandiferConstCorp<br>Vancouver,<br>Wash. | UnitedStates<br>ShippingBoard<br>*CellDB*343'<br>1211*tMT*30'1011*t* | 401·5<br>P34'B114'F38'*on Shelter dk*<br>*FPT*82*tAPT*150*t* | 53·2 | 31·9<br>FK | Portlnd,O.<br>Utd.States<br>*ptAsp*<br>5*BHtoSh dk*<br>2 ,, ,, *U* ,, | T.3Cy.24½",41½"&72"–48"<br>210lb (*r*) 552NHP<br>3SB,*9cf*,GS180,HS8112 FD<br>LlewellynIronWorks,<br>LosAngeles,Cal. | 34 ″ 7<br>s 7 ″ 8<br>27 ″ 3 | |
| 08485<br>Wrecked 1,22<br>125612<br>HLJV | — SteelScSr<br>*ss*Bkn.No.3-4,19<br>Wireless 1*Dk*(*Stl*)2*trBdeepframing*<br>&*Webframes*3*Dkrule* | 3682<br>3498<br>2362 | ~~✠100A1~~<br>9,21 ~~10,20~~<br>~~BS1,20~~ ~~✠LMC10,18~~<br>~~BS3,21~~ | Cff<br>Bry | *w* | CL<br>~~11,20~~<br>10,21 | 1907<br>9mo<br>*Lloyd*'*sA&CP* | R.Thompson&Sons,Ld<br>Sunderland | Egypt&LevantSS.<br>Co.Ld. (T.Bowen<br>Rees&CoLd *Mgrs*)<br>*WB=CellDBa*110'*uE*22'*f*146' | 346·5<br>P23'B92'F30' | 50·8 | 22·9<br>FK | London<br>British<br>6*BHCem*<br>792*tAPT*42*t* | T.3Cy.24½",40"&66"–45" (*a*)<br>180lb *100lb* 330NHP<br>2SB,*6rf*,GS123,HS5260<br>Blair&Co.Ld.Stockton | 25 ″ 6<br>s 4 ″ 7<br>21 ″ 4 | |
| 08486 | **Antioche** SteelScK<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 249<br>220<br>68 | | | | | 1905 | Smith's<br>DockCo.Ld.<br>NorthShields | | 125·6<br>Q51'F21' | 22·0 | 12·1 | *WB* | T.3Cy.12½",20"&34"–25"<br>NB12 58NHP<br>ShieldsEng.Co.Ld.N.Shl. | | |
| 08487 | **Antioco Accame** WoodSc<br>(*ex*WarSioux) *Salted* 1*Dk*2*trB*<br>*Elec.light Well deck*<br>Wireless | 2266<br>1795<br>1421 | ✠ 12A1<br>9,20<br>BS5,20 ✠LMC9,18 | Lgn | *r* | CL<br>12,19 | 1918<br>5mo<br>*Lloyd*'*sA&CP* | Gt.Lakes<br>DredgingCo.<br>Ld.Fort<br>William,Ont. | S.&E.Flli.Accame | 252·1<br>P&B138'F31' | 43·5 | 22·9 | Genoa<br>Italian | T.3Cy.20",33"&54"–40" (*s*)<br>185lb 322NHP<br>2 Water Tube Boilers<br>GS120,HS5280 FD<br>CanadianAllis-Chalmers,<br>Ld.Toronto | 25 ″ 7<br>s 3 ″ 6 | |
| 08488<br>118382<br>VNHK | **Antiope** SteelScSr<br>*ss*Shl.No.3-9,15<br>*ss*Sld.No.1-19<br>(*ex*Cragside) 1*Dk*(*Irn*)&*deep framing*<br>Wireless 3*Dk rule* | 3004<br>2846<br>1908 | ✠100A1<br>~~2,21 10,20 2,21~~ 1,22<br>✠NE1,19<br>BS~~7,20~~7,21<br>✠LMC1,19 | Cff<br>~~Brs~~ | *v* | CL<br>~~9,18~~<br>1,21 | 1904<br>2mo<br>*Lloyd*'*sA&CP* | Bartram&Sons<br>Sunderland | Egypt&Levant<br>S.S.Co.Ld.<br>*CellDBa*104'*uE&B* | 339·0<br>P30'B189'F33'<br>48'*f*139'904*tFPT*5 | 48·1 | 22·0<br>FK | London<br>British<br>6*BHCem*<br>6*tAPT*44*t* | T.3Cy.24",38"&64"–42" (*s*)<br>180lb *100lb* 296NHP<br>3SB,*6rf*,GS106,HS4667<br>J.G.Kincaid&Co.Ld.Grk. | 24 ″ 6<br>s 3 ″ 4<br>21 ″ 7 | |
| 08489<br>unk 5,21 | — SteelScSr<br>*OilEng.*<br>*Mchy.Aft* (*ex*MariaJacoba) 1*Dk* | 217<br>188<br>153 | | | | | 1917 | G.J.van<br>derWerff<br>Hoogezand | Nederl.Indische<br>TankStoomb.<br>Maats. | 105·0 | 22·7 | 10·5 | Batavia<br>Dutch | Oil Engines<br>2Cy13¾"–15" 24NHP<br>J.Boot,Alphen a/dRijn | | |
| 08490<br>MBDS | **Antipolo** WoodSc<br>(*ex*DonJose) | 179<br>—<br>88 | | | | | 1896 | ..................<br>Philippine Islands | FernandezHnos. | 119·3 | 24·0 | 6·4 | Manila<br>Utd.States | | | |
| 08491 | **Antium** SteelScSr<br>(*ex*Daghestan) *ss*Bry.No.2-20<br>Wireless 1*Dk*(*Stl*)&*Webframes*<br>*Longitudinalframing* | *3691*<br>*3398*<br>*2288* | ✠100A1<br>1,21<br>BS1,21 ✠LMC1,20 | Bry | *w* | CL<br>5,20 | 1912<br>8mo<br>*Lloyd*'*sA&CP* | Short Bros.<br>Ld.<br>Sunderland | ItalianGovernment<br>*CellDBa*110'*uE&B* | 346·5<br>P28'B101'F32'<br>40'*f*148'1116*t FPT* | 50·8 | 23·3<br>FK | Rome<br>Italian<br>6*BHCem*<br>93*tAPT*185*t* | T.3Cy.24½",40"&66"–45" (*s*)<br>180lb *180lb* 316NHP<br>2SB,*8pf*,GS142,HS4859<br>J.Dickinson&Sons,Ld.Sld. | 25 ″ 8<br>s 4 ″ 6<br>21 ″ 6 | |
| 08492<br>108753 | **Antleon** SteelSc<br>(*Sand Pump Dredger*) | 460<br>—<br>213 | | | | | 1898 | W.Simons<br>&Co.Ld.<br>Renfrew | Government of<br>NewSouthWales | 165·0 | 35·2 | 8·2 | SydnyNSW<br>British | T.3Cy.10",15½"&26"–16"<br>80RHP<br>A.Shanks&Co.Arbroath | | |
| 08493<br>9128<br>JSCP | **Anto Maru** SteelScSr<br>2*Dks* | 724<br>680<br>432 | | | | | 1904 | OsakaIron<br>Works<br>Osaka | OsakaShosen<br>KabushikiKaisha | 183·6 | 27·3 | 18·2 | Osaka<br>Japanese<br>*WB* | T.3Cy.14½",24½"&39"–30"<br>83NHP<br>OsakaIronWorks,Osaka | | |
| 08494<br>OOEU | **Antoine Achaque** SteelSc3MstSr<br>(*ex*Tillydrine)<br>*Well deck Mchy.Aft* 1*Dk* | *296*<br>*230*<br>*108* | | | ... | | 1908 | Dundee<br>S.B.Co.Ld.<br>Dundee | A.Achaque | 132·3<br>Q47'B11'F25' | 23·1 | 9·9<br>FK | Algiers<br>French<br>*WB* | C.2Cy.16"&34"–24"<br>66NHP<br>W.V.V.Lidgerwood,Gls. | 11 ″ 0 | V |
| 08495 | **Antoinette** SteelScSr<br>New named "Monnette," See No. 38478 in Supplement<br>(*ex*WarPower)<br>*Elec.light* Wireless (1*DkStl*)<br>2*nd dk*(*Stl*)*in E&B Space* | *3136*<br>*2752*<br>*1898* | ✠100A1<br>7,20<br>✠LMC7,18 | Gls | *t* | CL<br>7,20 | 1918<br>7mo<br>*Lloyd*'*sA&CP* | Wallace<br>ShipyardsLd.<br>N.Vancouver | Soc.Anon.des<br>CargosFrançais<br>(E.J.Heinz,*Mgr.*)<br>*CellDB*255'593*t FPT* | 300·0<br>P25'B82'F34 | 45·3 | 24·9<br>FK | Havre<br>French<br>6*BHCem*<br>66*tAPT*37*t* | T.3Cy.24",38"&62"–42" (*s*)<br>180lb 303NHP<br>2SB,*6cf*,GS139,HS5108<br>WallaceShipyards,Ld. | 27 ″ 0 | |
| 08496<br>OOEY | — SteelScK<br>(*Trawler*) | 261<br>238<br>84 | | | | | 1907 | Bonn&<br>Mees<br>Rotterdam | VictorFourny | 140·6 | 21·8 | 13·0 | Boulogne<br>French<br>*WB* | T.3Cy.13",22"&36"–24"<br>63NHP<br>Alblasserdam Msch.Fab. | | V |
| 08497<br>HBPL | **Antolin del Collado** IronPadSr<br>2*Dks*<br>(*ex*Rover,*ex*Merida,*ex*MarcoAurelio) | 995<br>—<br>539 | | | | | 1881 | Scott&Co.<br>Greenock | EmpresaNaviera<br>deCuba,S.A. | 210·4<br>P37*t* | 32·4 | 14·3 | Havana<br>Cuban | C.2Cy.33"&62"–54"<br>235NHP<br>Scott&Co.Greenock | | |
| 08498 | **Anton** SteelScSr<br>(*ex*Mars)<br>*Mchy.Aft* 1*Dk* | 215<br>164<br>119 | | | | | 1900 | Thorskogs<br>Mek.Verks.<br>Thorskog | JönsPersson | 103·0<br>P31'H10*t*F11' | 22·8 | 10·0 | Brantevik<br>Swedish<br>*WB* | C.2Cy.11"&18"–16"<br>11NHP<br>ThorskogsM.V.Thorskog | | V |
| 08499 | **Antonchu** WoodSc | 141 | | | | | 1920 | T.Ugalde<br>Ondarroa | Cia.Naviera<br>"Zubia" (J.Salaberri, *Mgr.*) | 89·9 | 20·1 | 8·3 | S.Sebast'n<br>Spanish | IndustriaElectro<br>Mecánica,Deusto | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08500 | **Antonia** **SteelTwinScSr**<br>*Elec.light* | 13000 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>(*ClassContemplated*) | | | | 1921 | Vickers,Ld<br>Barrow | **CunardS.S.Co.Ld.** | 519·0 | 65·0 | 43·0 | **Liverpool**<br>British | 4 Steam Turbines<br>Vickers,Ld.Barrow | |
| 08501<br>HCQN | — **IronScSr**<br>ssOff.No.3–6,85<br>ssBcl.No.2–93<br>(*ex*Gomecha, *ex*Olaveaga,*ex*Ardanaz,*ex*Blyth) 2*Dks* | 776<br>734<br>437 | ✠<br>9,98<br>✠NB6,93 | Brs | *k* | | 1874<br>7mo | J.Blumer<br>&Co.<br>Sunderland | **Cia.Trasmediterranea** | 200·5<br>BK8" | 28·2 | 17·7 | **Valencia**<br>Spanish<br>4*BHCem*<br>*WB=ptDB* | C.2Cy.27"&50"–30"<br>114NHP<br>1SB,3*f*,GS53<br>Fowler&M'Colin,Hull | |
| 08502 | — **WoodSc** | 194 | | | | | 1919 | Zumalabe<br>y Egaña<br>Motrico | **Cia.Naviera "Zubia" (J.Salaberri,** *Mgr.*) | 108·2 | 19·7 | 10·2 | **S.Sebast'n**<br>Spanish | IndustriaElectro<br>Mecánica,Deusto | |
| 08503 | **Antonieta** **SteelSc**<br>Sunk after explosion 4,21<br>1*Dk* | 122<br>—<br>48 | | | | | 1914 | LaConstructora<br>Gijonesa,S.A.<br>Gijon | **Cia.delVapor "Antonieta" (EnriqueJulia)** | 89·9<br>F12' | 17·6 | 7·6 | **S.Sebast'n**<br>Spanish | C.2Cy.10½"&20½"–11½"<br>12NHP<br>,Seville | |
| ✳ 08504<br>212<br>NDTF | **Antonietta Accame** **SteelScSr**<br>ssMsl.No.3–11,11<br>Wireless ssNap.No.1–16<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*Web frames* | 3249<br>2844<br>1982 | ✠100A1<br>*Spar dk*<br>8,19<br>✠LMC3,20 | Bal | *u* | CL<br>N8,19 | 1899<br>10mo | Cant.Nav.<br>diMuggiano<br>Muggiano<br>A&CP | **Luigi e Antioco Flli.Accame**<br>*WB=DBa94'* | 346·0<br>P37'B106'F29' 24·2<br>FK<br>*uE&B36'f142'945t* | 47·2 | 16·2 | **Genoa**<br>Italian<br>6*BHCem*<br>*APT58t* | T.3Cy.21½",35"&59"–39" (*s*)<br>180lb *100lb* 228NHP<br>2SB,6*cf*,GS89,HS3416<br>T.Richardsn&Sns.Ld.Hpl | 24 " 3<br>s4 " 2<br>20 " 5 |
| 08505 | **Antonietta Caviglia** **WoodSc**<br>*OilEng.*<br>1*Dk* | 533<br>373<br>334 | | | | | 1920 | Cnt.Nav.di<br>Finalmarina<br>Finalmarina | **R.diFede** | 134·5<br>P21'B57'F21' | 26·9 | 16·7 | **Porto Maurizio**<br>Italian | Oil Engine<br>6Cy.10"–12" 38NHP<br>FrancoTosi,Legnano | |
| 08506<br>1226 | **Antonij** **SteelScSr**<br>(*ex*Föringur,<br>(*ex*Omösund) 1*Dk*&*Awng dk* | 352<br>—<br>193 | | | | | 1893 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | **N.Antufieff** | 145·0 | 22·0 | 13·2 | **Archangel**<br>Russian<br>*WB* | C.2Cy.16½"&31"–18"<br>34NHP<br>HelsingörsJernsk.&Mskb. | |
| 08507 | **Antonina** **SteelScSr**<br>*Elec.light* Wireless 1*Dk*&*Spar dk*2*trB* | 4010<br>3372<br>2550 | | | | | 1898 | Blohm&<br>Voss<br>Hamburg | | 361·1<br>P44'B117'F44' | 44·8 | 25·8 | *WB* | T.3Cy.24½",40½"&70"–48"<br>339NHP<br>Blohm&Voss,Hamburg | |
| ✳ 08508 | — **IronScSr**<br>ssRio.3rdNo.3–7,19<br>(*ex*Carvoeiro,*ex* Charrington) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | *1773*<br>*1454*<br>*1125* | ✠100A1<br>7,19<br>BS3,21 | Rio<br>LMC7,19 | *r* | ~~7,19~~<br>7,21 | 1881<br>5mo | J.Laing<br>Sunderland<br>A&CP | **LloydNacional (G.Martinelli&Co.** *Mgrs.*) | 269·0<br>P28'Q72'B48'F32'<br>BK9½"<br>*DBa* | 36·0 | 20·6 | **R.Janeiro**<br>Brazilian<br>5*BHCem*<br>72'*f*48'207*t* | T.3Cy.19"31"&50"–33"<br>150lb 197NHP<br>E&B*made*92*refitted*19<br>2SB,6*pf*,GS112,HS3900<br>N.E.Mar.Eng.Co.Ld.,Nwc. | 22 " 3 |
| 08509 | **Antonio** **SteelSc**<br>ssEls.No.3–10,11<br>(*ex*DairenMaru,*ex* Siam) ssKob.No.1–16<br>1*Dk*(*Stl*)&*Spar dk* (*Stl–pt* teak s)3*trB*<br>*Elec.light* Wireless | 3974<br>3710<br>2498 | ✠~~100A1~~<br>*Spar dk*<br>10,21 ~~7,19~~ | Kob<br>✠~~LMC5,20~~ | *x* | 5,20 | 1898<br>2mo | Flensburgr<br>Schiffsb.Ges.<br>Flensburg<br>A&CP | **Madrigal&Co.**<br>*CellDBa* | 373·0<br>P30'B158'F39'<br>FK<br>122'*uE&B*40'*f*152' | 44·7 | 26·1 | **Manila**<br>Utd.States<br>6*BHCem*<br>775*tAPT*35*t* | T.3Cy.24½",41"&67"–48" (*s*)<br>165lb 369NHP<br>3SB,9*cf*,GS128,HS6335<br>FlensburgerSchiffsb.Ges. | 28 " 8<br>s5 " 4½<br>23 " 8 |
| 08510<br>775<br>NDWL | — **SteelScSr**<br>(*ex*Sidra) Wireless 1D*k*&*pt.awng.Dk* | 3154<br>2386<br>1993 | | | … | | 1893 | Irvine&Co<br>WHartlepool | **LloydMediterraneoSocItaliana diNav.** | 322·0<br>P31'Q106' BK10"<br>*ptAwngdk*185' | 41·7 | 21·2 | **Genoa**<br>Italian<br>*WB* | T.3Cy.23½",39"&64"–42"<br>NDB06 270NHP<br>Blair&Co.(Lim.),Stockton | 24 " 0 |
| ✳ 08511 | — **SteelSc**<br>Now named "Elizabeth R.," See No. 37258 in Supplement<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2325<br>[illegible]<br>1389 | ✠100A1<br>10,20<br>✠LMC10,20<br>*Fitted for oil fuel* 10,20 *F.P. above* 150° F. | Dul | *r* | CL | 1920<br>10mo | McDougall<br>DuluthSB.Co<br>Duluth,Minn.<br>A&CP | ~~**PerezY.DeAndres**~~<br>McDougallDuluth ShipbuildingCo.<br>*Cell* | 251·0<br>P25'B64'F22'<br>FK<br>*DB*208'525*tFPT*60 | 43·7 | 22·2 | Duluth<br>Utd.States<br>4*BHptCem*<br>*tAPT*82*t* | T.3Cy.19",32¼"&54"–40" (*s*)<br>190lb 262NHP<br>2SB,4*cf*,GS100,HS3828 FD<br>McDougalDuluthS.B.Co. | 24 " 3<br>s3 " 5<br>21 " 2 |
| 08512<br>HCQT | — **IronScSr**<br>(*ex*Kirkheaton)<br>*Well deck* 1*Dk* | 484<br>387<br>261 | | | … | | 1881 | Hodgson&<br>Soulsby<br>Blyth | **Juanmartiñena y Zabalo** | 170·6<br>Q82'B9'F19'<br>BK7" | 26·9 | 11·7 | **S.Sebast'n**<br>Spanish<br>*WB* | C.2Cy.21"&40"–30"<br>NDB98 NB97 73NHP<br>J.W.&F.Wilson,Sld. | 12 " 4 |
| 08513<br>HCSG | — | 253<br>—<br>95 | | | | | 1918 | ……… | **L.Liaño** | 118·1 | 21·0 | 9·2 | **Santander**<br>Spanish | | |
| 08514<br>128095<br>JHPB | — **SteelScK**<br>ssHul.No.3–8,19<br>1*Dk* | 210<br>198<br>82 | ✠100A1<br>*StmTrawler*<br>1,21<br>BS5,21 ~~BS6,20~~ | Hul<br>✠LMC8,19 | | CL<br>1,21 | 1908<br>7mo<br>*Lloyd* | Earle'sCo.<br>Ld.<br>Hull<br>'*sA&CP* | **HullNorthern FishingCo.Ld. (W.R.Nowell***Mgr*) | 111·3<br>BK8"<br>*WB=APT*3*t* | 22·6 | 12·1 | **Hull**<br>British<br>4*BHCem* | T.3Cy.10",16¾"&28"–24" (*s*)<br>200lb 47RHP<br>1SB,2*pf*,GS25,HS750<br>Amos&Smith,Hull | 12 " 10 |
| 08515 | **Antonio Bittencourt** **SteelScSp**<br>(*ex*Tapauá)<br>1*Dk*(*Teak*)&*Promenade dk*(*Teak*) | *137*<br>*118*<br>*93* | ✠<br>*For River purposes only*<br>10,00 ✠ | PGl | | | 1900<br>7mo | Murdoch&<br>Murray<br>PortGlasgow | **A.A.Martins** | 110·2<br>FK | 22·1 | 6·6 | **Manaos**<br>Brazilian<br>5*BHCem* | C.2Cy.12"&24"–18" 32NHP<br>1SB,2*pf*,GS26,HS662<br>Lees,Anderson&Co.Gls | 7 " 0 |
| ✳ 08516<br>HCSV | **Antonio Lopez** **SteelScSr**<br>ssCdz.No.3-7,18<br>(*ex*Ruahine) *Dks*(*Stl*–ws)3*trB*<br>*Elec.light* Sub.Sig. Wireless | 5975<br>5222<br>3591 | ✠100A1<br>~~7,21~~ ~~10,20~~ 5,22<br>BS10,20 | Cdz<br>~~Msl~~<br>✠LMC7,18 | *a*† | CL<br>N5,22 | 1891<br>12mo<br>*Lloyd* | W.Denny<br>&Bros.<br>Dumbarton<br>'*sA&CP* | **Cia.Trasatlantica**<br>*WB* | 430·0<br>P54'B160'F58'<br>BK11"<br>= *CellDBa*110'*uB* | 50·1 | 31·6 | **Barcelona**<br>Spanish<br>7*BHCem*<br>58'*f*153'779*t* | Q.4Cy.32",46½",64½"&92"–60"180lbFD (*s*) 818NHP<br>3DB,18*pf*,GS270,HS11262<br>Denny&Co.Dumbarton | 34 " 6<br>-10 " 6<br>25 " 5 |
| 08517 | **Antonio Millan** **WoodAuxSc**<br>Lost by Fire 8,21<br>*OilEng.* 3**MstSr**<br>(*ex*Malaquin)<br>(*See Sailing Ship Register*) | 291<br>—<br>258 | | | | | 1918 | N.Company<br>Palma | **HeredosdeAntonio Millan** | 123·6 | 29·8 | 13·2 | **Cadiz**<br>Spanish | Oil Engine<br>6Cy.15"–20" 112NHP<br>E*made*11,*refitted*18<br>J.Thornycroft&Co.Sou. | |
| 08518 | **Antonio Olyntho** **SteelTwinScSr**<br>*Elec.light* 1*Dk*(*Teak*)&*Promenade dk* (*Teak*) | *459*<br>*354*<br>*251* | ✠<br>*For River purposes only*<br>2,96 ✠ | Dun | | | 1896<br>2mo | Gourlay<br>Bros.&Co.<br>Dundee | | 172·0<br>P28'B11'F36'<br>FK | 33·2 | 8·6 | **Para**<br>Brazilian<br>7*BHptAsp ptCem* | T.6Cy.10",16"&26"–21"<br>81NHP<br>1SB,2*cf*,GS42,HS1513<br>GourlayBros.&Co.,Dun. | 8 " 9 |
| 08519<br>814<br>NFCD | **Antonio Padre** **SteelAuxScBk**<br>*OilEng.*(*not classed*)<br>ssGen.No.3–7,14<br>ssGen.No.1–19 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 1459<br>1317<br>1098 | ✠100A1<br>3,20<br>✠DB9,02 | Gen<br>DBS4,20 | *s* | ~~CL~~ | 1902<br>9mo | N.Odero<br>fù A.<br>SestriPnente<br>A&CP | **IlMareSoc.Anon. di Assicurazioni** | 233·8<br>P65'F21'<br>BK9" | 37·5 | 19·1 | **Genoa**<br>Italian<br>2*BHCem* | Oil Engines 4S.C.SA<br>6Cy.15"–21¼" 78NHP<br>*85lb* NE*fitted*19<br>OfficineInsobri,Milan | 22 " 1<br>s4 " 0½<br>19 " 4 |
| 08520<br>HCSW | **Antonio de Satrústegui** **StlScSr**<br>Wireless ssLiv.No.3–5,98<br>(*ex*BallesterosNo.1, ssBbo.No.1–03<br>*ex*Talbot,*ex*SaintClears) 1*Dk*(*Stl*)&<br>*Webframes*&*ptAwngdk*(*ptIrnptStl*) | 2481<br>1887<br>1570 | ✠<br>*pt Awng dk*<br>*withfreeboard*<br>6,07 ✠ | Ant | *s* | | 1889<br>4mo | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | **Cia.deNav.Vasco-Asturiana(L.C.de losCobos,** *Mgr.*) | 300·0<br>P27'Q90' ptND98<br>BK10"<br>*pt Awng dk* 183' | 38·8 | 19·5 | **Gijon**<br>Spanish<br>5*BHCem*<br>*WB* | T.3Cy.22½",36½"&60"-39"<br>NDB03 242NHP<br>2SB,6*pf*&2*cf*,GS125,HS3900<br>Hwthrn,Leslie&C.Ld.Nwc<br>= *CellDB*248'425*tAPT*75*t* | 21 " 11 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08521<br>HSRJ | **Antonios** IronScSr<br>ssLth.2ndNo.3-4,09<br>(exNewington) ssPir.No1-13<br>*Well deck* 1*Dk*(*Irn*) | *1132*<br>*845*<br>*686* | ✠ —<br>11,19<br>✠ | Bry | *m* | | 1883<br>5mo | Workman, Clark&Co.<br>Belfast | AntoniosGeorgandis<br>*WB*=*DBa*59' | 217·3\|31·9\|15·4<br>P32'Q46'B63'F29'<br>ptND09 FK<br>*f*84'&*uE*&*B*31'274*t* | Piræus<br>Greek<br>5*BHCem*<br>*APT*39*t* | C.2Cy.26"&50½"-36"<br>NDB04 122NHP<br>1SB,*3pf*,GS45,HS2062<br>V.Coates&Co.Ld.Belfast | 16 ″ 9 | V |
| 08522 | — IronSc3MstSr<br>(exCarlXV.)<br>*Mchy.Aft* 1*Dk*&*Awng dk*3*trB* | 1002<br>664<br>767 | | | ... | | 1865 | T.&W. Smith<br>N.Shields | N.M.Michalos | 215·9\|27·1\|15·0<br>H8*t* 21·9<br>len71 | Patras<br>Greek<br>*WB* | C.2Cy.22⅜"&47¾"-29¼"<br>NB88 NE77 103NHP<br>GöteborgsMV.Aktieb.Got | 17 ″ 5 | |
| 08523<br>HTOP | — IronSc3MstSr<br>3rdSurvey,83<br>*Mchy.Aft* (exDevonshire) 1*Dk*(*Irn*) | 622<br>519<br>380 | ✠<br>3,86 | Shl | Lv | | 1875<br>7mo | J.Laing<br>Sunderland | D.J.Theophilatos &Co. | 186·3\|30·0\|14·3<br>Q38*t*<br>*WB*=*DBf* | Andros<br>Greek<br>3*BH*1PBH | C.2Cy.24"&46"-30"<br>NB86 97NHP<br>J.Dickinson,Sunderland | | V |
| 08524<br>446<br>LABG | — SteelPad<br>(exMina,exSophia) 1*Dk* | 196<br>—<br>88 | | | | | 1891 | Danubius Schoenichen HartmnnAG.<br>Budapest | G.Panagiotato | 121·9\|21·0\|10·2 | Kertch<br>Russian | C.2Cy.24"&36-42"<br>70NHP<br>Escher,Wys&Co.Zürich | | |
| 08525 | — IronScSr<br>ssXia.2ndNo.3-7,07<br>(exYacht,exMorna,exFingal,ex LancashireWitch) | *110*<br>—<br>*71* | 6,13 | Xia | | | 1872 | LairdBros.<br>Birkenhead | AntoineHambury &Sons | 110·5\|17·9\| 8·9<br>alt.95 | Piræus<br>Greek | C.2Cy.18"&32"-16"<br>NB99 33NHP<br>1SB,*2pf*,GS26,HS584<br>LairdBros.Birkenhead | | |
| 08526 | **Antonios Stathatos** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | *3562*<br>*3365*<br>*2247* | ✠100A1<br>7,2~~11,20~~<br>✠LMC11,20<br>*Fitted for oil fuel* 11,20 *F.P. above* 150° F. | PGl<br>Alg | *w* | CL | 1920<br>11mo<br>*Lloyd*'*sA*&*CP* | R.Duncan &Co.Ld.<br>Pt.Glasgow | D.A.Stathatos | 364·9\|51·5\|22·6<br>P27'B219'F39'<br>FK<br>*CellDB*313'948*t* | Ithaca<br>Greek<br>6*BHCem*<br>*APT*63*t* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 391NHP<br>3SB,*9cf*,GS177,HS6801<br>D.Rowan&CoLd.Glasgow | 25 ″ 0<br>s 3 ″ 5½<br>21 ″ 11 | |
| 08527 | **Antonios Yannoulatos** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | *3035*<br>*2870*<br>*1909* | ✠100A1<br>~~7,21~~~~12,20~~ 4,22<br>✠LMC12,20 | PGl<br>~~Grk~~ Cff | *u* | | 1920<br>12mo<br>*Lloyd*'*sA*&*CP* | R.Duncan &Co.Ld.<br>PortGlasgow | ~~Yannoulatos Frères~~ Nav. à Vap Ionienne (G.Yannoulato Frères *Mgrs*) | 330·2\|48·0\|22·4<br>P23'B96'F38'<br>FK<br>*CellDB*283'854*t* | Argostoli<br>Greek<br>5*BHCem*<br>*APT*68*t* | T.3Cy.24",40"&65"-45" (*s*)<br>180lb *100lb* 309NHP<br>2SB,*6cf*,GS126,HS4786<br>ClydeS.B.&Eng.Co.P.Gls. | 24 ″ 8<br>s 4 ″ 2<br>20 ″ 10 | |
| 08528<br>116015<br>HMSB | **Antrim** SteelTwinScSr<br>*Elec.light* Wireless 2*Dks*&*Promenade dk* | 1954<br>1383<br>804 | | | | | 1904 | J.Brown& Co.Ld.<br>Clydebank | MidlandRailway Co. | 330·9\|42·2\|17·2 | Belfast<br>British<br>*WB* | T.8Cy.(2)23"(2)36"&(4)42"-30" 386NHP<br>J.Brown&Co.Ld.Clydebnk | | BT till 2,22 |
| 08529<br>VPOL | **Antti** IronTwinSc<br>(*Tug*) | 146<br>—<br>22 | | | | | 1899 | A.Santaholma<br>Kalajoki | A.Santaholma Osakeyhlio | 69·0\|15·7\| 8·2 | Uleåborg<br>Finnish | C.4Cy.9"&18"-9"<br>NB13 16NHP<br>UleåborgsMek.Verks. | | |
| 08530<br>131907<br>KFRC | **Antwerp** SteelTwinSc<br>*Elec.light* 2*Dks*&*Shelter dk*<br>Sub.Sig. (*ptStl*-teak s)<br>Wireless *CruiserStern* | 2957<br>2373<br>1285 | ✠ A1<br>*Shelter dk withfreeboard*<br>~~4,21~~ ~~7,20~~ 4,22<br>✠LMC5,20<br>*Harwich, Antwerp & Hook of Holland Service* | Lon<br>Rot | | | 1920<br>4mo<br>*Lloyd*'*sA*&*CP* | J.Brown& Co.Ld.<br>Glasgow | Gt.EasternRly.Co.<br>*CellDBuE*40'61*t*<br>*DTf*44'39*t* | 321·6\|43·1\|17·9<br>F131' *on Shelter dk*<br>FK<br>*FPT*9*tAPT*39*t* | Harwich<br>British<br>*pt Asp pt Cem*<br>8*BHtoSh dk*<br>1 „ „ *U* „ | 4 Steam Turbines geared to 2 Sc.Shafts 200lb (*r*)<br>5SB&1AuxSB,*21cf*,GS434, HS14731 FD<br>J.Brown&Co.Ld.Glasgow | 26 ″ 6<br>s11 ″ 5<br>15 ″ 6 | |
| 08531 | **Anubis** SteelScSr<br>ssHam.No.3-3,10<br>(exLuciana) 2*Dks*(*Stl*-*Uws*)3*trB*<br>*Well deck Elec.light Lower dk forehold* | 4763<br>3897<br>3089 | ✠<br>12,15<br>✠ | Ham | *x* | | 1898<br>2mo | JLThompson&Sons,Ld.<br>Sunderland | | 382·0\|48·2\|26·2<br>P233'F44'<br>BK8½"<br>*WB*= *CellDBa*120'*uB*36' | 6*BHCem*<br>*f*152'729*t* | T.3Cy.27",44"&72"-48"<br>391NHP<br>3SB,*9pf*,GS197,HS6300<br>G.Clark,Ld.Sunderland | 29 ″ 0 | |
| 08532<br>MBWQ | **Anvers** SteelSc<br>(exEkkehard, *Elec.light* exElsaMenzell) 2*Dks*<br>Wireless | 4398<br>4072<br>2782 | | | | | 1908 | FlensburgrSchiffsb.Ges.<br>Flensburg | Cie.RoyaleBelgo-Argentine (Armement Deppe, *Mgrs.*) | 383·3\|52·1\|25·3<br>P43'B113'F42' | Antwerp<br>Belgian | T.3Cy.22¾",39¼"&66½"-48"<br>306NHP<br>FlensburgerSchiffsb.Ges. | | V |
| 08533 | — IronScSr<br>1*Dk*2*trB*<br>*Well deck* (exCommonwealth) | 860<br>695<br>496 | | | ... | | 1883 | PearceBrs.<br>Dundee | GermanGovt. | 215·0\|31·7\|14·3<br>Q80*t*B53*t*H30*t*F34*t*<br>BK8" | German<br>*WB* | C.2Cy.26"&50"-33"<br>120NHP<br>PearceBros.,Dundee | 15 ″ 3<br>— | |
| 08534<br>~~MBRS~~ | **Anversoise** SteelScSr<br>(exReigate) ssAnt.No.3-9,19<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Wireless | 3893<br>3714<br>2487 | ✠100A1 3,22<br>~~7,21~~ ~~8,20~~ ~~11,21~~<br>~~BS11,20~~ ✠LMC9,19<br>BS3,22 | Ant<br>~~Cff~~ Brs | *w* | CL<br>~~8,19~~<br>3,22 | 1901<br>11mo | Palmers' Co.Ld.<br>Newcastle<br>*WB*= *CellDB* | J.A.Zachariassen &Co.<br>*a*126' *u E*26' *f* 148' | 365·0\|48·2\|25·4<br>B78'F41'<br>FK<br>819*t D Ta*28' 664*t* | Nystad<br>Finnish<br>6*BHCem*<br>*APT*34*t* | T.3Cy.24½",41½"&70"-45"<br>200lb HS6527 459NHP<br>2SB,1AuxSB,*9cf*,GS171, FD<br>Palmers'Co.Ld.Newcastle | 28 ″ 4 | |
| 08535<br>MBVC | **Anversville** SteelTwinScSr<br>ssAnt.No.2-21 ~~ssHul.No.1-17~~<br>*Elec.light* 2*Dks*(*Stl*)&<br>Wireless *Shelter dk*(*Stl*-teak s) | 7694<br>6392<br>5051 | ✠100A1<br>*Shelter dk withfreeboard*<br>5,21 ~~7,20~~<br>✠LMC<br>BS~~4,20~~ 5,21 MS9,20 | Ant | *b*† | CL<br>~~5,19~~<br>SN5,21<br>P5,21 | 1912<br>8mo<br>*Lloyd*'*sA*&*CP* | A.Stephens &Sons,Ld<br>Glasgow | Cie.BelgeMaritime duCongo<br>*WB*= *Cell DBa*140'*uE*&*B* | 440·3\|55·6\|34·4<br>P56'F58'*onShltr dk*<br>FK<br>93' *f*163'1002*t FPT* | Antwerp<br>Belgian<br>7*BHCem*<br>83*tAPT*74*t* | Q.8Cy.23",33",47"&67"-48"<br>215lb (*s*) 962NHP<br>6SB,*18cf*,GS344,HS14100FD<br>A.Stephens&Sons,Ld.Gls. | 37 ″ 0<br>s 12 ″ 1½<br>25 ″ 6 | |
| 08536<br>137633 | **Anwoth** SteelScK<br>ssLth.No.1-20<br>1*Dk* | 211<br>207<br>92 | ✠100A1<br>*Stm Trawler*<br>6,20 | Lth | ... | CL<br>6,20 | 1915<br>2mo<br>*Lloyd*'*sA*&*CP* | J.Cran& Co.<br>Leith | W.High | 115·9\|22·0\|11·9<br>BK8"<br>*WB*= | Leith<br>British<br>3*BHCem*<br>*DBf*25'18*t* | T.3Cy.12",21"&33"-23" (*s*)<br>180lb 74RHP<br>1SB,*3pf*,GS49,HS1360<br>J.Cran&Co.Leith | 13 ″ 0 | |
| 08537<br>16282<br>MGBS | **Anyo Maru** SteelTwinScSr<br>ssHKg.No.2-21 ~~ssHKg.No.1-17~~<br>*Elec.light* 2*Dks*(*Stl*)&<br>Wireless *Shelter dk*(*Stl*-*ws*) | 9257<br>8651<br>5739 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~3,21~~ ~~8,20~~ 3,22<br>✠LMC3,22<br>~~[illegible]3,21 MS[illegible]3,21~~<br>*Fitted for oil fuel* 3,18 *F.P. above* 150° F. | Hkg | *d*† | ~~S3,19~~<br>~~P8,20~~<br>S3,21<br>P3,22 | 1913<br>6mo<br>*Lloyd*'*sA*&*CP* | MitsuBishi Dkyd&EWks<br>Nagasaki | ToyoKisen KabushikiKaisha<br>*WB*= *CellDBa*133'*uE*&*B* | 466·3\|58·9\|38·0<br>FK&BK1½"<br>92' *f*178'1571*t FPT* | Yokohama<br>Japanese<br>7*BHCem*<br>128*tAPT*27*t* | 4 Steam Turbines geared to 2 Screw Shafts 200lb (*s*)<br>5SB,GS289,HS12065 FD<br>MitsuBishiD&E.Wks.Nag. | 40 ″ 6<br>s 10 ″ 11<br>30 ″ 3 | |
| 08538<br>88<br>QBJT | — SteelScSr<br>(exApex,exBaross,<br>*Well deck* exApex) 1*Dk*2*trB* | 2147<br>1639<br>1298 | | | ... | | 1888 | Palmers' Co.Ld.<br>Newcastle | Inui Gomei Kaisha | 275·3\|37·6\|21·4<br>P29'Q76'B117'F34'<br>BK9½" | Dairen<br>Japanese<br>*WB* | T.3Cy.22",35"&53"-42"<br>225NHP<br>Palmers'Co.Ld.Newcastle | 21 ″ 8 | |
| 08539<br>150273<br>TPVS | **Anyox** WoodSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk* | 1267<br>1035<br>749 | | | | | 1917 | Winslow S.B.Co.<br>Winslow,W. | CoastwiseSS&Bge Co.Ld. (J.Griffiths &Sons, *Mgrs.*) | 193·4\|39·7\|19·6<br>F96' | Vancouver<br>British<br>*WB* | T.3Cy.17",27"&44"-32"<br>E *made* 07 98RHP<br>MoranBros.Seattle,Wash. | | V |
| 08540<br>~~139294~~<br>~~JNBH~~ | **Anzac** SteelScK<br>ssHul.No.1-20<br>*Elec.light* 1*Dk*<br>*Now named* "Canosa," *See No.* 36766 *in Supplement* | 317<br>278<br>127 | ✠100A1<br>*StmTrawler*<br>5,21~~5,20~~<br>✠LMC5,20 | Hul | | CL<br>5,20 | 1916<br>5mo<br>*Lloyd*'*sA*&*CP* | Cochrane& Sons,Ld.<br>Selby | Viuda de Canosa Cierto | 135·3\|23·5\|12·6<br>Q74'F21'<br>BK8" | Barcelona<br>Spanish<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 84RHP<br>1SB,*3pf*,GS58,HS1350<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 4 | |
| 08541<br>7161<br>LTDN | **Aobasan Maru** SteelScSr<br>*Elec.light* 1*Dk* | 2181<br>1885<br>1299 | | | | | 1917 | Ishikawajima SB.CoLd<br>Tokio | T.Sato | 268·0\|40·7\|23·5<br>P13'B58'F27' | Uraga<br>Japanese<br>*WB* | T.3Cy.19",31½"&52"-39"<br>169NHP<br>IshikawajimaSB.Co.Tokio | | V |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire. Matériaux, Gréement, etc<br>Visites Périodiques. | 3<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille. Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08542<br>106201 | Aotea | **WoodScSr**<br>1*Dk* | 263<br>232<br>157 | | | | | 1898 | T.F.<br>Morrison<br>Sydney NSW | G.T.Niccol | 120·4 | 24·1 | 13·0 | **Auckland**<br>British | C.2Cy.14″&28″–20″<br>35RHP<br>Ross&Duncan,Glasgow | |
| 08543<br>217018<br>LNFK | Aowa<br>*Elec.light* Wireless | **WoodSc**<br>1*Dk2trB* | 2551<br>—<br>1528 | | | | | 1919 | Johnson<br>ShipyrdsCrp<br>Mariners<br>Harbor,N.Y. | UnitedStates<br>ShippingBoard | 267·3 | 46·0 | 23·5 | **NewYork**<br>Utd.States | T.3Cy.19″,32″&56″–36″<br>188NHP<br>WorthingtonCo.Buffalo,<br>N.Y. | |
| 08544<br>107652<br>KQVN | Apache<br>*Elec.light* Wireless | **SteelScSr**<br>1*Dk&Hur.dk3trB* | 4145<br>—<br>3205 | | | | | 1901 | WCramp&<br>SonsS&EBCo<br>Philadelphia | ClydeS.S.Co. | 336·5<br>len02 | 46·1 | 20·5 | **NewYork**<br>Utd.States | T.3Cy.27½″,43″&70″–36″<br>294NHP<br>W.Cramp&SnsS&EBCPhl | |
| 08545<br>216860<br>LMSJ | Apalachee<br>*Elec.light*<br>Wireless | **CompScSr**<br>1*Dk* | 2474<br>—<br>1457 | | | | | 1918 | Merrill-<br>StevensS.B.<br>Corp.,Jack-<br>sonville,Fla | UnitedStates<br>ShippingBoard | 270·0<br>P24′B69′F34′ | 45·0 | 24·2 | **Jcksnvlle**<br>(Fla.)<br>Utd.States<br>*WB* | T.3Cy.19″,33″&55″–36″<br>181NHP<br>HardyTyneMfc.Co.,<br>Birmingham,Ala. | |
| 08546<br>122906<br>HCTS | Apanui<br>*Elec.light* | **SteelScSr**<br>1*Dk* | 243<br>159<br>135 | | | | | 1905 | D.J.Dunlop<br>&Co.<br>Pt.Glasgow | NorthernSS.Co.Ld | 110·0 | 22·1 | 9·2 | **Auckland**<br>British<br>*WB* | T.3Cy.8½″,14¼″&23½″–15″<br>28RHP<br>D.J.Dunlop&Co.P.Gls. | |
| 08547<br>980 | Ape | **SteelSc**<br>(*ex*Coccinelle) | 360<br>313<br>149 | | | | | 1918 | Ch.&Atel.<br>deProvence<br>Port deBouc | G.d'Acqui | 139·1 | 24·1 | 13·1 | **Genoa**<br>Italian | C.2Cy.17 7/16″&25⅜″–23⅝″<br>NB20<br>Forg.&Ch.de laMedit.Msl. | |
| ✱ 08548<br>216146<br>LKMC | Apex<br>SSSea.21<br>*Elec.light* *Salted ptGIB*<br>*Mchy.Aft* Wireless Hardwood treenails | **WoodScSr**<br>*OilEng.*<br>2*Dks* | 785<br>705<br>635 | ✠ 12A1<br>~~3,21~~ 2,20 3,22<br>✠LMC~~12,11~~<br>3,22 ~~4,21~~ | Sea | *k* | 3,20 | 1917<br>8mo | National<br>S.B.Co.<br>Seattle,Wash<br>A&CP | WilsonFisheries<br>Co.Inc. | 146·9 | 36·8 | 21·2 | **Seattle**<br>Utd.States | Oil Engines 4S.C.SA<br>6Cy.12½″–16″ 47NHP<br>AtlasImperialEngine<br>Co.S.Fo. | 23″11 |
| 08549 | Apipe<br>*Mchy.Aft* | **SteelScSr**<br>1*Dk*(*Stl*) | 619<br>484<br>353 | ✠<br>*For River pur*<br>3,07 ✠ | Psy<br>*poses o* | *j*<br>*nly* | | 1907<br>3mo | JFullerton<br>&Co.<br>Paisley. | TheArgentine<br>Nav.Co.(Nicolás<br>Mihanovich)Ld. | 185·4<br>F17′<br>*WB=FPT42t* FK | 36·1 | 9·3 | **Bns.Ayres**<br>Argentine<br>3*BHCem* | C.2Cy.15″&32″–24″<br>1SB,2*pf*,GS37HS1053 57NHP<br>McKie&Baxter,Glasgow | 10″0 |
| 08550<br>105772<br>PDVF | Apoey<br>*Elec.light* | **SteelSc**<br>(*ex*SuiSang)<br>1*Dk&Spar dk&deep framing* | 2790<br>2589<br>1776 | | | ... | | 1895 | SirRaylton<br>Dixon&Co<br>Middlesbro' | LaiHingS.S.Co.Ld. | 309·9<br>P41′B64′F35′ | 41·1 | 17·2<br>25·2<br>FK | **HongKong**<br>British<br>*WB* | T.3Cy.23″,36″&59″–42″ (*s*)<br>275NHP<br>N.E.MarineEng.Co.Ld.Sld | 27″6<br>s 8″0<br>22″0 |
| ✱ 08551 | Apolda<br>*Cargo battens not fitted*<br>Wireless | **SteelScSr**<br>*ss*Ham.No.3–1,14<br>*ss*P.Nl.No.1–18<br>2*Dks*(1*Stl*&1*ptStl*)&*Spar dk*(*Stl*) | 4939<br>4453<br>2831 | ✠100A1<br>*Spar dk*<br>4,21 ~~3,20~~<br>~~MS3,18~~ | PNl<br>CTn<br>✠LMC2,22<br>~~BS1,21~~ | *y* | CL<br>~~3,20~~<br>2,22 | 1901<br>10mo | Flensburgr<br>Schiffsb.Ges.<br>Flensburg<br>A&CP *WB=* | UnionGovernment<br>of SouthAfrica | 391·0<br>P&B260′F46′<br>*Cell DBa98′ u E&B* | 47·8 | 21·6<br>29·2<br>FK | **CapeTown**<br>British<br>6*BHCem*<br>66′*f*170′972*t* | Q.4Cy.26″,37½″,55″&80″–60″<br>213lb (*s*) 719NHP<br>6SB,18*cf*,GS256,HS12725<br>FlensburgerSchiffsb.Ges. | 31″10 |
| ✱ 08552<br>~~117730~~<br>~~HJMS~~<br>117730<br>HJMS | Apollo | **SteelScSr**<br>*ss*Shl.No.3–4,18<br>1*Dk*(*Stl*)2*trB* | 1869<br>1704<br>1112 | ✠100A1<br>8.20<br>MS4,18 | Cff<br>✠LMC<br>BS2,20 | *r* | CL<br>9,19 | 1906<br>10mo<br>*Lloyd* | Campbel-<br>townS.B.Co.<br>Campbelt'wn<br>*'sA&CP* | S.H.Biscoe<br>~~BolivianGeneral~~<br>~~Enterprise,Ld.~~<br>~~(LeopoldWalford~~<br>~~(London)Ld.~~*Mgs*)<br>~~A.Lotinga,Ld.~~ | 272·0<br>P39′B72′F32′<br>*WB*<br>=*CellDBa70′f114′* | 40·0 | 19·3<br>FK | **Bristol**<br>British<br>4*BHCem*<br>348*tAPT*65*t* | T.3Cy.22¼″,36″&59″–39″ (*s*)<br>180lb 244NHP<br>2SB,6*cf*,GS138,HS3882<br>D.Rowan&Co.Glasgow | 21″9<br>s 2″9<br>19″3 |
| 08553<br>2502<br>JFNV | —<br>(*ex*Svartvik,*ex*KalmarsundNo.4) | **IronScSp**<br>*Motor*<br>1*Dk* | 118<br>95<br>78 | | | | | 1876 | MotalaCo.<br>Motala | EskilstunaNya<br>Rederi A/B (J.<br>Svensson,*Mgr.*) | 94·3<br>Q25′B43′H23*t*F26′ | 17·1 | 9·4 | **Eskilstuna**<br>Swedish | Motor *fitted*19<br>A/B Svedlunds<br>Gasmotorer,Katrineholm | |
| 08554<br>OCFS | Apollon<br>Wireless<br>(*ex*Panama) *Elec.light* | **SteelScSr**<br>1*Dk&Shade dk* | 1129<br>—<br>666 | | | ... | | 1912 | Dundee<br>S.B.Co.Ld.<br>Dundee | Soc."LesAffré-<br>teursRéunis"(Jean<br>Stern) | 200·2 | 35·1 | 12·2<br>FK | **Bordeaux**<br>French<br>*WB* | T.3Cy.16½″,27″&44″–30″<br>159NHP<br>G.T.Grey,Newcastle | 14″7 |
| 08555<br>1225<br>LRAI | — | **IronPad**<br>1*Dk* | 287<br>—<br>139 | | | | | 1869 | C.Mitchell<br>&Co.<br>Newcastle | M.V.Warvaroff | 165·8 | 26·1 | 8·2 | **Rostoff**<br>Russian | C.4Cy.21⅛″&38″–54″<br>177NHP | |
| ✱ 08556<br>HCTN | Apolo<br>Wireless | **SteelScSr**<br>*ss*Bbo.No.3–6,13<br>*ss*Bbo.No.1–18 2*Dks*(1*Stl*&<br>*UptIrn*&*ptStl*)&*deep framing* | *4320*<br>*4033*<br>*2800* | ✠100A1<br>9.20<br>~~BS1,20~~<br>BS2.21 | Nwc<br>✠LMC10,18 | *x* | CL<br>~~10,18~~<br>5,21 | 1900<br>9mo | Napier&<br>Miller,Ld.<br>Glasgow<br>A&CP *WB=* | Cia.Anon.Marit.<br>Union (J.M.<br>Garteiz,*Mgr.*)<br>*CellDBa127′uE23′* | 375·3<br>P39′B102′F45′<br>*f*163′1044*t DTa*33′ | 50·0 | 25·9<br>FK | **Bilbao**<br>Spanish<br>6*BHCem*<br>838*tAPT*48*t* | T.3Cy.27⅝″,43½″&72½″–48″<br>200lb 100lb (*s*) 415NHP<br>2SB,6*cf*,GS120,HS5100 FD<br>D.Rowan&Co.Glasgow | 28″8<br>s 5″7<br>23″6 |
| 08557 | —<br>*Now named* "Mocuio," *See No.* 38412 *in Supplement*<br>(*See Sailing Ship Register*) | **WoodAuxScSr** | 450 | | | | | 1919 | Soc.Con-<br>structora de<br>Navios,Ld. | | ................ | | | Portuguese | | |
| 08558 | Apostolos D.<br>(*ex*Mars,*ex*NordAlexis,<br>*Elec.light* *ex*KniasGagarin) | **SteelSc**<br>1*Dk&Awng dk* | 872<br>—<br>648 | ✠<br>*Awng dk*<br>*withfreeboard*<br>3,91 ✠ | Ham | *k* | | 1891<br>3mo | Howaldts-<br>werke<br>Kiel | D.Demetriades&<br>Co. | 198·2 | 29·1 | 14·0<br>21·3<br>BK8″ | **Piræus**<br>Greek<br>4*BHCem*<br>*WB* | T.3Cy.15½″,24″&39⅝″–24¼″<br>97NHP<br>Howaldtswerke,Kiel | 14″5 |
| 08559<br>101848<br>NGVH | Appalachee<br>(*ex*Duffield)<br>*Mchy.Aft*<br>*Elec.light* Wireless | **SteelSc3MstSr**<br>*ss*Mdb.2ndNo.3–10,19<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>&*Web frames* | 3767<br>3451<br>2426 | ✠100A1<br>*Spar dk*<br>3,22 ~~11,20~~<br>~~BS11,20~~<br>*CarryingPetr*<br>*Fitted for oil* | Shl<br>Sou<br>~~BS3,22~~<br>✠LMC7,18<br>*oleum*<br>*fuel*10 | *w*<br>*in*<br>,19 | CL<br>11,20<br>*bulk*<br>*F.P. a* | 1894<br>1mo<br>*Lloyd*<br>*bove* 1 | TyneI.S.B.<br>Co.Ld.<br>Newcastle<br>*'sA&CP*<br>50°F. | Anglo-American<br>OilCo.Ld.<br>(J.Hamilton,*Mgr*)<br>*WB=C* | 340·0<br>P81′B38′F35′<br>*ellDB68′ 188t FPT* | 44·2 | 22·1<br>29·1<br>FK | **London**<br>British<br>14*BHCem*<br>112*tAPT*30*t* | T.3Cy.26″,41″&68″–48″ (*s*)<br>160lb 349NHP<br>3SB,9*rf*,GS150,HS5667<br>Wllsnd Slpwy.Co.Ld.Nwc. | 30″2<br>s 6″2½<br>24″3 |
| 08560<br>135442<br>JBQV | Appam<br>(*ex*Mandingo,*ex*Appam)<br>*Elec.light* *Ref.Mchy.* Sub.Sig. Wireless | **SteelTwinScSr**<br>2*Dks&Awngdk* | 7781<br>6069<br>4761 | | | | | 1913 | Harland&<br>Wolff,Ld.<br>Belfast | British&African<br>S.N.Co.Ld.(Elder,<br>Dempster&Co.Ld.<br>*Mgrs.*) | 425·6<br>P29′B239′F54′<br>*on Awng dk* | 57·3 | 31·4 | **Liverpool**<br>British<br>*WB* | Q8Cy20½″,29½″,42″&61″–48″<br>516NHP<br>Harland&Wolff,Ld.Bel. | |
| 08561<br>137271<br>KDRG | Apple Branch<br>*Elec.light* Wireless | **SteelSc**<br>2*Dks*(*Stl*) | 4452<br>4073<br>2726 | ✠100A1<br>7,21 ~~1,21~~ | Liv<br>Ant<br>✠LMC2,20 | *x* | CL | 1920<br>2mo<br>*Lloyd* | Earle'sCo.<br>Ld.<br>Hull<br>*'sA&CP* | NautilusStmShpg.<br>Co.Ld.(F.&W.<br>Ritson,*Mgrs.*)<br>*C* | 376·0<br>P41′B113′F39′<br>*ellDB321′972tFPT* | 51·7 | 26·5 | **Sundrland**<br>British<br>7*BHCem*<br>59*tAPT*63*t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Earle'sCo.Ld.Hull | 29″0<br>s 5″5<br>24″0 |
| 08562<br>135379 | Appledore<br>*Now named* "Kamlavati," *See No.* 33102 *in Supplement*<br>*Elec.light* | **SteelTwinSc**<br>2*Dks* | 765<br>691<br>318 | ~~A1~~<br>~~Coasting Bombay and Goa~~<br>(~~Class Contemplated~~) | | | CL | 1919 | AilsaS.B.<br>Co.Ld.<br>Troon | BombayStm.Nav.<br>Co.Ld. | 219·4 | 28·6 | 15·5 | **Bombay**<br>British<br>*WB* | T.6Cy.13¼″,21¼″&34″–21″<br>2 Water Tube Boilers<br>AilsaS.B.Co.Ld.Troon | 16″3 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / 3 Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08563<br>140251<br>JNWF | **Appleleaf** SteelTwinScSr<br>ssLon.No.1-21<br>Elec.light 2Dks(Stl)&Web frames<br>Wireless Longitudinal framing | 5891<br>5258<br>2912 | ✠100A1<br>5,21 ~~1,20~~<br>✠LMC~~2,17~~<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 2,17 F.P. above 150° F. | Shl<br>Lou | a†<br>21 | 1,20 | 1917<br>2mo | Workman, Clark &Co.Ld<br>Belfast<br>Lloyd's A&CP | TheShipping Controller(~~Lane&Macandrew,Ld.Mgrs.~~)(Davies&NewmanLdMgrs) | 405·5<br>P36'B32'F89' FK<br>Cell DBuE&B88'393t DTf48'214t | 54·6 | 32·6 | London<br>British<br>20BHptCem | T.6Cy.26",42½"&70"-45" (s)<br>200lb 1102NHP<br>6SB,18cf,HS17250 FD<br>Wrkman,Clark&Co.LdBel | 35 ″ 3 | |
| 08564 | **Appliance** SteelSc<br>Mchy.Aft 1Dk | 197<br>174<br>94 | | | | | 1921 | W.J.Yarwood&Sons, LdNorthwich | WoodendS.S.Co. Ld. | 96·0 | 22·8 | 10·3 | Liverpool<br>British<br>WB | C.2Cy.13"&27"-18"<br>26NHP<br>W.J.Yarwood&Sons,Ld. Northwich | | |
| 08565 | **April** SteelScK<br>Elec.light 1Dk | 343<br>301<br>177 | ✠100A1<br>StmTrawler<br>3,22 ~~5,20~~ ✠LMC5,20 | Hul | | CL | 1920<br>5mo | Cook,Welt'n&Gemmell Ld. Beverley<br>Lloyd's A&CP | Fiskeriselskabet Island | 140·0<br>Q76'F22'<br>BK7½" DBu Bnkrs 21'30t | 25·1 | 10·8 | Reykjavik<br>Icelandic<br>BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 91NHP<br>1SB,3cf,GS41,HS1545<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 10 | |
| 08566<br>123655<br>HGLK | **Apsley** SteelScSr<br>ssNpt.No.3-7,19<br>(exDonCesar) 1Dk(ptIrn&ptStl)2trB<br>Wireless deepframing&Web frames<br>3Dk rule | 3655<br>3385<br>2343 | ✠100A1<br>8,21 ~~10,20~~<br>✠LMC<br>MS9,18 BS1,21 | Mdb<br>Bkn | w | CL<br>9,20 | 1906<br>6mo | JLThompson&Sons,Ld. Sunderland<br>Lloyd's A&CP | RomneySSCo.Ld. (Fawcett,Coverdale&Co.Mgrs.) | 350·0<br>P46'B94'F33' FK<br>Cell DBa119'uE23'f148'864t | 50·3 | 23·2 | London<br>British<br>6BHCem | T.3Cy.25",41"&67"-45" (s)<br>180lb 100lb 322NHP<br>2SB 6cf,GS124,HS4900<br>Blair&Co.Ld.Stockton<br>FPT74tAPT100t | 25 ″ 9<br>s4 ″ 7½<br>21 ″ 6 | |
| 08567<br>125484 | **Apsmith** SteelScK<br>(Whaling)<br>(exVaila) 1Dk | 107<br>106<br>39 | | | | | 1907 | Akers Mek.Værks Christiania | UnionWhaling&FishingCo.Ld. | 91·5 | 18·0 | 10·7 | Durban<br>British<br>WB | T.3Cy.11",18"&29"-18"<br>43RHP<br>Akers.Mek.Værks.Xia. | | |
| 08568<br>220434<br>MBFL | **Apus** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)&Web frames<br>Wireless Longitudinal framing | 6094<br>5632<br>3816 | Fitted for oil fuel 8,20 F.P. above 150° F. | | ... | CL | 1920<br>8mo | GMStandiferConstCorp Vancouver, Wash.<br>A&CP | UnitedStates ShippingBoard<br>CellDB343'1211t MT30'101 | 401·4<br>P34'B114'F38' on Shelter dk FK<br>1tFPT82tAPT150t | 53·2 | 31·9 | Portlnd O.<br>Utd.States<br>ptAsp<br>5BHto Shdk<br>2 ,, ,, U ,, | T.3Cy.24½",41½"&72"-48"<br>210lb (r) 552NHP<br>3SB,9cf,GS180,HS8112 FD<br>LlewellynIronWorks, LosAngeles,Cal. | 34 ″ 7<br>s7 ″ 8<br>27 ″ 3 | |
| 08569<br>132276<br>HTSB | **Aquamarine** SteelScK<br>ssIps.No.2-19<br>1Dk | 333<br>294<br>134 | ✠100A1<br>StmTrawler<br>7,21 ~~8,20~~<br>~~BS6,20~~ ✠LMC9,19 | Hul<br>BS7,21 | | CL<br>8,20 | 1911<br>11mo | Cochrane &Sons Selby<br>Lloyd's A&CP | KingstonSteam TrawlingCo.Ld. | 140·1<br>Q75'F22'<br>BK8" | 24·0 | 12·6 | Hull<br>British<br>4BHCem | T.3Cy.13",22½"&37"-26" (s)<br>200lb 82RHP<br>1SB,3pf,GS46,HS1340<br>Amos&Smith,Ld.Hull | 13 ″ 6 | |
| 08570<br>220013<br>LWNC | **Aquarius** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)&Web frames<br>Wireless Longitudinal framing | 6094<br>5632<br>3816 | Fitted for oil fuel 5,20 F.P. above 150° F. | | ... | CL | 1920<br>5mo | GMStandiferConstCorp Vancouver, Wash.<br>A&CP | UnitedStates ShippingBoard<br>CellDB343'1211t MT30'101 | 401·4<br>P34'B114'F38'on Shelter dk<br>1tFPT82tAPT150t | 53·2 | 31·9 | NewYork<br>Utd. States<br>ptAsp<br>2BHtoU dk<br>5 ,, ,, Sh,, | T.3Cy.24½",41½"&72"-48"<br>210lb (r) 552NHP<br>3SB,9cf,GS180,HS8112 FD<br>LlewellynIronWorks, LosAngeles,Cal. | 34 ″ 7<br>s7 ″ 8<br>27 ″ 3 | |
| 08571<br>122704<br>JMQL | — SteelScK<br>ssGms.No.3-10,19<br>1Dk | 187<br>173<br>73 | ✠100A1<br>StmTrawler<br>7,21 ~~4,20~~ ✠LMC10,19<br>✠NE04refitted05<br>✠NB10,19 | Gms | | CL<br>10,19 | 1905<br>9mo | Smith's DockCo.Ld. NorthShields<br>Lloyd's A&CP | ~~Grimsby&N.Sea StmTrawlingCoLd~~ LindseyStmFishingCo Ld. (E. BaconMgr.) | 112·7<br>Q58'F21'<br>BK7½" | 21·5 | 11·4 | Grimsby<br>British<br>3BHCem | T.3Cy.11½",21"&33"-24"<br>50RHP<br>1SB,2pf,GS35,HS1340<br>Gt.CentrlCo-opEng.&Ship RepairingCo,Ld.Gms. | 12 ″ 3 | |
| 08572 | **Aquidabán** SteelTwinSc<br>1Dk(Stl)2trB<br>Elec light Mchy.Aft<br>Ref.Mchy. | 1625<br>1445<br>962 | ✠A1<br>For River purposes only<br>12,20 ✠LMC12,20<br>~~(Class Contemplated)~~<br>~~Lloyd's RMC12,20~~<br>Fitted for oil fuel 12,20 F.P. above 150°F | N Yk | | CL | 1920<br>12mo | Bethlehem S.B.Corp.Ld. Elizabethport,N.J.<br>A&CP | International ProductsS.S.Co. | 245·0<br>F32' FK<br>FPT45tAPT26t | 40·1 | 17·8 | Asuncion<br>Paraguayan<br>7BHptCem | T.6Cy.11",18"&~~19"~~29"-20" (s)<br>2water tubeBoilers<br>200lb HS8220 FD 400NHP<br>H.G.TroutCo.Buffalo,N.Y | 18 ″ 7 | |
| 08573<br>627<br>NFGS | **Aquila** SteelSc3MstSr<br>OilEng.<br>Mchy.Aft 1Dk | 551<br>445<br>474 | | | ... | | 1913 | Cant.Offic. Savoia Cornigliano Ligure | SocNazionale diNavigazione | 182·4<br>P33'F16'<br>BK6" | 28·2 | 13·1 | Genoa<br>Italian | Oil Engines 2S.C.SA<br>4Cy.13⅗"-21¼" 83NHP<br>NE20<br>Ansaldo&Co. Sampierdarena | 14 ″ 3 | |
| 08574 | **Aquileia A.** SteelScSp<br>(Tug)<br>(exHuntsman) 1Dk | 109<br>—<br>7 | | | ... | | 1902 | Cook,Welt'n&Gemmell Beverley | ImpresaAdriatica diCostruzioni Portuali | 95·0<br>B23'<br>BK6" | 18·0 | 9·3 | Trieste<br>Italian<br>WB | T.3Cy.11½",19"&32"-21"<br>61NHP<br>Crabtree&Co.Ld.GtYrmth | 10 ″ 0 | |
| 08575<br>124059<br>HKNG | **Aquilla** ssLiv.No.1-21 SteelScSr<br>ssLev.No.3-4,18<br>Well deck 1Dk(Stl-pt teaks)<br>Mchy.Aft Cargo battens not fitted | 450<br>330<br>172 | ✠100A1<br>6,21 ~~12,19~~<br>✠LMC~~1,20~~<br>6,21 | Mdb<br>Liv | g | CL<br>1,20 | 1907<br>4mo | AilsaS.B. Co.Ld. Troon<br>Lloyd's A&CP | ZillahShipping&CarryingCo.Ld. (W.A.Savage,Ld.)<br>WB=CellDBf77'110tFPT48tAPT7t | 155·0<br>Q51'B9'F28'<br>BK7" | 26·1 | 10·8 | Liverpool<br>British<br>3BHCem | C.2Cy.18"&40"-27" (s)<br>130lb 94RHP<br>1SB,3pf,GS51,HS1752<br>Ross&Duncan,Glasgow | 13 ″ 1<br>s1 ″ 0<br>12 ″ 9 | |
| 08576 | **Aquiry** SteelScSr<br>Elec.light 1Dk&Promenade dk | 362<br>254<br>242 | | | ... | | 1910 | Murdoch& Murray PortGlasgow | A.R.Alves | 150·0<br>F27'<br>FK | 32·0 | 7·7 | Para<br>Brazilian<br>WB | T.3Cy.13½",22"&36"-24"<br>90NHP<br>Muir&Houston,Ld.Gls. | 8 ″ 0 | |
| 08577<br>OCGE | **Aquitaine** SteelScSr<br>Wireless 2Dks&Spardk | 3161<br>—<br>1988 | | | ... | | 1891 | Sunderlnd SB.Co.(Lim.) Sunderland | Soc.Gén.deTransp. Mar.àVap. | 350·5<br>P46'B102'F53' 26·2 | 42·6 | 18·3 | Marseilles<br>French<br>WB | T.3Cy.28",45"&73"-48"<br>NB19 369NHP<br>NEMarineECo.(Lim) Nwc | 29 ″ 0 | V |
| 08578<br>135583<br>JFQG | **Aquitania** SteelQuadScSr<br>ssNwc.No.1-20<br>Elec.light 4Dks(Stl-Uptws)&Shelterdk<br>Sub.Sig. (Stl-ptws)Lower&Orlopdks<br>Wireless (Stl)in forward&after holds | 45647<br>28408<br>21466 | ✠100A1<br>1,22 1,~~21~~<br>✠LMC<br>MS1,19<br>Fitted for oil fuel 7,20 F.P. above 150°F. | Liv<br>Sou<br>BS~~6,20~~ 5,21 | | CL<br>fp&ts<br>1.22<br>aP&tS<br>1,19 | 1914<br>4mo | J.Brown& Co.Ld. Clydebank<br>Lloyd's A&CP | CunardS.S.Co.Ld.<br>WB = Cell DBa141'uE&B444'f169'5555tFPT240t | 868·7<br>B524'on Shelter dk<br>FK | 97·0 | 49·7 | Liverpool<br>British<br>10BHCem | 4 Steam Turbines (r)<br>195lb<br>FD<br>J.Brown&Co.Ld.Clydebnk | 54 ″ 6<br>s19 ″ 6<br>35 ″ 4 | BT till 6,21 |
| 08579<br>OCJU | **Ar-Men** SteelScK<br>(Trawler)<br>1Dk | 169<br>58<br>29 | | | | | 1907 | Hall,Russell&Co.Ld. Aberdeen | Caillé&Co. | 105·0 | 21·0 | 11·1 | Brest<br>French<br>WB | T.3Cy.11½",20"&33"-22"<br>51NHP<br>Hall,Russell&Co.Ld.Abn. | | V |
| 08580 | **Arabia** SteelScSr<br>ssShi.No.2-10<br>2Dks(1Stl-UptStl&ptIrn)&<br>Elec.light deepframing | *4668*<br>*4091*<br>*3014* | ✠<br>11,15<br>✠ | Ham | x | | 1901<br>6mo | Napier& Miller,Ld. Glasgow | BelgianGovt.<br>WB=CellDBa131'uE25'f167'1000tAPT44t | 385·4<br>P40'B102'F46'<br>FK | 49·1 | 26·8 | Antwerp<br>Belgian<br>6BHCem | T.3Cy.27",43½"&72½"-48"<br>415NHP<br>2SB,6cf,GS240,HS5088<br>D.Rowan&Co.Glasgow | 29 ″ 6 | |
| 08581<br>93660 | — WoodSc | 156<br>146<br>106 | | | | | 1883 | H.Gibson Northwich | SaltUnion,Ld. | 90·0 | 20·9 | 10·4 | Liverpool<br>British | 1Cy.9"-16"<br>30RHP<br>E.Bates,Northwich | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Macn. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08582<br>22226<br>NVMD | **Arabia Maru** SteelTwinScSr<br>*Elec.light* 3*Dks*(*Stl*)&*Shelter dk*<br>*Ref.Mchy.* (*Stl*–ws)3*rd dk* (*Stl*)<br>Wireless in*No.*1*hold* | 9500<br>8796<br>5993 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~4,21~~ ~~9,20~~ 7,21<br>✠LMC<br>✠Lloyd'sRMC<br>12,21 ~~10,21~~ 6,21 | Hkg<br>MS4,21<br>BS3,21 | *d*† | CL<br>~~4,20~~<br>F4,21<br>S4,20 | 1918<br>5mo<br>*Lloyd* | Mitsubishi<br>ZosenKaisha<br>Ld.<br>Nagasaki<br>'*sA&CP* | OsakaShosen<br>KabushikiKaisha<br>*CellDB*407'166 | 475·0<br>P35'B30'F46'<br>*onShelter dk* FK<br>4*tDTa*48'519*tFPT* | 61·0 | 40·7 | Osaka<br>Japanese<br>8*BHCem*<br>149*tAPT*41*t* | T.6Cy.27",44½"&75"–48" (*s*)<br>200lb 993NHP<br>5SB,*15cf*,GS330,HS13284 FD<br>MitsubishiZosenKaishaLd | 40 ″ 9<br>s13 ″ 1½<br>28 ″ 3 | |
| 08583<br>100394 | **Arabian** SteelScSr<br>*Mchy.Aft* 2*Dks* | 1073<br>614<br>770 | | | | | 1892 | J.B.&H.<br>Fairgrieve<br>HamiltonOnt | ~~MontrealTransportationCo.Ld.~~<br>CanadaSteamship Lines,Ld | 178·6<br>H27*t* | 31·0 | 13·6 | ~~HamiltonOnt~~<br>Montreal<br>British<br>*WB* | O.2Cy.20$\frac{5}{16}$"&40"–34"<br>E*blt.*70*ftd.*92 78NHP<br>T.G.Beckett&Co.Hamilt'n | | |
| 08584<br>142824<br>JWBS | **Arabian Prince** SteelScSr<br>Sub.Sig.<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless 2*nd dk*(*Stl*)*in forward holds* | 5764<br>5489<br>3551 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,20<br>*Carrying oil* | NYk<br>✠LMC1,19<br>*fuel F.* | *P.* | CL<br>11,20<br>*above* | 1919<br>1mo<br>*Lloyd*<br>150° | W.Pickersgill&Sons,Ld<br>Sunderland<br>'*sA&CP*<br>F. *in DB* | PrinceLine,Ld.<br>(Furness,Withy&Co.Ld.*Mgrs.*)<br>*CellDB* | 405·0<br>F35'*onShelterdk* FK<br>351'1295*t FPT*129*t* | 52·3 | 31·9 | Newcastle<br>British<br>6*BHCem*<br>*APT*113*t* | T.3Cy.26",43"&73"–48" (*s*)<br>180lb 546NHP<br>3SB,*9cf*,GS187,HS8340 FD<br>Richardsons, Westgarth & Co.Ld.Sld. | 34 ″ 6<br>s9 ″ 2½<br>25 ″ 8 | |
| 08585<br>144346<br>KDHN | **Arabic** SteelTwinSc<br>(*ex*Berlin)<br>*Elec.light* 4*Dks*&*Shelter dk*<br>*Ref.Mchy.* Sub.Sig. Wireless | 17324<br>12297<br>9834 | | | | | 1908 | Akt.Ges.<br>"Weser"<br>Bremen | OceanicStm.Nav.Co.Ld. (WhiteStar Line) | 591·3<br>P70'B359'F40' | 69·8 | 38·5 | Liverpool<br>British<br>*WB* | Q.8Cy.33¾"48⅝"69⅝"&110¾"–63" 1950NHP<br>A.G."Weser,"Bremen | | |
| 08586<br><br>NRML | **Arabien** SteelScSr<br>*ss*Shi.No.2–19<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*<br>(*Stl*–teak s)<br>*Tonnage opening closed* 1918 | 4714<br>4475<br>3004 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21 ~~12,20~~<br>BS12,20 ✠LMC9,19 | Cpn<br>Shl | *y* | CL<br>~~8,19~~<br>N10,21 | 1911<br>3mo<br>*Lloyd* | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>'*sA&CP* | Dmpsk.Akties. Orient<br>*WB*=*CellD* | 385·0<br>FK<br>*Ba*130' *uE*20'*f*152' | 53·2 | 28·1 | Copnhagn<br>Danish<br>6*BHCem*<br>903*tFPT*90*t* | T.3Cy.27",44"&73"–48" (*r*)<br>180lb 491NHP<br>4SB,*12cf*,GS240,HS8810<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc | 38 ″ 6<br>s10 ″ 8½<br>28 ″ 4 | |
| 08587<br>124207<br>HTMD | Now named "CaldyLight," See No. 35909 in Supplement<br>**Arabier** SteelScSr<br>*ss*Hul.No.1–17<br>(*ex*Manningtry) 1*Dk*(*ptIrn*&*ptStl*)<br>Wireless 1*ptdk*(*Stl*) | 3869<br>3646<br>2481 | ✠100A1<br>5,17<br>BS2,20 ✠LMC5,18 | Hul | *w* | CL<br>5,18 | 1911<br>9mo<br>*Lloyd* | JLThompson&Sons,Ld<br>Sunderland<br>'*sA&CP* | ~~LloydRoyalBelge(GreatBritain)Ld~~<br>J.German&Co.<br>*CellD* | 352·5<br>P33'B100'F37' FK<br>*Ba*115'*u E* 23'*f*154 | 50·9 | 24·8 | London<br>British<br>6*BHCem*<br>927*tAPT*37*t* | T.3Cy.25",40"&68"–48" (*s*)<br>180lb 345NHP<br>3SB,*9pf*,GS132,HS5283<br>Richardsons,Westgarth&Co.Ld.W.Hpl. | 27 ″ 4<br>s5 ″ 0<br>22 ″ 8 | |
| 08588<br>142446<br>JTLD | **Arabistan** SteelSc<br>(*ex*WarMagpie)<br>*Elec.light* 2*Dks*<br>Wireless *CruiserStern* | 5205<br>4759<br>~~3139~~<br>3183 | | | | | 1918 | Earle'sCo.<br>Ld.<br>Hull | SerbistanSSCoLd<br>~~StrickLine,Ld~~<br>(F.C.Strick&Co.Ld.*Mgrs.*) | 400·2<br>P49'B113'F39' | 52·2 | 28·5 | London<br>British<br>*WB* | T.3Cy.27",44"&73"–48"<br>369NHP<br>Earle'sCo.Ld.Hull | | |
| 08589<br>201545<br>KTML | **Arabs** WoodSc<br>(*Tug*)<br>1*Dk* | 155<br>—<br>91 | | | | | 1904 | FultonEng Works<br>S.Francisco | AssociatedOilCo. | 109·5 | 24·5 | 12·0 | NewYork<br>Utd.States | C.2Cy.20"&42"–24"<br>72NHP | | |
| 08590 | **Aracajú** SteelSc<br>(*ex*Persia)<br>*Elec.light* Wireless 2*Dks* | 3569<br>3280<br>2182 | | | | | 1914 | Flensburgr<br>Schiffsb.Ges<br>Flensburg | Requisitioned by theBrazilianGovernment(Operated bytheFrench Government) | 364·3<br>B30' | 51·0 | 22·0 | R.Janeiro<br>Brazilian<br>*WB* | T.3Cy.24¾",40⅞"&67¾"–48"<br>318NHP<br>FlensburgerSchiffs.Ges. | | V |
| 08591<br>127824 | **Aracari** SteelScK<br>*ss*Liv.No.3–11,19<br>1*Dk* | 245<br>224<br>113 | ✠100A1<br>*StmTrawler*<br>12,20<br>BS12,20 ✠LMC9,19 | Flt | | CL<br>12,20 | 1908<br>1mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld.Beverley<br>'*sA&CP* | Taylor&Ashworth (J.A.Taylor, *Mgr*) | 120·5<br>Q76'F19'<br>BK8" | 22·0 | 11·9 | Fleetwood<br>British<br>4*BHCem* | T3Cy.12½",21½"&35"–24" (*s*)<br>180lb 76RHP<br>1SB,*2pf*,GS35,HS1318<br>Amos&Smith,Hull | 12 ″ 10 | |
| 08592 | **Aracaty** IronScSr<br>Wireless (*ex*AnnaVilla,<br>*ex*ProfessorWoermann) 2*Dks* | 1525<br>1365<br>996 | | | | | 1882 | Blohm&<br>Voss<br>Hamburg | Cia.Commercio e Navegação | 265·2<br>P46'H72'F32' | 35·6 | 20·1 | R.Janeiro<br>Brazilian | C.2Cy.30"&50"–33"<br>120NHP<br>Blohm&Voss,Hamburg | | |
| 08593<br>132832<br>HWST | **Arachne** SteelScSr<br>*ss*Cff.No.2–21 ~~*ss*Mt.No.1–10~~<br>*Carryingfuel oilF.P. above*150°F. *inDB*<br>Wireless 1*Dk*(*Stl*) | 3917<br>3631<br>2474 | ✠100A1<br>~~4,21~~ ~~8,20~~ 11,21<br>~~BS11,19~~ ✠LMC~~8,18~~ | Bry<br>Cff<br>4,21 | *w* | CL<br>~~9,19~~<br>~~4,21~~<br>11,21 | 1912<br>10mo<br>*Lloyd* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'*sA&CP* | St.MaryS.S.Co.<br>(WilliamsBros,<br>(Cardiff)Ld *Mgrs.*)<br>*WB*=*CellD* | 360·0<br>P27'B105'F35' FK<br>*Ba*117'*uE*25'*f*158' | 49·0 | 25·6 | London<br>British<br>6*BHCem*<br>925*tAPT*78*t* | T.3Cy.25",40½"&67"–45" (*s*)<br>180lb *100lb* 337NHP<br>2SB,*6cf*,GS132,HS5323<br>Cen.Mar.Eng.Wrks.WHpl | 28 ″ 0<br>s5 ″ 4<br>23 ″ 0 | |
| 08594<br>217281<br>LNWT | **Arado** WoodScSr<br>*Elec.light* Wireless 1*Dk*2*trB* | 2551<br><br>1528 | | | | | 1918 | LoneStar<br>S.B.Co.<br>Beaumont,<br>Texas | UnitedStates ShippingBoard | 281·6<br>P40'B66'F33' | 46·0 | 26·0 | Pt.Arthur<br>Texas<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 08595<br>136682<br>JFQO | **Aragaz** SteelScSr<br>*ss*Lon.No.1–19<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 5050<br>4471<br>3074 | ✠100A1<br>~~8,20~~ 11,21<br>BS8,20 ✠LMC4,19<br>*Carrying Pet*<br>*Fitted for oil* | HKg<br>Cal<br>*roleum*<br>*fuel* 5, | *x*<br>*in*<br>14 | CL<br>4,19<br>*bulk*<br>*F.P. a* | 1914<br>5mo<br>*Lloyd*<br>*bove* 1 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>'*sA&CP*<br>50°F. | AragazTankS.S. Co.Ld.<br>*WB*=*CellD* | 385·3<br>P88'B28'F41' FK | 50·3 | 30·3 | London<br>British<br>16*BHptCem*<br>9 „ *to U dk*<br>7 „ *to 2nd dk*<br>*BuB*24'35*tD* | T.3Cy.25½",42"&70"–48" (*s*)<br>180lb *120lb* 425NHP<br>2SB,*6cf*,GS126,HS5862 FD<br>N.E.MarineEng.CoLdNwc<br>*Tf*36'316*tFPT*73*tAPT*39*t* | 30 ″ 3<br>s6 ″ 3<br>24 ″ 5 | |
| 08596<br><br>JMSD | **Aragon** SteelScSr<br>Wireless *ss*Msl.No.3–8,15<br>*Elec.light* 2*Dks*(*U*–*Stl*)&*Awng dk*<br>*ss*Bkn.No.1–19 | 1896<br>—<br>1028 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>~~6,18~~ 10,21<br>BS2,21 ✠LMC9,19 | Bcl | *q* | ~~9,19~~<br>10,21 | 1902<br>9mo<br>*Lloyd* | R.Thompson&Sons<br>Sunderland<br>'*sA&CP* | Cia.Trasmediterranea<br>*CellD* | 260·0<br>BK9"<br>*Ba*72'*uE*&*B*36'*f*96' | 37·0 | 17·0<br>25·0 | Seville<br>Spanish<br>6*BHCem*<br>309*tAPT*10*t* | T.3Cy.20",33"&54"–39" (*s*)<br>160lb ~~60lb~~ 190NHP<br>2SB,*4pf*,GS81,HS2990<br>N.E.MarineEng.Co Ld.Sld | 27 ″ 6<br>s9 ″ 4½<br>19 ″ 3 | |
| 08597<br>107228<br>KVRS | Stranded 10,21<br>SteelScSr<br>Wireless<br>*Mchy.Aft* *Elec.light* 1*Dk*2*trB* | 1450<br>—<br>1072 | | | | | 1896 | Detroit<br>DryDockCo.<br>Wyandotte | TheAragonInc. | 247·7 | 42·6 | 14·8 | NewYork<br>Utd.States<br>*WB* | T.3Cy.17",27½"&46"–36"<br>127NHP<br>DryDockE.Works,Detroit | | |
| 08598<br><br>OCGQ | **Aragonia** SteelTwinScSr<br>*Elec.light* 1*Dk*&*Spar dk*3*trB* | 5124<br>4780<br>3228 | | | ... | | 1897 | Flensburgr<br>Schiffsb.Ges<br>Flensburg | FrenchGovernment | 404·7<br>P34'B102'F52'<br>FK | 50·4 | 21·2<br>29·0 | Cherbourg<br>French<br>*WB* | T.6Cy.19",31"&52"–40"<br>426NHP<br>FlensburgSerchiffsb.Ges. | 32 ″ 0 | V |
| 08599 | **Araguary** IronScSr<br>Wireless (*ex*S.Luiz,*ex*Astronomer) | *3075*<br>*2915*<br>*1978* | | | ... | | 1883 | Aitken&<br>Mansel<br>Glasgow | Cia.Commercio e Navegação | 365·2<br>P25'B112'F42' | 40·0 | 26·6 | R.Janeiro<br>Brazilian | C.2Cy.38"&75"–54"<br>344NHP<br>J.&J.Thomson,Glasgow | 28 ″ 1 | |
| 08600<br>120716<br>HJDK | **Araguaya** SteelTwinScSr<br>*ss*Bel.No.3–10,20<br>3*Dks*(*Stl*–ws*Upt* teak)&*Orlop dk*<br>*Elec.light* (*Stl*–ws)*inNos.*1&2*Holds*<br>*Ref.Mchy.* Sub.Sig. Wireless | 10530<br>7418<br>6485 | ✠100A1<br>10,21 ~~9,21~~<br>BS10,21 | Sou<br>✠LMC10,20 | *f*† | CL<br>10,20 | 1906<br>9mo<br>*Lloyd* | Workman,<br>Clark&Co.Ld<br>Belfast<br>'*sA&CP*<br>*WB*=*CellD* | RoyalMailSteam PacketCo.<br>*Ba*118'*uE*&*B*128' | 515·2<br>P44'B339'F88' FK<br>*f*197'1600*tTanks a* | 61·3 | 30·5 | Belfast<br>British<br>8*BHCem*<br>*tsides of tun* | Q.8Cy.27",38",54"&76½"–54"<br>215lb (*s*) FD 1514NHP<br>3D&3SB*36cf*GS571HS23538<br>Wrkman,Clark&Co.Ld Bel<br>*nels*55'292*tFPT*90*tAPT*65*t* | 34 ″ 0<br>s7 ″ 5½<br>27 ″ 2 | BT<br>till<br>9,21 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08601<br>117587<br>WPHD | **Arahura** **SteelTwinScSr**<br>Wireless 2*Dks*&*Awng dk* | 1596<br>1308<br>771 | | | | | 1905 | W.Denny &Bros.<br>Dumbarton | **UnionS.S.Co.of NewZealand,Ld.** | 240·6 | 36·6 | 22·4 | **Dunedin**<br>British<br>*WB* | T.6Cy.10½",23½"&38"-24"<br>147NHP<br>Denny&Co.Dumbarton | | C |
| 08602<br>23475<br>RDGV | **Araito Maru** **WoodSc** | 379<br>—<br>218 | | | | | 1919 | ........ | **ToyoReizoKisen Kaisha** | 140·6 | 25·8 | 13·4 | **Niigata**<br>Japanese | | | |
| 08603<br>105971<br>PFHL | **Arakaka** **SteelScSr**<br>(*ex*Grenada) *ss*Gls.2ndNo.3-10,20<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*<br>Wireless (*ptStl*-teak s)&*deep framing* | 2260<br>1931<br>1363 | ✠100A1<br>*Spar dk*<br>7,21~~2,21~~<br>~~BS1,20~~<br>BS10,21<br>✠LMC10,20 | Liv | *s* | CL<br>10,20 | 1896<br>1mo | A.Stephen &Sons<br>Glasgow<br>A&CP | **ArakakaSS.Co.Ld.**<br>**(BookerBros.Mc Connell&Co.Ld.)**<br>*WB = CellDB* | 281·5<br>P29'B152'F30' 23·2<br>FK<br>*a*72'*uE*&*B*40'*f*104' | 39·0 | 14·7 | **Liverpool**<br>British<br>4*BHCem*<br>355*tAPT*18*t* | T.3Cy.23",37"&62"-42" (*s*)<br>180lb 345NHP<br>2SB(FD)&1AuxSB2,14<br>*6cf*,&*2pf*GS120,HS5247<br>A.Stephen&Sons,Glasgow | 25 ″ 6<br>s 3 ″ 3½<br>22 ″ 7 | |
| 08604<br>NFTB | **Arakan** **SteelScSr**<br>*ss*SFo.No.2-20*ss*~~Rot.No.1-19~~<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5106<br>4769<br>3205 | ✠100A1<br>7,21 ~~8,20~~ 1,22<br>✠LMC~~9,12~~<br>12,20 | Yka<br>HKg | *z* | 12,20 | 1912<br>11mo<br>*Lloyd* | W.Gray& Co.Ld.<br>WHartlepool<br>'s*A&CP* *Cell* | **Rotterdamsche Lloyd(W.Ruys& Zonen,***Mgrs.***)**<br>*DBa*132'*uE*26'*f*17 | 400·0<br>P30'B258'F41'<br>FK<br>6'1184*tDTa*37'950*t* | 53·5 | 27·1 | **Rottrdam**<br>Dutch<br>6*BHCem*<br>*APT*33*t* | T.3Cy.28",46"&77"-48" (*s*)<br>180lb 623NHP<br>4SB,*12cf*,GS223,HS9637 FD<br>Cen.Mar.Eng.Wrks.WHpl | 29 ″ 7<br>s 4 ″ 9½<br>25 ″ 2 | |
| 08605<br>99312<br>MHCP | **Aral** **SteelScSr**<br>*Mchy.Aft* *Elec.light* Wireless<br>*Carrying Petroleum in bulk* | 2847<br>2675<br>2112 | | | | | 1891 | Armstrong Mitchell &Co.<br>Ld.Newcastle | **AralS.S.Co.Ld.**<br>**(H.E.Moss&Co.)** | 310·0<br>B20'F40' | 40·2 | 28·2 | **Liverpool**<br>British | T.3Cy.22",35"&58"-42"<br>NB16 218NHP<br>WllsndSlpwyCo.Ld.Nwc. | | V |
| 08606<br>110899<br>RGST | **Aralia** **IronScK**<br>1*Dk* | 229<br>217<br>113 | | | ... | | 1899 | Schofield, Hagerup& Doughty,Ld.<br>Grimsby | **T.W.Baskcomb** | 121·5<br>B48'F21'<br>BK7½" | 21·6 | 11·5 | **Grimsby**<br>British | T.3Cy.13",21"&34"-24"<br>NB20 59RHP<br>C.D.Holmes&Co.Hull | 12 ″ 4 | |
| 08607<br>139004<br>JLCG | **Araluen** **SteelScSr**<br>(*ex*Scharzfels) *ss*Ham.No.3-10,13<br>*ss*Syd.No.1-17<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*<br>Wireless (*Stl-ptteak s*)&*Web frames* | 5519<br>5220<br>3485 | ✠100A1<br>*Spar dk*<br>9,21~~2,21~~<br>BS1,21<br>✠LMC<br>MS6,20 | Liv<br>Ant | *z* | CL<br>6,20 | 1901<br>7mo<br>*Lloyd* | Wigham-Richrdsn&Co<br>Ld Newcastle<br>'s*A&CP*<br>*WB* | **Requisitioned by theCommonwealth Government of Australia**<br>= *CellDBa*142'*uE* | 420·0<br>P60'B96'F48' 28·6<br>BK11"<br>27'*f*177'1115*t Twee* | 55·1 | 20·5 | **London**<br>British<br>6*BHCem*<br>*n dk tanks a* | Q.4Cy.24",34",51"&74"-54"<br>210lb *120lb* (*r*) 494NHP<br>3SB,*9cf*,GS150,HS6303 FD<br>WghmRchrdsn&C.LdNwc<br>50'490*tf*46'570*tAPT*40*t* | 31 ″ 4 | |
| 08608<br>96634<br>LHMP | **Aramac** **SteelScSr**<br>1*Dk*&*Spardk*(*Stl-ws*)&*Webframes*<br>*Elec.light* Wireless | 2114<br>1807<br>~~1192~~<br>1138 | ✠<br>*Spar dk*<br>9,89<br>✠ | Gls | *t* | | 1889<br>9mo | W.Denny &Bros.<br>Dumbarton | **Australas'nUnited Stm.Nav.Co.Ld.** | 300·0<br>P&B181'F45' 24·0<br>FK<br>*WB= Cell* | 37·1 | 17·6 | **Brisbane**<br>British<br>5*BHCem*<br>*DB*212'307*t* | T.3Cy.25",41"&68"-48"<br>334NHP<br>2DB,*8cf*,GS192,HS5105<br>Denny&Co.Dumbarton | 24 ″ 9 | |
| 08609<br>817 | — **SteelTwinScSr**<br>(*ex*Araucanito,*ex*Morro)<br>1*Dk* | *170*<br>*155*<br>*69* | ✠<br>9,81 | Grk | Lv | | 1881<br>8mo | Scott&Co.<br>Greenock | **Soc.Lobitos Oilfield,Ld.** | 125·6 | 23·0 | 8·0 | **Callao**<br>Peruvian<br>5*BH* | C.4Cy.15"&30"-21"<br>69NHP<br>Scott&Co.Greenock | | |
| 08610<br>217444<br>LPKW | **Arambi** **WoodScSr**<br>*Elec.light* Wireless 1*Dk*2*trB* | 2551<br>—<br>1528 | | | | | 1918 | LoneStar S.B.Co.<br>Beaumont, Tex. | **UnitedStates ShippingBoard** | 267·3<br>P41'B66'F30' | 46·0 | 23·6 | **Port Arthr Tex.**<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 08611<br>143950<br>KDBQ | **Arana** **SteelScSr**<br>*CruiserStern*<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 2504<br>2272<br>1457 | ✠100A1<br>~~4,21 12,19 8,21~~<br>1,22<br>✠LMC12,19 | Gls<br>~~Ant~~ Ant | *t* | CL | 1919<br>12mo<br>*Lloyd* | A.&J. Inglis,Ld.<br>Glasgow<br>'s*A&CP* | **MacAndrews&Co. Ld.**<br>*CellDB* | 303·4<br>P33'B81'F32'<br>FK<br>260' 661*t FPT* 69*t* | 43·0 | 20·7 | **London**<br>British<br>6*BHptCem*<br>*APT*180*t* | T.3Cy.22",36"&59"-39" (*s*)<br>180lb 265NHP<br>2SB,*6cf*,GS124,HS4500<br>A.&J.Inglis,Ld.Glasgow | 23 ″ 0<br>s 3 ″ 6½<br>19 ″ 0 | |
| 08612 | **Aranda** **SteelSc**<br>*Elec.light* 1*Dk* | 603<br>522<br>344 | | | | | 1920 | A/BVulcan<br>Åbo | **MeritoimiO/y** | 144·5 | 27·3 | 12·6 | **Åbo**<br>Finnish | T.3Cy.14",24½"&37½"-24"<br>69NHP<br>A/B Vulcan,Åbo | | |
| 08613<br>101883<br>PDGC | **Aranisland** **SteelScSr**<br>(*ex*Braegrove, *ss*Bel.2ndNo.3-10,19<br>*ex*M.E.Hall,*ex*DonegalCastle) 1*Dk*(*Stl*)<br>*Well deck* *Mchy.Aft* | 275<br>206<br>100 | ✠100A1<br>6,21~~10,19~~<br>BS11,20 ✠LMC10,19 | Bel | *d* | CL<br>10,19 | 1895<br>11mo | J.Shearer &Son<br>Glasgow<br>A&CP | **JohnKelly,Ld.**<br>**(S.Kelly,***Mgr.***)** | 135·0<br>Q49'B7'F20'<br>BK6" | 22·5 | 10·1 | **Belfast**<br>British<br>3*BHCem*<br>*FPT*18*t* | C.2Cy.15⅜"&36"-24" (*a*)<br>125lb 53RHP<br>1SB,*2pf*,GS37,HS792<br>Hutson&Son,Glasgow | 10 ″ 9<br>s ″ 9½<br>10 ″ 7 | |
| 08614<br>129533<br>HSCP | **Arankola** **SteelTwinScSr**<br>*Elec.light* 2*Dks*(*UStl*-teak s)&<br>Wireless *Shade dk*(*Stl*-teak s) | 4129<br>2889<br>1725 | ✠<br>*Shade dk*<br>1,11<br>✠ | Bel | *y* | | 1911<br>1mo | Workman, Clark&Co.Ld<br>Belfast<br>*WB=* | **BritishIndiaStm. Nav.Co.Ld.**<br>*CellDBa*46'*uE*&*B* | 390·3<br>B *on Shade dk*173'<br>FK<br>136'*f*123'576*tFPT* | 50·3 | 22·0 | **Glasgow**<br>British<br>6*BHCem*<br>29*tAPT*25*t* | Q.8 Cy.24½",35",50"&70"-48"<br>HS21950 1346NHP<br>2D&4SB,*24cf*,GS557, FD<br>Wrkman,Clark&Co.LdBel | 24 ″ 6 | |
| 08615 | **Aranmore** **IronScSr**<br>2*Dks*<br>*Elec.light* *Well deck* Wireless | 1170<br>919<br>502 | | | .. | | 1890 | WBThmpson&Co(Lim)<br>Dundee | **CanadianGovt.** | 241·5<br>P150'B25'F36' | 34·8 | 15·7 | British<br>*WB* | T.3Cy.23",38"&61"-48"<br>258NHP<br>WBThmpsn&C.(Lm)Dun. | 18 ″ 0 | |
| 08616<br>144234<br>KHML | — **SteelSc**<br>*Elec.light* 2*Dks* | 1135<br>970<br>468 | | | | | 1920 | Hawthorns &Co.Ld.<br>Leith | **ClydeShppg.Co.Ld**<br>**(W.Cuthbert,** *Mgr.***)** | 250·5<br>P157'F76' | 35·3 | 16·8 | **Glasgow**<br>British<br>*WB* | T.3Cy.20",33"&53"-39"<br>175NHP<br>Hawthorns&Co.Ld.Leith | | |
| 08617<br>HOVR | **Arantzazu** **SteelScSr**<br>(*ex*Horacio, *ss*Bbo.2ndNo.3-4,13<br>*ex*Evelyn) 1*Dk*(*Stl*)&*Web frames*<br>*Well deck* Wireless | 2291<br>1786<br>1349 | ✠ ——<br>7,20<br>✠ | Bbo | *s* | | 1888<br>4mo | W.Gray& Co.<br>WHartlepool | **Cia.deNavegacion Bengolea** | 290·0<br>P27'Q94'B112'<br>F29' BK10"<br>*DBa*9 | 38·2 | 20·3 | **Bilbao**<br>Spanish<br>5*BHCem*<br>6'*f*106'447*t* | T.3Cy.22½",36½"&60"-39"<br>NDB03 224NHP<br>2SB,*6cf*,GS97,HS3358<br>Blair& Co.Ld.Stockton | 22 ″ 2 | V |
| 08618<br>107665<br>KRBV | **Arapahoe** **SteelScSr**<br>*Elec.light* Wireless 1*Dk*&*HurDk*3*trB* | 4145<br>—<br>3205 | | | | | 1901 | W.Cramp& SonsCo.<br>Philadelphia | **ClydeS.S.Co.** | 336·5<br>len02 | 46·1 | 20·5 | **NewYork**<br>Utd.States | T.3Cy.27½",43"&70"-36"<br>294NHP<br>W.Cramp&SonsCo.Phl. | | R |
| 08619<br>108090<br>QHWS | **Arapawa** **SteelScSr**<br>*Well deck* 1*Dk*<br>*Elec.light* | 291<br>181<br>128 | ✠<br>9,08 | Psy | *d* | | 1908<br>9mo | JFullerton &Co.<br>Paisley | **NorthernS.S.Co. Ld.** | 120·5<br>Q60'B11'F18'<br>FK<br>*WB=* | 22·1 | 8·6 | **Auckland**<br>British<br>4*BHCem*<br>*FPT*9*t* | T.3Cy.11",18"&31"-22"<br>47RHP<br>1SB,*2cf*,GS32,HS1194<br>RenfrewBros.&Co.Irvine | 9 ″ 3 | |
| 08620 | **Arapey** **SteelTwinSc**<br>*OilEng.*<br>(*ex*Rivadavia) | 1106<br>—<br>552 | | | | | 1884 | D.Rowan<br>Glasgow | **TheArgentine Nav.Co.(Nicolás Mihanovich)Ld.** | 238·2 | 30·0 | 11·0 | **M.Video**<br>Uruguayan | OilEng. 2S.C.<br>4Cy. NE*fitted*18<br>J.&C.G.BolindersM.V.A/B<br>Stockholm | | |
| 08621 | **Ararat** **SteelSc**<br>(*ex*Mahmoud *ss*Yka.2ndNo.3-10,06<br>ChefketPasha, 2*Dks*(*Stl-Uws*)3*trB*<br>*ex*ShibataMaru,*ex*Moyune)<br>*Elec.light* | *2690*<br>*2403*<br>*1714* | ✠<br>10,10<br>✠ | Yka | *v* | | 1886<br>12mo | JLThompson&Sons<br>Sunderland | **M.Gumuchdjian** | 340·0<br>P53'B78'F47'<br>BK11"<br>*CellDB*162' | 40·1 | 25·5 | Armenian<br>7*BHCem*<br>243*tFPT*22*t* | T.3Cy.31¾",49"&78"-51"<br>434NHP<br>2DB,*12cf*,GS209<br>T.Richardson&Son,Hpl. | 28 ″ 3 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | Registres où coté. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08622<br>372<br>HBOW | **Ararat** SteelScSr<br>1Dk(Stl) | 908<br>775<br>504 | ✠<br>withfreeboard<br>6,96 ✠<br>For Trading in the Black Sea | Nwc | m | | 1896<br>6mo | Hawthorn,<br>Leslie&Co,Ld<br>Newcastle<br>WB= | RussianStm.Nav.<br>&TradingCo.<br>Cell D Ba46' u E& | 220·0<br>B84'F26'<br>B40'f98'270t FPT | 34·0 | 12·2<br>FK | Odessa<br>Russian<br>5BHCem<br>59tAPT28t | T.3Cy.16",26"&43"-30"<br>120NHP<br>2SB,4cf,GS70,HS2080<br>Hwthrn,Leslie&C.Ld.Nwc | 14 " 0 | |
| * 08623<br>101829<br>NOHL | **Aras** SteelScSr<br>ssShl.2ndNo.3-5,18<br>Mchy.Aft Wireless<br>Elec.light 1Dk(Irn)&Spardk(Irn)&<br>Webframes | 3217<br>3040<br>2071 | ✠100A1<br>Spar dk<br>Carrying Petroleum in bulk<br>5,21 ~~7,20~~<br>✠NB5,18 ✠LMC<br>MS6,19 DB7,20<br>Fitted for oil fuel 6,19 F.P. above 150°F. | Bom<br>Cal | v | CL<br>~~7,20~~<br>5,21 | 1893<br>6mo<br>Lloyd's A&CP | Palmers'<br>Co.(Lim.)<br>Newcastle | ~~PetroleumS.S.Co.~~<br>~~Ld.~~ BritishTanker Co.Ld.<br>WB=DBuE | 325·0<br>P73'B20'<br>F38'<br>&B50'153tFPT65t | 42·7 | 21·0<br>28·7<br>FK | London<br>British<br>14BHCem<br>APT35t | T.3Cy.24",40½"&64"-42" (s)<br>160lb 100lb NDB07 295NHP<br>2SB,6pf,GS130,HS4487<br>Palmers'Co.(Lim.),Nwc. | 29 " 10<br>s 5 " 10½<br>24 " 3 | |
| 08624<br>HBCP | **Araucania** SteelScSr<br>ssP.Ar.2nd.No.3-2,20<br>(exCambronne, exLinden)<br>Well deck 1Dk(Irn) | 424<br>292<br>264 | ✠NB7,07 ~~LMC~~ | | ... | 2,20 | 1893<br>8mo | W.Dobson<br>&Co.<br>Newcastle<br>A&CP | Braun&Blanchard<br>WB=DBa33' | 155·8<br>Q79'B14'F17'<br>&uE&B42'70tFPT | 23·0 | 9·4<br>BK6" | PntaArnas<br>Chilian<br>4BHCem<br>13tAPT4t | T.3Cy.13",20"&33"-24" (s)<br>160lb 75lb NDB01 60NHP<br>1SB,2pf,GS31,HS985<br>N.E.MarineEng.CoLdNwc | 11 " 8<br>s " 9½<br>11 " 6 | |
| 08625<br>810<br>HBNG | **Arauco** IronSc3MstSr<br>6thSurvey Vpo.8,03<br>Mchy.Aft Wireless Elec.light 3Dks | 801<br>672<br>586 | ✠<br>6,09 | Vpo | Lv | | 1879<br>4mo | Gourlay<br>Bros.<br>Dundee | M.De laFuente&<br>Co. | 200·0<br>P60tF20t<br>WB=DBf | 29·2 | 15·5 | Valparaiso<br>Chilian<br>3BH1PBH | C.2Cy.24"&48"-36"<br>NB11 115NHP<br>GourlayBros.&Co.Dundee | | |
| 08626<br>124461<br>HKBL | **Arawa** SteelTwinScSr<br>ssLon.No.3-5,20 ~~ssLon.No.2-15~~<br>2Dks(StlU-ws)&deepframing&<br>Ref.Mchy. Wireless Shelter dk(Stl-ws)<br>Elec.light | 9372<br>8618<br>5985 | ✠100A1<br>Shelter dk<br>withfreeboard 11,21<br>4,21 ~~8,18~~<br>~~BS11,20~~ ✠LMC3,19<br>✠Lloyd'sRMC ~~11,20~~ 4,21<br>BS11,21 11,21 | Liv<br>Lon | e† | CL<br>11,20<br>S4,21 | 1907<br>2mo<br>Lloyd's A&CP | Swan,Hunter&Wigham<br>Richardson,<br>Ld.Newcastle | Shaw,Savill&<br>AlbionCo.Ld.<br>WB=C | 460·0<br>F48'<br>ellDBa91'uE&B82' | 60·0 | 31·0<br>FK&BK1¾" | S'thamptn<br>British<br>7BHCem<br>f231'1447t | T.6Cy.23",38½"&66"-48" (s)<br>205lb 899NHP<br>2D&2SB,18cf,GS396,<br>HS16400<br>WllsndSlpwy.Co.Ld.Nwc. | 34 " 1<br>s 5 " 2<br>29 " 7 | |
| 08627<br>96649<br>LJMB | **Arawatta** SteelScSr<br>Wireless<br>1Dk&Spardk(Stl-ws)&Webframes<br>Elec.light | 2114<br>1807<br>1192 | ✠<br>Spar dk<br>10,89 ✠ | Dml | t | | 1889<br>10mo | W.Denny<br>&Bros.<br>Dumbarton | Australas'nUnited<br>Stm.Nav.Co.Ld. | 300·0<br>P&B181'F46'<br>WB=Cell | 37·1 | 15·8<br>24·0<br>FK | SydnyNSW<br>British<br>5BHCem<br>DB212'307t | T.3Cy.25",41"&68"-48"<br>334NHP<br>2DB,8cf,GS54,HS5105<br>Denny&Co.Dumbarton | | |
| * 08628<br>104543<br>NLBC | **Arbeeco** SteelScSr<br>ssSou.2ndNo.3-8,11<br>(exArno,exJuno) ssLiv.No.2-20<br>Well deck Elec.light Wireless 1Dk | 745<br>473<br>396 | ✠100A1<br>~~7,21~~ ~~1,21~~ 1,22<br>✠LMC<br>~~BS11,19~~ MS7,20<br>BS6,21 | Liv | j | 7,20 | 1894<br>7mo | S.Mc<br>Knight&Co.<br>Ayr<br>A&CP | ~~S.S.Arbeeco,Ld.~~<br>(~~Roberts,Brining~~<br>~~&Co.)~~ T.M.Kirkwood | 190·0<br>P&B141'F26' | 27·1 | 13·2<br>BK7½"<br>DBa | London<br>British<br>4BHCem<br>25'f86'113t | T.3Cy.17",27½"&44"-33" (s)<br>160lb 99RHP<br>1SB,3pf,GS65,HS1700<br>Muir&Houston,Glasgow | 14 " 0<br>s " 11½<br>14 " 0 | |
| * 08629<br>145540<br>KJGR | **Arbonne** SteelSc<br>Well deck<br>Elec light Wireless 1Dk(Stl) | ~~899~~<br>933<br>640<br>470 | ✠100A1<br>6,21 ✠LMC7,21<br>~~(ClassContemplated)~~ | Lth | l | Lloyd's | 1921<br>6mo<br>A&CP | Hawthorns<br>&Co.Ld.<br>Leith | T.Steven&Co.<br>CellDBa39'uE19'f105'20 | 210·0<br>Q115'F26'<br>5tFPT17tAPT13t | ~~31·5~~<br>31·7 | ~~14·5~~<br>12.3<br>FK | Leith<br>British<br>4BHCem | T.3Cy.17",28"&46"-33" (s)<br>180lb 169NHP<br>2SB,6cf,GS95,HS3138<br>Hawthorns&CoLd.Lth. | 14 " 5<br>s4 " 10<br>13 " 7 | |
| 08630<br>144625<br>KGCR | ~~**Arbroath**~~ ~~SteelSc~~<br>(exAlexandra)<br>Elec.light 1Dk<br>For full particulars See No. 36244 in Supplement | ~~1106~~<br>~~623~~<br>5 20 | | | | | 1909 | Akt.Ges.<br>"Neptun"<br>Rostock | Dundee,Perth&<br>LondonShppg.Co.<br>Ld. | 214·3<br>P&B130'F21' | 32·1 | 13·7 | Dundee<br>British<br>WB | T.3Cy.17⅛",27 9/16"&46⅞"-31½"<br>124NHP<br>A.G."Neptun,"Rostock | | |
| 08631<br>215225<br>LHJP | **Arcadia** SteelScSr<br>2Dks3trB<br>Elec.light Wireless Sub.Sig. | 5454<br>4496<br>3412 | | | | | 1896 | Harland &<br>Wolff(Lim.)<br>Belfast | UnitedStates<br>ShippingBoard | 399·2<br>P242'B31'F45' | 49·2 | 27·3 | NewYork<br>Utd.States<br>WB | Q.4Cy.22½",32",47"&68"-51"<br>330NHP<br>Harland&Wolff(Lim),Bel. | | R |
| * 08632 | — SteelScSr<br>ssShl.No.3-8,12<br>ssNap.No.2-19<br>1Dk(ptIrn ptStl)2trB&<br>deepframing3Dkrule | 3098<br>2914<br>1966 | ✠100A1<br>withfreeboard<br>11,21 ~~11,19~~ ✠LMC11,19<br>BS12,21 | Nap<br>Tri | u | CL<br>~~11,15~~<br>11,21 | 1899<br>5mo | JReadhead<br>&Sons<br>South Shields<br>A&CP | Soc.Anon.diNav.<br>RimorchieSalvataggi<br>(D.Tripcovich)<br>WB=CellD | 323·0<br>P29'B81'F33'<br>Ba106'uE20'f132' | 47·1 | 22·6<br>FK | Trieste<br>Italian<br>5BHCem<br>726tAPT30t | T.3Cy.24",40"&64"-42" (r)<br>160lb ~~100lb~~ NDB04 278NHP<br>2SB,6rf,GS116,HS4366 100lb<br>J.Readhead&Sons,S.Shl. | 25 " 0 | |
| 08633<br>HSLR | — SteelScSr<br>Wireless ssDub.No.3-4,04<br>(exSparrow,exDuke ssPir.No.2-13<br>Elec.light of Fife) 2Dks(UStl-ws) | 1008<br>753<br>302 | ✠<br>1,20<br>✠ | Pir | n | | 1892<br>4mo | AilsaS.B.<br>Co.<br>Troon | Nav.Orientale<br>(P.PantaleonMgr) | 244·0<br>P59'B88'F59'<br>DS04 | 31·8 | 15·5<br>BK8" | Piræus<br>Greek<br>5BHCem | T.3Cy.26",41"&66"-42"<br>332NHP<br>2DB,12cf,GS222,HS5741<br>Dunsmuir&Jackson,Gls. | 16 " 1 | |
| 08634<br>105766<br>PDJN | — SteelScK<br>(Tug)<br>1Dk | 180<br>164<br>— | | | | | 1895 | Cook,Welt'n&Gemmell<br>Hull | WilliamWatkins<br>Ld. (J.S.Watkins,<br>Mgr.) | 109·1<br>B21' | 21·5 | 11·8 | London<br>British<br>WB | T.3Cy.14½",23"&37"-27"<br>99RHP<br>Earle'sCo.(Lim.),Hull | 12 " 6 | |
| 08635<br>123910<br>HRFS | **Archangel** SteelTrpScSr<br>(exSt.Petersburg) 2Dks&Shelterdk<br>Elec.light (ptStl-teaks)<br>Sub.Sig. Wireless | 2448<br>1502<br>1039 | ✠<br>Shelter dk<br>withfreeboard<br>2,13 ✠<br>Harwich & Hook of Holland | Rot | t | | 1910<br>7mo | J.Brown&<br>Co.Ld.<br>Clydebank | Gt.EasternRly.Co.<br>WB=CellD | 330·8<br>FonShelterdk52'<br>BuE40'62tFPT9t | 43·2 | 17·8<br>FK | Harwich<br>British<br>8BHCem<br>DTf10'40t | 3 Steam Turbines<br>5SB,20cf,GS430,HS14833FD<br>J.Brown&Co.Ld.<br>Clydebank | 18 " 9 | BT till 7,21 |
| * 08636 | **Archangelos** SteelScSr<br>ssShl.No.3-8,19<br>(exSagittarius,ex 1Dk(ptStl ptIrn)<br>Millwall,exDorothy) &Webframes&<br>Wireless ptAwngdk(Irn) | 2445<br>1763<br>1546 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>9,21 ~~12,20~~<br>MBS ~~12,20~~ 3,22 ✠LMC8,19 | Rot<br>Bra | s | 12,19 | 1896<br>4mo | Ropner&<br>Son<br>Stockton<br>A&CP | N.G.Livanos<br>CellD | 290·0<br>P29'Q88'<br>ptAwngdk173'<br>Ba100'uE24'f106' | 43·0 | 16·5<br>FK | Greek<br>5BHCem<br>477tAPT63t | T.3Cy.21½",35"&59"-39" (s)<br>160lb 100lb NDB19 224NHP<br>2SB,6cf,GS76,HS3474<br>T.Richardsn&Sns,Ld.Hpl. | 19 " 9<br>s 8 " 0<br>19 " 2 | |
| 08637<br>105277<br>PMLV | **Archdale** SteelSc<br>(Tug)<br>(exVixen) 1Dk<br>Now named "JohnCoulson," See No. 37928 in Supplement | 119<br>101<br>— | | | | | 1896 | Allsup&<br>Co.Ld.<br>Preston | TheAdmiralty | 95·8 | 18·2 | 10·1 | Middlsbro'<br>British | C.2Cy.17½"&35¼"-24"<br>60RHP<br>W.Allsup&Sons,Preston | | |
| 08638<br>217596<br>LPWD | **Archer** SteelScSr<br>Elec.light 1Dk(Stl)&Shelterdk(Stl)<br>Sub.Sig. Wireless &Webframes<br>Longitudinalframing | 7610<br>7553<br>4872 | Fitted for oil fuel 2,19 F.P. above 150°F. | | ... | CL | 1919<br>2mo | Bethlehem<br>S.B.Corp.Ld.<br>Alameda,Cal.<br>A&CP | UnitedStates<br>ShippingBoard<br>CellDB370'<br>1969tMT20'909t | 440·0<br>FPT138tAPT159t | 56·0 | 35·2<br>FK | S.Frncisco<br>Utd.States<br>ptAsp<br>3BHtoShdk<br>6 " " U " | 1 Geared Steam Turbine<br>215lb (s)<br>3SB,9cf,GS185,HS8250 FD<br>GeneralElectricCo.<br>Schenectady,N.Y. | 38 " 0<br>s 9 " 8½<br>28 " 8 | |
| 08639<br>87082<br>HKTV | — IronScSr<br>1Dk | 633<br>503<br>371 | | | ... | | 1882 | Lon.&Glas.<br>S.B.Co.<br>Glasgow | Newcastle&<br>HunterRiverS.S.<br>Co.Ld. | 200·2<br>P44'F23' | 29·0 | 13·2 | SydnyNSW<br>British | C.2Cy.27"&48"-36"<br>50RHP<br>Lon.&Glas.Co.Glasgow | | |
| 08639$^{a}$<br>10977 | **Archibald Hood** IronTwinSc<br>(Tug)<br>1Dk | 164<br>163<br>33 | | | ... | | 1898 | Cox&Co.<br>Falmouth | BarryRailwayCo. | 90·3 | 22·6 | 12·6<br>BK6½" | Cardiff<br>British | C.4Cy.15½"&28"-21"<br>68RHP<br>Cox&Co.Falmouth | 13 " 0 | |
| * 08640<br>123336<br>PCLR | **Archimedes** SteelScSr<br>ssLon.No.2-19<br>(exDenofAirlie) 2Dks(Stl)&<br>Elec.light Wireless Shelterdk(Stl) | 5364<br>4951<br>3380 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~5,21~~ ~~6,20~~ 3,22<br>✠LMC5,19<br>BS 3,22 | NYk<br>~~Lr~~ Mch | a† | CL<br>~~11,17~~<br>5,21 | 1911<br>8mo<br>Lloyd's A&CP | Russell&<br>Co.<br>Pt.Glasgow | LivBrazil&RPlate<br>S.N.Co.Ld. (Lamport&HoltLd Mgs)<br>Intermediate BH in forehold dispensed with<br>WB=CellDBa130'uE&B46'f195' | 433·5 | 54·2 | 26·6<br>FK | Liverpool<br>British<br>Cem<br>6BHonly | T.3Cy.27",46"&76"-51" (s)<br>200lb 603NHP<br>3SB 9cf,GS186,HS8805 FD<br>D.Rowan&Co.Glasgow<br>1311tDTa39'1009tAPT18t | 29 " 2<br>s 3 " 11½<br>25 " 7 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. DateofB.ofTradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08641<br>135428<br>JBHG | **Architect** SteelScSr<br>~~ssLiv.No.1-10~~<br>Elec.light ssCal.No,2-21 2Dks(Stl)<br>Wireless 3rd dk(Stl) in No.1 hold | 5421<br>5094<br>~~8415~~<br>3411 | ✠100A1<br>7,21 ~~12,20~~<br>~~[illegible]~~<br>BS5,21 | Liv<br>Cal<br>✠LMC~~5,18~~<br>MS12,20 | z | CL<br>~~5,18~~<br>7,21 | 1912<br>12mo<br>Lloyd | C.Connell &Co.Ld.<br>Glasgow<br>'sA&CP | CharenteS.S.CoLd<br>(T.&J.Harrison,<br>Mgrs.) WB=Cell<br>uE&B58' f180'111 | 410·6\|52·3\|30·5<br>P35'B138'F52'<br>DBa116' FK<br>8tDTa31'846t FPT | Liverpool<br>British<br>7BHCem<br>52tAPT22t | T.3Cy.24½",42½"&72"-54"(s)<br>215lb HS9339 538NHP<br>2DB&1AuxSB,15cf,GS281,<br>Dunsmuir&Jackson,LdGls | 32 ″ 10<br>s 6 ″ 6<br>26 ″ 9 | |
| 08642<br>145595<br>KJSP | **Arclight** SteelSc<br>Elec.light Well deck 1Dk(Stl)<br>Mchy.Aft | 652<br>433<br>250 | ✠100A1<br>8,22 ~~10,21~~<br>~~(ClassContem plated)~~<br>✠LMC10,21 | Trn | i | CL | 1921<br>10mo<br>Lloyd | AilsaS.B. Co.Ld.<br>Troon<br>'sA&CP | LightShippingCo.<br>Ld. (Ross&Marshall Ld.Mgrs.)<br>CellD | 175·2\|28·2\|11·2<br>Q100'B9'F33'<br>BK7¼<br>Bf93'129tFPT78tA | Greenock<br>British<br>3BHCem<br>PT33t | T.3Cy.15",24½"&40"-30"(s)<br>180lb 81RHP<br>2SB,4cf,GS71,HS2398<br>AilsaS.B.Co.Ld.Troon | 13 ″ 6<br>s4 ″ 7½<br>18 ″ 7 | |
| 08642* | **Arco Felice II.** WoodTwinSc<br>OilEng.<br>Mchy.Aft 1Dk | 829<br>—<br>619 | | | | | 1920 | Arco Felice<br>Pozzuoli | ArcoFelice | 182·7\|35·4\|18·3<br>P34' | Naples<br>Italian | Oil Engines SA<br>4Cy.12½"-14⅛" 41NHP<br>F.Tosi,Legnano | | |
| 08643<br>OCHY | **Arcole** SteelScSr<br>Elec.light 1Dk | 355<br>303<br>102 | ✠100A1<br>StmTrawler<br>8,19 | Sav<br>✠LMC8,19 | | CL | 1919<br>8mo | Foundat'n Co.<br>Savannah,Ga<br>A&CP | FrenchGovernment | 150·0\|25·0\|14·6<br>Q79'F26'<br>BK7"<br>FPT6t | French<br>4BHCem<br>APT8t | T.3Cy.12¾",21½"&35"-24"<br>180lb (s) 89NHP<br>1SB,3pf,GS53,HS1700<br>CanadianAllis,Chalmers, Ld.Rochfield,P.Q. | 14 ″ 8<br>s 2 ″ 5½<br>14 ″ 1 | |
| 08644 | **Arcona** IronSc3MstSr<br>1Dk2trB | 496<br>434<br>297 | | | | | 1863 | Act.Ges. Vulcan<br>Stettin | Neue Dampfer-Co.<br>Act.Ges. | 211·9\|24·1\|12·5<br>P35'B52'<br>len74 | Stettin<br>German | C.2Cy.19"&42"-24"<br>NE74 NB94 72NHP<br>RostockerA.G.,Rostock | | |
| 08645<br>MTGV | — WoodScSr<br>OilEng<br>1Dk | 215<br>173<br>145 | | | | | 1918 | Vaterlands Skibs.A/S<br>Fredrikstad | A/SArcona<br>(K.Andersen) | 98·2\|26·5\|11·9<br>P24tH13t | Frdrikstad<br>Norwegian | Oil Engine 2S.C.SA<br>4Cy.11½"-17" 55NHP<br>A/B Diesel,Skm. | | N |
| 08646<br>107640<br>KQTD | **Arctic** WoodScSr<br>Fitted for oil fuel 1Dk | 389<br>270<br>243 | | | | | 1901 | H.R.Reed<br>BayCity,Or. | NationalS.S.Co. | 145·0\|32·0\|11·0 | S.Frncisco<br>Utd.States | NB12 | | |
| * 08647<br>137367 | **Arctic Prince** SteelScK<br>ssShl.No.1-19<br>1Dk | 194<br>191<br>86 | ✠100A1<br>StmTrawler<br>9,19<br>BS12,21 | Shl<br>✠LMC9,19 | | CL<br>9,19 | 1915<br>3mo<br>Lloyd | Jos.T.Eltringham&Co.Ld.WillingtonQuay<br>'sA&CP | SwanseaSteam<br>TrawlingCo.Ld.<br>(H.E.Rees,Mgr.) | 115·5\|22·0\|11·9<br>BK7½"<br>WB= | MlfrdHavn<br>~~N.Shields~~<br>British<br>3BHCem<br>DBf19'13t | T.3Cy.12",20"&34"-24" (s)<br>180lb 80RHP<br>1SB,3pf,GS48,HS1490<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 9 | |
| 08648<br>202867 | **Arcturus** SteelScSr<br>Sub.Sig (exJamesB.Wood)<br>Mchy.Aft Elec.light 1Dk | 6702<br>—<br>5263 | | | | | 1905 | WestBay CityS.B.Co.<br>WstBayCity | InterlakeS.S.Co.<br>(Pickands,Mather<br>&Co.,Mgrs.) | 514·0\|54·0\|27·1 | Fairport<br>Utd.States<br>WB | T.3Cy.22½",36"&60"-42"<br>233NHP<br>DetroitS.B.Co.Detroit | | |
| 08649<br>219957<br>LWKR | — SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless &Webframes<br>Longitudinal framing | 6094<br>5632<br>3816 | [illegible]<br>Fitted for oil | [illegible]<br>fuel 4, | …<br>20 | CL<br>F.P. a | 1920<br>4mo<br>A&CP<br>bove 1 | GMStandifer Cnst.Corp.<br>Vancouver, Wash<br>50° F. | UnitedStates<br>ShippingBoard<br>(CellDB343' 1211t M | 401·4\|53·2\|31·9<br>P34'B114'F38'on<br>Shelter dk FK<br>T30' 1011t FPT82t | NewYork<br>Utd. States<br>BHptAsp<br>APT150t | T.3Cy.24½",41½"&72"-48"<br>210lb (r) 552NHP<br>3SB,9cf,GS180,HS8112 FD<br>LlewellynIronWorks, LosAngeles,Cal. | 34 ″ 7<br>s 7 ″ 8<br>27 ″ 3 | |
| 08650<br>6044<br>KBMG | — SteelScSr<br>Elec.light 1Dk | 2685<br>2385<br>1602 | | | | | 1918 | Fredrikstd Mek.Værks.<br>Fredrikstad | Ångf.Aktieb.Gefle<br>(E.Brodin,Mgr.) | 300·4\|47·1\|20·8<br>P31'B62'F33' | Torö<br>Swedish<br>WB | 2 Turbo Electric Motors geared to 1 screw shaft.<br>SvenskaTurbinFab.Akt. Ljungström,Finspong | | N |
| 08651<br>OCIA | — SteelScSr<br>Elec.light 1Dk&Shelter dk | 2514<br>2289<br>1525 | | | | | 1913 | Akt.Ges. "Neptun"<br>Rostock | Requisitioned by theFrenchGovernment | 328·0\|46·0\|18·8<br>F40' 26·7 | Bordeaux<br>French<br>WB | T.3Cy.23⅘",38½"&63"-43 3/10"<br>260NHP<br>A.G."Neptun,"Rostock | | V |
| 08652<br>SQMJ | — SteelScSr<br>ssHul.No.3-~~4,~~12<br>ssHfs.No.2-21 ~~ssSkm.No.1-18~~<br>Ref.Mchy. 1Dk(Stl)&Spardk(Stl-ptws)<br>Elec.light Wireless &Web frames | 2023<br>1522<br>1157 | ✠100A1<br>Spar dk<br>withfreeboard<br>5,22 ~~4,21~~ ~~5,18~~<br>✠NB4,12<br>BS5,22 | Skm<br>Hfs<br>4,21<br>✠LMC~~2,18~~<br>~~BS6,20~~ | s | ~~1,18~~<br>4,21 | 1898<br>12mo<br>Lloyd | Gourlay Bros.&Co.<br>Dundee<br>'sA&CP | FinskaÅngfartygs<br>Aktiebolaget<br>WB=CellDBa36' | 281·4\|38·2\|13·7<br>P41'B102'F62' 21·1<br>BK8"<br>uE&B61' f94' 227t | Helsingfrs<br>Finnish<br>4BHCem<br>APT17t | T.3Cy.29½",47"&75"-45" (s)<br>170lb 551NHP<br>3SB,9cf,GS183,HS8520 FD<br>GourlayBros.&Co.Dun. | 23 ″ 5<br>s 4 ″ 10<br>19 ″ 5 | |
| 08653<br>MGJF | — SteelScSr<br>Elec.light 1Dk2trB | 1277<br>966<br>757 | | | | | 1910 | Bergens Mek.Værks<br>Bergen | DetBergenske<br>Dampskibsselskab | 229·9\|35·2\|16·0<br>Q95tB130tH34t<br>F33t | Bergen<br>Norwegian<br>WB | T.3Cy.17½",28"&48"-33"<br>132NHP<br>BergensMekVærksBergen | | N |
| 08654 | **Ard Patrick** SteelSc<br>Elec.light 3Dks(Stl-Upt ws) | 1397<br>1346<br>610 | ✠ A1<br>ForGovernmentService<br>7,18 | Nwc<br>✠LMC7,18 | | CL | 1918<br>7mo<br>Lloyd | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>'sA&CP | TheAdmiralty<br>CellDBuB20 | 258·0\|34·8\|23·8<br>FK<br>21tDTf8' 24tFPT | British<br>8BHptCem<br>36tAPT22t | T.4Cy.20½",33"&(2)37"-30"<br>180lb (s) 336NHP<br>2SB,8cf.GS156,HS6072 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 24 ″ 6 | |
| * 08655<br>119116<br>VQKR | **Ardachy** SteelScSr<br>ssBwg.No.3-12,19<br>(exRadium) 1Dk(Stl)<br>Well deck Mchy.Aft | 210<br>140<br>82 | ✠100A1<br>7,21 ~~12,19~~<br>BS2,21 | Bwg<br>✠LMC12,19 | c | CL<br>12,19 | 1904<br>4mo<br>Lloyd | Scott& Sons<br>Bowling<br>'sA&CP | J.&A.Gardner&<br>Co.Ld. | 112·0\|21·0\|8·6<br>Q39'B7'F18'<br>BK7"<br>W | Glasgow<br>British<br>3BHCem<br>B=FPT9t | C.2Cy.14"&30"-21" (s)<br>130lb 30RHP<br>1SB,2pf,GS30,HS870<br>C.Houston&Co.Glasgow | 9 ″ 6<br>s ″ 7<br>9 ″ 7 | |
| 08656<br>124168 | **Ardchattan** SteelScSr<br>ssBwg.No.3-4,20<br>Well deck 1Dk(Stl)<br>Mchy.Aft | 264<br>205<br>99 | ✠100A1<br>4,20 | Bwg<br>✠LMC4,20<br>BS10,21 | d | 4,20 | 1907<br>3mo<br>Lloyd | Scott& Sons<br>Bowling<br>'sA&CP | J.&A.Gardner&<br>Co.Ld. | 125·5\|22·6\|9·7<br>Q44'B8'F23'<br>BK7"<br>WB= | Glasgow<br>British<br>3BHCem<br>FPT20t | C.2Cy.15 3/16"&31"-24" (s)<br>135lb 40RHP<br>1SB,2pf,GS35,HS1106<br>Fisher&Co.Paisley | 10 ″ 6<br>s ″ 8½<br>10 ″ 6 | |
| 08657 | **Ardea** SteelSc<br>Mchy.Aft 2Dks | 5300<br>—<br>3150 | | | | | 1920 | Ansaldo SanGiorgio<br>Spezia | Soc.diNav.Roma | 393·2\|51·5\|31·0<br>P102'B30'F33' | Genoa<br>Italian<br>WB | 3 Steam Turbines<br>Gio.Ansaldo&Co.Smp. | | |
| * 08658<br>OCIK | **Ardèche** ssNts.No.1-21 SteelScSr<br>Wireless ssSt.N.2ndNo.3-12,17<br>Elec.light 2Dks(Stl-Uws)3trB<br>(exGeneralLyautey,exMont-Aigoual, exVostizza,exGulf of Ancud) | 2771<br>—<br>1734 | ✠100A1<br>4,21 ~~12,17~~<br>~~BS6,19~~ | St.N<br>✠LMC~~12,17~~<br>4,21 | t | CL<br>~~12,17~~<br>4,21 | 1890<br>6mo | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>A&CP | Cie.Générale<br>Transatlantique | 314·5\|42·2\|23·9<br>B80'F46'<br>BK10"<br>WB=CellDB250'4 | Marseilles<br>French<br>6BHCem<br>77tAPT13t | T.3Cy.26",42"&69"-48" (r)<br>170lb 90lb NDB11 359NHP<br>2DB,8cf,GS146,HS5696<br>Blair&Co.Ld.Stockton | 26 ″ 6<br>s 4 ″ 6<br>23 ″ 3 | |
| * 08659<br>221089<br>MOLV | **Arden** SteelSc<br>Elec light<br>For full particulars See No. 36104 in Supplement | 5976<br>4970<br>3700 | 100A1<br>(ClassContem | plated) | | | 1921 | Merchant S.B.Corp.<br>Harriman,Pa | UnitedStates<br>ShippingBoard | 400·7\|54·2\|30·2<br>P36'B124'F43' | Phildlphia<br>Utd.States | 2 SteamTurbines geared to 1 Sc. Shaft<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | | |
| 08660<br>217620<br>LQBM | **Ardena** WoodSc<br>Elec.light Wireless 1Dk2trB | 2560<br>—<br>1540 | | | | | 1919 | Meacham &BabcockCo.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 264·6\|46·0\|24·0<br>P28'B65'F26' | Seattle<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.—Sous le Pont—Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Termes assignés maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.—Navire.—Mach. | 9<br>Par qui.—Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08661<br>145332<br>KHLB | **Ardena**<br>(*ex*Peony)<br>*Elec.light* Wireless | SteelSc<br>2*Dks*(*Stl-Uws*)<br>*CruiserStern* | 1092<br>794<br>433 | ✠<br>10,15<br>✠ | Gls | | | 1915<br>10mo | A.McMillan&Son,Ld.<br>Dumbarton | London&South WesternRly.Co.<br>*CellDB* | 250·1\|33·1\|17·3<br>F63'<br>FK<br>*uB21tDTf22tFPT* | Sthamptn<br>British<br>12*BHCem*<br>11*tAPT17t* | T.3Cy.21½",35"&58"–27"<br>350NHP<br>D.Rowan&Co.Ld.Glasgow | 18 ″ 0 |
| 08662 | **Ardennia**<br>For full particulars See No. 36129 in Supplement<br>*Elec.light* | SteelSc | 1500 | 100A1<br>(*ClassContemplated*) | | | | 1920 | Kockums M.V.Aktieb.<br>Malmö | FörnyadeÅngf. A.B.Götha (F.Sternhagen, *Mgr.*) | 256·0\|38·2\|18·8<br>P17'B67'F25' | Gothenbrg<br>Swedish | T.3Cy18¼",28¾"&48½"–31½"<br>KockumsM.V.Akt.Malmö | |
| 08663<br>127413<br>HPSM | **Ardent** | SteelScK<br>ssApl.No.3-8,20<br>1*Dk* | 228<br>190<br>87 | ✠100A1<br>*Stm Trawler*<br>8,20<br>✠LMC3,19 | Apl<br>BS11,21 | | CL<br>3,19 | 1908<br>2mo<br>*Lloyd* | GooleS.B.&Repg.Co.Ld<br>Goole<br>'*sA&CP* | PaterSteam TrawlingCo.Ld. | 120·0\|21·6\|11·4<br>Q72'F21'<br>BK7½'<br>*WB* | Milford<br>British<br>5*BHCem*<br>=*DTf*4'22*t* | T.3Cy.12½",20"&33"–24" (*r*)<br>180lb 68RHP<br>1SB,2*pf*,GS37,HS1227<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 |
| 08664<br>142025 | **Ardenza**<br>Wireless<br>*Elec.light*<br>*Well deck* | SteelSc<br>1*Dk*(*Stl*) | 933<br>640<br>466 | ✠100A1<br>8,21~~12,20~~<br>✠LMC12,20 | Lth | *l* | | 1920<br>12mo<br>*Lloyd* | Hawthorns&Co.Ld.<br>Leith<br>'*sA&CP* | T.C.Steven&Co.<br>*CellDBa39'uE19'* | 210·0\|31·7\|12·3<br>Q115'F27'<br>FK<br>*f105'205tFPT17tA* | Leith<br>British<br>4*BHCem*<br>*PT13t* | T.3Cy.17",28"&46"–33" (*s*)<br>180lb 169NHP<br>2SB,6*cf*,GS95,HS3138<br>Hawthorns&Co.Ld.Leith | 14 ″ 6<br>s 4 ″10<br>13 ″ 8 |
| 08665<br>131461<br>HWVB | **Ardeola**<br>*Well deck*<br>*Elec.light* Wireless | SteelSc3MstSr<br>ssLiv No.2-21 ~~ssLiv.No.1-16~~<br>2*Dks*(*UStl-ws*) | 3140<br>2109<br>1786 | ✠100A1<br>7,21 7,20<br>BS7,21 ✠LMC7,20 | Liv | *l* | CL<br>7,20 | 1912<br>10mo<br>*Lloyd* | CaledonS.B.&E.Co.Ld.<br>Dundee<br>'*sA&CP* *Inter* | YeowardLine,Ld.<br>(YeowardBros. *Mgrs.*)<br>*mediateBH in fore*<br>*WB* | 310·2\|44·2\|18·5<br>P&B207'F57'<br>BK10'<br>*hold dispensed with*<br>= *Cell DBa40' uE* | Liverpool<br>British<br>*Cem*<br>4*BH only*<br>26'*f*152'502*t* | T.3Cy.24",39"&64"–42" (*s*)<br>180lb 345NHP<br>3SB,9*cf*,GS180,HS6126<br>CaledonS.B.&E.Co.Ld Dun<br>*FPT56tAPT50t* | 21 ″ 6<br>s 2 ″1½<br>20 ″ 6 |
| 08666<br>142271<br>KBMQ | **Ardgantock**<br>*Mchy.Aft*<br>*Well deck* | SteelScSr<br>1*Dk*(*Stl*)&*Webframes*<br>*Cargo battens not fitted* | 842<br>591<br>416 | ✠100A1<br>11,20<br>✠LMC6,19 | Grk | *l* | CL<br>11,20 | 1919<br>6mo<br>*Lloyd* | Ardrossan DD&SBCoLd<br>Ardrossan<br>'*sA&CP* | P.McCallum&Sons,Ld. (Lang&Fulton,Ld.*Mgrs.*)<br>*CellD* | 200·1\|30·2\|12·6<br>Q111'F26'<br>FK<br>*Bf121'220tFPT61t* | Greenock<br>British<br>3*BHptCem*<br>*APT53t* | T.3Cy.16",26"&42"–27" (*s*)<br>180lb *80lb* 90RHP<br>1SB,3*cf*,GS60,HS1998<br>Aitchison,Blair&Co.Ld. Clydebank | 15 ″ 0<br>s 5 ″ 2<br>14 ″ 1 |
| 08667<br>142743<br>JVWM | **Ardgarroch**<br>*Elec.light* (*ex*PortlandHouse)<br>*Mchy.Aft* *Well deck* | SteelSc<br>*Cargo battens not fitted*<br>1*Dk*(*Stl*) | 964<br>671<br>497 | ✠100A1<br>2,22~~10,20~~<br>✠LMC12,18 | Trn<br>Hpl | *l* | CL<br>2,22 | 1918<br>12mo<br>*Lloyd* | Ardrossan DD&SBCoLd<br>Ardrossan<br>'*sA&CP* | P.McCallum&Sons,Ld.(Lang&Fulton,Ld.*Mgrs.*)<br>*Ce* | 200·2\|31·2\|13·2<br>Q139'F36'<br>FK<br>*llDB126' 186t FPT* | Greenock<br>British*ptAsp*<br>3*BHptCem*<br>66*tAPT48t* | T.3Cy.17",28"&46"–33" (*s*)<br>180lb 149NHP<br>2SB,4*cf*,GS90,HS2534<br>Aitchison,Blair,Ld.Gls. | 15 ″ 6<br>s 4 ″10<br>14 ″11 |
| 08668<br>135331<br>JDBQ | **Ardgarth**<br>*Mchy.Aft* | SteelScSr<br>1*Dk* | 770<br>578<br>350 | | | | | 1913 | G.Brown&Co.<br>Greenock | P.McCallum&Sons Ld.(Lang&Fulton, Ld.*Mgrs.*) | 200·2\|29·1\|12·8 | Greenock<br>British<br>*WB* | T.3Cy.16",26"&44"–33"<br>96RHP<br>Ross&Duncan,Glasgow | |
| 08669<br>137049<br>JNTC | **Ardgarvel**<br>*Mchy.Aft*<br>*Well deck* | SteelScrS<br>ssGrk.No.1–22<br>1*Dk*(*Stl*)&*Webframes*<br>*Cargo battens not fitted* | 834<br>592<br>410 | ✠100A1<br>3,22~~11,20~~<br>✠LMC 3,22 | Grk | *l* | CL<br>~~11,20~~<br>3,22 | 1917<br>1mo<br>*Lloyd* | FergusonBros.(Port Glasgow)Ld.<br>PortGlasgow<br>'*sA&CP* | P.McCallum&Sons Ld.(Lang&Fulton, Ld.*Mgrs*,)<br>*Cell* | 200·2\|30·2\|12·8<br>Q111'F26'<br>FK<br>*DBf123'241tFPT* | Greenock<br>British<br>3*BHCem*<br>60*tAPT49t* | T.3Cy.16",26"&42"–27" (*s*)<br>180lb *80lb* 90RHP<br>1SB,3*cf*,GS60,HS1960<br>FergusonBros.(Port Glasgow)Ld.Pt.Gl. | 15 ″ 0<br>s 1 ″ 2<br>14 ″ 1 |
| 08670<br>142275<br>KOPH | **Ardglass**<br>*Mchy.Aft*<br>*Well deck* | SteelScSr<br>1*Dk*(*Stl*)&*Webframes*<br>*Cargo battens not fitted* | 845<br>592<br>424 | ✠100A1<br>7,20<br>✠LMC9,19 | Grk | *l* | CL | 1919<br>10mo<br>*Lloyd* | J.Fullerton&Co.<br>Paisley<br>'*sA&CP* | P.McCallum&Sons,Ld.(Lang&Fulton,Ld.*Mgrs.*)<br>*Cell* | 200·6\|30·1\|12·9<br>Q111'F26'<br>FK<br>*DBf121' 220t FPT* | Greenock<br>British<br>3*BHptCem*<br>60*tAPT49t* | T.3Cy.16",26"&42"–27" (*s*)<br>180lb *80lb* 90RHP<br>1SB,3*cf*,GS65,HS2030<br>Aitchison,Blair&Co.Ld. Clydebank | 15 ″ 0<br>s 5 ″ 2<br>14 ″ 1 |
| 08671<br>137041<br>JFDW | **Ardgour**<br>*Mchy.Aft* | SteelScSr<br>1*Dk* | 778<br>580<br>373 | | | | | 1914 | G.Brown&Co.<br>Greenock | P.McCallum&Sons,Ld.(Lang&Fulton,Ld.*Mgrs.*) | 200·0\|29·1\|12·8 | Greenock<br>British<br>*WB* | T.3Cy.16",26"&44"–33"<br>96RHP<br>Ross&Duncan,Glasgow | |
| 08672<br>142259<br>JTSD | **Ardgowan**<br>*Elec.light*<br>Wireless | SteelScSr<br>2*Dks*(*Stl*)&*Webframes*<br>*Longitudinal framing* | 5334<br>4928<br>3415 | ✠100A1<br>1,22 ~~1,21~~<br>✠LMC7,18<br>*Carrying oil* | Mel<br>Cff<br>*fuel F.* | *z*<br>*P.* | CL<br>2,20<br>*above*1 | 1918<br>7mo<br>*Lloyd*<br>*50°F.i* | WmHamilton&Co.Ld.<br>PortGlasgow<br>'*sA&CP*<br>*nDB&DT* | ArdSteamers,Ld.(Lang&Fulton Ld.*Mgrs.*)<br>*'Tween* | 405·1\|52·6\|27·7<br>P36'B120'F44'<br>FK<br>*dk BH in after*<br>*hold dispensed with*<br>*Cell DB a129'uE2* | Greenock<br>British<br>*Cem*<br>5*BH to Udk*<br>1 „ „ 2*nd*„<br>1'*f*176'1093*t* | T.3Cy.27",44"&73"–48 (*s*)<br>180lb *100lb* 476NHP<br>2SB,8*cf*,GS157,HS6697 FD<br>J.G.Kincaid&Co.Ld.Grk.<br>*only*<br>*DTa36'958tAPT39t* | 30 ″ 3<br>s 6 ″ 1<br>24 ″ 6 |
| 08673<br>142318<br>JSLM | **Ardgryfe**<br>(*ex*St.DunstansHill)<br>*Elec.light* *Mchy.Aft*<br>*Well deck* | SteelSc<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 964<br>672<br>481 | ✠100A1<br>8,20<br>✠LMC5,18 | Grk | *l* | CL<br>7,19 | 1918<br>3mo<br>*Lloyd* | Ardrossan DD&SBCoLd<br>Ardrossan<br>'*sA&CP* | P.McCallum&Sons,Ld.(Lang&Fulton,Ld.*Mgrs.*)<br>*CellDB* | 200·4\|31·2\|13·2<br>Q139'F23'<br>FK<br>*f126' 186t FPT66t* | Greenock<br>British<br>3*BHCem*<br>*APT48t* | T.3Cy.17",28"&46"–33" (*s*)<br>180lb 149NHP<br>2SB,4*cf*,GS90,HS2524<br>AitchisonBlair,Ld.Gls. | 15 ″ 6<br>s 4 ″10<br>14 ″11 |
| 08674<br>212964<br>LFGN | **Ardmore**<br>(*ex*Delphin)<br>*Elec.light* *Mchy.Aft*<br>Sub.Sig. Wireless | SteelScSr<br>ssS.Fo.No.1–19<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>&*Webframes*<br>*Longitudinal framing* | 7129<br>6463<br>4267 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~8,21~~~~10,20~~ 11,21<br>~~BS12,20~~ ✠LMC 8,21<br>*CarryingPetr*<br>*Fitted for oil* | SFo<br>NYk<br>*oleum*<br>*fuel* 7, | *b*†<br>*in*<br>15 | CL<br>~~10,20~~<br>8,21<br>*bulk*<br>*F. P.* | 1913<br>12mo<br>*Lloyd*<br>*above* | Akt.Ges. "Neptun"<br>Rostock<br>'*sA&CP*<br>150° F. | StandardOilCo. (NewJersey)<br>*WB=CellDB*<br>333*tDT*-*f*48'550*t* | 449·6\|50·1\|28·8<br>FK<br>*uE&B79'f20'* (1<br>*FPT210tAPT145t* | NewYork<br>Utd.States<br>17*BHptAsp*<br>3*BH to Udk*<br>4 „ „ 2*nd* „) | Q.4Cy.23⅝",33⅞",48¾"&70⅞"–49 3/16" (*s*)<br>213lb *120lb* 524NHP<br>3SB,9*cf*,GS516,HS7523 FD<br>A.G."Neptun,"Rostock | 29 ″10<br>s 4 ″ 5½<br>25 ″ 8 |
| 08675<br>143723<br>~~143723~~<br>KHTJ | —<br>*Elec.light* Wireless | SteelSc<br>2*Dks*(*UptStl*)&*Shltrdk*(*ptStl*) | ~~1600~~ 1679<br>~~1170~~ 1143<br>~~700~~ 706 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>4,21 ✠LMC4,21<br>~~(*ClassContemplated*)~~<br>*Fitted for oil fuel*4,21*F.P.above*150°F | Ard | *r* | CL | ~~1920~~<br>1921<br>2mo<br>*Lloyd* | Ardrossan D.D.&S.B.Co. Ld.<br>Ardrossan<br>'*sA&CP* | City ofCorkSteam PacketCo.Ld.<br>(CoastLines,Ld. *Mgrs.*)<br>*CellDBa67'uE2* | 274·4\|37·9\|17·2<br>B100 F45'*onShltr. dk*<br>FK<br>7'*f*89'213*tAPT*12*t* | Cork<br>~~Liverpool~~<br>British<br>*Cem*<br>2*BHtoSh.dk*<br>3 „ „ *U* „ | T.4Cy.26",42"&(2)48½"–42"<br>200lb (*r*) 553NHP<br>4SB,12*cf*,GS214,HS8932 FD<br>J.G.Kincaid&Co.Ld.Grk | 18 ″ 3<br>s 1 ″ 9½<br>17 ″ 0 |
| 08676<br>143357<br>KOBJ | **Ardover**<br>(*ex*Tannenberg)<br>Wireless<br>*Now named "Amersfoort," See No. 36237 in Supplement* | SteelSc<br>2*Dks* | 9296<br>7137<br>5885 | N wc.12,20<br>(*See footnote**) | | | | 1916 | Bremer Vulkan<br>Vegesack | DavidSSCo.Ld. | 483·4\|62·7\|29·7 | London<br>British | Q.4Cy.29 2/10"39 1/10",61 3/5"&85"–55 1/10"<br>513NHP<br>BremerVulkan,Vegesack | |
| 08677<br>129373<br>HVFL | **Ardoyne**<br>Wireless | SteelScSr<br>ssRio.No.2–21 ~~ssCff.No.1–16~~<br>1*Dk*(*Stl*)&*Webframes*<br>*Longitudinal framing* | 4315<br>4002<br>2749 | ✠100A1<br>9,21~~4,19~~<br>✠LMC 4,21 | Cff<br>Shl | *x* | 3,20 | 1912<br>1mo<br>*Lloyd* | Sunderlnd S.B.Co.Ld.<br>Sunderland<br>'*sA&CP* W | St.MaryS.S.Co.Ld (WilliamsBros. (Cardiff)Ld.*Mgrs.*)<br>*B=Cell DB a117'* | 364·0\|50·7\|26·1<br>P29'B106'F31'<br>FK<br>*uE&B40'f160'899t* | Aberdeen<br>British<br>6*BHCem*<br>*APT158t* | T.3Cy.25",42"&68"–45" (*s*)<br>180lb ~~80lb~~ *100lb* 340NHP<br>2SB,6*cf*,GS124,HS5312<br>N.E.MarineEng.Co.Ld.Sld | 28 ″ 6<br>s 5 ″ 5<br>23 ″ 5 |
| 08678<br>99819<br>MQCG | **Ardri**<br>(*ex*Coral) *Well deck*<br>*Mchy.Aft* | Steel&IronSc3MstSr<br>ssLiv.2ndNo.3–12,17<br>1*Dk*(*Irn*)<br>*Irn framing Stl plating* | 477<br>351<br>190 | ✠100A1<br>7,21 ~~9,19~~<br>✠LMC12,17<br>BS8,21 | Bkn | *h* | 9,19 | 1892<br>6mo | J.Shearer&Son<br>Glasgow<br>A&CP | W.J.Grey | 165·2\|26·1\|10·8<br>Q81'B10'F28'<br>BK7½"<br>*WB* | Dublin<br>British<br>3*BHCem*<br>=*FPT20t* | C.2Cy.18¾"&40"–27" (*s*)<br>110lb 66RHP<br>1SB,2*cf*,GS40,HS1283<br>Ross&Duncan,Glasgow | 12 ″ 2<br>s ″ 7½<br>12 ″ 4 |

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* This vessel, which was commenced under the Society's survey, was completed and classed by another Register. She has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08679<br>144784<br>KHBV | **Ardshean** SteelSc<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 804<br>548<br>378 | ✠100A1<br>~~5,21 10,20~~ ~~9,21 Ldt Stl Hpl~~<br>4,22<br>✠LMC10,20 | Gls | *k* | CL<br>~~9,21~~<br>4,22 | 1920<br>10mo<br>*Lloyd* | R.William-son&Son<br>Workington<br>*'sA&CP* | AdamBros.Ld.<br>Constantine&DonkingS.S.Co.Ld<br>(R.A.Constantine&T.H.Donking,*Mgrs*) | 186·5\|29·4\|12·4<br>Q116'B9'F24'<br>FK<br>*CellDBf*112'162*t* | Aberdeen<br>British<br>3*BHCem*<br>*FPT*40*t* | T.3Cy.14",24"&39"-27" (*s*)<br>180lb *90lb* 76RHP<br>1SB,3*pf*,GS58,HS1809<br>McKie&Baxter,Glasgow | 14 ″ 7<br>s ″ 7½<br>14 ″ 2 | |
| 08680<br><br>HFOB | **Are** IronScSr<br>(*ex*Sunpulp)<br>*Elec.light* 1*Dk* | 568<br>412<br>310 | | | | | 1890 | Nylands<br>Værksted<br>Christiania | D/S A/S Are<br>(L.Bakkevig *Mgr*) | 173·0\|26·7\|12·6<br>Q44*t*B82*t*H12*t*F27*t* | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.13",21¾"&34¾"-24"<br>59NHP<br>NylandsVærksted,Xania | | N |
| 08681 | **Arenas** IronScSr<br>*ss*Sld.2ndNo.3-7,10<br>(*ex*Glengoil) 1*Dk*(*Irn*)&*Spar dk*<br>Wireless (*Irn*-ws)3*trB* | *2963*<br>*2917*<br>*1915* | ✠ ~~—~~<br>10,19<br>*Spar dk*<br>✠NB4,96✠ | Npt | *u* | | 1882<br>11mo | JLThompson&Sons<br>Sunderland | M.P.Ferrer<br>*CellDBa*92'*u* | 320·0\|40·0\|20·2<br>ptND93 27·5<br>NDS01 BK10"<br>*E*16'*f*136'466*tAPT* | <br>Spanish<br>6*BHCem*<br>38*t* *Tpd*.96 | T.3Cy.21",35"&56"-48"<br>NDB96 225NHP<br>2SB,6*cf*,GS102,HS3480<br>N.E.MarineEngCoLdNwc | 30 ″ 4 | |
| 08682<br>218622<br>LSDV | **—** WoodSc<br>Wireless 1*Dk*2*trB* | 2551<br>—<br>1527 | | | | | 1919 | Southern<br>D.D&S.B. Co.<br>Orange,Tex. | UnitedStates<br>ShippingBoard | 267·3\|46·0\|23·6 | Port Arthr<br>Tex.<br>Utd.States | T.3Cy. | | |
| 08683 | **Arend** SteelSc<br>*Mchy.Aft* 1*Dk* | 180 | 100A1<br>*StmTrawler*<br>(*ClassContemplated*) | | | | 1921 | NVMchft<br>&Scheepsw.<br>"DeWaal"<br>Nymegen | Maats.Hera | 106·8\|20·7\|11·3 | Ymuiden<br>Dutch | Maats.Hera,Ymuiden | | |
| 08684<br><br>JVLK | **Arendal** SteelScSr<br>*Elec.light* 1*Dk*&*Awngdk* | 521<br>488<br>303 | | | | | 1882 | Motala Co.<br>Gothenburg | ArendalsDampskibsselskab | 159·0\|27·0\|17·7<br>H33*t* | Arendal<br>Norwegian | C.2Cy.17"&38"-23⅗"<br>NB98 58NHP<br>MotalaCo.,Motala | | N |
| 08685 | **Ares** SteelSc2TwinMst<br>*Fitted for oil fuel*<br>*Elec.light* *Cruiser Stern* 3*Dks* | 3981<br>3664<br>2423 | | | | | 1921 | N.V.Werf<br>Conrad<br>Zaandam | Koninkl.Nederl.<br>Stoomb.Maats. | 340·0\|48·0\|28·5<br>F27' | Amsterdam<br>Dutch<br>*WB* | 2 Steam Turbines geared to1ScShaft<br>Gebr.Stork&Co.Hengelo | | |
| 08686<br>121316<br>HFVK | **Arethusa** SteelSc3MstSr<br>*ss*P.Sd.No.3-11,17<br>(*ex*ArethusaII*ex*Arethusa) 1*Dk*(*Stl*)<br>*Mchy.Aft* *Well deck* | 477<br>375<br>193 | ✠100A1<br>6,20<br>✠LMC6,20<br>BS8,21 | Gls | *i* | CL<br>N6,20 | 1906<br>4mo<br>*Lloyd* | AilsaS.B.<br>Co.Ld.<br>Troon<br>*'sA&CP* | J.&P.Hutchison, Ld.<br>*WB=* | 174·1\|27·4\|11·8<br>Q57'B68'F23'<br>FK<br>*DTf*12'27*t* *FPT*33*t* | Glasgow<br>British<br>3*BHCem*<br>*APT*7*t* | C.2Cy.$19\frac{7}{16}$"&36½"-24" (*a*)<br>80lb *80lb* 55RHP<br>1SB,2*cf*,GS37,HS1301<br>Hutson&Sons,Ld Glasgow | 12 ″ 9<br>s ″ 9½<br>12 ″ 2 | |
| 08687<br><br>OCIR | **Arez** SteelSc<br>*Mchy.Aft* *Elec.light* 1*Dk* | 957<br>—<br>529 | | | | | 1911 | Atel.&Ch.<br>de laLoire<br>Nantes | E.Marcesche&Cie. | 213·2\|33·8\|11·6<br>B14'F37' | Lorient<br>French<br>*WB* | T.3Cy.14",22¾"&37¼"-30"<br>76NHP<br>Atel.&Ch.de laLoire,Nts. | | V |
| 08688 | **Arfeld** SteelSc<br>Wireless *ss*Sld.No.3-4,05<br>(*ex*Varna,*ex* *ss*Rot.No.2-14<br>Annemaria,*ex*Breckfield) 1*Dk*(*Irn*)<br>*Elec.light* Sub.Sig. &*Spar dk*(*Irn*)3*trB* | 3090<br>2864<br>2234 | ✠<br>*Spar dk* | Stn | *u* | 11,13 | 1893<br>1mo | JLThompson&Sons<br>Sunderland<br>A&CP | Continentale<br>ReedereiA.G. | 330·0\|43·0\|17·7<br>P31'B64' 24·7<br>F37' BK10"<br>*CellDB*268'620*t* | Hamburg<br>German<br>6*BHCem*<br>*APT*69*t* | T.3Cy.24",39"&64"-42" (*s*)<br>160lb 270NHP<br>2SB,6*cf*,GS123'HS4110<br>J.Dickinson,Sunderland | 27 ″ 3 | |
| 08689<br>142474<br>JTNV | **Argalia** SteelScSr<br>(*ex*WarKestrel) 2*Dks*(*Stl*)<br>*Elec.light* Wireless<br>*Cargo battens not fitted in 'tween dks* | 5214<br>4772<br>3186 | ✠100A1<br>7,21 ~~9,20~~<br>✠LMC7,18<br>~~*Carrying oil fuel F. P. above150° F. in DB*~~<br>*Fitted for oil fuel*5,21*F.P.above*150°*F.* | Liv | *y* | CL<br>9,20 | 1918<br>7mo<br>*Lloyd* | Craig,Taylor&Co.Ld.<br>Stockton<br>*'sA&CP* | DonaldsonLine,Ld.<br>(DonaldsonBros.<br>Ld.*Mgrs.*)<br>*CellDB* | 400·1\|52·3\|28·5<br>P49'B113'F40'<br>FK<br>336'1077*t* *FPT*121*t* | Glasgow<br>British<br>7*BHptCem*<br>*APT*179*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Blair&Co.Ld.Stockton | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 08690<br><br>OCIV | **Argenfels** SteelScSr<br>*Now named "Demetrios M. Diacakis" See No. 3012 in Supplement*<br>*ss*Msl.No.3-8,17<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*-*pt* teak s)&<br>*Elec.light* *Web frames* | 5515<br>5285<br>3537 | ✠100A1<br>*Spar dk*<br>1,21<br>✠LMC1,21 | Ant | *z* | CL<br>1,21 | 1901<br>2mo | Wigham-Richrdsn&Co<br>LdNewcastle<br>A&CP<br>*WB=* | ~~Requisitioned by theFrenchGovt.~~<br>Diacakis<br>*CellDBa*142'*uE*27' | 420·0\|55·2\|20·5<br>P60'B96'F48' 28·7<br>BK11"<br>*f*177' 1115*t* *Tween* | <br>Greek<br>6*BHCem*<br>*Deck Tanks* | Q.4Cy.24",34",51"&74"-54"<br>210lb *120lb* (*r*) 494NHP<br>3SB,9*rf*,GS150,HS6303 FD<br>WghmRchrdsn&C.LdNwc<br>*a*50'490*tf*46'570*tAPT*40*t* | 31 ″ 4<br>s 6 ″ 8<br>25 ″ 8 | |
| 08691<br>218263<br>LRNJ | **Argenta** WoodScSr<br>*Elec.light* *Well deck* 2*Dks*<br>*Mchy.Aft* Wireless | 3343<br>2735<br>2036 | ✠ ~~10 A~~<br>3,21 ~~12,19~~<br>~~BS11,20~~ ✠~~LMC7,19~~ | Mob | | CL<br>12,19 | 1919<br>5mo | National<br>S.B.Co.<br>Orange,Tex. | UnitedStates<br>ShippingBoard | 298·6\|49·9\|25·9<br>F42'P&B105' | Pt.Arthur<br>Utd.States | T.3Cy.19",32"&54"-36" (*s*)<br>200lb HS5000 301NHP<br>2 Water Tube Boilers FD<br>VulcanIronWorks,Inc.<br>JerseyCity,N.J. | 29 ″ 2<br>s 5 ″ 3½ | |
| 08692<br>85<br>NFKZ | **Argentario** IronScSr<br>2*Dks*<br>(*ex*Elba) | 200<br>162<br>107 | | | | | 1862 | Wigham-Rchrdsn&Co.<br>Newcastle | Soc.Anon.diNav.<br>Toscana | 133·5\|18·7\|12·8<br>Q40' H12*t* F20' | Leghorn<br>Italian | C.2Cy.21"&40"-24"<br>NB95 65NHP<br>*Cmp*78P.Ferro&Co.,Genoa | | I |
| 08693 | **Argentina** SteelSc<br>*Elec.light* Wireless 3*Dks* | 5745<br>3884<br>3551 | | | | | 1918 | G.Seebeck<br>Akt.Ges.<br>Geestemünde | Hamburg-Süd-Amerik.Dampfschifffarts Ges. | 365·4\|51·2\|34·8<br>H108'F41' | Hamburg<br>German<br>*WB* | T.3Cy.24⅘",$40\frac{1}{10}$"&65"-47⅘"<br>290NHP<br>G.SeebeckA.G.Gstmnde. | | |
| 08694 | **—** SteelTwinScSr<br>Tri.No.3-7,21 ~~*ss*Tri.No.1-12~~<br>2*Dks*(*Stl*)&*deepframing*<br>*Elec.light* &*Shelter dk*(*Stl*-ws)<br>Wireless | 5387<br>4250<br>3281 | ✠100A1<br>*Shelter dk withfreeboard*<br>8,21<br>~~Examined7,19~~ BS7,21<br>~~BS2,20~~ ✠LMC7,19 | NYk<br>Tri | *z* | CL<br>~~SN8,19~~<br>~~P12,20~~<br>8,21 | 1907<br>10mo<br>*Lloyd* | Russell&Co.<br>PortGlasgow<br>*'sA&CP*<br>*WB=* | CosulichSoc.<br>TriestinadiNav.<br>*Cell DBa*106'*uE&* | 390·0\|48·0\|22·6<br>F78'<br>FK<br>*B*44'*f*136'788*tFPT* | Trieste<br>Italian<br>7*BHCem*<br>53*tAPT*39*t* | T.6Cy.20½",35"&56"-42"(*s*)<br>180lb 582NHP<br>3SB&1AuxSB,12*cf*,GS212,<br>HS8738 FD<br>Dunsmuir&Jackson LdGls | 25 ″ 3 | |
| 08695<br>901<br>LRAJ | **—** IronTwinSc<br>1*Dk* | 382<br>—<br>276 | | | | | 1876 | ..................<br>Liverpool | M.Sousanio&<br>Ch.A.Theofani | 180·7\|27·1\|8·9 | Rostoff<br>Russian | C.4Cy.11"&22"-38"<br>50NHP | | |
| 08696 | **—** SteelSc<br>(*Tug*)<br>1*Dk* | 158<br>143<br>— | | | | | 1900 | J.C.TecklenborgA.G.<br>Geestemünde | DeutscheDmpfsfahrtsGes.Hansa | 96·0\|19·7\|11·9<br>B33' | Bremen<br>German | T.3Cy.13",20½"&33¾-22"<br>53NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 08697 | **Argentinier** SteelSc<br>(*ex*LongIsland) 2*Dks*(*Stl*)<br>*Elec.light* Sub.Sig. Wireless | 2951<br>2443<br>1750 | ✠100A1<br>4,20<br>✠LMC2,20 | Phl | *t* | CL | 1920<br>2mo | ThePusey&JonesCo.<br>Wlmgtn,Del.<br>CP | LloydRoyalBelge<br>Soc.Anon.<br>*CellDB*244'644 | 300·0\|44·1\|22·9<br>P37'B76'F29'<br>FK<br>*tDTa*12'43*t* *FPT*64 | Antwerp<br>Belgian<br>6*BHCem*<br>*tAPT*99*t* | T.3Cy 19¾",31½"&54¼"-36"<br>200lb (*r*) 305NHP<br>2SB,6*cf*,GS118,HS4842 FD<br>Pusey&JonesCo.Wlmngtn | 25 ″ 0<br>s 4 ″ 0½<br>21 ″ 3 | |
| 08698<br><br>HBOD | **Argentino** SteelScSr<br>*ss*B.As.No.1-17<br>*Elec.light* Wireless 2*Dks*(*Stl*-*U*ws)<br>*Ref.Mchy.* | 2947<br>1985<br>1808 | ✠100A1<br>7,21 ~~6,20~~<br>~~BS8,19~~ ✠LMC11,17<br>BS4,21 | BAs | *t* | CL<br>6,20 | 1913<br>10mo<br>*Lloyd* | AilsaS.B.<br>Co.Ld.<br>Troon<br>*'sA&CP* *WB=* | Soc.Importadora<br>yExportadora de<br>laPatagonia<br>*CellDBa*68'*uE&B* | 309·6\|41·6\|20·5<br>P&B197'F38'<br>FK<br>86'*f* 114' 452*t* *FPT* | Bns.Ayres<br>Argentine<br>5*BHCem*<br>20*tAPT*5*t* | T.3Cy.22½",36½"&59"-45"<br>180lb *90lb* (*r*) 331NHP<br>2SB,6*cf*,GS121,HS4920 FD<br>AilsaS.B.Co.Ld.Troon | 23 ″ 0<br>s2 ″ 11½<br>20 ″ 7 | |
| 08699<br>123939<br>HPBG | **Argentum** SteelScSr<br>*ss*Lon.No.2-17<br>(*ex*Repertor) 1*Dk*(*Stl*)<br>*Well deck* *Mchy.Aft* | 246<br>171<br>95 | ✠100A1<br>11,20<br>✠LMC<br>MS2,17 BS11,20 | Lon | *c* | CL<br>N6,18 | 1908<br>12mo<br>*Lloyd* | J.Crown&Sons,Ld.<br>Sunderland<br>*'sA&CP* | GrimsbyExpress<br>PacketCo.Ld. | 109·8\|22·8\|8·5<br>Q36'B7'F16'<br>FK<br>*WB=FPT*30*t* | Newcastle<br>British<br>3*BHCem*<br>*APT*4*t* | C.2Cy.14"&29"-21" (*s*)<br>135lb 35RHP<br>1SB,2*pf*,GS35,HS1030<br>Plenty&Son,Ld.Newbury | 8 ″ 8<br>s ″ 6½<br>8 ″ 5 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre l'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08700<br>69<br>HQBM | **Argo** SteelScSr<br>(exUganda) ssCff.2ndNo.3-7,19<br>Wireless 1Dk(Stl)&Spardk(Irn)<br>&deepframing | 2444<br>2316<br>1586 | ✠100A1<br>Spar dk<br>withfreeboard<br>7,19<br>BS9,21 3,22 ✠LMC7,19 | Cff | s | 7,19 | 1892<br>5mo<br>Lloyd | A.Stephen<br>&Sons<br>Glasgow<br>'sA&CP | ~~Requisitioned by theGreekGovt.~~<br>ChiosS.S.Co.Ltd.(SaliarisBros. Mgrs)<br>WB | 310·0\|41·0\|13·6<br>21·9<br>FK<br>= Cell DB248' 534t | Greek<br>5BHCem<br>APT115t | T.3Cy.21",33"&54"-42" (s)<br>150lb 100lb NDB11 204NHP<br>2SB,4rf,GS154,HS3300<br>A.Stephen&Sons,Glasgow | 24<br>s<br>19 |
| 08701 | — SteelSc<br>For full particulars See No. 36110 in Supplement<br>Elec.light | 1250 | 100A1<br>(ClassContemplated) | | | | 1921 | NVMach&<br>Schpsw.van<br>P.Smit,Jr.<br>Rotterdam | FinskaAngf.A/B | 235·0\|36·7\|20·0<br>P186'F23' | Helsingfrs<br>Finnish | T.3Cy.21",32½"&55"-39⅜"<br>NVMch&Schps.v.PSmitJr | 20<br>s 1<br>18 |
| 08702<br>109019<br>QOBP | — SteelScSr<br>ssHul.2ndNo.3-11,19<br>Well deck 1Dk(ptIrn,ptStl&ptWood)<br>Elec.light &deep framing | 885<br>730<br>377 | ✠100A1<br>11,21 ~~11,20~~<br>~~BS12,20~~<br>BS1,22 | Lon<br>✠LMC<br>MS11,19 | n | CL<br>~~11,19~~<br>11,21 | 1898<br>4mo | Caledon<br>SB.&E.Co.Ld<br>Dundee<br>A&CP | Ellerman'sWilson Line,Ld. | 222·0\|32·0\|14·5<br>P144'F29'<br>FK<br>WB=CellDBa33' | Hull<br>British<br>4BHCem<br>f100'135t | T.3Cy.18",30"&50"-36" (o)<br>210lb 163NHP<br>2SB,4cf,GS71,HS2335<br>CaledonSB.&E.Co.Ld.Dun | 17<br>s 1<br>16 |
| 08703<br>124142<br>HJWN | — SteelScSr<br>ssGls.No.2-16<br>Elec.light 1Dk(Stl)<br>Well deck Mchy.Aft | 854<br>523<br>432 | ✠<br>3,16<br>✠ | Gls | l | | 1906<br>11mo | J.Shearer<br>&Sons,Ld.<br>Glasgow | TheAdmiralty<br>WB=Cell | 198·0\|30·1\|11·9<br>Q59'B86'F25'<br>FK<br>DBf116' 169tFPT | Glasgow<br>British<br>3BHCem<br>55tAPT13t | T.3Cy.15",26"&44"-30"<br>95RHP<br>1SB,3cf,GS67,HS2148<br>Hutson&Sons,Ld.Glasgow | 14 |
| 08704 | — IronScSr<br>(exMafalda,exDragut)<br>1Dk&Spar dk | 522<br>—<br>318 | | | | | 1880 | Scott&Co.<br>Greenock | M.Stratopoulos | 187·3\|25·0\|15·7 | Piræus<br>Greek | C.2Cy.25"&50"-30"<br>NB95 114NHP<br>GreenockFoundryCo.Grk | |
| 08705<br>JWRV | — SteelScSr<br>Elec.light 1Dk2trB | 411<br>296<br>249 | | | | | 1897 | Stavanger<br>Stöberi&Dok<br>Stavanger | A/SD/SArgo(Carl Fiskaaen) | 144·7\|25·1\|11·7<br>Q61tB35tH5tF14t | Haugesnd<br>Norwegian<br>WB | T.3Cy.13½",22"&34"-25"<br>NB12 58NHP<br>LaxevaagsMsk&Jrns.Bgn. | |
| 08706<br>5031<br>JRPO | — SteelScSr<br>Mchy.Aft 1Dk | 204<br>159<br>100 | | | | | 1909 | P.Larsson<br>Lödöse | A/BSvenska Ostasiasiatiska Kompaniet(D. Broström, Mgr.) | 100·2\|22·0\| 9·9<br>B26'H12tF11' | Gothenbrg<br>Swedish<br>WB | C.2Cy.11"&18"-16"<br>11NHP<br>P.Larsson | |
| 08707<br>118151 | — SteelScK<br>(Trawler)<br>1Dk | 174<br>150<br>68 | | | ... | | 1903 | Smith's<br>DockCo.Ld.<br>NorthShields | G.Pearce | 105·7\|21·1\| 8·5<br>Q47'<br>BK7½" | Grimsby<br>British<br>WB | T.3Cy.12",18"&30"-21"<br>46RHP<br>N.E.MarineEng.Co.Ld.Sld | 11 〃 |
| 08708<br>HFLM | **Argolis** IronScSr<br>(exVine) Wireless 1Dk2trB | 488<br>400<br>247 | | | | | 1878 | D&WHenderson<br>Glasgow | HellenicCo.ofMaritimeEnterprises | 183·0\|25·5\|13·3<br>P51' F29' | Piræus<br>Greek | C.2Cy.27"&49"-36"<br>NB89 120NHP<br>D.&W.Henderson,Gls. | |
| 08709<br>219622<br>LVQH | **Argon** SteelSc<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing<br>Wireless | 6952<br>6427<br>4271 | ✠100A1<br>9,21 ~~12,20~~<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 3,20 F.P. above 150° F.<br>✠LMC3,20 | Bal<br>NYk | b† | CL | 1920<br>3mo | Bethlehem<br>S.B.Corp.Ld.<br>SparrowsPt.<br>CellDBuE&B57' 197tDTf50'824tFPT97tAPT74t | StandardTransportationCo.Inc. | 435·6\|56·2\|31·7<br>P122'B50'F44'<br>FK | NewYork<br>Utd.States<br>15BHptCem<br>(9 „ to U dk<br>6 „ „ 2nd,,) | T.3Cy.27",47"&78"-48" (s)<br>220lb 125lb 598NHP<br>3SB,9cf,GS165,HS8235 FD<br>BethlehemS.B.Corp.Ld. | 33 〃<br>s 8 〃<br>25 〃 |
| 08710<br>124718 | — SteelScK<br>ssHul No.3-6,20<br>1Dk | 226<br>190<br>87 | ✠100A1<br>StmTrawler<br>6,20<br>✠LMC6,20<br>BS6,21 | Hul | | CL<br>6,20 | 1907<br>9mo<br>Lloyd | GooleS.B.<br>&RepgCo.Ld<br>Goole<br>'sA&CP | ~~ArgonStmTrawlingCo.Ld. (C.H. Duggleby, Mgr.)~~<br>DugglesbyFishSellingCo.Ld. | 120·0\|21·6\|11·4<br>Q67'F22'<br>BK7½" | Swansea<br>British<br>3BHCem | T.3Cy.12¼",20"&34"-24" (r)<br>180lb 71RHP<br>1SB,2pf,GS35,HS1175<br>W.V.V.Lidgerwood,Gls. | 12 〃 |
| 08711<br>125044 | **Argonaut** SteelScK<br>ssGms.No.1-11<br>1Dk<br>Now named "Ewerby," See No. 37203 in Supplement | 225<br>206<br>106 | ✠<br>StmTrawler<br>3,18 | Gms | | | 1907<br>1mo | Cochrane&<br>Sons<br>Selby | BostonDeepSea Fishing&IceCoLd (F.Parkes, Mgr.) | 117·2\|22·0\|11·6<br>Q66'F18'<br>BK7½" | British<br>4BHCem | T.3Cy.12",21"&34"-24"<br>67RHP<br>1SB,2pf,GS33,HS1096<br>C.D.Holmes&Co.Ld.Hull | 12 〃 |
| 08712<br>124105<br>HMBT | **Argonauta** SteelScSr<br>ssHKg.No.3-3,20<br>(exOberon) 2Dks(Stl)&Web frames<br>Elec.light Mchy.Aft Wireless | 5142<br>4662<br>3161 | ✠100A1<br>9,21 ~~12,20~~<br>✠LMC3,20<br>BS9,21<br>CarryingPetroleum in bulk<br>Fitted for oil fuel9,09 F. P above 150° F. | Rot<br>HKg | y | CL<br>~~3,20~~<br>9,21 | 1907<br>12mo<br>Lloyd | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>'sA&CP | Anglo-Saxon PetroleumCo.Ld. | 385·0\|50·5\|30·2<br>P99'B25'F42'<br>FK<br>CellD | London<br>British<br>BuB38'76tD | T.3Cy.26¼",43"&72"-48" (r)<br>180lb 432NHP<br>3SB,9cf,GS202,HS7275<br>WllsndSlpwy.Co.Ld.Nwc.<br>Tf44'408tFPT47tAPT21t | 31 〃<br>s 6 〃<br>25 〃 |
| 08713<br>~~220845~~<br>~~MBWR~~ | **Argonne** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless Sub.Sig. Cruiser Stern | 7556<br>6281<br>3908 | ✠100A1<br>Shelter dk<br>withfreeboard<br>12,20<br>Fitted for oil fuel 12,20 F.P. above 150° F. | Phl | | | 1920<br>8mo<br>A&CP | American<br>International<br>Corp.<br>HogIsland,<br>Pa. | UnitedStates Govt<br>~~ShippingBoard~~<br>(War Dept.)<br>CellDB288'1187t | 436·9\|58·2\|35·9<br>P80'B135'F82' on<br>Shelter dk FK<br>DTa11'53tFPT103t | Phildlphia<br>Utd. States<br>ptCem<br>11BHtoSdk<br>APT171t | 2 Steam Turbines geared to 1 Sc. Shaft (s)<br>200lb HS17410<br>6 Water Tube Boilers FD<br>GeneralElectricCo.EriePa | 40 〃<br>s 12 2<br>28 〃 |
| 08714<br>214840<br>LGPH | — SteelSc<br>Now named "Calonne," See No. 36857 in Supplement<br>ssNNs.No.3-4,18<br>2Dks(Stl)&Awningdk(Stl)<br>Elec.light | 5754<br>5604<br>4305 | ✠100A1<br>Awng dk<br>withfreeboard<br>3,20<br>BS6,19 ✠LMC7,18 | Syd | y | N3,2 | 1916<br>12mo | Kawasaki<br>Dkyd.Co.Ld<br>Kobe<br>A&CP | ArgonneS.S.Co. Inc.(StatesMarine &CommercialCo. Inc. Mgrs.) | 385·0\|51·0\|36·0<br>FK<br>CellDB334'1118t | NewYork<br>Utd.States<br>6BHCem<br>APT93t | T.3Cy.26",43½"&72"-48" (s)<br>200lb 200lb 391NHP<br>2SB,6cf,GS121,HS4609 FD<br>Kawasaki Dkyd.CoLdKob | 36<br>s 9<br>27 |
| 08715<br>OCIX | — SteelSc<br>Elec.light 1Dk(Stl)<br>Cargo battens not fitted | 2115<br>1848<br>1202 | ✠100A1<br>12,21 ~~3,21~~<br>✠LMC7,20 | Lon<br>Bdx | r | CL | 1920<br>7mo<br>Lloyd | J.S.White<br>&Co.Ld.<br>Cowes<br>'sA&CP CellDB225'504tsidetanks190' 402t FPT100tAPT98t | Cie Delmas frères &Vieljeux | 280·0\|40·2\|19·3<br>P24'B67'F37'<br>FK | LaRochlle<br>French<br>6BHCem | T.3Cy.19",32"&52"-36" (s)<br>180lb 100lb 243NHP<br>2SB,6cf,GS102,HS3734 FD<br>J.S.White&Co.Ld.Cowes | 21<br>2<br>18 |
| 08716 | **Argostoli** SteelScSr<br>(exTunstall)<br>Turret deck Wireless 1Dk | 3825<br>3128<br>2438 | | | | | 1907 | W.Doxford<br>&Sons,Ld.<br>Sunderland | N.E.Ambatielos | 350·0\|50·1\|22·4<br>P32'F31' | Argostoli<br>Greek<br>WB | T.3Cy.24",41"&68"-45"<br>310NHP<br>W.Doxford&Sons,Ld.Sld | |
| 08717<br>220718<br>MBRL | **Argosy** SteelSc<br>Wireless Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks | 5543<br>4598<br>3407 | | | | | 1920 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0\|54·2\|27·8<br>P39'B121'F43' | Phildlphia<br>Utd. States<br>WB | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 08718<br>76387 | — WoodSc | 101<br>101<br>69 | | | | | 1872 | ...............<br>Northwich | Kelly'sBarges,Ld. (A.E Kelly, Mgr.) | 82·0\|19·7\| 8·4 | Liverpool<br>British | 2Cy.10½"-14"<br>24RHP<br>W.P.Gaulton,Manchester | |
| 08719<br>144888<br>KGHS | **Argosy Lemal** SteelAuxSc3MstSr<br>OilEng.<br>(exDeLauwers) 1Dk<br>(See Sailing Ship Register) | 254<br>214<br>206 | | | | | 1917 | Gebr.van<br>Diepen<br>Waterhuizen | ~~ArgosyShipping & CoalCo.Ltd.~~<br>~~J.A.Johnstone~~<br>LoughriggShippingCo.Ld. (J.A Johnstone, Mgr.) | 117·5\|24·5\|10·4<br>Q23'H18'F12' | ~~Newcastle~~<br>British<br>Fleetwood | Oil Engine 2S.C.SA<br>2Cy.15"-17½" 34NHP<br>N.V.Steywal-Motorenfab.<br>Overschie | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08720<br>27453 | **Argun Maru** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl) &Web frames<br>Wireless Longitudinal framing | 6608<br>6111<br>4040 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~6,21~~ ~~8,20~~<br>12,21<br>✠LMC~~8,20~~ 6,21 | Osaka<br>Kob | a† | CL<br>6,21 | 1920<br>8mo | OsakaIron Works,Ld.<br>Osaka<br>A&CP | OsakaShosen KabushikiKaisha<br>CellDB368'1470t<br>DTa39'1145 | 415·0\|55·5\|34·6<br>P32'B148'F45'on Shelter dk FK<br>t FPT164t APT47t | Osaka<br>Japanese<br>Cem<br>3BHtoSh dk<br>4 „ „ U „ | T.3Cy.27″,45″&75″-51″ (s)<br>180lb 552NHP<br>3SB,9cf,GS190,HS8100 FD<br>OsakaIronWrks.Ld.Osaka | 34 ″ 8<br>s 7 ″ 6<br>27 ″ 7 | |
| 08721<br>220166<br>LWRG | **Argus** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl) &Web frames<br>Longitudinal framing | 6094<br>5632<br>3816 | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,21,20<br>Fitted for oil fuel 7,20 F.P. above 150°F. | Pld | ... | CL<br>2,21 | 1920<br>7mo | GMStandiferConstCorp<br>Vancouver, Wash.<br>A&CP | UnitedStates ShippingBoard<br>CellDB343' 1211tMT30'1011t | 401·4\|53·2\|31·9<br>P34'B114'F38' on Shelter dk FK<br>FPT82t APT150t | NewYork<br>Utd. States<br>ptAsp<br>5BHtoSh dk<br>2 „ „ U „ | T.3Cy.24½″,41½″&72″-48″<br>210lb (r) 552NHP<br>3SB,9cf,GS180,HS8112 FD<br>LlewyllynIronWorks, LosAngeles,Cal. | 34 ″ 7<br>s 7 ″ 8<br>27 ″ 3 | |
| 08722<br>96416 | — SteelSc<br>(exHendrickS.Holden)<br>Mchy.Aft Elec.light 1Dk2trB | 4444<br>—<br>3091 | | | | | 1898 | GlobeIron WorksCo.<br>Cleveland | InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.) | 408·4\|50·0\|24·3 | Cleveland<br>Utd.States<br>WB | Q.4Cy.20¼″,30¼″,44″&63½″-42″ 261NHP<br>GlobeIronWorksCo. | | |
| 08723<br>[illegible]<br>HGVC | — SteelSc3MstSr<br>amed "Carterside," See No. 35885 in Supplement<br>ssHul.No.3-5,19<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 794<br>499<br>313 | ✠100A1<br>[illegible]<br>~~BS6,20~~ ✠LMC5,19<br>BS6,21 | Hul<br>Gms | j | CL<br>~~5,19~~<br>6,21 | 1906<br>8mo | J Fullerton &Co.<br>Paisley<br>Lloyd'sA&CP | ~~G.D.~~ W[illegible]Shppg. MrsE.W[illegible]& (C.P.W[illegible]rs) Mgr.)<br>WB=Cell | 185·0\|30·1\|11·6<br>Q94'B9'F27' FK<br>DB f 106'177tFPT | Goole<br>British<br>3BHCem<br>61tAPT4t | T.3Cy.16″,26″&44″-33″ (s)<br>170lb NDB21 80lb 96RHP<br>1SB,3pf,GS56,HS1781<br>Ross&Duncan,Glasgow | 14 ″ 0<br>s ″ 11<br>13 ″ 4 | |
| 08724<br>129055<br>HQOV | — SteelTwinSc<br>Elec.light 1Dk | 653<br>545<br>247 | | | | | 1909 | Ramage& Ferguson,Ld.<br>Leith | Corporation of the TrinityHouse | 171·0\|30·1\|12·9<br>B56' | London<br>British<br>WB | T.6Cy.11½″,19″&30″-22″<br>93RHP<br>Ramage&Fergusn,Ld.Lth. | | |
| 08725<br>68679<br>MJQD | **Argyle** IronScSr<br>Well deck 1Dk | 1185<br>916<br>767 | | | ... | | 1872 | Gilbert& Cooper<br>Hull | TheAdmiralty | 241·6\|30·9\|15·8<br>P117'F29'<br>BK8″ | Hull<br>British<br>WB | C.2Cy.27″&53″-36″<br>NB82 98RHP<br>Gilbert&Cooper,Hull | 16 ″ 8 | |
| 08726<br>111147 | — SteelScSr<br>ssNFL.No.3-2,12<br>ssNFL.No.2-20<br>Elec.light 1Dk&Web frames lower dk in main hold | 439<br>342<br>199 | ✠100A1<br>6,21 ~~5,20~~<br>✠LMC5,20<br>✠NB6,21 | NFL | g | ~~4,19~~<br>6,21 | 1900<br>2mo | A.&J. Inglis<br>Glasgow<br>A&CP | ReidNewfoundlandCo.Ld.<br>WB | 154·7\|25·1\|12·6<br>F15'<br>BK7″<br>=CellDBa&uE&B | SJhnsNFL<br>British<br>4BHCem<br>47'f61'84t | T.3Cy.15″,24″&40″-30″ (s)<br>~~145lb~~ 160lb 99RHP<br>~~1SB,2pf1cfGS51HS1325~~ FD<br>A.&J.Inglis,Glasgow<br>1SB 3cf GS52 HS1320 | 15 ″ 0<br>s 2 ″ 1½<br>13 ″ 10 | |
| 08727 | **Argyll** SteelScSr<br>ssSFo.2ndNo.3-2,18<br>Wireless 2Dks(1Stl&UIrn-ws)&<br>Sub.Sig. Webframes3Dk rule | 2953<br>2626<br>1880 | ✠100A1<br>9,21 ~~12,20~~<br>✠LMC<br>MS3,17 ~~BS2,20~~<br>BS3,22<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 5,03 F.P. above 150° F. | SFo | u | CL<br>N2,20 | 1892<br>6mo | W.Gray& Co.(Ld.)<br>WHartlepool<br>A&CP | Cie.DuBoleo | 320·2\|40·7\|24·4<br>P31'B80'F37'<br>BK10″<br>WB = CellDBuE | Bordeaux<br>French<br>12BHCem<br>&B52'125t | T.3Cy.25″,40″&65″-42″ (s)<br>160lb 283NHP<br>2SB,6cf,GS112,HS4380<br>CenMarEWks(Ld),WHpl | 27 ″ 0 | |
| 08728<br>121323<br>HNKJ | — SteelScK<br>ssPSd.No.3-10,19<br>Well deck 1Dk(Stl)<br>Mchy.Aft | 259<br>183<br>101 | ✠100A1<br>10,20<br>✠LMC10,20<br>✠NB10,20 | Suz | d | CL<br>2,19 | 1906<br>4mo | J Fullerton &Co.<br>Paisley<br>Lloyd'sA&CP | SinaiMiningCo.Ld (T.H.Bradley, Mgr.)<br>WB=DB | 130·0\|22·0\|9·6<br>Q48'B9'F22'<br>BK6″<br>f17'15tDTf30'150t | Glasgow<br>British<br>5BHCem<br>FPT15t | C.2Cy.16″&34″-24″ (s)<br>130lb 47RHP<br>1SB,2pf,GS33,HS1226<br>RenfrewBros.&Co.Irvine | 10 ″ 2 | |
| 08729<br>129581<br>HGTB | **Argyllshire** SteelTwinSc5Mst<br>ssBrs No.2,19<br>Elec.light Wireless<br>Ref.Mchy.<br>2Dks(Stl)&Shelter dk(Stl-ws) | 12097<br>8592<br>7762<br>5,22 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~5,21~~ ~~9,20~~ ~~11,21~~<br>BS5,21<br>~~BS2,20~~ ✠LMC7,19<br>✠Lloyd'sRMC~~9,20~~ ~~6,21~~ 11,21 | Lon<br>~~Brs~~ Cff | g† | CL<br>~~1,18~~<br>5,21 | 1911<br>6mo | J.Brown& Co.Ld.<br>Clydebank<br>Lloyd'sA&CP | ScottishShire Line,Ld. (Turnbull,Martin &Co.Mgrs.)<br>WB | 526·2\|61·4\|33·3<br>FK<br>=Cell DBa102' uE | Glasgow<br>British<br>8BHCem<br>&B113'f228 | Q.8Cy.25″,35½″,51″&72″-51″<br>215lb HS19432 FD 1264NHP<br>2D&2SB,24cf,GS473, (s)<br>J.Brown&Co.Ld.Clydebnk<br>1681tFPT136tAPT118t | 36 ″ 6<br>s 7 ″ 1½<br>29 ″ 9 | |
| 08730 | **Ari** SteelScK<br>Elec.light 1Dk | 342<br>298<br>172 | ✠100A1<br>Stm Trawler<br>10,20 ✠LMC4,20 | Hul | | CL | 1920<br>2mo | Cochrane &Sons,Ld.<br>Selby<br>Lloyd'sA&CP | J.Johannsson | 140·1\|24·0\|10·0<br>Q80'F22'<br>BK7½″<br>DBu Bunkers 20'19t | Reykjavik<br>Icelandic<br>4BHCem<br>APT8t | T.3Cy.13½″,22½″&37″-26″<br>180lb (s) 90NHP<br>1SB,3pf,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 ″ 3 | |
| 08731 | **Ariadne** SteelScSr<br>ssHfs.No.2-22 ~~ssHfsNo.1-19~~<br>Elec.light 2Dks&Awng dk(ptStl)<br>Wireless | 2469<br>1280<br>1359 | ✠100A1<br>Awng dk<br>withfreeboard<br>4,22 ~~1,20~~<br>~~BS5,21~~<br>~~BS4,20~~ ✠LMC~~1,19~~ 4,22 | Skm<br>Hfs | s | CL<br>~~1,18~~<br>4,22 | 1914<br>3mo | Lindholmens V.A.<br>Gothenburg<br>Lloyd'sA&CP WB | FinskaÅngfartygs Aktiebolaget<br>=Cell D Ba32'uE | 258·0\|43·7\|18·9<br>FK<br>&B62'f96'267tFPT | Helsingfrs<br>Finnish<br>4BHCem<br>30tAPT8t | T.3Cy.24½″,40″&66″-42″ (s)<br>185lb 447NHP<br>3SB,12cf,GS258,HS8760<br>LindholmensV.A.Got. | 28 ″ 9<br>s 12 ″ 4½<br>16 ″ 10 | |
| 08732<br>OCJD | — SteelScSr<br>ssMsl.No.3-2,10<br>ssMsl.No.1-14<br>1Dk(Stl)&Spar dk3trB | 1986<br>1783<br>1237 | ✠ ~~—~~<br>4,19<br>Spar dk<br>withfreeboard<br>✠NB9,11 ✠ | Bdx | r | | 1897<br>7mo | Wigham Richrdsn&Co<br>Newcastle | Etabl.Maurel& Prom<br>WB=CellDBa | 282·0\|38·5\|12·9<br>B72'F34' 20·4<br>FK<br>55'uE17' f130'348t | Bordeaux<br>French<br>5BHCem<br>APT22t | T.3Cy.23⅛″,37″&60″-42″<br>253NHP<br>2SB,6cf,GS122,HS3932<br>WighmRichrdsn&Co.Nwc | 22 ″ 9 | V |
| 08733<br>NFTW | — SteelSc<br>Elec.light CruiserStern 2Dks | 1170<br>976<br>643 | | | | | 1919 | N.VBoele's Sheepsw.<br>Slikkerveer | Koninkl.Nederl. Stoomb.Maats. | 250·0\|36·5\|23·0 | Amstrdam<br>Dutch<br>WB | T.3Cy.18½″,30″&48″-36″<br>138NHP<br>NVBoele'sSheepw.Bolnes | | V |
| 08734 | — SteelScSr<br>1Dk | 876<br>701<br>537 | | | | | 1899 | Act.Ges. "Neptun"<br>Rostock | HeinrichF.C.Arp (Dampfsch-Reed) | 211·2\|32·0\|13·2<br>Q77'B54'F27' | Hamburg<br>German<br>WB | T3Cy.16⅛″,25$\frac{1}{16}$″&41⅝″-28¾″<br>93NHP<br>A.G."Neptun,"Rostock | | |
| 08735 | — SteelSc<br>2Dks | 621<br>612<br>373 | | | | | 1898 | G.Seebeck A.G.<br>Bremerhaven | Dampfschiffahrts Ges.Neptun | 170·5\|27·2\|16·3 | Bremen<br>German<br>WB | T.3Cy.14¾″,22″&38⅜″-23⅝″<br>72NHP<br>G.Seebeck A.G.Bremerhvn | | |
| 08736 | — SteelPadSr<br>(exLadyGwendoline)<br>1Dk | 410<br>303<br>144 | | | | | 1889 | JM'Arthur &Co.<br>Paisley | P.Hattemer | 210·8\|23·1\|8·8 | Cherbourg<br>French | C.2Cy.31″&57″-60″<br>NB90 210NHP<br>Bow,M'Lachlan&Co.,Psy. | | |
| 08737<br>123588 | — SteelScK<br>ssGms.No.3-2,19<br>1Dk | 225<br>206<br>106 | ✠100A1<br>StmTrawler<br>~~9,21~~ ~~7,20~~ 4,22<br>~~BS7,20~~ ✠LMC2,19 | Gms<br>Sws<br>BS9,21 | | CL<br>~~2,19~~<br>4,22 | 1906<br>11mo | Cochrane &Sons<br>Selby<br>Lloyd'sA&CP | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,Mgr.) | 117·2\|22·0\|11·6<br>Q65'F18'<br>BK7½″ | Grimsby<br>British<br>4BHCem | T.3Cy.12″,21″&34″-24″ (s)<br>180lb 67RHP<br>1SB,2pf,GS33,HS1096<br>C.D.Holmes&Co.Hull | 12 ″ 6 | |
| 08738<br>102799<br>NDQO | **Ariadne Alexandra** SteelScSr<br>ssShl.2ndNo.3-3,19<br>Well deck 1Dk(Irn)&Webframes<br>Wireless | 1973<br>1493<br>1214 | ✠100A1<br>~~3,21~~ ~~8,20~~ 1,22<br>✠LMC<br>MS3,19 ~~BS8,19~~ 3,21 | Bry<br>~~Npt~~ Cff | r | 8,20 | 1893<br>9mo | W.Gray& Co.(Ld.)<br>WHartlepool<br>A&CP | AlexanderShippg. Co.Ld. (Capper, Alexander&Co., Mgrs.)<br>WB | 277·0\|38·2\|17·7<br>P29'Q76'B114' F31' FK<br>=CellDB228'438t | London<br>British<br>4BHCem<br>APT18t | T.3Cy.20″,31½″&53″-36″ (s)<br>160lb 90lb NDB08 175NHP<br>2SB,4cf,GS57,HS2740<br>CentralMar.E.Wks.W.Hp | 20 ″ 3<br>s 1 ″ 4½<br>19 ″ 1 | |
| 08739<br>135201<br>JBTD | **Ariadne Irene** SteelScSr<br>ssCff.No.2-21<br>Elec.light Wireless 1Dk(ptIrn ptStl) | 4346<br>3970<br>2644 | ✠100A1<br>1,22 ~~2,21~~<br>✠LMC<br>BS~~9,20~~ 10,21 MS1,21 | Cff<br>Lon | x | CL<br>1,21 | 1913<br>3mo | JLThompson&Sons,Ld<br>Sunderland<br>Lloyd'sA&CP | UniversalStm.Nav Co.Ld(P.Samuel& Co.Ld.Mgrs.) Cell DBa131' uE&B47' | 375·0\|52·5\|25·0<br>P27'B219'F38' FK<br>f155' 1135tFPT82t | London<br>British<br>6BHCem<br>APT285t | T.3Cy.25″,42″&68″-48″ (s)<br>180lb 100lb 382NHP<br>2SB,8cf,GS153,HS6356<br>Blair&Co.Ld.Stockton | 27 ″ 6<br>s 4 ″ 2½<br>23 ″ 8 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2–3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08740<br>1364<br>HJSK | **Ariake Maru** SteelScSr<br>ssYka.No.3–4,01<br>(exChartersTower) ssKob.No.2–09<br>Well deck 1Dk(Irnpt–ws)2trB &Webframes | 2886<br>2200<br>1742 | ✠<br>5,14<br>✠ | Kob | t | | 1890<br>1mo | J.Readhead&Sons<br>S.Shields | BabaGoshiKaisha<br>WB=CellDB | 300·6<br>P42'Q76'B120'<br>F39' BK10"<br>256' 583t APT40t | 41·5 | 21·8 | Nishinomiya<br>Japanese<br>6BHCem | T.3Cy.28",38"&62½"–39"<br>NDB02 238NHP<br>2SB,6cf,GS104,HS3491<br>J.Readhead&Sons,S.Shl. | 24 " 4 |
| ※ 08741<br>127866<br>JGFH | **Arian** SteelScK<br>ssBel.No.3-9,19<br>1Dk | 221<br>197<br>102 | ✠100A1<br>StmTrawler<br>9,19<br>BS9,20 ✠LMC9,19 | Bel | | CL<br>9,19 | 1910<br>8mo<br>Lloyd | Cochrane &Sons<br>Selby<br>'sA&CP | TudorSteam Trawlers,Ld.<br>(J.A.Taylor,Mgr.) | 120·4<br>Q69'<br>BK7½" | 21·5 | 11·5 | Fleetwood<br>British<br>4BHCem | T.3Cy.12",21½"&34"–24" (s)<br>180lb 70RH<br>1SB,2pf,GS35,HS1340<br>Gt.CentrlCo-OpEng&ShipRepairingCo.Ld.Gms. | 12 " 3 |
| ※ 08742<br>142293<br>JSDR | **Ariano** SteelSc<br>ssBkn.No 1–22<br>(exWarPython) Sub.Sig.<br>Elec.light Wireless 2Dks(Stl) | 5155<br>4739<br>3124 | ✠100A1<br>~~[illegible]~~ 1,22<br>✠LMC~~[illegible]~~<br>1,22<br>Carrying oil f | Lon<br>Bkn<br>uel F. | y<br>P. | CL<br>~~12,19~~<br>2,21<br>above | 1918<br>1mo<br>Lloyd<br>150° F | Harland&Wolff,Ld.<br>Belfast<br>'sA&CP<br>in DB | GulfLine,Ld.<br>CellDB | 400·4<br>P49'B113'F40'<br>FK<br>345' 1123t FPT122t | 52·3 | 28·4 | London<br>British<br>7BHptCem<br>APT181t | T.3Cy.27",44"&73"–48" (s)<br>180lb 518NHP<br>3SB,9cf,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 31 " 0<br>s6 " 1½<br>25 " 8 |
| 08743<br><br>HCVS | **Arichachu** SteelSc<br>Wireless<br>1Dk(Stl)&2nd dk(Stl)in holds&Web<br>Elec.light frames Longitudinal framing | 3812<br>—<br>2802 | ✠100A1<br>12,20<br>✠LMC12,20 | Cdz | v | CL | 1920<br>12mo<br>Lloyd | Echevarrieta y Larrinaga Cadiz<br>'sA&CP | Cia.Nav.Bermeo<br>(I.Garay,Mgr.)<br>CellD | 331·0<br>P31'B91'F32'<br>FK<br>B 284' 872t FPT63t | 48·0 | 23·3 | Cadiz<br>Spanish<br>5BHCem<br>APT175t | T.3Cy.25",41"&68"–45" (s)<br>180lb 100lb 411NHP<br>2SB,8cf,GS148,HS5882 FD<br>J.G.Kincaid&Co.Ld.Grk. | 25 " 8<br>s4 " 2<br>21 " 10 |
| 08744<br>121091 | **Ariel** SteelScK<br>ssMil.No.3–1,19<br>1Dk | 174<br>168<br>68 | ✠100A1<br>Stm Trawler<br>3,22 ~~1,21~~ ✠LMC<br>MS10,19 | Mil<br>Gms<br>BS~~10,20~~ 2,22 | | CL<br>1,19 | 1905<br>11mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Beverley<br>'sA&CP | IagoSteam TrawlerCo.Ld.<br>(E.D.W.Lawford, Mgr.) | 108·5<br>BK8"<br>WB= | 21·6 | 11·5 | Hull<br>British<br>4BHCem<br>DTf13'30t | T.3Cy.10",16½"&27"–24" (s)<br>200lb 45RHP<br>1SB,2pf,GS25,HS750<br>Amos&Smith,Hull | 12 " 4 |
| 08745<br>6325<br>KCTV | **Aries** SteelSc<br>Elec.light Wireless 1Dk | 1814<br>1601<br>1062 | | | | | 1920 | A/S Sörlandets Skibs.<br>Fevig | A/BErikBrodins Rederi.(E.Brodins Befragtnings-kontorA/B.Mgrs.) | 264·5<br>P23'B71'F29' | 42·0 | 17·9 | Torö<br>Swedish<br>WB | T.3Cy.18",29½"&50"–36"<br>150NHP<br>FredrikstadM.V.Frdstad. | |
| 08746<br>110203<br>Foundered 11,21 | — SteelScK<br>ssLth.No.1–03<br>1Dk | 159<br>140<br>59 | ✠<br>Stm Trawler<br>7,06 ✠ | Lth | | | 1899<br>4mo | Ramage&Ferguson,Ld.<br>Leith | Hancock&Harries | 105·2<br>Q21'F20'<br>BK7"<br>W | 20·6 | 10·9 | Aberdeen<br>British<br>3BHCem<br>B=FPT18t | T.3Cy.12",19"&30"–21"<br>54RHP<br>1SB,2pf,GS31,HS970<br>Ramage&FergusonLd.Lth | 11 " 10 |
| 08747<br>4486<br>JPMQ | — IronSc<br>(Trawler)<br>1Dk | 121<br>116<br>38 | | | … | | 1881 | T.Charlton<br>Grimsby | A/B Bergelien&Reuter | 95·7<br>H4t<br>BK8" | 20·3 | 9·7 | Gothenbrg<br>Swedish | C.2Cy.16½"&31"–20"<br>NB92 36NHP<br>T.Charlton,Grimsby | |
| 08748<br>106247<br>KODJ | — IronSc<br>1Dk | 115<br>—<br>57 | | | | | 1884 | American S.B.Co.<br>Philadelphia | ThamesTowboat Co. | 89·5 | 20·1 | 9·0 | N.Lndn Cn<br>Utd. States | C.2Cy.17"&30"–24"<br>37NHP<br>Neafie&Levy,Philadelphia | |
| 08749<br>123565<br>HGOP | **Aries II.** SteelScK<br>(Trawler)<br>(exAries) 1Dk | 250<br>231<br>103 | | | … | | 1906 | Cochrane &Sons<br>Selby | ~~AriesonaStm. Fshg.Co.Ld (H.Goldstein, Mgr.)~~ J.E.RushworthLd. | 127·0<br>Q73'F21'<br>BK7½" | 22·1 | 11·5 | Grimsby<br>British | T.3Cy.12½",22"&35"–24"<br>76RHP<br>Gt.CentrlCo-opEng.&ShipRepairingCo.Ld.Gms. | 12 " 4 |
| 08750<br>48<br>NFLG<br>Foundered 8,21 | **Ariete** IronSc3MstSr<br>(exOdin) 1Dk | 452<br>409<br>266 | | | | | $18\frac{57}{64}$ | J.Henderson&Sons<br>Renfrew | Munzone,Mineo&Co. | 201·1<br>Q36'B16t<br>len64 | 23·7 | 13·9 | Catania<br>Italian | C.2Cy.20"&39½"–24"<br>NE75 NB92 65NHP<br>GourlayBros.&Co.Dundee | |
| 08751 | **Arimatea** SteelScSr<br>ssTri.No 2–09<br>(exNeritea) 1Dk(Stl)&Spar dk(Stl)& deep framing | 3891<br>3605<br>2486 | ✠<br>Spar dk<br>1,18 ✠ | Ham | w | | 1902 | Londndrry S.B.&E.CoLd<br>Londonderry | Soc.Ital.diNav.<br>G.Rossi<br>WB=CellDBa | 364·5<br>P31'B148'F32' 25·3<br>FK<br>116'uE&B40'f154' | 46·9 | 17·5 | Genoa<br>Italian<br>6BHCem<br>883tAPT50t | T.3Cy.24½",40"&67"–45"<br>348NHP<br>2SB,6cf,GS113,HS4532 FD<br>N.E.MarineEng.CoLdNwc | 28 " 0 |
| 08752 | **Arin-Mendi** SteelSc<br>OilEng.<br>For full particulars See No. 36114 in Supplement<br>Mchy.Aft | 127<br>98<br>36 | 100A1<br>(ClassContem | plated) | | | 1921 | CiaEuskalduna deConst<br>Bilbao | Cia.deRemolcadoresIbaizabal<br>(Sota y Aznar) | 85·3 | 19·1 | 9·2 | Bilbao<br>Spanish | Oil Engines 2S.C.SA<br>4Cy.13⅞"–21⅝"<br>SulzerFreres,Winterthur | |
| 08753 | **Arinda Mendi** SteelSc<br>For full particulars See No. 36109 in Supplement<br>Elec.light | 3260<br>[illegible]<br>1977 | 100A1<br>(ClassContem | plated) | | | 1921 | RopnerS.B.&Repg.Co.<br>(Stockton) Ld. Stockton | Sota y Aznar | 340·3 | 48·6 | 22·5 | Spanish | T.3Cy.24",40"&66"–45"<br>Blair&Co.Ld.Stockton | 24 " 10<br>s2 " 4<br>22 " 10 |
| 08754 | **Arinos** SteelTwinScSr<br>Elec.light 1Dk&Promenade dk | 201<br>165<br>86 | | | … | | 1900 | J.Jones&Sons<br>Liverpool | J.H.Andresen Succ.Lda. | 139·1<br>FK | 27·0 | 8·0 | Manaos<br>Brazilian | C.4Cy.12"&24"–18"<br>58NHP<br>J.Jones&Sons,Liverpool | 8 " 4 |
| 08755<br>219798<br>LWCV | **Ario** SteelSc<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing<br>Wireless | 6952<br>6427<br>4271 | ✠100A1<br>~~[illegible]~~ 1,22<br>✠LMC4,20<br>Carrying Petr<br>Fitted for oil | NYk<br>oleum<br>fuel 4, | b†<br>in<br>20 | CL<br>bulk<br>F.P. a | 1920<br>4mo<br>bove 1 | Bethlehem S.B.Corp.Ld.<br>Sparrow's Pt.<br>A&CP Md.<br>50° F. | StandardTransportationCo.Inc.<br>CellDBuE&B57' 197tDTf50'824t | 435·6<br>P122'B50'F44'<br>FK<br>FPT97tAPT74t | 56·2 | 31·7 | NewYork<br>Utd. States<br>15BHptCem<br>(9 to U dk 6 ,, 2nd ,,) | T.3Cy.27",47"&78"–48" (s)<br>200lb 125lb 598NHP<br>3SB,9cf,GS165,HS8235 FD<br>BethlehemS.B.Corp.Ld. Sparrow'sPt.Md. | 33 " 6<br>s8 " 0½<br>25 " 10 |
| 08756 | **Arion** SteelSc<br>(Tug)<br>1Dk | 123<br>113<br>8 | | | | | 1900 | G.Seebeck A.G.<br>Bremerhaven | Norddeutscher Lloyd | 195·6 | 19·3 | 10·7 | Bremen<br>German | T.3Cy.11¾",18"&30½"–22"<br>43NHP<br>G.SeebeckA.G.Bhn. | |
| 08757<br>204267<br>KWFB | **Ariosa** SteelSc<br>(Tug)<br>Elec.light 1Dk | 262<br>—<br>178 | | | | | 1907 | J.H.Dialogue&Son<br>Camden,N.J. | HenryduBoisSons &Co. | 108·0 | 25·0 | 12·2 | NewYork<br>Utd.States | T.3Cy.14",22"&36"–26"<br>66NHP<br>J.H.Dialogue&Son | |
| 08758<br>129280<br>HRLJ | **Ariosto** SteelScSr<br>ssHul.No.2–19 ~~ssHul.No.1–14~~<br>Wireless 2Dks(Stl) | 4313<br>~~4093~~<br>~~2760~~<br>4427<br>4098<br>2768 | ✠100A1<br>~~[illegible]~~ 4,18 10,21<br>~~Examined4,19~~<br>✠LMC~~4,19~~<br>6,21 | Lon<br>~~[illegible]~~ Hul | x | CL<br>N6,21 | 1910<br>8mo<br>Lloyd | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>'sA&CP | Ellerman'sWilson Line,Ld.<br>WB=CellDBa | 380·0<br>P31'B94'F33'<br>FK<br>129'uE&B42'f165' | 49·0 | 26·4 | Hull<br>British<br>6BHCem<br>990tAPT50t | T.3Cy.25",41"&69"–48" (s)<br>180lb 372NHP<br>3SB,9cf,GS150,HS5940<br>Richardsons,Westgarth&Co.Ld.Sld. | 29 " 0<br>s5 " 9<br>23 " 7 |
| 08759<br><br>HTWB | **Aris** SteelTwinScSr<br>(exCampos)<br>Wireless 1Dk&Shelter dk | 919<br>895<br>574 | | | | | 1903 | Craig, Taylor&Co.<br>Stockton | PanaghisVergottis | 200·3<br>B102'F24' | 33·1 | 9·5 | Argostoli<br>Greek | T.6Cy.11",17"&28"–21"<br>72NHP<br>N.E.MarineEng.Co.Ld.Sld | |
| 08760 | | | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08761<br>HQWL | **Aris** SteelSc<br>1*Dk* | 338<br>—<br>166 | | | | | 1904 | Lloyd<br>Austriaco<br>Trieste | S.Pappaleonardos | 169·0<br>F36′ | 23·7 | 11·6 | Piræus<br>Greek | T.3Cy.13⅞″,22¼″&36″–24″<br>63NHP<br>LloydAustriaco,Trieste | | |
| 08762 | **Aristea** SteelScSr<br>*ss*Shl.No.3–12,11<br>1*Dk*(*ptIrn&ptStl*)2*trB&deep framing3Dk rule* | 3364<br>3111<br>2159 | ✠ —<br>8,19<br>✠ | Msl | *v* | | 1900<br>9mo | Osbourne,<br>Graham&Co.<br>Sunderland | *WB=CellDBa104′uE&B40′f132′765tFPT120tAPT138t* | 326·0<br>P31′B102′F35′ FK | 48·0 | 23·6 | 6*BHCem* | T.3Cy.24″,40″&65″–42″<br>270NHP<br>2SB,6*pf*,GS122,HS4103<br>G.Clark,Ld.Sunderland | 26 ″ 2 | |
| 08763 | **Aristides** SteelSc<br>(*ex*Nicaraguan,*ex*PortoRico)<br>*Elec.light* Wireless 1*Dk&Hur dk* | 1186<br>1080<br>679 | | | | | 1899 | CraigS.B.<br>Co.<br>Toledo,O. | C.G.Athanassoula | 220·2 | 32·0 | 13·6<br>21·0 | Piræus<br>Greek | T.3Cy.18″,27″&42″–28″<br>93NHP<br>RiversideIrnWrks,Detroit | | V |
| 08764<br>HBGF | **Aristobulo Del Valle** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)*&Webframes*<br>*Mchy.Aft*<br>Wireless | 2454<br>2091<br>1459 | *Carrying Petroleum in bulk FP above 150°F.*<br>*Fitted for oil fuel* 5,17 | | … | CL | 1917<br>5mo | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich.<br>A&CP | ArgentineGovt.<br>*CellDBuE&B44′87tFPT72tAPT118t* | 252·0<br>P71′B31′F32′ FK | 43·7 | 24·3 | Bns.Ayres<br>Argentine<br>9*BHptCem* | T.3Cy.20½″,34″&57″–42″ (*s*)<br>190lb 297NHP<br>2SB,6*cf*,GS105,HS4326 FD<br>Gt.LakesEngWks.Detroit | 25 ″ 7<br>s 3 ″ 6<br>22 ″ 5 | |
| 08765<br>15198<br>LWNH | **Arita Maru No. 2** SteelScSr<br>(*ex*FukujuMaru)<br>1*Dk* | 526<br>—<br>307 | | | | | 1912 | OsakaIron<br>Works<br>Osaka | Y.Aoki | …… | …… | …… | Sasebo<br>Japanese<br>*WB* | T.3Cy.11½″,19″&32″–22″<br>48NHP<br>OsakaIronWorks | | |
| 08766 | **Aritz Mendi** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 5754<br>5026 ~~5158~~<br>~~3452~~<br>3389 | ✠100A1<br>10,21 ~~8,20~~<br>✠LMC8,20 | Bbo<br>Hul | *z* | CL<br>10,21 | 1920<br>8mo | Cia.Euscalduna deConstyRep. Bilbao<br>*Lloyd'sA&CP* | Cia.Nav.Sota y Aznar (Sota y Aznar, *Mgrs.*)<br>*CellDB351′1103tFPT145tAPT142t* | 400·0<br>P40′B115′F38′ FK | 53·3 | 31·2 | Bilbao<br>Spanish<br>6*BHCem* | T.3Cy.27½″,45″&75″–48″ (*s*)<br>180lb 456NHP<br>3SB,9*cf*,GS195,HS7494<br>JDickinson&Sons,Ld.Sld. | 31 ″ 2 | |
| 08767 | **Arizona** IronScK<br>(*Trawler*)<br>1*Dk* | 141<br>129<br>47 | | | … | | 1894 | Edwards<br>Bros.<br>N.Shields | FiskeriA/BSälen (A.Th.Asmundsson, *Mgr.*) | 101·3<br>Q21′H7*t*F19′<br>BK7½″ | 20·7 | 10·3 | Gothenbrg<br>Swedish | T.3Cy.11″,17″&30″–21″<br>48NHP<br>N.E.M.Eng.Co.(Lim.),Sld. | 11 ″ 8 | |
| 08768 | **ArizonaMaru** SteelTwinSc<br>2*Dks*(*Stl*)*&Shelter dk*(*Stl*–ws)<br>3*rd dk*(*Stl*)*inNo.1hold*<br>*Elec.light*<br>*Ref.Mchy.* Wireless | 9696<br>8797<br>6069 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~4,21~~ ~~6,20~~ 10,21<br>✠LMC~~6,20~~ 4,21<br>✠Lloyd'sRMC~~1,21~~ ~~4,21~~<br>1,22 ~~10,20~~ ~~6,21~~ | Nag<br>HKg | *d*† | CL | 1920<br>6mo | Mitsubishi<br>Zosen Kaisha,<br>Ld. Nagasaki<br>A&CP | OsakaShosen KabushikiKaisha<br>*CellDB405′1663tDTa48′519tFPT137tAPT51t* | 475·0<br>P35′B30′F86′ *on Shelter dk* FK | 61·0 | 40·7 | Osaka<br>Japanese<br>*Cem*<br>8*BHtoShdk* | T.6Cy.27″,44½″&75″–48″ (*s*)<br>200lb 993NHP<br>5SB,15*cf*,GS330,HS13284FD<br>MitsubishiZosenKaishaLd | 40 ″ 9<br>s 13 ″ 1½<br>28 ″ 3 | |
| 08769<br>107823<br>KSGM | **Arizonan** SteelTwinScSr<br>*ss*NYk.No.3–3,16<br>*Elec.light* Sub.Sig. *ss*NYk.No.1–19<br>Wireless 2*Dks*(*Stl*)*&deepframing*<br>*lowerdeckforehold*(*Stl*)*&Shelter dk*(*Stl*) | ~~8723~~<br>~~8413~~<br>~~6087~~<br>8533<br>8413<br>6497 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~4,21~~ ~~8,20~~ ~~11,21~~ 12,21<br>BS1,21 ✠LMC~~1,19~~ 11,21<br>*Fitted for oil fuel* 11,04 *F.P.above* 150°F. | NNs<br>~~NYk~~ ~~Sea~~<br>NYk | *d*† | CL<br>~~11,19~~<br>~~NY11,21~~<br>PN12,21<br>~~SN11,21~~<br>S3,22 | 1903<br>2mo | Union Iron<br>Works<br>SanFrancisco<br>A&CP | American-Hawaiian S.S.Co.(United AmericanLines, Inc.*Mgrs.*)<br>*WB=CellDBa142′uE&B52′f198′1755t DTf27′1009t tanks between and at sides of tunnels 56′351tFPT157′APT133t* | 470·1<br>FK | 57·2 | 31·5 | NewYork<br>Utd.States<br>8*BHCem* | Q.8Cy.21½″,28″,38″&60″–36″<br>213lb (2)*90lb* (*s*) 504NHP<br>3SB,12*cf*,GS162,HS6120 FD<br>UnionIronWorks,SFo. | 42 ″ 6<br>s 11 ″ 0<br>31 ″ 10 | |
| 08770<br>219800<br>LWDC | **Arizpa** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)*&Webframes*<br>Wireless Sub.Sig. | 5517<br>4971<br>3392 | *Fitted for oil fuel* 4,20 *F.P. above* 150° F. | | … | CL | 1920<br>4mo | Merchant<br>S.B.Corp.<br>Harriman, Pa | UnitedStates ShippingBoard<br>*CellDB335′1311tMT27′846tFPT120tAPT143t* | 400·7<br>P36′B124′F44′ FK | 54·2 | 30·4 | Phildlphia<br>Utd.States<br>6 *BH pt Cem* | 2 Steam Turbines geared to 1 Sc. Shaft (*s*) 200lb<br>3 Water Tube Boilers FD<br>HS8706<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 32 ″ 10 | |
| 08771 | **Ark Royal** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)*&ShlDk*(*Stl*–ws)<br>*Mchy.Aft* 2*nd&3rdDks in forward hold*<br>Wireless | 4423<br>3619<br>3008 | ✠<br>*Shelter dk withfreeboard*<br>*For special Service*<br>1,15 ✠<br>*Fitted for oil fuel* 1,15 *F.P.above* 150°F. | Bly | *x* | *CellDBuE&B54′f204′823tDTsf27′271t22′910tFPT84tAPT130t topside & wing tanksf27′318′a52′493t* | 1915<br>1mo | BlythS.B.<br>&D.D.Co.Ld.<br>Blyth | TheAdmiralty | 352·5<br>FK<br>*Collision bulkhead to Upr dk only* | 50·8 | 24·9 | British<br>6*BHCem* | T.3Cy.27″,45″&74″–48″ (*s*)<br>623NHP<br>3SB,12*cf*,HS10035 FD<br>NEMarine EngCo.Ld.Nwc | 34 ″ 7 | |
| 08772<br>NJHK | **Arkansas** SteelScSr<br>1*Dk& Awng dk lower dk forward deepframing&hold beams aft* | 3635<br>2564<br>2351 | | | … | | 1897 | Akt.Burmeistr&Wain<br>Copenhagen | DetForenede DampskibsSelsk. | 329·3<br>B77′<br>FK | 45·2 | 21·5<br>29·2 | Copnhagn<br>Danish<br>*WB* | T.3Cy.24″,40″&64″–42″<br>280NHP<br>Akties.Burmeister&Wain | 31 ″ 10 | V |
| 08773<br>137246<br>JHLW | **Arkleside** SteelScSr<br>*ss*Sld.No.1–19<br>*Mchy.Aft* 1*Dk*(*Irn*)<br>*Well deck* | 648<br>463<br>373 | ✠100A1<br>1,22 ~~2,21~~<br>~~BS7,20~~ ✠LMC5,19<br>BS10,21 | Sld | *j* | ~~3,19~~<br>1,22 | 1914<br>12mo | W.Harkess<br>&Son,Ld.<br>Middlesbro'<br>*Lloyd'sA&CP* | ~~ThomasRose~~<br>~~ThomasRose& Partners,Ld.Mgrs~~)<br>T.Rose<br>*WB=CellDBf136tFPT33tAPT28t* | 179·9<br>Q119′B11′F22′ FK | 28·0 | 11·4 | Sundrland<br>British<br>3*BHCem* | T.3Cy.15½″,25″&41″–30″ (*s*)<br>180lb *100lb* 85RHP<br>1SB,3*cf*,GS60,HS1975<br>MacColl&Pollock,Ld.Sld. | 13 ″ 6<br>s 4 ″ 0<br>13 ″ 3 | |
| 08774<br>56215<br>JMTP | **Arkley** WoodAuxScSr<br>*OilEng.*<br>(*ex*WilliamFrederick) IB<br>(*See Sailing Ship Register*) | 92<br>91<br>53 | ✠<br>4,04 | Apl | 9<br>C6 | | 1867<br>3mo | Roberts<br>Conway | ArkleyShipping Co.Ld.(J.R.Dickson,Jr.&Co.*Mgrs*) | 78·0<br>8&12yrsMat<br>NKlsn76 ND85 | 19·8 | 10·5 | Liverpool<br>British | Oil Engine<br>3Cy.6¾″–8″ *made*1912 4NHP<br>Fay&BowenEng.Co.NYk. | 10 ″ 9 | |
| 08775<br>86606<br>KJPV | **Arklow** IronSc3MstSr<br>(*ex*Dunbrody)<br>*Elec.light* *Mchy.Aft* 2*Dks* | 940<br>758<br>385 | | | … | | 1886 | Lon.&Gls.<br>Co.Ld.<br>Glasgow | ClydeShppg.Co.Ld (W.Cuthbert*Mgr*) | 245·0<br>P77′B54′F52′<br>BK8″ | 32·1 | 14·7 | Glasgow<br>British<br>*WB* | T.3Cy.25″,39¼″&$62\frac{7}{16}$″–42″<br>NB02 262NHP<br>London&Glas.Co.Ld.Gls. | 17 ″ 2 | C |
| 08776<br>6100<br>KBQT | **Arkö** SteelScSr<br>(*ex*Ellwiron) 1*Dk*(*Stl*)<br>*Elec.light* | 1327<br>1143<br>770 | ✠100A1<br>11,21 ~~3,20~~<br>✠LMC5,19 | Sld<br>Hbg | | 2,20 | 1919<br>5mo | Kockums<br>M.V.Aktieb<br>Malmö | Ericsson&Horndahl<br>*CellDB196′364tFPT44tAPT59t* | 232·4<br>P17′B63′F25′ FK | 37·7 | 16·4 | Viken<br>Swedish<br>4*BHCem* | T.3Cy.18⅛″,28¾″&$48\frac{13}{16}$″–31½″<br>185lb (*s*) 157NHP<br>2SB,4*cf*,GS70,HS2546<br>KockumsM.V.Akt.Malmö | 18 ″ 7 | |
| 08777<br>MVGK | **Arktos** WoodScSr<br>*Elec.light* | 463<br>321<br>233 | | | | | 1919 | Skaalurens<br>Skibsbyggeri<br>Rosendal | EgilNæsheim | 129·9<br>Q13*t*B63tH19*t*F19*t* | 26·6 | 13·7 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.12″,20″&33″–24″<br>53NHP<br>BergensMekVærksBergen | | N |
| 08778<br>2948<br>JGQT | **Arla** CompScSp<br>1*Dk*<br>*Mchy.Aft* | 169<br>137<br>233 | | | | | 1896 | P.Larsson<br>Thorskog | Ångf.Aktieb.Samseglingen(Alb. Svensson,*Mgr.*) | 99·1<br>B22′H9*t*F9′ | 22·3 | 9·2 | Gothenbrg<br>Swedish | C.2Cy.10″&15″–12″<br>7NHP<br>P.Larsson,Thorskog | | |
| 08779<br>132021<br>IWOM | **Arlanza** SteelTrpScSr<br>*Elec.light* *Ref.Mchy.* 2*Dks&2ptDks*<br>Wireless Sub.Sig. | 14930<br>10025<br>9145 | | | | | 1912 | Harland&<br>Wolff,Ld.<br>Belfast | RoyalMailSteam PacketCo. | 570·3<br>P53′B348′F100′<br>UprB287′<br>*Promenade dk on UprB242′* | 65·3 | 33·3 | Belfast<br>British<br>*WB* | T8Cy.(2)27″,(2)42″&(4)49″–51″&1L.P.Turbine<br>Harland&Wolff,Ld.Bel. | | BT till 6,21 |
| 08780<br>133262<br>JKDV | **Arleia** SteelSc4MstSr<br>*ss*Liv.No.1–19<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 795<br>545<br>368 | ✠100A1<br>1,22 ~~11,20~~<br>~~BS6,19~~ ✠LMC MS10,19<br>BS3,21 | Liv | *k* | CL<br>~~8,18~~<br>2,22 | 1915<br>2mo | R.Williamson&Son<br>Workington<br>*Lloyd'sA&CP* | R.Williamson& Son<br>*WB=CellDBf110′160tFPT45t* | 186·3<br>Q116′B9′F25′ FK | 29·4 | 12·4 | Workngtn<br>British<br>3*BHCem* | T.3Cy.14½″,25½″&41″–30″<br>180lb *90lb* (*s*) 85RHP<br>1SB,3*pf*,GS55,HS1952<br>Ross&Duncan,Glasgow | 14 ″ 7<br>s ″ 8½<br>14 ″ 1 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 08781<br>OCJN | **Arlette** SteelSc<br>Elec.light 1Dk(Stl)<br>Cargo battens not fitted | 2701<br>2435<br>1655 | ✠100A1 1,21<br>~~1,20 6,20~~<br>✠LMC6,20<br>Fitted for oil fuel 6,20 | Brs<br>~~Bdx~~<br>BS7,21 | t<br>Msl | CL<br>F.P. a | 1920<br>6mo<br>Lloyd<br>bove 1 | C.Hill&<br>Sons Bristol<br>'sA&CP<br>50° F. whilst | Cie.Auxiliaire de<br>Navigation<br>carrying coal& ore | 310·1<br>P28'B87'F32'<br>cargoes<br>CellDB265'622tFPT | 43·6 | 22·8<br>FK | Nantes<br>French<br>5BHptCem<br>90tAPT90t | T.3Cy.21",34"&56"–36" (s)<br>180lb 242NHP<br>2SB,6cf,GS111,HS4246<br>Richardsons,Westgarth&Co.Ld.W.Hpl. | 23 ″ 10<br>s 3 ″ 11<br>20 ″ 3 |
| 08782<br>140930 | **Arleux** SteelScSr<br>(Trawler)<br>Wireless 1Dk | 357<br>304<br>136 | | | | | 1918 | Canadian<br>Vickers,Ld.<br>Montreal | Canadian<br>Government | 130·0 | 25·0 | 13·0 | Ottawa<br>British | T.3Cy.12⅜",21½"&35"–24"<br>60NHP<br>CollingwoodS.B.Co.Ld. | |
| 08783<br>136892<br>JFWG | **Arley** SteelScK<br>ssFlt.No.1-19<br>Elec.light 1Dk | 304<br>266<br>122 | ✠100A1<br>StmTrawler<br>3,19<br>BS5,20 ✠LMC5,19 | Flt<br>BS2,21 | | CL<br>3,19 | 1914<br>7mo<br>Lloyd | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'sA&CP | WyreSteamTrawlingCo.Ld. (J.N.Ward&Son,Mgrs.) | 130·4<br>Q74'F23' | 24·0 | 13·4<br>BK7½" | Fleetwood<br>British<br>3BHCem | T.3Cy.13½",23"&37"–27" (s)<br>180lb 69RHP<br>1SB,3pf,GS53,HS1820<br>Smith'sDockCo.Ld.Mdb. | 14 ″ 0 |
| 08784<br>207300<br>LFMP | **Arlington** SteelScSr<br>Elec.light<br>Wireless Mchy.Aft Sub.Sig. 2Dks | 2432<br>—<br>1432 | | | | | 1910 | Detroit<br>S.B.Co.<br>Wyandotte | NewEngland Fuel &Transportation Co. | 244·0 | 43·2 | 27·2 | Boston<br>Utd.States<br>WB | Q.4Cy.17½",25½",37"&54"–36"<br>175NHP<br>DetroitS.B.Co.,Detroit | |
| * 08785<br>LBQW | **Arly** SteelScSr<br>ssXia.No.3-1,21<br>(exAgeröen,exLebu) 2Dks(St<br>Elec.light Wireless &deep framing<br>Now named "Nordvaag." See No. 38642 in Supplement | 2700<br>2397<br>[illegible] | ✠100A1<br>1,21 | Xia | u | CL<br>6,20 | 1906<br>12mo<br>Lloyd | Earle'sCo.<br>Ld.<br>Hull<br>'sA&CP | D/S A/S Segelfoss<br>(R.Övergaard&Co.<br>Mgrs.)<br>CellDBa88' | 340·1<br>P41'B158'F50'H19'<br>uE&B40'f166'536t | 40·1 | 21·2<br>FK | Chrstiania<br>Norwegian<br>5BHCem<br>APT13t | T.3Cy.23",37"&61"–42" (s)<br>170lb 270NHP<br>2SB,6cf,GS135,HS4382<br>Earle'sCo.Ld.Hull | 24 ″ 0 |
| 08786 | **Arma** SteelSc<br>(Trawler) | 245 | | | | | 1916 | Reiherst'g<br>SchiffswAbt.<br>Brandenburg<br>Hamburg | — | 119·0 | 24·1 | 13·1 | Hamburg<br>German | T.3Cy.<br>ReiherstMaschinenf.Ham. | |
| * 08787<br>118350<br>VJPF | **Armadale Castle** StlTwinScSr<br>ssGls.No.3-9,19<br>Wireless 4Dks(Stl-M ws,U teak s)<br>Elec.light<br>Ref.Mchy. Sub.Sig. | 12973<br>10593<br>7264 | ✠100A1<br>~~3,21 11,20 6,21~~<br>2,22 ~~[illegible]~~<br>BS[illegible]2,22 | Sou<br>✠LMC8,19 | l† | CL<br>8,19 | 1903<br>11mo<br>Lloyd | Fairfield<br>Co.Ld.<br>Glasgow<br>'sA&CP<br>WB= | TheUnion-Castle<br>MailS.S.Co.Ld.<br>CellDBa89'uE&B | 570·1<br>P74'F116'<br>Promenade dk305'<br>198'f117'1725tFPT | 64·5 | 39·0<br>FK&BK3" | London<br>British<br>9BHCem<br>95tAPT120t | Q.8Cy.32",46",66½"&96"–60"<br>220lb (s) 2212NHP<br>6D&4SB,52cf,GS1051,HS40004<br>FairfieldCo.Ld.Glasgow | 42 ″ 6 |
| 08788<br>[illegible]<br>JKWD | **Armageddon** SteelScK<br>ssLiv.No.[illegible]<br>Elec.light 1Dk<br>Now named "Dhoon," See No. 37038 in Supplement | 323<br>[illegible]<br>129 | ✠100A1<br>StmTrawler<br>6,21 ~~9,19~~ | Liv<br>Flt<br>✠LMC9,19<br>BS6,21 | | CL<br>9,19 | 1915<br>5mo<br>Lloyd | Cochrane &<br>Sons,Ld.<br>Selby<br>'sA&CP | WyreSteamTrawlingCo.Ld (J.N.Ward&Son,Mgrs) | 137·0<br>Q74'F21' | 23·5 | 12·9<br>BK8" | Fleetwood<br>British<br>4BHCem | T.3Cy.13",23"&37"–26" (s)<br>200lb 87RHP<br>1SB,3pf,GS48,HS1435<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 7 |
| * 08789<br>140369<br>JRHQ | **Armagh** SteelTwinSc4MstSr<br>2Dks(Stl)&Shltr dk<br>Elec.light(Stl-ws)3rd dk(Stl)inNo.1hold<br>Ref.Mchy. Wireless | 12269<br>10805<br>7878 | ✠100A1<br>Shelter dk<br>withfreeboard<br>7,20<br>✠Lloyd'sRMC~~7,20~~ ~~4,21~~<br>10,21 | Lon<br>MS2,21<br>✠LMC10,17 | g† | CL<br>s6,19<br>P5,20 | 1917<br>10mo<br>Lloyd | Swan,Hunter&Wigham<br>Richardson,<br>Ld Newcastle<br>'sA&CP | UnionS.S.Co.of<br>NewZealand,Ld.<br>CellDB | 530·5<br>B209'<br>F84'onShltr dk<br>457' 1750t FPT104t | 63·0 | 39·9<br>FK | London<br>British<br>8BHCem<br>APT112t | 4 Steam Turbines geared to 2 Screw shafts<br>(s) 190lb<br>8SB,32cf,GS586HS23584 FD<br>WllsndSlpwy.Co.Ld.Nwc. | 42 ″ 8<br>s11 ″ 3½<br>31 ″ 9 |
| 08790<br>OCJR | **Armand Béhic** SteelSc<br>3Dks&Spardk<br>Elec.light Wireless | 6397<br>5597<br>3570 | | | | | 1892 | Message.<br>Maritimes<br>LaCiotat | ~~MessageriesMaritimes~~<br>Sce.desServicesContractuelsdes MessageriesMaritimes | 486·6 | 50·1 | 36·8 | Marseilles<br>French<br>WB | T.3Cy.44",67"&106"–53½"<br>821NHP<br>Message.Marit.,LaCiotat | |
| 08791<br>524<br>NFLP | **Armando** SteelScSr<br>Elec.light<br>Wireless Sub.Sig. 1Dk | 5577<br>—<br>3540 | | | | | 1911 | Cant.Nav.<br>Riuniti<br>Spezia | Nav.Generale<br>Italiana | 395·9<br>P37'B123'F37' | 51·6 | 27·6 | Genoa<br>Italian<br>WB | T.3Cy.26",40½"&69 11/16"–48 1/16"<br>335NHP<br>SocEserc.Bacini,R.Trigoso | |
| * 08792 | — IronAuxTwinScBk<br>OilEng<br>(exZelbio,ex ssVpo.3rdNo.3-8,18<br>County of Flint) Wireless 1Dk2trB<br>(See Sailing Ship Register) | 1120<br>1053<br>1064 | ✠100A1<br>8,20<br>✠NE8,20 | Bbo<br>✠LMC8,20<br>✠NDB8,20 | r | | 1877<br>4mo | W.Doxford<br>&Sons<br>Sunderland<br>A&CP | Irala y Ugalde | 219·5<br>Q38'F19'<br>DBuE20'37tAPT | 35·1 | 21·3<br>BK8½" | Bilbao<br>Spanish<br>3BHCem<br>44t | Oil Engines 2S.C.SA<br>4Cy.16½"–18 1/16" 91NHP<br>DB80lb<br>J&CGBolindersCoLd.Skm. | 22 ″ 6<br>s 4 ″ 2<br>19 ″ 6 |
| 08793<br>869<br>HBDG | — WoodSc<br>(exOreste,ex<br>Comodoro) 1Dk | 107<br>—<br>53 | | | | | 1905 | Bonacich<br>Hnos&Co.<br>PuntaArenas | Braun&Blanchard | 82·4 | 18·4 | 8·8 | PntaArnas<br>Chilian | T.3Cy. | |
| 08794 | **Armas** Steel[illegible] | 2100 | | | | | 1914 | Nüscke&<br>Co.A.G.<br>Stettin | | 290·0 | 41·0 | 20·0 | | T.3Cy. | |
| 08795<br>215064<br>LHCQ | **Armenia** SteelScSr<br>Elec.light Sub.Sig. Wireless 2Dks3trB | 5464<br>4492<br>3386 | | | | | 1896 | Palmers'<br>Co.(Lim.)<br>Newcastle | UnitedStates<br>ShippingBoard | 399·3<br>P&B259'H22'F43' | 50·1 | 27·3 | NewYork<br>Utd.States<br>WB | Q.4Cy.22½",32",47"&68"–51"<br>330NHP<br>Palmers'Co.(Lim.),Nwc. | |
| 08796<br>OCJW | **Arménie** IronScBn<br>Wireless 2Dks3trB | 1992<br>1879<br>1259 | | | | | 1879 | Forges& C.<br>de la Médit<br>LaSeyne | Cie.deNav.Paquet. | 296·5<br>P24' B91' F32' | 35·8 | 23·7 | Marseilles<br>French<br>WB Tpd.88 | T4Cy(2)18",37¾"&69¼"-35½"<br>NB99 286NHP<br>Forges&C.delaMédit.Msl. | |
| 08797 | **Armenier** SteelSc3MstSr<br>Mchy.Aft 1Dk | 877<br>650<br>445 | | | | | 1919 | J.Drewes<br>&Co.<br>Gideon | LloydRoyalBelge | 189·5<br>F22'B11'Q117' | 31·4 | 13·5 | Antwerp<br>Belgium<br>WB | T.3Cy.15",25"&40"–27"<br>83NHP<br>Verschure&Co.Amsterdam | |
| 08798<br>141341 | **Armentières** SteelScSr<br>(Trawler)<br>Wireless 1Dk | 357<br>304<br>136 | | | | | 1918 | Canadian<br>Vickers,Ld.<br>Montreal | Canadian<br>Government | 130·0 | 25·0 | 13·0 | Ottawa<br>British | T.3Cy.12⅜",21½"&35"–24"<br>60NHP<br>CollingwoodS.B.Co.Ld. | |
| * 08799<br>MBTF | **Armistice** SteelScSr<br>Wireless ssAnt.2ndNo.3-11,20<br>(exHaelen,exBulgarie,<br>exHeidelberg,exIrene)<br>Elec.light 2Dks(Stl-Uws)3trB | 3290<br>3085<br>2170 | ✠100A1<br>11,20<br>BS5,20<br>MBS7,21 | Ant<br>✠LMC3,19 | w | 10,19 | 1893<br>5mo<br>Lloyd | Reilherst'g<br>Schiffsw<br>Hamburg<br>'sA&CP | CieNationaleBelge<br>deTransp.Marit.<br>(ArmementDeppe,<br>Mgrs.) | 351·6<br>P54'B85'F45'<br>WB=Cell | 42·0 | 25·7<br>BK10" | Antwerp<br>Belgian<br>6BHCem<br>DB302'530t | T.3Cy.25½",41"&65½"–42"(s)<br>167lb NDB21-120lb 339NHP<br>2DB,8cf,GS160,HS5670<br>ReiherstMaschinenf.Ham. | 28 ″ 8<br>s 5 ″ 5½<br>24 ″ 6 |
| 08800<br>142777 | — Ferro-ConcreteScSr<br>AnnualSurvey,10,19<br>Elec.light 1Dk<br>Mchy.Aft Cargo battens not fitted | 894<br>790<br>535 | ✠ A1<br>12,20<br>~~CoastingU.K.~~<br>Subject to Ann | Lon<br>✠LMC2,19<br>ual Su | m<br>rv | CL<br>12,20<br>ey— E | 1919<br>2mo<br>Lloyd<br>xperi | Ferro-ConcreteShip<br>Const.Co.Ld.<br>Barrow<br>'sA&CP<br>mental | WalfordLines,Ld.<br>(~~G.P.Walford,<br>Mgr.)~~ Leopold Walford(London)<br>Ld.Mgrs) | 205·0<br>P31'F23' | 32·0 | 16·6<br>FK | London<br>British<br>4BH<br>FPT23t | C.2Cy.15½"&33"–24" (s)<br>140lb 57RHP<br>2SB,4pf,GS58,GS1486<br>ShieldsEng.Co.Ld.N.Shl. | 19 ″ 7<br>s 3 ″ 5½<br>16 ″ 1 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | 11 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name.<br>Late Name if any.<br>Special Surveys. | Material, Rig, &c.<br>No. of Decks, &c. | Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | Port of Survey. | Years Assigned now expired.<br>Equipment Letter. | Date when tail shaft last seen. | Built.<br>When | By Whom<br>Where | Owners. | Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
| 08801<br>121850 | **Armour** | SteelSc<br>2Dks | 191<br>86<br>115 | | | | | 1906 | RJ Watson<br>BurksFalls,<br>Ont. | A.A.Agar | 87·5 | 17·5 | 6·2 | Toronto<br>British | C.2Cy.10"&20"-16"<br>16RHP<br>PolsonI.W.Co.Ld.Toronto | | |
| 08802<br>94386<br>KRJQ | **Armourer**<br>(exEngineer)<br>Mchy.Aft | SteelSc3MstSr<br>ssNpt.No.3-8,00<br>ssLon.No.2-09<br>1Dk(ptStl) | 724<br>558<br>419 | ✠<br>2,13<br>✠ | Hul | k | | 1888<br>5mo | J.Laing<br>Sunderland | Thos.Pallister&Co | 195·2<br>Q92'F27'<br>FK<br>WB=CellDB111' | 28·2 | 12·6 | London<br>British<br>3BHCem<br>131tFPT30t | T.3Cy.18",28"&43"-36"<br>NDB99 114NHP<br>1SB,3pf,GS57,HS1814<br>G.Clark,Sunderland | 15 ″ 6 | V |
| 08803<br>HCWP | **Armuru**<br>(exDunkeld)<br>Wireless | SteelScSr<br>ssBbo No.3-3,18<br>1Dk(ptIrnptStl)<br>&deepframing | 2764<br>2583<br>1786 | ✠100A1<br>1,21<br>~~BS6,20~~ ✠LMC~~3,18~~<br>~~BS9,21~~ 5,22 | Bbo | u | CL<br>~~1,21~~<br>5,22 | 1905<br>4mo | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>Lloyd'sA&CP | Cia.Nav.Vascon-gada(F.deAbasolo<br>Mgr.)<br>WB=CellDBa98' | 319·5<br>P29'B98'F32'<br>FK<br>uE&B38' f138'744t | 46·0 | 21·2 | Bilbao<br>Spanish<br>5BHCem<br>APT108t | T.3Cy.23",38"&64"-42" (s)<br>180lb 80lb 284NHP<br>2SB.6rf,GS123,HS4307<br>G.Clark,Ld.Sunderland | 23 ″ 9<br>s 3 ″ 11<br>20 ″ 2 | |
| 08804<br>MGLQ | **Arna**<br>Elec.light | SteelScSr<br>2Dks | 5264<br>4911<br>3249 | | | | | 1911 | W.Gray&<br>Co.Ld.<br>WHartlepool | Akties.Arna<br>(SM.Kuhnle&Sön) | 410·0<br>H135tF86t | 54·0 | 26·5 | Bergen<br>Norwegian<br>WB | T.3Cy.27½",43½"&73"-48"<br>369NHP<br>Cen.Mar.Eng.Wrks.WHpl | | C |
| 08805<br>HCVP | **Arnabal-Mendi**<br>(exSestao)<br>Well deck Wireless | SteelScSr<br>ssBbo.No.3-9,19<br>1Dk(ptIrn&ptStl)&<br>Web frames | 1735<br>—<br>1037 | ✠100A1<br>2,22 ~~11,20~~<br>~~BS11,20~~ ✠LMC~~8,18~~<br>2,22 | Bbo | q | CL<br>~~11,20~~<br>2,22 | 1906<br>2mo | Cia.Euscal-duna deCnst.<br>deBuques<br>Bilbao<br>Lloyd'sA&CP | Cia.Nav.Sota y<br>Aznar (Sota y<br>Aznar,Mgrs.) | 250·1<br>Q95'B68'F32'<br>FK | 37·2 | 16·9 | Bilbao<br>Spanish<br>4BHCem<br>Cell DBa68' | T3Cy.18½",30½"&51"-36"(s)<br>180lb 80lb 158NHP<br>2SB,4cf,GS75,HS2300<br>WllsndSlpwy.Co.Ld.Nwc.<br>uE&B32'f102'391tAPT87t | 19 ″ 6<br>s 1 ″ 10½<br>17 ″ 11 | |
| 08806<br>NFMZ | **Arnaldo Da Brescia**<br>(exSigmaringen,<br>exLöwenburg)<br>Elec.light Sub.Sig.<br>Wireless | SteelScSr<br>ssBhn.No.3-10,13<br>2Dks(Stl)&Web<br>frames&Shelter dk<br>ssNap.No.1-20 (Stl-ws pt teak) | 5710<br>5514<br>3665 | ✠100A1<br>Shelter dk<br>withfreeboard<br>6,21 ~~6,17~~<br>~~Examined6,18~~<br>BS6,21 ✠LMC2,20 | Nap | y | CL<br>~~N2,20~~<br>6,21 | 1900<br>9mo | Flensburgr<br>Schiffsb.Ges.<br>Flensburg<br>A&CP | Requisitioned by<br>theItalianGovt.<br>CellDBa127'uE | 381·0<br>34·8<br>BK10"<br>25' f165'784t FPT | 49·5 | 26·8 | Naples<br>Italian<br>6BHCem<br>50tAPT23t | Q.4Cy.23¼",33¾",49"&72"-<br>54"] (r)213lb 70lb 472NHP<br>3SB,9cf,GS145,HS6032 FD<br>FlensburgerSchiffsb.Ges. | 29 ″ 6<br>s 4 ″ 8½<br>25 ″ 10 | |
| 08807<br>HOVQ | **Arnao**<br>Mchy.Aft | IronScSr | 168<br>—<br>57 | | | | | 1873 | Cunliffe&<br>Dunlop<br>Pt.Glasgow | JoséDiaz | 110·5 | 18·3 | 8·7 | Santander<br>Spanish | C.2Cy.17"&30"-20"<br>34NHP<br>Cunliffe&Dunlop,P.Gl. | | |
| 08808<br>124124<br>HGSB | **Arncliffe**<br>(exHeathside,<br>exNielrose,<br>exCraigmhor,exGarscube) | SteelSc<br>ssBkn.No.3-8,19<br>1Dk(ptIrn&ptStl)2trB<br>&deep framing3Dk rule<br>Wireless | 3583<br>3372<br>2243 | ✠100A1<br>8,21 ~~2,21~~<br>DBS2,21 ✠LMC6,20<br>MBS10,21 | Npt | v | CL<br>2,21 | 1906<br>3mo | AM'Millan<br>&Son,Ld.<br>Dumbarton<br>Lloyd'sA&CP | Care&Marquand<br>ShippingCo.Ld.<br>CellDBa | 335·5<br>P29'B100'F35'<br>FK<br>102'uE23'f146'841t | 49·7 | 24·3 | Newcastle<br>British<br>6BHCem<br>APT121t | T.3Cy.25",41"&67"-45" (s)<br>180lb 75lb 330NHP<br>2SB,6cf,GS141,HS5121<br>J.G.Kincaid&Co.Greenock | 26 ″ 11<br>s 4 ″ 8½<br>22 ″ 7 | |
| 08809<br>4457<br>JPKS | **Arne** | CompScSr<br>1Dk | 179<br>149<br>125 | | | | | 1905 | J.A.Svens-son<br>SödraGarn | Hellström&<br>Vleugel. | 100·0<br>B21'H8t | 22·9 | 9·4 | Gothenbrg<br>Swedish | C.2Cy.10"&18"-14"<br>11NHP<br>ThorskogsM.V.Thorskog | | |
| 08810 | — | IronScK<br>(exBoarhound)<br>1Dk | 156<br>144<br>53 | | | ... | | 1891 | Cook,Wel-t'n&Gemmell<br>Hull | Fiskeriaktieb.<br>Avance(A.Nilsson,<br>Mgr.) | 102·2<br>Q24'H7tF19'<br>BK7½" | 21·0 | 10·4 | Gothenbrg<br>Swedish | C.2Cy.17"&33"-22"<br>42NHP<br>Bailey&Leetham,Hull | 11 ″ 10 | |
| 08811 | **Arnfin Jarl**<br>Elec.light | SteelSc4Mst<br>1Dk | 1170<br>1005<br>670 | | | | | 1921 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | Nordenfjeldske<br>Dampskibsselskab | 230·0<br>P20'B62'F26' | 36·0 | 16·7 | Trndhjem<br>Norwegian<br>WB | T.3Cy.16½",26"&44"-30"<br>106NHP<br>FredrikstadM V.Frdstad | | |
| 08812<br>144692<br>KGNM | **Arniston**<br>(exRom)<br>Elec.light | SteelSc<br>ssLth.No.3-4,21<br>1Dk(Stl)&Shelter dk(Irn) | 2080<br>1959<br>1282 | 100A1<br>Shelter dk<br>withfreeboard<br>8,21 ~~4,21~~<br>BS1,22<br>LMC11,20 | Lth | r | CL<br>8,21 | 1905 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | J.Cormack&Co.<br>CellDB236'565t | 273·5<br>H73'<br>FK<br>FPT45tAPT25t | 39·3 | ~~14·9~~<br>22·1 | Leith<br>British<br>Cem<br>4BHtoSh dk | T.3Cy.20$\frac{7}{16}$",33½"&55$\frac{13}{16}$"-<br>37⅝" 185lb 169NHP<br>2SB,4cf,GS90,HS2038<br>FlensburgerSchiffsb.Ges. | 24 ″ 9<br>s 5 ″ 0<br>20 ″ 1 | |
| 08813<br>144514<br>KFJB | **Arno**<br>(exNöstedIII.)<br>(See Sailing Ship Register) | SteelAuxSc3MstSr<br>Par.Mot. | 345<br>311<br>277 | | | | | 1916 | Gebr.<br>Bodewes<br>Martenshoek | RoyalMailSteam<br>PacketCo. | 142·4 | 25·3 | 11·4 | London<br>British<br>WB | Paraffin Motor 2S.C.SA<br>2Cy.16½"-18⅛" 46RHP<br>J.&C.G.BolindersMek.<br>Værksted,Stockholm | | |
| 08814<br>500 | —<br>(See Sailing Ship Register) | WoodAuxScBn<br>OilEng. | 209<br>—<br>178 | | | | | 1920 | Flli.Picchi-otti<br>Viareggio | EtruriaSoc.diNav. | 115·4 | 24·9 | 12·2 | Viareggio<br>Italian | Oil Engine<br>2Cy.9"-9½"Emade17fitted20<br>11NHP<br>J&CGBolindersCoLdSkm. | | I |
| 08815<br>507<br>NFPL | — | Steel<br>(Tug) | 106<br>99<br>4 | | | | | 1911 | J.&A.Van<br>derSchuyt<br>Papendrecht | Soc.Ilva | 84·0 | 17·4 | 10·2 | [illegible]<br>[illegible]lian | T.3Cy.10",17"&28"-17"<br>36NHP<br>J.&A.Van derSchuyt | | |
| 08816 | **Arno-Mendi**<br>Elec.light<br>Wireless | SteelSc<br>1Dk(Stl) | 5754<br>5158<br>3452 | ✠100A1<br>1,22 ~~11,20~~<br>✠LMC4,20 | Rot<br>Bhn | z | CL<br>1,22 | 1920<br>4mo | CiaEuskal-duna deCon.<br>Bilbao<br>Lloyd'sA&CP | Cia.Nav.Sota y<br>Aznar (Sota y<br>Aznar,Mgrs.)<br>CellDB | 400·0<br>P35'B115 F38'<br>FK<br>351' 1103tFPT145t | 53·3 | 28·5 | Bilbao<br>Spanish<br>6BHCem<br>APT142t | T.3Cy.27",44"&73"-48" (s)<br>180lb 461NHP<br>3SB,9cf,GS198,HS7947<br>Cen.MarEngWksLdWHpl | 31 ″ 2<br>s 6 ″ 4<br>25 ″ 2 | |
| 08817 | **Arnold**<br>Elec.light | IronScSr<br>1Dk&Spardk&3trB | 1196<br>1148<br>702 | | | | | 1884 | G.Howaldt<br>Kiel | BelgianGovt. | 222·3<br>P5t H30t | 31·3 | 21·3 | Antwerp<br>Belgian<br>WB | C.2Cy.25½"&43¼"-30"<br>NB96 85NHP<br>Gebr.Howaldt,Kiel | | |
| 08818<br>3383<br>JKHD | —<br>(exTyri,exCapri)<br>Well deck | IronScSr<br>ssGot.3rdNo.3-10,19<br>1Dk(Irn)2trB | 1179<br>969<br>704 | ✠100A1<br>9,21 ~~8,20~~<br>✠NB5,06 ✠LMC10,19<br>BS9,~~20~~ 10,21 | Got | o | ~~8,20~~<br>9,21 | 1881<br>1mo | J.Blumer<br>&Co.<br>Sunderland<br>A&CP | Ångf.Aktieb.Adolf<br>(A.Bratt&Co.<br>Mgrs.) | 231·0<br>Q123'B18'H29t<br>F26' BK8"<br>WB=Cell | 35·0 | 14·7 | Gothenbrg<br>Swedish<br>4BHCem<br>D B196'226t | C.2Cy.28"&54"-33" (s)<br>80lb 85lb NDB02 131NHP<br>2SB,4cf,GS56,HS2214<br>N.E.MarineCo.Ld.Sld. | 17 ″ 2<br>s1 ″ 10½<br>16 ″ 1 | |
| 08819 | **Arnold Koepke**<br>Elec.light | SteelSc<br>1Dk | 751<br>593<br>430 | | | | | 1913 | Nüscke&<br>Co.<br>Stettin | F.W.Koepke | 202·2<br>Q62'B46'F22' | 30·4 | 12·6 | Stlpmnde<br>German<br>WB | T.3Cy.13⅘",21⅗"&35⅘"-23⅗"<br>Christiansen 61NHP<br>&Meyer,Harburg | | |
| 08820<br>NSWK | **Arnold Mærsk**<br>Wireless | SteelScSr<br>ssN.Yk.No.1-18<br>1Dk(Irn) | 1965<br>1763<br>1185 | ✠100A1<br>8,21 ~~2,20~~<br>~~BS9,20~~ ✠LMC~~5,18~~<br>BS9,21 MS1,22 | Ham<br>Cft | r | CL<br>2,20 | 1914<br>3mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>Lloyd'sA&CP WB= | Dampskibselsk af<br>1912(A.P.Möller,<br>Mgr.)<br>CellDBa&uE108'u | 280·0<br>P21'B72'F31'<br>FK<br>B14'f118'535tFPT | 40·0 | 19·1 | Copnhagn<br>Danish<br>4BHCem<br>75tAPT78t | T.3Cy.20",31½"&53"-36"(s)<br>180lb ~~140lb~~ 188NHP<br>2SB,4cf,GS70,HS2980<br>Cen.Mar.Eng.Wrks.WHpl | 21 ″ 4<br>s 3 ″ 1½<br>18 ″ 6 | |
| 08820* | **Arnolde** | SteelScLr<br>1Dk | 146<br>137<br>72 | | | | | 1907 | C.Cassens<br>Emden | LeererHeerings-<br>fischereiAct.Ges. | 93·7<br>Q15' | 21·4 | 10·2 | Leer<br>German | C.2Cy.9½"&18$\frac{1}{10}$"-12⅗"<br>10NHP<br>Christiansen&MeyerHrbg | | |
| 08821 | **Arnotegui-Mendi**<br>For full particulars See No.36146 in Supplement<br>Elec.light Wireless | SteelSc | 3400 | 100A1<br>Awng dk<br>withfreeboard<br>(ClassContemplated) | | | | 1921 | CiaEuskal-duna deConst<br>Bilbao | Cia.Nav.Sota y<br>Aznar (Sota y<br>Aznar) | 335·0 | 46·5 | 31·1 | Spanish | T.3Cy.24",40"&65"-42"<br>Blair&Co.Ld.Stockton | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08822<br>MLPF | **Arnöy** SteelScSr<br>ssShl.2ndNo.3–7,20<br>(exVestland, exSt.Andrew, exMaria) 1Dk(Irn)&Web frames &ptAwngdk(Irn)<br>Wireless | 2454<br>1813<br>1535 | ✠100A1<br>ptAwng dk<br>withfreeboard<br>10,21 ~~7,20~~<br>MBS10,21 ✠LMC7,20 | Shl<br>Xia | s | 7,20 | 1894<br>2mo | Ropner&Son<br>Stockton<br>A&CP | Dampsk.A/S "ÖyII."(Klüver&Co.Mgrs.) | 295·0<br>P29'Q86'<br>ptAwngdk180' FK<br>CellDB242'466t | 40·4 | 17·9 | Christiania<br>Norwegian<br>5BHCem<br>APT30t | T3Cy23⅝"36½"&62½"–39"(s)<br>160lb 100lb NDB20 236NHP<br>2SB,6rf,GS99,HS3528<br>Blair&Co.Ld.Stockton | 21 " 0<br>s7 · 10½<br>20 " 2 |
| Sunk4,21<br>08823<br>HOVT | **Arnus** SteelScSr<br>ssAnt.No.3–7,10<br>ssBcl.No.2–19<br>(exGozanMaru, exOrmazan) 1Dk(Stl)&Spar dk(Irn) &deep framing<br>Wireless | 3383<br>2988<br>2114 | ~~✠100A1~~<br>~~Spar dk~~<br>5,20<br>~~BS5,20~~ ✠ ~~LMC5,20~~ | Bbo | v | CL<br>N5,19 | 1898<br>7mo | R.Thompson&Sons<br>Sunderland<br>A&CP | Cia Nav.Martiartu<br>CellDBo | 340·2<br>P29'B70'F37'<br>112'uE22'f136'791t | 45·0 | 15·3<br>23·0<br>FK | Barcelona<br>Spanish<br>6BHCem<br>APT48t | T.3Cy.24 1/16",39"&64"–42"(s)<br>180lb 90lb 286NHP<br>2SB,6pf,GS118,HS4412<br>G.Clark,Ld.Sunderland | 25 " 9<br>s4 · 10½<br>21 " 2 |
| 08824<br>JRLS | **Arnvid** SteelScSr<br>(Fishing)<br>1Dk | 104<br>98<br>48 | | | | | 1902 | Stavanger Stöberi&Dok<br>Stavanger | O.Solbjörg | 91·8<br>H6t | 18·7 | 9·0 | Aalesund<br>Norwegian | C.2Cy.10¼"&23¼"–15"<br>17NHP<br>StavangerStöberi&Dok | |
| 08825<br>144795 | **Aro** SteelScK<br>(Fishing)<br>(exCromsin) 1Dk | 141<br>135<br>71 | | | | | | ................ | A.Robertson | 98·2 | 20·4 | 11·0 | Aberdeen<br>British | T.3Cy.10",16"&25½"–19½"<br>40RHP | |
| 08826<br>339<br>HTKS | **Aron** CompSc<br>(exOscar)<br>1Dk | 164<br>127<br>77 | | | | | 1888 | G.Persson<br>Nylandsö | J.R.Svensson | 100·1<br>B24'H5t | 23·0 | 8·5 | Gothenbrg<br>Swedish | C.2Cy.11¾"&23¼"–14½"<br>17NHP<br>EriksbergM.V.Aktieb.Got | |
| 08827<br>133042<br>HVSK | **Aronda** SteelTwinScSr<br>Elec.light Wireless 2Dks(UStl–teaks) &Shade dk(Stl–teaks) | 4062<br>2884<br>1677 | ✠<br>Shade dk<br>5,12 ✠ | Gls | y | | 1912<br>5mo | A.Stephen &Sons,Ld.<br>Glasgow<br>WB= | BritishIndiaStm.Nav.Co.Ld.<br>CellDBa86'uE&B | 390·2<br>BonShadedk156'<br>112'f149'656t FPT | 50·0 | 22·1<br>FK | Glasgow<br>British<br>6BHCem<br>50tAPT45t | Q.8Cy.24½",35",50"&70"–48"<br>HS21418 1319NHP<br>2D&4SB,32cf,GS542, FD<br>A.Stephen&Sons,Ld.Gls. | 24 " 6 |
| 08828<br>142680<br>JTWD | **Aroona** SteelSc<br>(exCape ofGoodHope,ex WarTyphoon) 1Dk(Stl)<br>Cargo battens not fitted<br>Elec.light Wireless | 3116<br>2858<br>1863 | ✠100A1<br>~~4,21 11,20~~ 3,22<br>✠LMC10,18 | Lon<br>Syd | u | CL<br>11,20 | 1918<br>10mo<br>Lloyd | SirR Dixon &Co.Ld.<br>Middlesbro'<br>'sA&CP | ~~AdelaideS.S.Co.~~<br>~~Ld.~~ TheAdelaide<br>SteamshipCo.Ld | 331·0<br>P33'B98'F29'<br>CellDB284'736t FPT 112t | 46·8 | 23·2<br>FK | SydnyNSW<br>British<br>7BHptCem | T.3Cy.25",41"&68"–45" (s)<br>180lb 433NHP<br>3SB,9cf,GS155,HS6420 FD<br>Richardsons,Westgarth&Co.Ld.Mdb.<br>APT112t | 25 " 6<br>s4 · 1½<br>21 · 9 |
| 08829 | **Aroostook** SteelTwinSc<br>(exBunkerHill) Fitted for oil fuel<br>Elec.light Wireless 2Dks3trB | 4779<br>—<br>2575 | | | | | 1907 | W Cramp&SonsS&EBCo<br>Philadelphia | UnitedStates Government(Navy Department) | 375·0 | 52·2 | 31·6 | Boston<br>Utd. States<br>WB | T.8Cy.(2)26",(2)43"&(4)51"–42"<br>674NHP<br>W.Cramp&SnsS&EBCPhl | |
| 08830<br>2743<br>JGCT | **Aros** IronScSr<br>1Dk | 276<br>139<br>193 | | | | | 1872 | OskrshmnsM.V.Aktieb<br>Oskarshamn | ÅngfartygsA/B Drottingholm-Fittja (J.W.Ricander,Mgr.) | 134·9<br>P92' H14t F21' | 21·0 | 8·6 | Stockholm<br>Swedish | 2Cy.19½"&39"–23⅜"<br>61NHP<br>OskarshamnsM.V.Aktieb | |
| 08831 | **Arpád** SteelScSr<br>Now named "Canova," See No. 36757 in Supplement<br>[illegible]<br>Elec.light 1Dk(Stl)&Spardk(Irn–ws) &deepframing<br>ssFiu.No.1–18 | 1173<br>[illegible]<br>712 | ✠100A1<br>Spar dk<br>withfreeboard<br>2,21<br>✠LMC9,19<br>~~Examined9,19~~ BS1,21 | Tri<br>Fiu | o | CL<br>~~N3,18~~<br>1,21 | 1892<br>7mo | Wigham Richrdsn&Co<br>Newcastle<br>A&CP | "Adria"Soc.Anon.diNav.Marittima | 230·5<br>B45'F30'<br>WB=CellDB180' | 33·1 | 12·4<br>20·0<br>FK | Fiume<br>5BHCem<br>226tAPT7t | T.3Cy.22",36"&59"–39" (s)<br>165lb 80lb NDB07 236NHP<br>2SB,6rf,GS117,HS3802<br>WghmRchrdsn&Co.,Nwc. | 22 " 3 |
| 08832<br>OCKM | **Arques** SteelSc<br>(Trawler)<br>(exNarcisse,exKwanmon MaruNo.1) 1Dk Elec.light | 211<br>—<br>71 | | | | | 1912 | OsakaIron Works<br>Osaka | G.Denis&Co. | 108·5<br>F19' | 21·8 | 11·0 | Dieppe<br>French | T.3Cy.11½",19"&32"–22"<br>48NHP<br>OsakaIronWorks,Osaka | |
| 08833<br>HCJP | **Arrabida** SteelScK<br>ssLis.No.2–11<br>(exKingEdward) 1Dk | 208<br>196<br>57 | ✠<br>StmTrawler<br>3,14 ✠ | Lis | | | 1902<br>10mo | Smith's DockCo.Ld.<br>NorthShields | SociedadePescariasArrabida,Ltda.(M.SelidioPereira&Irmão,Mgrs.) | 113·0 | 21·6 | 12·0<br>BK7½"<br>WB | Lisbon<br>Portuguese<br>3BHCem<br>=DTf5'8t | T.3Cy.12",20"&32"–23"<br>71NHP<br>1SB,2rf,GS35,HS1352<br>MacColl&Pollock,Sld. | 12 " 10 |
| 08834<br>133011<br>HVGM | **Arracan** SteelScSr<br>Wireless Elec.light 2Dks | 5525<br>5132<br>3543 | | | | | 1911 | W.Denny&Bros.<br>Dumbarton | Brit.&BurmeseSNCo.Ld.&BurmahS.S.Co.Ld.(P.Henderson&Co.Mgrs.) | 425·0<br>P55'B124'F53' | 54·2 | 28·3 | Glasgow<br>British<br>WB | T.3Cy.26",44"&73"–48"<br>369NHP<br>Denny&Co.Dumbarton | |
| 08835<br>HDBG | **Arraiz** SteelScSr<br>ssCff.2ndNo.3–6,20 ~~ssBbo.No.3–11,07~~<br>(exRoseCastle) ~~ssBbo.No.2–17~~<br>Wireless 1Dk(Stl)&deep framing&ptAwngdk(Stl)<br>Cargo battens not fitted | 2832<br>2116<br>1721 | ✠100A1<br>ptAwng dk<br>withfreeboard<br>~~3,21 7,19~~<br>12,21<br>BS12,21 ✠LMC6,20 | Bbo | t | CL<br>N6,20 | 1895<br>1mo | W.Pickersgill&Sons<br>Sunderland<br>A&CP | Cia.Nav.Vascongada(F.de Abasolo,Mgr.)<br>WB=CellDBa96' | 310·0<br>Q77'<br>ptAwngdk233' FK<br>uE&B44'f120'647t | 42·9 | 19·2 | Bilbao<br>Spanish<br>6BHCem<br>APT66t | T.3Cy.22½",37"&61"–42" (r)<br>160lb 80lb NDB12 249NHP<br>2SB,6pf,GS108,HS3857<br>G.Clark,Ld.Sunderland | 21 " 9<br>s8 · 4<br>21 · 1 |
| 08836<br>80463 | **Arran** IronScSrYt<br>(exBarmore) Mchy.Aft 1Dk | 126<br>100<br>48 | | | ... | | 1879 | J.Fullerton&Co.<br>Paisley | J.S.P.Begbie | 110·3<br>Q46'F19'<br>ND96 | 18·0 | 9·0<br>BK6" | Glasgow<br>British | C.2Cy.18"&32"–22"<br>45RHP<br>W.King&Co.Glasgow | 9 " 7 |
| 08837<br>[illegible]<br>JKGR | **Arranmead** SteelSc<br>Now named "Middlemoor," See No. 38486 in Supplement<br>(exArranmoor) 1Dk(Stl)&Shelter dk(Stl)<br>Wireless<br>Carrying fuel oil F.P.above 150°F.inDB | 4008<br>[illegible]<br>2560 | ✠100A1<br>[illegible] Shelter dk<br>withfreeboard<br>3,21<br>BS9,20 ✠LMC5,19 | Npt | v | CL<br>3,21 | 1915<br>3mo<br>Lloyd | J.Blumer&Co.<br>Sunderland<br>'sA&CP<br>Interm | WesternCountiesShippingCo.Ld.(E.Edwards,Sons&Co.Ld.Mgrs.)<br>ediate BH in after | 340·0<br>hold dispensed with | 47·7 | 20·5<br>FK | London<br>British<br>Cem<br>5BHonly<br>CellDBa114' | T.3Cy.25",42"&68"–45" (s)<br>180lb 100lb 363NHP<br>2SB,6cf,GS139,HS5967<br>J.Dickinson&Sons,Ld.Sld.<br>uE25'f139'784tAPT59t | 23 " 6<br>s1 · 11½<br>21 · 10 |
| 08838<br>OCKP | **Arras** WoodAuxTwinSc4MstSr<br>OilEng.<br>Elec.light Mchy.Aft Wireless 1Dk2trB<br>(See Sailing Ship Register) | 1617<br>—<br>1268 | | | | | 1918 | PugetSoundBridge&DrdgingCo.<br>Seattle | French Government | 235·3<br>P48'F46' | 44·5 | 18·8 | Brest<br>French | Oil Engines 2S.C.SA<br>8Cy.14"–18½" 137NHP<br>Meitz&Weiss,Newark,N J | |
| 08839<br>141342 | — SteelScSr<br>(Trawler)<br>1Dk | 357<br>304<br>136 | | | | | 1918 | Canadian Vickers,Ld.<br>Montreal | Canadian Government | 130·0 | 25·0 | 13·0 | Ottawa<br>British | T.3Cy.12¾",21½"&35"–24"<br>60NHP<br>CollingwoodS.B.Co.Ld. | |
| 08840<br>105796<br>PFNW | **Arratoon Apcar** SteelScSr<br>ssHKg.No.3–11,08<br>(exHyson) ssHKg.No.1–12<br>Elec.light 2Dks(Stl–Uteaks)<br>Wireless &deepframing3Dkrule | 4510<br>4240<br>2931 | ✠<br>5,13<br>✠ | HKg | y | | 1896<br>2mo | Workman,Clark&Co.Ld<br>Belfast | BritishIndiaStm.Nav.Co.Ld.<br>WB=CellDBa | 410·0<br>P45'B108'F47'<br>125'uE&B61'f144' | 48·1 | 27·4<br>BK9" | Calcutta<br>British<br>6BHCem<br>1095t FPT | T.3Cy.28",47"&77"–60"<br>600NHP<br>2DB,12pf,GS220,HS8493 FD<br>Wrkman,Clark&Co.LdBel<br>75tAPT50t | 30 " 4 |
| 08841<br>HOVB | **Arriluze** SteelScSr<br>(exKilsyth) ssBbo.2ndNo.3–5,19<br>Welldk Wireless 1Dk(Irn)&Webframe | 2085<br>1573<br>1241 | ✠100A1<br>8,20<br>✠LMC5,19 | Bbo | r | N8,20 | 1892<br>11mo | Wood,Skinner&Co.<br>Newcastle<br>A&CP | SociedadMinera Villaodrid<br>WB | 275·0<br>P26'Q80'B114'F28'<br>=CellDB234'402t | 37·5 | 18·1<br>FK | Bilbao<br>Spanish<br>5BHCem<br>APT68t | T.3Cy.20",32½"&54"–36" (s)<br>160lb 100lb NDB09 179NHP<br>2SB,~~6pf~~,GS100,HS2740<br>N.E.MarineEngCoLdNwc.<br>2cf/4Pl | 20 " 8<br>s1 · 6½<br>19 · 5 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08842<br>107155 | **Arrow** SteelPad<br>Elec.light | 365<br>—<br>183 | | | | | 1895 | DetroitDry DockCo.<br>Wyndtte.Mic | Sandusky&IslandsSteamboat Co. | 165·3 | 28·0 | 9·5 | Sndsky,O.<br>Utd.States | B.1Cy.40"–108"<br>Eblt.68,ftd.95 128NHP<br>Fletcher NB12<br>&Harrison,Hbkn,N.J | | |
| 08843<br>95789 | — IronScS<br>Mchy.Aft | 123<br>111<br>83 | | | | | 1889 | Head& Barnard<br>Hull | H.Leetham&Sons, Ld. (H.Oldroyd Mgr.) | 93·5<br>Q9' | 18·1 | 8·1 | Hull<br>British | C.2Cy.10"&20"–14"<br>17RHP<br>VulcanIronWorks,Hull | | |
| 08844<br>OCKR | **Ars** SteelScSr<br>(exWarCross) Elec.light 1Dk(Stl)<br>Wireless ~~Cargo battens not fitted~~ | 1833<br>1672<br>1108 | ✠100A1<br>9,19<br>✠LMC4,17 | Gls | r | CL<br>~~N9,19~~<br>~~9,21~~<br>4,22 | 1917<br>4mo | American S.B.Co.<br>Cleveland,O.<br>A&CP | Cie.deVapeurs Français (Jean Stern)<br>CellD | 251·0<br>P27'B64'F26'<br>B222'478t FPT 67t | 43·8 | 18·2<br>FK | Marseilles<br>French<br>4BHCem<br>APT77t | T.3Cy.20",33"&54"–40" (s)<br>180lb 272NHP<br>2SB,6cf,GS126,HS5246<br>AmericanSBCo.Cleveland | 20 ″ 0 | |
| 08845 | **Arsa** SteelSc<br>For full particulars See No. 36160 in Supplement<br>Elec.light | 5400<br>5021<br>3318 | 100A1<br>Shelter dk<br>withfreeboard<br>(ClassContemplated) | | | | 1921 | Stabilmnto Tecnico Triestino<br>Trieste | Navigazione LiberaTriestina | 390·0 | 53·7 | 32·0 | Trieste<br>Italian | T.3Cy.27",42"&68"–48"<br>StabilimentoTecnico,Tri. | | |
| 08846 | — SteelScSr<br>Elec.light 1Dk2trB | 276<br>207<br>106 | | | | | 1896 | Stabilmnto Tecnico<br>Trieste | Soc.diNav.aVap. Istria-Trieste | 153·8 | 21·6 | 10·3 | Trieste<br>Italian | T.3Cy.14⅛",22½"&37"–24"<br>NB14 67NHP<br>StabilimentoTecnico,Tri. | | A |
| 08847<br>KFMN | **Arta** SteelScSr<br>…med "Pontos," See No. [illegible] in Supplement<br>(exLivland)<br>Elec.light Wireless 1Dk&Spardk | 2428<br>[illegible]<br>1509 | | | | | 1898 | Bremer Vulkan<br>Vegesack | Alfred Calvert (Shipping)Ld. (A.Calvert,Mgr.) | ~~282·3~~<br>B25'F27'<br>282·2 | 41·8 | ~~23·1~~<br>23·0 | London<br>British<br>WB | T.3Cy.21$\frac{5}{16}$",34$\frac{5}{16}$"&55$\frac{1}{16}$"<br>–39⅜" 190NHP<br>BremerVulkan,Vegesack | | |
| 08848<br>HCWR | **Artagan Mendi** SteelScSr<br>Elec.light Wireless 1Dk(ptIrn ptStl) | 5717<br>5108<br>3409 | ✠100A1<br>11,20<br>✠LMC10,17 | Bbo | | CL<br>7,19 | 1917<br>10mo | Cia Euskal-duna<br>Bilbao<br>~~Lloyd~~'sA&CP A&CP | Cia.Nav.Sota y Aznar (Sota y Aznar,Mgrs.)<br>CellDB | 400·0<br>P27'B115'F39'<br>351'1103t FPT145t | 53·5 | 28·4<br>FK | Bilbao<br>Spanish<br>6BHCem<br>APT142t | T.3Cy.27",44½"&73"–48" (s)<br>180lb 448NHP<br>3SB,9cf,GS194,HS7554<br>Blair&Co.Ld.Stockton | 31 ″ 0<br>s 6 ″ 4<br>25 ″ 0 | |
| 08849<br>215315<br>LHMG | **Artemis** SteelTwinSc5MstSr<br>ssLiv.No.2–11<br>(exBohemia,exIowa)<br>3Dks(Stl)&Shelter dk(Stl)<br>Elec.light Wireless Sub.Sig. | 8414<br>7909<br>5248 | ✠<br>Shelter dk<br>withfreeboard<br>12,15 ✠ | Ham | g† | | 1902<br>11mo | Harland& Wolff,Ld.<br>Belfast<br>WB=Ce | ll DBa130' uE&B | 500·5<br>74' f205' 1530t DTf | 58·3 | 34·0<br>FK&BK3" | NewYork<br>Utd.States<br>8BHCem<br>66'2003t DT | T.6Cy.23½",39"&66"–48"<br>HS14310 812NHP<br>2DB&2SB,18cf,GS372,<br>Harland&Wolff,Ld.Bel.<br>a36'990tFPT164tAPT93t | 37 ″ 2 | R |
| 08850<br>TBLV | — SteelTwinSc<br>ssSydNo.1–18 Oil Eng.<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Wireless | 3803<br>3327<br>2312 | ✠100A1<br>~~1,21~~ ~~5,20~~ 10,21<br>~~DBS5,20~~ ~~✠LMC5,20~~<br>CarryingPetroleum in bulk<br>~~DBS2,21~~ ✠LMC2,21 | Sng<br>~~HK~~ | v | CL<br>~~5,20~~<br>10,21<br>DBS3,22 | 1914<br>1mo | Nederl. Schps.Maats.<br>Amsterdam<br>Lloyd'sA&CP WB= | PetroleumMaats. "LaCorona"<br>Cell DBa 41' 50t A | 346·5<br>P74'F36'<br>PT53tDTf27'440t | 46·7 | 25·3<br>FK | TheHague<br>Dutch<br>14BHCem<br>11 „ to U dk<br>3 „ „ 2nd „ | Oil Engines 4S.C.SA<br>12Cy.20½"–35$\frac{7}{16}$" 375NHP<br>DB120lb<br>Ned.Fabriek vanWerktuigen,Amsterdam | 27 ″ 5<br>s 5 ″ 8<br>22 ″ 1 | |
| 08851<br>3342<br>JKDQ | — SteelScSr<br>ssGot.No.2–01<br>Well deck (exSeaGull) 1Dk(ptStl) | 913<br>623<br>458 | ✠<br>4,03 | Got | l | | 1893<br>7mo | AM'Millan &Son,Ld.<br>Dumbarton | Stockholms Rederiaktieb.Svea (H.EricsonMgr)<br>WB= | 206·1<br>P125'H24tF25'<br>CellDB88' | 30·0 | 13·8<br>BK7½" | Stockholm<br>Swedish<br>4BHCem<br>104tFPT25t | T.3Cy.17½",26"&43"–30"<br>NB06 101NHP<br>1SB,4pf,GS66,HS1766<br>D.Rowan&Son,Glasgow | 14 ″ 10 | |
| 08852 | — IronScSr<br>6thSurvey,Dub.8,02<br>(exCity ofBelfast, 3rdSurvey,Nwc.5,19<br>exTudor) 1Dk2trB | 891<br>787<br>522 | ✠ A1*1<br>1,20<br>~~BS10,20~~<br>BS3,22<br>LMC5,19 | Sws | Lv | CL<br>5,19 | 1876<br>9mo | J.Key& Sons<br>Kinghorn | G.N.Pittas&Co. | 226·9<br>Q32tF30t<br>len89,ptND89 | 29·3 | 17·5<br>BK8" | Chios<br>Greek<br>3BH 1PBH<br>DB | C.2Cy.27"&51"–30"<br>70lb 80lb NB82 119NHP<br>1SB,3pf,GS54 NDB02<br>J.Key&Sons,Kirkcaldy | 18 ″ 3<br>s 2 ″ 7<br>16 ″ 9 | |
| 08853<br>143072<br>JWMS | **Artemisia** SteelSc4MstSr<br>2Dks(Stl)&deep framing<br>Elec.light Wireless &Shelter dk(Stl) | 5731<br>5401<br>3659 | ✠<br>Shelter dk<br>3,01 ✠ | Nwc | b† | | 1901<br>3mo | Palmers' Co.Ld.<br>Newcastle<br>WB= Cell DBa 115' | H.M.Thomson<br>uE&B90'f178' 120 | ~~451·2~~<br>452·0<br>7tDTa30'760tFPT | ~~51·9~~<br>52·2 | ~~28·0~~<br>28·3<br>FK | London<br>British<br>7BHCem<br>170tAPT60t | T.3Cy.30",50"&81½"–54"<br>642NHP<br>3DB,18cf,GS338,HS11475<br>Palmers'Co.Ld.Newcastle | 31 ″ 2 | |
| 08854 | **Artha** IronScK<br>ssBdx.No.2–04<br>(exDamier,exVindex) 1Dk | 154<br>138<br>32 | ✠<br>StmTrawler<br>8,05 | LaR | | | 1897<br>1mo | Cochrane& Cooper<br>Beverley | LesEntreprises MaritimesBasques | 93·7<br>Q17' | 20·4 | 11·0<br>BK7½" | Bayonne<br>French<br>3BHCem | T.3Cy.11",17"&30"–21"<br>47NHP<br>1SB,2pf,GS28,HS800<br>Earle'sCo.Ld.Hull | | V |
| 08855 | **Arthur Breusing** SteelSc<br>(Trawler)<br>1Dk | 243<br>217<br>92 | | | | | 1918 | Nord-deutsche Werft.m.b.H<br>Geestemünde | Hochseefischerei "Bremerhaven" A.-G. | 127·3<br>F19' | 23·0 | 9·5 | Brmrhavn<br>German<br>WB | T.3Cy.12⅜",20½"&32¼"–22⅘"<br>50NHP<br>OttensenerMaschf.Altona | | |
| 08856<br>143796 | **Arthur Cavanagh** SteelScK<br>ssMil.No.3–2,21<br>Elec.light 1Dk | 277<br>247<br>122 | 100A1<br>StmTrawler<br>2,21<br>LMC2,21 | Mil | | CL<br>2,21 | 1918 | Bow,Mc-Lachlan&Co.<br>Ld. Paisley<br>Lloyd'sA&CP | TheAdmiralty | 125·7<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 61RHP<br>1SB,3pfGS48,HS1590<br>Fawcett, Preston&CoLdLiverpool | 13 ″ 6 | |
| 08857 | **Arthur Dunker** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 250 | | | | | 1920 | J.C.Teck-lenborgA.G.<br>Geestemünde | C.Kämpf | 124·6<br>Q71'F20' | | | Gstemnde<br>German<br>WB | T.3Cy.12⅜",20½"&32¼"–22⅘"<br>50NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 08858<br>205285 | **Arthur E. Newbold** SteelScSr<br>(exJamesCorrigan)<br>Mchy.Aft Elec.light 1Dk | 6971<br>—<br>5482 | | | | | 1908 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | JohnstownS.S.Co. (M.A.Hanna, S.S.Co.Mgrs.) | 530·0 | 56·2 | 32·0 | Buffalo<br>Utd.States<br>WB | T.3Cy.23",37"&63"–42"<br>257NHP<br>Gt.LakesEng.Wks.Detroit | | L |
| 08859 | **Arthur Friedrich** SteelScSr<br>(Trawler)<br>1Dk | 203<br>194<br>66 | | | | | 1901 | G.Seebeck Act.Ges.<br>Bremerhaven | E.Richardson Herings-u.Hochseefischerei | 128·9 | 21·5 | 11·2 | Gstemnde<br>German | T.3Cy.11$\frac{13}{16}$",18⅛"&30$\frac{5}{16}$"–22$\frac{1}{16}$"<br>43NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 08860 | **Arthur Gouldby** SteelScK<br>For full particulars See No. 36113 in Supplement | 150 | 100A1<br>StmTrawler<br>(ClassContemplated) | | | | 1921 | J.Duthie TorryS.B.Co.<br>Aberdeen | A.Gouldby | 103·5 | 20·5 | 11·5 | Lowestoft<br>British | T.3Cy.11",18"&30"–22"<br>W.Beardmore&Co.Ld.Gls. | 11 ″ 6<br>s 1 ″ 1<br>11 ″ 4 | |
| 08861<br>145114 | **Arthur Lessimore** SteelScK<br>ssBgs.No1–21<br>1Dk(Stl) | 276<br>246<br>107 | ✠100A1<br>StmTrawler<br>~~10,21~~ ~~5,17~~<br>2,22<br>✠LMC~~5,17~~ 10,21 | Mdb<br>Bgs | | CL<br>10,21 | 1917<br>5mo | Smith's DockCo.Ld.<br>Middlesbro'<br>Lloyd'sA&CP | TheAdmiralty | 125·5<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 87RHP<br>1SB,3pf,GS50,HS1619<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 | |
| 08862<br>107005 | **Arthur Orr** SteelScSr<br>Elec.light Mchy.Aft 2Dks | 2745<br>—<br>2117 | | | | | 1893 | Chicago S.B.Co.<br>Chicago,Ill. | CanadaAtlantic Trans.Co. | 334·0<br>len99 | 41·3 | 21·8 | Duluth<br>Utd.States<br>WB | T.3Cy.19",32"&52"–45"<br>181NHP<br>H.G.Trout,Buffalo | | |

| 1 Numero d'Ordre.<br>Numéro Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creu sur Quill<br>Franco-bord au milieu d navire.<br>Tirant d'eau correspondant<br>pds. p |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08863 | **Artibai** WoodSc | 432<br>—<br>281 | | | | | 1920 | A.Asequinoloza<br>Fuenterrabia | Cia.NavieraZubia<br>(J.Salaberri, *Mgr*) | 114·5 | 23·9 | 14·6 | Bilbao<br>Spanish | T.3Cy.9½″,15½″&26″–18″<br>29NHP<br>Cooper&Greig,Ld.Dundee | |
| 08864<br>144684 | **Articwhale** SteelSc<br>(*Whaler*)<br>1*Dk* | 237<br>210<br>107 | | | | | 1915 | Smith's<br>DockCo.Ld.<br>Middlesbro' | A.J.Ashwin | 125·0 | 25·0 | 11·9 | London<br>British<br>*WB* | T.3Cy.14½″,23½″&39″–24″<br>74RHP<br>Smith'sDockCo.Ld.Mdb. | |
| ✻ 08865<br>118744<br>JKDT | **Artificer** SteelSc3MstSr<br>ssBrs.No.3–11,17<br>(*ex*Mercury) 1*Dk*(*Stl*)<br>*Well deck Mchy.Aft Elec.light* | 386<br>276<br>155 | ✠100A1<br>12,19<br>~~BS12,19~~ ✠LMC11,17<br>BS12,20 | Gms | *f* | 12,19 | 1905<br>3mo<br>*Lloyd* | Dundee<br>Shipbuilders'<br>CoLd.Dundee<br>'s*A&CP* | The 'T' Steam<br>Coasters,Ld.<br>(Robinson,Brown<br>&Co. *Mgrs.*) | 146·1<br>Q53'B14'F28' | 25·1 | 10·5<br>FK<br>*WB* | Newcastle<br>British<br>3*BHCem*<br>=*FPT45t* | T.3Cy.13″,22″&36″–24″ (*r*)<br>180lb 88RHP<br>1SB,3*pf*,GS47,HS1553<br>Menzies&Co.Ld.Leith | 11 ″<br>s ″ 9<br>1 ″ 1 |
| 08866<br>219959<br>LWKT | **Artigas** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5620<br>4598<br>3452 | | | | | 1920 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B121'F43' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 08867 | — SteelScSr<br>(*ex*Wiegand)<br>*Elec.light* 3*Dks* | 4849<br>4576<br>3023 | | | | | 1911 | Bremer<br>Vulcan<br>Vegesack | Uruguayan<br>Government(operated by the United StatesShipping Board) | 399·2 | 53·7 | 27·6 | Uruguayan<br>*WB* | T.3Cy.29½″,48⅝″&80¾″–53⅛″<br>473NHP<br>BremerVulkan, Vegesack | |
| 08868<br>217615<br>LQBJ | **Artisan** WoodSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 357<br>—<br>197 | | | | | 1918 | M.M.Davis<br>&Sons,Inc.<br>Solomons,Md | CahillTowingLine<br>Inc. | 125·0 | 29·0 | 15·0 | NewYork<br>Utd.States | T.3Cy.18″,28″&45″–30″<br>111NHP<br>BaystateIrnWks.Erie,Pa. | |
| 08869<br>OCKX | **Artois** SteelTwinScSr<br>*Elec.light* 1*Dk* | 439<br>386<br>199 | | | | | 1899 | DelaBrosse<br>&Fouché<br>Nantes | Cie.Maritime dela<br>Seine | 165·6<br>Q28'H47'RFD28' | 24·4 | 12·6 | Rouen<br>French<br>*WB* | C.4Cy.17¾″&29 15/16″–16½″<br>61NHP<br>De laBrosse&Fouché,Nts. | |
| 08870<br>PHBJ | **Artur von Gwinner** SteelScSr<br>*Mchy.Aft* 2*Dks*<br>*Elec.light Carrying Petroleum in bulk* | 3051<br>2699<br>1781 | | | | | 1912 | J.Frerichs<br>&Co.A.G.<br>Einswarden | Steana deRomana | 297·0<br>P71'F33' | 44·0 | 24·6 | Constanza<br>Roumanian<br>*WB* | T.3Cy.19¼″,30¾″&17½″–29½″<br>Ottensen NE20 12NHP<br>EisenwerkA/G.Altona | |
| 08871<br>Lost by Fire 6,21 | **Arturo** WoodSc<br>(*ex*WarQuebec) *Salted* 1*Dk2trB*<br>*Well deck Elec.light* Wireless | *2392*<br>*1866*<br>*1458* | ✠ ~~12A1~~<br>7,20<br>~~[illegible]~~ ✠ ~~LMC~~ | Shl | *r* | 5,20 | 1918<br>6mo<br>*Lloyd* | QuebecSB.<br>&Repairing<br>Co.Ld.<br>Quebec<br>'s*A&CP* | A.Zappalà | 251·5<br>P&B136'F30' | 43·4 | 23·5 | Catania<br>Italian | T.3Cy.20½″,33″&54″–40″ (*s*)<br>185lb 322NHP<br>2WaterTubeBoilers FD<br>Dominion GS120,HS5280<br>BridgeCo.Ld.Lachine | 26 ″<br>s 3 ″ |
| 08872<br>907<br>HBLF | — IronSc<br>(*ex*Esplorador,*ex*Frithjof)<br>*Elec.light* | 108<br>—<br>62 | | | | | 1883 | Nylands<br>Værksted<br>Nyland | Soc.Anon.Ganadera y Comercial<br>MenendezBehety | 88·3 | 15·4 | 10·5 | PntaArnas<br>Chilian | C.2Cy.16½″&29 3/16″–19″<br>31NHP<br>NylandsVærksted,Xiania. | |
| 08873 | **Artus** SteelSc<br>*Elec.light* 2*Dks* | 7600 | | | | | 1920 | Bremer<br>Vulkan<br>Vegesack | " Artus "Danziger<br>Reederei u.<br>HandelsA.G. | 468·5<br>P54'B120'F41' | 58·0 | | Danzig | T3Cy32 7/10″,52⅘″&86⅞″–55 1/10″<br>556NHP<br>BremerVulkan,Vegesack | |
| 08874 | **Artushof** SteelSc<br>*Elec.light* 1*Dk* | 1475<br>1022<br>874 | | | | | 1919 | Stettiner<br>Oderwerke<br>Stettin | NeueDampferCo. | 230·5<br>Q76'B102'F30' | 36·4 | 15·0 | Stettin<br>German<br>*WB* | T3Cy16 9/10″,27⅞″&43 9/10″–31½″<br>107NHP<br>StettinerOderwerke | |
| 08875 | **Artxanda-Mendi** SteelSc<br>*For full particulars See No.* 36137 *in Supplement*<br>*Elec.light* Wireless | 3400 | 100A1<br>(*ClassContemplated*) | | | | 1921 | CiaEuskalduna deConst<br>Bilbao | Cia.Nav.Sota y<br>Aznar (Sota y<br>Aznar) | 335·0<br>P29'B73'F32' | 46·5 | 24·1 | Bilbao<br>Spanish | T.3Cy.24″,40″&65″–42″<br>Blair&Co.LD.Stockton | |
| 08876<br>46 | **Artynia** SteelSc<br>(*ex*PatrolVesselG.42) | 189<br>155<br>88 | | | | | 1911 | OsakaIron<br>Works<br>Osaka | Soc.Ital.diNav.<br>G.Rossi | 132·8 | 22·0 | 10·9 | Rome<br>Italian | T.3Cy.9¼″,19″&31 9/10″–22″<br>OsakaIronWorks,Osaka | |
| 08877 | **Artza-Mendi** SteelSc3Ms SteelSc<br>2*Dks*(*Stl*)&*Webframes*<br>*Elec.light* *Longitudinalframing*<br>*Mchy.Aft* Wireless | 3800<br>4597<br>4080<br>2403 | ✠100A1<br>7,21 ✠LMC8,21<br>~~(ClassContemplated)~~<br>*CarryingPetroleum in bulk*<br>*Fittedforoilfuel8,21 F.P. above 150°F.* | Bbo | *u* | eL | 1921<br>7mo<br>*Lloyd* | CiaEuskalduna deConst<br>Bilbao<br>*CellDByE&*<br>'s*A&CP* | Cia.Nav.Sota y<br>Aznar (Sota y<br>Aznar *Mgrs.*)<br>B72'144tDT/38'337t | 360·0<br>~~P30'F30'~~<br>P78'B25'F38' | ~~40·9~~<br>49·1 | ~~28·2~~<br>29·1<br>FK | Bilbao<br>Spanish<br>14*BHptCem*<br>*FPT58tAPT41t* (13 ,, to U dk<br>1 ,, ,, 2nd ,,) | T.3Cy.25″,41″&68″–48″ (*s*)<br>180lb 489NHP<br>3SB,9*cf*,GS174,HS7594 FD<br>Cen.Mar.E.WrksLd WHpl | 28 ″<br>s 5 ″<br>22 ″ |
| 08878<br>OCLD | **Arucas** SteelScSr<br>*Now named* "Emile Delmas," *See No.* 37210 *in Supplement*<br>*Elec.light* | 2056<br>1190 | | | | | 1915 | Nuescke&<br>Co.<br>Stettin | Cie.Delmas frères<br>etVieljeux | 290·8<br>P103'F81' | 41·0 | 17·0 | French | T.3Cy.23″,37″&57″–35½″<br>224NHP<br>Nuescke&Co.Stettin | |
| 08879<br>217793<br>LQMB | **Arundel** WoodScSr<br>*Elec.light* Wireless 1*Dk2trB* | 2550<br>—<br>1507 | | | | | 1919 | Maryland<br>S.B.Co.<br>Soller'sPt Md | UnitedStates<br>ShippingBoard | 268·0<br>P40'B65'F30' | 46·0 | 26·0 | Baltimore<br>Utd.States<br>*WB* | T.3Cy.19″,32¼″&56″–36″<br>188NHP<br>TraylorEng.&Mfg.Co.<br>Allentown,Pa. | |
| 08880<br>105653<br>RSCQ | — SteelTwinScSr<br>*Elec.light* Wireless 2*Dks&Awng dk* | 1068<br>731<br>445 | | | | | 1900 | W.Denny<br>&Bros.<br>Dumbarton | L.B.&S.C.RlyCo. | 269·1 | 34·1 | 14·1 | Newhaven<br>British<br>*WB* | T.8Cy.23½″,35½″&(4)37½″–27″ NB14 292NHP<br>Denny&Co.Dumbarton | |
| 08881<br>145175<br>KHVL | **Arundel Castle** SteelTwinSc<br>*Elec.light* Wireless<br>*Ref.Mchy. CruiserStern* 3*Dks* | 19023<br>14913<br>11222 | ~~✠Lloyd's RMC1,21~~ | | | | 1921 | Harland&<br>WolffLd.<br>Belfast | UnionCastleMail<br>S.S.Co.Ld. | 630·5<br>P89'B333'F97' | 72·5 | 41·5<br>*WB* | London<br>British | 4SteamTurbines<br>Harland&WolffLd.Belfast | |
| 08882<br>NFVQ | **Arundo** SteelSc<br>Wireless | 3196<br>2950<br>1998 | | | | | 1913 | Rotterdam<br>Droogd.Maat<br>Rotterdam | Maats."Zeevaart"<br>(W.C.Hudig&<br>J.C.Veder, *Mgrs.*) | 331·7<br>P21'F31' | 48·1 | 22·3 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.23″,38″&62″–42″<br>249NHP<br>RotterdamDroogd.Maats. | |
| 08883<br>3541<br>JKVG | **Arvika** CompScSr<br>1*Dk* | 193<br>160<br>101 | | | | | 1899 | S.Groth<br>Sjötorp | Ångb.Aktieb.<br>Hoppet (Viktor<br>Olsson, *Mgr.*) | 100·3<br>P23'H6t | 22·9 | 10·3 | Glafva<br>Swedish | C.2Cy.11½″&19½″–11¾″<br>11NHP<br>ActiesVilhlmsbgs.MVGot | |
| 08884<br>OOLH | **Arvim** SteelScSr<br>(*ex*Heron, (*Trawler*)<br>*ex*Anita,*ex*SeaSwallow) 1*Dk* | 157<br>—<br>40 | | | ... | | 1896 | J.Duthie<br>Sons&Co.<br>Aberdeen | R.Vimont-Vicary | 103·6 | 20·7 | 11·1<br>BK7½″ | Marseilles<br>French | C.2Cy.13½″&32″–21″<br>39NHP<br>Hall,Russell&Co.Abn. | 11 ″ 7 |
| 08885<br>92219 | **Arvon** SteelPad<br>(*Ferry*)<br>1*Dk* | 106<br>77<br>48 | | | ... | | 1896 | T.B.Seath<br>&Co.<br>Rutherglen | Corporation of<br>Carnarvon<br>(E.Hall, *Mgr.*) | 90·5<br>Q29' | 21·3 | 5·7<br>FK | Carnarvon<br>British | C.2Cy.14″&26″–30″<br>31RHP<br>Shanks,Morrice&Co.,Gls. | 6 ″ 0 |
| 08886<br>108811<br>PVRD | **Arvonia** SteelTwinScSr<br>Sub.Sig. (*ex*Cambria)<br>*Elec.light* Wireless 2*Dks&Awng dk* | 1842<br>1205<br>777 | | | | | 1897 | W.Denny<br>&Bros.<br>Dumbarton | L.&N.W.Rlwy.Co. | 329·0 | 39·1 | 15·8 | Dublin<br>British<br>*WB* | T.8Cy.(2)26″(2)40″&(4)43″–33″<br>425NHP<br>Denny&Co.Dumbarton | |

| 1<br>. in<br>ook.<br>icial<br>o.<br>de<br>ters. | 2 Steamer's Name. Material, Rig, &c. 3 Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom. Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 887<br>0785<br>QDL | **Arwyco** SteelScSr<br>ssForcadosNo.3–4,13<br>ssLiv.No.~~1-17~~ 2–21<br>(exLancashireCoast, exAnnieHough, exDelta)<br>Well deck 1Dk(Stl)2trB | 1109<br>931<br>552 | ✠100A1<br>6,21 ~~4,20~~<br>~~BS4,20~~ ✠LMC~~12,16~~ 6,21 | Bkn<br>Liv | n | CL<br>4,20 | 1900<br>3mo | J.Scott&Co.<br>Kinghorn<br>Lloyd'sA&CP | S.S.Arwyco,Ld.<br>(Roberts,Brining&Co.)<br>WB=Cell | 225·4<br>P&B132'F35'<br>FK<br>DBa44'60t FPT50t | 34·2 | 15·2 | Liverpool<br>British<br>5BHCem<br>APT50t | T.3Cy.17",27"&45"–33" (s)<br>180lb 124NHP<br>2SB,4cf,GS72,HS1861<br>J.Scott&Co.Kinghorn | 16 ″ 6<br>s1 ″ 7<br>15 ″ 3 | |
| 888<br>FVT | **Ary Scheffer** SteelScSr<br>ssRot.No.3–5,17<br>1Dk(Stl)&deep framing<br>ssRot.No.1–21 | 642<br>467<br>373 | ✠100A1<br>~~6,21~~ ~~12,20~~ 11,21<br>~~BS11,20~~ ✠LMC~~5,17~~<br>BS11,21 MS5,21 | Rot | j | CL<br>~~1,20~~<br>5,21 | 1904<br>9mo | Nederl.<br>Schps.Maats.<br>Amsterdam<br>Lloyd'sA&CP | N.V.HavreStoomvaartMaats.v/h.<br>C.Balguerie&Zoon<br>(Driebeek&Zonen, Mgrs.) | 180·0<br>P60'B22'F22'<br>WB= FK<br>CellDBuE17' f114' | 28·9 | 13·1 | Rottrdam<br>Dutch<br>3BHCem<br>75tFPT41t | T.3Cy.15",23⅝"&39⅜"–27⅝"<br>160lb 80lb (s) 87NHP<br>1SB,2cf,GS39,HS1403<br>NedFb.v.Wrk&Spoor,Ams | 15 ″ 5<br>s1 ″ 5½<br>14 ″ 3 | |
| 889<br>9384 | **Arya** WoodAuxScBg<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 274<br>243<br>156 | | | | | 1918 | Maganlal,<br>Pranjivan<br>&Co.<br>Rangoon | R.P.Mehta | 117·6<br>P21t | 27·0 | 13·8 | Rangoon<br>British | Oil Engine<br>B.Horjarth,Stockholm | | |
| 890<br>9178<br>TND | **Aryan** SteelSc<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing<br>Sub.Sig. Wireless | 6784<br>6126<br>5154 | ✠100A1<br>~~1,21~~ ~~7,20~~ ~~7,21~~<br>2,22<br>✠LMC11,19<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 11,19 F.P. above 150° F.<br>BS3,~~21~~ 11,21 | NYk<br>~~Mob~~ ~~Mob~~ | a† | CL<br>2,22 | 1919<br>11mo | TexasS.S.Co.<br>Bath,Me.<br>A&CP | TheTexasCo.Inc.<br>CellDBuE& | 416·8<br>P107'F33'B35'<br>FK<br>B64' 209t FPT229t | 56·1 | 31·1 | P.Arthur, Texas<br>Utd.States<br>16BHptCem<br>APT130t | T.3Cy.26½",44"&74"–51" (s)<br>200lb HS9969 556NHP<br>3 Water Tube Boilers<br>H.G.TroutCo.Buffalo,N.Y | 32 ″ 10<br>s7 ″ 7<br>25 ″ 7 | |
| 891<br>9391 | **Aryavarta** WoodAuxScBg<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 311<br>284<br>230 | | | | | 1919 | Maganlal,<br>Pranjivan<br>&Co.<br>Rangoon | C.P.Mehta | 116·0<br>P26t | 27·8 | 14·7 | Rangoon<br>British | Oil Engine<br>2Cy.15¾"–16½" 28NHP<br>A.C.J.Swensons,Skm. | | |
| 892<br>4097<br>WM | **Arzila** SteelScSr<br>Elec.light Sub.Sig. Wireless 2Dks | 2737<br>2281<br>1683 | | | | | 1907 | Sir J.Laing<br>&Sons,Ld.<br>Sunderland | RoyalMailSteamPacketCo. | 285·0 | 41·3 | 25·7 | Liverpool<br>British<br>WB | T.3Cy.24",39"&64"–45"<br>275NHP<br>G.Clark,Ld.Sunderland | | C<br>BT<br>till<br>0,21 |
| 893<br>8787<br>NH | **Asabeth** SteelSc<br>Fitted for oil fuel<br>Elec.light 1Dk2trBin fore& after holds&Web frames<br>Sub.Sig. Wireless | 3545<br>3005<br>2174 | | | … | | 1919 | Submarine<br>BoatCorp.<br>Newark, N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>WB | 1GearedSteamTurbine<br>WestinghouseElectric&Mfg.Co.Essington,Pa | 28 ″ 6 | R |
| 894<br>1997<br>RTJ | **Asahi Maru** SteelSc<br>2Dks | 2205<br>—<br>1332 | | | | | 1917 | OnoShipyard<br>Osaka | ShimataniKisen,<br>KabushikiKaisha | 270·0<br>P29'B65'F16' | 39·0 | 20·9 | Nishinomiya<br>Japanese | T.3Cy.18",30"&49"–39"<br>150NHP<br>OnoShipyard,Osaka | | |
| 895<br>3036<br>BGF | — WoodSc | 722<br>—<br>496 | | | | | 1917 | ……………… | NichiroGyogyo<br>Kaisha | 184·1 | 29·6 | 15·5 | Hakodate<br>Japanese | | | |
| 896<br>830<br>FNS | — Iron ~~Wood~~ScSr<br>2Dks | 509<br>484<br>300 | | | | | 1884 | Yamagata<br>Shotaro<br>Kobé | OsakaShosen<br>KabushikiKaisha | 161·4 | 22·5 | 18·6 | Osaka<br>Japanese | C.2Cy.20¼"&36"–22"<br>51NHP | | |
| 897<br>0359<br>BRD | — WoodSc | 305<br>—<br>181 | | | | | 1906 | ……………… | Kobayashi<br>Kametaro | 122·8 | 20·9 | 14·7 | Otaru<br>Japanese | | | |
| 898<br>4520<br>JQD | — WoodAuxScSr | 240<br>—<br>178 | | | | | 1918 | ……………… | MorujaGohei | 123·5 | 25·3 | 11·7 | Tadanoumi<br>Japanese | | | |
| 899<br>1072<br>KD | — WoodSc | 140<br>—<br>75 | | | | | 1907 | ……………… | SanrikuKisen<br>KabushikiKaisha | 115·0 | 16·9 | 9·8 | Kamaishi<br>Japanese | | | |
| 900<br>4714<br>LVC | — WoodAuxScSr | 118<br>—<br>85 | | | | | 1918 | ……………… | TamaokiIhei | 91·0 | 21·4 | 9·0 | Shimosato<br>Japanese | | | |
| 901<br>4916<br>HD | **Asahi Maru No. 1** SteelSc | 214<br>—<br>115 | | | | | 1912 | ……………… | KagoshimaKisen<br>GyogyoKabushiki<br>Kaisha | 114·1 | 21·2 | 10·8 | Kagoshima<br>Japanese | | | |
| 902<br>5940<br>QMT | **Asahi Maru No. 2** SteelSc | 1312<br>—<br>753 | | | | | 1919 | ……………… | NittaKisen<br>KabushikiKaisha | 220·0 | 35·0 | 18·5 | Mibu<br>Japanese | | | |
| 903<br>7143<br>LTOJ | **Asaka Maru** IronScSr<br>(exBucephalus, exSimongan, exBucephalus) 2Dks | 1903<br>1727<br>1129 | | | … | | 1884 | Palmers'<br>Co.Ld.<br>Newcastle | Kusakabe<br>KabushikiKaisha | 276·0<br>P28'F36'<br>BK10" | 36·2 | 21·9 | Amagasaki<br>Japanese<br>WB | C.2Cy.25"&54"–42"<br>7pd92 NB92 195NHP<br>Blackwood&Gordon,P.Gl. | 23 ″ 2 | |
| 904<br>1377<br>PGO | **Asaka Maru No. 2** SteelSc | 1921<br>—<br>1134 | | | | | 1917 | ……………… | Kusakabe<br>KabushikiKaisha | 250·0 | 37·7 | 20·5 | Amagasaki<br>Japanese | | | |
| 905<br>6075<br>GL | — WoodAuxScSr | 128<br>—<br>95 | | | | | 1899 | ……………… | HatazawaYokichi | 86·0 | 20·9 | 10·2 | Sinano<br>Japanese | | | |
| 906<br>43501 | **Asama** SteelScK<br>Elec.light 1Dk | 282<br>251<br>110 | ✠100A1<br>StmTrawler<br>~~4,21~~ 4,20 ✠LMC4,20<br>2,22 ~~9,21~~ | Hul<br>Cff | | CL | 1920<br>3mo | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>Lloyd'sA&CP | Neal&West,Ld. | 128·5<br>Q75'F23'<br>BK7½" | 23·5 | 12·6 | Cardiff<br>British<br>2BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 85RHP<br>1SB,3pf,GS50,HS1530<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 907<br>23311<br>ROJS | **Asama Maru** SteelSc<br>Elec.light | 2001<br>1845<br>1177 | | | | | 1918 | TobaCo.,<br>Toba | TeikokuKisen<br>KabushikiKaisha | 270·0 | 39·0 | 23·9 | Toba<br>Japanese<br>WB | T.3Cy.18",30"&49"–36"<br>144NHP<br>OkamotoWorks,Osaka | | V |
| 908 | **Asarco** WoodSc<br>1Dk<br>F&YM9,18 | 120<br>100<br>84 | 10A1<br>For towing purposes<br>12,19 LMC1,20 | Vpo | | CL<br>5,19 | 1918<br>9mo | A.Court<br>Constitucion | American<br>Smelting&Ref.Co. | 90·6 | 20·4 | 10·0 | Valparaiso<br>Chilian | C.2Cy.14½"&28"–24"<br>80lb Emde- reftd19 38NHP<br>1SB(made90refitted19)<br>2cf,GS38,HS750<br>Dunsmuir&Jackson,Gls. | 11 ″ 0 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | 15<br>Registres où coté, si ce n'est dans le L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08909<br>MVDR | **Asator** SteelScSr<br>ssRot.2ndNo.3-4,16<br>(exAngkeliki, ssRot.No.1-20<br>exRokos, exArdito, exBendo)<br>Well deck Wireless 1Dk(Stl)3trB | 3541<br>2731<br>2168 | ✠100A1<br>2,22 ~~4,20~~<br>✠LMC4,20<br>BS5,21 | Rot<br>Stv | v | ~~4,20~~<br>2,22 | 1890<br>6mo | Schlesingr, Davis&Co.<br>Newcastle<br>A&CP | A/S Vesterhav<br>(K.M.Pedersen, Mgr.)<br>WB=Cell DBa 11 | 346·0<br>P19'Q118'B140'<br>F36'<br>0'f128'730tFPT128 | 43·2 | 20·9<br><br>FK | Xiansand<br>Norwegian<br>6BHCem<br>tAPT79t | T.3Cy.28¾",42"&64"—45"(s)<br>160lb NDB02 286NHP<br>NB95refitted16<br>2SB,6rf,GS120,HS542<br>N.E.MarineEng CoLdNwc | 24 ″ 1 | |
| 08910<br>MTHS | **Asbjörn** SteelScSr<br>(exEthel) | 1385<br>1136<br>753 | | | | | 1918 | Verschure &Co.<br>Amsterdam | D/S A/S Vard<br>(Jacobsen& Aarvold, Mgrs.) | 239·4 | 36·7 | 15·6 | Chrstiania<br>Norwegian | T.3Cy.17",29"&46"–36"<br>127NHP<br>Verschure&Co.Amsterdam | | V |
| 08911<br>LBQT | **Asborg** SteelSc<br>Elec.light 1Dk | 2344<br>2117<br>1410 | | | | | 1920 | Eltringhams,Ld.<br>Willington Quay | A/S Vesterhav<br>(K.M.Pedersen, Mgr.) | 290·4<br>P61t'H124t' | 44·0 | 20·8 | Xiansand<br>Norwegian<br>WB | T.3Cy.21",34½"&57"–39"<br>203NHP<br>Eltringhams,Ld.<br>WillingtonQuay | | N |
| 08912<br>107848 | **Asbury Park** SteelTwinSc<br>(Ferry)<br>Elec.light 2Dks&Passengerdk | 2128<br>1286<br>1447 | | | | | 1903 | WCramp& SonsS&EBCo<br>Philadelphia | MonticelloSSCo. | 297·2 | 50·0 | 15·4 | S.Frncisco<br>Utd.States | T.8Cy.23",37½"&(2)43"–30"<br>NB19 405NHP<br>W.Cramp&SnsS&EBCPhl | | |
| 08913 | **Ascania** SteelTwinSc<br>Elec.light<br>Ref.Mchy. | 13050<br>10000<br>8260 | 100A1<br>(Class Contem | plated) | | | 1921 | Armstrong Whitworth &Co.Ld.<br>Newcastle | CunardS.S.Co.Ld. | 519·0 | 65·0 | 43·0 | Liverpool<br>British | 4 Geared Steam Turbines<br>Armstrong,Whitworth& Co.Ld.Newcastle | | |
| 08914 | — IronScSr<br>Elec.light 1Dk | 428<br>322<br>242 | | | | | 1884 | Aron& Gollnow<br>Stettin | Lübeck-Koldinger Dampfsch.Ges.m.b.H. | 175·4<br>Q41'B37'F18'<br>len90 | 24·1 | 9·0 | Lübeck<br>German<br>WB | C.2Cy.17½"&32¾"–22½"<br>NB97 42NHP<br>Aron&Gollnow,Stettin | | |
| 08915<br>47 | — SteelSc<br>(exPatrolVesselG.7) | 195<br>163<br>97 | | | | | 1911 | OsakaIron Works<br>Osaka | Soc.Ital.diNav.<br>G.Rossi | 115·5 | 22·1 | 11·5 | Rome<br>Italian | T.3Cy.11⅗",19 3/10",&31 9/10"–22"<br>OsakaIronWorks,Osaka | | I |
| 08916<br>131312<br>HSBK | **Ascanius** SteelTwinScSr<br>3Dks<br>Elec.light Ref.Mchy. Wireless | 10048<br>8436<br>6377 | | | | | 1910 | Workman, Clark&Co.Ld<br>Belfast | OceanS.S.Co.Ld. | 493·0<br>P47'B199'F63' | 60·4 | 28·6 | Liverpool<br>British<br>WB | T.6Cy.24",40"&68"–48"<br>640NHP<br>Wrkman,Clark&Co.Ld Bel | | BT till 7,21 |
| 08917<br>143086<br>JWMT | **Aschenburg** SteelScSr<br>Now named "Lorenzo," See letter L.<br>Elec.light Wireless 1Dk&Shelter dk | 6394<br>5685<br>3770 | | | | | 1915 | J.C.Tecklenborg A.G.<br>Geestemünde | Ellerman'sWilson Line,Ld. | 470·0 | 62·1 | 25·3 | London<br>British | Q.4Cy.27"39½"56"&82¾"-55"<br>508NHP<br>J.C.TecklenborgA.G.Gst. | 28 ″ 0<br>s 4 ″ 0<br>24 ″ 5 | |
| 08918<br>115818<br>TJLC | **Ascot** SteelScSr<br>ssOff.No.3-10,15<br>ssBrs.No.1-20<br>2Dks(Stl)&Shelterdk(Irn)<br>Elec.light Wireless &Webframes | 4334<br>4108<br>2786 | ✠100A1<br>Shelter dk<br>5,21 ~~3,20~~<br>✠LMC3,20<br>BS5,21 | Brs<br>HKg | y | ~~3,20~~<br>5,21 | 1902<br>5mo<br>Lloyd | Napier& Miller,Ld.<br>Glasgow<br>'sA&CP | BritainS.S.Co.Ld.<br>(Watts,Watts& Co.Ld.Mgrs.)<br>WB=CellDBa125'uE | 385·0<br>25'f167'1088tFPT | 50·1 | 26·6<br>FK | London<br>British<br>6BHCem<br>108tAPT33t | T.3Cy25⅝",44"&73"-48"(a)<br>180lb 414NHP<br>3SB,9cf,GS178,HS6300<br>D.Rowan&Co.Glasgow | 29 ″ 6<br>s 3 ″ 11<br>26 ″ 0 | |
| 08919<br>215056<br>LHCS | **Ascutney** SteelScSr<br>ssHam.No.3-7,08<br>(exPisa) ssHam.No.1-13<br>2Dks(Stl-Uws)&Web frames<br>Elec.light Sub.Sig. Wireless | 4967<br>4011<br>3148 | ✠<br>8,16<br>✠ | Ham | x | | 1896<br>12mo | A.Stephen &Sons<br>Glasgow | UnitedStates ShippingBoard<br>WB=CellDBa | 390·0<br>P&B240'F50'<br>118'uE28'f146'709t | 46·2 | 27·7<br>BK10" | NewYork<br>Utd.States<br>6BHCem<br>APT55t | T.3Cy.28",47"&79"-51"<br>538NHP<br>2DB,12cf,GS247,HS9008<br>A.Stephen&Sons,Glasgow | 30 ″ 6 | R |
| 08920 | **Asdang** ssBgk.No.3-4,22 SteelScSr<br>~~ssBgk.No.3-12,18~~<br>Well deck 1Dk(Stl)<br>Elec.light | 640<br>378<br>406<br>Fitted | ✠90A1 4,22<br>~~3,21 7,20~~ 4,21<br>~~BS3,20~~ ✠LMC2,22<br>for oil fuel | Bgk<br>~~BS3,21~~<br>F.P.ab | i<br><br>ove | CL<br>3,22<br>~~12,18~~<br>BS2,22<br>150 °F | 1906<br>6mo<br>Lloyd | Kjöbnhvns Flydk.&Skbs.<br>Copenhagen<br>'sA&CP | SiamS.N.Co.Ld.<br>WB=CellDBa25' | 176·0<br>P&B114'F33'<br>uE12'f16'71tFPT | 27·6 | 10·5<br>FK | Bangkok<br>Siamese<br>4BHCem<br>23tAPT17t | T.3Cy.13",20½"&33½"-21"(s)<br>170lb 100lb 66NHP<br>1SB,2cf,GS38,HS1197<br>KjbnhavnsFlydk.&Skbsv. | 11 ″ 3 | |
| 08921 | **Asgard** SteelScSr<br>ssLth.No.3-10,19<br>1Dk(Stl)&Spar dk<br>Sub.Sig. (Stl)&deep framing<br>Cargo battens not fitted<br>Now named "Vasilissa Sofia" See No. 30840 in Supplement | 4181<br>4044<br>2713 | ✠100A1<br>Spar dk<br>7,20<br>✠LMC10,19<br>BS4,21 | Bry | x | 7,20 | 1906<br>9mo<br>Lloyd | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>'sA&CP | GreekGovernment<br>CellDBa | 360·0<br>P31'B93'F33'<br>117'uE&B41'f157' | 48·0 | 20·2<br>28·0<br>FK | Piræus<br>Greek<br>6BHCem<br>860tAPT63t | T.3Cy.25",41"&69"-48" (s)<br>180lb 372NHP<br>3SB,9cf,GS150,HS5940<br>Richardsons,Westgarth& Co.Ld.Sld. | 30 ″ 10<br>s 6 ″ 2½<br>25 ″ 0 | |
| 08922 | **Ashanti** SteelScSr<br>(BEACHED AFTER FIRE, 8,19—REFLOATED) ssLiv.2ndNo.3-9,17<br>Elec.light Wireless<br>1Dk(Stl)&Spardk(Stl)&deepframing | 3423<br>3204<br>2189 | ✠<br>Spar dk<br>7,19<br>✠ | NYk | v | | 1897<br>4mo | C.S.Swan& Hunter(Lim)<br>Newcastle | WB=CellDBa | 330·0<br>P30'B96'F38'<br>106'uE&B38'f140' | 45·2 | 18·2<br>26·5<br>FK | 5BHCem<br>696tAPT19t | T.3Cy.24",40"&64"-42"<br>NDB17 293NHP<br>2SB,8pf,GS126,HS4700<br>N.E.MarineCo.(Lim.)Nwc | 28 ″ 9 | |
| 08923<br>218144<br>LRHG | **Ashbee** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless Longitudinal framing | 3532<br>3216<br>2151 | | | | | 1919 | Merrill-StevensS.B. Cor.Jacksonville,Fla. | UnitedStates ShippingBoard | 333·8<br>P36'B97'F36' | 48·0 | 24·9 | Jcksnvlle<br>Utd.States<br>WB | 2 Steam Turbines<br>W.&A.FletcherCo.N.Yk. | | R |
| 08924<br>217135<br>LNMG | **Ashburn** WoodScSr<br>Elec.light 2Dks | 2799<br>2309<br>1676 | | | | | 1918 | Supple-BallinS.B.Co.<br>Portland,Or. | UnitedStates ShippingBoard | 294·0<br>P37'B68'F28' | 44·8 | 23·9 | PortlndOr.<br>Utd.States | T.3Cy.21",34"&57"-42"<br>211NHP<br>PacificMarineIronWorks, Portland,Or. | | |
| 08925<br>137401<br>JGWD | **Ashfield** SteelSc3MstSr<br>ssLiv.No.1-19<br>Well deck 1Dk(Stl)<br>Mchy.Aft | 426<br>306<br>162 | ✠100A1<br>5,20<br>~~BS5,20~~ ✠LMC2,19<br>BS1,22 | Liv | g | CL<br>5,20 | 1914<br>10mo<br>Lloyd | LythamSB &Eng.Co.Ld.<br>Lytham<br>'sA&CP | ZillahShipping& CarryingCo.Ld.<br>(W.A.Savage,Ld. Mgrs.) | 142·5<br>Q85'B9'F23'<br>WB=DTf16' | 26·0 | 11·5<br>BK6½" | Liverpool<br>British<br>4BHCem<br>33tAPT6t | T.3Cy.14",22"&38"-24" (s)<br>180lb 70RHP<br>1SB,3pf,GS50,HS1520<br>LythamS B.&E.Co.Ld.Lyt | 12 ″ 6<br>s 4 ″ 1<br>12 ″ 10 | |
| 08926<br>15194<br>LWNB | **Ashiya Maru** SteelSc | 132<br>—<br>44 | | | | | 1912 | .................. | OsakaIronWorks, Ld. | 95·0 | 20·5 | 10·9 | Osaka<br>Japanese | | | |
| 08927<br>219230<br>LTQN | **Ashland County** SteelScSr<br>Elec.light Sub.Sig. Fitted for oil fuel<br>Wireless 1Dk2trB | 2593<br>2243<br>1613 | | | ... | | 1919 | American S.B.Co.<br>Lorain,O. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 26·1<br>FK | NewYork<br>Utd.States<br>WB | T.3Cy.21",35"&59"-42"<br>352NHP<br>AmericanS.B.Co.Lorain,O. | 28 ″ 2 | R |
| 08928<br>132420<br>JFKD | **Ashlyn** SteelScK<br>ssLiv.No.1-19<br>Elec.light 1Dk | 304<br>267<br>121 | ✠100A1<br>StmTrawler<br>7,19<br>BS9,20 ✠LMC7,19 | Liv | | CL<br>7,19 | 1914<br>4mo<br>Lloyd | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'sA&CP | BrooklynFishing Co.Ld.(T. Cardwell,Mgr.) | 125·8<br>Q75'F16' | 23·4 | 13·2<br>BK7½" | Fleetwood<br>British<br>4BHCem | T.3Cy.12½",21"&35"-27"(s)<br>180lb 61RHP<br>1SB,3pf,GS53,HS1830<br>J.Abernethy&Co.Abn. | 14 ″ 0 | |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08929<br>120500<br>HBWL | **Ashridge** SteelScSr<br>ssMel.No.3-12,16<br>1Dk(Stl)&deepframing<br>Elec.light ssMel.No.1-21 | 2884<br>2740<br>1849 | ✠100A1<br>10,21 ~~9,20~~<br>✠LMC~~9,20~~<br>10,21 | Mel | u | CL<br>~~5,18~~<br>10,21 | 1905<br>2mo<br><br>Lloyd | W.Hamilton&Co.<br>Pt.Glasgow<br>'sA&CP | McIlwraith,<br>McEacharn's Line,<br>Proprietary,Ld.<br>WB=Cell | 325·8<br>P22'B88'F40'<br>FK<br>DBa96'uE22'f144' | 47·0 | 22·2 | Melbourne<br>British<br>5BHCem<br>849tAPT70t | T.3Cy.24",40"&65"-42" (r)<br>180lb 100lb 287NHP<br>2SB,6cf,GS112,HS4290<br>ClydeS.B.&E.Co.Ld.P.Gls. | 24 ″ 10<br>s4 ″ 1½<br>21 ″ 0 | |
| 08930<br>122840<br>HFST | **Ashtabula** SteelScSr<br>ssNwc.No 1-21 ssNwc.No.3-11,16<br>(exGrafStroganoff) 2Dks(1Stl&UptIrn &ptStl)&Webframes<br>Elec.light<br>Mchy.Aft Wireless | 7025<br>5961<br>4527 | ✠100A1<br>11,21 ~~9,20~~<br>✠NB11,16 ✠LMC~~11,16~~ 11,21<br>~~DBS8,20~~<br>Carrying Petroleum in bulk F.P. above 150°F<br>Fitted for oil fuel 1,09 | Nwc | a† | CL<br>~~N8,20~~<br>11,21 | 1903<br>8mo<br><br>Lloyd | Palmers' Co.Ld.<br>Newcastle<br>'sA&CP | Anglo-American OilCo.Ld. (J. Hamilton,Mgr.)<br>WB=CellD | 428·0<br>P252'F46'<br>FK<br>BuE39'71t FPT77t | 54·7 | 30·5 | Newcastle<br>British<br>14BHCem<br>APT130t | T.3Cy.28",46½"&77"-54" (s)<br>180lb 100lb 530NHP<br>3SB,12cf,GS265,HS8964<br>Palmers'Co.Ld.Newcastle | 32 ″ 0<br>s6 ″ 2<br>26 ″ 3 | |
| 08931<br>203071 | — SteelTwinScSr<br>(CarFerry)<br>Elec.light Wireless 2Dks3trB | 2670<br>—<br>1525 | | | | | 1906 | Gt.Lakes Eng.Works<br>St.Clair,Mich | Pennsylvania-OntarioTransprtn.Co. | 338·0 | 56·0 | 17·5 | Fairport,O<br>Utd. States | T.6Cy.19½",33½"&52"-36"<br>324NHP<br>GtLakesEng.WrksDetroit | | L |
| 08932<br>90365<br>JNMT | **Ashton** IronScSr<br>ssAyr.3rdNo.3-2,21 ~~ssGms.2ndNo.3-8,08~~<br>~~ssShl.No.2-17~~<br>1Dk(Irn)2trB | 990<br>806<br>512 | ✠100A1<br>2,21 ~~7,19~~<br>✠NB7,19 ✠LMC2,21 | Shl<br>Ayr | n | 2,21 | 1884<br>6mo<br><br>Lloyd | E.Withy&Co.<br>WHartlepool<br>'sA&CP | CadebyS.S.Co.Ld.<br>(A.F.&J.C.Blackater,Mgrs.)<br>WB=DB | 238·6<br>P32'B99'F36'<br>ptNDS98 FK<br>a48'f59'145t | 32·3 | 14·1 | Grimsby<br>British<br>5BHptAsp<br>ptCem | T.3Cy.22",37"&58"-36" (s)<br>150lb 100lb NDB02 241NHP<br>2DB,6cf,GS114HS1370<br>T.Richardson&Sons,Hpl. | 15 ″ 5<br>s2 ″ 2<br>13 ″ 9 | |
| 08933<br>108649<br>HFKJ | — SteelScSr<br>ssCff.No.3-9,13<br>Mchy.Aft ssQns.No.1-19<br>Well deck 1Dk(Stl) | 283<br>214<br>114 | ✠100A1<br>2,20<br>~~BS2,20~~ ✠LMC2,19<br>BS5.21 | Lon | | CL<br>~~2,20~~<br>12,21 | 1901<br>12mo<br><br>Lloyd | JFullerton&Co.<br>Paisley<br>'sA&CP | ~~E.T.Lindley~~<br>~~T.W.Barnett~~<br>~~Barnett,Jenks&Co.~~<br>GuernseyCoasters Ld(EGWillis,Mgr) | 142·4<br>Q46'B7'F24'<br>BK6"<br>WB | 21·2 | 10·5 | Swansea<br>British<br>3BHCem<br>=FPT34t | C.2Cy.16"&34"-24" (s)<br>130lb 61RHP<br>1SB,2pf,GS39,HS1107<br>A.Rodger&Co.Glasgow | 11 ″ 2<br>s ″ 11½<br>10 ″ 10 | |
| 08934<br>106672 | — IronScK<br>ssGms.No.3-1,09<br>ssGms.No.2-18<br>1Dk | 144<br>138<br>54 | ✠100A1<br>Stm Trawler<br>11,19 BS5,21<br>✠NB5,14 ✠LMC10,18 | Gms | | CL<br>~~10,18~~<br>11,21 | 1896<br>10mo<br><br>Lloyd | Edwards' Bros.<br>NorthShields<br>'sA&CP | ConsolidatedStm.Fishing&IceCo.(Gms.)Ld. (J.D.Marsden,Mgr.) | 104·0<br>BK7½" | 20·7 | 10·5 | Grimsby<br>British<br>3BHCem | T.3Cy.9",16"&25½"-19½" (s)<br>200lb 30RHP<br>1SB,2pf,GS26,HS654<br>N.E.MarineCo.(Lim.),Sld. | 11 ″ 7 | |
| 08935<br>218493<br>LRWN | **Ashwaubemie** WoodSc<br>(Tug)<br>Elec.light 1Dk | 176<br>—<br>29 | | | | | 1919 | Northwest Eng.Works<br>GreenBay, Wis. | UnitedStates ShippingBoard | 95·5 | 24·7 | 12·2 | Mlwaukee Wis.<br>Utd. States | C.2Cy.18"&38"-26"<br>61NHP | | R |
| 08936<br>142133<br>JVTQ | **Ashwin** SteelScSr<br>Now named "Trotsky." See No. 39631 in Supplement<br>(exWarDrum) 1Dk(Stl)<br>Elec.light Cargo battens not fitted<br>Well deck Wireless | 2352<br>1766<br>1351 | ✠100A1<br>7,21 ~~12,20~~<br>✠LMC12,18 | Mdb<br>Shl | s | CL<br>7,21 | 1918<br>12mo<br><br>Lloyd | S.P.Austin&Son,Ld.<br>Sunderland<br>'sA&CP | AllRussianCo-operativeSociety Ld.(V.Sagovsky Mgr.)<br>Cell | 285·0<br>P25'Q72'B66'F32'<br>FK<br>DB228'568tFPT10 | 42·1 | 19·0 | London<br>British<br>7BHptCem<br>8tAPT234t | T.3Cy.22",36"&59"-39" (s)<br>180lb 266NHP<br>2SB,6cf,GS124,HS4500<br>Richardsons,Westgarth&Co.Ld.Sld. | 21 ″ 2<br>s2 ″ 3<br>19 ″ 3 | |
| 08937<br>142865<br>KFGP | **Ashworth** SteelSc<br>Elec.light Wireless 1Dk(Stl) | 5227<br>4790<br>3148 | ✠100A1<br>12,21 ~~3,21~~<br>✠LMC4,20 | Mch<br>Bry | y | CL | 1920<br>4mo<br><br>Lloyd | W.Pickersgill&Sons,Ld<br>Sunderland<br>'sA&CP | DalglieshSteam ShppngCoLd (R.S.Dalgliesh,Mgr.)<br>Cell DBa126'u E22' | 400·0<br>P49'B113'F38'<br>FK<br>f180'978t FPT132t | 52·3 | 28·5 | Newcastle<br>British<br>7BHCem<br>APT218t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7668 FD<br>G.Clark,Ld.Sunderland. | 31 ″ 0<br>s6 ″ 2<br>25 ″ 3 | |
| 08938<br>NWKO | **Asia** SteelTwinSc4MstSr<br>OilEng.<br>Elec.light 2Dks(Stl)&Awng dk(Stl)<br>Wireless | 7014<br>6615<br>4460 | ✠100A1<br>Awng dk with freeboard<br>11,21 ~~2,21~~<br>✠LMC~~11,19~~<br>11,20 | Cpn | a† | CL<br>11,21 | 1919<br>3mo<br><br>Lloyd | Akt.Burmeistr&Wain<br>Copenhagen<br>'sA&CP | Akties.detÖstasiatiskeKompagni<br>Collision BH to Awng dk<br>Cell | 425·3<br>FK<br>DB378'1266tFPT9 | 55·2 | 35·4 | Copnhagn<br>Danish<br>ptCem<br>6BH to U dk<br>3tAPT73t | Oil Engines 4S.C.SA<br>12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 568NHP<br>DB100lb<br>Akt.Burmeistr&Wain,Cpn | 38 ″ 6<br>s10 ″ 2½<br>28 ″ 10 | |
| 08939<br>OCMD | — SteelTwinScSr<br>ssRioNo.3-5,18<br>ssMsl.No.1-20<br>(exAlice) 2Dks(Stl)&deepframing&<br>Elec.light Wireless Shelter dk(Stl-ws) | 5846<br>5057<br>3659 | ✠100A1<br>Shelter dk with freeboard<br>~~4,21~~ ~~9,20~~ 1,22 ✠LMC9,20<br>BS10,21 | Msl | a† | CL<br>9,20 | 1907<br>8mo | Russell&Co.<br>Pt.Glasgow<br>A&CP | Cie.Française de Nav.áVap.(Cyp.Fabre,Mgr.)<br>CellDBa108'uE& | 415·3<br>F76'<br>FK<br>B44'f158'791tFPT | 49·6 | 25·1 | Marseilles<br>French<br>7BHCem<br>60tAPT35t | T.6Cy.24",40"&65"-45"<br>180lb 757NHP<br>4SB&1Aux.SB,14cf,GS265,<br>HS10910 FD<br>J.G.Kincaid&Co.Ld.Grk. | 27 ″ 9<br>s1 ″ 10½<br>26 ″ 1 | |
| 08940<br>99663<br>MQNF | — IronScK<br>(Trawler)<br>1Dk | 151<br>139<br>66 | | | ... | | 1891 | Cochrane,Coopr&Schofi'ld,Beverley | Irvin&Johnson,Ld. | 100·5<br>Q19'F17'<br>BK7½" | 20·5 | 11·0 | CapeTown<br>British | T.3Cy.11½",18"&30"-22"<br>NB11 45RHP<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |
| 08941<br>40<br>QBFP | **Asia Maru** SteelScSr<br>ssLiv.No.3-2,03<br>(exAsia, ssLiv.No.1-07<br>exSt.Lucia,exTabor) 2Dks(Irn-Uws)<br>Elec.light Floors&KeelsonIrn | 2416<br>—<br>1482 | ✠<br>6,12<br>✠ | Cff | t | | 1890<br>1mo | Aitken&Mansel<br>Glasgow | Murai KisenGomei Kaisha<br>WB=Cell DB53'147t | 320·0<br>P26'B114'F38'<br>FK | 39·0 | 23·2 | Dairen<br>Japanese<br>5BHCem<br>MT30'263t | T.3Cy.24",39"&64"-45"<br>NDB99 290NHP<br>2DB,8cf,GS145,HS4570<br>D.Rowan&Son,Glasgow | 23 ″ 2 | |
| 08942 | **Asiago** WoodSc<br>(exWarSeneca) 1Dk2trB<br>Elec.light Salted<br>Well deck Wireless | 2172<br>1777<br>1274 | | | ... | CL<br>11,20 | 1918<br>6mo<br><br>Lloyd | Quinlan&Robertson,Ld<br>Montreal<br>'sA&CP | ~~LloydAdriatico~~<br>"Carnaro"Soc.di Nav | 250·3<br>P&B136'F30' | 43·4 | 22·6 | Venice<br>Italian | T.3Cy.20",33"&54"-40" (s)<br>185lb 322NHP<br>2 Water Tube Boilers FD<br>Canadian GS120,HS5280<br>Allis-Chambers,Ld.Tto. | 25 ″ 7<br>s3 ″ 6½ | |
| 08943<br>109466<br>QJOH | **Asian** SteelScSr<br>ssLiv.No.3-4,11<br>(exColombian) ssLiv.No.2-19<br>Sub.Sig. 1Dk(Stl)&1ptdk(Stl)<br>Elec.light Wireless &Spardk(Stl) | 5614<br>5115<br>3680 | ✠100A1<br>Spar dk<br>8,21 ~~2,21~~<br>~~BS2,21~~ ✠LMC5,20<br>BS8,21 | Liv | z | CL<br>~~2,21~~<br>8,21 | 1898<br>10mo<br>Lloyd | Caird&Co.<br>Greenock<br>'sA&CP | F.Leyland&Co.Ld.<br>WB=CellDBa103'uE26 | 420·6<br>P35'B115'F76'30·4<br>FK&BK3"<br>'f183'889tFPT103t | 49·1 | 21·9 | Liverpool<br>British<br>BHCem<br>APT100t | T.3Cy.28",46"&77"-54" (s)<br>180lb 100lb NDB16 555NHP<br>2DB,12rf,GS195,HS7775 FD<br>Caird&Co.Greenock | 33 ″ 6<br>s7 ″ 9<br>26 ″ 6 | BT till 2,22 |
| 08944<br>124733<br>HJVS | **Asiatic** SteelScSr<br>ssCff.No.3-7,20<br>Wireless 1Dk(Stl)2trBdeepframing&<br>Webframes3Dkrule | 3589<br>3350<br>2315 | ✠100A1<br>1,22 ~~7,20~~<br>✠LMC7,20<br>BS1,22 | Cff | w | ~~N4,19~~<br>1,22 | 1907<br>1mo<br><br>Lloyd | Sunderlnd S.B.Co.Ld.<br>Sunderland<br>'sA&CP WB= | St.MaryS.S.Co.Ld. (WilliamsBros. (Cardiff)Ld,Mgs.)<br>CellDBa115'uE& | 346·0<br>P32'B100'F32'<br>FK<br>B40'f150'919tFPT | 50·6 | 23·0 | Hull<br>British<br>6BHCem<br>107tAPT39t | T.3Cy.23½",39"&66"-45" (s)<br>180lb ~~90lb~~ 80lb 308NHP<br>2SB,6cf,GS116,HS4610<br>N.E.MarineEng.Co.Ld.Sld | 25 ″ 8<br>s4 ″ 8½<br>21 ″ 4 | |
| 08945<br>127173 | **Asiatica** SteelTwinScBarge<br>OilEng.<br>ssShi.No.1-12<br>1Dk(Stl) | 318<br>255<br>217 | ✠<br>6,13<br>For River purposes<br>Carrying Petroleum in bulk | Shi | | | 1909<br>5mo | D.Goedkoop,jun.<br>Amsterdam<br>Completed by | AsiaticPetroleum Co.(N.China)Ld.<br>TheNew Eng.&S | 174·8<br>len12<br>FK<br>B.Co.Shanghai | 25·0 | 6·5 | Shanghai<br>British<br>9BH | OilEngines2S.C.SA.<br>4Cy.15"-16⅛" 69NHP<br>J.&C.G.BolindersCo.Skm.<br>WB=DTa5'26t | 7 ″ 2 | |
| 08946<br>OOMG | **Asie** SteelTwinSc<br>Elec.light Wireless Ref.Mchy. 5Dks | 8561<br>6617<br>4214 | | | | | 1914 | Atel.&Ch.deFrance<br>Dunkirk | ChargeursRéunis | 439·3<br>F72' | 55·9 | 35·4 | Havre<br>French<br>WB | T.6Cy.28",46"&77"-48"<br>822NHP<br>Atel.&Ch.deFrance,Dnk. | | V |
| 08947<br>OOMH | — SteelScK<br>(Trawler)<br>Elec.light Wireless 1Dk | 551<br>478<br>208 | | | | | 1914 | Ch.&Atel.Aug.Normnd<br>Havre | Poret,Lobez&Co. | 163·5 | 27·7 | 14·8 | Boulogne<br>French | T3Cy15$\frac{3}{10}$"31$\frac{9}{10}$"&40$\frac{1}{10}$"-27$\frac{3}{5}$"<br>85NHP<br>Caillard&Co.Havre | | V |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08948 | **Asiento** SteelSc<br>1*Dk* | 619<br>443<br>324 | | | | | 1920 | Gebrs.G.& A.Bodewes<br>Hoogezand | Noderl.Indische TankStoomb.Mij. | 164·7<br>P89'B13'F17' | 26·7 | 14·0 | Willmstad<br>Dutch<br>*WB* | T.3Cy.12½",19½"&33"-19½"<br>50NHP<br>NV MchFultonHoogezand | | V |
| 08949 | **Asier** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 3222<br>2889<br>1874 | ✠100A1<br>~~6,21 9,20~~ 3,22Ant<br>✠LMC9,20 | Gls | *u* | CL<br>3,22 | 1920<br>9mo | Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow<br>*Lloyd'sA&CP* | LloydRoyalBelge Soc.Anon.<br>*CellD* | 331·0<br>P32'B102'F33'<br>FK<br>*B* 280'585*t FPT* 86*t* | 46·5 | 23·3 | Antwerp<br>Belgian<br>5*BHCem*<br>*APT*63*t* | T.3Cy.22",37"&62"-48" (*s*)<br>215lb 442NHP<br>3SB,9*cf*,GS161,HS6705 FD<br>Dunsmuir&JacksonLd.Gls | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |
| 08950<br>4914<br>JRFG | **Ask** SteelScSr<br>*Elec.light* 1*Dk* | 1041<br>890<br>592 | | | | | 1908 | Lindholmens V.A.<br>Gothenburg | StockholmsRederiaktieb.Svea (H. Ericson, *Mgr.*) | 227·2<br>B60'H68*t*F28' | 33·6 | 14·1 | Stockholm<br>Swedish<br>*WB* | T.3Cy.14½",24"&40"-27"<br>83NHP<br>LindholmensV.A.Got. | | V |
| 08951<br>MBKF | — SteelScSr<br>(*Fishing*)<br>1*Dk* | 104<br>98<br>39 | | | | | 1903 | Mjellem& Karlsen<br>Bergen | BergensHavfiskeselskab (J.Kjerstad, *Mgr.*) | 91·2<br>H5*t* | 19·0 | 8·9 | Bergen<br>Norwegian | C.2Cy.9"&20"-17"<br>14NHP<br>Mjellem&Karlsen,Bergen | | N |
| 08952<br>218586<br>LSCT | **Askawake** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 6148<br>5735<br>4617 | | | | | 1919 | Seattle NorthPacific S.B.Co.<br>Seattle, Wash | UnitedStates ShippingBoard | 401·9<br>P34'F38' | 53·1 | 32·0 | Seattle<br>Utd. States<br>*WB* | 2 Steam Turbines<br>W.A.Fletcher,JerseyCity, N.J. | | R |
| 08953<br>MSHJ | **Askelad** Ferro-ConcreteTwinScSr<br>*OilEng.*<br>(*ex*Oddfrid) 1*Dk*<br>*Mchy.Aft* | 758<br>662<br>422 | | | | | 1918 | Fougners Staal-Beton Skibsbynings<br>Moss | A/SOdderö (A.I.Langfeldt& Co.*Mgrs.*) | 170·0<br>F18*t* | 31·0 | 16·9 | Xiansand<br>Norwegian | 2 Oil Engines<br>J&CG.BolindersCoLdSkm | | |
| 08954<br>LBCJ | **Askeladden** SteelSc<br>*Elec.light* Wireless 1*Dk* | 2517<br>2199<br>1440 | | | | | 1920 | ForthS.B. &E.Co.Ld.<br>Alloa | RederiA/SAladdin (J.T.Farsjö&Co. *Mgrs.*) | 295·7<br>P87*t*H184*t* | 43·6 | 20·6 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.20½",33"&54"-39"<br>182NHP<br>ForthS.B.&E.Co.Ld.Alloa | | N |
| 08955<br>HFSL | **Asker** SteelScSk<br>1*Dk* | 130<br>97<br>62 | | | | | 1893 | Xiansands Mek.Verks.<br>Xiansand | D/S A/S Asker, Röken&Hurum (Th.Mortensen, *Mgr.*) | 96·0<br>P33*t* | 17·2 | 9·4 | Chrstiania<br>Norwegian | C.2Cy.13"&25"-18½"<br>22NHP<br>XiansandsM.V.Xiansand | | |
| 08956<br>171<br>HJBP | **Askold** SteelTwinSc3Mst<br>*Mchy.Aft* 1*Dk* | 656<br>—<br>352 | | | | | 1880 | Act.Ges. "Vulcan"<br>Stettin | RussianStm.Nav. &TradingCo. | 208·0 | 29·0 | 11·0 | Odessa<br>Russian | C.4Cy.17¾"&31½"-19¾"<br>37NHP | | |
| 08957<br>MHTF | **Asköy** SteelSc | 135<br>128<br>66 | | | | | 1912 | Xiansands Mek.Værks<br>Xiansand | Akties.Asköy (F.Arentz, *Mgr.*) | 90·0 | 18·0 | 5·1 | Bergen<br>Norwegian | C.2Cy.9"&20"-17"<br>14NHP<br>XiansandsM.V.Xiansand | | N |
| 08958 | **Aslaug Haaland** SteelSc<br>*For full particulars See No. 36108 in Supplement*<br>*Elec.light*<br>Wireless | *4643*<br>*3600*<br>*2823* | 100A1<br>(*ClassContemplated*) | | | | 1920 | JLThompson&Sons,Ld.<br>Sunderland | JohnK.Haalands Rederi | 364·0<br>P&B213'F28' | 52·8 | 24·3 | Haugesnd<br>Norwegian | T.3Cy.23½",38"&64"-42"<br>Armstrong,Whitworth &Co.Ld.Nwc. | | |
| 08959<br>5933<br>JVTL | **Aslög** SteelScSr<br>*Elec.light* 1*Dk* | 1368<br>1171<br>759 | | | | | 1916 | N.V.G.van der Giessen<br>Krimpen | Stockholms Rederiaktieb.Svea (H.Ericson*Mgr.*) | 237·8<br>P30'B57'F23'<br>H134*t* | 36·1 | 16·3 | Stockholm<br>Swedish<br>*WB* | T.3Cy.17½",29"&46"-36"<br>127NHP<br>Alblasserdam.Msch.Fab. | | V |
| 08960<br>726<br>NFRG | **Asmara** SteelScSr<br>(*ex*Yosemite. *ex*Clearwater)<br>1*Dk*&*Spardk3trB* | 1350<br>992<br>756 | | | … | | 1894 | Wigham Richardson& Co.Newcastle | SocietàMarittima Italiana | 240·0<br>BK8" | 33·1 | 19·5 | Genoa<br>Italian<br>*WB* | T.3Cy.23",37"&61"-39"<br>271NHP<br>WighmRichrdsn&Co.Nwc | 21 ″ 8 | |
| 08961<br>Stranded 5,21<br>HKJN | **Asosan Maru** SteelScSr<br>(*ex*Renown)<br>*Well deck Elec.light* 1*Dk2trB* | 1760<br>—<br>1052 | | | … | | 1890 | J.Duthie, Sons&Co.<br>Aberdeen | HamaguchiKisen KabushikiKaisha | 252·9<br>P188'F31' BK9"<br>*WB* | 35·4 | 14·6 | Amagasaki<br>Japanese | T.3Cy.18",30"&48"-36"<br>151NHP<br>BlaikieBros.,Aberdeen | 18 ″ 3 | |
| 08962<br>218449<br>LRVF | **Asotin** WoodSc<br>Wireless 1*Dk2trB* | 2541<br>—<br>1514 | | | | | 1919 | SloanShipyardsCorp.<br>Anacortes, Wash. | UnitedStates ShippingBoard | 267·5 | 47·1 | 23·7 | Seattle<br>Utd. States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 08963 | **Aspasia** SteelSc<br>*Well deck* 1*Dk*(*Stl*) | 605<br>428<br>365 | ✠100A1<br>9,21 ~~12,20~~<br>✠LMC5,20 | Hav<br>Npt | *h* | 12,20 | 1920<br>5mo | J.Berg& Co.<br>Delfzyl<br>*Lloyd'sA&CP* | N.Logotheopoulos &Spiropoulos | 165·3<br>Q56'B43'F21'<br>FK<br>*CellDBa* 36' '*tween E&* | 23·7 | 13·0 | Nauplion<br>Greek<br>4*BHCem*<br>*B*7'/63' 140*t* | T3Cy12⅝",19 1/16"&31½"-21⅝"<br>185lb (*s*) 71NHP<br>1SB,2*cf*,GS43,HS1363<br>J.Berg&Co.Delfzyl | 13 ″ 8<br>s ″ 9½<br>13 ″ 2 | |
| 08964<br>1235<br>LRAB | — SteelTwinScSr<br>*Mchy.Aft* 1*Dk* | 565<br>—<br>409 | | | | | 1896 | Edwards Bros.<br>NorthShields | F.C.Svorono& E.diPollone | 206·0<br>Q44' | 31·0 | 9·0 | Rostoff<br>Russian | C.4Cy.14"&28"-21"<br>60NHP<br>N.E.MarineCo.(Lim.),Sld | | |
| 08965<br>138949 | — SteelScK<br>*Elec.light* 1*Dk* | 342<br>319<br>141 | ~~✠100A1~~<br>*StmTrawler*<br>6,21 ~~2,20~~ ~~✠LMC3,16~~ | Hul | | CL<br>1,20 | 1916<br>2mo | Smith's DockCo.Ld.<br>Middlesbro'<br>*Lloyd'sA&CP* | J.Johnson<br>HudsonBros,*Mgrs* | 140·6<br>Q78'F21'<br>BK7½" | 24·0 | 13·2 | Scarboro<br>British<br>3*BHCem* | T.3Cy.13",22"&36½"-26" (*s*)<br>200lb 89RHP<br>1SB,3*pf*,GS44,HS1505<br>Smith'sDockCo.Ld.Mdb. | 14 ″ 0 | |
| 08966<br>3084<br>JHFL | **Aspen** SteelScSr<br>(*ex*Ovidia) *ss*Bry.No.3-11,09<br>*Elec.light* Wireless *ss*Mmo.No 2-17<br>1*Dk*(*Stl*)&*deep framing*&*Web frames* | 3114<br>2801<br>1898 | ✠100A1<br>7,20<br>~~BS2,20~~ ✠LMC11,17<br>BS5,21 | Got | *u* | 5,19 | 1897<br>6mo | JLThompson&SonsLd.<br>Sunderland<br>A&CP | Rederiaktb. Transatlantic (G.Carlsson, *Mgr*)<br>*WB=CellDBa* | 325·0<br>P13'B82'F32'<br>FK<br>110'*u E&B*60'*f*112' | 48·0 | 21·6 | Gothenbrg<br>Swedish<br>5*BHCem*<br>896*tAPT*41*t* | T.3Cy.24 1/16",38"&64"-42"(*s*)<br>160lb *115lb* 270NHP<br>2SB,6*cf*,GS115,HS4085<br>J.Dickinson&Sons,Sld. | 24 ″ 2<br>s 4 ″ 5<br>20 ″ 2 | |
| 08967<br>127477<br>JKON | — SteelSc3MstSr<br>*ss*Dub.No.1-19<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 333<br>242<br>123 | ✠100A1<br>11,21 ~~11,19~~<br>✠LMC11,19<br>~~BS3,21~~ 3,22 | Dub | *f* | CL<br>~~11,19~~<br>11,21 | 1915<br>1mo | J.Fullerton&Co.<br>Paisley<br>*Lloyd'sA&CP* | Newry&Kilkeel S.S.Co.Ld.(J. Fisher&Sons, *Mgrs.*) | 142·6<br>Q79'B7'F25'<br>BK6"<br>*WB=FPT* | 23·6 | 10·1 | Newry<br>British<br>5*BHCem*<br>45*tAPT*40*t* | C.2Cy.16"&34"-24" (*s*)<br>130lb 47RHP<br>1SB,2*pf*,GS39,HS1280<br>Fisher's,Ld.Paisley | 11 ″ 4<br>s 4 ″ 1½<br>11 ″ 4 | |
| 08968<br>217798<br>LQMH | **Aspenhill** WoodScSr<br>*Elec.light* Wireless 1*Dk2trB* | 2564<br>2043<br>1493 | | | | | 1919 | Coast S.B.Co.<br>Portland,Or. | UnitedStates ShippingBoard | 266·9<br>P38'B63'F29' | 46·1 | 23·8 | PortlndOr<br>Utd. States | T.3Cy.19",32"&56"-36"<br>188NHP<br>Hoover,Owens& RentschlerCo.Hamilton,O | | R |
| 08969 | | | | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. DateofB.ofTrade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08970 | **Asphodel** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*–*U*ws) | 1250 | ✠<br>2,16<br>✠ | Gls | | | 1916<br>2mo | D&WHendersn&Co.Ld.<br>Glasgow | DanishGovernment<br>*CellDBuB21'* | 255·2<br>B47'F63' FK<br>21*t DT f*7' 21*t FPT* | | | Danish<br>12*BHptCem*<br>12*t APT* 13*t* | T.3Cy.23",37"&61"–27"<br>370NHP<br>2SB,8*cf*,GS160,HS6350 FD<br>D&W.Hendersn&CoLdGls | 18 ″ 0 | |
| 08971<br>MVSF | **Aspholm** WoodSc | 409<br>—<br>209 | | | | | 1920 | S.Saanum<br>&Co.A/S<br>Mandal | SchmidtsD/S A/S<br>(L.Schmidt, *Mgr.*) | 136·6 | 27·7 | 13·7 | Mandal<br>Norwegian | T.3Cy.<br>BergensMekVærksBergen | | N |
| 08972<br>114733<br>SNDM | **Aspinet** SteelScSr<br>*ss*N.Yk.No.3–12,13<br>(*ex*Seneca) *ss*N.Yk.No.1–19<br>Wireless 2*Dks*(*Stl*)&*deep framing* | 4848<br>4515<br>3171 | ✠100A1<br>4,21 ~~8,20~~<br>BS8,20 ✠LMC2,19 | NYk | *y* | CL<br>8,20 | 1901<br>8mo<br>*Lloyd* | Russell&Co.<br>Pt.Glasgow<br>'*sA&CP* W | StandardTransportationCo.Ld.<br>*B=CellDBa*131'*u* | 390·0<br>P32'B113'F40' FK<br>*E&B*42' *f*167'1244*t* | 52·1 | 27·0 | HongKong<br>British<br>6*BHCem*<br>*APT*56*t* | T.3Cy.26½",43'&72"–48" (*s*)<br>180lb 403NHP<br>3SB,9*cf*,GS185,HS6390<br>Rankin&Blackmore,Grk. | 29 ″ 11<br>s 6 ″ 5<br>24 ″ 2 | |
| 08973<br>MJPV | **Asplund** IronSc<br>*ss*Gls.2ndNo.3–2,07<br>(*ex*Torkel, *ss*Gls.No.1-12<br>*ex*Behera,*ex*MyrtleBranch)<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1498<br>1282<br>899 | ✠<br>3,16<br>✠NB5,08 ✠ | Xia | *q* | | 1883<br>6mo | Bartram,<br>Haswell&Co.<br>Sunderland | A/SVenus<br>(S.Ugelstad&Co. *Mgrs.*) | 258·0<br>P61*t*Q65*t*B21*t*F42*t* BK9"<br>*D Ba*66'*f*60'253*tFPT* | 36·1 | 18·7 | Brevik<br>Norwegian<br>6*BHCem*<br>25*tAPT*20*t* | C.2Cy.33"&61"–33"<br>NDB07 167NHP<br>1DB,4*pf*,GS76,HS2757<br>T.Richardson&Sons,Hpl. | 20 ″ 1 | N |
| 08974<br>MDLP | **Aspö** SteelScSr<br>(*Fishing*)<br>1*Dk* | 123<br>115<br>50 | | | | | 1907 | Aalesund<br>Mek.Værks.<br>Aalesund | B.Berentsen&<br>E.Blindheim | 103·9 | 19·3 | 9·0 | Aalesund<br>Norwegian | C.2Cy.10"&22"–15"<br>15NHP<br>AalesundMek.Værks. | | |
| 08975<br>122588 | **Aspy** WoodScSr<br>1*Dk* | 215<br>122<br>99 | | | | | 1910 | J.McGill<br>ShelburneNS | NorthShoreS.S.Co.Ld. | 113·0 | 25·0 | 8·6 | YarmthNS<br>British | C.2Cy.15"&32"–24"<br>NewBurrell- 42RHP<br>JohnsonIrn.Co.Ld.Yar.NS | | |
| 08976<br>218691<br>LSHB | **Asquam** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk*2*trB in fore& after holds & Web frames*<br>Sub.Sig. | 3545<br>3005<br>2174 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark, N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35' FK | 46·2 | 25·0 | NewarkNJ<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 08977<br>MBRP | **Asra** SteelScSr<br>(*ex*Solva)<br>*Elec.light* 1*Dk* | 1032<br>925<br>641 | | | | | 1904 | Nylands<br>Værksted<br>Christiania | A/S Odderö<br>(A.I.Langfeldt& Co.*Mgrs.*) | 226·3<br>H74*t*F32*t* | 33·2 | 15·8 | Xiansand<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"–30"<br>106NHP<br>NylandsVærksted,Xia. | | N |
| 08978<br>128247 | **Assam** SteelPad<br>2*Dks* | 1668<br>1322<br>1171 | | | | | 1908 | W.Denny&<br>Bros.<br>Dumbarton | IrrawaddyFlotillaCo.Ld. | 328·6 | 46·1 | 10·7 | Glasgow<br>British | T.3Cy.28",41½"&60"–66"<br>292NHP<br>Denny&Co.Dumbarton | | |
| 08979<br>109252<br>RKTJ | **Assaye** SteelTwinScSr<br>3*Dks*(2*Stl*–1 ws&*U* teak s)<br>*Elec.light* Wireless | ~~7376~~ 7396<br>5782<br>~~4359~~ 4484 | ✠<br>12,99<br>✠ | Grk | *c*† | | 1899<br>12mo | Caird&Co.<br>Ld.<br>Greenock | P.&O.Stm.Nav.Co.<br>*WB=Cell DBa*99'*uE&B*97' | 450·0<br>P28'B245'F94' FK&BK3"<br>*f*169'1010*tFPT*75*t* | 54·2 | 31·6 | Greenock<br>British<br>8*BHCem*<br>*APT*101*t* | T.6Cy.28½",46"&76"–48"<br>FD 1055NHP<br>3D&1SB21*cf*GS413HS15424<br>Caird&Co.Ld.Greenock | 34 ″ 6 | |
| 08980 | **Assimina M. Embiricos** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 5213<br>4796<br>3200 | ✠100A1<br>~~6,21~~ ~~6,20~~ 1,22 NNsBry<br>✠LMC6,20 | Sld | *y* | CL | 1920<br>6mo<br>*Lloyd* | W Doxford<br>&Sons,Ld.<br>Sunderland<br>'*sA&CP* | S.G.Embiricos<br>*CelDB* | 400·0<br>P49'B113'F38' FK<br>340'1098*tFPT*133*t* | 52·4 | 28·5 | Andros<br>Greek<br>7*BHptCem*<br>*APT*204*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS189,HS7668 FD<br>W.Doxford&Sons,Ld.Sld. | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 08981<br>125984 | **Assiniboia** SteelSc3MstSr<br>*Elec.light* 1*Dk*(*Stl*)&*deep framing*<br>*Mchy.Aft* Wireless &*Awng dk*(*Stl*–ws) | 3880<br>2613<br>2486 | ✠<br>*Awng dk withfreeboard*<br>11,07 ✠<br>*Canadian Lakes* | NYk | *w* | | 1907<br>8mo | Fairfield<br>Co.Ld.<br>Glasgow | CanadianPacific<br>RailwayCo.<br>*WB=Cell* | 336·5<br>B&F295' 23·6 FK<br>*DBuE&B*113'*f*185 | 43·8 | 15·4 | Montreal<br>British<br>6*BHCem*<br>720*tFPT*24*t* | Q4Cy23½",34",48½"&70"–45"<br>524NHP<br>4SB,12*cf*,GS299,HS9627<br>FairfieldCo.Ld.Glasgow | 26 ″ 9 | |
| 08982<br>218458<br>LRVP | **Assinippi** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trB in fore&after holds& Web frames*<br>Sub.Sig. Wireless | 3642<br>3005<br>2240 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35' FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>*WB* | 1Geared Steam Turbine<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 08983<br>140602<br>JVSW | **Assiout** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>*Cargo battens not fitted* | 4215<br>3945<br>2633 | ✠100A1<br>9,21 ~~3,21~~<br>✠LMC11,18<br>*Carrying oil fuel F. P. above* 150° F. | Liv | *x* | CL | 1918<br>11mo<br>*Lloyd* | NofIreln'd<br>S.B.Co.Ld.<br>Londonderry<br>'*sA&CP*<br>*in DB & DT* | MossS.S.Co.Ld.<br>*Cell DB*316' 1048*t D* | 370·4<br>P32'B218'F34' FK<br>*Ta*28'660*tFPT*107*t* | 51·2 | 25·8 | Liverpool<br>British<br>6*BHCem*<br>*APT*108*t* | 2 Steam Turbines geared to 1 Screw shaft (*s*)<br>180lb *100lb*<br>3SB,9*cf*,GS160,HS6831 FD<br>BritishWestinghouse<br>E.&M.Co.Manchester | 28 ″ 2<br>s 4 ″ 6<br>24 ″ 0 | |
| 08984<br>97870<br>MFGV | **Assistance** SteelScSp<br>(*Tug*) | 214<br>202<br>60 | | | | | 1891 | Gourlay<br>Bros.&Co.<br>Dundee | PacificStmNavCo. | 105·0 | 22·6 | 12·0 | Liverpool<br>British | C.2Cy.17"&34"–24"<br>65RHP<br>GourlayBrs.&Co.,Dundee | | |
| 08985<br>86460 | — IronScSk<br>1*Dk* | 102<br>94<br>4 | | | | | 1886 | J.Mc<br>Arthur&Co<br>Paisley | W.J.Guy | 96·7 | 17·3 | 8·7 | Guernsey<br>British | C.2Cy.18"&35"–20"<br>52RHP<br>Bow,McLachlan&Co.Psy. | | |
| 08986<br>SQNT | **Assistans** SteelScSr<br>*Elec.light* 1*Dk* | 197<br>157<br>113 | *ForSalvage purposes*<br>7,01<br>✠NB6,00 | Skm | *b* | | 1900<br>3mo | Motala<br>M.V.Aktieb<br>Motala | FinskaBergnings<br>Aktieb.Neptun<br>(O.Sandström, *Mgr.*)<br>*WB=FPT* | 103·5<br>F19' BK5" | 22·1 | 10·9 | Helsingfrs<br>Finnish<br>5*BHCem*<br>18*tAPT*18*t* | C.2Cy.18"&38"–22"<br>87NHP<br>2SB,4*cf*,GS56,HS1776<br>MotalaM.V.Aktieb.Motala | 11 ″ 6 | |
| 08987 | **Assistent** SteelScSr<br>1*Dk* | 177<br>—<br>85 | | | | | 1892 | P.Smit<br>Kinderdijk | Sà,Leitão&Co.<br>Ltda. | 133·0 | 21·2 | 8·1 | Lisbon<br>Portuguese | T.3Cy.10",15"&25"–14"<br>23NHP<br>P.Smit,Kinderdijk | | |
| 08988<br>MDCS | — IronScSr<br>(*ex*Flora,*ex*Urter,<br>*ex*Frobisher) 1*Dk* | 148<br>141<br>54 | | | | | 1885 | Raylton<br>Dixon&Co.<br>Middlesbro' | Dmpsk.Akties.<br>Assistent<br>(Ths.S.Falck) | 111·1<br>H7*t*<br>len94 | 20·3 | 9·5 | Stavanger<br>Norwegian | C.2Cy.12"&24"–18"<br>NE93 NB01 20NHP<br>Hewett&Co.London | | |
| 08989<br>804<br>NFRW | **Assistenza** SteelScSr<br>(*ex*MariaCarmela,*ex*Sandsend,*ex*Washington)<br>*Well deck* 1*Dk* | 599<br>446<br>327 | | | ... | | 1890 | Bergens<br>Mek.Værks.<br>Bergen | A.Corrado | 175·9<br>Q48'B50'H11*t*F21' BK7½" | 26·3 | 12·6 | Genoa<br>Italian<br>*WB* | T3Cy.14",22½"&37"–24<br>67NHP<br>BergensMekVærksBergen | 13 ″ 8 | V |
| 08990<br>131163 | **Associate** WoodTwinScSr<br>*GasEngine*<br>1*Dk* | 135<br>123<br>90 | | | | | 1912 | JS Gardner<br>Liverpool,<br>N.S. | J.Backman | 107·6 | 26·0 | 10·8 | Lunenbrg<br>British | Gas Engines<br>2Cy.6¾"–8"<br>AcadiaGasEng.Co.Ld | | |
| 08991 | **Assos** SteelScSr<br>(*ex*YachtTavel,<br>*ex*Tamara,*ex*LadyTorfrida) 2*Dks* | 400<br>—<br>174 | | | ... | | 1883 | J.Elder&<br>Co.<br>Glasgow | NavàVapIonienne<br>G.Yannoulato<br>Frères | 205·5 | 25·5 | 13·8 | Piræus<br>Greek | C.3Cy.24"&(2)34"–30"<br>81NHP<br>J.Elder&Co.Glasgow | | V |

| 1 Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2, 3 Nom du Navire. Matériaux, Grèement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au millieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08992<br>112771<br>SBLP | **Assouan** SteelScSr<br>(exPandora)<br>Elec.light 2Dks3trB | 2765<br>2435<br>1780 | | | ... | | 1882 | LloydAustro-Ungarico<br>Trieste | MauritiusUnionStm.NavCoLd<br>~~AssouanS.S.Co.~~<br>~~Ld.StaffordMayer~~<br>~~CoSouthAfricaLd~~ | 344·0<br>P114'B78'F56' | 37·7 | 24·9 | PortLouis<br>~~Natal~~Mau,<br>British | C.2Cy.38"&72½"–48"<br>303NHP<br>AustrianLloyd'sArsenal | | V |
| 08993 | **Assú** SteelTwinScSr<br>Wireless | 1185<br>1126<br>925 | | | | | 1891 | Hawthorn,<br>Leslie&Co,Ld<br>Newcastle | Cia.Commercio e Navegaçao | 260·7<br>P25'F35' | 36·2 | 14·3 | R.Janeiro<br>Brazilian<br>WB | C.4Cy.17"&34"–22"<br>90NHP<br>Ross&Duncan,Glasgow | | |
| 08994 | **Assuan** SteelScSr<br>Now named "Janus," See No.37978 in Supplement<br>Elec.light 2Dks&Web frames | 4793<br><br>3081 | | | | | 1900 | C.Connell<br>&Co.<br>Glasgow | FrenchGovernment | 372·8<br>P&B230'F45' | 47·8 | 27·6 | French<br>WB | T.3Cy.25",41½"&70"–48"<br>339NHP<br>Dunsmuir&Jackson,Gls. | | V |
| 08995<br>127983 | **Assurance** SteelSc<br>Mchy.Aft 1Dk | 203<br>167<br>95 | | | | | 1909 | W.J.Yarwood&SnsLd<br>Northwich | AngeloCoastingCo.Ld. (J.H.Cooper, Mgr.) | 99·6 | 22·2 | 9·7 | Liverpool<br>British | C.2Cy.13"&26½"–18"<br>W.J.Yarwood 29RHP<br>&Sons,Ld.Northwich | | |
| 08996<br>143166<br>JWQC | **Assyria** SteelTwinSc<br>(exYpiranga)<br>Elec.light Ref.Mchy. 2Dks<br>Sub.Sig. Wireless | ~~8103~~ 8142<br>~~5753~~ 5834<br>~~4907~~ 4949 | | | | | 1908 | Frd.Krupp<br>Akt.Ges.<br>Kiel | AnchorLine(HendersonBros.)Ld. | 448·4<br>P290'F79' | 58·3 | 28·0 | Glasgow<br>British<br>WB | Q8Cy21⅛",31⅛",45 5/16"&65⅝"–47¼"<br>332NHP<br>Frd.KruppA.G.Kiel | | |
| 08997<br>143592<br>KDGS | **Assyrian** SteelTwinSc<br>(exFritz) ssLth.No.1–20 OilEng.<br>Elec.light 2Dks(StlU–teak s)3trB<br>Well deck in fore hold&Web frames<br>Wireless Longitudinal framing | 3083<br>2697<br>1863 | ✠100A1<br>~~8,21~~ ~~11,20~~ 11,21<br>~~DBS1,20~~ ✠LMC~~3,20~~ 3,21<br>DBS3,21 | Lon<br>Liv | u | ~~3,20~~<br>~~3,21~~<br>3,22 | 1914<br>8mo<br>Lloyd's A&CP | Blohm&<br>Voss<br>Hamburg | EllermanLines,Ld.<br>(GrahamSmith, Mgr.)<br>CellDB | 332·0<br>P&B212'F35'<br>FK<br>268'740tMT27'322t | 44·8 | 23·1 | Liverpool<br>British<br>7BHCem<br>FPT58t | OilEngines 2S.C.DA<br>6Cy.18⅞"–28" 566NHP<br>DB (WaterTube) 115lb<br>Blohm&Voss,Hamburg | 25 " 6<br>s 3 " 6<br>22 " 4 | |
| 08998<br><br>OONE | — IronScK<br>(exCerf)<br>1Dk | 189<br>—<br>81 | | | | | 1891 | ..............<br>Grimsby | P.Naboune | 109·0<br>P48'F23' | 20·5 | 10·7 | Marseilles<br>French | T.3Cy.13",20"&31½"–22"<br>46NHP<br>Grimsby | | V |
| 08999 | **Asta** WoodAuxSc5MstSr<br>OilEng.<br>Salted 2Dks<br>(See Sailing Ship Register) | 1966<br>1707<br>1724 | 12 A–<br>9,20<br>~~DBS9,20~~ LMC~~9,20~~ 4,21 | Mmo | | N9,20 | 1917<br>9mo | Pendleton<br>Bros.<br>Noank,Conn. | E.Mortensen | 246·6 | 42·8 | 22·5 | ~~Stockholm~~<br>~~Swedish~~<br>~~New York~~<br>~~Utd.States~~<br>Norwegian | Oil Engines 2S.C.SA<br>4Cy.16½"–18⅞" 91NHP<br>~~DB100lb~~ DB100lb<br>J&CGBolindersCoLdSkm. | 24 " 3 | |
| 09000<br>6222<br>KOHM | — IronScYl<br>(Trawler)<br>(exLocust) 1Dk | 149<br>—<br>61 | | | ... | | 1891 | Mackie&<br>Thomson<br>Glasgow | ~~(H.Schüssler, Mgr.)~~<br>NilsAhlner | 100·9<br>Q19'F19'<br>BK7½" | 20·8 | 10·8 | Gothenbrg<br>Swedish | C.2Cy.16"&32"–22"<br>40NHP<br>Muir&Houston,Glasgow | 11 " 11 | |
| 09001 | **Astarte** SteelScSr<br>(exSuomi)<br>Well deck Elec.light 1Dk | 633<br>479<br>356 | | | ... | | 1897 | R.Craggs&<br>Sons<br>Middlesbro' | Dampfschifffahrts Ges.Neptun | 177·3<br>Q90'B16'F23'<br>BK7" | 27·9 | 13·6 | Bremen<br>German<br>WB | T.3Cy.14",22½"&37"–27"<br>83NHP<br>MacColl&Pollock,Sld. | 14 " 2 | |
| 09002<br>49 | **Aster** SteelSc<br>Wireless<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Straight frames and bevelled bilge<br>Cargo battens not fitted in 'tween dks | 6561<br>6221<br>3984 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~7,21~~ ~~4,20~~ 4,22<br>✠LMC4,20<br>BS4,21 | Mdb<br>~~Nap~~ Rot | a† | CL<br>4,22 | 1920<br>2mo<br>Lloyd's A&CP | Furness<br>S.B.Co.Ld.<br>Middlesbro' | E.Mazza<br>CellDB344'1482t<br>DTa23'846t | 412·4<br>F40'onShltr dk<br>FK<br>FPT97tAPT119t | 55·6 | 34·5 | Savona<br>Italian<br>ptCem<br>5BHtoShdk<br>3 " " U " | 2 Steam Turbines geared<br>to 1 Sc. Shaft 200lb (s)<br>3 Water Tube Boilers FD<br>Parsons'Mar. HS9636<br>Stm.TurbineCo.Ld.Nwc. | 38 " 1<br>s 10 " 1<br>28 " 2 | |
| 09003<br><br>OONI | — SteelScSr<br>ssMsl.2ndNo.3–1,21<br>(exCayoMono)<br>1Dk(Stl)&Spar dk(Stl)&deepframing<br>Wireless | 2965<br>2512<br>1924 | ✠100A1<br>Spar dk<br>1,21<br>✠LMC1,21<br>BS1,22 | Msl | u | CL<br>1,21 | 1893<br>10mo<br>A&CP | C.S.Swan&<br>Hunter<br>Newcastle | Cie.de Nav.Paquet<br>WB=CellDB | 315·7<br>P70'B86'F35' 24·4<br>FK<br>262'552t | 41·0 | 16·8 | Marseilles<br>French<br>5BHCem | T.3Cy.24",38"&64"–42" (s)<br>160lb 90lb NDB04 267NHP<br>2SB,6cf,GS115,HS4017<br>T.Richardson&Sons,Hpl. | 26 " 10<br>s 5 " 1½<br>21 " 10 | |
| 09004<br>98633<br>MFBP | **Asteria** Iron&SteelSc3MstSr<br>ssBwg.No.3–7,03<br>Mchy.Aft ssGls.No.2–11 1Dk(ptIrn)<br>Well deck Irnframing&Stlplating | 493<br>369<br>199 | ✠100A1<br>6,15<br>✠NB5,14 ✠LMC5,11<br>MS4,14 | Bwg | h | 6,15 | 1891<br>5mo<br>A&CP | Scott&Co.<br>Bowling | W.Robertson<br>WB=CellDB100' | 175·0<br>Q86'B10'F25'<br>BK7½"<br>155tFPT24t | 26·6 | 10·4 | Glasgow<br>British<br>3BHCem | T.3Cy.14",23"&36"–27" (s)<br>160lb 75RHP<br>1SB,3pf,GS55,HS1634<br>Muir&Houston,Glasgow | 13 " 0<br>s " 10<br>12 " 11 | |
| 09005<br>215702<br>LJCS | **Astmahco III.** SteelTwinScSr<br>ssNYk.No1–21 OilEng.<br>(exLakeMohonk,exMotorI.) 1Dk(Stl)<br>Elec.light Mchy.Aft Wireless | 2063<br>1797<br>1434 | ✠100A1<br>~~4,21~~ ~~11,19~~ 11,21<br>✠NE4,21 ✠LMC~~11,19~~ 4,21<br>DBS4,21 | NYk | r | CL<br>~~N4,21~~<br>11,21 | 1917<br>10mo<br>A&CP | Manitowoc<br>S.B.Co.<br>Manitowoc | Mahastco 3 Inc.<br>Cell | 250·5<br>P44'B32'F28'<br>FK<br>DB210'662tFPT30 | 43·5 | 20·4 | NewYork<br>Utd. States<br>4BHCem<br>tAPT150t | Oil Engines 4S.C.SA<br>12Cy.16½"–24" 200NHP<br>DB150lb<br>McIntosh&Seymour,<br>Auburn.N.Yk | | |
| 09006<br>215630<br>LHVW | **Astmahco IV.** SteelTwinScSr<br>ssNYk.No.1–21 OilEng.<br>(exLakeOneida) Wireless 1Dk(Stl)<br>Elec.light Mchy.Aft | 2063<br>1797<br>1434 | ✠100A1<br>~~3,21~~ ~~12,19~~ 3,22<br>✠NE3,21 ✠LMC~~11,19~~ 3,22<br>DBS3,22 | NYk | r | CL<br>~~N3,21~~<br>~~N3,21~~<br>10,21<br>P12,21 | 1917<br>9mo<br>A&CP | Manitowoc<br>S.B.Co.<br>Manitowoc | Mahastco 4 Inc.<br>CellDB210'662t FPT | 250·5<br>P44'B32'F28'<br>FK | 43·5 | 20·4 | NewYork<br>Utd.States<br>4BHCem<br>30tAPT150t | OilEngines 4S.C.SA<br>12Cy.16½"–24" 200NHP<br>DB150lb<br>McIntosh&Seymour,<br>Auburn N.Y. | 23 " 0 | |
| 09007<br><br>JTOK | **Astöingen** WoodScSr<br>(exMarie)<br>1Dk | 117<br>103<br>56 | | | | | 1891/1917 | J.Hammeraas<br>Namsos | SkogsNotbrug (K.K.Lilleskog, Mgr.) | 96·9 | 18·0 | 10·1 | Harstad<br>Norwegian | C.2Cy.9"&20"–14"<br>NE08 NB03 12NHP<br>Mjellem&Karlsen,Bgn. | | |
| 09008<br><br>HDCG | **Astondo-Mendi** SteelScSr<br>ssBbo.2ndNo.3–3,16<br>(exGorliz,exSalisbury) 1Dk(Stl)2trB<br>Well deck Wireless | 1837<br>1339<br>1078 | ✠~~100A1~~<br>ptAwng dk<br>withfreeboard<br>~~3,21~~ 3,20<br>~~BS3,20~~ ✠~~LMC3,16~~ | Bbo | q | N3,20 | 1891<br>3mo<br>Lloyd's A&CP | JReadhead<br>&Sons<br>S.Shields | Cia.Nav.Sota y Aznar (Sota y Aznar, Mgrs.) | 259·5<br>P28'Q70'<br>BK9"<br>Cell | 36·0 | 17·9 | Bilbao<br>Spanish<br>4BHCem<br>DB216'375t | T3Cy.20½",33½"&55"–36"(r)<br>150lb 100lb NDB11 181NHP<br>2SB,4rf,GS70,HS2701<br>J.Readhead&Sons,S.Shl. | 20 " 6<br>s 7 " 8½<br>20 " 4 | |
| 09009<br>6297<br>KONJ | **Astor** SteelAuxSc3MstSr<br>OilEng.<br>Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 161<br>135<br>113 | | | | | 1917 | Marstal<br>StaalsksbAS<br>Marstal | J.O.V.Nilsson | 87·7<br>Q18'F16' | 22·5 | 8·6 | Gothenbrg<br>Swedish<br>WB | Oil Engine<br>2Cy.<br>J&CGBolindersCoLdSkm | | |
| 09010<br>216985<br>LNCP | **Astoria** WoodTwinScSr<br>2Dks<br>Elec.light | 3020<br>2343<br>1765 | | | | | 1918 | M'Eachern<br>S.B.Co.<br>Astoria,Or. | UnitedStates ShippingBoard | 272·8<br>B142'F27' | 46·1 | 24·1 | Astoria,Or<br>Utd.States | T.6Cy.13½",28"&44"–26"<br>198NHP<br>GeneralOrdnanceCo.<br>Denver,Col. | | |
| 09011 | — SteelScSr<br>ssLiv.No.3–9,09<br>(exFriedaLeonhardt, ssShl.No.1–14<br>exBurboBank) 1Dk(ptIrn&ptStl)deep<br>Sub.Sig. Wireless framing&Web frames | 2822<br>2610<br>1818 | ✠<br>10,16<br>✠ | Ham | u | | 1902<br>6mo | J.Blumer&<br>Co.<br>Sunderland<br>W | UnitedStates Government(Navy Dept.)<br>B=Cell D Ba108' | 319·7<br>P28'B91'F31'<br>FK<br>nE&B42'f124'802t | 46·0 | 21·2 | Utd.States<br>5BHCem<br>APT110t | T.3Cy.23",38"&63"–42"<br>276NHP<br>2SB.8cf,GS117,HS4190<br>J.Dickinson&Sons,Ld.Sld | 23 " 9 | |
| 09012<br>214714<br>LGRK | — WoodAuxTwinSc4MstSr<br>(OilEng.) 1Dk<br>(See Sailing Ship Register) | 1611<br>—<br>1275 | | | | | 1917 | McEachern<br>ShipCo.<br>Astoria,Oreg. | VikingShipping Co.Inc. | 229·4 | 44·0 | 18·8 | Portland,<br>Oregon<br>Utd.States | OilEngine | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09013<br><br>HBFG | Astra **SteelScSr**<br>*ss*B.As.No.3–5,19<br>(*ex*LaPlatense) 1*Dk*(*Stl*)<br>*Mchy.Aft* | 888<br>560<br>506 | ✠100A1<br>3,21 ~~5,19~~<br>~~BS9,20~~ ✠LMC5,19<br>*Carrying Petroleum in bulk*<br>BS11,21<br>*Fitted for oil fuel* 5,19 *F.P. above* 150° F. | BAs | — | 5,19 | 1907<br><br><br><br>*Lloyd* | Jonker&<br>Stans<br>HendrikIdo<br>Ambacht<br>*'sA&CP* | "Astra "Cia.<br>Argentina de<br>PetroleoSoc.Anon. | 176·2\|33·5\|<br>P54'F22'<br>FK<br>*FPT* | Bns.Ayres<br>Argentine<br>9*BHCem*<br>85*tAPT*5*t* | C.2Cy.16"&32"–24" (*s*)<br>130lb 69NHP<br>1SB,3*cf*,GS49,HS1450<br>Crabtree&Co.Ld.Gt.Yar. | | |
| 09014<br><br><br>MJQW | — **SteelSc3MstSr**<br>*ss*Bkn.No.3–8,12<br>*ss*Apl.No.1–16<br>(*ex*SuffolkCoast,*ex*Thoughtful,<br>*ex*Faithful) 1*Dk*(*Stl*)&*deepframing*<br>*Well deck Mchy.Aft Elec.light* | 800<br>602<br>349 | ✠~~100A1~~<br>4,22 5,19<br>~~BS1,20~~ ✠~~LMC11,16~~ | Sws | *l* | CL<br>5,18 | 1900<br>6mo | Dundee<br>Shipbuilders<br>CoLd.Dundee<br>A&CP | Dampsk.Akties<br>Storborg<br>~~(J.RingenA/S.)~~<br>(Brummeræs&<br>Torgersen,*Mgrs.*) | 198·0\|30·2\|13·1<br>Q97'B12'F23'<br>FK<br>*WB=CellDBf*123' | Haugesnd<br>Norwegian<br>3*BHCem*<br>181*tFPT*62*t* | T3Cy.16½",27¾"&45"–30"(*s*)<br>180lb *70lb* 123NHP<br>1SB,3*cf*,GS56,HS1900<br>Cooper&Greig,Dundee | 15 ″ 4<br>s 1 ″ 3<br>14 ″ 4 | |
| 09015<br><br>PABY | Astrachan **SteelScSr**<br>*Elec.light* Wireless 2*Dks* | 2693<br>2546<br>1511 | | | | | 1912 | NevskyS.B<br>&Mch.Works<br>Petrograd | Russian Volunteer<br>FleetAssociation | 286·0\|40·6\|26·9 | Vladvostk<br>Russian<br>*WB* | T.3Cy.20",32"&52"–39"<br>169NHP<br>NevskyS.B&Mch.Wk.Ptr. | | |
| 09016<br>106993<br>QLWS | Astræa **SteelScSr**<br>*ss*Hpl.No.3–8,10<br>Wireless *ss*Mil.No.2–19<br>1*Dk*(*Irn*)2*trB*&*Web frames*<br>3*Dk rule* | 3298<br>2859<br>2072 | ✠100A1<br>*Trunk dk*<br>*withfreeboard*<br>~~3,21~~ ~~6,20~~ 2,22 ~~MBS6,21~~<br>~~MBS6,20~~ ✠LMC3,~~19~~ 2,22 | Npt<br>Msl | *v* | CL<br>~~6,20~~<br>~~6,21~~<br>2,22 | 1898<br>12mo | Ropner&<br>Son<br>Stockton<br>A&CP *W* | CardiffSteamNav.<br>Co.Ld.(James,<br>Muers&Co.*Mgrs.*)<br>*B=Cell DBa* 106' | 325·0\|48·0\|22·9<br>P31'B66'F36'<br>FK<br>*uE&B*34'*f* 138'636*t* | W.Hartlpl<br>British<br>5*BHCem*<br>*APT*39*t* | T.3Cy.24$\frac{3}{16}$",38"&64"–42"(*r*)<br>160lb *100lb* NDB19 278NHP<br>2SB,6*cf*,GS126,HS4352<br>SirC.Furness,Westgarth&<br>Co.Ld.Middlesbro' | 24 ″ 3<br>s 3 ″ 10½<br>20 ″ 11 | |
| 09017<br>84<br>SQGT | — **SteelScSr**<br>*ss*Skm.2ndNo.3–4,19<br>*Elec.light*<br>Wireless 1*Dk*(*Irn*)&*Spardk*3*trB* | 1135<br>925<br>664 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>10,20 ~~6,20~~ ✠LMC4,19<br>✠NB5,09 ~~BS5,20~~ 5,21 | Hul<br>Cpn | 2,22<br>*n* | ~~12,18~~<br>10,20 | 1891<br>9mo | Wigham<br>Richrdsn&Co<br>Newcastle<br>A&CP | FinskaÅngf.<br>Aktieb. | 220·0\|32·0\|12·7<br>P24'B41'F21' 19·9<br>BK8"<br>*WB=Cell* | Helsingfrs<br>Finnish<br>5*BHCem*<br>*DB*156'100*t* | T.3Cy.23",37"&60"–39" (*s*)<br>160lb *80lb* NDB09 246NHP<br>2DB,8*pf*,GS139,HS4000<br>WighmRichrdsn&Co.Nwc. | 22 ″ 0<br>s 5 ″ 4½<br>17 ″ 8 | |
| 09018<br>99436<br>MRVD | Astrakhan **SteelScSr**<br>*Elec.light* 2*Dks*<br>*Mchy.Aft* *CarryingPetroleum in bulk*<br>Wireless | 3438<br>3280<br>2236 | | | | | 1892 | Palmers'<br>Co.(Lim.)<br>Newcastle | AstrakhanS.S.Co.<br>Ld. (H.E.Moss<br>&Co.) | 330·0\|42·9\|28·7<br>B20'F30' | Liverpool<br>British | T.3Cy.24",40"&64"–42"<br>NB16 265NHP<br>Palmers'Co.(Lim.),Nwc. | | V |
| 09019<br>214492<br>LGKJ | Astral **SteelScSr**<br>*ss*S.Fo.No.1–20<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*<br>*Mchy.Aft* Wireless (*Stl*)&*Web frames*<br>Sub.Sig. *Longitudinal framing* | 8653<br>8316<br>5196 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~11,21~~ ~~1,20~~ 2,22 ✠LMC11,20<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 10,16 *F.P. above* 150°F. | SFo<br>NYk<br>DBS11,21 | *c*† | CL<br>~~N9,19~~<br>11,21 | 1916<br>10mo | UnionIron<br>WorksCo.<br>S.Francisco<br>A&CP<br>*CellDBuE&B* | StandardTrans-<br>portationCo.Inc.<br><br><br>74'276*tDT f*29'43 | 439·5\|58·0\|39·1<br><br>FK<br><br>0*tFPT*127*tAPT*57*t* | NewYork<br>Utd.States<br>16*BHptAsp*<br>10 „ *toUdk*<br>6 „ 2*nd dk*) | Q.4Cy.24",34",51"&74"–54"<br>220lb ~~220lb~~ (*r*) 699NHP<br>3SB,9*cf*,HS10695 FD<br>Union IronWorksCo.S.Fo.<br>220lb(Water Tube) | 41 ″ 0<br>s12 ″ 2<br>29 ″ 2 | |
| 09020<br>125167 | — **WoodTwinScK**<br><br>1*Dk* | 157<br>135<br>79 | | | | | 1908 | H.Miles<br>Forster,<br>N.S.W. | Langdon&<br>Langdon,Ld. | 116·5\|25·6\| 6·5 | Newcastle<br>N.S.W.<br>British | C.4Cy.9"&18"–13"<br>18RHP<br>AitchisonBlair&Co.Gls. | | |
| 09021<br>Foundered 10,21 | — **WoodSc**<br><br>1*Dk* | 100<br>99<br>44 | ~~11A1~~<br>*For fishing purposes*<br>(*Class Contemplated*) | | | | 1918 | JChambers<br>Ld.<br>Lowestoft | ~~TheAdmiralty.~~<br>Kingston Steam<br>TrawlingCo.Ld. | 86·3\|19·9\|10·2 | London<br>British | T.3Cy.9½"15½"&26"–18" (*s*)<br>180lb 42NHP<br>1SB,2*pf*,GS36,HS814<br>BrownBros&Co.Ld.<br>Edinboro' | | |
| 09022<br><br>HQLT | Astrapi **IronScSr**<br>(*ex*Cyrano,*ex*Dobhran)<br>*Elec.light* 2*Dks* | 354<br>307<br>180 | | | … | | 1876 | Cunliffe&<br>Dunlop<br>Pt.Glasgow | PandelisBros. | 193·0\|22·0\|13·0<br>BK7" | Piræus<br>Greek | C.2Cy.24¾"&46⅕"–27"<br>NB89 82NHP<br>Cunliffe&Dunlop,P.Gls. | 14 ″ 8 | |
| 09023 | Astrea **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>*Cruiser Stern* | 1406<br>1153<br>827 | | | | | 1921 | N.V.<br>Lobithsche<br>Scheepsb.Mij.<br>Lobith | Koninkl.Nederl.<br>Stoomb.Maats. | 264·5\|39·2\|14·8<br>Q39'B20' | Amstrdam<br>Dutch<br>*WB* | T.3Cy.20",31$\frac{3}{10}$"&51⅓"-35⅖"<br>153NHP<br>Machinefbk."Kinderdijk"<br>Kinderdijk | | |
| 09024<br>217722<br>LQHG | — **WoodSc**<br>(*Tug*)<br>*Elec.light* 1*Dk* | 415<br><br>197 | | | | | 1919 | Crownin-<br>shieldS.B.Co.<br>Sth.Somerset<br>Mass. | DavisonChemical<br>Co. | 142·0\|36·6\|14·4 | Baltimore<br>Utd.States | T.3Cy.17",25"&43"–30"<br>101NHP | | |
| 09025<br>990<br>LRAK | — **IronTwinSc**<br>(*Barge*)<br>1*Dk* | 400<br>—<br>279 | | | | | 1883 | Stabilim-<br>entoTecnico<br>Trieste | SifneoFrères | 178·4\|29·8\| 8·5 | Rostoffo/D<br>Russian | C.4Cy.13½"&24"–20"<br>43NHP<br>StabilimentoTecnico,Tri. | | |
| 09026<br><br>OCNQ | Astrée **SteelScSr**<br>Wireless 1*Dk* | 1069<br>864<br>427 | | | | | 1912 | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland | SocNav.Caennaise<br>(G.Lamy&Co.<br>*Mgrs.*) | 223·0\|33·0\|13·8<br>Q71'B50'F25' | Caen<br>French<br>*WB* | T.3Cy.17½",29"&47"–33"<br>127NHP<br>N.E.MarineEng.Co.Ld.Sld | | V |
| 09027<br><br>MVPS | Astrella **WoodAuxSc4MstSr**<br>Now named "Odine," See No. 388[illegible] in Supplement<br>(*ex*Odine,*ex*Pauline) *pt*GIB 1*Dk*2*trB*<br>*Elec.light* *Salted & specially treated*<br>*Mchy.Aft* Hardwood treenails<br>(*See Sailing Ship Register*) | 1798<br><br>1431 | ✠ 12A1<br>12,19<br>✠LMC7,19 | Gmh | *r* | | 1917<br>10mo | M'Eachern<br>ShipCo.<br>Astoria,Or.<br>A&CP | Skibs.A/S Vest-<br>kysten(A.I.Lang-<br>feldt&Co.*Mgrs.*) | 248·2\|44·5\|19·7<br>P28'F46' | Xiansand<br>Norwegian | Oil Engines 2S.C.SA<br>8Cy.14$\frac{3}{16}$"–15¾" 137NHP<br>SkandiaPacificOilEng.Co.<br>Oakland,Cal. | 22 ″ 2<br>s 4 ″ 8 | |
| 09028<br>140531<br>JQRM | Astronomer **SteelScSr**<br>*ss*Liv.No.1–22 Wireless 2*Dks*(*Stl*)<br>*Elec.light* 3*rd dk*(*Stl*)*inNo.*1*hold* | 8401<br>7545<br>5341 | ✠100A1<br>~~4,21~~ ~~4,20~~ 3,22<br>BS11,21 ✠~~LMC8,17~~ MS3,22<br>*Fitted for oil fuel* 12,20 *F.P. above* 150°F. | Cal<br>Liv | *d*† | CL<br>4,21 | 1917<br>8mo<br><br>*Lloyd* | D&WHen-<br>derson&CoLd<br>Glasgow<br>*'sA&CP Ce* | CharenteS.S.CoLd<br>(T.&J.Harrison,<br>*Mgrs.*)<br>*llDB*415'1562*tDT* | 482·7\|58·2\|33·2<br>P54'B188'F52'<br>FK<br>*a*33'1050*tFPT* 118*t* | Liverpool<br>British<br>9*BHCem*<br>*APT*30*t* | Q4Cy25½"36½"52½"&75"–54"<br>220lb (*s*) 696NHP<br>2D&2SB18*cf*GS378HS13140<br>D&W.Hendersn&CoLdGls | 35 ″ 10<br>s 7 ″ 9<br>28 ″ 6 | |
| 09029<br>6125<br>KBPJ | Astur **SteelSc**<br>(*ex*Aquila)<br>*Elec.light* Wireless 1*Dk* | 2705<br>2382<br>1602 | | | | | 1918 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | Rederiaktiebolag.<br>S.S.A.(A.Broomé,<br>*Mgr.*) | 309·7\|47·2\|23·0<br>P31'B62'F33' | Stockholm<br>Swedish<br>*WB* | 2 Steam Turbines<br>SvenskaTurb.Akt.<br>Ljungström,Finspong | | N |
| 09030<br>97741<br>LNDM | Asturian **SteelScSr**<br>*ss*Liv.2ndNo.3–9,16<br>(*ex*Capella) Wireless<br>1*Dk*(*Irn*)&*Spar dk*(*Stl*–ws)3*trB* | 3193<br>3038<br>2070 | ✠~~100A1~~<br>*Spar dk*<br>5,22 8,20 ✠~~LMC~~<br>~~MS12,15~~ ~~BS1,20~~ 1,21 | Liv | *v* | CL<br>10,19 | 1890<br>1mo | C.Connell<br>&Co.<br>Glasgow<br>A&CP | ~~EllermanLines,Ld.~~<br>~~(GrahamSmith,~~<br>~~*Mgr.*)~~ Olivier&Co.<br>Ld. | 350·0\|40·0\|20·2<br>B81'F40' 28·0<br>BK11"<br>*WB=* | Liverpool<br>British<br>6*BHCem*<br>*MT*32'450*t* | T.3Cy.24",40"&66"–48" (*s*)<br>160lb ~~93lb~~ NDB99 315NHP<br>2DB,8*cf*,GS145,HS4922<br>J.&J.Thomson,Glasgow | | |
| 09031<br><br>HBGD | Asturiano **SteelScSr**<br>*ss*B.As.No.1–17<br>*Elec.light* Wireless 2*Dks*(*Stl U*–ws)<br>*Ref.Mchy.* | 2947<br>1985<br>1808 | ✠100A1<br>3,21 ~~6,20~~<br>~~BS12,19~~ ✠LMC10,17<br>BS3,21 | BAs | *t* | CL<br>6,20 | 1913<br>7mo<br><br>*Lloyd* | AilsaS.B.<br>Co.Ld.<br>Troon<br>*'sA&CP WB* | Soc.Importadora y<br>Exportadora de la<br>Patagonia<br>*=CellDBa*68'*uE&* | 309·8\|41·6\|20·5<br>P&B197'F38'<br>FK<br>*B*80'*f*114'452*tFPT* | Bns.Ayres<br>Argentine<br>5*BHCem*<br>20*tAPT*5*t* | T.3Cy.22½"36½"&59"–45"(*s*)<br>180lb *90lb* 331NHP<br>2SB,6*cf*,GS121,HS4920 FD<br>AilsaS.B.Co.Ld.Troon | 23 ″ 0<br>s 2 ″ 11½<br>20 ″ 7 | |

| 1<br>Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2–3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15<br>[illegible] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09032<br>124669<br>HMDB | **Asturias** SteelTwinScSr<br>*Elec.light Ref Mchy.* Sub.Sig. Wireless<br>*2Dks&2partial dks* | 12002<br>8153<br>7509 | | | | | 1908 | Harland&<br>Wolff,Ld.<br>Belfast | RoyalMailSteam<br>PacketCo. | 520·3<br>P52' B&F447' | 62·3 | 31·8 | Belfast<br>British<br>*WB* | Q.8Cy.27",38½",55"&79½"–<br>54" 924NHP<br>Harland&Wolff,Ld.Bel. | | |
| 09033<br><br>MHVQ | — SteelScSr<br>(*ex*Ærö)<br>Wireless *1Dk* | 1829<br>1630<br>1094 | | | | | 1912 | Sörlandets<br>Skibsbyggeri<br>Fevig | Dpskintsk.<br>Garonne(Fearnley<br>&Eger,*Mgrs.*) | 265·0<br>P22' B71' F29' | 42·1 | 17·9 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.20½",33"&56"–36"<br>188NHP<br>FredrikstadM.V.Frdstad | | N |
| 09034 | **Asturienne** SteelScSr<br>*ss*Ant.No.3–11,19<br>(*ex*Sonora) *2Dks(Stl)*<br>*Elec.light* Wireless | 1915<br>1774<br>1376 | ✠100A1<br>12,20<br>BS12,20 ✠LMC11,19 | Ant | *r* | 12,20 | 1905<br>5mo<br>*Lloyd*'s A&CP | W.Hamilton&Co.<br>Pt.Glasgow<br>*CellDB a 74'* | Cie.RoyaleAsturienne des Mines<br>*uE&B30' f120' 479t* | 274·5<br>F33'<br>*FPT 52t APT 38t* | 39·5 | 19·6<br>FK | Antwerp<br>Belgian<br>*Cem*<br>*2BH to M dk*<br>2 „ *lwr* „ | T.3Cy.18",29"&48"–33" (*s*)<br>165lb 151NHP<br>2SB,*6cf*,GS84,HS2530<br>D.Rowan&Co.Glasgow | 22 " 0<br>s 4 " 0½<br>18 " 3 | |
| 09035<br>120943<br>HGDK | **Astyanax** SteelScSr<br>*Elec.light* Wireless *2Dks* | 4872<br>4385<br>3021 | | | | | 1906 | Scotts'S.B.<br>&E.Co.Ld.<br>Greenock | ChinaMutualStm.<br>Nav.Co.Ld.(A.<br>Holt&Co.*Mgrs.*) | 392·3<br>P41' B115' F43 | 49·2 | 28·7 | Liverpool<br>British | T.3Cy.25",41"&70"–48"<br>339NHP<br>Scotts'S.B &E.Co.Ld.Grk | | |
| 09036<br>107598<br>KQLW | **Asuncion** SteelScSr<br>*Fitted for oil fuel*<br>*Mchy.Aft* *Elec.light* *1Dk2trB*<br>Sub.Sig. Wireless | 2196<br>—<br>1328 | | | | | 1900 | American<br>S.B.Co.<br>Lorain,O. | G.W.McNear,Inc. | 242·0 | 42·0 | 26·5 | S.Frncisco<br>Utd.States<br>*WB* | Q.4Cy.15",23",35"&54"–36"<br>175NHP<br>AmericanSBCo.,Cleveland | | |
| 09037 | — SteelPad<br>*Elec.light* *1Dk* | 735<br>396<br>520 | | | | | 1906 | W.Denny<br>&Bros.<br>Dumbarton | TheArgentine<br>Nav.Co.(Nicolás<br>Mihanovich)Ld. | 200·0 | 30·1 | 8·8 | Bns.Ayres<br>Argentine | T.3Cy.16¼",26½"&43"–54"<br>136NHP<br>Denny&Co.Dumbarton | | |
| 09038<br><br>HDOL | — SteelScSr<br>*1Dk* | 245<br>—<br>96 | | | | | 1917 | LaConstr.<br>Gijonesa<br>Soc.Anon.<br>Gijon | Soc.Naviera del<br>Norte | 114·2 | 21·4 | 8·6 | Gijon<br>Spanish | T.Cy.8",12½"&20½"–15¾"<br>E*made*13*fitted*17 16NHP<br>McKie&Baxter,Glasgow | | V |
| 09039<br>115311<br>TPNF | **Asuncion de Larrinaga** StlScSr<br>*ss*Cff.No.3–11,14<br>*ss*Mch.No.1–20.<br>*2Dks(Stl)&deep framing&*<br>Wireless *Shelter dk(Stl)* | 4142<br>3825<br>2693 | ✠100A1<br>*Shelter dk*<br>~~3,21 1,21~~ 12,21<br>BS3,20 ✠LMC11,18<br>MBS3,21 | Mch | *x* | CL<br>3,20 | 1902<br>8mo<br>*Lloyd*'s A&CP | Russell&<br>Co.<br>Pt.Glasgow | Miguel deLarrinagaS.S.Co.Ld.<br>(Larrinaga&Co.<br>*Mgrs.*)<br>*WB* | = *Cell DB a 124' uE* | | <br><br>FK | Liverpool<br>British<br>*6BHCem*<br>*&B 46' f 154'* | T.3Cy.26",42"&70"–48" (*r*)<br>180lb *100lb* NDB20 431NHP<br>2SB,*6cf*,GS202,HS6010 FD<br>D.Rowan&Co.Glasgow<br>*971t DT a 44' 1000t APT 50t* | 28 " 1<br>s 3 " 5½<br>25 " 0 | |
| 09040<br>79<br>QBGJ | **Atagosan Maru** SteelScSr<br>*ss*Kob.No.3–6,13<br>(*ex*Alberta) *ss*Kob.No.1–17 *1Dk(Stl)&*<br>*Elec.light* *Spar dk(Stl)&deep framing*<br>Wireless | 3949<br>3635<br>2467 | ✠100A1<br>*Spar dk*<br>5,21 ~~1,10~~<br>~~BS3,20~~ ✠LMC~~3,18~~<br>5,21 | Kob | *w* | CL<br>N5,21 | 1900<br>12mo<br>A&CP | Russell&<br>Co.<br>Pt.Glasgow | RyotoKisen<br>KabushikiKaisha<br>(MitsuiBussan<br>Kaisha,Ld.*Mgrs.*) | 344·8<br>P26' B74' F37'<br>*WB= Cell* | 49·8 | 18·0<br>25·9<br>FK | Dairen<br>Japanese<br>*6BHCem*<br>*DB a112' uE* | T.3Cy.25⅝",41"&67"–45" (*s*)<br>180lb *120lb* NDB14 346NHP<br>2SB,*6cf*,GS107,HS4534 FD<br>Rankin&Blackmore,Grk.<br>*&B40' f146' 899t APT 71t* | 28 " 5<br>s 5 " 7½<br>23 " 2 | |
| 09041<br>23227<br>RBWQ | — WoodAuxScSr | 176<br>—<br>122 | | | | | 1918 | ......... | YoshidaMasutaro | 98·3 | 23·6 | 11·1 | Onomichi<br>Japanese | | | |
| 09042<br>73<br>QBHT | **Ataka Maru** SteelScSr<br>*ss*Kob.2ndNo.3–8,13<br>(*ex*Ataka) *ss*Kob.No.1–17<br>Wireless *2Dks(1Stl-UIrn ws)3trB* | 3881<br>3604<br>2380 | ✠100A1<br>9,20<br>✠LMC~~9,20~~<br>10,21 | Kob | *w* | 9,20 | 1889<br>3mo<br>A&CP | Ropner&<br>Son<br>Stockton | GoshiKaisha<br>TatsuumaShokai<br>(TatsuumaKisen<br>GoshiKaisha *Mgs.*) | 370·0<br>P28' B98' F40'<br>*WB=*<br>*Cell DB 304' 723t* | 42·3 | 27·4<br><br>BK11" | Dairen<br>Japanese<br>*6BHCem*<br>*APT23t* | T.3Cy.28",46"&75"–54" (*s*)<br>170lb *100lb* NDB02 459NHP<br>2DB,*12cf*,GS179,HS7395<br>Blair&Co.(Lim.),Stockton | 30 " 3<br>s 6 " 1½<br>25 " 2 | |
| 09043 | **Atalaia** SteelScSr<br>(*ex*Carl Woermann)<br>*Elec.light* Wireless *2Dks* | 5555<br>5083<br>3490 | ~~Shl. 11,20~~<br>~~(*See footnote**)~~ | | | | 1910 | Bremer<br>Vulkan<br>Vegesack | BrazilianGovernment~~(operated by the French Government)~~ | 419·7<br>P268' F46' | 54·5 | 28·0 | R.Janeiro<br>Brazilian<br>*WB* | Q4Cy.24",34$\frac{11}{16}$",50$\frac{13}{16}$"&72$\frac{13}{16}$"<br>–53$\frac{3}{16}$" 388NHP<br>BremerVulkan,Vegesack | | V |
| 09044<br>121227<br>HCKS | **Atalanta** SteelSc3MstSr<br>*ss*Ard.No.3–9,15<br>*Elec.light* *ss*Trn No.1–19<br>*Mchy.Aft* *1Dk(Stl)&Shelter dk(Stl)*<br>*Tonnage opening closed 1917* | 683<br>371<br>319 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,21 ~~11,19~~ ✠LMC11,19<br>MBS2~~,21~~ 3,22 | Trn<br>PGl | *i* | CL<br>~~12,18~~<br>3,21 | 1905<br>4mo<br>*Lloyd*'s A&CP | J.Shearer<br>&Sons<br>Glasgow | J.&P.Hutchison<br>Ld.<br>*WB=* | 169·0<br>*DB f16' 23t FPT32t* | 26·8 | 11·8<br><br>FK | Glasgow<br>British<br>*3BHCem*<br>*APT18t* | T.3Cy.14",23"&37"–27" (*r*)<br>180lb *100lb* NDB19 91RHP<br>1SB,*3cf*,GS53,HS1610<br>Muir&Houston,Ld.Gls. | 19 " 0<br>s5 " 11½<br>13 " 3 | |
| 09045<br>124469<br>HKSN | — SteelTwinSc<br>*Elec.light* *1Dk2trB* | 577<br>459<br>242 | | | | | 1907 | Gourlay<br>Bros.&Co.<br>(Dundee) Ld.<br>Dundee | Gt.WesternRly.Co | 170·3<br>*Promenade dk108'* | 32·2 | 15·3 | London<br>British<br>*WB* | T.6Cy.14½",22"&36"–24"<br>127NHP<br>GourlayBros.&Co.<br>(Dundee),Ld.Dun. | | |
| 09046<br>121334 | — SteelTrpScSr<br>*Elec.light* *2Dks* | 486<br>358<br>199 | | | | | 1906 | J.Brown&<br>Co.Ld.<br>Clydebank | Glasgow&South<br>WesternRlwy.Co. | 210·4 | 30·1 | 10·3 | Glasgow<br>British | 3 Steam Turbines<br>J.Brown&Co.Ld.Clydebnk | | |
| 09047<br>85813 | — IronScSp<br>*Oil.Eng.*<br>*Mchy.Aft* | 148<br>138<br>74 | | | | | 1884 | G.K.Stothert&Co.<br>Bristol | Severn&Canal<br>CarryingCo.Ld,<br>(J.W.Danks,*Mgr.*) | 118·2 | 19·7 | 7·5 | Bristol<br>British<br>*WB* | Oil Engines *made & fitted* 16<br>2Cy.15"–16⅜" 34NHP<br>J&CGBolindersCoLd.Skm | | |
| 09048<br>17411<br>MGNR | — IronPad | 108<br>—<br>60 | | | | | 1851 | H.Smith&<br>Son<br>Gainsboro' | W.E.Lowery | 135·0 | 15·2 | 7·7 | Grimsby<br>British | 2Cy.27"–30"<br>NB01 40RHP<br>J.Penn&Son,Greenwich | | |
| 09049<br>109857 | — WoodSc<br>*1Dk* | 107<br>103<br>37 | | | | | 1899 | KwongTak<br>Cheong<br>HongKong | OceanS.S.Co.Ld.<br>(A.Holt&Co *Mgrs*) | 86·0 | 17·2 | 8·6 | HongKong<br>British | C.2Cy.15"&30"–18"<br>37RHP<br>KwongHepLoong,H.Kg. | | |
| 09050 | **Atalaya** SteelSc<br>*For full particulars See No. 36130 in Supplement*<br>*Elec.light*<br>*Longitudinal framing* | 3812<br><br>2802 | 100A1<br>(*Class Contemplated*) | | | | 1921 | Echivarrieta y<br>Larrinaga<br>Cadiz | Cia.Naviera<br>Bermeo | 331·0<br>P31' B91' F32' | 48·0 | 23·3 | <br>Spanish | T.3Cy.25",41"&68"–45"<br>J.G.Kincaid&Co.Ld.Grk. | 25 " 8<br>s 4 " 2<br>21 " 10 | |
| 09051<br>87698 | **Ataran** SteelTwinSc<br>(*Barge*) | 206<br>205<br>140 | | | | | 1883 | R.Duncan<br>&Co.<br>Pt.Glasgow | IrrawaddyFlotilla<br>Co.Ld. | 140·5 | 25·0 | 7·7 | Glasgow<br>British | C.4Cy.18"&31½"–21"<br>25RHP<br>Denny&Co.,Dumbarton | | |
| 09052 | **Atchez Berthiaume** SteelScSr | 265 | 100A1<br>*Stm Trawler*<br>(*Class Contemplated*) | | | | 1920 | LeClaire<br>S.B.Co.<br>Sorel,P.Q. | Soc.Anon.de<br>Gérance&<br>d'Armement | 125·0<br>Q79' F21' | | | | T.3Cy.12¾",21½"&35"–24"<br>Beauchemin&Co.Sorel,P.Q | | |

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~~* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register.~~

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09053<br>~~128736~~<br>~~VHPN~~ | **Atella** SteelScSr<br>(exLidador,exBilene,<br>exPauline) 1Dk | 205<br>165<br>92 | | | | | 1900 | D.W.<br>KremerSohn<br>Elmshorn | ~~UnionShipping Co.Ld.~~ | 110·0<br>Q&B64'F10' | 20·6 | 8·6 | ~~Cape Town~~<br>~~British~~<br>Lobito<br>Portuguese<br>WB | C.2Cy.9¾"&17⅞"-12"<br>13RHP<br>Chr.Steen,sen.Elmshorn | | |
| 09054<br>212634<br>LDRW | **Atenas** SteelScSr<br>Ref.Mchy. Elec.light<br>Wireless Mchy.Aft 2Dks&2ptDks | 4961<br>3902<br>3091 | | | | | 1909 | Workman,<br>Clark&Co.Ld<br>Belfast | AtenasS.S.Corp.<br>(UnitedFruitCo.<br>Line) | 378·8<br>B154'F45' | 50·3 | 29·1 | NewYork<br>Utd.States<br>WB | T.3Cy.27",45"&75"-54"<br>413NHP<br>WrkmanClark&Co.Ld.Bel | | C |
| 09055<br>113<br>NFTW | **Atene** (STRANDED) SteelScSr<br>ssAms.No.3-6,13<br>(exKoningWillemIII.) 3Dks(2Stl-<br>Elec.light 1ws&Uteak s) | 4620<br>3550<br>2685 | ✠<br>6,14 | Ams | y | | 1900<br>11mo | Kon.Maats<br>deSchelde<br>Flushing | Soc.Italiana di<br>ServiziMarittimi | 394·0<br>P&B286'F80'<br>BK&FK3"<br>WB=DB | 45·5 | 28·0 | Venice<br>Italian<br>7BHCem<br>uE48'190t | Q.4Cy.27½",39",55"&82"-60"<br>718NHP<br>3DB,18cf,GS253,HS9915 FD<br>Maats.deSchelde,Flushing | 29 " 9 | |
| 09056<br>85764 | **Athabaska** SteelScSr<br>Elec.light Wireless 2Dks | 2784<br>2085<br>2349 | | | | | 1883<br>rblt.<br>1910 | Aitken&<br>Mansel,Gls.<br>TheCollingw | CanadianPacific<br>RailwayCo.<br>oodS.B.Co.Ld.,Co | 298·8<br>len10<br>llingwood,Ont. | 38·2 | 23·3 | Montreal<br>British | C.2Cy.30"&64"-48"<br>NE&B13 283NHP<br>WesternDD&SBCo.Ld.<br>(Pt.Arthur) | | |
| 09057<br>HVDS | **Athanasios** SteelScSr<br>Elec.light Wireless (exCardigan)<br>Trunk deck 1Dk | 4295<br>3658<br>2691 | | | | | 1907 | Ropner&<br>Son<br>Stockton | N.D.Lykiardopulo | 355·0<br>F32' | 51·2 | 26·1 | Argostoli<br>Greek<br>WB | T.3Cy.25",42½"&69"-48"<br>330NHP<br>N.E.MarineEng.Co.Ld.Sld | | C |
| 09058<br>1260<br>LRAM | **Athanasis Theofani** IrnTwinSc | 482<br>—<br>336 | | | | | | ................. | Ch.A.Theofani | 201·2 | 24·8 | 10·8 | Rostoff<br>o/Don<br>Russian | C.4Cy.14"&28"-24"<br>64NHP<br>Lobnitz&Co.Renfrew | | |
| 09059<br>132114 | **Athelstan** SteelScK<br>ssGms.No.2-19<br>1Dk | 202<br>185<br>90 | ✠100A1<br>StmTrawler<br>7,21 ~~6,20~~<br>~~BS6,20~~ BS7,21<br>✠LMC4,19 | Gms | | CL<br>4,19 | 1911<br>10mo<br>Lloyd | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'sA&CP | OnwardSteam<br>FishingCo.Ld.<br>(SirT.Robinson,<br>Mgr.) | 115·4<br>Q58'<br>BK7½" | 21·6 | 11·5 | Grimsby<br>British<br>3BHCem | T.3Cy.12",21"&34"-24" (s)<br>180lb 67RHP<br>1SB,2pf,GS33,HS1044<br>C.D.Holmes&Co.Ld.Hull | 12 " 3 | |
| 09060 | **Athena** SteelScSr<br>Now named "Charalambos," See No 35 03 in Supplement<br>ssHpl.No.3-8,10<br>(exHermiston). ssMsl.No.2-20<br>Elec.light 1Dk(Stl)&Spar dk(Stl)&<br>deep framing | 4442<br>4205<br>2818 | ✠100A1<br>Spar dk<br>7.20<br>BS4,20<br>✠LMC<br>MS6,20 | Shl | x | CL<br>12,18 | 1901<br>7mo<br>Lloyd | R.Duncan<br>&Co.Ld.<br>PortGlasgow<br>'sA&CP | E.Angelis | 374·6<br>P31'B90'F38'<br>FK<br>CellDB | 48·1 | 27·9 | Piræus<br>Greek<br>6BHCem<br>a112'uE&B | T.3Cy.26 11/16",42"&70"-48"(s)<br>180lb 360NHP<br>3SB,9cf,GS158,HS5469<br>D.Rowan&Co.Glasgow<br>42'f156'958tAPT53t | 30 " 10<br>s 6 " 6<br>24 " 9 | |
| 09061<br>801<br>NFTV | — SteelSc3MstSr<br>ssBos.2ndNo.3-3,07<br>(exTaurus, ssNap.No.1-11<br>exConsuelo,exTaurus,exTheodora)<br>1Dk2trB | 410<br>386<br>259 | ✠<br>4,16<br>✠ | Nap | h | | 1887<br>5mo | Gourlay<br>Bros.&Co.<br>Dundee | Soc.Salvator | 168·3<br>B45' | 27·3 | 14·0 | Genoa<br>Italian<br>5BHCem | T.3Cy.14",24½"&40"-30"<br>88NHP<br>1SB,3cf,GS45<br>GourlayBros.&Co.Dundee | 15 " 5 | IV |
| 09062<br>98483<br>MWDH | — SteelScSr<br>(exYacht) | 258<br>—<br>129 | | | ... | | 1892 | Lon.&Gls.<br>Co.Ld.<br>Glasgow | PrestonS.N.Co Ld.<br>(Becker&Co.Ld.<br>Mgrs.) | 152·7<br>F19' | 21·2 | 11·8 | London<br>British | T.3Cy.13",21"&34"-24"<br>64NHP<br>London&Glas.Co.Ld.Gls. | | |
| 09063 | **Athene** SteelTwinScSr<br>Wireless 1Dk&Shelter dk<br>Elec.light CruiserStern ~~2Dks~~<br>Now named "Estrella," See No 37222 in Supplement | 5154<br>[illegible]<br>3158 | | | | | 1920 | Wrf.voorh.<br>Rijkee&Co.<br>Rotterdam | D/S A/S Ada<br>(K.Salvesen,Mgr) | 375·7 | 51·5 | 31·3 | Kragero<br>Norwegian<br>WB | Oil Engines 4S.C.SA<br>12Cy.22 1/20-39 8/20<br>Werkspoor,Amsterdam | | N |
| 09064 | **Athenia** SteelTwinSc<br>Wireless Ref.Mchy. Fitted for oil fuel<br>Elec.light 6Dks CruiserStern ~~5Dks~~ | 12000 | | | | | ~~1921~~<br>1922 | Fairfield<br>Co.Ld.<br>Glasgow | Anchor,Donaldson<br>Ld. | 520·0<br>B&F~~594~~427 | 66·0 | 42·0 | British<br>WB | 6 Steam Turbines<br>FairfieldCo.Ld.Glasgow | | |
| 09065<br>140789 | **Athenian** SteelScK<br>1Dk | 218<br>191<br>97 | ✠100A1<br>2,21<br>✠LMC7,19 | Gms | | CL | 1919<br>7mo<br>Lloyd | Cook,Wel-<br>t'n&Gemmel<br>Ld. Beverley<br>'sA&CP | OnwardSteam<br>FishingCo.Ld.<br>(SirT.Robinson,<br>Mgr.) | 117·0<br>Q58'<br>BK7½" | 21·5 | 11·5 | Grimsby<br>British<br>3BHCem | T.3Cy.12",21"&34"-24" (s)<br>180lb 67RHP<br>1SB,2pf,GS33,HS1044<br>C.D.Holmes&Co.Ld.Hull | 12 " 4 | |
| 09066<br>115239<br>TDNC | **Athenic** SteelTwinSc4MstSr<br>4Dks<br>Elec.light Ref.Mchy. Wireless Sub.Sig. | 12366<br>11395<br>7592 | —<br>✠Lloyd'sRMC~~6,21~~~~6,21~~1,22 | | | | 1901 | Harland&<br>Wolff,Ld.<br>Belfast | OceanicStmNavCo<br>Ld.(WhiteStar<br>Line) | 500·3 | 63·3 | 45·0 | Liverpool<br>British<br>WB | Q.8Cy.22",31½",46"&68"-48"<br>641NHP<br>Harland&Wolff,Ld.Bel. | | BT<br>till<br>12,21 |
| * 09067<br>123223<br>HFMS | — SteelScSr<br>ssHul.No.3-7,18<br>1Dk(Stl)2trB deep framing&<br>Wireless Web frames3Dk rule | 4078<br>3836<br>2628 | ✠100A1<br>~~6,21~~ ~~9.20~~ 1,22<br>~~BS10,19~~ BS11,20<br>✠LMC7,18 | Rot<br>Bry | x | CL<br>N5,21 | 1906<br>2mo<br>Lloyd | Sunderlnd<br>S.B.Co.Ld<br>Sunderland<br>'sA&CP<br>WB= | DeanShppg.Co.Ld.<br>(E.I.Harris&Co,<br>Mgrs.) | 370·0<br>P26'B100'F34'<br>FK<br>CellDBa127'uE21' | 50·0 | 26·2 | London<br>British<br>6BHCem<br>f158'876tD | T.3Cy.26",42 3/16"&70"-45"(s)<br>180lb 352NHP<br>3SB,9cf,GS151,HS5391<br>N.E.MarineEng.Co.Ld.Sld<br>Ta29'734tFPT74tAPT82t | 27 " 9<br>s 5 " 7<br>22 " 6 | |
| 09068<br>136163<br>KCTQ | **Atherton** SteelScSr<br>Foundered10,21<br>(exArnhem) 1Dk | 318<br>251<br>166 | | | | | 1918 | I.S.Figee<br>Vlaardingen | JohnHarrison,Ld.<br>~~GowerShippingCo.~~<br>~~Ld. (C.A.R.Gibbs,~~<br>~~Mgr.)~~ | 133·0 | 23·0 | 10·7 | Swansea<br>British<br>WB | T.3Cy.11",18"&30"-22"<br>43NHP<br>L.S.Mulders,Utrecht | | V |
| 09069<br>HNMP | **Athina** SteelScSr<br>Elec.light Wireless 2Dks&Spardk | 455<br>—<br>172 | | | | | 1893 | J.McDow-<br>all&Barbour<br>Piræus | HellenicCo.of<br>MaritimeEnter-<br>prises | 162·0<br>F30' | 23·6 | 14·0 | Piræus<br>Greek | T.3Cy.14",22"&37½"-30"<br>77NHP<br>McDowall&Barbour,Pir. | | |
| 09070 | **Athlet** IronScCtr<br>(Tug)<br>1Dk | 114<br>110<br>— | | | | | 1880 | Janssen&<br>Schmilinsky<br>Hamburg | BugsierReed.&<br>BergungsA.-G. | 84·8 | 18·7 | 11·9 | Hamburg<br>German<br>WB | C.2Cy.15"&32½"-25"<br>HS870 50NHP<br>Janssn&Schmilinsky,Ham | | |
| 09071<br>OCPG | **Athlète** IronTwinScSr<br>ssBdx.3rdNo.3-5,19<br>Wireless 1Dk | 247<br>—<br>14 | ✠ A1<br>ForRiver&Tugpurposes<br>~~6,21~~ ~~7,20~~ 9,21 Hav<br>BS~~7,20~~7,21 LMC5,19 | Bdx | | ~~5,19~~<br>s 7 21 | 1890<br>1mo<br>Lloyd | Canada<br>Works,Ld.<br>Birkenhead<br>'sA&CP | Cie.Générale<br>Transatlantique | 147·4<br>Promenadedk50'<br>BK6½"<br>ND17 WB=T | 22·8 | 12·1 | St.Nazaire<br>French<br>6BHCem<br>anka35tf25t | C.4Cy.18"&36"-24" (s)<br>100lb NB1,03 108NHP<br>1DB,4pf,GS68,HS1859<br>CanadaWrksCo(Lim)Bkn. | 12 " 9 | |
| 09072<br>101992<br>HPCS | **Athlete** SteelScSr<br>(Tug)<br>1Dk | ~~119~~<br>118<br>2 | | | ... | | 1893 | J.Stewart<br>&Son(Lim.)<br>London | TeesTowingCo.Ld.<br>(Robinson&Cros-<br>thwaite,Mgrs.) | 92·5<br>B11'<br>BK6½" | 19·6 | 10·5 | Middlsbro'<br>British | T.3Cy.13",21"&34"-24"<br>NB20 150RHP<br>J.Stewart&Son(Lim.)Lon. | 11 " 6 | |
| 09073<br>109606<br>SFDH | **Atholl** SteelScSr<br>ssMch.No.2-21 ssYka.No.3-3,13<br>Elec.light ~~ssLiv.No.1-17~~<br>Wireless 2Dks(1Stl&UptIrn&ptStl)<br>&deep framing | 4647<br>4065<br>3031 | ✠100A1<br>~~8,21~~ 11,20 3,22<br>✠LMC ~~Mch~~<br>MS~~2,17~~3,21 BS~~7,20~~8,21 | ~~Port~~ Ant<br>~~Tewfik~~ | x | CL<br>~~N9,17~~<br>3,21 | 1901<br>2mo | Napier&<br>Miller,Ld.<br>Glasgow<br>A&CP<br>W | AustralindSteam<br>ShippingCo.Ld.<br>(TrinderAnderson<br>&Co.Mgrs.)<br>B=CellDBa125'u | 385·5<br>P40'B110'F44'<br>FK<br>E&B44'f167'1059t | 48·7 | 27·3 | London<br>British<br>6BHCem<br>APT38t | T.3Cy.27",43"&72"-48" (s)<br>180lb 110lb 418NHP<br>2SB,8cf,GS136,HS5463 FD<br>Dunsmuir&Jackson,LdGls | 29 " 9<br>s 5 " 10<br>24 " 4 | |
| 09074 | **Athos** SteelScSr<br>Wireless 1Dk&<br>(exMarxburg) Spar dk&Webframes | 1743<br>1624<br>1095 | | | ... | | 1891 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | | 258·0<br>B72'F34'<br>BK9" | 37·1 | 14·5<br>21·3 | WB | T.3Cy.22½",35"&60"-42"<br>236NHP<br>HelsingörsJernsk.&Mskb. | | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09075<br>131053 | **Atikokan** SteelScSr<br>(*Whaleback*)<br>(*ex*JohnB.Trevor) 1*Dk*2*trB*<br>*Mchy.Aft Elec.light* | 2004<br>1933<br>1292 | | | | | 1895 | American<br>Stl.BargeCo.<br>W.Superior | CanadaS.S.Lines,<br>Ld. | 362·0 | 38·8 | 18·0 | Montreal<br>British<br>*WB* | T.3Cy.20",32"&54"–42"<br>189NHP<br>S.F.Hodge,Detroit,Mich. | | |
| 09076<br>TBPC | **Atjeh** SteelScSr<br>*Elec.light* 1*Dk*2*trB* | 691<br>600<br>393 | | | | | 1909 | Maats.<br>Feyenoord<br>Rotterdam | Koninkl.Paketv.<br>Maats. | 174·0<br>P31'F27' | 29·1 | 16·2 | Batavia<br>Dutch<br>*WB* | T.3Cy.14¾",24½"&40"–27"<br>83NHP<br>Maats.Feyenoord,Rot. | | V |
| 09077<br>106731<br>KHCS | **Atkins Hughes** IronSc<br>(*Tug*)<br>1*Dk* | 116<br>—<br>58 | | | | | 1890 | Neafie&<br>Levy<br>Philadelphia | Tug"Atkins<br>Hughes"Co. | 88·7 | 19·0 | 10·2 | Phildlphia<br>Utd.States | C.2Cy.15"&26"–22"<br>26NHP<br>Neafie&Levy, Philadelphia | | |
| 09078<br>5137<br>JSBM | **Atland** SteelScSr<br>*Turret deck Elec.light* Wireless 1*Dk* | 5029<br>4228<br>2700 | | | | | 1910 | W.Doxford<br>&Sons,Ld.<br>Sunderland | ÅngfaktiebTirfing<br>(DanBroström&<br>Son,*Mgrs.*) | 388·9<br>P39'B67'H172*t*<br>F43' | 52·4 | 26·1 | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.26",42"&68"–48"<br>320NHP<br>W.Doxford&Sons,Ld.Sld. | | C |
| 09079<br>NFTY | **Atlanta** SteelScSr<br>*ss*Tri.No.3–9,21 ~~*ss*Gen.No.2–17~~<br>(*ex*StellaPolare,*ex*Atlanta)<br>*Ref.Mchy. Elec.light* 1*Dk*(*Stl*)&*Spar dk*<br>Wireless (*Stl-ptws*)&*deep framing* | 5022<br>4042<br>3248 | ✠100A1<br>*Spar dk*<br>12,21 ~~4,18~~ ✠LMC12,18<br>✠Lloyd'sRMC~~5,20~~ 9,21<br>*Fitted for oi* | Gen<br>Tri<br>*l fuel* 9, | *y*<br>9,21<br>21 | CL<br>~~12,18~~<br>9,21<br>*F.P.above* | 1908<br>4mo<br>*Lloyd*<br>150°F. | Russell&<br>Co.<br>PortGlasgow<br>'*sA&CP* | CosulichSoc.Tri-<br>estino diNav.<br>*CellDBa*126'*u* | 385·0<br>P77'B108'F41' 26·3<br>FK<br>*E&B*40'*f* 170'1160*t* | 49·8 | 18·4 | Trieste ~~Venice~~<br>Italian<br>6*BHCem*<br>*APT*32*t* | T.3Cy.26",42"&70"–48" (*s*)<br>180lb ~~100lb~~ 483NHP<br>3SB,9*cf*,GS165,HS7224 FD<br>D.Rowan&Co.Glasgow | 29 ″ 0<br>s5 ″ 1½<br>24 ″ 3 | |
| 09080 | **Atlanta City** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | 5686<br>5081<br>3450 | | | | | 1921 | Chickasaw<br>S.B.&CarCo.<br>Chickasaw,<br>Ala. | UnitedStatesSteel<br>ProductsCo. | 441·7<br>P58'B&F350' | 56·0 | 30·0 | NewYork<br>Utd. States<br>*WB* | 2 Geared Steam Turbines<br>FederalS.B.Co.Kearny,NJ | | |
| 09081<br>220489<br>MBGW | **Atlanta of Texas** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk* | 3545<br>3005<br>2179 | | | | | 1920 | MobileS.B.<br>Co.<br>Mobile,Ala. | UnitedStates<br>ShippingBoard | 324·0<br>P41'B90'F32' | 46·2 | 25·0 | Mobile<br>Utd.States<br>*WB* | T.3Cy.22",37½"&60"–42"<br>233NHP<br>EllicottMach.Corp.Bal. | | |
| 09082<br>HDFC | **Atlante** SteelSc3MstSr<br>*ss*Nwc.No.3–4,06<br>(*ex*NewLondoner) *ss*Cdz.No.2–14<br>*Well deck* 2*Dks*(*UStl*–ws)<br>*Mchy Aft Elec.light* Wireless | 1446<br>948<br>793 | ✠ —<br>7,19<br>✠ | Bcl | *q* | | 1894<br>4mo | Wigham<br>Richrdsn&Co<br>Newcastle | Cia.Trasmediter-<br>ranea | 270·0<br>P178'F60'<br>BK9"<br>*WB=CellDB*144' | 33·6 | 15·5 | Barcelona<br>Spanish<br>5*BHCem*<br>160*tDTf*27*t* | T.3Cy.28⅞",46"&75"–42"<br>390NHP<br>3SB,12*pf*,GS156,HS6231<br>WghamRchardsn&CoNwc | 18 ″ 2 | V |
| 09083<br>4053<br>JMTL | **Atlanten** SteelScSr<br>*ss*Nwc.No.3–4,15<br>Wireless *ss*Fln.No.1–20<br>1*Dk*(*Irn*)&*deep framing* | 2199<br>1953<br>1298 | ✠100A1<br>4,22 ~~7,20~~<br>✠LMC7,20<br>BS11,21 | Fln<br>Skm | *s* | ~~10,19~~<br>~~1,22~~<br>4,22 | 1902<br>3mo<br>*Lloyd* | Murdoch&<br>Murray<br>Pt.Glasgow<br>'*sA&CP* | P.Palen<br>*DBa*84' | 285·8<br>P27'B74'F29'<br>*WB=Cell* FK<br>*uE&B*50'*f* 108'548*t* | 43·0 | 19·0 | Aspö<br>Swedish<br>5*BHCem*<br>*APT*80*t* | T.3Cy.20½",35"&57"–39" (*s*)<br>160lb *90lb* 210NHP<br>2SB,6*pf*,GS106,HS3284<br>D.Rowan&Co.Glasgow | 21 ″ 3<br>s 3 ″ 0<br>18 ″ 7 | |
| 09084<br>NCFS | **Atlantic** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*CruiserStern* | 4575<br>4107<br>2748 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~9,21~~ ~~1,21~~ 1,22 ✠LMC1,21<br>*Fitted for oil* | Mmo<br>Cpn<br>*fuel* 1, | *z*<br>21 | *F.P. a* | 1921<br>1mo<br>*Lloyd*<br>*bove* 1 | A.B.Öres-<br>undsvarvet<br>Landskrona<br>*sCP Interm*<br>50° F. | A/SDetOversöiske<br>Kompagni<br>*ediate BH in after*<br>*CellDB*343'1081*t* | 401·1<br>*F on Shelter dk* 37'<br>FK<br>*hold dispensed with*<br>*FPT*79*tAPT*204*t* | 53·7 | 25·7 | Copnhagn<br>Danish<br>*Cem*<br>1*BHtoSh dk*<br>4 „ „ *U* „ | 2 SteamTurbines geared to<br>1 Sc. Shaft 200lb (*s*)<br>3SB,9*cf*,GS123,HS5580 FD<br>DeLavalsAngturbin,Skm. | 28 ″ 6<br>s 3 ″ 8<br>25 ″ 2 | |
| 09085<br>4339<br>JPBH | — SteelScSr<br>*ss*Opn.No.3–2,17<br>*ss*Got.No.1–21<br>*Elec.light* 1*Dk*(*Stl*)2*trB*&*deep framing*<br>Wireless 3*Dk rule* | 3365<br>3122<br>2113 | ✠100A1<br>2,22 ~~3,21~~<br>✠LMC3,21<br>BS2,22 | Got<br>Gms | *v* | ~~3,21~~<br>2,22 | 1904<br>10mo<br>*Lloyd* | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle<br>'*sA&CP* | Rederiaktieb.<br>Transatlantic<br>(G.Carlsson, *Mgr.*)<br>*WB=Cell DB* | 340·0<br>P28'B96'F34'<br>FK<br>*a*114' *uE&B* | 49·0 | 22·6 | Gothenbrg<br>Swedish<br>6*BHCem* | T.3Cy.25",40½"&67"–45" (*s*)<br>180lb 332NHP<br>3SB,9*pf*,GS153,HS5208<br>N.E.MarineEng.CoLdNwc<br>44'*f* 140'721*tAPT*95*t* | 25 ″ 3<br>s 4 ″ 8½<br>20 ″ 11 | |
| 09086<br>118804<br>VPMB | — SteelScSr<br>*ss*Hul.No.3–9,18<br>1*Dk*(*Irn*)2*trB*&*deepframing*<br>Wireless 3*Dk rule* | 3016<br>2812<br>1916 | ✠100A1<br>5,21 ~~9,20~~<br>BS9,20 ✠LMC9,18 | Hul<br>Nwc | *u* | CL<br>~~5,19~~<br>N12,21 | 1904<br>3mo<br>*Lloyd* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'*sA&CP* | W.H.Cockerline&<br>Co.<br>*WB=Cell* | 325·0<br>P29'B88'F34'<br>FK<br>*DBa&uE*130'*f* 136' | 47·0 | 22·4 | Hull<br>British<br>5*BHCem*<br>726*tAPT*53*t* | T.3Cy.24",38"&64"–42"<br>~~C.2Cy.24"&38"–42"~~ (*s*)<br>160lb *100lb* 184NHP<br>2SB,6*pf*,GS102,HS4128<br>Cen.Mar.Eng.Wrks.WHpl | 24 ″ 10<br>s 4 ″ 4<br>20 ″ 10 | |
| 09087<br>4321<br>JNVH | — SteelTwinScSr<br>(*Lighter*) *Oil Eng.*<br>*Mchy.Aft* E *fitted*19 1*Dk* | 1173<br>1006<br>709 | | | | | 1904 | O.A.Bro-<br>din,<br>Stockholm | RederiaktHöfding<br>(E.A.Enhörning) | 233·1<br>P26'H46'F17' | 40·3 | 14·7 | Kubiknbg<br>Swedish | Oil Engines<br>4Cy.16½"–18⅞" 91NHP<br>J.&C.G.Bolinders,Skm. | | V |
| 09088 | — SteelSc<br>*Now named* "Megas," *See letter* M.<br>*ss*Jck.No.3–12,19<br>*Elec.light* 1*Dk*(*ptStl*–ws) | 470<br>407<br>256 | ✠100A1<br>*For towing pu*<br>12,19 ✠LMC12,19<br>*Water TubeB* | Jck<br>*rposes*<br>*oilers* | | N12,19 | 1903<br>12mo | NewYork<br>S.B.Co.<br>Camden,N.J.<br>A&CP | Soc.Maritime<br>Nationale | 145·1<br>F24'<br>FK<br>*FPTanks* | 30·2 | 12·7 | Havre<br>French<br>4*BHCem*<br>25*tAPT*6*t* | T.3Cy.18",30"&48"–20" (*s*)<br>160lb HS6559 270NHP<br>3 Water Tube Boilers<br>GreatLakesE.Wks,Detroit | 14 ″ 0 | |
| 09089 | — SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 264<br>229<br>— | | | | | 1919 | DeGroot&<br>vanVliet<br>Slikkerveer | N.V.Maats."At-<br>lantic"(L.Kalis&<br>Co.) | 119·2<br>B42'F10' | 24·6 | 12·3 | Dordrecht<br>Dutch<br>*WB* | T.3Cy.15",24"&40½"–4"<br>79NHP<br>H.Versteeg,Hardinxveld | | V |
| 09090<br>109021 | — IronScK<br>(*Trawler*)<br>1*Dk* | 167<br>164<br>65 | | | ... | | 1898 | Cochrane&<br>Cooper,Ld.<br>Beverley | HeadwaySteam<br>FishingCo.Ld.(W.<br>Jagger, *Mgr.*) | 110·0<br>Q20'<br>BK7½" | 21·0 | 11·3 | Grimsby<br>British<br>*WB* | T.3Cy.12",20"&33"–24"<br>58RHP<br>C.D.Holmes&Co.Hull | 12 ″ 0 | |
| 09091<br>140863<br>KGHB | **Atlantic City** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | 6236<br>5972<br>3902 | | | | | 1920 | RopnerS.B<br>&Reprng.Co.<br>(Stockton)<br>Ld. Stockton | St.JustS.S.Co.Ld.<br>(W.R.Smith&<br>Sons, *Mgrs.*) | 411·7<br>F36' | 54·5 | 33·6 | Bideford<br>British<br>*WB* | T.3Cy.28",46"&75"–51"<br>402NHP<br>Blair&Co.Ld.Stockton | | |
| 09092<br>26857<br>RWHK | **Atlantic Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*(&*Awng dk*(*Stl*) | 5873<br>5590<br>4254 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>3,22 ~~7,21~~ ~~12,20~~ ✠LMC12,20<br>*Fitted for oil* | Kob<br>Ham<br>*fuel* 12, | *y*<br>20 | *F.P. a* | 1920<br>12mo<br>*bove* 1 | Kawasaki<br>Dkyd.Co.Ld<br>Kobe<br>A&CP<br>50° F. | KawasakiDkyd.Co<br>Ld.<br>*CellDB*327'1126*t* | 385·0<br>FK<br>*Collision*<br>*FPT*127*tAPT*94*t* | 51·0 | 36·0 | Kobe<br>Japanese<br>*ptCem*<br>*BHtoAw dk*<br>5 „ „ *U* „ | T.3Cy.26",43½"&72"–48" (*s*)<br>200lb 440NHP<br>2SB&1Aux.SB,8*cf*,GS154,<br>HS5636 FD<br>KawasakiDkyd.CoLd.Kob | 36 ″ 0<br>s 9 ″ 3½<br>27 ″ 1 | |
| 09093<br>219840<br>LWFP | **Atlantic Sun** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft Longitudinal framing*<br>Wireless | 6667<br>6038<br>4044 | ✠100A1<br>~~5,21~~ ~~11,20~~ 4,22<br>✠LMC4,20<br>*CarryingPetr*<br>*Fitted for oil* | NYk<br>Phl<br>*oleum*<br>*fuel* 4, | *b*†<br>*in*<br>20 | CL<br>5,21<br>*bulk*<br>*F.P. a* | 1920<br>4mo<br>*bove* 1 | SunS.B.<br>Co.<br>Chester,Pa.<br>A&CP<br>50° F. | TheSunCo.Inc.<br>*CellDBuE&B*60'<br>259*t* | 429·3<br>P133'B36'F40'<br>FK<br>*FPT*222*tAPT*57*t* | 59·2 | 31·4 | Phildlphia<br>Utd.States<br>17*BHptCem*<br>13*BHtoUdk*<br>4 „ „2*nd*„ | T.3Cy.27",45½"&76"–51" (*r*)<br>190lb 612NHP<br>3SB,9*cf*,GS207,HS9198 FD<br>SunS.B.Co Chester,Pa. | 33 ″ 3<br>s 8 ″ 0<br>25 ″ 7 | |
| 09094 | **Atlantica** SteelScSr<br>*ss*Cdz.No.2–19<br>*Elec.light* 1*Dk*(*Stl*)<br>*Now named* "Marija Racic," *See No.*38507 *in Supplement* | 4996<br>3906<br>3239 | ✠100A1<br>2,22 ~~12,19~~<br>~~BS12,19~~ ✠LMC1,19<br>BS2,22 | Hav<br>Msl | *x* | CL<br>~~1,19~~<br>2,22 | 1911<br>5mo<br>*Lloyd* | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>'*sA&CP* | FrenchGovern-<br>ment<br>*WB=CellDBa*<br>132'*uE&B*78' | 378·1<br>P23'B201'F34'<br>FK<br>*f*161'987*tFPT*131*t* | 52·3 | 23·9 | French<br>6*BHCem*<br>*APT*95*t* | T.3Cy.26",42"&68"–48" (*s*)<br>180lb *125lb* 391NHP<br>2SB,8*cf*,GS155,HS6624<br>Blair&Co.Ld.Stockton | 26 ″ 4 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09095 | **Atlantico** SteelScSr<br>ssTri.No.3-4,19<br>1Dk(Stl)&Spar dk(Stl)<br>&deep framing | 3346<br>3064<br>2081 | ✠100A1<br>Spar dk<br>3,21 ~~4,19~~<br>~~BS5,20~~ ✠LMC4,19<br>BS3,21 | Tri | v | CL<br>4,19 | 1898<br>11mo | Russell& Co.<br>Pt.Glasgow<br>A&CP W | Nav.Gen. Gerolimich&Co. Soc.inAzioni<br>B= CellDBa102' | 330·0\|48·1\|15·9<br>P20'B72'F36' 23·5<br>FK<br>uE&B40' f140'867t | Trieste<br>Italian<br>5BHCem<br>APT93t | T.3Cy.24″,40″&65″-42″ (s)<br>180lb 80lb NDB09 291NHP<br>2SB,6cf,GS130,HS4400<br>Kincaid&Co.Greenock | 26 ″ 0 | |
| 09096<br><br>HBDM | —  SteelScSr<br>(exSkramstad)<br>Elec.light 1Dk&Spar dk | 1413<br>1288<br>995 | | | | | 1904 | Framnes Mek.Værks<br>Sandefjord | SocAnonImportadora yExportadora dela Patagonia | 231·7\|35·2\|20·5<br>H80t | Bns.Ayres<br>Argentine<br>WB | T.3Cy.16½″,27″&44″-33″<br>111NHP<br>NylandsVærksted,Xania. | | N |
| 09097 | —  SteelSc<br>(exNichteroy)<br>Elec.light 1Dk | 440<br>375<br>257 | | | | | 1899 | TAWalker<br>Sudbrook | R.doCostaZino | 156·1\|26·9\|11·1 | R.Janeiro<br>Brazilian | T.3Cy.14½″,22″&34″-23″<br>55NHP<br>Plenty&Son,Newbury | | V |
| 09098<br><br>OOPN | **Atlantique** SteelTwinSc<br>Now named "Angkor," See No. 36218 in Supplement<br>Elec.light Wireless 4Dks&Spar dk | 6479<br>5991<br>3473 | | | | | 1899 | Message. Maritimes<br>LaCiotat | Messageries Maritimes | 468·9\|50·6\|32·8<br>H900t | Marseilles<br>French<br>WB | T.6Cy.33½″,48⅔″&79½″-43⅓″<br>832NHP<br>Message.Marit.LaCiotat | | V |
| 09099 | **Atlantique I.** SteelScSr<br>(Tug)<br>(exKaribib,exTugboat) 1Dk | 166<br>—<br>49 | | | | | 1898 | B.Wencke Söhne<br>Hamburg | Soc.Anon.des Atel.&Chant.deLa Pallice | 110·6\|20·3\|10·5<br>P17'F12' | LaRochlle<br>French<br>WB | C.2Cy.16″&31½″-22″<br>39NHP<br>B WenckeSöhne,Hamburg | | |
| 09100<br><br>WNOK | **Atlantis** SteelSc<br>ssMch.2ndNo.3-9,19<br>(exBoliviana,ex Lugano,exBoliviana) 2Dks(Stl)&Web frames &Shltr dk(Irn)<br>Wireless | 4735<br>4336<br>2940 | ✠100A1<br>Shelter dk<br>12,21 ~~2,21~~<br>~~BS2,21~~ ✠LMC9,19<br>BS12,21 | Ham | y | CL<br>~~5,28~~<br>~~3,19~~<br>12.21 | 1900<br>6mo | Furness, Withy&CoLd<br>WHartlepool<br>A&CP | Akties.Atlantis (B.Hanssen, Mgr.)<br>CellDBa119' | 370·5\|51·2\|28·1<br>FK<br>uE&B46' f140'924t | Flekkefjrd<br>Norwegian<br>6BHCem<br>DTa20' 780t | T.3Cy.25″,40″&68″-48″ (r)<br>180lb 321NHP<br>3SB,6cf,GS120,HS4573<br>SirC.Furness, Westgarth & Co.Ld.Mdb.<br>APT53t | 30″10<br>s 4 ″ 4½<br>26″10 | |
| 09101<br>218120<br>LRGQ | **Atlantus** Ferro-ConcreteScSr<br>Fitted for oil fuel<br>Elec.light Wireless 1Dk | 2391<br>—<br>1435 | | | | | 1919 | Liberty S.B.Co.<br>Brunswick, Ga. | UnitedStates ShippingBoard | 260·0\|43·5\|26·7<br>P18'B65'F30' | Brunswck<br>Utd.States<br>WB | T.3Cy.19″,32″&56″-36″<br>188NHP | | |
| 09102<br>107430<br>KNTW | **Atlas** SteelScSr<br>Fitted for oil fuel<br>1Dk&Spar dk<br>Elec.light Carrying Oil in bulk<br>Wireless Sub.Sig. | 2005<br>—<br>1145 | | | | | 1898 | Delaware RiverCo.<br>Chester,Pa. | StandardOilCo.of California | 248·0\|40·1\|22·5 | S.Frncisco<br>Utd.States | T.3Cy.21″,34″&56″-42″<br>203NHP<br>Delaware RiverCo.Chester | | |
| 09103<br><br>LBJK | —  SteelSc<br>Elec.light 1Dk | 1177<br>880<br>605 | | | | | 1920 | J.S.White &Co.<br>Cowes | A/S Atlas (Jacobsen&Co. Mgrs.) | 220·5\|34·1\|14·4<br>RQD115'B53'F21' | Langesnd<br>Norwegian<br>WB | T.3Cy.17″,29″&49″-33″<br>138NHP<br>J.S.White&Co.Ld.Cowes | | N |
| 09104 | —  SteelScSr<br>2Dks | 969<br>899<br>606 | | | | | 1896 | Helsingörs Jernsk &Msk.<br>Elsinore | Dampfschifffahrts Ges.Neptun | 200·5\|30·3\|19·0<br>B50' | Bremen<br>German<br>WB | T.3Cy.15″,24″&40″-27″<br>83NHP<br>HelsingörsJernsk.&Mskb. | | |
| 09105<br>91280 | —  IronTwinSc<br>Mchy.Aft | 457<br>457<br>217 | | | | | 1884 | Armstrong Mitchell&Co.<br>LdNewcastle | MerseyDocks& HarbourBoard | 131·0\|48·3\| 9·0 | Liverpool<br>British | C.4Cy.4″&11″-12″<br>40RHP<br>Ross&Duncan,Glasgow | | |
| 09106<br><br>TBNG | —  SteelScSr<br>ssSng.No.2-17<br>Elec.light 1Dk(Stl) | 400<br>281<br>12 | ✠100A1<br>For Towing purposes<br>9,20<br>~~BS9,20~~ ✠LMC~~4,17~~ 4,21<br>Fitted for oil fuel 3,09 | NOs | | CL<br>~~8,19~~<br>4,21<br>F.P | 1909<br>3mo<br>Lloyd's A&CP above 150° F. | Rotterdam Droogd.Maat<br>Rotterdam | Nederl.Indische Tankstoomboot Maats. | 135·0\|25·5\|12·5<br>F14'<br>FK | Batavia<br>Dutch<br>6BHCem | T.3Cy.15″,25″&41″-33″ (s)<br>160 ~~180lb~~ 126NHP<br>1SB,3cf,GS62,HS2240<br>RotterdamDroogd.Maats.<br>WB=DTf23'43t | 13 ″ 6<br>s 1 ″ 6<br>12 ″ 2 | |
| 09107<br>949<br>HBLM | —  SteelSc<br>(Tug) | 264<br>—<br>132 | | | | | 1907 | L.Smit& Zoon<br>Kinderdijk | Cia.Salistres de Antofagasta | 81·5\|23·3\| | Antofagasta<br>Chilian | T.3Cy. | | |
| 09108 | —  SteelSc<br>(Tug)<br>1Dk | 259<br>251<br>63 | | | | | 1907 | L.Smit& Zoon<br>Kinderdijk | H.W.Ackermans& H.vanHaaren | 114·8\|23·5\|13·6<br>B32'F13' | Antwerp<br>Belgian | T.3Cy.$14\frac{3}{16}$″,$23\frac{7}{16}$″&$38\frac{5}{8}$″-24″<br>73NHP<br>Alblasserdam.Msch.Fab. | | |
| 09109 | —  IronSc<br>(Tug)<br>1Dk | 216<br>205<br>23 | | | | | 1886 | Janssen& Schmilinsky<br>Hamburg | PargasKalkbergs. Aktieb. | 109·6\|20·3\|14·3<br>H6t | Pargas<br>Finnish<br>WB | C.2Cy.23″&40″-28″<br>HS1512 80NHP<br>Janssen&Schmilnsky,Ham | | |
| 09110 | —  WoodAuxScSr<br>PetrolMotor<br>1Dk<br>(See Sailing Ship Register) | 209<br>—<br>140 | | | | | 1911 | Stone& VanBergen<br>S.Francisco | PacificCommercialCo. | 104·9\|26·6\|10·4 | Manila<br>Utd.States | PetrolMotor<br>AtlasGas Eng.Co.Oakland | | |
| 09111<br><br>OOPT | —  SteelSc<br>(Tug)<br>(exSanton,exAtlas) 1Dk | 172<br>—<br>9 | | | | | 1908 | Wrf.voorh. Rijkee&Co<br>Rotterdam | "France,"Soc.Nat deSauv.&de Remorq. | 103·4\|21·0\|10·9<br>B6' | St.Nazaire<br>French<br>WB | T3Cy.$12\frac{3}{10}$″,$20\frac{2}{3}$″&$33\frac{1}{2}$″-$23\frac{1}{4}$″<br>52NHP<br>Alblasserdam.Msch.Fab. | | V |
| 09112 | —  SteelScSp<br>(Tug)<br>1Dk | *108*<br>*93*<br>*11* | | | | | 1895 | Fleming& Ferguson<br>Paisley | Hijos de C.Velasco | 86·0\|19·0\| 7·6 | Gijon<br>Spanish | C.2Cy.20″&40″-20″<br>60NHP<br>Fleming&Ferguson,Psy. | | |
| 09113 | —  SteelSc<br>(Tug)<br>1Dk | 108<br>93 | | | | | 1917 | deGroot &vanVleit<br>Slikkerveer | N.V.Scheepboot "Atlas"(InternationalTugCo.) | 73·0\|20·8\| 9·4 | Rottrdam<br>Dutch | T.3Cy.11″,19″&31″-21¼″<br>44NHP<br>RotterdamDroogd.Maats. | | |
| 09114<br>26272<br>RSTW | **Atlas-Maru** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 7344<br>6856<br>4481 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~4,21~~ 10,20<br>11,21<br>✠LMC~~1,20~~ 4,21 | Yka<br>~~Osa~~ Kob | a† | CL<br>4,21 | 1920<br>1mo | Mitsubishi ZosenKaisha Ld.Nagasaki<br>A&CP<br>CellDB358' | OsakaShosen KabushikiKaisha, Ld.<br>1165tDTa28'1077t | 420·0\|56·0\|38·5<br>F47'onShelter dk<br>FK<br>FPT108tAPT95t | Osaka<br>Japanese<br>Cem<br>6BHtoSh dk<br>2 ″ ″ U ″ | T.3Cy.28″,47″&79″-51″ (s)<br>200lb 574NHP<br>3SB,9cf,GS192,HS7726 FD<br>MitsubishiZosenKaisha,Ld | 38 ″ 6<br>s 10″ 6<br>28 ″ 4 | |
| 09115 | **Atle** SteelScSr<br>(exCairo)<br>Well deck 1Dk | 1731<br>1356<br>1052 | | | ... | | 1882 | Earle'sCo. Ld.<br>Hull | GermanGovernment | 267·4\|34·1\|18·1<br>Q85'B84'H52tF30'<br>FK | German | C.2Cy.25″&50″-45″<br>140NHP<br>Earle'sCo.Ld.Hull | | |
| 09116<br><br>MHPW | —  IronScYl<br>(Trawler)<br>(exRangoon) 1Dk | 125<br>125<br>43 | ✠<br>For fishing purposes<br>6,88<br>✠ | Hul | | | 1888<br>6mo | Cook,Welt'n&Gemmell<br>Hull | A/S Drivsildkompaniet (LBakkevig Mgr.) | 100·4\|20·1\|10·4 | Haugesnd<br>Norwegian<br>3BHCem | C.2Cy.17″&33″-22″<br>43NHP<br>C.D.Holmes&Co.Hull | 11 ″ 4 | |
| 09117 | **Atle Jarl** SteelSc<br>(exNavarre)<br>Elec.light 1Dk&deep framing&Shelter dk | 1249<br>878<br>557 | | | ... | | 1904 | IrvineSB& E.Co.(1902), Ld.<br>Irvine | GermanGovernment | 230·1\|34·2\|14·6<br>FK | German<br>WB | T.3Cy.20½″,34″&56″-36″<br>209NHP<br>J.G.Kincaid&Co.Greenock | 17 ″ 1 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09118<br>MTNQ | **Atle Jarl** SteelScS<br>*Elec.light* 1*Dk* | 1173<br>1005<br>671 | | | | | 1919 | Fredrkstad Mek.Værks.<br>Fredrikstad | A/SDetNordenfjeldske Dampskibsselskab | 230·5<br>P20'B62'F26' | 36·1 | 14·9 | Trondhj'm<br>Norwegian<br>*WB* | T.3Cy.16⅙",26"&44"–30"<br>106NHP<br>FredrikstadM.V.Frdstad. | | N |
| 09119 | **Atleta** SteelSc<br>(*Tug*)<br>1*Dk* | 105 | | | | | 1906 | J.L.Meyer<br>Papenburg | Hamburg-Süd-Amerik.DampfschifffahrtsGes. | 75·5 | 19·1 | 10·1 | Bns.Ayres<br>Argentine | C.2Cy.13⅞"&25$\frac{3}{16}$"–19$\frac{11}{16}$"<br>24NHP<br>J.L.Meyer,Papenburg | | |
| 09120<br>145290 | **Atmosphere** WoodSc<br>1*Dk* | ~~101~~ 100<br>99<br>44 | ✠ 11A1<br>*For fishing purposes*<br>8,20<br>✠LMC8,20 | Hul | | CL<br>8,20 | 1918<br>2mo<br>*Lloyd*'sA&CP | JChambers Ld.<br>Lowestoft | ~~The Admiralty~~<br>~~F.Pearce. (T.B. Roberts Mgr.)~~<br>AtmosphereS.F. Co.Ld. | 86·7<br>9&12yrs.Mat. | 20·0 | ~~10·2~~<br>10·1 | ~~London~~<br>British<br>Grimsby | T3.Cy.9½",15½"&26"–18" (*s*)<br>180lb 42RHP ~~43NHP~~<br>1SB,*2pf*,GS30,HS814<br>Urquhart,Lindsay& Co.Ld.Dun. | 10 " 0 | |
| 09121<br>MGSH | **Atna** SteelScSr<br>*Elec.light* Wireless 1*Dk*&*Shelterdk* | 4682<br>4361<br>2873 | | | | | 1911 | W.Doxford &Sons,Ld.<br>Sunderland | D/S A/S Den NorskeAfrika-og AustralieLinje(W. Wilhelmsen,*Mgr.*) | 390·0<br>P101*t*H193*t* | 53·5 | 26·1 | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.27",45½"&77"–54"<br>436NHP<br>W.Doxford&Sons,Ld.Sld. | | CN |
| 09122<br>131322<br>HSGP | **Atreus** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 6726<br>5558<br>4285 | | | | | 1911 | Scotts'S.B. &E.Co.Ld.<br>Greenock | ChinaMutual Stm. Nav.Co.Ld. (A. Holt&Co.*Mgrs.*) | 443·5 | 52·8 | 32·1 | Liverpool<br>British<br>*WB* | T.3Cy.30",50"&83"–60"<br>534NHP<br>Scotts'S.B.&E.Co.Ld.Grk. | | BT<br>till<br>0.2 |
| 09123<br>HTMK | **Atromitos** SteelTwinScSr<br>(*ex*Antelope)<br>*Elec.light* Wireless | *672*<br>*479*<br>*206* | | | | | 1889 | Laird Bros.<br>Birkenhead | Nav.àVap. "Ionienne"G.YannoulatoFrères | 235·5<br>Q22*t*F3*t* | 27·6 | 13·1 | Piræus<br>Greek | T.6Cy.16½",26"&41"–30"<br>184NHP<br>LairdBros.Birkenhead | | |
| ❋ 09124<br>11597<br>LHOV | **Atsuta Maru** SteelTwinScSr<br>*ss*Kob.No.3–12,20 ~~*ss*Kob.No.2–18~~<br>*Elec.light* Wireless 2*Dks*(*Stl–U*teak s)<br>*deep framing*&*Web frames*<br>*Lower dk*(*Stl*)*inNos.*1&3*holds* | 7978<br>6748<br>4962 | ✠100A1<br>~~10,21~~ ~~12,20~~ 3,22<br>✠LMC~~12,20~~ 10,21 | Kob<br>Yka | *d*† | CL<br>~~2,13~~<br>P12,20<br>s10,21 | 1909<br>3mo<br>*Lloyd*'sA&CP | MitsuBishi DDks&EWks<br>Nagasaki | NipponYusen KabushikiKaisha<br>*WB=CellDB* | 473·9<br>P61'B176'F54'<br>FK<br>*a*139'*uE*&*B*85 *r*180' | 54·7 | 31·3 | Tokio<br>Japanese<br>7*BHCem*<br>1609*t DTa* | T.6Cy.25",41½"&69"–48" (*s*)<br>200lb 973NHP<br>6SB,*18cf*,GS338,HS14276FD<br>MitsuBishiD&E.Wks.Nag<br>26'561*tFPT*143*tAPT*48*t* | 34 " 6<br>s 8 " 1½<br>27 " 1 | |
| 09125<br>20371<br>NHWM | **Atsuta Maru No. 2** SteelScSr<br>*Elec.light* 1*Dk* | 2176<br>1885<br>1295 | | | | | 1917 | Ishikawajima S.B. &E.Co.Ld.<br>Tokio | GoshiKaishaSato Shokai | 268·0<br>P13'B58'F27' | 40·7 | 23·5 | Otaru<br>Japanese<br>*WB* | T.3Cy.19",31½"&52"–39"<br>169NHP<br>IshikawajimaS.B&E.CoLd | | V |
| 09126<br>143149<br>JWSN | **Atta** SteelScSr<br>(*ex*Thora) *Now named* "Antonios," *See No.* 36152 *in Supplement*<br>Wireless 1*Dk*&*Spar dk*&*Web frames* | 2720<br><br>1693 | | | ... | | 1896 | Richardsn, Duck&Co.<br>Stockton | TheShippingController(J.Gardiner &Co.,*Mgrs.*) | 300·0<br>FK | 42·1 | 17·2<br>25·1 | London<br>British<br>*WB* | T.3Cy.22½,37"&61"–42"<br>246NHP<br>Blair&Co.Ld.Stockton | 27 " 6<br>s 6 " 2½<br>21 " 7 | |
| 09127<br>TBPF | **Attaka** IronTwinSc<br>(*ex*Sublime) 1*Dk*<br>*Mchy.Aft* *CarryingPetroleum in bulk* | *310*<br>*307*<br>*140* | | | | | 1883 | Lobnitz& Co.<br>Renfrew | BataafschePetroleumMaats. | 134·0 | 25·6 | 15·8 | Pangkalan Brandan<br>Dutch | C.4Cy.14"&28"–24"<br>64NHP<br>Lobnitz&Co.Renfrew | | |
| 09128 | **Attala** SteelScSr<br>(*ex*Susquehanna)<br>1*Dk* | 233<br>—<br>116 | | | | | 1887 | Harlan& Hollingsworth Co.<br>WlmngtnDel | Allain&Vallèe | 154·9<br>F25' | 22·0 | 11·7 | Granville<br>French | T.3Cy.17",28"&42"–22"<br>83NHP<br>Harlan&Hollingsworth Co.Wilmington,Del | | |
| 09129<br>OCPV | **Attalo** IronScSr<br>1*Dk*2*trB* | 362<br>—<br>215 | | | | | 1869 | T.Wingate &Co.<br>Glasgow | MessageriesFluviales deCochinchine | 173·7<br>Q30*t* | 21·9 | 13·3 | Saïgon<br>French<br>*WB* | C.2Cy.21¼"&36¼"–30"<br>60NHP<br>T.Wingate&Co.,Glasgow | | |
| 09130<br>135489<br>JCSF | **Attendant** SteelTwinScCtr<br>*ss* LagosNo.1–19<br>*Elec.light* 1*Dk*(*Stl*–teak s) | 317<br>250<br>120 | ✠100A1<br>3,19<br>BS3,21 ✠LMC3,19 | Lagos | *e* | CL<br>~~1,18~~<br>3,21 | 1913<br>8mo<br>*Lloyd*'sA&CP | Harland& Wolff,Ld.<br>Glasgow | ElderLine,Ld. (Elder,Dempster& Co.Ld.,*Mgrs.*)<br>*WB=CellDBa* | 124·7<br>B19'F18'<br>FK<br>25' *f*47'42*tFPT*14*t* | 27·2 | 10·8 | Liverpool<br>British<br>5*BHCem*<br>*APT*22*t* | T.6Cy.10½",16½"&26"–18"<br>180lb (*s*) 91RHP<br>2SB,*4cf*,GS51,HS1812<br>Harland&Wolff,Ld.Gls. | 11 " 6<br>s 1 " 2½<br>10 " 8 | |
| 09131 | **Attila** SteelSc<br>*ss*Got.No.2–14<br>(*ex*Andwar,*ex*FartI,*ex*Ada) 1*Dk*(*Stl*)<br>*Mchy.Aft* | 232<br>187<br>107 | ✠ | Xia | *c* | | 1906<br>4mo | Aktieb. LödöseVarf.<br>Lödöse | GermanGovernment | 100·1<br>P27'H12*t*F13'<br>FK<br>*FPT*26*t* | 22·4 | 11·2 | German<br>3*BHCem*<br>*APT*11*t* | C.2Cy.10$\frac{1}{16}$"&22¼"–15"<br>20NHP<br>1SB,*1cf*,GS12,HS363<br>Akt.LödöseVrf.Lödöse | 12 " 0 | |
| 09132 | **Attilio** IronScSr<br>(*ex*Hogarth) | *2053*<br>*1909*<br>*1260* | | | | | 1882 | A.Leslie& Co.<br>Newcastle | F.Mattarazzo&Co. | 295·4 | 36·2 | 24·5 | Santos<br>Brazilian | C.2Cy.26"&60"–45"<br>201NHP<br>R.Stephenson&Co.Nwc. | | |
| ❋ 09133 | **Attivita** SteelScSr<br>*Elec.light* (*ex*WarColumn) 2*Dks*(*Stl*) | *5752*<br>*5148*<br>*4247* | ✠100A1<br>6,21 ~~6,20~~<br>✠LMC7,19 | Nwc<br>Bkn | *z* | CL<br>2,20 | 1919<br>7mo<br>*Lloyd*'sA&CP | J Coughlan &Sons<br>Vancouver, B.C. | Lloyd delPacifico<br>*CellDB Intermediate BH in fore* | 410·6<br>P44'B115'F47'<br>FK<br>268'1274*t FPT*131*t*<br>*hold dispensed with* | 54·1 | 27·5 | Savona<br>Italian<br>*ptCem*<br>*APT*85*t*<br>6*BHonly* | 2 Steam Turbines geared to 1 Sc Shaft 190lb (*s*)<br>3SB,*9cf*,GS189,HS8325 FD<br>HallidieCo.Ld. Spokane,Wash. | 29 " 9<br>s 5 " 11½<br>24 " 2 | |
| 09134<br>NFWD | **Attualità** SteelScSr<br>(*ex*PingSuey) *ss*H.Kg.No.3–7,18<br>*Elec light* 2*Dks*(*Stl*)*deep framing*<br>Wireless &*Web frames* | *6458*<br>*5887*<br>*4150* | ✠100A1<br>6,21 ~~8,19~~<br>BS12,20 ✠LMC7,18 | Tri<br>Gen | *b*† | CL<br>8,19 | 1899<br>6mo<br>*Lloyd*'sA&CP | Workman, Clark&CoLd.<br>Belfast | Lloyd delPacifico<br>*CellDBa*134' *uE*&*B*59'*r*171'1365 | 450·0<br>P36'B145'F45'<br>FK<br>*tDTa*30' 960*t* *FPT* | 53·2 | 30·9 | Savona<br>Italian<br>8*BHCem*<br>105*tAPT*70*t* | T.3Cy.28⅝",47"&77"–60" (*r*)<br>180lb *90lb* 620NHP<br>2DB,*12rf*,GS231,HS8994FD<br>WorkmanClark&CoLdBel | 33 " 10<br>s 7 " 10<br>26 " 6 | |
| 09135<br>117591<br>WPHJ | **Atua** SteelTwinScSr<br>*Elec.light* *Ref.Mchy.* Wireless 2*Dks* | 3444<br>2944<br>1895 | | | | | 1906 | DJ.Dunlop &Co.<br>Pt.Glasgow | UnionS.S.Co.of NewZealand,Ld. | 319·8<br>B130'F37' | 44·2 | 27·3 | London<br>British<br>*WB* | T.6Cy.21½",35"&57"–39"<br>405NHP<br>D.J.Dunlop&Co.Pt.Gls. | | |
| 09136 | **Atxeri-Mendi** SteelSc<br>1*Dk*(*Stl*)&*Shelterdk*(*Stl*)<br>*Elec.light* Wireless | *3276*<br>*3020* | ✠100A1<br>*Shelter dk withfreeboard*<br>~~6,21~~ 3,21<br>6,22<br>✠LMC3,21 | Stk<br>Ham | *v* | CL<br>K3,22 | 1921<br>3mo<br>*Lloyd*'sA&CP | RopnerS.B. &RpgCo. (Stk)Ld.<br>Stockton | Sota y Aznar<br>*CellDBa*108'*uE*25' | 340·2<br>FK<br>*Collision*<br>*f*147'784*tAPT*126*t* | 48·7 | 22.4 | Bilbao<br>Spanish<br>*Cem*<br>*BH toSh dk*<br>5 „ „ *U* „ | T.3Cy.24",40"&66"–45" (*s*)<br>180lb *100lb* 358NHP<br>2SB,*6cf*,GS137,HS6078<br>Blair&Co.Ld.Stockton | 24 " 10<br>s 2 " 4<br>22 " 10 | |
| 09137 | **Au Revoir** SteelScSr<br>1*Dk* | 176<br>—<br>87 | | | | | 1903 | P.Smit,Jr.<br>Rotterdam | DoggerMaats. (A.Hoogendijk,Jz. *Mgr.*) | 110·0 | 23·0 | 11·5 | Vlaardngn<br>Dutch | T.3Cy.9",14"&23"–16"<br>21NHP<br>P.Smit,Jr.Rotterdam | | |
| 09138<br>~~OCQS~~ | **Aube** SteelSc3MstSr<br>*Elec.light* (*ex*Rosemount)<br>Wireless 1*Dk*&*Webframes* | 1589<br>—<br>963 | | | ... | | 1896 | Wood, Skinner&Co.<br>Newcastle | ~~Cie.Générale Transatlantique~~<br>F.W.Brown | 245·0<br>Q31'F34'<br>FK | 41·0 | 18·4 | ~~Havre~~<br>~~French~~<br>British | T.3Cy.20½",34"&57"–39"<br>210NHP<br>N.E.MarineEng.Co.Nwc. | 21 " 4 | |
| 09139<br>OCQI | **Aubepine** SteelScK<br>*ss*Gms.No.3–8,11<br>(*ex*Vampire) *ss*Dnk.No.1–19<br>1*Dk* | 181<br>178<br>60 | ✠<br>*StmTrawler*<br>1,19<br>✠NE8,11 ✠ | Dnk | | | 1899<br>8mo | Earle'sCo. Ld.<br>Hull | Soc."LaPêche Française" | 110·5<br>Q46'F18'<br>BK7½" | 21·2 | 11·2 | Fécamp<br>French<br>3*BHCem* | T.3Cy.11",20"&32"–23"<br>59NHP<br>1SB,*2pf*,GS29,HS1077<br>Earle'sCo.Ld.Hull | 12 " 0 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. DateofB.ofTradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09140 | **Aubrietia**<br>*Elec.light* | SteelScSr<br>2*Dks*(*Stl–Uws*)<br>*CruiserStern* | 817 | ✠<br>*For Government Service*<br>10,16 ✠ | Bly | | | 1916<br>10mo | BlythS.B.<br>&D.D.Co.Ld.<br>Blyth | TheAdmiralty | 255·2\|33·6\|17·3<br>P29'B140'F63'<br>FK<br>*CellDBuB* 26t*DTf*22t*FPT*11t | British<br>12*BHptCem*<br>*APT*18t | T.4Cy.22",35"&40"(2)–30"<br>385NHP<br>2SB,*6cf*,GS154,HS6894 FD<br>Richardsons,Westgarth&Co.Ld.Hpl. | 18 ″ 0 | |
| 09141<br>217438<br>LPKN | **Auburn**<br>*Elec.light* Wireless<br>Sub.Sig. | SteelScSr<br>2*Dks* | 6025<br>5041<br>3361 | | | ... | | 1919 | Chester<br>S.B.Co Ld.<br>Chester,Pa. | UnitedStates<br>ShippingBoard | 400·7\|54·2\|30·1<br>P36'B123'F43'<br>FK | Phild!phia<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Screw Shaft<br>WestinghouseElectric<br>&Mfg.Co.E.Pittsburgh | 32 ″ 9 | R |
| 09142 | **Auby**<br>(*ex*Rosario)<br>*Elec.light* | SteelTwinScSr<br>1*Dk* | 646<br>—<br>400 | | | | | 1908 | Soc.Esercizio Bacini<br>Genoa | Cie.RoyaleAsturienne desMines | 207·3\|34·1\|9·8<br>*WB* | Antwerp<br>Belgian | T.6Cy.9¼",16⅛"&25 3/16"–13 13/16"<br>47NHP<br>Soc.EsercizioBacini,Genoa | | V |
| 09143<br>109097 | **Auckland**<br>*ss*Hul.No.3–7,11<br>*ss*Hul.No.2–19 | IronScK<br>1*Dk* | 155<br>148<br>62 | ✠100A1<br>*StmTrawler*<br>7,21 | Hul | ... | CL<br>~~3,19~~<br>7,21 | 1899<br>1mo | Cook,Welt'n&Gemmell<br>Hull | A.Gouldby | 105·0\|20·6\|11·0<br>ptND11 BK7½"<br>*WB*= | Lowestoft<br>British<br>3*BHCem*<br>*DTf*18'32*t* | T.3Cy.9½",16 5/16"&26"–20"<br>200lb (*s*) 35RHP<br>1SB,*2pf*,GS22,HS680<br>Amos&Smith,Hull | 11 ″ 10<br>s1 ″ 2½<br>11 ″ 7 | |
| 09144<br>123561 | **Aucuba** | SteelScK<br>1*Dk* | 211<br>194<br>87 | | | ... | | 1906 | Cook,Welt'n&Gemmell<br>Beverley | Grant&Robinson | 115·4\|21·6\|11·5<br>Q58'F19'<br>BK8" | Grimsby<br>British | T.3Cy.12",21"&34"–24"<br>66RHP<br>C.D.Holmes&Co.Hull | 12 ″ 3 | |
| 09145<br>18<br>NFWK | **Audace**<br>(*ex*Radnor)<br>*Well deck* | IronScSr<br>*ss*Trn.2ndNo.3–3,03<br>*ss*Nap.No.2–12<br>1*Dk*(*Irn*)2*trB* | 1300<br>985<br>669 | ✠<br>5,16<br>✠NB7,90 ✠ | Pal | *o* | | 1879<br>3mo | Palmers'<br>Co.Ld.<br>Newcastle | D.Saglimbene | 235·0\|32·2\|17·8<br>Q95'B34'F25'<br>ptND03 BK8½"<br>*WB*= | Catania<br>Italian<br>4*BHCem*<br>*DBa*77'*f*55' | C.2Cy.28"&54"–36"<br>NDB90 130NHP<br>1SB,*4pf*,GS71,HS2030<br>Palmers'Co.Ld.Newcastle | 18 ″ 8 | I |
| 09146<br>MLSN | **Audax**<br>(*ex*Marit,*ex*Stolt)<br>*Mchy.Aft* | SteelSc3MstSr<br>*ss*Xia.No.1–20<br>1*Dk*(*Stl*) | 449<br>337<br>254 | ✠100A1<br>4,22~~6,20~~<br>✠LMC6,20<br>BS6,22 | Xia<br>Bly | *g* | CL<br>~~10,19~~<br>4,22 | 1915<br>11mo | NVSchpsw<br>DeMerwede<br>Hardinxveld<br>A&CP | FredrikstadShppg Co.A/S(~~CH.Mürer, Mgr.)~~(J.Chr.Bl[illegible] *Mgr.*) | 156·7\|25·2\|10·9<br>Q97'F20'<br>FK | Frdrikstad<br>Norwegian<br>3*BHCem*<br>*FPT*43*t* | T.3Cy.13",20"&33"–24" (*s*)<br>180lb 74NHP<br>1SB,*3pf*,GS51,HS1364<br>Verschure&Co.Ams. | 11 ″ 11<br>s 4 ″ 6<br>11 ″ 7 | |
| 09147<br>5<br>NFWQ | —<br>(*ex*Auckland) | SteelScSr<br>*ss*Bel.No.3–10,01<br>*ss*Pal.No.2–11<br>1*Dk*(*Stl*)2*trB* | 218<br>215<br>104 | ✠<br>2,15 | Pal | *d* | | 1887<br>1mo | Earle'sCo.<br>Ld.<br>Hull | Soc.Italiana di Salvataggi e diNavigazione | 132·4\|22·0\|10·8<br>BK8" | Messina<br>Italian<br>5*BHCem* | C.2Cy.18"&36"–21"<br>60NHP<br>1SB,*2pf*,GS33,HS1210<br>Earle'sCo.Ld.Hull | 11 ″ 7 | I |
| 09148<br>OCQV | **Audax II.**<br>(*ex*Gelderland) | SteelScSr<br>(*Tug*)<br>1*Dk* | 258<br>—<br>24 | | | | | 1918 | Gebr.<br>Jonker<br>Kinderdijk | Chemins de Fer de l'EtatFrançais (SocMarNationale *Mgr.*) | 115·0\|25·0\|13·0 | Havre<br>French<br>*WB* | T.3Cy.15",24"&40"–24"<br>78NHP<br>MaschinefabriekBolnes | | V |
| 09149 | **Audaz**<br>*Elec.light* | SteelScK<br>(*Trawler*) 1*Dk* | 291<br>243<br>57 | | | | | 1911 | H.C.StülckenSohn<br>Hamburg | Cia.dePesca | 132·4\|23·9\|12·3<br>F22' | Santos<br>Brazilian | T.3Cy.13",21¼"&33⅞"–22 13/16"<br>53NHP<br>H.C.StülckenSohn,Ham. | | |
| 09150<br>106276<br>PTQG | **Audierne**<br>(*ex*Doonass, *ex*Whimbrel) | SteelScSr<br>1*Dk* | 888<br>763<br>379 | | | | | 1897 | CaledonS.<br>B.&E.Co.Ld.<br>Dundee | T.C.Steven&Co. | 230·0\|32·0\|15·3<br>P&B123'F59' | Limerick<br>British<br>*WB* | T.3Cy.19",31"&50"–33"<br>144NHP<br>CaledonSB.&E.Co.Ld.Dun | | C |
| 09151<br>219011<br>LTDQ | **Auditor**<br>*Elec.light*<br>Sub.Sig. Wireless | SteelSc<br>*Fitted for oil fuel*<br>2*Dks*& *Web frames* | 5503<br>4971<br>3383 | | | ... | | 1919 | Merchant<br>S.B.Corp<br>Harriman,Pa | UnitedStates<br>ShippingBoard | 400·7\|54·2\|30·4<br>P36'B124'F44'<br>FK | Phildlphia<br>Utd.States<br>*WB* | 2SteamTurbines geared to 1ScShaft<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 32 ″ 10 | R |
| 09152<br>123212<br>JHPC | **Audrey** | SteelScK<br>(*Trawler*)<br>1*Dk* | 186<br>178<br>72 | | | ... | | 1906 | Mackie&<br>Thomson<br>Glasgow | J.Halifax | 108·9\|21·5\|11·3<br>BK8" | Yarmouth<br>British<br>*WB* | T.3Cy.10",16¼"&27"–24"<br>36RHP<br>W.V.V.Lidgerwood,Gls. | 12 ″ 4 | |
| 09153 | **Aue** | SteelSc<br>(*Trawler*)<br>1*Dk* | 216<br>190<br>81 | | | | | 1919 | Schiffb.Ges<br>"Unterweser"<br>m.b.H. Lebe | Barckhan&Horn | 127·6\|22·6\|9·2<br>P19'Q69' | Bremen<br>German<br>*WB* | T.3Cy.12⅗",20½"&32¼"–22⅘"<br>50NHP<br>OttensenerMaschf.Altona | | |
| 09154<br>OCRA | **Auerstaedt**<br>*Elec.light* | SteelSc<br>1*Dk* | 355<br>—<br>102 | ✠100A1<br>*StmTrawler*<br>9,19<br>✠LMC9,19 | Sav | | CL | 1919<br>9mo | FoundationCo.<br>Savannah,Ga<br>A&CP | FrenchGovernment | 140·2\|25·0\|14·6<br>Q79'F26'<br>BK7"<br>*FPT* | French<br>4*BHCem*<br>6*tAPT*8*t* | T.3Cy.12¾",21½"&35"–24"<br>180lb (*r*) 89NHP<br>1SB,*3pf*,GS53,HS1700<br>HarrisburgFoundry&<br>Mach.Wrks.Harrisburg,Pa | 14 ″ 8<br>s2 ″ 5½<br>14 ″ 1 | |
| 09155<br>MGKT | **August**<br>*Elec.light* Wireless | SteelScSr<br>2*Dks* | 5254<br>4912<br>3246 | | | | | 1911 | W.Gray&<br>Co.Ld.<br>WHartlepool | J.Christensen | 410·0\|54·0\|28·9<br>P36'B254'F43' | Bergen<br>Norwegian<br>*WB* | T.3Cy.26",42"&70"–48"<br>339NHP<br>Cen.Mar.Eng.Wrks.WHpl | | C |
| 09156<br>2791<br>HVGO | — | SteelScSr<br>1*Dk* | 633<br>477<br>427 | | | | | 1890 | W.Lindbergs Aktieb.<br>Stockholm | RederiAktieb. Stanton(H.Person&Co.*Mgrs.*) | 177·5\|28·3\|13·7<br>Q62' B41' H17*t*<br>F21' | Landskrna<br>Swedish<br>*WB* | T.3Cy.14½",23½"&33"–25¼"<br>46NHP<br>W.LindbergsM.V.Skm. | | V |
| 09157 | —<br>*Elec.light* | IronScSr<br>1*Dk*2*trB* | 454<br>388<br>268 | | | | | 1881 | G.Howaldt<br>Kiel | Sartori&Berger | 161·9\|22·6\|14·4<br>Q76' | Kiel<br>German<br>*WB* | C.2Cy.20⅓"&36"–23"<br>NB02 52NHP<br>Schweffel&Howaldt,Kiel | | |
| 09158<br>KRGN | — | SteelSc<br>(*Trawler*)<br>1*Dk* | 144<br>143<br>53 | | | | | 1894 | G.Seebeck<br>Geestemünde | Norddeutsche Hochseefischerei A.G. | 110·6\|22·0\|11·0 | Gstemnde<br>German | T.3Cy.11½",17¾"&30"–22"<br>42NHP<br>G.Seebeck,Geestemünde | | |
| 09159<br>5692<br>JVFQ | —<br>(*ex*Anna,*ex*Elise) | SteelSc<br>(*Trawler*)<br>1*Dk* | 126<br>119<br>40 | | | | | 1892 | J.C.Tecklenborg<br>Geestemünde | Trawlaktieb.Sill (A.Qvirist,*Mgr.*) | 108·7\|20·8\|9·3<br>H8*t* | Gothenbrg<br>Swedish | C.2Cy.17¾"&32⅝"–22"<br>42NHP<br>J.C.Tecklenborg,Gstmnde | | |
| 09160 | **Aug. Borremans**<br>*Now named "Oued-Zem," See No. 3881 in Supplement*<br>*Elec.light* | SteelSc<br>1*Dk* | 1908<br>167[illegible]<br>1125 | | | | | 1921 | TVanDuijvendijks<br>Lekkerkerk | N.V. J.vanSteen's Rijnreederij | 265·0\|42·0\|20·8<br>P24'B77'F30' | Rottrdam<br>Dutch<br>*WB* | T.3Cy.19",31"&52"–36"<br>N.V.Versteeg's 162NHP<br>Mschf.Hardinxveld | | |
| 09161 | **August Bröhan**<br>(*ex*Haun) | SteelSc<br>(*Trawler*)<br>1*Dk* | 227<br>211<br>87 | | | | | 1918 | Schiffsw.(vJ.&Sch.)A.G.<br>Hamburg | CranzerFischdampfschGes. (OttoBröhan *Mgr*) | 121·7\|23·0\|10·3<br>H48'F17' | Cranz<br>German<br>*WB* | T.3Cy.13¼",20½"&32⅗"–22"<br>50NHP<br>Schwft.(vJ&Sch)AGHam | | |
| 09162 | **August Cords**<br>*Mchy.Aft Elec.light* | SteelScSr<br>1*Dk* | 900<br>773<br>497 | | | | | 1910 | Akt.Ges.<br>"Neptun"<br>Rostock | DampfschGes. "Aug.Cords" G.m.b.H. | 231·3\|33·8\|12·0<br>P&B177'F25' | Rostock<br>German<br>*WB* | T.3Cy.14⅜",24 3/16"&38⅝"–26¾"<br>77NHP<br>A.G."Neptun,"Rostock | | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09163<br>3585<br>JLCQ | Now named "Boltenhagen," See No 36436 in Supplement<br>**August Leffler** SteelScSr<br>ssBly.No.3-4,12<br>(*ex*Lygnern,*ex* ssHbg.No.1-17<br>AugustLeffler) 1*Dk*(*ptIrn*&*ptStl*)&<br>*Elec.light* Wireless *deep framing* | 1904<br>1794<br>1118 | ✠100A1<br>6,19<br>✠LMC<br>MS8,16 BS6,20 | Osc | *r* | 6,20 | 1900<br>1mo | Osbourne,<br>Graham&Co.<br>Sunderland<br>A&CP | Rederiaktieb<br>Johanna(Th.<br>Lilljequist, *Mgr.*)<br>*CellDBa* | 273·3<br>P22'B66'F29'<br>FK<br>90'*uE*20' *f*108'465*t* | 40·5 | 18·1 | Gothenbrg<br>Swedish<br>4*BHCem*<br>*APT*74*t* | T.3Cy.20¾",33"&54"-39"(*s*)<br>160lb *80lb* 192NHP<br>2SB,*6pf*,GS87,HS3037<br>J.Dickinson&Sons,Ld.Sld. | 20 " 6<br>s2 " 10½<br>17 " 11 | |
| 09164 | **August Pieper** SteelSc<br>(*Trawler*)<br>1*Dk* | 201<br>167<br>64 | | | | | 1912 | G.Seebeck<br>Akt.Ges.<br>Geestemünde | Grundmann&<br>Gröschel | 118·6<br>Q60'F21' | 22·1 | 8·5 | Gstemnde<br>German<br>*WB* | T3Cy10⅝"17$\frac{9}{16}$"&28$\frac{7}{16}$"-21$\frac{5}{16}$"<br>38NHP<br>G.Seebeck A.G.Gstemnde. | | |
| 09165 | **August Wilhelm** SteelSc<br>(*Trawler*)<br>1*Dk* | 208<br>198<br>79 | | | | | 1899 | Bonn&<br>Mees<br>Rotterdam | E.RichardsonHerings-u.Hochseefischerei | 127·9 | 21·5 | 11·1 | Gstemnde<br>German<br>*WB* | T.3Cy.12",20"&32"-28"<br>49NHP<br>Maschinenf.B.Wilton,Rot. | | |
| 09166 | **August Wilke** SteelScSr<br>ssHam.No.3-7,09<br>(*ex*CarlMenzell, ssRot.No.1-14<br>*ex*MaraKolb,*ex*Ludwig) 1*Dk*(*Irn*)2*tr*<br>Wireless *B*&*deep framing* | 2766<br>2427<br>1719 | ✠Cff.3,21<br>*withfreeboard*<br>12,16<br>✠<br>(See Footnote*) | Rot | *t* | | 1896<br>8mo | S.P.Austin<br>&Son<br>Sunderland<br>Now named "Ermis," See No.37212 in Supplement | GreekGovernment<br>*WB=CellDBa* | 308·4<br>P34'B61'F36'<br>FK | 45·3 | 20·9 | Piræus<br>Greek<br>6*BHCem*<br>98'*uE*&*B*44' | T.3Cy.22½",37"&61"-42"<br>249NHP<br>2SB,*6cf*,GS108,HS3857<br>G.Clark,Ld.Sunderland<br>*f*120'640*tAPT*40*t* | 23 " 7<br>s 4 " 4½<br>19 " 6 | |
| ❊ 09167<br>215870 | **August Ziesing** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>*Mchy.Aft* Sub.Sig. | 8272<br>7916<br>6398 | ✠100A-<br>4,18<br>✠LMC4,18<br>*For Service on the Great Lakes* | Det | | | 1918<br>4mo | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | PittsburghS.S.Co.<br>*CellDBuE*&*B*63'<br>*f*& *inside tanks* | 580·0<br>F54'<br>FK<br>467'6510*t FPT*280*t* | 60·0 | 27·9 | Duluth<br>Utd.States<br>4*BH*<br>*APT*60*t* | T.3Cy.24½",40"&65"-42"(*s*)<br>180lb 414NHP<br>3SB,*6cf*,GS137,HS6405 FD<br>Gt.LakesEngWks.Ecorse | 32 " 0 | |
| 09168<br>5365<br>JSTV | **Augusta** SteelSc<br>~~*OilEng.*~~ ssShl.No.3-4,04<br>(*ex*Zamora,*ex*Lady ssShl.No.2-13<br>Armstrong) 2*Dks*(*UIrn*&1*Stl*)3*trB*<br>Wireless | 3419<br>2916<br>2467 | ✠100A1<br>11,15<br>Examined11,18<br>✠LMC<br>MS11,15 BS1,18 | Got | *v* | 1,19 | 1891<br>7mo | Palmers'<br>Co.Ld.<br>Newcastle<br>*Lloyd*'sA&CP | Rederiaktieb.<br>Banco (Bror.M.<br>Banck,*Mgr.*)<br>*CellD* | 330·0<br>P34'B67'F34'<br>FK<br>*B*278'658*tFPT*104*t* | 42·2 | 26·3 | Stockholm<br>Swedish<br>5*BHCem*<br>*APT*28*t* | T.3Cy.24",40"&64½"-42" (*s*)<br>160lb *80lb* 280NHP<br>DB*fitted*08<br>2DB,*12pf*,GS162,HS4410<br>Palmers'Co.Ld.Nwc. | 29 " 1 | |
| 09169 | — SteelSc<br>*Elec.light* 2*Dks* | 1968<br>—<br>1147 | | | | | 1899 | Neafie&<br>LevyCo.<br>Philadelphia | | 245·0 | 46·0 | 15·9 | Honduran<br>*WB* | T.3Cy.27",40"&69"-42"<br>309NHP<br>Neafie&LevyCo.Phl. | | |
| 09170 | — SteelPad<br>1*Dk* | 116<br>106<br>43 | | | | | 1886 | J.L.Meyer<br>Papenburg | Act.Ges.Ems | 123·6 | 16·5 | 7·4 | Leer<br>German | C.2Cy.19"&31"-33"<br>45NHP<br>J.L.Meyer.Papenburg | | |
| 09171<br>OCRL | **Auguste Leblond** SteelScK<br>(*Trawler*)<br>1*Dk* | 318<br>281<br>149 | | | | | 1906 | Smith's<br>DockCo.Ld.<br>North Shields | LaMorueFrançaise&Sécheries deFécamp | 141·0<br>Q69' | 22·5 | 12·0 | Fécamp<br>French<br>*WB* | T.3Cy.13",21"&34"-27"<br>60NHP<br>ShieldsEng.Co.Ld.N.Shl. | | V |
| 09172 | **Augustenburg** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 230<br>212<br>88 | | | | | 1915 | Schiffsw(v.<br>J.&Sch.)A.G.<br>Hamburg | N.Ebeling | 122·0<br>H46'F18' | 22·9 | 10·3 | Altona<br>German<br>*WB* | T.3 Cy.13⅜20½"&32$\frac{1}{16}$"-22"<br>Schiffsw. 49NHP<br>(v.J.&Sch.) A.-G.Ham. | | |
| 09173<br>OCRN | **Augustin Normand** StlTwinSc<br>1*Dk* | 175<br>158<br>65 | | | | | 1894 | A.Normand&Cie.<br>Havre | Cie.Normande de Nav.àVap. | 163·4 | 20·5 | 8·4 | Havre<br>French | T.6Cy.13⅜",18½"&26¾"-14¾"<br>NB10 55NHP<br>A.Normand&Cie.,Havre | | V |
| ❊ 09174<br>129084<br>HQPC | **Augusto Halenke** SteelScSr<br>ssLon.No.2-20<br>(*ex*Antonio,*ex*Lundy) 1*Dk*(*Stl*)<br>Wireless | 2857<br>2673<br>1779 | ✠100A1<br>11,20<br>BS5,19 ✠LMC<br>MS2,20 DBS3,20 | Cff | *u* | CL<br>1,20 | 1910<br>3mo | Richards'n<br>Duck&Co.<br>Stockton<br>*Lloyd*'sA&CP | A.&C.Aboaf,Ld.<br>*CellDBa*104'*u* | 331·2<br>P32'B203'F30'<br>FK<br>*E*27 *f*148'872*t FPT* | 47·5 | 20·6 | London<br>British<br>5*BHCem*<br>88*tAPT*68*t* | T.3Cy.24",40"&65"-42" (*s*)<br>160lb *100lb* 292NHP<br>2SB,*6cf*,GS118,HS4658<br>Blair&Co.Ld.Stockton | 23 " 0<br>s 2 " 8½<br>20 " 8 | |
| 09175 | **Augusto Montenegro** SteelScSr | 318<br>234<br>216 | | | | | 1900 | A.Rodger<br>&Co.<br>PortGlasgow | AmazonRiverStm.<br>Nav.Co.(1911)Ld. | 140·5 | 29·0 | 8·4 | Para<br>Brazilian | T.3Cy.12½",20"&32"-24"<br>50NHP<br>D.Rowan&Co.Glasgow | | |
| 09176<br>200883 | **Augustus B. Wolvin** SteelScSr<br>*Mchy.Aft* *Elec.light* 1*Dk* | 6585<br>—<br>5311 | | | | | 1904 | American<br>S.B.Co.<br>Lorain,O. | InterlakeS.S.Co.<br>(Pickands,Mather<br>&Co.,*Mgrs.*) | 540·0 | 56·0 | 32·0 | Cleveland<br>Utd.States<br>*WB* | Q.4Cy.18½",28½",43½"&66"-<br>42" 282NHP<br>AmericanS.B Co.Clv.O. | | |
| 09177<br>JBWK | **Auguszta Foherczegno** Steel<br>Now named "Izgled," See No 37504 in Supplement<br>1*Dk*(*ptStl*&*ptIrn*)<br>2*trBinNos.*1&4*holds* | 5032<br>[illegible]<br>3245 | ✠100A1<br>5,21 ~~5,20~~<br>✠LMC 6,21<br>~~MS1,20~~ ~~BS5,20~~ | Nap<br>Tri | *x* | CL<br>~~4,19~~<br>6,21 | 1911<br>3mo | W.Dobson<br>&Co.<br>Newcastle | Soc.diNav.MarittimaLevante<br>*WB=CellDBa*<br>*f*166'955*t* | 378·0<br>P39'B225'F41<br>121'*uE*19' FK<br>*DTa* 26' 908*t FPT* | 53·3 | 24·4 | Fiume<br>6*BHCem*<br>151*tAPT*39*t* | T.3Cy.24",39"&66"-45"<br>180lb 342NHP<br>3SB,*9cf*,GS150,HS5658<br>N.E.MarineEngCoLd.Nwc | 26 " 11 | |
| 09178 | **Augvald** SteelSc<br>Should be "Sir James Bell," See No. [illegible] in Supplement<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk* | 2460<br>2232<br>1400 | | | | | 1921 | JI Thornycroft&Co.Ld.<br>Southampton | P.Lindöe | 300·5<br>P28'B81'F33' | 43·7 | 21·9 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.21",34"&57"-36"<br>195NHP<br>JIThornycroft&CoLd.Sou | | |
| 09179<br>145126<br>KHMS | **Auk** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter*<br>*Mchy.Aft* *dk*(*Stl*-ws) | 1445<br>985<br>734 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>✠LMC12,20 | Psy | *p* | CL | 1921<br>1mo | Bow,McLachlan&Co.<br>Ld. Paisley<br>*Lloyd*'sA&CP | GeneralStm.Nav.<br>Co.Ld.<br>*CellDBf*161'255*t* | 250·1<br>FK<br>*FPT*20*tAPT*18*t* | 37·1 | 14·0 | London<br>British<br>*Cem*<br>3*BHtoShdk*<br>1 " " *U* " | T.3Cy.22",35"&57"-39" (*s*)<br>180lb 273NHP<br>2SB,*6cf*,GS126,HS4939<br>Bow,McLachln&CoLdPsy | 16 " 6<br>s " 8<br>16 " 1 | |
| 09180<br>115554 | — SteelScK<br>(*Trawler*)<br>1*Dk* | 183<br>174<br>69 | | | ... | | 1901 | A.Hall&<br>Co.<br>Aberdeen | SilverCitySteam<br>TrawlingCo.Ld.<br>~~(J.W.Johnstone,~~<br>~~*Mgr.*)~~ (H.H.Girdlestone *Mgr*) | 108·0<br>BK7½" | 21·2 | 11·7 | Aberdeen<br>British<br>*WB* | T.3Cy.11",20"&33"-21"<br>61RHP<br>A.Hall&Co.Aberdeen | 12 " 4 | |
| 09181<br>118762 | — SteelScK<br>1*Dk* | 168<br>158<br>64 | | | ... | | 1903 | GooleS.B.<br>&R.Co.Ld.<br>Goole | KelsallBros.&<br>Beeching,Ld.<br>(JohnSlater*Mgr.*) | 110·0<br>BK7½" | 21·1 | 11·1 | Hull<br>British<br>*WB* | T.3Cy.12",18"&30"-21"<br>45RHP<br>C.D.Holmes&Co.Hull | 12 " 0 | |
| ❊ 09182<br>110999<br>TWMV | **Auldmuir** SteelScSr<br>ssGrk.No.3-6.20<br>1*Dk*(*Stl*)2*trB*&*deep framing*<br>Wireless 3*Dk rule* | 2747<br>2536<br>1760 | ✠100A1<br>~~7,21~~ 6,20 1,22<br>✠LMC6,20<br>BS7,21 | Grk<br>Mdb | *u* | ~~N6,20~~<br>1,22 | 1903<br>4mo | Russell&<br>Co.<br>Pt.Glasgow<br>*Lloyd*'sA&CP | AdmiralShipping<br>Co.Ld.(Glen&Co.<br>*Mgrs.*)<br>*WB= CellDBa*94' | 314·5<br>P30'B97'F33'<br>FK<br>*uE*&*B*38' *f*140'750*t* | 47·2 | 20·8 | Dundee<br>British<br>5*BHCem*<br>*APT*112*t* | T.3Cy.22½",37"&62"-42" (*r*)<br>180lb *100lb* 250NHP<br>2SB,*6cf*,GS115,HS3580<br>J.G.Kincaid&Co.Grk. | 23 " 3<br>s 3 " 8<br>19 " 11 | |
| 09183<br>OCSA | **Aulne** SteelScSr<br>ssDnk.No.1-02<br>*Welldeck* 2*Dks*(*U Stl*) | 997<br>833<br>608 | ✠<br>5,06 | Dnk | *m* | | 1897<br>9mo | R.Craggs<br>&Sons<br>Middlesbro' | Chevillotte frères<br>*WB=DB* | 220·0<br>Q107'B17'F24'<br>FK<br>*a*52'*f*96'215*t FPT* | 33·0 | 14·1 | Brest<br>French<br>4*BHCem*<br>43*tAPT*13*t* | T.3Cy.17",28½"&46"-30"<br>NB08 122NHP<br>MacColl&Pollock,Sld. | 16 " 3 | V |

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*This vessel, the class of which has lapsed, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09184<br>133591<br>JNWM | **Aungban**<br>Elec.light<br>Mchy.Aft<br>Wireless | SteelSc3MstSr<br>2Dks(Stl)&Webframes<br>Longitudinalframing | 5125<br>4778<br>3006 | ✠100A1<br>9,20<br>~~BS9,20~~ ✠LMC~~2,17~~ 9,20<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 2,17 F.P. above 150° F. | Cal | x | CL<br>9,20 | 1917<br>2mo<br>Lloyd'sA&CP | Palmers'<br>Co.Ld.<br>Newcastle | BurmahOilCo.Ld.<br>CellDBuB36'55t<br>DTf39'282t | 350·4\|50·1\|34·5<br>F52'<br>FK<br>FPT238tAPT66t ( | Rangoon<br>British<br>15BHptCem<br>10 ,, toUdk<br>&5 ,, ,,2nd ,, | T.3Cy.25",41"&67"–45" (r)<br>180lb 446NHP<br>2SB&1AuxSB,8cf,<br>HS6812 FD<br>)Palmers'CoLd.Newcastle | 34 ″ 6<br>s 7 ″ 8<br>27 ″ 2 | |
| 09185<br>OCSJ | **Aunis**<br>Elec.light | SteelTwinScSr<br>1Dk | 439<br>421<br>199 | | | | | 1899 | DelaBrosse<br>&Fouché<br>Nantes | Cie.Maritime de la Seine | 165·6\|24·4\|12·6<br>Q28'H47'RFD28' | Rouen<br>French<br>WB | C.4Cy.17¾"&29$\frac{15}{16}$"–16½"<br>NB17 61NHP<br>DelaBrosse&Fouché,Nts. | | V |
| 09186<br>OCSI | —<br>Elec.light | SteelScK<br>(Fishing)<br>1Dk | 242<br>189<br>63 | | | | | 1911 | Smith's<br>DockCo.Ld.<br>Middlesbro' | H.Veron&Co. | 117·0\|22·0\|12·5 | La Rochlle<br>French | T.3Cy.12¼",20"&34"–24"<br>57NHP<br>Smith'sDockCo.Ld.Mdb. | | V |
| 09187<br>122909<br>HDKR | **Aupouri**<br>Elec.light | SteelTwinScSr<br>1Dk | 463<br>345<br>220 | | | | | 1905 | DJDunlop<br>&Co.<br>Pt.Glasgow | NorthernSSCo.Ld. | 152·0\|27·1\|10·0 | Auckland<br>British<br>WB | T.6Cy.8½",14¼"&23½"–15"<br>55RHP<br>DJDunlop&Co.PtGlasgow | | |
| 09188<br>TGFM | **Aúra I.** | IronScSr<br>(exBoris,exNorden)<br>1Dk | 287<br>161<br>186 | | | | | 18$\frac{58}{75}$ | MotalaCo.<br>Norrköping | AuraSockerbruks Aktieb.(M. Dahlström,Mgr.) | 119·7\|22·1\|10·7<br>P74'H14tF33' | Åbo<br>Finnish | C.2Cy.15½"&31"–22"<br>38NHP<br>MotalaCo.Motala | | |
| 09189<br>TGHF | **Aúra II.**<br>exRagvald) | IronScSp<br>(exArbogaIII.,<br>1Dk | 134<br>99<br>102 | | | | | 1893 | Hjälmare<br>DockaYard<br>Hjälmare<br>Dock | AuraSockerbruks Aktieb.(M. Dahlström,Mgr.) | 99·8\|17·8\| 7·3<br>B21'H12t<br>len03 | Åbo<br>Finnish | C.2Cy.9¾"&19$\frac{11}{16}$"–12$\frac{11}{16}$"<br>NE&B03 12NHP<br>EkensbergsVarf.Skm. | | |
| 09190<br>486<br>NGBC | **Aurania**<br>(exCelticPrincess)<br>Elec.light Wireless | SteelScSr<br>1Dk&<br>Spar dk | 3530<br>3339<br>2180 | | | … | | 1899 | R.Thompson&Sons<br>Sunderland | LloydMediterraneo Soc.Italiana di Nav. | 335·3\|46·2\|17·8<br>P29'B78'F36' 25·7<br>FK | Genoa<br>Italian<br>WB | T.3Cy.24",39"&64"–42"<br>280NHP<br>N.E.MarineEng.Co.Ld.Sld | 28 ″ 5 | I |
| 09191<br>141946<br>JRDW | **Aurea**<br>Elec.light | SteelScK<br>1Dk | 270<br>249<br>105 | ✠100A1<br>StmTrawler<br>6,21 ~~9,17~~ ✠LMC9,17<br>BS6,21 | Dun<br>Flt | | CL<br>1,20 | 1917<br>9mo<br>Lloyd'sA&CP | Dundee<br>S.B.Co.Ld.<br>Dundee | BrooklynFishing Co.Ld.(T.Cardwell Mgr.) | 128·8\|23·0\|12·6<br>Q72'F19'<br>BK7½" | Fleetwood<br>British<br>4BHCem | T.3Cy.13",22"&36"–24" (s)<br>200lb 88RHP<br>1SB,3pf,GS47,HS1556<br>W.Beardmore&Co.Ld.Gls | 13 ″ 6 | |
| 09192<br>133834 | **Aurelie G.** | SteelScSp<br>(Tug)<br>1Dk | 137<br>118<br>9 | | | … | | 1912 | G.Brown<br>&Co.<br>Greenock | Demerara BauxiteCo.Ld. | 79·9\|22·1\|11·4<br>BK6"<br>WB | Georgetown,Dem.<br>British | C 2Cy.18"&36"–24"<br>54RHP<br>Gauldie.Gillespie&Co.Gls | 12 ″ 0 | |
| 09193<br>OCSY | **Aurélien Scholl** | SteelScSr<br>2Dks3trB | 1603<br>—<br>1000 | | | | | 1905 | DelaBrosse<br>&Fouché<br>Nantes | Ch.Scholl | 247·5\|35·3\|21·9<br>H—F31' | Bordeaux<br>French<br>WB | T.3Cy.18⅛",29½"&47¼"–35$\frac{7}{16}$"<br>133NHP<br>DelaBrosse&Fouché,Nts. | | V |
| 09194 | **Auricula**<br>Elec.light | SteelScSp<br>2Dks(Stl-Uws) | 1245<br>837<br>578 | ✠<br>ForGovernmentService<br>12,17 ✠ | Nwc | | | 1917<br>12mo | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | TheAdmiralty<br>CellDBuB | 254·3\|35·1\|17·2<br>P12'B79'F26'<br>FK<br>24tDTf21tFPT11t | British<br>12BHptCem<br>APT27t | T.4Cy.20½",33"&(2)37"–30"<br>337NHP<br>2SB,8cf,GS156,HS6072 FD<br>WallsendSlipway&<br>Eng.Co.Ld.Nwc. | 18 ″ 0 | |
| 09195<br>112831<br>SGMQ | —<br>ssLth.2ndNo.3-6,21<br>Well deck | SteelScSr<br>~~ssBel.No.3-7,08~~<br>~~ssShl.No.2-17~~<br>1Dk(Stl) | 815<br>603<br>412 | ✠100A1<br>6,21 ~~8,19~~<br>~~MBS9,20~~ ✠LMC~~4,17~~ 7,21<br>~~MS7,21~~ | Shl<br>Lth | k | CL<br>~~9,19~~<br>7,21 | 1901<br>3mo | Mackie&<br>Thomson<br>Glasgow<br>A&CP | London&EdinburghShippingCo. Ld.<br>WB=CellDB | 190·3\|31·0\|13·4<br>Q98'B15'F25'<br>FK<br>a40'f79' 184t FPT | Leith<br>British<br>4BHCem<br>45tAPT24t | T.3Cy17",28$\frac{9}{16}$"&45"–33" (s)<br>180lb 100lb NDB19 98RHP<br>1SB,3rf,GS60,HS2040<br>Muir&Houston,Ld.Gls. | 14 ″ 6<br>s ″ 11½<br>13 ″ 9 | |
| 09196<br>OCTB | **Aurigny**<br>Elec.light Ref.Mchy.<br>Wireless | SteelTwinSc<br>3Dks | 9589<br>—<br>6028 | ✠Lloyd'sRMC~~1,21~~ ~~8,21~~ ~~10,21~~ 1,22 | | | | 1917 | Forg.&Ch.<br>de la Médit.<br>LaSeyne | ChargeursRéunis | 481·6\|58·2\|27·2<br>B262'F56' | Havre<br>French<br>WB | T.6Cy.25⅔",42½"&70"–48"<br>689NHP<br>F.&C.de laMédit.Msl. | | V |
| 09197<br>OCTE | **Aurillac**<br>Elec.light Wireless<br>Well deck Cargo battens not fitted | SteelSc<br>~~4740~~<br>1Dk(Stl) ~~3620~~<br>~~3500~~ | 4708<br>3620<br>2483 | ✠100A1<br>12,21<br>~~(ClassContemplated)~~<br>✠LMC12,21 | Sld | x | CL | 1921<br>12mo<br>Lloyd's | W.Pickersgill&Sons,Ld,<br>Sunderland<br>A&CP | Cie.Française des Chemins de Fer de Paris-Orleans(Soc Marit.Auxiliaire de Transports) | 364·3\|52·8\|24·3<br>~~P&B214'~~F28'<br>P18'Q128'B68' FK<br>CellDB/199'561tDTa | Nantes<br>French<br>6BHCem<br>98'1390tFPT7 | T.3Cy.23½",38"&64"–42" (s)<br>180lb 347NHP<br>3SB,9cf,GS189,HS6156<br>Armstrong,Whitworth&<br>8tAPT102t Co.Ld.Nwc. | 26 ″ 8<br>s3 ″ 10¼<br>22 ″ 11 | |
| 09198 | **Aurora**<br>Elec.light | SteelScSr<br>1Dk(Stl)ptAwngdk(Stl)<br>&2nd dk(Stl)inaft.hold | 1699<br>1135<br>1059 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>3,22 ~~5,21~~ ~~11,20~~ ✠LMC2,20<br>Fitted for oil fuel 2,20 F.P. above 150° F. | Ams<br>~~NYk~~ | p | CL | 1920<br>2mo<br>A&CP<br>~~Lloyd'sA&CP~~ | Rotterdam<br>Droogd.Maat<br>Rotterdam | Koninkl.Nederl. Stoomb.Maats.<br>CellDB | 245·0\|37·2\|15·8<br>Q83'<br>ptAwngdk163' FK<br>205'349tFPT30tA | Amstrdam<br>Dutch<br>4BHCem<br>PT43t | T.3Cy.17½",28"&47"–36" (s)<br>180lb 175NHP<br>2SB,4cf,GS75,HS2514 FD<br>RotterdamDroogd.<br>Maats.Rot. | 17 ″ 10<br>s 7 ″ 4½<br>17 ″ 9 | |
| 09199<br>25 | —<br>(exRondo)<br>Well deck | SteelScSr<br>ssNap.2ndNo.3–12,14<br>1Dk(Irn)&Webframes<br>Cargo battens not fitted | 1170<br>870<br>670 | ✠ ——<br>3,20<br>✠NB7,06 ✠ | Nap | n | | 1889<br>10mo | T.&W.<br>Smith<br>N.Shields | G.Lizzio | 225·2\|32·6\|15·7<br>Q75'B104'F28'<br>BK8"<br>WB=DBa59'f 90' | Catania<br>Italian<br>4BHCem<br>272tAPT40t | T.3Cy.16½",27"&44"–33"<br>112NHP<br>1SB,3pf,GS52,HS1686<br>J.P.Rennoldsn&Sns,S.Shl. | 16 ″ 8 | |
| 09200<br>HDFK | —<br>(exParayas,exDione) | IronScSr<br>ssSld.No.2–78<br>1Dk | 693<br>341<br>351 | ✠<br>10,80 | Fal | | | 1868<br>3mo | Richardsn,<br>Duck&Co.<br>Stockton | José&Juan de Goyoaga | 191·8\|27·6\|13·7<br>Q20tB13t<br>WB=DBa28'f45' | Bilbao<br>Spanish<br>4BHCem | C.2Cy.28½"&53"–33"<br>NE&B79 134NHP<br>Blair&Co.Ld.Stockton | 17 ″ 9 | |
| 09201<br>4316<br>JNVD | — | SteelScSr<br>1Dk | 481<br>361<br>259 | | | | | 1904 | LindholmensV.A.<br>Gothenburg | Ångf.Aktieb.Nornan (Ossian Ahrenberg,Mgr.) | 158·5\|26·2\|11·1<br>P51'H35tF22' | Gothenbrg<br>Swedish<br>WB | T.3Cy.13½",22"&36½"–22½"<br>63NHP<br>LindholmensV.A.Got. | | V |
| 09202<br>17 | —<br>(exFlora,exYt.Tartarin,exAdriana)<br>Elec.light | SteelScSr<br>2Dks | 269<br>—<br>163 | ✠<br>Yacht<br>5,12 | | | | 1888<br>12mo | A.&J.Inglis,Glasgow | DelGatto& Loffredo | 157·5\|21·1\|11·5 | Torre del Greco<br>Italian | T.3Cy.11",18"&30"–24"<br>44NHP<br>A.&J.Inglis,Glasgow | | |
| 09203<br>MBHK | — | IronSc3MstSr<br>1Dk | 256<br>223<br>139 | | | | | 18$\frac{59}{75}$ | J.Henderson&Sons<br>Renfrew | Ragnar Schjölberg | 144·8\|20·3\| 9·9<br>B35tH- | Bodö<br>Norwegian | C.2Cy.16$\frac{9}{16}$"&37⅛"–26¼"<br>NE75 NB11 59NHP<br>LindholmensM.V.Got. | | |
| 09204<br>203366<br>KVNM | —<br>(exHaverstraw) | SteelSc<br>(Tug)<br>1Dk | 234<br>—<br>159 | | | | | 1906 | J.H.Dialogue&Son<br>Camden,N.J. | LehighValley Transptn.Co. | 98·0\|25·0\|12·0 | NewYork<br>Utd. States | C.2Cy.18"&36"–26"<br>66NHP<br>J.H.Dialogue&Son | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7"<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09205<br>123586 | **Aurora** SteelScK<br>ssGms.No.3-2,19 ~~ssGms.No.1-11~~<br>1*Dk* | 225<br>206<br>106 | ✠100A1<br>*StmTrawler*<br>~~3,21~~ ~~9,14~~1,22<br>BS10,21<br>~~BS[illegible]~~ ✠LMC[illegible] | Gms<br>Flt | | CL<br>~~2,19~~<br>1,22 | 1906<br>10mo<br>*Lloyd* | Cochrane &Sons<br>Selby<br>'sA&CP | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden, *Mgr.*) | 117·2\|22·0\|11·6<br>F18'<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",21"&34"-24" (*s*)<br>180lb 67RHP<br>1SB,2*pf*,GS33,HS1096<br>C.D.Holmes&Co.Hull | 12 " 6 |
| 09206<br>17<br>NGBM | **Aurora M.** IronScSr<br>(*ex*Ichnusa,*ex*Alpha) 1*Dk* | 697<br>572<br>404 | | | ... | | 1884 | Neder. Stm Maats.<br>Rotterdam | Eredi diL.Musso | 179·6\|27·7\|13·5 | Naples<br>Italian<br>*WB* | C.2Cy.20⅝"&43"-30"<br>NB08 85NHP<br>NedrlndStoom.Maats.Rot. | 14 " 2 |
| 09207<br>OCTI | **Aurore** IronScSr<br>*ss*Alg.2ndNo.3-7,11<br>(*ex*Fairway) *ss*Alg.No.~~1-10~~2-20<br>*Well deck* 1*Dk*(*Irn*) | 605<br>452<br>355 | ✠100A1<br>~~11,20~~~~3,19~~ 3,22<br>~~BS2,19~~ ✠LMC~~[illegible]~~<br>✠NB11,20 | Alg<br>DBS3,22 | *i*<br>11,20 | ~~4,18~~<br>10,20 | 1884<br>5mo<br>*Lloyd* | PearceBrs. &Co.<br>Dundee<br>'sA&CP | Lt.Schiaffino etCie | 172·0\|26·2\|13·4<br>Q86'B12'F24'<br>BK7½"<br>~~WB=DB[illegible]FPT[illegible]~~<br>*DBa38'52'FPT6t* | Algiers<br>French<br>4*BHCem*<br>~~[illegible]~~<br>*APT*[illegible] | C.2Cy.20½"&40⅝"-30" (*s*)<br>80lb *85lb* 73NHP<br>NB15 [illegible] 20<br>1SB,3*pf*,GS45,HS1212<br>PearceBros.Dundee | 14 " 4<br>s 1 " 1¼<br>13 " 10 |
| 09208<br>213697<br>LFNR | **Ausable** SteelScSr<br>(*ex*Laura)<br>Wireless 1*Dk*2*trB* | 3153<br>2918<br>1957 | | | | | 1901 | Schpw.v. JanSmit,Czn.<br>Alblasserdm | American-Trans-atlanticCo.Inc. | 327·3\|48·7\|22·4<br>P33'B102'F36' | NewYork<br>Utd.States<br>*WB* | T.3Cy.24",40"&65"-42"<br>274NHP<br>Blair&Co.Ld.Stockton | |
| 09209<br>HDJG | **Ausias-March** IronScSr<br>(*ex*Blarney)<br>*Elec.light* 2*Dks* | 1217<br>—<br>670 | | | ... | | 1889 | Earle'sCo. Ld.<br>Hull | Cia. Trasmediter-ranea | 256·6\|33·0\|15·7<br>P74'B63'F45'<br>BK8½" | Valencia<br>Spanish<br>*WB* | T.3Cy.24",38"&62"-42"<br>260NHP<br>Earle'sCo.Ld.Hull | 18 " 2 |
| 09210 | **Ausonia** SteelTwinSc<br>*Elec.light*<br>*Ref.Mchy.* | 13050<br>10000<br>8260 | 100A1<br>(*ClassContem* | *plated*) | | | 1921 | Armstrong Whitworth &Co.Ld.<br>Newcastle | CunardS.S.Co.Ld. | 519·0\|65·0\|43·0 | Liverpool<br>British | 4 Geared Steam Turbines<br>Armstrong,Whitworth& Co.Ld.Newcastle | |
| 09211 | — SteelTwinSc<br>*Elec.light* Wireless 3*Dks*&*Shelter dk* | 10000<br>8000<br>— | | | | | 1915 | Blohm& Voss<br>Hamburg | Soc.Italiana di ServiziMarittimi | 491·0\|61·7\|39·2<br>B260' | Italian | 4 Steam Turbines Geared to 2 Sc. Shafts<br>Blohm&Voss,Hamburg | |
| 09212<br>OCUA | **Austerlitz** SteelScSr<br>*Elec.light* 1*Dk* | 355<br>303<br>102 | ✠100A1<br>*StmTrawler*<br>8,19<br>✠LMC8,19 | Sav | | CL | 1919<br>6mo | Foundat'n Co.<br>Savannah,Ga<br>A&CP | FrenchGovern-ment | 150·0\|25·0\|14·7<br>Q79'F26'<br>BK7"<br>*FPT6t* | French<br>4*BHCem*<br>*APT8t* | T.3Cy.12¾",21½"&25"-24"<br>180lb (*s*) 89NHP<br>1SB,3*pf*,GS53,HS1700<br>CanadianAllis,Chalmers, Ld.Rochfield,P.Q. | 14 " 8<br>s 2 " 5¼<br>14 " 1 |
| 09213<br>875<br>HPBM | **Austral** SteelScSr<br>*ss*P.As.No.1-15<br>*Elec.light* 1*Dk*(*Stl*) | 528<br>361<br>286 | ✠~~100A1~~<br>7,21~~10,18~~<br>~~BS10,18~~ ✠~~LMC10,18~~ | Vpo | *h* | 10,18 | 1912<br>1mo<br>*Lloyd* | Mackay Bros.<br>Alloa<br>'sA&CP | SocAnonGanadera yComercialMen-endezBehety | 160·1\|27·0\|11·2<br>B50'F25'<br>FK<br>*WB=FPT28t* | PntaArnas<br>Chilian<br>4*BHCem*<br>*APT27t* | T.3Cy.13½",22"&35"-24" (*s*)<br>180lb 81NHP<br>1SB,3*pf*,GS54,HS1464<br>W.V.V.Lidgerwood,Gls. | 12 " 0<br>s 1 " 2<br>11 " 0 |
| 09214<br>129430<br>HPRW | **Australbrook** SteelScSr<br>(*ex*Strathesk)<br>*Elec.light* 2*Dks* | 4336<br>4052<br>2802 | | | | | 1909 | Greenock& Gr'ngemouth DockyardCo.<br>Greenock | Commonwealth GovernmentLine of Steamers | 375·5\|52·2\|25·5<br>P36'B100'F39' | Melbourne<br>British<br>*WB* | T.3Cy.25",41"&68"-48"<br>320NHP<br>J.G.Kincaid&Co.Greenock | |
| 09215<br>124226<br>HLNQ | **Australcrag** SteelScSr<br>*ss*Mel.No.3-2,20<br>(*ex*Strathleven) 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*deep framing* | 4503<br>4097<br>2855 | ✠100A1<br>*Spar dk*<br>~~7,21~~~~11,20~~3,22<br>~~BS2,21~~ ✠LMC2,20 | Syd<br>Ant<br>BS2,22 | *x* | CL<br>~~2,20~~<br>7,21 | 1907<br>10mo<br>*Lloyd* | W.Hamil-ton&Co.Ld.<br>Pt.Glasgow<br>'sA&CP *Cell* | Commonwealth GovernmentLine ofSteamers<br>*DBa122'uE&B42'* | 376·3\|52·3\|17·4<br>P27'B92'F40' 25·4<br>FK<br>*f168'1091tDTf24'6* | Melbourne<br>British<br>6*BHCem*<br>13*tAPT*113*t* | T.3Cy.25",41"&68"-48" (*s*)<br>180lb 366NHP<br>3SB,9*cf*,GS165,HS5868<br>D.Rowan&Co.Glasgow | 28 " 0<br>s 5 " 5<br>23 " 0 |
| 09216<br>124167<br>HKJP | **Australford** SteelScSr<br>*ss*Mel.No.3-3,20 ~~ssP.Sd.No.2-17~~<br>(*ex*Strathavon) 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*deep framing* | 4518<br>4096<br>2883 | ✠100A1<br>*Spar dk*<br>~~3,21~~ ~~6,18~~ ~~10,21~~<br>2,22<br>✠LMC3,20<br>BS~~3,21~~ 2,22 | ~~Cff~~ Hu<br>~~Mel~~ S~~yd~~ | *x* | CL<br>~~3,20~~<br>1~~0,21~~<br>3,22 | 1907<br>3mo<br>*Lloyd* | Grngem'th &Greenock DockyardCo.<br>Greenock<br>'sA&CP | Commonwealth GovernmentLine of Steamers | 376·1\|52·2\|17·4<br>P29'B92'F41' 25·5<br>FK<br>*Cell DB a118' uE&B44'* | P.Adelaide<br>British<br>6*BHCem*<br>*f164' 1145t* | T.3Cy.25",41"&68"-48" (*s*)<br>180lb 353NHP<br>3SB,9*cf*,GS165,HS5509<br>J.G.Kincaid&Co.Ld.Grk.<br>*DTf24'610tAPT125t* | 28 " 0<br>s 5 " 5<br>23 " 0 |
| 09217<br>124136<br>HJFM | **Australglen** SteelScSr<br>*ss*Mel.No.3-5,18<br>(*ex*Strathord) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing* | 4506<br>4106<br>2815 | ✠100A1<br>*Spar dk*<br>~~6,21~~~~2,21~~ 2,22<br>BS2,21 ✠LMC5,18 | Bry<br>Syd | *x* | CL<br>~~10,19~~<br>6,21 | 1906<br>9mo<br>*Lloyd* | Grngem'th &Greenock DockyardCo<br>Greenock<br>'sA&CP | Commonwealth GovernmentLine .ofSteamers | 370·0\|52·2\|17·5<br>P25'B92'F41' 25·5<br>FK<br>*CellDB a114'u E* | Hobart<br>British<br>6*BHCem*<br>*&B44' f 162'* | T.3Cy.25",41"&68"-48" (*s*)<br>180lb 353NHP<br>3SB,9*cf*,GS165,HS5509<br>J.G.Kincaid&Co.Greenock<br>1115*tDTf24'610tAPT123t* | 28 " 0<br>s 5 " 5<br>23 " 0 |
| 09218<br>136740<br>JLMV | **Australia** SteelScSr<br>*Well deck* Wireless Sub.Sig. 2*Dks*(*Stl*)<br>*Elec.light Lower dk inNos.*1,2&4*holds* | 7526<br>6979<br>4724 | ✠<br>7,14<br>✠ | Ham | *e*† | | 1912<br>12mo | Flensburgr Schiffsb.Ges.<br>Flensburg<br>*W* | BritishIndiaS.N. Co.Ld.<br>*B=CellDBa154'u* | 482·0\|62·7\|29·4<br>P&B372'F81'<br>FK<br>*E&B86' f 191'1946t* | London<br>British<br>9*BHCem*<br>*FPT120t* | Q.4Cy.26¾",38⅝",56¾"&82⅝" -59"<br>836NHP<br>4SB,12*cf*,GS267,HS12456 FD<br>FlensburgerSchiffsb.Ges. | 32 " 1 |
| 09219<br>30094 | — SteelSc<br>(*ex*SailingBarge)<br>*Mchy.Aft Elec.light* 1*Dk*2*trB* | 3845<br>—<br>2877 | | | | | 1898 | Chicago S.B.Co.<br>Chicago | PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*) | 376·0\|48·2\|22·4<br>*WB* | Fairport<br>Utd.States<br>*ETpd.*02 | T.3Cy.20",33½"&56"-42"<br>E&NB*fitted*02 203NHP<br>American SB.Co.Cleveland | |
| 09220<br>HBFL | — SteelScSr<br>*OilEng.*<br>(*ex*SailingVessel) 1*Dk* | 909<br>—<br>714 | | | | | 1913 | Soc.Eser-cizioBacini<br>Genoa | ArgentineNav.Co. (NicholasMihano-vich,Ld.) | 208·6\|40·2\|11·5 | Bns.Ayres<br>Argentine<br>*WB* | Oil Engines 4Cy.16½"-20"<br>NE18 91NHP<br>J&CG.BolindersCoLdSkm | |
| 09221<br>99673<br>MQNG | — IronScK<br>(*Trawler*)<br>1*Dk* | 151<br>139<br>66 | | | ... | | 1892 | Cochrane, Coopr&Scho-fi'ld,Beverley | Irvin&Johnson, Ld. | 100·4\|20·5\|11·0<br>Q19'F17'<br>BK7½" | Cape Town<br>British | T.3Cy.11½",18"&30"-22"<br>NB11 45RHP<br>C.D.Holmes&Co.Hull | 11 " 10 |
| 09222<br>140624 | **Australian Prince** SteelScK<br>(*ex*CariamaII.*ex* PeterBarrington) 1*Dk*(*Stl*)<br>*Elec.light* | 202<br>200<br>88 | ✠100A1<br>*StmTrawler*<br>~~5,21~~~~12,20~~<br>9,21<br>✠LMC4,19 | Shl | | CL<br>12,20 | 1919<br>4mo<br>*Lloyd* | Hall,Rus-sell&Co.Ld.<br>Aberdeen<br>'sA&CP | Rayner&Boyle | 115·4\|22·1\|12·1<br>BK7½" | N.Shields<br>British<br>3*BHCem*<br>*DBf29'19t* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb 75NHP<br>1SB,3*pf*,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 " 0 |
| 09223<br>4789<br>JQRL | **Australic** SteelScSr<br>*ss*Got.No.3-7,20 ~~ssMme.No.2-16~~<br>1*Dk*(*Stl*)&*deep framing*&*Shelter dk*(*Stl*)<br>*Main dk*(*Stl*)*in Nos.* 1 & 4 *holds*<br>*Elec.light* Wireless | 4010<br>3761<br>2530 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~11,21~~~~8,19~~<br>✠LMC<br>DBS3,21~~BS8,19~~ | Cpn<br>Gct<br>MBS~~[illegible]~~<br>MS7,20 | *y*<br>11,21 | CL<br>N8,19 | 1907<br>9mo<br>*Lloyd* | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>'sA&CP | Rederiaktieb. Transatlantic (G.Carlsson,*Mgr.*) | 380·3\|49·0\|25·7<br>FK<br>*WB=Cell* | Gothenbrg<br>Swedish<br>6*BHCem*<br>*DBa120'uE* | T.3Cy.27",45"&74"-48" (*s*)<br>180lb *180lb* 435NHP<br>2SB,6*cf*,GS130,HS5620 FD<br>WllsndSlpwy.Co.Ld.Nwc.<br>*&B64'f152'877tAPT100t* | 28 " 6<br>s 3 " 7<br>25 " 3 |
| 09224<br>NTHS | **Australien** Steel TwinSc<br>*ss*Cpn.No.1-19<br>Wireless *OilEng.*<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Tonnage opening closed* 1918 | 6650<br>4778<br>4247 | ✠100A1<br>*Shelter dk withfreeboard*<br>5,21~~10,20~~ 11,21<br>~~DBS[illegible]~~ ✠LMC~~12,17~~ 12,20<br>DBS11,21 | Kob<br>Cpn | *a*† | CL<br>10,20 | 1915<br>8mo<br>*Lloyd* | Akt.Bur-meistr&Wain<br>Copenhagen<br>'sA&CP | A/S DetÖstasia-tiskeKompagni<br>*WB=Cell DBa126'uE&B* | 410·0\|55·2\|35·4<br>FK<br>*42'f194'1198tFPT* | Copnhagn<br>Danish<br>7*BHptCem*<br>90*tAPT72t* | Oil Engines 4S.C.SA<br>12Cy.24 1/16"-37 1/16"<br>DB*80lb* 568NHP<br>Akt.Burmeistr&Wain,Cpn | 38 " 6<br>s11 " 0¼<br>28 " 1 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09225 | **Australier** SteelSc<br>(exWarBison)<br>Elec.light Wireless 2Dks(Stl) | 5226<br>4775<br>3267 | ✠100A1<br>8,21 ~~5,18~~<br>✠LMC5,18 | Nwc<br>Ant | y | CL<br>8,21 | 1918<br>5mo<br>Lloyd | Hawthorn Leslie&Co.Ld<br>Newcastle<br>'sA&CP | LloydRoyalBelge<br>Soc.Anon.<br>CellDB | 400·1\|52·3\|28·5<br>P49'B113'F39'<br>FK<br>345'1094t FPT119t | Antwerp<br>Belgian<br>7BHptCem<br>4PT173t | T.3Cy.27",44"&73"–48" (s)<br>180lb 518NHP<br>3SB,9cf,GS189,HS7668 FD<br>Hwthrn,Leslie&CoLdNwc. | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 09226<br>118478<br>HBCG | **Australind** SteelScSr<br>ssLon.No.3–5,19<br>Elec.light 2Dks(Stl)&deepframing<br>Ref Mchy Wireless &Shelter dk(Stl) | 5568<br>4004<br>3516 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~7,21~~ ~~1,21~~ 1,22 ✠LMC1,21<br>~~✠Lloyd'sRMC1,21~~<br>BS1,22 | Lon<br>~~Rot~~ Cf | y | CL<br>N5,19 | 1904<br>8mo<br>Lloyd | C.Connell &Co.Ld.<br>Glasgow<br>'sA&CP WB | AustralindSteam ShpgCo.Ld.(TrinderAnderson&Co)<br>= Cell DBa 122' u | 384·1\|50·1\|26·1<br>FK<br>E&B 46' f164' 985t | London<br>British<br>6BHCem<br>APT32t | T.3Cy.26",44"&73"–48" (s)<br>200lb 496NHP<br>3SB,9cf,GS173,HS6888 FD<br>D.Rowan&Co.Glasgow | 29 ″ 0<br>s 3 ″ 9½<br>25 ″ 7 | |
| 09227<br>131436<br>HVTR | **Australmead** SteelScSr<br>Wireless ss.Bry.No.1–16<br>(exKirkoswald) 1Dk(Stl)&Webframes<br>Shelterdk(Irn)2nd dk(Stl)inNo.1hold<br>Elec.light Longitudinalframing | 4151<br>3803<br>2476 | ✠100A1<br>Shelterdk<br>withfreeboard<br>1,20 ✠LMC<br>BS~~7,20~~ 6,21 MS11,20 | Mel | x | CL<br>~~11,20~~<br>2,22 | 1912<br>5mo<br>Lloyd | AM'Millan &Son,Ld.<br>Dumbarton<br>'sA&CP | Commonwealth GovernmentLine of Steamers<br>WB | 370·1\|51·1\|25·2<br>FK<br>= Cell DBa 109'uE | Melbourne<br>British<br>6BHCem<br>&B37' f168' | T.3Cy.25",41"&68"–48" (s)<br>180lb 362NHP<br>3SB,9cf,GS173,HS5778<br>Rankin&Blackmore,Grk<br>1076tFPT130tAPT224t | 27 ″ 9<br>s 3 ″ 2<br>24 ″ 11 | |
| 09228<br>129437<br>HPTR | **Australmount** SteelScSr<br>(exStrathbeg)<br>Elec.light Wireless 2Dks | 4338<br>4059<br>2808 | | | | | 1909 | W.Hamilton&Co.Ld.<br>Pt.Glasgow | Commonwealth GovernmentLine of Steamers | 376·8\|52·3\|25·5<br>P35'B100'F40' | SydnyNSW<br>British<br>WB | T.3Cy.25",41"&68"–48"<br>320NHP<br>D.Rowan&Co.Glasgow | | C |
| 09229<br>124123<br>HGRS | **Australpeak** SteelScSr<br>Wireless ssBry.No.3–12,18<br>(exStrathspey) 1Dk(Stl)&Spar dk(Stl)<br>&deep framing | 4432<br>4114<br>2852 | ✠100A1<br>Spar dk<br>~~8,21~~ ~~7,20~~ 3,22<br>~~BS2,20~~ ✠LMC12,18<br>BS8,21 | Mdb<br>~~Msl~~ Mel | x | CL<br>~~2,20~~<br>3,21 | 1906<br>7mo<br>Lloyd | Grngem'th &Greenock DockyardCo.<br>Greenock<br>'sA&CP | Commonwealth GovernmentLine of Steamers | 370·0\|52·2\|17·5<br>P25'B92'F41' 25·5<br>FK<br>Cell DBa 114' uE | Brisbane<br>British<br>6BHCem<br>&B44' f162' | T.3Cy.25",~~44~~41½"&68"–48" (s)<br>180lb 353NHP<br>3SB,9cf,GS165,HS5510<br>J.G.Kincaid&Co.Greenock<br>1115tAPT123tDTf24'610t | 28 ″ 0<br>s 5 ″ 5<br>23 ″ 0 | |
| 09230<br>124240<br>HLTJ | **Australplain** SteelScSr<br>Wireless (exArdanmhor)<br>Elec.light 1Dk&Spardk | 4607<br>4185<br>3327 | | | | | 1907 | H&WHendersn&Co. Ld<br>Glasgow | Commonwealth GovernmentLine of Steamers | 385·2\|50·1\|17·7<br>P45'B110'F40' 26·1 | Fremantle<br>British<br>WB | T.3Cy.25",41"&67"–48"<br>311NHP<br>D&W.Hendersn&CoLdGls | | C |
| 09231<br>121309<br>HFSR | **Australpool** SteelScSr<br>ssSyd.No.3–10,18<br>(exStrathairly) 1Dk(Stl)&Spar dk(Stl)<br>Elec.light Wireless &deep framing | 4326<br>4035<br>2783 | ✠100A1<br>Spar dk<br>~~2,21~~ 8,20 ✠LMC2,20<br>9.21 BS2,21 | Mel<br>~~Syd~~ | x | CL<br>N4,20 | 1906<br>3mo<br>Lloyd | R.Duncan &Co.Ld.<br>Pt.Glasgow<br>'sA&CP Cell | Commonwealth GovernmentLine of Steamers<br>DBa116'uE&B42 | 369·8\|52·2\|17·5<br>P27'B92'F43' 25·5<br>FK<br>f166'1027t~~DTf24'6 13t~~ | Fremantle<br>British<br>6BHCem<br>APT123t | T.3Cy.25",41"&68"–48" (s)<br>180lb 367NHP<br>3SB,9cf,GS165,HS5886<br>D.Rowan&Co.Glasgow | 28 ″ 0 | |
| 09232<br>137792<br>JKPO | **Australport** SteelScSr<br>Wireless (exArdangorm)<br>Elec.light 1Dk | 3687<br>3414<br>2312 | | | | | 1915 | Napier& Miller,Ld.<br>Glasgow | Commonwealth GovernmentLine of Steamers | 364·8\|51·5\|22·6<br>P28'B207'F37' | P.Adelaide<br>British<br>WB | T.3Cy.24",40"&65"–45"<br>283NHP<br>J.G.Kincaid&Co.Ld.Grk. | | C |
| 09233<br>124180<br>HKQJ | **Australrange** SteelScSr<br>Wireless ssMel.No.3–9,19<br>(exStrathdee) 1Dk(Stl)&Spar dk(Stl)<br>&deep framing | 4533<br>4109<br>2842 | ✠100A1<br>Spar dk 2.22<br>~~5,21~~ 9,20 ~~9,21~~ ✠LMC2,20<br>BS~~2,21~~ 3,22 | Syd<br>~~Lon~~ | x | CL<br>~~2,20~~<br>N2,21 | 1907<br>5mo<br>Lloyd | R.Duncan &Co.Ld.<br>Pt.Glasgow<br>'sA&CP Cell | Commonwealth GovernmentLine ofSteamers<br>DBa122 uE&B42 | 376·0\|52·3\|17·6<br>P29'B92'F44' 25·4<br>F<br>'f168'1139t~~DTf24'~~ | SydnyNSW<br>British<br>6BHCem<br>~~605tAPT94t~~ | T.3Cy.25",41"&68"–48" (s)<br>180lb 366NHP<br>3SB,9cf,GS165,HS5868<br>D.Rowan&Co.Glasgow | 28 ″ 0<br>s 5 ″ 5<br>23 ″ 0 | |
| 09234<br>MJQG | **Austrheim** SteelScSr<br>1Dk | 131<br>105<br>60 | | | | | 1913 | Mjellem& Karlsen<br>Bergen | LindaasMasfjordensDampskibsselskab | 100·8\|19·0\|9·5<br>H25t | Bergen<br>Norwegian | T.3Cy.9½",15"&25"–18"<br>26NHP<br>Mjellem&Karlsen,Bergen | | N |
| 09235<br>MJOH | **Austri** SteelScSr<br>1Dk&Awngdk | 490<br>473<br>274 | | | | | 1910 | Helsingörs Jernsk&Msk.<br>Elsinore | DetStavangerske Dampskbsselsk. | 150·8\|26·7\|15·3<br>P105'F24' | Stavanger<br>Norwegian<br>WB | T.3Cy.12¼",19"&31"–18"<br>41NHP<br>HelsingörsJernsk.&Mskb. | | |
| 09236 | — SteelScK<br>ssGms.No.2–19<br>(exMackenzie) 1Dk | 335<br>297<br>136 | ✠100A1<br>StmTrawler<br>2,20 ✠LMC<br>MS2,20 BS~~9,20~~ 2,22 | Gms | | CL<br>2,20 | 1911<br>11mo<br>Lloyd | Cook,Welt'n&Gemmell Ld. Beverley<br>'sA&CP | FiskeveidahlutafjelagidKari | 140·0\|23·7\|12·4<br>Q75'<br>BK8" | Reykjavik<br>Icelandic<br>4BHCem | T.3Cy.13",23"&37"–26" (s)<br>200lb 68NHP<br>1SB,3pf,GS47,HS1240<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 3 | |
| 09237 | **Austria** SteelScSr<br>ssTri.No.1–06<br>Wireless 3Dks(Stl)<br>Elec.light | 7636<br>6744<br>4870 | ✠<br>5,06<br>✠ | Tri | b† | | 1901<br>8mo | Lloyd Austriaco<br>Trieste<br>WB | FrenchGovernment<br>= CellDBa165'uE | 451·3\|56·0\|34·9<br>P55'B97'F53'<br>FK<br>20'f193'1464tFPT | French<br>7BHCem<br>80tAPT35t | T.3Cy.28",47½"&80"–54"<br>585NHP<br>3SB,9cf,GS177,HS7690 FD<br>LloydAustriaco,Trieste | 33 ″ 7 | AV |
| 09238<br>143121<br>JWTR | — SteelScSr<br>(exEssen)<br>Welldeck Elec.light 2Dks3trB<br>Wireless | 2939<br>2347<br>1861 | | | ... | | 1889 | Flensburger Schiffsb.Ges.<br>Flensburg | YulaSteamers TradingCo.(T.B. Stott,Mgr.) | 319·4\|40·0\|23·7<br>P200'F47'<br>BK10" | London<br>British<br>WB | T.3Cy.23",35"&66"–42"<br>282NHP<br>FlensburgerSchiffsb.Ges. | 26 ″ 2 | |
| 09239<br>104561<br>NMDS | **Austrian** SteelScSr<br>ssLiv.No.3–3,08<br>(exBhamo) ssLiv.No.2–18<br>Elec.light 1Dk(Stl)&Spardk(Stl-ws)<br>Wireless &Webframes | 3127<br>2758<br>2028 | ~~✠100A1~~<br>10,21 10,19<br>✠LMC<br>~~BS4,20~~ 4,21 ~~MS10,20~~ | Liv | u | 7,20 | 1894<br>9mo<br>Lloyd | W.Denny &Bros.<br>Dumbarton<br>'sA&CP | ~~OgnamS.S.Co.Ld.~~<br>~~(J.A.MangoMgr.)~~<br>OgnamShipping Co.Ld. WB=<br>(J.A.MangoMgr.) | 316·8\|40·2\|19·3<br>P39'B86'F45' 26·8<br>FK<br>CellDBa94' uE&B | Glasgow<br>British<br>5BHCem<br>42'f134'611t | T.3Cy.21¾",37"&60"–48" (s)<br>160lb 278NHP<br>NDB01 fitted05<br>2SB,6cf,GS126,HS4588<br>Denny&Co.Dumbarton | | |
| 09240<br>135563<br>JFOT | **Author** SteelScSr<br>ssBry.No.1–18<br>(exSaintEgbert) 2Dks(Stl)<br>Elec.light Wireless<br>Carryingfuel oil F.P. above 150° F. in DB | 5596<br>5303<br>3553 | ✠100A1<br>2,21<br>~~BS4,20~~ ✠LMC8,18<br>BS6,21 | Cal | a† | CL<br>~~8,18~~<br>3 22 | 1914<br>3mo<br>Lloyd | Russell& Co.<br>Pt.Glasgow<br>'sA&CP | CharenteS.S.Co. Ld.(T.&J.Harrison,Mgrs.)<br>CellDB | 423·2\|53·0\|29·8<br>P50'B129'F40'<br>FK<br>'Tween dk BH in No.2 hold dispensed with<br>a129'uE&B42'f191' | Liverpool<br>British<br>Cem<br>6BHto U dk<br>1 ,, 2nd ,,<br>1227tDTf27 | T.3Cy.27½",45"&75"–51" (r)<br>180lb 100lb 557NHP<br>3SB,9cf,GS177,HS8214 FD<br>D.Rowan&Co.Glasgow<br>only<br>'847tFPT74tAPT30t | 32 ″ 6<br>s 6 ″ 5½<br>26 ″ 5 | |
| 09241<br>145111 | **Auto** SteelAuxScSr<br>OilEng.<br>(exAfienaMarchiena) 1Dk<br>(See Sailing Ship Register) | 136<br>117<br>102 | | | | | 1918 | O.Smith<br>Stadskanaal | W.J.Wilson(W.M. Joy,Mgr.) | 101·6\|19·1\|8·5<br>P27' | London<br>British | Oil Engines 2S.C.SA<br>1Cy.13"–13" 13NHP<br>S.&J.Walen,Overschie | | V |
| 09242<br>139262<br>JLQS | **Autocrat** SteelScK<br>ssHul.No.1–20<br>1Dk | 128<br>111<br>— | ✠100A1<br>For towing purposes<br>10,21 ~~8,20~~ ✠LMC5,20<br>BS10,21 | Hul | | ~~CL~~<br>~~8,20~~<br>N10,21 | 1915<br>8mo<br>Lloyd | Cochrane& Sons,Ld.<br>Selby<br>'sA&CP | ~~T.C.Spink~~ United TowingCo.,Ld. | 84·5\|20·6\|9·9<br>BK7½"<br>WB=FPT5t | Hull<br>British<br>4BHCem<br>APT9t | T.3Cy.12",20"&32"–24" (s)<br>180lb 66RHP<br>1SB,2pf,GS34,HS1170<br>Earle'sCo.Ld.Hull | 10 ″ 6<br>s 1 ″ 0<br>10 ″ 5 | |
| 09243<br>OOUI | **Automne** SteelScK<br>(Trawler)<br>Elec.light Wireless 1Dk | 256<br>225<br>75 | | | | | 1907 | Mackie& Thomson<br>Glasgow | E.&J.Delpierre Fils | 125·2\|22·0\|11·5<br>Q66' | Boulogne<br>French<br>WB | T.3Cy.13",22"&35"–24"<br>60NHP<br>Muir&Houston,Ld.Gls. | | V |
| 09244<br>115703 | **Ava** SteelPad<br>1Dk | 593<br>593<br>267 | | | | | 1902 | W.Denny &Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 230·6\|35·1\|9·8 | Glasgow<br>British | C.2Cy.37½"&65"–72"<br>293NHP<br>Denny&Co.Dumbarton | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09245 | **Avalanche** WoodSc<br>1*Dk* | 100<br>99<br>44 | ✠ 11A1<br>*For fishing purposes*<br>7,18<br>LMC7,18 | Lwt | | | 1918<br>2mo<br>*Lloyd*'sA&CP | JChambers Ld.<br>Lowestoft | TheAdmiralty | 86·5<br>9&12yrs.Mat. | 20·0 | 10·2 | London<br>British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>BrownBros.&Co.Ld.Edin. | 10 ″ 0 | |
| 09246<br>161654 | **Avalon** SteelTwinSc<br>(*ex*Virginia)<br>*Elec.light* Wireless 2*Dks* | 1985<br>—<br>1186 | | | | | 1891 | GlobeIron WorksCo.<br>Cleveland,O. | Wilmington Transportation Co. Inc. | 269·2<br>H— | 38·3 | 12·8 | LsAngeles<br>Utd. States<br>*WB* | T.6Cy.20",32"&52"–36"<br>324NHP<br>GlobeIrnWksCo.Clevelnd | | |
| 09247<br>210616<br>LCPR | — WoodScSr<br>*Fitted for oil fuel*<br>Wireless 1*Dk* | 881<br>—<br>512 | | | | | 1912 | ……………<br>Hoquiam, Wash. | W.H.Wood | 196·9 | 41·0 | 13·7 | S.Frncisco<br>Utd. States | T.3Cy.13½",22"&36"–24"<br>63NHP | | |
| 09248<br>NSDR | **Avance** SteelScSr<br>1*Dk* | 1294<br>1090<br>774 | | | | | 1912 | Kjöbnhvns Flydk.&Skbs.<br>Copenhagen | DetDanskeKulkompagni(Th.A. Svanholm, *Mgr.*) | 241·4<br>P16'B50'F27' | 36·2 | 15·1 | Copnhagn<br>Danish<br>*WB* | T.3Cy.16½",27"&44"–30"<br>106NHP<br>KjbnhavnsFlydk.&Skbsv. | | V |
| 09249<br>TFSR | — SteelSc<br>*ss*Skm.No.3–6,11<br>*Elec.light* (*Icebreaker*) 2*Dks*(*Stl*) | 568<br>455<br>325 | ✠ ——<br>9,19 | Skm | | | 1899<br>2mo | Howaldtswerke<br>Kiel<br>*WB*= | IsbrytareAktieb. Avance (L.Hammarström)<br>*DTa*21' 57*tDTank* | 136·0<br>*Shadedk*60'F20'<br>BK8"<br>*sf*24'85*t FPT*13*t A* | 35·5 | 16·8 | Åbo<br>Finnish<br>5*BHCem*<br>*PTanks*76*t* | T.3Cy.22",35"&57"–35½"<br>239NHP<br>2SB,6*cf*,GS130,HS4124<br>Howaldtswerke,Kiel | 17 ″ 9 | |
| 09250 | — IronSc3MstSr<br>(*ex*Süd)<br>1*Dk* | 273<br>209<br>142 | | | | | 1870 | Bergsunds Mek.Verkst<br>Stockholm | GermanGovernment | 136·8<br>Q15*t* B41*t* | 22·1 | 9·8 | German | C.2Cy.16"&28"–19"<br>NE85 NB10 28NHP<br>LübecksMas.Ges.Lübeck | | N |
| 09251<br>1161 | — IronScSr<br>(*ex*Nordstjernen,*ex*Desi, *ex*Mavis,*ex*PointPleasant) 1*Dk* | 263<br>—<br>135 | | | … | | 1884 | T.&W. Toward&Co<br>Newcastle | N.Antufieff | 127·0<br>Q9*t*B40*t*F16*t* | 21·0 | 10·2 | Archangel<br>Russian<br>*WB* | C.2Cy.16"&30"–20"<br>Engines *made* 78 34NHP<br>Blair&Co.Ld.Stockton | 11 ″ 0 | |
| 09252<br>5684<br>JVFL | **Avance I.** SteelSc<br>*OilEng.*<br>*Elec.light* 1*Dk* | 148<br>78<br>99 | | | | | 1914 | Bergsunds M.V.Aktieb.<br>Stockholm | A/BJ.V.Svensons MotorFabrik (J.V.Svenson) | 84·3<br>B45' | 23·9 | 9·1 | Augustndl<br>Swedish<br>*WB* | OilEngines 2S.C.SA<br>3Cy.12¼"–13⅜" 26NHP<br>J.V.Svenson'sMotorf.Skm | | |
| 09253 | **Avant Garde** SteelScK<br>*Elec.light* 1*Dk* | *791*<br>*701*<br>*528* | ✠100A1<br>*StmTrawler*<br>~~8,21~~ ~~12,20~~<br>3,22<br>✠LMC12,20 | Hul<br>Hav | | CL | 1920<br>10mo<br>*Lloyd*'sA&CP | Cochrane& Sons,Ld.<br>Selby | Soc." LaPêche Française " | 200·0<br>Q96'F32'<br>BK8"<br>*DBuBunkers*35'53*t* | 32·2 | 14·8 | Fécamp<br>French<br>4*BHCem*<br>*APT*9*t* | T.Cy.15",25"&42"–27" (*s*)<br>180lb 127NHP<br>1SB,4*pf*,GS74,HS2371<br>Amos&Smith,Ld.Hull | 16 ″ 0<br>s 2 ″ 1¼<br>14 ″ 10 | |
| 09254 | **Avante** SteelSc<br>(*Trawler*) (*ex*Willy Kiehn)<br>*Elec.light* 1*Dk* | 289<br>251<br>65 | | | | | 1907 | J.C.&H.C. Kiehn<br>Hamburg | WarOffice(Dept.of InlandTransport) | 132·3<br>F18' | 23·8 | 12·5 | British<br>*WB* | T.3Cy.14 15/16",25 9/16"&39 3/8"–23 9/16"<br>76NHP<br>J.C.&H.C.Kiehn,Ham. | | |
| 09255<br>NCHB | **Avanti** SteelSc<br>For full particulars See No.36159 in Supplement | ~~1400~~<br>~~[illegible]57~~<br>1336 ~~877~~ | 100A1<br>*Shelter dk*<br>(*ClassContemplated*) | | | | 1920 | Frdkshvns. Værft& Flydedok<br>Frederikshvn | DetForenede DampskibsSelsk. | 253·2 | 39·0 | 15·1 | Copnhagn<br>Danish | T.3Cy.18",30"&50"–36"<br>HelsingörsJernsk.&Mskb. Elsinore | | |
| 09256<br>143514 | **Avanville** SteelSc<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light Mchy.Aft* | 683<br>472<br>341 | ✠100A1<br>8,20<br>✠LMC8,20 | Sld | *j* | | 1920<br>8mo<br>*Lloyd*'sA&CP | Dibles (1918)Ld.<br>Southampton | WestvilleShipping Co.Ld.(Allin,Leyshon&Co.*Mgrs.*)<br>*Cell* | 178·0<br>Q102'B11'F21'<br>FK<br>*DBf* 112'200*tFPT* | 29·0 | 11·3 | Cardiff<br>British<br>3*BHCem*<br>78*tAPT*26*t* | T.3Cy.14",23"&39"–27" (*s*)<br>180lb 105NHP<br>2SB,4*pf*,GS60,HS1892<br>MacColl&Pollock,Ld.Sld. | 13 ″ 3<br>s 3 ″ 10<br>12 ″ 8 | |
| 09257 | **Avaré** SteelTwinScSr<br>(*ex*SierraSalvada)<br>*Elec.light* Wireless Sub.Sig. 3*Dks* | 8227<br>6854<br>4952 | Nap 2,21<br>(*SeeFootnote**) | | | | 1912 | Bremer Vulkan<br>Vegesack | BrazilianGovernment (Lloyd Brazileiro,*Mgrs.*) | 439·5<br>B183'F97' | 56·0 | 35·5 | R.Janeiro<br>Brazilian<br>*WB* | T.6Cy.24⅜",40½"&66⅝"–47¼"<br>600NHP<br>BremerVulkan,Vegesack | | |
| 09258<br>~~[illegible]~~<br>~~LGMH~~<br>136861<br>WRSH | **Avarua** WoodAuxScSr<br>*OilEng.* ~~*Paraffin Motor*~~<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 115<br>89<br>73 | ✠<br>11,16 | SFo | | | 1916<br>9mo | W.S. Brusstar,Jr.<br>Oakland,Cal. | ~~Atkins,Kroll&Co.~~<br>CookIslandsTradingCo.Ld | ~~87·8~~<br>86·4 | ~~25·1~~<br>25·3 | ~~9·2~~<br>8·9 | ~~S.Francisco~~<br>~~Utd.States~~<br>Auckland<br>British | OilEngines<br>~~Paraffin Motor~~ 4S.C.SA<br>3Cy.~~8¾"–10"~~ 13 ~~28~~NHP<br>UnionGasEngineCo. Oakland,Cal. | 10 ″ 0 | |
| 09259<br>9<br>NGDH | **Aventino** SteelTwinScSr<br>1*Dk* | 209<br>—<br>111 | | | | | 1902 | Cant.Nav. diMuggiano<br>Spezia | Soc.Italiana di Nav.Maritt.e Fluviale | 125·3<br>Q17'F17' | 23·3 | 8·2 | Rome<br>Italian<br>*WB* | C.4Cy.10⅝"&20½"–11 13/16"<br>KetteDeutsche 24NHP<br>Elbs.Ges.Uebigau | | |
| 09260<br>117391<br>HBPW | **Avessac** SteelScSr<br>*ss*Lth.No.3–9,19<br>(*ex*Oratloe,*ex*Wellpark) 1*Dk*(*Stl*)&<br>*Well deck* *Web frames* | 992<br>734<br>584 | ✠100A1<br>9,20<br>BS9,20 ✠LMC9,19<br>✠BS1,21 | Gmh | *n* | CL<br>9,19 | 1904<br>12mo<br>*Lloyd*'sA&CP | G.Brown& Co.<br>Greenock | ~~T.C.Steven&Co.~~<br>AvessacS.S.Co.Ld. (T.C.Stevens&Co. *Mgrs.*)<br>*DB* | 221·3<br>Q154' *Bon*Q18'F29'<br>BK7"<br>*a*55'*f*50' 388*t FPT* | 31·6 | 12·4 | Limerick<br>British<br>4*BHCem*<br>50*tAPT*22*t* | T.3Cy.16",26"&44"–33" (*a*)<br>160lb *100lb* NDB16 99RHP<br>1SB,3*cf*,GS50,HS1548<br>Ross&Duncan,Glasgow | 15 ″ 6<br>s ″ 11<br>15 ″ 4 | |
| 09261<br>JTKS | **Avesta** SteelScSr<br>*ss*Got.No.1–17<br>1*Dk*(*Stl*)<br>named "Osman," *See No.* 38785 *in Supplement* | 1316<br>1153<br>738 | ✠100A1<br>3,21<br>BS5,20 ✠LMC8,17 | Got | *o* | 3,21 | 1913<br>6mo<br>*Lloyd*'sA&CP | Kockums M.V.Aktieb.<br>Malmö | RederiaktWanadis (C.W.Winck, *Mgr*)<br>*WB* = *CellDBa*60 | 237·0<br>P22'B57'F24'<br>FK<br>*uE*29'*f*94'366*tFPT* | 37·7 | 16·3 | Hlsngborg<br>Swedish<br>4*BHCem*<br>44*tAPT*93*t* | T3Cy.18⅝",28¾"&48 13/16"–31½"<br>185lb (*s*) 153NHP<br>2SB,4*cf*,GS71,HS2443<br>KockumsM.V.Akt.Malmö | 18 ″ 7 | |
| 09262 | **Avestruz** SteelSc<br>*ss*B.As.No.3–10,16<br>*ss*B.A.sNo.1–19<br>*Elec.light* 1*Dk*(*Stl*) | *189*<br>*157*<br>47 | ✠ A1<br>*Tug*<br>11,19<br>BS10,21 ✠LMC11,19<br>*Coasting, Rio de Janeiro & Bahia Blanca* | BAs | | 11,19 | 1907<br>5mo<br>*Lloyd*'sA&CP | Grngem'th &Greenock DockyardCo.<br>Greenock | Cia. Argentina de Lanchas | 100·0<br>FK<br>*WB* = *FPT*16*t* | 23·1 | 10·5 | Bns.Ayres<br>Argentine<br>4*BHCem*<br>*APT*21*t* | T.3Cy.11",18"&30"–22" (*s*)<br>180lb *80lb* 64NHP<br>1SB,3*pf*,GS49,HS1260<br>D.Rowan&Co.Glasgow | 11 ″ 0 | |
| 09263 | **Avgi** SteelSc<br>(*Trawler*)<br>*Elec.light* (*ex*SaintRemi) 1*Dk* | 161<br>—<br>17 | | | | | 1902 | Amblard& Cie.<br>Dieppe | Soc.Anon.diPesca | 103·0<br>H36' | 20·0 | 12·0 | Canea<br>Greek<br>*WB* | T.3Cy.12",18½"&29½"–17¾"<br>37NHP<br>Amblard&Cie.Dieppe | | |
| 09264<br>OCVW | **Aviateur de Terlines** WoodAux TwinSc5MstSr<br>*Elec.light Mchy.Aft* 2*Dks*<br>(*See Sailing Ship Register*) | 2038<br>—<br>1356 | | | | | 1918 | FoundationCo.<br>Portland,Or. | FrenchGovernment | 259·6<br>P42'F29' | 45·5 | 22·5 | Bordeaux<br>French | T.6Cy.10",16½"&26"–24"<br>68NHP<br>J.W.Sullivan,NewYork | | V |
| 09265<br>~~142002~~ | **Aviator** WoodAuxSc3MstSr<br>*OilEng.* 1*Dk*<br>(*See Sailing Ship Register*) | 265<br>250<br>211 | | | | | 1918 | A.D.Story<br>Essex,Mass. | ~~BayofIslands FisheriesCo.Ld.~~<br>GortonPewVessels Co. | 132·6 | 24·7 | 11·8 | ~~SJohnsNFL~~<br>~~British~~<br>Utd.States | Oil Engine<br>FairbanksMorseEng.Co., Hartford,Conn. | | |
| 09266<br>143675<br>KGVJ | **Aviemore** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig 1*Dk*2*trB*<br>Wireless | 4060<br>3563<br>2318 | | | | | 1920 | IrvinesS.B. &D.D.Co.Ld.<br>W Hartlepool | JohnstonLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) | 360·0<br>P35'B171'F32' | 52·0 | 24·5 | Liverpool<br>British<br>*WB* | T.3Cy.26",43"&73"–48"<br>370NHP<br>Richardsons,Westgarth& Co.Ld.Hpl. | | |

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*This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | Registers in w classed, if not in DateofB.ofTrad |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09267<br>HDKN | **Aviles** SteelScSr<br>ssNYk2ndNo3-11,17<br>(exWilliamCliff) 3Dks(2Stl-UWs)<br>Wireless | 3352<br>2196<br>2169 | ✠100A1<br>4,20<br>BS5,19 ✠LMC11,17 | Bbo | | CL<br>~~1,19~~<br>4,21 | 1888<br>9mo | Barclay,<br>CurleCo.<br>Glasgow | A.Navajas<br>DBu | 370·0<br>P42'B126'F47'<br>E&B58'192tFPT46 | 41·2 | 27·0 | Bilbao<br>Spanish<br>7BHCem<br>tAPT60t | T.3Cy.28",44"&74"-51" (s)<br>150lb 391NHP<br>2SB,6cf,GS105<br>Barclay,Curle& Co.Ld.Gls | 28 ″ 8<br>s 6 ″ 11<br>22 ″ 10 | |
| 09268<br>MTPK | **Avilesino** SteelScSr<br>1Dk | 1181<br>1000<br>700 | | | | | 1919 | MossVerft<br>Moss | SkibsA/S Maderas | 226·3<br>F32tP40tH69t | 36·6 | 15·7 | Chrstiania<br>Norwegian | T.3Cy.16",25"&42"-30"<br>97NHP<br>MossVerft,Moss | | N |
| 09269 | **Avispa** SteelScK<br>ssBcl.No.3-6,14<br>(exOthello) 1Dk | 247<br>215<br>79 | ✠<br>8,19<br>Stm Trawler<br>✠ | Npt | | | 1901<br>10mo | Cook,Wel-t'n&Gemmell<br>Hull | RussianGovernment | 125·0<br>Q49' | 21·5 | 11·5<br>BK7" | Russian<br>4BHCem | T.3Cy.12¾",21½"&35"-24"<br>73NHP<br>1SB,2cf,GS35,HS1220<br>Amos&Smith,Hull | 12 ″ 4 | |
| 09270 | **Avlis** SteelScSr<br>(exYacht,exTighnamara) | 141<br>—<br>75 | ✠<br>2,96 | | | | 1888<br>6mo | S.Mc Knight&Co.<br>Ayr | Th.Limbirikis | 131·6 | 19·0 | 9·5 | Piræus<br>Greek | T.3Cy.11",18"&29"-22"<br>39NHP<br>W.Kemp,Glasgow | | |
| 09271<br>109507<br>RWSM | **Avocet** SteelScSr<br>ssP.Gl.No.2-21 ssMch.No.3-2,13<br>~~ssNwc.No.1-18~~<br>Well deck 2Dks(UIrn&Stl) | 1408<br>1205<br>688 | ✠100A1<br>9,21 ~~8,20~~<br>✠NB3,18 ✠LMC~~3,18~~<br>9,21 | Liv<br>PGl | q | CL<br>7,19 | 1900<br>10mo | Wigham-Richrdsn&Co<br>Ld Newcastle<br>A&CP | CorkS.S.Co.Ld.<br>WB=CellDBa | 260·2<br>P&B152'F63'<br>64'f100'208tFPT | 34·7 | 18·7<br>BK9" | Cork<br>British<br>4BHCem<br>25tAPT20t | T.3Cy.21",33½"&54"-39" (s)<br>160lb *80lb* NDB18 209NHP<br>2SB,6pf,GS106,HS3550<br>WghmRchrdsn&C.LdNwc | 19 ″ 9<br>s 2 ″ 2<br>18 ″ 5 | |
| 09272<br>124665<br>HKVB | **Avon** SteelTwinScSr<br>4Dks<br>Elec.light Ref.Mchy. Wireless Sub.Sig | 11073<br>8148<br>6883 | | | | | 1907 | Harland&Wolff,Ld.<br>Belfast | RoyalMailSteam PacketCo. | 520·3<br>P53'B314'F100' | 62·3 | 31·8 | Belfast<br>British<br>WB | Q.8Cy27",38½",55"&79½"-54"<br>924NHP<br>Harland&Wolff,Ld.Bel. | | BT<br>till<br>1,2 |
| 09273<br>99898<br>NBSC | — SteelSc<br>(exPrincess Beatrice) ssMch.2ndNo.3-10,18<br>2Dks(Stl-ws)<br>Elec.light Well deck | 1183<br>820<br>527 | ✠100A1<br>9,21 ~~5,20~~<br>✠NB6,07 ✠LMC6,20<br>BS6,21 | Gmh | n | CL<br>6,19 | 1893<br>5mo | D&WHen-derson&Co.<br>Glasgow<br>Lloyd'sA&CP | TheCarronCo. | 236·0<br>P&B142'F49' | 34·1 | 14·8<br>FK<br>DBa | Grngemth<br>British<br>5BHCem<br>52'f44'155t | T.3Cy.20",32"&52"-39" (s)<br>180lb 192NHP<br>2SB,6cf,GS108,HS3078 FD<br>D.&W.Henderson&Co.Gls. | 15 ″ 10 | |
| 09274<br>114866 | — SteelTwinSc<br>ssBrs.2ndNo.3-12,18<br>ssBrs.No.1-21 1Dk(Stl) | 521<br>490<br>221 | ✠ A1<br>Hopper Barge<br>10,21 ~~10,20~~<br>~~BS5,20~~ ✠LMC~~12,18~~ | Brs<br>MS10,21<br>BS7,21 | | ~~12,18~~<br>10,21 | 1900<br>10mo | W.Simons<br>&Co.Ld.<br>Renfrew<br>A&CP | TheLordMayor, Aldermen&Burgesses of theCity ofBristol | 166·2<br>WoodSideKeels6" | 27·6 | 12·0<br>FK | Bristol<br>British<br>4BHCem | T.6Cy.11",17"&28"-21" (s)<br>160lb 76RHP<br>1SB,3cf,GS55,HS1636<br>W.Simons&Co.Ld.Renfrw. | 13 ″ 0 | |
| 09275<br>125088<br>HMOD | — SteelScK<br>ssGms.No.3-7,19<br>1Dk | 250<br>224<br>111 | ✠100A1<br>StmTrawler<br>11,20<br>BS11,20 ✠LMC7,19 | Gms | | CL<br>7,19 | 1907<br>12mo | Cochrane<br>&Sons<br>Selby<br>Lloyd'sA&CP | ~~JeffsBros.~~ St.Malo Stm.Fshg.Co.Ld.<br>(G.W.Jeffs,Mgr.) | 125·0<br>Q69'F20' | 22·0 | 11·6<br>BK8" | Grimsby<br>British<br>4BHCem | T.3Cy.12¼",22"&35"-24" (s)<br>185lb 70RHP<br>1SB,2pf,GS33,HS1175<br>C.D.Holmes&Co.Hull | 12 ″ 6 | |
| 09276<br>JPFS | **Avona** SteelScSr<br>Wireless 1Dk2trB<br>&Webframes&ptAwngdk | 2896<br>2207<br>1862 | | | ... | | 1891 | Richardsn,<br>Duck&Co.<br>Stockton | D/S A/S Odland<br>(J.A.Jespersen, Mgr.) | 306·8<br>P29'Q96'<br>ptAwngdk182' | 41·1 | 21·2<br>28·5<br>FK | Tönsberg<br>Norwegian<br>WB | T.3Cy.22½",37"&61"-39"<br>NDB03 232NHP<br>T.Richardson&Sons,Hpl. | 23 ″ 8 | N |
| 09277<br>216368<br>LKSF | **Avondale** SteelSc<br>Elec.light 1Dk(Stl)<br>Mchy.Aft Wireless Sub.Sig. | 5731<br>4550<br>3511 | Fitted with cylindrical tanks for carrying Petroleum<br>Fitted for oil fuel 6,18 F.P. above 150° F. | | .. | CL<br>7,20 | 1918<br>6mo | Chester<br>S.B.Co.<br>Chester,Pa.<br>A&CP | UnitedStates ShippingBoard<br>Cell | 400·8<br>P99'B27F50'<br>DB350'1611tFPT1 | 54·3 | 31·4<br>FK | Phildlphia<br>Utd.States<br>10BHptCem<br>15tAPT144t | 2 Steam Turbines geared to 1 screw shaft 180lb (r)<br>3SB,9cf,GS176,HS8862 FD<br>WestinghouseMach.Co.<br>E.Pittsburgh | 32 ″ 9<br>s 7 ″ 0½<br>26 ″ 0 | |
| 09278<br>143805 | — SteelScK<br>(exWilliamFall) 1Dk<br>Mchy.Aft | 202<br>199<br>79 | ✠100A1<br>Stm Trawler<br>3,22 ~~3,21~~<br>✠LMC5,18 | Hul | | CL<br>~~3,21~~<br>3,22 | 1918<br>6mo | Rennie,<br>ForresttS.B.<br>E.&DD.CoLd<br>Wivenhoe<br>Lloyd'sA&CP | EastHullStm. TrawlingCo.Ld(B. Knowles,Mgr.) | 115·4 | 22·1 | 12·1<br>BK7½" | Grimsby<br>British<br>3BHCem<br>DBf29'15t | T.3Cy.12",20"&34"-23" (s)<br>180lb 57RHP<br>1SB,3pf,GS39,HS1347<br>A.G.MumfordLd.Colchestr | 13 ″ 0 | |
| 09279<br>140284<br>JPGV | **Avonmede** SteelSc<br>ssShl.No.1-21<br>(exCottesmore,exSwindon) 1Dk(Stl)<br>Wireless | 4240<br>4020<br>2661 | ✠100A1<br>8,21 ~~6,20~~<br>✠LMC~~4,17~~<br>8,21<br>Carrying oil fuel F.P. above 150° F. in DB | Liv<br>Shl | y | CL<br>~~N6,20~~<br>8,21 | 1917<br>3mo | W.Pickersgill&Sons,Ld<br>Sunderland<br>Lloyd'sA&CP | MedeLineLd.(D.& T.G.Adams,Mgrs.)<br>CellDB | 390·0<br>P40'B244'F35'<br>338'1192tFPT110t | 53·3 | 23·5<br>FK | Liverpool<br>British<br>6BHCem<br>APT77t | T.3Cy.27",45"&74"-48" (s)<br>180lb 466NHP<br>2SB,9cf,GS204,HS7917<br>J.Dickinson&Sons,Ld.Sld. | 26 ″ 0<br>s 3 ″ 9½<br>22 ″ 7 | |
| 09280<br>95766 | **Avonmouth** IronScK<br>(Trawler)<br>1Dk | 139<br>131<br>56 | | | ... | | 1890 | W.Harkess<br>&Sons<br>Middlesbro' | C.Graham ~~(J.M. Knight,Mgr.)~~ | 95·5<br>Q14' | 20·1 | 10·7<br>BK7½" | Milford<br>British | C.2Cy.16¼"&34"-24"<br>NB07 45RHP<br>VulcanIWCo.(Lim.),Hull | 11 ″ 10 | |
| 09281<br>111237<br>RLPV | **Avontown** SteelScSr<br>ssSld.2ndNo.3-6,19<br>(exCitrine) 1Dk(Stl)&Webframes<br>Elec.light Wireless | 1743<br>1382<br>1095 | ✠100A1<br>12,21 ~~10,20~~<br>✠NB6,14 ✠LMC8,17<br>BS10,20 | Ham<br>Cff | q | N10,20 | 1899<br>12mo | A.Rodger<br>&Co.<br>Pt.Glasgow<br>Lloyd'sA&CP | TownLine (London),Ld. (Harrison,Sons& Co.Mgrs.)<br>WB= | 259·9<br>Q97'B62'F29' | 37·4 | 16·9<br>FK | London<br>British<br>4BHCem<br>CellDBa76' | T.3Cy.19",31"&51"-36" (s)<br>160lb *100lb* NDB14 167NHP<br>1SB,4pf,GS77,HS2672<br>Muir&Houston,Ld.Gls.<br>f112'377tFPT66tAPT31t | 19 ″ 5<br>s 1 ″ 10½<br>17 ″ 10 | |
| 09282<br>136080<br>JMOV | **Avonwood** SteelScSr<br>ssCff.No.1-20<br>Well deck 1Dk(ptIrn ptStl)<br>Elec.light Mchy.Aft | 864<br>620<br>414 | ✠100A1<br>~~8,21~~ ~~8,20~~ 10,21<br>1,22<br>✠LMC8,20<br>BS9,21 | Cff<br>~~Lon~~ Shl | k | CL<br>~~8,20~~<br>~~0,21~~<br>1,22 | 1915<br>11mo | W.Harkess<br>&Son,Ld.<br>Middlesbro'<br>Lloyd'sA&CP | Wandsworth, Wimbledon&Epsom DistrictGasCo<br>WB=Cell | 198·1<br>Q111'B13'F25'<br>DBf118'166tFPT | 30·7 | 12·4<br>FK | London<br>British<br>3BHCem<br>103tAPT31t | T.3Cy.16",27"&44"-30" (s)<br>180lb *100lb* (s) 97RHP<br>1SB,3pf,GS59,HS2260<br>MacColl&Pollock,Ld.Sld. | 14 ″ 5<br>s ″ 10<br>13 ″ 10 | |
| 09283<br>4181<br>JBMR | **Awa Maru** SteelTwinScSr<br>ssHKg.No.3-11,11<br>ssKob.No.2-19<br>2Dks(Stl-Uteaks)&deep framing<br>Elec.light Wireless | 6037<br>5421<br>3699 | ✠100A1<br>5,21 ~~12,20~~<br>✠LMC~~7,20~~<br>6,21 | Yka | a† | CL<br>P7,19<br>S7,20 | 1899<br>11mo | MitsuBishi<br>Dkyd&EWks<br>Nagasaki<br>A&CP | NipponYusen KabushikiKaisha<br>WB=CellDBa | 445·0<br>P58'B110'F57'<br>115'uE&B55'f200' | 49·4 | 30·4<br>FK&BK1½" | Tokio<br>Japanese<br>7BHCem<br>1142t D T a | T.6Cy.20",33½"&56"-48" (s)<br>200lb 550NHP<br>2D&2SB,18cf,GS306,HS9156<br>MitsuBishiD.&E.Wks.Nag<br>28'495tFPT110tAPT36t | 33 ″ 6<br>s 8 ″ 0½<br>26 ″ 3 | |
| 09284<br>121389<br>QOVK | **Awahou** SteelTwinScSr<br>Elec.light 1Dk<br>Well deck | 410<br>249<br>152 | ✠<br>7,12<br>✠ | Wlh | f | | 1912<br>3mo | J.Fullerton&Co.<br>Paisley | Richardson&Co.Ld. | 146·0<br>Q79'B13'F21' | 25·1 | 9·1<br>FK<br>WB | Wellingt'n<br>British<br>4BHCem<br>=FPT28t | C.4Cy.12"&26"-21"<br>74RHP<br>1SB,3pf,GS52,HS1444<br>Ross&Duncan,Glasgow | 9 ″ 8 | |
| 09285<br>10801<br>LOSW | **Awaji Maru** SteelScSr<br>1Dk(Stl)&Spar dk&deep framing<br>Elec.light | 1940<br>1725<br>1134 | ✠<br>Spar dk<br>2,07 ✠ | Yka | s | | 1906<br>10mo | Grngem'th<br>&Greenock<br>Dockyard Co.<br>Grngemouth | NipponYusen KabushikiKaisha<br>WB=<br>CellDBa82'uE&B | 285·3<br>F38'<br>38'f116'279tFPT | 38·2 | 13·8<br>20·8<br>FK | Tokio<br>Japanese<br>5BHCem<br>41tAPT25t | T.3Cy.19",31"&52"-39"<br>214NHP<br>2SB,6cf,GS115,HS3770<br>Dunsmuir&Jackson,LdGls | 23 ″ 3 | |
| 09286<br>21444<br>NPLV | — WoodSc | 129<br>—<br>51 | | | | | 1917 | ................ | NipponSuisan KabushikiKaisha | 103·0 | 16·6 | 10·3 | Shimonoseki<br>Japanese | | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09287<br>117670 | **Awaroa** WoodScSr<br>1*Dk* | 352<br>293<br>160 | | | | | 1904 | Morrison &<br>Sinclair<br>Sydney NSW | W.Holyman&<br>Sons,Ld. | 139·0 | 25·4 | 12·5 | Melbourne<br>British | T.3Cy.13",21"&35"–21"<br>62RHP<br>WllandSlpwy.Co.Ld.Nwc | | |
| 09288<br>25949<br>RSQJ | **Awashima Maru** WoodSc | 819<br>—<br>580 | | | | | 1919 | .................. | MinamiKusutaro | 184·2 | 31·0 | 18·1 | Osaka<br>Japanese | | | |
| 09289<br>217408<br>LPHJ | **Awensdaw** WoodScSr<br>*Now named "Cubwood," See No. 36816 in Supplement*<br>*Elec.light* 2*Dks* | 2799<br>2306<br>1676 | | | | | 1919 | Supple-<br>BallinS.B.Co.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 294·0<br>P37'B68'F28' | 44·8 | 23·9 | Portlnd Or<br>Utd.States | T.3Cy.21",34"&57"–42"<br>211NHP<br>PacificMarineIronWorks,<br>Portland,Or. | | R |
| 09290<br>NMQK | **Axel** SteelScSr<br>1*Dk* | 950<br>770<br>581 | | | | | 1904 | Howaldts-<br>werke<br>Kiel | DmpskselskMyren<br>(Holm&Wonsild,<br>*Mgrs.*) | 212·8<br>P11'Q64'B98'F24' | 34·1 | 13·5 | Copnhagn<br>Danish<br>*WB* | T.3Cy.15¾",25½"&41¼"–27½"<br>90NHP<br>Howaldtswerke,Kiel | | V |
| 09291<br>5717<br>JVHK | — SteelSc3MstSr<br>*Mchy.Aft* 1*Dk* | 329<br>268<br>213 | | | | | 1915 | Eriksbergs<br>M.V.Aktieb.<br>Gothenburg | RederiAktieb.<br>Ornen (A.Th.<br>Assmundson, *Mgr*) | 128·5<br>P30'H12'F15' | 22·4 | 11·4 | Gothenbrg<br>Swedish<br>*WB* | C.2Cy.11¼"&24¾"–16½"<br>20NHP<br>EriksbergM.V.Aktieb.Got | | V |
| 09292<br>5234<br>JSKC | — SteelScYl<br>(*Trawler*)<br>(*ex*Greta) 1*Dk* | 156<br>145<br>62 | | | ... | | 1899 | IrvineS.B.<br>&E.Co.Ld.<br>Irvine | Fiskeriaktieb.<br>Avance(Aug.<br>Nilsson, *Mgr.*) | 106·0<br>Q20'H6tF19'<br>BK7½" | 20·6 | 10·1 | Gothenbrg<br>Swedish<br>*WB* | T3Cy.11",17"&28"–20"<br>41NHP<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 09293<br>5172<br>JSDH | **Axel Johnson** SteelScSr<br>*Now named "HildeHugoStinnes 10," See No. [illegible] in Supplement*<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *ss*Mmo.No.2–18 | 4280<br>3535<br>2360 | ✠100A1<br>*Shelter dk withfreeboard*<br>3.20<br>BS10,19 ✠LMC8,18 | Mmo | *x* | 3,20 | 1910<br>12mo<br>*Lloyd*'*s*A&CP | Lindhol-<br>mensV.A.<br>Gothenburg | Rederiaktieb.<br>Nordstjernan<br>(A.A.Johnson,<br>*Mgr.*) | 375·6<br>B on *Shelter dk*74'<br>FK<br>*WB* = *Cell DBa*116 | 50·7 | 22·3 | Stockholm<br>Swedish<br>6*BHCem*<br>*uE*&*B* 76' *f* | T.3Cy.26",43½"&72"–45" (*s*)<br>200lb 475NHP<br>4SB,*12cf*,GS276,HS8320<br>MotalaV.NyaAkt.Motala<br>143'1276*tFPT*78*tAPT*46*t* | 25 ″ 7<br>s 2 ″ 9½<br>23 ″ 2 | |
| 09294<br>5344<br>JSRN | **Axfred** SteelScSr<br>*ss*Opn.No.1–95<br>(*ex*Nauta) 1*Dk*(*Stl*) | 355<br>286<br>182 | ✠<br>5,99<br>✠ | Abn | *f* | | 1891<br>2mo | Howaldts-<br>werke<br>Kiel | VerkebäcksÅngf.<br>Aktieb.(Fredr.<br>Olsson, *Mgr.*) | 142·1<br>Q10'B28'F17'<br>BK6"<br>*WB* = *DBa*33'25*t*& | 23·2 | 13·3 | Verkebäck<br>Swedish<br>4*BHCem*<br>*uE*&*B*21'30 | 2Cy.15¾"&27½"–15¾"<br>30NHP<br>2SB,*2cf*,GS21,HS563<br>Howaldtswerke,Kiel | 13 ″ 11 | V |
| 09295 | **Axpe** SteelScSr<br>*Mchy.Aft* | 297<br>213<br>118 | 100A1.<br>(*ClassContemplated*) | | | | 1920 | Mutiozabal<br>&Fernandez<br>Bilbao | Mutiozabal&<br>Fernandez | 120·0<br>Q46'B9'F21' | 22·0 | 9·9 | Bilbao<br>Spanish | T.3Cy.10",16"&26"–18"<br>Soc.Espanola deConst.<br>Nav.Bbo. | | |
| 09296 | **Axpe-Mendi** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) | ~~3260~~ 3259<br>~~3031~~ 3018<br>~~1977~~ 1976 | ✠100A1<br>*Shelter dk with freeboard*<br>~~(*ClassContemplated*)~~<br>10,21 ✠LMC10,21 | Stk | *v* | CL | 1921<br>10mo<br>*Lloyd*'*s*A&CP | RopnerSB<br>&RepairngCo<br>(Stockton)<br>Ld.Stockton | SotayAznar<br>*CellDBa*108'*uE*25'*f*147' | ~~340·0~~<br>340·2<br>FK *Collision*<br>784*tAPT*126*t* | ~~48·6~~<br>48·7 | ~~24·1~~<br>22·4 | Bilbao<br>Spanish<br>~~*Cem*~~<br>*BHtoSh.dk*<br>5*BH to U dk* | T.3Cy.24",40"&66"–45" (*s*)<br>180lb *100lb* 358NHP<br>2SB,*6cf* GS137,HS6078<br>Blair&Co.Ld.Stockton | 24 ″ 10<br>s 2 ″ 4<br>22 ″ 10 | |
| 09297<br>19763<br>NFLM | **Ayaha Maru** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5723<br>4826<br>3564 | ✠100A1<br>7,20<br>✠LMC~~7,20~~<br>7,21 | Kob | *z* | 7,20 | 1917<br>2mo<br>*Lloyd*'*s*A&CP | MitsuBishi<br>Dkyd&EWks<br>Kobe | TatsuumaKisen<br>KabushikiKaisha<br>*CellDB*322'996*t* | 400·0<br>P38'B121'F40'<br>FK<br>*FPT*132*tAPT*87*t* | 54·5 | 30·0 | Nishino-<br>miya<br>Japanese<br>6*BHCem* | T.3Cy.26½",43"&72"–48" (*s*)<br>180lb 510NHP<br>3SB,*9cf*,GS183,HS7618 FD<br>MitsuBishiD.&E.Wks.Kob | 30 ″ 0<br>s 5 ″ 8½<br>24 ″ 8 | |
| 09298<br>106103<br>PLWG | **Aylesbury** SteelScSr<br>*ss*Hul.No.3–4,19 ~~*ss*Nwc.No.3–9,09~~<br>(*ex*Alton) Wireless ~~*ss*Hul.No.2–19~~<br>1*Dk*(*Irn*)&*Spar dk*(*Irn*)&*Web frames* | 3536<br>3159<br>2281 | ✠100A1<br>*Spar dk*<br>9,21 ~~10,20~~<br>BS9,21<br>✠LMC4,19 | Cff<br>Bry | *v̂* | ~~4,10~~<br>9,21 | 1896<br>10mo<br>A&CP | T Turnbull<br>&Son<br>Whitby | AlexanderShpg.<br>Co.Ld.<br>*CellD* | 335·6<br>P31'B66'F33'<br>FK<br>*Ba*112' *uE* 24' *f*132' | 42·5<br>26·4 | 19·5 | Whitby<br>British<br>6*BHCem*<br>661*tAPT*40*t* | T.3Cy.23½",39"&64"–42" (*s*)<br>160lb *100lb* NDB18 273NHP<br>2SB,*4cf*&*2rf*,GS122,HS4200<br>Blair&Co.Ld.Stockton | 29 ″ 1<br>s 5 ″ 10<br>23 ″ 7 | |
| 09299<br>140674<br>JQBN | **Aylestone** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3380<br>3190<br>2098 | ✠100A1<br>6,21 ~~1,21~~<br>✠LMC6,17 | Shl<br>Hul | *v* | CL<br>~~8,19~~<br>6,21 | 1917<br>6mo<br>*Lloyd*'*s*A&CP | J.Blumer<br>&Co.<br>Sunderland<br>*Intermediate BH in after hold dispensed with* | AylestoneShippng<br>Co.Ld. (Alexander<br>Bros., *Mgrs.*) | 348·5<br>P35'B106'F35'<br>FK | 48·7 | 23·3 | Newcastle<br>British<br>*Cem*<br>5 *BH only*<br>*CellDB* | T.3Cy.25",42"&68"–45" (*s*)<br>180lb *120lb* 356NHP<br>2SB,*6cf*,GS139,HS5740<br>J.Dickinson&Sons,Ld.Sld<br>308'918*tFPT*59*tAPT*132*t* | 25 ″ 4<br>s4 ″ 3½<br>21 ″ 5 | |
| 09300<br>141902<br>KBGR | **Aymeric** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 5196<br>4751<br>3157 | ✠100A1<br>~~8,21~~ ~~3,21~~ 2,22<br>✠LMC6,19<br>*Carrying oil fuel F.P. above 150°F. in DB*<br>*Fitted for oil fuel 5,19 F.P. above 150° F.* | Cal<br>~~Cff~~ Syd | *y* | CL<br>2,21 | 1919<br>5mo<br>*Lloyd*'*s*A&CP | R.Thomp-<br>son&Sons,Ld<br>Sunderland | BankLine,Ld.<br>(AndrewWeir&<br>Co. *Mgrs.*) | 400·3<br>P49'B113'F39'<br>FK<br>*CellD* | 52·2 | 28·5 | Glasgow<br>British<br>7*BHptCem*<br>*B* 340' 1057*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS189,HS7668 FD<br>N.E.MarineEng.Co.Ld.Sld<br>*FPT*137*tAPT*213*t* | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 09301 | **Aymoré** SteelTwinScSr<br>*Elec.light* | *400* | | | | | 1906 | Murdoch&<br>Murray<br>Pt.Glasgow | AmazonRiverStm.<br>Nav.Co.(1911)Ld. | 150·0 | 33·0 | 10·0 | Para<br>Brazilian | T.6Cy.10",16½"&26½"–21"<br>64NHP<br>Ross&Duncan,Glasgow | | |
| 09302<br>6385<br>KCTF | **Ayo** SteelAuxSc3MstSr<br>*OilEng.*<br>(*See Sailing Ship Register*) | 367<br>314<br>263 | | | | | 1917 | Gebr.G.&<br>H.Bodewes<br>Martenshoek | OttoHillerström | 139·5<br>Q35'H32*t* | 25·3 | 11·7 | Hlsngborg<br>Swedish | Oil Engine<br>2Cy.15¾"–17¾"<br>D.Goedkoop,Jr.Rot. | | V |
| 09303<br>99733 | **Ayr** IronPadK<br>1*Dk* | 124<br>111<br>3 | | | | | 1897 | J.P.Ren-<br>noldson&Sns<br>SouthShields | Glasgow&South<br>WesternRlwy.Co. | 90·0 | 19·2 | 9·3 | Ayr<br>British | L.2Cy.25"–45"<br>50RHP<br>J.P.Rennoldsn&SonsS.Shl | | |
| 09304<br>119066<br>VHTO | **Ayrshire** SteelTwinSc4MstSr<br>*ss*Lon.No.3–2,16<br>Wireless *ss*Liv.No.1–20<br>*Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing*<br>*Elec.light* &*Shelter dk*(*Stl–ws*) | 9188<br>6809<br>5931 | ✠100A1<br>*Shelter dk withfreeboard*<br>10,21 ~~5,20~~<br>✠Lloyd's RMC 3,21<br>BS3,21<br>✠LMC5,20<br>10,21 | Liv<br>Lon | *d*† | CL<br>5,19 | 1903<br>11mo<br>*Lloyd*'*s*A&CP | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | TheScottishShire<br>LineLd.(Turnbull,<br>Martin&Co. *Mgrs*) | 460·0<br>FK<br>*WB* = *Cell DBa* 108'*uE* | 58·8 | 31·8 | Glasgow<br>British<br>7*BHCem*<br>&*B* 65' *f* 225' | T.6Cy.25",42"&71"–48" (*s*)<br>200lb FD 893NHP<br>5SB,*15cf*,GS305,HS12405<br>N.E.MarineEngCoLdNwc<br>1424*tFPT*95*tAPT*104*t* | 34 ″ 11<br>s 6 ″ 3<br>29 ″ 2 | BT |
| 09305<br>HBJR | **Aysen** SteelSc3MstSr<br>*Elec.light* 2*Dks*&*deep framing*<br>Wireless *Prom dk*&*Shade dk* | 3814<br>2574<br>2888 | | | ... | | 1906 | J.Reid&<br>Co.Ld.<br>Glasgow | CompaniaSud<br>Americana deVap. | 379·6<br>BK11" | 44·3 | 21·5 | Valparaiso<br>Chilian<br>*WB* | T.3Cy.29",47"&78"–57"<br>596NHP<br>Dunsmuir&Jackson,LdGls | 25 ″ 0 | |
| KG | **Force** SteelSc3MstSr<br>*ss*Liv.No.2–20<br>1*Dk*(*Stl*)<br>Wi | 582<br>387<br>232 | ✠100A1<br>9,21 ~~11,20~~<br>✠LMC11,20 | Liv<br>Shl | *h* | CL<br>~~1,20~~<br>9,21 | 1912<br>5mo<br>*Lloyd*'*s*A&CP | R.William-<br>son&Son<br>Workington | WestCoastShip-<br>pingCo.Ld.<br>(W.S.Kennaugh&<br>Co. *Mgrs.*) | 164·8<br>Q95'B11'F21'<br>FK<br>*WB* = *DBf*93' | 26·6 | 11·0 | Whitehvn<br>British<br>3*BHCem*<br>121*tFPT*35*t* | T.3Cy.14",22½"&37"–27" (*s*)<br>160lb *80lb* 91RHP<br>1SB,*3pf*,GS53,HS1657<br>Ross&Duncan,Glasgow | 13 ″ 2<br>s ″ 7<br>12 ″ 10 | |

*This vesse

| 1 No. in Book.<br>Official No.<br>Code Letters. | 2 3 Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09307 | **Ayuruoca** SteelSc4MstSr<br>(*ex*Roland) 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Wireless | 6872<br>6386<br>4245 | ✠<br>*Shelter dk withfreeboard*<br>7,16 ✠ | Bmn | *d*† | | 1912<br>12mo | Akt.Ges. "Weser"<br>Bremen<br>*CellD* | Requisitioned by theBrazilianGovt. (Operated by the FrenchGovt.)<br>*Ba*158'*uE*&*B*78'*f* | 468·4<br>F54' *on Shelter dk*<br>FK<br>189' 1568*t FPT*126*t* | 58·4 | 29·2 | R.Janeiro<br>Brazilian<br>7*BHCem*<br>*APT*17*t* | Q4Cy$28\frac{5}{16}$"$40\frac{9}{16}$"58¼"&$85\frac{7}{16}$"-55⅛" 750NHP<br>4SB,*12cf*,GS220,HS10340FD<br>A.G."Weser"Bremen | 32 ″ 0 | V |
| 09308<br>151479 | **Ayuthia** SteelTwinScSr<br>1*Dk* | ~~458~~ 463<br>~~[illegible]~~ 368<br>~~[illegible]~~ 238 | | | | | 1908 | Hongkong &Whampoa DockCo.Ld.<br>Hongkong | ~~Norddeutscher Lloyd~~ Ocean S.S.Co Ld. (A.Holt&Co., *Mgrs.*) | 152·5<br>B10'F17' | 29·0 | 11·0 | ~~Bremen~~<br>~~German~~<br>Singapore<br>British | T.6Cy.8½",13½"&23½"-15"<br>57RHP ~~43NHP~~<br>Hongkong&Whampoa DockCo.Ld. | | |
| 09309 | **Azalea** SteelScSr<br>*Elec.light* 2*Dks*(*Stl-Uws*) | | ✠<br>*ForGovernmentService*<br>10,15 ✠ | Gls | | | 1915<br>10mo | Barclay, Curle&Co.Ld<br>Glasgow<br>*CellDB* | TheAdmiralty | 250·0<br>F63'<br>FK<br>*uB*21*tDTf*21*tFPT* | | | British<br>12*BHptCem*<br>11*tAPT*17*t* | T3Cy.21¾",35½"&58"-27"<br>321NHP<br>2SB,*6cf*,GS135,HS5418 FD<br>Barclay,Curle&Co.Ld.Gls. | 18 ″ 0 | |
| * 09310<br>115359<br>KGQT | **Azeus** SteelSc<br>*ss*Npt.No.3-9,20<br>(*ex*ClaudiusAulagnon, 1*Dk*(*Stl*)&*Spar*<br>*ex*Simoom) *dk*(*Stl*)&*deep framing*<br>*Elec.light* Wireless | 3749<br>3491<br>2392 | ✠100A1<br>*Spar dk*<br>11,21 ~~9,20~~<br>✠LMC9,20<br>MBS11,21 | Npt | *w* | CL<br>~~9,20~~<br>11,21 | 1903<br>2mo<br>*Lloyd* | W.Pickersgill&Sons<br>Sunderland<br>'*sA&CP*<br>*CellDBa* | Anglo-Grecian StmTradingCo.Ld (C.Doresa&Co., *Mgrs.*) | 361·0<br>P31'B194'F42' 25·6<br>FK<br>114'*uE*&*B*44'*f*150' | 46·2 | 17·6 | London<br>British<br>6*BHCem*<br>838*tDTa*24' | T.3Cy.24",40"&67"-45" (*a*)<br>180lb *180lb*NDB20 345NHP<br>2SB,*6cf*,GS104,HS4488 FD<br>Geo.Clark,Ld.Sunderland<br>510*tFPT*103*tAPT*46*t* | 28 ″ 2<br>s 4 ″ 3½<br>24 ″ 3 | |
| 09311<br>HBKW | **Azevedo ~~Gomes~~ Gomez** SteelScK<br>*ss*Apl.No.3-12,10<br>(*ex*Sachsen) *ss*Lis.No.2-19<br>1*Dk* | 254<br>211<br>82 | 100A1<br>*StmTrawler*<br>9,21 ~~11,19~~<br>BS5,21 | Lis | LMC11,19 | CL<br>11,19 | 1903<br>*Lloyd* | G.Seebeck Akt.Ges.<br>Bremerhaven<br>'*sA&CP* | Soc.Pescarias Arrabida,Ld. (M.SelidioPereira &Irmão,*Mgrs.*) | 135·3<br>Q71'F23'<br>BK6¼"<br>*WB=CellDB*25' | 22·5 | 9·8 | Lisbon<br>~~Oporto~~<br>Portuguese<br>4*BHCem*<br>20*tFPT*7*t* | T.3Cy.12",19¼"&31¼"-23½"<br>190lb (*s*) 78NHP<br>1SB,*2cf*,GS49,HS1536<br>G.SeebeckA.G.Bremerhvn | 13 ″ 7 | |
| 09312 | **Azimuth** SteelSc<br>*Elec.light* 1*Dk* | 550 | | | | | 1913 | Göteborgs M.V.Aktieb<br>Gothenburg | RussianGovernment | 145·0<br>F26' | 27·5 | 11·5 | Russian<br>*WB* | T.3Cy.14¼",22½"&39"-23⅝"<br>74NHP<br>GöteborgsMV.Aktieb.Got | | |
| 09313 | **Aziz** SteelSc<br>*OilEng.*<br>*Mchy.Aft* | 300 | 100A1<br>(*ClassContemplated*) | | | | 1921 | London& MontroseS.&R.Co.Ld.<br>Montrose | A.Bessé | 132·5<br>P41'F19' | 25·1 | 11·6 | | Oil Engine 2S.C.SA<br>4Cy.13¼"-15"<br>W.Beardmore&Co.Ld. Coatbridge | | |
| 09314<br>1262 | **Azoff** SteelPad<br>1*Dk* | 165<br>—<br>74 | | | | | 1897 | Union Works<br>Königsberg | NewAzoffS.N.Co. | 151·5 | 18·4 | 7·2 | Rostoff<br>Russian | T.3Cy.16",21"&28"-38"<br>48NHP | | |
| 09315<br>99402<br>MPJS | **Azov** SteelSc3MstSr<br>2*Dks*<br>*Mchy.Aft Carrying Petroleum in bulk* | 2332<br>2189<br>1512 | | | | | 1892 | Armstrong Mitchell&Co.<br>LdNewcastle | International PetroleumCo.Ld. | 285·0<br>B49*t* | 38·5<br>H27*t* | 25·9<br>F32*t* | Toronto<br>British | T.3Cy.22",36"&59"-39"<br>NB10 217NHP<br>Blair&Co.(Lim.),Stockton | | V |
| 09316<br>HDKR | **Azpeitia** SteelScSr<br>Wireless<br>(*ex*Cosme, *ss*Bbo.2ndNo.3-2,16<br>*ex*Darlington) 1*Dk*(*Stl*)&*Web frames*&<br>*ptAwng dk*(*Irn-ws*) | 2520<br>1879<br>1535 | ✠~~100A1~~<br>*ptAwng dk withfreeboard*<br>4,21 ~~8,19~~<br>~~MBS8,20~~ ~~✠LMC~~<br>~~MS6,15~~ ~~BS6,19~~ | Bbo | *s* | CL<br>8,20 | 1890<br>6mo<br>*Lloyd* | Richards'n Duck&Co.<br>Stockton<br>'*sA&CP* | Soc.Anon.deNav. Izarra(I.Asteinza, *Mgr.*) | 297·0<br>BK10"<br>Cell | 40·0 | 19·0 | Bilbao<br>Spanish<br>5*BHCem*<br>*DB*248' 552*t* | T.3Cy.22½",37"&61"-42"(*a*)<br>90lb NDB03 245NHP<br>2SB,*6cf*,GS94,HS3740<br>Blair&Co.Ld.Stockton | 21 ″ 8<br>s 7 ″ 11½<br>21 ″ 6 | |
| 09317<br>MKGH | **Aztec** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light CarryingPetroleum in bulk*<br>*Fitted with cylindrical tanks in holds for*<br>*Mchy.Aft carrying petroleum* 1*Dk* | 5665<br>4697<br>2473 | | | | | 1914 | W.Doxford &Sons,Ld.<br>Sunderland | Akties.Asker (Chr.Haaland *Mgr.*) | 390·0<br>P99'B22'F48' | 53·0 | 32·9 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.26½",44"&74"-48"<br>379NHP<br>W.Doxford&Sons,Ld.Sld. | | C |
| 09318<br>19293<br>NCJH | **Azuma Maru** SteelSc<br>Wireless | 417<br>—<br>103 | | | | | 1914 | ..................<br>Tokio | TokioSalvage Co.Ld. | 140·0 | 26·5 | 16·5 | Tokio<br>Japanese | | | |
| 09319<br>21694<br>NQMW | **Azuma Maru No. 1** WoodAuxScSr | 197<br>—<br>101 | | | | | 1917 | .................. | HatoyamaIchiro | 101·8 | 24·7 | 11·6 | Tokio<br>Japanese | | | |
| 09320<br>23449<br>RDFH | **Azuma Maru No. 2** WoodAuxScSr | 199<br>—<br>136 | | | | | 1918 | .................. | AzumaKogyo KabushikiKaisha | 100·6 | 24·2 | 11·7 | Tokio<br>Japanese | | | |
| * 09321<br>57<br>QBGS | **Azumasan Maru** SteelScSr<br>*ss*Kob.No.3-4,18<br>(*ex*Purley) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Elec.light* Wireless &*deepframing* | 4349<br>4079<br>2712 | ✠100A1<br>*Spardk*<br>3,21<br>~~BS3,21~~ ✠LMC~~5,19~~<br>8,21 | Npt | *x* | ~~5,19~~<br>8,21 | 1906<br>5mo<br>*Lloyd* | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>'*sA&CP* | RyotoKisen KabushikiKaisha (MitsuiBussan Kaisha,Ld.,*Mgs.*)<br>*WB=CellDBa*118' | 360·0<br>P30' B92'F33' 28·0<br>FK<br>*uE*&*B*42'*f*154' 857*t* | 48·0 | 20·2 | Dairen<br>Japanese<br>6*BHCem*<br>*APT*150*t* | T.3Cy.25",41"&69"-48" (*s*)<br>180lb 372NHP<br>3SB,*9cf*,GS150,HS5940<br>Richardsons,Westgarth& Co.Ld.Sld. | 30 ″ 10<br>s 6 ″ 2½<br>25 ″ 0 | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

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N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09322<br>126082 | **B. C. P.** **WoodSc**<br>(Fitted for oil fuel)<br>1Dk | 121<br>93<br>88 | | | | | 1908 | Wallace<br>Shipyards,Ld<br>Vancouver | ~~PackersS.S.Co.Ld.~~<br>H.S.McLellan | 80·5 | 18·0 | 7·8 | **Vancouver**<br>British | T.3Cy.8",13"&21"-12"<br>22RHP<br>Ross&Duncan,Glasgow | | |
| 09323<br>91058 | **B. D. No. 1** **SteelTwinScSr**<br>ssBrs.3rdNo.3-11,14<br>Screws fore & aft ssBrs.No.1-18<br>(BucketHopperDredger) 1Dk(Irn)2trB | 1049<br>1022<br>446 | ✠ A1<br>Hopper Dredger<br>1,20<br>~~BS1,20~~ ~~✠LMC~~ | Brs | 2,21 | ~~8,10~~<br>2,21 | 1886<br>10mo<br>Lloyd | W.Simons<br>&Co.<br>Renfrew<br>'sA&CP | **TheLordMayor, Aldermen&Burgesses of theCity ofBristol** | WB=FPT84t | | FK | **Bristol**<br>British<br>6BHCem<br>APT(2)6t | T.6Cy.17",27"&43"-30" (s)<br>150lb 186NHP<br>3SB,6cf,GS109,HS2663<br>W.Simons&Co.,Renfrew | 17 ″ 0 | |
| 09324<br><br>ODHJ | **B. F.** **SteelScSr**<br>ssHav.No.3-5,19<br>Well deck 1Dk(Stl | 424<br>282<br>125 | ✠100A1<br>9,20<br>~~BS9,20~~ ✠LMC5,19<br>BS10,21 | Bou | g | 9.20 | 1907<br>2mo<br>Lloyd | WoodSkinner&Co.Ld.<br>Newcastle<br>'sA&CP | **BretelFrères**<br>WB=DB | 145·0<br>Q70'B19'F24'<br>a21'uBkr7'19tFPT | 25·1 | 10·2<br>BK7" | **St.Vaast**<br>French<br>4BHCem<br>10tAPT4t | T.3Cy.14",23"&39"-27" (s)<br>180lb 92NHP<br>2SB,4cf,GS47,HS1494<br>N.E.MarineEng.CoLdNwc | 12 ″ 3<br>s 7 ″ 3½<br>12 ″ 7 | |
| 09325<br>204981 | **B. F. Berry** **SteelScSr**<br>Sub.Sig.<br>Mchy.Aft Elec.light 1Dk | 6188<br>—<br>4775 | | | | | 1908 | American<br>S.B.Co.<br>Lorain | **FremontS.S.Co. (H.K.Oakes,Mgr.)** | 480·0 | 52·0 | 30·0 | **Duluth**<br>Utd.States<br>WB | T.3Cy.22½",36"&60"-42"<br>233NHP<br>AmericanS.B.Co.Clevelnd. | | |
| 09326<br>202839 | **B. F. Jones** **SteelScSr**<br>Mchy.Aft Elec.light 1Dk | 6939<br>—<br>5492 | | | | | 1906 | Gt.Lakes<br>Eng Works<br>Ecorse,Mich. | **InterstateS.S.Co. (W.H.BeckerMgr)** | 530·0 | 56·2 | 32·0 | **Duluth**<br>Utd.States<br>WB | T.3Cy.23",37"&63"-42"<br>257NHP<br>Gt.LakesE.Wrks.Detroit | | |
| 09327<br>5743<br>JVLB | **B. G. Kronberg** **SteelSc**<br>Elec.light Wireless 1Dk | 1815<br>1601<br>1057 | | | | | 1915 | Sörlandets<br>Skibsbyggeri<br>Fevig | **ErikBrodins RederiAktieb. (E.Brodin,Mgr.)** | 265·0<br>P22'B71'H147tF29' | 42·0 | 20·0 | **Torö**<br>Swedish<br>WB | T.3Cy.18",29½"&50"-36"<br>150NHP<br>FredriksstadM.V.Frdstad. | | N |
| 09328<br><br>JONG | **B. Kemeny** **SteelScSr**<br>Now named "Mameli." See No. 38361 in Supplement<br>ssFiu.No.3-12,12<br>ssFiu.No.1-17<br>1Dk(Stl)&Spar dk(Irn) &deep framing | 2727<br>2467<br>1669 | ✠100A1<br>Spar dk<br>9,19 ✠LMC<br>MS2,17 BS4,19 | Gen | u | CL<br>3,19 | 1899<br>11mo | R.Craggs<br>&Sons<br>Middlesbro'<br>A&CP WB= | **AdriaSoc.Anon.di Nav.Marittima**<br>CellDBa102'uE& | 320·0<br>P39'B112'F35'<br>B40'f130'639tFPT | 42·5 | 13·1<br>21·1<br>FK | **Fiume**<br>6BHCem<br>41tAPT13t | T.3Cy.21",37"&62"-42" (s)<br>200lb 90lb ND813 269NHP<br>2SB,6rf,GS106,HS3940 2DB<br>N.E.MarineE.Co.Ld.Nwc. | 24 ″ 9 | |
| 09329<br>3971 | **B. Lyman Smith** **SteelScSr**<br>Mchy.Aft Elec.light 1Dk2trB | 4271<br>—<br>3017 | | | | | 1903 | American<br>S.B.Co.<br>Lorain,Ohio | **GreatLakesS.S.Co** | 380·0<br>F48' | 50·0 | 28·0 | **OswegoNY**<br>Utd.States<br>WB | T.3Cy.22",35"&58"-40"<br>American 213NHP<br>S.B.Co.Cleveland,Ohio | | |
| 09330 | **B. W. III.** **SteelSc**<br>1Dk | 361<br>264<br>174 | | | | | 1920 | Werf<br>Noordster<br>Groningen | **BureauWijsmuller** | 130·5<br>P38'Q44'F22' | 23·1 | 11·5 | **TheHague**<br>Dutch<br>WB | T.3Cy.10½",$17\frac{3}{16}$"&28"-$17\frac{3}{16}$"<br>Boon,Molema& 33NHP<br>DeCock,Hoogezand | | |
| 09331<br><br>NGJC | **Baarn** **SteelSc**<br>ow named "Cairnavon," See No. 36902 in Supplement<br>Elec.light 2Dks(Stl)&<br>Wireless Shelter dk(Stl) | 5248<br><br>3262 | ✠100A1<br>Shelter dk<br>withfreeboard<br>9,21 ~~12,20~~ ✠LMC5,20<br>Fitted for oil fuel 5,20 F.P. above 150° F. | Ams | z | CL<br>12,20 | 1920<br>5mo<br>Lloyd | W.Gray&<br>Co.(1918)Ld.<br>WHartlepool<br>'sA&CP | **Koninkl.Nederl. Stoomb.Maats.**<br>CellDB342'1047 | 400·0<br>tDTa28' 740tFPT1 | 52·3 | 28·5<br>FK<br>Collision | **Amsterdm**<br>Dutch<br>ptCem<br>BHtoShl dk<br>5 ″ ″ U ″<br>25tAPT61t | T.3Cy.27",44"&73"-48" (s)<br>180lb 513NHP<br>3SB,9cf,GS190,HS7578 FD<br>Cen.Mar.Eng.Wrks.WHpl | 31 ″ 0<br>s4 ″ 5½<br>26 ″ 11 | |
| 09332<br>218695<br>LSHG | **Babboosic** **SteelScSr**<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5970<br>5172<br>4465 | | | | | 1919 | Atlantic<br>Corpn.<br>Portsmouth,<br>N.H. | **UnitedStates ShippingBoard** | 410·5<br>P60'B115'F47' | 54·2 | 27·0 | **Portsmth, N.H.**<br>Utd.States<br>WB | T.Cy.24½",41½"&72"-48"<br>359NHP<br>AtlanticCorp.Taunton, Mass | | R |
| 09333<br>218980<br>LTCQ | **Babinda** **WoodTwinSc**<br>Wireless OilEng.<br>Elec.light Salted 1Dk2trB<br>Mchy.Aft Well deck | 3099<br>2303<br>2483 | ✠12A1<br>1,22 ~~9,19~~<br>✠LMC~~8,19~~ 1,22 | Sea<br>SFo | t | | 1918<br>12mo | Patterson<br>&MacDonald<br>S.B.Co.<br>Seattle,Wsh.<br>A&CP | ~~**PacificMotorship CoInc(W.L.Comyn &Co.Inc.Mgrs.)**~~<br>OceanMotorshipCo | 268·7<br>P&B169'F32' | 48·4 | 24·5 | **S.Frncisco**<br>Utd.States | Oil Engines 4S.C.SA<br>12Cy 16"-24" 188NHP<br>MacIntosh&SeymourEng.<br>Co.Aubury,N.Y. | 27 ″ 8<br>s 3 ″ 9 | |
| 09334<br>331<br>HBFT | **Babushka** **IronPad**<br>(Tug)<br>1Dk | 175<br>—<br>85 | | | | | 1871 | RussianSN<br>&TradingCo<br>Sebastopol | **RussianStm.Nav. &TradingCo.** | 130·5 | 22·8 | 7·0 | **Odessa**<br>Russian | 2Cy.18"-44"<br>33NHP<br>RussianS.N.&TradingCo. | | |
| 09335 | **Babylon** **SteelSc**<br>(exRudelsburg)<br>1Dk&Shelter dk | 1596<br>1485<br>989 | | | ... | | 1895 | SirRaylton<br>Dixon&Co.Ld<br>Middlesboro' | **GreekGovernment** | 311·6 | 42·3 | 14·6 | Greek | T.3Cy.22½",38"&62"-42"<br>249NHP<br>T.Richardson&Sons,WHpl | | |
| 09336 | **Bacardi I.** **SteelSc**<br>OilEng.<br>Elec.light 2Dks(Stl) | 449<br>439<br>248 | A1<br>Coasting<br>Greater Antilles & Key West<br>withfreeboard<br>1,21 LMC1,21 | Roche-fort | | 1,21 | 1919<br>6mo | Atel.&Ch.<br>Marit.du<br>Sud-Ouest<br>Bordeaux | **Soc.AnonBacardi** | 184·8 | 24·7 | 13·2<br>FK | **Santiago deCuba**<br>Cuban<br>8BHCem<br>FPT3t | Oil Engines 2S.C.SA<br>4Cy.13⅜"-21¼" 82NHP<br>Soc.deConst.Mecanique<br>ProcidesSulzer,Paris | 14 ″ 1<br>s 5 ″ 0<br>9 ″ 2 | |
| 09337<br>220071<br>KWPF | **Baccarat** **SteelSc**<br>Elec.light 1Dk(Stl) | 2284<br>1948<br>1433 | ✠100A1<br>7,20<br>✠LMC8,20<br>Fitted for oil fuel 8,20 F.P. above 150° F. | Clv | r | CL | 1920<br>7mo | American<br>S.B.Co.<br>Cleveland,O.<br>A&CP | **IndependentS.S. Co.Inc.**<br>CellDB204'515tFPT | 251·8<br>P27'B64'F26' | 43·6 | 22·0<br>FK | **Detroit**<br>Utd.States<br>4BHptCem<br>38tAPT81t | T.3Cy.20",33"&54"-40" (r)<br>185lb 267NHP<br>2SB,4cf,GS88,HS3940 FD<br>AmericanS.B.Co.Clevelnd | 24 ″ 2<br>s 3 ″ 4½<br>21 ″ 2 | |
| 09338<br><br>OCXF | **Bacchus** **SteelSc**<br>Elec.light 2Dks(Stl) | ~~5047~~<br>4959 ~~4097~~<br>~~3170~~<br>4091<br>3151 | ✠100A1<br>3,22 ~~2,21~~<br>✠LMC9,20 | Msl | y | CL<br>2,21 | 1920<br>9mo<br>Lloyd | Palmers'<br>Co.Ld.<br>Newcastle<br>'sA&CP | **Soc."Les.Affréteurs"Réunis (JeanStern)**<br>CellDB 327' 848t FPT | 386·7<br>P36'AftB21'<br>B113'For'dB21'<br>F42' | 52·5 | 26·3<br>FK | Marseilles<br>~~**Rouen**~~<br>French<br>6BHptCem<br>97tAPT20t | T.3Cy.26",43"&71"-48" (s)<br>180lb 453NHP<br>3SB,9cf,GS220,HS8007<br>Palmers'Co.Ld.Newcastle | 28 ″ 6<br>s 5 ″ 7<br>23 ″ 4 | |
| 09339<br><br>NGJD | — **SteelSc2TwinMsts**<br>Longitudinal framing<br>Elec.light Wireless 2Dks | 2255<br>1648<br>1401 | | | | | 1911 | Maats.<br>Fyenoord<br>Rotterdam | **Koninkl.Nederl. Stoomb.Maats.** | 300·0<br>Q106'B78'F46 | 42·0 | 19·2 | **Amstrdam**<br>Dutch<br>WB | T.3Cy.21½",33"&57"-39"<br>203NHP<br>Maats.Fyenoord,Rot. | | V |
| 09340 | — **SteelSc**<br>1Dk | 658<br>517<br>362 | | | | | 1910 | Akt.Ges.<br>"Weser"<br>Bremen | **Dampfschiffahrts Ges.Neptun** | 180·0<br>Q50'B45'F22' | 28·1 | 12·8 | **Bremen**<br>German<br>WB | T3Cy.13½"$21\frac{1}{16}$"&$34\frac{7}{16}$"-23⅝"<br>57NHP<br>A.G."Weser,"Bremen | | |
| 09341 | **Bachi** **SteelSc**<br>Elec.light Wireless 1Dk(Stl) | 3071<br>2823<br>1845 | ✠100A1<br>2,21<br>✠LMC9,20 | Bbo | u | CL | 1920<br>9mo<br>Lloyd | BlythS.B.<br>Co.Ld.<br>Blyth<br>'sA&CP | **Hijos deAstigarraga**<br>CellDB | 331·2<br>P33'B98'F29'<br>284' 734t FPT 122t | 46·7 | 23·2<br>FK | **Bilbao**<br>Spanish<br>5BHCem<br>APT48t | T.3Cy.25",41"&68"-45" (s)<br>180lb 368NHP<br>3SB,9cf,GS155,HS6090<br>Richardsons,Westgarth &Co.Ld.Hpl. | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |
| 09342 | **Bachlangitch** **IronSc**<br>1Dk<br>(exGustafAdolf,exGustafRyding, exGustafII.Adolf) | 381<br>280<br>218 | | | | | $18\frac{55}{83}$ | MotalaCo.<br>Gothenburg | **Houdeavendigear SeyriSefain OsmanliAnon. Chirketi(Mehmed SafvetBey)** | 156·9<br>Q53'B58'H47tF24' | 24·1 | 13·6 | **Broussa**<br>Turkish | C.Cy.18"&35½"-20½"<br>72NHP<br>W.LindbrgsMk.Vrks.Skm. | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | Years Assigned now expired. | 7<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09343 | **Bacicin Serra** WoodSc<br>(exSicilier,exWarErie) 1Dk2trB<br>Elec.light Well deck Salted | 2162<br>1687<br>1218 | ✠ 12A1<br>12,20<br>BS11,20 ✠LMC2,20 | Lgn | | r | CL<br>12,20 | 1918<br>7mo<br>Lloyd | Fraser,<br>Brace&Co.Ld<br>Montreal<br>'sA&CP | G.B.Serra | 250·0<br>P&B137'F31' | 43·3 | 22·6 | Savona<br>Italian | T.3Cy.20″,33″&54″–40″ (s)<br>185lb 322NHP<br>2 Water Tube Boilers FD<br>Dominion GS120,HS5280<br>BdgeCoLdLachine,Quebec | 25 ″ 6 | |
| 09344<br>5674<br>JVDS | **Backe** SteelScSr<br>(exNeb)<br>1Dk | 138<br>123<br>31 | | | | | | 1910 | Akers<br>Mek.Værks.<br>Christiania | Rederiaktieb.<br>Wilhelmina(J.<br>MannerheimMgr) | 102·2<br>H12 | 18·3 | 11·0 | Kramfors<br>Swedish | T.3Cy.11″,18″&29″–24″<br>41NHP<br>AkersMek.Værks.Xia. | | |
| 09345<br>145267 | **Backwash** WoodSc<br>1Dk | 98<br>98<br>43 | ✠ 11A1<br>For fishing purposes<br>8,20<br>✠LMC8,20 | Hul | | | CL<br>8,20 | 1917<br>12mo<br>Lloyd | Colley<br>Bros.Ld.<br>Lowestoft<br>sA&CP | ~~TheAdmiralty~~<br>N.Carew-Fisher | 87·7<br>9&12yrs.Mat. | 20·2 | 10·0 | Grimsby<br>~~London~~<br>British | T.3Cy.9½″,15½″&26″–18″ (s)<br>180lb 42NHP<br>1SB,2pf,GS30,HS814<br>J.Howden&Co.Ld.Gls. | 10 ″ 0 | |
| 09346<br>142837<br>KCBS | **Backworth** SteelScSr<br>Elec.light Wireless 1Dk(Stl)<br>Cruiser Stern | 2481<br>2244<br>1442 | ✠100A1<br>~~6,21~~ ~~4,20~~ 4,22<br>✠LMC8,19 | Nwc<br>~~Bly~~ | | t | CL | 1919<br>8mo<br>Lloyd | Dunlop,<br>Bremner&<br>Co.Ld.<br>PortGlasgow<br>sA&CP | RobertStanley<br>ShippingCo.Ld.<br>(R.S.Dalgliesh&<br>Co.Mgr.) | 302·9<br>P32'B80'F33' | 42·9 | 20·7<br>FK<br>Cell | Newcastle<br>British<br>6BHptCem<br>DB260'669t | T.3Cy.22″,36″&59″–39″ (s)<br>180lb 100lb 262NHP<br>2SB,6cf,GS124,HS4426<br>Dunlop,Bremner&Co.Ld.<br>FPT72tAPT170t | 23 ″ 0<br>s 3 ″ 6½<br>19 ″ 10 | |
| 09347<br>214090<br>LGBP | **Bacoi** SteelTwinScSr<br>OilEng.<br>(exCalgary) Wireless 1Dk<br>Elec.light Carrying Oil in bulk | 1696<br>1515<br>1185 | | | | | | 1912 | Swan,Hunter&Wigham<br>Richardson,<br>LdNewcastle | GillespieS.S.Corp. | 248·0<br>P36'F37' | 42·5 | 19·1 | NewYork<br>Utd.States<br>WB | Oil Engines 2S.C.SA<br>8Cy.11⅗″–16$\frac{9}{10}$″ 107NHP<br>Akt.DieselsMotorer,Skm. | | R |
| 09348<br>143602<br>KDFB | **Badagry** SteelScSr<br>Elec.light Wireless 1Dk2trB | 5161<br>4733<br>3149 | | | | | | 1919 | IrvinesS.B<br>&D.D.Co.Ld.<br>WHartlepool | ImperialDirect<br>Line,Ld. (Elder<br>Dempster&Co.Ld.<br>Mgrs.) | 400·2<br>P49'B112'F39' | 52·4 | 28·5 | Liverpool<br>British<br>WB | T.3Cy.27″,44″&73″–48″<br>364NHP<br>Richardsons,Westgarth&<br>Co.Ld.W.Hpl. | | C |
| 09349<br>Stranded&Sunk11,20<br>219723<br>LVWG | **Baddacock** SteelSc<br>Wireless 1Dk | 426<br>—<br>200 | | | | | | 1920 | Providence<br>Eng.Wks.<br>Providence<br>R.I. | UnitedStates<br>ShippingBoard | 142·0 | 27·7 | 14·8 | NewYork<br>Utd.States | T.3Cy. | | |
| 09350 | **Baden** SteelSc<br>(Trawler)<br>1Dk | 238<br>211<br>91 | | | | | | 1903 | G.Seebeck<br>Act.Ges.<br>Bremerhaven | DeutscheDmpfischereiGes.Nordsee | 135·3<br>Q66'F23' | 22·5 | 9·8 | Nordenhm<br>German<br>WB | T.3Cy.12″,19¼″&31½″–23⅝″<br>48NHP<br>G.SeebeckAG.Bremerhvn | | |
| 09351<br>112552 | **Baden Powell** WoodScSr<br>1Dk | 174<br>152<br>72 | | | | | | 1902 | E.Davis<br>Nambucca<br>River,NSW | WellingtonTaranakiS.S.Co.Ld. | 110·0<br>F17' | 26·1 | 7·8 | AuklndNZ<br>British | C.2Cy.14″&28″–21″<br>30RHP<br>J.Cran&Co.Leith | | |
| 09352<br>~~143406~~<br>~~KOHL~~ | **Badenia** SteelSc4MstSr<br>Elec.light Wireless 2Dks<br>Now named "Holm, See No. 37755 in Supplement" | 6930<br>[illegible]<br>4309 | | | | | | 1902 | Furness,<br>Withy&Co.Ld.<br>WHartlepool | DanzigShipping<br>&TradingCo.Ld. | 450·9<br>P55'B252'F51' | 53·1 | 31·2 | ~~London~~<br>~~British~~<br>WB | T.3Cy.27″,44½″&77″–54″<br>Richardsons, 436NHP<br>Westgarth&Co.Ld.Hpl. | | |
| 09353 | — SteelTwinSc<br>Elec.light Sub.Sig. 1Dk | 921<br>709<br>510 | | | | | | 1912 | F.Schichau<br>Elbing | Halm,Stirn&Co.<br>G.m.b.H. | 219·8<br>Q66'B52'F26' | 33·5 | 13·4 | Cologne<br>German<br>WB | T6Cy11$\frac{8}{10}$″,19$\frac{7}{10}$″&31½″–17¾″<br>84NHP<br>F.Schichau,Elbing | | |
| 09354<br>220494<br>MBHF | **Badger** WoodSc<br>Tug<br>1Dk | 176<br>—<br>29 | | | | | | 1920 | DachelCarterBoatCo.<br>BentonHarbor,Mich. | UnitedStates<br>ShippingBoard | 94·8 | 24·0 | 14·2 | GndHaven<br>Mich.<br>Utd.States | C.2Cy.18″&38″–26″<br>61NHP | | R |
| 09355<br>125778<br>HPBK | **Badia** SteelScK<br>ssLon.No.3–5,19 ~~ssLon.No.2–19~~<br>(exChesterIII.,exBadia) 1Dk | 150<br>133<br>— | ✠100A1<br>For Towing purposes<br>8,20<br>~~BS8,20~~ BS3,22 ✠LMC5,19 | Lon | | | 8,20 | 1909<br>4mo<br>Lloyd | Philip&<br>Son,Ld.<br>Dartmouth<br>'sA&CP | WilliamWatkins,<br>Ld.(J.S.Watkins,<br>Mgr.) | 96·2 | 20·6 | 10·9<br>BK6½″ | London<br>British<br>4BHCem | T.3Cy.13″,21″&34″–24″ (s)<br>165lb 59RHP<br>1SB,2pf,GS35,HS1500<br>Philip&Son,LdDartmouth | 11 ″ 4<br>s 1 ″ 2½<br>10 ″ 9 | |
| 09356<br>131913 | **Badora** SteelTwinSc<br>ssCal.No.2–21<br>Elec.light 1Dk(Teak)&ptShade dk<br>(Teak) | 279<br>259<br>165 | ✠ A1<br>withfreeboard<br>2,21 ✠LMC2,21<br>CoastingBarisal&Chittagong | Cal | | | 2,21 | 1914<br>10mo<br>Lloyd | W.Denny&<br>Bros.<br>Dumbarton<br>Completed by RiversSteam Nav. Co.Ld.Calcutta<br>'sA&CP | RiversSteamNav.<br>Co.Ld.(Macneill&<br>Co.Mgrs.) | 150·0 | 25·6 | 8·8<br>FK<br>WB= | Calcutta<br>British<br>5BH~~Asp~~<br>ptAsp<br>FPT27t | C.2Cy.16″&32″–21″ (r)<br>130lb 43RHP<br>1SB,2cf,GS38,HS1150<br>Denny&Co.Dumbarton | 9 ″ 6<br>s 2 ″ 3<br>7 ″ 7 | |
| 09357<br>HRBQ | **Baependy** SteelScSr<br>(exTijuca)<br>Elec.light Wireless 2Dks3trB | 4801<br>3840<br>3066 | | | | | | 1899 | Blohm&<br>Voss<br>Hamburg | Requisitioned by<br>theBrazilianGovt.<br>(Operated by the<br>FrenchGovt.) | 375·6<br>P238'F50' | 46·3 | 27·5 | R.Janeiro<br>Brazilian | Q4Cy.21⅓″,31⅓″46″&66½″–50¾″<br>315NHP<br>Blohm&Voss,Hamburg | | V |
| 09358<br>MDQW | **Bærö** SteelSc<br>(exThorsa)<br>1Dk | 1134<br>992<br>662 | | | | | | 1907 | Bergens<br>Mek.Værks.<br>Bergen | J.Mathisens<br>RederiA/S (C.<br>Mathisen,Mgr.) | 229·0<br>P14tH52tF33t | 35·2 | 15·9 | Bergen<br>Norwegian<br>WB | T.3Cy.16½″,26″&44″–30″<br>106NHP<br>BergensMekVærksBergen | 16 ″ 10 | N |
| 09359<br>217724<br>LQHD | **Baganito** CompSc<br>Elec.light Wireless 1Dk | 2445<br>2376<br>1449 | | | | | | 1919 | TerryS.B.<br>Corp.<br>Savannah,Ga | UnitedStates<br>ShippingBoard | 269·1<br>P38'B69'F34' | 45·8 | 24·7 | Savannah<br>Utd. States | T.3Cy.19″,32″&56″–36″<br>188NHP<br>WorthingtonPumping<br>Mchy.Corp.Buffalo | | |
| 09360<br>OCXQ | **Bagdad** SteelScSr<br>(exAthenai)<br>Elec.light Wireless 3Dks | 2382<br>2113<br>1504 | | | ... | | | 1891 | Gourlay<br>Bros.&Co.<br>Dundee | MessageriesMaritimes | 317·6<br>P62'B78'F58' | 39·2 | 23·6<br>BK10″ | Marseilles<br>French<br>WB | T.3Cy.25″,40″&65″–45″<br>307NHP<br>GourlayBros.&Co.,Dundee | 26 ″ 5 | V |
| 09361 | — SteelScSr<br>Now named "Alicante," See No. 36176 in Supplement<br>Wireless 2Dks&Shelter dk | 2364<br>2249<br>1515 | | | ... | | | 1902 | Richardsn,<br>Duck&Co.<br>Stockton | TheShipping Controller | 279·1 | 40·5 | 17·6<br>25·3<br>FK | British<br>WB | T.3Cy.24″,40″&65″–42″<br>291NHP<br>Blair&Co.Ld.Stockton | 20 ″ 0 | |
| 09362 | — SteelPadSp<br>Elec.light 1Dk(ptStl-ws) | 714<br>563<br>451 | ✠<br>For River purposes only<br>4,08 | Ant | | | | 1908<br>4mo | Soc.Anon.<br>JhnCockerill<br>Hoboken | TurkishGovt. | 210·8<br>Promenade dk 150' | 35·1 | 8·5<br>FK | Bassorah<br>Turkish<br>5BH | Q4Cy22$\frac{7}{16}$″32⅝″50″&59″–49¼″<br>228NHP<br>2LocoB,GS77,HS2800<br>Soc An.J.Cockerill,Seraing | 9 ″ 4 | |
| 09363 | | | | | | | | | | | | | | | | | |
| 09364 | | | | | | | | | | | | | | | | | |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | Détails de la Classification.<br>Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.<br>*pds. ps.* | Registres où coté, si ce n'est dans le L.R. |
| 09365 | **Bagdad** **SteelPad**<br>1*Dk* | 434<br>203<br>149 | | | | | 1904 | Howaldts-werke<br>Kiel | Administr.deNav. àVap.Ottomane | 189·0\|24·0\|9·2 | Constanpl<br>Turkish | T.3Cy.20",32⅜"&51⅝"–47¼"<br>181NHP<br>Howaldtswerke,Kiel | | |
| 09366 | **Bagé** **SteelTwinScSr**<br>(*ex*SierraNevada)<br>*Elec.light* Wireless Sub.Sig. 3*Dks* | 8235<br>6863<br>4969 | | | | | 1912 | Akt.Ges. "Vulcan"<br>Stettin | BrazilianGovernment(Operated by theFrenchGovernment) | 439·2\|56·0\|35·1<br>B151 F103 | R.Janeiro<br>Brazilian<br>*WB* | T.6Cy.24",39½"&65"–49½"<br>600NHP<br>A.G."Vulcan,"Stettin | | V |
| 09367<br>657 | **Bagnoli** **SteelSc**<br>*Elec.light* (*ex*Angiolina,*ex*<br>Wireless QueenMary) 1*Dk*&*Spar dk* | 3541<br>3354<br>2261 | | | ... | | 1897 | Bartram&Sons<br>Sunderland | LloydMediterraneoSoc.Italiana di Nav. | 344·0\|45·0\|18·3<br>P30'B82'F36' 26·2 | Genoa<br>Italian<br>*WB* | T.3Cy.24½",40"&66"–45"<br>331NHP<br>J.Dickinson&Sons,Ld.Sld. | 28 ″ 9 | I |
| 09368<br>217294<br>LPBK | **Bagoso** **WoodScSr**<br>*Elec.light* Wireless 1*Dk*2*trB* | 2551<br>—<br>1528 | | | | | 1918 | Morey&Thomas<br>JcksnvlleFla | UnitedStates ShippingBoard | 267·3\|46·0\|23·6<br>P18'B67'F28' | Jcksnvlle<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"–36"<br>188NHP<br>FitchburgeStm.Eng.Co., Fitchburg,Mass. | | R |
| 09369<br>124081<br>HLJG | **Bahadur** **SteelScSr**<br>*ss*Cal.No.3–12,19<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Elec.light* Wireless &*deep framing* | 4646<br>4310<br>2936 | ✠100A1<br>*Spar dk*<br>~~6,21 8,20~~ 3,22 BS3,22<br>~~BS1,21~~ ✠LMC12,19 | Cal | *y* | CL<br>~~N12,19~~<br>3,22 | 1907<br>8mo | C.Connell &Co.Ld.<br>Glasgow<br>*Lloyd*'*sA&CP* | AsiaticStm.Nav. Co.Ld.<br>*WB=CellDBa* &*B* 44' *f*182' 1030*t* | 400·0\|52·0\|17·4<br>P41'B133'F44' 26·9<br>124' *uE* FK<br>*DTa* 36' 891*t* *FPT* | Liverpool<br>British<br>6*BHCem*<br>93*tAPT*31*t* | T.3Cy.24",41"&68"–45" (*r*)<br>200lb *100lb* 427NHP<br>2SB,6*cf*,GS225,HS6026 FD<br>Dunsmuir&JacksonLd.Gls | 29 ″ 7<br>s 6 ″ 6½<br>23 ″ 5 | |
| 09370<br>102648<br>NGBQ | **Bahaduri** **SteelScSr**<br>*ss*Bom.2ndNo.3–12,19<br>*Elec.light* 1*Dk*&*Spardk*(*Stl*-teak s)<br>&*deepframing* | 1590<br>1464<br>829 | ✠100A1<br>*Spar dk*<br>*withfreeboard* BS2,22<br>2,22 ~~12,20~~ ✠LMC12,19<br>✠NB2,15 ~~BS12,20~~ | Bom | *p* | CL<br>~~12,19~~<br>2,22 | 1893<br>12mo | AilsaS.B. Co.<br>Troon<br>A&CP | BombayS.Nav.Co. Ld. | 246·0\|36·0\|14·4<br>21·8<br>BK8"<br>*WB=FPT* | Bombay<br>British<br>5*BHCem*<br>50*tAPT*55*t* | T.3Cy.20",33"&55"–36" (*s*)<br>200lb 256NHP<br>2DB,8*cf*,GS161,HS4576<br>Dunsmuir&Jackson,Gls. | 22 ″ 6<br>s 5 ″ 6<br>18 ″ 0 | |
| 09371 | **Bahia** **SteelTwinScSr**<br>*ss*Rio.No.2–18<br>2*Dks*(*UStl*–teak s)&*deep framing*<br>*Elec.light* *Lower dk in Nos.*1&2*holds*<br>*Ref.Mchy.* Wireless | *3401*<br>*2693*<br>*2084* | ✠ ——<br>3,20 | Rio | *v* | CL | 1910<br>3mo | Workman, Clark&Co.Ld<br>Belfast | LloydBrasileiro<br>*WB=CellDBa*88' | 340·2\|44·8\|24·8<br>F67'<br>FK&BK1¼"<br>*uE*32'*f*96'385*tFPT* | R.Janeiro<br>Brazilian<br>6*BHCem*<br>45*tAPT*55*t* | T.6Cy.18",30"&49"–42"<br>534NHP<br>3SB,12*cf*,GS224,HS8754 FD<br>Wrkman,Clark&Co.LdBel | 26 ″ 0 | |
| 09372 | — **SteelAuxSc3MstSr**<br>*ParaffinMotor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 110 | | | | | 1911 | Stocks&Kolbe<br>Kiel | A.Staël | 112·0\|22·2\|6·7<br>Q16' | Bahia<br>Brazilian | Paraffin Motor<br>2Cy.12¼"–16½" 17NHP<br>Geb.Haumöller Frdrkshvn | | |
| 09373<br>HBGV | **Bahia Blanca** **SteelTwinScSr**<br>*Elec.light* Sub.Sig. Wireless 3*Dks* | 9349<br>8645<br>5863 | | | | | 1912 | Reiherst'g Schiffsw.<br>Hamburg | ArgentineGovernment | 491·9\|59·3\|35·6<br>B149'F112' | Bns.Ayres<br>Argentine<br>*WB* | T.6Cy.24⅗",40 3/20"&66"–47¼"<br>598NHP<br>Reiherst.Maschinenf.Ham | | |
| 09374<br>143277<br>KBLM | **Bahia Castillo** **SteelTwinScSr**<br>*Elec.light* Sub.Sig. Wireless 3*Dks* | 9959<br>8652<br>6285 | Fal.9,21<br>(*See footnote**) | | | | 1913 | Reiherst'g Schiffsw.<br>Hamburg | TheShippingController(G.Thompson&Co.Ld.*Mgrs.*) | 491·6\|59·1\|35·6<br>B154'F112' | London<br>British<br>*WB* | T.6Cy.24⅗",40 3/10"&66"–47¼"<br>600NHP<br>Reiherst.Maschinenf.Ham. | | |
| 09375<br>104507<br>NQMR | **Bahrein** **SteelScBn**<br>*ss*Bom.2nd.No.3–11,19 ~~*ss*Lon.No.3–10,07~~<br>(*ex*Inchanga) ~~*ss*Bom.No.2–16~~<br>*Elec.light* 1*Dk*(*Stl*)&*Spardk*(*ptStl*–ws)<br>&*Web frames* | 2197<br>2073<br>1403 | ✠100A1<br>*Spar dk*<br>~~5,21 6,19~~ 1,22<br>~~MBS7,20~~ ✠LMC11,19<br>BS5,21 | Bom | *s* | CL<br>~~1,19~~<br>1,22 | 1895<br>1mo | Hall, Russell&Co.<br>Aberdeen<br>*Lloyd*'*sA&CP* | ArabSteamers,Ld. | 288·2\|39·2\|17·5<br>B72' 24·7<br>FK<br>*WB=DBa* | Bombay<br>British 180<br>5*BHCem*<br>50'*f*72'242*t* | T.3Cy.24",39½"&64½"–42"(*s*)<br>~~150lb~~ *180lb* 282NHP<br>2SB,8*rf*,GS136,HS4214<br>Hall,Russell&Co.Abn. | 25 ″ 9<br>s 5 ″ 3<br>21 ″ 1 | |
| 09376 | **Bahrenfeld** **SteelScSr**<br>Now named "Aval.," See No. 36890 in Supplement<br>*ss*Ham.No.3–11,08<br>(*ex*Luxor) *ss*Ham.No.1–12<br>*Elec.light* 2*Dks*(*Stl*–*U*ws)&*Web frames* | 3648<br>2997<br>2357 | ✠<br>10,16<br>✠ | Ham | *w* | | 1895<br>2mo | Wigham Richrdsn&Co<br>Newcastle | ~~Vogt&Dacker~~<br>Paulsen&Ivers<br>*WB=* | 340·3\|44·3\|25·2<br>P197'F47'<br>FK<br>*Cell DBa*84' *u E&B* | German<br>~~British~~<br>6*BHCem*<br>68'*f*126'644*t* | Q4Cy20½"29½"43½"&63"–42"<br>284NHP<br>3SB,9*rf*,GS131,HS4218<br>WighamRichrdsn&CoNwc | 27 ″ 11 | |
| 09377 | — **SteelScK**<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 227<br>213<br>88 | | | | | 1916 | H.C.Stülcken Sohn<br>Hamburg | AltonaerHochseefischereiA.G. | 119·4\|24·2\|9·4<br>F19' | Altona<br>German<br>*WB* | T.3Cy.12",20"&32"–24"<br>51NHP<br>G.SeebeckA.G.Gstemünde | | |
| 09378 | **Bahridjedid** **IronScSr**<br>*ss*H.Kg.No.2–83<br>(*ex*Glenelg,*ex*Florencia) 3*Dks* | *1316*<br>*1168*<br>*895* | ✠<br>7,84 | Liv | *p* | | 1873<br>8mo | Samuda Bros.<br>London | Administr.deNav. àVap.Ottomane | 249·7\|32·8\|22·3<br>P52' F40' | Constanpl<br>Turkish<br>4*BHCem* | C.2Cy.26"&54"–36"<br>146NHP<br>Humphrys,Tennant&C.Ld | | |
| 09379<br>102<br>NGKH | **Baia** **SteelSc**<br>*Elec.light* 1*Dk* | 182<br>138<br>35 | | | | | 1912 | Cant.Nav. Riuniti<br>Ancona | Cia.Napoletana diNav. | 132·7\|19·1\|9·2 | Naples<br>Italian | T.3Cy.9¼",16⅛"&25⅝"–17¼"<br>27NHP<br>Cant.Nav.Riuniti, Ancona | | I |
| 09380 | **Baikal** **SteelSc**<br>*Elec.light* 1*Dk*(*Stl*–teak s) | 779<br>677<br>23 | | | ... | | 1917<br>3mo | Shanghai D.&E.Co.Ld<br>Shanghai<br>*Lloyd*'*sA&CP* | Russian Government | 160·0\|36·0\|16·5<br>BK8"<br>*FPT*115*t* | Vladvostk<br>Russian<br>7*BHCem*<br>*APT*65*t* | T.3Cy.22",35"&58"–39" (*r*)<br>180lb 379NHP<br>3SB,9*cf*,GS192,HS6336 FD<br>ShanghaiDk.&Eng.Co.Ld. | 18 ″ 6 | |
| 09381<br>OOXV | **Bailly** **WoodSc**<br>(*ex*WarTanoo) 1*Dk*2*trB*<br>*Elec.light* *Well deck* Wireless<br>*Salted & specially treated* | *2326*<br>*1746*<br>*1429* | ✠ 12A1<br>3,21 ~~3,20~~<br>BS7,20 ✠LMC7,19 | Gls<br>Dnk | *r* | 2,20 | 1918<br>8mo | Western CanadaShipyards,Ld.<br>Vancouver, B.C.<br>*Lloyd*'*sA&CP* | Soc.Anon.deNav. "LesArmateurs Français" | 249·7\|43·5\|22·9<br>P&B136'F32' | Dunkirk<br>French | T.3Cy.20",33"&54"–40" (*s*)<br>185lb 322NHP<br>2 Water Tube Boilers<br>GS120,HS5280 FD<br>WallaceShipyard,Ld. Vancouver,B.C. | 25 ″ 0<br>s 3 ″ 6 | |
| 09382<br>MKQG | **Baja California** **SteelScSr**<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks* | 1649<br>1418<br>819 | | | | | 1914 | R.Thompson&Sons,Ld.<br>Sunderland | A/SBajaCalifornia (A.O. Lindvig) | 265·0\|38·5\|17·9<br>P21'B64'F32' | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.20",33"&54"–36"<br>175NHP<br>N.E.MarineEng.Co.Ld.Sld | | N |
| 09383<br>140638<br>KBTH | **Bakana** **SteelScSr**<br>*Elec.light* 1*Dk* | 5384<br>4838<br>3253 | | | | | 1919 | Ropner&Sons,Ld.<br>Stockton | ElderLine,Ld. (Elder,Dempster&Co.Ld.*Mgrs.*) | 400·4\|52·3\|28·5<br>P49'B113'F40' | Liverpool<br>British<br>*WB* | T.3Cy.27",44"&73"–48"<br>369NHP<br>RichardsonWestgarth&Co. Ld.Mdb | | C |
| 09384 | **Bakar** **SteelSc** | 119<br>—<br>43 | | | | | 1900 | M.U.Martinolich<br>Lussinpiccolo | Soc.inAzioniUngaroCroata diNav. Maritt.aVap. | 110·5\|18·4\|8·5<br>P39' | Fiume | C.2Cy.13"&26"–17¾"<br>24NHP<br>W.B.Greenham,Trieste | | |
| 09385 | | | | | | | | | | | | | | |

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*This vessel,which was classed in another Register,has now been surveyed by the Surveyors to Lloyd's Register,and a certificate for six months issued.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09386<br>139009<br>JLBF | **Bakara** **SteelScSr**<br>ssSyd.No.1–18<br>(exCannstatt) 2Dks(Stl)3rd dk in No.1hold<br>Elec.light Ref.Mchy.<br>Well deck Wireless | 5970<br>5516<br>3687 | ✠100A1<br>~~4,21~~7,20 10,21<br>~~BS3,20~~ ✠LMC2,18<br>~~BS4,21~~ 11,21<br>✠Lloyd'sRMC ~~forLowerHoldsonly~~ | Syd | c† | CL<br>~~2,18~~<br>4,21 | 1913<br>11mo<br>Lloyd | Flensburgr Schiffsb.Ges.<br>Flensburg<br>'sA&CP | Requisitioned by theCommonwealth ofAustralia<br>WB=CellD | 450·0\|58·2\|27·0<br>P&B377'F53'<br>FK<br>Ba189' uE& | London<br>British<br>8BHCem<br>B72'f142'1642tFPT48t | T.3Cy.$30\frac{5}{16}$",$50\frac{9}{16}$"&84"–54"<br>185lb (s) FD 751NHP<br>4SB,12cf,GS263,HS11219<br>FlensburgerSchiffsb.Ges. | 29 ″ 6 | |
| 09387<br>218817<br>LSPT | **Bakersfield** **SteelScSr**<br>Elec.light Fitted for oil fuel<br>Sub.Sig. Wireless 2Dks | 5545<br>—<br>3458 | | | | | 1919 | South WesternShipbuildingCo.<br>SanPedro,Cal | UnitedStates ShippingBoard | 410·5\|54·3\|27·2<br>P46'B112'F46' | L.Angeles<br>Utd.States<br>WB | T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"–48"<br>359NHP<br>LlewellynIronWorks, LosAngeles | | R |
| 09388 | **Baku** **SteelTwinSc**<br>OilEng.<br>Elec.light Carrying oil in bulk | 5400<br>5040<br>3146 | | | | | 1915 | Nicolaieff S.B.Co.<br>Nicolaieff | Russian Government | 400·0\|53·0\|32·0 | Russian | Oil Engines 2S.C.SA<br>12Cy.$18\frac{7}{16}$"–$31\frac{1}{2}$" 588NHP<br>NicolaieffS.B.Co. | | |
| 09389<br>216861<br>LMSK | **Baladan** **WoodTwinScSr**<br>Elec.light Wireless 2Dks | 3004<br>—<br>1720 | | | | | 1918 | Kruse& BanksS.B.Co<br>Nth.Bend,Or. | UnitedStates ShippingBoard | 275·2\|46·0\|26·0<br>B144'F24' | Marshfield, Or.<br>Utd.States | T.6Cy.$15\frac{1}{2}$",26"&44"–26"<br>198NHP<br>MainIronWorks,S.Fo. | | R |
| 09390<br>99205<br>MLSD | **Balaena** **WoodScBk**<br>(exMjölner) 2Dks | 415<br>375<br>166 | | | | | 1872 | Jörgensen &Knudsen<br>Drammen | KymoShpg.Co.Ld. (SirH.M.Grayson, K.B.E.,Mgr.) | 140·5\|31·0\|16·6<br>Q37' | Liverpool<br>British | C.2Cy.20"&40"–$24\frac{3}{4}$"<br>66RHP<br>NylandsWerks.,Xia. | | |
| 09391 | — **SteelScSr**<br>1Dk | 270 | | | | | 1915 | Smith's DockCo.Ld.<br>Middlesbro' | | 125·0\|25·0\|11·9<br>F38' | British<br>WB | T.3Cy.$14\frac{1}{2}$",$23\frac{1}{2}$"&39"–24"<br>74NHP<br>MacColl&Pollock,Sld. | | |
| 09392<br>JOFH | **Balaton** **SteelScSr**<br>ssFiu.No.3–2,14<br>ssFiu.No.1–18<br>1Dk(Stl)&Spar dk(Irn)& deep framing<br>Now named "Aleardi," See No. 36214 in Supplement | 2468<br>2214<br>1524 | ✠100A1<br>Spar dk withfreeboard<br>10,20<br>BS10,20 ✠LMC5,18 | Tri | t | CL<br>5,19 | 1901<br>12mo<br>Lloyd | Wigham-Richrdsn&Co<br>Ld Newcastle<br>'sA&CP | AdriaSocAnon di Nav.Marittima<br>WB=Cell DBa110'uE&B | 314·0\|41·8\|13·6<br>P44'B102'F36' 21·4<br>FK<br>38'f 128' 587t FPT | Fiume<br>6BHCem<br>35tAPT22t | T3Cy.$20\frac{1}{4}$",35"&$59\frac{1}{2}$"-42"(r)<br>200lb 256NHP<br>2SB,6rf,GS108,HS3854<br>WghmRchrdsn&C.LdNwc | 23″10 | |
| 09393<br>6146<br>KBTV | **Balboa** **SteelTwinSc3MstSr**<br>OilEng.<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless | 5554<br>4977<br>4225 | ✠100A1<br>Shelter dk withfreeboard<br>~~6,21~~11,20<br>11,21<br>✠LMC~~11,20~~ 11,21 | Cff<br>Got<br>— | a† | 5,21 | 1919<br>6mo | Aktieb. Götaverken<br>Gothenburg<br>AP<br>Cell | Rederiaktieb Nordstjernan(A.A. Johnson,Mgr.)<br>Collis<br>DB368'1506tWing | 426·9\|56·2\|26·1<br>FK<br>ionBHtoShelter dk<br>tank aft 353tFPT | Stockholm<br>Swedish<br>Cem<br>6BHtoUdk<br>94tAPT72t | Oil Engines 4S.C.SA<br>12Cy.$24\frac{13}{16}$"–$37\frac{13}{16}$"<br>DB80lb 567NHP<br>Aktieb.Gotaverken,Got. | 30 ″ 0<br>s 4 ″ $3\frac{1}{2}$<br>26 ″ 1 | |
| 09394<br>212944<br>LFDW | — **SteelScSr**<br>ssSFo.2ndNo.3–3,16<br>Well deck (exManuelHerrerias)<br>Elec.light Wireless 1Dk(ptStl) | 615<br>446<br>372 | ✠100A1<br>11,18<br>~~BS12,19~~ ✠LMC~~5,16~~ 1,21 | Pna | j | ~~5,20~~<br>1,21 | 1901<br>9mo | J Fullerton &Co.<br>Paisley<br>A&CP | Colombian MaritimeCo.Ld.<br>WB= | 190·0\|29·1\|12·3<br>Q103'B31'F26'<br>BK7"<br>DBa29'31tFPT39t | NewYork<br>Utd.States<br>4BHCem | T.3Cy.17",$27\frac{1}{2}$"&44"–33" (s)<br>160lb 139NHP<br>2SB,4pf,GS70,HS2510<br>Ross&Duncan,Glasgow | 13 ″ 0 | |
| 09395<br>219187<br>LTNQ | **Balcatta** **WoodTwinSc**<br>Abandoned2,21 - Now in port<br>OilEng.<br>Elec.light 1Dk2trB<br>Mchy.Aft Wireless Well deck Salted | 3109<br>2301<br>2482 | ✠ ~~12A1~~<br>6,20<br>✠~~LMC10,19~~ | SFo | t | | 1919<br>8mo<br>A&CP | Patterson &Macdonald S.B.Co.<br>Seattle,Wash | PacificMotorship Co.(W.L.Comyn &Co.Inc.Mgrs.) | 268·8\|48·3\|24·4<br>P&B169'F32' | S.Frncisco<br>Utd.States | Oil Engines 4S.C.SA<br>12Cy.16"–24" 188NHP<br>McIntosh&Seymour, Aubury,N.Yk. | 27 ″ 3<br>s 3 ″ $9\frac{1}{2}$ | |
| 09396<br>218676<br>LSGK | **Baldbutte** **SteelSc**<br>Fitted for oil fuel<br>Elec.light Sub.Sig. Wireless 2Dks<br>Mchy.Aft Carrying Petroleum in bulk | 6449<br>—<br>4662 | | | | | 1919 | Bethlehem S.B.Corp.Ld.<br>Quincy, Mass | UnitedStates ShippingBoard | 416·9\|56·2\|31·0<br>P92'B39'F33' | Boston<br>Utd.States<br>WB | T.3Cy.$26\frac{1}{2}$",44"&74"–51"<br>391NHP<br>BethlehemS.B.Corp.Ld. Quincy,Mass. | | R |
| 09397<br>3300<br>JKBM | **Balder** **SteelScSr**<br>ssGot.No.3–2,13<br>ssGot.No.2-21~~ssGot.No.1–18~~<br>Elec.light Wireless 1Dk(Stl–pt ws)<br>Well deck lower dk forehold | 1486<br>869<br>829 | ✠100A1<br>10,21~~12,20~~<br>✠LMC~~7,20~~ 6,21 | Got | o | 7,20 | 1898<br>9mo | Blackwood &Gordon<br>PortGlasgow<br>A&CP WB | Rederiaktieb. SvenskaLloyd (H.Metcalfe,Mgr)<br>=CellDBa33'uE& | 246·2\|34·1\|14·0<br>P175'F48'<br>FK<br>B54'f115'261tFPT | Gothenbrg<br>Swedish<br>6BHCem<br>26tAPT28t | T.3Cy.21",33"&54"–39" (s)<br>170lb 65lb 212NHP<br>2SB,6cf,GS129,HS3555<br>Blackwood&Gordon,P.Gl. | 16 ″ 6<br>s 1 ″ 0<br>15 ″ 11 | |
| 09398<br>JPLG | — **SteelScSr**<br>1Dk | 1125<br>896<br>703 | | | | | 1901 | Trndhjms Mek.Værks.<br>Trondhjem | Akties.Balder (A.Schjelderup) | 231·4\|34·4\|13·6<br>Q125tB54tH17t<br>F31t | Bergen<br>Norwegian<br>WB | T.3Cy.16",26"&44"–30"<br>106NHP<br>TrondhjemsM.V.Dronthm | | N |
| 09399 | — **SteelScK**<br>ssAms.No.3–12,16<br>1Dk | 247<br>233<br>87 | ✠100A1<br>StmTrawler<br>2,20<br>✠NB12,16 ✠LMC2,21<br>BS8,21 | Ams | | 2,20 | 1906<br>9mo<br>Lloyd | Wilton'sE. &Slpwy.Co.<br>Rotterdam<br>'sA&CP | N.V.Exploitatie en Administratie Maatschappij "Shamrock I" (S.Koster,Mgr.) | 135·2\|22·7\|11·2<br>BK6"<br>WB=Cell | Ymuiden<br>Dutch<br>4BHCem<br>DBf61'30t | T.3Cy.$12\frac{1}{4}$",20"&33"–24" (s)<br>180lb 71NHP<br>1SB,2cf,GS37,HS1288<br>Wilton'sE.&Slpwy.Co.Rot | 13″10 | |
| 09400<br>6188 | — **SteelScSp**<br>Elec.light 1Dk(Stl) | 219<br>177 | ✠ A1<br>For towing purposes<br>10,19 ✠LMC10,19 | Skm | c | | 1919<br>10mo | Ekens-bergsVarf.<br>Stockholm<br>A&CP | StockholmsTransprt-ochBogserings Aktiebolag.(J.Ax. Appelqvist,Mgr.) | 110·4\|24·2\|11·8<br>BK$6\frac{3}{4}$"<br>FPT6t | Stockholm<br>Swedish<br>4BHCem<br>APT19t | T.3Cy.14",$22\frac{7}{16}$"&38"–26"<br>160lb (s) 88NHP<br>1SB,3cf,GS54,HS1526<br>MotalaV.NyaAkt.Motala | 12 ″ 6 | |
| 09401<br>NCTS | — **SteelScSr**<br>1Dk | 161<br>129<br>67 | | | | | 1896 | Schiffsw(v. J.&Sch.)A.G.<br>Hamburg | Ver.Flensburg-Ekensunder&SonderburgDampfs.G. | 120·6\|20·2\| 9·8<br>Q45'B30'F13' | Snderborg<br>Danish | C.2Cy.$13\frac{1}{4}$"&25"–18"<br>22NHP<br>Schwft.(vJ&Sch)AG Ham | | |
| 09402<br>JDGN | — **IronScSr** | 100<br>68<br>46 | | | | | 1875 | .................<br>Xiansand | Fylkesbaatane i Sogn ogFjordane | 83·7\|15·4\| 8·6 | Bergen<br>Norwegian | C.2Cy.$13\frac{4}{5}$"&$26\frac{2}{5}$"–13"<br>NB03 20NHP<br>Cpd.85,XiansandM.V. | | |
| 09403<br>108266<br>PVQM | **Balderton** **SteelSc**<br>ssHpl.2ndNo.3–1,20<br>(exBelorossia, 2Dks(1Stl&1ptStl ptIrn)<br>Elec.light exPortVictoria)&Web frames<br>Wireless | 3414<br>3220<br>2189 | ✠100A1<br>8,21 ~~4,20~~<br>✠LMC1,20<br>BS3,21 | Nwc<br>Bly | w | ~~1,20~~<br>8,21 | 1897<br>11mo | JLThomp-son&Sons,Ld.<br>Sunderland<br>A&CP | AngloCommercial ShippingCo Ld.~~(H. A.Brightman&Co. Mgrs.)~~ CellD<br>(RegierShpgCoLd,Mgrs) | 354·0\|48·5\|23·8<br>P28'B97'F35'<br>FK<br>Ba119' uE22' f152' | London<br>British<br>6BHCem<br>764tAPT35t | T.3Cy.24",40"&64"–45" (s)<br>180lb 180lb NDB11 326NHP<br>2SB,6rf,GS112,HS4340 FD<br>J.Dickinson&Sons,Ld.Sld. | 25 ″ 0<br>s 4 ″ $8\frac{1}{2}$<br>20 ″ 8 | |
| 09404<br>218915<br>LSVP | **Baldhill** **SteelSc**<br>Fitted for oil fuel<br>Elec.light Carrying Petroleum in bulk<br>Mchy.Aft Longitudinal framing 2Dks<br>Sub.Sig. Wireless | 6413<br>—<br>4600 | | | | | 1919 | Bethlehem S.B.Corp. Ld.<br>Quincy,Mass. | UnitedStates ShippingBoard | 416·8\|56·1\|31·0<br>P92'B39'F33' | Boston<br>Utd.States<br>WB | T.3Cy.$26\frac{1}{2}$",44"&74"–51"<br>391NHP<br>BethlehemS.B.Corp.Ld. | | R |
| 09405<br>142688<br>TNKG | **Baldina** **SteelSc**<br>(exWarDuchess) 1Dk(Stl)<br>Elec.light Wireless | 4333<br>3937<br>2591 | ✠100A1<br>5,21 ~~11,20~~<br>✠LMC9,18<br>Carrying oil | Npt<br>Syd<br>fuel F. | x<br>P. | CL<br>11,20<br>above1 | 1918<br>9mo<br>Lloyd<br>50° F. | Canadian Vickers,Ld.<br>Montreal<br>'sA&CP<br>in DB | ~~AdelaideS.S.Co. Ld.~~ TheAdelaide SteamshipCo.Ld<br>CellDB | 380·6\|49·2\|26·7<br>P43'B105'F41'<br>FK<br>316' 1367t FPT102t | SydneyNSW<br>~~London~~<br>British<br>6BHCem<br>APT136t | T.3Cy.27",44"&73"–48" (s)<br>180lb 474NHP<br>3SB,9cf,GS174,HS6660 FD<br>CanadianVickers,Ld.Mtl. | 30 ″ 1<br>s 6 ″ $1\frac{1}{2}$<br>24 ″ 5 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux. Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pe. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09406<br>217535<br>LPSJ | **Baldridge** SteelSc<br>(*Tug*)<br>*Elec.light* Sub.Sig. 1*Dk*<br>Wireless | 437<br>—<br>203 | | | | | 1918 | Bethlehem<br>S.B.Corp.Ld.<br>(MoorePlnt.)<br>Elizabeth<br>Port,N.J. | **UnitedStates ShippingBoard** | 142·0 | 27·7 | 14·8 | **NewarkNJ**<br>Utd.States<br>*WB* | T.3Cy.17",25"&43"–30"<br>101NHP<br>BethlehemS.B.Corp.Ld.<br>(MoorePlant) | | |
| 09407<br>217536<br>LPSK | **Baldrock** SteelSc<br>(*Tug*)<br>*Elec.light* Sub.Sig. 1*Dk*<br>Wireless | 437<br>—<br>203 | | | | | 1918 | Bethlehem<br>S.B.Corp.Ld.<br>(MoorePlnt.)<br>Elizabeth<br>Port,N.J. | **UnitedStates ShippingBoard** | 142·0 | 27·7 | 14·8 | **NewarkNJ**<br>Utd.States<br>*WB* | T.3Cy.17",25"&43"–30"<br>101NHP<br>BethlehemS.B.Corp.Ld.<br>(MoorePlant) | | |
| 09408<br><br>NQJB | **Baldur** IronScSr<br>1*Dk* | 455<br>308<br>269 | | | | | 1876 | Burmeister<br>&Wain<br>Copenhagen | **DetForenede DampskibsSelsk.** | 170·6<br>P103' F24' | 23·1 | 11·6 | **Frdrkshvn**<br>Danish<br>*WB* | C.4Cy.16½"&34"–20"<br>86NHP<br>Burmeister&Wain,Cpn. | | |
| 09409<br><br>HDLS | **Balear** IronScSr<br>*ss*Liv.No.1–89<br>(*ex*SitgesHermanos, 1*Dk*2*trB*<br>*ex*PrincessMaud) *Elec.light* Wireless | 1017<br>—<br>557 | ✠<br>9,94<br>✠ | Liv | *l* | | 1885<br>3mo | DavidJ.<br>Dunlop&Co.<br>Pt.Glasgow | **IsleñaMaritima, Cia.Mallorquina deVap.** | 209·3<br>P43'B84'F32'<br>*WB=FPT*40*t deep* | 29·7 | 14·9<br>BK7" | **Palma,Maj**<br>Spanish<br>4*BHCem*<br>*tanks*26'60*t* | C.2Cy.28"&56"–42"<br>169NHP<br>2SB,6*cf*,GS86<br>DavidJ.Dunlop&Co.P.Gl. | 16 ″ 1 | V |
| 09410<br>Stranded&Sunk10,21<br>[illegible] | **Baleine** SteelScSr<br>*Elec.light* 1*Dk* | 418<br>372<br>154 | ✠<br>*StmTrawler*<br>12,09 | Bdx | | | 1907<br>5mo | Atel.&Ch.<br>deFrance<br>Dunkirk | **Leonard Steam Trawlers Ld.** | 159·3<br>F23'<br>*WB=DBf*40'35*t* | 26·2 | 13·7<br>BK8" | **SJhnsNFL**<br>British<br>4*BHCem*<br>*APT*20*t* | T.3Cy.13¾",23"&38"–27"<br>98RHP<br>1SB,3*pf*,GS59,HS1784<br>Atel&Chant.deFranceDnk | 15 ″ 0 | |
| 09411<br>143604<br>KDJN | **Balfe** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5369<br>4799<br>3162 | ✠100A1<br>9,21 ~~9,20~~<br>✠LMC4,20 | Mdb<br>Lth | *y* | CL<br>5,21 | 1920<br>1mo | D&W Henderson&CoLd<br>Glasgow<br>*Lloyd*'*sA&CP* | **LivBrazil&RPlate S.N.Co.Ld.(Lamport&Holt,Ld. *Mgrs.*)** *CellDB* | 400·1<br>P49'B113'F38'<br>344'1030*t FPT*113*t* | 52·3 | 28·4<br>FK | **Liverpool**<br>British<br>7*BHptCem*<br>*APT*210*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb *120lb* 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>D&WHendersn&CoLdGls | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 09412<br>130124<br>KFBV | **Balfron** SteelSc<br>*Mchy.Aft Well deck* 1*Dk*(*Stl*) | 362<br>247<br>138 | ✠100A1<br>12,20<br>✠LMC5,20 | Lth | *f* | CL<br>12,20 | 1920<br>3mo | Scott&<br>Sons<br>Bowling<br>*Lloyd*'*sA&CP* | **ShieldsS.S.Co.Ld. (Walker&Bain, *Mgrs.*)** | 141·7<br>Q81'B8'F24'<br>*FPT*31*t* | 23·8 | 10·1<br>BK7" | **Grngemth**<br>British<br>3*BHCem*<br>*APT*12*t* | C.2Cy.16"&34"–24" (*s*)<br>130lb 47RHP<br>1SB,2*pf*,GS42,HS1388<br>Fishers,Ld.Paisley | 11 ″ 0<br>s 3 ″ 5½<br>11 ″ 3 | |
| 09413<br>104746<br>QOKJ | **Balgay** SteelScSr<br>*ss*Bom.No.2–06<br>*Well deck* 1*Dk*(*Irn–pt* teaks)<br>*Mchy.Aft* | 291<br>224<br>131 | ✠<br>6,09<br>✠ | Bom | *d* | | 1897<br>10mo | Dundee<br>ShipbldrsCo.<br>Ld<br>Dundee | **BombayStm.Nav. Co.Ld.** | 130·2<br>Q41'B12'F16'<br>*WB* | 22·8 | 9·7<br>BK7" | **Bombay**<br>British<br>3*BHCem*<br>=*FPT*26*t* | C.2Cy.13½"&34"–22"<br>60RHP<br>1SB,2*pf*,GS36,HS924<br>Cooper&Greig,Dundee | 10 ″ 4 | |
| 09414<br>131538 | **Balgowlah** SteelSc<br>(*Screws fore & aft*)<br>*Elec.light* (*Ferry*) | 499<br>424<br>340 | | | | | 1912 | Mort'sDck<br>&Eng.Co.Ld.<br>Sydney NSW | **PortJackson& ManlyS.S.Co.Ld.** | 210·0<br>P29'B151'F29' | 32·2 | 14·1 | **SydnyNSW**<br>British | T.3Cy.18¼",28½"&48½"–27"<br>122NHP<br>Mort'sDk&ECoLd.Balmn. | | |
| 09415<br>89208<br>KHQV | **Balham** SteelScSr<br>*ss*Sws.3rdNo.3–8,19<br>(*ex*Collivaud)<br>*Well deck* 1*Dk*(*Stl*)2*trB* | 1369<br>1109<br>872 | ✠100A1<br>2,22 ~~10,20~~<br>✠NB2,17 ✠LMC8,19 | Lth<br>Gmh | *o* | 10,20 | 1886<br>3mo | ButeS.B.<br>Eng.&Dry.<br>DockCo.Ld.<br>Cardiff<br>*Lloyd*'*sA&CP* | **NewLineS.S.Co. Ld(R.Mackie&Co. *Mgrs*)** | 240·9<br>Q86'B50'F26'<br>ND01<br>*WB=DBa*67'*f* | 33·1 | 18·0<br>FK | **Leith**<br>British<br>4*BHCem*<br>101'306*t* | C.2Cy.29"&56"–36" (*s*)<br>80lb 173NHP<br>2SB,6*cf*,GS98,HS3336<br>Palmers'Co.Ld.Newcastle | 19 ″ 2<br>s 2 ″ 0<br>17 ″ 5 | |
| 09416<br><br>MTQK | **Balholm** SteelScSr<br>1*Dk* | 1044<br>848<br>591 | | | | | 1917 | J.Meyer's<br>S.B.Co.<br>Zalt-Bommel | **A/S D/S Balholm (J.M.Johannessen)** | 214·9<br>Q69'B50'F24' | 33·3 | 14·2 | **Bergen**<br>Norwegian<br>*WB* | T.3Cy.17",28½"&46"–30"<br>116NHP<br>ArnhemscheStmslphg.My. | | N |
| 09417<br><br>NGJR | **Bali** SteelSc<br>*Elec.light* Wireless 3*Dks* | 6694<br>6195<br>4226 | | | | | 1917 | Rotterdam<br>Droogd.Maat<br>Rotterdam | **Stoomv.Maats. "Nederland"** | 420·5<br>P42'F42' | 54·7 | 33·5 | **Amstrdam**<br>Dutch<br>*WB* | T.3Cy.28",46"&77"–54"<br>436NHP<br>RotterdamDroogd.Maats. | | V |
| 09418<br>217317<br>LNMH | **Balino** CompSc<br>*Elec.light* 1*Dk* | 2552<br>—<br>1528 | | | | | 1918 | MobileS.B.<br>Co.<br>Mobile,Ala. | **UnitedStates ShippingBoard** | 269·1 | 45·0 | 24·2 | **Mobile**<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 09419<br>201695 | **Ball Brothers** SteelScSr<br>*Elec.light Mchy.Aft* 1*Dk* | 5733<br>—<br>4438 | | | | | 1905 | American<br>S.B.Co.<br>Lorain,O. | **GlobeS.S.Co. (G.A.Tomlinson, *Mgr.*)** | 480·0 | 52·0 | 30·0 | **Duluth**<br>Utd.States<br>*WB* | T.3Cy.22½",36"&60"–42"<br>233NHP<br>DetroitS.B.Co.Detroit | | |
| 09420<br>145596<br>KLFJ | **Ballarat** SteelTwinScSr<br>3*Dks*(*Stl–Uptws*)&<br>*Ref.Mchy.* *Shade dk*(*Stl*–teaks)<br>*Elec.light* Wireless | ~~13000~~<br>13033<br>10031<br>7928 | ✠100A1<br>*Shade dk*<br>12,21<br>~~(*ClassContemplated*)~~<br>✠LMC12,21<br>✠Lloyd'sRMC1,22 | Grk | *h*† | CL | ~~1920~~<br>1921<br>12mo | Harland&<br>Wolff,Ld.<br>Greenock<br>*Lloyd*'*sA&CP* | **P.&O.Stm.Nav.Co.**<br>*CellDB*442'2177*t*<br>*Tanks between tunnels* 127'322*t* | ~~520·0~~<br>F58'*on Shade dk*<br>519·8<br>*FPT*100*t* | 64·2 | 37·8<br>FK&BK2" | **Greenock**<br>British<br>9*BHCem*<br>*APT*164*t* | Q.8Cy.23½",34½",48½"&70"–54" 215lb (*s*) FD 1341NHP<br>2D&3SB,28*cf*,GS513,HS21320<br>J.G.Kincaid&Co.Ld.Grk. | 41 ″ 0 | |
| 09421<br>217673<br>LQFC | **Ballcamp** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk*<br>Sub.Sig. Wireless | 437<br>—<br>203 | | | | | 1918 | Bethlehem<br>S.B.Corp.Ld.<br>(MoorePlnt.)<br>Elizabeth<br>Port,N.J. | **UnitedStates ShippingBoard** | 142·0 | 27·7 | 14·8 | **NewarkNJ**<br>Utd.States<br>*WB* | T.3Cy.17",25"&43"–30"<br>101NHP<br>BethlehemS.B.Corp.Ld.<br>(MoorePlant) | | |
| 09422<br>143612<br>KDRV | **Ballena** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 5210<br>4774<br>3216 | ✠100A1<br>~~11,19 12,21~~ 4,22<br>✠LMC12,19 | Lon<br>Bkn | *y* | CL | 1920<br>2mo | W. Dobson<br>&Co.<br>Newcastle<br>*Lloyd*'*sA&CP* | **PacificStmNav.Co** *CellDB* | 400·1<br>P49'B113'F39'<br>344'1073*t FPT*130*t* | 52·3 | 28·4<br>FK | **Liverpool**<br>British<br>7*BHCem*<br>*APT*198*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 452NHP<br>3SB,9*cf*,GS190,HS7668<br>N.E.MarineEng.CoLdNwc | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 09423<br>100635 | — WoodTwinScSr<br>(BURNT & SUNK 11,20) (*ex*Joan)<br>1*Dk* | 869<br>346<br>577 | | | | | 1892 | AlbionIW.<br>Co.Ld.<br>Victoria,B.C. | ~~**TerminalStm.Nav. Co.Ld.**~~<br>Vancouver Dredging&Salvage Co.Ld | 176·8<br>H198*t* | 30·0 | 11·0 | **Vancvr,BC**<br>British | C.4Cy.16"&32"–24"<br>85RHP<br>AlbionWCo.Ld.VictriaBC | | |
| 09424<br>849<br>HBNK | — SteelScSr<br>(*Whaler*)<br>1*Dk* | 146<br>—<br>66 | | | | | 1910 | Akers<br>Mek.Værks.<br>Christiania | **Soc.Ballenera Corral** | 98·7 | 18·2 | 12·2 | **Corral**<br>Chilian | T.3Cy.11",18"&29"–24"<br>41NHP<br>Akers.Mek.Værks.Xia. | | N |
| 09425<br>217679<br>LQFM | **Ballenas** SteelSc<br>(*Tug*)<br>Sub.Sig. 1*Dk*<br>*Elec light* Wireless | 437<br>—<br>203 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>(MoorePlnt.)<br>Elizabeth<br>Port,N.J. | **UnitedStates ShippingBoard** | 142·0 | 27·7 | 14·8 | **NewarkNJ**<br>Utd.States<br>*WB* | T.3Cy.17",25"&43"–30"<br>101NHP<br>BethlehemS.B.Corp.Ld.<br>(MoorePlant) | | |
| 09426<br>131482 | **Ballengarra** WoodTwinScK<br>1*Dk* | 221<br>178<br>98 | | | | | 1911 | D.Sullivan<br>Coopernook,<br>N.S.W. | **N.Cain'sCoastal Co.-op.S.S.Co.Ld.** | 126·8 | 27·0 | 7·2 | **SydnyNSW**<br>British<br>*WB* | C.4Cy.10"&20"–16"<br>16RHP<br>Chapman&CoLd.SydNSW | | |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | Deck Erections, &c. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. DateofB.ofTradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09427<br>217678<br>LQFK | **Ballew** SteelSc (Tug)<br>Sub.Sig.<br>*Elec.light* Wireless 1*Dk* | 437<br>—<br>203 | | | | | 1919 | Bethlehem S.B.Corp.Ld. (MoorePlnt.)<br>Elizabeth Port,N.J. | UnitedStates ShippingBoard | 142·0 | 27·7 | 14·8 | | NewarkNJ<br>Utd.States<br>*WB* | T.3Cy.17",25"&43"-30"<br>101NHP<br>BethlehemS.B.Corp.Ld. (MoorePlant) | | |
| 09428<br>217021<br>LNFP | **Balliett** WoodSc<br>*Elec.light* 2*Dks*<br>Wireless | 3012<br>—<br>1716 | | | | | 1919 | CoosBay S.B.Co.<br>Marshfield,Or | UnitedStates ShippingBoard | 275·2 | 46·0 | 24·2 | B144'F24' | Marshfield Or.<br>Utd.States | T.3Cy.15½",26"&44"-26"<br>99NHP<br>MurryIronWorks Burlington,Iowa | | R |
| 09429<br>143889<br>KBVN | **Balls Head** SteelSc<br>For full particulars See No. 36502 in<br>(exHilde- HugoStinnes10) 1*Dk*<br>*Elec.light* *Mchy.Aft* Sub.Sig. | 1658<br>~~4668~~<br>1391<br>835 | ~~Lon.11,20~~ Syd.4,21<br>(*See Footnote**) | | | | 1911 | G.Seebeck Akt.Ges.<br>Geestemünde | ~~UnionS.S.Co.of NewZealand,Ld.~~<br>Coal&Bunkering Co.Ld. | 250·1 | 38·1 | 17·9 | P67'F24' | Sydny,NSW<br>~~London~~<br>British<br>~~*WB*~~ | T.3Cy.18",28⅜"&44½"-35½"<br>118NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 09430<br>144966 | **Ballybrack** SteelAuxScSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 302<br>256<br>200 | | | | | 1920 | H.Boot&Sons<br>Wyerban | ~~IrishShippingCo.Ld.(R.I.Simpson, Mgr.)~~<br>A.Smythe<br>(R.I.Simpson *Mgr.*) | 124·3 | 22·9 | 11·2 | | Dublin<br>British<br>*WB* | Oil Engine<br>2Cy.15⅜"-16⅜" 37NHP<br>SteywalMotorenfabriek, Rot | | C |
| 09431<br>129549<br>HSKQ | **Ballycotton** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 1273<br>1011<br>552 ~~556~~ | | | | | 1911 | CaledonS. B.&E.Co.Ld<br>Dundee | ClydeShppgCo.Ld<br>(W.Cuthbert *Mgr*) | 252·7 | 35·6 | 16·7 | P&B153'F50' | Glasgow<br>British<br>*WB* | T.3Cy.20",33 1/16"&53⅛"-39"<br>175NHP<br>CaledonS.B.&E.Co.LdDun | | C<br>BT till 6,21 |
| 09432<br>142488<br>KBRH | **Ballygally Head** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>*Cargo battens not fitted in 'tween decks* | 5179<br>4743<br>3167 | ✠100A1<br>7,21 ~~9,20~~<br>✠LMC6,19 | Bel<br>Dub | *y* | CL<br>N9,20 | 1919<br>6mo<br>*Lloyd*'s A&CP | Workman, Clark&Co.Ld<br>Belfast | UlsterS.S.Co.Ld.<br>(G.Heyn&Sons, *Mgrs.*) | 400·4 | 52·3 | 28·4 | P49'B113'F39' FK<br>5*BH to U dk after pk & Int.Bk.forward to2nd dk*<br>*CellDB*338'1085*t* *DT a* 28'730*t* | Belfast<br>British<br>*pt.Cem* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Workman,Clark&CoLdBel<br>*FPT*115*t* *APT*45*t* | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 09433<br>108628<br>QMVH | **Balmarino** SteelSc3MstSr<br>*ss*Trn.No.3-9,10<br>*Well deck* *ss*Bel.No.2-19<br>*Mchy.Aft* 1*Dk*(*Irn*) | 419<br>304<br>166 | ✠100A1<br>7,21 ~~11,20~~<br>~~BS10,20~~ ✠LMC8,19<br>BS3,22 | Bel | *g* | CL<br>8,19 | 1898<br>11mo<br>A&CP | AilsaS.B. Co.<br>Troon | J.Kelly,Ld.<br>(S.Kelly,*Mgr.*) | 161·7 | 25·1 | 9·8 | Q79'B7'F26'<br>BK7½"<br>*WB*=*DB f* 79'118 *t FPT* 49*t APT*5 | Belfast<br>British<br>3*BHCem* | C.2Cy.19"&42"-30" (*s*)<br>115lb 80RHP<br>1SB,3*pf*,GS60,HS1380<br>Muir&Houston,Ld.Gls. | 12 ″ 6<br>s ″ 9<br>12 ″ 6 | |
| 09434<br>HDMF | **Balmes** SteelScSr<br>*ss*Bcl.No.3-3,11<br>*ss*Bcl.No.2-20<br>(*ex*JoséGallart,*ex*Montclair)<br>Wireless 2*Dks*(*Stl*)&*deep framing* | 3794<br>3601<br>2345 | ✠100A1<br>~~6,21~~ ~~10,20~~ 5,22<br>✠NB8,07 ✠LMC10,20<br>BS2,22 | Bcl | *w* | ~~N10,20~~<br>2,22 | 1898<br>4mo<br>*Lloyd*'s A&CP | A.McMil- lan&Son,Ld.<br>Dumbarton | Pinillos,Izquierdo &Co.,S.enC. | 370·0 | 46·0 | 25·8 | P36'B100'F38' FK<br>*WB*=*CellD Ba*118' *uE*24' *f*150' 742*t APT*73*t* | Cadiz<br>Spanish<br>6*BHCem* | T.3Cy.25⅞",42"&68"-45" (*s*)<br>180lb *80lb* NDB14 339NHP<br>2SB,6*cf*,GS110,HS4922 FD<br>D.Rowan&Son,Glasgow | 28 ″ 6<br>s 5 ″ 10<br>23 ″ 0 | |
| 09435<br>113300<br>JKWT | **Balmoral** SteelPadSr | ~~408~~ 471<br>369<br>188 ~~160~~ | | | | | 1900 | S.Mc Knight&Co.<br>Ld. Ayr | Sou.I.ofWight& S.of Eng.Royal MailStmPktCo.Ld | 236·0 | 27·1 | 9·6 | | S'thamptn<br>British | C.2Cy.36½"&66½"-66"<br>NB20 300NHP<br>Hutson&Sons,Ld.Glasgow | | |
| 09436<br>139932 | — SteelScK<br>*ss*Gms.No.1-21<br>*Elec.light* 1*Dk* | 222<br>193<br>97 | ✠100A1<br>*StmTrawler*<br>6,21 ~~6,19~~<br>✠LMC 6,21 | Gms | | CL<br>4,19 | 1916<br>10mo<br>*Lloyd*'s A&CP | Cochrane& Sons,Ld.<br>Selby | QueenSteam FishingCo.Ld. | 117·1 | 21·6 | 11·5 | Q69'<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>180lb 66RHP<br>1SB,2*pf*,GS33,HS1070<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 3 | |
| * 09437<br>129074<br>HQLF | **Balmoral Castle** SteelTwinScSr<br>*ss*Liv.No.2-19<br>*Elec.light* 4*Dks*(*Stl-M*ws *U*teaks)<br>*Ref.Mchy.* Sub.Sig. Wireless | 13361<br>10683<br>7512 | ✠100A1<br>~~7,21~~ ~~3,21~~ 12,21<br>~~BS12,20~~ ✠LMC1,18<br>BS1,22 | Sou | *l*† | CL<br>P7,18<br>S8,19 | 1910<br>2mo<br>*Lloyd*'s A&CP | Fairfield Co.Ld.<br>Glasgow | TheUnion-Castle MailS.S.Co.Ld.<br>*WB*=*CellDB a* 94'*u* | 570·0 | 64·5 | 38·9 | P74'F116'FK&BK3"<br>*Promenade dk*346'<br>*E&B*209'*f*130'1825*t* | London<br>British<br>9*BHCem*<br>*FPT*95*t* | Q8Cy32"46"66½"&96"-60"(*s*)<br>220lb HS40637 2234NHP<br>6D&4SB,52*cf*,GS1050,<br>FairfieldCo.Ld.Glasgow | 42 ″ 6<br>s12 ″ 0<br>51 ″ 5 | |
| 09438<br>98548 | — SteelScSr<br>(*Trawler*)<br>1*Dk* | 145<br>139<br>60 | | | … | | 1890 | J.Scott& Co.<br>Kinghorn | G.F.Paul | 101·8 | 20·8 | 11·5 | BK6½" | Aberdeen<br>British | T.3Cy.11",17"&30"-20"<br>NB12 50RHP<br>J.Scott&Co.,Kirkcaldy | 11 ″ 10 | |
| 09439<br>96414<br>LVGC | **Balmore** SteelScSr<br>*ss*Liv.2ndNo.3-9,16<br>1*Dk*(*Irn-pt*ws)&*Webframes*&<br>*ptAwngdk*(*Irn*-ws) | 1272<br>896<br>783 | ✠100A1<br>*pt Awng dk withfreeboard*<br>3,20<br>✠LMC<br>MS9,16 BS12,19 | Liv | *n* | CL<br>12,19 | 1890<br>9mo<br>A&CP | T.&W. Smith<br>N.Shields | J.Holt&Co. (Liverpool)Ld. | 229·0 | 32·5 | 16·1 | Q79' 23·1<br>*pt Awng dk*150' FK<br>*WB*=*DBa*63' *f*52' 241*t* | Dundee<br>British<br>4*BHCem*<br>*FPT*21*t* | T.3Cy.17",28"&46"-33" (*s*)<br>160lb *100lb* NDB10 120NHP<br>1SB,3*pf*,GS57,HS1774<br>N.E.Mar.Eng.C.(Ld),Nwc. | 17 ″ 1<br>s 7 ″ 7½<br>17 ″ 0 | |
| * 09440<br>104749<br>RKNT | **Balmyle** SteelSc3MstSr<br>*ss*Lon.No.3-3,11<br>*Well deck* *ss*Gmh.No.2-19<br>*Mchy.Aft* 1*Dk*(*Stl*) | 344<br>248<br>136 | ✠100A1<br>10,19<br>BS9,20 ✠LMC11,19 | Gmh | *e* | 11,19 | 1898<br>12mo<br>A&CP | Ritson&Co<br>Maryport | J.G.Frew&Co. | 142·3 | 23·7 | 10·0 | Q77'B9'F24'<br>BK7"<br>*WB*= | Grngemth<br>British<br>3*BHCem*<br>*FPT*25*t* | C.2Cy.18"&36"-24" (*s*)<br>120lb 50RHP<br>1SB,2*pf*,GS39,HS1253<br>Ross&Duncan,Glasgow | 10 ″ 11<br>s 3 ″ 11½<br>11 ″ 2 | |
| * 09441<br>127996<br>HPSW | **Balniel II.** SteelScSr<br>*ss*Bel.No.2-17<br>*Mchy.Aft* 1*Dk*(*Stl*) | 628<br>438<br>253 | ✠100A1<br>6,21 ~~8,20~~<br>✠LMC6,21<br>MS ~~[illegible]~~ 6,21 ~~BS5,20~~ | Bel | *j* | CL<br>~~6,18~~<br>N6,21 | 1909<br>8mo<br>*Lloyd*'s A&CP | Dublin DockyardCo.<br>Dublin | WiganCoal&Iron Co.Ld.<br>*WB*=*Cell* | 185·0 | 27·8 | 11·3 | Q101'B7'F30'<br>BK6"<br>*DB f* 103'179*t FPT* | Liverpool<br>British<br>3*BHCem*<br>55*t APT*3*t* | C.2Cy.19½"&46"-30" (*s*)<br>140lb *100lb* 83RHP<br>1SB,4*cf*,GS68,HS2465<br>McColl&Co.Ld.Belfast | 13 ″ 8<br>s ″ 8½<br>13 ″ 7 | |
| 09442<br>217368<br>LPFT | **Balosaro** CompSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2469<br>—<br>1472 | | | | | 1918 | Mobile S.B.G.<br>Mobile,Ala. | UnitedStates ShippingBoard | 267·3 | 46·0 | 22·3 | | Mobile<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>Hooven,Owens&Rentschler Co.Hamilton,O. | | R |
| 09443<br>145597<br>KLWF | **Balranald** SteelTwinScSr<br>3*Dks*(*StlU*-ws)&*Shadedk*(*Stl*-teaks)<br>*Ref.Mchy.*<br>*Elec.light* Wireless | ~~13000~~<br>13039<br>10031<br>7925 | ✠100A1<br>*Shade dk*<br>4,22<br>~~(*Class Contemplated*)~~<br>✠LMC4,22<br>✠Lloyd'sRMC4,22 | Grk | *h*† | CL<br>*Lloyd*'s A&CP | ~~1920~~<br>1922<br>4mo | Harland& Wolff,Ld.<br>Greenock | P.&O.Stm.Nav.Co. | ~~520·0~~<br>519·8 | ~~64·2~~<br>64·2 | ~~37·8~~<br>29·8 | F58'*onShadedk*<br>FK&BK2"<br>*CellDB*442'2177*t* *Tanks between tunnels*127'322*t* *FPT*100*t* *APT*164*t* | Greenock<br>British<br>9*BHCem* | Q.8Cy.23½",34½",48½"&70"-54" 215lb (*s*) FD 1341NHP<br>2DB&3SB28*cf*,GS513HS21320<br>J.G.Kincaid&Co.Ld.Grk. | 41 ″ 0 | |
| 09444<br>218165<br>LRHT | **Balsam** SteelSc<br>Wireless<br>*Elec.light* Sub.Sig. 2*Dks* | 5104<br>—<br>3720 | | | | | 1919 | Standard S.B.Corp.<br>Shooter's Island,N.Y. | UnitedStates ShippingBoard | 377·0 | 52·0 | 26·8 | P41'B106'F41' | NewYork<br>Utd.States<br>*WB* | T.3Cy.25",42"&70"-48"<br>340NHP<br>Hooven,Owens&Rentschler Co.Hamilton,O. | | R |
| 09445<br>OCYE | **Balsamine** SteelSc<br>(*ex*IwaiMaruNo.2) (*Trawler*)<br>*Elec.light* 1*Dk* | 212<br>—<br>50 | | | | | 1912 | OsakaIron Works<br>Osaka | LesEntreprises MaritimesBasques | 112·3 | 22·2 | 11·6 | F21' | La Rochlle<br>French<br>*WB* | T.3Cy.11½",18"&29"-24"<br>41NHP<br>OsakaIronWorks,Osaka | | V |
| 09446<br>216842<br>LMRW | **Balsto** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2551<br>—<br>1528 | | | | | 1918 | Groton IronWorks<br>Noank,Conn. | UnitedStates ShippingBoard | 281·5 | 46·0 | 26·0 | | N.Lndn.Cn<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>WorthingtonCo. Buffalo,N.Y. | | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register, and a Certificate for six months issued.

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pe. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09447<br>144673<br>KGLW | **Baltabor** SteelSc<br>ssKel.No.3-7,20<br>(exLibau) 1Dk(Stl)&Awng dk(Stl-ws)<br>Elec.light Wireless | 1320<br>1132<br>788 | ✠100A1<br>Awng dk<br>withfreeboard<br>~~[illegible] 7,20~~ 1,22<br>✠LMC3,21<br>~~BS6,[illegible]~~ BS1,22 | Lon<br>~~Nwc~~ | n | CL<br>~~6,20~~<br>~~3,21~~<br>1,22 | 1911<br>4mo<br><br>Lloyd | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen<br>'sA&CP | UnitedBaltic<br>Corporation,Ld. | 215·0<br>Bon Awngdk69'<br>CellDBa50'uE16'f91' | 34·0 | 20·2<br>FK | London<br>British<br>5BHCem<br>227tAPT22t | T.3Cy.16½",27"&44"-30" (s)<br>180lb 138NHP<br>2SB,4cf,GS68,HS2445<br>KjbnhavnsFlydk.&Skbsv. | 22 ″ 8<br>s 6 ″ 9½<br>16 ″ 2 | |
| 09448<br>145024<br>KGSC | **Baltannic** SteelSc<br>ssLon.No.1-20<br>(exSt.Thomas) 1Dk(Stl)&Awng dk(Stl-ws)<br>Elec.light Wireless | 1147<br>928<br>657<br>4,22 | ✠100A1<br>Awng dk<br>with freeboard<br>~~4,21 9,20~~ ~~9,21~~ ✠LMC9,20<br>Fitted for oil fuel10,16 F.P. above 150°F. | Lon<br>~~Rot~~<br>BS9,21 | n | ~~9,20~~<br>~~9,21~~<br>CL<br>4,22 | 1916<br>10mo<br><br>Lloyd | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen<br>'sA&CP | UnitedBaltic<br>Corporation,Ld. | 220·1<br>F46'onAwng dk<br>B79'<br>CellDB179'187t FPT31t | 32·6 | 17·7<br>FK | London<br>British<br>6BHptCem<br>APT8t | T.3Cy.17",27"&45"-30" (s)<br>200lb 166NHP<br>2SB,6cf,GS90,HS3080<br>KjbnhvnsFlydk.&Skbsv. | 19 ″ 9<br>s 6 ″ 3<br>13 ″ 9 | |
| 09449<br>118101<br>VRSF | **Baltic** SteelTwinSc4MstSr<br>4Dks&Shelter dk<br>Elec.light Ref.Mchy. Sub.Sig. Wireless | 23884<br>21691<br>14549 | | | | | 1904 | Harland&<br>Wolff,Ld.<br>Belfast | OceanicStmNavCo<br>Ld.(WhiteStar<br>Line) | 709·2 | 75·6 | 52·6 | Liverpool<br>British<br>WB | Q8Cy33",47½",68½"&98"-63"<br>1524NHP<br>Harland&Wolff,Ld.Bel. | | |
| 09450<br><br>HGFC | — SteelTwinSc<br>Wireless Fitted for oil fuel<br>Elec.light CarryingPetroleum in bulk<br>Mchy.Aft Longitudinal framing 3Dks | 8987<br>7975<br>5173 | | | | | 1920 | Nordsee-<br>werke<br>Emden | Baltische-<br>Amerikanische<br>PetroleumImport<br>G.m.b.H. | 508·2 | 64·0 | 30·7 | Danzig<br>WB | T.6Cy.22⅝",36⅝"&59"-41"<br>446NHP<br>A.G."Weser,"Bremen | | |
| 09451<br>81803 | — SteelSc<br>(exW.W.Brown)<br>Mchy.Aft Elec.light 1Dk | 3582<br>—<br>2778 | | | | | 1902 | Chicago<br>S.B.Co.<br>Chicago | InterstateS.S.Co.<br>(W.H.Becker,<br>Mgr.) | 346·0 | 48·2 | 24·0 | Duluth<br>Utd. States<br>WB | T.3Cy.20",33½"&55"-40"<br>191NHP<br>ChicagoS.B.Co. | | |
| 09452<br>4467<br>JPLK | — SteelScSr<br>ssGot.No.3-3,18<br>Wireless 1Dk(Stl)&deep framing | 3428<br>3097<br>2045 | ✠100A1<br>~~6,21~~ ~~4,19~~ 1,22<br>~~BS9,20~~ ✠LMC5,18<br>BS1,22 | Got<br>~~Mmo~~ | w | CL<br>~~4,19~~<br>1,22 | 1905<br>7mo<br><br>Lloyd | Hawthorn,<br>Leslie&CoLd<br>Newcastle<br>'sA&CP | Rederiaktieb.<br>Transatlantic<br>(G.Carlsson,<br>Mgr.)<br>WB = CellDBa110'uE&B44'f144' | 340·0<br>P32'B&F276' | 49·0 | 22·7<br>FK | Gothenbrg<br>Swedish<br>7BHCem | T.3Cy.24",40"&66"-48" (s)<br>180lb 333NHP<br>3SB,9pf,GS155,HS5232<br>WllsndSlpwy.Co.Ld.Nwc<br>843tDTf22'678tAPT95t | 25 ″ 3<br>s 2 ″ 9½<br>22 ″ 10 | |
| 09453<br><br>SQLN | — SteelScSr<br>1Dk&Hurricane dk | 1094<br>1046<br>626 | | | | | 1897 | Schiffsw.<br>vonH.Koch<br>Lübeck | FinskaÅngfartygs<br>Aktiebolaget | 201·5 | 32·8 | 21·2 | Helsingfrs<br>Finnish<br>WB | T.3Cy.15½",25⅞"&44"-30"<br>106NHP<br>Blohm&Voss,Hamburg | | V |
| 09454<br><br>MDPB | — SteelScSr<br>1Dk&deep framing | 1054<br>907<br>642 | | | | | 1907 | Laxevaags<br>Msk.&Jrnskb<br>Bergen | RederiA/SHarald<br>Grenske (H.<br>Haraldsen, Mgr.) | 231·2<br>F30tH54t | 32·2 | 16·1 | Skien<br>Norwegian<br>WB | T.3Cy.16",25½"&43"-30"<br>101NHP<br>LaxevaagsMsk&Jrns.Bgn | 17 ″ 1 | V |
| 09455<br><br>NGJT | — SteelSc<br>(Tug)<br>1Dk | 105<br>87<br>— | | | | | 1918 | deGroot&<br>vanVliet<br>Slikkerveer | N.V.Sleep.Maats.<br>"Baltic" | 77·3<br>H28' | 19·4 | 9·3 | Dordrecht<br>Dutch | T.3Cy.11⅔",17 3/10"&29 1/10"-11⅘"<br>29NHP<br>NV.Mchf."Bolnes",Bolnes | | |
| 09456<br>— | **Baltico** SteelScSr<br>ssTri.No.3-1,22 ~~ssTri.No.3-4,14~~<br>Elec.light 1Dk(Stl)&Spar dk(Stl) &deep framing | 3667<br>3305<br>2322 | ✠100A1<br>Spar dk<br>1.22<br>~~Examined3,19~~ 1,22<br>~~BS3,19~~ ✠LMC~~4,14~~ | Tri | w | CL<br>~~4,14~~<br>1,22 | 1901<br>5mo | Russell&<br>Co.<br>Pt.Glasgow | Nav.Gen.<br>Gerolimich&Co.,<br>Soc.inAzioni<br>WB=CellDBa110'uE&B40'f142' | 338·9<br>P20'B74'F35' | 46·0 | 17·9<br>25·7<br>FK | Trieste<br>Italian<br>6BHCem<br>805tAPT56t | T.3Cy.24",39"&65"-45" (s)<br>180lb 80lb NDB12 299NHP<br>2SB,6cf,GS132,HS4550<br>Rankin&Blackmore,Grk. | 28 ″ 6 | |
| 09457<br>251<br>IWAO | **Baltika** SteelScSr<br>(exTherapia)<br>Elec.light 2Dks | 3938<br>—<br>2393 | Now named "Danzig," See No. 37030 in Supplement | | | | 1901 | Blohm&<br>Voss<br>Hamburg | Chr.Jensen | 350·0<br>P&B240'F50' | 44·5 | 31·7 | Libau<br>Latvian<br>WB | T.3Cy.23 11/16",39 1/16"&67⅛"-48"<br>312NHP<br>Blohm&Voss,Hamburg | | |
| 09458 | **Baltimore Maru** SteelSc<br>For full particulars See No. 36437 in Supplement<br>Elec.light | 6100<br>4600 | 100A1<br>Awng dk<br>(ClassContemplated) | | | | 1921 | Kawasaki<br>Dckyd.Co.Ld<br>Kobe | Kawasaki<br>DockyardCo.Ld. | 405·0<br>F33' | 53·0 | 29·0 | Kobe<br>Japanese | T.3Cy.28",46½"&78"-54"<br>KawasakiDkydCoLdKobe | | |
| 09459<br><br>MDFJ | **Baltique** SteelScSr<br>ssXiaNo.3-4,15<br>ssXiaNo.1-19<br>Wireless 1Dk(Stl)&deep framing | 2485<br>2258<br>1509<br>— | ✠100A1<br>~~4,21 10,19~~ 11,21<br>✠LMC<br>MS10,19 ~~BS2,21~~ 1,22 | Xia | s | CL<br>~~10,19~~<br>11,21 | 1902<br>5mo<br><br><br>Lloyd | Grngem'th<br>&Greenock<br>DockyardCo.<br>Greenock<br>'sA&CP | A/S Baltique<br>(Fred.Olsen&Co.)<br>WB=CellDBa90'uE&B38'f122' 640t | 299·8<br>P25'B60'F27' | 44·6 | 20·0<br>FK | Chrstiania<br>Norwegian<br>5BHCem<br>APT112t | T.3Cy.22",36"&59"-39" (s)<br>180lb 100lb 228NHP<br>2SB,6cf,GS115,HS3450<br>GreenockFoundryCo.Grk. | 22 ″ 1 | |
| 09460<br><br>MJBT | **Balto** SteelScSr<br>(exKim)<br>Elec.light Wireless 1Dk&Shelter dk<br>Longitudinal framing | 5873<br>5460<br>3343 | | | | | 1913 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | D/S A/S Balto<br>(B.Stolt-Nielsen) | 445·5<br>P129'H118tF30' | 57·7 | 24·5 | Haugesnd<br>Norwegian<br>WB | T.3Cy.27",45"&75"-48"<br>390NHP<br>N.E.MarineEng.CoLdNwc | | N |
| 09461 | **Baltonia** SteelScSr<br>(exLuise)<br>Elec.light 1Dk | 524<br>—<br>296 | | | | | 1902 | Nüscke&<br>Co.<br>Stettin | CarlF.Gahlnbäck | 168·3<br>Q54'B39'F17' | 26·3 | 11·1 | Reval<br>Esthonian<br>WB | C.2Cy.17¾"&31"-22½"<br>38NHP<br>"Kette"Ges.,Uebigau | | |
| 09462<br>145064<br>KHBT | **Baltriger** SteelSc<br>ssLon.No.1-20<br>(exSt.Croix) 1Dk(Stl)&Awng dk<br>Elec.light Wireless (Stl-ws) | 1143<br>928<br>658 | ✠100A1<br>Awng dk<br>withfreeboard<br>11,20 ✠LMC11,20<br>Fitted for oil fuel 3,17 F.P. above 150°F. | Lon | n | CL<br>11,20 | 1917<br>3mo<br><br>Lloyd | Kjöbnhvns<br>Flydk.&Skbs<br>Copenhagen<br>'sA&CP | UnitedBalticCorp.<br>Ld. | 221·1<br>B79'F46'on Awng dk<br>CellDB179'187tFPT | 32·6 | 17·7<br>FK | London<br>British<br>6BHptCem<br>31tAPT8t | T.3Cy.17",27"&45"-30" (s)<br>200lb 166NHP<br>2SB,6cf,GS90,HS3080 FD<br>KjbnhavnsFlydk.&Skbsv. | 19 ″ 9<br>s 6 ″ 3<br>13 ″ 9 | |
| 09463 | **Baltzar** IronScSr<br>Now named "EduardHaubuss," See No. 3722[illegible] in Supplement<br>(exBaltzar von Platen) 1Dk | 724<br>573<br>402 | | | | | 1872 | ColeBros.<br>Newcastle | | 186·4<br>Q65'B32'H25tF20' | 28·2 | 14·7 | | C.2Cy.22"&42"-33"<br>Bmade05,fitted13 84NHP<br>OuseburnEng.Wrks.Gts. | | V |
| 09464<br>1860<br>JDPK | **Baltzar von Platen** IronScSp<br>1Dk&Shelterdk | 248<br>105<br>171 | | | | | 1870 | MotalaCo.<br>Motala | Ångf.Aktieb.Göta<br>Kanal (A.Jonsson,Jr.Mgr.) | 97·5<br>H30t | 21·6 | 8·4<br>15·0 | Gothenbrg<br>Swedish | C.2Cy.18"&32"-20"<br>38NHP<br>Bergsd.Mek.Verks.Skm. | | |
| 09465<br>135889<br>JCTS | **Baluchistan** SteelScSr<br>~~ssSou.No.1-18~~<br>(exEustace) 1Dk(Stl)&Shelter dk(Stl)<br>Wireless ssShl.No.2-21 | 3995<br>3828<br>2484 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~4,21 7,20 9,21~~ 4,21<br>~~BS11,19~~ ✠LMC~~8,18~~<br>~~Carrying oil fuel F.P. above 150°F. in DB.~~ | Cff<br>~~Rot~~ | x | CL<br>~~3,18~~<br>~~4,21~~<br>1,22 | 1913<br>8mo<br><br>Lloyd | Irvine'sSB.<br>&D.D.Co.Ld.<br>WHartlepool<br>'sA&CP | HindustanSteam<br>Shppg.CoLd(CommonBros.Mgrs.)<br>CellDBa110'uE&B | 381·0<br>62'f156'944tFPT1 | 51·2 | 24·4<br>FK | Newcastle<br>British<br>6BHCem<br>12tAPT140t | T.3Cy.25",42"&68"-48" (s)<br>180lb HS7902 435NHP<br>2SB&1AuxSB,9cf,GS189<br>Blair&Co.Ld.Stockton | 26 ″ 10<br>s 3 ″ 0½<br>24 ″ 2 | |
| 09466<br>148619<br>KFCG | **Balzac** SteelSc<br>Elec.light Wireless 2Dks(Stl) | 5372<br>4803<br>3210 | ✠100A1<br>3,21<br>✠LMC5,20 | Gls | y | CL<br>8,20 | 1920<br>3mo<br><br>Lloyd | D&WHen-<br>dersn&Co.Ld.<br>Glasgow<br>'sA&CP | LivBrazil&RPlate<br>S.N.Co.Ld.(Lamport&Holt,Ld.<br>Mgrs.) CellDB | 400·3<br>P49'B113'F38'<br>344'1030tFPT113t | 52·3 | 28·4<br>FK | Liverpool<br>British<br>7BHptCem<br>APT210t | T.3Cy.27",44"&73"-48" (s)<br>180lb 120lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>D&WHendersn&Co.Ld.Gls | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 09467<br>139033<br>JLDM | **Bambra** SteelTwinSc<br>(exPrinzSigismund)<br>Elec.light Ref.Mchy. 2Dks | 3302<br>2578<br>1844 | | | | | 1903 | Akt.Ges.<br>"Weser"<br>Bremen | Requisitioned by<br>theCommonwealth<br>ofAustralia | 327·1<br>P74'B120'F57' | 42·2 | 24·3 | London<br>British<br>WB | T6Cy.18 11/16",31½"&50⅝"-34⅝"<br>298NHP<br>Akt.Ges."Weser,"Bremen | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09468<br>136288<br>JFNL | **Bamora** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl–U*teaks) | 3285<br>2654<br>1878 | ✠<br>5,14<br>✠ | Gls | *v* | | 1914<br>5mo | Barclay, Curle&Co.Ld.<br>Glasgow<br>*WB* | BritishIndiaStm. Nav.Co.Ld.<br>=*CellDBa*94'*uE*& | 330·2<br>P&B192'F34'<br>FK<br>*B*67'*f*124'647*tFPT* | 46·2 | 23·1 | Glasgow<br>British<br>5*BHCem*<br>47*tAPT*18*t* | T.3Cy.20",34"&58"–45"<br>HS9074 FD 526NHP<br>3SB&1AuxSB,*11cf*,GS227<br>Barclay,Curle&Co.Ld. Gls. | 25 〃 6 | |
| 09469<br>128514<br>HRKG | **Bampton** SteelScSr<br>Wireless 1*Dk* | 4496<br>4192<br>2799 | | | | | 1910 | Richardsn, Duck&Co.<br>Stockton | Mediterranean CargoSteamers, Ld. | 380·0<br>P35'B117'F38' | 50·1 | 26·2 | Cardiff<br>British<br>*WB* | T.3Cy.25",42"&68"–45"<br>310NHP<br>Blair&Co.Ld.Stockton | | C |
| 09470<br>144603 | **Bampton Castle** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*2nd dk*(*Stl*)*in fore hold Bevelled bilge*<br>*Cruiser Stern Longitudinal framing*<br>Sub.Sig. Wireless | 6698<br>6236<br>4154 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~7,21 7,20~~ ✠LMC7,20<br>2,22<br>*Carrying oil fuel F. P. above* | Nwc<br>~~Sou~~Ham | *a*† | CL | 1920<br>7mo<br>*Lloyd*<br>150° | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>'*sA&CP*<br>F. *in DB* C | Union-CastleMail S.S.Co.Ld.<br>*ellDB* 308' 1457*t D* | 412·2<br>P45'F36'*onShelter dk*<br>FK<br>*Ta*31'1062*t FPT*14 | 55·8 | 34·4 | London<br>British<br>*Cem*<br>6*BHtoSh dk*<br>2 " " *U* "<br>2*tAPT*206*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>N.E.MarineEngCoLd.Nwc | 38 〃 1<br>s 10 〃 2<br>28 〃 1 | |
| 09471<br><br>TBRM | **Ban Fo Soon** SteelTwinScSr<br>*ss*Sng.2ndNo.3–1,14<br>1*Dk*(*Teak*)&*ptShade dk*(*Teak*) | *440*<br>*336*<br>*222* | ✠<br>*Coasting*<br>3,17 ✠ | Sng | *g* | | 1895<br>12mo | Riley, Har-greaves&Co.<br>Singapore | ThongEkS.S.Co. | 169·0<br>B51'F23'<br>*ptShade dk*75' FK | 25·8 | 9·3 | Pontianak (Borneo)<br>Dutch<br>4*BHCem* | T.6Cy.10",16"&26"–20"<br>83NHP<br>1SB,*3cf*,GS55,HS1596<br>Bow,McLachlan&Co.,Psy. | 10 〃 0 | |
| 09472<br>~~78645~~<br>~~DWNF~~ | **Ban Hin Guan** IronScSr<br>(*ex*Krishna) | 474<br>425<br>243 | | | | | 1878<br>8mo | T.Wingate &Co.<br>Glasgow | ~~LaiHiKok~~<br>~~E.S.Attia~~ | 180·3<br>Q27*t* | 22·2 | 10·9 | ~~Singapore~~<br>British<br>French | T.3Cy.15",24"&40"–30"<br>75RHP<br>Dunsmuir&Jackson,Gls. | | |
| 09473<br><br>WKQF | **Ban Ho Guan** SteelSc<br>(*ex*Diva,*ex*ShengTa)<br>*Elec.light* 2*Dks* | 1625<br>1347<br>833 | | | | | 1911 | Napier& Miller,Ld.<br>Glasgow | TooWanKie | 265·0<br>P28'B88'F39' | 38·2 | 18·0 | Sourabaya<br>Dutch<br>*WB* | T.3Cy.19",31"&51"–36"<br>156NHP<br>Dunsmuir&Jackson,LdGls | | C |
| 09474<br>123728<br>HJKV | **Ban Hong Liong** SteelScSr<br>*ss*Sng.No.1-21 *ss*Sng.No.3–6,17<br>*Elec.light* ~~1*Dk*(*Stl*-s secondhand teaks)~~<br>1*Dk*(*Stl*-teaks) &*deep framing* | 1126<br>912<br>710 | ✠100A1<br>9,21 ~~1,20~~<br>~~BS1,20~~ ✠LMC~~6,17~~<br>9,21 | Sng | *n* | CL<br>~~5,19~~<br>9,21 | 1906<br>10mo<br>*Lloyd* | Montrose S.B.Co.<br>Montrose<br>'*sA&CP* | Heap.Eng.Moh. S.S.Co.,Ld.<br>*WB=CellDBa*65 | 227·8<br>P24'B54'F31'<br>FK<br>'*f*86'266*tFPT*92*t A* | 35·3 | 14·8 | Singapore<br>British<br>4*BHCem*<br>*PT*95*t* | T.3Cy.16",26½"&43"–30" (*s*)<br>175lb *100lb* NDB11 99RHP<br>1SB,*2cf*,GS40,HS1735 FD<br>Earle'sCo.Ld.Hull | 16 〃 10<br>s 2 〃 1½<br>15 〃 0 | |
| 09475<br>82584 | **Ban Lee** WoodScCtr<br>(*ex*Isabella) | 113<br>98<br>49 | | | | | 1881 | HoSh. Cheong<br>Singapore | LinTengKi | 110·0 | 16·0 | 7·0 | Singapore<br>British | C.2Cy.13"&24"–18"<br>NB11 30RHP<br>Muir&Houston,Glasgow | | |
| 09476<br>97513<br>SLGT | **Ban Poh Guan** SteelScSr<br>*ss*Sng.No.1-21 *ss*Sng.2ndNo.3–5,17<br>*Elec.light* 2*Dks*(*UptStl*–ws) | 925<br>821<br>576 | ✠100A1<br>6,21 ~~6,20~~<br>~~BS6,20~~ ✠LMC~~5,17~~<br>6,21 | Sng | *m* | ~~5,17~~<br>6,21 | 1891<br>10mo | Wigham Richrdsn&Co<br>Newcastle<br>A&CP | HeapEng.Moh.SS. Co.Ld. | 225·0<br>B17'F30'<br>*ptShade dk*114'<br>BK8" | 32·2 | 16·5 | Singapore<br>British<br>4*BHCem* | T.3Cy.16½",26"&43"–33" (*s*)<br>150lb *75lb* 111NHP<br>1SB,*4pf*,GS70,HS1820<br>WghmRichrdsn&Co.,Nwc | 17 〃 3<br>s 3 〃 0<br>15 〃 4 | |
| 09477<br>88012<br>SLGB | **Ban Whatt Hin** IronScSr<br>1*Dk* | 352<br>304<br>167 | ✠<br>3,89<br>✠ | Sng | *g* | | 1885<br>7mo | Blackwood &Gordon<br>Pt.Glasgow | TheSoonKeckLd. | 169·6<br>F24' | 25·0 | 10·4 | Singapore<br>British<br>4*BHCem* | C.2Cy.22"&44"–30"<br>85RHP<br>Blackwood&Gordon,P.Gl | 10 〃 9 | |
| 09478<br>82045<br>WORF | **Ban Whatt Soon** IronScSr<br>*ss*Sng.No.1–85<br>1*Dk* | 336<br>281<br>199 | ✠<br>5,85 | Sng | *g* | | 1881<br>3mo | Blackwood &Gordon<br>Pt.Glasgow | Eastern Shppg.Co. Ld. | 170·7<br>F23'<br>FK | 25·1 | 9·6 | Penang<br>British<br>4*BHCem* | C.2Cy.22"&44"–24"<br>NB93 80RHP<br>Blackwood& Gordon,P.Gl. | | |
| 09479<br><br>MBVS | **Ban Yek** SteelScSr<br>*ss*H.Kg.No.3–7,03<br>(*ex*SanJoaquin,*ex*SanAntonio)<br>1*Dk*&*Shelterdk* | 560<br>503<br>329 | ✠<br>*Shelter dk*<br>*withfreeboard*<br>10,06 ✠<br>*Coasting Philippine Islands* | Man | *g* | | 1891<br>4mo | Edwards' S.B.Co.Ld.<br>Newcastle | SiyCong Bieng& Co.Inc. | 159·0<br>ND03<br>FK<br>*WB=DBa*30'*f*31' | 24·7 | 9·7<br>16·6 | Manila<br>Utd.States<br>4*BHCem*<br>65*tAPT*5*t* | T.3Cy.13½",22"&36"–27"<br>74NHP<br>1SB,*3pf*,GS39,HS1197<br>G.Clark,Ld.Sunderland | 10 〃 4 | |
| 09480<br>216887<br>LMTN | **Banago** WoodSc<br>Wireless 1*Dk*2*trB*<br>*Elec.light* | 2551<br>2073<br>1528 | | | | | 1918 | Alabama S.B &D.D.Co<br>Mobile,Ala. | UnitedStates ShippingBoard | 267·2 | 46·0 | 23·5 | Mobile<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"–36"<br>188NHP<br>Hoovens,Owen&RentschlerCo.,Hamilton,Ont. | | R |
| 09481<br><br>MJDS | **Banan** SteelScSr<br>*Elec.light* 3*Dks* | 1620<br>1434<br>948 | | | | | 1912 | Nylands Værksted<br>Christiania | A/S Ocean (J.P.Pedersen& Sön,*Mgrs.*) | 250·0<br>H123*t* | 34·7 | 22·2 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.21½",34½"&60"–39"<br>225NHP<br>NylandsVærksted, Xania | | N |
| ✻ 09482 | **Banana** SteelScSr<br>Wireless *ss*Hpl.No.2–19<br>*Elec.light* *ss*Nwc.No.3–10,11<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*deep framing* | *2817*<br>*2626*<br>*1801* | ✠100A1<br>*Spar dk*<br>2,21<br>BS11,20 ✠LMC5,19 | Bcl | *t* | CL<br>2,21 | 1897<br>5mo | J.Blumer &Co.<br>Sunderland<br>A&CP | J.Garigos e Hijos<br>*WB=CellDBa* | 310·0<br>P28'B64'F28'<br>FK<br>100'*uE*&*B*40'*f*118' | 41·2 | 17·6<br>25·1 | Bilbao<br>Spanish<br>5*BHCem*<br>510*tAPT*62*t* | T.3Cy.22½",37"&61"–42" (*r*)<br>160lb *100lb* NDB06 249NHP<br>2SB,*6pf*,GS108,HS3857<br>G.Clark,Ld.Sunderland | 27 〃 5<br>s 4 〃 11½<br>22 〃 9 | |
| 09483<br>217680<br>LQFN | **Banaran** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2551<br>—<br>1528 | | | | | 1919 | HodgeShip Co.<br>MossPt.Miss. | UnitedStates ShippingBoard | 268·0<br>P40'B66'F30' | 46·0 | 26·0 | Gulfport, Miss.<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 09484<br>109708<br>RPMB | **Banca** SteelScSr<br>Wireless<br>*Turret deck* *Elec.light* 2*Dks*3*trB* | 5995<br>5670<br>3794 | | | | | 1900 | W.Doxford &Sons,Ld.<br>Sunderland | P.&O.Stm.Nav.Co. | 439·8 | 51·7 | 29·1 | Sundrland<br>British<br>4*BHCem* | T.3Cy.27½",45½"&75"–54"<br>413NHP<br>W.Doxford&Sons,Ld.Sld. | | |
| ✻ 09485<br>137415<br>JHKG | **Banchory** SteelScSr<br>*ss*Lth.No.1–19<br>Wireless 1*Dk*(*Stl*) | 2189<br>1995<br>1317 | ✠100A1<br>4,22 ~~3,21~~<br>✠LMC4,19<br>DBS~~12,20~~ MBS7,21<br>3,22 | Rot<br>Npt | *s* | CL<br>3,21 | 1914<br>12mo<br>*Lloyd* | Craig, Taylor&Co.Ld.<br>Stockton<br>'*sA&CP* | GlobeShippingCo. Ld. (Humphreys (Cardiff),Ld. *Mgrs.*) | 287·0<br>P27'B72'F30'<br>FK<br>*WB=CellDBa* | 44·0 | 19·1 | Liverpool<br>British<br>5*BHCem*<br>90'*uE*&*B*32' | T.3Cy.21",35"&57"–39" (*s*)<br>180lb *100lb* 214NHP<br>2SB,*6cf*,GS78,HS3232<br>N.E MarineEng.Co.Ld.Sld<br>*f*120'605*tFPT*84*tAPT*89*t* | 21 〃 4<br>s 3 〃 2½<br>18 〃 5 | |
| 09486 | — SteelTwinScSr<br>*Elec.light* 2*Dks*(*Stl*) | 767<br>693<br>320 | ✠<br>11,18<br>✠ | Irvine | | | 1918<br>11mo | Ayrshire Dkyd.Co.Ld.<br>Irvine<br>*Cell* | TheAdmiralty<br>*DB*12' 16*t DTf*18 | 219·5<br>FK<br>24*tDTa*10'36*tFPT* | 28·6 | 15·5 | London<br>British<br>10*BHptCem*<br>5*tAPT*21*t* | T6Cy.13¼",21¼"&34"–21"<br>HS3495 378NHP<br>2WaterTubeBoilers FD<br>Rankin&BlackmreLd.Grk | 16 〃 3 | |
| 09487<br>216952<br>LNBD | **Bancroft** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2537<br>—<br>1501 | | | | | 1918 | Aberdeen S.B.Co.<br>Aberdeen, Wash. | UnitedStates ShippingBoard | 266·9<br>P28'B65'F26' | 46·1 | 24·2 | Seattle, Wash.<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 09488<br><br>NGKB | **Banda** SteelScSr<br>Wireless *ss*Ams No,3–1,20<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*deep framing* | 3893<br>3645<br>2477 | ✠100A1<br>*Spar dk*<br>9,21 ~~10,20~~ LMC1,20<br>BS1,21 | Sba<br>Ams | *x* | CL<br>N12,19 | 1906<br>6mo<br>*Lloyd* | W.Hamilton&Co.Ld.<br>Pt.Glasgow<br>'*sA&CP*<br>*CellD Ba*128' | Stoomv.Maats. "Nederland"<br>*uE*&*B*44' *f*152'953 | 375·0<br>P37'B&F298'<br>FK<br>*tD Ta* 36' 815*tFPT* | 48·6 | 16·5<br>24·5 | Amstrdam<br>Dutch<br>6*BHCem*<br>97*tAPT*51*t* | T.3Cy.25½",42"&70"–45" (*s*)<br>170lb *100lb* 333NHP<br>2SB,*6cf*,GS113,HS3720 FD<br>NB04*fitted*1.20<br>D.Rowan&Co.Glasgow | 27 〃 0<br>s 3 〃 4½<br>23 〃 11 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 9<br>Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09489<br>21105<br>NMOW | **Bandai Maru** WoodAuxScSr | 116<br>—<br>64 | | | | | 1917 | …………… | OtsukaKanji | 78·0 | 24·3 | 8·9 | Tomi<br>Japanese | | | |
| 09490<br><br>HDVN | **Bandak** SteelScSr<br>1*Dk* | 180<br>113<br>106 | | | | | 1890 | Fredrikstd<br>MekVærkstd<br>Fredrikstad | A/S Skien<br>(P.Landgraff,<br>*Mgr.*) | 95·6<br>H60*t* | 19·3 | 9·3 | Skien<br>Norwegian<br>*WB* | T.3Cy.10″,16″&26″–16″<br>NB10 27NHP<br>FredrikstadMek.Værksted | | |
| 09491<br><br>HDMS | **Banderas** SteelScSr<br>*ss*Bbo No.2-22 *ss*Shl.No.3–10,12<br>Wireless ~~*ss*Bbo No.1 17~~<br>1*Dk*(*Stl*)&*deep framing* | 2147<br>1921<br>1280 | ✠100A1<br>3,22~~12,19~~<br>~~BS10,20~~ ✠LMC~~5,17~~<br>12,21 | Npt<br>Bbo | *s* | CL<br>~~12,19~~<br>3,22 | 1899<br>7mo | W.Pickers-<br>gill&Sons<br>Sunderland<br>A&CP | Cia.Nav.Vascon-<br>gada (Felixde<br>Abasolo,*Mgr.*)<br>*WB=CellDBa* | 286·0<br>P23′B56′F27′<br>FK<br>90′*uE*20′*f*108′575*t* | 43·2 | 18·7 | Bilbao<br>Spanish<br>5*BHCem*<br>*APT*54*t* | T.3Cy.21″,35″&57½″–39″ (*r*)<br>160lb *70lb* 210NHP<br>2SB,*6pf*,GS99,HS3221<br>G.Clark,Ld.Sunderland | 21 ″ 0<br>s 3 ″ 3½<br>18 ″ 0 | |
| 09492 | **Bandoeng** SteelSc<br>*ss*Rot.No.3-10,20<br>(*ex*Uhenfels) 1*Dk*(*Stl*)&*Spar dk*<br>*Elec.light* (*Stl*–teaks)&*Web frames*<br>Wireless | 5577<br>5368<br>3568 | ✠100A1<br>*Spar dk*<br>~~7,21~~~~10,20~~ 12,21 ✠LMC10,20<br>✠NB(1)5,09 BS12,21 | Rot<br>~~Ham.~~ | *z* | CL<br>~~9,20~~<br>7,21 | 1907<br>4mo<br><br>*Lloyd* | Akt.Ges.<br>“Weser”<br>Bremen<br>’*sA&CP* | Rotterdamische<br>Lloyd(W.Ruys&<br>Zonen,*Mgrs.*)<br>*CellDBa*138′*uE* | 420·7<br>P60′B125′F50′ 28·4<br>FK<br>25′*f*185′ 1189*t FPT* | 55·1 | 20·2 | Rottrdam<br>Dutch<br>6*BH only*<br>*Cem*<br>79*tAPT*51*t* | Q.4Cy.24 1/16″ 34 1/16″,50 3/16″ &<br>74 1/16″–53 1/8″ (*r*)<br>213lb *121lb* 518NHP<br>3SB,*9cf*,GS161,HS6780 FD<br>A.G.“Weser,”Bremen | 31 ″ 3<br>s 6 ″ 7<br>25 ″ 0 | |
| 09493<br>99760<br>NPWB | **Bandon** SteelScSr<br>(*ex*LadyLouth,<br>Wireless *ex*Louth) 2*Dks* | 1229<br>960<br>518 | | | | | 1894 | Blackwood<br>&Gordon<br>PortGlasgow | City ofCorkStm.<br>PacketCo.Ld. | 260·6<br>P72′B88′F77′ | 34·1 | 15·8 | Liverpool<br>British<br>*WB* | T.3Cy.27″,42″&69″–48″<br>NB11 330NHP<br>Blackwood&Gordon,P.Gl. | | |
| 09494<br>204328<br>KWFT | — WoodScSr<br>*Fitted for oil fuel*<br>1*Dk* | 642<br>—<br>350 | | | | | 1907 | ……………<br>NorthBend,<br>Or. | MooreMill&Lum-<br>berCo.Inc. | 172·8 | 39·7 | 11·0 | S.Frncisco<br>Utd.States | | | |
| 09495<br>108777 | **Bandoola** SteelTwinSc<br>1*Dk* | 454<br>454<br>245 | | | | | 1898 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.Ld. | 180·0 | 34·1 | 10·7 | Glasgow<br>British | C.4Cy.25″&45″–27″<br>66RHP<br>Denny&Co.Dumbarton | | |
| 09496<br>136275<br>JFON | **Bandra** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*–*U*teaks) | 3284<br>2651<br>1877 | ✠<br>3,14<br>✠ | Gls | *v* | | 1914<br>3mo | Barclay,<br>Curle&Co.Ld<br>Glasgow | BritishIndiaStm.<br>Nav.Co.Ld.<br>*WB=Cell*<br>*DBa*94′*uE&B*66′ | 330·4<br>P33′B94′F34′<br>FK<br>*f*124′647*t FPT*47*t* | 46·2 | 23·1 | Glasgow<br>British<br>5*BHCem*<br>*APT*18*t* | T.3Cy.20″,34″&58″–45″<br>HS9074 FD 526NHP<br>3SB&1AuxSB,*11cf*,GS227<br>Barclay,Curle&Co.Ld.Gls. | 25 ″ 6 | |
| 09497<br>133005<br>HVDP | **Banffshire** SteelSc<br>(*ex*ClanMacrae)<br>*Elec.light* Wireless 2*Dks*&*Shelter dk*<br>*Ref.Mchy.* | 5061<br>4689<br>3166 | | | | | 1912 | W.Doxford<br>&Sons,Ld.<br>Sunderland | ScottishShireLine,<br>Ld.(Turnbull,<br>Martin&Co.*Mgrs*) | 430·0 | 53·5 | 26·6 | Glasgow<br>British<br>*WB* | T.3Cy.29″,49″&80″–60″<br>496NHP<br>W.Doxford&Sons,Ld.Sld. | | C |
| 09498<br>115726<br>TRSH | **Bangala** SteelScSr<br>Wireless<br>*Elec.light* 3*Dks*(1*Stl*–ws&*UStl*–teaks) | 3948<br>3149<br>1935 | ✠<br>11,02<br>✠ | Gls | *y* | | 1902<br>11mo | A.&J.<br>Inglis<br>Glasgow | BritishIndiaStm.<br>Nav.Co.Ld.<br>*WB=CellDBa*78′<br>*uE&B*88′*f*138′591*t* | 373·0<br>P74′B130′F88′<br>FK<br>*DTf*18′412*t FPT* | 45·2 | 26·5 | Glasgow<br>British<br>6*BHCem*<br>54*tAPT*27*t* | T.3Cy.33″,55″&88″–54″<br>899NHP<br>5SB,*15cf*,GS325,HS14200 FD<br>A.&J.Inglis,Glasgow | 29 ″ 3 | |
| 09499<br><br>OCYJ | **Bangkok** SteelTwinScSr<br>*Elec.light* Sub.Sig. 2*Dks*&*Shelter dk* | 8056<br>7845<br>5077 | | | … | | 1919 | Uraga<br>DockCo.Ld<br>Uraga | Soc.deNav.àVap.<br>France-Indo-<br>Chine | 445·0<br>FK | 58·0 | 37·3 | Havre<br>French<br>*WB* | T6.Cy.22″,36½″&61″–48″<br>516~~40~~NHP<br>UragaDockCo.Ld.Uraga | 40 ″ 1 | V |
| 09500<br>101752<br>PFNC | **Bangor** SteelScSr<br>*ss*Bwg.2ndNo.3–11,19<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 340<br>254<br>120 | ✠100A1<br>11,19<br>✠NB6,08 ✠LMC11,19<br>~~BS10,20~~10,21 | Bwg | *f* | CL<br>11,19 | 1894<br>8mo | Scott&<br>Sons<br>Bowling<br>A&CP | Rt.Hon.Baron<br>Penrhyn (T.J.W.<br>Humphreys,*Mgr.*) | 145·0<br>Q54′B10′F24′<br>BK7″<br>*WB=CellDBf*68′ | 24·0 | 9·0 | Beaumaris<br>British<br>3*BHCem*<br>72*tFPT*30*t* | C.2Cy.20⅜″&40⅜″–27″ (*s*)<br>100lb 67RHP<br>1SB,*2pf*,GS40,HS1472<br>Ross&Duncan,Glasgow | 11 ″ 2<br>s ″ 10<br>11 ″ 1 | |
| 09501<br><br>MFLJ | **Bangsund** SteelSc<br>1*Dk* | 101<br>85<br>35 | | | | | 1908 | Akers<br>Mek.Værks.<br>Christiania | D/S A/S Bangsund<br>(AlbertCollett) | 76·4<br>B11*t*H5*t* | 17·8 | 10·5 | Namsos<br>Norwegian | T.3Cy.10″,16″&27″–15″<br>28NHP<br>AkersMek.Værks.Xia. | | |
| 09502<br><br>OCYK | **Bani** SteelTwinScSr<br>2*Dks* | 567<br>377<br>283 | | | | | 1903 | Rijkee&<br>Co.<br>Rotterdam | Soc.Anon.des<br>Messageries<br>Africaines | 175·5<br>F18′ | 26·2 | 10·8 | Bordeaux<br>French<br>*WB* | C.4Cy.14¾″&27½″–17¾″<br>53NHP<br>AlblasserdamscheMchAlb | | V |
| 0950<br>217430<br>LPKC | **Banicaa** WoodScSr<br>*Elec.light* Wireless 1*Dk*2*trB* | 2557<br>—<br>1529 | | | | | 1918 | Universal<br>S.B.Co.Inc.<br>HoustonTex. | UnitedStates<br>ShippingBoard | 267·2<br>P39′B65′F30′ | 46·0 | 23·5 | Houston,<br>Tex.<br>Utd.States | T.3Cy.19″,32″&54″–42″<br>189NHP | | R |
| 09504<br><br>NGKM | **Banka** SteelScSr<br>*ss*Ams.No.1–19<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 6561<br>6219<br>4164 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>9,21~~3,21~~ BS1,22<br>~~BS5,20~~ ✠LMC8,19 | Ham<br>NYk | *z* | CL<br>3,21 | 1914<br>2mo<br><br>*Lloyd* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>’*sA&CP* | Stoomv.Maats.<br>“Nederland”<br>*WB=CellDBa*<br>141′*uE&B*72′*f*16 | 420·4<br>FK<br>3′1340*t DTa*37′800*t* | 54·5 | 33·4 | Amstrdam<br>Dutch<br>7*BHCem*<br>*APT*21*t* | T.3Cy.28″,46″&77″–54″ (*s*)<br>180lb 656NHP<br>4SB,*12cf*,GS232,HS10121 FD<br>Cen.Mar.Eng.Wrks.WHpl | 36 ″ 0<br>s 8 ″ 10<br>27 ″ 6 | |
| 09505<br><br>NWMK | — SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk* | 1684<br>1139<br>1049 | | | | | 1919 | Akt.Bur-<br>meistr&Wain<br>Copenhagen | A/S DetÖstasia-<br>tiskeKompagni | 255·4<br>P15′Q75′B104′F29′ | 38·1 | 15·0 | Copnhagn<br>Danish<br>*WB* | T.3Cy.18″,30″&50″–36″<br>150NHP<br>Akt.Burmeistr&Wain,Cpn | | V |
| 09506 | — SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 114<br>99<br>10 | | | | | 1916 | Schpw.v.<br>P.Smit,jr.<br>Rotterdam | Ned.Stoomsleep.<br>vanP.Smit,jr. | 75·5 | 18·9 | 9·2 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.10″,16½″&27″–16″<br>29NHP<br>Schpw.v.P.Smit,jr.Rot. | | V |
| 09507<br>124045<br>HKGS | **Bankdale** SteelScSr<br>*ss*Cff.No.3–7,19<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*deep framing* | 3851<br>3616<br>2464 | ✠100A1<br>*Spar dk*<br>7,19 ✠LMC<br>MS7,19 BS2,21 | Cff | *x* | CL<br>7,19 | 1907<br>3mo<br><br>*Lloyd* | W.Hamil-<br>ton&Co.Ld<br>PortGlasgow<br>’*sA&CP* | MondrichS.S.Co.<br>Ld.(Japp,Hatch&<br>Co.Ld.*Mgrs.*)<br>*CellDBa* | 375·1<br>P37′B&F298′ 24·5<br>FK<br>128′*DTa*36′ | 48·6 | 16·4 | London<br>British<br>6*BHCem* | T.3Cy.25½″,42″&70″–45″ (*s*)<br>180lb ~~160lb~~ 387NHP<br>2SB,*6cf*,GS121,HS5106 FD<br>D.Rowan&Co.Glasgow 160lb<br>815*tFPT*97*tAPT*51*t* | 27 ″ 0<br>s 3 ″ 4½<br>23 ″ 11 | |
| 09508<br>90<br>QBJW | **Bankoku Maru** SteelScSr<br>*ss*Kob.No.3–10,13<br>(*ex*Indro,*ex*Indra) *ss*Kob.No.1–17<br>*Elec.light* 2*Dks*(*Stl*)&*deep framing* | 5954<br>5609<br>3752 | ✠100A1<br>11,19<br>~~BS11,19~~ ✠LMC~~3,19~~<br>9,21 | Kob | *a*† | ~~11,19~~<br>9,21 | 1897<br>2mo<br><br>*Lloyd* | C.Connell<br>&Co.<br>Glasgow<br>’*sA&CP* | TaishoKisen<br>KabushikiKaisha<br>*WB=Cell*<br>*DBa*119′*uE&B* | 430·0<br>P32′B143′F53′<br>FK<br>54′*f* 198′1298*t FPT* | 51·3 | 30·8 | Dairen<br>Japanese<br>6*BHCem*<br>196*tAPT*76*t* | T.3Cy.26″,44″&73″–48″ (*s*)<br>200lb ~~*90lb*~~ *80lb* 476NHP<br>3SB,*6cf*,GS109,HS6439 FD<br>D.Rowan&Son,Glasgow | 34 ″ 0<br>s 7 ″ 9½<br>26 ″ 7 | |
| 09509<br>109725 | **Banks O'Dee** SteelScK<br>(*ex*Churchsin,<br>*ex*St.Georg,*ex*Northmoor) 1*Dk* | 133<br>122<br>57 | | | … | | 1900 | Smith's<br>DockCo.Ld.<br>North Shields | J.Lewis,Ld. | 95·0<br>Q46′F19′<br>BK7½″ | 20·7 | 10·8 | Aberdeen<br>British | T.3Cy.11½″,18″&30″–21″<br>49RHP<br>N.E.MarineEng.Co.LdSld. | 11 ″ 8 | |
| 09510<br>133051<br>HWON | **Bankura** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*–*U*teaks)<br>Wireless | 3159<br>2678<br>1905 | ✠<br>6,12<br>✠ | Gls | *v* | | 1912<br>6mo | Barclay,<br>Curle&Co.Ld<br>Glasgow<br>*WB=* | BritishIndiaStm.<br>Nav.Co.Ld.<br>*CellDBa*94′*uE&B* | 330·8<br>P33′B94′F34′<br>FK<br>67′*f*124′647*t FPT* | 46·2 | 23·3 | Glasgow<br>British<br>5*BHCem*<br>47*tAPT*18*t* | T.3Cy.20″,34″&58″–45″<br>HS9074 FD 526NHP<br>3SB&1AuxSB,*11cf*,GS227,<br>Barclay,Curle&Co.Ld.Gls. | 25 ″ 6 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09511<br>218835<br>LSQH | **Bannack** SteelScSr<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 4844<br>—<br>2987 | | | | | 1919 | Standard S.B.Corp.<br>Shooter's Island,N.Y | UnitedStates ShippingBoard | 377·0<br>P25'B106'F37' | 52·0 | 26·6 | NewYork<br>Utd.States<br>*WB* | T.3Cy.25",42"&70"-48"<br>340NHP<br>StandardS.B.Corp. | | R |
| 09512<br>9133<br>JSFN | **Banri Maru** SteelScSr<br>*ss*Yka.2ndNo.3-10,16<br>(*ex*Aggi,*ex*BenwellTower)<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*-ws)3trB<br>*Elec.light* *ss*Kob.No.1-21 | 3247<br>2813<br>2352 | ✠100A1<br>*Spar dk*<br>5,21 ~~9,20~~<br>✠LMC ~~11,17~~ 5,21 | Kob | *u* | ~~11,18~~<br>5,21 | 1891<br>10mo | Edwards' S.B.Co.Ld.<br>Newcastle<br>A&CP | ~~OakiGoshiKaisha~~<br>KabushikiKaisha<br>HamaneShoten | 333·0<br>P46'B76'F35' 26·7<br>BK10"<br>*WB=Cell* | 40·4 | 19·1 | Kobe<br>Japanese18<br>5*BHCem*<br>*DB*268' 430*t* | T.3Cy.23",38"&61"-45" (*s*)<br>~~150lb~~ *150lb* NDB06 268NHP<br>2SB,*6cf*,GS123,HS4300<br>WllsndSlpwy.Co.Ld.Nwc. | 29 ″ 4<br>s 6 ″ 11<br>23 ″ 8 | |
| 09513<br>131356 | **Bansara** SteelTwinScK<br>1*Dk* | 127<br>110<br>71 | | | | | 1911 | Hepple& Co.Ld.<br>SouthShields | WAfricanLighterage&TransportCo. Ld. (Elder,Dempster&Co.Ld.*Mgs.*) | 105·0 | 21·2 | 6·7 | Liverpool<br>British | T.6Cy.9",14"&22"-12"<br>80RHP<br>Miller&Macfie,Ld.Gls. | | |
| 09514<br>24715<br>RLVD | **Banse Maru No. 5** SteelSc | 1373<br>—<br>931 | | | | | 1918 | ............ | Kusakabe KabushikiKaisha | 220·0 | 32·5 | 21·0 | Minamitonda<br>Japanese | | | |
| 09515<br>18835<br>MWHP | **Bansei Maru** SteelScSr<br>(*ex*Waroonga)<br>*Elec.light* 3*Dks*(*U Stl*-ws) | 2570<br>2264<br>1571 | ✠<br>1,86<br>✠ | Lon | *t* | | 1882<br>12mo | A.&J. Inglis<br>Glasgow | KabafutoKisen KabushikiKaisha | 315·8<br>P73'B90'F46' | 38·2 | 26·2<br>*WB* | Tsuruga<br>Japanese<br>5*BHCem* | C.2Cy.40$\frac{9}{16}$"&73$\frac{7}{8}$"-51"<br>317NH<br>A.&J.Inglis,Glasgow | | |
| 09516<br>18237<br>MSQW | **Bansei Maru No. 1** WoodSc | 325<br>—<br>219 | | | | | 1915 | ............ | TeikokuKisen KabushikiKaisha | 123·3 | 24·3 | 13·5 | Nishinomiya<br>Japanese | | | |
| 09517<br>19195<br>NBSG | **Bansei Maru No. 2** WoodSc | 639<br>501<br>368 | | | | | 1916 | Y Okamoto<br>Osaka | Nakamura Mannosuke | 179·6<br>P21'B52'F27' | 30·5 | 13·0 | Nishinomiya<br>Japanese | T.3Cy.11$\frac{7}{8}$",21$\frac{9}{16}$"&35$\frac{1}{2}$"-24"<br>61NH<br>E*made*96*refitted*16<br>B*made*07*refitted*16<br>C.D.Holmes&Co.Hull | | |
| 09518<br>22590<br>NVGW | **Bansei Maru No. 3** SteelSc | 1146<br>—<br>640 | | | | | 1918 | ............ | Kusakabe KabushikiKaisha | 208·0 | 31·5 | 19·0 | Kobe<br>Japanese | | | |
| 09519<br>19244<br>NBWM | — WoodSc | 684<br>—<br>397 | | | | | 1916 | ............ | Nakamura Mannosuke | 180·7 | 30·0 | 13·5 | Nishinomiya<br>Japanese | | | |
| 09520<br>22276<br>NTBO | **Bansei Maru No. 6** WoodSc | 1269<br>—<br>770 | | | | | 1918 | ............ | Nakamura Mannosuke | 220·8 | 34·0 | 19·4 | Nishinomiya<br>Japanese | | | |
| 09521<br>21787<br>NQWT | **Bansei Maru No. 8** WoodSc | 491<br>—<br>291 | | | | | 1917 | ............ | Nakamura Mannosuke | 153·2 | 27·4 | 16·0 | Nishinomiya<br>Japanese | | | |
| 09522<br>21731<br>NQRP | **Bansei Maru No. 9** WoodSc | 458<br>—<br>277 | | | | | 1917 | ............ | Nakamura Mannosuke | 142·6 | 26·4 | 14·3 | Nishinomiya<br>Japanese | | | |
| 09523<br>22018<br>NRVS | **Bansei Maru No. 10** WoodSc | 1039<br>—<br>708 | | | | | 1918 | ............ | Nakamura Mannosuke | 223·2 | 34·5 | 19·0 | Nishinomiya<br>Japanese | | | |
| 09524<br>22926<br>NWQH | **Bansei Maru No. 11** WoodSc | 555<br>—<br>326 | | | | | 1918 | ............ | Nakamura Mannosuke | 153·8 | 27·2 | 15·9 | Nishinomiya<br>Japanese | | | |
| 09525<br>23847<br>RHDJ | **Bansei Maru No. 12** WoodSc | 255<br>—<br>148 | | | | | 1918 | ............ | Nakamura Mannosuke | 111·0 | 21·0 | 13·0 | Osaka<br>Japanese | | | |
| 09526<br>25490<br>KNQG | **Bansei Maru No. 15** WoodSc | 793<br>—<br>539 | | | | | 1919 | ............ | Nakamura Mannosuke | 181·0 | 28·0 | 16·1 | Nishinomiya<br>Japanese | | | |
| 09527<br>26165<br>R[illegible]JG | **Bansei Maru No. 16** WoodSc | 298<br>—<br>174 | | | | | 1919 | ............ | Nakamura Mannosuke | 120·6 | 21·0 | 13·7 | Nishinomiya<br>Japanese | | | |
| 09528<br>9494<br>JTKH | **Banseigen Maru** IronScSr<br>(*ex*BanSengGuan) 2*Dks* | 868<br>—<br>492 | | | ... | | 1886 | Ramage& Ferguson<br>Leith | Tanaka Zenzaburo | 225·8<br>P26'B62'F27'<br>FK | 30·0 | 16·3 | Hakodate<br>Japanese | C.2Cy.28"&54"-36"<br>156NHP<br>Ramage&Ferguson,Leith | 16 ″ 3 | |
| ✻ 09529<br>119103<br>VPQN | **Bantry** SteelSc3MstSr<br>(*ex*Westford,*ex* Rossbank) *ss*Bly.No.3-7.17<br>1*Dk*(*Stl*-*ptws*)<br>*Elec.light* *Well deck* *Mchy.Aft*<br>*ss*Bel.No,1-22 | 602<br>409<br>242 | ✠100A1<br>~~6,21~~ ~~11,20~~ 2,22<br>~~BS12,19~~ ✠LMC~~7,17~~<br>BS6,21 MS2,22 | Bel | *i* | CL<br>~~11,20~~<br>2,22 | 1904<br>3mo<br>*Lloyd* | Murdoch& Murray<br>Pt.Glasgow<br>'*sA&CP* | S.Kelly | 180·3<br>FK&BK$\frac{3}{4}$"<br>*DBf*96'148*tFPT* | 27·0 | 10·7 | Belfast<br>British<br>3*BHCem*<br>56*tAPT*9*t* | C.2Cy.19$\frac{1}{2}$"&44"-30" (*s*)<br>130lb 80RHP<br>1SB,*3pf*,GS62,HS1543<br>Muir&Houston,Ld.Gls. | 13 ″ 5<br>s ″ 8<br>13 ″ 0 | |
| 09530<br>212571<br>LDPR | **Bantu** SteelScSr<br>*ss*N.Yk.No.3-5,13<br>*ss*N.Yk.No 2-21 ~~*ss*Phl.No.1-18~~<br>2*Dks*(1*Stl*-*UIrn*)&*deep framing*<br>*Elec.light* Wireless | 4229<br>3917<br>2655 | ✠100A1<br>10 21 1,21<br>✠LMC10 21<br>~~MS4,18~~ ~~BS1,21~~ | Mob<br>NYk | *x* | CL<br>~~1,21~~<br>10,21 | 1901<br>10mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>A&CP | UnitedStatesSteel ProductsCo.Inc. | 360·0<br>P36'B96'F42'<br>FK<br>*WB=Cell DBa* | 47·0 | 28·3 | NewYork<br>Utd.States<br>7*BHCem*<br>96'*uE&B*48' | T.3Cy.28",46"&77"-48" (*r*)<br>180lb 535NHP<br>3SB,*9cf*,GS144,HS7599 FD<br>WllsndSlpwy.Co.Ld.Nwc.<br>*f*156'1061*tAPT*68*t* | 31 ″ 0<br>s 6 ″ 2$\frac{1}{2}$<br>25 ″ 2 | |
| ✻ 09531<br>16028<br>MHLP | **Banyei Maru** SteelScSr<br>*ss*Qns.2ndNo.3-9,08<br>(*ex*Cabenda, *ex*OilRivers) ~~*ss*Kob.No.2-16~~<br>*ss*Kob.No.3-12,19<br>*Elec.light* 2*Dks*(1*Stl*-ws)&*Webframes* | 2761<br>2538<br>2015 | ✠100A1<br>11,20<br>✠LMC11,20 | Kob | | 11,20 | 1891<br>3mo | R.Dixon& Co.<br>Middlesbro'<br>A&CP | NittaKisen KabushikiKaisha | 312·0<br>P31'B94'F41'<br>FK<br>*WB=Cell DB* 264' | 39·2 | 24·6 | Nishinomiya<br>Japanese<br>5*BHCem*<br>537*t* | T.3Cy.23",38"&61"-42" (*s*)<br>160lb *80lb* NDB01 258NHP<br>2SB,*6cf*,GS114,HS4113<br>T.Richardson&Sons,Hpl. | 27 ″ 5<br>s 5 ″ 0$\frac{1}{2}$<br>23 ″ 0 | |
| 09532<br>20998<br>NPTC | **Banyei Maru No. 2** SteelSc | 1180<br>—<br>801 | | | | | 1917 | ............ | NittaKisen KabushikiKaisha | 220·0 | 33·5 | 18·5 | Shinhama<br>Japanese | | | |
| 09533<br>23861<br>RFVW | **Banyei Maru No. 3** SteelSc<br>*Elec.light* | 1782<br>—<br>1235 | | | | | 1919 | NittaCo.<br>Osaka | NittaKisen KabushikiKaisha | 265·0 | 36·0 | 20·9 | Shinhama<br>Japanese | T.3Cy.16",27"&45"-32"<br>114NHP<br>TanakaWorks,Osaka | | V |

| 1 Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09534<br>21522<br>NPTW | **Banyei Maru No. 6** SteelSc<br>*Elec.light* | 1180<br>—<br>801 | | | | | 1917 | NittaCo.<br>Osaka | NittaKisen<br>KabushikiKaisha | 220·0 | 33·5 | 18·5 | Shinhama<br>Japanese | T.3Cy.14",24"&40"-20"<br>88NHP<br>NittaCo.Osaka | | V |
| 09535<br>21535<br>NPVT | **Banyei Maru No. 7** SteelSc | 1180<br>—<br>801 | | | | | 1918 | NittaCo.<br>Osaka | NittaKisen<br>KabushikiKaisha | 220·0 | 33·5 | 18·5 | Shinhama<br>Japanese | | | |
| 09536<br>22534<br>NVOL | **Banyei Maru No. 8** SteelSc | 1180<br>—<br>801 | | | | | 1918 | NittaCo.<br>Osaka | NittaKisen<br>KabushikiKaisha | 220·0 | 33·5 | 18·5 | Shinhama<br>Japanese | | | |
| 09537<br>22543<br>NVDC | **Banyei Maru No. 9** SteelSc | 1180<br>—<br>801 | | | | | 1918 | NittaCo.<br>Osaka | NittaKisen<br>KabushikiKaisha | 220·0 | 39·5 | 18·5 | Shinhama<br>Japanese | | | |
| 09538<br>22550<br>NVDM | **Banyei Maru No. 10** SteelSc | 1180<br>—<br>801 | | | | | 1918 | NittaCo.<br>Osaka | NittaKisen<br>KabushikiKaisha | 220·0 | 33·5 | 18·5 | Shinhama<br>Japanese | | | |
| 09539<br>24692<br>RKFC | **Banyei Maru No. 11** SteelSc<br>1*Dk* | 1569<br>1312<br>920 | | | | | 1919 | NittaCo.<br>Osaka | NittaKisen<br>KabushikiKaisha | 240·0 | 36·0 | 21·0 | Shinhama<br>Japanese<br>*WB* | T.3Cy.16",27"&45"-32"<br>109NHP<br>TanakaEngineWorks | | V |
| 09540 | **Banyei Maru No. 12.** SteelSc<br>*Elec.light* 1*Dk* | 1573<br>1312<br>906 | | | | | 1919 | NittaCo.<br>Osaka | NittaKisen<br>KabushikiKaisha | 240·0 | 36·0 | 21·0 | Shinhama<br>Japanese<br>*WB* | T.3Cy.17",26½"&45"-30"<br>109NHP<br>InuiEngineWorks,Kobe | | V |
| 09541<br>25563<br>RPBK | **Banyei Maru No. 17** SteelSc<br>*Elec.light* 1*Dk* | 996<br>—<br>678 | | | | | 1919 | NittaCo.<br>Osaka | NittaKisen<br>KabushikiKaisha | 210·0<br>P16'B48'F26' | 31·0 | 17·6 | Mibu<br>Japanese<br>*WB* | T.3Cy.23¼",38"&61"-42"<br>241NHP<br>HamadaIronWorks,Kobe | | |
| 09542<br>1559<br>HKPJ | **Banyo Maru** WoodTwinScSr<br>(*ex*KiodoMaruNo.2)<br>2*Dks* | 246<br>—<br>142 | | | | | 1895 | Haruki<br>Tojiro<br>Tokushima | T.Murayama | 125·0 | 18·0 | 14·5 | Hakodate<br>Japanese | C.4Cy.11"&22"-18"<br>34NHP<br>OsakaIronWorks,Osaka | | |
| 09543<br>8848<br>JQKR | — WoodScSp<br>2*Dks* | 171<br>154<br>90 | | | | | 1904 | N.Nakajo<br>Misato | OsakaShosen<br>KabushikiKaisha | 104·0 | 17·5 | 12·4 | Osaka<br>Japanese | T.3Cy.9¼",15"&24½"-18"<br>25NHP<br>OnoSeikichi,Osaka | | |
| 09544<br>16278<br>MHDG | **Banyo Maru No. 2** WoodSc | 199<br>—<br>125 | | | | | 1917 | ........... | K.Nakatsu | 118·4 | 19·5 | 12·5 | Hakodate<br>Japanese | | | |
| 09545<br>19566<br>NDQK | **Banyo Maru No. 3** WoodSc | 199<br>—<br>122 | | | | | 1917 | ........... | GoshiKaisha<br>YamadaShoko | 108·5 | 21·6 | 12·2 | Hakodate<br>Japanese | | | |
| 09546<br>1629<br>HKVB | **Banzai Maru** WoodScSr<br>2*Dks* | 181<br>—<br>134 | | | | | 1896 | Mihara<br>Mannosuke<br>Osaka | ToyoReizoKisen<br>KabushikiKaisha | 112·7 | 17·0 | 13·1 | Niigata<br>Japanese | C.2Cy.15⅝"&29½"-18"<br>31NHP<br>OnoSeikichi,Osaka | | |
| 09547 | **Baoulé** SteelSc<br>Wireless 2*Dks* | 5900 | | | | | 1921 | Atel.&Ch.<br>de laLoire<br>Nantes | ChargeursRéunis | 391·7<br>P39'B125'F54' | 55·7 | 31·7 | French<br>*WB* | T.3Cy.25½",42½"&68½"-48"<br>325NHP<br>Atel.&Ch.de laLoire,Nts. | | |
| 09548<br>OCYT | **Bar** SteelScK<br>(*Trawler*)<br>1*Dk* | 254<br>240<br>100 | | | | | 1907 | Bonn&<br>Mees<br>Rotterdam | L.Bouclet | 135·5 | 21·7 | 12·5 | Boulogne<br>French<br>*WB* | T.3Cy.13",21½"&35"-24"<br>60NHP<br>Alblasserdam.Msch.Fab. | | V |
| 09549<br>217273<br>LNWM | **Bar Harbor** SteelSc<br>*Elec.light* Wireless 1*Dk* | 2420<br>1936<br>1410 | | | ... | | 1918 | Staten<br>IslandS.B.Co<br>StatenIsland,<br>N.Y. | UnitedStates<br>ShippingBoard | 264·0<br>P22'B65'F29'<br>FK | 42·2 | 21·9 | NewYork<br>Utd.States<br>*WB* | T.3Cy.18",30"&51"-36"<br>160NHP<br>StatenIslandS.B.Co.,<br>StatenIsland,N.Y. | 24 ″ 0 | R |
| 09550<br>Sunk4.21<br>109713<br>SDFH | **Bara-Bi** SteelScSr<br>*ss*Shl.No.3-12,10<br>(*ex*Durham) *ss*Bbo.No.2-20<br>Wireless 1*Dk*(*Irn*)&*deepframing* | *2626*<br>*2462*<br>*1686* | ✠~~100A1~~<br>6,20<br>✠~~LMC~~<br>~~BS4,20~~ ~~MS6,20~~ | Bbo | *t* | 6,20 | 1900<br>12mo | R.Thompson&Sons<br>Sunderland<br>A&CP | NavieraBaracaldo<br>(Loredo&Viguera,<br>*Mgrs.*)<br>*CellDBa* | 313·0<br>P29'B94'F34'<br>FK<br>98'*uE*22' *f* 128'655 | 45·0 | 20·5 | Bilbao<br>Spanish<br>5*BHCem*<br>*APT*59*t* | T.3Cy.23",38"&61"-39" (*s*)<br>180lb *80lb* NDB19 256NHP<br>2SB,6*pf*,GS108,HS4015<br>G.Clark,Ld.Sunderland | 23 ″ 1<br>s 3 ″ 6½<br>19 ″ 10 | |
| 09551<br>216886<br>LMTK | **Barabos** WoodSc<br>1*Dk*<br>*Elec.light* | 2564<br>—<br>1493 | | | | | 1918 | CoastS.B.<br>Co.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 266·9 | 46·1 | 23·8 | PortlndOr<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 09552<br>Foundered 10.21<br>HDMG | **Baracaldo** SteelScSr<br>*ss*Bcl.2ndNo.3-11,19<br>*Elec.light* 1*Dk*(*Irn*)&*Webframes*<br>*Welldeck* Wireless | 1163<br>—<br>677 | ✠~~100A1~~<br>4,21 ~~11,19~~<br>~~BS1,21~~ ✠~~LMC11,19~~ | Bcl | *n* | N11,19 | 1893<br>8mo | W.Gray&<br>Co.(Lim.)<br>WHartlepool<br>A&CP | D.LuisHermida | 230·0<br>P25'Q61'B57'<br>F26' FK<br>*WB=CellDB*192' | 32·1 | 14·7 | Bilbao<br>Spanish<br>4*BHCem*<br>204*tAPT*46*t* | T.3Cy.16½",26"&44"-33" (*s*)<br>160lb *70lb* 113NHP<br>1SB,3*rf*,GS36,HS1734<br>Cen.Mar.Eng.Wrks,WHpl | 16 ″ 10<br>s 1 ″ 3<br>15 ″ 10 | |
| 09553<br>145419<br>KJLT | **Baradine** SteelTwinSc<br>3*Dks*(*StlUpt*-ws)&*Shadedk*<br>*Elec.light* Wireless (*Stl-teaks*)<br>*Ref.Mchy.* | 13144<br>10084<br>8003 | ✠100A1<br>*Shadedk*<br>(2,22 ~~8,21~~<br>✠LMC8,21<br>✠Lloyd'sRMC8,21 2,22 | Bel<br>Lon | *h*† | CL<br>*Lloyd's* | ~~1920~~<br>1921<br>8mo<br>A&CP | Harland&<br>Wolff,Ld.<br>Belfast | P.&O.Stm.Nav.Co. | 519·9<br>F58'*onShadedk*<br>FK&BK2'<br>*CellDB*142'217*tTanksbetweentunnels*127'322*tFPT*100*tAPT*164' | 64·4 | 37·8 | Belfast<br>British<br>9*BHCem* | Q8Cy23½"34½"48½"&70"-54"<br>215lb FD (*s*) 1322NHP<br>2DB&3SB,28*cf*,GS500,HS20919<br>Harland&Wolff,Ld.Bel. | 41 ″ 0 | |
| 09554<br>133022<br>HVMC | **Barala** SteelScSr<br>*Elec.light* 2*Dks*(*Stl-U* teaks)<br>Wireless | 3148<br>2667<br>1899 | ✠<br>3,12<br>✠ | Gls | *v* | | 1912<br>3mo | Barclay,<br>Curle&Co.Ld<br>Glasgow | BritishIndiaStm.<br>Nav.Co.Ld. | 330·5<br>P49'B94'F34'<br>FK<br>*AftPeakBHto*<br>*WB=CellDBa* | 46·2 | 23·1 | Glasgow<br>British<br>5*BHCem*<br>*2nd dk only*<br>94'*uE&B*67' | T.3Cy.20",34"&58"-45"<br>HS9074 FD 526NHP<br>3SB&1AuxSB,11*cf*,GS227,<br>Barclay,Curle&Co.Ld.Gls.<br>*f* 124'647*tFPT*47*tAPT*18*t* | 25 ″ 6 | |
| 09555<br>139008<br>JLBD | **Barambah** SteelScSr<br>*ss*Syd.No.2-20 ~~*ss*Syd.No.1-18~~<br>(*ex*Hobart) 2*Dks*(*Stl*)3*rd dk in No.1hold*<br>*Welldeck Elec.light Ref.Mchy.* Wireless | 6016<br>5519<br>3681 | ✠100A1<br>5,21 ~~4,20~~ 12,21<br>✠LMC10,20<br>Lloyd'sRMC~~10,20~~5,21<br>BS12,21 12,21 | Syd | *b*† | CL<br>8,19<br>*Lloyd's* | 1912<br>8mo<br>A&CP | Flensburger<br>Schiffsb.Ges.<br>Flensburg<br>*W* | Requisitioned by<br>theCommonwealth<br>ofAustralia<br>*B=CellDBa*182'*u* | 449·5<br>P&B378'F53'<br>FK<br>*E&B*72' *f* 149'1490*t* | 58·2 | 27·0 | London<br>British<br>8*BHCem*<br>*FPT*48*t* | T.3Cy.30 5/16",50 9/16"&84"-54"<br>185lb (*s*) 751NHP<br>4SB,12*cf*,GS224,HS11219 FD<br>FlensburgerSchiffsb.Ges. | 29 ″ 6 | |
| 09556 | **Barão de Caméta** SteelTwinScSr<br>*Elec.light*<br>1*Dk*(*Stl*-teaks)&*Promenade dk*(*Teak*) | *363*<br>*275*<br>*221* | ✠<br>6,15<br>*For River purposes only*<br>✠ | Mdb | | | 1911<br>3mo | Smith's<br>DockCo.Ld.<br>Middlesbro' | Nicolaus&Co. | 160·0<br>F31'<br>FK | 33·1 | 6·8 | Para<br>Brazilian<br>4*BHCem* | C.4Cy.12"&27"-16"<br>68NHP<br>1SB,2*pf*,GS41,HS1300<br>ShieldsEng.Co.Ld.N.Shl. | 7 ″ 0 | |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
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| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built.<br>When | By Whom<br>Where | Owners. | Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
| 09557 | **Barbacena** SteelScSr<br>(*ex*Gundrun) Wireless 2*Dks*(*Stl-Uws*)& *deep framing*<br>*Elec.light* Sub.Sig. | 4772<br>4419<br>2984 | 11,12 | Ham | *z* | | 1909<br>12mo | J.C.Tecklenborg A.G.<br>Geestemünde | Requisitioned by theBrazilianGovt. (Operated by the FrenchGovt.)<br>C*ell DBa*100' *uE&B* | 392·5<br>P&B225'F55' FK<br>103'*f*130'1156*t FPT* | 51·9 | 27·3 | R.Janeiro<br>Brazilian<br>7*BHCem*<br>80*t APT*52*t* | Q4Cy24"34⅝"50⅞"&74"–53⅛"<br>639NHP<br>3SB(FD)&1AuxSB,*12cf*, GS241,HS9759<br>J.C.TecklenborgA.G.Gst. | 30 ″ 1 | V |
| 09558<br>140626<br>KBJQ | **Barbadian** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless Sub.Sig. | 5289<br>4833<br>3266 | 100A1<br>11,21 ~~2,20~~ | Liv<br>LMC5,19 | *y* | CL<br>~~10,19~~<br>11,21 | 1919<br>5mo<br>*Lloyd* | Swan,Hunter&Wigham Richardson, LdNewcastle<br>'*sA&CP* | F.Leyland&Co.Ld.<br>*CellDB* | 400·2<br>P49'B113'F40' FK<br>315'1021*t FPT*130*t* | 52·4 | 28·4 | Liverpool<br>British<br>7*BHptCem*<br>*APT*204*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 31 ″ 0 | |
| 09559<br>122693 | **Barbados** SteelScK<br>1*Dk* | 211<br>194<br>83 | | | ... | | 1905 | Cook,Welt'n&Gemmell<br>Beverley | Grant&BakerStm. FishingCo.Ld. | 115·4<br>Q58'F19'<br>BK8" | 21·6 | 11·5 | Grimsby<br>British | T.3Cy.12",21"&34"–24"<br>60RHP<br>C.D.Holmes&Co.Hull | 12 ″ 3 | |
| 09560<br>HBQD | **Barbara** SteelScSr<br>(*ex*Oddgeir,*ex*Frank)<br>*Well deck* 1*Dk*<br>*Now named "Terridal," See No. 39656 in Supplement* | 951<br>784<br>541 | | | | | 1899 | Fredrikstd Mek.Værks<br>Fredrikstad | D/S A/SJonasRein (Brunn&v.der Lippe, *Mgrs.*) | 209·4<br>Q59*t*H68*t*F33*t* | 32·6 | 13·4 | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.14½",24"&39"–27"<br>79NHP<br>FredrikstadM.V.Frdstad | 15 ″ 9 | N |
| * 09561<br>47<br>NGLP | **Barbarigo** SteelScSr<br>*ss*Tri.No.3–7,20<br>(*ex*CittàdiNuovaOrleans) 1*Dk*(*Stl*)<br>2*trB&Webframes&Shelter dk*(*ptStl*-ws)<br>*Elec.light* Wireless | 4401<br>4209<br>2762 | ✠100A1<br>*Shelter dk withfreeboard*<br>7,20 | Tri<br>✠LMC8,20 | *w* | 1,20 | 1904<br>1mo<br>*Lloyd* | Cant.Nav. diMuggiano<br>Spezia<br>'*sA&CP* | Soc.Veneziana di Nav. a Vap.<br>*WB=CellDBa* | 351·5<br>FK<br>88'*uE & B*44' *f*156' | 47·8 | 31·0 | Venice<br>Italian<br>7*BHCem*<br>700*t APT*34*t* | T.3Cy.23⅗",39⅓"&64½"–43¼"<br>180lb ~~70lb~~ (*s*) 342NHP<br>2SB,*6cf*,GS110,HS4746 FD<br>N.Odero&Co.Genoa | 27 ″ 1<br>s1 ″ 10<br>25 ″ 7 | |
| 09562<br>5425<br>JTFO | **Barbro** SteelScSr<br>*ss*Els.2ndNo.3–5,18<br>(*ex*Elorrio)<br>*Well deck* 1*Dk*(*Stl*)&*Webframes*<br>*Now named "Bolero," See No. 36435 in Supplement* | 1363<br>1049<br>749 | ✠100A1<br>3,20<br>MS5,18 | Got<br>✠LMC<br>BS5,19 | *o* | 3,20 | 1894<br>7mo | W.Pickersgill&Sons<br>Sunderland<br>A&CP | Blom'sRederiaktieb. (J.M. Dannberg, *Mgr.*) | 240·2<br>Q87'B58'F30' FK<br>*WB=DBa* | 35·8 | 16·0 | Gothenbrg<br>Swedish<br>4*BHCem*<br>69'*f*88'309*t* | T.3Cy.19",31"&51"–36" (*r*)<br>160lb *40lb* 171NHP<br>2SB,*4pf*,GS69,HS2797<br>G.Clark,Ld.Sunderland | 17 ″ 0<br>s1 ″ 4½<br>15 ″ 11 | |
| 09563<br>OCYV | **Barbue** IronScK<br>(*ex*Zenobia, *ex*Historia,*ex*Zenobia) (*Trawler*)<br>1*Dk* | 149<br>—<br>48 | | | ... | | 1890 | Cook,Welt'n&Gemmell<br>Hull | Soc.Française des Pêcheries du Calvados | 100·3<br>BK7½" | 20·2 | 10·8 | Caen<br>French | T.3Cy.11½",18"&30"–22"<br>45NHP<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |
| 09564<br>HDLN | **Barcelo** SteelScSr<br>(*ex*Montebello)<br>*Elec.light* Wireless 2*Dks&Awng dk* | 1855<br>—<br>1134 | | | ... | | 1890 | Richardsn, Duck&Co.<br>Stockton | Cia.Trasmediterranea | 276·0<br>23·2 FK | 35·0 | 15·6 | Valencia<br>Spanish<br>*WB* | T.3Cy.24",38"&62"–42"<br>NB02 264NHP<br>Amos&Smith,Hull | 25 ″ 9 | V |
| * 09565<br>HDLK | **Barcelona** SteelScSr<br>*ss*Bcl.No 3–2,21 ~~*ss*Bcl.No.2–16~~<br>2*Dks*(*MStl*)&*Spar dk*<br>*Elec.light* (*Stl*–ws) *Orlop beams in No. 1 hold*<br>Wireless | 5574<br>4735<br>3663 | ✠100A1<br>*Spar dk*<br>9,21 ~~7,18~~<br>~~MS8,18~~<br>MS8,20 | Bcl<br>✠LMC<br>BS1~~2,19~~–2,21 | *z* | ~~7,18~~<br>8,21 | 1908<br>4mo<br>*Lloyd* | C.Connell &Co.Ld.<br>Glasgow<br>'*sA&CP* *WB=* | Pinillos, Izquierdo &Co.,S.enC.<br>*CellDBa*114'*uE&* | 415·0<br>P66'F58' 28·2 FK<br>*B*62'*f*170'877*t FPT* | 53·0 | 20·2 | Cadiz<br>Spanish<br>7*BHCem*<br>100*t APT*34*t* | T.3Cy.30",50"&82"–60" (*s*)<br>180lb *80lb* 660NHP<br>2DB&1SB,*15cf*,GS345, HS11470<br>D.Rowan&Co.Glasgow | 30 ″ 8<br>s7 ″ 4½<br>24 ″ 0 | |
| 09566<br>MKON | **Barden** SteelScSr<br>(*Fishing*)<br>1*Dk* | 151<br>139<br>52 | | | | | 1914 | Xiansands Mek.Værks.<br>Xiansand | AalesundsFangst &FiskeCo. (OleLarsen, *Mgr.*) | 105·0 | 20·0 | 11·1 | Aalesund<br>Norwegian | T.3Cy.10",16"&27"–15"<br>28NHP<br>XiansandsM.V.Xiansand | | N |
| 09567<br>140607 | **Bardic** SteelTwinScSr<br>Wireless<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Sub.Sig. *Cargo battens not fitted in 'tween dks or Shelter 'tween dks*<br>*CruiserStern* | 8010<br>7653<br>4916 | ✠100A1<br>*Shelter dk withfreeboard*<br>5,21 ~~12,20~~<br>5,22 ~~10,21~~ | Lon<br>~~Liv~~ Ant<br>✠LMC3,19 | *c*† | CL<br>5,21 | 1919<br>3mo<br>*Lloyd* | Harland&Wolff,Ld.<br>Belfast<br>'*sA&CP* | OceanicStmNavCo Ld.(WhiteStar Line)<br>*CellDB*392'1461*t* | 450·4<br>P31'F43'*onShltr dk* FK<br>*DTa*39' 1116*t FPT* | 58·4 | 37·2 | Liverpool<br>British<br>*ptCem*<br>8*BHtoSh dk*<br>119*t APT*76*t* | T.6Cy.26½",44"&73"–48" (*s*)<br>200lb FD 1138NHP<br>3DB,*24cf*,GS440,HS17079<br>Harland&Wolff,Ld.Bel. | 40 ″ 0<br>s11 ″ 1½<br>29 ″ 3 | |
| 09568<br>132856<br>HVRP | **Bardolph** SteelScK<br>*ss*Apl.No.3–5,20<br>(*ex*Nodzu) 1*Dk* | 257<br>229<br>99 | ✠100A1<br>*StmTrawler*<br>5,20 | Apl<br>✠LMC5,20<br>BS2,22 | | CL<br>5,20 | 1911<br>10mo<br>*Lloyd* | Smith's DockCo.Ld<br>Middlesbro'<br>'*sA&CP* | BardolphSteam TrawlingCo.Ld. ~~(C.Curzon)~~ (Brand &Curzon,Ld) | 125·5<br>Q74'F21'<br>BK7½" | 23·0 | 12·3 | Hull<br>British | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 80RHP<br>1SB,*3pf*,GS48,HS1406<br>ShieldsEngCoLdN.Shields | 13 ″ 0 | |
| * 09569<br>NGKS | **Barendrecht** SteelScSr<br>*ss*Rot.No.1–19<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 3704<br>2964<br>2324 | ✠100A1<br>7,21 ~~10,20~~<br>*CarryingPetroleum in bulk*<br>BS1,22 | Ham<br>✠LMC10,20 | *v* | 10,20 | 1915<br>4mo<br>*Lloyd* | Greenock&Grngemouth Dkyd.Co.Ld<br>Greenock<br>'*sA&CP* | N.V.Maats.S.S. "Barendrecht" (Phs.vanOmmeren) | 337·0<br>P80'*Trunk dk*223' F34' FK<br>*WB=* | 47·2 | 24·1 | Rottrdam<br>Dutch<br>15*BHptAsp*<br>*APT*68*t* | T.3Cy.23",38"&62"–42" (*s*)<br>180lb 358NHP<br>2SB(FD)&1AuxSB,*6cf*, *2pf*,GS155,HS5552<br>RotterdamDroogd.Maats. | 24 ″ 2<br>s3 ″ 3½<br>21 ″ 2 | |
| 09570 | **Barendsz** IronScK<br>*ss*Ams.No.3–8,12<br>*ss*Ymu.No.1–17<br>1*Dk* | 190<br>179<br>59 | ✠<br>*StmTrawler*<br>12,19<br>✠NB7,14 ✠ | | | | 1899<br>11mo | Cochrane&Cooper,Ld.<br>Selby | N.V.Scheeps. ExplotatieMij Zandvoort | 115·5<br>Q49'<br>ptND18 BK7½"<br>*WB=* | 21·6 | 11·5 | Ymuiden<br>Dutch<br>4*BHCem*<br>*DB f*17'13*t* | T.3Cy.13",21"&34"–24"<br>76NHP<br>1SB,*2pf*,GS32,HS1018<br>SirC.Furness,Westgarth &Co.Ld.Mdb. | 12 ″ 3 | |
| 09571 | **Bärenfels** SteelSc<br>*Elec.light* 2*Dks*<br>Wireless Sub.Sig. | 8000 | | | | | 1921 | J.C.Tecklenborg A.G.<br>Geestemünde | DeutscheDampfschiff.Ges.Hansa | 468·1<br>P80'B138'F59' | 58·6 | 32·5 | German<br>*WB* | T.3Cy.31½"49"&82⅒"–55"<br>498NHP<br>J.C.Tecklenborg,A.G.Gst. | | |
| 09572<br>TBSC | **Barentsz** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *Ref.Mchy.* Wireless 3*Dks* | 4743<br>3891<br>2945 | | | | | 1915 | Nederl. Schps.Maats.<br>Amsterdam | Koninkl.Paketv. Maats. | 383·4<br>P17'F236' | 48·7 | 27·3 | Batavia<br>Dutch<br>*WB* | T.3Cy.28½",47"&77"&54"<br>433NHP<br>NedFb.v.Wrk&Spoor,Ams | | V |
| 09573<br>MFGH | **Barfond** SteelScSr<br>(*ex*Bravo)<br>*Elec.light* 1*Dk&Spar dk* | 1513<br>1315<br>931 | | | | | 1908 | Fredrkstad Mek.Værks.<br>Fredrikstad | SvithunLinjenA/S (Sigv.Bergesen, *Mgr.*) | 241·4<br>B171*t*H21*t* | 36·1 | 20·7 | Stavanger<br>Norwegian<br>*WB* | T.3Cy.18",29½"&50"–36"<br>150NHP<br>FredrikstadM.V.Frdstad. | 21 ″ 8 | N |
| 09574<br>10<br>NGLR | **Bari** IronSc<br>(*ex*Liburno)<br>1*Dk* | 324<br>271<br>189 | | | | | 1870 | Schlick<br>Fiume | Soc.Anon.diNav.a Vap.Puglia | 155·6 | 22·2 | 13·3 | Bari<br>Italian | C.2Cy.18"&32"–21"<br>NE86NB92 39NHP<br>G.Stradtholf,Trieste | | I |
| 09575<br>217427<br>LPJV | **Barias** WoodSc<br>*Elec.light* 1*Dk2trB* | 2561<br>—<br>1532 | | | | | 1918 | Universal S.B.Co.<br>Houston,Tex | UnitedStates ShippingBoard | 267·3<br>P40'B66'F33' | 46·0 | 23·6 | Houston, Tex.<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | |
| 09576<br>135673<br>JFKB | **Barima** SteelTwinScSr<br>*ss*Lon.No.1–19<br>*Elec.light* Wireless 1*Dk&Shelter dk*<br>Sub.Sig. | 1561<br>1191<br>809 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~6,21~~ ~~11,20~~ 2,22<br>*Fitted for oil fuel* 4,14 *F.P. above* 150°F.<br>~~BS8,20~~ ✠LMC5,18<br>BS11,21 | Sou<br>Cra | *o* | CL<br>11,19 | 1914<br>4mo<br>*Lloyd* | CaledonS.B.&E.Co.Ld.<br>Dundee<br>'*sA&CP* | RoyalMailSteam PacketCo.<br>*WB=Cell* | 220·5<br>B94'F42'<br>*onShelter dk* FK | 37·1 | 18·4 | S'thamptn<br>British<br>4*BHCem*<br>*DB a*52' *u E* | T.8Cy (2)12",(2)20"&(4)24"–24 180lb (*s*) 182NHP<br>2SB,*4cf*,GS78,HS2892 FD<br>CaledonSB.&E.Co.Ld.Dun.<br>18'*f*88'224*t FPT*28*t APT*18*t* | 20 ″ 6<br>s8 ″ 1<br>12 ″ 10 | BT till 11,21 |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09577<br>1<br>NGLQ | **Barion** IronScBn<br>2*Dks* | 1006<br>781<br>628 | | | ... | | 1880 | C.Mitchell &Co.<br>Newcastle | Soc.Anon.diNav.a Vap.Puglia | 223·5<br>P122'F29' | 28·1 | 18·2 | Bari<br>Italian<br>*WB* | C.2Cy.27"&54"-33"<br>NB03 140NHP<br>WallsendSlipwayCo.,Nwc. | | I |
| 09578<br>140577<br>JTHP | **Barium** SteelSc<br>*Mchy.Aft* *Well deck* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 601<br>443<br>291 | ✠100A1<br>10,21 ~~6,20~~<br>✠LMC5,18 | Liv | *i* | CL<br>~~6,20~~<br>10,21 | 1918<br>5mo<br>*Lloyd* | CRennoldson&Co.<br>S.Shields<br>'*sA&CP* | UnitedAlkaliCoLd<br>*CellD* | 180·6<br>Q52'B9'F27'<br>*Bf*103'165t*FPT*60t | 28·1 | 10·7<br>FK | Liverpool<br>British<br>3*BHCem*<br>*APT*28t | T.3Cy.16",27"&44"-30" (*s*)<br>180lb 115NHP<br>1SB,3*cf*,GS66,HS1785<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 9<br>s 1 ″ 4½<br>11 ″ 7 | |
| 09579<br>133060<br>HWGJ | **Barjora** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*–*U*teaks)<br>Wireless | 3164<br>2683<br>1908 | ✠<br>9,15<br>✠ | PNl | *v* | | 1912<br>7mo | Barclay, Curle&Co.Ld.<br>Glasgow<br>*WB* | BritishIndiaStm. Nav.Co.Ld.<br>=*CellDBa*94'*uE*& | 330·4<br>P33'B94'F34'<br>*B*77'*f*124'647t*FPT* | 46·2 | 23·3<br>FK | Glasgow<br>British<br>5*BHCem*<br>47t*APT*18t | T.3Cy.20",34"&58"-45"<br>HS9074 FD 526NHP<br>3SB&1AuxSB,11*cf*,GS227<br>Barclay,Curle&Co.Ld.Gls. | 25 ″ 6 | |
| 09580<br>217881<br>LQSD | **Barkhamstead** SteelSc<br>(*Tug*)<br>*Elec.light* Sub.Sig. 1*Dk*<br>Wireless | 437<br>—<br>203 | | | | | 1919 | Bethlehem S.B.Corp.Ld.<br>(MoorePlnt.)<br>Elizabeth Port,N.J. | UnitedStates ShippingBoard | 142·0 | 27·7 | 14·8 | NewarkNJ<br>Utd.States<br>*WB* | T.3Cy.17",25"&43"-30"<br>101NHP<br>BethlehemS.B.Corp.Ld.<br>(ForeRiverPlant) | | |
| 09581<br>95550<br>LCPV | **Barking** SteelTwinScSr<br>*ss*Lon.No.1-17 *ss*Lon.2ndNo.3-8,13<br>(*Sludge vessel*) 1*Dk*(*Stl*–ptws)&<br>*Mchy.Aft* *Webframes* | 1106<br>1068<br>648 | ✠100A—<br>7,19 ~~8,17~~<br>~~BS11,19~~ ✠LMC8,17<br>9,21 | Lon | | ~~11,19~~<br>9,21 | 1889<br>3mo | Naval Con. &Armmnts Co.(Lim.)<br>Barrow | LondonCounty Council | 232·3 | 38·2 | 15·0<br>FK | London<br>British<br>8*BHCem* | T.6Cy.15",24"&38"-27" (*s*)<br>150lb 178NHP<br>2SB,6*rf*,GS126,HS3200<br>NavalC&ACo.(Lim.),Brw. | | |
| 09582<br>99720<br>PCQR | **Barlby** SteelScSr<br>*ss*Sld.2ndNo.3-6,20<br>1*Dk*(pt*Irn* pt*Stl*)&pt*Awng dk*(*Irn*)<br>Wireless &*Webframes* | 2489<br>1749<br>1599 | ✠100A1<br>*pt Awng dk with freeboard*<br>6,21 ~~6,20~~ ✠LMC6,20<br>BS7,21 | Sld<br>Bry | *s* | CL<br>4,20 | 1895<br>11mo | Ropner& Son<br>Stockton<br>A&CP | RopnerShipping Co.Ld.<br>*WB*= | 290·0<br>P27'Q117'<br>pt*Awng dk*173'<br>*Cell DBa*100'*uE*24' | 43·0 | 16·6<br>FK | Stockton<br>British<br>5*BHCem*<br>*f*108'482t | T.3Cy.22½",36½"&60"-39"<br>160lb *155lb* 224NHP<br>(2)NDB15<br>2SB,6*cf*,GS93,HS3358<br>Blair&Co.(Lim.),Stockton | 19 ″ 9<br>s 8 ″ 2½<br>19 ″ 2 | |
| 09583<br>136000<br>JFQ | **Barle** SteelScK<br>*ss*Lon.No.1-19<br>*Elec.light* 1*Dk* | 283<br>268<br>120 | ✠100A1<br>*StmTrawler*<br>5,21 ~~11,20~~ BS5,22<br>~~BS11,20~~ ✠LMC4,19 | Gms | | CL<br>~~4,19~~<br>5,22 | 1914<br>5mo<br>*Lloyd* | Cochrane &Sons,Ld.<br>Selby<br>'*sA&CP* | ~~G.W.&H.B.Jeffs~~<br>St.MaloStm.Fshg.Co.Ld.(G.W.Jeffs, *Mgr.*) | 135·2<br>Q64'F21' | 23·5 | 12·2<br>BK8" | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",22½"&37"-24" (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS43,HS1484<br>Amos&Smith,Ld Hull | 13 ″ 0 | |
| 09584<br>19<br>NGLV | **Barletta** SteelScSr<br>*Elec.light* 2*Dks* | 1019<br>776<br>642 | | | | | 1898 | Flli. Orlando<br>Leghorn | Soc.Anon.diNav.a Vap.Puglia | 222·7<br>P&B122'F35' | 29·0 | 17·1 | Bari<br>Italian<br>*WB* | T.3Cy.17",26¾"&45½"-33"<br>119NHP<br>Flli.Orlando,Leghorn | | I |
| 09585<br>217888<br>LQSC | **Barlow** SteelSc<br>(*Tug*)<br>*Elec.light* Sub.Sig. 1*Dk*<br>Wireless | 437<br>—<br>203 | | | | | 1919 | Bethlehem S.B.Corp.Ld.<br>(MoorePlnt.)<br>Elizabeth Port,N.J. | UnitedStates ShippingBoard | 142·0 | 27·7 | 14·8 | NewarkNJ<br>Utd.States<br>*Wb* | T.3Cy.17",25"&43"-30"<br>101NHP<br>BethlehemS.B.Corp.Ld.<br>(MoorePlant) | | |
| 09586<br>132304<br>PBT | **Barman** SteelTwinScK<br>(*Tug*)<br>*Elec.light* 1*Dk* | 276<br>227<br>106 | | | ... | | 1911 | AilsaS.B. Co.Ld.<br>Troon | Govt.ofSouthern Nigeria | 119·4<br>B31'F17' | 25·0 | 10·4<br>FK | Lagos<br>British<br>*WB* | C.4Cy.15"&32"-24"<br>FD 153NHP<br>McKie&Baxter,Glasgow | 12 ″ 4 | |
| 09587<br><br>OCYZ | **Barmen** SteelScSr<br>(*ex*ConsulCords,*ex*<br>*Elec.light* MinnaBoldt) 1*Dk* | 1523<br>1265<br>959 | | | | | 1906 | Akt.Ges "Neptun"<br>Rostock | FrenchGovernment | 256·7<br>P12'Q79'B108'F29' | 37·5 | 16·0 | Dunkirk<br>French<br>*WB* | T.3Cy.17⅞",30½"&48"-33 1/16"<br>132NHP<br>A.G."Neptun,"Rostock | | V |
| 09588 | — SteelScSr<br>(*ex*ClausHorn)<br>*Elec.light* 1*Dk*&*deepframing* | 1000<br>826<br>620 | | | | | 1904 | Schömer& Jensen<br>Tönning | BelgianGovernment | 222·6<br>P12'Q53'B60'F29' | 33·6 | 13·9 | Antwerp<br>Belgian<br>*WB* | T.3Cy.17¼",28¾"&46¾"-31½"<br>122NHP<br>Schömer&Jensen,Tönning | | |
| 09589<br>129731<br>HPQT | **Barmoor** SteelScSr<br>*ss*Shl.No.2-18<br>*Well deck* 1*Dk*(*Irn*)&*deep framing*<br>Wireless *Cargo battens not fitted* | 2225<br>1785<br>1317 | ✠100A1<br>8,21 ~~7,20~~<br>~~BS1,21~~ ✠LMC10,18<br>BS3,22<br>*Intermediate* | Sld<br>Sws<br>*bulkhe* | *s*<br>*ad* | CL<br>8,19<br>*s in for* | 1909<br>8mo<br>*Lloyd*<br>*e& aft* | WoodSkinner&Co.Ld.<br>Newcastle<br>'*sA&CP*<br>*er holds dispe* | BurnettS.S.Co.Ld. (Burnett&Co*Mgs*)<br>*WB*=<br>*nsed with,4BH only* | 295·3<br>Q115'B52'F31' | 40·5 | 18·2<br>FK | Newcastle<br>British<br>*Cem*<br>*CellDBa*90'<br>*uE*&*B* 38'*f* | T.3Cy.21",34"&56"-36" (*s*)<br>180lb *100lb* 223NHP<br>2SB,6*cf*,GS105,HS3684<br>N.E.MarineEng.CoLdNwc<br>116' 547t*FPT*113t*APT*177t | 20 ″ 6<br>s 2 ″ 3½<br>18 ″ 6 | |
| 09590<br>143904 | **Barnard Boyle** SteelScK<br>*ss*Mil.No.3-6,20<br>1*Dk* | 203<br>200<br>81 | ✠100A1<br>*StmTrawler*<br>12,21 ~~6,20~~<br>✠LMC6,20 | Mil<br>Sws | | CL<br>6,20 | 1918<br>7mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | ~~TheAdmiralty~~<br>ConsolidatedStm Fishing&IceCo, (Grimsby)Ld. (J.D.Marsden*Mgr*) | 115·4<br>*DBf*29'19t | 22·1 | 12·1<br>BK7½" | Swansea<br>~~London~~<br>British<br>3*BHCem* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb 74NHP<br>1SB,3*pf*GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| | *Now named* "Dulcibelle," *See No.* 37067 *in Supplement* | | | | | | | | | | | | | | | |
| 09591<br>— | **Báró Fejérváry** SteelScSr<br>*ss*Fiu.No.2-10<br>(*ex*Bulganak,*ex*Báró 1*Dk*(*Stl*)&*Spar*<br>Fejérváry) *dk*(*Irn*)&*deep framing* | 3889<br>3659<br>2460 | ✠100A1<br>*Spar dk*<br>2,14<br>BS4,20 ✠LMC9,18 | Ham | *x* | CL<br>4,20 | 1902<br>6mo<br>*Lloyd* | Wigham Richrdsn&Co Ld.Newcastle<br>'*sA&CP* | AdriaSoc.Anon.di Nav.Marittima<br>*Cell* | 365·3<br>P51'B127'F38' 25·1<br>*DBa*132'*uE*&*B*76'*f* | 48·2 | 17·8<br>FK | Fiume<br>6*BHCem*<br>114'855t *DT* | T3Cy.22¼",40"&66"-48"(*r*)<br>200lb 361NHP<br>3SB,9*cf*,GS159,HS5754<br>WghmRchrdsn&C.LdNwc<br>*a*28'630t*FPT*55t*APT*28t | 28 ″ 3<br>s 5 ″ 5<br>29 ″ 2 | |
| | *Now named* "Ariosto," *See No.* 36215 *in Supplement* | | | | | | | | | | | | | | | |
| 09592<br>132988<br>HTQW | **Baroda** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*–*U*teaks) | 3172<br>2678<br>1899 | ✠<br>11,11<br>✠ | Gls | *u* | | 1911<br>11mo | Barclay, Curle&Co.Ld<br>Glasgow<br>*WB* | BritishIndiaStm. Nav.Co.Ld.<br>*Af*<br>=*CellDBa*94'*uE*& | 330·4<br>P49'B94'F34'<br>*ter peak bulkhead to*<br>*B*67'*f*124'647t*FPT* | 46·2 | 23·1<br>FK | Glasgow<br>British<br>5*BHCem*<br>*2nd dk only*<br>47t*APT*18t | T.3Cy.20",34"&58"-45"<br>526NHP<br>3SB&1AuxSB,11*cf*,GS227,<br>HS9074 FD<br>Barclay,Curle&Co.Ld.Gls. | 25 ″ 6 | |
| 09593<br>143105<br>JWSM | **Baron Ailsa** SteelScSr<br>*CruiserStern*<br>(*ex*WarGuava) Wireless 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted* | ~~2497~~<br>~~2259~~<br>~~1454~~<br>2546<br>2259<br>1428 | ✠100A1<br>~~10,20~~ 11,21<br>~~MBS5,20~~ ✠LMC4,19<br>MBS11,21 | Nwc<br>Sh | *t* | CL<br>~~8,19~~<br>11,21 | 1919<br>4mo<br>*Lloyd* | C.Hill& Sons<br>Bristol<br>'*sA&CP* | KelvinShpg.Co.Ld (H.Hogarth& Sons, *Mgrs.*)<br>*CellDB* | 303·0<br>P33'B80'F33'<br>252'670t *FPT*70t *A* | 43·0 | 20·7<br>FK | Ardrossan<br>British<br>6*BH*pt*Cem*<br>*PT*180t | T.3Cy.22",36"&59"-39" (*s*)<br>180lb *100lb* 331NHP<br>2 Water Tube Boilers FD<br>GS135,HS5110<br>Richardsons,Westgarth& Co.Ld.Hpl. | 23 ″ 0<br>s 3 ″ 6½<br>19 ″ 10 | |
| 09594<br>118233<br>HCLM | **Baron Ardrossan** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 4319<br>4093<br>2770 | | | | | 1905 | A.Rodger &Co.<br>PortGlasgow | HogarthShppgCo. Ld. (H.Hogarth &Sons,*Mgrs.*) | 380·0<br>P38'B104'F44' | 49·5 | 26·2 | Ardrossan<br>British<br>*WB* | T.3Cy.25½",42"&68"-48"<br>320NHP<br>Dunsmuir&JacksonLd.Gls | | C |
| 09595<br><br>MBDC | **Baron Baeyens** SteelScSr<br>*ss*Ant.No.3-8,20<br>1*Dk*(*Stl*)&*Spar dk*(pt*Stl*&pt*Irn*)<br>(*ex*Harley) &*deep framing* | *3518*<br>*3321*<br>*2278* | ✠100A1<br>*Spar dk*<br>8,20<br>✠LMC8,20 | Ant | *w* | CL<br>N2,20 | 1905<br>9mo | Furness, Withy&CoLd<br>WHartlepool<br>A&CP | Cie.RoyaleBelgo Argentine (ArmementDeppe, *Mgrs.*)<br>*WB*= | 347·0<br>P30'B106'F34' 25·2<br>*CellDBa*114'*uE*&*B* | 47·5 | 16·9<br>FK | Antwerp<br>Belgian<br>6*BH* pt*Cem*<br>pt*Asp*<br>14'*f*142'754t | T.3Cy.24",39"&66"-45" (*s*)<br>180lb *180lb* 319NHP<br>2SB,6*cf*,GS105,HS4933<br>Richardsons,Westgarth&<br>*APT*29t Co.Ld.Hpl. | 27 ″ 9<br>s 5 ″ 3½<br>22 ″ 10 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09596 | Now named "Aventino," See No. 36132 in Supplement<br>**Baron Beck** SteelScSr<br>Elec.light 1Dk(Stl)&Spar dk(Stl-ws)<br>&deep framing | 3891<br>2822<br>2348 | ✠<br>Spar dk<br>9,07 ✠ | Tri | u | | 1907<br>9mo | Lloyd<br>Austriaco<br>Trieste | LloydTriestino<br>WB=CellD | 356·0<br>P&B246'F65'<br>Ba108'uE38'f146' | 44·2 | 22·9<br>FK | Trieste<br>Italian<br>6BHCem<br>708tAPT21t | T.3Cy.24½",40½"&68"-48"<br>243NHP<br>2SB,8cf,GS146,HS6000 FD<br>LloydAustriaco,Trieste | 25″10 | A |
| 09597<br>118624<br>VGWB | **Baron Berwick** SteelScSr<br>ssCff.No.3-8,15<br>ssGls.No.1-20<br>(exGrelmay,exNeath Abbey,exKildare) 1Dk(ptIrn&ptStl)&Webframes<br>Wireless Cargo battens not fitted | 2340<br>2214<br>1502 | ✠100A1<br>2,22 ~~8,20~~<br>~~BS4,20~~<br>BS10,21 | Gls<br>Mdb<br>✠LMC<br>MS6,20 | t | CL<br>9,19 | 1903<br>10mo<br>Lloyd | Craig,Taylor&Co.<br>Stockton<br>'sA&CP | KelvinShipping Co.Ld.(H.Hogarth &Sons,Mgrs.)<br>Cell DBa100' | 306·0<br>P27'B76'F29'<br>uE18'f126'567tAP | 44·2 | 20·0<br>FK | Ardrossan<br>British<br>5BHCem<br>T84t | T.3Cy.22",36"&58"-39" (s)<br>160lb 80lb 247NHP<br>2SB,6cf,GS116,HS4140<br>N.E.MarineEng.CoLdNwc | 22″<br>s 3″8<br>19″2 | |
| 09598<br>142721<br>JVSK | **Baron Blantyre** SteelSc<br>(exWarDuck) 2Dks(Stl)<br>Elec.light Wireless<br>Cargo battens not fitted in 'tween dks | 5193<br>4758<br>3155 | ✠100A1<br>9,21 ~~10,19~~<br>Carrying oil fuel F.P. above 150°F. in DB | Brs<br>Ant<br>✠LMC12,18 | y | CL<br>10,19 | 1918<br>12mo<br>Lloyd | Scotts'S.B.&Eng.Co.Ld.<br>Greenock<br>'sA&CP | HogarthShipping Co.Ld. (H.Hogarth&Sons,Mgrs.)<br>CellDB | 400·0<br>P50'B113'F39'<br>344' 1134t FPT122t | 52·3 | 28·5<br>FK | Ardrossan<br>British<br>7BHptCem<br>APT186t | T.3Cy.27",44"&73"-48" (s<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Scotts'SB&EngCo.Ld.Grk | 31″0<br>s 6″1<br>25″ | |
| 09599 | **Baron Bruck** SteelTwinScSr<br>ssTri.No.1-19<br>Elec.light 1Dk&Awng dk(Teak)<br>2trB in holds<br>Now named "Palatino," See letter P. | 1964<br>1631<br>812 | ✠100A1<br>Awng dk<br>withfreeboard<br>10,20<br>BS6,20<br>For Service in the Adriatic<br>Fitted for oil fuel 9,13 F.P. above 150° F. | Tri<br>✠LMC6,19 | r | 1,19 | 1913<br>8mo<br>Lloyd | Cantiere<br>SanRocco<br>Trieste<br>'sA&CP | LloydTriestino<br>WB=CellDBa94' | 278·0<br>f82'148tDT | 38·2<br>39·9 | 23·1<br>FK | Trieste<br>Italian<br>4BHCem | T.8Cy.(2)22",(2)32½"&(4)38"-33" 180lb (r) 600NH<br>4SB,12cf, HS10096 FD<br>StablimentoTecnico,Tri.<br>a8'111tDTf8'129tFPT9t | 25″11 | |
| 09600 | **Baron Call** SteelScSr<br>Now named "Quirinale," See letter Q.<br>1Dk(Stl)&Spar dk(Stl-ws)&deep framing<br>Elec.light<br>Wireless | 3264<br>2486<br>1367 | ✠100A1<br>Spar dk<br>Examined9,19<br>BS3,19 | Tri<br>✠LMC<br>MS9,19 | v | CL<br>5,18 | 1904<br>5mo | Lloyd<br>Austriaco<br>Trieste<br>A&CP | LloydTriestino<br>CellDBa112'uE | 337·5<br>P36'B96'F64'<br>28' f134' 583t FPT | 42·3 | 14·8<br>23·0<br>FK | Trieste<br>Italian<br>6BHCem<br>10tAPT8t | T.3Cy.24",40½"&68"-45" (s)<br>200lb 160lb 394NHP<br>2SB,6cf,GS128,HS5266 FD<br>LloydAustriaco,Trieste | 25″4 | A |
| 09601<br>124324<br>HRTJ | **Baron Cathcart** SteelScSr<br>ssMch.No.3-11,18<br>(exAmphion,exWesthampton, exElli,exWesthampton) 1Dk(Stl)&deepframing<br>Wireless | 1860<br>1724<br>1162 | ✠100A1<br>5,21 ~~3,20~~<br>~~BS4,20~~<br>BS12,20 | Nwc<br>Brs<br>✠LMC11,18 | r | CL<br>~~11,18~~<br>~~5,21~~<br>2,22 | 1907<br>1mo<br>Lloyd | Osbourne,<br>Graham&Co.<br>Sunderland<br>'sA&CP | KelvinShipping Co.Ld.(H.Hogarth &Sons,Mgrs.)<br>CellDB | 279·3<br>P25'B64'F28'<br>a&uE110'f110'458t | 40·1 | 18·1<br>FK | Ardrossan<br>British<br>4BHCem<br>APT30t | T.3Cy.20",33"&54"-36" (s)<br>160lb 100lb 190NH<br>2SB,6pf,GS85,HS3060<br>Richardsons,Westgarth&Co.Ld.Sld | 20″6<br>s 3″0<br>17″10 | |
| 09602<br>143278<br>KBNG | **Baron Cawdor** SteelSc<br>(exNeumark)<br>Elec.light Wireless 2Dks | 5868<br>~~5486~~<br>~~3676~~ | 5864<br>5444<br>3667 | | | | 1914 | Akt.Ges.<br>"Weser"<br>Bremen | HogarthShipping Co.Ld.(H.Hogarth &Sons,Mgrs.) | 422·5<br>P59'B125'F54' | 56·2 | 29·6 | Ardrossan<br>~~London~~<br>British<br>WB | T3Cy28 7/10",46½"&75⅔"-53 3/10"<br>420NH<br>A.G."Weser,"Bremen | | |
| 09603<br>119874<br>HCVM | **Baron Douglas** SteelScSr<br>ssShl.No.3-3,19<br>1Dk(ptIrn&ptStl)&Webframes<br>(exGlenmay) Wireless | 2485<br>2337<br>1571 | ✠100A1<br>11,21 ~~8,20~~<br>~~BS8,20~~<br>BS12,21 | Gls<br>Gmh<br>✠LMC8,19 | u | CL<br>~~3,19~~<br>11,21 | 1905<br>7mo<br>Lloyd | Ropner&<br>Son<br>Stockton<br>'sA&CP | KelvinShippingCo.Ld<br>~~HogarthShipping Co.Ld.~~ (H.Hogarth &Sons,Mgrs.)<br>CellDB | 310·0<br>P29'B184'F37'<br>a90'uE&B34'f138' | 44·1 | 20·5<br>FK | Ardrossan<br>British<br>5BHCem<br>613tAPT87t | T3Cy23¼",37½"&61½"-39"(s)<br>180lb 90lb 242NH<br>2SB,6cf,GS97,HS3530<br>Blair&Co.Ld.Stockton | 22″10<br>s 2″9<br>20″5 | |
| 09604<br>121259<br>HDLT | **Baron Elcho** SteelScSr<br>ssGls.No.1-21 ssNNs.No.3-7,17<br>(exHyndford) 1Dk(Stl)&Spardk(Stl)&deepframing<br>Elec.light Wireless<br>Carrying oil fuel F.P. above 150° F. in DB | 4286<br>4067<br>2775 | ✠100A1<br>Spar dk<br>~~8,21~~ ~~2,20~~ 4,22<br>~~BS2,20~~<br>MBS4,22 | Gls<br>Ham<br>✠LMC~~7,17~~<br>8,21 | x | CL<br>~~2,20~~<br>8,21 | 1905<br>9mo<br>Lloyd | W.Hamilton&Co.Ld<br>Pt.Glasgow<br>'sA&CP | HogarthShppgCo.Ld. (H.Hogarth &Sons,Mgrs.)<br>CellDBa | 376·0<br>P47' B102'F40'27·6<br>116'uE&B42'f162' | 49·2 | 19·6<br>FK | Ardrossan<br>British<br>6BHCem<br>962tDTa38' | T.3Cy.26",42"&70"-45" (s)<br>180lb 100lbNDB21 418NH<br>2SB,6cf.GS112,HS5826 FI<br>ClydeS.B.&E.Co.Ld Pt.Gl<br>991tFPT109tAPT31t | 30″3<br>s 6″0<br>24″8 | |
| 09605<br>143317<br>JWRC | **Baron Garioch** SteelScSr<br>(exWarMelon)<br>Elec.light Wireless 1Dk | 2508<br>2267<br>1458 | | | | | 1918 | ForthS.B.<br>&Eng.Co.Ld.<br>Alloa | KelvinShipping Co.Ld (H.Hogarth &Sons,Mgrs.) | 303·3<br>P33'B80'F33' | 43·0 | 20·0 | Ardrossan<br>British<br>WB | T.3Cy.22",36"&59"-39"<br>217NH<br>Douglas&GrantLd.Kirk'y | | C |
| 09606<br>135731<br>JRBK | **Baron Inchcape** SteelScSr<br>Elec.light Wireless 1Dk&Shelter dk | 7005<br>6703<br>5202 | | | | | 1917 | Ayrshire<br>Dkyd.Co.Ld.<br>Irvine | HogarthShppg.Co. Ld.(H.Hogarth& Sons,Mgrs.) | 425·8 | 56·2 | 33·3 | Ardrossan<br>British<br>WB | T.3Cy.27",46"&76"-48"<br>400NHP<br>J.G.Kincaid&Co.Ld.Grk | | C |
| 09607<br>128961<br>HVFT | **Baron Jedburgh** SteelScSr<br>Elec.light Wireless 1Dk&Shelter dk | 4418<br>4099<br>2684 | | | | | 1912 | A.Rodger<br>&Co.<br>PortGlasgow | HogarthShppg.Co. Ld. (H.Hogarth& Sons,Mgrs.) | 410·0 | 54·3 | 24·8 | Ardrossan<br>British<br>WB | T.3Cy.26",44"&74"-48"<br>379NH<br>D.Rowan&Co.Glasgow | | C |
| 09608<br>124349<br>HLVC | **Baron Kelvin** SteelScSr<br>(exThimbleby)<br>Wireless 1Dk | 1865<br>1730<br>1152 | | | | | 1907 | Osbourne,<br>Graham&Co.<br>Sunderland | BritishInvicta ShippingCo.Ld. (Eggar,Forrester& Parker,Ld.Mgrs) | 279·0<br>P25'B60'F28' | 40·1 | 18·1 | Ardrossan<br>British<br>WB | T.3Cy.20½",33"&54"-36"<br>175NHP<br>McColl&Pollock,Ld.Sld. | | C |
| 09609<br>MBAY | **Baron L. Donny** SteelScK<br>ssBng.No.3-1,20<br>(exLouise) 1Dk | 270<br>228<br>105 | ✠100A1<br>StmTrawler<br>4,21 ~~1,20~~<br>BS4,21 | Bng<br>Ght<br>✠LMC1,20 | | CL<br>~~N1,20~~<br>4,21 | 1907<br>8mo<br>Lloyd | Smith's<br>DockCo.Ld.<br>North Shields<br>'sA&CP | Soc.Anon.Delta (J.Nierinck,Mgr.) | 125·7<br>Q70'F19' | 22·1 | 12·0<br>BK7½" | Ostend<br>Belgian<br>3BHCem | T.3Cy.12½",20"&34"-25" (s)<br>180lb 75RHP<br>1SB,2pf,GS38,HS1410<br>ShieldsEng.Co.Ld.N.Shl. | 12″10 | |
| 09610<br>118239<br>HMQN | **Baron Minto** SteelScSr<br>Elec.light Wireless 2Dks | 4537<br>4239<br>2897 | | | | | 1908 | Napier&<br>Miller,Ld.<br>Glasgow | HogarthShppgCo. Ld. (H.Hogarth &Sons,Mgrs.) | 385·2<br>P38'B111'F44' | 51·2 | 26·4 | Ardrossan<br>British<br>WB | T.3Cy.25½",42"&68"-48"<br>320NH<br>Dunsmuir&Jackson,LdGls | | C |
| 09611<br>128956<br>HPFT | **Baron Napier** SteelScSr<br>Elec.light Wireless 2Dks | 4943<br>4630<br>3159 | | | | | 1909 | Napier&<br>Miller,Ld.<br>Glasgow | Hogarth ShppgCo. Ld.(H.Hogarth& Sons,Mgrs.) | 400·3<br>P40'B117'F45' | 52·3 | 27·4 | Ardrossan<br>British<br>WB | T.3Cy.27",43"&72"-48"<br>359NH<br>Dunsmuir&JacksonLd.Gls | | C |
| 09612<br>128958<br>HSKD | **Baron Polwarth** SteelScSr<br>Elec.light Wireless 2Dks | 4913<br>4622<br>3138 | | | | | 1911 | Napier&<br>Miller,Ld.<br>Glasgow | HogarthShppgCo. Ld. (H.Hogarth& Sons,Mgrs.) | 400·2<br>P40'B117'F45' | 52·3 | 27·4 | Ardrossan<br>British<br>WB | T.3Cy.27",44"&73"-48"<br>369NH<br>Dunsmuir&JacksonLdGls | | C |
| 09613<br>128957<br>HRVQ | **Baron Renfrew** SteelScSr<br>Elec.light Wireless 2Dks | 1597<br>1413<br>899 | | | | | 1910 | A.Rodger<br>&Co.<br>PortGlasgow | KelvinShpg.Co.Ld (H.Hogarth&Sons Mgrs.) | 275·0 | 40·1 | 17·0 | Ardrossan<br>British<br>WB | T.3Cy.19",31"&51"-36"<br>156NHP<br>D.Rowan&Co.Glasgow | | C |
| 09614<br>MBLJ | **Baron Ruzette** SteelScK<br>1Dk | 214<br>192<br>81 | ✠<br>StmTrawler<br>11,10 ✠ | Ams | | | 1910<br>8mo | Mackie&<br>Thomson,Ld.<br>Glasgow | SocAnonPêcheries d'Islande(J.Baels, Mgr.) | 122·6<br>Q69'<br>WB=DBf33' | 21·6 | 11·5<br>BK7½" | Ostend<br>Belgian<br>4BHCem<br>34tFPT7t | T.3Cy.13",21"&34"-24"<br>77NH<br>1SB,2cf,GS38,HS1407<br>W.V.V.Lidgerwood,Gls. | 12″6 | |
| 09615<br>142771<br>JWBG | **Baron Sempill** SteelSc3MstSr<br>(exWarPlum) 1Dk(Stl)<br>Elec.light Wireless CruiserStern<br>Cargo battens not fitted | 2498<br>2255<br>~~1050~~<br>1447 | ✠100A1<br>12,21 ~~10,20~~<br>~~MBS4,20~~<br>MBS8,21 | Cff<br>Gls<br>✠LMC1,19 | t | CL<br>11,19 | 1919<br>1mo<br>Lloyd | C.Hill&<br>Sons<br>Bristol<br>'sA&CP | KelvinShipping Co.Ld.(H.Hogarth &Sons,Mgrs.)<br>Cell | 303·0<br>P33'B80'F33'<br>DB252'670tFPT70 | 43·0 | 20·5<br>FK | Ardrossan<br>British<br>6BHptCem<br>tAPT180t | T.3Cy.22",36"&59"-39" (s)<br>180lb 100lb 331NH<br>2 Water Tube Boilers<br>GS135,HS5140 FI<br>W.Simons&CoLd.Renfrew | 23″0<br>s 3″6½<br>19″10 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Grèement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | *Now named* "Feronia," *See No.* 37387 *in Supplement* | | | | | | | | | | | | | | | |
| 09616 | Barone Edmondo Vay **SteelScSr**<br>ssTri.No.2-11<br>1*Dk*(*Stl*)*deep framing*<br>&*Web frames*3*Dk rule* | 2885<br>2634<br>1831 | ✠100A1<br>8.13<br>Examined11,19<br>✠LMC<br>MS6,15 BS11,19 | Shl | *u* | CL<br>N8,13 | 1902<br>7mo<br>*Lloyd* | Lndnderry<br>S.&E.Co.Ld.<br>Londonderry<br>*'sA&CP* | Soc.Anon.di Nav.a<br>Vap.Liburnica<br>*WB= CellDBa* | 324·0<br>P27'B94'F34'<br>102'*uE*20'*f*144'685*t* | 46·0 | 21·3<br>FK | Lussin-piccolo<br>Italian<br>*5BHCem*<br>*APT32t* | T.3Cy.22½",38"&62"-42" (*a*)<br>180lb *80lb* NDB12 243NHP<br>2SB,*6cf*,GS113,HS3378<br>Hutson&Sons,Ld.Glasgow | 23 ″ 11<br>s4 ″ 0½<br>20 ″ 3 | |
| 09617<br>140583<br>JTQK | Baronesa **SteelTwinScSr**<br>*Elec.light* Wireless 3*Dks*(*Stl*)&<br>*Ref.Mchy.* *Shelter dk*(*Stl*-ws) | 8663<br>7515<br>5408 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,21 ~~5,20 1,22~~<br>4,22<br>✠LMC6,18<br>✠Lloyd'sRMC~~2,21~~ 5,21<br>4,22 ~~2,21 1,22~~ | Lon | *c*† | CL<br>S6,20 | 1918<br>4mo<br>*Lloyd* | SirR Dixon<br>&Co.Ld.<br>Middlesbro'<br>*'sA&CP* | Furness-Houlder<br>ArgentineLines,<br>Ld.<br>*Cell* | 431·0<br>B *on Shelter dk* 259<br>F *on Shelter dk* 39'<br>*DB*375'1128*t FPT* | 61·3 | 35·6<br>FK | Liverpool<br>British<br>*7BHCem*<br>9*t APT*118*t* | T.6Cy.25",41½"&70"-48" (*s*)<br>200lb 1076NHP<br>5SB,*20cf*,GS415,HS16396 FD<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 38 ″ 4<br>s 9 ″ 2<br>29 ″ 6 | |
| 09617*<br>113148 | Baroona **WoodScSr**<br>1*Dk* | 120<br>106<br>54 | | | | | 1904 | G.A.Rad-<br>cliffe, New-<br>castle,N.S.W | Sanford,Ld. | 107·0 | 21·5 | 7·9 | Auckland<br>British<br>*WB* | C.2Cy.12"&24"-18"<br>24RHP<br>Campbell&Caldwell,Psy. | | |
| 09618<br>~~112828~~<br>~~SGHD~~ | Barotse **SteelScSr**<br>ssShl.No.3-4,18<br>ssMch.No.1-17<br>2*Dks*(1*Stl*-*U Irn*)&*deep framing*<br>*Elec.light* Wireless<br>*Now named* "Kyokuto Maru No.2," *See No.* 38108 *in Supplement* | 4119<br>3851<br>2619 | ✠100A1<br>12,19<br>~~BS9,19~~<br>✠LMC10,16 | Mch | *x* | CL<br>9,19 | 1901<br>3mo | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>A&CP | ~~Ellerman&Bucknall S.S.Co.Ld.~~<br>KyokutoKisen<br>Kaisha<br>*WB= CellDBa96'uE& B48'* | 360·6<br>P36'B96'F40'<br>*f*156'950*t FPT*112*t* | 47·0 | 28·4<br>FK | ~~N.Shields~~<br>Japanese<br>*7BHAsp*<br>*APT39t* | T.3Cy.26½",46"&77"-48" (*r*)<br>180lb 530NHP<br>3SB,*9cf*,GS136,HS7483 FD<br>Richardsons,Westgarth&<br>Co.Ld.Hpl | 31 ″ 0<br>s 6 ″ 2¼<br>25 ″ 2 | |
| 09619<br>MKHP | Baröy **SteelScSr**<br>*Elec.light* 2*Dks* | 373<br>268<br>162 | | | | | 1914 | Akers —<br>Mek.Værks.<br>Christiania | Akties.Ofotens<br>Dpskselsk. (T.<br>Berg,*Mgr*) | 121·3 | 21·6 | 15·7 | Narvik<br>Norwegian<br>*WB* | T.3Cy.12",20"&33"-21"<br>50NHP<br>AkersMek.Værks.Xania. | | N |
| 09620<br>136279<br>JFHT | Barpeta **SteelScSr**<br>*Elec.light* Wireless 2*Dks*(*Stl*-*U* teak s) | 3283<br>2651<br>1877 | ✠<br>4,14<br>✠ | Gls | *v* | | 1914<br>4mo | Barclay,<br>Curle&Co.Ld.<br>Glasgow<br>*WB* | BritishIndiaStm.<br>Nav.Co.Ld.<br>*= CellDBa94'uE&* | 330·3<br>P&B192'F34'<br>*B67'f124'647t FPT* | 46·2 | 23·1<br>FK | Glasgow<br>British<br>*5BHCem*<br>47*tAPT*18*t* | T.3Cy.20",34"&58"-45"<br>HS9074 FD 526NHP<br>3SB&1AuxSB,*11cf*,GS227,<br>Barclay,Curle&Co.Ld.Gls. | 25 ″ 6 | |
| 09621 | Barquisimeto **IronScSr**<br>(*ex*Cragside)<br>*Mchy.Aft* 1*Dk* | *129*<br>*105*<br>75 | | | ... | | 1887 | Wood,<br>Skinner&Co.<br>Newcastle | QuebradaRlyLand<br>&CopperCo.Ld.<br>(N.G.Burch,*Mgr.*) | 92·0<br>Q30'B7'F13' | 20·1 | 8·3 | Pt.Cabllos<br>Venezuelan<br>*WB* | C.2Cy.12"&22"-16"<br>16NHP<br>J.Abbott&Co.Ld.Nwc. | 8 ″ 8 | |
| 09622<br>OOZA | Barr **WoodTwinSc**<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1143<br>—<br>664 | | | | | 1919 | National<br>S.B.Corp.<br>ThreeRivers,<br>P.Q. | FrenchGovern-<br>ment | 194·8<br>P98'F28' | 39·7 | 17·5 | Havre<br>French | C-4Cy.12"&24"-16"<br>38NHP<br>CanadianAllisChalmers Ld<br>Montreal | | V |
| 09623<br>145424<br>KLVH | Barrabool **SteelTwinSc**<br>3*Dks*(*StlU*-ws)&*Shade dk*(*Stl*-teak s)<br>*Elec.light* Wireless<br>*Ref.Mchy.* | ~~12500~~<br>13148<br>10084<br>7985 | ✠100A1<br>*Shade dk*<br>3,22<br>~~(*Class Contemplated*)~~ | Bel<br>✠LMC3,22 | *h*† | CL<br>*Lloyd'sA&CP*<br>✠Lloyd'sRMC3,22 | ~~1921~~<br>1922<br>3mo | Harland&<br>Wolff,Ld.<br>Belfast | P.&O.Stm.Nav.Co<br>*CellDB442* | ~~520·0~~<br>F58' *on Shade dk*<br>519·9<br>2173*t Tanks between* [illegible] | 64·4 | ~~29·8~~<br>37·8<br>FK&B K2'<br>*FPT* | Belfast<br>British *Cem*<br>*9BH* 2DB&<br>[illegible] 127'322*t*<br>160*t APT*164*t* | Q.8Cy.23½",34½",48½"&~~70"~~ 70½"-<br>54" 215lb (*s*)1322NHP<br>3SB,28*cf*,GS500,HS20919 FD<br>Harland&Wolff,LdBelfast | 49 ″ 0 | |
| 09624<br>143914<br>KDFR | Barracoo **SteelSc**<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5234<br>4755<br>3155 | ✠100A1<br>~~6,21~~ 1,21 11,21<br>✠LMC12,19 | Liv<br>~~N.Yk~~ Lon | *y* | CL<br>11,[illegible] | 1919<br>12mo<br>*Lloyd* | R.Thomp-<br>son&Sons,Ld.<br>Sunderland<br>*'sA&CP* | AfricanS.S.Co.<br>(Elder,Dempster&<br>Co.Ld.*Mgrs.*)<br>*CellDB* | 400·3<br>P49'B113'F39'<br>340'1057*t FPT* 137*t* | 52·3 | 28·5<br>FK | London<br>British<br>*7BHCem*<br>*APT213t* | T.3Cy.27",44"&73"-48 (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS189,HS7668 FD<br>N.E.MarineEng.Co.Ld.Sld | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 09625<br>218009<br>LRBK | Barrallton **SteelSc**<br>(*Tug*)<br>Sub.Sig. Wireless 1*Dk* | 437<br>—<br>203 | | | | | 1919 | Bethlehem<br>S.B.Corp.<br>Elizabeth,NJ | UnitedStates<br>ShippingBoard | 142·0 | 27·7 | 14·8 | NewarkNJ<br>Utd.States | T.3Cy. | | |
| 09626<br>119597<br>HGOB | Barranca **SteelScSr**<br>ssBrs.No.3-1,18<br>*Elec.light* *Ref.Mchy.* 4*Dks*(*StlU*-ws)<br>Wireless ssBrs.No,1-22 | 4124<br>3751<br>2628 | ✠100A1<br>~~6,21 1,20~~ 2,22 Bkn Brs<br>~~BS12,20~~ ✠LMC~~1,18~~<br>2,22<br>*Intermediate bulkheads in fore & after holds dispensed with, 4BH only* | Liv | *x* | CL<br>~~,19~~<br>6,21 | 1906<br>4mo<br>*Lloyd* | A.Stephen<br>&Sons<br>Glasgow<br>*'sA&CP* | Elders&Fyffes,Ld.<br>*WB= CellDBa96'* | 372·0<br>F44'<br>*uE&B67' f* 163'795*t* | 47·7 | 29·7<br>FK | Manchestr<br>British<br>*Cem*<br>*APT24t* | T.3Cy.28",45"&75"-51" (*s*)<br>180lb *100lb* 630NHP<br>4SB,*12cf*,GS255,HS9904 FD<br>A.Stephen&Sons,Glasgow | 32 ″ 6<br>s 7 ″ 2½<br>25 ″ 10 | |
| 09627<br>218062<br>LRDG | — **SteelSc**<br>(*Tug*)<br>Sub.Sig. 1*Dk* | 429<br>—<br>203 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>Elizabeth,NJ | BissoTowboatCo. | 142·0 | 27·7 | 14·8 | N.Orleans<br>Utd.States | T.3Cy.17"25&43"-30"<br>Bethlehem 101NHP<br>S.B.Corp.Ld.Elizabeth,NJ. | | |
| 09628<br>218178<br>LRJF | Barrenfork **SteelSc**<br>Wireless (*Tug*)<br>*Elec.light* Sub.Sig. 1*Dk* | 418<br>—<br>200 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>Elizabeth,NJ | UnitedStates<br>ShippingBoard | 142·0 | 27·7 | 14·8 | Newark NJ<br>Utd.States<br>*WB* | T.3Cy.17",25"&43"-30"<br>Bethlehem 101NHP<br>SB.Corp.Ld.(MoorePlant) | | |
| 09629<br>131567 | Barrenjoey **SteelTwinSc**<br>(*Screws fore & aft*)<br>*Elec.light* 1*Dk* | 500<br>424<br>340 | | | | | 1913 | Mort's Dck<br>&Eng.Co.Ld.<br>Balmain | PortJackson&<br>ManlyS.S.Co.Ld. | 210·0 | 32·2 | 14·1 | SydnyNSW<br>British | T.3Cy.18¼",28½"&48½"-27"<br>123NHP<br>Mort'sDk.&E.CoLd.Balmn | | |
| 09630<br>217025<br>LNFT | Barrington **WoodSc**<br>2*Dks*<br>*Elec.light* | 2564<br>—<br>1493 | | | | | 1918 | CoastS.B.<br>Co.,Portland.<br>Or. | UnitedStates<br>ShippingBoard | 266·9 | 46·1 | 23·8 | Portlnd,O.<br>Utd.States | T.3Cy.19,"32"&56"-36"<br>188NHP | | |
| 09631<br>99069<br>MQBI | Barrow **SteelTwinScSp**<br>ssLon.2ndNo.3-11,16<br>(*Sludge vessel*) ssLon.No.1-20<br>1*Dk*(*Stl*)&*Webframes* | 1001<br>976<br>595 | ✠100A-<br>11,20<br>✠LMC10,20<br>SS2,22 | Lon | | p10,20<br>~~S8,19~~<br>S2.22 | 1892<br>5mo | NavalCon.<br>&Arm.Co.Ld<br>Barrow | LondonCounty<br>Council | 232·1<br>F19'<br>*WB=FPT* | 38·2 | 13·8<br>FK | London<br>British<br>*6BHCem*<br>154*tAPT*6*t* | T.6Cy.15",23"&35"-24" (*s*)<br>150lb 150NHP<br>2SB,*6cf*,GS108,HS2803<br>NavalC&ACo.(Lim.),Brw. | 14 ″ 6 | |
| 09632<br>135258<br>JCTK | Barrowby **SteelScSr**<br>(*Whaler*)<br>(*ex*Zealandia) *Elec.light* 1*Dk* | 182<br>172<br>64 | | | | | 1912 | Akers<br>Mek.Værks.<br>Christiania | Irvin&Johnson Ld | 106·4 | 21·5 | 12·3 | CapeTown<br>British<br>*WB* | T.3Cy.13½",22"&37½"-24"<br>69RHP<br>AkersMek.Verks.Xia. | | |
| 09633<br>123180<br>HKTW | Barry **SteelPadSr**<br>*Elec.light* 2*Dks* | 398<br>310<br>165 | | | | | 1907 | J.Brown&<br>Co.Ld.<br>Clydebank | P.&A.Campbell,<br>Ld. | 225·6<br>*Promenade dk* | 26·6 | 8·7 | Cardiff<br>British | C.D.2Cy.25½"&54"-54"<br>178NHP<br>J.Brown&Co.Ld.Clydebnk | | |
| 09634<br>143627<br>KFGO | Barrymore **SteelSc**<br>Wireless<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Sub.Sig.* 3*rd trB in No.1 hold*<br>*Cargo battens not fitted in Shelter 'tweendks* | 6656<br>6433<br>4179 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>4,21 ~~4,20~~<br>*Fitted for oil fuel* 4,20 *F.P. above* 150° F. | Sld<br>Liv<br>✠LMC4,20 | *a*† | CL | 1920<br>4mo<br>*Lloyd* | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>*'sA&CP* | JohnstonLine,Ld.<br>(Furness,Withy&<br>Co.Ld.*Mgrs.*)<br>*Cell DB*320'<br>964*tMT*31'957*tD* | 420·3<br>F33'*on Shelter dk*<br>*Collision BH to Shelter dk*<br>*Ta*31' 861*t FPT*67*t* | 55·0 | 36·4<br>FK | Liverpool<br>British<br>*Cem*<br>*6BH to U dk*<br>*APT52t* | T.3Cy.29",49"&80"-54" (*s*)<br>180lb FD 712NHP<br>4SB,*12cf*,GS250,HS11000<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 39 ″ 0<br>s 9 ″ 11½<br>29 ″ 5 | |
| 09635<br>218179<br>LRJG | Barryton **SteelSc**<br>Wireless (*Tug*)<br>*Elec.light* Sub.Sig. 1*Dk* | 429<br>—<br>203 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>Elizabeth,NJ | UnitedStates<br>ShippingBoard | 142·0 | 27·7 | 14·8 | NewarkNJ<br>Utd.States<br>*WB* | T.3Cy.17",25"&43"-30"<br>101NHP | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09636<br>129510<br>HRPK | **Barshaw** SteelScSr<br>*ss*Shl.No.2-19<br>1*Dk*(*Stl*)<br>*Well deck*<br>*Mchy.Aft* | 794<br>563<br>346 | ✠100A1<br>9,21 ~~9,20~~<br>~~BS6,20~~ ✠LMC4,19<br>BS7,21 | Lon<br>Nwe | *l* | CL<br>~~6,20~~<br>9,21 | 1910<br>8mo<br>*Lloyd* | Greenock&<br>Grngemouth<br>DkyrdCo.Ld.<br>Greenock<br>'*sA&CP* | EuropeanGasCo.<br>Ld. | 199·3<br>Q114'B11'F35'<br>*CellDBf*127'183*tFPT* | 30·1 | 12·1<br>FK | Glasgow<br>British<br>3*BHCem*<br>55*tAPT*33*t* | T.3Cy.17",27"&44"-30" (*s*)<br>160lb 99RHP<br>1SB,4*cf*,GS65,HS2493<br>D.Rowan&Co.Glasgow | 14 ″ 4<br>s ″10½<br>13 ″ 8 | |
| 09637<br>218245<br>LRMQ | **Barstow** SteelSc<br>(*Tug*)<br>Sub.Sig. Wireless 1*Dk* | 429<br>—<br>203 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>Elizabeth,NJ | UnitedStates<br>ShippingBoard | 142·0 | 27·7 | 14·8 | NewarkNJ<br>Utd.States | T.3Cy.17",25"&43"-30"<br>101NHP | | |
| 09638<br>NBQP | **Bartels** Ferro-ConcreteScSr<br>*Cruiser Stern*<br>*Mchy.Aft* 1*Dk* | 1249<br>940<br>760 | | | | | 1920 | Akt.Kjobenhavns<br>Flydedok<br>og Skibs<br>Copenhagen | A/S D/S Patria<br>(T.Nielsen,*Mgr.*) | 231·9<br>P22'F21' | 36·7 | 14·7 | Copenhgn<br>Danish<br>*WB* | T.3Cy.15",24"&40"-27"<br>83NHP<br>A/S KjobenhavnsFlydedok og Skibs.Copenhagen | | N |
| 09639<br>218820<br>LSPW | **Bartheny** SteelSc<br>(*Tug*)<br>Sub.Sig. Wireless 1*Dk* | 429<br>—<br>203 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>Elizabeth,NJ | UnitedStates<br>ShippingBoard | 142·0 | 27·7 | 14·8 | NewarkNJ<br>Utd.States | C.3Cy.17",25"&43"-30"<br>102NHP | | |
| 09640<br>219213<br>LTPV | **Bartholomew** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2599<br>2243<br>1615 | | | ... | | 1919 | American<br>S.B.Co.<br>Cleveland,O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 26·1<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>AmericanS.B.Co.Lorain,O. | 28 ″ 2 | R |
| 09641<br>—<br>HDLM | **Bartolo** SteelScSr<br>(*ex*Fenchurch) *ss*Bbo.No.3-9,15<br>Wireless *ss*Bbo.No.1-20<br>1*Dk*(*Irn*)2*trB*& *deepframing* 3*Dk rule* | *2907*<br>*2699*<br>*1834* | ✠100A1<br>10,21 ~~9,20~~<br>✠LMC1,20<br>BS5,21 | Bbo | *u* | CL<br>~~9,20~~<br>11,21 | 1902<br>7mo<br>*Lloyd* | W.Pickersgill&Sons<br>Sunderland<br>'*sA&CP* | Cia.NaveiraBachi<br>(Hijos de<br>Astigarraga,*Mgr*)<br>*WB=CellD* | 324·0<br>P31'B96'F33'<br>*Ba*104'*uE*20'*f*132' | 47·1 | 21·7<br>FK | Bilbao<br>Spanish<br>6*BHCem*<br>712*tAPT*28*t* | T.3Cy.23",38"&64"-42" (*r*)<br>180lb ~~80lb~~ 70lb 277NHP<br>2SB,6*pf*,GS125,HS4143<br>G.Clark,Ld.Sunderland | 24 ″ 1<br>s 4 ″ 0<br>20 ″ 5 | |
| 09642<br>218913<br>LSVM | **Bartolome** SteelSc<br>Sub.Sig. Wireless 1*Dk* | 418<br>—<br>196 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>Elizabeth,NJ | UnitedStates<br>ShippingBoard | 142·0 | 27·7 | 14·8 | NewarkNJ<br>Utd.States | T.3Cy.17",25"&43"-30"<br>102NHP | | |
| 09643<br>113127 | **Barton** SteelPadSp<br>(*Tug*)<br>1*Dk* | 166<br>147<br>10 | | | ... | | 1903 | J.P.Renoldson&Sns<br>SouthShields | ManchesterShip<br>CanalCo. | 100·0 | 20·1 | 10·2<br>BK6" | Manchestr<br>British | L.2Cy.30"-54"<br>80RHP<br>J.P.Rennoldsn&Sns,S.Shl. | 10 ″ 4 | |
| 09644<br>98750 | — IronTwinScK<br>1*Dk* | 123<br>123<br>23 | | | ... | | 1891 | Hepple&<br>Co.<br>N.Shields | GreatCentralRly. | 96·5 | 19·3 | 8·6<br>BK6" | Hull<br>British | C.4Cy.13"&25"-22"<br>NB13 53RHP<br>Hepple&Co.,NorthShields | 9 ″ 0 | |
| 09645<br>218912<br>LSVK | **Barwick** SteelSc<br>Sub.Sig. Wireless 1*Dk* | 418<br>—<br>196 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>Elizabeth,NJ | | 142·0 | 27·7 | 14·8 | NewarkNJ<br>Utd.States | T.3Cy.17",25"&43"-30"<br>102NHP | | |
| 09646<br>101738<br>NFMR | **Barwon** SteelScSr<br>*ss*Mel.No.3-7,14<br>*ss*Syd.No.1-19<br>1*Dk*(*Irn*)2*trB*&*deep framing*3*Dk rule* | 2999<br>2843<br>1914 | ✠100A1<br>10,21 ~~10,20~~<br>~~BS10,20~~ ✠LMC10,19<br>BS10,21 | Syd | *u* | CL<br>~~10,19~~<br>10,21 | 1901<br>5mo | BlythS.B.<br>Co.Ld.<br>Blyth<br>A&CP | Huddart,Parker,<br>Ld.<br>*WB=Cell*<br>*DBa&uE*120'*uE&* | 325·0<br>B78'F32'<br>*B*22'*f&uB*134'754*t* | 47·0 | 22·4<br>FK | Melbourne<br>British<br>6*BHCem*<br>*APT*136*t* | T.3Cy.24",40"&65"-42" (*s*)<br>180lb *90lb* 288NHP<br>2SB,6*cf*,GS122,HS4325<br>Blair&Co.Ld.Stockton | 24″10<br>s 4 ″ 5½<br>20 ″ 9 | |
| 09647<br>216863<br>LMSQ | **Basaan** WoodScSr<br>*Elec.light* Wireless 1*Dk* | 2551<br>2400<br>1528 | | | | | 1918 | RussellS.B.<br>Co.<br>Portland, Me. | UnitedStates<br>ShippingBoard | 266·1<br>P25'B65'F29' | 46·2 | 23·9 | Prtlnd,Me<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>WorthingtonPump&Mchy Corp.Buffalo,N.J. | | R |
| 09648<br>216893<br>LMTW | **Basco** WoodScSr<br>*Elec.light* 1*Dk*2*trB* | 2656<br>—<br>1556 | | | | | 1918 | Universal<br>S.B.Co.Inc.<br>Houston Tex. | UnitedStates<br>ShippingBoard | 265·6 | 46·5 | 24·5 | Houston, Tex.<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NH | | |
| 09649<br>219035<br>LTFM | **Bascobel** SteelSc<br>Sub.Sig. Wireless 1*Dk* | 418<br>—<br>196 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>Elizabeth,NJ | France&Canada<br>Oil&TransportCo. | 142·0 | 27·7 | 14·8 | NewYork<br>Utd.States | T.3Cy.17",25"&43"-30"<br>102NHP | | R |
| 09650<br>219034<br>LTFK | **Basford** SteelSc<br>Sub.Sig. Wireless 1*Dk* | 418<br>—<br>196 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>Elizabeth,NJ | France&Canada<br>Oil&TransportCo. | 142·0 | 27·7 | 14·8 | NewYork<br>Utd.States | T.3Cy.17",25"&43"-30"<br>102NHP | | |
| 09651<br>133360 | **Bashayan** WoodAux3MstBkn<br>*Stm.Eng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 604<br>577<br>352 | | | | | 19$\frac{18}{19}$ | Western<br>IndiaS.B.Co.<br>Varsova | OmiarFounding&<br>Eng.Co.Ld. | 171·0 | 29·6 | 16·0 | Bombay<br>British | C.2Cy.12"&24"-18"<br>*Bmade*17 20NHP | | |
| 09652<br>128304 | **Basingstoke** SteelSc<br>(*DoubleGrabHopperDredger*)<br>(*ex*Owenaminane) 1*Dk* | 402<br>374<br>179 | | | ... | | 1910 | G.Brown &<br>Co.<br>Greenock | L.&S.W.Rlwy.Co. | 135·0 | 27·1 | 12·5<br>FK | London<br>British | C.2Cy.15"&30"-24"<br>54RHP<br>Gauldie,Gillespie&Co.Gls. | 13 ″ 0 | |
| * 09653<br>MNKS | **Basis** SteelScSr<br>*ss*Shl.2ndNo.3-2,21<br>(*ex*Oceana) 2*Dks*(1*Irn*1*Stl*)&<br>*Elec.light* Wireless *deepframing* | 3439<br>3202<br>2157 | ✠100A1<br>~~9,21 2,21~~ 5,22<br>✠LMC2,21<br>BS1,22 | Shl<br>Sws | *v* | CL<br>~~2,21~~<br>5,22 | 1895<br>9mo | A.Stephen<br>&Sons<br>Glasgow<br>A&CP | A/SAsker<br>(C.Haaland,*Mgr.*)<br>*CellDBa*108' | 330·0<br>P28'B68'F36'<br>*uE&B*38'*f*130' 730*t* | 45·1 | 26·0<br>FK | Haugesnd<br>Norwegian<br>5*BHCem*<br>*APT*174*t* | T.3Cy.24",39"&64"-42" (*s*)<br>175lb *100lb* 304NHP<br>NDB09 *fitted*11<br>2SB,6*rf*,GS226,HS4960<br>A.Stephen&Sons,Glasgow | 28 ″ 9<br>s 5 ″ 5<br>23 ″ 8 | |
| 09654<br>OCZF | **Basque** SteelScSr<br>(*ex*Antisana)<br>*Elec.light* Wireless 2*Dks* | 3621<br>—<br>2284 | | | | | 1893 | Harland&<br>Wolff,Ld.<br>Belfast | MessageriesMaritimes | 360·8<br>P40'B96'F42' | 43·2 | 19·5 | Marseilles<br>French<br>*WB* | T.3Cy.24",39½"&66"-48"<br>302NHP<br>Harland&Wolff,Ld.Bel. | | V |
| 09655<br>113448<br>VLHD | **Bass Rock** SteelSc3MstSr<br>1*Dk* (*ex*Bernard,<br>*Mchy.Aft* *ex*Martha,*ex*Bercy) | 628<br>578<br>358 | | | | | 1889 | Atel.&<br>Chant.Loire<br>Nantes | SS.BassRockCoLd<br>(Rowland&Co.<br>*Mgrs.*) | 187·6<br>H38*t* | 28·0 | 15·4 | Liverpool<br>British<br>*WB* | C.2Cy.19"&35"-25"<br>53RHP<br>Atel.&Chant.Loire,Nts. | | V |
| 09656<br>125476 | — SteelScK<br>1*Dk* | 169<br>167<br>67 | | | ... | | 1907 | J.Cran&<br>Co.<br>Leith | ~~VectisStmFishing Co.Ld.(W.H. Smith,*Mgr.*)~~<br>T.Stephen | 112·3 | 21·6 | 10·9<br>BK8" | ~~Lowestoft~~ Aberdeen<br>British<br>*WB* | T.3Cy.12½",21"&32"-23"<br>54RHP<br>J.Cran&Co.Leith | 12 ″ 0 | |
| * 09657<br>142341<br>JSGK | **Bassa** SteelSc<br>(*ex*WarPointer) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 5267<br>4784<br>3202 | ✠100A1<br>~~4,21~~ ~~9,20~~ ~~8,21~~<br>1,22<br>✠LMC3,18<br>*Carrying oil fuel F.P. above 150° F.* | Mch<br>~~NYk~~<br>Liv | *y* | CL<br>~~9,20~~<br>8,21 | 1918<br>3mo<br>*Lloyd* | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>'*sA&CP in DB* | AfricanS.S.Co.<br>(Elder,Dempster&<br>Co.Ld.*Mgrs.*)<br>*DB* | 400·1<br>P49'B112'F39'<br>345'1113*t FPT*118*t* | 52·3 | 28·4<br>FK | London<br>British<br>7*BHCem*<br>*APT*174*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS189,HS7668 FD<br>G.Clark,Ld.Sunderland | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pz. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09658 | **Bassac** SteelTwinSc | 197<br>—<br>128 | | | | | 1890 | ADubige'n<br>Nantes | MessageriesFluviales deCochinchine | 167·3<br>Q19' B14' F26' | 22·9 | 5·5 | Saïgon<br>French | T.6Cy.9″,15″&24″–14½″<br>44NHP<br>Voruz aîné,Nantes | | |
| 09659<br>118850<br>HBRK | **Bassanio** SteelScK<br>ssLiv.No.3-8,19<br>1*Dk* | 270<br>245<br>108 | ✠100A1<br>*Stm Trawler*<br>3,22 ~~10,20~~<br>~~BS10,20~~<br>BS10,21 | Flt<br>✠LMC8,19 | | CL<br>N8,19 | 1904<br>12mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Beverley<br>'sA&CP | TalbotStm.Trlg. Co.Ld.<br>(J.A.Taylor,*Mgr*) | 130·0<br>Q53'<br>BK7″ | 22·0 | 12·4 | Fleetwood<br>British<br>4*BHCem* | T.3Cy.13″,22″&36″–24″ (*s*)<br>200lb 80RHP<br>1SB,*2cf*,GS37,HS1335<br>Amos&Smith,Hull | 13 ″ 1 | |
| 09660<br>129250<br>HPTL | **Bassano** SteelScSr<br>ssMdb.No.2-17<br>Wireless 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*deep framing* | 4341<br>4122<br>2766 | ✠100A1<br>*Spar dk*<br>10,20<br>MS8,17 | Gls<br>✠LMC<br>~~BS10,20~~<br>BS1,22 | *x* | CL<br>~~10,20~~<br>1,22 | 1909<br>10mo<br>Lloyd | Russell& Co.<br>Pt.Glasgow<br>'sA&CP | Ellerman'sWilson LineLd.<br>*WB=CellDBaf*170'1134*tD* | 385·1<br>P30'B108'F41'<br>126'*uE&B*40' FK<br>*Ta*32' 760*t APT*45*t* | 49·8 | 26·4 | Hull<br>British<br>*Cem*<br>5*BHtoSp dk*<br>1 „ *M dk* | T.3Cy.26″,42″&70″–48″ (*s*)<br>180lb 394NHP<br>3SB,*9cf*,GS173,HS6438<br>D.Rowan&Co.Glasgow | 29 ″ 0 | |
| 09661<br><br>OCZH | —  SteelScSr<br>*Elec.light* 1*Dk* | 355<br>303<br>102 | ✠100A1<br>*StmTrawler*<br>8,19 | Sav<br>✠LMC8,19 | | CL | 1919<br>8mo | Foundat'n Co.<br>Savannah<br>A&CP | FrenchGovernment | 150·0<br>Q79'F26'<br>BK6½″<br>*FPT*6*t* | 25·0 | 14·7 | French<br>4*BHCem*<br>*APT*8*t* | T.3Cy.12¾″,21½″&35″–24″<br>180lb (*s*) 89NHP<br>1SB,*3pf*,GS53,HS1700<br>CanadianAllis-Chalmers, Ld.Rochfield,P.Q. | 14 ″ 8<br>s 2 ″ 5½<br>14 ″ 1 | |
| 09662<br><br>OCZJ | **Basse Indre** SteelScSr<br>ssLaR.No.1-21<br>*Well deck* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1329<br>1022<br>837 | ✠100A1<br>4,22 ~~1,24~~<br>✠NE1,21 | LaR<br>Sws<br>✠LMC1,21<br>BS4,22 | *o* | CL<br>~~9,20~~<br>4,22 | 1915<br>8mo<br>Lloyd | Campbel-townS.B.Co.<br>Campbeltwn<br>'sA&CP | Soc.Anon.Chargeurs de l'Ouest<br>*WB=CellDB* | 230·0<br>Q79'B48'F28'<br>FK<br>156' *uE&B* 33' *f*102' | 35·8 | 15·6 | Nantes<br>French<br>4*BHCem*<br>395*t APT*85*t* | T.3Cy.18″,27½″&45″–33″ (*r*)<br>180lb 139NHP<br>2SB,*4cf*,GS73,HS2324<br>Ross&Duncan,Gls | 17 ″ 7<br>s1 ″ 3¾<br>16 ″ 6 | |
| 09663 | —  SteelTwinSc<br>*Elec.light* | 113<br>90<br>56 | | | | | 1891 | ADubige'n<br>Nantes | Messageries de l'Ouest(Cie.de Transp.Mar.) | 117·3 | 19·6 | 6·1 | Nantes<br>French | C.4Cy.10¼″&20 1/16″–10¼″<br>21NHP<br>Daydé&Pillé,Creil | | V |
| 09664<br><br>OCZK | **Basse Terre** SteelSc<br>*Elec.light* Wireless 2*Dks* | 3108<br>2676<br>1944 | | | | | 1909 | Ch.&Atel. deProvence<br>Port deBouc | Cie.Générale Transatlantique | 316·2<br>P26'F40' | 44·0 | 23·6 | Havre<br>French<br>*WB* | T.3Cy.23½″,36¼″&59⅞″–43½″<br>235NHP<br>Ch.&Atel.deProvence, Msl. | | V |
| 09665 | **Bassrah** SteelPadSp<br>*Elec.light* 1*Dk*(*ptStl*–ws) | 714<br>563<br>451 | ✠<br>*For River purposes only*<br>4,08 ✠ | Ant | | | 1908<br>4mo | Soc.Anon.<br>Jhn.Cockerill<br>Hoboken | TurkishGovernment | 210·8<br>*Promenade dk*150'<br>FK | 35·1 | 8·6 | Bassorah<br>Turkish<br>5*BH* | Q4Cy.22 7/16″32⅝″50″&59–49½″<br>228NHP<br>2Loco.B,GS77,HS2800<br>Soc.AnJ.Cockerill,Seraing | 9 ″ 4 | |
| 09666 | —  SteelPad<br>ssCpl.No.3-4,14<br>1*Dk* | 434<br>303<br>149 | 11,16<br>*For Service on the Bosphorus* | Cpl | | | 1904 | Howaldtswerke<br>Kiel | Administr.deNav. àVap.Ottomane | 189·0<br>BK6″<br>*WB*= | 24·0 | 9·2 | Constanpl<br>Turkish<br>4*BHCem*<br>*DBuB*6'5*t* | T.3Cy.20″,32½″&51″–48″<br>139NHP<br>2SB,*6cf*,GS92,HS1360<br>Howaldtswerke,Kiel | 10 ″ 0 | |
| 09667<br>219294<br>LTVR | **Basswood** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*<br>Sub.Sig. | 426<br>—<br>200 | | | | | 1919 | Bayles Shipyard Inc.<br>Pt.Jefferson, N.Y. | UnitedStates ShippingBoard | 142·0 | 27·7 | 14·8 | NewYork<br>Utd.States<br>*WB* | T.3Cy.17″,25″&43″–30″<br>100NHP<br>Knowlson&KellyCo. Troy,N.J. | | |
| 09668<br><br>MHTQ | **Bastant** SteelSc4MstSr<br>Wireless 1*Dk* | 1715<br>1510<br>998 | | | | | 1912 | Nylands Værksted<br>Christiania | A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*) | 264·9<br>P22'B63'F29' | 40·2 | 18·6 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.19″,31″&51½″–33″<br>152NHP<br>NylandsVærksted,Xania | | N |
| 09669<br><br>NGMC | **Bastia** SteelScSr<br>(SUNK AFTER EXPLOSION 4,20)<br>*Elec.light* Wireless 1*Dk*&*Spar dk* | 1527<br>1398<br>959 | | | | | 1905 | Helsingör Jernsk&Msk.<br>Elsinore | Requisitioned by theItalianGovt. | 265·9<br>H18' | 36·0 | 18·1 | Genoa<br>Italian<br>*WB* | T.3Cy.20″,32″&53″–36″<br>169NHP<br>HelsingörsJernsk.&Mskb. | | I |
| 09670<br><br>JWBK | **Bastö** SteelScSr<br>*Elec.light* 1*Dk* | 127<br>67<br>71 | | | | | 1885 | AkersMek. Verks.<br>Christiania | A/S Alpha (J.C.Olsen,*Mgr.*) | 95·4<br>Q&P19*t*B20'F11' | 17·0 | 7·7 | Moss<br>Norwegian | C.2Cy.12½″&24″–18″<br>20NHP<br>Akers.Mek.Verks.Xia. | | |
| 09671<br><br>HCSK | **Bastö 2** SteelScSr<br>*Elec.light* 1*Dk* | 152<br>73<br>62 | | | | | 1900 | AkersMek. Verks.<br>Christiania | A/S Alpha (J.C.Olsen,*Mgr.*) | 99·9<br>P70*t*H9*t* | 20·0 | 8·4 | Moss<br>Norwegian | C.2Cy.12½″&25½″–18″<br>23NHP<br>AkersMek.Verks.Xia. | | |
| 09672<br>219295<br>LTVS | **Bastrop** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*<br>Sub.Sig. | 426<br>—<br>200 | | | | | 1919 | Bayles Shipyard Inc.<br>Pt.Jefferson, N.Y. | UnitedStates ShippingBoard | 142·0 | 27·7 | 14·8 | NewYork<br>Utd.States<br>*WB* | T.3Cy.17″,25″&43″–30″<br>100NHP<br>Knowlson&KellyCo. Troy,N.J. | | |
| 09673<br><br>HDNG | **Basurto** SteelSc<br>*Mchy.Aft* 1*Dk* | 437<br>394<br>217 | | | | | 1912 | Cia.Euscalduna deConst<br>Bilbao | Cia.delFerrocarril deBilbao a Portugalete | 151·2 | 27·2 | 11·3 | Bilbao<br>Spanish<br>*WB* | T 3Cy.12″,20″&32″–23″<br>49NHP<br>MacColl&Pollock,Ld.Sld. | | V |
| 09674<br>143446<br>KCQG | **Bata** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5328<br>4747<br>3278 | ✠100A1<br>~~8,21~~ ~~1,21~~<br>12,21 | Liv<br>✠LMC10,19 | *y* | CL<br>1,21 | 1919<br>10mo<br>Lloyd | J.Brown& Co.Ld.<br>Glasgow<br>'sA&CP | AfricanS.S.Co. (Elder,Dempster& Co.Ld.*Mgrs.*)<br>*CellDB* | 400·8<br>P40'B113'F49'<br>FK<br>345'1134*t FPT* 118*t* | 52·3 | 28·5 | London<br>British<br>7*BHptCem*<br>*APT*176*t* | T.3Cy.27″,44″&73″-48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Gls. | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 09675<br><br>MBHP | **Batalder** SteelScSr<br>(*Fishing*) | 104<br>100<br>37 | | | | | 1903 | MossJrnst. &Mek.Værks<br>Moss | A/S Bataldens Havfiskeselskap (S.Batalden,*Mgr.*) | 91·8 | 18·7 | 9·5 | Florö<br>Norwegian | C.2Cy.12″&28″–16½″<br>27NHP<br>MossJernst.&M.V.Moss | | N |
| 09676<br>217650<br>LQCW | **Batanes** WoodSc<br>*Elec.light* Wireless 1*Dk*2*tr B* | 2554<br>—<br>1554 | | | | | 1919 | LoneStar S.B.Co.<br>BeaumontTx | UnitedStates ShippingBoard | 267·3 | 46·0 | 23·6 | P.ArthrTx<br>Utd.States | T.3Cy.19″,32″&56″–36″<br>185NHP | | R |
| 09677<br>102639<br>NFQH | **Batanga** SteelScSr<br>ssRot.2ndNo.3-8,16<br>Wireless 2*Dks*(*UStl*-ws)&*Webframes*<br>*Elec.light* | 2825<br>2416<br>1788 | ✠100A1<br>8,20<br>~~DBS3,19~~<br>BS3,21 | Liv<br>✠LMC6,15<br>~~[illegible]~~ | *u* | CL<br>3,19 | 1893<br>11mo<br>Lloyd | NavalCon. &Arm.Co.Ld.<br>Barrow<br>'sA&CP | British&African S.N.Co.Ld. (Elder,Dempster& Co.Ld.*Mgrs.*) | 336·0<br>P39'B116'F43'<br>*WB=CellDBa* FK<br>72'*f*144'484*tFPT* | 39·4 | 22·3 | Liverpool<br>British<br>6*BHCem*<br>76*tAPT*41*t* | T.3Cy.23″,38″&63″–42″ (*s*)<br>180lb *100lb* NDB15 265NHP<br>2SB,*6rf*,GS126,HS3913<br>NavalCon.&A.Co.Ld.,Brw | 25 ″ 0<br>s 4 ″ 10½<br>20 ″ 8 | |
| 09678 | **Batavia** SteelTwinScSr<br>(*ex*Polonia, *ex*Batavia) Wireless 3*Dks*&*Shelter dk*<br>*Elec.light* *Ref.Mchy.* Sub Sig. | 11464<br>10984<br>7232 | | | | | 1899 | Blohm& Voss<br>Hamburg | FrenchGovernment | 501·3<br>B110' | 62·2 | 42·6 | French<br>*WB* | Q8Cy21½″31⅝″46″&66½″–48″<br>612NHP<br>Blohm&Voss,Hamburg | | V |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09679<br>24707<br>RKFP | **Batavia Maru** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>&*Web frames*<br>Wireless *Longitudinal framing* | 4393<br>3677<br>2736 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~10,21~~ ~~12,20~~<br>11,21 | Yka<br>~~Sha~~<br>✠LMC~~12,20~~ | *w*<br><br><br><br>11,21 | CL<br>11,19 | 1919<br>1mo | OsakaIron Works,Ld.<br>Innoshima<br>A&CP | OsakaShosen KabushikiKaisha | 345·0<br>P30'B99'F34' *on Shelter dk* FK<br>*CollisionBH to Shelter dk*<br>*Cell DB*294' 1098*t FPT* | 49·8 | 28·1 | Osaka<br>Japanese<br>*Cem*<br>5*BH to U dk*<br>115*tAPT*29*t* | T.3Cy.24",41"&67"-48" (*s*)<br>180lb 390NHP<br>2SB,6*cf*,GS126,HS5400 FD<br>OsakaIronWrks.Ld.Osaka | 28 ″ 2<br>s 4 ″ 10½<br>23 ″ 8 | |
| 09680<br>101663 | **Batavier** IronScSr<br>1*Dk* | 333<br>320<br>216 | | | ... | | 1882 | P.Smit,jun<br>Slikkerveer | TeoTeowPeng | 140·6<br>B24'F21' | 21·8 | 12·6 | Singapore<br>British<br>*WB* | C.2Cy.15¾"&30¼"-21"<br>NB11,93 40RHP<br>P.Smit,junr.,Slikkerveer | 12 ″ 8 | |
| 09681<br><br>NGQW | **Batavier I.** SteelScSr<br>*Elec.light* 2*Dk* | 1013<br>808<br>554 | | | | | 1915 | Maats. Fyenoord<br>Rotterdam | Scheepv.Maats. v/h.Smith&Co. | 234·8<br>P&B178'F30' | 33·2 | 13·8 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.17½",29"&46"-36"<br>127NHP<br>Maats.Fyenoord,Rot. | | V |
| 09682 | **Batavier II.** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 1573<br>896<br>956 | | | | | 1920 | Wilton's E. &Slpwy.Co.<br>Rotterdam | W.H.Müller&Co.'s Algemeene Scheep. Maats.(W.H.Müller&Co.*Mgrs.*) | 260·0<br>P57'B&F183' | 35·0 | 15·5 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.24",38"&62"-36"<br>231NHP<br>Wilton'sE.&Slpwy.Co.Rot | | |
| 09683 | — IronScK<br>*ss*Ymu.2ndNo.3-3,17<br>(*ex*Auricula) 1*Dk* | 157<br>152<br>51 | ✠100A1 | Ams | ... | CL<br>7,19 | 1892<br>2mo | J.P.Renoldson&Sns<br>SouthShields<br>A&CP | ~~V.Ibarnia~~<br>NV.StoomvMij BatavierII. (Reijbergsberg& Tubbesing) | 100·5<br>ND15 | 20·5 | 10·7<br>BK11" | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.12¼",20"&32"-22" (*s*)<br>160lb 56NHP<br>1SB,2*pf*,GS38,HS953<br>J.P.Rennoldsn&Sns,S.Shl. | 11 ″ 8 | |
| 09684<br><br>NGRC | **Batavier III.** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 1333<br>854<br>666 | | | | | 1897 | Gourlay Bros.&Co.<br>Dundee | W.H.Müller&Co.'s Algemeene Scheep. Maats. (Wm.H. Müller&Co.*Mgrs.*) | 261·3<br>P&B153'F47'<br>len10 | 33·6 | 13·9 | Rottrdam<br>Dutch<br>*WB* | T.4Cy.23",37"&(2)41"-36"<br>NB10 202NHP<br>GourlayBros.&Co.,Dundee | | V |
| 09685<br><br>NGRD | **Batavier IV.** SteelScSr<br>2*Dks*<br>*Elec.light* Sub.Sig. Wireless | 1569<br>920<br>866 | | | | | 1902 | Gourlay Bros.&Co.<br>Dundee | Wm.H.Müller& Co.'sAlgemeene Scheepv.Maats(W H.Müller&Co*Mgs*) | 260·2<br>P57'B&F183' | 35·1 | 15·6 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.24",38"&62"-36"<br>231NHP<br>GourlayBros.&Co.Dundee | | V |
| 09686 | **Batavier V.** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 1570<br>900<br>950 | | | | | 1920 | Wilton's E. &Slpwy.Co.<br>Rotterdam | W.H Müller&Co.'s AlgemeeneScheep. Maats. (W.H.Müller&Co.*Mgrs.*) | 260·0<br>P57'B&F183' | 34·8 | 16·5 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.24",38"&62"-36"<br>231NHP<br>Wilton'sE.&SlpwyCo.Rot. | | |
| 09687<br><br>NGRH | **Batavier VI.** SteelScSr<br>*Elec.light* Wireless 2*Dks*&*Awngdk* | 1448<br>966<br>887 | | | | | 1903 | Mackie& Thomson<br>Glasgow | Wm.H.Müller& Co.'sAlgemeene Scheepv.Maats(W. H.Müller&Co*Mgs*) | 240·3<br>P54'B&F162' | 37·0 | 14·2 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.20",32"&53"-36"<br>169NHP<br>Hutson&Sons,Ld.Gls. | | V |
| 09688 | **Bath** SteelScSr<br>(*ex*Andromeda)<br>*Elec.light* 2*Dks* | 2554<br>2327<br>1546 | | | | | 1913 | Stettiner Oderwerke<br>Stettin | UnitedStates Govt.(NavyDept.) | 329·2<br>B77'F37' | 46·2 | 18·9 | Utd.States | T.3Cy.23⅗",39⅖"&63"-43³⁄₁₆"<br>261NHP<br>Stettiner,Oderwerke | | |
| 09689<br>218587 | **Bathalum** SteelSc<br>Wireless (*Tug*) | 426<br>—<br>200 | | | | | 1919 | Providence Eng.Wks.<br>Prvidnce,R.I. | UnitedStates ShippingBoard | 142·0 | 27·7 | 14·8 | NewYork<br>Utd.States | T3Cy. | | |
| 09690<br>218588<br>MBFG | **Bathgate** SteelSc<br>(*Tug*)<br>*Elec.light* Wireless 1*Dk* | 426<br><br>200 | | | | | 1919 | Providence Eng.Wks.<br>NewYork | Southern Transptn.Co. | 142·0 | 27·7 | 14·8 | Phildlphia<br>Utd.States | T.3Cy 17",25"&43"-30"<br>101NHP | | |
| * 09691<br>140610<br>JWLB | **Bathurst** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 5253<br>4777<br>3181 | ✠100A1<br>4,20 | Liv<br>✠LMC5,19 | *y* | CL | 1919<br>3mo<br>*Lloyd* | Harland& Wolff,Ld.<br>Greenock<br>'*sA&CP* | ElderLineLd. (Elder,Dempster & Co.Ld.*Mgrs.*)<br>*Cell* | 400·1<br>P50'B113'F39' FK<br>*DB*340'1051*tFPT*1 | 52·3 | 28·5 | Liverpool<br>British<br>7*BHptCem*<br>28*tAPT*220*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Grk. | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 09692<br>217429<br>LPKB | **Batino** WoodSc<br>1*Dk*2*trB* | 2559<br>—<br>1530 | | | | | 1918 | Midland BridgeSB.Co.<br>Houston,Tex | UnitedStates ShippingBoard | 267·3 | 46·0 | 23·6 | Houston, Tex.<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | |
| 09693 | **Batitu** SteelScSr<br>(*ex*Mariposa)<br>*Mchy.Aft* 1*Dk* | *395*<br>*330*<br>*238* | | | ... | | 1889 | Blackwood &Gordon<br>Pt.Glasgow | TheArgentineNav. Co.(Nicolás Mihanovich)Ld. | 153·0<br>F23' FK | 28·1 | 8·8 | Bns.Ayres<br>Argentine<br>*WB* | T.3Cy.9½",15"&25"-18"<br>B*made*11*fitted*14 27NHP<br>Blackwood&Gordon,P.Gl. | 9 ″ 4 | |
| * 09694<br><br>NGSB | **Batjan** SteelScSr<br>*ss*Ams.No.2-19 ~~*ss*Ams.No.1-19~~<br>2*Dks*(*Stl*)<br>*Elec.light* Wireless &~~*Shelter dk*~~(*Stl*) | 6354<br>5932<br>4014 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~10,21~~ ~~11,22~~ 4,22<br>~~BS11,20~~ | Ams<br>BS5,22<br>✠LMC~~7,19~~ | *z*<br><br>10,21 | CL<br>~~7,19~~<br>10,21 | 1913<br>3mo<br>*Lloyd* | W.Gray& Co.Ld.<br>WHartlepool<br>'*sA&CP* | Stoomv.Maats. "Nederland"<br>*WB=CellDBa*132 | 400·0<br>'*uE&B*69' FK<br>*f*154'1199*tDTa*37'8 | 53·5 | 34·6 | Amstrdam<br>Dutch<br>6*BHCem*<br>60*tAPT*24*t* | T.3Cy.28",46"&77"-48" (*s*)<br>180lb 621NHP<br>4SB,12*cf*,GS224,HS9597 FD<br>Cen.Mar.Eng.WrksWHpl | 37 ″ 1<br>s8 ″ 9½<br>28 ″ 8 | |
| 09695<br><br>NGSF | **Batoe** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 3*Dks* | 6535<br>6109<br>4129 | | | | | 1917 | Nederl. Schps.Maats.<br>Amsterdam | Stoomv.Maats. "Nederland" | 420·2<br>P40'F41' | 54·7 | 33·4 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.26¹⁵⁄₁₆",47¹³⁄₁₆"&77½"-53¹⁵⁄₁₆"<br>440NHP<br>Werkspoor,Amsterdam | | V |
| * 09696<br>212880<br>LDWS | **Baton Rouge** SteelScSr<br>*s*N.Yk.No.2-21 ~~*ss*NOs.No1-17~~<br>(*ex*Osage) 2*Dks*(*Stl*)&*Web frames*<br>*Elec.light* *Longitudinal framing*<br>*Mchy.Aft* Sub.Sig. Wireless | 4973<br>4536<br>3004 | ✠100A1<br>~~2,21~~ ~~7,20~~ 3,21<br>12,21<br>MS3,21 ~~MBS8,19~~<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 6,13 *F. P. above* 150° F. | NYk<br>NOs<br>✠LMC~~6,17~~<br>~~DBS7,20~~ DBS12,21 | *y* | CL<br>7,20 | 1913<br>6mo<br>*Lloyd* | Palmers' Co.Ld.<br>Newcastle<br>'*sA&CP* | StandardOilCo. (NewJersey)<br>*WB=CellDB*<br>*uE*31 50*t FPT* | 380·0<br>P95'B32'F36' FK<br>12 B<br>180*tAPT*76*t* 2B | 52·8 | 29·0 | NewYork<br>Utd.States<br>*Cem*<br>*H to Upr dk*<br>*H to 2nd dk* | Q.4Cy.20¼",29¼",42¼"&61"-45" 215lb *120lb* (*s*) 332NHP<br>2SB,6*cf*,GS102,HS4446 FD<br>Palmers'Co.Ld.Newcastle | 29 ″ 3<br>s 6 ″ 1<br>23 ″ 6 | |
| 09697<br>179<br>HDCP | **Batoum** SteelTwinScSr<br>1*Dk*&*Spardk* | 1354<br>—<br>806 | | | ... | | 1896 | J.Laing<br>Sunderland | RussianStm.Nav. &TradingCo. | 236·1<br>P&B151'F37' | 34·2 | 9·0<br>16·4<br>FK | Odessa<br>Russian<br>*WB* | T.6Cy.14½",23"&38"-27"<br>182NHP<br>G.Clark(Lim.),Sunderland | 18 ″ 6 | |
| * 09698<br>136641<br>JDWK | **Batsford** SteelScSr<br>*ss*Lon.No.1-19<br>*Elec.light* Wireless 1*Dk*(*Stl*)&<br>Sub.Sig. *Shelter dk*(*Stl*)<br>~~*Carrying fuel oil F.P. above* 150°*F. in DB*~~ | 4782<br>4464<br>2906 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~4,21~~ ~~6,20~~ 1,22<br>~~BS9,20~~ | Rot<br>Lon<br><br>1,22<br>✠LMC~~6,19~~ | *y* | CL<br>N6,20 | 1914<br>2mo<br>*Lloyd* | JLThompson&Sons,Ld.<br>Sunderland<br>'*sA&CP* | Canadian Pacific Railway Co. (CanadianPacific SteamshipsLd *Mgrs*)<br>*WB=CellDB* | 388·7<br>FK<br>*a*136'*uE&B*46'*f*163' | 54·1 | 26·0 | London<br>British<br>6*BHCem*<br>1270*t FPT* | T.3Cy.27½",44½"&74"-48"<br>180lb *120lb* (*s*) 455NHP<br>3SB,9*cf*,GS195,HS7575<br>J.Dickinson&Sons,Ld.Sld<br>115*tAPT*238*t* | 28 ″ 6<br>s 3 ″ 7½<br>25 ″ 3 | |
| 09699<br>217954<br>LNGW | **Battahatchee** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2551<br>—<br>1528 | | | | | 1919 | GildersleeveS.B.Co.<br>Gildersleeve, Conn. | UnitedStates ShippingBoard | 267·3 | 46·0 | 23·6 | Hartford, Conn.<br>Utd.States | T3Cy.19",32"&56"-36"<br>188NHP | | R |
| 09700<br><br>OOZR | **Battambang** SteelScSr<br>1*Dk*&*Awngdk* | 668<br>634<br>318 | | | | | 1888 | ADubig'on<br>Nantes | MessageriesFluviales deCochinchine | 191·7<br>H21' | 28·0 | 14·1<br>21·0 | Saïgon<br>French | T.3Cy.18",29"&47"-29"<br>119NHP<br>J.Voruz,aîné,Nantes | | V |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09701<br>218908<br>LSVF | **Battleboro** SteelSc<br>(*Tug*)<br>*Elec.light* Sub.Sig. 1*Dk* | 426<br>—<br>200 | | | | | 1919 | Providence<br>Eng.Works<br>NewYork | SouthernTransportationCo. | 142·0 | 27·7 | 14·8 | Phildlphia<br>Utd.States | T.3Cy.17",25"&43"–30"<br>101NHP | | |
| 09702<br>3141<br>KGSF | **Battler** IronScSr<br>1*Dk* | 153<br>—<br>104 | | | | | 1881 | Neafie&<br>Levy<br>Philadelphia | McWilliamsBros. | 108·4 | 22·0 | 9·4 | NewYork<br>Utd.States | C.2Cy.20"&34"–26"<br>NB02 49NHP<br>Neafie&Levy,Philadelphia | | |
| 09703<br>218154<br>LRHK | **Battonville** CompScSr<br>*Elec.light* Wireless 2*Dks* | 2440<br>2376<br>1451 | | | | | 1919 | TerryS.B.<br>Corp.<br>Savannah,Ga | UnitedStates<br>ShippingBoard | 266·8<br>P38'B69'F34' | 45·7 | 22·2 | Savannah<br>Ga.<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>WorthingtonPump&Mchy<br>Corp.Buffalo,N.J. | | R |
| 09704<br>144627<br>KGDS | **Bauchi** SteelTwinSternWheel<br>*Elec.light* *Mchy.Aft* 1*Dk* | 644<br>395<br>336 | | | | | 1920 | Lobnitz&<br>Co.<br>Renfrew | NigerCo.Ld. | 196·0 | 37·0 | 7·1 | London<br>British | C.4Cy.14"&28"–48"<br>120NHP<br>Lobnitz&Co.Ld. | | |
| 09705<br>TBVF | **Baud** SteelSc<br>2*Dks&Shade dk*<br>*Elec.light* Wireless *Fitted for oil fuel* | 2777<br>—<br>1689 | | | | | 1903 | Nederl.<br>Schps. Maats<br>Amsterdam | Koninkl.Paketv.<br>Maats. | 317·0<br>P68'F74' | 41·4 | 21·1 | Batavia<br>Dutch<br>*WB* | T.3Cy.23",37"&62"–42"<br>249NHP<br>NedFb.v.Wrk&Spoor,Ams | | V |
| 09706 | **Baumwall** SteelSc<br>*Elec.light* *Well deck* 1*Dk* | 876<br>699<br>505 | | | | | 1908 | Stettiner<br>Oderwerke<br>Stettin | H.M.Gehrckens | 211·3<br>Q65'B51'F21' | 32·6 | 12·4 | Hamburg<br>German<br>*WB* | T.3Cy.16",25"&44"–30"<br>106NHP<br>StettinerOderwerke,Stn. | | |
| 09707<br>MHWR | **Baune** 3–3.20 IronScSr<br>ssBgn.3rdNo.~~3–3,20~~ ~~ssNwe.2ndNo.3–6,09~~<br>(*ex*Blanchland) ~~ssShl.No.2–17~~<br>*Well deck* 1*Dk*(*Irn*)2*trB* | *1183*<br>*937*<br>*698* | ✠100A1<br>2,22 ~~7,18~~<br>✠LMC3,20<br>BS9,21 | Cff<br>Bgn | *n* | ~~2,19~~<br>9,21 | 1883<br>11mo | Osborne,<br>Graham&Co.<br>Sunderland<br>A&CP | H.Kuhnle<br>*WB=D* | 230·5<br>Q75'B68'F25'<br>BK8½"<br>*Ba59'f65'249tFPT* | 34·1 | 16·2 | Bergen<br>Norwegian<br>4*BHCem*<br>35*tAPT*12*t* | C.2Cy.28"&53"–36" (*a*)<br>80lb *100lb* NDB12 135NHP<br>1SB,3*pf*,GS41,HS2280<br>Carr&Co.Ld.Sunderland | 17 ″ 4<br>s 1 ″ 4<br>16 ″ 10 | |
| 09708<br>JPGL | **Bauta** SteelScSr<br>1*Dk* | *743*<br>*555*<br>*432* | | | | | 1900 | Trond-<br>hjemsM.V.<br>Trondhjem | A/S Bauta<br>(W.Hansen) | 195·2<br>Q93tB49tH12tF28t | 30·1 | 10·9 | Bergen<br>Norwegian<br>*WB* | T.3Cy.14",23½"&38"–27"<br>75NHP<br>TrondhjemsMek.Verk. | | N |
| 09709<br>~~LOCZT~~ | **Bautzen** SteelScSr<br>*Elec.light* 1*Dk* | 321<br>233<br>150 | ✠100A1<br>*StmTrawler*<br>11,18<br>✠LMC11,18 | Ft.William,<br>Ont. | | CL | 1918<br>11mo | Canada Car<br>&FoundryCo.<br>Ld. Fort<br>William,Ont.<br>A&CP | ~~French~~<br>~~Government~~<br>J.W.SullivanCo | 135·6<br>Q74'F27'<br>BK7"<br>*FPT* | 22·6 | 12·7 | Utd.States<br>~~French~~<br>5*BHCem*<br>3*tAPT*2*t* | T.3Cy.13",22"&36"–24" (*s*)<br>185lb 95NHP<br>1SB,2*cf*,GS37,HS1451 FD<br>NordbergMfg.Co.<br>Milwaukee | 13 ″ 3<br>s2 ″ 3½<br>12 ″ 10 | |
| 09710 | **Bavaria** SteelTwinScSr<br>*Elec.light* Sub.Sig. 1*Dk* | 988<br>788<br>553 | | | | | 1913 | Nüscke&<br>Co.A.G.<br>Stettin | Halm,Stirn&Co.<br>G.m.b.H. | 220·3<br>Q64'B53'F23' | 33·7 | 13·5 | Cologne<br>German<br>*WB* | T6Cy11½"18$\frac{2}{10}$"&30$\frac{7}{10}$"-18$\frac{7}{10}$"<br>Christiansen 82NHP<br>&Meyer,Harburg | | |
| 09711<br>104830<br>NQLG | **Bavarian** SteelScSr<br>ssLth.2ndNo.3–10,20 ~~ssYka.No.3–10,06~~<br>(*ex*Merionethshire) ~~ssLiv.No.1–12~~<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*<br>Wireless (*Stl*–ws)&*Web frames* | 3012<br>2754<br>1950 | ✠100A1<br>*Spar dk*<br>~~10,26,14~~ 2,21<br>✠LMC12,19<br>~~Examined12,19~~<br>BS~~10,20~~ 2,22 | Liv<br>~~Sd~~ Hul | *v* | CL<br>~~12,18~~<br>10,20 | 1895<br>1mo | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>A&CP | Ellerman Lines,Ld<br>(GrahamSmith,<br>*Mgr.*)<br>*WB=* | 343·0<br>P38'B78'F42'<br>BK8"<br>*Cell D B a92' uE20'* | 41·1 | 26·0 | London<br>British<br>5*BHCem*<br>*f*142'424*t* | T.3Cy.25½",41½"&69"–45"(*s*)<br>160lb *100lb* NDB13 326NHP<br>2SB,8*pf*,GS120,HS5000<br>N.E.MarineEng.CoLd.Sld. | 28 ″ 9<br>s5 ″ 5½<br>24 ″ 4 | |
| 09712<br>219216<br>LTSG | **Bavington** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks&Web frames*<br>Sub.Sig. Wireless | 5539<br>4971<br>3396 | | | … | | 1919 | Merchant<br>S.B. Corp.<br>Harriman,Pa | UnitedStates<br>ShippingBoard | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 30·4 | Phildlphia<br>Utd.States<br>*WB* | 2 Steam Turbines geared to<br>1 Sc Shaft<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 32 ″ 10 | R |
| 09713<br>NGSK | **Bawean** SteelScSr<br>ssAms.No.2–22 ~~ssSba.No.1–19~~<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless &*Web frames*<br>*Longitudinal framing* | 6430<br>6062<br>4117 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~6,21~~ ~~10,20~~ 2,22<br>~~BS10,20~~ ~~✠LMC1,19~~<br>BS6,21 MS2,22 | Ams | *a*† | CL<br>~~1,19~~<br>2,22 | 1914<br>9mo | W.Hamilton&Co.Ld.<br>Pt.Glasgow<br>*Lloyd*'*sA&CP* | Stoomv.Maats.<br>"Nederland"<br>*WB=CellDBa* | 420·0<br>FK<br>'*Tween dk BH in No. 3 hold dispensed with* {5*B*<br>1*B*<br>1*B*<br>132'*uE&B*58' *f*172' | 54·5 | 34·0 | Amstrdam<br>Dutch<br>*Cem*<br>*H to Up dk*<br>*H* ,, *Sh* ,,<br>*H* ,, *2nd* ,,<br>1278*tDTa*32' | T.3Cy.27½",45"&75"–51" (*r*)<br>180lb 638NHP<br>4SB,12*cf*,GS187,HS10128 FD<br>D.Rowan&Co.Glasgow<br>*only*<br>712*tFPT*64*tAPT*15*t* | 36 ″ 6<br>s 9 ″ 0<br>27 ″ 10 | |
| 09714<br>217410<br>LPHS | **Baxley** WoodScSr<br>*Elec.light* Wireless 1*Dk* | 2551<br>—<br>1526 | | | | | 1918 | Hillyer-<br>Sperring-<br>Dunn, Jacksonville,Fla. | UnitedStates<br>ShippingBoard | 267·3<br>P18'B67'F27' | 46·0 | 23·6 | Jcksnville<br>(Fla.)<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 09715<br>218454<br>LRVJ | **Bay Head** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trBin fore&after holds*<br>Wireless Sub.Sig. &*Web frames* | 3545<br>3005<br>2174 | | | … | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa | 28 ″ 6 | R |
| 09716<br>126866<br>KLGW | **Bay Queen** SteelPad<br>(*ex*Clermont,*ex*<br>Charmary) 1*Dk* | 298<br>—<br>203 | | | | | 1892 | T.S.Marvel<br>&Co.<br>Newb'rghNY | T.J.Sammoa | 164·9 | 25·6 | 10·6 | Tampa,<br>Fla.<br>Utd.States | | | |
| 09717 | **Bay State** SteelTwinSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks&Shelter dk&*<br>*Ref.Mchy.* *Cruiser Stern* *Shade dk*4*trB* | 15000<br>7050 | | | | | 1920 | NewYork<br>S.B.Corp.<br>Camden,N.J. | UnitedStates<br>ShippingBoard | 518·0<br>B186' | 72·0 | 32·0 | CamdenNJ<br>Utd.States | 4 Steam Turbines geared<br>to 2 Sc. Shafts<br>ForeRiverS.B.Co.<br>Quincy,Mass. | | |
| 09718<br>76933<br>KHJF | **—** SteelSc<br>(*ex*JosephL.Colby)<br>*Whaleback* *Mchy.Aft* 1*Dk*2*trB* | 1245<br>—<br>915 | | | | | 1890 | American<br>Stl.BargeCo<br>W.Superior | WhiteOak<br>Transprtn.Co. | 265·0 | 36·0 | 22·0 | Belfast,Me<br>Utd.States<br>*WB* | C.2Cy.26"&50"–42"<br>135NHP<br>S.F.Hodge&Co.Detroit | | |
| 09719<br>106834<br>KJPS | **Bay View** SteelSc<br>(*ex*A.D.Thomson)<br>*Whaleback* *Mchy.Aft* 1*Dk*2*trB* | 1399<br>—<br>1075 | | | | | 1891 | American<br>Stl.BargeCo.<br>W.Superior | WhiteOak<br>Transprtn.Co. | 265·0 | 38·0 | 24·0 | Belfast,Me<br>Utd.States<br>*WB* | T.3Cy.18",30"&48"–36"<br>NB12 138NHP<br>S.F.Hodge&Co.Detroit | | |
| 09720<br>212888<br>LFCH | **Bayamo** SteelScSr<br>*Elec.light* (*ex*Turkistan)<br>Wireless 1*Dk&Spardk&deepframing* | 3296<br>2950<br>2054 | | | … | | 1898 | W.Gray&<br>Co.Ld.<br>WHartlepool | NewYork&Cuba<br>MailS.S.Co.Inc. | 350·0<br>P31'B72'F35'<br>FK | 45·0 | 16·2<br>24·1 | NewYork<br>Utd.States<br>*WB* | T.3Cy.28",43½"&72"–48"<br>460NHP<br>Cen.Mar.Eng.Wrks.WHpl | 26 ″ 8 | R |
| 09721 | | | | | | | | | | | | | | | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09722<br>141870 | **Bayano** SteelTwinSc3MstSr<br>Wireless<br>SubSig. *Elec.light Ref.Mchy.* 2*Dks* | 6788<br>5204<br>3963 | | | | | 1917 | A.Stephen &Sons,Ld.<br>Glasgow | Elders&Fyffes,Ld. | 425·5<br>P40'B195'F47' | 54·2 | 30·4 | Glasgow<br>British<br>*WB* | T.6Cy.23½",39½"&67"-48"<br>622NHP<br>A.Stephen&Sons,Ld.Gls. | | C<br>BT<br>till<br>6,21 |
| 09723<br>MNBT | **Bayard** SteelTwinSc3MstSr<br>*OilEng.*<br>*Elec.light Mchy.Aft* Wireless 2*Dks* | 4111<br>3860<br>2535 | | | | | 1915 | Akers Mek.Værks.<br>Christiania | A/S Bonheur<br>(Fred.Olsen&Co. *Mgrs.*) | 335·2 | 48·2 | 29·5 | Chrstiania<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.19⅝"-26" 297NHP<br>AkersMek.Værks.Xia | | N |
| 09724 | **Baycrane** SteelTwinSc<br>(*ex*Paraguassu) | *1330*<br>—<br>*823* | | | | | 1914 | WerfGusto<br>Schiedam | RussianGovernment(Ministry of Com.&Ind.) | 160·5 | 72·2 | 15·9 | Russian | C.2Cy.15"&30"-19½"<br>66NHP<br>WerfGusto,Schiedam | | |
| 09725<br>~~[illegible]~~<br>~~HKDJ~~ | **Baycross** SteelScSr<br>Now named "Turckheim," See No. 39[illegible] in Supplement<br>*ss*Npt.No.3-9,19<br>(*ex*Crossby) *Spar dk*(*Stl*)2*trB*<br>Wireless *&deepframing* | 3920<br>3628<br>2458 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>1,21<br>MS9,19 | ✠LMC<br>BS1,21<br>Msl | *w* | CL<br>9,19 | 1907<br>2mo | R.Stephenson&Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | Soc.Anon.deNav. LesArmateurs Français | 340·6<br>P26'B93'F33' 27·3 FK<br>*CellDBa*110'*u E&B*42' *f*.138' 739*t* *APT*181*t* | 47·2 | 20·0 | ~~London~~<br>~~Brit~~ French<br>6*BHCem* | T.3Cy.25",41"&67"-45" (*r*)<br>165lb *90lb* 340NHP<br>2SB,*6cf*,GS129,HS5620<br>Blair&Co.Ld.Stockton | 29 " 10<br>s 5 " 10½<br>24 " 3 | |
| 09726<br>~~[illegible]~~<br>~~HPMN~~ | **Baydouglas** SteelScSr<br>Now named "Port de Brest," See No. 388[illegible] in Supplement<br>*ss*Msl.No.3-4,20<br>(*ex*Earl of Douglas) 1*Dk*(*Stl*)*&Spar dk*<br>*Elec.light* Wireless (*Stl*)*&deep framing* | 4267<br>4017<br>2761 | ✠100A1<br>*Spar dk*<br>11,20<br>BS4,21 | Msl<br>✠LMC4,20 | *x* | CL<br>11,20 | 1906<br>2mo | Russell& Co.<br>PortGlasgow<br>*Lloyd'sA&CP* | ~~TheBayS.S.Co.Ld.~~<br>FrenchGovt. | 369·7<br>P36'B108'F44' 27·0 FK<br>*Cell D B a&uE*140 *f*162' 949*t DTa*28' 686*t APT*45*t* | 49·8 | 19·1 | ~~London~~<br>~~Brit~~ French<br>6*BHCem* | T.3Cy.26",42"&70"-48" (*s*)<br>180lb NDB21 *100lb* 410NHP<br>2SB,*6cf*,GS118,HS5523 FD<br>Rankin&Blackmore,Grk | 29 " 8<br>s 5 " 10<br>24 " 3 | |
| 09727 | **Bayern** SteelSc<br>(*Trawler*)<br>1*Dk* | 253<br>211<br>90 | | | | | 1903 | G.Seebeck Act.Ges.<br>Bremerhaven | DeutscheDmpfischereiGes. Nordsee | 135·3<br>Q66'F23' | 22·5 | 9·8 | Nordenh'm<br>German<br>*WB* | T.3Cy.12",19$\frac{5}{16}$"&31½"-23⅝"<br>48NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 09728<br>140270<br>JPDF | **Bayersher** SteelScSr<br>(*ex*ErwinL.Fisher)<br>Now named "Port de Caen," See No. 38899 in Supplement<br>*Elec.light Mchy.Aft* Wireless 1*Dk* | 1320<br>1045<br>855 | | | | | 1910 | Toledo S.B.Co.<br>Toledo | The BayS.S.Co.Ld. | 228·0 | 40·0 | 14·7 | London<br>British<br>*WB* | T.3Cy.17¼",27½"&43"-36"<br>106NHP<br>ToledoS.B.Co.Toledo | | V |
| 09729<br>96049<br>LOFM | **Bayfield** SteelTwinScSr<br>(*Tug*)<br>(*ex*LordStanley) Wireless 1*Dk* | 276<br>260<br>114 | | | ... | | 1889 | D&WHenderson&Co.<br>Glasgow | Canadian Government | 140·0<br>B12'F24' BK6" | 24·1 | 11·3 | Ottawa<br>British<br>*WB* | T.6Cy.12¾",20"&33"-24"<br>112NHP<br>D.&W.Henderson&Co.Gls. | 12 " 2 | |
| 09730<br>127455<br>~~HQRN~~ | **Bayford** SteelScSr<br>*ss*Npt.No.2-19<br>(*ex*Brantford) 1*Dk*(*Stl*)<br>Wireless | 4182<br>3953<br>2683 | ✠100A1<br>3,21~~6,20~~<br>BS6,20 | Ply<br>Msl<br>✠LMC6,19 | *x* | 6,19 | 1910<br>4mo | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | ~~TheBayS.S.Co.Ld.~~<br>FrenchGovt. | 365·0<br>P24'B91'F32' FK<br>*CellDB a*119'*uE&B*43' *f*159' 927*tAPT*48*t* | 51·4 | 25·9 | ~~London~~<br>~~Brit~~ French<br>6*BHCem* | T.3Cy.25",40"&67"-45" (*s*)<br>180lb 335NHP<br>3SB,*9cf*,GS140,HS5295<br>Richardsons,Westgarth& Co.Ld.Sld. | 28 " 4<br>s 5 " 5½<br>23 " 3 | |
| 09731<br>~~[illegible]~~<br>~~HVKN~~ | **Baygola** SteelScSr<br>Now named "Port D' Alger," See No. 38956 in Supplement<br>*ss*Brs.No.2-20<br>(*ex*Angola) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 4981<br>4711<br>3172 | ✠100A1<br>4,21~~2,20~~<br>BS6,20 | NYk<br>Bry<br>✠LMC<br>MS9,20 | *y* | CL<br>N4,21 | 1912<br>3mo | D&WHendersn&Co.Ld.<br>Glasgow<br>*Lloyd'sA&CP* | ~~TheBayS.S.Co.Ld.~~<br>FrenchGovt. | 403·5<br>P45'B126'F38' FK<br>*CellDB a*123' *uE&B*36' *f*182'1054*tFPT*96*tAPT*218*t* | 52·2 | 27·3 | ~~London~~<br>~~Brit~~ French<br>6*BHCem* | T.3Cy.25",41"&67"-51" (*s*)<br>175lb 435NHP<br>3SB,*9cf*,GS146,HS6397 FD<br>D&W.Hendersn&CoLdGls | 29 " 10<br>s 5 " 11<br>24 " 3 | |
| 09732<br>~~117394~~<br>~~HDPQ~~ | **Baygowan** SteelScSr<br>*ss*Cff.No.3-5,18<br>(*ex*Gowanburn) 1*Dk*(*Stl*)*&Spar dk*<br>*Elec.light* Wireless (*Stl*)*&deep framing*<br>Now named "Port de Marseille," See No. 38953 in Supplement | 4274<br>4024<br>2723 | ✠100A1<br>*Spar dk*<br>2,21~~2,20~~ | Cff<br>NNs<br>MBS2,21 | *x* | CL<br>~~12,18~~<br>2,21 | 1905<br>8mo | Russell& Co.<br>PortGlasgow<br>A&CP | ~~TheBayS.S.Co.Ld.~~<br>FrenchGovt. | 370·0<br>P36'B109'F44' 27·0 FK<br>*CellDBa*114'*uE*26' *f*162' 949*t DTa*28' 686*tAPT*45*t* | 49·8 | 19·1 | ~~London~~<br>~~Brit~~ French<br>6*BHCem* | T.3Cy.26",42"&70"-48" (*s*)<br>180lb *100lb* NDB20 410NHP<br>2SB,*6cf*,GS118,HS5523 FD<br>Rankin&~~Blackmore~~,Grk. | 29 " 8<br>s 5 " 10<br>24 " 3 | |
| 09733<br>~~123701~~<br>~~HJOK~~ | **Bayhowel** SteelScSr<br>Now named "Hohneck," See No. 37816 in Supplement<br>*ss*Bry.No.3-9,18<br>(*ex*KingHowel) 1*Dk*(*Stl*)2*trB&*<br>Wireless *deepframing 3Dk rule* | 4343<br>4083<br>2822 | ✠100A1<br>12,20<br>MS10,18 | Msl<br>✠LMC<br>BS6,20 | *x* | CL<br>6,20 | 1906<br>9mo | R.Stephenson&Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | Soc.Anon.deNav. "Le Armateurs Francais" | 355·2<br>P46'B98'F34' FK<br>*CellDBa*117'*u E*23'*f*150'910*tFPT*58*tAPT*202*t* | 50·1 | 27·5 | ~~London~~<br>~~Brit~~ French<br>6*BHCem* | T.3Cy.26",43"&70"-45" (*s*)<br>180lb *100lb* 356NHP<br>2SB,*6cf*,GS150,HS5486<br>Palmers'Co.Ld.Newcastle | 30 " 2<br>s 5 " 10½<br>24 " 8 | |
| 09734<br>~~98052~~<br>~~JNBP~~ | **Baylula** SteelScSr<br>*ss*Msl.2ndNo.3-8,15<br>(*ex*Lula,*ex*Bona) *ss*Cff.No.1-19<br>1*Dk*(*Irn*)*&Web frames&ptAwngdk*(*Irn*)<br>*Elec.light* Wireless<br>Now named "Leon Pancaldo," See No. [illegible]8222 in Supplement | 2412<br>1780<br>1520 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>3,20 | Npt<br>BS3,21<br>✠LMC12,19 | *s* | CL<br>~~12,19~~<br>3,21 | 1890<br>3mo | R.Dixon &Co.<br>Middlesbro'<br>A&CP | ~~TheBayS.S.Co.Ld.~~<br>FrenchGovt. | 297·0<br>P27'Q78'<br>*ptAwng dk*192' FK<br>*CellDB*248'489*t* | 40·0 | 18·9 | ~~London~~<br>~~Brit~~ French<br>5*BHCem* | T.3Cy.22",35"&59"-39" (*s*)<br>160lb*100lb* NDB00 231NHP<br>2SB,*6cf*,GS107,HS3670<br>T.Richardson&Sons,Hpl. | 21 " 4<br>s 8 " 4<br>20 " 6 | |
| 09735<br>~~[illegible]~~<br>~~HTNB~~ | **Baymano** SteelScSr<br>Now named "Malgache," See No. 38[illegible] in Supplement<br>*ss*Npt.No.2-20<br>(*ex*CayoRomano) 2*Dks*(*Stl*)*&*<br>Wireless *deep framing* | 3752<br>3495<br>2362 | ✠100A1<br>10,20 | Npt<br>✠LMC10,20 | *w* | CL<br>10,20 | 1911<br>10mo | W.Dobson &Co.<br>Newcastle<br>*Lloyd'sA&CP* | Cie.Marseillaise deMadagascar<br>~~TheBay S.S.Co.Ld.~~<br>~~FrenchGovt.~~ | 354·4<br>P41'B112'F41' FK<br>*CellDBa*114'*u E & B*46'*f*150' 720*t APT*85*t* | 48·0 | 26·0 | ~~London~~<br>~~Brit~~ French<br>6*BHCem* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 371NHP<br>3SB,*9cf*,GS127,HS4950 FD<br>N.E.MarineEng.CoLdNwc | 28 " 5<br>s 5 " 1<br>23 " 9 | |
| 09736<br>219142<br>LTKQ | **Baymead** SteelSc<br>(*Tug*)<br>*Elec.light* Sub.*Sig.* 1*Dk* | 426<br>—<br>200 | | | | | 1919 | Providence Eng.Wks.<br>NewYork | UnitedStates ShippingBoard (Southern TransptnCo*Mgrs*) | 142·0 | 27·7 | 14·8 | NewYork<br>Utd.States | T.3Cy.17",25"&43"-30"<br>101NHP | | |
| 09737<br>~~118489~~<br>~~HBFN~~ | **Baymingo** SteelScSr<br>*ss*Cff.No.3-12,17<br>(*ex*CayoDomingo) 1*Dk*(*Stl*)*&Spar dk*<br>Wireless (*ptIrn&ptStl*)*&deep framing*<br>Now named "Saint Fereol," See No. 39335 in Supplement | 2717<br>2574<br>1713 | ✠100A1<br>*Spar dk*<br>2,20<br>MS12,16 | NNs<br>✠LMC<br>~~BS1,20~~<br>BS4,21 | *u* | CL<br>N2,20 | 1904<br>9mo | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>*Lloyd'sA&CP* | ~~TheBayS.S.Co.Ld.~~<br>FrenchGovt. | 315·4<br>P&B202'F34' 24·3 FK<br>*CellDBa*114'*uE&B*38'*f*130'595*t* | 43·1 | 16·9 | ~~London~~<br>~~Brit~~ French<br>5*BHCem* | T.3Cy.24",38"&64"-42" (*r*)<br>160lb *100lb* 273NHP<br>2SB,*6cf*,GS115,HS4200<br>N.E.MarineEng.CoLdNwc | 26 " 10<br>s 3 " 7½<br>23 " 7 | |
| 09738<br>592<br>NGMH | **Bayonne** SteelSc3MstSr<br>*ss*Gen.No.1-20 *ss*Gen.2ndNo.3-2,16<br>*Mchy.Aft* 1*Dk*(*Stl*)*&Spardk*(*Stl*)<br>*Elec.light* Wireless *&Webframes* | 3294<br>3068<br>2154 | ✠100A1<br>*Spar dk*<br>~~[illegible]~~ 2,22<br>✠NB3,07<br>*CarryingPetroleum in bulk* | Gen<br>~~Lgn~~-Tri<br>BS9,21<br>✠LMC9,20 | *v* | CL<br>~~11,19~~<br>2,22 | 1889<br>8mo | A.&J. Inglis<br>Glasgow<br>*Lloyd'sA&CP* | "LaColumbia" Soc.Maritt.per Trasporto di Petrolio e Derivati | 330·0<br>P84'B15'F48' 28·4<br>ND02 FK<br>*WB = DBuB*38' 122*t FPT* 103*t APT*80*tDeepTankf*18'313*t* | 42·2 | 21·1 | Genoa<br>Italian<br>14*BHptCem* | T.3Cy.23¾",40"&63"-48" (*s*)<br>160lb ~~*90lb*~~ NDB93 293NHP<br>2SB,*8cf*,GS157,HS4680<br>A.&J.Inglis,Glasgow | 29 " 6<br>s 6 " 9½<br>23 " 0 | |
| 09739<br>218735<br>LSKD | **—** SteelScSr<br>*OilEng.*<br>*Elec.light* 1*Dk*(*Stl*)*&Web frames*<br>*Mchy.Aft* Sub.Sig.*Longitudinal framing* | 1111<br>915<br>638 | ✠100A1<br>5,21 ~~8,19~~<br>*CarryingPetroleum in bulk* | NYk<br>✠LMC2,21 | *n* | ~~CL~~<br>5,21 | 1919<br>8mo | TankS.B. Corp.<br>Newburgh, N.Y.<br>A&CP | VacuumOilCo.Inc. | 206·8<br>P56'F23' FK<br>*CellDBuE* 30' 31*t FPT*44*t APT*21*t* | 35·5 | 16·8 | NewYork<br>Utd.States<br>10*BHCem* | Oil Engine 4S.C.CA<br>6Cy.16"-24" *160lb* 94NHP<br>McIntosh& Seymour,Auburn,N.Yk. | 17 " 4<br>s 2 " 8<br>14 " 11 | |
| 09740<br>220653<br>MBPF | **Bayou Chico** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)*&Web frames*<br>Wireless | 5401<br>4942<br>3364 | *Fitted for oil fuel* 11,20 *F.P. above* 150° F. | | ... | CL | 1920<br>11mo | Pensacola S.B.Co.<br>Pensacola | UnitedStates ShippingBoard | 400·7<br>P36'B124'F44' FK<br>*CellDB*338' 1305*t MT*27' 830*t FPT*104*t APT*136*t* | 54·2 | 30·2 | Pensacola<br>Utd.States<br>7*BHCem* | 2 SteamTurbines geared to 1 Sc.Shaft 225lb HS8745 (*r*)<br>3 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 32 " 10 | |

| 1<br>Numéro d'Ordre<br>Numéro Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel<br>Total<br>Sous le Pont<br>Net | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chandières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chandières & Foyers. Nom du Constructeur des machines | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15<br>Registres où cotés, [illegible] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09741<br>217320<br>LPCT | **Bayou Teche** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2368<br>—<br>1403 | | | | | 1918 | Jahncke S.B.Co.<br>Madisonville, La. | UnitedStates ShippingBoard | 267·2<br>P40'B66'F30' | 46·0 | 23·5 | N.Orleans<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 09742<br>219722<br>LVWF | **Bayport** SteelSc<br>(*Tug*)<br>Wireless 1*Dk* | 426<br>—<br>200 | | | | | 1920 | Providence Eng.Wks.<br>NewYork | UnitedStates ShippingBoard | 142·0 | 27·7 | 14·8 | NewYork<br>Utd.States | T.3Cy.17",25"&43"-30"<br>101NHP | | |
| 09743<br>139196<br>JNVC | **Bayramento** SteelSc4MstSr<br>ssVpo.No.3-9,16<br>*Elec.light* ssCff.No.1-20<br>(*ex*Sacramento,*ex*Alexandria) Wireless<br>2*Dks*&*deepframing*&*Sh* *Now named* "Port de St.Nazaire," *See No.* 38886 *in Supplement* | 5762<br>5403<br>3653 | ✠100A1<br>*Shelter dk*<br>10,20<br>~~BS5,20~~ ✠LMC<br>MS10,20 | Cff | *z* | CL<br>10,20 | 1900<br>12mo | Palmers' Co.Ld.<br>Newcastle<br>A&CP | TheBayS.S.Co.Ld.<br>*CellDB*383'1207*t* | 452·0<br>*DTa* 30' 760*t FPT* | 52·2 | 28·3 | London<br>British<br>FK 7*BHCem*<br>170*tAPT*60*t* | T.3Cy.30",50"&81½"-54" (*s*)<br>180lb 642NHP<br>3DB,18*cf*,GS338,HS11475<br>Palmers'Co.Ld.Newcastle | 31 ″ 2<br>s 5 ″ 5<br>26 ″ 2 | |
| 09744<br>139182<br>JNTB | **Baysarnia** SteelScSr<br>(*ex*Sarnia,*ex*Gerda) *Now named* "Port de Cette," *See No.* 38897 *in Supplement*<br>*Elec.light* Wireless 3*Dks* | 3458<br>[illegible]<br>2117 | | | | | 1892 | Blohm& Voss<br>Hamburg | TheBayS.S.Co.Ld. | 352·4<br>P54'B101'F44' | 42·2 | 26·0 | London<br>British<br>*WB* | T.3Cy.25 1/16",40"&66"-42½"<br>283NHP<br>Blohm&Voss,Hamburg | | CR |
| 09745<br>~~135095~~<br>~~JBLK~~ | **Baysarua** SteelScSr<br>ssCff.No.1-18<br>(*ex*Masarua) Wireless 2*Dks*(*Stl*)<br>*Elec.light* *Now named* "Port de Dunkerque," *See No.* 38958 *in Supplement* | 5016<br>4706<br>3189 | ✠100A1<br>11,20<br>✠LMC<br>MS1,17 BS11,20 | Shl | *y* | CL<br>3,20 | 1913<br>1mo | D&W Hendersn&Co.Ld.<br>Glasgow<br>Lloyd's A&CP | ~~TheBayS.S.Co.Ld.~~<br>French Govt.<br>*Cell DBa* 123' *uE&B* | 402·7<br>P45'B126'F38'<br>36'*f* 182'1054*tFPT* | 52·3 | 27·3 | ~~London~~<br>~~Bri~~ French<br>FK 6*BHCem*<br>96*tAPT*218*t* | T.3Cy.25",41"&67"-51" (*s*)<br>175lb 435NHP<br>3SB,9*cf*,GS146,HS6397 FD<br>D&WHendersn&CoLd.Gls | 29 ″ 10<br>s 5 ″ 11<br>24 ″ 3 | |
| 09746 | **Bayside** SteelSc<br>(*Tug*)<br>Wireless 1*Dk* | 426<br>—<br>74 | | | | | 1920 | Providence Eng.Wks,<br>CityIsland, N.Y. | UnitedStates ShippingBoard | | | | NewYork<br>Utd.States | T.3Cy.17",25"&43"-30"<br>101NHP | | |
| 09747 | **Bayspring** SteelSc<br>(*Tug*)<br>Wireless 1*Dk* | 426<br>—<br>74 | | | | | 1920 | Providence Eng.Wks,<br>CityIsland, N.Y. | UnitedStates ShippingBoard | | | | NewYork<br>Utd. States | T.3Cy.17",25"&43"-30"<br>101NHP | | |
| 09748<br>~~136268~~<br>~~JDTR~~ | **Baytigern** SteelScSr<br>(*ex*SaintKentigern) 2*Dks*<br>*Elec.light* Wireless *Now named* "Port de Boulogne," *See No.* 38951 *in Supplement* | 4411<br>4091<br>2831 | | | | | 1914 | Greenock& Grangem'th DokydCo.Ld.<br>Greenock | ~~TheBayS.S.Co.Ld.~~<br>French Govt. | 375·5<br>P36'B99'F43' | 52·2 | 25·7 | ~~London~~<br>~~British~~<br>French *WB* | T.3Cy.25",41"&68"-48"<br>320NHP<br>Rankin&Blackmore,Grk. | | C |
| 09749<br>220590<br>MBKP | **Baytown** SteelSc<br>ssNOs.No.1-21<br>(*ex*Reginolite) 1*Dk*(*Stl*)&*Web frames*<br>*Elec.light* *Mchy.Aft* | 2631<br>2063<br>1394 | ✠100A1<br>3,21 ~~9,20~~<br>✠LMC~~10,17~~ 3,21<br>*Carrying Petroleum in bulk F.P. above 150° F.*<br>*Fitted for oil fuel* 10,17 | NNs<br>NOs | *r* | CL<br>N5,19 | 1917<br>10mo | CollingwoodSBCoLd<br>Collingwood<br>A&CP | HumbleOil& RefiningCo.Inc.<br>*CellDBuE* | 250·0<br>P73'F35'<br>&*B*44' 97*t FPT*446*t* | 43·8 | 23·5 | Houston (Texas)<br>FK Utd.States<br>10*BHCem*<br>*APT*80*t* | T.3Cy.18",30"&50"-36" (*r*)<br>180lb *125lb* 211NHP<br>2SB,6*cf*,GS110,HS3910<br>CollingwoodS.B.Co.Ld. | 25 ″ 0<br>s 3 ″ 3½<br>22 ″ 1 | |
| 09750<br>140405<br>JRPV | **Bayusona** SteelScSr<br>(*ex*Usona,*ex*Charles Beatty) 1*Dk* *Now named* "Port de St Malo," *See No.* 38900 *in Supplement*<br>*Elec.light* *Mchy.Aft*<br>Wireless | 1293<br>[illegible]<br>795 | | | | | 1902 | CraigS.B.Co.<br>Toledo,O. | TheBayS.S.Co.Ld. | 211·6 | 40·1 | 13·0 | London<br>British<br>*WB* | T.3Cy.15¼",25"&42"-36"<br>87RHP<br>CraigS.B.Co.Toledo,O. | | CR |
| 09751<br>~~[illegible]~~<br>~~JHGL~~ | **Bayverdun** SteelScSr<br>*Now named* "Ville de Djibouti," *See No.* [illegible] *in Supplement*<br>ssCff.No.1-19<br>(*ex*Verdun) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light*<br>Wireless | 4301<br>4084<br>2680 | ✠100A1<br>*Shelter dk with freeboard*<br>11,20<br>BS11,20 ✠LMC6,19 | Msl | *y* | CL<br>11,20 | 1914<br>11mo | Russell& Co.<br>Pt.Glasgow<br>Lloyd's A&CP | ~~TheBayS.S.Co.Ld.~~<br>French Govt.<br>*CellDBa*126'*uE* 22'*f* | 387·9<br>169' 1096*tFPT* 105*t* | 54·0 | 25·9 | ~~London~~<br>~~Bri~~ French<br>FK 6*BHCem*<br>*APT*135*t* | T.3Cy.26",42"&70"-48" (*r*)<br>180lb 428NHP<br>3SB,9*cf*,GS184,HS7431<br>Rankin&BlackmreLdGrk. | 28 ″ 6<br>s 3 ″ 7<br>25 ″ 3 | |
| 09752<br>212841<br>LDWT | **Bayway** SteelScSr<br>ssN.Os No-2-21<br>(*ex*Mohawk) 2*Dks*(*Stl*)&*Web frames*<br>*Elec.light* *Longitudinal framing*<br>*Mchy.Aft* Sub.Sig. Wireless | 5083<br>4467<br>3051 | ✠100A1<br>~~11,16~~ 4,22<br>~~[illegible]~~<br>BS4,22 ✠LMC9,12<br>~~MBS1,17~~ ~~BS4,19~~<br>*Carrying Petroleum in bulk F. P. above 150° F.*<br>*Fitted for oil fuel* 3,13 | NYk<br>NOs<br>3,21 | *y* | CL<br>~~N1,20~~<br>3,21 | 1913<br>3mo | Howaldtswerke<br>Kiel<br>Lloyd's A&CP | StandardOilCo. (NewJersey)<br>*WB=CellDB*<br>*DTf*31'480*t* | 385·3<br>P115'B22'F37'<br>*uE&B*74'221*t*<br>*FPT*169*tAPT*66*t* | 52·4 | 28·5 | NewYork<br>Utd.States<br>FK 13*BHCem*<br>10 *to Upr dk*<br>3 „ *2nd* „ | Q4Cy19½",28",41"&59"-41⅜"<br>213lb *120lb* (*s*) 320NHP<br>2SB,6*cf*,GS100,HS4512 FD<br>Howaldtswerke,Kiel | 28 ″ 8 | |
| 09753<br>94298<br>KMTH | **Bazalgette** SteelTwinSc<br>ssBrw.3rdNo3-10,21 ~~ssLon.2ndNo.3-12,11~~<br>*Mchy.Aft* ~~ssLon.No.1-10~~<br>(*Sludge vessel*) 1*Dk*(*Stl*) | 998<br>967<br>~~308~~ | ✠100A-<br>10,21<br>✠LMC10,21<br>✠NE&B10,21 | Lon<br>Brw | | N10,21 | 1887<br>5mo | Brw.SBCo. (Lim.)<br>Barrow | LondonCounty Council | 230·2 | 38·2 | 13·8 | London<br>British<br>FK ~~5*BHCem*~~<br>*ptCem* | T.6Cy.~~16½~~ 15",22"&33"-24"(*s*)<br>155lb 96RHP<br>2SB,4*cf*,GS80,HS2066<br>Vickers,Ld.Brw | | |
| 09754 | **Bd. Blumenfeld III.** SteelSc<br>1*Dk* | 118<br>105<br>— | | | | | 1899 | J.H.N. Wichhorst<br>Hamburg | Bd.Blumenfeld | 81·1 | 19·3 | 7·9 | Hamburg<br>German<br>*WB* | T3Cy.11⅗",18 1/16"&29½"-17¾"<br>36NHP<br>J.H.N.Wichhorst,Ham. | | |
| 09755<br>~~108368~~<br>QFBM | **Beacon Grange** SteelScSr<br>Wrecked 9,21<br>~~ssNwe.No.3-5,11~~<br>ssNpt.2ndNo.3-2,21 ~~ssLiv.No.1-15~~<br>*Ref.Mchy* 1*Dk*(*Stl*)&*Spardk*(*Stl*)&<br>*Elec.light* Wireless *deep framing* | 4032<br>3725<br>2478 | ~~✠100A1~~<br>*Spar dk*<br>2,21 ~~10,14~~<br>~~[illegible]~~<br>~~BS5,20~~ ~~✠LMC~~ 2,21<br>~~Lloyd'sRMC0,20~~ 2,21 | Liv<br>Npt | *x* | CL<br>N9,20 | 1898<br>6mo | Workman, Clark&Co.Ld<br>Belfast<br>A&CP *WB=* | HoulderLine,Ld. (HoulderBros.& Co.Ld.*Mgrs.*)<br>*Cell DBa* 102'*uE&* | 370·0<br>P37'B174'F79' 27·3<br>*B*62'*f*130'795*tFPT* | 47·6 | 18·9 | London<br>British<br>FK 6*BHCem*<br>140*tAPT*30*t* | T3Cy26½",43⅝"&72"-48"(*s*)<br>190lb *90lb* 415NHP<br>2SB.6*cf*,GS125,HS5253 FD<br>Wrkman,Clark&Co.Ld.Bel | 29 ″ 10<br>s 4 ″ 10¼<br>25 ″ 3 | |
| 09756<br>219596<br>LVPK | **Beagle** WoodSc<br>*Elec.light* 1*Dk* | 176<br>—<br>29 | | | | | 1920 | Burger BoatCo.<br>Manitowoc, Wis. | UnitedStates ShippingBoard | 95·5 | 24·7 | 12·2 | M'lwaukee Wis.<br>Utd.States | C.2Cy.18"&38"-26"<br>61NHP | | R |
| 09757<br>129134 | **Beam** SteelTwinSc<br>ssLon.No.2-18<br>1*Dk*(*Stl*) | 168<br>150<br>3 | ✠100A-<br>*For Towing purposes*<br>11,20 ✠LMC<br>*Water Tube Boilers*<br>MS10,18 BS3,22 | Lon | | 11,20 | 1910<br>9mo | Ferguson Bros.<br>Port Glasgow | Port of London Authority | 86·0<br>B23'<br>*WB=FPT* | 22·6 | 10·8 | London<br>British<br>BK6" 4*BHAsp*<br>12*tAPT*21*t* | C.4Cy.19"&40"-24"<br>200lb 120lbatEng. 175NHP<br>2B, GS86,HS3360<br>FergusonBros.Pt.Gls. | 12 ″ 0<br>s 1 ″ 2¼<br>11 ″ 5 | |
| 09758<br>219483<br>LVHS | **Bear** WoodSc<br>*Elec.light* Wireless 1*Dk* | 181<br>—<br>32 | | | | | 1920 | Leatham& SmithTowing &WrecknigCo<br>Sturgeon Bay Wis. | CornellSteamboat Co. | 95·5 | 24·7 | 12·2 | M'lwaukee Wis.<br>Utd.States | C.2Cy.18"&36"-26"<br>61NHP | | R |
| 09759<br>121807 | **Bear River** WoodScSr<br>1*Dk* | 104<br>82<br>71 | | | | | 1905 | Nw.Burrell Johnson I.Co. Ld.Shelburne | ClarkeBros. | 90·0 | 20·0 | 8·4 | Digby,N.S.<br>British | C.2Cy.10"&20"-16"<br>16RHP<br>NwBurrellJohnsonI.CoLd | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09760<br>219550<br>LVMQ | **Bearport** SteelSc<br>Elec.light Sub.Sig. 1Dk&Shelterdk<br>Wireless Fitted for oil fuel<br>Longitudinal framing | 6076<br>5563<br>3729 | | | | | 1920 | GMStandiferCnstCorp<br>Vancouver, Wash. | UnitedStates ShippingBoard | 401·4<br>P48'B81'F38' | 53·2 | 31·9 | PortlndOr<br>Utd.States<br>WB | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>Hooven,Owens&RentschlerCo.Hamilton,O. | | R |
| 09761<br>129189<br>HSNR | **Bearwood** SteelScSr<br>Wireless ssSld.No.3–3,19<br>(exGaresfield) Elec light 1Dk(Stl)<br>Well deck Cargo battens not fitted | 1757<br>1373<br>1088 | ✠100A1<br>7,21 ~~8,20~~<br>~~BS8,20~~ ✠LMC5,19<br>BS8,21 | Sld | q | ~~2,19~~<br>6,21 | 1911<br>4mo<br>Lloyd's A&CP | R.Thompson&Sons,Ld.<br>Sunderland<br>WB | W.FranceFenwick&Co.Ld.<br>=CellDBa80'uE& | 268·0<br>P20'Q84'B56'F25'<br>B35'f110'523tFPT | 38·5 | 17·0<br>FK | London<br>British<br>4BHCem<br>35tAPT53t | T.3Cy.21",34"&56"–36" (r)<br>180lb 218NHP<br>2SB,6cf,GS100,HS3550<br>Blair&Co.Ld.Stockton | 19 ″ 8<br>s2 ″ 2<br>17 ″ 10 | |
| 09762<br>214848<br>LGTD | **Beatrice** SteelScSr<br>Wireless<br>Elec.light 1Dk(Stl)&Webframes<br>Sub.Sig. Longitudinal framing | 3451<br>2843<br>2188 | ✠100A1<br>3,21 ~~8,20~~<br>✠LMC3,17<br>Fitted for oil fuel 3,17 F.P. above 150° F. | NYk<br>Bal | v | CL<br>~~3,19~~<br>1,22 | 1917<br>4mo<br>A&CP | BethlehemSteelCo.<br>Sparro'PtMd | A.H.BullS.S.Co.Inc.(A.H.Bull&Co Mgrs.)<br>CellDBa90'u | 327·2<br>P35'B98'F38'<br>E20'f146'691tFPT | 46·2 | 22·9<br>FK | NewYork<br>Utd.States<br>5BHCem<br>78tAPT296t | T.3Cy.22",37½"&60"–42" (s)<br>190lb 190lb 293NHP<br>2SB,6cf,GS143,HS4933<br>BethlehemStl.Co.Sparr'Pt | 25 ″ 6 | |
| 09763<br><br>NGSV | — SteelScSr<br>Elec.light 1Dk&Spar dk | 1056<br>952<br>554 | | | | | 1902 | BergensMek.Værks.<br>Bergen | Algem.Rotterd.OverzeeScheepv.Maats.(vanMuyden&Co.Mgrs.) | 200·0<br>H101t | 32·1 | 14·7<br>19·6 | Rottrdam<br>Dutch<br>WB | T.3Cy.19",30"&50"–33"<br>144NHP<br>BergensMekVærksBergen | | N |
| 09764<br>127408 | — SteelScK<br>1Dk | 239<br>199<br>92 | | | ... | | 1907 | Smith'sDockCo.Ld.<br>NorthShields | MiddletonSteamTrawlingCo.Ld.(H.Middleton,Mg) | 120·3<br>Q67'F19' | 21·6 | 11·6<br>BK7½" | Hartlpool<br>British | T.3Cy.12½",20"&34"–24"<br>87RHP<br>MacColl&Pollock,Ld.Sld | 12 ″ 6 | |
| 09765<br><br>— | — SteelScK<br>ssYmu.No.3–8,12<br>(exStrathtay) ssAms.No.1–17<br>1Dk | 185<br>175<br>54 | ✠100A1<br>StmTrawler<br>1,17<br>BS5,21 ✠LMC10,20 | Ymu | | 10,20 | 1901<br>1mo<br>Lloyd's A&CP | Hall,Russell&Co.Ld.<br>Aberdeen | N.V.Vissch.Maats.VigorI.(OceaanViss.Maats.Mgrs) | 108·1 | 21·6 | 11·4<br>BK7½" | Ymuiden<br>Dutch<br>3BHCem | T.3Cy.12½",20"&33"–21" (s)<br>140lb 56NHP<br>1SB,2pf,GS36,HS992<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 1<br>s1 ″ 4<br>11 ″ 8 | |
| 09766<br>123298 | — SteelScK<br>1Dk | 173<br>166<br>68 | | | ... | | 1906 | Cook,Welt'n&GemmellLd.Beverley | DobsonSteamFishingCo.Ld.(C.Dobson,Mgr.) | 108·5 | 21·6 | 11·5<br>BK8" | Grimsby<br>British<br>WB | T.3Cy.10",16¼"&27"–24"<br>45RHP<br>Amos&Smith,Hull | 12 ″ 4 | |
| 09767<br>140001 | **Beatrice Eves** WoodSc<br>9&12yrsMat. 1Dk | 94<br>—<br>40 | ✠ 11A1<br>For fishing purposes<br>1,20 ✠LMC1,20 | Rye | | CL | 1919<br>3mo<br>Lloyd's A&CP | G.&T.Smith,Ld.<br>Rye,Sussex | J.A.Black [illegible] | 86·8 | 19·7 | 9·7 | Lowestoft<br>British | T.3Cy.9½",15½"&26"–18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>Crabtree&Co.Ld.Gt.Yar. | 10 ″ 6 | |
| 09768<br>144652<br>KGJC | **Beatrice Hope** SteelSc<br>ssLon.No.3–7,20 OilEng.<br>Mchy.Aft 1Dk(Stl)<br>Cargo battens not fitted | 138<br>126<br>76 | ~~A1~~<br>Motor Barge<br>1,22 ~~7,20~~ ~~LMC7,20~~<br>For Channel & Coasting service Harwich, Dover, Dunkirk & Boulogne | Lon | | CL<br>3,20 | 1916<br>Lloyd's A&CP | W.Beardmore&Co.Ld<br>Glasgow | HopeLighterageCo Ld.(A.R.C.Johnston,Mgr.) | 105·5 | 21·1 | 7·5<br>FK | London<br>British<br>3BHCem<br>APT5t | Oil Engines 2S.C.SA<br>2Cy.10⅝"–11" 14NHP<br>J.&C.G.Bolinders,Skm. | 7 ″ 9<br>s1 ″ 7½<br>6 ″ 2 | |
| 09769 | **Beatrix** SteelSc<br>Elec.light 1Dk | 157<br>131<br>— | | | | | 1918 | Scheepsw.Baanhoek<br>Sliedrecht | InternationalTugCo. | 91·5 | 21·0 | 10·0 | Rottrdam<br>Dutch | T.3Cy.<br>J&Avd.SchuytPapendrcht | | |
| 09770<br>143668 | **Beatty Rose** SteelSc4MstSr<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 1119<br>800<br>609 | ✠100A1<br>10,21 ~~9,20~~<br>✠LMC9,20 | Psy<br>Gls | n | CL | 1920<br>9mo<br>Lloyd's A&CP | J Fullerton&Co.<br>Paisley | R.Hughes&Co.<br>CellD | 220·2<br>Q108'B15'F28'<br>Bf136'215tFPT80t | 34·2 | 13·1<br>FK | Liverpool<br>British<br>3BHCem<br>APT34t | T.3Cy.16",26"&44"–33" (s)<br>180lb 96RHP<br>2SB.4pf,GS78,HS2550<br>W.Beardmore&Co.Ld. Gls | 15 ″ 6<br>s1 ″ 3½<br>14 ″ 6 | |
| 09771 | **Beaufort** SteelScSr<br>(exRudolfBlumberg,<br>exRheingraf) 1Dk | 1769<br>1602<br>1077 | | | | | 1909 | Schiffsw.v.H.KochA.G.<br>Lübeck | UnitedStatesGovt.(NavyDept.) | 275·9<br>P&B218'F36' | 40·2 | 16·7 | Utd.States<br>WB | T.3Cy.19$\frac{11}{16}$",32$\frac{1}{16}$"&51⅛"–33$\frac{7}{16}$"<br>151NHP<br>OttensenerMasch.Fabrik | | |
| 09772<br>104217<br>HLFD | — IronSc<br>(Bucket Dredger)<br>1Dk | 368<br>368<br>197 | | | | | 1884 | HM'Intyre&Co.<br>Paisley | TilburyContracting&DredgingCo.Ld. | 160·4 | 28·2 | 9·6 | London<br>British | C.2Cy.22"&41"–30"<br>75RHP<br>Fleming&Fergusn,Ld.Psy | | |
| 09773<br>109642<br>ROML | — SteelScSr<br>ssSws.No.3–6,10<br>Mchy.Aft ssSws.No.2–18<br>Elec.light 1Dk | 119<br>109<br>54 | ✠100A1<br>~~8,20~~ ~~2,20~~ 10,21<br>MS9,18 ✠LMC ~~BS6,18~~<br>BS10,21 | Sws | a | CL<br>2,20 | 1898<br>8mo<br>A&CP | T.B.Seath&Co.<br>Rutherglen | SwanseaHarbourTrustees | 90·1 | 19·0 | 10·4<br>BK6½"<br>WB | Swansea<br>British<br>4BHCem<br>=MT9'11t | C.2Cy.16"&33"–24" (s)<br>150lb 45RHP<br>1SB,2pf,GS15,HS1320<br>Fisher&Co.Paisley | 11 ″ 1 | |
| 09774<br>144191<br>KFBW | **Beauly Firth** SteelSc<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 489<br>316<br>202 | ✠100A1<br>2,22 ~~2,21~~<br>✠LMC3,20 | Hul<br>Bwg | g | CL<br>10,20 | 1920<br>3mo<br>Lloyd's A&CP | J.Lewis&Sons,Ld.<br>Aberdeen | FerrumS.S.Co.Ld.(G.T.Gillie&Co.Mgrs.)<br>CellDBf95'114t | 160·1<br>Q92'B11'F23'<br>FPT33tAPT14t | 25·2 | 9·7<br>FK | Glasgow<br>British<br>3BHptCem<br>ptAsp | T.3Cy.12½",21"&34"–24" (s)<br>180lb 65RHP<br>1SB,3pf,GS52,HS1573<br>J.Lewis&Sons.Ld.Abn. | 11 ″ 8<br>3 ″ 9<br>11 ″ 9 | |
| 09775<br><br>ODBQ | **Beaumanoir** SteelScSr<br>Elec.light 1Dk(Stl)<br>Cargo battens not fitted | 2446<br>2191<br>1524 | ✠100A1<br>10,21 ~~8,20~~<br>✠LMC8,20 | PGl<br>Ant | s | CL | 1920<br>8mo<br>Lloyd's A&CP | Murdoch&Murray,Ld.<br>PortGlasgow | Soc.Anon.desChargeurs de l'Ouest | 290·2<br>P23'B77'F28'<br>CellDB250'558t | 44·2 | 20·9<br>FK | Nantes<br>French<br>6BHCem<br>APT80t | T.3Cy.22",36"&59"–39" (s)<br>180lb 100lb 263NHP<br>2SB.6cf,GS126,HS4428<br>J.G Kincaid&Co.Ld.Grk. | 23 ″ 1<br>s3 ″ 4<br>20 ″ 0 | |
| 09776<br>144531<br>— | **Beaumaris Castle** SteelScK<br>ssSws.No.1–20<br>(exJamesBurgess) 1Dk | 275<br>246<br>113 | 100A1<br>StmTrawler<br>8,21 ~~2,24~~ LMC5,20 | Sws | | CL<br>5,20 | 1917<br>A&CP | C.Renoldson&Son<br>SouthShields | ConsolidatedStm.Fishing&IceCo.(Gms.)Ld.(J.D.Marsden,Mgr.) | 125·5<br>Q72'F22' | 23·4 | 12·8<br>BK7½" | Swansea<br>British<br>2BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 61RHP<br>1SB,3pf,GS50,HS1619<br>ShieldsEng.Co.Ld.N.Shl. | 14 ″ 1 | |
| 09777<br>217313<br>LPCM | **Beaumont** WoodScSr<br>Elec.light Wireless 1Dk2trB | 2551<br>—<br>1528 | | | | | 1919 | McBride&Law<br>Beaumont, Texas | UnitedStatesShippingBoard | 267·3<br>P40'B66'F33' | 46·0 | 23·5 | PrtArthur<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 09778 | **Beaver** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 3Dks | 4507<br>—<br>2779 | | | | | 1909 | NwprtNwsS.B.&D.D.Co.<br>NewprtNews | UnitedStatesGovernment(NavyDepartment) | 357·5 | 47·0 | 26·4<br>34·0 | Utd.States<br>WB | T.3Cy.31",50"&84"–54"<br>520NHP<br>NewportNewsSB&DD.Co. | | R |
| 09779<br>96472 | — SteelTwinScSr<br>1Dk | 643<br>527<br>320 | | | | | 1889 | Simons&Co.<br>Renfrew | ~~TheAgriculturalCo-operativeUnion,Ld.~~ BeaverSSCoLd. | 152·7 | 30·2 | 13·0 | Durban<br>British<br>WB | C.2Cy.15"&26"–22"<br>90RHP<br>Simons&Co.Renfrew | | |
| 09780<br>93034 | — SteelTwinScSr<br>1Dk | 222<br>218<br>93 | ✠<br>3,94 | Lth | d | | 1886<br>3mo | Ramage&Ferguson<br>Leith | BrisbaneTug&S.S.Co.Ld. | 135·2<br>B55' | 21·6 | 10·6 | Brisbane<br>British<br>4BHCem | C.4Cy.17"&34"–18"<br>96RHP<br>Ramage&Ferguson,Leith | 11 ″ 6 | |
| 09781<br>105185 | — Iron&SteelScSr<br>(exPowerful,exLadyLewis) 1Dk | 154<br>146<br>13 | | | ... | | 1897 | Elliot&Jeffery<br>Cardiff | ~~MerseyTowingCo.Ld. (CanadianPacificRlyCo.Mgs)~~ J.Davies | 106·3 | 20·0 | 11·2<br>BK7" | Liverpool<br>British<br>WB | C.2Cy.22"&42"–24"<br>75RHP<br>Elliot&Jeffery,Cardiff | 11 ″ 9 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09782<br>125440<br>HMQS | **Beaverton** SteelScSr<br>Wireless<br>*Mchy.Aft* *Elec.light* 2*Dks* | 2012<br>1886<br>1357 | | | | | 1908 | R.Stephen-son&Co.Ld.<br>Newcastle | CanadaSSLinesLd<br>(LeopoldWalford<br>(London)Ld*Mgrs*) | 249·3<br>F36' | 42·7 | 21·0 | Montreal<br>British<br>*WB* | T.3Cy.17",28"&46"–33"<br>122NHP<br>N.E.MarineEng.CoLdNwc | | C |
| 09783<br>84050 | **Bebington** IronTwinSc | 454<br>435<br>103 | | | ... | | 1880 | W.Allsup<br>&Sons<br>Preston | MunicipalCorpor-ation ofBirkenh'd | 130·0 | 45·2 | 12·4 | Liverpool<br>British | C.4Cy.19"&34"–24"<br>NB19 98RHP<br>W.Allsup&Sons,Preston | | BT<br>till<br>1,22 |
| 09784<br>144897<br>KGCF | **Bebside** SteelSc<br>(*ex*Kildangan) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 620<br>489<br>266 | ✠100A1<br>~~7,218,20~~<br>4,22<br>BS7,20 ✠LMC10,18 | Nwc<br>~~1,22 Sld~~ | | CL<br>1,22 | 1918<br>9mo<br>*Lloyd* | Cochrane<br>&Sons,Ld.<br>Selby<br>'*sA&CP* | B.Burletson<br>(Joplin&Hull<br>*Mgrs.*) | 172·4<br>B50'<br>FK<br>*CellD* | 30·0 | 15·8 | Newcastle<br>British<br>5*BHptCem*<br>*BuE*26'20*t* | T.3Cy.16",26"&44"–28" (*s*)<br>200lb 116NHP<br>1SB,3*cf*,GS51,HS1825<br>MacColl&Pollock,Ld.Sld. | 16 ″ 6<br>s 1 ″ 10<br>14 ″ 11 | |
| 09785<br>ODCE | **Bec-Figue** SteelSc<br>*Elec.light* 1*Dk* | 331<br>—<br>97 | | | | | 1918 | Forg.&Ch.<br>de laMédit<br>Havre | Transp.Gén.Mar.<br>&Fluv. | 131·3 | 23·9 | 11·5 | Cherbourg<br>French | C.2Cy.18"&36"–23½"<br>52NHP<br>Forg.&Ch.de laMédit.Hav. | | V |
| 09786<br>133954 | **Becancour** SteelTwinSc<br>(*Screws fore&aft*)<br>1*Dk* | 214<br>141<br>84 | | | | | 1914 | Dept.Mar-ine&Fisheries<br>Sorel,P.Q. | CanadianGovern-ment (Minister of Marine&Fsheries) | 93·0 | 22·5 | 9·0 | Sorel,P.Q.<br>British | C.2Cy.12"&24"–18"<br>48RHP<br>PontbriandCoLd.Sorel PQ | | |
| 09787<br>114711<br>SMFT | **Beckenham** SteelScSr<br>*ss*Bkn.No.3–10,14<br>*Elec.light* *ss*Bkn.No.1–19<br>Wireless 1*Dk*(*Irn*)&*Spar dk*(*Irn*)<br>&*Web frames* | 4569<br>4350<br>2875 | ✠100A1<br>*Spar dk*<br>7,21 ~~10,10~~<br>BS9,21<br>~~BS[illegible]~~ ✠LMC9,19 | Bkn<br>Npt | *x* | ~~9,10~~<br>7,21 | 1901<br>7mo<br>*Lloyd* | Ropner&<br>Son<br>Stockton<br>'*sA&CP* *WB*= | BritainS.S.Co.Ld.<br>(Watts,Watts&Co<br>Ld.,*Mgrs.*)<br>*Cell DBa&uE* 136' | 370·0<br>P29'B78'F37'<br>*f*168'932*tFPT*163*t* | 50·6 | 19·2<br>28·2<br>FK | London<br>British<br>6*BHCem*<br>*APT*132*t* | T.3Cy.25",43"&73"–48" (*s*)<br>200lb 429NHP<br>3SB,9*rf*,GS174,HS6712<br>Blair&Co.Ld.Stockton | 31 ″ 0<br>s 6 ″ 7½<br>24 ″ 9 | |
| 09788<br>4628<br>JQDN | **Beda** SteelScSr<br>*ss*Got.No.3–8,20<br>*Mchy.Aft* 1*Dk*(*Stl*) | 300<br>220<br>165 | ✠100A1<br>8,20<br>✠LMC7,20 | Got | *c* | 7,20 | 1906<br>8mo<br>*Lloyd* | Aktieb.<br>LödöseVarf.<br>Lödöse<br>'*sA&CP* | RederiaktiebUnda<br>(JustusA.Waller) | 122·1<br>P34'H17*t*F20'<br>*len*20 FK<br>*CellDBf* 21'35*t* *FPT* | 22·4 | 10·9 | Gothenbrg<br>Swedish<br>3*BHCem*<br>26*tAPT*11*t* | C.2Cy.10"&22½"–15" (*s*)<br>120lb 20NHP<br>1SB,1*cf*,GS12,HS363<br>Aktieb.LödöseVarf.Lödöse | 12 ″ 0<br>s1 ″ 0<br>11 ″ 2 | |
| 09789<br>6386<br>KOTG | — WoodAuxSc<br>*Oil engine*<br>1*Dk*<br>(*See Sailing Ship Register*) | 180<br>—<br>130 | | | | | 1918 | Trævaru<br>A/B Efraim<br>Jennes<br>Figeholm | TrävaruA/B<br>EfraimJennes | 108·0<br>P18'B11' | 23·5 | 7·8 | Figeholm<br>Swedish | OilEng.–2Cy.<br>LysekilsMek.Verks.A/B<br>Lysekil | | |
| 09790<br>217001<br>LNDQ | **Bedminster** WoodScSr<br>Wireless 1*Dk*2*trB* | 2551<br>—<br>1528 | | | | | 1918 | Morey&<br>Thomas<br>Jacksonville,<br>Fla. | UnitedStates<br>ShippingBoard | 268·0 | 46·0 | 26·0 | Jacknville<br>Fla.<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>HoovenOwensRentchler<br>Co.,Hamilton,Ohio. | | |
| 09791<br>204481<br>KWHF | **Bee** WoodScSr<br>*Fitted for oil fuel*<br>1*Dk* | 662<br>—<br>375 | | | | | 1907 | J.Lind-strom, Aber-deen,Wash. | HawaiiMeatCo. | 175·5 | 38·4 | 12·6 | Honolulu<br>Utd.States | C.2Cy.14"&32"–24"<br>Willamette 42NHP<br>S.&I.Works,Portland,Or. | | |
| 09792<br>139200<br>JNVT | **Beechleaf** SteelScSr<br>*ss*Rot.No.1–21<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&<br>*Mchy.Aft* Wireless *Web frames*<br>*Now named* "Limicana." *See No.* 38198 *in Supplement* | 5861<br>5432<br>3448 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>4,21 ~~8,20~~<br>✠LMC~~5,17~~ 4,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,17 *F.P above* 150°F. | Cff<br>Rot | *y* | CL<br>~~11,19~~<br>4,21 | 1917<br>3mo<br>*Lloyd* | Richardsn,<br>Duck&CoLd<br>Stockton<br>'*sA&CP*<br>*CellDB* | Anglo-Saxon<br>PetroleumCo.Ld.<br>*uE&B* 79' 239*t* *DT* | 380·8<br>P98'B27'F49'<br>*f* 36'465*t* *FPT*136*t* | 50·9 | 32·4<br>FK | London<br>British<br>15*BHptCem*<br>*APT*102*t* | T.3Cy.26",42"&70"–48" (*s*)<br>180lb *100lb* 395NHP<br>3SB,9*cf*,HS6435<br>Blair&Co.Ld.Stockton | 35 ″ 4<br>s 7 ″ 4½<br>28 ″ 4 | |
| 09793<br>142272<br>KCBM | **Beechpark** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Platform dk*(*Stl*)<br>Wireless *inNos.*1,2,4&5*holds*<br>*Longitudinal framing inDB&atDks*<br>*Cargo battens not fitted* | 5135<br>4720<br>3169 | ✠100A1<br>3,22 ~~12,20~~<br>✠LMC7,19 | Sws<br>Cff | *y* | CL<br>12,20 | 1919<br>7mo<br>*Lloyd* | Greenock&<br>Grangem'th<br>Dkyd.Co.Ld.<br>Greenock<br>'*sA&CP* | DenholmShipping<br>Co.Ld.(J.&J.Den-holm,Ld.*Mgrs.*)<br>*CellDB* | 400·4<br>P51'B114'F39'<br>347'1296*t* *FPT*125*t* | 52·3 | 28·5<br>FK | Greenock<br>British<br>7*BHptCem*<br>*APT*200*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>J.G.Kincaid&Co.Ld.Grk. | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 09794<br>144685 | **Beechwin** SteelSc<br>(*Whaler*)<br>1*Dk* | 237<br>210<br>107 | | | | | 1915 | Smith's<br>DockCo.Ld.<br>Middlesbro' | J.J.Esplen | 125·0 | 25·0 | 11·9 | London<br>British<br>*WB* | T.3Cy.14½",23½"&39"–24"<br>75NHP<br>MacColl&Pollock,Ld.Sld. | | |
| 09795<br>110629<br>RLSN | **Beechwood** SteelScSr<br>*ss*Nwc.No.2–21 *ss*Shl.No.3–9,11<br>(*ex*SaintDunstan) ~~*ss*Liv.No.1–17~~<br>Wireless 1*Dk*(*Stl*)&<br>*Elec.light* *Spar dk*(*Stl*)&*deep framing* | 4229<br>4020<br>2756 | ✠100A1<br>*Spar dk*<br>6,21 ~~1,19~~<br>✠LMC<br>*Carrying oil fuel F.P. above* 150° F.<br>BS~~1,20~~6,21 MS4,20 | Lth<br>Nwc | *x* | CL<br>1,20 | 1900<br>1mo | C.S.Swan&<br>Hunter,Ld.<br>Newcastle<br>A&CP | BeechwoodS.S.Co.<br>Ld.(J.I.Jacobs&<br>Co.)<br>*WB*=*CellDBa*<br>*f*160'869*t* | 380·0<br>P42'B96'F44'<br>132'*uE&B*40'<br>*DTa*24' 597*t* *FPT* | 46·4 | 20·2<br>28·2<br>FK | Liverpool<br>British<br>10*BHCem*<br>77*tAPT*24*t* | T.3Cy.24⅛",41"&68"–48"(*s*)<br>180lb 432NHP<br>2SB,(FD)&1AuxSB4,12,<br>6*cf*&3*pf*,GS166,HS6713<br>WallsndSlpwyCo.Ld.Nwc | 31 ″ 0<br>s 6 ″ 4½<br>25 ″ 0 | |
| 09796<br>93302 | **Beeloo** SteelPadSr<br>*Elec.light* | 1033<br>1033<br>650 | | | | | 1886 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.Ld. | 310·0 | 40·1 | 11·7 | Glasgow<br>British | C.2Cy.37½"&65"–72"<br>299NHP<br>Denny&Co.Dumbarton | | |
| 09797<br>143714<br>KHRN | **Beeston** SteelSc3Mst<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 466<br>321<br>192 | ✠100A1<br>1,22 ~~2,21~~<br>✠LMC2,21 | Hul<br>Liv | | | 1921<br>2mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>'*sA&CP* | OvertonS.S.Co.Ld.<br>~~(R.Clark,*Mgr.*)~~<br>(R.R.Clark *Mgr* | 152·0<br>Q86'B9'F25'<br>*FPT*48*t* | 25·2 | 10·8<br>FK | Liverpool<br>British<br>3*BHCem*<br>*APT*21*t* | T.3Cy.13",23"&37"–24" (*s*)<br>180lb 85RHP<br>1SB,3*pf*,GS46,HS1470<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 0<br>s 3 ″ 11<br>11 ″ 9 | |
| 09798<br>221063<br>MCLF | **Beezelake** SteelSc<br>1*Dk* | 3285<br>—<br>1965 | | | | | 1921 | NewYork<br>Harbor<br>D.D.Corp.<br>PJeffersnNY | NewYorkHarbor<br>D.D.Corp. | 324·0 | 46·2 | 25·0 | NewYork<br>Utd. States | T.3Cy.22",37½"&60"–42"<br>233NHP | | |
| 09799 | **Begoña No. 1** SteelSc<br>(*ex*Otoyo,*ex*Craigleith)<br>Wireless 1*Dk*2*trB* | 3460<br>3191<br>2021 | | | ... | | 1899 | W.Gray&<br>Co.Ld.<br>WHartlepool | J.M.deUrquijo<br>&Cia. | 330·0<br>P35'B91'F31'<br>FK | 47·1 | 24·7 | S.Sebast'n<br>Spanish<br>*WB* | T.3Cy.25",40"&65"–42"<br>275NHP<br>Cen.Mar.Eng.Wrks.WHpl | 27 ″ 4 | V |
| 09800<br>HDQW | **Begoña No. 2** SteelScSr<br>(*ex*Prado,*ex*Celaeno)<br>*Well deck* Wireless 1*Dk*2*trB* | 2704<br>2076<br>1712 | | | ... | | 1894 | W.Doxford<br>&Sons<br>Sunderland | J.M.deUrquijo<br>&Cia. | 300·0<br>Q108'B138'F33'<br>FK | 42·0 | 19·9 | S.Sebast'n<br>Spanish<br>*WB* | T.3Cy.23",38"&62"–42"<br>251NHP<br>W.Doxford&Sons,Sld. | 22 ″ 0 | V |
| 09801<br>HDQG | **Begoña No. 3** SteelScSr<br>Wireless *ss*Npt.No.3–11,11<br>(*ex*Matienzo) *ss*Bbo.No2–20<br>1*Dk*(*Irn*)&*deep framing* | 1874<br>1721<br>1065 | ✠100A1<br>7,21 ~~7,20~~<br>✠LMC5,20<br>BS7,21 | Bbo | *r* | ~~7,20~~<br>7,21 | 1899<br>6mo | R.Thomp-<br>&Son<br>Sunderland<br>A&CP | J.M.deUrquijo<br>&Cia.<br>*CellDBa* | 276·5<br>P23'B64'F27'<br>82'*uE*18'*f*112'569*t* | 40·5 | 17·9<br>FK | S.Sebast'n<br>Spanish<br>4*BHCem*<br>*APT*112*t* | T.3Cy.20⅝",33"&54"–39" (*s*)<br>160lb *80lb* 185NHP<br>2SB,6*pf*,GS78,HS2872<br>N.E.MarineEngCo.Ld.Sld. | 20 ″ 5<br>s 3 ″ 1<br>17 ″ 8 | |
| 09802<br>HDRP | **Begoña No. 4** SteelSc<br>(*ex*Diciembre)<br>*Turret deck* Wireless 2*Dks*3*trB* | 3482<br>2867<br>2223 | | | | | 1895 | W.Doxford<br>&Sons,Ld.<br>Sunderland | J.M.deUrquijo<br>&Cia. | 341·0<br>F33' | 45·6 | 23·1 | S.Sebast'n<br>Spanish | T.3Cy.26",42"&68"–42"<br>300NHP<br>W.Doxford&Sns(Ld.),Sld | | V |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships. / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of L of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09803<br>HDQK | **Begoña No. 5** IronScSr<br>Wireless ssHam.No.3-7,92<br>(exTeodoro,exVicente ssHam.No.1-96<br>CarsiexCarmenRocaexEmmaK,exGambia,exSheikh) 2Dks(1Irn&1ptIrn)3trB | 1922<br>1833<br>1352 | ✠<br>10,01 | Lon | s | | 1880<br>3mo | C.Mitchell &Co.<br>Newcastle | J.M.deUrquijo& Cia. | 286·0<br>P30'F35' ND93<br>Shade dk64' BK10"<br>CellDBa88'f110'305t | 36·0 | 23·0 | S.Sebast'n<br>Spanish | C.2Cy.34"&66"-42"<br>NDB96 214NHP<br>2SB,6pf,GS100,HS3400<br>WllsndSlpwy.Co.Ld.Nwc. | 25 ″ 9 | V |
| 09804 | **Begoña No. 6** SteelSc<br>ssBbo.No.3-12,07<br>(exOnton, ssBbo.No.1-12<br>exWilderspool) 1Dk(Stl)&deep framing&ptAwng dk(Stl) | 2810<br>2116<br>1590 | ✠<br>pt Awng dk withfreeboard<br>8,12<br>✠ | Cff | t | | 1894<br>10mo | W.Pickersgill&Sons<br>Sunderland | J.M.deUrquijo& Cia. | 310·0<br>Q77'<br>ptAwng dk233' FK<br>CellDBa96'uB20'f120'576t | 42·9 | 19·2 | Bilbao<br>Spanish<br>5BHCem<br>APT66t | T.3Cy.22½",37"&61"-42"<br>NDB90fitted07 249NHP<br>2SB,6pf,GS108,HS3857<br>G.Clark,Ld.Sunderland | 21 ″ 9 | V |
| 09805<br>HDQS | **Begoña No. 7** IronScSr<br>(Tug)<br>(exIsaacNo.1,exCantabria) | 195<br>—<br>71 | | | | | 1876/1916 | ……………<br>Rebuilt by Bengoechea Hnos. Deusto-Bilbao | J.M.deUrquijo& Cia. | 108·0 | 19·3 | 8·4 | Bilbao<br>Spanish | C2Cy.<br>Bengoechea Hnos.Deusto-Bilbao | | |
| 09806<br>KCPG | **Begonia** SteelSc3MstSr<br>Now named "Dalwhinnie," See No. 37093 in Supplement<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 733<br>314 | ✠100A1<br>11,21 ~~2,21~~<br>✠LMC9,19 | Npt<br>Osc | j | 2,21 | 1919<br>9mo<br>A&CP | N.V.Schpsbourwerf "De Merwede van Vliet&Co."<br>Hardinxveld | RederiaktiebActiv (F.Börjesson, Mgr.) | 180·2<br>Q103'B15'F23'<br>FK<br>CellDBf103'146tFPT | 28·1 | 12·4 | Hlsngborg<br>Swedish<br>3BHCem<br>63tAPT7t | T3Cy15 9/16",25⅝"&41⅜"-27 3/16"<br>176lb (s) 134NHP<br>2SB,4cf,GS110,HS2590<br>Machfabr.Schipp.&van Dongen,Geertuidenberg | 14 ″ 6<br>s ″ 8½<br>14 ″ 0 | |
| 09807<br>NGWT | **Beijerland,** SteelScSr<br>Now named "Anglos," See No. 36294 in Supplement<br>ssRot.No.3-12,15<br>Cargo battens not fitted ssRot.No.1-20<br>Well deck 1Dk(Stl)&Webframes | 1188<br>926<br>732 | ✠100A1<br>9,21 ~~12,20~~<br>BS3,21 ✠LMC3,20 | Hul<br>Rot | n | CL<br>3,20 | 1903<br>12mo<br>Lloyd's A&CP | W.Dobson &Co.<br>Newcastle | Scheepvaart en SteenkolenMaats.<br>WB=<br>CellDBa69'uE&B | 230·6<br>Q87'B59'F24'<br>FK<br>38'f88'298tFPT44 | 34·0 | 15·0 | Rottrdam<br>Dutch<br>4BHCem<br>tAPT19t | T.3Cy.18",29½"&48"-33" (s)<br>170lb 146NHP<br>2SB,4pf,GS66,HS2352<br>N.E.MarineEngCoLdNwc | 17 ″ 3<br>s1 ″ 7<br>15 ″ 11 | |
| 09808<br>22218<br>NSRM | **Beikoku Maru** WoodSc | 340<br>—<br>172 | | | | | 1918 | …………… | MojiShosen KabushikiKaisha | 138·0 | 26·2 | 13·4 | Moji<br>Japanese | | | |
| 09809<br>HBNG | **Beira** SteelTwinScSr<br>(exHerzog)<br>Elec.light Wireless 3Dks&Webframes | 4977<br>—<br>3060 | | | | | 1896 | Blohm&Voss<br>Hamburg | Cia.Nacional de Navegação | 401·3<br>P53'B175'F64' | 47·2 | 29·5 | Lisbon<br>Portuguese<br>WB | T.6Cy.21",33"&56"-42"<br>407NHP<br>Blohm&Voss,Hamburg | | |
| 09810<br>NKLP | — SteelScSr<br>2Dks | 1273<br>937<br>681 | | | | | 1899 | Lobnitz&Co.(Lim.)<br>Renfrew | DetForenede DampskibsSelsk. | 229·4<br>Q88'H58' | 33·9 | 15·1 | Copnhagn<br>Danish<br>WB | T.3Cy.19",32"&57"-39"<br>203NHP<br>Lobnitz&Co.Renfrew | | V |
| 09811<br>217062<br>LNHJ | **Belair** WoodSc<br>Elec.light Wireless 1Dk2trB | 2551<br>—<br>1528 | | | | | 1918 | Dierks BlodgttShpg.Co.<br>Pascagoula,Miss. | UnitedStates ShippingBoard | 268·0<br>P40'B66'F30' | 46·0 | 26·0 | N.Orleans<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 09812<br>93 | **Belbek** SteelTwinSc<br>(Ferry)<br>1Dk | 238<br>212<br>186 | | | | | 1897 | Bergsunds M.V.Aktieb<br>Stockholm | SaraS.S.Co. | 129·6<br>Q16'F16' | 30·6 | 11·4 | Cronstadt<br>Russian | C.4Cy.10¾"&22½"-14½"<br>32NHP<br>BergsundsAktieb.Skm. | | |
| 09813<br>125766 | **Belboro** SteelSc<br>1Dk | 148<br>138<br>101 | | | | | 1909 | W.J.Yarwood&SnsLd<br>Northwich | Price'sPatent CandleCo.Ld. (J.FindlaterMgr.) | 85·8 | 21·2 | 9·9 | London<br>British | 2Cy.10"-12"<br>W.J.Yarwood 7RHP<br>&Sons,Ld.Northwich | | |
| 09814<br>131489 | **Belbowrie** WoodTwinScK<br>1Dk | 218<br>189<br>97 | | | | | 1911 | R.Davis<br>Blackwall, N.S.W. | ~~Bell&FrazerLd.~~<br>Kirton&Earnshaw Ld. | 123·2 | 29·0 | 8·3 | SydnyNSW<br>British | C.2Cy.10"&20"-15"<br>40RHP<br>Mort'sDk.&E.CoLd.Balmn | | |
| 09815<br>141369<br>TPGQ | **Belchers** SteelSc<br>(exWarHamilton)<br>Elec.light Wireless 1Dk | 2251<br>1842<br>1353 | | | | | 1919 | PolsonIron WorksCo.Ld.<br>Toronto | MountRoyalS.S. Co.Ld. | 251·0<br>P25'B28'F20' | 43·6 | 20·7 | Montreal<br>British | T.3Cy.20½",33"&54"-36"<br>175NHP<br>PolsonI.W Co.Ld.Toronto | | C |
| 09816<br>217141<br>LNMK | **Belding** WoodTwinSc<br>Elec.light Wireless 2Dks | 2573<br>—<br>1507 | | | | | 1918 | G.M.StandiferConst. Corpn.<br>Portland,Or. | UnitedStates ShippingBoard | 266·8 | 46·2 | 23·9 | Portlnd,O.<br>Utd.States | T.3Cy.15½",26"&44"-26<br>99NHP | | R |
| Stranded 7,21<br>09817<br>1503<br>HPTG | **Bele** SteelScSr<br>ssGot.No.3-6,18<br>Elec.light 1Dk&Spardk3trB<br>Wireless Upperdkbeams(Irn) | 1341<br>1307<br>836 | ✠~~100A1~~<br>Spar dk<br>6,21 ~~10,20~~<br>✠NB3,89 ✠~~LMC2,20~~ ~~BS4,21~~ | Got<br>Cpn | o | 10,20 | 1879<br>10mo<br>A&CP | Motala Co.<br>Gothenburg | Rederiaktieb SvenskaLloyd (H.MetcalfeMgr.) | 232·0<br>H35t 23·8<br>BK7½"<br>WB=MT37' | 31·6 | 16·2 | Gothenbrg<br>Swedish<br>5BHCem<br>320tAPT20t | C.2Cy.31¼"&54¼"-35"<br>85lb 80lb NDB00 156NHP<br>2SB,6pf,GS84,HS2900<br>MotalaCo.,Gothenburg | 24 ″ 4<br>s7 ″ 11½<br>17 ″ 3 | |
| 09818<br>3668<br>JLKM | — CompScSr<br>(exJönköping)<br>Mchy.Aft 1Dk | 189<br>150<br>117 | | | | | 1899 | P.Larsson<br>Thorskog | Ångf.A/BSamseglingen (Alb.Svensson,Mgr.) | 98·2<br>P29'H6tF11' | 22·4 | 9·9 | Gothenbrg<br>Swedish | C.2Cy.11"&18"-16"<br>11NHP<br>P.Larsson,Thorskog | | |
| 09819 | **Belem** SteelScSr<br>ssRio.2ndNo.3-2,17<br>(exOracabessa,exCarlisleCity) 1Dk(Stl)&Spar dk<br>Elec.light Wireless (Stl)&Webframes | 3459<br>2809<br>2228 | ✠100A1<br>Spar dk<br>2,17<br>BS4,21<br>~~MBS12,17~~ ✠LMC2,17 | Rio | v | CL<br>10,19 | 1894<br>4mo<br>A&CP | W.Doxford &Sons,Ld.<br>Sunderland | LloydNacional (G.Martinelli&Co. Mgrs.) | 345·0<br>F33' 26·1<br>FK<br>CellDB268' | 41·2 | 18·7 | R.Janeiro<br>Brazilian<br>6BHCem<br>530tAPT20t | T.3Cy.28",44"&72"-48" (s)<br>160lb 100lb NDB05 392NHP<br>2DB,12cf,GS222,HS6362<br>W.Doxford&Sons,Ld.Sld. | 28 ″ 8 | |
| 09820 | — SteelTwinSc<br>Elec.light 1Dk&2Shade dks | 1082<br>831<br>640 | | | | | 1913 | Boele&Pot<br>Bolnes | AmazonRiverStm. Nav.Co.(1911)Ld. | 224·0 | 45·0 | 10·8 | Para<br>Brazilian<br>WB | T.6Cy.14",23"&37½"-16½"<br>114NHP<br>Boele&Pot,Bolnes | | V |
| 09821 | — SteelTwinScSr | 418<br>340<br>284 | | | | | 1891 | Russell&Co.<br>Pt.Glasgow | AmazonRiverStm. Nav.Co.(1911)Ld. | 170·3 | 31·1 | 8·4 | Para<br>Brazilian | T.6Cy.9",14"&22"-18"<br>41NHP<br>Kincaid&Co.(Lim.),Grk. | | |
| 09822 | **Belen Quezada** CompSc3Mst<br>OilEng.<br>(exBowler,exZafiro) 2Dks | 1141<br>1101<br>916 | | | | | 1884 | Hall,Russell&Co.<br>Aberdeen<br>Rebuilt1917at N.VancouverB.C. | BelenQuezada MotorShipCo. | 213·7 | 32·6 | 21·3 | Panama<br>Panaman<br>WB | Oil Engine 6Cy.12½"-16"<br>AtlasImp.Emade17 65NHP<br>GasEng.Co,Oakland,Cal. | | |
| 09823<br>206266<br>LBCQ | **Belfast** SteelTrpSc<br>Wireless | 2157<br>—<br>1147 | | | | | 1909 | BathIron Works,Ld.<br>Bath,Me. | EasternS.S.Lines Inc. | 320·6 | 40·0 | 16·1 | Boston<br>Utd.States | 3 Turbines<br>BathIronWorks,Ld. | | |
| 09824<br>88994<br>KSTD | — IronScSr<br>2Dks | 457<br>380<br>210 | | | … | | 1884 | Irvine&Co.<br>WHartlepool | British&Irish SteamPacketCo., Ld. | 192·3<br>P29' | 24·2 | 13·5 | Dublin<br>British | C.2Cy.28½"&53"-33"<br>134NHP<br>Blair&Co.(Lim),Stockton | 14 ″ 0 | |

| 1 Numero d'Ordre — Numero Officiel — Signaux | 2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers ou du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09825<br>218500<br>LRWS | **Belfort** SteelScSr<br>*Elec.light* *1Dk(Stl)&Shelter dk(Stl)&*<br>Sub.Sig. Wireless *Webframes*<br>*Longitudinal framing* | 6629<br>5882<br>4122 | ✠100A1 NY<br>Shelter dk<br>withfreeboard<br>4,20<br>*Fitted for oil fuel 7,19 F.P. above 150° F.* | | … | CL | 1919<br>7mo | Federal<br>S.B.Co.<br>Kearny,N.J.<br>A&CP | UnitedStates<br>ShippingBoard<br>*CellDB* | 395·5<br>P45'B110'F38'*on Shelter dk* FK<br>331'1512t *FPT*187t | 55·0 | 31·4 | NewarkNJ<br>Utd.States<br>*ptCem*<br>*7BHtoShdk*<br>*APT*175t | 2Steam Turbines geared to 1 Sc. Shaft (s) 210lb<br>3SB,*9cf*,HS8934 FD<br>Mid.WestEng.Co.<br>Indianapolis,Ind. | 34 ″ 11<br>8 ″ 1½<br>37 ″ 1 | |
| 09826<br>ODEB | — WoodAuxTwinSc5MstSr<br>*Stm Eng.*<br>*Elec.light* *Mchy.Aft* *2Dks*<br>*(See Sailing Ship Register)* | 2142<br>1816<br>1500 | | | | | 1918 | Foundat'n<br>Co.<br>Portland,Or. | FrenchGovernment | 259·6<br>P42'F29' | 45·5 | 22·5 | Bordeaux<br>French | T.6Cy.10",16½"&26"-24"<br>68NHP<br>J.W.Sullivan,NewYork | | V |
| 09827<br>LBRQ | **Belfri** SteelSc<br>*Elec.light* Wireless *1Dk* | 2142<br>1859<br>1281 | | | | | 1921 | A/SMoss<br>Værft<br>Moss | SkibsA/S Christen<br>Smith'sRederi<br>(C.Smith,*Mgr.*) | 275·7<br>P27'B82'F32' | 43·7 | 18·9 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.20½",33"&56"-36"<br>188NHP<br>A/SMossVærft,Moss | | N |
| 09828<br>LCGB | **Belgaum** SteelScK<br>ssGms.No.1-20<br>*Elec.light* *1Dk* | *337*<br>*310*<br>*180* | ✠100A1<br>*StmTrawler*<br>3,22 ~~8,20~~<br>✠LMC8,20 | Gms | | CL<br>3,19 | 1916<br>3mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>*'sA&CP* | ~~J.Zimsen~~<br>H/F Island<br>(J.Zimsen,*Mgr*) | 140·3<br>Q76'F21'<br>BK7½" | 24·1 | 13·1 | Reykjavik<br>Icelandic<br>*4BHCem* | T.3Cy.13",23"&37"-26" (s)<br>200lb 86NHP<br>1SB,*3pf*,GS47,HS1400<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 10 | |
| 09829<br>14065<br>KCQH | **Belgian** SteelScSr<br>*Elec.light* *2Dks(Stl,*<br>Sub.Sig. Wireless | 5287<br>4819<br>3228 | ✠100A1<br>4,21 ~~3,20~~<br>LMC10,19 | Liv<br>Mch | *y* | CL<br>4,21 | 1919<br>10mo<br>*Lloyd* | Swan,Hunter&Wigham<br>Richardson,<br>Ld Newcastle<br>*'sA&CP* | F.Leyland&Co.Ld.<br>*Cell* | 400·3<br>P49'B113'F40' FK<br>345'1025t *FPT*130t | 52·4 | 28·4 | Liverpool<br>British<br>*7BHptCem*<br>*APT*204t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,*9cf*,GS189,HS7668 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 09830<br>140517 | **Belgic** SteelTrpSc3MstSr<br>*Elec.light* *4Dks(Stl-1ptws)5thdk(Stl)*<br>*Ref.Mchy.* Sub.Sig. *inNos.1,2&3holds*<br>Wireless *CruiserStern*<br>*Carrying fuel oil F.P.above150°F.inD.B.* | 24547<br>18629<br>15440 | ✠100A1<br>8,20<br>✠LMC8,17 | Liv | *r*† | CL<br>9,20 | 1917<br>6mo<br>*Lloyd* | Harland&<br>Wolff,Ld.<br>Belfast<br>*'sA&CP* | InternationalNav.<br>Co.Ld.<br>*CellDB* | 670·4<br>P&B574'<br>upperBridge371'<br>FK&BK2"<br>583' 3533t *FPT*108t | 78·4 | 44·7 | Liverpool<br>British<br>*11BHCem*<br>*APT*141t | T8Cy(2)35½"(2)56"&(4)64"-60"&1L.P.Turbine (s)<br>215lb<br>10DB,*60cf*,GS1290,HS55100<br>Harland&Wolff,Ld.Bel. | 49 ″ 0<br>s13 ″ 3<br>36 ″ 3 | |
| 09831 | **Belgica** SteelTwinScSr<br>*Elec.light* (*ex*Montevideo) | 735<br>*449*<br>*451* | | | | | 1889 | AilsaS.B.<br>Co.<br>Troon | TheArgentine<br>Nav.Co.(Nicolás<br>Mihanovich,)Ld | 200·2 | 31·1 | 10·4 | Bns.Ayres<br>Argentine | T.6Cy.14".22"&36"-24"<br>NB02 127NHP<br>D.Rowan&Son,Glasgow | | |
| 09832<br>— | **Belgier** SteelSc<br>(*ex*WarShamrock)<br>*Elec.light* Wireless *1Dk(Stl)* | *5174*<br>*4726*<br>*3185* | ✠100A1<br>7,21 ~~4,19~~<br>✠LMC~~8,17~~ 12,21<br>~~Carrying oil fuel F.P. above 150°F. inDB~~ | Bry<br>Ant | *y* | CL<br>7,21 | 1917<br>8mo<br>*Lloyd* | Harland&<br>Wolff,Ld.<br>Belfast<br>*'sA&CP* | LloydRoyalBelge<br>Soc.Anon.<br>*CellDB* | 400·4<br>P48'B113'F38' FK<br>345'1160t *FPT*118t | 52·3 | 28·4 | Antwerp<br>Belgian<br>*7BHptCem*<br>*APT*185t | T.3Cy.27",44"&73"-48" (s)<br>180lb 490NHP<br>3SB,*9cf*,GS190,HS7030 FD<br>Harland&Wolff,Ld.Bel. | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 09833<br>MBWC | **Belgika** IronScSr<br>ssSng.No.3-7,94<br>(*ex*Macalister) ssSng.No.2-02<br>*1Dk2trB* | 895<br>666<br>462 | ✠<br>8,08<br>✠NB6,02 ✠ | Man | *k* | | 1882<br>1mo | Blackwood<br>&Gordon<br>Pt.Glasgow | Cia.Maritima | 200·7<br>B46'F23' BK7½"<br>*ptShade dk*42'<br>ptND90 | 30·1 | 14·9 | Manila<br>Utd.States<br>*4BHCem* | C.2Cy.26"&50"-30"<br>NDB95 97NHP<br>1SB,*3pf*,GS60,HS1541<br>Blackwood&Gordon,P.Gls | | |
| 09834<br>GQBF | **Belgique** IronPad | 269<br>—<br>103 | | | | | 1863 | Soc.J.<br>Cockerill<br>Antwerp | BelgianGovernment | 182·1 | 21·3 | 6·8 | Ostend<br>Belgian | 2Cy.52"-45"<br>279NHP<br>SociétéCockerill,Seraing | | |
| 09835<br>96606 | **Belgium** SteelScSr<br>(*ex*HoraceS.Wilkinson)<br>*Mchy.Aft* *Elec.light* *1Dk2trB* | 3860<br>—<br>3057 | | | | | 1902 | Chicago<br>S.B.Co.<br>Chicago | GreatLakesS.S.Co. | 370·0 | 48·2 | 24·0<br>*WB* | Oswego,<br>N.Y.<br>Utd.States | T.3Cy.20",33½"&55"-40"<br>191NHP<br>ChicagoS.B.Co.Chicago | | |
| 09836<br>2680<br>RWDG | **Belgium Maru** SteelSc<br>*Elec.light* *2Dks(Stl)&Awng dk(Stl)* | 5873<br>5590<br>4254 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>12,21 ~~12,20~~<br>✠LMC~~5,20~~ 12,21 | Cff<br>Kob | *y* | | 1920<br>5mo<br>*Lloyd* | Kawasaki<br>Dckyd.Co.Ld<br>Kobe<br>*'sA&CP* | KawasakiKisen<br>KabushikiKaisha<br>*CellDB*334'1118t | 385·0<br>FK<br>*Collision*<br>*FPT*126t*APT*93t | 51·0 | 36·0 | Kobe<br>Japanese<br>*Cem*<br>*BH to Aw dk*<br>5 " " *U* " | T.3Cy.26",43½"&72"-48" (s)<br>200lb 437NHP<br>2SB&1AuxSB,*8cf*, FD<br>GS151,HS5741<br>KawasakiDkydCoLdKobe | 36 ″ 0<br>s 9 ″ 3½<br>27 ″ 1 | |
| 09837<br>140377 | **Belgol** SteelScSr<br>ssPly.No.1-22<br>*Elec.light* *2Dks(Stl)&Web frames*<br>*Longitudinal framing* | 2648<br>2226<br>1055 | ✠100A1<br>1,22 ~~10,17~~<br>✠LMC~~10,17~~ 1,22<br>*For Government Service*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 10,17 F.P. above 150° F.* | Hpl<br>Ply | | CL<br>1,22 | 1917<br>10mo<br>*Lloyd* | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool<br>*'sA&CP* | TheAdmiralty<br>*CellDBuE&B*68'141t | 320·0<br>P46'B107'F45' FK<br>*DTf*24'92t*FPT*50t | 41·5 | 23·1 | London<br>British<br>*16BHptCem*<br>10 " *to U dk*<br>6 " " *2nd* "<br>*APT*32t | T.3Cy.26",42½"&70"-45" (s)<br>200lb 541NHP<br>3SB,*9cf*,HS8400 FD<br>Richardsons,Westgarth&<br>Co.Ld.Hpl | 25 ″ 6 | |
| 09838<br>MVHK | **Belgot** SteelSc<br>*Elec.light* Wireless *1Dk* | 2116<br>1834<br>1261 | | | | | 1920 | A/SMoss<br>Værft<br>Moss | SkibsA/S Christen<br>Smith'sRederi<br>(C.Smith,*Mgr.*) | 275·6<br>P27'B82'F32' | 45·7 | 18·9 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.20½",33&56"-36"<br>188NHP<br>A/S MossVærft,Moss | | N |
| 09839<br>21717<br>LNQ | **Belgrade** WoodSc<br>*Elec.light* *1Dk2trB* | 2551<br>—<br>1528 | | | | | 1919 | Cumberlnd<br>S.B.Co.<br>Portland, Me. | UnitedStates<br>ShippingBoard | 267·2<br>P25'B65'F29' | 46·2 | 23·5 | PortlndMe<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 09840<br>29<br>HKBN | — SteelPad<br>(*Tug*)<br>(*ex*KingAlexanderI.) *1Dk* | 273<br>—<br>97 | | | | | 1896 | ………………<br>Linz | RussianDanube<br>S.N.Co. | 185·0 | 23·7 | 7·7 | Reni<br>Russian | C.2Cy.26⅛"&46⅞"-24"<br>88NHP | | |
| 09841 | **Belgrano** SteelScSr<br>*Elec.light* Wireless *2Dks3trB* | 4792<br>3859<br>3088 | | | | | 1897 | Reiherst'g<br>Schiffsw.<br>Hamburg | FrenchGovernment | 376·6<br>P240'F50' | 46·3 | 27·3 | French<br>*WB* | Q.4Cy.21½",31",46"&66"-48"<br>300NHP<br>Reiherst.Maschinenf.Ham. | | V |
| 09842<br>ODEC | **Belgravia** SteelSc<br>Now named "Iowa," See No.37899 in Supplement<br>*Elec.light* *3Dks* | 6648<br>6330<br>4206 | | | | | 1906 | Workman,<br>Clark&Co.Ld<br>Belfast | FrenchGovernment | 448·9<br>P29'B118'F39' | 53·3 | 31·7 | French<br>*WB* | Q4Cy25½",36½",52"&75"-51"<br>402NHP<br>Wrkman,Clark&Co.Ld Bel | | V |
| 09843<br>98611<br>MCKI | **Belgravian** SteelScSr<br>(*ex*ClanMacneil) Wireless *2Dks3trB* | 2539<br>2296<br>1602 | | | … | | 1891 | W.Doxford<br>&Sons,Ld.<br>Sunderland | EllermanLines,Ld<br>(GrahamSmith,<br>*Mgr.*) | 312·0<br>P31'B74'F40'<br>BK10" | 39·0 | 23·5 | Glasgow<br>British<br>*WB* | T.3Cy.23",37"&62"-42"<br>305NHP<br>W.Doxford&Sons,Ld.Sld. | 24 ″ 8 | C |
| 09844<br>124546 | **Belimba** WoodScCtr<br>(*ex*Awittaka)<br>*1Dk* | 170<br>119<br>59 | | | | | 1910 | Purdon&<br>Featherstone<br>Hobart,Tas. | | 120·8 | 22·6 | 7·8 | Hobart<br>British | T.3Cy.10½",16"&26"-16"<br>47RHP<br>Plenty&Son,Ld.Newbury | | |
| 09845<br>MBDV | **Belita** SteelScSr<br>*Elec.light* *1Dk&Spar dk* | 1061<br>954<br>586 | | | | | 1903 | Bergens<br>Mek.Værks.<br>Bergen | D/S A/S Belita<br>(C.H.F.Jensen,<br>*Mgr.*) | 200·0<br>H107t | 32·2 | 19·8 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.19",30"&50"-33"<br>144NHP<br>BergensMekVærksBergen | | N |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 09846<br>135677<br>JFRM | **Belize** SteelTwinScSr<br>ssTrd.No.1-18<br>1Dk&Shelter dk<br>Elec.light<br>Wireless | 1498<br>1191<br>780 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,22 ~~8,18~~<br>~~BS6,20~~ ✠LMC8,15<br>Fitted for oil fuel 6,14 F.P. above 150° F. | Trd<br>BS5,21 | 0 | CL<br>~~8,18~~<br>8,21 | 1914<br>6mo | CaledonS.<br>B.&E.Co.Ld<br>Dundee<br>Lloyd's A&CP | RoyalMailSteam<br>PacketCo.<br>WB=CellDBa52'uE18'f88'224tFPT28tAPT18t | 220·5<br>B94'F42'onShltrdk<br>FK | 37·1 | 18·4 | S'thamptn<br>British<br>4BHCem | T8Cy.(2)12",(2)20"&(4)24"-24" 130lb (s) 182NHP<br>2SB,4cf,GS78,HS2892 FD<br>CaledonSB.&E.Co.Ld.Dun | 20″6<br>s 8″1<br>12″10 | |
| 09847<br>MQWH | **Bell** SteelScSr<br>(Fishing)<br>1Dk | 113<br>110<br>38 | | | | | 1917 | Xiansands<br>Mek.Værks.<br>Xiansand | A/S Bell<br>(G.Andersen) | 98·2 | 19·2 | 9·5 | Bergen<br>Norwegian | T.3Cy.9",14½"&24"-15"<br>22NHP<br>XiansandsM.V.Xiansand | | N |
| 09848<br>217132<br>LNMD | **Bell Brook** WoodSc<br>Wireless | 2922<br>—<br>1724 | | | | | 1918 | Peninsular<br>S.B.Corp.<br>Portland.Or. | UnitedStates<br>ShippingBoard | 267·8 | 49·8 | 25·6 | PortlndOr<br>Utd.States | GearedTurbine | | |
| 09849<br>215607<br>LHVK | **Bella** SteelScSr<br>ssBal.No.3-12-20<br>1Dk(Stl)&Awngdk<br>(ptStl-ws)3trB<br>Elec.light | 1321<br>1184<br>781 | ✠100A1<br>Awngdk<br>withfreeboard<br>3,22 ~~12,20~~<br>✠LMC12,20<br>BS1,22 | Bal | 0 | CL<br>~~9,20~~<br>3,22 | 1906<br>5mo | Swan,Hunter&Wigham<br>Richardson,<br>Ld Newcastle<br>A&CP | A.T.Carroza<br>WB=CellDBa54'uE17'f93'169tFPT17tAPT16t | 227·3<br>FK | 31·7 | 13·8 | Baltimore<br>~~NewYork~~<br>Utd.States<br>4BHCem | T.3Cy.21",34"&56"-36" (s)<br>160lb 246NHP<br>2SB,6cf,GS88,HS3510 FD<br>N.E.MarineEng.CoLdNwc | 23″6<br>s 8″3<br>15″9 | |
| 09850 | — IronScK<br>ssHul.No.3-8,08<br>ssHul.No.1-12<br>1Dk<br>(exJamaica) | 146<br>140<br>60 | ✠ ~~—~~<br>9,20<br>StmTrawler<br>✠ | Bahia | | | 1896<br>4mo | Cook,Welton&Gemmell<br>Hull | AymarJohnson | 98·4<br>ptND08<br>BK7½"<br>WB=FPT25t | 20·5 | 11·0 | 3BHCem | T.3Cy.10",16"&25½"-20"<br>35NHP<br>1SB,2pf,GS22,HS573<br>Amos&Smith,Hull | 11″10 | |
| 09851<br>— | **Bellanoch** SteelScSr<br>ssGls.No.3-10,06<br>ssAnt.No.1-11<br>2Dks(1Stl)3trB | 2637<br>2421<br>1678 | ✠~~100A1~~<br>12,21<br>~~Examined9,19~~<br>✠NB6,04 ✠~~LMC9,19~~<br>~~BS8,20~~ | Tri | t | CL<br>~~9,19~~<br>3,21 | 1889<br>10mo | D&WHenderson&Co<br>Glasgow<br>A&CP | Soc.Anon.diNav.,<br>Rimorchi e Salvataggi(D.Tripcovich,Mgr.) | 310·0<br>P32'B62'F40'<br>BK10"<br>WB=CellDB146' | 39·2 | 23·8 | Trieste<br>Italian<br>6BHCem<br>480tFPT80t | T.3Cy.22",36"&59"-42" (s)<br>170lb 100lb NDB20 286NHP<br>2SB,6cf,GS100,HS4068 FD<br>D.&W.Henderson&Co.,Gls | 27″10 | |
| * 09852<br>— | **Bellas** SteelScSr<br>1Dk(Stl)<br>Elec.light<br>Cargo battens not fitted | 2570<br>2248<br>1423 | ✠100A1<br>4,22 ~~12,20~~<br>~~MBS1,21~~ LMC10,19<br>MBS3,22 | Bry<br>Lis | t | CL<br>11.21 | 1919<br>10mo | E.Finch&<br>Co.(1916)Ld.<br>Chepstow<br>Lloyd's A&CP | "AMaritima,"Soc.<br>Anon.deResponsabilidade,Ld.<br>CellDB260' 671t FPT70t | 303·0<br>P33'B80'F33'<br>FK | 43·0 | 20·7 | Lisbon<br>Portuguese<br>~~6BHCem~~<br>APT183t<br>5BHptCem | T.3Cy.22",36"&59"-39" (s)<br>180lb 100lb 331NHP<br>2 Water Tube Boilers FD<br>GS135,HS5140<br>McKie&Baxter,Glasgow | 23″0<br>s 3″6½<br>19″10 | |
| * 09853<br>136444 | **Bellata** WoodTwinSc<br>(exXenia,exBellata)<br>1Dk2trB<br>Elec.light<br>Hardwood treenails<br>Welldeck Salted Wireless | 2959<br>2218<br>1803 | ✠12A1<br>2,21 ~~9,20~~<br>BS12,19 ✠LMC9,18 | Mel<br>Syd | t | | 1918<br>4mo | Patterson<br>&MacDonald<br>S.B.Co.<br>SeattleWash.<br>A&CP | Commonwealth<br>Govt.Line of<br>Steamers | 267·2<br>P&B172'F31' | 47·9 | 27·4 | SydnyNSW<br>British | T.6Cy.15½",25½"&42"-30"<br>200lb (s) 333NHP<br>2 Water Tube Boilers<br>GS154,HS6600<br>Pattersn&M'DonaldS.BCo | 27″6<br>s 3″8 | |
| 09854<br>NGTK | **Bellatrix** SteelScSr<br>Elec.light Wireless 1Dk | 3552<br>3260<br>2171 | | | | | 1914 | Rotterdam<br>Droogd.Maat<br>Rotterdam | VanNievelt<br>Goudriaan&Co's<br>Stoomv.Maats. | 345·0<br>P25'B114'F34' | 48·5 | 23·3 | Rottrdam<br>Dutch | T.3Cy.25",41"&67"-45"<br>301NHP<br>RotterdamDroogd.Maats. | | V |
| 09855<br>— | **Bellaura** SteelScSr<br>ssGls.No.3-8,00<br>ssNwc.No.2-09<br>2Dks(1Stl)3trB | 2637<br>2421<br>1631 | ✠~~100A1~~<br>12,21<br>~~Examined12,20~~<br>✠NB8,04 ✠~~LMC9,15~~<br>~~DBS12,20~~ ~~2,20~~ | Tri | t | CL<br>12,20 | 1887<br>1mo | D&WHenderson&Co.<br>Glasgow<br>Lloyd's A&CP | Soc.Anon.diNav.,<br>Rimorchi e Salvataggi(DTripcovich<br>Mgr.)<br>CellDBa40'f64'&uE&B42' | 310·0<br>P32'B62'F40'<br>BK10" | 39·2 | 23·8 | Trieste<br>Italian<br>6BHCem<br>480tFPT80t | T.3Cy.22",36"&59"-42" (s)<br>170lb 80lb 286NHP<br>NDB04refitted20<br>2SB,6cf,GS97,HS4068 FD<br>D.&W.Henderson&Co.,Gls | 27″10 | |
| 09856<br>218700<br>LSHN | **Bellbuckle** SteelScSr<br>Fitted for oil fuel<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)&<br>Wireless Sub.Sig. Webframes<br>Longitudinal framing | 6207<br>5882<br>3835 | | | ... | | 1919 | Federal<br>S.B.Co.<br>Kearny,N.J. | UnitedStates<br>ShippingBoard | 395·5<br>P45'B110'F38' on<br>Shelter dk FK | 55·0 | 31·4 | NewarkNJ<br>Utd.States<br>WB | 2 SteamTurbines geared to<br>1 Sc. Shaft<br>MidWestEng.Co.<br>Indianapolis,Ind. | 34″11 | R |
| 09857<br>99419 | **Belle** SteelPadSr<br>1Dk | 147<br>144<br>62 | | | | | 1892 | Willoughby<br>Brs.(Lim)<br>Plymouth | BlackpoolPassengerStmBtCoLd(T.<br>Bickerstaffe, Mgr) | 143·7<br>B99' | 19·2 | 8·0 | Fleetwood<br>British | C.4Cy.17"&32"-32"<br>45RHP<br>WilloughbyBrs.(Lim.)Ply | | |
| 09858<br>ODEI | **Belle Isle** SteelTwinScSr<br>Elec.light Ref.Mchy. 3Dks<br>Wireless | 9591<br>—<br>6027 | ✠Lloyd'sRMC~~12,20~~<br>11,22 | | | | 1917 | Forg.&Ch.<br>de la Médit.<br>Havre | ChargeursRéunis | 479·0<br>B270'F51' | 58·0 | 38·0 | Havre<br>French<br>WB | T.6Cy.25½",49 9/16"&70⅛"-48"<br>680NHP<br>Forges&C.delaMédit.Hav. | | V |
| 09859 | **Belle o'Moray** SteelScK<br>1Dk | 83<br>83<br>35 | | | ... | | 1911 | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | A.Main&T.Ross | 81·0<br>BK7" | 17·9 | 8·7 | Inverness<br>British | C.2Cy.11"&27"-16"<br>28RHP<br>J.Abernethy&Co.Abn | 9″6 | |
| 09860<br>133935 | **Bellechasse** SteelTwinScSr<br>1Dk&2nd dk in fore & after holds<br>Elec.light | 417<br>302<br>216 | ✠<br>For Light Ice Breaking purposes<br>4,13 ✠<br>Fitted for oil fuel 4,13 FP.above150°F. | Tto | f | | 1912<br>11mo | Kingston<br>S.B.Co.Ld.<br>KingstonOnt | Canadian Government | 142·2<br>FK<br>WB=FPT | 27·0 | 12·0 | Ottawa<br>British<br>4BHCem.<br>16tAPT10t | T.6Cy.12½",21"&34"-21"<br>183NHP<br>2SB,4cf,GS70,HS3016 FD<br>CollingwoodS.B.Co.Ld. | 13″6 | |
| 09861<br>218988<br>LTCS | **Bellemina** SteelScSr<br>Elec.light 1Dk&Shelter dk&<br>Wireless Sub.Sig. Webframes<br>Longitudinal framing | 6517<br>5579<br>4045 | | | ... | | 1919 | Federal<br>S.B.Co.<br>Kearny,N.J. | UnitedStates<br>ShippingBoard | 395·5<br>P45'B110'F38' on<br>Shelter dk FK | 55·0 | 31·4 | NewarkNJ<br>Utd.States<br>WB | 2 Steam Turbines geared to<br>1 Sc. Shaft<br>MidWestEngineCo.<br>Indianapolis,Ind. | 34″11 | R |
| 09862<br>— | **Bellena** SteelScSr<br>ssTri.2ndNo.3-10,13<br>2Dks(1Stl)3trB | 2623<br>2421<br>1599 | ✠~~100A1~~<br>12,21<br>~~Examined8,19~~<br>~~MS4,15~~ ✠~~LMC7,21~~<br>✠NB6,04 ~~MBS8,19~~ | Tri | t | ~~8,19~~<br>N7,21 | 1887<br>3mo | D&WHenderson&Co.<br>Glasgow<br>Lloyd's A&CP | Soc.Anon.diNav.<br>Rimorchi e<br>Salvataggi<br>(D.Tripcovich,<br>Mgr.) | 310·0<br>P32'B62'F40'<br>BK10"<br>WB=CellDB146' | 39·2 | 23·8 | Trieste<br>Italian<br>6BHCem<br>480tFPT80t | T.3Cy.22",36"&59"-42" (s)<br>170lb 80lb NDB04 286NHP<br>2SB,6cf,GS100,HS4068 FD<br>D.&W.Henderson&Co.Gls. | 27″10 | |
| 09863 | **Bellenden** SteelScSr<br>ssTri.2ndNo.3-5,14<br>2Dks(1Stl)3trB | 2637<br>2421<br>1631 | ✠~~100A1~~<br>12,21<br>~~Examined8,19~~<br>✠NB4,04 ✠~~LMC5,14~~<br>~~7,21~~ | Tri | t | CL<br>N5,21 | 1887<br>6mo | D&WHenderson&Co.<br>Glasgow | D.Tripcovich<br>WB=DBa82'&uE&B64' | 310·0<br>P32'B62'F40'<br>BK10" | 39·2 | 23·8 | Trieste<br>Italian<br>6BHCem<br>480tFPT80t | T.3Cy.22",36"&59"-42" (s)<br>170lb NDB04 286NHP<br>2SB,6cf,GS97,HS4068 FD<br>D.&W.Henderson&Co.Gls. | 27″10 | |
| 09864<br>219139<br>LTKN | **Bellepline** SteelScSr<br>Elec.light 1Dk&Shelter dk<br>Wireless Sub.Sig. &Webframes<br>Longitudinal framing | 6517<br>5579<br>4045 | | | ... | | 1919 | Federal<br>S.B.Co.<br>Kearny,N.J | UnitedStates<br>ShippingBoard | 395·5<br>P45'B110'F38' on<br>Shelter dk FK | 55·0 | 31·4 | Newark<br>Utd.States<br>WB | 2 Steam Turbines geared<br>to 1 Sc Shaft<br>MidWestEng.Co.<br>Indianapolis,Ind | 35″0 | R |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09865<br>100082<br>QFGH | **Bellerby** SteelScSr<br>ssShl.No.3–1,11<br>Wireless ssShl.No.2–19<br>1*Dk*(*Irn*)2*trB*& *Web frames*<br>3*Dk rule* | 3089<br>2629<br>1966 | ✠100A1<br>*Trunk dk*<br>*withfreeboard*<br>~~11,21~~ 3,21<br>BS9,20 | Cff<br>Shl<br>MBS11,21<br>✠LMC9,19 | *u* | CL<br>~~3,21~~<br>11,21 | 1898<br>6mo | Ropner&<br>Son<br>Stockton<br>A&CP *WB*=*C* | RopnerShipping<br>Co.Ld.<br>*ell DBa*106' *uE*24' | 320·0<br>P31'B72'F35'<br>FK<br>*f*128'580*tFPT*134*t* | 44·0 | 22·5 | W.Hartlpl<br>British<br>5*BHCem*<br>4*PT*49*t* | T.3Cy.23",38"&62½"–42" (*s*)<br>160lb *100lb*NDB19 256NHP<br>2SB,*6rf*,GS105,HS3900<br>Blair&Co.Ld.Stockton | 24 " 3<br>s 3 " 6<br>21 " |
| 09866<br>120915<br>HFLR | **Bellerophon** SteelTwinSc<br>*Elec.light* Wireless 3*Dks* | 8954<br>6562<br>5744 | | | | | 1906 | Workman,<br>Clark&Co.Ld<br>Belfast | OceanS.S.Co.Ld.<br>(A.Holt&Co *Mgrs*) | 485·3<br>F35' | 58·4 | 31·0 | Liverpool<br>British<br>*WB* | T.6Cy.23",38½"&65"–48"<br>585NHP<br>Workman,Clark&Co.Ld. | |
| 09867<br>125083 | — SteelScK<br>ssGms.No.3–8,19<br>1*Dk* | 184<br>166<br>88 | ✠100A1<br>*StmTrawler*<br>8,21 ~~10,20~~<br>~~BS10,20~~ | Gms<br>BS8,21<br>✠LMC8,19 | | CL<br>8,19 | 1907<br>11mo<br>*Lloyd* | Cochrane&<br>Sons<br>Selby<br>*'sA&CP* | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden,*Mgr.*) | 105·0<br>Q62'F15'<br>BK7½" | 21·5 | 11·1 | Grimsby<br>British<br>3*BHCem* | T.3Cy.11½",19½"&32"–23"(*s*)<br>180lb 57RHP<br>1SB,*2pf*,GS29,HS930<br>C.D.Holmes&Co.Hull | 12 " 0 |
| 09868<br>219138<br>LTKM | **Bellerose** SteelScSr<br>*Elec.light* 1*Dk*&*Shelter dk*&*Web frames*<br>Wireless Sub.Sig. *Longitudinal framing* | 6517<br>5579<br>4045 | | | ... | | 1919 | Federal<br>S.B.Co.<br>Kearny,N.J. | UnitedStates<br>ShippingBoard | 395·5<br>P45'B110'F38' *on*<br>*Shelter dk* FK | 55·0 | 31·4 | NewarkNJ<br>Utd.States<br>*WB* | 2 SteamTurbines geared to<br>1 Sc Shaft<br>MidWestEng.Co.<br>Indianapolis,Ind. | 35 " 0 |
| 09869<br>122070 | **Belleville** IronPad<br>(*ex*Spartan) 1*Dk* | 639<br>445<br>255 | | | | | 1865<br>1905 | E.E.<br>Gilbert<br>Montreal<br>*Rebuilt by* Ber | CanadaSteamship<br>Lines,Ld.<br>tram Eng. Works | 200·2<br>Co.Toronto | 27·0 | 11·0 | Montreal<br>British | 1Cy.42"–108"<br>NB95 62RHP<br>Pontbriand,Sorel P.Q. | |
| 09870<br>132067<br>HWCP | **Bellfield** SteelScSr<br>ssHul.No.2–20<br>(*ex*Craigwen,*ex*Orpheus) 1*Dk*(*Stl*)<br>*Elec.light* Wireless<br>*Carrying fuel oil F.P.above* 150°F.*in DB* | 4393<br>4163<br>2731 | ✠100A1<br>~~3,21~~ ~~7,20~~ 3,22 | Hul<br>Mel<br>✠LMC7,20<br>BS7,21 | *y* | CL<br>7,20 | 1912<br>6mo<br>*Lloyd* | Bartram&<br>Sons<br>Sunderland<br>*'sA&CP* | KeighleyShipping<br>Co.Ld.(J.Bell&Co.<br>*Mgrs.*)<br>*CellDBa*133'*uE*23 | 385·0<br>P33'B237'F36'<br>FK<br>*f*169'1113*tFPT*172 | 52·0 | 25·1 | Hull<br>British<br>6*BHCem*<br>*tAPT*150*t* | T.3Cy.26",42"&71"–48" (*r*)<br>180lb 404NHP<br>3SB,*9pf*,GS167,HS6568<br>J.Dickinson&Sons,Ld.Sld. | 27 " 6<br>s 4 " 2<br>23 " 8 |
| ✻ 09871<br>219274<br>LTSV | **Bellflower** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&<br>*Web frames*<br>Wireless Sub.Sig. *Longitudinal framing* | ~~6517~~ 6085<br>5579<br>~~4045~~<br>3751 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>6,20<br>*Carrying oil* | HKg<br>LMC12,19<br>*fuel F.* | *z*<br>*P.* | CL<br>above 1 | 1919<br>12mo<br>50° F. | Federal<br>S.B.Co.<br>Kearny,N.J.<br>A&CP<br>*in DB*&*Peaks* | UnitedStates<br>ShippingBoard<br>*CellDB* | 395·5<br>P45'B110'F38' *on*<br>*Shelter dk* FK<br>331'1512*t FPT*187*t* | 55·0 | 31·4 | NewarkNJ<br>Utd.States<br>*pt Cem*<br>7*BHtoShdk*<br>*APT*175*t* | 2 SteamTurbines geared to<br>1 Sc Shaft (*s*) 210lb<br>3SB *9cf*,GS185,HS8934 FD<br>MidWestEng.Co.<br>Indianapolis,Ind. | 34 " 11<br>s 8 " 1½<br>27 " 1 |
| ✻ 09872<br>132669<br>HVGQ | **Bellglade** SteelScSr<br>~~ssBry.No.1–18~~<br>(*ex*Chevington) 1*Dk*(*pt Irn pt Stl*)<br>Wireless *Elec.light* ssShl.No.2–21 | 3876<br>3657<br>2447 | ✠100A1<br>7,21 ~~11,19~~<br>~~MS8,16~~ | Cff<br>Shl<br>✠LMC8,21<br>~~BS6,20~~ | *x* | CL<br>~~11,19~~<br>8,21 | 1912<br>2mo<br>*Lloyd* | J Readhead<br>&Sons,Ld.<br>SouthShields<br>*'sA&CP* | Peterborough<br>ShippingCo.Ld.<br>(J.Bell&Co.*Mgrs*)<br>*CellDBa*114' *u* | 367·3<br>P32'B224'F34'<br>FK<br>*E*&*B*39' *f*163'1060*t* | 53·9 | 22·8 | Hull<br>British<br>6*BHCem*<br>1*PT*110*t* | T.3Cy.26",42"&69"–43" (*r*)<br>180lb *80lb* 372NHP<br>2SB,*6cf*,GS134,HS5940<br>J.Readhead&Sons,Ld.SShl | 25 " 2<br>s 3 " 6<br>22 " 1 |
| 09873<br>Sunk 11,21<br>JSQK | **Bellgrove** IronScSr<br>ssShl.3rdNo.3–3,14<br>ssHul No.1–20<br>(*ex*FinlandTrader, 1*Dk*(*Irn*)2*trB*<br>*ex*Southella) *Cargo battens not fitted* | 1290<br>1147<br>784 | ✠~~90A1~~<br>8,21 ~~1,20~~<br>✠NB4,95<br>~~MS3,18~~ | Hul<br>~~LMC~~ | *o* | 12,18 | 1875<br>11mo | J.Blumer&<br>Co.<br>Sunderland<br>A&CP | Rederiaktieb<br>Bellgrove(SBoldt) | 241·8<br>Q19'B61*t*F18*t*<br>BK8½" | 30·0 | 19·9 | Landskrna<br>Swedish<br>6*BHCem* | C.2Cy.25"&53"–33" (*i*)<br>95lb 115NHP<br>2SB,*4pf*,GS61,HS1700<br>C.D.Holmes&Co.Hull | 21 " 3<br>s 3 " 6<br>18 " 7 |
| 09874<br>219006<br>LTDK | **Bellhaven** SteelScSr<br>*Fitted for oilfuel* 10,19<br>*Elec.light* 1*Dk*&*Shelter dk*&*Web frames*<br>Wireless Sub.Sig. *Longitudinal framing* | 6098<br>5579<br>3760 | | | ... | | 1919 | Federal<br>S.B.Co.<br>Kearny,N.J. | UnitedStates<br>ShippingBoard | 395·5<br>P45'B110'F38'*on*<br>*Shelter dk* FK | 55·0 | 31·4 | NewarkNJ<br>Utd.States<br>*WB* | 2 Steam Turbines geared to<br>1 Sc. Shaft<br>MidWestEngineCo.<br>Indianapoli | 34 " 11 |
| 09875<br>81210<br>KGFL | **Bellhill** IronScSr<br>ssHul.3rdNo.3–3,21<br>(*ex*Commercial,<br>*ex*Norah) *Well deck* 1*Dk*(*Irn*)2*trB* | 1410<br>1106<br>840 | ✠100A1<br>3,21<br>✠NB3,04 | Hul<br>✠LMC5,21 | *p* | 3,21 | 1879<br>8mo | M.Pearse<br>&Co.<br>Stockton<br>A&CP | ~~J.Bell&Co.~~<br>BradfordShppgCo<br>Ld. (J.Bell&Co.,<br>*Mgrs.*) | ~~249·9~~<br>Q86'B58'F29'<br>250 · 2<br>FK<br>*WB*= | 35·0 | ~~16·7~~<br>16·3 | Hull<br>British<br>4*BHCem*<br>*DBa*70'*f*86' | C2Cy.30"&55½"–36" (*s*)<br>100lb 160NHP<br>2SB,*4pf*,GS73,HS2692<br>Blair&Co.Ld.Stockton | 18 " 1<br>s1 " 8½<br>16 " 7 |
| 09876<br>217150<br>LNMP | **Bellingham** SteelSc<br>*Elec.light* 2*Dks*&*Web frames*<br>Wireless Sub.Sig. *Longitudinal framing* | 4837<br>4382<br>3621 | | | ... | | 1918 | ToddD.D&<br>Const.Cp.<br>Tacoma,Wsh. | UnitedStates<br>ShippingBoard | 379·6<br>P39'B102'F42'<br>FK | 53·0 | 27·0 | Tacoma<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"–48"<br>472NHP<br>SeattleConst.&DryDock<br>Co.Seattle | 29 " 3 |
| 09877<br>4109<br>JNDC | **Bellis** SteelScSr<br>(*ex*Emmy)<br>*Mchy.Aft Elec.light* 1*Dk* | 413<br>327<br>223 | | | | | 1900 | J.W.Kla-<br>witter<br>Danzig | RederiA/BIdog<br>(E.Jonsson,*Mgr.*) | 152·9<br>Q51'H16*t*F19' | 25·2 | 12·6 | Timrnbbn<br>Swedish<br>*WB* | C.2Cy.18⅝"&33½"–19¾"<br>41NHP<br>J.W.Klawitter,Danzig | |
| ✻ 09878<br>139315<br>- | **Bellmore** SteelAuxTwinScBkn<br>*ParaffinMotor*<br>(*ex*Sailing vessel ssHul.2nd.No.3–8,19<br>Maracaibo)<br>(*See Sailing Ship Register*) 1*Dk* | 318<br>284<br>248 | ✠100A1<br>8,19 | Hul<br>LMC12,20 | *i* | PN<br>12,20<br>s12,20 | 1892<br>6mo<br>*Lloyd* | Grngem'th<br>Dockyard Co.<br>Grangemouth<br>*'sA&CP* | ColebrookHurt,Ld.<br>(H.A.C.Fowne<br>Hurt,*Mgr.*) | 146·8<br>F17'<br>BK7" | 27·2 | 11·2 | Hull<br>British<br>3*BHCem* | 2 Paraffin Motors 4S.C.SA<br>6Cy.7½"–10" NE17 34NHP<br>BergiusLnch&Eng.Co.Gls | 11 " 11<br>s1 " 11<br>11 " 0 |
| 09879 | **Bello Horizonte** SteelTwinSc<br>*Elec.light* 1*Dk*&2*Shade dks* | 1082<br>831<br>640 | | | | | 1912 | Gebr.Pot<br>Bolnes | AmazonRiver<br>S.N.Co.(1911),Ld. | 224·0 | 45·0 | 10·8 | Para<br>Brazilian | T.6Cy.14",28"&37½"–16½"<br>114NHP<br>Alblasserdam.Msch.Fab. | |
| 09880 | **Bellona** SteelScSr<br>*Now named* "Glenville," *See No.* 37535 *in Supplement*<br>*Well deck* 1*Dk*&*deep framing* | 1041<br>[illegible]<br>634 | | | ... | | 1900 | Russell&<br>Co.<br>Greenock | AlfredCalvert<br>(Shipping)Ld.<br>(A.Calvert,*Mgr.*) | 224·5<br>Q68'B56'F28'<br>FK | 34·1 | 14·2 | Goole<br>~~London~~<br>British<br>*WB* | T.3Cy.17",27½"&44"–33"<br>112NHP<br>Ross&Duncan,Glasgow | 16 " 4 |
| ✻ 09881<br>125084 | — SteelScK<br>ssGms.No.3–2,20<br>1*Dk* | 184<br>166<br>88 | ✠100A1<br>*StmTrawler*<br>12,21 ~~9,20~~<br>~~BS9,20~~ | Gms<br>BS1,22<br>✠LMC5,19 | | CL<br>9,20 | 1907<br>11mo<br>*Lloyd* | Cochrane&<br>Sons<br>Selby<br>*'sA&CP* | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden,*Mgr.*) | 105·0<br>Q62'F15'<br>BK7½" | 21·5 | 11·1 | Grimsby<br>British<br>3*BHCem* | T.3Cy.11½",19½"&32"–23"(*s*)<br>180lb 57RHP<br>1SB,*2pf*,GS29,HS930<br>C.D.Holmes&Co.Hull | 12 " 0 |
| 09882<br>ODEL | **Bellone** SteelTwinScSr<br>1*Dk*<br>*Elec.light* (*ex*Silène,*ex*Q.H.C.<br>DredgerNo.1) | 1496<br>—<br>931 | | | | | 1913 | F.Schichau<br>Elbing | Soc."Les<br>Affréteurs Réunis"<br>(JeanStern) | 237·8<br>len18' | 34·3 | 20·1 | Rouen<br>French<br>*WB* | C.8Cy.(4)13⅝"&(4)25"–15"<br>80NHP<br>F.Schichau,Elbing | |
| 09883<br>216702<br>LMJB | **Bellota** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2620<br>—<br>1548 | | | | | 1918 | RalphJ.<br>Chandler'sCo<br>LosAngeles,<br>Cal. | UnitedStates<br>ShippingBoard | 265·5<br>P27'B66'F29' | 46·2 | 23·9 | L.Angeles,<br>Cal.<br>Utd.States | T.3Cy.19",32"&56"–36"<br>288NHP<br>LlewellynIronWorks,<br>LosAngeles,Cal. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade cer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09884 | **Bellsund** WoodAuxScBk<br>Stm.Eng.<br>(exJacobsen,exSamson) 2Dks3trB<br>(See Sailing Ship Register) | 478<br>418<br>345 | | | | | 1885 | K.Larsen<br>Arendal | A/BSpetsbergens<br>SvenskaKolfält | 147·9<br>Q63t | 31·1 | 17·1 | Stockholm<br>Swedish | C.2Cy.22"&42"–26"<br>75RHP<br>NylandsVærksted.Xia. | | |
| 09885<br>110051<br>QPNV | **Belltown** SteelScSr<br>Wireless ~~ssShl.No.3–5,12~~<br>(exChatton) ~~ssShl.No.1–16~~<br>ssHul.2nNo.3 4,21 1Dk(ptIrn&ptStl)2trB<br>&deep framing 3 Dkrule | 3624<br>3373<br>2308 | ✠100A1<br>withfreeboard<br>~~F1~~ 3,20 1,22<br>~~MBS5,19~~ ✠LMC ~~5,16~~ 4,21 | Cff<br>Npt | v | CL<br>~~5,19~~<br>4,21 | 1899<br>1mo | J.Read-head&Sons<br>South Shields<br>A&CP | KeighleyShipping Co.Ld.(J.Bell&Co. Mgrs.)<br>CellDB116' | 341·0<br>P29'B84'F32'<br>uE&B40'f140'909t | 46·6 | 24·7<br>FK | Hull<br>British<br>3BHCem<br>APT34t | T.3Cy.24",40"&65"–45" (r)<br>160lb 100lb NDB14 293NHP<br>2SB,6cf,GS90,HS4557<br>J.Readhead&Sons,S.Shl. | 27 ″ 4<br>s 5 ″ 0½<br>22 ″ 7 | |
| 09886<br>125244 | **Bellubera** SteelSc<br>Screws fore&aft<br>Elec light 1Dk | 499<br>424<br>340 | | | | | 1910 | Mort'sDck &Eng.Co.Ld.<br>Sydney,NSW | PortJackson&<br>ManlyS.S.Co.Ld. | 210·0<br>H75t | 32·2 | 14·1 | SydnyNSW<br>British | T.3Cy.18¼",28½"&48½"–27"<br>123NHP<br>Mort'sDk.&E.CoLd.Syd. | | |
| 09887<br>HDTF | **Bellver** IronScBg<br>Elec.light Wireless 1Dk&Spardk3trB | 1315<br>1232<br>762 | | | ... | | 1879 | J.&G. Thomson<br>Clydebank | IsleñaMaritima,<br>CiaMallorquina de Vap. | 247·8 | 30·0 | 15·2<br>22·9<br>BK7" | Palma<br>Spanish | C.2Cy.34"&60"–39"<br>NB95 193NHP<br>J.&G.Thomson,Clydebank | | V |
| 09888<br>122339<br>HGJW | **Belmont** SteelScK<br>ssGms.No.3-9,20<br>1Dk | 209<br>196<br>81 | ✠100A1<br>StmTrawler<br>10,21 ~~9,20~~<br>BS10,21 | Gms<br>✠LMC9,20 | | CL<br>11,19 | 1906<br>5mo<br>Lloyd | Scott& Sons<br>Bowling<br>'sA&CP | WoodburySteam FishingCo.Ld.(H. A.Jeffries,Mgr.) | 117·5 | 21·6 | 11·6<br>BK7" | Grimsby<br>British<br>3BHCem | T.3Cy.12",20"&32"–23" (s)<br>180lb 66RHP<br>1SB,2pf,GS37,HS1174<br>Gauldie,Gillespie&Co.Gls. | 12 ″ 6 | |
| 09889 | **Belmonte** SteelScSr<br>(exPalmares,exValasia) Wireless<br>Elec.light Sub.Sig. 1Dk&Shelter dk | 5227<br>4608<br>3208 | | | | | 1912 | Atk.Ges. "Neptun"<br>Rostock | BrazilianGovernment(Ministry of Marine) | 364·8<br>B105' | 50·9 | 30·2 | R.Janeiro<br>Brazilian<br>WB | T.3Cy.28$\frac{15}{16}$",46⅔"&76⅘"–48"<br>409NHP<br>A.G."Neptun,"Rostock | | |
| 09890 | — SteelAuxSc3MstSr<br>Motor<br>(See Sailing Ship Register) | 193<br>144<br>157 | | | | | 1914 | Stocks& Kolbe<br>Kiel | A.Staël | 123·0 | 22·3 | 6·8 | Bahia<br>Brazilian | Motor 4S.C.<br>3Cy.10$\frac{3}{10}$"–12⅞" 21NHP<br>Brödz.Honmöller, Fredrikshavn | | |
| 09891<br>216894<br>LMVB | **Beloit** WoodSc<br>Elec.light Wireless 1Dk2trB | 2531<br>2063<br>1502 | | | | | 1918 | Tacoma S.B.Co.<br>Tacoma, Wash. | UnitedStates<br>ShippingBoard | 266·6<br>P28'B65'F26' | 46·2 | 23·1 | Tacoma<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>FilerStillwellCo. Milwaukee | | R |
| 09892<br>1671<br>HSJI | **Belos** SteelScSr<br>Wireless 1Dk<br>Elec.light (SalvageSteamer | 441<br>377<br>157 | | | | | 1885 | MotalaCo.<br>Gothenburg | Bergnings&Dykeriaktb.Neptun<br>(W.R.Edlind Mgr) | 167·9<br>H43t'F24' | 26·1 | 13·1 | Stockholm<br>Swedish<br>WB | C.2Cy.26"&48"–30"<br>105NHP<br>MotalaCo.,Gothenburg | | |
| 09893<br>MKGD | **Belridge** SteelScSr<br>ssBAs.No.1–18<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinal framing<br>Wireless | 7020<br>6374<br>4420 | ✠100A1<br>~~5,21~~ 7,20 11,21<br>~~BS7,20~~ ✠LMC5,18<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 6,14<br>BS5,21 | BAs<br>~~NYk~~ | a† | CL<br>~~6,20~~<br>5,21<br>F.P. | 1914<br>6mo<br>Lloyd<br>above | SirJ.Laing &Sons,Ld.<br>Sunderland<br>'sA&CP<br>150° F. | A/S Tankfart<br>(W.Wilhelmsen, Mgr.)<br>WB=CellDBuE &B55'142tD | 425·1<br>P101'B28'F40'<br>Tf38'511tAPT53t | 57·0 | 33·1<br>FK | Tönsberg<br>Norwegian<br>15BHptCem<br>9 to Upr dk<br>6 ,, 2nd ,, | T.3Cy.27",45"&74"–54" (s)<br>180lb 555NHP<br>4SB,12cf,GS196,HS8150 FD<br>G.Clark,Ld.Sunderland | 33 ″ 0<br>s 7 ″ 4<br>26 ″ 0 | |
| 09894 | **Belrorie** SteelSc<br>(Tug&SalvageVessel)<br>1Dk | 210<br>188<br>78 | | | | | 1901 | Ramage& Ferguson,Ld<br>Leith | Soc.Anon diNav. Rimorchi e Salvataggi (D. TripcovichMgr.) | 113·1<br>Q28' | 24·6 | 9·5 | Trieste<br>Italian | C.2Cy.18"&36"–24"<br>53NHP<br>Ramage&Fergusn,Ld.Lth. | | A |
| 09895<br>144889<br>KFTM | **Belsay** SteelSc<br>(exKilchvan) 1Dk(Stl)<br>Mchy.Aft Cargo battens not fitted | 615<br>488<br>258 | ✠100A1<br>~~2,21 1,20~~ 3,22<br>✠LMC12,18 | Nwc<br>Npt | | CL<br>2,22 | 1918<br>12mo<br>Lloyd | Cook, Welt'n&Gemmell<br>Beverley<br>'sA&CP | B.Burletson<br>~~(Joplin&Hull, Mgrs.)~~ (J.Powell &Co,Mgrs.)<br>CellDBu | 175·0<br>B50' | 30·0 | 15·7<br>FK | Newcastle<br>British<br>5BHptCem<br>E26'20t | T.3Cy.16",26"&44"–26" (s)<br>200lb 94RHP<br>1SB,3cf,GS51,HS1832<br>Amos&Smith,Ld.Hull | 16 ″ 6<br>s1 ″ 10<br>14 ″ 11 | |
| 09896<br>131855<br>HVPJ | **Beltana** SteelTwinScSr<br>ssLon.No.1-17<br>Elec.light 3Dks(Stl–U teaks,2nd dk–ws)<br>Ref.Mchy. Wireless | 11167<br>9267<br>6975 | ✠100A1<br>6,20<br>~~BS11,20~~ ✠LMC10,17<br>✠Lloyd'sRMC~~11,20~~ ~~5,21~~ 4,22<br>BS10,21 | Lon | f† | CL<br>10,17 | 1912<br>5mo<br>Lloyd | Caird&Co. Ld.<br>Greenock<br>'sA&CP | P.&O.Stm.Nav.Co<br>WB=CellDB a138'f185'1248t | 500·1<br>P21'B205'F82'<br>FPT115t APT143t | 62·2 | 37·8<br>FK&BK2" | Greenock<br>British<br>3BHCem<br>7BH to U dk<br>1 ,, 2nd ,, | Q.8Cy23½"34½"48½"&70"–54"<br>215lb (s) FD 1200NHP<br>2D&2SB24cfGS440HS18188<br>Caird&Co.Ld.Greenock | 41 ″ 0 | BT till 6.21 |
| 09897<br>136351<br>JLNQ | **Beltoy** SteelScSr<br>ssSld.No.1-20<br>Well deck 1Dk(Stl)<br>Elec.light | 1544<br>1151<br>732 | ✠100A1<br>~~9,20~~ 10,21<br>✠LMC11,19<br>BS10,21 | Sld | p | 8,20 | 1915<br>7mo<br>Lloyd | Ramage& Ferguson,Ld.<br>Leith<br>'sA&CP Cell | NormandyShppg. Co.Ld.(S.Clarke & Co.Mgrs.) WB=<br>DBuE20'f92'231t | 250·7<br>P20'Q77'B48'F27'<br>DT a73'307t FPT | 36·2 | 17·2<br>FK | London<br>British<br>5BHCem<br>41tAPT33t | T.3Cy.18",30"&49"–33" (r)<br>180lb 178NHP<br>2SB,6cf,GS98,HS3149<br>Ramage&Fergusn,Ld.Lth. | 18 ″ 3<br>s1 ″ 7½<br>16 ″ 11 | |
| 09898<br>144686 | **Beluga** SteelScK<br>(Trawler)<br>1Dk | | | | | | 1915 | Smith's DockCo.Ld.<br>Middlesbro' | J.J.Esplen | 125·0 | 25·0 | 11·9 | London<br>British<br>WB | T3Cy14½",23½"&39"–24"<br>Maccoll&Pollock,Ld.Sld.<br>74RHP | | |
| 09899<br>ODER | — SteelSc<br>ssBrestNo.2-20<br>1Dk | 30<br>27<br>1 | ✠100A–<br>ForTowingpurposes<br>8,20<br>✠LMC8,20 | Brest | | CL<br>8,20 | 1911<br>10mo | Smith's DockCo.Ld<br>Middlesbro' | Protectorat de la RépubliqueFrançaise au Maroc | 56·2 | 12·7 | 6·0<br>BK4" | Kenitra<br>French<br>3BHCem | C.2Cy.10"&20"–14" (s)<br>130lb 21NHP<br>1SB,2pf,GS22,HS459<br>Miller&Macfie,Ld.Gls. | 6 ″ 6 | |
| 09900<br>— | **Belvedere** SteelScSr<br>ssFiu.No.3 –1,18<br>Elec.light 2Dks(Stl)&<br>Wireless Shelter dk(Stl–ws) | 7305<br>6197<br>4448 | ✠100A1<br>Shelter dk<br>withfreeboard<br>8,21 ~~11,20~~<br>~~BS5,21~~ ✠LMC ~~1,18~~ 5,22 | NYk | a† | CL<br>11,20 | 1913<br>8mo | Cant.Nav. Triestino<br>Monfalcone | CosulichSoc.<br>Triestina diNav. | 412·0<br>B273' on Shelter dk<br>WB=CellDBa155' | 51·7<br>54·0 | 26·3<br>FK | Trieste<br>Italian<br>7BHCem<br>uE&B47'f1 | T.3Cy.28½",47"&78"–54" (s)<br>180lb 650NHP<br>4SB,12cf,GS221,HS9860 FD<br>N.E.MarineEngCoLdNwc<br>70' 1490t FPT66tAPT27t | 37 ″ 0 | |
| 09901<br>99082<br>MQBK | — SteelTwinScSp<br>ssLon.2ndNo.3–2,17<br>(Sludge vessel) 1Dk(Stl)&Webframes<br>Mchy.Aft<br>ssLon.No.1–21 | 1001<br>976<br>595 | ✠100A–<br>3,21 ~~2,17~~<br>~~BS10,19~~ ✠LMC ~~2,17~~ 2,21 | Lon | | 6,20 | 1892<br>5mo | NavalCon. &Arm.Co.Ld.<br>Barrow | LondonCounty<br>Council | 232·1<br>F19'<br>WB=FPT | 38·2 | 13·8<br>FK | London<br>British<br>6BHCem<br>154tAPT6t | T.6Cy.15",23"&35"–24" (s)<br>150lb 150NHP<br>2SB,6rf,GS108,HS2804<br>NavalC.&A.Co.(Lim.)Brw | 14 ″ 6 | |
| 09902<br>MDNG | **Belver** WoodAuxScSr<br>OilEng.<br>(See Sailing Ship Register) | 248<br>—<br>197 | | | | | | ……………<br>Japan | M.Pons | …………… | | | Manila<br>Utd.States | Oil Engine | | |
| 09903<br>JPBN | **Belvernon** SteelScSr<br>Elec.light 1Dk2trB | 1102<br>807<br>627 | | | | | 1897 | Bergens Mek.Verk.<br>Bergen | A/S D/S<br>Belvernon(O.&A. Irgens) | 227·4<br>Q76tB130tH53t<br>F25t | 31·7 | 15·0 | Bergen<br>Norwegian<br>WB | T.3Cy.18½",30"&50"–33"<br>NB06 144NHP<br>BergensM.V.,Bergen | | N |

| 1<br>Numero l'Ordre<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Construit.<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09904<br>217538<br>LPSN | **Belvidere**<br>*Elec.light* Sub.Sig.<br>Wireless | SteelSc<br>2*Dks*(*Stl*) | 4755<br>4287<br>2961 | | | ... | CL | 1919<br>3mo | Standard S.B.Corp.<br>Shooter's Island,N.Y.<br>A&CP | UnitedStates ShippingBoard<br>*CellDB*322'9 | 377·0<br>P25'B106'F34'<br>85t*MT*29'678t *FPT* | 52·2 | 26·8<br>FK | NewYork<br>Utd. States<br>7*BHCem*<br>88t*APT*50t | T.3Cy.24",40"&70"–48" (*s*)<br>190lb 478NHP<br>3SB,9*cf*,GS182,HS6960 FD<br>StandardS.B.Corp. | 29 ″ 0 |
| 09905<br>142767<br>JVWP | **Bembridge**<br>(*ex*WarAnchusa)<br>*Elec.light* *Ref.Mchy.*<br>Wireless | SteelSc<br>1*Dk*(*Stl*)<br>~~*Cargo battens not fitted*~~ | ~~5283~~<br>5242 ~~4864~~<br>~~3189~~<br>4770<br>3161 | ✠100A1<br>8,21 ~~12,20~~<br>✠LMC1,19 | Bry<br>Npt | *y* | CL<br>12,20 | 1919<br>1mo<br>*Lloyd* | Caird&Co. Ld.<br>Greenock<br>'*sA&CP* | TemperleySteam ShippingCo.Ld.<br>(J.Temperley&Co. *Mgrs.*)<br>*CellDB* | 400·0<br>P50'B113'F39'<br>340'1051t *FPT*128t | 52·3 | 28·5<br>FK | London<br>British<br>7*BHptCem*<br>*APT*220t | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Caird&Co.Ld.Greenock | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 8 |
| 09906<br>95940<br>HBDG | **Beme**<br>*ss*Cal.No.1-30<br>*Mchy.Aft*<br>*Elec.light* | SteelSc3MstSr<br>*ss*Cal.No.3–5,17<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&<br>*Webframes* | 3039<br>2830<br>1899 | ✠100A1<br>*Spar dk*<br>9,21 ~~12,20~~<br>~~BS12,20~~ ✠LMC5,17<br>*Carrying Petroleum in bulk F.P. above 150°F.*<br>*Fitted for oil fuel 6,04* | Cal<br>BS9,21<br>12,20 | *u* | CL<br>~~1,20~~<br>9,21 | 1904<br>5mo<br>*Lloyd* | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>'*sA&CP* | BurmahOilCo.Ld.<br>*WB*=*CellDB* | 309·5<br>P29'B24'F35'<br>*u*B32'48t *FPT*140t | 41·5 | 20·5<br>27·5<br>FK | Rangoon<br>British<br>11*BHCem*<br>*APT*20t | T.3Cy.22",37"&61"–42" (*r*)<br>180lb *120lb* 265NHP<br>2SB,6*cf*,GS123,HS4130<br>WllsndSlpwy.Co.Ld.Nwc. | 28 ″ 8<br>s 5 ″ 7½<br>23 ″ 4 |
| 09907<br>136174<br>JDTC | **Bempton**<br>*Elec.light* Wireless | SteelScK<br>*ss*Hul.No.1-19<br>1*Dk* | 226<br>214<br>87 | ✠100A1<br>*StmTrawler*<br>6,21 ~~4,19~~<br>~~BS7,20~~ ✠LMC4,19 | Hul<br>BS8,21 | | CL<br>~~4,19~~<br>6,21 | 1914<br>2mo<br>*Lloyd* | Cook,Welton&Gemmell. Ld. Beverley<br>'*sA&CP* | HullSteamFishing &IceCo.Ld. | 115·5 | 22·5 | 12·3<br>BK8"<br>*WB*= | Hull<br>British<br>4*BHCem*<br>*DTf*13'30t | T.3Cy.10",17"&28"–24" (*s*)<br>200lb 49RHP<br>1SB,2*pf*,GS27,HS835<br>Amos&Smith,Ld.Hull | 13 ″ 2 |
| 09908<br>108663 | **Ben Alder**<br>Wireless | SteelScK<br>(*Trawler*)<br>1*Dk* | 151<br>140<br>59 | | | ... | | 1899 | Hall, Russell&Co.<br>Aberdeen | HolbeckStmTrwlg Co.Ld (F.Harrison *Mgr.*) | 103·7 | 20·2 | 11·0<br>BK7½" | Aberdeen<br>British | T.3Cy.10½",18"&31"–21"<br>50RHP<br>Hall,Russell&Co.Abn. | 11 ″ 7 |
| 09909<br>144415 | **Ben Ardna**<br>(*ex*Dorileen,<br>*ex*JohnBradford) | SteelScK<br>*ss*Shl.No.1–20<br>1*Dk* | 226<br>223<br>91 | ✠100A1<br>*StmTrawler*<br>12,21 ~~5,20~~<br>✠LMC5,20 | Shl | | CL<br>5,20 | 1917<br>6mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | R.Irvin&Sons,Ld. | 122·8 | 22·2 | 12·2<br>BK7½" | N.Shields<br>British<br>3*BHCem*<br>*DBf*22'14t | T.3Cy.12",20"&34"–24" (*s*)<br>180lb 57RHP<br>1SB,3*pf*,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 3 |
| 09910<br>137365 | **Ben Arthur** | SteelScK<br>*ss*Shl.No.1–19<br>1*Dk* | 201<br>198<br>78 | ✠100A1<br>*StmTrawler*<br>~~11,21~~ ~~5,20~~ 12,21<br>BS5,21 ✠LMC7,19 | Shl<br>Abn | | CL<br>~~7,19~~<br>12,21 | 1914<br>12mo<br>*Lloyd* | A.Hall& Co.Ld.<br>Aberdeen<br>'*sA&CP* | R.Irvin &Sons,Ld. | 115·6 | 22·1 | 12·0<br>BK7½"<br>*WB*= | N.Shields<br>British<br>3*BHCem*<br>*DB f*19'12t | T.3Cy.12",20"&34"–24" (*s*)<br>180lb 78RHP<br>1SB,3*pf*,GS46,HS1530<br>A.Hall&Co.Ld.Aberdeen | 12 ″ 9 |
| 09911<br>133606 | **Ben Asdale** | SteelScK<br>*ss*Abn.No.2–19<br>1*Dk* | 197<br>194<br>76 | ✠100A1<br>*StmTrawler*<br>3,22 ~~11,19~~<br>✠LMC11,19<br>BS4,21 | Abn | | CL<br>11,19 | 1912<br>8mo<br>*Lloyd* | Hall,Russell&Co.Ld<br>Aberdeen<br>'*sA&CP* | J.Craig | 115·0 | 22·1 | 11·9<br>BK7½"<br>*WB*= | Aberdeen<br>British<br>3*BHCem*<br>*DB f*21'13t | T.3Cy.12",20"&34"–24" (*r*)<br>180lb 78RHP<br>1SB,3*pf*,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 9 |
| 09912<br>112909 | **Ben Attow** | SteelScK<br>(*Trawler*)<br>1*Dk* | 156<br>145<br>61 | | | ... | | 1900 | Hall,Russell&Co.Ld.<br>Aberdeen | J.Craig | 103·3 | 20·4 | 11·0<br>BK7½" | Aberdeen<br>British | T.3Cy.11½",18"&31"–21"<br>50RHP<br>Hall,Russell&Co.Ld.Abn. | 11 ″ 7 |
| 09913<br>137156 | **Ben Barvas** | SteelScK<br>*ss*Abn.No.1–20<br>1*Dk* | 198<br>195<br>86 | ✠100A1<br>*StmTrawler*<br>7,20<br>✠LMC2,20<br>BS7,21 | Abn | | CL<br>7,20 | 1914<br>9mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | R.Irvin& Sons,Ld. | 115·5 | 22·1 | 11·9<br>BK7½"<br>*WB*= | Aberdeen<br>British<br>3*BHCem*<br>*DBf*19'13t | T.3Cy.12",20"&34"–24" (*s*)<br>180lb 57RHP<br>1SB,3*pf*,GS47,HS1480<br>J.Abernethy&Co.Ld.Abn. | 12 ″ 9 |
| 09914<br>139780 | **Ben Bhrackie** | SteelScK<br>*ss*Fal.No.1–19<br>1*Dk* | 235<br>221<br>102 | ✠100A1<br>*StmTrawler*<br>4,22 ~~10,19~~<br>✠LMC10,19 | Fal<br>Abn | | CL<br>10,19 | 1916<br>7mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | R.Irvin &Sons,Ld. | 122·5 | 22·2 | 12·3<br>BK7½" | Aberdeen<br>British<br>3*BHCem*<br>*DBf*22'14t | T.3Cy.12",20"&34"–24" (*r*)<br>180lb 78RHP<br>1SB,3*pf*,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 3 |
| 09915<br>139781 | **Ben Breac** | SteelScK<br>*ss*Fal.No.1–19<br>1*Dk* | 235<br>221<br>102 | ✠100A1<br>*StmTrawler*<br>~~10,19~~<br>12,21<br>✠LMC10,19 | Fal<br>Abn | | CL<br>10,19 | 1916<br>7mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | R.Irvin &Sons,Ld. | 122·5 | 22·2 | 12·3<br>BK7½" | Aberdeen<br>British<br>3*BHCem*<br>*DBf*22'14t | T.3Cy.12",20"&34"–24" (*r*)<br>180lb 78RHP<br>1SB,3*pf*,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 3 |
| 09916<br>133643 | **Ben Chourn** | SteelScK<br>*ss*Bng.No.1–19<br>1*Dk* | 197<br>195<br>77 | ✠100A1<br>*StmTrawler*<br>12,20<br>BS12,20 ✠LMC10,19 | Abn | | CL<br>12,20 | 1914<br>2mo<br>*Lloyd* | Hall,Russell&Co.Ld<br>Aberdeen<br>'*sA&CP* | R.Irvin& Sons,Ld | 115·4 | 22·1 | 12·0<br>BK7½"<br>*WB*= | Aberdeen<br>British<br>3*BHCem*<br>*DBf*19'13t | T.3Cy.12",20"&34"–24" (*r*)<br>180lb 78RHP<br>1SB,3*pf*,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 9 |
| 09917<br>112911 | **Ben Doran**<br>(*Trawler*) | SteelScK<br>1*Dk* | 155<br>144<br>60 | | | ... | | 1900 | Hall,Russell&Co.Ld.<br>Aberdeen | ~~T.Davidson~~<br>~~J.Craig~~<br>JohnLewis,Ld, | 103·0 | 20·4 | 11·0<br>BK7½" | Aberdeen<br>British | T.3Cy.11½",18"&31"–21"<br>50RHP<br>Hall,Russell&Co.Ld.Abn. | 11 ″ 7 |
| 09918<br>137385 | **Ben Earn** | SteelScK<br>1*Dk* | 235<br>221<br>102 | ✠100A1<br>*Stm Trawler*<br>3,19<br>✠LMC~~[illegible]~~ 1,22 | Shl | | CL<br>1,22 | 1916<br>10mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | R.Irvin&Sons,Ld. | 122·6 | 22·2 | 12·3<br>BK7½" | N.Shields<br>British<br>3*BHCem*<br>*DBf*22'14t | T.3Cy.12",20"&34"–24" (*r*)<br>180lb 78RHP<br>1SB,3*pf*,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 3 |
| 09919<br>118190<br>TPWJ | **Ben Edra**<br>(*ex*Cetonia) | SteelScK<br>(*Trawler*)<br>1*Dk* | 177<br>167<br>67 | | | ... | | 1905 | Hall,Russell&Co.Ld.<br>Aberdeen | Irvin&Johnson, Ld. | 110·2 | 21·1 | 11·4<br>BK7½" | CapeTown<br>British<br>*WB* | T.3Cy.11",18"&30"–22"<br>55RHP<br>E&B*made*01*refitted*05<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 0 |
| 09920<br>139781 | **Ben Gairn** | SteelScK<br>*ss*Abn.No.1–19<br>1*Dk* | 234<br>221<br>102 | ✠100A1<br>*StmTrawler*<br>~~10,21~~ ~~8,20~~ 2,22<br>~~BS12,20~~ ✠LMC~~3,19~~ 3,22 | Abn | | CL<br>~~11,19~~<br>2,22 | 1916<br>11mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | R. Irvin&Sons,Ld. | 122·5 | 22·1 | 12·3<br>BK7½" | Aberdeen<br>British<br>3*BHCem*<br>*DBf*22'14t | T.3Cy.12",20"&34"–24" (*r*)<br>180lb 78RHP<br>1SB,3*pf*,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 3 |
| 09921<br>133330 | **Ben Glamair** | SteelScK<br>*ss*Shl.No.1–19<br>1*Dk* | 198<br>195<br>86 | ✠100A1<br>*StmTrawler*<br>~~4,21~~ ~~5,20~~ 12,21<br>BS1,21 ✠LMC5,19 | Shl | | CL<br>5,19 | 1914<br>8mo<br>*Lloyd* | Hall,Russell&Co.Ld<br>Aberdeen<br>'*sA&CP* | R.Irvin& Sons,Ld. | 115·5 | 22·1 | 11·9<br>BK7½"<br>*WB*= | N.Shields<br>British<br>3*BHCem*<br>*DBf*19'13t | T.3Cy.12",20"&34"–24" (*r*)<br>180lb 78RHP<br>1SB,3*pf*,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 9 |
| 09922<br>139877 | **Ben Glas** | SteelScK<br>1*Dk* | 234<br>221<br>102 | ✠100A1<br>*StmTrawler*<br>8,20<br>✠LMC~~8,17~~ 1,22 | Shl | | CL<br>N7,19 | 1917<br>3mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | R.Irvin&Sons,Ld. | 122·6 | 22·2 | 12·3<br>BK7½" | N.Shields<br>British<br>3*BHCem*<br>*DBf*22'14t | T.3Cy.12",20"&34"–24" (*r*)<br>180lb 78RHP<br>1SB,3*pf*,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 3 |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | Years Assigned now expired. | 7 Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09923<br>137158 | Ben Gulvain SteelScK<br>ssBgs.No.1-19<br>1Dk | 197<br>194<br>86 | ✠100A1<br>StmTrawler<br>~~12,21~~ ~~5,19~~ 3,22<br>~~BS12,20~~ ✠LMC8,19 | Bgs<br>Abn<br>BS4,22 | | | CL<br>8,19 | 1914<br>10mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | R.Irvin&Sons, Ld. | 115·3\|22·1\|11·9<br>BK7½″<br>WB= | Aberdeen<br>British<br>3BHCem<br>DBf19'13t | T.3Cy.12″,20″&34″-24″ (r)<br>180lb 78RHP<br>1SB,3pf,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 9 | |
| 09924<br>139811 | Ben Heilem SteelScK<br>1Dk | 224<br>221<br>98 | ✠100A1<br>StmTrawler<br>5,22 ~~8,19~~<br>✠LMC8,19 | Abn | | | CL | 1919<br>8mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | R.Irvin&Sons,Ld. | 122·2\|22·2\|12·3<br>BK7½″<br>DBf21'14t | Aberdeen<br>British<br>3BHCem | T.3Cy.12″,20″&34″-24″ (r)<br>180lb 78RHP<br>1SB,3pf,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 3 | |
| 09925<br>133642 | Ben Holden SteelScK<br>ssBng.No.1-19<br>1Dk | 197<br>195<br>77 | ✠100A1<br>StmTrawler<br>9,21~~10,19~~<br>~~BS12,20~~ ✠LMC10,19 | Bng<br>Abn<br>BS1,22 | | | CL<br>10,19 | 1914<br>2mo<br>Lloyd | Hall,Russell&Co.Ld<br>Aberdeen<br>'sA&CP | R.Irvin&Sons,Ld. | 115·4\|22·1\|12·0<br>BK7½″<br>WB= | Aberdeen<br>British<br>3BHCem<br>DBf19'13t | T.3Cy.12″,20″&34″-24″ (r)<br>180lb 78RHP<br>1SB,3pf,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 9 | |
| 09926<br>112930 | Ben Hope SteelScK<br>(Trawler)<br>(exCrocus) 1Dk | 160<br>148<br>61 | | | | ... | | 1900 | Hall,Russell&Co.Ld.<br>Aberdeen | H.W.Barber<br>(J.Johnson,Mgr.) | 103·3\|20·6\|11·3<br>BK7½″ | Lowestoft<br>British | T.3Cy.11½″,18″&31″-21″<br>56RHP<br>Hall,Russell&Co.Ld.Abn. | 11 ″ 10 | |
| 09927<br>133640 | Ben Iver SteelScK<br>ssBrw.No.1-19<br>1Dk | 197<br>195<br>77 | ✠100A1<br>StmTrawler<br>11,20<br>✠LMC11,19<br>BS11,20 | Lwt | | | CL<br>11,20 | 1914<br>1mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | JackBreach,Ld.<br>(J.V.Breach,Mgr) | 115·6\|22·1\|12·0<br>BK7½″<br>WB= | Lowestoft<br>British<br>3BHCem<br>DBf19'13t | T.3Cy.12″,20″&34″-24″ (r)<br>180lb 78RHP<br>1SB,3pf,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 10<br>s 1 ″ 4<br>12 ″ 5 | |
| 09928<br>112937 | Ben Lawers SteelScK<br>(Trawler)<br>1Dk | 176<br>165<br>68 | | | | ... | | 1900 | Hall,Russell&Co.Ld.<br>Aberdeen | J.Craig | 106·2\|21·1\|11·6<br>BK7½″ | Aberdeen<br>British | T.3Cy.11″,19″&33″-22″<br>62RHP<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 4 | |
| 09929<br>108653<br>QCGR | Ben Ledi SteelScSr<br>(Trawler)<br>1Dk | 149<br>140<br>58 | | | | ... | | 1898 | A.Hall&Co.<br>Aberdeen | T.Davidson | 102·9\|20·1\|11·0<br>BK7½″ | Aberdeen<br>British | T.3Cy.11½″,18″&31″-21″<br>52RHP<br>A.Hall&Co.Aberdeen | 11 ″ 6 | |
| 09930<br>79641 | — IronPadK | 114<br>112<br>10 | | | | | | 1878 | Hall,Russell&Co.<br>Aberdeen | R.Redhead&Son, Ld. | 90·0\|18·6\|10·2 | Newcastle<br>British | L.2Cy.25″-48″<br>NB01 50RHP<br>Hall,Russell&Co.Ld.Abn. | | |
| 09931<br>133319 | Ben Lora SteelScK<br>ssShl.No.1-19<br>1Dk | 197<br>195<br>76 | ✠100A1<br>StmTrawler<br>8,20<br>BS8,20 ✠LMC5,19 | Shl | | | CL<br>5,19 | 1913<br>11mo<br>Lloyd | Hall,Russell&Co.Ld<br>Aberdeen<br>'sA&CP | R.Irvin&Sons,Ld. | 115·4\|22·1\|12·0<br>BK7½″<br>WB= | N.Shields<br>British<br>3BHCem<br>DBf20'13t | T.3Cy.12″,20″&34″-24″ (r)<br>180lb 78RHP<br>1SB,3pf,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 9 | |
| 09932<br>115557 | Ben Loyal SteelScK<br>(Trawler)<br>(exColumbia) 1Dk | 183<br>172<br>71 | | | | ... | | 1901 | Hall,Russell&Co.Ld<br>Aberdeen | DundeeFishingCo.Ld.(Cameron&McFarlane,Ld.Mgrs.) | 108·2\|21·2\|11·7<br>BK7½″ | Aberdeen<br>British<br>WB | T.3Cy.12″,19″&33″-22″<br>62RHP<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 4 | |
| 09933<br>112913 | Ben Lui SteelScK<br>(Trawler)<br>(exIris) 1Dk | 155<br>144<br>60 | | | | ... | | 1900 | Hall,Russell&Co.Ld.<br>Aberdeen | J.Cormack | 103·1\|20·4\|11·0<br>BK7½″ | Aberdeen<br>British | T.3Cy.11½″,18″&31″-21″<br>50RHP<br>Hall,Russell&Co.Ld.Abn. | 11 ″ 7 | |
| 09934<br>139878 | Ben Meidie SteelScK<br>1Dk | 234<br>221<br>102 | ✠100A1<br>StmTrawler<br>4,17<br>✠LMC4,17<br>BS4,22 | Abn | | | CL | 1917<br>4mo<br>Lloyd | Hall,Russell&Co Ld.<br>Aberdeen<br>'sA&CP | R.Irvin&Sons,Ld. | 122·6\|22·2\|12·3<br>BK7½″ | N.Shields<br>British<br>3BHCem<br>DBf22'14t | T.3Cy.12″,20″&34″-24″ (r)<br>180lb 78RHP<br>1SB,3pf,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 3 | |
| 09935<br>121225<br>HOKN | Ben Nevis SteelScSr<br>ssLth.No.3-2,18 ~~ssAms.No.2-13~~<br>1Dk(Stl)&Spardk(Stl)<br>Wireless &deepframing | 3895<br>3646<br>2525 | ✠100A1<br>Spar dk<br>4,21 ~~12,15~~ ✠LMC<br>~~Examined10,19~~<br>~~MBS10,19~~ MS11,13<br>M.BS5,21 | NYk<br>Gmh | | w | CL<br>N10,19 | 1905<br>4mo<br>Lloyd | Russell&Co.<br>Pt.Glasgow<br>'sA&CP W | WatsonBros.ShippingCoLd(WatsonBros.Mgrs.)<br>B = CellDBa&uE | 345·0\|49·9\|17·9<br>P26'B91'F42' 25·9<br>FK<br>132'uB18'f148 899t | Glasgow<br>British<br>6BHCem<br>APT71t | T.3Cy.25″,41″&67″-48″ (r)<br>180lb 80lb NDB18 346NHP<br>2SB,8cf,GS149,HS5460<br>J.G.Kincaid&Co.Greenock | 28 ″ 5<br>s 5 ″ 5<br>28 ″ 4 | |
| 09936<br>120783 | Ben Rein SteelScSr<br>ssBng.No.3-6,17<br>(exTern) 1Dk(Stl)<br>Well deck Mchy.Aft<br>ssLiv.No.1-21 | 156<br>113<br>61 | ✠100A1<br>~~1,21~~ ~~3,20~~ 4,22<br>~~BS1,20~~ ✠LMC~~6,17~~ 1,21<br>BS4,22 | Liv<br>~~Bkn~~Cff | | b | CL<br>~~6,17~~<br>~~1,21~~<br>10,21 | 1905<br>6mo<br>Lloyd | J.Fullerton&Co.<br>Paisley<br>'sA&CP | ~~RamseyS.S.Co.Ld.~~<br>~~(J.B.Kee,Mgr.)~~<br>J.George | 105·0\|21·1\| 7·1<br>Q36'B7'F14'<br>BK6″ | RamseyIM<br>British<br>3BHCem<br>FPT15t | C.2Cy.12″&24″-18″ (s)<br>100lb 27RHP<br>1SB,2pf,GS25,HS561<br>Fisher&Co.Paisley | 7 ″ 8<br>s ″ 8<br>7 ″ 7 | |
| 09937<br>115552 | Ben Rinnes SteelScK<br>(Trawler)<br>1Dk | 183<br>172<br>71 | | | | ... | | 1901 | Hall,Russell&Co.Ld.<br>Aberdeen | G.Craig | 108·2\|21·2\|11·7<br>BK7½″ | Aberdeen<br>British<br>WB | T.3Cy.12″,19″&33″-22″<br>62RHP<br>Hall,Russell&Co.Ld.Abn | 12 ″ 4 | |
| 09938<br>137159 | Ben Screel SteelScK<br>ssAbn.No.1-20<br>1Dk | 197<br>194<br>86 | ✠100A1<br>StmTrawler<br>10,21 ~~9,20~~<br>✠LMC9,20<br>BS10,21 | Abn | | | CL<br>9,20 | 1914<br>10mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | R.Irvin&Sons,Ld. | 115·4\|22·1\|11·9<br>BK7½″<br>WB= | Aberdeen<br>British<br>3BHCem<br>DBf19'13t | T.3Cy.12″,20″&34″-24″ (r)<br>180lb 78RHP<br>1SB,3pf,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 9 | |
| 09939<br>87585 | Ben Seyr SteelSc<br>Mchy.Aft 1Dk(Stl)<br>Well deck ~~Cargo battens not fitted~~ | 265<br>186<br>99 | ✠100A1<br>3,21~~5,20~~<br>✠LMC5,20 | Liv<br>Bkn | | d | | 1920<br>4mo<br>Lloyd | Manchestr D.D.Co.Ld.<br>EllesmerePrt, Cheshire<br>sA&CP | RamseyS.S.Co.Ld. | 120·0\|22·1\| 9·0<br>Q41'B9'F20'<br>BK7½″<br>FPT | RamseyIM<br>British<br>3BHCem<br>12tAPT30t | C.2Cy.15″&32″-21″ (s)<br>130lb 52NHP<br>1SB,2pf,GS35,HS952<br>ManchesterD.D.Co.Ld. | 10 ″ 0<br>s ″ 8½<br>9 ″ 11 | |
| 09940<br>137153 | Ben Strome SteelScK<br>ssFal.No.1-19<br>1Dk | 198<br>195<br>86 | ✠100A1<br>StmTrawler<br>~~9,21~~ ~~10,19~~ 1,22<br>~~BS12,20~~ ✠LMC10,19 | Fal<br>Abn<br>BS1,22 | | | CL<br>10,19 | 1914<br>8mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | R.Irvin& Sons,Ld. | 115·5\|22·1\|11·9<br>BK7½″<br>WB= | Aberdeen<br>British<br>3BHCem<br>DBf19'13t | T.3Cy.12″,20″&34″-24″ (r)<br>180lb 78RHP<br>1SB,3pf,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 9 | |
| 09941<br>133607 | Ben Tarbert SteelScK<br>ssAbn.No.2-20<br>1Dk | 197<br>195<br>76 | ✠100A1<br>StmTrawler<br>6,20 ✠LMC6,20 | Abn | | ... | CL<br>6,20 | 1912<br>8mo<br>Lloyd | Hall,Russell&Co.Ld<br>Aberdeen<br>'sA&CP | AlphaStm.TrlgCo.Ld.(J.B.Graham, Mgr.) | 115·4\|22·1\|11·9<br>BK7½″ | Hartlepool<br>British<br>3BHCem<br>DBf21'13t | T.3Cy.12″,20″&34″-24″ (r)<br>180lb 78RHP<br>1SB,3pf,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 9 | |
| 09942<br>133641 | Ben Torc SteelScK<br>ssAbn.No.1-19<br>1Dk | 199<br>196<br>78 | ✠100A1<br>StmTrawler<br>8,19<br>~~BS1,21~~ ✠LMC4,19 | Abn<br>BS3,23 | | | CL<br>4,19 | 1914<br>1mo<br>Lloyd | Hall,Russell&Co.Ld<br>Aberdeen<br>'sA&CP | R.Irvin&Sons,Ld. | 115·8\|22·1\|12·0<br>BK7½″<br>WB= | Aberdeen<br>British<br>3BHCem<br>DBf19'13t | T.3Cy.12″,20″&34″-24″ (r)<br>180lb 78RHP<br>1SB,3pf,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 9 | |
| 09943<br>139788 | Ben Urie SteelScK<br>ssAbn.No.1-20<br>1Dk | 234<br>221<br>102 | ✠100A1<br>StmTrawler<br>~~7,21~~ ~~1,20~~<br>BS11,20 ✠LMC8,19 | Abn | | | CL<br>11,19 | 1916<br>12mo<br>Lloyd | Hall,Russell&Co.Ld<br>Aberdeen<br>'sA&CP | R. Irvin&Sons,Ld. | 122·5\|22·1\|12·3<br>BK7½″ | Aberdeen<br>British<br>3BHCem<br>DBf22'14t | T.3Cy.12″,20″&34″-24″ (r)<br>180lb 78RHP<br>1SB,3pf,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 3 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09944<br>136334 | **Ben Varrey** SteelScK<br>(exWhitestone)<br>Mchy.Aft 1Dk | 198<br>135<br>71 | | | | | 1914 | A.Jeffrey&Co.<br>Alloa | RamseyS.S.Co.Ld.<br>(J.B.Kee,Mgr.) | 100·3<br>Q38'F19' | 20·1 | 8·8 | Ramsey IM<br>British<br>WB | C.2Cy.13"&28"-18"<br>32RHP<br>A.Jeffrey&Co.Alloa | |
| 09945<br>87583 | **Ben Veg** SteelScYl<br>1Dk | 159<br>113<br>61 | | | | | 1914 | LarneS.B.Co.<br>Larne | RamseyS.S.Co.Ld.<br>(J.B.Kee,Mgr.) | 95·0<br>Q34'F14' | 19·1 | 8·5 | RamseyIM<br>British<br>WB | C.2Cy.12"&26"-18"<br>50RHP<br>Gauldie,Gillespie&Co.Gls. | |
| 09946<br>137825<br>JNLH | **Ben Vooar** SteelScK<br>(exRedstone)<br>Mchy.Aft 1Dk | 227<br>159<br>90 | | | | | 1916 | A.Jeffrey&Co.<br>Alloa | RamseyS.S.Co.Ld.<br>(J.B.Kee,Mgr.) | 112·1<br>Q37'F20' | 20·1 | 8·8 | RamseyIM<br>British<br>WB | C.2Cy.13"&28"-18"<br>32RHP<br>A.Jeffrey&Co.Alloa | |
| 09947<br>137860 | **Ben Vurie** SteelScK<br>ssShl.No.1-19<br>1Dk | 200<br>197<br>78 | ✠100A1<br>StmTrawler<br>8,20<br>BS8,20 ✠LMC7,12 | Shl | | CL<br>5,20 | 1914<br>11mo<br>Lloyd | A.Hall&Co.Ld.<br>Aberdeen<br>'sA&CP | R.Irvin&Sons, Ld. | 115·3<br>BK7½"<br>WB= | 22·1 | 12·0 | N.Shields<br>British<br>3BHCem<br>DBf19'12t | T.3Cy.12",20"&34"-24" (s)<br>180lb 78RHP<br>1SB.3pf,GS46,HS1483<br>A.Hall&Co.Ld.Aberdeen | 12 , 9 |
| 09948<br>129456<br>HQFG | **Benalder** SteelScSr<br>ssNpt.No.2-17<br>(exKirkdale) 1Dk(Stl)&Spar dk(Stl)<br>Elec.light &deep framing<br>Wireless | 4732<br>4492<br>3047 | ✠100A1<br>Spar dk<br>5,21 ~~9,20~~<br>BS12,21 ✠LMC<br>Carrying oil fuel F. P. above 150°F. in DB | Yka | y | CL<br>~~10,19~~<br>1,22 | 1910<br>1mo<br>Lloyd | Russell&Co.<br>Pt.Glasgow<br>'sA&CP | BenLineSteamers,<br>Ld.(W.Thomson&Co.Mgrs.)<br>CellDBa134'uE24'<br>f176'1157tDTa30'769tAPT22t | 400·0<br>P47'B119'F46'<br>FK | 51·8 | 26·9 | Leith<br>British<br>Cem<br>5BHtoSpdk<br>1BH „ M „ | T.3Cy.26½",44"&72"-48" (s)<br>180lb 494NHP<br>3SB,9cf,GS169,HS7119 FD<br>D.Rowan&Co.Glasgow | 29 , 6<br>5 , 7<br>24 , 3 |
| 09949<br>135322<br>JBPG | **Benalla** SteelTwinScSr<br>ssSou.No.1-17<br>Elec.light 3Dks(StlU-teaks<br>Ref.Mchy. Wireless 2nd dk-ws) | ~~1118~~<br>~~9267~~<br>~~7026~~<br>11181<br>9267<br>6988 | ✠100A1<br>4,20<br>BS3,20 ✠LMC3,21<br>✠Lloyd's RMC 1,22 | Lon | ft | CL<br>~~3,19~~<br>7,21 | 1913<br>3mo<br>Lloyd | Caird&Co.Ld.<br>Greenock<br>'sA&CP | P.&O.Stm.Nav.Co.<br>Intermediate 'tween dk BH in { 7BH to U dk<br>mchy. space dispensed with { 1BH to 2nd dk only<br>WB=CellDBa 138' f185' 1248tFPT115t APT143t | 500·1<br>P21'B205'F82'<br>FK&BK2" | 62·2 | 29·8 | Greenock<br>British<br>8BHCem | Q.8Cy.23½",34½",48½"&70"-54" 215lb (s) 1200NHP<br>2D&2SB,24cf,GS440,<br>HS18188 FD<br>Caird&Co.Ld.Greenock | 41 , 0 |
| 09950<br>131592 | **Benandra** WoodTwinScK<br>Mchy.Aft Ref.Mchy. 1Dk | 345<br>258<br>166 | | | | | 1913 | Morrison&Sinclair<br>Sydney,NSW | Illawarra&SCoast<br>Stm.Nav.Co.Ld.<br>(A.L.Miller,Mgr.) | 130·0<br>F15' | 30·0 | 8·8 | SydnyNSW<br>British | C.4Cy.11"&22"-16"<br>20RHP<br>Campbell&Calderw'd,Psy | |
| 09951<br>6361<br>KCRT | **Benares** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 5762<br>5469<br>3509 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~4,21~~ ~~9,20~~ ✠LMC9,20<br>3,22 ~~10,21~~ | Mdb<br>~~Ham~~ Got | z | CL | 1920<br>9mo<br>Lloyd | Furness S.B Co.Ld.<br>HavertonHill-on-Tees<br>'sA&CP | Aktieb.Svenska<br>ÖstasiatiskaKomp<br>(DBroström, Mgr)<br>CellDB351'1272tAPT100t | 400·0<br>F38'onShelter dk<br>FK<br>Collisio | 53·0 | 32·8 | Gothenbrg<br>Swedish<br>ptCem<br>BHto Shdk<br>5 „ „ U „ | T.3Cy.27",45"&75"-51" (s)<br>180lb 569NH<br>3SB,9cf,GS187,HS8491 FD<br>Richardsons,Westgarth &Co.Ld.Hpl. | 35 , 5<br>9 , 7<br>26 , 2 |
| 09952<br>115657<br>TMNK | **Benarty** SteelScSr<br>ssYka.No.3-4,14<br>Elec.light Wireless ssLiv.No.1-18<br>1Dk(Stl)&Spar dk(ptIrn&ptStl)&deepframing | 3910<br>3506<br>2510 | ✠100A1<br>Spar dk<br>10,21 ~~1,20~~ ✠LMC<br>MS4,18 BS~~9,20~~10,21<br>Carrying fuel oil F. P. above 150°F in D.B. | Yka<br>Kob | w | CL<br>1,19 | 1902<br>7mo<br>Lloyd | Bartram&Sons<br>Sunderland<br>'sA&CP | BenLineSteamers,<br>Ld (W.Thomson & Co.Mgrs.)<br>WB=CellDBa120'uE&B42'f154'868tAPT55t | 382·5<br>P37'B102'F35' 26·2<br>FK | 46·1 | 18·3 | Leith<br>British<br>6BHCem | T.3Cy.25",42"&68"-48" (s)<br>180lb 120lb 352NHP<br>2SB,8cf,GS168,HS5500<br>J.Dickinson&Sons,Ld.Sld. | 28 , 5<br>5 , 2<br>23 , 8 |
| 09953<br>123011<br>HDMQ | **Benavon** SteelScSr<br>ssMdb.No.3-9,17<br>1Dk(Stl)&Spar dk(ptIrn&pt Stl)<br>Elec.light Wireless &deep framing | 3996<br>3540<br>2549 | ✠100A1<br>Spar dk<br>4,21 ~~10,20~~ ✠LMC<br>MS9,17 BS10,20 DBS4,21<br>Carrying fuel oil F. P. above 150°F in D.B. | Yka | w | CL<br>10,20 | 1905<br>9mo<br>Lloyd | Bartram&Sons<br>Sunderland<br>'sA&CP | BenLineSteamers,<br>Ld.(W.Thomson&Co.Mgrs.)<br>WB=CellDBa120'uE&B42'f154'868tAPT55t | 378·0<br>P35'B104'F38' 26·3<br>FK | 46·1 | 18·3 | Leith<br>British<br>6BHCem | T.3Cy.25",42"&68"-48" (s)<br>180lb 120lb 352NHP<br>2SB,8cf,GS168,HS5500<br>J.Dickinson&Sons,Ld.Sld. | 28 , 6<br>5 , 2<br>23 , 9 |
| 09954<br>109605<br>SDHC | **Bencleuch** SteelScSr<br>ssYka.No.3-12,12<br>Elec.light Wireless ssHKgNo.2-20<br>2Dks(1Stl-UIrn)&deepframing<br>Now named "Tangistan," See No. 39623 in Supplement | 4159<br>3560<br>2679 | ✠100A1<br>12,20<br>✠LMC12,20 | HKg | w | CL<br>12,20 | 1901<br>1mo | Ramage&Ferguson,Ld<br>Leith | HajeeM.H.<br>Nemazee<br>CellDBa132'uE22'f154'806tFPT83tAPT33t | 385·2<br>P43'B100'F44'<br>FK | 46·2 | 26·1 | Leith<br>British<br>6BHCem | T.3Cy.25 7/16",41"&67"-45"(s)<br>180lb 100lb 324NHP<br>2SB,8cf,GS160,HS4966<br>Ramage&Fergusn,Ld.Lth | 28 , 9<br>5 , 4<br>23 , 9 |
| 09955 | **Bend Or** SteelSc<br>3Dks(Stl-Uptws)<br>Elec.light | 1401<br>1348<br>610 | ✠A1<br>For Government Service<br>11,18 ✠LMC11,18 | Gls | | CL | 1918<br>11mo<br>Lloyd | Barclay,Curle&Co.Ld.<br>Glasgow<br>'sA&CP | TheAdmiralty<br>CellDBuB20'21tDT 8'24tFPT 6tAPT22t | 258·2<br>FK | 34·7 | 23·6 | British<br>9BHptCem | T.3Cy.20½",33"&37"-37" (s)<br>180lb 340NHP<br>2SB,8cf,GS156,HS6154 FD<br>Barclay,Curle&Co.Ld.Gls. | 24 , 6 |
| 09956 | **Bendigo** SteelTwinScSr<br>Elec.light Ref.Mchy.<br>Wireless | 13000 | 100A1<br>Shade dk<br>(ClassContemplated) | | | | 1920 | Harland&Wolff,Ld.<br>Greenock | P.&O.Stm.Nav.Co. | 520·0 | 64·2 | 37·8 | Greenock<br>British | Q.8Cy.23½",34½",48½"&70"-54"<br>J.G.Kincaid&Co.Ld.Grk. | |
| 09957<br>MNVS | — SteelSc<br>1Dk | 129<br>129<br>50 | | | ... | | 1892 | Hall,Russel&Co.<br>Aberdeen | Nordsjölægter-kompanietA/S (G.Guttormsen,Mgr.) | 100·5<br>BK6½" | 20·5 | 10·5 | Stavanger<br>Norwegian | C.2Cy.17"&34"-24"<br>56NHP<br>Hall.Russell&Co.Abn. | 11 , 0 |
| 09958<br>125478<br>HMON | **Bendoran** SteelScSr<br>ssYka.No.3-10.19<br>Elec.light 1Dk(Stl)&Spardk(Stl)&<br>Wireless deepframing | 4074<br>3565<br>2587 | ✠100A1<br>Spar dk<br>~~6,21~~ ~~2,20~~ ✠LMC<br>12,21 MS10,19<br>BS12,21 | Kob<br>Yka | v | CL<br>10,19 | 1908<br>1mo<br>Lloyd | Bartram&Sons<br>Sunderland<br>'sA&CP | BenLineSteamers,<br>Ld.(W.Thomson&Co.Mgrs.)<br>WB=CellDBa124'uE&B42'f154'871tAPT55t | 378·0<br>P35'B109'F36' 26·3<br>FK | 46·0 | 18·3 | Leith<br>British<br>6BHCem | T.3Cy.25",42"&68"-48" (s)<br>180lb 120lb 353NH<br>2SB,8cf,GS169,HS5520<br>N.E.MarineEng.Co.Ld.Sld | 28 , 6<br>5 , 5<br>23 , 9 |
| 09959<br>123995<br>HJDO | **Bendu** SteelScSr<br>ssLiv.No.3-12,18<br>Ref.Mchy. 1Dk(Stl)&Spardk(Stl)<br>Wireless &deep framing | 4319<br>4127<br>2821 | ✠100A1<br>Spar dk<br>3,22 ~~10,21~~ ✠LMC10,20<br>MS10,20<br>BS10,21 | ~~NNs~~<br>~~Ham~~ | x | CL<br>2,20 | 1906<br>9mo<br>Lloyd | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>'sA&CP | ElderLine,Ld.<br>(Elder,Dempster &Co.Ld.Mgrs.)<br>WB=CellDBa126'uE&B42'f166'914tAPT23t | 375·2<br>P32'B100'F43' 28·0<br>FK | 47·3 | 18·9 | Liverpool<br>British<br>6BHCem | T.3Cy.25½",42"&70"-48" (s)<br>180lb ~~90lb~~ 396NHP<br>2SB,6cf,GS186,HS5204 FD<br>N.E.MarineEng.CoLdNwc | 30 , 8<br>6 , 1<br>24 , 10 |
| 09960<br>20<br>NGWR | **Benedetto Giovanni** IronScSr<br>(exDomenicoBenedetto,<br>exWalterScott) 1Dk | 728<br>520<br>389 | | | ... | | 1885 | BlythS.B.Co.Ld.<br>Blyth | M.Maroccoli | 186·5<br>Q18'B11'F21'<br>FK | 28·9 | 12·0 | Bari<br>Italian<br>WB | C.2Cy.24"&46"-36"<br>101NHP<br>T.Clark&Co.Newcastle | 14 , 4 |
| 09961<br>106827<br>PNDH | **Benedict** SteelScSr<br>(exLeyden) ssLiv.2ndNo.3-12,20<br>Wireless 2Dks(Stl)3trB | 3457<br>3174<br>2166 | ✠100A1<br>~~5,21~~ ~~12,20~~ 3,22<br>✠LMC12,20<br>BS3,22 | Liv | v | CL<br>~~1,20~~<br>3,22 | 1894<br>8mo | SirRaylton Dixon&Co.<br>Middlesbro'<br>A&CP | BoothS.S.Co.Ld.<br>WB=CellDBa106'f132'&uE&B48'699tAPT39t | 345·0<br>P33'B76'F38'<br>FK | 43·5 | 25·3 | Liverpool<br>British<br>6BHCem | T.3Cy.24½",39"&67"-45" (s)<br>180lb 90lb NDB11 334NHP<br>2DB,8cf,GS121,HS5261<br>T.Richardson&Sons,Hpl. | 28 , 0<br>5 , 5<br>22 , 10 |
| 09962<br>HTCF | **Benedicte** SteelScSr<br>(exDagbjörg)<br>1Dk | 676<br>501<br>371 | | | | | 1901 | Akers Mek.Værks.<br>Christiania | A/SHolger FischersD/S(HolgerFischerMgr.) | 177·2<br>Q44tB66tH26tF19t | 29·6 | 14·0 | Chrstiania<br>Norwegian<br>WB | T.3Cy.12",20"&32"-27"<br>53NHP<br>AkersMek.Værks.Xia. | |
| 09963<br>NLMF | **Benedikt** SteelScSr<br>Elec.light 1Dk | 337<br>259<br>175 | | | | | 1901 | Akt.Burmeistr&Wain<br>Copenhagen | DetForenede DampskibsSelsk. | 149·8<br>Q52'B44'F25' | 25·0 | 9·9 | Odense<br>Danish<br>WB | T.3Cy.12¼",19¾"&33"-21"<br>50NHP<br>Akt.Burmeistr&Wain,Cpn | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09964<br>131439<br>HVWQ | **Benefactor** SteelScSr<br>ssCal.No.2-20<br>Elec.light Wireless 2Dks(Stl)&<br>3rd dk(Stl)in No.1 hold<br>Carrying oil fuel F.P.above 150°F.in DB | 5517<br>5192<br>3492 | ✠100A1<br>3,22 ~~3,21~~<br>~~BS3,21~~<br>BS3,22<br>Fitted for oil | Liv<br>✠LMC2,20<br>fuel 9, | z<br>20 | CL<br>2,20<br>F.P. a | 1912<br>5mo<br>Lloyd<br>bove 1 | D&WHenderson&CoLd<br>Glasgow<br>'sA&CP<br>50° F. | CharenteS.S.CoLd (T.&J.Harrison, Mgrs.) WB=Cel &B59'f 117'1118t | 410·7\|52·2\|30·2<br>P34'B139'F53'<br>DB a 110'uE FK<br>DTa31' 830t FPT | Liverpool<br>British<br>7BHCem<br>52tAPT24t | T3Cy.24½",42½"&72"-54"(s)<br>215lb HS9263 536NHP<br>2DB&1AuxSB,15cf,GS281<br>D&W.Hendersn&CoLdGls | 32 ″ 7<br>s 6 ″ 4½<br>26 ″ 7 | |
| 09965 | **Benevente** SteelScSr<br>Sub.Sig. (exRioGrande)<br>Elec.light Ref.Mchy. Wireless 2Dks | 4556<br>3580<br>2879 | ~~NYk.6,20~~<br>(See footnote*) | Ham.11, | 21 | | 1904 | J.C.TecklenborgA.G.<br>Geestemünde | BrazilianGovernment (Lloyd Brazileiro, Mgrs.) | 361·2\|46·7\|26·2<br>P236'F29' | RioJneiro<br>Brazilian | T.3Cy.22$\frac{13}{16}$"38$\frac{13}{16}$"&65¾"-48"<br>300NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 09966 | **Benfeld** WoodTwinSc<br>(exSarrebourg,exC.-41) 1Dk<br>Elec.light | 1165<br>837<br>893 | | | | | 1919 | Northern Const.Co.Ld.<br>Vancouver, B.C. | FrenchGovernment | 195·8\|39·7\|15·1 | Havre<br>French | C.4Cy.12"&24"-16"<br>38NHP<br>Goldie&McCulloch, Galt,Ont. | | V |
| 09967<br>139457 | **Benfinch** SteelSc<br>1Dk | 113<br>95<br>54 | | | | | 1920 | P.McGregor&Sons<br>Kirkintilloch | ~~E.H.Bennett&Co.Ld.~~ W.B.Ritchie | 75·3\|18·6\| 8·9 | Fraserburgh<br>~~Newport Mon.~~<br>British | C.2Cy.10"&20"-16"<br>30RHP<br>Gauldie,Gillespie&Co.Gls. | | |
| 09968<br>125657 | **Benfleet** SteelSc<br>ssLon.No.3-6,20<br>(exUseful) 1Dk(Teak) | 45<br>43<br>9 | ✠100A-<br>For towing pu<br>6,20<br>BS10,21 | Lon<br>rposes<br>✠LMC7,20 | | ~~1,19~~<br>10,21 | 1907<br>9mo | J.&K.Smit<br>Kinderdijk | Port of London Authority | 65·7\|14·7\| 7·3<br>BK6" | London<br>British<br>3BHCem | C.2Cy.9½"&20"-14" (s)<br>140lb 20RHP<br>1SB,2pf,GS27,HS680<br>J.Stewart&Son,Ld.Lon. | 8 ″ 0 | |
| 09969<br>122712 | **Bengal** SteelScK<br>1Dk | 211<br>194<br>83 | | | ... | | 1905 | Cook,Welt'n&Gemmell<br>Beverley | Grant&Baker SteamFishingCo. Ld. | 115·4\|21·6\|11·5<br>Q58'F19'<br>BK8" | Grimsby<br>British | T.3Cy.12",21"&34"-24"<br>60RHP<br>C.D.Holmes&Co.Hull | 12 ″ 3 | |
| 09970<br>93826 | — IronScFlat | 173<br>160<br>117 | | | | | 1885 | J.Verdin & Sons<br>Winsford | SaltUnion,Ld. | 90·4\|20·8\|10·6 | Liverpool<br>British | 2Cy.9½"-12"<br>20RHP<br>W.E.Bates,Northwich | | |
| 09971<br>106719 | — IronScK<br>ssHul.No.3-7,09<br>ssHul.No.2-19<br>1Dk | 149<br>143<br>64 | ✠100A1<br>Stm Trawler<br>3,19 | Hul | ... | CL<br>3,19 | 1896<br>10mo | Cook,Welt'n&Gemmell<br>Hull<br>A&CP | A.Gouldby | 100·6\|21·0\|11·0<br>ptND09 BK7½"<br>WB= | Hull<br>British<br>3BHCem<br>DBf42'22t | T.3Cy.10½",16½"&25½"-20"<br>180lb (s) 35RHP<br>1SB,2pf,GS22,HS573<br>Amos&Smith,Hull | 11 ″ 10 | |
| 09972<br>99<br>NHBM | **Bengasi** SteelScSr<br>Elec.light Wireless 2Dks | 1755<br>1280<br>908 | | | | | 1912 | Cant.Nav. Riuniti<br>Palermo | SocietàItaliana di ServiziMarittimi | 277·2\|36·4\|18·2<br>P43'B62'F38' | Venice<br>Italian<br>WB | T3Cy.19⅗",32⅔"&55$\frac{1}{10}$"-39⅔"<br>191NHP<br>NOdero fu A Sestri Ponente | | I |
| 09973<br>38<br>NHBQ | — IronScSr<br>(exUmeå,exBeryl)<br>Well deck 1Dk2trB | 1283<br>928<br>798 | | | ... | | 1880 | M.Pearse &Co.<br>Stockton | Soc.Anon.Sbarchi, Imbarchi e Trasporti | 244·1\|32·3\|16·5<br>P154'F31'<br>BK8' | Rome<br>Italian<br>WB | C.2Cy.18"&48"-33"<br>NB95 136NHP<br>Blair&Co.Ld.Stockton | 17 ″ 7 | I |
| 09974<br>NGTW | **Bengkalis** SteelScSr<br>Elec.light Wireless 3Dks | 6548<br>6048<br>4155 | | | | | 1918 | Maats. Fyenoord<br>Rotterdam | Stoomv.Maats. "Nederland" | 417·7\|54·5\|33·6 | Amstrdam<br>Dutch | T.3Cy.28",46"&77"-54"<br>435NHP<br>Maats.Fyenoord,Rot. | | V |
| 09975<br>TBVL | — SteelSc<br>OilEng.<br>Elec.light 2Dks | 1053<br>840<br>578 | | | | | 1915 | Gebr.Pot<br>Bolnes | Koninkl.Nederl. Paketv.Maats. | 230·0\|38·2\|12·2 | Batavia<br>Dutch<br>WB | Oil Engine<br>6Cy.15⅘"-27⅗" 97NHP<br>NedFb.v Wrk&Spoor,Ams | | V |
| *09976<br>137058<br>JSBT | **Bengloe** SteelSc<br>(exArdgoil) 2Dks(Stl)&Web frames<br>Elec.light Longitudinal framing<br>Wireless | 5318<br>4928<br>3425 | ✠100A1<br>9,21 ~~11,20~~<br>Carrying oil | Cal<br>Mdb<br>✠LMC1,18<br>fuel F. | z<br>P. | CL<br>9,21<br>above1 | 1918<br>1mo<br>Lloyd<br>50° F. | W.Hamilton&Co.Ld.<br>PortGlasgow<br>'sA&CP 'Tw<br>inDB&DT | BenLineSteamers. Ld.(W.Thomson& Co.Mgrs.)<br>een dk BH in after<br>CellDBa129'uE& | 405·1\|52·6\|27·7<br>P36'B120'F44'<br>FK<br>hold dispensed with<br>1'f176'1093t DT36' | Leith<br>British<br>Cem<br>5BH to U dk<br>1 „ „2nd „<br>958t APT39t | T.3Cy.27",44"&73"-48" (s)<br>180lb 100lb 476NHP<br>2SB,8cf,GS157,HS6697 FD<br>J.G.Kincaid&Co.Ld.Grk.<br>only | 30 ″ 3<br>s 6 ″ 1<br>24 ″ 6 | |
| 09977 | **Bengore Head** SteelSc<br>Elec.light 1Dk<br>CruiserStern | 2550 | | | | | 1921 | Irvine'sSB &D.D.Co.Ld.<br>W Hartlepool | UlsterS.S.Co.Ld. (G.Heyn&Ss.Mgs) | 310·0\|45·0\|20·7<br>P31'B104'F35' | Belfast<br>British<br>WB | T.3Cy.24",39"&66"-45"<br>292NHP<br>Richardsons,Westgarth &Co.Ld.Hartlepool | | |
| *09978<br>131366<br>HTFP | **Benguela** SteelScSr<br>ssLiv.No.2-19<br>Elec.light Wireless<br>Ref.Mchy. 2Dks(Stl)&deepframing | 5520<br>5312<br>3534 | ✠100A1<br>~~6,21~~ 8,19 12,21<br>SIS1,19<br>BS1,22 | NYk<br>~~N.N.~~Cff<br>✠LMC<br>~~BS11,2~~ | a† | CL<br>1,19 | 1910<br>7mo<br>Lloyd | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>'sA&CP | ImplDirectLineLd (Elder,Dempster &Co.Ld.Mgrs.) | 425·5\|53·0\|29·2<br>P38'B181'F44'<br>FK<br>WB=CellDBa150' | Liverpool<br>British<br>7BHCem<br>uE&B 46' f | T.3Cy.28",46"&77"-54" (s)<br>180lb 556NHP<br>3SB,9cf,GS190,HS7785 FD<br>WllsndSlpwy.Co.Ld.Nwc.<br>181'1145tFPT83tAPT25t | 28 ″ 4<br>s 5 ″ 6½<br>23 ″ 9 | |
| 09979 | **Beni** SteelSc<br>Elec.light 2Dks&Shadedk | 469<br>351<br>257 | | | | | 1911 | LythamSB &E.Co.Ld.<br>Lytham | Booth&Co. | 165·0\|32·0\| 9·5 | Para<br>Brazilian | T.3Cy.16",26"&43"-24"<br>90NHP<br>LythamS.B.& E.Co.Ld.Lyt | | |
| *09980<br>124067<br>HKRF | **Benin** SteelScSr<br>ss.LivNo.3-9,19<br>Elec.light 1Dk(Stl)&Spar dk(Stl)<br>Ref.Mchy. Wireless &deep framing | 4362<br>4128<br>2809 | ✠100A1<br>Spar dk<br>3,22 ~~7,20~~<br>MS9,19<br>DBS~~7,20~~7,21 | Liv<br>Rot<br>✠LMC<br>MBS~~11,20~~ | x<br>3,22 | CL<br>~~10,17~~<br>3,22 | 1907<br>5mo<br>Lloyd | Swan,Hunter&Wigham Richardson, LdNewcastle<br>'sA&CP | ImperialDirect Line,Ld.(Elder, Dempster&Co.Ld. Mgrs.)<br>WB=CellDB | 375·2\|47·3\|18·8<br>P32'B100'F43' 28·0<br>FK<br>a126'uE&B42'f166' | Liverpool<br>British<br>6BHCem<br>914tAPT23t | T.3Cy.25½",42"&70"-48" (s)<br>180lb ~~90lb~~ 70lb 396NHP<br>2SB,6cf,GS120,HS5204 FD<br>N.E.MarineEngCo Ld.Nwc | 30 ″ 8<br>s 6 ″ 1½<br>24 ″ 10 | |
| 09981 | **Benjamin** SteelTwinScSp<br>(exPardense,exCidade de Anajas,exBaturite)<br>Elec.light 1Dk&Promenade dk | 312<br>224<br>202 | | | ... | | 1900 | Murdoch & Murray<br>Pt.Glasgow | Nicolaus&Co. | 145·1\|27·0\| 8·0<br>FK | Para<br>Brazilian | C.4Cy.12"&24"-18"<br>57NHP<br>Lees,Anderson&Co.Gls. | 8 ″ 4 | |
| 09982<br>204881<br>KWSR | **Benjamin A. Smith** WoodSc<br>Motor<br>1Dk | 146<br>—<br>75 | | | | | 1908 | ..............<br>Essex,Mass. | Gorton-Pew VesselsCo. | 116·1\|25·6\|10·6 | Glo'ster, Mass.<br>Utd.States | Motor | | |
| 09983<br>208448 | **Benjamin B. Odell** SteelSc<br>Elec.light 1Dk&Web frames | 2011<br>1097<br>1169 | ✠ ✠<br>6,15<br>For Service on<br>River Hudson | Wmn<br>the | | | 1911<br>4mo | Harlan&Hollingsworth Co.<br>Wlmgtn,Del. | CentralHudson SteamboatCo. | 263·6\|48·8\|17·3<br>FK | NewYork<br>Utd.States<br>5BHCem | T.3Cy.26",41"&68"-36"<br>481NHP<br>4SB,12cf,GS202,HS7938 FD<br>Harlan&HollingsworthCo. | 16 ″ 3 | |
| *09984<br>215002<br>LHBN | **Benjamin Brewster** SteelSc<br>ssNYk.No.1-21 3MstSr<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinalframing<br>Wireless | ~~5580~~<br>~~5091~~<br>~~3379~~<br>5950<br>5091<br>3677 | ✠100A1<br>~~6,21~~ 8,19<br>12,21 ~~10,21~~<br>CarryingPetr<br>Fitted for oil | SFo<br>✠LMC~~5,17~~<br>NYk6,21<br>oleum<br>fuel 5, | z<br>in<br>17 | CL<br>~~8,19~~<br>~~6,21~~<br>12,21<br>bulk<br>F.P. a | 1917<br>5mo<br>bove 1 | Harlan&Hollingsworth Cor.<br>Wlmgtn,Del.<br>A&CP<br>50° F. | StandardOilCo. (NewJersey)<br>CellDBuE&B67'u<br>245tDTf32'336tF | 411·6\|53·4\|29·8<br>B29'P114'F41'<br>FK<br>Bunker13'<br>P7106tAPT105t ( | NewYork<br>Utd.States<br>18BHptCem<br>14 „ to U dk<br>4 „ „ 2nd „ | T.3Cy.27",45"&74"-48" (s)<br>180lb 180lb 523NHP<br>2SB,8cf,GS180,HS7788 FD<br>Harlan&HollingswthCorp.<br>) | 31 ″ 0<br>s 6 ″ 11½<br>24 ″ 5 | |

*This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register. and a certificate for six months issued

| 1<br>Numero l'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane, Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant<br>pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09985 | **Benjamin Coleman** SteelScK<br>For full particulars See No. 36410 in Supplement<br>(Trawler)<br>1 Dk | 202<br>[illegible]<br>88 | | | | | 1917 | Fleming&<br>Ferguson,Ld.<br>Paisley | TheAdmiralty | 115·8 | 22·2 | 12·1 | London<br>British | T.3Cy.12".20"&34"–23"<br>57RHP<br>Fleming&Fergusn,Ld.Psy | | C |
| 09986 | **Benjamin Cooke** SteelScK<br>For full particulars See No. 36404 in Supplement<br>(Fishing)<br>1 Dk | 276<br>[illegible]<br>113 | | | | | 1917 | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley | TheAdmiralty | 125·7 | 23·4 | 12·8 | London<br>British | T.3Cy.12½",21"&35"–26"<br>61RHP<br>Bow,McLachln&CoLdPsy | | C |
| * 09987<br>118706<br>HOVK | **Benlawers** SteelScSr<br>ssLiv.No.3–5,19<br>1Dk(Stl)&Spar dk(ptIrn&ptStl)<br>Elec.light Wireless &deep framing | 3949<br>3544<br>2521 | ✠100A1<br>3,22 Spar dk<br>~~8,21~~ ~~1,21~~<br>✠NE5,19 | Mdb<br>~~Shl~~Mdb<br>✠LMC5,19<br>~~BS5,20~~<br>BS0,21 | w | CL<br>~~5,19~~<br>8,21 | 1905<br>7mo<br>Lloyd | Bartram&<br>Sons<br>Sunderland<br>'sA&CP | W.Thomson&Co.<br>WB = CellDBa 120'uE&B42'f154' 868tAPT55t | 378·0<br>P35 B104 F38' 26·1<br>FK | 46·1 | 18·3 | Leith<br>British<br>6BHCem | T.3Cy.26",42"&70"–48" (s)<br>180lb ~~100lb~~ 120lb 482NHP<br>2SB,8cf,GS168,HS5500 FD<br>~~J.Dickinson&Sons,Ld.Sld.~~<br>J.G.Kincaid&Co.Ld,Grk. | 28 " 6<br>s 5 " 2<br>23 " 9 | |
| * 09988<br>118699<br>HBNV | **Benledi** SteelScSr<br>ssYka.No.3–6,16<br>ssYka.No.1–20<br>1Dk(Stl)&Spar dk(ptIrn&ptStl)<br>Elec.light Wireless &deep framing<br>Carrying fuel oil F.P. above 150° F. in D.B. | 3931<br>3545<br>2509 | ✠100A1<br>Spar dk<br>10,21 ~~9,20~~<br>MS8,19 | Yka<br>Kob<br>✠LMC<br>~~BS9,20~~,21 | w | CL<br>~~8,19~~<br>10,21 | 1904<br>11mo<br>Lloyd | Bartram&<br>Sons<br>Sunderland<br>'sA&CP | BenLineSteamers, Ld. (W.Thomson& Co. Mgrs.)<br>WB = CellDBa 120'uE&B42'f154' 868tAPT55t | 379·0<br>P35'B104'F38' 26·3<br>FK | 46·1 | 18·3 | Leith<br>British<br>6BHCem | T.3Cy.25",42"&68"–48" (s)<br>180lb ~~120lb~~ 85lb 352NHP<br>2SB,8cf,GS168,HS5500<br>J.Dickinson&Sons,Ld.Sld. | 28 " 6<br>s 5 " 2<br>23 " 9 | |
| 09989<br>129407<br>HTDK | **Benlomond** SteelScSr<br>ssSng.No.2–19<br>Elec.light Wireless 2Dks(Stl) | 4887<br>4393<br>3124 | ✠100A1<br>~~6,21~~ ~~1,21~~ 3,22<br>MS7,19 | Liv<br>~~Shl~~ Mdb<br>✠LMC<br>~~BS2,20~~ 7,21 | y | CL<br>1,21 | 1911<br>7mo<br>Lloyd | Bartram<br>&Sons<br>Sunderland<br>'sA&CP | BenLineSteamers. Ld. (W.Thomson& Co. Mgrs.)<br>WB = CellDBa143'uE&B43'f163'1006tDTa33'810tAPT83t | 405·0<br>P38'B113'F44'<br>FK | 51·5 | 26·9 | Leith<br>British<br>6BHCem | T.3Cy.26",43"&72"–48" (s)<br>190lb 120lb 435NHP<br>3SB,9cf,GS200,HS7152<br>N.E.MarineEng.Co.Ld.Sld | 29 " 1<br>s 5 " 7<br>23 " 10 | |
| 09990<br>124128<br>HGWC | **Benmohr** SteelScSr<br>ssHul.No.3–5,19<br>(exDalblair) 2Dks(Stl)&deep framing<br>Elec.light Wireless 3Dk rule | 4661<br>4388<br>2999 | ✠100A1<br>~~2,21~~ 6,20 9,21<br>~~BS1,20~~<br>BS2,21 | Nag<br>~~Yka~~ Rot<br>✠LMC12,18 | y | CL<br>6,20 | 1906<br>8mo<br>Lloyd | Scotts'S.B.<br>&Eng.Co.Ld.<br>Greenock<br>'sA&CP | BenLineSteamers, Ld. (W.Thomson& Co. Mgrs.)<br>CellDBa 119'uE&B42'f181'1033tDTa35'888tAPT36t | 390·0<br>P44'B121'F42'<br>FK | 52·2 | 26·4 | Leith<br>British<br>6BHCem | T.3Cy.26½",44"&72"–48"(s)<br>180lb 100lb 441NHP<br>2SB,6cf,GS134,HS6014 FD<br>Scotts'S.B.&E.Co.Ld.Grk. | 29 " 1<br>s 5 " 7<br>23 " 10 | |
| 09991<br>78826 | **Benmore** IronPadSk | 235<br>198<br>93 | | | | | 1876 | T.B.Seath<br>&Co.<br>Glasgow | Williamson-Buchanan Steamers,Ld.(J. Williamson,Mgr.) | 201·2<br>Q87t | 19·1 | 7·3 | Glasgow<br>British | D.1Cy.50"–56"<br>NB03 85RHP<br>W.King&Co.,Glasgow | | |
| 09992<br>MNRP | **Benny** SteelScSr<br>(exErnst)<br>1Dk | 491<br>356<br>272 | | | | | 1905 | Porsgrund<br>Mek.Værks.<br>Porsgrund | Friis&Lunds Rederi A/S (F.Friis &C.O.Lund, Mgrs) | 150·9<br>Q57'B36'H24tF15' | 26·5 | 12·4 | Drammen<br>Norwegian<br>WB | C.2Cy.13½"&29"–23½"<br>34NHP<br>PorsgrundM.V.Porsgrund | | V |
| 09993<br>TBVK | **Benoa** SteelScSr<br>Mchy.Aft 1Dk | 336<br>274<br>170 | | | | | 1908 | Bonn&<br>Mees<br>Rotterdam | Koninkl.Paketv. Maats. | 152·8<br>F20' | 26·1 | 12·1 | Batavia<br>Dutch<br>WB | C.2Cy.11⅞"&23⅝"–17¾"<br>19NHP<br>Wilton'sE.&SlpwyCo.Rot | | V |
| 09994<br>218496<br>LRWP | **Benoni** SteelScSr<br>Elec.light 2Dks(Stl)&Web frames<br>Sub.Sig. Longitudinal framing<br>Wireless<br>Fitted for oil fuel 7,19 F.P. above 150° F.<br>Cell DB340' 1180t DTa 30' 765t DT'30'736t FPT199t APT40t | 6330<br>5328<br>3959 | ✠100A1<br>3,20 | Lon | ... | CL<br>3,20 | 1919<br>7mo<br>CP | Baltimore<br>D.D.&S.B.Co.<br>Baltimore,Md | UnitedStates ShippingBoard | 409·6<br>P33'B120'F44' FK<br>'TweendkBHinfore hold dispensed with | 54·4 | 27·4 | Baltimore<br>Utd.States<br>6 BHtoUdk<br>1 ,, 2nd ,, | 1 Geared Steam Turbine<br>225lb (s) HS11132<br>4 Water Tube Boilers<br>DeLavalSteamTurbineCo Trenton,N.J | 30 " 0<br>s 6 " 3½<br>24 " 0 | |
| * 09995<br>219448<br>LVGH | **Benowa** WoodTwinSc<br>Wireless OilEng.<br>Elec.light 1Dk2trB<br>Mchy.Aft Salted<br>Well deck | 3093<br>2296<br>2485 | ✠12 A1<br>1,21 | Bal<br>✠LMC1,21 | t | | 1918<br>11mo | Patterson<br>&MacDonald<br>S.B.Co.<br>Seattle,Wash<br>A&CP | ~~PacificMotorship Co.(W.L.Comyn& Co.Inc.,Mgrs.)~~<br>OceanMotorshipCo | 268·1<br>P&B169'F32' | 48·4 | 24·6 | ~~Seattle~~<br>Utd.States<br>S.Francisco | Oil Engines 4S.C.SA<br>12Cy.16"–24" 188NHP<br>MacIntosh&SeymourCorp Aubury,N.Y | 27 " 9<br>s 3 " 10 | |
| 09996 | **Benreoch** SteelSc<br>For full particulars See No. 36518 in Supplement<br>Elec.light | 5800 | 100A1<br>(Class Contemplated) | | | | 1921 | C.Connell<br>&Co.Ld.<br>Glasgow | BenLineSteamers Ld.(W.Thomson& Co.Mgrs.) | 419·0<br>P35'B128'F44' | 53·9 | 29·9 | Leith<br>British | Q.4Cy.24¾",35½",51"&73"–51"<br>Dunsmuir&Jackson,LdGls | | |
| * 09997<br>135099<br>JFVR | **Benrinnes** SteelScSr<br>ssShi.No.1–18<br>Elec.light Wireless 2Dks(Stl)<br>Carrying oil fuel F.P. above 150°F. in DB&DT | 4798<br>4309<br>3071 | ✠100A1<br>6,21 ~~9,20~~<br>~~BS9,20~~<br>BS0,21 | Lth<br>Mdb<br>✠LMC6,18 | y | CL<br>4,19 | 1914<br>7mo<br>Lloyd | Bartram&<br>Sons,Ld.<br>Sunderland<br>'sA&CP | BenLineSteamers. Ld.(W.Thomson& Co.Mgrs.)<br>WB = Cell DBa142'uE&B43'f162'1031tAPT23tDTa856t | 405·0<br>P37'B113'F41'<br>FK | 51·5 | 26·9 | Leith<br>British<br>6BHptCem | T.3Cy.25",43"&72"–48" (s)<br>190lb 120lb 435NHP<br>3SB,9cf,GS200,HS7152<br>N.E.MarineEng.Co.Ld.Sld | 29 " 1<br>s 5 " 6<br>23 " 11 | |
| 09998<br>219036<br>LTFN | **Bensalem** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks&Webframes<br>Wireless Sub.Sig. | 5990<br>4971<br>3709 | | | ... | | 1919 | Merchant<br>S.B.Corp.<br>Harriman,Pa | UnitedStates ShippingBoard | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 30·4 | Philadlphia<br>Utd.States<br>WB | 2 Steam Turbines geared to 1 Sc Shaft<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 32 " 10 | R |
| 09999<br>10744<br>LCQK | **Benten Maru** SteelScSr<br>ssKob.2ndNo.3–4,19<br>(exVenus) 1Dk(Stl)&Spar dk<br>Elec.light (ptStl ptIrn)&deep framing | 3674<br>3384<br>2615 | ✠100A1<br>Spar dk<br>5,21 ~~4,20~~ | Kob<br>Yka<br>✠LMC~~5,20~~<br>5,21 | w | CL<br>4,20 | 1896<br>8mo | Russell&<br>Co.<br>Pt.Glasgow<br>A&CP | NipponYusen KabushikiKaisha<br>WB = CellDBa110'uE&B36'f142'792tAPT56t | 339·4<br>B66'F36' 25·8<br>FK | 46·0 | 17·8 | Tokio<br>Japanese<br>6BHCem | T.3Cy.25",40"&64"–45" (s)<br>160lb 80lb 294NHP<br>2SB,6cf,GS132,HS4700<br>Rankin&Blackmore,Grk. | 28 " 6<br>s 6 " 2<br>22 " 8 | |
| 10000<br>117<br>QBLT | — SteelScSp<br>2Dks | 197<br>—<br>97 | | | | | 1907 | Ishikawa-<br>jimaS.B.&E.<br>Co.Ld. Tokio | DairenKisen KabushikiKaisha | 114·0 | 18·5 | 11·7 | Dairen<br>Japanese<br>WB | T.3Cy.11",18"&30"–18"<br>38NHP<br>IshikawajimaCo.Tokio | | |
| 10001<br>21415<br>NQWC | **Benten Maru No. 3** WoodSc | 457<br>—<br>319 | | | | | 1917 | ................ | MiyamotoShoji KabushikiKaisha | 147·2 | 27·1 | 13·1 | Takuma<br>Japanese | | | |
| 10002<br>144890<br>KFTP | **Benton** SteelSc<br>(exKilchattan) 1Dk(Stl)<br>Mchy.Aft Cargo battens not fitted | 629<br>490<br>268 | ✠100A1<br>2,22 ~~1,21~~ | Nwc<br>✠LMC11,18 | | CL<br>2,22 | 1918<br>10mo<br>Lloyd | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'sA&CP | B.Burletson ~~(Joplin&Hull, Mgrs.)~~ (R.H. Hopps, Mgr.) | 175·0<br>B52'<br>FK<br>CellDBuE26'20t | 30·0 | 15·7 | Newcastle<br>British<br>5BHptCem<br>FPT20t | T.3Cy.16",26"&44"–26" (s)<br>200lb 94RHP<br>1SB,8cf,GS51,HS1832<br>Amos&Smith,Ld.Hull | 16 " 6<br>s1 " 10<br>14 " 11 | |
| 10003<br>120838<br>HCJD | **Benue** SteelScSr<br>Elec.light Wireless 2Dks&Shelter dk | 4408<br>2743<br>2783 | | | | | 1905 | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld Newcastle | AfricanS.S.Co. (Elder,Dempster& Co.Ld.Mgrs.) | 350·0<br>B98'F45' | 48·4 | 20·8 | Liverpool<br>British<br>WB | T.3Cy.25",41"&68"–48"<br>320NHP<br>Wllsnd Slpwy.Co.Ld.Nwc. | | C |
| * 10004<br>118697<br>VTPS | **Benvenue** SteelScSr<br>ssMdb.No.1-20 ssBom.No.3–9,16<br>1Dk(Stl)&Spar dk(ptIrn&ptStl)&<br>Elec.light Wireless deep framing | 3929<br>3534<br>2505 | ✠100A1<br>Spar dk<br>5,21 ~~1,20~~<br>~~MS8,18~~<br>MS11,20 | Yka<br>~~Kob~~<br>✠LMC<br>~~BS4,20~~<br>BS9,21 | w | CL<br>~~8,19~~<br>9,21 | 1904<br>7mo<br>Lloyd | Bartram&<br>Sons<br>Sunderland<br>'sA&CP | BenLine Steamers Ld.(W.Thomson &Co.Mgrs.)<br>WB = CellDBa120'uE&B42'f154'868tAPT55t | 379·0<br>P35'B104'F38' 26·3<br>FK | 46·1 | 18·3 | Leith<br>British<br>6BHCem | T.3Cy.25",42"&68"–48" (s)<br>180lb 120lb 352NHP<br>2SB,8cf,GS168,HS5500<br>J.Dickinson&Sons,Ld. Sld. | 28 " 5<br>s 5 " 2½<br>23 " 8 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in | 15<br>Registers in which classed; if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10005<br>142010<br>KOHL | **Benvorlich** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>*Cargo battens not fitted in 'tween decks* | 5193<br>4818<br>3222 | ✠100A1<br>~~7,20~~ ~~1,21~~ 12,21<br>✠LMC8,19<br>*Fitted for oil fuel* 4,20 *F.P. above* 150° F. | Yka<br>~~Gw~~ Mdb | *y* | CL | 1919<br>8mo<br>*Lloyd* | C.Connell &Co.Ld.<br>Glasgow<br>*'sA&CP* | Ben Line Steamers Ld.(W.Thomson &Co. *Mgrs.*)<br>*CellDB* | 400·6<br>P49'B113'F39'<br>340'1069*t FPT*133*t* | 52·2 | 28·5<br>FK | Leith<br>British<br>7*BHptCem*<br>*APT*70*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Dunsmuir&Jackson LdGls | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 10006<br>128013<br>HQJM | **Benwood** SteelScSr<br>*ss*Npt.No.2-19<br>Wireless 1*Dk*(*Stl*) | 3841<br>3672<br>2393 | ✠100A1<br>~~12,21~~ ~~2,20~~ 1,22<br>~~BS9,20~~ ✠LMC~~4,19~~ 1,22 | Cal<br>Shl | *w* | CL<br>~~4,19~~<br>1,22 | 1910<br>1mo<br>*Lloyd* | Craig,Taylor&Co.Ld.<br>Stockton<br>*'sA&CP* | London-American MaritimeTrading Co.Ld.(Petersen& Co.Ld.,*Mgrs.*)<br>*WB* = *CellD Ba*111'*u E* | 345·0<br>P44'B104'F31' | 51·2 | 25·4<br>FK | Liverpool<br>British<br>6*BHCem*<br>21'*f* 147' 1010*t* | T.3Cy.24",40"&66"-45" (*s*)<br>180lb 342NHP<br>3SB,*9pf*,GS135,HS5604<br>N.E.MarineEng.Co.Ld.Sld<br>*FPT*149*t APT*98*t* | 27 ″ 9<br>s 5 ″ 1<br>23 ″ 0 | |
| 10007<br>217358<br>LPFK | **Benzonia** WoodTwinSc<br>*Elec.light* Wireless 1*Dk2tr B* | 2573<br>—<br>1507 | | | | | 1919 | G.M.StandiferConst. Corpn.<br>Portland,Or. | UnitedStates ShippingBoard | 266·6<br>P42'B55'F29' | 46·0 | 23·9 | PortlndOr<br>Utd.States | T.3Cy.15½",26"&44"-26"<br>198NHP | | R |
| 10008<br>23901<br>RGVO | **Beppo Maru** WoodAuxScSr | 483<br>—<br>265 | | | | | 1918 | ................ | SenshoKogyo KabushikiKaisha | 147·0 | 29·0 | 16·2 | Shimizu<br>Japanese | | | |
| 10009<br>10343<br>LBQD | **Beppu Maru** SteelScSr<br>2*Dks* | 701<br>663<br>400 | | | | | 1907 | OsakaIron Works<br>Osaka | OsakaShosen KabushikiKaisha | 180·0 | 26·3 | 18·1 | Osaka<br>Japanese | T.3Cy.13½"21$\frac{1}{16}$"&36$\frac{3}{16}$"-27"<br>68NHP<br>OsakaIronWorks,Osaka | | |
| 10010<br>124676<br>HPGQ | **Berbice** SteelTwinScSp<br>Wireless<br>*Elec.light Ref.Mchy.* 1*Dk&Shelter dk2trB* | 2379<br>1859<br>1387 | | | | | 1909 | Harland& Wolff,Ld<br>Belfast | TheAdmiralty | 300·7<br>B144'F47' | 38·2 | 22·9 | ~~Belfast~~<br>British<br>London *WB* | Q8Cy.13½",19½",28"&40"-28"<br>169NHP<br>Harland&Wolff,Ld.Belfast | | |
| 10011<br>217508<br>LPRB | **Berea** WoodSc<br>*Elec.light*<br>Wireless 1*Dk2trB* | 2551<br>—<br>1528 | | | | | 1918 | Groton IronWorks<br>NoankConn. | UnitedStates ShippingBoard | 267·3<br>P26'B66'F30' | 46·0 | 23·9 | N.LndnCn<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 10012<br>143416<br>KCMN | **Bereby** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 5248<br>4766<br>3197 | | | | | 1918 | Irvine'sSB &D.D.Co.Ld.<br>W Hartlepool | AfricanS.S.Co. (ElderDempster &Co.Ld.*Mgrs.*) | 400·2<br>P49'B113'F38' | 52·3 | 28·5 | London<br>British<br>*WB* | T.3Cy.27",44"&73"-48"<br>Richardsons, 369NHP<br>Westgarth&Co.Ld.Hpl. | | C |
| 10013<br>217468<br>LPNC | **Berela** WoodSc<br>*Elec.light* Wireless 1*Dk2trB* | 2551<br>—<br>1528 | | | | | 1918 | Dierks Blodgett S.B.Co.<br>Pascagoula | UnitedStates ShippingBoard | 267·3<br>P40'B66'F30' | 46·0 | 23·5 | Gulfport, Miss.<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 10014 | **Berengar** SteelScSr<br>*Elec.light* Wireless 3*Dks* | 4849<br>4582<br>3027 | | | | | 1911 | Bremer Vulkan<br>Vegesack | OakwinS.S.Co.Ld (SirW.R.Smith& Sons*Mgrs.*) | 399·2 | 53·7 | 27·6 | Bideford<br>British<br>*WB* | T.3Cy.29$\frac{17}{32}$",48$\frac{7}{16}$"&80$\frac{11}{16}$"-53$\frac{3}{16}$"<br>472NHP<br>BremerVulkan,Vegesack | | |
| 10015<br>144301<br>KDJC | **Berengaria** SteelQuadSc<br>*Ref.Mchy.* (*ex*Imperator)<br>*Elec.light* Sub.Sig. Wireless 6*Dks* | 52706<br>36307<br>26519 | Liv. 2,21<br>(*See footnote**) | | | | 1912 | Vulcan-Werke<br>Hamburg | CunardS.S.Co.Ld. | ~~882·9~~<br>P&B700'<br>883 6 | 98·3 | 57·1 | Liverpool<br>British<br>*WB* | 4 Steam Turbines<br>Vulcan-Werke,Hamburg | | |
| 10016<br><br>ODFQ | **Berenice** SteelScSr<br>(*ex*WarFiend) Wireless 1*Dk*(*Stl*)<br>*Elec.light Cargo battens not fitted* | 2129<br>1818<br>1262 | ✠100A1<br>~~4,21~~ ~~11,19~~ 1,22<br>✠LMC12,18 | Gls<br>Nts | Cfl *r* | ~~11,19~~<br>4,21 | 1919<br>2mo<br>*Lloyd* | Midland S.B.Co.<br>Midland, Ont.<br>*'sA&CP* | Cie.Auxiliaire de Navigation | 251·1<br>P24'B64'F27'<br>*CellDB*210'613*t FPT* | 43·7 | 20·4<br>FK | Nantes<br>French<br>4*BHAsp*<br>54*t APT*55*t* | T.3Cy.20½",33"&54"-40" (*s*)<br>185lb 253NHP<br>2SB,*6cf*,GS138,HS4600<br>JohnInglisCo.Ld.Toronto | 23 ″ 1 | |
| 10017<br>145<br>NHFM | **—** SteelScSr<br>*ss*NYk.No.3-12,09<br>(*ex*BoundBrook) 2*Dks*(*M Stl*-ws)&<br>*Elec.light Spar dk*(*pt Stl*-ws) | 1488<br>1345<br>769 | ✠<br>*Spar dk*<br>5,12 ✠ | NYk | *q* | | 1903<br>8mo | Akt.Burmeistr&Wain<br>Copenhagen | G.Bagnoli<br>*WB* = *Cell DBa*48'*u E*25'*f*88'207*t FPT* | 250·0 | 34·6 | 15·5<br>22·5<br>FK | Leghorn<br>Italian<br>4*BHCem*<br>24*t APT*20*t* | T.3Cy.23½",37½"&65"-42"<br>360NHP<br>2SB,*8cf*,GS154,HS6414<br>Akt.Burmeistr&Wain,Cpn | | I |
| 10018<br><br>NGVC | **—** SteelSc<br>*Elec.light* 2*Dks* | 1166<br>973<br>646 | | | | | 1919 | N.V. Lobithsche ScheepsbMy<br>Lobith | Koninkl.Nederl. Stoomb.Maats. | 256·4 | 37·0 | 13·6 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.18½",30"&48"-36"<br>138NHP<br>Alblasserdam.Msch.Fab. | | V |
| 10019 | **Berga** SteelSc<br>*For full particulars See No. 36421 in Supplement*<br>*Elec.light*<br>*Mchy.Aft* | 804<br>504<br>— | 100A1<br>(*ClassContemplated*) | | | | 1920 | Astilleros delMedit. S.A.<br>Barcelona | Figeroa yCampos | 186·2 | 29·2 | 14·6 | Barcelona<br>Spanish | T.3Cy.12",20"&32"-24"<br>AlexanderBros.Barcelona | | |
| 10020<br>Sunk | **Bergedorf** SteelSc<br>(*Trawler*)<br>1*Dk* | 227<br>213<br>88 | | | | | 1914 | Reiherst'g SchiffswAbt.<br>Brandenburg<br>Hamburg | DeutscheSee-fischereiA.G. | 119·8<br>F18' | 24·3 | 9·5 | Hamburg<br>German<br>*Wb* | T.3Cy.13",21"&33½"-22⅘"<br>52NHP<br>ReiherstiegSchiffsw.& Mschf. | | |
| 10021<br><br>MFLK | **Bergen** SteelScSr<br>*Elec.light* 1*Dk&ptAwng dk* | 486<br>238<br>266 | | | | | 1908 | Stavanger Stöberi&Dok<br>Stavanger | Stavangerske Dampskibselskab. | 157·6<br>P146*t* H52*t* F47*t* | 25·8 | 11·0 | Stavanger<br>Norwegian<br>*WB* | T.3Cy.14¾",23½"&39"-27"<br>79NHP<br>StavangerStöberi&Dok | | |
| 10022<br>116997<br>KQHW | **—** WoodSc<br>(*ex*SueH.Elmore)<br>1*Dk* | 232<br>—<br>131 | | | | | 1900 | J.Supple<br>Portland,Or. | North-westCoast InvestmentCo. Inc.(A.C.Smith, *Mgr.*) | 90·7 | 23·8 | 8·0 | Seattle<br>Utd. States | C.2Cy.10"&20"-20"<br>15NHP | | |
| 10023<br><br>MDPF | **Bergen I.** WoodSc<br>(*ex*Inga)<br>*Mchy.Aft* 1*Dk* | 134<br>110<br>91 | | | | | 1878 | ................<br>Beistaden | A/S Bergen I. (C.Johannesen) | 91·0<br>H19*t* len.08 | 26·5 | 7·5 | Bergen<br>Norwegian | C.2Cy.6"&12½"-12"<br>NE&B07 5NHP<br>SandbrogdsMek.V.Bergen | | |
| * 10024<br><br>MJQP | **Bergensfjord** SteelTwinScSr<br>*ss*Xia.No.2-21 ~~ssNYk.No.1-17~~<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless 3*rd dk in Nos.*1,2&5*holds* | 10709<br>8654<br>6448 | ✠100A1<br>*Shelter dk with freeboard*<br>11,21 ~~7,20~~ BS1,21 ✠LMC<br>~~MS1,17~~ 1,21 ~~BS7,20~~<br>*Fitted for oil fuel* 3,20 *F.P. above* 150° F. | NYk<br>~~Xia~~ | *g*† | CL<br>s11,20<br>PN8,21 | 1913<br>9mo<br>*Lloyd* | Cammell Laird&Co.Ld<br>Birkenhead<br>*'sA&CP* | DenNorske Amerikalinje<br>*WB* = *CellDBa* 119'*uE&B*152'*f* | 512·4<br>P70'B201'F108'<br>189'1165*t FPT*149*t* | 61·2 | 29·4<br>FK | Chrstiania<br>Norwegian<br>8*BHCem*<br>*APT*150*t* | Q.8Cy.26",37½",53"&75"-51"<br>220lb (*r*) 1469NHP<br>8SB,*32cf*,GS590,HS23000FD<br>CammellLaird&Co.LdBkn | 32 ″ 6<br>s 6 ″ 8½<br>26 ″ 0 | |
| 10025<br><br>MGSV | **Berger** SteelScSp<br>*ss*Xia.No 2-22 *ss*Xia.No.3-7,13<br>(*ex*Pioneer) ~~ssXia.No.1-17~~<br>*Mchy.Aft* 1*Dk*(*Stl*) | 124<br>97<br>54 | ✠100A1<br>4,22 ~~9,20~~<br>~~BS9,20~~ ✠LMC~~7,17~~<br>BS1,22 MS4,22 | Xia | *a* | N9,20 | 1901<br>6mo<br>*Lloyd* | H.Scarr<br>Hull<br>*'sA&CP* | D/S A/S Juno (A.Steen,*Mgr.*) | 96·5<br>Q32' | 17·6 | 7·5<br>FK | Hlmstrnd<br>Norwegian<br>3*BHCem*<br>*FPT*10*t* | C.2Cy.11"&22"-16" (*s*)<br>120lb 24NHP<br>1SB,*2pf*,GS22,HS493<br>Hedley&Boyd,N.Shields | 8 ″ 0 | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10026 | **Bergpolder** SteelSc<br>*Elec.light* 1*Dk* | 900 | | | | | 1920 | J.Koster Hzn.<br>Groningen | HandelsMij.&<br>TechnischScheepv.<br>BureauNavis | 197·0<br>Q46'B56'F22' | 33·0 | 15·0 | Dutch<br>*WB* | T.3Cy.<br>L.Straatman,Dordrecht | | |
| 10027<br>LBNW | **Bergsdalen** SteelSc<br>*Elec.light* Wireless 1*Dk* | 3447<br>3197<br>2057 | | | | | 1920 | Burntislnd S.B.Co.Ld.<br>Burntisland | A/SBergsdalen<br>(P.L.Ravn) | 331·9<br>P94*t*H121*t* | 48·7 | 25·1 | Bergen<br>Norwegian<br>*WB* | T.3Cy.24",40"&65"–42"<br>274NHP<br>Cooper&Grieg,Ld.Dundee | | N |
| 10028<br>MVGJ | **Bergslien** SteelScSr<br>*Mchy.Aft* 1*Dk* | 428<br>327<br>226 | | | | | 1920 | Hölens Verksted A/S<br>Larvik | A/SLeifGundersen<br>(EinarStensrud, *Mgr.*) | 144·9<br>P43'F22' | 26·3 | 12·1 | Porsgrund<br>Norwegian | T.3Cy.9½",15½"&26"–18"<br>27NHP<br>Speedwell Ironworks,Coatbridge | | N |
| 10029<br>2621<br>HFGN | **Bergsund** IronScSr<br>1*Dk*2*trB* | 895<br>663<br>596 | | | | | 18$\frac{70}{82}$ | Bergsunds Mk.Vks.<br>Stockholm | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson, *Mgr.*) | 201·9<br>P112' H24*t* F22'<br>len82 | 28·4 | 16·3 | Stockholm<br>Swedish | C.2Cy.24"&43"–25"<br>NE&B82 77NHP<br>BergsundsM.V.,Skm. | | V |
| 10030<br>4044<br>JMTB | **Bergsviken** CompSc<br>1*Dk* | 113<br>86<br>71 | | | | | 1902 | BergsAngprams Aktieb<br>Berg,Jämtlandsocken | ÖstersundsÅngbåtsA/B(A.Lindelius, *Mgr.*) | 79·4<br>B19'H3*t* | 19·9 | 8·9 | Östersund<br>Swedish | C.2Cy.13½"&21"–13½"<br>14NHP<br>SundsBruk,Sundsvall | | |
| 10031<br>MLPO | **Berit** SteelScSr<br>*ss*Skm.2ndNo.3–5,14<br>*ss*Xia.No.1–19<br>(*ex*Vulcanus, *ex*Max,*ex*Ironopolis)<br>1*Dk*(*Irn*)& *pt Awngdk*(*Irn*)&*Webframes*<br>Wireless | 2362<br>1841<br>1437 | ✠100A1<br>*pt Awng dk with freeboard*<br>12,21 ~~9,20~~<br>~~BS4,20~~ | Xia<br>BS9,21<br>✠LMC5,19 | *s* | ~~N3,10~~<br>11,21 | 1889<br>8mo | R.Dixon& Co.<br>Middlesbro'<br>A&CP | D/S A/S Cordial<br>(F.S.Thorn&Co. *Mgrs.*) | 295·0<br>Q115' BK10"<br>*pt Awngdk*180'<br>*WB*=*Cell* | 38·2 | 20·1 | Chrstiania<br>Norwegian<br>5*BHCem*<br>*DB*240'442*t* | T3Cy22½"36½"&60$\frac{7}{12}$"-39"(*s*)<br>160lb *100lb* NDB06 224NHP<br>2SB,*6rf*,GS99,HS3350<br>Blair&Co.Ld.Stockton | 22 ″ 9<br>s 8 ″ 7<br>22 ″ 5 | |
| 10032<br>3770 | **Berkeley** SteelSc<br>*Screws fore & aft*<br>(*Ferry*) 1*Dk* | 1946<br>—<br>1245 | | | | | 1898 | Union Iron Works<br>S.Francisco | CentralPacificR.R.Co. | 261·4 | 40·2 | 14·1 | S.Frncisco<br>Utd.States | T.3Cy.22",34"&56"–36"<br>188NHP<br>UnionIronWorks,S.Frsco. | | |
| 10033<br>3930 | — SteelSc<br>*Elec.light* 1*Dk* | 1075<br>—<br>648 | | | | | 1902 | W.R.Trigg Co.<br>RichmondVa | OldDominionSSCo Inc. | 201·2 | 39·0 | 16·2 | NewYork<br>Utd.States | T.3Cy.18",29"&48"–30"<br>126NHP<br>W.R.TriggCo. | | R |
| 10034<br>NGVD | **Berkelstroom** SteelScSr<br>*ss*Ams.No.1–21<br>(*ex*Brederode,*ex*EigenHulpI.)<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 1324<br>1150<br>791 | ✠100A-<br>~~5,21~~ 2,21<br>~~2,22~~<br>4,22<br>~~BS11,20~~<br>BS1,22 | Ams<br>~~Ams Sla~~<br>~~9,21 Cmd~~ Rot<br>✠LMC<br>MS1,21 | | CL<br>~~N1,21~~<br>1,22 | 1917<br>5mo | Wilton'sE.<br>&SlipwayCo.<br>Rotterdam | Hollandsche<br>Stoomb.Maats. | 240·1<br>P19'B63'F28' FK<br>*CellDB*203'323*t* | 36·4 | 15·9 | Amstrdam<br>Dutch<br>4*BHCem*<br>*APT*42*t* | T.3Cy.19$\frac{1}{16}$",32"&51"–36"(*s*)<br>180lb 186NHP<br>2SB,*6pf*,GS100,HS3100<br>Wilton'sE.&SlpwyCo.Rot. | 18 ″ 0 | |
| 10035<br>211149 | **Berkshire** SteelPad<br>*Elec.light* 1*Dk*&*Shade dks* | 4300<br>—<br>2918 | | | | | 1908 | NewYork S.B.Co.<br>Camden,N.J. | HudsonNav.Co. | 422·4 | 50·6 | 12·9 | NewYork<br>Utd.States | 1Cy.84"–144"<br>651NHP<br>E&B*made*1908*fitted*1913<br>W&AFletcherCo.Hoboken | | |
| 10036<br>~~3175~~<br>~~JVNR~~ | — IronScSr<br>*Elec.light* 3*Dks*&*Awngdk* | 2014<br>—<br>1433 | | | | | 1881 | Cramp& Sons<br>Philadelphia | ~~DavidWeidner~~<br>C.D.Paschalis | 250·0<br>F39*t* 27·0 | 38·5 | 16·6 | ~~NewYork~~<br>~~Utd.States~~<br>Alexandria<br>Egyptian | C.2Cy.34"&60"–45"<br>201NHP<br>Cramp&Sons,Philadelphia | | |
| 10037<br>NMKT | **Berlin** SteelScSr<br>*ss*Cpn.No.3–4,10<br>(*ex*Regina) *ss*Cpn.No.2–20<br>1*Dk*(*Stl*)&*deepframing*& *ptAwng dk*(*Stl*) | 2187<br>1505<br>1400 | ✠100A1<br>*pt Awng dk withfreeboard*<br>8,21 ~~1,21~~ | Cpn<br>NNs<br>✠LMC6,20<br>BS8,21 | *r* | 6,20 | 1896<br>11mo | Helsingörs Jernsk&Msk.<br>Elsinore<br>A&CP | Dampskibsselskabet Patria<br>(T.Nielsen *Mgr.*)<br>*WB*=*CellDBa*92' | 279·3<br>Q102'<br>*ptAwng dk*176' FK<br>*uE&B*36'*f*108'515*t* | 40·5 | 16·2 | Copnhagn<br>Danish<br>4*BHCem*<br>*APT*20*t* | T.3Cy.19½",31½"&53"–36"(*s*)<br>170lb *90lb* 186NHP<br>2SB,*4rf*,GS68,HS2984<br>HelsingörsJernsk.&Mskb. | 18 ″ 6<br>s7 ″ 8<br>18 ″ 1 | |
| 10038<br>47014<br>VLTF | — IronScSr | 625<br>527<br>344 | | | | | 1863 | Barclay, Curle&Co.<br>Glasgow | Leith,Hull&Ham.<br>Stm.Pkt.Co.Ld.(J.Currie&Co. *Mgrs.*) | 218·6<br>P27*t* | 27·1 | 14·4 | Leith<br>British | C.2Cy.28"&47"–33"<br>NE74 NB94 100RHP<br>J.Penn&Sons,Greenwich | | |
| 10039 | — SteelSc<br>*Elec.light* 1*Dk* | 503<br>384<br>144 | | | | | 1906 | Nüscke& Co.<br>Stettin | Swinemünder<br>Dampfsch.Act.Ges | 184·0<br>B34'H–F17' | 26·4 | 12·3 | Swnemnde<br>German<br>*WB* | T.3Cy.17",26"&43"–28"<br>98NHP<br>Schiffs.Uebigau,Dresden | | |
| 10040<br>131533<br>HWMO | **Bermagui** SteelTwinScSr<br>*Mchy.Aft* 1*Dk*<br>*Elec.light* | 402<br>306<br>150 | | | ... | | 1912 | AilsaS.B. Co.Ld.<br>Troon | Illawarra&SCoast<br>Stm.Nav.Co.Ld.<br>(A.L.Miller, *Mgr.*) | 144·0<br>F27' FK | 32·1 | 8·2 | SydneyNSW<br>British<br>*WB* | C.4Cy 13"&23"–16"<br>56RHP<br>AilsaS.B.Co.Ld.Troon | 9 ″ 0 | |
| 10041<br>HDVM | **Bermeo** SteelScSr<br>*ss*Bbo.No.3–11,12<br>(*ex*PeñaSagra) *ss*Bbo.No.1–18<br>Wireless 1*Dk*(*Stl*)&*deepframing* | 1788<br>1494<br>1083 | ✠~~100A1~~<br>4,22 ~~9,19~~<br>~~BS11,20~~ | Bcl<br>~~✠LMC6,19~~ | *q* | CL<br>~~6,18~~<br>4,21 | 1900<br>1mo<br>*Lloyd* | R.Duncan &Co.Ld.<br>Pt.Glasgow<br>'*sA&CP* | Cia.Naviera<br>Bermeo | 259·9<br>P23'B62'F28' FK<br>*Cell DBa*74'*f*100'366*t* | 37·2 | 18·1 | Bilbao<br>Spanish<br>4*BHCem*<br>*APT*60*t* | T.3Cy.19",30½"&50"–36"(*s*)<br>160lb 158NHP<br>2SB,*4cf*,GS64,HS2500<br>Hall-Brwn,Buttery&C.Gls | 20 ″ 6<br>s2 ″ 10½<br>17 ″ 11 | |
| 10042<br>143169<br>KBCT | **Bermondsey** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1561<br>1346<br>825 | ✠100A1<br>~~7,21~~ ~~2,21~~ 12,21 | Shl<br>~~Lon~~<br>✠LMC4,19 | *p* | CL<br>2,21<br>12,21 | 1919<br>4mo<br>*Lloyd* | Dublin Dkyd.Co.Ld<br>Dublin<br>'*sA&CP* | Sth.Metropolitan<br>GasCo.<br>*CellDB*171'310*tD* | 240·1<br>B52'F22' FK<br>*Ta*29'131*tFPT*80*t* | 36·3 | 19·1 | London<br>British<br>4*BHCem*<br>*APT*38*t* | T.3Cy.18",30"&50"–33" (*s*)<br>180lb 172NHP<br>2SB,*6cf*,GS97,HS2886<br>J.G.Kincaid&Co.Ld.Grk | 21 ″ 3<br>s2 ″ 11<br>18 ″ 8 | |
| 10043<br>110562<br>JWLV | **Bermuda** SteelTwinSc4MstSr<br>*ss*Bry.No.3–8,11<br>(*ex*SaintAndrew) 2*Dks*(*Stl*)3*trB*&<br>*Elec.light* *deep framing*<br>Wireless &*Shelter dk*(*Stl*) | 7027<br>6731<br>4463 | ✠<br>*Shelter dk*<br>7,16 ✠ | Ham | *d*† | | 1899<br>3mo | C.S.Swan& Hunter,Ld.<br>Newcastle<br>*WB*= | H.M.H.Nemazee<br>[illegible]<br>*Cell DBa*189'*uE*& | 469·4<br>FK<br>B63'*f*185'1423*tDT* | 56·2 | 31·9 | London<br>British<br>6*BHCem*<br>*f*33'760*t DT* | T.6Cy.22",37"&61"–48"<br>670NHP<br>3SB,*12cf*,GS220,HS9501 FD<br>Wllsnd.Slpwy.Co.Ld.Nwc<br>*a*33'850*t FPT*116*tAPT*85*t* | 34 ″ 10 | |
| 10044<br>219141<br>LTKP | — SteelSc<br>(*Tug*)<br>(*ex*Beachhaven) 1*Dk*<br>*Elec.light* | 426<br>—<br>200 | | | | | 1919 | Providence Eng.Works<br>CityId,N.Y. | SouthernTransportationCo. | 142·0 | 27·7 | 14·8 | Phildlphia<br>Utd.States | T.3Cy.17",25"&43"–30"<br>101NHP | | |
| 10045<br>122681 | — SteelScK<br>1*Dk* | 211<br>194<br>83 | | | ... | | 1905 | Cook,Welt'n&Gemmell<br>Beverley | Grant&BakerStm.<br>FishingCo.Ld. (H.C.Baker, *Mgr.*) | 115·4<br>Q58'F19' BK8" | 21·6 | 11·5 | Grimsby<br>British | T.3Cy.12",20"&34"–24"<br>60RHP<br>C.D.Holmes&Co.Hull | 12 ″ 3 | |
| 10046<br>99529 | **Bermudez** SteelSc<br>(*ex*America,*ex*Mohawk)<br>*Elec.light* *Mchy.Aft* 2*Dks* | 2405<br>—<br>1381 | | | | | 1893 | Detroit DryDockCo.<br>Wyandotte | Bermudez<br>TransportCo.Inc. | 292·9 | 41·7 | 23·0 | Phildlphia<br>Utd. States<br>*WB* | T.3Cy.27",37"&62"–48"<br>266NHP<br>D.DockEngWorks,Detroit | | R |
| 10047<br>204605<br>KWJC | **Bern** SteelSc<br>(*Tug*)<br>1*Dk* | 224<br>—<br>152 | | | | | 1907 | Neafie& LevyCo.<br>Philadelphia | W.Brown | 104·6 | 24·6 | 11·8 | PtReading<br>Utd.States | C.2Cy.20"&40"–28"<br>71NHP<br>Neafie&LevyS&EBCo.Phl | | |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10048 | **Berna** SteelPadK<br>*Elec.light* Wireless 1*Dk*&*Promenade dk* | 2310<br>1565<br>1753 | | | ... | | 1911 | A.&J. Inglis,Ld.<br>Glasgow | The Argentine Nav.Co.(Nicolás Mihanovich)Ld. | 265·2 | 37·1 | 10·4<br>FK | Bns.Ayres<br>Argentine | T.3Cy.21½",35"&54"-66"<br>252NH<br>A.&J.Inglis,Ld.Glasgow | 11 " 1 | |
| 10049<br>ODFY | **Bernadette** SteelSc<br>Now named "Mama," See No. 33456 in Supplement<br>(*Trawler*)<br>1*Dk* | 135<br><br>27 | | | | | 1912 | J.Honhon &Co.<br>Boulogne | Soc.Indust.Nation dePêche& d'Armement | 86·5 | 19·8 | 11·6 | Dieppe<br>French *WB* | T.3Cy.10",16"&26"-20"<br>30NHP<br>J.Honhon&Co.Boulogne | | V |
| 10050<br>141256 | **Bernard M.** WoodSc<br>(*Trawler*)<br>1*Dk* | 370<br>305<br>194 | | | | | 1920 | H.T.Le Blanc<br>Wedgeport, N.S. | WedgeportStm. TrawlingCo. | 143·1 | 26·3 | 12·4 | Kingstn,Ja.<br>~~Yarmouth, N.S.~~<br>British | T.3Cy.14",22"&36"-24"<br>66RHP<br>NewBurrellJohnson IronCo.Yarmouth,N.S. | | |
| 10051 | **Bernhard** SteelScSr<br>1*Dk*&*Webframes* | 592<br>480<br>367 | | | | | 1890 | H.Koch<br>Lübeck | Sartori&Berger | 175·0<br>B43' | 26·2<br>F31' | 12·6 | Kiel<br>German *WB* | C.2Cy.21½"&40½"-27½"<br>71NHP<br>J.W.Klawitter,Danzig | | |
| * 10052<br>6310<br>KCPD | **Bernicia** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 2142<br>1971<br>1277 | ✠100A1<br>*Shelter dk withfreeboard*<br>10,21 ~~12,20~~ ✠LMC7,20<br>*Fitted for oil fuel* 7,20 *F.P. above* 150° F. | Skm | *r* | | 1920<br>5mo | Oskrshmns M.V.Aktieb.<br>Oskarshamn<br>A&CP | Rederiaktieb. SvenskaLloyd (H.Metcalfe, *Mgr*)<br>*CellDB*229' 4 | 274·0<br>51*tFPT*34*tAPT*36*t* | 40·9 | 23·5<br>FK<br>*Collision* | Gothenbrg<br>Swedish<br>*Cem*<br>*BH to Sh dk*<br>*3BH to U* „ | T.3Cy.19",31½"&51½"-33"<br>185lb *100lb* (*s*) 226NHP<br>2SB,*6cf*,GS75,HS3442 FD<br>OskarshamnsM.V.Aktieb. | 26 " 0<br>s 6"11½<br>19 " 4 | |
| 10053<br>142665 | **Bernini** SteelSc<br>(*ex*WarPenguin) 2*Dks*<br>*Elec.light* Wireless | 5242<br>4799<br>3217 | | | | | 1918 | W.Dobson &Co.<br>Newcastle | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. *Mgrs.*) | 400·1<br>P49'B112'F39' | 52·3 | 28·4 | Liverpool<br>British *WB* | T.3Cy.27",44"&73"-48"<br>369NHP<br>N.E.MarineEng CoLdNwc | | C |
| 10054<br>NGWJ | **Bernisse** SteelSc<br>1*Dk* | 951<br>773<br>478 | | | | | 1915 | Maats. Fyenoord<br>Rotterdam | P.A.vanEs&Co. | 222·0<br>P&B170'F33' | 34·4 | 15·0 | Rottrdam<br>Dutch *WB* | T.3Cy.17½",29"&46"-39"<br>132NHP<br>Maats.Fyenoord,Rot. | | |
| 10055<br>2583<br>NGVL | **Berouw** SteelSc<br>*Mchy.Aft* 1*Dk* | 756<br>—<br>322 | | | | | 1919 | NV. Schps. &Machfab. deKlop<br>Sliedrecht | Koninkl.Paketv. Maats. | 183·8<br>Q108'B11'F20' | 29·0 | 14·4 | Batavia<br>Dutch *WB* | T.3Cy.14",22"&36"-23¾"<br>63NHP<br>N.V.deKlop,Sliedrecht | | C |
| * 10056<br>110526<br>QMPH | **Berriedale** SteelScSr<br>Now named "Brockdale," See No. [illegible] in Supplement<br>(*ex*Albiana,*ex*Braemount *ss*Cff.No.2-19<br>*ex*CorbyCastle) 1*Dk*(*Stl*)&*Spar dk*<br>*Elec.light* Wireless (*Irn*)&*deep framing*<br>*Carrying oil fuel F.P.above* 150°F.*inDB* | 3607<br>3325<br>2297 | ✠100A1<br>*Spar dk*<br>2,21 ~~7,20~~<br>BS8,19 ✠LMC7,17 | Bkn<br>Liv | *w* | ~~8,19~~<br>N3,21 | 1898<br>12mo | W.Pickersgill&Sons<br>Sunderland<br>A&CP | ~~BrookS.S.Co.Ld.~~<br>~~ChileCopperCo.Ld.~~<br>~~(I.C.Ozanne, *Mgr.*)~~<br>RossallS.S.Co.Ld<br>*CellDBa*110' | 350·0<br>P31'B104'F33'25 6<br>*uE&B*42'*f*144'829*t* | 46·2 | 17·6<br>FK | Guernsey<br>British 180<br>*6BHCem*<br>*APT*48*t* | T.3Cy.23½",40"&66"-45"(*s*)<br>~~160lb~~ *100lb* NDB17 327NHP<br>2SB,*6cf*,GS97,HS4147 FD<br>G.Clark,Ld.Sunderland | 28 " 2<br>s 5 " 4<br>23 " 3 | |
| * 10057<br>135332<br>JDPC | **Berrima** SteelTwinScSr<br>*ss*Sou.No.1-17<br>*Elec.light* 3*Dks*(*Stl-U* teak s<br>*Ref.Mchy.* Wireless 2nd *dk*-ws) | 11202<br>7274<br>7013 | ✠100A1<br>8,21 ~~2,21~~<br>~~BS9,20~~ ✠LMC~~10,17~~<br>✠Lloyd'sRMC~~9,20~~ 2,21<br>~~8,21~~ 2,2 | Ant<br>Lon | *f*†<br>8,21 | CL<br>2,21 | 1913<br>12mo<br>*Lloyd*'s A&CP | Caird&Co. Ld.<br>Greenock | P.&O.Stm.Nav.Co.<br>*Intermediate'tween dk BH in mchy. space dispensed with*<br>*WB=CellDBa*138'*f*185'1248*t FPT*115*t* | 500·1<br>P21'B205'F82' | 62·2 | 37·8<br>FK&BK2" | Greenock<br>British<br>*Cem*<br>*7BH to U dk*<br>*1 „ „2nd„*<br>*APT*143*t* | Q8Cy23½"34½"48½"&70"-54"<br>215lb (*s*) HS18188 1200NHP<br>2D&2SB,*24cf*,GS440, FD<br>Caird&Co.Ld.Greenock *only* | 41 " 0 | |
| * 10058<br>132475<br>JVLS | **Berringa** WoodTwinSc<br>(*ex*Dahlia) *Salted* 1*Dk2trb*<br>*Elec.light* *Well deck* Wireless | 3007<br>2265<br>1847 | ✠12A1<br>10,20<br>✠LMC10,19 | Mel | *t* | | 1919<br>7mo<br>A&CP | Patterson &MacDonald S.B.Co.<br>Seattle,Wash | Commonwealth Govt.Line of Steamers | 267·9<br>P&B169'F32' | 48·7 | 24·7 | Melbourne<br>British | T.6Cy15½",25½"&42"-30"(*s*)<br>200lb HS6600 282NHP<br>2 Water Tube Boilers<br>Patterson&M'Donald S.B.Co.Sea. | 27 " 9<br>s 3 " 9 | |
| 10059<br>OGDC | **Berry** SteelSc<br>(*Tug*)<br>1*Dk* | 131<br>129<br>4 | | | | | 1894 | H.J. Koopman<br>Dordrecht | Ducrot de la Morvonnais&Co. | 98·5 | 20·2 | 8·5 | Havre<br>French | C.2Cy.16"&30½"-15½"<br>31NHP<br>H.J.Koopman,Dordrecht | | V |
| 10060<br>139515 | **Berry Island** SteelScSr<br>(*ex*HalcyonB.,*ex*BerryIsland)<br>1*Dk* | 146<br>100<br>94 | | | | | 1895 | Elizabeth Pt.ShppgCo.<br>ElizabethPt. N.J. | ~~C.L.Lofthouse~~<br>Union Mercantile Ass.Ld. | 118·3 | 20·4 | 7·6 | Nassau,NP<br>British *WB* | T.3Cy.11",17"&39"-18"<br>65NHP<br>ElizabethPortShppg.Co. ElizabethPort,N.J. | | |
| 10061<br>768<br>NHFR | **Bersagliere** IronScSr<br>*ss*Liv.No.3-1,85<br>(*ex*Castellaccio, *ss*Bly.No.1-89<br>*ex*Phœnix,*ex*Lalande) 2*Dks*3*Dkrule* | 993<br>969<br>560 | ✠<br>8,92 | Shl | *n* | | 1872<br>12mo | A.&J. Inglis<br>Glasgow | Vassallo& Narizzano | 227·0<br>ptND89<br>*WB=DBa*53'*f*65 | 29·9 | 22·0 | Genoa<br>Italian<br>*4BHCem*<br>*&uB*25'270*t* | C.2Cy.28"&50"-36"<br>B*made*01*fitted*04 125NHP<br>A.&J.Inglis,Glasgow | 22 " 8 | V |
| 10062 | **Berta** IronScSp<br>(*ex*Alpha)<br>1*Dk* | 409<br>323<br>199 | | | | | 1879 | W.Simons &Co.<br>Renfrew | K.M.Faber&Co. | 165·6<br>F16' len20 | 23·2 | 10·6<br>BK6" | Hamburg<br>German *WB* | C.2Cy.22"&38"-27"<br>NB90 63NHP<br>W.Simons&Co Renfrew | | |
| 10063 | — IronScK<br>(*ex*Circe)<br>*Mchy.Aft* 1*Dk* | 146<br>135<br>31 | | | ... | | 1892 | SirR Dixon &Co.<br>Middlesbro' | A.Magnusson | 103·0<br>Q24'H6*t*F18' | 20·4 | 10·7<br>BK7½" | Gothenbrg<br>Swedish | C.2Cy.16"&32"-22"<br>40NHP<br>N.E.MarineEng.CoLd.Sld | 11 " 8 | |
| * 10064<br>MCPG | **Bertha** SteelScSr<br>*ss*Shl. No.3-8,20<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*<br>(*ptStl*-teak s)&*deep framing*<br>Wireless | 1681<br>1554<br>1067 | ✠100A1<br>*Spar dk withfreeboard*<br>7,21 ~~8,20~~ ✠LMC8,20<br>BS10,21 | Nwc<br>Xia | *r* | 8,20 | 1906<br>2mo | Fevigs Jernskibsbyg<br>Arendal<br>A&CP | SkibsA/S Lodding'sRederi 3. (T.Lodding, *Mgr.*)<br>*WB=Cell* | 269·6<br>F33'<br>*DBa*63'*uE*31'*f*109' | 39·0 | 10·5<br>18·4<br>FK | Chrstiania<br>Norwegian<br>*4BHCem*<br>494*tAPT*14*t* | T.3Cy.20½",33"&56"-39" (*r*)<br>180lb *100lb* 207NHP<br>2SB,*6pf*,GS117,HS3106<br>Richardsons,Westgarth& Co.Ld.Mdb. | 21 " 3<br>s 4 " 4<br>17 " 5 | |
| 10065<br>NTDV | — SteelScSr<br>1*Dk* | 766<br>605<br>451 | | | | | 1915 | Nüscke& Co.A.G.<br>Stettin | D/SProgress (M. H.Nielsen&Sön, *Mgrs.*) | 213·3<br>B49'Q69'F25' | 30·2 | 12·3 | Copnhagn<br>Danish *WB* | T.3Cy.14⅛",21⅝"&35⅞"-23⅝"<br>Christiansen&Meyer,Harburg 63NHP | | |
| 10066<br>119725<br>HFCD | — SteelScSr<br>2*Dks* | 487<br>379<br>195 | | | | | 1905 | Gourlay Bros.&Co. (Dundee) Ld.<br>Dundee | L.&S.W.Rly.Co. | 175·3<br>Q70'B13'F26' | 28·1 | 12·4 | S'thamptn<br>British *WB* | T.3Cy.16",26"&43"-33"<br>93RHP<br>GourlayBros.&Co. (Dundee),Ld.Dundee | | |
| 10067 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 242<br>214<br>91 | | | | | 1919 | Nordd. Werft.m.b.H.<br>Kiel | KielerHerings-u. Hochseef.A.G. | 127·6<br>Q69'F20' | 23·9 | 9·4 | Kiel<br>German *WB* | T.3Cy12⅓",20⁷⁄₁₀"&33½"-23⅝"<br>Görlitzen 55NHP<br>Maschb.Anst.Görlitzen | | |
| 10068 | — SteelScK<br>*ss*Ymu.No.2-21 *ss*Ams.No.3-9,12<br>(*ex*Strathcona) ~~*ss*Ymu.No.1-17~~<br>1*Dk* | 185<br>175<br>54 | ✠100A1<br>*StmTrawler*<br>~~6,21~~ ~~6,17~~ 10,21<br>~~BS10,19~~ ✠LMC~~6,17~~<br>9,21 | Ymu<br>Ams | | ~~1,17~~<br>10,20 | 1900<br>5mo<br>*Lloyd*'s A&CP | Hall,Russell&Co.Ld.<br>Aberdeen | N.V.Vissch.Maats. VigorIII. (Oceaan VissMaats. *Mgrs.*) | 108·1 | 21·6 | 11·5<br>BK7½" | Ymuiden<br>Dutch<br>*3BHCem* | T.3Cy.12½",20"&33"-21" (*s*)<br>140lb 56NHP<br>1SB,*2pf*,GS36,HS992<br>Hall,Russell&Co.Ld.Abn. | 12 " 1 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 Nom du Navire. 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane, Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. po. | 15 Registres où coté, au cas où il est dans le L.R. Dates Cert. [illegible] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10069<br>NGWH | **Bertha Emilie** SteelScSr<br>OilEng.<br>Mchy.Aft 1Dk<br>Fitted for liquid fuel | 125<br>112<br>98 | | | | | 1916 | NVShpswf.<br>Lands-welvaren<br>Vlaardingen | P.H.O.Bächer | 88·5 | 21·9 | 9·1 | Rottrdam<br>Dutch | Oil Engine<br>2Cy.<br>NV" Dracenbrg," Utrecht | | |
| 10070 | **Berthilde** IronScSr<br>(SalvageSteamer)<br>Elec.light 2Dks | 672<br>577<br>183 | | | | | 1886 | Rostocker<br>Act.Ges.<br>Rostock | Nordischer<br>Bergungs-Verein | 197·9<br>B57'F8'<br>len06 | 27·2 | 13·0 | Hamburg<br>German<br>WB | 2Cy.31½"&59"-35½"<br>NB06 173NHP<br>RostockerA.G.,Rostock | | |
| 10071<br>93207<br>KRHJ | **Bertie M. Haulon** WoodScSr<br>(exMarshfield)<br>1Dk | 388<br>—<br>294 | | | | | 1901 | PacificS.B.<br>Co.<br>Marshfield Or | C.J.Foard | 148·0 | 33·0 | 10·5 | S.Frncisco<br>Utd.States | GoldenState&MinersIron<br>WorksS.Francisco | | |
| 10072<br>3455<br>JKPH | **Bertil** SteelScSr<br>ssMmo.2ndNo.3-2,13<br>(exSchiehallion) 1Dk(Irn)&Web frames<br>Well deck Cargo battens not fitted | 1595<br>1204<br>900 | ✠ —<br>9,19<br>✠ | Skm | q | | 1888<br>5mo | Russell&<br>Co.<br>Pt.Glasgow | Rederiaktieb.<br>Gottfrid<br>(G.Erstad,Mgr.)<br>W | 255·8<br>Q100'B92'F31'<br>ptND05<br>B=CellDB212'400 | 36·0 | 16·8<br><br>BK9" | Långsele<br>Swedish<br>4BHCem<br>tAPT42t | T.3Cy.18⅝",30⅛"&48"-36"<br>NDB00 144NHP<br>2SB,3rf.1cf,GS76,HS2249<br>Kincaid&Co.Ld.Greenock | 19 〃 3 | |
| 10073<br>136193<br>JGBQ | **Berty** SteelSc<br>ssHul.No.1-20<br>1Dk | 73<br>65<br>— | ✠100A1<br>For towing purposes<br>4,20 | Hul<br>✠LMC4,20 | | CL<br>4,20 | 1914<br>6mo<br><br>Lloyd | Scott&<br>Sons<br>Bowling<br>'sA&CP | ~~PremierTugCo.Ld.~~<br>~~(W.H.Miller,Mgr.)~~<br>UnitedTowingCo.<br>Ld. | 75·1 | 17·1 | 7·8<br><br>BK5"<br>WB | Hull<br>British<br>4BHCem<br>=APT5t | C.2Cy.13"&28"-18" (s)<br>140lb 55RHP<br>1SB,2pf,GS29,HS800<br>Gauldie,Gillispie&Co.Gls. | 8 〃 6<br>s 〃 9<br>8 〃 6 | |
| 10074<br>132096 | **Beru** SteelScK<br>1Dk | 195<br>182<br>87 | | | ... | | 1911 | Cochrane<br>&Sons<br>Selby | Grant&BakerStm.<br>FishingCo.Ld. | 115·3<br>Q61' | 21·5 | 11·5<br><br>BK8" | Grimsby<br>British | T.3Cy.12½",22"&35"-24"<br>67RHP<br>C.D.Holmes&Co.Ld.Hull | 12 〃 3 | |
| 10075<br>133085<br>JBHF | **Berwickshire** SteelSc<br>(exClanMacarthur)<br>Elec.light Wireless 2Dks&Shelter dk<br>Ref.Mchy. | ~~7082~~<br>5341<br>~~4670~~ | 7390<br><br>4683 | | | | 1912 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | ScottishShireLine,<br>Ld.(Turnbull,<br>Martin&Co.Mgrs) | 450·1 | 57·1 | 26·8 | Glasgow<br>British<br>WB | T.3Cy.31½",52"&86"-60"<br>574NHP<br>WllsndSlpwy.Co.Ld.Nwc. | | C |
| 10076<br>131319<br>HSGC | **Berwindvale** SteelSc<br>ssNwc.No.2-20<br>Elec.light 1Dk(Stl)<br>Cantilever framed Topside tanks<br>Mchy.Aft Sub.Sig. Wireless | 6114<br>4799<br>3296 | ✠100A1<br>10,21~~11,20~~<br>BS11,20 | Nwc<br>NNs<br>✠LMC7,19 | z | CL<br>~~7,19~~<br>10,21 | 1911<br>3mo<br><br>Lloyd | SirRaylton<br>Dixon&CoLd<br>Middlesbro'<br>'sA&CP | ~~J.Esplen~~ Berwind-valeS.S.Co.Ld(Sir John Esplen,K.B.E)<br>CellDBuE<br>&B69'f272'1163 | 405·0<br>P&B247'F42'<br><br><br>tTopsideTanks269' | 54·2 | 26·4<br><br>FK | Liverpool<br>British<br>6BHCem<br><br>1130tFPT5 | T.3Cy.28",46"&77"-48" (s)<br>180lb 100lb 542NHP<br>3SB,9cf,GS188,HS7743 FD<br>Richardsons,Westgarth&<br>57tAPT60t Co.Ld.Hpl. | 29 〃 3<br>s 5 〃 2<br>24 〃 6 | |
| 10077<br>136175<br>JDVB | **Beryl II.** SteelScK<br>ssIps.No.1-19<br>(exBeryl) 1Dk | 248<br>226<br>98 | ✠100A1<br>StmTrawler<br>11,20<br>~~BS9,20~~ | Hul<br><br>BS9,21<br>✠LMC9,19 | | CL<br>11,20 | 1914<br>1mo<br><br>Lloyd | Cochrane<br>Sons,Ld.<br>Selby<br>'sA&CP | KingstonSteam<br>TrawlingCo.Ld. | 121·9<br>Q70'F20' | 22·1 | 12·2<br><br>BK7½" | Hull<br>British<br>4BHCem | T.3Cy.13",21½"&35"-24"(s<br>200lb 76RHP<br>1SB,3pf,GS43,HS1250<br>C.D.Holmes&Co.Ld.Hull | 13 〃 0 | |
| 10078<br>495<br>NABJ | **Besh-taoo** SteelScSr<br>1Dk | 1123<br>925<br>664 | | | ... | | 1907 | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | RussianStm.Nav.<br>&TradingCo. | 240·2<br>Q29'B42'F42' | 35·0 | 12·8<br><br>FK | Odessa<br>Russian<br>WB | T.3Cy.16",26"&44"-33"<br>143NHP<br>Ross&Duncan,Glasgow | 14 〃 10 | |
| 10079<br>NGWL | **Besoeki** SteelScSr<br>Elec.light 2Dks&Spar dk | 3778<br>3527<br>2435 | | | | | 1901 | Blohm&<br>Voss<br>Hamburg | Rotterdamsche<br>Lloyd (W.Ruys&<br>Zonen,Mgrs.) | 345·0<br>B90'F55' | 44·5 | 20·8<br>31·0 | Rottrdam<br>Dutch<br>WB | T.3Cy.23",37"&63"-42"<br>257NHP<br>Blohm&Voss,Hamburg | | V |
| 10080<br>HCWT | **Bess** SteelScSr<br>(exBayard)<br>1Dk2trB | 1017<br>906<br>596 | | | | | 1897 | Nylands<br>Værksted<br>Christiania | D/S A/S Bess<br>(H.Hanssen) | 229·1<br>H67tF26t | 32·6 | 14·5 | Skien<br>Norwegian<br>WB | T.3Cy.16½",27"&44"-30"<br>106NHP<br>NylandsVærksted,Xania | | N |
| 10081<br>219556<br>LVMS | **—** WoodSc<br>Tug<br>Elec.light 1Dk | 223<br>—<br>106 | | | | | 1919 | Thames<br>TowBoatCo.<br>NewLondon<br>Conn. | Thames Tow Boat<br>Co. | 106·6 | 25·8 | 11·5 | N.Lndn.Cn<br>Utd.States | C.2Cy.16"&34"-24"<br>47NHP<br>J.W.Sullivan | | |
| 10082<br>MQWN | **Bessa** SteelScSr<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless &Web frames<br>ssShl.No.1-21 Longitudinal framing<br>Tonnage opening closed 1920 | ~~6948~~<br>~~5556~~<br>~~3606~~<br>7797<br>5556<br>5797 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~2,21 2,21~~ 5,22<br>BS2,21<br>Fitted for oil fuel 4,17 F.P. above 150° F. | Mmo<br>~~Shl~~Xia<br><br>MS8,21<br>✠LMC~~4,17~~ | a† | CL<br>11,19 | 1917<br>4mo | UnionIron<br>WorksCo.<br>Alameda,Cal.<br>A&CP | DenNorskeAfrika<br>ogAustralilinie<br>(W.Wilhelmsen,<br>Mgr.) | 410·9<br><br><br><br>CellDB355'1213t | 56·2 | 29·4<br><br>FK | Tönsberg<br>Norwegian<br>7BHptAsp<br><br>~~MT 25' 708t~~ | T.3Cy.27",47"&78"-48" (s)<br>220lb 600NHP<br>3SB,9cf,GS165,HS8265 FD<br>UnionIronWorksCo.S.Fo.<br>DTa30'228tFPT80t | 41 〃 0<br>s10 〃 10<br>30 〃 6 | |
| 10083<br>80<br>HQVN | **Bessarabetz** SteelPad<br>Elec.light 1Dk | 286<br>—<br>125 | | | | | 1891 | Howaldts-<br>werke<br>Kiel | RussianDanube<br>Stm.Nav.Co. | 164·8 | 23·3 | 10·0 | Reni<br>Russian | T.3Cy.20⅞",32¾"&51¼"-47¼"<br>180NHP<br>Howaldtswerke,Kiel | | |
| 10084<br>69772<br>TMSV | **Bessbrook** IronScSr | 507<br>422<br>211 | | | ... | | 1877 | A&J.Inglis<br>Glasgow | Dundalk&Newry<br>Stm.PacketCo. Ld.<br>(W.H.Paterson,<br>Mgr.) | 182·0 | 27·2 | 14·0 | Newry<br>British | C.2Cy.32"&58"-36"<br>NB92 NE97 168NHP<br>A.&J.Inglis,Glasgow | | BT<br>till<br>6,21 |
| 10085<br>MTRV | **Besseggen** SteelScSr<br>Wireless ssXia.No.1-21<br>(exToyuMaru) 2Dks(Stl)&Web frames<br>Elec.light Longitudinal framing | ~~2957~~ 2958<br>2737<br>~~1899~~<br>1830 | ✠100A1<br>7,21~~3,20~~ | Xia<br><br>✠LMC11,~~16~~ | l<br><br><br>7,21 | CL<br>6,19 | 1916<br>11mo<br><br>Lloyd | OsakaIron<br>Works,Ld.<br>Osaka<br>'sA&CP | JensFolkman's<br>Rederi A/S<br>(J.Folkman,Mgr.)<br>CellDB255'519t | 305·4<br>P19'B82'F32'<br><br>DTa534tFPT112t | 43·9 | 24·8<br><br>FK | Skien<br>Norwegian<br>5BHCem<br>APT20t | T.3Cy.22",37"&61"-42" (s)<br>180lb 288NHP<br>2SB,6cf,GS90,HS3824 FD<br>OsakaIronWrks.Ld.Osaka | 27 〃 3<br>s4 〃 4½<br>23 〃 2 | |
| 10086<br>218155<br>LRHM | **Bessemer** SteelSc<br>Wireless Fitted for oil fuel<br>Elec.light 2Dk&Webframes<br>Mchy.Aft Longitudinal framing<br>Sub.Sig. Carrying Petroleum in bulk | 4924<br>4449<br>3459 | | | ... | | 1919 | ThePusey<br>&JonesCo.<br>Gloucester<br>City,N.J. | UnitedStates<br>ShippingBoard | 364·9<br>B34'F31'P95' | 51·0 | 29·5<br><br>FK | Phildlphia<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | 31 〃 8 | R |
| 10087 | **Bessemer City** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks3trB | 5687<br>5082<br>3450 | | | | | 1920 | Chickasaw<br>S.B.&CarCo.<br>Chickasaw,<br>Ala. | UnitedStatesSteel<br>ProductsCo. | 441·7<br>P58'B&F350' | 56·0 | 30·0 | NewYork<br>Utd. States<br>WB | 2 Steam Turbines geared<br>to 1 Sc. Shaft<br>FederalS.B.Co.,Kearny<br>N.J. | | |
| 10088<br>MHRW | **Bessheim** SteelScSr<br>Elec.light Wireless 2Dks | 1781<br>1538<br>1082 | | | | | 1912<br>8mo | Nylands<br>Værksted<br>Christiania | A/S GangerRolf<br>(Fred.Olsen&Co.<br>Mgrs.) | 256·0<br>F26' | 36·1 | 22·8 | Chrstiania<br>Norwegian<br>WB | T.3Cy.21½",34½"&60"-39"<br>225NHP<br>NylandsVærksted,Xania | | N |
| 10089<br>112453 | **Bessie** WoodAuxScK<br>GIB 1Dk OilEng<br>(See Sailing Ship Register) | 41<br>40<br>29 | <br>6,01 | Mil | 11 | | 1900<br>6mo | J.&W.<br>Francis<br>Milford | ~~E.J.Incledon~~<br>S.J.Incledon | 59·4<br>9&16yrsMat | 18·0 | 6·7 | Brnstaple<br>British | Oil Engine 2S.C.SA.<br>1Cy.8"-9" 5NHP<br>TorbiniaEngCo.Lowestoft | 7 〃 4 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7a<br>Mean drafts.<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Stranded 2,22<br>10090<br>141266<br>TPGK | **Bessie A. White** WoodAuxSc<br>GasEng. 4MstSr<br>1Dk<br>(See Sailing Ship Register) | 694<br>551<br>594 | | | | | 1919 | C.T.White<br>&Son.Ld.<br>Alma,N.B. | C.T.White&Son, Ld. | 182·6 | 37·0 | 12·9 | Parrsboro'<br>N.S.<br>British | Gas Engine<br>6Cy.11"-18" 57NHP<br>WolverineCoBoston,Mass | | V |
| 10091<br>84471 | **Bessie Clark** WoodAuxScK<br>Salted† Motor 1Dk<br>(See Sailing Ship Register) | 44<br>44<br>44 | ✠<br>1,81 | Bid | 12 | | 1881<br>7mo | H.M.Restarick<br>Bideford | G.&H.Clark | 59·1<br>10&12yrs Mat | 18·2 | 7·5 | Brnstaple<br>British | Motor | | |
| *<br>10092<br>121272<br>HDVN | **Bessie Dollar** SteelSc4MstSr<br>ssHKg.No.3-6,17<br>Elec.light 1Dk(Stl)&Spar dk(Stl)<br>ssVcr.No.1-21 &deep framing | 4329<br>4079<br>2798 | ✠100A1<br>Spar dk<br>~~2,21~~ ~~5,20~~ 12,21<br>BS5,21 ~~BS3,20~~ ✠LMC~~6,17~~<br>Fitted for oil | Shi<br>~~H.Kg~~NYk<br>MS2,21<br>fuel2, | x<br>16 | CL<br>~~1,19~~<br>2,21<br>F.P. a | 1905<br>11mo<br>Lloyd<br>bove 1 | A.Rodger<br>&Co.<br>Pt.Glasgow<br>'sA&CP Interm<br>50°F. | DollarS.S.Lines, Ld. (TheRobert DollarCo.Mgrs.)<br>ediate Bulkhead in<br>WB | 369·7<br>P37'B98'F36'<br>after hold dispensed<br>= Cell DBa 120' uE | 50·0 | 18·8<br>26·7<br>FK | Vancouver<br>British<br>5BH only<br>with. Cem<br>&B42' f 162' | T.3Cy.25½",42"&70"-48" (s)<br>180lb 393NHP<br>3SB,9cf,GS170,HS6399<br>A.Rodger&Co.Glasgow<br>982tFPT55tAPT90t | 29 ″ 3<br>s 5 ″ 7<br>24 ″ 0 | |
| 10093<br>120098<br>HKCM | **Bessie Ellen** WoodAuxScK<br>ParaffinMotor<br>HTApl.14 Salted† Roof 1Dk<br>(See Sailing Ship Register.) | 78<br>78<br>60 | ✠<br>6,14 | Apl | | | 1907<br>1mo | W.S.Kelly<br>Plymouth | Mrs.B.G.Chichester | 77·4<br>ptGIB<br>9&12yrs.Mat. | 20·1 | 9·5 | Brnstaple<br>British | Paraffin Motor 2S.C.SA<br>Cy.9½"-10½" NE17 7NHP<br>A.E.Woodward&Co.<br>Keighley | 10 ″ 3 | |
| 10094 | **Beta** IronSc<br>(exSirius)<br>Well deck 1Dk&Web frames | 760<br>602<br>459 | Renamed "Stella Maris." See No 39348 in Supplement | | | | 1880 | BlythS.B.<br>Co.Ld.<br>Blyth | N.V.Scheepv.<br>Maats."Beta" | 206·7<br>Q92'B18'F19'<br>len98 | 26·0 | 13·5<br>BK7½" | Rottrdam<br>Dutch<br>WB | T.3Cy.14",23"&39"-27"<br>79NHP<br>M.Paul&Co.Dumbarton | 15 ″ 5 | |
| 10095<br>91150 | —  IronScSk<br>6thSurvey,Liv.7,09<br>Mchy.Aft 2ndSurvey,Liv.9,19<br>1Dk(Irn) | 395<br>364<br>225 | ✠ A1*1<br>6,21 ~~3,20~~ | Liv | Lv | 10·12<br>10·80<br>11·48<br>12·15 | 1884<br>7mo | W.Simons<br>&Co.<br>Renfrew | Mayor,Aldermen &Citizens of the City of Liverpool | 151·0 | 25·2 | 12·3<br>FK | Liverpool<br>British<br>4BH<br>WB=DB | C.2Cy.22"&42"-27"<br>75RHP<br>1SB,2cf,GS47,HS1350<br>W.Simons & Co.,Renfrew | | |
| 10096<br>98920 | —  IronTwinScSp<br>Mchy.Aft 1Dk | 393<br>382<br>176 | | | | | 1891 | TA Walker<br>Sudbrook | ManchesterShip CanalCo. | 145·5 | 30·4 | 10·7 | Manchestr<br>British | Q.8Cy.9",12",16"&25"-21½"<br>NB05 96RHP<br>Fleming&Ferguson,Psy. | | |
| 10097<br>HDWF | —  IronScSr<br>(exPatriot) 1Dk | 135<br>116<br>59 | | | | | 1869 | Reiherstieg<br>Schiffsw.<br>Hamburg | A/S Alpha (J.Chr.Olsen,Mgr) | 119·0<br>Q8tH17t | 17·8 | 9·8 | Moss<br>Norwegian | C.2Cy.18½"&33"-24"<br>NE83 NB99 44NHP<br>H.Brandenburg,Hamburg | | |
| *<br>10098<br>132467 | **Bethanga** WoodTwinSc<br>(exPetunia,exBethanga) 1Dk2trB<br>Elec.light Well deck Salted | ~~3014~~<br>3024<br>~~2274~~<br>~~1818~~<br>2290<br>1846 | ✠ 12A1<br>5,20<br>~~BS1,20~~ ✠LMC5,19<br>BS4,21 | Npt | t | | 1918<br>8mo | Patterson<br>&Macdonald<br>S.B.Co.<br>Seattle,Wash<br>A&CP | Commonwealth GovernmentLine of Steamers | 267·9<br>P&B169'F32' | 48·5 | 24·7 | Melbourne<br>British | T6Cy.15½",25½"&42"-30"(s)<br>200lb HS6600 353NHP<br>2 Water Tube Boilers<br>Patterson&Macdonald<br>S.B.Co.Seattle,Wash. | 27 ″ 9<br>s 3 ″ 9 | |
| 10099<br>219395<br>LVCR | **Bethelridge** SteelScSr<br>Sub.Sig. Fitted for oil fuel<br>Wireless 2Dks<br>Elec.light Carrying Petroleum in bulk<br>Mchy.Aft Longitudinal framing | 7366<br>—<br>4504 | | | | | 1919 | Baltimore<br>D.D.&S.B.Co<br>Baltimore Md | UnitedStates ShippingBoard | 431·0<br>P123'B37'F39' | 59·2 | 31·4 | Baltimore<br>Utd.States | 2 Steam Turbines<br>A.&W.FletcherEngine<br>Works,Hoboken,N.J. | | R |
| 10100<br>~~135084~~<br>151279 | **Bethlehem** SteelSc4MstSr<br>(exE.P.Wilbur)<br>Elec.light 2Dks3trB | ~~2674~~<br>~~—~~<br>~~1633~~ | 2681<br>2492<br>1650 | | | | 1888 | GlobeIron<br>WorksCo.<br>Cleveland,O. | MinetteS.S.Co Ld | ~~290·0~~<br>H—F34'<br>292·8 | 40·8 | ~~13·6~~<br>22·4 | ~~NewYork~~<br>~~Utd.States~~<br>Nassau,N.P.<br>British WB | T.3Cy.~~24",38"&61"-42"~~<br>19",38½"&60"-54"<br>NB13 ~~241NHP~~ 265<br>GlobeIrnWksCo.Clevelnd | | |
| 10101<br>218237<br>LRMD | **Bethlehem Bridge** SteelScSr<br>Wireless Fitted for oil fuel<br>Elec.light 1Dk2trBin fore<br>Sub.Sig. &Aft holds&Web frames | 3545<br>3005<br>2179 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·4<br>P30'B90'F35' | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 10102<br>219174<br>LTMV | **Bethnor** SteelSc<br>Wireless Fitted for oil fuel<br>Elec.light 1Dk<br>Sub.Sig. Longitudinal framing | 3482<br>2840<br>2112 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>(HarlanPlnt)<br>WlmngtnDel | UnitedStates ShippingBoard | 327·2<br>P42'B92'F36' | 46·2 | 22·7 | Wilmngtn<br>Utd.States<br>WB | T.3Cy.22",37½"&60"-42"<br>256NHP<br>BethlehemS.B.Corp.Ld.<br>(HarlanPlant)Wlmn.Del. | | R |
| 10103<br>HDTS | **Bétis** IronScSr<br>Wireless (exNuevoValencia)<br>Elec.light 2Dks&Awngdk | 1011<br>674<br>737 | ✠<br>Awng dk<br>with load line<br>5,79 | Nwc | n | | 1879<br>4mo | A.Leslie&<br>Co.<br>Newcastle | J.A.Noguera | 210·6<br>WB=DBa44'&uE | 29·6 | 15·0<br>22·3<br>FK | Valencia<br>Spanish<br>5BHCem<br>&B38'FPT | C.2Cy.28"&54"-33"<br>NB96 140NHP<br>Black,Hawthorn&Co.Nwc | | V |
| 10104 | **Betsy** SteelSc<br>(Trawler)<br>1Dk | 221<br>208<br>96 | | | | | 1916 | Gebr.van<br>derWindt<br>Vlaardingen | S.Katan | 116·8 | 22·0 | 11·8 | Vlaardngn<br>Dutch<br>WB | T.3Cy.<br>VlaardingscheMas.Fabrik | | |
| *<br>10105<br>NGWR | **Betsy Anna** SteelScSr<br>ssAms.No.1-21<br>(exAshington) ssRot.2ndNo.3-11,16<br>Well deck 1Dk(Irn)&Web frames | 880<br>716<br>531 | ✠100A1<br>7,21 ~~5,20~~<br>✠NB5,05<br>~~BS12,20~~ | Rot<br>Ams<br>~~✠LMC11,16~~<br>~~MS7,21~~<br>✠LMC7,21 | l | CL<br>7,21 | 1892<br>5mo | W.Dobson<br>&Co.<br>Newcastle<br>A&CP | Naam.Venn.Maats totExploitatie van het S.S.BetsyAnna (W.H.Berghuys' CoalTrade) | 206·7<br>P19'Q84'B8'F22' | 30·1 | 14·1<br>FK | Amstrdam<br>Dutch<br>4BHCem<br>WB=CellD | T.3Cy.17",28½"&46"-33" (s)<br>160lb 156lb NDB12 120NHP<br>1SB,3pf,GS50,HS1782<br>J.Dickinson.Sunderland<br>B167'215tFPT39tAPT14t | 16 ″ 3<br>s1 ″ 7<br>14 ″ 11 | |
| 10106<br>218707<br>LSHT | **Betsy Bell** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 1Dk&Shelter dk<br>Wireless Longitudinal framing | 6059<br>5669<br>3752 | | | ... | | 1919 | Virginia<br>S.B.Corp.<br>Alexandria,<br>Va | UnitedStates TransportCo.Inc. | 402·6<br>P34'F38'on Shltrdk | 53·2 | 32·0<br>FK | Alexndria,<br>Va.<br>Utd.States<br>WB | T.3Cy.24½",41½"&72"-48"<br>359NHP<br>Hooven,Owens&Rentschler Co.Hamilton,O. | 34 ″ 6 | R |
| 10107<br>219637<br>LVRD | **Betterton** SteelScSr<br>Fitted for oil fuel<br>Elec.light 2Dks<br>Mchy.Aft Carrying Petroleum in bulk<br>Sub.Sig. Longitudinal framing | 7366<br>—<br>4504 | | | | | 1920 | Baltimore<br>D.D.&S.B.Co.<br>Baltimore.<br>Md. | UnitedStates ShippingBoard | 431·0<br>P104'B36'F39' | 59·2 | 31·4 | Baltimore<br>Utd.States | 2 Steam Turbines<br>A.&W.FletcherEng.Wrks.<br>Hoboken,N.J. | | R |
| 10108 | **Betty** IronSc<br>ssBhn.No.3-11,03<br>ssGst.No.2-12<br>1Dk | 141<br>136<br>54 | ✠<br>StmTrawler<br>5,16<br>✠NB11,03✠ | Gst | | | 1887<br>11mo | RostockSB<br>&E.Co.<br>Rostock | ArnoldBernstein | 101·7<br>F18' | 20·6 | 10·5<br>BK9" | Hamburg<br>German<br>3BHCem | C.2Cy.17¾"&33½"-19⅝"<br>47NHP<br>1SB,2cf,GS25,HS871<br>RostockS.B.&E.Co.,Ros. | | |
| 10109<br>125582 | —  SteelScK<br>(Tug)<br>1Dk | 119<br>116<br>4 | | | | | 1907 | J.Cran&<br>Co.<br>Leith | ArthurJ.Humphery&HenryGrey (JohnWilson Mgr) | 82·0 | 22·2 | 10·9 | London<br>British | T.3Cy.14",21½"&35"-24"<br>75RHP<br>J.Cran&Co.Leith | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10110<br>205108<br>KWPT | **Betty Alden** WoodPad<br>1Dk | 775<br>—<br>447 | | | | | 1908 | Atlantic Works<br>EastBoston | NantasketBeach SteamboatCo. | 183·4\|31·0\|11·5 | Boston<br>Utd.States | T.3Cy.17½″,28″&46″–75″<br>183NHP<br>AtlanticWorks,EastBost'n | | |
| 10111<br>131010 | **Betty D.** SteelSc<br>(Tug)<br>(exCharlesF.Dunbar) 1Dk | 145<br>117<br>98 | | | | | 1898 | UnionDry DockCo.<br>Buffalo,N.Y. | BathurstLumber Co.Ld. | 86·2\|23·4\|10·8<br>H— | StJohn NB<br>British | T.3Cy.16″,25″&40″–27″<br>80RHP<br>KingIronWorks,Buffalo | | |
| 10112<br>104511 | **Betty Inglis** SteelScSr<br>1Dk | 104<br>104<br>44 | | | ... | | 1895 | Hall,Russell&Co.<br>Aberdeen | G.Melville | 90·0\|19·6\|10·0<br>BK6″ | Aberdeen<br>British | C.2Cy.13½″&30″–21″<br>45RHP<br>Hall,Russell&Co.,Abn. | 10 ″ 6 | |
| ※ 10113<br>143256 | **Betty Johnson** SteelScK<br>1Dk(Stl) | 290<br>249<br>127 | ✠100A1<br>StmTrawler<br>5,21~~4,10~~<br>✠LMC4,19 | Hul<br>Flt | | CL | 1919<br>3mo<br>Lloyd'sA&CP | Cook,Welt'n&Gemmell Ld. Beverley | PrinceFletcher Trawlers,Ld.<br>(H.Melling&P.Fletcher,Mgrs.) | 125·5\|23·5\|12·7<br>Q72′F21′<br>BK7½″ | Scarboro'<br>British<br>3BHCem | T.3Cy.12½″,21″&35″–26″ (s)<br>180lb 87RHP<br>1SB,3pf,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 ″ 6 | |
| 10114<br>4332<br>JNVT | **Betula** IronScSr<br>ssCff.No.2-82<br>(exRottnen,exInga,exRussland,exKingErmyn)<br>Well deck 1Dk2trB | 1002<br>760<br>602 | ✠<br>12,86 | Cff | n | | 1872<br>12mo | M.Pearce&Co.<br>Stockton | RederiA/BActiv<br>(FransBörjesson Mgr) | 224·3\|30·5\|16·9<br>P144′H17tF28′<br>DBa73′f75′219t | Hlsngborg<br>Swedish<br>4BHCem<br>APT12t | C.2Cy.26″&52″–36″<br>NB96 135NHP<br>Day,Summers&Co.Sou. | 17 ″ 8 | V |
| ※ 10115<br>140381<br>JRLQ | **Betwa** SteelScSr<br>ssCal.No.1-22<br>Elec.light Wireless 1Dk(Stl)&Shelter dk (Stl-teaks) 2nd dk beams in No.2 hold | 3819<br>3550<br>2383 | ✠100A1<br>Shelter dk with freeboard<br>~~7,21~~~~10,20~~ 3,22<br>BS12,21<br>MS3,22<br>✠LMC~~10,17~~ | Bry<br>Cal | v | CL<br>~~12,18~~<br>~~7,21~~<br>3,22 | 1917<br>10mo<br>Lloyd'sA&CP | C.Connell&Co Ld.<br>Glasgow | JamesNourse,Ld.<br>CellD | 360·0\|45·2\|27·6<br>P41′B75′F45′ on Shelter dk FK<br>B308′714t FPT43t | London<br>British<br>6BHCem<br>APT36t | T.3Cy.24⅝″,41″&68″–45″ (s)<br>200lb 100lb 425NHP<br>2SB,6cf,GS123,HS5994 FD<br>D.Rowan&Co.Glasgow | 30 ″ 0<br>s5 ″ 9½<br>24 ″ 9 | |
| 10116 | **Betzdorf** SteelSc<br>Now named "LandScout," See No. 38172 in Supplement<br>Elec.light 1Dk | 2135 | | | | | 1920 | Frd.Krupp Akt.Ges.<br>Kiel | | 287·7\|44·0\|20·0<br>P21′B84′F38′ | WB | T.3Cy.19$\frac{11}{16}$″,33$\frac{11}{16}$″&54$\frac{7}{16}$″–39$\frac{7}{16}$″<br>185NHP<br>Frd.KruppA.G.Essen | | |
| 10117<br>NGWQ | **Beukelsdijk** SteelSc7TwinMasts<br>(exGrängesberg)<br>Elec.light Mchy.Aft 1Dk2trB<br>Wireless Turret deck | 6801<br>5629<br>4230 | | | | | 1903 | W.Doxford&Sons,Ld.<br>Sunderland | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) | 440·2\|62·0\|26·0<br>P51 F41′ | Rottrdam<br>Dutch<br>WB | T.3Cy.26″,43″&72″–51″<br>370NHP<br>W.Doxford&Sons,Ld.Sld. | | V |
| 10118<br>125176<br>HNFO | **Beulah** SteelSc<br>ssSyd.No.3-3,21 ~~ssMel.No.2-16~~<br>Well deck 1Dk(Irn)&deep framing<br>Elec.light Mchy.Aft | 932<br>685<br>491 | ✠100A1<br>~~3,21~~9,20 11,21<br>~~BS12,19~~ ✠LMC~~6,16~~<br>8,21 | Syd | l | CL<br>~~8,18~~<br>3,21 | 1908<br>9mo<br>Lloyd'sA&CP | ClydeS.B.&E.Co.Ld.<br>Pt.Glasgow | WallarahCoalCo. Ld.<br>WB=CellDBu | 210·9\|30·5\|13·2<br>Q122′B9′F27′<br>FK&BK1½″<br>E24′f134′227tFPT | SydnyNSW<br>British<br>3BHCem<br>51tAPT8t | T.3Cy.17″,28″&46″–33″ (s)<br>180lb 151NHP<br>2SB,4cf,GS86,HS2588<br>ClydeS.B.&E.Co.Ld.P.Gls | 15 ″ 6<br>s1 ″ 1<br>14 ″ 9 | |
| 10119<br>NGWS | **Beursplein** SteelSc<br>Elec.light Wireless 2Dks | 4367<br>4096<br>2780 | | | | | 1920 | Deutsche Werft.Akt.Ges.<br>Hamburg | NV.ScheepvMaats Millingen(G.A.Spliethoff,Mgr.) | 389·9\|50·1\|26·9<br>P37′B111′F49′ | Rotterdam<br>Dutch<br>WB | T.3Cy.27$\frac{3}{16}$″,43$\frac{3}{16}$″&69$\frac{1}{16}$″–47½″<br>345NHP<br>OttensenerMaschf.Altona | | |
| ※ 10120<br>129127 | **Beverley** SteelTwinSc<br>ssLon.No.2-20<br>1Dk(Stl) | 168<br>150<br>3 | ✠100A-<br>ForTowing purposes<br>6.21~~1,20~~ ✠LMC1,20<br>Water tube boilers<br>BS5,21 | Lon | | ~~6,10~~<br>6,21 | 1910<br>8mo | Ferguson Bros.<br>Pt.Glasgow | Port of London Authority | 86·0\|22·6\|10·8<br>B23′<br>BK6″<br>WB=FPT12t | London<br>British<br>4BHAsp<br>APT21t | C.4Cy.19″&40″–24″ (s)<br>200lb 120lb atEng.175NHP<br>2B, GS86,HS3360<br>FergusonBros.Pt.Glasgow | 12 ″ 0<br>s1 ″ 2½<br>11 ″ 4 | |
| 10121<br>HBFQ | **Beverwijk XII.** SteelSc<br>(Tug) | 121<br>—<br>42 | | | | | 1905 | ..................<br>Flushing | Soc.Holandesa de ObrasPublicas | 88·1\|19·2\|11·8 | Bns.Ayres<br>Argentine | T.3Cy.12$\frac{5}{16}$″,19¾″&22⅜–18″<br>Bmade98 refitted05 | | |
| 10122 | **Beverwijk 20** SteelSc<br>(1DkStl-ws)<br>Elec.light | 330<br>278<br>3 | ✠100A1<br>For towing purposes<br>1,21 ✠LMC2,21 | Rot | | | 1921<br>1mo<br>Lloyd'sA&CP | N.V.Werf Vooruit<br>Enkhuizen | N.V.Sleepboot Maats.Beverwijk<br>MT4′25t | 116·7\|26·4\|12·9<br>B17′F14′<br>BK6¾″<br>APT20t | Beverwijk<br>Dutch<br>4BHCem | T.3Cy.16″,24¼″&40″–24″ (s)<br>185lb 117NHP<br>1SB,2cf,GS45,HS1775 FD<br>Smit&Co'sMfbkKnderdyk | 13 ″ 10<br>s1 ″ 6<br>13 ″ 0 | |
| 10123<br>138897<br>WCLN | **Bhadra** SteelTwinSc<br>CruiserStern<br>1Dk | 600<br>480<br>285 | | | | | 1920 | Burn&Co. Ld.<br>Calcutta | BritishIndiaStm. Nav.Co.Ld. | 195·0\|32·1\|10·7 | Calcutta<br>British<br>WB | T.6Cy.12″,20″&32″–24″<br>Emade97 100NHP<br>Rankin&BlackmoreLdGrk | | |
| 10124<br>124249<br>HMJK | **Bhamo** SteelScSr<br>Elec.light Wireless 2Dks | 5244<br>4580<br>3358 | | | | | 1907 | W.Denny&Bros.<br>Dumbarton | Brit.&BurmeseSN Co.Ld.&Burmah S.S.Co.Ld.(P.Henderson&Co.Mgrs.) | 411·2\|52·2\|28·1<br>P37′B136′F48′ | Glasgow<br>British<br>WB | T.3Cy.28½″,46½″&76″–54″<br>424NHP<br>Denny&Co.Dumbarton | | C |
| 10125<br>115734<br>TSFM | **Bharata** SteelScSr<br>3Dks(1Stl-ws&UStl-teaks)<br>Elec.light Wireless | 4054<br>3244<br>1957 | ✠<br>1,03<br>✠ | Grk | x | | 1903<br>1mo | Scotts'S.B.&Eng.Co.Ld.<br>Greenock | BritishIndiaStm. Nav.Co.Ld.<br>WB=CellDBa94′&E&B94′f142′603t | 373·5\|45·2\|26·3<br>P75′B130′F84′<br>FK&BK1″<br>DTf22′513t FPT | Glasgow<br>British<br>6BHCem<br>80tAPT24t | T.3Cy.33″,55″&88″–54″<br>870NHP<br>5SB,15cf,GS330,HS13515 FD<br>Scotts'S.B.&EngCoLdGrk | 29 ″ 6 | |
| 10126<br>5342<br>JSRM | **Bia** SteelScSr<br>Now named "Falco," See No. 37351 in Supplement<br>(exAugusta, exPolycarp) ssMmo.2ndNo.3-7,20<br>1Dk(Stl)&Spar dk(Irn)<br>Elec.light Wireless & deep framing | 3003<br>2853<br>1818 | ✠100A1<br>Spar dk<br>7,20 ✠LMC7,20 | Mmo | u | CL<br>N7,20 | 1896<br>3mo<br>A&CP | Barclay,Curle&Co.Ld<br>Glasgow | Rederiaktieb.Bore<br>Cell | 322·0\|42·3\|16·9<br>25·6<br>FK<br>DBa&uE125′f138′ | Gothenbrg<br>Swedish<br>5BHCem<br>59tAPT10t | T.3Cy.23½″,39½″&64″–42″(s)<br>160lb 80lb NDB11 277NHP<br>2SB,6cf,GS126,HS4328<br>Barclay,Curle&Co.Ld.Gls. | 28 ″ 0<br>s5 ″ 11½<br>22 ″ 5 | |
| 10127<br>143285<br>KBPF | **Biafra** SteelScSr<br>Elec.light Wireless 2Dks(Stl) | 5405<br>4782<br>3298 | ✠100A1<br>~~4,21~~ 11,20~~8,21~~<br>4,22 ✠LMC6,19 | Liv | y | CL | 1919<br>6mo<br>Lloyd'sA&CP | Harland&Wolff,Ld.<br>Greenock | AfricanS.S.Co.(Elder,Dempster&Co.Ld.Mgrs.)<br>CellDB | 400·4\|52·3\|28·5<br>P50′B113′F39′<br>FK<br>340′1051tFPT128t | London<br>British<br>7BHptCem<br>APT220t | T.3Cy.27″,44″&73″–48″ (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Harland&Wolff,Ld.Grk. | 31 ″ 0<br>s6 ″ 2<br>25 ″ 3 | |
| 10128 | **—** SteelScSr<br>(exHollmann)<br>1Dk | 235<br>—<br>103 | | | | | 1894 | Schiffsw.v.HenryKoch<br>Lübeck | J.Loring | 122·0\|25·6\|8·2<br>H—<br>WB | StIsabel de FrnandoPo<br>Spanish | C.2Cy.17¾″&29½″–21¾″<br>34NHP<br>Schiffs.v.HenryKoch,Lüb. | | |
| 10129<br>903 | **Biagio Assereto** IronScSr<br>ssShl.No.3-4,94<br>(exKurland,exOceanKing)<br>1Dk2trB | 935<br>835<br>538 | ✠<br>8,99 | Lon | n | | 1863<br>6mo | Pile,Hay&Co.<br>Sunderland | ConsorzioAutonomo del Porto di Genova | 232·0\|29·6\|16·4<br>Q28′<br>len81 BK8″ | Genoa<br>Italian<br>4BHCem<br>APt | C.2Cy.25″&48″–30″<br>NE73 NB01 105NHP<br>1SB,3pf,GS36,HS1898<br>J.Stewart&Co.London | 17 ″ 6 | V |
| ※ 10130<br>121093 | **Bianca** SteelScK<br>ssGms.No.3-2,20<br>1Dk | 174<br>168<br>68 | ✠100A1<br>Stm Trawler<br>11,21~~2,20~~ ✠LMC2,20<br>BS7,21 | Gms | | CL<br>~~3,19~~<br>11,21 | 1905<br>11mo<br>Lloyd'sA&CP | Cook,Welt'n&Gemmell<br>Beverley | DobsonStm. FishingCo.Ld.<br>(C.Dobson,Mgr.) | 108·5\|21·6\|11·5<br>BK8″<br>WB=DTf13′30t | Grimsby<br>British<br>4BHCem | T.3Cy.10″,16¼″&27″–24″ (s)<br>200lb 45RHP<br>1SB,2pf,GS25,HS750<br>Amos&Smith,Hull | 12 ″ 4 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Nst. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10131<br>136809<br>JKHM | **Biarritz** SteelTwinScSr<br>Wireless CruiserStern<br>*Elec.light* *3Dks&Awng dk3trB* | ~~2495~~ 2053<br>~~2302~~ 1424<br>~~1078~~ 791 | | | | | 1915 | W.Denny &Bros.<br>Dumbarton | S.Eastrn&Chathm RlyCo's.Managing Committee | 341·2 | 42·1 | 24·0 | London<br>British<br>*WB* | 4 Steam Turbines geared<br>Denny&Co.Dumbarton | | |
| 10132<br>220716<br>MBRJ | **Bibbco** SteelSc<br>Sub.Sig. Wireless *Fitted for oil fuel*<br>*Elec.light* *2Dks* | 5543<br>4598<br>3407 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B121'F43' | 54·2 | 27·8 | Phildlphia<br>Utd. States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 10133<br>MVLR | **Biche** SteelSc<br>(*Whaler*)<br>(*ex*Fell,*ex*CarstenBruun) *1Dk* | 109<br>105<br>36 | | | | | 1908 | Nylands Værksted<br>Christiania | LeifBryde | 91·6 | 17·9 | 10·8 | Sandefjord<br>Norwegian<br>*WB* | T.3Cy.10½",17"&28½"–20"<br>36NHP<br>NylandsVærksted,Xania | | |
| 10134<br>73761 | **Bickerstaffe** IronPadSr | 213<br>193<br>86 | | | | | 1879 | Laird Bros.<br>Birkenhead | BlackpoolPassengerStm.Bt.Co.Ld. | 155·2 | 21·6 | 8·6 | Fleetwood<br>British | D.2Cy.38"–48"<br>NB03 95RHP<br>LairdBros.,Birkenhead | | |
| 10135<br>ODHW | **Bidassoa** SteelScSr<br>*1Dk* | 558<br>513<br>325 | | | | | 1901 | Lobnitz& Co.Ld.<br>Renfrew | Worms&Cie. | 170·5<br>B40'F21' | 27·2 | 14·1 | Havre<br>French<br>*WB* | C.2Cy.15"&35"–24"<br>50NHP<br>Lobnitz&Co.Ld.Renfrew | | V |
| 10136<br>136204<br>JGOF | **Biddy** SteelScSlp<br>*ss*Hul.No.1–19<br>*1Dk(ptStl–ws)* | 114<br>112<br>— | ✠100A1<br>*For towing purposes*<br>11,21 ~~10,20~~<br>~~BS2,21~~ | Hul<br>BS7,21<br>✠LMC8,19 | | CL<br>2,21 | 1914<br>7mo<br>*Lloyd's A&CP* | Larne S.B.Co.<br>Larne | ~~PremierTugCo.Ld.~~ ~~(W.H.Miller, *Mgr.*)~~<br>UnitedTowingCo., Ld. | 90·5<br>BK6" | 20·1 | 9·0 | Hull<br>British<br>*WB=* *4BHCem*<br>*APT10t* | C.2Cy.17"&35"–24" (*s*)<br>130lb 66RHP<br>1SB,*3pf*,GS49,HS1230<br>Gauldie,Gillespie&Co.Gls. | 10 " 0 | |
| 10137<br>128512<br>HRFP | **Bideford** SteelScSr<br>Now named "NorthAnglia," *See No.* 38653 *in Supplement*<br>Wireless *1Dk* | 3562<br>3220<br>2214 | | | | | 1910 | Craig,Taylor&Co.Ld.<br>Stockton | NorthWalesShpg. Co.Ld.(H.Roberts &Son,*Mgrs.*) | 362·3<br>P29'B232'F34' | 51·0 | 21·0 | Cardiff<br>British<br>*WB* | T.3Cy.25",42"&68"–45"<br>310NHP<br>N.E.MarineEng.Co.Ld.Sld | | C |
| 10138<br>118008 | **Bidston** SteelTwinSc<br>*Elec.light* *1Dk* | 444<br>444<br>125 | | | ... | | 1903 | Londonderry S.&E. Co.Ld.<br>Londonderry | MunicipalCorporationofBirkenhe'd | 150·0<br>*Promenade dk*134'<br>FK | 41·0 | 10·9 | Liverpool<br>British<br>*WB* | T8Cy.(2)15",(2)23"&(4)28"–18"<br>183NHP<br>Cen.Mar.Eng.Wrks WHpl | 11 " 5 | |
| 10139<br>220637<br>MBNH | **Bidwell** SteelScSr<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec light* *Carrying Petroleum in bulk*<br>*Mchy.Aft* *Longitudinal framing* *2Dks* | 7641<br>—<br>4678 | | | | | 1920 | Baltimore D.D.&S.B.Co.<br>Baltimore, Md. | UnitedStates ShippingBoard | 431·0<br>P123'B37'F39' | 59·2 | 33·4 | Baltimore<br>Utd.States<br>*WB* | 2 Steam Turbines<br>A &W.FletcherEng.Wrks. Hoboken,N.J. | | R |
| 10140<br>142625<br>JVFQ | **Biela** SteelSc<br>(*ex*WarMastiff) *2Dks(Stl)*<br>*Elec.light* *Cargo battens not fitted*<br>Wireless *in 'tween dks* | 5298<br>4853<br>3218 | ✠100A1<br>8,21 ~~8,20~~<br>*Carrying oil fuel* | Lon<br>Ant<br>✠LMC9,18<br>*F.* | *y*<br>*P.* | CL<br>8,20<br>*above* | 1918<br>9mo<br>*Lloyd's A&CP*<br>150° F. *in DB* | Short Bros. Ld.<br>Sunderland | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. *Mgrs*) *CellDB* | 400·3<br>P49'B113'F40'<br>FK<br>340'1067*t* *FPT*135*t* | 52·4 | 28·5 | Liverpool<br>British<br>*7BHptCem*<br>*APT*198*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>N.E.MarineEng.CoLd Sld. | 31 " 0<br>s 6 " 2<br>25 " 3 | |
| 10141 | **Bielefeld** SteelScSr<br>*ss*Ham.No.3–2,11<br>*1Dk(Stl)&Spar dk(Stl)3trB*<br>Well deck<br>Now named "Kobun Maru," *See No.* 38069 *in Supplement* | 4460<br>4216<br>2829 | Nwc.12,20<br>(*See Footnote**) | | | | 1898<br>8mo | Flensburgr Schiffsb.Ges<br>Flensburg | JapaneseGovernment<br>*WB=CellDBa*94' | 390·2<br>P&B232'F46' 28·3<br>FK<br>*uE&B* 62'*f*164'895*t* | 47·7 | 20·8 | Japanese<br>*6BHCem*<br>*APT*33*t* | T.3Cy28½",47½"&78"-54"<br>554NHP<br>4SB,*12cf*,GS185,HS9800<br>FlensburgerSchiffsb.Ges. | 31 " 0 | |
| 10142<br>NVPG | **Bien** SteelSc<br>(*Tug*)<br>*1Dk* | 116<br>115<br>18 | | | | | 1917 | Motala Vrk.NyaAkt.<br>Motala | K.F.Marstrands Eftf. | 85·9 | 20·2 | 10·8 | Elsinore<br>Danish | C.2Cy.13¾"&29½"–18⅞"<br>31NHP<br>MotalaV.NyaAkt.Motala | | V |
| 10143<br>135140<br>HWSB | **Bienvenido** SteelScSr<br>*ss*Jck.No.2–21 ~~*ss*Trd.No.1–17~~<br>*Elec.light* *1Dk(Stl)&Shade dk* | 944<br>732<br>482 | ✠100A1<br>4,21 ~~2,17~~<br>~~BS11,20~~ | Trd<br>Jck<br>✠LMC~~2,17~~<br>4,21 | *m* | CL<br>~~N2,17~~<br>4,21 | 1912<br>9mo<br>*Lloyd's A&CP* | A.Vuijk& Zonen<br>Capelle a/d Ysel | WelcomeS.S.Co. Ld. | 210·3<br>FK | 32·1 | 14·9 | London<br>British<br>*4BHCem*<br>*WB=* | T.3Cy.17½"28½"&47"–30"(*s*)<br>180lb *100lb* 144NHP<br>2SB,*4pf*,GS69,HS2406<br>G.T.Grey,SouthShields<br>*CellDBa*51'*uE*13'*f*92'215*t* | 17 " 0<br>s 2 " 5½<br>14 " 9 | |
| 10144 | **Biesbosch** SteelSc<br>*1Dk* | 484<br>344<br>241 | | | | | 1916 | J.Th.Wilmink&Co.<br>Groningen | Cornellie'sShippingCo. | 151·9 | 25·3 | 11·5 | Antwerp<br>Belgian<br>*WB* | T.3Cy.$11\frac{3}{5}$"$17\frac{7}{10}$"&29½"-$19\frac{7}{10}$"<br>39NHP<br>D Landweer&ZonenHgznd | | V |
| 10145<br>120845 | **Big Ben** SteelSc<br>(*Flat*) *1Dk* | 137<br>125<br>82 | | | | | 1905 | W.J.Yarwood<br>Northwich | LeverBros.Ld. | 86·0 | 20·9 | 9·1 | Liverpool<br>British<br>*WB* | 2Cy.10"–12"<br>7RHP<br>W.J.Yarwood,Northwich | | |
| 10146 | **Bigua** SteelTwinSc<br>(*ex*Mosqueiro)<br>*Elec.light* *1Dk(Stl–ws)&Promenade dk* | 486<br>395<br>231 | ✠<br>*River purposes only*<br>9,16 | PGl<br>✠ | | | 1912<br>6mo | Murdoch & Murray,Ld.<br>PortGlasgow | Cia.Nacional de Nav.Costeira | 180·1<br>FK<br>*FPT*21*t* | 31·1 | 11·5 | R.Janeiro<br>Brazilian<br>*5BHCem*<br>*APT*35*t* | T.6Cy.14",23"&38"–24"<br>215NHP<br>1DB,*6cf*,GS126,HS4142<br>J.G.Kincaid&Co.Ld.Grk. | 12 " 0 | |
| 10147<br>HDTW | **Bilbaino** IronScSr<br>Wireless *ss*Npt.2ndNo.3–7,99<br>(*ex*SantaEugenia, *ss*Trn.No.1–03<br>*Well deck* *ex*ElyRise) *1Dk(Irn)2trB* | 1146<br>735<br>698 | ✠<br>11,08<br>✠NB7,98 | Cff<br>✠ | *n* | | 1877<br>12mo | ShortBros.<br>Sunderland | J.Garrigos&Hijos | 225·0<br>Q88'B42'F28'<br>BK8"<br>*DBa*67'*f*86'230*t* | 31·5 | 17·8 | Bilbao<br>Spanish<br>*5BHCem*<br>*APT*10*t* | C.2Cy.24¼"&50"-36"<br>NDB89 111NHP<br>2SB,*4pf*,GS60,HS1700<br>G.Clark,Sunderland | 19 " 0 | V |
| 10148 | **Bilbrough** IronScSr<br>(*ex*H.M.S.Bilbrough)<br>*1Dk* | 554<br>528<br>290 | | | | | 1856 | P.V.Vissingen<br>Hamburg | Krinos&Gregos | 207·5 | 22·8 | 13·5 | Greek<br>*WB* | C2Cy.21"&34"–23"<br>46NHP<br>P.V.Vissingen,Hamburg | | |
| 10149<br>136767<br>JHSN | **Bilbster** SteelScS<br>(*ex*Southerndown) *ss*Nwc.No.1–1<br>Wireless *1Dk(Stl)&Shelte dk(Stl)*<br>~~*Tonnage opening closed* 1919.~~ | 4556<br>4201<br>2829 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~6,21 2,20~~ 1,22<br>~~BS4,20~~ | Npt Bkn<br>Hul<br>BS3,21 1,22<br>✠LMC3,19 | *y* | CL<br>~~3,19~~<br>1,22 | 1915<br>2mo<br>*Lloyd's A&CP* | W.Doxford &Sons,Ld.<br>Sunderland | Canada Steamship Lines,Ld.<br>*CellDBa*111' *uE*26'*f*187'1024*t* | 390·0<br>FK<br>*FPT*159*t* | 52·1 | 25·0 | Montreal ~~Greenock~~<br>British<br>*6BHCem*<br>*APT*210*t* | T.3Cy.25",42½"&70"–48" (*s*)<br>180lb 429NHP<br>3SB,*9cf*,GS174,HS7461<br>W.Doxford&Sons,Ld.Sld. | 27 " 7<br>s 3 " 5<br>24 " 6 | |
| 10150 | **Bille** SteelSc<br>*Elec.light* *Mchy.Aft* Sub.Sig. *1Dk* | 750<br>500 | | | | | 1920 | Stocks& Kolbe<br>Kiel | BugsierReederei undBergungs Akt.Ges. | 174·0<br>P115'F23' | 30·6 | 14·3 | Hamburg<br>German<br>*WB* | T.3Cy.$12\frac{9}{16}$",$19\frac{11}{16}$"&$32\frac{5}{16}$"–$22\frac{7}{16}$"<br>49NHP<br>O.Wollheim,Breslau | | |
| 10151<br>4861<br>JRBP | **Billerud** SteelScSr<br>(*ex*Jössefors)<br>*Mchy.Aft* *1Dk* | 242<br>193<br>115 | | | | | 1907 | Eriksbergs M.V.Aktieb<br>Gothenburg | BillerudAktieb. (C.Storjohann) | 102·0<br>P31'H13*t*F15' | 22·5 | 11·7 | Säffle<br>Swedish<br>*WB* | C.2Cy.10"&22½"–15"<br>16NHP<br>EriksbergM.V.Aktieb.Got | | V |
| 10152 | **Billing** SteelSc<br>(*ex*Adara)<br>*Mchy.Aft* *1Dk* | 821<br>608<br>408 | | | | | 1918 | HaarlemscheShpbMij.<br>Haarlem | RolandLinieA.-G. | 201·5<br>Q128'F20' | 30·2 | 13·2 | Bremen<br>German | T.3Cy.15",25"&40½"–24"<br>Machinefabriek 79NHP<br>DeBiesbosch,Dordrecht | | |

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*This vessel, the class of which has lapsed, has now been surveyed by the Surveyors to Lloyd's Register, and a Certificate for 6 months issued.

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7″<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10153<br>NHBC | **Billiton** SteelSc2TwinMsts<br>*Elec.light* Wireless 3*Dks* | 5890<br>5631<br>3772 | | | | | 1908 | Kon.Maats deSchelde<br>Flushing | Stoomv.Maats. "Nederland" | 394·5 | 51·4 | 34·4 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.26½",43"&72"–48"<br>859NHP<br>Maats.deSchelde,Flushing | | V |
| 10154<br>211541<br>LDFG | **Billow** SteelScSr<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 248<br>—<br>119 | | | | | 1913 | ForeRiver S.B.Cor.<br>Quincy,Mass. | BayStateFishing Co. | 117·8<br>Q71'F22' | 22·5 | 11·6 | Boston<br>Utd.States | T.3Cy.12¾",22"&36"–24"<br>68NHP<br>ForeRiverS.B.Cor.Quincy | | |
| 10155 | — SteelScSr<br>*Mchy.Aft* 1*Dk* | 96<br>95<br>39 | ✠100A1<br>*For fishing purposes*<br>10,18<br>✠LMC10,18 | Goo | | CL | 1918<br>10mo<br>*Lloyd*'s A&CP | Webster& Bickerton& Co(Goole)Ld<br>Goole | TheAdmiralty | 86·2 | 18·5 | 9·2<br>BK7' | London<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 42NHP<br>1SB,2*pf*,GS30,HS814<br>Gt.CentralCo-Op.<br>E.&S.R.Co.Ld.Grimsby | 10 ″ 0 | |
| 10156 | **Billwärder** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 215<br>—<br>— | | | | | 1920 | Deutsche WerkeA.G.<br>Rüstringen | DeutscheSeefischereiA.G. | 127·3<br>Q70'F19' | | | Cuxhaven<br>German<br>*WB* | T.3Cy.12⅝",20½"&32¼"–22⅝"<br>DeutscheWerke 50NHP<br>A.G.Rüstringen | | |
| * 10157<br>117574<br>JQVT | **Billy** SteelScSr<br>ssCdz.No.3–9,17<br>(*ex*WadLukkus,*ex*Dunnikier, 1*Dk*(*Stl*)<br>*Mchy.Aft* *ex*Audaz,*ex*Dunnikier) | 206<br>145<br>84 | ✠100A1<br>4,20<br>BS3,20 ✠LMC8,17 | Lon | *b* | CL<br>9,18 | 1904<br>11mo<br>*Lloyd*'s A&CP | Scott of Kinghorn,Ld<br>Kinghorn | W.A.Clarke | 103·6<br>Q34'F15' | 20·3 | 9·2<br>FK | London<br>British<br>3*BHCem* | C.2Cy.12¾"&26"–18" (*s*)<br>130lb 28RHP<br>1SB,2*pf*,GS30,HS772<br>ScottofKinghorn,Ld.Kgn. | 10 ″ 0 | |
| 10158<br>136468<br>TMNG | **Biloela** SteelSc<br>Wireless 1*Dk* | 5596<br>4325<br>3366 | | | | | 1920 | Commonwealth Naval Dockyard<br>Sydney,NSW | Commonwealth Government of Australia | 371·1 | 54·4 | 25·6 | Sydny NSW<br>British<br>*WB* | T.3Cy.26",41"&67"–48"<br>Commonwealth 311NHP<br>NavalDckyd.SydneyNSW | | C |
| 10159<br>216490<br>LKWT | **Biloxi** WoodTwinScSr<br>*Elec.light* Wireless 2*Dks* | 3021<br>2343<br>1756 | | | | | 1918 | Grant, Smith,Porter S.B.Corp.<br>Portland,Or. | UnitedStates ShippingBoard | 272·9<br>B142'F27' | 46·1 | 24·1 | PortlndOr<br>Utd.States | T.6Cy.15½",26"&44"–26"<br>198NHP<br>MurrayEngineWorks,<br>Burlington,Iowa | | |
| * 10160<br>144936<br>KGRM | **Bilton** SteelSc<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 746<br>505<br>375 | ✠100A1<br>3,22 ~~3,21~~<br>✠LMC8,20<br>*Fitted for oil fuel* 8,20 *F.P. above* 150° F. | Nwc<br>Mdb | | CL | 1920<br>8mo<br>*Lloyd*'s A&CP | J.S.White &Co.Ld.<br>Cowes | Coombes,Marshall &Co.Ld. | 180·6<br>Q111'B11'F24'<br>*CellDBf*110' | 29·3 | 11·5<br>FK | Middlsbro'<br>British<br>3*BHCem*<br>166*tFPT*38*t* | T.3Cy.15",25½"&41"–30" (*s*)<br>180lb 93RHP<br>1SB,3*cf*,GS49,HS2127<br>J.S.White&Co.Ld.Cowes | 13 ″ 7<br>s4 ″ 0<br>13 ″ 4 | |
| 10161<br>141895<br>JWNM | **Binfield** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>Wireless | 5180<br>4709<br>3160 | ✠100A1<br>1,20<br>✠LMC4,19 | Bom | *z* | CL | 1919<br>4mo<br>*Lloyd*'s A&CP | SirRaylton Dixon&CoLd<br>Middlesbro' | BritishIndiaStm. Nav.Co.Ld. | 400·3<br>P49'B112'F39'<br>*CellDB* 345'1122*t FPT*123*t* | 52·4 | 28·5<br>FK | Glasgow<br>British<br>7*BHptCem*<br>*APT*177*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Richardsons,Westgarth& Co.Ld.Mdb. | 31 ″ 0 | |
| 10162<br>[illegible]<br>KFWT | **Bingen** SteelScSr<br>Now named "Maid of Samos," *See No.* 38346 *in Supplement*<br>1*Dk*&*Awng dk* | 1221<br>[illegible]<br>779 | | | | | 1901 | Bremer Vulkan<br>Vegesack | ByronS S.Co.Ld. (M.Embiricos, *Mgr.*) | 232·2<br>Q85'<br>*Awng dk*147' | 33·2 | 13·4 | London<br>British<br>*WB* | T.3Cy.16⅛",26"&41 11/16"–27⅛"<br>91NHP<br>BremerVulkan,Vegesack | | |
| 10163<br>121273<br>HDWS | **Bingera** SteelTrpScSr<br>ssBsb.No.2–15<br>*Well deck* 2*Dks*(*Stl–U*teaks)<br>*Elec.light* Wireless | 2115<br>1260<br>851 | ✠<br>2,15<br>✠NB2,15 ✠ | Bsb | *s* | | 1905<br>11mo | Workman, Clark&Co.Ld<br>Belfast | Australas'nUnited Stm.Nav.Co.Ld.<br>*Intermediate Bulkhead in forehold dispensed with*<br>*WB = CellDBa*44' | 300·3<br>P&B221'F42'<br>*uE*44'*f*82'209*tFPT* | 40·8 | 17·9<br>FK | Brisbane<br>British<br>4*BHonly Cem*<br>16*tAPT*20*t* | T12Cy(3)15"(3)24"&(6)27"–21"<br>498NHP<br>2D&1AuxSB,14*cf*,GS246, HS9530 FD<br>McKie&Baxter,Glasgow | 19 ″ 1 | |
| 10164<br>[illegible]<br>LGKF | **Binghampton** IronSc<br>Stranded&Burnt 7,21<br>*Mchy Aft* (*ex*H.J.Jewett) | 2143<br>—<br>1549 | | | | | 1882 | UnionDry Dock,Co.<br>Buffalo,N.Y. | M.S.Cohen | 265·5 | 39·7 | 13·2 | NewYork<br>Utd.States | C.4Cy.22"&40"–48"<br>185NHP<br>H.G.Trout,Buffalo | | |
| 10165<br>1876<br>HLVM | **Bingo Maru** SteelTwinScSr<br>ssKob 2ndNo.3-11,20 ~~ssYka.No.3-12,0~~ ~~ssKob.No.2-16~~<br>*Elec.light*<br>Wireless 2*Dks*(*Stl–U*teaks)&*deep framing* | 6015<br>5422<br>3713 | ✠100A1<br>11,21 ~~11,20~~<br>✠LMC ~~11,20~~ 11,21 | Kob | *a*† | CL<br>PN<br>11,20<br>s11,20 | 1897<br>11mo<br>*Lloyd*'s A&CP | D&WHenderson&Co<br>Glasgow | NipponYusen KabushikiKaisha<br>*WB = CellDBa*115'*u* | 445·0<br>P59'B110'F58'<br>*E&B*55'*f*200'1142*t* | 49·4 | 30·5<br>FK&BK1½' | Tokio<br>Japanese<br>8*BHCem*<br>*MT* 28'495*t* | T.6Cy.20",33½"&56"–48" (*s*)<br>200lb 550NHP<br>2D&2SB18*cf*,GS300,HS9157<br>D.&W.Henderson&Co.,Gls<br>*FPT*110*tAPT*36*t* | 33 ″ 6<br>s7 ″ 11½<br>26 ″ 3 | |
| 10166<br>NHBK | **Binnendijk** SteelSc<br>2*Dks*(*Stl*)&*Shelterdk*(*Stl*)<br>*Elec.light* Wireless | ~~6750~~<br>6873<br>6898<br>4240 | ✠100A1<br>*Shelter dk withfreeboard*<br>12,21<br>✠LMC12,21<br>*Fitted for oil fuel* 12,21 *F.P. above* 150° F. | Bel | *z* | CL | 1921<br>12mo<br>*Lloyd*'s A&CP | N.V.Werf deNoord<br>Alblasserdm | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)<br>*CellDB*325'1028*t* | ~~400·0~~<br>F50' *on Shltr dk*<br>400·4<br>*MT*071*tDTa*577*tFPT*130*t* | ~~54·0~~<br>54·3 | ~~31·0~~<br>FK<br>36·6 | Rottrdam<br>Dutch<br>*ptCem*<br>*Collision Blk to Sh.dk.*<br>5 " " *Upr.* "<br>*APT*149*t* | ~~1 Turbine~~ 2SteamTurbines geared to 1Sc.shaft (*s*)<br>215lb 648NHP<br>Harland&Wolff,Ld.Bel.<br>3SB,9*cf*,GS185,HS8481 FD | 39 ″ 0<br>s9 ″ 2¼<br>30 ″ ? | |
| 10167<br>12110 | **Binngarra** SteelSc<br>*Screws fore and aft*<br>1*Dk*&*Promenade dk* | 442<br>385<br>301 | | | | | 1905 | Mort'sDck &Eng.Co.Ld<br>Balmain | PortJackson& ManlyS.S.Co.Ld. | 190·5 | 31·7 | 13·5 | SydnyNSW<br>British | T.3Cy.17½",27½"&45"–27"<br>105NHP<br>Mort'sDk.&E.CoLd.Balmn | | |
| 10168<br>99048 | **Binnie** SteelTwinScSp<br>ssLon.2ndNo.3–8,16<br>*Mchy.Aft*<br>(*Sludge vessel*) 1*Dk*(*Stl*)&*Web frames* | 1001<br>976<br>595 | ✠~~100A~~<br>4,22 ~~4,20~~<br>~~BS4,21~~ ✠~~LMC4,20~~ | Lon | | ~~4,20~~<br>4,21 | 1892<br>3mo | Naval Con. &Armmnts Co.(Lim.)<br>Barrow | LondonCounty Council | 232·1<br>F19'<br>*WB = FPT* | 38·2 | 13·8<br>FK | London<br>British<br>6*BHCem*<br>154*tAPT*6*t* | T.6Cy.15",23"&35"–24" (*s*)<br>150lb 150NHP<br>2SB,6*cf*,GS108,HS2803<br>NavalC&ACo.Ld.,Brw. | 14 ″ 6 | |
| 10169<br>138899<br>WCLQ | **Binod** WoodTwinSc<br>*OilEng.*<br>1*Dk* | 460<br>396<br>306 | | | | | 1917 | KaliKurmarDe<br>Chittagong | M.C.B.Sethi | 146·5 | 30·8 | 13·9 | Calcutta<br>British | OilEngines<br>4Cy.<br>Fairbanks,Morse&Co.NYk | | |
| 10170<br>NHBD | **Bintang** SteelScSr<br>*Elec.light* Wireless 3*Dks* | 6548<br>6048<br>4155 | | | | | 1916 | Maats. Fyenoord<br>Rotterdam | Stoomv.Maats. "Nederland" | 417·7<br>P59'F42' | 54·5 | 33·6 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.28",46"&77"–54"<br>435NHP<br>Maats.Fyenoord,Rot. | | V |
| 10171 | **Bintoekan** SteelSc<br>*Elec.light* 1*Dk* | 1250 | | | | | 1921 | N.V.Werf Hubertina<br>Haarlem | Kon.Paketvaart Maats. | 230·0<br>P25'B64'F25' | 38·0 | 13·5 | Dutch<br>*WB* | T.3Cy.15¾",25¾"&43"–27"<br>96NHP<br>N.V.WerfHubertina | | |
| 10172 | **Biokovo** IronScSr<br>ssFiu.3rdNo.3–2,22 ~~ssTri.No.2–88~~<br>(*ex*Dubrovnich) 1*Dk* | 246<br>166<br>149 | ✠100A1<br>2,22 ~~2,88~~<br>LMC2,22 | Tri<br>Fiu | *d* | 2,22 | 1879<br>12mo<br>A&CP | AM'Millan &Son<br>Dumbarton | Soc.per il Commercio e l'Industria Mercantile | 131·2<br>P31' B6' F24'<br>*WB = FPT*10*t* | 20·2 | 9·5<br>FK | Fiume<br>~~Macarsca~~<br>4*BHCem* | C.2Cy.19"&35"–24" 87NHP<br>75lb NB.FD)18 *fitted* 22<br>1WaterTubeBlrGS36,HS1345<br>Hutson&Corbett,Glasgow | | |
| 10173<br>216402<br>LKTP | **Biran** SteelSc<br>*Elec.light* Sub.Sig. Wireless 1*Dk*(*Stl*) | 2873<br>2514<br>1658 | | ••• | | CL | 1918<br>6mo<br>A&CP | Bethlehem S.B.Corp.Ld.<br>Wlmgtn, Del. | UnitedStates ShippingBoard<br>*CellDB*263'701*tFPT*78*t* | 309·2<br>P25'B96'F38' | 48·2 | 21·5<br>FK | Wilmgton, Del.<br>Utd.States<br>7*BHCem* | T.3Cy.21½",35"&58"–42" (*r*)<br>190lb 329NHP<br>2SB,6*cf*,GS121,HS4970 FD<br>B'thleh'mSBCorLd.Wlmn. | 24 ″ 0<br>s3 ″ 10½<br>20 ″ 5 | |
| 10174<br>217404<br>LPHK | **Birchleaf** CompSc<br>*Elec.light* 2*Dks* | 2799<br>—<br>1676 | | | | | 1918 | SuppleBallin S.B.Corp.<br>Portland,Or. | UnitedStates ShippingBoard | 294·0 | 44·8 | 23·9 | Portlnd,O.<br>Utd.States | T.3Cy21,"34"&57"–42"<br>210NHP | | B |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; HP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10175<br>140325 | **Birchol** SteelSc<br>ssPly.No.1–21<br>Elec.light 1Dk(Stl)&Web frames<br>Mchy.Aft Longitudinal framing | 1115<br>861<br>747 | ✠100A1<br>withfreeboard<br>12,21 ~~9,17~~ ✠LMC~~9,17~~ 12,21<br>CarryingPetroleum in bulk F.P. above 150°F.<br>Fitted for oil fuel 9,17 | Gls<br>Ply | n | CL<br>12,21 | 1917<br>9mo<br>Lloyd's A&CP | Barclay, Curle&CoLd<br>Glasgow | TheAdmiralty<br>CellDBuE&B45'6 | 210·0<br>P62 F57'<br>FK<br>MiddlelineBulkhead<br>3tDTf30'245tFPT | 34·7 | 15·6 | London<br>British<br>12BHptCem<br>notoiltight<br>35tAPT30t | T.3Cy.15½",25½"&41½"–27"<br>180lb (s) 87RHP<br>2SB,4cf,HS2206 FD<br>Barclay,Curle&Co.Ld.Gls. | 16 ″ 6<br>s 3 ″ 1<br>13 ″ 6 | |
| 10176<br>218905<br>LSVB | **Bird City** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks&Web frames<br>Sub.Sig. Wireless | 5562<br>4573<br>3434 | | | ... | | 1919 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>WB | 1 Geared SteamTurbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | 32 ″ | R |
| 10177<br>6189 | **Birger** SteelScSp<br>CruiserStern<br>(exEsbjörn) 1Dk(Stl) | 136<br>120<br>18 | ✠100A–<br>For towing purposes<br>~~1,21~~ ~~5,20~~<br>1,22 ✠LMC10,19 | Got | | | 1919<br>10mo | PLarsson.<br>Thorskog | GöteborgsBogseringsAktieb.(K. Malmborg,Mgr.) | 82·7<br>BK6"<br>FPT8tAPT5t | 21·7 | 11·3 | Gothenbrg<br>Swedish<br>4BHCem | C.2Cy.16"&30"–22" (s)<br>120lb 47NH<br>1SB,2cf,GS36HS900<br>P.Larsson,Thorskog | 12 ″ 0 | |
| 10178<br>504<br>JBNT | — WoodAuxBn<br>OilEng.<br>(exAlbertine) 1Dk<br>(See Sailing Ship Register) | 130<br>113<br>84 | | | | | 1892 | S.Groth<br>Sjötorp | CarlHedin | 93·1<br>H5t | 21·0 | 9·0 | Stockholm<br>Swedish | 2Cy11⅜"–10¼"<br>16NH<br>BergsundsM.V.Aktb.Skm | | |
| 10179<br>506<br>JBNV | **Birger Jarl** SteelScSr<br>Elec.light 1Dk&Shelterdk | 840<br>449<br>516 | | | | | 1893 | W.Lindbergs,Aktieb<br>Stockholm | Stockholms Rederiaktieb.Svea (H.Ericson, Mgr) | 187·9<br>H78t | 28·5 | 11·9<br>19·3 | Stockholm<br>Swedish | T.3Cy.18½",29¾"&48¾"–29¼"<br>128NHP<br>W.Lindbergs,M.V.,Skm. | | V |
| 10180<br>JGNB | **Birgit** SteelScSr<br>(exWargön) 1Dk | 212<br>156<br>92 | | | | | 1896 | Göteborgs M.V.Aktieb.<br>Gothenburg | C.B.Below | 98·6 | 22·3 | 10·0 | Södertelje<br>Swedish | C.2Cy.12⅓"&25⅓"–17⅘"<br>23NH<br>GöteborgsMV.Aktieb.Go: | | |
| 10181<br>MKQD | **Biri** SteelTwinScSr<br>Elec.light 1Dk | 940<br>729<br>524 | | | | | 1914 | Nylands Værksted<br>Christiania | A/S GangerRolf (Fred.Olsen&Co. Mgrs.) | 221·0<br>Q64'B53'F28' | | | Chrstiania<br>Norwegian<br>WB | T.6Cy.10",17"&28"–18"<br>66NH<br>NylandsVærksted,Xania | | N |
| 10182<br>MVTC | **Birk** SteelScSr<br>Wireless<br>Elec.light Ref.Mchy. 2Dks | 3664<br>3359<br>2178 | | | | | 1920 | R.Duncan &Co.Ld.<br>PortGlasgow | D/S A/S Storli (Rederi.OdfjellA/S Mgrs.) | 359·8<br>P73tH218tF14t | 52·1 | 23·6 | Bergen<br>Norwegian<br>WB | T.3Cy.25",41"&68"–48"<br>320NHP<br>D.Rowan&Co.Ld.Gls. | | N |
| 10183 | **Birkelund** Steel&IronScSr<br>(exMagna,exUdsire, exArchiducRodolphe) 1Dk2trB | 953<br>781<br>540 | | | | | 1883 | Soc.Anon. JhnCockerill<br>Hoboken | | 230·1<br>Q53tB80tH10tF28t | 28·1 | 16·6 | WB | C.2Cy.27"&45"–33"<br>Ebuilt81 NB93 97NHP<br>SocAn.J.Cockerill,Seraing | | |
| 10184<br>139820 | **Birkhall** SteelScK<br>(Fishing)<br>(exClousin,exDr.Robitzsch) 1Dk | 193<br>162<br>92 | | | | | | ................ | W.Megg&J.Ellis | 119·8 | 21·7 | 8·0 | Aberdeen<br>British | T.3Cy.10⅘,"17 9/10"&28 7/10"–21 3/10"<br>39RHP<br>G.Seebeck,Geestemunde | | |
| 10185<br>NHBF | **Birma** SteelScSr<br>ssRot.No.2–20<br>Elec.light Wireless 2Dks(Stl) | 4859<br>4402<br>3006 | ✠100A1<br>~~5,21~~ ~~6,20~~ 8,21<br>BS5,21 ✠LMC2,20 | Sba<br>Cal | y | ~~2,20~~<br>8,21 | 1912<br>3mo<br>Lloyd's A&CP | Swan,Hunter&Wigham Richardson, LdNewcastle | Rotterdamsche Lloyd (W.Ruys& Zonen,Mgrs.)<br>WB=Cell DBa134'uE&B | 390·0<br>P39'B111'F42'<br>FK<br>40'f170'1050tFPT | 50·5 | 27·9 | Rottrdam<br>Dutch<br>6BHCem<br>110tAPT39t | T.3Cy.26",42½"&70"–48" (s)<br>180lb 100lb 411NHP<br>2SB,6cf,GS128,HS5550 FD<br>Wllsnd Slpwy.Co.Ld.Nwc. | 30 ″ 5<br>s 6 ″ 2<br>24 ″ 7 | |
| 10186<br>5526<br>JKBL | **Birmingham** IronScSr<br>(exAlert)<br>1Dk | 323<br>283<br>198 | | | | | 1855 | C&WEarle<br>Hull | BirminghamS.S. Co.Ld. (E.Blackburn) | 173·2<br>P38t | 21·4 | 10·8 | Liverpool<br>British | C.2Cy.20"&40"–24"<br>Emade83Bmade97 66RHP<br>Earle'sCo.Ld.Hull | | |
| 10187<br>220160<br>LWRC | **Birmingham City** SteelSc<br>Elec light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless &Web frames<br>Longitudinal framing | 6032<br>5579<br>3715 | ✠100A1<br>Shelter dk<br>withfreeboard<br>7,21 ~~12,20~~ ✠LMC6,20<br>Fitted for oil fuel 6,20 F.P. above 150° F. | NYk | z | CL<br>~~12,20~~<br>7,21 | 1920<br>6mo | Chickasaw S.B.&CarCo<br>Chickasaw, Ala.<br>A&CP | UnitedStates SteelProductsCo. Inc.<br>CellDB | 395·5<br>P45'B110'F38'<br>FK<br>331'1508tFPT187t | 55·0 | 31·4 | NewYork<br>Utd.States<br>ptCem<br>7BHtoSh dk<br>APT175t | T.3Cy.24½",41½"&72"–48"(s)<br>210lb 587NHP<br>3SB,9cf,GS180,HS8919 FD<br>Hooven,Owens&RentschlerCo.Hamilton.O. | 34 ″ 11<br>s 8 ″ 1½<br>27 ″ 1 | |
| 10188<br>150152 | **Birriwa** WoodTwinSc<br>Wireless<br>(exWisteria,exBirriwa) 1Dk2trB<br>Elec.light Well deck Salted | 2989<br>2254<br>1817 | ✠ 12A1<br>10,20<br>BS10,20 ✠LMC8,19 | Syd | t | | 1918<br>6mo<br>A&CP | Patterson &McDonald S.B.Co.<br>Seattle,Wash | Commonwealth GovernmentLine ofSteamers | 267·9<br>P&B169'F32' | 48·3 | 24·7 | SydnyNSW<br>British | T6Cy.15½",25½"&42"–30"(s)<br>200lb HS6600 282NHP<br>2 Water Tube Boilers<br>Patterson&McDonald | 27 ″ 9<br>s 3 ″ 9½ | |
| 10189<br>MDQS | **Biscaya** SteelScSr<br>1Dk | 1476<br>1315<br>875 | | | | | 1907 | Nylands Værksted<br>Christiania | Dmpskibsinteresk Garonne(Fearnley &Eger,Mgrs.) | 260·0<br>P21tH58tF37t | 37·2 | 17·1 | Chrstiania<br>Norwegian<br>WB | T.3Cy.19",31"&51½"–33"<br>152NHP<br>NylandsVærksted,Xania | | N |
| 10190<br>ODIU | **Bischwiller** WoodTwinSc<br>(exC.–3)<br>Elec.light Mchy.Aft 1Dk | 1139<br>—<br>660 | | | | | 1919 | National S.B.Corp.<br>ThreeRivers, P.Q. | FrenchGovernment | 194·8<br>P98'F28' | 39·7 | 17·5 | Havre<br>French | C.4Cy.12"&24"–16"<br>38NHP<br>CanadianAllisChalmers, Ld.Montreal | | V |
| 10191<br>23035<br>RBGD | **Bishamon Maru** WoodSc | 465<br>—<br>296 | | | | | 1918 | ................ | KobeKyodoKisen KabushikiKaisha | 137·3 | 26·9 | 15·2 | Osaka<br>Japanese | | | |
| 10192<br>ODIW | **Biskra** SteelScSr<br>(exAsia)<br>Elec.light Wireless 2Dks | 2091<br>—<br>1145 | | | | | 1914 | W.Harkess &Son,Ld.<br>Middlesbro' | Cie.Générale Transatlantique | 260·0<br>B112'F42' | 40·2 | 20·8 | Marseilles<br>French<br>WB | T.3Cy.23½",38"&62"–39"<br>240NHP<br>G.Clark,Ld.Sunderland | | V |
| 10193<br>132802<br>HTKV | **Bisley** SteelScSr<br>ssBry.No.2–19<br>(exRoselands) Wireless 1Dk(Irn) | 4383<br>4136<br>2827 | ✠100A1<br>2,21<br>MS6,17 ✠LMC ~~BS8,19~~ BS11,20 | Bry | x | CL<br>3,20 | 1911<br>9mo<br>Lloyd's A&CP | W.Gray& Co.Ld.<br>WHartlepool | RomneyS.S.Co.Ld (Fawcett,Coverdale&Co.Mgrs.)<br>CellDBa123' | 374·7<br>P25'B103'F36'<br>FK<br>uE&B45'f164'1115 | 51·3 | 26·0 | London<br>British<br>6BHCem<br>tAPT40t | T.3Cy.25",41"&68"–48" (s)<br>180lb HS7163 408NHP<br>2SB&1AuxSB9cf,GS180<br>Cen.Mar Eng.Wks.WHpl | 28 ″ 6<br>s 5 ″ 8<br>23 ″ 3 | |
| 10194 | **Bismarck** SteelSc<br>(Trawler)<br>(exKontreadmiralMaas) 1Dk | 218<br>193<br>81 | | | | | 1917 | Schiffb.Ges "Unterweser" m.b.H.<br>Lehe | DeutscheDmpfischerei Ges.Nordsee | 127·6<br>Q75'F19' | 22·6 | 9·2 | Nordenhm<br>German | T.3Cy.12⅗",20½"&32¼"–22⅘"<br>50NHP<br>OttensenerMaschf.Altona | | |
| 10195<br>124020 | **Bison** SteelScSr<br>ssLiv.No.3–5,20<br>Elec.light 1Dk | 274<br>220<br>106 | ✠100A1<br>For Towing purposes<br>4,21 ~~5,20~~ ✠LMC5,21<br>~~MS3,19~~ ~~BS5,20~~ | Liv | | CL<br>5,20 | 1906<br>11mo<br>Lloyd's A&CP | Garston G.D.&S B.Co. Ld.<br>Garston | MerseyTowingCo. Ld. (Canadian PacificRailwayCo. Mgrs.) | 125·0<br>ptShadedk77'<br>BK7"<br>WB= | 24·1 | 11·4 | Liverpool<br>British<br>4BHCem<br>DTf9'20t | T.3Cy.16",26"&42"–27" (s)<br>180lb 90RHP<br>1SB,3cf,GS58,HS2160<br>Crabtree&Co.Ld.GtYrmth | 12 ″ 0<br>s 3 ″ 0<br>9 ″ 11 | |
| 10196 | — WoodSc<br>Elec.light 1Dk | 177<br>—<br>30 | | | | | 1919 | Leatham &Smith Towing& WreckingCo.<br>Sturgeon Bay Wis. | AtlanticTouring Co. | 95·5 | 24·7 | 12·2 | HalifaxNS<br>British | C.2Cy.18"&38"–26"<br>61NHP | | R |

| 1 Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10197<br>HDJS | **Bisp** SteelScSr<br>(*ex*Norli.<br>*ex*Normandie,*ex*TruroCity)<br>*Well deck* 1*Dk*& *Web frames* | 1025<br>686<br>612 | | | ... | | 1889 | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland | A/S D/S Bisp<br>(A.Jacobsen&<br>C.Andersen,Jr.) | 209·2<br>P48tQ41tB182t<br>H26tF24t | 30·1 | 13·4 | Bergen<br>Norwegian<br>*WB* | T.3Cy.15½",25"&41"-27"<br>87NHP<br>N.E.MarineEng.CoLdNwc | 15 ″ 10 | N |
| 10198<br>ODJA | **Bisson** SteelScK<br>(*Trawler*)<br>Wireless 1*Dk* | 260<br>238<br>82 | | | | | 1908 | Smith's<br>DockCo.Ld.<br>NorthShields | Cie.Lorientaise de<br>Chalutage | 125·0<br>Q72'F21' | 22·0 | 13·0 | Lorient<br>French | T.3Cy.12½",21"&34"-25'<br>58NHP<br>W.V.V.Lidgerwood,Gls. | | V |
| * 10199<br>101828<br>NCHK | **Bithina** SteelSc<br>ssBkn.2ndNo.3-2,18<br>(*ex*Suram) 1*Dk*(*Irn*)&*Spar dk*(*Irn*)<br>*Mchy.Aft* & *Webframes*<br>*Elec.light* Wireless | 3629<br>3303<br>2338 | ✠100A1<br>*Spar dk*<br>2,21 ~~6,20~~<br>✠NB4,14<br>*CarryingPetroleum in bulk* | HKg<br>Sng<br>✠LMC2,18<br>~~BS7,20~~ 10,21 | *v* | CL<br>6,20 | 1893<br>5mo | J.Laing<br>Sunderland<br>A&CP | Anglo-Saxon<br>PetroleumCo.Ld. | 325·0<br>P75'B24'F32'<br>*CellDB* *uE&B*54'117t *FPT* 93t*APT*40t | 42·6 | 21·2<br>28·7<br>FK | London<br>British<br>5*BHCem* | T.3Cy.25⁵⁄₁₆",40"&64"-42"(*s*)<br>160lb *100lb* NDB07 287NHP<br>2SB,6*cf*,GS115,HS4620<br>G.Clark,Ld.Sunderland | 29 ″ 9<br>s 5·10½<br>24 ″ 3 | |
| * 10200<br>143483<br>KGRQ | **Bittern** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 1899<br>1645<br>989 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~5,21~~ ~~9,20~~1,22 | Nwc<br>~~Mch~~<br>✠LMC9,20 | *s*<br>FG1 | CL<br>1,22 | 1920<br>9mo<br>*Lloyd*'*sA&CP* | Swan,Hunter&Wigham<br>Richardson,<br>Ld Newcastle | CorkS.S.Co.Ld.<br>*CellDB*244'578t | 290·0<br>*FPT*81t*APT*39t | 42·6 | 19·0<br>FK<br>*Collision* | Cork<br>British<br>*Cem*<br>*BHtoSh dk*<br>5 " " *U* " | T.3Cy.20½",34"&56"-42" (*s*)<br>180lb 318NHP<br>3SB,6*cf*,GS126,HS5000 FD<br>Swan,Hunter&Wigham<br>Richardson,Ld.Nwc. | 21 ″ 2<br>s1 ″ 5½<br>20 ″ 1 | |
| 10201<br>118911<br>VGBK | **Bittern II.** SteelScK<br>ssGms.No.3-4,19<br>(*ex*Bittern) 1*Dk* | 207<br>185<br>84 | ✠100A1<br>*Stm Trawler*<br>8.19<br>✠NB3,17 | Gms<br>BS7,21<br>✠LMC8,17<br>MS3,19 | | CL<br>8,19 | 1903<br>9mo<br>*Lloyd*'*sA&CP* | G.Cooper<br>Hull | J.Holland | 114·5<br>Q59'F19'<br>ptND17 | 21·5 | 11·2<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.11½",19½"&32"-23"(*s*)<br>180lb 55RHP<br>1SB,2*pf*,GS32,HS1085<br>C.D.Holmes&Co.Hull | 12 ″ 1 | |
| 10202 | **Biyo Maru** SteelSc<br>*For full particulars See No.* 36439 *in Supplement*<br>*Elec.light* | 5500 | 100A1<br>(*ClassContemplated*) | | | | 1921 | AsanoS.B.<br>Co.<br>Tsurumi | ToyoKisenKaisha | 400·0<br>P33'B124'F41' | 53·0 | 32·0 | Yokohama<br>Japanese | 2 Turbo-Electric Motors<br>geared to 1 Sc. Shaft<br>SwedishLjungström<br>TurbineCo. | | |
| 10203<br>HDVT | **Bizi-Gure** WoodSc | 188<br>—<br>99 | | | | | 1918 | ................ | Cia.Vapor<br>"Bizi-Gure" | 98·5 | 20·8 | 10·0 | Bilbao<br>Spanish | | | |
| 10204<br>HDVS | **Bizkargi Mendi** SteelScSr<br>ssBbo.No.2-19<br>Wireless 1*Dk*(*ptIrn*&*ptStl*) | 3234<br>2695<br>1959 | ✠100A1<br>7,21 ~~8,20~~<br>MS9,19 | Bbo<br>✠LMC<br>~~BS8,20~~<br>BS7,21 | *u* | CL<br>~~8,20~~<br>7,21 | 1910<br>11mo<br>*Lloyd*'*sA&CP* | CiaEuskalduna deCon.y<br>Rp.deBuques<br>Bilbao | Cia.NavieraSota y<br>Aznar(Sota y<br>Aznar, *Mgrs.*) | 320·0<br>P29'B74'F31' | 46·6 | 21·5<br>FK<br>*WB*= | Bilbao<br>Spanish<br>5*BHCem*<br>*CellDBa*102'*uE*18'*f*133'801t*APT*128t | T.3Cy.22½",37"&61"-42" (*s*)<br>180lb *80lb* 253NHP<br>2SB,6*cf*,GS102,HS3787<br>Blair&Co.Ld.Stockton | 23 ″ 11<br>s 4 ″ 2<br>20 ″ 1 | |
| 10205 | **Bizkor** IronSc3Mst<br>(*ex*Beatrice.<br>*ex*AnnieTherese,*ex*Cyclop) 1*Dk*2*trB* | 979<br>768<br>579 | | | | | 1873 | Reiherst'g.<br>Schiffsw.<br>Hamburg | | 230·2<br>Q122' B25' H17t<br>F32' | 29·1 | 13·8 | Spanish | 2Cy.28"&50"-33"<br>NB86 120NHP<br>Reiherst.Maschinenf.Ham. | | V |
| 10206<br>MDHJ | **Bjarkö** SteelScSr<br>*Elec.light* 1*Dk*&*Awngdk* | 286<br>268<br>163 | | | | | 1907 | Trndhjms<br>Mek.Værks<br>Trondhjem | TromsöAmts<br>Dampskibsselskab | 128·0<br>H18t | 21·6 | 15·2 | Tromsö<br>Norwegian | T.3Cy.11½",18½"&30"-20"<br>40NHP<br>TrondhjemsMV.Trondhjm | | |
| * 10207<br>VKFG | **Bjarmia** SteelScSr<br>ssHfs.2ndNo.3-6,20<br>(*ex*Greyfriars)<br>*Well deck* 1*Dk*(*Stl*)&*Web frames* | 1336<br>895<br>763 | ✠100A1<br>~~6,21~~ ~~1,21~~ 12,21<br>✠NB4,11 | Gls<br>FGl<br>✠LMC6,20<br>BS10,21 | *n*<br>Lv | 6,20 | 1894<br>8mo<br>*Lloyd*'*sA&CP* | Hall,<br>Russell&Co.<br>Aberdeen | WasaNordsjö<br>Ångbåts.Aktieb<br>(KarlKurten,<br>*Mgr.*) *WB* | 240·0<br>Q84'B104'F29'<br>=*CellDBa*69'*f*95' | 34·2 | 14·6<br>FK | Wasa<br>Finnish<br>4*BHCem*<br>235t*APT*70t | T.3Cy.17⁵⁄₁₆",27"&45"-36"(*s*)<br>160lb ~~*80lb*~~ 159NHP<br>2SB,4*cf*,GS74,HS2412<br>Hall,Russell&Co.Aberdeen | 15 ″ 5<br>s ″ 9½<br>14 ″ 10 | |
| 10208<br>MHSB | **Bjerk** SteelScSr<br>(*Whaler*)<br>*Elec.light* 1*Dk* | 182<br>171<br>64 | | | | | 1912 | Akers<br>Mek.Værks.<br>Christiania | HvalfselskNorge<br>A.S.(Chr.Nielsen<br>&Co.Akties.*Mgrs*) | 106·4 | 21·5 | 12·3 | Larvik<br>Norwegian<br>*WB* | T.3Cy.13½",22"&37½"-24"<br>69NHP<br>Akers.Mek.VærksXia | | N |
| 10209<br>MCHB | **Bjerka** SteelScSr<br>(*ex*Hellik) *Elec.light* 1*Dk*&*Spar dk* | 1228<br>1094<br>718 | | | ... | | 1905 | Framnes<br>Mek.Værks.<br>Sandefjord | RederiaktKragerö<br>(K.Sandaas,*Mgr.*) | 206·6<br>B96tH16t | 32·7 | 14·7<br>21·3<br>FK | Kragerö<br>Norwegian<br>*WB* | T.3Cy.15½",25"&42"-30"<br>NDB14 109NHP<br>AkersMek.Værks.Xia. | 22 ″ 3 | N |
| 10210<br>MTSR | **Bjerkvik** WoodAuxSc3MstSr<br>(*ex*Mårten) *OilEng.*<br>(*See Sailing Ship Register*) 1*Dk* | 121<br>101<br>80 | | | | | 1901 | E.Nordström<br>Västervik | A.F.Björnstad | 93·5<br>H19t | 23·0 | 8·5 | Narvik<br>Norwegian | OilEngine 2S.C.SA 11NHP<br>1Cy.13"-13⅜" E*fitted*17<br>J&CGBolindersStockholm | | V |
| 10211<br>MVQD | **Bjogna** WoodSc<br>*Mchy.Aft* 1*Dk* | 260<br>227<br>102 | | | | | 1920 | Anders<br>Kvande<br>Snekviki<br>Nordmör | D/S A/SBjogna<br>(JuliusLoennechen) | 120·0<br>Q20' | 25·0 | 12·7 | Xiansund<br>Norwegian | T.3Cy.9½",15½"&26-18"<br>28NHP<br>Cooper&Greig,Dundee | | N |
| 10212<br>MBDR | **Bjölsen** SteelScSr<br>1*Dk* | 100<br>86<br>45 | | | | | 1903 | Porsgrunds<br>Mek.Værks<br>Porsgrund | H.C.Dall&T.Olsen | 89·6<br>H11t | 18·3 | 8·2 | Xiansund<br>Norwegian<br>*WB* | C.2Cy.9½"&19³⁄₁₆"-14½"<br>NB04 12NHP<br>PorsgrundsMV.Porsgrund | | N |
| 10213<br>MQPG | **Bjönongen** WoodSc<br>(*ex*FrankSomers)<br>*Elec.light* Wireless (*Fishing*)1*Dk* | 335<br>245<br>122 | | | | | 1912 | American<br>Car&FndyCo<br>Wlmgtn,Del. | BjörnöenA/S<br>(H.Grahmberg,<br>*Mgr.*) | 150·1<br>P69'Q40'F46' | 24·3 | 9·9 | Stavanger<br>Norwegian | C.2Cy.16"&33"-26"<br>46NHP<br>Harlan&Hollingswrth Co | | V |
| 10214<br>MCPV | **Bjora** IronScSr<br>(*ex*Lord,*ex*AnneThomas) 1*Dk*2*trB* | 1405<br>1223<br>832 | | | ... | | 1883 | Palmers'Co<br>Ld.<br>Newcastle | D/S.A/SBærum<br>(HansHanson,<br>*Mgr.*) | 249·5<br>B48'F26' | 35·3 | 17·7<br>BK9" | Chrstiania<br>Norwegian<br>*WB* | C.2Cy.30"&58"-36"<br>49NHP<br>Palmers'Co.Ld.Newcastle | 19 ″ 2 | N |
| 10215<br>MVFN | **Björg** WoodAuxSc3MstSr<br>*Oil Eng.*<br>(*See Sailing Ship Register*) | 239<br>208<br>177 | | | | | 1918 | Carlshamn<br>Skepsvarf<br>Carlshamn | A/SGjölanger<br>Rederi(OleR.<br>Olsen, *Mgr.*) | 107·8<br>P25'F10' | 25·2 | 11·4 | Bergen<br>Norwegian | Oil Engines<br>2Cy.13"-13⁴⁄₁₆" 23NHP<br>J&CGBolindersCoLd.Skm | | V |
| 10216<br>MFRW | **Björkelund** IronSc<br>(*ex*Ocean,<br>*ex*Kairos) Wireless 1*Dk*&*Spar dk* 3*trB*<br>*Now named* "Björklund," *See No.* 36530 *in Supplement* | 2881<br>2803<br>1703 | | | | | 1882 | JLThompson&Sons<br>Sunderland | A/SVenus<br>(S.Ugelstad&Co.<br>*Mgrs.*) | 312·6<br>H8t | 40·1 | 29·4 | Brevik<br>Norwegian<br>*WB* | T.3Cy.21",35"&58"-45" (*s*)<br>*Tpd*93 NB93 236NHP<br>GourlayBros.&Co.Dun. | 30 ″ 11 | N |
| 10217<br>MTSV | **Björkhaug** CompSc<br>*Mchy.Aft* 1*Dk* | 590<br>468<br>307 | | | | | 1919 | Akers<br>Mek.Værks.<br>Christiania | A/S Fart(A/S<br>Mercator, *Mgr.*) | 161·9 | 29·3 | 13·1 | Haugesnd<br>Norwegian | T.3Cy.12",20"&33"-24"<br>53NHP<br>Akers.Mek.Værks.Xia. | | N |
| 10218<br>1710<br>JDKM | **Björn** CompScSp<br>*Mchy.Aft* 1*Dk* | 166<br>136<br>95 | | | | | 1889 | S.Groth<br>Sjötorp | MunksjöA/B<br>(A.Skepptvedt,<br>*Mgr.*) | 100·4<br>P20' Q5' | 22·6 | 8·5 | Jönköping<br>Swedish | C.2Cy.8¾"&17½"-11⅝"<br>NB11 9NHP<br>WilhelmsbergsM.V.,Got. | | |
| 10219<br>NRFS | — SteelSc<br>(*Tug*)<br>1*Dk* | 135<br>135<br>45 | | | | | 1908 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | Randers<br>Havnevæsen | 85·9 | 26·3 | 10·1 | Randers<br>Danish | T.3Cy.11½",17½"&30"-23½"<br>44NHP<br>G.SeebeckA.G.Bremerhvn | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ✻ 10220<br>MJDF | **Björnefjord** SteelScSr<br>Wireless ssXia.No.3-5,21 ~~ssNYk.No.2-16~~<br>(exRiverPlate) 1Dk(ptIrn&ptStl)2trB<br>Elec.light deepframing&Webframes3Dkrule | 3762<br>3443<br>2340 | ✠100A1<br>5,21 ~~2,19~~ 11,21<br>~~Examined1,20~~<br>~~BS7,20~~ ✠LMC6,16 | NYk<br>~~Xia~~ Bgn<br>5,21 | w | CL<br>~~2,20~~<br>~~5,21~~<br>11,21 | 1907<br>11mo<br>Lloyd | JLThompson&Sons.Ld.<br>Sunderland<br>'sA&CP | J.L.Mowinckel&<br>Sön<br>WB=CellD | 346·5\|50·8\|22·9<br>P23'B92'F31'<br>FK<br>Ba119'uE23'f146'8 | Bergen<br>Norwegian<br>6BHCem<br>23tAPT29t | T.3Cy.24½",40"&66"–45" (s)<br>180lb 80lb 307NHP<br>2SB,8pf,GS142,HS4600<br>J.Dickinson&Sons,Ld.Sld. | 25 " 6 | |
| 10221<br>MTJG | **Björnö** CompScSr<br>(Lighter) OilEng<br>1Dk | 437<br>334<br>244 | – | | | | 1919 | A/SFrams<br>Skibsbyggeri<br>Larvik | A/S FramsSkibsbyggeri(Bugge&<br>Olsen,Mgrs.) | 145·2\|26·6\|11·9<br>F20tP64t | Larvik<br>Norwegian | OilEngines 2S.C.SA<br>4Cy.13⅓"–15" 43NHP<br>A.GulowsenA/SChrstiania | | N |
| 10222<br>MFVL | **Björnstjerne Björnson** Steel ScSr<br>Elec.light Wireless 2Dks | 5268<br>4913<br>3251 | | | | | 1909 | W.Gray&<br>Co.Ld.<br>WHartlepool | D/S A/S<br>Björnstjerne<br>Björnson(OÖrvig) | 410·0\|54·0\|26·4<br>P36'B254'F43' | Bergen<br>Norwegian<br>WB | T.3Cy.26",42"&70"–48"<br>339NHP<br>Cen.Mar.Eng.Wrks.WHpl | | C |
| ✻ 10223<br>3083<br>JHFK | **Björnvik** IronScSr<br>ssHam.No.2-21 ssSkm.2ndNo.3-12,99<br>(exBritannia,exIsle of ssDnk.No.3-5,12<br>Cyprus) ~~ssOsc.No.1-17~~ 1Dk(Irn)2trB<br>Well deck Cargo battens not fitted | 1031<br>804<br>597 | ✠100A1<br>3,21 ~~1,20~~<br>~~BS2,21~~ ✠LMC~~5,17~~<br>2,21 | Shl<br>Ham | n | CL<br>~~7,18~~<br>3,21 | 1883<br>2mo | J.Priestman&Co.<br>Sunderland<br>A&CP | Norrköpings<br>Rederiaktieb. (K.<br>Henningson,Mgr) | 225·2\|33·5\|15·1<br>Q80'B57'H40tF22'<br>BK8"<br>DBa65'f90' | Nrrköping<br>Swedish<br>4BHCem<br>278tAPT4t | C.2Cy.26"&52"–33" (i)<br>80lb 80lb NDB01 121NHP<br>1SB,3pf,GS54,HS1980<br>Wllsnd.SlpwyCo.Ld.Nwc. | 16 " 1<br>s 1 " 7½<br>15 " 3 | |
| 10224<br>MSLG | **Blaafjeld I** SteelScSr<br>(exAnnemor) 1Dk | 1146<br>980<br>652 | | | | | 1918 | Trndhjms<br>Mek.Værks.<br>Trondhjem | A/S D/S Blaafjeld<br>(HaraldGrieg<br>Martens,Mgr.) | 226·3\|36·5\|15·7<br>P32t'H51tF29t' | Bergen<br>Norwegian<br>WB | T.3Cy.17",27½"&46"–30"<br>116NHP<br>TrondhjemsM.V.Trndhjm | | N |
| 10225<br>MTBN | **Blaamyra** SteelScSr<br>ssXia.No.1-20<br>Elec.light Wireless 1Dk(Stl) | 2490<br>2236<br>~~1506~~<br>1499 | ✠100A1<br>11,21 ~~2,21~~<br>✠LMC10,20<br>Fitted for oil fuel11,16 F.P. above 150°F. | Bmn<br>Bhn | s | CL<br>~~2,21~~<br>11,21 | 1916<br>11mo<br>A&CP | WestrnDD<br>&S.B.Co.Ld.<br>PArthur, Ont | D/S A/S<br>Blaamyra<br>(HansHanson) | 251·0\|43·8\|26·5<br>P27'B78'F27'<br>FK<br>CellDB210'628t FPT | Chrstiania<br>Norwegian<br>4BHCem<br>80tAPT105t | T.3Cy.20",33"&54"–40" (s)<br>190lb 278NHP<br>2SB,6cf,GS126,HS5246<br>W'strnDDCoLd.PtArthur | 28 " 3<br>s 4 " 2<br>24 " 5 | |
| 10226<br>MKDJ | **Blaaskjæl** SteelSc<br>Oil Eng.<br>Mchy.Aft Carrying Petroleum in bulk<br>1Dk | 109<br>90<br>43 | | | | | 1914 | Kaldnæs<br>Mek.Værks.<br>Tönsberg | Norsk-Engelsk<br>MineralolieAktieselskab(H.S.Bade.<br>Mgr.) | 83·0\|18·1\|9·2 | Aalesund<br>Norwegian<br>WB | Oil Engines 2S.C.SA<br>2Cy.13"–13⅔" 25NHP<br>J&CGBolindersCoLd.Skm | | N |
| 10227<br>131337 | **Black** SteelScSp<br>(Whaler)<br>1Dk | 102<br>100<br>37 | | | | | 1910 | Akers<br>Mek.Værks.<br>Christiania | Consolidated<br>WhalingCorp.Ld. | 91·8\|18·0\|10·6 | Liverpool<br>British | T.3Cy.12",18"&30"–18"<br>46RHP<br>AkersMek.Værks.Xia. | | |
| 10228<br>215170<br>LHGK | **Black Arrow** SteelSc<br>(exBlackHawk,exRhaetia)<br>Elec.light Wireless Sub.Sig. 2Dks | 6022<br>4737<br>3657 | | | | | 1904 | Bremer<br>Vulkan<br>Vegesack | UnitedStates<br>ShippingBoard | 409·5\|52·7\|28·0<br>P&B265'F79' | NewYork<br>Utd.States<br>WB | Q.4Cy.24",34½",50⅜"&72⅞"–53⅛" 387NHP<br>BremerVulkan,Vegesack | | R |
| 10229<br>212100<br>LDJK | **Black Diamond** SteelSc<br>(Tug)<br>1Dk | 243<br>—<br>129 | | | | | 1914 | Staten<br>IslandSB.Co.<br>Pt.Richmond<br>N.Y. | LehighValley<br>TransportationCo. | 97·7\|26·6\|13·5 | NewYork<br>Utd.States | C.2Cy.20"&42"–26"<br>75NHP | | |
| ✻ 10230<br>114437<br>TSPQ | **Black Prince** SteelScSr<br>ssCff.No.3-12,15<br>ssMdb.No.1-20<br>(exProvan) 1Dk(Stl)&Spar dk(Stl)&<br>Wireless Sub.Sig. deepframing | 3925<br>3648<br>2560 | ✠100A1<br>Spar dk<br>7,21 ~~9,20~~<br>✠LMC2,20<br>MBS3,21 | Mdb<br>Mch | w | 10,19 | 1903<br>1mo<br>Lloyd | Russell&<br>Co.<br>Pt.Glasgow<br>'sA&CP | PrinceLine,Ld.<br>(Furness,Withy&<br>Co.Ld.,Mgrs.)<br>WB=Cell<br>DBa112'uE&B40' | 345·2\|49·9\|17·9<br>P20'B202'F37' 25·9<br>FK<br>f146' 899t DT'a36' | Newcastle<br>British<br>6BHCem<br>816tAPT71t | T.3Cy.25",41"&67"–45" (s)<br>180lb 140lb NDB20 340NHP<br>2SB,8pf,GS142,HS5438<br>Rankin&Blackmore,Grk. | 28 " 5<br>s 4 " 6<br>24 " 4 | |
| 10231<br>3721<br>LHNC | **Black Rock** WoodSc | 1997<br>—<br>1536 | | | | | 1897 | JenksS.B.<br>Co.Port<br>Huron,Mich. | IndianaS.S.Co.<br>(PendletonBros.<br>Mgrs.) | 237·0\|43·0\|23·0 | Chicago<br>Utd.States | C.2Cy.25"&50"–40"<br>131NHP<br>PhœnixIrn.Wrks.P.Huron | | |
| ✻ 10232<br>145034<br>KGSV | **Black Sea** SteelSc3MstSr<br>ssHav.2ndNo.3-8,20<br>(exBorjom) 1Dk(Stl)&Webframes<br>Elec.light Mchy.Aft Wireless | 2849<br>2290<br>1715 | ✠100A1<br>Trunk dk<br>3,21 ~~9,20~~<br>✠NB11,11 ✠LMC8,20<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 7,96 F.P. above 150° F. | Lon<br>NYk | t | N8,20 | 1896<br>7mo | SirW.G.<br>Armstrong<br>&Co.Ld.<br>Newcastle<br>A&CP | BritishBlackSea<br>Shppg.&OilCo.Ld.<br>~~(Lane&Macandrew,Ld.Mgrs.)~~<br>(Davies&Newman<br>Ld,Mgrs.) | 310·0\|42·0\|22·1<br>P79'B35'F37'<br>FK<br>DBuE29' 50t FPT | London<br>British<br>11BHCem<br>15tAPT49t | T.3Cy.24",40"&64"–42" (s)<br>160lb 100lb 280NHP<br>2SB,8pf,GS126,HS4480<br>N.E.MarineEngCoLdNwc | 22 " 3<br>s 2 " 8½<br>20 " 1 | |
| 10233 | **Blackburn** SteelTwinScSr<br>Elec.light 2Dks(Stl) | 774<br>698<br>324 | ✠<br>For Government Service<br>11,18<br>✠ | Psy | | | 1918<br>11mo | Bow,McLachlan&Co.<br>Ld. Paisley<br>Cell | TheAdmiralty<br>DBf12'15tDTf18' | 219·7\|28·6\|15·6<br>FK<br>24tDTa10'36t FPT | British<br>10BHptCem<br>6tAPT22t | T.6Cy.13½"21½"&34"–21"<br>2 Water Tube Boilers<br>378NHP<br>GS130,HS6990 FD<br>Bow,McLachln&CoLd Psy | 16 " 3 | |
| 10234 | **Blackfrost** WoodSc<br>1Dk | 99<br>98<br>43 | ✠11A1<br>For fishing purposes<br>9,18<br>✠LMC8,18 | Lwt | | CL | 1918<br>2mo<br>Lloyd | ColbyBros.<br>Lowestoft<br>'sA&CP<br>9&12yrs.mat. | TheAdmiralty | 87·7\|20·0\|10·0 | London<br>British | T.3Cy.9½",15½"&26"–18" (s)<br>180lb<br>1SB,2pf,GS30,HS814<br>J.Howden&Co.Ld.Glsgow | 10 " 1 | |
| 10235<br>139816 | **Blackhall** SteelScK<br>(exClassin (Fishing)<br>exPrasidentRose,exDueren) 1Dk | 150<br>141<br>65 | | | | | 1897 | Bremer<br>"Vulkan"<br>Vegesack | W.Meff | 107·4\|21·1\|10·2 | Aberdeen<br>British | C.2Cy.14 1/16"&26"–19⅝"<br>25RHP<br>Bremer"Vulcan,"Vegesck | | |
| 10236<br>211623 | **Blackhawk** SteelScSr<br>Fitted for liquid fuel<br>(exSantaCatalina) 2Dks&Shelterdk<br>Elec.light 3rd dkinNo.1 holdonly<br>Ref.Mchy. &Web frames<br>Wireless Longitudinal framing | 6381<br>5802<br>3857 | | | … | | 1913 | W Cramp&<br>SonsS&EBCo<br>Philadelphia | UnitedStates<br>Government(Navy<br>Department) | 404·6\|53·9\|34·2<br>FK | Utd.States<br>WB | Q.4Cy 25½"37"52½"&76"–54"<br>611NHP<br>W.Cramp&SnsS&EBCPhl | 36 " 9 | |
| ✻ 10237<br>132543<br>HSTW | **Blackheath** SteelScSr<br>ssCff.No.2-20<br>Elec.light Wireless 1Dk(ptIrn&ptStl) | 4868<br>4568<br>2978 | ✠100A1<br>12,20<br>✠LMC<br>~~BS2,20 7,21~~ MS5,20<br>BS4,22 | Rot | y | CL<br>~~5,19~~<br>4,22 | 1911<br>6mo<br>Lloyd | Ropner&<br>Sons,Ld.<br>Stockton<br>'sA&CP | BritainS.S.Co.Ld.<br>(Watts,Watts&Co<br>Ld.Mgrs.)<br>Intermediate blkhd in after hold dispensed with–5BH only<br>WB=CellDBa126'uE30 f173' 1256t | 390·0\|52·0\|27·8<br>P34'B120'F41'<br>FK | London<br>British<br>Cem | T.3Cy.27",44½"&73"–48" (r)<br>180lb 120lb 434NHP<br>3SB,9cf,GS192,HS7158<br>Blair&Co.Ld.Stockton<br>FPT166tAPT270t | 30 " 3<br>s 6 " 1½<br>24 " 5 | |
| 10238<br>143123<br>JVSH | **Blackhill** SteelScSr<br>(exWarCherry)<br>Elec.light Wireless 1Dk | 2513<br>2267<br>1462 | | | | | 1919 | Forth<br>S.&E.Co.Ld.<br>Alloa | ConsettIron Co.Ld.<br>(William Dickinson&Co.Mgrs.) | 303·3\|43·0\|20·8<br>P33'B80'F33' | Newcastle<br>British<br>WB | T.3Cy.22",36"&59"–39"<br>Douglas& 217NHP<br>Grant,Ld.Kirkcaldy | | C |
| 10239<br>146030 | **Blacknight** WoodSc<br>1Dk | 97<br>96<br>43 | ✠11A1<br>For fishing purposes<br>4,22 ~~11,20~~<br>✠LMC11,20 | Sou<br>Gms | | CL<br>11,20 | 1918<br>3mo<br>Lloyd | ColbyBros.<br>Ld.<br>Lowestoft<br>'sA&CP | ~~TheAdmiralty~~<br>~~S.Franklin~~<br>GrimsbySeine<br>FishingCo.Ld.<br>~~(S.Franklin,Mgr.)~~ | 87·5\|20·0\|10·0<br>9&12yrs.Mat. | ~~London~~<br>British<br>Grimsby | T.3Cy.9½",15½"&26"–18" (s)<br>180lb 42NHP<br>1SB,2pf,GS36,HS814<br>Cooper&Greig,Ld.Dun. | 10 " 1 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10240<br>99743<br>NGLJ | **Blackrock** SteelScSr<br>*Well deck Elec.light 2Dks* | 789<br>682<br>335 | | | ... | | 1892 | NavalCon.<br>&Arm.Co.Ld<br>Barrow | British&IrishStm.<br>Packet Co.Ld. | 240·0<br>P&B157'F65'<br>BK6" | 32·1 | 15·2 | Dublin<br>British<br>*WB* | T.3Cy.23",38"&61"–42"<br>297NHP<br>NavalC.&A.Co.Ld.Brw. | 61 · 0 | BT<br>till |
| 10241<br>102183<br>NQJH | **Blacksod** SteelSc3MstSr<br>ssNpt.2ndNo.3–5,19<br>(exDevonshire) 1*Dk*(*Stl*)<br>*Mchy.Aft Well deck* | 500<br>355<br>199 | ✠100A1<br>6,21 ~~11,20~~<br>~~BS11,20~~ ✠LMC5,19<br>BS7,21 ✠NB3,22 | Bel | *h* | CL<br>11,20 | 1894<br>12mo | J.Fullerton<br>&Co.<br>Paisley<br>A&CP | JohnKelly,Ld.<br>(S.Kelly,*Mgr.*) | 175·0<br>Q94'B10'F32'<br>BK7"<br>*Cell DBf*91'135*t* | 26·6 | 10·3 | Belfast<br>British<br>3*BHCem*<br>*FPT*45*t* | C.2Cy.22"&44"–30" (*s*)<br>~~110lb 100lb~~ 110lb 81RHP<br>1SB,~~8pf,GS54,HS1624~~ 3*cf*,GS58,HS1564<br>Ross&Duncan,Glasgow | 12 · 10<br>s · 6½<br>13 · 1 | |
| 10242<br>137789 | **Blackstone** SteelScK<br>(*Trawler*) *Oil Eng.*<br>1*Dk* | 148<br>110<br>66 | | | | | 1915 | A.Jeffrey&<br>Co.<br>Alloa | TheAdmiralty | 82·3<br>Q27'F18' | 19·0 | 8·9 | Glasgow<br>British | Oil Engines 2S.C.SA<br>4Cy.10¼"–13" 38NHP<br>Beardmore&Co.Ld.Gls. | | |
| ✱ 10243<br>128872<br>HQVK | **Blacktoft** SteelScSr<br>ssNwc.No.2–19<br>*Elec.light* 1*Dk*(*Stl*) | 1109<br>939<br>654 | ✠100A1<br>4,22 ~~4,20~~<br>~~BS4,20~~ ✠LMC5,19<br>BS~~5,21~~4,22 | Hul<br>Goo | *n* | ~~9,19~~<br>4,22 | 1910<br>5mo<br>*Lloyd* | WoodSkin-<br>ner&Co.Ld.<br>Newcastle<br>'*sA&CP* | J.H.Wetherall<br>&Co.Ld.<br>*WB=CellDBa*58' | 225·2<br>P16'B48'F25'<br>FK<br>*uE*19'*f*91'286*tFPT* | 36·2 | 14·5 | Goole<br>British<br>4*BHCem*<br>45*tAPT*3*t* | T.3Cy.18½",30"&50"–33" (*s*)<br>180lb 169NHP<br>2SB,6*pf*,GS88,HS2776<br>G.Clark,Ld.Sunderland | 16 · 5<br>s 2 · 1¼<br>14 · 7 | |
| 10244<br>123129<br>HNQG | **Blackwater** SteelSc3MstSr<br>ssDub.No.3–9,19<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 678<br>459<br>259 | ✠100A1<br>4,21 ~~9,19~~<br>✠LMC9,19<br>BS6,21 | Dub<br>Bel | *j* | CL<br>9,19 | 1907<br>11mo<br>*Lloyd* | AilsaS.B.<br>Co.Ld.<br>Troon<br>'*sA&CP* | S.Kelly<br>*WB = Cell* | 185·1<br>Q103'B11'F34'<br>BK7½"<br>*DBf*103'145*t FPT* | 27·6 | 11·0 | Dublin<br>British<br>4*BHCem*<br>66*tAPT*10*t* | C.2Cy.22"&46"–30" (*s*)<br>130lb 87RHP<br>1SB,3*cf*,GS66,HS2133<br>AilsaS.B.Co.Ld.Troon | 13 · 7<br>s · 8<br>13 · 9 | |
| 10245<br>123952<br>HLWS | **Blackwell** SteelScSr<br>ssBkn.No.3–1,20<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless ~~&*deep framing*~~<br>"Ruysdael," See No. 39109 in Supplement | 4712<br>4502<br>2966 | ✠100A1<br>*Spar dk*<br>4,21 ~~1,20~~ ✠LMC1,20<br>BS3,21 | Bkn<br>Cal | *y* | CL<br>1,20 | 1907<br>12mo<br>*Lloyd* | JLThomp-<br>son&Sons,Ld<br>Sunderland<br>'*sA&CP* | T.&J.Brocklebank<br>Ld.<br>*WB* | 401·7<br>P27'B112'F42'27·2<br>FK<br>*=Cell DBa*142' *uE* | 50·7 | 17·8 | Sundrland<br>British<br>6*BHCem*<br>&*B*42' *f*168' | T.3Cy.27½",45"&76"–48" (*s*)<br>180lb *180lb* 521NHP<br>3SB,9*cf*,GS183,HS7377 FD<br>N.E.MarineEng.Co.Ld.Sld<br>1029*tFPT*100*tAPT*33*t* | 29 · 9<br>s5 · 11¼<br>24 · 2 | |
| 10246<br>218136<br>LRHB | **Blair** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Web frames*<br>Wireless Sub.Sig. | 5593<br>4740<br>3422 | | | ... | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y | 32 · 0 | R |
| ✱ 10247<br>11243<br>SFT | **Blairmore** SteelScSr<br>ssShl.No.3–12,1<br>(exMountfields) ssGls.No.1–18<br>*Elec.light* Wireless 1*Dk*(*Irn*)2*trB*<br>&*deep framing* 3*Dk rule* | 3038<br>2822<br>1947 | ✠100A1<br>7,21 ~~5,20~~<br>~~BS5,20~~ ✠LMC~~2,18~~<br>BS7,21 MS3,22 | Shl<br>Hpl | *u* | ~~5,20~~<br>3,22 | 1901<br>2mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | FisherRenwick<br>Manchstr-London<br>Stmrs.Ld. (Fisher<br>Renwick&Co.<br>*Mgrs.*) *Cell DBa* | 325·0<br>P27'B88'F30'<br>FK<br>&*uE*130'*f*136'732*t* | 47·2 | 22·4 | Glasgow<br>British<br>5*BHCem*<br>*APT*53*t* | T.3Cy.24",38"&64"–42" (*s*)<br>160lb *100lb* NDB13 257NHP<br>2SB,6*pf*,GS98,HS3738<br>Cen.Mar.Eng.Wrks.WHpl | 24 · 10<br>s4 · 5<br>20 · 10 | |
| 10248<br>218285<br>LRPC | **Blakeley** WoodTwinSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2889<br>—<br>1731 | | | | | 1919 | PugetSnd<br>Bridge&<br>DredgingCo.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 272·0<br>P22'B62'F30' | 49·2 | 25·2 | Seattle<br>Utd.States | T.6Cy.15½",26"&44"–26"<br>198NHP | | R |
| ✱ 10249<br>10<br>NHLM | **Blanche** IronAuxScBk<br>*OilEng.*(*not classed*)<br>(exTilkhurst) ssGen.3rdNo.3–1,14<br>ssGen.No.1–18<br>*Elec.light* 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 1528<br>1440<br>1414 | ✠100A–<br>9,18<br>DBS~~8,20~~ 1,22 | Gen | *t* | | 1877<br>5mo | A.M'Mil-<br>lan&Son<br>Dumbarton | OleificiNazionali<br>Soc.Anon. | 239·1<br>P32'F26'<br>BK12" | 39·3 | 22·9 | Genoa<br>Italian<br>3*BHCem* | Oil Engines 4S.C.SA<br>4Cy.17¾"–26" 80NHP<br>*80lb* DB*refitted*18<br>P.Kind&Co.Turin | 24 · 10<br>s 5 · 0¼<br>21 · 2 | |
| 10250<br>1545<br>HVQL | — SteelScSr<br>*Elec.light* 1*Dk* | 388<br>281<br>210 | | | | | 1891 | MotalaCo.<br>Oscarshamn | Rederiaktieb.<br>Triangeln (E.<br>Blomberg,*Mgr.*) | 133·2<br>Q47'B35'H10*t*F16' | 23·6 | 12·7 | Hlsngborg<br>Swedish | T.3Cy.11¼",18¼"&29¼"–19½"<br>38NHP<br>OscarshamnsMek.Værks. | | V |
| 10251<br>124735<br>JHPI | — SteelScK<br>ssMil.No.3–5,19<br>1*Dk* | 173<br>166<br>68 | ✠100A1<br>*StmTrawler*<br>6,20<br>BS3,22<br>~~BS6,20~~ ✠LMC5,19 | Mil | | CL<br>5,19 | 1907<br>1mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld., Beverley<br>'*sA&CP* | Capt.Q.Dick<br>(C.Curzon,*Mgr.*) | 108·5<br>BK8"<br>*WB=* | 21·6 | 11·5 | Hull<br>British<br>4*BHCem*<br>*DTf*13'30*t* | T.3Cy.10",16¼"&27"–24" (*s*)<br>200lb 45RHP<br>1SB,2*pf*,GS25,HS750<br>Amos&Smith,Hull | 12 · 4 | |
| 10252<br>86959 | — SteelPadSp | 112<br>112<br>12 | | | | | 1883 | J.T.El-<br>tringham<br>South Shields | N.EasternRly.Co. | 95·6 | 19·2 | 9·8 | W.Hartlpl<br>British | L.2Cy.28"–50"<br>NB10 75RHP<br>J.P.Rennoldson&Son,SShl | | |
| 10253<br>216564<br>LMOV | **Blandon** WoodTwinSc<br>Wireless 2*Dks* | 3017<br>—<br>1752 | | | | | 1918 | GrntSmith<br>PorterShip<br>Bldg.Corpn.<br>PortlandOr. | UnitedStates<br>ShippingBoard | 272·9 | 46·1 | 24·1 | Portlnd Or<br>Utd.States | T.6Cy.15½",26"&44"–26"<br>198NHP | | |
| 10254<br>NHBG | **Blankenburg** SteelSc<br>(*Tug*)<br>1*Dk* | 102<br>100<br>— | | | | | 1913 | H.J.Koop-<br>man<br>Dordrecht | L.Smit&Co's.<br>Sleepdienst,Ld. | 82·2 | 18·5 | 9·4 | Rottrdam<br>Dutch | T.3Cy.11",17 5/16"&28 13/16"–16"<br>33NHP<br>H.J.Koopman,Dordrecht | | V |
| 10255 | **Blankenese** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 227<br>212<br>87 | | | | | 1917 | Schiffsw(v.<br>J.&Sch).A.G.<br>Hamburg | AltonaerHochsee-<br>fischereiA.G. | 122·1<br>F18' | 24·1 | 9·9 | Altona<br>German<br>*WB* | T.3Cy 13¼",20½"&32⅝"–22"<br>50NHP<br>Schwft.(vJ&Sch)AGHam | | |
| ✱ 10256<br>137466<br>JLPG | **Blarney** SteelSc3MstSr<br>ssLiv.No.1–19<br>(exWexfordCoast) 1*Dk*(*Stl*)<br>*Well deck Mchy.Aft* | 423<br>274<br>164 | ✠100A1<br>~~2,22 10,20~~ 6,22<br>BS12,21 ✠LMC10,19 | Qns<br>Liv | *f* | CL<br>~~10,19~~<br>2,22 | 1915<br>7mo<br>*Lloyd* | J.Fuller-<br>ton&Co.<br>Paisley<br>'*sA&CP* | City of CorkSteam<br>PacketCo.Ld. | 150·2<br>Q86'B9'F26'<br>FK<br>*FPT* | 23·9 | 10·5 | Cork<br>~~Liverpool~~<br>British<br>3*BHCem*<br>38*tAPT*18*t* | C.2Cy.18"&38"–27" (*s*)<br>130lb *80lb* 87RHP<br>1SB,3*pf*,GS53,HS1650<br>Ross&Duncan,Glasgow | 11 · 6<br>s 4 · 4<br>11 · 4 | |
| 10257<br>4657<br>JQFT | **Blenda** SteelScSr<br>*Mchy.Aft* 1*Dk* | 219<br>176<br>109 | | | ... | | 1906 | Aktieb.<br>LödöseVarf<br>Lödöse | C.B.Below | 100·1<br>P28'H12*t*F13'<br>FK | 22·4 | 11·2 | Stockholm<br>Swedish<br>*WB* | C.2Cy.10"&22½"–15"<br>20NHP<br>Aktieb.LödöseVarf,Lödöse | 12 · 0 | V |
| 10258<br>6128<br>KBSR | — WoodAuxScSr<br>*OilEng.*<br>(*See Sailing Ship Register*) | 204<br>154<br>125 | | | | | 1918 | Kalmar<br>Varv.<br>Kalmar | RederiA/BBlenda<br>(B.Andersson,<br>*Mgr.*) | 99·9<br>F11'Q6'P26'H9*t* | 22·7 | 9·5 | Nrrköping<br>Swedish | Oil Engine<br>2Cy.15"–16½" 34NHP<br>J&CGBolindersCoLdSkm. | | V |
| 10259<br>121107 | **Blenheim** WoodScSr<br>1*Dk* | 153<br>115<br>87 | | | | | 1905 | H.Miles<br>Forster,NSW | WairauS.S.Co.Ld. | 109·0 | 23·5 | 6·7 | Wellingtn,<br>N.Z.<br>British | C.2Cy.13"&26"–18"<br>E&B*made*03 50RHP<br>Bow,McLachln&Co LdPsy | | |
| 10260 | | | | | | | | | | | | | | | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10261<br>JVGD | **Blidensol** SteelScSr<br>(exUrda)<br>*Well deck* 1*Dk*2*trB* | 721<br>543<br>400 | ✠<br>12,93<br>✠ | Gls | *j* | | 1890<br>3mo | Bergens<br>Mek.Vrks.<br>Bergen | A/SD/SBlidensol<br>(Brdr.Olsen)<br>*WB=Cell* | 195·0\|28·1\|11·1<br>Q44tB95tF31t<br>BK7½"<br>*DB*90'135t*FPT*30t | Stavanger<br>Norwegian<br>4*BHAsp*<br>*APT*11t | T.3Cy.15½",25"&40"-27"<br>91NH<br>1SB,2*cf*,GS41,HS1528<br>Bergen'sMek.Verks.Bgn. | 13 ″ 9 | N |
| 10262<br>5189<br>JSFL | **Blidösund** SteelScSr<br>*Elec.light* 1*Dk* | 272<br>117<br>174 | | | | | 1910 | Eriksbergs<br>M.V.Aktieb<br>Gothenburg | ÅngfartygsA/B<br>Stockholm-Blidösund (J.Norman, *Mgr.*) | 109·4\|22·5\|8·9<br>B80'H50t | Blidö<br>Swedish | C.2Cy.15"&29⅛"-22$\frac{1}{16}$"<br>33NH<br>EriksbergM.V.Aktieb.Got | | |
| 10263<br>128726<br>VJQW | **Blink** SteelScSr<br>(*Whaler*)<br>2*Dks* | 129<br>125<br>47 | | | | | 1911 | Xiansands<br>Mek.Værks.<br>Xiansand | ~~Chr.Salvesen&Co.~~<br>~~J.E.Grindrod~~<br>Grindrod WhalingCo. | 98·1\|19·0\|11·0 | ~~CapeTown~~<br>British<br>Durban *WB* | T.3Cy.11½",18½"&28½"-24"<br>60RHP<br>G.T.Grey,S.Shields | | |
| 10264 | **Blizzard** SteelScK<br>1*Dk* | | ✠100A1<br>*For fishing purposes*<br>7,18<br>✠LMC7,18 | Lwt | | CL | 1918<br>7mo<br>*Lloyd* | ColbyBros.<br>Ld.<br>Lowestoft<br>'*sA&CP* | TheAdmiralty | 86·2\|18·5\|9·3<br>BK7½" | London<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"-18".(*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS36,HS814<br>NorthBritishDieselEng. Works,Coatbridge | | |
| 10265<br>3201 | **Block Island** WoodPad | 757<br>—<br>566 | | | | | 1882 | R.Palmer<br>&Son<br>Noank,Conn. | NewEngland<br>S.S.Co. | 187·2\|33·0\|11·6 | N.Lndn Cn<br>Utd.States | B.1Cy.46"-120"<br>NB01 179NHP<br>A.&W.Fletcher,NewYork | | |
| 10266<br>123738<br>HJNL | **Bloemfontein** SteelScSr<br>*ss*Hul.No.3-5,20<br>1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*)<br>*Elec.light* Wireless &*deep framing*<br>*Carrying fuel oil F.P.above* 150°F.*in D.B.* | 4654<br>4389<br>2958 | ✠100A1<br>*Spar dk*<br>~~3,21-5,20~~<br>~~1,22~~ 5,22<br>✠LMC5,20<br>BS5,214,22 | Nwc<br>~~Hul~~<br>~~Nwc~~ ~~NYk~~ | *z* | CL<br>~~N5,20~~<br>~~1,22~~<br>N5,22 | 1906<br>10mo<br>*Lloyd* | A.McMillan&Son,Ld.<br>Dumbarton<br>'*sA&CP* *WB=* | Ellerman&BucknallS.S.Co.Ld.<br>*CellDBa* 123'*uE&* | 401·1\|50·0\|18·1<br>P38'B229'F41' 26·9<br>FK<br>*B*46'*f*181'989t*FPT* | N.Shields<br>British<br>6*BHCem*<br>75t*APT*70t | T.3Cy.26",44"&73"-48" (*s*)<br>180lb HS8297 478NHP<br>2S&1AuxSB,9*cf*,GS179, FD<br>Dunsmuir&JacksonLd Gls | 29 ″ 10<br>s5 ″ 0½<br>25 ″ 2 | |
| 10267<br>132310<br>TMKP | — SteelTwinSc<br>*ss*Hul.2ndNo.3-12,20<br>(*ex*Dakar,*ex* Anversville) 2*Dks*(1*Stl-pt* ws& *UStl*-ws)&*deep framing*<br>*Elec.light* *Well deck*<br>*Ref.Mchy.* Wireless | 4027<br>2970<br>2460 | ✠100A1<br>6,21 ~~2,21~~<br>✠LMC12,20 | Rot | *w* | CL<br>3,21 | 1899<br>5mo | Sir Raylton<br>Dixon&CoLd<br>Middlesbro'<br>A&CP | N.V.Hollandsche<br>ZuidAfrikaansche<br>Stoom.Maats.<br>*CellDBa*100'*u* | 370·1\|46·1\|22·8<br>P&B261'F42'<br>FK<br>*E*26'*f*144'532t *FPT* | Amsterdam<br>~~Rotterdam~~<br>Dutch<br>6*BHCem*<br>47t*APT*26t | T.6Cy.21½",34"&59"-42" (*s*)<br>180lb 584NH<br>4SB,12*cf*,GS199,HS8240 FI<br>Wllsnd.Slpwy.Co.Ld.Nw | 25 ″ 4<br>s 3 ″ 7<br>22 ″ 5 | |
| 10268<br>ODKM | **Blois** SteelScSr<br>*ss*Cff.No.3-4,03<br>(*ex*Maldonado,*ex* Nethergate) *ss*Nwc.No.1-07<br>*Well deck* 1*Dk*(*Stl*)2*trB*<br>Wireless | 2291<br>—<br>1657 | ✠<br>2,09<br>✠ | Cff | *s* | | 1890<br>6mo | TTurnbull<br>&Son<br>Whitby | Cie.Française des Chemins deFer de Paris-Orléans (Soc.Mar.Aux.de Transports, *Mgrs*) | 289·4\|38·3\|19·6<br>P28'Q76'B124'F32'<br>FK<br>*Cell* | Nantes<br>French<br>6*BHCem*<br>*DB*244'504t | T.3Cy.22",36"&59"-39"<br>NDB07 219NHP<br>2SB,6*cf*,GS100,HS3300<br>Blair&Co.Ld.Stockton | 22 ″ 2 | V |
| 10269<br>95821<br>MTNB | **Bloodhound** IronScK<br>1*Dk* | ~~150~~ 156<br>138<br>61 ~~59~~ | | | ... | | 1890 | Cook,Welt'n&Gemmell<br>Hull | Sessions&Sons,Ld. | 100·4\|20·9\|10·9<br>Q22'F18'<br>BK7½" | Aberdeen<br>British | C.2Cy.17"&33"-22"<br>45RHP<br>Bailey&Leetham,Hull | 11 ″ 11 | |
| 10270<br>110344<br>RJQK | **Bloomfield** SteelSc3MstSr<br>*ss*Nwc.No.3-9,12<br>*ss*Bkn.No.1-16<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*)&*Web frames*<br>*Elec.light*<br>Wireless | 4455<br>4163<br>2722 | ✠100A1<br>*Spar dk*<br>4,20<br>✠LMC4,20<br>*Carrying Petroleum in bulk F.P.above* 150°F.<br>*Fitted for oil fuel* 9,12<br>BS6,21 | Nwc | *x* | CL<br>~~4,20~~<br>6,21 | 1899<br>10mo<br>*Lloyd* | TyneIron<br>S.B.Co.Ld.<br>Newcastle<br>*sA&CP* | HuntingS.S.Co.<br>(1919)Ld.(Hunting&Son,*Mgrs.*)<br>*WB=CellDB* | 350·0\|50·2\|22·5<br>P100'B32'F57' 29·6<br>FK<br>*uE&B*68'255t*FPT* | Newcastle<br>British<br>14*BHCem*<br>100t*APT*32t | T.3Cy.27",45"&74"-48" (*s*)<br>180lb 430NHP<br>3SB,9*cf*,GS209,HS6900<br>N.E.MarineEngCoLdNwc. | 31 ″ 0<br>s6 ″ 4½<br>25 ″ 0 | |
| 10271<br>216970<br>LNBQ | **Bloomington** WoodSc<br>*Elec.light* 1*Dk* | 2575<br>—<br>1505 | | | | | 1918 | Hammond<br>LumberCo.<br>Humboldt<br>Bay,Cal. | UnitedStates<br>ShippingBoard | 266·0\|46·0\|24·1 | S Frncisco<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | |
| 10272<br>76926 | **Blosse Lynch** IronPad | 466<br>309<br>384 | | | | | 1876 | J.&G.<br>Rennie<br>London | Euphrates&Tigris<br>Stm.Nav.Co.Ld. | 220·4\|29·1\|6·0 | London<br>British | C.H.4Cy.18½"&35"-54"<br>150NHP<br>J.&G.Rennie,London | | |
| 10273<br>137494<br>JMKC | **Blossom Heath** SteelScSr<br>Wireless *ss*NYk.No.1-20<br>(*ex*Kerry Range) 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in Shelter 'tween dks*<br>*Elec.light* | 5856<br>5680<br>3798 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,22 ~~1,21~~<br>✠LMC7,20 | NNs<br>NYk | *z* | CL<br>7,20 | 1916<br>2mo<br>*Lloyd* | Nthmblnd<br>S.B.Co.Ld<br>Newcastle<br>'*sA&CP* | SteamNav.Co.of<br>Canada,Ld.<br>*CellDBa*140'*uE* | 400·0\|52·0\|35·4<br>F36'*on Shelter dk*<br>FK<br>28'*f*171'1143t *FPT* | Montreal<br>British<br>6*BHCem*<br>62t*APT*115t | T.3Cy.26",43"&73"-48" (*s*)<br>180lb 535NHP<br>3SB,9*cf*,GS180,HS8060 FD<br>Richardsons,Westgarth & Co.Ld.Sld. | 38 ″ 0<br>s 9 ″ 11<br>28 ″ 5 | |
| 10274 | **Blücher** SteelScK<br>(*Trawler*)<br>Wireless 1*Dk* | 233<br>196<br>76 | | | | | 1913 | Schiff.Ges.<br>Unterweser<br>Lehe | F.A.Pust | 127·3\|22·5\|12·4<br>Q67'F20' | Gstemnde<br>German<br>*WB* | T3Cy.11⅘"18½"&30$\frac{7}{10}$"-22$\frac{1}{10}$"<br>44NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 10275<br>131357 | **Blue** SteelScSp<br>(*Whaler*)<br>1*Dk* | 102<br>100<br>7 | | | | | 1910 | Akers<br>Mek.Værks.<br>Christiania | Consolidated<br>WhalingCorp.Ld. | 91·8\|18·0\|11·2 | Liverpool<br>British | T.3Cy.12",18"&30"-18"<br>46RHP<br>AkersMek.Værks.Xia. | | |
| 10276<br>121849 | **Blue Bell** SteelPad<br>2*Dks* | 752<br>408<br>451 | | | | | 1906 | PolsonIron<br>Works Co.Ld.<br>Toronto | TorontoFerry<br>Co.Ld. | 150·0\|30·0\|7·2 | Toronto<br>British | C.2Cy.17"&34"-48"<br>48RHP<br>Polson I.W.Co.Ld.Toronto | | |
| 10277<br>217181<br>LNQK | **Blue Eagle** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2531<br>—<br>1496 | | | | | 1918 | Rodgers<br>S.B.Co.<br>Astoria,Or. | UnitedStates<br>ShippingBoard | 266·9\|46·1\|23·8<br>P38'B63'F29' | Astoria,Or<br>Utd.States | T.3Cy.19"32"&56"-36"<br>188NHP | | R |
| 10278<br>139988 | **Blue Haze** SteelScK<br>1*Dk*(*Stl*) | 97<br>—<br>41 | ✠100A1<br>*For fishing purposes*<br>6,19<br>✠LMC6,19 | Lwt | | CL | 1919<br>5mo<br>*Lloyd* | JWBrooke<br>&Co.Ld.<br>Lowestoft<br>'*sA&CP* | ~~TheAdmiralty~~<br>VikingSteamFishingCo.Ld. | ~~86·0~~ 86·2\|18·5\|9·3<br>BK7½" | Lowestoft<br>~~London~~<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>Urquhart,Lindsay&Co.Ld. Dundee | 10 ″ 0 | |
| 10279 | **Blue Hen State** SteelTwinSc<br>*Elec.light* *Ref.Mchy.* 3*Dks*<br>*CruiserStern* *Fitted for oil fuel* | 10533<br>6514<br>6195 | | | | | 1921 | NewYork<br>SB.Corp.<br>Camden,N.J. | UnitedStates<br>ShippingBoard | 502·1\|62·2\|28·3<br>P23'B182'F41' | CamdenNJ<br>Utd.States<br>*WB* | T.8Cy.24",40½"&(2)54"-45"<br>783NHP<br>NYk.SB.Corp.Camden,NJ | | |
| 10280<br>97033 | **Blue Hill** WoodScSr<br>1*Dk* | 196<br>74<br>98 | | | | | 1887 | ................<br>EastBoston,<br>Mass. | BaddeckS.S.Co.<br>Ld. | 135·0\|18·0\|7·0 | HalifaxNS<br>British | C.2Cy.12"&22"-12"<br>38RHP | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10281<br>220891<br>MOD | **Blue Point** SteelSc<br>Wireless 1*Dk* | 324<br>—<br>220 | | | | | 1919 | ……………<br>Savannah,Ga | AtlanticFisheries Co.Inc. | 137·0 | 22·8 | 12·5 | NewYork<br>Utd. States | | | |
| 10282 | **Blue Sky** WoodSc<br>9&12yrsMat. 1*Dk* | 98<br>97<br>48 | ✠ 11A1<br>*For fishing purposes*<br>6,18 ✠LMC6,18 | Lwt | | CL | 1917<br>11mo<br>*Lloyd* | ColbyBros. Ld.<br>Lowestoft<br>'*sA&CP* | TheAdmiralty | 87·8 | 20·2 | 10·0 | London<br>British | T.3Cy.9½″,15½″&26″–18″ (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS20 HS814<br>Urquhart,Lindsay&Co.Ld. | 10 ″ 0 | |
| 10283<br>219712<br>LVTQ | **Blue Triangle** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks* | 5620<br>4598<br>3452 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | Phildlphia<br>Utd. States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 10284<br>119180 | **Bluebell** SteelScK<br>(*Trawler*)<br>1*Dk* | 169<br>169<br>67 | | | … | | 1904 | Mackie& Thomson<br>Glasgow | A.G.Brown | 110·5 | 20·9 | 11·0<br>BK7½″ | Glasgow<br>British<br>*WB* | T.3Cy.11½″,18″&31″–22″<br>47RHP<br>W.V.V.Lidgerwood,Gls. | 12 ″ 0 | |
| 10285<br>84628<br>VSLO | **Bluff** WoodScK<br>1*Dk* | 101<br>82<br>46 | | | | | 1906 | Sexten Groth<br>Gothenburg | Irvin&Johnson, Ld. | 94·0 | 19·0 | 10·6 | Cape Town<br>British | C.2Cy.15$\frac{5}{16}$″&24$\frac{5}{16}$″–22″<br>50RHP<br>S.Larson,Thorskog | | |
| 10286<br>217654<br>LQDG | **Bluffton** WoodSc<br>*Elec.light* Wireless 1*Dk2trB* | 2559<br>—<br>1530 | | | | | 1918 | Midland BridgeSB.Co.<br>Houston,Tex | UnitedStates ShippingBoard | 269·3<br>P40'B66'F33' | 46·0 | 23·6 | Houston, Tex.<br>Utd. States | T.3Cy.19″,32″&57″–42″<br>211NHP | | |
| 10287<br>MQRC | **Blus** SteelSc<br>*CruiserStern*<br>(*ex*Oddborg) 1*Dk* | 679<br>516<br>355 | | | | | 1917 | LarvikSli &Verksted<br>Larvik | A/S Harald HanssensRederi (H.Hanssen,*Mgr.*) | 179·5 | 30·2 | 12·2 | Skien<br>Norwegian<br>*WB* | T.3Cy.14″,23″&38″–27″<br>75NHP<br>Fredrikstad M.V.Frdstad | | N |
| 10288<br>135482<br>JCQM | **Blush Rose** SteelSc3MstSr<br>*ss*Goo.No.1-19<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 645<br>454<br>281 | ✠100A1<br>5,19<br>~~BS8,20~~ ✠LMC5,19<br>BS10,21 | Goo | *i* | 5,19 | 1913<br>6mo<br>*Lloyd* | NVSchpsb. DeMerwede<br>Hardingxveld<br>'*sA&CP* | ~~O.H.Donelly&R. Leeson~~<br>R.Hughes&Co.<br>*WB=Cell* | 178·4<br>Q103'B11'F22'<br>*DBf* 103'139*t* *FPT* | 28·1 | 11·1<br>FK | Liverpool<br>British<br>3*BHCem*<br>45*t* *APT*4*t* | T.3Cy.15″,25″&40″–27″ (*s*)<br>180lb 82RHP<br>2SB,4*pf*,GS59,HS1800<br>Earle'sCo.Ld.Hull | 13 ″ 5<br>s ″ 7<br>1 ″ 0 | |
| 10289<br>217077<br>LNJB | **Blythedale** WoodScSr<br>*Elec.light* Wireless 1*Dk2trB* | 2612<br>—<br>1545 | | | | | 1918 | R.J.ChandlerCo.<br>Los Angeles,Cal. | UnitedStates ShippingBoard | 266·4<br>P27'B66'F29' | 46·2 | 23·9 | LosAngeles,Cal.<br>Utd. States | T.3Cy.19″,32″&56″–36″<br>288NHP<br>LlewellynI.W.LosAngeles | | R |
| 10290<br>HJBS | **Boa Esperança II.** SteelScK<br>(*ex*VitoriaLaura, *ss*Lis.No.3-1,20<br>*ex*RioMondego,*ex*Vitoria 1*Dk*<br>*Elec.light* Laura,*ex*Star of Freedom) | 257<br>240<br>76 | ✠~~100A1~~<br>*StmTrawler*<br>1,22 1,20 ~~✠LMC1,20~~ | Lis | | 1,20 | 1907<br>10mo<br>*Lloyd* | J.Duthie TorryS.B.Co.<br>Aberdeen<br>'*sA&CP* | ~~Pescadora, Ltda.~~<br>Empreza de Boa Esperanca II | 125·1 | 23·0 | 13·1<br>BK7½″ | Lisbon<br>Portuguese<br>3*BHCem*<br>*DTf*7'15*t* | T.3Cy.12″,21″&34″–23″ (*s*)<br>180lb 76NHP<br>1SB,3*pf*,GS45,HS1407<br>J.Abernethy&Co.Abn. | 13 ″ 9 | |
| 10291<br>145333 | **Boa Viagem** SteelTwinSc<br>2*Dks* | 760<br>684<br>328 | | | | | 1919 | Harkess& Sons<br>Middlesbro' | IndianCo-operativeNav.&Trading Co.Ld. | 219·4 | 28·6 | 15·6 | Bombay<br>British<br>*WB* | T.3Cy.13¼″,21¼″&34″–21″<br>Richardsons, 53NHP<br>Westgarth&Co.Ld.Mdb. | | |
| 10292<br>125187 | **Boambee** WoodScSr<br>1*Dk* | 236<br>188<br>113 | | | | | 1908 | E.D.Pike &Co.Ld.<br>Sydney NSW | LangleyBros. S.S.Co.Ld. | 127·4 | 27·2 | 7·7 | SydnyNSW<br>British<br>*WB* | C.2Cy.13½″&30″–18″<br>40RHP<br>Plenty&Son,Ld.Newbury | | |
| 10293<br>MSTB | **Bob** SteelScSr<br>*OilEng.*<br>*Mchy.Aft* (*ex*Nest) 1*Dk* | 499<br>348<br>268 | | | | | 1918 | A/SNes Mek.Verks.<br>Tönsberg | A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*) | 150·5<br>P69*t*'F19*t*'H19*t*' | 27·1 | 11·0 | Chrstiania<br>Norwegian<br>*WB* | Oil Engine 2S.C.SA<br>4Cy.<br>AtlasDiesel,Stockholm | | N |
| 10294<br>101139 | **Bobbie Towns** WoodScSr<br>1*Dk* | 136<br>121<br>75 | | | | | 1894 | G.Frost Kincumber, N.S.W. | Hetherington& Rylance,Ld. | 98·2 | 23·3 | 7·5 | Brisbane<br>British | C.2Cy.11″&22″–16″<br>E *made*91 21RHP<br>Bow,McLachlan&Co.,Psy. | | |
| 10295<br>94164 | **Bobby Burns** WoodScSr<br>1*Dk* | 142<br>112<br>77 | | | | | 1897 | McFarlane &Dowell<br>Brisbane | J.Darling&Son | 89·2 | 25·0 | 6·9 | SydnyNSW<br>British | C.2Cy.8″&16″–18″<br>20RHP<br>Tooth&Co.,Maryborough | | |
| 10296<br>217296<br>LPBQ | **Bobring** WoodTwinSc<br>*Elec.light* Wireless 1*Dk2trB* | 2457<br>1978<br>1474 | | | | | 1918 | Pacific American FisheriesCo.<br>Bellingham, Wash. | PacificAmerican FisheriesInc. | 267·8<br>P28'B65'F26' | 46·2 | 23·0 | Seattle<br>Utd. States | T.6Cy.15″,24″&40½″–30″<br>180NHP<br>SeattleMachineWorks, Seattle,Wash. | | R |
| 10297 | **Bocaina** SteelTwinScSr<br>*Elec.light* Wireless 1*Dk* | *1695*<br>*1570*<br>*1404* | | | | | 1909 | Workman, Clark&Co.Ld<br>Belfast | LloydBrasileiro | 276·2<br>F29' | 44·9 | 16·4 | R.Janeiro<br>Brazilian<br>*WB* | T.6Cy.14″,22″&37″–21″<br>63NHP<br>Wrkman,Clark&Co.LdBel | | C |
| 10298 | **Bockenheim** SteelSc4Mst<br>(*ex*Karpin,*ex*Megrez)<br>*Elec.light* 1*Dk*. | 2029<br>1660<br>1200 | | | | | 1918 | J.&A.van deSchuyt<br>Papendrecht | Schleppsch.Ges. "Unterweser" | 264·0<br>P39'B68'F23' | 42·0 | 18·2 | Bremen<br>German<br>*WB* | T.3Cy.17½″,29″&46–36″<br>127NHP<br>J.&A.v.d.Schuyt.Ppndrht. | | V |
| 10299<br>217572<br>LPVB | **Bockonoff** WoodTwinSc<br>*Elec.light* Wireless 1*Dk2trB* | 2455<br>1972<br>1459 | | | | | 1919 | Pacific American FisheriesCo.<br>Bellingham | UnitedStates ShippingBoard | 267·8<br>P28'B65'F26 | 45·0 | 23·0 | Seattle<br>Utd. States | T.6Cy.15″,24″&40½″–30″<br>180NHP<br>SeattleMachineWorks | | R |
| 10300<br>136397 | **Bodalla** WoodTwinScK<br>*Mchy.Aft* *Ref.Mchy.* 1*Dk* | 345<br>258<br>166 | | | | | 1914 | Morrison& Sinclair<br>Blmain,NSW | Illawarra&SCoast Stm.Nav.Co.Ld. (A.L.Miller,*Mgr.*) | 130·0<br>F15' | 30·0 | 8·8 | SydnyNSW<br>British | C.4Cy.11″&22″–16″<br>40RHP<br>Campbell&Calderw'd,Psy. | | |
| 10301<br>~~3395~~<br>[illegible]<br>RBPQ | **Boden** SteelScSr<br>*ss*Got.No.1-18<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 4253<br>3876<br>2006 | ✠100A1<br>*Shelter dk with freeboard*<br>9,21 ~~9,20~~<br>~~BS8,20~~ ✠LMC11,18 | Rot<br>Bmn<br>BS8,21 | *y* | CL<br>8,19 | 1914<br>5mo<br>*Lloyd* | JLThompson&Sons,Ld<br>Sunderland<br>'*sA&CP* | Aug.Bolten,Wm. Miller'sNachf.<br>[illegible] | 385·0 | 53·7 | 23·6<br>FK | Hamburg<br>German<br>7*BHCem* | T.3Cy.26½″,43″&72″–48″ (*s*)<br>180lb 449NHP<br>3SB,9*cf*,GS195,HS7731<br>J.Dickinson&Sons,Ld.Sld. | 26 ″ 1<br>s 2 ″ 10½<br>23 ″ 7 | |
| | | | | | | | | *uE21'f includ* | *WB=CellDBa in*<br>*ingBow Tank in fo* | *cluding Tunnel Ta*<br>*rehold*147'1811*t* *DT* | | | *nks* 134'<br>*a*15'484*t* *DT* | *f*21'260*t* *FPT*76*t* *APT*191*t* | | |
| 10302<br>5534<br>JTNM | **Bodia** SteelScSr<br>*ss*Shl.No.3-2.12<br>*ss*Got.No.2-20<br>(*ex*Aila,*ex*EleanoraMail)<br>1*Dk*(*Stl*)&*deep framing*<br>*Cargo battens not fitted* | 1865<br>1611<br>1096 | ✠100A1<br>10,20 4,22<br>BS4,22 ✠LMC2,20 | Got | *r* | N10,20 | 1899<br>1mo | Craig, Taylor&Co<br>Stockton<br>A&CP | Rederiaktieb SvenskaLloyd (H.Metcalfe,*Mgr.*)<br>*Cell DBa*82' | 269·0<br>P27'B62'F30'<br>*uE&B*36'*f* 104'441*t* | 40·7 | 18·0<br>FK | Gothenbrg<br>Swedish<br>4*BHCem*<br>*APT* 84*t* | T.3Cy.21″,34″&56″–39″ (*s*)<br>160lb *80lb* 209NHP<br>2SB,6*pf*,GS126,HS3335<br>MacColl&Pollock,Sld. | 20 ″ 6<br>s 3 ″ 0½<br>17 ″ 9 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of H.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10303<br>MGBP | **Bodin** SteelScSr<br>Elec.light 2Dks | 261<br>241<br>145 | | | | | 1910 | Mjellem& Karlsen<br>Bergen | SaltensDmpskslsk | 113·0<br>H18t | 21·0 | 15·3 | Bodö<br>Norwegian | C.2Cy.13½"&30"-22"<br>35NHP<br>Mjellem&Karlsen,Bergen | | |
| 10304<br>140634<br>KBRQ | **Bodnant** SteelScSr<br>Elec.light Wireless 2Dks(Stl) | ~~5258~~ 5342<br>4747<br>~~3177~~<br>3230 | ✠100A1 ~~9,21~~ ~~3,21~~ 1,22<br>✠LMC7,19 | Liv | y | CL | 1919<br>7mo | J.Brown& Co.Ld.<br>Glasgow<br>Lloyd'sA&CP | AfricanS.S.Co.<br>(ElderDempster& Co.Ld.Mgrs.)<br>CellDB | 401·0<br>P40'B113'F49'<br>FK<br>315' 1134t FPT118 | 52·3 | 28·5 | Liverpool<br>British<br>7BHptCem<br>APT176t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NH<br>3SB 9cf,GS190,HS7668 FD<br>J.Brown&Co.Ld.Glasgow | 31 " 0<br>s 6 " 1½<br>25 " 3 | |
| 10305<br>NHBP | **Boekelo** SteelScSr<br>ssAms No.1-20<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 835<br>532<br>401 | ✠100A1 ~~7,21~~ ~~3,20~~ 11,21<br>MS3,20 ✠LMC~~4,16~~<br>BS~~4,21~~ 2.22 | Ams | j | CL<br>N12,20 | 1916<br>4mo<br>A&CP | N.V. Burgerhouts<br>Mschfb.Schp<br>Rotterdam | Stoomv.Maats.<br>"Noordzee"<br>(A.Donker&J.C. Scheuer,Mgrs) Cel | 180·0<br>RQD108'B13'F20'<br>FK<br>lDBf112'146tFP7 | 30·1 | 12·1 | Amstrdam<br>Dutch<br>3BHCem<br>59tAPT41t | T.3Cy.15¾",25⅝"&41⅝"-27⅝"<br>180lb (s) 108NHP<br>2SB,4cf,GS62,HS1804<br>NV.Burgerhouts Mch.Shp. | 14 " 0<br>s 5 " 2<br>13 " 7 | |
| 10306 | **Boelke** SteelSc<br>(Trawler)<br>1Dk | 262<br>234<br>99 | | | | | 1916 | Nordsee-werkeA.G.<br>Emden | Wilhelmshavener Hochseefischerei A.-G. | 127·0 | 22·9 | 12·0 | Wlmnshvn<br>German<br>WB | T.3Cy.13½",20 9/10"&32 1/10"-22"<br>Steen& 52NHP<br>Kaufmann,Elmshorn | | |
| 10307<br>TCHJ | **Boelongan** SteelSc<br>OilEng.<br>Elec.light 2Dks | 1053<br>840<br>578 | | | | | 1915 | Gebroeders Pot(Bolnes)<br>Bolnes | Koninkl.Paketv. Maats. | 230·0 | 38·2 | 12·2 | Batavia<br>Dutch | Oil Engine<br>6Cy.15"-27½" 89NHP<br>NederlandscheFab.Ams. | | V |
| 10308<br>NHBR | **Boeroe** SteelScSr<br>~~ssCff.No.1-19~~<br>2Dks(Stl)&Shelter dk(Stl)<br>Elec.light Wireless ssAms.No.2-22 | 6591<br>6220<br>4196 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~7,21~~ 1... 4,22<br>~~BS7,20~~ ✠LMC~~2,19~~ | Ham<br>~~Rot~~ ~~Nsg~~<br>Ams<br>BS8,21 | z | CL<br>~~1,21~~<br>10,21<br>MS1,22 | 1914<br>4mo | W.Gray& Co.Ld.<br>WHartlepool<br>Lloyd'sA&CP | Stoomv.Maats.<br>"Nederland"<br>WB = Cell<br>DBa141'uE&B72' | 420·4<br>FK<br>f163'1340tDTa37' | 54·5 | 33·4 | Amstrdam<br>Dutch<br>7BHCem<br>800tAPT21t | T.3Cy.28 5/32",46"&77"-54"(s)<br>180lb 656NHP<br>4SB,12cf,GS232,HS10121 FD<br>Cen.Mar.Eng.Wrks.WHpl | 36 " 0<br>s 8 " 10<br>27 " 6 | |
| 10309<br>NHBW | **Boeton** SteelScSr<br>ssAms.No.1-17<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless | 6403<br>5963<br>4055 | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,21<br>BS2,21 ✠LMC~~8,17~~ | Ams<br>MS12,21 | z | CL<br>7,20 | 1913<br>2mo | W.Gray& Co.Ld.<br>WHartlepool<br>Lloyd'sA&CP | Stoomv.Maats.<br>"Nederland"<br>WB = Cell<br>DBa132'uE&B69' | 400·0<br>FonShelter dk41'<br>FK<br>DTa37' | 53·5 | 34·6 | Amstrdam<br>Dutch<br>6BHCem<br>860tAPT24t | T.3Cy 28",46"&77"-48" (s)<br>180lb 621NHP<br>4SB,12cf,GS224,HS9597 FD<br>Cen.Mar.Eng.Wrks.WHpl | 37 " 1<br>s 8 " 9½<br>28 " 8 | |
| 10310<br>MKHC | **Böfjord** WoodScSr<br>Mchy.Aft 1Dk | 141<br>127<br>71 | | | | | 1914 | Aasjaard<br>Bö | S.S.Böfjords Rederi (P.Sæther) | 94·7 | 21·5 | 11·3 | Xiansund<br>Norwegian | C.2Cy.7"&14"-12"<br>6NHP<br>StorviksM.V.Xiansund | | N |
| 10311<br>MKTH | **Bögelund** IronSc<br>ssLth.2ndNo.3-1,10<br>ssCff.No.2-20<br>(exLangtind exFædreland,exProtean,ex Shakespear) Well deck 1Dk(Irn)2trB | 1827<br>1480<br>1123 | ✠100A1<br>11,20<br>✠LMC8,20 | Xia | r | CL<br>2,20 | 1885<br>8mo | JLThomp-son&Sons<br>Sunderland<br>A&CP | A/S Furulund<br>(S.Ugelst<br>Mgrs.)<br>D | 271·3<br>P28'Q68'B68'F30'<br>ptND10 BK9½"<br>Ba76'f62'277tFPT | 36·1 | 20·5 | Brevik<br>Norwegian<br>6BHCem<br>41tAPT23t | T3Cy21",34½"&55½"-36"(a)<br>145lb 185NHP<br>2SB4cf,GS83<br>T.Richardso &S Hpl. | 21 " 9<br>s2 " 5½<br>20 " 3 | |
| | Now named "Böklund," See No. 36478 in Supplement | | | | | | | | | | | | | | | |
| 10312<br>NQGR | **Bogö** SteelScSr<br>ssEls.No.3-6,15<br>(exBrookside) ssEls.No.1-19<br>Well deck Mchy.Aft 1Dk(Stl) | 309<br>228<br>118 | ✠100A1<br>5,20<br>BS11,20 ✠LMC8,19 | Cpn | e | N8,19 | 1903<br>10mo | J.Shearer &Sons<br>Glasgow<br>Lloyd'sA&CP | DetForenede DampskibsSelsk | 135·3<br>Q44'B9'F22'<br>BK7"<br>WB=FPT | 23·1 | 9·6 | Copnhagn<br>Danish<br>3BHCem<br>24tAPT8t | C.2Cy.16"&34"-24" (s)<br>125lb 59NHP<br>1SB,3pf,GS40,HS1080<br>Muir&Houston,Ld.Gls. | 10 " 6<br>s " 10½<br>10 " 4 | |
| 10313<br>140618<br>KBDW | **Bogota** SteelScSr<br>Elec.light Wireless 2Dks(Stl) | 5167<br>4720<br>3127 | ✠100A1<br>~~3,21~~ ~~10,20~~ 12,21<br>✠LMC5,19 | Gls<br>~~Liv~~ | y | CL<br>8,21 | 1919<br>5mo | Cammell Laird&Co.Ld<br>Birkenhead<br>Lloyd'sA&CP | PacificStm.Nav. Co.<br>CellDB | 400·0<br>P49'B113'F40'<br>FK<br>343'1152t FPT113t | 52·4 | 28·4 | Liverpool<br>British<br>7BHptCem<br>APT166t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NH<br>3SB,9cf,GS190,HS7668 FD<br>CammellLaird&Co.Ld Bkn | 31 " 0 | |
| 10314<br>MVPR | **Bogstad** SteelSc<br>Elec.light Wireless 2Dks(Stl) | 4606<br>4251<br>2855 | ✠100A1<br>3,22 ~~8,20~~<br>✠LMC8,20 | PGl<br>Kob | y | CL | 1920<br>8mo | Lithgows, Ld.<br>PortGlasgow<br>Lloyd'sA&CP | A/S Glittre<br>~~D/S A/S Aker~~<br>(Fearnley&Eger, Mgrs.) | 384·8<br>P39'B230'F45'<br>FK<br>CellDB331'994t | 52·0 | 26·7 | Chrstiania<br>Norwegian<br>7BHCem<br>APT20t | T.3Cy.27",45"&74"-51" (s)<br>180lb 543NH<br>3SB,9cf,GS186,HS8007 FD<br>Rankin&BlackmoreLdGrk | 29 " 3 | |
| | | | Fitted for oil fuel 8,20 F.P. above 150° F. | | | | | | | | | | | | | |
| 10315 | **Bohême** SteelSc<br>ssFerrolNo 2-19<br>1Dk(Stl) | 4562<br>4137<br>2588 | ✠100A1<br>9,21 ~~1,21~~<br>BS~~9,20~~ 2,22 ✠LMC5,19 | Tri<br>Cff | x | CL<br>11,20 | 1911<br>5mo | W.Doxford &Sons.Ld.<br>Sunderland<br>Lloyd'sA&CP WB | Soc.Anon.diNav.<br>MarcoU. Martinolich<br>=CellDBa100'uE | 369·5<br>P32'B115'F34'<br>FK<br>26'f174'846tFPT1 | 50·0 | 26·3 | Lssinpcclo<br>Italian<br>6BHCem<br>76tAPT225t | T.3Cy.25",41"&68"-45" (s)<br>180lb 383NHP<br>3SB,~~10cf~~ 8cf,GS162,HS6536<br>W.Doxford&Sons,Ld.Sld. | 28 " 9 | |
| 10316 | **—** WoodScSr | 128 | | | | | 1919 | J.Alvarez &Co.S.enC.<br>Aviles | AngelAlvarez, S.enC. | 86·9 | 20·7 | 9·2 | Aviles<br>Spanish | | | |
| 10317 | **Bohol** CompSc<br>SS Man.97 1Dk<br>ptGIB | 253<br>199<br>130 | ✠<br>10,99<br>✠ | Man | | | 1890<br>8mo | Varadero deManila<br>Cañacao | Ruiz y Rementeria | 128·0<br>10&16yrsMat<br>Iron frame planked | 19·2 | 12·0 | Cebu<br>Utd.States | C.2Cy.16"&32"-22" 47NHP<br>1SB,2pf,GS33,HS880<br>Rankin&Blackmore,Grk. | | |
| 10318<br>707<br>HTNS | **Bohus** SteelScSr<br>1Dk | 219<br>127<br>109 | | | | | 1888 | MotalaCo.<br>Gothenburg | Ångbåts.A/B Bohusländska Kusten (C.Thorburn,Mgr.) | 98·1<br>Q27'H19tF29' | 21·7 | 8·4 | Uddevalla<br>Swedish | T.3Cy.9¼",14⅝"&24½"-17½"<br>25NHP<br>MotalaCo.Motala | | |
| 10319<br>5592<br>JTSG | **Bohuslän** SteelScSr<br>Elec.light 1Dk | 330<br>166<br>142 | | | | | 1913 | Eriksbergs M.V.Aktieb.<br>Gothenburg | MarstrandsNya Ångf.Aktieb. (E. Rutgerson,Mgr.) | 140·7<br>B62'F38' | 23·8 | 10·0 | Marstrand<br>Swedish<br>WB | T.3Cy.13¾",22 7/16"&36⅝"-24"<br>66NHP<br>EriksbergM.V.Aktieb.Got | | |
| 10320 | **Boïeldieu** SteelPad<br>ssRou.No.3-4,14<br>(exVanbrugh) ssHav.No.~~1-17~~ 2-21<br>Elec.light 1Dk | 135<br>126<br>52 | ✠ A-<br>For River purposes only<br>~~5,21~~ ~~8,20~~ 4,22<br>~~BS6,19~~ ✠LMC~~4,17~~ 5,21<br>BS4,22 | Rou<br>Hav | | | 1905<br>5mo | Thames IronWorks<br>S.B.&ECo.Ld<br>London | Cie.Rouennaise de Nav. | 129·9<br>FK | 18·6 | 6·8 | Rouen<br>French<br>3BHAsp in E&B space | C.D.2Cy.16"&31"-36" (s)<br>115lb 51NHP<br>1SB,2pf,GS25,HS700 FD<br>ThmesIWSB&E.CoLdLon | 7 " 0<br>s 3 " 9½<br>3 " 5 | |
| 10321<br>216602<br>LMPK | **Boilston** WoodTwinSc<br>Elec.light 2Dks<br>Wireless | 3017<br>—<br>1752 | | | | | 1918 | Grant Smith-Porter S.B.Corpn.<br>Portland,Or. | UnitedStates ShippingBoard | 272·9 | 46·1 | 24·1 | Portlnd Or<br>Utd.States | T.6Cy.15½",26"&44"-26"<br>198NHP | | R |
| 10322<br>MTKV | **Bois** SteelScSr<br>Elec.light 1Dk | 965<br>649<br>556 | | | | | 1919 | Trosvik M.V.A/S.<br>Brevik | D/S A/S Bois (Brödr.Hanssen) | 196·9<br>P24'B97' | 32·5 | 12·4 | Skien<br>Norwegian<br>WB | T.3Cy.15½",25"&42"-30"<br>97NHP<br>AkersMek.Værks.Xia. | | N |
| 10323<br>ODLT | **Bois de Beaumarais** SteelScK<br>(exKerdonis) (Trawler)<br>Elec.light 1Dk | 247<br>243<br>67 | | | | | 1912 | Hall,Russell&Co.Ld.<br>Aberdeen | Ch.Garrigues | 120·3 | 23·1 | 12·2 | LaRochlle<br>French<br>WB | T.3Cy.12",20"&34"-24"<br>57NHP<br>Hall,Russell&Co.Ld.Abn. | | V |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10324<br>ODLU | **Bois des Buttes** SteelSc<br>(exHondshoote)<br>*Elec.light* 1*Dk* | 362<br>303<br>108 | ✠100A1<br>*StmTrawler*<br>8,19 ✠LMC8,19 | Sav | | CL | 1919<br>8mo | Foundat'n Co.<br>SavannahGa.<br>A&CP | Soc.Anon.dePêche et d'Armement de l'Ouest | 150·0<br>Q79'F26'<br>BK7"<br>*FPT* | 25·0 | 14·6 | LaRochlle<br>French<br>4*BHCem*<br>6t*APT*8t | T3Cy.12¾",21½"&35"–24" (s)<br>180lb 89NHP<br>1SB,3*pf*,GS53,HS1700<br>Goldie&McCullochCo.Ld. Galt.Ont. | 14 ″ 8<br>s 2 ″ 5½<br>14 ″ 1 | |
| 10325<br>ODLV | **Bois des Caures** SteelSc<br>(exWattignies) 1*Dk*<br>*Elec.light* | 362<br>303<br>108 | ✠100A1<br>*StmTrawler*<br>8,19 ✠LMC8,19 | Sav | | CL | 1919<br>8mo | Foundat'n Co.<br>Savannah,Ga<br>A&CP | Soc.Anon.dePêche et d'Armement de l'Ouest | 150·0<br>Q79'F26'<br>BK7"<br>*FPT*6t | 25·0 | 14·7 | LaRochlle<br>French<br>4*BHCem*<br>*APT*8t | T.3Cy12¾",21½"&35"–24' (s)<br>180lb 89NHP<br>1SB,3*pf*,GS53,HS1700<br>Goldie&McCullochCo.Ld. Galt,Ont | 14 ″ 8<br>s 2 ″ 5½<br>14 ″ 1 | |
| 10326<br>MGFD | **Bök** SteelScSr<br>(*Whaler*)<br>1*Dk* | 146<br>139<br>50 | | | | | 1910 | Kaldnæs P.Slip& Mek.Værks.<br>Tönsberg | HvalfselskNorge (ChrNielsen&Co. Akties, *Mgrs.*) | 101·6<br>H5*t* | 20·5 | 11·5 | Larvik<br>Norwegian<br>*WB* | T.3Cy.12",20"&32"–24"<br>50NHP<br>G.T.Grey,SouthShields | | N |
| 10327<br>144899<br>KGCJ | **Bolam** SteelSc<br>(exKilberry) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 635<br>501<br>279 | ✠100A1<br>2,22 ~~8,20~~<br>✠LMC9,18 | Nwc | | CL<br>2,22 | 1918<br>9mo | G.Brown& Co.<br>Greenock<br>*Lloyd*'*sA&CP* | B.Burletson ~~(Joplin&Hull, *Mgrs.*)~~ (R.H. Hopps, *Mgr*) | 175·3<br>B52'<br>FK<br>*CellDBuE*26'20t | 30·1 | 15·6 | Newcastle<br>British<br>5*BHptCem*<br>*FPT*24*t* | T.3Cy.16",26"&44"–26" (s)<br>200lb 94RHP<br>1SB,3*cf*,GS51,HS1832<br>McKie&Baxter,Glasgow | 16 ″ 6<br>s 1 ″ 10<br>14 ″ 11 | |
| 10328<br>HGLQ | **Bolama** SteelScSr<br>*ss*Lis.No.1–03<br>1*Dk*(*Teak*)2*trB*<br>*Elec.light* Wireless | 985<br>—<br>695 | ✠<br>4,04<br>✠ | Lis | *l* | | 1899<br>3mo | Earle'sCo. Ld.<br>Hull | Cia.Nacional de Navegação | 200·0<br>P30'B72'F32'<br>*WB*=*Cell* BK7"<br>*DI* a37'*uE*&*B*46'*f*79' | 30·2 | 13·2 | Lisbon<br>Portuguese<br>5*BHCem*<br>170*tAPT*6*t* | T.3Cy.18",27"&48"–27"<br>122NHP<br>2SB,4*cf*,GS60,HS1780<br>Earle'sCo.Ld.Hull | 15 ″ 7 | |
| 10329<br>142265<br>JVPW | **Bolbec** SteelScSr<br>*ss*Sld.No.1-22<br>(exArdgirvan) 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 1342<br>1029<br>806 | ✠100A1<br>~~6,21~~ ~~9,20~~ 3,22<br>✠LMC~~[illegible]~~ 3,22 | Shl<br>~~Nwc~~ Sld | *o* | CL<br>~~9,20~~<br>3,22 | 1918<br>10mo | Campbel-t'wnSBCoLd<br>Campbelt'wn<br>*Lloyd*'*sA&CP* | EuropeanGasCo. Ld. (H.A.Brightman&Co. *Mgrs.*) | 230·0<br>Q79'B48'F28'<br>FK<br>*CellDB*190'395*t* | 35·8 | 15·5 | Greenock<br>British<br>4*BHCem*<br>*APT*85*t* | T.3Cy.18",27½"&45"–33" (s)<br>180lb 142NHP<br>2SB,4*cf*,GS79,HS2386<br>Ross&Duncan,Glasgow | 17 ″ 7<br>s 1 ″ 4½<br>16 ″ 6 | |
| * 10330<br>96167<br>LMWR | **Boldon** IronScSr<br>*ss*Shl.2ndNo.3–5,15<br>*Well deck* *ss*Shl.No.1–19<br>1*Dk*(*Irn*)2*trBCargo battens not fitted* | 1109<br>893<br>676 | ✠100A1<br>8,21 ~~5,20~~<br>✠NB7,99 ✠LMC12,19<br>BS~~11,20~~ 1,22 | Shl<br>Lon | *n* | 5,20 | 1889<br>12mo | Wood, Skinner&Co.<br>Newcastle<br>A&CP | W.Swanston& Sons | 237·7<br>P21'Q54'B46'F26'<br>BK8"<br>*WB*=*CellDB*188'322*tAPT*28*t* | 33·0 | 15·0 | Newcastle<br>British<br>4*BHptAsp*<br>*ptCem* | T.3Cy.18½",30"&49"–33" (s)<br>160lb *70lb* NDB00 146NHP<br>1SB,4*pf*,GS70,HS2367<br>N.E.MarineEng.CoLd Nwc | 17 ″ 6<br>s 1 ″ 8<br>16 ″ 8 | |
| 10331<br>MVJR | **Bolette** SteelSc<br>*Elec.light* Wireless 1*Dk* | 1167<br>982<br>649 | | | | | 1920 | Akers.Mek Verksted<br>Christiania | A/S "Ganger Rolf" (Fred.Olsen &Co. *Mgrs.*) | 226·5<br>P25'B58'F29' | 36·6 | 14·7 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.17",29"&47"–33"<br>127NHP<br>Akers.Mek.Verks.Xia. | | N |
| 10332 | **Bolinao** IronScSr<br>*ss*Man.No.3–8,96<br>1*Dk* | 247<br>198<br>120 | ✠<br>11,97<br>✠ | Man | *d* | | 1884<br>2mo | Abercorn S.B.Co.<br>Paisley | YnchaustiS.S.Co. | 134·0<br>F17'<br>BK6" | 24·1 | 7·9 | Manila<br>Utd.States<br>4*BHCem* | C.2Cy.18"&34"–24" 43NHP<br>1SB,2*pf*,GS32,HS756<br>Hanna,Donald&Wlsn,Psy. | 8 ″ 7 | |
| 10333<br>5911<br>KBDL | **Bolinders IV.** SteelScSr<br>*OilEng*<br>1*Dk* | 109<br>104<br>62 | | | | | 1917 | Hernös'nds M.V.<br>Hernösand | J.&C.G.Bolinders M.V.Aktieb. | 80·4<br>H5*t* | 22·2 | 8·2 | Stockholm<br>Swedish | Oil Engines<br>2Cy.16½–18⅞" 45NHP<br>J&CGBolindersCoLdSkm. | | |
| * 10334<br>110349<br>JQWH | **Bolingbroke** SteelSc<br>(exMontcalm) 2*Dks*(*Stl*)&<br>*Elec.light* *Shelter dk*(*Stl*)<br>*Cargo battens not fitted in Shelter 'tween dks Carrying oil fuel F.P.above* 150° F.<br>Sub.Sig. Wireless *in DB & DT* | 6608<br>6316<br>4145 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>7,20 ✠LMC~~9,18~~ 9,21 | Brs | *a*† | CL<br>7,20 | 1917<br>9mo | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>*Lloyd*'*sA&CP* | ~~CanadianPacific RailwayCo. Ocean ServicesLd.~~<br>CanadianPacific RailwayCo.(CanadianPacificSteamshipsLd *Mgrs.*) | 420·1<br>F *on Shelter dk* 34'<br>FK<br>*Cell* | 53·4 | 36·3 | London<br>British<br>7*BHCem*<br>*DB*367'1305 | T.3Cy.29",49"&80"–54" (s)<br>180lb 662NHP<br>3SB,12*cf*,GS234,HS9837 FD<br>N.E.MarineEngCoLd Nwc<br>*tDTa*35'955*t APT*195*t* | 39 ″ 0<br>s 11 ″ 3<br>28 ″ 2 | |
| * 10335<br>5275<br>JSMN | **Bolivia** SteelScSr<br>*ss*Got.3rdNo.3–10,19<br>(exNaparima) 1*Dk*(*Irn*)&*Web frames*<br>*Well deck* *Stringers*&*ptBeamsIrn*<br>Wireless *Cargobattens not fitted* | 1677<br>1272<br>1021 | ✠100A1<br>~~6,21~~ ~~7,20~~ 3,22<br>~~MBS11,20~~ ✠LMC10,19<br>MBS12,21 | Got | | N10,19<br>3,22 | 1890<br>2mo | Edwards' S.B.Co.Ld.<br>Newcastle<br>A&CP | Rederiaktieb SvenskaLloyd (H.Metcalfe, *Mgr.*) | 260·0<br>P29'Q66'B106'<br>F29' FK<br>*Cell* | 36·2 | 16·8 | Gothenbrg<br>Swedish<br>4*BHCem*<br>*D B*214'342*t* | T.3Cy.20",32½"&53"–36" (s)<br>160lb *100lb* NDB19 174NHP<br>2SB,6*pf*,GS84,HS2700<br>N.E.MarineEng.CoLdNwc | 19 ″ 3<br>s 1 ″ 3½<br>18 ″ 2 | |
| 10336<br>ODMC | **—** SteelTwinScSr<br>*Elec.light* 1*Dk* | 730<br>614<br>387 | | | | | 1906 | Bow,Mc-Lachlan&Co. Ld. Paisley | E.Marcesche&Cie. | 211·2<br>F22' | 34·1 | 10·8 | Lorient<br>French<br>*WB* | T.6Cy.11",18"&30"–22"<br>84NHP<br>Bow,McLachln&CoLd Psy | | V |
| 10337<br>143618<br>KDWP | **Bolivian** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 5116<br>4741<br>3154 | ✠100A1<br>~~8,21~~ ~~3,20~~ 12,21<br>✠LMC5,20 | Hpl<br>Liv | *y* | CL<br>12,21 | 1920<br>3mo | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool<br>*Lloyd*'*sA&CP* | F.Leyland&Co.Ld<br>*CellDB* | 400·0<br>P49'B113'F38'<br>FK<br>347'1126*t FPT*117*t* | 52·3 | 28·5 | Liverpool<br>British<br>7*BHCem*<br>*APT*178*t* | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Richardsons,Westgarth& Co.Ld.Hpl. | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 10338 | **Bolivier** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*) | *5067*<br>*4807*<br>*3162* | ✠100A1<br>4,22 ~~3,20~~<br>✠LMC5,20 | Sld<br>Ant | *y* | CL | 1920<br>3mo | Bartram& Sons,Ld.<br>Sunderland<br>*Lloyd*'*sA&CP* | LloydRoyalBelge (Soc.Anon.)<br>*CellDBa*119'*uE*26'*f*1 | 400·2<br>P36'B117'F39'<br>FK<br>76'1050*t FPT*135*tA* | 52·3 | 28·5 | Antwerp<br>Belgian<br>7*BHCem*<br>*PT*220*t* | T.3Cy.27½",45"&75"–48" (s)<br>180lb *120lb* 476NHP<br>3SB,9*cf*,GS204,HS8055<br>J.Dickinson&Sons,Ld.Sld | 31 ″ 0<br>s 6 ″ 2½<br>25 ″ 2 | |
| * 10339<br>3855<br>JGLD | **Bolmen** SteelScSr<br>*Now named* "Aladin," *See No.* 35172 *in Supplement*<br>*ss*Got.No.3–7,07<br>*Elec.light* (exYmer) *ss*Got.No.2–16<br>1*Dk*(*Stl*)*Spar dk*(*Stl*)&*deepframing*<br>Wireless | 3505<br>3141<br>2142 | ✠100A1<br>*Spar dk*<br>1,19 ✠LMC<br>Examined9,19<br>BS9,19 MS12,20 | Rot | *v* | CL<br>5,20 | 1896<br>5mo | Russell& Co.<br>Pt.Glasgow<br>*Lloyd*'*sA&CP* | Rederiaktieb. Transatlantic (G.Carlsson, *Mgr*)<br>*WB*=*Cell D Ba* 104' | 338·3<br>P39'B71'F37' 26·2<br>FK<br>*uE*&*B*42'*f*146'701*t* | 43·5 | 19·0 | Gothenbrg<br>Swedish<br>6*BHCem*<br>*APT*55*t* | T3Cy24$\frac{1}{16}$"40$\frac{3}{16}$"&64"–42"(s)<br>165lb *100lb* NDB14 275NHP<br>2SB,6*cf*,GS130,HS4268<br>Fleming&Ferguson,Psy | | |
| 10340<br>216080<br>LNCF | **Bologan** WoodScSr<br>*Elec.light* Wireless 1*Dk*2*trB* | 2565<br>—<br>1575 | | | | | 1918 | Foundat'n Co.<br>Newark,N.J. | UnitedStates ShippingBoard | 268·0 | 46·0 | 26·0 | Newark<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>WorthingtonPumping Mchy.Corp.Buffalo | | E |
| 10341<br>295<br>NHLP | **Bologna** SteelTwinScSr<br>*Elec.light* 3*Dks*(*StlU*–ws)<br>Wireless | 4680<br>3791<br>2850 | ✠<br>5,05<br>✠ | Bel | *y* | | 1905<br>5mo | Harland& Wolff,Ld.<br>Belfast | LaVeloceNav. Italiana<br>*WB*=*Cell DB a*88'*u* | 380·3<br>P41'B144'F55'<br>FK<br>*E*&*B*104' *f* 128'835*t* | 46·8 | 26·6 | Genoa<br>Italian<br>6*BHCem*<br>*APT*31*t* | T.6Cy.19½",33"&55½"–39"<br>505NHP<br>2DB,8*cf*,GS165,HS6908 FD<br>Harland&Wolff,Ld.Bel. | 29 ″ 7 | I |
| 10342<br>910<br>NHLQ | **Bolsena** SteelSc<br>*Elec.light* (exWarBattery) 1*Dk*<br>*Well deck*<br>Wireless | 2370<br>1774<br>1338 | | | ... | | 1918 | Osbourne, Graham&Co. Ld.<br>Sunderland | Soc.Italiana di ServiziMarittimi | 285·0<br>P25'Q72'B66'F32'<br>FK | 42·0 | 19·1 | Genoa<br>Italian<br>*WB* | T.3Cy.25",41"&68"–45"<br>420NHP<br>MacColl&PollockLd.Sld. | 21 ″ 2 | I |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | *Now named* "Bovenkerk," *See No.* 36508 *in Supplement* | | | | | | | | | | | | | |
| 10343<br>143409<br>KCLF | **Bolton Abbey** SteelSc<br>ssLiv.No.2-21<br>(exHuberfels) 2Dks(Stl-Uteak s)<br>Elec.light Wireless | 5925<br>5558<br>3743 | ✠100A1<br>3,21 ~~8,16~~<br>✠LMC3,21 | Ham<br>Rot | a† | 2,21 | 1913<br>1mo<br>Lloyd | Akt.Ges.<br>"Weser"<br>Bremen<br>'sA&CP | DavidS.S.Co.Ld.<br>1BH in forward hold dispensed with 6BH only<br>WB=Cell DB a139'uE&B45'f189' 1187t FPT48t APT56 'tween dk tanks f36'494t a36'470t | 422·5\|56·2\|29·9<br>P60'B126'F54'<br>FK | London<br>British<br>Cem | T3Cy.28¾"46⅞"&75 9/16"- (s)<br>53 15/16"192lb 121lb 520NHP<br>3SB,9cf,GS148,HS6950 FD<br>A.G."Weser,"Bremen | 32 ″ 6<br>s 6 ″ 8½<br>26 ″ 2 | |
| ❋ 10344<br>135581<br>JDFO | **Bolton Castle** SteelScSr<br>ssSng.No.1-19<br>Elec.light 2Dks(Stl)&Webframes<br>Wireless Longitudinal framing | 5826<br>5407<br>3689 | ✠100A1<br>~~3,21 9,20~~ 12,21<br>✠LMC<br>MS5,19 ~~BS9,20~~<br>BS12,21<br>Carrying oil fuel F. P. above 150°F. in DB&DT | NYk | a† | CL<br>2,19 | 1914<br>5mo<br>Lloyd | W.Hamilton&Co.Ld.<br>Pt.Glasgow<br>'sA&CP | LancashireShppg. Co.Ld(J.Chambers &Co.Mgrs.)<br>Intermediate 'Tween dk BH in No.3 hold dispensed with 6BH to U dk 1 " 2nd dk only<br>WD=CellDB a124'uE&B43'f194' 1231tDTa27'756tFPT64tAPT124t | 424·2\|53·0\|29·9<br>P36'B145 F48'<br>FK | Liverpool<br>British<br>Cem | T.3Cy.28",45"&75"-51" (s)<br>180lb 100lb 568NHP<br>3SB,9cf,GS161,HS8490 FD<br>D.Rowan&Co.Glasgow | 32 ″ 6<br>s 6 ″ 7<br>26 ″ 8 | |
| 10345 | **Bolzaneto** SteelScSr<br>Elec.light Mchy.Aft Wireless 1Dk | 2219<br>—<br>1284 | | | | | 1918 | N.Odero&Co.<br>Genoa | LloydMediterraneo | 285·4\|41·0\|20·8 | Genoa<br>Italian<br>WB | T.3Cy.18 1/10"29 1/10"&47½"-27½"<br>114NHP<br>N.Odero&Co.Genoa | | CI |
| 10346 | **Bom Jesus** SteelTwinScSr<br>Elec.light 1Dk | 238<br>210<br>145 | | | | | 1912 | Gebr. Niestern<br>Delfzijl | Cia.Agricola de Cazengo | 136·6\|25·8\|6·9<br>H18' | Lisbon<br>Portuguese | O.4Cy.9 1/10"&18 1/10"-11⅛"<br>N.V.Maschinef. 19NHP<br>"Fulton," Hoogezand | | |
| 10347<br>143615<br>KDVB | **Boma** SteelSc<br>Elec.light Wireless 2Dks(Stl) | 5408<br>4800<br>3313 | ✠100A1<br>~~8,21~~ ~~7,20~~ 10,21<br>✠LMC2,20 | Liv | y | CL | 1920<br>2mo<br>Lloyd | Harland&Wolff,Ld.<br>Glasgow<br>'sA&CP | British&African S.N.Co.Ld.(Elder, Dempster&Co.Ld. Mgrs.)<br>CellDB 342'1059t FPT127t APT218t | 400·6\|52·3\|28·5<br>P49'B112'F39'<br>FK | Liverpool<br>British<br>7BHCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Harland&Wolff,Ld.Gls. | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 10348<br>114660<br>VPKJ | **Bombala** SteelScSr<br>ssMel.No.3-2,16<br>Wireless ssSyd.No.1-20<br>Elec.light 1Dk(Stl-ws)&Spar dk<br>Ref.Mchy. (Stl-teak s)&Webframes | 3571<br>2771<br>1664 | ✠100A1<br>Spar dk<br>~~3,21 6,20~~<br>9,21<br>BS~~3,21~~3,22<br>✠LMC6,20 | Syd<br>Mel | w | CL<br>6,20 | 1904<br>3mo<br>Lloyd | SirJ.Laing &Sons,Ld.<br>Sunderland<br>'sA&CP | AustralianSteamshipsProprietary Ld.(Man.Agents, HowardSmith, Ld.)<br>WB=Cell DBa88'uE&B118'f130'680t FPT46t APT21t | 348·0\|44·2\|17·6<br>P23'B138'F43' 25·6<br>BK8½" | Melbourne<br>British<br>6BHCem | T.4Cy 30",50"&(2)58"-48"<br>180lb (s) 746NHP<br>4SB,16cf,GS284,HS11851 FD<br>G.Clark,Ld.Sunderland | 28 ″ 4<br>s5 ″ 0½<br>24 ″ 5 | |
| ❋ 10349<br>144912<br>KGLQ | **Bombardier** SteelSc<br>ssSld.No.3-8,20<br>(exKilchrenan) 1Dk(Stl)<br>Elec.light Cargo battens not fitted | 611<br>485<br>259 | 100A1<br>8,20<br>LMC8,20 | Sld | | CL | 1918<br>Lloyd | Smith's DockCo.Ld.<br>Middlesbro'<br>'sA&CP | BrownShipping Co NewcastleLd. (RobinsonBrown &Co.Mgrs.)<br>CellDBu E26'20t | 172·2\|30·0\|15·7<br>B50'<br>FK | Newcastle<br>British<br>5BHCem | T.3Cy.16",26"&44"-26" (s)<br>200lb 94RHP<br>1SB,3cf,GS51,HS1825<br>Smith'sDockCo.Ld.Mdb. | 16 ″ 6<br>s 1 ″ 10<br>14 ″ 11 | |
| 10350 | — WoodSc<br>Elec.light 1Dk | 370 | | | | | 1919 | Ch.Marit. duMidi<br>Marseilles | BaronePicone&Cie | 134·5\|23·5\|8·2 | Oran<br>French | T.3Cy.12½",21"&35"-26"<br>Fawcett, 62NHP<br>Preston&Co.Ld.Liv. | | V |
| 10351<br>144543 | — SteelScK<br>Elec.light 1Dk | 305<br>283<br>117 | ✠<br>Stm Trawler<br>5,15 ✠ | Mdb | | | 1915<br>5mo | Smith's DockCo.Ld.<br>Middlsbro' | TheAdmiralty | 130·0\|24·0\|13·2<br>Q73'F21'<br>BK8" | London<br>British<br>2BHCem<br>DTf23'40t | T.3Cy.13",21½"&36"-26"<br>87RHP<br>1SB,3pf,GS51,HS1700<br>Smith'sDockCo.Ld.,Mdb. | 14 ″ 0 | |
| 10352<br>MFST | **Bombay** IronSc3MstSr<br>*Now named* "Professor Gruvel," *See No.* 38962 *in Supplement*<br>Elec.light Wireless 2Dks3trB | 3216<br>2921<br>2040 | | | | | 1882 | C.Mitchell &Co.<br>Newcastle | A/S Örnen (S.L.Christensen, Mgr.) | 336·8\|41·4\|26·5<br>P40'B82'F46'<br>BK11" | Sandefj'rd<br>Norwegian<br>WB | T.3Cy.23½",39"&64"-42"<br>NE&B91 270NHP<br>Blair&Co.Ld.Stockton | 29 ″ 0 | N |
| 10353<br>125051 | — SteelScK<br>ssGms.No.3-3,19<br>1Dk | 229<br>206<br>116 | | | … | CL<br>3,19 | 1907<br>3mo<br>Lloyd | Cochrane &Sons<br>Selby<br>'sA&CP | Grant&Baker Stm.FishingCo.Ld | 120·0\|22·0\|11·5<br>Q67'F17'<br>BK8" | Grimsby<br>British<br>4BHCem | T.3Cy.12½",22"&35"-24" (s)<br>180lb 70RHP<br>1SB,2pf,GS33,HS1103<br>C.D.Holmes&Co.Hull | 12 ″ 6 | |
| ❋ 10354<br>8537<br>JQFB | **Bombay Maru** SteelScSr<br>ssKob.No.3-8,12<br>Wireless ssYka.No.2-20<br>(exGlamorganshire) 1Dk(Stl)&<br>Elec.light Spar dk(Stl)&deep framing | 4352<br>3932<br>3196 | ✠100A1<br>Spar dk<br>6,21 ~~5,20~~<br>✠LMC~~5,20~~ 6,21 | Yka | x | CL<br>5,20 | 1900<br>8mo | Sunderlnd S.B.Co.Ld.<br>Sunderland<br>A&CP | NipponYusen KabushikiKaisha<br>WB=CellDBa116'uE&B34'f158'703t | 377·2\|47·1\|20·5<br>P38'B92'F46' 28·3<br>FK | Tokio<br>Japanese<br>6BHCem | T.3Cy.25",42"&70"-45" (s)<br>190lb 100lb 354NHP<br>2SB,8cf,GS136,HS5300<br>N.E.MarineEng.Co.Ld.Sld | 31 ″ 0<br>s 6 ″ 6<br>24 ″ 10 | |
| 10355<br>MLNK | **Bommestad** SteelScSr<br>(exRemus)<br>1Dk | 1115<br>970<br>655 | | | | | 1915 | Trndhjms Mek.Værks.<br>Trondhjem | Friis&LundsRed. A/S (F.Friis&C.O. Lund,Mgrs.) | 226·2\|36·5\|15·7<br>P12'B51'F27' | Drammen<br>Norwegian<br>WB | T.3Cy.17",27½"&46"-30"<br>116NHP<br>TrondhjemsM.V.Trhjn. | | N |
| 10356 | **Bompata** SteelSc<br>Elec.light Wireless 2Dks | 5500<br>5070 | 100A1<br>(Class Contemplated) | | | | 1921 | Harland&Wolff,Ld.<br>Belfast | Elder,Dempster&Co.Ld. | 410·4\|54·3\|27·9<br>P43'B159'F44' | Liverpool<br>British<br>WB | 2 Geared Steam Turbines<br>Harland&Wolff,Ld.Bel. | 30 ″ 8<br>s 6 ″ 4<br>24 ″ 7 | |
| 10357<br>218271<br>LRNP | **Bon Secour** WoodTwinSc<br>Elec.light Wireless 1Dk2trB | 2458<br>1972<br>1453 | | | | | 1919 | Pacific American Fisheries,<br>Bellingham | UnitedStates ShippingBoard | 267·3\|46·2\|23·2<br>P40'B67'F26' | Seattle<br>Utd.States | T.6Cy.15",24"&40½"-30"<br>180NHP | | R |
| 10358<br>ODNC | **Bon Voyage** SteelPad<br>(exWesterland,<br>Elec.light exSouthwoldBelle) 2Dks | 566<br>—<br>295 | | | | | 1900 | W.Denny &Bros.<br>Dumbarton | P.Hattemer | 245·1\|28·0\|9·2 | Cherbourg<br>French | T.3Cy.20½",30"&43"-60"<br>143NHP<br>Denny&Co.Dumbarton | | |
| 10359<br>123213<br>JHPF | **Bona** SteelScK<br>ssHul.No.3-5,19<br>1Dk | 186<br>178<br>72 | ✠100A1<br>StmTrawler<br>2,21<br>~~BS7,20~~ ✠LMC6,18<br>BS9,21 | Hul | | CL<br>7,20 | 1906<br>1mo<br>Lloyd | Mackie&Thomson<br>Glasgow<br>'sA&CP | TridentSteam FishingCo.Ltd. (G.A.Ledger Mgr)<br>WB=Deep tanks f10'14t | 108·9\|21·5\|11·3<br>BK8" | Hull<br>British<br>4BHCem | T.3Cy.10",16¼"&27"-24" (s)<br>200lb 36RHP<br>1SB,2pf,GS25,HS750<br>W.V.V.Lidgerwood,Gls. | 12 ″ 4 | |
| 10360<br>139<br>HDNS | — CompScSp<br>(exSailing vessel Motala No.II.) | 155<br>132<br>94 | | | | | 18 76/91 | Motala Co.<br>Motala | GöteborgsTrävaru A/B (JustusA. Waller,Mgr.) | 99·7\|22·6\|9·1<br>H17t | Gothenbrg<br>Swedish | C.2Cy.9¾"&17½"-13½"<br>NE&B91 9NHP<br>MotalaCo.Gothenburg | | |
| ❋ 10361<br>137017 | **Bona Dea** SteelScK<br>ssGoo.No.1-19<br>Elec.light 1Dk | 322<br>296<br>171 | ✠100A1<br>StmTrawler<br>4,20 ✠LMC2,19<br>BS8,21 | Goo | | CL<br>4,20 | 1915<br>2mo<br>Lloyd | Cochrane & Sons,Ld.<br>Selby<br>'sA&CP | EquitableSteam FishingCo.Ld. | 140·2\|24·0\|12·6<br>Q77'F20'<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.13",22½"&37"-26" (s)<br>200lb 88RHP<br>1SB,3pf,GS45,HS1450<br>Earle'sCo.Ld.Hull | 13 ″ 3 | |
| 10362<br>127151 | **Bonaccord** SteelScK<br>1Dk | 214<br>210<br>78 | | | … | | 1908 | Hall,Russell&Co.Ld.<br>Aberdeen | ~~L.Brown~~<br>R.Irvin&SonsLd. | 116·1\|22·6\|12·2<br>BK7½" | Hartlepool<br>British | T.3Cy 12",20"&34"-23"<br>75RHP<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 10363<br>HDWB | **Bonanova** IronSc3MstSr<br>(exFierros,exCaboTresForcas,exSoto)<br>Mchy.Aft 1Dk&AwngDk | 933<br>911<br>650 | | | | | 1880 | Napier, Shanks &Bell<br>Glasgow | A.Cert Cagristá | 212·8\|28·8\|13·9<br>B7' 20·9<br>BK7½" | Barcelona<br>Spanish | C.2Cy.23"&46"-30"<br>NDB02 87NH<br>Dunsmuir&Jackson,Gls. | 22 ″ 2 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10364<br>141937 | **Bonawe** SteelSc3MstSr<br>*Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | 357<br>247<br>139 | ✠100A1<br>~~2,21~~ 2,21 2,22<br>✠LMC12,19 | Bwg | *f* | CL<br>2,22 | 1919<br>12mo<br>Lloyd | Scott&Sons<br>Bowling<br>'*sA&CP* | J.&A.Gardner&Co.Ld. | 141·6\|23·8\|10·1<br>Q81'B8'F24'<br>BK7<br>*FPT* | Glasgow<br>British<br>3*BHCem*<br>31*t APT*12*t* | C.2Cy.15"&34"–24" (*s*)<br>180lb 47RHP<br>1SB,2*pf*,GS42,HS1388<br>Fishers,Ld.Paisley | 11 ″ 0<br>s 3 ″ 5½<br>11 ″ 3 | |
| 10365<br>129741<br>HQGC | **Bondicar** SteelScSr<br>*ss*Nwc.No.2-19<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1441<br>1079<br>804 | ✠100A1<br>2,21<br>~~BS0,20~~ ✠LMC7,19<br>BS7,21 | Nwc | *o* | CL<br>2,21 | 1910<br>3mo<br>Lloyd | J.Crown&Sons,Ld.<br>Sunderland<br>'*sA&CP* | Broomhill Collieries,Ld<br>(H.Coates,*Mgr.*)<br>*WB=CellDB* | 240·3\|36·5\|14·4<br>Q123'B10'F22'<br>FK<br>*a*65'*uE*&*B*34'*f*103' | Newcastle<br>British<br>4*BHCem*<br>384*t FPT*36*t* | T.3Cy.18½",30"&50"–36" (*s*)<br>180lb *100lb* 182NHP<br>2SB,4*cf*,GS82,HS3060<br>Richardsons,Westgarth&<br>*APT*97*t* Co Ld.Sld. | 16 ″ 6<br>s 1 ″ 8<br>15 ″ 1 | |
| 10366<br><br>NHCK | **Bondowoso** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)<br>*Well deck*<br>Wireless | 6326<br>5106<br>4796<br>~~4860~~<br>3184 | ✠100A1<br>~~6,21 7,20~~ 1,22<br>✠LMC10,19<br>*Carrying oil* | Sba<br>~~Ham~~ NYk<br>*fuel F.* | *z*<br>*P.* | *above* | 1919<br>10mo<br>Lloyd<br>150° F. | W.Gray&Co (1918)Ld.<br>W Hartlepool<br>'*sA&CP*<br>*in DT* | Rotterdamsche Lloyd(W.Ruys&Zonen,*Mgrs.*)<br>*CellDB*344' | 400·1\|52·3\|28·5<br>P&B322'F39'<br>FK<br>1048*t D Ta*35'915*t A* | Rottrdam<br>Dutch<br>6*BHptCem*<br>*PT*61*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Cen.Mar.Eng.Wrks.WHpl | 31 ″ 0<br>s 4 ″ 8<br>26 ″ 9 | |
| 10367<br>Stranded 11,20<br>LNBM | **Bonham** WoodSc<br>*Elec.light* 2*Dks*<br>*Mchy.Aft* *Well deck* Hardwood treenails | 3349<br>2739<br>1937 | ✠~~10A1~~<br>4.19<br>~~BS0,20~~ ✠~~LMC10,19~~ | Mob | | CL<br>4,19 | 1918<br>5mo | National S.B.Co.<br>Orange,Tex. | UnitedStates ShippingBoard | 299·8\|49·9\|26·1<br>F42'P&B105' | Orange,<br>Texas<br>Utd.States | T.3Cy.19",32"&54"–36" (*s*)<br>200lb 296NHP<br>2 Water Tube Boilers<br>GS174,HS5800<br>VulcanIrn.Wks.Inc.N.J. | 29 ″ 2<br>s 5 ″ 2½ | |
| 10368<br>143672<br>KGTV | **Bonheur** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 5327<br>4811<br>3170 | ✠100A1<br>12,21 ~~10,20~~<br>✠LMC10,20<br>*Fitted for oil* | NYk<br>*fuel* 1 | *y*<br>0,2 | CL<br>0*F.P.* | 1920<br>10mo<br>Lloyd<br>*above* | Harland&Wolff,Ld.<br>Belfast<br>'*sA&CP*<br>150° F. | LivBrazil&RPlate SNCoLd(Lamport&Holt,Ld. *Mgrs.*)<br>C*ellDB*335' 1051*t D* | 400·4\|52·4\|28·4<br>P40'B128'F47'<br>FK<br>*Ta*26'587*tFPT*111*t* | Liverpool<br>British<br>6*BHCem*<br>*APT*215*t* | 2 Steam Turbines geared to 1Sc.Shaft 200lb *120lb* (*s*)<br>3SB,9*cf*,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 31 ″ 0<br>s 6 ″ 1<br>25 ″ 3 | |
| 10369<br>217037<br>LNGJ | **Bonifay** WoodTwinSc<br>*Elec.light* 2*Dks* | 2531<br>—<br>1496 | | | | | 1918 | Wilson S.B.Co.<br>Astoria, Or. | United States Shipping Board | 266·8\|46·1\|23·8 | Astoria,Or<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 10370 | **Bonita** WoodScSr<br>2*Dks*3*trB* | 521<br>241<br>383 | | | | | 1881 | Dickie Bros.<br>SanFrancisco | CiaNaviera del Pacifico,S.A. | 172·0\|27·2\|16·2 | Guaymas<br>Mexican | C.2Cy.18⅞"&34½"–28"<br>52NHP<br>RisdonIronWorks,S.Fo. | | |
| 10371<br>204122<br>LBHT | **—** WoodSc<br>(*ex*Tasco)<br>*Mchy.Aft* Wireless 1*Dk* | 319<br>—<br>199 | | | | | 1907 | R.Palmer&SonsCo.<br>NewLondon,<br>Conn. | NeptuneLine,Inc. | 109·0\|32·4\|11·3 | NewYork<br>Utd. States | C.2Cy.17"&34"–25"<br>48NHP<br>J.W.Sullivan,NewYork | | |
| 10372<br><br>MHTN | **Bonn** SteelTwinScSr<br>(*ex*Westfalia)<br>*Elec.light* 1*Dk* | 960<br>739<br>523 | | | | | 1910 | Akt.Ges. "Neptun"<br>Rostock | A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*) | 220·8\|33·6\|12·2<br>Q64'B52'F26' | Christiania<br>Norwegian<br>*WB* | T.6Cy.8¾",16½"&26¾"–17⅝"<br>57NHP<br>A.G."Neptun,"Rostock | | |
| 10373<br><br>MGLP | **Bonna** SteelScSr<br>*ss*Sng.No.2–19<br>(*ex*HansB.) Wireless 1*Dk*(*Stl*) | 4253<br>3889<br>2740 | ✠100A1<br>1,22 ~~11,20~~<br>~~BS10,20~~ ✠LMC10,19<br>BS9,21 | Cpn<br>Xia | *x* | CL<br>11,20 | 1911<br>4mo<br>Lloyd | W.Gray&Co.Ld.<br>WHartlepool<br>'*sA&CP* | DenNorskeAfrika-ogAustralieLinie (W.Wilhelmsen, *Mgr.*)<br>*WB=CellD* | 365·0\|50·8\|26·0<br>P27'B106'F36'<br>FK<br>*Ba*&*uE*149'*f*159'97 | Tönsberg<br>Norwegian<br>6*BHCem*<br>0*t APT* 125*t* | T.3Cy.26",42"&70"–48" (*s*)<br>180lb *100lb* 381NHP<br>2SB,8*cf*,GS147,HS6039<br>Cen.Mar.Eng.Wrks WHpl | 28 ″ 4<br>s 5 ″ 7½<br>23 ″ 1 | |
| 10374<br>216847<br>LMSG | **Bonnafon** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2542<br>2082<br>1532 | | | | | 1918 | Nelson&KelezS.B.Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 267·5\|46·4\|23·9<br>P28'B65'F26' | Seattle<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>Hooven-Owens&Rentschler,Hamilton,O. | | R |
| 10375<br>217712<br>LQGT | **Bonneteere** WoodTwinSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2453<br>1983<br>1462 | | | | | 1919 | Pacific American FisheriesCo.<br>Bellingham | UnitedStates ShippingBoard | 268·3\|46·2\|23·3<br>P28'B65'F26' | Seattle<br>Utd.States | T.6Cy.15",24"&40½"–30"<br>180NHP<br>SeattleMachineWorks | | R |
| 10376<br>220681<br>MBQH | **Bonnie Brook** SteelSc<br>*Elec.light* 2*Dks*&*Web frames*<br>Sub.Sig. Wireless *Fitted for oil fue* | 5977<br>4971<br>3700 | | ... | | | 1920 | Merchant S.B Corp.<br>Harriman,Pa | UnitedStates ShippingBoard | 400·7\|54·2\|30·2<br>P36'B124'F41'<br>FK | Phildlphia<br>Utd.States<br>*WB* | 2 Steam Turbines gearedto 1ScShaft<br>WestinghouseElectric&Mfg.Co.EastPittsburg. | 32 ″ 10 | |
| 10377<br>140615<br>JWRM | **Bonny** SteelSc<br>*Elec.light.* 2*Dks*<br>Wireless | 5173<br>4756<br>3165 | | | | | 1919 | IrvinesSB.&D.D.Co.Ld.<br>WHartlepool | ElderLine,Ltd. (Elder,Dempster&Co.Ltd.*Mgrs.*) | 400·0\|52·3\|28·4<br>P49'B113'F38' | Liverpool<br>British<br>*WB* | T.3Cy.27",44"&73"–48"<br>869NHP<br>Richardsons,Westgarth&Co.Ld.Hpl. | | C |
| 10378<br>219685<br>LVSW | **Boobyalla** WoodTwinSc<br>*OilEng*<br>*Elec.light* 1*Dk*2*trB*<br>*Mchy.Aft* *Well deck* *Salted*<br>Wireless | 3100<br>2294<br>2457 | ✠12A1<br>7,21 ~~7,20~~<br>✠LMC~~6,20~~<br>7,21 | SFo<br>Sea | *t* | | 1919<br>10mo | Patterson&MacDonald S.B.Co.<br>Seattle,Wash<br>A&CP | OceanMotorship ~~Inc.~~ Co.Inc. | 268·4\|48·3\|24·7<br>P&B169'F32' | ~~Seattle~~<br>Utd.States<br>S.Francisco | Oil Engines 4S.C.SA<br>12Cy.16"–24" 188NHP<br>McIntosh&SeymourCorp.<br>Aubury,N.Y. | 27 ″ 4<br>s 3 ″ 9½ | |
| 10379<br><br>NHDB | **Boomberg** SteelScSr<br>*ss*Ams.No.2–18<br>Wireless 1*Dk*(*Stl*)&*deep framing* | 1699<br>1483<br>1034 | ✠100A1<br>2,22 ~~10,20~~<br>~~BS10,20~~ ✠LMC11,18<br>~~BS5,21~~ 2,22 | Ams | *r* | ~~7,20~~<br>2,22 | 1910<br>3mo<br>Lloyd | A.Vuijk&Zonen<br>Capelle a/d Ysel<br>'*sA&CP* | Stoomb.Maats. "Hillegersberg" (Vinke&Co.*Mgrs*) | 270·1\|39·1\|17·4<br>P18'B66'F27'<br>FK<br>*WB* | Amstrdam<br>Dutch<br>4*BHCem*<br>=*Cell DBa* | T.3Cy.20",33"&54"–36" (*s*)<br>160lb *100lb* 190NHP<br>2SB,6*pf*,GS99,HS3078<br>G.T.Grey,SouthShields<br>80'*uE*16'*f* 120'522*t APT*60*t* | 19 ″ 10<br>s 2 ″ 10<br>17 ″ 3 | |
| 10380<br>139007<br>JLBO | **Boonah** SteelScSr<br>*ss*Brw.No.2–20 ~~*ss*Mch.No.1–15~~<br>(*ex*Melbourne) 2*Dks*(*Stl*)<br>*Elec.light* 3rd dk in No.1 hold<br>*Well deck* *Ref.Mchy.* Wireless | 6147<br>5584<br>3801 | ✠100A1<br>8,21 ~~12,19~~ 2,21<br>~~BS12,20~~ ✠LMC12,19<br>✠Lloyd'sRMC~~5,20~~ ~~4,21~~<br>BS12,21 12,21 | Lon<br>~~Ant~~ Syd | *a*† | CL<br>~~12,19~~<br>8,21 | 1912<br>1mo<br>Lloyd | Flensburgr Schiffsb.Ges.<br>Flensburg<br>'*sA&CP* | Requisitioned by theCommonwealth of Australia<br>*WB=CellD* | 450·0\|~~58·2~~\|26·9<br>P&B378'F53'<br>\|58·3\| | London<br>British<br>8*BHCem*<br>*Ba*182' *uE*& | T.3Cy.30 5/16",50 5/16"&84"–54"<br>185lb (*s*) 751NHP<br>4SB,12*cf*,GS264,HS11219 FD<br>FlensburgerSchiffsb.Ges.<br>*B*72'*f*149'1490*t* | 29 ″ 6<br>s 4 ″ 7<br>25 ″ 4 | |
| 10381<br>217527<br>LPRT | **Boone** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2551<br>—<br>1528 | | | | | 1919 | Dantzler S.B.&D.D.Co.<br>MossPt.Miss. | UnitedStates ShippingBoard | 268·0\|46·0\|26·0<br>P40'B66'F30' | Gulfport,<br>Miss<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 10382<br>217514<br>LPRF | **Boonsborough** WoodSc<br>*Elec.light* 1*Dk*2*trB* | 2551<br>—<br>1528 | | | | | 1919 | Hodge ShipCo.<br>MossPt.Miss. | UnitedStates ShippingBoard | 267·3\|46·0\|23·6<br>P40'B66'F30' | Gulfport,<br>Miss<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 10383 | | | | | | | | | | | | | | |

| 1 | 2, 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built.<br>When | By Whom<br>Where | Owners. | Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
| 10384<br>139018<br>JLBS | **Booral** SteelScSr<br>ssSyd.No.3-1,18<br>(exOberhausen) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>3*tr B,lower dk*(*Stl*)*in No.3hold*<br>*Elec.light* Wireless *Ref.Mchy.*<br>for No.4 lower hold & after section of No.4 orlop & tween dk Chambers only | 4359<br>4069<br>2724 | ✠100A1<br>*Spar dk*<br>~~7,21~~ ~~1,21~~ 1,22<br>~~BS11,20~~ ✠LMC6,17<br>✠Lloyd'sRMC~~11,20~~ ~~7,21~~ 1,22 | Syd | *y*<br>7,21 | CL<br>4,19 | 1905<br>10mo | Swan,Hunter&Wigham Richardson. Ld Newcastle<br>*Lloyd'sA&CP* | Requisitioned by theCommonwealth of Australia<br>*WB=* | 385·0<br>P&B312'F46'<br>*CellDBa106'uE&B* | 50·1 | 19·3<br>27·1<br>FK | London<br>British<br>*7BHCem*<br>*46'f178'930t* | Q.4Cy.23",32",48"&72"-54"<br>210lb (*r*) 492NHP<br>3SB.*9cf*,GS160,HS6492 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 29″10<br>s 4″8<br>25″7 | |
| 10385<br>139010<br>JLBG | **Boorara** SteelScSr<br>Sub.Sig. (exPfalz)<br>*Elec.light Ref.Mchy.* Wireless 3*Dks* | 6570<br>6172<br>4016 | ✠Lloyd'sRMC~~2,21~~ ~~9,21~~ 1,22 | | | | 1913 | Bremer Vulkan Vegesack | Requisitioned by theCommonwealth of Australia | 471·2 | 59·2 | 36·9 | London<br>British<br>*WB* | T3Cy.32$\frac{3}{16}$",52½"&86$\frac{5}{8}$"-55$\frac{1}{16}$"<br>560NHP<br>BremerVulkan,Vegesack | 39″2<br>s 5″1½<br>26″11 | |
| 10386<br>91465<br>SVMK | **Bopple** SteelScK<br>*Well deck* 1*Dk*<br>*Mchy.Aft* | 267<br>199<br>104 | | | ... | | 1911 | Ardrossan DD&SBCoLd Ardrossan | R.Hart | 127·1<br>Q46'B9'F16'<br>FK&BK1" | 24·1 | 8·0 | Maryboro'<br>Queensl'nd<br>British<br>*WB* | C.2Cy.15"&32"-24"<br>65RHP<br>Ross&Duncan,Glasgow | 10″3 | |
| 10387<br>MSCQ | **Bör** SteelScSr<br>1*Dk* | 927<br>675<br>552 | | | | | 1918 | Jarlsö Verft Tönsberg | D/S Færder A/S (Fred.Olsen&Co. *Mgrs.*) | 200·4<br>Q63'B54'F20' | 31·9 | 12·7 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.16",25½"&44"-30"<br>106NHP<br>TrondhjemsMekVærksted | | N |
| 10388<br>ODNI | **Bora** IronSc<br>(*Tug*) (exL'Adriatico) | 123<br>—<br>4 | | | | | 1885 | Stabilmnto Tecnico Trieste | Chemins de Fer de l'ÉtatFrançais (Soc.Maritime Nationale,*Mgrs.*) | 97·7 | 17·5 | 8·8 | Marseilles<br>French | C.2Cy.18"&33"-25"<br>NB10 45NHP<br>StabilmntoTecnicoTrieste | | V |
| 10389<br>217991<br>LQWN | **Borad** CompSc<br>*Elec.light* Wireless 2*Dks* | 2441<br>2376<br>1450 | | | | | 1919 | TerryS.B. Corp. Savannah,Ga | UnitedStates ShippingBoard | 266·8<br>P38'B69'F34' | 45·8 | 22·3 | Savannah<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>WorthingtonPump& Mchy.Corp.Buffalo | | R |
| 10390 | **Borborema** SteelTwinScSr<br>1*Dk* | *1811*<br>*1673*<br>*1082* | | | | | 1907 | Craig,Taylor&Co.Ld. Stockton | LloydBrasileiro | 275·0<br>F28' | 44·8 | 16·5 | R.Janeiro<br>Brazilian<br>*WB* | T.6Cy.14",22"&37"-24"<br>134NHP<br>Blair&Co.Ld.Stockton | | C |
| 10391<br>135340<br>JFDV | **Borda** SteelTwinScSr<br>ssLon.No.1-18<br>*Elec.light* 8*Dks*(*Stl-Uteak s*)2*nd dk*(ws)<br>*Ref.Mchy.* Wireless | ~~11136~~<br>~~9282~~<br>~~7086~~<br>11199<br>9282<br>7008 | ✠100A1<br>~~12,20~~ 12,21<br>~~BS1,21~~ ✠LMC10,18<br>✠Lloyd'sRMC~~1,21~~ ~~7,21~~<br>BS12,21 12,21 | Lon | *f*† | CL<br>~~9,17~~<br>12,21 | 1914<br>3mo | Caird&Co. Ld. Greenock<br>*Lloyd'sA&CP* | P.&O.Stm.Nav.Co.<br>*Intermediate 'tw*<br>*Mchy. space* | 500·0<br>P21'B205'F82'<br>FK&BK2"<br>*een dk BH in* {7B<br>*dispensed with* {1B<br>*WB=CellD* | 62·2 | 37·8 | Greenock<br>British<br>*Cem*<br>*H to Upr dk*<br>*H to 2nd dk*<br>*Ba138'f185'* | Q8Cy23½"34½"48½"&70"-54"<br>215lb (*s*) HS18188 1200NHP<br>2D&2SB,*24cf*,GS441 FD<br>Caird&Co.Ld.Greenock<br>*only*<br>*1248tFPT115tAPT143t* | 41″0 | BT till 12,21 |
| 10392<br>ODNL | **Bordagain** SteelScSr<br>(*Trawler*)<br>(exSauterelle,exDurbana) | 135<br>—<br>— | | | | | 1911 | Kaldnaes Patentslip &Mek.Verk. Tönsberg | LesEntreprises MaritimesBasques | 92·8 | 18·0 | 10·7 | Bayonne<br>French | T.3Cy.11",18"&29"-24"<br>41NHP<br>FredriksstadM.V. | | V |
| 10393<br>145167<br>KHTB | **Borde** SteelSc<br>*Elec light* 1*Dk*(*Stl*)<br>*Well deck Mchy.Aft* | 2014<br>1548<br>1099 | ✠100A1<br>3,21<br>✠LMC5,21 | Sld | *r* | CL | 1921<br>3mo | J.Crown& Sons,Ld. Sunderland<br>*Lloyd'sA&CP* | Stephenson Clarke &Co.<br>*CellDB225'5* | 270·4<br>Q163'F28'<br>FK<br>*06tMT10'252tFPT* | 38·2 | 18·5 | London<br>British<br>*4BHCem*<br>*149tAPT77t* | T.3Cy.20½",33"&54"-39" (*s*)<br>180lb 214NHP<br>2SB.*6pf*,GS93,HS3524<br>N.E.MarineEng.Co.Ld.Sld | 20″6<br>s 6″11½<br>18″7 | |
| 10394<br>ODNQ | **Bordeaux** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | *2719*<br>*2301*<br>*1726* | ✠100A1<br>6,20<br>✠LMC12,17 | Off | *t* | CL<br>6,20 | 1918<br>1mo | ForthS.B. &Eng.Co.Ld. Alloa<br>*Lloyd'sA&CP*<br>*Intermed* | Cie.desChemins de Fer Paris-Orléans (Soc.Mar.Aux.de Transports,*Mgrs.*)<br>*iate BH in forehol*<br>*CellD* | 305·3<br>P24'B85'F32'<br>FK<br>*d dispensed with 4B*<br>*B256' 548tFPT78t* | 42·8 | 21·5 | Nantes<br>French<br>*Honly*<br>*APT29t* | T.3Cy.20½",33"&54"-39" (*s*)<br>180lb 234NHP<br>2SB,*6cf*,GS126,HS4104<br>G.T.Grey&Co.Ld.S.Shl. | 23″9<br>s 3″10½<br>20″1 | |
| 10395<br>ODNP | — SteelTwinScSr<br>*Elec.light* Wireless 1*Dk* | 774<br>650<br>262 | | | | | 1912 | Atel.&Ch. de la Loire St.Nazaire | Chemins deFer de l'Etat(L.B.&S.C. Rly.Co.*Mgrs.*) | 206·7<br>B48'F31' | 27·9 | 15·9 | Dieppe<br>French | T6Cy14",22$\frac{27}{32}$"&37$\frac{13}{16}$"-29$\frac{15}{16}$"<br>156NHP<br>Atel.&Ch.de laLoire,Nts. | | V |
| 10396<br>135658<br>JFQB | **Borderdene** SteelSc<br>(exBerthaJames)<br>1*Dk* | 122<br>90<br>56 | | | | | 1913 | Soc.Anon. Meuse et Sambre Namur | H.W.Bear | 85·0 | 20·1 | 7·2 | Glasgow<br>British | C.2Cy.10"&20"-12"<br>35RHP<br>J.&T.Hoskins,London | | V |
| 10397<br>119188<br>HBPV | **Borderer** SteelScSr<br>ssCal.No.3-10,16<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&<br>*Elec.light* Wireless *deep framing*<br>~~*Carrying fuel oil F.P. above 150° F. in DB & DT*~~ | 4372<br>4037<br>2835 | ✠100A1<br>*Spar dk*<br>6,20<br>MS10,16 ✠LMC<br>~~BS11,19~~<br>BS2,21 | NYk | *x* | CL<br>~~1,18~~<br>4,21 | 1904<br>12mo | Russell& Co. Pt.Glasgow<br>*Lloyd'sA&CP* | EllermanLines,Ld.<br>*WB=CellDBa* | 374·5<br>P47'B102'F40'<br>*116'uE&B42'f162* | 48·9 | 19·6<br>27·4<br>FK | Liverpool<br>British<br>*6BHCem*<br>*987tDTa32'* | T.3Cy.26",42"&70"-45" (*s*)<br>180lb *100lb* NDB19 418NHP<br>2SB,*6cf*,GS112,HS5826 FD<br>ClydeS.B.&E.Co.Ld.P.Gls<br>*819tFPT87tAPT44t* | 30″2<br>s 5″11½<br>24″7 | |
| 10398<br>135660 | **Borderglen** SteelSc<br>(exNorahJames)<br>1*Dk* | 123<br>91<br>54 | | | | | 1913 | Soc.Anon. Meuse et Sambre Namur | ~~CheviotCoasters, Ld.(G.T.Gillie&Co. *Mgrs.*)~~ JSMcGillivray | 85·0 | 20·1 | 7·2 | Banff<br>British | C.2Cy.10"&20"-12"<br>35RHP<br>J.&T.Hoskins,London | | |
| 10399<br>135430<br>JBKQ | **Borderland** SteelScSr<br>ssLiv.No.2-20<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 1753<br>1570<br>863 | ✠100A1<br>~~12,20~~ 11,21<br>✠LMC12,20<br>BS11,21 | Liv | *q* | CL<br>12,20 | 1912<br>12mo | Barclay, Curle&Co.Ld. Glasgow<br>*Lloyd'sA&CP* | Leith,Hull&Ham. Stm Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)<br>*WB=Cell DBa58' u* | 260·1<br>B73'F33<br>FK&BK1½"<br>*E22'f116'257tFPT* | 36·0 | 22·2 | Liverpool<br>British<br>*4BHCem*<br>*48tAPT25t* | T.3Cy.19½",34"&55"-42" (*r*)<br>180lb HS4252 246NHP<br>2SB&1AuxSB,*8cf*,GS131,<br>Barclay,Curle&Co.Ld.Gls. | 24″6<br>s 3″9½<br>21″1 | |
| 10400<br>MKJH | **Bordeyri** SteelScYl<br>ssFlt.No.3-5,12<br>(exNeptune) ssBgn.No.1-16<br>1*Dk* | 167<br>163<br>61 | ✠100A1<br>*StmTrawler*<br>5,18<br>MS11,20<br>✠NB10,98*refitted*02<br>BS10,19 ✠LMC~~5,18~~ | Stv | | 5,18 | 1899<br>4mo | Mackie& Thomson Glasgow<br>A&CP | A/S Bordeyris Rederi (K.Huse,*Mgr.*) | 110·0<br>Q22'<br>BK7½" | 21·0 | 10·9 | Haugesnd<br>Norwegian<br>*4BHCem* | T.3Cy.12",19½"&32"-22" (*s*)<br>200lb 48NHP<br>1SB,*2pf*,GS33,HS800<br>Muir&Houston,Ld.Gls. | 12″0 | |
| 10401<br>5167<br>JSDF | **Bore** SteelScSr<br>ssSkm.No.2-20<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light* | 1216<br>999<br>700 | ✠100A1<br>1,22 ~~7,20~~<br>✠LMC7,20<br>BS1,22 | Skm<br>Bly | *o* | CL<br>5 1 | 1910<br>10mo | Campbeltn S.B.Co. Campbelt'wn<br>*Lloyd'sA&CP* | Stockholms Rederiaktieb.Svea (H.EricsonMgr)<br>*WB=CellD* | 229·4<br>Q83'B50'F28'<br>FK<br>*Ba59'uE&B33'f98'* | 35·8 | 15·6 | Stockholm<br>Swedish<br>*4BHCem*<br>*355tAPT85t* | T.3Cy.18",27½"&45"-33" (*s*)<br>180lb 136NHP<br>2SB,*4cf*,GS70,HS2228<br>J.G.Kincaid&Co.Ld.Grk. | 17″7<br>s 1″4½<br>16″6 | |
| 10402<br>2437<br>JFLR | — SteelScSr<br>2*Dks* | 391<br>361<br>85 | | | | | 1894 | Kockums M.V. Malmö | MalmöStad (N.Winkler,*Mgr*) | 130·6<br>H31*t* | 29·2 | 16·8 | Malmö<br>Swedish | C.2Cy.21¼"&38"-27$\frac{9}{16}$"<br>63NHP<br>KockumsM.V.,Malmö | | |
| 10403<br>3436<br>JKNF | — SteelSc<br>(*Tug*)<br>1*Dk* | 198<br>152<br>41 | | | | | 1898 | Bergsunds M.V.Aktieb Stockholm | SvanöA/B (E.Malmström, *Mgr.*) | 98·0<br>B34' | 22·2 | 15·4 | Svanö<br>Swedish | C.2Cy.14½"&31¼"-19½"<br>35NHP<br>BergsundsAktieb.Skm. | | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire.<br>Visites Périodiques. | 3 Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10404 | **Bore**<br>*Elec.light* | **SteelSc**<br>1*Dk* | 155<br>85<br>90 | | | | | 1910 | Eriksbergs<br>M.V.Aktieb<br>Gothenburg | Kungl.Marin-<br>förvaltningen | 98·4<br>B67' | 20·3 | 8·8 | Crlskrona<br>Swedish<br>*WB* | C.2Cy.13"&28"-18"<br>28NHP<br>EriksbergM.V.Aktieb.Got | | |
| 10405<br>1969<br>JDRF | — | **SteelScSr**<br>1*Dk* | 104<br>76<br>62 | | | | | 1892 | Göteborgs<br>M.V.Aktieb<br>Gothenburg | LillaEdetsPap-<br>persbruksAktieb. | 86·0<br>B21' | 17·4 | 8·0 | LillaEdet<br>Swedish | C.2Cy.12¼"&26¼"-19½"<br>25NHP<br>MotalaCo.Motala | | |
| 10406<br>641<br>NHLT | **Borea**<br>(*ex*AgiosGerassimos,*ex*Freda)<br>*Well deck* | **IronScSr**<br>*ss*Dnz.2ndNo.3-5,08<br>1*Dk*2*tr B* | 1009<br>768<br>618 | ✠<br>3,12<br>✠ | Dnz | *m* | | 1883<br>10mo | Swan&<br>Hunter<br>Newcastle | LloydMediterra-<br>neoSoc.Italiana<br>diNav.<br>*WB* | 221·0<br>P121'F21'<br>BK8"<br>=*FPT*30*t APT*68*t* | 30·1 | 16·0 | Genoa<br>Italian<br>4*BHCem*<br>*MT*20'153*t* | C.2Cy.28½"&53"-33'<br>NDB02 128NHP<br>1SB,3*pf*,GS56,HS2166<br>Blair&Co.Ld.Stockton | | |
| 10407 | **Borealis** | **WoodSc**<br>1*Dk* | 98 | ✠11A1<br>*For fishing purposes*<br>9,20<br>✠LMC9,20 | Gms | | CL<br>9,20 | 1917<br>12mo<br>*Lloyd* | Colby Bros.<br>Lowestoft<br>'*sA&CP* | TheAdmiralty | 87·9<br>9&12yrs.Mat. | 20·0 | 10·0 | London<br>British | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 42NHP<br>1SB,2*pf*,GS30,HS814,<br>Urquhart,Lindsay&Co.Ld.<br>Dundee | 10 ″ 0 | |
| 10408<br>125086 | **Boreas** | **SteelScK**<br>*ss*Gms.No.3-8,19<br>1*Dk* | 184<br>166<br>88 | ✠100A1<br>*StmTrawler*<br>11,21 ~~7,20~~<br>~~BS7,20~~ BS11,21<br>✠LMC8,19 | Gms | | CL<br>8,19 | 1907<br>11mo<br>*Lloyd* | Cochrane<br>&Sons<br>Selby<br>'*sA&CP* | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden,*Mgr.*) | 105·0<br>Q62'F15'<br>BK7½" | 21·5 | 11·1 | Grimsby<br>British<br>3*BHCem* | T.3Cy.11½",19½"&32"-23'(*s*)<br>180lb 57RHP<br>1SB,2*pf*,GS29,HS930<br>C.D.Holmes&Co.Hull | 12 ″ 0 | |
| 10409 | — | **SteelScSr**<br>(*Trawler*)<br>1*Dk* | 129<br>128<br>47 | | | | | 1894 | J.C.Teck-<br>lenborg<br>Geestemünde | Hochseefisch.u.<br>Fischmarkt.A.-G. | 106·2<br>H34' | 20·8 | 9·7 | Emden<br>German | C.2Cy.17¾"&32 11/16"-22"<br>42NHP<br>J.C.Tecklenborg,Gstmnde | | |
| 10410<br>138896 | **Borelis**<br>*ss*Sng.No.2-20<br>(*ex*Meteor)<br>*Elec.light*<br>*Mchy.Aft* Wireless | **SteelSc**<br>*ss*Oda.No.3-2,13<br>~~*ss*Cal.No.1-18~~<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*Webframes* | 4155<br>3739<br>2651 | ✠100A1<br>*Spar dk*<br>12,20 ~~4.20~~<br>✠NB2,13<br>✠LMC~~8,17~~ 12,20<br>~~BS1,20~~<br>*CarryingPetroleum in bulk* | Sng | *w*<br>BS3,22 | CL<br>~~4,19~~<br>12,20 | 1901<br>5mo | R.Craggs&<br>Sons<br>Middlesbro'<br>A&CP | Anglo-Saxon<br>PetroleumCo Ld.<br>*WB*=*CellDB* | 349·6<br>P79'B24'F43'<br>*uE&B*56'161*t FPT* | 47·0 | 21·1<br>28·8<br>FK | London<br>British<br>12*BHCem*<br>70*tAPT*22*t* | T.3Cy.25",40"&68"-48" (*s*)<br>180lb ~~*100lb*~~ *80lb* 370NHP<br>3SB,9*cf*,GS198.HS6050<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 30 ″ 0 | |
| 10411 | **Boren**<br>For full particulars See No. 36446 in Supplement<br>*Elec.light*<br>*Ref.Mchy.* | **SteelSc** | 4720<br>4165 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>✠Lloyd'sRMC7,21<br>(*ClassContemplated*)<br>*CarryingPetroleum in bulk* | | | | 1921 | Akt.Lind-<br>holmen<br>Motala-<br>Gothenburg | Rederi.A/B<br>Transatlantic<br>(G.Carlsson,*Mgr.*) | 377·0<br>F42' | 54·0 | 24·0 | Gothenbrg<br>Swedish | T.3Cy.27",44"&72"-48"<br>Akt.Lindholmen-Motala | | |
| 10412<br>3998<br>JMQC | —<br>(*ex*SailingVessel)<br>(*See Sailing Ship Register*) | **CompAuxSc3MstSr**<br>*OilEng.*<br>1*Dk* | 140<br>131<br>110 | | | | | 1902 | S.Groth<br>Sjötorp | CarlHedin | 97·6<br>H7*t* | 22·6 | 9·1 | Stockholm<br>Swedish | Oil Engines<br>2Cy.13"-11½" NE*fitted*16<br>20NHP<br>BergsundsM.V.Aktb.Skm. | | V |
| 10413<br>5661<br>JVDB | **Borg**<br>(*ex*Brenner)<br>*Well deck*<br>*Floors&ptInnerbottomplatingIrn* | **SteelScSr**<br>*ss*Shl.2ndNo.3-2,14<br>*ss*Nwc.No.1-18<br>1*Dk*(*Irn*)2*tr B* | 1841<br>1397<br>1087 | ✠100A1<br>5,20<br>MS12,18 | Gmh<br>✠LMC<br>~~BS7,20~~<br>BS5,22 | *r* | CL<br>N5,20 | 1888<br>5mo | WDoxford<br>&Sons<br>Sunderland<br>A&CP | ~~RederiA/B Borg~~<br>~~(Rob.Göhle,*Mgr.*)~~<br>RederiA/B Iris<br>(C.Abrahamsen,<br>*Mgr.*) | 265·0<br>P28'Q66'B120'<br>F28'<br>*WB*=*CellDB*186' | 37·1 | 17·4<br>FK | Stockholm<br>~~Norrköping~~<br>Swedish<br>4*BHCem*<br>291*tAPT*49*t* | T.3Cy.20",33"&54"-36" (*s*)<br>160lb *100lb* NDB05 171NHP<br>2SB,4*rf*,GS82,HS2500<br>W.Doxford&Sons,Sld. | 19 ″ 8<br>s 1 ″ 5<br>18 ″ 6 | |
| 10414<br>LBJV | —<br>(*ex*H.A.Hansen,*ex*Albert<br>Zelck,*ex*Ionian) *Well deck* | **SteelScSr**<br>*ss*Brs.No.1-05<br>1*Dk*(*Stl*) | 762<br>598<br>385 | ✠<br>11,07<br>✠ | Sou | *k* | | 1901<br>2mo | Grngem'th<br>&Greenock<br>DockyardCo.<br>Greenock | TheGovernmentof<br>Iceland(H.f.Eim-<br>skipafélagIslands,<br>*Mgrs.*) | 184·7<br>Q59'B54'F20'<br>*CellDBa*31'*f*73'146 | 31·2 | 13·9<br>FK | Reykjavik<br>Icelandic<br>1*BHCem*<br>*tAPT*9*t* | T.3Cy.13 7/16",25"&40"-30"<br>88NHP<br>1SB,3*cf*,GS55,HS1701<br>W.V.V.Lidgerwood,Gls. | 14 ″ 8 | |
| 10415 | **Borgå**<br>(*ex*Valesia,*ex*Etna) | **IronScSr**<br>*ss*Ham.No.1-86<br>2*Dks*(*Irn*)3*Dk rule* | 2295<br>2068<br>1466 | ✠<br>10,88 | Cff | *t* | | 1882<br>1mo | Germania<br>Werft<br>Kiel | RussianGovern-<br>ment | 301·5<br>P40'B68'F32'<br>*WB*=*DB*248'*f*385*t* | 37·4 | 23·8 | Russian<br>6*BHCem* | C.2Cy.38"&66"-43"<br>NB98 238NHP<br>Mark.Schl.M.Co.Berlin | | |
| 10416<br>VGCJ | — | **SteelTwinSc** | 265<br>—<br>171 | | | | | 1892 | ..................<br>Björneborg | BorgåÅngf.Aktieb<br>(T.Eklöf,*Mgr*) | 117·1 | 21·4 | 6·9 | Borgå<br>Finnish | | | |
| 10417<br>MSPB | **Borge**<br>(*See Sailing Ship Register*) | **WoodAuxSc3MstSr**<br>*OilEng.*<br>1*Dk* | 260<br>224<br>190 | | | | | 1918 | A/S Sarps-<br>borgsSkibs-<br>byggeri<br>Sarpsborg | SarpsborgsSkibs.-<br>A/S(S.Hansen,<br>*Mgr.*) | 114·5<br>Q15*t*H12*t* | 25·5 | 11·9 | Sarpsborg<br>Norwegian | Oil Engine<br>2Cy.13⅓"-15"<br>A/S A.Gulowsen,Xia. | | V |
| 10418<br>MVJF | **Borge II.**<br>*Mchy.Aft*<br>(*See Sailing Ship Register*) | **WoodAuxSc3MstSr**<br>*OilEng.*<br>1*Dk* | 296<br>249<br>218 | | | | | 1920 | A/S Sarps-<br>borgsSkibs-<br>byggeri<br>Sarpsborg | SarpsborgsSkibs.-<br>A/S(S.Hansen,<br>*Mgr.*) | 114·3<br>P32*t*H8*t* | 26·5 | 12·2 | Sarpsborg<br>Norwegian | Oil Engine<br>2Cy.16½"-18 3/10"<br>J&CGBolindersCo.Ld.Skm | | |
| 10419<br>MCRQ | **Borgestad**<br>Wireless *Cantileverframedtopsidetanks*<br>*Fitted with cylindrical tanks in holds for carrying petroleum*<br>*Mchy.Aft* *Elec.light* | **SteelSc**<br>1*Dk* | 4278<br>3903<br>2652 | | | | | 1906 | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | A/S Borgestad<br>(G.Knudsen,*Mgr*) | 360·3<br>P71*t*B35*t*H72*t* | 51·3 | 26·2 | Porsgrund<br>Norwegian<br>*WB* | T.3Cy.26",42"&70"-48"<br>339NHP<br>N.E.MarineEng.Co.Ld.Sld. | | N |
| 10420<br>MVFT | **Borghild**<br>(*ex*Polarstjernen)<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing* | **SteelScSr**<br>*ss*Cpn.No.3-2,10<br>*ss*Cff.No.2-19 | 3386<br>3188<br>2158 | ✠100A1<br>*Spar dk*<br>10,19<br>BS1,21 ✠LMC10,19 | Cff<br>MBS3,22 | *v* | ~~10,19~~<br>CL<br>N3,22 | 1898<br>7mo | C.S.Swan&<br>Hunter,Ld.<br>Newcastle<br>A&CP | A/S D/SBorghild<br>(Torp&Wiese)<br>*WB*=*CellDBa*1 | 330·0<br>B82'F38'<br>06' ~~[illegible]~~ *f*140' | 45·3 | 18·1<br>26·3<br>FK | Bergen<br>Norwegian<br>5*BHCem*<br>696*tAPT*46*t* | T.3Cy.24",40"&64"-42" (*s*)<br>170lb *125lb* NDB21 293NHP<br>2SB,8*pf*,GS126,HS4700<br>N.E.MarineEngCoLd.Nwc | 28 ″ 9<br>s 5 ″ 7¼<br>23 ″ 6 | |
| 10421<br>NTVQ | —<br>Hogstad,*ex*Gro)<br>*Elec.light* *Mchy.Aft* | **SteelSc**<br>(*ex*Svedania,*ex*<br>1*Dk* | 912<br>632<br>431 | | | | | 1898 | Akers. Mek<br>Værksted<br>Christiania | D/S NordaniaA/S<br>(N.M.Toft&J.C.<br>Kölle,*Mgrs.*) | 199·3<br>P216*t*F24*t* | 30·1 | 12·8 | Copnhagn<br>Danish<br>*WB* | T.3Cy.15",22"&37"-27"<br>71NHP<br>Akers.Mek.Værks,Xia. | | |
| 10422<br>6230<br>KCHV | — | **SteelSc**<br>1*Dk* | 700<br>541<br>372 | | | | | 1920 | Kallund-<br>borgs<br>Skibsværft<br>Kallundborg | RederiA/B Atlas<br>(K.Anchér,*Mgr.*) | 183·2<br>Q62'B60'H82*t*F21' | 29·6 | 12·1 | Stockholm<br>Swedish<br>*WB* | T.3Cy.12⅝",20⅝"&33⅝"-19½"<br>51NHP<br>A/S Smith,Mygind&<br>Hüttemeier,Cpn. | | |
| 10423<br>3471<br>JKQD | **Borgholm**<br>botten,*ex*Nya<br>Söderhamn,*ex*Finland) | **IronSc**<br>(*ex*NyaVester-<br>1*Dk*&*ptShelter dk* | 605<br>312<br>455 | | | | | 1876 | W.Crich-<br>ton<br>Åbo | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson,*Mgr.*) | 166·9<br>H54*t*F45' | 25·6 | 12·0 | Stockholm<br>Swedish<br>*WB* | T.3Cy.14⅜",22⅝"&37½"-27½"<br>NE&B02 73NHP<br>BergsundsM.V.Aktb.Skm. | | |

| 1 No. in Book.<br>Official No.<br>Code Letters. | 2 Steamer's Name. 3 Material, Rig, &c<br>Late Name if any.<br>Special Surveys. No. of Decks, &c | 4 Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When.<br>Ship.<br>Engines | 9 By Whom.<br>Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12 Port of Registry.<br>Flag. | 13 Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth.<br>Freeboard amidships<br>Corresponding draught<br>ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10424<br>MGHQ | **Borgila** SteelSc4MstSr<br>1Dk2trB | 1434<br>1268<br>854 | | | | | 1910 | Fredrkstad<br>Mek.Værks<br>Fredrikstad | A/S Borgå<br>(P.Olsen, Mgr.) | 243·0<br>P47tH54t | 38·4 | 17·1 | Chrstiania<br>Norwegian<br>WB | T.3Cy.18",29½"&50"-36"<br>150NHP<br>FredrikstadM.V.Frdstad | | N |
| * 10425<br>MRVL | **Borgland** SteelTwinSc3MstSr<br>OilEng.<br>Elec.light 2Dks(Stl)&Awng dk(Stl)<br>Wireless | 4894<br>3302<br>3054 | ✠100A1<br>Awng dk<br>withfreeboard<br>11,21~~8,20~~ | SFo<br>Xia<br>11,21<br>✠LMC~~11,20~~ | x | CL<br>8,20 | 1918<br>5mo | Akers<br>Mek.Værks.<br>Christiania<br>Lloyd's A&CP | A/S Borgå<br>(P.Olsen, Mgr.)<br>Collision BH to A | 362·0<br>wng dk 5BH to U dk<br>CellDB314'1021tFPT | 51·5 | 31·0<br>FK | Chrstiania<br>Norwegian<br>ptCem<br>93tAPT40t | Oil Engines 4S.C.SA.<br>12Cy.21¼"-28¾" 364NHP<br>DB80lb<br>AkersMek.Værks,Xia. | 34 " 0<br>s8 " 7<br>25 " 10 | |
| 10426<br>NPVD | **Börglum** SteelScSr<br>ssEls.No.3-10,19<br>(exSecalia) 1Dk(Stl)&deep framing &Awng dk(Stl)<br>Elec.light<br>Wireless | 1909<br>1728<br>1169 | ✠100A1<br>Shelter dk<br>withfreeboard<br>1,22 ~~2,21~~<br>~~BS2,21~~ | Els<br>Phl<br>BS3,22<br>✠LMC10,19 | s | CL<br>10,19 | 1906<br>8mo | Howaldts-werke<br>Kiel<br>A&CP<br>Intermedia | Dampskisselskabet Dannebrog (C.K. Hansen, Mgr.)<br>te bulkhead in fore | 284·0<br>hold dispensed with. | 42·0 | 18·5<br>26·0<br>FK<br>WB= | Copnhagn<br>Danish<br>Cem<br>4BH only<br>CellDBa88' | T3Cy.20⅞",33$\frac{1}{16}$"&55$\frac{1}{16}$"-35½"<br>185lb 100lb (s) 206NHP<br>2SB,6cf,GS100,HS3279<br>Howaldtswerke,Kiel<br>uE20'f124'551tAPT150t | 20 " 7<br>s1 " 4½<br>19 " 6 | |
| 10427 | **Borgolauro** IronSc<br>(exPortorose,exPelagosa, exLissa) | 145<br>—<br>86 | | | | | 1875 | Stabilmnto<br>Tecnico<br>Trieste | Navigazione a Vap. Comunale | 109·0 | 17·8 | 10·4 | Muggia<br>Italian | | 11 " 2 | |
| 10428<br>MDVS | **Borgund** SteelScSr<br>(Fishing)<br>1Dk | 120<br>112<br>46 | | | | | 1908 | Xiansands<br>Mek.Værks.<br>Xiansand | P.Jangaard | 104·3 | 19·0 | 10·2 | Aalesund<br>Norwegian | C.2Cy.9"&20"-17"<br>14NHP<br>XiansandsM.V.Xiansand | | |
| 10429<br>5942<br>KBGH | **Borgvik I.** CompScSr<br>OilEng.<br>1Dk | 184<br>153<br>120 | | | | | 1907 | Sixten<br>Groth<br>Sjötorp | BorgviksAktieb.<br>(KnutLarsson, Mgr.) | 100·4 | 22·5 | 9·6 | Borgvik<br>Swedish | Oil Engine<br>NEfitted17 | | |
| * 10430 | **Boribat** SteelScSr<br>ssBgk.No.3-1,19<br>Well deck 1Dk(Stl-pt teak s)<br>Elec.light | 563<br>337<br>352 | ✠90A1<br>~~7,21~~~~11,20~~11,21<br>~~BS11,19~~<br>Fitted for oil | Bgk<br>BS11,21<br>✠LMC1,19<br>~~MDS12,20~~<br>fuel3, | g<br>02 | CL<br>12,20<br>F.P.ab | 1902<br>3mo<br>Lloyd's A&CP<br>ove 150°F. | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen | SiamS.N.Co.Ld.<br>WB=Cell | 166·0<br>P116'F25'<br>DBuE12' 18t FPT | 26·5 | 10·7<br>FK | Bangkok<br>Siamese<br>4BHCem<br>28tAPT15t | T3Cy.13",20½"&33½"-21"(s)<br>170lb ~~65lb~~ NDB20 66NHP<br>1SB,2cf,GS39,HS1171 100lb<br>Kjbnhavns.Flydk.&Skbsv. | 11 " 3 | |
| 10431 | **Borkum** SteelScSr<br>Elec.light 1Dk | 1061<br>857<br>663 | | | | | 1904 | Act.Ges.<br>"Neptun"<br>Rostock | ErnstRuss | 225·3<br>P12'Q57'B61'F23' | 33·6 | 14·0 | Hamburg<br>German<br>WB | T.3Cy 15$\frac{9}{16}$"27$\frac{9}{16}$"&46⅞"-31½"<br>124NHP<br>A.G."Neptun,"Rostock | | |
| 10432 | — IronPad<br>1Dk | 190<br>169<br>80 | | | | | 1890 | BotjeEnsing&Co.<br>Groningen | Schulte&Bruns | 158·8 | 19·8 | 8·8 | Emden<br>German | C.2Cy.23½"&42"-45"<br>NB07 99NHP<br>J.L.Meyer,Papenburg | | |
| 10433 | **Borkumriff** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 226<br>199<br>86 | | | | | 1920 | Schiffb.Ges<br>Unterweser<br>m.b.H. Lehe | Nordd.Hochsee-fischereiA.G. | 127·1<br>Q72'F18' | 23·9 | 9·4 | Gstomnde<br>German<br>WB | T.3Cy.12⅔",20½"&33"-22½"<br>Ottensener 52NHP<br>Mch.G.m.b.H.Altona | | |
| 10434<br>105<br>NHMO | **Bormida** IronScSr<br>Wireless<br>Elec.light 2Dks3trB | 2259<br>2062<br>1403 | | | | | 1884 | Burrell&<br>Son<br>Dumbarton | SocietàItaliana di ServiziMarittimi | 299·7<br>P44' B82' H102t<br>F40' | 37·2 | 23·6 | Venice<br>Italian<br>WB Tpd.97 | T.3Cy.22",35"&62½"-42"<br>NB97 253NHP<br>FonderiaOrotea,Palermo | 26 " 8 | I |
| 10435<br>NHFC | **Borneo** SteelSc<br>Elec.light Wireless 3Dks | 6550<br>6123<br>4142 | | | | | 1916 | Nederl.<br>Schps.Maats.<br>Amsterdam | Stoomv.Maats.<br>"Nederland" | 420·4<br>P40'F40' | 54·8 | 33·5 | Amstrdam<br>Dutch<br>WB | T.3Cy.28",46"&77"-54"<br>435NHP<br>NedFb.v.Wrk&Spoor,Ams | | V |
| 10436<br>173728<br>MCPV | — WoodSc<br>1Dk&AwngDk | 168<br>—<br>87 | | | | | 1901 | China-<br>BorneoCo Ld<br>Sandakan | SouthPhilippines S.S.Co. | 110·0 | 21·0 | 9·5 | Zamb'nga<br>P.I.<br>Utd. States | C.2Cy.14"&28"-21"<br>30NHP<br>A.Young&Co.Glasgow | | |
| 10437<br>NHFD | — SteelScK<br>Oil Eng.<br>Mchy.Aft (Fishing) 1Dk | 135<br>134<br>88 | | | | | 1910 | G.Boot<br>Leiderdorp | Hollandsche Zeevisscherij (Jan Schippers, Mgr.) | 92·2 | 21·7 | 10·7 | Vlaardngn<br>Dutch | Oil Engine<br>Bolinder,Stockholm | | |
| 10438<br>21145<br>NPHC | **Borneo Maru** SteelScSr<br>Elec.light 2Dks(Stl)&Awng dk(Stl)<br>Wireless | 5864<br>5586<br>4264 | ✠100A1<br>Awng dk<br>withfreeboard<br>[illegible],21 | Kob[illegible] | ... | 12,19 | 1917<br>11mo | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | OsakaShosen KabushikiKaisha<br>CellD B | 385·0<br>334'1118tFPT126t | 51·0 | 36·0<br>FK | Osaka<br>Japanese<br>6BHCem<br>APT93t | T.3Cy.26",43½"&72"-48"(s)<br>200lb 410NHP<br>2S B&1AuxSB,8cf,GS154,<br>HS5741 FD<br>KawasakiDkydCoLdKobe | 36 " 0<br>s9 " 3½<br>27 " 1 | |
| 10439<br>18221<br>MPDV | — SteelScSr<br>Wireless (exCambodge)<br>Elec.light Well deck 1Dk&Spar dk | 3916<br>—<br>2460 | | | | | 1902 | Ch.&Atel.<br>deProvence<br>Port deBouc | NanyoYusen KabushikiKaisha | 341·6<br>P209'H—F36' | 44·0 | 27·5 | Kobe<br>Japanese<br>WB | T.3Cy.24⅖",39⅖"&63"-47"<br>272NHP<br>Ch.&Atel.deProvence, Msl | | V |
| 10440<br>NQWB | **Bornholm** SteelScSr<br>(ex.Rimfaxe) Well deck 1Dk | 1052<br>684<br>637 | | | | | 1908 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | Dansk-Franske Dmpsk. (A.N. Petersen, Mgr.) | 211·3<br>P13'Q52'B90'F24' | 32·1 | 12·5 | Copnhagn<br>Danish<br>WB | T.3Cy.15",24"&40"-27"<br>83NHP<br>HelsingörsJernsk.&Mskb | | |
| 10441<br>NKML | — SteelScSr<br>Elec.light 1Dk&ptAwngDk | 456<br>248<br>202 | | | | | 1899 | Burmeister<br>&Wain<br>Copenhagen | Dampskibsselsk. paaBornholm af1866 (B. Lyngberg, Mgr.) | 156·4 | 26·8 | 10·3 | Rönne<br>Danish<br>WB | T.3Cy.15",25"&40"-24"<br>78NHP<br>Burmeister&Wain,Cpn. | | V |
| 10442<br>1025<br>TBCJ | — IronScSr<br>(exSequens)<br>Elec.light 1Dk | 117<br>—<br>80 | | | | | 1872 | Reiherst'g<br>Schiffsw.<br>Hamburg | A.S.Lifschitz | 106·7<br>len95 | 18·2 | 10·2 | Riga<br>Latvian | C.2Cy.17⅓"&28"-24"<br>NE82NB95 32NHP<br>Reiherst.Maschinenf.Ham | | |
| 10443<br>132268<br>HTMB | **Borodino** SteelScSr<br>(CruiserStern)<br>Elec.light Ref.Mchy. Wireless 2Dks | 2004<br>1650<br>1091 | | | | | 1911 | Earle'sCo.<br>Ld.<br>Hull | Ellerman'sWilson Line,Ld. | 318·0 | 42·2 | 17·2 | Hull<br>British<br>WB | T.3Cy.22",36"&60"-42"<br>233NHP<br>Earle'sCo.Ld.Hull | | C<br>BT<br>till<br>6,21 |
| 10444<br>MBDN | **Borongan** SteelSc<br>Elec.light 1Dk | *368*<br>*282*<br>*185* | | | | | 1901 | Lobnitz&<br>Co.Ld.<br>Renfrew | N.Alegre | 150·2 | 26·0 | 9·5 | Manila<br>Utd. States | C.2Cy.27"&56"-46"<br>177NHP<br>Lobnitz&Co.Ld.Renfrew | | |
| 10445<br>88177<br>JQDV | **Borre** IronScSr<br>1Dk<br>(exHiawatha,exMazeppa) | 211<br>209<br>101 | | | | | 1884 | Ramage&<br>Ferguson<br>Leith | JanetS.S.Co.Ld.<br>~~(H.C Henes, Mgr)~~<br>(GeneralShipping&For | 162·6<br>wardingCo.Mgrs.) | 22·2 | 10·9 | Hull<br>British | C.2Cy.20"&38"-24"<br>70RHP<br>Ramage&Ferguson,Leith | | |
| 10446<br>JBRN | **Bors** SteelScSr<br>(exGyda)<br>Well deck 1Dk2trB | 1208<br>961<br>722 | | | ... | | 1890 | Wood,<br>Skinner&Co.<br>Newcastle | D/S A/S Rap (LouisPoulsen& Co.Mgrs.) | 229·7<br>Q73'B65'F25' | 33·0 | 15·5<br>FK | Chrstiania<br>Norwegian<br>WB | T.3Cy.17",28"&46"-30"<br>116NHP<br>N.E.MarineEng.Co.Nwc. | 18 " 0 | N |
| 10447 | **Börse** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 215<br>188<br>81 | | | | | 1907 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | Hochseefischerei BremerhavenAkt. Ges. | 126·9<br>Q73'F19' | 22·5 | 8·7 | Brmrhavn<br>German<br>WB | T.3Cy.11⅝",18$\frac{11}{16}$"&30$\frac{5}{16}$"-22$\frac{1}{16}$"<br>44NHP<br>G.SeebeckA.G.Bremerhvn | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane, Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10448<br>142019<br>KHBR | **Borthwick** SteelSc<br>*Elec.light* 1*Dk* | 1124<br>896<br>498 | | | | | 1920 | J.Cran&<br>SomervilleLd<br>Leith | G.Gibson&Co.Ld. | 235·2<br>P28'B67'F31' | 34·0 | 15·3 | Leith<br>British<br>*WB* | T.3Cy.18½",31"&50"-33"<br>144NHP<br>J.Cran&Somerville,Ld.Lth | | |
| 10449<br>136667<br>JFLH | **Borulos** SteelScSr<br>ssAlx.2ndNo.3-10,14<br>(*ex*CaboSilleiro) ssSuz.No.1-19<br>Wireless 2*Dks*(1*Stl*)&*Awngdk* | 1030<br>1008<br>650 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>7,21 ~~7,20~~<br>~~BS7,20~~ ✠LMC5,19 | Alx<br>BS7,21 | *l* | ~~7,20~~<br>7,21 | 1890<br>12mo | JLThomp-<br>son&Sons<br>Sunderland<br>A&CP | KhedivialMailS.S.<br>&GravingDockCo.<br>Ld.(LordE.Hamil-<br>ton,*Mgr.*) *WB* | 205·0<br>= *CellDB*126'145*t* | 30·0 | 12·4<br>19·8<br>BK7½" | London<br>British<br>5*BHCem*<br>*APT*84*t* | T.3Cy.15½",26"&42"-30" (*s*)<br>160lb *80lb* NDB12 100NHP<br>1SB,2*cf*,GS33,HS1540<br>Blair&Co.Ld.Stockton | 22 ″ 0<br>s5·11¼<br>17 ″ 0 | |
| 10450 | **Borussia** SteelTwinScSr<br>*Elec.light* Sub.Sig. 1*Dk* | 948<br>745<br>528 | | | | | 1912 | Nüscke&<br>Co.A.G.<br>Stettin | Halm,Stirn&Co.<br>G.m.b.H. | 219·8<br>Q63'B53'F23' | 33·5 | 13·1 | Cologne<br>German<br>*WB* | T.6Cy.11⅛",18 9/16"&30 7/16"<br>-18 7/16" 82NHP<br>Atlas-WerkeA.G.Bremen | | |
| 10451 | — SteelScSr<br>1*Dk* | 133<br>125<br>72 | | | | | 1891 | Johannsen<br>&Co.<br>Danzig | Pommerscher<br>IndustrieVerein<br>aufActien | 124·0<br>Q18' | 18·9 | 6·8 | Stettin<br>German | | | |
| 10452<br><br>MNCJ | **Börvastind** SteelSc<br>(*ex*Lillefjord,*ex*Isafold,*ex*Columbus,<br>*ex*Kosmos,*ex*Emma, 1*Dk*<br>*Elec.light* *ex*BurgermeisterMassmann) | 383<br>202<br>212 | | | | | 1895 | Akt.Ges.<br>"Neptun"<br>Rostock | BodöDampskibs-<br>selskabA/S<br>(M.Fische,*Mgr.*) | 136·6<br>Q49'B34'F51' | 23·1 | 9·7 | Bodö<br>Norwegian<br>*WB* | C.2Cy.19¾"&35½"-28½"<br>56NHP<br>A.G."Neptun,"Rostock | | |
| 10453<br>65924 | **Borwick Rails** IronPadSp<br>*Now named "Ironopolis," See No. 37885 in Supplement* | 136<br>136<br>48 | | | | | 1871 | Liv.Ship-<br>buildingCo.<br>Liverpool | TeesTowingCo.Ld.<br>(Robinson&<br>Crosthwaite *Mgrs*) | 102·6 | 19·1 | 9·6 | Middlsbro'<br>~~[illegible]~~<br>British | D.2Cy.36"-30"<br>70RHP<br>G.Forrester&Co.,Liverpool | | |
| 10454<br><br>MFNJ | **Bos** WoodAuxSc3MstSr<br>*Motor*<br>(*ex*Steamer) 1*Dk*<br>(*See Sailing Ship Register*) | 162<br>132<br>115 | | | | | 1874 | A&FSmith<br>Tvedestrand | O.T.Nedrelid | 112·6<br>P28*t* | 23·5 | 9·7 | Aalesund<br>Norwegian | Motor | | |
| * 10455 | **Bosanka** SteelScSr<br>~~ssLth.No.2-12~~<br>*Spar dk*(*Stl*)2*trB*&*deepframing*<br>ssNap.No.3-4,19 | 3456<br>3291<br>2244 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>3,22<br>✠LMC4,19<br>~~[illegible] BS3,20~~ | Tri<br>Nap<br>BS1,22 | *v* | 3,21 | 1905<br>3mo<br>*Lloyd* | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>*sA&CP* | Dubrovacka<br>Parobvodska<br>Plovidba<br>*WB=CellDB* | 341·2<br>P30'B94'F30'<br>*a*110'*uE*22'*f*154'77 | 46·8 | 15·9<br>24·7<br>FK | Ragusa<br>6*BHCem*<br>6*tAPT*61*t* | T.3Cy.24",40"&65"-45"(*s*)<br>160lb *80lb* 300NHP<br>2SB,6*cf*,GS129,HS4770<br>N.E.MarineEng.CoLdNwc | 27 ″ 4<br>s 5 ″ 0<br>22 ″ 8 | |
| 10456<br>122940<br>HGJK | **Boscobel** SteelScK<br>ssFlt.No.3-3,19<br>1*Dk* | 225<br>201<br>92 | ✠100A1<br>*StmTrawler*<br>~~7,21~~ ~~8,20~~ 2,22<br>~~BS8,20~~ ✠LMC5,19 | Flt<br>BS7,21 | | CL<br>~~3,20~~<br>2,22 | 1906<br>5mo<br>*Lloyd* | J.Duthie,<br>Sons&Co.Ld<br>Aberdeen<br>*sA&CP* | ActiveFishingCo.<br>Ld. (J.A.Robert-<br>son,*Mgr.*)<br>*WB=* | 125·8 | 21·9 | 8·9<br>BK7½" | Fleetwood<br>British<br>3*BHCem*<br>*DBf*7'8*t* | T.3Cy.12",20"&33"-24" (*s*)<br>180lb 54RHP<br>1SB,2*pf*,GS38,HS1152<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 10457<br>[illegible]<br>JORD | **Boscombe Chine** SteelScSr<br>ssCff.No.3-11,17<br>(*ex*Hieronymi) 1*Dk*(*Stl*)&*deep framing*<br>Wireless<br>*Now named "Ville de Berne." See letter V.* | 2288<br>2137<br>1445 | ✠100A1<br>9,19<br>✠LMC<br>MS8,17 | Gmh<br>BS6,20 | *t* | 11,18 | 1904<br>3mo<br>*Lloyd* | W.Dobson<br>&Co.<br>Newcastle<br>*sA&CP* | PenmarkShipping<br>Co,Ld.(D.E.Rad-<br>cliffe,*Mgr.*)<br>*WB=CellDB* | 300·5<br>P27'B82'F31'<br>*a*94'*uE*&*B*42'*f*126' | 45·0 | 19·6<br>FK | Cardiff<br>British<br>5*BHCem*<br>607*tAPT*39*t* | T.3Cy.22",36"&60"-39" (*s*)<br>180lb *80lb* 253NHP<br>2SB,6*cf*,GS112,HS4040<br>N.E.MarineEngCoLd.Nwc | 22 ″ 1<br>s 3 ″ 6½<br>18 ″ 11 | |
| 10458<br>144619<br>KFQJ | **Bosnia** SteelSc4MstSr<br>2*Dks*(*Stl*)&*deepframing*&<br>*Elec.light* Sub.Sig. *Shelter dk*(*Irn*)<br>Wireless | ~~9683~~<br>9833<br>~~7100~~<br>~~6170~~<br>7126<br>7406 | ✠Shl.12,21<br>*Shelter d.*<br>1,99<br>✠<br>(*See footnote**) | Nwc | *e*† | | 1899<br>1mo | Palmers'<br>Co.Ld.<br>Newcastle | ~~TheShippingController(Macvicar,Marshall&Co.Ld.Mgrs.)~~<br>H.M.H<br>Nemazee<br>*WB* | 485·0<br>= *Cell DBa*140' *uE*&*B*80' *f*195' | 57·4 | 40·7<br>FK | London<br>British<br>7*BHCem* | T.3Cy.30",50"&83"-60"<br>710NHP<br>2S&2DB*18cf*GS356HS12720<br>Palmers'Co.Ld.Nwc.<br>1351*tDTa*30'1000*tAPT*45*t* | 36 ″ 0 | |
| 10459 | — SteelSc<br>1*Dk* | 540<br>347<br>263 | | | | | 1899 | Lloyd<br>Austriaco<br>Trieste | Soc.Anon.diNav.a<br>Vap. "Dalmatia" | 162·8<br>P&B113'F44' | 24·9 | 11·6 | Trieste<br>Italian | T.3Cy.13⅞",22½"&36"-24"<br>63NHP<br>LloydAustriaco,Trieste | 12 ″ 5 | A |
| 10460<br>98620<br>MDBP | **Bosnian** SteelScSr<br>(*ex*ClanMacleod) Wireless 2*Dks*3*trB* | 2507<br>2296<br>1585 | | | ... | | 1891 | WDoxford<br>&Sons,Ld.<br>Sunderland | EllermanLines,Ld.<br>(GrahamSmith,<br>*Mgr.*) | 312·0<br>P31'B74'F40' | 39·0 | 23·5<br>BK10" | Glasgow<br>British<br>*WB* | T.3Cy.23",37"&62"-42"<br>305NHP<br>W.Doxford&Sons,Ld.Sld. | 24 ″ 8 | C |
| 10461<br>7615<br>JPCV | **Boso Maru** WoodTwinScSr<br>2*Dks* | 161<br>—<br>88 | | | | | 1901 | Kameji<br>Sakurai<br>Tokio | SanrikuKisen<br>KabushikiKaisha | 124·4 | 17·4 | 12·4 | Kamaishi<br>Japanese | C.4Cy.10"&20"-12"<br>23NHP<br>MitsuiKozanKaisha,Tokio | | |
| 10462<br><br>ODNW | **Bosphore** SteelScSr<br>(*ex*Canton) 2*Dks*(*Stl*-ws)3*Dk rule*<br>*Elec.light* Wireless | 3503<br>3064<br>2205 | ✠<br>11,89<br>✠ | Grk | *w* | | 1889<br>11mo | Caird&Co.<br>Ld.<br>Greenock | MessageriesMari-<br>times<br>*WB=* | 349·4<br>P35'B104'F49'<br>*CellDB*298'622*tFPT* | 42·1 | 26·5<br>BK9" | Marseilles<br>French<br>7*BHCem*<br>51*tAPT*50*t* | T.3Cy.24",40"&68"-54"<br>340NHP<br>2DB,*12rf*,GS206,HS4667<br>Caird&Co.Ld.Greenock | 29 ″ 9 | V |
| 10463 | **Bosphorus No. 26** IronPad<br>(*Ferry*) | 555<br>—<br>275 | | | | | 1870 | Maudslay,<br>Sons&Co.<br>London | Chirket-Hairie<br>(BosphorusSNCo) | 150·0 | 28·0 | 10·0 | Constanpl<br>Turkish | 2Cy.43"-48"<br>197NHP<br>Maudslay,Sons&Co.Lon. | | |
| 10464 | **Bosphorus No. 27** IronPad<br>(*Ferry*) | —<br>—<br>311 | | | | | 1871 | Maudslay,<br>Sons&Field<br>Greenwich | Chirket-Hairie<br>(BosphorusSNCo) | 150·0 | 28·0 | 11·7 | Constanpl<br>Turkish | 1Cy.<br>Maudslay,Sons&Field,Lon | | |
| 10465 | **Bosphorus No. 47** SteelSc<br>ssCpl.No.3-8,12<br>*Elec.light* 1*Dk* | 114<br>87<br>56 | ✠<br>*withfreeboard*<br>9,16 ✠<br>*For Coasting Service Bosphorus&Sea of Marmora* | Cpl | *a* | | 1903<br>3mo | Fairfield<br>Co.Ld.<br>Glasgow | Chirket-Hairie<br>(BosphorusSNCo.) | 100·4 | 19·4 | 7·1<br>BK5" | Constanpl<br>Turkish<br>4*BHptAsp*<br>*ptCem* | C.2Cy.12½"&23"-15"<br>39NHP<br>1SB,2*pf*,GS36,HS910<br>FairfieldCo.Ld.Glasgow | 7 ″ 7 | |
| 10466 | **Bosphorus No. 48** SteelSc<br>ssCpl.No.3-12,12<br>*Elec.light* 1*Dk* | 114<br>87<br>56 | ✠<br>*withfreeboard*<br>11,16 ✠<br>*For Coasting Service Bosphorus&Sea of Marmora* | Cpl | *a* | | 1903<br>3mo | Fairfield<br>Co.Ld.<br>Glasgow | Chirket-Hairie<br>(BosphorusSNCo.) | 100·4 | 19·4 | 7·1<br>BK5" | Constanpl<br>Turkish<br>4*BHptAsp*<br>*ptCem* | C.2Cy.12½"&23"-15"<br>39NHP<br>1SB,2*pf*,GS36,HS910<br>FairfieldCo.Ld.Glasgow | 7 ″ 7 | |
| 10467 | **Bosphorus No. 49** SteelPad<br>ssCpl.No.3-2,11<br>*Elec.light* 1*Dk* | 298<br>332<br>187 | ✠<br>*withfreeboard*<br>1,16 ✠<br>*For Coasting Service Bosphorus&Sea of Marmora* | Cpl | | | 1903<br>4mo | Fairfield<br>Co Ld.<br>Glasgow | TurkishGovern-<br>ment | 170·1 | 23·2 | 8·8<br>BK5" | Constanpl<br>Turkish<br>4*BHptCem*<br>*ptAsp* | C.D.2Cy.26½"&50"-42"<br>147NHP<br>1SB,3*cf*,GS70,HS1885 FD<br>FairfieldCo.Ld.Glasgow | 9 ″ 6 | |
| 10468 | **Bosphorus No. 50** SteelPad<br>ssCpl.No.3-4,11<br>*Elec.light* 1*Dk* | 298<br>333<br>188 | ✠<br>*withfreeboard*<br>11,15 ✠<br>*For Coasting Service Bosphorus&Sea of Marmora* | Cpl | | | 1903<br>4mo | Fairfield<br>Co.Ld.<br>Glasgow | TurkishGovern-<br>ment | 170·1 | 23·2 | 8·8<br>BK5" | Constanpl<br>Turkish<br>4*BHptCem*<br>*ptAsp* | C.D.2Cy.26½"&50"-42"<br>147NHP<br>1SB,3*cf*,GS70,HS1885 FD<br>FairfieldCo.Ld.Glasgow | 9 ″ 6 | |

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*This vessel, the class of which has lapsed, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Late Name if any.<br>Special Surveys. | Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross. Under deck. Net. | 5<br>Particulars of Classification. Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built. When. Ship. Engines | 9<br>By Whom. Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12<br>Port of Registry. Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth. Freeboard amidships Corresponding draught. ft. in. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10469 | **Bosphorus No. 51**<br>*Elec.light* | **SteelSc**<br>ssCpl.No.2–10<br>1*Dk* | 116<br>86<br>60 | ✠ *withfreeboard*<br>1,16 ✠<br>*For Coasting Service Bosphorus & Sea of Marmora* | Cpl | *a* | | 1905<br>4mo | FairfieldCo Ld.<br>Glasgow | Chirket-Hairie (BosphorusSNCo.) | 100·0 | 19·4 | 7·1<br>BK5" | Constanpl<br>Turkish<br>4*BHptAsp ptCem* | C.2Cy.12½"&23"–15"<br>38NHP<br>1SB,*2pf*,GS36,HS910<br>FairfieldCo.Ld.Glasgow | 7 ″ 7 |
| 10470 | **Bosphorus No. 52**<br>*Elec.light* | **SteelSc**<br>ssCpl.No.2–10<br>1*Dk* | 116<br>86<br>60 | ✠ *withfreeboard*<br>1.16 ✠<br>*For Coasting Service Bosphorus & Sea of Marmora* | Cpl | *a* | | 1905<br>4mo | FairfieldCo Ld.<br>Glasgow | Chirket-Hairie (BosphorusSNCo.) | 100·0 | 19·4 | 7·1<br>BK5" | Constanpl<br>Turkish<br>4*BHptAsp ptCem* | C.2Cy.12½"&23"–15"<br>38NHP<br>1SB.*2pf*,GS36,HS910<br>FairfieldCo.Ld.Glasgow | 7 ″ 7 |
| 10471 | **Bosphorus No. 53**<br>*Elec.light* | **SteelSc**<br>ssCpl.No.2–10<br>1*Dk* | 255<br>156<br>119 | ✠<br>1,16<br>*Bosphorus & Sea of Marmora*<br>✠ | Cpl | | | 1905<br>10mo | Armstrong Whitworth& Co.Ld.<br>Newcastle | Chirket-Hairie (BosphorusSNCo.) | 126·0 | 23·6 | 8·7<br>BK4" | Constanpl<br>Turkish<br>4*BHCem* | T.3Cy.12",19½"&31"–21"<br>66NHP<br>1SB,*2pf*,GS43,HS1325<br>WllsndSlpwy.Co.Ld.Nwc. | 9 ″ 3 |
| 10472 | **Bosphorus No. 54**<br>*Elec.light* | **SteelSc**<br>ssCpl.No.2–11<br>1*Dk* | 255<br>156<br>121 | ✠<br>1,16<br>*Bosphorus & Sea of Marmora*<br>✠ | Cpl | | | 1905<br>10mo | Armstrong Whitworth& Co.Ld.<br>Newcastle | Chirket-Hairie (BosphorusSNCo.) | 126·0<br>H104′ | 23·6 | 8·7<br>BK4" | Constanpl<br>Turkish<br>4*BHCem* | T.3Cy.12",19½"&31"–21"<br>66NHP<br>1SB,*2pf*,GS43,HS1325<br>WllsndSlpwy.Co.Ld.Nwc. | 9 ″ 3 |
| 10473 | **Bosphorus No. 57**<br>*Elec.light* | **SteelSc**<br>ssCpl.No.2–12<br>1*Dk* | 122<br>84<br>53 | ✠<br>5,16<br>✠<br>*For Coasting Service Bosphorus & Sea of Marmora* | Cpl | | | 1906<br>4mo | Fairfield Co.Ld.<br>Glasgow | Chirket-Hairie (BosphorusSNCo.) | 100·0 | 19·4 | 7·1<br>BK5" | Constanpl<br>Turkish<br>4*BHptAsp ptCem* | C.2Cy.12½"&23"–15"<br>38NHP<br>1SB,*2pf*,GS36,HS610<br>FairfieldCo.Ld.Glasgow | 7 ″ 7 |
| 10474 | **Bosphorus No. 58**<br>*Elec.light* | **SteelSc**<br>ssCpl.No.2–13<br>1*Dk* | 122<br>84<br>53 | ✠<br>5,16<br>✠<br>*ForCoasting Service Bosphorus & Sea of Marmora* | Cpl | | | 1906<br>4mo | Fairfield Co.Ld.<br>Glasgow | Chirket-Hairie (BosphorusSNCo.) | 100·0 | 19·4 | 7·1<br>BK5′ | Constanpl<br>Turkish<br>4*BHptAsp ptCem* | C.2Cy.12½"&23"–15"<br>38NHP<br>1SB,*2pf*,GS36,HS910<br>FairfieldCo.Ld.Glasgow | 7 ″ 7 |
| 10475 | **Bosphorus No. 59**<br>*Elec.light* | **SteelTwinSc**<br>ssCpl.No.2–13<br>1*Dk* | 327<br>208<br>166 | ✠<br>9,16<br>*Bosphorus & Sea of Marmora*<br>✠ | Cpl | | | 1906<br>12mo | Armstrong Whitworth& Co.Ld.<br>Newcastle | Chirket-Hairie (BosphorusSNCo.) | 135·2 | 24·1 | 9·6<br>FK | Constanpl<br>Turkish<br>4*BHCem* | T.6Cy.10",15"&25"–18"<br>74NHP<br>1SB.*2pf*,GS46,HS1420<br>AGMumford,Ld.Colchestr | 10 ″ 2 |
| 10476 | **Bosphorus No. 60**<br>*Elec.light* | **SteelTwinSc**<br>ssCpl.No.2–14<br>1*Dk* | 328<br>209<br>166 | ✠<br>11,16<br>*Bosphorus & Sea of Marmora*<br>✠ | Cpl | | | 1907<br>2mo | Armstrong Whitworth& Co.Ld.Nwc. | Chirket-Hairie (BosphorusSNCo.) | 135·2 | 24·1 | 9·6<br>FK | Constanpl<br>Turkish<br>4*BHCem* | T.6Cy.10",15"&25"–18"<br>74NHP<br>1SB.*2pf*,GS46,HS1420<br>AGMumford,Ld.Colchestr | 10 ″ 2 |
| 10477 | **Bosphorus No. 63**<br>*Elec.light* | **SteelTwinSc**<br>ssCpl.No.1–13<br>1*Dk* | 520<br>265<br>306 | ✠<br>1,17<br>*Bosphorus & Marmora Service* | Cpl | *e* | | 1909<br>12mo | Atel.&Ch. deFrance<br>Dunkirk | Chirket-Hairie (BosphorusSNCo.) | 145·3 | 24·1 | 10·0<br>FK | Constanpl<br>Turkish<br>4*BHCem* | T.3Cy.10",15"&25"–18"<br>74NHP<br>1SB,*3rf*,GS54,HS1798<br>Atel.&Ch.deFrance,Dnk. | 10 ″ 9 |
| 10478 | **Bosphorus No. 64**<br>*Elec.light* | **SteelTwinSc**<br>ssCpl.No.1–13<br>1*Dk* | 581<br>302<br>330 | ✠<br>12,16<br>✠<br>*ForServiceon theBosphorus & Sea of Marmora* | Cpl | | | 1910<br>9mo | Atel.&Ch. deFrance<br>Dunkirk | Chirket-Hairie (BosphorusSNCo.) | 154·7 | 24·0 | 11·1<br>FK | Constanpl<br>Turkish<br>4*BHAsp* | T.3Cy.11",18"&29"–18"<br>106NHP<br>1SB,*3pf*,GS58,HS2102<br>Atel.&Ch.deFrance,Dnk. | 12 ″ 0 |
| 10479 | **Bosphorus No. 65**<br>*Elec.light* | **SteelTwinSc**<br>ssCpl.No.1–14<br>1*Dk* | 434<br>255<br>233 | ✠<br>2,16<br>✠<br>*ForServiceon theBosphorus & Sea of Marmora* | Cpl | | | 1910<br>8mo | FairfieldCo Ld.<br>Glasgow | Chirket-Hairie (BosphorusSNCo) | 153·6 | 26·1 | 9·5<br>FK | Constanpl<br>Turkish<br>4*BHCem* | T.6Cy.10",15"&25"–18"<br>91NHP<br>1SB,*3cf*,GS68,HS1940<br>FairfieldCo.Ld.Glasgow | 10 ″ 9 |
| 10480 | **Bosphorus No. 66**<br>*Elec.light* | **SteelTwinSc**<br>ssCpl.No.1–14<br>1*Dk* | 433<br>255<br>234 | ✠<br>3,17<br>✠<br>*ForServiceon theBosphorus & Sea of Marmora* | Cpl | | | 1910<br>8mo | FairfieldCo Ld.<br>Glasgow | Chirket-Hairie (BosphorusSNCo.) | 153·5 | 26·1 | 9·5<br>FK | Constanpl<br>Turkish<br>4*BHCem* | T.6Cy.10",15"&25"–18"<br>91NHP<br>1SB,*3cf*,GS68,HS1940<br>FairfieldCo.Ld.Glasgow | 10 ″ 9 |
| 10481 | **Bosphorus No. 67**<br>*Elec.light* | **SteelTwinSc**<br>ssCpl.No.1–14<br>1*Dk* | 453<br>253<br>252 | ✠<br>3,17<br>✠<br>*ForServiceon theBosphorus & Sea of Marmora* | Cpl | | | 1911<br>6mo | Hawthorn, Leslie&Co.Ld<br>Newcastle | Chirket-Hairie (BosphorusSNCo.) | 152·3 | 26·1 | 10·3<br>FK | Constanpl<br>Turkish<br>4*BHCem* | T.3Cy.10¾",16"&26"–18"<br>88NHP<br>1SB.*3cf*,GS58,HS1775<br>WllsndSlpwy.Co.Ld.Nwc. | 10 ″ 9 |
| 10482 | **Bosphorus No. 68**<br>*Elec.light* | **SteelTwinSc**<br>ssCpl.No.1–14<br>1*Dk* | 414<br>253<br>226 | ✠<br>3,17<br>✠<br>*ForServiceon theBosphorus & Sea of Marmora* | Cpl | | | 1911<br>7mo | Hawthorn, Leslie&Co.Ld<br>Newcastle | Chirket-Hairie (BosphorusSNCo) | 152·3 | 26·1 | 10·3<br>FK | Constanpl<br>Turkish<br>4*BHCem* | T.6Cy.10¾",16"&26"–18"<br>88NHP<br>1SB,*3cf*,GS58,HS1775<br>WllsndSlpwyCo.Ld.Nwc. | 10 ″ 9 |
| 10483 | **Bosphorus No. 69**<br>*Elec.light* | **SteelTwinSc**<br>1*Dk* | 567<br>293<br>314 | ✠<br>1,16<br>✠<br>*ForServiceon theBosphorus & Sea of Marmora* | Cpl | *e* | | 1911<br>7mo | Atel.&Ch. deFrance<br>Dunkirk | Chirket-Hairie (BosphorusSNCo.) | 155·7 | 25·1 | 10·4<br>FK | Constanpl<br>Turkish<br>4*BHAsp* | T.6Cy.11",18"&29"–18"<br>109NHP<br>1SB,*3cf*,GS58,HS2106<br>Atel.&Ch.deFrance,Dnk. | 11 ″ 0 |
| 10484 | **Bosphorus No. 70**<br>*Elec.light* | **SteelTwinSc**<br>1*Dk* | 567<br>293<br>314 | ✠<br>1,16<br>✠<br>*ForServiceon theBosphorus & Sea of Marmora* | Cpl | *e* | | 1911<br>8mo | Atel. &Ch. deFrance<br>Dunkirk | Chirket-Hairie (BosphorusSNCo.) | 155·7 | 25·1 | 10·4<br>FK | Constanpl<br>Turkish<br>4*BHAsp* | T.6Cy.11",18"&29"–18"<br>109NHP<br>1SB,*3cf*,GS58,HS2106<br>Atel.&Ch.deFrance,Dnk. | 11 ″ 0 |
| 10485 | **Bostandje**<br>*Elec.light* | **SteelTwinSc**<br>1*Dk* | 350 | | | | | 1914 | J.W. Klawitter<br>Danzig | Admin. de Nav. Ottomane | 175·5 | 25·6 | 11·5<br>*WB* | Constanpl<br>Turkish | T.6Cy.16⅗,22⅘"&37⅗"–21 13/20"<br>130NHP<br>J.W.Klawitter,Danzig | |
| 10486<br>210990 | **Boston**<br>*Elec.light Mchy.Aft* | **SteelScSr**<br>2*Dks* | 4184<br>—<br>3283 | | | | | 1913 | Gt.Lakes Eng.Works<br>Ecorse.Mich. | GreatLakesTransitCorp. | 350·0<br>F29′ | 48·1 | 30·9<br>*WB* | Buffalo NY<br>Utd. States | Q.4Cy19",27½",40"&58"–42"<br>218NHP<br>G.LakesEng.Wrks.Detroit | |
| 10487<br>200941<br>KTDG | —<br>*Elec.light* Wireless | **SteelTwinScSr** | 3626<br>—<br>2466 | | | | | 1904 | ForeRiver Ship&Eng.Co<br>Quincy,Mass | NewEnglandS.S. Co. | 292·6 | 63·0 | 20·4<br>*WB* | FallRiver, Mass.<br>Utd. States | T.6Cy.24",37"&63"–42"<br>514NHP<br>ForeRiverS.&E.B.Co. | |
| 10488<br>215929<br>LJPC | —<br>(*ex*U.S.Cruiser)<br>Wireless | **SteelScSr** | 2557<br>—<br>1538 | | | | | 1887 | J.Roach& Sons<br>Chester,Pa. | UnitedStates ShippingBoard | 275·3 | 42·2 | 22·8 | Seattle<br>Utd.States | | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont<br>—<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | 9<br>Par qui.<br>—<br>Où | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pe. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10489<br>218224<br>LRKQ | **Boston** **SteelSc**<br>1*Dk* | 343<br>—<br>212 | | | | | 1919 | Speddon<br>S.B.Co.<br>BaltimoreMd | Northern<br>TransportationCo. | 126·5 | 25·1 | 13·3 | Wilmgton<br>(Del.)<br>Utd.States | C.2Cy.20"&40"–36"<br>S.F.Hodge&Co. 80NHP<br>Detroit,Mich. | | |
| 10490<br>218453<br>LRVH | **Boston Bridge** **SteelSc**<br>Wireless *Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trB in fore&after*<br>Sub.Sig. *holds&Web frames* | 3257<br>3005<br>1978 | | | | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>*WB* | 1GearedSteamTurbine<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 ′ 6 | R |
| 10491<br>134724<br>KGPR | **Boston City** **SteelSc**<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless 3*rd dk*(*Stl*)*in fore hold* | 2870<br>2632<br>1714 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~1,22~~ ~~3,21~~ 3,22 ✠LMC8,20<br>*Fitted for oil fuel* 8,20 *F.P. above* 150°F. | Brs | *u* | CL | 1920<br>8mo<br>*Lloyd* | C.Hill&<br>Sons,Ld.<br>Bristol<br>'*sA&CP* | BristolCityLine<br>of Steamships,Ld.<br>(C.Hill&Sons,Ld.<br>*Mgrs.*)<br>*CellDB*268'601*t* | 316·1<br>FK<br>*Collision*<br>*FPT*88*tAPT*89*t* | 43·8 | 23·6 | Bristol<br>British<br>*Cem*<br>*BHtoSh dk*<br>5 „ „ *U* „ | T.3Cy.24",39"&66"–45" (*s*)<br>180lb 357NHP<br>2SB,6*cf*,GS111,HS4839 FD<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 26 ′ 0<br>s 2 ′ 6¼<br>23 ′ 10 | |
| * 10492<br>26358<br>RTJC | **Boston Maru** **SteelScSr**<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 5438<br>4988<br>3388 | ✠100A1<br>~~5,21~~ ~~6,20~~ 1,22<br>✠LMC~~1,11~~<br>5,21 | Kob<br>Ham | *z* | CL | 1919<br>10mo | Asano<br>S.B.Co.<br>Tsurumi<br>A&CP | KokusaiKisen<br>Kaisha<br>*CellDB*339'942*t* | 400·0<br>P33'B124'F41'<br>FK | 53·2 | 29·4 | Yokohama<br>Japanese<br>6*BHCem*<br>*APT*27*t* | T.3Cy.26",43½"&72"–48" (*s*)<br>200lb 513NHP<br>3SB,9*cf*,GS175,HS7376 FD<br>Ishikawajima,Tokio | 32 ′ 0<br>s 6 ′ 8<br>25 ′ 8 | |
| * 10493<br>143686<br>KHDF | **Boswell** **SteelSc**<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 5327<br>4811<br>3169 | ✠100A1<br>11,20<br>✠LMC11,20<br>*Fitted for oil fuel*11,20 *F.P. above* 150° F. | Bel | *y* | CL | 1920<br>11mo<br>*Lloyd* | Harland&<br>Wolff,Ld.<br>Belfast<br>'*sA&CP* | LivBrazil&RPlate<br>S.N.Co.Ld. (Lamport&Holt,Ld.<br>*Mgrs.*)<br>*CellDB*335' 1051*t* | 400·4<br>P40'B128'F47'<br>FK<br>*DTa*26'587*tFPT*111*t* | 52·4 | 28·4 | Liverpool<br>British<br>6*BHCem*<br>*APT*215*t* | 2 Steam Turbines Geared<br>to 1 Sc. Shaft (*s*)<br>200lb *120lb*<br>3SB,9*cf*,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 31 ′ 0<br>s 6 ′ 1<br>25 ′ 3 | |
| * 10494<br>143043<br>JWDC | **Bosworth** **SteelSc**<br>(*ex*WarPeridot) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light*<br>*Cargo battens not fitted in 'tween decks*<br>Wireless Sub.Sig. | 6661<br>6398<br>4140 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~12,21~~ ~~10,20~~ ✠LMC3,19<br>3,22 | Ant<br>~~Lon~~Brs | *a*† | CL<br>3,22 | 1919<br>3mo<br>*Lloyd* | JLThompson&Sons,Ld<br>Sunderland<br>'*sA&CP* | CanadianPacific<br>RailwayCo.<br>(CanadianPacific<br>StmshipsLd*Mgrs*)<br>*CellDB*366'1362*tD* | 412·5<br>F *on Shelter dk* 36'<br>FK<br>*Ta*26'997*tFPT*154*t* | 55·5 | 34·4 | London<br>British<br>*ptCem*<br>6*BHtoSh dk*<br>„ 2 „ *U* „<br>*APT*224*t* | T.3Cy.27",45"&75"–54" (*s*)<br>180lb 619NHP<br>3SB,12*cf*,GS219,HS9525 FD<br>J.Dickinson&Sons,Ld.Sld. | 37 ′ 0<br>s 8 ′ 11¼<br>28 ′ 6 | |
| 10495<br>217951<br>LQVK | — **WoodSc**<br>*Elec.light* 1*Dk*2*trB* | 2509<br>—<br>1483 | | | | | 1919 | AllenS.B.<br>Co.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 273·1<br>P33'B65'F24' | 44·8 | 24·0 | Seattle<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 10496<br>TOHN | **Both** **IronScSr**<br>*Elec.light* 2*Dks&Spardk* | 1332<br>—<br>827 | | | | | 1890 | Mtschapij<br>de"Schelde"<br>Flushing | Konink1.Paketv.<br>Maats. | 258·8 | 34·4 | 16·9 | Batavia<br>Dutch | T.3Cy.20",31"&51"–42"<br>169NHP<br>Maats.de"Schelde,"Flshng | | V |
| 10497<br>NBSL | **Bothal** **SteelSc**<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>*Mchy.Aft Well deck*<br>Wireless | 2109<br>1665<br>1223 | ✠100A1<br>12,20<br>✠LMC4,20 | Cpn | *r* | CL | 1920<br>4mo<br>*Lloyd* | Ferguson<br>Bros.(Port<br>Glasgow) Ld.<br>PortGlasgow<br>'*sA&CP* | DetDanske<br>Kulkompagni<br>*Cell*<br>*Deck tank* | 275·4<br>Q165'F30'<br>FK<br>227'692*tDeck tank a*<br>*f*16'36*tFPT*162*t A* | 41·1 | 18·1 | Copnhagn<br>Danish<br>4*BHCem*<br>16'36*t*<br>*PT*32*t* | T.3Cy.20",33"&54"–36" (*s*)<br>180lb *100lb* 213NHP<br>2SB,6*cf*,GS105,HS3600<br>FergusonBros.(Port<br>Glasgow,Ld.) | 20 ′ 6<br>s 6 ′ 5½<br>18 ′ 9 | |
| 10498<br>60829 | — **IronPad**<br>(*ex*FlyingSquadron,*ex*Fergus MacIvor) | 149<br>149<br>14 | | | | | 1868 | R.&H.<br>Green<br>London | W.Thompson&<br>A.Watt | 109·4 | 20·0 | 10·1 | Blyth<br>British | L.2Cy.31"–54"<br>NE74&NB87 70RHP<br>J.Stewart,London | | |
| * 10499<br>4799<br>JQSC | **Bothnia** **IronScSr**<br>(*ex*Niord,*ex*Yves Conseil,*ex*Golconda) *ss*Got.3rdNo.3–1,20<br>*Well deck* 1*Dk*(*ptStl&ptIrn*)2*trB* | 1451<br>1193<br>832 | ✠100A1<br>12,21 ~~5,20~~<br>✠NB10,07<br>MS11,19<br>✠LMC<br>BS11,20 | Got | *p* | ~~9,18~~<br>12,21 | 1884<br>12mo | W.Pickersgill&Sons<br>Sunderland<br>A&CP | RederiA/BSvenska<br>Lloyd(H.Metcalfe,<br>*Mgr.*) | 260·0<br>Q102'B48'F32'<br>ptND07 FK<br>*WB=DBa*76'*f*101' | 35·1 | 17·2 | Gothenbrg<br>Swedish<br>4*BHCem*<br>338*tAPT*11*t* | C.2Cy.30"&60"–39" (*s*)<br>85lb *90lb* 165NHP<br>NDB10 *fitted*13<br>2SB,6*pf*,GS90,HS2458<br>G.Clark,Sunderland | 18 ′ 6<br>s1 ′ 11½<br>16 ′ 10 | |
| * 10500<br>143057<br>JVWQ | **Bothwell** **SteelSc**<br>(*ex*WarBeryl) 1*Dk*(*Stl*)&<br>*Elec.light* Sub.Sig. *Shelter dk*(*Stl*)<br>Wireless *Cruiser Stern*<br>*Cargo battens not fitted in 'tween dks* | 6723<br>6449<br>4094 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~7,21~~ ~~5,20~~ 12,21 LMC4,19 | Rot<br>Brs | *a*† | CL<br>7,21 | 1919<br>4mo<br>*Lloyd* | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>'*sA&CP* | CanadianPacific<br>RailwayCo.<br>(CanadianPacific<br>StmshipsLd*Mgrs*)<br>*CellDB*366'<br>1334*t DTa*27'1019*t* | 412·5<br>F *on Shelter dk* 36'<br>FK<br>*FPT*148*tAPT*292*t* | 55·5 | 34·4 | London<br>British<br>*ptCem*<br>6*BHtoSh dk*<br>2 „ „ *U* „ | T.3Cy.27,"44"&73"–48" (*s*)<br>180lb 596NHP<br>3SB,12*cf*,GS230,HS9525 FD<br>W.Doxford&Sons,Ld.Sld. | 37 ′ 0<br>s 8 ′ 11½<br>28 ′ 6 | |
| 10501<br>NFBQ | **Botnia** **SteelScSr**<br>Wireless 1*Dk&Awngdk*<br>*Elec.light Ref.Mchy* | 1326<br>797<br>802 | | | | | 1891 | Lobnitz&<br>Co.<br>Renfrew | DetForenede<br>DampskibsSelsk. | 244·1<br>B32' 23·0<br>len04 | 31·0 | 15·5 | Copnhagn<br>Danish<br>*WB* | T.3Cy.18",30"&48"–36"<br>138NHP<br>Lobnitz&Co.,Renfrew | | V |
| 10502<br>7<br>QBCL | **Boto Maru** **SteelSc**<br>1*Dk* | 225<br>—<br>93 | | | | | 1908 | Kawasaki<br>Co.<br>Kobe | Minamimanshu<br>TetsudoKabushiki<br>Kaisha | 112·0 | 24·0 | 12·0 | Dairen<br>Japanese | T.3Cy. | | |
| 10503<br>216928<br>LMWJ | **Botsford** **CompScSr**<br>*Elec.light* Wireless 1*Dk* | 2474<br>—<br>1457 | | | | | 1918 | Murrell-<br>StevensS.B.<br>Corp.<br>Jcksnvle,Fla. | UnitedStates<br>ShippingBoard | 270·0<br>P24'B69'F34' | 45·0 | 24·2 | Jcksnville<br>(Fla.)<br>Utd.States<br>*WB* | T.3Cy.19",33"&55"–36<br>181NHP<br>HardyTyneMfg.Co.<br>Birmingham,Ala. | | R |
| 10504<br>217233<br>LNTJ | **Bottineau** **WoodSc**<br>*Elec.light* Wireless 1*Dk*2*trB* | 2533<br>2064<br>1512 | | | | | 1918 | Barbare<br>Bros.<br>Tacoma<br>Wash | UnitedStates<br>ShippingBoard | 268·0<br>P33'B65'F25' | 45·2 | 26·0 | Tacoma<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>PrescottEngineCo.<br>Meninomee,Mich. | | R |
| 10505<br>Sunk 6,21 | **Bouboulina** **IronScSr**<br>*ss*Shl.3rdNo.3–2,16<br>(*ex*Coronilla) 1*Dk*(*ptIrn*)2*trB*<br>*Cargo battens not fitted* | *1312*<br>*1274*<br>*822* | ✠~~100A1~~<br>11,19<br>✠~~LMC11,19~~<br>✠NE&B6,06 | Cff | *p* | 11,19 | 1878<br>12mo | TyneI.S.B.<br>Co.<br>Newcastle<br>A&CP | J.G.Bouboulis | 258·0<br>B17'<br>ptND95&03 BK9"<br>*DBa* | 32·0 | 21·1 | Spetzia<br>Greek<br>4*BHCem*<br>*&f*146'*FPT* | T.3Cy.17",28"&46"–30" (*s*)<br>180lb 134NHP<br>2SB,4*cf*,GS59,HS2174<br>N.E.MarineEngCo.LdNwc | 22 ′ 2<br>s 3 ′ 10<br>19 ′ 6 | |
| 10506<br>ODPN | **Bougainville** **SteelScSr**<br>Wireless<br>*Elec.light Ref.Mchy.* 3*Dks* | 7293<br>6493<br>4630 | | | | | 1913 | Forg.&Ch.<br>de la Médit.<br>Havre | ChargeursRéunis | 413·7<br>B148' | 54·2 | 34·8 | Havre<br>French<br>*WB* | T.3Cy.28",46"&76"–52"<br>416NHP<br>Forg.&Ch.de laMédit.Hav. | | V |
| * 10507<br>128915<br>HRJF | **Boukadra** **SteelScSr**<br>*ss*Mdb.No.2–19<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3722<br>3424<br>2356 | ✠100A1<br>7,21 ~~1,20~~<br>~~BS6,19~~ ✠LMC4,19<br>BS6,21 | Hpl<br>Bry | *w* | CL<br>4,19 | 1910<br>7mo<br>~~Lloyd's A&CP~~ | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | LaTunisienne S.N.<br>Co.Ld.(F.C.Strick<br>&Co.Ld.*Mgrs.*)<br>*WB=CellDBa* | 350·1<br>P29'B67'F33'<br>FK<br>113'*uE*23'*f*154'997*t* | 50·1 | 23·6 | Swansea<br>British<br>6*BHCem*<br>*APT*41*t* | T.3Cy.24",38"&64"–42" (*s*)<br>180lb *90lb* 320NHP<br>2SB,6*pf*,GS99,HS4299 FD<br>Cen.Mar.Eng.Wrks.W Hpl | 25 ′ 11<br>s 4 ′ 10½<br>21 ′ | |
| 10508<br>218853<br>LSQV | **Bouker No. 4** **WoodSc**<br>(*ex*Mastiff)<br>1*Dk* | 177<br>—<br>30 | | | | | 1919 | Northwest<br>E.Wks,Green<br>Bay,Wis. | | 95·5 | 24·7 | 12·2 | NewYork<br>Utd.States | O.2Cy.18"&38"–26"<br>61NHP | | R |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10509<br>115213<br>SQVK | **Boulama** SteelScSr<br>ssNwc.No.2-10<br>Wireless 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws) | 3678<br>2420<br>2777 | ✠<br>*Shelter dk*<br>3,15<br>✠ | Sws | *u* | | 1901<br>10mo | Lndnderry S.&E.Co.Ld.<br>Londonderry | British&African S.N.Co.Ld.<br>(Elder,Dempster&Co.Ld.*Mgrs.*) | 324·8<br>F38' | 45·0 | 19·6<br>FK<br>*WB*= | Liverpool<br>British<br>5*BHCem*<br>*Cell DBa*94' | T.3Cy.23",37"&61"-42"<br>250NHP<br>2SB,6*pf*,GS110,HS3920<br>ClydeS.B.&E.Co.Ld.P.Gl.<br>*uE&B*36'*f*146'723*t APT*38*t* | 22 ″ 2 | |
| 10510<br><br>ODPR | **Boulay** WoodTwinSc<br>(*ex*C.-5)<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1134<br>—<br>658 | | | | | 1919 | National S.B.Corp.<br>ThreeRivers, P.Q. | FrenchGovernment | 194·8<br>P98'F28' | 39·7 | 17·5 | Havre<br>French | C.4Cy.12"&24"-16"<br>38NHP<br>CanadianAllis-Chalmers, Ld.Montreal | | V |
| 10511 | **Boulonnais** IronPadSp<br>(*SalvageTug*)<br>(*ex*Dunkerquois) 1*Dk* | 196<br>—<br>93 | | | | | 1878 | Claparède &Co.<br>St.Denis | Soc.Dunkerquoise deRemorq.&de Sauvet. | 112·5 | 20·6 | 11·1 | Boulogne<br>French | C.2Cy.27½"&47½"-39¼"<br>116NHP<br>Claparède&Co.Rouen | | |
| 10512<br>216819<br>LMQS | **Boulton** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2584<br>2109<br>1559 | | | | | 1918 | Meacham &Babcock S.B.Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 267·0<br>P28'B65'F26' | 46·6 | 23·8 | Seattle<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>WorthingtonPump& Mchy.Corp.Buffalo,N.Y. | | R |
| 10513<br>124096<br>Wrecked 9.21 | **Bouncer** IronTwinScSp<br>(*Salvage*)<br>1*Dk* | 126<br>125<br>52 | | | | | 1879 | H.M.Dockyard<br>Pembroke | N.ofIrelandMarine SalvageCo.Ld. (H.Armstrong,*Mgr.*) | 87·0 | 25·8 | 8·8 | Belfast<br>British<br>*WB* | H.4Cy.20"-15"<br>NB07 36RHP<br>Penn,London | | |
| 10514<br>218059<br>LRDB | **Bound Brook** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trB in fore & after holds & Web frames*<br>Sub.Sig. | 3283<br>3005<br>2000 | | | ... | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 10515<br><br>ODQA | **Bourbancy** WoodScSr<br>*Elec.light* 2*Dks* | 1025<br>—<br>581 | | | | | 1919 | P.H.Doyen S.B.Co.<br>S.Portlnd,Me | A.Delegrange, G.E.Bates&Co. | 210·0 | 33·4 | 20·0 | Rouen<br>French | T.3Cy.15",24"&39"-28"<br>Bertelsen&Petersn 80NHP<br>Eng.Co.E.Boston,Mass. | | V |
| 10516 | **Bourbon** SteelScSr<br>*Elec.light* 2*Dks* | *1585*<br>*1349*<br>*907* | | | ... | | 1893 | C.Connell &Co.<br>Glasgow | Cie.Thai-Thuan (YengSeng,*Mgr.*) | 271·0<br>P34'B98'F31' | 35·2 | 19·7<br>BK8" | Saigon<br>French<br>*WB* | T.3Cy.20",33"&54"-42"<br>225NHP<br>Dunsmuir&Jackson,Gls. | 22 ″ 0 | |
| 10517<br><br>ODQF | **Bourges** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 2910<br>2538<br>1774 | ✠100A1<br>12,20<br>✠LMC10,19 | Rot | *u* | CL | 1919<br>9mo<br>*Lloyd* | ForthS.B. &E.Co.Ld.<br>Alloa<br>'*sA&CP* | Cie.Franc.des Chemins deFer de Paris-Orléans (Soc.Mar.Aux.de Transp.*Mgrs.*) *CellDB*273'710*t FPT* | 324·4<br>P28'B85'F33' | 44·3 | 23·1<br>FK | St.Nazaire<br>French<br>6*BHCem*<br>66*t APT*58*t* | T.3Cy.20½",33"&54"-39" (*s*)<br>180lb 234NHP<br>2SB,6*cf*,GS126,HS4104<br>G.T.Grey&Co.Ld.S.Shl. | 25 ″ 6<br>s3 ″ 11¼<br>21 ″ 8 | |
| 10518<br>143064<br>JWLC | **Bourne** SteelSc<br>(*ex*Burgermeister<br>Wireless Schröder) 2*Dks*<br>*Now named "Bennekom," See No. 36495 in Supplement* | 5881<br>545[illegible]<br>3674 | ~~Nwc. 12,20~~ N.Ns.6,21<br>(*See footnote**) | | | | 1916 | Flensburgr Schiffsb.Ges.<br>Flensburg | DavidS.S.Co.Ld. | 449·7 | 58·2 | 26·8 | London<br>British<br>9*BH* | T.3Cy.31½",50¾"&84"-54"<br>792NHP<br>FlensburgerSchiffsb.Ges. | | |
| * 10519<br>129030<br>HPKV | **Bournemouth** SteelScSr<br>ssMsl.No.3-6,18<br>(*ex*ErringtonCourt) 1*Dk*(*Stl*)2*trB*&<br>*deep framing* 3*Dk rule* | 4461<br>4224<br>2782 | ✠100A1<br>~~11,20~~6,19 ~~12,20~~ 3,22<br>~~BS12,19~~ ✠LMC6,18<br>BS3,22 | Liv<br>~~Shl Off~~ | *x* | CL<br>~~9,18~~<br>11,20 | 1909<br>8mo<br>*Lloyd* | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>'*sA&CP* | LeestonShipping Co.Ld.<br>*Cell DBa&uE* 150' | 380·0<br>P45'B96'F34'<br>*f*167'1087*t FPT*106 | 52·3 | 25·4<br>FK | London<br>British<br>6*BHCem*<br>*t APT*134*t* | T.3Cy.26",42"&70"-48" (*s*)<br>180lb HS7378 427NHP<br>2SB&1AuxSB,8*cf*,GS180,<br>Blair&Co.Ld.Stockton | 28 ″ 0<br>s5 ″ 5<br>22 ″ 11 | |
| 10520<br>124501 | **Bournemouth Queen** SteelPadSp<br>*Elec.light* 1*Dk*&*Promenade dk* | 353<br>241<br>139 | | | | | 1908 | AilsaS.B. Co.Ld.<br>Troon | Sou.I.ofWight& S.ofEng.Royal MailStmPktCo.Ld | 200·1<br>Q10' | 24·1 | 8·0 | S'thamptn<br>British | C.D.2Cy.23"&48"-51"<br>94RHP<br>Hutson&Sons,Ld.Glasgow | | |
| * 10521<br>143295<br>KBQD | **Boutry** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>*Cargo battens not fitted in 'tween decks* | 5182<br>4760<br>3192 | ✠100A1<br>~~7,21 2,21~~ 12,21<br>✠LMC6,19 | Liv | *y* | CL | 1919<br>6mo<br>*Lloyd* | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool<br>'*sA&CP* | AfricanS.S.Co.Ld. (Elder,Dempster& Co.Ld.*Mgrs.*)<br>*CellDB* | 400·0<br>P49'B113'F38'<br>347'1126*t FPT*117*t* | 52·3 | 28·5<br>FK | London<br>British<br>7*BHptCem*<br>*APT*178*t* | T.3Cy.27,"44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS189,HS7668 FD<br>Richardsons,Westgarth& Co.Ld.Hpl. | 31 ″ 0<br>s6 ″ 1½<br>25 ″ 3 | |
| 10522<br><br>ODQJ | **Bouvines** SteelScSr<br>*Elec.light* 1*Dk*<br>*Now named "M.L.Hanahan," See No. 38514 in Supplement* | 355<br>303<br>102 | ✠100A1<br>*StmTrawler*<br>7,19<br>✠LMC1,19 | Sav | | CL | 1919<br>2mo | Foundat'n Co.<br>Savannah<br>A&CP | FrenchGovernment | 150·0<br>Q79'F26' | 25·0 | 14·7<br>BK7"<br>*FPT* | French<br>4*BHCem*<br>6*t APT*8*t* | T3Cy.12¾",21½"&35"-24"(*s*)<br>180lb 89NHP<br>1SB,3*pf*,GS53,HS1700<br>CanadianAllis-Chalmers Co.Ld.Rochfield,P.Q. | 14 ″ 8<br>s2 ″ 5½<br>14 ″ 1 | |
| 10523<br><br>ODQL | **Bouvreuil** SteelSc<br>(*ex*Funding) 1Dk | 122<br>—<br>8 | | | | | 1908 | Nylands Værksted<br>Christiania | Paix&Cie. | 92·0 | 17·8 | 11·6 | Rouen<br>French<br>*WB* | T.3Cy.10½,"17"&28½"-20"<br>36NHP<br>NylandsVærksted,Xania | | |
| 10524<br><br>ODQN | **Bouxwiller** WoodTwinSc<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1138<br>—<br>818 | | | | | 1919 | Three RiversShipyards,Ld.<br>ThreeRivers P.Q. | FrenchGovernment | 195·3<br>P98'F28' | 40·3 | 15·2 | Havre<br>French | C.4Cy.12"&24"-16"<br>38NHP<br>CanadionAllis-Chalmers Ld.Bridgeburg,Ont. | | |
| 10525<br><br>ODQP | **Bouzonville** WoodTwinSc<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1135<br>817<br>658 | | | | | 1919 | Three RiversShipyards,Ld.<br>ThreeRivers, P.Q. | FrenchGovernment | 195·1<br>P98'F28' | 40·4 | 15·4 | Havre<br>French | C.4Cy.12"&24"-16"<br>38NHP<br>CanadianAllis-Chalmers Ld.Bridgeburg,Ont. | | |
| 10526<br><br>NHFS | **Bovenkarspel** SteelSc4MstSr<br>*Pet.Mot.*<br>1*Dk* | 615<br>—<br>451 | | | | | 1919 | Wortelboer &Co.<br>Westerbroek | N.V.Scheepvaart Mij."Europa" (L.Kruijne,Jr. *Mgr.*) | 162·7 | 28·6 | 12·5 | Amstrdam<br>Dutch<br>*WB* | Petrol Motor<br>4Cy.13⅓"-13¾" 51NHP<br>D.Goedkoop.Jr.Ams. | | |
| * 10527<br>121317<br>HFWG | **Boveric** SteelScSr<br>ssCal.No.3-10,18<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&<br>*Elec.light* *deep framing* | 4445<br>4132<br>2841 | ✠100A1<br>*Spar dk*<br>8,21 ~~11,20~~<br>MS10,18 ✠LMC BS11,20 MBS2,22 | Rot<br>NYk | *y* | CL<br>6,20 | 1906<br>4mo<br>*Lloyd* | Russell& Co.<br>Pt.Glasgow<br>'*sA&CP* | BankLine,Ld. (A Weir&Co.*Mgs.*)<br>*WB*=*CellDBa* 126'*uE*24' *f*170 | 385·0<br>P36'B108'F45'<br>1011*t DT a* 32' 765*t* | 49·8 | 18·5<br>26·4<br>FK | Glasgow<br>British<br>6*BHCem*<br>*APT*45*t* | T.3Cy.26",42"&70"-48" (*s*)<br>180lb *120lb* NDB20 410NHP<br>2SB,6*cf*,GS118,HS5523 FD<br>Rankin&Blackmore,Grk. | 29 ″ 0<br>s5 ″ 6½<br>23 ″ 10 | |
| * 10528<br>128517<br>HRQL | **Boverton** SteelScSr<br>ssBry.No.2-19<br>Wireless 1*Dk*(*Irn*) | 2958<br>2672<br>1766 | ✠100A1<br>8,21 ~~11,20~~<br>~~BS7,20~~ ✠LMC5,18<br>BS8,21 | Bry<br>Hpl | *u* | CL<br>~~11,20~~<br>8,21 | 1910<br>9mo<br>*Lloyd* | J.Blumer &Co.<br>Sunderland<br>'*sA&CP* | GwenllianThomas S.S.Co.Ld. (E.Thomas,Radcliffe &Co.*Mgrs.*)<br>*WB*=*Cell DB a* 104' | 315·5<br>P26'B92'F29'<br>*uE&B*36' *f* 128'719*t* | 46·5 | 21·5<br>FK | London<br>British<br>5*BHCem*<br>*APT*186*t* | T.3Cy.23",38"&62½"-42" (*s*)<br>180lb *100lb* 267NHP<br>2SB,6*cf*,GS118,HS4008<br>Blair&Co.Ld.Stockton | 23 ″ 4<br>s3 ″ 5½<br>20 ″ 3 | |

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* This vessel, which was commenced under the Society's Survey, was completed and classed by another Register. She has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued.

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres —Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines | 14 Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10529<br>99430<br>MRNJ | **Bovic** SteelTwinSc4MstSr<br>3*Dks*<br>*Ref.Mchy* *Elec.light* Sub.Sig. Wireless | 6583<br>6271<br>4230 | | | | | 1892 | Harland&Wolff,Ld.<br>Belfast | ~~OceanicStm.Nav.Co.Ld.(WhiteStar Line)~~ F.Leyland&Co.Ld. | 470·0 | 53·1 | 23·9<br>31·6 | Liverpool<br>British | T.6Cy.22½",36½"&60"-48"<br>499NHP<br>Harland&Wolff,Ld.Bel. | |
| * 10530<br>MPGV | **Bövra** SteelScSr<br>ssXia.2nd.No.3-3,22 (*ex*Poveña, *ex*SouthGwalia) ~~1Dk&Web frames&pt Awng dk~~<br>Wireless<br>*1Dk(Irn)&Web frames&pt Awng.dk(Irn)* | 2117<br>1577<br>1313 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>3,22 | Xia<br>✠LMC3,21 | r | CL<br>3,22 | 1894<br>9mo | W.Gray&Co.Ld.<br>W Hartlepool<br>A&CP | D/S A/S Bœrum (HansHanson, *Mgr.*)<br>*Cell DBa86'uE18'f* | 271·8<br>P27'Q76'<br>*pt Awng dk169'*<br>*108'438t APT29t* | 38·1 | 18·5<br>FK | Chrstiania<br>Norwegian<br>~~WB~~<br>4*BHCem* | T.3Cy.20",31½"&53"-36"(s)<br>~~160lb~~ *100lb* NPB11 188NHP<br>Cen.Mar.Eng.Wrks.WHpl<br>2SB,*4cf*,GS56,HS3110 | 20 ″ 8 |
| * 10531<br>118469<br>WDHM | **Bow** SteelScSr<br>ssLon.No.1-22 ssNwc.No.3-6,17<br>1*Dk*(*Stl-pt* ws)<br>*Cargo battens not fitted* | 565<br>450<br>288 | ✠100A1<br>2,22 ~~2,21~~<br>~~MS2,17~~<br>MS2,22 | Lon<br>✠LMC<br>~~BS6,20~~<br>BS11,21 | *h* | CL<br>~~2,21~~<br>2,22 | 1904<br>8mo<br>*Lloyd* | W.Dobson&Co.<br>Newcastle<br>'*sA&CP* *WB* | CommercialGasCo.<br>*= Cell D B a48'uE* | 165·3<br>B29'F16'<br>*9'f62' 151t FPT39t* | 30·1 | 12·8<br>FK | London<br>British<br>4*BHCem*<br>*APT36t* | T.3Cy.15½",25"&41"-27" (s)<br>180lb ~~80lb~~ 104NHP<br>1SB,*3cf*,GS48,HS1746<br>J.P.Rennoldsn&Sns,S.Shl. | 13 ″ 6<br>s 1 ″ 11½<br>12 ″ 1 |
| 10532 | **Bow Wave** SteelScK<br>1*Dk*(*Stl*) | 97<br>—<br>— | ✠100A1<br>*For fishing purposes*<br>7,19 | Lwt<br>✠LMC7,19 | | CL | 1919<br>6mo<br>*Lloyd* | JW Brooke&Co.Ld.<br>Lowestoft<br>'*sA&CP* | TheAdmiralty | 86·0 | 18·5 | 9·3<br>BK7½" | London<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>W.Beardmore&Co.Ld. Coatbridge | 10 ″ 0 |
| 10533<br>1107<br>MHNK | **Bowden** SteelScSr<br>*Elec.light* 2*Dks* | 1255<br>1107<br>716 | | | | | 1912 | FredrkstadMek.Værks.<br>Fredrikstad | A/S Frugtfart (L.Harboe-Jensen, *Mgr.*) | 235·0 | 33·6 | 21·2 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.20½",33"&56"-36"<br>188NHP<br>FredrikstadM.V.Frdstad. | |
| 10534<br>[illegible] | **Bowena** WoodTwinScSp<br>*Now named* "Cheam," *See No. 36682 in Supplement*<br>(*ex*City of Nanaimo) 1*Dk* | 821<br><br>558 | | | | | 1891 | McAlpin&Allen<br>Vancouver | TerminalStm.Nav.Co.Ld. | 159·0 | 32·0 | 9·4 | Vancouver B.C.<br>British | C.4Cy.14"&26"-18"<br>58RHP<br>J.DotyEn.Co.Toronto,Ont | |
| * 10535<br>143102<br>JWQS | **Bowes Castle** SteelSc<br>ssNpt.No.2-21<br>(*ex*Solfels) 2*Dks*(*Stl-U* teaks)<br>*Elec.light* | 5821<br>5477<br>3641 | ✠100A1<br>12,21 ~~1,21~~<br>MS9,20 | Npt<br>~~HKg~~<br>✠LMC<br>BS1,21 | *a*† | 1,21 | 1913<br>5mo<br>*Lloyd* | J.C.TecklenborgA.G.<br>Geestemünde<br>'*sA&CP* | LancashireShppg.Co.Ld. (J.Chambers&Co. *Mgrs.*)<br>*BH in forward* | 418·5<br>P60'B136'F54'<br>*hold dispensed with*<br>*Cell DB139' uE23'*<br>*Tween d* | 56·1 | 29·8<br>FK | Liverpool<br>British<br>*Cem*<br>6*BH only*<br>*f186' 1283t*<br>*ktanks fwrd* | T.3Cy.28",46¾"&75½"-~~51~~ 54"(s)<br>192lb *121lb* 520NHP<br>3SB,*9cf*,GS150,HS6960 FD<br>J.C.TecklenborgA.G.Gst.<br>*Tween dk tanks aft36'487t*<br>*36'509t FPT53t APT54t* | 32 ″ 4<br>s 6 ″ 7½<br>26 ″ 1 |
| 10536<br>144687 | **Bowhead** SteelScSr<br>(*Whaler*)<br>1*Dk* | 237<br>210<br>107 | | | | | 1915 | Smith'sDockCo.Ld<br>Middlesbro' | A.J.Ashwin | 125·0 | 25·0 | 11·9 | London<br>British<br>WB | T.3Cy.14½",23½"&39"-24<br>74NHP<br>Smith'sDockCo.Ld.Mdb. | |
| 10537<br>129523<br>HRSJ | **Bowling** SteelSc3MstSr<br>ssGls.No.2-19<br>(*ex*Clydemhor) 1*Dk*(*Stl*)<br>*Mchy.Aft* *Elec.light* | 793<br>558<br>344 | ✠100A1<br>11,20<br>~~BS1,20~~<br>BS1,21 | Gmh<br>✠LMC6,19 | *k* | CL<br>11,20 | 1910<br>10mo<br>*Lloyd* | J Fullerton&Co.<br>Paisley<br>'*sA&CP* | | 199·0<br>Q121'F36'<br>*WB=CellDBf106'* | 30·1 | 11·2<br>FK | Glasgow<br>British<br>3*BHCem*<br>*185tFPT79t* | T.3Cy.17",27½"&45"-33" (s)<br>170lb 150NHP<br>2SB,*4pf*,GS78,HS2696<br>Ross&Duncan,Glasgow | 13 ″ 7<br>s ″ 10<br>13 ″ 0 |
| 10538<br>217797<br>LQMG | **Boxbutte** WoodSc<br>*Elec.Light* Wireless 1*DktrB* | 2373<br>—<br>1363 | | | | | 1919 | CoastS.B.Co.<br>Portland,Or. | UnitedStates ShippingBoard | 266·9<br>P28'B63'F29' | 46·1 | 23·8 | Portlnd, O.<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | |
| 10539<br>3777<br>KPBF | **Boxer** WoodScSr<br>(*Tug*)<br>1*Dk* | 217<br>199<br>121 | | | | | 1899 | AtlanticWorks<br>Boston | F.W.Munn Transportation Co. | 113·7 | 25·3 | 13·5 | Phildlphia<br>Utd.States | C.2Cy.20"&36"-26"<br>55NHP<br>AtlanticWorks,Boston | |
| 10540<br>216944<br>LMWR | **Boxley** WoodSc<br>*Elec.light* Wireless 1*Dk2trB* | 2532<br>—<br>1497 | | | | | 1918 | Grant-Smith-PorterCo.<br>Abrdeen Wsh | UnitedStates ShippingBoard | 266·9<br>P28'B65'F26' | 46·1 | 24·2 | Seattle, Wash.<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | |
| 10541<br>140355 | **Boxol** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing* | 1115<br>861<br>747 | ✠100A1<br>*with freeboard*<br>9,17<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 9,17F.P.above 150° F.* | Gls<br>✠LMC9,17 | *n* | CL | 1917<br>9mo<br>*Lloyd* | Barclay,Curle&CoLd<br>Glasgow<br>'*sA&CP* | *CellDBuE&B45'6* | 210·0<br>P62'F57'<br>*Middle line Bulkhead*<br>*3tDTf30'245tFPT* | 34·7 | 15·6<br>FK | London<br>British<br>12*BHptCem*<br>*not oil tight*<br>*35tAPT30t* | T.3Cy.15½",25½"&41½"-27"<br>180lb (s) 87RHP<br>2SB,*4cf*,HS2206 FD<br>Barclay,Curle&Co.Ld.Gls. | 16 ″ 6<br>s 3 ″ 1<br>13 ″ 6 |
| 10542<br>136603 | **Boy Alan** WoodScDy<br>(*Fishing*)<br>1*Dk* | 109<br>108<br>51 | | | | | 1914 | J.Chambers,Ld.<br>Lowestoft | ~~B.F.Reynolds~~<br>Boy Alan Ld<br>(J.V.Breach,*Mgr.*) | 89·5 | 20·3 | 10·8 | Lowestoft<br>British | T.3Cy.9¾",15"&22"-16"<br>Elliott&Garrood,Ld.Beccles 25RHP | |
| 10543<br>137582 | **Boy Bob** WoodScDy<br>(*Fishing*)<br>1*Dk* | 101<br>100<br>46 | | | | | 1916 | ColbyBros.Ld.<br>OultonBroad | GreatYarmouth Fisheries Ld.(R.T.Moore, *Mgr.*) | 88·0 | 19·5 | 10·0 | Yarmouth<br>British | C.2Cy.12"&26"-18"<br>40RHP<br>W.Burrell,Gt.Yarmouth | |
| 10544 | **Boy Jermyn** WoodSc<br>(*ex*Cumulus)<br>9&12yrs.Mat. 1*Dk* | 97<br>96<br>43 | ✠ 11A1<br>*For fishing purposes*<br>10,20 | Yar<br>✠LMC10,20 | | CL<br>9,20 | 1918<br>4mo<br>*Lloyd* | ColbyBros.Ld.<br>Lowestoft<br>'*sA&CP* | | 87·6 | 20·0 | 10·0 | British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 42NHP<br>1SB,*2pf*,GS30,HS810<br>J.Howden&Co.Ld.Gls. | 10 ″ 1 |
| 10545<br>132949 | **Boy Nat** SteelScDy<br>(*Fishing*)<br>(*ex*Hilda & Ernest) 1*Dk* | 102<br>100<br>47 | | | | | 1912 | Cochrane&Sons<br>Selby | J.V.Breach ~~(T.W.Chapman, *Mgr.*~~<br>(E.H.Jones *Mgr.*) | 88·0 | 19·1 | 9·0 | Ramsgate<br>British | C.2Cy.12½"&26-18"<br>35RHP<br>Crabtree&Co.Ld.Gt.Yar. | |
| 10546<br>217796<br>LQMF | **Boykin** WoodSc<br>*Elec.light* Wireless 1*Dk2trB* | 2564<br>—<br>1493 | | | | | 1919 | CoastS.B.Co.<br>Portland,Or. | UnitedStates ShippingBoard | 266·9 | 46·1 | 23·8 | Portlnd, O.<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | |
| 10547<br>129121<br>HRLD | **Boyne** SteelScSr<br>ssShl.No.2-19<br>Wireless 2*Dks*(*Stl*) | 4431<br>4113<br>2771 | ✠100A1<br>10,21 ~~2,21~~ 2,22<br>MS6,19 | Cal<br>Bry<br>✠LMC<br>~~BS6,20~~<br>8,21 | *x* | CL<br>5,20 | 1910<br>8mo<br>*Lloyd* | JLThompson&Sons,Ld<br>Sunderland<br>'*sA&CP* | MercantileS.S.Co.Ld.(E.Hain&Son, *Mgrs.*)<br>*CellDBa130'uE&B* | 373·7<br>P25'B159'F38'<br>*40'f159' 1107t FPT* | 51·5 | 26·2<br>FK | London<br>British<br>6*BHCem*<br>*93tAPT130t* | T.3Cy.25",42"&68"-48" (s)<br>180lb *160lb* 374NHP<br>2SB,*6cf*,GS134,HS6129<br>Blair&Co.Ld.Stockton | 28 ″ 9<br>s5 ″ 3<br>23 ″ 11 |
| 10548<br>128857 | **—** IronTwinSc<br>~~ssDub.2ndNo.3-6,19~~<br>ssDub.3rdNo.3-12,21 ~~ssDub.No.2-19~~<br>1*Dk* | 58<br>57<br>39 | A-<br>*Barge*<br>12,21 ~~6,20~~<br>B&MS12,21 ~~MS5,19~~<br>*For River purposes only* | Dub<br>~~BS5,20~~<br>~~BS6,20~~ | | CL<br>~~5,19~~<br>SN12,21<br>P12,21 | 1891<br>4mo | Ross&Walpole<br>Dublin | A.Guinness,Son&Co.Ld. | 80·0 | 15·5 | 5·9<br>FK<br>*WB* | Dublin<br>British<br>2*BHCem*<br>*=FPT9t* | 2Cy.10$\frac{5}{16}$"-14" (s)<br>100lb 14RHP<br>1SB,*1pf*,GS8,HS408<br>Ross&Walpole,Dublin | 6 ″ 5 |
| 10549<br>219687<br>LVTC | **Boynton** WoodScSr<br>*Elec.light* Wireless 2*Dks* | 2564<br>2043<br>1493 | | | | | 1920 | CoastS.B.Co.<br>Portland,Or. | UnitedStates ShippingBoard | 266·9<br>P38'B63'F29' | 46·1 | 23·8 | Portlnd Or<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Now named "AyalaMendi," See No. 36293 in Supplement | | | | | | | | | | | | | | | | |
| ✻ 10550<br>MVSK | **Bra-Kar** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in 'tween dks*<br>Wireless | 4047<br>3852<br>2446 | ✠100A1<br>*Shelter dk with freeboard*<br>6,21 ~~8,20~~<br>✠LMC8,20 | PGl<br>Lon | *v* | CL<br>6,21 | 1920<br>8mo<br>*Lloyd* | Dunlop, Bremner& Co.Ld.<br>Pt.Glasgow<br>'sA&CP | A/S.Bonheur (Fred.Olsen&Co. *Mgrs.*)<br>*CellDB*289'746 | 334·2<br>FK<br>*FPT*51*tAPT*53*t* | 47·1 | 30·9<br>*Collisio* | Chrstiania<br>Norwegian<br>*Cem*<br>*n BH to S dk*<br>4 „ „ *U* „ | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 362NHP<br>3SB,9*cf*,GS165,HS5925<br>Dunlop,Bremner&Co.Ld. P.Gl. | 33 " 2<br>s 8 " 4<br>25 " 1 | |
| ✻ 10551<br>MHTD | **Braa** SteelSc<br>*ss*Shl.No.3–9,20<br>(*ex*Tosca,*ex*Evanger,*ex*Loiret)<br>Wireless 1*Dk*(*Stl*) & *deep framing* | 2214<br>2030<br>1323 | ✠100A1<br>3,22 ~~9,20~~<br>✠LMC9,20<br>BS3,22 | Shl<br>Xia | *s* | 9,20 | 1908<br>10mo | Forg.&Ch. de laMédit<br>Havre<br>A&CP | A/S Braa (Nilssen&Sönner)<br>*CellDBa*98'*u* | 291·0<br>P23'B74'F35'<br>FK<br>*E*18'*f*120'616*tFPT* | 44·0 | 19·0 | Chrstiania<br>Norwegian<br>6*BHCem*<br>62*tAPT*32*t* | T.3Cy.20⅞",33$\frac{1}{16}$"&52"-35$\frac{7}{16}$"<br>170lb *100lb* (*s*) 190NHP<br>2SB,6*cf*,GS108,HS3234<br>Forg.&Ch.de laMédit.Hav | 21 " 4<br>s 3 " 1<br>18 " 6 | |
| 10552<br>MKRB | **Braatt II.** SteelSc<br>*Mchy.Aft* | 624<br>483<br>334 | | | | | 1918 | Rosenberg Mek.Verks.<br>Stavanger | D/S A/S Mai (G. Hvistendahl,*Mgr*) | 170·5<br>F25'P81' | 28·1 | 12·2 | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.12",20"&33"-24"<br>53NHP<br>BergensMek.Verk.Bergen | | N |
| 10553<br>104595<br>NQJW | **Brabandier** SteelScSr<br>*ss*Ant.No.3–9,08<br>(*ex*Evandale) *ss*Nwc.No.1–12<br>Wireless 1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws) &*deep framing* | 3775<br>3373<br>2468 | ✠ ——<br>6,20<br>*Spar dk*<br>✠ | Gls | *w* | | 1895<br>1mo | C.Connell &Co.<br>Glasgow | LloydRoyalBelge (GreatBritain)Ld.<br>*CellDBo* | 350·0<br>P40'B82'F36'<br>120'*uE*&*B*40'*f*132' | 43·0 | 19·0<br>27·0<br>BK11" | London<br>British<br>6*BHCem*<br>757*tAPT*80*t* | T.3Cy.24⅞",40"&64"-45"<br>295NHP<br>2SB,4*rf*,4*cf*,GS156,HS4719<br>D.Rowan&Son,Glasgow | 29 " 8 | V |
| 10554<br>LBFN | **Brabant** SteelSc<br>*Elec.light* *Cruiser Stern* 2*Dks*<br>*Ref.Mchy.* Wireless | 3220<br>3007<br>1926 | | | | | 1920 | Nylands Værksted<br>Christiania | A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*) | 310·7<br>B70' | 45·2 | 27·7 | Chrstiania<br>Norwegian<br>*WB* | 2 Steam Turbines Geared to 1 Sc Shaft<br>SvenskaTurbinfabriks, A/BLiungströmFinspong | | N |
| 10555<br>212587<br>LDQK | — Steel&IronSc3MstSr<br>(*ex*Geestemünde)<br>*Elec.light* *Carrying Petroleum in bulk*<br>*Mchy.Aft* *Fitted for oil fuel*<br>Wireless 2*Dks* | 2773<br>2663<br>1758 | | | | | 1890 | Armstrong Mitchell& Co.Ld.<br>Newcastle | TheTexasCo.Inc. | 310·0<br>B20'H—F28' | 40·2 | 28·2 | Pt. Arthur Texas<br>Utd.States<br>*WB* | T.3Cy.23",37"&60"-39"<br>225NHP<br>WllsndSlpwyCo.Ld.Nwc. | | V |
| ✻ 10556<br>MBDV | — SteelScSr<br>*ss*Rot.2ndNo.3–10,19<br>(*ex*Sandhill) 1*Dk*(*Stl*)&*Awng dk* &*Web frames*<br>Wireless | *2064*<br>*1999*<br>*1327* | ✠100A1<br>*Awng dk with freeboard*<br>2,21<br>MBS2,21 ✠LMC10,19 | Ant | *r* | 2,21 | 1892<br>10mo | J.Blumer &Co.<br>Sunderland<br>A&CP | CieNationaleBelge deTransportsMaritimes (Armement Deppe,*Mgrs.*) | 270·3 | 38·1 | 16·2<br>23·5<br>FK | Antwerp<br>Belgian<br>4*BHCem*<br>*WB*=*Cell* | T.3Cy.20",33¼"&54"-36" (*s*)<br>160lb *100lb* NDB19 170NHP<br>2SB,4*cf*,GS64,HS2480<br>Blair&Co.Ld.Stockton<br>*DB*200'423*tAPT*49*t* | 26 " 6<br>s 8 " 0<br>18 "11 | |
| ✻ 10557<br>NHFW | — SteelSc<br>*Elec.light* 1*Dk*(*ptStl*–teak s)<br>Wireless | 449<br>379<br>53 | ✠100A1<br>*For towing purposes*<br>9,20<br>✠LMC5,20 | Rot | *g* | CL<br>6,20 | 1920<br>5mo | Jonker& StansHendrikIdo<br>Ambacht<br>A&CP | BureauWijsmuller<br>*DTf*16'60*t wing* | 144·9<br>RFD70'B40'F12'<br>*on*RD<br>*tanks a* 15' 28*t FPT* | 27·3 | 13·4<br>BK7" | TheHague<br>Dutch<br>4*BHCem*<br>21*tAPT*31*t* | T.3Cy.16",27½,&45½"-29½"<br>192lb (*s*) 153NHP<br>2SB,4*cf*,GS77,HS2710<br>AlblasserdamMach. FabriekAlblasserdam | 14 " 1<br>s 1 " 8<br>13 " 1 | |
| 10558 | **Brabantia** SteelTrpSc<br>Now named "[illegible]" See No. [illegible] in Supplement<br>Wireless (*ex*WilliamOSwald)<br>*Elec.light* *Ref.Mchy.* 4*Dks* | 20200<br>[illegible]<br>10976 | | | | | 1914 | Akt.Ges. "Weser"<br>Bremen | AmericanShip &CommerceNav, Corp. | 596·0<br>P37'B&F523' | 72·3 | 40·2 | Utd.States<br>*WB* | T.8Cy.29½",48½"&(2)53$\frac{1}{16}$"-59"&1Turbine<br>A.G."Weser,"Bremen | | |
| 10559 | **Brac** SteelScSr<br>For full particulars See No. 36516 in Supplement<br>(*ex*Brunsbüttel II.) | 135<br><br>32 | | | | | 1896 | Howaldts-werke<br>Kiel | Soc.Anon.diNav.a Vap."Dalmatia" | 110·5<br>Q34'H33'F15' | 19·7 | 8·8 | Spalato<br>*WB* | T.3Cy.12",19"&29½"-16"<br>36NHP<br>Howaldtswerke,Kiel | | A |
| 10560<br>28182 | **Brackley** IronPadSr | 122<br>122<br>46 | | | | | 1859 | T.Vernon &Sons<br>Liverpool | ManchesterShip CanalCo. | 116·0 | 17·6 | 7·6 | Manchestr<br>British | C.D.2Cy.20"&40"-36"<br>NE&B93 50RHP<br>LythamSB&E.Co.Lytham | | |
| 10561<br>115598 | **Bracondale** SteelScK<br>(*Trawler*)<br>1*Dk* | 189<br>175<br>74 | | | ... | | 1903 | JTEltringham&Co.<br>S.Shields | J.W.Morrice,Sen. | 112·0 | 21·5 | 11·7<br>BK7½" | Aberdeen<br>British<br>*WB* | T.3Cy.11",18"&32"-22"<br>49RHP<br>G.T.Grey,SouthShields | 12 " 3 | |
| 10562<br>137188 | **Bracondene** SteelScK<br>*ss*Abn.No.1–20<br>*Elec.light* 1*Dk* | 235<br>214<br>89 | ✠100A1<br>*StmTrawler*<br>1,22 ~~5,20~~<br>✠LMC5,20 | Abn | | CL<br>5,20 | 1916<br>2mo<br>*Lloyd* | A.Hall&Co Ld.<br>Aberdeen<br>'sA&CP | SamRobford&Co. Ld.(K.R.Hoare, *Mgr.*) | 121·0<br>F18' | 22·6 | 12·2<br>BK7½" | Aberdeen<br>British<br>3*BHCem*<br>*DBf*25'16*t* | T.3Cy.12",20"&34"-24" (*s*)<br>180lb 83RHP<br>1SB,3*pf*,GS46,HS1488<br>A.Hall&Co.Ld.Aberdeen | 13 " 0 | |
| 10563<br>123365 | **Braconheath** SteelScK<br>1*Dk* | 201<br>189<br>80 | | | ... | | 1906 | JTEltringham&Co.<br>S.Shields | A.A.Davidson | 115·4 | 21·6 | 11·7<br>BK7½" | Aberdeen<br>British<br>*WB* | T.3Cy.11½",19½"&33"-23"<br>54RHP<br>G.T.Grey,SouthShields | 12 " 6 | |
| 10564<br>139805 | **Braconhill** SteelScK<br>(*ex*WilliamBentley) ~~(*Fishing*)~~<br>1*Dk* (*Stl*) | 203<br>200<br>88 | ✠100A1<br>*Stm.Trawler*<br>3,19<br>✠LMC3,19 | Abn | | | 1919<br>3mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | SamRobford&Co. Ld.(K.R.Hoare, *Mgr.*) | 115·4<br>*DBf*29'19*t* | 22·1 | 12·1<br>BK7½" | Aberdeen<br>British<br>3*BHCem* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb 74RHP<br>Hall,Russell&Co.Ld.Abn.<br>1SB,3*pf*,GS39,HS1347 | 13 " 0 | |
| 10565 | **Braconlea** SteelScK<br>1*Dk* | 205<br>202<br>78 | ✠<br>*StmTrawler*<br>1,13<br>✠ | Abn | | | 1913<br>1mo | A.Hall& Co.Ld.<br>Aberdeen | ~~TheAdmiralty~~ | 115·2 | 22·1 | 11·9<br>BK7½"<br>*WB* | British<br>3*BHCem*<br>=*DTf*5'14*t* | T.3Cy.12",20"&34"-24"<br>57RHP<br>1SB,3*pf*,GS46,HS1433<br>A.Hall&Co.Ld.Aberdeen | 12 " 9 | |
| 10566<br>137620 | — SteelScK<br>(*ex*DonumMaris) 1*Dk*<br>*Elec.light* | 200<br>197<br>76 | ✠100A1<br>*StmTrawler*<br>4,22 ~~11,20~~<br>✠LMC9,20 | Abn | | CL | 1920<br>7mo<br>*Lloyd* | A.Hall& Co.Ld.<br>Aberdeen<br>'sA&CP | DonFishingCo.Ld. (J.S.Doeg,*Mgr.*) | 115·5<br>*DBf*19' | 22·0 | 11·7<br>BK7½" | Aberdeen<br>British<br>3*BHCem*<br>12*t* | T.3Cy.12",20"&34"-24" (*s*)<br>180lb 81RHP<br>1SB,3*pf*,GS46,HS1510<br>A.Hall&Co.Ld.Aberdeen | 12 " 9 | |
| 10567<br>133635 | **Braconlynn** SteelScK<br>*ss*Abn.No.1–19<br>1*Dk* | 206<br>202<br>79 | ✠100A1<br>*StmTrawler*<br>2,21 ~~12,20~~<br>BS12,20 ✠LMC7,19 | Abn | | CL<br>~~3,19~~<br>2,21 | 1913<br>11mo<br>*Lloyd* | A.Hall& Co.Ld.<br>Aberdeen<br>'sA&CP | SamRobford&Co. Ld.(K.R.Hoare, *Mgr.* | 115·2 | 22·1 | 12·0<br>BK7½"<br>*WB*= | Aberdeen<br>British<br>3*BHCem*<br>*DTf*5'11*t* | T.3Cy.12",20"&34"-24" (*s*)<br>180lb 56RHP<br>1SB,3*pf*,GS46,HS1433<br>A.Hall&Co.Ld.Aberdeen | 12 " 9 | |
| 10568<br>142443<br>JTFL | **Bradavon** SteelScSr<br>(*ex*WarVulture) 2*Dks*(*Stl*)<br>*Elec.light* Wireless<br>*Cargo battens not fitted in 'tween decks* | 5204<br>4762<br>3164 | ✠100A1<br>3,21<br>*Carrying oil* | Har<br>*fuel F.* | ...<br>*P.* | CL<br>3,21<br>*above*1 | 1918<br>6mo<br>*Lloyd*<br>50° F. | Richardsn, Duck&Co.Ld<br>Stockton<br>'sA&CP<br>*in DB* | LeedsShippingCo. Ld.<br>*CellDB* | 400·1<br>P49'B113'F40'<br>335'1124*tFPT*117*t* | 52·4 | 28·5<br>FK | Bideford<br>British<br>7*BHptCem*<br>*APT*177*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 518NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Blair&Co.Ld.Stockton | 31 " 0<br>s 6 " 1½<br>25 " 3 | |
| 10569<br>132861<br>HVKR | **Bradburn** SteelSc<br>(*ex*AtlanticCity)<br>Wireless 1*Dk* | 4707<br>4456<br>2934 | | | | | 1912 | Ropner& Sons,Ld.<br>Stockton | LeedsShippingCo. Ld.(W.R.Smith, Popham&Liley, *Mgrs.*) | 378·5<br>P38'B126'F39' | 51·5 | 27·5 | Bideford<br>British<br>*WB* | T.3Cy.26",42"&70"-48"<br>339NHP<br>Blair&Co.Ld.Stockton | | C |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.<br>pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ❊ 10570<br>142667<br>JVFR | **Bradclyde** SteelScSr<br>(exWarCastle) 1Dk(Stl)&Shelter dk (Stl)<br>Cargo battens not fitted in<br>Elec.light Wireless Shelter 'tween dks | 5685<br>5486<br>3558 | ✠100A1<br>Shelter dk<br>withfreeboard<br>4,21 ~~10,19~~ ✠LMC10,18<br>Carrying oil fuel F.P. above 150° F in DB | Cff-<br>Ham | y | CL<br>~~10,19~~<br>4,21 | 1918<br>10mo | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | LeedsShipping Co.Ld.(W.R.Smith &Sons,Mgrs.)<br>CellDB351'1284t | 399·6\|53·0\|32·8<br>F39'on Shelter dk FK<br>FPT60t APT90t | Bideford<br>British<br>7BH toShltr dk ptCem | T.3Cy.27″,45″&75″-54″ (s)<br>180lb 620NHP<br>3SB,12cf,GS220,HS9525 FD<br>N.E.MarineEngCoLdNwc. | 35′5<br>s 9′6½<br>26′3 | |
| 10571<br>217769<br>LQKG | **Braddock** SteelScSr<br>Fitted for oil fuel<br>Elec.light 1Dk&Shelter dk<br>Sub.Sig. &Web frames<br>Longitudinal framing | 6629<br>5895<br>4122 | | | ... | | 1919 | Federal<br>S.B.Co.<br>Kearny,N.J. | UnitedStates ShippingBoard | 395·5\|55·0\|31·4<br>P45'B110'F38 on Shelter dk FK | Newrk,NJ<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | 34′11 | R |
| 10572<br>[illegible] | **Bradfield** SteelTwinScSr<br>Now named "Champavati," See No. 36908 in Supplement<br>Elec.light 2Dks(Stl) | 769<br>493<br>321 | | | ... | CL<br>12,20 | 1919<br>10mo | Ayrshire<br>Dkyd.Co.Ld.<br>Irvine<br>Lloyd'sA&CP | BombaySteam Nav.Co.Ld.<br>Cell DB12'16t DTf18' | 219·5\|~~28·0\|15·6~~<br>28·6\|15·5 FK<br>24tDTa 10'26tFPT | Bombay<br>British<br>10BHptCem<br>5tAPT21t | T.6Cy.13¼″,21¼″&34″-21″<br>235lb (s) HS6990 387NHP<br>2 Water Tube Boilers FD<br>D.Rowan&Co.Ld.Gls. | 16′3 | |
| ❊ 10573<br>213126<br>LFCT | **Bradford** SteelScSr<br>ssS.Fo.No.3-2,21 ~~ssS.Fo.No.2-17~~<br>(exHesperus) 2Dks(Stl)&Web frames<br>Mchy.Aft &Shelter dk(Stl)<br>Elec.light Wireless | 6303<br>5627<br>3932 | ✠100A1<br>Shelter dk<br>withfreeboard<br>8,21 ~~3,20~~ ✠LMC3,19<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 4,13 F P. above 150° F. | SFo<br>BS11,20 | b† | CL<br>~~8,19~~<br>8,21 | 1908<br>11mo | Palmers'<br>Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | StandardOilCo. (NewJersey)<br>WB=CellDBa93'306t | 428·0\|54·8\|29·9<br>FK<br>FPT77tAPT180t | NewYork<br>Utd.States<br>13BHCem<br>9toUdk<br>4toMdk | T.3Cy.28″,46½″&77″-54″ (s)<br>180lb 100lb 567NHP<br>4SB,12cf,GS268,HS10040<br>Palmers'Co.Ld.Newcastle | 32′0<br>s 5′1½<br>27′4 | |
| 10574<br>140857<br>JWCF | **Bradford City** SteelScSr<br>Elec.light Wireless 2Dks | 5261<br>4817<br>3178 | | | ... | | 1919 | Craig,Taylor&Co.Ld.<br>Stockton | St.JustS.S.Co.Ld.(W.RSmith&Sons Mgrs.) | 400·1\|52·3\|28·4<br>P49'B113'F40' FK | Bideford<br>British<br>WB | T.3Cy.27″,44″&73″-48″<br>517NHP<br>Blair&Co.Ld.Stockton | 31′0 | C |
| 10575<br>68289<br>MJGR | **Braebeg** IronScSr<br>ssGls.No.2-86<br>(exTelephone) Mchy.Aft 1Dk | 165<br>131<br>63 | 7,86 | Gls | b | | 1878<br>2mo | H.M'Intyre&Co.<br>Paisley | J.J.Murphy | 110·6\|18·2\|8·8<br>Q37'B11'F12'<br>FPT | Liverpool<br>British<br>3BHCem | C.2Cy.15″&26″-21″<br>NB04 30RHP<br>Muir&Houston,Glasgow | | |
| 10576<br>217732<br>LQHT | **Braeburn** WoodScSr<br>Elec.light Wireless 2Dks | 2922<br>2331<br>1724 | | | | | 1919 | Peninsular<br>S.B.Co.<br>Portland,Or. | UnitedStates ShippingBoard | 267·8\|49·8\|25·6<br>P40'B69'F43' | PortlndOr<br>Utd.States | Geared Turbine<br>WestinghouseElectric& Mfg.Co.Essington,Pa | | R |
| ❊ 10577<br>104581<br>NPBM | **Braedale** SteelSc3MstSr<br>(exBessieBarr) ssBkn.2ndNo.3-7,17<br>Mchy.Aft Well deck 1Dk(Irn) | 406<br>277<br>161 | ✠100A1<br>3,20<br>BS11,19 ✠LMC7,18 | Dub | f | 3,20 | 1894<br>10mo | Murdoch&Murray<br>PortGlasgow<br>Lloyd'sA&CP | ~~D.Hudson~~<br>S.Thubron | 142·2\|25·0\|11·1<br>Q76'B9'F24'<br>BK7″<br>WB=FPT | Newcastle<br>~~Dublin~~<br>British<br>3BHCem<br>15tAPT4t | T.3Cy.13⅝″,21½″&34″-27″(s)<br>160lb 60RHP<br>1SB,3pf,GS49,HS1013<br>Muir&Houston,Glasgow | 12′1<br>s ′6<br>12′4 | |
| 10578<br>112928<br>RSQC | **Braemar** SteelScK<br>ssShl.No.3-1,13<br>ssFlt.No.1-19<br>1Dk | 197<br>184<br>78 | ✠100A1<br>StmTrawler<br>12,19<br>✠NB1,15 ✠LMC12,19 | Flt | | CL<br>12,19 | 1900<br>6mo | J.Duthie,<br>Sons&Co.<br>Aberdeen<br>Lloyd'sA&CP | J.Robson (G.H.Smith& H.Kennedy,Mgrs) | 115·0\|21·7\|11·8<br>ptND13 BK7½″ | Stranraer<br>British<br>3BHCem | T.3Cy.12″,19½″&32″-22″ (s)<br>180lb 67RHP<br>1SB,2pf,GS37,HS1251<br>W.V.V.Lidgerwood,Gls. | 12′6 | |
| 10579<br>108381<br>QFKC | **Braemar Castle** SteelSc4MstSr<br>ssLon.No.3-10,10<br>ssGls.No.2-20<br>Ref.Mchy. 2Dks(UStl-ws)&Spar dk<br>Elec.light Sub.Sig. Wireless (Stl-teak s) | 6279<br>5285<br>3845 | ✠100A1<br>Spar dk<br>8,21 ~~11,20~~<br>✠LMC6,20<br>BS8,21 | Lon<br>Sou | b† | CL<br>6,20 | 1898<br>7mo | Barclay,<br>Curle&Co.Ld.<br>Glasgow<br>Lloyd'sA&CP | TheUnion-Castle MailS.S.Co.Ld.<br>WB=CellDBa105'uE&B90'f183'1013t | 450·0\|52·2\|22·5<br>P58'B198'F59' 30·4<br>FK&BK2½″ | London<br>British<br>7BHptCem<br>ptAsp | Q4Cy28″,39¾″,57½″&82″-60″<br>205lb (o) 756NHP<br>4SB,14rf,2cfGS355,HS13556<br>Barclay,Curle&Co.Ld.Gls. | 33′6 | |
| 10580<br>115580<br>JMVT | **Braeriach** SteelScK<br>ssAbn.No.3-11,15<br>ssGms.No.1-20<br>1Dk | 199<br>186<br>77 | ✠100A1<br>StmTrawler<br>12,21 ~~10,20~~ ✠LMC10,20<br>BS12,21 | Gms<br>Abn | | N11,19 | 1902<br>11mo | J.Duthie<br>Sons&Co.<br>Aberdeen<br>Lloyd'sA&CP | W.Grieve | 115·8\|21·7\|11·7<br>BK7½″ | Aberdeen<br>British<br>3BHCem | T.3Cy.12″,19½″&32″-22″ (s)<br>180lb 50RHP<br>1SB,2pf,GS36,HS1243<br>W.V.V.Lidgerwood,Gls. | 12′6 | |
| ❊ 10581<br>137175 | **Braes o' Mar** SteelScK<br>ss.Abn.No.1-20<br>1Dk | 227<br>208<br>98 | ✠100A1<br>StmTrawler<br>8,20 ✠LMC8,20 | Abn | | CL<br>10,19 | 1915<br>9mo | Hawthorns<br>&Co.Ld.<br>Leith<br>Lloyd'sA&CP | StandardFishing Co.ofAbn.Ld.(J.G Adam,Mgr.) | 117·2\|22·1\|12·5<br>BK7½″<br>WB=DBf29' | Aberdeen<br>British<br>4BHCem<br>21tFPT4t | T.3Cy.12″,20″&34″-23″ (s)<br>180lb 82RHP<br>1SB,3pf,GS41,HS1554<br>Hawthorns&Co.Ld.Leith | 13′6 | |
| ❊ 10582<br>104157 | **Braesyde** SteelScK<br>ssBos.No.3-1,13<br>(exBostonian) 1Dk | 192<br>177<br>75 | ✠100A1<br>StmTrawler<br>1,13<br>Examined10,19<br>BS10,20 ✠LMC1,19 | Bos | | CL<br>1,19 | 1900<br>3mo | Smith's<br>DockCo.Ld.<br>N.Shields<br>Lloyd'sA&CP | AldersydeSteam FishingCo.Ld. (E.Beacock,Mgr.) | 116·0\|21·1\|11·1<br>Q48'F20'<br>BK7½″ | Grimsby<br>British<br>3BHCem | T.3Cy.12″,19″&32″-24″ (s)<br>180lb 51RHP<br>1SB,2pf,GS40,HS1047<br>Smith'sDockCo.Ld.S.Shl. | 12′0 | |
| 10583<br>ODRI | **Braga** SteelTwinScSr<br>ssRio.No.3-3,18<br>Wireless ssMsl.No.1-20<br>(exEuropa,exLaura) 2Dks(Stl)&deep<br>Elec.light framing&Shelter dk(Stl-ws) | 5841<br>3725<br>3661 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~7,21~~ ~~2,21~~ [illegible] ✠LMC11,20<br>BS11,21 | Msl | a† | CL<br>~~11,20~~<br>P7,21<br>SN7,21 | 1907<br>4mo | Russell&<br>Co.<br>PortGlasgow<br>A&CP | Cie.Française de Nav.àVap.(Cyp. Fabre,Mgr.)<br>Cell DBa108'uE&B44'f158'791tFPT | 415·3\|49·6\|25·1<br>F76' FK | Marseilles<br>French<br>7BHCem<br>60tAPT35t | T.6Cy.24¼″,40″&65″-45″ (s)<br>180lb FD 767NHP<br>5SB,14cf,GS285,HS11174<br>J.G.Kincaid&Co.Ld.Grk. | 27′9<br>s1′10½<br>26′1 | |
| 10584 | **Braga Sobrinho** SteelTwinScSr<br>(exTupá)<br>Elec.light 1Dk&Promenade dk | *302*<br>*235*<br>*206* | | | ... | | 1899 | Murdoch&<br>Murray<br>PortGlasgow | BragaSobrinho& Co. | 140·2\|30·2\|7·7<br>F16' FK | Pará<br>Brazilian | C.4Cy.12″&24″-18″<br>41NHP<br>J.G.Kincaid&Co.Greenock | 8′0 | |
| 10585 | **Bragança** IronScBn<br>Wireless<br>Well deck (exCyril,exPacaxo) | *1190*<br>*910*<br>*751* | | | ... | | 1882 | London&<br>GlasgowCo.<br>Glasgow | LloydBrasileiro | 235·0\|31·3\|17·1<br>Q82'B55'F31' | Pará<br>Brazilian | C.2Cy.27″&51″-36″<br>130NHP<br>Londn.&Glas.Co.,Glasgow | | |
| 10586 | **Braganza** WoodScSr<br>Mchy.Aft 1Dk | 313<br>260<br>156 | | | | | 1917 | E.Lindstöl<br>Lindstöl | A/BSpetsbergens SvenskaKolfält | 118·5\|28·6\|13·7<br>Q16'H27t | Stockholm<br>Swedish | C.2Cy.13⅝″&26⅝″-18$\frac{1}{10}$″<br>KaldnæsM.V.Tönsberg | | V |
| 10587<br>5192<br>JSFP | **Brage** SteelSc3MstSr<br>(exTanke)<br>Mchy.Aft 1Dk | 774<br>501<br>359 | | | | | 1902 | Chant.Nav<br>Anversois<br>Hoboken | Stockholms Rederiaktieb.Svea (H.Ericson.Mgr) | 188·3\|30·1\|11·3<br>P67'Q87'B13'H35t<br>F26' | Stockholm<br>Swedish<br>WB | T.3Cy.15″,25″&40″-27″<br>83NHP<br>N.E.MarineEngCoLd.Nwc | | V |
| 10588<br>6162<br>KBVT | — CompScSr<br>OilEng.<br>(See Sailing Ship Register) 1Dk | 335<br>291<br>193 | | | | | 1918 | Varfs.&<br>Rederi<br>A\|B Brage<br>Norrköping | E.F.Appeltofft | 134·0\|25·9\|11·1<br>P30'H29t | Norrköpng<br>Swedish | Oil Engine<br>4Cy.16⅝-14⅛″<br>BergsundsMch.Verk.Skm. | | V |
| 10589<br>NBLG | — IronScSr<br>1Dk | 227<br>185<br>119 | | | | | 18$\frac{65}{75}$ | Gourlay<br>Bros.&Co.<br>Dundee | DetForenede DampskibsSelsk. | 144·5\|19·9\|10·4<br>Q51' | Nykjöbing<br>Danish | C.4Cy.15″&30″-20″<br>67NHP<br>Burmeister&Wain,Cpn. | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ✻ 10590<br>6340<br>KCQS | **Braheholm** SteelSc<br>*Elec.light* Wireless *2Dks(Stl)* | 5778<br>5106<br>4070 | ✠100A1<br>~~9,21~~ ~~12,20~~ 2,22<br>✠LMC4,20<br>*Fitted for oil* | Got<br>Bhn<br>*fuel* 4, | *z*<br>20 | CL<br>~~11,20~~<br>~~12,21~~<br>4,22<br>*F.P. a* | 1920<br>4mo<br>*bove* 1 | J.Coughlan&Sons,Ld.<br>Vancouver, B.C.<br>A&CP<br>*Intermediate*<br>50° F. | Aktieb.Svenska AmerikaMexiko Linien(DBroström *Mgr.*)<br>*BHin forehold&In*<br>*BH in after*<br>*CellDB* | 410·5<br>P44'B115'F47' FK<br>*termediate'tween dk*<br>*hold dispensed with*<br>363'1239*t* *FPT*124*t* | 54·1 | 27·5 | Gothenbrg<br>Swedish<br>*ptCem*<br>*5BHto U dk*<br>1 „ „*2nd*„<br>*APT*87*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 520NHP<br>3SB,*9cf*,GS198,HS7743 FD<br>Vickers,Ld.Barrow<br>*only* | 29 " 9 | |
| 10591 | **Brake** SteelSc<br>(*Tug*)<br>1*Dk* | 107<br>94<br>8 | | | | | 1908 | Bremer Vulkan<br>Vegesack | Schleppschiff.Ges Unterweser | 84·3 | 19·7 | 9·9 | Bremen<br>German<br>*WB* | T.3Cy.$9\frac{3}{8}$",$15\frac{7}{10}$"&26"-$17\frac{7}{10}$"<br>HS1076 52NHP<br>BremerVulkan,Vegesack | | |
| 10592<br>JNSQ | **Braken** WoodSc<br>(*ex*Marie,*ex*3teApril, *ex*Murman,*ex*Wenern) 1*Dk* | 207<br>161<br>107 | | | | | 1873 | S.Olsson<br>Wenersborg | Julius Loennechen | 102·0<br>Q8*t*B31*t* | 22·9 | 11·6 | Xiansund<br>Norwegian | C.2Cy.10"&22½"-16½"<br>NB99 NE88 17NH<br>GötborgsMek.Verkst.Got. | | |
| 10593<br>140287<br>JPNR | **Brambleleaf** SteelTwinScSr<br>ssMlt.No.1-21<br>*Elec.light* *2Dks(Stl)&Webframes*<br>Wireless *Longitudinal framing* | 5912<br>5275<br>2840 | ✠100A1<br>8,21 ~~5,20~~<br>✠LMC4,~~17~~ 8,21<br>*CarryingPetr*<br>*Fitted for oil* | Ply<br>Mlt<br>*oleum*<br>*fuel* 4, | *a*†<br>*in*<br>17 | CL<br>5,20<br>*bulk*<br>*F.P. a* | 1917<br>4mo<br>*Lloyd*<br>*bove* 1 | Russell& Co.<br>Pt.Glasgow<br>*'sA&CP*<br>50° F. | TheShipping Controller ~~(Lane& Macandrew,Ld. Mgrs.~~)(Davies&Newman Ld*Mgrs*)<br>*CellDB* | 405·4<br>P36'B33'F90' FK<br>*uE&B*87'383*t* *DTf* | 54·5 | 32·6 | London<br>British<br>*20BHptCem*<br>48'196*t* *DTa* | T.6Cy.26",42½"&70"-45" (*s*)<br>200lb 1124NHP<br>6SB,*18cf*,HS17730 FD<br>D.Rowan&Co.Gls.<br>20'62*tFPT*70*tAPT*90*t* | 35 " 2 | |
| ✻ 10594<br>214444<br>LGJK | **Bramell Point** SteelTwinScSr<br>ssPhl.No.1-21 *OilEng.*<br>*Elec.light* *2Dks(Stl)&Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless Sub.Sig. | 3359<br>2994<br>2046 | ✠100A1<br>~~5,21~~ ~~1,21~~ 3,22<br>~~DBS1,21~~<br>DBS1,21<br>*Carrying Petr* | NYk<br>~~Phl~~<br>LMC1,~~21~~<br>*oleum* | *t*<br>2,22<br>*in* | CL<br>N2,20<br>*bulk* | 1916<br>11mo<br>A&CP | Baltimore DryDocks& ShpbldgCo.<br>Baltimore | VacuumOilCo.Inc. | 292·3<br>P76'F26' FK<br>*FPT*73*tAPT*151*t* | 47·2 | 26·9 | NewYork<br>Utd.States<br>*11BHptCem*<br>*7BH to Udk*<br>4 „ „*2nd*„ | Oil Engine 4S.C.SA<br>12Cy.22"-32"<br>2DB*150lb* NE20 411NHP<br>McIntosh&SeymourCorp. Auburn,N.Y. | 28 " 1<br>s5 " 4<br>23 " 1 | |
| ✻ 10595<br>ODRK | **Brancas** SteelScSr<br>*Elec.light* 1*Dk(Stl)*<br>*Longitudinal framing in DB & at Decks*<br>*Cargo battens not fitted* | 1599<br>1386<br>977 | ✠100A1<br>9,21 ~~9,20~~<br>✠LMC1,20 | Bry | *q* | CL | 1920<br>1mo<br>*Lloyd* | Grngem'th Dkyd.Co.Ld.<br>Grangem'th<br>*'sA&CP* | Soc.Anon.des Chargeurs de l'Ouest<br>*CellD* | 254·0<br>P24'B64'F26' FK<br>*B*198'452*t* *FPT*64*t* | 37·7 | 18·3 | Nantes<br>French<br>*4BHCem*<br>*APT*47*t* | T.3Cy.18",29"&48"-33" (*s*)<br>180lb 192NHP<br>2SB,*6cf*,GS115,HS3622<br>Ross&Duncan,Glasgow | 20 " 6<br>s2 " 6½<br>18 " 1 | |
| ✻ 10596<br>102100 | **Brancker** SteelTwinScSp<br>ssLiv.No.3-9,06<br>ssLiv.No.2-15<br>2*Dks(UStl-ws)*<br>(*Sand Pump Hopper Dredger*) | 2480<br>2388<br>1518 | ✠100A1<br>*HopperDre*<br>9,18<br>Examined12,19<br>MS10,18<br>*Aux. Water* | Liv<br>*dger*<br>✠LMC<br>BS~~9,20~~12,21<br>*TubeB* | *u*<br>*oil* | PN<br>12,20<br>s12,20<br>*er*4,02 | 1893<br>7mo | NavalCon. &Arm.Co.Ld.<br>Barrow<br>A&CP | MerseyDocks& HarbourBoard | 320·0<br>P38'F30' FK<br>*WB=MT*25' | 47·0 | 19·4 | Liverpool<br>British<br>*7BHptAsp*<br>140*t* *ptCem* | T.6Cy.18",29"&47"-30" (*s*)<br>160lb 303NHP<br>2SB&1Aux.WaterTubeB<br>*6cf*,GS168,HS5482<br>NavalCon.&ACo.Ld.Brw. | 20 " 6 | |
| 10597<br>HMJG | **Brand** SteelScSr<br>(*ex*Labor)<br>1*Dk* | *1495*<br>*1177*<br>*950* | | | | | 1901 | Grngem'th &Greenock DockyardCo.<br>Grngemouth | D/S A/S Brand (H.GranKahrs) | 245·5<br>Q99*t*B—H—F31*t* | 36·2 | 16·3 | Bergen<br>Norwegian<br>*WB* | T.3Cy.18",30"&50"-33"<br>144NHP<br>Cooper&Greig,Dundee | | N |
| 10598<br>MPGT | **Brandalingen** WoodSc | 135<br>118<br>49 | | | | | 1916 | Lindstöl<br>Risör | P.S.Brandal | 97·3 | 21·0 | 10·5 | Aalesund<br>Norwegian | C.2Cy.$9\frac{3}{10}$"&$20\frac{7}{10}$"-16"<br>14NHP<br>PusnæsStöberi&Mek. Værksted,Arendal | | |
| 10599<br>TOJH | **Brandan** SteelSc<br>1*Dk* | 313<br>270<br>176 | | | | | 1907 | Wilton'sE. &SlipwyCo.<br>Rotterdam | Koninkl.Paketv. Maats. | 143·0<br>F20' | 26·1 | 8·8 | Batavia<br>Dutch | C.2Cy.$11\frac{4}{5}$"&$23\frac{3}{5}$"-$17\frac{7}{10}$"<br>19NHP<br>Wilton'sE.&SlpwyCo.Rot. | | V |
| 10600<br>143292 | **Brandenburg** SteelTwinSc Sr<br>Wireless<br>*Elec.light* Sub.Sig. 3*Dks&Awng dk* 4*trB* | 7540<br>7283<br>4811 | | | | | 1901 | Bremer Vulkan<br>Vegesack | OceanS.S Co.Ld. (A.Holt&Co. *Mgrs.*) | 430·0<br>B121'F46' | 54·3 | 39·6 | Liverpool ~~London~~<br>British<br>*WB* | Q8Cy $20\frac{1}{16}$",29½",42½"&61½"-$43\frac{5}{16}$"<br>496NHP<br>BremerVulkan,Vegesack | | |
| ✻ 10601<br>129385<br>HQSG | **—** SteelScSr<br>ssLth No.3-2,22 ~~ssBly No.2-18~~<br>*Well deck* 1*Dk(Stl)&deepframing* | ~~1578~~<br>~~1114~~<br>~~930~~<br>1473<br>1114<br>802 | ✠100A1<br>2,22 ~~11,20~~<br>~~BS11,20~~ | Lon<br>Lth<br>✠LMC~~2,18~~ | *p*<br>2,22 | ~~11,19~~<br>2,22 | 1910<br>3mo<br>*Lloyd* | Greenock& Gr'ngemouth Dockyard Co.<br>Gr'ngemouth<br>*'sA&CP* *WB* | Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)<br>*=CellDBa60'u E* | 234·6<br>P21'Q118'F26'<br>*B on Q dk* 56' FK<br>*&B*34'*f*104' 358*tAP* | 36·0 | 16·4 | Leith<br>British<br>*4BHCem*<br>*T*82*t* *Tween* | T.3Cy.18",27½"&45"-33"(*r*)<br>180lb 143NHP<br>2SB,*4cf*,GS80,HS2440<br>Richardsons,Westgarth&<br>*dk tanks*14'35*t* Co.Ld.Mdb. | 18 " 4<br>s1 " 7<br>17 " 1 | |
| 10602 | **Brandö** WoodAuxSc4MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 302<br>—<br>249 | | | | | 1918 | WasaFartygs A/BVarf<br>Wasa | Wasa FartygsA/B. (GustafSvanljung, *Mgr.*) | 125·6 | 26·2 | 12·5 | Wasa<br>Finnish | Oil Engine<br>2Cy.<br>J.&C.G.Bolinders,Skm. | | V |
| 10603<br>207301<br>LFMQ | **Brandon** SteelScSr<br>Wireless<br>*Mchy.Aft* *Elec.light* Sub.Sig. 2*Dks* | 2432<br>—<br>1431 | | | | | 1910 | Detroit S.B.Co.<br>Wyandotte | NewEnglandFuel &Transprtn.CoInc | 244·0 | 43·2 | 27·2 | Boston<br>Utd.States | Q.4Cy.17½",25½",37"&54"-36" 175NHP<br>DetroitS.B.Co.,Detroit | | R |
| 10604<br>3915 | **—** SteelSc<br>*Elec.light* 1*Dk* | 1062<br>—<br>639 | | | | | 1902 | Harlan& Hollingsworth Co.<br>Wlmgtn.Del. | OldDominionSS.Co | 200·5 | 37·0 | 17·3 | NewYork<br>Utd.States | T.3Cy.18",28"&45"-30"<br>111NHP<br>Harlan&HollingsworthCo | | R |
| 10605<br>217210<br>LNSF | **Brandywine** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks&Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless *Carrying Petroleum in bulk* | 4969<br>4449<br>3458 | | | ... | | 1919 | Pusey& JonesCo.<br>Gloucester City,N.J. | UnitedStates ShippingBoard | 364·9<br>P94'B34'F31' FK | 51·0 | 29·5 | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | 31 " 3 | |
| 10606<br>143132<br>JWPB | **Branksome Hall** SteelSc<br>ssBkn.No.3-11,20<br>(*ex*Arensburg) 1*Dk(Stl)&Spar dk*<br>*Elec.light* (*Stl-ptws*)*&Webframes*<br>Wireless | 4261<br>4013<br>2722 | ✠100A1<br>*Spar dk*<br>11,21 ~~11,20~~ | Bkn<br>Lon<br>✠LMC11,20<br>BS11,21 | *y* | CL<br>~~11,20~~<br>11,21 | 1905<br>9mo<br>*Lloyd* | Swan,Hunter&Wigham Richardson Ld Newcastle<br>*'sA&CP* | HallLine,Ld.<br>*CellDBa*118'*uE* | 386·9<br>P48'B116'F42' FK&BK2"<br>24'*f*176' 920*t* *FPT* | 51·8 | 24·9 | Liverpool<br>British<br>*6BHCem*<br>60*tAPT*25*t* | Q.4Cy.23",31½",48"&71"-48"<br>213lb *120lb* (*r*) 440NHP<br>2SB,*6cf*,GS124,HS5662 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 27 " 6<br>s5 " 7<br>22 " 4 | |
| 10607<br>MJLW | **Brann** SteelScSr<br>(*ex*Stavn,*ex*Brager)<br>1*Dk* | 1830<br>1645<br>1109 | | | | | 1913 | Fredrkstad Mek.Værks.<br>Fredrikstad | SkibsA/S Braatt (H.Jacobsen&Co. *Mgrs.*) | 265·0<br>P50*t*B71'H68*t*F29' | 42·1 | 17·9 | Sarpsborg<br>Norwegian<br>*WB* | T.3Cy.20½",33"&56"-36"<br>188NHP<br>FredrikstadM.V.Frdstad. | | N |
| 10608<br>MGWF | **Bransfield** SteelScSr<br>(*Whaler*)<br>1*Dk* | 158<br>153<br>55 | | | | | 1911 | Akers. Mek.Værks.<br>Christiania | A/S Hvalfselsk. Hector (N.Bugge, *Mgr.*) | 104·5 | 20·1 | 11·9 | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.12",20"&33"-24"<br>53NHP<br>Akers.Mek.Værks.Xia. | | N |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10609<br>143525<br>KHJQ | **Branstone** SteelSc<br>1Dk(Stl)<br>*Mchy.Aft* *Well deck* | 419<br>266<br>181 | ✠100A1<br>11,21 ~~11,20~~<br>~~(ClassContemplated)~~<br>✠LMC11,20 | Shl<br>Cff | *f* | CL | 1920<br>11mo<br>Lloyd's A&CP | Colby Bros.<br>Ld.<br>Lowestoft | BurnhamShipping Co.Ld.(Morgan, Smailes&Co. *Mgrs.*) | 142·4<br>Q81'B9'F19'<br>*FPT28t* BK7" | 24·1 | 10·6 | Cardiff<br>British<br>*3BHCem* | C.2Cy.17"&36"-27" (s)<br>130lb 77RHP<br>1SB,3cf,GS11,HS1408<br>ShieldsE&DDCo Ld.N.Shl | 11 ″ 6<br>s 4 ″ 4<br>11 ″ 10 | |
| 10610<br>219617<br>LVQD | **Brant** SteelSc<br>(*Trawler*)<br>Wireless 1*Dk* | 414<br>—<br>209 | | | | | 1919 | Foundat'n<br>Co.Savannah,<br>Ga. | EastCoast FisheriesCo. | 139·4 | 25·2 | 14·2 | Rockland,<br>Me.<br>Utd.States | T.3Cy.12½",21½"&35"-24"<br>60NHP | | |
| 10611<br>107788 | — WoodScSr<br>1*Dk* | 142<br>96<br>58 | | | ... | | 1899 | J.White<br>Charlottetown,P.E.I | CanadianGovernment | 100·4 | 19·1 | 8·0 | Ottawa<br>British | C.2Cy.14"&28"-22"<br>32RHP<br>Bruce,Stewart&Co.Chrltn | | |
| 10612<br>MTDS | **Bras** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 614<br>488<br>340 | | | | | 1918 | Kaldnes<br>Mek.Verks<br>Tönsberg | H.Hanssens Rederi A/S | 166·5 | 28·7 | 12·6 | Skien<br>Norwegian | T.3Cy.12",20"&33"-24"<br>56NHP<br>KaldnesM.V.Tönsberg | | N |
| 10613<br>138407 | **Bras d'Or** WoodSc<br>1*Dk* | 371<br>210<br>136 | | | | | 1919 | O.A.Ham<br>MahoneBay,<br>N.S. | CoastalS.S.Co.Ld. | 128·8 | 28·0 | 9·1 | Sydney,NS<br>British | T.3Cy.14",22"&36"-24"<br>71RHP<br>NewBurrillJohnsonIron Co.Ld.Yarmouth,N.S. | | R |
| 10614<br>218234<br>LRKW | **Brasher** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trB in fore&after*<br>Sub.Sig. Wireless *holds& Web frames* | 3256<br>3005<br>1982 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard<br>*CellDB*251'827*t* | 324·0<br>P30'B90'F35'<br>FK<br>*MT*20'394*tFPT*111*t* | 46·2 | 25·0 | Newark NJ<br>Utd.States<br>*6BHptCem*<br>*APT69t* | 1 Geared Steam Turbine<br>200lb HS5800 (s)<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 10615<br>154<br>NHPD | **Brasile** SteelTwinScBg<br>(*ex*Argentina)<br>*Elec.light* Wireless 3*Dks* | 4985<br>—<br>3047 | | | | | 1905 | Fratelli<br>Orlando<br>Leghorn | "Transoceanica" Soc.Italiana diNav | 394·1 | 47·7 | 29·4 | Naples<br>Italian<br>*WB* | T.6Cy.23⅝",38"&63"-47⅛"<br>545NHP<br>FratelliOrlando,Lgn. | | I |
| 10616<br>ODRP | **Brasilia** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 6585<br>6191<br>4258 | | | | | 1906 | Palmers'<br>Co.Ld.<br>Newcastle | FrenchGovernment | 449·0<br>P38'B115'F40' | 53·2 | 31·4 | Dunkirk<br>French<br>*WB* | Q.4Cy.25½",36½",52"&75"-51"<br>402NHP<br>Palmers'Co.Ld.Newcastle | | V |
| 10617 | **Brassö** SteelScSr<br>ssFiu No.3-3,21 ~~ssFiu.No.2-16~~<br>*Elec.light* 1*Dk*(*Stl*) | 397<br>308<br>202 | ✠100A1<br>3,21 ~~8,18~~<br>MS5,16 | Fiu<br>✠LMC3,21<br>~~BS8,18~~ | *h* | ~~8,18~~<br>3,21 | 1908<br>10mo<br>Lloyd's A&CP | Howaldtswerke<br>Kiel | Soc.inAzioni Ungaro-Croata di Nav.Marit.aVap.<br>*WB*= | 162·5<br>P32'B38'F32'<br>BK7"<br>*CellDBa*42' *uE* 11' | 24·1 | 12·6 | Fiume<br>*4BHCem*<br>44*tAPT*9*t* | T.3Cy.14⅛",22¼"&36⅜"-23⅝"<br>178lb *100lb* (s) 85NHP<br>1SB,2*cf*,GS43,HS1507<br>Howaldtswerke,Kiel | 13 ″ 3 | |
| 10618<br>476<br>HKCL | **Brat** IronPad<br>1*Dk* | 291<br>—<br>190 | | | | | 1882 | Mayer<br>Linz | RussianStm.Nav. &TradingCo. | 170·0 | 25·0 | 8·0 | Odessa<br>Russian | C.2Cy.24"&36"-42"<br>70NHP<br>Escher,Wyss&Co.Zurich | | |
| 10619<br>MGKL | **Bratland** SteelScSr<br>(*ex*Wermland) ssHpl.No.2-11<br>1*Dk*(*Stl*)&*deepframng&ptAwngdk*(*Stl*)<br>Wireless | 2308<br>1623<br>1471 | ✠<br>*pt Awng dk withfreeboard*<br>2,11<br>✠ | Hpl | *s* | | 1902<br>7mo | W.Gray&<br>Co.Ld.<br>WHartlepool | A/S Borgestad (G.Knudsen, *Mgr*)<br>*WB*=*CellDBa* | 282·0<br>Q107' FK<br>*ptAwng dk*175'<br>84'*uE*30'*f*112' 521*t* | 42·6 | 16·5 | Porsgrund<br>Norwegian<br>*4BHCem*<br>*APT115t* | T.3Cy.21",33"&56"-36"<br>194NHP<br>2SB,4*pf*,GS72,HS3014<br>Cen.Mar.Eng.Wrks.WHpl | 19 ″ 0 | N |
| 10620<br>MTQG | **Bratö** WoodSc<br>*OilEng.*<br>(*ex*Firdo) *Mchy.Aft.* 1*Dk* | 555<br>439<br>369 | | | | | 1919 | Chr.Jensen<br>Asker | A/S Bratö(Andr. Schröder) | 156·3<br>P65*t*H5*t*F38*t* | 30·1 | 13·7 | Kragerö<br>Norwegian | Oil Engine<br>4Cy.16½"-18 5/16" 91NHP<br>J&CGBolindersCo.LdSkm | | V |
| 10621<br>MDNH | **Bratsberg** SteelScSr<br>Wireless 1*Dk*2*trB* | 3856<br>3620<br>2418 | | | | | 1907 | JLThompson&Sons,Ld<br>Sunderland | A/S Borgestad (G. Knudsen, *Mgr*) | 345·9<br>H97*t*F48*t* | 49·6 | 25·4 | Porsgrund<br>Norwegian<br>*WB* | T.3Cy.25",42"&68"-48"<br>320NHP<br>J.Dickinson&Sons,Ld.Sld | 27 ″ 11 | N |
| 10622<br>MNPD | **Bratt** IronScK<br>ssRga.No.3-3,09<br>(*ex*Brat,*ex*Venus) 1*Dk* | 151<br>136<br>55 | ✠<br>*Stm Trawler*<br>12,10<br>✠ | Rga | | | 1896<br>10mo | Cochrane<br>&Cooper<br>Beverley | Ludv.Fladmark A/S | 97·4<br>Q17'F18'<br>BK7½" | 20·5 | 11·0 | Aalesund<br>Norwegian<br>*3BHCem* | T.3Cy.11",17"&28"-21"<br>41NHP<br>1SB,2*cf*,GS23,HS687<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |
| * 10623<br>NKDF | **Brattingsborg** SteelScSr<br>ssEls.2ndNo.3-2,21<br>(*ex*Atlantic) 1*Dk*(*Irn*)2*trB&Web*<br>*Elec.light* Wireless *frames3Dk rule* | 3135<br>2888<br>1959 | ✠100A1<br>10,22 ~~2,21~~<br>✠LMC2,21 | Els<br>Cpn | *u* | CL<br>N2,21 | 1896<br>7mo | W.Gray&<br>Co.Ld.<br>WHartlepool | DampskibsSelsk. Dannebrog (C.K. Hansen, *Mgr.*)<br>*WB*=*Cell* | 325·0<br>P27'B82'F32'<br>FK<br>*DBa&uE*130'*f*136' | 47·1 | 22·4 | Copnhagn<br>Danish<br>*5BHCem*<br>731*tAPT*53*t* | T.3Cy.24",38"&64"-42" (s)<br>160lb *80lb* NDB00 281NHP<br>2SB,6*rf*,GS90,HS4455<br>Cen.Mar.Eng.Wrks.WHpl | 24 ″ 10<br>s 4 ″ 6<br>20 ″ 8 | |
| * 10624<br>144539<br>KFMW | **Bratton Castle** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Sub.Sig. 2*nd dk*(*Stl*)*in forehold*<br>Wireless *Bevelled bilge*<br>*Longitudinal framing* | 6696<br>6227<br>4154 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~10,21~~ ~~1,21~~<br>3,22<br>*Carrying oil* | Mdb<br>~~Nwc~~<br>✠LMC3,20<br>*fuelF.* | *a*†<br>*P.* | CL<br>*above* | 1920<br>5mo<br>Lloyd's A&CP<br>150°F. | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>*in DB* | TheUnion-Castle MailS.S.Co.Ld.<br>*CellDB*308'1457*tDT* | 412·2<br>P55'F36' *onShelter dk* FK<br>*a*31'1062*tFPT*142*t* | 55·8 | 34·4 | London<br>British<br>*Cem*<br>*6BHtoSh dk*<br>*2 " " U "*<br>*APT206t* | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>N.E.MarineEngCoLdNwc. | 38 ″ 1<br>s 10 ″ 2<br>28 ″ 1 | |
| * 10625<br>139050<br>JLGP | **Braunfels** SteelScSr<br>ssMdb.No.3-2,21 ssBrs.No.3-8,18<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*<br>Wireless (*Stl-ptteaks*)&*Web frames* | 5554<br>5282<br>3558 | ✠100A1<br>*Spar dk*<br>10,21 ~~2,21~~<br>~~BS2,21~~ | Mdb<br>Bom<br>✠LMC~~9,18~~ 2,21 | *a*† | CL<br>8,20 | 1906<br>8mo<br>Lloyd's A&CP | Swan,Hunter&Wigham<br>Richardson,<br>LdNewcastle | SecretaryofState forIndia inCouncil (Director,India OfficeShipping, *Mgr.*)<br>*WB* = *Cell D Ba* 138'*u* | 421·9<br>P60'B123'F51' 28·5<br>FK&BK2½"<br>*E*25'*f*183' 1100*t* *T* | 55·3 | 20·3 | London<br>British<br>*6BHonly Cem*<br>*ween dk tanks* | Q.4Cy.24",34",51"&74"-54"<br>213lb *120lb* (*r*) 500NHP<br>3SB,9*cf*,GS159,HS6372 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc.<br>*a*46'490*tf*44'525*t FPT*80*t* | 31 ″ 2<br>s 6 ″ 7<br>25 ″ 1 | |
| 10626 | **Braunschweig** SteelSc<br>(*Trawler*)<br>(*ex*Middendorf) 1*Dk* | 254<br>223<br>97 | | | | | 1918 | J.Frerichs<br>&Co.A.-G.<br>Einswarden | DeutscheDmpfischerei Ges.Nordsee | 129·9<br>Q72 F25' | 23·1 | 10·9 | Nordenhm<br>German<br>*WB* | T.3Cy.13",20½"&33"-22⅝"<br>52NHP<br>A.-G.GörlitzerMaschb. Anstalt&Eiseng.Görlitz | | |
| 10627<br>[illegible]<br>KCNH | **Bråvalla** SteelSc<br>*Now named* "Fernebo," *See No.* 37427 *in Supplement*<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 1885<br>[illegible]<br>1068 | ✠100A1<br>6,20<br>✠LMC6,20 | Got | *r* | | 1920<br>6mo<br>A&CP | Aktieb.<br>Lindholmen-<br>Motala<br>Gothenburg | RederiA/BTrelleborg(R.Göhle, *Mgr.*) | 262·0<br>P26'B150'F24'<br>FK<br>*CellDB*223'470*t* | 42·7 | 18·1 | Nrrköping<br>Swedish<br>*4BHCem*<br>*APT41t* | T.3Cy.20½",33"&55"-36"(s)<br>185lb 216NHP<br>2SB,4*cf*,GS66,HS2850 FD<br>Aktieb.Lindholmen-Motala,Got. | 20 ″ 6<br>s 2 ″ 0½<br>18 ″ 9 | |
| 10628 | **Brave** SteelScK<br>(*Trawler*)<br>(*ex*Maria del Carmen, *ex*PrincessBeatrice) 1*Dk*<br>*Ref.Mchy.* | *202*<br>*189*<br>*54* | | | ... | | 1903 | Smith's<br>DockCo.Ld<br>NorthShields | FrenchGovernment | 115·3<br>BK7½" | 21·5 | 11·9 | French<br>*WB* | T.3Cy.12",20"&33"-23"<br>65NHP<br>W.V.V.Lidgerwood,Gls. | 12 ″ 10 | |
| 10629<br>219062<br>LTGS | **Brave Coeur** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless *Longitudinal framing* | 6319<br>5872<br>4666 | | | | | 1919 | Skinner&<br>EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 402·6<br>P48'F42' | 54·2 | 32·1 | Seattle<br>Utd.States<br>*WB* | T.3Cy.25",42"&72"-48"<br>359NHP<br>Skinner&EddyCorp.Sea. | | B |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ✻ 10630<br>5756<br>JVLS | **Bråvik** SteelScSr<br>ssSkm.No.3-6,16<br>(exGyp,exNoordHolland, exMayflower) 1Dk(Irn)& Web frames<br>Well deck | *1191*<br>*900*<br>*597* | ✠100A1<br>5.20<br>~~BS1,20~~ ✠LMC~~6,16~~<br>BS4,22 MS10,20 | Shl | *n* | CL<br>~~12,18~~<br>8,21 | 1897<br>10mo | AilsaS.B.<br>Co.Troon<br>A&CP<br>*WB=Cell* | Norrköpings Rederiaktieb. (K. Henningson, *Mgr.*)<br>*DBa 58' f 88' 240t* | 230·0<br>Q83'B55'F28'<br>*FPT50tAPT24t* | 34·0 | 16·2<br>FK | Nrrköping<br>Swedish<br>*4BHptAsp*<br>*ptCem* | T.3Cy.17",27½"&44"-33" (*s*)<br>160lb *100lb* NDB00 123NHP<br>1SB,*3cf*,GS59,HS2040<br>Muir&Houston,Ld.Gls. | 17 ″ 3<br>s 1 ″ 5<br>16 ″ 1 | |
| 10631<br>2800<br>JGHK | **Bråviken** SteelScSp<br>1*Dk* | 157<br>90<br>104 | | | | | 1895 | Motala<br>M.V.Aktieb.<br>Motala | Ångb.Aktieb. Bråviken (H.Ehrenborg) | 100·6<br>B33'H27*t* | 19·6 | 7·3 | Nrrköping<br>Swedish | O.2Cy.13¾"&27"-18"<br>26NHP<br>MotalaM.V.Aktieb.Motala | | |
| 10632<br>106651 | **Bravo** SteelScK<br>1*Dk* | 137<br>127<br>54 | | | ... | | 1896 | Earle'sCo. Ld.<br>Hull | G.Wood | 93·6<br>Q18' | 20·7 | 10·4<br>BK7½" | Aberdeen<br>British | T.3Cy.10½",17"&30"-21"<br>45RHP<br>Earle'sCo.Ld.,Hull | 11 ″ 3 | |
| 10633 | — SteelScSr<br>*ss*Tri.No.3-12,19<br>1*Dk* | 110<br>110<br>3 | ✠100A-<br>12.20<br>BS1,21 ✠LMC11,19 | Tri | | 12,20 | 1908<br>1mo | Stabilmnto<br>Tecnico<br>Trieste | Stabilimento TecnicoTriestino | 112·5<br>*WB=DBf5'3t* | 18·6 | 9·0<br>BK6" | Trieste<br>Italian<br>*5BHCem*<br>*APT2t* | T.3Cy.13",20½"&34¾"-20½"<br>156lb (*s*) 68NHP<br>1SB,*2cf*,GS40,HS1259<br>StabilimentoTecnico,Tri. | 10 ″ 0 | |
| ✻ 10634<br>~~WMVH~~ | **Bravore** SteelScSr<br>*ss*Cff.No.3-8,14<br>*ss*Lon.No.1-20<br>(*ex*Stromness,*ex*Poldhu) 1*Dk*(*ptIrn&pt Stl*)*deepframing&Web frames*<br>Wireless | *2793*<br>*2574*<br>*1791* | ✠100A1<br>9,21~~1,20~~<br>~~BS1,20~~ ✠LMC8,18<br>BS7,21 | Lon<br>Npt | *u* | CL<br>~~5,19~~<br>N9,21 | 1902<br>1mo<br>*Lloyd* | J.Blumer<br>&Co.<br>Sunderland<br>*'sA&CP* | KobeKisen Shintaku KabushikiKaisha<br>*CellDBa114'* | 319·7<br>P28'B72'F32'<br>*uE&B32'/'122'* 698*t* | 46·1 | 21·0<br>FK | [illegible]<br>Japanese<br>*5BHCem*<br>*APT79t* | T.3Cy.23",38"&62"-42" (*r*)<br>160lb 263NHP<br>2SB,*6pf*,GS112,HS4118<br>J.Dickinson&Sons,Ld.Sld | 23 ″ 6<br>s 3 ″ 11<br>20 ″ 0 | |
| 10635<br>218309<br>LRPM | **Braxton** WoodScSr<br>*Elec.light* Wireless 1*Dk2trB* | 2922<br>2331<br>1724 | | | | | 1919 | Peninsular<br>S.B.Co.<br>Portland,Or. | United States ShippingBoard | 267·8<br>P27'B69'F44' | 49·8 | 25·6 | PortlndOr<br>Utd.States | Geared Turbine<br>WestinghouseElectric& Mfg Co.Essington,Pa. | | R |
| 10636<br>129053<br>HQBF | **Braywood** SteelScSr<br>(*ex*Leversons) *ss*Shl.No.3-3,19<br>Wireless 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 1777<br>1395<br>1096 | ✠100A1<br>~~9,21~~ ~~10,20~~ ~~11,21~~<br>5.22<br>~~BS10,20~~ ✠LMC5,19<br>BS9,21 | Sld | *q* | ~~8,19~~<br>5.22 | 1909<br>11mo<br>*Lloyd* | R.Thompson&Sons,Ld.<br>Sunderland<br>*'sA&CP* | WFrance,Fenwick &Co.Ld.<br>*CellDBa80'uE&* | 268·0<br>P20'Q84'B55'F26'<br>*B35'f110'535t FPT* | 38·5 | 17·0<br>FK | London<br>British<br>*4BHCem*<br>*36tAPT54t* | T.3Cy.21",34"&56"-36" (*s*)<br>180lb 218NHP<br>2SB,*6rf*,GS100,HS3550<br>Blair&Co.Ld.Stockton | 19 ″ 8<br>s 2 ″ 2<br>17 ″ 10 | |
| 10637<br>MKQW | **Brazil** SteelTwinScSr<br>*Oil Eng.*<br>*Elec.light* Wireless 2*Dks* | 3374<br>3164<br>2104 | | | | | 1914 | Akers.<br>Mek.Værks<br>Christiania | A/S Bonheur (Fred.Olsen&Co. *Mgrs.*) | 308·3 | 48·1 | 26·1 | Chrstiania<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.19$\frac{7}{10}$"-26" 297NHP<br>Akers.Mek.Værks.Xia. | | N |
| 10638 | — SteelScSr<br>*ss*Grk.No.3-6,01<br>*Elec.light* 2*Dks*(1*ptIrn*-ws)&*Shadedk*<br>Wireless | *2003*<br>*1565*<br>*1260* | ✠<br>*Shade dk*<br>*withfreeboard*<br>6,01<br>*Coasting Rio de Janeiro & Para*<br>✠NB6,01 ✠ | Grk | *s* | | 1890<br>5mo | J.&G.<br>Thomson<br>Clydebank | LloydBrasileiro<br>*W* | 282·0<br>F48'<br>*B=Cell DB76'124t* | 38·1 | 20·7<br>BK7" | R.Janeiro<br>Brazilian<br>*4BHCem*<br>*APT23t* | T.3Cy.27",40½"&61"-45"<br>NDB01 220NHP<br>2DB,*12rf*,GS202,HS6024<br>J.&G.Thomson,Clydebank | 22 ″ 0 | |
| 10639<br>357<br>Burnt 2,21 | WoodAuxSc4Mst<br>Wireless *OilEng.*<br>*Elec.light* YMoverIB 1*Dk2trB*<br>(*See Sailing Ship Register*) | 1598<br>1456<br>1054 | ✠ ~~12A1~~<br>9,20<br>~~LMC5,20~~ | Rio | *q* | CL | 1919<br>7mo<br>*Lloyd* | Empreza Brasileira da Const.Navals R.deJaneiro<br>*'sA&CP* | LloydNacional | 222·0 | 43·0 | 23·3 | R.Janeiro<br>Brazilian | Oil Engines 2S.C.SA<br>4Cy.13⅜"-21¼" 82NHP<br>DB-*80lb*<br>SulzerBros.Winterthur | 23 ″ 8 | |
| 10640 | — SteelSc<br>*ss*Bah.No.2-18<br>(*ex*CorIII.) 1*Dk*(*ptStl*) | 111<br>109<br>8 | ✠100A1<br>*ForTowingpurposes*<br>7.18<br>~~BS1,20~~ ✠LMC7,18<br>BS5,21 | Bah | | ~~7,18~~<br>8,21 | 1910<br>9mo | Gebr.Pot<br>Bolnes<br>A&CP | Soc.deConstruction duPort deBahia | 92·1 | 19·6 | BK5"<br>*WB* | Bahia<br>Brazilian<br>*4BHCem*<br>*=APT15t* | T.3Cy.11$\frac{13}{16}$",17$\frac{11}{32}$"&29$\frac{5}{32}$"-14$\frac{31}{32}$" 192lb (*s*) 57NHP<br>1SB,*2cf*,GS35,HS1161<br>Mach.FabrikBolnes | 8 ″ 8<br>s 1 ″ 6<br>7 ″ 8 | |
| 10641 | **Brazil (fluvial)** SteelTwinScSr<br>*Elec.light* 1*Dk&Promenadedk* | *354*<br>—<br>*240* | | | | | 1906 | Edwards &Co.Ld.<br>Millwall | LloydBrasileiro | 150·0<br>P&B97'F25' | 25·0 | | R.Janeiro<br>Brazilian | C.4Cy.9"&18"-12"<br>Vauxhall&West 19NHP<br>HydraulicEng.Co.Luton | | |
| ✻ 10642<br>25457<br>RNMC | **Brazil Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) | 5860<br>5586<br>4260 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>~~5,21~~ 6,20<br>11,21~~9,21~~<br>✠LMC~~6,19~~<br>11,21 | Phl<br>~~Ham.Sbe~~<br>Kob | *y* | 11,21 | 1919<br>6mo | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>A&CP | ~~KawasakiKisen KabushikiKaisha~~<br>KokusaiKisen KabushikiKaisha<br>*CellDB334'1118t* | 385·0<br>*FPT126tAPT98t* | 51·0 | 36·0<br>FK<br>*Collisio* | Kobe<br>Japanese<br>*Cem*<br>*nBHtoAdk*<br>5 „ „ *U* „ | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 437NHP<br>2SB&1AuxSB,*8cf*,GS154,<br>HS5636 FD<br>KawasakiDkydCoLdKobe | 36 ″ 0<br>s 9 ″ 3½<br>27 ″ 1 | |
| 10643<br>143206<br>KBHC | **Brazilier** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 5256<br>4773<br>3181 | ✠100A1<br>11,21~~5,19~~<br>✠LMC5,19 | Gls<br>Ant | *y* | CL<br>11,21 | 1919<br>5mo<br>*Lloyd* | Fairfield<br>S.B.&E.CoLd<br>Glasgow<br>*'sA&CP* | LloydRoyalBelge (GreatBritain),Ld<br>*CellDB345'1136tDT* | 400·1<br>P49'B113'F39'<br>*a28'1120t FPT118t* | 52·3 | 28·4<br>FK | London<br>British<br>*7BHptCem*<br>*APT185t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 489NHP<br>3SB,*9cf*,GS190,HS7020 FD<br>FairfieldS.B.&E.Co.Ld Gls | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 10644<br>97552<br>Wrecked 11,20 | **Breadalbane** SteelScK<br>(*Trawler*)<br>1*Dk* | 112<br>107<br>41 | | | ... | | 1891 | Scott&Co.<br>Bowling | J.Gove | 92·0<br>F12' | 18·1 | 9·4<br>BK6" | Aberdeen<br>British<br>*WB* | O.2Cy.15"&28½"-21"<br>35RHP<br>W.Kemp,Glasgow | 10 ″ 0 | |
| 10645<br>211543<br>LDFH | **Breaker** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 248<br>—<br>119 | | | | | 1913 | ForeRiver<br>S.B.Cor.<br>Quincy,Mass. | BayStateFishing Co. | 117·8<br>Q71'F22' | 22·5 | 11·6 | Boston<br>Utd.States | T.3Cy.12¾",22"&36"-24"<br>63NHP<br>ForeRiverS.B.Cor.Quincy | | |
| 10646 | — SteelScK<br>1*Dk*(*Stl*)<br>*Now named* "Kathleen," *See No.38068 in Supplement* | 97<br>—<br>— | ✠100A1<br>*For fishing purposes*<br>9.19 ✠LMC9,19 | Lwt | | CL | 1919<br>6mo<br>*Lloyd* | JWBrooke<br>&Co.Ld.<br>Lowestoft<br>*'sA&CP* | TheAdmiralty | 86·0 | 18·5 | 9·3<br>BK7½" | London<br>British<br>*3BHCem* | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS314<br>W.Beardmore&Co.Ld. Coatbridge | 10 ″ 0 | |
| 10647<br>204704<br>KWLF | **Breakwater** WoodSc<br>1*Dk* | 140<br>—<br>95 | | | | | 1907 | R.T.Potter<br>Milton,Del. | LewesFisheriesCo. | 102·6 | 22·6 | 8·3 | Wilmgton (Del.)<br>Utd.States | C2Cy.12"&20"-18" 14NHP<br>NB13 E*made*— *Cpd.*06<br>Pusey&JonesCo.Wilmgtn | | |
| 10648<br>136135 | **Brecon Castle** SteelScK<br>*ss*Sws.No.1-20<br>1*Dk* | 274<br>245<br>107 | ✠100A1<br>*StmTrawler*<br>1,21 ✠LMC7,20 | Sws | | CL<br>7,20 | 1916<br>3mo<br>*Lloyd* | Smith's DockCo.Ld.<br>Middlesbro'<br>*'sA&CP* | Consolidated Stm. Fishing & Ice Co. (Grimsby) Ld. (J. D.Marsden, *Mgr.*) | 125·2<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | Swansea<br>British<br>*2BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 87RHP<br>1SB,*3pf*,GS50,HS1616<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 | |
| 10649<br>85279<br>HFNB | **Breconian** SteelScSr<br>*Turret deck* Wireless 1*Dk2trB* | 4121<br>3460<br>2577 | | | | | 1906 | W.Doxford &Sons,Ld.<br>Sunderland | TynesideLine (1920)Ld,(J.Ridley,Son&Tully *Mgrs.*) | 350·0<br>P28'F41' | 51·1 | 24·0 | Newcastle<br>British<br>*WB* | T.3Cy.26",42"&68"-45"<br>310NHP<br>W.Doxford&Sons,Ld.Sld. | | V |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7" | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire.<br>Visites Périodiques. | Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>SHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant<br>pds. po. | |
| 10650<br>MLOV | **Breda**<br>Wireless<br>*Elec.light* | **SteelSc3MstSr**<br>*2Dks* | 1260<br>1185<br>760 | | | | | 1915 | Akers<br>Mek.Værks.<br>Christiania | A/S GangerRolf<br>(Fred.Olsen&Co.<br>*Mgrs.*) | 220·3 | 34·7 | 20·8 | Christiania<br>Norwegian<br>*WB* | T.3Cy.17",29"&47"-33"<br>127NHP<br>AkersMek.Værks.Xia. | | N |
| 10651 | **Bredow**<br>*Mchy.Aft* | **SteelScSr**<br>(*ex*Direktor<br>Rischowsky) | 199<br>—<br>115 | | | | | 1898 | Kroll&<br>Eulert<br>Memel | Hoyne&Co. | 141·7<br>Q20'H16'RFD20' | 19·9 | 8·2 | Stettin<br>German | T.3Cy.10½",17"&27"-18"<br>NB08 26NHP<br>Kroll&Eulert,Memel | | |
| 10652 | **Breedijk**<br>*Elec.light*<br>Wireless | **SteelSc**<br>*2Dks(Stl)&Shelter dk(Stl)* | ~~6750~~<br>6861<br>6385<br>4229 | ✠100A1<br>*Shelter dk with freeboard*<br>3,22<br>✠LMC3,22<br>*Fitted for oil fuel* 3,22 *F.P above* 10°F. | Rot | *z* | CL | ~~1921~~<br>1922<br>2mo | NVBoele's<br>Scheepsw.<br>Bolnes<br>*Lloyd'sA&CP* | Nederl.-Amerik.<br>Stoomv.Maats.<br>(Holland-Amerika<br>Lijn)<br>*CellDB325'102t(MT671tDTa577tFPT139tAPT140t* | 400·9<br>*F50' on Shelter dk*<br>FK<br>*CollisionBHtoSh[illegible]* | 54·3 | 36·6 | Rotterdam<br>Dutch<br>*ptCem* | ~~Geared Turbine~~ 2Steam Turbines geared to1Sc.Shft.<br>215lb (s)648NHP<br>3SB,9cf,GS185,HS8481 FD<br>Harland&Wolff,Ld.Bel. | 39 ″ 0<br>s9 ″ 2¼<br>30 ″ 2 | |
| 10653<br>129048<br>HPVN | **Breeze**<br>*Well deck* | **SteelScSr**<br>*ss*Ddn.No.2-18<br>1*Dk(Stl)* | 553<br>400<br>286 | ✠100A1<br>11,20<br>~~BS11,20~~ ✠LMC~~1,18~~<br>11,21 | Ddn | *h* | 11,20 | 1909<br>9mo | VanVliet&<br>Co.<br>Hardinxveld<br>*Lloyd'sA&CP* | CanterburyStm.<br>Shppg.Co.Ld. | 165·4<br>Q84'B14'F22'<br>FK<br>*WB* *=DBa*32'37*tFPT* | 28·2 | 11·5 | Lyttelton<br>British<br>4*BHCem*<br>46*tAPT*15*t* | T.3Cy.13",21"&34"-24" (*s*)<br>180lb *100lb* 84RHP<br>1SB,3*pf*,GS45,HS1550<br>G.T.Grey,SouthShields | 12 ″ 2<br>s ″ 6¼<br>11 ″ 10 | |
| 10654<br>781<br>HBLC | —<br>*Mchy.Aft* | **SteelScSp**<br>*ss*P.Ar.No.3-11,15<br>*ss*P.As.No.1-19<br>1*Dk(Stl)* | 185<br>140<br>132 | ✠100A1<br>9,19<br>~~BS10,20~~ ✠LMC9,19<br>BS10,21 | P.Ar | *b* | ~~9,19~~<br>CL<br>N10,21 | 1903<br>10mo | H.H.<br>Bodewes<br>Millingen,<br>Holland<br>*Lloyd'sA&CP* | SocAnon.Ganadera<br>yComercial<br>"SaraBraun" | 100·0<br>F16'<br>FK<br>*WB* | 20·1 | 8·8 | PntaArnas<br>Chilian 120<br>3*BHCem*<br>*=FPT*12*t* | C.2Cy.11"&24"-18" (*s*)<br>~~135lb~~ 34NHP<br>1SB,2*pf*,GS26,HS687<br>W.H.Jacobs,Haarlem | 9 ″ 3 | |
| 10655<br>MTHK | **Brei**<br>Wireless<br>(*ex*Nord) | **SteelScSr**<br>1*Dk* | 2171<br>1817<br>1185 | | | | | 1906 | Kockums<br>M.V.Aktieb.<br>Malmö | D/S A/S Brei<br>(H.Hanssen) | 282·2<br>Q76'B104'H205*t*<br>F26' | 43·8 | 18·1 | Skien<br>Norwegian<br>*WB* | T.3Cy.21",35"&58"-39"<br>210NHP<br>Richardsons,Westgarth&<br>Co.Ld.S'ld. | | V |
| 10656<br>MFVT | **Breidablik** | **SteelScSr**<br>1*Dk* | 1116<br>989<br>650 | | | | | 1910 | Laxevaags<br>Msk.&Jrnskb<br>Bergen | A/S Breidablik<br>(A.Schjelderup) | 229·0<br>P19'B61'F25' | 35·1 | 15·8 | Bergen<br>Norwegian<br>*WB* | T.3Cy.16",25½"&43"-30"<br>101NHP<br>LaxevaagsMsk&Jrns.Bgn | 16 ″ 10 | N |
| 10657<br>MKLQ | **Breifond**<br>*Elec.light Mchy.Aft* Wireless<br>*Fitted with cylindrical tanks in holds for carrying petroleum* | **SteelSc**<br>*Fitted for oil fuel*<br>1*Dk* | 5711<br>4697<br>2353 | | | | | 1914 | W.Doxford<br>&Sons,Ld.<br>Sunderland | BreifondsD/S A/S<br>(S.Bergesen) | 390·0<br>P99'B22'F48' | 53·0 | 32·9 | Stavanger<br>Norwegian<br>*WB* | T.3Cy.26½",44"&74"-48"<br>378NHP<br>W.Doxford&Sons,Ld.Sld. | | C |
| 10658<br>MKQP | **Breisund**<br>*Elec.light* | **SteelScSr**<br>(*Fishing*)<br>(*ex*Bredsund) 1*Dk* | 144<br>139<br>56 | | | | | 1914 | Xiansands<br>Mek.Værks.<br>Xiansand | K.R.Gudmundset | 105·0 | 20·3 | 10·3 | Aalesund<br>Norwegian | T.3Cy.10",16"&27"-15"<br>28NHP<br>XiansandsM.V.Xiansand | | N |
| 10659<br>ODRV | **Breiz**<br>*Well deck Mchy.Aft* | **SteelScSr**<br>(*ex*IronKing)<br>1*Dk* | 512<br>440<br>145 | | | ... | | 1890 | AilsaS.B.<br>Co.<br>Troon | Vte.LeGualès de<br>Mézaubran | 173·8<br>P12'Q70'B12'F26'<br>len97 BK7" | 26·1 | 11·1 | LeLégué<br>French<br>*WB* | T.3Cy.14",23"&36"-27"<br>NB02 67NHP<br>Muir&Houston,Glasgow | 11 ″ 9 | V |
| 10660<br>ODRY | **Breiz Izel**<br>*Elec.light* | **SteelScSr**<br>2*Dks* | 4838<br>4214<br>3082 | | | | | 1903 | Atel.&<br>Chant.Loire<br>St.Nazaire | Soc.Anon.des<br>Chargeurs de<br>l'Ouest | 390·0<br>P51'H120'F61' | 50·0 | 26·4 | Nantes<br>French<br>*WB* | T.3Cy.$25\frac{3}{16}$",42½"&68½"-44⅛"<br>312NHP<br>Atel.&Chant.Loire,Nts. | | V |
| 10661 | **Brema**<br>*Elec.light Mchy.Aft* | **SteelScK**<br>(*Trawler*)<br>1*Dk* | 233<br>205<br>84 | | | | | 1913 | Schiffb.Ges<br>Unterweser<br>Lehe | Hochseefischerei<br>"Bremerhaven"<br>Akt.Ges. | 132·1<br>Q71'F16' | 23·2 | 13·0 | Brmrhavn<br>German<br>*WB* | T.3Cy.13",22"&35"-24"<br>60NHP<br>OttensenerMasch.Altona | | |
| 10662<br>ODSA | **Brême**<br>*Elec.light* | **SteelSc**<br>1*Dk* | 300 | | | | | 1917 | Forg.&Ch.<br>de la Médit.<br>LaSeyne | Transp.Gén.Mar.<br>&Fluviaux | 131·3<br>F26' | 23·9 | 11·8 | Rochefort<br>French | C.2Cy.18"&36"-23½"<br>52NHP<br>Forg.&Ch.de la Médit.Msl. | | V |
| 10663<br>143171<br>JWPK | **Bremen**<br>*Elec.light*<br>Sub.Sig. Wireless<br>*Now named "Constantinople," See No. 36745 in Supplement* | **SteelTwinSc**<br>4*Dks* | 11540<br>9218<br>7078 | | | | | 1896 | F.Schichau<br>Danzig | ByronS.S.Co.Ld.<br>(M.Embiricos *Mgr.*) | 550·0<br>P112'B287'F67'<br>len01 | 60·2 | 34·9 | London<br>British<br>*WB* | Q8Cy27½",40¾",59"&83½"-53"<br>NB01 1015NHP<br>F.Schichau,Elbing | | |
| 10664 | —<br>*Elec.light*<br>*Now named "Lys," See No. 38236 in Supplement* | **SteelScSr**<br>(*ex*MinnaCords)<br>1*Dk* | *1620*<br>*1336*<br>*995* | | | | | 1907 | Akt.Ges.<br>"Neptun"<br>Rostock | BelgianGovt. | 262·0<br>P12'Q83'B105'F28' | 38·1 | 16·4 | Antwerp<br>Belgian<br>*WB* | T.3Cy$17\frac{9}{10}$",30½"&48"-$33\frac{1}{10}$"<br>132NHP<br>A.G."Neptun,"Rostock | | |
| 10665 | — | **SteelTwinSc**<br>1*Dk* | 273<br>240<br>57 | | | | | 1906 | Shanghai<br>Dk.&E.Co.Ld<br>Shanghai | | 140·0 | 25·0 | 12·0 | | T.6Cy.10",15"&26"-21"<br>62NHP<br>ShanghaiDk.&Eng.Co.Ld. | | |
| 10666 | **Bremerhaven**<br>*Elec.light* Wireless | **SteelSc**<br>2*Dks* | 1566<br>1388<br>928 | | | | | 1920 | Bremer<br>Vulkan<br>Vegesack | Norddeutscher<br>Lloyd | 237·8<br>H14'B37'F31' | 35·9 | 19·5 | Bremen<br>German<br>*WB* | T.3Cy$16\frac{3}{16}$",26⅝"&$44\frac{1}{16}$"-29½"<br>106NHP<br>BremerVulkan,Vegesack | | |
| 10667 | —<br>*Elec.light* | **SteelSc**<br>(*Trawler*)<br>1*Dk* | 218<br>193<br>84 | | | | | 1916 | Schiffb.Ges<br>Unterweser<br>Lehe | Bremerhavener<br>Hochseefischerei<br>Ges."Vorwärts"<br>m.b.H. | 127·7<br>Q75'F19' | 22·6 | 9·2 | Brmrhavn<br>German<br>*WB* | T.3Cy.12¾",20½",&$32\frac{3}{10}$-22¼<br>OttensenerMaschf,Altona | | |
| 10668<br>NRPG | **Bremersvold**<br>*Elec.light* | **SteelScSr**<br>(*ex*Alf,*ex*Minister<br>Helleputte) 1*Dk* | 2175<br>1693<br>1337 | | | | | 1909 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | A S D/S Rödby<br>Havn (A.Andersen<br>*Mgr.*) | 279·0<br>P17'Q93'B50'F30' | 41·3 | 17·6 | Copnhagn<br>Danish<br>*WB* | T.3Cy.$20\frac{13}{16}$",$35\frac{7}{16}$"&55⅜"<br>-$35\frac{7}{16}$" 181NHP<br>FlensburgerSchiffsb.Ges. | | |
| 10669<br>216182<br>LKMQ | **Bremerton**<br>*Elec.light* Wireless Sub.Sig. | **SteelSc**<br>2*Dks(Stl)* | 4927<br>4366<br>3040 | | | | CL | 1918<br>4mo | Seattle<br>Const.&Dry<br>DockCo.<br>Seattle,Wash<br>A&CP | UnitedStates<br>ShippingBoard | 380·0<br>P40'B100'F41'<br>FK<br>*CellDB* | 53·2 | 27·0 | Seattle<br>Utd.States<br>7*BHCem*<br>325'960*tDT* | T.3Cy.24",40"&70"-48" (*s*)<br>190lb 472NHP<br>3SB,9*cf*,GS169,HS6831 FD<br>SeattleConst.&D.D.Co.<br>*f*22'608*tFPT*115*tAPT*264*t* | 29 ″ 4<br>s 5 ″ 11<br>23 ″ 9 | |
| 10670<br>203160 | —<br>*Elec.light* | **WoodSc**<br>1*Dk* | 195<br>—<br>123 | | | | | 1906 | J.Supple<br>Portland,Or. | KitsapTransportationCo. | 127·5 | 22·0 | 17·5 | Seattle<br>Utd.States | T.3Cy.12",19½"&32"-18"<br>44NHP<br>Chas.Seabury,NewYork | | |
| 10671<br>112640<br>RMSJ | **Brenda**<br>*Well deck* | **SteelScSr**<br>*ss*Goo.No.3-5,12<br>*ss*Sld.No.2-20<br>1*Dk(Stl)&Web frames* | 1152<br>921<br>710 | ✠100A1<br>5,21 ~~2,20~~<br>✠LMC2,20<br>BS5,21 | Sld<br>Goo | *n* | 2,20 | 1899<br>12mo | StrandSlpwayCo.<br>Sunderland<br>A&CP *WB* | WFrance,Fenwick<br>&Co.Ld.<br>*=CellDBa*44'*uE&* | 220·0<br>P17'Q46'B46'F23'<br>FK<br>*B*37'*f*104'343*tFPT* | 35·0 | 14·2 | London<br>British<br>4*BHCem*<br>60*tAPT*23*t* | T.3Cy.18½",30"&49"-33" (*c*)<br>160lb *80lb* 147NHP<br>1SB,4*pf*,GS66,HS2354<br>N.E.MarineEng.Co.Ld.Sld | 16 ″ 7<br>s1 ″ 8½<br>15 ″ 8 | |
| 10672<br>119194<br>JKLV | — | **SteelScSk**<br>1*Dk* | 115<br>85<br>40 | | | | | 1904 | Scott&<br>Sons<br>Bowling | DavidMacBrayne,<br>Ld. | 82·0<br>Q33'B30'F14' | 19·1 | 7·8 | Glasgow<br>British<br>*WB* | C.2Cy.11"&22"-14"<br>*Emade*88*fitted*04 20RHP<br>Fisher&Co.Paisley | | |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10673<br>128527<br>JLGS | **Brendon** SteelScSr<br>ssNpt.No.2-20<br>(exExford) Wireless 1Dk(Stl) | 4542<br>4196<br>2804 | ✠100A1<br>6,20<br>BS7,20 ✠LMC7,19 | Npt | x | CL<br>7,19 | 1911<br>5mo<br>Lloyd | Craig,Taylor&Co.Ld.<br>Stockton<br>'sA&CP | MediterraneanCargoSteamers Ld.<br>CellDBa117'uE24 | 380·0<br>P35'B117'F36'<br>FK<br>'f167'1210tFPT117 | 50·0 | 26·2 | Cardiff<br>British<br>6BHCem<br>tAPT112t | T.3Cy.25",42½"&69"-48 (s)<br>180lb 100lb 374NHP<br>2SB,6cf,GS142,HS6002<br>N.E.MarineEng.Co.Ld.Sld | 29 " 0<br>s5 " 7½<br>23 " 8 | |
| 10674<br>93935<br>MSTW | **Brent** SteelScK<br>(Trawler)<br>1Dk | 142<br>136<br>54 | | | ... | | 1892 | W.Hamilton&Co.<br>Pt.Glasgow | G.Pearce | 100·2<br>Q17'F18'<br>BK7½" | 20·5 | 10·6 | Grimsby<br>British | T.3Cy.11",17"&27"-22"<br>45RHP<br>D.Rowan&Son,Glasgow | 11"11 | |
| 10675 | **Brenta** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl) | 5400<br>5022<br>3319 | ✠100A1<br>Shelter dk<br>withfreeboard<br>6,21 ~~8,20~~<br>✠LMC9,20 | Tri<br>NOs | y | CL | 1920<br>8mo<br>~~Lloyd'sA&CP~~A&CP | Cantiere SanRocco, S.A.<br>Trieste | Nav.Libera Triestina<br>CellDB338'1296 | 400·6<br>FK<br>tFPT114tAPT244 | 54·1 | 29·0 | Trieste<br>Italian<br>Cem<br>2BHtoSh dk<br>4 „ „ U „ | T.3Cy.27",42"&68"-48" (s<br>180lb 465NH<br>3SB,9cf,GS158,HS7023 FD<br>StabilimentoTecnico,Tri. | 32 " 0<br>s7 " 7<br>21 " 9 | |
| ❊ 10676<br>917 | — SteelSc<br>Elec.light Wireless 1Dk(Stl)<br>Well deck (exWarShell)<br>Cargo battens not fitted | 2366<br>1766<br>1349 | ✠100A1<br>7,20<br>✠LMC7,18 | Gen | s | CL<br>6,20 | 1918<br>7mo<br>Lloyd | W.Gray&Co.Ld.<br>WHartlepool<br>'sA&CP | NavagazioneGeneraleItaliana<br>CellD | 285·0<br>P28'Q69'B66 F52'<br>FK<br>B228'575tFPT107t | 42·0 | 19·1 | Genoa<br>Italian<br>7BHptCem<br>APT228t | T.3Cy.22",36"&59"-39" (s)<br>180lb 266NHP<br>2SB,6cf,GS124,HS4500<br>Cen.Mar.Eng.Wrks.WHpl | 21 " 2<br>s2 " 3<br>19 " 3 | |
| 10677<br>893<br>NHPK | **Brento** SteelScSr<br>ssQns.No.3-11,05<br>(exRavenswood) ssNap.No.2-14<br>1Dk(Irn)&Webframes&ptAwngdk(Irn) | 2391<br>1826<br>1564 | ✠ ——<br>9,19 ✠<br>pt Awng dk<br>withfreeboard | Pal | s | | 1891<br>4mo | TTurnbull&Son<br>Whitby | ArmatoriRiuniti Liguri-Lombardi | 289·6<br>P28'Q78'<br>pt Awngdk182' FK<br>WB=Cell | 38·2 | 19·8 | Genoa<br>Italian<br>6BHCem<br>DB244'504t | T.3Cy.22",36"&59"-39"<br>NDB04 219NHP<br>2SB,6cf,GS84,HS3300<br>Blair&Co.Ld.Stockton | 22 " 2 | I |
| 10678<br>218714<br>LSJO | **Brentwood** WoodScSr<br>Elec.light 1Dk2trB | 2922<br>2331<br>1724 | | | | | 1919 | Peninsula S.B.Co.<br>Portland,Or. | UnitedStates ShippingBoard | 267·8<br>P27'B69'F44' | 49·8 | 25·6 | Portlnd,Or<br>Utd.States | 1 Steam Turbine<br>WestinghouseElectric&Mfg.Co.Essington.Pa. | | |
| ❊ 10679<br>118021<br>VOFJ | **Brescia** SteelScSr<br>ssLiv.No.3-5,17<br>1Dk(Stl)&Spar dk(Stl)&Web frames<br>Elec.light Wireless lower dk in fore hold | 3235<br>3018<br>2058 | ✠100A1<br>Spar dk<br>1,21<br>~~BS6,20~~ ✠LMC8,18 | Bkn<br>BS7,21 | v | CL<br>~~12,18~~<br>2,22 | 1903<br>5mo<br>Lloyd | JLThompson&Sons,Ld.<br>Sunderland<br>'sA&CP W | CunardS.S.Co.Ld.<br>B=Cell DBa 104 | 330·0<br>P39'B80'F39' 25·0<br>FK<br>uE&B40'f134'643t | 45·2 | 16·8 | Liverpool<br>British<br>6BHCem<br>APT35t | T.3Cy.24",40"&66"-45" (s)<br>200lb 200lb 371NHP<br>2SB,6cf,GS113,HS4950 FD<br>WllsndSlpwy.Co.Ld.Nwc. | 27 " 3<br>s4 " 10½<br>22 " 9 | |
| 10680<br>ODSF | **Brésil** SteelTwinScSr<br>(exBrasil)<br>Elec.light 1Dk | 798<br>—<br>408 | | | | | 1906 | Bow,McLachlan&Co.Ld. Paisley | Soc.Anon.deNav. Hâvraise | 211·0<br>F22' Shadedk52' | 34·0 | 10·8 | Havre<br>French<br>WB | T.6Cy.11",18"&30"-22"<br>84NHP<br>Bow,McLachln&Co.LdPsy | | V |
| 10681<br>87243<br>HGBF | **Breslau** ssLth.No.1-21 SteelSc3MstSr<br>ssBkn.3rdNo.3-1,17<br>Wireless 2Dks(Irn-Uws) | 1366<br>988<br>814 | ✠100A1<br>5,21 ~~4,20~~<br>✠NB12,06 ✠LMC~~1,17~~ 5,21<br>~~BS4,20~~ | Shl<br>Lth | o | ~~1,19~~<br>5,21 | 1882<br>12mo<br>Lloyd | R.Steele&Co.<br>Greenock<br>'sA&CP | Leith,Hull&HamburgStmPktCo.Ld (J.Currie&Co., Mgrs.) | 254·5<br>P32'B50'F135'<br>BK8½"<br>WB=FPT20t | 33·2 | 16·8 | Leith<br>British<br>6BHCem<br>MT44'399t | C.2Cy.36⅝"&59¼"-42" (s)<br>72lb 72lb NDB06 200NHP<br>2SB,6cf,GS116,HS3908<br>R.Steele&Co.,Greenock | 17"10<br>s2 " 3½<br>16 " 7 | |
| 10682<br>ODSJ | **Brest** SteelTwinSc<br>1Dk | 522<br>—<br>257 | | | | | 1900 | Forges&C. delaMédit.<br>Havre | Chemins de Fer de l'EtatFrançais (LB&SCR Co.,Mgrs.) | 204·0 | 26·0 | 15·0 | Dieppe<br>French | T.6Cy.11",17½"&25½"-18"<br>55NHP<br>Forges&C.dela Médit.Hav. | | V |
| ❊ 10683<br>NQVD | **Bretagne** SteelScSr<br>ssCpn.No.3-5,21 ~~ssN.Yk.No.2-18~~<br>(exSkinfaxe) 1Dk(Stl)&deep framing<br>Well deck | 1544<br>1033<br>964 | ✠100A1<br>5,21 ~~8,20~~<br>~~BS11,19~~ ✠LMC4,18<br>MS5,21 BS12,20 | Cpn | p | 3,20 | 1908<br>6mo<br>Lloyd | HelsingörsJernsk&Msk<br>Elsinore<br>'sA&CP | Dansk-Franske Dmpsk. (A.N. Petersen,Mgr.)<br>77'uE | 237·9<br>P18'Q77'B100'F23'<br>WB=CellDBa FK<br>&B31'f98'415tFPT | 36·7 | 14·2 | Copnhagn<br>Danish<br>4BHCem<br>26tAPT15t | T.3Cy.17",27½"&47"-33" (s)<br>180lb 148NHP<br>2SB,4cf,GS54,HS2426<br>HelsingörsJernsk.&Mskb. | 16 " 9<br>s " 9½<br>16 " 2 | |
| 10684<br>MVJK | — SteelScSr<br>(exHermia)<br>Elec.light Wireless 1Dk | 1442<br>1242<br>811 | | | | | 1919 | LimhamnsSkepps.A/B<br>Limhamn | D/S A/S Færder (Fred.Olsen&Co. Mgrs.) | 242·4<br>P53tH89tF34t | 38·1 | 16·4 | Chrstiania<br>Norwegian<br>WB | T.3Cy.18",29½"&48"-31½"<br>130NHP<br>LimhamnsSkepps.A/B | | NV |
| 10685<br>146542<br>~~ODSQ~~ | — SteelScSk<br>(exMartheAchaque,ex Mergheb,exCarla) Mchy.Aft 1Dk<br>Wireless | ~~307~~ 312<br>~~253~~ 244<br>~~204~~ 191 | | | | | 1899 | Schömer&Jensen<br>Tönning | ~~Mory&Cie.~~<br>C.H.E.Chase | ~~138·5~~<br>Q38'F15'<br>131·0 | ~~23·4~~<br>23·0 | ~~10·3~~<br>10·2 | London<br>British<br>~~French~~<br>WB | C.2Cy.12"&22"-15¾"<br>16RHP ~~16NHP~~<br>Schömer&Jensen,Tönning | | V |
| ❊ 10686<br>109792<br>RMFG | **Bretanier** SteelScSr<br>ssOff.No.3-1,12<br>(exChumleigh) ssLon.No.1-17<br>Wireless 1Dk(Irn)2trBdeep framing&Web frames3Dk rule | 3997<br>3542<br>2567 | ✠100A1<br>12,19<br>BS12,19 ✠LMC5,17 | Bal | w | 12,19 | 1900<br>1mo | Richardsn,Duck&Co.<br>Stockton<br>A&CP | LloydRoyalBelge (GreatBritain)Ld.<br>CellDBa110'uE24 | 340·0<br>P33'B190'F34'<br>FK<br>f144'892tFTP169t | 48·1 | 25·8 | London<br>British<br>6BHCem<br>APT202t | T.3Cy.25",42"&68"-45" (s)<br>180lb 343NHP<br>2SB,6cf,GS126,HS5400<br>Blair&Co.Ld.Stockton | 28 " 4<br>s4 " 2½<br>24 " 7 | |
| 10687<br>NMCQ | **Bretland** SteelScSr<br>Mchy.Aft 1Dk | 2023<br>1711<br>1235 | | | | | 1902 | Akt.Burmeistr&Wain<br>Copenhagen | A/S DetDanske Kulkompagni | 280·0<br>P75'F30' | 40·3 | 18·8 | Copnhagn<br>Danish<br>WB | T.3Cy.19¾",31¾"&55"-36"<br>181NHP<br>Akt.Burmeistr&Wain Cpn | | V |
| 10688<br>LBMR | **Bretta** SteelSc<br>Elec.light Wireless 1Dk | 1944<br>1702<br>1102 | | | | | 1920 | N.V.Schps. "DeMaas"<br>Slikkerveer | D/S A/S Bro (H.Hanson,Mgr.) | 269·1<br>P28'B74'F27' | 42·1 | 18·1 | Chrstiania<br>Norwegian<br>WB | T.3Cy.19 11/16",31½"&52"-35½"<br>161NHP<br>BurgerhoutsMch.Schp.Rot | | N |
| ❊ 10689<br>142834<br>KBMH | **Bretwalda** SteelScSr<br>Elec.light Wireless 2Dks(Stl) | 5293<br>4844<br>3274 | ✠100A1<br>~~5,21~~ ~~2,20~~ 5,22<br>✠LMC6,19 | Gen<br>~~Bry~~Bly | y | CL<br>7,21 | 1919<br>6mo<br>Lloyd | SunderlndS.B.Co.Ld.<br>Sunderland<br>'sA&CP | HallBros.S.S. Co.Ld.<br>CellDB | 400·0<br>P49'B113'F39'<br>FK<br>344'1128tFPT118t | 52·4 | 28·4 | Newcastle<br>British<br>7BHCem<br>APT209t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Blair&Co.Ld.Stockton | 31 " 0<br>s6 " 2<br>25 " 3 | |
| 10690 | **Breughel** SteelSc<br>(exA.E.Ames)<br>Elec.light Mchy.Aft 2Dks | *1637*<br>*1562*<br>*1020* | | | | | 1903 | NthmblndS.B.Co.Ld.<br>Newcastle | Soc.Belge d'ArmementMar. | 246·2 | 37·0 | 21·6 | Antwerp<br>Belgian<br>WB | T.3Cy.20½",33"&54"-36"<br>175NHP<br>WllsndSlpwyCo.Ld.Nwc. | | C |
| 10691<br>217531<br>LPSD | **Brevard** WoodSc<br>Elec.light Wireless 2Dks | 2551<br>—<br>1528 | | | | | 1919 | Russell S.B.Co.<br>Portland,Me. | P.Dougherty | 267·3 | 46·0 | 23·6 | Prtlnd,Me<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | |
| 10692<br>HTQJ | **Brevik** IronScSr<br>(exMotala)<br>Elec.light 1Dk&Awngdk2trB | 394<br>368<br>215 | | | | | 1868 | MotalaCo.<br>Motala | ArendalsDampskibsselskab | 135·4<br>H26t | 25·6 | 16·8 | Arendal<br>Norwegian | C.2Cy.20⅜"&37½"-21⅜"<br>NE83NB12 54NHP<br>AkersMek.Værks.Xia. | | N |
| 10693<br>2626<br>JSFG | **Brevik I.** SteelSc<br>(exElfvig, exLidingö II.)<br>1Dk | 109<br>58<br>70 | | | | | 1891 | BergsundsM.V.Aktieb.<br>Stockholm | VaxholmsNya ångf.Aktieb.(O.F. Ekebohm,Mgr.) | 87·3<br>P&B45' | 17·6 | 6·6 | Vaxholm<br>Swedish | C.2Cy.13⅝"&23 5/16"-17½"<br>19NHP<br>BergsundsM.V.Aktb.Skm. | | |
| 10694<br>4438<br>JPHQ | **Brevik II.** SteelSc<br>(exLidingöI.)<br>1Dk | 147<br>66<br>84 | | | | | 1905 | W.LindbergsAktieb.<br>Stockholm | VaxholmsNya Ångf Aktieb.(O.F. Ekebohm,Mgr.) | 87·4<br>B62'H6t | 18·0 | 7·2 | Vaxholm<br>Swedish | C.2Cy.12 3/16"&24⅜"-15 9/16"<br>19NHP<br>W.LindbergsAktieb.Skm. | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane, Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10695<br>128497<br>HPTW | **Breynton** SteelScSr<br>ssRot.No.3-9,21 ~~ssDub.No.2-18~~<br>Wireless 1*Dk(ptIrn ptStl)&deep framing*<br>~~*Carrying fuel oil F.P. above 150° F in D.B.*~~ | 4267<br>~~4240~~<br>3973<br>~~3899~~<br>2674 | ✠100A1<br>~~12.19~~ 2,22<br>~~BS11,19~~ ✠LMC~~5,19~~ 9,21 | Cff<br>~~Rot~~ Np | *x* | CL<br>~~6,18~~<br>9,21 | 1909<br>10mo<br><br>*Lloyd* | W.Gray&Co.Ld.<br>WHartlepool<br>'*sA&CP* *WB=* | GlobeShippingCo.Ld.(Humphries, Cardiff,Ld.,*Mgrs.*)<br>*CellDBa&uE148'u* | 365·0\|50·8\|25·7<br>P27'B229'F34'<br>FK<br>*B19'f* 158' 1134*t A* | Cardiff<br>British<br>6*BHCem*<br>*PT127t* | T.3Cy.26″,42″&70″-45″ (*s*)<br>180lb 370NHP<br>3SB,*9cf*,GS144,HS5875<br>Cen.Mar.Eng.Wrks.WHpl | 28 ″ 4<br>s 4 ″ 5½<br>24 ″ 3 | |
| ❋ 10696<br>143669 | **Briarfield** SteelSc<br>*Elec.light Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck Cargo battens not fitted* | 446<br>318<br>172 | ✠100A1<br>12,21 ~~3,21~~<br>✠LMC9,20 | Liv | *g* | CL | 1920<br>9mo<br><br>*Lloyd* | Lytham S.B.&E.Co.Ld<br>Lytham<br>'*sA&CP* | ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*) | 142·2\|26·0\|11·5<br>Q85'B9'F21'<br>BK6½<br>*DTf*19'48*tFPT*12*t* | Liverpool<br>British<br>1*BHCem*<br>*APT21t* | T.3Cy.14″,22″&38″-24″ (*s*)<br>180lb 88NHP<br>1SB,*3pf*,GS49,HS1520<br>LythamS.B.&E.Co.Ld. | 12 ″ 6<br>s 4 ″ 1<br>12 ″ 10 | |
| ❋ 10697<br>139172<br>JNPK | **Briarleaf** SteelScSr<br>*Now named "Lacuna," See No. 38228 in Supplement*<br>*Elec.light* 1*Dk*(*ptStl*)&*Shelter dk*(*Stl*)<br>*Mchy.Aft* Wireless &*Web frames* | 5882<br>[illegible]<br>3560 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>9,20 ✠LMC12,16<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 12,16 *F.P. above* 150° F. | Rot | *y* | CL<br>~~8,19~~<br>6 21 | 1916<br>12mo<br><br>*Lloyd* | JReadhead &Sons,Ld.<br>SouthShields<br>'*sA&CP* | Anglo-Saxon PetroleumCo.Ld. | 393·5\|51·1\|33·5<br>P107'B33'F41'*on*<br>*Shelter dk* FK<br>*CellDBu* | London<br>British<br>16*BHptCem*<br>*B30'67tDTf* | T3Cy.26½″,44″&72″-48″ (*r*)<br>180lb *100lb* 437NHP<br>3SB,*9cf*,HS7408<br>J.Readhead&Sons,Ld SShl<br>34'369*tFPT*58*tAPT*130*t* | 35 ″ 8<br>s 7 ″ 9<br>27 ″ 10 | |
| 10698 | **Briarpark** SteelSc<br>*Elec.light* | 1950<br>1740<br>1180 | 100A1<br>(*ClassContemplated*) | | | | 1921 | Grngem'th Dkyd.Co.Ld.<br>Grngemouth | DenholmShppg.Co Ld.(J.&J.Denholm Ld.*Mgrs.*) | 280·0\|41·9\|18·9<br>P21'B67'F29' | Greenock<br>British | T.3Cy.21″,36″&57″-36″<br>D.Rowan&Co.Ld.Gls. | | |
| 10699<br>142762<br>JVRN | **Briarwood** SteelSc<br>(*ex*WarMallow)<br>*Elec.light* Wireless 1*Dk*<br>*Now named "Heathfield." See No 37714 in Supplement* | 5263<br>[illegible]<br>3198 | | | | | 1919 | Ropner& Sons,Ld.<br>Stockton | WoodfieldSteam ShippingCo.Ld. (Woods,Tylor& Brown,*Mgrs.*) | 400·3\|52·3\|28·4<br>P49'B113'F40' | London<br>British<br>*WB* | T.3Cy.27″,44″&73″-48″<br>490NHP<br>Blair&Co.Ld.Stockton | | C |
| ❋ 10700<br>140572<br>JTGC | **Brideen** SteelScSr<br>ssBel.No.1-21<br>(*ex*SolwayFirth,*ex*Squadran) 1*Dk*(*Stl*)<br>*Mchy.Aft Well deck* | 362<br>262<br>143 | ✠100A1<br>3,22 ~~2,21~~<br>✠LMC~~4,18~~ 3,22 | Bel | *e* | CL<br>3,22 | 1918<br>5mo<br><br>*Lloyd* | J.&D. Morris,Ld.<br>Newcastle<br>'*sA&CP* | J.Milligen&Co. Ld. | 135·3\|23·6\|10·0<br>B8'F18'Q49'<br>FK<br>*FPT* | Belfast<br>British<br>4*BHCem*<br>25*tAPT*12*t* | C.2Cy.17″&34″-24″<br>130lb 48RHP<br>1SB,*2pf*,GS35,HS1180<br>G.T.Grey&Co.Ld.S.Shl. | 11 ″ 0<br>s ″ 10½<br>10 ″ 4 | |
| 10701 | **Bridgeport** SteelTwinScSr<br>Wireless (*ex*Breslau)<br>*Elec.light* Sub.Sig. 2*Dks&Awng dk4trB* | 7524<br>7261<br>4808 | | | | | 1901 | Bremer Vulkan<br>Vegesack | UnitedStates Govt.(NavyDept.) | 429·3\|54·3\|39·6<br>332'H—F49' | Utd.States<br>*WB* | Q.8Cy.20$\frac{1}{10}$″,29″,42″&61$\frac{3}{8}$″-43$\frac{3}{8}$″<br>496NHP<br>BremerVulkan,Vegesack | | |
| 10702<br>96081 | **Bridgewater** SteelScSr<br>1*Dk* | 208<br>141<br>119 | ✠<br>8,89 ✠ | Dmb | *c* | | 1889<br>8mo | AM'Millan &Son<br>Dumbarton | Bridgewater WreckingCo.Ld. (C.Brister) | 120·0\|20·0\|9·0<br>P37'F22' BK6½<br>*WB=APT9t* | HalifaxNS<br>British<br>4*BHCem* | C.2Cy.18″&36″-24″<br>1SB,*2pf*,GS39,HS841 54RHP<br>Kincaid&Co.Ld.Grk. | 9 ″ 6 | |
| 10702*<br>119589 | — SteelSc<br>1*Dk* | 105<br>105<br>4 | ✠<br>*For Towing purposes*<br>1,05 ✠ | Shl | | | 1905<br>1mo | JTEltring-ham&Co.<br>S.Shields | ManchesterShip CanalCo. | 93·2\|19·1\|9·4<br>*WB=* | Manchestr<br>British<br>4*BHCem*<br>*APT10t* | C.2Cy.15¾″&35″-24″<br>49RHP<br>1SB,*2pf*,GS34,HS1190<br>G.T.Grey,SouthShields | 9 ″ 9 | |
| 10703<br>133460<br>JNCL | **Bridlington** SteelScK<br>ssHul.No.1-19<br>1*Dk* | 205<br>205<br>82 | ✠100A1<br>*StmTrawler*<br>10.20 BS8,21<br>~~BS7,20~~ ✠LMC8,17 | Hul | | CL<br>12,19 | 1913<br>9mo<br><br>*Lloyd* | Cochrane& Sons,Ld.<br>Selby<br>'*sA&CP* | HullSteamFishing &IceCo.Ld. | 112·2\|22·5\|12·4<br>BK8'<br>*WB=* | Hull<br>British<br>4*BHCem*<br>*DTf13'31t* | T.3Cy.10″,17″&28″-24″ (s)<br>200lb 50RHP<br>1SB,*2pf*,GS27,HS835<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 2 | |
| 10704 | **Brielle** SteelSc<br>*Elec.light Fitted for oil fuel*<br>*CruiserStern* 3*Dks* | 6915<br>6563<br>4393 | | | | | 1920 | NewWater-wayS.B.Co.<br>Schiedam | Koninkl.Nederl. Stoomb.Maats. | 402·6\|58·3\|37·7 | Amstrdam<br>Dutch | T.3Cy.30″,48″&79″-54″<br>NewWaterwayS.B.Co | | |
| 10705<br>86704<br>MBQR | **Brier** IronScSr<br>Wireless | 684<br>589<br>282 | | | | | 1882 | D.&W. Henderson<br>Glasgow | LairdLine,Ld. | 209·8\|30·2\|15·3<br>P71*t*F38*t* | Glasgow<br>British | C.2Cy.29″&60″-42″<br>NB99 194NHP<br>D.&W.Henderson&Co.Gls. | 15 ″ 10 | |
| ❋ 10706<br>99394<br>MPOW | **Brier Rose** Steel&IronSc3MstSr<br>ssGoo,2ndNo.3-8,19<br>*Well deck Mchy.Aft* 1*Dk*(*Irn*)<br>*Irn framingStl plating* | 469<br>333<br>176 | ✠100A1<br>6,20<br>BS11,20 ✠LMC8,19 | Cff | *g* | 8,19 | 1892<br>4mo<br><br>*Lloyd* | J.Shearer &Son<br>Glasgow<br>*sA&CP* | ~~O.H.Donelly& R.Leeson~~<br>R.Hughes&Co. | 165·0\|25·1\|10·3<br>Q89'B12'F29'<br>BK7″<br>*WB=FPT* | Liverpool<br>British<br>3*BHCem*<br>56*tAPT*14*t* | C.2Cy.19″&44″-30″<br>100lb 80RHP<br>1SB,*3pf*,GS50,HS1523<br>Hutson&Corbett,Glasgow | 11 ″ 6<br>s 4 ″ 5<br>11 ″ 10 | |
| 10707<br>144056 | **Brierley Hill** SteelSc<br>(*ex*MatsushimaMaru) | 1312<br>1169<br>750 | | | | - | 1918 | Teikoku SteamshipYd<br>Osaka | Roberts&Cooper, Ld. | 234·0\|34·1\|17·8 | Hull<br>British<br>*WB* | T.3Cy.16″,26″&42″-30″<br>90RHP<br>OkoristoEngineWorks | | V |
| 10708 | **Brigadier** SteelScK<br>*Elec.light* 1*Dk* | 303<br>283<br>117 | ✠<br>*StmTrawler*<br>5,15 ✠ | Mdb | | | 1915<br>5mo | Smith's Dk Co.Ld.<br>Middlesbro' | ~~TheAdmiralty~~<br>Belgium Government | 130·0\|24·0\|13·2<br>Q73'F21'<br>BK8″ | British<br>2*BHCem*<br>*DTf23'40t* | T3Cy.13″,21½″&36″-26″<br>180lb<br>GS51,HS1700<br>SmithsDkCo.Ld.Middsbro | 14 ″ 0 | |
| 10709<br>90314 | — IronPad<br>(*Tug*)<br>(*ex*FrankBucknall,*ex*Yt.Transit) | 173<br>154<br>20 | | | | | 1884 | JTEltring-ham&Co.<br>S.Shields | Steel&Bennie,Ld. | 116·0\|19·6\|10·4<br>alt 90' | Glasgow<br>British | L.1Cy.38″-56″<br>NB07 75RHP<br>J.P.Rennoldsn&Sns,S.Shl | | |
| 10710<br>118571 | **Brigand** IronScK<br>ssGms.No.3-8,13<br>(*ex*SnorriSturluson, *ex*Pointer) 1*Dk* | 228<br>205<br>83 | ✠~~100A1~~<br>*StmTrawler*<br>5,21 ~~11,16~~<br>~~Examined1,20~~<br>✠~~LMC1,20~~ | Cpn | | 1,20 | 1900<br>8mo | Cook,Wel-t'n&Gemmell<br>Hull<br>A&CP | T.H.Plater (A.Bannister, *Mgr.*) | 125·0\|21·5\|11·5<br>Q64'F22'<br>ND13 BK7″ | British<br>4*BHCem*<br>*DBf12'7t* | T.3Cy.13″,21⅜″&35″-24″ (*s*)<br>180lb 68RHP<br>1SB,*2cf*,GS33,HS1081<br>Bailey&Leetham,Hull | 12 ″ 4 | |
| 10711<br>127992<br>HPQK | **Brigg** SteelScK<br>1*Dk* | 133<br>92<br>51 | | | | | 1909 | LythamSB &E.Co.Ld.<br>Lytham | J.Holt&Co.(Liver-pool)Ld. | 88·8\|21·1\|5·4 | Liverpool<br>British<br>*WB* | C.2Cy.9″&20″-15″<br>16RHP<br>LythamS.B.&E.Co.Ld. | | |
| ❋ 10712<br>106645<br>QHKS | **Brighton** SteelScSr<br>ssShl.No.3-2,11<br>Wireless ssNpt.No.2-18<br>1*Dk*(*Stl*)&*Awngdk*(*Irn*)3*trB* | 3492<br>3399<br>2261 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>~~3,21~~ ~~9,20~~ 9,21 BS10,21<br>~~BS10,20~~ ✠LMC6,18 | Gls<br>~~Shl~~ Nwc | *v* | 10,20 | 1898<br>10mo | Ropner& Son<br>Stockton<br>A&CP | R.Chapman&Son<br>*WB=CellDB88'f* | 325·0\|46·0\|21·6<br>28·9<br>BK11″<br>144' 591*t FPT* 101*t* | Newcastle<br>British<br>5*BHCem*<br>*APT35t* | T.3Cy.24″,40$\frac{3}{16}$″&65″-42″(*s*)<br>160lb *100lb* NDB15 281NHP<br>2SB,*6cf*,GS119,HS4325<br>Blair&Co.Ld.Stockton | 32 ″ 6<br>s 8 ″ 6<br>25 ″ 2 | |
| 10713<br>105654<br>VDWM | — SteelTrpScSr<br>Wireless 2*Dks&Awng dk* | 1129<br>761<br>480 | | | | | 1903 | W.Denny &Bros.<br>Dumbarton | L.B.&S.C.Rly.Co. | 273·6\|34·2\|14·1 | Newhaven<br>British<br>*WB* | 3 Steam Turbines<br>NB12<br>Parson'sMar. Stm.TurbineCo.Ld.Nwc. | | |
| 10714<br>HNKF | — SteelScSr<br>*Elec.light* 1*Dk&ptAwng dk* | 1129<br>730<br>715 | | | | | 1902 | Framnes Mek.Værks.<br>Sandefjord | A/S D/S Brighton (A.F.Klaveness& Co.Ld.A/S) | 227·1\|31·6\|15·1<br>Q70*t*H97*t*F280*t*<br>*ptAwng dk*154' | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.20″,32″&52″-33″<br>155NHP<br>Akers.Mek.Værks.Xia. | | N |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired<br>Equipment Letter | 7'<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10715<br>~~63030~~<br>~~PQSO~~ | **Brighton** SteelPadSp<br>ssBrs.3rdNo.3–5,13<br>1*Dk* | 566<br>434<br>226 | ✠<br>4,15<br>*For Bristol Channel purposes* | Brs | | | 1878<br>2mo | J.Elder&Co.<br>Glasgow | TheAdmiralty | 221·3<br>Q95'<br>FK | 27·7 | 10·6 | ~~Swansea~~<br>British<br>4*BHCem* | C.2Cy.48"&83"–60"<br>NB91 351NHP<br>4SB,8*cf*,GS195,HS4540<br>J.Elder&Co.,Glasgow | 11 ″ 7 | |
| 10716 | **Brighton o'th North** SteelScK<br>1*Dk* | 98<br>97<br>41 | ✠<br>10,19<br>*For fishing purposes*<br>✠ | Abn | | | 1914<br>5mo | A.Hall&Co.Ld.<br>Aberdeen | J.M.Duggie | 88·1<br>BK7½"<br>*WB=DBf* | 18·7 | 9·3 | Inverness<br>British<br>3*BHCem*<br>5'3*tFPT*5*t* | T.3Cy.9¼",16½"&27"–18"<br>36RHP<br>1SB,2*pf*,GS25,HS757<br>A.Hall&Co.Ld.Aberdeen | 10 ″ 0 | |
| 10717<br>150359<br>~~QDTL~~ | **Brignogan** SteelScSr<br>(*ex*AlbertM.Marshall)<br>*Mchy.Aft Elec.light* 1*Dk*2*trB* | 1594<br>1345<br>892 | | | | | 1903 | Detroit<br>S.B.Co.<br>Wyandotte | GeorgeHallCoal Co.ofCanada,Ld. | ~~241·0~~<br>RQD98'F36'<br>247·0 | ~~41·1~~<br>41·2 | ~~18·8~~<br>15·3 | ~~Havre~~<br>~~French~~<br>Montreal<br>British *WB* | T.3Cy.15",25"&42"–30"<br>87RHP ~~97NHP~~<br>DetroitS.B.Co.Detroit | | V |
| 10718<br>211620<br>LDGB | **Brilliant** SteelScSr<br>*Fitted for oil fuel*<br>1*Dk& Web frames*<br>*Elec.light* Sub.Sig. *Longitudinal framing*<br>*Mchy.Aft* Wireless *CarryingPetroleum inbulk* | 2487<br>2137<br>1260 | | | ... | | 1913 | American<br>S.B.Co.<br>Lorain,O. | StandardOilCo.of NewYork | 250·0<br>P83'F53'<br>FK | 43·0 | 26·0 | NewYork<br>Utd.States<br>*WB* | T.3Cy.19",31"&54"–42"<br>277NHP<br>AmericanS.B.Co.Clevelnd | 25 ″ 0 | |
| 10719 | — SteelScSr<br>*Elec.light* 1*Dk&Spar dk* | 1441<br>1343<br>846 | | | | | 1903 | Nylands<br>Værksted<br>Christiania | ~~GermanGovernment~~ EmilR.Retzlaff | 231·7<br>H90*t* | 35·2 | 14·7<br>20·4 | German<br>*WB* | T.3Cy.16½",27"&44"–32"<br>109NHP<br>NylandsVærksted,Xania | 21 ″ 9 | |
| 10720<br>114003<br>TDMQ | — SteelSc3MstSr<br>ssBwg.No.3–11,14<br>*Well deck* ssTrnNo.1–19<br>*Mchy.Aft Elec.light* 1*Dk*(*Irn*) | 657<br>450<br>266 | ✠100A1<br>5,20<br>~~BS7,20~~ ✠LMC6,19<br>BS11,21 | Trn | *j* | CL<br>6,19 | 1901<br>12mo | Scott&Sons<br>Bowling<br>*Lloyd'sA&CP* | W.Robertson | 185·0<br>Q99'B11'F35'<br>BK7½"<br>*WB=CellDBf*104' | 29·2 | 10·8 | Glasgow<br>British<br>3*BHCem*<br>160*tFPT*60*t* | T.3Cy.15",25"&40"–27" (*s*)<br>160lb *50lb* 91RHP<br>1SB,3*pf*,GS55,HS1500<br>Muir&Houston,Ld.Gls. | 13 ″ 0<br>s ″ 7½<br>13 ″ 2 | |
| 10721<br>106537 | **Brilliant Star** SteelScSr<br>1*Dk* | 125<br>118<br>49 | | | ... | | 1896 | A.Hall&Co.<br>Aberdeen | J.R.Ditchburn | 96·7<br>BK7½" | 19·6 | 10·1 | Aberdeen<br>British | C.2Cy.13½"&30"–21"<br>45RHP<br>A.Hall&Co.Aberdeen | 10 ″ 7 | |
| 10722<br>118177 | **Brim** SteelScK<br>(*Trawler*)<br>(*ex*Hödd,*ex*Rubislaw) 1*Dk* | 192<br>189<br>83 | | | ... | | 1903 | Hall,Russell&Co.Ld.<br>Aberdeen | AdamBros.Ld. | 115·5<br>BK7½" | 21·6 | 12·0 | Aberdeen<br>British<br>*WB* | T.3Cy.12",20"&33"–22"<br>69RHP<br>Hall,Russell&Co.Ld.Abn. | 12″10 | |
| 10723<br>212601<br>LDQV | **Brindilla** SteelScSr<br>(*ex*Washington)<br>*Mchy.Aft Elec.light* Wireless 2*Dks*3*trB*<br>Sub.Sig. *Carrying Petroleum in bulk* | 4171<br>3855<br>2659 | | | | | 1894 | Akt.Ges.<br>"Vulcan"<br>Stettin | StandardOilCo. (NewJersey) | 354·1<br>P94'H23'F35' | 45·1 | 30·0 | NewYork<br>Utd.States<br>*WB* | T.3Cy.24",40"&64"–49"<br>287NHP<br>A.G."Vulcan,"Stettin | | R |
| 10724<br>139826 | **Brine** SteelScSr<br>ssAbn.No.3–7,20<br>*Mchy.Aft* 1*Dk* | 96<br>95<br>39 | ✠100A1<br>*For fishing purposes*<br>7,20<br>✠LMC7,20 | Abn | | CL<br>7,20 | 1918<br>7mo | OuseS.B.Co.Ld.<br>Goole<br>*Lloyd'sA&CP* | N.Denoon(Sam Isaacs,Ld.*Mgrs.*) | 86·2<br>BK7½" | 18·5 | 9·2 | Aberdeen<br>British<br>3*BHCem* | T3Cy.9½",15½"&26"–18" (*s*)<br>180lb 29NHP<br>1SB,2*pf*,GS30,HS810<br>WmBeardmore&CoLd.Gls | 10 ″ 0 | |
| 10725<br>MBJR | **Brio** SteelScSr<br>*Elec.light* 1*Dk&Spar dk* | 1436<br>1349<br>842 | | | | | 1903 | Nylands<br>Værksted<br>Christiania | A/S Bonheur (Fred.Olsen&Co., *Mgrs.*) | 231·6<br>H78*t* | 35·1 | 16·5 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"–32"<br>109NHP<br>NylandsVærksted,Xania | | N |
| 10726 | **Brioni** SteelScSr<br>ssTri.No.3-6,17<br>*Elec.light* 1*Dk&deep framing*<br>*& Shade dk*(*Stl*–ws)<br>*lower dk*(*Stl*)*in fore hold* | ~~1148~~<br>~~794~~<br>~~565~~<br>1158<br>794<br>527 | ✠100A1<br>*Shade dk withfreeboard*<br>3,18<br>*Service in the Adriatic*<br>~~BS7,20~~ ✠~~LMC6,17~~ 7,21 | Tri | *n* | CL<br>~~3,10~~<br>12,21 | 1909<br>12mo | Cant.Nav.<br>Triestino<br>Monfalcone<br>*Lloyd'sA&CP* | LloydTriestino | 224·3<br>FK<br>*WB=* | 31·2 | 15·1 | Trieste<br>Italian<br>4*BHCem*<br>*CellDBa*50' | T.3Cy.21",35"&56"–36" (*r*)<br>180lb *120lb* 247NHP<br>2SB,4*cf*,GS82,HS3508<br>Barclay,Curle&Co.Ld.Gls.<br>*uE*22'90*tFPT*10*tAPT*19*t* | 16 ″ 5 | A |
| 10727<br>4458<br>JPKT | **Bris** IronScSr<br>ssGot.No.1–21<br>(*ex*Swanbridge, ssGot.3rdNo.3–7,17<br>*ex*Hellenes,*ex*Fram, 1*Dk*(*Irn*)&<br>*ex*Hellenes) *Well deck Webframes*<br>*Elec.light*Wireless *Cargo battens not fitted* | 1993<br>1604<br>1159 | ✠100A1<br>~~8,21~~ ~~4,21~~ 9,21<br>~~BS8,20~~ ✠~~LMC7,17~~<br>8,21 | Msl<br>~~Got~~ Cpn | *r* | ~~8,19~~<br>8,21 | 1884<br>6mo | W.Pickersgill&Sons<br>Sunderland<br>A&CP | RederiaktiebBore (G.E.Sandström, *Mgr.*) | 270·2<br>Q96'B66'F32'<br>BK9½"<br>*WB* =*APT*20*t aft deep* | 40·3 | 18·7 | Gothenbrg<br>Swedish<br>4*BHCem*<br>*tank*20'324*t* | C.2Cy.30"&62"–42" (*a*)<br>80lb 188NHP<br>2SB,6*pf*,GS102,HS2967<br>G.Clark,Sunderland | 20 ″ 3<br>s2 ″ 2½<br>18 ″ 11 | |
| 10728<br>~~MVKB~~ | — SteelSc<br>*Now named "Fylgia," See No. 37398 in Supplement*<br>*Elec.light* 1*Dk*(*Stl*) | 1343<br>[illegible]<br>744 | ✠100A1<br>10,21 ~~5,20~~<br>✠LMC5,20 | Mmo<br>Xia | | 10,21 | 1920<br>5mo | Kockums<br>M.V.Aktieb<br>Malmö | Rederiaktieb "Fylgia"(V.Danström, *Mgr.*) | 235·5<br>P17'B63'F25'<br>FK<br>*CellD* B196' 364*t FPT*44' | 37·7 | 16·5 | Helsingfors<br>Finnish<br>4*BH*<br>*APT*59*t* | T.3Cy.18⅛",28¾"&48 13/16"–31½"<br>185lb (*s*) 157NHP<br>2SB,4*cf*,GS70,HS2546<br>KockumsM.V.Akt.Malmö | 18 ″ 7 | |
| 10729<br>118915 | **Brisbane** SteelScK<br>ssGms.No.3–8,19<br>1*Dk* | 207<br>184<br>81 | ✠100A1<br>*StmTrawler*<br>12,20<br>BS5,20 ✠LMC8,19 | Gms | | CL<br>8,19 | 1903<br>11mo | Cook,Welton&Gemmell<br>Hull<br>*Lloyd'sA&CP* | SylviaStm.Fishg. Co.Ld.(E.Beacock, *Mgr.*) | 113·8<br>Q58'F19'<br>BK7" | 21·5 | 11·5 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12",21"&34"–24" (*s*)<br>180lb 60RHP<br>1SB,2*cf*,GS31,HS1090<br>C.D.Holmes&Co.Hull | 12 ″ 3 | |
| 10730<br>102951<br>JNOM | — IronScK<br>1*Dk* | 139<br>139<br>61 | ✠<br>*For fishing purposes*<br>5,95<br>✠ | Hul | | | 1894<br>5mo | Edwards Bros.<br>N.Shields | ~~D.W.Petherbridge (B.Knowles,*Mgr.*)~~<br>Robinson&Crosthwaite | 98·5<br>*DTf*14'23*t* BK7½" | 20·5 | 11·0 | Middlesbro<br>~~Hull~~<br>British<br>3*BHCem* | T.3Cy.10",16"&25½"–19½"<br>1SB,2*pf*,GS16,HS557 40RHP<br>N.E.Mar.Eng.Co.Ld.Sld. | 11″11 | |
| 10731 | **Briseis** SteelSc<br>(*ex*Genua)<br>*Elec.light* 1*Dk* | 3271<br>—<br>2036 | | | | | 1914 | Akt.Ges.<br>"Neptun"<br>Rostock | Cie.Auxiliaire de Nav. | 321·3<br>P31'B99'F34' | 46·0 | 23·4 | Nantes<br>French | T.3Cy.22⅜",36⅝"&59"–37⅜"<br>218NHP<br>A.G."Neptun",Rostock | | V |
| 10732 | **Brisgavia** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*)3*trB&*<br>*deep framing* | 6550<br>6246<br>4155 | ✠<br>5,99<br>✠ | Bel | *b*† | | 1899<br>5mo | Workman,Clark&Co.Ld<br>Belfast | FrenchGovernment | 448·5<br>P29'B214'F40'<br>FK<br>*WB=CellDBa*<br>154'*uE&B*46'*f*189' | 53·2 | 31·2 | French<br>7*BHCem*<br>1485*t DTa* | T.3Cy.27",44½"&74"–54"<br>498NHP<br>3SB,9*cf*,GS169,HS7182 FD<br>Wrkman,Clark&Co.LdBel<br>28'565*tFPT*155*tAPT*85*t* | 34 ″ 7 | V |
| 10733<br>145085<br>KHDP | **Brisquard** SteelSc<br>ssShl.No.3–11,20<br>*Elec.light* 1*Dk*(*Stl*-ws)<br>*Cargo battens not fitted* | 284<br>220<br>110 | 100A1<br>11,20<br>✠LMC11,20 | Shl | *e* | 11,20 | 1919 | Ch.Marit.<br>duSud-Ouest<br>Bordeaux<br>*Lloyd'sA&CP* | Enriquez,Fletcher &Co.Ld. | 128·0<br>B8'F16'<br>BK5"<br>*FPT*6*t* | 23·6 | 11·4 | London<br>British<br>4*BHCem*<br>*APT*18*t* | T.3Cy.12",20"&32"–22" (*s*)<br>180lb 52RHP<br>1SB,3*pf*,GS55,HS1496<br>McKie&Baxter,Glasgow | 12 ″ 8<br>s1 ″ 4½<br>12 ″ 1 | |
| 10734<br>213859<br>LFRQ | **Bristol** SteelSc<br>ssNYk.No.1–20<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* Sub.Sig. Wireless | 3971<br>3556<br>2417 | ✠100A1<br>4,22 9,20<br>BS9,21 ✠LMC5,20 | NYk | *w* | CL<br>N9,20 | 1916<br>2mo | NewYork<br>S.B.Co.<br>Camden,N.J. | CoastwiseTransportationCorp<br>~~American-Hawaiian S.S.Co. (United American Lines, Inc., Mgrs.)~~ | 359·5<br>P77'B17'F34'<br>FK<br>*CellDBuE&B*41'*f*251'<br>1513*t DT* 306*t FPT* | 49·2 | 25·6 | New York<br>~~Boston~~<br>Utd.States<br>8*BHCem*<br>306*tAPT*62*t* | T.3Cy.23½",38½"&67"–45"<br>190lb (*r*) 390NHP<br>2SB,6*cf*,GS128,HS5406<br>NewYorkSBCo.CamdnNJ | 30 ″ 0 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7°<br>Tirant d'eau Moyen.<br>Dernière visite de l'arbre porte-hélice | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10735<br>HBCX | **Bristol** WoodSc<br>(exProgress,exVilla delPilar) | 299<br>—<br>232 | | | | | 1900 | VillaPilar<br>Paraguay | C.Montaldo | 130·9 | 30·5 | 9·9 | Bns.Ayres<br>Argentine | C.2Cy.12¼"&24$\frac{1}{16}$"–16⅛" | | |
| 10736<br>212678<br>LHFD | — SteelSc<br>(Tug)<br>Elec.light Sub.Sig. 1Dk | 284<br>—<br>193 | | | | | 1914 | Staten<br>IslandS.B.Co.<br>Pt.Richmond | StaplesTransportationCo. | 118·3 | 24·6 | 14·5 | FallRiver,<br>Mass.<br>Utd.States | T.3Cy.14",22"&36"–24"<br>63NHP<br>StatenIslandS.B.Co. | | |
| 10737<br>134722<br>KDWO | **Bristol City** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk<br>Wireless (Stl)3rd dk(Stl)in forehold | 2858<br>2627<br>1713 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~1,21~~3,22 ✠LMC5,20<br>Fitted for oil fuel 3,20 F.P. above 150° F. | Brs | u | CL<br>3,22 | 1920<br>3mo<br>Lloyd'sA&CP | C.Hill&<br>Sons<br>Bristol | BristolCityLine of Steamships,Ld.(C. Hill&Sons, Mgrs.)<br>Collision BHtoShelter dk<br>CellD B268' 601t FPT88t APT89t | 316·5 | 43·8 | 23·6<br>FK | Bristol<br>British<br>Cem<br>5BHto U dk | T.3Cy.24",39"&66"–45' (s)<br>180lb 100lb 357NHP<br>2SB,6cf,GS111,HS4839 FD<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 26 " 0<br>s 2 " 6¼<br>23 " 10 | |
| 10738<br>127087 | **Bristolian** SteelScSp<br>(Tug)<br>1Dk | 174<br>172<br>66 | | | … | | 1911 | J.Cran&<br>Co.<br>Leith | BristolianSteam TugCo Ld.(C.J. King&Sons,Ld.) | 100·2 | 23·1 | 9·8<br>BK7' | Bristol<br>British<br>WB | C.2Cy.21"&44"–27"<br>130lb 110NHP<br>J.Cran&Co.Leith | 12 " 6 | |
| 10739<br>17887<br>HBDV | **Britanica** SteelTwinScSr<br>~~ssB.As.No.2-10~~<br>(exDoon) 1Dk<br>Elec.light Ref.Mchy. ssB.As.No.3-1,22 | 1370<br>803<br>857 | ✠ A1<br>For River purposes only<br>1,22 ~~2,21~~<br>~~BS2,21~~ ✠LMC~~12,18~~ 1,22 | BAs | | CL<br>~~2,21~~<br>1,22 | 1913<br>4mo<br>Lloyd'sA&CP | Cammell<br>Laird&Co.Ld<br>Birkenhead | LasPalmasProduceCo.Ld.<br>WB | 220·0<br>B&F166'<br>=Cell D.Ba70'f52' | 42·1 | 9·9<br>FK | Bns.Ayres<br>Argentine<br>5BHCem<br>350tFPT75t | C.4Cy.15"&32"–19" (s)<br>140lb 181NHP<br>2SB,6cf,GS104,HS3465 FD<br>CammellLaird&CoLdBkn | 12 " 7 | |
| 10740<br>ODTP | **Britannia** SteelScSr<br>(exGermania)<br>Elec.light Wireless 2Dks&Spar dk | 5103<br>—<br>2751 | | | | | 1902 | Ch.&Atel.<br>deProvence<br>Port deBouc | Cie.Française de Nav.àVap. (Cyp. Fabre, Mgr.) | 407·9<br>P30'B82'F30' | 46·0 | 28·2 | Marseilles<br>French<br>WB | T.3Cy.38⅗",59[illegible]"&90⅗"–51⅕"<br>NB12 588NHP<br>Ch.&Atel.deProvence, Msl | | V |
| 10741 | — SteelScSr<br>ssStn.No.3-7,10<br>ssStn.No.1-14<br>(exNigaristan,exHarperley) 1Dk(ptIrn ptStl)&deep framing<br>Elec.light | 2305<br>2128<br>1449 | ✠<br>9,16 ✠<br>Now named "Athinæ," See No. 36233 in Supplement | Stn | t | | 1897<br>12mo | R.Craggs&<br>Sons<br>Middlesbro' | GreekGovernment<br>WB = Cell DBa92' uE&B36' f120'625t APT41t | 299·2<br>P28'B58'F34' | 42·0 | 20·3<br>FK | Greek<br>5BHCem | T.3Cy.23",37½"&61½"–39"<br>243NHP<br>2SB,6pf,GS98,HS3750<br>W.Allan&Co.Ld.Sld. | 23 " 0 | |
| 10742<br>89690<br>JWDP | — SteelTwinScSr<br>Cable Vessel 6thSurvey6,07<br>ssC.Tn.3rdNo.3-12,19<br>3rdSurvey12,19<br>1Dk(ptStl)&Spar dk(ptStl)3trB<br>Wireless | 1525<br>1027<br>825 | ✠100A1<br>A1✠1<br>Spar dk<br>8,21 ~~11,20~~ BS1,22<br>~~MBS12,20~~ ✠LMC12,19 | CTn | q<br>Lv | 18·07<br>19·22<br>20·37<br>21·53<br>~~12,18~~<br>8,21 | 1885<br>5mo<br>Lloyd'sA&CP | LairdBrs.<br>Birkenhead | EasternTelegraph Co.Ld.<br>WB | 247·2<br>=DBf64'201tdeep tanks40'112t | 34·3 | 17·4<br>24·8<br>BK8½" | London<br>British<br>5BHCem | C.4Cy.26"&45"–30"<br>75lb 100lb NDB16 181NHP<br>2SB,6pf,GS127,HS3220<br>Laird Bros.,Birkenhead | 26 " 1<br>s5 " 11¼<br>21 " 3 | |
| 10743<br>30<br>NHPR | — SteelScSr<br>1Dk2trB | 1064<br>1007<br>761 | | | | | 1890 | Rostocker<br>Act.Ges.<br>Rostock | Flli.Biriaco | 201·5<br>P- B- F56' | 31·6 | 12·8 | Catania<br>Italian<br>WB | T.3Cy.14",22½"&36½"–27½"<br>NB04 70NHP<br>RostockerA.G.,Rostock | | I |
| 10744<br>203237 | — SteelSc<br>Elec.light 1Dk | 791<br>—<br>401 | | | | | 1906 | Detroit<br>S.B.Co.<br>Wyandotte | Detroit&Windsor FerryCo. | 164·0 | 45·0 | 17·9 | Detroit<br>Utd.States | T.3Cy.20",32"&50"–36"<br>150NHP<br>DetroitS.B.Co.Detroit | | |
| 10745<br>102495<br>HSWM | — SteelPadSk<br>1Dk | 459<br>378<br>172 | | | | | 1896 | SM'Knght<br>&Co.<br>Ayr | P.&A.Campbell,Ld | 230·0<br>Q13'<br>Promenade dk217' | 26·6 | 9·6 | Bristol<br>British | C.D.2Cy.37"&67"–66"<br>NB~~12~~21 304NHP<br>Hutson&Son,Glasgow | | |
| 10746<br>111995 | — WoodScSr<br>2Dks | 326<br>326<br>222 | | | | | 1902 | G.E.Cates<br>Vancouver,<br>B.C. | R.D.Thompson | 104·8 | 22·4 | 6·9 | Vancouver<br>British | T.3Cy.10",16"&25½"–16"<br>33RHP<br>Mackie&Baxter,Glasgow | | |
| 10747<br>8105 | — WoodScSr<br>(Tug)<br>1Dk | 115<br>—<br>78 | | | | | 1879 | Ward&<br>Stanley<br>Newb'rgh NJ | EasternTransportationCo. | 100·0 | 21·0 | 9·5<br>BW | Wilmgton<br>(Del.)<br>Utd.States | C.2Cy.18"&36"–28"<br>57NHP<br>T.Smith&Bro.JerseyCity | | |
| 10748<br>787<br>NHPS | — WoodSc<br>(Tug)<br>1Dk | 107<br>—<br>11 | | | | | 1916 | Flli.Calcagno<br>Arenzano | Soc.Rimorchiatori Genovesi | 86·0 | 20·0 | 11·3 | Genoa<br>Italian | C.2Cy.15½"&30$\frac{7}{10}$"–24½"<br>36NHP<br>Ing.D.Torriano,Sampierd. | | I |
| 10749<br>100108 | **Britannic** IronPad<br>(exRocket)<br>1Dk | 428<br>268<br>228 | | | | | 1866 | W.Smith<br>Sorel rebl t91<br>W.C.White | Montreal& CornwallNav.Co. Ld. | 150·8<br>H52t | 25·6 | 9·2 | Montreal<br>British | 1Cy.35"–96"<br>41RHP<br>W.Smith,Montreal | | |
| ✻ 10750<br>140315<br>JQDS | **British Admiral** SteelScSr<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing<br>Wireless | 6842<br>6285<br>4243 | ✠100A1<br>2,21<br>✠LMC6,17<br>10,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 6,17 F.P. above 150° F. | Shl | a† | CL<br>2,21 | 1917<br>6mo<br>Lloyd'sA&CP | Swan,Hunter&Wigham<br>Richardson,<br>Ld.Newcastle | BritishTankerCo. Ld.<br>CellDBu B32'96t DTf 640t FPT164t APT60t | 430·1<br>P97'B31'F43' | 57·0 | 33·1<br>FK | London<br>British<br>18BHptCem<br>(10 ,, to U dk<br>8 ,, ,, 2nd ,,) | T.3Cy.27",45"&74"–54' (r)<br>180lb 620NHP<br>3SB,12cf,GS228,HS9680 FD<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 33 " 6<br>s7 " 9¼<br>26 " 1 | |
| ✻ 10751<br>125723<br>HNCQ | **British Baron** SteelScSr<br>ssShl.No.3-3,21<br>(exRoumanian) 2Dks(U-ptIrn&<br>Elec light ptStl.MStl)&Web frames<br>Wireless | 4906<br>4662<br>3089 | ✠100A1<br>9,21 ~~3,21~~<br>BS9,21 ✠LMC<br>~~BS6,20~~ MS3,21<br>Carrying Petroleum in bulk | Shl<br>Sws | y | CL<br>~~N12,19~~<br>9,21 | 1908<br>9mo<br>Lloyd'sA&CP | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | BritishTankerCo Ld.<br>Cell DB u E&B54'193t FPT154t APT52t | 385·0<br>P30'B83'F36' | 51·0 | 27·6<br>FK | London<br>British<br>16BHCem<br>(12 ,, to U dk<br>4 ,, ,, M ,,) | T.3Cy.26½",44"&72"–48" (s)<br>180lb 120lb 425NHP<br>3SB,9cf,GS189,HS7050<br>WllsndSlpwy.Co.Ld.Nwc. | 30 " 2<br>s 6 " 5¼<br>24 " 1 | |
| ✻ 10752<br>142670<br>JVMN | **British Beacon** SteelSc<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing<br>Wireless | 6891<br>6297<br>4065 | ✠100A1<br>1,22 ~~3,21~~<br>✠LMC10,18<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 10,18 F.P. above 150° F. | Shl<br>Brs | a† | CL<br>~~7,20~~<br>1,22 | 1918<br>10mo<br>Lloyd'sA&CP | Workman,<br>Clark&Co.Ld<br>Belfast | TheShipping Controller (BritishTankerCo. Ld.Mgrs.)<br>CellDBuB34'107t DTf43'640t FPT164t APT60t | 430·1<br>P99'B33'F56' | 57·0 | 33·0<br>FK | London<br>British<br>19BHptCem<br>(14 ,, to U dk<br>5 ,, ,, 2nd ,,) | T.3Cy.27",45",&75"–54" (s)<br>190lb 6[illegible]4NHP<br>3SB,12cf,GS235,HS9666 FD<br>Wrkman,Clark&Co.LdBel | 33 " 7<br>s7 " 10<br>26 " 1 | |
| ✻ 10753<br>139174<br>JNQC | **British Birch** SteelSc<br>ssShl.No.1-20<br>(exBirchleaf) 1Dk(ptStl)&<br>Elec.light Shelter dk(Stl)<br>Wireless Longitudinal framing | 5873<br>5535<br>3555 | ✠100A1<br>Shelter dk<br>withfreeboard<br>5,22 ~~10,20~~ ✠LMC10,20<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 12,16 F.P. above 150° F. | Shl<br>Sws | z | CL<br>10,20 | 1916<br>12mo<br>Lloyd'sA&CP | ShortBros.<br>Ld.<br>Sunderland | BritishTankerCo. Ld.<br>CellDBuE&B76'270t DTf22'282t FPT163t APT181t | 405·3<br>P113'F34' on Shelter dk | 52·0 | 31·5<br>FK | London<br>British<br>16BHptCem | T.3Cy.27½",45"&75"–48" (s)<br>180lb 180lb 465NHP<br>3SB,12pf,HS7718<br>J.Dickinson&Sons,Ld.Sld. | 34 " 6<br>s7 " 10¼<br>27 " 0 | |
| 10754<br>140639<br>KBVT | **British Coast** SteelSc<br>Elec.light 1Dk(Stl)&Shelterdk(Stl)<br>Cargo battens not fitted in tween decks<br>Wireless | 1940<br>1633<br>968 | ✠100A1<br>Shelter dk<br>with freeboard<br>~~10,21~~~~9,20~~ ✠LMC7,19<br>5,22 | Cff<br>Lív | s | CL<br>5,22 | 1919<br>7mo<br>Lloyd'sA&CP | Swan,Hunter&Wigham<br>Richardson,<br>LdSunderlnd | MossS.S.Co.Ld. (J.Moss&Co.Ld Mgrs.)<br>Cell DB248'501t FPT81t APT39t | 290·0 | 42·5 | 18·8<br>FK | Liverpool<br>British<br>ptCem<br>2BHtoShdk<br>4 ,, ,, U ,, | T.3Cy.22",36"&59"–39" (s)<br>180lb 324NHP<br>3SB 6cf,GS123,HS4960 FD<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 21 " 2<br>s1 " 6¼<br>19 " 11 | |

| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built. When | By Whom<br>Where | Owners. | Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | Port of Registry.<br>Flag. | No. of Cylinders... Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Corresponding draught.<br>ft. in. | Registers classed... |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10755<br>145243<br>KJFH | **British Colonel** SteelSc<br>2Dks(Stl)&Web frames<br>Elec.light Wireless<br>Mchy.Aft Longitudinal framing | ~~7300~~ 7088<br>6549<br>425 ~~14650~~<br>~~4510~~ | ✠100A1<br>9,21 ~~7,21~~<br>✠LMC7,21<br>Fitted for oil fuel 7,21 F.P. above 150°F.<br>Carrying Petroleum in bulk Lloyd's A&CP | ~~Sld~~ Sws | b† | | 1921<br>7mo | SirJ.Laing &Sons,Ld.<br>Sunderland | BritishTanker Co.Ld. | 440·3\|57·1\|34·0<br>~~P112'~~B32'~~F50'~~F48'<br>P113' FK<br>CellDBuE74'209tDTf45'851tFPT205tAPT259t | London<br>British<br>17BHptCem<br>(10 „ toUdk<br>7 „ 2nd „) | 2 Steam Turbines geared to 1 Sc. Shaft (s) 642NHP<br>200lb 3SB,12cf,HS8256 FD<br>G.Clark,Ld.Sunderland 120lb | 41″11 | |
| 10756<br>110150<br>RFSN | **British Duke** SteelSc3MstSr<br>ssLon.No.3-12,10<br>Mchy.Aft (exTerek) ssBkn.No.2-19<br>Elec.light 2Dks(Stl)&Web frames<br>Wireless | 3710<br>3450<br>2352 | ✠100A1<br>5,21 ~~7,20~~<br>✠NB5,16 ✠LMC6,19<br>BS5,21<br>Carrying Petroleum in bulk | Rot<br>Shl | w | CL<br>~~11,18~~<br>5,21 | 1899<br>6mo | SirJ.Laing &Sons,Ld.<br>Sunderland<br>A&CP | British TankerCo. Ld. | 335·5\|45·0\|28·1<br>P81'B22'F38' FK<br>CellDBuE&B52'127tFPT138t | London<br>British<br>12BHCem<br>APT92t | T.3Cy.24½″,40″&66″-45″(s)<br>180lb 180lb NDB15 326NHP<br>2SB,6cf,GS146,HS5050<br>G.Clark,Ld.Sunderland | 29″6<br>s 5″11½<br>24″0 | |
| 10757<br>112811<br>SFHP | **British Earl** SteelScSp<br>ssShl.No.2-21 ssMch.No.3-5,13<br>~~ssMil.No.1-18~~<br>(exPinna)<br>Elec.light 2Dks(Stl)&Web frames<br>Wireless Mchy.Aft | 6298<br>5866<br>3772 | ✠100A1<br>~~11,21~~ ~~6,20~~ 2,22<br>~~BS6,20~~ ✠LMC~~11,18~~ 11,21<br>✠NB11,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 11,21 F.P. above 150°F. | Nwc<br>~~Shl~~ Sws | a† | CL<br>6,20 | 1901<br>3mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>A&CP | ~~PetroleumS.S.Co.Ld~~(BritishTanker Co.Ld.~~Mgrs.~~) | 420·8\|52·1\|32·2<br>P100'B20'F56' FK<br>CellDBuB37'112tFPT219t | London<br>British<br>~~15BHCem~~<br>APT43t<br>14BHCem | T.3Cy.27½″,46″&77″-48″ (s)<br>180lb 100lb NDB21 511NHP<br>3SB,9cf,GS190,HS7020 FD<br>N.E.MarineEngCoLd.Nwc | 34″0<br>8″0½<br>26″4 | |
| 10758<br>139156<br>JNFV | **British Emperor** SteelScSr<br>ssShl.No.1-21<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing<br>Wireless | 3637<br>3344<br>2182 | ✠100A1<br>11,21 ~~3,18~~<br>BS10,19 ✠LMC~~9,16~~<br>MS11,21<br>Carrying Petroleum in bulk Lloyd's A&CP<br>Fitted for oil fuel 9,16 F.P. above 150° F. | Bom<br>Shl | v | CL<br>~~10,19~~<br>11,21 | 1916<br>8mo | Armstrong Whitworth &Co.Ld.<br>Newcastle | BritishTanker Co.Ld. | 345·0\|49·1\|25·6<br>P88'B39'F46' FK<br>CellDBuB38'70tDTf29'314tFPT69tAPT34t | London<br>British<br>13BHptCem<br>(8 „ toUdk<br>5 „ „ 2nd „) | T.3Cy.23″,38″&62″-42″ (r)<br>180lb 380NHP<br>3SB,9cf,GS132,HS5904 FD<br>N.E.MarineEngCoLd.Nwc | 25″7<br>s 4″7<br>21″4 | |
| 10759<br>140297<br>JPSM | **British Empress** SteelScSr<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinal framing<br>Wireless | 6847<br>6293<br>4253 | ✠100A1<br>3,21<br>✠LMC5,17<br>MS10,21<br>Carrying Petroleum in bulk Lloyd's A&CP<br>Fitted for oil fuel 5,17 F.P. above 150° F. | Lon | a† | CL<br>~~1,20~~<br>10,21 | 1917<br>5mo | Swan,Hunter&Wigham Richardson, Ld<br>Newcastle | BritishTanker Co.Ld. | 430·1\|57·0\|33·1<br>P97'B31'F97' FK<br>CellDBuB32'96tDTf43'640tFPT164tAPT60t | London<br>British<br>18BHptCem<br>(10 „ toUdk<br>8 „ 2nd „) | T.3Cy.27″,45″&74″-54″ (r)<br>180lb 620NHP<br>3SB,12cf,GS228,HS9680 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 33″6<br>s 7″9½<br>26″1 | |
| 10760<br>140354<br>JRBQ | **British Ensign** SteelScSr<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinal framing<br>Wireless | 7048<br>6483<br>4390 | ✠100A1<br>6,21 ~~11,20~~<br>✠LMC~~8,17~~ 2,22<br>Carrying Petroleum in bulk Lloyd's A&CP<br>Fitted for oil fuel 8,17 F.P. above 150° F. | Sou<br>Sws | a† | CL<br>~~2,20~~<br>2,22 | 1917<br>9mo | Armstrong Whitworth &Co.Ld.<br>Newcastle | BritishTanker Co.Ld. | 430·1\|57·0\|33·7<br>P101'B32'F44' FK<br>CellDBuB41'89tDTf40'688tFPT111tAPT72t | London<br>British<br>18BHptCem<br>(10 to U dk<br>8 „2nd „) | T.3Cy.27″,45″&74″-54″ (r)<br>180lb 618NHP<br>3SB,12cf,GS204,HS9639 FD<br>N.E.MarineEng.CoLdNwc | 33″6<br>s 7″7½<br>26″3 | |
| 10761<br>139189<br>JNSK | **British Fern** SteelSc<br>ssBrs.No.1-21<br>(exFernleaf) 2Dks(Stl)<br>Elec.light Wireless Mchy.Aft<br>Fitted with cylindrical tanks in holds for Carrying Petroleum | 5838<br>5076<br>3389 | ✠100A1<br>~~1,21~~ ~~6,20~~ 4,22<br>✠LMC~~1,17~~ 3,21<br>Lloyd's A&CP<br>Fitted for oil fuel 1,17 F.P. above 150° F. | Sou<br>~~Brs~~ Bom | z | CL<br>~~5,19~~<br>3,21 | 1917<br>1mo | Napier& Miller,Ld.<br>Glasgow | BritishTanker Co.Ld. | 408·8\|54·1\|28·8<br>P103'B29'F55' FK<br>CellDBuB42'132tDTf38'549tAPT125t | London<br>British<br>12BHptCem | T.3Cy.27″,44″&75″-48″ (s)<br>180lb 120lb 581NHP<br>3SB,9cf,HS8907 FD<br>Dunsmuir&Jackson,LdGls | 31″5 | |
| 10762<br>140257<br>JPBC | **British Holly** SteelSc<br>ssNwc.No.1-20<br>(exHollyleaf) 2Dks(Stl)&Web frames<br>Elec.light Longitudinal framing<br>Fitted with circular tanks in holds<br>Wireless for carrying Petroleum | 5162<br>4389<br>3191 | ✠100A1<br>~~4,21~~ ~~8,17~~ 2,22<br>✠LMC~~3,17~~ 12,21<br>Lloyd's A&CP<br>Fitted for oil fuel 3,17 F.P. above 150° F. | Shl<br>Bom | y | CL<br>12,20 | 1917<br>3mo | WHamilton&Co.Ld<br>PortGlasgow | BritishTanker Co.Ld. | 397·1\|50·0\|27·2<br>P33'B119'F47' FK<br>CellDBuE&B65'294tAPT78t | Glasgow<br>~~London~~<br>British<br>11BHptAsp | T.3Cy.25½″,42″&70″-48″ (s)<br>180lb FD 471NHP<br>2SB&1AuxSB,8cf,HS7164<br>D.Rowan&Co.Ld.Gls. | 29″10 | |
| 10763<br>140406<br>JRPW | **British Isles** SteelScSr<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinal framing<br>Wireless | 7108<br>6483<br>4427 | ✠100A1<br>~~5,21~~ ~~11,20~~ 11,21<br>✠LMC10,17<br>BS11,21<br>Carrying Petroleum in bulk Lloyd's A&CP<br>Fitted for oil fuel 10,17 F.P. above 150° F. | Brs<br>Sws | a† | CL<br>~~11,20~~<br>5,21 | 1917<br>11mo | Armstrong Whitworth &Co.Ld.<br>Newcastle | BritishTankerCo. Ld. | 430·2\|57·0\|33·7<br>P101'B32'F44' FK<br>CellDBuB41'89tDTf40'688tFPT111tAPT72t | London<br>British<br>19BHptCem<br>(14 to U dk<br>8 „ 2nd „) | T.3Cy.27″,45″&74″-54″ (r)<br>180lb 618NHP<br>3SB,12cf,GS204,HS9639 FD<br>N.E.MarineEngCoLd.Nwc | 33″6<br>s 7″7½<br>26″3 | |
| 10764<br>125769<br>HNRB | **British Knight** SteelScSr<br>ssBom.No.2-18<br>(exDanubian) 2Dks(Stl)&Web frames<br>Elec.light Wireless | ~~5064~~<br>~~4786~~<br>~~3166~~<br>5083<br>4786<br>3137 | ✠100A1<br>8,20<br>✠LMC~~8,18~~ BS8,20<br>~~MS5,19~~<br>MS6,21<br>Carrying Petroleum in bulk Lloyd's A&CP<br>Fitted for oil fuel,8,20 F.P. above 150°F. | Nwc | y | CL<br>~~8,20~~<br>6,21 | 1909<br>3mo | Swan,Hunter&Wigham Richardson, Ld<br>Newcastle | ~~PetroleumS.S.Co. Ld(BritishTanker Co.Ld.Mgrs.)~~<br>BritishTankerCo. Ld. | 387·2\|51·8\|27·9<br>P31'B83'F37' FK<br>CellDBuE&B54'199tFPT130tAPT36t | London<br>British<br>16BHCem<br>14 to U dk<br>2 to M dk | T.3Cy.27″,45″&74″-48″ (s)<br>180lb 120lb 447NHP<br>3SB,9cf,GS192,HS7380<br>WllsndSlpwy.Co.Ld.Nwc. | 30″3<br>s6″3½<br>24″4 | |
| 10765<br>142604<br>JTQP | **British Lantern** SteelSc<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing<br>Wireless | 6897<br>6297<br>4067 | ✠100A1<br>~~3,21~~ ~~9,20~~ 11,21<br>✠LMC8,18<br>Carrying Petroleum in bulk Lloyd's A&CP<br>Fitted for oil fuel 8,18 F.P. above 150° F. | Sou<br>~~Shl~~ Nwc | a† | CL<br>~~5,21~~<br>11,21 | 1918<br>8mo | Workman, Clark&Co.Ld<br>Belfast | TheShipping Controller(British TankerCo.Ld. Mgrs.) | 430·1\|57·0\|33·0<br>P99'B33'F56' FK<br>CellDBuB35'107tDTf43'640tFPT164tAPT60t | London<br>British<br>19BHptCem<br>(14BHtoUdk<br>5 „ 2nd „) | T.3Cy.27″,45″&75″-54″ (s)<br>190lb 634NHP<br>3SB,12cf,GS237,HS9666 FD<br>WorkmanClark&CoLdBel | 33″7<br>s 7″10<br>26″1 | |
| 10766<br>140449<br>JRTG | **British Light** SteelScSr<br>ssShl.No.1-22<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing<br>Wireless | 6470<br>5854<br>3889 | ✠100A1<br>1,22 ~~10,20~~<br>✠LMC~~12,17~~ 1,22<br>Carrying Petroleum in bulk Lloyd's A&CP<br>Fitted for oil fuel 12,17 F.P. above 150° F. | Nwc<br>Shl | a† | CL<br>~~4,21~~<br>1,22 | 1917<br>12mo | Palmers' Co.Ld.<br>Newcastle | TheShippingController(British TankerCo.Ld. Mgrs.) | 419·7\|54·3\|32·4<br>P104'B25'F49' FK<br>CellDBuE&B80'176tDTf56'534tFPT102tAPT36t | London<br>British<br>16BHptCem<br>(13 to U dk<br>3 „ 2nd „) | T.3Cy.28″,46″&76″-51″ (s)<br>180lb 180lb 586NHP<br>3SB,9cf,GS198,HS8760 FD<br>Palmers'Co.Ld.Newcastle | 32″8<br>s 7″1<br>26″0 | |
| 10767<br>133526<br>JBQG | **British Major** SteelScSr<br>~~ssBel.No.1-18~~<br>(exRoumanianPrince) ssMch.No.2-21<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Wireless Longitudinal framing | 4147<br>3721<br>2577 | ✠100A1<br>9,21 ~~9,20~~<br>~~BS9,20~~ ✠LMC~~2,13~~ 9,21<br>Carrying Petroleum in bulk Lloyd's A&CP<br>Fitted for oil fuel 2,13 F.P. above 150°F. | Shl<br>Sws | w | CL<br>9,20 | 1913<br>2mo | TyneI.S.B. Co.Ld.<br>Newcastle | BritishTankerCo. Ld. | 357·3\|48·2\|28·2<br>P87 B25'F39' FK<br>CellDBuE&B44'f33'199tFP177tAPT19t | London<br>British<br>14BHCem | T.3Cy.25″,42″&68″-48″ (s)<br>180lb 100lb 362NHP<br>2SB,8cf,GS160,HS5780<br>WllsndSlpwy.Co.Ld.Nwc. | 28″3<br>s 5″4<br>23″3 | |
| 10768<br>109498<br>JNPD | **British Maple** SteelSc4Mst<br>ssLon.No.3-5,11<br>(exMapleleaf, exMountRoyal) 2Dks(Stl)3trB&deep framing&Shelter dk<br>Elec.light Sub.Sig. Wireless (Stl-ptws) | 8039<br>6902<br>5806 | ✠<br>12,13<br>✠NB(1)5,08 | Lon | d† | | 1898<br>11mo | C.S.Swan& Hunter,Ld.<br>Newcastle | BritishTankerCo. Ld. | 470·0\|56·0\|32·0<br>FK<br>CellDBa150'uE&B50'f208'1515tDTa35'1080tDTf33'800tFPT140tAPT55t | London<br>British<br>6BHCem | T.3Cy.28″,46″&75″-54″<br>608NHP<br>4SB,12cf,GS231,HS9258 FD<br>Cen.Mar.Eng.Wrks.WHpl | 34″9 | C |
| 10769<br>125685<br>HMPF | **British Marquis** SteelScSr<br>ssLon.No.3-6,18<br>(exServian) 2Dks(1StlU-ptIrn&ptStl)<br>Elec.light Wireless &Web frames | 4997<br>4732<br>3134 | ✠100A1<br>2,22 ~~9,20~~<br>✠LMC2,22<br>Carrying Petroleum in bulk Lloyd's A&CP<br>Fitted for oil fuel 9,20 F.P. above 150°F.<br>~~MS6,18~~ ~~BS9,20~~ | Nwc<br>Shl | y | CL<br>~~9,20~~<br>2,22 | 1908<br>5mo | SirJ.Laing &Sons,Ld.<br>Sunderland | BritishTankerCo Ld. | 385·0\|51·0\|27·7<br>P30'B83'F40' FK<br>CellDBuE&B54'196tFPT187tAPT25t | London<br>British<br>16BH<br>14 „ toUdk<br>2 „ „ M „ | T.3Cy.26½″,44″&72″-48″ (s)<br>180lb 120lb 436NHP<br>3SB,9cf,GS189,HS7352<br>J.Dickinson&Sons,Ld.Sld. | 30″2<br>s 6″5<br>24″1 | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10770<br>133513<br>HWNT | **British Marshal** SteelScSr<br>~~ssN.Yk.No.1-16~~<br>(*ex*Russian Prince) ssSwa.No.2-21<br>*Elec.light* 2*Dks(Stl)&Web frames*<br>*Mchy.Aft* Wireless *Longitudinal framing* | 4158<br>3723<br>2584 | ✠100A1<br>5,22~~6,20~~<br>~~BS5,20~~ 5,21 MS11,20 ~~BS6,19~~ ✠LMC<br>*Carrying Petroleum in bulk Fitted for oil fuel 9,12 F.P. above 150° F.* | Swa<br>~~Bkn~~ | *w* | CL<br>5,22 | 1912<br>9mo | TyneI.S.B.Co.Ld.<br>Newcastle<br>*Lloyd's A&CP* | **BritishTanker Co.Ld.**<br>*CellDBuE&B44'/33'201tFPT77tAPT19t* | 357·2<br>P87'B25'F39'<br>FK | 48·2 | 28·2 | London<br>British<br>14*BHCem* | T.3Cy.25",42"&68"-48" (*s*)<br>180lb *100lb* 362NHP<br>2SB,8*cf*,GS160,HS5780<br>Wllsnd.Slpwy.Co.Ld.Nwc. | 28 ′ 3<br>s 5 ′ 4<br>23 ′ 3 |
| 10771<br>125715<br>HMVP | **British Peer** SteelScSr<br>ssNwc.No.3-11,20<br>(*ex*Carpathian) 2*Dks(UptIrnptStl, MStl)&Web frames*<br>*Elec light* Wireless | 4900<br>4657<br>3087 | ✠100A1<br>11,21~~2,21~~<br>✠LMC MS11,20 ~~BS9,20~~ BS11,21<br>*Carrying Petroleum in bulk Fitted for oil fuel 3,19 F.P. above 150° F.* | Brw<br>Shl | *y* | CL<br>~~N2,21~~<br>11,21 | 1908<br>7mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>*Lloyd's A&CP* | **BritishTankerCo Ld.**<br>*CellDB uE&B54'193t FPT154tAPT52t* | 385·0<br>P30'B83'F36'<br>FK | 51·0 | 27·6 | London<br>British<br>16*BHCem*<br>12 *to Udk&*<br>4*toM dk* | T.3Cy.26½",44"&72"-48"(*s*)<br>180lb *120lb* 425NHP<br>3SB,9*cf*,GS189,HS7050<br>WllsndSlpwy.Co.Ld.Nwc. | 30 ′ 2<br>s 6 ′ 5½<br>24 ′ 1 |
| 10772<br>140298<br>JPSN | **British Princess** SteelScSr<br>*Elec.light* 2*Dks(Stl)&Web frames*<br>*Mchy.Aft Longitudinal framing*<br>Wireless | 7034<br>6477<br>4382 | ✠100A1<br>1,21<br>✠LMC4,17 BS11,21<br>*Carrying Petroleum in bulk Fitted for oil fuel 4,17 F.P. above 150° F.* | Bkn | *a*† | CL<br>~~6,20~~<br>10,21 | 1917<br>5mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>*Lloyd's A&CP* | **BritishTankerCo. Ld.**<br>*CellDBuB41' 89tDTf40'688t FPT111tAPT72t* | 430·0<br>P101'B32'F44'<br>FK | 57·0 | 33·7 | London<br>British<br>18*BHptCem*<br>(10 ,, *to Udk*<br>8 ,, ,, 2*nd*,,) | T.3Cy.27",45"&74"-54" (*r*)<br>180lb 618NHP<br>3SB,12*cf*,GS204,HS9639 FD<br>NEMarineEng.Co.Ld.Nwc) | 33 ′ 6<br>s 7 ′ 7½<br>26 ′ 3 |
| 10773<br>137518<br>JNKC | **British Rose** SteelSc3Mst<br>ssCff.No.1-20<br>(*ex*Roseleaf) 1*Dk(Stl)&Shelter dk(Stl)*<br>*Cantilever framed topside tanks*<br>*Elec.light Mchy.Aft* Wireless | 6572<br>5801<br>3817 | ✠100A1<br>*Shelter dk with freeboard*<br>2,22~~2,20~~ ~~10,21~~<br>BS10,21 MS2,20 ✠LMC~~8,16~~<br>*Carrying Petroleum in bulk Fitted for oil fuel 2,20 F.P. above 150° F.* | Cff<br>~~Brs~~<br>Liv | *z* | CL<br>2,20 | 1916<br>8mo | SirRDixon &Co.Ld.<br>Middlesbro'<br>*Lloyd's A&CP* | **BritishTankerCo. Ld.**<br>*CellDBuE&B97'f52'296t FPT175tAPT180t* | 400·0<br>P109'B30'F48'<br>FK | 54·1 | 32·5 | London<br>British<br>15*BHpt Cem*<br>(10 *to U dk*<br>5 ,, 2*nd*,,) | T.3Cy.27",45"&74"-48" (*s*)<br>180lb 495NHP<br>3SB,9*cf*,GS168,HS7035 FD<br>N.E.MarineEngCo.LdNwc | 35 ′ 0<br>s 7 ′ 8½<br>27 ′ 8 |
| 10774<br>142723<br>JVST | **British Sailor** SteelSc<br>ssShl.No.1-22<br>(*ex*WarRajah) 1*Dk(Stl)2trB &Web frames*<br>*Elec.light*<br>Wireless *Longitudinal framing* | 5576<br>4706<br>3444 | ✠100A1<br>~~10,21~~~~6,20~~ 3,22<br>✠LMC~~12,18~~ 3,22<br>*Carrying oil fuel in bulk F.P. above 150° F.* | Bel<br>~~Bom~~Shl | *z* | CL<br>~~2,20~~<br>3,22 | 1918<br>12mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>*Lloyd's A&CP* | **BritishTankerCo. Ld.**<br>*CellDBuE&B59'240tf50'65tFPT95tAPT80t* | 400·0<br>P49'B121'F39'<br>FK | 52·3 | 28·4 | London<br>British<br>11*BHptCem* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS189,HS7668 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 31 ′ 0<br>s 5 ′ 9½<br>25 ′ 0 |
| 10775<br>142707<br>JVNT | **British Soldier** SteelSc<br>(*ex*WarSikh) 1*Dk(Stl)2trB&Web frames*<br>*Elec.light* Wireless<br>*Longitudinal framing* | 5564<br>4712<br>3505 | ✠100A1<br>~~7,21~~~~12,20~~ 1,22<br>✠LMC11,18<br>*Carrying oil fuel in bulk F.P. above 150° F.*<br>*Fitted for oil fuel 11,18 F.P. above 150° F.* | Sou<br>~~Gls~~ Bom | *z* | CL<br>~~4,20~~<br>~~7,21~~<br>1,22 | 1918<br>11mo | W.Gray& Co.Ld.<br>WHartlepool<br>*Lloyd's A&CP* | **BritishTankerCo. Ld.**<br>*Middle line Bulkhead not oil-tight*<br>*CellDBuE&B65'262tf50 65t* | 400·0<br>P49'B121'F39'<br>FK | 52·3 | 28·4 | London<br>British<br>11*BHptCem* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Cen.Mar.Eng.WrksWHpl | 31 ′ 0<br>s 5 ′ 9½<br>25 ′ 7 |
| 10776<br>140319<br>JQKL | **British Sovereign** SteelScSr<br>ssShl.No.1-22<br>*Elec.light* 2*Dks(Stl)&Web frames*<br>*Mchy.Aft Longitudinal framing*<br>Wireless | 3657<br>3337<br>2176 | ✠100A1<br>2,22~~9,20~~<br>✠LMC~~5,17~~ 2,22<br>*Carrying Petroleum in bulk Fitted for oil fuel 5,17 F.P. above 150° F.* | Bom<br>Shl | *v* | CL<br>~~9,20~~<br>2,22 | 1917<br>7mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>*Lloyd's A&CP* | **BritishTankerCo. Ld.**<br>*CellDBuB38'70t DTf29'314t FPT69tAPT34t* | 345·2<br>P88'B39'F46'<br>FK | 49·1 | 25·6 | London<br>British<br>13*BHptCem*<br>(8 *to U dk*<br>5 ,, 2*nd* ,,) | T.3Cy.23",38"&62"-42 (*r*)<br>180lb 380NHP<br>3SB,9*cf*,GS132,HS5904 FD<br>N.E.MarineEngCoLdNwc | 25 ′ 7<br>s 4 ′ 7<br>21 ′ 4 |
| 10777<br>142337<br>JSLP | **British Star** SteelSc<br>*Elec.light* 2*Dks(Stl)&Web frames*<br>*Mchy.Aft Longitudinal framing*<br>Wireless | 6888<br>6285<br>4080 | ✠100A1<br>9,21~~3,21~~<br>MS12,19 ✠LMC5,18<br>*Carrying Petroleum in bulk* | Ply<br>Shl | *a*† | CL<br>3,21 | 1918<br>3mo | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>*Lloyd's A&CP* | **TheShipping Controller (BritishTanker Co.Ld.*Mgrs.*)**<br>*CellDBu35'107tDTf43'640tFPT164tAPT60t* | 430·0<br>P99'B33'F60'<br>FK | 57·0 | 33·1 | London<br>British<br>19*BHptCem*<br>(14 ,, *to U dk*<br>5 ,, ,, 2*nd* ,,) | T.3Cy.27",45"&74"-54" (*r*)<br>180lb 620NHP<br>3SB,12*cf*,GS228,HS9680 FD<br>Swan,Hunter&Wigham Richardson,Ld.Nwc) | 33 ′ 6<br>s 7 ′ 8<br>26 ′ 3 |
| 10778<br>127458<br>HRBT | **British Transport** SteelScSr<br>ssNpt.No.2-18<br>Wireless 1*Dk(Stl)* | 4143<br>3973<br>2663 | ✠100A1<br>3,22~~9,20~~<br>✠LMC MS11,18 ~~BS5,20~~ 7,21 | Cff<br>Hul | *x* | CL<br>9,20 | 1910<br>6mo | SirRaylton Dixon&CoLd<br>Middlesbro'<br>*Lloyd's A&CP* | **EmpireTransport Co.Ld.(Houlder Bros.&Co.Ld. *Mgrs.*)**<br>*WB=CellDB a123'uE&B42'f1541023tAPT35t* | 364·8<br>P25'B94'F36'<br>FK | 51·1 | 26·1 | W.Hartlpl<br>British<br>6*BHCem* | T.3Cy.25",40"&67"-45" (*s*)<br>180lb 329NHP<br>3SB,9*cf*,GS153,HS5097<br>Richardsons,Westgarth& Co.Ld Mdb | 28 ′ 4<br>s 5 ′ 4<br>23 ′ 4 |
| 10779<br>113459<br>JNHT | **British Vine** SteelSc<br>ssLiv.No.3-9,13<br>(*ex*Vineleaf,*ex*Patrician) 2*Dks(Stl)& deepframing&Web frames*<br>*Elec.light*<br>Wireless | 7678<br>6853<br>4837 | ✠<br>9,14<br>✠ | Liv | *c*† | | 1901<br>4mo | C.S.Swan& Hunter,Ld.<br>Newcastle | **BritishTankerCo. Ld.**<br>*CellDBa143'uE&B61'f204'1544tDTa30'937tFPT117tAPT30t* | 470·0<br>P37'B162'F44'<br>FK | 56·2 | 31·8 | London<br>British<br>9*BHCem* | T.3Cy.27½",45½"&75"-60"<br>592NHP<br>2D&1SB15*cf*GS315HS10787<br>WllsndSlpwy.Co.Ld.Nwc | 34 ′ 10 |
| 10780 | **British Viscount** SteelSc<br>*For full particulars See No.* 36453 *in Supplement*<br>*Elec.light*<br>*Mchy Aft Longitudinal framing*<br>Wireless | 7000<br>6363<br>4350 | 100A1<br>(*Class Contemplated*)<br>*Carrying Petroleum in bulk* | | | | 1921 | Swan,Hunter&Wigham Richardson, Ld Newcastle | **BritishTankerCo. Ld.** | 440·0<br>P113'B32'F50' | 57·0 | 33·7 | London<br>British | 1 Steam Turbine<br>Swan.Hunter&Wigham-Richardson,Ld.Nwc | |
| 10781 | **Britisher** SteelScSp<br>(*ex*Britannia) ssLaP.No.3-10,11<br>ssLaP.No.1-16<br>1*Dk* | 80<br>80<br>7 | ✠<br>*For Towing purposes*<br>12,16 ✠ | LaP | | | 1902<br>4mo | Cox&Co.<br>Falmouth | **TheAdmiralty** | 86·0<br>BK6" | 16·0 | 9·1 | British<br>4*BHCem* | C.2Cy.15½"&28"-21"<br>45NHP<br>1SB,2*pf*,GS36,HS968<br>Cox&Co.Falmouth | 9 ′ 5 |
| 10782 | **Brito** SteelScSr<br>*Elec.light* 1*Dk&Promenade dk* | *285*<br>*218*<br>*194* | | | ... | | 1907 | Lytham S.B.&E.CoLd<br>Lytham | **A.F.deSouza&Co.** | 141·0<br>FK | 28·1 | 7·6 | Para<br>Brazilian | T.3Cy.12½",21"&34"-24"<br>81NHP<br>LythamSB&ECoLd.Lyt'm | 8 ′ 0 |
| 10783<br>106919<br>PVRB | **Briton** SteelTwinSc3MstSr<br>*Ref.Mchy.* Sub.Sig. Wireless 3*Dks* | 10248<br>8455<br>5154 | | | | | 1897 | Harland& Wolff,Ld<br>Belfast | **TheUnion-Castle MailS.S.Co.Ld.** | 530·3<br>P78'F60' | 60·3 | 36·2 | S'thamptn<br>British<br>*WB* | T.6Cy.33½",55"&90½"-60"<br>1266NHP<br>Harland&Wolff,Ld.Bel. | |
| 10784<br>3493 | — SteelSc<br>*Mchy.Aft Elec.light* 2*Dks* | 2434<br>—<br>1802 | | | | | 1891 | GlobeIron WorksCo.<br>Cleveland,O. | **Charlestown TrustCo.Inc.** | 296·2<br>H75' F36'<br>*WB* | 40·4 | 21·1 | Boston<br>Utd.States | T.3Cy.24",38"&61"-42"<br>241NHP<br>GlobeIrnWksCo.,Clevelnd | |
| 10785<br>NHGT | **Britsum** SteelScSr<br>Wireless ssAms No.3-9,11<br>(*ex*Nettuno,*ex*Avondale) ssRot.No.2-20<br>1*Dk(ptIrn&ptStl)&deepframing* | 2352 ~~2352~~<br>1947<br>1443 | ✠100A1<br>2,22~~1,21~~<br>✠NB9,16 ✠LMC ~~BS5,20~~ 5,21 MS8,20 | Cff<br>Ams | *s* | CL<br>8,20 | 1899<br>9mo | ShortBros.<br>Sunderland<br>A&CP | **Stoomv.Maats. "Oostzee"(Vinke &Co.*Mgrs.*)**<br>*WB=CellDBa90'uE20'f112'673tAPT68t* | 286·0<br>P23'B72'F27'<br>FK | 43·1 | 19·8 | Amstrdam<br>Dutch<br>5*BHCem* | T.3Cy.21",35"&57½"-39" (*s*)<br>160lb 210NHP<br>2SB,6*cf*,GS100,HS3200<br>G.Clark,Ld.Sunderland | 21 ′ 0<br>s 3 ′ 3<br>18 ′ 1 |
| 10786<br>6265<br>KOLP | **Britta** WoodAuxScBn<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 215<br>—<br>144 | | | | | 1919 | Varfs& Roderi.Brage<br>Norrköping | **Varfs&Rederi A/B Brage(E.F. Appeltofft, *Mgr.*)** | 107·3 | 26·3 | 12·8 | Nrrköping<br>Swedish | Oil Engine 2S.C.SA<br>2Cy.10⅝"-11" 14NHP<br>J&CGBolindersCoLd.Skm | |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10787 | **Brittania I.** IronScK<br>ssAms.No.3-1,12<br>ssAms.No.1-16<br>(exCatharina,ex AmrothCastle)<br>1Dk | 155<br>149<br>42 | ✠~~100A1~~<br>Stm Trawler<br>5,21 ~~11,18~~<br>~~BS4,19~~ ✠~~LMC6,16~~ | Ymu | | 6,16 | 1898<br>1mo | Edwards Bros.<br>NorthShields<br>A&CP | Naam.Venn.Zeev. Maats.Arbeid Adelt(J.&G. Fennel,*Mgrs.*) | 105·5\|20·8\|10·9<br>Q19'<br>BK7½" | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.12",19"&32"-22½" (s)<br>160lb 54NHP<br>1SB,2pf,GS25,HS890<br>N E MarineEng.Co.Ld.Sld. | 11″10 | |
| 10788<br>105657<br>HRNO | **Brittany** SteelScSr<br>*Elec.light* 1Dk(Stl)<br>*Ref.Mchy.* | 618<br>522<br>252 | ✠<br>withfreeboard<br>4,14 ✠<br>*ForEnglish Channel Service* | Sou | | | 1910<br>8mo | Earle'sCo. Ld.<br>Hull | L.&S.W.Rly.Co. | 192·0\|29·2\|14·1<br>B51'F38'<br>FK<br>WB=FPT17t | S'thamptn<br>British<br>4BHAsp<br>APT58t | T.3Cy.13½",25"&40"-27"<br>82RHP<br>2SB,4cf,GS89,HS3200<br>Earle'sCo.Ld.Hull | 15″0 | |
| 10789<br>89000<br>JBMS | **Brixham** IronScSr<br>ssDub.2ndNo.3-6,09<br>(exCaptainM'Clure) ssApl.No.2-18<br>*Well deck* 1Dk(Irn)&Web frames | 501<br>405<br>269 | ✠100A1<br>8,20<br>✠NB7,05 ✠LMC<br>MS11,17 BS~~9,20~~10,2 | Abu | h | 9,20 | 1885<br>9mo | Murdoch & Murray<br>P.Glasgow<br>A&CP | ~~J.&A.DavidsonLd~~<br>~~(J.DavidsonJun. Mgr.)~~<br>WB=D | 169·9\|23·6\|14·2<br>Q72'B23'F21'<br>BK7"<br>Ba31'f37'73t FPT | Aberdeen<br>British<br>4BHCem<br>15tAPT9t | C.2Cy.24"&45"-30" (s)<br>84lb 85lb NDB00 90RHP<br>1SB,3pf,GS53,HS1500<br>J.&T.Young,Ayr | 15″2<br>s1″5½<br>14″5 | |
| 10790<br>142671<br>JVMR | **Brixton** SteelScSr<br>*Elec.light* 1Dk(Stl)<br>*Well deck* *Cargo battens not fitted* | 1543<br>1284<br>837 | ✠100A1<br>1,22 ~~2,21~~<br>✠LMC11,18 | Shl<br>Lon | p | CL<br>~~2,21~~<br>1,22 | 1918<br>11mo | Dublin Dkyd.Co.Ld.<br>Dublin<br>Lloyd'sA&CP | SouthMetropolitanGasCo.<br>CellDB171'310 | 240·3\|36·3\|18·4<br>Q94'B52'F23'<br>FK<br>t DTa29'131t FPT | London<br>British<br>4BHCem<br>80tAPT38t | T.3Cy.18",30"&50"-33" (s)<br>180lb 197NHP<br>2SB,6cf,GS97,HS2886 FD<br>J.G.Kincaid&Co.Ld.Grk. | 20″6<br>s2″6½<br>18″3 | |
| 10791<br>HONF | **Bro** SteelSc3MstSr<br>(exBarbro)<br>*Mchy.Aft* 1Dk | 908<br>619<br>408 | | | | | 1901 | Framnes Mek.Værks.<br>Sandefjord | A/S.Luksefjell (Olsen&Ugelstad, *Mgrs.*) | 200·5\|30·1\|13·0<br>P209tH20t | Chrstiania<br>Norwegian<br>WB | T.3Cy.14",24"&37"-27"<br>71NHP<br>AkersMek.Værks.Xia. | | N |
| 10792<br>215988<br>LJQT | **Broad Arrow** SteelScSr<br>*Elec.light* 2Dks(Stl)&Shelter dk(Stl)<br>*Mchy.Aft* &Web frames<br>Sub.Sig. *Longitudinal framing*<br>Wireless | 7796<br>7210<br>4760 | ✠100A1<br>Shelter dk<br>withfreeboard<br>10,21 ~~1,21~~ ✠LMC3,18<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel 3,18 F.P. above 150°F.* | SFo | d† | CL<br>~~7,20~~<br>N10,21 | 1918<br>3mo | NewYork S.B.Corp.<br>Camden,N.J.<br>A&CP | StandardTransportationCo.Inc.<br>CellDBa23'uE& | 467·6\|62·7\|32·0<br>FK | NewYork<br>Utd.States<br>16BHptCem<br>10 to U dk<br>6 ,,2nd ,,<br>B76'463tDT | Q.4Cy.24",35",51"&75"-51"<br>220lb (r) 568NHP<br>3SB,9cf,GS177,HS7804 FD<br>NewYk.SBCorCamdenNJ<br>f40'440tFPT229tAPT131t | 32″0<br>s5″4½<br>27″0 | |
| 10793<br>125327 | **Broch** SteelScK<br>1Dk | 90<br>90<br>38 | | | ... | | 1908 | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | J.Stephen | 84·0\|18·1\|8·8<br>BK7" | Fraserbro<br>British | C.2Cy.11"&27"-16"<br>28RHP<br>J.Abernethy&Co.Abn. | 9″6 | |
| 10794<br>136893<br>JGBL | **Brock** SteelScK<br>ssFlt.No.1-19<br>*Elec.light* 1Dk | 304<br>266<br>122 | ✠100A1<br>StmTrawler<br>6,21 ~~7,19~~ BS6,21<br>~~BS6,20~~ ✠LMC7,19 | Flt | | CL<br>7,19 | 1914<br>8mo | Smith's DockCo.Ld.<br>Middlesbro'<br>Lloyd'sA&CP | WyreSteamTrawlingCo.Ld. (J.N.Ward&Sons,*Mgs.*) | 130·4\|24·0\|13·4<br>Q74'F23'<br>BK7½" | Fleetwood<br>British<br>3BHCem | T.3Cy.13¼",23"&37"-27" (s)<br>180lb 69RHP<br>1SB,3pf,GS53,HS1820<br>Smith'sDockCo.Ld.Mdb. | 14″0 | |
| 10795<br>NPSM | **Brockenhuus Schack** SteelSc<br>*Elec.light* 1Dk | 111<br>92<br>48 | | | | | 1906 | W.H. Jacobs<br>Haarlem | SydfyenskeDampskibsselskab. (H.G.Harder *Mgr.*) | 105·3\|19·2\|7·8<br>Q38'B26' | Svendborg<br>Danish | C.2Cy.15"&30"-18"<br>32NHP<br>W.H.Jacobs,Haarlem | | V |
| 10796 | **Brockeswalde** SteelSc<br>(Trawler)<br>(exNeumayer) 1Dk | 236<br>210<br>88 | | | | | 1917 | J.L.Meyer<br>Papenburg | DeutscheSeefischereiA.-G. | 127·9\|23·3\|10·8<br>Q70'F21' | Cuxhaven<br>German<br>WB | T.3Cy.12⅗",21¼"&33½"-24⅗"<br>55NHP<br>J.L.Meyer,Papenburg | | |
| 10797<br>118063 | **Brocklebank** SteelScSp<br>ssLiv.No.3-4,16<br>ssLiv.No.1-20<br>1Dk(Irn) | 139<br>126<br>4 | ✠100A1<br>*For towing purposes*<br>9,21 ~~7,20~~ ✠LMC<br>MS5,20 BS~~7,20~~7,21 | Liv | | 7,20 | 1903<br>11mo | J.Cran& Co.<br>Leith<br>Lloyd'sA&CP | Alexandra Towing Co.Ld. | 92·0\|20·1\|10·7<br>BK6½"<br>WB | Liverpool<br>British<br>4BHCem<br>=APT4t | C.2Cy.16"&42½"-27" (s)<br>150lb 98RHP<br>1SB,3cf,GS60,HS1560<br>J.Cran&Co.Leith | 12″0 | |
| 10798<br>132124<br>HVNG | **Brocklesby** SteelPad<br>(Ferry)<br>*Elec.light* 1Dk | 508<br>355<br>217 | | | | | 1912 | Earle'sCo. Ld.<br>Hull | GreatCentralRly. | 195·0\|31·1\|8·7 | Grimsby<br>British<br>WB | C.D.2Cy.25"&48"-45"<br>98RHP<br>Earle'sCo.Ld.Hull | | BT till 7,21 |
| 10799<br>145012<br>KGQM | **Brockley** SteelSc<br>*Elec.light* 1Dk(Stl)<br>*Cargo battens not fitted* | 1559<br>1336<br>819 | ✠100A1<br>1,22 ~~9,20~~<br>✠LMC9,20 | Dub<br>Shl | p | CL<br>1,22 | 1920<br>9mo | Dublin Dykd.Co.Ld.<br>Dublin<br>Lloyd'sA&CP | SouthMetropolitanGasCo.<br>CellDB171'306tD | 240·2\|36·2\|19·1<br>B52'F23'<br>FK<br>Ta29'121t FPT80t | London<br>British<br>4BHCem<br>APT38t | T.3Cy.18",30"&50"-33" (s)<br>180lb 172NHP<br>2SB,6cf,GS97,HS2886<br>J.G.Kincaid&Co.Ld.Grk. | 21″4<br>s2″11<br>18″8 | |
| 10800<br>157088 | **Brockton** WoodScSr<br>(exDanville)<br>*Elec.light* Wireless 3Dks | 1298<br>—<br>909 | | | | | 1882 | Woodall& Co.<br>Baltimore | ColonialNav.Co. | 208·2\|34·9\|22·4 | NewYork<br>Utd.States | C.2Cy.30"&50"-36"<br>125NH<br>C.Reeder&Sons,Baltimore | | |
| 10801<br>108793<br>QSHF | **Brodholme** SteelScSr<br>ssNap.2ndNo.3-11,20<br>(exNairnshire)<br>*Ref.Mchy.* 2Dks(Stl)&deep<br>*Elec.light* framing&Shelterdk<br>*Now named* "Gothicstar," *See No. 37502 in Supplement* | 5747<br>5228<br>3679 | ✠100A1<br>11,20<br>✠NB(P)11,20<br>✠LMC11,20<br>✠Lloyd'sRMC11,20<br>*Fitted for oil fuel 11,20 F.P. above 150°F.* | Nap | a† | CL<br>11,20 | 1899<br>2mo | Clydebank E.&SB.Co.Ld<br>Clydebank<br>Lloyd'sA&CP | UnionColdStorageCo.Ld.(BlueStar Line(1920)Ld. *Mgrs.*)<br>WB=CellDBa105 | 420·5\|54·7\|28·8<br>P50'B&F352'<br>FK<br>'uE30'f210'1083t | London<br>British<br>7BHCem<br>FPT165t | T.3Cy.30",48"&76¾"-54" (r)<br>160lb 100lb 493NHP<br>3SB,9cf,GS167,HS6660 FD<br>ClydebankE.&S.B.Co.Cbk. | 32″0<br>s5″0½<br>27″4 | |
| 10802<br>137052<br>JPKL | **Brodsworth** SteelScSr<br>ssBly.No.1-22<br>(exElmpark) 1Dk(Stl)<br>*Elec.light* Wireless | 2161<br>1825<br>1350 | ✠100A1<br>1,22 ~~3,20~~<br>✠LMC~~4,17~~ 2,22 | Nwc<br>Bly | r | CL<br>~~10,18~~<br>2,22 | 1917<br>4mo | Brys& Gylsen,Ld.<br>Glasgow<br>Lloyd'sA&CP | RobertStanley ShippingCo.Ld. (R.S.Dalgliesh, *Mgr.*)<br>CellD | 280·0\|41·8\|19·1<br>P22'B68'F29'<br>FK<br>B237'567t FPT55t | Newcastle<br>British<br>4BHCem<br>APT46t | T.3Cy.21",35"&57"-36" (r)<br>180lb 100lb 228NHP<br>2SB,6cf,GS113,HS3734<br>Cooper&Greig,Ld.Dundee | 20″9<br>s3″1<br>18″1 | |
| 10803<br>146046 | **Broil** SteelScK<br>1Dk(Stl) | 97 | ✠100A1<br>*For fishing purposes*<br>9,21 ~~9,19~~ ✠LMC9,19 | Lwt<br>Abn | | CL<br>9,21 | 1919<br>9mo | JWBrooke &Co.Ld.<br>Lowestoft<br>Lloyd'sA&CP | ~~TheAdmiralty~~<br>~~D.Mair W.Smith~~<br>D.Mair | 86·0\|18·5\|9·3<br>BK7½" | Banff<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>W.Beardmore&Co.Ld. Coatbridge | 10″0 | |
| 10804 | **Bromberg** SteelSc<br>(Trawler)<br>*Elec.light* 1Dk | 227<br>211<br>86 | | | | | 1920 | Deutsche WerkeA.G.<br>Kiel | Wilhelmshavener Hochseefischerei A.G. | 119·3\|24·2\|9·6<br>H48' | Rüstringn<br>German<br>WB | T.3Cy.13",20½"&32¼"-22⅘"<br>50NHP<br>DeutscheWerke,A.G.Kiel | | |
| 10805<br>216943<br>LMWQ | **Bromela** WoodTwinSc<br>*Elec.light* 2Dks<br>Wireless *Specially treated* | 2959<br>2465<br>1747 | 12A-<br>1,19<br>BS10,19 LMC1,19 | Sea | | CL | 1918<br>5mo | Gray'sHarborMotor ShipCorp.<br>Abrdeen,Wsh | UnitedStates ShippingBoard | 273·5\|49·1\|25·9<br>P22'B62'F34' | Seattle<br>Utd.States | T.6Cy.15½",26"&44"-26" (s)<br>200lb GS156 HS5036 324NHP<br>2 Water Tube Boilers FD<br>MurrayIronWorks, Burlington,Iowa | 28″2<br>s4″8 | |
| 10806<br>122718<br>HFPL | **Bromelia** SteelScK<br>ssLiv.No.3-11,19<br>1Dk | 242<br>224<br>121 | ✠100A1<br>StmTrawler<br>1,21<br>BS1,21 ✠LMC10,19 | Gms | | CL<br>10,19 | 1906<br>2mo | Cochrane &Sons<br>Selby<br>Lloyd'sA&CP | T.W.Baskcomb | 126·2\|22·0\|11·4<br>Q67'F19'<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.12¼",22"&35"-24" (s)<br>180lb 63RHP<br>1SB,2pf,GS33,HS1090<br>C.D.Holmes&Co.Hull | 12″4 | |

| 1<br>Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ✻ 10807<br>118482<br>HBDS | **Bromley** SteelScSr<br>ssNwc.No.3-7,17<br>1*Dk*(*Stl-pt* ws)<br>*Cargo battens not fitted* | 565<br>450<br>289 | ✠100A1<br>5,21 ~~4,20~~<br>~~BS4,20~~ ✠LMC12,16<br>BS5,21 | Nwc<br>Lon | *h* | CL<br>~~4,20~~<br>5,21 | 1904<br>8mo<br><br>*Lloyd* | W.Dobson<br>&Co.<br>Newcastle<br>'*sA&CP* | CommercialGasCo.<br><br><br>*WB = CellDBa*48 | 165·3<br>B29'F16'<br>FK<br>*uE*9' *f*62'151*tFPT* | 30·0 | 12·8 | London<br>British<br>4*BHCem*<br>39*tAPT*36*t* | T.3Cy.15½",25"&41"-27" (*s*)<br>180lb ~~70lb~~ 90RHP<br>1SB,3*cf*,GS48,HS1746<br>J.P.Rennoldsn&Sns,S.Shl. | 13 · 6<br>s1 · 11½<br>12 · 1 |
| ✻ 10808<br><br>MLBT | **Bromma** SteelScSr<br>ssXia.3rdNo.3-3,22 ~~Xia2ndNo.3-7,17~~<br>Wireless (*ex*Sagatind,*ex*Lisa,<br>*ex*HeleneHorn,*ex*Galeb) 1*Dk*(*Stl*)<br>*ptAwng dk*(*Stl*)&*Web frames* | *1807*<br>*1359*<br>*1128* | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>3,22 ~~3,10~~<br>3,22<br>~~BS5,20~~ ✠LMC~~1,17~~ | Goo<br>Xia | *q* | ~~3,10~~<br>N3,22 | 1895<br>10mo<br><br>*Lloyd* | Campbel-<br>townS.B.Co<br>Campbeltwn<br>'*sA&CP* | D/S A/S Bro.<br>(H.Hanson, *Mgr.*) | 260·4<br>Q106'H17*t*F35'<br>*ptAwng dk*167' FK<br>*CellDBa*60'*f*108'27 | 36·9 | 18·4 | Christiana<br>Norwegian<br><br>5*tAPT*102*t* | T.3Cy.20",33"&53"-36" (*s*)<br>165lb 166NHP<br>2SB4*cf*,GS88,HS~~702~~2444<br>J.G.Kincaid&Co.Grk. | 19 · 6<br>s7 · 7½<br>19 · 2 |
| ✻ 10809<br>217027<br>LNFV | **Brompton** WoodTwinSc<br>*Elec.light* Hardwood treenails. 2*Dks*<br>Wireless *Specially treated* | 2940<br>2443<br>1733 | ✠12A-<br>3,20<br>BS3,20 LMC12,18 | Hav | | CL | 1918<br>6mo | Grays Har-<br>borMotor<br>ShipCorp.<br>Abrdeen,Wsh | UnitedStates<br>ShippingBoard | 273·5<br>P22'B62'F34' | 49·0 | 25·6 | Seattle<br>Utd.States | T.6Cy.15½",26"&44"-26" (*s*)<br>200lbGS156,HS2518,324NHP<br>2WaterTubeBoilers FD<br>MurrayIronWorks,<br>Burlington,Iowa | 28 · 5<br>s4 · 8 |
| ✻ 10810<br>129738<br>HPWL | **Bromsgrove** SteelScSr<br>ssLth.No.2-18<br>*Well deck* 1*Dk*(*Stl*)&*deep framing*<br>*Elec.light*<br>*Cargo battens not fitted* | 1445<br>1127<br>833 | ✠100A1<br>3,21 ~~11,20~~<br>~~BS11,20~~ ✠LMC~~11,18~~<br>2,22 | Shl | *o* | CL<br>~~1,20~~<br>2,22 | 1909<br>11mo<br><br>*Lloyd* | J.Crown&<br>Sons,Ld.<br>Sunderland<br>'*sA&CP* | TheHillSteam<br>ShippingCo.Ld.<br>(Witherington&<br>Everett, *Mgrs.*)<br>*WB = CellD* | 239·5<br>P24'Q59'B50'F26'<br>FK | 36·0 | 15·7 | Newcastle<br>British<br>4*BHCem*<br><br>*Ba*65' *uE*17 | T.3Cy.19",31"&51"-36" (*s*)<br>180lb *90lb* 174NHP<br>1SB,4*pf*,GS66,HS2743<br>N.E.MarineEng.CoLd.Sld.<br>*f*104'349*tFPT*53*tAPT*92*t* | 17 · 9<br>s1 · 8½<br>16 · 4 |
| ✻ 10811<br>217201<br>LNRP | **Broncho** WoodTwinSc<br>*Elec.light* Wireless 2*Dks*<br>*Specially treated* | 2941<br>2442<br>1761 | ✠ 12A-<br>6,20<br>BS1,20 LMC11,18 | NNs | | CL | 1918<br>7mo | Grays Har-<br>borMotor<br>ShipCorp.<br>Abrdeen,Wsh | UnitedStates<br>ShippingBoard | 274·1<br>P22'B62'F34' | 49·1 | 25·8 | Seattle<br>Utd.States | T.6Cy.15½",26"&44"-26" (*s*)<br>200lb 324NHP<br>2 Water Tube Boilers<br>GS156,HS5036 FD<br>SumnerI.W.Everett,Wash. | 28 · 7<br>s4 · 8 |
| 10812<br>146623<br>KBHN | **Bronte** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 5314<br>4759<br>3233 | ✠100A1<br>9,21 ~~11,20~~<br>✠LMC6,19 | Ant<br>Gls | *z* | CL<br>~~11,20~~<br>9,21 | 1919<br>6mo<br><br>*Lloyd* | A.McMil-<br>lan&Son,Ld.<br>Dumbarton<br>'*sA&CP* | Liverpool,Brazil&<br>RiverPlateS.N.Co.<br>(Lamport&Holt,<br>Ld.) *CellDB* | 400·5<br>P49'B113'F39'<br>FK<br>347'1062*t FPT* 126*t* | 52·2 | 28·5 | Liverpool<br>British<br>7*BHptCem*<br>*APT*224*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Rankin&BlackmoreLdGrk | 31 · 0<br>s6 · 1½<br>25 · 3 |
| 10813<br>202348 | **Bronx** SteelSc<br>(*Screwsfore&aft*) (*Ferry*)<br>*Elec.light* 2*Dks* | 1954<br>—<br>1329 | | | | | 1905 | Maryland<br>SteelCo.<br>Sparro'PtMd | City of NewYork | 246·4 | 46·1 | 18·4 | NewYork<br>Utd.States | C.4Cy.22½"&50"-30"<br>228NHP<br>MarylandStl.Co.Sparr'Pt. | |
| 10814<br>102687<br>NJQD | **Bronzite** SteelSc3MstSr<br>ssAyr2ndNo.3-8,20<br>*Well deck Mchy.Aft*<br>(*ex*PrincessThyra,*ex*Citrine) 1*Dk*(*Irn*) | 602<br>434<br>237 | ✠100A1<br>8,20<br>BS1,22 ✠LMC9,20 | Ayr | *i* | CL<br>9,20 | 1894<br>5mo | Scott&<br>Sons<br>Bowling<br>A&CP | W.Robertson | 180·0<br>Q90'B11'F37'<br>BK7½"<br>*WB = CellDB*95' | 29·1 | 10·6 | Glasgow<br>British<br>3*BHCem*<br>140*tFPT*22*t* | T.3Cy.17½",27¼"&44"-30"<br>160lb (*s*) 108NHP<br>1SB,3*pf*,GS63,HS1650<br>Muir&Houston,Glasgow | 13 · 0<br>s · 8<br>13 · 2 |
| 10815<br>120682<br>HFWR | **Brook** SteelScSr<br>ssNwc.No 3-10,19<br>*Well deck* 1*Dk*(*Stl*)&*deep framing*<br>*Cargo battens not fitted* | 1436<br>1163<br>891 | ✠100A1<br>~~5,21 10,20~~ 2,22<br>~~BS10,20~~ ✠LMC10,19<br>BS6,21 | Nwc<br>Sld | *p* | CL<br>~~10,20~~<br>2,22 | 1906<br>3mo<br><br>*Lloyd* | S.P. Austin<br>&Son,Ld.<br>Sunderland<br>'*sA&CP* | BrentfordGasCo.<br>(S Clarke&Co *Mgs*)<br>*WB =*<br>*CellDBa*67'*uE*& | 248·0<br>P24'Q61'B50 F27'<br>FK<br>*B*35'*f*109'404*tFPT* | 36·3 | 15·9 | London<br>British<br>4*BHCem*<br>60*tAPT*76*t* | T.3Cy.19",31"&51"-36" (*s*)<br>160lb *90lb* 160NHP<br>1SB,~~4cf~~,GS76,HS2442<br>G.Clark,Ld.Sunderland | 18 · 3<br>s1 · 11½<br>16 · 7 |
| 10816 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 237<br>222<br>92 | | | | | 1920 | Reiherst'g<br>Schiffsw.<br>Hamburg | Deutsche<br>Seefischerei,A.G. | 125·4<br>H39'F19' | 24·2 | 9·6 | Cuxhaven<br>German<br>*WB* | T.3Cy.13",23 9/10"&33½"-22⅗"<br>54NHP<br>ReiherstMaschinenf.Ham. | |
| ✻ 10817<br>217363<br>LPBS | **Brookdale** WoodTwinSc<br>*Elec.light* Wireless 2*Dks*<br>*Specially treated* | 2935<br>2437<br>1731 | ✠ 12A1<br>4,20<br>BS4,20 LMC1,19 | Sea | *t* | CL | 1918<br>8mo | GraysHar-<br>borMotor<br>ShipCorp.<br>Abrdeen,Wsh | UnitedStates<br>ShippingBoard | 272·5<br>P22'B62'F34' | 49·1 | 25·8 | Seattle<br>Utd.States | T.6Cy.15½",26"&44"-26" (*s*)<br>200lb 324NHP<br>2 Water Tube Boilers<br>GS156,HS2518 FD<br>MurrayIWBurlingtnIowa | 28 · 6<br>s4 · 6½ |
| 10818 | **Brookhaven** WoodTwinSc<br>Damaged by Fire2,21-in port<br>*SpeciallyTreated* 2*Dks*<br>*Elec.light* | 2923<br>2399<br>1714 | ~~12A1~~<br>4,20<br>~~BS4,20~~ ~~LMC4,19~~ | NYk | *t* | CL | 1918<br>10mo | Grays Har-<br>borMotor<br>ShipCorp.<br>Abrdeen,Wsh | | 272·0<br>P33'B62'F34' | 49·2 | 25·2 | <br>British | T.6Cy.15½",26"&44"-26" (*s*)<br>200lb 325NHP<br>2 WaterTubeBoilers<br>HS2518 FD<br>DodgeBrosMfgCoIndiana | 28 · 1<br>s4 · 6½ |
| 10819<br>219998<br>LWMJ | **Brookline** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>Sub.Sig. Wireless | 5527<br>4985<br>3965 | | | | | 1920 | Atlantic<br>Corporation<br>Portsmouth,<br>N.H. | UnitedStates<br>ShippingBoard | 410·5<br>P44'B115'F47' | 54·2 | 27·0 | Portsmth,<br>N.H.<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"-48"<br>360NHP<br>AtlanticCorp. | |
| 10820<br>202349 | **Brooklyn** SteelSc<br>*Screwsfore&aft* (*Ferry*)<br>*Elec.light* 2*Dks* | 1954<br>—<br>1329 | | | | | 1905 | Maryland<br>SteelCo.<br>Sparro'PtMd | City of NewYork | 246·4 | 46·1 | 18·4 | NewYork<br>Utd.States | C.4Cy.22½"&50"-30"<br>228NHP<br>MarylandStl.Co.Sparr'.Pt. | |
| 10821<br>31705<br>LHDB | — WoodSc<br>*Fitted for oil fuel*<br>1*Dk* | 333<br>271<br>216 | | | | | 1901 | J.Lind-<br>strom,Aber-<br>deen,Wash. | Sudden&Christen-<br>son | 137·0 | 34·1 | 10·5 | S.Frncisco<br>Utd.States | C.2Cy.12½"&27"-20"<br>27NHP<br>FultonE.&.S.B.Wrks.S.Fo. | |
| 10822<br>207864<br>LBQF | — SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 194<br>—<br>131 | | | | | 1910 | W Cramp&<br>SonsS&EBCo<br>Philadelphia | NewYorkDockCo. | 91·7 | 24·1 | 12·1 | NewYork<br>Utd.States | C.2Cy.18"&36"-26"<br>55NHP<br>W.Cramp&SnsS&EBCPhl | |
| ✻ 10823<br>218105<br>LRGD | **Brookside** WoodTwinSc<br>*Elec.light* Wireless 2*Dks*<br>*Specially treated* | 2946<br>2426<br>1729 | ✠12A1<br>6,20<br>BS8,20 LMC6,19 | NNs | *t* | CL | 1918<br>12mo | Gray'sHar-<br>borMotor<br>ShipCorp.<br>Aberdeen,<br>CP Wash. | UnitedStates<br>ShippingBoard | 273·7<br>P22'B62'F34' | 49·1 | 25·5 | Seattle<br>Utd.States | T.6Cy.15½",26"&44"-26" (*s*)<br>200lb HS5036 324NHP<br>2 Water Tube Boilers FD<br>Gray'sHarborMotorship<br>Corp.Abn.Wash. | 28 · 5<br>s4 · 6½ |
| ✻ 10824<br>119973<br>KODW | **Brookvale** SteelScSr<br>ssLiv.No.3-7,19<br>(*ex*Arvonian) 1*Dk*(*ptIrn&ptStl*)&<br>Wireless *deepframing* | 2833<br>2588<br>1786 | ✠100A1<br>~~1,21 4,20 7,21~~<br>12,21<br>BS4,21 ✠LMC~~4,16~~ MS12,21DBS12,21 | Bry<br>~~Bh~~ Ham | *u* | CL<br>~~4,20~~<br>12,21 | 1905<br>9mo<br><br>*Lloyd* | Richardsn,<br>Duck&Co.<br>Stockton<br>'*sA&CP* | RhonddaShipping<br>&CoalExporting<br>Co.(Owen&James,<br>*Mgrs.*)<br>*CellDBa*112' | 331·3<br>P30'B170'F29'<br>FK | 47·6 | 20·1 | Liverpool<br>British<br>6*BHCem*<br><br>*uE*28' *f*146 | T.3Cy.23½",39"&64"-42" (*s*)<br>160lb ~~90lb~~ *90lb* 276NHP<br>2SB,6*rf*,GS122,HS4300<br>Blair&Co.Ld.Stockton<br>824*tFPT*80*tAPT*112*t* | 22 · 6<br>s2 · 11½<br>19 · 11 |
| 10825<br>218941<br>LSWH | **Brookwood** WoodTwinSc<br>*Elec.light* Wireless 2*Dks* | 2920<br>2406<br>1738 | | | | | 1919 | PugetSnd<br>Bridge&<br>DredgingCo.<br>Seattle,Wsh. | UnitedStates<br>ShippingBoard | 273·5<br>P22'B65'F36' | 49·4 | 25·9 | Seattle<br>Utd.States | T.3Cy.15½",26"&44"-26"<br>99NHP | |
| ✻ 10826<br>118188<br>HFMT | **Broom** SteelScSr<br>ssGls.No.3-9,17<br>(*ex*JamesCrombie)<br>*Elec.light* 1*Dk*&*lower dk forward* | 576<br>460<br>231 | ✠100A1<br>12,20<br>BS12,20 ✠LMC10,17 | Ayr | *k* | 9,19 | 1904<br>10mo<br><br>*Lloyd* | Ramage&<br>Ferguson,Ld.<br>Leith<br>'*sA&CP* | ~~LairdLine,Ld.~~<br>CityofCorkSteam<br>PacketCo.Ld.<br>*WB = Cell* | 186·4<br>P29'B75'F61'<br>FK<br>*DB a* 33' 18*t FPT* | 28·1 | 13·8 | Glasgow<br>British<br>4*BHCem*<br>17*tAPT*25*t* | T.3Cy.17",27"&45"-33" (*r*)<br>100lb 135NHP<br>1SB,3*cf*,GS68,HS2200<br>Ramage&Fergusn,Ld.Lth. | 14 · 6<br>s1 · 9½<br>13 · 2 |

Now named "Lismore," See No. 38247 in Supplement

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Year Assigned now expired Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. & Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10827<br>146270 | Broomlough SteelSc<br>Mchy.Aft Welldeck 1Dk(Stl) | ~~300~~ 311<br>206<br>113 | ✠100A1<br>11,21<br>~~(ClassContemplated)~~<br>✠LMC11,21 | Gls | d | CL | 1921<br>11mo<br>Lloyd's A&CP | RennieRitchie &Newport S.B Co.Ld.<br>Rutherglen | ~~A.King,Ld.~~ AlexanderKingLd | 130·7<br>~~130·0~~<br>~~Q18'H8'~~F28'<br>Q19'B8' FK<br>FPT33 | 22·6<br>~~22·5~~ | 9·9<br>~~10·5~~ | Glasgow<br>~~Belfast~~<br>British<br>3BHCem<br>APT16t | C.2Cy.15"&32"-24" (8)<br>130lb 63RHP<br>1SB,2pf,GS40 HS1240<br>Gauldie&Gillespie,Gls. | 10 " 6<br>s " 8<br>10 " 2 | |
| 10828<br>1404<br>HVJM | Bror CompScSr<br>(exLjusneJernverk) 1Dk | 219<br>158<br>103 | | | | | 1873 | J.Råst<br>Söderhamn | GotlandsFårö Kalkaktieb.(K.F. Carlsson,Mgr.) | 102·4<br>Q33'B22'F15' | 23·4 | 10·6 | Stockhlm<br>Swedish | C2Cy.10¾"&19½"-14½"&17½"<br>13NHP<br>BergsundsM.V.Aktb.Skm. | | |
| 10829<br>125311 | Brothers' Gem SteelScK<br>1Dk | 96<br>91<br>36 | | | ... | | 1907 | Charlton& Doughty,Ld.<br>Grimsby | G.Walker,Jr. | 86·2 | 18·5 | 8·7<br>BK7½" | Fraserbro<br>British<br>WB | C.2Cy.11¼"&27"-16"<br>31RHP<br>Crabtree&Co.Ld.Gt.Yar. | 9 " 6 | |
| 10830<br>TCJK | Brouwer SteelTwinSc<br>Fitted for oil fuel<br>Elec.light 1Dk&Shadedk | 545<br>—<br>324 | | | | | 1898 | Huijgens& vanGelder<br>Amsterdam | Koninkl.Paketv. Maats. | 164·0<br>P47'F42' | 27·6 | 11·0 | Batavia<br>Dutch | C.4Cy.16"&32"-18"<br>72NHP<br>Maats.deSchelde,Vlissngn | | V |
| 10831<br>131358 | Brown SteelScSp<br>(Whaler)<br>1Dk | 102<br>100<br>37 | | | | | 1910 | Akers Mek.Værks<br>Christiania | Consolidated WhalingCorp.Ld. | 91·8 | 18·0 | 11·2 | Liverpool<br>British | T.3Cy.12",18"&30"-18"<br>46RHP<br>Akers,Mek.Værks.Xia. | | |
| * 10832<br>140646<br>KOHJ | Browning SteelScSr<br>Elec.light 2Dks(Stl)<br>Wireless | 5332<br>4784<br>3150 | ✠100A1<br>10,21~~3,21~~<br>✠LMC8,19 | Liv | y | CL<br>11,21 | 1919<br>9mo<br>Lloyd's A&CP | A.McMillan&Son,Ld.<br>Dumbarton | Liverpool,Brazil& RiverPlateStm. Nav.Co.Ld.(Lamport&Holt,Ld. Mgrs.) | 400·8<br>P49'B113'F39'<br>CellDB FK<br>345'1061tFPT126t | 52·2 | 28·5 | Liverpool<br>British<br>7BHptCem<br>APT224t | T.3Cy.27",44"&73"-48" (s)<br>180lb 120lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>J.G.Kincaid&Co.Ld.Grk. | 31 " 0<br>s6 " 1½<br>25 " 3 | |
| * 10833<br>~~220314~~<br>~~LWVN~~<br>132422<br>NTSG | Broxton WoodSc<br>Elec.light Salted 2Dks3trBin foreholds<br>Wireless | 3585<br>3293<br>2664 | ✠12A1<br>7,20 | Sea<br>LMC7,20<br>BS7,21 | | | 1919<br>9mo<br>CP | Puget Sound Bridge &Dredging Co.<br>Seattle,Wash | ~~UnitedStates ShippingBoard~~<br>TheBroxtonLd | 312·5<br>F40' | 49·6 | 29·4 | ~~Seattle~~<br>~~Utd.States~~<br>Lyttleton<br>British | T.3Cy.19",32"&56"-36" (s)<br>200lb HS5566 294NHP<br>2 Water Tube Boilers<br>WorthingtonPump& Mchy.Co.Buffalo,N.Y. | 32 " 1<br>s7 " 4 | |
| * 10834<br>545<br>HTSG | Broxvik IronScSr<br>(exIbis,exLouise, exCousinsArbib) ssHbg.3rdNo.3-10,17<br>1Dk(Irn)2trB<br>Well deck Cargo battens not fitted | 1469<br>1155<br>869 | ✠100A1<br>7,20<br>BS1,20 | Hbg<br>LMC10,17 | q | 7,20 | 1882<br>9mo<br>A&CP | R.Dixon& Co.<br>Middlesbro' | NorrköpingsRederiA/B (K. Henningson,Mgr.) | 260·4<br>Q99'B62'H35tF31'<br>BK9"<br>DBa74' f42'&u | 35·2 | 17·4 | Nrrköping<br>Swedish<br>4BHCem<br>E&B44'337t | C.2Cy.30⅛"&62"-39" (b<br>80lb 70lb 188NH<br>1DB,4pf,GS67,HS3107<br>Blair&Co.Ld.Stockton | 13 " 6<br>s1 " 11½<br>17 " 5 | |
| 10835<br>121633 | Bruce SteelTwinSc<br>(Bucket Hopper Dredger) 1Dk<br>Elec.light Wireless | 728<br>706<br>418 | | | ... | | 1905 | W.Simons &Co.Ld<br>Renfrew | Alexandra(Newport&S.Wales) Docks&Rlwy.Co. (J.H.VickeryMgr) | 189·7<br>F25' FK | 35·1 | 14·5 | Newport<br>British | T.6Cy.13",20½"&34½"-22"<br>141NHP<br>W.Simons&CoLd.Renfrew | 15 " 0 | |
| 10836<br>84910 | — IronScDy | 103<br>101<br>43 | | | ... | | 1883 | Hawthorns &Co.<br>Leith | J.Gove | 92·8<br>F12' | 18·0 | 9·4 | Aberdeen<br>British | C.2Cy.15"&27"-21"<br>32RHP<br>Hawthorns&Co.Leith | | |
| 10837<br>110859<br>SDMK | Brucklay SteelScK<br>ssGms.No.3-11,18<br>1Dk | 182<br>171<br>77 | | | ... | N1,21 | 1900<br>12mo | Hall,Russell&Co.Ld.<br>Aberdeen | WalkerStm.Trawl FishingCo.Ld. (A.Walker,Mgr.) | 110·2 | 21·2 | 11·4<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.11½",19"&33"-22"<br>180lb 59RHP<br>1SB,2pf,GS32,HS969<br>Hall,Russell&Co.Ld.Abn. | 12 " 1 | |
| 10838<br>131908<br>KGWF | Bruges SteelTwinSc<br>Elec.light Sub.Sig. 2Dks&Shelterdk<br>Wireless (ptStl-teak s)<br>CruiserStern | 2949<br>2373<br>1268 | ✠ A1<br>Shelter dk withfreeboard<br>~~11,21~~ ~~8,20~~ 3,22<br>✠LMC9,20<br>Harwich, Antwerp & Hook of Holland Service | Gls<br>~~Lon~~ Rot | | | 1920<br>7mo<br>Lloyd's A&CP | J.Brown& Co.Ld.<br>Glasgow | Gt.EasternRly.Co. | 321·6<br>F131'on Shelter dk<br>FK<br>CellDBuE&B 40'61tDTf44'39t FPT9t APT39t | 43·1 | 17·9 | Harwich<br>British<br>ptAspptCem<br>8BHtoSh dk<br>1 " " U " | 4SteamTurbines geared to 2 Screw Shafts 200lb (r)<br>5SB&1AuxSB,21cf,GS434, HS14731 FD<br>J.Brown&Co.Ld.Glasgow | 26 " 6<br>s11 " 5<br>15 " 6 | BT till 9,21 |
| 10839<br>141816<br>~~ODUA~~ | Brumath WoodTwinSc<br>Elec.light Mchy.Aft 1Dk | ~~1144~~ 1141<br>~~820~~ 820<br>~~662~~ 662 | | | | | 1919 | Three RiversShipyards.Ld.<br>ThreeRivers, P.Q. | ~~FrenchGovernment~~ ~~Rioux~~ Cie GaspéCotier | 195·5<br>P98'F28' | 40·1 | 15·3 | ~~Havre~~<br>~~French~~<br>Quebec<br>British | C.4Cy.12"&24"-16"<br>48RHP ~~33NHP~~<br>CanadianAllis-Chalmers, Ld.Bridgeburg,Ont. | | |
| 10840 | Brun von Warendorp SteelScSr | 999<br>714<br>600 | | | | | 1915 | Atlas Werke,A.G.<br>Bremen | Hanseatische DmpfsfahrtsGes. | 216·5<br>P&B113'F29' | 32·8 | 13.1 | Lübeck<br>German<br>WB | T 3Cy18 1/16" 29½"&45 7/16"-29½"<br>113NHP<br>AtlasWerke,A.G.Bremen | | |
| 10841<br>121147<br>HGPJ | Brundah SteelScSr<br>Elec.light Ref.Mchy. 2Dks | ~~884~~ 888<br>815<br>~~547~~ 495 | | | | | 1906 | DJ Dunlop &Co.<br>Pt.Glasgow | NorthCoastSteam Nav.Co.Ld. | 200·2 | 30·1 | 17·9 | SydnyNSW<br>British | T.3Cy.17",28½"&47"-30"<br>121NHP<br>D.J.Dunlop&Co.Pt.Gls. | | |
| 10842 | Brunhild SteelTwinSc<br>(exJaroslawna,exYacht)<br>Elec.light 1Dk | 200<br>156<br>54 | | | | | 1898 | F.Schichau<br>Elbing | Hochseefischerei J.WietingAkt.Ges. | 145·7<br>H79'F16' | 21·2 | 10·8 | Brmrhavn<br>German<br>WB | T6Cy13¾",21 7/16"&30 7/16"-15¾"<br>75NHP<br>F.Schichau,Elbing | | |
| 10843<br>137264<br>MFSR | Brunla SteelScSr<br>Mchy.Aft 1Dk | 750<br>573<br>395 | | | | | 1909 | AkersMek. Værks.<br>Christiania | A/SNordsjöen (Rich.Peterson, Mgr.) | 198·9<br>P68tH35tF16t | 29·2 | 12·3 | Chrstiania<br>Norwegian | T.3Cy.16",25½"&43"-30"<br>101NHP<br>AkersMek.Værks.Xia. | | N |
| 10844<br>MFRN | Bruno SteelScSr<br>Elec.light 1Dk | 1143<br>962<br>663 | | | | | 1909 | Fredrkstad Mek.Værks.<br>Fredrikstad | A/SBonheur (Fred.Olsen&Co. Mgrs.) | 228·4<br>P43tH76tF8t | 36·2 | 15·8 | Chrstiania<br>Norwegian<br>WB | T.3Cy.16½",27"&45½"-31"<br>115NHP<br>FredrikstadM.V.Frdstad | | N |
| 10845 | — SteelSc<br>(Tug)<br>1Dk | 125<br>119<br>1 | | | | | 1918 | A Pannevis<br>Alphen a/d Rijn | BureauWijsmuller | 87·3 | 21·2 | 9·3 | TheHague<br>Dutch | T.3Cy.13",21"&34"-16"<br>Machinefab. 46NHP<br>Avontuur,Dordrecht | | V |
| 10846 | Brunshausen SteelSc<br>(Tug)<br>1Dk | 215<br>199<br>85 | | | | | 1897 | G.Seebeck Act.Ges.<br>Bremerhaven | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 115·1<br>H21' | 22·2 | 13·3 | Hamburg<br>German<br>WB | C.2Cy.20"&39"-25"<br>63NHP<br>G.SeebeckA.G.,Gstmnde. | | |
| 10847<br>3749<br>KNJD | Brunswick WoodScSr<br>1Dk | 532<br>—<br>283 | | | | | 1898<br>1903 | A.M.Simpson<br>Nrth Bend,Or | UnionLumberCo.<br>Rebuilt by Hay & Wright,Alameda. | 161·3 | 34·4 | 12·2 | S.Frncisco<br>Utd.States | T.3Cy.14",22½"&36"-24"<br>NB10 63NHP<br>GldnState&MinrsI.W.SFo | | |
| 10848<br>112056 | — WoodScSr<br>1Dk | 184<br>104<br>73 | | | | | 1901 | JEBigelow<br>Canning,N.S. | St.GeorgesS.S.Co.Ld. (T.Butler, Mgr.) | 110·0 | 23·0 | 8·7 | SJhnsNFL<br>British | C.2Cy.15"&32"-24"<br>42RHP<br>J.Flemming,St.John,N.B. | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10849<br>110627 | **Brunswick** SteelScSp<br>ssLiv.No.2-21 ssLiv.No.3-5,12<br>~~ssLiv.No.1-17~~<br>1Dk(Irn) | 150<br>130<br>1 | ✠100A1<br>For Towing purposes<br>10,21 ~~12,19~~<br>✠LMC 7,21 | Liv | | ~~12,19~~<br>10,21 | 1899<br>12mo<br>Lloyd | J.Jones&Sons<br>Liverpool<br>'sA&CP | AlexandraTowing Co.Ld. | 92·0\|20·1\|10·9<br>BK6½"<br>W | Liverpool<br>British<br>4BHCem<br>B=APT3t | C.2Cy.16"&42½"-27" (s)<br>150lb 69RHP<br>1SB,3cf,GS56,HS1498<br>J.Jones&Sons,Liverpool | 12 ′ 0 |
| 10850<br>NHLQ | **Brunswijk** SteelScSr<br>ssRot.No.2-19<br>Elec.light Wireless 1Dk(Stl)<br>Sub.Sig. | 2142<br>1958<br>1350 | ✠100A1<br>7,21 ~~8,20~~<br>BS7,21 ✠LMC5,19 | Rot | s | ~~5,19~~<br>7,21 | 1912<br>1mo | Schpw.v.<br>JanSmit,Czn.<br>Alblasserdm<br>A&CP Inter | Maats.Stoomschip Brunswijk(Erhrdt &Dekkers,Mgrs.)<br>mediateBH in fore | 287·3\|42·1\|19·4<br>P21'B72'F33'<br>FK<br>hold dispensed with<br>WB= | Rotterdm<br>Dutch<br>Cem<br>4BH only<br>CellDBa84' | T.3Cy.21",35"&57"-39" (r)<br>160lb 100lb 221NHP<br>2SB,6cf,GS108,HS3586<br>Maats.deSchelde,Flushing<br>uE18'f120'589tAPT68t | 21 ′ 11<br>s 3 ′ 3<br>19 ′ 6 |
| 10851 | **Brunton** SteelSc<br>For full particulars See No.36443 in Supplement<br>Mchy.Aft | 300<br>116<br>99 | 100A1<br>(ClassContemplated) | | | | 1921 | J.Cran&SomervilleLd<br>Leith | CheviotCoasters, Ld.(G.T.Gillie&Co Mgrs.) | 130·0\|22·5\|10·5<br>Q48'B8'F22' | Newcastle<br>British | C.2Cy.15"&32"-24"<br>J.Cran&Somerville,LdLth | 10 ′ 6<br>s ′ 7<br>10 ′ 2 |
| 10852<br>MGVF | **Bruse** SteelSc4MstSr<br>Wireless<br>1Dk | 1711<br>1507<br>1009 | | | | | 1911 | Nylands Værksted<br>Christiania | NorgesStatsbaner (Fred.Olsen&Co. Mgrs.) | 264·8\|40·2\|18·6<br>P51tH87tF7t | Chrstiania<br>Norwegian<br>WB | T.3Cy.19",31"&51½"-33"<br>153NHP<br>NylandsVærksted,Xia. | |
| 10853 | **Bruselas** SteelPadK<br>Elec.light Wireless 1Dk&Promenade dk | 2311<br>1565<br>1750 | | | ... | | 1911 | A&J.Inglis Ld.<br>Glasgow | TheArgentineNav. Co.(Nicolás Mihanovich)Ld. | 265·2\|37·1\|10·4<br>FK | Bns.Ayres<br>Argentine | T.3Cy.21½",35"&54"-66"<br>FD 252NHP<br>A.&J.Inglis,Ld.Glasgow | 11 ′ 1 |
| 10854<br>220738<br>MBRV | **Brush** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks | 5543<br>4598<br>3407 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0\|54·2\|27·8<br>P39'B121'F43' | Phildlphia<br>Utd. States<br>WB | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | |
| 10854* | **Brussa** SteelSc<br>(exHercules) (Tug)<br>Elec.light 1Dk | 149<br>149<br>3 | | | | | 1903 | F.Schichau<br>Danzig | DeutscheLevante Linie | 98·5\|21·4\|11·7 | Hamburg<br>German | T.3Cy.13 4/5"22 4/5"&35 2/5"-21 7/16"<br>58NHP<br>F.Schichau,Elbing | |
| 10855<br>MDJB | **Brüssel** SteelScSr<br>Wireless<br>Elec.light 1Dk&Spar dk2trB | 1489<br>1270<br>945 | | | | | 1907 | Fredrkstad Mek.Værks.<br>Fredrikstad | A/S GangerRolf (Fred.Olsen&Co. Mgrs.) | 241·6\|35·1\|20·5<br>B146tH30tF27t | Chrstiania<br>Norwegian<br>WB | T.3Cy.18",19⅓"&50"-36"<br>150NHP<br>FredrikstadM.V.Frdstad. | |
| 10856<br>109884<br>KFLN | **Brussels** SteelTwinSc<br>Elec.light 2Dks | ~~1380~~ 1090<br>950<br>448 ~~590~~ | | | | | ~~1902~~<br>1901 | Gourlay Bros.&Co.<br>Dundee | Dublin& Lancashire~~S.S.Co.~~ ~~Ld.~~Shippg.Co.Ld. | 285·3\|34·0\|15·6<br>P62'B144'F44' | Dublin<br>British<br>~~WB~~ | T.6Cy.~~20",33"~~&54"-36"<br>20½",33⅓" 350NHP<br>GourlayBros.&Co.Dundee | |
| 10857<br>82793<br>VQHF | — IronSc<br>ssLon.No.3-12,15<br>(exCity ofBrussels) ssLiv.No.1-20<br>1Dk | 274<br>228<br>157 | ✠100A1<br>3,22 5,20<br>✠NBOOrefitted20<br>BS7,21 ✠LMC5,20 | Liv | e | ~~5,20~~<br>N3,22 | 1880<br>7mo<br>Lloyd | R Chambrs jun.<br>Dumbarton<br>'sA&CP | ~~H.Flynn H.Flinn~~<br>G.Rossiter& W.A.Holman | 135·1\|22·5\|10·8<br>Q28'B12'F20<br>FK | London<br>British<br>3BHCem | C.2Cy.20"&36"-27" (s)<br>80lb 67RHP<br>1SB,2cf,GS31,HS1060<br>Kincaid,Donald&Co.Grk. | |
| 10858 | **Brutus** SteelScK<br>ssHul.No.3-9,19<br>1Dk | 311<br>260<br>124 | ✠100A1<br>StmTrawler<br>9,19 ✠LMC9,19<br>BS7,21 | Hul | | CL<br>9,19 | 1906<br>7mo<br>Lloyd | Earle'sCo. Ld.<br>Hull<br>'sA&CP | E.Menado | 148·4\|23·0\|11·2<br>Q64'F24'<br>BK9" | Genoa<br>Italian<br>4BHCem | T.3Cy.14",23"&38"-27" (s)<br>185lb 96NHP<br>1SB,3pf,GS55,HS1665<br>Amos&Smith,Hull | 11 ′ 9<br>s 1 ′ 4<br>11 ′ 6 |
| 10859<br>143601 | **Bruyère** SteelScSr<br>Elec.light Wireless 2Dks(Stl) | 5335<br>4789<br>3156 | ✠100A1<br>7,21 ~~12,19~~<br>✠LMC12,19 | Dmb<br>Hul | y | CL<br>7,21 | 1919<br>10mo<br>Lloyd | A.McMillan&Son<br>Dumbarton<br>'sA&CP | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. Mgrs.) CellDB | 400·9\|52·3\|28·5<br>P49'B113'F39'<br>FK<br>345' 1061t FPT126 | Liverpool<br>British<br>7BHptCem<br>tAPT224t | T.3Cy.27",44"&73"-48" (s)<br>180lb 120lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>J.G.Kincaid&Co.Ld.Grk. | 31 ′ 0<br>s 6 ′ 1½<br>25 ′ 3 |
| 10860<br>NVJT | **Bryderen** Iron&SteelScSr<br>(Ice breaker)<br>Wireless 1Dk | 418<br>363<br>168 | | | | | 1884 | Kockums Mek.Werks.<br>Malmö | DetForenede DampskibsSelsk. | 135·9\|32·2\|14·1<br>Q43' H21' F18' | Copnhagn<br>Danish<br>WB | C.2Cy.35"&64½"-35"<br>205NHP<br>KockumsMekWerksMlmö | |
| 10861<br>99878<br>MWLN | **Brynawel** SteelSc3MstSr<br>(exJedford,ex Ferguslie) ssBrs.2ndNo.3-6,17<br>Well deck 1Dk(Irn)<br>Mchy.Aft Floors&ReverseframesIrn | 410<br>292<br>163 | ✠100A1<br>11,19<br>~~BS11,19~~ ✠LMC~~6,17~~ 3,22<br>~~BS3,21~~ | Brs | | CL<br>~~N6,17~~<br>N3,22 | 1893<br>1mo<br>Lloyd | J.McArthur&Co.<br>Paisley<br>'sA&CP | BrynawelSSCo. Ld.(F.J.Evans Mgr.) | 142·5\|25·1\|11·0<br>Q77'B9'F22'<br>BK7"<br>WB=FPT | Glasgow<br>British<br>3BHCem<br>38tAPT5t | C.2Cy.17⅞"&35"-24" (s)<br>120lb 51RHP<br>1SB,3pf,GS54,HS1194<br>Bow,McLachlan&Co.Psy. | 12 ′ 2<br>s 4 ′ 2½<br>12 ′ 5 |
| 10862<br>NQGD | **Brynhild** SteelScSr<br>ssCpn.No.3-5,20<br>(exLeif) 1Dk(Stl)&deep framing | 2195<br>1959<br>1345 | ✠100A1<br>1,22 ~~1,21~~<br>✠LMC5,20<br>BS7,21 | NYk | s | CL<br>~~5,20~~<br>1,22 | 1907<br>5mo<br>Lloyd | Sunderlnd S.B.Co.Ld.<br>Sunderland<br>'sA&CP WB | DmpskselskValkyrien(A.O.Andersen &Co.Mgrs.)<br>=CellDBa92'uE& | 285·0\|43·6\|18·9<br>P24'B78'F29'<br>FK<br>B34'f120'599tFPT | Copnhagn<br>Danish<br>5BHCem<br>72tAPT79t | T.3Cy.22",36½"&60"-39" (s)<br>180lb 100lb 237NHP<br>2SB,6cf,GS96,HS3536<br>N.E.MarineEng.Co.Ld.Sld | 21 ′ 3<br>s 3 ′ 1½<br>18 ′ 5 |
| 10863<br>5370<br>JSVH | — SteelScSr<br>ssHbg.No.2-21 ~~ssGot.No.1-17~~<br>(exClara) 1Dk(Stl)<br>Mchy.Aft | 289<br>230<br>173 | ✠100A-<br>5,21 ~~5,19~~<br>~~BS5,20~~ ✠LMC~~1,17~~<br>5,21 | Skm<br>Hbg | | ~~11,17~~<br>~~5,21~~<br>8,22 | 1912<br>9mo | Aktieb. LödöseVarf<br>Lödöse | RederiaktiebAtlas (K.Anchér,Mgr.)<br>CellDBf21'30t | 122·6\|22·6\|11·2<br>P26'RFD14'<br>len17 FK<br>FP127tAPT6t | Stockholm<br>Swedish<br>3BHCem<br>~~CellDBf21'30t~~ | C.2Cy.10"&22½"-15" (s)<br>120lb 20NHP<br>1SB,1cf,GS12,HS363<br>Akt.LödöseVarf,Lödöse | 12 ′ 0<br>s 1 ′ 4<br>10 ′ 10 |
| 10864<br>MHRJ | **Br[illegible]ilen** SteelScSr<br>Elec.light 2Dks | 316<br>291<br>175 | | | | | 1912 | Mjellem& Karlsen<br>Bergen | Finmarkens Amtsrederi(A.S. Aaröe,Mgr.) | 127·0\|21·6\|9·4 | Hammrfst<br>Norwegian | T.3Cy.12",20"&33"-21"<br>50NHP<br>Mjellem&Karlsen,Bergen | |
| 10865<br>[illegible]<br>QGPD | **Brynmead** SteelSc<br>Now named "Milos." See No.38515 in Supplement<br>ssNwc.No.3-2,1[illegible]<br>(exIzaston,exWilliam ssLiv.No.2-20<br>Broadley) 1Dk(Irn)2trB&<br>Wireless deep framing3Dk rule | 3060<br>[illegible]<br>1954 | ✠100A1<br>8,20<br>✠LMC9,20 | Liv | u | ~~9,20~~<br>2,22 | 1898<br>8mo<br>Lloyd | BlythS.B. Co.Ld.<br>Blyth<br>'sA&CP | Karck&Knott<br>CellDBa | 325·1\|47·0\|22·4<br>P27'B74'F34'<br>FK<br>&uE130'f130'701t | Glasgow<br>British<br>5BHCem<br>APT49t | T.3Cy.24 3/16"40½"&65"-42"(s)<br>160lb 100lb NDB17 280NHP<br>2SB,4rf,2cf, GS119, HS4325<br>Blair&Co.Ld.Stockton | 24 ′ 10<br>s 4 ′ 3½<br>20 ′ 11 |
| 10866<br>136147<br>JRWH | **Bryntawe** SteelScSr<br>Elec.light Wireless 1Dk(Stl)<br>Cargo battens not fitted | 3364<br>3082<br>2094 | ✠100A1<br>7,21 ~~4,20~~<br>✠LMC12,17 | NNs<br>Npt | v | CL<br>9,19 | 1917<br>12mo<br>Lloyd | Richardsn, Duck&Co.Ld.<br>Stockton<br>'sA&CP | TimesShppgCoLd. (TimesSSManagementCoLd,Mgrs.)<br>CellDBa | 345·1\|47·8\|22·3<br>P29'B100'F33'<br>FK<br>118'uE22'f149'854t | Swansea<br>British<br>6BHCem<br>APT104t | T.3Cy.24",40"&65"-42" (a)<br>180lb 90lb 308NHP<br>2SB,6cf,GS115,HS4900<br>Blair&Co.Ld.Stockton | 24 ′ 7<br>s 4 ′ 3<br>20 ′ 9 |
| 10867<br>143074 | **Brynymor** SteelSc<br>Elec.light<br>1Dk(Stl) | 2600<br>2582<br>2238<br>1545 | ✠100A1<br>5,22 ~~9,21~~<br>~~(ClassContemplated)~~<br>✠LMC5,21 | Dub<br>Hul | s | CL | 1921<br>5mo<br>Lloyd | Dublin Dkyd.Co.Ld.<br>Dublin<br>'sA&CPIntermediateBH in fore | PolcrestS.S.Co.Ld. (Letricheux& David,Ld.,Mgrs.)<br>hold dispensed with4BH only<br>CellDB211'571t | ~~289·9\|44·1\|20·9~~<br>P26'B88'F34'<br>290 0\|44·3\|<br>FK<br>FP[illegible]APT[illegible] | ~~Jersey~~ Swansea<br>British Cem | T.3Cy.22",36"&59"-39" (s)<br>180lb 100lb 269NHP<br>2SB,6cf,GS121,HS4500<br>D.Rowan&Co.Ld.Glasgow | 23 ′ 5<br>s 3 ′ 4½<br>20 ′ 5 |
| 10868<br>NMVK | **Bryssel** ssAbg.No.1-21 SteelScSr<br>ssCpn.No.3-4,15<br>1Dk(Stl)&deep framing | 1329<br>1215<br>829 | ✠100A1<br>~~5,21~~ ~~2,19~~ 12,21<br>~~Examined5,20~~<br>~~BS5,20~~ ✠LMC~~4,16~~ | Els<br>AbgNYk<br>3,21 | p | ~~9,18~~<br>3,21 | 1904<br>8mo<br>Lloyd | Soc.Anon. LeVulcain Belge<br>Hoboken<br>'sA&CP | Dmpskselsk. Trafic(P.L. Fisker,Mgr.) | 240·3\|37·2\|16·6<br>P15'B146'F29'<br>FK<br>WB= | Copnhagn<br>Danish<br>4BHCem<br>CellDBa34' | T.3Cy.18 3/16",29 13/16"&49¼"-33 5/16" 185lb (s) 167NHP<br>2SB,4cf,GS82,HS2796<br>LeVulcainBelge,Hoboken<br>uE&B32'f96'274tAPT20t | 19 ′ 2<br>s 1 ′ 7<br>17 ′ 9 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10869<br>146017 | **Bubble** SteelScK<br>1Dk(Stl) | 97 | ✠100A1<br>For fishing purposes<br>2,22 ~~10,19~~<br>✠LMC11,19 | Lwt | | CL | 1919<br>10mo<br>Lloyd's A&CP | J W Brooke &Co.Ld.<br>Lowestoft | ~~TheAdmiralty~~<br>~~J.Mitchell~~<br>Mitchell,Sillett&Goldspink | 86·0 | 18·5 | 9·3<br>BK7½" | Lowestoft<br>~~London~~<br>British<br>3BHCem | T.3Cy.9½",15½"&26"–18" (s)<br>180lb 43NHP<br>1SB.2pf,GS30,HS814<br>W.Beardmore&Co.Ld.Gls. | 10 ″ 0 | |
| 10870 | **Bubendey** SteelTwinScSr<br>Elec.light Wireless Sub.Sig. 1Dk | 849<br>552<br>179 | | | | | 1913 | Stettiner Oderwerke<br>Stettin | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 213·7 | 40·1 | 12·3 | Hamburg<br>German | P.6Cy.14½"22½"&36½"–25⅝"<br>183NHP<br>StettinerOderwerke | | |
| 10871<br>98088<br>TGHF | **Buccaneer** SteelScSr<br>Wireless<br>Well deck Mchy.Aft 1Dk&Webframes | 970<br>740<br>488 | | | ... | | 1890 | J.Scott & Co.<br>Kinghorn | Tyne-TeesStm. Shppg.Co.Ld. | 217·5<br>P24'Q84'F26' | 30·1 | 14·0<br>FK | W.Hartlpl<br>British<br>WB | T.3Cy.21½",33"&54"–36"<br>NB13 182NHP<br>J.Scott&Co.Kirkcaldy | 16 ″ 4 | C |
| 10872<br>3835<br>KPST | — WoodSc<br>(Tug)<br>1Dk | 226<br>—<br>126 | | | | | 1900 | Atlantic Works<br>Boston | SinclairNav.Co. | 114·1 | 25·6 | 14·5 | NewYork<br>Utd.States | C.2Cy.20"&36"–26"<br>55NHP<br>AtlanticWorks,Boston | | |
| 10873<br>131294<br>HRST | **Buccinum** SteelSc<br>ssSng.No.2-18<br>(exBerwindmoor) 1Dk(Stl)<br>Elec.light<br>Cantilever framed Topside tanks<br>Mchy.Aft Wireless | 5237<br>4797<br>3082 | ✠100A1<br>11,21 ~~8,20~~<br>~~BS8,20~~ ✠LMC10,18<br>BS11,21<br>Fitted for oil fuel 2,17 F.P. above 150° F.<br>Fitted for Carrying fuel oil F.P. above 150° F. in Cylindrical tanks and other spaces | Sng | z | CL<br>N8,20 | 1910<br>9mo<br>Lloyd's A&CP | SirRaylton Dixon&CoLd<br>Middlesbro' | Anglo-Saxon PetroleumCo.Ld.<br>CellDBuE &B69'f272'1168t | 405·0<br>P247'F42'<br>Topside Tanks 269' | 54·2 | 26·4<br>FK | London<br>British<br>6BHCem<br>1130t FPT5 | T.3Cy.28",46"&77"–48" (s)<br>180lb 100lb 542NHP<br>3SB,9cf,GS188,HS7743 FD<br>Richardsons,Westgarth<br>57tAPT60t &Co.Ld.Hpl. | 29 ″ 3<br>s 5 ″ 2<br>24 ″ 6 | |
| 10874<br>118152 | **Buccleuch** SteelScK<br>1Dk | 146<br>136<br>53 | | | ... | | 1903 | Hawthorns &Co.Ld.<br>Leith | GeneralSteam FishingCo.Ld. | 100·7<br>Q22'F15' | 20·1 | 10·6<br>BK7½" | Granton<br>British<br>WB | T.3Cy.11¼",18"&30"–21"<br>57RHP<br>Hawthorns&Co.Ld.Leith | 11 ″ 6 | |
| 10875<br>PHBD | **Bucegi** SteelScSr<br>Elec.light 2Dks | 4330<br>4055<br>2800 | | | | | 1913 | Greenock& Grngemouth DockyardCo.<br>Greenock | RoumanianState MaritimeService | 375·8<br>P36'B100'F41' | 52·2 | 25·5 | Braila<br>Roumanian<br>WB | T.3Cy.25",41"&68"–48"<br>321NHP<br>J.G.Kincaid&Co.Ld.Grk. | | V |
| 10876<br>125087 | **Bucentaur** SteelScK<br>ssGms.No.3-8,19<br>1Dk | 184<br>166<br>88 | ✠100A1<br>StmTrawler<br>12,21 ~~10,20~~<br>BS12,21<br>~~BS10,20~~ ✠LMC8,19 | Gms | | CL<br>11,19 | 1907<br>11mo<br>Lloyd's A&CP | Cochrane &Sons<br>Selby | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden, Mgr.) | 105·0<br>Q62'F15' | 21·5 | 11·1<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11½",19½"&32"–23"<br>180lb (s) 57RHP<br>1SB,2pf,GS29,HS930<br>C.D.Holmes&Co.Hull | 12 ″ 0 | |
| 10877<br>129444<br>HQBK | **Buchanness** SteelScSr<br>(exNetherpark)<br>Wireless 2Dks | 4363<br>4130<br>2804 | | | | | 1909 | Nthmblnd S.B.Co.Ld.<br>Newcastle | Cornborough ShippingLine,Ld. (W.R.Smith&Sons (London)Ld Mgrs) | 385·0<br>P32'B100'F33' | 49·7 | 26·4 | Swansea<br>British<br>WB | T.3Cy.24½",40"&68"–48"<br>320NHP<br>N.E.MarineEngCoLd Nwc | | C |
| 10878<br>ODUN | **Bucheron** SteelTwinScSr<br>Elec.light Mchy.Aft 1Dk | 1240<br>—<br>570 | | | | | 1920 | Ch.&Atel. de laGironde<br>Bordeaux | French Government | 216·5<br>P75'F29' | 34·1 | 14·8 | French | Atel&ChdelaLoireStDenis | | |
| 10879 | **Buckau** SteelAuxSc3MstSr<br>Motor<br>1Dk<br>(See Sailing Ship Register) | 455<br>367<br>339 | | | | | 1920 | Frd.Krupp Akt.Ges.<br>Kiel | Fried.Krupp A.G. | 155·8<br>Q37'F17' | 29·6 | 12·5 | Hamburg<br>German<br>WB | Motor 4S.C.SA<br>6Cy.10¼"–14⅛" 44NHP<br>MotorenFabriek.Augsbrg-Nürnberg,Augsberg. | | |
| 10880 | **Buckeye State** SteelTwinScSr<br>Fitted for oil fuel<br>Elec.light 4Dks<br>CruiserStern<br>Longitudinal framing | 13000 | | | | | 1920 | Bethlehem S.B.Corp.Ld.<br>Sparrow's Point,Md. | UnitedStates ShippingBoard | 518·0<br>B229' | 72·0 | 41·0 | Baltimore<br>Utd.States | 4 Steam Turbines<br>BethlehemS.B.Corp.Ld.<br>Quincy | | |
| 10881<br>217500 | **Buckhannon** CompSc<br>Elec.light Wireless 2Dks | 2469<br>2011<br>1472 | | | | | 1918 | Merrill-StevensCorp.<br>Slidell,La. | Gulf&Southern S.S.Co.Inc. | 284·5<br>P37'B70'F35' | 45·0 | 24·2 | Jacksnvlle<br>Utd.States | T.3Cy.19",32"&55"–36"<br>HadleyTyneCo. 181NHP<br>Birmingham,Ala. | | R |
| 10882<br>217479<br>LPNQ | **Buckhorn** WoodScSr<br>Elec.light Wireless 1Dk2trB<br>Fitted for oil fuel | 2590<br>—<br>1547 | | | | | 1919 | RalphJ. ChandlerCo.<br>Wilmington, Cal. | UnitedStates ShippingBoard | 268·0<br>P26'B66'F29' | 46·0 | | LsAngeles<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | 26 ″ 0 | R |
| 10883 | **Buckie Burn** SteelSc<br>1Dk(Stl) | 51<br>51<br>3 | ✠100A1<br>For towing purposes<br>1,20<br>✠LMC11,19 | Gls | | | 1920<br>1mo<br>Lloyd's A&CP | P.Mc-Gregor&Sons<br>Kirkintilloch | TheAdmiralty | 69·0 | 16·1 | 7·7<br>FK | London<br>British<br>4BHCem<br>FPT3t | C.2Cy.11"&22"–15" (s)<br>130lb 27NHP<br>1SB,2pf,GS25,HS580<br>Campbll&Calderwood,Psy | 8 ″ 6 | |
| * 10884<br>110867 | **Buckingham** IronScK<br>ssGms.No.3-7,14<br>ssGms.No.1-18<br>1Dk | 172<br>154<br>70 | ✠100A1<br>StmTrawler<br>10,20<br>✠NB7,14 ✠LMC10,20 | Gms | | CL<br>10,20 | 1899<br>3mo<br>Lloyd's A&CP | Cochrane& Cooper,Ld.<br>Beverley | QueenStm.Fishing Co.Ld. | 100·0<br>Q45'F17' | 21·0 | 11·0<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.12¼",19½"&32"–22½"<br>180lb (s) 50RHP<br>1SB,2pf,GS31,HS1640<br>C D.Holmes&Co.Hull | 11 ″ 9 | |
| * 10885<br>140320<br>JQLC | **Buckleigh** SteelScSr<br>Elec.light Wireless 2Dks(Stl) | 4920<br>4577<br>3019 | ✠100A1<br>4,20<br>✠LMC7,17 | Nwc | y | CL<br>6,19 | 1917<br>7mo<br>Lloyd's A&CP | AM'Millan &Son<br>Dumbarton | Mediterranean CargoSteamersLd (W.J.Foster Mgr.)<br>893t | 400·0<br>P36'B129'F48'<br>CellDB349'<br>DTf 36' 873t | 52·1 | 27·3<br>FK<br>FPT | London<br>British<br>6BHCem<br>82tAPT18t | T.3Cy.27",44"&73"–48" (s)<br>180lb 120lb 458NHP<br>3SB,9cf,GS180,HS7860<br>D.Rowan&Co.Glasgow | 30 ″ 0<br>5 ″ 8<br>24 ″ 8 | |
| * 10886 | **Bucovina** SteelScSr<br>ssTri.No 2-21<br>ssTri.No.3-4,14<br>~~ssTri.No.1-18~~<br>1Dk(Stl)&Spar dk(Stl–ws)<br>Elec.light Wireless &deep framing | 2926<br>2282<br>1671 | ✠100A1<br>Spar dk<br>12,21 ~~11,19~~<br>~~BS11,19~~ ✠LMC~~3,18~~<br>12,21 | Tri | t | ~~3,18~~<br>12,21 | 1902<br>3mo | Lloyd Austriaco<br>Trieste<br>W | LloydTriestino<br>B=Cell DBa 96' u | 315·0<br>P36'B88'F66'<br>E24'f132'454t | 42·2 | 17·2<br>25·2<br>FK<br>FPT | Trieste<br>Italian<br>6BHCem<br>10tAPT8t | T.3Cy.23",38"&63"–48" (r)<br>200lb 160lb 348NHP<br>2SB,6cf,GS113,HS4634 FD<br>Denny&Co.Dumbarton | 24 ″ 3 | |
| 10887<br>PFBC | **Bucuresti** SteelScSr<br>2Dks<br>Elec.light | 2269<br>2088<br>1452 | | | | | 1897 | R.Napier& Sons,Ld<br>Glasgow | RoumanianState MaritimeService | 300·0<br>P22'B92'F28' | 39·7 | 22·1 | Braila<br>Roumanian<br>WB | T.3Cy.22",35"&58"–39"<br>210NHP<br>R.Napier&Sons,Ld.Gls. | | V |
| 10888 | **Buda** SteelScSr<br>ssTri.No.2-12<br>1Dk(Stl)&Spar dk(ptIrn&ptStl)<br>&deep framing | 3858<br>3587<br>2445 | ✠<br>Spar dk<br>7,16 ✠ | Bry | w | | 1904<br>8mo | R.Thomp-son&Sons<br>Sunderland | French Government<br>WB=CellDBa | 356·0<br>P29'B88'F37'<br>118'uE22'f146'846t | 45·2 | 18·7<br>26·6<br>FK | St.Nazaire<br>French<br>6BHCem<br>APT53t | T.3Cy.24",39"&64"–42"<br>280NHP<br>2SB,6pf,GS122,HS4412<br>N.E.MarineEng.Co.Ld.Sld | 29 ″ 4 | V |
| * 10889 | **Budapest** SteelScSr<br>ssFiu.2ndNo.3-12,17<br>Elec.light 1Dk(Stl–ptws) | 509<br>332<br>268 | ✠100A1<br>3,20<br>✠LMC<br>MS12,17 BS3,20 | Fiu | h | 3,20 | 1892<br>6mo<br>Lloyd's A&CP | Stabilmnto Tecnico<br>Trieste | Soc.inAzioni Ungaro-Croata di Nav. Maritt.aVap.<br>WB= | 169·0<br>P47'B37'F52'<br>DBa26'f35'42t | 25·5 | 12·2<br>FK<br>FP | Fiume<br>4BHCem<br>T9tAPT9t | T3Cy.16⅜",26"&42½"–26" (s)<br>~~180lb~~ 156lb 118NHP<br>2SB,4cf,GS73,HS2188<br>StabilimentoTecnico,Tri. | 13 ″ 0 | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | Matériaux, Gréement, etc. | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Tonnage assigné maintenant expiré. Lettre d'Équipement | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | |
| 10890 | **Budapest**<br>*Elec.light* | **SteelSc**<br>(*Trawler*)<br>1*Dk* | 255<br>218<br>90 | | | | | 1907 | J.Frerichs<br>&Co.A.G.<br>Einswarden | **DeutscheDmpfischereiGes.Nordsee** | 129·9\|23·1\|11·2<br>Q71'F24' | **Nordnham**<br>German<br>*WB* | T.3Cy.12½",19¾"&32⅛"–23½"<br>51NHP<br>J.Frerichs&Co.A.G. | |
| 10891 | **Budrie**<br>(*ex*Canning,*ex*Golconda) | **SteelScSr**<br>3*Dks* | 2252<br>1885<br>1613 | ✠<br>6,83 ✠ | | | | 1882<br>11mo | A.&J.<br>Inglis<br>Glasgow | **TheAdmiralty** | 285·0\|36·1\|23·7<br>P41'B48'F30' | British<br>*WB* | C.2Cy.34"&60"–45"<br>200NHP<br>A.&J.Inglis,Glasgow | |
| ⁕ 10892<br>MNKJ | **Bueland**<br>(*ex*Senta,*ex*Bueland,<br>*ex*Senta,*ex*Mars,<br>*ex*Cecilia,<br>*ex*WestminsterBridge) Wireless | **SteelScSr**<br>*ss*Oda.No.3-4,14<br>*ss*Bgn.No.1-19<br>1*Dk*(*Irn*)2*trB*&*deep framing*3*Dk rule* | 3667<br>3196<br>2299 | ✠100A1<br>8,21 ~~3,19~~ ✠LMC<br>MS8,19 ~~BS5,3,16~~,21 | Bgn | *v* | ~~8,18~~<br>~~8,21~~<br>10,21 | 1900<br>11mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | **A/S D/S Bueland (Nieuwejaar& Hansen,***Mgrs.***)**<br>*CellDBa* | 331·5\|47·2\|24·7<br>P27'B82'F30'<br>FK<br>&*uE*134'/134'725*t* | **Bergen**<br>Norwegian<br>5*BHCem*<br>*APT*77*t* | T.3Cy.24½",40"&65"–42" (*s*)<br>160lb *80lb* 2DB 268NHP<br>3SB,6rf,GS96,HS8957<br>Cen.Mar.Eng.Wrks.WHpl | 27<br>·5<br>22 |
| 10893<br>1021<br>HCBR | **Buena Esperanza**<br>(*See Sailing Ship Register*) | **WoodAuxScSr**<br>*Motor* | 142<br>—<br>120 | | | | | 1918 | Chamorro<br>&Co.<br>Constitucion | **P.N.Jofré,B.** | 86·1\|22·6\|8·6 | **Constitucion**<br>Chilian | Motor | |
| 10894<br>6212<br>ODUR | **Buenos Aires**<br>*Elec.light* Sub.Sig. Wireless | **SteelTwinScSr**<br>3*Dks* | 9155<br>6372<br>5767 | | | | | 1912 | Bremer<br>Vulcan<br>Vegesack | **FrenchGovernment** | 491·2\|59·2\|35·7<br>B124'F103' | French<br>*WB* | T.6Cy.24",39½"&66⅛"–17⅓"<br>600NHP<br>BremerVulcan,Vegesack | |
| 10895<br>6212<br>KCGS | —<br>*Elec.light* | **SteelTwinSc3MstSr**<br>*OilEng.*<br>2*Dks*(*Stl*)&<br>*Shelter dk*(*Stl*) | 5642<br>4977<br>4320 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~1,21~~ 1,21 ✠LMC1,21<br>~~1,22,3,22~~ 3,22 | Sea<br>(~~Got~~ ~~Gpn~~ | *a*†<br>1mo<br>4,21 | 3,22 | 1920<br>2mo | Akt.Götaverken<br>Gothenburg<br>A&CP | **Rederiaktieb. Nordstjernan(A.A. Johnson,***Mgr.***)**<br>*CellDB*368'1506*t*<br>*Wing tanks aft*340 | 426·9\|56·2\|26·1<br>FK<br>*Collisio*<br>*tFPT*94*tAPT*72*t* | **Stockholm**<br>Swedish<br>*Cem*<br>*nBH to S dk*<br>6 „ „ *U* „ | Oil Engines 4S.C.SA<br>12Cy.24⅘"–37⅘" 567NHP<br>DB*80lb*<br>Akt.Götaverken,Got. | 30<br>·4<br>26 |
| ⁕ 10896<br>HFBQ | —<br>*Elec.light*<br>Sub.Sig. Wireless | **SteelScSr**<br>*ss*Cdz.3rdNo.3-8,19<br>3*Dks*(2*Stl-U*ws) | 5205<br>4147<br>3226 | ✠100A1<br>~~9,21~~ ~~7,20~~ 4,22<br>~~BS8,20~~ ✠LMC7,19<br>BS9,21 | NYk<br>Bcl | *z* | ~~7,19~~<br>9,21 | 1887<br>11mo<br>*Lloyd* | W.Denny<br>&Brs.<br>Dumbarton<br>*'sA&CP* | **CompañiaTrasatlantica** | 410·6\|48·2\|22·4<br>P42'B164'F48' 30·5<br>BK11"<br>*WB*= | **Barcelona**<br>Spanish 162<br>6*BHCem*<br>*DB*346'902*t* | Q4Cy32",46½",64½"&92"–60"<br>~~170lb~~ *100lb* (*s*) 738NHP<br>3DB,*18cf*,GS342,HS9630 FD<br>Denny&Co.,Dumbarton | 32<br>·7<br>26 |
| 10897<br>3805 | **Buffalo**<br>*Elec. light Mchy.Aft* | **SteelSc**<br>2*Dks* | 3951<br>—<br>3272 | | | | | 1899 | UnionD.D.<br>Co.<br>Buffalo,N.Y. | **Gt.LakesTransit Corp.** | 381·7\|50·5\|28·0 | **Buffalo NY**<br>Utd. States<br>*WB* | Q4Cy20½"29¼"43½"&63"–42"<br>257NHP<br>ClevelandS.B.Co.Clevelnd. | |
| 10898<br>90137 | — | **SteelTwinScSp**<br>(*Tug*)<br>1*Dk* | 252<br>233<br>5 | | | | | 1898 | Barclay,<br>Curle&Co.Ld.<br>Glasgow | **UnionGovt.ofS. Africa(Dpt.ofRailways&Harbours, E.London)** | 110·0\|24·1\|12·9 | **E.London**<br>British | T.6Cy.13½",22½"&36"–24"<br>127NHP<br>Barclay,Curle&Co.Ld.Gls | 13 |
| 10899<br>118946<br>HCFP | — | **SteelScK**<br>*ss*Gms.No.3-7,19<br>1*Dk* | 230<br>212<br>92 | ✠100A1<br>*StmTrawler*<br>7,21 ~~7,20~~<br>~~BS7,20~~ ✠LMC7,19 | Gms<br>BS7,21 | | CL<br>7,19 | 1905<br>3mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Beverley<br>*'sA&CP* | **Morris&Fisher,Ld** | 122·0\|21·6\|11·4<br>Q71'F20'<br>BK8" | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.11¾",20"&33"–24" (*s*)<br>180lb 65RHP<br>1SB,*2pf*,GS33,HS1100<br>Amos&Smith,Hull | 12 |
| 10900<br>218821<br>LSQB | **Buffalo Bridge**<br>*Elec.light*<br>Sub.Sig. Wireless | **SteelSc**<br>*Fitted for oil fuel*<br>1*Dk*2*trB in fore & after holds & Web frames* | 3315<br>3005<br>2017 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | **UnitedStates ShippingBoard** | 324·0\|46·2\|25·0<br>P30'B90'F35'<br>FK | **NewarkNJ**<br>Utd.States<br>*WB* | 1Geared SteamTurbine<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 |
| 10901<br>217156<br>LNPF | **Bugaya**<br>*Elec.light* Wireless | **WoodScSr**<br>1*Dk*2*trB* | 2551<br>—<br>1528 | | | | | 1918 | Foundat'n<br>Co.<br>Kearny,N.J. | **UnitedStates ShippingBoard** | 281·6\|46·0\|23·6 | **Newark NJ**<br>Utd. States<br>*WB* | T.3Cy.19",32"&56"–36"<br>188NHP<br>WorthingtonPumping<br>Mchy.Corp.Buffalo | |
| 10902 | **Bugler** | **SteelScK**<br>(*Fishing*)<br>1*Dk* | *303*<br>*283*<br>*117* | | | | | 1915 | Smith's<br>DockCo.Ld<br>Middlesbro' | | 130·0\|24·0\|13·2 | Belgian | T.3Cy.13",21½"&36"–26"<br>66NHP<br>Smith'sDockCo.Ld.Mdb. | |
| 10903<br>217036<br>LNGH | **Buhisan**<br>Wireless<br>*Elec.light* | **WoodScSr**<br>1*Dk*2*trB* | 2573<br>—<br>1515 | | | | | 1918 | Traylor<br>S.B.Co.<br>Cornwells,Pa | **UnitedStates ShippingBoard** | 237·3\|48·0\|23·6 | **Phildlphia Pa.**<br>Utd. States | T.3Cy.19",32"&56"–42"<br>206NHP<br>TraylorEng.Co.<br>Allentown,Pa. | |
| 10904<br>NHLW | **Buitenzorg**<br>*Elec.light* Wireless | **SteelScSr**<br>*Cruiser Stern*<br>3*Dks* | 7098<br>6725<br>4520 | | | | | 1916 | Kon.Maats<br>deSchelde<br>Flushing | **RotterdamscheLloyd(W.Ruys& Zonen,***Mgrs.***)** | 445·7\|54·0\|37·0<br>B59'F56' | **Rottrdam**<br>Dutch<br>*WB* | T.3Cy.29",48"&82½"–54"<br>500NHP<br>Maats.deSchelde,Flushing | |
| 10905<br>11108<br>LFMN | **Bujun Maru**<br>*Elec.light* | **SteelScSr**<br>1*Dk*&*Spar dk* | 1727<br>1504<br>1039 | | | | | 1908 | OsakaIron<br>Works<br>Osaka | **OsakaShosen KabushikiKaisha** | 255·0\|35·1\|19·9<br>B76'F40' | **Osaka**<br>Japanese<br>*WB* | T.3Cy.17¾",30"&48"–36"<br>138NHP<br>OsakaIronWorks,Osaka | |
| 10906<br>22577<br>NVGC | **Bukyu Maru** | **WoodAuxScSr** | 199<br>—<br>115 | | | | | 1918 | .................. | **TakehisaSutekichi** | 109·0\|24·0\|11·5 | **Muya**<br>Japanese | | |
| 10907<br>217212<br>LNSH | **Bulana**<br>*Elec.Light* Wireless | **WoodScSr**<br>1*Dk*2*trB* | 2573<br>—<br>1515 | | | | | 1918 | Traylor<br>S.B.Co.<br>Cornwells,Pa | **UnitedStates ShippingBoard** | 267·3\|46·0\|23·6 | **Phildlphia**<br>Utd. States | T.3Cy.19",32"&56"–42"<br>206NHP<br>TraylorEngineCo.,Allentown,Pa. | |
| 10908<br>130027<br>JLCT | **Bulga**<br>*Elec.light* | **SteelScSr**<br>(*ex*Signal)<br>1*Dk*&*Spar dk* | 1449<br>1276<br>907 | | | | | 1903 | Howaldtswerke<br>Kiel | **Requisitioned by theCommonwealth ofAustralia** | 250·7\|36·1\|17·9<br>P24'B73'F34' | **London**<br>British<br>*WB* | T.3Cy.18½",29½"&47½"–31½"<br>126NHP<br>Howaldtswerke,Kiel | |
| 10909<br>36<br>NHQV | **Bulgaria**<br>*Elec.light* Wireless | **SteelScSr**<br>2*Dks*3*trB* | 2561<br>2066<br>1579 | | | | | 1898 | G.Ansaldo<br>&Co.<br>SestriPnente | **SocietàItaliana di ServiziMarittimi** | 321·3\|39·2\|22·5<br>Q42'B114'F37' | **Venice**<br>Italian<br>*WB* | T.3Cy.22½",37"&59"–40"<br>220NHP<br>G.Ansaldo&Co.Sampierd. | |
| 10910 | —<br>*ss*Cpl.2ndNo.3-6,21<br>1*Dk*&*Spar dk*(*ptStl*–ws)&*deep framing* | **SteelScSr**<br>~~*ss*Cpl.No.3-9,06~~<br>~~*ss*Cpl.No.1-11~~ | 1108<br>945<br>753 | ✠100A—<br>*Spar dk withfreeboard*<br>6,21 ~~10,16~~ ✠LMC6,21 | Pir<br>Cpl | *o* | CL<br>6,21 | 1894<br>8mo | Wigham-<br>Richrdsn&Co<br>Newcastle | **Soc.Commerciale BulgaredeNav. à Vap.**<br>*WB* | 240·5\|33·5\|11·1<br>P48'B35'F35' 18·6<br>BK7½"<br>=*Cell DBa*64'*f*73' | **Varna**<br>Bulgarian<br>4*BHCem*<br>105*tAPT*10*t* | T.3Cy.20",32"&53"–36" (*s*)<br>150lb *80lb* NDB09 196NHP<br>2SB,*6cf*,GS114,HS3366<br>WighmRichrdsn&Co,Nwc | 20<br>·9 |
| ⁕ 10911<br>143434<br>KCGP | **Bulgarian**<br>*Elec.light*<br>For full particulars See No.36535 in Supplement | **SteelSc**<br>(*ex*OttoKalthoff,<br>*ex*MarieMenzell)<br>1*Dk* | 2064<br>1874<br>1268 | Lon.11,20<br>(*See footnote**) | | | | 1904 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | **Westcott& LauranceLine,Ld.** | 292·5\|41·2\|18·8<br>P16'B175'F34' | **London**<br>British<br>*WB* | T3Cy20⅝",35⅛"&55⅛"–35⅛"<br>180NHP<br>FlensburgerSchiffsb.Ges. | 21<br>·7<br>·2<br>·5<br>19·5 |

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*This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued.

| 1 No. in Book.<br>Official No.<br>Code Letters. | 2 Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage<br>Gross.<br>Under deck<br>Net. | 5 Particulars of Classification. Character.<br>✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | Date when tail shaft last seen. | 8 When Ship. Engines | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10912<br>86726<br>WVTQ | **Bulimba** SteelScSr<br>3Dks(UStl-ws)<br>Elec.light Wireless | 2510<br>2210<br>1607 | ✠<br>2,86<br>✠ | Lon | t | | 1882<br>9mo | A&J Inglis<br>Glasgow | BritishIndia<br>Stm.Nav.Co.Ld. | 315·8<br>P64' B76' F37' 25·1 | 38·2 | 17·3 | Glasgow<br>British<br>5BHCem | C.2Cy.40"&73"-51"<br>317NHP<br>A.&J.Inglis,Glasgow | 26 ″ 5 | |
| 10913 | **Bülk** SteelSc<br>(SalvageSteamer&Tug) 1Dk | 167<br>154<br>10 | | | | | 1901 | Howaldts-werke<br>Kiel | F.J.Schneider | 100·7 | 21·1 | 12·2 | Hamburg<br>German | C.2Cy.19$\frac{1}{16}$"&34⅝"-23⅝"<br>49NHP<br>Howaldtswerke,Kiel | | |
| 10914<br>123776<br>HKBS | **Bull** SteelScSr<br>ssBgk.No.3-1,19<br>Mchy.Aft 1Dk(Stl) | 452<br>373<br>303 | ✠100A1<br>~~8,21~~ ~~10,20~~11,21<br>~~BS5,20~~ ✠LMC1,19<br>BS~~8,21~~11,21 | Bgk | g | CL<br>~~10,20~~<br>11,21 | 1907<br>1mo<br>Lloyd | G.Brown& Co.<br>Greenock<br>'sA&CP | Ellerman'sArracan Rice&TradingCo. Ld. (R.Halliday, Mgr.) | 160·0<br>B7'F21'<br>FK<br>WB=FPT | 26·1 | 11·4 | London<br>British<br>3BHCem<br>53tAPT17t | C.2Cy.14½"&30"-21" (s)<br>130lb 52RHP<br>1SB,2pf,GS84,HS984<br>White&Hemphill,Grk. | 12 ″ 3<br>s1 ″ 7½<br>10 ″ 10 | |
| 10915<br>49779 | **Bull Dog** IronTwinSc<br>ssNo.1-69<br>1Dk | 177<br>137<br>82 | For Riverpur<br>5,70 | Sws<br>poses o | nly | | 1866<br>3mo<br>Rebuil | Wigham Richrdsn&Co<br>Newcastle<br>t by Stothert& | Sully&Co.Ld.<br>Co.Ld.Brs.1921 | 100·8 | 20·9 | 9·0 | Bridgwatr<br>British<br>2BHCem<br>WB | 2Cy.11⅛"-15"<br>E Rebuilt1921 20RHP<br>NB05fitted21<br>Stothert&Co.Ld.Brs. | | |
| 10916<br>99562<br>MTWL | — IronScK<br>1Dk | 148<br>138<br>62 | | | … | | 1892 | Cook,Wel-t'n&Gemmell<br>Hull | N.Ashworth | 100·4<br>Q20'<br>BK7½" | 20·7 | 11·0 | Fleetwood<br>British | C.2Cy.17"&33"-22"<br>45RHP<br>Bailey&Leetham,Hull | 11 ″ 11 | |
| 10917<br>114869 | — SteelTwinSc<br>Mchy.Aft | 122<br>118<br>48 | | | | | 1884 | E.Finch& Co.Ld.<br>Chepstow | TheLordMayor, Aldermen&Burgesses of theCity of Bristol | 87·8 | 20·1 | 8·5 | Bristol<br>British | C.4Cy.12"&24"-14"<br>46RHP<br>E.Finch&Co.Ld.Chp. | | |
| 10918<br>139012<br>JLBK | **Bulla** SteelScSr<br>ssSyd.No.3-4,18<br>(exHessen) 2Dks(Stl-Upt teaks)<br>Elec.light Sub.Sig. deepframingaft&<br>Wireless lowerdk(Stl)forward | 5262<br>4886<br>3219 | ✠100A1<br>~~8,21~~11,21<br>~~BS12,20~~ ✠LMC~~3,17~~<br>11,21 | Lon<br>Hul | z | CL<br>~~9,19~~<br>11,21 | 1905<br>11mo<br>Lloyd | J.C.Tecklenborg A.G<br>Geestemünde<br>'sA&CP | Requisitioned by theCommonwealth of Australia | 409·3<br>P&B336'F46'<br>FK<br>WB=CellDBa | 52·7 | 27·9 | London<br>British<br>7BHCem<br>119'uE29'f | Q4Cy.24$\frac{1}{16}$",34⅝",50"&72$\frac{13}{16}$"-53⅛" (s) 220lb 220lb 533NHP<br>3SB,9cf,GS168,HS7230 FD<br>J.C.TecklenborgA.G.Gst.<br>173'1057tFPT157tAPT55t | 30 ″ 9<br>s4 ″ 8<br>26 ″ 5 | |
| 10919<br>6002<br>KCBT | **Bullaren** SteelTwinScSr<br>OilEng.<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless 2dks(Stl)inNos.1,2,3&4holds<br>CruiserStern | 5722<br>5136<br>3428 | ✠100A1<br>Shelter dk<br>withfreeboard<br>7,19<br>11,21 ✠LMC~~6,18~~<br>Fitted for oil fuel 6,18 F.P. above 150° F. in DB | Got | a† | 5,20 | 1918<br>5mo | Aktieb. Götaverken<br>Gothenburg | Rederiaktieb. Transatlantic (G.Carlsson,Mgr) | 436·8<br>F36'onShelter dk<br>FK<br>CollisionBHtoShltr dk<br>CellDB372'1188tFPT89t | 56·2 | 26·9 | Gothenbrg<br>Swedish<br>Cem<br>BHtoU dk<br>APT31t | Oil Engines 4S.C.SA<br>12Cy.29⅛"-43$\frac{5}{16}$" 835NHP<br>DB80lb<br>Aktieb.Götaverken,Got. | 30 ″ 0<br>s4 ″ 3½<br>26 ″ 1 | |
| 10920<br>118326<br>VFTM | **Bullfinch** SteelScK<br>Mchy.Aft 1Dk | 246<br>185<br>97 | | | … | | 1903 | SelbyS.B.& E.Co.Ld.<br>Selby | GeneralStm.Nav. Co.Ld. | 118·7<br>Q40'F17'<br>FK | 23·2 | 8·8 | London<br>British<br>WB | C.2Cy.16½"&35"-24"<br>50RHP<br>G.T.Grey,SouthShields | 9 ″ 9 | |
| 10921<br>87932<br>KGRW | **Bullger** IronTwinSc<br>(exTraveller,exStormCock)<br>(SalvageSteamer) 1Dk | 404<br>344<br>80 | | | … | | 1883 | H.McIntyre&Co.<br>Paisley | LeithSalvage& TowageCo.Ld. (J.Little&Co.Ld.Mgrs.) | 161·0<br>B67' | 24·6 | 12·6 | Leith<br>British | C.4Cy.25"&46"-30"<br>196NHP<br>J.Howden&Co.Glasgow | 13 ″ 6 | |
| 10922<br>139151 | **Bulwark** SteelSc<br>1Dk(Stl) | 69<br>69<br>— | ✠100A<br>For towing purposes<br>8,18 | Lon | … | 8,18 | 1916<br>8mo | Crabtree& Co.Ld.<br>Gt.Yarmouth | CoryLighterage, Ld. | 71·1<br>BK5" | 18·2 | 8·7 | London<br>British<br>4BHCem | T.3Cy.10¾",17"&28"-18" (s)<br>200lb 40RHP<br>1SB,2pf,GS36,HS1019<br>Crabtree&Co.Ld.Gt.Yar. | 9 ″ 1 | |
| 10923<br>136447<br>TMLV | **Bundarra** WoodTwinSc<br>Elec.light Salted 1Dk2trB<br>Well deck Wireless | 3025<br>2274<br>1809 | ✠ 12A1<br>11,20<br>✠LMC2,20<br>BS3,21 | Mel | t | CL | 1918<br>5mo | Patters'n& MacDonald.<br>Seattle,Wash<br>A&CP | Commonwealth Government Line of Steamers | 267·2<br>P&B169'F32' | 48·5 | 24·7 | SydnyNSW<br>British | T6Cy15½"25½"&42½"-30"(s)<br>200lb GS154HS6600 333NHP<br>2 Water Tube Boilers<br>Patterson&MacDonald, S.B.Co.,Sea | 27 ″ 9<br>s 3 ″ 9 | |
| 10924<br>43230<br>WNTH | **Bungaree** IronPad<br>1Dk | 163<br>163<br>85 | | | | | 1861 | Barclay, Curle&Co.<br>Glasgow | J.&A.Brown | 121·5 | 22·4 | 9·4 | Newcastle N.S.W.<br>British | L.2Cy.44"-54"<br>219NHP<br>A.&J.Inglis,Glasgow | | |
| 10925<br>79538<br>QHSB | **Buninyong** SteelScBg<br>ssMel.2ndNo.3-5,99<br>Well deck ssMel.No.2-07<br>1Dk(Stl)2trB | 2076<br>1645<br>1147 | ✠<br>12,12<br>✠NB5,99 ✠ | Syd | r | | 1883<br>1mo | Caird, Purdie&Co.<br>Barrow | AustralianSteamshipsProprietary Ld. (Man.Agents, HowardSmith,Ld) | 279·9<br>P147'F36'<br>ND95 BK9½"<br>WB=DBa72'&u | 38·1 | 20·2 | Melbourne<br>British<br>5BHCem<br>E&B64'258t | C.2Cy.36"&70"-48"<br>293NHP<br>3SB,9cf,GS173,HS5130<br>J.Jack&Co.Liverpool | | C |
| 10926<br>MTSP | **Bunkerlœgter Nr. 1** Ferro-ConcreteTwinSc<br>Elec.light<br>(Lighter) Motor 1Dk<br>Should be Bunkringslægter Nr. 1 See No. 36546 in Supplement | 363<br>313<br>278 | | | | | 1919 | Hölens Jernbeton A/S<br>Hölen | A/S Christiania Kul-ogVedbolag | 134·2 | 29·7 | 12·0 | Chrstiania<br>Norwegian | Motor | | |
| 10927 | **Bunnemann** SteelSc<br>(Trawler)<br>Elec.light 1Dk<br>Now named "Kergroise," See No. 38052 in Supplement | 251<br>32<br>93 | | | | | 1918 | Schiffsw.& Mch."Hansa"<br>Tönning | FrenchGovernment | 125·3<br>F21' | 23·2 | 10·6 | French<br>WB | T.3Cy.13",20¼"&33"-22½"<br>Görlitzer 52NHP<br>Maschb.Anstalt,Görlitz | | |
| 10928 | **Bunte Kuh** SteelSc<br>(Trawler)<br>1Dk | 226<br>211<br>87 | | | | | 1916 | Reiherst'g Schiffsw.Abt. Brandenburg<br>Hamburg | HansaHochseefischereiAkt.Ges. | 119·7<br>F18' | 24·2 | 9·5 | Hamburg<br>German<br>WB | T.3Cy.13",20½"&32¼"-22½"<br>50NHP<br>ReiherstiegSchiffsw.u. Maschfb | | |
| 10929 | **Buon Padre** IronScSr<br>(exAlgarve, exPaoloBoselli)<br>2Dks | 617<br>606<br>378 | | | | | 1888 | Continent'l Lead&IronCo<br>Ld. Pertusola | C.Martinolich& Figlio | 194·0<br>H27tF26t | 24·3 | 15·6 | Trieste<br>Italian<br>WB | T.4Cy.(2)10",24"&42"-30"<br>Continental NB04 97NHP<br>Lead&IronCoLdPertusola | 18 ″ 3 | |
| 10930<br>MVRS | **Bur** SteelSc<br>(exSedbergh) Wireless 1Dk(Stl)<br>Elec.light | 4343<br>3915<br>2618 | ✠100A1<br>5,21 4,20<br>✠LMC11,17<br>Carrying oil fuel F. P. above 150° F. in DB | Npt<br>NNs | x | ~~4,20~~<br>1,22 | 1917<br>11mo<br>Lloyd | Ropner& Sons,Ld.<br>Stockton<br>'sA&CP | A/SBur(A/SJacob R.Olsen) | 360·0<br>P23'B102'F38'<br>CellDBa115'u | 52·2 | 25·6 | Bergen<br>Norwegian<br>6BHCem<br>E26'f159'9 | T.3Cy.25",42"&68"-45" (s)<br>180lb 100lb 332NHP<br>2SB,6cf,GS127,HS5050<br>Blair&Co.Ld.Stockton<br>19tFPT140tAPT158t | 28 ″ 0<br>s5 ″ 3½<br>23 ″ 1 | |
| 10931<br>132694<br>HVNK | **Buranda** SteelScSr<br>ssNpt.No.2-21 ~~ssCff.No.1-16~~<br>Wireless 1Dk(ptIrn&ptStl) | 3651<br>3404<br>2276 | ✠100A1<br>5,21~~4,20~~ 1,22<br>~~BS12,19~~ ✠LMC~~11,16~~<br>BS1,21 MS5,21 | Cff<br>Npt | w | CL<br>~~2,19~~<br>5,21 | 1912<br>4mo<br>Lloyd | Richardsn. Duck&Co.Ld<br>Stockton<br>'sA&CP | BurandaSS.Co.Ld. (Burdick&Cook)<br>WB=Cell DBa115'uE25'f | 352·0<br>P29'B104'F35<br>FK<br>152'1031tFPT110t | 50·2 | 22·7 | London<br>British<br>6BHCem<br>APT95t | T.3Cy.24",40"&66"-45" (s)<br>180lb 90lb 321NHP<br>2SB,6cf,GS127,HS4985<br>Blair&Co.Ld.Stockton | 25 ″ 3<br>s4 ″ 4<br>21 ″ 3 | |
| 10932<br>135313<br>JDSQ | **Burdale** SteelScSr<br>ssCff.No.1-19<br>Wireless 1Dk(ptIrnptStl) | 4352<br>4056<br>2698 | ✠100A1<br>~~5,21~~ ~~6,20~~ 1,22<br>~~BS6,20~~ ✠LMC6,19<br>BS8,21 | Cff<br>~~Lon~~ Npt | x | CL<br>~~6,19~~<br>1,22 | 1914<br>1mo<br>Lloyd | Richardsn. Duck&Co.Ld.<br>Stockton<br>'sA&CP | BurdaleS.S.Co.Ld (Budick&Cook)<br>WB=Cell DBa127'uE27'f | 380·0<br>P33'B240'F37'<br>FK<br>165'1169tFPT136' | 51·0 | 24·6 | London<br>British<br>6BHCem<br>APT102t | T.3Cy26",42½"&69½"-45"(s)<br>180lb 90lb 375NHP<br>2SB,6cf,GS132,HS6094<br>Blair&Co.Ld.Stockton | 27 ″ 3<br>s3 ″ 11½<br>23 ″ 8 | |

| 1 Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creu sur Quil Franc-bord au milieu d navire. Tirant d'eau corres-pondant pds. p |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10933<br>MTCN | **Bure** SteelScSr<br>*Motor*<br>*Mchy.Aft* 1*Dk* | 499<br>348<br>262 | | | | | 1919 | Nes.Mek. Verk.<br>Nes,pr. Tönsberg | A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*) | 150·5\|27·1\|11·0<br>F18*t*P69*t*H21*t* | Christiania<br>Norwegian<br>*WB* | Motor 2S.C.SA<br>4Cy.12½″-18½″ 68NHP<br>A/BAtlasDiesel,Skm. | |
| 10934<br>139302<br>JNLG | **Bureaucrat** SteelScSr<br>*ss*Hul.No.1-21<br>1*Dk* | 137<br>119 | ✠100A1<br>*For towing purposes*<br>1,22 ~~2,21~~ ✠LMC2,21 | Hul | | ~~12,19~~<br>1,22 | 1916<br>11mo<br>*Lloyd* | Cochrane&Sons,Ld.<br>Selby<br>*'sA&CP* | ~~T.C.Spink~~ United TowingCo.,Ld. | 90·0\|21·1\|9·9<br>BK7½″ | Hull<br>British<br>4*BHCem*<br>*FPT*5*t* | T.3Cy.12″,20″&34″-24″ (*s*)<br>180lb 69RHP<br>1SB,2*pf*,GS35,HS1175<br>ShieldsE.&D.D.CoLdNShl | 10 · 6<br>s1 · 0<br>10 · 6 |
| 10935<br>NHMD | **Burgerdijk** SteelSc<br>6853<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | ~~6750~~<br>6383<br>4230 | ✠100A1<br>*Shelter dk with freeboard*<br>6,21<br>*Fitted for oil fuel* 6,21 *F.P. above* 150°F.<br>✠LMC5,21 | Bel | z | CL | ~~1920~~<br>1921<br>4mo<br>*Lloyd* | C.v.d.Giessen&Zonen<br>Krimpen a/dYssel<br>*'sA&CP* | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*325'102 | 400·0\|~~54·0~~\|~~39·0~~<br>~~F48'~~ 54·3\|36·6<br>*F50'onShelter dk* FK<br>*CollisionBHtoShelter*<br>6*tMT*871*tDTa*577*tFP* | Rotterdam<br>Dutch<br>*ptCem*<br>*dk* 5*BHtoUdk*<br>*T*130*tAPT*149*t* | 2SteamTurbinesgeared to 1Sc.Shaft215lb(*s*)648NHP<br>3SB,9*cf*,GS185,HS8481 FD<br>Harland&Wolff,Ld.Bel. | 39 · 0<br>39 · 2½<br>30 · 2 |
| 10936 | **Bürgermeister Burchard** Steel<br>(*Trawler*) ScSr<br>1*Dk* | 208<br>179<br>43 | | | | | 1911 | G.Seebeck Akt.Ges.<br>Geestemünde | Cuxhavener Hochseefischerei Akt.Ges. | 117·3\|22·4\|9·5<br>F18' | Cuxhaven<br>German<br>*WB* | T3Cy11⅞″18 7/16″&30 3/16″-22 1/16″<br>43NHP<br>G.SeebeckA.G.Bremerhvn | |
| 10937 | **Burgermeister Eschenburg**<br>SteelScSr<br>*Elec.light* 1*Dk* | 732<br>502<br>346 | | | | | 1915 | Schiffsw. v. HenryKoch<br>Lübeck | Lübeck-Wyburger Dampsch.Ges. | 195·5\|30·5\|11·1<br>P&B146'F26' | Lübeck<br>German<br>*WB* | T3Cy16 3/16″,27 7/16″&42½″-27⅝″<br>95NHP<br>OttensenerMaschf,Lübeck | |
| 10938 | **Bürgermeister Mönckeberg**<br>(*Trawler*) SteelSc<br>*Elec.light* 1*Dk* | 228<br>211<br>88 | | | | | 1916 | J.H.N. Wichhorst<br>Hambur | Cuxhavener Hochseefischerei Akt.Ges. | 119·5\|23·8\|10·2<br>F18' | Cuxhaven<br>German<br>*WB* | T.3Cy.13¼″,20 1/16″&32¼″-22⅝<br>50NHP<br>J.H.N.Wickhorst,Ham. | |
| 10939 | **Bürgermeister Smidt** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 234<br>209<br>88 | | | | | 1916 | G.Seebeck Akt.Ges.<br>Bremerhaven | Hochseefischerei BremerhavenAkt.Ges. | 127·2\|23·0\|9·8<br>Q75'F20' | Brmrhavn<br>German<br>*WB* | T.3Cy.12⅝″,20½″&33″-23⅝″<br>53NHP<br>G.SeebeckA.G.Gstemünde | |
| 10940 | **Bürgermeister Stammann**<br>SteelSc<br>(*ex*Lichtenfels) (*Trawler*) 1*Dk* | 196<br>170<br>74 | | | | | 1907 | G.Seebeck Akt.Ges.<br>Bremerhaven | Cuxhavener Hochseefischerei Akt.Ges. | 118·8\|22·0\|10·9<br>Q72'F19' | Cuxhaven<br>German<br>*WB* | T.3Cy.11½″,18″&30½″-22″<br>44NHP<br>G.SeebeckA.G.Bremerhvn | |
| ❊ 10941<br>ODVJ | **Burgermeister von Melle** SteelSc<br>*Now named* "Mont Aigoual," *S.N.* 38462 [illegible] *in Supp.*<br>*ss*Ham.No.2-06 [illegible]<br>(*ex*Duisburg) ~~*ss*Hav.No.1-10~~<br>2*Dks*(1*Stl*&1*ptStl*)&*Spardk*(*Stl*)3*trB* | 4496<br>[illegible]<br>2854 | ✠100A1<br>*Spar dk*<br>9,21 ~~8,19~~ ✠LMC~~8,19~~<br>BS5,21 10,20 | Hav<br>Msl | y | CL<br>~~8,19~~<br>5,21 | 1900<br>4mo<br>*Lloyd* | Flensburgr Schiffsb.Ges.<br>Flensburg<br>*'sA&CP* | ~~FrenchGovernment~~ Soc.Général deTransportsMarit &Vap. *WB=* | 388·0\|47·6\|20·8<br>P&B232'F46' 28·8<br>FK<br>*CellDBa*94'*uE&B*6 | French<br>6*BHCem*<br>2'*f*164'895*t* | T.3Cy.28½″47½″&73″-54″(*o*)<br>165lb 554NHP<br>4SB,12*cf*,GS185,HS9800<br>FlensburgerSchiffsb.Ges. | 31 · 0<br>s5 · 10<br>25 · 4 |
| 10942 | **Burgomaster Max** Iron&Steel<br>*ss*Gms.No.1-03 ScSr<br>(*ex*Gilderoy) 1*Dk*<br>*Iron framing Steel plating* | *153*<br>*136*<br>*61* | ✠<br>*StmTrawler*<br>10,08 ✠ | Gms | | | 1899<br>3mo | WoodSkinner&Co.Ld.<br>Newcastle | Soc.Anon. Pêcheries de l'Océan | 101·0\|20·5\|10·7<br>Q47'F18'<br>BK7½″ | Ostend<br>Belgian<br>3*BHCem* | T.3Cy.11″,17″&30″-21″<br>41NHP<br>1SB,2*pf*,GS24,HS814<br>N.E.MarineEng.CoLd.Sld | 11 · 6 |
| ❊ 10943<br>142712<br>JVQK | **Burgondier** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 5287<br>4804<br>3222 | ✠100A1<br>9,21 ~~5,19~~<br>✠LMC5,19 | Grk<br>Ant | y | CL<br>9,21 | 1919<br>4mo<br>*Lloyd* | Caird&Co.Ld.<br>Greenock<br>*'sA&CP* | LloydRoyalBelge (GreatBritain)Ld.<br>*CellDB*344'1062*t* | 400·1\|52·3\|28·5<br>P50'B113'F39'<br>FK<br>*DTa*1135*tFPT*128*t* | London<br>British<br>7*BHptCem*<br>*APT*44*t* | T.3Cy.27″,44″&73″-48″ (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Caird&Co.Ld.Greenock | 31 · 0<br>s6 · 2<br>25 · 8 |
| ❊ 10944<br>6391<br>KCTL | **Burgundia** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 1503<br>1301<br>846 | ✠100A1<br>12,20<br>✠LMC12,20<br>*Fitted for oil* | Mmo<br>*fuel* 12,20 | q | *F.P. a* | 1920<br>12mo<br>*Lloyd*<br>*bove* 1 | Kockums M.V.Aktieb.<br>Malmö<br>*'sA&CP*<br>50° F. | FörnyadeÅngfartygsA.B.Götha (F.Sternhagen, *Mgr.*) *CellD* | 256·0\|38·3\|16·4<br>P20'B70'F25'<br>FK<br>*B*215' 450*t FPT*48*t* | Gothenbrg<br>Swedish<br>4*BHCem*<br>*APT*73*t* | T.3Cy.18⅛″,28¾″&48 3/16″-31½″<br>185lb (*s*) 160NHP<br>2SB,4*cf*,GS56,HS2114 FD<br>KockumsM.V.Akt.Malmö | 18 · 10<br>s2 · 6<br>16 · 7 |
| ❊ 10945<br>115231<br>TBKR | **Burgundy** SteelScSr<br>*ss*Liv.No.3-9,13<br>Wireless *ss*.Liv.No.1-17<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*Web frames* | 3364<br>3177<br>2169 | ✠100A1<br>*Spar dk*<br>5,21 ~~12,15~~ BS8,21<br>~~BS8,20~~ ✠LMC11,17 | Liv | w | CL<br>~~11,18~~<br>4,21 | 1901<br>11mo<br>*Lloyd* | Richardsn,Duck&Co.<br>Stockton<br>*'sA&CP* | D.MacIver&Co.Ld<br>*WB=CellDBa* | 350·0\|47·1\|15·9<br>P28'B108'F37' 23·7<br>FK<br>104'*uE*28'*f*136'716*t* | Liverpool<br>British<br>6*BHCem*<br>*APT*42*t* | T.3Cy.26½″,44″&72″-48″(*a*)<br>180lb *80lb* 422NHP<br>3SB,9*cf*,GS195,HS6938<br>Blair&Co.Ld.Stockton | 26 · 3<br>s4 · 10<br>21 · 9 |
| 10946<br>136333<br>JHOT | **Burma** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 7564<br>6486<br>4847 | | | | | 1914 | W.Denny &Bros.<br>Dumbarton | British&Burmese Stm.Nav.Co.Ld.& BurmahS.S.Co.Ld. (P.Henderson&Co. *Mgrs.*) | 466·5\|58·1\|30·6<br>P64'B156'F44' | Glasgow<br>British<br>*WB* | T.3Cy.29½″,50″&84″-60″<br>546NHP<br>Denny&Co.Dumbarton | |
| ❊ 10947 | — SteelScSr<br>*ss* Nap.No.2-19<br>2*Dks*(*UptIrnptStl*&2*nd dkStl*) | 5396<br>4302<br>3445 | ✠100A1<br>3,21 ~~2,20~~<br>BS6,20 ✠LMC3,19 | Tri | y | CL<br>2,20 | 1912<br>6mo<br>*Lloyd* | W.Gray&Co.Ld.<br>WHartlepool<br>*'sA&CP*<br>*W* | Soc.Anon. diArmamento Maritt."Oriente"<br>*B=CellDBa*138'*u* | 400·0\|52·2\|25·0<br>P29'B228'F36'<br>FK<br>*E&B*43'*f*177'1296*t* | Fiume<br>6*BHCem*<br>*DTf*34'770*t* | T.3Cy.26″,42″&70″-48″ (*s*)<br>180lb HS7461 FD 493NHP<br>2SB&1Aux.SB,8*cf*,GS159,<br>Cen.Mar.Eng.Wrks.WHpl<br>*FPT*98*tAPT*134*t* | 27 · 7<br>s4 · 6½<br>23 · 5 |
| 10948<br>132547 | — SteelScSr<br>2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Elec.light* | 1832<br>1578<br>1090 | ✠<br>10,12<br>*Carrying Petroleum*<br>✠ | Lth<br>*in* | r | *bulk* | 1911<br>6mo | Greenock&Gr'ngemouth DockyardCo.<br>Greenock<br>*WB* | TheAdmiralty<br>=*CellDBuE&B*64' | 270·5\|36·6\|22·0<br>P93'B24'F50'<br>FK<br>87*tFPT*37*tAPT*45*t* | London<br>British<br>13*BHCem*<br>(8*BHtoUdk*<br>5 ,, 2*nd dk*) | T.3Cy.19″,31″&51″-33″<br>202NHP<br>2SB,6*cf*,GS110,HS3672<br>J.G.Kincaid&Co.Ld.Grk. | 23 · 4 |
| 10949<br>114005 | — SteelPad<br>1*Dk* | 1223<br>1223<br>771 | | | | | 1901 | W.Denny &Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 310·0\|46·1\|10·7 | Glasgow<br>British | T.3Cy.28″,41½″&60″-66″<br>292NHP<br>Denny&Co.Dumbarton | |
| ❊ 10950<br>19893<br>NGBQ | **Burma Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 4585<br>4201<br>2822 | ✠100A1<br>*Shelter dk withfreeboard*<br>3 20 ✠LMC~~3,20~~<br>3,21 | Kob | y | CL<br>~~2,19~~<br>3,21 | 1917<br>2mo<br>*Lloyd* | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>*'sA&CP* | OsakaShosen KabushikiKaisha | 385·0\|51·0\|28·0<br>FK<br>*CellDB*333'1114*t* | Osaka<br>Japanese<br>6*BHCem*<br>*APT*91*t* | T.3Cy.26″,43½″&72″-48″ (*s*)<br>200lb *120lb* 391NHP<br>2SB,6*cf*,GS121,HS4609 FD<br>KawasakiDkydCoLdKobe | 28 · 0<br>s3 · 6<br>24 · 10 |
| 10951<br>99555<br>JNGT | **Burmah** IronScK<br>1*Dk* | 168<br>158<br>63 | ✠<br>*StmTrawler*<br>1,92 ✠ | Shl | | | 1892<br>1mo | Hepple &Co.<br>N.Shields | KelsallBros.& Beeching,Ld. (JohnSlater, *Mgr.*) | 119·0\|20·6\|10·8<br>len05<br>BK7″ | Hull<br>British<br>3*BHCem* | T.3Cy.12″,20″&32″-22″<br>60RHP<br>1SB,2*cf*,GS26,HS1014<br>Hepple&Co.NorthShields | 11 · 10 |
| ❊ 10952<br>129765<br>HSKC | **Burmese Prince** SteelScSr<br>*ss*NYk.No.2-19 ~~*ss*N.Yk.No.1-16~~<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>Sub.Sig. &*Shelterdk*(*Stl*) | 4825<br>4438<br>3034 | ✠100A1<br>*Shelter dk withfreeboard*<br>4,21 ~~7,20~~ ✠LMC<br>MS11,19 BS12,20 | NYk | z | CL<br>7,20 | 1911<br>4mo<br>*Lloyd* | ShortBros. Ld.<br>Sunderland<br>*'sA&CP*<br>*WB=C* | PrinceLine,Ld. (Furness,Withy&Co.Ld.*Mgrs.*)<br>*ellDBa*115'*uE*28' | 396·0\|54·4\|26·8<br>FK<br>*f*171'959*t D* | Newcastle<br>British<br>6*BHCem*<br>*Ta*80'700*tFPT*67*tAPT*24*t* | T.3Cy.27″,45″&74″-51″ (*a*)<br>180lb *100lb* 518NHP<br>3SB,9*cf*,GS172,HS7427 FD<br>G.Clark,Ld.Sunderland | 28 · 1<br>s3 · 6<br>25 · 0 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10953 | **Burnfoot** SteelSc<br>Now named "Nicol," Sc.letter N<br>1Dk(Stl) | 39<br>—<br>16 | ✠ A-<br>For towing purposes<br>10,19<br>✠LMC10,19 | Ard | | CL | 1919<br>10mo | Ardrossan D.D.&S.B. Co.Ld.<br>Ardrossan | | 64·0<br>BK4"<br>FPT3t | 13·6 | 5·5 | British<br>4BHCem<br>APT4t | C.2Cy.11"&22"-16" (s)<br>110lb 80NHP<br>1SB,2pf,GS27,HS718<br>GauldieGillspie&CoLdGls | 7 ″ 0 | |
| 10954<br>113735<br>VQJD | **Burnholme** SteelScSr<br>ssCff.No.3-8,16<br>ssBmn.No.1-21<br>Wireless 1Dk(ptIrn&ptStl)<br>&deepframing3Dkrule | 3474<br>3275<br>2183 | ✠100A1<br>~~6,21~~ ~~1,21~~2,22<br>✠LMC<br>MS8,20 BS~~1,20~~6,21 | Bmn<br>~~Cff~~ Sld | w | CL<br>~~8,20~~<br>~~6,21~~<br>2,22 | 1904<br>4mo<br>Lloyd | JLThompson&Sons,Ld<br>Sunderland<br>'sA&CP | Rowland&Marwood'sS.S.Co.Ld.<br>(Headlam&Rowland,Mgrs.) | 345·0<br>P31'B198'F32'<br>FK<br>WB=CellDB | 47·1 | 24·9 | Whitby<br>British<br>6BHCem<br>a115'uE23' | T.3Cy.24",40"&66"-45" (s)<br>180lb 180lb 321NHP<br>2SB,8pf,GS142,HS5000<br>J.Dickinson&Sons,Ld.Sld.<br>f148'755tFPT70tAPT139t | 27 ″ 8<br>s 4 ″ 2<br>23 ″ 10 | |
| 10955<br>140680<br>JQMW | **Burnhope** SteelScSr<br>ssNwc.No.1-22<br>Wireless 1Dk(Stl)<br>Well deck Cargo battens not fitted | 2683<br>2149<br>1602 | ✠100A1<br>1,22~~12,20~~<br>✠LMC~~8,18~~<br>2,22 | Npt<br>Nwc | t | CL<br>~~12,19~~<br>11,21 | 1917<br>7mo<br>Lloyd | WoodSkinner&Co.Ld<br>Newcastle<br>'sA&CP<br>Intermediate | BurnettS.S.Co.Ld.<br>CellD<br>bulkhead in foreh | 321·2<br>Q186'BonQ63'<br>F32' FK<br>B263'695tFPT130t<br>old dispensed with4 | 43·2 | 19·5 | Newcastle<br>British<br>APT151t<br>BH only Ce | T.3Cy. 2½",37"&61"-42" (s)<br>180lb 100lb 295NHP<br>2SB,8cf,GS143,HS5016<br>N.E.MarineEngCoLd.Nwc<br>m | 21 ″ 9<br>s 7 ″ 2<br>19 ″ 2 | |
| 10956<br>104858<br>NTDH | **Burns** SteelTwinScSr<br>(Sludge vessel)<br>Mchy.Aft ssLon.2ndNo.3-9,19<br>Elec.light 1Dk(Stl)&Webframes | 1019<br>990<br>605 | ✠100A-<br>9,19<br>~~BS7,20~~ ✠LMC10,19<br>BS12,21 | Lon | | 7,20 | 1895<br>4mo | NavalCon.&Armamnts Co.Ld.<br>Barrow | LondonCounty Council | 234·0<br>FK<br>WB=FPT | 38·2 | 13·8 | London<br>British<br>6BHCem<br>157tAPT6t | T.6Cy.15",23"&35"-24" (s)<br>150lb 150NHP<br>2SB,6cf,GS108,HS2804<br>Nav.C.&A.Co.Ld.Brw. | 14 ″ 6 | |
| 10957<br>218388<br>LRSM | **Burnwell** SteelScSr<br>Wireless Fitted for oil fuel<br>Mchy.Aft Elec.light 1Dk<br>Sub.Sig. Fitted with cylindrical tanks for carrying petroleum | 5771<br>4633<br>3595 | | | | ... | 1919 | Chester S.B.Co.<br>Chester,Pa. | UnitedStates ShippingBoard | 400·8<br>P99'B27'F50'<br>FK | 54·3 | 31·4 | Phldlphia<br>Utd.States<br>WB | 2SteamTurbines geared to 1 Sc Shaft<br>WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa. | 32 ″ 9 | R |
| 10958<br>68<br>KBHN | **Burongan Maru** WoodAuxScSr | 295<br>—<br>212 | | | | | 1918 | ................. | KojimaKokichi | 113·8 | 27·3 | 13·1 | Kiirun, Formosa<br>Japanese | | | |
| 10959<br>125175 | **Burra-bra** SteelSc<br>(Screwsfore&aft)<br>Elec.light 1Dk&Promenadedk | 458<br>391<br>312 | | | | | 1908 | Mort'sDck&Eng.Co.Ld.<br>B'lmainNSW | ThePortJackson&ManlyS.S.Co.Ld. | 195·3 | 31·7 | 13·5 | SydnyNSW<br>British | T.3Cy.18",27½"&45"-27"<br>105NHP<br>Mort'sDk.&E.CoLdBalmn | | |
| * 10960<br>124141<br>HJKR | **Burriana** SteelScSr<br>ssAlx.No.3-5,18<br>Elec.light 1Dk(Stl)&deep framing | 1359<br>1216<br>748 | ✠100A1<br>2,22~~11,20~~<br>~~MBS2,20~~ ✠LMC5,18<br>MBS2,22 | Lth<br>Gmh | q | CL<br>11,20 | 1906<br>10mo<br>Lloyd | R.Duncan&Co.Ld.<br>Pt.Glasgow<br>'sA&CP | Chr.Salvesen&Co.<br>WB=CellDB | 250·0<br>P23'B105'F29'<br>FK<br>a72'uE&B32'f110 | 36·1 | 16·9 | Leith<br>British<br>4BHCem<br>414tAPT50t | T.3Cy.20",33"&54"-36" (s)<br>180lb 130lb NDB19 204NHP<br>2SB,6cf,GS100,HS3330<br>Muir&Houston,Ld.Gls. | 19 ″ 3<br>s 2 ″ 0½<br>17 ″ 6 | |
| 10961<br>125224<br>HPWD | **Burringbar** SteelScSr<br>1Dk&Shelter dk<br>Elec.light Ref.Mchy. | 876<br>541<br>442 | | | | | 1909 | Greenock&Grangemo'th Dkyd.Co.Ld.<br>Grangemo'th | NorthCoastSteam Nav.Co.Ld. | 205·1 | 33·1 | 11·4 | SydnyNSW<br>British<br>WB | T.3Cy.19",31"&51"-30"<br>142NHP<br>Dunsmuir&JacksonLdGls | | |
| 10962<br>219565<br>LVMW | **Burro** WoodSc<br>(Tug)<br>1Dk | 179<br>—<br>80 | | | | | 1920 | Leatham&SmithTowing&WreckngCo<br>Sturgeon Bay Wis. | CornellSteamboat Co. | 95·5 | 24·7 | 12·2 | Mlwaukee Wis.<br>Utd.States | C.2Cy.18"&38"-26"<br>61NHP | | R |
| 10963<br>~~91487~~<br>~~WHFQ~~ | **Burrumbeet** SteelScSr<br>ssMel.2ndNo.3-3,13<br>Well deck 1Dk(Stlptws)2trB<br>Elec.light | 2420<br>1897<br>1561 | ✠<br>12,15<br>✠NB11,00✠ | Mel | s | | 1885<br>2mo | Swan&Hunter<br>Newcastle | ~~HajeeMHNemazee~~<br>~~LanYew~~<br>WB=DBa<br>66'&uE&B60'385t' | 300·0<br>P151' F48'<br>FPT65t APT20t | 40·1 | 19·7 | Chinese<br>8BHCem<br>~~MT22'520t~~ | T.3Cy.23",35"&60"-42"<br>NDB00 282NHP<br>2DB,8cf,GS172,HS4975<br>Wallsnd.Slpwy.Co.Wlsnd. | 21 ″ 4 | |
| 10964 | **Burscough** ReinforcedConcrete<br>OilEng.<br>Mchy.Aft | 300 | A1<br>(ClassContemplated)<br>Coasting U.K. (Except West Coast, Cork to Pentland Firth and Continent —from Brest to Hamburg)<br>Subject to Annual Survey —Experimental | | | | 1921 | Ritchie ConcreteE.&S.B.Co.Ld.<br>Preston | Tyrer'sCoasters, Ld. | 120·0 | 23·0 | 12·2 | British | Oil Engine 2S.C.SA<br>4Cy.13$\frac{3}{16}$"-15"<br>A.Gullowsen&Co.Xia. | | |
| 10965<br>MGNK | **Burstad** SteelScSr<br>Elec.light 1Dk | 960<br>720<br>582 | | | | | 1911 | Akers Mek.Værks<br>Christiania | A/S Vestlandske Lloyd(Brödrene Olsen,Mgrs.) | 221·3<br>Q110tB56tH32t<br>F22t | 32·2 | 12·1 | Stavanger<br>Norwegian<br>WB | T.3Cy.17",29"&47"-33"<br>127NHP<br>AkersMek.Værks.Xia. | | N |
| 10966<br>211232 | **Burton** WoodSc<br>1Dk | 122<br>—<br>83 | | | | | 1905 | HuntBros.<br>Tacoma, Wash. | KitsapTransportationCo. | 92·8 | 20·0 | 6·1 | Seattle<br>Utd. States | C.2Cy.10"&20"-12"<br>PugetSound 14NHP<br>B.&D.D.Co.Tacoma | | |
| 10967<br>142732<br>JVRF | **Burutu** SteelScSr<br>(exWarSwan)<br>Elec.light Wireless 2Dks | 5275<br>4831<br>3220 | | | | | 1918 | Sunderland S.B.Co.Ld.<br>Sunderland | British&African S.N.Co.Ld.<br>(Elder,Dempster&Co.Ld.Mgrs.) | 400·0<br>P49'B112'F39' | 52·4 | 28·4 | Liverpool<br>British<br>WB | T.3Cy.27",44"&73"-48"<br>369NHP<br>Blair&Co.Ld.Stockton | | C |
| 10968<br>120749<br>TVPM | **Burwah** SteelScSr<br>ssMel.No.3-9,20<br>Elec.light 1Dk(Stl)&Spardk(Stl)<br>&deep framing | 2317<br>1961<br>1070 | ✠100A1<br>Spar dk withfreeboard<br>10,21~~9,20~~ ✠LMC~~9,20~~<br>10,21 | Mel | s | CL<br>~~10,18~~<br>10,21 | 1908<br>7mo<br>Lloyd | J.Priestman&Co.<br>Sunderland<br>'sA&CP<br>WB | AustralianSteamshipsProprietary, Ld.(Man.Agents, HowardSmith,Ld)<br>=CellDBa80'uE& | 275·5<br>B75'F33' 20·8<br>FK<br>B38'f110'455tFPT | 42·7 | 12·9 | Melbourne<br>British<br>4BHCem<br>87tAPT107t | T.3Cy.24",40"&64"-45" (s)<br>180lb 339NHP<br>3SB,9cf,GS176,HS5794<br>G.Clark,Ld.Sunderland | 23 ″ 1<br>s 3 ″ 7<br>19 ″ 10 | |
| 10969<br>132093<br>HSBP | **Bury** SteelScSr<br>ssNwc.No.2-19<br>Elec.light 1Dk(Stl-ws)&pt deepframing<br>Sub.Sig. Lower dk in Nos.1&3holds<br>Wireless | 1683<br>1098<br>921 | ✠100A1<br>5,21 ~~5,20~~<br>~~BS4,20~~ ✠LMC4,19<br>BS5,21 | Gms | q | CL<br>~~4,19~~<br>5,21 | 1911<br>1mo<br>Lloyd | Earle'sCo. Ld.<br>Hull<br>'sA&CP | GreatCentralRly.<br>WB= | 265·0<br>P41'B115'F32'<br>BK9"<br>DBa54'uE21'f111' | 36·0 | 17·4 | Grimsby<br>British<br>5BHCem<br>295tAPT33t | T.3Cy.22",35"&60"-42" (a)<br>180lb 100lb 309NHP<br>2SB,6cf,GS144,HS5540<br>Earle'sCo.Ld.Hull | 18 ″ 6<br>s 1 ″ 10<br>17 ″ 10 | BT till 5,21 |
| 10970<br>127416 | **Bush** SteelScK<br>ssBel.No.3-2,20<br>1Dk | 221<br>194<br>85 | ✠100A1<br>StmTrawler<br>2,20 BS2,22<br>~~BS8,20~~ ✠LMC2,20 | Bel | | N2,20 | 1908<br>7mo<br>Lloyd | Smith's DockCo.Ld.<br>North Shields<br>'sA&CP | ScarisbrickSteam Trawlers (Fleetwood)Ld.<br>(J.A.Taylor,Mgr.) | 120·4<br>Q67'F20'<br>BK7½" | 21·5 | 11·5 | Fleetwood<br>British<br>3BHCem | T.3Cy.12½",20"&33"-24" (s)<br>180lb 66RHP<br>1SB,2pf,GS38,HS1195<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 10971 | **Bushnell** SteelScSr<br>Elec.light 3Dks(StlU-ws)<br>Sub.Sig. | 2768<br>2510<br>1756 | ✠<br>10,15<br>Water tube boilers<br>✠<br>Fitted for oil fuel 10,15 F.P. above 150° F. | Sea | | | 1915<br>8mo | SeattleConstruction&DryDockCo.<br>SeattleWash. | UnitedStates Government<br>WB=CellDB<br>a62'uE& | 328·2<br>FK<br>B60'f 98'619tFPT | 45·7 | 24·6 | Utd.States<br>8BH ptAsp<br>38tAPT28t | 2 Steam Turbines geared to 1 screw shaft<br>2B,HS5120<br>SeattleConstruction&DryDockCo.Seattle,Wash | 28 ″ 0 | |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 Creu<br>sur Quil<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant<br>pds. p |
| 10972<br>217740<br>LQJF | **Bushong** WoodScSr<br>*Elec.light* 2*Dks* | 2848<br>2302<br>1683 | | | | | 1919 | GMStandifer Cnst.Corp.<br>Vancouver, Wash. | UnitedStates ShippingBoard | 294·0<br>P37'B68'F28' | 45·6 | 23·8 | Portlnd Or<br>Utd. States | T.3Cy.19",32"&56"–36"<br>188NHP<br>BuckeyeEng.Co.Salem,O. | |
| 10973<br>218119<br>LRGP | **Bushrod** WoodScSr<br>*Elec.light* Wireless 2*Dks* | 2848<br>2302<br>1683 | | | | | 1919 | GMStandiferCnst. Corp.<br>Vancouver, Wash. | UnitedStates ShippingBoard | 294·0<br>P37'B68'F28' | 45·6 | 23·8 | Portlnd Or<br>Utd. States | T.3Cy.19",32"&56"–36"<br>188NHP<br>GeneralOrdnanceCo.<br>Denver,Col | |
| 10974<br>10794<br>LCSP | **Bushu Maru** SteelScSr<br>ssKob.2nd.No.3–12,18<br>(exLombard)<br>1*Dk*(*Irn*)&*Spar dk*(*Irn*)&*Webframes* | 2656<br>2466<br>1922 | ✠100A1<br>*Spar dk*<br>5,21 ~~10,20~~<br>✠LMC~~4,20~~<br>5,21 | Syd<br>Kob | *t* | ~~4,20~~<br>5,21 | 1895<br>5mo | BlythS.B. Co.Ld.<br>Blyth<br>A&CP | TakasagoShoji KabushikiKaisha<br>*WB=CellDB*<br>*a94'uE&B38'* | 314·0<br>B58'F33' 25·4<br>FK<br>*f120'488tAPT87t* | 40·1 | 17·9 | Nishino-miya<br>Japanese<br>*5BHCem* | T.3Cy.22½",37"&61"–42" (*s*)<br>160lb *100lb* NDB13 246NHP<br>2SB,*6cf*,GS104,HS3760<br>Blair&Co.Ld.Stockton | 27 · 9<br>· 5 · 8<br>22 · 4 |
| 10975<br>113137<br>JMWQ | **Busk** SteelSc3MstSr<br>ssSws.No.3–4,19<br>*Well deck* 1*Dk*(*Irn*)<br>*Mchy.Aft* | 367<br>243<br>142 | ✠100A1<br>9,20<br>BS9,20 ✠LMC2,13 | Rot | *f* | CL<br>9,20 | 1906<br>6mo | Smith's DockCo.Ld.<br>North Shields<br>*Lloyd's A&CP* | McLeodS.S.Co.Ld.<br>(T.McLeod, *Mgr.*) | 144·0<br>Q81'B11'F27'<br>BK7'<br>*WB=FPT* | 24·1 | 10·4 | Hull<br>British<br>*3BHCem*<br>*28tAPT3t* | C.2Cy.17"&36"–27" (*s*)<br>140lb 85RHP<br>1SB,*3cf*,GS51,HS1600<br>ShieldsEng.Co.Ld.N.Shl. | 11 · 5<br>· 4<br>11 · 9 |
| 10976 | **Bussard** SteelScLr<br>1*Dk* | 143<br>136<br>72 | | | | | 1907 | Schiffsw. DelphinG.m.b.H.<br>Lehe | Elsfleth'rHerings-fischerei,A.-G. | 93·8 | 21·4 | 9·8 | Elsfleth<br>German<br>*WB* | C.2Cy.9 1/12"&18⅛"–11 11/16"<br>VanDam& 9NHP<br>GorterUithuizen | |
| 10977<br>NHMG | **Bussum** SteelScSr<br>ssRot.No.1–21<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3683<br>3315<br>2289 | ✠100A1<br>~~10,21~~ ~~1,20~~ 2,22<br>~~BS9,20~~ ✠LMC~~3,17~~<br>BS9,21 MS10,21 | Ams<br>Rot | *u* | CL<br>~~5,19~~<br>4,21 | 1917<br>3mo | L.Vuijk& Zonen,Capellea/dYsel<br>*Intermediate*<br>A&CP | Stoomv.Maats. "Oostzee" (Vinke&Co. *Mgrs.*)<br>*Bulkhead in after*<br>*CellD* | 360·0<br>P27'B101'F27'<br>FK<br>*hold dispensed with*<br>*B310' 966t FPT74t* | 48·2 | 22·8 | Amstrdam<br>Dutch<br>*pt Cempt Asp*<br>*5BHonly*<br>*APT81t* | T.3Cy.24½",40"&67"–45" (*s*)<br>180lb 342NHP<br>3SB,*6cf*,GS144,HS5490<br>Maats.deSchelde,Flushing | 25 · 3<br>s4 · 8<br>20 · 11 |
| 10978<br>129387<br>KGNB | **Busta** SteelScK<br>(*ex*Capricorne)<br>1*Dk* | 105<br>104<br>35 | | | | | 1910 | Akers Mek.Værks.<br>Christiania | Chr.Salvesen&Co. | 92·0 | 18·0 | 10·3 | Stanley FalklandI.<br>British<br>*WB* | T.3Cy.11",18"&29"–18"<br>50RHP<br>AkersMek.Værks.Xia. | |
| 10979<br>136151 | **Bustard** IronTwinScSr<br>(*Salvage*)<br>1*Dk* | 131<br>125<br>57 | | | | | 1872 | Dockyard<br>Sheerness | T.W.Ward,Ld.<br>(J.Ward, *Mgr.*) | 85·0 | 26·0 | 8·7 | Swansea<br>British | H.4Cy.16"–15"<br>15NHP<br>Napier&Sons.Glasgow | |
| 10980 | **Busto Arsizio** WoodSc<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1000 | | | | | 1920 | E.Gotuzzo<br>Chiavari | Soc.Ligure Piemontese | 195·2<br>P51'F21' | 31·8 | 19·7 | Genoa<br>Italian | T.3Cy.15",24"&39"–27"<br>N.Odero&Co. 79NHP<br>SestriPonente | |
| 10981<br>141006 | **Busy Bee** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 115<br>—<br>5 | | | | | 1919 | DavieS.B. &Rep.Co.Ld<br>Lauzan,P.Q. | DavieS.B.&Repair Co.Ld. | 78·0 | 20·0 | 11·0 | Quebec<br>British | C.2Cy.16"&32"–24"<br>104NHP<br>Cie.F.K.Drolet,Quebec | |
| 10982<br>108704 | **Bute 4** SteelScSp<br>ssGls.No.3–3,11<br>*Mchy.Aft* ssGrk.No.2–20<br>*Well deck* 1*Dk*(*Irn*) | 174<br>140<br>69 | ✠100A1<br>11,21 ~~12,20~~<br>~~BS12,20~~ ✠LMC2,20<br>BS11,21 | Grk | *c* | CL<br>2,20 | 1898<br>2mo | J Fullerton &Co.<br>Paisley<br>A&CP | ~~Hill&Co.~~ Clyde CargoSteamersLd<br>(J.D.Rodger, *Mgr* | 115·0<br>Q42'B9'F25'<br>BK6'<br>*WB* | 21·1 | 9·0 | Glasgow<br>British<br>*3BHCem*<br>*=FPT20t* | C.2Cy.16"&32"–24" (*s*)<br>~~120lb~~ ~~80lb~~ 120lb 43RHP<br>1SB,*2pf*,GS34,HS913<br>Cameron,Mills&Co.Gls. | 9 · 8<br>s1 · 1<br>9 · 2 |
| 10983<br>133053<br>HWCR | **Buteshire** SteelSc<br>2*Dks*&*Shelter dk3trB*<br>(*ex*ClanMacewen)<br>*Elec.light* *Ref.Mchy.* Wireless | 6544<br>4736<br>4162 | | | | | 1912 | Palmers' Co.Ld.<br>Newcastle | ScottishShireLine Ld.(Turnbull, Martin&Co. *Mgrs*) | 430·5 | 53·6 | 26·6 | Glasgow<br>British<br>*WB* | T.3Cy.29",49"&80"–60"<br>496NHP<br>Palmers'Co.Ld.Newcastle | |
| 10984<br>120684<br>HFTG | **Butetown** SteelScSr<br>ssCff.No.3–8,18<br>(*ex*Eda) 1*Dk*(*ptIrn*&*ptStl*)&<br>Wireless *deep framing* | 2525<br>2357<br>1627 | ✠100A1<br>6,21 ~~9,20~~<br>~~BS9,20~~ ✠LMC4,18<br>BS6,21 | Gms<br>Bry | *t* | CL<br>~~9,20~~<br>6,21 | 1906<br>3mo | Richardsn, Duck&Co.<br>Stockton<br>*Lloyd's A&CP* | TownLine(Lon.) Ld.(Harrison,Sons &Co. *Mgrs.*)<br>*CellDBa110'uE22'* | 313·0<br>P32'B78'F36'<br>FK<br>*f128'694t FPT74t* | 44·6 | 20·6 | Cardiff<br>British<br>*5BHCem*<br>*APT75t* | T.3Cy.23,"38"&62½"–42" (*s*)<br>160lb *90lb* 257NHP<br>2SB,*6cf*,GS110,HS3900<br>Blair&Co.Ld.Stockton | 23 · 1<br>s3 · 8<br>19 · 9 |
| 10985<br>HBLF | **Butio** SteelScSr<br>ssMadeiraNo.3–8,16<br>ssFunchalNo.1–20<br>*Mchy.Aft* 1*Dk*(*Stl*) | 190<br>145<br>73 | ✠100A1<br>12,20<br>✠LMC12,20 | Funchal | *b* | 12,20 | 1904<br>3mo | Montrose S.B.Co.<br>Montrose<br>*Lloyd's A&CP* | Empreza Funchalense de CabotagemLda. | 112·0<br>Q36'F19'<br>FK<br>*WB* | 20·6 | 8·3 | Funchal<br>Portuguese<br>*3BHCem*<br>*=FPT19t* | C.2Cy.13"&26"–18" (*s*)<br>120lb 38NHP<br>1SB,*2pf*,GS32,HS654<br>Plenty&Son,Ld.Newbury | 9 · 0<br>s1 · 0½<br>8 · 2 |
| 10986 | **Butjadingen** SteelSc<br>(*Trawler*)<br>1*Dk* | 129<br>128<br>33 | | | | | 1896 | J.C.Tecklenborg<br>Geestemünde | Hochseefischerei J.Wieting, Akt.Ges. | 105·4 | 20·7 | 9·7 | Brmrhavn<br>German | T.3Cy.11",17 5/16"&28 5/16"–21½"<br>37NHP<br>J.C.Tecklenborg,Gstmnde | |
| 10987<br>21412<br>NBJV | **Butoku Maru** SteelSc | 969<br>—<br>557 | | | | | 1917 | ................ | Yamamoto Tokujiro | 190·0 | 31·0 | 18·5 | Nishino-miya<br>Japanese | | |
| 10988<br>218118<br>LRGN | **Butte** WoodScSr<br>*Elec.light* Wireless 2*Dks* | 2848<br>2302<br>1683 | | | | | 1919 | GMStandiferConstCorp<br>Vancouver, Wash. | UnitedStates ShippingBoard | 294·0<br>P37'B68'F28' | 45·6 | 23·8 | Portlnd Or<br>Utd. States | T.3Cy.15½",26"&44"–26"<br>99NHP<br>GeneralOrdnanceCo.<br>Denver,Col. | |
| 10989<br>218243<br>LRMN | **Buttercup** SteelSc<br>(*Tug*)<br>*Elec.light* Sub.Sig. 1*Dk*<br>Wireless | 429<br>—<br>203 | | | | | 1919 | Bethlehem S.B.Corp.Ld.<br>Elizabeth Port.N.J. | UnitedStates ShippingBoard | 142·0 | 27·7 | 14·8 | Newark NJ<br>Utd. States<br>*WB* | T.3Cy.17",25"&43"–30"<br>101NHP | |
| 10990<br>218244<br>LRM | **Butterfield** SteelSc<br>(*Tug*)<br>*Elec.light* Sub.Sig. 1*Dk*<br>Wireless | 429<br>—<br>203 | | | | | 1919 | Bethlehem S.B.Corp.Ld.<br>Elizabeth Port,N.J. | UnitedStates ShippingBoard | 142·0 | 27·7 | 14·8 | Newark NJ<br>Utd. States<br>*WB* | T.3Cy.17",25"&43"–30"<br>101NHP | |
| 10991<br>217741<br>LQJG | **Buttonwood** WoodScSr<br>*Elec.light* 2*Dks* | 2848<br>2302<br>1671 | | | | | 1919 | GMStandifer Cnst.Corp.<br>Vancouver, Wash. | UnitedStates ShippingBoard | 294·0<br>P37'B68'F28' | 45·6 | 23·8 | Portlnd Or<br>Utd. States | T.3Cy.19",32"&56"–36"<br>188NHP<br>BernbergEng.Co.<br>Milwaukee,Wis. | |
| 10992<br>24999<br>RLQH | **Buyo Maru** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5450<br>4996<br>3407 | ✠100A1<br>8,21 ~~11,20~~<br>✠LMC~~5,19~~<br>8,21 | ~~Saigon~~ Kob | *z* | CL<br>~~11,20~~<br>8,21 | 1919<br>3mo | AsanoS.B. Co.Ld.<br>Tsurumi<br>A&CP | KokusaiKisen KabushikiKaisha | 400·0<br>P33'B124'F41'<br>FK<br>*CellDB342'844t* | 53·2 | 29·4 | Yokohama<br>Japanese<br>*6BHCem*<br>*APT28t* | T.3Cy.26",43½"&72"–48" (*s*)<br>200lb 513NHP<br>3SB,*9cf*,GS175,HS7376 FD<br>IshikawajimaS.&E.Co. Ld.Tokio | 32 · 0<br>s 6 · 7<br>25 · 9 |
| | **Buyskes** SteelScSr<br>*Fitted for oil fuel*<br>Wireless 2*Dks* | 1779<br>1335<br>964 | | | | | 1910 | Maats. Fyenoord<br>Rotterdam | Koninkl.Paketv. Maats. | 270·3<br>P32'B82'F33' | 40·2 | 16·9 | Batavia<br>Dutch<br>*WB* | T.3Cy.19",31½"&51½"–39"<br>165NHP<br>Maats.Fyenoord,Rot. | |

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| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10994<br>17384<br>MPCS | **Buzen Maru** SteelScSr<br>ssShl.No.3-10,02<br>(exEtona) ssTrn.No.2-11 1Dk(ptStl&ptIrn)&Webframes&ptAwngdk(Irn) | 2519<br>—<br>1808 | ✠<br>pt Awng dk withfreeboard<br>12,15 ✠ | Trn | s | | 1890<br>7mo | Richards'n Duck&Co.<br>Stockton | Kuribayashi ShosenKabushiki Kaisha | 297·0<br>P29'Q92' BK10"<br>pt Awng dk176'<br>WB = Cell DB 248'552t | 40·0 | 19·0 | Tarumi<br>Japanese<br>5BHCem<br>APT11t | T.3Cy.22½",37"&61"-42"<br>NDB97 245NHP<br>2SB,6cf,GS94,HS3740<br>Blair&Co.Ld.Stockton | 21 ″ 8 | |
| 10995<br>124804 | **Buzzard** SteelScK<br>1Dk | 199<br>188<br>73 | ✠<br>StmTrawler<br>12,07 ✠ | Goo | | | 1907<br>12mo | GooleS.B. &RepgCo.Ld<br>Goole | KelsallBros.& Beeching,Ld. (JohnSlater, Mgr) | 110·0<br>BK7½"<br>WB = Deep tanks | 21·6 | 11·6 | Hull<br>British<br>3BHCem<br>f23'40t | T.3Cy.12",21"&33"-21"<br>55RHP<br>1SB,2pf,GS24,HS900<br>Earle'sCo.Ld.Hull | 12 ″ 6 | |
| 10996<br>109814<br>QGSL | — IronScK<br>(Trawler)<br>1Dk | 181<br>167<br>74 | | | ... | | 1898 | Cochrane& Cooper, Ld.<br>Beverley | A.Bannister | 109·1<br>Q46'F20'<br>BK7½" | 21·0 | 11·3 | Grimsby<br>British | T.3Cy.12¼",19½"&32"-22½"<br>NB14 50RHP<br>C.D.Holmes&Co.Hull | 12 ″ 0 | |
| 10997<br>220102<br>LWPR | — WoodSc<br>Elec.light (Tug)<br>1Dk | 174<br>—<br>101 | | | | | 1920 | GibbGas EngineCo.<br>Jacksonville, Fla. | MobileTowing& WreckingCo. | 88·0 | 25·5 | 13·0 | Mobile<br>Utd.States | C.2Cy.18"&38"-26"<br>61NHP<br>MontagueIronWorks, Madison,Iowa | | |
| 10998<br>218255<br>LRNB | **Byfield** WoodScSr<br>Elec.light Wireless 2Dks | 2848<br>2302<br>1683 | | | | | 1919 | GMStand-ferCnst.Corp.<br>Vancouver, Wash. | UnitedStates ShippingBoard | 294·0<br>P37'B69'F30' | 45·6 | 23·8 | Portlnd Or<br>Utd.States | T.3Cy.15½",26"&44"-26"<br>99NHP<br>GeneralOrdnanceCo. Denver,Col. | | R |
| 10999<br>4184 | **Byfjorden** SteelSc<br>1Dk | 184<br>96<br>86 | | | | | 1903 | Göteborgs M.V.Aktieb.<br>Gothenburg | Ångb.Aktieb. BohuslänskaKusten(C.Thorburn) | 98·0<br>B48'H17tF20' | 21·0 | 7·9 | Uddevalla<br>Swedish<br>WB | C.2Cy.12 13/32"&27"-17 23/32"<br>26NHP<br>GöteborgsMV.Aktieb.Got | | |
| 11000<br>LBJS | **Bygdö** SteelSc<br>Elec.light Wireless 1Dk | 1925<br>1653<br>1107 | | | | | 1920 | C.Hill& Sons<br>Bristol | A/S D/S Nörvö(P. A.Musæus,Mgr.) | 270·0<br>P69tH124tF12t | 42·2 | 17·8 | Chrstiania<br>Norwegian<br>WB | T.3Cy.20½",33"&56"-36"<br>Richardsons, 156NHP<br>Westgarth&Co.Ld.Hpl. | | N |
| 11001<br>HDPV | **Bygdönæs Bad** SteelScSr<br>(Ferry)<br>(exVestfjorden,exLouiseI.) 1Dk | 137<br>52<br>66 | | | | | 1892 | Akers Mek.Værks.<br>Christiania | A/SBygdönæsBad (Th.Mortensen) | 84·1<br>B80tH9t | 19·0 | 6·7 | Chrstiania<br>Norwegian | C.2Cy.12½"&26"-15"<br>22NHP<br>AkersMek.Værks.Xia. | | |
| * 11002<br>WMTN | **Bygdönes** SteelScSr<br>(exGeneralMorrison) 1Dk(Stl)<br>Elec.light | 2490<br>205<br>1519 | ✠100A1<br>10,20<br>✠LMC6,19 | Lon | r | CL<br>1,20 | 1919<br>6mo | Dominion S.B.Co.Ld.<br>Toronto<br>Lloyd's A&CP | A/SBygdönes (H.J.Hansen)<br>CellD | 251·1<br>P25'B64'F20' FK<br>B208'536t FPT60t | 43·6 | 21·5 | Chrstiania<br>Norwegian<br>4BHCem<br>APT76t | T.3Cy.20",33"&54"-40" (s)<br>180lb 328NHP<br>2SB,6cf,GS115,HS5467 FD<br>JohnInglisCo.Ld.Toronto | 24 ″ 3<br>s3 5½<br>21 ″ 1 | |
| | *Now named "Nordhav," See No. 38652 in Supplement* | | | | | | | | | | | | | | | |
| 11003<br>213834<br>LFRK | **Bylayl** SteelScSr<br>Wireless ssNYk.No.1-20<br>Elec.light Mchy.Aft 1Dk(Stl)<br>Sub.Sig. Cargo battens not fitted | 3289<br>2973<br>1980 | ✠100A1<br>12,21 ~~11,20~~<br>✠LMC6,20<br>BS3,22 | NYk<br>NNs | v | CL<br>5,20 | 1916<br>1mo | NewYork S.B.Co.<br>Camden,N.J.<br>A&CP | PocahontasFuel Co.Inc.<br>CellD BuE&B53'f216'12 | 318·5<br>P79'B18'F31' FK<br>54tDT13' 412tFPT | 49·5 | 24·2 | Bostn,Mas<br>Utd.States<br>7BHCem<br>293tAPT92t | T.3Cy.21",35"&58"-42" (r)<br>200lb 318NHP<br>2SB,6cf,GS110,HS4643 FD<br>NewYorkSBCo.CamdnNJ | 27 ″ 6<br>s 5 ″ 6<br>22 ″ 4 | |
| 11004 | **Bylgia** SteelScSr<br>Elec.light 1Dk | 2037<br>1868<br>1294 | Cff 4,21<br>(See Footnote*) | | | | 1901 | Act.Ges. Neptun<br>Rostock | GreekGovernment | 291·2<br>P19'B160'F34' | 41·2 | 18·7 | Greek<br>WB | T3Cy.20⅞",35 7/16"&55⅛"-35 7/16"<br>180NHP<br>A.G."Neptun,"Rostock | | |
| | *Now named "Cavalla," See No. 36824 in Supplement* | | | | | | | | | | | | | | | |
| 11005<br>4117<br>JNDL | — CompScSr<br>1Dk | 192<br>167<br>94 | | | | | 1903 | S.Groth<br>Sjötorp | Ångf.Aktieb. Nerike (Alb. Svensson,Mgr.) | 99·8<br>B17'H5t | 23·0 | 10·1 | Gothenbrg<br>Swedish | C.2Cy.9½"&21"-13½"<br>13NHP<br>WilhlmsbergsMVAkt.Got | | |
| 11006<br>MTNR | **Byna** SteelScSr<br>Wireless 1Dk | 1927<br>1670<br>1107 | | | | | 1919 | J.&A.v.d. Schuyts<br>Papendrecht | A/S D/S Bro. (HansHanson, Mgr.) | 268·8<br>P81tH101tF15t | 42·2 | 18·2 | Chrstiania<br>Norwegian<br>WB | T.3Cy.17½",29"&46"-36"<br>127NHP<br>J.&A.Van der Schuyt | | |
| 11007<br>140000 | **Byng** SteelScK<br>(exElephanta) 1Dk | 107<br>107<br>51 | ✠100A1<br>For fishing purposes<br>2,20<br>✠LMC2,20 | Yar | | CL | 1920<br>2mo | Fellows& Co.Ld.<br>Gt.Yarmouth<br>Lloyd's A&CP | VigilantFishing Co.Ld.(G.F.Spashett Mgr.) | 92·1<br>BK7½" | 19·0 | 9·1 | Lowestoft<br>British<br>3BHCem | T.3Cy.9½",16"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>Pertwee&Back,Gorleston | | |
| * 11008<br>112431<br>SDRB | **Byron** SteelScSr<br>-16 ssN.Yk.No.3-4,13<br>ssMch.No.1-18<br>(exLoyalist) 1Dk(Stl)&Spardk(Stl-ws)<br>Elec.light Wireless &deep framing | 3909<br>3360<br>2526 | ✠100A1<br>Spar dk<br>10,20<br>~~BS9,19~~ BS3,21 ✠LMC6,17 | NYk | w | CL<br>10,20 | 1901<br>1mo | A.Stephen &Sons,Ld.<br>Glasgow<br>Lloyd's A&CP | LivBrazil&RPlate S.N.Co.Ld. (Lamport&HoltLdMgs)<br>DBa84'uE&B70' | 371·6<br>P34'B120'F40' 27·6<br>WB = Cell FK<br>f108' 574t DTa 22' | 45·2 | 19·8 | Liverpool<br>British<br>6BHCem<br>505tAPT41t | T.3Cy.28",46"&75"-51" (s)<br>180lb 527NHP<br>4SB,12cf,GS318,HS9368<br>A.Stephen&Sons,Ld.Gls. | 30 ″ 6<br>s5 ″10½<br>25 ″ 3 | |
| 11009 | — IronScK<br>(exJeanne d'Arc,ex Pioneer) 1Dk | 114<br>—<br>34 | | | ... | | 1881 | J.Shuttleworth<br>Hull | S.Lykiardopoulos | 94·2 | 20·2 | 9·3 | Piræus<br>Greek | C.2Cy.15"&29"-18"<br>Cmp87 NB87 30NHP<br>C.D.Holmes&Co.Hull | | |
| 11010 | **Byron D. Benson** SteelSc<br>Elec.light<br>Mchy.Aft Longitudinal framing | 8000 | 100A1<br>Shelter dk withfreeboard<br>(Class Contemplated) Carrying Petroleum in bulk | | | | 1921 | Oscar DanielsCo.<br>Tampa,Fla. | TidewaterOilCo. Inc. | 465·5<br>B44' | 60·0 | 36·8 | NewYork<br>Utd.States | Q.4Cy.24",35",51"&75"-51"<br>VulkanIronWorks, JerseyCity,N.J. | | |
| 11011 | **Byzantion** SteelScSr<br>ssBry.No.3-4,11<br>(exCalonne,exAnglo Australian) ssSld.No.1-14<br>Elec.light 1Dk(Stl)&<br>Wireless Spardk(Stl)&deepframing | 4019<br>3850<br>2581 | ✠~~100A1~~<br>Spar dk<br>8.21 ~~12,18~~<br>✠~~LMC1,20~~<br>~~[illegible]1,20~~ | Cff | x | CL<br>12,18 | 1899<br>5mo | Short Bros.<br>Sunderland<br>A&CP | J.A.Mango<br>CellDBa106'uE | 370·4<br>P35'B212'F37' 28.8 FK<br>24' f152' 900t FPT | 48·1 | 20·3 | Piræus<br>Greek<br>6BHCem<br>69tAPT78t | T.3Cy.26",42"&70"-48" (r)<br>180lb 390NHP<br>2SB,6pf,GS121,KS5049 FD<br>G.Clark,Ld.Sunderland | 30 ″ 0<br>s4 ″ 11<br>25 ″ 5 | |
| | *Now named "EkaterinaInglessi," See No. 37208 in Supplement* | | | | | | | | | | | | | | | |
| 11012<br>HPRL | — IronScSr<br>ssHam.No.3-11,76<br>(exCapella) ssHam.No.1-82 1Dk2trb<br>Elec.light | 843<br>708<br>397 | ✠<br>4,86 | Lon | | | 1865<br>12mo | C.Mitchell &Co.<br>Newcastle | Nav.Orientale (P.Pantaleon)<br>WB= | 224·5<br>P82tB46'F24'<br>DBaf&uE&B212' | 29·5 | 16·9 | Piræus<br>Greek<br>4BHCem | C.2Cy.29"&52"-30"<br>NB76 123NHP<br>Cmp.76Reiherst.Mas.Ham. | | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued

*‸* Additional Ships are inserted in the Supplement at the end of the Register.

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Matériaux, Gréement, etc. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Cre sur Quill Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11013 | Should be "Commandant Rabot," See No. 36813 in Supplement<br>C. A. 10<br>Elec.light | SteelSc<br>1Dk | 2170<br>—<br>1354 | | | | | 1921 | Govern-mentYard<br>Cherbourg | FrenchGovern-ment | 266·7<br>P19'B54'F23' | 39·4 | 23·0 | Havre<br>French<br>WB | | |
| 11014 | C. A. 11<br>Should be "Prefet Alfred Roth," See letter P.<br>Elec.light | SteelSc<br>1Dk | 2170<br>—<br>1354 | | | | | 1921 | Govern-mentYard<br>Lorient | FrenchGovern-ment | 266·7<br>P19'B64'F23' | 39·4 | 23·0 | Brest<br>French<br>WB | | |
| 11015<br>212628<br>LDRS | C. A. Canfield<br>Elec.light<br>Mchy.Aft<br>Sub.Sig. Wireless | SteelScSr<br>ssNYk.No.2-21 ~~ssNYk.No.1-18~~<br>2Dks(Stl)&Webframes<br>Longitudinal framing | ~~6350~~<br>5769<br>~~3869~~<br>6156<br>5769<br>3898 | ✠100A1<br>~~6,21~~ ~~5,20~~ 10,21<br>Carrying Petroleum in bulk<br>~~BS0,18~~ ✠LMC~~5,18~~ 5,21<br>Fitted for oil fuel 4,13 F.P. above 150°F. | NYk | z | CL<br>5,21 | 1913<br>4mo<br>Lloyd's A&CP | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | PanAmerican<br>Petroleum&<br>TransportCo.<br>WB=CellDBu | 405·0<br>P99'B25'F41'<br>B25'60tDTf45'547t<br>FPT80tAPT41t | 55·0 | 33·9<br>FK | L.Angeles, Cal.<br>Utd.States<br>15BHCem<br>9 to U dk<br>6 to M dk | T.3Cy.27",45"&75"-51" (s)<br>180lb 100lb 459NHP<br>2SB,6cf,GS139,HS5920 FD<br>Wllsnd Slpwy.Co.Ld.Nwc | 32 · 10<br>s 7 · 1<br>26 · 1 |
| 11016<br>215698<br>LJOP | C. A. Smith<br>Wireless | WoodSc | 1878<br>—<br>1048 | | | | | 1917 | Kruse&<br>BanksMarsh-field,Or | CoosBayLumber<br>Co.Inc. | 257·2 | 50·5 | 15·4 | Marshfield<br>Utd.States | Steam Turbine | |
| 11017<br>215362<br>LHNF | C. A. Snider<br>(exOlean)<br>Elec.light Wireless | SteelScSr<br>ssNYk.No.1-22<br>2Dks(Stl) | 2784<br>2524<br>1647 | ✠100A1<br>~~6,21~~ ~~11,19~~ 1,22<br>~~MS1,22~~ ✠LMC~~11,19~~ 1,22<br>Fitted for oil fuel 11,19 F.P. above 150°F. | Phl<br>NYk | t | CL<br>~~11,19~~<br>4,22 | 1917<br>7mo | Harlan&<br>Hollings-worthCor.<br>Wlmgtn, Del.<br>A&CP | UnionSulphurCo.<br>Inc.<br>in'tween dk forward dispensedwith | 299·2<br>P24'B96'F29'<br>IntermediateBH | 45·2 | 24·3<br>FK | NewYork<br>Utd.States<br>Cem<br>4BH to U dk<br>1 ,, 2nd ,,<br>CellDB250 | T.3Cy.21½",35"&58"-42" (s)<br>180lb 271NHP<br>2SB,6cf,GS135,HS4664<br>Harlan&HollingsworthCo<br>only<br>568tFPT74tAPT108t | 26 · 6<br>s 4 · 8½<br>22 · 2 |
| 11018<br>92664 | C. B. Powell | CompPad<br>(exG.B.Pattee)<br>1Dk | 272<br>—<br>172 | | | | | 1887 | A.Miller&<br>W.C.White<br>Pembrk.Ont. | UpperOttawa<br>ImprovementCo.<br>Ld. | 139·0 | 36·0 | 7·2 | Ottawa<br>British | 1Cy.25"-60"<br>21RHP<br>J.&R.Weir,Montreal,P.Q. | |
| 11019<br>NTMF | C. Castenschiold | WoodSc3MstSr<br>OilEng.<br>1Dk | 168<br>153<br>119 | | | | | 1915 | R.Ras-mussen<br>Nakskov | A.Christensen<br>&Co. | 106·6 | 24·6 | 10·4 | Nakskov<br>Danish | Oil Engines 2S.C.SA<br>2Cy.14⅜"-15¾" 28NHP<br>TuxhamEng.Co.Cpn. | |
| 11020 | C. de Churruca<br>Should be "Conde de Churruca," See No. 36690 in Supplement<br>Elec.light<br>Mchy.Aft | SteelTwinSc<br>OilEng.<br>Longitudinal framing | 4500<br>[illegible]<br>2785 | 100A1<br>(Class Contemplated)<br>Carrying Petroleum in bulk | | | | 1921 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | | 370·0<br>P103'B32'F36' | 48·2 | 30·0 | S.Sebast'n<br>Spanish | Oil Engines 2S.C.SA<br>8Cy.<br>ArmstrngWhtwrth&CoLd<br>&SülzerBros. | |
| 11021 | C. E. Nyman<br>(exBråbo) | CompScSr | 752<br>604<br>401 | | | | | 1919 | A/BÖster-sjövarvet<br>Norrköping | A/BNyman&<br>Schultz(Jac.<br>Svensson,Mgr.) | 183·5<br>P55'F27' | 30·8 | 13·7 | Stockholm<br>Swedish | T.3Cy.14",22"&37"-23⅝"<br>67NHP<br>A/B.Götaverken,Got. | |
| 11022<br>6360<br>KCRQ | C. F. Liljevalch<br>Wireless<br>Elec.light | SteelSc<br>1Dk(Stl)&Shelter dk(Stl)<br>Cruiser Stern<br>Cargo battens not fitted above lower stringer | 5476<br>5119<br>2816 | ✠100A1<br>Shelter dk withfreeboard<br>~~4,21~~ ~~9,20~~ 3,22<br>✠LMC9,20 | Got<br>Rot | y<br>Bnn | | 1920<br>9mo<br>Lloyd's A&CP | Aktieb.<br>Götaverken<br>Gothenburg | Trafikaktieb.<br>Grängesberg<br>Oxelösund<br>CellDB<br>DTa15'462t at sides of tunnel 58'520t | 394·4 | 52·2 | 30·8<br>FK<br>Collision | Stockholm<br>Swedish<br>ptCemptAsp<br>BH to Sh dk<br>5 ,, ,, U ,,<br>DTf66'645t | T.3Cy.28",42½"&72 1/16"-48"<br>185lb (s) 430NHP<br>3SB,9cf,GS135,HS5664 FD<br>LindholmensMotalaVerks.<br>FPT55tAPT202t | 34 · 1<br>s 9 · 2<br>25 · 3 |
| 11023<br>204499 | C. H. McCullough, Jr.<br>Sub.Sig.<br>Elec.light Mchy.Aft | SteelScSr<br>(exWardAmes)<br>1Dk | 5750<br>—<br>4422 | | | | | 1907 | Superior<br>S.B Co.<br>Superior,Wis. | InterlakeS.S.Co.<br>(Pickands,Mather<br>&Co.Mgrs.) | 540·0 | 56·0 | 30·0 | Fairport<br>Utd.States<br>WB | Q.4Cy.18½",28½",43½"&66"-42"<br>282NHP<br>SuperiorS.B.Co.Superior | |
| 11024 | C. I. P.<br>Elec.light<br>Mchy.Aft | SteelSc<br>Fitted for oil fuel<br>2Dks<br>Carrying petroleum in bulk | 9000 | | | | | 1921 | Ch.&Atel.<br>deSt.Nazaire<br>St.Nazaire | Soc.MazoutTrans-port | 421·6<br>P117'B33'F50' | 57·5 | 32·0 | French<br>WB | T.3Cy.27½",44½"&75"-51"<br>402NHP<br>Ch &Atel.deSt.Nazaire | |
| * 11025<br>HGRD | C. Lopez y Lopez<br>(exWestmount,exLismoreCastle)<br>Elec.light Wireless Sub.Sig. | SteelScSr<br>ssBcl.2ndNo.3-1,17<br>3Dks<br>(2Stl-ws) | 4170<br>3689<br>2483 | ✠100A1<br>4,20<br>~~BS1,20~~ ✠LMC~~4,16~~ 7,21 | Bcl | x | ~~6,19~~<br>~~12,21~~<br>4,22 | 1891<br>1mo<br>Lloyd's A&CP | Barclay,<br>Curle&Co.Ld<br>Glasgow | Cia.Trasatlantica<br>WB=Cell | 396·0<br>P33'B96'F46'<br>BK11" | 43·2 | 28·5 | Barcelona<br>Spanish<br>8BHCem<br>DB305'621t | T.3Cy.29½",48"&78"-54" (o)<br>160lb80lb NDB99 479NHP<br>2DB,12cf,GS212,HS7661<br>Barclay,Curle&Co.Ld.Gls. | 31 · 1<br>s 7 · 0<br>25 · 5 |
| 11026<br>NFWT | C. P. A. Koch<br>Elec.light | SteelScSr<br>1Dk&Awng dk3trB | 1051<br>660<br>537 | | | | | 1893 | Lobnitz&<br>Co.<br>Renfrew | DetForenede<br>DampskibsSelsk. | 228·6 | 31·5 | 14·7<br>22·6 | Copnhagn<br>Danish<br>WB | T.3Cy.19",32"&51"-39"<br>162NHP<br>Lobnitz&Co.Renfrew | |
| 11027<br>203582 | C. Russell Hubbard<br>Elec.light Mchy.Aft | SteelScSr<br>(exHenryA.Hawgood)<br>1Dk | 6839<br>—<br>5389 | | | | | 1906 | American<br>S.B.Co.<br>Cleveland,O. | ColumbiaS.S.Co.<br>(W.C.Richardson<br>&Co.Mgrs.) | 532·0 | 56·0 | 31·0 | Fairport<br>Utd.States<br>WB | T.3Cy.23½",38"&63"-42"<br>257NHP<br>AmericanS.B.Co.Clevelnd | |
| 11028<br>202873 | C. S. Robinson<br>Elec.light Mchy.Aft | SteelScSr<br>(exLoftusCuddy)<br>1Dk | 6829<br>—<br>5361 | | | | | 1906 | American<br>S.B.Co.<br>Lorain,O. | InterlakeS.S.Co. | 525·0<br>F46' | 55·0 | 31·0 | Fairport<br>Utd.States<br>WB | T.3Cy.22½",36"&60"-42"<br>233NHP<br>AmericanSB Co.Cleveland | |
| 11029<br>HJRK | C. Sorni<br>exHeatherBell) | SteelScSr<br>(exSegundo,exVerma,<br>1Dk&deep framing&<br>ptAwng dk | 1253<br>908<br>788 | | | ... | | 1896 | Campbel-townS.B.Co.<br>Campbltown | Cia.Trasmediter-ranea | 230·6<br>Q79'<br>ptAwng dk151' | 32·8 | 16·3<br>FK | Valencia<br>Spanish | T.3Cy.17½",27½"&45"-33"<br>114NHP<br>J.G.Kincaid&Co.Grk. | 17 · 4 |
| 11030<br>87039<br>HDCQ | C. W. Eborall | IronTwinScSr<br>1Dk(ptIrn) | 452<br>379<br>217 | ✠<br>1,83<br>For Channel purposes Folkestone & Boulogne | Hul | | | 1882<br>12mo | Earle'sCo.<br>Ld.<br>Hull | S.Eastrn&Chathm<br>RlyCos'.Managing<br>Committee | 190·2<br>Q36' | 25·1<br>F33' | 12·0<br>FK | London<br>British<br>5BHCem | C.4Cy.20"&39"-24"<br>NB97 124NHP<br>Earle'sCo.Ld.Hull | 12 · 6 |
| 11031<br>127988<br>HRJT | C. W. Jordan<br>(exSmew,exAtlanta) | SteelScK<br>(Trawler)<br>1Dk | 223<br>219<br>86 | | | | | 1907 | Eiderwerft<br>Akt.Ges.<br>Tönning | C.W.Jordan | 125·2<br>F18' | 23·1 | 12·4 | Hull<br>British | T3Cy.12¾",20½"&32¼"-22 1/16"<br>NB13 54RHP<br>Eiderwerft,A.G.Tönning | |
| 11032<br>200894 | C. W. Morse<br>Elec.light | SteelPad<br>1Dk2trB&Saloondk | 4307<br>—<br>2800 | | | | | 1903 | Harlan&<br>Hollings-worthCo.<br>Wlmgtn,Del. | HudsonNav.Co. | 411·1 | 50·8 | 12·8 | NewYork<br>Utd.States | B.1Cy.81"-144"<br>606NHP<br>W.&A.Fletcher&Co.N.Yk. | |
| 11033<br>127629 | C. W. Watson<br>Elec.light Mchy.Aft | SteelScSr<br>1Dk2trB | 4306<br>—<br>3364 | | | | | 1902 | American<br>S.B.Co.<br>Lorain,O. | NationalS.S.Co.<br>(G.A.Tomlinson,<br>Mgr.) | 380·0 | 50·0 | 28·0 | Duluth<br>Utd.States<br>WB | T.3Cy.22",35"&58"-40"<br>213NHP<br>AmericanS.B.Co.Clevelnd | |
| 11034<br>WNCL | Caballero<br>(exToften,exO.H.Wiens)<br>Wireless<br>Now named "Almora," See No. 36319 in Supplement | SteelScSr<br>ssEls.No.3-7,16<br>ssAnt.No.1-20<br>1Dk(Stl)&deep framing | 2409<br>1187<br>1451 | ✠100A1<br>11,20<br>✠LMC11,20 | Ant | t | 11,20 | 1905<br>11mo<br>Lloyd's A&CP | Murdoch&<br>Murray<br>Pt.Glasgow | D/SA/S"Caball-eros"(Bruun&v.d.<br>Lippe,Mgrs.)<br>CellDBa96' | 299·3<br>P27'B74'F26'<br>uE&B38' f124'640t | 44·5 | 19·9<br>FK | Tönsberg<br>Norwegian<br>5BHCem<br>APT100t | T.3Cy.22",36½"&59"-39" (s)<br>180lb 100lb 238NHP<br>2SB,6cf,GS97,HS3716<br>D.Rowan&Co.Glasgow | 22 · 4<br>s 3 · 4¼<br>19 · 3 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11035 | **Cabalsin** SteelSc<br>(Trawler)<br>Now named "Star of the Orient." See letter S.<br>(exBurhave) 1Dk | 218<br>166<br>77 | | | | | 1904 | J.C.Tecklenborg<br>Geestemunde | StepneySteam TrawlingCo.Ld. | 117·9<br>Q29'F23' | 22·6 | 11·2 | British | T3Cy11 1/16"17 11/16"&29 1/16"-21½"<br>39NHP<br>J.C.Tecklenborg, Geestemunde | | |
| 11036<br>HFCV | **Cabañal** SteelScSr<br>(exWazzan)<br>Elec.light Wireless 2Dks | 1516<br>—<br>864 | | | ... | | 1893 | McIlwaine &McColl,Ld.<br>Belfast | Cia.Trasmediterranea | 242·5<br>P&B154'F30'<br>ptSheltrdk59' BK9" | 34·2 | 18·4 | Valencia<br>Spanish<br>WB | T.3Cy.19½",32½"&54"–39"<br>183NHP<br>McIlwne&McColl,Ld.Bel. | 19 " 6 | V |
| 11037 | **Cabedello** SteelScSr<br>(exPrussia)<br>Elec.light Wireless 1Dk&Shelter dk | 3557<br>3277<br>2180 | | | | | 1912 | FlensburgrSchiffsb.Ges.<br>Flensburg | BrazilianGovt. (operated by the FrenchGovt.) | 364·3<br>H25' | 51·0 | 22·0 | R.Janeiro<br>Brazilian | T.3Cy.24¾",40¼"&67¾"–48"<br>318NHP<br>FlensburgerSchiffsb.Ges. | | V |
| 11038<br>217588<br>LPVR | **Cabegon** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks&Webframes<br>Sub.Sig. Wireless | 6108<br>5037<br>3755 | | | ... | | 1919 | Merchant S.B.Corp.<br>Harriman,Pa. | UnitedStates ShippingBoard | 400·7<br>P56'B124'F44'<br>FK | 54·2 | 29·9 | Phildlphia<br>Utd.States<br>WB | 2 Steam Turbines Geared to 1Screw Shaft<br>WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa. | 32 " 10 | R |
| 11039<br>217262<br>LNVW | **Cabeza** WoodAuxSc<br>Elec.light Wireless 1Dk2trB | 2564<br>—<br>1493 | | | | | 1918 | Coast S.B.Co.<br>Portland,Or. | UnitedStates ShippingBoard | 281·6 | 46·0 | 26·0 | PortlndOr<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 11040<br>NKCB | **Cabira** WoodSc<br>(exWarCariboo) 1Dk2trB<br>Well deck Salted&specially treated<br>Mchy.Aft Elec.light | ~~2330~~ 2106<br>~~1743~~<br>~~1420~~<br>1743<br>1294 | ✠12A1<br>11.19<br>BS6,20 ✠LMC6,19 | Nwc | r | CL<br>6,20 | 1918<br>4mo<br>Lloyd'sA&CP | W.Lyall S.B.Co.Ld.<br>N.Vancouver | GiuliaS.A.di Armamento | 249·6<br>P&B136'F31' | 43·4 | 22·8 | Trieste<br>Italian | T.3Cy.20",33½"&54"–40"(s)<br>185lb 322NHP<br>2 Water Tube Boilers FD<br>GS115,HS5280<br>J.InglisCo.Ld.Toronto | 25 " 0<br>s 3 " 5½ | |
| 11041<br>HFJC | **Cabo Blanco** SteelScSr<br>ssBbo.No.3-7,21 ~~ssBbo.No.2-18~~<br>2Dks(MStl)&Awngdk(Irn) | 2163<br>2025<br>1325 | ✠100A1<br>Awng dk withfreeboard<br>7,21 ~~8,20~~<br>~~BS5,20~~ ✠~~LMC5,18~~ 7,21 | Bcl<br>Bbo | r | CL<br>~~8,20~~<br>7,21 | 1909<br>4mo<br>Lloyd'sA&CP | Cia.Euscalduna deConst<br>Bilbao | Ybarra&Co. | 265·5<br>B56' 23·8<br>FK<br>WB=CellDBa84'uE16'f106'346tAPT33t | 38·6 | 16·0 | Seville<br>Spanish<br>5BHCem | T.3Cy.19½",32½"&52½"–36"<br>180lb 100lb (s) 187NHP<br>2SB,4rf,GS70,HS2980<br>Blair&Co.Ld.Stockton | 26 " 3<br>s5 " 2<br>21 " 5 | |
| 11042<br>HFJB | **Cabo Carvoeiro** SteelScSr<br>~~ssBbo.No.2-17~~<br>Elec.light 1Dk(Stl)&Awngdk(Irn)2trB<br>Wireless ssBbo.No.3-3,21 | 1993<br>1920<br>1329 | ✠100A1<br>Awng dk withfreeboard<br>10,21 ~~9,20~~<br>MS3,21<br>BS12,2 ~~BS12,20~~ ✠~~LMC5,17~~ | Bcl<br>Bbo | r | CL<br>~~9,20~~<br>10,21 | 1909<br>2mo<br>Lloyd'sA&CP | W.Dobson &Co.<br>Newcastle | Ybarra&Co. | 265·8<br>B50' 23·8<br>FK<br>WB=CellDBa84'uE&B36'f106'371tAPT24t | 38·5 | 16·0 | Seville<br>Spanish<br>5BHCem | T.3Cy.19½",32½"&52½"–36"<br>180lb 100lb (s) 187NHP<br>2SB,4rf,GS70,HS2980NDB21<br>Blair&Co.Ld.Stockton | 26 " 0<br>s 5 " 1½<br>21 " 2 | |
| 11043<br>HFJQ | **Cabo Cervera** SteelScSr<br>~~ssBcl.No.1-18~~<br>Wireless 2Dks(UStl)&Awngdk(Irn)<br>sBbo.No.2-21 | 2164<br>2033<br>1499 | ✠100A1<br>Awng dk withfreeboard<br>5,21 ~~6,20~~<br>~~BS12,20~~ ✠~~LMC5,18~~ | Bbo<br>Bcl<br>BS1,22<br>MS4,21 | r | CL<br>6,20 | 1912<br>12mo<br>Lloyd'sA&CP | CiaEuskalduna deCon.y Rp.deBuques<br>Bilbao | Ybarra&Co. | 265·5<br>B56'<br>FK<br>WB=CellDBa82'uE18'f106'338tAPT33t | 38·6 | 23·9 | Seville<br>Spanish<br>5BHCem | T.3Cy.19½",32½"&52½"–36"<br>180lb 100lb (s) 188NHP<br>2SB,4cf,GS71,HS3008<br>Blair&Co.Ld.Stockton | 26 " 4<br>s4 " 10½<br>21 " 9 | |
| 11044<br>HFDC | **Cabo Corona** SteelScSr<br>ssBbo.No.3-8,16<br>2Dks(1Stl)&Awngdk(Irn)<br>ssBbo.No.1-21 | 1531<br>1480<br>1002 | ✠100A1<br>Awng dk withfreeboard<br>3,22 ~~2,20~~<br>✠LMC4,21<br>~~[illegible]~~ ~~BS2,20~~ | Bbo<br>BS3,22 | o | CL<br>~~2,20~~<br>3,22 | 1903<br>12mo<br>Lloyd'sA&CP | Grngem'th &Greenock DockyardCo<br>Grngemouth | Ybarra&Co. | 237·5<br>B52' 22·6<br>BK8¼"<br>WB=CellDBa61'uE&B33'f94'318tAPT11t | 34·6 | 14·9 | Seville<br>Spanish<br>5BHCem | T.3Cy.18",29½"&48½"–33"(s)<br>160lb 90lb 133NHP<br>2SB,4rf,GS53,HS1952<br>Blair&Co.Ld.Stockton | 24 " 10<br>s 5 " 2<br>20 " 6 | |
| 11045 | **Cabo Corrientes** SteelPadSr<br>Elec.light Wireless 1Dk(Teak)<br>&Promenade dk | 2627<br>1126<br>1500 | ✠<br>2,18<br>✠<br>For Service between Buenos Ayres & Monte Video | BBl | | | 1914<br>1mo | A.&J. Inglis,Ld.<br>Glasgow | | 320·4<br>FK | 40·1 | 12·3 | Bns.Ayres<br>Argentine<br>7BHAsp | T.3Cy.31",52"&78"–84"<br>597NHP<br>4SB,8cf,GS188,HS7260 FD<br>A.&J.Inglis,Ld.Glasgow | 13 " 0 | |
| 11046 | **Cabo Creux** SteelScSr<br>Elec.light 1Dk(Stl)2ndDkStl in holds<br>Wireless | 3717<br>2923<br>2343 | ✠100A–<br>3,22 ~~1,21~~<br>✠LMC4,19<br>✠NB(Aux)5,21 | Bcl<br>Bbo | | CL<br>~~1,21~~<br>4,22 | 1919<br>4mo | Soc.Anon Astilleros delNervion<br>Bilbao | Cia.Vasco Andaluza(Ybarra &Cia.Mgrs.) | 325·4<br>P28'B100'F45'<br>FK<br>CellDB279'803tFPT58t | 46·9 | 22·2 | Seville<br>Spanish<br>5BHCem<br>APT98t | T.3Cy.24",40"&65"–45"(s)<br>180lb 100lb 336NHP<br>2SB&1AuxSB8cfGS159HS5592<br>Soc.Anon.Astilleros del Nervion,Bilbao | 24 " 10<br>s 4 " 3½<br>20 " 11 | |
| 11047<br>HFGW | **Cabo Cullera** IronScSr<br>ssBbo.3rdNo.3-4,20<br>(exYbarraNo.4)<br>1Dk(Irn)&Awngdk3trB | 2246<br>2228<br>1506 | ✠100A1<br>Awng dk withfreeboard<br>10,21 ~~6,20~~<br>✠LMC4,20<br>BS4,21 | Bbo | s | ~~7,20~~<br>10,21 | 1882<br>12mo<br>Lloyd'sA&CP | R.Dixon& Co.<br>Middlesbro' | Ybarra&Co. | 270·4<br>Awng.dk.810 BK9½"<br>WB=CellDB226'465tFPT71tAPT68t | 39·3 | 25·9 | Seville<br>Spanish<br>4BHCem | C.2Cy.38"&71"–45" (b)<br>80lb 100lb NDB09 269NHP<br>2DB,8cf,GS96,HS4648<br>Blair&Co.Ld.Stockton | 28 " 3<br>s 9 " 8½<br>19 " 10 | |
| 11048 | **Cabo da Roca** SteelScK<br>(Tug)<br>Elec.light 1Dk | 170<br>145<br>8 | | | ... | | 1910 | J.P.Renoldsn&Sons<br>South Shields | Exploração do Porto deLisboa | 100·3<br>BK7" | 22·1 | 10·8 | Lisbon<br>Portuguese<br>WB | T.3Cy.14¼",23½"&38"–27"<br>88NHP<br>J.P.Rennoldsn&Sns.S.Shl. | 12 " 0 | |
| 11049<br>HFDJ | **Cabo Espartel** SteelSc<br>Elec.light 1Dk(Stl)&2nd dk(Stl)<br>Wireless in holds&Webframes<br>Longitudinalframing | ~~3797~~<br>~~3094~~<br>~~2498~~<br>3711<br>3094<br>2478 | ✠100A1<br>~~10,21~~ ~~11,20~~ 1,22<br>✠LMC3,20<br>Fitted for oil fuel 1,20 F.P above 150° F. | Cdz<br>~~Bbo~~ Bcl | v | CL<br>~~11,20~~<br>5,21 | 1920<br>3mo<br>Lloyd'sA&CP | Echevarrieta&Larrinaga<br>Cadiz | Ybarra&Co. | 330·1<br>P31'B91'F32'<br>FK<br>CellDB284'870tFPT63t | 48·0 | 22·9 | Seville<br>Spanish<br>5BHCem<br>APT175t | T.3Cy.25",41"&68"–45"(s)<br>180lb 100lb 417NHP<br>2SB,8cf,GS147,HS6050 FD<br>J.G.Kincaid&Co.Ld.Grk. | 25 " 8<br>s 4 " 2<br>21 " 10 | |
| 11050 | **Cabo Espichel** SteelSc<br>(Tug)<br>Elec.light 1Dk | 268<br>194<br>30 | | | | | 1914 | Verschure &Co.<br>Amsterdam | J.Constant, Kievits&Co. | 96·0 | 24·0 | 12·0 | Dutch<br>WB | T.3Cy15",24"&39"–24"<br>65NHP<br>Verschure&Co.Amsterdam | | V |
| 11051<br>HFGT | **Cabo Higuer** SteelScSr<br>ssBbo.2ndNo.3-1,14<br>(exMusques, exCallisto) ssBbo.No.1-20<br>1Dk(Irn)2trB<br>Well deck Floors&InnerBottomIron | 1700<br>1299<br>1007 | ✠100A1<br>1,21<br>~~BS1,21~~<br>BS2,22<br>✠LMC MS3,19 | Bbo | p | 1,21 | 1888<br>7mo | W.Doxford &Sons<br>Sunderland<br>A&CP | Ybarra&Co. | 250·0<br>Q92'B102'F24'<br>FK 4BH<br>WB=CellDB200'264t | 36·0 | 17·1 | Seville<br>Spanish<br>ptAspptCem<br>APT46t | T.3Cy.18",29"&48"–33" (o)<br>160lb 60lb 132NHP<br>2SB,4cf,GS80<br>W.Doxford&Sons,Sld. | 19 " 4<br>s1 " 2½<br>18 " 5 | |
| 11052 | **Cabo Huertas** SteelSc<br>Elec.light Wireless | 2300 | 100A1<br>(Class Contemplated) | | | | 1921 | Soc.Espanola deConst. Naval<br>Bilbao | Cia.Vasco-Andaluza(Ybarra&Cia. Mgrs.) | 280·0<br>P26'B76'F26' | 41·8 | 18·7 | Seville<br>Spanish | T.3Cy.22",36"&59"–39"<br>Blair&Co.Ld.Stockton | | |
| 11053<br>HFGV | **Cabo La Plata** SteelScSr<br>ssBbo.No.3-3,21<br>2Dks(M-Stl)<br>&Awngdk(Irn-ptws) | 2002<br>1926<br>1323 | ✠100A1<br>Awng dk withfreeboard<br>4,22 ~~8,21~~<br>✠LMC3,21<br>BS4,22 | Bbo | r | CL<br>~~8,20~~<br>4,22 | 1908<br>11mo<br>Lloyd'sA&CP | Greenock& Grangem'th Dckyd.Co.Ld<br>Grngemouth | Ybarra&Co. | 265·1<br>Boat dk50' 23·0<br>FK<br>WB=CellDBa86'uE&B36'f106'419tAPT18t | 38·6 | 16·0 | Seville<br>Spanish<br>5BHCem | T.3Cy.19½",32½"&52½"–36"<br>180lb 80lb (s) 187NHP<br>2SB,4rf,GS69,HS2980<br>Blair&Co.Ld.Stockton | 26 " 0<br>s 5 " 2<br>21 " 2 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11054<br>HFCW | **Cabo Menor** SteelScSr<br>~~ssBbo.No.1-17~~<br>2Dks(U Stl)&Awng dk(Irn)<br>Wireless ssBbo.No.2-21 | 2042<br>1962<br>1251 | ✠100A1<br>Awng dk<br>withfreeboard<br>6,21 ~~3,20~~<br>MS4,21<br>BS3,21 3,22 LMC | Bbo | r | CL<br>~~3,20~~<br>6,21 | 1912<br>10mo | Greenock& Grngemouth Dckyd.Co.Ld<br>Grngemouth<br>Lloyd's A&CP | Ybarra&Co. | 265·2<br>B52'<br>WB=CellDB a88'uE&B34'f106' | 38·5 | 23·7<br>FK | Seville<br>Spanish<br>5BHCem<br>407tAPT32t | T.3Cy.19½",32½"&52½"-36"<br>180lb 100lb (s) 188NHP<br>2SB,4cf,GS71,HS3008<br>Blair&Co.Ld.Stockton | 26 ″ 0<br>s 4 ″ 10<br>21 ″ 6 |
| 11055<br>HFDT | **Cabo Nao** SteelScSr<br>(exCabo deLaNao) ssBbo.2ndNo.3-3,18<br>2Dks(1Stl)&Awng dk(Irn)3trB | 1495<br>—<br>998 | ✠100A1<br>Awng dk<br>withfreeboard<br>6,21 ~~5,20~~<br>BS6,21<br>~~BS5,20~~ ✠LMC3,18 | Bbo | o | ~~5,20~~<br>6,21 | 1893<br>3mo | JLThompson&Sons<br>Sunderland<br>A&CP | Ybarra&Co. | 237·0<br>WB=CellDB195'287t | 34·5 | 14·9<br>22·6<br>BK7½" | Seville<br>Spanish<br>5BHCem<br>APT15t | T.3Cy.18",29½"&48½"-33"(s)<br>160lb 70lb 132NHP<br>2SB,4cf,GS56,HS1947<br>Blair&Co.Ld.Stockton | 24 ″ 10<br>s 6-10½<br>18 ″ 9 |
| 11056 | **Cabo Ortegal** SteelScSr<br>Elec.light 1Dk(Stl)2nd dk(Stl)in holds<br>Wireless | ~~3717~~ 3660<br>2923<br>~~2348~~<br>2296 | ✠100A-<br>~~9,20~~ 2,22<br>✠LMC12,19<br>✠(1)NB7,20 | NYk<br>Bbo | | CL<br>3,20 | 1919<br>12mo | Soc. Anon. Astilleros del Nervion<br>Bilbao | CiaVascoAndaluza (Ybarra&Co. Mgrs.) | 325·4<br>P28'B100'F45'<br>CellDB279'743t ~~FPT~~ | 46·9 | 22·2<br>FK | Seville<br>Spanish<br>5BHCem<br>58t APT98t | T.3Cy.24",40"&65"-45" (s)<br>150lb 346NHP<br>3SB(P&S12,19,C7,20)8cf,<br>GS164,HS5856<br>J.G.Kincaid&Co.Ld.Grk. | 24 ″ 10<br>s 4 ″ 3½<br>20 ″ 11 |
| 11057<br>HFDQ | **Cabo Paez** IronSc3MstSr<br>(exAmpurdanes.<br>1Dk exBurg) | 231<br>—<br>132 | | | | | 1879 | Blohm& Voss<br>Hamburg | JoaquinCabo | 129·0<br>H42'<br>len88 | 16·5 | 7·0 | Malaga<br>Spanish | C.2Cy.14"&24"-18"<br>20NHP<br>Blohm&Voss,Hamburg | |
| 11058<br>HFGC | **Cabo Peñas** SteelScSr<br>ssBbo.2ndNo.3-12,12<br>ssBbo.No.1-18<br>2Dks(1Stl)&Awng dk | 1691<br>1145<br>1214 | ✠100A1<br>Awng dk<br>withfreeboard<br>7,20<br>BS2,22<br>~~BS12,20~~ ✠LMC5,18 | Bcl | q | CL<br>N7,20 | 1887<br>3mo | JLThompson&Sons<br>Sunderland<br>A&CP | Ybarra&Co. | 250·0<br>ptDd01<br>WB=CellDB182'272t | 36·0 | 16·6<br>24·4<br>BK11" | Seville<br>Spanish<br>6BHptCem<br>ptAsp | T.3Cy.19",31½"&51"-36" (s)<br>160lb 60lb 152NHP<br>2SB,4cf,GS60,HS2219<br>Blair&Co.Ld.Stockton | 27 ″ 1<br>s 8 ″ 5½<br>19 ″ 11 |
| 11059<br>HFDL | **Cabo Prior** SteelScSr<br>ssBbo.2ndNo.3-9,17<br>2Dks(1Stl)&Awng dk | 986<br>—<br>675 | ✠100A1<br>Awng dk<br>withfreeboard<br>8,21 ~~9,20~~<br>DBS4,22<br>MBS8,21<br>~~BS3,21~~ ✠LMC6,16 | Bcl<br>Bbo | l | ~~9,20~~<br>N8,21 | 1891<br>1mo | JLThompson&Sons<br>Sunderland<br>A&CP | Ybarra&Co. | 205·0<br>WB=CellDB126'145t | 30·0 | 12·4<br>19·8<br>BK7½" | Seville<br>Spanish<br>5BHCem<br>APT34t | T.3Cy.15½",26"&42"-30" (s)<br>160lb 80lb NDB09 100NHP<br>1SB,2cf,GS33,HS1540<br>Blair&Co.Ld.Stockton | 22 ″ 0<br>s 5 ″ 11<br>17 ″ 0 |
| 11060<br>HFGD | **Cabo Quejo** SteelScSr<br>ssBbo.2ndNo.3-8,11<br>Elec.light ssBbo.No.2-20<br>2Dks(1Stl)&Awngdk | 1691<br>1145<br>1214 | ✠100A1<br>Awng dk<br>withfreeboard<br>4,22 ~~2,21~~<br>BS2,22<br>✠LMC11,20 | Bbo | q | CL<br>~~1,20~~<br>4,22 | 1887<br>4mo | JLThompson&Sons<br>Sunderland<br>A&CP | Ybarra&Co. | 250·0<br>DF&S99<br>WB=CellDB182'272t | 36·0 | 16·6<br>24·4<br>BK11" | Seville<br>Spanish<br>6BHCem | T.3Cy.19",31½"&51"-36" (s)<br>160lb 100lb NDB16 152NHP<br>2SB,4cf,GS60,HS2219<br>Blair&Co.Ld.Stockton | 27 ″ 1<br>s 8 ″ 5½<br>19 ″ 11 |
| 11061<br>HFGJ | **Cabo Roca** SteelScSr<br>ssBbo.2ndNo 3-6.20<br>2Dks(Stl)&Awng dk(Irn) | 1582<br>966<br>1136 | ✠100A1<br>Awng dk<br>withfreeboard<br>~~4,21~~ ~~6,20~~ 5,22<br>✠NB6,20 ✠LMC6,20 | Bbo<br>~~Bcl~~ | o | ~~6,20~~<br>~~4,21~~<br>N5,22 | 1892<br>12mo | W.Dobson &Co.<br>Newcastle<br>A&CP | Ybarra&Co. | 235·4<br>B50'<br>WB=CellDB199'268t | 34·5 | 15·2<br>22·7<br>BK7" | Seville<br>Spanish<br>5BHCem<br>APT29t | T.3Cy.18",29"&47"-33" (s)<br>160lb 100lb NDB20 128NHP<br>2SB,4cf,GS59,HS1930<br>N.E.Mar.E.Co.Ld.Nwc. | 25 ″ 0<br>s7 ″ 6½<br>18 ″ 2 |
| 11062 | **Cabo Roche** SteelSc<br>See No.56399 in Supplement<br>Elec.light Wireless | 2300 | 100A1<br>(Class Contemplated) | | | | 1921 | Soc.Espanola deConst Naval<br>Bilbao | Cia.Vasco-Andaluza(Ybarra&Cia. Mgrs.) | 280·0<br>P26'B76'F26' | 41·8 | 18·7 | Seville<br>Spanish | T.3Cy.22",36"&59"-39"<br>Blair&Co.Ld.Stockton | |
| 11063<br>HFJD | **Cabo Sacratif** SteelScSr<br>ssBbo.No.3-1,22 ~~ssBbo.No.2-18~~<br>2Dks(MStl)&Awng dk(Irn)<br>Wireless | 2174<br>2030<br>1332 | ✠100A1<br>Awng dk<br>withfreeboard<br>~~7,21~~ ~~7,20~~ 1,22<br>✠LMC1,22<br>~~MS1,18~~ ~~BS1,22~~ | Bcl<br>Bbo | r | CL<br>~~7,20~~<br>1,22 | 1909<br>9mo | Ca.Euscalduna deConst<br>Bilbao<br>Lloyd's A&CP | Ybarra&Co. | 265·5<br>B56'<br>WB=CellDBa82'uE18'f106' | 38·6 | 23·8<br>FK | Seville<br>Spanish<br>5BHCem<br>346tAPT33t | T3Cy19½",32½"&52½"-36"(s)<br>180lb 100lb 187NHP<br>2SB,4rf,GS70,HS2980<br>Blair&Co.Ld.Stockton | 26 ″ 3<br>s 5 ″ 2<br>21 ″ 5 |
| 11064<br>HFGK | **Cabo San Antonio** SteelScSr<br>Elec.light ssBbo.2ndNo.3-1,14<br>ssBbo.No.1-19<br>2Dks(1Stl)&Awngdk | 1991<br>—<br>1213 | ✠100A1<br>Awng dk<br>withfreeboard<br>3,21<br>BS1,22<br>~~BS12,20~~ ✠LMC9,18 | Bbo | q | CL<br>~~12,19~~<br>3,22 | 1888<br>2mo | JLThompson&Sons<br>Sunderland<br>A&CP | Ybarra&Co. | 250·0<br>ptND01<br>WB=CellDB182'272t | 36·0 | 16·7<br>24·5<br>BK11" | Seville<br>Spanish<br>6BHptCem<br>ptAsp | T.3Cy.19",31½"&51"-36" (s)<br>160lb 65lb 152NHP<br>2SB,4cf,GS76,HS2219<br>Blair&Co.Ld.Stockton | 27 ″ 1<br>s 8 ″ 5½<br>19 ″ 11 |
| 11065<br>HFGL | **Cabo San Martin** SteelScSr<br>ssBbo.2ndNo.3-4,17<br>(exLaGiralda) 2Dks(Stl)&Awngdk | 1861<br>1799<br>1202 | ✠100A1<br>Awng dk<br>withfreeboard<br>1,20<br>✠LMC<br>MS1,17 BS9,19 | Bbo | q | ~~1,20~~<br>5,21<br>MBS~~1,20~~ 2,22 | 1892<br>2mo | Bartram, Haswell& Co.<br>Sunderland<br>A&CP | Ybarra&Co. | 252·0<br>WB=CellDB198'268t | 36·0 | 17·1<br>24·6<br>BK9" | Seville<br>Spanish<br>6BHCem | T.3Cy.19½",31½"&53"-36"(s)<br>160lb 100lb NDB20 168NHP<br>1SB,3cf,GS60,HS2500<br>J.Dickinson,Sunderland | 26 ″ 10<br>s 8 ″ 1<br>19 ″ 10 |
| 11066<br>HFDG | **Cabo San Sebastian** SteelScSr<br>ssBbo.2ndNo 3-11,19<br>2Dks(1Stl)&Awng dk(Irn)3trB | 1583<br>1491<br>1179 | ✠100A1<br>Awng dk<br>withfreeboard<br>~~2,21~~ 3,22<br>✠LMC<br>MS10,18 BS~~12,20~~ 3,22 | Bcl<br>Bbo | o | ~~2,21~~<br>3,22 | 1893<br>2mo | JLThompson&Sons<br>Sunderland<br>A&CP | Ybarra&Co. | 237·0<br>WB=CellDB195'287t | 34·5 | 14·9<br>22·6<br>BK7½" | Seville<br>Spanish<br>5BHCem<br>APT15t | T.3Cy.18",29½"&48½"-33"<br>160lb 70lb (s) 132NHP<br>2SB,4cf,GS56,HS1947<br>Blair&Co.Ld.Stockton | 24 ″ 10<br>s 6-10½<br>18 ″ 9 |
| 11067<br>HFDK | **Cabo San Vicente** SteelScSr<br>ssBbo 2ndNo.3-8,16<br>ssBbo.No.1-20<br>2Dks(1Stl)&Awng dk | 1726<br>—<br>1107 | ✠100A1<br>Awng dk<br>withfreeboard<br>8,21 ~~8,20~~<br>~~BS8,21~~ DBS5,22<br>✠LMC8,20 | Bbo | q | ~~8,20~~<br>N8,21 | 1891<br>8mo | JLThompson&Sons<br>Sunderland<br>A&CP | Ybarra&Co. | 250·0<br>nptF&S07<br>WB=CellDB182'270t | 36·0 | 16·8<br>24·5<br>BK9" | Seville<br>Spanish<br>6BHCem | T.3Cy.19",31½"&51"-36" (s)<br>160lb ~~80lb~~ 60lb 152NHP<br>2SB,4cf,GS54,HS2219-<br>Blair&Co.Ld.Stockton<br>NDB09 refilled 22 80lb | 27 ″ 1<br>s 8 ″ 6½<br>19 ″ 8 |
| 11068 | **Cabo Santa Maria** SteelPadSr<br>Elec.light Wireless 1Dk(Teak)&<br>Promenade dk | 2648<br>1125<br>1522 | ✠<br>11,17<br>✠<br>For Service between Buenos Ayres & Monte Video | Gls | | | 1913<br>10mo | A&J.Inglis Ld.<br>Glasgow | | 320·0 | 40·1 | 12·3<br>FK | Bns.Ayres<br>Argentine<br>7BHAsp | T.3Cy.31",52"&78"-84"<br>597NHP<br>4SB,8cf,GS188,HS7260<br>A.&J.Inglis,Ld.Glasgow | 13 ″ 0 |
| 11069<br>HFGR | **Cabo Santa Pola** SteelScSr<br>ssBbo.No.3-5,10<br>(exDeusto) ssBbo.No.2-18<br>Welldeck 1Dk(ptIrn&ptStl)&<br>Webframes | 1626<br>1307<br>911 | ✠100A1<br>7,21 ~~1,20~~<br>~~BS11,20~~ ✠LMC12,18<br>BS1,22 | Bbo | q | ~~12,19~~<br>7,21 | 1897<br>9mo | SirRaylton Dixon&Co.<br>Middlesbro'<br>A&CP | Ybarra&Co. | 249·5<br>Q93'B64'F31'<br>WB=CellDB a72'uE&B32'f100' | 37·0 | 17·2<br>FK | Seville<br>Spanish<br>4BHCem<br>391tAPT65t | T3Cy.18",29½"&48½"-33"(r)<br>160lb 80lb NDB14 127NHP<br>2SB,4pf,GS58,HS1786<br>SirC.Furness,Westgarth &Co.Ld.Mdb. | 19 ″ 6<br>s 1 ″ 9½<br>18 ″ 0 |
| 11070<br>HFGP | **Cabo Silleiro** IronSc<br>ssBbo.3rdNo.3-1,18<br>(exHerrera)<br>Well deck 1Dk2trB | 1007<br>787<br>631 | ✠100A1<br>6,20<br>BS3,20 ✠LMC12,16 | Bcl | m | CL<br>~~6,20~~<br>N1,22 | 1878<br>8mo | Gowan& Wilson<br>Berwick<br>A&CP | Ybarra yCia. | 210·0<br>P110'F31'<br>WB=DBa48'50t | 30·3 | 17·2<br>BK8" | Seville<br>Spanish<br>4BHCem | C.2Cy.26"&52"-30" (i)<br>80lb 80lb NDB07 119NHP<br>2SB,4pf,GS64,HS2018<br>W.B.Thompson,Dundee | 18 ″ 0<br>s 2 ″ 1½<br>17 ″ 0 |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11071<br>HFGQ | **Cabo Toriñana** SteelScSr<br>ssBbo.No.3-7,16<br>ssBbo.No.1-20<br>2Dks(1Stl)&Awng dk(Irn) | 1506<br>1471<br>909 | ✠100A1<br>Awng dk<br>withfreeboard<br>7,21 ~~6,20~~<br>✠LMC<br>MS6,20 BS~~1,21~~1,22 | Bbo | o | CL<br>6,20 | 1903<br>11mo<br>Lloyd | Grngem'th<br>&Greenock<br>DockyardCo.<br>Grngemouth<br>'sA&CP | Ybarra&Co. | 236·9<br>B52' | 34·6 | 14·8<br>22·6<br>BK8¼"<br>WB= | Seville<br>Spanish<br>5BHCem<br>CellDBa 61' | T.3Cy18",29½"&48½"-33"(s)<br>160lb 80lb 133NHP<br>2SB,4rf,GS53,HS1952<br>Blair&Co.Ld.Stockton<br>uE&B33' f94'318tAPT11t | 24″10<br>s5″2<br>20″6 | |
| 11072<br>HFJN | **Cabo Tres Forcas** SteelScSr<br>ssBbo.No.1-17<br>Wireless 2Dks(1Stl)&Awng dk(Irn) | 2265<br>2135<br>1600 | ✠100A1<br>Awng dk<br>withfreeboard<br>10,21 ~~11,20~~<br>BS6,21<br>~~[illegible]~~ ✠LMC11,17 | Bcl<br>Bbo | r | CL<br>5,19<br>10,21 | 1914<br>1mo<br>Lloyd | CiaEuskal-<br>duna deConst<br>Bilbao<br>'sA&CP | Ybarra&Co.<br>WB=CellDBa | 273·5<br>B on Awng dk56'<br>110'uE18' f86' 366t | 38·6 | 23·9<br>FK | Seville<br>Spanish<br>5BHCem<br>APT33t | T.3Cy.19½",32½"&52½"-36"<br>180lb 100lb (s) 188NHP<br>2SB,4cf,GS71,HS3008<br>Blair&Co.Ld.Stockton | 26″4<br>s5″0<br>21″7 | |
| 11073<br>HFGS | **Cabo Villano** SteelSc<br>1Dk(Stl)2nd dk(Stl)in holds&<br>Elec.light Web frames<br>Wireless Longitudinal framing | ~~3795~~<br>3754<br>3094<br>~~2398~~<br>2523 | ✠100A1<br>3,22 ~~8,20~~<br>✠LMC8,20<br>Fitted for oil fuel 8,20 F.P. above 150° F. | Gib<br>Bcl | v | CL | 1920<br>8mo<br>Lloyd | Echevar-<br>rieta y<br>Larrinaga<br>Cadiz<br>'sA&CP | Ybarra&Co.<br>CellD | 330·1<br>P31'B91'F32'<br>B284' 870t FPT63t | 48·0 | 22·9<br>FK | Seville<br>Spanish<br>5BHCem<br>APT175t | T.3Cy.25",41"&68"-45" (s)<br>180lb 100lb 417NHP<br>2SB,8cf,GS147,HS6050 FD<br>J.G.Kincaid&Co.Ld.Grk. | 25″8<br>s4″2<br>21″10 | |
| 11074<br>142323<br>JSLV | **Cabotia** SteelSc<br>(exWarViper) 2Dks(Stl)<br>Elec.light Wireless | 5160<br>4739<br>3122 | ✠100A1<br>11,21 ~~12,20~~<br>✠LMC3,18<br>Carrying oil fuel F.P. above 150° F. inDB | Gls | y | CL<br>12,20 | 1918<br>3mo<br>Lloyd | Harland&<br>Wolff,Ld.<br>Belfast<br>'sA&CP | Anchor-Donaldson Ld. (Donaldson Bros.Ld.&Anchor Line(Henderson Bros)Ld.Jnt Mgrs) | 400·4<br>P49'B113'F40'<br>CellDB345' 1123tF | 52·3 | 28·4<br>FK | Glasgow<br>British<br>7BHptCem<br>PT122t AP | T.3Cy.27",44"&73"-48" (s)<br>180lb 518NHP<br>3SB,9cf,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel.<br>T181t | 31″0<br>s6″1½<br>25″3 | |
| 11075 | **Caboto** SteelScSr<br>Elec.light (exWarCelt) 1Dk(Stl)<br>Wireless | 5228<br>4878<br>3208 | ✠100A1<br>4,21 ~~12,19~~<br>✠LMC2,19 | Hul<br>Tri | y | CL<br>12,19 | 1919<br>2mo<br>Lloyd | W.Hamil-<br>ton&Co.Ld<br>PortGlasgow<br>'sA&CP | Soc.Veneziana di Nav.a Vap. | 400·5<br>P49'B113'F39'<br>CellDB34 | 52·3 | 28·5<br>FK | Venice<br>Italian<br>8BHptCem<br>5'1131tDTa | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Caird&Co.Ld.Greenock<br>28'1182tFPT120tAPT176t | 31″0<br>s6″1½<br>25″3 | |
| 11076<br>ODWC | **Cabourg** SteelScSr<br>(exGeorge<br>Renamed "Glenealy," See No. 37544 in Supp.<br>Elec.light Mchy.Aft 1Dk2trB | 1611<br>921 | | | | | 1903 | Chicago<br>S.B.Co.<br>Chicago | Chemins deFer de l'EtatFrançais (SociétéMaritime Nationale,Mgrs.) | 241·0<br>Q88'F36' | 41·0 | 15·6 | Havre<br>French<br>WB | T.3Cy.14",25"&42"-30"<br>NB10 97NHP<br>ChicagoS.B.Co.Chicago | | V |
| 11077<br>217676<br>LQFH | **Cabrille** SteelSc<br>Carrying Petroleum in bulk<br>Elec.light Sub.Sig. Fitted for liquid fuel<br>Mchy.Aft Wireless 2Dks<br>Longitudinal framing | 5030<br>—<br>3690 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>Wlmgtn,Del. | UnitedStates ShippingBoard | 391·8<br>P99'B34'F44' | 51·3 | 28·8 | Wilmgton<br>(Del.)<br>Utd.States<br>WB | T.3Cy.27",45"&75"-48"<br>390NHP<br>BethlehemS.B.Corp.Ld. | | R |
| 11078<br>201058<br>KTFD | **Cabrillo** WoodScSr<br>Wireless 1Dk | 611<br>—<br>387 | | | | | 1904 | W.Muller<br>SanPedro,Cal | Wilmington TransportationCo | 182·0 | 32·0 | 13·5 | LosAn-<br>geles,Cal<br>Utd.States | T.4Cy.18½",32"&(2)38"-26"<br>7NHP<br>Utd.Eng.Works,SanFran. | | |
| 11079<br>217364<br>LPFQ | **Cabura** WoodSc<br>Elec.light<br>1Dk2trB | 2564<br>—<br>1493 | | | | | 1918 | CoastS.B.<br>Co.<br>Portland,Or. | UnitedStates ShippingBoard | 267·3<br>P38'B63'F29' | 46·2 | 23·6 | Prtlnd,Or.<br>Utd.States | T.3Cy.19"32"&56"-36"<br>188NHP | | R |
| 11080 | **Caceres** SteelTwinSc<br>Elec.light Mchy.Aft 1Dk | 1108<br>810<br>512 | | | | | 1907 | Mackay<br>Bros.<br>Alloa | LloydBrasileiro | 235·1<br>Q79'B62'F39' | 36·1 | 11·3 | R.Janeiro<br>Brazilian | T.6Cy.11",18"&30"-18"<br>76NHP<br>Aitchison,Blair&Co.LdGls | | |
| 11081 | **Cachalot** SteelScK<br>(Trawler)<br>(exBenIdris,exBenLomond) 1Dk | 124<br>123<br>26 | | | ... | | 1897 | JTEltring-<br>ham&Co.<br>S.Shields | | 95·0<br>H5t | 19·0 | 10·8<br>BK7" | | C.2Cy.16"&33"-22"<br>51NHP<br>G.T.Grey,SouthShields | 11″0 | V |
| 11082<br>129886 | — SteelScSp<br>Wireless 1Dk | 106<br>103<br>38 | | | | | 1911 | Akers<br>Mek.Værks.<br>Christiania | LabradorWhaling &Manfg.Co.Ld. | 92·1 | 18·1 | 10·5 | S.JhnsNFL<br>British | T.3Cy.11",18"&29"-18"<br>52RHP<br>Akers.Mek.Værks,Xia. | | |
| 11083<br>832<br>HOKS | **Cachapoal** IronSc3MstSr<br>Wireless 2Dks&Shade dk | 2370<br>1776<br>1547 | ✠<br>Shade dk<br>10,81<br>Valparaiso & Panama | Liv | s | | 1881<br>8mo | LairdBros.<br>Birkenhead | CompaniaSud AmericanadeVap. | 334·6 | 40·2 | 20·8<br>WB= | Valparaiso<br>Chilian<br>5BHCem<br>DB174'282t | C.2Cy.45"&80"-54"<br>NB96 392NHP<br>LairdBrothers,Birkenhead | | |
| 11084<br>212852<br>LDWK | **Cacique** SteelScSr<br>ssBal.No.2-19<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless 3rd dk(Stl)inNo.1hold only | 6202<br>4544<br>4543 | ✠100A1<br>Shelter dk<br>withfreeboard<br>5,21 ~~11,20~~<br>BS12,20 ✠LMC5,19<br>Fitted for oil fuel 9,11 F.P. above 150°F. | NYk | y | CL<br>~~5,18~~<br>5,21 | 1910<br>2mo<br>Lloyd | Short Bros.<br>Ld<br>Sunderland<br>'sA&CP | GraceS.S.Co.Inc.<br>(W.R Grace&Co.)<br>WB=Cell<br>DBa126'uE&B | 394·2<br>48'f 162'1075tFPT | 52·3 | 34·7<br>FK | NewYork<br>Utd.States<br>7BHCem<br>103tAPT31t | Q.4Cy.24",34½",49"&71"-48"<br>220lb 480NHP<br>3SB,9cf,GS152,HS6480FD(s)<br>N.E.MarineEng.CoLdNwc | 37″1<br>s8″9½<br>28″9 | |
| 11085<br>217153<br>LNPB | **Cadaretta** SteelSc<br>Elec.light 1Dk<br>Wireless Sub.Sig. Fitted for oil fuel | 2648<br>—<br>1621 | | | | | 1918 | Albina<br>E.&M.Wrks.<br>Astoria,Or. | UnitedStates ShippingBoard | 289·0 | 44·1 | 19·2 | PortlndOr<br>Utd.States | T.3Cy.22",36½"&60"-42"<br>233NHP | | R |
| 11086<br>212945<br>LFBT | **Caddo** SteelScSr<br>ssCrs.No.2-21 ~~ssSea.No.1-10~~<br>(exWinnipeg,exAdorna)<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Wireless | 6329<br>5779<br>3862 | ✠100A1<br>~~9,21~~ ~~2,20~~ 12,21<br>~~BS9,19~~ ✠LMC~~11,16~~<br>3,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 8,12 F.P. above 150°F. | NYk<br>~~Vcr~~ | z | CL<br>~~2,20~~<br>~~3,21~~<br>12,21 | 1912<br>8mo | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>A&CP | StandardOilCo.<br>(NewJersey)<br>WB=CellDBa69'<br>149tDTf46'500t | 415·0<br>P104'B26 F46'<br>FPT70tAPT31t | 55·2 | 31·1<br>FK | NewYork<br>Utd.States<br>16BHCem<br>9 to Upr dk<br>7 „ 2nd „ | Q.4Cy.24",35",50½"&73"-48"<br>220lb (s) 597NHP<br>3SB,12cf,GS223,HS8844 FD<br>Wllsnd Slpwy.Co.Ld.Nwc. | 32″10 | |
| 11087<br>217293<br>LPBJ | **Caddopeak** SteelSc<br>Elec.light 1Dk<br>Wireless Fitted for oil fuel | 2865<br>—<br>1769 | | | | | 1918 | Albina<br>E.&M.Wrks.<br>Astoria,Or. | UnitedStates ShippingBoard | 289·0 | 44·1 | 19·2 | PortlndOr<br>Utd.States<br>WB | T.3Cy.22",36½"&60"-42"<br>233NHP | | R |
| 11088<br>74775 | **Cadell** IronPad<br>1Dk | 154<br>147<br>74 | | | | | 1876 | W.Gordon<br>Goolwa,S.A. | G.Johnston | 122·3<br>B11t | 20·3 | 8·0 | Adelaide<br>British | C.2Cy.17"&30"-36"<br>45RHP<br>Blackwood&Gordon,P.Gl. | | |
| 11089<br>ODWM | **Cadenel** SteelTwinScSr<br>(exPaso de losLibres,exSajoniaII.)<br>Elec.light 1Dk | 639<br>—<br>362 | | | | | 1905 | Nordsee<br>Werke<br>Emden | Chemins deFer de l'ÉtatFrançais (Soc.Maritime Nationale,Mgrs.) | 197·0 | 32·8 | 9·0 | Marseilles<br>French | T.6Cy.10¼",15¾"&20¾"-17¾"<br>I.Frerichs&Co. 36NHP<br>OsterholzScharmbeck | | V |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux. Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
| 11090<br>136218<br>JHGQ | **Cadet** SteelScK<br>ssHul.No.1-19<br>*Elec.light* 1*Dk* | 323<br>290<br>184 | ✠100A1<br>*StmTrawler*<br>10,20<br>✠LMC8,19<br>BS8,21 | Hul | | CL<br>10,20 | 1915<br>1mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>*'sA&CP* | Storr'sStm TrawlingCo.Ld.<br>(J.W.Storr,*Mgr.*) | 136·4<br>Q76'F19'<br>BK8″ | 23·5 | 12·7 | Hull<br>British<br>4*BHCem* | T.3Cy.13″,23″&37″–26″ (s)<br>200lb 87RHP<br>1SB,3*pf*,GS49,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| ✻ 11091<br>140703<br>JRTC | **Cadillac** SteelScSr<br>ssNwc.No 1-21<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&<br>*Mchy.Aft* Wireless *Web frames*<br>*Longitudinal framing*<br>*Tonnage opening closed* 1917 | 12074<br>9024<br>7560 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>9,21 ~~7,20~~<br>9,21 ✠LMC~~12,17~~<br>*CarryingPetroleum in bulk F.P. above* 150°F.<br>*Fitted for oil fuel*12,17 | Nwc | *g*† | CL<br>~~7,20~~<br>9,21 | 1917<br>12mo<br>*Lloyd* | Palmers' Co.Ld. Newcastle<br>*'sA&CP* | Anglo-American OilCo.Ld.<br>(J.Hamilton,*Mgr*) | 530·2<br>FK<br>*CellDBuE&B*91' | 66·3 | 33·8 | Newcastle<br>British<br>28*BHptCem*<br>853*tDTf*49' | Q4Cy.28½″,41″,58″&84″–54″<br>220lb (s) 793NHP<br>4SB,16*cf*GS296HS11392 FD<br>Palmers'Co.Ld.Newcastle<br>910*tFPT*203*tAPT*141*t* | 42<br>s12<br>29 |
| 11092<br>117134 | — SteelScSr<br>(*ex*SteelKing)<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB* | 4308<br>—<br>3366 | | | | | 1902 | American S.B.Co. Lorain,O. | GrandIsland S.S.Co. | 380·0<br>*WB* | 50·0 | 28·0 | GrandIsld. Mich.<br>Utd.States | T.3Cy.22″,35″&58″–40″<br>231NHP<br>AmericanS.B.Co.Clevelnd | |
| 11093<br>HFJS | **Cadiz** SteelScSr<br>ssBcl No.3-5,21 ~~ssBcl No.2-16~~<br>*Elec.light* Wireless 2*Dks*(*M-Stl*)&<br>*Spardk*(*Stl*-ws) *Orlop beams in No.*1 *hold* | 5617<br>4780<br>3667 | ✠100A1<br>*Spar dk*<br>8,21 ~~3,19~~<br>MS12,20<br>BS10,21 ~~BS8,20~~ ✠LMC~~10,18~~ | NOs<br>Bcl | *z* | ~~7,18~~<br>7,21 | 1908<br>3mo<br>*Lloyd* | C.Connell &Co.Ld. Glasgow<br>*'sA&CP WB=* | Pinillos,Izquierdo &Co.S.enC.<br>*Cell DBa*114'*u*·*E&* | 414·4<br>P66'F58' 28·2<br>FK<br>*B*62'*f*170'877*tFPT* | 53·0 | 20·0 | Cadiz<br>Spanish<br>7*BHCem*<br>100*tAPT*34*t* | T.3Cy.30″,50″&82″–60″ (s)<br>180lb *80lb* 660NHP<br>2D&1SB15*cf*GS445HS11470<br>D.Rowan&Co.Glasgow | 30<br>s7<br>24 |
| 11094<br>HFDR | — SteelSc<br>*Elec.light* 1*Dk* | 100<br>—<br>55 | | | | | 1894 | VeaMurguia Cadiz | Herederos de AntonioMillan | 94·4 | 17·1 | 8·5 | Cadiz<br>Spanish | | |
| ✻ 11095<br>NKCH | **Cadmea** WoodSc<br>(*ex*WarTyee) 1*Dk*2*trB*<br>*Elec.light* *Salted & specially treated*<br>*Well deck* *Mchy.Aft* | ~~2302~~<br>2278 ~~1788~~<br>~~1113~~<br>1722<br>1387 | ✠12A1<br>1,21<br>BS1,21 ✠LMC6,19 | Ven | *r* | CL<br>11,19 | 1918<br>4mo<br>*Lloyd* | Pacific Const.&Eng. Co.Ld. CoquitlamBC<br>*'sA&CP* | GiuliaS.A.di Armamento | 249·8<br>P&B136'F30' | 43·4 | 22·6 | Trieste<br>Italian | T.3Cy.20½″,33″&54″–40″ (s)<br>185lb 322NHP<br>2 Water Tube Boilers<br>GS120,HS5280 FD<br>NationalSBCoLdGoderich | 25<br>s3 |
| 11096 | **Cadore** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&<br>*Shelter dk*(*Stl*) | 5884<br>5601<br>3744 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,21 ~~9,20~~<br>✠LMC9,20 | Nwc<br>Nap | *y* | CL | 1920<br>9mo<br>*Lloyd* | Nthmblnd S.B.Co.Ld. Newcastle<br>*'sA&CP* | LloydAdriatico Soc.diNav.<br>*CellDBa*145'*uE*<br>24'*f*166'1175*t DT* | 399·9<br>F38' *on Shelter dk*<br>FK<br>*Collision*<br>*a*30'1000*t APT*110*t* | 52·9 | 32·8 | Venice<br>Italian<br>*Cem*<br>*BHtoSh dk*<br>6 " " *U* " | T.3Cy.27″,45″&75″–51″ (s)<br>180lb 572NHP<br>3SB,9*cf*,GS192,HS8556 FD<br>WllsndSlpwy.Co.Ld.Nwc. | 35<br>s9<br>26 |
| 11097<br>139958 | **Cadorna** SteelScK<br>1*Dk* | 255<br>215<br>101 | ✠100A1<br>*StmTrawler*<br>6,21 ~~10,19~~<br>✠LMC7,17 | Dub<br>Abn | | CL<br>10,19 | 1917<br>7mo<br>*Lloyd* | A.Hall& Co.Ld. Aberdeen<br>*'sA&CP* | AberdeenPioneer StmFishingCo.Ld.<br>(H.E.Stroud,*Mgr*) | 120·2<br>Q69'F15'<br>BK7½″ | 22·5 | 12·1 | Aberdeen<br>British<br>3*BHCem* | T.3Cy.12½″,21″&35″–24″ (s)<br>180lb 82RHP<br>1SB,3*pf*,GS46,HS1510<br>A.Hall&Co.Ld.Aberdeen | 13 |
| 11098 | **Caen** SteelTwinScSr | 521<br>—<br>118 | | | | | 1890 | F.&C.de la Médit. Havre | Soc.duSteamer "Caen" | 210·6<br>H— | 26·3 | 13·6 | Gravelines<br>French | T.6Cy.16½″,24½″&37″–25½″<br>115NHP<br>Forges&C.de laMédit.,Hav | |
| ✻ 11099<br>140809<br>KGHW | **Caeneus** SteelScK<br>1*Dk* | 339<br>297<br>135 | ✠100A1<br>*StmTrawler*<br>1,21<br>✠LMC7,20 | Gms | | CL | 1920<br>7mo<br>*Lloyd* | Cochrane &Sons,Ld. Selby<br>*'sA&CP* | EquitableSteam FishingCo.Ld. (J.Harris,*Mgr.*) | 140·2<br>Q77'F21'<br>BK7½″ | 24·0 | 12·6 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13″,23″&37″–26″ (s)<br>200lb 91RHP<br>1SB,3*pf*,GS49,HS1550<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 11100 | **Caennaise** SteelSc<br>1*Dk*(*Stl*) 2161<br>*Elec.light* *Well deck* | ~~2163~~<br>1682<br>~~1195~~<br>1193 | ✠100A1<br>8,21<br>~~(ClassContemplated)~~<br>✠LMC8,21 | Bly | *s* | CL | 1921<br>5mo<br>*Lloyd* | BlythS.B. &D.D.Co.Ld. Blyth<br>*'sA&CP* | F.Bouet<br>D B32' CellDB158'69 | ~~285·0~~<br>P25'Q84'B58'F24'<br>285·3<br>FK<br>tFPT97tAPT110t | 42·0 | 17·8 | Caen<br>French<br>6*BHCem* | T.3Cy.22″,36″&60″–39″ (s)<br>180lb 274NHP<br>2SB,6*cf*,GS124,HS4642<br>N.E.MarineEngCoLd.Nwc | 20<br>s2<br>18 |
| 11101 | **Caerleon** SteelTwinScSr<br>*Elec.light* 2*Dks*(*Stl*) | 774<br>698<br>324 | ✠<br>*For GovernmentService*<br>3,19<br>✠ | Psy | | | 1919<br>3mo | Bow,McLachlan&Co. Ld. Paisley | TheAdmiralty<br>*CellDB*12'15*t*<br>*DTf*18'24*t* | 219·7<br>FK<br>*DTa*10'36*t FPT*6*t* | 28·6 | 15·6 | British<br>10*BHptCem*<br>*APT*22*t* | T.6Cy.13¼″,21¼″&34″–21″<br>2WaterTubeBoilers FD<br>GS130,HS6990 378NHP<br>Bow,McLachln&CoLdPsy | 16 |
| 11102<br>139825 | **Caersin** IronSc<br>(*Trawler*)<br>(*ex*Dora) 1*Dk* | 128<br>126<br>55 | | | | | 1892 | F.W.Wencke Bremerhaven | N.Cook | 106·8 | 20·9 | 9·4 | Aberdeen<br>British | C.2Cy.17½″&31½–19½″<br>36RHP<br>R.Küchen,Bielefeldt | |
| 11103 | **Caesar** IronScBn<br>ssBrs.2ndNo.3-7,02<br>(*ex*LlandaffCity) ssBrs.No.1-07<br>2*Dks*(*Irn*)3*trB* | 1892<br>1671<br>1180 | ✠<br>10,11<br>✠ | Brs | *s* | | 1882<br>7mo | Richardsn, Duck&Co. Stockton | FrenchGovernment<br>*WB=* | 267·3<br>P26'B46'F33'<br>BK9½″<br>*DBa*76'&*uB*30'245' | 36·0 | 21·4 | French<br>5*BHCem*<br>*MT*26'290*t* | C.2Cy.36″&67″–36″<br>NDB01 224NHP<br>1DB,6*pf*,GS93<br>T.Richardson&Sons,Hpl. | 24 |
| 11104<br>5438<br>JTFR | **Cæsar** SteelScSp<br>(*ex*NyaEnköping)<br>*Elec.light* 1*Dk* | 227<br>118<br>135 | | | | | 1912 | Eriksberg M.V.Aktieb. Gothenburg | Ångf.A/B Drottningholm-Fittja(J.W.Rickander,*Mgr.*) | 109·1<br>B54' | 22·4 | 9·0 | Stockholm<br>Swedish | C.2Cy.15″&29½″–22½″<br>33NHP<br>EriksbergM.V.Aktieb.Got | |
| 11105<br>2722<br>JGOB | — IronScSp<br>(*ex*Norrtelje) 1*Dk* | 180<br>111<br>50 | | | | | 1882 | Lindbergs. Mek.Verks Stockholm | Rederiaktieb. Cæsar (A.Th.Engwall) | 113·8<br>B41' H14*t* | 19·9 | 9·9 | Haparanda<br>Swedish | C.2Cy.21″&36″–24″<br>53NHP<br>W.LindbergsMk.V.Skm. | - |
| 11106<br>123236<br>HFTN | **Cæsar II.** (*SalvageVessel*) SteelScK<br>Wireless ssHul.No.3-12,19<br>(*ex*Cæsar) 1*Dk*<br>*Cargo battens not fitted* | 315<br>260<br>126 | ✠100A1<br>~~*StmTrawler*~~<br>~~7,21 12,20~~<br>2,22<br>✠LMC12,19<br>BS7,21 | Cpl | | CL<br>12,20 | 1906<br>3mo<br>*Lloyd* | Earle'sCo. Ld. Hull<br>*'sA&CP* | OceanSalvageCo. Ld. (J.WilsonPotter*Mgr*) | 148·4<br>Q64'F24'<br>BK9″ | 23·0 | 11·2 | London<br>British<br>4*BHCem* | T.3Cy.14″,23″&38″–27″ (s)<br>185lb 96NHP<br>1SB,3*pf*,GS55,HS1665<br>Amos&Smith,Hull | 11<br>s1<br>11 |
| 11107<br>131763<br>HRQM | **Caesarea** SteelTrpScSr<br>*Elec.light* Wireless 2*Dks* | 1504<br>990<br>598 | | | | | 1910 | Cammell Laird&Co.Ld. Birkenhead | L.&S.W.Rlwy.Co. | 284·6 | 39·1 | 15·8 | S'thamptn<br>British<br>*WB* | 3 Steam Turbines<br>CammellLaird&Co.Ld.Bkn | |
| 11108<br>28<br>NKME | **Cagliari** SteelScSr<br>*Elec.light* Wireless 2*Dks*&*Shade dk*3*trB* | 2322<br>2068<br>1408 | | | | | 1907 | N.Odero fu A.&Co. SestriP'nente | SiciliaSocietà di Navigazione | 300·5<br>P15'B122' | 38·5 | 17·2 | Palermo<br>Italian<br>*WB* | T.3Cy.19⅝″,32 1/16″&55⅝″–39⅜″<br>190NHP<br>N.Odero fuA.&Co. | |
| ✻ 11109<br>113903<br>TJDL | **Cahiracon** SteelSc<br>ssRot.No.3-8,14<br>(*ex*Cid,*ex*Dee) ssRot.No.1-19<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames*<br>*Elec.light* Wireless | 1871<br>1747<br>1182 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>2,22 ~~6,20~~<br>MBS2,21 ✠LMC10,19 | Lon<br>Shl | *r* | CL<br>10,19 | 1902<br>4mo<br>*Lloyd* | Craig, Taylor&Co. Stockton<br>*'sA&CP* | LimerickS.S.Co. Ld.<br>*Cell* | 282·0<br>B74'F34' 20·8<br>FK<br>*DBa*82'*uE*18'*f*116' | 38·6 | 12·8 | Limerick<br>British<br>5*BHCem*<br>351*tAPT*22*t* | T.3Cy.23½″,37″&61″–42″(s)<br>160lb *100lb* NDB19 258NHP<br>2SB,6*cf*,GS109,HS4130<br>N.E.MarineEng.Co.Ld.Sld | 22<br>s3<br>19 |
| 11110 | **Caiala** Steel&IronScSr<br>(*ex*Magna,*ex*Udsire,<br>*ex* ArchiducRodolphe) 1*Dk*2*trB* | 953<br>781<br>540 | | | | | 1883 | Soc.Anon Jhn.Cockerill Hoboken | Nazareth,Rocha, Norton&Co.Ld. | 230·1<br>Q53*t*B80*t*H10*t*F28*t* | 28·1 | 16·6 | Lisbon<br>Portuguese<br>*WB* | C.2Cy.27″&45″–33″<br>E*built*81 NB14 97NHP<br>SocAn.J.Cockerill,Seraing | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11111<br>ODXE | Caiman **SteelSc**<br>*ss*BrestNo.2-20<br>1*Dk*(*Stl*) | 363<br>349<br>171 | ✠ A1<br>*Hopper Barge*<br>4,20<br>✠LMC12,19<br>BS4,21 | Brest | *f* | 12,19 | 1912<br>9mo<br>*Lloyd* | Lobnitz&<br>Co.Ld.<br>Renfrew<br>'*sA&CP* | Schneider&Cie.<br>(Cie.Marocaine) | 145·7<br>FK | 27·6 | 10·1 | Brest<br>French<br>5*BHCem* | C.2Cy.14"&32"-21" (*s*)<br>150lb 50NHP<br>1SB,2*cf*,GS35,HS835<br>Lobnitz&Co.Ld.Renfrew | 10 " 6<br>s 2 " 0<br>8 " 7 | |
| 11112<br>125326 | Cairnbulg **SteelScK**<br>(*ex*Thrive) 1*Dk* | 104<br>97<br>36 | ✠<br>*For fishing purposes*<br>11,12<br>✠ | Abn | | | 1907<br>9mo | Charlton&<br>Doughty,Ld.<br>Grimsby | A.Lewis | 87·0<br>BK7½"<br>*WB*= | 18·6 | 9·0 | Aberdeen<br>British<br>3*BHCem*<br>*FPT*2*t* | C.2Cy.13½"&28"-18"<br>32RHP<br>1SB,2*pf*,GS29,HS730<br>Crabtree&Co.Ld.Gt.Yar. | 9 " 9 | |
| 11113<br>142828<br>JWLS | Cairndhu **SteelScSr**<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5250<br>4789<br>3218 | ✠100A1<br>~~3,21~~ 1,22<br>✠LMC3,19 | Lth<br>~~Hul~~ | *y* | CL<br>12,20 | 1919<br>3mo<br>*Lloyd* | Palmers'<br>Co.Ld.<br>Newcastle<br>'*sA&CP* | CairnLine of Stmships,Ld. (Cairns, Noble&Co.~~Ld~~.<br>*Mgrs.*) *CellDB* | 399·3<br>P49'B113'F39'<br>FK<br>344' 1112*t* *FPT*122*t* | 52·2 | 28·5 | Newcastle<br>British<br>7*BHptCem*<br>*APT*174*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Palmers'Co.Ld.Newcastle | 31 " 0 | |
| 11114<br>99869 | — **SteelSc**<br>(*BucketDredger*)<br>1*Dk* | 698<br>698<br>311 | | | | | 1892 | Fleming&<br>Ferguson<br>Paisley | Trustees of the ClydeNavigation | 194·2 | 37·2 | 12·0 | Glasgow<br>British | C.2Cy.26"&51"-36"<br>90RHP<br>Fleming&Ferguson,Psy. | | |
| 11115<br>135499<br>JOWP | Cairngarth **SteelSc**<br>*ss*Liv.No.1-17<br>1*Dk*(*Stl*) | 133<br>112<br>— | ✠100A1<br>*For towing purposes*<br>2,21<br>3,22<br>~~BS2,21~~ ✠LMC11,17 | Liv | | ~~2,21~~<br>3,22 | 1913<br>10mo<br>*Lloyd* | LythamSB<br>&E.Co.Ld.<br>Lytham<br>'*sA&CP* | ReaLd. | 85·2<br>BK6"<br>*WB*=*FPT*5*t* | 21·1 | 9·5 | Liverpool<br>British<br>4*BHCem*<br>*APT*14*t* | C.2Cy.16"&34"-24" (*s*)<br>140lb 78RHP<br>1SB,3*pf*,GS55,HS1616<br>LythamS.B.&E.CoLd.Lyt. | 10 " 0<br>s " 11<br>9 " 8 | |
| 11116<br>119113<br>VQFN | Cairngorm **SteelScSr**<br>*ss*Bwg.No.3-7,10<br>*Elec.light* *ss*Bwg.No.2-19<br>*Mchy.Aft* *Well deck* 1*Dk*(*Irn*) | 401<br>281<br>156 | ✠100A1<br>4,21 ~~4,19~~<br>~~BS6,20~~ ✠LMC4,19<br>BS9,21 | Bwg<br>Ayr | *g* | CL<br>4,19 | 1904<br>4mo<br>*Lloyd* | J.Shearer&<br>Sons<br>Glasgow<br>'*sA&CP* | W.Robertson | 141·7<br>Q70'B9'F26'<br>BK7"<br>*WB*= | 26·1 | 10·9 | Glasgow<br>British<br>3*BHCem*<br>*FPT*45*t* | C.2Cy.18"&40"-27" (*s*)<br>130lb *70lb* 91RHP<br>1SB,3*pf*,GS53,HS1680<br>Muir&Houston,Ld.Gls. | 12 " 3<br>s " 6½<br>12 " 5 | |
| 11117<br>142829<br>JWPQ | Cairngowan **SteelScSr**<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5295<br>4844<br>3257 | ✠100A1<br>~~1,21~~ ~~4,20~~ 2,22<br>✠LMC4,19 | Shl<br>Hul | *y* | CL<br>~~4,21~~<br>1,22 | 1919<br>4mo<br>*Lloyd* | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>'*sA&CP* | CairnLine of Stmships,Ld. (Cairns, Noble&Co.~~Ld~~.<br>*Mgrs.*) *CellDB* | 400·0<br>P49'B113'F39'<br>FK<br>344'1128*t* *FPT*118*t* | 52·4 | 28·4 | Newcastle<br>British<br>7*BHptCem*<br>*APT*209*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Blair&Co.Ld.Stockton | 31 " 0<br>s 6 " 2<br>25 " 3 | |
| 11118<br>98557<br>MONS | Cairnie **IronScSr**<br>*ss*Lth.No.1-21<br>*Mchy.Aft* *ss*Lth.2ndNo.3-11,16<br>1*Dk*(*Irn*) | 250<br>193<br>105 | ✠100A1<br>3,21 ~~11,19~~<br>~~BS12,20~~ ✠LMC11,19<br>BS5,22 | Abn<br>Lth | *c* | CL<br>N12,20 | 1891<br>3mo<br>*Lloyd* | BlythS.B.<br>Co.Ld.<br>Blyth<br>'*sA&CP* | M.Taylor | 120·2<br>Q39'B9'F15'<br>BK6½"<br>*WB*= | 20·5 | 10·2 | Methil<br>British<br>3*BHCem*<br>*DBf*28'25*t* | C.2Cy.15"&34"-24" (*s*)<br>100lb 50RHP<br>1SB,2*pf*,GS35,HS1019<br>BlaikieBros.,Aberdeen | 10 " 11<br>s 1 " 1½<br>10 " 5 | |
| 11119<br>140707<br>JSLG | Cairnmona **SteelScSr**<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 4666<br>4223<br>2776 | ✠100A1<br>*Shelter dk withfreeboard*<br>2,22 ~~1,21~~<br>BS2,22<br>✠LMC3,18 | Lth<br>Shl | *y* | CL<br>~~12,19~~<br>2,22 | 1918<br>3mo<br>*Lloyd* | Sunderlnd<br>S.B.Co.Ld<br>Sunderland<br>'*sA&CP* | CairnLine of Stmships,Ld. (Cairns Noble&Co.Ld.<br>*Mgrs.*) *Cell* | 390·2<br>FK<br>*DB*341'1160*t* *FPT*102*t* | 53·1 | 33·7 | Newcastle<br>British<br>6*BHCem*<br>*APT*164*t* | T.3Cy.28",46"&75"-51" (*s*)<br>180lb 550NHP<br>3SB,9*cf* GS38,HS8033 FD<br>Blair&Co.Ld.Stockton | 27 " 9<br>s 3 " 5<br>24 " 9 | |
| 11120<br>139817 | Cairnrigh **SteelScK**<br>(*Trawler*)<br>(*ex*Cachosin,*ex*DoktorKrugler) 1*Dk* | 199<br>169<br>87 | | | | | 1912 | G.Seebeck<br>Akt.Ges.<br>Geestemünde | T.Davidson | 124·2<br>Q67'F19' | 22·5 | 8·3 | Aberdeen<br>British<br>*WB* | T.3Cy.11⅗",18$\frac{4}{10}$"&30$\frac{3}{10}$"-22$\frac{1}{10}$"<br>42RHP<br>G.Seebeck A.G. | | |
| 11121<br>145449<br>KJGT | Cairnross **SteelSc**<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk* (*Stl*) | ~~5260~~<br>~~4926~~<br>5494<br>4926<br>3262 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~9,21~~ 11,21<br>✠LMC6,21<br>~~(*ClassContemplated*)~~<br>*Fitted for oil fuel*6,21 *F.P.above*150°F. | Lth<br>~~Shl~~ | *a*† | CL | 1921<br>6mo<br>*Lloyd* | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>'*sA&CP* | CairnLine of Steamships,Ld. (Cairns,Noble& Co.~~Ld~~.*Mgrs.*)<br>*CellDB* | 425·0<br>F49'*onShelter dk*<br>FK<br>*Collision BHto Shelter dk*<br>*CellDB*365'1301*t* *DTa*25'959*t* *FPT*185*t* | 55·0 | 26·6 | Newcastle<br>British<br>*Cem*<br>7*BHtoUdk*<br>*APT*81*t* | 3 Steam Turbines geared to1ScShaft200lb(*s*)622NHP<br>3SB,9*cf*, HS[illegible] FD<br>ParsonsMarineSteam TurbineCo.Ld.Nwc. | 29 " 0<br>s 3 " 10½<br>25 " 6 | |
| 11122<br>140718<br>JVDH | Cairnvalona **SteelSc**<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in Shelter 'tween dks*<br>Wireless | 4929<br>4487<br>2937 | ✠100A1<br>*Shelter dk withfreeboard*<br>4,21 ~~7,19~~<br>✠LMC7,18 | Shl<br>Nwc | *z* | CL<br>3,21 | 1918<br>8mo<br>*Lloyd* | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>'*sA&CP* | CairnLine of Stmships,Ld.(Cairns, Noble&Co~~Ld~~. *Mgs*)<br>*CellDB* | 415·2<br>FK<br>*Collision BH to Shelter dk*<br>365'1250*t* *FPT*108*t* | 53·1 | 25·2 | Newcastle<br>British<br>*Cem*<br>5*BHto Udk*<br>1 " " 2*nd* "<br>*APT*155*t* | T.3Cy.28",46"&75"-51" (*s*)<br>180lb 550NHP<br>3SB,9*cf*,GS184,HS8033 FD<br>Blair&Co.Ld.Stockton<br>*only* | 27 " 9<br>s 3 " 7<br>24 " 7 | |
| 11123 | Cairnwell **IronScK**<br>(*ex*AldaBemvinda, *ex*Ursula) 1*Dk* | *141*<br>*131*<br>*60* | ... | | | | 1895 | Cochrane&<br>Cooper<br>Beverley | Viuda&Sobrinos de ManuelCamara | 93·6<br>Q17'<br>BK7½" | 20·4 | 11·0 | Spanish | T.3Cy.11",17"&30"-21" (*s*)<br>NB06 41NHP<br>Earle'sCo.Ld.Hull | 11 " 10 | |
| 11124 | Cairo **SteelSc**<br>*Elec.light* 2*Dks* | 1200 | | | | | 1920 | Vulcan-<br>Werke<br>Hamburg | Deutsche Levante-Linie | 226·3<br>B28'F30' | | | Hamburg<br>German<br>*WB* | T.3Cy.15¾",23⅜&43$\frac{3}{10}$"-27½"<br>98NHP<br>Vulcan-Werke,Hamburg | | |
| 11125<br>116071 | — **SteelScK**<br>*ss*Hul.No.3-7,14<br>*ss*Hul.No.1-19<br>1*Dk* | 172<br>166<br>67 | ✠100A1<br>*StmTrawler*<br>10,21 ~~9,20~~<br>BS5,21<br>~~BS4,20~~ ✠LMC3,19 | Hul | | CL<br>9,20 | 1902<br>6mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Beverley<br>'*sA&CP* | HullSteamFishing &IceCo.Ld. | 108·4<br>ND14 BK7½"<br>*WB*=*Deep* | 21·3 | 11·2 | Hull<br>British<br>4*BHCem*<br>*tanksf*13'30*t* | T.3Cy.10",17"&28"-21" (*s*)<br>200lb 45RHP<br>1SB,2*pf*,GS25,HS690<br>Amos&Smith,Hull | 12 " 1 | |
| 11126 | — **SteelTwinSc**<br>*ParaffinMotor*<br>*ss*Alx.No.3-6,21 ~~*ss*Alx.No.2-18~~<br>1*Dk*(*Stl*) | | ✠ A1<br>*Bargefor River purposes for Carrying Oil in Bulk*<br>6,21 ~~4,20~~<br>✠LMC~~4,20~~6,21 | Alx | | ~~4,20~~<br>6,21 | 1912<br>2mo | Werf.<br>Conrad<br>Haarlem<br>A&CP | AsiaticPetroleum Co. | 89·0<br>FK | 17·5 | 5·5 | Alexndria<br>Egyptian<br>6*BH* | ParaffinMotor4S.C.SA.<br>2Cy.10¼"-13⅜" 16NHP<br>*made*08*refitted*2,12<br>D.Goedkoop,jr.Ams. | 5 " 9 | |
| 11127<br>136086 | Caister Castle **SteelScDy**<br>Wrecked 9,21<br>(*Trawler*)<br>1*Dk* | 109<br>106<br>52 | | | | | 1914 | Fellows&<br>Co.Ld.<br>GtYarmouth | DoncasterStm. Trlg.Co.Ld.)T.W. Chapman,*Mgr.*) | 92·0 | 19·1 | 9·0 | Ramsgate<br>British | T.3Cy.10",15"&24"-16"<br>33RHP<br>Crabtree&Co.Ld.Gt.Yar. | | |
| 11128<br>115831<br>TKDS | Caithness **SteelScSr**<br>*ss*Npt.No.1-19 *ss*Cff.No.3-6,15<br>(*ex*Ramsay) 2*Dks*(1*Stl*&*UptIrn*&*ptStl*)<br>Wireless &*Webframes* | 4013<br>3721<br>2505 | ✠100A1<br>9,21 ~~8,18~~<br>~~Examined8,18~~<br>✠LMC<br>BS~~5,19~~1,21 MS8,19 | Cff | *w* | CL<br>5,20 | 1902<br>5mo<br>*Lloyd* | JLThompson&Sons,Ld.<br>Sunderland<br>'*sA&CP* | Anglo-CelticShippingCo.Ld. (Griffiths,Payne & Co.Ld.*Mgrs.*)<br>*CellDBa* | 351·5<br>P37'B106'F35'<br>FK<br>118'*uE*20'*f*152'877*t* | 49·3 | 25·8 | London<br>British<br>6*BHCem*<br>*APT*51*t* | T.3Cy.25",40"&67"-45" (*s*)<br>160lb *160lb* 330NHP<br>2SB,6*cf*,GS102,HS5331<br>Richardsons,Westgarth& Co.Ld.Hpl. | 28 " 5<br>s 5 " 0<br>23 " 10 | |
| 11129<br>219628<br>LVQP | Cajacet **SteelSc**<br>Renamed "Willsolo," *Fitted for* W.*fuel*<br>*Elec.light* 2*Dks*&*Shelter dk*<br>Wireless Sub.Sig. | 5816<br>5479<br>3567 | ... | | | | 1920 | SunS.B.<br>Co.<br>Chester,Pa. | UnitedStates ShippingBoard | 434·3<br>FK | 57·7 | 27·2 | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.27",45½"&76"-51"<br>612NHP<br>SunS.B.Co.Chester,Pa. | 30 " 3 | R |
| 11130 | Cala Figuera **WoodAuxSc3MstSr**<br>*Pet.Mot.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 198<br>—<br>176 | | | | | 1919 | MayolCalafet&Co.<br>Majorca | P.J.Mayol | 111·8 | 23·5 | 11·7 | Palma,Majorca<br>Spanish | Petrol Motor<br>3Cy.10"-14½"<br>Wolverine, Bridgeport | | V |
| 11131<br>113945<br>SHDJ | Calabria **SteelScSr**<br>*Elec.light* Wireless 2*Dks*&*deepframes* | 4376<br>3663<br>2588 | | | | | 1901 | D&WHendersn&Co.Ld.<br>Glasgow | AnchorLine(HendersonBros.)Ld. | 376·0<br>P33'B149'F47' | 47·2 | 27·6 | Glasgow<br>British<br>*WB* | T.3Cy.30½",50½"&84"-54"<br>518NHP<br>D&W.Hendersn&CoLdGls | | C |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11132<br>5803<br>JVQB | **Calabria** SteelScSr<br>ssOsc.No.1-21<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 1845<br>1097<br>1084 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~8,21~~ ~~3,20~~ 3,22<br>✠LMC5,20 | Got<br>~~Osc.~~ | *p* | ~~8,19~~<br>8,22 | 1916<br>6mo<br>*Lloyd* | Oskrshmns<br>M.V.Aktieb.<br>Oskarshamn<br>'*sA&CP* | Rederiaktieb<br>Svenska Lloyd<br>(H.Metcalfe, *Mgr.*)<br>*Ce* | 236·2<br>FK<br>*llDB*203'347*t FPT* | 37·7 | 24·0 | Gothenbrg<br>Swedish<br>4*BHCem*<br>22*tAPT*21*t* | T3Cy.19",31½"&51½"-33" (*s*)<br>185lb *100lb* NDB16 204NHP<br>2SB,*6cf*,GS87,HS3636<br>OskarshamnsM.V.Aktieb. | |
| 11133<br>33<br>NKPG | — SteelPad<br>(*Ferry*)<br>*Elec.light* 1*Dk* | 446<br>379<br>182 | | | | | 1905 | Cant.Liguri Anconit.<br>Ancona | ItalianGovernment (Ministry ofTransports) | 184·2 | 28·0 | 11·7 | Messina<br>Italian | C.2Cy.31 1/10"&58 3/10"-43 3/10"<br>Cant.Liguri- 186NHP<br>Anconitani,Ancona | |
| 11134 | — IronScK<br>1*Dk* | 127<br>121<br>42 | | | ... | | 1894 | Edwards Bros.<br>NorthShields | N.V.Algemeene<br>Vissch.Maats. | 90·0<br>Q18'F19'<br>BK7½" | 20·0 | 10·7 | Ymuiden<br>Dutch | T.3Cy.10",16"&25½"-19½"<br>29NHP<br>N.E.MarineEng.CoLd.Sld. | 1 |
| 11135<br><br>PGBM | **Calafat** IronScSr<br>ssSws.2ndNo.3-5,07<br>(*ex*Olga,*ex*LadyMostyn) ssPir.No.1-12<br>*Well deck* 1*Dk*2*trB* | *709*<br>*588*<br>*400* | ✠<br>8,16<br>✠NB10,99✠ | Cpl | *k* | | 1881<br>6mo | J.Readhead&Co.<br>SouthShields | MehmodFouad&<br>Frères | 200·3<br>Q74'B40'F29'<br>BK7½"<br>*WB=DBa* | 27·7 | 15·0 | Braila<br>Roumanian<br>4*BHCem*<br>55'*f*73'117*t* | C.2Cy.23"&44"-30"<br>NDB07 95NHP<br>1SB,*3pf*,GS58,HS1536<br>J.Readhead&Co.S.Shields | 1 |
| 11136<br><br>MVKH | **Calais** WoodTwinSc<br>*OilEng.*<br>1*Dk*2*trB* | 470<br>376<br>355 | | | | | 1920 | Vikkilens &Oddens<br>Skibsbyg.<br>Fjære | Skibs-A/S<br>Canalfart(N.P. Rasch&Wm.Aall, *Mgrs.*) | 128·9<br>P48*t*F34*t* | 30·0 | 14·5 | Chrstiania<br>Norwegian | Oil Engines 2S.C.SA<br>4Cy.15½"-17½" 83NHP<br>LysekilsM.V.A/B Lysekil | |
| 11137<br><br>ODXN | **Calaisien** SteelTwinSc<br>(*Tug*)<br>1*Dk*2*trB* | 202<br>169<br>— | | | | | 1892 | Atel.&<br>Chant.Loire<br>Nantes | Chambre deCommerce | 115·6 | 22·3 | 11·7 | Calais<br>French<br>*WB* | C.4Cy.16½"&27½"-19½"<br>NB04 HS2676 110NHP<br>Atel.&Chant.Loire,Nts. | |
| 11138<br>21674<br>LMKP | **Calala** WoodSc<br>*Elec.light* Wireless 1*Dk* | 2799<br>—<br>1676 | | | | | 1918 | SuppleBallinS.B.Corp.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 285·0 | 44·8 | 23·9 | Portlnd,Or<br>Utd.States | T.3Cy.21",34"&57"-42"<br>211NHP | |
| 11139<br>212654<br>LDSQ | **Calamares** SteelTwinScSr<br>*Elec.light Ref.Mchy.* 2*Dks*&2*ptDks*<br>Sub.Sig. Wireless | 7782<br>5891<br>4555 | | | | | 1913 | Workman,<br>Clark&Co.Ld<br>Belfast | CalamaresS.S. Corp. (United FruitCo.Inc.) | 470·4<br>P48'B245'F47' | 55·3 | 30·8 | NewYork<br>Utd.States<br>*WB* | Q8Cy23½"33½"47½"&68"-45"<br>620NHP<br>Wrkman,Clark&Co.LdBel | |
| 11140<br><br>HDKN | **Calamata** IronSc<br>ssGen.2ndNo.3-12,94<br>(*ex*MariaTeresa, *ex*Africaine) ssGen.No.1-98<br>1*Dk*2*trB* | 548<br>461<br>314 | ✠<br>4,04 | Gen | | | 1866<br>1mo | Blackwood<br>&Gordon<br>Pt.Glasgow | G.L.Cottaropoulos | 202·5<br>Q38'F30'<br>ND94 | 25·3 | 14·2 | Calamata<br>Greek<br>5*BHCem* | C.2Cy.25½"&51½"-27"<br>NDB94 NB82 115NHP<br>*Cmp.*82 Touache,Msl. | |
| 11141<br>216804<br>LMQF | **Calaveras** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2380<br>1985<br>1447 | | | ... | | 1918 | Toledo<br>S.B.Co.<br>Toledo,O. | UnitedStates<br>ShippingBoard | 250·5<br>P25'B64'F23'<br>FK | 43·7 | 22·5 | NewYork<br>Utd.States | T.3Cy.20½",33"&54"-40"<br>260NHP<br>ToledoS.B.Co.Toledo,O. | 24 |
| 11142<br>135486 | **Calbuco** SteelSc<br>ssVpo.No.1-18<br>1*Dk*(*Stl*) | 55<br>55<br>27 | ✠100A1<br>*For towing purposes*<br>3,18<br>~~BS1,20~~ ✠LMC3,18 | Vpo<br>BS4,21 | | 3,18 | 1913<br>8mo<br>*Lloyd* | Lytham<br>SB.&ECo.Ld.<br>Lytham<br>'*sA&CP* | PacificStmNavCo. | 62·2<br>BK5" | 15·1 | 7·4 | Liverpool<br>British<br>5*BH* | C.2Cy.9"&18"-12" (*s*)<br>130lb 14RHP<br>1SB,*1pf*,GS12,HS359<br>LythamS.B.&E.Co.LdLyt. | 8 |
| 11143<br>128969<br>HRVW | **Calcaria** SteelSc3MstSr<br>ssBrs.No.2-19<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 569<br>389<br>224 | ✠100A1<br>3,22 ~~3,19~~ ~~12,21~~<br>~~BS3,20~~ ✠LMC5,10<br>BS12,21 | Brs<br>Cff | *h* | CL<br>~~5,20~~<br>~~12,21~~<br>3,22 | 1910<br>10mo<br>*Lloyd* | R.Williamson&Son<br>Workington<br>'*sA&CP* | CalcariaS.S.Co.Ld (AlfredJ.Smith, Ld.) | 164·8<br>Q95'B11'F21'<br>FK<br>*WB=DBf*91 | 26·6 | 11·0 | Workngtn<br>British<br>3*BHCem*<br>120*tFPT*38*t* | T.3Cy.13",21½"&35"-27" (*s*)<br>170lb *80lb* 88RHP<br>1SB,*3pf*,GS53,HS1657<br>Ross&Duncan,Glasgow | 13<br>s<br>12 |
| 11144<br>143742<br>KJBP | **Calchas** SteelTwinScSr<br>*Elec.light* Wireless 3*Dks* | 10304<br>9303<br>6313 | | | | | 1921 | Workman<br>Clark&Co.Ld<br>Belfast | ~~A.Holt&Co.~~<br>OceanS.S.Co.Ld.<br>(A.Holt&Co.*Mgrs*) | ~~489·3~~<br>P67'B121'F58'<br>490·8 | ~~62·5~~<br>62·4 | 39·6 | Liverpool<br>British<br>*WB* | 4 Steam Turbines<br>Wrkman,Clark&Co.Ld.Bel | |
| 11145<br>209763 | **Calcite** SteelScSr<br>Sub.Sig.<br>*Elec.light Mchy.Aft* 1*Dk* | 3996<br>—<br>2459 | | | | | 1912 | Detroit<br>S.B.Co.<br>Wyandotte | CalciteTransportationCo. (Dudley Parsons) | 416·0<br>F49' | 54·2 | 29·0 | Detroit<br>Utd.States<br>*WB* | Q.4Cy.19",27½",40"&58"-42"<br>218NHP<br>DetroitS.B.Co.DetroitMch | |
| 11146<br>140563<br>JSMW | **Calcium** SteelSc<br>*Mchy.Aft Well deck* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 613<br>448<br>280 | ✠100A1<br>5,21 ~~6,20~~<br>✠LMC5,18 | Liv<br>Bkn | *i* | CL<br>~~6,20~~<br>5,21 | 1918<br>3mo<br>*Lloyd* | G.Brown&<br>Co.<br>Greenock<br>'*sA&CP* | UnitedAlkaliCo.<br>Ld.<br>*CellDBf*105'162*t* | 180·4<br>B9'Q52'F27'<br>FK<br>*FPT*62*tAPT*38*t* | 28·1 | 10·8 | Liverpool<br>British<br>3*BHCem* | T.3Cy.15",25"&40"-27" (*s*)<br>180lb 81RHP<br>1SB,*3cf*,GS67,HS1798<br>McKie&Baxter,Glasgow | 12<br>s 1<br>11 |
| 11147<br>5996<br>KCBP | — WoodAuxScSr<br>*OilEng.*<br>*Elec.light*<br>(*See Sailing Ship Register*) | 420<br>311<br>273 | | | | | 1918 | Norrköpings<br>VarfsA/B<br>Norrköping | RederiAktieb.<br>Nordtransport<br>(G.Lindegren, *Mgr*) | 137·9<br>P47'F21'H14*t* | 28·1 | 10·9 | Stockholm<br>Swedish<br>*WB* | Oil Engine<br>3Cy.17 1/16"-18½" 57NHP<br>J.V.SvenssonsMotafab.<br>Skm. | |
| 11148<br><br>NHPC | **Calcutta** SteelScSr<br>ssSba.No 2-20 ~~ssSng.No.1-15~~<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5541<br>5258<br>3537 | ✠100A1<br>2,22 ~~2,19~~<br>~~Examined2,20~~<br>✠LMC12,19<br>BS8,21 | Cal | *z* | CL<br>~~N8,20~~<br>2,22 | 1911<br>12mo<br>*Lloyd* | AM'Millan<br>&Son,Ld.<br>Dumbarton<br>'*sA&CP WB* | Stoomv.Maats.<br>"Nederland"<br>*= CellDBa*135'*uE*<br>*DTa*35'1067*t* | 415·4<br>P45'B124'F45<br>FK<br>&*B*44'*f*183'1077*t*<br>*FPT*131*t APT*126*t* | 56·0 | 28·1 | Amstrdam<br>Dutch<br>7*BHCem*<br>6*BH to Udk*<br>1 " 2*nd dk* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 480NHP<br>3SB,*9cf*,GS189,HS8502<br>D.Rowan&Co.Glasgow | 30<br>s 6<br>25 |
| 11149<br>93661 | — WoodSc | 114<br>101<br>78 | | | | | 1868 | H.Gibson<br>Northwich | Kelly'sBarges,Ld.<br>(A.E.Kelly, *Mgr.*) | 81·8 | 19·5 | 8·9 | Liverpool<br>British | C.2Cy.12"-14"<br>24RHP<br>E.Bates,Northwich | |
| 11150<br>20373<br>NHWQ | **Calcutta Maru** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5332<br>4826<br>3188 | [illegible] | | | CL<br>7,19 | 1917<br>7mo<br>*Lloyd* | MitsuBishi<br>Dkyd&EWks<br>Nagasaki<br>'*sA&CP* | NipponYusen<br>KabushikiKaisha<br>*CellDB* | 400·0<br>P39'B121'F40'<br>FK<br>350'1075*t FPT*130*t* | 54·5 | 30·0 | Tokio<br>Japanese<br>6*BHCem*<br>*APT*87*t* | T.3Cy.26½",44½"&75"-48"<br>200lb (*s*) 490NHP<br>3SB,*9cf*,GS163,HS6499 FD<br>MitsuBishiD.&E.Wks.Nag | 30<br>s 5<br>24 |
| 11151<br>219317<br>LTWN | **Caldas** SteelTwinSc<br>(*ex*GovernorForbes<br>*ex*Admiral vonTirpitz) 1*Dk*&*Spar dk*<br>*Elec.light* Wireless | 2007<br>1644<br>1199 | | | | | 1905 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | CaribbeanS.S.Co.<br>Ld. | 261·1<br>P8'B59'H—F28' | 40·0 | 19·5 | NewYork<br>Utd.States<br>*WB* | T.6Cy.14⅝",23¼"&38½"-25⅝"<br>148NHP<br>G.SeebeckA.G.Bremerhvn | |
| 11152<br>91309<br>KLTQ | **Calder** SteelScSr<br>ssHul.No.2-21 ssGoo.2ndNo.3-3,13<br>~~ssGoo.No.1-15~~<br>1*Dk*(*Irn*)*BeamsIrn* | 708<br>562<br>354 | ✠100A1<br>5,21 ~~6,10~~<br>✠NB11,98 ✠LMC~~12,17~~<br>~~BS11,20~~ | Goo<br>Hul | *l* | ~~3,18~~<br>N5,21<br>5,21 | 1887<br>4mo<br>*Lloyd* | W.Dobson<br>&Co.<br>Newcastle<br>'*sA&CP* | ~~Lancashire&YorkshireRly.Co.~~<br>L.&N.W.Rlwy.Co<br>*WB=* | 215·5<br>P30'B50'F28'<br>BK7"<br>*CellDB*57'72*tFPT* | 28·8 | 13·8 | Goole<br>British<br>5*BHCem*<br>47*tAPT*53*t* | C.2Cy.27"&54"-33" (*s*)<br>100lb 147NHP<br>2SB,*4pf*,GS68,HS2510<br>N.E.MarineCo.(Lim.)Nwc | 14<br>s 1<br>13 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification. Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11153<br>143442<br>KCLS | **Calderon** SteelScSr<br>*Elec.light* Wireless 1*Dk*&*Shelter dk*2*tr B* | 1389<br>1094<br>545 | | | | | 1919 | CaledonSB &E.Co.Ld.<br>Dundee | MacAndrews&Co. Ld. | 270·6 | 38·1 | 16·2 | London<br>British<br>*WB* | T.3Cy.21",34"&56"–39"<br>277NHP<br>CaledonS.B.&E.Co.Ld. | | C |
| 11154<br>99250 | **Caldwell&Co.No.1** Steel&IronSc<br>*ss*Lth.2ndNo.3–5,13<br>1*Dk*(*Irn*)*IronframingSteelplating* | 54<br>48<br>34 | ✠<br>*Stm Lighter*<br>8,17<br>✠NB2,10 | Lth | | | 1894<br>8mo | Hawthorns &Co.<br>Leith | R.Irvin&Sons Ld. | 65·1 | 16·7 | 5·6<br>FK<br>*WB* | Invrkthng<br>British<br>3*BHCem*<br>=*FPT*6*t* | C.2Cy.8"&16"–10"<br>11RHP<br>1SB,1*pf*,GS10,HS224<br>Escreet&Richmond,Hull | 6 " 0 | |
| ✻ 11155<br>127420 | **Caldy** SteelScK<br>*ss*Flt.No.3–4,19 ~~*ss*Flt.No.2–19~~<br>1*Dk* | 222<br>195<br>85 | ✠100A1<br>*Stm.Trawler*<br>11,20<br>BS8,21 ~~BS5,20~~ ✠LMC4,19 | Bel | | CL<br>~~N4,19~~<br>10,21 | 1908<br>10mo<br>*Lloyd* | Smith's DockCo.Ld.<br>NorthShields<br>'*sA&CP* | ~~Mrs.A.A.Uttley&~~<br>~~F.H.Wadsworth~~<br>~~(J.A.Taylor,*Mgr.*)~~<br>HakinStmTrawling Co.(J.S.Pettit *Mgr.*) | 120·5<br>Q67'F19' | 21·5 | 11·6<br>BK7½" | Milford<br>British<br>3*BHCem* | T.3Cy.12½",20"&33"–24" (*s*)<br>180lb 68RHP<br>1SB,2*pf*,GS38,HS1195<br>W.V.V.Lidgerwood,Gls. | 12 " 6 | |
| 11156<br>109390<br>NLSB | **Caledonia** SteelSc4MstSr<br>Wireless 3*Dks*(*UStl*–teak s)<br>*Elec.light* &*Spar dk*(*Stl*–teak s) | 7622<br>6191<br>3353 | ✠<br>*Spar dk*<br>8,94<br>✠ | Grk | *d*† | | 1894<br>8mo | Caird&Co. Ld.<br>Greenock | P.&O.Stm.Nav.Co. | 486·0<br>P46'B255'F76' 34·6<br>*WB*=*CellDBa* | 54·2 | 26·2<br>BK9' | Greenock<br>British<br>10*BHCem*<br>50'*f*52'162*t* | T.5Cy.(2)33",69"&(2)84"–72" FD 1610NHP<br>3D&4SB,30*cf*,GS598,<br>Caird&CoLdGrk. HS24009 | 28 " 4 | BT till 8.21 |
| ✻ 11157<br>5545<br>JTPD | **—** SteelScSr<br>*ss*Got.No.1–17<br>(*ex*Orvar) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* | 1702<br>1061<br>1020 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>4,21 ~~8,19~~<br>BS3,22 ~~BS2,21~~ ✠LMC6,17 | Got<br>NYk | *p* | CL<br>8,19 | 1913<br>12mo<br>*Lloyd* | Oskrshmns M.V.Aktieb.<br>Oskarsharnn<br>'*sA&CP* | Rederiaktieb. SvenskaLloyd (H.Metcalfe,*Mgr.*)<br>*CellDBa*66'*uE&* | 227·7<br>B *on Shelter dk* 30'<br>H105*t* FK<br>*B*33' *f* 93'346*t FPT* | 36·7 | 16·0 | Gothenbrg<br>Swedish<br>4*BHCem.*<br>37*tAPT*33*t* | T3Cy.19",31½"&51½"–33"(*s*)<br>185lb 204NHP<br>2SB,6*cf*,GS87,HS3636<br>Oskarshamns M.V.Aktieb. | 25 " 6<br>s 7 " 2<br>18 " 8 | |
| 11158<br>NHPD | **—** IronSc3MstSr<br>(*ex*Fitzclarence) 2*Dks* | 863<br>713<br>543 | | | ... | | 1874 | TROswald<br>Sunderland | W.H.Müller&Co.'s AlgemeeneScheep Maats.(W.H.Müller&Co.*Mgrs.*) | 228·5<br>Q127'F27' | 27·7 | 16·1<br>BK9" | Rottrdam<br>Dutch<br>*WB* | T.3Cy.18",27"&48"–30"<br>E*made*96,*fitted*08 126NHP<br>B*made*06,*fitted*08<br>Amos&Smith,Hull | 17 " 6 | V |
| 11159<br>96066 | **—** SteelPadSk | 244<br>222<br>97 | | | | | 1889 | J.Reid& Co.<br>Pt.Glasgow | CaledonianSteam PacketCo.Ld. | 200·4 | 22·0 | 7·5 | Glasgow<br>British | CD.2Cy.30"&54"–60"<br>FD NB03 188NHP<br>Rankin&Blackmore,Grk. | | BT till 5,21 |
| 11160<br>108582 | **—** SteelScSr<br>(*Trawler*)<br>1*Dk* | 144<br>129<br>55 | | | ... | | 1898 | Hall, Russell&Co<br>Aberdeen | T.Cormack | 100·4<br>Q23' | 20·1 | 10·7<br>BK7½" | Aberdeen<br>British<br>*WB* | C.2Cy.17"&34"–24"<br>50RHP<br>Hall,Russell&Co.Abn. | 11 " 3 | |
| ✻ 11161<br>113363<br>RQNK | **Caledonian** SteelScSr<br>*ss*Mch.No.3–7,13<br>*Ref.Mchy.* *ss*Lon.No.1–18<br>*Elec.light* Wireless 3*Dks*(2*Irn*&1*Stl*)<br>Sub.Sig. | 4998<br>4671<br>3210 | ✠100A1<br>1,21<br>~~BS11,20~~ ✠LMC~~6,17~~<br>BS1,22 MS8,21 | Mch | *a*† | CL<br>~~2,20~~<br>3,22 | 1900<br>6mo | Caledon S.&E.Co.Ld.<br>Dundee<br>A&CP | F.Leyland&Co. Ld.<br>B<br>F96'*Pro*<br>*W* | 426·5<br>P48'*Shelter dk a*32'<br>163'*Shelter dk f* 24'<br>*menade dk on* B104'<br>*B*=*CellDBa*88'*u E* | 50·3 | 28·4 | Liverpool<br>British<br>7*BHCem*<br>FK&BK3"<br>&*B*71'*f* 179' | T.3Cy.25",41½"&71"–60" (*o*)<br>200lb 464NHP<br>4SB,12*cf*,GS176,HS7368<br>CaledonS.&E.Co.Ld.Dun.<br>917*tDTf*48'885*tAPT*29*t* | 31 " 6<br>s5 " 10½<br>26 " 2 | |
| ✻ 11162 | **Caledonier** SteelSc<br>(*ex*WarMyrtle)<br>*Elec.light* Wireless 1*Dk*(*Stl*) | *5161*<br>*4720*<br>*3147* | ✠100A1<br>5,21 ~~11,18~~<br>✠LMC12,17 | Nwc<br>Ant | *y* | CL<br>5,21 | 1917<br>12mo<br>*Lloyd* | Cammell Laird&Co.Ld.<br>Birkenhead<br>'*sA&CP* | LloydRoyalBelge Soc.Anon.<br>*CellDB* | 400·0<br>P49'B113'F40'<br>FK<br>343'1152*t FPT*113*t* | 52·4 | 28·4 | Antwerp<br>Belgian<br>7*BHptCem*<br>*APT*166*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 490NHP<br>3SB,9*cf*,GS190,HS7020 FD<br>CammellLaird&CoLd.Bkn | 31 " 0<br>s 6 " 1½<br>25 " 3 | |
| ✻ 11163 | **Calera** IronSc<br>*ss*N.Yk.2ndNo.3–5,20<br>(*ex*Anna,*ex*Ville deSfax, *ex*Dabulamanzi) 1*Dk*(*Irn*)&*Spardk*3*tr B*<br>*Elec.light* Wireless | 1598<br>998<br>933 | ✠100A1<br>*Spar dk*<br>5,20<br>✠NB10,88 ✠LMC5,20 | N Yk | *q* | CL<br>5,20 | 1882<br>5mo | Hall,Russell&Co.<br>Aberdeen<br>A&CP | IndiesNav.Co. | 260·6<br>B28'<br>ND95' FK<br>*Cell* | 35·4 | 21·2 | Valpraiso<br>Chilian<br>4*BHCem*<br>*DB*220'325*t* | T.3Cy.21",33"&56"–42" (*s*)<br>140lb NDB92 197NHP<br>2SB,6*cf*,GS99,HS2860<br>*Tpd*88 Hall,Russell&Co. Abn. | 23 " 6<br>s 5 " 10<br>18 " 3 | |
| 11164<br>ODXR | **Calfat** SteelTwinSc<br>*Elec.light Mchy.Aft* 1*Dk* | 1064<br>750<br>588 | | | | | 1919 | Forg.&Ch. de la Medit.<br>LaSeyne | FrenchGovernment | 219·0<br>P23'F9' | 33·2 | 12·2 | Marseilles<br>French<br>*WB* | T.6Cy.12",20"&31½"–16½"<br>80NHP<br>Forg.&Ch.de la Mèdit.Msl. | | V |
| 11165<br>143707<br>KHNR | **Calgary** SteelSc<br>Wireless 2*Dks*(*Stl*)<br>*Elec.light Ref.Mchy.* | 7206<br>6582<br>4486 | ✠100A1<br>~~9,21 3,21~~ 2,22<br>✠LMC2,21<br>~~Lloyd's RMC2,21~~ | Gls<br>Lon | b† | CL | 1921<br>2mo<br>*Lloyd* | J.Brown& Co.Ld.<br>Clydebank<br>'*sA&CP* | British&African S.N.Co.Ld. (Elder,Dempster&Co.Ld.,*Mgrs.*)<br>F | 440·1<br>P37'B188'F49<br>*CellDB*378'1299*t*<br>*PT*142*tAPT*40*t* FK | 59·2 | 31·1 | Liverpool<br>British<br>7*BHCem* | 2 Steam Turbines geared to 1 Screw Shaft (*s*)<br>215lb FD<br>4SB,12*cf*,GS199,HS9035<br>J.Brown&Co.Ld.Clydebnk | 33 " 11<br>s 7 " 6½<br>26 " 8 | |
| 11166<br>ODXS | **—** WoodTwinSc3MstSr<br>(*ex*Hudson)<br>*Elec.light* 1*Dk*2*tr B* | *2708*<br>*1913*<br>*1641* | | | | | 1919 | Foundat'n Co.ofBritish Columbia<br>VictoriaB.C. | FrenchGovernment | 279·0<br>P166'F36' | 46·7 | 21·2 | LaPallice<br>French | T.6Cy.13½",22"&30"–26"<br>92NHP<br>VulcanIrnWksDenverCal. | | |
| 11167<br>139347 | **Caliban** SteelScSr<br>(*Trawler*)<br>1*Dk* | 277<br>246<br>23 | | | | | 1919 | Cox&Co. EngineersLd<br>Falmouth | Brand&Curzon, Ld. | 125·4 | 23·5 | 12·6 | Hull<br>British<br>*WB* | T.3Cy.12½",21"&35"–26"<br>88RHP<br>Cox&Co.EngineersLd.Fal | | C |
| 11168<br>217079<br>LNJO | **Calicorock** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 2380<br>1985<br>1447 | ✠100A1<br>[illegible] | [illegible] | ... | CL | 1918<br>10mo | ToledoS.B. Co.<br>Toledo,O.<br>A&CP | UnitedStates ShippingBoard<br>*Ce* | 250·5<br>P25'B64'F23'<br>FK<br>*llDB* 208'539*t FPT* | 43·7 | 22·5 | NewYork<br>Utd.States<br>4*BHCem*<br>59*tAPT*93*t* | T.3Cy.20½",33"&54"–40" (*s*)<br>190lb 260NHP<br>2SB,4*cf*,GS88,HS3780 FD<br>ToledoS.B.Co.Toledo,O. | 24 " 2<br>s 3 " 5<br>21 " 1 | |
| ✻ 11169<br>144624<br>KGQR | **Calicut** SteelScK<br>*ss*Hul.No.3–10,20<br>(*ex*Coalaxe,*ex*Seis) 1*Dk*<br>*Elec.light* *Cargo battens not fitted* | 273<br>236<br>118 | ✠100A1<br>10,20<br>✠LMC10,20 | Hul | | CL | 1910<br>2mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | A.M.Jeevanjee | 134·3<br>Q75'RFD24' | 23·2 | 11·7<br>BK7½" | Bombay<br>British<br>3*BHCem*<br>*DBf*35'22*t* | T.3Cy.13",21½"&36"–24" (*r*)<br>65NHP<br>1SB,3*pf*,GS48,HS1540<br>Hall,Russell&Co.Ld.Abn. | 12 " 6<br>s 2 " 3½<br>12 " 2 | |
| 11170<br>HMKQ | **Calidon** IronScSr<br>(*ex*Pan,*ex*Albion) 1*Dk* | 234<br>206<br>136 | ✠<br>3,80 | Lon | | | 1865<br>7mo | Tod& McGregor<br>Glasgow | NorthWestRlwy. Co.ofGreece | 160·5 | 20·2 | 10·4 | Piræus<br>Greek | C.2Cy.20"&38"–22"<br>NB96 56NHP<br>Hawthorns&Co.,Leith | | |
| ✻ 11171<br>ODXU | **California** SteelScSr<br>*ss*S.Fo.No.3–12,11<br>(*ex*Algoa) *ss*Bal.No.1–15<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)3*tr B*<br>*Elec.light* Wireless | 7549<br>7192<br>4887 | ✠100A1<br>*Spar dk*<br>4,19 ✠LMC4,19 | Hav | *c*† | CL<br>4,19 | 1896<br>3mo | W Doxford &Sons,Ld.<br>Sunderland<br>A&CP *a*126'*u* | FrenchGovernment<br>*WB*=*CellDB*<br>*E&B*52'*f*191'1623*t* | 455·0<br>P32'B112'F46' 31·9<br>FK<br>*FPT* 160*t APT* 70*t* | 58·0 | 23·4 | La Rochlle<br>French<br>6*BHCem*<br>*DTa*43'590*t* | T.3Cy.29",50"&80"–51" (*s*)<br>160lb 430NHP<br>2SB,6*rf*,GS135,HS4590 FD<br>W.Doxford&Sons,Ld.Sld. | | |
| ✻ 11172<br>TCJR | **—** SteelTwinScSr<br>*ss* Ams No 1–21<br>(*ex*Limeleaf) 2*Dks*(*Stl*)&*Web frames*<br>*Elec.light* Wireless | ~~7339~~<br>~~6872~~<br>~~4428~~<br>7339<br>6872<br>4423 | ✠100A1<br>10,21 ~~12,20~~<br>✠~~LMC12,16~~ 10,21<br>*CarryingPetroleum in bulk*<br>✠NB(1)10,17(s)[illegible] | Ams | *c*† | CL<br>P9,20<br>SN9,20 | 1916<br>12mo<br>*Lloyd* | Barclay, Curle&Co.Ld.<br>Glasgow<br>'*sA&CP*<br>*CellDBuE&B* | InsulindeTank Stoomb.Maats. (J.A.Stokmans, *Mgr.*)<br>70'308*tDTf*27'291*t* | 450·6<br>P44'B161'F42'<br>FK<br>*FPT*124*tAPT*70*t* | 58·2 | 32·7 | Bandoeng ~~Amsterdam~~<br>Dutch<br>22*BHptCem*<br>(21 " *toUdk*<br>1 " " 2*nd* ") | T.3Cy.21⅛",35½"&61"–45"<br>215lb (*s*) 900NHP<br>4SB&1Aux.SB18*cf*,GS338,<br>HS14,156 FD<br>BarclayCurle&Co.Ld.Gls. | 35 " 6 | |
| 11173<br>NSLD | **—** SteelTwinScSr<br>*OilEng.*<br>*Elec.light Ref.Mchy.* 1*Dk*&*AwngDk* | 4611<br>4011<br>2864 | | | | | 1913 | Akt.Burmeistr&Wain<br>Copenhagen | DetForenede DampskibsSelsk. | 405·4<br>P47'B86'F45' 34·96 | 54·2 | 31·6 | Copnhagn<br>Danish<br>*WB* | Oil Engines 4S.C.SA<br>16Cy.21¼"–28¾" 485NHP<br>Akt.Burmeistr&Wain,Cpn | | V |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11174<br>ODXV | **Californie** SteelScSr<br>*2Dks&Webframes*<br>*Elec.light* Wireless *&Shelter.dk* | 5158<br>4727<br>3308 | | | ... | | 1905 | Atel&Chnt<br>deFrance<br>Dunkirk | Cie.Générale<br>Transatlantique | 369·9<br>P40'F41'<br>FK | 47·4 | 25·2 | Havre<br>French<br>*WB* | T.3Cy.25",42"&71"–48"<br>FD 446NHP<br>Caillard&Co.Havre |
| ※ 11175<br>821<br>NKPQ | **Calimeris** SteelScSr<br>ssGen.No.3–8,17<br>(*ex*Harlech) 1*Dk*(*ptIrn&ptStl*)<br>*Elec.light* Wireless *&deepframing* | 4157<br>3257<br>2679 | ✠100A1<br>8,20<br>BS4,20 ✠LMC8,17 | Gen | *w* | CL<br>4,20 | 1905<br>10mo<br>*Lloyd*'sA&CP | W.Gray&<br>Co.Ld.<br>WHartlepool | Soc.Nazionale di<br>Nav.<br>*WB=CellDBa* | 342·0<br>P23'B210'F34'<br>FK<br>111'*uE&B*40'*f*148 | 49·5 | 22·7 | Genoa<br>Italian<br>6*BHCem*<br>957*tAPT*42*t* | T.3Cy.25½",40½"&67"–45"<br>180lb *100lb* (*s*) 316NHP<br>2SB,6*rf*,GS118,HS4733<br>Cen.Mar.Eng.Wrks.WHpl |
| 11176 | Lost by Fire 8,21 WoodAuxTwinSc<br>*OilEng.* 5MstSr<br>(*ex*MabelStewart) ssLiv.21 1*Dk*2*trB*<br>*Elec.light Mchy.Aft*<br>*Salted* ptGIB Hardwood treenails<br>(*See Sailing Ship Register*) | *1472*<br>*1324*<br>*1272* | ✠~~12 A1~~<br>7,21~~4,20~~<br>~~BS1,19~~<br>~~DBS7,21~~ | Cff<br>Liv | *p*<br>~~LMC~~ | ~~CL~~<br>~~4,20~~<br>7,21<br>– | 1917<br>8mo<br>*Lloyd*'sA&CP | Wallace<br>Shipyards,Ld<br>Vancouver,<br>B.C. | D.N.Calimeris | 243·2<br>P30'F30' | 44·0 | 19·2 | Athens ~~Piraeus~~<br>Greek | Oil Engines 2S.C.SA<br>4Cy.16½"–18$\frac{15}{16}$" 91NHP<br>DB*130lb*<br>J&CGBolindersCoLdSkm |
| 11177<br>121610<br>HLPD | **Caliph** SteelScK<br>ssMil.No.3–3,19<br>1*Dk* | 226<br>201<br>87 | ✠100A1<br>*StmTrawler*<br>2,21<br>~~BS5,20~~ BS1,22 ✠LMC5,19 | Mil | | CL<br>2,21 | 1906<br>8mo<br>*Lloyd*'sA&CP | Smith's<br>DockCo.Ld.<br>NorthShields | D.Pettit | 120·5<br>Q67'<br>BK7½"<br>*WB=* | 21·6 | 11·7 | Milford<br>British<br>3*BHCem*<br>*DTf*11'14*t* | T.3Cy.12½",20"&33"–24" (*r*)<br>180lb 55RHP<br>1SB,2*pf*,GS37,HS1266<br>W.V.V.Lidgerwood,Gls. |
| 11178 | **Caliros** SteelScSr<br>ssShl.No.3–9,11<br>(*ex*KatinaAndreadi, ssNap.No.1–14<br>*ex*EleniNegropontis,*ex*Riplingham)<br>1*Dk*(*Irn*)*&deepframing* | *2570*<br>*2401*<br>*1649* | ✠ ——<br>9,19<br>✠ | Nap | *t* | | 1898<br>10mo | R.Thompson&Sons<br>Sunderland | *CellDBa* | 313·0<br>P29'B94'F34'<br>FK<br>98' *uE*22'*f*128'662*t* | 44·2 | 20·6 | 5*BHCem*<br>*APT*55*t* | T.3Cy.22",36½"&60"–42"<br>NDB09 251NHP<br>2SB,6*pf*,GS97,HS3832<br>N.E.MarineEng.Co.Ld.Sld |
| 11179<br>217143<br>LNMQ | **Calispell** SteelScSr<br>Sub.Sig.<br>*Elec.light* Wireless 1*Dk* | 2380<br>1985<br>1447 | | | ... | | 1918 | ToledoS.B.<br>Co.<br>Toledo,O. | UnitedStates<br>ShippingBoard | 250·5<br>P25'B64'F23'<br>FK | 43·7 | 22·5 | NewYork<br>Utd.States | T.3Cy.20½",33"&54"–40"<br>260NHP<br>ToledoS.B.Co.Toledo,O. |
| 11180 | **Calixto Garcia** SteelSc<br>(*ex*Bavaria)<br>*Elec.light* Wireless 2*Dks* | 3898<br>3237<br>2466 | | | | | 1905 | Reiherst'g<br>Schiffsw.<br>Hamburg | CubanGovernment | 355·3<br>P40'B112'F67' | 44·0 | 26·0 | Cuban<br>*WB* | T.3Cy.23⅝",42$\frac{9}{16}$"&68"–47$\frac{11}{16}$"<br>320NHP<br>Reiherst.Maschinef.Ham. |
| 11181<br>217394<br>LPGW | **Callabasas** SteelSc<br>*Elec.light* Wireless Sub.Sig. 1*Dk* | 2740<br>—<br>1683 | | | | | 1918 | AlbinaEng<br>&Machine<br>Works<br>Portland,Or. | CallabasasS.S.<br>Corp. | 289·0 | 44·1 | 19·2 | NewYork<br>Utd.States | T-3Cy.22",37½"&60"–42"<br>233NHP |
| 11182<br>136159 | **Callancroft** SteelScK<br>(*ex*AndrewApsley)<br>1*Dk*(*Stl*–w) | 290<br>249<br>127 | ✠100A1<br>*StmTrawler*<br>3,22 ~~2,21~~ ✠LMC12,19 | Sws | | CL | 1919<br>12mo<br>*Lloyd*'sA&CP | Cook,Welt'n&Gemmell<br>Ld. Beverley | J.Williams(H.E.<br>Rees,*Mgr.*) | 125·5<br>Q72'F21'<br>BK7½" | 23.5 | 12·7 | Swansea<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 86RHP<br>1SB,3*pf*,GS49,HS1590<br>Amos&Smith.Ld.Hull |
| 11183<br>220996<br>MCHJ | **Callao** SteelTwinScSr<br>(*ex*SierraCordoba)<br>*Elec.light* Wireless Sub.Sig. 5*Dks* | 8226<br>6851<br>4938 | | – | | | 1913 | Akt.Ges.<br>"Vulcan"<br>Stettin | UnitedStates<br>ShippingBoard | 439·1<br>B151'F103' | 56·0 | 35·1 | NewYork<br>Utd.States<br>*WB* | T.6Cy.24",39⅝"&65"–49½"<br>600NHP<br>A.G."Vulcan,"Stettin |
| 11184<br>NHPQ | **Callisto** SteelScSr<br>*Elec light* Wireless 2*Dks* | 4311<br>3913<br>2660 | | | | | 1920 | Rotterdam<br>Droogd.Maat<br>Rotterdam | Maats."Zeevaart"<br>(W.C.Hudig&J.C.<br>Veder,*Mgrs.*) | 377·6<br>P31'B223'F34' | 51·6 | 25·1 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.25",41"&68"–45"<br>310NHP<br>RotterdamDroogd.Maats. |
| 11185<br>216632<br>LMGK | **Callooh** WoodSc<br>*Elec.light* 2*Dks* | 3017<br>—<br>1752 | | | | | 1918 | Grant-<br>Smith-Porter<br>CoStJohnsOr | UnitedStates<br>ShippingBoard | 272·9 | 46·1 | 24·1 | Portlnd,Or<br>Utd.States | T.6Cy.15½",26"&44"–26"<br>198NHP |
| ※ 11186<br>129111<br>NTSD | **Calm** SteelScSr<br>~~ssDdn.No.2–18~~<br>(*ex*Cuyaba,*ex*Skell) 1*Dk*(*Stl*)<br>*Well deck Elec.light* ssDdn.No.3–1,22 | 892<br>653<br>523 | ✠100A1<br>1,21 ~~9,20~~ 1,22<br>~~BS9,20~~ ✠LMC6,17<br>~~BS1,21~~ 1,22 | Ddn | *l* | CL<br>~~6,10~~<br>~~1,21~~<br>7,21 | 1909<br>5mo<br>*Lloyd*'sA&CP | Short Bros.<br>Ld.<br>Sunderland | CanterburySteam<br>ShippingCo.Ld.<br>*WB=CellDBa*44' | 205·0<br>P15'Q51'F25'<br>FK<br>*uE*17'*f*88'225*tFPT* | 33·0 | 11·4 | LyttltnNZ<br>British<br>4*BHCem*<br>29*tAPT*25*t* | T.3Cy.16",28"&46"–30" (*s*)<br>180lb 143NHP<br>2SB,4*pf*,GS76,HS2421<br>G.Clark,Ld.Sunderland |
| 11187<br>218455<br>LRVK | **Calno** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trBinfore&*<br>Wireless *after holds&Webframes* | 3283<br>3005<br>2000 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark, N.J | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>*WB* | 1GearedSteamTurbine<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. |
| 11188<br>212642<br>LDSF | **Caloria** SteelScSr<br>ssShl.No.3–5,19<br>(*ex*Chatham) 1*Dk*(*Stl*)*&deepframing&*<br>*Elec.light* *Shelterdk*(*Irn*)<br>Wireless | 4095<br>3281<br>2543 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,20 ✠LMC9,20<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 9,12 *F.P.above* 150°F. | NYk | *x* | CL<br>12,20 | 1906<br>3mo<br>*Lloyd*'sA&CP | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | StandardOilCo.<br>(NewJersey)<br>*WB=CellDB* | 370·4<br>FK<br>*uE*24'90*tFPT*105*t* | 51·0 | 22·4 | NewYork<br>Utd.States<br>14*BHCem*<br>*APT*91*t* | T.3Cy.26½",44"&72"–48" (*r*)<br>180lb 458NHP<br>3SB,1AuxSB,9*rf*,2*pf*GS209<br>HS8009<br>Blair&Co.Ld.Stockton |
| ※ 11189 | **Caloric** SteelScSr<br>ssNwc.No.1–19<br>*Elec.light* 2*Dks*(*Stl*)*&Webframes*<br>*Mchy.Aft* *Longitudinal framing* | 7012<br>6374<br>4425 | ✠100A1<br>~~11,20~~10,21 BS3,21<br>~~BS11,20~~ ✠LMC10,19<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 9,14 *F.P. above* 150°F. | Gls<br>Liv | *a*† | CL<br>4,20 | 1914<br>9mo<br>*Lloyd*'sA&CP | SirJ.Laing<br>&Sons,Ld.<br>Sunderland | W.Jebsen<br>*WB=CellDB*<br>*uE&B*55'142*tD* | 425·0<br>P101'B28'F45'<br>FK<br>*Tf*38'511*tAPT*53*t* | 57·0 | 33·1 | Bergen<br>Norwegian<br>15*BHptCem*<br>9 *to Upr dk*<br>6 ,, *2nd* ,, | T.3Cy.27",45"&74"–54" (*s*)<br>180lb 555NHP<br>4SB,12*cf*,GS196,HS8150 FD<br>G.Clark,Ld.Sunderland |
| ※ 11190<br>139019<br>JLBT | **Calulu** SteelScSr<br>ssSyd.No.3–5,20<br>(*ex*Osnabrück)2*Dks*(*Stl*)*&deepframing*<br>*Elec.light* *Lowerdk in Nos.*1*&*3*holds*<br>Wireless | 4265<br>3955<br>2631 | ✠100A1<br>~~5,21~~ ~~11,20~~ 2,21 ✠LMC<br>~~BS1,21~~ 5,22 MS5,20 | Syd | *y* | CL<br>5,20 | 1907<br>9mo<br>*Lloyd*'sA&CP | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | Requisitioned by<br>theCommonwealth<br>ofAustralia<br>*WB=Cell* | 387·8<br>P&B315'F50'<br>FK<br>*DBa* 122' *uE&B* 43 | 51·0 | 25·2 | London<br>British<br>7*BHAsp*<br>*f*175'1040*t* | T.3Cy.27½",46½"&76"–48"<br>180lb (*s*) 473NHP<br>3SB,9*cf*,GS147,HS6255 FD<br>FlensburgerSchiffsb.Ges. |
| 11191<br>204447 | **Calumet** SteelScSr<br>Sub.Sig.<br>*Elec.light* *Mchy.Aft* 1*Dk* | 4928<br>—<br>3673 | | | | | 1907 | DetroitS.<br>B.Co. Wyandotte,Mich. | InterlakeS.S.Co.<br>(Pickands,Mather<br>&Co.*Mgrs.*) | 420·0 | 52·2 | 29·0 | Fairport<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"–42"<br>218NHP<br>DetroitS.B.Co.Detroit |
| 11192<br>217970<br>LQWB | **Calvert** SteelSc<br>*Elec.light* Wireless 2*Dks&Webframes*<br>Sub.Sig. *Longitudinal framing* | 4071<br>3663<br>2514 | | | ... | | 1919 | Baltimore<br>D.D.&S.B.Co<br>BaltimoreMd | UnitedStates<br>ShippingBoard | 339·3<br>P47'B75'F30'<br>FK | 49·1 | 26·5 | Baltimore<br>Utd.States<br>*Wb* | 1 Geared Steam Turbine<br>WestinghouseElectric&<br>Mfg.Co.E.Pittsburgh,Pa. |
| 11193<br>127606<br>KRLS | — SteelSc<br>1*Dk* | 889<br>—<br>604 | | | | | 1902 | Neafie&<br>Levy<br>Philadelphia | Maryland,Delaware&Virginia<br>RailwayCo. | 180·0 | 40·0 | 10·3 | Baltimore<br>Utd.States | C.2Cy.24"&40"&48"<br>92NHP |

| 1<br>No. in Book.<br>Official No.<br>Code Letters | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11194<br>209492 | **Calvert** SteelSc<br>(Tug)<br>Elec.light | 160<br>—<br>91 | | | | | 1911 | McIntyre &Henderson<br>Baltimore Md | GulfRefiningCo. | 99·1 | 21·0 | 11·5 | Pt.Arthur, Tex.<br>Utd. States | C.2Cy.15"&30"- | | |
| 11195<br>137024 | **Calvia** SteelScK<br>ssGms.No.1-19<br>Elec.light 1Dk | 304<br>275<br>158 | ✠100A1<br>StmTrawler<br>6,21 ~~12,19~~<br>BS6,21 ✠LMC12,19 | Gms | | CL<br>12,19 | 1915<br>5mo<br>Lloyd | Cochrane &Sons,Ld.<br>Selby<br>'sA&CP | JohnL.Green,Ld.<br>(Baker&Green, Mgrs.) | 136·9<br>Q75'F22'<br>ptND19 BK8"<br>WB= | 23·5 | 12·3 | Grimsby<br>British<br>4BHCem<br>APT6t | T.3Cy.13",23"&37"-24" (s)<br>180lb 80RHP<br>1SB,3pf,GS37,HS1332<br>Gt.CentrlCo-opEng&Ship RepairingCo.Ld.Gms. | 13 ″ 0 | |
| 11196<br>127768<br>KSNB | **Calvin Austin** SteelScSr<br>Wireless 2Dks | 3826<br>1729<br>2853 | | | | | 1903 | Harlan& Hollings-worthCo.<br>Wlmgtn,Del | EasternSteamship LinesInc. | 298·9 | 60·8 | 17·8 | Boston<br>Utd.States | T.3Cy.26",43"&71"-42"<br>327NHP<br>Harlan&HollingsworthCo. Wilmington,Del. | | |
| 11197<br>113221 | **Calvinia** IronScK<br>ssGms.No.3-6,13<br>ssPly.No.2-20<br>(exSvendborg, exCatania) 1Dk | 191<br>173<br>94 | ✠100A1<br>StmTrawler<br>7,21 ~~6,20~~ 12,21<br>✠NB6,13 ✠LMC6,20 BS7,21 | Ply<br>Gms | | CL<br>~~6,20~~<br>12,21 | 1901<br>2mo<br>Lloyd | Watson& Bird<br>Hull<br>'sA&CP | Baker&Green | 111·0<br>Q46'F21'<br>BK7½" | 21·0 | 11·0 | Grimsby<br>British<br>3BHCem | T.3Cy.11½",20"&32"-22" (s)<br>180lb 50RHP<br>1SB,2pf,GS33,HS1027<br>C.D.Holmes&Co.Hull | 11 ″ 8 | |
| 11198<br>143465 | **Calydavia** SteelSc<br>ssMil.No.3-6,20<br>(exCharlesDonelly) 1Dk | 277<br>247<br>122 | 100A1<br>StmTrawler<br>2,21<br>LMC6,20 | Mil | | CL<br>6,20 | 1918<br>Lloyd | Bow,Mc-Lachlan&Co.<br>Ld. Renfrew<br>'sA&CP | D.Pettit,Ld.<br>(D.Pettit,Mgr.) | 125·7<br>Q72'F21'<br>BK7½" | 23·4 | 12·8 | Milford<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 61RHP<br>1SB,3pf,GS50,HS1619<br>Bow,McLachlan&Co.Ld. | 13 ″ 6 | |
| 11199<br>143069<br>JWNP | **Calypso** SteelSc<br>(exAlexandraWoermann,exBruxellesville) 2Dks&deep framing<br>Elec.light Wireless Sub.Sig. | 3820<br>2843<br>2333 | | | ... | | 1898 | Sir Raylton Dixon&Co Ld<br>Middlesbro' | Ellerman'sWilson Line,Ld. | 353·6<br>P&B248'F44'<br>FK | 44·2 | 23·4 | Hull<br>British<br>WB | T.3Cy.27",43"&72"-48"<br>432NHP<br>T.Richardsn&Sns.Ld.Hpl | 26 ″ 0 | BT till 10,21 |
| 11200<br><br>NHPV | — SteelSc<br>Longitudinal framing<br>Elec.light Wireless 2Dks | 2258<br>1653<br>1415 | | | | | 1911 | Nederl. Schps.Maats.<br>Amsterdam | Koninkl.Nederl. Stoomb.Maats. | 300·0<br>Q107'B77'F42' | 42·0 | 19·2 | Amstrdam<br>Dutch<br>WB | T.3Cy.21",35"&56"-39"<br>196NHP<br>NedFb.v.Wrk&Spoor,Ams | | V |
| 11201<br>96300<br>LDCT | — IronScSp | 544<br>433<br>339 | | | | | 1889 | Scott&Co.<br>Greenock | StraitsS.S.Co.Ld. | 190·0<br>P31' F26' | 30·6 | 11·6 | Singapore<br>British | C.2Cy.18¾"&38"-30"<br>90RHP<br>Scott&Co.,Greenock | | |
| 11202<br>112460<br>TGPO | — SteelScK<br>1Dk | 187<br>166<br>74 | | | ... | | 1901 | J.Duthie, Sons&Co.<br>Aberdeen | J.Johnston | 110·5<br>Q51'<br>BK7½" | 20·7 | 10·8 | Granton<br>British | T.3Cy.12",19½"&32"-22"<br>50RHP<br>W.V.V.Lidgerwood,Gls. | 11 ″ 6 | |
| 11203 | **Calzarolite** SteelSc<br>Should be "Calgarolite," See No. 36713 in Supplement<br>Elec.light<br>Mchy.Aft Longitudinal framing | 8194<br>6083<br>5934 | 100A1<br>Shelter dk<br>(ClassContemplated)<br>CarryingPetroleum in bulk | | | | 1921 | GMStandiferCnst.Corp.<br>Vancouver, Wash. | ImperialOil,Ld. | 462·5 | 60·2 | 29·0 | British | Q.4Cy.24",35",51"&75"-51"<br>HoovenOwens&RentschlerCo.Hamilton,O. | | |
| 11204<br>212919<br>LFDK | **Camagüey** SteelScSr<br>(exTabaristan) 1Dk&Spar dk&deepframing<br>Elec.light Wireless | 3671<br>3143<br>2359 | | | ... | | 1903<br>11mo | W.Gray& Co.Ld.<br>WHartlepool | NewYork&Cuba MailS.S.Co.Inc. | 358·0<br>P24'B86'F34' 24·2<br>FK | 45·0 | 16·3 | NewYork<br>Utd.States<br>WB | T.3Cy.25",40½"&67"-45"<br>FD 376NHP<br>Cen.Mar.Eng.Wrks.WHpl | 26″10 | R |
| 11205 | **Camamú** SteelSc<br>(exSteiermark)<br>Elec.light Sub.Sig. 2Dks<br>Longitudinal framing | 4570<br>4285<br>2845 | | | | | 1911 | Akt.Ges. "Vulcan"<br>Stettin | BrazilianGovt.<br>(Operated by the FrenchGovt.) | 399·8<br>F33' | 52·7 | 24·4 | R.Janeiro<br>Brazilian | Q.4Cy.23",31½"47"&71"-47"<br>345NHP<br>A.G."Vulcan,"Stettin | | |
| 11206<br><br>HBFS | **Camarones** SteelScSr<br>(exTaquary)<br>Elec.light Wireless 2Dks | 2844<br>2432<br>1621 | | | | | 1896 | Sir Raylton Dixon&Co.<br>Middlesbro' | Hamburg-Süd-Amerik.Dampf-schifffahrtsGes. | 298·8<br>P31'B96'F39' | 41·2 | 23·6 | Bns.Ayres<br>Argentine<br>WB | T.3Cy.20",33"&57"-45"<br>218NHP<br>T.Richardson&Sns,Ld Hpl | | |
| 11207<br>143682<br>KHBP | **Cambalu** SteelSc<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 496<br>333<br>212 | ✠100A1<br>11,20<br>✠LMC10,20 | Sou | h | CL | 1920<br>11mo<br>Lloyd | Day,Summers&Co.Ld.<br>Southampton<br>'sA&CP | PickavanceShppg. Co.Ld.(J.W.Fisher &Co.Mgrs.) | 165·5<br>Q95'B11'F23'<br>FK<br>CellDBf91'143t | 25·7 | 9·6 | Liverpool<br>British<br>3BHCem<br>FPT20t | T.3Cy.13",21"&35"-24" (s)<br>180lb 61RHP<br>1SB,3pf,GS54,HS1530<br>W.Beardmore&Co.Ld.Gls. | 12 ″ 0<br>s 3 ″ 9<br>11 ″ 6 | |
| 11208<br>133023<br>HVLP | **Camberley** SteelScSr<br>ssBry.No.2-21 ~~ssCff.No.1-16~~<br>(exWyvisbrook) 1Dk(ptIrnptStl)<br>Wireless | 3158<br>2960<br>1964 | ✠100A1<br>6,21 ~~2,20~~<br>~~BS11,19~~ ✠LMC6,21<br>~~MS6,21~~ | Nwc<br>Bry | v | CL<br>~~2,20~~<br>6,21 | 1912<br>3mo<br>Lloyd | J.Blumer& Co.<br>Sunderland<br>'sA&CP | RomneyS.S.Co.Ld.<br>(Fawcett,Coverdale&Co,Mgrs.)<br>CellDBa119'u | 332·5<br>P28'B101'F32'<br>FK<br>E25'f137'846tFPT | 48·7 | 21·9 | London<br>British<br>5BHCem<br>73tAPT106t | T.3Cy.23",38"&61"-42" (s)<br>180lb 120lb 284NHP<br>2SB,6cf,GS116,HS4700<br>N.E.MarineEng.Co.Ld.Sld | 24 ″ 3<br>s 4 ″ 0<br>20 ″ 8 | |
| 11209<br>132094<br>HSFJ | **Cambodia** SteelScK<br>ssSou.No.2-20<br>1Dk | 284<br>256<br>115 | ✠100A1<br>StmTrawler<br>7,21 ~~1,20~~<br>~~BS8,20~~ ✠LMC1,20<br>BS7,21 | Sou<br>Gms | | CL<br>1,20 | 1911<br>2mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | SavoyStm.Fishing Co.Ld.(Baker& Green,Mgrs.) | 135·2<br>Q73'<br>BK8" | 22·5 | 12·0 | Grimsby<br>British<br>4BHCem | T.3Cy.13",23"&37"-24" (s)<br>180lb 78RHP<br>1SB,3pf,GS43,HS1332<br>Gt.CentrlCo-op.Eng&Ship RepairingCo.Ld.Gms. | 12″10 | |
| 11210<br>87234<br>KDRB | **Camborne** WoodAuxSc3MstSr<br>Par.Mot.<br>IB Salted† HTBng.05 1Dk<br>(See Sailing Ship Register) | 118<br>118<br>79 | ✠<br>5,08 | Bng | 10<br>C7<br>C3 | | 1884<br>12mo | W.C.Paynter&Co.<br>Amlwch | ~~HookShippingCo. (1920)Ld.(T.W. H.Roberts,Mgr.)~~<br>L.Aldridge | 93·2 | 22·5 | 10·1 | Swansea<br>British | Paraffin Motor<br>2Cy.12"-13" NE20 11NHP<br>H.Weddop&Co.Keighley | | |
| 11211<br>~~220778~~<br>~~MBTP~~ | **Cambrai** SteelSc4TwinMsts<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless<br>Sub.Sig. CruiserStern | 7556<br>6282<br>3908 | ✠100A1<br>Shelter dk<br>with freeboard<br>10,20<br>Fitted for oil fuel 10,20 F.P. above 150° F. | Hog Island | ... | | 1920<br>6mo<br>A&CP | American International S.B.Corp.<br>HogIslandPa | UnitedStatesGovt<br>~~ShippingBoard~~<br>(War Dept.)<br>CellDB288'1187tD | 436·9<br>P80'B135'F82' on Shelter dk<br>FK<br>Ta11' 53t FPT103t | 58·2 | 35·9 | Phildlphia<br>Utd.States<br>Cem<br>11BHtoS dk<br>APT171t | 2 SteamTurbines geared to 1 Sc. Shaft 200lb (s)<br>6 Water Tube Boilers FD<br>GeneralElectricCo.Erie,Pa | 40 ″ 0 | |
| 11212<br>141971 | **Cambria** SteelTwinSc<br>Upper dk(ptStl-ws) Shelter dk(ptStl-ws)<br>Elec.light Wireless &2nd dk(Stl)at ends | 3445<br>1818<br>1390 | ✠ A —<br>~~Awng dk~~<br>12,21 ~~11,21~~<br>Irish Channel Service<br>~~(ClassContemplated)~~<br>✠LMC1,21 | Dmb<br>Gls | | CL | ~~1920~~<br>1921<br>11mo | W.Denny& Bros.Ld.<br>Dumbarton | L.&N.W.Rlwy.Co.<br>MT10'71tDTa24' | ~~387·0~~<br>380·6<br>BK7"<br>Collision<br>32tFPT34tAPT63t | ~~45·0~~<br>45·2 | ~~18·5~~<br>17·2 | Dublin<br>British<br>Asp<br>BHtoSh dk<br>10 " " U " | 4SteamTurbinesgeared to 2ScShfts200lb2717NHP (s)<br>9WaterTubeBoilers FD<br>W.Denny&Bros.Ld.Dmb.<br>HS33916 | 18 ″ 6<br>s 5 ″ 8<br>13 ″ 9 | |
| 11213<br>120495<br>HBVC | — SteelTwinScSr<br>Cable Vessel ssSuz.No.3-3,19<br>Elec.light1Dk(Stl)&Spar dk(Stl-teaks)<br>Wireless &pt lower dk(Stl)in holds | 1959<br>1817<br>1004 | ✠100A1<br>Spar dk<br>7,21 ~~3,19~~<br>~~BS4,20~~ ✠LMC3,19<br>BS7,21 | Suz<br>PN1 | s | CL<br>~~3,19~~<br>7,21 | 1905<br>1mo<br>Lloyd | Swan,Hunter&Wigham Richardson,<br>LdNewcastle<br>'sA&CP | Eastern Telegraph Co.Ld.<br>WB= CellDBa52' between & at sides of tunnels266tFPT | 283·0<br>B84' 23·8<br>FK&BK2"<br>uE20'f122'Tanks | 37·1 | 16·2 | London<br>British<br>5BHCem<br>35tAPT70t | T.6Cy.16",26"&44"-33" (r)<br>190lb 110lb 294NHP<br>2SB,6cf,GS109,HS4112 FD<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 26 ″ 3<br>s 4 ″ 10<br>22 ″ 1 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 Cr<br>sur Qu<br>Fran<br>bord<br>millim<br>navir<br>Tira<br>d'ea<br>corre<br>ponda<br>pds. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11214<br>102489<br>JHQW | Cambria<br>exCambria) | SteelPadSp<br>(exCambridge,<br>1Dk | 420<br>333<br>159 | | | | | 1895 | H.Mc Intyre&Co<br>Alloa | P.&A.CampbellLd | 225·0<br>Q10tH20t | 26·1 | 9·4 | Bristol<br>British | C.2Cy.37"&67"–66"<br>NB12 304NHP<br>Hutson&Son,Glasgow | |
| 11215<br>121603<br>HFDC | — | SteelScK<br>(Trawler)<br>1Dk | 206<br>185<br>78 | | | ... | | 1905 | Smith's DockCo.Ld.<br>NorthShields | E.Garnham | 117·5<br>Q50' | 21·5 | 11·5<br>BK7½" | Milford<br>British | T.3Cy.12",20"&33"–23"<br>54RHP<br>W.V.V.Lidgerwood,Gls. | 12 |
| 11216<br>78849<br>TPSL | — | IronPadSr<br>ssLiv.No.1–84<br>1Dk | 157<br>156<br>67 | 7,84<br>For River and | Liv<br>Tug p | ur | poses | 1879<br>2mo | T.Redhead &Son<br>Preston | LeithSalvage& TowageCo.Ld. (J. Little&CoLd *Mgs.*) | 118·7 | 20·4 | 9·9<br>BK6" | Leith<br>British<br>3*BHCem* | L.2Cy.31¼"–48"<br>1B,GS34 NB94 70RHP<br>R.Smith,Preston | |
| 11217<br>120890 | — | WoodSc<br>1Dk | 151<br>139<br>91 | | | | | 1892 | J.Wood-cock<br>Northwich | BrunnerMond&Co Ld. | 90·2 | 21·3 | 10·4 | Liverpool<br>British | C.2Cy.13"&26"–18"<br>28RHP<br>Cochrane&Co.Birkenhead | |
| ※ 11218<br>~~104168~~ | Cambrian<br>*Now named* "Elisabeth Rene," *See No. 37231 in Supplement* | SteelScK<br>ssGms.No.3–3,13<br>1Dk | 191<br>176<br>75 | ✠100A1<br>*StmTrawler*<br>BS10,20 ✠LMC9,19 | Gms | | 9,19 | 1900<br>·3mo<br>*Lloyd* | Smith's DockCo.Ld.<br>NorthShields<br>'*sA&CP* | ~~BostonDeepSea Fishing&IceCo.Ld (F.Parkes, *Mgr.*)~~<br>Perchepied | 116·0<br>Q18'F20' | 21·1 | 11·1<br>BK7½" | Fécamp<br>French<br>3*BHCem* | T.3Cy.12",19"&32"–24" (*s*)<br>180lb 51RHP<br>1SB,2*pf*,GS40,HS1047<br>Smith'sDockCo.Ld.S.Shl. | 12 |
| 11219<br>218634<br>LSFP | Cambridge<br>*Elec.light*<br>Sub.Sig. | SteelSc<br>*Fitted for oil fuel*<br>1*Dk*2*trB in fore & after holds & Web frames* | 3283<br>3005<br>2000 | | | ... | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1GearedSteamTurbine<br>WestinghouseElectric& Mfg.Co.Essington,Pa | 28 |
| 11220<br>107216<br>KWQD | —<br>*Elec.light* Wireless | SteelSc<br>(exAtlanta)<br>2*Dks* | 2094<br>—<br>1399 | | | | | 1896 | W.Cramp &Sons<br>Philadelphia | NewYork&New OrleansS.S.Co. | 225·3 | 42·1 | 14·2 | NewYork<br>Utd.States | T.3Cy.24",38"&62"–36"<br>231NHP<br>W.Cramp&Sons,Phl. | |
| 11221 | —<br>(exBoston)<br>*Elec.light* Wireless | SteelScSr<br>1*Dk& Awngdk & Shadedk* | *1694*<br>*1623*<br>*734* | | | ... | | 1890 | A.Stephen &Sons<br>Glasgow | UnitedStates ShippingBoard | 245·0 | 36·1 | 20·0<br>27·7<br>BK6" | NewYork<br>Utd.States<br>*WB* | T.3Cy.34",51"&84"–36"<br>568NHP<br>A.Stephen&Sons,Glasgow | 21 |
| 11222<br>126668 | — | CompSc | 834<br>—<br>692 | | | | | 1890 | Wm.E. Woodall&Co.<br>Baltimore | Baltimore,Chesapeake&Atlantic RailwayCo. | 165·3 | 37·5 | 10·1 | Baltimore<br>Utd.States | C.2Cy.20"&36"–26"<br>55NHP | |
| ※ 11223 | Cambrier<br>(exLakewood)<br>Wireless | SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1949<br>1576<br>1157 | ✠100A1<br>4,20<br>✠LMC11,17 | NYk | *r* | CL | 1917<br>11mo | Detroit S.B.Co.<br>Wyandotte<br>A&CP | LloydRoyalBelge Soc.Anon. | 251·0<br>P25'B64'F23'<br>*CellDB*208'538*tFPT* | 43·8 | 18·5<br>FK | Antwerp<br>Belgian<br>4*BHCem*<br>55*tAPT*69*t* | T.3Cy.20",33"&54"–40" (*s*)<br>180lb 274NHP<br>2SB,6*cf*,GS126,HS5246<br>DetroitS.B.Co.Detroit | 20<br>s 2 · 1<br>17 |
| 11224<br>139824 | Cambrisin<br>(exOrion) | IronScK<br>(*Trawler*)<br>1*Dk* | ~~163~~ 160<br>157<br>~~72~~ 155 | | | | | 1891 | F.W. Wencke<br>Bremerhaven | N.Cook | 107·8<br>H7' | 22·9 | 10·9 | Aberdeen<br>British | C.2Cy.17½"&30½"–21½"<br>36RHP<br>Act.GesPauksch, Lndsbrg | |
| 11225<br>ODYH | Cambronne<br>*Elec.light*<br>*Longitudinal framing in DB & at decks* | SteelScSr<br>1*Dk*(*Stl*) | 3059<br>2854<br>1904 | ✠100A1<br>~~8,21 12,19~~ 11,21<br>✠LMC7,19 | Shl<br>Bry | *u* | CL | 1919<br>6mo<br>*Lloyd* | Grangemth Dkyd.Co.Ld.<br>Gr'ngemouth<br>'*sA&CP* | Soc.Anon.Chargeurs de l'Ouest | 331·4<br>P33'B97'F28'<br>*CellDB*276'833*t FPT* | 46·7 | 23·2<br>FK | Nantes<br>French<br>7*BHCem*<br>113*tAPT*36*t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 433NHP<br>3SB,9*cf*,GS155,HS6420 FD<br>D.Rowan&Co.Ld.Glasgow | 25<br>s 4 · 0<br>21 · 9 |
| 11226<br>220909<br>MCFJ | Camden<br>*Elec.light*<br>*Mchy.Aft*<br>Wireless Sub.Sig. | SteelSc<br>2*Dks*(*Stl*)*& Web frames*<br>*Longitudinal framing* | 6870<br>6327<br>4952 | ✠100A1<br>~~6,21~~ ~~1,21~~ 10,21<br>✠LMC1,21<br>*Carrying Petroleum in bulk F.P. above 150° F.*<br>*Fitted for oil fuel* 1,21 | ~~Cam~~<br>NYk | *a*† | CL | 1921<br>1mo | NewYork S.B.Corp.<br>Camden, N.J.<br>A&CP | UnitedFruitCo. Inc. | 419·5<br>P101'B36'F34'<br>*Cell DBuE&B*65' 272*t FPT*294*tAPT*46*t* | 56·5 | 32·8<br>FK | NewYork<br>Utd.States<br>14*BHptCem*<br>(9 *to U dk*<br>5 ,, 2*nd* ,, ) | T.3Cy.27",45"&75"–51" (*r*)<br>195lb 601NHP<br>3SB,9*cf*,GS190,HS8952 FD<br>NewYorkS.B.Corp. | 33 |
| 11227 | —<br>(exKiel)<br>Wireless | SteelScSr<br>ssHam.No.3–6,13<br>2*Dks*(1*Stl*&1*ptStl*)<br>*& Spar dk*(*Stl*) | 4494<br>4265<br>2874 | ✠<br>*Spar dk*<br>1,17<br>✠ | Ham | *y* | | 1900<br>12mo | Flensburgr Schiffsb. Ges.<br>Flensburg | UnitedStates Govt.(NavyDept.)<br>*WB*= | 388·0<br>P&B232'F46'<br>*CellDBa*94'*uE&B* | 47·6 | 20·8<br>28·3<br>FK | NewarkNJ<br>Utd.States<br>6*BHCem*<br>62 *f*164'895*t* | Q.4Cy.24",34",50"&74"–54"<br>550NHP<br>4SB,12*cf*,GS187,HS9424<br>FlensburgerSchiffb.Ges. | 31 |
| 11228<br>204087<br>KWCG | —<br>Wireless | SteelTrpScSr<br>1*Dk* | 2153<br>—<br>1143 | | | | | 1907 | BathIron Works,Ld.<br>Bath,Me. | EasternSteamship LinesInc. | 320·5 | 40·0 | 16·1 | Boston<br>Utd.States | 3SteamTurbines | |
| 11229<br>136736<br>JHMS | —<br>(exEdenor)<br>*Arch deck* | SteelScSr<br>ssShl.No.2–19<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1425<br>1261<br>863 | ✠100A1<br>~~10,20~~ ~~11,21~~<br>2,22<br>~~BS7,20~~ ✠LMC7,19<br>BS10,21 | Shl | *n* | CL<br>10,20 | 1911<br>4mo<br>*Lloyd* | Osbourne, Graham&Co.<br>Sunderland<br>'*sA&CP* | Gardner,Locket& Hinton,Ld.<br>*WB* = *CellDBa*77'*uE&* | 240·2<br>P18'F23'<br>*B*29'*f*96'322*tFPT*4 | 34·2 | 20·1<br>FK | London<br>British<br>4*BHCem*<br>8*tAPT*65*t* | T.3Cy.18",29"&48"–33" (*s*)<br>180lb 148NHP<br>2SB,4*pf*,GS68,HS2366<br>MacColl&Pollock,Ld.Sld. | 22 · 2<br>s 6 · 5<br>16 · 1 |
| 11230<br>219635<br>LVRB | Camel<br>*Elec.light* | WoodSc<br>1*Dk* | 179<br>—<br>30 | | | | | 1920 | Leatham & SmithTowing&WreckingCo.<br>SturgeonBay Wis. | LambertsPoint TowboatCo. | 95·5 | 24·7 | 12·2 | Mlwaukee Wis<br>Utd.States | C.2Cy.18"&38"–26"<br>61NHP | |
| 11231<br>5739<br>JVKQ | Camelia<br>exNordpol) | IronScSr<br>(exEinar,exMälaren,<br>1*Dk&Spardk*3*trB* | 1413<br>955<br>857 | | | ... | | 1879 | Flensburgr Schiffsb.Ges.<br>Flensburg | F.Börjesson | 245·0<br>H22*t* | 32·5 | 15·3<br>22·0 | Hlsngborg<br>Swedish | C.2Cy.30"&57"–33"<br>NB04 156NHP<br>FlensburgerSchiffsb.Ges. | |
| 11232<br>87682<br>HTVS | Cameo<br>(exStrathadder)<br>*Mchy.Aft* | IronSc3MstSr<br>~~ssBkn 2ndNo.3–12,07~~<br>~~ssBwg No.2–16~~<br>ssGls 3rdNo.3–8,21 1*Dk*(*Irn*) | 394<br>277<br>151 | ✠100A1<br>8,21 ~~5,18~~<br>✠NB12,96<br>~~BS4,20~~ | Bwg<br>Gls<br>✠LMC~~12,16~~<br>8,21 | *g* | CL<br>~~12,16~~<br>8,21 | 1883<br>5mo<br>*Lloyd* | J.Fullerton&Co.<br>Paisley<br>'*sA&CP* | W.Robertson | 160·2<br>Q85'B7'F25' | 23·2 | 10·9<br>BK6"<br>*WB* | Glasgow<br>British<br>4*BHCem*<br>=*FPT*45*t* | C.2Cy.19½"&36"–27" (*s*)<br>80lb 60RHP<br>1SB,2*pf*,GS33,HS930<br>J.&T.Young,Ayr | 11 · 6<br>s · 8<br>11 · 6 |
| 11233<br>109027<br>QFHV | — | SteelScYl<br>ssHul.No.3–7,10<br>ssHul.No.2–18<br>1*Dk* | 172<br>159<br>67 | ✠100A1<br>*StmTrawler*<br>8,21 ~~9,20~~<br>~~BS[illegible],20~~ | Hul<br>BS8,21<br>✠LMC11,18 | | ~~11,18~~<br>8,21 | 1898<br>5mo | Mackie& Thomson<br>Glasgow<br>A&CP | HollinwoodStm. Trlg.Fshg.Co.Ld. (B.Knowles, *Mgr.*) | 110·0<br>Q22'<br>ptND10 | 21·0 | 10·9<br>BK7½" | Hull<br>British<br>4*BHCem* | T.3Cy.12",19½"&32"–22" (*s*)<br>180lb 55RHP<br>1SB,2*pf*,GS33,HS800<br>Muir&Houston,Ld.Gls. | 12 · 0 |
| ※ 11234<br>128912<br>HRFQ | Camerata<br>*Elec.light* Wireless | SteelScSr<br>ssHpl.No2–18<br>1*Dk*(*Stl*) | 3723<br>3424<br>2361 | ✠100A1<br>9,21 ~~12,20~~<br>✠NE6,18<br>BS12,20 | Lon<br>Mdb<br>✠LMC6,18 | *w* | CL<br>4,20 | 1910<br>6mo<br>*Lloyd* | W.Gray& Co.Ld.<br>WHartlepool<br>'*sA&CP* | LaTunisienneStm. Nav.Co.Ld.(F.C. Strick&CoLd *Mgs*)<br>*WB* = *CellDBa*11 | 350·1<br>P29'B67'F33'<br>3'*uE*23'*f*154'997*tA* | 50·1 | 23·6<br>FK | Swansea<br>British<br>6*BHCem*<br>*PT*41*t* | T.3Cy.24",38"&64"–42" (*s*)<br>180lb *90lb* 320NHP<br>2SB,6*pf*,GS99,HS4299 FD<br>Fullerton,Hodgart& BarclayLd.Psy | 25 · 11<br>s 4 · 10½<br>21 · 5 |
| ※ 11235 | Cameronia<br>*For full particulars See No. 36651 in Supplement*<br>*Elec.light* Sub.Sig. Wireless | SteelTwinScSr<br>*Cruiser Stern* | 16000 | 100A1<br>*Shelter dk*<br>(*Class Contemplated*) | | | | 1920 | W.Beardmore&CoLd<br>Glasgow | AnchorLine (HendersonBros.), Ld. | 550·0 | 70·2 | 38·8 | Glasgow<br>British | 6 Steam Turbines<br>W.Beardmore&Co.Ld. | 42 · 9<br>s 14 · 2<br>29 · 0 |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships. / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Dated of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ❋ 11236<br>MVDJ | **Camilla Gilbert** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in 'tween dks*<br>Wireless | 5658<br>5453<br>3532 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21 ~~1,20~~ ✠LMC4,20<br>*Fitted for oil fuel* 4,20 *F.P. above* 150° F. | ~~Cher-bourg~~<br>Nwc Bon | *y* | CL<br>~~4,20~~<br>2,21<br>10,21 | 1920<br>4mo<br>*Lloyd's* A&CP | Nthmblnd S.B.Co.Ld.<br>Newcastle | A/SGilberts Dmpskibs-Selskab (W.Gilbert, *Mgr.*)<br>*CellDB*351'1178t | 399·5<br>F37'*onShelter dk* FK<br>*FPT*60t*APT*80t | 53·0 | 32·8 | Bergen<br>Norwegian<br>*ptCem*<br>2*BHtoSh dk*<br>5 „ „ *U* „ | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Palmers'Co.Ld.Newcastle | 35 ″ 5<br>s 9 ″ 5<br>26 ″ 3 | |
| ❋ 11237<br>127931<br>HNFP | **Camillo** SteelScSr<br>*ss*Nwc.No.3-6,19<br>(*ex*JoyoMaru) 2*Dks*(*Stl*)&*Web frames*<br>*Elec.light Mchy.Aft* Wireless | 5135<br>4662<br>3149 | ✠100A1<br>~~2,21~~ 11,21<br>BS8,20 ✠LMC1,19<br>*CarryingPetroleum in bulk*<br>BS3,21 | Sng<br>HKg | *y* | CL<br>1,19 | 1908<br>10mo<br>*Lloyd's* A&CP | Armstrong Whitworth &Co.Ld.<br>Newcastle | BearCreekOil& ShippingCo.Ltd. (C.T.Bowring& Co.Ld.*Mgrs.*)<br>*WB=CellDB* | 385·0<br>P99'B25'F42' FK | 50·5 | 30·2 | Liverpool<br>British<br>15*BHCem*<br>*uB*38'76t*D* | T.3Cy.26",43"&72 1/16"–48"<br>180lb (*r*) 438NHP<br>3SB,9*cf*,GS202,HS7425<br>Wllsnd Slpwy.Co.Ld.Nwc.<br>*Tf*44'408t*FPT*47t*APT*21t | 31 ″ 10<br>s 6 ″ 8½<br>25 ″ 6 | |
| 11238<br>HBDF | **Camilo Henriquez** SteelSc | 231<br>—<br>173 | | | | | 1918 | Astilleros Esteban Schuller<br>Valdivia | Schuller& Momberg | 106·9 | 20·3 | 11·9 | Valdivia<br>Chilian | C.2Cy.13"&24"–14"<br>*Emade—refitted*18 18NH | | |
| ❋ 11239<br>104576<br>NMRH | **Camira** SteelScSr<br>*ss*Syd.2ndNo.3-3,19 ~~*ss*Gls.No.3-8,06~~<br>(*ex*ClanCampbell) ~~*ss*Syd.No.2-15~~<br>2*Dks*(1*Stl*&*UIrn*-ws)&*Webframes* | 2615<br>2398<br>1611 | ✠100A1<br>~~2,21~~ ~~1,18~~ 12,21<br>~~Examined12,19~~ BS12,21<br>~~BS9,21~~ ✠LMC12,19 | Syd<br>Mel | *t* | CL<br>~~12,19~~<br>12,21 | 1894<br>10mo<br>*Lloyd's* A&CP | NavalCon. &Arm.Co.Ld.<br>Barrow | TheAdelaide SteamshipCo.Ld.<br>*WB=CellDBa*74'<br>*MT*34'675t | 312·0<br>P29'B62'F39'<br>*uE*18'166t BK10"<br>*FPT*97t*APT*38t | 40·2 | 24·7 | Newcastle N.S.W.<br>British<br>6*BHCem* | T.3Cy.23",38"&63"–42" (*s*)<br>200lb ~~100lb~~ 317NH<br>2SB,6*rf*,GS95,HS4140 FD<br>NavalC.&A.Co.Ld.Brw. | 26 ″ 2<br>s 4 ″ 10½<br>22 ″ 7 | |
| 11240<br>137796<br>JLHT | **Camito** SteelTwinScSr<br>Sub.Sig.<br>*Elec.light Ref.Mchy.* Wireless 4*Dks* | 6611<br>5204<br>4058 | | | | | 1915 | A.Stephen &Sons,Ld.<br>Glasgow | Elders&Fyffes,Ld. | 426·3<br>P40'B195'F47' | 54·2 | 30·4 | Glasgow<br>British<br>*Wb* | T.6Cy.23½",39½"&67"–48"<br>622NH<br>A.Stephen&Sons,Ld.Gls. | | C |
| 11241<br>145411 | **Camlough** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft Well deck* | 540<br>359<br>205 | ✠100A1<br>5,22 ~~12,20~~<br>✠LMC12,20 | Rnf<br>Bel | *h* | CL | 1920<br>12mo<br>*Lloyd's* A&CP | W.Simons &Co.Ld.<br>Renfrew | JohnKelly,Ld. (S.Kelly,*Mgr.*)<br>*CellD* | 167·0<br>Q94'B9'F32' BK7½"<br>*B*/90'134t *FPT*47t | 26·6 | 9·9 | Belfast<br>British<br>3*BHCem*<br>*APT*23t | T.3Cy.14",24"&40"–30" (*s*)<br>180lb 89RH<br>1SB,3*cf*,GS61,HS2009<br>W.Simons&Co.Ld.Renfrv | 12 ″ 8<br>s 4 ″ 6½<br>12 ″ 11 | |
| 11242 | **Camm** SteelSc<br>*For full particulars See No.* 36704 *in Supplement*<br>*Mchy.Aft* 1*Dk* | 320 | | | | | 1921 | Crabtree& Co.Ld.<br>Gt.Yarmouth | RaleighS.S.Co. (W.Aiston,*Mgr.*) | 130·0<br>Q42'B9'F19' | 23·0 | 10·5 | Scarboro'<br>British<br>*Wb* | C.2Cy.16"&33"–22"<br>21NH<br>Crabtree&Co.Ld.Gt.Yar. | | |
| 11243 | **Cammin** SteelScSr<br>(*ex*Eugenie)<br>1*Dk* | 147<br>—<br>61 | | | | | 1900 | J.Kievits& v.ReedeCzn.<br>Papendrecht | Stettin-Wollin-CamminDievenow Dampf.Ges.m.b.H. | 117·3 | 19·7 | 8·9 | Cammin<br>German<br>*WB* | T.3Cy.8½",15"&23¾"–14"<br>21NHP<br>J.Kievits&v.ReedeCzn. Papendrecht | | |
| ❋ 11244<br>113409<br>HMVR | **Camoens** SteelScSr<br>*ss*Bkn.No.3-2,13<br>*Elec.light* Wireless *ss*Liv.No.1-18<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing* | 4070<br>3862<br>2640 | ✠100A1<br>*Spar dk*<br>7,20<br>~~BS7,19~~ ✠LMC3,18 | Liv<br>~~DBS6,21~~ | *x* | CL<br>7,19<br>BS4,22 | 1900<br>9mo<br>A&CP | Workman, Clark&Co.Ld<br>Belfast<br>*WB=* | LivBrazil&RPlate S.N.Co.Ld. (Lamport&HoltLd*Mgs*)<br>*CellDBa*96'*uE*&*B* | 378·0<br>P31'B102'F45' 28·6 FK<br>38'*f*116'773t *FPT* | 47·5 | 20·7 | Liverpool<br>British<br>6*BHCem*<br>70t*APT*55t | T.3Cy.26½",44"&74"–54" (*s*)<br>190lb *90lb* 534NHP<br>2DB,12*cf*,GS199,HS7504 FD<br>Wrkman,Clark&Co.LdBel | 31 ″ 4<br>s 6 ″<br>25 ″ | |
| 11245<br>121204 | **Camosun** SteelScSr<br>*ss*Vcr.No.3-1,18<br>1*Dk*(*Stl*-ws)&*Webframes*&<br>*Elec.light* *ptAwngdk* | 1369<br>692<br>794 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>8,21 ~~12,20~~<br>BS3,21 ✠LMC1,18<br>*Fitted for oil fuel* 9,19 *F.P. above* 150° F. | Vcr | *n* | CL<br>~~11,18~~<br>8,21 | 1905<br>2mo<br>*Lloyd's* A&CP | Bow,Mc-Lachlan&Co. Ld.<br>Paisley | UnionS.S.Co.of Brit.Columbia,Ld.<br>*WB=CellDBa*40'<br>*uE*&*B*35'*f*75'1 | 192·7<br>*ptAwngdk*144' BK8"<br>84t*FPT* t*APT*9t | 35·2 | 14·9 | Vancouver B.C.<br>British<br>5*BHCem* | T.3Cy.18½",30"&50"–36" (*s*)<br>180lb 224NHP<br>2SB,6*cf*,GS143,HS4296<br>Bow,McLachln&CoLdPsy | 17 ″ 3<br>s 1 ″ 9½<br>16 ″ 6 | |
| 11246<br>129580<br>HTBR | **Campaigner** SteelSc<br>(*Tug*)<br>1*Dk* | 163<br>155<br>— | | | | | 1911 | A.Stephen &Sons,Ld.<br>Glasgow | Steel&Bennie,Ld. | 107·1 | 23·0 | 10·2 | Glasgow<br>British<br>*Wb* | C.2Cy.21"&42"–27"<br>76NHP<br>A.Stephen&Sons,Ld.Gls. | | |
| ❋ 11247 | **Campania** SteelSc<br>*Elec.light* (*ex*WarBracken) 1*Dk*(*Stl*)<br>Wireless | *5182*<br>*4740*<br>*3174* | ✠100A1<br>3,21<br>✠LMC1,18<br>*Carrying oil fuel F.P. above* 150° F. *inDB* | Gen | *y* | CL<br>3,21 | 1918<br>1mo<br>*Lloyd's* A&CP | Caird&Co. Ld.<br>Greenock | L.Pittaluga<br>*CellDb* | 400·5<br>P50'B113 F39' FK<br>344'1094t *FPT*180t | 52·3 | 28·5 | Genoa<br>Italian<br>7*BHptCem*<br>*APT*118t | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 490NH<br>3SB,9*cf*,GS190,HS7020 FD<br>Caird&Co.Ld.Greenock | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 11248<br>109421<br>STVP | **Campeador** SteelScSr<br>*ss*Shl.2nd.No.3-4,19<br>1*Dk*(*Stl*)&*Spardk*(*Irn*)&*Webframes* | 1320<br>1281<br>873 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>~~4,21~~ ~~6,20~~ 9,21 ✠LMC4,19<br>✠NB11*fitted*4,14 BS4,21 | Ant<br>~~Gls~~ Lon | *o* | CL<br>~~6,20~~<br>~~4,21~~<br>9,21 | 1894<br>3mo<br>A&CP | Wood, Skinner&Co.<br>Newcastle | MacAndrews& Co.Ld.<br>*WB=CellDB* | 238·8<br>BK8"<br>*a*57'*uE*&*B*37'*f*95' | 33·2 | 12·5<br>20·3 | Liverpool<br>British<br>4*BHCem*<br>256t*APT*35t | T.3Cy.18",31"&51"–33" (*s*)<br>180lb *80lb* NDB07 152NHP<br>1SB,3*cf*,GS76,HS2215<br>N.E.Mar.E.Co.Ld.Sld. | 22 ″ 8<br>s 4 ″ 9<br>18 ″ 9 | |
| 11249 | **Campeche** SteelScSr<br>1*Dk* | *276*<br>*236*<br>*184* | | | | ... | 1897 | A.McMil-lan&Son(Ld)<br>Dumbarton | Cia.Mexicana de Nav.S.A. | 140·0<br>Q23'F17' FK | 23·1 | 9·2 | VeraCruz<br>Mexican<br>*WB* | T.3Cy.12",18½"&31"–22"<br>56NHP<br>D.Rowan&Son,Glasgow | 9 ″ 8 | |
| 11250<br>120447 | — WoodAuxScSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register.*) | 115<br>109<br>83 | | | | | 1916 | A.W.Story<br>Essex,Mass. | W.IndiesChemical Works,Ld. | 82·6 | 25·0 | 9·4 | KingstnJa<br>British | Oil Engine<br>LathropEng.Co.Bridgeport,Conn. | | |
| 11251<br>ODYV | **Campêche** SteelAuxTwinSc<br>*OilEng.*<br>(*ex*Eliane,*ex*SailingVessel)<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 106<br>—<br>61 | | | | | 1905 | Gebr.Barkmeyer<br>Noordhoorn | Cie.Française des ExtraitsTinctoriaux etTannants | 88·6<br>P6'B23' | 19·2 | 7·7 | Havre<br>French | Oil Engines<br>2Cy.11¼"–24" 23NHP<br>*NEfitted*19<br>Dan,Copenhagen | | V |
| ❋ 11252 | **Campeiro** SteelTwinScSr<br>*ss*Rio.No.2-20<br>*Elec.light* 1*Dk*(*Stl*)&*Awng dk*(*Stl*)<br>Wireless | *2687*<br>*2545*<br>*1605* | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>10,20 ✠LMC10,20 | Rio | *s* | 10,20 | 1912<br>2mo<br>*Lloyd's* A&CP | WoodSkin-ner&Co.Ld.<br>Newcastle | LloydNacional (Giuseppe Martinelli&Co.*Mgrs.*)<br>*WB=CellDB* | 295·3<br>FK<br>*a*&*uE*90'215t*FPT* | 43·7 | 23·4 | R.Janeiro<br>Brazilian<br>5*BHCem*<br>112t*APT*94t | T.6Cy.15",25"&41"–27" (*r*)<br>180lb 244NHP<br>2SB,6*cf*,GS131,HS4506<br>Richardsons,Westgarth& Co.Ld.Mdb. | 25 ″ 0<br>s 5 ″ 3<br>20 ″ 4 | |
| 11253<br>217849<br>LQPM | **Campello** CompSc<br>*Elec.light* Wireless 2*Dks* | 2469<br>—<br>1472 | | | | | 1919 | Merrill-StevensSBCo<br>Slidell,La. | RobinsonShipping Co.Inc. (JobShippingCorp.*Mgrs.*) | 267·3<br>P36'B69'F33' | 46·0 | 22·3 | NewYork<br>Utd.States | T3Cy.19",32"&55"–36"<br>181NHP | | R |
| 11254<br>TOKB | **Camphuijs** SteelSc<br>2*Dks*&*Awng dk*<br>*Elec.light* Wireless *Fitted for oil fuel* | 2776<br>—<br>1696 | | | | | 1903 | Nederl. Schps.Maats.<br>Amsterdam | Koninkl.Paketv. Maats. | 315·3<br>P67'F74' | 41·4 | 21·8 | Batavia<br>Dutch<br>*WB* | T.3Cy.23⅝",37"&63"–43 5/16"<br>261NHP<br>NedFb.v.Wrk&SpoorAms | | V |
| 11255<br>721<br>NKQW | **Campidano** SteelSc<br>(*ex*Zanzibar)<br>1*Dk*&*Spar dk* | 1273<br>1091<br>737 | | | | | 1899 | J.C.Tecklenborg A.G.<br>Geestemünde | Soc.Marittima Italiana | 233·2<br>P33'B80'F31' | 32·1 | 19·9 | Genoa<br>Italian<br>*WB* | T3Cy14 3/16",24¾"&39½"–33 1/16"<br>90NHP<br>J.C.TecklenborgA.G.Gst. | | I |

| 1 Numero d'Ordre — Numero Officiel — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. NHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Gre sur Qui Franc-bord au milieu d navire. Tirant d'eau correspondan pds. p |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11256<br>ODYW | **Campinas** SteelScSr<br>Wireless 2Dks3trB | 3098<br>2883<br>1972 | | | | | 1895 | Atel.&<br>Chant.Loire<br>St.Nazaire | ChargeursRéunis | 334·7<br>P25' | 42·0<br>B13' | 28·5<br>F40' | Havre<br>French<br>WB | T.3Cy.24",40"&65"–44"<br>NB08 280NHP<br>Atel.&Chant.Loire,St.Naz. | |
| * 11257 | — SteelTwinScSr<br>~~ssRio.No.2–17~~<br>(exPosteiro) 1Dk(Stl)<br>Elec.light Wireless ssRio.No.8–8,21 | 2306<br>1604<br>1390 | ✠100A1<br>8,21 ~~4,20~~<br>~~BS4,20~~ ✠LMC~~6,17~~ 8,21 | Gen<br>Rio | r | CL<br>4,20<br>8,21 | 1909<br>11mo<br>Lloyd | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>'sA&CP | LloydNacional<br>(GiuseppeMartinelli&Co.Mgrs.) | 275·0<br>P26'B161'F30'<br>FK<br>CellDBa68'uE16' | 43·5 | 16·0 | R.Janeiro<br>Brazilian<br>5BHCem<br>160tFPT86t | T.6Cy.15",25"&41"–27" (r)<br>180lb 232NHP<br>2SB,6cf,GS122,HS~~1604~~160<br>Richardsons,Westgarth&<br>APT110t Co.Ld.Mdb. | 17 ″ (<br>s 1 · (<br>16 ″ 4 |
| 11258 | **Campine** SteelScSr<br>1Dk(Stl) | 61<br>59<br>1 | ✠100A1<br>For towing purposes<br>6,19 ✠LMC6,19 | Liv | | | 1919<br>6mo<br>Lloyd | W.J.Yarwood&Sons,<br>LdNorthwich<br>'sA&CP | TheAdmiralty | 75·3<br>FK | 15·0 | 7·0 | London<br>British<br>4BHptCem<br>APT4t | C.2Cy.10½"&24"–18" (s)<br>130lb 32NHP<br>1SB,2pf,GS24,HS658<br>W.J.Yarwood&Sons,Ld. | 7 ″ ( |
| 11259 | **Campos** SteelScSr<br>(exAsuncion)<br>Elec.light Wireless 2Dks3trB | 4663<br>3824<br>3018 | Rio 12,19<br>(See Footnote*) | | | | 1894 | Blohm&<br>Voss<br>Hamburg | Requisitioned by theBrazilian Government | 376·1<br>P&B226'F54' | 46·1 | 27·2 | R.Janeiro<br>Brazilian | Q4Cy21½",31½",46"&66"–48"<br>302NHP<br>Blohm&Voss,Hamburg | |
| 11260<br>HFKC | **Camproa** IronScSr<br>Wireless (exCadagua,exCabo Creux,exLandore) Well deck 1Dk2trB | 1421<br>1228<br>994 | | | ... | | 1880 | Schlesingr,<br>Davis&Co.<br>Newcastle | Soc.Anon.Naviera Española (M.G.delMoral,Mgr.) | 254·0<br>Q82'B70'F32'<br>BK9" | 32·8 | 18·8 | Valencia<br>Spanish<br>WB | C.2Cy.30"&58"–36"<br>168NHP<br>R.&W.Hawthorn,Nwc. | |
| 11261<br>139816 | **Campsin** SteelScK<br>(Trawler)<br>(exAdjudant) 1Dk | 130<br>127<br>56 | | | | | 1894 | J.C.Tecklenborg<br>Geestemünde | G.F.I.P.Taylor | 106·5 | 20·7 | 9·7 | Aberdeen<br>British | C.2Cy.17¼"&32½"–22"<br>NB06 42RHP<br>J.C.Tecklenborg,Ges. | |
| 11262<br>[illegible]<br>JRQW | **Camrose** SteelSc<br>(exRyckett)<br>Elec.light Wireless 1Dk<br>Mchy.Aft<br>*Now named "Stock Force," See No. 29366 in Supplement* | 983<br>[illegible]<br>499 | | | | | 1917 | W.Harkess<br>&Son,Ld.<br>Middlesbro' | ~~J.S.Ambrose~~ WestCoastShippingCo. Ld. (W.S.Kennaugh&Co.Mgrs.) | 203·0<br>Q113'B13'F34' | 33·1 | 13·1 | London<br>British<br>WB | T.3Cy.17",28"&46"–33"<br>122NHP<br>Richardsons,Westgarth&<br>Co.Ld.Mdb | |
| 11263<br>ODZA | **Canada** SteelTwinScSr<br>Elec.light Wireless 6Dks | 9684<br>8286<br>5668 | | | | | 1912 | Forg.&Ch<br>de la Médit.<br>LaSeyne | Cie.Française de Nav.àVap. (Cyp.Fabre,Mgr.) | 476·0<br>B207' | 56·5 | 33·8 | Marseilles<br>French<br>WB | T6.Cy.30$\frac{5}{16}$",49$\frac{13}{16}$"&79$\frac{1}{16}$"–51$\frac{3}{16}$"<br>900NHP<br>Forg.&Ch.delaMédit.Msl. | |
| 11264<br>106806<br>PLMN | — SteelTwinScSr<br>4Dks<br>Ref.Mchy. Elec.light Sub.Sig. Wireless | 9472<br>8772<br>5707 | | | | | 1896 | Harland&<br>Wolff,Ld.<br>Belfast | F.Leyland&Co.Ld. | 500·4<br>P64'B256'F60' | 58·2 | 38·9 | Liverpool<br>British<br>WB | T.6Cy.28½",47½"&77"–54"<br>873NHP<br>Harland&Wolff,Ld.Bel. | |
| * 11265<br>6413<br>KCVS | — SteelTwinSc3MstSr<br>OilEng.<br>Elec.light 2Dks(Stl)&Shelterdk(Stl) | 5527<br>4977<br>3412 | ✠100A1<br>Shelter dk<br>withfreeboard<br>9,21 ~~2,21~~ ✠LMC2,21 | Got | a† | | 1921<br>2mo<br>Lloyd | Aktieb.<br>Götaverken<br>Gothenburg<br>'sA&CP<br>CellDB368'15 | RederiAktieb.<br>Nordstjernan<br>(A.A.Johnson, Mgr.)<br>00tWingtank a336 | 426·9<br>FK<br>Collision<br>tFPT94tAPT72t | 56·2 | 26·1 | Stockholm<br>Swedish<br>Cem<br>BH to Sh dk<br>6 „ „ U „ | Oil Engines 4S.C.SA<br>12Cy.24$\frac{13}{32}$"–37$\frac{13}{32}$"<br>DB-80lb 567NHP<br>Aktieb.Götaverken,Got. | 30 ″ 0<br>s 4 · 3<br>26 · 1 |
| 11266 | — WoodTwinSc3MstSr<br>*Now named "Athabaska," See No. 36193 in Supplement*<br>Elec.light | 2687<br>[illegible]<br>1624 | | | | | 1919 | Foundat'n<br>Co.of British<br>Columbia<br>Victoria, B.C. | FrenchGovernment | 279·0<br>P166'F36' | 46·7 | 21·1 | Havre<br>French | T.6Cy.13½",22"&30"–30"<br>100NHP<br>VulcanIronWorks,<br>Denver,B.C. | |
| 11267 | — SteelTwinScSr<br>(Icebreaker)<br>ssNwc.No.3–11,18<br>(exEarlGrey) 2Dks(1DkStl–ws&UptStl–ws)3trB<br>Elec.light Wireless | 2357<br>1818<br>930 | ✠~~100A1~~<br>7,21 ~~9,19~~<br>~~PS10,19 ✠LMC11,18~~ | Shl | t | 10,19 | 1909<br>8mo<br>Lloyd | Vickers,Ss.<br>&Maxim,Ld.<br>Barrow<br>'sA&CP<br>DTf | RussianGovt.<br>(Ellerman'sWilson LineLd.Mgrs.)<br>WB=CellDBuE&<br>20'87t Dtanks betw | 265·0<br>B128'F36'<br>FK<br>B97'f54'266t<br>een tunnels37'108tT | 47·7 | 24·1 | Petrograd<br>Russian<br>4BHCem<br>ween dk tank | T.6Cy.27½",43"&70"–39"(s)<br>180lb FD 956NHP<br>2D&2SB18cfGS396HS15024<br>VickersSs.&MaximLdBrw<br>aft 27'171tFPT17tAPT108t | 26 ″ 6<br>s 4 · 0½<br>23 · 1 |
| 11268<br>116870<br>TMJN | — SteelTwinScSr<br>ssHfx.No.1–09<br>2Dks<br>Elec.light | 411<br>389<br>185 | ✠<br>withfreeboard<br>4,09 ✠<br>Canadian Fisheries Protection Service | Hfx | h | | 1904<br>7mo | Vickers,Ss.<br>&Maxim,Ld.<br>Barrow | Govt.ofCanada<br>(Dept.ofNaval Service) | 206·0<br>FK | 25·1 | 13·3 | Ottawa<br>British<br>6BHptCem<br>ptAsp<br>WB | T.6Cy.15",23½"&38"–22"<br>210NHP<br>2SB,4cf,GS88,HS3270 FD<br>VickersSs.&MaximLdBrw<br>=FPT6tAPT22t | 14 ″ 0 |
| 11269<br>93089<br>MTWP | — IronScK<br>1Dk | 240<br>211<br>109 | | | ... | | 1886 | Cochrane,<br>Cooper&<br>Schofield<br>Beverley | W.J.&S.P.Herivel | 132·2<br>Q20'F20'<br>len95 BK7½" | 22·2 | 11·2 | Guernsey<br>British | T.3Cy.13½",19"&32"–24"<br>NB02 50RHP<br>C.D.Holmes&Co.,Hull | 12 ″ 4 |
| 11270<br>99675<br>MQNS | — IronScK<br>(Trawler) 1Dk | 151<br>139<br>66 | | | ... | | 1892 | Cochrane,<br>Coopr&Scho-fi'ld,Beverley | CanadianFishing Co.Ld.(A.L.Hager Mgr.) | 100·4<br>Q17'F19'<br>BK7½" | 20·5 | 11·0 | Vancouver<br>British | T.3Cy.11½",18"&30"–22"<br>NB10 45RHP<br>C.D.Holmes&Co.,Hull | 11 ″ 10 |
| 11271<br>102127 | — SteelScSk<br>(Tug)<br>1Dk(Irn) | 129<br>128<br>2 | ✠<br>2,97 ✠ | Liv | b | | 1894<br>1mo | S.Mc<br>Knight&Co.<br>Ayr | AlexandraTowing Co.Ld.<br>WB | 92·0<br>=APT3t BK6½" | 20·1 | 11·3 | Liverpool<br>British<br>4BHCem | C.2Cy.21"&42"–27" 74RHP<br>1SB,3cf,GS57,HS1500<br>Muir&Houston,Glasgow | 12 ″ 0 |
| 11272<br>13690<br>LPSF | **Canada Maru** SteelTwinScSr<br>ssVcr.No.2–19<br>2Dks(UptIrn&ptStlM–Stl)&deep framing Lowerdk(Stl)inforehold<br>Elec.light Wireless | 5760<br>4959<br>3548 | ✠100A1<br>~~6,21~~ ~~10,20~~<br>12,21 ✠LMC~~3,20~~ 6,21 | Kob | z | ~~P3,19~~<br>s2,20<br>P5,21 | 1911<br>4mo | MitsuBishi<br>Dkyd&EWks<br>Nagasaki<br>A&CP | OsakaShosen<br>KabushikiKaisha<br>WB=CellDBa<br>E&B79'f137'1070t | 407·9<br>P34'B152'F44'<br>131'u FK<br>DTa 36' 567t FPT | 49·7 | 29·8 | Osaka<br>Japanese<br>7BHCem<br>122tAPT39t | T.6Cy.19¼",32"&54"–48" (s)<br>200lb 578NHP<br>3SB,9cf,GS198,HS8344 FD<br>MitsuBishi D.&EWks.Nag | 32 ″ 5<br>s 6 · 10½<br>26 · 0 |
| 11273<br>KCPJ | **Canadia** SteelSc<br>Elec.light 1Dk | 1384<br>1190<br>777 | | | | | 1920 | Limhamns<br>Skeppsv.A/B<br>Limhamn | Rederiaktieb.<br>SvenskaLloyd<br>(H.Metcalfe,Mgr.) | 240·1<br>P&B185'F25' | 38·1 | 16·0 | Gothenbrg<br>Swedish<br>WB | T.3Cy.18",29½"&40"–31½"<br>128NHP<br>LimhamnsSkeppsvarv A.B. | |
| 11274<br>125427 | **Canadian** SteelScSr<br>Mchy.Aft Wireless 2Dks | 2214<br>2068<br>1444 | | | | | 1907 | W.Dobson<br>&Co.<br>Newcastle | CanadaSteamship Lines,Ld. | 248·3<br>F43' | 43·0 | 22·8 | Montreal<br>British<br>WB | T.3Cy.19",32"&52"–36"<br>162NHP<br>Wllsnd Slpwy.Co.Ld.Nwc. | |
| 11275<br>141486<br>TPNM | **Canadian Adventurer** SteelSc<br>Elec.light Wireless 1Dk(Stl) | 2069<br>1650<br>1201 | ✠100A1<br>6,21 ~~10,19~~<br>✠LMC10,19 | PtA<br>Mtl | r | CL | 1919<br>10mo<br>Lloyd | Pt.Arthur<br>S.B.Co.<br>PtArthurOnt<br>'sA&CP | CanadianAdventurerLd(Canadian Govt.Merchant MarineLd.) CellDB206' 589tFPT | 251·3<br>P26'B64'F25'<br>FK | 43·9 | 20·3 | Montreal<br>British<br>4BHCem<br>87tAPT66t | T.3Cy.20",33"&54"–40" (s)<br>190lb 256NHP<br>2SB,6cf,GS252,HS4626<br>PortArthurS.B.Co.Pt.A. | 23 ″ 0<br>s 3 · 2<br>20 · 2 |
| 11276<br>141547<br>TPMB | **Canadian Aviator** SteelScSr<br>Elec.light Wireless 2Dks(Stl) | 3388<br>2878<br>2057 | ✠100A1<br>10,21 ~~7,20~~<br>✠LMC11,19 | Qbc<br>Mtl | v | CL | 1919<br>11mo<br>Lloyd | Wallace<br>ShipyardsLd<br>Vancouver, B.C.<br>'sA&CP | CanadianAviator, Ld.(Canadian Govt.Merchant MarineLd.) CellDB270' 674t FPT95t | 331·0<br>P33'B98'F33'<br>FK | 46·7 | 23·2 | Montreal<br>British<br>7BHCem<br>APT73t | T.3Cy.25",41"&68"–45" (s)<br>180lb 470NHP<br>3SB,9cf,GS156,HS7275 FD<br>WallaceShipyards,Ld. | 25 ″ 6<br>s 4 · 1½<br>21 · 9 |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built. When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11277<br>141592<br>TPRD | Canadian Beaver SteelSc<br>Elec.light Wireless 2Dks | 2410<br>2039<br>1451 | | | | | 1920 | Colling-woodS.B.Co.<br>Kingston,Ont | CanadianBeaverLd.<br>(CanadianGovernment Merchant Marine,Ld.) | 251·0<br>P24'B64'F23' | 43·6 | 23·6 | Montreal<br>British<br>WB | T.3Cy.18",30"&50"-36"<br>Collingwood 150NHP<br>S.B.Co.Collingwood,Ont | | C |
| 11278<br>141835<br>TPVN | Canadian Carrier SteelSc<br>Elec.light Wireless 2Dks | 3101<br>2499<br>1908 | | | | | 1920 | Pt.Arthur S.B.Co.<br>P.Arthur,Ont | CanadianCarrierLd<br>(CanadianGovernment Merchant Marine,Ld.) | 319·6<br>P41'B97'F34' | 44·2 | 22·4 | Montreal<br>British<br>WB | T 3Cy.23",38"&63"-42"<br>PortArthur 182NHP<br>S.B.Co.PortArthur,Ont. | | |
| 11279<br>150351<br>TQFG | Canadian Coaster SteelSc<br>Elec.light ~~2Dks~~ 1Dk | 2422<br>2051<br>1464 | | | | | 1921 | Colling-wood,S.B.Co.<br>Kingston | CanadianGovernment(Dept.of Marine&Fisheries) | 251·0<br>P22'B64'F28' | ~~43·5~~<br>43·6 | ~~23·0~~<br>~~26·0~~<br>23·6 | Montreal<br>British<br>WB | T.3Cy.18",30"&50"-36"<br>Collingwood 150NHP<br>S.B.Co.Collingwood | | |
| 11280<br>141839 | Canadian Commander SteelSc<br>For full particulars See No. 36662 in Supplement<br>Elec.light<br>Ref.Mchy. | 5300 | 100A1<br>(Class Contemplated) | | | | 1920 | Canadian Vickers,Ld.<br>Montreal | CanadianGovernment(Merchant Marine,Ld.) | 400·0<br>P41'B120'F50' | 52·4 | 28·5 | Montreal<br>British | T.3Cy.27",44"&73"-48"<br>Canadian Vickers,Ld. | 31 ″ 2<br>s 6 ″ 2<br>25 ″ 4 | |
| 11281 | Canadian Composer SteelScSr<br>Should be "Canadian Winner," See No. 11336<br>Elec.light | 5460 | 100A1<br>(Class Contemplated) | | | | 1920 | Harbour MarineCo.Ld.<br>Victoria,B.C. | Canadian Government | 400·0<br>P49'B113'F40' | 52·0 | 28·5 | British | T.3Cy.27",44"&73"-48"<br>J.Inglis&Sons,Toronto | | |
| 11282<br>141831<br>TPVJ | Canadian Conqueror SteelSc<br>Elec.light 2Dks(Stl)<br>Ref.Mchy. Wireless | 5448<br>4865<br>3336 | ✠100A1<br>~~6,21~~ ~~10,20~~ 12,21<br>✠LMC10,20<br>✠Lloyd's RMC6,21 | Mtl<br>NYk | y | CL | 1920<br>10mo | Canadian Vickers,Ld.<br>Montreal<br>A&CP | CanadianConquerorLd.<br>(CanadianGovernment Merchant Marine,Ld.)<br>Cell | 400·4<br>P49'B120'F41'<br>FK<br>DB333'1025tFPT1 | 52·3 | 28·5 | Montreal<br>British<br>6BHptCem<br>49tAPT133t | T.3Cy.27",44"&73"-48" (s)<br>180lb 520NHP<br>3SB,9cf,GS198,HS7800 FD<br>CanadianVickers,Ld.Mtl. | 31 ″ 1<br>s 6 ″ 2½<br>25 ″ 3 | |
| 11283<br>150367<br>TQFW | Canadian Engineer SteelSc<br>Elec.light 1Dk(Stl) | 2281<br>1934<br>1317 | ✠100A1<br>8,21<br>~~(Class Contemplated)~~<br>✠LMC8,21 | Tto | r | CL | 1921<br>8mo | Colling-wood,S.B.Co.Ld,<br>Toronto<br>Lloyd'sA&CP | CanadianGovernment(Merchant Marine,Ld.)<br>CellDB208'432t | 251·0<br>~~P26'~~ P25' B64'F28'<br>FK<br>FPT55tAPT110t | ~~43·5~~<br>43·7 | ~~22·0~~<br>22·5 | Montreal<br>British<br>4BHCem | T.3Cy.20",33"&54"-40" (s)<br>180lb 310NHP<br>2SB,6cf,GS115,HS5026 FD<br>JohnInglisCo.~~Toronto~~Ld.Toronto | 24 3<br>s3 ″ 4<br>21 ″ 3 | |
| * 11284 | Canadian Explorer SteelSc<br>For full particulars See No. 36663 in Supplement<br>Elec.light | 5784<br>[illegible]<br>3412 | 100A1<br>(Class Contemplated) | | | | 1921 | Halifax Shipyards,Ld<br>Halifax,N.S. | Canadian Government | 400·0<br>P49'B113'F39' | 52·0 | 31·0 | Halifax<br>British | T.3Cy.27",44"&73"-48"<br>RobbE.CoLd.Amherst,NS | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 11285<br>Stranded 7,21<br>[illegible]<br>TFQD | Canadian Exporter SteelSc<br>Elec.light 2Dks(Stl)<br>Ref.Mchy. Wireless | 5498<br>4899<br>3385 | ✠~~100A1~~<br>7,21 ~~1,21~~<br>✠~~LMC1,20~~ | Vcr | y | CL | 1920<br>3mo | J.Coughlan&Sons<br>Vancouver, B.C.<br>A&CP | CanadianExporterLd.<br>(CanadianGovernment Merchant Marine,Ld.)<br>Cell | 400·1<br>P49'B113'F40'<br>FK<br>DB334'1026tFPT1 | 52·4 | 28·8 | Montreal<br>British<br>6BHCem<br>49tAPT131t | T.3Cy.27",44"&73"-48" (s)<br>180lb 520NHP<br>3SB,9cf,GS198,HS7743 FD<br>D.Rowan&Co.Ld.Glasgow | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 11286<br>141590<br>TPRC | Canadian Farmer SteelSc<br>Elec.light Wireless 2Dks | 2410<br>2039<br>1460 | | | | | 1920 | Colling-woodS.B.Co.<br>Collingwood, Ont. | CanadianFarmerLd<br>(CanadianGovernment Merchant Marine,Ld.) | 251·0<br>P24'B64'F23' | 43·6 | 23·6 | Montreal<br>British<br>WB | T.3Cy.18",30"&50"-36"<br>150NHP<br>Collingwood S.B.Co.Collingwood,Ont. | | C |
| * 11287<br>150346 | Canadian Fisher SteelScSr<br>For full particulars See No. 36669 in Supplement<br>Elec.light | 3550<br>[illegible]<br>2158 | 100A1<br>(Class Contemplated) | | | | 1920 | Tidewater Shpbldrs.Ld.<br>ThreeRivers, P.Q. | Canadian Government | 331·0<br>P33'B98' | 46·8 | 23·2 | British | T.3Cy.23",41"&68"-45"<br>TidewaterShipbuilders,Ld | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |
| * 11288 | Canadian Forester SteelScSr<br>For full particulars See No 36692 in Supplement<br>Elec.light | 3550<br>2376<br>2158 | 100A1<br>(Class Contemplated) | | | | 1920 | Tidewater Shpbldrs,Ld.<br>ThreeRivers, P.Q. | Canadian Government | 331·0<br>P33'B98'F33' | 46·8 | 23·2 | British | T.3Cy.23",41"&68"-45"<br>TidewaterShipbuilders,Ld | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |
| 11289<br>150593<br>TQFL | Canadian Freighter SteelSc<br>Ref.Mchy. * Fitted for oil fuel<br>Elec.light 2Dks | 5466<br>~~5700~~<br>4895<br>3357 | | | | | 1921 | J.Coughlan&Sons,Ld.<br>Vancvr,B.C. | CanadianFreighterLd.<br>(CanadianGovernment Merchant Marine,Ld.) | 400·0<br>~~410·5~~<br>~~P44'B115'F47'~~<br>P49'B113'F40' | 52·4<br>~~50·4~~ | 28·7<br>~~27·5~~ | Vancouver<br>~~Montreal~~<br>British<br>WB | T.3Cy.27",44"&73-48"<br>370NH<br>JohnInglisCo.Toronto | | |
| 11290<br>141478<br>TPMK | Canadian Gunner SteelSc<br>Elec.light Wireless 1Dk | 2415<br>2044<br>1455 | | | | | 1919 | Collingw'd S.B.Co. Ld<br>Collingwood. | CanadianGunner,Ld.(Canadian GovernmentMerchantMarine,Ld.) | 251·0<br>P24'B64'F23' | 43·0 | 23·6 | Montreal<br>British<br>WB | T.3Cy.18",30"&50"-36"<br>150NHP<br>CollingwoodS.B.Co.Ld. Collingwood | | C |
| 11291 | Canadian Harvester SteelSc<br>~~Should be "Canadian Scottish," See No. [illegible] in Supplement~~<br>For full particulars See No. 36726 in Supplement<br>2Dks<br>Elec.light | 5500<br>3400 | | | | | 1921 | Prince Rupert | CanadianGovernment(Merchant Marine,Ld.) | 400·0 | 52·0 | 31·0 | Montreal<br>British<br>WB | T.3Cy.27",44"&73"-48"<br>369NH<br>JohnInglisCo.Ld.Toronto | | |
| 11292<br>150265 | Canadian Highlander SteelSc<br>For full particulars See No. 36664 in Supplement<br>Elec.light<br>Ref.Mchy. Wireless | 5500<br>[illegible]<br>3400 | 100A1<br>(Class Contemplated) | | | | 1920 | Wallace Shipyards,Ld<br>Vancouver, B.C. | CanadianGovernment(Merchant Marine,Ld.) | 400·0 | 52·0 | 31·0 | Montreal<br>British | T.3Cy.27",44"&73"-48"<br>WallaceShipyards,Ld.Vcr. | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 11293<br>141769<br>TPSG | Canadian Hunter * SteelSc<br>Elec.light Wireless 1Dk(Stl)& 2nd dk(Stl)in holds | 3610<br>2915<br>2169 | ✠100A1<br>6,21 ~~2,21~~ 1,22<br>✠LMC8,20 | Hfx<br>~~Mtl~~ | v | 1,22 | 1920<br>8mo | DavieS.B.&Repg.Co.Ld<br>Lauzon,P.Q.<br>Lloyd'sA&CP | CanadianHunterLd<br>(CanadianGovernment Merchant Marine,Ld.)<br>CellDB266'674tFPT | 331·1<br>P33'B98'F33'<br>FK | 46·7 | 23·2 | Montreal<br>British<br>6BHCem<br>95tAPT73t | T.3Cy.25",41"&68"-45" (s)<br>180lb 470NH<br>3SB,9cf,GS156,HS7275 FD<br>TidewaterShipbuilders, Ld.ThreeRivers,P.Q | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |
| 11294<br>141568<br>TPQC | Canadian Importer SteelSc<br>Elec.light 2Dks(Stl)<br>Wireless | 5465<br>4899<br>3400 | ✠100A1<br>2,20<br>✠LMC2,20 | Vcr | y | CL | 1920<br>2mo | J.Coughlan&Sons<br>Vancouver, B.C.<br>Lloyd'sA&CP | CanadianImporterLd.<br>(CanadianGovernment Merchant Marine,Ld.)<br>Cell | 400·0<br>P49'B113'F40'<br>FK<br>DB334'1026tFPT1 | 52·4 | 28·8 | Montreal<br>British<br>6BHCem<br>49tAPT131t | T.3Cy.27",44"&73"-48" (s)<br>180lb 520NHP<br>3SB,9cf,GS198,HS7743 FD<br>D&WHendersn&CoLdGls. | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| * 11295<br>141705<br>TPQF | Canadian Inventor SteelSc<br>Elec.light Wireless 2Dks(Stl)<br>Ref.Mchy. | 5497<br>4899<br>3384 | ✠100A1<br>6,21 ~~7,20~~<br>✠LMC7,20 | Vcr | y | CL | 1920<br>7mo | JCoughlan &Sons,Ld.<br>Vancouver, B.C.<br>Lloyd'sA&CP | CanadianInventor Ld. (Canadian Govt.Merchant MarineLd.)<br>CellDB | 400·1<br>P49'B113'F40'<br>FK<br>334'1026t FPT149t | 52·4 | 28·8 | Montreal<br>British<br>6BHCem<br>APT131t | T.3Cy.27",44"&73"-48" (s)<br>180lb 520NH<br>3SB,9cf,GS198,HS7743 FD<br>J.G.Kincaid&Co.Ld.Grk. | 31 ″ 0<br>s 6 ″ 2½<br>25 ″ 3 | |
| 11296<br>141833 | Canadian Leader SteelSc<br>For full particulars See No.36695 in Supplement<br>Elec.light<br>Ref.Mchy. | 5300 | 100A1<br>(Class Contemplated) | | | | 1921 | Canadian Vickers,Ld.<br>Montreal | CanadianGovernment(Merchant Marine,Ld.) | 440·0<br>P41'B20'F50' | 52·4 | 28·5 | Montreal<br>British | T.3Cy.27",44"&73"-48"<br>CanadianVickers,Ld.Mtl. | 31 ″ 2<br>s 6 ″ 2<br>25 ″ 4 | |
| 11297<br>150354<br>TQGN | Canadian Logger SteelSc<br>Elec.light 2Dks | ~~2422~~ 2429<br>~~2051~~ 2086<br>~~1464~~ 1472 | | | | | 1921 | Midland S.B.Co.<br>Midland,Ont. | ~~CanadianGovernment(Dept.of Marine&Fisheries)~~<br>CanadianLoggerLd.<br>(CanadianGovernment MerchantMarineLd,Mgrs.) | 251·0<br>P36'B66'F28' | 43·6<br>~~43·5~~ | 23·5<br>~~23·0~~ | Montreal<br>British<br>WB | T.3Cy.20",33"&54"-40"<br>CanadianAllis 184NH<br>ChalmersLd.Montrea | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Speciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7"<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane, Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14<br>Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.<br>pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11298<br>141861<br>TPWS | **Canadian Mariner** SteelSc<br>*Elec.light* *2Dks(Stl)* | 5384<br>4821<br>3311 | ✠100A1<br>6,22 ~~11.20~~<br>✠LMC11,20 | Hfx<br>Mtl | *y* | CL | 1920<br>11mo | Halifax Shipyards,Ld.<br>Halifax,N.S.<br>&CP | CanadianMarinerLd.<br>(CanadianGovernment Merchant Marine,Ld.)<br>*CellDB* | 399·3\|52·3\|28·4<br>P49'B113'F39'<br>FK<br>334'1027*t FPT*147*t* | Montreal<br>British<br>6*BHCem*<br>*APT*133*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 555NHP<br>3SB,*9cf*,GS224,HS8565 FD<br>RobbEngineWorks,Ld. Amherst,N.S. | 31 · 0<br>6 · 2<br>25 · 3 |
| 11299<br>141474<br>TPLB | **Canadian Miller** SteelScSr<br>*Elec.light* Wireless *2Dks(Stl)* | 5439<br>4910<br>3336 | ✠100A1<br>~~1,21~~ ~~10,20~~ ~~11,21~~<br>2,22<br>✠LMC9,19 | Mtl<br>~~Hfx~~ Hfx | *y* | CL<br>11,21 | 1919<br>9mo<br>*Lloyd* | Canadian Vickers,Ld.<br>Montreal<br>*sA&CP* | CanadianMillerLd<br>(CanadianGovernment,Merchant Marine,Ld.)<br>*CellDB* | 400·3\|52·3\|28·5<br>P49'B113'F39'<br>FK<br>333'1025*t FPT*149*t* | Montreal<br>British<br>6*BHptCem*<br>*APT*133*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 520NHP<br>3SB,*9cf*,GS198,HS7743 FD<br>CanadianVickers,Ld.Mtl. | 31 · 0<br>6 · 2<br>25 · 3 |
| 11300<br>141596<br>TPRF | **Canadian Miner** SteelSc<br>*Elec.light* Wireless *1Dk(Stl)* | 1766<br>1442<br>1043 | ✠100A1<br>7,21 ~~8,20~~<br>✠LMC5,20 | Mtl | *q* | CL | 1920<br>5mo<br>*Lloyd* | N.S.Steel& CoalCo.Ld.<br>NewGlasgow N.S.<br>*sA&CP* | CanadianMinerLd.<br>(CanadianGovt. MerchantMarine Ld.)<br>*CellD* | 270·0\|38·2\|17·9<br>P28'B65'F27'<br>FK<br>*B*213'466*t FPT*35*t* | Montreal<br>British<br>4*BHCem*<br>*APT*13*t* | T.3Cy.17½",28¾"&47"-33"<br>185lb (*s*) 166NHP<br>2SB,*4cf*,GS84,HS2900<br>RobbE.WorksAmherst NS | 20 · 6<br>3 · 2<br>17 · 7 |
| 11301<br>141483<br>TPMN | **Canadian Navigator** SteelScSr<br>*Elec.light* Wireless *2Dks(Stl)* | 3099<br>2554<br>1929 | ✠100A1<br>~~6,21~~ ~~8,20~~ 3,22<br>✠LMC11,19 | Mtl<br>Hfx | *u* | CL | 1919<br>11mo<br>*Lloyd* | Canadian Vickers,Ld.<br>Montreal<br>*sA&CP* | CanadianNavigator,Ld.(Canadian Government, MerchantMarine, Ld.)<br>*CellDB* | 319·3\|44·2\|22·6<br>P29'B97'F34'<br>FK<br>*B*262'528*t FPT*73*t* | Montreal<br>British<br>6*BHptCem*<br>*APT*29*t* | T.3Cy.25",41"&67"-45" (*s*)<br>180lb 375NHP<br>2SB,*6cf*,GS132,HS5162 FD<br>CanadianVickers,Ld. | 25 · 1<br>3 · 11<br>21 · 6 |
| 11302<br>14 761<br>TPRJ | **Canadian Observer** SteelScSr<br>*Elec.light* Wireless *2Dks* | 2410<br>2039<br>1460 | | | | | 1920 | Collingwood S.B.Co.<br>Collingwood, Ont. | CanadianObserverLd<br>(CanadianGovernment Merchant Marine,Ld.) | 251·0\|43·6\|23·6<br>P24'B64'F23' | Montreal<br>British<br>*WB* | T.3Cy.18",30"&50"-36"<br>Collingwood 150NHP<br>S.B.Co.Collingwood,Ont. | |
| 11303<br>141760<br>TPSQ | **Canadian Otter** SteelScSr<br>*Elec.light* Wireless *1Dk* | 3097<br>2483<br>1887 | | | | | 1920 | British American S.B.Co.<br>Welland,Ont. | CanadianOtterLd,<br>(CanadianGovernment Merchant Marine,Ld ) | 319·9\|43·9\|22·7<br>P28'B96'F31' | Montreal<br>British<br>*WB* | T.3Cy.23",38"&63"-42"<br>257NHP<br>JohnInglisCo.Ld.Toronto | |
| 11304<br>150355<br>TQFS | **Canadian Pathfinder** SteelSc<br>*Elec.light* *1Dk(Stl)* | ~~2446~~ 2374<br>~~2000~~<br>1089 ~~1489~~<br>1398 | ✠100A1<br>7,21<br>~~(Class Contemplated)~~<br>✠LMC7,21 | Tto | *r* | CL | 1921<br>7mo<br>*Lloyd* | Collingwood.S.B.Co Ld.,Toronto<br>*sA&CP* | CanadianGovernment ~~Department~~<br>(MerchantMarine Ld.)<br>*CellDB* | 251·0\|~~43·5~~\|~~22·0~~<br>~~P20'~~ P25' B64'F28' 22·9 43·7<br>FK<br>208'432*t FPT*65*t APT* | Montreal<br>British<br>4*BHCem*<br>110*t* | T.3Cy.20",33"&54"-40" (*s*)<br>180lb 310NHP<br>2SB,[illegible]cf,GS115,HS5026 FK<br>JohnInglisCo.~~Toronto~~Ld.,To. | 24 · 3<br>3 · 4<br>21 · [illegible] |
| 11305<br>140958<br>TPFR | **Canadian Pioneer** SteelSc<br>*Elec.light* Wireless *2Dks(Stl)* | 5758<br>4895<br>3549 | ✠100A1<br>~~6,21~~ ~~8,20~~<br>4,22<br>✠LMC5,19 | Mtl<br>Hfx | *y* | 4,22 | 1919<br>5mo<br>*Lloyd* | Canadian Vickers,Ld.<br>Montreal<br>*sA&CP* | CanadianPioneer, Ld.(Canadian Government, MerchantMarine, Ld.)<br>*CellDB* | 400·4\|52·4\|28·5<br>P49'B113'F39'<br>FK<br>333'1025*t FPT* 149*t* | Montreal<br>British<br>6*BHptCem*<br>*APT*133*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 520NHP<br>3SB,*9cf*,GS198,HS7743 FD<br>CanadianVickers,Ld.Mtl. | 31 · 1<br>6 · 2<br>25 · 2 |
| 11306<br>141482<br>TPNQ | **Canadian Planter** SteelScSr<br>*Elec.light* Wireless *2Dks(Stl)* | 5399<br>4863<br>3333 | ✠100A1<br>9,21 ~~5,20~~<br>✠LMC1,20 | Mtl<br>NYk | *y* | CL | 1920<br>1mo<br>*Lloyd* | Canadian Vickers,Ld.<br>Montreal<br>*sA&CP* | CanadianPlanterLd.<br>(CanadianGovernment Merchant Marine,Ld.)<br>*CellDB* | 400·3\|52·4\|28·6<br>P49'B113'F39'<br>FK<br>333' 1025*t FPT*149*t* | Montreal<br>British<br>6*BHptCem*<br>*APT*133*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 520NHP<br>3SB,*9cf*,GS198,HS7743 FD<br>CanadianVickers,Ld.Mtl. | 31 · 2<br>6 · 2<br>25 · 3 |
| 11307<br>141729<br>TPQH | **Canadian Prospector** SteelSc<br>*Elec light* *2Dks(Stl)*<br>*Ref.Mchy* Wireless | 5492<br>4894<br>3380 | ✠100A1<br>~~4,21~~ ~~11,20~~<br>5,22 ~~8,21~~<br>✠LMC6,20 | Vcr | *y* | CL | 1920<br>6mo<br>*Lloyd* | JCoughlan &Sons,Ld.<br>Vancouver, B.C.<br>*sA&CP* | CanadianProspectorLd. (Canadian Govt.Merchant MarineLd.)<br>*CellDB* | 400·0\|52·4\|28·8<br>P49'B113'F40'<br>FK<br>334'1026*t FPT* 149*t* | Montreal<br>British<br>6*BHCem*<br>*APT*131*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 520NHP<br>3SB,*9cf*,GS198,HS7743 FD<br>D.Rowan&Co.Ld.Gls. | 31 · 0<br>0 · 2<br>25 · 3 |
| 11308<br>141564<br>TPNR | **Canadian Raider** SteelSc<br>*Elec.light* Wireless *2Dks(Stl)* | 3384<br>2873<br>2052 | ✠100A1<br>~~8,21~~ ~~8,20~~<br>12,21<br>✠LMC1,20 | Mtl<br>Lon | *v* | CL | 1920<br>1mo<br>*Lloyd* | Wallace Shipyards Ld.<br>N. Vancouver<br>*sA&CP* | CanadianRaiderLd<br>(CanadianGovernment Merchant Marine,Ld.)<br>*Cell* | *DB*270'674*t FPT*95*t*<br>331·0\|46·7\|23·2<br>P33'B98'F33'<br>FK | Montreal<br>British<br>7*BHCem*<br>*APT*73*t* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 470NHP<br>3SB,*9cf*,GS156,HS7275 FD<br>WallaceShipyards,Ld. | 25 · 6<br>4 · 1<br>21 · 9 |
| 11309<br>141489<br>TPNJ | **Canadian Rancher** SteelSc<br>*Elec.light* *1Dk(Stl)&2nd dk(Stl) in holds*<br>Wireless | 3551<br>2876<br>2159 | ✠100A1<br>5,21 ~~7,20~~<br>✠LMC1,20 | Qbc<br>Mtl | *v* | CL<br>N5,21 | 1920<br>5mo<br>*Lloyd* | Tidewater Shipbldrs,Ld.<br>ThreeRivers, P.Q.<br>*sA&CP* | CanadianRancherLd.<br>(Canadian Government MerchantMarine, Ld.)<br>*C* | *ellDB*266'674*t FPT*95*t*<br>331·6\|46·8\|23·3<br>P33'B98'F33'<br>FK | Montreal<br>British<br>6*BHCem*<br>*APT*73*t* | T.3Cy,25",41"&68"-45" (*s*)<br>180lb 470NHP<br>3SB,*9cf*,GS156,HS7275 FD<br>TidewaterShipbuilders,Ld. | 25 · 6<br>4 · 1<br>21 · 9 |
| 11310<br>140961<br>TPGL | **Canadian Ranger** SteelScSr<br>*Elec.light* Wireless *2Dks(Stl)* | 5752<br>4902<br>3551 | ✠100A1<br>10,21 ~~9,20~~<br>✠LMC5,19 | Mtl | *y* | CL<br>10,21 | 1919<br>5mo<br>*Lloyd* | Canadian Vickers,Ld<br>Montreal<br>*sA&CP* | CanadianRanger, Ld.(CanadianGovernment Merchant Marine,Ld.)<br>*CellDB* | 400·4\|52·4\|28·4<br>P49'B113'F39'<br>FK<br>333' 1025*t FPT* 149*t* | Montreal<br>British<br>6*BHptCem*<br>*APT*133*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 520NHP<br>3SB,*9cf*,GS198,HS7743 FD<br>CanadianVickers,Ld.Mtl. | 31 · 2<br>6 · 3<br>25 · 2 |
| 11311 | **Canadian Reaper** SteelSc<br>*Shouldbe* "CanadianScottish," *See No. 36698 in Supplement*<br>*Elec.light* *2Dks* | 5500<br><br>3400 | | | | | 1921 | Prince RupertD.D. &Eng.Co.<br>PrinceRupert | Canadian Government<br>(MerchantMarine, Ld.) | 400·0\|52·0\|31·0 | Montreal<br>British<br>*WB* | T.3Cy.27",44"&73"-48"<br>369NHP<br>JohnInglisCo.Ld.Toronto | |
| 11312<br>Sunk by Collision 8,21<br>141866<br>TPGV | **Canadian Recruit** SteelSc<br>*Elec.light* Wireless *1Dk* | 2409<br>2044<br>1451 | | | | | 1919 | Collingw'd S.B.Co. Ld.<br>Collingwood | CanadianRecruit, Ld.(CanadianGovernment Merchant Marine,Ld.) | 251·0\|43·6\|23·6<br>P24'B64'F23' | Montreal<br>British<br>*WB* | T.3Cy.18",30"&50"-36"<br>150NHP<br>CollingwoodS.B.Co.Ld. Collingwood | |
| 11313<br>141856<br>TQDB | **Canadian Rover** SteelSc<br>*Elec.light* *1Dk* | 2422<br>2051<br>1464 | | | | | 1920 | Collingw'd S.B.Co.Ld.<br>Collingwood | CanadianRoverLd.<br>(CanadianGovt. MerchantMarine Ld.) | 251·0\|43·6\|23·6<br>P24'B64'F23' | Montreal<br>British<br>*WB* | T.3Cy.18",30"&50"-36"<br>150NHP<br>CollingwoodS.B.Co.Ld. | |
| 11314<br>141834<br>TPSD | **Canadian Runner** SteelScSr<br>*Elec light* Wireless *2Dks* | 3091<br>2497<br>1812 | | | | | 1920 | Pt.Arthur S.B.Co.<br>P.ArthurOnt | CanadianRunner Ld. (Canadian Govt.Merchant MarineLd.) | 320·0\|43·8\|22·5<br>P20'B96'F17' | Montreal<br>British<br>*WB* | T.3Cy.23",38"&63"-42"<br>257NHP<br>PortArthurS.B.Co. | |
| 11315<br>141377<br>TPKC | **Canadian Sailor** SteelSc<br>*Elec.light* Wireless *1Dk(Stl)* | 2186<br>1799<br>1283 | ✠100A1<br>~~5,21~~ ~~7,20~~ 10,21<br>✠LMC8,19 | Mtl<br>~~Hfx~~ Brs | *r* | CL<br>10,21 | 1919<br>8mo<br>*Lloyd* | Pt.Arthur S.B.Co.<br>PortArthur, Ont.<br>*sA&CP* | CanadianSailor,Ld<br>(CanadianGovernment,Merchant Marine,Ld.)<br>*Cell* | *DB*284'582*t FPT*80*t*<br>251·0\|43·8\|20·7<br>P25'B64'F30'<br>FK | Montreal<br>British<br>4*BHCem*<br>*APT*78*t* | T.3Cy.20½",34"&56"-40" (*s*)<br>190lb 265NHP<br>2SB,*6cf*,GS126,HS4670<br>PortArthurS.B.Co.Ont. | 23 · 0<br>3 · 2<br>20 · 2 |
| 11316<br>141858<br>TQBD | **Canadian Sapper** SteelSc<br>*Elec.light* *1Dk(Stl)2nd dk(Stl) in No. 1 hold* | 1763<br>1442<br>1041 | ✠100A1<br>~~4,21~~ ~~12,20~~ 10,21<br>✠LMC12,20 | ~~New~~ Glasgow<br>~~Hfx~~ Mtl | *q* | CL<br>~~4,21~~<br>3,21 | 1920<br>12mo<br>*Lloyd* | NovaScotia Steel&Coal Co.Ld.<br>NewGlasgow N.S.<br>*sA&CP* | Canadian SapperLd.(CanadianGovt.Merchant MarineLd.)<br>*CellD* | 270·0\|38·2\|17·9<br>P28'B65'F27'<br>FK<br>*B*213'466*t FPT*35*t* | Montreal<br>British<br>4*BHCem*<br>*APT*13*t* | T.3Cy.17½",28¾"&47"-33"<br>185lb (*s*) 166NHP<br>2SB,*4cf*,GS84,HS2900<br>CanadianIngersollRand, Co.Ld.Sherbrook,Que. | 20 · 6<br>3 · 2<br>17 · 7 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11317<br>141581<br>TPNK | Canadian Sealer **SteelSc**<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 1766<br>1442<br>1044 | ✠100A1<br>6,21 ~~7,20~~<br>✠LMC12,19 | Mtl | *q* | CL | 1919<br>12mo<br>*Lloyd* | NovaSc'tia<br>Steel&Coal<br>Co.Ld.<br>NewGlasgow<br>'*sA&CP* N.S | CanadianSealerLd<br>(CanadianGovernment Merchant Marine,Ld.)<br>*CellD* | 270·0\|38·2\|17·9<br>P28'B65'F27'<br>FK<br>*B*213' 466*t* *FPT*35*t* | Montreal<br>British<br>4*BHCem*<br>*APT*13*t* | T.3Cy.17½",28½"&47"-33"<br>185lb (*s*) 166NHP<br>2SB,4*cf*,GS84,HS2900<br>RobbEngineeringWorks, Amherst,N.S. | 20 ″ 6<br>s 3 ″ 2½<br>17 ″ 7 | |
| * 11318<br>141368<br>TPJG | Canadian Seigneur **SteelScSr**<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5757<br>4906<br>3554 | ✠100A1<br>8,21 ~~7,20~~<br>✠LMC8,19 | Mtl | *y* | CL<br>8,21 | 1919<br>8mo<br>*Lloyd* | Canadian<br>Vickers,Ld.<br>Montreal<br>'*sA&CP* | CanadianSeigneur Ld.(Canadian GovernmentMerchantMarine,Ld.)<br>*CellD* | 400·6\|52·3\|28·4<br>P49'B113'F39'<br>FK<br>*B*333'1025*tFPT*149 | Montreal<br>British<br>6*BHptCem*<br>*APT*133*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 520NHP<br>3SB.9*cf*,GS198,HS7743 FD<br>CanadianVickers,Ld. | 31 ″ 1<br>s 6 ″ 3<br>25 ″ 2 | |
| 11319<br>141488<br>TPMV | Canadian Settler **SteelScSr**<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 3388<br>2875<br>2155 | ✠100A1<br>~~8,21~~ ~~5,20~~ 12,21<br>✠LMC12,19 | Mtl<br>Sws | *v* | CL<br>8,21 | 1919<br>12mo<br>*Lloyd* | Tidewater<br>Shipbldrs,Ld<br>ThreeRivers,<br>'*sA&CP* P.Q. | CanadianSettler Ld.(Canadian GovernmentMerchantMarine,Ld.)<br>*CellD* | 331·3\|46·8\|22·9<br>P33'B98'F33'<br>FK<br>*B*266' 674*t* *FPT*95*t* | Montreal<br>British<br>6*BHCem*<br>*APT*73*t* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 470NHP<br>3SB,9*cf*,GS156,HS7275 FD<br>Goldie,McCulloch,Ld. Galt,Ont. | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |
| 11320<br>141479<br>TPJQ | Canadian Signaller **SteelSc**<br>*Elec.light* Wireless 1*Dk* | 2415<br>2044<br>1455 | | | | | 1919 | Collingw'd<br>S.B.Co. Ld.<br>Collingwood | CanadianSignaller Ld.(Canadian GovernmentMerchantMarine,Ld.) | 251·0\|43·6\|23·6<br>P24'B64'F23' | Montreal<br>British<br>*WB* | T.3Cy.18",30"&50"-36"<br>150NHP<br>CollingwoodS.B.Co.Ld.<br>Collingwood | | C |
| * 11321<br>150421<br>TPWK | Canadian Skirmisher **SteelSc**<br>*Elec.light* *Ref.Mchy.* 2*Dks*(*Stl*) | ~~5500~~ 5373<br>~~4900~~ 4867<br>~~3400~~ 3278 | ✠100A1<br>~~10,21~~ 4,21 3,22<br>✠LMC4,21<br>~~*Class Contemplated*~~<br>*Fitted for oil fuel* 4,21 *F.P.above* 150°F. | Syd<br>~~Bom~~<br>~~Vci~~ | *y* | CL | 1921<br>4mo<br>*Lloyd* | WallaceSB<br>&D.D.Co.Ld<br>Vancouver,<br>B.C.<br>'*sA&CP* | CanadianGovernment(Merchant Marine,Ld.)<br>*CellD* | 400·0\|~~52·0~~\|~~31·0~~<br>\|52·4\|28·7<br>P49'B113'F41' FK<br>*B*329'920*tFPT*146*t* | Montreal<br>British<br>6*BHCem*<br>*APT*123*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 540NHP<br>WallaceS.B.&D.D.Co.Ld.<br>3SB,9*cf*,GS198,HS8199 FD | 31 ″ 0<br>s6 ″ 2<br>25 ″ 3 | |
| 11322<br>141487<br>TPMQ | Canadian Sower **SteelSc**<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2186<br>1650<br>1201 | ✠100A1<br>6,21 ~~7,20~~<br>✠LMC11,19 | Mtl | *r* | CL | 1919<br>11mo<br>*Lloyd* | Pt.Arthur<br>S.B.Co.Ld.<br>PortArthur,<br>'*sA&CP* Ont. | CanadianSowerLd<br>(CanadianGovernmentMerchant Marine,Ld.)<br>*CellDB*206'589*tFPT* | 251·3\|43·9\|20·3<br>P26 B64'F25'<br>FK | Montreal<br>British<br>4*BHCem*<br>87*tAPT*66t | T.3Cy.20",33"&54"-40" (*s*)<br>190lb 257NHP<br>2SB,6*cf*,GS252,HS4626<br>PortArthurS.B.Co.Ld. | 23 ″ 0<br>s 3 ″ 2<br>20 ″ 2 | |
| 11323<br>141481<br>TPMW | Canadian Spinner **SteelScSr**<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5758<br>4863<br>3331 | ✠100A1<br>~~6,21~~ ~~8,20~~<br>1,22<br>✠LMC12,19 | Mtl<br>Hfx | *y* | CL | 1919<br>12mo<br>*Lloyd* | Canadian<br>Vickers,Ld.<br>Montreal<br>'*sA&CP* | CanadianSpinner Ld.(Canadian GovernmentMerchantMarine,Ld.) | 400·0\|52·4\|28·5<br>P49'B113 F39'<br>*CellDB*333' FK<br>1025*tFPT*149*t* | Montreal<br>British<br>6*BHptCem*<br>*APT*133*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 520NHP<br>3SB,9*cf*,GS198,HS7743 FD<br>CanadianVickers,Ld.Mtl. | 31 ″ 1<br>s 6 ″ 2½<br>25 ″ 3 | |
| 11324<br>141853<br>TQBR | Canadian Squatter **SteelScSr**<br>*Elec.light* Wireless 2*Dks* | 3091<br>2481<br>1900 | | | | | 1920 | British<br>American<br>S.B.Co.<br>Welland,Ont. | CanadianSquatterLd<br>(CanadianGovernment Merchant Marine,Ld.) | 319·9\|43·9\|22·6<br>P28'B96'F31' | Montreal<br>British<br>*WB* | T.3Cy.23",38"&63"-42"<br>257NHP<br>JohnInglisCo.Toronto | | |
| 11325 | Canadian Thrasher **SteelScSr**<br>*Should be* "Canadian Britisher," *See No.* 36793 *in Supplement*<br>*Elec.light* 2*Dks* | 5460 | | | | | 1921 | Prince<br>RupertD.D.<br>&Eng.Co.<br>Prince<br>Rupert,B.C. | Canadian Government | 400·0\|52·0\|28·5<br>P49'B113'F40' | British | T.3Cy.27",44"&73"-48"<br>520NHP<br>JohnInglisCo.Toronto | | |
| * 11326<br>141376<br>TPJF | Canadian Trader **SteelSc**<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2186<br>1799<br>1283 | ✠100A1<br>5,21 ~~7,19~~<br>✠LMC7,19 | PtA<br>Mtl | *r* | CL<br>5,21 | 1919<br>7mo<br>*Lloyd* | Pt.Arthur<br>S.B.Co.<br>PortArthur,<br>'*sA&CP* Ont. | CanadianTrader Ld.(Canadian Govt.Merchant Marine,Ld.)<br>*CellDB*226'526*t* *FPT* | 251·0\|43·8\|20·7<br>P24'B68'F29'<br>FK | Montreal<br>British<br>4*BHCem*<br>80*tAPT*76*t* | T.3Cy.20½",34"&56"-40" (*s*)<br>190lb 265NHP<br>2SB,6*cf*,GS126,HS4670<br>PortArthurS.B.Co.Ont. | 23 ″ 0<br>s 3 ″ 2<br>20 ″ 2 | |
| * 11327<br>127460<br>HRKP | Canadian Transport **SteelScSr**<br>*ss*Bry.No.2-19<br>Wireless 1*Dk*(*Stl*) | 4176<br>3969<br>2664 | ✠100A1<br>1,21 ~~6,20~~<br>✠LMC<br>MS3,19 ~~BS1,20~~ 1,21 | Npt | *x* | CL<br>6,20 | 1910<br>7mo<br>*Lloyd* | SirRaylton<br>Dixon&CoLd<br>Middlesbro'<br>'*sA&CP* | EmpireTransport Co.Ld.(Houlder Bros.&Co.Ld. *Mgrs.*)<br>*Cell* | 365·0\|51·1\|26·2<br>P25'B94'F36'<br>FK<br>*DBa* 123'*uE&B*42' | W.Hartlpl<br>British<br>6*BHCem*<br>*f*154' 1023*t* | T.3Cy.25",40"&67"-45" (*s*)<br>180lb 329NHP<br>3SB,9*cf*,GS153,HS5097<br>Richardsons,Westgarth& Co.Ld.Mdb.<br>*APT*35*t* | 28 ″ 4<br>s 5 ″ 4<br>28 ″ 4 | |
| 11328 | Canadian Transporter **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* *Ref.Mchy.* 2*Dks*<br>*For full particulars See No.* 36838 *in Supplement* | 5700 | | | | | 1921 | J.Coughlan&Sons,Ld.<br>Vancvr,B.C | CanadianGovernment(Merchant Marine,Ld.) | 410·5\|50·4\|27·5<br>P44'B115'F47' | Montreal<br>British<br>*WB* | T.3Cy.27",44"&73"-48"<br>370NHP<br>LilleshallCo.Ld.Oakengates Shropshire | | |
| * 11329<br>141585<br>TPNW | Canadian Trapper **SteelSc**<br>*Elec light* 1*Dk*(*Stl*)&2*nd dk*(*Stl*)*in holds*<br>*Cargo battens not fitted in bridge*<br>Wireless | 3600<br>2914<br>2183 | ✠100A1<br>7,21 ~~9,20~~<br>✠LMC7,20 | Qbc<br>Mtl | *v* | CL<br>N9,20 | 1920<br>4mo<br>*Lloyd* | DavieS.B.<br>&Repairing<br>Co.<br>Levis,P.Q.<br>'*sA&CP* | CanadianTrapper Ld. (Canadian Govt.Merchant MarineLd.)<br>*CellDB*266'674*tFPT* | 331·3\|46·8\|23·3<br>P33'B98'F33'<br>FK | Montreal<br>British<br>6*BHCem*<br>95*tAPT*73*t* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 470NHP<br>3SB,9*cf*,GS156,HS7275 FD<br>Goldie&McCullochCo.Ld. Galt.Ont. | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |
| 11330 | Canadian Traveller **SteelSc**<br>*Elec.light* *Ref.Mchy.*<br>Wireless | ~~5500~~<br>5455<br>4882<br>3361 | 100A1<br>✠Lloyd'sRMC4,21<br>(*Class Contemplated*) | | | | 1920 | Harbour<br>Marine,Ld.<br>Victoria,B.C. | CanadianGovernment(Department of Marine) | 400·0\|52·0\|28·6<br>P49'B113'F39' | British | T.3Cy.27",44"&73"-48"<br>JohnInglisCo.Toronto | | |
| * 11331<br>141431<br>TPHG | Canadian Trooper **SteelScSr**<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3099<br>2534<br>1953 | ✠100A1<br>~~6,21~~ ~~8,20~~ ~~11,21~~<br>5,22<br>✠LMC8,19 | Mtl | *u* | CL | 1919<br>8mo<br>*Lloyd* | Wallace<br>Shipyards,Ld<br>Vancouver,<br>'*sA&CP* B.C. | CanadianTrooper Ld.(Canadian Govt.Merchant MarineLd.)<br>*CellL* | 320·0\|44·2\|22·9<br>P29'B96'F34'<br>FK<br>*B*262' 528*t* *FPT* 73*t* | Montreal<br>British<br>5*BHCem*<br>*APT*29*t* | T.3Cy.25",41"&67"-45" (*s*)<br>180lb 375NHP<br>2SB.6*cf*,GS132,HS5162 FD<br>WallaceShipyards,Ld. | 25 ″ 0<br>s 3 ″ 11<br>21 ″ 5 | |
| 11332<br>141765<br>TPSR | Canadian Victor **SteelSc**<br>*Elec.light* *Ref.Mchy.* 2*Dks*(*Stl*)<br>Wireless | 5454<br>4865<br>3340 | ✠100A1<br>~~7,21~~ ~~10,20~~ 12,21<br>✠LMC8,20<br>✠Lloyd'sRMC7,21 | Mtl<br>NYk | *y* | CL | 1920<br>8mo | Canadian<br>Vickers,Ld.<br>Montreal<br>A&CP | CanadianVictorLd<br>(CanadianGovernment Merchant Marine,Ld.)<br>*CellDb* | 400·0\|52·4\|28·5<br>P50'B120'F51'<br>FK<br>333'1025*t* *FPT*149*t* | Montreal<br>British<br>6*BHptCem*<br>*APT*123*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 520NHP<br>3SB,9*cf*,GS198,HS7800 FD<br>CanadianVickers,Ld.Mtl. | 31 ″ 2<br>s 6 ″ 2<br>25 ″ 5 | |
| * 11333<br>141424<br>TPGD | Canadian Volunteer **SteelSc**<br>1*Dk*(*Stl*)&2*nd dk*(*Stl*)*in holds*<br>*Elec.light* Wireless | 3188<br>2543<br>1910 | ✠100A1<br>~~8,21~~ ~~7,20~~ 10,21<br>✠LMC6,19 | Qbc<br>Mtl | *u* | CL<br>8,21 | 1919<br>6mo<br>*Lloyd* | Wallace<br>Shipyards,Ld<br>NVancouver,<br>'*sA&CP* B.C. | CanadianVolunteerLd.(Canadian Govt.Merchant MarineLd.)<br>*CellDB*262'528*tFPT* | 320·0\|44·2\|22·9<br>P29'B96'F34'<br>FK | Montreal<br>British<br>5*BHCem*<br>73*tAPT*29*t* | T.3Cy.25",41"&67"-45" (*s*)<br>180lb 375NHP<br>2SB,4*cf*,GS132,HS5162 FD<br>WallaceShipyards,Ld. | 25 ″ 0<br>s 3 ″ 11<br>21 ″ 5 | |
| * 11334<br>140957<br>TPFQ | Canadian Voyageur **SteelSc**<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 3099<br>2498<br>1868 | ✠100A1<br>~~10,21~~ ~~6,20~~ 11,21<br>✠LMC1,19 | Mtl<br>Sws | *u* | 6,2 | 1919<br>1mo<br>*Lloyd* | Canadian<br>Vickers,Ld.<br>Montreal<br>'*sA&CP* | CanadianVoyageurLd. (Canadian GovernmentMerchantMarineLd.)<br>*CellL* | 319·4\|44·3\|22·6<br>P43'B96'F36'<br>FK<br>*B*262' 528*t* *FPT*73*t* | Montreal<br>British<br>5*BHptCem*<br>*APT*296*t* | T.3Cy.25",41"&67"-45" (*s*)<br>180lb 375NHP<br>2SB,6*cf*,GS132,HS5162 FD<br>Goldie&McCullochCo.Ld. Galt,Ont. | 25 ″ 0 | |
| 11335<br>140960<br>TPFN | Canadian Warrior **SteelSc**<br>*Elec.light* Wireless 1*Dk* | 2409<br>2044<br>1453 | | | | | 1919 | Collingw'd<br>S.B.Co. Ld.<br>Collingwood,<br>Ont. | CanadianWarrior Ld.(Canadian GovernmentMerchantMarineLd.) | 251·0\|43·6\|23·6<br>P24'B64'F23' | Montreal<br>British | T.3Cy.18",30"&50"-36"<br>150NHP<br>CollingwoodS.B.Co.Ld.<br>Collingwood | | C |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7"<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11336 | **Canadian Winner**<br>*For full particulars See No. 36694 in Supplement*<br>*Elec.light* *Ref.Mchy.* Wireless | SteelSc | 5500 | 100A1<br>(*Class Contemplated*) | | | | 1920 | Harbour Marine,Ld.<br>Victoria, B.C. | CanadianGovernment (Department ofMarine) | 100·0\|52·0\|28·6<br>P49'B113'F40' | British | T.3Cy.27",44"&73"–48"<br>JohnInglisCo.Toronto | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 11337<br>121325<br>HGCK | **Canadier**<br>(*ex*Auchendale)<br>Wireless | SteelScSr<br>ssHul.No.2–14<br>1*Dk*(*Stl*)&*Spar dk*<br>(*Stl*)&*deep framing* | 3952<br>3723<br>2568 | ✠ 6,20<br>*Spar dk* ✠ | Sws | *w* | | 1906<br>4mo | Russell& Co.<br>PortGlasgow | LloydRoyalBelge (GreatBritain)Ld. | 359·7\|49·3\|17·5<br>P30'B90'F40' 25·4<br>FK<br>*Cell D Ba120'u E&B38'f154'1010t APT40t* | London<br>British<br>6*BHCem* | T.3Cy.25½",41"&68"–48"<br>355NHP<br>2SB,8*cf*,GS150,HS5588<br>J.G.Kincaid&CoGreenock | 28 ″ 0 | V |
| 11338<br>HFDS | **Canalejas**<br>*Well deck* *Elec.light* Wireless | IronScSr<br>(*ex*Empusa)<br>1*Dk*2*trB* | 1171<br>—<br>736 | | | ... | | 1878 | M.Pearse &Co.<br>Stockton | Cia.Trasmediterranea | 230·0\|30·2\|17·0<br>P134'F32'<br>BK8" | Valencia<br>Spanish<br>*WB* | C.2Cy.30"&55"–36"<br>151NHP<br>Blair&Co.Ld.Stockton | | V |
| 11339<br>220388<br>MBDJ | **Cananova**<br>*Elec.light*<br>Wireless | SteelSc<br>1*Dk*(*Stl*–ws)&<br>*Shelter dk*(*Stl*–ws)3*trB* | 1926<br>1737<br>1055 | ✠100A1<br>*Shelter dk with freeboard*<br>7,20 ✠LMC7,20<br>*Fitted for oil fuel* 7,20 *F.P. above* 150° F. | Cgo | *q* | CL | 1920<br>7mo | Manitowoc S.B.Co.<br>Manitowoc<br>A&CP | CananovaS.S. Corp. | 249·8\|37·7\|22·8<br>FK<br>*Cell DB194'4 75tFPT38tAPT36t* | New York<br>Utd.States<br>*pt Cem*<br>3*BH to Sh dk*<br>1 „ „ *U* „ | T.3Cy.23",37"&63"–39" (*s*)<br>190lb *125lb* 357NHP<br>2SB,6*cf*,GS124,HS5258 FD<br>ManitowocS.B.Co. | 25 ″ 0<br>s 5 ″ 11<br>19 ″ 8 | |
| 11340<br>121276<br>HDWT | **Canara**<br>*Elec.light* Wireless | SteelScSr<br>2*Dks*(*Stl*)3*trB* | 6012<br>5802<br>3889 | ✠<br>9,07 ✠ | Lon | *a*† | | 1905<br>11mo | W.Denny& Bros.<br>Dumbarton | BritishIndiaStm. Nav.Co.Ld. | 430·6\|54·2\|31·9<br>B82'F56'<br>FK<br>*WB = Cell DBa154'u E&B87'f143'1153t APT85t* | Glasgow<br>British<br>7*BHCem* | T.3Cy.33",53½"&86"–60"<br>NB18 741NHP<br>4SB,12*cf*,GS266,HS10920 FD<br>Denny&Co.Dumbarton | 34 ″ 10 | |
| 11341<br>*Missing since 6,21*<br>124242<br>HLTS | **Canastota**<br>(*ex*Falls of Orchy)<br>*Elec.light*<br>Wireless | SteelScSr<br>ssN.Yk.No.3–5,20<br>1*Dk*(*Stl*)&<br>*Spar dk*(*Stl*)&*deep framing* | 4904<br>4647<br>3139 | ✠~~100A1~~<br>*Spar dk*<br>3,21 ~~5,20~~ ✠~~LMC~~<br>~~MS7,19~~ ~~BS[illegible]~~ | NYk | *z* | CL<br>~~8,20~~<br>N3,21 | 1907<br>11mo<br>*Lloyd* | Napier& Miller,Ld.<br>Glasgow<br>*'sA&CP* | CanastotaS.S.Co. Ld. (C.S.Swan) | 405·0\|52·3\|18·5<br>P40'B126'F50' 27·5<br>FK<br>*WB = Cell D Ba124'u E&B48'f170'1120tDTa32'854tAPT16t* | Glasgow<br>British<br>6*BH only Cem* | T.3Cy.28",45"&75"–51" (*s*)<br>180lb *100lb* 523NHP<br>3SB,9*cf*,GS173,HS7416 FD<br>D.Rowan&Co.Glasgow | 30 ″ 2<br>s 6 ″ 0<br>24 ″ 6 | |
| 11342<br>132441<br>JBRM | **Canberra**<br>*Elec.light*<br>*Ref.Mchy.*<br>Wireless | SteelTwinScSr<br>ssMel.No.2-21 ~~ssMel.No.1-17~~<br>2*Dks*(*UStl*-ws,2nd*pt Stl*)&<br>*Shelter dk*(*Stl*–ws)&*Shade dk*<br>(*Stl*-teaks) | 7710<br>6665<br>4257 | ✠100A1<br>*Shelter dk with freeboard*<br>~~[illegible]~~ 4.20 11,21<br>~~BS9,19~~ ✠LMC~~6,17~~ 11,21 | ~~Syd~~<br>Mel | *b*† | CL<br>s 7,19<br>~~P10,17~~<br>P5,20 | 1913<br>3mo<br>*Lloyd* | A.Stephen &Sons,Ld.<br>Glasgow<br>*'sA&CP* | AustralianSteamshipsProprietary Ld.(*Man.Agents*, HowardSmith,Ld) | 410·0\|57·2\|38·4<br>FK<br>*WB = Cell DBa88'u E&B97'f140'949tFPT70tAPT70t* | Melbourne<br>British<br>7*BHCem* | Q.8Cy.24½",35",50"&70"–48"<br>215lb (*s*) FD 1202NHP<br>6SB,24*cf*,GS465,HS18808<br>A.Stephen&Sons,Ld.Gls. | 41 ″ 7<br>s18 ″ 8<br>23 ″ 6 | |
| 11343<br>138971<br>JMVC | **Cancer** | SteelScK<br>1*Dk* | 230<br>215<br>107 | 100A1<br>*Stm Trawler*<br>5,20 ✠LMC[illegible] | | ... | 7,19 | 1916<br>6mo<br>*Lloyd* | GooleS.B. &RepgCo.Ld.<br>Goole<br>*'sA&CP* | ~~Grimsby&N.Sea StmTrawlingCoLd~~<br>LindseyStm.FishingCo.Ld.(E.Bacon *Mgr.*) | 120·2\|22·0\|12·1<br>Q67'<br>BK7½" | Grimsby<br>British<br>3*BHCem* | T3Cy.12½",21½"&35"–24" (*s*)<br>180lb 76RHP<br>1SB,2*pf*,GS33,HS1310<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 0 | |
| 11344<br>8<br>NKTF | **Candiano**<br>*Well deck* | SteelScSr<br>(*ex*IslandQueen)<br>1*Dk* | *615*<br>*441*<br>*281* | | | ... | | 1900 | A.Vuyk<br>Capelle a/d Ysel | Soc.Anon.diSpedizioni e Navig. Successori di SansoneForlì | 176·4\|27·0\|13·1<br>Q93'B15'F23'<br>FK | Ravenna<br>Italian<br>*WB* | T.3Cy.15½",25½"&42½"–27"<br>112NHP<br>N.E.MarineEng.CoLd.Sld | 14 ″ 0 | Cl |
| 11345<br>124173<br>HKLR | **Candidate**<br>(*ex*Crown of Castile,*ex*Ormiston)<br>*Elec.light*<br>Wireless | SteelSc2TwinMsts<br>ssLiv.No.3–5,20<br>2*Dks*(*Stl*)&*deep framing* | 4843<br>4591<br>3147 | ✠100A1<br>7,21 ~~5,20~~<br>✠LMC5,20<br>BS7,21 | Gls<br>Ant | *z* | CL<br>5,20 | 1907<br>4mo<br>*Lloyd* | A.Stephen &Sons,Ld.<br>Glasgow<br>*'sA&CP* | CharenteSSCo.Ld. (T.&J.Harrison, *Mgrs.*) | 400·0\|52·0\|27·1<br>P34'B173'F42'<br>FK<br>*Cell D Ba128'u E&B43'f185'1113tFPT99tAPT31* | Liverpool<br>British<br>6*BHCem* | T.3Cy.26",42"&70"–54" (*s*)<br>180lb 481NHP<br>3SB,9*cf*,GS173,HS6915 FD<br>A.Stephen&Sons,Ld.Gls. | 29 ″ 9<br>s 5 ″ 5<br>24 ″ 7 | |
| 11346<br>122982 | — | SteelScK<br>(*Trawler*)<br>1*Dk* | 161<br>161<br>61 | | | ... | | 1906 | Hall,Russell&Co.Ld<br>Aberdeen | J.Inglis(T.L.& R.D.Devlin, *Mgrs.*) | 112·4\|21·1\|11·1<br>BK7½" | Granton<br>British<br>*WB* | T.3Cy.12",20"&33"–22"<br>65RHP<br>Hall,Russell&Co.Ld.Abn | 12 ″ 1 | |
| 11347<br>NKTH | **Candiope**<br>(*ex*WarMingan)<br>*Well deck* *Elec.light*<br>*Salted* | WoodSc<br>1*Dk*2*trB* | ~~2217~~ 2187<br>~~1779~~<br>~~1825~~<br>1719<br>1291 | ✠12A1<br>7.20<br>BS9,19 ✠LMC7,19 | Cff | *r* | CL<br>12,19 | 1918<br>10mo<br>*Lloyd* | TheThree RvrsSBCoLd<br>ThreeRivers, Quebec<br>*'sA&CP* | GiuliaS.A.di Armamento | 251·1\|43·5\|22·6<br>P&B136'F30' | Trieste<br>Italian | T.3Cy.20",33"&54"–40" (*s*)<br>185lb 322NHP<br>2 Water Tube Boilers FD<br>Dominion GS120,HS5280<br>BridgeCo.Ld.Lachine | 25 ″ 4<br>s 3 ″ 4 | |
| 11348<br>216864<br>LMSP | **Canibas**<br>*Elec.light*<br>Wireless | SteelSc<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&<br>*Web frames*<br>*Longitudinal framing* | 6698<br>5975<br>4950 | ✠100A1<br>*Shelter dk with freeboard*<br>11,20 ✠LMC9,18<br>*Fitted for oil fuel* 9,18 *F.P. above* 150° F. | Bal | *a*† | CL<br>4,20 | 1918<br>9mo | TexasS.S. Co.<br>Bath,Maine<br>A&CP | UnitedStates ShippingBoard | 420·5\|54·2\|31·4<br>P42'B130'F39'<br>FK<br>*Cell DB361'1192t DTa32'1075tFPT114tAPT63t* | Bath,Me.<br>Utd.States<br>8*BHCem* | T.3Cy.26½",44"&74"–51" (*r*)<br>190lb 555NHP<br>3SB,9*cf*,HS8118 FD<br>H.G.TroutCo.BuffaloNY | 33 ″ 10<br>s 7 ″ 6<br>26 ″ 7 | |
| 11349<br>144591<br>FGRC | **Cannanore**<br>(*ex*Firmaxe,*ex*Cuatro)<br>*Elec.light* | SteelScK<br>ssHal.No.3–9,20<br>1*Dk*<br>*Cargo battens not fitted* | 275<br>236<br>121 | ✠100A1<br>~~Stm Trawler~~<br>9,20 ✠LMC9,20 | Hul | | CL<br>9,20 | 1908<br>3mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>*'sA&CP* | A.M.Jeevanjee | 134·3\|23·1\|11·7<br>Q79'F25'<br>BK7½" | Bombay<br>~~London~~<br>British<br>3*BHCem*<br>*DBf*26'18t | T.3Cy.13",21½"&36"–24" (*r*)<br>145lb 65NHP<br>1SB,3*pf*,GS53,HS1540<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 6<br>s 2 ″ 3<br>12 ″ 2 | |
| 11350 | **Cannavieiras**<br>*Elec.light*<br>Wireless | SteelTwinScSr<br>1*Dk*(*Teak*)&*Shade dk*(*Teak*) | 760<br>482<br>395 | ✠<br>*Brazilian Coasting with freeboard*<br>9,13 ✠ | Trn | *l* | | 1910<br>9mo | AilsaS.B. Co.Ld.<br>Troon | E.Lynch | 200·2\|32·1\|11·1<br>FK<br>*WB=FPT15tAPT36t* | Bahia<br>Brazilian<br>4*BHCem* | T.6Cy.13½",22"&36"–24"<br>152NHP<br>1SB,3*cf*,GS64,HS2542<br>AilsaS.B.Co.Ld.Troon | 11 ″ 10 | |
| 11351 | **Cannebière** | IronScSr<br>(*ex*Elena,*ex*Camel)<br>1*Dk* | 404<br>—<br>225 | | | ... | | 1870 | Harland& Wolff<br>Belfast | L.Sicard&Co. | 170·5\|21·9\|12·2<br>P18'<br>len72 BK5½" | Marseilles<br>French | C.2Cy.18"&38⅜"–24"<br>NB97 58NHP<br>GreenockFoundryCo.Grk. | 13 ″ 1 | |
| 11352 | **Canning**<br>*Now named "Okeanos," See No. 38843 in Supplement*<br>*Elec.light* Sub Sig.<br>Wireless<br>*Cargo battens not fitted in tween dks* | SteelScSr<br>~~ssLiv.No.1-11~~<br>2*Dks*(1*Stl*&1*Irn*)<br>&*deep framing* 3*Dk rule* | 5375<br>[illegible]<br>3465 | ✠100A1<br>~~BS1,15~~ ✠LMC~~11,12~~ 4,21 | Mch<br>Lon | *z* | CL<br>~~s2,14~~<br>4,21 | 1896<br>8mo<br>*Lloyd* | D&WHenderson&Co.<br>Glasgow<br>*'sA&CP* | TheAdmiralty | 425·2\|52·1\|28·5<br>P41'B112'F46'<br>FK<br>*WB=Cell DBa113'u E&B58'f182'1193tFPT119tAPT43t* | British<br>6*BHCem* | T.3Cy.29½",47"&78"–60" (*s*)<br>180lb *100lb* 662NHP<br>3DB,12*cf*,GS220,HS9816 FD<br>D.&W.Henderson&Co.Gls. | 31 ″ 6 | |
| 11353<br>120856 | — | SteelScSp<br>ssLiv.No.3–9,17<br>ssLiv.No.1–21 1*Dk*(*Irn*) | 148<br>128<br>4 | ✠100A1<br>*For Towing purposes*<br>12,21 ~~[illegible]~~<br>~~BS[illegible]~~ ✠LMC1,18 12,21 | Liv | | 5,19 | 1905<br>5mo<br>*Lloyd* | J.Cran& Co.<br>Leith<br>*'sA&CP* | AlexandraTowing Co.Ld. | 92·2\|20·2\|10·7<br>BK7½"<br>*WB=APT4t* | Liverpool<br>British<br>4*BHCem* | C.2Cy.16"&43½"–27" (*s*)<br>170lb 102NHP<br>1SB,3*cf*,GS56,HS1560<br>J.Cran&Co.Leith | 12 ″ 0 | |
| 11354<br>144547<br>KFMP | **Cano**<br>*Elec.light* Wireless | SteelSc<br>(*ex*Melilla)<br>~~2Dks~~<br>ssHam.No.3–6,21 1*Dk*(*Stl*) | 1759<br>1536<br>1014 | 100A1<br>6,21<br>*with freeboard*<br>LMC6,21 | Ham | | 6,21 | 1911 | Schiffsw.v. HenryKoch<br>Lübeck | MacAndrews&Co. Ld. | ~~277·9~~\|39·2\|17·9<br>~~P&B220'F35'~~<br>278·0 P&B222' FK<br>*Cell DBa82'uE18'f112'390tFPT78tAPT14t* | London<br>British<br>~~WB~~<br>4*BHCem* | T3Cy.~~24½~~ 22½",35½"&56½"–33½"<br>185lb (*s*) 209~~2~~NHP<br>OttenserMasch.Fab.Altona<br>2SB,4*cf*,GS90,HS3360 | 20 ″ 0<br>s1 ″ 9<br>18 ″ 6 | |

~~* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued.~~

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Register in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lost 11,21<br>11355<br>133826 | **Canobie** WoodSc<br>(exIronKing)<br>2Dks | 1748<br>1539<br>1051 | | | | | 1887 | DryDock Eng.Works<br>Detroit | LehighCoalCo.Ld. | 259·3 | 37·4 | 19·8 | Montreal<br>British | C.2Cy.23"&48"–42"<br>B made 00 94RHP<br>DryDockEngWrksDetroit | | |
| 11356<br>216095<br>LJVS | **Canoga** SteelSc<br>*Fitted for liquid fuel*<br>*Elec.light* Wireless Sub.Sig. 2*Dks* | 5575<br>5076<br>4154 | | | | | 1918 | Skinner& EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·6<br>P43'B115'F47' | 54·1 | 27·1 | Seattle<br>Utd.States | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 11357<br>125242<br>HQWM | **Canonbar** SteelScSr<br>*Elec.light* 1*Dk* | 708<br>511<br>363 | | | | | 1910 | Ardrossan DD&E.CoLd.<br>Ardrossan | NorthCoastSteam Nav.Co.Ld. | 185·8<br>Q93'B12'F20' | 32·1 | 11·0 | SydneyNSW<br>British | T.3Cy.15",25"&40"–27"<br>83NHP<br>D.Rowan&Co.Glasgow | | |
| 11358<br>143660<br>KGQB | **Canonesa** SteelScSr<br>*Fitted for liquid fuel*<br>*Elec.light* 3*Dks*<br>*Ref.Mchy.* Wireless *CruiserStern* | 8286<br>5941<br>5102 | | | | | 1920 | Workman, Clark&Co.Ld<br>Belfast | Furness,Houlder ArgentineLinesLd | 450·2<br>P35'F44' | 58·3 | 37·1 | Liverpool<br>British<br>*WB* | 2 Steam Turbines geared to 1 Sc. Shaft<br>Wrkman,Clark&Co.Ld.Bel | | |
| 11359 | **Canonnier** SteelSc<br>1*Dk*(*Stl*)2*trB inNos.*1&4*holds*<br>*Elec.light* &*Web frames* | 3285<br>2890<br>1965 | 100A–<br>(*Class Contemplated*) | | | | 1920 | NewYork HarborD.D. Corp.<br>PortJefferson N.Y. | LloydRoyalBelge Soc.Anon. | 324·0<br>P30'B90'F35' | 46·2 | 25·0 | Antwerp<br>Belgian | T.3Cy.22",37½"&60"–42"<br>EllicottMachineCorp.<br>Baltimore,Md. | 28 ″ 6 | |
| 11360<br>113408<br>RVJB | **Canopic** SteelTwinScSr<br>(exCommonwealth)<br>*Ref Mchy.*<br>*Elec.light* Sub.Sig. Wireless 3*Dks* | 12097<br>9645<br>7717 | | | | | 1900 | Harland& Wolff,Ld.<br>Belfast | OceanicStmNavCo Ld.(WhiteStar Line) | 578·3<br>P99'B338'F67' | 59·3 | 35·8 | Liverpool<br>British<br>*WB* | T.6Cy.29½",50"&(4)58"–54"<br>988NHP<br>Harland&Wolff,Ld.Bel. | 39 ″ 3<br>s10 ″ 0½<br>29 ″ 11 | |
| 11361<br>202149 | **Canopus** SteelScSr<br>Sub.Sig. (exGeorgeH.Russel)<br>*Elec.light Mchy.Aft* 1*Dk* | 4978<br>—<br>3770 | | | | | 1905 | St.Clair Eng.Works<br>St.Clair, Mich | InterlakeS.S.Co. (Pickands,Mather &Co., *Mgrs.*) | 462·0 | 50·0 | 24·0 | Fairport<br>Utd.States<br>*WB* | T.3Cy.22",36"&60"–40"<br>228NHP<br>GreatLakesEng.Wks.Det. | | |
| 11362<br>101490<br>PRTH | — SteelSc3MstSr<br>*Well deck Mchy.Aft* 1*Dk*&*deep framing*<br>*Elec.light* | 1337<br>1063<br>835 | | | ... | | 1903 | C.S.Swan& Hunter,Ld.<br>Newcastle | WestportCoalCo. Ld. | 250·4<br>Q144'F28'<br>FK | 35·1 | 15·7 | Dunedin<br>British<br>*WB* | T.3Cy.21",35"&56"–39"<br>222NHP<br>WllsndSlpwy.Co.Ld.Nwc. | 18 ″ 5 | |
| * 11363<br>138800 | **Canora** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>Wireless *Screws fore & aft* | 2383<br>1901<br>930 | ✠ A–<br>*TrainFerry*<br>4,21 ~~4,20~~ ✠LMC7,18<br>*For Service in the Straits of Georgia & Puget Sound* | Vcr | | ~~4,20~~<br>4,21 | 1918<br>10mo | DavieS.B. &Repairing Co.Ld.<br>Levis,P.Q. | CanadianNorthrn ~~RailwayCo.~~ SteamshipsLd.<br>*DT* | 308·0<br>FK<br>(P&S)*in Eng.room* | 52·1 | 19·7 | Quebec<br>British<br>7*BHptCem*<br>124*tDTf*270 | T.4Cy.24",38"&(2)48"–30"<br>160 ~~175lb~~ (*s*) 374NHP<br>4SB,8*cf*,GS146,HS6344 FD<br>J.Inglis&Co.Toronto,Ont.<br>*tDTa*263*tFPT*10*tAPT*10*t* | 20 ″ 6 | |
| 11364<br>144792 | **Canossin** SteelSc<br>(*Trawler*)<br>(exPaul) 1*Dk* | 161<br>152<br>69 | | | | | 1894 | G.Seebeck<br>Geestemünde | R.W.Lewis | 111·5 | 22·1 | 11·0 | Aberdeen<br>British | T.3Cy.11 3/16",17⅞"&30¼"–22"<br>42NHP<br>G.Seebeck,Geestemünde | | |
| 11365<br>126803 | **Canso** SteelScSr<br>1*Dk*(*Stl*–ws) | 225<br>178<br>47 | ✠<br>*For Towing purposes*<br>4,12 ✠ | St.J | | | 1910<br>9mo | NwBurrell JohnsonI.Co.<br>YarmouthNS | CanadianGovernment | 91·6<br>BK5¾"<br>*WB*=*FPT*8*t* | 22·1 | 11·7 | YarmthNS<br>British<br>5*BHCem*<br>*APT*12*t* | T.3Cy.12",19"&30"–20"<br>47RHP<br>1SB,3*cf*,GS44,HS952<br>NwBurrellJohnsonI.CoLd | 11 ″ 6 | |
| 11366<br>218689<br>LSGV | **Cansumset** SteelScSr<br>*Longitudinal framing*<br>*Elec.light Fitted for liquid fuel*<br>Sub.Sig. Wireless 1*Dk*&*Shelter dk* | 5996<br>—<br>4465 | | | | | 1919 | Pacific CoastS.B.Co.<br>BayPoint,Cal | UnitedStates ShippingBoard | 402·5<br>P48'F38' | 53·0 | 24·0 | S.Frncisco<br>Utd.States<br>*WB* | 1 Steam Turbine<br>KerrTurbineCo.<br>Wellsville,N.Y. | | R |
| 11367<br>ODZK | **Cantal** SteelScSr<br>ssHav.No.1-21<br>(exUnkaiMaruNo.6) 2*Dks*(*Stl*)<br>*Elec.light* Wireless &*Web frames*<br>*Longitudinal framing* | 3188<br>2757<br>1992 | ✠100A1<br>12,21 ~~10,19~~<br>✠~~LMC7,16~~ 6,21 | Hav | *t* | CL<br>N10,20 | 1916<br>7mo | OsakaIron Works,Ld.<br>Osaka<br>A&CP | Cie.Gén.Transatlantique<br>*Cell* | 305·0<br>P19'B82'F32'<br>FK<br>*DB*255' 519*t FPT* | 43·7 | 27·2 | Marseilles<br>French<br>5*BHCem*<br>76*tAPT*20*t* | T.3Cy.22",37"&61"–42" (*s*)<br>180lb 288NHP<br>2SB,6*cf*,GS90,HS3824 FD<br>OsakaIronWks.Ld.Osaka | 27 ″ 3<br>s 4 ″ 4½<br>23 ″ 2 | |
| * 11368<br>104539<br>NKSR | **Cantara** SteelScSr<br>*Elec.light* ssSyd.2ndNo.3-10,19<br>(exClanRoss)<br>2*Dks*(1*Stl*&*UIrn*–ws)&*Webframes* | 2624<br>2398<br>1602 | ✠100A1<br>~~3,21~~ ~~8,20~~10,21<br>~~BS8,20~~ ✠LMC10,19<br>BS10,21 | Syd | *t* | N10,19 | 1894<br>7mo | NavalCon. &Arm.Co.Ld.<br>Barrow<br>*Lloyd's A&CP* | TheAdelaide SteamshipCo.Ld<br>*WB*=*CellDB*<br>*a*74'&*uE*18'166*t* | 312·0<br>P29'B62'F39'<br>BK10"<br>*MT*34'675*t FPT*97*t* | 40·2 | 24·7 | SydneyNSW<br>British<br>6*BHCem*<br>*APT*38*t* | T.3Cy.23",38"&63"–42" (*s*)<br>200lb ~~65lb~~ 317NHP<br>2SB,6*cf*,GS126,HS4140 FD<br>Nav.C.&A.Co.Ld.Brw. | 26 ″ 2<br>s 4 ″ 10½<br>22 ″ 7 | |
| * 11369<br>ODZL | **Cantenac** SteelScSr<br>ssAnt.3rdNo.3-9,20<br>(exGlenarm)<br>*Well deck* 1*Dk*(*Stl*) | 645<br>486<br>283 | ✠100A1<br>9,21 ~~9,20~~<br>✠NB7,10 ✠LMC9,20<br>~~BS9,21~~ | Ant<br>Gms | *j* | 9,20 | 1890<br>7mo | McIlwaine &McColl,Ld.<br>Belfast<br>*Lloyd's A&CP* | Worms&Co.<br>*WB*=*CellDBa*53'66*t FPT* | 205·5<br>Q93'B53'F27'<br>len95 BK7½" | 27·6 | 12·6 | Havre<br>French<br>4*BHCem*<br>26*tAPT*18*t* | T3Cy16¼"27 5/16"&44¾"–30"(*s*)<br>160lb *80lb* NDB98 110NHP<br>1SB,2*cf*,GS32,HS1813 FD<br>M'Ilwaine&McColl,Ld.Bel | 13 ″ 8<br>s 1 ″ 3½<br>13 ″ 2 | |
| 11370<br>HFKW | **Canteras** | 152<br>—<br>76 | | | | | 1918 | ................ | Soc.Astilleros de Avilés | 99·6 | 18·2 | 7·2 | Gijon<br>Spanish | | | |
| 11371<br>76085 | **Canterbury** SteelTwinSc<br>ssLyt.No.3-2,22 ~~ssLyt.No.2-18~~<br>(*Suction Hopper Dredger*) 1*Dk*(*Stl*)<br>*Elec.light* | 1113<br>1043<br>521 | ✠ A1<br>*Hopper Dredger*<br>2,22 ~~2,19~~ ✠~~LMC1,20~~ 2,22<br>~~BS2,21~~ | Lyt | | ~~2,19~~<br>2,21 | 1911<br>11mo | W.Simons &Co.Ld.<br>Renfrew<br>*Lloyd's A&CP* | LytteltonHarbour Board | 204·2<br>P20'<br>FK | 38·1 | 16·8 | Lyttelton, N.Z.<br>British<br>6*BHCem* | C.8Cy.13"&26"–15" (*s*)<br>130lb 140NHP<br>2SB,6*cf*,GS114,HS2920<br>W.Simons&Co.Ld.Rnf. | 17 ″ 6<br>s 3 ″ 5<br>14 ″ 4 | |
| 11372<br>112803<br>SDVR | — SteelTwinScSr<br>1*Dk* | 561<br>445<br>225 | | | | | 1901 | W.Denny &Bros.<br>Dumbarton | S.Eastrn&Chathm RlyCos.'Managing Committee | 195·4<br>B66'F46' | 28·0 | 14·2 | London<br>British<br>*WB* | T.6Cy.13½",20½"&31"–21"<br>NB12 88NHP<br>Denny&Co.Dumbarton | | BT till 5,21 |
| Capsized & Sunk 1,22<br>11373<br>143297<br>KBRN | **Canterbury Bell** SteelScSr<br>*Mchy.Aft Well deck* 1*Dk*(*ptStl*)<br>*Cargo battens not fitted* | 703<br>490<br>319 | ✠~~100A1~~<br>10,20<br>✠~~LMC6,19~~ | Cff | *j* | CL<br>10,20 | 1919<br>6mo | C.Rennoldson&Co.<br>South Shields<br>*Lloyd's A&CP* | HaigShippingCo. Ld.(J.S.Evans, *Mgr.*)<br>*Cell* | 180·4<br>Q105'B11'F23'<br>FK<br>*DBf*103' 155*t FPT* | 28·0 | 12·4 | London<br>British<br>3*BHCem*<br>63*tAPT*4*t* | T.3Cy.14½",24"&39"–27" (*s*)<br>180lb 110NHP<br>2SB,4*pf*,GS.66,HS2028<br>ShieldsEngCo.Ld.N.Shl. | 14 ″ 6<br>s ″ 8½<br>14 ″ 0 | |
| 11374<br>~~22 643~~<br>~~MBNQ~~ | **Cantigny** SteelSc4TwinMsts<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless Sub.Sig. *CruiserStern* | 7556<br>6282<br>3908 | ✠100A1<br>Shelter dk<br>with freeboard<br>4,20<br>*Fitted for oil fuel 8,20 F.P. above 150° F.* | Phl | ... | | 1920<br>4mo | American International S.B.Corp.<br>HogIslandPa<br>A&CP | UnitedStatesGovt ~~ShippingBoard~~ (War Dept.)<br>*CellDB*288'1187*t* | 436·9<br>P80'B135'F82' *on Shelter dk*<br>FK<br>*DTa*11'53*t FPT*1 | 58·2 | 35·9 | Philidlphia<br>Utd.States<br>*ptCem*<br>11*BHtoS dk*<br>03*tAPT*173*t* | 2 Steam Turbines geared to 1 Sc. Shaft 200lb (*s*)<br>6 Water Tube Boilers FD<br>HS8706<br>GeneralElectricCo.Clvlnd. | 40 ″ 10<br>s 12 ″ 2½<br>28 ″ 0 | |
| 11375<br>118639<br>JHRS | **Canto** SteelScSr<br>(exFinnLund, exGosforth) *Well deck* 1*Dk*&*Webframes* | 1202<br>984<br>759 | | | ... | | 1904 | WoodSkinner&Co Ld.<br>Newcastle | PeltonS.S.Co.Ld. | 235·0<br>Q123'B10'F25'<br>FK | 33·6 | 15·1 | Newcastle<br>British<br>*WB* | T.3Cy.18½",30"&49"–33"<br>156NHP<br>N.E.MarineEngCoLdNwc | 17 ″ 3 | N |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire). Tirant d'eau correspondant. pds. ps. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11376<br>9736<br>JVFN | **Canton Maru** IronScSr<br>2Dks&Webframes<br>(exVerdande,exWillowdene,exAlbany) | 2566<br>2348<br>1839 | | | ... | | 1883 | LairdBros.<br>Birkenhead | YamashitaKisen<br>KabushikiKaisha | 300·7<br>B73'F43'<br>BK9" | 39·2 | 26·4 | Amagasaki<br>Japanese<br>WB | C.2Cy.30"&64"–42"<br>217NHP<br>LairdBros.Birkenhead | 27 " 10 | |
| 11377<br>162610<br>LSGR | **Caoba** WoodScSr<br>(exCoaster)<br>Fitted for oil fuel 1Dk | 683<br>510<br>386 | | | | | 1906 | J.Lindstrom<br>Aberdeen Wh | Sudden&<br>ChristensenInc. | 175·2 | 38·0 | 12·3 | S.Frncisco<br>Utd.States | C.2Cy.14"&32"–24"<br>42NHP<br>UnitedEng.Works,S.Fo. | | |
| 11378<br>ODZR | **Cap Arcona** SteelTwinScSr<br>Now named "Angers," See No. 36240 in Supplement<br>Elec.light Ref.Mchy. Sub.Sig. Wireless | 9832<br>5668 | | | | | 1907 | Blohm&<br>Voss<br>Hamburg | FrenchGovernment | 483·2<br>P&B380'F79' | 55·5 | 30·9 | French<br>WB | Q.8Cy.$27\frac{9}{16}$",39⅜",56¼"&80¾"–59⅝"<br>1004NHP<br>Blohm&Voss,Hamburg | | V |
| 11379<br>Foundered 9.7,21 | **Cap Blanc** SteelSc<br>(exColonia,exIndustrie)<br>Well deck 1Dk | 819<br>630<br>456 | | | ... | | 1885 | L.Smit&<br>Sons<br>Kinderdyk | Union d'Entre-<br>prisesMarocaines | 235·4<br>Q41tB138tF16t<br>len97<br>FK | 28·8 | 11·3 | Casablnca<br>Moroccan<br>WB | T.3Cy.14",23"&37½"–24"<br>NE&B97 69NHP<br>FlensburgerSchiffsb.Ges. | 12 " 2 | V |
| 11380 | **Cap Bojador** SteelScSr<br>(exTavignano) 1Dk | 290<br>229<br>121 | | | | | 1904 | Cie.Franç.<br>deNav.&de<br>Onst.Navales<br>Arles | Union d'Entre-<br>prisesMarocaines | 147·0<br>Q26'H38'F19' | 20·4 | 11·7 | Casablnca<br>Moroccan<br>WB | C.2Cy.21⅝"&38⅝"–23⅝"<br>60NHP<br>Cie.Franç.deNav.&de<br>Const.Nav.Lyons | | V |
| 11381 | **Cap Cantin** SteelScK<br>ssGib.No.1–16<br>(exMarakchi) 1Dk<br>El-c.light Mchy.Aft | *153*<br>*150*<br>*68* | ✠ ——<br>3,21<br>✠ | Gib | *b* | | 1911<br>9mo | Cochrane<br>&Sons<br>Selby | Union d'Entre-<br>prisesMarocaines | 105·1<br>BK7½" | 21·0 | 11·1 | Casablnca<br>Moroccan<br>3BHCem<br>DBf19'10t | T.3Cy.11½",20"&33"–24"<br>61NHP<br>1SB,2pf,GS32,HS980'<br>Amos&Smith,Ld.Hull | 12 " 0 | |
| 11382 | **Cap Cépet** Iron&SteelSc<br>(exRenéeHyaffil,exHispania)<br>Wireless 1Dk&Spardk | 1114<br>1019<br>681 | | | | | 1885 | TyneI.S.B.<br>Co.Ld.<br>Newcastle | Soc.Maritime de<br>Provence | 209·6<br>B58tH36t | 30·2 | 20·0 | Toulon<br>French<br>WB | T.3Cy.20",31"&52"–36"<br>162NHP<br>WighmRichrdsn&Co.Nwc. | | V |
| 11383<br>ODZU | **Cap d'Alprecht** IronScSr<br>(exShanghai,exJinjuMaru,<br>exBanker) 1Dk | 373<br>—<br>209 | | | | | 1873 | W.E.Boutland<br>Newcastle | Soc.Anon.de<br>Gérance et<br>d'Armement | 162·0 | 20·6 | 12·2 | Havre<br>French<br>WB | C.2Cy.20½"&36⅝"–24"<br>NB19 54NHP | | V |
| ❊ 11384<br>ODZY | **Cap Fagnet** SteelScK<br>Elec.light Wireless 1Dk | 585<br>472<br>216 | ✠100A1<br>StmTrawler<br>~~2,22~~ ~~1,21~~<br>3,22<br>✠LMC2,20 | Bdx<br>~~Npt~~ Bel | | CL<br>~~2,22~~<br>3,22 | 1920<br>2mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | LesPêcheries de<br>Fécamp | 170·2<br>Q90'F34'<br>BK7½" | 27·1 | 14·0 | Fécamp<br>French<br>5BHAsp<br>DBf31'55t | T.3Cy.15½",26"&43"–27" (r)<br>180lb 126NHP<br>1SB,3cf,GS63,HS2235<br>Hall,Russell&Co.Ld.Abn. | 15 " 6<br>s 2 " 7½<br>14 " 9 | |
| 11385 | **Cap Finisterre** „ SteelTwinScSr<br>Now named "Taiyo Maru," See No. 39613 in Supplement<br>Elec.light Ref.Mchy. 3Dks&Shelter dk<br>Wireless Sub.Sig. | *14503*<br>*8868*<br>*8749* | Liv.11,20<br>(See footnote*) | | | | 1911 | Blohm&<br>Voss<br>Hamburg | JapaneseGovt.<br>(NipponYusen<br>KabushikiKaisha,<br>*Mgrs.*) | 560·0<br>H—B231' | 65·3 | 31·2 | Japanese<br>WB | Q8Cy.$29\frac{11}{16}$",$43\frac{9}{32}$",62¼"&89⅜"<br>–55⅛" 1180NHP<br>Blohm&Voss,Hamburg | | |
| ❊ 11386<br>~~141212~~<br>~~[illegible]~~ | — WoodAuxTwinSc5MstSr<br>OilEng.<br>Elec.light Mchy.Aft Salted 1Dk2trB<br>(See Sailing Ship Register) | 1471<br>1292<br>1189 | ✠12A1<br>1,22 ~~5,20~~<br>DBS~~11,20~~ 1,22<br>✠LMC~~5,20~~ 1,22 | Hul<br>~~Alx~~ | *q* | 1,22 | 1918<br>12mo<br>Lloyd | Wm.Lyall<br>S.B.Co.Ld.<br>N.Vancouver<br>B.C.<br>'sA&CP | ~~Wm.LyallS.B.Co.Ld.Allen,Adams&Co.Ld.~~ B.L.Nahas<br>~~V.Schemeil&Co Mohamed Ahmed Bey(V.Schemeil&Co.Mgrs.)~~ | 242·7<br>P28'F32' | 44·4 | 18·7 | ~~Southmptn~~<br>~~British~~<br>~~Alexandria~~<br>~~Egyptian~~<br>Utd.States | Oil Engines 2S.C.SA<br>8Cy.14"–18" 114NHP<br>DB–125lb<br>SheffieldCarCo.<br>ThreeRivers,Mich. | 21 " 2<br>s 4 " 4½ | |
| ❊ 11387 | **Cap Horn** WoodAuxTwinSc5MstSr<br>Elec.light OilEng.<br>Mchy.Aft Salted 1Dk2trB<br>(See Sailing Ship Register) | 1469<br>1290<br>1184 | ✠12A1<br>9,19<br>✠LMC7,20 | Lon | *q* | | 1918<br>11mo<br>Lloyd | Wm.Lyall<br>S.B.Co.Ld.<br>N.Vancouver<br>B.C.<br>'sA&CP | ~~Wm.LyallS.B.Co.Ld.~~ P.Brizzolari | 242·7<br>P28'F36' | 44·4 | 18·7 | ~~British~~<br>Italian | Oil Engines 4S.C.SA<br>8Cy.11½"–15" 51NHP<br>DB–125lb<br>AtlasImperialEng.Co.,<br>Oakland,Cal. | 21 " 2<br>s 4 " 4½ | |
| 11388<br>OEAQ | **Cap La Heve** IronSc<br>ssHav.3rdNo.3–7,20<br>(exTregenna) 1Dk(Irn)2trB<br>Well deck Cargo battens not fitted | 1178<br>1021<br>694 | ✠100A1<br>7,21 ~~11,20~~<br>BS7,21<br>LMC7,20 | Msl<br>Bdx | *o* | 7,20 | 1880<br>1mo | JReadhead<br>&Co.<br>S.Shields<br>A&CP | Soc.Anon.de<br>Gérance et<br>d'Armement | 245·0<br>Q86'B35'F26'<br>BK8½"<br>Cell | 32·7 | 18·0 | Boulogne<br>French<br>4BHCem<br>DBa71'f98' | C.2Cy.28"&53"–36" (i)<br>70lb 140NHP<br>2SB,4pf,GS64<br>J.Readhead&Co.S.Shields | 19 " 0<br>s 1 " 9½<br>18 " 1 | |
| ❊ 11389<br>OEAR | **Cap Lopez** SteelTwinSc<br>(exNicolasToussaint, ssB.As.No.3–7,17<br>exPaso deTenelero, ssDnk.No.1–21<br>exSajonia,exMercurio, 1Dk(Stl)<br>exFrancisco deIbarra)<br>Wireless Cargo battens not fitted | 1422<br>1151<br>787 | ✠100A1<br>Awng dk<br>withfreeboard<br>3,21<br>✠LMC3,21 | Dnk | *o* | 3,21 | 1906<br>10mo<br>Lloyd | J.Frerichs<br>&Co.A.G.<br>Einswarden<br>'sA&CP | Soc.Anon.de<br>Gérance et<br>d'Armement | 235·5<br>P31'B56'F25'<br>FK<br>DBa51'f53'210tD | 36·0 | 11·0 | Boulogne<br>French<br>5BHCem<br>T4'44t | T.6Cy.11⅝",17¾"&30"–22"<br>186lb 122NHP<br>2SB,4cf,GS78,HS2260<br>J.Frerichs&Co.Osterholz | 19 " 2<br>s 7 " 5½<br>12 " 0 | |
| 11390 | **Cap Negre** SteelSc<br>(exIroMaru)<br>1Dk | 663<br>491<br>411 | | | | | 1913 | BingoSenkyoKabushikiKaisha<br>Mitsumosho | Union d'Entre-<br>prisesMarocaines | 175·2 | 27·1 | 13·0 | Casablnca<br>Moroccan | T3Cy$13\frac{3}{32}$",$20\frac{1}{16}$"&$32\frac{1}{16}$"–23"<br>49NHP<br>*Emade05,refitted14*<br>MacColl&Pollock | | V |
| 11391 | **Cap Nord** WoodAuxTwinSc<br>5MstSr<br>Elec.light OilEng.<br>Mchy.Aft Salted 1Dk2trB<br>(See Sailing Ship Register) | 1468<br>1288<br>1184 | ✠12A1<br>12,18<br>✠LMC12,18 | Vcr | *q* | | 1918<br>9mo<br>Lloyd | Wm.Lyall<br>S.B.Co.Ld.<br>N.Vancouver<br>B.C.<br>'sA&CP | ~~Wm.LyallS.B.Co.Ld.~~ J.H.Petersen | 242·8<br>P28'F32' | 44·4 | 18·7 | ~~British~~<br>Danish | Oil Engines 4S.C.SA<br>8Cy.11½"–15" 51NHP<br>DB18–125lb<br>AtlasImperialEng.Co.<br>Oakland,Cal. | | |
| 11392 | **Cap Ortegal** SteelTwinScSr<br>Now named "Chambord," See No. 36853 in Supplement<br>Elec.light Ref.Mchy. Sub.Sig. Wireless | 7818<br>5631<br>4727 | | | | | 1903 | Blohm&<br>Voss<br>Hamburg | FrenchGovernment | 440·8<br>P&B311'F75' | 52·4 | 29·8 | French<br>WB | T.6Cy.28⅜",39½"&68½"–48"<br>650NHP<br>Blohm&Voss,Hamburg | | |
| 11393<br>~~143188~~<br>~~JWTK~~ | **Cap Polonio** SteelTrpScSr<br>Elec.light Wireless 3Dks | 20597<br>10496<br>9951 | | | | | 1914 | Blohm&<br>Voss<br>Hamburg | HamburgSudamerikanischeDampsGes | 637·7 | 72·3 | 39·5 | German<br>WB | T.8Cy.(2)$33\frac{9}{16}$"(2)$54\frac{3}{16}$",<br>&(4)$58\frac{7}{16}$"–61"<br>1 Steam Turbine<br>Blohm&Voss,Hamburg | | |
| 11394<br>Broken up 10,21 | **Cap Spartel** WoodSc<br>(exCity ofLewes)<br>Elec.light 1Dk | 254<br>—<br>125 | | | | | 1912 | W.G.<br>Abbot<br>Milford,Del. | | 136·0<br>P69'Q40'F46' | 23·7 | 11·3 | | C.2Cy.16"&33"–26"<br>46NHP<br>Harlan&HollingswrthCor | | V |
| 11395<br>KLBJ | **Cap Tarifa** IronScSr<br>ssSld.2ndNo.3–9,06<br>(exNoel,exSt.Abbs, ssBdx.No.2–16<br>Well deck exDouro) 1Dk(Irn)2trB | *1578*<br>*1367*<br>*955* | ✠ ——<br>3 20<br>✠NB9,06 | Msl | *q* | | 1879<br>2mo | J.Laing<br>Sunderland | Union d'Entre-<br>prisesMarocaines | 263·0<br>Q84'B101tF30'<br>ptND06 BK9½" | 33·7 | 20·7 | Casablnca<br>Moroccan<br>3BHCem<br>DB114' | C.2Cy.31"&57"–36"<br>NDB06 151NHP<br>2SB,4pf,GS71,HS2704<br>G.Clark,Sunderland | 22 " 0 | |
| 11396 | | | | | | | | | | | | | | | | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Dated of H.of T. rules &c. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11397<br>~~[illegible]~~<br>~~[illegible]~~ | **Cap Verde** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 5909<br>4723<br>3789 | | | | | 1900 | Flensburgr Schiffsb.Ges.<br>Flensburg | | 410·5<br>B273'F47' | 48·3 | 29·1 | ~~London~~<br>British<br>German *WB* | Q.4Cy.25",35½",53"&77"–54"<br>436NHP<br>FlensburgerSchiffsb.Ges. | | |
| 11398<br>~~141820~~ | **Cap Vert** WoodAuxTwinSc5MstSr<br>*OilEng.*<br>*Elec.light* 1*Dk*2*tr*B<br>*Mchy.Aft* *Salted*<br>(*See Sailing Ship Register*) | 1472<br>1292<br>1177 | ✠12A1<br>9,19<br>✠LMC5,20 | Gls | *q* | | 1918<br>12mo<br>*Lloyd* | Wm.Lyall S.B.Co.Ld.<br>N.Vancouver B.C.<br>'*sA&CP* | ~~Wm.LyallS.B.Co.Ld~~<br>P.Brizzolari | 242·7<br>P28'F32' | 44·4 | 18·7 | ~~Vancouvr B.C.~~<br>~~British~~<br>Italian | Oil Engines 4S.C.SA<br>8Cy.11½"–15"<br>DB–*125lb* 51NHP<br>AtlasImperialGasEng.Co<br>Oakland,Cal. | 21 " 2<br>s 4 " 4½ | |
| 11399<br>~~141600~~<br>~~TPDJ~~ | **Cap Vincent** WoodAuxTwinSc<br>*OilEng.* 5MstSr<br>*Elec.light* *Salted* 1*Dk*2*tr*B<br>*Mchy.Aft*<br>(*See Sailing Ship Register*) | 1471<br>1292<br>1179 | ✠12A1<br>4,19<br>✠LMC5,20 | Vcr | *q* | | 1918<br>12mo<br>*Lloyd* | Wm.Lyall S.B.Co.Ld.<br>N.Vancouver B.C.<br>'*sA&CP* | ~~Wm.LyallS.B.Co.Ld.~~<br>~~Allen,Adams&Co.Ld.~~<br>~~V.Schemeil&Co.~~<br>MohamedAhmedBey<br>(V.Schemeil&Co.*Mgrs*) | 242·7<br>P28'F32' | 44·4 | 18·7 | ~~Vancouvr~~<br>~~British~~<br>~~Southmptn~~<br>Alexandria<br>Egyptian | Oil Engines 2S.C.SA<br>8Cy.14"–18"<br>DB–*125lb* 114NHP<br>SheffieldCarCo.<br>ThreeRivers,Mich. | 21 " 2<br>s 4 " 4½ | |
| 11400<br>102802<br>NFDM | **Capac** SteelScSr<br>*ss*Nwc.2ndNo.3-8,20<br>*Elec.light* Wireless<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)3*tr*B | 3052<br>2812<br>1951 | ✠100A1<br>*Spar dk*<br>8,21 ~~8,20~~<br>~~DBS11,19~~ ✠LMC<br>~~MDS1,20~~ | Nwc<br>BS2,~~21~~ 1,22<br>MS8,20 | *u* | 4,20 | 1893<br>10mo | JLThompson&Sons<br>Sunderland<br>A&CP | HebburnTransprt Co.Ld.(H.H.Wood, *Mgr.*)<br>*WB* | 322·0<br>P30'B80'F34' 26·0<br>BK10"<br>=*Cell DB* 256' 558*t* | 42·7 | 18·6 | London<br>British<br>6*BHCem*<br>*APT*66*t* | T.3Cy.25⅜",40⅜"&66"–45"(*s*)<br>160lb ~~*140lb*~~ NDB09 299NHP<br>2SB,6*cf*,GS138,HS4600 *120lb*<br>J.Dickinson,Sunderland | 28 " 6<br>s 5 " 3½<br>24 " 2 | |
| 11401<br>MNDQ | **Capax** SteelScSr<br>1*Dk* | 1115<br>986<br>657 | | | | | 1916 | Akers Mek.Værks.<br>Christiania | FredrikstadSSCo.<br>(C.H.Mürer, *Mgr.*) | 226·6<br>P17'B56'F24' | 36·4 | 15·7 | Frdrikstd<br>Norwegian<br>*WB* | T.3Cy.17",29"&47"–33"<br>127NHP<br>AkersMek.Værks.Xia. | | N |
| 11402<br>117389<br>HBLN | **Cape Breton** SteelScSr<br>*ss*PGl.No.3-8,18<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*deep framing* | 3872<br>3596<br>2501 | ✠100A1<br>*Spar dk*<br>1,22 ~~12,20~~<br>~~BS5,20~~ ✠LMC8,18 | Bry<br>Npt<br>BS7,21 | *x* | CL<br>5,20 | 1904<br>9mo<br>*Lloyd* | Russell&Co.<br>Pt.Glasgow<br>'*sA&CP* | LyleShippingCo. Ld.<br>*WB* =*CellDBa*110' *uE* | 360·0<br>P32'B201'F40' 25·5<br>FK<br>24'*f*158'831*tDTa*36 | 49·0 | 17·5 | Greenock<br>British<br>6*BHCem*<br>790*tAPT*36*t* | T.3Cy.25",42"&68"–48" (*s*)<br>180lb 369NHP<br>3SB,9*cf*,GS165,HS5980<br>D.Rowan&Co.Glasgow | 28 " 1<br>s 4 " 5<br>24 " 0 | |
| 11403<br>207392<br>LBMD | **Cape Charles** SteelSc<br>(*Tug*)<br>*Elec.light.* 1*Dk* | 296<br>—<br>201 | | | | | 1910 | J.H.Dialogue&Son,<br>CapeCharles | NewYork,Philadelphia&Norfolk RailroadCo. | 125·0 | 25·0 | 12·6 | Cp.Charles<br>Utd.States<br>*WB* | T.3Cy.17",24"&41"–30"<br>92NHP<br>J.H.Dialogue&Son,<br>Camden,N.J. | | |
| 11404<br>127452<br>KQFV | **Cape Cod** WoodScSr<br>Wireless 1*Dk* | 557<br>—<br>355 | | | | | 1900 | A.D.Story<br>Essex,Mass. | WhitehallTransportationCo.Inc. | 151·0 | 32·1 | 12·5 | NewYork<br>Utd.States | T.3Cy.16",26½"&40"–28"<br>85NHP | | |
| 11405<br>117396<br>HDLQ | **Cape Corso** SteelScSr<br>*ss*Mtl.No.3-6,17<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*deep framing* | 3890<br>3716<br>2510 | ✠100A1<br>*Spar dk*<br>5,20<br>✠NB(o)4,19 | Brs<br>✠LMC4,19<br>BS10,20 | *x* | CL<br>4,19 | 1905<br>9mo<br>*Lloyd* | Russell&Co.<br>Pt.Glasgow<br>'*sA&CP* | MarineNav.Co.Ld<br>*WB*=*Cell*<br>*DBa*114' *uE*&*B*4 | 369·7<br>P32'B200'F40' 25·5<br>FK<br>0'*f* 164'925*t DTa*36' | 49·0 | 17·6 | Montreal<br>~~London~~<br>British<br>6*BHCem*<br>300*tAPT*28*t* | T.3Cy.25",42"&68"–48" (*s*)<br>180lb 384NHP<br>3SB,9*cf*,GS150,HS6517<br>D.Rowan&Co.Glasgow | 28 " 1<br>s 4 " 6<br>23 " 11 | |
| 11406<br>101261 | **Cape Diamond** IronPad<br>(*ex*MurrayBay, *ex*Carolina)<br>1*Dk* | 969<br>443<br>610 | | | | | 1877 | J.Roach &Sons<br>Wilmington | CanadaSteamship Lines,Ld. | 251·0 | 34·7 | 7·9 | Montreal<br>British | Beam1Cy.60"–132"<br>14RHP | | |
| 11407<br>141863 | **Cape Eternity** SteelTwinSc<br>(*ex*Rochester)<br>*Elec.light* 1*Dk*2*tr*B | 2484<br>1949<br>1407 | | | | | 1910 | Detroit S.B Co.<br>Wyandotte | Canada Steamship Lines,Ld. | 246·8 | 42·3 | 15·9 | Montreal<br>British<br>*WB* | T.8Cy.16"25"(2)&31"–22"<br>180NHP<br>DetroitS.B.Co.Detroit | | |
| 11408<br>143883 | **Cape Hatteras** SteelScK<br>(*ex*WilliamDarnold) 1*Dk*(*Stl*)<br>*Mchy.Aft* | 290<br>249<br>127 | ✠100A1<br>*StmTrawler*<br>11,21 ~~12,18~~<br>✠LMC12,18 | Hul | | CL<br>11,21 | 1918<br>12mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | WestRidingStm. TrawlingCo.Ld.<br>(HudsonBros. *Mgrs.*) | 125·5<br>Q72'F21'<br>BK7½" | 23·5 | 12·7 | Hull<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 86RHP<br>1SB,3*pf*,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 " 6 | |
| 11409<br>216327<br>LKRG | **Cape Henry** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Web frames*<br>Wireless *Longitudinal framing* | 4992<br>4214<br>3085 | | | ... | | 1918 | Bethlehem S.B Corp.Ld.<br>Sparro'Pt.Md | AtlanticGulf& PacificS.S.Corpn. | 376·4<br>P54'B94'F39'<br>FK | 52·3 | 27·0 | Baltimore<br>Utd.States<br>*WB* | T.3Cy.24",41"&68"–48"<br>486NHP<br>BethlehemS.B.Corp.Ld. | 29 " 6 | R |
| 11410<br>217115<br>LNKG | **Cape May** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>3*rd dk*(*Stl*)*in*No.1*hold*&*Web frames*<br>Sub.Sig. Wireless *Longitudinal framing* | 6847<br>6596<br>4280 *u* | ✠100A1<br>*Shelter dk* | Bal | ... | CL | 1918<br>10mo | Bethlehem S.B.Corp.Ld.<br>Sparro'Pt.Md<br>A&CP | UnitedStates ShippingBoard<br>*Coll* | 415·0<br>FK<br>*ision BH to Shltr dk*<br>*CellDB* | 53·7 | 36·3 | Baltimore<br>Utd.States<br>*Cem*<br>7 *BH to Udk*<br>363' 1232*t M* | T.3Cy.30½",52"&86"–54" (*s*)<br>200lb 813NHP<br>4SB,12*cf*,GS264,HS12020 FD<br>BethlehemS.B.Corp.Ld.<br>*T*30'866*tFPT*125*tAPT*52*t* | 39 " 6<br>s 10 " 3½<br>29 " 7 | |
| 11411<br>129539<br>HSFK | **Cape Ortegal** SteelScSr<br>*ss*P Gl.No.3-4,17<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 4896<br>4683<br>3136 | ✠100A1<br>3,21 ~~11,19~~<br>~~BS5,19~~<br>BS3,21 | Sws<br>Grk<br>✠LMC4,17 | *y* | CL<br>~~11,19~~<br>N12,21 | 1911<br>2mo<br>*Lloyd* | Russell&Co<br>Pt.Glasgow<br>'*sA&CP* | LyleShippg.Co.Ld<br>*WB*=*CellDBa*<br>1131*tD* | 405·0<br>P41'B121'F46'<br>FK<br>121'*uE*24'*f*184'<br>*Ta*30'804*tAPT*28*t* | 52·4 | 27·4 | Glasgow<br>British<br>*Cem*<br>5*BH to Udk*<br>1 ,, ,, 2*nd* ,, | T.3Cy.27",44"&73"–48" (*s*)<br>180lb *100lb* 480NHP<br>3SB,9*cf*,GS156,HS6783 FD<br>Rankin&Blackmore,Grk. | 30 " 0<br>s 5 " 10<br>24 " 6 | |
| 11412<br>142734<br>JVTR | **Cape Premier** SteelSc<br>*Now named* "Barunga," *See No.* 36402 *in Supplement*<br>(*ex*WarFaith) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 4342<br>[illegible]<br>2598 | ✠100A1<br>10,20<br>✠LMC10,18 | Gls | *x* | | 1918<br>10mo<br>*Lloyd* | Canadian Vickers,Ld.<br>Montreal<br>'*sA&CP* | BritishAfrica Shipping&Coaling Co.Ld.(Mitchell Cotts&Co.*Mgrs.*)<br>*CellDB* | 380·0<br>P43'B102'F41'<br>FK<br>316'1367*t FPT* 102*t* | 49·2 | 26·7 | London<br>British<br>6*BHCem*<br>*APT*136*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 474NHP<br>3SB,9*cf*,GS174,HS6660 FD<br>CanadianVickers,Ld.Mtl. | 30 " 1<br>s 6 " 1½<br>24 " 5 | |
| 11413<br>216466<br>LKWD | **Cape Romain** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*&*Web frames*<br>Wireless *Longitudinal framing* | 4951<br>4213<br>3053 | | | ... | | 1918 | Bethlehem S.B.Corp.<br>Sparro'Pt Md | UnitedStates ShippingBoard | 376·4<br>P54'B94'F39'<br>FK | 52·3 | 27·0 | Baltimore<br>Utd.States<br>*WB* | T.3Cy.24",41"&68"–48"<br>486NHP<br>BethlehemS.B.Corp.<br>Sparrow'sPt.Md | 29 " 6 | R |
| 11414<br>122406 | **Cape St. Francis** Iron&SteelPad<br>(*ex*St. Irenee) 3*Dks* | 2094<br>1924<br>1160 | | | | | 1867<br>1905 | W.C. White<br>Sorel,P.Q.<br>*Rebuilt by* Richelieu & Ontario Navigation Co. Montreal | CanadaSteamship Lines,Ld. | 268·2 | 58·0 | 31·8 | Montreal<br>British | B.1Cy.56"–132"<br>105RHP<br>Richelieu&OntarioNav.Co.<br>Montreal | | |
| 11415 | **Cape St. Vincent** SteelScK<br>*Mchy.Aft.* 1*Dk*(*Stl*–ws) | 324<br>287<br>148 | ✠100A1<br>*StmTrawler*<br>12,21 ~~3,21~~<br>✠LMC12,19 | Hul | | | 1919<br>11mo<br>*Lloyd* | Cochrane &Sons,Ld.<br>Selby<br>'*sA&CP* | WestRidingStm. FishingCo.Ld.<br>(T.Hudson, *Mgr.*) | 138·3<br>Q78'F19'<br>BK7½" | 23·7 | 12·7 | Hull<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 87NHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 " 6 | |
| 11416<br>128121<br>JNOP | **Cape Town** SteelScK<br>~~*ss*Hul.No.2-16~~<br>1*Dk*<br>*ss*Hul.No.3-5,21 | 188<br>188<br>73 | ✠100A1<br>*StmTrawler*<br>5,21 ~~2,19~~<br>✠LMC9,20<br>BS10,21 | Hul | | CL<br>2,21 | 1908<br>10mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | HullSteamFishing &IceCo.Ld. | 110·5<br>BK8"<br>*WB*= | 21·6 | 11·7 | Hull<br>British<br>4*BHCem*<br>*DTf*13'30*t* | T.3Cy.10",17"&28"–24" (*s*)<br>200lb 49RHP<br>1SB,2*pf*,GS27,HS335<br>Amos&Smith,Hull | 12 " 7 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Termes assignés maintenant expiré. Lettre d'Équipement. | 7″<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaud'ères & Foyers. Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ❊ 11417<br>25492<br>RNQJ | **Cape Town Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>Wireless | 5863<br>5590<br>4263 | ✠100A1<br>*Awng dk withfreeboard*<br>1,22~~12,20~~<br>✠LMC~~[illegible]~~ 1,22 | Bry<br>Kob | *y* | 1,22 | 1919<br>9mo | Kawasaki Dkyd.Co.Ld<br>Kobe<br>A&CP | KawasakiKisen KabushikiKaisha<br>*Coll* | 385·0\|51·0\|36·0<br>FK<br>*isionBH to Awng dk*<br>*CellDB* 334′1118*t FPT* 126*t* | Kobe<br>Japanese<br>*Cem*<br>5*BH to Udk*<br>*APT*93*t* | T.3Cy.26″,43½″&72″–48″ (*s*)<br>200lb 440NHP<br>2SB&1AuxSB,8*cf*,GS154, HS5636 FD<br>KawasakiDkydCoLdKobe | 36 ″ 0<br>s 9 ″ 3½<br>27 ″ 1 | |
| 11418<br>127457<br>HQWM | **Cape Transport** SteelScSr<br>Wireless 1*Dk* | 4109<br>3950<br>2650 | | | | | 1910 | Nthmblnd S.B.Co.Ld.<br>Newcastle | EmpireTransport Co.Ld. (Houlder Bros.&Co.Ld. *Mgrs.*) | 365·0\|51·4\|25·9<br>P24′B91′F32′ | W.Hartlpl<br>British<br>*WB* | T.3Cy.25″,40″&67″–45″<br>301NHP<br>Richardsons,Westgarth&Co.Ld.Sld. | | C |
| 11419<br>111964 | **Cape Trinity** SteelTwinSc<br>(*ex*Syracuse,*ex* Geronia) 2*Dks*<br>Wireless *Longitudinal framing* | 2105<br>2105<br>1469 | | | | | 1911 | Collingw'd S.B.Co.Ld.<br>Collingwood | CanadaSteamship Lines,Ld. | 219·6\|42·0\|10·4 | Montreal<br>British | Q.8Cy.12½″,18″,26″&40″–18″<br>NB14 184RHP<br>CollingwoodS.B.Co.Ld. | | |
| ❊ 11420<br>111288<br>RTWD | **Cape Wrath** SteelSc3MstSr<br>*ss*PGl.No.3–9,12<br>*ss*Lth.No.2–20<br>*Mchy.Aft*<br>*Well deck* 1*Dk*(*Stl*) | 330<br>228<br>125 | ✠100A1<br>1,22 ~~1,20~~<br>~~BS5,21~~ ✠LMC1,20<br>BS1,22 | Lth | *e* | CL<br>1,20 | 1900<br>9mo<br>*Lloyd* | S.Mc-Knight&Co. Ld. Ayr<br>*'sA&CP* | North of Scotland. Orkney&Shetland S.N.Co.Ld. | 140·0\|23·6\| 9·9<br>Q77′B8′F28′<br>FK<br>*WB=FPT* | Aberdeen<br>British<br>3*BHCem*<br>50*tAPT*2*t* | C.2Cy.18½″&40″–27″ (*s*)<br>130lb 86RHP<br>1SB,2*pf*,GS41,HS1488<br>Ross&Duncan,Glasgow | 11 ″ 1<br>s 4 ″ 0½<br>10 ″ 11 | |
| 11421<br><br>ODZW | **Capelan** IronScK<br>*ss*Hul.No.3–10,03<br>*ss*CorunnaNo.1–08<br>(*ex*Espartero,*ex* Sparta) 1*Dk* | *146*<br>*138*<br>*56* | ✠<br>*StmTrawler*<br>4,10<br>✠ | Cor-unna | | | 1891<br>5mo | Cook, Wel-t'n&Gemmell<br>Hull | NumaLurie | 101·3\|20·3\|10·9<br>F18′<br>ND03 BK7½″ | Arcachon<br>French<br>3*BHCem* | T3.Cy.11½″,18″&30″–22″<br>45NHP<br>1SB,2*cf*,GS26,HS711<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |
| ❊ 11422<br>104280<br>NVFL | **Capelbay** SteelScSr<br>*ss*Nwc.2ndNo.3–12,12<br>*ss*Shl.No.2–19<br>(*ex*Cairnloch) 1*Dk*(*Irn*)&*deep framing* | 1543<br>1415<br>931 | ✠100A1<br>1,22~~12,20~~<br>~~BS7,20~~ ✠LMC5,19<br>BS2,22 | Bly<br>Cff | *q* | CL<br>12,20 | 1895<br>5mo | Short Bros.<br>Sunderland<br>A&CP<br>*WB* | YulaSteamers TradingCo.Ld. (T.B.Stott,*Mgr*)<br>*=Cell DB a*80′*uE* | 255·0\|36·8\|18·1<br>P20′B62′F27′<br>FK<br>&*B*34′*f*98′393*tFPT* | Newcastle<br>British<br>4*BHCem*<br>64*tAPT*51*t* | T.3Cy.19″,31″&51″–36″ (*s*)<br>160lb *100lb* NDB07 158NHP<br>1SB,4*pf*,GS63,HS2404<br>Black,Hawthorn&Co.,Gts. | 20 ″ 4<br>s 2 ″ 9½<br>17 ″ 10 | |
| ❊ 11423<br>114771<br>SQWG | **Capelhall** SteelScSr<br>*ss*Lon.No.3–8,10<br>*ss*Hul.No.2–20<br>(*ex*Battenhall) 1*Dk*(*Stl*)&*deep framing* | 2174<br>2015<br>1378 | ✠100A1<br>11,21~~1,21~~<br>✠LMC2,20<br>BS11,21 | NOs<br>Cff | *s* | CL<br>2,20 | 1901<br>10mo<br>*Lloyd* | BlythS.B. Co.Ld.<br>Blyth<br>*'sA&CP* | ~~LeslieShippingCo. Ld.~~ H.W.Renny | 286·7\|43·3\|19·4<br>P25′B60′F30′<br>FK<br>*CellD* | Dundee<br>British<br>5*BHCem*<br>*Ba&uE*112 | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *80lb* 234NHP<br>2SB,6*pf*,GS104,HS3750<br>N.E.MarineEng.CoLdNwc<br>*uB*16′*f*114′557*tAPT*61*t* | 21 ″ 9<br>s 3 ″ 4<br>18 ″ 9 | |
| 11424 | **Capella** SteelScSr<br>*Well deck* 1*Dk*&*Web frames* | 1146<br>865<br>718 | | | ... | | 1889 | S.&H.Mor-ton&Co.<br>Leith | | 222·0\|33·0\|14·8<br>P21′Q55′B54′F30′<br>FK | *WB* | T.3Cy.16½″,27″&42″–33″<br>NB01 106NHP<br>S.&H.Morton&Co.,Leith | 17 ″ 3 | |
| 11425<br><br>SQBL | — SteelScSr<br>*Elec.light* 1*Dk*&*Spardk* | 1068<br>937<br>610 | | | | | 1888 | H.Koch<br>Lübeck | FinskaÅngfAktieb | 196·8\|29·7\|12·8 | Helsingfrs<br>Finnish<br>*WB* | T.3Cy.18″,28″&44″–27½″<br>NB99 102NHP<br>H Paucksch,Landsberga/w | | V |
| 11426<br><br>JVTN | — Iron&SteelScSr<br>*Elec.light* 1*Dk*&*Awng dk*3*trB plating pt Stl* | 877<br>844<br>465 | ✠<br>*Awng dk withfreeboard*<br>12,85 | Bgn | *m* | | 1885<br>8mo | Martens, Olsen&Co.<br>Bergen | DetBergenske Dampskibsselskab | 191·9\|28·8\|14·7<br>H29*t* 20·3<br>BK7½″<br>*WB=CellDB* | Bergen<br>Norwegian<br>4*BHCem*<br>143′124*t* | C.2Cy.20½″&56″–36″<br>NB01 157NHP<br>Martens,Olsen&Co.,Bgn. | | |
| 11427 | — IronScSr<br>(*ex*Freja, *ex*Elisabeth) 1*Dk* | 444<br>389<br>237 | | | | | 1884 | Eriksbergs M.V.Aktieb<br>Gothenburg | GermanGovernment | 145·9\|24·0\|14·6<br>B37′H10*t* | German<br>*WB* | T.3Cy.11¼″,15½″&31″–19½″<br>*Trpd*.97 NB97 42NHP<br>Eriksbrgs.M.V.Goth. | | |
| 11428 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 260<br>242<br>100 | | | | | 1919 | G.Seebeck Akt.Ges.<br>Bremerhaven | Hochseefischerei NordsternAkt.Ges. | 132·2\|23·4\|10·9<br>F21′ | Gstemnde<br>German<br>*WB* | T.3Cy.12⅝″,20½″&33″–23⅝″<br>53NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 11429<br>141709 | **Capilano** WoodSc<br>*Elec.light* 3*Dks* | 374<br>173<br>200 | | | | | 1920 | B.C. Marine,Ld<br>Vancouver | UnionS.S.Co.of British Columbia (E.H.Beazley, *Mgr.*) | 135·0\|26·9\| 8·2 | Vancouver B.C.<br>British | T.3Cy.12″,19″&32″–16″<br>51RHP<br>HuttonMach.Wks.,Seattle | | |
| 11430<br>219904<br>LWHS | **Capillo** SteelSc<br>*Fitted for liquid fuel*<br>*Elec.light* Wireless 2*Dks* | 5620<br>4598<br>3452 | | | | | 1920 | American International Corp.<br>HogIslandPa | PioneerS.S.Corp | 390·0\|54·2\|27·8<br>P39′B121′F42′ | NewYork<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | B |
| 11431<br>904 | **Capinera** WoodAuxScBk<br>1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 334<br>—<br>201 | | | | | 1919 | A.Piaggio<br>Varazze | Soc.Anon. Cantieri A.Piaggio | 118·8\|27·6\|14·8 | Genoa<br>Italian | C.2Cy.12½″&21½″–11$\frac{5}{10}$″<br>12NHP<br>N.Odero fu A.SestriPnente | | I |
| 11432<br>217747<br>LQJP | **Capines** WoodSc<br>*Elec.light* Wireless 1*Dk* | 2531<br>—<br>1496 | | | · | | 1919 | Rodgers S.B.Co.<br>Astoria,Or. | UnitedStates ShippingBoard | 266·6\|46·1\|24·1<br>P38′B63′F29′ | Astoria<br>Utd.States | T.3Cy.19″,32″&56″–36″<br>188NHP | | B |
| 11433 | **Capitá Revuelta** SteelScSr<br>(*ex*RagnvaldJarl) 1*Dk*(*ptStl*)&<br>*Elec.light* Wireless *Awng dk* 3*trB* | 1084<br>1057<br>687 | ✠<br>*Awng dk withfreeboard*<br>5,90 | Nwc | *n* | | 1890<br>5mo | Wigham Richrdsn&Co<br>Newcastle | Hijos de JoséTayá, S.enC. | 225·0\|30·2\|14·4<br>H31*t* 21·6<br>BK8″<br>*Cell* | Barcelona<br>Spanish<br>5*BHCem*<br>*DB*180′150*t* | T.3Cy.21″,33″&54″–36″<br>NB02 182NHP<br>WighmRichrdsn&CoNwc. | 24 ″ 0 | |
| 11433* | **Capitain Karpfanger** SteelScSr<br>1*Dk* | 264<br>231<br>117 | | | | | 1893 | Reiherst'g Schiffsw.<br>Hamburg | HamburgerStaat | 121·2\|23·0\|14·8<br>Q46′B10′ | Hamburg<br>German<br>*WB* | T.3Cy.12″,18¾″&30″–22½″<br>43NHP<br>Reiherst.Maschinenf.Ham. | | |
| ❊ 11434<br><br>OEAG | **Capitaine Coullon** SteelScSr<br>*ss*Nts.No.1–20<br>(*ex*WarWasp) 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 1325<br>1118<br>799 | ✠100A1<br>10,21 ~~9,20~~<br>✠LMC9,20 | Nts<br>Bdx | *o* | CL<br>9,20 | 1917<br>11mo<br>*Lloyd* | Nova ScotiaSteel& CoalCo.Ld.<br>NewGlasgow<br>*'sA&CP* | Cie.Générale Transatlantique | 220·0\|35·1\|17·8<br>B58′F25′<br>FK<br>*CellDB*183′366*t* | Marseilles<br>French<br>4*BHptCem*<br>*FPT*104*t* | 1 Geared Steam Turbine<br>185lb (*s*)<br>2SB,4*cf*,GS88,HS3260<br>DeLavalSteam TurbineCo. | 20 ″ 0<br>s 2 ″ 9½<br>17 ″ 5 | |
| 11435<br><br>OEAH | **Capitaine de Beauchamp**<br>WoodAuxTwinSc5MstSr<br>*Elec.light* *Mchy.Aft* *Stm.Eng.* 2*Dks*<br>(*See Sailing Ship Register*) | 2142<br>—<br>1500 | | | | | 1918 | Foundat'n Co.<br>Portland,Or. | FrenchGovernment | 259·6\|45·5\|22·5<br>P42′F29′ | Bordeaux<br>French | T.6Cy.10″,16½″&26″–24″<br>68NHP<br>HarrisburgFoundry& Mach.Wks,Harrisburg,Pa. | | V |
| 11436<br><br>OEAI | **Capitaine Faure** SteelTwinScSr<br>*Elec.light* Wireless 2*Dks*&*Shelterdk* | 8055<br>7771<br>5059 | | | ... | | 1918 | AsanoS.B. Co.Ld.<br>Tsurumi | Soc.deNav.àVap. FranceIndo-Chine | 445·0\|58·0\|40·0<br>FK | Dunkirk<br>French<br>*WB* | T.6Cy.22″,36½″&61″–48″<br>703NHP<br>KobeSteelWorks,Kobe | 40 ″ 1 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11437<br>OEAK | **Capitaine Guynemer** WoodAux TwinSc5MstSr<br>*Elec.light Mchy.Aft 2Dks Stm.Eng.*<br>*(See Sailing Ship Register)* | 2114<br>1816<br>1583 | | | | | 1918 | Foundat'n Co.<br>Portland,Or. | FrenchGovernment | 259·6<br>P42'F29' | 45·5 | 22·3 | Bordeaux<br>French | T.6Cy.10",16½"&26½"-24"<br>68NHP<br>HarrisburgFoundry&Mach.Wks,Harrisburg,Pa. | | V |
| 11438 | **Capitaine Illiaquer** SteelSc<br>*For full particulars See No. 36741 in Supplement*<br>*Elec.light* | 2330 | 100A1<br>*(Class Contemplated)* | | | | 1920 | Anciens Chantiers Dubigeon<br>Nantes | FrenchGovernment | 268·6<br>P20'B57'F25' | 39·6 | 18·8 | French | T.3Cy.18¼",30 1/16"&59¼"-38¾"<br>Atel.&Ch.delaLoire,Nts. | | |
| 11439 | **Capitaine Maurice Eugène** SteelSc<br>*Elec.light* 1*Dk(Stl)*2nd*dk(Stl)inholds*<br>Wireless *Cargobattensnotfitted* | ~~5000~~<br>5212<br>4140<br>3120 | ✠100A1<br>9,21<br>~~*(Class Contemplated)*~~<br>✠LMC9,21 | Bdx | *y* | CL | 1921<br>9mo<br>*Lloyd's A&CP* | Atel.&Ch. Marit.du Sud.Ouest<br>Bordeaux | FrenchGovernment<br>*CellDB*340'1270*t FPT*35*t APT*30*t* | 386·0<br>~~P34'B110'F46'~~<br>P35' F45' | ~~52·5~~<br>52·2 | ~~25·5~~<br>28·3<br>FK | Bordeaux<br>French<br>5*BHCem* | T.3Cy.26",42"&70"-48"(*s*)<br>180lb 437NHP<br>3SB *12cf*,GS224,HS7677<br>J.G.Kincaid&Co.Ld.Grk. | 28″4 | |
| 11440<br>Capsized & Beached<br>OEAM | **Capitaine Remy** WoodAuxTwin Sc5MstSr<br>*Elec.light Mchy.Aft 2Dks Stm.Eng.*<br>*(See Sailing Ship Register)* | 2114<br>1816<br>1583 | | | | | 1918 | Foundat'n Co.<br>Portland,Or. | FrenchGovernment | 259·6<br>P42'F29' | 45·5 | 22·5 | Bordeaux<br>French | T.6Cy.10",16½"&26½"-24"<br>68NHP<br>J.W.Sullivan,NewYork | | V |
| 11441<br>220019<br>LWND | **Capital of Nebraska** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light 2Dks*<br>Wireless *Longitudinal framing* | 3545<br>3005<br>2179 | | | | | 1920 | Mobile S.B.Co.<br>Mobile,Ala. | UnitedStates ShippingBoard | 324·0<br>P41'B90'F34' | 46·2 | 25·0 | Mobile,Ala<br>Utd.States<br>*WB* | T.3Cy.22",37½"&60"-42"<br>233NHP<br>EllicottMachine Corp.Baltimore,Md | | R |
| 11442<br>HFRV | **Capitan Segarra** SteelScSr<br>*Elec.light* Wireless 3*Dks* | 2252<br>1791<br>1040 | | | | | 1918 | CiaEuskaldunadeConst<br>Bilbao | Cia.Trasmediterranea | 265·0<br>P30'B76'F44' | 36·5 | 23·6 | Valencia<br>Spanish<br>*WB* | T.3Cy 22⅘",36⅕"&61⅘"-42"<br>248NHP<br>Cen.Mar.Eng.Wrks.WHpl | | V |
| * 11443<br>124321<br>JKDN | **Capitol** SteelScSr<br>*ss*Shl.No.3-4,20<br>(*ex*Grovemont,*ex*Tudhoe) 1*Dk(ptIrn&ptStl)&deep framing*<br>*Well deck*<br>*Cargo battens not fitted* | 1298<br>996<br>810 | ✠100A1<br>~~4,20~~ 9,21<br>✠LMC4,20<br>BS4,21 | Shl | *o* | N10,19 | 1906<br>12mo<br>*Lloyd's A&CP* | J.Crown&Sons,Ld.<br>Sunderland | GasLight&CokeCo<br>(StephensonClarke&Co.*Mgrs.*)<br>*WB=CellDBa*61' | 230·0<br>P17'Q65'B48'F26'<br>*uE&B*19'*f*96'321*t* | 36·0 | 14·7<br>FK | London<br>British<br>4*BHCem*<br>*APT*34*t* | T.3Cy.17½",29"&47"-33"(*s*)<br>180lb *100lb* 144NHP<br>1SB,*4pf*,GS71,HS2300<br>J.Dickinson&Sons,Ld.Sld. | 16″10<br>s1″6<br>15″8 | |
| 11444 | **Capivary** SteelTwinScSr<br>*ss*Rio.No.2-19<br>(*ex*Cometa,*ex*Candelaria) 1*Dk(Stl)*<br>*Elec.light* Wireless | 897<br>678<br>449 | ✠ ~~A1~~<br>*BrazilianCoasting*<br>~~12,14~~ 5,20<br>✠~~LMC9,1~~ | Rio | *m* | s5,20<br>PN5,20 | 1913<br>4mo<br>*Lloyd's A&CP* | W.Harkess&Son,Ld.<br>Middlesbro' | PereiraCarneiro&Cia.Ld.<br>*WB=CellDBa&* | 205·0<br>P17'Q86'F26'<br>*uE*66'110*t FPT*54*t* | 40·0 | 10·5<br>FK | R.Janeiro<br>Brazilian<br>4*BHCem*<br>*APT*18*t* | T.6Cy.11",17"&28"-21"(*s*)<br>180lb *100lb* 115NHP<br>1SB,*3cf*,GS60,HS2298<br>MacColl&Pollock,Ld.Sld. | 11″3 | |
| 11445<br>71<br>NKTP | **Capo Gallo** IronScSr<br>*ss*Gen.2ndNo.3-10,03<br>*ss*Nap.No.2-13<br>(*ex*CarloV., *ex*Perseveranza,*ex*IreneMorris) 1*Dk(Irn-ws)*2*trB* | 1432<br>1226<br>824 | ✠ —<br>5,19 | Gen | *q* | | 1879<br>4mo | Whitehvn S.B.Co.<br>Whitehaven | Comm.T.Astarita<br>*WB* | 249·9<br>P26'B46'F28'<br>=*DBa*68'*f*60'215*t* | 33·4 | 21·7<br>BK9½" | Naples<br>Italian<br>4*BHCem*<br>*APT*28*t* | C.2Cy.30"&60"-36"<br>NDB87 165NHP<br>NB*made*95*re-fitted*08<br>2SB,*6cf*,GS116,HS2740<br>J.Jones&Sons,Liverpool | 23″3 | V |
| * 11446<br>135 | **Capo Sile** WoodSc<br>(*ex*WarSuquash) 1*Dk*2*trB*<br>*Elec.light Salted & specially treated*<br>*Well deck* | 2304<br>1750<br>1438 | | | ... | 9,20 | 1918<br>7mo<br>*Lloyd's A&CP* | LyallS.B.Co.<br>N.Vancouver B.C. | ~~LloydAdriatico~~<br>"Carnaro" Soc di Nav. | 249·7<br>P&B138'F32' | 43·4 | 22·9 | Venice<br>Italian | T.3Cy.20½",33"&54"-40"(*s*)<br>185lb 322NHP<br>2 Water tube Boilers<br>GS120,HS5280 FD<br>JohnInglisCo.Ld.Tto.Ont. | 25″6<br>s3″5½ | |
| 11447<br>70<br>NKTW | **Capo Zafferano** IronScBn<br>*ss*Msl.2ndNo.3-4,03<br>*ss*Msl.No.1-07<br>(*ex*Margarida, *ex*Madeirense,*ex*Tuscany) 2*Dks(*1*Irn)*3*trB* | 1627<br>—<br>980 | ✠<br>3,10<br>✠NB*made*3,01*refitted*4,05 | Npt | *r* | | 1876<br>1mo | J.&G.Thomson<br>Clydebank | Comm.T.Astarita | 275·5 | 32·3 | 24·0<br>BK9½" | Naples<br>Italian<br>5*BHCem* | C.2Cy.34"&59¾"-42"<br>195NHP<br>2SB,*6pf*,GS105,HS3604<br>J&G.Thomson,Clydebank | 25″6 | V |
| 11448<br>896 | **Capodimonte** SteelScSr<br>(*ex*WarTiger) 2*Dks(Stl)&Awng dk(Stl)*<br>*Elec.light* Wireless | 5875<br>5604<br>4278 | *Carrying oil fuel F. P. above 150°F. in DB* | | ... | 7,19 | 1917<br>10mo<br>*Lloyd's A&CP* | Kawasaki Dkyd.Co.Ld.<br>Kobe | Soc.Anon. MarittimaItaliana<br>*CellDB* | 385·3<br>334'1118*t FPT*126*t* | 51·2 | 33·5<br>FK | Genoa<br>Italian<br>6*BHCem*<br>*APT*93*t* | T.3Cy.26",43½"&72"-48"(*s*)<br>200lb 440NHP<br>2SB,1AuxSB,*8cf*,GS154, HS5741 FD<br>KawasakiDkydCoLdKobe | 6″0<br>s9″3½<br>27″1 | |
| 11449<br>216784<br>LMNW | **Caponka** WoodTwinSc<br>*Elec.light* Wireless 2*Dks* | 3019<br>—<br>1752 | | | | | 1918 | Grant SmithPorter SB.Co.<br>Portland,Or. | UnitedStates ShippingBoard | 272·9 | 46·1 | 24·1 | Portlnd Or<br>Utd.States | T.6Cy.15½",26"&44"-26"<br>198NHP | | |
| 11450<br>Broken up<br>82321 | **Capra** IronScSr<br>*ss*Cly.No.3-4,87<br>(*ex*Nevis) *ss*Cly.No.1-91 1*Dk* | 123<br>105<br>59 | ✠<br>7,96 | Gls | *a* | | 1880<br>5mo | R.Chambers,jun.<br>Dumbarton | J.G.Stewart<br>*WB=* | 97·0<br>Q20'F10'<br>*FPT*10*t* | 18·2 | 8·4<br>len87<br>BK6" | Glasgow<br>British<br>3*BHCem* | C.2Cy.13"&23½"-13"<br>NB16 25RHP<br>Ross&Duncan,Glasgow | | |
| * 11451<br>888 | **Caprera** SteelScSr<br>(*ex*WarSword) 2*Dks(Stl)&Shelter dk (Stl)&Web frames*<br>*Elec.light*<br>Wireless *Longitudinal framing* | 7624<br>7598<br>4870 | ✠100A1<br>*Shelter dk withfreeboard*<br>12,20<br>✠LMC9,17<br>*Carrying oil fuel F. P. above 150° F. inDB&DTs* | Rot | *a*† | CL<br>7,19 | 1917<br>9mo<br>A&CP | Union Iron WorksCo.<br>Alameda,Cal. | Nav.Gen.Italiana<br>*CellDB*355'1306*t MT*25'798*t DT* | 410·0 | 56·0 | 38·0<br>FK | Genoa<br>Italian<br>7*BHptAsp* | T.3Cy.27",47"&78"-48"(*s*)<br>220lb 609NHP<br>3SB,*9cf*,GS165,HS8490 FD<br>UnionIronWorksCo.S.Fo.<br>*ι*30'228*t FPT*80*t APT*195*t* | 41″0<br>s10″10<br>30″6 | |
| * 11452 | — SteelSc<br>*Well deck* 1*Dk(Stl)* | 351<br>284<br>187 | ✠ A –<br>*withfreeboard*<br>8,20<br>*For Service in the Adriatic*<br>LMC8,20 | Lussinpiccolo | | | 1920<br>8mo | M.U. Martinolich<br>Lussinpiccolo | Soc. di Nav. Quarnaro (G.Catarinich, *Mgr.*) | 140·7<br>Q53'B39'F20' | 24·2 | 12·2<br>FK | Trieste<br>Italian<br>4*BHCem* | C.2Cy.12 1/16"&22 1/16"-16"(*s*)<br>85lb 40NHP<br>E*made*04*refitted*20<br>B*made*09*refitted*20<br>1SB,*2cf*,GS34,HS1135 | 13″3<br>s1″10½<br>11″7 | |
| 11453<br>83<br>NKVW | **Capri** SteelScSr<br>*Elec.light* (*ex*IsoladiCapri) 1*Dk*2*trB*<br>Wireless *&deepframing&Shelterdk* | 3899<br>—<br>2952 | | | ... | | 1902 | Cant.Nav. diMuggiano<br>Spezia | SocietàMarittimaItaliana | 338·0 | 48·0 | 24·0<br>FK | Genoa<br>Italian<br>*WB* | T.3Cy.24",40"&66"-48"<br>361NHP<br>RegiaFonderiaOrotea,Pal. | 24″3<br>s2″10½<br>21″9 | I |
| 11454<br>145238 | — SteelScSr<br>*For full particulars See No. 36758 in Supplement*<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 1558<br>1668<br>942 | | | | | 1909 | Akt.Ges. "Neptun"<br>Rostock | ~~Rob.M.Sloman,Jr.~~<br>IsaacsLineLd.(M.Isaacs&SonsLd., *Mgrs.*) | ~~273·0~~<br>273·9<br>P27'B72'F30' | 39·1 | ~~19·9~~<br>19·8 | London<br>British<br>*WB* | T.3Cy.20⅝"33½"&55⅞"-37½"<br>192NHP<br>A.G."Neptun,"Rostock | | |
| 11455<br>JRWP | — WoodScSr<br>1*Dk* | 570<br>450<br>333 | | | | | 1899 | Brunchrst&Dekke<br>Bergen | R.F.Olsen | 165·4<br>Q39*t*B53*t*H6*t*F21*t* | 27·2 | 15·2 | Bergen<br>Norwegian | T.3Cy.12¼",20"&32"-26"<br>52NHP<br>LaxevaagsMsk&Jrns.Bgn | | N |
| 11456 | **Capria** SteelSc<br>*Elec.light* 2*Dks* | 1800 | | | | | 1920 | LimhamnsSkeppsv.A.B.<br>Limhamn | Rederiaktieb.SvenskaLloyd (H.Metcalfe, *Mgr.*) | 240·0 | 38·0 | 25·6 | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.18",29½"&48"-31½"<br>129NHP<br>LimhamnsSkeppsv.A.B. | | |
| 11457 | | | | | | | | | | | | | | | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11458<br>139935 | **Capricornus** SteelScK<br>1Dk | 219<br>204<br>98 | ✠100A1<br>StmTrawler<br>5,19 | Dov | ... | CL<br>5,19 | 1917<br>2mo<br>Lloyd | GooleS.B.<br>&RepgCo.Ld.<br>Goole<br>'sA&CP | Trawlers(White Sea&Grimsby)Ld.<br>(J.N.&H.Bacon,Mgrs) | 117·2<br>Q69'<br>BK7½" | 22·0 | 12·1 | Grimsby<br>British<br>3BHCem | T.3Cy.12½",21½"&35"–24"<br>180lb (s) 76RHP<br>1SB,2pf,GS33,HS1310<br>C.D.Holmes&Co.Ld.Hull | 13 ' 0 |
| 11459<br>919 | **Capriolo** WoodAuxScBk<br>1Dk2trB<br>(See Sailing Ship Register) | 419<br>—<br>276 | | | | | 1920 | A.Piaggio<br>Varazze | Soc.Anon. Cantieri<br>A.Piaggio | 133·9<br>P25'F20' | 27·5 | 14·7 | Genoa<br>Italian | C.2Cy.11"&21 7/20"–12"<br>13NHP | |
| 11460<br>108581 | **Captain** SteelScSr<br>(Trawler)<br>1Dk | 134<br>129<br>49 | | | ... | | 1898 | Hall,Russell&Co.<br>Aberdeen | J.Inglis (T.L.&R.D.Devlin,Mgrs.) | 100·5<br>Q23'<br>BK7½" | 20·1 | 10·7 | Granton<br>British<br>WB | C.2Cy.17"&34"–24"<br>50RHP<br>Hall,Russell&Co.Abn. | 11 ' 3 |
| 11461<br>201645<br>KTNW | **Captain A. F. Lucas** SteelScSr<br>CarryingPetroleum in bulk<br>Sub.Sig. Wireless 2Dks | 4188<br>—<br>3257 | | | | | 1904 | W.R.Trigg Co.<br>RichmondVa | StandardOilCo.of California | 360·0 | 50·0 | 28·5 | S.Frncisco<br>Utd.States<br>WB | T.3Cy.25",41"&68"–42"<br>300NHP<br>W.R.TriggCo.Rchmnd,Va | |
| 11462<br>208473<br>LBTV | **Captain Collier** SteelTwinSc<br>PetrolMotors<br>Elec.light Mchy.Aft 1Dk | 128<br>—<br>78 | | | | | 1911 | W Cramp&SonsS&EBCo<br>Philadelphia | GulfRefiningCo. | 90·8 | 22·0 | 8·9 | Pt.Arthur, Texas<br>Utd.States | 2PetrolMotors12Cy.<br>StandardMotorCon-21NHP<br>structionCo.JerseyCityNJ | |
| 11463 | **Captain Cook** SteelScSr<br>1Dk | 396<br>376<br>172 | | | | | 1893 | MortsDock&Eng.Co.,Ld.<br>Sydney,NSW | NewSouthWales Government | 155·8<br>F19' | 25·2 | 13·0 | SydnyNSW<br>British | T.3Cy.16",25"&41"–30"<br>86RHP<br>MortsDk.&Eng.Co.Ld.Syd | |
| 11464<br>101105<br>VSWJ | — WoodScSr<br>1Dk | 185<br>184<br>126 | | | | | 1876 | Mort'sDk.&E.Co.Ld.<br>B'lmainNSW | J.E.&W.B.Carr | 123·6 | 21·0 | 12·0 | Brisbane<br>British | C.2Cy.20"&38½"–20"<br>B.built— fitted96 60RHP<br>Cmpd.Morrison&Bearby,<br>Nwc.,N.S.W | |
| 11465<br>MDHQ | **Captain Coppens** WoodAuxScSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 206<br>169<br>134 | | | | | 1918 | Pacific Commercial Co.Manila | Pacific CommercialCo. | 117·6 | 27·6 | 10·4 | Manila<br>Utd.States | Oil Engine | |
| 11466<br>141373 | **Captain Dan** WoodSc<br>1Dk | 1167<br>1036<br>711 | | | | | 1882 | Union D.D.Co.<br>Buffalo,N.Y. | GeorgeHallCoalCo ofCanadaLd. | 230·6 | 35·3 | 17·3 | Montreal<br>British | C.2Cy.24"&44"–42"<br>NB00 84RHP<br>H.G.Trout,Buffalo,N.Y. | |
| ✻ 11467<br>139965 | **Captain Pollen** SteelScK<br>1Dk | 275<br>233<br>109 | ✠100A1<br>StmTrawler<br>1,21<br>✠LMC12,17 | Hul | | CL<br>~~6,20~~<br>3,22 | 1917<br>12mo<br>Lloyd | A.Hall&Co.Ld.<br>Aberdeen<br>'sA&CP | J.Johnson<br>(HudsonBros,Mgrs.) | 125·7<br>Q70'F17'<br>BK7½" | 22·7 | 12·1 | Scarboro'<br>British<br>3BHCem | T.3Cy.12½",21"&35"–24" (s)<br>180lb 82RHP<br>1SB,3pf,GS46,HS1510<br>A.Hall&Co.Ld.Aberdeen | 13 ' 0 |
| 11468<br>25332 | **Capt. Savidge** WoodSc<br>(Tug)<br>(exUnique) | 134<br>—<br>91 | | | | | 1900 | ................<br>RocklandMe. | NeptuneLineInc. | 96·9 | 20·4 | 10·1 | NewYork<br>Utd.States | S.1Cy.18½"–24"<br>13NHP<br>J.W.Sullivan,NewYork. | |
| 11469<br>127469 | **Capt. Thomas Wilson** SteelSc<br>Mchy.Aft Elec.light 1Dk2trB | 4318<br>—<br>3091 | | | | | 1900 | JenksS.B.Co.<br>PortHuron | WilsonTransitCo. | 420·5 | 50·0 | 24·0 | Fairport<br>Utd.States<br>WB | T.3Cy.23",38"&63"–40"<br>NB15 251NHP<br>JenksS.B.Co. | |
| 11470<br>LBTC | **Capto** SteelScSr<br>Elec.light Wireless 2Dks(Stl) | 4443<br>4111<br>2777 | ~~✠100A1~~<br>3,22 ~~9,20~~<br>~~✠LMC1,17~~<br>Fitted for oil fuel 1.17 F.P. above 150°F. | NNs | x | CL<br>N2,20 | 1917<br>1mo<br>A&CP | Moore&ScottIron Works<br>Oakland,Cal. | Damps.Akt. "Capto"<br>(B.Stolt-Nielsen)<br>CellDB283'<br>1061tDTf21'347t | 376·1<br>P33'B70'F40'<br>FK<br>DTa30' 230tFPT96t | 52·3 | 25·5 | Haugesnd<br>Norwegian<br>6BHptAsp<br>APT132t | 1GearedSteamTurbine (r)<br>210lb<br>3SB,9cf, HS7704<br>GeneralElectricCo.<br>Schenectady,N.Y. | 28 ' 0<br>s 5 ' 9<br>22 ' 7 |
| 11471<br>220257<br>LWTM | **Capulin** SteelSc<br>Sub.Sig. Fitted for oil fuel<br>Elec.light Wireless 2Dks | 5543<br>4598<br>3407 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>WB | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| ✻ 11472 | **Carabinier** SteelSc<br>(exAurora) 1Dk(Stl)<br>Elec.light Sub.Sig. | 2585<br>2097<br>1469 | ✠100A1<br>7,20<br>✠LMC8,18 | Pca | t | 2,20 | 1918<br>9mo | ThePusey&JonesCo.<br>Wlmgtn,Del.<br>A&CP | LloydRoyal Belge, Soc.Anon.<br>CellD | 298·9<br>P29'B75'F29'<br>FK<br>B254'702tFPT106t | 44·0 | 19·7 | Antwerp<br>Belgian<br>6BHCem<br>APT137t | 1 Geared Steam Turbine<br>200lb<br>2SB,4cf,GS84,HS4258 FD<br>DeLavalSteamTurbineCo.<br>Trenton,N.J. | 22 ' 8<br>s 3 ' 7<br>19 ' 0 |
| ✻ 11473<br>126576<br>KGMT | **Caracas** IronScSr<br>ssN.Yk.2ndNo.3-1-14<br>ssN.Yk.No.1-19<br>Wireless 2Dks(1Irn-ws)&Shadedk<br>Sub.Sig. | 2886<br>1879<br>1850 | ✠100A-<br>Shade dk<br>withfreeboard<br>~~6,21~~ ~~11,20~~10,21 BS9,21<br>~~BS12,20~~ ✠~~LMC7,19~~ MS1,22 | NYk | | CL<br>N4,20 | 1889<br>9mo | W.Cramp&SonsS&EB.Co.<br>Philadelphia | Atlantic&Caribbean Stm.Nav.Co. | 311·6<br>len98 | 40·2 | 20·5<br>27·9<br>BK10" | Wilmgton (Del.)<br>Utd.States<br>5BHCem | T.3Cy.24",41"&67"–42"<br>160lb 130lb 369NHP<br>4SB,12cf,GS240,HS6700<br>W.Cramp&SonsCo.,Phl. | 22 ' 1<br>s11 ' 0<br>19 ' 9 |
| 11474 | **Caracciolo** SteelTwinSc | 25000 | | | | | 1921 | Govt. Dockyard Castellamare | Nav.Gen.Italiana | | | | Italian | Turbines | |
| 11475<br>OEBO | **Caraïbe** SteelScSr<br>(exRegistan) 1Dk&Spar dk&deep framing<br>Elec.light Wireless | 2976<br>2603<br>1888 | | | ... | | 1906 | GourlayBros.&Co.(Dundee)Ld.<br>Dundee | Cie.Générale Transatlantique | 331·8<br>P25'B84'F34' | 43·2 | 14·4<br>22·4<br>FK | Havre<br>French<br>WB | T.3Cy.24",40"&65"–42"<br>FD 355NHP<br>GourlayBros.&Co.(Dundee)Ld.Dundee | 24 ' 9 |
| 11476 | **Carangola** SteelTwinScSr<br>(exApa) 1Dk | 433<br>399<br>258 | | | ... | | 1890 | R.Duncan&Co.<br>Pt.Glasgow | Cia.deNav.S.João deBarra eCampos | 159·9<br>B26' | 33·1 | 9·0<br>FK | R.Janeiro<br>Brazilian<br>WB | T.4Cy.(2)9",18"&32"–22"<br>57NHP<br>Rankin&Blackmore,Grk. | 9 ' 7 |
| ✻ 11477 | **Caranza** Iron&SteelSc<br>ssFerrol3rdNo.3-6,17<br>(exOuse HopperNo.2) ssFerrol.No.1-21 1Dk(Irn) | 524<br>—<br>312 | ✠100A1<br>11,21~~10,20~~<br>~~BS3,17~~ ✠~~LMC3,17~~ 11,21 | Fer-rol | | CL<br>N10,20 | 1885<br>10mo<br>Lloyd | W.Dobson&Co.<br>Newcastle<br>'sA&CP | Sociedad de ServiciosMaritimos<br>(~~JoséLongueira, Mgr.~~)(A.Jansoro Mgr.) | 158·6 | 28·6 | 12·3<br>BK6" | Corunna<br>Spanish<br>5BHCem | C.2Cy.22"&44"-30" (s)<br>90lb 95NHP<br>1SB,3pf,GS49,HS1720<br>N.E.MarineEng.CoLdNwc | 13 ' 1 |
| 11478<br>104040<br>NLVQ | **Caraquet** SteelTwinSc3MstSr<br>(exGuelph)<br>Ref.Mchy. Sub.Sig. Wireless 3Dks | 4890<br>4020<br>2975 | | | | | 1894 | Harland&Wolff,Ld.<br>Belfast | RoyalMailSteam PacketCo. | 400·5<br>P60'B160'F60' | 47·3 | 26·9 | S'thamptn<br>British<br>WB | T.6Cy.18½",30"&50"–42"<br>324NHP<br>Harland&Wolff,Ld.Bel. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard midships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B.of TradeCer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11479<br>OEBD | **Caravellas** SteelScSr<br>1*Dk&Spardk3trB*<br>Wireless | 3127<br>2888<br>1991 | | | | | 1893 | Atel.&<br>Chant.Loire<br>St.Nazaire | ChargeursRéunis | 343·7<br>P22'H—F40' | 40·7 | 23·5 | Havre<br>French<br>*WB* | T.3Cy.24",40$\frac{3}{20}$"&65$\frac{5}{8}$"–44$\frac{3}{32}$"<br>NB16 284NH<br>Atel.&Chant.Loire,Nts. | | V |
| 11480<br>OEBF | **Caravelle** SteelScSr<br>(*ex*Dora)<br>*Elec.light* 1*Dk&Spar dkdeep framing aft&lower dkforward*<br>Wireless | 2518<br>2321<br>1578 | | | ... | | 1904 | Russell&<br>Co.<br>Pt.Glasgow | Cie.Générale<br>Transatlantique | 293·8<br>B82' | 40·3 | 17·6<br>25·3<br>BK10" | Havre<br>French<br>*WB* | T.3Cy.24",40"&65"–42"<br>295NH<br>J.G.Kincaid&Co.Greenock | 27 ″ 9 | V |
| 11481<br>OEBH | **Carbet** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 3689<br>—<br>2326 | | | | | 1920 | Napier&<br>Miller<br>Glasgow | Cie.Générale<br>Transatlantique | 365·0<br>P&B219'F47' | 49·0 | 24·6 | Havre<br>French<br>*WB* | T.3Cy.26",42½"&69"–48"<br>330NH<br>Dunsmuir&Jackson,LdGl | | V |
| 11482<br>139960 | **Carbill** SteelScK<br>*ss*Gms.No1-21<br>1*Dk* | 242<br>212<br>94 | ✠100A1<br>*StmTrawler*<br>10,21 ~~9,17~~<br>✠LMC9,17<br>10,21 | Gms | | CL<br>10,21 | 1917<br>9mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>*'sA&CP* | H.Smethurst,Ld.<br>(J.W.Smethurst,<br>*Mgr.*) | 120·2<br>Q69'F19' | 22·2 | 12·0<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21½"&34"–24" (*s*)<br>180lb 74RH<br>1SB.*2pf*,GS35,HS1340<br>Gt.CentrlCo-opEng.&Ship<br>RepairingCo.Ld.Gms | 12 ″ 9 | |
| 11483 | **Carbineer II.** SteelScK<br>*ss*Gms.No.1-20<br>1*Dk* | 276<br>257<br>107 | ✠100A1<br>*StmTrawler*<br>10,21 ~~5,20~~<br>✠LMC5,20<br>BS10,21 | Gms | | CL<br>5,20 | 1915<br>2mo<br>*Lloyd* | Smith's<br>DockCo.Ld<br>Middlesbro'<br>*'sA&CP* | ConsolidatedStm.<br>Fishing&IceCo.<br>(Grimsby)Ld. (J.<br>D.Marsden,*Mgr.*) | 130·0<br>Q72'F21' | 23·5 | 12·8<br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 84RHP<br>1SB,*3pf*,GS50,HS1515<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 | |
| 11484 | **Carbo II.** SteelScSr<br>*ss*Skm.No.3-9,12<br>(*ex*Bylgia) 1*Dk*(*Stl*)*&deepframing*<br>Wireless | 1101<br>951<br>671 | ✠ ——<br>12,19 | Cpn | *n* | | 1901<br>11mo | Söderhmns<br>Verks.Aktieb<br>Söderhamn | GermanGovernment<br>*WB=Cell* | 228·6<br>P16'B61'F22'<br>*DBa52' uE27' f94'* | 34·2 | 14·4<br>FK | German<br>4*BHCem*<br>296*tAPT*40*t* | T.3Cy.16½",27"&44"–30"<br>118NH<br>1SB,*3rf*.GS38,HS2035<br>NE&B*made*98*re-fitted*01<br>NylandsVærksted,Xania | 16 ″ 9 | |
| 11485<br>6167<br>KCDL | **Carbonat** CompScSr | 448<br>333<br>217 | | | | | 1919 | Norrköp-<br>ingsWrfsA/B<br>Norrköping | Rederi A/B Nord-<br>transport (Gustav<br>Lindegren, *Mgr.*) | 139·9 | 28·2 | 10·7 | Stockholm<br>Swedish | C.2Cy.12⅝"&26⅜"–17¾"<br>29NHP<br>BergsundsM.V.Aktb.Skm | | V |
| 11486 | **Carcavellos** SteelSc<br>(*ex*Tutshill) 1*Dk*(*Stl*)<br>*Elec.light* | *2027*<br>*1865*<br>*1236* | ✠100A1<br>11,21 ~~7,20~~<br>✠LMC~~5,18~~<br>11,21 | Bry<br>Lis | *s* | CL<br>6,20 | 1918<br>5mo<br>*Lloyd* | E.Finch&<br>Co.(1916) Ld.<br>Chepstow<br>*'sA&CP* | " A.Maritima "<br>Soc.Anon. de<br>Responsabilidade<br>Ltda. | 284·8<br>P29'B78'F28'<br>*CellDB*244' | 41·7 | 19·4<br>FK | Lisbon<br>Portuguese<br>4*BHCem*<br>576*tAPT*87*t* | T.3Cy.21½",35"&59"–39" (*s*<br>180lb *100lb* 259NHP<br>2SB,*6cf*,GS110,HS4300<br>Richardsons,Westgarth&<br>Co.Ld.Sld | 21 ″ 6<br>s3 ″ 0½<br>18 ″ 10 | |
| 11487<br>133320 | **Cardew** SteelScK<br>*ss*Hul.No.2-20<br>(*ex*NorthernPrince) 1*Dk* | 208<br>204<br>81 | ✠100A1<br>*StmTrawler*<br>1,22 ~~4,20~~<br>✠LMC4,20<br>BS9,21 | Hul | | CL<br>4,20 | 1913<br>12mo<br>*Lloyd* | JTEltring-<br>ham&Co.<br>S.Shields<br>*'sA&CP* | F.&T.Ross,Ld. | 115·0 | 22·2 | 11·6<br>BK7½" | Hull<br>British<br>3*BHCem* | T.3Cy.12",20"&34"–24" (*s*)<br>180lb 82RHP<br>1SB,*3pf*,GS51,HS1505<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 9 | |
| 11488<br>105197<br>QFBL | **Cardiff** SteelScSr<br>*ss*Cff.No.3-8,10<br>Wireless *ss*Bry.No.2-20<br>1*Dk*(*Irn*)2*trB&Webframes*<br>3*Dk rule* | 2820<br>2583<br>1783 | ✠100A1<br>~~7,20~~ 11,21<br>✠LMC2,20<br>✠NE&B2,20<br>DBS2,22 | Npt<br>Cff | *t* | CL<br>~~7,20~~<br>11,21 | 1898<br>6mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | SovereignShippg.<br>Co.Ld.(F.J.<br>Mundy,*Mgr.*)<br>*WB=CellDB* | 318·0<br>P27'B70'F31'<br>*a&uE*128'*f*132'684*t* | 46·1 | 21·1<br>FK | Cardiff<br>British<br>5*BHCem*<br>*APT*38*t* | T.3Cy.22",36"&59"–39" (*s*)<br>180lb *100lb* NDB15 264NHP<br>2SB,*6cf*,GS124,HS4466<br>G.Fletcher&Co.Ld.Derby | 23 ″ 6<br>s4 ″ 1½<br>19 ″ | |
| 11489<br>135131<br>HWMD | **Cardiff Hall** SteelScSr<br>Wireless 1*Dk* | 3994<br>3733<br>2541 | | | | | 1912 | W.Doxford<br>&Sons,Ld.<br>Sunderland | HansenShippngCo<br>Ld(HansenBros.<br>Ld.*Mgrs.*) | 350·0<br>P25'B119'F32' | 50·8 | 25·6 | London<br>British<br>*WB* | T.3Cy.23",37½"&61"–42"<br>241NHP<br>W.Doxford&Sons,Ld.Sld. | | C |
| 11490<br>139622<br>JRLD | **Cardigan** SteelScSr<br>*Elec light* 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)<br>Wireless | 4534<br>4233<br>2781 | ✠100A1<br>*Shelter dk withfreeboard*<br>6,21 ~~10,20~~<br>✠LMC10,17 | Cff<br>Ham | *y* | CL<br>10,20 | 1917<br>10mo<br>*Lloyd* | Richards'n<br>Duck&Co.Ld<br>Stockton<br>*'sA&CP* | H.W.Renny<br>(E.J.Leslie,*Mgr.*)<br>*CellDB* | 400·0<br>351'1345*t FPT*111*t* | 52·0 | 32·3<br>FK | Dundee<br>British<br>6*BHCem*<br>*APT*120*t* | T.3Cy.26",43"&71"–48" (*r*)<br>180lb *100lb* 425NHP<br>3SB,*9cf*,GS192,HS7171<br>Blair&Co.Ld.Stockton | 27 ″ 0<br>s3 ″ 3½<br>24 ″ 1 | |
| 11491<br>143947 | **Cardigan Castle** SteelScK<br>(*ex*DenisCasey) 1*Dk* | 278<br>247<br>114 | 100A1<br>*StmTrawler*<br>6,21 ~~12,20~~ 3,22<br>LMC5,20 | Sws | | CL<br>5,20 | 1918<br>*Lloyd* | AilsaS.B.<br>Co.Ld.<br>Ayr<br>*'sA&CP* | ConsolidatedStm.<br>Fishing&IceCo.<br>(Grimsby)Ld. (J.<br>D.Marsden,*Mgr.*) | 125·6<br>Q72'F21' | 23·5 | 12·8<br>BK7½" | Swansea<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 87NHP<br>1SB,*3pf*,GS50,HS1619<br>AilsaS.B.Co.Ld.Troon | 14 ″ 3 | |
| 11492<br>132045<br>JDNC | **Cardiganshire** SteelTwinScSr<br>*ss*Lon.No1-17<br>*Elec.light* 2*Dks*(*Stl*)<br>*Ref.Mchy.* Sub.Sig. Wireless | 9426<br>8753<br>5993 | ✠100A1<br>9,21 ~~11,20~~<br>~~BS2,20~~ ✠LMC~~9,18~~<br>9,21<br>*Fitted for oil fuel* 8,19 *F.P. above* 150°F.<br>*Carrying oil fuel F.P. above* 150°F *.inDB&DT*<br>✠Lloyd'sRMC4,22 | Hul<br>Lon | *ft* | CL<br>11,18 | 1913<br>11mo<br>*Lloyd* | Workman,<br>Clark&Co.Ld<br>Belfast<br>*'sA&CP* | RoyalMailSteam<br>PacketCo.<br>*WB=CellDBa*137<br>*f*200'2095 | 500·3<br>P107'B180'F88'<br>'*uE&B*102'<br>*tDTa*30' 1030*tFPT* | 62·4 | 34·6<br>FK | Belfast<br>British<br>8*BHCem*<br>80*tAPT*75*t* | T.6Cy.24",40½"&68"–48" (*s*)<br>200lb FD 977NHP<br>2D&2SB*18cf*GS354HS14600<br>Wrkman,Clark&CoLd.Bel | 37 ″ 7<br>s8 ″ 6<br>29 ″ 8 | BT<br>till<br>9,21 |
| 11493<br>133418<br>JBKM | **Cardinal** SteelScK<br>*ss*Hul.No.2-20<br>1*Dk* | 309<br>287<br>133 | ✠100A1<br>*StmTrawler*<br>8,20<br>✠LMC7,20<br>BS8,21 | Hul | | CL<br>7,20 | 1912<br>12mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>*'sA&CP* | StorrsStm.Trawl-<br>ingCo.Ld.<br>(J.W.Storr,*Mgr.*) | 136·0<br>Q75'F20' | 23·5 | 12·6<br>BK8"<br>*WB=* | Hull<br>British<br>4*BHCem*<br>*DTf*8'20*t* | T3Cy.13¼",22½"&37"–24"(*s*)<br>200lb 80RH<br>1SB,*3pf*,GS47,HS1310<br>C.D.Holmes&Co.Ld Hull | 13 ″ 7 | |
| 11494<br>112703<br>RPTW | **Cardium** SteelSc3MstSr<br>*ss*Shl.No.3-9,20<br>*Mchy.Aft* 2*Dks*(*Stl*)*&Web frames*<br>*Elec.light* Wireless | 6127<br>5688<br>3994 | ✠100A1<br>~~9,20~~ 3,22<br>DBS3,22 ✠LMC9,20<br>✠NB18*refitted*9,20<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 5,00 *F.P. above* 150° F. | Shl | *z* | CL<br>9,20 | 1900<br>5mo | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>A&CP | Anglo-Saxon<br>PetroleumCo.Ld. | 410·0<br>P100'B20'F56' | 52·1 | 32·2<br>FK | London<br>British<br>16*BHCem*<br>*WB=DBu* | T.3Cy.28",46"&77"–48" (*s*)<br>180lb *100lb* NDB13 486NHP<br>4SB,*12cf*,GS206,HS7300<br>N.E.MarineCo.Ld.Nwc.<br>*B*37'112*tFPT*219*tAPT*43*t* | 34 ″ 0<br>s7 ″ 10<br>26 ″ 7 | |
| 11495<br>220186<br>LWRS | **Cardonia** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5543<br>4598<br>3400 | | | | | 1920 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 11496<br>131390<br>JMDW | **Carena** SteelScK<br>*Mchy.Aft* 1*Dk* | 262<br>193<br>97 | | | | | 1911 | J.P.Ren-<br>noldson&Sns.<br>SouthShields | MonroeShppgCo.<br>Ld. | 114·0<br>Q42'B8'F15' | 23·2 | 10·2 | Liverpool<br>British<br>*WB* | C.2Cy.15½"&33"–24"<br>50RHP<br>J.P.Rennoldsn&Sns,S.Shl | | |
| 11497<br>220522<br>MBJL | **Carenco** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5543<br>4598<br>3407 | | | | | 1920 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane, Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11498<br>138981<br>JNHB | **Carency** SteelScK<br>ssHul.No.1-21<br>1Dk | 233<br>225<br>108 | ✠100A1<br>StmTrawler<br>8,21 ~~8,20~~<br>✠LMC6,20 | Hul | | CL<br>~~7,19~~<br>8,21 | 1916<br>10mo | Cook, Welt'n&Gemmell<br>Ld.Beverley<br>Lloyd'sA&CP | StarStm Trawling Co.Ld. (H.L.S. Knell, Mgr.) | 117·0<br>Q61'F16'<br>BK7½" | 22·0 | 12·7 | Hull<br>British<br>4BHCem | T.3Cy.12",21½"&34"–24" (s)<br>180lb 70RHP<br>1SB,2pf,GS35,HS1340<br>Gt.Centr'.Co-opEng.&Ship RepairingCo.Ld.Gms. | 13 7 | |
| 11499<br>136358 | **Cargan** SteelScK<br>ssBel.No.1-20<br>Mchy.Aft 1Dk(Stl)<br>Well deck Cargo battens not fitted | 274<br>193<br>99 | ✠100A1<br>8,21 ~~3,21~~<br>✠LMC9,20 | Irv<br>Bwg | d | CL<br>3,21 | 1916<br>12mo | A.Jeffrey&Co.Ld.<br>Alloa<br>Lloyd'sA&CP | ~~HowdenBros. (W.J.R.Harbinson, Mgr.)~~<br>~~R.Williams&Co.~~<br>J.Christopher | 120·8<br>Q42'B9'F24'<br>BK7"<br>FPT25t | 22·1 | 9·1 | Waterford<br>~~Belfast~~<br>British<br>3BHCem<br>APT5t | C.2Cy.14"&30"–22" (s)<br>135lb 45RHP<br>1SB,2pf,GS35,HS1050<br>A.Jeffrey&Co.Ld.Alloa | 10 0<br>s 8½<br>10 | |
| 11500<br>144541<br>KFNC | **Cargo Carrier** SteelAuxSc<br>Mchy.Aft OilEng.<br>(exRap,exGebroedersBodewesIX.) 1Dk<br>(See Sailing Ship Register) | 319<br>274<br>278 | | | | | 1919 | Gebr.G&H<br>Bodewes<br>Martenshoek | CargoCarriers,Ld. (H.Hillcoat, Mgr.) | 136·0<br>P26' | 24·5 | 11·2 | London<br>British | Oil Engines<br>2Cy.13½"–12" 23NHP<br>Steyaard&J.Walen,Rot. | | V |
| 11501<br>144444<br>KFNB | **Cargo Shipper** SteelAuxSc3MstSr<br>(exKwiek,exGebroeders BodewesX.) Mchy.Aft OilEng. 1Dk<br>(See Sailing Ship Register) | 320<br>274<br>~~245~~<br>243 | | | | | 1919 | Gebr.G&H<br>Bodewes<br>Martensheok | CargoCarriers,Ld. (H.Hillcoat, Mgr.) | 136·0<br>P26' | 24·5 | 11·2 | London<br>British | Oil Engines<br>4Cy.12"–14" NE21 54NHP<br>Vickers Petters,Ld.Ips. | | V |
| 11502<br>214561<br>LGMQ | **Carib** SteelScSr<br>Elec.light Wireless 1Dk(Stl)<br>~~Cargo battens not fitted~~ | 2118<br>1680<br>1259 | ✠100A1<br>1,21<br>✠LMC6,17 | NYk | r | CL<br>N1,21 | 1917<br>4mo | Detroit S.B.Co.<br>Wyandotte<br>A&CP | ~~AtlanticGulf&WestIndiesS.S.Co.~~<br>NewYork&PortoRicoS.S.CoInc.<br>CellD | 251·0<br>P27'B65'F27'<br>FK<br>B212'478t FPT67t | 43·8 | 18·2 | NewYork<br>Utd.States<br>4BHCem<br>APT77t | T.3Cy.20",33"&54"–40" (s)<br>180lb 274NHP<br>2SB,6cf,GS126,HS5246<br>DetroitS.B.Co.Detroit | 20 0 | |
| 11503<br>OEBP | **Caribou** WoodAuxTwinSc3MstSr<br>Stm.Eng.<br>(exChamplain) 1Dk2trB<br>(See Sailing Ship Register) | 2575<br>—<br>1564 | | | | | 1919 | TheFoundationCo. Ld.<br>Victoria, B.C. | FrenchGovernment | 293·0<br>P166'F36' | 46·5 | 21·0 | Havre<br>French | T.6Cy.13",22"&30"–30"<br>100NHP<br>SumnerIronWorks, Everett,Wash. | | V |
| 11504<br>218739<br>LSKG | — WoodScSr<br>Elec.light Wireless 1Dk2trB | 2551<br>—<br>1528 | | | | | 1919 | St.John's RiverShipyardCo.<br>Jacksonville | UnitedStates ShippingBoard | 267·3<br>P18'B67'F28' | 46·0 | 23·6 | Jcksnville (Fla.)<br>Utd.States<br>WB | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 11505<br>HOLD | **Caridad Padilla** IronScSr<br>(exNordland,exJelö, exSchweden)<br>Elec.light 1Dk2trB | 600<br>388<br>300 | | | | | 1880 | Akt.Ges. "Vulcan"<br>Stettin | EmpresaNaviera deCubaS.A. | 168·3<br>P117tH14tF24t | 24·3 | 13·8 | Havana<br>Cuban<br>WB | C.2Cy.21½"&39"–27½"<br>NB02 66NHP<br>A.G "Vulcan,"Stettin | | |
| 11506 | **Caridad Sala** SteelSc<br>(exYadkin,exClaraMennig)<br>Elec.light 1Dk | 1685<br>1501<br>1005 | | | | | 1908 | Akt.Ges. "Neptun"<br>Rostock | EmpresaNaviera deCubaS.A. | 261·4<br>P27'B65'F26' | 40·1 | 17·3 | Havana<br>Cuban<br>WB | T.3Cy.17⅞",30½"&48"–33"<br>132NHP<br>A.G."Neptun,"Rostock | | R |
| 11507<br>9<br>NLBF | **Cariddi** IronScBn<br>2Dks<br>Elec.light Wireless | 1256<br>1011<br>613 | ✠<br>9,66 | Cly | | | 1866<br>8mo | Macnab&Co.<br>Greenock | SiciliaSocietà di Navigazione | 269·0<br>P&F127t | 30·2 | 18·4 | Palermo<br>Italian<br>4BH | T.3Cy.24",37¾"&61¾"–35¾"<br>NE&B95 229NHP<br>Hawthrn,Guppy&Co.,Nap | | I |
| 11508<br>20<br>NLBG | — SteelPad<br>Elec.light | 400<br>370<br>129 | | | | | 1896 | N.Odero fu A.<br>SestriPnente | ItalianGovernment(Ministry Transports) | 177·1 | 27·0 | 11·5 | Messina<br>Italian | C.2Cy.31"&58⅓"–43⅓"<br>187NHP<br>N.Odero,SestriPonente | | I |
| 11509<br>135968<br>JOTP | **Carieda** SteelScK<br>ssGls.No.1-19<br>1Dk | 225<br>218<br>112 | ✠100A1<br>StmTrawler<br>8,20<br>BS8,20 ✠LMC5,19 | Gms | | CL<br>3,19 | 1913<br>8mo | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>Lloyd'sA&CP | YarboroughStm. FishingCo.Ld(J.E. Rushworth, Mgr.) | 117·0<br>Q61'F16'<br>BK7½" | 22·0 | 12·7 | Grimsby<br>British<br>4BHCem | T.3Cy.12",21"&34"–24" (s)<br>200lb 66RHP<br>1SB,2pf,GS30,HS1020<br>C.D.Holmes&Co.Ld.Hull | 13 7 | |
| 11510<br>883<br>NLBJ | **Carignano** SteelScSr<br>(exWarPigeon) Wireless 2Dks(Stl)<br>Elec.light<br>Cargo battens not fitted in 'tween decks | 5359<br>4821<br>3230 | ✠100A1<br>9,21 ~~6,19~~<br>✠LMC9,18<br>Carrying oil fuel F.P. above 150° F. | Liv<br>Syd | y | CL<br>6,19 | 1918<br>9mo | Ropner&Sons,Ld.<br>Stockton<br>Lloyd'sA&CP in DB | Soc.Anon.Lloyd Sabaudo<br>CellDB | 400·0<br>P49'B113'F40'<br>FK<br>340'1072tFPT131t | 52·4 | 28·4 | Genoa<br>Italian<br>7BHptCem<br>APT214t | T.3Cy.27",44"&73"–48" (s)<br>180lb 490NHP<br>3SB,9cf,GS190,HS7020 FD<br>Harland&Wolff,Ld.Gls. | 31 0<br>s 6 2<br>25 3 | |
| 11511<br>139020<br>JLBV | **Carina** SteelScSr<br>ssAnt.No.1-21<br>(exGreifswald) ssSyd.No.3-2,17<br>Elec.light 2Dks(Stl)&Web frames<br>Sub.Sig. Wireless Well deck | 5486<br>5151<br>3437 | 100A1<br>11,21 ~~9,20~~<br>~~BS9,20~~ LMC~~2,17~~ 4,21 | Ant | | CL<br>10,20 | 1907 | Bremer Vulkan<br>Vegesack<br>Intermediate bulkhead in fore hold dispensed with | Requisitioned by theCommonwealth ofAustralia | 428·6<br>P&B285'F53'<br>FK | 54·5 | 27·9 | London<br>British<br>Cem<br>6BHonly<br>CellDB377' | Q.4Cy.24¼",34¾",50⁹⁄₁₆"&72⅞"–53⅛" 225lb (s) 530NHP<br>3SB,9cf,GS167,HS7007 FD<br>BremerVulkan,Vegesack<br>1338tFPT86t | | |
| 11512 | **Carinthia** SteelSc<br>ssTri.No.3-5,14<br>ssTri No.1-19<br>1Dk(Stl)&Spar dk(Stl-ws)&<br>Elec.light deepframing | 2930<br>~~2812~~<br>2282<br>~~1784~~<br>1664 | ✠100A1<br>Spar dk<br>1,22 ~~11,20~~<br>✠LMC<br>MS5,19 ~~BS3,20~~ BS5,21 | Tri | t | CL<br>N11,20 | 1900<br>9mo | Lloyd Austriaco<br>Trieste<br>~~Lloyd'sA&CP~~<br>A&CP | LloydTriestino<br>WB=Cell DBa96'uE | 315·0<br>P36'B86'F64' 21·9<br>FK<br>24'f128'488tFPT | 42·2 | 14·0 | Trieste<br>Italian<br>6BHCem<br>39tAPT13t | T.3Cy.28⅛",39"&64½"–45"(s)<br>200lb 165lb NDB95refitted13<br>350NHP<br>2SB,6cf,GS113,HS4634 FD<br>LloydAustriaco,Trieste | | A |
| 11513<br>113733<br>TRPL | **Carisbrook** SteelScSr<br>ssHul.No.3-4,15<br>ssLiv.No.1-20<br>1Dk(ptIrn&ptStl)deepframing<br>Wireless Sub.Sig. &Webframes | 2784<br>2589<br>1785 | ✠100A1<br>11,21 ~~10,20~~<br>BS6,21 ✠LMC4,20 | Brs<br>Ant | u | CL<br>10,20 | 1902<br>11mo | J.Blumer&Co.<br>Sunderland<br>Lloyd'sA&CP | RedCapS.S.Co.Ld. (J.Good&Sons,Ld. Mgrs.)<br>WB=Cell DB a 110'uE&B40'f124'802t | 319·5<br>P28'B90'F32'<br>FK | 46·0 | 21·2 | Whitby<br>British<br>5BHCem<br>APT110t | T.3Cy.23",38"&62"–42" (s)<br>160lb ~~65lb~~ 60lb 263NHP<br>2SB,6pf,GS110,HS4118<br>J.Dickinson&Sons,Ld.Sld. | 23 9<br>s 3 10½<br>20 3 | |
| 11514<br>108351<br>QCRK | **Carisbrook Castle** StlSc3MstSr<br>ssSou.2ndNo.3-6,17<br>2Dks(Stl-ws)&Spar dk(Stl-teaks)&Web frames<br>Elec.light Ref.Mchy. Wireless<br>Sub.Sig. | 7594<br>6227<br>4205 | ✠100A1<br>Spar dk<br>12,20<br>BS10,20 ✠LMC6,17 | Sou | d† | CL<br>12,20 | 1898<br>4mo | Fairfield Co.Ld.<br>Glasgow<br>Lloyd'sA&CP | TheUnion-Castle MailS.S.Co.Ld.<br>WB=Cell DBa108'uE&B163'f120'1085t | 485·0<br>P68'B220'F93'32·1<br>FK&BK3½" | 56·0 | 23·6 | London<br>British<br>10BHCem | Q.4Cy.35¾",51¼"73½"&105"–69"] 205lb (o) 1490NHP<br>3D&3SB30rf,5cf,GS763, HS28426<br>FairfieldCo.Ld.Glasgow | 35 6 | |
| 11515<br>209871<br>LOJR | **Carisco** SteelSc<br>(exBaltimorean,exAtlanticCity)<br>Elec.light 2Dks | 927<br>—<br>630 | | | | | 1912 | StatenIsld. S.B.Co.<br>Pt.Richmond N.Y. | CaribbeanS.S.Co. Ld. | 180·1 | 28·4 | 12·5 | NewYork,<br>Utd.States | T.3Cy.15¼",23¾"&37½"–26"<br>Emade84fitted12 72NHP<br>GossMarineWks.Bath,Me. | | |
| 11516 | **Carl** IronScSr<br>1Dk<br>Elec.light Mchy.Aft | 270<br>225<br>166 | | | | | 1883 | G.Howaldt<br>Kiel | Sartori&Berger | 126·1<br>P44' len89 | 21·1 | 12·2 | Kiel<br>German | C.2Cy.13"&21"–14"<br>NB99 14NHP<br>Gebr.Howaldt,Kiel | | |
| 11517 | — WoodAuxSc3MstSr<br>OilEng.<br>(exStyrbjörnStarke,exLaila) 1Dk<br>(See Sailing Ship Register) | 133<br>113<br>100 | | | | | 1917 | Södra<br>GarnsVarf-Garn | Rederi.A/S "Nielsen" (A.R. Nielsen, Mgr.) | 97·8 | 24·4 | 8·9 | Nyköbing<br>Danish | Oil Engine<br>1Cy.11¾"–12¼" 9NHP<br>J&CGBolindersCoLdSkm | | V |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11518 | **Carl Adolf** SteelSc<br>(*Trawler*)<br>1*Dk* | 205<br>195<br>68 | | | | | 1899 | G.Seebeck A.G.<br>Bremerhaven | EdwardRichard-sonHerings-u. Hochseefischerei | 128·0 | 21·4 | 11·1 | Gstemnde<br>German<br>*WB* | T3Cy11$\frac{1}{16}$"18$\frac{1}{2}$"&30$\frac{5}{16}$"-22$\frac{1}{16}$"<br>43NHP<br>G.Seebeck A.G.Bremerhvn | | |
| 11519 | **Carl-Albert** SteelScSr<br>*ss*Sws.No.3-5,04<br>(*ex*Isle of Ramsey) *ss*Stn.No.2-13<br>*Well deck* 1*Dk*(*ptStlptIrn*)2*trB* | 1706<br>1275<br>1061 | ✠<br>12,16 | Gms<br>✠ | *q* | | 1891<br>12mo | JReadhead &Sons<br>S.Shields | | 259·5<br>P24'Q74'B106'<br>F29' BK9"<br>*WB*=*Cel* | 36·6 | 16·8 | 4*BHCem*<br>*DB*218'383*t* | T3Cy.20$\frac{1}{2}$",33$\frac{1}{2}$"&55"-36"<br>NDB05 181NHP<br>2SB,4*rf*,GS68,HS2701<br>J.Readhead&Sons,S.Shl. | 19 ″ 3 | |
| 11520 | **Carl Cords** SteelScSr<br>*Elec.light Mchy.Aft* 1*Dk* | 903<br>773<br>498 | | | | | 1910 | Akt.Ges. "Neptun"<br>Rostock | Dampfsch.Ges. Aug.Cords G.m.b.H. | 231·4<br>P&B177'F25' | 33·8 | 12·0 | Rostock<br>German<br>*WB* | T.3Cy.14$\frac{3}{8}$",24$\frac{3}{16}$"&38$\frac{5}{8}$"-26$\frac{3}{4}$"<br>77NHP<br>A.G."Neptun,"Rostock | | |
| 11521<br>215018 | **Carl D. Bradley** SteelSc<br>Sub.Sig.<br>*Elec.light Mchy.Aft* Wireless 1*Dk*2*trB* | 7203<br>—<br>5557 | | | | | 1917 | American S.B.Co.<br>Lorain,O. | BradleyTransportationCo. | 530·0 | 60·0 | 31·( | Fairport,O<br>Utd.States<br>*WB* | T.3Cy.25$\frac{1}{2}$",41"&67"-42"<br>291NHP<br>AmericanS.B.Co.Lorain | | L |
| 11522<br>938<br>JCGL | **Carl Gustaf** WoodAuxScK<br>*OilEng*<br>1*Dk*<br>(*See Sailing Ship Register*) | 106<br>99<br>85 | | | | | 1893 | Sixten Groth<br>Sjötorp | H.Gröbel | 93·4 | 22·5 | 6·8 | Harge<br>Swedish | Oil Engine | | |
| 11523 | **Carl Kiehn** SteelSc<br>(*Tug*)<br>1*Dk* | 185<br>167<br>13 | | | | | 1901 | J.C.&H.C. Kiehn<br>Hamburg | J.C.&H.C.Kiehn | 104·6 | 21·9 | 10·8 | Hamburg<br>German<br>*WB* | T.3Cy.14$\frac{1}{8}$",23$\frac{5}{8}$"&37$\frac{3}{4}$"-23$\frac{5}{8}$"<br>NB06 69NHP<br>J.F.Ahrens,Altona-Ottnsn | | |
| 11524 | **Carl Markmann** SteelSc<br>(*Trawler*)<br>(*ex*Admiral von Heeringen) 1*Dk* | 243<br>218<br>92 | | | | | 1918 | Norddeutsche Werft G.m.b.H.<br>Geestemünde | Schultz&Merz | 127·2<br>Q69'F19' | 23·0 | 9·5 | Gstemnde<br>German<br>*WB* | T.3Cy.12$\frac{3}{8}$",20$\frac{1}{2}$"&32$\frac{1}{4}$"-22$\frac{1}{8}$"<br>50NHP<br>OttensenerMaschf Altona | | |
| * 11525<br>1499<br>HRPM | **Carl O. Kjellberg** SteelScSr<br>*ss*Got.3rdNo.3-11,16<br>*Well deck* *ss*Got.No.1-20 1*Dk*2*trB* | 644<br>507<br>377 | ✠90A1<br>~~4,21 1,20~~ 4,22<br>✠NB11,97 ✠LMC<br>BS~~8,19~~6,21 MS1,20 | Got | *i* | ~~1,20~~<br>4,22 | 1883<br>3mo<br>*Lloyd's A&CP* | Göteborgs Mek.V.<br>Gothenburg | FörnyadeÅngf. Aktieb.Götha(F. Sternhagen, *Mgr.*) | 169·7<br>Q49'B45'F21'<br>BK7$\frac{1}{2}$"<br>*WB*=*APT*6*t* | 26·3 | 15·8 | Gothenbrg<br>Swedish<br>4*BHCem*<br>*MT*24'160*t* | C.2Cy.24"&40"-30" (*s*)<br>90lb *75lb* NDB17 88NHP<br>1SB,3*pf*,GS55,HS1765<br>GöteborgsMV.Aktieb.Got. | 16 ″ 6<br>1 ″ 6$\frac{1}{2}$<br>16 ″ 0 | |
| 11526<br>5927<br>KBPM | **Carl Peder** CompScSr<br>*OilEng.*<br>*Elec.light Mchy.Aft* 1*Dk* | 362<br>298<br>193 | | | | | 1917 | R.Kallin<br>Tösse | Rederiaktieb. CarlPeder(P. Kallin) | 134·4<br>P30'B6'F12'H19*t* | 25·7 | 11·0 | Gothenbrg<br>Swedish | Oil Engines<br>4Cy.16$\frac{3}{8}$"-14$\frac{13}{16}$" 69NHP<br>BergsundsM.V.Aktb.Skm. | | V |
| 11527<br>441<br>HRVG | **Carl von Linné** SteelScSr<br>1*Dk* | 361<br>221<br>248 | | | | | 1884 | MotalaCo.<br>Norrköping | Stockholms Rederiaktieb.Svea (H.Ericson, *Mgr.*) | 144·7<br>P47' H109*t* F32' | 24·5 | 10·3 | Stockholm<br>Swedish | C.2Cy.24"&48"-24"<br>NB04 75NHP<br>MotalaCo.,Motala | | V |
| 11528<br>2360<br>JFKL | **Carl XV.** IronScSr<br>1*Dk*& *AwngDk* | 551<br>256<br>369 | | | | | 1873 | Bergsunds Mek.Verks.<br>Stockholm | Stockholms Rederiaktieb.Svea (H.Ericson, *Mgr.*) | 162·1<br>H61*t* | 24·6 | 11·5<br>18·7 | Stockholm<br>Swedish | C.2Cy.26"&47"-27"<br>96NHP<br>W.LindbergsM.V.Skm. | | |
| * 11529<br>126961 | **Carlingford** SteelScK<br>*ss*Liv.No.3-2,20<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 345<br>274<br>129 | ✠100A1<br>8,21 ~~1,21~~<br>~~BS10,19~~<br>BS1,21 | Liv<br>✠LMC<br>MS2,20 | *f* | CL<br>V 1,21 | 1908<br>1mo<br>*Lloyd's A&CP* | Dublin Dockyard Co.<br>Dublin | S.Lockington&Co. Ld. | 145·6<br>Q51'B12'F24'<br>BK7"<br>*WB*=*FPT*41*t* | 24·1 | 10·4 | Dundalk<br>British<br>3*BHCem*<br>*APT*2*t* | C.2Cy.18$\frac{5}{16}$"&38"-27" (*s*)<br>130lb 80RHP<br>1SB,2*pf*,GS40,HS1477<br>Ross&Duncan,Glasgow | 11 ″ 6<br>s ″ 9<br>11 ″ 5 | |
| 11530<br>127578<br>KRGV | **Carlisle** SteelScSr<br>(*Tug*)<br>*Elec.light* 2*Dks* | 644<br>—<br>438 | | | | | 1901 | Neafie& LevyCo.<br>Philadelphia | ReadingCo. | 157·0 | 29·0 | 17·5 | Phildlphia<br>Utd.States | T.3Cy.18",28"&45"-30"<br>111NHP | | R |
| 11531 | **Carlito** SteelAuxSc3MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 413<br>335<br>305 | | | | | 1917 | N.V.Schps DeMaas<br>Slikkerveer | J.TraversoHnos | 136·2<br>P35'F17' | 26·2 | 13·1 | Bns.Ayres<br>Argentine<br>*WB* | Oil Engine 2S.C.SA<br>2Cy.15$\frac{7}{16}$"-17$\frac{7}{16}$" 37NHP<br>D.Goedkoop,Jr.Ams. | | |
| 11532 | **Carlitos** WoodSc | 357<br>—<br>173 | | | | | 1918 | ................ | TomásBotas | 127·9 | 23·0 | 11·2 | Gijon<br>Spanish | | | |
| 11533<br>165 | **Carlo Bruno** SteelSc<br>1*Dk* | 116<br>100<br>13 | | | | | 1917 | Soc.Anon. Coop.di Produzione<br>Sampierdarena | CorpoPiloti Pratici | 82·3 | 18·5 | 10·9 | Naples<br>Italian | C.2Cy.15$\frac{3}{4}$"&31$\frac{1}{2}$"-21$\frac{3}{8}$"<br>38NHP<br>Soc.Anon.Coop.di Produzione | | I |
| 11534<br>31<br>NLCU | **Carlo Pisacane** SteelScSr<br>(*ex*Algier,*ex*Hornfels)<br>*Elec.light* Wireless 1*Dk*& *Spar dk* | 3127<br>2956<br>1999 | | | | | 1904 | Akt.Ges. "Neptun"<br>Rostock | Requisitioned by theItalianGovernment | 301·8<br>H31' | 45·3 | 25·9 | Genoa<br>Italian<br>*WB* | T.3Cy.20$\frac{7}{8}$",35$\frac{7}{16}$"&55$\frac{7}{8}$"-37$\frac{3}{8}$"<br>192NHP<br>A.G."Neptun,"Rostock | | I |
| * 11535<br>124272<br>HJFW | **CarloVictoria** SteelScSr<br>*ss*Sws.No.3-8,18<br>(*ex*KingJohn) 1*Dk*(*ptIrn*&*pt Stl*)2*trB*<br>*deepframing*& *Web frames* 3*Dk rule*<br>Wireless | 3664<br>3387<br>2352 | ✠100A1<br>9,19<br>BS10,19 ✠LMC8,18 | Nwc | *w* | CL<br>10,19 | 1906<br>10mo<br>*Lloyd's A&CP* | JLThompson&Sons,Ld.<br>Sunderland | A.&C.Aboaf,Ld.<br>*WB*=*CellDBa*119'*u* | 350·0<br>P46'B94'F33'<br>FK<br>*E*23'*f*148'864*tFPT* | 50·2 | 23·2 | London<br>British<br>6*BHCem*<br>74*tAPT*100*t* | T.3Cy.25",41"&67"-45" (*s*)<br>80lb *100lb* 322NHP<br>2SB,6*cf*,GS124,HS4900<br>Blair&Co.Ld.Stockton | 25 ″ 9<br>4 ″ 8<br>21 ″ 6 | |
| 11536<br>72<br>NLCT | **Carlo Zeno** SteelScSr<br>(*ex*St.Dunstan)<br>*Well deck* 1*Dk*& *Webframes* | 951<br>733<br>553 | | | ... | | 1892 | S.P.Austin &Son<br>Sunderland | G.E.Salvagno& Nipoti | 220·0<br>Q75'B46'F27'<br>FK | 31·0 | 14·0 | Venice<br>Italian<br>*WB* | T.3Cy.18",30"&49"-33"<br>137NHP<br>N.E.MarineEng.CoLd.Sld | 16 ″ 6 | I |
| 11537<br>205805<br>KWRT | **Carlos** WoodSc3MstSr<br>*Fitted for oil fuel*<br>Wireless 1*Dk* | 865<br>702<br>541 | | | | | 1908 | Stone& VanBergen<br>SanFrancisco | DonovanS.S.Co. | 198·4 | 39·2 | 14·8 | S.Frncisco<br>Utd.States | T.3Cy.14",22"&36"-24"<br>64NHP | | |
| 11538<br>MSND | **—** FerroConcreteSr<br>*OilEng.*<br>*Mchy.Aft* (*Lighter*) 1*Dk* | 160<br>137<br>76 | | | | | 1918 | Fougners Staalbeton, Skibsbygningskompani<br>Moss | SkibsA/SMaderas | 84·9 | 20·2 | 10·4 | Christiania<br>Norwegian<br>*WB* | Oil Engine 2S.C.SA.<br>2Cy.12$\frac{3}{8}$"-14$\frac{1}{2}$" 28NHP<br>TuxamA/SCopenhagen | | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 3 Matériaux, Gréement, etc. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. SHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11539 | Carlos Gomes<br>(exItaipu) | SteelTwinScSr<br>ssGrk.No.1-96<br>1Dk&Awng dk(ptStl-ws)<br>Teak dk96 | 1306<br>1205<br>692 | ✠<br>Awng dk<br>withfreeboard<br>8,96<br>For Brazilian | Grk<br>Coasti | o<br>ng | service | 1892<br>3mo | J.&G.<br>Thomson,Ld.<br>Clydebank | BrazilianGovernment | 280·0<br>B64'F33' | 36·0 | 10·2<br>17·3<br>FK<br>WB | R.Janeiro<br>Brazilian<br>4BHAsp<br>=APT40t | T.6Cy.17½",28"&42"-24"<br>315NHP<br>2SB,8rf,GS140,HS5490 FD<br>J&GThomsonLdClydebnk | | |
| 11540 | Carlos Maria | Steel~~Woo~~dSc | 306<br>—<br>188 | | | | | 1920 | MVictorianoUravain<br>SanEsteban<br>dePravia | M.Victoriano<br>Uravain | 104·1 | 22·0 | 12·9 | Gijon<br>Spanish | C.2Cy.12½"&25"-18"<br>22NHP<br>M.VictorianoiUravain<br>SanEsteban dePravia | | |
| 11541 | Carlotta<br>(Barge) | IronSc3MstSr<br>1Dk | 296<br>275<br>219 | | | ... | | 1889 | TAWalker<br>Sudbrook | Cia.Uniao | 150·7 | 26·5 | 8·1<br>FK | Brazilian<br>WB | Q.4Cy.9",12",16"&25"-21½"<br>29NHP<br>Fleming&Ferguson,Psy. | 8 " 6 | |
| 11542<br>101964 | — | IronTwinSc<br>(Ferry)<br>1Dk | 261<br>180<br>177 | | | | | 1893 | A.W.Robertson&Co.<br>London | MidlandRly.Co. | 124·7 | 32·5 | 7·7 | London<br>British | C.4Cy.12"&24"-18"<br>50RHP<br>A.W.Robertson&Co.Lon. | | |
| 11543<br>777<br>NLCW | Carlotta Maria<br>(exTraut,<br>Well deck exPerseverance) | IronScSr | 1044<br>811<br>630 | | | ... | | 1881 | ShortBros.<br>Sunderland | Soc.Anon.diNav.<br>eCommercio<br>Marittimo | 226·0<br>Q75tB109tF25t | 32·5 | 16·3<br>BK7½" | Genoa<br>Italian<br>WB | C.2Cy.25"&53"-33"<br>131NHP<br>J.Dickinson,Sunderland | 17 " 8 | V |
| 11544<br>130199<br>JNVR | Carlow Castle<br>Sub.Sig.<br>1Dk(Stl)&Shelter dk(Stl) 2nd dk(Stl)<br>inNo.1 hold Cargobattensnotfitted in<br>Elec.light Wireless Shelter dk'tween dks | SteelScSr<br>ssLon,No.1-21 | 5833<br>5605<br>3708 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~6,21 9,19.20~~<br>3,22<br>✠LMC8,17<br>5,21 | NYk<br>~~[illegible]~~<br>Sou | y | CL<br>~~11,18~~<br>3,22 | 1917<br>2mo<br>Lloyd | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'sA&CP | Union-CastleMail<br>S.S.Co.Ld. | 400·0<br>F onShelter dk39'<br>CellDB351'1300t | 53·0 | 32·8<br>FK | London<br>British<br>6BHCem<br>APT110t | T.3Cy.27",45"&74"-48" (s)<br>180lb 465NHP<br>3SB,9cf,GS189,HS7908<br>Richardsons,Westgarth&<br>Co.Ld.Sld | 35 " 5<br>s 9 " 7<br>26 " 2 | |
| 11545<br>4777<br>JQPS | Carlsholm<br>(exCanton,ex<br>Elec.light Nikobar)<br>Wireless | SteelScSr<br>ssGot.No.3-1,20<br>2Dks(Stl-Upt teak s)<br>&deep framing | 3422<br>3219<br>2165 | ✠100A1<br>3,21<br>~~BS9,20~~ ✠LMC8,19<br>BS12,21 | Got | x | CL<br>N9,20 | 1906<br>7mo | Akt.Burmeistr&Wain<br>Copenhagen<br>A&CP | Aktieb.Svenska<br>AmerikaMexiko<br>Linien (Dan<br>Broström,Mgr.) | 366·1<br>P290'F39'<br>CellDB | 47·5 | 23·7<br>FK | Gothenbrg<br>Swedish<br>6BHCem<br>a124' uE 24' | T.3Cy.25",42"&70"-45" (s)<br>180lb 380NHP<br>3SB,9cf,GS157,HS6171<br>Akt.Burmeistr&Wain.Cpn<br>f160'765tFPT29tAPT17t | 26 " 6<br>s 3 " 7½<br>23 " 2 | |
| ❋ 11546<br>113975<br>SNGQ | Carlston<br>Well deck<br>Mchy.Aft | SteelSc3MstSr<br>ssTrn.No.3-10,13<br>ssGoo.No.1-18<br>1Dk(Irn) | 662<br>447<br>267 | ✠100A1<br>1,21<br>MBS11,20 ✠LMC7,18 | Hul | j | CL<br>1,21 | 1901<br>8mo<br>Lloyd | J Fullerton<br>&Co.<br>Paisley<br>'sA&CP | E.Johnson&Co.Ld. | 189·0<br>Q101'B11'F34'<br>len05<br>WB=DBf99' | 29·2 | 10·5<br>FK | Goole<br>British<br>3BHCem<br>178tFPT81t | C.2Cy.21⅝"&47"-33" (s)<br>130lb 100lb NDB18 89RHP<br>1SB.2pf&1cf,GS56,HS2118<br>W.V.V.Lidgerwood,Gls. | 13 " 4<br>s " 6<br>12 " 01 | |
| 11547<br>220550<br>MBJH | Carlton<br>Sub.Sig.<br>Elec.light Wireless | SteelSc<br>Fitted for oil fuel<br>2Dks | 5127<br>4598<br>3124 | | | | | 1920 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P50'B121'F40' | 54·2 | ·278 | Phildlphia<br>Utd.States<br>WB | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 11548<br>120544<br>JMHP | Carlyle<br>Elec.light | SteelPad<br>1Dk | 129<br>126<br>52 | | | ... | | 1905 | Thames<br>IronWorks<br>SB.&E.Co.Ld<br>London | H.G.Kellock | 129·9 | 18·5 | 6·8<br>FK | Dundee<br>British | C.D.2Cy.16"&31"-36"<br>FD 40RHP<br>ThamesIrn.Wrks.SB&ECo<br>Ld.Lon. | 7 " 0 | |
| ❋ 11549<br>120901<br>HFBJ | Carmania<br>Ref.Mchy.<br>Elec.light<br>Holds after flat(Stl)&Shelter dk(Stl-ws)<br>Sub.Sig. Wireless | SteelTrpScSr<br>ssLiv.No.3-3,19<br>3Dks(Stl-ws)&Web frames,<br>Orlop dk(Stl)inNos.1,2,3&4 | 19524<br>13707<br>9982<br>Carry | ✠100A1<br>Shelter dk<br>withfreeboard<br>9,21~~9,20~~<br>✠LMC9,20<br>BS7,21<br>ingoilfuelFP. | Bkn<br>Liv<br>above1 | 50° | CL<br>9,20<br>F.inD | 1905<br>11mo<br>Lloyd<br>B. | J.Brown&<br>Co.Ld.<br>Clydebank<br>'sA&CP<br>WB=C | CunardS.S.Co.Ld.<br>ellDBa135' uE&B | 650·4<br>240'f181'3348tFPT | 72·2 | 40·0<br>FK | Liverpool<br>British<br>12BH<br>120tAPT68t | 3 Steam Turbines (s)<br>195lb<br>3D&5SB,63rf,GS1297,<br>HS52130 FD<br>J.Brown&Co.Ld Clydebnk | 44 " 0<br>s11 " 4<br>33 " 3 | |
| 11550<br>125063<br>HLBG | Carmania II.<br>(exCarmania) | SteelScK<br>~~ssGms.No.1-11~~<br>1Dk<br>ssLon No.3-3,19 | 250<br>231<br>107 | ✠100A1<br>StmTrawler<br>6,21~~7,11~~<br>~~Examined5,10~~ BS6,21<br>~~BS9,20~~ ✠LMC4,19 | Gms | | CL<br>8,20 | 1907<br>8mo<br>Lloyd | Charlton&<br>Doughty<br>Grimsby<br>'sA&CP | StrandSteam<br>FishingCo.Ld.<br>(Baker&Green,<br>Mgrs.) | 130·3<br>Q72' | 22·0 | 11·5<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.12¼",22"&35"-24" (s)<br>180lb 76RHP<br>1SB,2pf,GS35,HS1340<br>Gt.CentrlCo-opEng.&Ship<br>RepairingCo.Ld.Gms. | 12 " 3 | |
| 11551<br>136347<br>JHSV | Carmarthenshire<br>Elec.light Ref.Mchy.<br>Sub.Sig. Wireless | SteelScSr<br>ssHul.No.1-20<br>2Dks(Stl) | 7823<br>7246<br>4969 | ✠100A1<br>6,21~~10,20~~<br>✠LMC2,19<br>~~BS5,21~~1,22<br>Fittedforoilfu<br>✠Lloyd'sRMC4,22 VegetableRoom only for temp.35°F | Hul<br>Rot<br>el 8,18 | d† | CL<br>~~3,18~~<br>6,21<br>F.P above | 1915<br>2mo<br>Lloyd<br>e 150° | Workman,<br>Clark&Co.Ld<br>Belfast<br>'sA&CP u<br>F. | RoyalMailSteam<br>PacketCo.<br>WB=CellDBa<br>E&B84'f190'1800t | 470·2<br>P99'B171'F79'<br>141'<br>DTa 27' 810t FPT | 58·3 | 32·2<br>FK | Belfast<br>British<br>7BHCem<br>105tAPT25t | Q4Cy27½",39½",57"&82"-54"<br>215lb (s) FD 735NHP<br>4SB,16cf,GS260,HS10500<br>Wrkman,Clark&Co.LdBel | 35 " 0<br>s 7 " 7½<br>27 " 11 | |
| 11552<br>203557<br>LBHK | Carmel | WoodSc<br>1Dk | 633<br>—<br>401 | | | | | 1906 | Lindstrom<br>S.B.Co.,Aberdeen,Wash. | Sudden&<br>ChristensonInc. | 170·0 | 38·0 | 12·3 | S.Frncisco<br>Utd.States | C.2Cy.14"&32"24"<br>42NHP<br>FultonE.&S.B.Wrks.S.Fo. | | |
| 11553<br>OEBV | Carmel Achaque<br>(exCarmel&Charles<br>Mchy.Aft Achaque)<br>Well deck 1Dk(Irn) | SteelScK<br>ssAlg.No.3-10,09<br>ssAlg.No.1-13 | 199<br>131<br>69 | ✠<br>—<br>4,19<br>✠ | Alg | b | | 1899<br>4mo | J.Shearer<br>&Son<br>Glasgow | AntoineAchaque | 114·0<br>Q39'B8'F20' | 20·1 | 8·2<br>BK6½"<br>FPT | Algiers<br>French<br>3BHCem<br>9tAPT3t | C.2Cy.14"&29"-21"<br>41NHP<br>1SB,2pf,GS31,HS770<br>Muir&Houston,Ld.Gls. | 9 " 1 | V |
| ❋ 11554 | Carmelo<br>Mchy.Aft | Ferro-ConcreteScSr<br>OilEng.<br>1Dk | 273<br>208<br>149<br>For se<br>from<br>Ann | ✠ A1<br>11,19<br>rvice in theW<br>GibraltartoM<br>ual Survey — | Bbo<br>LMC10,19<br>estern<br>essina<br>Exper | c<br>Me<br>Su<br>im | diter r<br>bject to<br>ental | 1919<br>11mo<br>anean<br>Lloyd | Soc.Constn<br>Navales de<br>Hormigon<br>Armado<br>Bilbao<br>'sA&CP | SocConstrucciones<br>Nav.deHormigon<br>Armado | 117·7<br>P29'F21' | 21·8 | 10·2 | Bilbao<br>Spanish | Oil Engines 2S.C.SA<br>2Cy.13¾"-15" 37NHP<br>DB80lb<br>A.GulowsenMek.Verks.<br>Christiania | 11 " 7 | |
| ❋ 11555<br>MTCJ | Carmen<br>Elec.light Wireless | SteelScSr<br>1Dk(Stl) | 2040<br>1664<br>1252 | ✠100A1<br>5,21~~11,20~~<br>MS11,20 ✠LMC~~6,17~~<br>BS5,21 | Bal<br>Xa | r | CL<br>11,20 | 1917<br>6mo | American<br>S.B.Co.<br>Cleveland,O.<br>A&CP | Skibs.A/S<br>Lodding'sRederi3<br>(T.Lodding, Mgr.)<br>CellD | 251·3<br>P27'B64'F25'<br>B222' 478tFPT67t | 43·7 | 17·9<br>FK | Chrstiania<br>Norwegian<br>4BHCem<br>APT77t | T.3Cy.20",33"&54"-40" (s)<br>180lb 272NHP<br>2SB,6cf,GS126,HS5246<br>AmericanS.B.Co.Clevelnd | 20 " 2<br>s 2 " 9<br>17 " 9 | |
| 11556<br>OEBW | —<br>(exSailingVessel,<br>exDora,exCounty<br>ofInverness) | IronSc<br>ssB.As.3rdNo.3-5,16<br>ssShp.No.1-20<br>1Dk(pt Stl)2trB | 1771<br>1592<br>1052 | ✠100A1<br>1,20<br>✠LMC1,20<br>✠NB06refitted20<br>✠M97refitted20 | Shp | r | CL<br>N1,20 | 1877<br>1mo | Barclay,<br>Curle&Co.Ld<br>Glasgow<br>A&CP | Cie.FrancoAtlantique deTransports | 266·6<br>P28'F38'<br>ND02<br>DTf20'400t | 38·8 | 23·6<br>BK9½" | Bordeaux<br>French<br>4BHCem<br>APT22t | T3Cy12¼",19½"&32"-22½"(s)<br>180lb 100lb NDB20 67NHP<br>1SB,2pf,GS37,HS1247<br>C.D.Holmes&Co.Ld.Hull | 24 " 11 | |

Now named "Nemrac," See No.38693 in Supplmt

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 11557<br>6164<br>KCDG | **Carmen** **WoodAuxTwinScSr**<br>*OilEng.*<br>*Elec.light* Hardwood treenails 1*Dk2trB*<br>*Mchy.Aft* *Salted & specially treated*<br>Wireless<br>(*See Sailing Ship Register*) ptGIB | ~~1653~~<br>~~1405~~<br>~~1150~~<br>1643<br>1405<br>1177 | ✠12 A1<br>12,21 ~~5,20~~<br>✠LMC~~5,20~~<br>10,21 | Skm<br>Bkn | *q* | PN5,20<br>S5,20 | 1917<br>12mo | M'Eachern<br>ShipCo.<br>Astoria,O.<br>A&CP | Rederiaktieb<br>Carmen<br>~~(I.Lagercrantz, *Mgr.*)~~<br>(Hj.Bäckström) | 233·3<br>P106*t*F85*t* | 44·5 | 19·5 | Stockholm<br>Swedish | Oil Engines 2S.C.SA<br>8Cy.15"–16⅛" 137NHP<br>J&CGBolindersCoLd.Skm | 22 ″ 0 | |
| 11558 | — **SteelAuxSc3MstSr**<br>(*ex*Jeannette, *ParaffinMotor*<br>*ex*HarryFrater) 1*Dk*<br>(*See Sailing Ship Register*) | 332<br>299<br>221 | | | | | 1917 | J.Smit&<br>Zoon<br>Foxhol | MaritimesEntreprisesBelgesSoc.<br>Anon | 135·1<br>P29' | 26·4 | 11·5 | Antwerp<br>Belgian | ParaffinMotor<br>2Cy.15¾"–17¾" 37NHP<br>DGoedkoop,Jr.Amsterdam | | V |
| 11559<br>HFQN | — **SteelScSr**<br>(*ex*Peveril)<br>*Well deck* *Mchy.Aft* 1*Dk* | *303*<br>*210*<br>*68* | | | ... | | 1895 | Scott&<br>Sons<br>Bowling | J.M.Berastegui | 135·0<br>Q59'B10'F25' | 23·1 | 10·3<br>BK7" | Bilbao<br>Spanish<br>*WB* | C.2Cy.17½"&40"–27"<br>80NHP<br>Muir&Houston,Glasgow | 11 ″ 0 | V |
| 11560 | — **WoodAuxScSr**<br>*PetrolMotor* 1*Dk*<br>(*See Sailing Ship Register*) | 215<br>—<br>190 | | | | | 1919 | Astilleros<br>Minguell SA<br>Barcelona | AstillerosMinguell,S.A. | 94·6 | 23·9 | 15·2 | Barcelona<br>Spanish | Petrol Motor | | |
| 11561 | — **IronScK**<br>*ss*Gms.No.3–3,97<br>(*ex*Elisa,*ex*Assyrian, *ss*Sws.No.2–06<br>*ex*Fikiness,*ex*Assyrian) 1*Dk* | 182<br>—<br>75 | ✠<br>*StmTrawler*<br>7,07 ✠ | Sws | | | 1891<br>1mo | Gt.GmsCo-op.Box&Fish<br>CrryingCoLd<br>Grimsby | | 109·3<br>Q47'F23' | 20·6 | 10·8<br>BK7½" | British<br>3*BHCem* | T.3Cy.12¾",20"&32"–22"<br>1SB,2*rf*,GS30,HS821 50NHP<br>Gt.GrimsbyCo-op.Box&<br>FishCarryingCo.Ld.Gms. | 11 ″ 7 | |
| 11562 | **Carmen de Patagones** **Wood AuxScSr** | 440 | | | | | 1920 | Astilleros<br>Scandinavos<br>Argentinos<br>BuenosAyres | | ........ | ........ | ........ | Argentine | | | N |
| 11563 | **Carmenchu** **IronSc**<br>*ss*Ham.No.1–94<br>(*ex*RioDelta,*ex*Delta, 1*Dk2trB*<br>*ex*SailingVessel) | 733<br>—<br>523 | 9,97 | Liv | | | 1865<br>6mo | C.Hill&<br>Son<br>Cardiff | Cia.deNav.<br>Bengolea | 162·6 | 28·7 | 18·2 | Barcelona<br>Spanish<br>*WB* | C.2Cy.18 1/16"&35 4/5"–24"<br>E*made*94,*refitted*18 52NHP<br>B*made*98,*refitted*18<br>Thos.Wincate&Co. | 19 ″ 10 | V |
| 11564<br>215614 | **Carmi A. Thompson** **SteelScSr**<br>*Mchy.Aft* 1*Dk*(*Stl*)& *Web frames*<br>*Elec.light* *Longitudinalframing* | 7039<br>6833<br>5658 | *For Service on the Great Lakes* | | ... | | 1917<br>9mo | American<br>S.B.Co.<br>Lorain,O.<br>*CellD* | ProducersS.S.Co.<br>(M.A.HannaCo.<br>*Mgrs.*)<br>*B&side tanks f*402' | 525·0<br>F48'<br>5250*tCellDBuE&B* | 58·0 | 31·0<br>FK | Cleveland<br>Utd.States<br>4*BH*<br>*& cross bunk* | T.3Cy.23½",38"&63"–42" (*r*)<br>180lb 376NHP<br>2SB,6*cf*,GS126,HS5736<br>AmericanS.B.Co.Lorain,O<br>*r*69'350*tFPT*260*tAPT*50*t* | 32 ″ 0 | |
| 11565<br>200039<br>KSNV | **Carmina** **SteelSc**<br>1*Dk* | 260<br>—<br>148 | | | | | 1903 | ChasFletcher<br>Boston,Mass | Assn.of theMarylandPilots | 140·1 | 21·5 | 11·6 | Baltimore<br>Utd.States | T.4Cy.14",23"&(2)27"–22"<br>69NHP | | |
| 11566<br>132028<br>JCLV | **Carnalea** **SteelScSr**<br>*ss*Bel.No.2–20<br>*Elec.light* *Mchy.Aft* 1*Dk*(*ptStl*)<br>*Well deck* | 579<br>423<br>233 | ✠100A1<br>6,21 ~~8,20~~<br>✠LMC8,20<br>BS10,21 | Bel | *j* | CL<br>8,20 | 1913<br>1mo<br>*Lloyd* | Scott&<br>Sons<br>Bowling<br>'*sA&CP* | JohnKelly,Ld.<br>(S.Kelly,*Mgr.*)<br>*WB=Cell* | 178·6<br>Q101'B9'F33'<br>*DBf*101' 154*t FPT* | 28·1 | 10·5<br>BK7¼" | Belfast<br>British<br>3*BHCem*<br>45*tAPT*7*t* | T.3Cy.15",25½"&41"–30" (*s*)<br>180lb 85RHP<br>1SB,3*cf*,GS60,HS1938<br>Aitchison,Blair&Co.LdGls | 13 ″ 0<br>s ″ 7<br>13 ″ 2 | |
| 11567<br>144532 | **Carnarvon Castle** **SteelScK**<br>*ss*Sws.No.1–20<br>(*ex*WilliamCoburne) 1*Dk* | 276<br>247<br>113 | 100A1<br>*StmTrawler*<br>~~8,21~~ ~~1,21~~ 3,22<br>LMC5,20 | Sws | | CL<br>5,20 | 1917<br>*Lloyd* | Bow,Mc-Lachlan&Co.<br>Ld. Paisley<br>'*sA&CP* | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden,*Mgr.*) | 125·6<br>Q72'F22' | 23·4 | 12·8<br>BK7½" | Swansea<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"–26"<br>180lb 61RHP<br>1SB,3*pf*,GS49,HS1590<br>Fawcett Preston&CoLdLiv | 14 ″ 3 | |
| * 11568<br>132049<br>JFBW | **Carnarvonshire** **SteelTwinScSr**<br>*ss*LonNo.1–18<br>*Elec.light* 2*Dks*(*Stl*)<br>*Ref.Mchy.* Wireless Sub.Sig. | 9406<br>8760<br>5955 | ✠100A1<br>~~3,21~~ ~~9,20~~ Ham<br>1,22 ~~BS5,20~~ ✠LMC~~10,18~~<br>Lloyd'sRMC~~1,21~~<br>~~BS7,21~~ 1,22 ~~2,21~~<br>*Carrying oil fuel F. P. above 150°F inDB&DT* | Yka<br>~~Kob~~ 1,22 | *f*† | CL<br>~~3,18~~<br>~~3,21~~<br>1,22 | 1914<br>3mo<br>*Lloyd* | Workman,<br>Clark&Co.Ld<br>Belfast *WB*<br>'*sA&CP* | RoyalMailSteam<br>PacketCo.<br>*=CellDBa*137'*uE*<br>*& B*102'*f*200'2095*t* | 500·3<br>P107'B180'F88'<br>*DTa*30'1030*t FPT* | 62·4 | 34·6<br>FK | Belfast<br>British<br>8*BHCem*<br>80*tAPT*75*t* | T.6Cy.24",40½"&68"–48" (*s*)<br>200lb HS14600 977NHP<br>2D&2SB,18*cf*,GS354 FD<br>Wrkman,Clark&Co.LdBel | 37 ″ 7<br>s 8 ″ 6<br>29 ″ 8 | |
| 11569<br>129633<br>JHDT | **Carnduff** **SteelScSr**<br>*ss*Bel.No.2–18<br>*Mchy.Aft* 1*Dk*(*ptIrn*)<br>*Cargo battens not fitted* | 257<br>199<br>92 | ✠100A1<br>9,21 ~~5,20~~<br>~~BS5,20~~ ✠LMC8,18<br>BS9,21 | Bel | *d* | CL<br>~~8,18~~<br>9,21 | 1910<br>7mo<br>*Lloyd* | Ramage&<br>Ferguson,Ld.<br>Leith<br>'*sA&CP* | ~~W.J.R.Harbinson~~<br>HowdenBros.Ld.<br>(W.J.R.Harbinson,<br>*Mgr.*) | 125·2<br>Q46'F19'<br>*WB=FPT* | 22·6 | 9·5<br>FK | Belfast<br>British<br>3*BHCem*<br>26*tAPT*2*t* | C.2Cy.15"&32"–24" (*s*)<br>130lb 42RHP<br>1SB,2*pf*,GS38,HS1144<br>Ramage&Fergusn,Ld.Lth. | 10 ″ 6<br>s ″ 9<br>9 ″ 11 | |
| 11570 | **Carniolia** **SteelSc**<br>1*Dk&Spar dk* | 2941<br>1991<br>1674 | | | | | 1900 | Lloyd<br>Austriaco<br>Trieste | LloydTriestino | 315·4<br>P49'B85'F63' | 40·8 | 14·0<br>21·9 | Trieste<br>Italian<br>*WB* | T.3Cy.23⅛",39"&65½"–45"<br>287NHP<br>LloydAustriaco,Trieste | | A |
| 11571<br>OEBY | **Carnoules** **SteelTwinSc**<br>(*ex*Paso deCuevas)<br>*Elec.light* *Mchy.Aft* 1*Dk*<br>Wireless | 764<br>—<br>439 | | | ... | | 1909 | JI.Thornycroft&Co.Ld.<br>Woolston | Chemin de Fer de<br>l'EtatFrançais<br>(Soc.Maritime<br>Nationale,*Mgrs.*) | 221·3 | 33·2 | 10·7<br>FK | Marseilles<br>French | T.6Cy.11",18"&29"–21"<br>128NHP<br>J.I.Thornycrft&CoLd.Lon | 11 ″ 3 | V |
| * 11572<br>OECA | **Carol 1$^{er}$** **SteelScSr**<br>Wireless *ss*Dnk.2nd.No.3-10,20<br>*Spar dk*(*Stl*)*2trB&deep framing*<br>*Elec.light* | 3188<br>2963<br>1979 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>9,21 ~~10,20~~<br>BS9,21 ✠LMC10,20 | Dnk<br>Cff | *v* | CL<br>9,20 | 1903<br>8mo<br>*Lloyd* | SirRaylton<br>Dixon&CoLd<br>Middlesbro'<br>'*sA&CP* | L.Dreyfus&Co.<br>*WB=Cell DBa*96' | 325·0<br>P30'B88'F34'<br>*uE&B*36'*f*144'690*t* | 47·3 | 15·6<br>23·6<br>FK | Dunkirk<br>French<br>6*BHCem*<br>*APT*100*t* | T.3Cy.26",42½"&69½"–45"(*s*)<br>180lb 356NHP<br>3SB,9*cf*,GS477,HS5622<br>N.E.MarineEng.CoLdNwc | 26 ″ 0<br>s 4 ″ 7¾<br>21 ″ 7 | |
| * 11573 | **Carolina** **SteelScSr**<br>*ss*Gen.No.3–6,19<br>*Ref.Mchy.* 2*Dks*(*Stl*)*&deep framing*<br>*&Shelter dk*(*Stl–pt* ws) | 4731<br>4615<br>3079 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,22 ~~8,20~~<br>BS6,21 ~~BS2,20~~ ✠LMC6,19<br>✠Lloyd'sRMC~~8,20~~ ~~2,21~~<br>10,21 ~~6,21~~ | Tri | *x* | CL<br>2,20 | 1905<br>9mo<br>*Lloyd* | Russell&<br>Co.<br>Pt.Glasgow<br>'*sA&CP* | CosulichSoc.<br>Triestina diNav.<br>*WB=CellDBa* | 359·8<br>108'*uE&B*46'*f*146' | 48·0 | 25·3<br>FK | Trieste<br>Italian<br>6*BHCem*<br>885*tAPT*32*t* | T.3Cy.27",43"&72"–48" (*s*)<br>180lb *90lb* 462NHP<br>3SB,9*cf*,GS146,HS6498 FD<br>J.G.Kincaid&Co.Greenock | 35 ″ 9 | |
| * 11574<br>3521<br>JKTD | — **SteelScSr**<br>*ss*Got.2ndNo.3–4,14<br>*ss*Skm.No.1–19<br>(*ex*Upland,*ex*Bishopsgate) 1*Dk*(*Stl*)&<br>*Well deck* Wireless *Web frames*<br>*Now named* "Bollwerk," *See No.* 36472 *in Supplement* | 2168<br>1694<br>1348 | ✠100A1<br>7,20<br>✠LMC<br>~~MS4,19~~ BS11,20 | Skm | *s* | CL<br>7,20 | 1888<br>12mo | JLThompson&Sons<br>Sunderland<br>A&CP | AfrikanskaÅngf.<br>Aktieb.(G.E.<br>Sandström,*Mgr.*) | 290·0<br>P29'Q80'B122'<br>F33'<br>*WB=DBa*88'*f*64' | 38·7 | 20·9<br>BK10" | Gothenbrg<br>Swedish<br>6*BHCem*<br>314*tAPT*25*t* | T3Cy22⅛",37 5/32"&60"–39" (*s*)<br>160lb *100lb* NDB02 232NHP<br>2SB,6*cf*,GS92,HS3600<br>J.Dickinson,Sunderland | 22 ″ 3<br>s2 ″ 1<br>21 ″ 2 | |
| 11575<br>96172<br>KLGP | — **IronTwinSc**<br>(*ex*CharlesH.Hackley,<br>*ex**U.S.N.*Terry,*ex*Hartford)<br>*Elec.light* Wireless 1*Dk&Saloon dk* | 1304<br>—<br>887 | | | | | 1892 | Neafie&<br>Levy<br>Philadelphia | GoodrichTransit<br>Co. | 220·0 | 40·0 | 13·0 | Duluth<br>Utd.States | C.4Cy.20"&40"–26"<br>136NHP<br>Neafie&Levy,Philadelphia | | |

| 1 Numero d'Ordre — Numero Officiel — Signaux | 2, 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11576<br>HFTM | **Carolina** IronScSr<br>1Dk | 234<br>—<br>144 | | | | | 1879 | E.Withy&Co.<br>Hartlepool | Cia.Metalúrgica deMazarron | 133·5<br>Q48′ | 20·2 | 10·2 | Carthagna<br>Spanish<br>WB | C.2Cy.20″&35″–21″<br>NB10 47NH<br>T.Richardson&Sons,Hpl. | |
| 11577<br>116485<br>LHRG | — WoodScSr<br>1Dk | 123<br>—<br>61 | | | | | 1892 | ……………<br>Philadelphia | Southern Transportation Co. | 92·6 | 21·0 | 10·0 | Phildlphia<br>Utd.States | | |
| 11578<br>HFTN | **Carolina E. De Pérez** SteelScSr<br>ssShl.No.3–2,09<br>(exSuningdale) ssBcl.No.2–18<br>Wireless 1Dk(ptStlptIrn)&<br>Web frames&ptAwngdk(Irn) | 2696<br>1863<br>1658 | ✠100A1<br>ptAwng dk<br>withfreeboard<br>12.20<br>✠LMC<br>MS2,18 BS1,20 | Cdz | s | CL<br>2,20 | 1896<br>10mo | Ropner&Son<br>Stockton<br>A&CP | AngelF.Pérez<br>WB=CellDBa | 300·0<br>B66′F34′ onptAwng dk ptAwngdk225′ FK<br>104′uE22′f114′506t | 43·0 | 16·4 | Santander<br>Spanish<br>5BHCem<br>APT66t | T.3Cy.21½″,35″&59″–39″ (s)<br>160lb 100lb NDB13 225NHP<br>2SB,6cf,GS78,HS3503<br>T.Richardsn&Sns,Ld.Hpl | 19′8<br>s 8′1<br>19′0 |
| 11579<br>OECD | **Caroline** SteelTwinSc<br>Elec.light 3Dks | 6698<br>6144<br>4262 | | | | | 1908 | Ch.&Atel. deProvence<br>Port deBouc | Cie.Générale Transatlantique | 413·2<br>P53′F45′ | 52·1 | 35·0 | Havre<br>French | T.6Cy.24″,36½″&61 1/16″–43 1/16″<br>498NHP<br>Ch.&Atel.deProvence,Msl. | |
| 11580 | — SteelScLr<br>Dk | 146<br>137<br>72 | | | | | 1907 | C.Cassens<br>Emden | LeererHerings-fischereiAct.Ges. | 93·7<br>Q15′ | 21·4 | 10·2 | Leer<br>German | C.2Cy.9½″&18 1/16″–12½″<br>10NHP<br>Christiansen&Meyer Hrbg | |
| 11581<br>~~109718~~<br>~~KGBO~~ | **Caroline Hemsoth** SteelSc3MstSr<br>ssNwc.No.3–2,07<br>(exBencliff) ssShl.No.1–11<br>1Dk(Irn)2trB&Webframes | 2284<br>2000<br>1428 | ✠<br>Turret dk<br>3,16 ✠ | Rot | s | | 1894<br>5mo | W Doxford &Sons,Ld.<br>Sunderland | ~~AlfredCalvert (Shipping)Ld (A.Calvert,Mgr.)~~<br>W.Hemsoth Akt.Ges. | 296·0<br>FK<br>WB= DBa 92′ f134′ 600t | 39·9 | 21·6 | ~~London~~<br>German<br>5BHCem<br>APT36t | T.3Cy.21½″,36″&59″–39″<br>241NHP<br>2SB,6rf,GS120,HS3972<br>W.Doxford&Sons,Sld. | 24′1 |
| 11582 | **Caroline Köhne** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 218<br>193<br>82 | | | | | 1916 | Schiffb.G. Unterweser<br>Lehe | E.Lefke | 127·7<br>Q75′F19′ | 22·6 | 9·2 | Gstemnde<br>German<br>WB | T.3Cy.12¾″,20½″&32 3/16″–22¾″<br>50HP<br>OttensenerMaschf.Altona | |
| 11583<br>2548<br>RNQD | **Caroline Maru** SteelSc<br>Elec.light 1Dk(Stl)&Awng dk(Stl)<br>Wireless | 4105<br>3613<br>2523 | ✠100A1<br>Awng dk<br>withfreeboard<br>8,21 ~~9,20~~<br>✠LMC~~9,20~~ 12,21 | Kob<br>Ham | v | ~~9,20~~<br>12,21 | 1919<br>8mo<br>Lloyd'sA&CP | Kawasaki DkydCo.Ld.<br>Kobe | KokusaiKisen KabushikiKaisha<br>Cell | 345·0<br>P29′B74′F41′on Awning dk 6BH FK<br>DB294′778t FPT62t | 48·0 | 30·0 | Kobe<br>Japanese<br>to Awng dk Cem<br>APT31t | T.3Cy.23½″,39″&65″–48″ (s)<br>200lb 356NH<br>2SB,6cf,GS121,HS4610 FD<br>KawasakiDkyd.Co.LdKob | 30′0<br>s 6′3<br>24′2 |
| 11584<br>212898<br>LFCM | **Carolinian** SteelScSr<br>ssBal.No.3–4,19<br>(exSoutherner, exHarley) 1Dk(Stl)2trB&deep framing3Dk rule<br>Wireless | 4170<br>3872<br>2707 | ✠100A1<br>~~5,21~~ ~~10,20~~ 1,22<br>~~MBS7,20~~ ✠LMC4,19<br>BS5,21 | NNs<br>Bal | x | ~~10,20~~<br>5,21 | 1906<br>10mo<br>Lloyd'sA&CP | Furness, Withy&CoLd<br>WHartlepool | GarlandS.S.Corp.<br>CellDBa | 359·8<br>P32′B114′F36′ FK<br>120′uE&B48′f150′ | 50·2 | 26·4 | NewYork<br>Utd.States<br>6BHCem<br>921tAPT32t | T.3Cy.24″,39″&66″–48″ (s)<br>180lb 325NHP<br>2SB,6cf,GS110,HS4993<br>Richardsons,Westgarth& Co.Ld.Hpl | 29′0<br>s 5′4½<br>24′0 |
| 11585<br>144026<br>KDHB | **Carolus** SteelSc<br>Elec.light Wireless CruiserStern 1Dk | 2218<br>1945<br>1341 | | | | | 1919 | Osbourne, Graham&Co.<br>Ld Sunderlnd | ~~OhlsonSteamship Co.~~ SirE.O.Ohlson, Bart.(T.Oliver, Mgr) | 285·0<br>P35′B70′F33′ | 43·5 | 19·1 | Hull<br>British<br>WB | T.3Cy.21″,35″&50″–39″<br>156NHP<br>MacColl&Pollock,Ld.Sld. | |
| 11586 | — SteelSc<br>For full particulars See No. 36742 in Supplement | 918<br>565 | 100A1<br>(ClassContemplated) | | | | 1920 | Astilleros Ardanaz<br>Bilbao | L.Ibran | 198·3 | 30·7 | 14·5 | Airles<br>Spanish | T.3Cy.13 3/16″,20½″&34½″–23¾″<br>58NHP<br>T.dePonoza,Bilbao | 14′6<br>s 5′0½<br>13′10 |
| 11587<br>210278<br>LCMN | **Carolyn** SteelScSr<br>ssN.Yk.No.2–20<br>Elec.light 2Dks(Stl)&Webframes<br>Wireless Sub.Sig. Longitudinal framing | 3209<br>2759<br>2389 | ✠100A1<br>2,21 ~~5,20~~<br>✠LMC5,20 | NYk | u | CL<br>N3,19 | 1912<br>7mo | NwprtNws S.B.&D.D.Co<br>NewprtNews<br>A&CP<br>WB= | A.H.Bull SteamshipCo.Inc. (A.H.Bull&Co. Mgrs.)<br>CellDBa100′uE20′ | 313·5<br>P36′B94′F31′ FK<br>f136′ 679t FPT78t | 46·0 | 22·7 | NewYork<br>Utd.States<br>5BHCem<br>APT248t | T.3Cy.22″,37″&60″–42″ (s)<br>180lb 180lb 279NHP<br>2SB,6cf,GS138,HS4680<br>NewportNewsSB&DD.Co. | 25′6 |
| 11588<br>216074<br>LIVD | **Carolyn Frances** WoodAuxSc<br>OilEng. 3MstSr<br>Salted & specially treated 1Dk<br>Elec.light (See Sailing Ship Register) | 569<br>432<br>325 | ✠12 A–<br>4,21 ~~10,20~~<br>✠LMC10,20<br>✠NE10,20 | SFo | | 10,20 | 1918<br>2mo | Barnes& Tibbitts<br>Alameda,Cal. | WesternWhaling& TradingCo.Inc. | 146·0<br>P34′F40′ | 38·0 | 13·7 | S.Frncisco<br>Utd.States | Oil Engines 4S.C.SA<br>6Cy.12″–18″ 46NHP<br>DB18–85lb<br>McIntosh&Seymour Corp.Auburn,N.Y. | 14′6 |
| 11589<br>120826<br>HBTQ | **Caronia** SteelTwinScSr<br>ssLiv.No.3–2,19<br>3Dks(Stl-ws)&Web frames Orlopdk(Stl) inNos.1,2,3&4holds&Shelterdk(Stl-ws)<br>Elec.light Ref.Mchy. Sub.Sig. Wireless | 19687<br>10773<br>10306 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~4,21~~ ~~5,20~~ 7,21<br>✠LMC5,20<br>BS4,21 | Liv | | CL<br>F5,20<br>BS[illegible],21 | 1905<br>2mo<br>Lloyd'sA&CP | J.Brown& Co.Ld.<br>Clydebank | CunardS.S.Co.Ld.<br>WB=CellDBa 135′uE&B240′f | 650·0<br>B400′ FK<br>181′3318t FPT120t | 72·2 | 40·2 | Liverpool<br>British<br>12BH 8D<br>APT130t | Q.8Cy.39″,54½″,77″&110″–66″(s)210lb FD 3363NHP<br>&5SB,63rf,GS1298,HS52139<br>J.Brown&Co.Ld.Clydebk. | 44′0<br>s 11′4<br>33′3 |
| 11590 | **Carpano** SteelSc<br>(exTonci)<br>1Dk | 169<br>—<br>84 | | | | | 1904 | H.H.Bode-wes<br>Millingen | ArsaSoc.Anon. Carbonifera | 113·8 | 18·8 | 9·2 | Trieste<br>Italian | C.2Cy.10½″&21½″–13″<br>14NHP<br>D.Goedkoop,jun.Ams. | 10′0 |
| 11591<br>PHBC | **Carpati** SteelScSr<br>Elec.light 2Dks | 4350<br>4056<br>2800 | | | | | 1913 | Greenock& Gr'ngemouth Dckyd Co.Ld.<br>Greenock | RoumanianState MaritimeService | 375·8<br>P36′B100′F41′ | 52·2 | 25·5 | Braila<br>Roumanian<br>WB | T.3Cy.25″,41″&68″–48″<br>820NHP<br>D.Rowan&Co.Glasgow | |
| 11592<br>NHRL | **Carpe Diem** SteelAuxScSr<br>OilEng. 1Dk<br>(See Sailing Ship Register)<br>Now named, "MariePaul," See No. 38410 in Supplement | 236<br>198<br>165 | | | | | 1917 | Gebr.Pot<br>Bolnes | NV Motorschoener CarpeDiem (Peulen&Klip) | 110·9 | 23·0 | 9·9 | Rottrdam<br>Dutch | Oil Engines 2S.C.<br>2Cy.12⅝″–12⅝″<br>26NHP<br>N.V.Machinefab "Bolnes" Bolnes | |
| 11593<br>120471<br>HBNF | **Carpentaria** SteelScSr<br>Ref.Mchy. 2Dks(Stl)3trB&Shelter dk<br>Elec.light (Stl) Web frames inNo.2 hold<br>Wireless | 5975<br>5540<br>3780 | ✠<br>Shelter dk<br>12,08 ✠<br>✠Lloyd'sRMC7,20 ~~8,21~~ 1,22 | Lon | b† | | 1904<br>12mo | Sir Raylton Dixon&CoLd<br>Middlesbro'<br>WB=Cell | BritishIndiaStm. Nav.Co.Ld.<br>DBa129′uE&B77′ | 436·3<br>B144′ FK<br>f163′1124t DTa29′ | 53·2 | 29·8 | Glasgow<br>British<br>6BHCem<br>849tAPT27t | T.3Cy.32″,53″&88″–54″<br>801NHP<br>E&Bmade01fitted04 FD<br>4SB,12cf,GS274,HS11896<br>Richardsons,Westgarth& Co.Ld.Mdb. | 32′8 |
| 11594<br>99724<br>NRGS | **Carperby** SteelScSr<br>Wireless ssSld.2ndNo.3–1,19<br>1Dk(ptStlptIrn)&Webframes &ptAwng dk(Irn) | 2104<br>1487<br>1344 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>12,21 ~~1,21~~<br>~~MBS5,20~~ ✠LMC1,19<br>MBS6,21 | Bry<br>Npt | r | N1,21 | 1895<br>2mo | Ropner& Son<br>Stockton<br>A&CP | RopnerShipping Co.Ld.<br>WB | 275·1<br>P27′Q82′<br>ptAwng dk166′ FK<br>=Cell DBa 92′uE | 39·5 | 15·9 | Stockton<br>British<br>4BHCem<br>20′f106′393t | T.3Cy.21″,34″&56″–36″ (s)<br>160lb 100lb 2NDB19 187NHP<br>2SB,4rf,GS60,HS2780<br>Blair&Co.Ld.Stockton | 19′0<br>s 7′8½<br>18′7 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7ᴬ<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11595<br>146178<br>KJVM | **Carpio** SteelSc<br>Fitted for oil fuel<br>Elec.light ~~1Dk&Shelter dk~~<br>1Dk(Stl)&Shelter dk(Stl) | 1847<br>1548<br>893 | ✠100A1<br>Shelter dk with freeboard<br>10,21 ✠LMC10,21<br>Fitted for oil fuel 10.21 F.P. above 150°F. | Liv | r | CL | 1921<br>8mo<br>Lloyd's | H.&C. Grayson<br>Liverpool<br>A&CP | MacAndrews&Co. Ld.<br>CellDB22' 4 | 264·8\|41·2\|18·8<br>~~265·0\|41·0\|21·0~~<br>~~P31' Shelter dk~~ 240'<br>FK<br>4tFPT63tAPT18t | London<br>British<br>Cem ~~WB~~<br>Collision BHtoShdk<br>3 " " U " | T.3Cy.21",34"&56"-36" (s)<br>180lb 180lb 252 188NHP<br>McKie&Baxter,Glasgow<br>2SB,6cf,GS118,HS1550 | 21 " 0<br>s1 " 3½<br>20 " 0 | |
| 11596<br>220598<br>MBKS | **Carplake** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5104<br>4598<br>3407 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0\|54·2\|27·8<br>P39'B121'F43' | Phildlphia<br>Utd.States<br>WB | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y | | R |
| 11597<br>220597<br>MBKR | **Carrabulle** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5543<br>4598<br>3407 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | AmericanFuelOil& TransportationCo. | 390·0\|54·2\|27·8<br>P39'B121'F43' | NewYork<br>Utd.States<br>WB | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 11598<br>99959<br>NOKP | **Carrickfergus** SteelTwinScSr<br>ssGls.2ndNo.3-11,20<br>(exMystic) 2Dks(UptStl)<br>Elec.light | 668<br>602<br>266 | ✠100A1<br>11,20<br>✠NB11,20 ✠LMC11,20 | Gls | | PN<br>11,20<br>s11,20 | 1893<br>4mo<br>Lloyd's | Harland& Wolff,Ld.<br>Belfast<br>A&CP | SligoS.N.Co.Ld.<br>CellDB89'93t | 220·8\|29·1\|14·6<br>P33'B86'F28'<br>BK7½"<br>FPT11tAPT13t | Sligo<br>British<br>5BHCem | T.6Cy.15¼",26"&43"-28" (s)<br>190lb 221NHP<br>2SB,6cf,GS103,HS3440<br>Harland&Wolff,Ld.Bel. | 15 " 7 | |
| 11599<br>101890<br>HGBM | **Carricklee** SteelScSr<br>ssBel.No.3-11,19<br>Welldeck 1Dk(Stl)<br>Mchy.Aft Cargo battens not fitted | 334<br>227<br>131 | ✠100A1<br>1,22 ~~10,20~~<br>✠LMC11,19<br>BS ~~10,20~~ 1,22 | Ldy | e | CL<br>11,19 | 1904<br>11mo<br>Lloyd's | Ardrossan D.D.&S.B. Co.Ld.<br>Ardrossan<br>A&CP | T.H.Corbett | 141·5\|24·0\|9·8<br>Q81'B7'F27'<br>BK7"<br>WB=FPT | Lndnderry<br>British<br>3BHCem<br>36tAPT3t | C.2Cy.18"&40"-27" (s)<br>130lb 64RHP<br>1SB,3pf,GS57,HS1560<br>RenfrewBros.&Co.Irvine | 10 " 11<br>s4 " 4½<br>11 " 3 | |
| 11600<br>113508<br>SGPB | **Carrigan Head** SteelScSr<br>ssDub.No 2-21 ssDub.No.3-6,13<br>Elec.light Wireless ~~ssLon.No.1-19~~<br>Sub.Sig. 2Dks(Stl)&deepframing | 4201<br>3957<br>2715 | ✠100A1<br>~~3,21~~ ~~1,20~~ 5,22<br>~~BS5,20~~ ✠LMC ~~8,18~~<br>BS2,22 3,21 | Dub | x | CL<br>~~8,18~~<br>3,21 | 1901<br>4mo | Workman, Clark&Co.Ld<br>Belfast<br>A&CP W | UlsterS.S.Co.Ld.<br>(G.Heyn&Ss.Mgs)<br>B=Cell D Ba 110' | 370·5\|46·0\|28·7<br>P43'B104'F43'<br>FK&BK2½"<br>uE&B56'f144'835t | Belfast<br>British<br>6BHCem<br>DTa23'235t | T.3Cy.~~23~~ 23¼",43"&70"-48" (s)<br>190lb FD 438NHP<br>2SB&1Ax.9rfGS169HS6288<br>Wrkman,Clark&Co.Ld Bel | 31 " 6<br>s6 " 2½<br>25 " 9 | |
| 11601<br>212652<br>LDSN | **Carrillo** SteelSc<br>Sub.Sig.<br>Ref.Mchy. Elec.light 2Dks&2pt dks4trB | 5012<br>3894<br>3109 | | | | | 1911 | Workman, Clark&CoLd.<br>Belfast | CarrilloS.S.Corp. (UnitedFruitCo. Inc.) | 378·8\|50·3\|29·1<br>B160'F42' | NewYork<br>Utd.States<br>WB | T.3Cy.27",45"&75"-54"<br>412NHP<br>Wrkman,Clark&Co.Ld Bel | | C |
| 11602<br>124460<br>HQFB | **Carron** SteelScSr<br>ssGmh.No 3-10,21 ~~ssLth.No.2-10~~<br>2Dks(UStl-ws)<br>Elec.light Wireless<br>Now named "Gibel Zerjon," See No. 37549 in Supplement | 2361<br>1395<br>1075 | ✠100A1<br>10,21 ~~10,19~~<br>✠LMC ~~10,19~~ 10,21 | Lth<br>Gmh | t | CL<br>~~10,19~~<br>10,21 | 1909<br>12mo<br>Lloyd's | Scotts'S.B. &Eng.Co.Ld.<br>Greenock<br>A&CP | ~~CarronCo.~~<br>MHBland&CoLd<br>WB | 294·5\|40·7\|18·8<br>P&B183'F67'<br>FK&BK1¼"<br>=CellDBa50'f94' | Grngemth<br>British<br>5BHCem<br>175tFPT38t | T.3Cy.28",45"&72"-42" (s)<br>180lb FD 600NHP<br>4SB,12cf,GS288,HS10000<br>Scotts'S.B.&Eng.CoLdGrk | 20 " 0<br>s1 " 10½<br>18 " 8 | |
| 11603<br>104156 | **Carronsyde** SteelScK<br>ssBos.No.3-9,12<br>ssGms.No.2-20<br>(exAlsatian) 1Dk | 191<br>176<br>77 | ✠100A1<br>StmTrawler<br>1,21 ✠LMC8,20 | Gms | | 8,20 | 1900<br>1mo<br>Lloyd's | Smith's DockCo.Ld.<br>N.Shields<br>A&CP | AldersydeSteam FishingCo.Ld. (E.Beacock, Mgr.) | 115·8\|21·1\|11·1<br>Q48'F20'<br>BK7½" | Grimsby<br>British<br>3BHCem | T3Cy.12¼"19½"&32"-22½"(s)<br>180lb 52RHP<br>1SB,2pf,GS34,HS1080<br>G.T.Grey,S.Shields | 12 " 0 | |
| 11604<br>108223<br>SKLV | **Carroo** SteelTwinSc~~Sp~~ K<br>Mchy.Aft 1Dk | ~~272~~ 281<br>221<br>~~167~~ 143 | | | | | 1897 | Edwards Bros.<br>NorthShields | ~~AdelaideS.S.Co.Ld~~<br>TheAdelaide SteamshipCo.Ld | 130·0\|25·1\|8·9<br>Q9'B16'F14' | P.Adelaide<br>British<br>~~WB~~ | C.4Cy.9"&18½"-12"<br>20RHP<br>EdwardsBros.N.Shields | | |
| 11605<br>132047<br>JHMN | **Carrowdore** SteelScSr<br>ssDub.No.2-22 ~~ssDub.No.1-18~~<br>Elec.light Ref.Mchy. 1Dk(ptStl)<br>Welldeck Mchy.Aft | 599<br>434<br>226 | ✠100A1<br>3,22 ~~12,20~~<br>~~BS3,21~~ ✠LMC ~~11,18~~ 3,22 | Dub | j | CL<br>~~7,19~~<br>3,22 | 1914<br>2mo<br>Lloyd's | Scott& Sons<br>Bowling<br>A&CP | A.Guinness,Son& Co.Ld.<br>WB=CellD | 180·2\|29·1\|10·4<br>Q103'B9'F33'<br>BK7¼"<br>Bf103'162tFPT48t | Belfast<br>British<br>3BHCem<br>APT24t | T.3Cy.14",25½"&41"-30" (s)<br>180lb 85RHP<br>1SB,3cf,GS60,HS2034<br>Aitchison,Blair&Co.LdGls | 13 " 0<br>s4 " 7<br>13 " 2 | |
| 11606 | **Carstairs** SteelTwinScSr<br>Elec.light 2Dks(Stl) | 801<br>698<br>255 | ✠<br>For Government Service<br>7,19 ✠ | Psy | e | | 1919<br>7mo | Bow,Mc-Lachlan&Co Ld. Paisley<br>CellL | TheAdmiralty<br>B12'15t DTf18'24 | 219·7\|28·6\|15·6<br>FK<br>t DTa16'35tFPT6t | London<br>British<br>10BHCem<br>APT22t | T.6Cy.13¼",21¼"&34"-21"<br>HS6990 378NHP<br>2 Water Tube Boilers FD<br>Bow,McLachln&CoLdPsy | 16 " 3 | |
| 11607<br>Stranded 5,21 | **Carsten** SteelSc<br>(Trawler)<br>1Dk | 207<br>184<br>68 | | | | | 1906 | J.C.Teck-lenborgA.G<br>Geestemünde | Ludw.Janssen& Co. | 117·7\|22·6\|11·2<br>Q64'F18' | Gstemnde<br>German<br>WB | T3Cy11 7/16"17 11/16"&29 15/16"-21⅝"<br>42NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 11608 | **Carsten Bruun** SteelScSr<br>(Whaler)<br>1Dk | 141<br>138<br>53 | | | | | 1910 | Kaldnæs Mek.Værks.<br>Tönsberg | | 95·2\|19·1\|11·3 | Russian | O.2Cy.13⅜"&29½"-23⅝"<br>34NHP<br>KaldnæsM.V.Tönsberg | | |
| 11609 | **Carsten Russ** SteelScSr<br>Elec.light 1Dk | 994<br>787<br>576 | | | | | 1910 | Stettiner Oderwerke<br>Stettin | ErnstRuss | 210·7\|33·9\|13·3<br>P12'Q36'B55'F19' | Hamburg<br>German<br>WB | T.3Cy15 7/10"25⅓"&41 3/10"-29½"<br>93NHP<br>StettinerOderwerke | | |
| 11610<br>~~109725~~<br>~~VBPF~~ | **Carston** SteelScSr<br>ssAlx.No.1-21 ssHpl.No.3-9,16<br>(exArthurBalfour, Spar dk(Stl)2trB<br>exFrankCoverdale) &Webframes<br>Wireless | 3849<br>3630<br>2499 | ✠100A1<br>Spar dk with freeboard<br>9,21 ~~3,20~~<br>~~BS10,10~~ ✠LMC ~~5,15~~ 9,21 | Mdb<br>Alx | w | CL<br>~~7,20~~<br>5,21 | 1903<br>5mo<br>Lloyd's | R.Stephen-son&Co.Ld.<br>Newcastle<br>A&CP | C.D Paschalis<br>Cell D'Ba 110' | 340·0\|47·1\|20·0<br>P31'B105'F32' 27·1<br>FK<br>uE&B44'f133'733t | Alexandria<br>Egyptian<br>6BHCem<br>APT41t | T.3Cy.24¾",40"&67"-45" (r)<br>160lb 100lb NDB20 314NHP<br>2SB,6cf,GS124,HS4840<br>Richardsons,Westgarth& Co.Ld.Mdb. | 29 " 10<br>s5 " 9½<br>24 " 4 | |
| 11611<br>Sunk 10,20<br>217956<br>LHKF | **Cartagena** SteelTwinSc<br>(exBashaw) 2Dks | 728<br>—<br>395 | | | | | 1894 | Orlando Bros.<br>Leghorn | NorthAtlantic Shipping Corporation | 191·8\|29·2\|17·4 | NewYork<br>Utd.States<br>WB | T.6Cy.18",27"&42"-22"<br>166NHP | | |
| 11612<br>212584<br>LDQH | **Cartago** SteelScSr<br>2Dks&2ptDks<br>Elec.light Ref.Mchy. Wireless | 4937<br>3935<br>3103 | | | | | 1908 | Workman, Clark&Co.Ld<br>Belfast | CartagoS.S.Corp. (UnitedFruitCo. Inc.) | 378·8\|49·8\|29·6<br>B154'F44' | NewYork<br>Utd.States<br>WB | T.3Cy.27",45"&75"-54"<br>413NHP<br>Wrkman,Clark&Co.Ld Bel | | C |
| 11613<br>124554 | **Cartela** WoodScCtr<br>1Dk | 194<br>134<br>77 | | | | | 1912 | Purdon& Featherstone<br>Hobart,Tas. | HuonChannel& PeninsulaSSCoLd. | 111·0\|24·2\|8·5 | Hobart<br>British | T.3Cy.10½",16"&26"-16"<br>42RHP<br>Plenty&Son,Ld.Newbury | | |
| 11614<br>129745<br>HQPW | **Cartier** SteelTwinScSr<br>Elec.light Wireless 2Dks(Stl-Uws) | 556<br>432<br>234 | ✠<br>3,10<br>✠ | Nwc | i | | 1910<br>3mo | Swan,Hun-ter&Wigham Richardson, Ld.Newcastle | CanadianGovernment(Department ofMarine& Fisheries) | 164·0\|29·2\|13·1<br>F40'<br>FK<br>WB=CellDBuE&<br>79tDTf13'37tFPT | Ottawa<br>British<br>7BHAsp<br>B&Bnkr62'<br>8tAPT9t | T.6Cy.11½",18"&31"-24"<br>142NHP<br>2SB,4cf,GS62,HS2162 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 15 " 0 | |
| 11615<br>125902<br>HQTN | **Cartmel** SteelTwinSc<br>ssBrw.No.3-7,19<br>1Dk | 304<br>265<br>17 | ✠100A1<br>For Towing purposes<br>6,21 ~~7,19~~<br>BS12,20 ✠LMC7,19 | Brw | | 7,19 | 1907<br>10mo<br>Lloyd's | Vickers,Ss. &Maxim,Ld.<br>Barrow<br>A&CP | FurnessRailway Co. | 128·0\|25·8\|12·0<br>BK7"<br>WB=FPT18t | Barrow<br>British<br>4BHCem<br>APT38t | C.4Cy.21"&42"-24"<br>130lb 184NHP<br>2SB,6pf,GS112,HS3300<br>VickersSs.&MaximLdBrw | 13 " 0 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Termes assignés maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11616<br>219660<br>LVSF | **Cartona** **WoodSc**<br>*Elec.light* Wireless<br>1*Dk* | 2916<br>—<br>1726 | | | | | 1920 | Peninsula<br>S.B.Co.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 267·8<br>P40'B69'F43' | 49·8 | 25·6 | Portlnd Or<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 11617 | **Cartron** **SteelScCtr**<br>(*Tug*)<br>1*Dk* | *103*<br>*86*<br>*39* | | | ... | | 1905 | Ardrossan<br>DD&SBCoLd<br>Ardrossan | “Sénégal,"Soc.<br>d'Approvisionnement | 90·0 | 16·1 | 8·0<br>BK6" | Dakar<br>French<br>*WB* | C.2Cy.14"&30"-20"<br>NB14 34NHP<br>Gouldie,Gillespie&Co.Gls. | 8 ″ 6 | |
| 11618<br><br>HFTP | **Caruso** **SteelScSr**<br>(*ex*Aitor,*ex*<br>*Well deck* Saturnus) 2*Dks* | 1022<br>—<br>567 | | | ... | | 1883 | Maats de<br>Maas<br>Delfshaven | VictorianoF.<br>Balsera(A.Alvarez<br>S.en.C.*Mgrs.*) | 209·5<br>Q67'B47'F22' | 29·6 | 14·8 | Aviles<br>Spanish<br>*WB* | C.2Cy.27"&50"-36"<br>125NHP<br>Maats deMaas,Delfshaven | | |
| 11619 | **Carventum** **SteelScSr**<br>*ss*Bry.No.3-11,18<br>(*ex*Strathness) 1*Dk*(*Stl*)&*Spardk*(*Stl*)<br>*Elec.light* Wireless &*deepframing* | *4354*<br>*4063*<br>*2819* | ✠100A1<br>*Spar dk*<br>1,22 ~~7,20~~<br>~~BS1,21~~ ✠LMC11,18<br>BS1,22 | Bry<br>Pal | | CL<br>8,19 | 1907<br>5mo<br>*Lloyd* | W.Hamil-<br>ton& Co.Ld.<br>PortGlasgow<br>'*sA&CP* | ItalianGovernment | 370·0<br>P25'B92'F40'<br>*Cell DBa*118'*uE* | 52·2 | 17·5<br>25·5<br>FK | Rome<br>Italian<br>6*BHCem*<br>&*B*42'*f*166' | T.3Cy.25",41"&68"-48" (*s*)<br>180lb 367NHP<br>3SB,9*cf*,GS165,HS5886<br>D.Rowan&Co.Glasgow<br>1062*tDTf*24' 605*tAPT*127*t* | 28 ″ 0<br>s 5 ″ 5<br>23 ″ 0 | |
| 11620<br><br>NHSC | **Cary** **SteelAuxSc3MstSr**<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 406<br>352<br>304 | | | | | 1919 | Gebrs.Tak.<br>N.V.<br>Geertrui-denberg | Scheepv.Maats.<br>“Poseidon”<br>(H.Kramer,*Mgr.*) | 143·4 | 26·4 | 12·6 | Rottrdam<br>Dutch | Oil Engine<br>2Cy.<br>N.V.Mach.Fabr.Bolnes | | |
| 11621<br>137762 | **Carysfort** **SteelScK**<br>*ss*Mill.No.1-19<br>1*Dk* | 243<br>211<br>105 | ✠100A1<br>*StmTrawler*<br>4,19 ✠LMC4,19<br>BS9,21 | Mil | | CL<br>~~4,19~~<br>4,22 | 1915<br>6mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>'*sA&CP* | D.Pettit | 120·3<br>Q69'F20' | 21·5 | 11·7<br>BK7½" | Milford<br>British<br>3*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>180lb 75RHP<br>1SB,3*pf*,GS42,HS1330<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 6 | |
| 11622<br>5795<br>JVPL | **Casablanca** **IronSc3MstSr**<br>*ss*Stn.4thNo.3-8,20<br>(*ex*Louise) *Well deck*1*Dk*(*Stl*)2*trB*<br>*Web frames* | 1191<br>840<br>638 | 90A1<br>8,20 | | ... | 8,20 | 1872<br>8mo | Burmeister<br>&Wain<br>Copenhagen | SödraGarnsVarvs<br>A/B(G.Sandström,<br>*Mgr.*)<br>*MT*42'191*t* | 233·0<br>P148'F27'H7*t* | 30·2 | 15·8<br>BK8"<br>*APT*35*t* | Gothenbrg<br>Swedish<br>5*BHCem* | C.4Cy.21"&44"-30" (*i*)<br>65lb NB83 138NHP<br>2SB,4*pf*,GS78,HS2000<br>Burmeister&Wain,Cpn. | 17 ″ 0<br>s 1 ″ 4<br>16 ″ 5 | |
| 11623 | **Casamance** **SteelSc**<br><br>*Elec.light* 2*Dks* | 5900 | | | | | 1921 | Atel.&Ch.<br>de laLoire<br>St.Nazaire | ChargeursRéunis | 391·7<br>P57'B124'F54' | 55·7 | 31·6 | Havre<br>French<br>*WB* | 3 Steam Turbines<br>Atel.<br>&Ch.de laLoire,StDenis | | |
| 11624<br>218162<br>LRGB | **Cascade** **SteelSc**<br>2*Dks*&*Webframes*<br>*Elec.light* Wireless Sub.Sig<br>*Longitudinal framing* | 4839<br>4411<br>3635 | | | ... | | 1919 | ToddD.D&<br>Const.Corp.<br>Tacoma,Wsh. | UnitedStates<br>ShippingBoard | 380·2<br>P39'B102'F42' | 53·1 | 26·9<br>FK | Tacoma<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"-48"<br>472NHP<br>Skinner&EddyCorp.S'ttle | 29 ″ 4 | R |
| 11625<br>112243 | — **WoodScSp**<br>1*Dk* | 119<br>—<br>81 | | | | | 1902 | G.Cates<br>Vancouver,<br>B.C. | CascadeFreighting&TowingCo.Ld | 93·5 | 22·6 | 7·6 | Vict'ria BC<br>British | C.2Cy.9"&20"-14"<br>16RHP<br>McKie&Baxter,Glasgow | | |
| 11626<br>215555<br>LHTF | **Casco** **SteelScSr**<br>Sub.Sig. *ss*Ham.No.1-14<br>(*ex*Elmshorn) 2*Dks*(*Stl*)&*lowerdkbeams*<br>*Well deck Elec.light* Wireless *inNo.1hold* | 6022<br>4266<br>3761 | ✠<br>1,17<br>✠ | Ham | *z* | | 1910<br>11mo | Flensburgr<br>Schiffsb. Ges.<br>Flensburg | UnitedStates<br>ShippingBoard<br>*WB*=*Cell* | 397·0<br>P&B320'F49'<br>*DBa*124' *uE*&*B*50' | 54·0 | 25·5<br>FK | S.Frncisco<br>Utd.States<br>8*BHCem*<br>*f*178'1275*t* | T.3Cy.28⅜",47½"&78"-54"<br>594NHP<br>3SB,9*cf*,GS198,HS8414 FD<br>FlensburgerSchiffsb.Ges. | 28 ″ 0 | R |
| 11627<br>220754<br>MBVF | — **SteelSc**<br>*OilEng.*<br>1*Dk* | 328<br>—<br>172 | | | | | 1920 | LongBeach<br>S.B.Co.<br>LongBeach,<br>Cal. | California&<br>MexicoS.S.Co. | 120·1 | 24·1 | 10·6 | L.Angeles<br>Utd.States | OilEngine | | |
| 11628<br>300<br>NLKP | **Caserta** **SteelTwinScSr**<br>(*ex*Mendoza)<br>*Ref.Mchy.* Sub.Sig. 2*Dks*&*deep framing*<br>*Elec.light* Wireless &*Shelter dk* | 6938<br>6109<br>4369 | | | ... | | 1904 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | Nav.Gen.Italiana | 420·0<br>*Bon Shelter dk*165' | 51·6 | 27·7<br>FK | Genoa<br>Italian<br>*WB* | T.6Cy.25",41"&68"-48"<br>FD 851NHP<br>WllsndSlpwy.Co.Ld.Nwc. | 30 ″ 6 | I |
| 11629<br>219292<br>LTVP | **Casey** **SteelSc**<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks* | 5590<br>4598<br>3453 | | | | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B121'F43' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 11630 | **Casilda** **WoodAuxScSr**<br>*Motor*<br>(*ex*BlancaBarruel)<br>(*See Sailing Ship Register*) | 105<br>—<br>93 | | | | | 1917 | J.A.<br>Ancuña<br>Constitucion | Lind,Garcia&Co. | 80·9 | 20·3 | 7·2 | Valparaiso<br>Chilian | | | |
| 11631<br>86361<br>QHRV | **Casino** **IronSc3MstSr**<br>*ss*Mel.3rdNo.3-8,20<br>*Mchy.Aft*<br>*Well deck* 1*Dk*(*ptIrn*) | 425<br>289<br>274 | ✠90A1<br>7,21 ~~8,20~~<br>✠NB1,97 ✠LMC<br>7,21 | Mel | *g* | ~~11,18~~<br>7,21 | 1882<br>2mo | Gourlay<br>Bros.&Co.<br>Dundee<br>A&CP | Belfast&Koroit<br>S.N.Co.Ld. | 160·4<br>Q51'B40'F35' | 24·1 | 10·2<br>FK<br>BK7"<br>*WB*=*FPT*17*t* | PortFairy<br>British<br>4*BHCem*<br>*DTa*14'24*t* | C.2Cy.21"&36½"-24" (*s*)<br>120lb *60lb* NDB97 65RHP<br>1SB,3*pf*,GS45,HS1188<br>GourlayBros.&Co.,Dundee | | |
| 11632 | — **IronSc**<br>(*Tug*)<br>(*ex*Dooribang) | 128<br>92<br>— | | | | | 1899 | Govt.of<br>N.S.W<br>Sydney NSW | Government of<br>NewSouthWales | 85·0 | 20·0 | 8·1 | <br>British | C.2Cy.12"&24"-18"<br>Bow,McLachlan&CoLdPsy | | |
| 11633<br>217330<br>LPDG | **Casmalia** **WoodScSr**<br>*Elec.light* Wireless 1*Dk*2*trB* | 2551<br>—<br>1528 | | | | | 1918 | American<br>S.B.Co.<br>Brunswick,<br>Ga. | UnitedStates<br>ShippingBoard | 267·3<br>P18'B67'F28' | 46·0 | 23·6 | Brunswck<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"-36"<br>188NHP<br>Hooven,Owens&RentchlerCo.Hamilton,O. | | R |
| 11634<br>204919<br>KWMB | **Caspar** **WoodScSr**<br>(*ex*Capastrano)<br>1*Dk* | 648<br>—<br>362 | | | | | 1907 | J Lindstrm<br>Aberdeen,<br>Wash. | CasparLumberCo. | 175·1 | 38·3 | 12·4 | S.Frncisco<br>Utd.States | C.2Cy.14"&32"-24"<br>42NHP | | |
| 11635<br>218658<br>LSFW | **Casper** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Web frames*<br>Sub Sig. Wireless | 5753<br>4740<br>3562 | | | ... | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B122'F43' | 54·2 | 27·6<br>FK | Phildlphia<br>Utd.States<br>*WB* | 1GearedSteamTurbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | 32 ″ 0 | R |
| * 11636<br><br>NLKV | **Casperia** **WoodSc**<br>(*ex*WarSumas) 1*Dk*2*trB*<br>*Well deck* *Salted & specially treated*<br>*Elec.light* Wireless | ~~2305~~<br>~~1723~~<br>~~1415~~<br>2300<br>1725<br>1433 | ✠12A1<br>10,20<br>BS1,21 ✠LMC11,18 | Ven | *r* | CL<br>12,19 | 1918<br>7mo<br>*Lloyd* | Pacific<br>Construct'n<br>Co.Ld.<br>Coquitl'm BC<br>'*sA&CP* | GiuliaS.A.di<br>Armamento | 249·4<br>P&B138'F32' | 43·6 | 22·5 | Trieste<br>Italian | T.3Cy.20",33"&54"-40" (*s*)<br>185lb 322NHP<br>2 Water Tube Boilers FD<br>Canadian GS120,HS5280<br>Allis-Chalmers,Toronto | 25 ″ 0<br>s 3 ″ 4 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11637<br>104198 | **Caspian** IronScK<br>(*Trawler*)<br>1*Dk* | 150<br>137<br>56 | | | ... | | 1895 | Edwards Bros.<br>N.Shields | Trawlers(White Sea&Grimsby)Ld (J.N.&H.Bacon, *Mgrs.*) | 101·0<br>Q17'F19'<br>BK7½" | 20·5 | 10·8 | Grimsby<br>British | T.3Cy.11½",18½"&30"–22"<br>NB10 45RHP<br>Gms.Co-op.Carryg.Co.Ld. | 11 ″ 8 | |
| 11638<br>209518<br>LCHB | — SteelSc<br>1*Dk* | 125<br>—<br>85 | | | | | 1912 | J.H.Dialogue&Son<br>Camden,NJ | P.F.Martin | 92·0 | 21·5 | 11·5 | Phildlphia<br>Utd.States | C.2Cy.15"&30"–22"<br>J.H.Dialogue& Son,Camden,NJ. 35NHP | | |
| 11639<br>124130<br>HJBG | **Cassandra** SteelTwinScSr<br>*ss*Gls.No.3–4,19<br>*Ref.Mchy.* 2*Dks*(*Stl*)&*deepframing*<br>*Elec.light* Wireless &*Shelter dk*(*Stl*–ws) | 8135<br>5588<br>5221 | ✠100A1<br>*Shelter dk withfreeboard*<br>1,22 ~~1,21~~<br>~~[illegible]~~ BS8,22<br>✠LMC5,18 | Gls | c† | CL<br>~~SN3,20~~<br>~~P3,20~~<br>3,22 | 1906<br>9mo<br>*Lloyd* | Scotts'S.B.&Eng.Co.Ld.<br>Greenock<br>'*sA&CP* | Anchor-Donaldson Ld. (Donaldson Bros.Ld.& Anchor Line(Henderson Bros)Ld *Jnt.Mgrs*) | 455·0<br>*B on Shelter dk*138'<br>FK<br>*Cell DB a* 140'*u E&* | 53·2 | 29·1 | Glasgow<br>British<br>7*BHCem*<br>*B*77' *f* 179'1 | T.6Cy.26",42"&70"–48" (*s*)<br>180lb HS15020 862NHP<br>2DB&2SB,*18cf*,GS435<br>Scotts'S.B.&E.Co.Ld.Grk.<br>173*tFPT*82*tAPT*74*t* | 32 ″ 0<br>s 5 ″ 4<br>27 ″ 0 | BT till 1.22 |
| 11640<br>121096<br>JHPG | — SteelScK<br>*ss*Hul.No.2–14<br>1*Dk* | 174<br>168<br>68 | ✠<br>9,19<br>*StmTrawler*<br>✠ | Hul | | | 1905<br>12mo | Cook,Welt'n&Gemmell<br>Beverley | ~~AllianceSteam TrawlingCo.Ld. (J.S.Ellis,Mgr.)~~<br>J.S.Ellis&Co.Ld. | 108·5<br>BK8"<br>*WB*= | 21·6 | 11·5 | Grimsby<br>~~Hull~~<br>British<br>4*BHCem*<br>*DTf*13'30*t* | T.3Cy.10",16¼"&27"–24"<br>45RHP<br>1SB,*2pf*,GS25,HS750<br>Amos&Smith,Hull | 12 ″ 4 | |
| 11641<br>OECP | **Cassard** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>*Longitudinal framing in DB & at dks*<br>*Cargo battens not fitted* | 1599<br>1386<br>977 | ✠100A1<br>~~10,21~~ ~~11,20~~ 1,22 ~~Br.~~ Dry<br>✠LMC3,20 | Shl | *q* | CL<br>10,21 | 1920<br>2mo<br>*Lloyd* | Grangemth Dkyd.Co.Ld<br>Grngemouth<br>'*sA&CP* | Chargeurs de l'Ouest | 254·0<br>P24'B64'F26'<br>FK<br>*CellDB*198'452*tFP* | 37·7 | 18·3 | Nantes<br>French<br>4*BHCem*<br>54*tAPT*47*t* | T.3Cy.18",29"&48"–33" (*s*)<br>180lb 192NHP<br>2SB,*6cf*,GS115,HS3622<br>Ross&Duncan,Glasgow | 20 ″ 6<br>s 2 ″ 6½<br>18 ″ 1 | |
| 11642 | **Cassel** SteelTwinScSr<br>*Now named* "Maréchal Gallieni," *See No.* 28132 *in Supplement*<br>*Elec.light* Sub.Sig. 2*Dks*&*Awng dk*4*trB* | 7642<br>7341<br>4623 | | | | | 1901 | J.C.TecklenborgA.G.<br>Geestemünde | FrenchGovernment | 428·9<br>B32'F34' | 54·3 | 39·7 | French<br>*WB* | T.6Cy.22¾",38½"&62½"–43¼"<br>516NHP<br>J.C.TecklenborgA.G.Gst. | | V |
| 11643<br>103472 | **Cassiar** WoodScSr<br>F&YM12,16<br>(*ex*J.R.McDonald) 1*Dk* | 597<br>597<br>384 | | | | | 1890 | ..........<br>Ballard, Wash.,U.S. | UnionS.S.Co.of BritishColumbia, Ld. | 120·6 | 29·0 | 6·9 | Vncver,BC<br>British | C.2Cy.16"&32"–21"<br>NE&B01 43RHP<br>Bow,MacLachlan&Co.Psy. | | V |
| 11644<br>220574<br>MBKD | **Cassimir** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>Sub.Sig. Wireless | 4947<br>4598<br>3030 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | AmericanFuelOil &Transportation Co. | 390·0<br>P39'B121'F43' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 11645 | **Cassiporé** SteelScSr<br>1*Dk*(*Teak*)&*Promenade dk*(*Teak*)<br>*Elec.light* | *484*<br>477<br>*306* | ✠<br>*For River purposes only*<br>5,96 ✠ | PGl | | | 1896<br>5mo | Russell&Co.<br>Pt.Glasgow | AmazonRiverStm. Nav.Co.(1911)Ld. | 150·1<br>FK | 25·1 | 17·2 | Para<br>Brazilian<br>4*BHptAsp ptCem* | T.3Cy.13",20"&32"–24"<br>64NHP<br>1SB,*2cf*,GS37,HS1183<br>J.G.Kincaid&Co.,Grk. | 10 ″ 6 | |
| 11646<br>136656<br>JFGN | **Cassis** SteelScSr<br>*ss*H.Kg.No.1–19<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 4792<br>4485<br>~~3006~~<br>2396 | ✠100A1<br>~~8,21~~ ~~11,20~~ 9,21<br>MBS5,20<br>✠LMC8,19<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 4,14 *F.P. above* 150° F. | Cff Rot<br>DBS11,20 | *y* | CL<br>8,19 | 1914<br>4mo<br>*Lloyd* | Greenock&Grangem'th Dkyd.Co.Ld.<br>Greenock<br>'*sA&CP* | Anglo-Saxon PetroleumCo.Ld. | 380·0<br>P94'B28'F38'<br>FK<br>*WB*=*Cell DB a &uE &* | 52·7 | 29·3 | London<br>British<br>15*BHptCem*<br>10*BHtoUdk*<br>5 „ *2nd dk*<br>*B* 70' 157*t D* | T.3Cy.24",42"&68"–45" (*s*)<br>180lb *100lb* 420NHP<br>2SB,*6cf*,GS126,HS6098 FD<br>J.G.Kincaid&Co.Ld.Grk.<br>*only*<br>*Tf*35'330*tFPT*53*tAPT*26*t* | 29 ″ 3<br>s 5 ″ 10<br>23 ″ 9 | |
| 11647<br>109527<br>QCMV | **Cassowary** IronScK<br>*ss*Hul.No.3–3,09<br>*ss*Gms.No.1–13<br>1*Dk* | 222<br>208<br>89 | ✠~~100A1~~<br>*StmTrawler*<br>6,21 ~~5,14~~<br>~~Examined12,19~~<br>✠NB3,09 ✠~~LMC~~ | Gms | | CL<br>N7,20 | 1898<br>4mo<br>*Lloyd* | Cochrane&Cooper,Ld.<br>Beverley<br>'*sA&CP* | ThomasBaskcomb, Ld(T.W.Baskcomb *Mgr.*) | 122·4<br>Q46'F20'<br>len09ND09 BK7½" | 21·0 | 11·5 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",21"&34"–24" (*s*)<br>180lb 60RHP<br>1SB,*2pf*,GS31,HS1048<br>C.D.Holmes&Co.Hull | 12 ″ 3 | |
| 11648<br>124140<br>HJKM | **Castalia** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 6601<br>5583<br>4171 | | | | | 1906 | Barclay, Curle&Co.Ld.<br>Glasgow | AnchorLine(HendersonBros.)Ld. | 440·5<br>P48'B153'F49'<br>*Promenade dk* 153' | 53·2 | 29·8 | Glasgow<br>British<br>*WB* | T.3Cy.29½",49"&81"–54"<br>482NHP<br>Barclay,Curle&Co.Ld.Gls. | | C<br>BT till 6,21 |
| 11649<br>220630<br>MBNO | **Castana** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>Sub.Sig. Wireless | 5543<br>4598<br>3407 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | AmericanFuelOil &Transportation Co. | 390·0<br>P39'B121'F43' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 11650<br>~~142175~~<br>~~JTHM~~ | **Castellano** SteelSc<br>*Now named* "Hokkoh Maru," *See No.* 27902 *in Supplement*<br>(*ex*WarSpaniel)<br>*Elec.light* 2*Dks*(*Stl*)<br>*Cargo battens not fitted in 'tween decks*<br>Sub.Sig. Wireless | 5227<br>4791<br>3193 | ✠100A1<br>2,21<br>✠LMC7,18<br>*Carrying oil fuel F.P. above* 150°F. *in D.B.* | Lon | *y* | CL<br>2,21 | 1918<br>7mo<br>*Lloyd* | ShortBrs.Ld.<br>Sunderland<br>'*sA&CP* | ~~TheGulfLine,Ld.~~ | 400·0<br>P49'B113'F40'<br>FK<br>*Cell DB*340'1137*tFPT*1 | 52·4 | 28·5 | ~~London~~<br>Japanese<br>7*BHptCem*<br>20*tDPT*203*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS189,HS7668 FD<br>N.E.MarineEng.Co.Ld.Sld. | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 8 | |
| 11651 | **Castello** SteelTwinScSr<br>(*ex*CidadedeCameta)<br>*Elec.light* 1*Dk*&*Promenade dk* | *300*<br>*219*<br>*204* | | | ... | | 1897 | Murdoch &Murray<br>Pt.Glasgow | M.Castello&Co. | 140·2<br>F16'<br>FK | 27·0 | 8·0 | Pará<br>Brazilian | C.4Cy.12"&24"–18"<br>55NHP<br>Lees,Anderson&Co.Gls. | 8 ″ 4 | |
| 11652<br>954 | **Castelporziano** SteelSc<br>*Elec.light* Wireless 1*Dk* | 5243<br>4542<br>3346 | | | | | 1920 | F.Tosi<br>Taranto | LloydSabaudo | 385·2<br>P51'B116'F33' | 51·7 | 27·4 | Genoa<br>Italian | 2 Geared Steam Turbines<br>F.Tosi,Legnano | | CI |
| 11653 | **Castiglione** SteelScSr<br>*Elec.light* 1*Dk* | 355<br>303<br>102 | ✠100A1<br>*StmTrawler*<br>8,19 ✠LMC8,19 | Sav | | CL | 1919<br>8mo | Foundat'n Co.<br>Savannah,Ga<br>A&CP | UnitedStates ShippingBoard | 150·0<br>Q79'F26'<br>BK7"<br>*FPT*6*t* | 25·0 | 14·6 | Utd.States<br>4*BHCem*<br>*APT*8*t* | T.3Cy.12¾",21½"&35"–24"<br>180lb (*s*) 89NHP<br>1SB,*3pf*,GS53,HS1700<br>Goldie&McCullochCo.Ld. Galt,Ont. | 14 ″ 8<br>s 2 ″ 5½<br>14 ″ 1 | |
| 11654<br>143384<br>KCJF | **Castilian** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 3067<br>2836<br>1849 | | | | | 1919 | SirRaylton Dixon&CoLd<br>Middlesbro' | Westcott& LauranceLine,Ld. | 331·3<br>P33'B98'F29' | 46·8 | 23·2 | London<br>British<br>*WB* | T.3Cy.25",41"&68"–45"<br>310NHP<br>Richardsons,Westgarth &Co.Ld.Mdb. | | C |
| 11655<br>— | **Castilian Prince** SteelSc<br>*Should be* "Tunisiana," *See No*,39592 *in Supplement*<br>*Elec.light*<br>*CruiserStern* | 3300<br>2880<br>1800 | 100A1<br>*Shelter dk withfreeboard*<br>(*ClassContemplated*) | | | | 1921 | Furness S.B.Co.Ld.<br>Haverton Hill-on-Tees | PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) | 363·0<br>F68' | 52·0 | 30·7 | Newcastle<br>British | T.3Cy.26",43"&73"–48"<br>Richardsons,Westgarth& Co.Ld.Sld. | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Matériaux, Gréement, etc. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11656<br>HFVS | **Castilla**<br>*Elec.light* Wireless | SteelScSr<br>ssSev.No.3–5,13<br>2*Dks*(*UStl*)&*Awng dk* | 1905<br>1252<br>1081 | ✠<br>*Awng dk with freeboard*<br>2,17 ✠ | Bcl | *q* | | 1900<br>11mo | R.Thompson&Sons<br>Sunderland | Cia.Trasmediterranea<br>*WB=CellDBa*66' | 260·0 \| 37·0 \| 17·0<br>BK9"<br>*uE&B*36'*f*104'310*t* | Seville<br>Spanish<br>6*BHCem*<br>*APT*10*t* | T.3Cy.20",33"&54"–39"<br>190NHP<br>2SB,4*pf*,GS81,HS2990<br>N.E.MarineCo.Ld. Sld. | 27 ″ 6 | V |
| 11657 | **Castle**<br>(*ex*TyneCastle) | IronScK<br>1*Dk* | 160<br>154<br>54 | ✠<br>*Stm Trawler*<br>9,95 ✠ | Shl | | | 1893<br>11mo | Edwards Bros.<br>N.Shields | N.V.Algemeene Vissch.Maats. | 101·3 \| 20·6 \| 10·9<br>Q18'F19'<br>BK7½" | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.11",17"&30"–21"<br>1SB,2*pf*,GS24,HS830 41NHP<br>N.E.MarineEng.CoLd.Sld | 11 ″ 8 | |
| 11658<br>217440<br>LPKR | **Castle Point**<br>*Elec.light* Wireless Sub.Sig | SteelSc<br>1*Dk* | 3260<br>2750<br>1951 | | | ... | | 1919 | ThePusey &JonesCo.<br>Gloucester City,N.J. | UnitedStates ShippingBoard | 321·7 \| 50·0 \| 21·6<br>P37'B82'F31' | Phildlphia<br>Utd.States<br>*WB* | T3Cy19¾",31½"&54¼"–36"<br>354NHP<br>Pusey&JonesCo.Wlmngtn | 24 ″ 9 | R |
| 11659<br>217860<br>LQRC | **Castle Town**<br>*Elec.light*<br>Sub.Sig. Wireless | SteelScSr<br>1*Dk*(*Stl*) | 3328<br>2750<br>1987 | ✠NB2,21 | | .. | CL | 1919<br>5mo | Pusey& JonesCo.<br>Gloucester City,N.J.<br>A&CP | UnitedStates ShippingBoard | 321·7 \| 50·0 \| 21·6<br>P37'B82'F31'<br>FK<br>*CellDB*270'1108*t DTa* 10' 47*t FPT* | Phildlphia<br>Utd.States<br>7*BHCem*<br>84*t APT*108*t* | T3Cy19¾"31½"&54¼"–36"<br>190lb (*r*) 332NHP<br>2SB,6*cf*,GS124,HS[illegible]4 FD<br>Pusey&JonesCo.Wil.Del | 24 ″ 9 | |
| 11660<br>217590<br>LPVT | **Castle Wood**<br>*Elec.light* Wireless | SteelSc<br>1*Dk*(*Stl*) | 3304<br>2750<br>1971 | ✠NB5,20 | | | CL | 1919<br>3mo | Pusey& JonesCo.<br>Gloucester City,N.J<br>A&CP | UnitedStates ShippingBoard | 321·7 \| 50·0 \| 21·6<br>P37'B82'F31'<br>FK<br>*CellDB*270'1108*t DTa*20'47*t FPT* | Gloucest'r City<br>Utd.States<br>7*BHCem*<br>84*t ATP*108*t* | T.3Cy.19¾",31½"&54¼"–36"<br>200lb (*s*) 352NHP<br>2 Water Tube Boilers<br>2*SB*,6*cf*,GS121,HS5946 FD<br>Pusey&JonesCo.Wil.Del. | 24 ″ 9<br>s 4 ″ 8<br>20 ″ 4 | |
| 11661<br>141956 | **Castlebay**<br>(*ex*Dayspring) | SteelScK<br>ssGms.No.3–8,20<br>1*Dk* | 108<br>107<br>39 | ✠100A1<br>*For Fishing purposes*<br>8,20 LMC8,20 | Gms | | 8,20 | 1918<br>1mo | Fellows& Co.Ld.<br>GtYarmouth<br>*Lloyd's A&CP* | H.Dingle | 92·1 \| 19·1 \| 9·1<br>BK7½" | Fleetwood<br>British<br>3*BHCem* | T.3Cy.10",15"&24"–18" (*s*)<br>170lb 44RHP<br>1SB,GS34,HS915<br>Crabtree&Co.Ld.G.Yrmth | | |
| 11662<br>130556 | **Castlegar** | WoodSc<br>(*Tug*)<br>1*Dk* | 104<br>56<br>71 | | | | | 1911 | J.M.Bulger<br>Okanagan Landing,B.C | CanadianPacific RailwayCo. | 94·4 \| 19·4 \| 8·2 | Vancouver<br>British | C.2Cy.12"&26"–18"<br>27RHP<br>CollingwoodS.B.Co.Ld. | | |
| 11663<br>142504 | **Castlehill**<br>*Elec.light*<br>*Mchy.Aft Well deck* | SteelSc<br>1*Dk*(*Stl*) | 690<br>467<br>280 | ✠100A1<br>6,21 11,20<br>✠LMC11,20 | Bwg<br>Bel | *j* | CL | 1920<br>11mo | Scott& Sons<br>Bowling<br>*Lloyd's A&CP* | JohnKelly,Ld.<br>(S.Kelly,*Mgr.*) | 187·4 \| 28·7 \| 11·0<br>Q107'B9'F33'<br>BK7½"<br>*CellDBf*110'172*tFPT*46*t* | Belfast<br>British<br>3*BHCem*<br>*APT*7*t* | T.3Cy.15",25½"&41"–30" (*s*)<br>180lb 85RHP<br>1SB,3*cf*,GS58,HS1938<br>AitchisonBlair,LdCldebnk | 13 ″ 6<br>s 4 ″ 8<br>13 ″ 7 | |
| * 11664<br>120661<br>HFMC | **Castlemead**<br>Now named "Glenmoor," See No. 37596 in Supplement<br>(*ex*Castlemoor)<br>Wireless | SteelSc<br>ssShl.No.3–12,18<br>1*Dk*(*ptIrn&ptStl*)2*trB*<br>&*deepframing* 3*Dk rule* | 3732<br>3546<br>2404 | ✠100A1<br>8,20<br>✠LMC<br>BS1,21 MS12,18 | Cff | *w* | CL<br>8,20 | 1906<br>1mo | J.Readhead&Sons<br>SouthShields<br>*Lloyd's A&CP* | MoorLineLd(W Runciman&Co Ld.*Mgrs.*) | 347·4 \| 49·1 \| 25·2<br>P30'B85'F31'<br>FK<br>*CellDBa*115'*uE*21'*f*150'780*t APT*43*t* | London<br>British<br>6*BHCem* | T.3Cy.25",42"&68"–45" (*r*)<br>160lb *70lb* 322NHP<br>2SB,6*cf*,GS121,HS5026<br>J.Readhead&Sons,S.Shl. | 26 ″ 8<br>s 4 ″ 11<br>22 ″ 1 | |
| * 11665<br>99944<br>QLDJ | **Castlereagh**<br>(*ex*FirthFisher)<br>*Mchy.Aft Well deck* | SteelScSr<br>ssTrn.No.3–4,11<br>ssBel.No.2–19<br>1*Dk*(*Irn*) | 443<br>309<br>176 | ✠100A1<br>12,21 ~~4,19~~<br>~~BS1,20~~ ✠LMC4,19<br>BS1,22 | Bel | *h* | ~~4,19~~<br>1,22 | 1898<br>10mo | J Fullerton &Co.<br>Paisley<br>A&CP | JohnKelly,Ld.<br>(S.Kelly,*Mgr.*) | 168·0 \| 25·1 \| 9·6<br>Q93'B10'F25'<br>BK6"<br>*WB=DBf*88'132*t* | Belfast<br>British<br>3*BHCem*<br>*FPT*35*t* | C.2Cy.21 9/16"&42"–30" (*s*)<br>115lb 88RHP<br>1SB,3*pf*,GS53,HS1447<br>Ross&Duncan,Glasgow | 12 ″ 5<br>s ″ 7<br>12 ″ 5 | |
| 11666<br>119155<br>JDVH | **Castlerock**<br>(*ex*Abbotsford)<br>*Well deck Mchy.Aft* | SteelScSr<br>ssBel.No.3–1,20<br>1*Dk*(*Stl*) | 259<br>176<br>105 | ✠100A1<br>3,21<br>BS3,21 ✠LMC1,20 | Bel | *c* | CL<br>1,20 | 1904<br>8mo | Ardrossan D.D.&S.B Co Ld.Ardrossan<br>*Lloyd's A&CP* | Rainey&Hall | 124·7 \| 22·1 \| 8·7<br>Q46'B7'F19'<br>FK<br>*WB=* | Belfast<br>British<br>3*BHCem*<br>*FPT*17*t* | C.2Cy.15"&32"–24" (*s*)<br>120lb 40RHP<br>1SB,2*pf*,GS35,HS996<br>Smith,Allan&Co.Glasgow | 9 ″ 9<br>s ″ 8<br>9 ″ 2 | |
| 11667<br>NHSG | **Castor**<br>*Elec.light* | SteelScSr<br>2*Dks* | 1488<br>1210<br>906 | | | | | 1895 | Rijkee&Co<br>Rotterdam | Koninkl.Nederl. Stoomb.Maats. | 245·0 \| 34·3 \| 20·8<br>Q76'H60'F32' | Amstrdam<br>Dutch<br>*WB* | T.3Cy.19",32"&51"–36"<br>156NHP<br>Nederl.Stoomb.Maats,Rot | | V |
| * 11668 | —<br>(*ex*Cettois,*ex*Saga)<br>*Elec.light* | SteelScSr<br>ssHfs.No.3–10,18<br>1*Dk*(*Stl*)&*deepframing* | 1200<br>974<br>731 | ✠100A1<br>8,21 ~~7,20~~<br>~~BS8,20~~ ✠LMC10,18<br>BS8,21 | Hul<br>Hfs | *n* | 8,20 | 1906<br>8mo | Laxevaags Msk.&Jrnsk.<br>Bergen<br>*Lloyd's A&CP* | FinskaÅngfAktieb<br>*WB=Cell DBa* 119' | 225·9 \| 33·4 \| 15·8<br>P19'B61'F25'<br>FK<br>285*t FPT*40*t APT* | Helsingfrs<br>Finnish<br>4*BHptCem*<br>51*t ptAsp* | T.3Cy.16",25½"&43"–30" (*s*)<br>175lb *80lb* 113NHP<br>1SB,3*pf*,GS55,HS1824<br>LaxevaagsMsk.&Jrns.Bgn | 16 ″ 10<br>s 2 ″ 0<br>15 ″ 1 | |
| 11669<br>2467<br>HMSG | — | IronScSr<br>1*Dk*2*trB* | 570<br>485<br>392 | | | | | 1875 | MotalaCo.<br>Gothenburg | Rederiaktieb. Falkvik (N. Fremberg,*Mgr.*) | 166·4 \| 25·7 \| 15·0<br>Q53' B38' H6 | Sölvesbrg<br>Swedish<br>*WB* | C.2Cy.15½"&33"–27"<br>NB87 47NHP<br>MotalaCo.,Gothenburg | | V |
| 11670 | — | SteelSc<br>1*Dk* | 526<br>436<br>185 | | | | | 1906 | A.F.Smulders<br>Schiedam | Habermann& &GuckesA.-G. | 144·7 \| 28·9 \| 12·9 | Kiel<br>German | T.3Cy.10⅗",16 1/10"&29½"–13⅘"<br>33NHP<br>A.F.Smulders,Schiedam | | |
| 11671 | — | SteelSc<br>1*Dk&ptAwng dk* | 519<br>289<br>320 | | | | | 1896 | Act.Ges. "Weser"<br>Bremen | Dampfschifffahrts Ges.Neptun | 163·0 \| 24·1 \| 9·6<br>Q16'F16'<br>*ptAwng dk* 130' | Bremen<br>German<br>*WB* | C.2Cy.16 5/16"&30 11/16"–20½"<br>36NHP<br>A.G."Weser,"Bremen | | |
| 11672 | — | IronScCtr<br>(*SandPumpHopperDredger*)<br>1*Dk* | 396<br>374<br>270 | | | | | 1891 | Mort's Dck &Eng.Co.<br>Balmain | Government of NewSouthWales | 175·5 \| 23·3 \| 11·2<br>len94 | SydnyNSW<br>British | T.3Cy.17",27"&45"–30"<br>116NHP<br>Mort'sDk.&E.Co.Balmain | | |
| * 11673<br>OECT | —<br>(*ex*Seapark)<br>*Welldeck Mchy.Aft* | SteelScSr<br>ssHav.No.3–10,20<br>1*Dk*(*Stl*) | 227<br>*147*<br>*61* | ✠100A1<br>10,20<br>✠LMC10,20 | Hav | *c* | CL<br>9,20 | 1907<br>6mo | J.Shearer &Sons,Ld<br>Glasgow<br>*Lloyd's A&CP* | Cie.Normande de Nav.àVap. | 115·4 \| 21·1 \| 8·5<br>Q41'B7'F18'<br>BK7"<br>*WB=* | Havre<br>French<br>3*BHCem*<br>*FPT*23*t* | C.2Cy.14"&30"–21" (*s*)<br>130lb 50NHP<br>1SB,2*pf*,GS31,HS980<br>C.Houston&Co.Ld.Gls. | 9 ″ 6<br>s ″ 7<br>9 ″ 7 | |
| 11674<br>138983 | — | SteelScK<br>ss.Gms.No.1–20<br>1*Dk* | 209<br>189<br>91 | | | ... | CL<br>3,19 | 1916<br>7mo | Cochrane& Sons,Ld.<br>Selby<br>*Lloyd's A&CP* | LindseyStm.FishingCo.Ld.(E.Bacon,*Mgr.*) | 115·8 \| 21·5 \| 11·6<br>Q67'F18'<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy11½",19½"&32"–24"(*s*)<br>180lb 51RHP<br>1SB,2*pf*,GS32,HS1221<br>Crabtree&Co.Ld.Gt.Yar. | 12 ″ 4 | |
| 11675<br>822<br>NLPJ | **Castore** | SteelSc<br>1*Dk* | 1016<br>806<br>599 | | | | | 1917 | N.Odero& Co.<br>Foce, Genoa | LloydMediterraneoSoc.Italiana diNav. | 203·9 \| 31·9 \| 16·6 | Genoa<br>Italian | T.3Cy.15½",24⅖"&39⅘"–25⅗"<br>79NHP<br>N.Odero&Co. | | Cl |
| 11676 | **Castorp**<br>*Elec.ligh* | SteelSc<br>1*Dk* | 995 | | | | | 1920 | Atlaswerke A.G.<br>Bremen | Hanseatische Dampfsch.Ges. | 215·0 \|<br>P&B112'F31' | Lübeck<br>German<br>*WB* | T.3Cy.18 1/10",29½"&45 1/10"–29½"<br>113NHP<br>AtlaswerkeA.G.Bremen | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 / 3 Steamer's Name, Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 11677<br>HFWJ | **Castro-Alen** SteelScSr<br>ssBbo.No.3-2,14<br>Wireless ssBbo.No.1-19<br>1Dk(Stl)&deepframing<br>Cargo battens not fitted | 1321<br>1192<br>833 | ✠100A1<br>6,20<br>BS11,20 ✠LMC7,19<br>MBS2,22 | Npt | o | ~~7,19~~<br>N2,22 | 1901<br>4mo | Grngem'th &Greenock DockyardCo Greenock<br>A&CP | Cia.delVapor Castro-Alen (L.deOcharan)<br>WB=CellDB | 239·7<br>B68'F25'<br>a60'uE&B34'f94' | 36·7 | 16·4<br>FK | Bilbao<br>Spanish<br>4BHCem<br>365tAPT65t | T.3Cy.19",30½"&50"-36" (s)<br>160lb 100lb NDB19 157NHP<br>1SB,3pf,GS56,HS2455<br>Dunsmuir&Jackson,LdGls | 18 ″ 5<br>s 2 ″ 7½<br>16 ″ 1 | |
| 11678<br>136143 | **Caswell** SteelScK<br>ssSws.No.1-21<br>1Dk | 276<br>246<br>107 | ✠100A1<br>StmTrawler<br>10,21 ~~10,20~~ ✠LMC~~1,17~~<br>8,21 | Sws | | ~~3,10~~<br>10,21 | 1917<br>1mo<br>Lloyd | Smith's DockCo.Ld. Middlesbro'<br>'sA&CP | RhonddaFishing Co.Ld. (C.Heron, Mgr.) | 125·5<br>Q72'F21' | 23·4 | 12·8<br>BK7½' | Swansea<br>British<br>3BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 88RHP<br>1SB,3pf,GS50,HS1619<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 | |
| 11679<br>220629<br>MBLW | **Catahoula** SteelSc<br>Wireless Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks | 5543<br>4598<br>3407 | | | | | 1920 | American International S.B.Corp. HogIslandPa | AmericanFuelOil &Transportation | 390·0<br>P39'B121'F43' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>WB | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | |
| 11680<br>110194<br>SMDG | **Catalan** SteelScSp<br>ssSou.2ndNo.3-1,13<br>(exNo.68) ssLon.No.2-20<br>1Dk(Stl)<br>Now named "Alpha," See No. 36168 in Supplement | 457<br>407<br>193 | A—<br>Hopper<br>3,21 ~~3,20~~<br>BS1,21 LMC7,19 | Lon<br>Liv | | CL<br>~~3,19~~<br>3,21 | 1899 | Exors.of the lateT.A. Walker Sudbrook | TilburyContracting&DredgingCo. Ld. | 164·0 | 27·1 | 10·6<br>FK | London<br>British<br>6BHCem | T.3Cy.13",22"&34"-22½" (s)<br>165lb 65RHP<br>1SB,2pf,GS40,HS1248<br>Plenty&Son,Newbury | 11 ″ 5<br>s 1 ″ 10½<br>9 ″ 8 | |
| * 11681<br>HGCQ | **Catalina** SteelScSr<br>ssBcl.2ndNo.3-9,17<br>Elec.light Wireless ssBcl.No.3-6,20<br>1Dk(Stl)&Spar dk(Stl-ws)3trB | 4796<br>4662<br>3491 | ✠100A1<br>Spar dk<br>4,21 ~~6,20~~ ✠LMC6,20<br>BS10,21 | Bcl | y | CL<br>6,20 | 1893<br>7mo<br>Lloyd | C.Connell &Co. Glasgow<br>'sA&CP | Pinillos,Izquierdo &Co.S.enC.<br>WB=Cell | 415·0<br>P63'B94'F56' | 48·0 | 21·3<br>29·3<br>BK11" | Cadiz<br>Spanish<br>6BHCem<br>DB328'844t | T.3Cy.29",46"&74"-51" (s)<br>160lb 80lb NDB09 452NHP<br>2DB,12cf,GS249,HS7714<br>Dunsmuir&Jackson,Gls. | 32 ″ 0<br>s 8 ″ 1<br>25 ″ 3 | |
| * 11682<br>118640<br>HBFW | — SteelScSr<br>ssShl.No.3-9,17<br>Elec.light 2Dks(Stl)&deepframing<br>Sub.Sig. Wireless | 2696<br>2512<br>1696 | ✠100A1<br>9,20<br>~~BS1,21~~ ✠LMC9,17<br>BS2,22 | Lon | u | CL<br>9,20 | 1904<br>9mo<br>Lloyd | Armstrong Whitworth &Co.Ld. Newcastle<br>'sA&CP | RoyalMailS.P.Co.<br>WB=CellDBa | 318·0<br>P21'B87'F33' | 43·7 | 23·3<br>FK | Newcastle<br>British<br>5BHCem<br>86'uE&B68' | T.3Cy.25",41"&68"-45" (s)<br>180lb 360NHP<br>3SB,9cf,GS165,HS5900<br>WllsndSlipwyCo.Ld.Nwc.<br>f118'546tFPT60tAPT20t | 25 ″ 10<br>s 4 ″ 5½<br>21 ″ 9 | |
| 11683<br>5951<br>KBGS | **Catalonia** SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl) | 2201<br>1280<br>1300 | ✠100A1<br>Shelter dk<br>withfreeboard<br>9,21 ~~9,20~~ ✠LMC5,18 | Got | | 3,20 | 1918<br>8mo | Oskrshmns M.V.Aktieb. Oskarshamn<br>A&CP | Rederiaktieb. SvenskaLloyd (H. Metcalfe, Mgr.)<br>Cell | 269·7<br>DB237'473tFPT44 | 41·1 | 24·1<br>FK | Gothenbrg<br>Swedish<br>4BHCem<br>tAPT20t | T.3Cy.22½",35½"&58½"-36"<br>185lb 100lb (s) 270NHP<br>2SB,6cf,GS87,HS3800 FD<br>Oscarshamns M.V.Aktieb. | 25 ″ 6<br>s 6 ″ 10½<br>18 ″ 11 | |
| 11684 | **Catalonier** SteelSc<br>Now named "Carmen," See No. 36907 in Supplement<br>1Dk(Stl) | *1234*<br>*1023*<br>*753* | ✠100A1<br>10,21 ~~10,20~~<br>✠LMC10,20 | Gls<br>Ant | o | | 1920<br>10mo<br>Lloyd | Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow<br>'sA&CP | LloydRoyalBelge Soc.Anon.<br>Cell | 240·0<br>P27'B57'F25' | 35·7 | 15·3<br>FK | Antwerp<br>Belgian<br>4BHCem<br>DB211'386t | T.3Cy.15",25"&40"-27" (s)<br>185lb 99NHP<br>2SB,4cf,GS48,HS1630<br>McKie&Baxter,Glasgow<br>FPT21tAPT15t | 17 ″ 3<br>s 2 ″ 0½<br>15 ″ 6 | |
| * 11685<br>HGDB | **Cataluña** IronScSr<br>ssCdz.3rdNo.3-4,18<br>Wireless 3Dks(2Irn-Uws) | 3665<br>3052<br>1915 | ✠100A1<br>1,21<br>BS1,21 ✠LMC4,18 | Cdz | x | 3,20 | 1883<br>10mo<br>Lloyd | W.Denny &Bros. Dumbarton<br>'sA&CP | Cia.Trasatlantica<br>WB=Cell | 384·2<br>P101'B48'F62' | 42·2 | 27·5<br>BK11" | Barcelona<br>Spanish<br>6BHCem<br>DB322'523t | C.2Cy.57"&102"-60" (j)<br>80lb 60lb NDB98 654NHP<br>6SB,18cf,GS835,HS11259<br>Denny&Co.,Dumbarton | 30 ″ 0<br>s 6 ″ 2<br>25 ″ 2 | |
| 11686<br>HGCW | — IronScSr<br>ssMsl.No.2-91<br>Elec.light Wireless 2Dks(1Irn) | 1094<br>933<br>600 | ✠<br>9,91 | Msl | n | | 1880<br>11mo | Hodgson& Soulsby Blyth | IsleñaMaritima, Cia.Mallorquina deVapores | 221·6<br>P36' | 31·1<br>B52' | 18·5<br>F29'<br>BK8" | Palma<br>Spanish<br>4BHCem | C2Cy.29½"&55"-36"151NHP<br>2SB,4f,GS70 NB99 NDB99<br>Black,Hawthorn&Co.,Gts. | | V |
| 11687<br>NLPT | **Catania** SteelScSr<br>Elec.light Wireless 2Dks | 2996<br>2756<br>1864 | | | | | 1910 | Akt.Ges. "Neptun" Rostock | Requisitioned by theItalianGovt. | 320·9<br>P37'F31' | 46·2 | 24·1 | Genoa<br>Italian<br>WB | T.3Cy.20½",35 7/16"&55⅞"-37⅜"<br>192NHP<br>A.G."Neptun,"Rostock | | CI |
| 11688<br>~~104639~~<br>~~NWPH~~ | — SteelScSr<br>ssRot.2ndNo.3-5,21 ~~ssCws.No.3-11,07~~<br>Elec.light ~~ssSou.No.1-12~~<br>2Dks | 589<br>—<br>232 | ✠100A1<br>Yacht<br>~~5,20,14~~ 3,22<br>BS5,21 ~~BS1,16~~ ✠LMC~~6,12~~ 10,19 | Sou<br>Rot Lon | | CL<br>5,21 | 1895<br>6mo<br>Lloyd | D&WHenderson&Co. Glasgow<br>'sA&CP | ~~SunShippingCo. Ld.(MitchellCotts &Co.,Mgrs.)~~<br>E.Togias | 203·0 | 26·7 | 15·3 | Syra<br>Greek<br>4BHCem | T.4Cy.18",28½"&(2)32"-27"<br>170lb 80lb 126NHP<br>1SB,3cf,GS67,HS2150<br>D.&W.Hendersn&Co.Gls. | | |
| 11689<br>77698 | **Cataract** CompSc<br>1Dk | 839<br>657<br>451 | | | | | 1882<br>Rebuilt 1918 | A.M. Robertson HamiltonOnt<br>MontrealD.D | CanadaSteamship Lines,Ld.<br>&ShipRepairingCo.Ld. | 174·6 | 33·2 | 15·0 | Montreal<br>British | C.2Cy.20"&40"-32'<br>Bmade90 67RHP | | L |
| 11690<br>216872<br>LMSW | **Catawba** WoodTwinScSr<br>Elec.light Wireless 2Dks | 3129<br>—<br>1838 | | | | | 1918 | FultonS.B. Co. Wilmington, Cal. | UnitedStates ShippingBoard | 273·3<br>B144'F24' | 45·4 | 24·2 | L.Angeles, Cal.<br>Utd.States | T.6Cy.15½",26"&44"-26"<br>197NHP<br>MurrayIronWorks, Burlington,Iowa | | |
| 11691<br>127168<br>KMVT | **Catawissa** SteelSc<br>(Tug)<br>2Dks | 558<br>—<br>352 | | | | | 1896 | Harlan& Hollingsworth Co. Wlmgtn.Del. | ReadingCo. | 158·0 | 29·0 | 18·0 | Phildlphia<br>Utd.States | T.3Cy.18",28"&45"-30"<br>NB13 111NHP<br>Harlan&HollingswrthCo., Wilmington,Del. | | V |
| 11692 | **Caterham** SteelTwinScSr<br>Elec.light 2Dks(Stl) | 802<br>697<br>253 | ✠<br>ForGovt.Service<br>6,19 ✠ | Psy | | | 1919<br>6mo | Bow,McLachlan&Co. Ld. Paisley | TheAdmiralty<br>CellDB12'15tDTf18' | 219·3<br>24tDTa16'35tFPT | 28·6 | 15·6<br>FK | London<br>British<br>10BHCem<br>6tAPT22t | T6Cy13¾",21¼"&34"-21"<br>HS6990 378NHP<br>2 Water Tube Boilers FD<br>Bow,McLachln&CoLdPsy | 16 ″ 3 | |
| * 11693<br>587<br>NLRM | **Caterina Accame** SteelScSr<br>Wireless ssHav.No.3-9,12<br>(exDiegoSuarez) 1Dk(Stl)&Spar dk<br>Elec.light (Irn-ptws)&Webframes | 3865<br>3613<br>2504 | ✠100A1<br>Spar dk<br>8,16 ✠LMC12,16<br>Examined12,19 | Lgn | x | CL<br>6,17 | 1900<br>6mo | SirJ.Laing &Sons,Ld. Sunderland<br>A&CP | Flli.AccamediL.<br>WB=CellDBa | 361·7<br>P&B227'F35'<br>116'uE18'f146'745t | 47·1 | 19·3<br>27·2<br>FK | Genoa<br>Italian<br>6BHCem<br>APT55t | T.3Cy.24½",40"&66"-45" (r)<br>180lb 100lb 317NHP<br>3SB,6pf,GS102,HS3839 FD<br>G.Clark,Ld.Sunderland | 29 ″ 8<br>s 5 ″ 4½<br>24 ″ 8 | |
| * 11694 | **Caterina Gerolimich** SteelScSr<br>ssTri.No.3-3,19<br>Elec.light 2Dks(Stl) | 5515<br>4201<br>3521 | ✠100A1<br>10,21 ~~12,20~~<br>BS1,21 ✠LMC3,19 | Tri | y | CL<br>2,19 | 1912<br>12mo<br>Lloyd | Cantiere SanRocco Trieste<br>'sA&CP Cell | Nav.Gen. Gerolimich&Co. Soc.inAzioni<br>DBa122'uE&B45' | 382·8<br>P31'B247'F41'<br>f159'1092tAPT37t | 50·3<br>52·3 | 26·1<br>FK | Trieste<br>Italian<br>6BHCem<br>DTa35'824t | T.3Cy.26",42"&70"-48" (s)<br>180lb 100lb 411NHP<br>2SB,6cf,GS118,HS5534 FD<br>ClydeS.B.&E.Co.Ld.P.Gl. | 27 ″ 10 | |
| 11695<br>~~[illegible]~~<br>~~HPFK~~ | **Caterino** SteelScSr<br>Now named "Maria N. Roussos," See No. 38430 in Supplement<br>Wireless 1Dk | 3729<br>3470<br>2366 | | | | | 1909 | W.Gray& Co.Ld. WHartlepool | ~~GulfLine,Ld.~~<br>N.P.Roussos | 346·4<br>P27'B96'F32' | 50·8 | 23·1 | ~~W.Hartlpl~~<br>~~British~~<br>Piræus<br>Greek<br>WB | T.3Cy.25",40"&65"-42"<br>274NHP<br>Cen.Mar.Eng.Wrks.WHpl | | C |
| 11696<br>143334<br>KBVR | **Catford** SteelScSr<br>Elec.light 1Dk(Stl)<br>Cargo battens not fitted | 1565<br>1345<br>828 | ✠100A1<br>~~3,21~~ ~~1,21~~ ~~3,21~~<br>12,21 ✠LMC7,19 | Shl<br>~~Nwc~~ Lon | p | CL<br>~~1,21~~<br>12,21 | 1919<br>7mo<br>Lloyd | Dublin Dckyd.Co.Ld Dublin<br>'sA&CP | SouthMetropolitanGasCo.<br>CellDB171'306t | 240·2<br>B52'F23'<br>DTa29'118tFPT80 | 36·3 | 19·1<br>FK | London<br>British<br>4BHCem<br>tAPT38t | T.3Cy.18",30"&50"-33" (s)<br>180lb 172NHP<br>2SB,6cf,GS97,HS2886<br>J.G.Kincaid&Co.Ld.Grk. | 21 ″ 3<br>s 2 ″ 11<br>18 ″ 8 | |

| 1<br>Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11697 | **Catharina Duyvis** IronScK<br>ssYmu.2ndNo.3-1,20 ~~ssAms.No 3-12,07~~<br>(exPotomac) ~~ssAms.No.2-17~~<br>1Dk | 161<br>156<br>64 | ✠100A1<br>StmTrawler<br>4,22 ~~12,18~~ ~~10,21~~<br>✠NB10,17 | Ams<br>Ymu<br>✠LMC<br>MS12,20 |  | ~~12,20~~<br>4,22<br>BS1,22<br>[illegible] | 1894<br>4mo<br>Lloyd | Cochrane &Cooper<br>Beverley<br>'sA&CP | N.V.Algemeene Vissch.Maats. | 104·8\|20·6\|11·1<br>Q17'<br>len97 ND17 BK7½" | Ymuiden<br>Dutch<br>3BHCem | C.2Cy.16"&32"–22" (s)<br>110lb 47NHP<br>1SB,2pf,GS27,HS813<br>C.D.Holmes&Co.Hull | 11 " 10 |  |
| 11698<br>216616<br>LMGC | **Catherine** SteelSc<br>(exLakeGreenwood) 1Dk(Stl)<br>Elec.light Cargo battens not fitted<br>Wireless Sub.Sig. | 2139<br>1766<br>1289 | ✠100A1<br>~~1,21~~ ~~2,21~~ 2,22<br>✠LMC7,18 | NYk | r | CL<br>2,21 | 1918<br>7mo | Manitowoc S.B.Co.<br>Manitowoc, Wis.<br>A&CP | ~~UnitedStates ShippingBoard~~<br>BullInsularS.S.Co. Inc. (A.H.Bull& Co.Mgrs.)<br>CellD | 250·5\|43·7\|20·4<br>P27'B64'F26'<br>FK<br>B212' 637t FPT54t | NewYork<br>Utd.States<br>6BHCem<br>APT51t | T.3Cy.21",35"&59"–42" (s)<br>190lb 307NHP<br>2SB,6cf,GS138,HS5486<br>NordbergMfg.Co. Milwaukee,Wis | 23 " 1<br>s 2 " 2½<br>20 " 2 |  |
| 11699<br>118362 | — SteelTwinSc<br>(Ferry)<br>1Dk | 259<br>188<br>176 |  |  |  |  | 1903 | AWRobert-son&Co.<br>London | MidlandRailway Co. | 124·5\|24·7\| 7·9 | London<br>British | C.4Cy.12"&24"–18"<br>70RHP<br>A.W.Robertson,London |  | BT till 7,21 |
| 11700<br>126971 | — WoodSc | 161<br>—<br>112 |  |  |  |  | 1893 | C.B.Harrington<br>Bath,Me. | EasternS.S.Lines Inc. | 100·4\|18·1\| 8·1 | Boston<br>Utd.States | C.2Cy.13"&24"–16"<br>19NHP |  |  |
| 11701<br>142744<br>JBSG | **Catherine Aïda** SteelScSr<br>Mchy.Aft 1Dk(Stl)<br>Well deck Cargo battens not fitted | 754<br>517<br>337 | ✠100A1<br>7,20<br>✠LMC12,18 | Mch | j | CL<br>7,20 | 1918<br>12mo<br>Lloyd | ForthS.B. &Eng.Co.Ld.<br>Alloa<br>'sA&CP | J.Leete&Sons<br>CellD | 190·9\|29·2\|11·5<br>Q105'B8'F33'<br>BK7½"<br>Bf114'173tFPT50t | London<br>British<br>3BHCem<br>APT37t | T.3Cy.16",26½"&44"–30" (s)<br>180lb 127NHP<br>2SB,4cf,GS66,HS2128<br>ForthS.B.&E.Co.Ld.Alloa | 13 " 8<br>s 4 " 6<br>13 " 8 |  |
| * 11702<br>143040<br>JWHD | **Catherine Annie** SteelScSr<br>Elec.light 1Dk(Stl)<br>Mchy.Aft Well deck | 754<br>517<br>341 | ✠100A1<br>~~5,21~~ ~~10,20~~ 2,22<br>✠LMC2,19 | Liv<br>~~Sht~~ Cff | j | CL<br>10,20 | 1919<br>2mo<br>Lloyd | ForthS.B. &Eng.Co.Ld.<br>Alloa<br>'sA&CP | J.Leete&Sons<br>CellD | 190·9\|29·2\|11·5<br>Q105'B9'F23'<br>BK7½"<br>B/114'173tFPT | London<br>British<br>3BHCem<br>50tAPT37t | T.3Cy.16",26½"&44"–30" (s)<br>180lb 127NHP<br>2SB,4cf,GS66,HS2128<br>ForthSB&Eng.CoLd.Alloa | 13 " 8 |  |
| 11703<br>98338<br>WONR | **Catherine Apcar** Iron&SteelScSr<br>ssCal.No.3–4,04<br>Elec.light Wireless ssHKg.No.2–12<br>2Dks(Irn–Uws)&deepframing3Dk rule | 2727<br>2525<br>1730 | ✠<br>4,13<br>✠ | Cal | v |  | 1892<br>6mo | D&WHenderson&Co.<br>Glasgow | BritishIndiaStm. Nav.Co.Ld. | 351·0\|40·0\|24·9<br>P53'B108'F42'<br>BK10"<br>WB=CellDB278' | Calcutta<br>British<br>6BHCem<br>550tFPT23t | T.3Cy.25",40"&66"–48"<br>359NHP<br>2DB,12rf,GS195,HS6245<br>D.&W.Henderson&Co.,Gls | 27 " 9 |  |
| 11704<br>216216<br>LKNW | **Catherine D.** WoodTwinSc<br>2Dks<br>Elec.light Fitted for oil fuel | 2224<br>—<br>1624 |  |  |  |  | 1918 | Pacif.Amr. FisheriesCo.<br>Bellingham | PacificAmerican Fisheries,Inc. | 242·0\|41·6\|24·4<br>P50' | Seattle<br>Utd.States | T.6Cy.13",21"&35"–27"<br>126NHP<br>SeattleMach.Works,Seatl. |  | RV |
| 11705<br>123931 | **Catherine Ethel** SteelScK<br>(exMistley) 1Dk | 157<br>115<br>80 |  |  |  |  | 1906 | Crabtree& Co.Ld.<br>Yarmouth | J.Leete&Sons | 103·0\|19·5\| 7·6<br>len11 | London<br>British | C.2Cy.11"&23"–15"<br>NB18 28RHP<br>Crabtree&Co.Ld.Yarm'th |  |  |
| 11706 | **Catherine Lawrence** Steel TwinSc<br>Elec.light (Tug) 1Dk | 119<br>96<br>59 |  |  | ... |  | 1911 | J IThornycroft&Co.Ld<br>Southmpton | AntofagastaRly. Co. | 85·5\|17·1\| 9·2<br>BK6" | Antofgsta<br>Chilian<br>WB | C.4Cy.11¾"&23¾"–16"<br>65NHP<br>JIThornycroft&Co.LdSou | 10 " 0 |  |
| 11707 | **Catherine Schiaffino** SteelScSk<br>(exMalgache,exSolstad)<br>Elec.light 1Dk&Spardk | 1443<br>1399<br>862 |  |  |  |  | 1906 | Framnes Mek.Værks<br>Sandefjord | Soc.Algérienne de Nav.pour l'Afrique duNord(ChSchiaffino&Cie.Mgrs.) | 231·7\|35·3\|19·4<br>H89tF34t | Algiers<br>French<br>WB | T.3Cy.18",29"&48"–33"<br>132NHP<br>FredrikstadM.V.Frdstad. |  | V |
| 11708<br>219196<br>LTPC | **Cathlamet** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5869<br>5113<br>3635 |  |  |  |  | 1919 | AmesS.B. &DrydockCo<br>Seattle,Wash | UnitedStates ShippingBoard | 409·8\|54·2\|29·2<br>P44'B119'F47' | Seattle<br>Utd.States<br>WB | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>AllisChalmers,Milwaukee |  | R |
| 11709<br>NKWB | **Cathrine** SteelScSr<br>1Dk | 147<br>129<br>57 |  |  |  |  | 1900 | AktiesKjöbenhvn'sFlydedok&Skibs.<br>Copenhagen | A/SAalborg PortlandCement Fabrik | 99·6\|19·6\| 9·3<br>Q22'F13' | Aalborg<br>Danish | C.2Cy.10½"&21"–14"<br>14NHP<br>Akties.Kjobenhavn'sFlydedok&Skibs.Cpn. |  |  |
| 11710<br>219956<br>LWKQ | **Cathwood** SteelScSr<br>Fitted for oil fuel 2Dks<br>Mchy.Aft. Carrying petroleum in bulk<br>Elec.light Longitudinal framing<br>Sub.Sig. Wireless | 7072<br>—<br>4360 |  |  |  |  | 1920 | Bethlehem S.B.Corp. Ld.<br>Alameda,Cal. | UnitedStates ShippingBoard | 435·0\|56·0\|32·0<br>P123'B50'F33' | S.Frncisco<br>Utd.States<br>WB | T.3Cy.27",47"&78"–48"<br>421NHP<br>BethlehemS.B.Corp. S.Francisco |  | R |
| 11711 | **Catinat** SteelSc<br>(exMenes)<br>Elec.light Wireless 2Dks&Shelter dk | 7057<br>6517<br>4333 |  |  |  |  | 1913 | J.C.TecklenborgA.G.<br>Geestemünde | Soc.Gen.d'Armement (G.Belot, Mgr.) | 472·0\|61·0\|28·5<br>F50' | ~~Havre~~<br>French<br>Nantes WB | T3Cy29 9/16"48⅜"&80 7/16"-55 1/16"<br>482NHP<br>J.C.TecklenborgA.G.Gst. |  | V |
| 11712<br>144691<br>KGHN | **Cato** SteelSc<br>(exFink)<br>Elec.light 1Dk | 1460<br>1027<br>858 |  |  |  |  | 1913 | Stettiner Oderwerke<br>Stettin | Ellerman'sWilson Line,Ld. | 230·9\|36·4\|15·0<br>Q75'B101'F29' | Hull<br>British<br>WB | T3Cy16 9/16",27½"&43 3/16"–31½"<br>105NHP<br>StettinerOderwerke |  | C |
| 11713<br>134703<br>JFVG | — SteelScSr<br>ssBrs.No.1–19<br>1Dk(Stl)&Shelter dk(Stl) | 710<br>577<br>291 | ✠100A1<br>Shelter dk with freeboard<br>1,21<br>~~BS5,20~~ | Brs<br>BS7,21<br>✠LMC5,19 | n | CL<br>6,19 | 1914<br>6mo<br>Lloyd | Campbeltown S.B.Co.<br>Campbeltwn<br>'sA&CP | BristolStm.Nav. Co.Ld.<br>WB=CellD | 231·0\|30·9\|19·0<br>FK<br>Ba53'uE&B33'f92' | Bristol<br>British<br>4BHCem<br>213tAPT18t | T.3Cy.15",25½"&41"–30" (s)<br>180lb 85RHP<br>2SB,4cf,GS79,HS2386<br>Ross&Duncan,Glasgow | 14 " 0<br>s " 10½<br>13 " 4 |  |
| 11714<br>NJDB | — SteelAuxScSr<br>Motor<br>(See Sailing Ship Register) | 208<br>—<br>153 |  |  |  |  | 1918 | A.T.v.d. Werff<br>Leeuwarden | Leeuwen&Spronk | .................... | Rottrdam<br>Dutch | Motor |  |  |
| Sunk 11715 | **Catspaw** SteelScSr<br>Mchy.Aft 1Dk(Stl) | 96<br>95<br>39 | ✠~~100A1~~<br>For Fishing purposes<br>8,18 | Goo<br>✠~~LMC5,18~~ |  | CL | 1918<br>8mo<br>Lloyd | OuseS.B. Co.Ld.<br>Goole<br>'sA&CP | The Admiralty | 86·2\|18·5\| 9·2<br>BK7½" | British<br>3BHCem | T.3Cy.9½",15½"&26"–18"(s)<br>180lb 42NHP<br>1SB,2pf,GS30,HS814<br>N.BritishDieselEngWorks Ld.Gls. | 10 " 0 |  |
| 11716<br>OECW | **Cattenon** WoodTwinSc<br>Elec.light Mchy.Aft 1Dk | 1131<br>813<br>659 |  |  |  |  | 1919 | ThreeRvrs ShipyardsLd.<br>ThreeRivers, P.Q. | French Government | 196·0\|40·3\|15·4<br>P98'F28' | Havre<br>French | C 4Cy.12"&24"–16"<br>38NHP<br>CanadianAllis-Chalmers, Ld.Bridgeburg,Ont. |  |  |
| * 11717<br>137454<br>JLDV | **Cauca** SteelScSr<br>ssCrs No 1–20<br>Elec.light Wireless 1Dk(ptStl–teaks)<br>&2nd dk(Stl) | 1448<br>1199<br>890 | ✠100A1<br>~~7,21~~ ~~6,20~~ 2,22<br>BS2,22 | Crs<br>✠LMC7,20 | p | CL<br>6,20 | 1915<br>5mo<br>Lloyd | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>'sA&CP | PacificStmNav.Co.<br>WB=CellDBa39' | 246·0\|35·2\|20·0<br>P28'F33'<br>FK<br>uE 18' f 112' 219t | Liverpool<br>British<br>5BHCem<br>APT16t | T.3Cy.17½",29"&48"–33" (s)<br>180lb 193NHP<br>2SB,6cf,GS117,HS3664<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 22 " 2<br>s 3 " 9<br>18 " 11 |  |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | Eng…<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | …amidships<br>Corresponding draught.<br>ft. in. | Registers |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11718<br>OEOZ | **Caucase** SteelScSr<br>(exMandalay)<br>Wireless 2Dks | 4131<br>3509<br>2636 | | | | | 1898 | W.Denny &Bros.<br>Dumbarton | Messageries Maritimes | 360·0<br>P35'B108'F33' | 45·1 | 26·4 | Marseilles<br>French<br>WB | T.3Cy.26½",42"&66½"–51"<br>316NHP<br>Denny&Co.Dumbarton | | V |
| 11719<br>OEDA | **Cauchy** SteelTwinScSr<br>Fitted for oil fuel<br>Elec.light<br>Mchy.Aft | 2636<br>2406<br>1907 | | | | | 1919 | Foundat'n Co.<br>N.Orleans, La | French Government | 321·8<br>P7'B17'F35' | 46·5 | 23·6 | Brest<br>French<br>WB | T.6Cy.15½",26"&44"–26"<br>198NHP<br>NationalMarineEng.Co. Scranton,Pa. | | |
| 11720<br>134754<br>JBHD | **Caulonia** SteelScK<br>ssSou.No.2–19<br>Elec.light 1Dk | 296<br>266<br>130 | ✠100A1<br>StmTrawler<br>7,21 ~~7,20~~<br>BS7,21<br>~~BS7,20~~ | Gms<br>✠LMC10,19 | | CL<br>10,19 | 1912<br>12mo | Cochrane&Sons<br>Selby<br>Lloyd'sA&CP | StrandStmFishng Co.Ld.(Baker& Green, Mgrs.) | 136·8<br>Q75'F22' | 23·0 | 12·3<br>BK8" | Grimsby<br>British<br>4BHCem | T.3Cy.13",23"&37"–24" (s)<br>180lb 79RHP<br>1SB,3pf,GS43,HS1332<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 0 | |
| 11721<br>1033<br>HCJK | **Caupolican** SteelScSp<br>ssClo.No.2–17 ssVpo.No.3–5,09<br>(exCavancha) ~~ssVpo.No.1–14~~<br>Wireless (Tug) 1Dk(Irn) | 78<br>—<br>67 | ✠100A–<br>~~12,21~~ 4,17<br>✠NB5,07<br>~~BS4,17~~ | Clo<br>✠~~LMC10,14~~<br>~~4,17~~ | | CL<br>4,17 | 1893<br>8mo | J.P.Rennoldson&Sns<br>S.Shields | Borquez&Co. | 86·1 | 16·6 | 10·6<br>BK6" | Valparaiso<br>Chilian<br>5BHCem | C.2Cy.17"&34"–22" (r)<br>80lb 50NHP<br>1SB,2pf,GS32,HS966<br>J.P.Rennoldson&Sns,SShl | 11 ″ 0 | |
| 11722<br>99940<br>NLVT | **Causeway** SteelSc3Mst<br>ssHul.2ndNo.3–9,19<br>(exSoundFisher) 1Dk(Irn)<br>Mchy.Aft Well deck | 463<br>324<br>181 | ✠100A1<br>2,22 ~~9,10~~<br>~~BS5,21~~<br>BS2,22 | Hul<br>Bel<br>✠LMC9,19 | h | ~~9,10~~<br>2,22 | 1894<br>9mo | AilsaShipbuildingCo.<br>Troon<br>Lloyd'sA&CP | JohnKelly,Ld. | 168·0<br>Q93'B12'F25'<br>D Bf88'122tFPT25t | 25·1 | 9·5<br>BK7" | Belfast<br>British<br>3BHCem<br>APT8t | C.2Cy.22"&42"–30" (s)<br>115lb 73RHP<br>1SB,3pf,GS56,HS1534<br>Dunsmuir&Jackson,Gls. | 12 ″ 5<br>s ″ 6½<br>12 ″ 7 | |
| 11723<br>567<br>HCGF | **Cautin** SteelScSr<br>2Dks | 527<br>—<br>414 | | | | | 1892 | J.Reid&Co Ld.<br>Glasgow | CompaniaSud AmericanadeVap. | 165·5 | 29·1 | 16·5 | Valparaiso<br>Chilian | T.3Cy.14",23"&37"–27"<br>71NHP<br>Kincaid&Co.Ld.,Grk. | | |
| * 11724<br>214559<br>LGMN | **Cauto** SteelScSr<br>Elec.light Wireless 2Dks(Stl)<br>Ref.Mchy. | 3820<br>3148<br>2316 | ✠100A1<br>12,20<br>Fitted for oil | NYk<br>✠LMC12,16<br>fuel 1 | w<br>,20 | CL<br>N7,21<br>F.P. a | bove 1 | Seattle Construction &DryDk.Co.<br>Seattle,Wash<br>A&CP<br>50° F. | NewYork&Cuba MailS.S.Co.Inc. (WardLine)<br>IntermediateBH in forwrd&after h<br>Ce | 351·0<br>P44'B90'F38'<br>olds dispensed with<br>llDB315'743t FPT | 47·9 | 24·7<br>FK | NewYork<br>Utd.States<br>Cem<br>4BHonly<br>86tAPT27t | T.3Cy.24",40"&70"–48" (s)<br>190lb 472NHP<br>3SB,9cf,GS169,HS6831 FD<br>SeattleCon.&DryDockCo. | 27 ″ 3<br>s 5 ″ 5<br>22 ″ 2 | |
| 11725<br>OEDC | **Cavalaire** SteelTwinSc<br>(exPaso de laPatria)<br>Elec.light Mchy.Aft 1Dk<br>Wireless | 744<br>—<br>423 | | | … | | 1908 | JI.Thornycroft&Co.Ld.<br>Woolston | Chemins deFer de l'EtatFrançais (Soc.Maritime Nationale, Mgrs.) | 221·3 | 33·2 | 10·7<br>FK | Marseilles<br>French | T.6Cy.11",18"&29"–21"<br>128NHP<br>J.I.Thornycrft&CoLd.Lon | 11 ″ 6 | V |
| 11726<br>122984 | **Cavalier** SteelScK<br>1Dk | 107<br>97<br>40 | | | … | | 1907 | Hawthorns &Co.Ld.<br>Leith | J.Inglis (T.L.&R. D.Devlin, Mgrs.) | 90·5 | 19·1 | 9·0<br>BK7" | Granton<br>British<br>WB | C.2Cy.12"&26"–18"<br>35RHP<br>Hawthorns&Co.Ld.Leith | 10 ″ 0 | |
| 11727<br>3949<br>JMLP | **Cavalla** ssGot.3rdNo.3–7,21 SteelScSr<br>(exErland,ex ~~ssRot.2ndNo.3–4,08~~<br>Gustav Adolf, ~~ssGot.No.2–17~~<br>exLingfield) Wireless 1Dk(Irn)&<br>Elec.light Well deck Web frames | 2506<br>1881<br>1497 | ✠100A1<br>7,21~~8,19~~<br>BS10,20 | Got<br>✠~~LMC11,17~~<br>MS7,21 | s | CL<br>~~10,20~~<br>~~7,21~~<br>2,22 | 1889<br>2mo | C.S.Swan&Hunter<br>Newcastle<br>Lloyd'sA&CP | RederiA/B Sverige-Levanten (DanBroström, Mgr.) | 290·0<br>P25'Q94'B118'F31'<br>CellDBa84'uE&B | 39·8 | 19·8<br>FK | Gothenbrg<br>Swedish<br>5BHCem<br>38'f122'533t | T.3Cy.22",36"&59"–39" (s)<br>160lb 80lb NDB02 223NHP<br>2SB,6pf,GS108,HS3420<br>WllsndSlpwy.&E.Co.Nwc. | 22 ″ 3<br>s1 ″ 10½<br>20 ″ 8 | |
| 11728 | — SteelSc<br>(exFrankfurt)<br>Elec.light 2Dks | 1570<br>1413<br>953 | | | | | 1912 | Bremer Vulkan<br>Vegesack | DeutscheLevante Linie | 260·5<br>B69'F33' | 37·1 | 19·5 | Hamburg<br>German<br>WB | T.3Cy.$23\frac{3}{5}$",$38\frac{1}{5}$"&$61\frac{4}{5}$"–$41\frac{3}{10}$"<br>245NHP<br>BremerVulkan,Vegesack | | |
| 11729<br>146461<br>KMCN | **Cavallo** Steel~~Sc~~<br>Wireless<br>Elec.light CruiserStern 2Dks | ~~3250~~ 3268<br>2039<br>1304 | | | | | ~~1920~~<br>1922 | Dundee S.B.Co.Ld.<br>Dundee | Ellerman'sWilson Line,Ld. | ~~312·5~~<br>312·0 | 44·7 | ~~27·8~~<br>18·7 | Hull<br>British<br>WB | T.3Cy.20½",35"&60"–42"<br>233NHP<br>Earle'sS.B.&Eng.Co.Ld.Hull | | |
| 11730<br>~~113978~~<br>~~SMWL~~ | **Cavanba** SteelScSr<br>Well deck Elec.light 1Dk | 573<br>338<br>281 | | | … | | 1901 | Bow,McLachlan&Co.<br>Ld. Paisley | ~~A.B.IfflandvanEss~~ | 172·1<br>P&B100'F32' | 26·1 | 12·1<br>BK7" | ~~HongKong~~<br>~~British~~<br>~~Chinese~~ WB | T.3Cy.16",27"&44"–30"<br>97RHP<br>Bow,McLachln&CoLd.Psy | 12 ″ 9 | |
| 11731<br>116085 | **Cave** SteelScK<br>ssHul.No.3–9,14<br>ssHul.No.1–19<br>1Dk | 247<br>222<br>99 | ✠100A1<br>Stm Trawler<br>~~11,21~~ ~~2,20~~ 1,22<br>~~BS7,20~~ | Hul<br>BS7,21<br>✠LMC7,19 | | CL<br>~~7,19~~<br>11,21 | 1902<br>9mo | Cochrane&Sons<br>Selby<br>Lloyd'sA&CP | J.H.Collinson | 125·0<br>Q51'F19'<br>ND14 | 21·5 | 12·0<br>BK8" | Hull<br>British<br>4BHCem | T.3Cy.13",22"&36"–24" (s)<br>200lb 70RHP<br>1SB,2cf,GS35,HS1200<br>C.D.Holmes&Co.Hull | 12″10 | |
| 11732<br>144452 | **Cavendish** SteelScK<br>(exWilliamLeek) 1Dk(Stl-ws) | 276<br>246<br>123 | 100A1<br>StmTrawler<br>4,21 ~~10,20~~ | Hul<br>LMC10,20 | | CL<br>10,20 | 1918 | J.P.Rennoldson&Sns, Ld. S.Shields<br>Lloyd'sA&CP | EastRidingSteam FishingCo.Ld. (HudsonBros. Mgrs.) | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | Hull<br>British<br>2BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 62RHP<br>1SB,3pf,GS50,HS1619<br>J.P.Rennoldson&Sons,Ld | 13 ″ 6 | |
| * 11733<br>29<br>NLWT | **Cavi** SteelScSr<br>ssPal.No.3–5,18<br>1Dk(Stl)&Spar dk(Stl)<br>Elec.light Wireless &Web frames | 2544<br>2431<br>1534 | ✠100A1<br>Spar dk<br>4,20<br>~~BS8,19~~ | Nap<br>BS5,21<br>✠LMC5,18 | s | 4,20 | 1906<br>6mo | Soc.EsercizioBacini<br>Genoa<br>Lloyd'sA&CP | Soc.Anon.Sbarchi, Imbarchi e Trasporti<br>WB=CellDBa88' | 312·4<br>uE&B40'f114'683t | 42·3 | 16·9<br>23·9<br>FK | Rome<br>Italian<br>6BHCem<br>APT97t | T.3Cy.21¼",33½"&59½"–39⅜"<br>185lb 72lb (s) 237NHP<br>2SB,6cf,GS114,HS3638<br>Soc.Esercizio Bacini,Genoa | 24 ″ 8<br>s 5 ″ 0½<br>19 ″ 11 | |
| 11734<br>105333<br>NWVJ | **Cavour** SteelScSr<br>ssBel.2ndNo.3–8,19<br>Wireless<br>2Dks(1Irn&1Stl)&deep framing<br>Elec.light | 4978<br>4694<br>3076 | ✠100A1<br>8,19<br>✠NB8,19 | Bel<br>✠LMC8,19 | y | CL<br>7,19 | 1895<br>8mo | SirRDixon &Co.<br>Middlesbro'<br>Lloyd'sA&CP<br>W | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. Mgrs.)<br>B=CellDBa108'u | 410·1<br>P45'B108'F47'<br>E&B63'f163'1014t | 51·3 | 27·7<br>FK | Liverpool<br>British<br>6BHCem<br>DeepTank a | T3Cy31½",$49\frac{7}{16}$"&82"–54"(s)<br>180lb 120lb NDB19 608NHP<br>3DB,18cf,GS300,HS10350<br>N.E.Mar.E.Co.Ld.Nwc.<br>25'412tFPT153tAPT48t | 30 ″ 6<br>s 6 ″ 3½<br>24 ″ 7 | |
| * 11735<br>114823<br>TFDK | **Cawdor Castle** SteelTwinScSr<br>ssLon.No.3–7,14<br>Wireless Sub.Sig. ssSou.No.1–19<br>Ref.Mchy Elec.light 2Dks(Stl–Uptws)<br>&deep framing&Shelter dk(Stl–teak s) | 6243<br>4671<br>4057 | ✠100A1<br>Shelter dk<br>~~3,21~~ 7,20 11,21<br>~~MS7,19~~ | Mdb<br>Lon<br>✠LMC 4,21<br>~~BS12,19~~ | z | SN<br>8,20<br>P8,20 | 1902<br>1mo | Barclay, Curle&Co. Ld<br>Glasgow<br>Lloyd'sA&CP | TheUnion-Castle MailS.S.Co.Ld.<br>WB=CellDBa106' | 414·7<br>uE35'f154' 762t D | 51·2 | 28·0<br>FK&BK2" | London<br>British<br>7BHCem<br>Ta33'786t | T.6Cy.21½",35"&58"–48" (o)<br>200lb 650NHP<br>4SB,12cf,GS240,HS9232 FD<br>Barclay,Curle&Co.Ld.Gls. | 30 ″ 9<br>s4 ″ 2<br>27 ″ 1 | |
| 11736<br>217279<br>LNWR | **Cawker** WoodSc<br>Elec.light Wireless 1Dk2trB | 2551<br>—<br>1528 | | | | | 1918 | Dierks BldgettSBCo<br>Pascagoula, Miss. | UnitedStates ShippingBoard | 267·3<br>P40'B66'F30' | 46·0 | 23·5 | Mobile<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| * 11737 | **Caxambú** SteelScSr<br>ssRio.No.3–6,18<br>(exMinneburg) 1Dk(Stl)&Spar dk(Stl)<br>Elec.light Wireless &deep framing | 4748<br>4434<br>2999 | ✠100A1<br>Spar dk<br>11,21 ~~1,20~~<br>~~BS10,20~~<br>BS10,21 | Rot<br>Nts<br>✠LMC6,18 | y | CL<br>~~6,18~~<br>10,21 | 1909<br>5mo | J.C.TecklenborgA.G.<br>Geestemünde<br>Lloyd'sA&CP | Requisitioned by theBrazilianGovt. (Operated by the FrenchGovt.)<br>CellDBa132'uE | 399·3<br>P48'B116'F48'<br>22'f180'1225tFPT | 54·2 | 17·0<br>25·0<br>FK | R.Janeiro<br>Brazilian<br>6BHCem<br>70tAPT47t | T.3Cy.26",42½"&70"–48"(r)<br>185lb 121lb 427NHP<br>2SB,6cf,GS123,HS5852 FD<br>J.C.TecklenborgA.G.Gst. | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11738 | **Caxias** SteelTwinScSr<br>(exBahiaLaura)<br>Elec.light Wireless 3Dks | 9791<br>8433<br>6172 | Ham.11,21<br>(See footnote*) | | | | 1913 | Bremer Vulkan<br>Vegesack | Requisitioned by theBrazilian Government | 491·2\|59·2\|35·7<br>B150'F103' | R.Janeiro<br>Brazilian | T.6Cy.24",39½"&66$\frac{1}{16}$"–47¼"<br>602NHP<br>BremerVulkan,Vegesack | | |
| 11739<br>120566 | **Caxton** SteelPad<br>Elec.light 1Dk | 116<br>116<br>54 | | ... | | | 1905 | Napier& Miller,Ld<br>Glasgow | C.A.Stewart | 130·0\|18·5\| 6·8<br>FK | London<br>British | C.D.2Cy.16"&31"–36"<br>FD 53RHP<br>Scott'sS.B.&E.Co.Ld.Grk | 7 " 0 | |
| 11740<br>220287<br>LWVH | **Cayo Mambi** SteelSc<br>Elec.light 1Dk(Stl–ws)&Shelter dk<br>Wireless (Stl–ws)3trB | 1925<br>1737<br>1055 | ✠100A1<br>Shelter dk with freeboard<br>6,20 ✠LMC7,20<br>Fitted for oil fuel 7,20 F.P. above 150° F. | Cgo | q | CL | 1920<br>6mo | Manitowoc S.B.Co.<br>Manitowoc<br>A&CP | CayoMambi SteamshipCorporation<br>CellDB194'475t | 249·8\|37·7\|14·8<br>FK<br>FPT38tAPT36t | NewYork<br>Utd.States<br>ptCem<br>3 BHtoSdk<br>1 " " U " | T.3Cy.23",37"&63"–39" (s)<br>190lb 125lb 357NHP<br>2SB,6cf,GS123,HS5258 FD<br>ManitowocS.B.Co. | 25 " 0<br>s 5 " 1<br>19 " 8 | |
| 11741<br>132110<br>JGDR | **Cayrian** SteelScK<br>ssLiv.No.2–19<br>1Dk | 216<br>198<br>85 | ✠100A1<br>StmTrawler<br>9,21 ~~8,19~~<br>✠LMC9,19<br>BS8,21 | Liv<br>Gms | | CL<br>2,21 | 1911<br>8mo<br>Lloyd's A&CP | Cochrane& Sons<br>Selby | H.Smethurst,Ld.<br>(J.W.Smethurst, Mgr.) | 120·0\|21·5\|11·5<br>Q68'<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.12",21½"&34"–24" (s)<br>180lb 70RHP<br>1SB,2pf,GS35,HS1340<br>Gt.CentrlCo-opEng.&Ship RepairingCo.Ld.Gms. | 12 " 3 | |
| 11742<br>220781<br>MBTJ | **Cayuga** SteelSc<br>Elec.light Wireless 1Dk(Stl) | 2310<br>1949<br>1440 | ✠100A1<br>8,20 ✠LMC8,20<br>Fitted for oil fuel 8,20 F.P. above 150°F. | Wyan-dotte | r | CL | 1920<br>8mo | DetroitS.B. Co.<br>Wyandotte<br>A&CP | Independent SteamshipCo(Inc.)<br>CellDB | 251·0\|43·6\|22·2<br>P27'B64'F26'<br>FK<br>204' 531t FPT58t APT89t | Detroit<br>Utd.States<br>4BHptCem | T.3Cy.20",33"&54"–40" (r<br>185lb 265NHP<br>2SB,4cf,GS88,HS3940 FD<br>DetroitS.B.Co.Detroit | 24 " 2<br>s 3 " 4½<br>21 " 2 | |
| 11743<br>122219 | **—** SteelTwinSc<br>Wireless 2Dks | 2196<br>1673<br>1168 | | | | | 1907 | Canadian S.B.Co.Ld.<br>Toronto | CanadaSteamship Lines,Ld. | 305·0\|36·6\|14·2 | Toronto<br>British<br>WB | Q.8Cy.17½",25",36"&52"–30"<br>296NHP<br>CanadianS.B.Co.Ld.Tto. | | |
| 11744 | **Ceará** SteelTwinScSr<br>ssRio.No 2–14<br>2Dks(UStl–teaks)&deepframing lower dk in Nos.1&2holds<br>Elec.lightRef.Mchy.<br>Wireless | 3324<br>2687<br>2078 | ✠<br>11,17 ✠ | Rio | v | | 1907<br>7mo | Workman, Clark&Co.Ld<br>Belfast<br>WB | LloydBrasileiro<br>= Cell DBa88' uE | 340·2\|44·8\|23·5<br>F67'<br>FK&BK1½"<br>36'f96'395tFPT45t | R.Janeiro<br>Brazilian<br>6BHCem<br>APT55t | T.6Cy.18",30"&49"–42"<br>534NHP<br>3SB,12cf,GS234.HS8754 FD<br>Wrkman,Clark&Co.Ld.Bel | 26 " 0 | |
| 11745 | **—** SteelScSr<br>ssPra.No.2–17<br>Elec.light 1Dk(Teak)&<br>Promenade dk(Teak) | 427<br>292<br>290 | ✠ ——<br>9,19<br>ForRiver purposes only ✠ | Pra | | | 1911<br>1mo | Cammell Laird&Co.Ld<br>Birkenhead | Empreza deNavegaçaoMosqueiro e Soure | 150·0\|32·1\| 8·7<br>F33'<br>FK<br>WB=FPT8tAPT9t | Para<br>Brazilian<br>5BHCem | T.3Cy.13½",23"&35"–24"<br>84NHP<br>1SB,3pf.GS53,HS1605<br>Plenty&Son,Ld.Newbury | 9 " 0 | |
| 11746 | **Cebu** SteelTwinSc<br>(exNuenTung)<br>Elec.light 2Dks | 1341<br>1301<br>824 | | | | | 1900 | G.Seebeck A.G.<br>Bremerhaven | Cia.Maritima | 250·8\|24·1\|18·5<br>H41' | Manila<br>Utd.States<br>WB | T.6Cy.14$\frac{3}{16}$",22$\frac{1}{16}$"&31$\frac{1}{16}$"–23⅝"<br>94NHP<br>G.SeebeckA.G.Bhn. | | |
| 11747<br>140766 | **Cecil Coombes** SteelScK<br>1Dk(Stl–ws)<br>Now named "Highbridge," See No. 378 in Supplement | 290<br>249<br>127 | ✠100A1<br>StmTrawler<br>1,20 LMC8,19 | Gms | | | 1919<br>6mo<br>Lloyd's A&CP | Cook, Welt'n&Gemmell Ld.Beverley | J.Coombes | 125·5\|23·5\|12·7<br>Q72'F21'<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 86RHP<br>1SB.3pf,GS49,HS1590<br>Hwthrn,Leslie&CoLdNwc | 13 " 6 | |
| 11748<br>22 259<br>LWTP | **Cecil County** SteelScSr<br>Fitted for liquid fuel<br>Carrying Petroleum in bulk 2Dks<br>Elec.light Longitudinal framing<br>Mchy.Aft Sub.Sig. Wireless | 7641<br>—<br>4678 | | | | | 1920 | Baltimore DD.&SB.Co.<br>Baltimore | UnitedStates ShippingBoard | 431·0\|59·2\|33·4<br>P123'B37'F39' | Baltimore<br>Utd.States<br>WB | 2 Steam Turbines<br>A.W.FletcherEng.Wks. Hoboken,N.J. | | R |
| 11749<br>90134 | **Cecil Rhodes** SteelTwinSc<br>ssE.Ln.No.3–4,06<br>(Tug) 1Dk | 160<br>160<br>5 | ✠<br>9,08 ✠ | E.Ln | b | | 1894<br>6mo | R.&H. Green<br>London | CairnsHarbour Board<br>WB= | 104·0\|21·1\|11·2<br>BK7"<br>Cell DB 12'3t FPT | Twnsville<br>British<br>3BHCem<br>6tDTa12'7t | C.4Cy.15¼"&30½"–21"<br>125NHP<br>1SB 3pf,GS61,HS1941<br>A.Wilson&Co.,London | 12 " 0 | |
| 11750<br>96240<br>MJWG | **—** IronScK<br>ssGms.No 3–11,04<br>(exRector) 1Dk | 112<br>107<br>47 | ✠<br>7,06 ✠ | Gms | | | 1891<br>3mo | Earle'sCo. Ld.<br>Hull | G.Craig | 88·0\|20·1\|10·7<br>DptF&S04 BK7½" | Aberdeen<br>British<br>3BHCem | C.2Cy.17"&32"–21"<br>1SB,2pf,GS27,HS760 44RHP<br>Earle'sCo.Ld.Hull | 11 " 3 | |
| 11751<br>OEFH | **Cécile** IronScK<br>(exCaledonia) 1Dk | 136<br>110<br>48 | ✠<br>Stm Trawler<br>12,99 ✠ | Shl | | | 1894<br>10mo | Edwards Bros.<br>NorthShields | Cailliez&Lezier | 90·0\|20·1\|10·7<br>Q18'F19'<br>BK7½" | Boulogne<br>French | T.3Cy.10",16"&25½"–19½"<br>1SB,2pf,GS26,HS565 34NHP<br>N.E.MarineCo.Ld.Sld. | 11 " 6 | V |
| 11752<br>OEFD | **—** WoodAuxScSr<br>OilEng.<br>(See Sailing Ship Register) | 108<br>—<br>72 | | | | | 1912 | Bonne<br>Paimpol | LeDé | 93·9\|23·4\|10·7 | Brest<br>French | OilEngines<br>2Cy.13"–13⅜" 28NHP<br>Emade&fitted19 | | V |
| 11753<br>OEFG | **Cecile I.** SteelSc<br>(Trawler)<br>(exMaki) 1Dk | 268<br>—<br>88 | | | | | 1916 | Wed.A.van Duijvendijk<br>Gouderak | Crespin,A.Pichard Huttereau-Scossa &Co. | 128·4\|22·1\|11·7 | Dieppe<br>French | T.3Cy.12½",22"&35"–26"<br>E&Bmade06,fitted-- 62NHP<br>Cochrane&Sons,Selby | | V |
| 11754 | **Cecilia** SteelSc<br>Elec.light 1Dk(Stl) | 139<br>138<br>— | ✠<br>For towing purposes<br>11,11 ✠ | Shl | | | 1911<br>11mo | JTEltringham&Co.<br>S.Shields | Solheiro,Motta& Co. | 95·4\|21·1\|10·7<br>BK7½" | Para<br>Brazilian<br>4BHCem | C.2Cy.20"&40"–27"<br>88NHP<br>1SB,3pf,GS50.HS1590<br>ShieldsEng.Co.Ld.N.Shl. | 11 " 6 | |
| 11755<br>3325<br>JKCS | **Cecilia Sanne** IronSc<br>Wireless ssGot.3rdNo.3–11,19<br>(exFragaria,exFreja,exHarrogate)<br>Well deck 1Dk(ptIrn)2trB<br>Cargo battens not fitted | 1955<br>1575<br>1202 | ✠100A1<br>4,22 ~~7,20~~<br>✠LMC7,19<br>BS4,22 | Got | r | N7,20 | 1883<br>8mo | ShortBros.<br>Sunderland<br>A&CP | Aktieb.J.N.Sanne | 275·0\|38·6\|20·5<br>P28'Q78'B70'F29'<br>BK9½"<br>D Ba82'f58'334t FPT | Uddevalla<br>Swedish<br>5BHCem<br>20tAPT20t | C.2Cy.~~36~~ 38"&67"–36" (b)<br>75lb 80lb NDB06 224NHP<br>1DB,6of,GS93<br>T.Richardson&Sons,Hpl. | 22 " 1 | |
| 11756<br>127843 | **Cedar** SteelScK<br>1Dk | 219<br>197<br>106 | | ... | | | 1909 | Cook,Welt'n&Gemmell<br>Ld.Beverley | W.Grant | 117·0\|21·6\|11·5<br>Q66'<br>BK8" | Grimsby<br>British | T.3Cy.12",21½"&34"–24"<br>69RHP<br>Gt.Centrl.Co-opEng&Ship RepairingCo.Ld.Gms. | 12 " 3 | |
| 11757<br>123970<br>HRNF | **Cedar Branch** SteelSc3MstSr<br>Elec.light Wireless 2Dks | 3554<br>3318<br>2232 | | | | | 1910 | Bartram& Sons<br>Sunderland | NautilusStm.Shpg Co. (F.&W.Ritson, Mgrs.) | 390·5\|51·0\|21·3<br>F86' | Sundrland<br>British<br>WB | T.3Cy.28",47"&78"–51"<br>434NHP<br>J.Dickinson&Sons,Ld.Sld. | | C |
| 11758<br>217299<br>LPBT | **Cedar Spring** SteelScSr<br>Sub.Sig.<br>Elec.light Wireless 1Dk | 2343<br>—<br>1418 | | | | | 1918 | M'Dougall-DuluthCo.<br>Duluth, Minn | UnitedStates ShippingBoard | 251·0\|43·5\|24·2<br>P25'B64'F20' | Boston<br>Utd.States<br>WB | T.3Cy.20",33"&54"–40"<br>184NHP<br>M'Dougall-DuluthCo. | | B |

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*This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7a<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Dated R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11759<br>220762<br>MBSP | **Cedarhurst** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks* | 5543<br>4598<br>3407 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | Charbonneau-RajolaCo. | 390·0<br>P39'B121'F43' | 51·0 | 32·0 | NewYork<br>Utd. States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 11760 | **Cedarmore** SteelSc<br>*Should be* "Parisiana," *See No.* 38894 *in Supplement*<br>*Elec.light* Wireless | 5015 | 100A1<br>*Shelter dk*<br>(*Class Contemplated*) | | | | 1920 | IrvinesS.B.&D.D.Co.Ld<br>WHartlepool | Furness,Withy&Co.Ld. | 420·0<br>F33' | 55·0 | | Liverpool<br>British | 5 Steam Turbines geared to 1 Sc. Shaft<br>Richardsons,Westgarth&Co.Ld.Hpl. | | |
| * 11761<br>MVQB | **Cederic** *ss*Bgn.No.1-21 SteelScSr<br>*ss*Bel.No.3-7,17<br>(*ex*Hunsworth,*ex*Andros) 1*Dk*(*Stl*)&<br>*Elec.light* *Shelter dk*(*Stl*)<br>Wireless *Tonnage opening closed* 1917 | 4101<br>3865<br>3060 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>7,21 ~~1,20~~<br>~~BS7,20~~ | Shp<br>Bgn<br>LMC~~7,17~~ 7,21 | *v* | CL<br>1,20 | 1911 | Akt.Ges. "Neptun"<br>Rostock<br>A&CP | A/SDetSelmerske Rederi | 338·2<br>F33'*onShelter dk* 29 2 FK<br>*CellDB*293'791*tFPT* | 48·1 | 20·9 | Trndhjem<br>Norwegian<br>6*BHCem*<br>80*tAPT*59*t* | T.3Cy.24⅜",38¼"&62"–41 5/16"<br>180lb (*s*) 303NHP<br>2SB,6*cf*,GS110,HS4150 FD<br>A.G."Neptun,"Rostock | 31 ″ 6<br>s 8 ″ 4½<br>23 ″ 6 | |
| 11762<br>115354<br>TSVB | **Cedric** SteelTwinSc4MstSr<br>4*Dks*&*Shade dk*<br>*Elec.light* *Ref.Mchy.* Sub.Sig.Wireless | 21073<br>17101<br>12746 | | | | | 1903 | Harland&Wolff,Ld.<br>Belfast | OceanicStmNavCo Ld. (WhiteStar Line) | 680·9<br>P150'B334'F105' | 75·3 | 44·1 | Liverpool<br>British<br>*WB* | Q.8Cy.33",47½"68½"&98"–63"<br>1524NHP<br>Harland&Wolff,LdBelfast | | BT till 12,21 |
| 11763<br>104593<br>NPRV | **Ceduna** SteelScSr<br>*ss*Syd.2ndNo.3-9,19<br>(*ex*ClanMackay) 2*Dks*(1*Stl*&*UIrn*–ws)<br>&*Webframes* | 2615<br>2398<br>1614 | ✠100A1<br>5,21 ~~8,20~~<br>~~BS8,20~~<br>BS5,21 | Syd<br>✠LMC9,19 | *t* | CL<br>~~6,18~~<br>5,21 | 1894<br>12mo<br>*Lloyd* | NavalCon.&Arm.Co.Ld.<br>Barrow<br>'*sA&CP* | TheAdelaide SteamshipCo.Ld.<br>*WB=Cell DBa*74'*uE*18'166*t* | 312·0<br>P29'B62'F39'<br>BK10"<br>*MT*34'675*tFPT*97*t* | 40·2 | 24·7 | SydnyNSW<br>British<br>6*BHCem*<br>*APT*38*t* | T.3Cy.23",38"&63"–42" (*s*)<br>200lb *100lb* 317NHP<br>2SB,6*rf*,GS95,HS4140 FD<br>Nav.C.&A.Co.Ld.Brw. | 26 ″ 2<br>s 4 ″ 11<br>22 ″ 6 | |
| * 11764<br>JFTW | **Ceferino Ballesteros** SteelSc<br>*ss*Bbo.2ndNo.3-12,21 ~~*ss*Bbo.No.3-5,09~~<br>(*ex*Rosario,*ex* ~~*ss*Bcl.No.2-18~~<br>KendalCastle) 1*Dk*(*Stl*)&*deep framing*<br>&*ptAwng dk*(*Stl*) | 2884<br>2116<br>1747 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>12,21 ~~6,20~~<br>~~BS9,19~~ | Bcl<br>Bbo<br>✠LMC~~3,18~~ 11,21 | *t* | CL<br>~~N1,20~~<br>~~11,21~~<br>2,22 | 1896<br>5mo | W.Pickersgill&Sons<br>Sunderland<br>A&CP | Soc.Anon.Fabrica deMieres (Asturias)<br>*CellDB* | 310·0<br>P27'Q42'<br>*ptAwng dk*241' FK<br>*a*96'*uE*&*B*44' *f*120' | 42·9 | 19·2 | Aviles<br>Spanish<br>6*BHCem*<br>647*tAPT*38*t* | T.3Cy.21½",36"&60"–42" (*r*)<br>180lb *100lb* NDB13 245NHP<br>2SB,6*pf*,GS98,HS3865<br>G.Clark,Ld.Sunderland | 21 ″ 9<br>s 8 ″ 5<br>21 ″ 1 | |
| * 11765 | **Ceiba** SteelScSr<br>*ss*N.Os.No.2-20<br>1*Dk*(*Stl*)2*trB*&*Shelterdk*(*Stl*-teaks)<br>*Elec.light* | 1698<br>1490<br>1054 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,22 ~~12,20~~<br>BS~~8,21~~ 3,22<br>*Fitted for oil fuel* 3,20 *F.P. above* 150° F. | NOs<br>✠LMC5,20 | *r* | ~~3,20~~<br>3,22 | 1911<br>4mo<br>*Lloyd* | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>'*sA&CP* | CeibaS.S.Co. (VaccaroBros.& Co.)<br>*WB= Cell DBa*41'*u* | 309·6<br>len15 FK<br>*E*20'*f*180'342*tFPT* | 39·2 | 16·6 | Ceiba<br>Honduras<br>4*BHCem*<br>12*tAPT*30*t* | T.3Cy.23",39"&66"–42" (*r*)<br>195lb *100lb* 347NHP<br>2SB,8*cf*,GS163,HS5736<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 18 ″ 11<br>s 1 ″ 5<br>17 ″ 9 | |
| 11766<br>NJSB | **Celaeno** SteelSc<br>*Elec.light* Wireless 1*Dk* | 3544<br>3263<br>2153 | | | | | 1916 | Rotterdam Droogd.Maat<br>Rotterdam | Maats"Zeevaart" (W.E.Hudig & J.C. Veder, *Mgrs.*) | 361·4<br>P24'B214'F34' | 49·9 | 22·1 | Rotterdm<br>Dutch<br>*WB* | T.3Cy.25",41"&68"–45"<br>310NHP<br>RotterdamDroogd.Maats. | | V |
| 11767<br>NJSL | **Celebes** SteelScSr<br>*Elec.light* Wireless 2*Dks*&*Awng dk* | 5875<br>5328<br>3806 | | | | | 1907 | Furness, Withy&CoLd<br>WHartlepool | Stoomv.Maats. "Nederland" | 394·0 | 51·5 | 26·7 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.26½",42"&72"–48"<br>359NHP<br>Richardsons,Westgarth&Co.Ld.Hpl. | | V |
| 11768<br>21395<br>NPHS | **Celebes Maru** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>Wireless | 5863<br>5586<br>4262 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>8,21 ~~12,20~~ | Kob<br>✠LMC12,20 | *y* | CL<br>10,19 | 1917<br>12mo<br>*Lloyd* | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>'*sA&CP* | OsakaShosen KabushikiKaisha<br>*CellDB* | 385·0<br>FK<br>334'1118*tFPT*126*t* | 51·0 | 36·0 | Osaka<br>Japanese<br>6*BHCem*<br>*APT*93*t* | T.3Cy.26",43½"&72"–48" (*s*)<br>200lb 440NHP<br>2SB&1AuxSB,8*cf*,GS154, HS5741 FD<br>KawasakiDkydCoLdKobe | 36 ″ 0<br>s 9 ″ 3½<br>27 ″ 1 | |
| 11769<br>140787 | **Celerina** SteelScSr<br>(*ex*ThomasCruise) ~~(*Trawler*)~~<br>1*Dk*(*Stl*) | 330<br>292<br>153 | ✠100A1<br>*StmTrawler*<br>1,19 | Rnf<br>✠LMC1,19 | | CL | ~~1918~~<br>1919<br>1mo<br>*Lloyd* | Lobnitz&Co.Ld.<br>Renfrew<br>'*sA&CP* | Trawlers(White Sea &Grimsby)Ld. (J.N.&H.Bacon, *Mgrs.*) | 138·6<br>Q70'F20<br>BK7½" | 23·7 | 12·9 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 87RHP<br>Lobnitz&Co.Ld.Renfrew<br>1SB,3*pf*,GS13,HS1440 | 13 ″ 6 | |
| * 11770<br>140348 | **Celerol** SteelScSr<br>*ss*Lth.No.3-11,21<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Longitudinal framing*<br>*Cruiser Stern* | 2649<br>2230<br>1136 | ✠100A1<br>11,21<br>*For Government Service Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 9,17 *F.P. above* 150° F. | Sld<br>Lth<br>✠LMC11,21 | | CL<br>11,21 | 1917<br>9mo<br>*Lloyd* | ShortBros. Ld.<br>Sunderland<br>'*sA&CP* | TheAdmiralty<br>*CellDBuE*&*B*68'1 | 320·0<br>P46'B107'F39'<br>FK<br>48*tDTf*24'98*tFPT* | 41·5 | 23·2 | London<br>British<br>16*BHptCem*<br>(10 *to U dk*<br>6 „*2nd*„)<br>48*tAPT*39*t* | T 3Cy.26",42½"&70"–45"(*s*)<br>200lb 543NHP<br>1SB,9*cf*,HS8430 FD<br>G.Clark,Ld.Sunderland | 25 ″ 6 | |
| 11771<br>106769 | **Celestial Empire** IronScK<br>*Now named* "CapeScott," *See No.* 36900 *in Supplement*<br>*ss*Bkn.No.2-06<br>(*ex*Jupiter,*ex*CelestialEmpire)<br>1*Dk* | 204<br>188<br>80 | ✠<br>*StmTrawler*<br>4,08 | Vcr<br>✠ | | | 1897<br>9mo | Cook,Welt'n&Gemmell<br>Hull | ~~CanadianFishing Co.Ld.~~<br>~~(A.L.Hager, *Mgrs.*)~~<br>HecaiteStraits TowingCo.Ld. | 121·2<br>Q25' len02<br>BK7½"<br>*WB* | 21·0 | 11·3 | Vancouver<br>British<br>3*BHCem*<br>=*MT*10'5*t* | T.3Cy.13",21"&34"–24"<br>NB11 59RHP<br>1SB,2*cf*,GS25,HS1037<br>C.D.Holmes&Co.Hull | 12 ″ 1 | |
| 11772 | **Celestine Juliette** SteelScLr<br>1*Dk* | 202<br>200<br>108 | | | | | 1903 | W.C.Boele &Zonen<br>Slikkerveer | Naaml.Ven.NederlandscheStoomvisscherij | 119·1 | 21·7 | 11·9 | Ymuiden<br>Dutch<br>*WB* | T.3Cy.10",15½"&26"–18"<br>29NHP<br>Maats.deSchelde,Flushing | | |
| 11773<br>211948<br>LDJM | **Celilo** WoodScSr<br>*Elec.light* *Mchy.Aft* Wireless 1*Dk* | 943<br>789<br>576 | | | | | 1913 | J.H.Price<br>St.Helen's,O. | CeliloS.S.Co. (C.R.McCormick Co.) | 202·3 | 40·2 | 14·7 | S.Frncisco<br>Utd.States | T.3Cy.13½",23"&40"–30"<br>88NHP<br>MainStreetIronWrks.S.Fo | | |
| 11774 | **Céliméne** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk* | 2810<br>—<br>1525 | | | | | 1921 | Soc.Anon. des Anciens Ch.Dubigeon<br>Nantes | Compagnie Africaine d'Armement | 285·4<br>P22'B79'F34' | 42·6 | 22·5 | Nantes<br>French<br>*WB* | T.3Cy.18",29 9/16"&49⅛"–37⅘"<br>149NHP<br>Atel.&Ch.de laLoire,Nts. | | |
| 11775 | **Celio** SteelSc<br>(*ex*Bruenn) *ss*Tri.No.1-13<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws)<br>&*deep framing*<br>*For full particulars See No.* 36667 *in Supplement* | 3905<br>2822<br>2386 | ✠<br>*Spar dk*<br>5,16 | Tri<br>✠ | *w* | | 1908<br>12mo | Lloyd Austriaco<br>Trieste | LloydTriestino<br>*CellD* | 356·3<br>P&B246'F65'<br>FK<br>*Ba*108' *uE*38' *f*150 | 42·3 | 23·0 | Trieste<br>Italian<br>6*BHCem*<br>682*tAPT*21*t* | T.3Cy.26",43½"&73"–48"<br>495NHP<br>3SB,9*cf*,GS165,HS6855 FD<br>LloydAustriaco,Trieste | 25 ″ 10 | |
| 11776<br>OEFV | **Celte** SteelScSr<br>2*Dks* | 908<br>—<br>535 | | | | | 1893 | Sundrland S.B.Co.Ld.<br>Sunderland | Société"Nolis" | 210·0<br>Q75' B52' F27' | 31·0 | 15·5 | Brest<br>French<br>*WB* | T.3Cy.18½",30"&49"–33"<br>NB20 138NHP<br>N.E.MarineEng.CoLd.Sld. | | V |
| 11777<br>121620<br>HLSO | **Celtia** SteelScK<br>*ss*Liv.No.3-1,21<br>Wireless 1*Dk* | 239<br>199<br>93 | ✠100A1<br>*StmTrawler*<br>~~1,21~~ ~~1,21~~<br>5,22 | Liv<br>✠LMC5,20<br>BS5,21 | | CL<br>5,20 | 1907<br>10mo<br>*Lloyd* | Smith's DockCo.Ld.<br>NorthShields<br>'*sA&CP* | Harley&Miller, Ld. | 120·3<br>Q67'F19'<br>BK7½" | 21·6 | 11·6 | Milford<br>British<br>3*BHCem* | T.3Cy.12",20"&33"–24" (*r*)<br>180lb 68RHP<br>1SB,2*pf*,GS35,HS1175<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11778<br>113476<br>SMBF | **Celtic** SteelTwinSc4MstSr<br>Sub.Sig. Wireless<br>*Ref.Mchy.* *Elec.light* 4*Dks* | 21026<br>17117<br>13021 | | | | | 1901 | Harland&Wolff,Ld.<br>Belfast | OceanicStmNavCo Ld.(WhiteStar Line) | 680·9<br>P81'B334'F105' | 75·3 | 44·1 | Liverpool<br>British<br>*WB* | Q8Cy33",47½",68½"&98"-63"<br>1524NHP<br>Harland&Wolff,Ld.Bel. | | |
| 11779<br>122538 | — WoodScSp<br>1*Dk* | 239<br>144<br>163 | | | | | 1907 | Wallace<br>Shipyards,Ld<br>Vancouver | ~~CoastS.S.Co.Ld.~~<br>R.M.Maitland | 89·4 | 24·5 | 8·6 | Vancouver<br>British | C.2Cy.10"&20"-14"<br>17RHP<br>McKie&Baxter,Glasgow | | |
| 11780<br>MSGV | **Celtic I** WoodAuxTwinSc3MstSr<br>*OilEng.*<br>*Mchy.Aft.* 1*Dk*<br>(*See Sailing Ship Register*) | 214<br>164<br>156 | | | | | 1918 | Vikkilens<br>Skibsbyggeri<br>Grimstad | SkibsA/S Celtic (HarrisHanssen, *Mgr.*) | 110·3 | 23·2 | 11·5 | Sandefjrd<br>Norwegian | Oil Engines 2S.C.SA<br>4Cy.10¼"-11⅞" 26NHP<br>LysekilMek.Verk.A/B<br>Lysekil | | N |
| 11781<br>MSHV<br>Burnt 12,21 | **Celtic II** WoodAuxTwinSc3MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register.*) | 214<br>164<br>153 | | | | | 1918 | Vikkilens<br>Skibsbyggeri<br>Grimstad | A/S OddaRederi (O.Öiestad, *Mgr.*) | 110·3 | 23·2 | 11·5 | Odda<br>Norwegian | OilEngines.2S.C.SA<br>4Cy.10¼"-11⅞" 26NHP<br>LysekilMek.Verk.A/B<br>Lysekil | | N |
| 11782<br>129256<br>HQKM | **Celtic Pride** SteelScSr<br>ssLiv.No.3-6,20 ~~ssLiv.No.2-20~~<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 456<br>306<br>205 | ✠100A1<br>2,21 ~~6,20~~<br>BS9,21 ✠LMC6,20 | Liv<br>Cff | *g* | CL<br>~~6,20~~<br>2,21 | 1910<br>1mo<br>*Lloyd* | A.Hall&Co.Ld.<br>Aberdeen<br>'*sA&CP* | GwynShppgCo.Ld. (A.Jones&Co. *Mgrs.*) | 155·3<br>Q90'B9'F19'<br>*WB=CellDBf*93' | 25·2 | 9·8<br>BK7" | Hull<br>British<br>3*BHCem*<br>108*tFPT*20*t* | C.2Cy.17¼"&39"-27" (r)<br>135lb 80RHP<br>1SB,3*pf*,GS50,HS1343<br>A.Hall&Co.Ld.Aberdeen | 12′2<br>s4′4<br>12′4 | |
| * 11783<br>140717<br>JTNP | **Celtic Prince** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *Tonnage opening closed* 1918 | 8655<br>8197<br>5403 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~1,21~~ ~~1,21~~12,21<br>~~MS1,21~~ ✠LMC 1,21 | Shi<br>NYk | *c* † | CL<br>1,21 | 1918<br>6mo<br>*Lloyd* | Short Bros. Ld.<br>Sunderland<br>'*sA&CP* | PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)<br>*CellDB*386'1395*tD* | 449·5<br>*Ta*33'981*tFPT*117*t* | 57·3 | 39·4<br>FK | Newcastle<br>British<br>7*BHCem*<br>*APT*42*t* | Q.4Cy.25½",36½",52½"&76"-54" 220lb *130lb* (*a*) 668NHP<br>4SB,*12cf*,GS235,HS9760 FD<br>Blair&Co.Ld.Stockton | 40′9<br>s13′2¼<br>27′11 | |
| 11784<br>136623<br>JRKW | **Celtic Warrior,** SteelScK<br>Now named "Romedale," See No. 37794 in Supplement<br>(*ex*HaniII.*ex*Britannia) 1*Dk*<br>*Mchy.Aft* | 525<br>436<br>245 | | | ... | | 1907 | J.Fullerton&Co.<br>Paisley | W.H.Kelynack<br>~~CelticShippingCo. Ld.(B.F.Diggins& R.A.O'Donovan, Mgrs.)~~ | 175·0<br>F17' | 34·1 | 9·2<br>FK | Cardiff<br>British<br>*WB* | C.2Cy.15"&32"-22"<br>59NHP<br>C.Houston&Co.Ld.Gls. | 9′10 | C |
| * 11785<br>142437<br>JTNL | **Celticstar** SteelSc<br>(*ex*Camana) 2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>*Elec light* Wireless *CruiserStern*<br>*Ref.Mchy.* | 5574<br>3761<br>3466 | ✠100A1<br>*Awng dk withfreeboard*<br>1,21<br>✠LMC6,18<br>✠Lloyd'sRMC1,21 | Bry | *y* | CL<br>1,21 | 1918<br>6mo<br>*Lloyd* | Dunlop, Bremner& Co.Ld.<br>PortGlasgow<br>'*sA&CP* | UnionColdStorage Co.Ld.(BlueStar Line(1920),Ld. *Mgrs.*)<br>*CellDBa*128'*u* | 390·7<br>F50'*on Awng dk*<br>*E*21'*f*172'973*tFPT* | 53·2 | 24·7<br>FK | London<br>British<br>6*BHCem*<br>32*tAPT*9*t* | T.3Cy.24½",41½"&70"-48"<br>200lb (r) 552NHP<br>3SB,*9cf*,GS150,HS8535 FD<br>DunlopBremnr&CoLdPGl | 36′0<br>s9′2<br>27′1 | |
| 11786<br>OEFW | **Celtique** IronScK<br>(*Trawler*)<br>(*ex*Epervier,*ex*Franconia) 1*Dk* | 197<br>—<br>57 | | | ... | | 1894 | Cook,Welt'n&Gemmell<br>Hull | L.Gouriou& J.O.Rousset | 102·2<br>Q24'F19' | 20·7 | 11·0<br>BK7½" | Marseilles<br>French | T.3Cy.12½",19½"&32"-22½"<br>NB07 49NHP<br>C.D.Holmes&Co.Hull | 11′10 | V |
| 11787 | **Celurca** SteelScK<br>1*Dk* | 94<br>94<br>40 | | | ... | | 1916 | Dundee S.B.Co.Ld.<br>Dundee | Johnston&Sons, Ld. | 86·3 | 18·6 | 8·7<br>BK6" | Montrose<br>British | T.3Cy.9",15"&25"-18"<br>38RHP<br>J.Abernethy&Co.Ld.Abn. | 9′6 | |
| 11788 | **Cement** SteelScSr<br>(*ex*Bojana)<br>*Mchy.Aft* 1*Dk* | 204<br>—<br>97 | | | | | 1890 | Stabilmnto Tecnico<br>Trieste | M.Paric | 120·0<br>P16*t*Q31*t*F10*t* | 22·0 | 8·0 | Spalato | C.2Cy.14"&25"-18"<br>22NHP<br>StablimntoTecnico,Trieste | | A |
| 11789<br>HKGP | **Cement 2** SteelScK<br>(*ex*Mav)<br>*Mchy.Aft* *Well deck* 1*Dk* | 115<br>95<br>52 | | | ... | | 1892 | Anderson &Laverick<br>Newcastle | A/SChristiania PortlandCement-fabrik | 80·5<br>Q28'B7'F11' | 19·7 | 8·4<br>FK | Chrstiania<br>Norwegian<br>*WB* | C.2Cy.12"&22"-14"<br>NB05 E*made*83 20NHP<br>*Cmp.*92MiddleDk.Co.S.Shl | 9′1 | |
| 11790<br>MHJD | **Cement 5** SteelScSr<br>(*ex*Wasa)<br>*Mchy.Aft* 1*Dk* | 174<br>132<br>122 | | | | | 1901 | Thorskogs Mek.Verks<br>Thorskog | A/SChristiania PortlandCement-fabrik | 100·2<br>P29*t* | 22·5 | 8·7 | Chrstiania<br>Norwegian<br>*WB* | C.2Cy.10"&18"-14"<br>10NHP<br>ThorskogsM.V.Thorskog | | N |
| 11791<br>MQJV | **Cementa** WoodAuxSc3MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 133<br>115<br>84 | | | | | 1917 | J.O.Nerhus<br>Ölve, nr.Bergen | Christiania CementstöberiH. MusculusA/S | 99·8<br>Q30' | 22·8 | 9·7 | Chrstiania<br>Norwegian | Oil Engine<br>2Cy.13⅓"-15¾" 23NHP<br>LysekilMek.VerkstadA.B. | | N |
| 11792<br>115310 | **Centaur** SteelTwinSc<br>ssLiv.No.3-10,14<br>(*BucketDredger*) ssLiv.No.1-18<br>*Elec.light* 1*Dk*(*Stl*-ws) | 688<br>682<br>308 | ✠100A1<br>*Dredger*<br>10,21 ~~9,18~~<br>BS8,21 BS7,20 ✠LMC6,19 | Liv | | CL<br>S8,18<br>P10,21 | 1902<br>4mo<br>*Lloyd* | Fleming& Ferguson,Ld.<br>Paisley<br>'*sA&CP* | MerseyDocks& HarbourBoard | 193·7<br>F21' | 38·1 | 12·2<br>FK | Liverpool<br>British<br>7*BHCem* | C.6Cy(2)20"&(4)30"-24"(*s*)<br>120lb 185NHP<br>2SB,*6rf*,GS108,HS3407<br>Fleming&Ferguson LdPsy | 13′0 | |
| 11793 | — SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 189<br>167<br>— | | | | | 1913 | Atlaswerke Akt.Ges.<br>Bremen | Norddeutscher Lloyd | 102·3<br>B13'H- | 22·1 | 11·5 | Bremen<br>German<br>*WB* | T.3Cy.13",22"&36½"-21⅞"<br>60NHP<br>AtlaswerkeA.G.Bremen | | |
| 11794 | **Centaure** SteelSc<br>(*ex*MoineauII.) (*Tug&SalvageVessel*)<br>*Elec.light* | 337<br>—<br>90 | | | | | 1918 | Forg.&Ch. de laMédit.<br>LaSeyne | "France" Soc. Nation.deSauv.& deRemorq. | 141·0 | 24·6 | 11·5 | St.Nazaire<br>French | C.2Cy.18"&36"-24"<br>53NHP<br>Forg.&Ch.de laMedit.Msl. | | V |
| 11795<br>24<br>NMCW | **Centauro** IronScSr<br>(*ex*Capraia,<br>*ex*Collingwood,*ex*Raphael) 1*Dk*2*trB* | 593<br>526<br>352 | | | | | 1866 | Wigham Richrdsn&Co<br>Newcastle | LloydMediterraneo | 196·5<br>B32' | 27·2 | 15·1 | Savona<br>Italian<br>*WB* | C.2Cy.23⅝"&39⅜"-29½"<br>B*made*90*fitted*02 73NHP<br>WighmRichrdsn&Co.Nwc | | |
| 11796 | — SteelTwinScSr<br>1*Dk* | *524*<br>*404*<br>*268* | ✠<br>6,84 | Cly | *i* | | 1884<br>5mo | DavidJ. Dunlop&Co.<br>PortGlasgow | S.P.Vagliano | 180·1<br>P44' B46'F33'<br>*WB* =*FPT*25*tAPT*15*t* | 30·2 | 11·0<br>FK | Bns.Ayres<br>Argentine<br>4*BHCem* | C.4Cy.18"&35"-24"<br>100NHP<br>DavidJ.Dunlop&Co.P.Gls. | 11′7 | I |
| 11797<br>219283<br>LTVH | **Centaurus** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5643<br>5139<br>3481 | ✠ ✠100A1<br>9,21 ~~8,20~~<br>~~MS8,20~~ ✠LMC12,19<br>*Fitted for oil fuel*12,19 | Gen<br>Bal | *z* | CL<br>8,20<br>*F.P.* | 1919<br>12mo<br>*above* | Northwest SteelCo.<br>Portland,Or.<br>A&CP<br>150° F. | ~~NafraCo.Inc.~~<br>GreenStarS.S. Corp<br>*CellDB*355'1139*t* | 409·8<br>P44'B115'F47'<br>*MT*29'745*t FPT*13 | 54·2 | 27·7<br>FK | NewYork<br>Utd.States<br>7*BHptCem*<br>2*tAPT*143*t* | T.3Cy.24½",41½"&72"-48"<br>210lb (r) 582NHP<br>3SB,*9cf*,GS196,HS8780 FD<br>Hooven,Owens&Rentschler Co.Hamilton,O. | 30′2<br>s6′6¼<br>24′0 | |
| 11798 | **Centennial State** SteelTwinSc<br>*Ref.Mchy* *Fitted for oil fuel* 5TwinMsts<br>*Elec.light* *CruiserStern* 3*Dks* | 10500 | | | | | 1920 | NewYork S.B.Corp.<br>Camden,N.J. | UnitedStates ShippingBoard | 501·8<br>P23'B177'F40' | 62·2 | 38·4 | CamdenNJ<br>Utd.States<br>*WB* | T.8Cy.(2)24",(2)40½"&(4)54"-45"<br>782NHP<br>NewYorkS.B.Corp. | | |
| 11799<br>131575 | **Centipede** SteelSc<br>1*Dk* | 133<br>120<br>59 | | | | | 1913 | A.U.S.N. Co.Ld.<br>Brisbane | Australas'nUnited Stm.Nav.Co.Ld. | 82·0 | 22·2 | 8·8 | SydnyNSW<br>British<br>*WB* | C.2Cy.10"&20"-15"<br>16RHP<br>McKie&Baxter,Glasgow | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | Registers in which classed, if not in L Date of B. of Trade C |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 11800<br>131396<br>HTRS | **Cento** **SteelScSr**<br>*ss*Mdb.No.2-19<br>Wireless 1*Dk*(*ptIrnptStl*)&*Webframes*<br>*Longitudinal framing* | 3716<br>~~3708~~<br>3440<br>~~2391~~<br>2380<br>*Carry* | ✠100A1<br>5,21 ~~2,21~~<br>✠LMC1,19<br>✠NB(s)1,19 BS~~5,20~~,21<br>*ing oil fuel F.* | Mdb<br>*P. abo* | *w*<br>*ve* | CL<br>3,21<br>150°F. | 1911<br>11mo<br>*Lloyd*<br>*inD B* | JLThompson&Sons,Ld<br>Sunderland<br>*'sA&CP* | W.R.DaviesS.S.Co<br>*WB= CellDBa* | 348·3<br>P23'B94'F33'<br>FK<br>125' *uE&B*38'*f*143' | 50·2 | 23·6 | Liverpool<br>British<br>6*BHCem*<br>895*tAPT*25*t* | T.3Cy.24½",40"&66"-45" (*s*)<br>180lb *100lb* 307NHP<br>2SB,8*pf*,GS140,HS4600<br>J.Dickinson&Sons,Ld.Sld. | 25 ″ 1<br>s4 ″ 7½<br>21 ″ 8 | |
| 11801 | **Central** **IronScSr**<br>*ss*Xia.2ndNo.3-2,08<br>(*ex*Regona,*ex*Rönne) *ss*Xia.No.1-12<br>1*Dk*(*Irn*) | 325<br>296<br>180 | ✠<br>11,16<br>✠NB2,08 ✠ | Xia | *f* | | 1884<br>3mo | G.Howaldt<br>Kiel | | 138·0<br>B26'<br>ptND08 BK7"<br>*WB=DBa*17'& | 23·3 | 13·9 | Kiel<br>German<br>4*BHCem*<br>*uE&B*23'51*t* | O.2Cy.14"&27⅝"-15¾"<br>NDB08 28NHP<br>1SB,2*pf*,GS25,HS592<br>Gebr.Howaldt,Kiel | 14 ″ 0 | |
| 11802<br>217072<br>LNHT | **Central American** **SteelSc**<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* Wireless | 357<br>303<br>169 | ✠100A1<br>9,21 ~~5,20~~<br>✠LMC10,18<br>*Fitted for oil* | Mob<br>*fuel* 10, | *f*<br>18 | CL<br>*F.P.a* | 1918<br>10mo<br>*bove 1* | Texas S.S.Co.<br>Bath,Me.<br>50° F. AP | TexasS.S.Co.<br>*DTf*18' | 124·6<br>BK6"<br>58*tFPT*18*tAPT*17*t* | 30·0 | 12·3 | Pt.Arthur<br>Texas<br>Utd.States<br>4*BHCem* | C.2Cy.16"&34"-24" (*s*)<br>160lb 114NHP<br>1SB,3*cf*,HS2055 FD<br>StatenIslandS.B.Co. | 13 ″ 2 | |
| * 11803<br>127861 | **Central No. 1** **SteelSc**<br>*ss*Gms.No.2-19<br>1*Dk*(*Stl*) | 136<br>133<br>1 | ✠100A1<br>*For towing pu*<br>3,21<br>~~BS9,20~~ ✠LMC1,18<br>BS12,21 | Gms<br>*rposes* | | CL<br>3,21 | 1910<br>6mo<br>*Lloyd* | JTEltringham&Co.<br>SouthShields<br>*'sA&CP* | GreatCentralRly. | 92·1<br>BK6"<br>*WB=* | 21·1 | 10·6 | Grimsby<br>British<br>4*BHCem*<br>*APT*12*t* | C.2Cy.17"&43"-27" (*s*)<br>150lb 78RHP<br>1SB,3*cf*,GS50,HS1746<br>BairdBros.NorthShields | 11 ″ 6 | |
| 11804<br>132122 | **Central No. 2** **SteelSc**<br>*ss*Gms.No.2-20<br>1*Dk*(*Stl*) | 137<br>134 | ✠100A1<br>*For towing pu*<br>11,20<br>✠LMC11,20<br>BS2,22 | Gms<br>*rposes* | | CL<br>N11,20 | 1912<br>3mo<br>*Lloyd* | JTEltringham&Co.<br>S.Shields<br>*'sA&CP* | GreatCentralRly. | 92·2<br>BK6"<br>*WB=* | 21·1 | 10·6 | Grimsby<br>British<br>4*BHCem*<br>*APT*12*t* | C.2Cy.17"&43"-27" (*s*)<br>150lb 66RHP<br>1SB,3*cf*,GS50,HS1746<br>BairdBros.NorthShields | 11 ″ 6 | |
| 11805<br>77170 | **Central West** **SteelScSr**<br>(*ex*JohnJ.McWilliams)<br>*Mchy.Aft* *Elec.light* 1*Dk*2*trB* | 3400<br>—<br>2809 | | | | | 1895 | F.Wheeler &Co.W.Bay<br>City,Mich. | ClevelandCliffs IronCo. | 352·0<br>H—F50' | 44·8 | 22·8 | Fairport,O.<br>Utd.States<br>*WB* | T.3Cy.20",32½"&55"-42"<br>F.W.Wheeler& 196NHP<br>Co.,WestBayCity,Mich. | | L |
| 11806<br>127718<br>KSFD | **Centralia** **WoodScSr**<br>*Fitted for oil fuel*<br>1*Dk* | 487<br>—<br>324 | | | | | 1902 | J.Dickie<br>Alameda,Cal. | M.C.Mason | 160·5 | 36·0 | 12·5 | S.Frncisco<br>Utd.States | T.3Cy.11",18½"&32"-24"<br>GoldenState& 50NHP<br>Miners'IronWks.S.Fo. | | |
| * 11807<br>124139<br>HJGK | **Centurion** **SteelSc2TwinMasts**<br>*ss*Liv.No.3-12,20<br>(*ex*Crown ofGalicia) 2*Dks*(*Stl Upt*-ws)<br>*Elec.light* Wireless | 4821<br>4590<br>3140 | 100A1<br>10,21 ~~12,20~~<br>BS2,22 | Liv<br>Lon<br>LMC12,20 | *y* | CL<br>12,20 | 1906<br>*Lloyd* | A.Stephen &Sons,Ld.<br>Glasgow<br>*'sA&CP* | CharenteS.S.Co. Ld. (T.&J. Harrison, *Mgrs.*)<br>*CellD* | 400·0<br>P34'B173'F42'<br>FK<br>*B*355'1113*t FPT*99*t* | 52·0 | 27·1 | Liverpool<br>British<br>6*BHCem*<br>*APT*34*t* | T.3Cy.26½",42"&70"-54"(*s*)<br>180lb 481NHP<br>3SB,9*cf*GS173,HS6915 FD<br>A.Stephen&Sons,Ld,Gls. | 29 ″ 9<br>s 5 ″ 8<br>24 ″ 9 | |
| 11808<br>217869<br>LQRH | **—** **WoodSc**<br>(*Tug*)<br>*Elec.light* 1*Dk* | 415<br>—<br>197 | | | | | 1919 | CrowninshieldS.B.Co<br>Sth.Somerset Mass. | BuffaloBayonCo. | 142·0 | 31·6 | 14·4 | Houston, Tex.<br>Utd.States | T.3Cy.17",25"&43"-30"<br>101NHP | | |
| 11809<br>118155 | **—** **SteelScK**<br>1*Dk* | 156<br>156<br>60 | ✠<br>*StmTrawler*<br>7,06 ✠ | Lth | | | 1904<br>11mo | Hall,Russell&Co.Ld.<br>Aberdeen | J.Inglis (T.L.&R.D.Devlin, *Mgrs.*) | 105·3<br>BK7½"<br>*WB=* | 20·6 | 11·9 | Granton<br>British<br>3*BHCem*<br>*DBf*25'11*t* | C.2Cy.16"&36"-24"<br>58RHP<br>1SB,2*pf*,GS36,HS933<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 6 | |
| 11810<br>120663<br>HFNK | **Century** **SteelScSr**<br>2*Dks* | ~~4218~~ 4313<br>4056<br>~~2759~~<br>2748 | | | | | 1906 | Nthmblnd S.B.Co.Ld.<br>Newcastle | AustralianSteamshipsProprietary, Ld. (*Man.Agents,* HowardSmith,Ld) | 360·0<br>P27'B95'F36' | 47·9 | 28·1 | Melbourne<br>British<br>*WB* | T.3Cy.25",41"&69"-48"<br>330NHP<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | | C |
| 11811 | **Cepeda** **SteelSc**<br>(*ex*ConteKalnoky) | 161<br>—<br>81 | | | | | 1889 | Stabilmnto Tecnico<br>Trieste | Cia.Argentina de Nav.(NicolasMihanovich),Ltda. | 115·4 | 17·3 | 9·2 | Bns.Ayres<br>Argentine | NB05<br>StabilimentoTecnico,Tri. | | |
| 11812 | **Cephalonia** **SteelSc**<br>~~Now named "Tassia," See No. 39622 in Supplement~~<br>(*ex*Stathis) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | *5127*<br>*4758*<br>*3220* | ✠100A1<br>2,20<br>✠LMC10,19 | Cff | *y* | CL | 1919<br>10mo<br>*Lloyd* | TaikooDkyd&EngCo of HongK'ngLd<br>HongKong<br>*'sA&CP* | N.E.Ambatielos<br>*CellDB* | 400·2<br>P47'B113'F40'<br>FK<br>344' 1108*t FPT*123*t* | 52·3 | 28·5 | Argostoli<br>Greek<br>7*BHCem*<br>*APT*175*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>TaikooDkyd.&Eng.Co.<br>ofHongKong,Ld. | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 11813<br>1301<br>LRBI | **—** **SteelTwinScSr**<br>(*ex*Mülheim)<br>*Trunk deck* *Mchy.Aft* 1*Dk* | 821<br>—<br>607 | | | | | 1904 | J.H.N. Wichhorst<br>Hamburg | M.&V.Theofani | 188·3 | 34·2 | 11·4 | Rostoff<br>Russian<br>*WB* | C.4Cy.12¼"&23⅛"-16 9/16"<br>38NHP<br>JHN.Wichhorst,Hamburg | | V |
| 11814<br>200378 | **Cepheus** **SteelScSr**<br>(*ex*FrankW.Gilchrist)<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB* | 4551<br>—<br>3451 | | | | | 1903 | WestBay CityS.B.Co<br>W.BayCity | InterlakeS.S.Co. (Pickands,Mather &Co., *Mgrs.*) | 416·0 | 50·0 | 24·0 | Fairport<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"-40"<br>213NHP<br>DetroitS.B.Co.Detroit | | |
| 11815<br>125904 | **—** **IronPad** | 882<br>—<br>578 | | | | | 1881 | J.Roach& Son<br>Chester,Pa. | IronSteamboatCo. ofNewJersey | 213·6 | 32·4 | 11·5 | NewYork<br>Utd.States | 1Cy.53"-144"<br>259NHP<br>W.Fletcher,NewYork | | |
| 11816<br>217471<br>LPNG | **Ceralvo** **SteelSc**<br>Wireless<br>*Elec.light* Sub.Sig. 1*Dk* | 2323<br>—<br>1394 | | | | | 1918 | McDougall DuluthCo.,<br>Duluth,Min. | UnitedStates ShippingBoard | 251·0<br>P24'B64'F21' | 43·6 | 22·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>184NHP | | R |
| 11817<br>NJSR | **Ceram** **SteelScSr**<br>Wireless<br>(*ex*ScottishMonarch) 2*Dks* | 4348<br>4049<br>2708 | | | | | 1904 | Napier& Miller,Ld.<br>Glasgow | Stoomv.Maats. "Nederland" | 385·5<br>P37'B104'F38' | 48·8 | 27·1 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.27",43"&72"-48"<br>359NHP<br>Dunsmuir&JacksonLd Gls | | C |
| 11818<br>135474<br>JONK | **Ceramic** **SteelTrpSc4MstSr**<br>*Elec.light* 3*Dks*&2*pt dks*4*trB*<br>*Ref.Mchy.* Sub.Sig. Wireless | 184[illegible]<br>16358<br>11718 | ✠Lloyd'sRMC~~11,20~~ ~~4,21~~<br>1,22 ~~9,21~~ | | | | 1913 | Harland& Wolff,Ld.<br>Belfast | OceanicStmNavCo Ld. (WhiteStarLine) | 655·1<br>B371' | 69·4 | 43·8 | Liverpool<br>British<br>*WB* | T.8Cy.(2)26½",(2)42"&(4)<br>47½"-51"<br>1LowPressureTurbine<br>Harland&Wolff Ld.Belfast | | |
| 11819<br>59 | **Cerboli** **SteelSc** | 208<br>—<br>109 | | | | | 1899 | ..................<br>Hull | Soc.Cooperativa Argo | 119·2 | 21·0 | 13·1 | Spezia<br>Italian | T.3Cy.11⅛",20"&38"-23⅜"<br>53NHP<br>Hull | | |
| 11820<br>237<br>NMDB | **Cerea** **SteelScSr**<br>Wireless 2*Dks* | 4295<br>3049<br>2726 | | | | ... | 1901 | Cant.Nav. diMuggiano<br>Spezia | Nav.AltaItalia (Soc.Anon.) | 342·5 | 47·9 | 15·0<br>23·0<br>FK | Genoa<br>Italian<br>*WB* | T.3Cy.24 3/16",40"&66"-48"<br>356NHP<br>T.Richardsn&Sns.Ld.Hpl. | 25 ″ 10 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11821 | Cereal<br>SteelSc<br>(exRhenus25)<br>Elec.light 1Dk | 555<br>527<br>310 | | | | | 1909 | P.Smit,jr.<br>Rotterdam | Paulsen&Ivers | 188·5 | 23·1 | 13·2 | Kiel<br>German<br>WB | C.2Cy.13″&28″–12″<br>22NHP<br>P.Smit,jr.Rot. | |
| * 11822<br>OEGD | Ceres<br>SteelSc<br>2Dks(Stl) | 3321<br>2963<br>1959 | ✠100A1<br>9,21 ~~10,20~~<br>BS11,19 ✠LMC8,18 | Cff<br>Msl | v | CL<br>~~10,20~~<br>9,21 | 1918<br>7mo<br>Lloyd | Jos.T.Eltringham&Co.Ld.WillingtonQuay<br>'sA&CP | Soc.“LesAffréteursRéunis”<br>(JeanStorn)<br>CellD | 330·6<br>P33′B116′F40′<br>FK<br>Ba104′ uE21′ f147′ | 47·7 | 22·7 | Rouen<br>French<br>5BHCem<br>813tAPT69t | T.3Cy.24″,39″&65″–42″ (s)<br>180lb 100lb 289NHP<br>2SB,6cf,GS122,HS4340<br>Jos.T.Eltringham&Co.Ld. | 24'10<br>s3'8<br>21'4 |
| 11823<br>NJTD | —<br>SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks&Shelter dk<br>Wireless Cruiser stern | 2672<br>2319<br>1629 | | | | | 1918 | J.&K.<br>SmitsSchps.<br>Kinderdijk | Koninkl.Nederl.<br>Stoomb.Maats. | 348·0 | 48·2 | 18·3 | Amstrdam<br>Dutch<br>WB | T.3Cy.23″,37″&61″–45″<br>250NHP<br>Mach.fab.Kinderdijk | |
| 11824<br>SQFV | —<br>SteelScSr<br>ssNwc.3rdNo.3–11,19<br>Well deck<br>Elec.light 1Dk(Irn)&Web frames | 1068<br>796<br>611 | ✠100A1<br>7,21 ~~11,19~~<br>✠NB11,19 ✠LMC11,19 | Nwc<br>Hfs | m | CL<br>11,19 | 1889<br>8mo<br>Lloyd | TyneI.S.B.Co.Ld.<br>Newcastle<br>'sA&CP | FinskaÅngfAktieb<br>WB=DB | 210·5<br>Q77′B60′F23′<br>FK<br>a64′f49′&uE&B35′ | 31·2 | 15·3 | Helsingfrs<br>Finnish<br>4BHCem<br>291tAPT15t | T.3Cy.17″,28″&46″–30″ (s)<br>150lb 100lb NDB19 114NHP<br>1SB,3pf,GS57,HS1753<br>NEMarineE.C.Ld.Nwc. | 16'1<br>s1'3<br>15'0 |
| 11825 | —<br>SteelScSr<br>1Dk | 660<br>518<br>363 | | | | | 1911 | Akt.Ges.<br>“Weser”<br>Bremen | Dampfsch.Ges.<br>“Neptun” | 180·0<br>P45′B50′F22′ | 28·2 | 12·8 | Bremen<br>German<br>WB | T.3Cy.13″,21 1/16″&34 1/16″–23½″<br>57NHP<br>A.G.“Weser,”Bremen | |
| 11826<br>MDHN | —<br>SteelScSr<br>(exLerfos,exCleves)<br>Well deck Elec.light 1Dk | 658<br>502<br>305 | | | ... | | 1895 | SunderlndS.B.Co.Ld.<br>Sunderland | BergenskeDampskibsselskab. | 175·6<br>Q84′B15′F26′<br>FK | 29·0 | 14·2 | Bergen<br>Norwegian<br>WB | T.3Cy.15½″,25″&41″–27″<br>NB14 92NHP<br>Wstgrth,English&Co.Mdb | 15'2<br>s'11<br>14'6 |
| 11827<br>1836<br>JDPB | —<br>Iron&SteelSc<br>1Dk&Shltr dk | 251<br>94<br>164 | | | | | 1885 | MotalaCo.<br>Motala | Ångf.Aktieb.GötaKanal(A.Jonsson,Jr.Mgr.) | 96·2<br>H42t | 22·0 | 8·2<br>14·9 | Gothenbrg<br>Swedish | C.2Cy.16½″&30″–20″<br>34NHP<br>MotalaCo.,Motala | |
| 11828<br>86202 | —<br>WoodScFlat<br>(exSailing) | 135<br>126<br>92 | | | | | 1880 | G.Deakin<br>(Lim.)<br>Winsford | SaltUnion,Ld. | 87·1 | 21·2 | 9·3 | Liverpool<br>British | 2Cy.11″–12″<br>NE&B85 23RHP<br>G.Deakin(Lim.),Winsford | |
| 11829<br>136890<br>JFTP | Ceresia<br>Now named “Chorley,” See No. 36792 in Supplement<br>SteelScK<br>ssFlt.No.1–19<br>Elec.light 1Dk | 284<br>233<br>112 | ✠100A1<br>StmTrawler<br>6,21 ~~11,20~~<br>~~BS11,20~~ ✠LMC4,19 | Flt<br>BS6,21 | | CL<br>4,19 | 1914<br>6mo<br>Lloyd | Smith'sDockCo.Ld.<br>Middlesbro'<br>'sA&CP | PalatineSteamTrawlingCo.Ld.<br>(J.N.Ward&Son,Mgrs.) | 128·8<br>Q76′F23′<br>BK7½″ | 23·5 | 12·8 | Fleetwood<br>British<br>2BHCem | T.3Cy.12½″,21″&35″–26″<br>180lb 85RHP<br>1SB,3pf,GS54,HS1522<br>Smith'sDockCo.Ld.Mdb. | 13'6 |
| 11830<br>137030<br>JLMB | Ceresio<br>SteelScK<br>ssGms,No2–22 ~~ssGms No.1–20~~<br>(exJellicoe) 1Dk<br>Elec.light | 338<br>318<br>189 | ✠100A1<br>StmTrawler<br>3,22 ~~8,20~~<br>✠LMC~~8,20~~ 3,22 | Gms | | CL<br>~~8,20~~<br>3,22 | 1915<br>6mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld.Beverley<br>'sA&CP | ~~Trawlers(WhiteSea&Grimsby)Ld.(J.N.&H.Bacon,Mgrs.)~~<br>HellyerBrosLd | 140·3<br>Q76′F22′<br>BK7½″ | 25·1 | 13·0 | Hull ~~Grimsby~~<br>British<br>4BHCem | T.3Cy.13″,22½″&37″–24″ (s)<br>200lb 88RHP<br>1SB,3pf,GS41,HS1560<br>Amos&SmithLd.Hull | 13'10 |
| * 11831<br>OEGL | Cernay<br>WoodSc<br>(exWarAtlin) 1Dk2trB<br>Elec light Salted&specially treated<br>Well deck | *2338*<br>*1749*<br>*1434* | ✠12A1<br>11,19<br>BS6,20 ✠LMC5,19 | Shl | r | CL<br>11,19 | 1918<br>5mo<br>Lloyd | LyallS.B.Co.Ld.<br>N.Vancouver B.C.<br>'sA&CP | Soc.Anon.deNav.<br>“LesArmateurs Français” | 249·7<br>P&B138′F32′ | 43·5 | 22·8 | Dunkirk<br>French | T.3Cy.20″,33″&54″–40″ (s)<br>185lb 822NHP<br>2 Water Tube Boilers<br>GS120,HS5280 FD<br>WallaceShipyds.LdNVan. | 25'0<br>s3'5 |
| * 11832 | Cernicalo<br>SteelScSr<br>ssMob.No 3–8,21 (Tug)<br>(exFlyingKestrel) ~~ssMob.No.2–19~~<br>Elec.light 1Dk | *434*<br>*330*<br>*138* | ✠100A1<br>8,21 ~~9,20~~<br>~~BS9,20~~ ✠LMC~~2,19~~ 8,21<br>Fitted for oil fuel10,12 F.P. above 150°F. | Mob | g | 9,20 | 1910<br>4mo<br>~~Lloyd~~ | JTEltringham&Co.<br>S.Shields<br>~~'sA&CP~~ A&CP | ~~S.Pearson&Son,Ld.~~ CiaMexicana de Petroleo “El Aguila”S.A.<br>WB | 125·5<br>Promenade dk104′<br>BK7″<br>=DTf31′91tFPT | 28·7 | 13·6 | Tampico<br>Mexican<br>5BHCem<br>15tAPT36t | C.2Cy.21″&44″–30″ (s)<br>120lb 108NHP<br>1SB,3cf,GS61,HS1922<br>ShieldsEng.Co.Ld.N.Shl. | 14'9<br>s1'7<br>14'0 |
| 11833<br>217802<br>LQMR | Cerosco<br>SteelScSr<br>Elec.light Sub.Sig. 1Dk<br>Wireless | 2323<br>—<br>1394 | | | | | 1919 | M'Dougall-DuluthCo.<br>Duluth,Min. | UnitedStates<br>ShippingBoard | 251·0<br>P25′B64′F20′ | 43·6 | 22·2 | NewYork<br>Utd.States<br>WB | T.3Cy.20″,33″&54″–40″<br>184NHP<br>M'Dougall-DuluthCo. | |
| 11834 | Cerro Azul<br>SteelSc<br>For full particulars See No.36653 in Supplement<br>Elec.light<br>Mchy.Aft Longitudinal framing | 9000 | 100A1<br>Shelter dk withfreeboard<br>(ClassContemplated) CarryingPetroleum in bulk | | | | 1921 | SunS.B.Co.<br>Chester,Pa. | PanAmerican<br>Petroleum&<br>TransportCo. | 480·5<br>F44′ | 66·0 | 29·3 | LsAngeles<br>Utd.States | Q.4Cy.26″,35½″,56″&82″–54″<br>SunS.B.Co.Chester,Pa. | |
| 11835 | Cerro Ebano<br>SteelSc<br>For full particulars See No.36652 in Supplement<br>Elec.light<br>Mchy.Aft Longitudinal framing | 9000 | 100A1<br>Shelter dk withfreeboard<br>(ClassContemplated) CarryingPetroleum in bulk | | | | 1921 | SunS.B.Co<br>Chester,Pa. | PanAmerican<br>Petroleum&<br>TransportCo. | 480·5<br>F44′ | 66·0 | 29·3 | LsAngeles<br>Utd.States | Q.4Cy.26″,35½″,56″&82″–54″<br>SunS.B.Co.Chester,Pa. | |
| 11836<br>217803<br>LQMS | Cerro Gardo<br>SteelScSr<br>Elec.light Sub.Sig. 1Dk<br>Wireless | 2323<br>—<br>1394 | | | | | 1919 | M'Dougall-DuluthCo.<br>Duluth,Min | UnitedStates<br>ShippingBoard | 251·0<br>P25′B64′F20′ | 43·5 | 24·2 | NewYork<br>Utd.States<br>WB | T.3Cy.20″,33″&54″–40″<br>184NHP<br>McDougall-DuluthCo. | |
| * 11837<br>~~WMRD~~<br>LCDV | Certo<br>SteelSc<br>(exSaga,exGeneralWilliams) 1Dk(Stl)<br>Elec.light Wireless | 2222<br>1995<br>1339 | ✠100A1<br>~~9,21~~ ~~1,21~~ 3,22<br>✠LMC9,19 | Hpl<br>NYk | r | CL<br>1,21 | 1919<br>9mo<br>Lloyd | DominionS.B.Co.Ld.<br>Toronto<br>'sA&CP | D/S A/S“Certo”<br>(B.Stolt-Nielsen) | 251·0<br>P25′B64′F20′<br>FK<br>CellDB208′536tFPT | 43·6 | 21·5 | Haugesnd<br>Norwegian<br>4BHCem<br>60tAPT76t | T.3Cy.20″,33″&54″–40″ (s)<br>180lb 328NHP<br>2SB,6cf,GS115,HS5467 FD<br>J.Inglis&Co.Ld.Toronto | 24'3<br>s3'5<br>21'1 |
| 11838<br>143327<br>KBVW | Cervantes<br>SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>~~Cargo battens not fitted in Shelter 'tween dks~~<br>Wireless | 2436<br>2330<br>1512 | ✠100A1<br>Shelter dk withfreeboard<br>8,21 ~~5,20~~<br>✠LMC7,19 | Liv<br>Gls | r | CL<br>~~12,20~~<br>N8,21 | 1919<br>7mo<br>Lloyd | H.&C.Grayson,Ld.<br>Garston<br>'sA&CP | MacAndrews&Co.Ld. | 265·0<br>FK<br>CollisionBHtoShelterdk<br>CellDB224′408tFPT63t | 41·2 | 26·6 | London<br>British<br>Cem<br>3BH to Udk<br>APT18t | T.3Cy.21″,34″&56″–36″ (s)<br>180lb 271NHP<br>2SB,6cf,GS138,HS5112<br>D.Rollo&Sons,Liverpool | 28'10<br>s8'11<br>20'2 |
| 11839 | Cervera<br>SteelSc<br>Mchy.Aft 1Dk | 859<br>—<br>682 | | | | | 1919 | AstillerosCardona(SA)<br>Barcelona | Soc.AnonNavieraEspañola(M.G.delMoral,Mgr.) | 187·5<br>B12′F25′ | 32·7 | 13·8 | Valencia<br>Spanish | T.3Cy.12″,20″&32″–24″<br>50NHP<br>AlexanderHnos,Barcelona | |
| 11840 | | | | | | | | | | | | | | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11841<br>NMDG | Cervino SteelScSr<br>ssGen.No.1-18<br>(*ex*Tatra) 1*Dk*(*ptStl ptIrn*)<br>*2ndDkBeams in Nos.1&4holds*<br>*Elec.light Ref.Mchy.* Wireless | 5121<br>4032<br>3261 | ✠100A1<br>12,19<br>BS8,19 ✠LMC8,18<br>✠Lloyd'sRMC2,21 | Gen | | CL<br>2,18 | 1913<br>7mo<br>*Lloyd* | J.Priestman&Co.<br>Sunderland<br>*'sA&CP* | Requisitioned by theItalianGovt.<br>*CellDBa130'uE&* | 375·0<br>P32'B234'F39'<br>FK<br>*B38'f159'1100tDTa* | 53·0 | 24·2 | Genoa<br>Italian<br>*7BHCem*<br>*28'924tFPT* | T.3Cy.24",39"&66"-45" (*s*)<br>180lb 353NHP<br>3SB,9*cf*,GS135,HS5940<br>Richardsons,Westgarth&Co.Ld.Sld<br>*131tAPT88t* | 26 ″ 8<br>s4 ″ 0<br>23 ″ 0 | |
| 11842 | Cesare Battisti SteelTwinScSr<br>*Elec.light* Wireless *3Dks* | 6500 | | | | | 1920 | G.Ansaldo&Co.<br>SestriPonente | Soc Transatlantica Italiana | 445·0 | 53·0 | 31·0 | Genoa<br>Italian<br>*WB* | 2 Steam Turbines<br>G.Ansaldo&Co. Sampierdarena | | |
| 11843 | Cesare M. SteelSc<br>(*ex*P.Queirolo)<br>1*Dk* | 129<br>119<br>46 | | | | | 1889 | E.Cravero&Co.<br>Genoa | G.Queirolo | 86·6 | 18·0 | 11·1 | Ancona<br>Italian | C.2Cy.15½"&27"-25½"<br>31NHP<br>E.Cravero&Co.Genoa | | |
| 11844<br>219330<br>LVBG | Cethana WoodTwinSc<br>*Oil Eng.*<br>*Elec.light* Hardwood treenails 1*Dk*2*trB*<br>*Mchy.Aft Salted & specially treated*<br>Wireless | 2341<br>1874<br>~~1788~~<br>1777 | ✠12A1<br>8,20<br>DBS9,20 ✠LMC12,19 | Pld | *s* | | 1918<br>2mo | SloanShipyardsCorp.<br>Olympia<br>A&CP | ~~PacificMotorship Co.(W.L.Comyn&Co.Inc.*Mgrs.*)~~<br>OceanMotorshipCo | 262·5<br>P64'B36'F38' | 46·3 | 21·8 | S.Francisco<br>~~Seattle~~<br>Utd.States<br>3*BH* | Oil Engines 4S.C.SA<br>12Cy.16"-24"<br>DB-90lb 138NHP<br>McIntosh&Seymour, Auburn,N.Yk. | 24 ″ 3<br>s3 ″ 10½ | |
| 11845 | Cetina SteelScSr<br>ssTri.No.1-12<br>*Elec.light* Wireless 1*Dk*(*Teak*) | 226<br>169<br>133 | ✠<br>6,16<br>✠ | Tri | *d* | | 1908<br>9mo | Stabilmnto Tecnico<br>Trieste | SocAnon diNav. aVap.Dalmatia | 139·0<br>Q52'F25'<br>BK6¾" | 21·1 | 9·8 | Makarska<br>4*BHCem* | T.3Cy.13",20½"&34½"-20½"<br>74NHP<br>1SB,2*cf*,GS28,HS1125<br>StabilimentoTecnico,Tri. | 11 ″ 0 | |
| 11846<br>129463<br>JNMV | Cetriana SteelScSr<br>(*ex*Norway)<br>*Elec.light* 1*Dk&Awng dk* | 939<br>910<br>598 | | | | | 1891 | Grngem'th DockyardCo.<br>Gr'ngemouth | Cowasjee Dinshaw &Bros. | 203·0<br>H25*t* | 30·1 | 20·4 | London<br>British<br>*WB* | T.3Cy.17½",27"&46"-33"<br>122NHP<br>Dunsmuir&Jackson,Gls. | | N |
| 11847 | Cette SteelSc<br>*Now name "Cartagena," See No. 36877 in Supplement*<br>*Elec.light* Wireless 1*Dk* | 1542<br>1236<br>842 | | | | | 1910 | Akt.Ges. "Neptun"<br>Rostock | Rob.M.Sloman,jun | 272·9<br>P200'F33' | 37·6 | 16·0 | Hamburg<br>German<br>*WB* | T3Cy 22 1/16"35 7/16"&55 7/8"-37 3/8"<br>192NHP<br>A.G."Neptun,"Rostock | | |
| 11848<br>200374 | Cetus SteelScSr<br>(*ex*HenryS.Sill)<br>*Elec.light Mchy.Aft* 1*Dk2trB* | 4720<br>—<br>3282 | | | | | 1903 | Superior S.B.Co.<br>W.Superior | InterlakeS.S.Co. (Pickands, Mather &Co.,*Mgrs.*) | 416·0 | 50·0 | 28·0 | Fairport<br>Utd.States | T.3Cy.22",35"&58"-40"<br>218NHP<br>SuperiorS.B.Co. | | |
| 11849<br>120378 | — SteelTwinSc<br>(*SandPumpHopperDredger*)<br>*Elec.light* 1*Dk*(*Stl pt-ws*)*&Webframes* | 2414<br>2295<br>1328 | ✠<br>*HopperDredger*<br>6,05<br>✠ | Rnf | | | 1905<br>6mo | W.Simons&Co.Ld.<br>Renfrew | UnionGovt.of S.Africa (SouthAfricanRys&HarbourDept.Durban) | 295·0<br>F31'<br>FK | 46·6 | 20·5 | Port Natal<br>British<br>5*BHCem*<br>*WB* | T.6Cy.18",28"&48"-27"<br>284NHP<br>3SB,9*cf*,GS170,HS4908<br>W.Simons&CoLd.Renfrew | 21 ″ 3 | |
| 11850<br>125903<br>JVGN | — IronPad<br>3*Dks* | 847<br>—<br>580 | | | | | 1881 | ..................<br>Philadelphia | IronSteamboatCo. ofNewJersey | 213·3 | 32·0 | 10·6 | NewYork<br>Utd.States | 1Cy.52"-132"<br>235NHP | | |
| 11851<br>99714<br>NFDV | — SteelScYl<br>(*Trawler*)<br>1*Dk* | 139<br>127<br>56 | | | ... | | 1893 | Mackie&Thomson<br>Glasgow | ~~J.Mengel&Co.Ld.~~<br>Beeley&SleightLd.<br>~~(G.Plimouth,*Mgr.*)~~ | 99·3<br>Q17'F19'<br>BK7½" | 20·1 | 10·4 | Grimsby<br>British | T.3Cy.11",17"&27"-20"<br>NB18 40RHP<br>Muir&Houston,Glasgow | 11 ″ 7 | |
| 11852 | Ceuta SteelScSr<br>*For full particulars See No. 36734 in Supplement*<br>*Elec.light* Wireless 1*Dk* | 1738<br>1642<br>1055 | | | | | 1912 | Schiffsw.v.HenryKoch<br>Lübeck | C.A.Stewart&Co. | 277·7<br>P&B220'F35' | 39·2 | 17·8 | British<br>*WB* | T.3Cy.22 1/16",35 1/16"&53 1/8"-33 7/16"<br>160NHP<br>OttenserMaschFab.Altona | | |
| 11853 | Cevennes SteelSc<br>*Elec.light* 1*Dk* | 2775 | | | | | 1921 | Atel.&Ch.deBretagne<br>Nantes | Cie.Delmas frères et Vieljeux | 290·0<br>Q111'B57'F52' | 43·3 | 22·0 | LaRochlle<br>French<br>*WB* | 1 Geared Steam Turbine<br>Atel.&Ch.deBretagne,Nts. | | |
| 11854<br>105911 | Cevic IronScK<br>(*Trawler*)<br>1*Dk* | 151<br>142<br>59 | | | ... | | 1895 | Edwards Bros.<br>N.Shields | E.Taylor(J.A.Taylor,*Mgr.*) | 106·0<br>BK7½" | 20·6 | 11·0 | Fleetwood<br>British | T.3Cy.12",18"&30"-21"<br>50RHP<br>NE.Mar.Eng.Co.(Lim.)Sld | 11 ″ 10 | |
| 11855<br>OEGX | Ceylan SteelTwinSc<br>*Elec.light* Wireless 3*Dks*<br>*Ref.Mchy.* | 8320<br>7104<br>5227 | ✠Lloyd'sRMC~~5,21~~ 6,21<br>4,22 | | | | 1907 | Swan,Hunter,&Wigham Richardson, Ld.Newcastle | ChargeursRéunis | 483·0<br>P32'B177'F54' | 55·6 | 34·0 | Havre<br>French<br>*WB* | T.6Cy.25½",43"&70"-48"<br>679NHP<br>WllandSlpwy.Co.Ld.Nwc. | | V |
| 11856<br>5244<br>JSKP | Ceylon SteelScSr<br>ssGot.No.2-20<br>*Well deck* 2*Dks*(*Stl-Uws*)<br>*Elec.light* Wireless | 5235<br>4907<br>3267 | ✠100A1<br>~~8,21~~ ~~8,20~~ 2,22<br>✠LMC<br>MS5,20 BS~~8,20~~ 8,21 | Got<br>~~Mmo~~ | *a*†<br>[illegible] | CL<br>~~3,20~~<br>8,21 | 1911<br>9mo<br>*Lloyd* | Hawthorn,Leslie&Co.Ld<br>Newcastle<br>*'sA&CP* | A/BSvenska OstasiatiskaKomp (Dan.Broström, *Mgr.*)<br>*WB=CellDBa122'u* | 425·0<br>P&B349'F44'<br>FK<br>*E29'f212'990tFPT* | 54·1 | 26·9 | Gothenbrg<br>Swedish<br>7*BHCem*<br>*82tAPT25t* | T.3Cy.27",45"&75"-51" (*s*)<br>180lb 581NHP<br>3SB(FD)&1AuxSB,11*cf*, GS213,HS8980<br>N.E.MarineEngCoLd.Nwc | 29 ″ 6<br>s4 ″ 9<br>25 ″ 1 | |
| 11857<br>NJTL | — SteelScSr<br>ssSba.No1-19<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 4999<br>4560<br>3110 | ✠100A1<br>6,21 ~~12,20~~<br>✠LMC1,20<br>BS5.21 | Cal | *y* | CL<br>~~7,19~~<br>6,21 | 1913<br>8mo<br>*Lloyd* | AM'Millan&Son,Ld.<br>Dumbarton<br>*'sA&CP* | Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)<br>*WB=CellD* | 400·8<br>P35'B129'F56'<br>FK<br>*Ba117' uE&B 42' f* | 52·1 | 27·3 | Rottrdam<br>Dutch<br>6*BHCem*<br>*188'955t DT* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 458NHP<br>3SB,9*cf*,GS181,HS7860<br>D.Rowan&Co.Glasgow<br>*f30'828tFPT82tAPT45t* | 30 ″ 0<br>s5 ″ 7½<br>24 ″ 9 | |
| 11858<br>121299 | — SteelPad<br>1*Dk* | 1321<br>1321<br>832 | | | | | 1905 | W.Denny&Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 328·5 | 46·1 | 10·7 | Glasgow<br>British | T.3Cy.28",41½"&60"-66"<br>129NHP<br>Denny&Co.Dumbarton | | |
| 11859<br>112406<br>JHRB | — SteelTwinScSp<br>(*Tug*)<br>(*ex*Seaton) 1*Dk* | 149<br>148<br>2 | | | ... | | 1899 | J.P.Rennoldson&Sns.<br>South Shields | N.EasternRly.Co. | 105·4<br>BK7" | 22·1 | 9·6 | W.Hartlpl<br>British | C.4Cy.16"&32"-21"<br>98RHP<br>J.P.Rennoldson&Sns.SShl | 10 ″ 6 | |
| 11860<br>8914<br>JNFQ | Ceylon Maru SteelScSr<br>ssKob.No.3-7.15<br>*Elec.light* Wireless ssKob.No.1-19<br>2*Dks*(*Stl-Uptws*)*&deep framing* | 4903<br>4065<br>3077 | ✠100A1<br>4,21 ~~8,20~~<br>✠LMC~~2,20~~<br>4,21 | Kob | *y* | CL<br>~~5,18~~<br>4,21 | 1904<br>2mo<br>*Lloyd* | MitsuBishi Dkyd&EWks<br>Nagasaki<br>*'sA&CP* | NipponYusen KabushikiKaisha<br>*WB=Cell DBa117'uE&B* | 385·0<br>P44'B125'F48'<br>FK<br>*48'f169'920t FPT* | 48·6 | 27·0 | Tokio<br>Japanese<br>6*BHCem*<br>*54tAPT32t* | T.3Cy.26½",43"&72"-48" (*s*)<br>155lb 442NHP<br>3SB,9*cf*,GS153,HS5948 FD<br>MitsuBishiD.&E.Wks.Nag | 29 ″ 9<br>s6 ″ 1½<br>24 ″ 0 | |
| 11861<br>143<br>HBDF | Cezarevitch George SteelScSr<br>*Elec.light* 2*Dks&Awngdk* | 1960<br>1922<br>1131 | | | ... | | 1896 | Hawthorn,Leslie&Co.Ld<br>Newcastle | RussianStm.Nav. &TradingCo. | 298·0<br>BK8" | 37·0 | 16·9<br>25·1 | Odessa<br>Russian<br>*WB* | T.3Cy.27",44"&72"-48"<br>404NHP<br>Hwthrn,Leslie&C.Ld.Nwc | | V |
| 11862<br>803<br>HBMW | Chacao CompSc | 127<br>—<br>64 | | | | | 1908 | ..................<br>Puerto Montt | OelckersHermanos | 85·3 | 17·6 | | Pto.Montt<br>Chilian | | | |

| 1<br>Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire. 3 Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8 Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ❋ 11863<br><br>HBGW | **Chaco** SteelScSr<br>ssBAs.No.3-9,08<br>ssBAs.No.2-17<br>(exCadiz) 1Dk(Stl)&Spardk<br>Elec.light Wireless (Stl-ws)3trB | 4218<br>3958<br>2761 | ✠100A1<br>Spar dk<br>4,22 ~~2,19~~<br>~~BS5,19~~ ✠~~LMC12,17~~ | BBl | x | CL<br>12,17 | 1895<br>7mo<br><br>Lloyd | C.Connell<br>&Co.<br>Glasgow<br>'sA&CP | ArgentineGovern-ment<br><br><br>WB= | 390·0<br>P36'F48'<br><br>Cell DBa96'uE&B | 46·0 | 20·6<br>28·7<br>BK11" | Bns.Ayres<br>Argentine<br>6BHCem<br>80'f142'660t | T.3Cy.30",48"&78"-54" (s)<br>160lb 80lb 501NHP<br>2D&1SB,15cf,GS298HS8328<br>Dunsmuir&Jackson,Gls. | 31 · 6<br>s 7 · 10<br>25 · 0 | |
| 11864 | — SteelScSk<br>(exZayda)<br>Elec.light 1Dk(Stl)<br>Mchy.Aft. | 604<br>507<br>353 | ✠<br>For River pur<br>4,07<br>✠ | Grk<br>poses o | nly | | 1907<br>4mo | G.Brown<br>& Co.<br>Greenock | TheArgentine Nav.Co.(Nicolás Mihanovich),Ld. | 185·1<br>B22'F25' | 34·1 | 9·4<br><br>FK<br>WB= | Bns. Ayres<br>Argentine<br>3BHCem<br>FPT28t | C.2Cy.14½"&30"-21"<br>47NHP<br>1SB,2cf,GS31,HS872<br>White&Hemphill,Ld.Grk | 10 · 0 | |
| 11865<br>139575<br>THMG | **Chak Sang** SteelScSr<br>Elec.light 2Dks(Stl-U teaks) | 2358<br>2125<br>1470 | ✠100A1<br>11,17<br>✠~~LMC10,17~~<br>1,22 | HKg | s | CL<br>1,22 | 1917<br>11mo<br><br><br>Lloyd | Hong K'ng<br>&Whampoa<br>DockCo.Ld.<br>HongKong<br>'sA&CP | Indo-ChinaSteam Nav.Co.Ld.<br><br>CellDB238'447t | 290·6<br>P29'B70'F33'<br><br>DT a 24'400t FPT | 42·1 | 22·7<br><br>FK | London<br>British<br>5BHCem<br>60tAPT26t | T.3Cy.21",34"&56"-42" (s)<br>180lb 100lb 226NHP<br>2SB,6cf,GS119,HS3552<br>HongKong&Whampoa DockCo.Ld.HongKong | 25 · 0<br>s 3 · 9<br>21 · 8 | |
| ❋ 11866<br>136317<br>JGFR | **Chakdara** SteelScSr<br>Elec.light Wireless 2Dks(Stl-Uws)&<br>Shade dk(Stl-teaks) | 3035<br>2389<br>1581 | ✠<br>Shade dk<br>8,14<br>✠ | Lth | v | | 1914<br>8mo | Ramage&<br>Ferguson,Ld.<br>Leith<br>WB= | BritishIndiaStm. Nav.Co.Ld.<br><br>CellDBa86'uE&B | 330·7<br>F36'on Shade dk<br><br>71' f 127'526tFPT | 46·1 | 22·1<br><br>FK | Glasgow<br>British<br>5BHCem<br>37tAPT15t | T.3Cy.24",41"&70"-48"<br>668NHP<br>4SB,16cf,GS271HS10870 FD<br>Ramage&Fergusn,Ld.Lth | 24 · 6 | |
| 11867<br>136340<br>JHKF | **Chakdina** SteelScSr<br>Elec.light Wireless 2Dks(Stl-Uws)&<br>Shade dk(Stl-teaks) | 3033<br>2387<br>1580 | ✠<br>Shade dk<br>12,14<br>✠ | Lth | v | | 1914<br>12mo | Ramage&<br>Ferguson,Ld.<br>Leith<br>WB | BritishIndiaStm. Nav.Co.Ld.<br><br>=CellDBa86'uE& | 330·7<br>F36'on Shade dk<br><br>B72'f127'526t FPT | 46·1 | 22·1<br><br>FK | Glasgow<br>British<br>5BHCem<br>37tAPT15t | T.3Cy.24",41"&70"-48"<br>668NHP<br>4SB,16cf,GS271,HS10870 FD<br>Ramage&Fergusn,Ld.Lth. | 24 · 6 | |
| 11868<br>137781<br>JHLM | **Chakla** SteelScSr<br>Elec.light Wireless 2Dks(Stl-Uws)&<br>Shade dk(Stl-teaks) | 3081<br>2371<br>1727 | ✠<br>Shade dk<br>12,14<br>✠ | Gls | v | | 1914<br>12mo | A.Stephen<br>&Sons,Ld.<br>Glasgow | BritishIndiaStm. Nav.Co.Ld.<br>WB=Cell<br>DBa76'uE& | 330·5<br>F44' on Shade dk<br><br>B65'f145'513tFPT | 46·2 | 22·3<br><br>FK | Glasgow<br>British<br>5BHCem<br>31tAPT15t | T.3Cy.24",41"&70"-48"<br>653NHP<br>4SB,16cf,GS271,HS10572 FD<br>A.Stephen&Sons,Ld.Gls. | 24 · 6 | |
| 11869<br>133109<br>JBTW | **Chakrata** SteelScSr<br>Elec.light Wireless 2Dks(Stl) | 5682<br>5344<br>3602 | ✠<br>3,14<br>✠ | Mdb | z | | 1913<br>3mo | D&WHen-<br>dersn&Co.Ld.<br>Glasgow | BritishIndiaStm. Nav.Co.Ld.<br>WB=CellDB<br>a137'uE29'f188' | 420·5<br>P32'B130'F41'<br><br>1283t DTa40' 1159t | 54·5 | 28·5<br><br>FK | Glasgow<br>British<br>7BHCem<br>APT25t | T.3Cy.28",46"&77"-48"<br>653NHP<br>4SB,12cf,GS233,HS10319 FD<br>D&WHendersn&CoLdGls | 31 · 3 | |
| 11870<br>132271<br>HTQC | **Chalcedony** SteelScK<br>ssHul.No.2-19<br>1Dk | 333<br>294<br>134 | ✠100A1<br>StmTrawler<br>4,21 ~~8,20~~<br>~~BS5,20~~ ✠LMC4,19 BS4,21 | Hul | | CL<br>8,20 | 1911<br>11mo<br><br>Lloyd | Cochrane&<br>Sons<br>Selby<br>'sA&CP | KingstonSt Trawling C Ld. ) | 140·1<br>Q75'F22' | 24·0 | 12·6<br><br>BK8" | Hull<br>British<br>4BHCem | T.3Cy.13",22½"&37"-26" (s)<br>200lb 82RHP<br>1SB,3pf,GS46,HS1340<br>Amos&Smith,Ld.Hull | 13 · 6<br>s 2 · 5½<br>13 · 0 | |
| 11871<br>144290<br>KDJM | **Chaldon** SteelScSr<br>Elec.light 1Dk(Stl)<br>Cargo battens not fitted | 1492<br>1333<br>810 | ✠100A1<br>~~9,21~~ 2,21 3,22<br>✠LMC12,19 | Gls<br>~~Hpl~~ Shl | p | CL<br>~~5,20~~<br>3,22 | 1919<br>12mo<br><br>Lloyd | Dundee<br>S.B.Co.Ld.<br>Dundee<br>'sA&CP | AldershotSS.CoLd (EnriquezFletcher &Co.Ld.Mgrs.)<br>CellDB198'295t FPT | 240·0<br>B52'F23' | 36·2 | 19·2<br><br>FK | London<br>British<br>4BHCem<br>77tAPT66t | T.3Cy.18",30"&50"-33" (s)<br>180lb 172NHP<br>2SB,6cf,GS97,HS2836<br>Cooper&Greig,Ld.Dundee | 21 · 3<br>s 2 · 11½<br>18 · 7 | |
| 11872<br>98863<br>NBSD | **Chaleur** SteelTwinScSr<br>(exCarmarthenshire,exSabor,exGaul)<br>Sub.Sig. Wireless 3Dks | 4758<br>4012<br>2930 | | | | | 1893 | Harland&<br>Wolff,Ld.<br>Belfast | RoyalMailSteam PacketCo. | 400·5<br>P47'B142'F55' | 47·2 | 26·7 | S'thamptn<br>British<br>WB | T.6Cy.18½",30"&50"-42"<br>324NHP<br>Harland&Wolff,Ld.Bel. | | |
| 11873<br>135329<br>JOVL | **Chalister** SteelScSr<br>ssMil.No.2-21 ~~ssSws.No.1-17~~<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 5344<br>5012<br>3369 | ✠100A1<br>Shelter dk<br>withfreeboard<br>1,22 ~~1,20~~<br>✠LMC7,21<br>~~MS11,16~~ ~~BS8,20~~ DBS1,22 | Lon<br>Ham | a† | CL<br>~~1,20~~<br>12,21 | 1913<br>8mo<br><br>Lloyd | D&WHen-<br>dersn&Co.Ld.<br>Glasgow<br>'sA&CP | R.A.McLelland (AdamBros,Ld. Mgrs.)<br>CellDBa144'uE&B3 | 425·6<br><br><br>9'f184' 1378t FPT | 54·6 | 25·9<br><br>FK | Greenock ~~London~~<br>British<br>7~~BHCem~~<br>167tAPT80t<br>1BHtoSh dk<br>3BHtoU dk | T.3Cy.27",46"&74"-48" (s)<br>180lb ~~100lb~~ 100lb 470NHP<br>3SB,12cf,GS240,HS8057<br>D&W.Hendersn&CoLdGls<br>2InterBHinforeholds&<br>1InterBHinafterholds dispensed with | 28 · 6<br>s 3 · 10<br>25 · 1 | |
| 11874 | **Chalkis** IronScSr<br>(exAzalea)<br>Elec.light Wireless | 731<br>595<br>298 | | | | | 1878 | A&JInglis<br>Glasgow | Paneveiki | 217·6<br>P46' B74' | 30·2 | 15·1<br>F46' | Piræus<br>Greek | C.2Cy.30½"&67"-42"<br>NB93 242NHP<br>Alt.93A.&J.Inglis,Gls. | 15 · 7 | V |
| ❋ 11875<br>219331<br>LVBH | **Challamba** WoodTwinSc<br>OilEng.<br>Mchy.Aft Salted & specially treated<br>Hardwood treenails 1Dk2trB<br>Wireless | 2401<br>1893<br>1792 | ✠ 12 A1<br>~~8,20~~ 12,21<br>~~DBS8,20~~ ✠~~LMC8,20~~ 12,21<br>DBS12,21 | Sea<br>SFo | s | P8,20<br>SN8,20 | 1918<br>7mo | Sloan Ship-<br>yardsCorp.<br>Olympia Wsh<br>A&CP | ~~PacificMotorship Co.(W.L.Comyn& Co.Inc.,Mgrs.)~~<br>OceanMotorshipCo | 262·2<br>P64'B36'F38' | 46·4 | 21·7 | S.Francisco ~~Seattle~~<br>Utd.States<br>3BH | Oil Engines 4S.C.SA<br>12Cy.16"-24" 2DB-145lb<br>188NHP<br>MacIntosh&Seymour, Auburn,N.Y. | 24 · 3<br>s 3 · 11 | |
| 11876<br>89650<br>KQFH | **Challenge** IronScYl<br>1Dk | 137<br>137<br>14 | | | … | | 1884 | JReadhead<br>&Co.<br>S.Shields | ElliottStm.TugCo. Ld. (J.Page,Mgr.) | 100·0 | 20·0 | 11·4 | London<br>British | C.2Cy.22"&42"-24"<br>NB01 95RHP<br>J.Readhead&Co.,S.Shields | 11 · 11 | |
| 11877<br>217403<br>LMDS | **Challenger** SteelSc<br>Fitted for oilfuel<br>Elec.light 2Dks&Shelter dk<br>Wireless Sub.Sig. &Web frames<br>Longitudinal framing | 7956<br>7598<br>6106 | | | … | | 1918 | Bethlehem<br>S.B.Corp.Ld.<br>Alameda,Cal. | UnitedStates ShippingBoard | 410·0 | 56·0 | 38·0<br><br>FK | S.Frncisco<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | 41 · 0 | B |
| 11878<br>68508<br>WMLD | — IronPadSr | 153<br>140<br>14 | | | | | 1873 | JReadhead<br>&Co.<br>S.Shields | TeesTowingCo.Ld. (Robinson&Crosthwaite,Mgrs.) | 113·5 | 19·2 | 9·6 | Middlsbro'<br>British | L.2Cy.29½"-54"<br>98RHP<br>J.Readhead&Co.,S.Shields | | |
| 11879<br>99910 | — SteelScSr<br>(Trawler)<br>1Dk | 146<br>141<br>54 | | | … | | 1897 | Hall,<br>Russell&Co.<br>Aberdeen | J.Inglis(T.L.&R. D.Devlin,Mgrs.) | 107·5<br>Q23'<br>len06 | 20·1 | 10·7<br><br>BK7½" | Granton<br>British<br>WB | C.2Cy.17"&34"-24"<br>NB11 50RHP<br>Hall,Russell&Co.,Abn. | 11 · 8 | |
| 11880<br>125768<br>JTNB | **Chalmette** IronSc3MstSr<br>Wireless Ref.Mchy. 3Dks&Awng dk | 3205<br>—<br>2048 | | | | | 1879 | W.Cramp<br>&Sons<br>Philadelphia | SouthernPacific Co. | 321·2 | 42·2 | 21·3<br>31·0 | NewYork<br>Utd.States<br>WB | C.2Cy.35"&70"-45"<br>NB07 274NHP<br>W.Cramp&Sons,Phl. | | |
| ❋ 11881<br>120508<br>HCGR | **Chama** SteelScSr<br>ssLiv.No.3-3,17<br>Elec.light 1Dk(Stl)&lower dk(Stl)in Nos.<br>Sub.Sig. 1,2&4holds lower beams&Web<br>frames in No.3 hold&Shelter dk(Stl-ws)<br>Wireless Tonnage opening closed 1917 | 3152<br>2776<br>1977 | ✠100A1<br>Shelter dk<br>withfreeboard<br>11,20<br>~~BS4,20~~ ✠~~LMC6,18~~ 9,21 | Mtl | w | CL<br>~~10,10~~<br>4,21 | 1905<br>4mo<br><br>Lloyd | Palmers'<br>Co.Ld.<br>Newcastle<br>'sA&CP | AfricanS.S.Co. (Elder,Dempster &Co.Ld.,Mgrs.)<br><br>WB=CellDBa | 350·0<br>F45'<br>Shade dk96' | 48·3 | 20·7<br><br>FK | Liverpool<br>British<br>6BHCem<br>84'uE&B40' | T.3Cy.25",42"&70"-45" (s)<br>200lb 478NHP<br>3SB,8rf,GS157,HS6983 FD<br>Palmers'Co.Ld.Newcastle<br>f152'710tFPT75tAPT23t | 31 · 9<br>s 9 · 7<br>22 · 10 | |
| 11882<br>218075<br>LRDW | **Chamberino** SteelScSr<br>Wireless<br>Elec.light Sub.Sig. 1Dk | 2323<br>—<br>1394 | | | | | 1919 | McDougall<br>DuluthCo.<br>Duluth,Minn | UnitedStates ShippingBoard | 251·0<br>P25'B64'F20' | 43·6 | 22·2 | NewYork<br>Utd.States<br>WB | T3Cy.20"33"&54"-46"<br>184NHP<br>McDougallDuluthCo. | | B |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11883<br>118159 | Chamberlain SteelScK<br>(Trawler)<br>1Dk | 161<br>161<br>61 | | | ... | | 1905 | Hall,Russell&Co.Ld.<br>Aberdeen | J.Inglis(T.L.&R.D.Devlin,Mgrs.) | 112·2 | 21·1 | 11·1<br>BK7½″ | Granton<br>British<br>WB | T.3Cy.12″,20″&33″–22″<br>65RHP<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 0 | |
| 11884<br>217804<br>LQMT | Chamblee SteelScSr<br>Elec.light Sub.Sig. 1Dk<br>Wireless | 2323<br>—<br>1394 | | | | | 1919 | M'Dougall DuluthCo.<br>Duluth,Minn | UnitedStates ShippingBoard | 251·0<br>P25′B64′F20′ | 43·5 | 24·2 | NewYork<br>Utd.States<br>WB | T.3Cy.20″,33″&54″–40″<br>184NHP<br>McDougallDuluthCo. | | R |
| 11885<br>140801<br>Missing since 7,21 | Chamonix SteelScK<br>Elec.light 1Dk | 226<br>216<br>87 | ~~✠100A1~~<br>StmTrawler<br>2,21 ✠ [illegible] | Gms | | CL | 1919<br>12mo<br>Lloyd's A&CP | Cook,Welt'n&Gemmell<br>Ld.Beverley | E.Cox | 117·0<br>Q66′F16′ | 22·0 | 12·7<br>BK7½″ | Grimsby<br>British<br>4BHCem | T.3Cy.12″,21″&34″–24″ (s)<br>200lb 75RHP<br>1SB,3pf,GS32,HS1280<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 7 | |
| 11886 | Champagne IronTwinScSp<br>(exDelta) | 289<br>262<br>182 | | | | | 1886 | J.Jones&Sons<br>Liverpool | H.E.Wolden | 135·6 | 28·1 | 7·9 | Bns.Ayres<br>Argentine | D2Cy.15″–30″<br>19NHP<br>J.Jones&Sons,Liverpool | | |
| 11887<br>103975 | Champion IronPad<br>2Dks | 482<br>343<br>304 | | | | | 1897 | J.L.Davie<br>Levis,Quebec | Compagnie Maritime&Industrielle deLevis | 143·5 | 25·6 | 7·8 | Quebec<br>British | C.2Cy.18″,36″&32″–40″<br>NB13 NE10 80RHP<br>F.X.Drolet,Quebec | | |
| 11888<br>127335 | — WoodTwinSc<br>1Dk | 342<br>—<br>159 | | | | | 1899 | A.C.Brown&Sons<br>TottnvlleNY | Merritt&Chapman Derrick&WreckingCo. | 122·7 | 35·2 | 11·1 | NewYork<br>Utd.States | T.6Cy.11″,17″&27″–20″<br>65NHP<br>J.W.Sullivan,NewYork | | |
| 11889<br>94122<br>WNVT | — SteelScK<br>ssSyd.2ndNo.3–8,19<br>Elec.light<br>1Dk(Teak) | 307<br>271<br>16 | ✠100A1<br>~~5,21 9,20~~ 1,22<br>~~BS12,20~~ ✠LMC8,19<br>BS12,21 | Syd | e | CL<br>~~8,19~~<br>1,22 | 1895<br>12mo | J.P.Renoldson&Sns<br>S.Shields<br>A&CP | ~~W.&S.Brown~~<br>J.&A.Brown<br>WB=FP | 135·5<br>T12tAPT19t | 24·2 | 13·9<br>BK7″ | Sydney, N.S.W.<br>British<br>4BH ptCemptAsp | T.3Cy.17¼″,28½″&47″–33″<br>165lb (s) 149NHP<br>1SB,4rf,GS73,HS2561<br>J.P.Rennoldsn&Sns.S.Shl. | 14 ″ 3 | |
| 11890<br>99909 | — SteelScSr<br>(Trawler)<br>Elec.light 1Dk | 155<br>150<br>58 | | | ... | | 1897 | Hall,Russell&Co.<br>Aberdeen | J.Inglis(T.L.&R.D.Devlin,Mgrs.) | 105·4<br>Q23′ | 20·6 | 11·5<br>BK7½″ | Granton<br>British<br>WB | C.2Cy.17″&34″–24″<br>50RHP<br>Hall,Russell&Co.,Abn. | 12 ″ 0 | |
| 11891<br>OEHZ | — SteelSc<br>(Tug)<br>1Dk | 155<br>151<br>— | | | | | 1912 | W.C.Boele&Zonen<br>Slikkerveer | Chambre de Commerce | 91·9 | 21·0 | 11·7 | Calais<br>French | C.2Cy.17$\frac{23}{32}$″&35$\frac{7}{16}$″–24″<br>HS2411 101NHP<br>Alblasserdam.Msch.Fab. | | V |
| 11892<br>102933<br>PLSM | — IronScK<br>(Trawler)<br>1Dk | 150<br>140<br>63 | | | ... | | 1894 | Cook,Welt'n&Gemmell<br>Hull | R.W.Crawford | 101·1<br>Q22′ | 20·8 | 11·0<br>BK7½″ | Scarboro'<br>British | C.2Cy.16″&33″–22″<br>45RHP<br>Bailey&Leetham,Hull | 11″10 | |
| 11893<br>76964 | — IronPadSr<br>(Tug)<br>(exHercule) 1Dk | 140<br>140<br>19 | | | | | 1877 | Readhead&Co.<br>SouthShields | J.Crosthwaite | 110·7<br>B10′ | 19·4 | 9·8 | N.Shields<br>British | L.2Cy.29½″–51″<br>96RHP<br>Readhead&Co.S.Shields | | |
| 11894<br>76666<br>WVNB | — IronPadSp | 124<br>124<br>29 | | | | | 1876 | J.T.Eltringham<br>S.Shields | TeesTugCo.Ld.(W.H.Crosthwaite Mgr.) | 102·6 | 19·3 | 10·0 | Middlsbro'<br>British | L.2Cy.27″–50″<br>80RHP<br>JPRennoldson&Sons,Shl. | | |
| 11895<br>101948<br>MVRD | — IronScK<br>(Tug)<br>1Dk | 116<br>115<br>20 | | | ... | | 1892 | A.W.Robertson&Co.<br>London | ElliottStm.TugCo.Ld.(J.Page,Mgr.) | 89·1<br>B13′ | 19·0 | 11·1<br>BK6½″ | London<br>British<br>WB | C.2Cy.18″&33″–24″<br>95RHP<br>A.W.Robertson&Co.,Lon. | 11 ″ 8 | |
| 11896<br>96328 | — WoodScFlat | 102<br>96<br>69 | | | | | 1864 | R.G.Cross<br>Winsford | Liverpool LighterageCo.Ld. | 81·7 | 19·2 | 8·1 | Liverpool<br>British | 2Cy.9″–12″<br>NB03 18RHP<br>W.Galton,Manchester | | |
| 11897<br>116999 | Champlain SteelScSr<br>1Dk(Stl-ws)&Awng dk(Stl-ws)<br>Elec.light | 522<br>469<br>235 | ✠<br>Awng dk withfreeboard<br>7,05 ✠ | Qbc | f | | 1904<br>10mo | Fleming&Ferguson,Ld.<br>Paisley | Gulf of St.LawrenceShipping&TradingCo.Ld.<br>WB | 120·0<br>=DTa14′58tDTf5′ | 30·3 | 9·8<br>17·6<br>BK7″ | Ottawa<br>British<br>6BHCem<br>12tFPT29t | C.2Cy.22″&46″–24″<br>87RHP<br>1SB,4cf,GS75,HS2934 FD<br>Fleming&Fergusn,Ld.Psy | 18 ″ 0 | |
| 11898<br>103956 | — WoodSc<br>(exQueen,exRobinault) 1Dk | 392<br>—<br>267 | | | | | 1897<br>1904 | E.Robinault<br>Quebec | MajesticSS.Co.Ld. | 110·8 | 22·4 | 7·9 | StJohn NB<br>British | C.2Cy.13″&26″–14″<br>Emade97 rblt04 28RHP<br>G.H.Waring,St.John,N.B. | | |
| 11899<br>801<br>HBMT | Chancay SteelScCtr<br>Elec.light 1Dk | 254<br>—<br>196 | ✠<br>6,06 ✠ | Bwg | c | | 1906<br>5mo | Bow,McLachlan&Co.Ld.<br>Paisley | E.M.Battle | 120·5<br>B7′F18′ | 22·4 | 9·6<br>FK<br>WB= | Iquique<br>Chilian<br>4BHCem<br>FPT25t | C.2Cy.12″&24″–18″<br>32NHP<br>1SB,2pf,GS27,HS672<br>Bow,McLachln&CoLd.Psy | 10 ″ 6 | |
| 11900<br>137822<br>JNHR | Chancellor SteelSc<br>ssLiv.No.1–21<br>(exCrown of Cadiz) 2Dks(Stl)<br>Elec.light Wireless | 4607<br>4322<br>2942 | Fitted for oil fuel—experimental<br>✠100A1<br>~~5,21~~ ~~5,20~~ 3,22 Liv<br>BS10,20 ✠LMC~~10,16~~<br>MS4,21 | Gls | y | CL<br>5,20 | 1916<br>10mo<br>Lloyd's A&CP | Russell&Co.<br>PortGlasgow | CharenteSSCo.Ld.(T.&J.Harrison,Mgrs.) | 385·0<br>P34′B121′F49′<br>CellDB334′1018t | 52·0 | 26·5<br>FK | Liverpool<br>British<br>6BHCem<br>APT24t | T.3Cy.27″,44″&73″–48″ (s)<br>180lb 502NHP<br>3SB,9cf,GS177,HS7299 FD<br>J.G.Kincaid&Co.Ld.Grk. | 29 ″ 0<br>s5 ″ 4¼<br>24 ″ 0 | |
| 11901<br>207144<br>LBJD | — WoodSc<br>1Dk | 383<br>—<br>187 | | | | | 1910 | A.C.Brown&Sons<br>Tottenville,N.Y. | Merritt&Chapman Derrick&WreckingCo. | 122·0 | 36·5 | 11·9 | NewYork<br>Utd.States | C.2Cy.17″&34″–25″<br>48NHP | | |
| 11902<br>113083<br>SGLW | — SteelScK<br>(Trawler)<br>1Dk | 168<br>160<br>64 | | | ... | | 1901 | A.Hall&Co.<br>Aberdeen | E.Taylor&N.Ashworth(J.A.Taylor,Mgr) | 105·8 | 21·2 | 11·4<br>BK7½″ | Fleetwood<br>British | T.3Cy.11½″,18″&31″–21″<br>53RHP<br>A.Hall&Co.Aberdeen | 12 ″ 0 | |
| 11903<br>118156 | — SteelScK<br>1Dk | 156<br>156<br>60 | ✠<br>StmTrawler<br>7,06 ✠ | Lth | | | 1904<br>11mo | Hall,Russell&Co.Ld.<br>Aberdeen | J.Inglis(T.L.&R.D.Devlin,Mgrs.) | 105·3 | 20·6 | 11·9<br>BK7½″<br>WB= | Granton<br>British<br>3BHCem<br>DBf25′11t | C.2Cy.16″&36″–24″<br>58RHP<br>1SB,2pf,GS36,HS933<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 6 | |
| 11904 | Chanchardon IronScK<br>(exEpervier,exCarthagenia) 1Dk | 189<br>166<br>51 | | | ... | | 1899 | Smith's DockCo.Ld.<br>NorthShields | OscarDahl | 111·0<br>Q48′F21′ | 21·1 | 11·0<br>BK7½″ | La Rochlle<br>French | T3Cy11½″19⅝″&32″–22½″<br>64NHP<br>G.T.Grey,SouthShields | 12 ″ 0 | V |
| 11905<br>121308<br>HFRK | Chanda SteelScSr<br>Wireless 2Dks(Stl)&deepframing<br>Elec.light | ~~6169~~ ~~6320~~ 6208<br>5879<br>~~3960~~<br>~~4039~~<br>5879<br>3941 | ✠<br>9,09 ✠ | Mdb | a† | | 1906<br>3mo | Barclay,Curle&Co.Ld<br>Glasgow | BritishIndiaStm.Nav.Co.Ld.<br>WB | 430·2<br>P40′B85′F44′<br>=Cell DBa117′u E&B93′f147′1111t | 54·3 | 32·0<br>FK | Glasgow<br>British<br>7BHCem<br>APT75t | T.3Cy.33″,53½″&86″–60″<br>HS12194 FD 784NHP<br>4SB&1AuxSB,14cf,GS299<br>Barclay,Curle&Co.Ld.Gls. | 34″10 | BT till 8,21 |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Equipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pi. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11906 | Chang On **SteelTwinScSr** | *1661*<br>*710*<br>*1289* | | | | | 1890 | SCFarnhm &Co.<br>Shanghai | HoongOnS.N.Co. Ld.Inc. | 244·8<br>H764t F36t<br>len04 | 30·6 | 12·0 | Chinese | C.4Cy.16″&32″-24″<br>42NHP<br>S.C.Farnham&Co.,Shi. | | |
| 11907 | Chang-Va **IronScSr**<br>(*ex*Newchwang) | 895<br>*880*<br>*558* | | | | | 1877 | Scott&Co.<br>Greenock | WoYikS.S.Co. | 220·2 | 28·5 | 18·8 | Portuguese | C.2Cy.23″&46″-36″<br>106NHP<br>GreenockFoundryCo.Grk. | | |
| 11908<br>72824 | Chang Wo **SteelTwinSternPad**<br>1*Dk* | 1065<br>525<br>606 | | | | | 1891 | S.C.Farnham&Co.<br>Shanghai | Indo-ChinaSteam Nav.Co.Ld. | 200·0<br>H90t | 40·0 | 7·8 | London<br>British | C.4Cy.17½″&30″-60″<br>80RHP<br>Bow,McLachlan&Co.,Pay. | | |
| 11909<br>114690<br>SKPC | Changchow **SteelScSr**<br>*Elec.light* 2*Dks* | 1948<br>1728<br>1203 | | | | | 1901 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 275·0<br>B70′F30′ | 38·2 | 21·5 | London<br>British<br>*WB* | T.3Cy.19″,31″&53″-39″<br>175NHP<br>Scott&Co.Greenock | | |
| 11910<br>142128 | Changlo **SteelTwinSc**<br>(*Tug*)<br>(*ex*Changsha) 1*Dk* | 248<br>202<br>53 | | | | | 1917 | NewE&SB Works,Ld.<br>Shanghai | ChinaNav.Co.Ld. | 140·0 | 26·1 | 7·0 | Shanghai<br>British | T.6Cy.10″,16″&26″-15″<br>69RHP<br>NewE&SB.Works,Ld.Shi. | | |
| 11911<br>91952<br>KHFQ | Changsha **SteelScSr**<br>*Ref.Mchy.* Wireless | 2269<br>1964<br>1468 | ~~Lloyd'sRMC1,21~~ ~~13,21~~<br>Lloyd'sRM~~C10,21 for No.3~~ [illegible]<br>1,22 | | | | 1886<br>7mo | Scott&Co.<br>Greenock | G.S.Yuill&Co.Ld. | 315·2<br>P46′ B102′ F43′ | 38·2 | 23·8 | HongKong<br>British | T.3Cy.25″,40″&62″-48″<br>266NHP<br>Scott&Co.,Greenock | | |
| 11912<br>135818 | Changteh **SteelTwinSc**<br>(*Tug*) | 244<br>200<br>56 | | | | | 1914 | NewEng. &SBWks,Ld.<br>Shanghai | ChinaNav.Co.Ld. | 140·0 | 26·0 | 7·5 | Shanghai<br>British | T.6Cy.10″,16″&26″-15″<br>69RHP<br>NewEng.&S.B.Wks.Ld.Shi | | |
| 11913<br>134701<br>JFKW | Changuinola **SteelTwinScSr**<br>*ss*Brs.No.2-20<br>(*ex*CarlSchurz,*ex*KarlSchurz)<br>3*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws)<br>*Elec.light* *Ref.Mchy.* Sub.Sig. Wireless | 5978<br>4757<br>3552 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,22 ~~4,21~~ ~~16,21~~<br>~~BS3,20~~ | Liv<br>Brs<br>BS12,21<br>~~BS3,21~~<br>✠LMC1,20 | *z* | CL<br>~~1,20~~<br>1,22 | 1912<br>10mo<br>*Lloyd's A&CP* | Swan,Hunter&Wigham Richardson Ld.Newcastle | Elders&Fyffes,Ld.<br>*WB= Cell*<br>*DBa98′ uE&B108′* | P40′B206′F53′<br>*on Shelter dk*<br>*156′866tDtanks at* | 410·9 | 51·1 | 30·4 | Bristol<br>British<br>7*BHCem*<br>*sides of tun* | T.6Cy.23½″,39″&66″-45″ (*s*)<br>200lb HS16512 1032NHP<br>2DB&2SB,*18cf*,GS384, FD<br>Wllsnd.SlpwyCo.Ld.Nwc.<br>*nel69′290tFPT68tAP739t* | 33 ′ 0<br>s 7 ′ 5<br>26 ′ 0 | |
| 11914<br>132835<br>JBNK | Channel Trader **SteelScSr**<br>*ss*Sws.No.2-21 ~~*ss*Cff.No.1-17~~<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted* | 684<br>568<br>285 | ✠100A1<br>8,21~~10,20~~<br>~~BS10,20~~<br>MS8,21 | Cff<br>Sws<br>✠LMC6,17<br>BS1,22 | *l* | CL<br>10,20 | 1913<br>1mo<br>*Lloyd's A&CP* | Smith's DockCo.Ld.<br>Middlesbro' | LondonWelshS.S. Co.Ld.<br>*WB=*<br>*Cell DB a 39′ u* | 200·0<br>P&B113′F55′<br>FK<br>*E19′ f 86′161tFPT* | 31·5 | 12·4 | W.Hartlpl<br>British<br>4*BHCem*<br>*25tAPT12t* | T.3Cy.17″,28″&46″-33″ (*s*)<br>180lb *100lb* 171NHP<br>1SB,*4cf*,GS81,HS3177<br>Richardsons,Westgarth& Co.Ld.Mdb. | 14 ′ 4<br>s ′ 8<br>13 ′ 11 | |
| 11915 | Chantaboon **SteelTwinSc**<br>1*Dk* | 421<br>—<br>260 | | | | | 1908 | HongK'ng &Whampoa DockCo.Ld.<br>HongKong | | 152·5 | 29·0 | 11·0 | | T.6Cy.8½″,13½″&23½″-15″<br>43NHP<br>HongKong&Whampoa DockCo.Ld.HongKong | | |
| 11916<br>144216<br>KGNQ | Chantala **SteelSc**<br>*Elec.light* 2*Dks*(*StlU*-ws)&*Shade dk*<br>Wireless (*Stl*-teak s) | 3129<br>2399<br>1428 | ✠100A1<br>*Shade dk*<br>8,20<br>*Fitted for oil fuel 8,20 F.P. above 150° F.* | Gls<br>✠LMC8,20 | *v* | CL | 1920<br>8mo<br>*Lloyd's A&CP* | Barclay, Curle&Co.Ld<br>Glasgow | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB269′569t* | 330·2<br>F *on Shade dk* 37′<br>FK<br>*DTf9′56t FPT39t* | 46·0 | 22·2 | Glasgow<br>British<br>8*BHCem*<br>*APT21t* | T.3Cy.24″,41″&70″-48″ (*s*)<br>215lb 678NHP<br>4SB,*16cf*,GS271,HS11084FD<br>Barclay,Curle&Co.Ld.Gls | 24 ′ 6<br>s 3 ′ 4<br>21 ′ 9 | |
| 11917<br>102955 | Chanticleer **IronScK**<br>*ss*Abn.No.3-10,06<br>*ss*Ply.No.1-11<br>1*Dk* | 173<br>163<br>72 | ✠ —<br>6,20<br>*Stm Trawler*<br>✠NB10,06✠ | Ply | | | 1894<br>6mo | Cook,Welton&Gemmell<br>Hull | Wharncliffe Steam FishingCo.Ld. (W.T.Sinderson,*Mgr.*) | 114·4<br>len04<br>ptND06 BK7½ | 20·9 | 10·7 | Grimsby<br>British<br>3*BHCem* | T.3Cy.11½″,18″&30″-22″<br>45RHP<br>1SB,*2pf*,GS33,HS940<br>C.D.Holmes&Co.,Hull | 11 ′ 9 | |
| 11918<br>86235 | — **WoodScFlat**<br>*Mchy.Aft* | 113<br>105<br>77 | | | | | 1868 | AnnDeakin<br>Winsford | SaltUnion,Ld. | 88·0 | 19·1 | 8·7 | Liverpool<br>British | 2Cy.12″-16″<br>NE76 NB79 24RHP<br>J.Jack,Liverpool | | |
| 11919<br>218076<br>LRFB | Chantier **SteelScSr**<br>Sub.Sig.<br>*Elec.light* Wireless 1*Dk* | 2323<br>—<br>1394 | | | | | 1919 | M'Dougall DuluthCo.<br>Duluth,Minn | UnitedStates ShippingBoard | 251·0<br>P25′B64′F20′ | 43·5 | 24·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20″,33″&54″-40″<br>184NHP<br>McDougallDuluthCo. | | B |
| * 11920<br>137683 | Chao Chow Fu **SteelSc**<br>*ss*Lon.2ndNo.3-12,19<br>(*ex*Rajaburi) 2*Dks*(*UStl*-ws)<br>*Elec.light* | 1909<br>1758<br>1195 | 100A1<br>12,21 ~~—~~<br>BS12,20 | Lon<br>LMC11,19 | *s* | 11,19 | 1900<br>A&CP | J.C.TecklenborgA.G.<br>Geestemünde | TheShippingController(Gen.Steam Nav.Co.Ld.*Mgrs.*)<br>*CellDB242′* | 290·5<br>P11′B31′F45′<br>FK<br>*432tDTa4′50tFPT* | 39·3 | 20·1 | HongKong<br>British<br>6*BHCem*<br>*67tAPT19t* | T.3Cy.19¾″,34¼″&55 1⁄16″-35½″<br>180lb *60lb* (*s*) 206NHP<br>2SB,*6cf*,GS117,HS3330<br>J.C.TecklenborgA.G.Gst. | 22 ′ 9 | |
| 11921<br>218070<br>LRDP | Chaparel **SteelScSr**<br>Sub.Sig.<br>*Elec.light* Wireless 1*Dk* | 2323<br>—<br>1394 | | | | | 1919 | M'Dougall DuluthCo.<br>Duluth Minn | UnitedStates ShippingBoard | 251·0<br>P25′B64′F31′ | 43·5 | 22·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20″,33″&54″-40″<br>184NHP<br>McDougallDuluthCo. | | B |
| 11922<br>214918<br>LHRC | Chapman Bros. **SteelSc**<br>1*Dk* | 472<br>—<br>321 | | | | | 1917 | ..................<br>Elizabethport N.J. | Merritt&Chapman Derrick&Wrecking Co. | 130·8 | 35·6 | 12·6 | NewYork<br>Utd.States | | | |
| 11923<br>219958<br>LWKS | Chappaqua **SteelScSr**<br>Sub.Sig.<br>*Elec.light* Wireless 2*Dks* | 4755<br>—<br>2912 | | | | | 1920 | Standard S.B.Corp.<br>Shooters Island,N.Y. | UnitedStates ShippingBoard | 377·0<br>P41′B106′F41′ | 52·0 | 26·8 | New York<br>Utd.States<br>*WB* | T.3Cy.25″,42″&70″-48″<br>339NHP<br>StandardS.B.Corp. ShootersIsland,N.Y. | | B |
| 11924<br>217805<br>LQMV | Chappell **SteelScSr**<br>*Elec.light* Wireless 1*Dk*<br>Sub.Sig. | 2323<br>—<br>1394 | | | | | 1919 | M'Dougall DuluthCo<br>Duluth,Minn | UnitedStates ShippingBoard | 251·0<br>P25′B64′F31′ | 43·5 | 24·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20″,33″&54″-40″<br>184NHP<br>McDougall DuluthCo. | | B |
| 11925<br>107000<br>JHRC | Char **SteelTwinScSp**<br>(*Tug*)<br>(*ex*Stranton) 1*Dk* | 148<br>148<br>2 | | | ... | | 1899 | J.P.Rennoldson&Sns<br>South Shields | N.EasternRly.Co. | 105·4<br>BK7″ | 22·1 | 9·7 | W.Hartlpl<br>British | C.4Cy.16″&32″-21″<br>98RHP<br>J.P.Rennoldson&Sns SShl | 10 ′ 6 | |
| 11926<br>OEIP | Charbonnier **SteelTwinSc**<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1064<br>750<br>588 | | | | | 1919 | Forg.&Ch. de laMedit.<br>Havre | FrenchGovernment | 216·5<br>P23′F9′ | 34·1 | 14·7 | French<br>*WB* | T.6Cy.12″,20″&31½″-16½″<br>80NHP<br>Forg.&Ch.de la Médit.Msl. | | |
| 11927<br>OEIW | Charité **SteelScSr**<br>(*Trawler*) | 130<br>—<br>17 | | | | | 1900 | Soc.Anon. deCon.Marit.<br>Boulogne | A.&F.Anquetin | 89·5 | 19·7 | 10·9 | Dieppe<br>French<br>*WB* | T.3Cy.10″,15¾″&26″-20″<br>NB02 30NHP<br>Soc.Anon.deConMar.Boul. | | V |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Character. ✠ for Special Survey. Date of 1st Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7a Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | No. & Dia. of Cylinders. Boiler Pressure. NHP=Horsepower by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Corresponding draught. ft. in. | Regist. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11928 | Chariton SteelAuxSc3MstSr<br>(exAdri) OilEng.<br>Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 381<br>312<br>274 | | | | | 1918 | A.deJong<br>Vlaardingen | G.M.Embiricos | 142·2<br>P25'F18' | 26·4 | 11·4 | Piræus<br>Greek<br>WB | Oil Engine 2S.C.SA<br>2Cy.15⅜"-16¾" 34NHP<br>Steyaard&J.Walen,Rot. | | |
| 11929<br>NSKH | Charkow SteelScSr<br>1Dk&Awng dk<br>Elec.light | 1026<br>841<br>525 | | | | | 1913 | Helsingörs<br>Jernsk &Msk.<br>Elsinore | DetForenede<br>DampskibsSelsk. | 236·1 | 35·6 | 21·2 | Copnhagn<br>Danish<br>WB | T.3Cy.18",30"&50"-36"<br>161NHP<br>HelsingörsJernsk.&Mskb. | | V |
| 11930 | Charles SteelTrpSc<br>(exHarvard) 1Dk<br>Elec.light<br>~~Now named "Harvard," See No.37753 in Supplement~~ | 3737<br><br>2317 | | | | | 1907 | Delaware<br>RiverCo.<br>Chester,Pa. | UnitedStates<br>Government(Navy<br>Department) | 376·0 | 61·0 | 20·0 | Utd.States<br>WB | 3 Steam Turbines<br>W.&A.FletcherCo.Hobokn | | R |
| 11931<br>MPRJ | — WoodAuxScGl<br>(exKarl) Motor<br>(See Sailing Ship Register) | 107<br>—<br>76 | | | | | 1910 | ..................<br>Assarebo | ArthurAndersen | 78·0 | 23·2 | 8·2 | Trndhjem<br>Norwegian | Motor | | |
| 11932<br>OEJB | — SteelScK<br>ssDieppeNo.2-19<br>Elec.light 1Dk | 99<br>93<br>11 | ✠100A1<br>StmTrawler<br>7,21 ~~1,19~~<br>~~BS6,20~~ | Dieppe<br>BS7,21<br>✠LMC1,19 | | CL<br>1,19 | 1910<br>6mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>sA&CP | ~~E.Abraham~~<br>RenéPetit | 85·2<br>BK7"<br>WB= | 19·1 | 9·7 | Dieppe<br>French<br>4BHCem<br>DBf15'11t | C.2Cy.12"&28"-18" (r)<br>150lb 43NHP<br>1SB,2pf,GS30,HS830<br>Hall,Russell&Co.Ld.Abn | 10 " 6<br>s " 6½<br>10 " 7 | |
| 11933 | Charles Adair SteelScK<br>Mchy.Aft 1Dk | 324<br>288<br>133 | ✠100A1<br>StmTrawler<br>10,17 | Hul<br>✠LMC10,17 | | CL | 1917<br>10mo<br>Lloyd | Cochrane<br>&SonsLd<br>Selby<br>'sA&CP | TheAdmiralty | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87NHP<br>1SB,3pf,GS48,HS1440<br>CrossleyBros.Ld.Mch. | 13 " 6 | |
| 11934<br>144891 | Charles Antram SteelScK<br>1Dk(Stl)<br>Now named "Edmond van Beveren," See No.37180 in Supplement | 290<br>249<br>127 | ✠100A1<br>StmTrawler<br>11,20 | Sws<br>✠LMC2,20 | | | 1919<br>12mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | TheAdmiralty | 125·5<br>Q72'F21'<br>BK7½" | 23·5 | 12·7 | London<br>British<br>3BHCem | T.3Cy.12½",21"&35"-26"(s)<br>180lb 86NHP<br>1SB,3pf,GS49,HS1590<br>Amos&SmithLd.Hull | 13 " 6 | |
| 11935<br>133335 | Charles Barrie SteelSc<br>(Tug)<br>Mchy.Aft 1Dk | 122<br>113<br>69 | | | ... | | 1910 | CaledonS.<br>B.&E.Co.Ld<br>Dundee | DundeeHarbour<br>Commissioners | 90·0<br>BK6¼" | 22·1 | 7·4 | Dundee<br>British | C.2Cy.13"&28"-18"<br>32RHP<br>CaledonSB&.E.Co.Ld.Dun | 8 " 0 | |
| 11936 | Charles Blight SteelScK<br>1Dk(Stl) | 202<br>200<br>88 | ✠100A1<br>StmTrawler<br>4,19 | Abn<br>✠LMC4,19 | | CL | 1919<br>4mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | J.Johnson | 115·4<br>BK7½" | 22·1 | 12·1 | British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>J.Abernethy&Co.Ld.Abn. | 13 " 0 | |
| 11937<br>143886 | Charles Boyes SteelScK<br>Mchy.Aft 1Dk(Stl) | 290<br>249<br>127 | ✠100A1<br>StmTrawler<br>6,18 | Hul<br>✠LMC6,18 | | CL<br>2,22 | 1918<br>6mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | ElspethLady<br>Beardmore(Brand<br>&Curson,Ld.<br>Mgrs.) | 125·5<br>Q72'F21'<br>BK7½" | 23·5 | 12·7 | London<br>British<br>3BHCem | T.3Cy.12½",21"&35"-26"(s)<br>180lb 87NH<br>1SB,3pf,GS49,HS1590<br>Amos&SmithLd.Hull | 13 " 6 | |
| * 11938<br>214817<br>LGSQ | Charles Braley SteelTwinScSr<br>ssBal.No.1-21 OilEng.<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinal framing<br>Wireless | 3254<br>2994<br>2029 | ✠100A1<br>10,21 ~~4,20~~<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 4,17 F.P. above 150° F. | NYk<br>Bal<br>✠~~LMC4,20~~<br>10,21 | t | ~~4,20~~<br>10,21 | 1917<br>4mo | Baltimore<br>D.D.&S.B.Co<br>Baltimore<br>A&CP | CubaDistillingCo.<br>Inc. | 292·3<br>P76'F26'<br>FK<br>FPT73tAPT112t | 47·2 | 26·9 | NewYork<br>Utd.States<br>11BHptCem<br>7 " to Udk<br>4 " " 2nd " | Oil Engines 2S.C.SA (s)<br>8Cy.20¼"-29¼" 286NHP<br>150lb<br>N WaterTubeDB19refitted21<br>J&CGBolindersCoLdSkm | 28 " 1<br>s 5 " 5<br>23 " 0 | |
| 11939<br>204509<br>KWHP | Charles Christenson WoodSc<br>3MstSr<br>(exShna-Yak) 1Dk2trB | 839<br>663<br>452 | | | | | 1907 | HallBros.<br>Winslow,<br>Wash. | WesternMercantileMarineCorp. | 188·7 | 39·8 | 12·8 | S.Frncisco<br>Utd.States | T.3Cy.13",22"&36"-24"<br>64NHP<br>FultonIronworks,S.Frisco | | |
| 11940<br>145074 | Charles Doran SteelScK<br>(exJohn Anderson) ~~(Fishing)~~<br>Elec.light ssMil.No.3-2,21 1Dk | 273<br>239<br>112 | ✠100A1<br>Stm.Trawler<br>2,21 | Mil<br>✠LMC2,21 | | 2,21 | 1917<br>12mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld.Beverley<br>'sA&CP | TheAdmiralty | 125·4<br>Q71'<br>BK7½" | 22·7 | 12·2 | London<br>British<br>4BHCem | T.3Cy.12½",21½"&35¼"-24"<br>200lb (s) 62RHP<br>1SB,3pf,GS48,HS1450<br>Amos&Smith.Ld.Hull | 13 " 1 | |
| 11941<br>144286 | Charles Doyle SteelScK<br>Now named "Sabina," See No.39390 in Supplement<br>1Dk(Stl) | 202<br>[illegible]<br>77 | ✠100A1<br>Stm Trawler<br>4,21 ~~12,19~~ | Wvn<br>Bgs<br>✠LMC11,19 | | 4,21 | 1919<br>12mo<br>Lloyd | Rennie<br>ForrestS.B.<br>E&DDkCoLd<br>Wivenhoe<br>'sA&CP | ~~TheAdmiralty~~<br>ConsolidatedStm<br>Fishing&IceCo.<br>(Grimsby)Ld.<br>(J.D.Marsden Mgr. | 115·4<br>BK7½" | 22·1 | 12·1 | London<br>British<br>3BHCem<br>DBf29'15t | T.3Cy.12",20"&34"-23" (s)<br>180lb 75RHP<br>1SB,3pf,GS42,HS1347<br>A.G.Mumford,Ld.<br>Colchester | | |
| 11942<br>132437 | Charles Duckett SteelScCtr<br>(Hopper Barge)<br>(exHopperNo.404) 1Dk | 495<br>460<br>199 | | | ... | | 1912 | Fleming&<br>Ferguson,Ld.<br>Paisley | Melb'rneHarbour<br>TrustCommisionrs | 159·8<br>FK | 28·1 | 12·6 | Melbourne<br>British | C.2Cy.18"&36"-24"<br>54RHP<br>Fleming&Fergusn,Ld.Psy | 13 " 3 | |
| * 11943<br>212718<br>LDVF | Charles E. Harwood SteelScSr<br>ssNYk.No.1-1<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinal framing<br>Wireless Sub.Sig. | 3178<br>2897<br>1911 | ✠100A1<br>~~5,12 12,20~~ 7,21<br>~~BS12,20~~<br>BS7,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 9,13 F.P. above 150° F. | NYk<br>~~Jck~~ Bos<br>✠~~LMC8,13~~<br>MS5,21 | u | CL<br>~~N3,19~~<br>5,21 | 1913<br>9mo<br>Lloyd | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>sA&CP<br>WB | PanAmerican<br>Petroleum&<br>TransportCo.<br>=CellDBuB20'30 | 320·0<br>P68'B12'F28'<br>FK<br>tFPT150tAPT20t | 45·1 | 26·3 | L.Angeles,<br>Cal.<br>Utd.States<br>14BHCem<br>8 " to Udk<br>6 " " 2nd " | T.3Cy.19",31½"&50"-36" (s)<br>160lb 196NH<br>2SB,4cf,GS73,HS2910 FI<br>WllsndSlpwyCo.Ld.Nwc. | 26 " 6<br>s 4 " 8<br>22 " 2 | |
| * 11944<br>OEJI | Charles Fillion WoodSc<br>(exWarChilkat) 1Dk2trB<br>Elec.light Salted & specially treated<br>Well deck | 2331<br>1742<br>1431 | ✠12A1<br>1,20<br>BS7,20 | Gls<br>✠LMC7,19 | r | CL<br>1,20 | 1918<br>8mo<br>Lloyd | Western<br>Canada<br>Shipyards,Ld<br>Vancouver,<br>B.C.<br>'sA&CP | Soc.Anon.deNav.<br>"LesArmateurs<br>Français" | 249·5<br>P&B138'F32' | 43·5 | 22·8 | Dunkirk<br>French | T.3Cy.20",33"&54"-40" (s)<br>185lb 322NH<br>2 Water Tube Boilers<br>GS120,HS5280 FI<br>CanadianIngersoll,Rand<br>Co.Sherbrooke,Qbc | 25 " 6<br>s 3 " 6 | |
| 11945<br>105668 | Charles Galloway SteelSc<br>1Dk | 127<br>97<br>3 | | | | | 1895 | J.T.Eltringham&Co.<br>S.Shields | ManchesterShip<br>CanalCo. | 90·2 | 19·2 | 8·6 | Manchestr<br>British | C.4Cy.14"&30"-21"<br>72RH<br>G.T.Grey,S.Shields | | |
| 11946<br>220711<br>MBRG | Charles H. Cramp SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks&Shelterdk<br>Wireless Longitudinal framing | 6220<br>5850<br>3812 | | | ... | | 1920 | WCramp&<br>SonsS&EBCo<br>Philadelphia | UnitedStates<br>ShippingBoard | 404·6<br>F31'onShelterdk<br>FK | 53·9 | 34·2 | Phildlphia<br>Utd.States<br>WB | Q.4Cy.25½",37",52½"&76"-54"<br>424NH<br>W.Cramp&SnsS&EBCPhl. | | R |
| 11947<br>203918 | Charles Hubbard SteelScSr<br>Mchy.Aft Elec.light 1Dk | 4846<br>—<br>4287 | | | | | 1907 | ToledoS.B.<br>Co.<br>Toledo | GreatLakesS.S.Co | 438·7 | 52·0 | 23·9 | Oswego,<br>N.Y.<br>WB<br>Utd.States | Q.4Cy.16½",24",35"&50"-42"<br>162NH<br>ToledoS.B.Co.Toledo | | |
| 11948<br>201054<br>KTFC | Chas. J. Colonna WoodSc<br>1Dk | 231<br>203<br>157 | | | | | 1904 | CJColonna<br>Berkley,Va. | SeaboardOil&<br>GuanoCo.Inc. | 123·5<br>Q60'B28'F24' | 22·0 | 10·5 | Reedville,<br>Va.<br>Utd.States | C.2Cy.15"&30"-22"<br>35NH<br>Neafie&LevyS&EB Co.Phl | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant<br>pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ❊ 11949<br>OEJL | **Charles Le Borgne** SteelScSr<br>ssBrest.No.2-20<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | 1020<br>773<br>507 | ✠100A1<br>~~7,21~~~~6,20~~ 5,22<br>✠LMC5,20<br>BS 5,22 | Brest<br>~~Hav~~ Rou | *m* | CL<br>6,20 | 1913<br>6mo<br>*Lloyd's*A&CP | Osbourne, Graham&Co. Sunderland | Soc.Fécampoise de Nav.(Charles LeBorgne,*Mgr.*)<br>*WB=CellDB* | 210·0<br>Q122'F22'<br>*a75'f81'257t FPT* | 33·2 | 13·7<br>FK | Fécamp<br>French<br>3*BHCem*<br>45*tAPT*53*t* | T.3Cy.17",28½"&46"-33" (s)<br>180lb 155NHP<br>2SB,4pf,GS76,HS2722<br>MacColl&Pollock,Ld.Sld. | 15 ′ 9<br>s 1 ′ 2<br>14 ′ 9 | |
| 11950<br>145031 | **Charles Legg** SteelScK<br>ssPly.No.3-10,20<br>*Elec.light* 1*Dk* | 275<br>246<br>106 | 100A1<br>*StmTrawler*<br>6,21~~10,20~~<br>LMC10,20 | Ply | | CL<br>10,20 | 1919<br>*Lloyd's*A&CP | J.P.Rennoldson&Sns. Ld. S.Shields | TheAdmiralty | 125·1<br>Q72'F21' | 23·4 | 12·6<br>BK7½" | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (s)<br>180lb 87NHP<br>1SB,3pf,GS50,HS1619<br>J.P.Rennldsn&SnsLdSShl | 13 ′ 6 | |
| 11951<br>145835 | **Charles Livingston** SteelSc<br>*Elec.light* 1*Dk*(*Teak*)<br>*CruiserStern* | ~~470~~<br>464<br>314<br>157 | ✠100A1<br>10.21<br>~~(*ClassContemplated*)~~<br>✠LMC10,21 | PGl | *g* | CL | 1921<br>6mo<br>*Lloyd's*A&CP | Ferguson Bros.(Port Glasgow)Ld PortGlasgow | MerseyDocks& HarbourBoard | 144·9<br>~~F70~~F77'<br>*MT*13'43*t* | 27·7 | 12·7<br>BK8" | Liverpool<br>British<br>3*BHCam* | T.3Cy.13½",22"&36"-24"(s)<br>180lb 90RHP<br>1SB,3cf,GS59,HS1869<br>FergusonBros(Pt.Gl.)Ld. | 14 ′ 0<br>s 2 ′ 0½<br>12 ′ 6 | |
| 11952<br>125975 | **Charles Lyon** SteelTwinSc<br>(*CarFerry*)<br>*Elec.light* 1*Dk* | 1658<br>1593<br>1127 | | | | | 1908 | PolsonIron WorksCo.Ld Toronto | CanadianPacific Car&Passenger TransferCo.Ld. | 280·0 | 40·0 | 19·9 | Presott,On<br>British<br>*WB* | C.4Cy.22"&44"-30"<br>212NHP<br>PolsonI.W.Co.Ld.Toronto | | |
| 11953<br>217130<br>LNMB | **Charles M. Everest** SteelSc<br>*Elec.light* 3*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* Sub.Sig. *Longitudinal framing*<br>Wireless | 5373<br>4911<br>3238 | ✠100A1 4,22<br>~~8,21~~ 1,21~~4,22~~<br>MS7,20 ✠LMC12,18<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 12,18 *F.P. above* 150° F. | NYk<br>~~Phl~~ Phl | *z* | CL<br>~~1,21~~<br>8,21 | 1918<br>12mo | Bethlehem S.B.Corp.Ld. WlmngtnDel<br>A&CP | VacuumOilCo.Inc.<br>*CellDBuE&B*67'<br>13'245*tDTf*32'336*t* | 411·6<br>P114'B29'F41'<br>*inBunkers*<br>*FPT*106*tAPT*105*t* | 53·4 | ~~29·8~~ 31·2<br>FK | NewYork<br>Utd.States<br>18*BHptCem*<br>14 „ *to Udk*<br>4 „ „ *2nd* „ | T.3Cy.27",45"&74"-48" (s)<br>180lb *180lb* 528NHP<br>2SB,8cf,GS360,HS7788 FD<br>BethlehemS.B.Corp.Ld. | 31 ′ 0<br>s 6 ′ 11¼<br>24 ′ 5 | |
| 11954<br>127752 | **Charles M. Warner** SteelScSr<br>*Mchy.Aft* *Elec.light* 1*Dk*2*trB* | 3812<br>—<br>2738 | | | | | 1903 | Chicago S.B.Co. Chicago | GreatLakesS.S.Co. | 370·0<br>F44' | 48·0 | 24·0 | OswegoNY<br>Utd.States<br>*WB* | T.3Cy.20",33½"&55"-40"<br>191NHP<br>ChicagoS.B.Co.Chicago | | |
| 11955<br>126621 | **Charles Macalester** IronPad<br>*Elec.light* 1*Dk* | 625<br>—<br>463 | | | | | 1890 | Harlan& Hollingwrth WlmngtnDel | MountVernon& MarshallHall SteamboatCo.Ld. | 195·0 | 30·0 | 10·6 | Washngtn<br>Utd.States | 1Cy.44"-120"<br>NB07 163NHP<br>Harlan&HollingsworthCo. | | |
| 11956<br>204306 | **Charles O. Jenkins** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 6285<br>—<br>4827 | | | | | 1907 | Detroit S.B.Co. Wyandotte | JenkinsS.S.Co. (C.O.Jenkins,*Mgr*) | 504·0 | 54·2 | 31·0 | Fairport,O<br>Utd.States<br>*WB* | T.3Cy.22½",36"&60"-42"<br>233NHP<br>DetroitS.B.Co.Detroit | | |
| 11957<br>211688<br>LDGP | **Charles P. Greenough** WoodScSr<br>(*Tug*)<br>1*Dk* | 296<br>—<br>145 | | | | | 1913 | Cobb,Butler&Co. Rockland,Me | NewEnglandFuel &TransprtnCo. | 128·5 | 27·4 | 15·3 | Boston<br>Utd.States | T.3Cy.15",24"&40"-30"<br>88NHP | | |
| ❊ 11958<br>213898<br>LFSR | **CharlesPratt** SteelTwinSc3MstSr<br>ssNYk.No.1-20<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Mchy.Aft* Sub.Sig. &*Web frames*<br>Wireless *Longitudinal framing* | 10050<br>9825<br>7717 | ✠100A1<br>*Shelter dk withfreeboard*<br>4,22~~4,21~~ ~~9,20~~ ✠LMC<br>BS~~5,20~~ 4,22 MS9,20<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 3,16 *F.P. above* 150°F. | NYk | *f*† | CL<br>~~9,20~~<br>~~SN4,21~~<br>~~F4,21~~<br>4,22 | 1916<br>3mo | NwprtNws S.B.&D.D.Co. NewprtNews<br>A&CP | StandardOilCo. (NewJersey)<br>*CellDBuE&B*57*t*<br>*DTf*54'673*t* | 500·0<br>*f*17'255*t*<br>*FPT*243*tAPT*127*t* | 68·0 | 35·5<br>FK | NewYork<br>Utd.States<br>19*BHCem*<br>15 „ *toUdk*<br>4 „ „ *2nd* „ | T.6Cy.20½",35"&60"-42" (s)<br>200lb *180lb* 628NHP<br>3SB,12cf,GS213,HS8700 FD<br>NewportNwsSB&D.D.Co. | 38 ′ 3<br>s 11 ′ 5<br>27 ′ 3 | |
| 11959<br>OEJS | **Charles Roux** SteelTrpSc<br>*Elec.light* Wireless | 4104<br>3055<br>1233 | | | | | 1908 | Chant.de l'Atlantique St.Nazaire | Cie.Générale Transatlantique | 385·5<br>P15'Q118'H—F45' | 45·6 | 26·1 | Marseilles<br>French<br>*WB* | 3 Steam Turbines<br>Soc.Electro-Mécanique,Bourget | | |
| ❊ 11960<br>219185<br>LTNM | **Charles S. Gawthrop** WoodAux<br>*OilEng.*TwinSc4MstSr<br>*Elec.light* 2*Dks*<br>*Mchy.Aft* *Salted*<br>(*See Sailing Ship Register*) | 1488<br>1331<br>1227 | ✠12A1<br>6,20<br>✠LMC11,19 | NYk | *p* | CL<br>6,20 | 1919<br>8mo | American Car& FoundryCo. WlmngtnDel<br>A&CP | WoodinTransportationCo. | 212·2<br>P30'F50' | 40·0 | 21·2 | NewYork<br>Utd.States | Oil Engines 4S.C.SA<br>12Cy.12 7/16"-18" 106NHP<br>DB*100lb*<br>WintonEng.Co.Clv.O. | 24 ′ 2 | |
| 11961<br>202889 | **Charles S. Hebard** SteelScSr<br>Sub.Sig.<br>1*Dk* | 6291<br>—<br>4854 | | | | | 1906 | American S.B.Co. Cleveland | WilsonTransitCo. | 504·0 | 54·0 | 30·0 | Cleveland<br>Utd.States | T.3Cy.23½",38"&63"-42"<br>257NHP<br>AmericanSB.Co.Cleveland | | L |
| 11962 | **Charles Schiaffino** SteelSc<br>(*ex*Pluto)<br>1*Dk* | 1148<br>1006<br>678 | | | | | 1912 | Laxevaags Msk.&Jrnskb Bergen | Soc.Algérienne de Nav.pour l'Afrique duNord (Ch.Schiaffino&Co.*Mgrs.*) | 229·2<br>P19'B61'H17*t*F29' | 35·2 | 15·9 | Algiers<br>French<br>*WB* | T.3Cy.16¾",27"&44"-30"<br>106NHP<br>LaxevaagsMsk&Jrns.Bgn. | | V |
| 11963<br>220856<br>MCBF | **Charlie Watson** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless *OilEng.*<br>Sub.Sig. 1*Dk*<br>*Carrying petroleum in bulk* | 1769<br>—<br>998 | | | | | 1920 | Union Const.Co. Oakland,Cal. | StandardOilCo. (Cal.) | 250·0 | 37·0 | 21·0 | S.Frncisco<br>Utd.States | Oil Engine<br>12Cy.16½-29½ | | R |
| 11964<br>217253<br>LNVK | **Charlot** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trB in fore&after holds&Webframes*<br>Sub.Sig. | 3545<br>3005<br>2179 | | | ... | | 1919 | Submarine BoatCorp. Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>WestinghouseElectric&Mfg.Co.Essington,Pa. | 28 ′ 6 | R |
| 11965<br>OEJZ | **Charlotte** SteelTwinSc<br>*Mchy.Aft* 1*Dk* | 822<br>708<br>449 | | | | | 1910 | Forg.&Ch. de laMédit. LaSeyne | Cie.deTransp. Mar.&Fluv. (Leroux&Heuzey, *Mgrs.*) | 235·0<br>P59'B34'F29' | 32·3 | 13·4 | Rouen<br>French<br>*WB* | C.4Cy.14⅜"&25⅜"-15¾"<br>44NHP<br>Forg.&Ch.delaMédit.Msl. | | V |
| 11966<br>OEKA | — SteelScK<br>(*Trawler*)<br>*Elec.light* Wireless 1*Dk* | 239<br>210<br>91 | | | | | 1900 | Earle'sCo. Ld. Hull | G.Vidor fils&Co. | 126·0 | 22·0 | 11·1 | Boulogne<br>French<br>*WB* | T.3Cy.13",22"&36"-24"<br>63NHP<br>Earle'sCo.Ld.Hull | | V |
| ❊ 11967 | — SteelScK<br>ssYmu.No.3-5,12<br>(*ex*Margaretha,*ex*St. Vincent) ssYmu.No.2-19<br>1*Dk* | 140<br>134<br>40 | ✠100A1<br>*StmTrawler*<br>7,20 ✠LMC8,19<br>BS6,21 | Ams | | ~~CL~~<br>~~7,20~~<br>12,21 | 1900<br>1mo | JTEltringham&Co. S.Shields<br>A&CP | N.V.Charlotte (J.G.VisserHzn.) | 100·5 | 20·1 | 10·4<br>BK7" | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.11",17"&30"-21" (s)<br>160lb 41NHP<br>1SB,2pf,GS26,HS862<br>Baird&Barnsley,N.Shields | 11 ′ 0 | |
| ❊ 11968<br>212853<br>LDQB | **Charlton Hall** SteelScSr<br>ssN.Yk.No.3-9,19<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*deep framing* | ~~4749~~<br>~~4405~~<br>~~2999~~<br>5631<br>4405<br>4123 | ✠100A1<br>*Spar dk*<br>~~6,21~~~~5,20~~ 3,22<br>~~BS2,21~~ ✠LMC12,19<br>BS3,22 | NYk<br>~~Bal~~ | *z* | CL<br>~~8,20~~<br>~~6,21~~<br>3,22 | 1907<br>7mo | W.Hamilton&Co.Ld Pt.Glasgow<br>A&CP | UnitedStatesSteel ProductsCo.Inc.<br>*WB=CellDBa*<br>*f*174' 1039*t* | 400·0<br>P37'B238'F37'<br>130'*uE&B*44'<br>*DTa*30'759*t FPT* | 50·0 | 18·4<br>27·2<br>FK | NewYork<br>Utd.States<br>6*BHCem*<br>89*tAPT*34*t* | T.3Cy.26",44"&73"-48" (s)<br>180lb ~~180lb~~ 481NHP<br>2SB,8cf,GS157,HS6808 FD<br>D.Rowan&Co.Glasgow | 29 ′ 10<br>s4 ′ 10<br>25 ′ 4 | |

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| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11969<br>139636 | Charlus **SteelScSp**<br>(*ex*Princenhage II.)<br>*Mchy.Aft* 1*Dk* | 373<br>261<br>177 | | | | | 1917 | N.V.Kuy&Ree'sMch.&Schpsw.<br>Rotterdam | ~~EnsignShipping Co.Ld. (J.David, Mgr.) J.H.Cubitt~~<br>RegentShppgCo.Ld<br>(JHCubitt&Co*Mgrs*) | 132·3\|23·1\|10·9<br>Q59'B9'F15' | Cardiff<br>British | T.3Cy.10¼",16¼"&27⅝"-20"<br>32NHP<br>N.V.Kuy&Ree'sMch.&Schpsw.Rot. | | V |
| 11970<br>100793 | Charmer **SteelScSr**<br>(*ex*Premier)<br>2*Dks* | 1044<br>609<br>497 | | | | | 1887 | Union Iron Works<br>S.Francisco | CanadianPacific RailwayCo. | 200·0\|42·0\|12·9 | Vict'riaBC<br>British | T.3Cy.23",34"&56"-36"<br>188NHP<br>UnionIronWorks,S.Fo. | | |
| 11971<br>127082 | Charmouth **SteelScK**<br>*ss*Mil.No.2-20<br>1*Dk* | 195<br>182<br>74 | ✠100A1<br>*StmTrawler*<br>10,20<br>BS10,20 ✠LMC4,19 | Mil | | CL<br>4,19 | 1910<br>8mo<br>*Lloyd's*A&CP | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | SwanseaSteam TrawlingCo.Ld.<br>(H.E.Rees,*Mgr.*) | 110·5\|21·1\|11·5<br>Q65'<br>BK7½" | Bristol<br>British<br>3*BHCem* | T.3Cy.12",19"&32"-22½" (r)<br>180lb 62RHP<br>1SB,2*pf*,GS34,HS1080<br>W.V.V.Lidgerwood,Gls. | 12 " 3 | |
| 11972<br>118013<br>TWVG | Charon **SteelScSr**<br>*Elec.light* Wireless 2*Dks* | 2682<br>2111<br>1661 | | | | | 1903 | CaledonS.B.&E.Co.Ld<br>Dundee | OceanS.S.Co.Ld.<br>(A.Holt&Co. *Mgrs.*) | 306·1\|45·2\|19·6<br>P47'B124'F35' | Liverpool<br>British<br>*WB* | T.3Cy.21½",36"&60"-42"<br>233NHP<br>CaledonS.B.&E.CoLd.Dun | | |
| 11973<br>OEKP | Charpentier **SteelTwinSc**<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1065<br>—<br>588 | | | | | 1919 | Forg.&Ch. delaMédit.<br>LaSeyne | French Government | 219·0\|33·2\|12·2<br>P75'F29' | Marseilles<br>French<br>*WB* | T6Cy12¼",19$\frac{7}{10}$"&31$\frac{9}{10}$"-16½"<br>80NHP<br>Forg.&Ch.delaMédit.Msl. | | V |
| 11974<br>OEKS | Charron **SteelTwinSc**<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1065<br>—<br>588 | | | | | 1919 | Ch.dela Méditerranée<br>Havre | FrenchGovernment | 229·6\|34·1\|14·8<br>P59'F20' | Havre<br>French<br>*WB* | T.6Cy.12⅜",19⅗"&31½"-16½"<br>80NHP<br>Ch.delaMéditerranée,Hav. | | |
| 11975<br>146145<br>KJTP | Chartered **SteelSc**<br>*Elec.light* *Welldeck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | ~~2050~~ 2021<br>~~1548~~ 1555<br>~~1125~~ 1106 | ✠100A1<br>10,21<br>~~(*ClassContemplated*)~~<br>✠LMC10,21 | Sld | *r* | CL | 1921<br>10mo<br>*Lloyd's*A&CP | J.Crown&Sons,Ld.<br>Sunderland | GasLight&Coke Co. (Stephenson Clarke&Co.,*Mgrs.*)<br>*CellDB*225'506t | 270·4\|38·2\|18·5<br>Q163'F28'<br>FK<br>*MT*10'252t*FPT* 149t | London<br>British<br>4*BHCem*<br>*APT*77t | T.3Cy.20½",33"&54"-39"(*s*)<br>180lb 214NHP<br>2SB,6*pf*,GS92,HS3524<br>N.E.MarineEng Co.Ld.Sld | 20 " 6<br>s6"11½<br>18 " 7 | |
| 11976<br>57889 | Charybdis **SteelTwinSc**<br>3*Dks*<br>*CruiserStern* | 3583<br>3492<br>1769 | | | | | 1894 | EarlesCo. Ld.<br>Hull | TheAdmiralty | 323·0\|49·0\|<br>B13*t*H38*t* | British | T6Cy83",49"&74"-33"<br>315NHP<br>EarlesCo.Ld.Hull | | CR |
| 11977<br>203098 | Chase S. Osborn **SteelSc**<br>(*Tug*)<br>*Elec.light* 2*Dks* | 492<br>—<br>334 | | | | | 1906 | Johnston Bros. Ferrysburg,Mich. | Gustavius&Co. | 128·4\|25·2\|12·6 | Fairport<br>Utd.States | O.2Cy.21"&42"-36"<br>88NHP<br>*E made-fitted*06 | | |
| 11978<br>85075<br>WDVG | Chasina **Iron&SteelScSr**<br>(*ex*Selma,*ex*Yacht,*ex*SantaCecilia)<br>1*Dk* | 259<br>194<br>139 | | | | | 1881 | J.Elder&Co.<br>Glasgow | UnionS.S.Co.of BritishColumbia, Ld. | 141·8\|22·1\|11·6 | Vancvr,BC<br>British | C.2Cy.18"&36"-21"<br>80RHP<br>J.Elder&Co.Glasgow | 12 " 6 | |
| 11979<br>Wrecked 1,22<br>NBWJ | Chassie Maersk **SteelSc**<br>*Elec.light* Wireless | ~~4945~~ 4932<br>~~4726~~ 4713<br>~~3018~~ 3036 | ~~100A1~~<br>(*ClassContemplated*) | | | | 1920 | F.Schichau<br>Danzig | Dampskslsk.af 1912 (A.P.Möller, *Mgr.*) | 360·0\|51·2\|30·5 | Svendborg<br>Danish | T.3Cy.25⅝",43⅜"&70$\frac{15}{16}$"-47¼"<br>F.Schichau,Elbing | | |
| 11980<br>OEKU | Chassiron **SteelScK**<br>(*Trawler*)<br>*Elec.light* Wireless 1*Dk* | 253<br>227<br>89 | | | | | 1913 | Smith's DockCo.Ld.<br>Middlesbro' | OscarDahl | 125·0\|23·5\|12·3<br>Q76'F21' | LaRochlle<br>French<br>*WB* | T.3Cy.12½",21"&35"-26"<br>62NHP<br>Smith'sDockCo.Ld.Mdb. | | V |
| 11981<br>OELA | Château Latour **SteelScSr**<br>*Elec.light* Wireless 2*Dks* | 1912<br>1763<br>824 | | | | | 1914 | Atel.&Ch. delaLoire<br>Nantes | Worms& Cie. | 274·0\|38·0\|23·0<br>P36'B97'F31' | Havre<br>French<br>*WB* | T.3Cy.21⅜",35½"&59"-41$\frac{7}{10}$"<br>224NHP<br>Atel.&Ch.delaLoire,Nts. | | V |
| 11982<br>OELD | Château Palmer **SteelScSr**<br>*Elec.light* Wireless 2*Dks* | 1912<br>1763<br>823 | | | | | 1914 | Atel.&Ch. delaLoire<br>Nantes | Worms& Cie. | 280·3\|38·1\|21·4<br>P36'B97'F31' | Havre<br>French<br>*WB* | T.3Cy.21⅜",35½"&59"-41$\frac{7}{10}$"<br>224NHP<br>Atel.&Ch.delaLoire,Nts. | | V |
| 11983<br>OELI | Chateau Salins **WoodTwinSc**<br>(*ex*C.-11)<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1137<br>820<br>649 | | | | | 1919 | Fraser BraceShpyds Ld.<br>Montreal | FrenchGovernment | 194·8\|39·7\|15·0<br>P98'F28' | Havre<br>French | C.4Cy.12"&24"-16"<br>NationalS.B.Co. 38NHP<br>Goderich,Ont. | | |
| 11984<br>~~220803~~<br>~~MBVJ~~ | Chateau Thierry **SteelSc4TwinMsts**<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless Sub.Sig. *CruiserStern* | 7556<br>6282<br>3908 | 100A1<br>Shelter dk<br>withfreeboard<br>11,20<br>*Fitted for oil fuel 11,20 F.P. above 150° F.* | Hog Island | ... | | 1920<br>6mo<br>A&CP | American International S.B.Corp.<br>HogIslandPa | UnitedStates ~~ShippingBoard~~ Govt<br>(WarDept.,<br>*CellDB*288'1187t*DTa*11'58t*FPT*103t*APT*171t | 436·9\|58·2\|35·9<br>P80'B135'F82' on *Shelter dk*<br>FK | Phildlphia<br>Utd.States<br>11*BHtoSdk* | 2 Steam Turbines geared to 1Sc.Shaft (*s*)<br>200lb HS17410<br>6 Water Tube Boilers FD<br>GeneralElectricCo.Erie,Pa | 40 " 0 | |
| 11985<br>OELG | Chateauroux **SteelScSr**<br>*Elec.light* *Welldeck* 1*Dk*(*Stl*)<br>*Cargobattens not fitted* | 4736<br>3646<br>2778 | ✠100A1<br>2,21<br>~~(*ClassContemplated*)~~<br>✠LMC2,21 | Nwc | *x* | CL | ~~1920~~<br>1921<br>2mo<br>*Lloyd's*A&CP | TyneIron S.B.Co.Ld.<br>Newcastle | Soc.Marit.Auxiliaire deTransports<br>*CellDBuE*25'*f*152'561t*DTa*98'1390t | 364·1\|52·8\|24·5<br>P18'Q128'B68'F29'<br>FK | Nantes<br>French<br>6*BHCem*<br>*FPT*78t*APT*102t | T.3Cy.23½",38"&64"-42"(*s*)<br>180lb 347NHP<br>3SB,9*cf*,GS189,HS6156<br>Armstrong,Whitworth &Co.Ld.Newcastle | 26 " 8<br>s3"10½<br>23 " 0 | |
| 11986<br>353<br>HBDO | Chater-Dag **SteelScSr**<br>1*Dk*(*Stl*) | 901<br>775<br>518 | ✠<br>*withfreeboard*<br>5,96 ✠<br>*For Trading in the Black Sea* | Nwc | *m* | | 1896<br>5mo | Hawthorn, Leslie&Co.Ld<br>Newcastle | RussianStm.Nav. &TradingCo.<br>*WB*=<br>*CellDBa*46'*uE*&*B*36'*f*98'270t*FPT* | 220·0\|34·0\|12·2<br>B34'F26'<br>FK | Odessa<br>Russian<br>5*BHCem*<br>59t*APT*28t | T.3Cy.16",26"&43"-30"<br>120NHP<br>2SB,4*cf*,GS70,HS2080<br>Hwthrn,Leslie&C.Ld.Nwc | 14 " 0 | |
| * 11987<br>114515<br>TGVP | Chatham **SteelScSr**<br>*ss*Shl.No.3-2,16<br>(*ex*Eastville) *ss*Shl.No.1-20<br>1*Dk*(*ptIrn&ptStl*)2*trB* &*deep framing*3*Dkrule* | 3564<br>3373<br>2256 | ✠100A1<br>~~9,21~~ ~~10,20~~ 2,22<br>✠LMC11,20<br>MBS10,21 | Shl<br>~~CfE~~ Npt | *v* | CL<br>~~11,20~~<br>3,22 | 1902<br>3mo<br>*Lloyd's*A&CP | JReadhead &Sons<br>SouthShields | BritainS.S.Co.Ld. (Watts,Watts &Co.Ld.*Mgrs.*)<br>*CellDBa*116'*uE*20'*f*142'826t | 341·3\|46·7\|25·9<br>P41'B92'F32'<br>FK | London<br>British<br>6*BHCem*<br>*APT*39t | T.3Cy.24",40"&65"-45" (r)<br>160lb *100lb* NDB17 294NHP<br>2SB,6*rf*,GS90,HS4557<br>J.Readhead&Sons,S.Shl. | 27 " 4<br>s4"10½<br>22 " 9 | |
| 11988<br>217996<br>LQWR | Chattanooga **SteelScSr**<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk*2*trB in fore& after holds&Webframes*<br>Sub.Sig. | 3545<br>3005<br>2179 | | | ... | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0\|46·2\|25·0<br>P30'B90'F35'<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1GearedSteamTurbine<br>WestinghouseElectric& Mfg.Co.Essington,Pa | 28 " 6 | R |
| * 11989<br>123693<br>HJBT | Chaudiere **SteelTwinScSr**<br>*ss*Liv.2ndNo.3-12,18<br>(*ex*Mandingo,*ex*Philippeville)<br>*Elec.light* 2*Dks*(1*Stl-ptws*&*UStl*-ws)<br>Wireless Sub.Sig. &*deepframing* | 4019<br>2966<br>2500 | ✠100A1<br>~~11,20~~ ~~12,19~~ 9,21<br>~~BS11,20~~ ✠LMC~~8,17~~ 12,21<br>~~BS12,21~~ | Hfx | *w* | CL<br>11,20 | 1899<br>8mo<br>A&CP | SirRaylton Dixon&CoLd<br>Middlesbro' | RoyalMailSteam PacketCo.<br>*WB*=*CellDBa*100'*uE*26'*f*144'532t*FPT* | 370·1\|46·2\|22·8<br>P&B261'F42'<br>FK | London<br>British<br>6*BHCem*<br>47t*APT*26t | T.6Cy.21½",34"&59"-42" (*s*)<br>180lb 584NHP<br>4SB,12*cf*,GS199,HS8240 FD<br>Wllsnd.Slpwy.Co.Ld.Nwc | 25 " 4<br>s3 " 7<br>22 " 5 | |

| 1<br>Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel<br>Total<br>Sous le Pont<br>Net | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7″<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant<br>pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11990<br>OELN | **Chaudronnier** SteelTwinSc<br>Elec.light Mchy.Aft 1Dk | 1065<br>—<br>588 | | | | | 1920 | Forg.&Ch. de laMédit<br>LaSeyne | French Government | 219·0<br>P75'F29' | 33·2 | 12·2 | Marseilles<br>French<br>WB | T6Cy12¼",19 7/16"&31 9/16"-16½"<br>80NHP<br>Forg.&Ch.de laMédit.Msl. | | V |
| 11991<br>OELQ | **Chauffeur** SteelTwinSc<br>Elec.light Mchy.Aft 1Dk | 1065<br>—<br>588 | | | | | 1919 | Forg.&Ch. de aMedit<br>LaSeyne | French Government | 219·0<br>P23'F9' | 33·2 | 12·2 | Rouen<br>French<br>WB | T.6Cy.12",19"&31½"-16½"<br>80NHP<br>Forg.&Ch. de laMedit.Msl | | V |
| 11992<br>~~99086~~<br>~~MOBQ~~ | **Chaumont** SteelSc4TwinMsts<br>Elec.light 2Dks(Stl)& Shelter dk(Stl)<br>Wireless Sub.Sig. CruiserStern | 7556<br>6282<br>3908 | ✠100A1 Phl<br>Shelter dk<br>with freeboard<br>12,20<br>Fitted for oil fuel12,20 F.P. above 150° F. | | | | 1920<br>9mo<br>A&CP | American International S.B.Corp.<br>HogIslandPa | UnitedStatesGovt.<br>~~Shipping Board~~<br>(War Dept.)<br>CellDB288' 1187t D | 436·9<br>P80'B135'F82 on Shelter dk FK<br>Ta11' 53t FPT103t | 58·2 | 35·9 | Phildlphia<br>Utd.States<br>ptCem<br>11BHtoSdk<br>APT171t | 2 Steam Turbines geared to 1 Sc. Shaft 200lb (s)<br>HS17410<br>6 Water Tube Boilers FD<br>GeneralElectricCo.<br>Schenectady,N.Y. | 40 ″ 0<br>s12·2½<br>23 ″ 0 | |
| 11993<br>Wrecked 11,20 | **Chaussey** SteelSc<br>(exBrochet)<br>Elec.light 1Dk | 306<br>—<br>95 | | | | | 1917 | Forg.&Ch. de laMédit.<br>LaSeyne | G.Bauquet | 131·3<br>F26' | 23·9 | 11·8 | St. Malo<br>French | C.2Cy.18"&36"-23½"<br>52NHP<br>Forg.&Ch. de la Médit.Msl. | | V |
| 11994<br>218040<br>LRCQ | **Chautauqua** SteelScSr<br>Wireless<br>Elec.light Sub.Sig. 1Dk | 2323<br>—<br>1394 | | | | | 1919 | M'Dougall DuluthCo.<br>Duluth,Minn. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F20' | 43·5 | 24·2 | NewYork<br>Utd.States<br>WB | T.3Cy.20",33"&54"-40"<br>184NHP<br>McDougallDuluthCo. | | R |
| 11995<br>OELU | **Chauveau** SteelScK<br>(Trawler)<br>Elec.light 1Dk | 251<br>194<br>70 | | | | | 1911 | Smith's DockCo.Ld.<br>Middlesbro' | Ch.Garrigues | 120·0<br>Q72'F20' | 22·0 | 11·7 | LaRochlle<br>French | T.3Cy.12½",20"&34"-24"<br>57NHP<br>Smith'sDockCo.Ld.Mdb. | | V |
| 11996<br>130309 | **Cheakamus** SteelScSr<br>(exCheslakee)<br>Elec.light 2Dks | 689<br>479<br>403 | | | | | 1910 | Dublin DockyardCo.<br>Dublin | UnionS.S.Co.of Brit.Columbia,Ld. | 145·3 | 28·1 | 10·0 | Vancouvr<br>British<br>WB | T.3Cy.13½",22"&36"-20"<br>58RHP<br>McColl&Co.Ld.Belfast | | C |
| 11997 | **Cheang Hock Kiam** IronScBg<br>ssHKg.2ndNo.3-2,91<br>(exUnitedService) ssPng.No.2-97<br>2Dks& Awngdk3trB | *1459*<br>*1005*<br>*956* | Awng dk<br>with load line<br>4,01<br>✠NB11,89 | Sng | p | | 1857 | J.Laing<br>Sunderland | | 263·4<br>len&ND75 | 31·3 | 17·9<br>24·6<br>BK8½" | 4BHCem | C.2Cy.31½"&57"-36"<br>NDB93 146NHP<br>1SB,3pf,GS92,HS2310 NE75<br>A.&J.Inglis,Glasgow | | |
| 11998<br>216589<br>LMFD | **Chebaulip** SteelSc<br>Sub-Sig.<br>Elec.light 2Dks& Web frames<br>Wireless Longitudinal framing | 4839<br>4377<br>3588 | | | ... | | 1918 | ToddD.D.&Const.Corp.<br>Tacoma | UnitedStates ShippingBoard | 380·6<br>P39'B102'F42' | 53·1 | 27·0<br>FK | Seattle<br>Utd.States<br>WB | T.3Cy.24",40"&70"-48"<br>472NHP<br>SeattleConst.&D.D.Co.<br>Seattle | 29 ″ 4 | R |
| 11999<br>77<br>PABD | **Cheefoo** IronSc3MstSr<br>(exDirektorArthurBartz) 1Dk | 277<br>150<br>134 | | | | | 1891 | Act.Ges. "Neptun"<br>Rostock | CountG.G.Keyserling | 123·6<br>Q42'<br>ptAwngdk81' | 22·0 | 8·3 | Vladvostk<br>Russian | C.2Cy.17½"&32⅝"-19¾"<br>39NHP<br>A.G."Neptun," Rostock | | |
| 12000<br>127693<br>KSBL | **Cheektowaga** SteelScSr<br>(Tug)<br>1Dk | 331<br>—<br>166 | | | | | 1902 | ..................<br>PortRichmond,N.Y. | LehighValley Transprtn.Co. | 126·3 | 24·7 | 15·3 | Perth Amboy<br>Utd.States | C.2Cy.24"&44"-28"<br>83NHP | | |
| 12001<br>137586 | **Cheerio Lads** WoodScDy<br>(Fishing)<br>1Dk | 103<br>102<br>51 | | | | | 1917 | ColbyBros. Ld.<br>OultonBroad | E.A.Baker | 89·4 | 20·3 | 9·8 | Yarmouth<br>British | C.2Cy.12"&26"-18"<br>28RHP<br>F.W.Carver&Co.Gt.Yar. | | |
| 12002<br>OEMA | **Chef Mécanicien Mailhol** Steel ScSr<br>(exWarAdmiral) 2Dks& Awng dk<br>Elec.light | 5709<br>—<br>4282 | | | ... | | 1917 | Kawasaki Dkyd.Co.Ld.<br>Kobe | Messageries Maritimes | 385·3 | 51·2 | 33·5<br>FK | Marseilles<br>French<br>WB | T.3Cy.26",43"&72"-48"<br>440NHP<br>KawasakiDkyd.Co.Ld. | 36 ″ 0 | V |
| 12003 | **Chefoo** IronScSr | *1087*<br>*1069*<br>*684* | | | | | 1876 | Scott&Co.<br>Greenock | ChangTzeYang | 233·6 | 27·3 | 22·1 | Chefoo<br>Chinese | C.2Cy.23"&46"-36"<br>106NHP<br>Scott&Co.Greenock | | |
| 12004<br>8757<br>JQWT | **Chefoo Maru** SteelScSr<br>ssNag.No.1-07<br>1Dk&Spardk(Stl-teaks)<br>Elec.light Wireless &deep framing | 1829<br>1579<br>1090 | ✠<br>Spar dk<br>1,07 ✠ | Nag | r | | 1903<br>3mo | MitsuBishi Dkyd&EWks<br>Nagasaki | NipponYusen KabushikiKaisha<br>WB=Cell DBa59'uE&B54' | 262·2<br>P27'B81'F40'<br>f94' 361t FPT40t | 35·4 | 14·3<br>21·2<br>FK | Tokio<br>Japanese<br>5BHCem<br>APT26t | T.3Cy.21",35"&58"-36"<br>HS4174 248NHP<br>2SB&1Aux.SB.8cf,GS122<br>MitsuBishiD.&E.Wks.Nag | 23″10 | |
| 12005<br>127527<br>KQSP | **Chehalis** WoodScSr<br>1Dk<br>Fitted for oil fuel | 663<br>590<br>421 | | | | | 1901 | ..................<br>Fairhaven, Cal. | Sudden&Christenson | 183·3 | 37·5 | 14·8 | S.Frncisco<br>Utd.States | C.2Cy.24"&44"-28"<br>86NHP | | |
| 12006<br>137675<br>THKJ | **Chekiang** SteelScSr<br>2Dks | 2172<br>1967<br>1313 | | | | | 1914 | Taikoo Dckyrd&Eng Co.ofHKgLd<br>HongKong | ChinaNav.Co.Ld. | 285·0 | 44·1 | 19·1 | London<br>British<br>WB | T.3Cy.19",31"&53"-36"<br>169NHP<br>TaikooDkyrd&Eng.Co. ofHongKong,Ld. | | |
| 12007 | **Cheliff** SteelSc<br>(exMercur)<br>Elec.light 1Dk2trB | 1435<br>973<br>905 | | | | | 1895 | Flensburgr Schiffsb.Ges.<br>Flensburg | Scotto,Ambrosino &Pugliese | 239·0<br>Q72'B113'F26' | 34·0 | 14·4 | Oran<br>French<br>WB | T.3Cy.16",26"&43"-33"<br>106NHP<br>FlensburgerSchiffsb.Ges. | | V |
| * 12008 | **Chellah** SteelSc<br>ssB.As.No.3-3,1<br>(exIndependencia) 1Dk(Stl)&<br>Elec.light Awng dk(Teak) | *1100*<br>*1021*<br>*748* | ✠100A1<br>Awng dk<br>with freeboard<br>11,20<br>10,21<br>✠LMC~~3,18~~<br>~~BS11,20~~ | Alg | m | ~~12,19~~<br>10,21 | 1905<br>11mo<br>Lloyd's A&CP | Smith's DockCo.Ld.<br>NorthShields | ServicesMaritimes duProtectorat du Maroc(Union d'Entrep.Maroc. Mgrs) CellDBa40 | 210·0<br>uE & B33'f90'190t | 32·2 | 11·8<br>18·9<br>FK | Casablnca<br>Moroccan<br>4BHCem<br>FPT46tAPT14t | T.3Cy.17",28½"&46"-30" (s)<br>180lb ~~80lb~~ 80lb 127NHP<br>1SB,3cf,GS54,HS1989<br>MacColl&Pollock,Ld.Sld. | 21 ″ 0<br>s7·10½<br>13 ″ 7 | |
| 12009<br>89398 | **Chelmsford** WoodSc | 104<br>94<br>79 | | | | | 1886 | ..................<br>NorthShore, N.S.W. | NorthernSSCo.Ld. | 89·8 | 18·5 | 8·8 | AuklndNZ<br>British | 25RHP | | |
| 12010<br>130806 | **Chelohsin** SteelTwinScSr<br>Elec.light Wireless 1Dk&Awng dk | 1134<br>525<br>597 | | | | | 1911 | Dublin DockyardCo.<br>Dublin | UnionS.S.Co.of Brit.Columbia,Ld. | 175·5 | 35·1 | 14·0 | Vancouver<br>British<br>WB | T.6Cy.13½",22"&36"-24"<br>127NHP<br>MacColl&Co.Ld.Belfast | | C |
| 12011<br>126929<br>KLJC | **Chelsea** WoodScSr<br>Elec.light 1Dk | 565<br>—<br>417 | | | | | 1892 | Jackson& Sharp<br>Wlmgtn.Del. | Norwich&New YorkPropellerCo. | 140·4 | 34·2 | 10·8 | N.LndnCn.<br>Utd.States | C.2Cy.17"&34"-24"<br>47NHP<br>Neafie&Levy,Philadelphia | | |
| 12012<br>126509 | **Chemainus** WoodScSp<br>1Dk | 153<br>104<br>71 | | | | | 1909 | Victoria LumberCo.<br>Chemainus | KingcomeNav.Co. Ld. | 93·4 | 22·0 | 9·8 | Vanc'vrBC<br>British | C.2Cy.14"&32"-22"<br>40RHP<br>Ross&Duncan,Glasgow | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of L of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12013<br>143153<br>KBCG | **Chemnitz** SteelTwinScSr<br>Wireless<br>*Elec.light* Sub.Sig. *2Dks& Awng dk4trB* | 7542<br>7285<br>~~4784~~ | 7681<br>4697 | | | | 1901 | J.C.Tecklenborg A.G.<br>Geestemünde | Ellerman's Wilson Line,Ld. | 430·5\|54·5<br>~~429·0\|54·3~~\|39·7<br>B121' | London<br>British<br>*WB* | T6Cy22½",38⅝"&62½"-43½"<br>512NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 12014<br>132589<br>HTFG | **Chenab** SteelScSr<br>ssMch No.2-20<br>*Elec.light 1Dk(Stl-ws)&Shelter dk*<br>Wireless *(Stl-ws)lower dk in forehold* | 3549<br>3316<br>2157 | ✠100A1<br>*Shelter dk with freeboard*<br>6,21 ~~12,20~~ ✠LMC2,20<br>BS1,21 | Bom<br>Cal | *v* | CL<br>~~2,20~~<br>7,21 | 1911<br>8mo | Cammell Laird&Co.Ld.<br>Birkenhead<br>*Lloyd'sA&CP* | JamesNourse,Ld.<br>*WB=CellDBa 100'uE&B* | 350·2\|44·2\|27·6<br>P41'&F45'<br>*onShelter dk* FK<br>201'*f*126'603*t FPT* | London<br>British<br>6*BHCem*<br>48*tAPT*44*t* | T.3Cy.24½",40"&68"-45" (*s*)<br>200lb *100lb* 426NHP<br>2SB,*6cf*,GS125,HS5994 FD<br>D.Rowan&Co.Glasgow | 30 " 0<br>s 6 " 5¼<br>24 " 0 | |
| 12015<br>118347<br>VHNS | **Chenan** SteelTwinScSr<br>*Elec.light 2Dks* | 2209<br>1941<br>1355 | | | | | 1903 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 300·0\|40·1\|20·6<br>B86'F37' | London<br>British<br>*WB* | T.6Cy.14½",24"&39½"-30"<br>170NHP<br>GreenockFoundryCo.Grk | | |
| 12016<br>135868 | **Cheng-Ling** SteelTwinSc<br>*(Tug)*<br>*1Dk* | 141<br>117<br>56 | | | | | 1915 | NewEng.&SBWks.Ld.<br>Shanghai | ChinaNav.Co.Ld. | 120·0\|22·0\| 5·5 | Shanghai<br>British | C.4Cy.10"&20"-14"<br>34RHP<br>NewEng.&S.B.WksLd.Shi | | |
| 12017<br>136659<br>JFHD | **Chêngtu** SteelScSr<br>*Elec.light 2Dks* | 2219<br>1888<br>1338 | | | | | 1914 | Dunlop, Bremner& Co.Ld.<br>Pt.Glasgow | ChinaNav.Co.Ld. | 285·4\|44·1\|19·1<br>B65'F36' | London<br>British<br>*WB* | T.3Cy.19",31½"&53"-39"<br>175NHP<br>Scotts'S.B.&E.Co.Ld.Grk. | | |
| * 12018<br>135163<br>JBGC | **Cheniston** SteelScSr<br>ssDub.No.2-19 ~~ssDub.No.1-19~~<br>*Elec.light* Wireless *2Dks(Stl)* | 4819<br>4588<br>3035 | ✠100A1<br>8,21<br>~~BS7,20~~ ✠LMC~~1,18~~ 8,21 | Bry<br>Nwc | *y* | CL<br>~~12,19~~<br>8,21 | 1912<br>11mo | Bartram& Sons<br>Sunderland<br>*Lloyd'sA&CP* | BrantinghamS.S. Co.Ld. (T.Pratt& Co.*Mgrs.*)<br>*DBa*135'*uE*23'*f* | 390·0\|50·5\|28·1<br>P33'B115'F36'<br>*WB=Cell* FK<br>168' 1036*tFPT*120*t* | London<br>British<br>6*BHCem*<br>*APT*188*t* | T.3Cy.26",43"&71"-48" (*s*)<br>180lb 401NHP<br>3SB,*9cf*,GS270,HS6483<br>J.Dickinson&Sons,Ld.Sld. | 30 " 6<br>s 6 " 1½<br>24 " 9 | |
| 12019<br>120648<br>HFGN | **Cheong Shing** SteelScSr<br>*1Dk&Spar dk2trB* | 1989<br>1794<br>1256 | | | | | 1905 | W.Dobson &Co.<br>Newcastle | Indo-ChinaStm. Nav.Co.Ld. | 265·5\|40·0\|20·9<br>B62'F38' | London<br>British<br>*WB* | T.3Cy.20",33"&54"-39"<br>182NHP<br>N.E.MarineEng.CoLdNwc | | |
| 12020<br>219022<br>LTF | **Chepadoa** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless *1Dk2trB*<br>Sub.Sig. *Longitudinal framing* | 6035<br>5600<br>4475 | | | | | 1919 | SeattleN. PacificS.B.Co<br>Seattle,Wash | UnitedStates ShippingBoard | 402·4\|53·1\|32·0<br>P34'F38' | Seattle<br>Utd.States<br>*WB* | 2 Steam Turbines<br>W.A.Fletcher, JerseyCity,N.J. | | R |
| * 12021<br>135294<br>JDN | **Chepstow Castle** SteelScSr<br>ssNYk.No.1-17<br>(*ex*Anglo-Brazilian) *2Dks(Stl)&*<br>*Elec.light Shelter dk(Stl)&Web frames*<br>Wireless Sub.Sig. *Longitudinal framing* | 7486<br>7042<br>4668 | ✠100A1<br>*Shelter dk with freeboard*<br>10,21 ~~10,20~~<br>~~BS2,20~~ ✠LMC~~6,18~~ 10,21 | Mdb<br>Lon | *a*† | CL<br>~~10,20~~<br>10,21 | 1913<br>12mo | Short Bros. Ld.<br>Sunderland<br>*Lloyd'sA&CP* | Union-CastleMail S.S.Co.Ld. | 425·5\|56·3\|28·3<br>B *on Shelter dk* 141'<br>FK<br>*WB=Cell DBa*180 | London<br>British<br>7*BHCem*<br>'*uE&B*45'*f* | Q4Cy25½"36½"52½"&76"-54"<br>220lb *120lb* (*s*) 607NHP<br>3SB,*9cf*,GS163,HS8394 FD<br>N.E.MarineEng.CoLdNwc<br>173'1446*t FPT*124*tAPT*39*t* | 38 " 7<br>s 8 " 11½<br>30 " 0 | |
| 12022<br>68826<br>NKTQ | **Cherbourg** IronScSr<br>~~Ref.Mchy.~~ | ~~397~~ 388<br>304<br>191 224 | | | ... | | 1873 | J&R.Swan<br>Dumbarton | L.&S.W.Rlwy.Co. | 165·6\|23·1\|11·9<br>Q84' F42' | S'thamptn<br>British | C.2Cy.22"&38"-27"<br>NB91 75~~65~~RHP<br>SmithBros.&Co.,Glasgow | | |
| 12023<br>14 | **Cherca** SteelSc<br>*Elec.light 1Dk(Stl)&Shelter dk(Stl)* | 5400<br>5022<br>3319 | ✠100A1<br>*Shelter dk with freeboard*<br>9,21 ~~6,20~~ ✠LMC6,20 | Tri<br>Nap | *y* | ~~CL~~<br>9,21 | 1920<br>6mo | Stabilmnto Tecnico<br>Trieste<br>A&CP | Nav.Libera TriestinaSoc.inAz.<br>*CellDB*337'1300*t* | 400·6\|52·1\|29·0<br>FK<br>*FPT*114*t APT*244*t* | Trieste<br>Italian<br>*Cem*<br>2*BHtoSh dk*<br>,, ,, *U* ,, | T.3Cy.27",42"&68"-48" (*s*)<br>180lb 465NHP<br>3SB,*9cf*,GS158,HS7023 FD<br>StabilimentoTecnico,Tri. | 32 " 0<br>s 7 " 7<br>24 " 9 | |
| 12024<br>144537 | **Cheriton** SteelScK<br>ssMil.No.1-20<br>(*ex*ThomasRobins) *1Dk* | 275<br>168<br>107 | 100A1<br>*StmTrawler*<br>7,20 LMC6,20 | Mil | | CL<br>6,20 | 1917<br>9mo | Smith's DockCo.Ld.<br>Middlesbro'<br>*Lloyd'sA&CP* | D.Pettit.Ld.<br>(D.Pettit,*Mgr.*) | 125·5\|23·4\|12·8<br>Q72'F21'<br>BK7½" | Milford<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 61RHP<br>1SB.*3pf*.GS50,HS1619<br>Smith'sDockCo.Ld.Mdb | | |
| 12025<br>126391<br>KDNP | **Cherokee** IronScSr<br>Wireless *2Dks&Shelterdk* | 2557<br>—<br>1967 | | | | | 1886 | W.Cramp &Sons<br>Philadelphia | ClydeS.S.Co.Inc. | 264·0\|43·0\|18·8 | NewYork<br>Utd States | T.3Cy.21",34"&56"-36"<br>188NHP<br>W.Cramp&Sons,Phl. | | |
| - 12026<br>216828<br>LMRF | **Cheron** WoodSc<br>*Elec.light* Wireless *1Dk2trB* | 2543<br>2072<br>1502 | | | | | 1918 | Seaborn S.B.Co.<br>Tacoma, Wash. | UnitedStates ShippingBoard | 266·8\|46·2\|24·0<br>P28'B65'F26' | Tacoma<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>LlewellynIronWorks, LosAngeles,Cal. | | R |
| * 12027<br>125496<br>HPFQ | **Cherry Branch** SteelScSr<br>ssNwc.No.2-19<br>(*ex*Dunedin) *1Dk(Stl)&Spardk(Stl)*<br>*Elec.light* Wireless *&deep framing* | 4796<br>4546<br>3051 | ✠100A1<br>*Spar dk*<br>4,21 ~~12,20~~ ✠LMC8,19<br>BS9,21 | Liv | *y* | CL<br>8,19 | 1909<br>6mo | C.Connell &Co.Ld.<br>Glasgow<br>*Lloyd'sA&CP* | NautilusStm. ShippingCo.Ld. (F.&W.Ritson, *Mgrs.*)<br>*CellDBa*118'*uE* | 400·0\|51·9\|17·9<br>P37'B120'F44' 26·9<br>FK<br>*&B*50' *f*180 | Sundrland<br>British<br>6*BHCem* | T.3Cy.27",43"&72"-48" (*s*)<br>180lb *100lb* 513NHP<br>3SB.*9cf*.GS150,HS7680 FD<br>Dunsmuir&JacksonLd.Gls<br>1067*tDTa*34'878*tAPT*29*t* | 29 " 7<br>s 5 " 11½<br>24 " 0 | |
| * 12028<br>140278<br>JPFC | **Cherryleaf** SteelTwinScSr<br>ssPly.No.1-21<br>*Elec.light 2Dks(Stl)&Web frames*<br>Wireless *Longitudinal framing* | 5896<br>5283<br>2901 | ✠100A1<br>6,21 ~~6,19~~ ✠~~LMC4,17~~ 6,21<br>*Carrying Petroleum in bulk F.P. above 150° F.*<br>*Fitted for oil fuel* 4,17 | Lth<br>Ply | *a*† | CL<br>5,21 | 1917<br>4mo | SirRaylton Dixon&CoLd<br>Middlesbro'<br>*Lloyd'sA&CP* | TheShipping Controller(~~Lane& Macandrew,Ld. Mgrs.~~)(Davies&Newman Ld *Mgrs*)<br>*CellDBuE&B*87'405 | 405·3\|54·5\|32·5<br>P36'B32'F90'<br>FK<br>*t DTf*48' 213*t FPT* | London<br>British<br>20*BHptCem*<br>70*tAPT*174*t* | T.6Cy.26",42½"&70"-45" (*s*)<br>200lb 1082NHP<br>6SB,*18cf*,HS16800 FD<br>Richardsons,Westgarth& Co.Ld.Mdb. | 35 " 2 | |
| 12029<br>144<br>HDEA | **Chersones** SteelScSr<br>*1Dk* | 1013<br>836<br>554 | | | | | 1903 | Soc.Anon. Jhn.Cockerill<br>Hoboken | RussianStmNav. &TradingCo. | 221·0\|37·0\|13·4<br>Q51'H42'F27' | Odessa<br>Russian<br>*WB* | T.3Cy.16¾",26"&41½"-29½"<br>93NHP<br>SocAn.J.Cockerill,Seraing | | |
| * 12030<br>109604<br>SCFN | **Chertsey** SteelScSr<br>ssYka.No.3-1,13<br>(*ex*Dunbar) ssShl.No.1-19<br>Wireless *2Dks(Stl)&Webframes* | 3672<br>3412<br>2357 | ✠100A1<br>9.19<br>~~BS4,19~~ ✠LMC2,17<br>BS3,21 | Shl | *w* | CL<br>~~9,19~~<br>5,21 | 1900<br>11mo | C.Connell &Co.<br>Glasgow<br>A&CP | BritainS.S.Co.Ld. (Watts,Watts& Co.Ld.*Mgrs.*)<br>*CellDBa*114' | 355·1\|45·0\|25·8<br>P34'B106'F36'<br>FK<br>*uE&B*38'*f*152'801*t* | London<br>British<br>6*BHCem*<br>*APT*62*t* | T.3Cy.24⅝",41"&66"-45" (*s*)<br>170lb *100lb* NDB11 353NHP<br>2SB,*6cf*,GS94,HS4862 FD<br>Dunsmuir&Jackson,Gls. | 28 " 6<br>s 5 " 4½<br>23 " 6 | |
| 12031<br>118544<br>HBSM | **Cheshire** SteelSc3MstSr<br>Missing since 3.22<br>ssLiv.No.3-4,18<br>*Well deck 1Dk(Stl)*<br>*Mchy.Aft* | 633<br>434<br>255 | ✠~~100A1~~<br>2,21<br>~~BS8,20~~ ✠~~LMC4,17~~<br>~~BS11,21~~ | Cff | *i* | CL<br>8,20 | 1904<br>10mo | J Fullerton &Co.<br>Paisley<br>*Lloyd'sA&CP* | S.S.CheshireCo.Ld (J.J.Mack&Sons)<br>*WB=CellDB* | 178·0\|29·1\|10·7<br>Q103'B9'F31'<br>BK7"<br>*f*95' 142*t FPT* 31*t* | Liverpool<br>British<br>3*BHCem*<br>*APT*10*t* | C.2Cy.21"&46"-30" (*s*)<br>130lb *60lb* 85RHP<br>1SB,*3pf*,GS64,HS2025<br>Ross&Duncan,Glasgow | 13 " 4<br>s " 7<br>13 " 6 | |
| 12032<br>137790<br>JKHR | **Cheshire Coast** SteelSc3Mst<br>(*ex*PrincessIrma<br>*Elec.light* Wireless *1Dk&Shelter dk*<br>*Mchy.Aft* | 1122<br>865<br>468 | | | | | 1915 | SirRaylton Dixon&CoLd<br>Middlesbro' | CoastLines,Ld. (M.Langlands& Sons,Ld.*Mgrs.*) | 240·0\|34·9\|14·3 | Liverpool<br>British<br>*WB* | T.3Cy.19",31"&52"-36"<br>162NHP<br>Richardsons,Westgarth &Co.Ld.Mdb. | | C |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12033<br>220397<br>MBDQ | **Chester Kiwanis** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks&Web frames*<br>Wireless Sub.Sig. | 5976<br>4971<br>3710 | | | ... | | 1920 | Merchant S.B.Corp. Chester,Pa. | UnitedStates ShippingBoard | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 30·4 | Phildlphia<br>Utd.States<br>*WB* | 2SteamTurbines geared to 1Sc.Shaft<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 32 ″ 10 | R |
| 12034<br>215878<br>LJMK | **Chester Sun** SteelSc<br>ssPhl.No.1–22<br>*Elec.light* *2Dks(Stl)&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 6669<br>6112<br>4091 | ✠100A1 3,22<br>~~6,21l,21~~<br>✠LMC 3,22<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 1,18 F.P. above 150° F.* | NYk<br>Phl | *b*† | CL<br>~~6,20~~<br>3,22 | 1918<br>1mo | SunS.B. Co. Chester,Pa.<br>A&CP | SunCompanyInc.<br>*CellDBuE&B60'259t*<br>*DTf40'552t FPT222tAPT57t* | 429·3<br>P133'B36'F40'<br>FK | 59·2 | 31·4 | Phildlphia<br>Utd.States<br>17*BHptCem*<br>(13 „ *to Udk*<br>4 „ „ *2nd*„) | T.3Cy.27″,45½″&76″–51″ (*s*)<br>190lb 532NHP<br>3SB,9*cf*,HS7331 FD<br>SunS.B.Co.ChesterPa. | 33 ″ 3<br>s 8 ″ 0½<br>25 ″ 7 | |
| 12035<br>219407<br>LVDK | **Chester Valley** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5591<br>4598<br>3453 | | | | | 1919 | American International S.B.Corp. HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B121'F43' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 12036<br>127379 | **Chester W. Chapin** SteelTwinSc<br>*Elec.light* Wireless *2Dks* | 2868<br>—<br>1822 | | | | | 1899 | Maryland SteelCo. Sparrow'sPt. Md. | NewEnglandS.S. Co. | 312·0 | 64·0 | 16·9 | NwLondon<br>Utd.States<br>*WB* | T.6Cy.24″,38″&60″–30″<br>394NHP<br>MarylandStl Co.Baltimore | | |
| 12037<br>130144 | **Chesterford** SteelSc<br>*1Dk* | 128<br>113<br>11 | | | | | 1911 | Australasn UnitedSNCo Ld. Brisbane | ~~Macdonald, Hamilton&Co.~~<br>D.Hamilton | 94·0 | 19·8 | 11·8 | Brisbane<br>British<br>*WB* | O.2Cy.15″&30″–21″<br>Australasian 37RHP<br>UnitedS.N.Co.Ld.Brisbane | | |
| 12038<br>135079 | **Chestnut** SteelScK<br>*1Dk* | 107<br>106<br>42 | | | ... | | 1914 | A.Hall& Co.Ld. Aberdeen | Westmacott,Ld. | 88·7<br>BK7″ | 18·7 | 9·2 | GtYarmth<br>British<br>*WB* | T.3Cy.9½″,16″&26½″–18″<br>35RHP<br>A.Hall&Co.Ld.Aberdeen | 10 ″ 0 | |
| 12039<br>215976<br>LJQG | **Chestnut Hill** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* *2Dks&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Sub.Sig. *Carrying Petroleum in bulk* | 4936<br>4449<br>2970 | | | ... | | 1918 | Pennsyl-vaniaS.B.Co. Gloucester, N.J. | UnitedStates ShippingBoard | 364·9<br>P95'B34'F81'<br>FK | 51·0 | 29·5 | Phildlphia<br>Utd.States<br>*WB* | 1GearedSteamTurbine<br>GeneralElectricCo. Schenectady,N.Y. | 31 ″ 3 | R |
| 12040<br>131918 | **Chetla** SteelTwinSc<br>(*Tug*)<br>*1Dk* | 225<br>215<br>52 | | | | | 1917 | Burn&Co. Ld. Calcutta | BritishIndiaStm. Nav.Co.Ld. | 105·9 | 24·7 | 11·3 | Calcutta<br>British | T.6Cy.13½″,22″&36″–24″<br>127NHP<br>Campbell&Caldrwood,Psy | | |
| 12041<br>217623<br>LQBR | **Chetopa** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* *1Dk2trB in fore&*<br>Sub.Sig. *after holds&Web frames* | 3545<br>3005<br>2179 | | | ... | | 1919 | Submarine BoatCorp. Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | Newark<br>Utd.States<br>*WB* | 1GearedSteamTurbine<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 12042<br>53409<br>JKLG | **Chevalier** IronPadSk | 302<br>287<br>121 | | | | | 1866 | J.&G. Thomson Glasgow | DavidMacBrayne, Ld. | 211·0 | 22·2 | 9·3 | Glasgow<br>British | O.2Cy.42″–54″<br>NB01 199NHP<br>J.&G.Thomson,Glasgow | | BT till 8,21 |
| 12043<br>97965<br>MDTJ | **Cheviot** SteelScSr<br>ssDub.2ndNo.3–10,20<br>*Mchy.Aft* *Welldeck* 1*Dk*(*Irn*) | 258<br>196<br>132 | ✠100A1<br>10,20<br>✠NB12,07 ✠LMC<br>BS~~6,20~~3,21 MS10,20 | Dub | *d* | 10,20 | 1891<br>5mo | Wood, Skinner&Co. Newcastle<br>A&CP | P.Donovan | 130·5<br>Q42'B10'F19'<br>FK<br>*WB=FPT30tAPT4t* | 21·6 | 9·3 | Newcastle<br>British<br>3*BHCem* | T.3Cy.11″,18″&30″–21″ (*s*)<br>160lb 50RHP<br>1SB,2*pf*,GS24,HS630<br>N.E.MarineE.Co.Ld.Nwc. | 10 ″ 0<br>s ″ 9<br>9 ″ 5 | |
| 12044<br><br>OEMQ | **Chevrette** IronScK<br>(*Salvage vessel*)<br>ssHul.No.2–05<br>(*ex*AlfonsoXIII., *ex*Wilberforce)<br>*1Dk* | 149<br>—<br>51 | ✠<br>11,06 | Hul | | | 1897<br>1mo | Cook,Wel-t'n&Gemmell Hull | H.Merlen | 105·5<br>Q25'<br>BK7½″ | 20·7 | 11·0 | Croisic<br>French<br>3*BHCem* | T.3Cy.12¼″,19½″&32″–22½″<br>NB— 49NHP<br>C.D.Holmes&Co.Hull | 11 ″ 10 | V |
| 12045<br>145135<br>KHNW | **Chevronne** SteelSc<br>ssShl.No.3–1,21<br>*Elec.light* 1*Dk*(*Stl*-ws)<br>*Cargo battens not fitted* | 284<br>220<br>110 | 100A1<br>1,21<br>✠LMC1,21 | Shl | *e* | 11,20 | 1919<br>*Lloyd's A&CP* | Ch.Mar. deSud-Ouest Bordeaux | Enriquez, Fletcher&Co.Ld. (G.Chapman *Mgr*) | 128·0<br>B8'F16'<br>BK5'<br>*FPT6tAPT18t* | 23·6 | 11·4 | London<br>British<br>4*BHCem* | T.3Cy.12″,20″&32″–22″ (*s*)<br>180lb 52RHP<br>1SB,3*pf*,GS55,HS1496<br>McKie&Baxter,Gls. | 12 ″ 8<br>s 1 ″ 4½<br>12 ″ 1 | |
| 12046<br>125450<br>HNLO | **Cheyenne** SteelSc3MstSr<br>ssGls.No.3–6,21 ~~ssShl.No.2–18~~<br>*Mchy.Aft* *2Dks(Stl)&Web frames*<br>*Elec.light* Wireless | 4987<br>4694<br>3015 | ✠100A1<br>6,21 ~~4,20~~<br>~~BS4,20~~ ✠LMC~~9,17~~ 6,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 7,11 F.P. above 150° F.* | Brw<br>Gls | *y* | CL<br>~~N4,20~~<br>6,21 | 1908<br>12mo<br>*Lloyd's A&CP* | Swan,Hunter&Wigham Richardson, Ld.Newcastle | Anglo-American OilCo.Ld. (J.Hamilton,*Mgr.*)<br>*WB=CellDBuB75'*<br>*170tDTf36'302t FPT124tAPT40t* | 388·8<br>P94'B25'F38'<br>FK | 50·6 | 29·4 | Newcastle<br>British<br>15*BHCem*<br>8 „ *to Udk*<br>7 „ „ *M* „ | T.3Cy.26″,43″&72″–48″ (*s*)<br>180lb 440NHP<br>4SB,12*cf*,GS212,HS7500<br>WllsndSlpwy.Co.Ld.Nwc. | 30 ″ 11<br>s 6 ″ 5<br>24 ″ 10 | |
| 12047 | **Chi Chuen** SteelTwinSc<br>(*Tug*)<br>*1Dk* | 216<br>180<br>75 | | | | | 1911 | NewEng.& S.B.Wrks.Ld. Shanghai | SzechuanRly.Co. | 135·0<br>B31' | 24·0 | 7·5 | Shanghai<br>Chinese | T.6Cy.10″,15″&20″–12″<br>NewEngineering& 28NHP<br>S.B.Works,Ld.Shanghai | | |
| 12048<br>31<br>QBFC | **Chian Maru** SteelScSr<br>(*ex*CheiAnEutin,*ex*Woosung) | 1784<br>1624<br>1006 | | | | | 1882 | Scott&Co. Greenock | ShoshoKisenGoshi Kaisha | 271·3 | 34·4 | 23·6 | Dairen<br>Japanese | O.2Cy.30″&60″–43″<br>197NHP<br>Scott&Co.Greenock | | |
| 12049<br><br>LQVM | **Chiat-Yek** SteelSc3MstSr<br>(*ex*RobertPoizat, *ex*Teuton,*ex*Guienne) *Ref.Mchy.*<br>*Elec.light* *Well deck* *Mchy.Aft* *2Dks* | 1158<br>884<br>747 | | | ... | | 1890 | S.M'Knght &Co. Ayr | SiyCongBieng& Co.Inc. | 230·0<br>P&B147'F26'<br>BK8″ | 31·1 | 16·5 | Manila<br>Utd.States<br>*WB* | T.3Cy.20¾″,33″&54″–36″<br>NB08 202NHP<br>D.Rowan&Co.Glasgow | 17 ″ 5 | V |
| 12050<br>217111<br>LNKF | **Chibiabos** WoodScSr<br>*Elec.light* Wireless *1Dk2trB* | 2551<br>2073<br>1528 | | | | | 1918 | L.H.Shat-tuck,Inc. Portsmouth, N.H. | UnitedStates ShippingBoard | 267·3<br>P36'B64'F25' | 46·0 | 23·6 | Prtlnd,Me.<br>Utd.States | T.3Cy.19″,32″&56″–36″<br>188NHP<br>WorthingtonPumpCo. Buffalo | | R |
| 12051<br><br>OEMX | **Chicago** SteelTwinSc<br>Sub.Sig.<br>*Elec.light* Wireless *3Dks&Spardk* | 10502<br>—<br>5871 | | | | | 1908 | Chant.de l'Atlantique St.Nazaire | Cie.Générale Transatlantique | 508·4 | 57·8 | 39·5 | Havre<br>French<br>*WB* | T.6Cy.26⅝″,43 11/16″&78⅜″–54 11/16″<br>788NHP<br>Chant.del'Atlantique,St.N | | V |
| 12052<br>127590 | — SteelScSr<br>*Elec.light* *Mchy.Aft* *2Dks* | 3195<br>—<br>2546 | | | | | 1901 | Buffalo DryDockCo. Buffalo,N.Y. | GreatLakesTran-sitCorp. | 324·2 | 44·0 | 14·0 | Buffalo<br>Utd.States<br>*WB* | Q.4Cy.19″,27½″,40″&58″–42″<br>218NHP<br>DetroitS.B.Co.Detroit | | |
| 12053<br>204943 | — SteelScSr<br>ssSea.No.2–16<br>*Elec.light* Wireless *1Dk* | 419<br>343<br>130 | ✠100A1<br>*StmTrawler*<br>10,19 ✠LMC10,19 | Sea | | CL<br>10,19 | 1908<br>3mo | MoranCo. Seattle,Wash<br>A&CP | BoothFisheriesCo. | 139·0<br>Q76'F33'<br>BK8″<br>*WB=DTf7* | 24·0 | 15·5 | Chicago<br>Utd.States<br>4*BHCem*<br>*13tAPT6t* | T.3Cy.15″,24″&38″–24″ (*s*)<br>180lb 112NHP<br>1SB,3*cf*,GS72,HS2200<br>MoranCo.Seattle | 15 ″ 0 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey.<br>Years Assigned now expired. | 7<br>Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12054<br>217486<br>LPQC | **Chicago Bridge** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* *1Dk2nd trB in fore&*<br>Sub.Sig. *after holds&Web frames* | 3289<br>3005<br>2004 | | | ... | | 1918 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·0 | 25·0 | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 " 6 | R |
| 12055<br>98836<br>MVRB | **Chicago City** SteelScSr<br>ssBrs.2ndNo.3-8,16<br>ssBrs-No.1-20<br>Wireless *2Dks(Irn)3trB* | 2324<br>2160<br>1478 | ✠100A1<br>2,21 ~~5,20~~<br>BS3,21 ~~BS10,19~~ | Brs<br>✠LMC<br>MS5,20 | *t* | CL<br>~~11,19~~<br>~~3,21~~<br>6,21 | 1892<br>12mo | J.Blumer<br>&Co.<br>Sunderland<br>A&CP | BristolCity Lineof<br>Steamships,Ld.<br>(CHill&Sns *Mgrs*)<br>*WB=* | 295·0<br>P28'B82'F36'<br>BK10"<br>*DBa*92'&*uB*30'316*t* | 39·3 | 22·5 | Bristol<br>British<br>5*BHCem*<br>*MT*26'312*t* | T.3Cy.23½",39"&64"-42" (*s*)<br>160lb *100lb*NDB10 273NHP<br>2SB,*6cf*,GS118,HS4200<br>Blair&Co.Ld.Stockton | 25 " 9<br>s 4 " 1<br>22 " 8 | |
| 12056<br>13069<br>LMGW | **Chicago Maru** SteelTwinScSr<br>ssKob.No.3-4,21 ~~ssHKg.No.2-18~~<br>*Elec.light* *2Dks(Stl)&deep framing*<br>Wireless *Lower dk(Stl)inNo.1hold* | 5848<br>5125<br>3637 | ✠100A1<br>~~4,21~~ ~~8,20~~ 11,21 | HKg<br>Kob<br>✠LMC6,20<br>4,21 | *z* | 8CL<br>~~S 7,19~~<br>~~PN6,20~~<br>4,21 | 1910<br>3mo<br>*Lloyd* | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>*'sA&CP WB =* | OsakaShosen<br>KabushikiKaisha<br>*CellDBa*127'*uE*& | 419·7<br>P26'B158'F42'<br>FK<br>B63'*f*167'1175*tFPT* | 49·5 | 29·9 | Osaka<br>Japanese<br>7*BHCem*<br>106*tAPT*26*t* | T.6Cy19½",32¾"&55"-46" (*s*)<br>200lb 544NHP<br>3SB,*9cf*,GS181,HS7498 FD<br>KawasakiDkydCoLdKobe | 32 " 6<br>s 7 " 3½<br>25 " 7 | |
| 12057<br>13919<br>LRQG | **Chichibu Maru** IronSc3MstSr<br>ssCal.No.1-83<br>*Mchy.Aft* (*ex*Byculla)*1Dk(Irn-ws)2trB* | 1540<br>1475<br>1061 | ✠<br>3,85 | Cal | *p* | | 1878<br>5mo | W.Denny<br>&Bros.<br>Dumbarton | S.Kisaburo<br>*WB=D* | 268·5<br>*Bf*46'170*tAPT*121*t* | 32·2 | 21·8 | Miyazu<br>Japanese<br>4*BHCem* | C.2Cy.27½"&54⅜"-36"<br>146NHP<br>Denny&Co.Dumbarton | | |
| 12058<br>219783<br>LWCM | **Chickamauga** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless *1Dk2trB*<br>*Longitudinal framing* | 3854<br>3216<br>2376 | | | | | 1920 | Merrill<br>StevensS.B.<br>Corp.<br>Jacksonville,<br>Fla. | UnitedStates<br>ShippingBoard | 333·8<br>P36'B97'F36' | 48·0 | 24·9 | Jacksnvlle<br>Utd.States<br>*WB* | 2 Geared Steam Turbines<br>W.&A.FletcherCo.<br>HobokenN.J. | | R |
| 12059<br>219116<br>LTJP | **Chickasaw** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5086<br>4572<br>3116 | | | | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B121'F43' | 54·0 | 32·0 | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 12060<br>219875<br>LWHC | **Chickasaw City** SteelSc<br>*Elec light* *1Dk(Stl)&Shelter dk(Stl)&*<br>Wireless *Web frames*<br>*Longitudinal framing* | 6081<br>5579<br>3749 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>7,21 ~~1,21~~ | NYk<br>NOs<br>✠LMC5,20 | *z* | CL | 1920<br>5mo | Chickasaw<br>S.B.&CarCo<br>Chickasaw,<br>A&CP Ala. | UnitedStates<br>SteelProductsCo.<br>Inc.<br>*CellDB* | 395·5<br>P45'B110'F38'*on*<br>*Shelter dk* FK<br>331'1508*t FPT*187*t* | 55·0 | 31·4 | NewYork<br>Utd.States<br>7*BHtoSh dk*<br>*APT*175*t*<br>*ptCem* | T.3Cy.24½",41½"&72"-48"<br>210lb (*s*) 587NHP<br>3SB,*9cf*,GS181,HS8919 FD<br>Hooven,Owens&Rentschler Co.Hamilton,O. | 34 " 11<br>s 8 " 1½<br>27 " 1 | |
| 12061<br>219208<br>LTPQ | **Chicomico** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless *1Dk&Shelter dk*<br>Sub.Sig. *Longitudinal framing* | 6032<br>5600<br>4457 | | | | | 1919 | Seattle-<br>NorthPacific<br>S.B.Co.<br>Seattle Wash. | UnitedStates<br>ShippingBoard | 402·4<br>P34'F38' | 53·1 | 32·0 | Seattle<br>Utd.States<br>*WB* | 2 Steam Turbines<br>W.A.Fletcher,JerseyCity,<br>N.J | | R |
| 12062<br>206433 | **Chicora** SteelTwinSc<br>*3Dks* | 297<br>—<br>171 | | | | | 1909 | S.Sloan<br>Buffalo,N.Y. | ErieBeach<br>AmusementCo. | 124·4 | 33·0 | 8·0 | Duluth<br>Utd.States | C.2Cy.10½"&20"-14"<br>B*made*96*refitted*09 12NHP<br>SuttonE.Wrks.BuffaloNY | | L |
| 12063<br>144559<br>KFPB | **Chicoutimi** SteelSc<br>(*Tug*)<br>*Elec.light* (*ex*Achilles) *1Dk* | 150<br>148<br>42 | | | | | 1919 | NVv/dKuy<br>&v/dRees<br>Rotterdam | PrestonStm.Nav.<br>Co.Ld. (Becker&<br>Co.Ld.*Mgrs.*) | 95·4 | 21·5 | 10·9 | London<br>British | T.3Cy.13",20½"&35"-21"<br>N.V. v/d. 56NHP<br>Kuy&v/d.Rees,Rotterdam | | |
| 12064<br>15715<br>MDCS | **Chidori Maru** SteelScSp<br>*1Dk* | 107<br>—<br>39 | | | | | 1912 | J.Tochigi<br>Wakamatsu | TochigiShojiKabushikiKaisha | 88·0 | 17·0 | 10·0 | Nishinomiya<br>Japanese | C.2Cy.15½"&31"-22"<br>E*made*95 *refitted*12 38NHP<br>B*made*— *refitted*12<br>J.Tochigi,Wakamatsu | | |
| 12065<br>12167<br>LHPD | — SteelSc<br>(*ex*Thor) | 100<br>—<br>37 | | | | | 1903 | Akers<br>Mek.Værks.<br>Christiania | ToyoHogeiKabushikiKaisha | 94·5 | 17·0 | 10·6 | Nishinomiya<br>Japanese | T.3Cy.10½",15"&24"-17"<br>24NHP<br>AkersMek.Værks.Xia. | | |
| 12066<br>126961<br>KLRF | **Chief** WoodSc<br>(*Tug*)<br>*1Dk* | 230<br>—<br>122 | | | | | 1893 | Jackson&<br>Sharp<br>WlmngtnDel | Magnolia<br>PetroleumCo. | 106·2 | 23·5 | 10·4 | P.Arthr,Tx<br>Utd.States | C.2Cy.20"&36"-26"<br>55NHP<br>Neafie&Levy,Philadelphia | | |
| 12067<br>209235 | **Chief Wawatam** SteelSc<br>(*FerryIceBreaker*)<br>*Elec.light* (*2Screws aft,1forward*) *2Dks* | 2990<br>—<br>1793 | | | | | 1911 | ToledoS.B.<br>Co.<br>Toledo,O. | MackinacTransportationCo. | 232·0 | 62·0 | 25·0 | St.Ignace<br>Utd.States<br>*WB* | T.9Cy.21",33"&52"-40"<br>513NHP<br>ToledoS.B.Co.Toledo,O. | | |
| 12068<br>121095<br>HFCG | **Chieftain** SteelScK<br>ssHul.No.3-6,20<br>*1Dk* | 278<br>247<br>112 | ✠100A1<br>*StmTrawler*<br>2,22 ~~9,20~~ | Hul<br>✠LMC10,19<br>BS6,21 | | CL<br>~~6,20~~<br>2,22 | 1905<br>12mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Beverley<br>*'sA&CP* | EastRidingStm.<br>FishingCo.Ld.<br>(HudsonBros.<br>*Mgrs.*) | 133·4<br>Q72'<br>BK8" | 22·3 | 12·3 | Hull<br>British<br>4*BHCem* | T3Cy.13¼",22½"&37"-24"(*s*)<br>200lb 70RHP<br>1SB,*2cf*,GS36,HS1330<br>C.D.Holmes&Co.Hull | 13 " 1 | |
| 12069<br>110205 | — SteelScK<br>(*Trawler*)<br>*1Dk* | 149<br>135<br>55 | | | | | 1899 | Hawthorns<br>&Co.Ld.<br>Leith | A.Buthlay | 100·5<br>Q22'<br>BK7½" | 20·1 | 10·6 | Aberdeen<br>British<br>*WB* | T.3Cy.11¼",18"&30"-21"<br>NB15 50RHP<br>Hawthorns&Co.Ld.Leith | 11 " 6 | |
| 12070<br>111216 | — IronPadSp<br>*1Dk* | 148<br>130<br>— | | | | | 1899 | J.T.Eltringham&Co<br>S.Shields | Steel&Bennie,Ld. | 108·4 | 18·8 | 9·9 | Glasgow<br>British | L.1Cy.36¼"-54"<br>99RHP<br>Hepple&Co.Ld.S.Shields | | |
| 12071<br>24087<br>RGTQ | **Chifuku Maru** SteelScSr<br>*Elec.light* *2Dks(Stl)&Awng dk(Stl)*<br>Wireless | 5857<br>5586<br>4259 | ✠100A1<br>*Awning dk*<br>*withfreeboard*<br>7,21 ~~9,20~~ | Sba<br>Kob<br>✠LMC~~1,19~~ 7,21 | *y* | 7,21 | 1919<br>1mo | Kawasaki<br>DkydCo.Ld.<br>Kobe<br>A&CP | ~~KawasakiDkyd.Co.Ld.~~<br>Kokusai<br>KisenKabushiki<br>Kaisha<br>*Col*<br>*CellD* | 385·0<br>FK<br>*lisionBHtoAwn dk*<br>B334'1118*tFPT*126 | 51·0 | 36·0 | Kobe<br>Japanese<br>5*BHtoUdk*<br>*Cem*<br>*tAPT*93*t* | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 436NHP<br>2SB&1AuxSB,*8cf*,GS154,<br>HS5636 FD<br>KawasakiDkydCo.Ld.Kob | 36 " 0<br>s 9 " 3½<br>27 " 1 | |
| 12072<br>98870<br>NDGF | **Chignecto** SteelTwinScSr<br>(*ex*Pembrokeshire,<br>*ex*Siguro,*ex*Greek) Sub.Sig. *3Dks*<br>Wireless | 4756<br>4033<br>2943 | | | | | 1893 | Harland&<br>Wolff,Ld.<br>Belfast | RoyalMailSteam<br>PacketCo. | 400·5<br>P47'B142'F55' | 47·2 | 26·9 | S'thamptn<br>British<br>*WB* | T.6Cy.18½",30"&50"-42"<br>324NHP<br>Harland&Wolff,Ld.Bel. | | |
| 12073<br>24466<br>RJLN | **Chihaya Maru** SteelSc | 1153<br>—<br>654 | | | | | 1918 | ............... | ChitoseKisen<br>KabushikiKaisha | 224·5 | 33·0 | 18·7 | Osaka<br>Japanese | | | |
| 12074 | | | | | | | | | | | | | | | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total<br>Sous le Pont<br>Net | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Tonnage assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | [illegible] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12075<br>104833<br>NQTB | **Chihli** SteelScSr<br>2Dks | 1862<br>1670<br>1143 | | | | | 1895 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 260·0<br>B66'F29' | 38·1 | 21·3 | London<br>British<br>WB | T.3Cy.20",32"&52"–39"<br>169NHP<br>Scott&Co.,Greenock | | |
| 12076<br>20189<br>NKFH | **Chijima Maru** WoodAuxScSr | 140<br>—<br>72 | | | | | 1917 | .................. | GomeiKaisha<br>SuharaShoten | 95·0 | 25·1 | 9·1 | Hakodate<br>Japanese | | | |
| 12077<br>23744<br>RDBG | **Chika Maru** SteelSc<br>1Dk | 1176<br>976<br>793 | | | | | 1919 | Tochigi<br>Shipyard<br>Yawata-shi | TochigiShoji<br>KabushikiKaisha | 209·7<br>P14'B51'F35' | 31·0 | 19·2<br>WB | Wakamatsu<br>Japanese | T.3Cy.16 1/16",26½"&42"–30"<br>KokuraKosakusho 97NHP<br>KabushikiKaisha | | |
| 12078<br>127828<br>HMKP | **Chikara** SteelScK<br>ssGms No.3-4,20<br>1Dk | 250<br>222<br>98 | ✠100A1<br>StmTrawler<br>7,21 ~~5,20~~<br>✠LMC<br>BS~~10,19~~7,21 MS5,20 | Gms | | CL<br>~~10,19~~<br>7,21 | 1908<br>3mo<br>Lloyd | Charlton&<br>Doughty,Ld.<br>Grimsby<br>'sA&CP | Morris&Fisher,<br>Ld. | 122·0<br>Q70'F18' | 22·0 | 11·8<br>BK8" | Grimsby<br>British<br>4BHCem | T.3Cy.12½",21½"&35"–24"(s)<br>180lb 76RHP<br>1SB,2cf,GS38,HS1330<br>Amos&Smith,Hull | 12 ″ 6 | |
| 12079<br>12140<br>LHMQ | **Chikubushima Maru** SteelSc<br>1Dk | 143<br>—<br>105 | | | | | 1909 | J.Harada<br>Osaka | TaikoKisen<br>KabushikiKaisha | 99·6 | 18·6 | 6·9 | Otsu<br>Japanese | C.2Cy.12"&24"–15"<br>19NHP<br>J.Harada,Osaka | | |
| 12080<br>11045<br>LFHJ | **Chikugo Maru** SteelScSr<br>1Dk(Stl)&Spar dk(Stl–teak s)<br>Elec.light &deep framing | 2435<br>2156<br>1446 | ✠<br>Spar dk<br>6,08<br>✠ | Yka | | | 1907<br>6mo | D&WHendersn&Co.Ld.<br>Glasgow<br>WB | NipponYusen<br>KabushikiKaisha<br>=CellDBa92'uE& | 310·4<br>P33'B90'F39'<br>B52'f114'500tFPT | 40·2 | 16·5<br>24·0<br>FK | Tokio<br>Japanese<br>6BHCem<br>34tAPT24t | T.3Cy.25",41"&68"–48"<br>386NHP<br>2SB,6cf,GS124,HS5130 FD<br>D&W.Hendersn&CoLdGls | 26 ″ 6 | |
| 12081<br>1197<br>HJCG | **Chikugogawa Maru** SteelScSr<br>2Dks | 644<br>—<br>376 | | | | | 1890 | MitsuBishi<br>Dkyd&EWks<br>Nagasaki | KitaNipponKisen<br>KabushikiKaisha | 176·0 | 26·9 | 17·9 | Nishinomiya<br>Japanese | T.3Cy.15",28"&39"–30"<br>NB02 83NHP<br>MitsuBishiD.&E.Wks.Nag | | |
| 12082<br>19708<br>NFCT | **Chikusa Maru No. 2** WoodAux ScSr | 199<br>—<br>121 | | | | | 1917 | .................. | UsuiShikataro | 99·7 | 24·4 | 11·7 | Ushioye<br>Japanese | | | |
| 12083<br>10837<br>LOWD | **Chikuzen Maru** SteelScSr<br>Elec.light 1Dk(Stl)&Spar dk(Stl)<br>&deep framing | 2438<br>2159<br>1449 | ✠<br>Spar dk<br>8,07<br>✠ | Yka | u | | 1907<br>4mo | D&WHendersn&Co.Ld<br>Glasgow<br>WB | NipponYusen<br>KabushikiKaisha<br>= CellDBa92'uE& | 310·3<br>P33'B90'F39'<br>B52'f114'500tFPT | 40·2 | 16·5<br>24·0<br>FK | Tokio<br>Japanese<br>6BHCem<br>34tAPT24t | T.3Cy.25",41"&68"–48"<br>386NHP<br>2SB.6cf,GS124,HS5130 FD<br>D&W.Hendersn&CoLdGls | 26 ″ 6 | |
| 12084<br>87034<br>HBTF | **Chilco** SteelScSr<br>(exSantaMaria,<br>Elec.light exYacht) 1Dk | 309<br>227<br>197 | | | | | 1883 | J.Elder&<br>Co.<br>Glasgow | UnionS.S.Co.of<br>BritishColumbia,<br>Ld. | 154·0 | 22·0 | 12·4 | Vancvr,BC<br>British | C.2Cy.18"&36"–21"<br>NB01 80RHP<br>J.Elder&Co.Glasgow | | |
| 12085 | **Child** SteelScSr<br>(Sand PumpDredger)<br>Elec.light 1Dk(Stl-ptteaks) | 755<br>691<br>406 | | | ... | | 1916<br>12mo<br>Lloyd | W.Simons<br>&Co.Ld.<br>Renfrew<br>'sA&CP | TheCrownAgents<br>for theColonies | 180·2 | 35·1 | 13·2<br>FK | Lagos<br>British<br>6BHCem | T.3Cy.14½",23"&37"–24"(s)<br>180lb 70RHP<br>2SB,4cf,GS84,HS2648<br>W.Simons&CoLd.Renfrew | 14 ″ 0<br>s 2 ″ 2½<br>12 ″ 1 | |
| 12086<br>MCFG | **Childar** SteelScSr<br>ssH.Kg.No.3-10,17<br>1Dk(Stl)Spar dk(ptStl–teak s)&<br>Elec.light deep framing<br>ssH.Kg.No.1-21 | 1735<br>1602<br>1102 | ✠100A1<br>Spar dk<br>withfreeboard<br>12,21~~11,20~~<br>BS12,21<br>✠LMC11,20 | HKg | r | ~~7,19~~<br>6,21 | 1905<br>2mo<br>~~Lloyd~~ | Fevigs<br>Jernskibsbyg<br>Fevig<br>~~'sA&CP~~ A&CP<br>WB | A/S D/S Childar<br>(Wiel&Amundsen)<br>= CellDB a 75'uE | 269·7<br>B75'F31' | 39·0 | 11·2<br>19·0<br>FK | Frdrkshld<br>Norwegian<br>4BHCem<br>19'f113'393t | T.3Cy.20½",33"&56"–39"(r)<br>180lb 100lb 209NHP<br>2SB,4pf,GS83,HS3078<br>Richardsons,Westgarth&<br>APT14t Co.Ld.Mdb. | 21 ″ 3<br>s 4 ″ 7<br>16 ″ 11 | |
| 12087<br>NTPH | **Chile** SteelTwinSc<br>ssCpn.No.1-20<br>Wireless Oil Eng.<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Tonnage opening closed 1918 | 6913<br>5045<br>5218 | ✠100A1<br>Shelter dk<br>withfreeboard<br>6,21~~11,20~~<br>~~DBS6,20~~<br>DBS9,21<br>✠LMC~~12,19~~<br>6,20 | Cpn | a† | CL<br>P 11,20<br>SN<br>11,20 | 1915<br>12mo<br>Lloyd | Akt.Burmeistr&Wain<br>Copenhagen<br>'sA&CP | A/S DetÖstasiatiskeKompagni<br>WB=CellDBa | 425·3<br>135'uE42'f | 55·2 | 35·4<br>FK | Copnhagn<br>Danish<br>7BHCem | Oil Engines 4S.C.SA<br>12Cy.24 1/16"–37 1/16"<br>DB –100lb 568NHP<br>Akt.Burmeistr&Wain,Cpn<br>201'1266tFPT93tAPT73t | 38 ″ 6<br>s11 ″ 2<br>28 ″ 0 | |
| 12088<br>986<br>NMLK | Sunk by Mine 10,21<br>SteelScSr<br>(exEquità,exKnightof<br>St.John) Elec.light 2Dks StrB | 3282<br>3062<br>2108 | | | ... | | 1885 | Palmers'<br>Co.Ld.<br>Newcastle | Quaglia&Galdini | 330·0<br>P37'B74'F40' | 43·5 | 29·0<br>BK11" | Genoa<br>Italian<br>WB | T.3Cy.27",44½"&71"–48"<br>349NHP<br>Palmers'Co.Ld.Newcastle | 30 ″ 5 | IV |
| 12089<br>106800<br>PKSW | — SteelTwinScSr<br>Wireless 2Dks&Shade dk | 3225<br>2300<br>1702 | | | | | 1896 | Caird&Co.<br>Ld.<br>Greenock | PacificStmNavCo. | 350·3<br>Promenade dk318'<br>Shade dk153' | 43·1 | 19·4 | Liverpool<br>British<br>WB | T.6Cy.19¾",32"&52"–36"<br>324NHP<br>Caird&Co.Ld.Greenock | 22 ″ 6 | |
| 12090<br>25451<br>RNLQ | **Chile Maru** SteelSc<br>Elec.light 2Dks(Stl)&Awng dk(Stl) | 5860<br>5586<br>4260 | ✠100A1<br>Awng dk<br>withfreeboard<br>1,22 ~~2,21~~<br>✠LMC~~4,19~~<br>1,22 | Mdb<br>Kob | y | 1,22 | 1919<br>5mo | Kawasaki<br>Dkyd.Co.Ld<br>Kobe<br>A&CP | ~~KawasakiKisen~~<br>~~KabushikiKaisha~~<br>KokusaiKisen<br>KabushikiKaisha<br>CellDB334'1118t | 385·0<br>FPT126tAPT98t | 51·0 | 36·0<br>FK<br>Collision | Kobe<br>Japanese<br>Cem<br>BHto A dk<br>5 „ „ U „ | T.3Cy.26",43½"&72"–48"(s)<br>200lb 487NHP<br>2SB&1AuxSB,8cf,GS154,<br>HS5636 FD<br>KawasakiDykdCoLdKobe | 36 ″ 0<br>s 9 ″ 3½<br>27 ″ 1 | |
| 12091<br>OEMZ | **Chili** SteelSc<br>Elec.light Wireless 3Dks&Spar dk | 6113<br>—<br>3247 | | | | | 1894 | Messag.<br>Maritimes<br>LaCiotat | ~~MessageriesMaritimes~~<br>Soc.desServicesContractuels des MessageriesMaritimes | 462·6 | 47·6 | 36·7 | Marseilles<br>French<br>WB | T3Cy.41½",61¾"&100¼"–51½"<br>719NHP<br>Messag.Mar.,LaCiotat | | V |
| 12092<br>93659 | — WoodSc | 108<br>101<br>73 | | | | | 1869 | H.Gibson<br>Northwich | Liverpool LighterageCo.Ld. | 82·0 | 19·5 | 8·8 | Liverpool<br>British | C.2Cy.12"–14"<br>24RHP<br>H.Gibson,Northwich | | |
| 12093<br>142693<br>JVNS | **Chilier** SteelSc<br>(exWarScot) 1Dk<br>Wireless Fitted for liquid fuel<br>Elec.light Carrying Petroleum in bulk | 5254<br>4801<br>3145 | | | | | 1918 | Barclay,<br>Curle&Co.Ld.<br>Glasgow | LloydRoyalBelge<br>(Gt.Britain),Ld. | 400·1<br>P49'B113'F39' | 52·3 | 28·5 | London<br>British<br>WB | T.3Cy.27",44"&73"–48"<br>369NHP<br>Barclay,Curle&Co.Ld.Gls | | C |
| 12094<br>127522<br>KRGT | **Chilkat** WoodScSr<br>Elec.light 1Dk | 172<br>162<br>98 | | | | | 1901 | FultonE.<br>&S.B.Works<br>S.Francisco | AlaskaPackers<br>Association | 115·5 | 24·0 | 10·5 | S.Frncisco<br>Utd.States | C.2Cy.13"&28"–20"<br>29NHP<br>FultonE.&S.B.Works,SFo | | |
| 12095<br>141710 | **Chilkoot** SteelScSr<br>Fitted for oil fuel<br>Elec.light 1Dk<br>Mchy.Aft | 756<br>515<br>411 | | | | | 1919 | Wallace<br>Shipyards,Ld<br>North-Vancouver,B.C. | UnionS.S.Co.of<br>BritishColumbia,<br>Ld.(E.H.Beazley,<br>Mgr.) | 172·6<br>P&B69'F19' | 30·2 | 12·9 | Vancouver<br>British<br>WB | T.3Cy.15½",26"&44"–26"<br>96RHP<br>IronFoundry,Providence,<br>RhodeIsland | | C |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships. / Corresponding draught. ft. in. | 15/16 Registers in which classed, if not in L.R. Date of It. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12096<br>106261<br>SHJF | **Chillagoe** SteelSc3MstSr<br>ssMel.No.2-22 ssMel.No.3-11,13<br>Mchy.Aft ~~ssMel.No.1-17~~<br>Elec.light (exMalteseCross)<br>1Dk(ptIrn&ptStl)&deep framing | 1494<br>~~1490~~<br>1189<br>~~956~~<br>954 | ✠100A1<br>2,22 ~~12,20~~<br>✠LMC ~~12,20~~ 2,22 | Mel | o | CL<br>~~12,20~~<br>12,21 | 1900<br>10mo | Londonderry SB.&E.Co.Ld<br>Londonderry<br>A&CP | AustralianSteamshipsProprietary Ld.(Man Agents HowardSmith,Ld)<br>WB = Cell DB | 239·8<br>P57'B18'F25'<br>uE&B38' f162'389t | 38·1 | 15·6<br>FK | Melbourne<br>British<br>6BHCem<br>FPT162t | T.3Cy.18",30"&48"-33" (s)<br>180lb 155NHP<br>2SB.6pf,GS94,HS2578<br>J.G.Kincaid&Co.Greenock | 18 ″ 2<br>s 2 ″ 6<br>16 ″ 1 | |
| 12097<br>119063<br>VHKG | **Chilliwack** SteelScSr<br>exBritishColumbia, 1Dk(Stl)<br>Elec light exOnyx)<br>Well deck Mchy.Aft | 557<br>398<br>222 | | | ... | | 1903 | Scott& Sons<br>Bowling | UnionS.S.Co.of BritishColumbia Ld. | 170·7<br>Q91'B10'F26' | 27·1 | 10·5<br>BK7¼" | Vancouver<br>British<br>WB | T.3Cy.14",22½"&37"-27"<br>81RHP<br>Ross&Duncan,Glasgow | 12 ″ 9 | |
| 12098<br>835<br>HBKC | **Chiloé** SteelScSr<br>ssVpo.No.2-19<br>Elec.light 2Dks(Stl-U ws)<br>Ref.Mchy. Wireless | 1846<br>1409<br>1147 | ✠100A1<br>2,19<br>✠LMC<br>MS2,19 BS~~9,19~~ 1,21 | Vpo | r | CL<br>~~2,19~~<br>N4,21 | 1909<br>11mo<br>Lloyd's A&CP | A.Rodger &Co.<br>Pt.Glasgow | Braun&Blanchard<br>WB = Cell | 270·0<br>P29'B88'F41'<br>DBa54'uE28'f124' | 37·4 | 18·7<br>FK | PntaArnas<br>Chilian<br>4BHCem<br>300tAPT46t | T.3Cy.20",33"&54"-36" (s)<br>180lb 236NHP<br>2SB,6cf,GS115.HS4276<br>A.Rodger&Co.Glasgow | 21 ″ 0<br>s 2 ″ 9<br>18 ″ 9 | |
| 12099<br>122985 | **Chimæra** SteelScK<br>1Dk | 107<br>97<br>41 | | | ... | | 1907 | Hawthorns &Co.Ld.<br>Leith | Offord&Geddes,Ld | 90·5 | 19·1 | 9·0<br>BK7" | Lowestoft<br>British<br>WB | C.2Cy.12"&26"-18"<br>35RHP<br>Hawthorns&Co.Ld.Leith | 10 ″ 0 | |
| 12100<br>114564<br>SNPV | **—** SteelScSr<br>ssShm.No.3-4,14<br>(exYacht) ssBry.No.1-18 | 80<br>—<br>33 | ✠100A1<br>Yacht<br>9,18<br>BS3,21 ✠LMC9,18 | Bry | | CL<br>2,20 | 1901<br>4mo<br>Lloyd's A&CP | Mordey, Carney(Sou.) Ld<br>Sthamptn | BarryPilotsSteam CutterCo.Ld. (D.J.Jones,Mgr.) | 81·5<br>Q17' | 16·1 | 7·9<br>BK6" | S'thamptn<br>British<br>4BHCem | C.I.2Cy.12"&25"-16"<br>115lb 33RHP<br>1SB,2pf,GS28,HS700<br>Mordey Carny(Sou)LdSou | | |
| 12101<br>OENB | **Chimère** SteelSc (Tug)<br>(exLarsen,exViking) 1Dk | 127<br>—<br>34 | | | | | 1908 | Kaldnæs Mek.Værks.<br>Tönsberg | Cie.Générale Transatlantique | 95·7 | 18·9 | 11·2 | Havre<br>French | T.3Cy.11",18"&29½"-24"<br>43NHP<br>KaldnæsM.V.Tönsberg | | |
| 12102 | **Chin Chang** IronScSr<br>(exFiume,<br>exAthos,exMexico) 1Dk&Spar dk3trB | 1339<br>1250<br>839 | | | | | 1882 | G.Howaldt<br>Kiel | FuiksinS.N.Co. | 232·0<br>P13'B48'F35' | 30·9 | 22·9 | Ningpo<br>Chinese<br>WB | C.2Cy.29½"&49"-35½"<br>119NHP<br>Gebr.Howaldt,Kiel | | |
| 12103<br>72829 | **Chin Lung** SteelSc (Tug)<br>1Dk | 154<br>124<br>4 | | | | | 1893 | S.C.Farnham&Co.,Ld<br>Shanghai | TakuTug&Lighter Co.Ld. | 95·0<br>B44' | 20·1 | 11·4 | Shanghai<br>British<br>WB | C.2Cy.16"&32"-24"<br>43RHP<br>S.C.Farnham&Co.,Ld.,Shi. | | |
| 12104<br>104467<br>PMLK | **China** SteelScSr<br>3Dks(U Stl-teak s)&Spar dk<br>Elec.light Wireless (Stl-teak s) | 7952<br>6422<br>4173 | ✠<br>Spar dk<br>11,96<br>✠ | Bel | d† | | 1896<br>11mo | Harland& Wolff,Ld.<br>Belfast<br>WB = | P.&O.Stm.Nav.Co.<br>Cell DBa97' f160' | 500·5<br>P47'B259'F78' 33·4<br>537t DTa42' 105t F | 54·2 | 25·1<br>FK&BK3" | Belfast<br>British<br>9BHCem<br>Ptanks93t | T.4Cy.42¼"68"&(2)74½"-72"<br>FD 1395NHP<br>3D&3SB27cfGS537 HS21760<br>Harland&Wolff,Ld.Bel | 37 ″ 0 | BT till 5,21 |
| 12105<br>127262<br>KNLT | **—** SteelSc4MstSr<br>Wireless Sub.Sig 3Dks | 5060<br>—<br>3186 | | | | | 1889 | Fairfield Co.Ld.<br>Glasgow | ChinaMailS.S. Corp | 440·4<br>Promenade dk 220'<br>P56' F58' | 48·1 | 32·8 | S.Frncisco<br>Utd.States<br>WB | T.3Cy.40",66"&106"-72"<br>953NHP<br>FairfieldCo.Ld.Gls. | 26 ″ 0 | V |
| 12106<br>95095 | **—** SteelPadLr<br>Elec.light | 1224<br>1224<br>892 | | | | | 1888 | W.Denny &Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 310·0 | 46·0 | 10·7 | Glasgow<br>British | C.D.2Cy.37½"&65"-72"<br>299NHP<br>Denny&Co.,Dumbarton | | |
| 12107<br>99717<br>NGPD | **—** IronScK<br>1Dk | 190<br>178<br>93 | | | ... | | 1893 | Cochrane &Cooper<br>Beverley | T.W.Baskcomb | 115·5<br>Q17'F19'<br>len00 | 21·0 | 11·5<br>BK7½" | Grimsby<br>British | T.3Cy.12½",19½"&32"-22½"<br>NB12 50RHP<br>C.D.Holmes&Co.,Hull | 12 ″ 0 | |
| 12108<br>220680<br>MBQG | **China Arrow** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Mchy.Aft Sub.Sig. & Web frames<br>Wireless Longitudinal framing | 840<br>7543<br>5228 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,21 ~~10,20~~<br>✠LMC10,20<br>CarryingPetroleum in bulk<br>Fitted for oil fuel10,20 F.P. above 150° F. | Quin-<br>cy<br>SF | d† | CL | 1920<br>10mo<br>A&CP | Bethlehem S.B.Corp.Ld.<br>Quincy,Mass. | StandardTransportationCo.Inc.<br>CellDBuE&B80' 285tD1f40'518t | 468·3<br>FPT270tAPT131t | 62·7 | 32·0<br>FK | NewYork<br>Utd.States<br>17BHptCem<br>(1 to Sh dk<br>10 ,, U ,,<br>6 ,, 2nd ,,) | Q.4Cy.24",35",51"&75"-51"<br>220lb 125lb (r) 636NHP<br>3SB,9cf,HS9315 FD<br>BethlehemS.B.Corp.Ld. | 32 ″ 0<br>s 5 ″ 4<br>27 ″ 1 | |
| 12109<br>26215<br>RSMN | **China Maru** SteelSc<br>Elec.light 2Dks(Stl)&Awng dk(Stl) | 5870<br>5590<br>4266 | ✠100A1<br>Awng dk<br>withfreeboard<br>5,21 ~~7,20~~<br>✠LMC~~4,20~~ 5,21 | Npt<br>Kob | y | ~~7,20~~<br>N5,21 | 1920<br>4mo<br>A&CP | Kawasaki Dkyd.Co.Ld.<br>Kobe | KawasakiKisen KabushikiKaisha<br>CellDB334'1118t | 385·0<br>FPT126tAPT93t | 51·0 | 36·0<br>FK<br>Collision | Kobe<br>Japanese<br>Cem<br>BHtoAwndk<br>5 ,, ,, U ,, | T.3Cy.26",43½"&72"-48" (s)<br>200lb 437NHP<br>2SB&1AuxSB,8cf,GS154, HS5636 FD<br>KawasakiDkyd CoLdKobe | 36 ″ 0<br>s 9 ″ 3½<br>27 ″ 1 | |
| 12110<br>212766<br>LDVT | **Chinampa** SteelScSr<br>ssNYk.No.3-10.15<br>ssNYk.No.1-20<br>(exCushing,exPrometheus) 2Dks(1Stl&<br>Elec.light UptIrn&ptStl)&Web frames<br>Mchy.Aft Wireless | 7058<br>5847<br>4533 | ✠100A1<br>9,21 ~~11,20~~<br>MS7,20 ✠LMC<br>BS~~12,19~~ 5,21<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 5,13 F.P. above 150° F. | NYk | a† | CL<br>11,20 | 1903<br>11mo<br>A&CP | Palmers' Co.Ld.<br>Newcastle | StandardOilCo. (NewJersey)<br>CellDB | 428·0<br>P252'F46'<br>uE39' 71t FPT77t | 54·7 | 30·5<br>FK | NewYork<br>Utd.States<br>14BHCem<br>APT130t | T.3Cy.28",46½"&77"-54" (s)<br>180lb 100lb 564NHP<br>4SB,12cf,GS265,HS9950<br>Palmers'Co.Ld.Newcastle | 32 ″ 0 | |
| 12111<br>212892<br>LFOK | **Chincha** SteelScSr<br>ssN.Yk.No.1-17<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>3rd dk(Stl)inNo.1hold only&Web frames<br>Wireless Longitudinal framing | 6371<br>6102<br>3952 | ✠100A1<br>Shelter dk<br>withfreeboard<br>5,20<br>~~BS5,20~~<br>~~BS5,19~~ ✠LMC~~12,19~~ 6,21<br>Fitted for oil fuel 6,17 F.P. above 150°F. | Bal | z | CL<br>~~2,19~~<br>6,21 | 1912<br>9mo<br>Lloyd's A&CF | JLThompson&Sons,Ld<br>Sunderland | GreenStarS.S. Corp.<br>WB = CellDBa | 403·0<br>132'uE&B48' f167' | 52·3 | 26·8<br>FK | NewYork<br>Utd.States<br>7BHCem<br>1182t DTf | Q.4Cy.24",34½",49"&71"-48"<br>220lb (s) 480NH<br>3SB,9cf,GS153,HS6480 FD<br>N.E.MarineEngCoLd.Nwc<br>32'1251tFPT116tAPT35t | 37 ″ 1<br>s 8 ″ 10<br>28 ″ 8 | |
| 12112<br>128248 | **Chinchow** SteelTwinSc<br>1Dk | 310<br>257<br>204 | | | | | 1909 | W.Denny& Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 155·4 | 28·1 | 8·1 | Glasgow<br>British | C.4Cy.16"&32"-21"<br>25RHP<br>Denny&Co.Dumbarton | | |
| 12113 | **Chinde** SteelTwinScSr<br>Elec.light 1Dk&Awng dk | *1382*<br>*1188*<br>*841* | | | ... | | 1911 | Russell& Co.<br>PortGlasgow | Cia.Nacionalde Navegação | 240·0<br>P40'F43' | 33·5 | 19·2<br>FK | Lisbon<br>Portuguese<br>WB | T.6Cy.12",20"&32"-27"<br>144NHP<br>J.G.Kincaid&Co.Ld.Grk. | 21 ″ 6 | |
| 12114<br>128930<br>HWBL | **Chindwara** SteelScSr<br>(exArabistan) 2Dks(Stl)<br>Elec.light Wireless | 5192<br>4815<br>3307 | ✠<br>3,13<br>✠ | Bom | y | | 1912<br>5mo | W.Gray& &Co.Ld.<br>WHartlepool | BritishIndiaStm. Nav.Co.Ld.<br>WB = Cell DBa132'uE26' f | 400·0<br>P30'B124'F49'<br>176'1184tDTa37'95 | 53·5 | 27·1 | Glasgow<br>British<br>6BHCem<br>0tAPT33t | T.3Cy.28",46"&77"-48"<br>603NHP<br>3SB,12pf,GS213,HS9174 FD<br>Cen.Mar.Eng.Wrks.WHpl | 29 ″ 7 | |
| 12115<br>129521<br>HRVQ | **Chindwin** SteelScSr<br>Elec.light Wireless 2Dks | 6292<br>5445<br>4071 | | | | | 1910 | W.Denny &Bros.<br>Dumbarton | Brit.&BurmeseSN Co.Ld.(P.Henderson&Co.Mgrs.) | 445·5<br>P61'B149'F42' | 55·2 | 28·6 | Glasgow<br>British<br>WB | T.3Cy.28½",46½"&76"-60"<br>447NHP<br>Denny&Co.Dumbarton | | C<br>BT till 8,21 |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Coté. ✠ Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Equipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12116<br>129775<br>HTBQ | **Chinese Prince** SteelScSr<br>ssNYk.No.2–20 ~~ssNYk.No.1–16~~<br>*2Dks(Stl)&Shelter dk(Stl)*<br>*Elec.light* Wireless Sub.Sig. | 4834<br>4435<br>3029 | ✠100A1<br>*Shelter dk with freeboard*<br>~~10,20~~ 10,18 ~~5,21~~<br>~~BS3,20~~ 5,21 ✠LMC. MS4,20<br>*Carrying oil fuel F. P. above 150° F in D.B.& D.T.* | Brs<br>~~NYk~~ Bry | *z* | CL<br>10,20 | 1911<br>7mo<br>*Lloyd*'*sA&CP* | Short Bros. Ld.<br>Sunderland | PrinceLine,Ld.<br>(Furness,Withy&Co.Ld.*Mgrs.*) *WB*<br>*uE*28'*f*171'959*t* | 396·0<br>*=CellDBa*115' FK<br>*DT a* 30' 700*t FPT* | 54·4 | 26·8 | Newcastle<br>British<br>6*BHCem*<br>67*tAPT*24*t* | T.3Cy.27",45"&74"–51" (*a*)<br>180lb *90lb* 507NHP<br>3SB,9*cf*,GS172,HS7170 FD<br>N.E.MarineEng.CoLd.Sld. | 28 ″ 1<br>s 3 ″ 6<br>25 ″ 0 | |
| 12117 | **Ching Tau Maru** SteelScSr<br>(*ex*Durendart)<br>*Elec.light* *1Dk&Spardk* | 3844<br>3547<br>2459 | | | | | 1906 | Flensburg Schiffsb.Ges.<br>Flensburg | | 340·5<br>P38'B78'F40' 26·1 | 49·2 | 18·2 | | T.3Cy.20⅞",36½"&63"–39⅜"<br>250NHP<br>FlensburgerSchiffsb.Ges. | | |
| 12118<br>96639<br>LHVF | **Chingford** SteelScSr<br>ssSld.2ndNo.3–8,14<br>*Well deck* *Elec.light* ssHul.No.1–18<br>Wireless *1Dk(Irn)&Web frames* | 1517<br>1288<br>951 | ✠100A1<br>~~3,21~~ ~~9,20~~ ~~12,21~~<br>3,22 ~~BS12,16~~ ✠LMC9,18<br>BS4,21 | ~~Mdb~~ Hul<br>~~Dun~~ ~~GK~~ | *g* | CL<br>9,20 | 1889<br>9mo<br>*Lloyd*'*sA&CP* | W.Gray &Co.Ld.<br>WHartlepool | JamesMitchell&Sons | 264·5<br>Q70'B112'F29'<br>BK9"<br>*WB=DBa*80'*f*100' | 37·0 | 17·8 | Dundee<br>British<br>1*BHCem*<br>393*tAPT*17*t* | T.3Cy.20",31½"&53"–36" (*s*)<br>160lb *100lb* NDB08 168NHP<br>2SB,4*rf*,GS71,HS2500<br>CntrlMrneE.Wks,W.Hpl. | 18 ″ 11<br>s 1 ″ 1½<br>18 ″ 8 | |
| 12119<br>118354<br>VKHB | **Chinhua** SteelTwinScSr<br>*Elec.light* *2Dks* | 2207<br>1939<br>1353 | | | | | 1903 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 299·7<br>B86'F37' | 40·1 | 20·6 | London<br>British<br>*WB* | T.6Cy.14½",24"&39½"–30"<br>170NHP<br>Greenock FoundryCo.Grk. | | |
| 12120<br>19291<br>NCJF | **Chinkai Maru** WoodSc | 550<br>—<br>336 | | | | | 1916 | ……………… | TokiowanKisen KabushikiKaisha | 173·0 | 25·2 | 16·7 | Shimoda<br>Japanese | | | |
| 12121<br>108344<br>QCNR | **Chinkiang** SteelScSr<br>*2Dks* | 1986<br>1777<br>1229 | | | | | 1898 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 275·5<br>P20'B70'F30' | 38·2 | 21·4 | London<br>British<br>*WB* | T.3Cy.20",32"&52"–39"<br>169NHP<br>Scott&Co.Greenock | | |
| 12122<br>128943<br>JCVP | **Chinkoa** SteelScSr<br>(*ex*Arabistan) *2Dks(Stl)*<br>*Elec.light* Wireless | 5222<br>4828<br>3295 | ✠<br>9,15<br>✠ | Mdb | *y* | | 1913<br>8mo | W.Gray& Co.Ld.<br>WHartlepool<br>*WB=* | BritishIndiaStm. Nav.Co.Ld.<br>*CellDBa*132'*uE*26' | 400·2<br>P30'B124'F39'<br>FK<br>*f*176'1184*tDTa*37'*t* | 53·6 | 27·2 | Glasgow<br>British<br>6*BHCem*<br>950*tAPT*33*t* | T.3Cy.28",46"&77"–48"<br>588NHP<br>3SB,12*cf*,GS213,HS8813 FD<br>Cen.Mar.Eng.Wrks.WHpl | 29 ″ 7 | |
| 12123<br>139763 | **Chinkong** SteelTwinSc<br>(*Tug*)<br>*1Dk* | 250<br>202<br>46 | | | | | 1917 | NewEng. &S.B.WksLd<br>Shanghai | ChinaNav.Co.Ld. | 140·0 | 26·1 | 7·0 | Shanghai<br>British | T.3Cy.10",16"&26"–15"<br>69RHP<br>NewEng.&S.B.Wks.LdShi | | |
| 12124<br>HJRD | **Chio** IronScSr<br>(*ex*Edith,*ex*Stella,*ex*Edith)<br>*Well deck* *1Dk* | 404<br>296<br>266 | | | … | | 1883 | Russell& Co.<br>Pt.Glasgow | Cia.MarCantabria (A.deAreizaga, *Mgr.*) | 149·2<br>Q48'B37'F24'<br>BK7" | 23·5 | 11·3 | Bilbao<br>Spanish<br>*WB* | C.2Cy.18"&36"–24"<br>53NHP<br>Alley&Maclellan,Glasgow | 12 ″ 0 | |
| 12125<br>HPSF | **Chios** SteelScSr<br>ssPir.2ndNo.3–6,21 ~~ssPir.No.3–10,07~~<br>(*ex*Vaglianos) ~~ssNYk.No.2–17~~<br>*Elec.light* Wireless *1Dk(ptStlptIrn)*<br>*&ptAwngdk&Web frames* | 2700<br>1985<br>1681 | ✠100A1<br>*ptAwng dk with freeboard*<br>6,21 ~~3,18~~<br>~~Examined1,20~~ 6,21<br>~~BS4,20~~ ✠LMC~~6,17~~ | Lgn<br>Pir | *t* | ~~12,19~~<br>6,21 | 1895<br>8mo<br>A&CP | R.Thompson&Sons<br>Sunderland<br>*WB=* | ChiosS.S.Co.Ld.<br>(SaliarisBros., *Mgrs.*)<br>*Cell DBa* 96'*f* 124' | 310·0<br>Q75'<br>*ptAwngdk*235' FK<br>*uE*22'643*t FPT*88*t* | 41·3 | 18·4 | Piræus<br>Greek<br>6*BHCem*<br>*APT*125*t* | T.3Cy.21½",37"&60"–42" (*s*)<br>165lb ~~*80lb*~~ 2DB*45lb* 250NHP<br>2SB,6*cf*,GS114,HS3950<br>J.Dickinson&Sons,Ld.Sld | 21 ″ 2<br>s 8 ″ 8½<br>20 ″ 0 | |
| 12126<br>HKMJ | — IronScSr<br>(*ex*Portland)<br>*Elec.light* Wireless *2Dks* | 923<br>728<br>537 | | | | | 1876 | R.Steele &Co.<br>Greenock | HellenicCo.ofMaritimeEnterprises | 230·3<br>P56' F44' | 30·8 | 15·6 | Piræus<br>Greek | C.2Cy.31"&57"–45"<br>182NHP<br>R.Steele&Co.,Greenock | | |
| 12127<br>120660<br>HFLQ | **Chip Shing** SteelScSr<br>*Elec.light* *2Dks* | 1984<br>1794<br>1199 | | | | | 1906 | Hall,Russell&Co.Ld.<br>Aberdeen | Indo-ChinaSteam Nav.Co.Ld. | 265·0<br>B64'F38' | 40·2 | 21·0 | London<br>British<br>*WB* | T.3Cy.20",33"&54"–39"<br>182NHP<br>Hall,Russell&Co.Ld.Abn. | | |
| 12128<br>23801<br>HKGN | **Chipana** SteelScSr<br>ssLiv.No.3–5,21 ~~ssN Yk No.2–16~~<br>*Elec.light* *2Dks(Stl)&deep framing*<br>Wireless *&Shelter dk(Stl–ptws)*<br>*Carrying oil fuel F.P. above* 150° F. *in DB*<br>*Now named* "Toluma," *See No.* 39602 *in Supplement* | ~~7040~~<br>~~[illegible]~~<br>~~[illegible]~~<br>7041<br>5239<br>5234 | ✠100A1<br>*Shelter dk with freeboard*<br>5,21 ~~10,18~~<br>~~Examined2,20~~ BS5,21<br>~~BS11,17~~ ✠LMC5,~~17~~<br>11,19 | Npt<br>Liv | *a*† | CL<br>~~12,17~~<br>5,21 | 1907<br>3mo<br>*Lloyd*'*sA&CP* | ShortBros. Ld.<br>Sunderland | NewYork&Pacific S.S.Co.Ld.<br>*WB=Cell*<br>*DBa*131'*uE&B* | 417·8<br>FK<br>42'*f*173'1232*t FPT* | 54·4 | 36·0 | London<br>British<br>7*BHCem*<br>111*tAPT*56*t* | Q.4Cy.24½",35",51"&74"–51"<br>220lb *120lb* (*r*) 539NHP<br>3SB,9*cf*,GS159,HS7290 FD<br>N.E.MarineEng.CoLdNwc | 38 ″ 10<br>s 9 ″ 7<br>29 ″ 8 | |
| 12129<br>218149<br>LRHJ | **Chipchung** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless *1Dk&Shelter dk*<br>Sub.Sig. *&Web frames*<br>*Longitudinal framing* | 6164<br>5721<br>4630 | | | … | | 1919 | MooreS.B. Co.<br>Oakland,Cal. | UnitedStates ShippingBoard | 402·5<br>P34'F39'*onShelter dk*<br>FK | 53·0 | 32·0 | S.Frncisco<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 screw shaft<br>W&A.FletcherCoHbknNJ | 34 ″ 6 | B |
| 12130<br>201920<br>KTSQ | **Chippewa** SteelScSr<br>Wireless<br>*Elec.light* Sub.Sig. *2Dks3trB* | 2696<br>—<br>2155 | | | | | 1905 | WCramp&SonsS&EBCo<br>Philadelphia | ClydeS.S.Co.Inc. | 265·9 | 40·1 | 19·5 | NewYork<br>Utd.States<br>*WB* | T.3Cy.18",30"&49"–30"<br>131NHP<br>W.Cramp&SnsS&EBC Phl | | R |
| 12131<br>220783<br>MBTL | — SteelSc<br>*Elec.light* Wireless *1Dk(Stl)* | 2310<br>1949<br>1440 | ✠100A1<br>8,20<br>✠LMC8,20<br>*Fitted for oil fuel* 8,20 *F.P. above* 150° F. | Wyan-dotte | *r* | CL | 1920<br>8mo | Detroit S.B.Co.<br>Wyandotte<br>A&CP | IndependentS.S. Co.(Inc.) | 251·0<br>P27'B64'F26'<br>FK<br>*CellDB*204'531*tFPT* | 43·6 | 22·2 | Detroit<br>Utd.States<br>4*BHptCem*<br>58*tAPT*89*t* | T.3Cy.20",33"&54"–40" (*r*)<br>185lb 265NHP<br>2SB,4*cf*,GS88,HS3940 FD<br>DetroitS.B.Co.Detroit | 24 ″ 2<br>s 3 ″ 4½<br>21 ″ 2 | |
| 12132<br>100753 | — SteelPadSr<br>*3Dks*<br>Wireless | 1544<br>892<br>764 | | | | | 1893 | Hamilton BridgeCo.<br>HamiltonOnt | Canada Steamship Lines,Ld. | 308·5 | 36·3 | 12·5 | Toronto<br>British | B.1Cy.66¼"–132"<br>476NHP<br>W.R.Fletcher&Co.Hobkn. | | |
| 12133<br>127440<br>KVRW | — SteelSc<br>*Elec.light* Wireless *1Dk&Awng dk* | 1111<br>—<br>644 | | | | | 1900 | CraigS.B. Co.<br>Toledo,O. | PugetSoundNav. Co.(J.Green, *Mgr.*) | 200·0 | 34·4 | 19·8 | Seattle, Wash.<br>Utd.States | T.3Cy.20",32½"&55"–30"<br>166NHP<br>CraigS.B.Co.Toledo | | |
| 12134<br>215978<br>LJQK | **Chiquimula** WoodAuxSc4MstSr<br>*OilEng.*<br>*Salted&specially treated ptGIB 1Dk*<br>Hardwood treenails<br>*(See Sailing Ship Register)* | 700<br>578<br>529 | ✠12A1<br>5,21 ~~11,20~~<br>✠NE7,19 ✠LMC11,20 | Phl<br>Bal | *m* | 7,19 | 1917<br>12mo<br>A&CP | Columbia Eng.Works<br>Portland,Or. | ChiquimulaShip Corp. | 176·3<br>P30'F20' | 36·1 | 14·2 | NewYork<br>Utd.States | Oil Engines 4S.C.SA<br>12Cy.10"–15" 58NHP<br>DB17 *90lb*<br>JamesCraigMachine&Eng.Wks.JerseyCity | 16 ″ 3 | |
| 12135<br>125775<br>HNSK | **Chira** SteelScSp<br>ssTrd.No.2–18<br>(*ex*Pilar,*ex*Chira) *1Dk(Stl)*<br>*Elec.light* *Mchy.Aft* | 145<br>106<br>49 | ✠~~100A1~~<br>12,21 ~~8,18~~<br>~~BS8,20~~ ✠~~LMC3,18~~<br>*Carrying oil in bulk*<br>*Fitted for oil fuel* 4,09 *F.P. above* 150° F. | Trd | *a* | CL<br>8,18 | 1909<br>4mo<br>*Lloyd*'*sA&CP* | Smith's DockCo.Ld.<br>NorthShields | UnitedBritish Refineries,Ld. (F.J.Flemming, *Mgr.*) | 92·3<br>F13'<br>FK | 19·4 | 7·2 | Trinidad<br>British<br>7*BHCem*<br>*FPT*11*t* | C.2Cy.12"&27"–16" (*s*)<br>140lb 38RHP<br>1SB,2*pf*,GS31,HS745<br>ShieldsEng.Co.Ld.N.Shl. | 7 ″ 9<br>s ″ 9<br>7 ″ 2 | |
| 12136<br>HCKT | **Chire** SteelScK<br>ssLis.No.1–13<br>(*ex*Hebden) *1Dk*<br>*Elec light* | 256<br>224<br>97 | ✠<br>*StmTrawler*<br>11,15<br>✠ | Lis | | | 1908<br>11mo | J.Duthie TorryS.B.Co.<br>Aberdeen | Empresa des Pescarias "Norte" Ld.(C.J.Sabido, *Mgr.*) | 126·2<br>Q70'F20'<br>BK7½"<br>*WB* | 22·6 | 12·0 | Lisbon<br>Portuguese<br>3*BHCem*<br>=*FPT*14*t* | T.3Cy.12½",21"&35"–25"<br>75NHP<br>1SB,3*pf*,GS43,HS1284<br>W.V.V.Lidgerwood,Gls. | 12 ″ 9 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Year Assigned now expired Equipment Letter | 7*<br>Date when tail shaft last seen | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Dated B. of Trade Cert |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12137<br>142498<br>KFWN | **Chirripo** **SteelScSr**<br>Sub.Sig. Wireless<br>*Elec.light Ref.Mchy.* *2Dks&2pt dks* | 5357<br>4679<br>3273 | | | | | 1920 | Workman<br>Clark&Co.Ld<br>Belfast | Elders&Fyffes,Ld. | 400·0\|51·3\|30·0<br>P42'B155'F41' | Belfast<br>British<br>*WB* | T.3Cy.27½",46½"&78"-54"<br>447NHP<br>Wrkman,Clark&Co.Ld Bel | | C |
| 12138 | **Chirsin** **SteelSc**<br>Now named "The Star of England," ([illegible])<br>(*ex*ElseKunkel) *1Dk* | 218<br>T 182<br>68 | | | | | 1912 | Schiffs.Ges<br>Unterweser<br>G.mb.H.Lehe | Co-Operative<br>FishingSocietyLd<br>(C.Naylor*Mgr.*) | 124·1\|22·6\|9·0<br>Q69'F19' | Scarboro'<br>British<br>*WB* | T.3Cy.11⅞",18½"&30 7/10"-22 1/10"<br>44NHP<br>J.C.Tecklenborg,Gstmnde | | |
| 12139<br>7648<br>JRBT | **Chishima Maru** **IronScSr**<br>(*ex*Skramstad,*ex*GeneralBoyd)<br>*Well deck* *1Dk&Web frames* | 1354<br>1086<br>836 | | | ... | | 1891 | W.Gray&<br>Co.Ld.<br>WHartlepool | HireumiNisaburo | 245·1\|34·6\|17·5<br>Q79'B71'F28'<br>BK8½" | Sekoshi<br>Japanese<br>*WB* | C.2Cy.31"&58"-36"<br>NDB06 157NHP<br>Cen.Mar.Eng.Wrks.WHpl | 18 ″ 4 | |
| 12140<br>14196<br>LQWD | — **WoodSc** | 123<br>—<br>68 | | | | | 1913 | ................. | NemuroShosen<br>GomeiKaisha | 95·0\|17·7\|10·8 | Nemuro<br>Japanese | | | |
| 12141<br>105896<br>PMLS | **Chiswick** **SteelScSr**<br>ssBry.No.3-5,10<br>ssBkn.No.2-20<br>(*ex*Bedeburn, *ex*PortDenison) Wireless<br>*1Dk(Irn)&Spar dk(Stl)&deep framing* | 3486<br>3224<br>2175 | ✠100A1<br>*Spar dk*<br>2,21<br>MS2,19 | Cff<br>✠LMC<br>MBS~~2,21~~ 4,22 | *v* | N2,21 | 1896<br>11mo<br>*Lloyd* | Tyne I.S.B.<br>Co.Ld.<br>Newcastle<br>*sA&CP* | BritainS.S.Co.Ld.<br>(Watts,Watts<br>&Co.Ld.*Mgrs.*)<br>*WB=* | 345·0\|46·0\|17·0<br>P30'B98'F37' 24·7<br>FK<br>*Cell D Ba* 120'*f*144' | London<br>British<br>6*BHCem*<br>629*tAPT*35*t* | T.3Cy.24",40"&64"-45" (*s*)<br>180lb *100lb* NDB20 311NHP<br>2SB,*6cf*,GS108,HS5000<br>J.Dickinson&Sons,Ld.Sld. | 27 ″ 2<br>s 5 ″ 3½<br>22 ″ 2 | |
| 12142<br>1636<br>HKVM | **Chita Maru** **SteelScSr**<br>(*ex*Craggs) *1Dk* | 520<br>431<br>286 | | | | | 1891 | R.Craggs<br>&Sons<br>Middlesbro' | S.Matsutaro | 166·9\|25·9\|11·8<br>Q59*t*B35*t*H13*t*F14*t* | Hakodate<br>Japanese<br>*WB* | T.3Cy.13",21"&34"-24"<br>57NHP<br>Wstgrth,English&Co.Mdb | | |
| 12143 | **Chivichiaga** **SteelSc**<br>*Elec.light* *Mchy.Aft* *1Dk(Stl)*<br>Wireless *Longitudinal framing inD.B.*<br>*Cargo battens not fitted* | 2493<br>1950<br>1477 | ✠100A1<br>6,21 ~~5,20~~ | Bbo<br>✠LMC5,20 | *r* | CL | 1919<br>11mo<br><br><br>*Lloyd* | Soc.Espan-<br>ola deConstr.<br>Naval<br>Bilbao<br>'*sA&CP* | Cia.Nav.Bermeo<br>*CellD* | 277·2\|34·0\|20·7<br>P74'F34'<br>FK<br>*B*234' 522*tFPT*112*t* | S.Sebast'n<br>Spanish<br>4*BHCem*<br>*APT*45*t* | 2 SteamTurbines geared to<br>1Sc.Shaft 180lb *150lb* (*s*)<br>2SB,*4cf*,GS80,HS3132<br>Soc.Espanola deConstr.<br>Naval,Ferrol | 23 ″ 1<br>s 4 ″ 1<br>19 ″ 5 | |
| 12144<br>8928<br>JNWP | **Chiyo Maru** **SteelScSr**<br>ssYka.2ndNo.3-8,15<br>ssYka.No.1-18<br>(*ex*Fonar) *1Dk(Stl)&Spar dk*<br>*(ptStl-ws)3trB* | 3168<br>3035<br>2100 | ✠100A1<br>*Spar dk*<br>~~8,21~~ ~~12,20~~<br>11,21 | Kob<br>Yka<br>✠LMC~~12,20~~<br>11,21 | *u* | N~~12,19~~<br>11,21 | 1889<br>11mo<br><br>*Lloyd* | Wigham-<br>Richrdsn&Co<br>Newcastle<br>'*sA&CP*<br>*WB=DB* | OakiGoshiKaisha<br><br><br><br>*uB*42'76*tTunnel ta* | 318·0\|41·2\|18·7<br>P28'B66'F37' 26·2<br>FK<br><br>*nk*74' 77*t MTf*26'41 | Yokohama<br>Japanese<br>5*BHCem*<br><br>7*t Deep tank* | Q.4Cy.21",29",42"&60"-42"<br>180 ~~170lb~~ *60lb* (*s*) 242NHP<br>2SB,*6cf*,GS110,HS3564<br>WghmRchardsn&Co.Nwc<br>*a*24'340*tFPT*76*tAPT*20*t* | 30 ″ 0<br>s 6 ″ 8½<br>23 ″ 10 | |
| 12145<br>23962<br>RGJV | — **WoodSc** | 845<br>—<br>492 | | | | | 1918 | ................. | KyushuShosen<br>KabushikiKaisha | 198·0\|31·0\|16·8 | Itosaki<br>Japanese | | | |
| 12146<br>14432<br>LSCF | — **WoodScSp**<br>*2Dks* | 195<br>175<br>117 | | | | | 1911 | T.Mori-<br>kawa<br>Osaka | SetsuyoShosen<br>KisenKabushiki<br>Kaisha | 115·9\|17·2\|13·2 | Sumato<br>Japanese | C.2Cy.13⅞"&27⅛"-16½"<br>E&B*made—fitted*11 25NHP | | |
| 12147<br>19755<br>NFKW | — **WoodAuxScSr** | 174<br>—<br>93 | | | | | 1916 | ................. | MorinoGenjiro | 98·0\|20·8\|10·7 | Muya<br>Japanese | | | |
| 12148 | **Chizu-Maru** **SteelSc**<br>*1Dk2trB* | 2298<br>1940<br>1392 | | | | | 1920 | Tochigi<br>Shipyard<br>Wakamatsu | TochigiShoji<br>KabushikiKaisha | 270·0\|40·0\|24·0<br>*WB* | Waka-<br>matsu<br>Japanese | T.3Cy.18¼",30½"&57½"-42"<br>215NHP<br>TochigiShpyd,Wakamatsu | | |
| 12149 | **Chlumecky** **SteelScSr**<br>ssTri.No.1-21 ssTri.No.3-5,15<br>*1Dk(Stl)&Spardk(Stl)*<br>*Elec. light* *&deepframing* | 3528<br>3306<br>2276 | ✠100A1<br>*Spar dk*<br>3,22 ~~1,19~~<br>~~BS9,20~~<br>BS12,21 | Tri<br>Rot<br>✠LMC~~4,15~~<br>MS3,19 | *w* | CL<br>~~1,19~~<br>N3,22 | 1902<br>6mo<br><br>*Lloyd* | Russell&<br>Co.<br>Pt.Glasgow<br>'*sA&CP* | Nav.Gen.<br>Gerolimich&Co.<br>Soc.inAzioni<br>*WB=CellDBa* | 339·2\|46·0\|17·9<br>P20'B76'F36' 25·7<br>FK<br>110'*u E& B*40'*f*142' | Trieste<br>Italian<br>6*BHCem*<br>805*tAPT*56*t* | T.3Cy.24",40"&65"-45" (*s*)<br>180lb *80lb* NDB13 306NHP<br>2SB,*6cf*,GS132,HS4700<br>J.G.Kincaid&Co.Grk. | 28 ″ 5 | |
| 12150<br>4533<br>JCPT | **Choan Maru No. 3** **WoodPad**<br>*1Dk* | 133<br>42<br>78 | | | | | 1893 | Hayashi<br>Masashichi<br>Fushimi | YodogawaUnso<br>KabushikiKaisha | 98·4\|14·0\|3·5 | Osaka<br>Japanese | C.2Cy.10"&20"-12"<br>12NHP<br>NagataSanjuro,Osaka | | |
| 12151<br>215580<br>LHTP | **Choctaw** **SteelScSr**<br>ssMob.No.1-21<br>*Elec.light* *1Dk(Stl)*<br>*Cargo battens not fitted* | 2086<br>1679<br>1277 | ✠100A1<br>9,21 ~~11,20~~ 11,21<br>MS9,21 | NYk<br>~~Mob~~<br>✠LMC~~9,17~~<br>BS11,21 | *r* | CL<br>~~11,20~~<br>9,21 | 1917<br>9mo | Chicago<br>S.B.Co.<br>Chicago<br>A&CP | NewYork&Porto<br>RicoS.S.Co.Inc.<br><br>*CellD* | 249·6\|43·6\|18·2<br>P25'B64'F26'<br>FK<br>*B* 220' 528*t FPT*67*t* | NewYork<br>Utd.States<br>4*BHCem*<br>*APT*77*t* | T.3Cy.20",33"&54"-40" (*s*)<br>180lb 274NHP<br>2SB,*6cf*,GS126,HS5246<br>AmericanS.B.Co.Lorain,O. | 20 ″ 3 | |
| 12152<br>18313<br>MSTF | **Chofu Maru** **SteelScSr**<br>ssShi.No.3-11,01<br>ssShi.No.1-06<br>(*ex*Siam) *1Dk(Irn-ws)&Awng dk* | 1593<br>1517<br>933 | ✠<br>*Awng dk*<br>*withfreeboard*<br>4,08 ✠ | Shi | *o* | | 1890<br>5mo | J.Priest-<br>man&Co<br>Sunderland | DenryuKisen<br>GoshiKaisha | 258·0\|36·1\|14·8<br>21·8<br>FK<br>*WB=DBa*71' | Chofu<br>Japanese<br>4*BHCem*<br>123*tAPT*39*t* | T.3Cy.20",32½"&53"-36"<br>168NHP<br>2SB,*4rf*,GS72,HS2504<br>Hutson&Corbett,Glasgow | 22 ″ 10 | |
| 12153<br>7710<br>JQHT | — **WoodAuxScSr** | 142<br>—<br>102 | | | | | 1903 | ................. | Tachibano<br>Kumakichi | 83·8\|21·8\|10·8 | Muya<br>Japanese | | | |
| 12154<br>118157 | **Choice** **SteelScK**<br>*1Dk* | 165<br>156<br>66 | ✠<br>*StmTrawler*<br>6,05 ✠ | Abn | | | 1905<br>6mo | A.Hall&<br>Co.Ld.<br>Aberdeen | T.Stephen | 105·5\|21·1\|11·3<br>*DBf*23'13*t* BK7½" | Aberdeen<br>~~Lowestoft~~<br>British<br>3*BHCem* | C.2Cy.16"&36"-24"<br>1SB*2pf*GS33HS1025 61RHP<br>A.Hall&Co.Ld.Aberdeen | 12 ″ ~~0~~ | |
| 12155<br>20635<br>NKVB | **Chojin Maru** **Wood**<br>(*ex*Swallow) *1Dk* | 113<br>—<br>53 | | | | | 1897 | .................<br>HongKong | Y.Kashiwabara | 125·0\|20·0\|8·6 | Habu<br>Formosa<br>Japanese | | | |
| 12156<br>16896<br>MLJF | **Chojin Maru No. 2** **SteelScSp**<br>*1Dk* | 362<br>—<br>162 | | | | | 1913 | OsakaIron<br>Works<br>Osaka | OsakaDento<br>KabushikiKaisha | 134·7\|23·3\|13·1 | Osaka<br>Japanese | T.3Cy.11½",19"&32"-22"<br>48NHP<br>OsakaIronWorks,Osaka | | |
| 12157<br>QBNJ | **Chojun Maru** **SteelSc**<br>*Elec.light* *1Dk(Stl)&2nd dk*<br>*(Stl)inNo.1hold* | 2213<br>1897<br>1308 | 100A1<br>8,18 | Osaka<br>✠LMC9,18 | *r* | | 1918<br>8mo | Fujinagata<br>Dkyd.Co.<br>Osaka | DairenKisen<br>KabushikiKaisha<br>*CellDBa*86 *uE* | 272·0\|40·0\|24·1<br>P16'B60'F34'<br>FK<br>20'*f* 112'455*t FPT* | Dairen<br>Japanese<br>4*BHCem*<br>102*tAPT*34*t* | T.3Cy.18½",30½"&51½"-36"<br>180lb (*s*) 189NHP<br>2SB,*4cf*,GS100,HS3135<br>FujinagataDkydCoOsaka | 24 ″ 2<br>s 4 ″ 2½<br>20 ″ 3 | |
| 12158<br>25351<br>RNDV | **Chokai Maru** **SteelScSr**<br>*Elec.light* *1Dk* | 1285<br>—<br>724 | | | | | 1919 | Ishikawaji-<br>maS.B.&E.Co<br>Ld.Tokio | SettsuKisen<br>KabushikiKaisha | 230·0\|33·0\|19·6<br>P28'B53'F24' | Higashi-<br>tonda<br>Japanese | T.3Cy.15",24½"&40"-30"<br>88NHP<br>IshikawajimaS.B.&E.CoLd | | |
| 12159<br>25356<br>RNFG | **Chokai Maru No. 2** **SteelScSr**<br>*Elec.light* *1Dk* | 1282<br>—<br>726 | | | | | 1919 | Ishikawaji-<br>maS.B.&E.Co<br>Ld.Tokio | SettsuKisen<br>KabushikiKaisha | 230·0\|33·0\|19·6<br>P28'B53'F24' | Higashi-<br>tonda<br>Japanese | T.3Cy.15",24½"&40"-30"<br>88NHP<br>IshikawajimaS.B&E.CoLd | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12160<br>658<br>HDTK | **Chokiu Maru** WoodScSr<br>2Dks | 134<br>119<br>84 | | | | | 1881 | Haruki<br>Tojiro<br>Fukushima | K.Doi | 100·8 | 13·8 | 12·5 | Osaka<br>Japanese | C.2Cy.11½"&23"–14"<br>NE&B01 17NHP<br>NiikumaMasajiro | |
| 12161<br>8925<br>JNWK | **Choko Maru** IronScSr<br>(exPionier,<br>exFalkenburg) 1Dk&Spar dk3trB | 1583<br>1487<br>1150 | | | | | 1884 | F.Schichau<br>Elbing | BusaiKisen<br>KabushikiKaisha | 230·0<br>P38'B55'F20' | 34·1 | 17·4<br>24·6<br>WB | Kobe<br>Japanese | T.3Cy.20¾",32⅔"&50"–33"<br>NB93 144NHP<br>F.Schichau,Elbing | |
| 12162<br>9516<br>JTGL | **Chokyu Maru No.3** StlTwinScSr<br>(exDingadee)<br>Well deck | 632<br>—<br>342 | ✠<br>4,83<br>✠ | Crk | j | | 1883<br>3mo | RoyalVictoriaDks.Co<br>Cork | TanakaKosan<br>KabushikiKaisha | 180·4<br>Q100'B7'F30' | 28·1 | 13·6 | Shinagawa<br>Japanese<br>3BHCem | C.4Cy.22"&44"–33"<br>184NHP<br>Kincaid&Co.Greenock | 14 4 |
| 12163<br>7150<br>LTCS | **Chokyu Maru No. 5** SteelScSr<br>1Dk | 2138<br>1870<br>1295 | | | | | 1914 | Uraga<br>DockCo.Ld.<br>Uraga | TanakaKosan<br>KabushikiKaisha | 268·0<br>P22'B63'F33' | 40·9 | 23·6 | Uraga<br>Japanese<br>WB | T.3Cy.19",31½"&52"–39"<br>169NHP<br>UragaDockCo.Ld.Uraga | |
| 12164<br>21140<br>NMGS | — WoodAux<br>ScSr | 168<br>—<br>94 | | | | | 1917 | ................ | YamamuraChobei | 90·7 | 25·9 | 11·2 | Osaka<br>Japanese | | |
| 12165<br>8703<br>JTQP | **Chokyu Maru No. 6** WoodAux<br>(exTaiseiMaru) ScSr | 152<br>—<br>88 | | | | | 1903 | ................ | YamamuraChobei | 103·1 | 16·4 | 11·9 | Osaka<br>Japanese | | |
| 12166<br>OENP | **Cholita** SteelScSr<br>ssAuk.No.2–12<br>(exBallynass) 1Dk(Stl)<br>Well deck Elec.light | 197<br>—<br>99 | ✠<br>5,15<br>✠ | Auk | e | | 1903<br>2mo | J.Fullerton<br>&Co.<br>Paisley | Cie.Française des Phosphates de l'Océanie | 135·0<br>Q74'B9'F30' | 23·1 | 9·2<br>BK6"<br>WB=FPT17t | Tahiti<br>French<br>4BHCem<br>APT11t | C.2Cy.17½"&36"–24"<br>60NHP<br>1SB,2pf,GS37,HS1168<br>Muir&Houston,Ld.Gls. | 10 2 |
| 12167 | **Cholon** SteelTwinSc<br>OilEng.<br>1Dk | 100<br>92<br>68 | | | | | 1912 | Macdonald<br>&Co.<br>HongKong | Cie.Franco-Asiatique des Pétroles | 89·5 | 17·4 | 6·7 | Saigon<br>French | 2 Oil Engines<br>2Cy.10½"–13" 15NHP<br>Plenty&Son,Ld.Newbury | |
| 12168 | **Choluteca** SteelTwinSc<br>For full particulars See No. 36718 in Supplement<br>Elec.light | 2500 | 100A1 -<br>Shelter dk<br>(ClassContemplated) | | | | 1921 | Newburgh<br>ShipyardInc.<br>Newburgh,<br>N.Y. | CuyamelFruitCo. | 301·5 | 42·0 | 25·0 | Utd. States | T.3Cy.18",30"&48"–33"<br>VulcanIronWorks,<br>JerseyCity,N.J | |
| 12169<br>14458<br>LVGN | **Chosen Maru** SteelScSr<br>ssCal.No.2–20<br>Elec.light 2Dks(Stl)&Webframes<br>Wireless Longitudinal framing | 3110<br>2755<br>1935 | [illegible] | | ... | CL<br>1,19 | 1911<br>10mo | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | OsakaShosen<br>KabushikiKaisha<br>WB=CellDB | 305·1<br>P19'B85'F32'<br>a85'uE&B33'f | 44·1 | 24·9<br>FK<br>138' | Osaka<br>Japanese<br>5BHCem<br>519tAPT20t | T.3Cy.22",37"&61"–42" (s)<br>180lb 279NHP<br>2SB,6cf,GS93,HS3648 FD<br>N.E.MarineEng.CoLdNwc | 27 3<br>s 4 4<br>23 |
| 12170<br>9290<br>JSQO | **Choshu Maru** SteelScSr<br>(exOrange)<br>1Dk&Spar dk | 1626<br>1538<br>1134 | | | | | 1896 | Fevigs<br>Jernskibsbyg<br>Arendal | OsakaShosen<br>KabushikiKaisha | 255·4<br>B32' | 36·7 | 19·9 | Osaka<br>Japanese<br>WB | T.3Cy.19⅛",31"&49⅞"–30"<br>137NHP<br>AkersMek.Værks.Xia. | |
| 12171<br>11096<br>LBST | **Choshun Maru** SteelScSr<br>Elec.light 1Dk&Spar dk | 1729<br>1504<br>1041 | | | | | 1907 | OsakaIron<br>Works<br>Osaka | OsakaShosen<br>KabushikiKaisha | 262·0<br>B76'F40' | 35·2 | 19·9 | Osaka<br>Japanese<br>WB | T.3Cy.17½",29½"&48"–36"<br>138NHP<br>OsakaIronWorks,Osaka | |
| 12172<br>24663<br>RKJG | **Chosin Maru** WoodAuxScSr | 164<br>—<br>119 | | | | | 1918 | ................ | HamaTsunejiro | 91·8 | 25·0 | 10·8 | Yasugi<br>Japanese | | |
| 12173<br>~~95681~~ | **Chow Fa** SteelScSr<br>2Dks | 1667<br>1525<br>1053 | | | | | 1888 | Fairfield<br>Co.Ld.<br>Glasgow | ~~TheShippingController(BritishIndiaS.N.Co.Ld.Mgrs.)~~<br>YakeeCo. | 270·5<br>B18' F40' | 37·0 | 21·8 | ~~Singapore~~<br>~~British~~<br>Chinese WB | T.3Cy.22",36"&57"–42"<br>211NHP<br>FairfieldCo.Ld.Gls. | |
| 12174<br>~~105972~~<br>~~TWKS~~ | **Chow Tai** SteelScSr<br>Now named "Juan Antonio," See No. 37944 in Supplement<br>Wireless 2Dks | 1812<br>1640<br>1120 | | | | | 1896 | Fairfield<br>Co.(Lim.)<br>Glasgow | ~~TheAdmiralty~~<br>L.Liano&Co. | 289·0<br>P10'B22'F42' | 37·8 | 21·5 | ~~London~~<br>~~British~~<br>Spanish WB | T.3Cy.22",36"&57"–42"<br>211NHP<br>FairfieldCo.(Lim.),Gls | |
| 12175<br>115861<br>TMWD | **Choy-Sang** SteelScSr<br>1Dk(Stl)&Spardk(Stl–ws pt teak)&<br>Elec.light deep framing | 2284<br>2111<br>1424 | ✠<br>Spar dk<br>7,02 ✠ | Nwc | s | | 1902<br>7mo | Wigham-<br>Richrdsn&Co<br>Ld Newcastle | Indo-ChinaSteam<br>Nav.Co.Ld.<br>WB=CellDBa<br>84'f108'349t | 290·0<br>B60'F35'<br>DTa 24' 374t | 42·1 | 15·2<br>22·5<br>FK<br>FPT | London<br>British<br>5BHCem<br>56tAPT25t | T.3Cy.21",34"&56"–42"<br>212NHP<br>1SB,4rf,GS71,HS2582 FD<br>WghmRchrdsn&C.LdNwc | 25 0<br>s 4 10½<br>20 9 |
| 12176<br>7073<br>JMRP | **Choy Sang Maru** SteelScSr<br>(exChoySang) 2Dks | 1800<br>1782<br>1075 | | | ... | | 1888 | Hall,Russell&Co.<br>Aberdeen | ToyoKisen<br>KabushikiKaisha | 266·4<br>B61' F33' | 33·8 | 18·1<br>25·2 | Nishinomiya<br>Japanese | T.3Cy.21",33"&54"–39"<br>182NHP<br>Hall,Russell&Co.,Abn. | 26 0 |
| 12177<br>25595<br>RPFG | **Choyo Maru** SteelScSr<br>Elec.light Wireless 2Dks(Stl) | 5455<br>4996<br>3417 | ✠100A1<br>7,21 ~~6,20~~ 1,22<br>✠LMC~~6,20~~<br>7,21 | Yka<br>~~HKg~~ Kob | z | CL<br>7,21 | 1919<br>5mo | AsanoS.B.<br>Co.<br>Tsurumi<br>A&CP | ToyoKisen<br>KabushikiKaisha | 400·0<br>P33'B124'F41' | 53·0 | 32·0<br>FK<br>CellDB342' | Yokohama<br>Japanese<br>6BHCem<br>844tAPT28t | T.3Cy.26",43½"&72"–48" (s)<br>200lb 513NHP<br>3SB,9cf,GS175,HS7376 FD<br>IshikawajimaS.B.&E.Co.<br>Ld.Tokio | 32 0<br>s 6 7<br>25 9 |
| 12178<br>21410<br>NPJS | — WoodSc | 475<br>—<br>259 | | | | | 1917 | ................ | AsahiKaiun<br>KabushikiKaisha | 141·6 | 27·2 | 14·8 | Osaka<br>Japanese | | |
| 12179<br>10123<br>JVDQ | — WoodScSp<br>2Dks | 175<br>158<br>102 | | | | | 1906 | N.Nakajo<br>Misato | Setsuyo Shosen<br>KabushikiKaisha | 108·8 | 16·5 | 12·7 | Sumato<br>Japanese | T.3Cy.9½",15"&24½"–18"<br>25NHP<br>OsakaIronWorks,Osaka | |
| 12180<br>1259<br>LRDE | **Chrissi** Iron&SteelTwinScSr | 403<br>—<br>222 | | | | | | ................ | Ch.A.Theofani | 180·0<br>H- | 25·0 | 10·4 | Rostoff<br>o/Don<br>Russian | C.4Cy.14"&28"–24"<br>64NHP<br>Lobnitz&Co.Renfrew | |
| 12181 | **Christa** SteelAuxScSr<br>Motor<br>1Dk<br>(See Sailing Ship Register) | 125<br>102<br>91 | | | | | 1920 | Frd.Krupp<br>Akt.Ges.<br>Kiel | MarineReederei.<br>G.m.b.H. | 91·6<br>Q11'H26' | 20·6 | 7·5 | Lübeck<br>German<br>WB | Motor 2S.C.<br>2Cy.8 3/16"–9½" 9NHP<br>H.Callesen&Co.Apenrade | |
| 12182<br>KVGM | **Christabel** SteelSc<br>(exYacht) ssN.Yk.No.3–11,05<br>Elec.light ssN.Yk.No.2–13 | 248<br>—<br>103 | ✠ —<br>4,21<br>✠ | NYk | | | 1893<br>8mo | D&W Henderson&Co.<br>Glasgow | SavannahBar<br>Pilots'Association | 150·0 | 22·0 | 12·5 | Utd. States<br>4BHCem | T.3Cy.13",20"&33"–24"<br>53NHP<br>D.&W.Henderson&Co.Gls. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12183 | Christel Salling<br>(exHansCords,<br>Elec.light exGustavBoldt) | SteelSc<br>1Dk | 1305<br>1072<br>815 | | | | | 1904 | Akt.Ges.<br>"Neptun"<br>Rostock | GustavSalling | 239·3<br>P14'Q60'B108'F27' | 35·8 | 15·2 | Flensburg<br>German<br>WB | T.3Cy.16½"25⅝"&41¾"-31½"<br>98NHP<br>A.G."Neptun,"Rostock | | |
| 12184<br>337<br>IABG | Christian<br>(exHaraldHorn)<br>Elec.light | SteelScSr<br>1Dk&deepframing | 1113<br>867<br>630 | | | | | 1905 | Eiderwerft<br>Akt.Ges.<br>Tönning | A.G.für mechanischeHolzbearbeitungA.M.Luther | 221·8<br>P12'Q53'B60'F29' | 33·6 | 15·4 | Reval<br>Esthonian<br>WB | T.3Cy.17½",28⅜"&46⅝"-31½"<br>122NHP<br>EiderwerftA.G.Tönning | | |
| 12185 | — | SteelScSr<br>1Dk | 932<br>719<br>573 | | | | | 1894 | Akt.Ges.<br>"Neptun"<br>Rostock | RenataDmpfsch. Ges.ThGribel(Rud ChristGribel,Mgr) | 206·3<br>Q63'B52'F26' | 31·2 | 13·9 | Stettin<br>German<br>WB | T.3Cy.13¾",22½"&36½"-27½"<br>70NHP<br>A.G."Neptun,"Rostock | | |
| 12186<br>MOHT | Christian Börs<br>ssBry.No.1-20 ssNNs.No.3-9,17<br>Wireless<br>Elec.light | SteelScSr<br>1Dk(Stl)&Spar dk(ptIrn&ptStl)<br>&deepframing | 4306<br>4019<br>2788 | ✠100A1<br>Spar dk<br>~~10,21~~11,20 3,22<br>~~BS9,20~~<br>BS10,21 | Bry<br>~~KelShl~~<br>✠LMC<br>MS11,20 | x | CL<br>~~11,20~~<br>~~6,21~~<br>4,22 | 1905<br>6mo<br>Lloyd | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>'sA&CP | A/S D/S Christian Börs (V. Torkildsen)<br>WB = Cell DBa uE20'f174'1010t | 375·5<br>P33'B110'F37'<br>116'<br>DTf 38' 900t FPT | 51·0 | 25·5<br>FK | Bergen<br>Norwegian<br>6BHCem<br>75tAPT130t | T.3Cy.25",41"&67"-45" (r)<br>180lb 373NHP<br>3SB,10pf,GS194,HS6375<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 28 ″ 0<br>s 5 ″ 5½<br>~~22 ″ 1~~<br>22 ″ 11 | |
| 12187 | Christian Horn<br>Now named "Nansen," See No.386[illegible]3 in Supplement<br>Elec.light | SteelScSr<br>1Dk&Shelter dk | 2672<br>2526<br>1693 | | | | | 1905 | Akt.Ges.<br>"Neptun"<br>Rostock | FrenchGovernment | 291·2<br>B12'H27' | 44·0 | 16·6<br>23·7 | French<br>WB | T.3Cy.20½",35 7/16"&55⅞"-37⅜"<br>192NHP<br>A.G."Neptun,"Rostock | · | V |
| 12188<br>MTOV | Christian Krohg.<br>Elec.light Wireless | SteelSc<br>1Dk | 1993<br>1729<br>1134 | | | | | 1917 | A.F.Smulders<br>Schiedam | ÖrvigsD/S A/S (O.Örvig,Mgr.) | 269·2<br>P28'B74'F28' | 42·2 | 18·0 | Bergen<br>Norwegian<br>WB | T.3Cy.20",32"&52"-39"<br>169NHP<br>A.F.Smulders,Schiedam | | V |
| 12189<br>MORV | Christian Michelsen<br>Wireless | SteelScSr<br>1Dk2trB | 3554<br>3324<br>2292 | | | | | 1906 | J.Readhead&Sons<br>SouthShields | A/S D/S Christian Michelsen (Bergh &Helland) | 341·0<br>H104tF46t | 46·6 | 24·7 | Bergen<br>Norwegian<br>WB | T.3Cy.24",40"&65"-45"<br>283NHP<br>J.Readhead&Sons,S.Shl. | | N |
| 12190 | Christian Russ<br>Elec.light | SteelScSr<br>1Dk | 975<br>743<br>547 | | | | | 1907 | Stettiner<br>Oderwerke<br>Stettin | E.Russ | 211·0<br>Q75'B54'F25' | 33·0 | 13·3 | Hamburg<br>German<br>WB | T.3Cy.16",25"&41"-30"<br>92NHP<br>StettinerOderwerke | | |
| 12191<br>NRBL | Christian IX.<br>Elec.light | SteelTwinSc<br>(Ferry)<br>1Dk&Sparдk | 1504<br>1395<br>590 | | | | | 1908 | Akt.Burmeistr&Wain<br>Copenhagen | DeDanskeStatsbaner | 290·0 | 48·6 | 17·2 | Korsör<br>Danish<br>WB | T.6Cy.17",28"&45"-24"<br>198NHP<br>Akt.Burmeistr&Wain,Cpn | | |
| 12192<br>106791 | Christiana<br>Well deck Mchy.Aft | SteelSc3MstSr<br>1Dk | 282<br>186<br>95 | | | ... | | 1896 | J.Fullerton&Co.<br>Paisley | MoorcroftShippingCo.Ld.(Rober Owen&Co.Mgrs.) | 130·0<br>Q66'B14'F24' | 23·0 | 9·2<br>BK6" | Liverpool<br>British<br>WB | C.2Cy.16"&32"-24"<br>45RHP<br>Hall-Brwn,Bttry&Co.,Gls. | 9 ″ 11 | |
| 12193<br>HKJS | Christiania<br>Elec.light | SteelScSr<br>1Dk&Awngdk3trB | 656<br>329<br>353 | | | | | 1895 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | Stavangerske Dampskibsselskab | 180·5<br>H44t | 27·3 | 12·7<br>19·7 | Stavanger<br>Norwegian<br>WB | T.3Cy.18½",28"&47"-27"<br>115NHP<br>HelsingörsJernsk&Mskb. | | N |
| 12194<br>OENZ | Christine<br>Abandoned at Sea 3,22 | SteelSc<br>(exKibiMaruNo.7)<br>1Dk | 1272<br>—<br>909 | | | | | 1917 | KibiS.B.Co.<br>Osaka | Soc.desTréfileries &Laminoirs du Havre | 219·9 | 32·5 | 21·0 | Havre<br>French<br>WB | T.3Cy14½",24"&40"-30"<br>88NHP<br>HashimotoEngWks Osaka | | V |
| * 12195 | —<br>(exIndia) | SteelScK<br>ssYmu.No.3-12,17<br>1Dk | 213<br>193<br>63 | ✠100A1<br>StmTrawler<br>3,21<br>MS3,21 | Ams<br>✠LMC<br>~~BS3,20 10,21~~<br>BS3,22 | | CL<br>N2,21 | 1906<br>10mo<br>Lloyd | Smith's DockCo.Ld.<br>NorthShields<br>'sA&CP | N.V.Algemeene Vissch.Maats | 117·3<br>Q50'F20' | 21·5 | 11·5<br>BK7½" | Ymuiden<br>Dutch<br>3BHCem | T.3Cy.12",20"&32"-23" (s)<br>180lb 73NHP<br>1SB,2pf,GS35,HS1330<br>MacColl&Pollock.Ld.Sld. | 12 ″ 4 | |
| 12196 | Christine Sell | SteelSc<br>1Dk | 777<br>578<br>469 | | | | | 1904 | Nüscke&Co.<br>Stettin | GustavSalling | 202·7<br>Q69'B46'F24' | 30·4 | 12·5 | Flensburg<br>German<br>WB | T.3Cy.13⅘",21¾"&35¼"-23⅝"<br>62NHP<br>Ver.Elbesch.Ges.Ueb. | | |
| 12197<br>MLGT | Christoffer Ellingsen<br>Elec.light | SteelSc<br>1Dk | 500<br>377<br>220 | | | | | 1915 | Akers<br>Mek.Værks.<br>Christiania | HindöDampskibsselskab (J.N.A.Ellingsen,Mgr.) | 166·4<br>P16'B48'F30' | 25·2 | 12·6 | Sigerfjord<br>Norwegian<br>WB | T.3Cy.14",24"&37"-27"<br>71NHP<br>AkersMek.Værks.Xia. | | N |
| 12198 | Christoforos<br>exRotterdam) | IronScSr<br>(exDundee,<br>1Dk | 509<br>424<br>304 | | | ... | | 1874 | M'Kellar,<br>McMilln&Co.<br>Dumbarton | P.Levanti (E.Levantis,Mgr.) | 180·1<br>P35'B45'F24' | 25·1 | 14·0 | Piræus<br>Greek<br>WB | C.2Cy.27"&47"-30"<br>NB80 101NHP<br>W.King&Co.Glasgow | 14 ″ 6 | |
| 12199<br>127583 | Christopher<br>Mchy.Aft Elec light | SteelScSr<br>1Dk2trB | 4260<br>—<br>3137 | | | | | 1901 | Superior<br>S.B.Co.<br>W.Superior | ChristopherSS Co. (D.Sullivan&Co.) | 410·0 | 48·0 | 24·0 | Chicago<br>Utd.States<br>WB | T.3Cy.22",35"&58"-40"<br>213NHP<br>SuperiorS.B.Co. | | |
| 12200<br>126952 | Christopher Columbus<br>Elec.light Wireless | SteelScSr<br>4Dks<br>Whaleback | 1511<br>—<br>946 | | | | | 1893 | American<br>Stl.BargeCo.<br>Superior,Wis | GoodrichTransit Co. | 362·0 | 42·0 | 24·0<br>WB | Duluth,<br>Minn.<br>Utd.States | T.3Cy.28",42"&70"-42"<br>318NHP<br>S.F.Hodge&Co. Detroit | | |
| 12201<br>146537 | Christopher Dixon<br>Mchy.Aft Elec.light | SteelScK<br>ssSou.No.3-11,20<br>1Dk | 323<br>288<br>131 | ✠100A1<br>StmTrawler<br>2,22~~11,20~~ | Sou<br>Pts<br>✠LMC11,20 | | CL<br>10,20 | 1918<br>1mo<br>Lloyd | Cochrane&SonsLd.<br>Selby<br>'sA&CP | TheAdmiralty | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87RHP ~~87NHP~~<br>1S.B.3pf,GS48,HS1440<br>CrossleyBros.Ld.Mch. | 13 ″ 6 | |
| 12202<br>5626 | Christopher Kramm<br>(exJohnB.Maas) | IronScSr<br>(Tug)<br>1Dk | 140<br>121<br>24 | | | | | 1880 | Michot<br>Liège | RederiAktieb.Wilhelmina(J.Mannerheim,Mgr.) | 99·2<br>H19t | 19·0 | 11·4 | Kramsfors<br>Swedish | C.2Cy.21½"&39"-22"<br>NB02 59NHP<br>H.deVille-Châtel,Brus. | | |
| 12203<br>120555<br>JMHK | Christopher Wren<br>Elec.light | SteelPad<br>1Dk | 120<br>120<br>57 | ✠<br>For River pur<br>5,08 | Lon<br>poses o<br>✠ | nly | | 1905<br>7mo | G.Rennie<br>&Co.<br>Greenwich | W.E.Frost | 131·0 | 18·0 | 6·8<br>FK | London<br>British<br>3BHAsp<br>inE&Bspace | C.D.2Cy.16"&31"-36"<br>60RHP<br>1SB,2pf,GS25,HS730 FD<br>Scott'sS.B.&E.Co.Ld.Grk. | 7 ″ 0 | |
| 12204<br>1257<br>LRDF | Christophore | SteelTwinSc<br>1Dk | 727<br>640<br>503 | | | | | 1904 | Smith's<br>DockCo.Ld.<br>NorthShields | W.M.M.Theofani& P.Michailiziani | 217·0 | 32·1 | 13·6 | Rostoff<br>Russian<br>WB | T.6Cy.11",18"&30"-21"<br>84NHP<br>MacColl&Pollock,Ld.Sld. | | V |
| 12205<br>132455<br>JKHW | Chronos<br>Elec.light | SteelScSr<br>ssMel.No.1-19<br>2Dks(Stl) | 4364<br>3954<br>2612 | ✠100A1<br>~~3,21~~ ~~5,20~~ 9,21<br>4,22<br>BS1,22 | Mel<br>✠LMC~~5,20~~<br>4,21 | x | CL<br>5,20 | 1915<br>4mo<br>Lloyd | W.Hamilton&Co.Ld.<br>Pt.Glasgow<br>'sA&CP | AustralianSteamshipsProprietary Ld.(Man.Agents HowardSmith,Ld.)<br>WB= | 364·7<br>P30'B81'F33'<br>CellDBa123'uE&B | 51·4 | 26·0<br>FK | Melbourne<br>British<br>6BHCem<br>60'f135'104 | T.3Cy.25½",42"&70"-48" (s)<br>180lb 421NHP<br>3SB,9cf,GS186,HS7212<br>D.Rowan&Co.Glasgow<br>9tFPT91tAPT212t | 28 ″ 6<br>s 5 ″ 5½<br>23 ″ 5 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12206 | **Chrysalis** IronScSr<br>(exHonfleur)<br>*Well deck* | 440<br>325<br>122 | | | ... | | 1873 | Aitken& Mansel<br>Glasgow | French Government | 176·4<br>Q91'B11'F25' | 24·1 | 12·3 | French | T.3Cy.19½",31"&51"–33"<br>NE88NB94 *fitted*07 149NHP<br>J.&J.Thomson,Glasgow | |
| ❊ 12207 | **Chrysallis** SteelScSr<br>ssCff.No.3-12.17<br>(exFreja,exSvanen,exEster) 1*Dk*(*Stl*)<br>*Well deck* | 437<br>346<br>254 | ✠100A1<br>9,21 ~~9,20~~<br>~~BS12,17~~ ✠LMC12,17<br>BS6,21 | Shl<br>Sws | *g* | 9,20 | 1904<br>7mo<br>*Lloyd* | Thorskogs Mek.Verks.<br>Thorskog<br>'*sA&CP* | D.A.Callinicos<br>*WB=CellD* | 149·5<br>Q49'B33'F20'<br>*Ba*31'*f*71'74*t FPT* | 25·2 | 11·3<br>FK | Ithaca<br>Greek<br>4*BHCem*<br>15*t APT*12*t* | C.2Cy.15 5/16"&24 3/4"–17½" (*s*)<br>120lb 82NHP<br>1SB,*2cf*,GS26,HS675<br>ThorskogsM.V.Thorskog | 13 9<br>1 4<br>12 7 |
| 12208<br><br>OEPC | **Chrysanthème** SteelSc<br>(*Trawler*)<br>*Elec.light* (exSakaeMaru) 1*Dk* | 200<br>—<br>72 | | | | | 1912 | Y.Shirato<br>Osaka | SocdesPêcheriesde l'Océan | 112·2<br>Q60'F19' | 21·3 | 10·8 | Arcachon<br>French<br>*WB* | T.3Cy.11",18 1/16"&30"–22"<br>42NHP<br>T.Hirao,Osaka | |
| 12209<br>134752<br>JBKP | **Chrysea** SteelScK<br>ssGms.No.2-19<br>1*Dk* | 210<br>189<br>81 | ✠100A1<br>*StmTrawler*<br>5,21 ~~1,20~~ ✠LMC6,19<br>BS3,21 | Gms | | CL<br>~~6,19~~<br>5,21 | 1912<br>11mo<br>*Lloyd* | Smith's DockCo.Ld<br>Middlesbro'<br>'*sA&CP* | StaplesStm Fishing Co.Ld.(W.H. Beeley,Mgr.) | 117·0<br>Q73'RFD18' | 22·0 | 11·6<br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.12½",20"&34"–24" (*s*)<br>180lb 78RHP<br>1SB,*3pf*,GS47,HS1445<br>Smith'sDockCo.Ld.Mdb. | 12 6 |
| 12210<br>139705<br>JNMB | **Chrysolite** SteelScK<br>ssHul.No.1-21<br>*Elec.light* 1*Dk* | 251<br>230<br>98 | ✠100A1<br>*StmTrawler*<br>~~6,21~~ ~~5,19~~ ✠LMC~~4,19~~<br>10,21 6,21 | Wvn<br>Hul | | CL<br>~~5,19~~<br>10,21 | 1916<br>9mo<br>*Lloyd* | Cochrane &Sons,Ld.<br>Selby<br>'*sA&CP* | KingstonSteam TrawlingCo.Ld. | 121·8<br>Q70'F20' | 22·6 | 12·2<br>BK7½" | Hull<br>British<br>4*BHCem* | T.3Cy.13",21½"&35"–24" (*s*)<br>200lb 76RHP<br>1SB,*3pf*,GS43,HS1250<br>C.D.Holmes&Co.Ld.Hull | 13 0 |
| 12211<br><br>HPWC | **Chryssalis** IronSc<br>ssCpl.2nd.No.3-1,02<br>(exMargaritta,exHalcyon,exAnn) ssCpl.No.1-06<br>1*Dk* | 301<br>254<br>188 | ✠<br>9,09<br>✠ | Cpl | *f* | | 1876<br>9mo | A.&J.Inglis<br>Glasgow | J.Chryssophos& J.Vacalidis | 150·8<br>Q48' | 21·7 | 11·6 | Mitylinos<br>Greek<br>4*BHCem*<br>*APT*7*t* | C.2Cy.18"&34"–24"<br>NDB07 49NHP<br>1SB,*2pf*,GS32,HS885<br>A.&J.Inglis,Glasgow | 12 3 |
| 12212<br>93842<br>HCJB | **Chrysso** IronSc<br>ssFal.2ndNo.3-7,19<br>(exYachtQueen Mab) | 87<br>—<br>59 | ✠~~100A1~~<br>*Yacht*<br>9,21 ~~6,20~~ ~~✠LMC7,19~~ | Pir | | | 1891<br>3mo<br>*Lloyd* | Day,Summers&Co.<br>Southampton<br>'*sA&CP* | G.Bitounis | 109·3 | 15·1 | 9·2 | Piræus<br>Greek<br>3*BHCem* | C.2Cy.10¾"&20"–18"<br>90lb 23NHP<br>1SB,*1pf*,GS20,HS537<br>Day.Summers&Co.Sou. | |
| 12213<br><br>HBGJ | **Chubut** SteelTwinSc<br>(exDredgerM.O.P.209C)<br>*Elec.light* | 2368<br>—<br>1349 | | | | | 1910 | Rijkee&Co<br>Rotterdam | Argentine Government | 295·9 | 46·9 | 22·0 | Bns.Aires<br>Argentine<br>*WB* | T.12Cy.13⅝",22⅝"&33½"–21⅝"<br>209NHP<br>Gebr.Stork&Co.Hengelo | |
| 12214 | **Chucha** SteelScCtr<br>(*Tug*)<br>1*Dk*(*ptStl*) | 100<br>82<br>10 | | | ... | | 1906 | W.Chalmers&Co.Ld<br>Rutherglen | TheArgentineNav. Co.(Nicolas Mihanovich),Ld. | 85·1 | 18·0 | 8·0<br>BK6" | Bns.Ayres<br>Argentine<br>*WB* | C.2Cy.15"&32"–24"<br>61NHP<br>J.Ritchie,Glasgow | 9 0 |
| 12215<br>137684 | **Chuen Chow** SteelTwinSc<br>1*Dk*&*Shade dk* | ~~517~~ 789<br>310<br>~~2[illegible]~~ 482 | | | | | 1915 | Kwong FookCheong<br>HongKong | ChuenOnSteamboatCo.Ld. | 157·7 | 27·0 | 9·2 | HongKong<br>British | C.2Cy.13½"&27"–18"<br>62RHP<br>KwongFookCheong,H.Kg | |
| 12216 | **Chuen Tiao** SteelTwinScSr<br>Sub.Sig. 1*Dk* | 379<br>330<br>161 | ✠<br>3,88<br>✠ | Nwc | *g* | | 1888<br>3mo | Armstrong Mitchell& Co.Ld.<br>Newcastle | ChineseMaritime Customs | 155·0<br>P20' B16' F29' | 25·1 | 12·4<br>FK | Chinese<br>5*BHCem* | T.6Cy.12½",20"&33"–24"<br>107NHP<br>WllsndSlpwyCo.Ld.,Nwc. | 13 0 |
| 12217 | **Chukwa Maru** SteelScSr<br>*Elec.light* 2*Dks* | 2189<br>1810<br>1285 | | | | | 1920 | Uraga DockCo.Ld.<br>Uraga | YamashitaKisen KabushikiKaisha | 220·0 | 43·2 | 21·0 | Uraga<br>Japanese<br>*WB* | T.3Cy.18",29½"&50"–39"<br>156NHP<br>KubotaIronWorks,Osaka | |
| 12218 | **Chun Lee** SteelScSr<br>*Elec.light* 2*Dks* | 1200 | | | | | 1919 | MatsuoIrn Wrks&Dkyd.<br>Nagasaki | ChingKee&Co. | 200·0<br>P20'B53'F25' | 33·0 | 20·0 | Chefoo<br>Chinese<br>*WB* | T.3Cy.14½",24½"&40"–30"<br>88NHP<br>MatsuoIrn.Wrks.&Dkyd. | |
| 12219<br>105804<br>PFWV | **Chun Sang** SteelScSr<br>1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*)<br>&*deep framing* | 2255<br>2072<br>1406 | ✠<br>*Spar dk*<br>2,97<br>✠ | Sba | *s* | | 1896<br>3mo | SirRaylton Dixon&Co.<br>Middlesbro' | Indo-ChinaSteam Nav.Co.Ld.<br>*WB=CellDB* | 290·0<br>B60'F37'<br>*a*88'*f*112'329*t FPT* | 40·3 | 16·2<br>24·0<br>FK | London<br>British<br>5*BHCem*<br>61*t APT*34*t* | T.3Cy.21",34"&56"–42"<br>212NHP<br>1SB,*4cf*,GS75,HS2662 FD<br>N.E.Mar.E.Co.Ld.,Sld. | 25 0<br>s 4 11<br>20 4 |
| 12220 | **Chunghing** IronSc<br>ssH.Kg.2ndNo.3-7,09<br>(exHailan,exActiv) 1*Dk*&*Awng dk* | *416*<br>*350*<br>*249* | ✠<br>*Awng dk withfreeboard*<br>11,11<br>✠ | HKg | *h* | | 1880<br>11mo | R.Chambers.Jun.<br>Dumbarton | Vingfathong Bonham | 174·8 | 24·3 | 11·8<br>BK7" | Chinese<br>5*BHCem*<br>*MT*61*t* | C.2Cy.20"&38"–27"<br>NDB95 62NHP<br>1SB,*2pf*,GS34,HS1060<br>M.Paul&Co.Dumbarton | 19 5 |
| 12221<br>137671<br>VJQM | **Chungking** SteelScSr<br>1*Dk* | 2171<br>1967<br>1311 | | | | | 1914 | TaikooDkyd&EngCo.of HongK'ngLd<br>HongKong | ChinaNav.Co.Ld. | 285·0 | 44·1 | 19·1 | London<br>British<br>*WB* | T.3Cy.19",31"&53"–36"<br>169NHP<br>TaikooDkyd.&Eng.Co. ofHongKong,Ld. | |
| 12222<br>131321<br>HGBJ | **Chupra** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*deepframing*<br>Sub.Sig. Wireless | 6175<br>5884<br>3962 | ✠<br>5,06<br>✠ | Gls | *a*† | | 1906<br>5mo | Barclay, Curle&Co.Ld<br>Glasgow | BritishIndiaStm. Nav.Co.Ld.<br>*WB=CellDBa*117'*u* | 430·6<br>P40'B85'F44'<br>*E&B*93'*f*147' 1111*t* | 54·3 | 32·0<br>FK | Glasgow<br>British<br>7*BHCem*<br>*APT*75*t* | T.3Cy.33",53½"&86"–60"<br>HS12194 784NHP<br>4S&1AuxSB,*14cf*,GS299,FD<br>Barclay,Curle&Co.Ld.Gls. | 34 10 |
| 12223<br>146187<br>KLDS | **Churruca** SteelSc 1847<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | ~~2436~~<br>~~2330~~<br>~~1598~~<br>1548<br>893 | ✠100A1<br>*Shelter dk withfreeboard*<br>11,21 ✠LMC11,21<br>*Fitted for oil fuel*11,21 *FP above*150°F. | Liv | *r* | CL | 1921<br>9mo<br>*Lloyd* | H.&C. GraysonLd.<br>Liverpool<br>'*sA&CP* | MacAndrews& Co.Ld.<br>*CellDB* | ~~265·0~~<br>~~P21'~~<br>264·8<br>*CollisionBHtoShdk&3BHtoUpprdk*<br>222'414*t FPT*63*t APT*18*t* | ~~41·0~~<br>41·2 | ~~21·0~~<br>18·8<br>FK | London<br>British<br>*ptCem* | T.3Cy.21",34"&56"–36" (*s*)<br>180lb *180lb* 252NHP<br>2SB,*6cf*,GS118,HS4550<br>MacKie&Baxter,Ld.Gls. | 21 0<br>1 3<br>20 0 |
| 12224<br><br>MOBD | — IronScSr<br>ssLiv.No.3-3,90<br>*Elec.light* ssMan.No.1-95<br>2*Dks*(1*Irn*) | 788<br>582<br>404 | ✠<br>3,97<br>✠NE&B90✠ | Man | *j* | | 1878<br>11mo | A.Leslie &Co.<br>Newcastle | TyCamcoSobrino | 190·0<br>ND90<br>*WB=DBa* | 26·2 | 16·0<br>BK7½" | Manila<br>Utd.States<br>4*BHCem*<br>44'*f*18'*FPT* | T.3Cy.18",29"&46"–30"<br>NDB90 128NHP<br>1SB,*4rf*,GS66,HS2090<br>D.Rollo&Sons,Liverpool | |
| 12225<br><br>HJTB | — | 232<br>—<br>149 | | | | | 1918 | ................ | J.M.Inciegas | 106·6 | 23·6 | 10·2 | Bilbao<br>Spanish | | |
| 12226<br>136692<br>JFTR | **Chusan** SteelScSr<br>*Elec.light* 2*Dks* | 2217<br>1885<br>1338 | | | | | 1914 | Scotts'S.B. &E.Co.Ld.<br>Greenock | ChinaNav.Co.Ld. | 285·0<br>B65'F36' | 44·1 | 19·1 | London<br>British<br>*WB* | T.3Cy.19",31½"&53"–39"<br>175NHP<br>Scotts'S.B.&E.Co.Ld.Grk. | |
| 12227<br>109<br>PBTK | **Chusei Maru** SteelScSr<br>(exSeiunMaru No. 10)<br>2*Dks* | 719<br>—<br>503 | | | | | 1910 | G.S.K.HaradaShoko<br>Osaka | ChosenYusen KabushikiKaisha | 171·9 | 25·7 | 18·6 | Jinsen<br>Japanese | T.3Cy.13¼",21¼"&36¼"–24"<br>64NHP<br>G.S.K.HaradaShokoOsaka | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of T... |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12228 | **Chutatutch** **SteelScSr**<br>ssBgk.No.3-6,17<br>(exChristiansted) 1Dk<br>Elec.light ssBgk.No.1-21 | 322<br>220<br>167 | ✠100A1<br>~~8,17,20~~10,21<br>BS10,21 ✠LMC1,21<br>Fitted for oil | Bgk<br>fuel 6 | e<br>04 | CL<br>~~10,19~~<br>6,21<br>F.P. a | 1904<br>6mo<br>~~Lloyd~~<br>bove 1 | Helsingörs<br>Jernsk&Msk<br>Elsinore<br>~~'sA&CP~~ A&CP<br>50°F | SiamStm.Nav.Co. | 141·1<br>P11'B42'F28' | 24·6 | 9·8<br>FK<br>WB = CellDB | Bangkok<br>Siamese<br>4BHCem<br>a&uE32'30t | T.3Cy.12¼",19"&31"-18" (s)<br>180lb 90lb 60NHP<br>1SB,2cf,GS27,HS1152<br>HelsingörsJernsk.&Mskb. | 10 ″ 6<br>s ″ 11½<br>9 ″ 11 | |
| 12229<br>23340<br>RCLK | **Chuyetsu Maru** **WoodSc** | 428<br>—<br>239 | | | | | 1918 | ............... | Masamura<br>Rokunosuke | 141·4 | 26·3 | 14·6 | Osaka<br>Japanese | | | |
| 12230<br>9684<br>JTVQ | **Chuyu Maru** **SteelScSr**<br>ssBrs.No.3-11,00<br>(exSouthgrove,exHero) 1Dk(Irn)<br>Well deck | 783<br>612<br>450 | ✠<br>4,08<br>✠ | CTn | k | | 1890<br>9mo | R.Dixon&<br>Co.<br>Middlesbro'<br>WB | ShimizuShotaro<br>= DBa49'97tCell | 200·0<br>Q72'B53'F25'<br>DBf22'29tFPT | 30·1 | 13·4<br>FK | Hakodate<br>Japanese<br>4BHCem<br>29tAPT15t | T.3Cy.16½",27"&44"-30"<br>106NHP<br>1SB,3rf,GS50,HS1560<br>Blair&Co.Ld.Stockton | 14 ″ 3 | |
| 12231<br>124171<br>HKLJ | **Chyebassa** **SteelScSr**<br>ssLon.No.3-2,20<br>Elec.light 2Dks(Stl)3trB&deepframing<br>Sub.Sig. Wireless | 6317<br>5910<br>4022 | ✠100A1<br>4,22~~12,20~~<br>BS1,22 ✠LMC3,20<br>Fitted for oil | Mdb<br>Cal<br>fuel 3, | a†<br>20 | CL<br>~~3,20~~<br>4,22<br>F.P. a | 1907<br>3mo<br>Lloyd<br>bove 1 | Workman,<br>Clark&Co Ld.<br>Belfast<br>'sA&CP WB=<br>50°F. | BritishIndiaStm.<br>Nav.Co.Ld.<br>CellDBa130'uE& | 430·2<br>P39'B82'F43'<br>B67'f156'1110tFPT | 54·3 | 32·0<br>FK | Glasgow<br>British<br>7BHptCem<br>95tAPT20t | T.3Cy.33",53½"&86"-60" (s)<br>180lb HS12202 FD 805NHP<br>4SB&1AuxSB,14cf,GS307<br>Wrkman,Clark&Co LdBel. | 34 ″ 10 | |
| 12232<br>HGLC | **Ciaño** **IronScSr**<br>(exDonostiya,<br>exFernandezSanz) 1Dk | 182<br>—<br>118 | | | | | 1875 | Blackwood<br>&Gordon<br>Pt.Glasgow | L.Vives-Garcia | 130·2 | 19·1 | 9·5 | Malaga<br>Spanish<br>WB | C.2Cy.14"&25"-18"<br>22NHP<br>Blackwd&Gordon,Pt.Gls | | |
| 12233<br>MHBS | **Cibao** **SteelScSr**<br>Elec.light 2Dks | 1185<br>1042<br>691 | | | | | 1911 | Act.Sörlan-<br>detsSkibsbyg<br>Arendal | A/S Frugtfart<br>(L.Harboe-Jensen<br>Mgr.) | 225·0<br>H94t | 33·6 | 20·0 | Chrstiania<br>Norwegian<br>WB | T.3Cy.18½",30"&49"-33"<br>138NHP<br>FredrikstadM.V.Frdstad | | N |
| 12234 | **Cicero** **SteelSc**<br>Elec.light 3Dks(Stl-Upt ws) | 1401<br>1346<br>610 | ✠ A1<br>For Government Service<br>8,18 ✠LMC8,18 | Nwc | | CL | 1918<br>8mo<br>Lloyd | Swan,Hun-<br>ter&Wigham-<br>Richardson,<br>LdNwcastle<br>'sA&CP | TheAdmiralty<br>CellDBuB20'21 | 258·0<br>tDTf8'24tFPT36t | 34·8 | 23·7<br>FK | British<br>8BHptCem<br>APT22t | T.3Cy.20½",33"&37"-37"(s)<br>180lb 335NHP<br>2SB,8cf,GS156,HS6072 FD<br>Swan.Hunter&Wigham-<br>Richardson,Ld.Nwc. | 24 ″ 6 | |
| 12235<br>124742 | **—** **SteelScK**<br>ssMil.No.3-7,19<br>1Dk | 173<br>166<br>68 | ✠100A1<br>StmTrawler<br>7,19<br>~~BS11,20~~ ✠LMC7,19 | Mil<br>BS2,22 | | CL<br>7,19 | 1907<br>2mo<br>Lloyd | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'sA&CP | C.Curzon | 108·5 | 21·6 | 11·5<br>BK8"<br>WB= | Hull<br>British<br>4BHCem<br>DTf13'30t | T.3Cy.10",16¼"&27"-24" (s)<br>200lb 45RHP<br>1SB,2pf,GS25,HS750<br>Amos&Smith,Hull | 12 ″ 4 | |
| 12236<br>150231 | **Cicoa** **SteelScSr**<br>(exJohnSharples)<br>Mchy.Aft Elec.light 1Dk2trB | 1676<br>1<br>999 | | | | | 1903 | Superior<br>S.B.Co.<br>W.Superior | GreatLakes<br>Transportation<br>Co.Ld. | 241·1<br>Q88'F36' | 41·0 | 16·3 | MidlndOnt<br>British<br>WB | T.3Cy.14",25"&42"-30"<br>NB10 86RHP<br>SuperiorS.B.Co. | | |
| 12237 | **Cidade de Faro** **SteelTwinSc**<br>(exBrazil) | 285<br>218<br>150 | | | | | 1894 | WH Potter<br>&Sons<br>Liverpool | AlvesBraga<br>RubberStates&<br>TradingCo.Ld. | 134·0<br>F14' | 27·0 | 8·0 | Para<br>Brazilian | C.4Cy.12"&26"-18"<br>48NHP<br>Cochran&Co.Birkenhead | | |
| 12238 | **Cidade de Fortaleza** **SteelTwin ScSr**<br>(exItucuman) 1Dk(Teak)<br>Elec.light &Promenade dk(Teak) | 300<br>216<br>202 | ✠<br>For River pur<br>10,99 ✠ | PGl<br>poses o | nly | | 1899<br>10mo | Murdoch&<br>Murray<br>PortGlasgow | R.C.Lima | 140·1<br>F16' | 27·2 | 8·0<br>FK | Para<br>Brazilian<br>5BHCem | C.4Cy.12"&24"-18"<br>55NHP<br>1SB,2pf,GS39,HS1048<br>Lees,Anderson&Co.Gls. | 8 ″ 4 | |
| 12239<br>HGNT | **Ciervana** **IronScSr**<br>Wireless ssShl.No.3-9,88<br>Well deck ssBbo.No.1-93<br>(exNithsdale) 1Dk(Irn)2trB | 1264<br>907<br>940 | ✠<br>4,98<br>✠NB9,91 ✠ | Bbo | o | | 1881<br>1mo | Cunliffe&<br>Dunlop<br>Pt.Glasgow | Hijos de JoséTaya,<br>S.enC. | 237·3<br>P147'F33' | 32·3 | 14·3<br>BK7"<br>WB=Cell | Barcelona<br>Spanish<br>5BHCem<br>DB211'300t | C.2Cy.30"&50⅞"-36"<br>131NHP<br>1DB,6pf,GS90,HS2350<br>Cunliffe&Dunlop,P.Glas. | | |
| 12240<br>93086<br>HMRK | **Cigale** **IronScSr**<br>ssPNl.3rdNo.3-9,20<br>(exNewZealand,exSirHoward 1Dk<br>Elphinstone,exNewZealand) | 310<br>257<br>137 | ✠100A1<br>11,21 ~~9,20~~ | PNl<br>Mau<br>LMC9,20<br>BS11,21 | e | 9,20 | 1886<br>6mo<br>Lloyd | Cochrane,<br>Cooper&<br>Schofield<br>Beverley<br>'sA&CP | CigaleLd.<br>(A.Esnouf,Mgr.) | 155·2<br>Q20'F23'<br>ND07 | 22·6 | 11·0<br>len07<br>WB= | London<br>British<br>3BHCem<br>FPT30t | T.3Cy.13½",19"&32"-24" (s)<br>150lb NB00 75RHP<br>1SB,3cf,GS40,HS1200<br>C.D.Holmes&Co.Hull | 12 ″ 3<br>s 1 ″ 6<br>11 ″ 9 | |
| 12241 | **Cigno** **WoodAuxScSr**<br>OilEng.<br>Mchy.Aft 1Dk2trB<br>(See Sailing Ship Register) | 320<br>—<br>276 | | | | | 1919 | Ing.C.<br>Rocchi<br>Viareggio | Soc.Ital.diNav.G.<br>Rossi | 133·2 | 27·8 | 14·7 | Rome<br>Italian | Oil Engine 2S.C.<br>4Cy.7⅞"-11"<br>AnsaldoSanGiorgio,Turin | | I |
| 12242<br>OEQF | **Cigogne** **SteelSc**<br>(exLoriot)<br>Elec.light 1Dk | 318<br>—<br>79 | | | | | 1918 | Forg.&Ch.<br>de la Médit<br>LaSeyne | Transports<br>GénérauxMari-<br>times et Fluviaux | 137·8<br>F26' | 23·4 | 11·7 | Brest<br>French | C.2Cy.18"&36"-24"<br>53NHP<br>Forg.&Ch.de la Médit.Msl. | | V |
| 12243<br>143343<br>KBVQ | **Cilondia** **SteelSc**<br>(exAnnaDoretteBoog)<br>Elec.light Wireless 1Dk | 1850<br>1488<br>1106 | Now named "HannaLarsen," See No.37772 in Supplement | | | | 1908 | Akt.Ges.<br>"Neptun"<br>Rostock | CityofLondonShip-<br>ping&TradingCo.<br>Ld.(F.Petersen,<br>Mgr.) | 267·8<br>Q102'B106'F31' | 40·3 | 16·7 | London<br>British<br>WB | T3Cy.19$\frac{5}{16}$",30½"&50"-35$\frac{7}{16}$"<br>150NHP<br>A.G."Neptun,"Rostock | | |
| 12244<br>142855<br>KDGW | **Cilurnum** **SteelScSr**<br>Elec.light Wireless 1Dk | 3077<br>2844<br>1848 | | | | | 1919 | SirRaylton<br>Dixon&Co.Ld<br>Middlesbro' | HallBros.S.S.Co. | 331·4<br>P33'B98'F29' | 46·8 | 23·2 | Newcastle<br>British | T.3Cy.25",41"&68"-45"<br>310NHP<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | | C |
| 12245<br>NJHS | **Cimbria** **SteelScSr**<br>Elec.light 1Dk&Awng dk | 1056<br>655<br>540 | | | | | 1897 | Lobnitz&<br>Co.,Ld.<br>Renfrew | DetForenede<br>DampskibsSelsk. | 214·8 | 32·1 | 15·4<br>21·2 | Aalborg<br>Danish<br>WB | T.3Cy.19",32"&51"-39"<br>162NHP<br>Lobnitz&Co.Ld.Renfrew | | V |
| 12246<br>5509<br>JTMC | **—** **SteelScSr**<br>(exAlster)<br>2Dks | 535<br>430<br>248 | | | | | 1896 | J.C.Teck-<br>lenborgA.G<br>Geestemünde | RederiAktieb.<br>"Teutonia"<br>(E.Roberg,Mgr.) | 172·7<br>P107'H13tF19' | 26·1 | 11·7 | Gothenbrg<br>Swedish<br>WB | C.2Cy.19"&37"-26¾"<br>59NHP<br>J.C.Tecklenborg,Gstmnde | | V |
| 12247<br>6309<br>KCPB | **—** **SteelScSr**<br>1Dk OilEng.<br>Mchy.Aft | 465<br>376<br>331 | | | | | 1919 | A/BSven-<br>skaMaritim-<br>verken<br>Trelleborg | RederiAktieb.<br>"Cimbria" (P.<br>Ingvarsson) | 156·6<br>B38'F21'P32'H23t | 27·6 | 11·7 | Brantevik<br>Swedish<br>WB | Oil Engine<br>4Cy.12½"-18½"<br>Atlas-Diesel,Skm. | | V |
| 12248<br>NRMK | **—** **SteelSc**<br>(exNjall) | 128<br>96<br>49 | | | | | 1905 | Hawthorns<br>&Co.,Ld.<br>Leith | A/S AxelPrior<br>(AllanPetersen,<br>Mgr.) | 92·2 | 17·9 | 8·4 | Mariager<br>Danish<br>WB | C.2Cy.11"&23"-16"<br>18NHP<br>Hawthorns&Co.Ld.Leith | | V |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Termes assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12249<br>124335<br>HKRB | **Cimbrier** SteelScSr<br>ssNwc.No.1-11<br>(exDerwenthall) Spar dk(Stl)2trB&<br>Wireless deep framing | 3905<br>3643<br>2514 | ✠ —<br>5,20<br>Spar dk<br>withfreeboard<br>✠ | Cal | w | | 1907<br>5mo | R.Stephenson&Co.Ld.<br>Newcastle | LloydRoyalBelge (GreatBritain)Ld. | 340·5<br>Cell DBa 110' u E&B42' f 138' 739t | 47·1 | 20·0<br>27·3<br>FK | London<br>British<br>6BHCem<br>APT181t | T.3Cy.25",41"&67"-45"<br>313NHP<br>2SB,6cf,GS123,HS4812<br>N.E.MarineEngCoLdNwc | 29 · 10 | V |
| 12250 | **Cinco** SteelScK<br>ssB.As.No.1-14<br>1Dk | 181<br>177<br>66 | ✠ —<br>7,19<br>StmTrawler<br>✠ | Npt | | | 1909<br>1mo | Hall,Russell&Co.Ld.<br>Aberdeen | RussianGovt. | 112·1<br>F18' | 21·6 | 11·6<br>BK7½"<br>WB= | Russian<br>3BHCem<br>DB f 23' 18t | T.3Cy.11½",20"&33"-22"<br>69NHP<br>1SB,2pf,GS34,HS1250<br>Hall,Russell&Co.Ld.Abn. | 12 · 6 | |
| 12251 | **Cintra** SteelScK<br>Now named "Paiva Curado," See No. [illegible] in Supplement<br>(exPhœbe) 1Dk | 278<br>[illegible]<br>109 | | | ... | N1,18 | 1907<br>9mo<br>—<br>Lloyd's A&CP | GooleS.B.&RepgCo.Ld.<br>Goole | ~~Bachao,Nunes& Machado,Ld.~~<br>Corporação de Pilotos do Rio e Barra de Lisboa | 130·0<br>Q76'F22' | 22·6 | 12·1<br>BK7½" | Lisbon<br>Portuguese<br>3BHCem | T.3Cy.13",21"&35"-25" (r)<br>180lb 75NHP<br>1SB,3pf,GS43,HS1258<br>W.V.V.Lidgerwood,Gls. | 13 · 0 | |
| 12252<br>115744<br>TVDS | **Circassia** SteelScSr<br>Elec.light Wireless 2Dks | 6732<br>5981<br>4327 | | | | | 1903 | D&WHendersn&Co.Ld.<br>Glasgow | AnchorLine(HendersonBros.)Ld. | 450·4<br>P32'B167'F51' | 55·2 | 30·0 | Glasgow<br>British<br>WB | T.3Cy.29½",47"&78"-54"<br>447NHP<br>D&WHendersn&Co.LdGls | | C |
| 12253<br>96137<br>LONV | **Circassian Prince** SteelSc3MstSr<br>Carrying<br>Mchy.Aft Elec.light Petroleum in bulk | 2258<br>2205<br>1453 | | | | | 1889 | C.S.Swan &Hunter<br>Newcastle | International PetroleumCo.Ld. | 272·0<br>B38t | 38·1 | 26·1 | Toronto<br>British<br>WB | T.3Cy.20½",33½"&55"-36"<br>FD 181NHP<br>N.E.MarEngCo(Lim)Nwc | | |
| 12254<br>OEQP | **Circassie** SteelScBg<br>Wireless 3Dks | 2185<br>2016<br>1392 | | | | | 1890 | Gourlay Bros.&Co.<br>Dundee | Cie.deNavigation Paquet | 315·0<br>P58' H28' | 37·5 | 25·0<br>F27' | Marseilles<br>French | T.3Cy.25",40"&64"-45"<br>NB08 275NHP<br>GourlayBros.&Co.Dundee | | V |
| 12255<br>327<br>NMRD | **Circe** SteelScSr<br>ssLth.No.3-3,04<br>(exManhanset) ssGen.No.1-07<br>1Dk(Stl)&Spardk(Irn)3trB | 2770<br>2516<br>1729 | ✠<br>Spar dk<br>5,09 ✠ | Cff | t | | 1891<br>12mo | Bartram,Haswell&Co.<br>Sunderland | Nav.Gen.Italiana<br>WB | 300·0<br>P30'B70'F38'<br>= Cell D B 246' 485t | 41·1 | 18·5<br>26·0<br>BK10" | Genoa<br>Italian<br>5BHCem<br>APT45t | T.3Cy.24",39"&64"-42"<br>NDB06 272NHP<br>2SB,6cf,GS124,HS4183<br>G.Clark,Ld.Sunderland | 28 · 6 | C |
| 12256<br>OEQR | **—** SteelScSr<br>1Dk | 1258<br>—<br>512 | | | | | 1903 | SunderlndS.B.Co.Ld.<br>Sunderland | Soc.NavaleCaennaise(G.Lamy&Co Mgrs.) | 230·0<br>Q83'B54'F18' | 34·0 | 15·7 | Caen<br>French<br>WB | T.3Cy.18",30"&49"-33"<br>NB09 138NHP<br>J.S.Vaux&Co.Sunderland | | V |
| 12257<br>128715<br>JMFQ | **—** SteelScSr<br>Elec.light 1Dk&Prom.dk2trB | 778<br>561<br>314 | | | | | 1912 | TaikooDkyd&EngCo.of HongK'ngLd<br>HongKong | OceanS.S.Co.Ld. (A.Holt&Co. Mgrs.) | 195·7 | 31·6 | 12·4 | Liverpool<br>British<br>WB | T.3Cy.15",25"&42"-30"<br>95RHP<br>TaikooDkyd.&Eng.Co. ofHongKong,Ld. | | |
| 12258<br>99320<br>MNDW | **Circe Shell** SteelTwinScSr<br>*Now a Depot Ship<br>Oil.Eng.<br>(exSailingVessel ssH.Kg.2ndNo.3-1,19<br>Celticburn) 1Dk(Stl-ptws)2nd dk<br>Elec.light (Stl)in way of forward oil<br>Wireless tanks&Web frames | 2810<br>2498<br>1798 | ✠ ~~100A1~~<br>8,20<br>~~LMC6,20~~<br>Carrying Homogeneous Cargo of Petroleum | Sng | w | N1,19 | 1892<br>3mo<br>Lloyd's A&CP | Barclay Curle&CoLd.<br>Glasgow | Anglo-Saxon PetroleumCo.Ld. | 296·0<br>P42'F37'<br>DBuMchy 50' 113t DTa 17' 155t APT50t<br>Middle line Bulkhead not oil tight | 45·6 | 25·7<br>BK10½" | London<br>British<br>8BHCem | Oil Engines 4S.C.SA<br>16Cy.14⅛"-15" 162NHP<br>NDB19-100lb NE19<br>Vickers,Ld.Barrow | 27 · 5<br>s 4 · 11<br>23 · 7 | |
| 12259<br>219268<br>LTSP | **Circinus** SteelScSr<br>Elec.light Wireless 2Dks(Stl) | 5642<br>5144<br>3478 | ✠100A1<br>7,20<br>✠LMC12,19<br>Fitted for oil fuel 12,19 F.P. above 150° F. | NYk | z | CL | 1919<br>12mo | ColumbiaRiverSBCorp<br>Portland,Or.<br>A&CP | GreenStarS.S. Corp. | 410·0<br>P44'B115'F47'<br>CellDB355' 1139t MT29' 745t FPT13 2t APT143t | 54·2 | 27·5<br>FK | NewYork<br>Utd.States<br>7BHptCem | T.3Cy24½",41½"&72"-48"<br>210lb (r) 562NHP<br>3SB,9cf,GS190,HS8324 FD<br>LlewellynIronWorks, LosAngeles,Cal. | 30 · 7<br>s 6 · 6½<br>24 · 0 | |
| 12260<br>8<br>NMRF | **Cirene** SteelSc | 187<br>—<br>70 | | | | | 1911 | ..................<br>Osaka | Soc.Unione Coloniale (V.Carabot, Mgr.) | 114·8 | 23·6 | 10·8 | Bengasi<br>Italian | T.3Cy.11¾",19"&32"-22"<br>48NHP | | |
| 12261<br>HGMV | **Cirilo Amoros** SteelScSr<br>ssBry.No.1-98<br>(exPrimero,exCorso) 1Dk(Stl)&Web<br>Wireless frames&ptAwng dk(Stl) | 1252<br>907<br>777 | ✠<br>pt Awng dk<br>withfreeboard<br>8,00 ✠ | Cff | | | 1893<br>11mo | CampbeltownS.B.Co.<br>Campbltown | Cia.Trasmediterranea | 230·0<br>Q79'<br>ptAwngdk150'<br>CellDB146' 200t | 32·7 | 16·4<br>FK | Valencia<br>Spanish<br>4BHCem<br>APT80t | T.3Cy.17½",27½"&45"-33"<br>114NHP<br>1SB,3rf,GS68,HS1665<br>J.G.Kincaid&Co.Ld.Grk. | 17 · 4 | V |
| 12262 | **Cirrus** WoodSc<br>1Dk | 98<br>97<br>43 | ✠ 11A1<br>For fishing purposes<br>9,18 ✠LMC9,18 | Lwt | | CL | 1918<br>3mo<br>Lloyd's A&CP | ColbyBros. Ld.<br>Lowestoft | TheAdmiralty | 87·6<br>9&12yrs.Mat. | 20·0 | 10·0 | British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 42NHP<br>1SB,2pf,GS36,HS814<br>J.Howden&Co.Ld.Gls. | 10 · 1 | |
| 12263<br>143855<br>KDBR | * **Ciscar** SteelScSr<br>Elec.light 1Dk(Stl)&Shltr dk(Stl)<br>~~Cargo battens not fitted in 'tween dks~~<br>Wireless | 2436<br>2330<br>1508 | ✠100A1<br>Shelter dk<br>withfreeboard<br>1,22 ~~1,21~~ ✠LMC12,19 | Ant<br>Cdz | r | CL<br>1,22 | 1919<br>12mo<br>Lloyd's A&CP | H.&C. Grayson,Ld.<br>Liverpool | MacAndrews&Co. Ld. | 265·0<br>Collision BH to Shltrdk<br>CellDB 224' 408t FPT63t APT18t | 41·2 | 26·6<br>FK | London<br>British<br>Cem<br>3BH to Udk | T.3Cy.21",34"&56"-36" (s)<br>180lb 271NHP<br>2SB,6cf,GS138,HS5112<br>D.Rollo&Sons,Liverpool | 28 · 10<br>s 8 · 11½<br>20 · 2 | |
| 12264<br>LBFP | **Cissy** SteelSc<br>Elec.light Wireless 2Dks | 2166<br>1931<br>1297 | | | | | 1920 | FramnesMek.Værks.<br>Sandefjord | A/S Cissy(Torp& Wiese) | 289·5<br>P76tH129tF9t | 44·2 | 19·4 | Bergen<br>Norwegian<br>WB | T.3Cy.22",35"&61"-36"<br>223NHP<br>TrondhjemsM.V.Trndhjm. | | N |
| 12265<br>137748<br>~~OEQT~~ | **Cité de Djerba** SteelSc<br>(exEgoulevent)<br>Elec.light 1Dk | 325<br>262<br>117 | | | | | 1918 | Forg.&Ch.delaMédit.<br>LaSeyne | ~~Cie.deNav.Olivier~~<br>HydraSteamship Ld (G.M.Chrussachi Mgr.) | ~~137·8~~<br>132·5 | ~~23·4~~<br>23·6 | 11·7 | ~~Havre~~<br>~~French~~<br>Malta<br>British | C.2Cy.18"&36"-24<br>106NHP<br>Forg.&Ch.de la Médit.Msl. | | V |
| 12266<br>OEQU | **Cité de Londres** SteelSc<br>(exFawley) 1Dk | 127<br>—<br>68 | | | | | 1915 | DundeeS.B.Co.Ld.<br>Dundee | Cie.deNav.Olivier | 118·0<br>F14' | 16·1 | 7·5 | Havre<br>French | C.2Cy.9"&18"-12"<br>9NHP<br>Ross&Duncan,Glasgow | | |
| 12267<br>OEQW | **Cité de Nancy** SteelSc<br>(exVlissingen)<br>Mchy.Aft 1Dk | 225<br>206<br>109 | | | | | 1903 | Wilton'sE.&SlipwyCo.<br>Rotterdam | Cie.deNav.Olivier | 119·6 | 21·8 | 11·5 | Havre<br>French | T.3Cy.11",17"&29"-21"<br>39NHP<br>Wilton'sE.&Slpwy.Co.Rot | | V |
| 12268<br>OEQY | **Cité de Paris** SteelSc<br>(exBotley) 1Dk | 127<br>—<br>68 | | | | | 1915 | DundeeS.B.Co.Ld.<br>Dundee | Cie.deNav.Olivier | 118·0<br>F14' | 16·1 | 7·5 | Havre<br>French | C.2Cy.9"&18"-12"<br>9NHP<br>Ross&Duncan,Glasgow | | |
| 12269<br>OERA | **Cité de Péronne** SteelSc<br>(exGrive)<br>Elec.light 1Dk | 298 | | | | | 1918 | Forg.&Ch.delaMédit.<br>LaSeyne | Cie.deNav.Olivier | 137·8 | 23·4 | 11·7 | Havre<br>French | C.2Cy.18"&36"-24"<br>106NHP<br>Forg.&Ch.delaMédit.Msl. | | V |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7a<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12270<br>OERC | **Cité de Soissons** SteelScSr<br>(*ex*Fredriksberg,*ex* Gudrun) 1*Dk*<br>*Mchy.Aft* | 241<br>—<br>112 | | | | | 1912 | Eriksbergs<br>M.V.Aktieb.<br>Gothenburg | Cie.deNav.Olivier | 100·6\|22·5\|11·6<br>B31'H7*t*P30'F7*t* | Rouen<br>French<br>*WB* | C.2Cy.10"&$22\frac{1}{2}$"–15"<br>16NHP<br>EriksbergM.V.Aktieb.Got | | V |
| 12271<br>OERD | **Cité de Sparte** SteelSc<br>(*ex*Murène) *Pet.Mot.*<br>*Elec.light* 1*Dk* | 400<br>—<br>150 | | | | | 1918 | Ch.&Atel.<br>Augustin<br>Normand<br>Havre | Cie.deNav.Olivier | 147·6\|25·0\|13·7 | Havre<br>French | Petrol Motor<br>6Cy.16"–22" 133NHP<br>Ch.&Atel.Augustin Normand,Havre | | V |
| 12272<br>OERG | **Cité de Verdun** SteelSc<br>(*ex*GosinaHillegonda)<br>*Mchy.Aft* 1*Dk* | 203<br>186<br>96 | | | | | 1916 | deGroot&<br>vanVliet<br>Slikkerveer | LesPêcheries de la Mer du Nord(PSergentHerbez,*Mgr.*) | 115·5\|22·2\|11·0 | Boulogne<br>French | T.3Cy.<br>Mnhemius&HaentjesLeidn | | V |
| 12273<br>NMWR | **Cito** SteelScSr<br>(*ex*Glenpark) *ss*Cpn.No.3–12,19<br>*Well deck* 1*Dk*(*Irn*) | 871<br>675<br>522 | ✠100A1<br>3,22 ~~3,21~~<br>~~BS3,21~~ ✠LMC6,18<br>BS3,22 | Cpn | *l* | ~~N12,19~~<br>3,22 | 1893<br>11mo | Scott&Co.<br>Greenock<br>A&CP | Dmpsk.Akties. "Skagerak" (M. Nielsen&Sön *Mgs.*) | 212·3\|31·2\|14·0<br>Q109'B16'F21'<br>BK$7\frac{1}{2}$"<br>*WB*=*DBa*48'*f*46' | Copnhagn<br>Danish<br>4*BHCem*<br>148*tAPT*14*t* | T.3Cy.$15\frac{1}{4}$,26"&44"–33" (*s*)<br>160lb *100lb* NDB07 112NHP<br>1SB,*3cf*,GS58,HS1702<br>Scott&Co.Greenock | 14″10<br>s 1″3<br>14″4 | |
| 12274<br>JHSB | — WoodAuxScBk<br>*Stm.Eng.*<br>1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 181<br>160<br>102 | | | | | 1873 | ……………<br>Stavanger | A.H.Baasnes | 101·4\|24·2\|11·6<br>P19*t*Q6'B19' | Kopervik<br>Norwegian | C.2Cy.$12\frac{1}{2}$"&$18\frac{1}{10}$"–14"<br>E&B*made*85 10NHP<br>FredrikstadM.V.Frdstad | | |
| 12275<br>MJWT | — WoodScSr<br>*OilEng.*<br>(*ex*SailingVessel) 1*Dk* | 123<br>116<br>88 | | | | | 1904 | ……………<br>Opsanger | H.Hoff | 97·7\|23·7\|10·0 | Aalesund<br>Norwegian | Oil Engines<br>2Cy.$11\frac{13}{16}$"–$12\frac{3}{16}$" 18NHP<br>E*made—fitted*14<br>J&C.G.BolindersM.V.Skm | | N |
| 12276<br>NMRJ | **Città di Bengasi** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 3052<br>—<br>1715 | | | | | 1917 | Cant.Nav.<br>Riuniti<br>Ancona | ItalianGovernment | 316·6\|41·5\|23·7<br>P16'B215'F41' | Palermo<br>Italian<br>*WB* | T.3Cy.$19\frac{3}{5}$",$32\frac{7}{10}$"&55"–$39\frac{3}{5}$"<br>189NHP<br>Cant.Nav.Riuniti,Ancona | | |
| 12277<br>47<br>NMRO | **Città di Cagliari** SteelTwinScSr<br>*Elec.light* Wireless 2*Dks*&*Awng dk* | 2161<br>—<br>945 | | | | | 1910 | Cant.Nav.<br>Riuniti<br>Ancona | ItalianGovernment | 282·4\|36·8\|20·2 | Palermo<br>Italian<br>*WB* | T.6Cy.23",37"&$59\frac{4}{5}$"–$37\frac{2}{5}$"<br>437NHP<br>Cant.Nav.Riuniti,Ancona | | I |
| 12278<br>43<br>NMRH | **Città di Catania** SteelTrpScSr<br>*Elec.light* Wireless 2*Dks*&*Awng dk* | 3262<br>—<br>1200 | | | | | 1910 | Ansaldo,<br>Armstrong&<br>CoSestriPnte | ItalianGovernment | 363·5\|42·1\|18·8<br>F39' | Palermo<br>Italian<br>*WB* | 3 Steam Turbines<br>Ansaldo,<br>Armstrong&Co.Smp. | | I |
| 12279 | **Città di Genova** SteelTwinScSr<br>(*ex*Gneisenau) 3*Dks*<br>*Elec.light* Sub.Sig. Wireless | *8185*<br>*7103*<br>*4947* | | | | | 1903 | Act.Ges.<br>"Vulcan"<br>Stettin | Soc.Ind.Trasporti Marittimi | 453·9\|55·7\|35·8<br>P77'B178'F92' | Genoa<br>Italian<br>*WB* | T.6Cy.$23\frac{3}{8}$",40"&$69\frac{1}{3}$"–$49\frac{1}{5}$"<br>674NHP<br>A.G."Vulcan,"Stettin | | CR |
| 12280 | **Città di Lecce** SteelSc<br>(*ex*WarWizard) 1*Dk*<br>*Elec.light* Wireless | 2067<br>1648<br>1267 | | | | | 1918 | Collingw'd<br>S.B.Co.Ld.<br>Collingwood,<br>Ont. | Soc.AnondiNav.a Vap.Puglia | 251·0\|43·8\|18·0<br>P24'B64'F24' | Bari<br>Italian<br>*WB* | T 3Cy.18",30"&50"–36"<br>150NHP<br>CollingwoodS.B.Co.Ld. | | CI |
| ❊ 12281<br>NMSA | **Città di Messina** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in 'tween dks* | *5880*<br>*5602*<br>*3620* | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>9,21 ~~11,20~~ ✠LMC11,20 | Mdb<br>Lgn | *z* | CL | 1920<br>11mo<br>~~*Lloyd*~~ | Furness<br>S.B.Co.Ld.<br>Haverton<br>Hill-on-Tees<br>'*sA&CP* | PeirceBros.<br>*CellDB* | 400·0\|53·0\|32·8<br>F38'*onShelter dk*<br>FK<br>*Collision*<br>351'1272*tAPT*100*t* | Naples<br>Italian<br>*Cem*<br>*BH to Sh dk*<br>5 ,, ,, *U* ,, | T.3Cy.27",45"&75"–51" (*s*)<br>180lb 573NHP<br>3SB,*9cf*,GS187,HS8580 FD<br>Richardsons,Westgarth &Co.Ld.Mdb | 35″5<br>s 9″$7\frac{1}{2}$<br>26″2 | |
| 12282 | **Città di Milano** SteelTwinSc<br>*CableVessel* (*ex*Grosherzog von Oldenburg) 1*Dk*&*Spardk*<br>*Elec.light* Wireless | 2691<br>2328<br>1113 | | | | | 1905 | F.Schichau<br>Danzig | ItalianGovernment | 304·2\|41·7\|25·5<br>B106'F80' | Italian<br>*WB* | T.6Cy.$18\frac{9}{16}$",$30\frac{7}{10}$"&$49\frac{1}{5}$"–$29\frac{1}{2}$" 263NHP<br>F.Schichau,Elbing | | |
| 12283<br>794<br>NMSB | **Città di Palermo** SteelScSr<br>*ss*Gen.No.3–4,10<br>Wireless *ss*Gen.No.1–14<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*deepframing* | 3022<br>2738<br>1869 | ✠ ~~——~~<br>9,20<br>*Spar dk*<br>✠ | Taranto | *u* | | 1897<br>10mo | Short Bros.<br>Sunderland | Soc.Anon.Genovese diArmementi e Trasporti | 321·0\|44·0\|16·3<br>P31'B104'F35' 24·2<br>FK<br>*WB*= | Genoa<br>Italian<br>7*BHCem*<br>*CellDBa*98' | T.3Cy.24",40"&66"–45"<br>NDB16 316NHP<br>2SB,*6rf*,GS100,HS3903 FD<br>G.Clark,Ld.,Sunderland<br>*uE*24'*f*139'657*tAPT*60*t* | 26″8 | |
| 12284<br>751<br>NMRX | **Città di PortoMaurizio** SteelScSr<br>(*ex*CapNegro,*ex*Gaarden, *ex*Brookside) 1*Dk*&*Spar dk*&*Web frames* | 2700<br>—<br>1680 | | | … | | 1893 | Short Bros.<br>Sunderland | F.Bensa | 300·0\|40·4\|16·6<br>P32'B74'F38' 24·1<br>FK | Genoa<br>Italian<br>*WB* | T.3Cy.$22\frac{1}{2}$",37"&61"–42"<br>243NHP<br>W.Allan&Co.,Sunderland | 26″6 | V |
| 12285<br>44<br>NMSD | **Città di Siracusa** SteelTwinScSr<br>*Elec.light* Wireless 2*Dks*&*Awng dk* | 3497<br>—<br>1024 | | | | | 1910 | N.Odero<br>&Co.<br>Genoa | ItalianGovernment | 363·5\|42·1\|18·5<br>F3 | Palermo<br>Italian<br>*WB* | T.8Cy.(2)$29\frac{1}{2}$",(2)$47\frac{5}{8}$"&(4)$55\frac{1}{2}$"–$39\frac{3}{8}$" 774NHP<br>N.Odero&Co.Genoa | | I |
| 12286<br>95<br>NMSO | **Città di Trieste** SteelTwinScSr<br>Wireless<br>*Elec.light* *Ref.Mchy.* 3*Dks* | 4785<br>2827<br>2582 | | | | | 1915 | Cant.Nav.<br>Riuniti<br>Palermo | Soc.diNav.Sicilia | 361·9\|46·1\|23·3 | Palermo<br>Italian<br>*WB* | T.6Cy.$21\frac{1}{4}$",$34\frac{1}{4}$"&$59\frac{2}{5}$"–$41\frac{1}{3}$"<br>452NHP<br>Cant.Nav.Riuniti,Ancona | | I |
| 12287<br>94<br>NMSL | **Città di Tripoli** SteelTwinScSr<br>*Elec.light* Wireless 2*Dks* | 3044<br>—<br>1591 | | | | | 1915 | Cant.Nav.<br>Riuniti<br>Ancona | Soc.diNav.Sicilia | 316·6\|41·5\|21·1 | Palermo<br>Italian<br>*WB* | T.6Cy.$19\frac{3}{8}$",$33\frac{2}{3}$"&$55\frac{1}{10}$"–$39\frac{3}{8}$"<br>378NHP<br>Cant.Nav.Riuniti,Ancona | | I |
| 12288<br>90<br>NMSP | **Città di Venezia** IronScSr<br>(*ex*Probità,*ex* Ragusa,*ex*Bianca) *Dk*&*Spar dk*3*trB* | 1860<br>1657<br>1175 | | | | | 1886 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | Soc.Anon.diNav. Adriatica | 259·3\|35·4\|22·3 | Venice<br>Italian<br>*WB* | T.3Cy.22",$34\frac{1}{2}$"&58"–42"<br>218NHP<br>FlensburgerSchiffsb.Ges. | | I |
| 12289<br>101801<br>MRLJ | **City** SteelScSr<br>*ss*Bly.2ndNo.3–12,19<br>Wireless 1*Dk*(*Stl*)&*Web frames* &*ptAwng dk*(*Irn*)<br>*Cargo battens not fitted* | 2893<br>2263<br>1875 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>4,22 ~~3,21~~<br>✠NB3,21 ✠LMC3,21 | Rot<br>Sy | *t* | 3,21 | 1892<br>8mo | Palmers'<br>Co.Ld.<br>Newcastle<br>A&CP | BedeStm.Shppg. Co.Ld.(Frew,Elder &Co.*Mgrs.*) | 310·0\|40·8\|22·8<br>P27'Q98'<br>*ptAwng dk*184' FK<br>*WB*=*Cel* | Newcastle<br>British<br>6*BHCem*<br>*lDB*224'93*t* | T3Cy.$19\frac{1}{4}$",$36\frac{1}{2}$"&61"–42"(*s*)<br>160lb *80lb* NDB07 260NHP<br>2SB,*6cf*,GS111,HS4204<br>Palmers'Co.Ld.Nwc. | 24″3<br>s 8″$9\frac{1}{2}$<br>22″10 | |
| ❊ 12290<br>109009<br>PWKM | **City of Aberdeen** SteelScSr<br>*ss*Gms.2ndNo.3–8,21 ~~*ss*Hul.No.3–7,08~~<br>~~*ss*Gms.No.2–17~~<br>1*Dk* | 194<br>179<br>75 | ✠100A1<br>*Stm Trawler*<br>8,21 ~~7,20~~<br>✠NB7,08 ✠LMC~~2,17~~<br>~~BS7,20~~ 8,21 | Gms | | CL<br>2,19 | 1898<br>1mo<br>*Lloyd* | A.Hall&<br>Co.<br>Aberdeen<br>'*sA&CP* | ConsolidatedStm Fishing&IceCo. (Grimsby)Ld. (JDMarsden,*Mgr*) | 112·1\|21·2\|11·6<br>Q20'<br>ptND08 BK$7\frac{1}{2}$" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",19"&$32\frac{1}{4}$"–24" (*s*)<br>185lb 63RHP<br>1SB,*2pf*,GS33,HS1081<br>A.Hall&Co.,Aberdeen | 12″2 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Termes assigné maintenant expiré. Lettre d'Equipement. | 7"<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12291<br>143663<br>KHBS | City of Adelaide **SteelSc**<br>*Elec.light* Wireless *2Dks(Stl)*<br>*Cruiser Stern* | 6589<br>6210<br>4178 | ✠100A1<br>~~7,21~~ ~~12,20~~3,22<br>✠LMC12,20<br>*Fitted for oil* | Hpl<br>NYk<br>*fuel* 12,20 | *b*† | CL<br>*F.P. a* | 1920<br>11mo<br>*Lloyd*<br>*bove* 1 | WearShipyardofW. Gray&Co. (1918),Ld.<br>Sunderland<br>'*sA&CP*<br>50° F. | EllermanLines,Ld.<br>(HallLine,Ld. *Mgrs.*) | 433·0<br>P89'B&F308'<br>*CellDB*385'1468*t* | 57·4 | 30·2<br>FK | Liverpool<br>British<br>7*BHptCem*<br>*DTa*27 778*t* | 2 Steam Turbines geared to 1 Sc Shaft 225lb (*s*)<br>3SB,*12cf*,GS230,HS8946 FD<br>Cen.Mar.Eng.Wrks.WHpl | 32·10<br>s5·5<br>27·9 | |
| 12292<br>118053<br>VGRO | City of Agra **SteelScSr**<br>*Elec.light* Wireless *2Dks* | 4808<br>4584<br>3096 | | | | | 1903 | Workman, Clark& Co.Ld<br>Belfast | EllermanLines,Ld.<br>(HallLine,Ld. *Mgrs.*) | 400·0<br>P31'B110'F41' | 50·2 | 28·9 | Liverpool<br>British<br>*WB* | T.3Cy.26",44"&74"-48"<br>379NHP<br>Wrkman,Clark&Co.LdBel | | C |
| 12293<br>219600<br>LVPN | City of Alameda **SteelScSr**<br>Sub.Sig. Wireless *Fitted for oil fuel*<br>*Carrying oil in bulk* *2Dks*<br>*Elec.light* *Longitudinal framing* | 7044<br>—<br>4351 | | | | | 1920 | Bethlehem S.B.Corp Ld.<br>Alameda,Cal. | UnitedStates ShippingBoard | 435·0<br>P123'B50'F33' | 56·0 | 32·0 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.27",47"&78"-48"<br>421NHP<br>BethlehemS.B.Corp.S.Fo. | | R |
| ✻ 12294<br>143068<br>JWMG | City of Alexandria **SteelSc**<br>ssLiv.No.3-1,21<br>*Elec.light* (*ex*RioPardo,*ex*Dalmatia)<br>*Well deck* *2Dks*(*StlU*-ws)&*Webframes*<br>Wireless Sub.Sig. | 4712<br>3585<br>2899 | 100A1<br>~~9,21~~ ~~1,21~~ 3,22<br>BS12,21 | Liv<br>~~Hul~~Mdb<br>LMC1,21 | *w* | CL<br>1,21 | 1905<br>*Lloyd* | J.C.TecklenborgA.G<br>Geestemünde<br>'*sA&CP* | EllermanLines, Ld. | 362·1<br>P&B226'F40'<br>*CellDB* | 46·7 | 26·2<br>FK&BK2½" | Liverpool<br>British<br>7*BHCem*<br>301'762*t* | T.3Cy.23",39"&65½"-48" (*s*)<br>205lb GS139 415NHP<br>3SB,*9cf*,~~GS147~~,HS5813 FD<br>J.C.TecklenborgA.G.Gst | 29·0<br>s4·6<br>25·0 | |
| ✻ 12295<br>102144<br>NJLP | City of Algiers **SteelScSr**<br>ssLiv.2ndNo.3-7,18<br>(*ex*Atahualpa,*ex*Hubert) *1Dk*(*Stl*)&<br>Wireless *Spar dk*&*Webframes* | 1965<br>1741<br>1238 | ✠100A1<br>*Spar dk*<br>9,20<br>~~BS11,10~~ | Lon<br>BS12,21<br>✠LMC8,16 | *r* | CL<br>5,19 | 1894<br>4mo<br>*Lloyd* | Hall, Russell&Co.<br>Aberdeen<br>'*sA&CP* | ~~A Loinga,Ld~~<br>S.H.Biscoe<br>(Olivier&Co.Ld. *Mgr.*) | 261·4<br>B60'F35'<br>*CellDB*124'250*t FPT* | 36·2 | 17·7<br>23·4<br>BK8" | Liverpool<br>British<br>4*BHCem*<br>67*tAPT*37*t* | T.3Cy.21",33"&54"-39" (*s*)<br>160lb *80lb* 194NHP<br>2SB,*6cf*,GS95,HS3080<br>Hall,Russell&Co.Abn. | 26·1<br>s5·5<br>21·9 | |
| 12296<br>219572<br>LVNF | City of Alma **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks&Web frames*<br>Wireless Sub.Sig. | 6018<br>4971<br>3727 | | | ... | | 1920 | Merchant S.B.Corp.<br>Harriman,Pa | UnitedStates ShippingBoard | 400·7<br>P36'B124'F44' | 54·2 | 30·4<br>FK | Phildlphia<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Sc Shaft<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 32·10 | R |
| 12297<br>126974 | City of Alpena II. **SteelPad**<br>(*ex*City ofAlpena)<br>*Elec.light* Wireless *2Dks* | 1735<br>942<br>1282 | | | | | 1893 | Detroit DryDockCo.<br>Wyandotte | Detroit&ClevelandNav.Co. | 266·2 | 38·6 | 13·4 | Detroit, Mich.<br>Utd.States | BeamC.2Cy.42"-90"&66"-132" 417NHP<br>W&A.Fletcher&Co.Hobkn | | |
| 12298<br>219259<br>LTSD | City of Alton **SteelSc**<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec light* Wireless *2Dks* | 5591<br>4598<br>3453 | | | | | 1919 | American Int.S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B121'F43' | 54·0 | 32·0 | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 12299<br>102787<br>NCVK | City of Amiens **SteelScSr**<br>ssShl.2ndNo.3-12,13<br>(*ex*Romney) *1Dk*(*Stl*)&*Spar dk*(*Irn*)&<br>*Webframes* | 2806<br>2558<br>1763 | ✠ —<br>1,21<br>*Spar dk* ✠ | Cff | *u* | | 1893<br>8mo | JLThompson&Sons<br>Sunderland | HydraSteamship Ld.(G.M.Chrussachi,*Mgr.*) | 316·0<br>P28'B70'F36'<br>*CellDB*238' 518*t* | 42·0 | 17·1<br>24·2<br>FK | London<br>British<br>6*BHCem*<br>*APT*35*t* | T.3Cy.23½",38"&62"-42"<br>248NHP<br>2SB,*6cf*,GS116,HS3700<br>J.Dickinson,Sunderland | 26·10 | |
| 12300<br>203193 | City of Angeles **WoodTwinSc**<br>(*ex*City ofLongBeach) | 258<br>—<br>191 | | | | | 1906 | ..................<br>Terminal Island,Cal. | PugetSoundNav. Co. | 128·1 | 21·3 | 8·6 | PtAngeles Wash.<br>Utd.States | NE&B15 | | |
| 12301<br>211709 | City of Annapolis **SteelSc**<br>ssBal.No.2-20<br>*Elec.light* *1Dk*(*Stl*-ws)&*Web frames*<br>*Longitudinal framing* | 1924<br>1048<br>1127 | ✠ A1<br>*Service Chesapeake Bay*<br>9,20 | Bal<br>✠LMC9,20<br>BS10,21 | | CL<br>9,20 | 1913<br>10mo | Maryland SteelCo.<br>Sparro'PtMd<br>A&CP | ChesapeakeS.S.Co. | 261·6 | 53·1 | 14·1<br>FK<br>*WB* | Baltimore<br>Utd.States<br>5*BHAsp*<br>=*FPT*55*t* | T.4Cy.23"&38"&(2)45"-36"<br>190lb *190lb* (*s*) 365NHP<br>4SB,*12cf*,GS220,HS6844<br>MarylandStl.Co.Sparr'.Pt. | 16·8 | |
| 12302<br>201103<br>KTFN | City of Atlanta **SteelScSr**<br>*Elec.light* Wireless *3Dks* | 5433<br>—<br>4111 | | | | | 1904 | Delaware RiverCo.<br>Chester,Pa. | OceanS.S.Co.of Savannah | 377·5 | 49·0 | 15·8<br>27·0 | Savannah<br>Utd.States<br>*WB* | T.3Cy.28",46"&75"-48"<br>390NHP<br>DelawareRiverCo.Chester | | R |
| ✻ 12303<br>143083<br>JWMN | City of Auckland **SteelSc**<br>ssBrs.No.3-12,20<br>(*ex*Weissenfels) *2Dks*(*Stl-U* teak s)&<br>*Elec.light* Sub.Sig. *Web frames*<br>Wireless | 8336<br>7835<br>5288 | 100A1<br>*withfreeboard*<br>~~3,21~~~~12,20~~<br>12,21 | Brs<br>~~NYk~~Cff<br>LMC12,20<br>BS11,21 | *e*† | CL<br>12,20 | 1914 | Akt.Ges. "Weser"<br>Bremen<br>*Intermediate BHin fore&after holds dispensed with 6BHonly*<br>*CellDBa*155'*uE*33' *f*179'1458*t* '*tween dk tanks f*717*t* | Montgomerie& Workmn(1920)Ld<br>(H. H. McAllester, *Mgr.*) | 478·6<br>P45'B140'F59' | 62·2 | 33·0<br>FK | Liverpool<br>British<br>*Cem* | Q.4Cy.28½",40½",58½"&85⅜"-55" 213lb (*s*) 845NHP<br>4SB,*12cf*,GS238,HS10320FD<br>Akt.Ges. "Weser," Bremen<br>*a*720*tFPT*87*tAPT*82*t* | 35·8<br>s8·5<br>27·8 | |
| 12304<br>125868<br>JVBF | City of Augusta **IronScSr**<br>*2Dks&ptHur dk*<br>Wireless | 2870<br>—<br>1929 | | | | | 1880 | J.Roach& Son<br>Chester,Pa. | OceanS.S.Co.of Savannah | 302·0<br>B148' F43' | 40·2 | 17·0<br>25·9 | Savannah<br>Utd.States | T.3Cy.22",41"&72"-54"<br>E.*Tpd*.97 NB97 383NHP<br>MorganIronWorks | | |
| 12305<br>208378<br>LBTG | City of Baltimore **SteelSc**<br>*Elec.light* *Ref.Mchy.* *2Dks* | 2378<br>—<br>1617 | | | | | 1911 | Maryland SteelCo.<br>Sparro'PtMd | MercantileTrust &DepositCo. | 297·5 | 46·5 | 16·2 | Baltimore<br>Utd.States | T.4Cy.24½",40"&(2)47"-42"<br>287NHP<br>MarylandStl.Co.Sparr'Pt. | | R |
| 12306<br>127181 | City of Bangor **SteelSc**<br>*Mchy.Aft* *Elec.light* Wireless | 4202<br>—<br>3058 | | | | | 1896 | F.W. Wheeler&Co.<br>W.BayCity | LakeTransitCo. (H.L.Shaw,*Mgr.*) | 445·5<br>len05 | 44·8 | 23·0<br>*WB* | Duluth, Minn.<br>Utd.States | T.3Cy.22",35½"&59"-44"<br>230NHP<br>FWWheelr&C.W.BayCity | | |
| 12307<br>127029<br>KLWN | — **WoodPad**<br>Wireless | 1661<br>—<br>1113 | | | | | 1894 | W.McKie<br>Boston | EasternS.S.Lines Inc. | 277·0 | 38·0 | 14·2 | Boston<br>Utd.States | B.1Cy.63"-144"<br>366NHP<br>W.&A.Fletcher,New York | | |
| 12308<br>140594<br>JVKT | City of Baroda **SteelScSr**<br>*Elec.light* Wireless *2Dks*<br>*Cruiser Stern* | 7129<br>6084<br>4500 | | | | | 1918 | Barclay, Curle&Co.Ld.<br>Glasgow | EllermanLines,Ld.<br>(HallLine,Ld. *Mgrs.*) | 433·4<br>P90'B171'F85' | 57·2 | 30·6 | Liverpool<br>British<br>*WB* | T.3Cy.26",44⅝"&78"-54"<br>447NHP<br>Barclay,Curle&Co.Ld.Gls. | | C |
| 12309<br>216473<br>LKWM | City of Beaumont **WoodAux**<br>**TwinSc5MstBkn**<br>*Elec.light* *Mchy.Aft* *OilEng.* *1Dk2trb*<br>(*See Sailing Ship Register*) | 2014<br>—<br>1802 | | | | | 1918 | InternationalS.B.Co.<br>Beaumont, Tex. | CityofBeaumont Co.Inc(H.Piaggio) | 254·2<br>P64'F33' | 45·6 | 22·4 | Wilmngtn Del.<br>Utd.States | Oil Engine 2S.C.SA<br>8Cy.11½"-13½" 57NHP<br>FairbanksMorseCo. ThreeRivers,Mich | | V |
| 12310<br>99938<br>NCTD | City of Belfast **SteelTwinScSr**<br>*Elec.light* Wireless *2Dks* | 994<br>773<br>395 | | | | | 1893 | LairdBros.<br>Birkenhead | MidlandRly.Co. | 280·6 | 32·1 | 13·4 | Barrow<br>British | T.6Cy.18",28"&42"-30"<br>NB11 193NHP<br>LairdBros.Birkenhead | | BT<br>[illegible]<br>6,11 |
| 12311<br>114004<br>TDWJ | City of Benares **SteelScSr**<br>*Elec.light* Wireless *2Dks* | 6984<br>6310<br>4477 | | | | | 1902 | Workman, Clark&Co.Ld<br>Belfast | EllermanLinesLd.<br>(G.Smith&Sons, *Mgrs.*) | 460·5<br>P84'B160'F85' | 55·3 | 31·0 | Glasgow<br>British<br>*WB* | T.3Cy.29½",50"&82"-60"<br>521NHP<br>Wrkman,Clark&Co.LdBel | | C |
| 12312<br>200919 | City of Benton Harbor **SteelPad**<br>*Elec.light* Wireless *1Dk* | 1286<br>—<br>811 | | | | | 1904 | CraigS.B. Co.<br>Toledo,Ohio | Graham&Morton TransportationCo. | 251·8 | 36·5 | 14·4 | Chicago<br>Utd.States | C.3Cy.38"&(2)55"-78"<br>445NHP<br>CraigS.B.Co.Toledo | | L |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12313<br>219539<br>LVMB | **City of Berkeley** SteelSc<br>*Elec.light* Wireless *1Dk&Shelter dk*<br>Sub.Sig. *Longitudinal framing* | 6039<br>—<br>3746 | | | | | 1920 | UnionCon-stnCo.<br>Oakland,Cal. | UnitedStates ShippingBoard | 402·5<br>P46'B81'F38' | 53·0 | 32·0 | S.Frncisco<br>Utd.States | 1 Steam Turbine<br>KerrTurbineCo.<br>Wellsville,N.Y. | | R |
| 12314<br>137857<br>JRBT | **City of Birmingham** SteelScSr<br>*ss*Liv.No.1-21<br>*Elec.light* Wireless *2Dks(Stl)*<br>*CruiserStern*<br>~~*Carrying oil fuel F.P. above 150°F in double bottom*~~ | 6182<br>5086<br>4002 | ✠100A1<br>~~5,21~~ ~~2,21~~ 11,21<br>BS2,21 ✠LMC9,17 | Liv<br>Syd | *z* | CL<br>8,19 | 1917<br>9mo<br>Lloyd | W.Gray& Co.Ld.<br>WHartlepool<br>'*sA&CP* | EllermanLines,Ld<br>*Cell* | 391·0<br>P48'B&F274'<br>FK<br>*DB* 347' 1271*t* *DTa* | 54·2 | 28·9 | Glasgow<br>British<br>7*BHCem*<br>25'709*t* | T.3Cy.24½",42¼"&73"–51"<br>220lb (*s*) 581NHP<br>2SB&1AuxSB,*11cf*,GS208,<br>HS8341 FD<br>Cen.Mar.Eng.Wrks.WHpl | 31 ″ 5<br>s 4 ″ 8½<br>27 ″ 1 | |
| 12315<br>131286<br>HRNT | **City of Bombay** SteelScSr<br>*ss*P.Nl.No.2-19<br>*Elec.light* Wireless *2Dks(Stl)* | 5186<br>4935<br>3355 | ✠100A1<br>~~10,20~~ 10,21<br>BS3,21 ✠LMC12,18 | Gls | *y* | CL<br>11,19 | 1910<br>9mo<br>Lloyd | Palmers' Co.Ld.<br>Newcastle<br>'*sA&CP* *W* | EllermanLines,Ld<br>(HallLine,Ld.<br>*Mgrs.*)<br>*B=Cell DB a* 144' | 401·2<br>P43'B142'F40'<br>FK<br>*uE&B*38' *f* 171'985*t* | 50·8 | 29·7 | Liverpool<br>British<br>7*BHCem*<br>*DTa*31' 870*t* | T3Cy24½"41½"&72½"–48"(*s*)<br>220lb HS6957 FD 509NHP<br>2SB&1AuxSB,*10cf*,GS185<br>Palmers'Co.Ld.Newcastle | 32 ″ 3<br>s 6 ″ 6½<br>26 ″ 0 | |
| 12316<br>118913<br>VFRM | **City of Bradford** SteelScSr<br>*ss*Gms.No.3-12,20<br>1*Dk(Stl-ws)lower dk fore&after holds*<br>*Elec.light* *deep framing main hold*<br>Wireless Sub.Sig. | 1360<br>967<br>677 | ✠100A1<br>~~12,20~~ 12,21<br>✠NB12,20 ✠LMC12,20<br>DDS12,21 | Gms | *p* | CL<br>N10,19 | 1903<br>9mo<br>Lloyd | Earle'sCo. Ld.<br>Hull<br>'*sA&CP* | GreatCentralRly.<br>*WB=* | 256·5<br>P61'B75'F39'<br>BK9"<br>*DBa*48'*uE*21'*f*114' | 34·5 | 15·7 | Grimsby<br>British<br>5*BHCem*<br>254*t* *APT*6*t* | T.3Cy.24½",38"&64"–42"<br>180lb *100lb* (*r*) 356NHP<br>2SB,*6rf*,GS132,HS5152 FD<br>Earle'sCo.Ld.Hull | 18 ″ 6 | BT<br>till<br>11,21 |
| 12317<br>143641<br>KFRD | **City of Brisbane** SteelSc<br>*Elec.light* *2Dks(Stl)3rd trBin*<br>Wireless *forehold*<br>*Cruiser Stern* | 7138<br>6828<br>4527 | ✠100A1<br>10,21 ~~6,20~~<br>✠LMC6,20 | Nwc<br>Gls | *c* | CL | 1920<br>6mo<br>Lloyd | Swan,Hun-ter& Wigham Richardson, Ld Newcastle<br>'*sA&CP* *Ce* | EllermanLines, Ld.(HallLine,Ld. *Mgrs.*)<br>*llDB*414'1388*t* *DT* | 463·6<br>P98'B&F332'<br>FK<br>*a*30' 1147*t* *FPT*108*t* | 58·8 | 30·9 | Liverpool<br>British<br>7*BHptCem*<br>*APT*52*t* | 2 Steam Turbines geared to 1 Sc.Shaft 225lb (*s*)<br>3SB&1AuxSB,*14cf*,GS270,<br>HS10718 FD<br>WallsendSlpway&E.CoLd | 33 ″ 5<br>s5 ″ 10½<br>27 ″ 11 | |
| 12318<br>135427<br>JBHK | **City of Bristol** SteelScSr<br>*Elec.light* Wireless *2Dks* | 6741<br>6429<br>4345 | | | | | 1912 | Swan,Hun-ter&Wigham Richardson, Ld Newcastle | EllermanLines,Ld<br>(HallLine,Ld.<br>*Mgrs.*) | 452·0<br>P92'B165'F86' | 56·6 | 31·6 | Liverpool<br>British<br>*WB* | T.3Cy.26",44¾"&78"–54"<br>447NHP<br>WllsndSlpwy.Co.Ld.Nwc. | | C |
| 12319<br>126386 | **City of Brockton** WoodPad<br>Wireless | 2771<br>—<br>1912 | | | | | 1886 | ……………<br>Chelsea,Mass | NewEngland S.S.Co. | 271·2 | 43·4 | 18·1 | FallRiver, Mass.<br>Utd.States | B.2Cy.44",–,96"&63"–144"<br>573NHP | | |
| Wrecked 8,21<br>12320<br>221007<br>MCJT | **City of Brunswick** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>*Longitudinal framin* | 7225<br>6144<br>4465 | | | | | 1921 | O.Daniels Co.<br>Tampa,Fla. | UnitedStates ShippingBoard | 402.1<br>P34'B118'F38' | 54·[illegible] | 34·4 | Tampa,Fla<br>Utd.States<br>*WB* | T.3Cy.24½",41½&72"–48"<br>359NHP<br>HardyTyneMfg.Co.<br>Birmingham,Ala. | | |
| 12321<br>~~76384~~<br>~~WVBF~~ | **City of Brussels** IronScSr<br>6thSurvey,Dub.10,02<br>(*ex*Theresina) 3rdSurvey,Rot.8,15<br>1*Dk2trB* | 1027<br>934<br>625 | ✠ —<br>11,20 | Lon | Lv | | 1876<br>9mo | R.Dixon& Co.<br>Middlesbro' | ~~Transport& TradingCo.Ld.~~<br>~~A.Lotinga,Ld~~<br>A.Gibaldi diF. | 239·8<br>H107*t*<br>FK<br>*WB=DBa&f* | 30·8 | 16·1 | Empedocle<br>Italian<br>5*BH* 1PBH<br>*Cem* | T.3Cy.18",30"&48"–30"<br>NE&B88 126NHP<br>1SB,*4rf*,GS60HS2128NDB99<br>D.Rollo&Sons,Liverpool | 19 ″ 6 | |
| 12322<br>120546<br>HCQS | — SteelScSr<br>*ss*Lon.No.3-8,18<br>(*ex*PrinceCharles) 1*Dk(Stl)* | 373<br>275<br>160 | ✠100A1<br>1,21<br>BS1,21 ✠LMC8,18 | Lon | *f* | 1,21 | 1905<br>5mo<br>Lloyd | Mackay Bros.<br>Alloa<br>'*sA&CP* | BrusselsS.S.Co.Ld | 135·0<br>P15'Q67'F21'<br>B *on* Q8' FK<br>*WB* | 23·6 | 11·9 | London<br>British<br>4*BHCem*<br>=*APT*15*t* | T.3Cy.13",22"&36"–24" (*s*)<br>160lb *80lb* 65RHP<br>1SB *2pf*,GS43,HS1379<br>MacColl&Pollock,Ld.Sld. | 12 ″ 6<br>s ″ 10<br>11 ″ 10 | |
| 12323<br>127132 | **City of Buffalo** SteelPad<br>*Elec.light* Wireless *3Dks* | 2940<br>—<br>1604 | | | | | 1896 | Detroit DryDockCo.<br>Wyandotte | Cleveland& BuffaloTransitCo.<br>(TFNewman,*Mgr*) | 340·3<br>len04 | 43·7 | 17·0 | Cleveland, Ohio<br>Utd.States | B.C.2Cy.52"–96"&80"–144"<br>640NHP<br>W&A.Fletcher&Co.Hobkn | | L |
| 12324<br>137423<br>JHRK | **City of Cairo** SteelScSr<br>*ss*Mch.No.1-19<br>*Elec light* *2Dks(Stl-Uws)*<br>Wireless *Cruiser Stern* | 7892<br>6263<br>5024 | ✠100A1<br>4,21 ~~11,20~~<br>✠LMC7,19<br>BS4,21 | Gls | *c*† | CL<br>11,20 | 1915<br>1mo<br>Lloyd | Earle'sCo. Ld.<br>Hull<br>'*sA&CP* *W* | EllermanLines,Ld<br>(HallLine,Ld.<br>*Mgrs.*)<br>*B=CellD Ba*141'*u* | 449·9<br>P94'B191'F86'<br>FK<br>*E&B*84'*f*179' 1277*t* | 55·7 | 31·3 | Liverpool<br>British<br>7*BHCem*<br>*DTa*33'937*t* | Q.4Cy.26½",38",55"&80"–54"<br>225lb (*s*) 774NHP<br>3SB&1AuxSB,*15cf*,GS285,<br>HS14040 FD<br>Earle'sCo.Ld.Hull | 33 ″ 11<br>s 6 ″ 8<br>27 ″ 8 | |
| 12325<br>115759<br>VBLG | **City of Calcutta** SteelScSr<br>*Elec.light* Wireless | 7679<br>6637<br>4899 | | | | | 1903 | Workman, Clark &Co.Ld<br>Belfast | CityLine,Ld.<br>(W.S.Workman,<br>*Mgr.*) | 471·7<br>P86' B156' F91 | 56·2 | 31·9 | Glasgow<br>British<br>*WB* | T.3Cy.30",50½"&84"–60"<br>546NHP<br>Wrkman,Clark&Co.LdBel | | C<br>BT<br>till<br>8,21 |
| 12326<br>144236<br>KHPV | **City of Cambridge** SteelSc<br>*Elec.light* · Wireless *2Dks(Stl)*<br>*Cruiser Stern* | 7056<br>6778<br>4557 | ✠100A1<br>4,22 ~~2,21~~ ~~10,21~~<br>✠LMC2,21<br>*Fitted for oil fuel* 2,21 | Bel<br>NYk | *c*† | CL<br>*F.P. a* | 1921<br>2mo<br>Lloyd<br>*bove* 1 | Workman, Clark&Co.Ld.<br>Belfast<br>'*sA&CP*<br>50° F. | CityLine,Ld.(W.S. Workman, *Mgr.*)<br>*Ce* | 454·0<br>P112'B168'F105'<br>FK<br>*llDB*389'1470*t**DTa* | 58·2 | 34·5 | Glasgow<br>British<br>8*BHptCem*<br>36'955*t* | Q.4Cy.26",37",53"&76"–51"<br>225lb (*s*) 647NHP<br>3SB,*12cf*,GS225,HS9336 FD<br>Wrkman,Clark&Co.Ld.Bel | 34 ″ 2<br>s6 ″ 8<br>27 ″ 11 | |
| 12327<br>137520<br>JNDW | **City of Canton** SteelScSr<br>*Elec.light* Wireless *2Dks(Stl)*<br>~~*Carrying oil fuel F.P. above 150°F. in deep tank&DB*~~ | 6982<br>6373<br>4471 | ✠100A1<br>7,20 ~~10,19~~<br>✠LMC~~9,16~~<br>11,20 | Liv<br>Cal | *b*† | CL<br>~~10,19~~<br>5,21 | 1916<br>9mo<br>Lloyd | Swan,Hun-ter&Wigham Richardson, Ld Newcastle<br>'*sA&CP* | EllermanLines,Ld<br>(HallLine,Ld.<br>*Mgrs.*) | 450·7<br>P89'B192'F89'<br>FK<br>*CellDB*403'1312*t**D* | 56·9 | 31·1 | Liverpool<br>British<br>7*BHCem*<br>*Ta* 39' 1068*t* | 2 Steam Turbines, geared to 1 Screw Shaft 190lb (*s*)<br>3SB,*12cf*,GS228,HS8940 FD<br>WallsendSlipwayCo.Ld.<br>*FPT*87*t**APT*40*t* | 33 ″ 5<br>s 6 ″ 5<br>27 ″ 5 | |
| 12328<br>110708<br>RCNH | **City of Carlisle** SteelScK<br>*ss*Hul.No 3-4,12<br>*ss*Hul.No.2-19<br>1*Dk* | 208<br>191<br>82 | ✠100A1<br>*Stm Trawler*<br>8,21 ~~2,21~~ ✠LMC12,19<br>✠NB5,07 ~~BS7,20~~<br>BS7,21 | Hul | | CL<br>7,20 | 1899<br>4mo | Taylor& Mitchell<br>Greenock<br>A&CP | EastRidingSteam FishingCo.Ld.<br>(HudsonBros.<br>*Mgrs.*) | 120·3<br>Q20'<br>ptND12 BK7½"<br>*WB=* | 21·6 | 11·5 | Hull<br>British<br>4*BHCem*<br>*DBf*13'11*t* | T.3Cy.12½",21½"&35"–24"<br>200lb (*s*) 70RHP<br>1SB,*2pf*,GS33,HS1270<br>Shanks,Anderson&Co.Gls. | 12 ″ 5 | |
| 12329<br>115908<br>TRGP | **City of Charleroy** SteelScSr<br>*ss*Lon.No.3-4,16<br>*Well deck* *ss*Lon.No.1-21 1*Dk(Stl)* | 368<br>277<br>198 | ✠100A1<br>~~4,21~~ ~~4,16~~ 2,22<br>~~BS2,20~~ ✠LMC~~4,16~~ 4,21<br>BS2,22 | Lon | *f* | N2,20 | 1902<br>10mo<br>Lloyd | Mackie& Thomson<br>Glasgow<br>'*sA&CP* | BrusselsS.S.Co.Ld | 135·0<br>P15'Q60'B8'F21'<br>FK<br>*WB=* | 23·6 | 11·9 | London<br>British<br>4*BHCem*<br>*APT*17*t* | T.3Cy.12½",20"&33"–24" (*s*)<br>160lb ~~80lb~~ 60lb 62RHP<br>1SB,*2pf*,GS37,HS1091<br>A.Rodger&Co.Glasgow | 12 ″ 6<br>s ″ 11<br>11 ″ 9 | |
| 12330<br>128046<br>HQWF | **City of Chester** SteelScSr<br>*Elec.light* Wireless *2Dks* | 5413<br>5211<br>3521 | | | | | 1910 | Barclay, Curle&Co.Ld<br>Glasgow | EllermanLinesLd.<br>(G.Smith&Sons,<br>*Mgrs.*) | 410·5<br>P83'B148'F40' | 52·0 | 30·4 | Glasgow<br>British<br>*WB* | T.3Cy.25",42½"&72½"–48"<br>362NHP<br>Barclay,Curle&Co.Ld.Gls. | | C |
| 12331<br>145882<br>KJSQ | **City of Christiania** SteelSc<br>*Elec.light* *2Dks(Stl)*<br>*Cruiser Stern* | 4940<br>4627<br>3031 | ✠100A1<br>3,22 10,21 ✠LMC10,21<br>(*Class Contemplated*)<br>*Fitted for oil fuel* 10,21 | ~~Hul~~ Liv | *y* | CL<br>*F.P.above* | 1921<br>8mo<br>150°F. | Earle'sCo. Ld.<br>Hull<br>*Lloyd'sA&CP* | EllermanLines,Ld<br>(HallLines,Ld.<br>*Mgrs.*)<br>*CellDB*320'9 | 380·1<br>P85'B&F236'<br>65*t* *DTa*27'660*t* *FPT* | 53·0 | 28·5 | Liverpool<br>British<br>FK 6*BHptCem*<br>72*t**APT*69*t* | T.3Cy.23¾",41"&71"–48"(*s*)<br>225lb 550NHP<br>3SB,*9cf*,GS184,HS7960 FD<br>Earle'sCo.Ld.Hull | 30 ″ 9<br>s4 ″ 4½<br>26 ″ 9 | |
| 12332<br>204080 | **City of Cleveland III.** SteelPad<br>(*ex*City of Cleveland)<br>*Elec.light* Wireless *4Dks* | 4568<br>—<br>2403 | | | | | 1907 | Detroit S.B.Co.<br>Wyandotte | Detroit& ClevelandNav.Co. | 390·0 | 54·2 | 22·3 | Detroit<br>Utd.States<br>*WB* | C.3Cy.54"&(2)84"–96"<br>1152NHP<br>DetroitS.B.Co.Detroit | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12333<br>82743<br>WGDV | City of Cologne IronScSr<br>ssMsl.3rdNo.3-11,19<br>(exWhiteSea)<br>Welldeck 1Dk(Irn)2trB<br>Now named "Andreas," See No. 36230 in Supplement | 994<br>780<br>588 | ✠ ~~[illegible]~~<br>3,21 ✠ | Npt | n |  | 1881<br>5mo | A.Stephen &Sons<br>Dundee | Transport& TradingCo.Ld. | 230·3<br>P125'F40' BK8″<br>WB=DBa46'f55'194tFPT21t | 30·7 | 15·9 | Dublin<br>British<br>4BHCem<br>APT10t | C.2Cy.27″&54″-36″<br>NDB01 137NHP<br>1SB,3pf,GS64,HS2280<br>PearceBros.Dundee | 17 ″ 1 |  |
| 12334<br>128008<br>HQDG<br>Wrecked 3,21 | City of Colombo SteelScSr<br>Elec.light Wireless 2Dks | 6000<br>5741<br>3909 |  |  |  |  | 1909 | Swan,Hunter&Wigham Richardson, Ld Newcastle | Ellerman Lines,Ld (G.Smith&Sons, Mgrs.) | 425·0<br>P48'B115'F57' | 54·1 | 30·9 | Glasgow<br>British<br>WB | T.3Cy.25½″,43½″&75″-51″<br>402NHP<br>WllsndSlpwy.Co.Ld.Nwc. |  | C |
| 12335<br>200840<br>KTBS | City of Columbus SteelScSr<br>Elec.light Wireless 3Dks | 5433<br>—<br>4111 |  |  |  |  | 1904 | Delaware RiverCo. Chester,Pa. | OceanS.S.Co.of Savannah | 377·5 | 49·0 | 27·0 | Savannah<br>Utd. States<br>WB | T.3Cy.28″,46″&75″-48″<br>390NHP<br>DelawareRiverCo.Chester |  | R |
| 12336<br>140555<br>JSBM | City of Corinth SteelScSr<br>Elec.light Wireless 2Dks(Stl)<br>Cruiser Stern | 6173<br>5085<br>3972 | ✠100A1<br>1,22 ~~1,21~~<br>✠LMC12,17<br>Carrying oil fuel F.P. above 150°F. in DB<br>Fitted for oil fuel 5,19 F.P. above 150°F. | Lon<br>Cff | z | CL<br>1,21 | 1918<br>1mo | W.Gray& Co.Ld. WHartlepool<br>Lloyd'sA&CP | Ellerman Lines,Ld | 391·0<br>P84'B&F274' FK<br>CellDB347'1271tDTa25'709t | 54·2 | 28·9 | Liverpool<br>British<br>7BHCem | T.3Cy.24½″,42½″&73″-51″<br>220lb (s) 581NHP<br>2SB&1AuxSB,11cf,GS208, HS8341 FD<br>Cen.Mar Eng.Wrks.WHpl | 31 ″ 5<br>s 4 ″ 8½<br>27 ″ 1 |  |
| 12337<br>84060<br>HMKV | City of Cork IronScSr<br>ssHul.3rdNo.3-11,19<br>(exMaranhense,exSaint Antoine,exMaranhense,exBlodwen)<br>Well deck 1Dk(Irn)2trB | 1301<br>1105<br>755 | ✠100A1<br>12.20<br>✠NB10,07 ✠LMC5,20<br>BS7,21 | Hul | p | 12,20 | 1880<br>11mo | Sunderlnd S.B.Co. Sunderland<br>A&CP | RhydwonS.S.Co. Ld.(WilliamsBros. (Hull)Ld.Mgrs.) | 251·2<br>P25'Q68'B68'F34' BK9″<br>WB=DB | 33·5 | 18·4 | Hull<br>British<br>4BHCem<br>84'f64'330t | C.2Cy.32″&60¼″-36″ (s)<br>80lb 100lb NDB08 160NHP<br>2SB,6pf,GS90,HS2458<br>J.Dickinson,Sunderland | 19 ″ 10<br>s 2 ″ 1¾<br>18 ″ 7 |  |
| 12338<br>221006<br>MCJS | City of Dalhart SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks<br>Longitudinal framing | 6368<br>6144<br>4108 |  |  |  |  | 1921 | Oscar DanielsCo. Tampa,Fla. | UnitedStates ShippingBoard | 401·9<br>P34'B118'F38' | 54·2 | 31·3 | Tampa,Fla<br>Utd. States<br>WB | T.3Cy.24½″,41½″&72″-48″<br>HardyTyneMfg. 359NHP<br>Co.Birmingham,Ala. |  | R |
| 12339<br>113948<br>SHML | City of Delhi SteelScSr<br>Wireless 2Dks | 4443<br>4194<br>2826 |  |  |  |  | 1901 | Barclay, Curle&Co.Ld Glasgow | CityLine,Ld.(W.S. Workman,Mgr.) | 385·5<br>P81'B106'F86' | 48·7 | 27·0 | Glasgow<br>British<br>WB | T.3Cy.25″,41″&67″-48″<br>311NHP<br>Barclay,Curle&Co.Ld.Gls. |  | C |
| 12340<br>126546 | City of Detroit II. SteelPad<br>(exCity of Detroit)<br>Elec.light Wireless 2Dks | 1919<br>849<br>1454 |  |  |  |  | 1889 | Detroit DryDockCo. Wyandotte | Detroit&Cleve-landNav.Co. | 286·6 | 40·8 | 14·0 | Detroit, Mich.<br>Utd. States | B.C.2Cy.44″-96″&68″-144″<br>W.&A.Fletcher& 462NHP<br>Co.Hoboken,N.J. |  |  |
| 12341<br>209571 | City of Detroit III. SteelPad<br>Elec.light Wireless 1Dk2trB | 6061<br>—<br>3328 |  |  |  |  | 1912 | DetroitS.B Co. Wyandotte | Detroit&Cleve-landNav.Co. | 455·8 | 55·5 | 22·5 | Detroit<br>Utd. States<br>WB | C.3Cy.62″&(2)92″-102″<br>1425NHP<br>DetroitSB.Co.Detroit Mich |  |  |
| 12342<br>54640<br>HRBF | City of Dortmund IronScSr<br>ssSws.3rdNo.3-9,14<br>(exLordByron) ssSws.No.1-18<br>1Dk2trB | 803<br>689<br>471 | ✠ Æ1<br>12,21 ~~11,20~~<br>✠NB4,94 LMC3,18<br>~~BS9,20~~ 12,21 | Dub |  | N11,20 | 1865<br>7mo | Richardsn, Duck&Co. Stockton<br>A&CP | ~~Palgrave,Murphy &Co. J.C.Maginnis~~<br>InternationalS.S. Co.ofDublin(J.C. MaginnisMgr.) | 200·5<br>P35'B28'F36'<br>ND87 BK8″ | 29·4 | 17·4 | Dublin<br>British<br>5BHCem | C.2Cy.26″&49″-30″ (s)<br>70lb 90lb NE75 109NHP<br>1SB,3pf,GS51 NDB99<br>T.Richardson&Sons,Hpl. | 18 ″ 6<br>s 2 ″ 7½<br>16 ″ 11 |  |
| 12343<br>131464<br>JBCF | City of Dunkirk SteelScSr<br>Elec.light Wireless 2Dks | 5861<br>5537<br>3759 |  |  |  |  | 1912 | Barclay, Curle&Co.Ld. Glasgow | EllermanLines,Ld. (HallLine,Ld. Mgrs.) | 420·7<br>P82'B150'F41' | 54·2 | 30·3 | Liverpool<br>British<br>WB | T.3Cy.24½″,42¼″&74″-48″<br>379NHP<br>Barclay,Curle&Co.Ld.Gls. |  | C |
| 12344<br>145892<br>KLBG | City of Durban SteelSc<br>2Dks(Stl)&Shelterdk(Stl)<br>Elec.light Wireless<br>CruiserStern | ~~4700~~<br>4499<br>4249<br>3847 | ✠100A1<br>Shelter dk with freeboard<br>1,22 ✠LMC1,22<br>Fitted for oil fuel 1,22 F.P. above 150°F. | Hul | y | CL | ~~1920~~<br>1921<br>3mo | Earle'sCo. Ld. Hull<br>Lloyd'sA&CP | EllermanLines,Ld. (HallLine,Ld. Mgrs.) | ~~392·0~~<br>F40' on Shltr dk<br>379·7 FK<br>Collision BH to Sh.dk<br>CellDB318'938t | 52·1 | ~~26·5~~<br>26·6 | Liverpool<br>British<br>Cem<br>5 „ „ U | 2 Steam Turbines geared to<br>1Sc shaft 225lb (s) 607NHP<br>3SB 9cf GS179 HS7825 FD<br>Earle'sCo.Ld.Hull | 28 ″ 9<br>s 3 ″ 7<br>25 ″ 7 |  |
| 12345<br>131317<br>HSFB | City of Durham SteelScSr<br>ssLiv.No.2-19<br>Elec.light Wireless 2Dks(Stl) | 5356<br>5100<br>3460 | ✠100A1<br>10,21 ~~1,21~~<br>~~BS5,20~~ ✠LMC5,19<br>BS5,21 | Gls | z | CL<br>~~11,18~~<br>10,21 | 1911<br>2mo | Palmers' Co.Ld. Newcastle<br>Lloyd'sA&CP | EllermanLines,Ld. (HallLine,Ld. Mgrs.)<br>WB=Cell DBa146'uE&B38'f173'1010t | 407·0<br>P44'B147'F42' FK | 51·4 | 30·2 | Liverpool<br>British<br>7BHCem<br>DTa34'870t | T3Cy24¼″41½″&72½″-48″(s)<br>220lb HS7207 FD 521NHP<br>2SB&1AuxSB,10cf,GS186,<br>Palmers'Co.Ld.Newcastle | 32 ″ 10<br>s 6 ″ 8½<br>26 ″ 6 |  |
| 12346<br>110539<br>QRKH | City of Edinburgh StlSc4MstSr<br>ssGls.No.3-12,11<br>(exMaplemore) ssLiv.No.2-19<br>2Dks(1Stl&UptStl&ptIrn)3trB<br>Elec.light Wireless | 6255<br>5995<br>4050 | ✠100A1<br>10,21 ~~1,20~~<br>~~BS10,20~~ ✠LMC1,19<br>BS10,21<br>Carrying oil fuel F.P. above 150° F. in DB & deep tanks<br>~~Fitted for oil fuel 1,19 F.P. above 150° F.~~ | Gls<br>Ant | c† | CL<br>~~N1,17~~<br>10,21 | 1899<br>2mo | C.Connell &Co. Glasgow<br>Lloyd'sA&CP | EllermanLines,Ld (G.Smith&Sons, Mgrs.)<br>WB = CellDBa 132' uE&B61' f 205' | 459·0<br>P85'B180'F119'<br>FK&BK2½″ | 52·5 | 31·0 | Liverpool<br>British<br>7BHCem | T.3Cy.28″,44″&78″-60″ (s)<br>206lb 530NHP<br>2DB,12cf,GS250,HS8040<br>D.Rowan&Son,Glasgow<br>1417tDTa35'1150tAPT60t | 34 ″ 1<br>s 6 ″ 9½<br>27 ″ 9 |  |
| 12347<br>124699<br>HMFT | City of Edinburgh II. SteelScK<br>ssFlt.No.3-3,15<br>ssLiv.No.1-19<br>1Dk<br>Now named "Paco," See No. 38908 in Supplement | 300<br>244<br>115 | ✠100A1<br>StmTrawler<br>10,21<br>BS9,20 ✠LMC7,19 | Flt |  | CL<br>7,19 | 1908<br>1mo | Dundee S.B.Co.Ld. Dundee<br>Lloyd'sA&CP | Fred.Kelsall&Co. Ld. (T.F.Kelsall,Mgr) | 130·0<br>Q73'F22' BK7½″ | 23·1 | 12·2 | Fleetwood<br>British<br>3BHCem | T.3Cy.12¾″,21″&35″-25″ (s)<br>180lb 80RHP<br>1SB,3pf,GS50,HS1500<br>ShieldsEng.Co.Ld.N.Shl. | 13 ″ 0 |  |
| 12348<br>220962<br>MCHF | City of Elwood SteelScSr<br>Fitted for oil fuel<br>Elec.light 2Dks<br>Wireless Longitudinal framing | 6171<br>—<br>3797 |  |  |  |  | 1920 | Doullut& Williams S.B.Co.Inc. NewOrleans | UnitedStates ShippingBoard | 395·5<br>P60'B109'F37' | 55·0 | 31·4 | N.Orleans<br>Utd. States<br>WB | Steam Turbine<br>VulcanIronWorks, JerseyCity,N.J. |  |  |
| 12349<br>127242 | City of Erie SteelPad<br>Elec.light Wireless | 2499<br>—<br>1280 |  |  |  |  | 1898 | DetroitDry DockCo. Detroit,Mich. | Cleveland& BuffaloTransitCo. (T.F.Newman, Mgr.) | 316·0<br>78' over guards | 44·0 | 18·0 | Cleveland, Ohio<br>Utd. States | B.C.2Cy.54″-96″&80″-144″<br>640NHP<br>W.&A.Fletcher&Co. Hoboken |  | L |
| 12350<br>218018<br>LRBQ | City of Eureka SteelSc<br>Fitted for liquid fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 6281<br>5144<br>3912 |  |  |  |  | 1919 | Columbia RiverS.B. Corp. Portland,Or. | UnitedStates ShippingBoard | 410·4<br>P44'B115'F46' | 54·2 | 30·1 | PortlndOr<br>Utd. States<br>WB | 1 Steam Turbine<br>DeLavalSteamTurbineCo. Trenton,N.J. |  | R |
| 12351<br>127055<br>KMOQ | City of Everett SteelSc5MstSr<br>Carrying oil in bulk<br>Whaleback Sub.Sig. 2Dks<br>Elec.light Wireless Fitted for oil fuel | 2595<br>—<br>1939 |  |  |  |  | 1894 | American Stl.BargeCo. Everett,Wsh. | StandardOilCo.of NewYork | 346·0 | 42·1 | 22·9 | NewYork<br>Utd. States<br>WB | T.3Cy.24″,38″&64″-42″<br>NB18 265NHP<br>FrontierIronworks,Detroit |  |  |
| 12352<br>136297<br>JFRB | City of Exeter SteelTwinScSr<br>Elec.light Wireless 2Dks | 9447<br>7568<br>6023 |  |  |  |  | 1914 | Workman, Clark&Co.Ld Belfast | EllermanLines,Ld (CityLine,Ld. Mgrs.) | 486·7<br>P98'B219'F88' | 58·9 | 32·6 | Glasgow<br>British<br>WB | Q.8Cy.22″,31½″,46″&66″-45″<br>584NHP<br>Wrkman,Clark&Co.LdBel |  | C<br>BT<br>till<br>6,21 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Dated R of |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12353<br>218682<br>LSGQ | **City of Fairbury** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks& Web frames*<br>Sub.Sig. Wireless | 5753<br>4740<br>3562 | | | ... | | 1919 | American International S.B.Corp. HogIsland, Pa. | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43' FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y | 32 ″ 0 | R |
| 12354<br>126088 | **City of Fall River** WoodPad | 2533<br>—<br>1723 | | | | | 1883 | .........<br>Chelsea, Mass | NewEnglandS.S. Co. | 262·0 | 42·4 | 17·3 | Fall River, Mass.<br>Utd.States | B2.Cy.44",—,96"&68"–144"<br>573NHP | | |
| 12355<br>219614<br>LVPW | **City of Flint** SteelSc<br>Sub.Sig. Wireless *Fitted for oil fuel*<br>*Elec.light* *2Dks* | 5104<br>4598<br>3453 | | | | | 1920 | American International S.B.Corp. HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo Schenectady,N.Y. | | R |
| 12356<br>140559<br>JSHQ | **City of Florence** SteelSc<br>*Elec.light* *CruiserStern* *2Dks(Stl)*<br>*Cargo battens not fitted in poop & forecastle*<br>Wireless | 6862<br>6512<br>4391 | ✠100A1<br>~~5,21~~ ~~6,20~~ 11,21<br>✠LMC2,18 | NYk<br>Gls | *b*† | CL<br>6,20 | 1918<br>2mo<br>*Lloyd's A&CP* | W.Gray& Co.Ld.<br>WHartlepool | EllermanLines,Ld | 448·8<br>P104'B171'F93' FK<br>*CellDB*398'1636t | 56·2 | 31·4 | Liverpool<br>British<br>7*BHCem*<br>*DTa* 24'806t | T.3Cy.26",44½"&77"–51" (*s*)<br>220lb 621NHP<br>3SB,*12cf*,GS226,HS8726 FD<br>Cen.Mar.Eng.Wrks.WHpl | 34 ″ 0<br>s 6 ″ 7½<br>27 ″ 9 | |
| 12357<br>220347<br>MBCK | **City of Fort Worth** SteelScSr<br>*Elec.light* Sub.Sig. Wireless<br>*Longitudinal framing* | 6501<br>5614<br>4016 | | | ... | | 1920 | G.A.Fuller Co.<br>Wilmington, N.Carolina | UnitedStates ShippingBoard | 395·3<br>P45'B109'F38' | 55·1 | 31·4 | Wilmgton (N.C.)<br>Utd.States | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>BadenhausonCo Phl. | | R |
| Wrecked 3,22<br>12358<br>104272<br>NRDF | **City of Frankfort** SteelScSr<br>(*ex*Marsden) *ss*P.Gl.2ndNo.3-8,20<br>*Well deck* *1Dk(Irn)&Web frames* | 922<br>709<br>522 | ✠~~100A1~~<br>~~8,20~~12,21<br>✠~~LMC8,20~~<br>~~BS12,21~~ | PGl<br>Dub | *m* | CL<br>N8,20 | 1895<br>1mo | Wood, Skinner&Co.<br>Newcastle<br>A&CP *WB* | ~~Palgrave, Murphy &Co.~~ A.Magenis<br>= *CellDBa*50'*uE&* | 210·0<br>Q103'B9'F24' FK<br>*B*37' *f*92'253t *FPT* | 30·2 | 13·4 | Dublin<br>British<br>4*BHCem*<br>34t*APT*43t | T.3Cy.17",28"&46"–30" (*s*)<br>160lb *80lb* NDB01 115NHP<br>1SB,*3pf*,GS52,HS1714<br>N.E.MarineEng.CoLdNwc | 16 ″ 0<br>s 1 ″ 6<br>14 ″ 9 | |
| 12359<br>220564<br>MBJT | **City of Freeport** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks& Web frames*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>Sub.Sig. Wireless | 4469<br>3946<br>2628 | | | ... | | 1920 | Baltimore D.D.&S.B.Co<br>Baltimore | UnitedStates ShippingBoard (McAllisterBros. *Mgrs.*) | 340·1<br>P92'B35'F31' | 49·2 | 28·7 | Baltimore<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>WestinghouseElectric& Mfg.Co.Pittsburg,Pa. | 28 ″ 7 | R |
| 12360<br>143111<br>JWPG | **City of Genoa** SteelTwinSc<br>(*ex*Windhuk, *ex*GertrudWoermann) *2Dks*<br>*Elec.light* Sub.Sig. Wireless<br>*For full particulars See No. 36786 in Supplement* | 6344<br>4905<br>3950 | Liv. 12,20<br>(*see Footnote**) | | | | 1905 | Blohm& Voss<br>Hamburg | EllermanLines, Ld.(H.H.McAllester, *Mgr.*) | 410·4<br>P&B220'F60' | 50·7 | 28·6 | Liverpool<br>British<br>*WB* | T.6Cy.20 15/16",34¾"&60¼"–42⅛"<br>470NHP<br>Blohm&Voss,Hamburg | 31 ″ 6<br>s 6 ″ 0<br>26 ″ 1 | BT till 6,21 |
| 12361<br>143700<br>KHLD | **City of Glasgow** SteelSc<br>*Elec.light* *2Dks(Stl)*<br>Wireless *CruiserStern* | 5321<br>5086<br>3405 | ✠100A1<br>~~7,21~~ ~~12,20~~ 2,22<br>✠LMC12,20<br>✠Lloyd'sRMC~~7,21~~ 4,22<br>*Fitted for oil fuel* 12,20 *F.P. above* 150° F. | Hpl<br>Hul | *z* | CL | 1920<br>12mo<br>*Lloyd's A&CP* | W.Gray& Co.(1918)Ld<br>WHartlepool | EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) | 391·3<br>P84'B&F274' FK<br>*CellDB*342'1243t | 54·2 | 28·9 | Liverpool<br>British<br>8*BHCem*<br>*DTa*25'645t | 2 Steam Turbines geared to 1Sc. Shaft 225lb (*s*)<br>3SB,*10cf*,GS196,HS7952 FD<br>Cen.Mar.Eng.Wrks.WHpl | 31 ″ 5<br>s 4 ″ 8½<br>27 ″ 1 | |
| 12362<br>126139<br>KBLV | **City of Gloucester** WoodScSr<br>*2Dks* | 561<br>—<br>396 | | | | | 1883 | J.D.Leary<br>Brooklyn | Boston&Gloucestr Stm.BoatCo. | 142·5 | 28·0 | 11·6 | Boston<br>Utd.States | C.2Cy.21"&36"–30"<br>NB07 59NHP | | |
| 12363<br>210065 | **City of Grand Rapids** SteelScSr<br>*Elec.light* Wireless *3Dks* | 3061<br>—<br>1572 | | | | | 1912 | American S.B.Co.<br>Cleveland | Graham&Morton Transprtn.Co. | 291·0 | 48·0 | 27·0 | Michigan City<br>Utd.States | T.4Cy.26",42"&(2)51"–42"<br>337NHP<br>AmericanS.B.Co.Cld. | | L |
| 12364<br>126526 | **City of Hamilton** IronSc<br>(*ex*Japan)<br>*Elec.light* *3Dks* | 1367<br>1255<br>630 | | | | | 1871 | Craig S.B.Co.<br>Buffalo,N.Y. | Canada Steamship Lines,Ld. | 220·0 | 32·5 | 14·0 | Ottawa<br>British | C.2Cy.22"&44"–36"<br>NE&B10 81RHP<br>PolsonI.W.Co.Ld.Toronto | | |
| 12365<br>137452<br>JLFB | **City of Hankow** SteelScSr<br>*ss*Lon.No.1-19<br>*Elec.light* Wireless *2Dks(Stl)*<br>*Cruiser Stern* | 8240<br>7108<br>5360 | ✠100A1<br>11,21 ~~1,24~~<br>✠LMC5,19<br>BS10,21<br>*Carrying oil fuel F.P. above* 150° F. | NYk<br>Npt | *c*† | CL<br>5,19 | 1915<br>6mo<br>*Lloyd's A&CP* | W.Gray& Co.Ld.<br>WHartlepool<br>*WB = Cell DBa* 168' *inDB&DT* | City of OranS.SCo Ld. (HallLine,Ld. *Mgrs.*) | 465·4<br>P107'B171'F100' FK<br>*uE&B*45'*f*200'1733t | 58·2 | 31·8 | Liverpool<br>British<br>7*BHCem*<br>*DTa*24'910t | Q.4Cy.26",37½",54"&78"–54"<br>225lb (*s*) 738NHP<br>3SB&1AuxB,*15cf*,GS277, HS10936 FD<br>Cen.Mar.Eng.WrksW.Hpl | 34 ″ 8<br>s 6 ″ 11<br>28 ″ 2 | |
| 12366<br>143168<br>JWQH | **City of Harvard** SteelSc<br>(*ex*Giessen)<br>*Elec.light* Sub.Sig *2Dks& Shelter dk*<br>*For full particulars See No. 36655 in Supplement* | 6964<br>[illegible]<br>4376 | | | | | 1907 | Bremer Vulkan<br>Vegesack | Montgomerie& Workman(1920) Ld.(H.H.McAllester, *Mgr.*) | 429·8 | 54·5 | 27·9 | Liverpool<br>British<br>*WB* | Q.4Cy.31⅝",50⅗"&72 13/16"–53⅛"<br>387NHP<br>BremerVulkan,Vegesack | 30 ″ 8<br>s 5 ″ 4<br>25 ″ 8 | |
| 12367<br>219745<br>LVWQ | **City of Joliet** SteelSc<br>*Elec.light* *1Dk(Stl)& Shelter dk (Stl)*<br>Wireless Sub.Sig. *& Web frames*<br>*Longitudinal framing* | 6502<br>5630<br>4016 | ✠100A1<br>[illegible]<br>*Fitted for oil fuel* 6,20 *F.P. above* 150° F. | [illegible] | ... | CL | 1920<br>5mo<br>CP | G. A. Fuller Co.<br>Wilmington, N.Carolina | UnitedStates ShippingBoard<br>*CellDB*321'1528t | 395·3<br>P45'B110'F38' *on Shelter dk* FK<br>*FPT*194' *APT*142t | 55·1 | 31·4 | Wilmgton (N.C.)<br>Utd. States<br>*Cem*<br>7*BHtoSh dk* | T.3Cy.24½",41½"&72"–48"<br>200lb (*s*) HS9150 590NHP<br>3 Water Tube Boilers FD<br>Hooven,Owens& Rentschler Co.Hamilton,O. | 34 ″ 11<br>s 8 ″ 1½<br>27 ″ 1 | |
| 12368<br>120846<br>HCLG | **City of Karachi** SteelScSr<br>*Elec.light* Wireless *2Dks* | 5573<br>4936<br>3571 | | | | | 1905 | Workman, Clark&Co. Ld<br>Belfast | EllermanLinesLd. (G.Smith&Sons, *Mgrs.*) | 413·6<br>P75'B121'F41' | 51·5 | 29·2 | Liverpool<br>British<br>*WB* | Q.4Cy.25½",36½",52"&75"–51"<br>402NHP<br>Wrkman,Clark&Co.LdBel | | C |
| 12369<br>131336<br>HSNF | **City of Lahore** SteelScSr<br>*Elec.light* Wireless *2Dks* | 6948<br>5910<br>4471 | | | | | 1911 | Swan,Hunter& Wigham Richardson, Ld Newcastle | Ellerman Lines,Ld (HallLine,Ld. *Mgrs.*) | 438·5<br>P89'B153'F57' | 54·1 | 31·2 | Liverpool<br>British<br>*WB* | Q4Cy26¼",38",54½"&78"–51"<br>434NHP<br>WllsndSlpwy.Co.Ld.Nwc. | | C<br>BT till 10,21 |
| * 12370<br>113248<br>VDWQ | **City of Leeds** SteelScSr<br>*ss*Gms No.3-8,21 ~~*ss*Gms.No.2-11~~<br>*1Dk(Stl-ws)lower dk fore&after holds*<br>*Elec.light* *deep framing main hold*<br>Sub.Sig. Wireless | 1361 ~~1349~~<br>967<br>~~739~~<br>678 | ✠100A1<br>8,21 ~~7,14~~<br>~~BS1,14~~ ✠LMC~~12,11~~ 8,21<br>✠NB8,21 | Gms | *p* | CL<br>~~1,14~~<br>8,21 | 1903<br>7mo<br>*Lloyd's A&CP* | Earle'sCo. Ld.<br>Hull | GreatCentralRly.<br>*WB=* | 256·5<br>P61'B75'F39' BK9"<br>*DBa*48'*uE*21'*f*114' | 34·5 | 15·7 | Grimsby<br>British<br>5*BHCem*<br>254t*APT*6t | T.3Cy.24½",38"&64"–42" ~~(a)~~ (r)<br>180lb *100lb* 356NHP<br>2SB,~~*6cf*,GS125~~,HS5152 FD<br>Earle'sCo.Ld.Hull<br>*6cf*,GS132 | 18 ″ 6 | |
| 12371<br>131377<br>HTJL | **City of Lincoln** SteelScSr<br>*ss*Nwc.No.2-18<br>*Elec.light* Wireless *2Dks(Stl)* | 5861<br>5632<br>3784 | ✠100A1<br>3,21 ~~1,20~~ 12,21<br>~~BS2,21~~ ✠LMC11,18<br>BS4,22<br>*Carrying oil fuel F.P. above* 150° F.<br>*Fitted for oil fuel* 11,18 *F.P. above* 150°F. | Lon<br>~~Nwc~~ Rot | *a*† | CL<br>~~1,20~~<br>3,21 | 1911<br>8mo<br>*Lloyd's A&CP* | Palmers' Co.Ld.<br>Newcastle<br>*inD.B.* *WB* | EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)<br>*= Cell DBa* 144' | 422·0<br>P44'B160'F42' FK<br>*uE&B*41'*f*180' 1165t | 53·4 | 30·9 | Liverpool<br>British<br>7*BHCem*<br>*DTa*32'985t | T3Cy.25½",43½"&76"–51"(*s*)<br>220lb HS7963 FD 581NHP<br>2SB&1AuxSB,*11cf*,GS208<br>Palmers'Co.Ld.Newcastle | 33 ″ 7<br>s 7 ″ 1<br>26 ″ 10 | |

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* This vessel, which was classed in another Register, has now been Surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued.

| 1 | 2 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire Matériaux. Gréement. etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré, Lettre d'Equipement. | Dat. de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | |
| 12372<br>~~69968~~<br>~~MJPK~~ | City of Liverpool IronScSr<br>6thSurveyRot.3,12<br>(exDromore.ex 1stSurveySws.8,16<br>Dawn) Well deck 1Dk(Irn)2trB | 1101<br>866<br>658 | ✠ ——<br>12,20 | Bry | Lv | | 1872<br>11mo | Humphrys<br>&Pearson<br>Hull | U.Meggioni<br>~~Transport&~~<br>~~TradingCo.Ld.~~<br>~~[illegible]~~<br>~~Chrussachi Mgr.)~~ | 246·6<br>P210tF27t<br>FK<br>WB=MT245t | 30·0 | 16·4 | Italian<br>~~Dublin~~<br>~~British~~<br>4BHCem<br>2PBH | C.2Cy.27"&52"–33"<br>NB82 129NHP<br>1SB,4pf,GS71,HS1963<br>Humphreys&Pearson,Hull | 17 ″ 2 | |
| 12373<br>109674<br>RPWO | — SteelScK<br>1Dk | 186<br>176<br>72 | | | ... | | 1900 | Smith's<br>DockCo.Ld.<br>N.Shields | T.W.Ward,Ld. | 115·5<br>BK7½" | 21·1 | 11·2 | Lancaster<br>British | T.3Cy.12",20"&32"–22½"<br>52RHP<br>N.E.MarineCo.Ld.Sld. | 12 ″ 6 | |
| 12374<br>91272 | — WoodSc | 145<br>128<br>59 | | | | | 1885 | G.Deakin<br>Ld.<br>Winsford | Kelly'sBarges,Ld.<br>(A.E.Kelly,Mgr.) | 88·8 | 20·8 | 10·2 | Liverpool<br>British | C.2Cy.13½"&22"–16"<br>22RHP<br>E.Hodin,Sandbach | | |
| 12375<br>124162<br>HKCD | City of London SteelScSr<br>Wireless 2Dks | 8956<br>7084<br>5714 | | | | | 1907 | Workman,<br>Clark&Co.Ld<br>Belfast | EllermanLines,Ld | 491·0<br>P85'B203'F83' | 57·8 | 32·5 | Glasgow<br>British<br>WB | Q4Cy.31½"45"64½"&92½"–60"<br>660NHP<br>Wrkman,Clark&Co.Ld Bel | | C<br>BT till 6,21 |
| 12376<br>65079<br>MWKP | — ssAbn.4thNo.3–5,21 IronScSr<br>Well deck ~~ssAbn.3rdNo.3–12,07~~<br>Wireless ~~ssAbn.No.2–17~~<br>Elec.light 1Dk(Irn–ws)2trB | 1086<br>789<br>579 | ✠100A1<br>~~5,21~~ ~~5,10~~ 5,22<br>✠NB9,01 ✠LMC5,21<br>~~MS1,16~~ ~~BS1,20~~<br>BS3,22 | Abn | m | CL<br>~~6,19~~<br>5,21 | 1871<br>6mo | J.Elder&<br>Co.<br>Glasgow<br>A&CP | AberdeenStmNav.<br>Co. | 241·9<br>~~P70'~~F50'P150'<br>ND01 BK7½"<br>DTa23'25t | 30·5 | 16·7 | Aberdeen<br>British<br>5BHCem | C.2Cy.46"&80"–39" (r)<br>70lb 70lb NDB01 262NHP<br>2DB,12cf,GS153,HS3598<br>J.Elder&Co.,Glasgow | 17 ″ 7<br>s 2 ″ 4<br>16 ″ 4 | |
| 12377<br>99031<br>MWPK | — SteelScSr<br>ssLon.2ndNo.3–10,18<br>Well deck 1Dk(Irn) | 351<br>262<br>182 | ✠100A1<br>7,20<br>✠NB10,09 ✠LMC<br>MS9,17 BS7,~~20~~3,22 | Lon | e | 7,20 | 1891<br>12mo | Schlesingr,<br>Davis&Co.<br>Newcastle<br>A&CP | BrusselsSS.Co.Ld. | 135·3<br>P14'Q59'F20'<br>FK | 23·6 | 11·6 | London<br>British<br>4BHCem | T.3Cy.12½",20"&33"–24"(s)<br>160lb ~~50lb~~ 50RHP<br>1SB,2pf,GS33,HS1057<br>N.E.Mar.E.Co.Ld.Nwc. | 12 ″ 3<br>s ″ 10½<br>11 ″ 7 | |
| 12378<br>114294<br>SMBD | — SteelScK<br>ssLiv.No.3–7,19<br>1Dk | 195<br>182<br>76 | ✠100A1<br>StmTrawler<br>7,19 ✠LMC7,19 | Liv | | CL<br>7,19 | 1901<br>7mo | Cook,Wel-<br>t'n&Gemmell<br>Hull | J.Robson<br>(G.H.Smith&<br>H Kennedy,Mgrs) | 115·0<br>BK7½" | 21·0 | 11·5 | Stranraer<br>British<br>4BHCem | T.3Cy.12",20"&32"–23" (s)<br>180lb 55RHP<br>1SB2cf,GS39HS1099<br>C.D.Holmes&Co.Hull | 12 ″ 4 | |
| 12379<br>220116<br>LWQG | City of Lordsburg SteelScSr<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks | 3545<br>3005<br>2179 | | | | | 1920 | Mobile SB<br>Co.<br>Mobile | UnitedStates<br>ShippingBoard | 324·0<br>P41'B90'F32' | 46·2 | 25·0 | Mobile<br>Utd.States<br>WB | T.3Cy.22",37½"&60"–42"<br>233NHP<br>Ellicott Machine Corp.<br>Baltimore | | R |
| 12380<br>127035<br>KLWV | City of Lowell SteelTwinSc<br>Elec.light Wireless 2Dks | 2975<br>—<br>1877 | | | | | 1894 | BathIron<br>Works<br>Bath.Me. | NewEnglandS.S.<br>Co. | 322·3 | 49·7 | 17·7 | N.Lndn,Ct<br>Utd.States | T.6Cy.26",40"&64"–36"<br>492NHP<br>BathIronWorks,Bath,Me. | | |
| 12381<br>143086<br>JWML | City of Lucknow SteelTwinS<br>(exHeluan) 2Dks<br>Elec.light Wireless | 7259<br>[illegible]<br>4525 | For full particulars See No. 36665 in Supplement | | | | 1908 | Reiherst'g<br>Schiffsw.<br>Hamburg | City ofOranS.S.Co<br>Ld.(CityLine,Ld.<br>Mgrs.) | 441·5<br>P&B277'F53' | 52·7 | 29·6 | Glasgow<br>British<br>WB | T6Cy 22 1/16"39⅜"&63 11/16"–42⅛"<br>510NHP<br>Reiherst.Maschinenf.Ham. | 32 ″ 6<br>s 6 ″ 6½<br>26 ″ 6 | |
| 12382<br>126988 | City of Mackinnac II. SteelPad<br>(exCityof Mackinnac)<br>Elec.light Wireless 2Dks | 1749<br>954<br>1278 | | | | | 1893 | Detroit<br>DryDockCo.<br>Wyandotte | Detroit&Cleve-<br>landNav.Co. | 266·0 | 38·6 | 13·4 | Detroit,<br>Mich.<br>Utd.States | BmC.2Cy.42"-88"&66"–132"<br>W.&A.Fletcher 417NHP<br>&Co.,Hoboken,N.J. | | |
| 12383<br>118015<br>VBCD | City of Madras SteelScSr<br>Elec.light Wireless 2Dks | 4684<br>4498<br>3048 | | | | | 1903 | Palmers'<br>Co.Ld.<br>Newcastle | EllermanLines,Ld<br>(HallLine,Ld.<br>Mgrs.) | 395·4<br>P34'B108'F37' | 49·6 | 29·3 | Liverpool<br>British<br>WB | T.3Cy.26",44"&74"–48"<br>379NHP<br>Palmers'Co.Ld.Newcastle | | C |
| 12384<br>113965<br>SMBP | City of Madrid SteelScSr<br>ssN.Yk.No.3–10,14<br>ssBkn.No.1–19<br>Wireless 2Dks(Stl)&deepframing | 4899<br>4682<br>3135 | ✠100A1<br>6,21 ~~11,20~~<br>✠LMC6,21<br>~~[illegible]~~ ~~BS5,20~~ | Svd<br>NYk | z | CL<br>1,19 | 1901<br>7mo<br>Lloyd | Workman,<br>Clark&Co.Ld<br>Belfast<br>'sA&CP WB | CityLineLd. (W.S.<br>Workman,Mgr.)<br>= Cell DBa 123' u | 406·8<br>P86'B121'F90'<br>FK<br>E&B56'f150' 1000t | 48·8 | 29·4 | Glasgow<br>British<br>6BHCem<br>APT35t | T.3Cy27⅜",44½"&74"–54"(s)<br>180lb 90lb 552NHP<br>2DB,12cf,GS200,HS8098 FD<br>Wrkman,Clark&Co.Ld Bel | 32 ″ 3<br>s 6 ″ 0½<br>26 ″ 7 | |
| 12385<br>123657<br>HGLM | City of Malines SteelScSr<br>ssLon.No.1–21 ssLon.No.3–6,17<br>(exPrinceLéopold) 1Dk(Stl) | 373<br>275<br>150 | ✠100A1<br>1,22 ~~3,20~~<br>~~BS3,20~~ ✠~~LMC5,19~~<br>BS5,21 MS10,21 | Lon<br>Ant | f | ~~3,19~~<br>10,21 | 1905<br>5mo<br>Lloyd | Mackay<br>Bros.<br>Alloa<br>'sA&CP | BrusselsSS.Co.Ld. | 135·0<br>P15'Q67'F21'<br>B on Q8' FK | 23·6 | 11·9 | London<br>British<br>4BHCem<br>APT15t | T.3Cy.13",22"&36"–24" (s)<br>160lb 80lb 78RHP<br>1SB,2pf,GS43,HS1379<br>MacColl&Pollock,Ld.Sld. | 12 ″ 6<br>s ″ 10<br>11 ″ 10 | |
| 12386<br>115742<br>TSWH | City of Manchester SteelScSr<br>Wireless 2Dks | 5556<br>5116<br>3566 | | | | | 1903 | Barclay,<br>Curle&Co.Ld<br>Glasgow | EllermanLines,Ld.<br>(W.S.Workman,<br>Mgr.) | 421·0<br>P82'B123'F82' | 51·5 | 29·4 | Glasgow<br>British<br>WB | T.3Cy.27",45"&76"–54"<br>424NHP<br>Barclay,Curle&Co.Ld.Gls. | | C |
| 12387<br>109669 | — SteelScK<br>ssFlt.No.3–8,14<br>ssFlt.No.2–18<br>1Dk | 189<br>187<br>75 | ✠100A1<br>StmTrawler<br>2,20<br>BS2,20 ✠LMC11,18 | Flt | | 2,20 | 1900<br>1mo<br>Lloyd | Smith's<br>DockCo.Ld<br>NorthShields<br>'sA&CP | Taylor&Tomlin-<br>son,Ld. | 115·5<br>BK7½ | 21·1 | 11·6 | Fleetwood<br>British<br>3BHCem | T.3Cy.12",20"&32"–22½" (s)<br>180lb 52RHP<br>1SB,2pf,GS29,HS1066<br>N.E.MarineCo.Ld.Sld. | 12 ″ 6 | |
| 12388<br>137508<br>JMQW | City of Manila SteelScSr<br>ssLiv.No.1–21<br>Elec.light Wireless 2Dks(Stl)<br>Cruiser Stern | ~~8340~~ 7463<br>7196<br>~~5424~~<br>4834 | ✠100A1<br>10.21 ~~3,20~~<br>✠LMC~~6,16~~<br>10,21<br>Carrying oil fuel F.P. above 150° F. in pt DB & DT | NYk<br>Liv | d† | CL<br>~~3,19~~<br>10,21 | 1916<br>6mo<br>Lloyd | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'sA&CP | EllermanLines,Ld.<br>HallLine,Ld.<br>Mgrs.) | 475·0<br>P107'B180'F101'<br>FK<br>CellDB422'1785t | 58·2 | 31·8 | Liverpool<br>British<br>8BHCem<br>DTa24'900t | Q.4Cy.26¼",37½",54"&78"–<br>54" 225lb (s) 745NHP<br>3SB&1Aux.B,15cf,GS281,<br>HS11079 FD<br>Cen.Mar.Eng.Wrks.WHpl | 34 ″ 6<br>s 6 ″ 11<br>27 ″ 11 | |
| 12389<br>135436<br>JBNF | City of Marseilles SteelTwinScSr<br>~~ssL~~ ssLon.No.1–17<br>Elec.light Wireless 2Dks(Stl) | 8267<br>6742<br>5284 | ✠100A1<br>1,22 ~~8,20~~<br>~~BS8,20~~ ✠LMC~~1,18~~<br>BS5,22 7,21 | Gls<br>Liv | c† | CL<br>~~8,20~~<br>PS3,22<br>S5,22 | 1913<br>1mo<br>Lloyd | Palmers'<br>Co.Ld.<br>Newcastle<br>'sA&CP WB | EllermanLines,Ld.<br>(G.Smith&Sons,<br>Mgrs.)<br>– CellDBa126'u | 469·3<br>P92'B200'F53'<br>FK<br>E&B66'f201' 1332tL | 57·0 | 32·1 | Glasgow<br>British<br>7BHCem<br>Ta36'1035t | Q.8Cy20½"29¼"42¼"&61"–45"<br>225lb HS12830 (s) 851NHP<br>4SB&1AuxSB,18cf,GS375,<br>Palmers'Co.Ld.Nwc FD | 34 ″ 8<br>s 7 ″ 1<br>27 ″ 11 | BT till 8,21 |
| 12390<br>140631<br>KBQL | City of Melbourne SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Cargo battens not fitted in 'tween decks<br>Wireless | 6630<br>6398<br>4125 | ✠100A1<br>Shelter dk<br>withfreeboard<br>6,21 ~~3,20~~ ✠LMC6,19 | Lon<br>Mdb | a† | CL<br>6,21 | 1919<br>6mo<br>Lloyd | JLThomp-<br>son&Sons,Ld.<br>Sunderland<br>'sA&CP | EllermanLines,Ld.<br>(HallLine,Ld.<br>Mgrs.)<br>CellDB366'1364t | 412·5<br>F36' on Shelter dk<br>FK<br>FPT154tAPT228t | 55·5 | 34·4 | Liverpool<br>British<br>ptCem<br>BHto Sh dk<br>1 ,, ,, U ,, | T.3Cy.27",44"&73"–48" (s)<br>180lb 597NHP<br>3SB,12cf,GS220,HS9525 FD<br>J.Dickinson&Sons,Ld.Sld. | 37 ″ 0<br>s 8 ″ 11½<br>28 ″ 6 | |
| 12391<br>127731<br>LVJR | City of Miami SteelSc<br>(exCityofSouthHaven)<br>Elec.light Wireless 2Dks&Shelter dk | 1879<br>—<br>1010 | | | | | 1903 | Craig<br>S.B.Co.<br>Toledo.O. | Havana-American<br>S.S Corp. | 247·7 | 40·3 | 21·7 | Wilmgton<br>(Del.)<br>Utd.States | T.3Cy.23",37½"&63"–40"<br>251NHP<br>CraigS.B.Co.Toledo | | R |
| 12392<br>143141<br>JWVL | City of Milan SteelSc<br>ssHam.No.1–11<br>(exPlauen) 2Dks(Stl)&deep framing<br>Elec.light lower dk in Nos.1&3holds<br>Wireless | 4222<br>394<br>2558 | ✠<br>6,16<br>✠ | Ham | y | | 1907<br>4mo | Flensburgr<br>Schiffsb.Ges<br>Flensburg | CityLine,Ld.<br>(G.Smith&Sons,<br>Mgrs.)<br>Cell DBa122'u | 387·8<br>P&B315 F50'<br>FK<br>E&B42'f175'1040t | 51·0 | 25·2 | Glasgow<br>British<br>7BHCem | T.3Cy.27¾",46½"&76"–48"<br>473NHP<br>3SB,9cf,GS147,HS6255 FD<br>FlensburgerSchiffsb.Ges. | 27 ″ 9 | C |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12393<br>84892<br>JCQB | **City of Montdidier** IronScSr<br>ssShl.3rdNo.3-3,20<br>(*ex*Folda,*ex*SoldierPrince)<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*Cargo battens not fitted* | 1300<br>1038<br>801 | ✠100A1<br>3,20<br>✠NB1,96 ✠LMC3,20 | Shl | *o* | 3,20 | 188?<br>8mo | C.S.Swan&Hunter<br>Newcastle<br>*Lloyd'sA&CP* | ~~Franco-British S.S.Co.Ld.(Olivier &Co.Ld., Mgrs.)~~<br>HydraSteamship,Ld. (G.M. Chrussachi *Mgr*) | 245·2\|34·1\|17·3<br>Q84'B63'F27'<br>BK8½"<br>*W B=D Ba69'f49'&u* | Leith<br>British<br>4*BHCem*<br>*E&B34'270t* | T.3Cy.16½".28"&46"-33" (*s*<br>170lb *70lb* NDB96 118NHP<br>E *mad-79fitted96*<br>1SB,*3rf*,GS58,HS1671<br>*Ipd96*S&HMorton&C.Lth | 18 ″<br>s 1 ″ 8<br>17 ″ 7 | |
| 12394<br>207362<br>LBKQ | **City of Montgomery** SteelScSr<br>*Elec.light* Wireless 4*Dks* | 5425<br>—<br>4025 | | | | | 1910 | NwprtNws S.B.&D.D.Co<br>NewprtNews | OceanS.S.Co.of Savannah | 371·6\|49·7\|15·4<br>27·0 | Savannah<br>Utd.States<br>*WB* | T.3Cy.26",43"&72"-48"<br>359NHP<br>NewportNewsSB&DD.Co. | | R |
| 12395<br>127921<br>HMWF | **City of Naples** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 5739<br>5545<br>3714 | | | | | 1908 | Swan,Hunter&Wigham Richardson,<br>Ld Newcastle | EllermanLines,Ld (HallLine,Ld. *Mgrs.*) | 418·3\|53·3\|30·4<br>P41'B110'F57' | Liverpool<br>British<br>*WB* | T.3Cy.25",42½"&73"-48"<br>369NHP<br>WllsndSlpwy.Co.Ld.Nwc. | | C |
| 12396 | **City of Nebraska** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk* | 3545<br>3005<br>2179 | | | | | 1920 | MobileS.B.Co.<br>Mobile | UnitedStates ShippingBoard | 324·0\|46·2\|25·0<br>P41'B90'F32' | Mobile<br>Utd.States<br>*WB* | T.3Cy.22",37½"&60"-42"<br>233NHP<br>EllicottMachineCorp. Baltimore | | |
| 12397<br>137421<br>JHNS | **City of Newcastle** SteelScSr<br>ssNpt.No.1-19 692<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless *CruiserStern* | ~~7280~~<br>6616<br>~~4701~~<br>4462 | ✠100A1<br>~~3,21 12,18~~ 1,22<br>~~BS7,19~~ ✠LMC1,? 7,19<br>BS3,21<br>*Carrying oil fuel F.P. above 150°F. in DB&D tanks* | Hul<br>Lon Mch | *c*† | CL<br>8,19 | 1915<br>1mo | W.Gray&Co.Ld.<br>WHartlepool<br>*Lloyd'sA&CP* W | CityofOranS.S.Co.Ld. (HallLine,Ld. *Mgrs.*)<br>*B= CellDBa168'* | 456·5\|56·4\|31·0<br>P104'B171'F91'<br>FK<br>*uE&B42'f194'1668t* | Liverpool<br>British<br>7*BHCem*<br>*DTa24'730t* | T.3Cy.26",44½"&77"-51" (*s*)<br>220lb 616NHP<br>3SB,*12cf*,GS219,HS8612 FD<br>Cen.Mar.Eng.Wrks.WHpl | 33 ″ 9<br>s 6 ″ 8<br>27 ″ 6 | |
| 12398<br>208414<br>LBTM | **City of Norfolk** SteelSc<br>*Elec.light* 2*Dks* | 2379<br>—<br>1617 | | | | | 1911 | Maryland SteelCo.<br>Sparro'PtMd | MercantileTrust &DepositCo. | 297·5\|46·5\|16·2 | Baltimore<br>Utd.States | T.4Cy.24½",40"&(2)47"-42<br>287NHP<br>MarylandStl.Co.Sparr'Pt. | | R |
| 12399<br>135479<br>JCNR | **City of Norwich** SteelScSr<br>ssSou.No.1-17<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>*CruiserStern* | 6726<br>6115<br>4346 | ✠100A1<br>4,21 ~~12,19~~<br>~~BS12,19~~ 3,21 ✠LMC~~10,17~~ MS11,21<br>*Fitted for oil fuel* 11,18 *F.P. above 150°F.* | Lon<br>NYk | *b*† | CL<br>~~12,17~~<br>4,21 | 1913<br>7mo | W.Gray&Co.Ld.<br>WHartlepool<br>*Lloyd'sA&CP* | EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)<br>*WB=CellDBa1* | 434·4\|54·7\|31·2<br>P77'B165'F81'<br>FK<br>*59'uE&B42'f183'14* | Liverpool<br>British<br>7*BHCem*<br>*50tDTa793t* | T.3Cy.25¾",44½"&77"-51"(*s*)<br>220lb 606NHP<br>3SB,*12cf*,GS214,HS8384 FD<br>Cen.Mar.Eng.Wrks.WHpl | 33″10<br>s 6 ″ 8½<br>27 ″ 6 | |
| 12400<br>219515<br>LVKG | **City of Omaha** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk&Shelter dk*<br>Wireless Sub.Sig. *&Web frames*<br>*Longitudinal framing* | 6527<br>5614<br>4049 | | | ... | | 1920 | GeorgeA. FullerCo.<br>Wilmington N.C. | UnitedStates ShippingBoard | 393·7\|55·1\|31·4<br>P45'B110'F38' *on Shelter dk*<br>FK | Wilmngtn (N.C.)<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"-48"<br>590NHP<br>Hooven,Owens&RentschlerCo.Hamilton,O. | 34″11 | R |
| 12401<br>137804<br>JLTP | **City of Oran** SteelScSr<br>ssLon.No.1-19<br>*Elec.light* *Cruiser Stern* 2*Dks*(*Stl*)<br>Wireless | 7784<br>7087<br>5048 | ✠100A1<br>~~6,21 11,20~~ 1,22<br>✠LMC~~7,19~~ 1,22<br>*Fitted for oil fuel* 8,19 *F.P. above 150° F.* | NYk | *c*† | CL<br>~~8,18~~<br>N1,22 | 1915<br>9mo | W.Gray&Co.Ld.<br>WHartlepool<br>*Lloyd'sA&CP* W | CityofOranS.S.Co.Ld.(W.S.Workman)<br>*B=CellDBa150'u* | 465·5\|58·1\|31·7<br>P107'B171'F100'<br>FK<br>*E&B69'f194'1759t* | Glasgow<br>British<br>7*BHCem*<br>*DTa27'876t* | T.3Cy.26¼",44½"&77"-54"<br>220lb (*s*) 628NHP<br>3SB,*12cf*,GS225,HS8726 FD<br>Cen.Mar.Eng.Wrks.WHpl | 34 ″ 6<br>s6″10½<br>28 ″ 0 | |
| 12402 | **City of Orleans** WoodAuxTwin<br>*Oil Eng.* Sc5MstBkn<br>*Elec.lightMchy.Aft* 1*Dk2trB*<br>(*See Sailing Ship Register*) | 2347<br>—<br>2137 | | | | | 1919 | International S.B.Co.<br>Orange,Tex. | | 280·0\|46·0\|22·0<br>P64'F33' | Italian | Oil Engines<br>4Cy.13½-18" 57NHP<br>Fairbanks,MorseCo.Three Rivers,Mich. | | V |
| 12403<br>122018 | **City of Ottawa** IronScSp<br>(*ex*India)<br>3*Dks* | 1323<br>734<br>671 | | | | | 1871 | UnionD.D.Co.<br>Buffalo,N.Y. | CanadaSteamship Lines,Ld. | 218·0\|32·6\|23·2 | Ottawa<br>British | C.2Cy.22"&44"-36"<br>NE&B07 81RHP<br>PolsonI.W.Co.Ld.Toronto | | |
| 12404<br>86679<br>KBPL | **City of Oxford** IronScSr<br>*Elec.light* Wireless 3*Dks* | 4026<br>2658<br>2579 | | | ... | | 1882 | Barclay,Curle&CoLd.<br>Glasgow | Ellerman&BucknallS.S.Co.Ld. | 400·0\|43·2\|29·8<br>B62'F43'<br>BK11" | London<br>British<br>*Tpd*.91 | T.3Cy.29",50"&83"-60"<br>NB91 NDB19 534NHP<br>Barclay,Curle&Co.Ld.Gls. | | C<br>BT till 5,21<br>BT till 8,21 |
| 1240<br>143078<br>JWNK | **City of Palermo** SteelS<br>For full particulars See No. 36833 in Supplement<br>(*ex*RioNegro<br>*Elec.light* ~~*Ref.Mchy.*~~ 2*Dks*<br>Sub.Sig. | 4699<br>3583<br>2892 | Liv. 2,21<br>(*See footnote**) | | | | 1905 | J.C.TecklenborgA.G.<br>Geestemünde | EllermanLines,Ld. | ~~361·2~~\|46·7\|~~26·1~~<br>P&B225'F34' 26·2<br>362·3 | Liverpool<br>British<br>*WB* | T.3Cy.22⅞",39$\frac{1}{16}$"&65⅞"-48"<br>300NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 12406<br>125664<br>JSWK | **City of Para** IronScBkn<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 3*Dks&Saloon dk* | 3404<br>—<br>2162 | | | | | 1878 | J.Roach&Son<br>Chester,Pa. | Pacific MailS.S.Co. Inc. | 345·0\|38·6\|19·9<br>28·3 | SFrncisco<br>Utd.States | T.3Cy.28",44"&70"-48"<br>NE&B92 339NHP<br>MorganIronWorks,N.Yk. | | R |
| 12407<br>146256<br>KJPF | **City of Paris** SteelSc<br>2*Dks*(*Stl*)&*Shltrdk*(*Stl-ws*)<br>*Elec.light* *3rdtrBmNo.1hold*<br>~~*CruiserStern*~~ | 10840<br>9423<br>6830 | ✠100A1<br>*Shelter dk with freeboard*<br>~~11,21~~ 9,21 2,22 ✠LMC9,21<br>(*ClassContemplated*)<br>*Fitted for oil fuel* 9,21 *F.P above 150°F* | ~~Nwc~~<br>StN<br>Nwc | *e*† | CL | 1922<br>2mo | Swan,Hunter&Wigham Richardson<br>Ld.Newcastle<br>*Lloyd'sA&CP* | ~~CityLine,Ld.(W.S. Workman,*Mgr.*)~~<br>EllermanLinesLd. (WSWorkman,*Mgr*)<br>*CellDB125'1366* | 484·7\|59·3\|32·6<br>FK<br>*DTa36'1032tFPT1* | Glasgow<br>British<br>*ptCem*<br>*3BHtoSh.dk*<br>*05tAPT89t* | 2SteamTurbines geared to 1 Sc. Shaft (*s*)<br>225lb 1315NHP<br>WllsndSlpwy.Co.Ld.Nwc.<br>3SB,*20cf*,GS392,HS15765 FD | 43 ″ 0<br>s 11 ″ 0<br>32 ″ 7 | |
| 12408<br>217836<br>LQPB | Burnt 5,21<br>**City of Pascagoula** WoodAux<br>*OilEng.* TwinScBkn<br>*Elec.light* *Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 2354<br>—<br>1718 | | | | | 1919 | Intrnationl S.B.Co.<br>Pascagoula, Miss. | City of Pascagoula ShipCo. (H. Piaggio,*Mgr.*) | 284·3\|45·4\|22·4<br>P64'F33' | Gulfport Miss.<br>Utd.States | Oil Engines 4S.C.SA<br>12Cy.11"-14" 68NHP<br>WintonEng.Works, Cleveland,O. | | V |
| 12409<br>143693<br>KHGS | **City of Pekin** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>*Cruiser Stern* | 6960<br>6704<br>4426 | ✠100A1<br>~~7,21 12,20~~<br>2,22 ✠LMC12,20<br>✠Lloyd'sRMC~~12~~ 2,22<br>*Fitted for oil fuel* 12,20 *F.P. above 150° F.* | Nwc<br>~~1,22~~ NYk | *c*† | CL | 1920<br>12mo | Palmers'Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | *Cell* | 442·8\|58·7\|31·6<br>P97'B&F309'<br>FK<br>*DB386' 1477t DTa* | Liverpool<br>British<br>7*BHptCem*<br>*24'823t* | 2SteamTurbines geared to 1 Sc. Shaft 220lb (*s*)<br>3SB,*12cf*,GS244,HS9669 FD<br>PalmersCo.Ld.Newcastle | 34 ″ 3<br>s 6 ″ 0<br>28 ″ 8 | |
| 12410<br>131423<br>HVKW | **City of Poona** SteelTwinScSr<br>*Elec.light* Wireless 2*Dks* | 7485<br>6336<br>~~4791~~<br>4766 | | | | | 1912 | Swan,Hunter&Wigham Richardson,<br>Ld.Newcastle | EllermanLines,Ld. (G.Smith&Sons, *Mgrs.*) | 452·0\|56·6\|31·2<br>P95'B163'F87' | Liverpool<br>British<br>*WB* | Q.8Cy19¼"27½"40"&58"-45"<br>451NHP<br>WllsndSlpwy.Co.Ld.Nwc. | | C |
| 12411<br>214008<br>LFWC | **City of Portland** WoodAuxTwin<br>*OilEng.* Sc5MstSr<br>1*Dk2trB*<br>(*See Sailing Ship Register*) | 1833<br>—<br>1263 | | | | | 1916 | St. Helen's SBCo.Sauvie<br>Island,Or. | City ofPortland MotorshipCo.Inc. | 276·0\|48·3\|19·1 | Portlnd Or<br>Utd.States | Oil Engines<br>8Cy.16½"-18⅞" 183NHP | | V |
| 12412<br>125979<br>JVRN | **City of Puebla** IronScBn<br>*Elec.light* Wireless 3*Dks* | 2980<br>—<br>1869 | | | | | 1881 | W.Cramp&Sons<br>Philadelphia | CityofPueblaCorp. (PacificCoastCo.) | 320·6\|38·6\|26·3 | New York<br>Utd.States | C.2Cy.40"&86"-60"<br>NB01 477NHP<br>W.Cramp&Sons,Phldlphia | | R |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued.

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7"<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ※ 12413<br>135582<br>JFPL | **City of Rangoon** SteelScSr<br>ssLon.No.1-18<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>*CruiserStern* | 6635<br>6305<br>4272 | ✠100A1<br>~~7,21 12,20~~ 1,22<br>~~BS0,20~~ ✠LMC11,18<br>BS11,21 | Cal<br>~~Gls~~ Hul | *b*† | CL<br>12,20 | 1914<br>6mo<br><br>*Lloyd* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'*sA&CP* *W* | EllermanLines,Ld.<br>(HallLine,Ld.<br>*Mgrs.*)<br>*B=Cell DB a 162'* | 443·0<br>P104'B165'F83'<br>FK<br>*uE&B42'f188'1497t* | 55·3 | 31·2 | Liverpool<br>British<br>7*BHCem*<br>*DTa24'808t* | T.3Cy.25¾",44½"&77"-51"(*s*)<br>220lb 617NHP<br>3SB,*12cf*,GS216,HS8641 FD<br>Cen.Mar.Eng.Wrks.WHpl | 34 " 0<br>s 6 " 8<br>27 " 9 |
| 12414<br>220677<br>MBQC | **City of Rayville** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light Longitudinal framing* 2*Dks* | 6368<br>6144<br>4108 | | | | | 1920 | O.Daniels<br>Co.<br>Tampa,Fla. | UnitedStates<br>ShippingBoard | 401·9<br>P34'B118'F38' | 54·2 | 31·3 | Tampa,Fla<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"-48"<br>Hardy-Tyne 359NHP<br>Mfg.Co.Birmingham,Ala | |
| 12415<br>220027<br>LWNJ | **City of Reno** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft Longitudinal framing*<br>Sub.Sig. Wireless | 7005<br>6514<br>4349 | [illegible]<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 5,20 F.P.above 150° F.* | [illegible] | | CL | 1920<br>5mo | Moore S.B.<br>Co.<br>Oakland, Cal.<br>A&CP | UnitedStates<br>ShippingBoard<br>*CellD BuE&B61'143t D* | 425·8<br>P106'B40'F41'<br>FK<br>16*BH*(<br>*Tf43'540t APT28t* | 57·0 | 31·2 | S.Frncisco<br>Utd. States<br>*ptAsp*<br>*9BH to Udk*<br>*7 „ „ 2nd „)* | T.3Cy.24½",41½"&72"-48"<br>210lb (*s*) 579NHP<br>3SB,*9cf*,HS8745 FD<br>LlewellynIronWorks,<br>LosAngeles,Cal. | 33 " 0<br>s 7 " 9<br>25 " 8 |
| 12416<br>89787<br>KRHD | **City of Rheims** SteelScSr<br>ssGls.2ndNo.3-2,07<br>(*ex*Ivanhoe, ssShl.No.2-15<br>*ex*Falshaw) 1*Dk*(*Stl*)2*trB*<br>*Well deck* | 2282<br>1814<br>1431 | ✠100A1<br>9,18<br>Examined9,19<br>BS1,20 ✠LMC2,15 | Npt | *s* | N9,19 | 1888<br>4mo | T.Turnbull<br>&Son<br>Whitby<br>A&CP | ~~France-British S.S.Co.Ld.(Olivier &Co.Ld. Mgrs.)~~<br>HydraSteamships Ld. (G.M.Chrussachi*Mgr.*) | 288·0<br>P28'Q76'B124'<br>F32' FK<br>*DBa* | 38·3 | 21·0 | Glasgow<br>British<br>6*BHCem*<br>*88'f114'440t* | T.3Cy.22",36"&59"-39" (*s*)<br>160lb NDB98 219NHP<br>2SB,*6cf*,GS101,HS3301<br>Blair&Co.Ld.Stockton | 22 " 2<br>s 1-10½<br>20 " 7 |
| 12417<br>211710 | **City of Richmond** SteelSc<br>ssBal.No.2-21<br>*Elec.light* 1*Dk*(*Stl*-ws)&*Web frames*<br>*Longitudinal framing* | 1924<br>1048<br>1127 | ✠ A1<br>*Service Chesapeake Bay*<br>1,21 ✠LMC1,21<br>BS11,21 | Bal | | CL<br>11,19 | 1913<br>11mo | Maryland<br>SteelCo.<br>Sparro'PtMd<br>A&CP | ~~MercantileTrust &DepositCo.~~<br>ChesapeakeSSCo. | 261·6<br>FK<br>*WB* | 53·1 | 14·1 | Baltimore<br>Utd.States<br>5*BHAsp*<br>*=FPT55t* | T.4Cy.23",38"&(2)45"-36"<br>190lb *190lb* (*s*) 365NHP<br>4SB,*12cf*,GS220,HS6844<br>Maryland Stl.Co.Sparr'Pt. | 16 " 8 |
| 12418<br>118211 | **City of Rochester** SteelPadCtr<br>1*Dk* | 235<br>175<br>96 | | | | | 1904 | Scott(of<br>Kinghorn)Ld<br>Kinghorn | NewMedwayStm<br>PacketCo.Ld.<br>(E.Scoones,*Mgr.*) | 160·2 | 22·2 | 7·3 | Rochester<br>British | C.2Cy.20"&42"-45"<br>72RHP<br>Scott(of Kinghorn),Ld. | |
| 12419<br>127545<br>KQWG | **City of Rockland** WoodPad<br>*Elec.light* Wireless 1*Dk* | 1696<br>—<br>1025 | | | | | 1901 | W.McKie<br>E.Boston | EasternSSLines<br>Inc. | 274·3 | 38·5 | 14·4 | Boston<br>Utd.States | B.1Cy.63"-132"<br>351NHP<br>W.&A.FletcherCo.N.Yk. | |
| 12420<br>208381<br>LBTH | **City of Rome** SteelScSr<br>(*ex*Suwannee)<br>*Elec.light* Wireless 3*Dks* | 3648<br>2062<br>2300 | | | | | 1911 | NewYork<br>S.B.Co.<br>Camden,N.J. | OceanS.S.Co.of<br>Savannah | 309·1<br>F64' 30·0 | 46·2 | 19·3 | Savannah<br>Utd.States<br>*WB* | T.3Cy.28",45"&75"-48"<br>390NHP<br>NewYorkSBCoCamdnNJ | |
| 12421<br>126333 | **City of St. Ignace** SteelPad<br>2*Dks*<br>*Elec.light* Wireless (*ex*CityofCleveland) | 1923<br>1128<br>1324 | | | | | 1886 | Detroit<br>DryDockCo.<br>Wyandotte | Detroit&ClevelandNav.Co. | 272·0 | 40·6 | 14·6 | Detroit,<br>Mich.<br>Utd.States | Beam1Cy.66"-144"<br>W.&A.Fletcher& 402NHP<br>Co.,Hoboken,N.J. | |
| 12422<br>219396<br>LVCS | **City of St. Joseph** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks* | 5591<br>4598<br>3453 | | | | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 12423<br>126627 | — SteelPad<br>(*ex*CityofChicago)<br>*Elec.light* Wireless | 1439<br>—<br>1012 | | | | | 1890 | F.W.<br>Wheeler&Co.<br>W.BayCity | Graham&Morton<br>Transprtn.Co. | 254·0<br>len06 | 34·0 | 13·0 | Michigan<br>City<br>Utd.States | B.C.2Cy.36"-80"&54"-120"<br>267NHP<br>W.&A.Fletcher&CoHobkn | |
| 12424<br>207363<br>LBKR | **City of St. Louis** SteelScSr<br>*Elec.light* Wireless 4*Dks* | 5425<br>—<br>4025 | | | | | 1910 | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews | OceanS.S.Co.of<br>Savannah | 371·6<br>27·0 | 49·7 | 15·4 | Savannah<br>Utd.States<br>*WB* | T.3Cy.26",43"&72"-48"<br>359NHP<br>NewportNewsSB&DD.Co. | |
| 12425<br>204437<br>KWGQ | **City of Savannah** SteelScSr<br>*Elec.light* Wireless 3*Dks* | 5654<br>—<br>4379 | | | | | 1907 | Delaware<br>RiverCo.<br>Chester,Pa. | OceanS.S.Co.of<br>Savannah | 381·5<br>27·0 | 49·0 | 15·8 | Savannah<br>Utd.States<br>*WB* | T.3Cy.28",46"&75"-48"<br>390NHP<br>DelawareRiverCo. Chester | |
| 12426<br>126635<br>KHLJ | **City of Seattle** SteelScSr<br>2*Dks*<br>Wireless | 1957<br>—<br>1143 | | | | | 1890 | Neafie&<br>Levy<br>Philadelphia | AdmiralLine<br>(PacificS.S.Co.) | 244·6 | 40·0 | 15·0 | Tacoma<br>Utd.States | C.2Cy.32"&60"-36"<br>180NHP<br>Neafie&Levy,Philadelphia | |
| ※ 12427<br>136889<br>JGLT | **City of Selby** SteelScK<br>ssFlt.No.1-19<br>*Elec.light* 1*Dk* | 284<br>253<br>112 | ✠100A1<br>*StmTrawler*<br>3,22 ~~10,20~~<br>BS3,22<br>~~BS10,20~~ ✠LMC2,19 | Flt | | CL<br>2,19 | 1914<br>6mo<br><br>*Lloyd* | Smith's<br>DockCo.Ld<br>Middlesbro'<br>'*sA&CP* | SelbyTrawlersLd.<br>(H.Blackburn) | 128·8<br>Q76'F23'.<br>BK7½" | 23·5 | 12·8 | Fleetwood<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 85RHP<br>1SB,*3pf*,GS47,HS1522<br>Smith'sDockCo.Ld.Mdb. | 13 " 6 |
| ※ 12428<br>140533<br>JQTG | **City of Shanghai** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless *CruiserStern*<br>*Carrying oil fuel F.P.above150°F.inDB* | 5828<br>5521<br>3748 | ✠100A1<br>2,21<br>✠LMC8,17 | Mch | *a*† | CL<br>8,20 | 1917<br>8mo<br><br>*Lloyd* | Earle'sCo.<br>Ld.<br>Hull<br>'*sA&CP* | EllermanLines,Ld.<br>(HallLine,Ld.<br>*Mgrs.*) | 418·5<br>P86'B212'F48'<br>FK<br>*CellDB370'1136t* | 55·0 | 29·4 | Liverpool<br>British<br>7*BHCem*<br>*DTa30'783t* | T.3Cy.24½",42½"&74"-51"<br>220lb (*s*) 565NHP<br>2SB&1AuxSB,*11cf*, FD<br>GS206,HS7860<br>Earle'sCo.Ld.Hull | 31 " 9<br>s 5 " 8½<br>26 " 6 |
| 12429<br>219606<br>LVPS | **City of Sherman** SteelSc<br>*Fitted for oil fuel*<br>2*Dks*&*Webframes*<br>*Elec.light* Sub.Sig. Wireless | 5401<br>4942<br>3364 | | | ... | | 1920 | Pensacola<br>S.B.Co.<br>Pensacola | UnitedStates<br>ShippingBoard | 400·7<br>P36'B124'F44' | 54·2 | 30·2 | Pensacola<br>Utd. States<br>*Wb* | 2 Steam Turbines geared to<br>1 Sc Shaft<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 32 " 10 |
| In port damaged 2,22<br>12430<br>93472<br>KRLG | **City of Smyrna** SteelScSr<br>ssShl.2ndNo.3-6,14<br>(*ex*LochLomond) ssShl.No.1-19<br>2*Dks*(1*Stl*&1*Irn*)3*trB* | 2619<br>2380<br>1680 | ✠ ~~100A1~~<br>12,20<br>~~BS11,20~~ ✠~~LMC[illegible]~~ | Ham | *t* | 12,20 | 1888<br>5mo | Palmers'<br>Co.Ld.<br>Newcastle<br>A&CP | Franco-British<br>S.S.Co.Ld.(Olivier<br>&Co.*Mgrs.*) | 312·0<br>P33'B58'F39'<br>FK<br>*CellDB*152' | 40·2 | 24·0 | Dundee<br>British<br>6*BHCem*<br>*435tFPT80t* | T.3Cy.23",37"&60"-42" (*s*)<br>165lb *80lb* NDB01 236NHP<br>2SB,GS107,HS3550<br>Palmers'Co.Ld.Newcastle | 27 " 5<br>s 5 " 0<br>22 " 9 |
| 12431<br>106082<br>PRQH | **City of Sparta** SteelScSr<br>Wireless 3*Dks* | 5415<br>4900<br>3498 | | | | | 1897 | Workman,<br>Clark&Co.Ld<br>Belfast | CityLine.Ld.(W.S.<br>Workman,*Mgr.*) | 430·0 | 50·2 | 28·5 | Glasgow<br>British<br>*WB* | T.3Cy.28",47½"&78"-60"<br>471NHP<br>Wrkman,Clark&Co.Ld Bel | |
| 12432<br>218545<br>LSBR | **City of Spokane** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless *Longitudinal framing* | 6406<br>5662<br>4774 | | | | | 1919 | Skinner&<br>EddyCorp.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 401·7<br>P48'F43' | 54·8 | 32·1 | Seattle<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"-48"<br>359NHP<br>Hoover,Owens&<br>RentschlerCo.Hamilton,O. | |
| 12433<br>126875 | **City of Taunton** WoodPad<br>*Elec.light* Wireless 2*Dks*3*trB* | 2882<br>—<br>1999 | | | | | 1892 | Montgomery&Howard<br>Chelsea,Mass | NewEnglandS.S.<br>Co. | 283·0 | 43·0 | 18·2 | FallRiver,<br>Mass.<br>Utd.States | B.2Cy.47"-96"&71"-144"<br>504NHP<br>WAFletcher&Co.Hobokn | |
| * 12434<br>145886<br>KJWV | **City of Tokio** SteelSc<br>2*Dks*(*Stl*)<br>*Elec.light* Wireless<br>*Ref.Mchy.* *Cruiser Stern* | ~~7000~~<br>6993<br>6709<br>4426 | ✠100A1<br>11,21<br>✠Lloyd'sRMC11,21<br>~~(ClassContemplated)~~<br>*Fitted for oil fuel 11,21 F.P. above 150° F.*<br>✠LMC11,21 | Stk | *c*† | CL | 1921<br>9mo<br><br>*Lloyd* | Craig,Taylor&Co.Ld.<br>Stockton<br>'*sA&CP* | TheEllermanLines<br>Ld.(HallLine,Ld.) | ~~442·6~~<br>P97'B&F309'<br>442·5<br>*CellDB386'1475t* | ~~58·6~~<br>59·0 | ~~34·8~~<br>31·6<br>FK | Liverpool<br>British<br>7*BHptCem*<br>*DTa24'823t* | ~~3 Geared~~ 2 Steam Turbines<br>geared to 1 Sc Shaft (*s*)<br>220lb 746NHP<br>Palmers'Co.Ld.Newcastle<br>3SB,*12cf*,GS244,HS9669 FD | 34 " 3<br>s 6 " 0<br>28 " 8 |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12435<br>126738 | **City of Toledo** SteelPad<br>1*Dk,promenade dk*<br>*&hurricane dk*<br>*Elec.light* | 1004<br>—<br>654 | | | | | 1891 | Craig<br>S.B.Co.<br>Toledo,O. | WhiteStarLine<br>(C.F.Beelman,<br>*Mgr.*) | 212·0 | 31·7 | 12·8 | Detroit,<br>Mich.<br>Utd.States | T.3Cy.26",42"&66"–72"<br>370NHP<br>ClevelandS.B.Co.Clevelnd | | |
| 12436<br>150255<br>TPQL | **City of Vancouver** SteelSc<br>*Elec.light* Wireless 2*Dks(Stl)* | 5697<br>5122<br>3525 | ✠100A1<br>6,21 ~~10,20~~<br>✠LMC10,20<br>*Fitted for oil fuel* 10,20 *F.P. above* 150° F. | Vcr | *z* | CL | 1920<br>10mo | JCoughlan<br>&Sons,Ld.<br>Vancouver,<br>A&CP B.C. | VancouverS.S.Co.<br>Ld.<br>*IntermediateBHin*<br>*fore holds & after*<br>*CellDB* | 410·5<br>P44'B115'F47'<br>*holds dispensed with*<br>361' 1287*t FPT*131*t* | 54·1 | 27·5<br>FK | Vancouver<br>British<br>*ptCem*<br>*5BHonly*<br>*APT87t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 520NHP<br>3SB,*9cf*,GS199,HS7743 FD<br>FairfieldS.B.&E.Co.Ld.Gls | 29 ″ 9<br>s 5 ″ 11½<br>24 ″ 2 | |
| 12437<br>219872<br>LWGT | **City of Vernon** SteelSc<br>*Elec.light* 2*Dks(Stl)&Webframes*<br>Wireless | 5401<br>4942<br>3364 | *Fitted for oil fuel* 6,20 *F.P. above* 150° F. | | | CL | 1920<br>6mo | Pensacola<br>S.B.Co.<br>Pensacola<br>CP | UnitedStates<br>ShippingBoard<br>*CellDB*338' 1305*t* | 400·7<br>P36'B124'F44'<br>*MT*27' 830*t FPT*104*t* | 54·2 | 30·2<br>FK | Pensacola<br>Utd.States<br>*7BHCem*<br>*APT*136*t* | 2SteamTurbinesGeared to<br>1ScShaft 225lb HS8745 (*r*)<br>3 Water Tube Boilers FD<br>WestinghouseElectric&<br>Mfg.Co.E.Pittsburgh,Pa. | 32 ″ 10 | |
| 12438<br>98913<br>MCKG | **City of Versailles** SteelScSr<br>*ss*Cff.2ndNo.3–1,17<br>(*ex*Gledhow) 1*Dk(Stl)&Webframes*<br>*Well deck* Wireless | 2661<br>2042<br>1723 | ✠~~100A1~~<br>3,22 ~~6,20~~<br>~~BS4,20~~ ✠~~LMC1,17~~<br>~~[illegible]~~ | Mdb | *t* | CL<br>6,20 | 1891<br>3mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | HydraSteamship<br>Ld.(G.M.Chrussachi *Mgr.*) | 306·3<br>P29'Q88'B124'F33'<br>*CellDB*254' | 41·5 | 19·6<br>BK10″ | London<br>British<br>*5BHCem*<br>580*tAPT*21*t* | T.3Cy.23",36½"&62"–39" (*s*)<br>160lb *100lb* NDB08 239NHP<br>2SB,*6rf*,GS87HS3580<br>Cen.Mar.Eng.Wrks.WHpl | 23 ″ 0<br>s1 ″ 10½<br>22 ″ 0 | |
| 12439<br>150266<br>TPVR | **City of Victoria** SteelSc<br>*Elec.light* 2*Dks(Stl)* | 5698<br>5122<br>3530 | ✠100A1<br>6,21 ~~12,20~~<br>LMC12,20<br>*Fitted for oil fuel* 12,20 *F.P. above* 150° F. | Vcr | *z* | CL | 1920<br>12mo | JCoughlan<br>&Sons,Ld<br>Vancouver,<br>B.C.<br>A&CP | BritishCanadian<br>Steamships,Ld.<br>)<br>*IntermediateBHin*<br>*fore holds & after*<br>*CellDB* | ~~410·5~~<br>P44'B115'F47'<br>411·5<br>*holds dispensed wit*<br>361'1237*tFPT*131*t* | 54·1 | 27·5<br>FK | Vancouver<br>British<br>*ptCem*<br>*5BH only*<br>*APT87t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 520NHP<br>3SB,*9cf*GS198HS7743 FD<br>J.Dickinson&Sons,Ld.Sld. | 29 ″ 9<br>s 5 ″ 11½<br>24 ″ 2 | |
| 12440<br>220161<br>LWRD | **City of Weatherford** SteelSc<br>*Elec.light* 2*Dks(Stl)&Web frames*<br>Wireless | 5401<br>4942<br>3364 | *Fitted for oil fuel* 11,20 *F.P. above* 150° F. | | | CL | 1920<br>11mo | Pensacola<br>S.B.Co.<br>Pensacola<br>CP | UnitedStates<br>ShippingBoard<br>*CellDB*338'1305*t* | 400·7<br>P36'B124'F44'<br>*MT*27'830*tFPT*104*t* | 54·2 | 30·2<br>FK | Pensacola<br>Utd. States<br>*7BHCem*<br>*APT*136*t* | 2SteamTurbines geared to<br>1ScShaft 225lb HS8745 (*r*)<br>3 Water Tube Boilers FD<br>WestinghouseElectric&<br>Mfg.Co.E.Pittsburgh,Pa. | 32 ″ 10 | |
| 12441<br>140546<br>JRSF | **City of Winchester** SteelScSr<br>*ss*Nwc.No.1–21<br>*Elec.light* Wireless 2*Dks(Stl)*<br>*Ref.Mchy.* *CruiserStern* | 7981<br>6843<br>5164 | ✠100A1<br>2,21 ~~2,21~~<br>✠LMC~~11,17~~<br>✠Lloyd'sRMC~~12,20~~10,21 | NYk<br>Nwc 12,21 | *c*† | CL<br>12,20 | 1917<br>10mo | Palmers'<br>Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | EllermanLines,Ld<br>(HallLine,Ld.<br>*Mgrs.*) | 456·1<br>P99'B&F318'<br>*CellDB*407'1480*t* | 57·9 | 31·3<br>FK | Glasgow<br>British<br>*8BHCem*<br>*DTa*25'806*t* | 2 Steam Turbines geared<br>to 1 screw shaft 200lb (*s*)<br>3SB&1AuxSB,*14cf*,GS276,<br>HS10382 FD<br>Palmers'Co.Ld.Newcastle | 33 ″ 10<br>s 6 ″ 0<br>28 ″ 3 | |
| 12442<br>119100<br>VNRQ | **City of York** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 7844<br>6875<br>5033 | | | | | 1904 | Workman,<br>Clark&Co.Ld<br>Belfast | EllermanLines,Ld<br>(G.Smith&Sons,<br>*Mgrs.*) | 485·0<br>P87'B170'F89' | 56·3 | 32·0 | Glasgow<br>British<br>*WB* | T.3Cy.31",52½"&88"–60"<br>599NHP<br>Wrkman,Clark&Co.LdBel | | C |
| 12443<br>114306<br>HBWK | — SteelScK<br>*ss*Lon.No.3-2,20<br>1*Dk* | 202<br>193<br>79 | ✠100A1<br>*StmTrawler*<br>12,20<br>✠NB5,18 ✠LMC2,20 | Flt | | 2,20 | 1904<br>11mo | GooleS.B.<br>&Repg.CoLd.<br>Goole<br>*Lloyd'sA&CP* | RobsonTrawlers,<br>Ld.(R.Preston,<br>*Mgr*) | 116·8 | 21·1 | 11·4<br>BK7½″ | Fleetwood<br>British<br>*3BHCem* | T.3Cy.12",20 5/16"&32"–23"(*s*)<br>180lb ~~NB18~~ 52RHP<br>1SB,*2pf*,GS28,HS1082<br>Earle'sCo.Ld.Hull | 12 ″ 6 | |
| 12444 | **Ciudad de Buenos Aires**<br>*ss*MVo.No.2–21 SteelTwinScSr<br>~~ssB.As.No.1–17~~<br>*Elec.light* Wireless 2*Dks(UptStl*–ws)<br>*&Shade dk(ptStl*–teak s) | *3864*<br>*2505*<br>*2280* | ✠ A1<br>3,21 ~~12,18~~<br>~~BS1,21~~ ✠~~LMC8,17~~ 1,21<br>*For Service between BuenosAires&MonteVideo*<br>*Fitted for oil fuel* 12,14 *F.P. above* 150° F. | BAs<br>MVo | | ~~11,18~~<br>3,21 | 1914<br>11mo | Cammell<br>Laird&Co.Ld.<br>Birkenhead<br>*Lloyd'sA&CP* | TheArgentine<br>Nav.Co.(Nicolás<br>Mihanovich)Ld.<br>*WB=Cell* | 350·9<br>*DBuE&B* 106' 216*t* | 44·2 | 13·4<br>FK | Bus.Ayres<br>Argentine<br>*9BHptCem*<br>*FPT*18*t* | 4 Steam Turbines geared to<br>2 screw shafts<br>170lb (*s*)<br>4SB,*12cf*,GS263,HS9892 FD<br>CammellLaird&Co.Ld.Bkn | 15 ″ 0<br>s 3 ″ 0<br>12 ″ 6 | |
| 12445<br><br>HGQF | **Ciudad de Cadiz** IronScSr<br>*ss*Cdz.4thNo.3–11,17<br>Wireless 3*Dks(2Irn)&Awng dk*4*tr B*<br>*Elec.light* | 3179<br>2133<br>1834 | ✠100A1<br>*Awng dk*<br>*load line*22*ft*6 *in.*<br>9,21 ~~1,21~~ ✠~~LMC11,17~~<br>✠NE&B5,92 BS~~2,20~~6,21 MS12,21 | Cdz | *v* | ~~11,17~~<br>~~6,20~~<br>9,21 | 1878<br>11mo | Lobnitz,<br>Coulborn&Co<br>Renfrew<br>A&CP | Cia.Trasatlantica | 363·6<br>ptND92 | 38·2 | 24·2<br>31·7<br>BK10″ | Barcelona<br>Spanish<br>*4BHCem* | T.3Cy.28½",48"&74"–54" (*i*)<br>160lb *160lb* 394NHP<br>2DB,*12rf*,GS240,HS5880<br>Lobnitz,Coulbrn&Co.,Rnf. | 32 ″ 6<br>s 11 ″ 1<br>22 ″ 6 | |
| 12446 | **Ciudad de Montevideo**<br>*ss*B.As.No.2–21 SteelTwinScSr<br>~~ssB.As.No.1–17~~<br>*Elec.light* 2*Dks(UptStl*–ws)*Shade*<br>*dk(ptStl*–teak s) | 3864<br>2505<br>2281 | ✠ A1<br>~~11,20~~12,21<br>~~BS10,20~~ ✠~~LMC11,17~~ 12,21<br>*For Service between* ~~*Port Ventres & Algiers*~~ *Buenos Ayres & Monte Video* | MVo<br>BAs | | ~~S.N.~~<br>~~11,20~~<br>~~p11,20~~<br>12,21 | 1915<br>1mo | Cammell<br>Laird&Co.Ld.<br>Birkenhead<br>*Lloyd'sA&CP* | ~~TheArgentine~~<br>~~Nav.Co.(Nicolás~~<br>~~Mihanovich)Ld~~<br>CiaUru-guaya deNav.Ltd<br>*WB=* | 350·9<br>*CellDBuE&B*106'2 | 44·2 | 13·4<br>FK | M.Video<br>Uruguayan<br>*9BHptCem*<br>16*tFPT*18*t* | 4 Steam Turbines geared to<br>2screw shafts 170lb (*s*)<br>4SB,*12cf*,GS263,HS9892 FD<br>CammellLaird&Co.Ld.Bkn | 15 ″ 0<br>s3 ″ 0<br>12 ″ 6 | |
| 12447<br><br>HGQL | **Ciudadela** SteelScSr<br>(*ex*LeonardSpear)<br>*Elec.light* 1*Dk* | 271<br>245<br>112 | | | ... | | 1896 | Murdoch &<br>Murray<br>Pt.Glasgow | Cia.Trasmediter-ranea | 128·2<br>B8' | 24·1 | 11·7<br>BK7½″ | Mahon<br>Spanish | T.3Cy.12",18"&30"–22"<br>54NHP<br>D.Rowan&Son,Glasgow | 13 ″ 0 | |
| 12448<br>217275<br>LNWP | **Clackamas** WoodSc<br>*Elec.light* Wireless | 2922<br>—<br>1724 | | | | | 1919 | Peninsular<br>S.B.Co.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 267·8<br>P40'B69'F43' | 49·8 | 25·6 | PortlndOr<br>Utd.States | Geared Turb. | | R |
| 12449<br>98095<br>LRPK | **Clacton Belle** SteelPadSk<br>2*Dks* | 458<br>392<br>186 | | | | | 1890 | W.Denny<br>&Bros.<br>Dumbarton | ~~CoastDevelopment~~<br>~~Corporation,Ld.~~<br>P.S.M.SyndicateLd<br>(A.W.Pickard *Mgr.*) | 246·0<br>*Promenade dk* 142' | 26·5 | 9·5 | London<br>British | C.D.2Cy.28"&50"–60"<br>161NHP<br>Denny&Co.,Dumbarton | | |
| 12450<br>124086<br>HLMQ | **Claddagh** SteelSc3MstSr<br>*ss*Liv.No.3-9,19<br>(*ex*WirralCoast,*ex*Truthful, 1*Dk(Stl)*<br>*ex*SussexCoast) *&deep framing*<br>*Well deck* *Elec.light* *Mchy.Aft* | 640<br>499<br>280 | ✠100A1<br>2,22 ~~1,21~~<br>✠NB5,08 ✠LMC8,19<br>~~BS8,20~~ 9,21 | Bkn | *k* | CL<br>1,21 | 1907<br>9mo | W.Harkess<br>&Son,Ld.<br>Middlesbro'<br>*Lloyd'sA&CP* | ~~CladdaghS.S.Co.~~<br>~~Ld.(CityofCork~~<br>~~SteamPacketCo.~~<br>~~*Mgrs.*~~)CityofCork<br>SteamPacketCo.Ld. | 180·0<br>P&B111'F38'<br>*DBf*106'140*t FPT* | 28·5 | 12·6<br>FK | Cork<br>~~Limerick~~<br>British<br>*3BHCem*<br>20*tAPT*7*t* | T.3Cy.16",27"&44"–30" (*s*)<br>180lb 90RHP<br>2SB,*4pf*,GS65,HS2218<br>Blair&Co.Ld.Stockton | 15 ″ 0<br>s ″ 9½<br>14 ″ 5 | |
| 12451<br>125073 | **Claire** SteelScK<br>*ss*Gms.No.1–11<br>1*Dk* | 219<br>197<br>112 | ✠ ——<br>1,20<br>*StmTrawler*<br>✠ | Gms | | | 1907<br>9mo | Cook,Wel-t'n&Gemmell<br>Ld. Beverley | W.Grant | 117·0<br>Q67'F19' | 21·6 | 11·5<br>BK7½″ | Grimsby<br>British<br>*3BHCem* | T.3Cy.12",21"&34"–24"<br>67RHP<br>1SB,*2pf*,GS32,HS1095<br>C.D.Holmes&Co.Hull | 12 ″ 3 | |
| 12452<br>218258<br>LRNF | **Clairton** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk&Shelter*<br>Wireless *dk&Web frames*<br>*Longitudinal framing* | 6631<br>5895<br>4111 | | | ... | | 1919 | Federal<br>S.B.Co.<br>Kearny,N.J. | UnitedStates<br>ShippingBoard | 395·5<br>P45'B110'F38'*on*<br>*Shelter dk* | 55·0 | 31·4<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | 34 ″ 11 | R |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12453<br>101973<br>NBOD | Clam **SteelSc3MstSr**<br>ssShl.2ndNo.3–5,13<br>ssLiv.No.1-18<br>*Mchy.Aft* *2Dks(Stl)&Web frames*<br>*Well deck* *Elec.light* Wireless | 3552<br>3066<br>2311 | ✠100A1<br>1,21<br>✠NB5,13<br>BS1,21<br>*Carrying Petr*<br>*Fitted for oil* | Sng<br>✠LMC8,17<br>*oleum*<br>*fuel* 1 | *w*<br>*in*<br>0,9 | CL<br>5,20<br>*bulk*<br>9 *F.P.* | 1893<br>2mo<br>*above* | W.Gray&<br>Co.(Lim.)<br>W Hartlepool<br>A&CP<br>150° F. | Anglo-Saxon<br>PetroleumCo.Ld.<br>*WB=CellD* | 338·0<br>P219'F47'<br>FK<br>*B64'117tFPT123t* | 43·0 | 26·4 | London<br>British<br>8*BHCem*<br>*APT30t* | T.3Cy25½",40½"&67"–45"(s)<br>160lb *100lb* NDB13 321NHP<br>3SB,9cf,GS94,HS5120<br>Centrl Mar.E.Wks.W.Hpl | 28 · 0<br>s 4 · 6½<br>23 · 10 |
| 12454<br>141879<br>JSTW | Clan Alpine **SteelSc**<br>*2Dks(Stl)*<br>*Elec.light* Wireless | 6465<br>5032<br>~~4762~~<br>4728 | ✠100A1<br>8,21 ~~2,21~~<br>*Carrying oil f* | Gls<br>Mdb<br>✠LMC4,18<br>*uel F.* | *z*<br>*P.* | CL<br>2,21<br>*above* | 1918<br>4mo<br>*Lloyd*<br>150°F | Greenock&<br>Grngemouth<br>Dkyd.Co.Ld<br>Greenock *Tw*<br>'sA&CP<br>*in DB* | Cayzer,Irvine&Co<br>Ld.<br>*een dk BH in after*<br>*CellD* | 410·2<br>P35'B259'F41'<br>FK<br>*hold dispensed with*<br>*B346'1220tDTa33'* | 53·5 | 28·4 | Glasgow<br>British<br>*Cem*<br>6*BH to Udk*<br>1 ,, ,, *2nd d*<br>985t*APT45t* | T.3Cy.27",44"&73"–48" (s)<br>180lb 538NHP<br>3SB,9cf,GS186,HS8151 FD<br>J.G.Kincaid&Co.Ld.Grk.<br>*k only* | 31 · 0<br>s 5 · 4<br>26 · 0 |
| 12455<br>124232<br>HLQT | Clan Buchanan **SteelScSr**<br>*2Dks*<br>*Turret deck* *Elec.light* Wireless | 5212<br>4281<br>3288 | | | | | 1907 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Cayzer,Irvine&Co<br>Ld. | 400·1<br>P38'F44' | 52·1 | 27·4 | Glasgow<br>British<br>*WB* | T.3Cy.27½",45½"&75"–54"<br>413NHP<br>W.Doxford&Sons,Ld.Sld. | |
| 12456<br>115711<br>TQKH | Clan Chattan **SteelScSr**<br>*Turret deck* *Elec.light* Wireless *2Dks* | 3938<br>3266<br>2500 | | | | | 1902 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Cayzer,Irvine&Co<br>Ld. | 359·8 | 48·1 | 24·4 | Glasgow<br>British<br>*WB* | T.3Cy.25½",42"&69"–48"<br>330NHP<br>W.Doxford&Sons,Ld.Sld. | |
| 12457<br>106017<br>PJWM | Clan Chisholm **SteelScSr**<br>ssGls.2ndNo.3–10,20<br>*Elec.light* Wireless<br>*2Dks(1Stl&UIrn–ws)&Web frames* | 2647<br>2354<br>1681 | ✠100A1<br>~~1,21~~ ~~10,20~~ 1,22<br>BS~~2,20~~4,21 | Gls<br>Lon<br>✠LMC<br>MS10,20 | *t* | CL<br>10,20 | 1896<br>7mo<br>*Lloyd* | A.Stephen<br>&Sons<br>Glasgow<br>'sA&CP *WB* | Cayzer,Irvine &Co<br>Ld.<br>*=CellDBa84'uE&* | 312·5<br>P30'B86'F37'<br>BK10"<br>*B42'f132'569tFPT* | 40·2 | 23·5 | Glasgow<br>British<br>6*BHCem*<br>95t*APT22t* | T.3Cy.23",38"&63"–42" (s)<br>200lb *100lb* 313NHP<br>2SB,6rf,GS95,HS4040 FD<br>A.Stephen&Sons,Glasgow | 26 · 2<br>s 4 · 6<br>22 · 11 |
| 12458<br>111187<br>RCQK | Clan Colquhoun **SteelScSr**<br>Wireless<br>*Turret deck* *Elec.light* *2Dks3trB* | 5856<br>4952<br>3760 | | | | | 1899 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Cayzer,Irvine &Co<br>Ld. | 440·0<br>F54' | 51·6 | 28·9 | Glasgow<br>British<br>*WB* | T.3Cy.27½",45½"&75"–60"<br>436NHP<br>W.Doxford&Sons,Ld.Sld. | |
| 12459<br>108797<br>QTHS | Clan Cumming **SteelScSr**<br>*Turret deck* *Elec.light* Wireless *2Dks* | 4808<br>4069<br>3108 | | | | | 1899 | VickersSns<br>&Maxim,Ld.<br>Barrow | Cayzer,Irvine& Co<br>Ld. | 400·6 | 50·2 | 27·5 | Glasgow<br>British<br>*WB* | T.3Cy.27½",45½"&75"–54"<br>413NHP<br>VickersSs.&MaximLdBrw | |
| 12460<br>124211<br>HLGM | Clan Graham **SteelScSr**<br>*Turret deck* *Elec.light* Wireless *2Dks* | 5213<br>4283<br>3289 | | | | | 1907 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Cayzer,Irvine& Co<br>Ld. | 400·2<br>P38'F43' | 52·1 | 27·5 | Glasgow<br>British<br>*WB* | T.3Cy.27½",45½"&75"–54"<br>402NHP<br>W.Doxford&Sons,Ld.Sld. | |
| 12461<br>123539<br>HLPJ | Clan Kennedy **SteelScSr**<br>ssGls.No.3–4,20<br>(*ex*Ardgarroch, *1Dk(Stl)&Spar dk*<br>*ex*Otterburn) *(Stl)&deep framing*<br>*Elec.light* Wireless | 5086<br>4640<br>3198 | ✠100A1<br>*Spar dk*<br>9,21 ~~8,21~~<br>MS4,20 | Gls<br>~~Ham~~<br>✠LMC<br>BS9,20 | *y* | CL<br>3,21 | 1907<br>10mo<br>*Lloyd* | Russell<br>&Co.<br>PortGlasgow<br>'sA&CP | Cayzer,Irvine&Co<br>Ld.<br>*CellDBa*<br>*f172'1115tDT* | 400·0<br>P36'B120'F40' 27·3<br>FK<br>*136'uE24'*<br>*a32'831tAPT44t* | 52·0 | 19·3 | Glasgow<br>British<br>5*BHtoSp dk*<br>1*BH to M dk*<br>*Cem* | T.3Cy.27",44"&73"–48" (s)<br>180lb ~~100lb~~ *70lb* 471NHP<br>2SB,8cf,GS144,HS6572 FD<br>Rankin&Blackmore,Grk. | 30 · 0<br>s 6 · 0<br>24 · 4 |
| 12462<br>127551<br>HPRL | Clan Kenneth **SteelScSr**<br>ssBkn.No.2–18<br>(*ex*Ardgryfe) *1Dk(Stl)&Spar dk(Stl)&*<br>*Elec.light* Wireless *deep framing*<br>*Carrying oil fuel in Deep & DB tanks*<br>*F.P.above150°F.* | 5100<br>4622<br>3184 | ✠100A1<br>*Spar dk*<br>7,21 ~~1,21~~<br>~~MS6,18~~ | Lon<br>Gls<br>✠LMC12,21<br>~~BS1,21~~ | *y* | CL<br>~~6,18~~<br>7,21 | 1909<br>9mo<br>*Lloyd* | Russell&<br>Co.<br>PortGlasgow<br>'sA&CP<br>*CellDBa137'* | Cayzer,Irvine&Co<br>Ld.<br>*uE24'f171'1194tD* | 400·0<br>P36'B119'F43'<br>FK<br>*Ta35'889tAPT32t* | 52·0 | 27·4 | Glasgow<br>British<br>*Cem*<br>5*BHtoSp dk*<br>1*BHtoM dk* | T.3Cy.27",44"&73"–48" (s)<br>180lb ~~80lb~~ *80lb* 479NHP<br>2SB,8cf,GS136,HS6764 FD<br>Rankin&Blackmore,Grk. | 30 · 0<br>s 5 · 11½<br>24 · 5 |
| 12463<br>111280<br>RTOJ | Clan Lamont **SteelScSr**<br>*Turret deck* *Elec.light* Wireless *2Dks* | 3594<br>2976<br>2286 | | | | | 1900 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Cayzer,Irvine& Co<br>Ld. | 355·0<br>F45' | 45·6 | 24·7 | Glasgow<br>British<br>*WB* | T.3Cy.25½",42"&69"–48"<br>330NHP<br>W.Doxford&Sons,Ld.Sld. | |
| 12464<br>115704<br>TPND | Clan Lindsay **SteelScSr**<br>*Turret deck* *Elec.light* Wireless *2Dks* | 3945<br>3264<br>2503 | | | | | 1902 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Cayzer,Irvine&Co<br>Ld. | 360·2 | 48·1 | 24·5 | Glasgow<br>British<br>*WB* | T.3Cy.25½",42"&69"–48"<br>330NHP<br>W.Doxford&Sons,Ld.Sld. | |
| 12465<br>108800<br>RBGS | Clan Macaulay **SteelScSr**<br>ssGls.2ndNo.3–5,21 ~~ssGls.No.3–3,11~~<br>*Elec.light* Wireless ~~ssGls.No.1–17~~<br>*2Dks(Stl–Uws)&Web frames* | 2834<br>2453<br>1775 | ✠100A1<br>~~5,21~~ ~~5,19~~ 10,21<br>~~Examined5,20~~<br>~~BS1,10~~ | Liv<br>Gls<br>✠LMC5,21<br>~~MS[illegible]~~ | *u* | CL<br>5,20 | 1899<br>4mo<br>*Lloyd* | A.Stephen<br>&Sons<br>Glasgow<br>'sA&CP | Cayzer,Irvine&Co<br>Ld.<br>*WB=*<br>*CellDBa88'uE&* | 326·0<br>P28'B100'F35'<br>FK<br>*B42'f142'614tFPT* | 40·2 | 23·6 | Glasgow<br>British<br>6*BHCem*<br>87t*APT20t* | T.3Cy.23",38"&63"–42" (s)<br>200lb *100lb* 313NHP<br>2SB,6rf,GS95,HS4096 FD<br>A.Stephen&Sons,Glasgow | 26 · 2<br>s 4 · 7½<br>22 · 2 |
| 12466<br>141876<br>JSKQ | Clan Macbean **SteelSc**<br>*Elec.light* Wireless | 5052<br>4697<br>3082 | ✠100A1<br>8,21 ~~10,20~~ 1,22 | NYk<br>~~Gls~~ Cal<br>✠LMC3,18 | *y* | CL<br>8,21 | 1918<br>3mo<br>*Lloyd* | Bartram&<br>Sons,Ld.<br>Sunderland<br>'sA&CP *C* | Cayzer,Irvine &Co<br>Ld.<br>*ellDBa137'uE26'* | 400·0<br>P36'B118'F40'<br>FK<br>*f175'1053tFPT191* | 52·4 | 28·0 | Glasgow<br>British<br>6*BHCem*<br>*tAPT168t* | T.3Cy.27½",45"&75"–48" (s)<br>180lb *120lb* 476NHP<br>3SB,9cf,GS204,HS8055<br>J.Dickinson&Sons,Ld.Sld. | 30 · 6<br>s 6 · 0½<br>24 · 10 |
| 12467<br>133120<br>JCGV | Clan Macbeth **SteelScSr**<br>ssLiv.No.1-18<br>*Elec.light* *2Dks(Stl)&Web frames*<br>Wireless *Longitudinal framing* | 4650<br>4225<br>2881 | ✠100A1<br>10,20<br>~~BS6,20~~<br>BS6,21 | Lon<br>✠LMC~~11,18~~<br>MS7,21 | *y* | CL<br>~~11,18~~<br>2,22 | 1913<br>5mo<br>*Lloyd* | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>'sA&CP<br>*WB=C* | Cayzer,Irvine&Co<br>Ld.<br>*ellDBa121'uE&B* | 385·0<br>P38'B119'F44'<br>FK<br>*39'f172'1157tFPT* | 51·7 | 27·4 | Glasgow<br>British<br>6*BHCem*<br>85t*APT42t* | T.3Cy.25½",42"&70"–48" (s)<br>180lb 394NHP<br>3SB,9cf,GS178,HS6436<br>Richardsons,Westgarth&<br>Co.Ld.W.Hpl. | 29 · 11<br>s 5 · 6½<br>24 · 9 |
| 12468<br>137811<br>JMNR | Clan Macbrayne **SteelScSr**<br>ssGls.No.1–20<br>*Elec.light* Wireless *2Dks(Stl)* | 4818<br>4505<br>2978 | ✠100A1<br>~~9,21~~ ~~2,21~~ 2,22<br>BS~~2,20~~9,21 | NYk<br>Npt<br>✠LMC<br>MS8,20 | *y* | CL<br>~~2,21~~<br>9,21 | 1916<br>4mo<br>*Lloyd* | Ropner&<br>Sons,Ld.<br>Stockton<br>'sA&CP *Ce* | Cayzer,Irvine&Co<br>Ld.<br>*llDBa135'uE23'f* | 390·0<br>P38'B115'F37'<br>FK<br>*168'1039tFPT120t* | 50·5 | 28·0 | Glasgow<br>British<br>6*BHCem*<br>*APT197t* | T.3Cy.26",43"&71"–48" (s)<br>180lb *100lb* 403NHP<br>3SB,9cf,GS184,HS6523<br>Blair&Co.Ld.Stockton | 30 · 6<br>s 5 · 11½<br>24 · 10 |
| 12469<br>133087<br>JBHS | Clan Macbride **SteelScSr**<br>~~ssNpt.No.1–16~~<br>*Elec.light* Wireless *2Dks(Stl)*<br>ssGls.No.2–21 | 4886<br>4523<br>3009 | ✠100A1<br>2,22 ~~12,20~~<br>MS~~4,18~~8,21<br>~~*Carrying oil f*~~ | Gls<br>NYk<br>✠LMC<br>BS[illegible]<br>~~*uel F.P.*~~ | *y* | CL<br>12,20<br>~~*above*~~ | 1912<br>12mo<br>*Lloyd*<br>~~150°F~~ | Ropner&<br>Sons,Ld.<br>Stockton<br>'sA&CP<br>~~*in DB*~~ | Cayzer,Irvine&Co<br>Ld.<br>*WB=*<br>*CellDBa135'uE23* | 390·0<br>P30'B115'F37'<br>FK<br>*f168'1039tFPT12* | 50·5 | 27·9 | Glasgow<br>British<br>6*BHCem*<br>0t*APT197t* | T.3Cy.26",43"&71"–48" (s)<br>180lb 393NHP<br>3SB,9cf,GS174,HS6243<br>Blair&Co.Ld.Stockton | 30 · 6<br>s 5 · 11½<br>24 · 11 |
| 12470<br>~~[illegible]~~<br>~~PQMD~~ | Clan Macdonald **SteelScSr**<br>*Now named* "Hokuyo Maru," *See No.* 37828 *in Supplement*<br>*Turret deck* *Elec.light* Wireless *2Dks* | 4839<br>4640<br>3118 | | | | | 1897 | W.Doxford<br>&SonsLd.<br>Sunderland | ~~Cayzer,Irvine&Co Ld.~~<br>HokuyoKise<br>Kaisha | 400·6<br>F50' | 50·2 | 27·7 | ~~Glasgow~~<br>~~British~~<br>*WB*<br>Japanese | T.3Cy.27½",45½"&75"–54"<br>413NHP<br>W.Doxford&SonsLd.Sld. | |
| 12471<br>~~111220~~<br>~~[illegible]~~ | Clan Macfadyen **SteelScSr**<br>ssNwc.No.3–3,13<br>Wireless ssLiv.No.1–17<br>*Elec.light* *2Dks(Stl–Uws)&Web frames*<br>*Now named* "ShinkaMaru," *See No.* 39347 *in Supplement* | 2816<br>2439<br>1755 | ✠100A1<br>5,20<br>BS1,21 | Gls<br>✠LMC6,17 | *u* | CL<br>5,20 | 1899<br>9mo<br>*Lloyd* | Blackwood<br>&Gordon<br>Pt.Glasgow<br>'sA&CP | YamamotiShoji<br>KabushikiKaisha<br>*WB=*<br>*CellDBa88'uE&* | 326·2<br>P29'B100'F36'<br>FK<br>*B42'f142'588tFPT* | 40·2 | 23·5 | Japanese<br>6*BHCem*<br>81t*APT21t* | T.3Cy.23",38"&63"–42" (s)<br>200lb *100lb* 317NHP<br>2SB,6rf,GS[illegible],HS4140 FD<br>Blackwood&Gordon,P.Gls | 26 · 2<br>s 4 · 7½<br>22 · 2 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12472<br>129596<br>HTJQ | **Clan Macgillivray** SteelScSr<br>*Elec.light* Wireless *2Dks&Shelterdk* | 6447<br>4873<br>4075 | | | | | 1911 | Armstrong Whitworth &Co.Ld.<br>Newcastle | Cayzer,Irvine &Co Ld. | 430·6\|53·6\|26·6 | Glasgow<br>British<br>*WB* | T.3Cy.29",49"&80"-60"<br>496NHP<br>Wllsnd Slpwy.Co.Ld.Nwc. | | C |
| 12473<br>144233<br>KHLG | **Clan Macindoe** SteelSc<br>*Elec.lignt* Wireless *2Dks(Stl)* | 4635<br>4194<br>2775 | ✠100A1<br>~~6,21~~ ~~12,20~~<br>2,22<br>✠LMC12,20<br>*Fitted for oil fuel 6,21 F.P. above 150°F* | PGl<br>~~Gls~~ Npt | *y* | CL | 1920<br>12mo<br>*Lloyd* | Lithgows, Ld.<br>PortGlasgow<br>*'sA&CP*<br>*CellDB* | Cayzer,Irvine&Co. Ld.<br>*Intermediate 'tween deck BH in after*<br>*331' 958tDTa30'77* | 384·8\|52·0\|26·5<br>P49'B113'F38'<br>FK<br>*hold dispensed with*<br>*4tFPT122tAPT19t* | Glasgow<br>British<br>*Cem*<br>*6BH to U dk*<br>*1 ,, ,, 2nd ,,* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Rankin&Blackm'reLd Grk<br>*only* | 29 ″ 0<br>s 5 ″ 4<br>24 ″ 1 | |
| 12474<br>141940<br>KDLH | **Clan MacInnes** SteelScSr<br>*Elec.light* Wireless *2Dks(Stl)* | 4672<br>4293<br>2326 | ✠100A1<br>~~7,21~~ ~~10,20~~<br>3,22<br>✠LMC1,20 | Lon<br>~~NYk~~ Gls | *y* | CL | 1920<br>1mo<br>*Lloyd* | Lithgows, Ld.<br>P.Glasgow<br>*'sA&CP*<br>*CellDB331'* | Cayzer,Irvine&Co Ld.<br>*Intermediate 'tween dkBHin aft*<br>*984t DTa 30' 774t* | 384·8\|52·0\|26·7<br>P49'B113'F38'<br>FK<br>*hold dispensed with*<br>*FPT132tAPT20t* | Glasgow<br>British<br>*Cem*<br>*6BH to U dk*<br>*1 ,, ,,2nd,,* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Rankin&BlackmoreLdGrk | 29 ″ 3<br>s 5 ″ 8<br>24 ″ 0 | |
| 12475<br>121290<br>HFLJ | **Clan Macintosh** SteelScSr<br>*ss*Gls.No.3-7,19<br>*Elec.light* *2Dks(Stl)&deep framing*<br>*Carrying oil fuel F.P.above150°F.inDB*<br>Wireless | 4774<br>4523<br>3043 | ✠100A1<br>1,22 ~~1,21~~<br>✠LMC<br>MS1,20 | ~~Gls~~<br>Ham<br>BS~~6,20~~1,22 | *y* | CL<br>~~7,19~~<br>1,22 | 1906<br>1mo<br>*Lloyd* | Furness, Withy&CoLd<br>WHartlepool<br>*'sA&CP*<br>*W* | Cayzer,Irvine&Co Ld.<br>*B=CellDBa106'u* | 400·0\|51·0\|27·2<br>P36'B129'F40'<br>FK<br>*E&B52'f183'951tD* | Glasgow<br>British<br>*7BHCem*<br>*Tf48' 1150t* | T.3Cy.26",48"&71"-48" (*s*)<br>200lb *100lb* 448NHP<br>2SB,*6cf*,GS126,HS6028 FD<br>Richardsons,Westgarth& Co.Ld.Hpl<br>*APT19t* | 30 ″ 0<br>s5 ″ 10½<br>24 ″ 6 | |
| 12476<br>115775<br>VCRP | **Clan Macintyre** SteelScSr<br>*ss*Ham No.1-22 *ss*Gls.No.3-12,16<br>*Elec.light* *2Dks(Stl)&deep framing*<br>Wireless | 4807<br>4571<br>3053 | ✠100A1<br>3,22 ~~6,19~~<br>✠LMC<br>MS11,19 | ~~Gls~~<br>Ham<br>~~BS2,21~~<br>BS3,22 | *y* | CL<br>~~6,19~~<br>3,22 | 1903<br>7mo<br>*Lloyd* | Furness, Withy&CoLd<br>WHartlepool<br>*'sA&CP* | Cayzer,Irvine&Co Ld.<br>*WB=Cell*<br>*DBa117'uE&B63'* | 395·5\|51·1\|27·3<br>P39'B111'F40'<br>FK<br>*f167'1040tDTf31'* | Glasgow<br>British<br>*6BHCem*<br>*808tAPT21t* | T.3Cy.26",48"&71"-48" (*s*)<br>200lb *100lb* 452NHP<br>2SB,*6cf*,GS126,HS6107 FD<br>Richardsons,Westgarth& Co.Ld.Hpl | 30 ″ 0<br>s 6 ″ 0½<br>24 ″ 4 | |
| 12477<br>136793<br>JKGF | **Clan Mackay** SteelSc<br>*ss*Npt.No.1-19<br>(*ex*Huntscraft,*ex*Südmark) *2Dks(Stl)&*<br>*Elec.light* Wireless *Shelter dk(Stl)* | 5182<br>4780<br>3205 | ✠100A1<br>*Shelter dk withfreeboard*<br>5,21 ~~9,20~~<br>~~✠LMC7,19~~<br>✠NB(1) *Centre*7,19<br>~~BS10,20~~ ✠LMC10,21 | Hul<br>Npt | *z* | CL<br>~~1,20~~<br>5,21 | 1913<br>7mo<br>*Lloyd* | W Doxford &Sons,Ld.<br>Sunderland<br>*'sA&CP* | Cayzer,Irvine&Co Ld.<br>*1BH in fore*<br>*Cel* | 420·0\|54·1\|26·3<br>FK<br>*hold dispensed with*<br>*l DBa132'uE&B43'* | London<br>British<br>*Cem*<br>*6BHonly*<br>*f189' 1179t* | T.3Cy.27",44½"&75"-54" (*s*)<br>180lb 577NHP<br>3SB,*9cf*,GS189,HS8530 FD<br>W.Doxford&Sons,Ld.Sld.<br>*FPT109tAPT123t* | 29 ″ 0<br>s3 ″ 10½<br>25 ″ 6 | |
| 12478<br>133105<br>JBSO | **Clan Mackellar** SteelScSr<br>*ss*Cff.No.1-17<br>*Elec.light* *2Dks(Stl)&Shelter dk(Stl)*<br>Wireless<br>*Carrying oil fuel F.P.above150°F.inDB* | 6382<br>4609<br>4682 | ✠100A1<br>*Shelter dk withfreeboard*<br>8,20<br>~~BS12,19~~ ✠LMC~~8,16~~<br>BS5,21 MS12,21 | NYk | *z* | CL<br>~~12,17~~<br>5,21 | 1913<br>3mo<br>*Lloyd* | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>*'sA&CP* | Cayzer,Irvine&Co. Ld.<br>*Intermediate BH*<br>*intermediate*<br>*in fore hold*<br>*WB* | 410·2\|52·0\|27·9<br>FK<br>*in after hold &* 1B<br>*'tween dk BH* 4B<br>*dispensed with* 1B<br>*= Cell DBa148' uE* | Glasgow<br>British<br>*Cem*<br>*H to Shltr dk*<br>*H to Upr dk*<br>*H to 2nd dk*<br>*&B41' f176'* | T.3Cy.28",46½"&78"-54" (*r*)<br>200lb *180lb* 601NHP<br>3SB,*9cf*,GS187,HS8340 FD<br>Earle'sCo.Ld.Hull<br>*only*<br>*1190tDTa37'910tAPT92t* | 39 ″ 0<br>s1 ″ 2½<br>28 ″ 2 | |
| 12479<br>137849<br>JQDF | **Clan Mackenzie** SteelScSr<br>*ss*Gls.No.1-21<br>*Elec.light* *2Dks(Stl)&Shelter dk(Stl)*<br>*Cargo battens not fitted in Shelter 'tween decks*<br>*Carrying oil fuel F.P.above 150° F.inDB*<br>Wireless | 6544<br>6316<br>4142 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~8,21~~ ~~2,21~~ 2,22<br>✠NE8,18 | Gls<br>Ham<br>8,21<br>✠LMC~~6,17~~<br>~~MS8,18~~ | *a*† | CL<br>1,21 | 1917<br>6mo<br>*Lloyd* | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>*'sA&CP* | Cayzer,Irvine&Co Ld.<br>*CellDB36* | 420·1\|53·4\|36·3<br>*F34' on Shelter dk*<br>FK<br>*7'1093tDTa25' 955t* | Glasgow<br>British<br>*7BHCem*<br>*APT124t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 610NHP<br>3SB,*12cf*,GS234,HS9837 FD<br>D.&W.Hendrsn&CoLdGls | 39 ″ 0<br>s11 ″ 3<br>28 ″ 2 | |
| 12480<br>141890<br>JVSB | **Clan Mackinlay** SteelScSr<br>*Elec.light* *2Dks(Stl)&Shelter dk*<br>Wireless *(Stl)&Web frames*<br>*Longitudinal framing* | 6418<br>6078<br>3994<br>*Car* | ✠100A1<br>*Shelter dk withfreeboard*<br>~~4,21~~ ~~10,20~~ 2,22<br>*rying oil fuel*<br>*Fitted for oil*<br>*Carrying vegetl oil in bulkinDT* | Gls<br>~~[illegible]~~<br>✠LMC11,18<br>*in DBt*<br>*fuel11* | *a*†<br>*a*<br>,18 | CL<br>*ks und*<br>*F.P. a* | 1918<br>11mo<br>*Lloyd*<br>*er hol*<br>*bove 1* | W.Hamilton&Co.Ld<br>PortGlasgow<br>*'sA&CP 'Tw*<br>*ds F.P. above*<br>*50° F.* | Cayzer,Irvine&Co Ld.<br>*een dk BH in No.3*<br>*150° F. CellD*<br>*1185t DTa32' 712t* | 420·0\|54·5\|34·0<br>FK<br>*hold dispensed with*<br>*B362'*<br>*FPT64tAPT15t* | Glasgow<br>British<br>*Cem*<br>*5BHtoU dk*<br>*1 ,, ,, Sh ,,*<br>*1 ,, ,,2nd,,* | T.3Cy.29",47"&78"-54" (*s*)<br>180lb 667NHP<br>4SB,*12cf*,GS253,HS10224FD<br>D.Rowan&Co.Ld.Gls.<br>*only* | 36 ″ 6<br>s 9 ″ 0<br>27 ″ 10 | |
| 12481<br>115746<br>TVMD | **Clan Mackinnon** SteelScSr<br>*ss*Gls.No.3-4,15<br>*Elec.light* *ss*Gls.No.1-19<br>Wireless *2Dks(Stl)&deep framing* | 4788<br>4538<br>3049 | ✠100A1<br>7,21 ~~3,21~~<br>BS10,20 ✠LMC8,19 | Lon<br>Gls | *y* | CL<br>10,20 | 1903<br>3mo<br>*Lloyd* | W.Denny &Bros.<br>Dumbarton<br>*'sA&CP* | Cayzer,Irvine& Co Ld.<br>*WB=Cell*<br>*DBa 123'uE&B56'* | 395·4\|50·9\|27·0<br>P40'B110'F38'<br>FK<br>*f171'1033tDTf33'* | Glasgow<br>British<br>*6BHCem*<br>*855tAPT18t* | T.3Cy.26⅝",43"&71"-48" (*s*)<br>200lb ~~*100lb*~~ *120lb* 447NHP<br>2SB,*6cf*,GS124,HS6000 FD<br>Denny&Co.Dumbarton | 30 ″ 0<br>s 6 ″ 3<br>24 ″ 1 | |
| 12482<br>111188<br>RDMF | **Clan Maclaren** SteelScSr<br>*ss*Gls.No.3-10,12<br>*Elec.light* *ss*Gls.No.2-20<br>Wireless *2Dks(Stl-Uws)&Web frames* | 2860<br>2453<br>1777 | ✠100A1<br>~~12,21~~ ~~3,21~~ 3,22 | Gls<br>Npt<br>✠LMC11,20<br>MBS12,21 | *u* | CL<br>11,20 | 1899<br>5mo<br>*Lloyd* | A.Stephen &Sons<br>Glasgow<br>*'sA&CP* | Cayzer,Irvins&Co Ld.<br>*WB=*<br>*CellDBa88'uE&* | 326·0\|40·2\|23·6<br>P34'B100'F35'<br>FK<br>*B42'f142'614tFPT* | Glasgow<br>British<br>*6BHCem*<br>*87tAPT20t* | T.3Cy.23",38"&63"-42" (*s*)<br>200lb *100lb* NDB17 313NHP<br>2SB,*6rf*,GS95,HS4096 FD<br>A.Stephen&Sons,Glasgow | 26 ″ 2<br>s 4 ″ 7½<br>22 ″ 2 | |
| 12483<br>140696<br>JQVP | **Clan Macmaster** SteelScSr<br>*Elec.light* *1Dk(Stl)&Shelter dk(Stl)*<br>Wireless | 6563<br>6294<br>4137 | ✠100A1<br>*Shelter dk withfreeboard*<br>5,21 ~~11,20~~ | Gls<br>✠LMC~~7,18~~<br>1,22 | *z* | CL<br>4,21 | 1917<br>8mo<br>*Lloyd* | W.Doxford &Sons,Ld.<br>Sunderland<br>*'sA&CP* | Cayzer,Irvine&Co Ld.<br>*1Intermediate*<br>*BHin fore*<br>*CellDB* | 420·0\|54·0\|34·4<br>FK<br>*hold dispensed with*<br>*374'1179t FPT109t* | Glasgow<br>British<br>*Cem*<br>*6BHonly*<br>*APT123t* | T.3Cy.27",44½"&75"-54"(*s*)<br>180lb 568NHP<br>3SB,*9cf*,GS183,HS8326 FD<br>Richardsons,Westgarth& Co.Ld.Hpl. | 37 ″ 0<br>s 9 ″ 1<br>28 ″ 4 | |
| 12484<br>141883<br>JTRQ | **Clan Macmillan** SteelSc<br>*Elec.light* *1Dk(Stl)&Shelter dk(Stl)*<br>Wireless | 6608<br>6329<br>4109 | ✠100A1<br>*Shelter dk withfreeboard*<br>8,21 ~~1,21~~<br>*Carrying oil*<br>*Fitted for oil f* | Gls<br>✠LMC6,18<br>*fuel F.*<br>*uel 6,1* | *z*<br>*P.*<br>*8 F* | CL<br>1,21<br>*above1*<br>*.P.abo* | 1918<br>6mo<br>*Lloyd*<br>*50°F i*<br>*ve150°* | W.Doxford &Sons,Ld.<br>Sunderland<br>*'sA&CP*<br>*nDB*<br>*F.* | Cayzer,Irvine&Co Ld.<br>*1Intermediate*<br>*BH in foreh*<br>*CellD* | 420·0\|54·0\|34·4<br>FK<br>*old dispensed with*<br>*B364'1179t FPT 10* | Glasgow<br>British<br>*Cem*<br>*6BHonly*<br>*9tAPT123t* | T.3Cy.27",44½"&75"-54"(*s*)<br>180lb 567NHP<br>3SB,*9cf*,GS190.HS8313 FD<br>Richardsons,Westgarth& Co.Ld.Mdb. | 37 ″ 0<br>s 9 ″ 1<br>28 ″ 4 | |
| 12485<br>144229<br>KHJD | **Clan Macnab** SteelSc<br>*Elec.light* *2Dks(Stl)&Awng dk(Stl)*<br>Wireless *CruiserStern* | 6114<br>5793<br>3816 | ✠100A1<br>*Awng dk withfreeboard*<br>11,21 ~~12,20~~<br>*Fitted for oil* | Irv<br>Lon<br>✠LMC12,20<br>*fuel 12* | *z*<br>,20 | CL<br>*F.P. a* | 1920<br>12mo<br>*Lloyd*<br>*bove 1* | Ayrshire Dkyd.Co.Ld.<br>Irvine<br>*'sA&CP*<br>*50°F. CellDB* | Cayzer,Irvine&Co. Ld.<br>*343'898t MT33'75* | 410·6\|53·3\|33·4<br>B60'F44'*on Awng dk*<br>FK<br>*Collision*<br>*0tFPT47tAPT7t* | Glasgow<br>British<br>*Cem*<br>*BH to Aw dk*<br>*6 ,, ,, U ,,* | T.3Cy.27½"45½"&75"-54"(*s*)<br>200lb *100lb* (*s*) 560NHP<br>3SB,*9cf*,GS181,HS7806 FD<br>Dunsmuir&Jackson,LdGls | 36 ″ 0<br>s 8 ″ 8<br>27 ″ 9 | |
| 12486<br>144259<br>KJGD | **Clan Macnair** SteelSc<br>*2Dks(Stl)&Awngdk(Stl)*<br>*Elec.light*<br>*Cruiser Stern* | ~~6100~~<br>6094<br>5788<br>~~[illegible]~~<br>3727 | ✠100A1<br>*Awng dk withfreeboard*<br>3,22 ~~10,21~~<br>*Fitted for oil* | Irv<br>Cff<br>✠LMC10,21<br>*fuel10,21* | *z* | CL<br>*F.P.above* | 1921<br>10mo<br>*50°F.* | Ayrshire Dkyd.Co.Ld.<br>Irvine<br>*Lloyd'sA&CP* | Cayzer,Irvine&Co. Ld.<br>*Collisio*<br>*CellDB343* | ~~410·5~~\|53·3\|33·4<br>B60'F44'*on Awn dk*<br>410·7\|<br>FK<br>*n BH to Awng dk6B*<br>*'898tMT33'750tFPT* | Glasgow<br>British<br>*Cem*<br>*H to Upr dk*<br>*47tAPT7t* | T.3Cy.27½",~~45"~~ 45½"&75"-54"(*s*)<br>200lb *100lb* 560NHP<br>3SB,*9cf*,GS181,HS7806 FD<br>Dunsmuir&Jackson,LdGls | 36 ″ 0<br>s8 ″ 8<br>27 ″ 9 | |
| 12487<br>146250<br>KJTB | **Clan Macnaughton** SteelSc<br>*Elec.light* *2Dks(Stl)&Awngdk(Stl)*<br>*Cruiser Stern* | 6110<br>~~5800~~<br>~~3820~~<br>5793<br>3784 | ✠100A1<br>*Awng dk withfreeboard*<br>3,22 ~~10,21~~<br>*(Class Contem*<br>*Fitted for oil* | Irv<br>Rot<br>✠LMC10,21<br>*plated)*<br>*fuel 10,21* | *z* | CL<br>*F.P.above* | 1921<br>10mo<br>*150°F.* | Ayrshire Dkyd.Co.Ld.<br>Irvine<br>*Lloyd'sA&CP* | Cayzer,Irvine&Co. Ld.<br>*Collis*<br>*CellDB34* | ~~409·6~~\|~~53·5~~\|~~33·5~~<br>~~F45'~~ 53·3 33·4<br>410·5\| F44'B60'<br>*on Awning dk* FK<br>*ion BHto Awng.dk6B*<br>*3 897tMT34'816tFP* | Glasgow<br>British<br>*Cem*<br>*Hto Uppr dk*<br>*T60tAPT7t* | T.3Cy.27½",45½"&75"-54"(*s*)<br>200lb *100lb* 561NHP<br>3SB,*9cf*,GS181,HS7806 FD<br>Dunsmuir&Jackson,LdGls | 36 ″ 0<br>s 8 ″ 8<br>27 ″ 9 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12488<br>146281<br>KLRO | **Clan Macneil** SteelSc<br>2Dks(Stl)&Awng dk(Stl)<br>Elec.light Wireless<br>CruiserStern | ~~6100~~ 611<br>~~5800~~ 579<br>~~3800~~ 3788 | ✠100A1<br>Awng dk<br>withfreeboard<br>2,22 ✠LMC2,22<br>(Fitted for oil | Irv<br>fuel2,22 | z<br>F.P.above | CL | ~~1921~~<br>1922<br>2mo<br>Lloyd<br>150° F. | Ayrshire<br>Dkyd.Co.Ld.<br>Irvine<br>'sA&CP | CayzerIrvine&Co.<br>Ld.<br>CellDB343 897t MT34'81t | 410·5<br>~~409·6~~<br>~~F45'~~ B60'F44' on<br>Awng.dk<br>FPT60t APT7t | 53·3<br>~~53·5~~ | 33·4<br>~~33·5~~<br>FK<br>Collision BH | Glasgow<br>British<br>Cem<br>to Awng dk<br>6BH to Udk | T.3Cy.27½",45½"&75"-54"(s)<br>200lb 100lb 560NHP<br>3SB,9cf,GS181 HS7806 FD<br>Dunsmuir&Jackson,Ld.Gls | 36 ' 0<br>s 8 ' 8<br>27 ' 9 |
| 12489<br>129578<br>HSVQ | **Clan Macphee** SteelScSr<br>Elec.light Wireless 2Dks&Shelter dk | 5177<br>4814<br>3215 | | | | | 1911 | IrvinesS.B<br>&D.D.Co.Ld.<br>WHartlepool | Cayzer,Irvine&Co<br>Ld. | 430·0 | 53·5 | 26·4 | Glasgow<br>British<br>WB | T.3Cy.29",49"&80"-60"<br>Richardsons, 497NHP<br>Westgarth&Co.Ld.Hpl. | |
| 12490<br>133157<br>JDHL | **Clan Macquarrie** SteelScSr<br>Elec.light Wireless 2Dks&Shelter dk | 6438<br>4613<br>4077 | | | | | 1913 | A.Stephen<br>&Sons,Ld.<br>Glasgow | Cayzor,Irvine& Co<br>Ld. | 429·2 | 53·7 | 26·6 | Glasgow<br>British<br>WB | T.3Cy.29",49"&80"-60"<br>496NHP<br>A.Stephen&Sons,Ld.Gls. | |
| 12491<br>144223<br>KHBJ | **Clan Mactaggart** SteelSc<br>Elec.light 2Dks(Stl)&Awng dk(Stl)<br>Wireless CruiserStern | 7603<br>7261<br>4776 | ✠100A1<br>Awng dk<br>withfreeboard<br>2,22 ~~10,21~~ ~~,20~~ ✠LMC11,20<br>Fitted for oil | Irv<br>~~Lon~~Syd<br>fuel11 | b†<br>,20 | CL<br>F.P. a | 1920<br>11mo<br>Lloyd<br>bove 1 | Ayrshire<br>Dkyd.Co.Ld.<br>Irvine<br>'sA&CP<br>50° F. | Cayzer,Irvine& Co<br>Ld.<br>CellDB377'968t | 452·7<br>B69'F38' on Awng<br>dk<br>MT45'1290t FPT69 | 57·7 | 35·2<br>FK | Glasgow<br>British<br>Cem<br>7BH to A dk<br>t APT8t | 2SteamTurbines geared to<br>1ScShaft 200lb (s)<br>4SB,16cf,GS272,HS12120 FD<br>Scotts'SB&Eng.Co Ld.Grk | 37 ' 6<br>s10 ' 6½<br>27 ' 4 |
| 12492 | **Clan Mactavish** SteelSc<br>For full particulars See No. 36697 in Supplement<br>Elec.light<br>Wireless CruiserStern | 7600 | 100A1<br>Awng dk<br>withfreeboard<br>(Class Contem | plated) | | | 1921 | Ayrshire<br>Dkyd.Co.Ld.<br>Irvine | Cayzer,Irvine&Co<br>Ld. | 452·0<br>B67'F38' | 57·0 | 27·0 | Glasgow<br>British | 2 Steam Turbines geared<br>to 1 Sc. Shaft<br>Scotts'S.B.&E.Co.Ld.Grk. | |
| ※ 12493<br>141878 | **Clan Macvicar** SteelSc<br>Elec.light Cargo battens not fitted<br>Wireless in Shelter 'tween dks<br>1Dk(Stl)&Shelterdk(Stl)<br>Carrying oil fuel F.P. above 150° F. in DB | 5815<br>5600<br>3621 | ✠100A1<br>Shelter dk<br>withfreeboard<br>9,21 ~~2,21~~ ✠LMC3,18 | Gls<br>Ham | y | CL<br>2,21 | 1918<br>3mo<br>Lloyd | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'sA&CP | Cayzer,Irvine&Co<br>Ld. | 400·1<br>F on Shelter dk 39'<br>Cell DB 350' 1300t | 53·0 | 32·8<br>FK | Glasgow<br>British<br>6BHCem<br>APT110t | T.3Cy.27",45"&75"-51" (s)<br>180lb 569NHP<br>3SB,9cf,GS193,HS8478 FD<br>N.E.MarineEng.CoLdNwc | 35 ' 5<br>s9 ' 7½<br>26 ' 2 |
| ※ 12494<br>141892<br>JVWC | **Clan Macwilliam** SteelScSr<br>Elec.light 2Dks(Stl)<br>Wireless Cargo battens not fitted<br>Longitudinal framing in DB&at dks | 7234<br>5533<br>5370 | ✠100A1<br>~~4,22~~ ~~10,20~~ 5,22<br>✠LMC12,18<br>Carrying oil<br>Fitted for oil | Gls<br>Bmn<br>fuel F<br>fuel 12 | a†<br>P.<br>,18 | CL<br>~~4,22~~<br>5,22<br>above1<br>F.P.a | 1918<br>12mo<br>Lloyd<br>50° F.<br>bove 1 | Greenock<br>&Grngem'th<br>Dkyd.Co.Ld.<br>Greenock<br>'sA&CP<br>in DB<br>50° F. | Cayzer,Irvine&Co<br>Ld.<br>Intermediate 'twee<br>after<br>CellDB357' | 423·3<br>P50'B&F340'<br>n dk BH in<br>hold dispensed with<br>1532t DTa36' 1010t | 55·9 | 28·8<br>FK | Glasgow<br>British<br>Cem<br>6BH to U dk<br>1 ,, ,,2nd ,,<br>APT18t | T.3Cy.27",44"&73"-48" (s)<br>180lb 538NHP<br>3SB,9cf,GS186,HS8151 FD<br>J.G.Kincaid&Co.Ld.Grk.<br>only | 31 ' 3<br>s4 ' 9½<br>26 ' 10 |
| 12495<br>137837<br>JPFW | **Clan Malcolm** SteelScSr<br>Elec.light Wireless 3Dks | 5994<br>5743<br>3724 | | | | | 1917 | Craig, Taylor&Co.Ld.<br>Stockton | Cayzer,Irvine&Co<br>Ld. | 405·1 | 53·3 | 33·5 | Glasgow<br>British<br>WB | T.3Cy.28",46"&75"-51"<br>402NHP<br>Blair&Co.Ld.Stockton | |
| 12496<br>141896<br>JWPR | **Clan Matheson** SteelScSr<br>Wireless<br>Elec.light 2Dks(Stl)&Shelter dk(Stl) | 5613<br>5348<br>3453 | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,22 ~~8,21~~ ~~12,20~~ ✠LMC4,19<br>Fitted for oil | NYk<br>Gls<br>fuel 4 | y<br>,19 | CL<br>F.P. a | 1919<br>4mo<br>Lloyd<br>bove 1 | W.Hamilton&Co.Ld.<br>PortGlasgow<br>'sA&CP<br>50° F. | Cayzer,Irvine&Co<br>Ld.<br>CellDB326'<br>922t MT36'876t | 397·1<br>FPT66t APT15t | 51·4 | 34·0<br>FK | Glasgow<br>British<br>Cem<br>3BHtoSh dk<br>4 ,, ,,U ,, | T.3Cy.27",44"&73"-48" (s)<br>180lb 100lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>D.Rowan&Co.Ld.Gls. | 36 ' 6<br>s9 ' 5<br>27 ' 5 |
| 12497<br>105979<br>PFSG | **Clan Menzies** SteelScSr<br>ssIrv.2ndNo.3-4,20<br>Elec.light 2Dks(1Stl&UIrn-ws)&<br>Wireless Webframes | 2669<br>2310<br>1693 | ✠100A1<br>~~5,21~~ ~~1,21~~ ~~11,2~~<br>4.22 ✠LMC4,20<br>BS6,21 | Gls<br>~~Bl Brs~~ | t | CL<br>~~10,10~~<br>11,21 | 1896<br>2mo<br>Lloyd | NavalCon.<br>&Arm.Co.Ld.<br>Barrow<br>'sA&CP | Cayzer,Irvine &Co<br>Ld.<br>WB=<br>Cell DB a82' f 130' | 312·3<br>P30'B86'F38'<br>uE&B 42'535t FPT | 40·2 | 23·5<br>BK10' | Glasgow<br>British<br>6BHCem<br>97t APT38t | T.3Cy.23",38"&63"-42" (s)<br>200lb NDB17 100lb 317NHP<br>2SB,6rf,GS95,HS4140 FD<br>NavalCon.&A.Co.Ld.Brw | 26 ' 2<br>s4 ' 8<br>22 ' 9 |
| 12498<br>141882<br>JTNK | **Clan Monroe** SteelScSr<br>Elec.light Wireless 2Dks&Awng dk | 5919<br>5671<br>~~3658~~ 3674 | | | | | 1918 | Ayrshire<br>Dkyd.Co.Ld.<br>Irvine | Cayzer,Irvine&Co<br>Ld. | 409·6 | 53·4 | 33·5 | Glasgow<br>British<br>WB | T.3Cy.27½",45½"&75"-54"<br>413NHP<br>Dunsmuir&Jackson,LdGls | |
| 12499<br>141877<br>JSPV | **Clan Morrison** SteelScSr<br>Elec.light Wireless 2Dks&Awngdk | 5931<br>5678<br>3698 | | | | | 1918 | Ayrshire<br>Dkyd.Co.Ld.<br>Irvine | Cayzer,Irvine&Co<br>Ld. | 409·6 | 53·5 | 33·5 | Glasgow<br>British<br>WB | T.3Cy.27½",45½"&75"-54"<br>413NHP<br>Dunsmuir&Jackson,LdGls | |
| 12500<br>141911<br>KBSL | **Clan Murdoch** SteelScSr<br>Elec.light Wireless 2Dks(Stl)&<br>Awng dk(Stl) | 5930<br>5680<br>3683 | ✠100A1<br>Awng dk<br>withfreeboard<br>~~5,21~~ 2,22 ✠LMC7,19<br>Fitted for oil | Gls<br>~~NYk~~<br>fuel 7, | z<br>~~Mdb~~<br>19 | CL<br>F.P. a | 1919<br>7mo<br>Lloyd<br>bove 1 | Ayrshire<br>Dkyd.Co.Ld.<br>Irvine<br>'sA&CP<br>50° F. | Cayzer,Irvine&Co<br>Ld.<br>Colli<br>CellDB 346'898t M | 409·6<br>sion BH to Awng dk<br>T39'890t FPT46t A | 53·5 | 33·5<br>FK | Glasgow<br>British<br>ptCem<br>6BH to U dk<br>PT7t | T.3Cy.27½",45½"&75"-54"<br>200lb 100lb (s) 560NHP<br>3SB,9cf,GS181,HS7806 FD<br>Dunsmuir&Jackson, LdGls | 36 ' 0<br>s9 ' 10<br>26 ' 7 |
| 12501<br>141894<br>JWDT | **Clan Murray** SteelScSr<br>Elec.light 2Dks&Awng dk3trB<br>Wireless | 5926<br>5675<br>3678 | | | | | 1918 | Ayrshire<br>Dkyd.Co.Ld.<br>Irvine | Cayzer,Irvine&Co<br>Ld. | 409·5 | 53·5 | 33·5 | Glasgow<br>British<br>WB | T.3Cy.27½",45½"&75"-54"<br>413NHP<br>Dunsmuir&Jackson,LdGls | |
| 12502<br>137782<br>JHLQ | **Clan Ogilvy** SteelScSr<br>Wireless<br>Elec.light CruiserStern 2Dks | 5909<br>5348<br>3716 | | | | | 1914 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Cayzer,Irvine&Co<br>Ld. | 430·0<br>P41'B141'F43' | 54·2 | 29·4 | Glasgow<br>British<br>WB | T.3Cy.27½",45½"&75"-54"<br>413NHP<br>W.Doxford&Sons,Ld.Sld. | |
| ※ 12503<br>137833<br>JPBD | **Clan Ranald** SteelScSr<br>ssLon.No.1-21<br>Elec.light Wireless 2Dks(Stl) | 5503<br>5093<br>3446 | ✠100A1<br>4,22 ~~9,20~~ ✠LMC~~3,16~~<br>BS9,21 BS4,22 | NYk<br>Gls | z | CL<br>6,21 | 1917<br>3mo<br>Lloyd | Napier&<br>Miller,Ld.<br>Glasgow<br>'sA&CP | Cayzer,Irvine&Co<br>Ld.<br>& 1 'tween dk B | 409·1<br>P49'B120'F41'<br>1 Intermediate BH<br>H dispensed with | 54·0 | 28·9<br>FK<br>CellD | Glasgow<br>British<br>Cem<br>5BHto U dk<br>1 ,, ,, 2nd ,,<br>B355' 1060t | T.3Cy.27",44"&73"-48" (s)<br>180lb 538NHP<br>3SB,9cf,GS186,HS5151 FD<br>J.G.Kincaid&Co. Ld. Grk.<br>only<br>DTa36'1075t APT45t | 31 ' 5<br>s6 ' 3<br>25 ' 6 |
| 12504<br>108684<br>PTMC | **Clan Robertson** SteelScSr<br>2Dks<br>Turret deck Elec.light Wireless | 4826<br>4641<br>3104 | | | | | 1897 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Cayzer,Irvine&Co<br>Ld. | 400·2<br>F50' | 50·2 | 27·7 | Glasgow<br>British<br>WB | T.3Cy.27½",45½"&75"-54"<br>413NHP<br>W.Doxford&Sons,Ld.Sld. | |
| 12505<br>136330<br>JHBM | **Clan Ross** SteelScSr<br>Elec.light CruiserStern 2Dks<br>Wireless | 5971<br>5402<br>3757 | | | | | 1914 | Swan,Hunter&Wigham<br>Richardson,<br>Ld Newcastle | Cayzer,Irvine&Co<br>Ld. | 430·0<br>P40'B135'F43' | 54·3 | 29·4 | Glasgow<br>British<br>WB | T.3Cy.27½",45½"&75"-54"<br>413NHP<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | |
| 12506<br>124222<br>HLMT | **Clan Sinclair** SteelScSr<br>Wireless<br>Turret deck Elec.lights 2Dks | 5215<br>4289<br>3291 | | | | | 1907 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Cayzer,Irvine&Co<br>Ld. | 400·1<br>P38'F44' | 52·1 | 27·5 | Glasgow<br>British<br>WB | T.3Cy.27½",45½"&75"-54"<br>413NHP<br>W.Doxford&Sons,Ld.Sld. | |

| 1 No. in Book. Official No. Code Letters. | 2-3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12507<br>137827<br>JNKS | **Clan Stuart** SteelScSr<br>ssGls.No.1-20<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5775<br>5361<br>3639 | ✠100A1<br>~~11,20 2,20~~ 5,22<br>✠LMC~~10,16~~ 11,20<br>*Carrying fuel* | Lon<br>~~Gls~~ Npt<br>*oil F.* | *a*†<br>*P.* | CL<br>~~11,20~~<br>4,21<br>*above* 1 | 1916<br>10mo<br>*Lloyd*<br>50° F. | Russell& Co.Ld.<br>PortGlasgow<br>'*sA&CP*<br>*in DB* | Cayzer,Irvine&Co Ld.<br>1 *Intermediate BH&1'Tween d*<br>*CellDB* 360' 1181*t D* | 423·5<br>P38'B123'F43'<br>*kBHdispensed with*<br>*Ta*36' 1118*tAPT*31*t* | 56·0 | 28·7<br>FK | Glasgow<br>British<br>*Cem*<br>5*BH to Udk*<br>1 ,, ,, *2nd* ,, | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 538NH<br>3SB,9*cf*,GS186,HS8151 FD<br>J G.Kincaid&Co.Ld.Grk<br>*only* | 31 " 4<br>s 6 " 8<br>25 " 5 | |
| 12508<br>~~[illegible]~~<br>~~PMQJ~~ | **Clan Sutherland** SteelScSr<br>*Now named* "Shinshu Maru," *See No.* 39862 *in Supplement*<br>ssGls.No.3-4,09<br>*Elec.light* Wireless ssLiv.No.2-17<br>2*Dks*(1*Stl*–*U Irn*–ws)&*Webframes* | 2820<br>2424<br>1794 | ✠100A1<br>~~12,20~~<br>BS2,21 ✠LMC11,17 | Gls | *u* | CL<br>N9,20 | 1896<br>10mo | NavalCon.<br>&Arm.Co.Ld.<br>Barrow<br>A&CP *WB=* | ~~Cayzer,Irvine&Co Ld.~~<br>*Cell DBa*86'*uE&B* | 326·0<br>P31'B100'F37'<br>42' *f*140' 553*t FPT* | 40·2 | 23·5<br>BK10½" | Japanese<br>6*BHCem*<br>80*tAPT*38*t* | T.3Cy.23",38"&63"-42" (*s*)<br>200lb 70*lb* 317NH<br>2SB,6*rf*,GS95,HS4140 FD<br>Naval Con.&A.Co.Ld.Brw. | 26 " 2<br>s 4 " 10<br>22 " 8 | |
| 12509<br>111219<br>RHWV | **Clan Urquhart** SteelScSr<br>Wireless<br>*Turret deck* *Elec.light* 2*Dks* | 5855<br>4954<br>3757 | | | | | 1899 | W.Doxford &Sons,Ld.<br>Sunderland | Cayzer,Irvine&Co Ld. | 440·0<br>F58' | 51·6 | 28·9 | Glasgow<br>British<br>*WB* | T.3Cy.27½",45½"&75"-60"<br>435NHP<br>W.Doxford&Sons,Ld.Sld. | | C |
| 12510<br>132036<br>JOLW | **Clandeboye** SteelScSr<br>ssBel No.2-21 ~~ssBel.No.1-18~~<br>*Elec.light* 1*Dk*(*pt Stl*)<br>*Well deck* *Mchy.Aft* | 614<br>439<br>233 | ✠100A1<br>6,21 ~~11,20~~<br>BS11,20 ✠LMC~~[illegible]~~<br>MS6,21 | Bel | *j* | CL<br>~~1,18~~<br>6,21 | 1913<br>5mo<br>*Lloyd* | Scott& Sons<br>Bowling<br>'*sA&CP* | JohnKelly,Ld.<br>(S.Kelly,*Mgr.*)<br>*WB=CellDB* | 180·3<br>Q103'B9'F33'<br>*f*103' 158*t FPT*46*t* | 28·2 | 10·8<br>BK7¼" | Belfast<br>British<br>3*BHCem*<br>*APT*7*t* | T.3Cy.15",25½"&41"-30" (*s*)<br>180lb 85RHP<br>1SB,3*cf*,GS60,HS1938<br>Aitchison,Blair&Co.Ld Gls | 13 " 4<br>s " 7¼<br>13 " 6 | |
| 12511<br>87520 | **Clansman** SteelSc3MstSr<br>*Well deck* 1*Dk* | 635<br>335<br>338 | | | ... | | 1884 | Blackwood &Gordon<br>Pt.Glasgow | NorthernSSCo.Ld. | 191·7<br>P&B138'F20' | 26·1 | 10·8 | Auckland<br>British<br>*WB* | C.2Cy.26"&48"-36"<br>NB04 99RHP<br>Blackwood&Gordon,P.Gl. | 11 " 4 | |
| 12512<br>81960<br>HVKF | — IronScSr<br>(*ex*Ethel,*ex*Obokh)<br>1*Dk* | 302<br>246<br>142 | | | ... | | 1880 | Workman, Clark&Co.<br>Belfast | ~~MiddletonS.S.Co. Ld. (A.M.Gibson& G.Kennedy,*Mgrs.*)~~<br>F.Snashett | 150·1<br>B28'F26' | 21·7 | 10·7 | Glasgow<br>British | C.2Cy.19"&38"-30"<br>NB18 60RHP<br>J.Rowan&Son,Ld.Gls. | | |
| 12513<br>113967<br>TOLD | **Clapham** SteelSc3MstSr<br>ssBel.No.3-12,19<br>(*ex*Ville d'Eu) 1*Dk*(*Irn*)<br>*Elec.light* *Well deck* *Mchy.Aft* | 763<br>542<br>316 | ✠100A1<br>10,21 ~~9,20~~<br>✠LMC12,19<br>BS10,21 | Bel | *k* | ~~3,19~~<br>10,21 | 1901<br>7mo<br>*Lloyd* | SM'Knight &Co.Ld.<br>Ayr<br>'*sA&CP* | JohnKelly,Ld.<br>(S.Kelly,*Mgr.*)<br>*WB=Cell* | 200·4<br>Q103'B13'F27'<br>*DB f*115' 183*t FPT* | 30·6 | 11·5<br>FK | Belfast<br>British<br>3*BHCem*<br>70*tAPT*8*t* | T.3Cy.17",27½"&44"-33" (*s*)<br>160lb 116NHP<br>1SB,3*cf*,GS60,HS1830<br>Ross&Duncan,Glasgow | 14 " 0<br>s 1 " 2½<br>13 " 0 | |
| 12514<br><br>NHLJ | **Clara** IronScSr<br>ssKel No.2-20 ssCpn.3rdNo.3-4,13<br>(*ex*LadyClare) ~~ssKel.No.1-20~~ 1*Dk*2*trB*<br>*Well deck* *Cargo battens not fitted* | 1153<br>893<br>708 | ✠90A1<br>8,21 ~~11,20~~<br>✠NB4,91 LMC1,20<br>BS8,21 | Npt<br>Cpn | *n* | 1,20 | 1874<br>9mo | M.Pearse& Co.<br>Stockton<br>A&CP | D/S A/S Myren<br>(Holm&Wonsild, *Mgrs.*) | 234·8<br>Q93'B46'F34'<br>*WB=DBa* | 31·1 | 17·5<br>BK8" | Copnhagn<br>Danish<br>4*BHCem*<br>67'*f*88' 285*t* | C.2Cy.26"&53"-33" (*s*)<br>80lb 116NHP<br>1SB,3*pf*,GS51,HS1728<br>Blair &Co.Ld.Stockton | 18 " 5<br>s 1 " 8<br>17 " 7 | |
| 12515<br><br>MBGD | — SteelScSr<br>ssAnt.No.3-4,21 ~~ssGoo.No.2-17~~<br>*Well deck* 1*Dk*(*Stl*)&*deep framing* | 783<br>555<br>481 | ✠100A1<br>4,21 ~~9,20~~<br>✠LMC<br>~~MS8,17~~ 4,21 BS9,20 | Ant | *k* | ~~N3,19~~<br>~~4,21~~<br>8,21 | 1908<br>10mo<br>*Lloyd* | J.Crown& Sons,Ld.<br>Sunderland<br>'*sA&CP* | HandelenScheepvaartSoc.Anon.<br>(G.Vandesompel *Mgr.*) *WB=CellD* | 195·0<br>P19'Q77'B9'F24'<br>*Ba*40' *f*77' 157*t FPT* | 30·1 | 11·9<br>FK | Nieuport<br>Belgian<br>4*BHCem*<br>25*tAPT*32*t* | T.3Cy.16½",27"&44"-33" (*s*)<br>180lb 55*lb* 141NHP<br>1SB,4*cf*,GS73,HS2454<br>N.E.MarineEngCo.Ld.Sld. | 14 " 0<br>s 1 " 1<br>13 " 2 | |
| 12516<br>Wrecked 1,21<br>NKFV | — SteelAuxSc3MstSr<br>*OilEng.*<br>(*See Sailing Ship Register*) 1*Dk* | 385<br>343<br>282 | | | | | 1919 | Gebr. Muller<br>Foxhol | Vrachtv.Maats. "Neerlandia" | 147·7<br>P30' | 25·7 | 11·7 | Rottrdam<br>Dutch | Oil Engines<br>D.Goedkoop,Jr.Amstrdam | | V |
| 12517 | — CompAuxScSr<br>*Motor*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 238<br>189<br>126 | | | | | 1919 | E.Davidsson'sBåt& Skibsbyggeri<br>Simrishamn | J.Anderberg | 101·7 | 22·7 | 10·6 | Brantevik<br>Swedish | Motor<br>3Cy.13"-14"<br>Bergsunds M.V.Aktb.Skm | | V |
| 12518 | — CompSc<br>(*ex*Bokken,*ex* Tananger,*ex*Hjalmar) 1*Dk* | 235<br>183<br>126 | | | | | 1890 | P.Larsson<br>Thorskog | F.G.Reinhold | 111·0<br>Q16*t*B28*t*H3*t* | 22·0 | 10·4 | Danzig | C.2Cy.9"&18"-16½"<br>11NHP<br>P.Larsson,Thorskog | | N |
| 12519 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 205<br>203<br>114 | | | | | 1908 | Gebr.van derWindt<br>Vlaardingen | VisscherijMaats. "Vlaardingen" | 116·4 | 22·3 | 11·9 | Vlaardngn<br>Dutch | T.3Cy.8 1/16",14⅜"&23¼"-15¾"<br>22NHP<br>Wilton'sE.&Slpwy.Co.Rot | | |
| 12520<br>246<br>JBHM | — WoodAuxSc3MstSr<br>*OilEng.*<br>(*ex*SailingVessel) 1*Dk*<br>(*See Sailing Ship Register*) | 156<br>139<br>131 | | | | | 18 92 | ..................<br>Sjötorp | L.J.Hillkvist<br>(C.D.Forsman, *Mgr*). | 95·6<br>H15*t* | 23·1 | 9·7 | Hille<br>Swedish | Oil Engine<br>*E fitted* 17<br>A/B J.V.SvenssonsMotorfabrik,Skm. | | |
| 12521 | — SteelScLr<br>1*Dk* | 147<br>139<br>72 | | | | | 1907 | GHThyen<br>Leer | LeererHeringsfischereiAkt.Ges. | 93·8<br>Q14' | 21·3 | 10·2 | Leer<br>German | C.2Cy-9 7/16"&18⅛"-12 19/32"<br>10NHP<br>Chrstiansen&MeyerHarbg | | |
| 12522<br>88206<br>SKGH | — SteelScCtr<br>ssP.El.No.3-12,10<br>ssC.Tn.No.2-19<br>1*Dk*(*Stl*) | 139<br>115<br>48 | ✠100A1<br>*Steam Barge*<br>11,19 BS4,22<br>~~BS7,21~~ ✠LMC11,19 | CTn | *a* | N11,19 | 1897<br>12mo | J.Shearer &Son<br>Glasgow<br>A&CP | Thesen'sSS.Co.Ld<br>(Thesen&Co.Ld. *Mgrs.*) | 80·0 | 22·1 | 8·8<br>FK<br>*WB=* | P.Elizabth<br>British<br>3*BHCem*<br>*DBf*18' 25*t* | C.2Cy.11"&22"-18" (*a*)<br>120lb 21RHP<br>1SB,2*pf*,GS22,HS370<br>Hutson&Son,Glasgow | 9 " 6 | |
| 12523 | **Clara Blumenfeld** SteelSc<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2331<br>1893<br>1224 | | | | | 1908 | Bremer Vulkan<br>Vegesack | BelgianGovernment | 306·5<br>P25'B82'F28' | 42·2 | 18·7 | Antwerp<br>Belgian<br>*WB* | T3Cy22⅞",37 13/16"&61 7/16"-41⅜"<br>243NHP<br>BremerVulkan,Vegesack | | V |
| 12524 | **Clara Camus** SteelSc<br>*Elec.light* 2*Dks*(*Stl*) | 7048<br>5444<br>4416 | ✠100A1<br>4,20<br>✠LMC5,20 | Tri | *a*† | CL | 1920<br>4mo<br>*Lloyd* | Stabilmnto Tecnico Triestino<br>Trieste<br>'*sA&CP* | Nav.Gen. Gerolimich&Co. Soc.inAzioni<br>*CellDBa* 151'*uE*25'*f*19 | 1'1355*t DTa* 34' 935*t*<br>P42'B279'F43' | 54·0 | 27·9<br>FK | Trieste<br>Italian<br>7*BHCem*<br>*APT*29*t* | T.3Cy.27",45"&75"-48" (*s*)<br>180lb 529NH<br>3SB,9*cf*,GS177,HS7688 FD<br>J.G.Kincaid&Co.Ld.Grk | 30 " 6<br>s 5 " 4<br>25 " 6 | |
| 12525 | **Clara Mennig** SteelScSr<br>*Now named* "Caridad Sala," *See No.* 11506 *in letter* C.<br>*Elec.light* 1*Dk* | 1685<br><br>1005 | | | | | 1908 | Akt.Ges. "Neptun"<br>Rostock | | 261·4<br>P27'B65'F26' | 40·1 | 17·3 | *WB* | T.3Cy.17⅞",30½"&48"-33"<br>132NHP<br>A.G."Neptun,"Rostock | | |
| 12526<br>143703 | **Clara Monks** SteelSc3Mst<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 577<br>405<br>232 | ✠100A1<br>12,20<br>✠LMC12,20 | Ayr | *h* | CL | 1920<br>12mo<br>*Lloyd* | AilsaS.B. Co.Ld.<br>Ayr<br>'*sA&CP* | J.H.Monks<br>(Preston),Ld. | 170·2<br>Q94'B12'F28'<br>*FPT*65*t* | 26·1 | 11·7<br>BK7" | Liverpool<br>British<br>3*BHCem*<br>*APT*30*t* | T.3Cy.14",23"&37"-30" (*s*)<br>180lb 70RHP<br>1SB,3*cf*,GS56,HS1872<br>AilsaS.B.Co.Ld.Troon | 13 " 0<br>s 4 " 2<br>13 " 0 | |
| 12527 | **Clara Nicol** SteelScK<br>ssYmu.No.1-21 ssAms.No.3-6,17<br>1*Dk* | 182<br>179<br>45 | ✠100A1<br>*StmTrawler*<br>8,21 ~~6,20~~<br>~~BS3,20~~ ✠LMC~~6,17~~ 8,21<br>BS8,22 | Ams<br>Ymu | | 7,18 | 1904<br>1mo<br>*Lloyd* | Smith's DockCo.Ld.<br>NorthShields<br>'*sA&CP* | N.V.Algemeene Vissch.Maats. | 110·2 | 20·8 | 8·8<br>BK7½"<br>*WB=* | Ymuiden<br>Dutch<br>3*BHCem*<br>*DBf*18' 15*t* | T.3Cy.11½",18"&30"-21" (*s*)<br>180lb 56NHP<br>1SB,2*rf*,GS33,HS1030<br>MacColl&Pollock,Ld.Sld. | 12 " 4 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total<br>sous le Pont.<br>Net | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Speciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Entretement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12528<br>139832 | **Clara Sutton** WoodScDy<br>(*Fishing*)<br>1*Dk* | 102<br>101<br>43 | | | | | 1917 | Colby Bros. Ld.<br>Oulton Broad | A.R.Sutton | 88·9 | 20·4 | 9·9 | Hartlepool<br>British | T.3Cy.10½″,15″&24″–16″<br>35RHP<br>Crabtree&Co.Ld.Gt.Yar. | |
| 12529<br>144376<br>KFNS | **Clara Zelck** SteelScSr<br>Now named "Sy.13," See No. 39356 in Supplement<br>*Elec.light* Wireless 1*Dk&Spardk* | 2105<br>1385<br>1326 | | | | | 1904 | Act.Ges. "Neptun"<br>Rostock | TheShippingController(CoastLines Ld.*Mgrs.*) | 261·6<br>H26′ | 37·4 | 17·0<br>24·0 | London<br>British<br>*WB* | T.3Cy.17⅞″,30½″&48″–33″<br>132NHP<br>A.G."Neptun,"Rostock | |
| 12530 | **Claraveer** SteelSc3Mst.Sr<br>*OilEng.*<br>*Elec.light* 1*Dk* | 408<br>334<br>297 | | | | | 1918 | N.V.Schps DeMaas<br>Slikkerveer | A B StandardO.Y. | 142·8<br>P27′F17′ | 21·5 | 12·2 | Åbo<br>Finnish<br>*WB* | Oil Engine 2S.C.SA<br>2Cy.15¾″–15¾″ 37NHP<br>MachinefabriekBolnes | |
| 12531<br>213833<br>LFRJ | **Clare** SteelScSr<br>ssNYk.No.1–20<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Sub.Sig. *Longitudinal framing*<br>Wireless | 3372<br>2842<br>2139 | ✠100A1<br>~~1,21~~ ~~10,20~~ 11,21<br>✠LMC5,20<br>*Fitted for oil fuel* 12,15<br>*F.P. above* 150° F. | NYk | *w* | CL<br>3,19 | 1915<br>12mo<br>A&CP | Maryland SteelCo.of Baltimore County<br>Sparro'Pt Md | A.&H.BullS.S.Co.(A.H.Bull&Co.*Mgrs.*) | 327·2<br>P35′B98′F38′<br>*WB=CellDB* | 46·2 | 22·9<br>FK | NewYork<br>Utd.States<br>5*BHCem*<br>*a*90′ *uE*20′*f* | T.3Cy.22″,37½″&60″–42″ (*s*)<br>190lb *190lb* 293NHP<br>2SB,*6cf*,GS144,HS4933<br>MarylandStl.Co.Sparr'.Pt.<br>146′691*tFPT*78*tAPT*296*t* | 25 ′ 6 |
| 12532<br>136345<br>JHSB | **Clarecastle** SteelScSr<br>ssDub.No.1–19<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light* *Mchy.Aft* | 627<br>442<br>236 | ✠100A1<br>~~4,21~~ ~~11,20~~ 4,22<br>~~BS11,20~~ ✠LMC4,19<br>BS11,21 | Dub<br>~~Gls~~ Liv | *j* | CL<br>~~4,20~~<br>4,21 | 1914<br>12mo<br>*Lloyd'sA&CP* | Scott&Sons<br>Bowling | A.Guinness,Son&Co.Ld. | 179·9<br>Q103′B9′F33′<br>*WB=CellDBf*103′161*tFPT* | 28·6 | 10·8<br>BK7½″ | Belfast<br>British<br>3*BHCem*<br>46*tAPT*7*t* | T.3Cy.15″,25½″&41″–30″ (*s*)<br>180lb 85RHP<br>1SB,*3cf*,GS60,HS1938<br>Aitchison,Blair,Ld.Gls. | 13 ′ 6<br>s 4 ′ 7½<br>13 ′ 8 |
| 12533<br>136352<br>JLTD | **Clareisland** SteelScSr<br>ssDub.No.1–19<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Elec.light* | 633<br>445<br>239 | ✠100A1<br>~~9,21~~ ~~1,21~~ 11,21<br>✠LMC6,19<br>BS8,21 | Liv | *j* | CL<br>~~1,21~~<br>9,21 | 1915<br>9mo<br>*Lloyd'sA&CP* | Scott&Sons<br>Bowling | A.Guinness,Son&Co.Ld. | 180·5<br>Q103′B9′F33′<br>*WB=CellDBf*103′161*tFPT* | 28·6 | 10·8<br>BK7½″ | Belfast<br>British<br>3*BHCem*<br>46*tAPT*7*t* | T.3Cy.15″,25½″&41″–30″ (*s*)<br>180lb 85RHP<br>1SB,*3cf*,GS60,HS1938<br>Aitchison,Blair,Ld.Gls. | 13 ′ 6<br>s 4 ′ 7½<br>13 ′ 8 |
| 12534<br>215907<br>LTNP | **Claremont** WoodScSr<br>*Fitted for oil fuel*<br>1*Dk*<br>*Elec.light* Wireless | 1291<br>—<br>712 | | | | | 1917 | Mathews S.B.Co.<br>Aberdeen, Wash. | Hart-Wood LumberCo. | 225·5 | 43·0 | 16·2 | S.Frncisco<br>Utd.States | T.3Cy.14″,23″&40″–30″<br>88NHP | |
| 12535<br>136366 | **Claremorris** SteelScSr<br>ssBel.No.1–21<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light* *Mchy.Aft* | 632<br>443<br>238 | ✠100A1<br>3,21 ~~4,20~~<br>✠LMC~~10,16~~ 3,21 | Bel | *j* | CL<br>~~4,20~~<br>N3,21 | 1917<br>10mo<br>*Lloyd'sA&CP* | Scott&Sons<br>Bowling | JohnKelly,Ld.(S.Kelly,*Mgr.*) | 179·6<br>Q103′B9′F33′<br>*CellDB*103′ 161*t FPT*46*t* | 28·6 | 10·9<br>BK7½″ | Belfast<br>British<br>3*BHCem*<br>*APT*7*t* | T.3Cy.15″,25½″&41″–30″ (*s*)<br>180lb 91RHP<br>1SB,*3cf*,GS61,HS2004<br>Ross&Duncan,Glasgow | 13 ′ 6<br>s 4 ′ 7½<br>13 ′ 8 |
| 12536<br>102702 | **Clarence** IronPadSp<br>(*Tug*)<br>1*Dk* | 131<br>117<br>9 | | | | | 1893 | J.P.Rennoldson&Ss.<br>S.Shields | N.EasternRly.Co. | 95·5<br>B11′ | 19·2 | 9·8 | W.Hartlpl<br>British | L.2Cy.28″–50″<br>75RHP<br>J.P.Rennoldsn&Sns,S.Shl. | |
| 12537<br>127300 | **Clarence A. Black** SteelScSr<br>*Elec.light* *Mchy.Aft* Sub.Sig. 1*Dk*2*trB* | 4521<br>—<br>3474 | | | | | 1898 | Cleveland S.B.Co.<br>Lorain,O. | PittsburgS.S.Co. | 413·4<br>F46′ | 50·2 | 24·5 | Duluth<br>Utd.States<br>*WB* | T.3Cy.22″,35″&58″–40″<br>213NHP<br>ClevelndS.B.Co.Clevelnd,O | |
| 12538<br>126490 | **Clarendon** SteelSc<br>(*Tug*)<br>(*ex*J.O.Gravel) *Elec.light* 1*Dk* | 197<br>189<br>4 | | ... | | | 1909 | A.McMillan&Son,Ld<br>Dumbarton | GeneralWorks ConstructionCo.Ld. | 94·5 | 24·0 | 12·6<br>BK6″ | London<br>British<br>*WB* | C.2Cy.18″&36″–27″<br>54RHP<br>RenfrewBros.&Co.Irvine | 13 ′ 6 |
| 12539<br>106822<br>PMQW | **Claretta** SteelSc3MstSr<br>(*ex*BrestRock)<br>*Well deck* *Mchy.Aft* 1*Dk* | 500<br>368<br>204 | | ... | | | 1896 | R.Williamson&Son<br>Workington | JamesHenry Monks(Preston),Ld. | 167·5<br>Q95′B10′F21′ | 26·1 | 11·5<br>BK7″ | Liverpool<br>British<br>*WB* | C.2Cy.21″&42″–30″<br>NB20 59RHP<br>Ross&Duncan,Glasgow | 12 ′ 10 |
| 12540<br>125318 | **Clarion** SteelScK<br>1*Dk* | 100<br>92<br>42 | ✠<br>*For fishing purposes*<br>4,08<br>✠ | Abn | | | 1908<br>4mo | J.Duthie Torry S.B.Co.<br>Aberdeen | J.Wood | 86·3 | 18·2 | 8·8<br>BK7″ | Banff<br>British<br>3*BHCem* | C.2Cy.11″&27″–16″<br>28RHP<br>1SB,*2pf*,GS24,HS685<br>J.Abernethy&Co.Abn. | 9 ′ 6 |
| 12541<br>139099<br>JMBW | **Clarissa Radcliffe** SteelScSr<br>ssBrs.No.1–20<br>(*ex*Gwent) 1*Dk*(*ptIrn&ptStl*)<br>*Elec.light* Wireless | 5754<br>5217<br>3501 | ✠100A1<br>~~11,21~~ ~~3,20~~ 4,22<br>✠LMC3,20<br>BS11,21<br>*Carrying oil fuel F.P. above* 150° F. | Brs<br>~~Npt~~ Phl | *z* | CL<br>~~3,20~~<br>11,21 | 1915<br>11mo<br>*Lloyd'sA&CP in DB* | Craig,Taylor&Co.Ld.<br>Stockton | ClarissaRadcliffe SSCoLd(E.Thomas Radcliffe&Co*Mgs*)<br>*a*134′*uE&B*46′*f* | 415·0<br>P45′B&F321′<br>*WB=CellDB*<br>184′1723*t FPT*154*t* | 55·5 | 26·7<br>FK | London<br>British<br>7*BHCem*<br>*APT*183*t* | T.3Cy.28″,46″&75″–48″ (*s*)<br>180lb *180lb* 470NHP<br>3SB,*9cf*,GS197,HS7891<br>Blair&Co.Ld.Stockton | 28 ′ 7<br>s 4 ′ 0<br>25 ′ 1 |
| 12542<br>56414 | **Clarita** WoodAuxScSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 101<br>98<br>72 | | | | | 1870 | T.&D. Davies<br>Traethgwyn | H.E.Davenport | 76·6 | 21·2 | 10·6 | Goole<br>British | Oil Engine<br>1Cy.12″–12½″<br>A.E.Woodward,Keighley | |
| 12543<br>218946<br>LSWP | **Clark Mills** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk* 2*trB in fore&after*<br>Sub.Sig. Wireless *holds&Web frames* | 3283<br>3005<br>2000 | | ... | | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30′B90′F35′ | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared SteamTurbine<br>WestinghouseElectric&Mfg.Co.Essington,Pa. | 28 ′ 6 |
| 12544<br>219474<br>LVHJ | **Clarksburg** SteelSc<br>Now named "Georgian," See No. 37574 in Supplement<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>Sub.Sig. *CruiserStern* | 4821<br>4251<br>2981 | ✠100A1<br>6,20<br>✠LMC1,20<br>*Fitted for oil fuel* 1,20 *F.P. above* 150° F. | NYk | *y* | CL | 1920<br>1mo<br>*Lloyd'sCP* | Downey S.B.Corp.<br>Arlington, StatenIsland | American-HawaiianS.S.Co.(United AmericanLines,Inc.,*Mgrs.*)<br>*CellDB*306′1104*tMT*27′668*tFPT* | 386·8<br>P37′B109′F38′ | 52·2 | 27·4<br>FK | Boston<br>Utd States<br>7*BHptCem*<br>108*tAPT*48*t* | T.3Cy.24″,40″&70″–48″ (*r*)<br>190lb 502NHP<br>3SB,*9cf*,GS189,HS7500 FD<br>DowneyS.B.Corp.Arlngtn. | 30 ′ 0 |
| 12545<br>113583<br>SODK | **Claro** SteelScSr<br>Wireless 1*Dk&deep frames* | 2181<br>2060<br>1387 | | | | | 1900 | Earle'sCo.Ld.<br>Hull | Ellerman'sWilson Line,Ld. | 300·0<br>P10′B91′F31′ | 42·2 | 19·5 | Hull<br>British<br>*WB* | T.3Cy.17½″,30″&52″–36″<br>162NHP<br>Amos&Smith,Hull | |
| 12546<br>113452<br>JQBT | **Clarrie** SteelScYl<br>Stranded & Sunk 9,21<br>*Mchy.Aft* 1*Dk* | 177<br>141<br>72 | | | | | 1901 | Scott&Sons<br>Bowling | ~~J.Harrison,Ld.~~<br>SarniaShippingCo.Ld.(W.Stranger,*Mgr.*) | 95·0<br>F15′ | 21·6 | 10·0 | Liverpool<br>British<br>*WB* | C.2Cy.13″&28″–18″<br>36RHP<br>Ross&Duncan,Glasgow | |
| 12547 | **Clasina Luther** IronScK<br>(*ex*Nyanza) ssYmu.2ndNo.3–10,12<br>ssYmu.No.1–18 1*Dk* | 151<br>146<br>52 | ✠100A1<br>*StmTrawler*<br>6,18<br>BS6,20 ✠LMC6,17 | Ymu | | 6,17 | 1890<br>12mo<br>*Lloyd'sA&CP* | Cochrane Coopr&Schofield<br>Beverley | N.V.Algemeene Vissch.Maats. | 100·5<br>Q20′<br>ptND99<br>ND12 | 21·0 | 10·8<br>BK7½″ | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.12½″,19½″&31½″–22½″<br>160lb (*s*) 50NHP<br>1SB,*2cf*,GS29,HS780<br>C.D.Holmes&Co.Hull | 11 ′ 7 |
| 12548<br>99966<br>PRNF | **Classic** SteelTwinScSr<br>ssBel.2ndNo.3–2,20<br>(*ex*Magic) Wireless<br>*Elec.light* 2*Dks*(1*Stl&*1*ptStl*–WS) | 1575<br>1125<br>652 | ✠100A1<br>11,21 ~~11,20~~<br>~~BS11,20~~ ✠LMC2,20<br>BS11,21 | Bel<br>Ard | *r* | SCL<br>s11,21<br>P11,20 | 1893<br>8mo<br>*Lloyd'sA&CP* | Harland&Wolff,Ld.<br>Belfast | BelfastS.S.Co.Ld. | 311·3<br>P43′B135′F51′<br>*CellDBa*55′50*t* | 38·3 | 15·1<br>FK&BK2″ | Belfast<br>British<br>6*BHCem*<br>*FPT*14*t* | T.6Cy.19″,31″&52″–36″ (*s*)<br>180lb 507NHP<br>4DB,*16rf*,GS286,HS9948<br>Harland&Wolff,Ld.Bel. | 17 ′ 0<br>s 2 ′ 0½<br>15 ′ 8 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Freeboard amidships<br>Corresponding draught.<br>ft. in. | Registers in classed, if not Date of B. of T. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12549 | **Claud Hamilton** IronPadSr<br>*Elec.light* | 972<br>677<br>561 | | | | | 1875<br>6mo | J.Elder&Co.<br>Glasgow | | 251·6\|30·2\|13·7<br>P153*t* F115*t* | | C.O.2Cy.54"&95"–63"<br>NB88 597NHP<br>J.Elder&Co.Glasgow | | |
| 12550 | **Claudegallus** SteelSc<br>(*ex*WarIsis) 1*Dk*(*Stl*)<br>*Elec.light* | 2231<br>1816<br>1343 | ✠100A1<br>5,21 ~~7,20~~ | Npt<br>✠LMC5,18<br>Msl | *r* | CL<br>7,20 | 1918<br>5mo | Pt.Arthur S.B.Co.Ld.<br>PortArthur, Ont.<br>A&CP | Société du Pacifique<br>*CellD* | 251·0\|43·8\|21·6<br>P27'B78'F27'<br>FK<br>*B*210' 628*t* *FPT*80*t* | Marseilles<br>French<br>4*BHCem*<br>*APT*105*t* | T.3Cy.20",33"&54"–40" (*s*)<br>190lb 256NHP<br>2SB,6*cf*,GS126,HS4626<br>Pt.ArthurS.B.Co.Ld.Pt.A. | 23 " 0<br>s 3 " 2<br>20 " 2 | |
| 12551<br>Wrecked 2,21 | **Claudia M.** SteelAuxSc3MstSr<br>*Oil.Eng.*<br>(*See Sailing Ship Register*) | 387<br>343<br>292 | | | | | 1920 | J.J.Pattje &Zonen<br>Waterhuizen | Soc.Paulista deNav. Matarazzo,Lda. | 138·0\|27·0\|11·8 | Santos<br>Brazilian | Oil Engine<br>4Cy.12"–12"<br>D.Goedkoop,Amsterdam | | V |
| 12552<br>127431<br>KPWG | **Claudine** SteelScSr<br>*Elec.light* 2*Dks* | 846<br>—<br>615 | | | | | 1890 | Napier, Shanks&Bell<br>Glasgow | InterIslandS.N. Co.Ld. | 178·6\|32·0\|15·1<br>P116' F19' | Honolulu<br>Utd.States<br>*WB* | T.3Cy.18",29"&48"–30"<br>NB05 126NHP<br>Dunsmuir&Jackson,Gls. | | |
| 12553<br>HGRB | **Claudio** SteelScSr<br>*ss*Bbo.2ndNo.3-6,21 ~~*ss*Shl.No.3–10,07~~<br>(*ex*LadyGray) ~~*ss*Bbo.No.2–10~~<br>Wireless 1*Dk*(*Irn*)&*Webframes* &*pt Awng dk*(*Irn*) | 2588<br>1894<br>1540 | ✠100A1<br>*pt Awng dk with freeboard*<br>6,21 | Bbo<br>✠LMC6,21 | *s* | CL<br>N6,21 | 1894<br>9mo | W.Gray&Co.Ld.<br>WHartlepool<br>A&CP | Cia.Nav.Euzkera (V.Zugadi&Co. *Mgrs.*)<br>*WB*=*CellDBa* | 300·0\|40·0\|18·5<br>P27'Q90'<br>*pt Awng dk*183' FK<br>100'*uE*20'*f*118'610*t* | Bilbao<br>Spanish<br>5*BHCem*<br>*APT*31*t* | T.3Cy.22",35"&59"–39" (*s*)<br>160lb *60lb* NDB07 224NHP<br>2SB,6*rf*,GS73,HS3468<br>Cen.Mar.Eng.Wrks.WHpl | 20 " 10<br>s8 " 1<br>20 " 1 | |
| 12554<br>110580 | **Claughton** SteelTwinScSp<br>*Elec.light* 1*Dk* | 469<br>469<br>135 | — | | ... | | 1899 | J.Scott&Co.<br>Kinghorn | MunicipalCorporation of Birknhead | 150·5\|41·0\|11·3<br>B133'<br>FK | Liverpool<br>British<br>*WB* | T.8Cy.17",23"&(2)28"–18"<br>184NHP<br>J.Scott&Co.Kinghorn | 11 " 9 | BT till 2,22 |
| 12555 | **Claus** SteelSc<br>1*Dk* | 302<br>231<br>153 | | | | | 1907 | Stettiner Oderwerke<br>Stettin | Rud.Christ.Gribel | 138·7\|24·3\|9·0<br>P&B90'F17' | Stettin<br>German<br>*WB* | T.3Cy.9½",16$\frac{1}{10}$"&25$\frac{3}{5}$"–17$\frac{7}{10}$"<br>28NHP<br>StettinerOderwerke | | |
| 12556<br>143793<br>KCSJ | ~~**Claus Horn**~~ SteelScSr<br>Now named "Karl," See No. 38057 in Supplement<br>(*ex*ElizabethRickmers)<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 4174<br>2673 | | | | | 1906 | Rickmers Akt.Ges.<br>Bremerhaven | EuropeanShippingCo.Ld. (A. Rappoport, *Mgr.*) | 367·0\|47·7\|27·3<br>B91' F44' | London<br>British<br>*WB* | T.3Cy.25",39½"&63"–42¼"<br>261NHP<br>BremerVulkan,Vegesack | | |
| 12557<br>219284<br>LTVJ | **Clauseus** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5644<br>5139<br>3481 | ✠100A1<br>8,20<br>*Fitted for oil* | NNs<br>✠LMC1,20<br>*fuel* 1,20 | *z* | CL<br>*F.P.above* 15 | 1919<br>12mo | Northwest SteelCo.<br>Portland,Or.<br>A&CP<br>0°F. | GreenStarS.S. Corp.<br>*CellDB*355'1139*tM* | 409·8\|54·2\|27·7<br>P44'B115'F47'<br>FK<br>*T*29'745*t* *FPT*132*t* | NewYork<br>Utd.States<br>7*BHptCem*<br>*APT*143*t* | T.3Cy.24½",41½"&72"–48"<br>210lb (*r*) 582NHP<br>3SB,9*cf*,GS196,HS8324 FD<br>Hooven,Owens&RentschlerCo.Hamilton,O. | 30 " 2<br>s 6 " 6½<br>24 " 0 | |
| 12558<br>219184<br>LTNK | **Clavarack** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 5591<br>4598<br>3453 | | | | | 1919 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0\|54·0\|32·0<br>P50'B121'F40' | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 12559<br>136979<br>JLMS | **Claymont** SteelScSr<br>*ss*Lon.No.1-19<br>(*ex*Porthcawl) Wireless 1*Dk*(*Stl*) | 2406<br>2207<br>1441 | ✠100A1<br>~~8,21~~ 8,20 1,22<br>MS8,19 | Bry ~~Cff~~ ~~Sws~~<br>✠LMC<br>~~BS5,20~~<br>BS10,21 | *t* | CL<br>~~8,20~~<br>1,22 | 1915<br>7mo | Craig,Taylor&Co.Ld.<br>Stockton<br>Lloyd'*sA&CP*<br>*Intermedi* | ClaymoreShippg. Co.Ld.<br>*ate bkhead in foreh* | 295·0\|45·0\|20·3<br>P27'B78'F30'<br>FK<br>*old dispensed with*,4<br>*CellDBa*92'*uE* | Cardiff<br>British<br>*BHonlyCem*<br>&*B*34' *f*124' | T.3Cy,22",36"&60"–39" (*s*)<br>180lb *100lb* 250NHP<br>2SB,6*cf*,GS100,HS3916<br>N.E.MarineEng.CoLd.Sld<br>628*t* *FPT*83*t* *APT*94*t* | 22 " 6<br>s 3 " 5<br>19 " 5 | |
| 12560<br>85852<br>JKLN | **Claymore** IronScSr | 760<br>564<br>400 | | | | | 1881<br>7mo | J.&G. Thomson<br>Clydebank | DavidMacBrayne, Ld. | 227·0\|29·6\|14·5<br>P131*t* | Glasgow<br>British | C.2Cy.32"&61"–45"<br>208NHP<br>J.&G.Thomson,Clydebank | | |
| 12561<br>115188 | — SteelScSr<br>1*Dk* | 258<br>216<br>119 | | | | | 1902 | Murdoch&Murray<br>Pt.Glasgow | NorthernS.S.Co. Ld. | 113·2\|21·1\|9·8<br>B30' | Auckland<br>British<br>*WB* | T.3Cy.12",19"&31"–22"<br>54RHP<br>Muir&Houston,Glasgow | | |
| 12562<br>128495<br>HRJL | **Clayton** SteelScSr<br>*ss*Hul.No 2-19<br>(*ex*Pelica) 1*Dk*(*Stl*)&*deep framing*<br>Wireless *Cargo battens not fitted* | 2144<br>1982<br>1310 | ✠100A1<br>11,20<br>~~BS12,20~~<br>BS2,22 | Cff<br>✠LMC9,19 | *s* | CL<br>9,19 | 1909<br>6mo | W.Pickersgill&Sons,Ld.<br>Sunderland<br>Lloyd'*sA&CP* | ClaymoreShippg. Co.Ld.<br>*CellDBa*94' | 286·0\|43·3\|18·7<br>P21'B72'F27'<br>FK<br>*uE*&*B*38' *f*114'557*t* | Cardiff<br>British<br>5*BHCem*<br>*APT*133*t* | T.3Cy.21",35"&58"–39" (*s*)<br>180lb *90lb* 233NHP<br>2SB,6*pf*,GS108,HS3637<br>G.Clark,Ld.Sunderland | 21 " 0<br>s 3 " 1<br>18 " 3 | |
| 12563 | ~~**Clearing**~~ SteelScSr<br>Now named "Vernal," See No. 39826 in Supplement<br>1*Dk*(*Stl*) | 98<br>41 | | | ... | | 1919<br>11mo | AilsaS.B. Co.Ld.<br>Ayr | ~~TheAdmiralty~~<br>JamesWood | 86·5\|18·7\|9·3<br>BK7½" | Banff<br>~~London~~<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>AilsaS.B.Co.Ld.Troon | 10 " 0 | |
| 12564<br>145047 | **Clearlight** SteelSc<br>*ss*Shl.No.3-10,20<br>(*ex*Malorossia) 1*Dk*(*Stl*)&*Web frames*<br>*Well deck* | 878<br>712<br>496 | ✠100A1<br>10,21 ~~10,20~~ | Bly<br>Shl<br>✠LMC10,20 | *l* | ~~10,20~~<br>10,21 | 1905<br>8mo | Chant.Nav deNicolaieff<br>Nicolaieff<br>Lloyd'*sA&CP* | ~~Mid-SurreyShipping&TradingCo. Ld.(J.Gibson *Mgr*)~~<br>&Son, *Mgrs*)<br>*CellDBa*51'*uE*& | 204·7\|30·1\|13·5<br>Q76'B52'F26'<br>FK<br>*B*24'*f*82' 179*t* *FPT* | London<br>British<br>4*BHCem*<br>14*t* *APT*12*t* | T.3Cy.15",26"&41½"–22½"<br>150lb *90lb* NDB12 (*s*) 85RHP<br>1SB,3*cf*,GS46,HS1395<br>ChantiersNavales | 15 " 8<br>s 1 " 2<br>14 " 9 | |
| 12565<br>124323<br>HKBD | **Clearpool** SteelScSr<br>*ss*Mdb.No.3-9,16<br>*ss*Mdb.No.1-20<br>Wireless 1*Dk*(*Stl*)2*tr B deep framing* &*Webframes*&*Trunk dk*(*Stl*)3*Dk rule* | 4237<br>3621<br>2714 | ✠100A1<br>*Trunk dk no s*<br>~~3,21 12,20~~<br>12,21 | Mdb<br>*heer* Bry<br>✠LMC12,20<br>BS1,22 | *w* | CL<br>~~3,20~~<br>1,22 | 1907<br>1mo | Ropner&Son<br>Stockton<br>Lloyd'*sA&CP* *WB*= | PoolShippng CoLd (SirR.Ropner&Co. Ld.*Mgrs.*)<br>*CellDBa*110'*uE*24' | 355·0\|51·0\|26·0<br>~~F32'~~<br>FK<br>*f*154'813*t* *FPT*167*t* | W.Hartlpl<br>British<br>6*BHCem*<br>*APT*227*t* | T.3Cy.25",42"&68"–48" (*s*)<br>180lb *100lb* 369NHP<br>2SB,6*rf*,GS127,HS5999<br>Blair&Co.Ld.Stockton | 28 " 5<br>s 5 " 4½<br>23 " 5 | |
| 12566<br>143678 | **Clearsin** SteelSc<br>(*Trawler*)<br>(*ex*Resie) 1*Dk* | 135<br>135<br>59 | | | | | 1891 | F.W. Wencke<br>Bremerhaven | C.&H.Crichton, Ld. | 104·5\|20·7\|10·2 | Liverpool<br>British<br>*WB* | C.2Cy.17¾"&30¾"–21⅝"<br>37RHP<br>H.Pauksch,Landsbrga.W. | | |
| 12567<br>142845 | **Clearton** SteelScSr<br>Wireless 1*Dk*(*Stl*) | 5219<br>4790<br>3209 | ✠100A1<br>~~7,21 10,20~~<br>11,21 | Cff<br>✠LMC9,19<br>Bry | *y* | CL<br>11,21 | 1919<br>9mo | Richards'n Duck&Co.Ld.<br>Stockton<br>Lloyd'*sA&CP* | CarltonS.S.Co.Ld. (R.Chapman&Son *Mgrs.*)<br>*CellDB* | 400·2\|52·4\|28·4<br>P49'B113'F40'<br>FK<br>336'1058*t* *FPT*168*t* | Newcastle<br>British<br>7*BHCem*<br>*APT*279*t* | T.3Cy.26",44"&73"–48" (*s*)<br>180lb 397NHP<br>2SB,6*cf*,GS137,HS6066<br>Blair&Co.Ld.Stockton | 31 " 0<br>s 6 " 2<br>25 " 3 | |
| 12568<br>219686<br>LVTB | **Clearwater** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 5590<br>4598<br>3453 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0\|54·2\|27·8<br>P50'B121'F40' | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 12569<br>123642<br>HGFV | **Clearway** SteelScSr<br>(*ex*Nonsuch)<br>*Turret deck* Wireless 1*Dk* | 3805<br>3133<br>2417 | | | | | 1906 | W.Doxford&Sons,Ld.<br>Sunderland | EdwardsS.S.Co. Ld.(VilliersLd. *Mgrs.*) | 350·5\|50·2\|22·4 | London<br>British<br>*WB* | T.3Cy.24",41"&68"–45"<br>310NHP<br>W.Doxford&Sons,Ld.Sld. | | C |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12570<br>118787 | **Cleethorpes** SteelPadSp<br>1Dk | 273<br>263<br>116 | | — | | | 1903 | Gourlay Bros.&Co.<br>Dundee | GreatCentralRly. | 190·1<br>Promenade dk114' | 25·5 | 7·9 | Hull<br>British | C.2Cy.25"&48"–45"<br>NB12 98RHP<br>GourlayBros.&Co.Dundee | | |
| 12571<br>109887<br>QGBF | **Clematis** SteelScSr<br>ssBly.No.3-6,11<br>Wireless ssHfx.No.2-17<br>1Dk(Stl)&Spardk(Irn)<br>&deep framing | 3406<br>3184<br>2161 | ✠100A1<br>Spar dk<br>~~4,21~~ ~~12.2~~ 3,22 BS12,21<br>~~BS12,20~~ ✠LMC11,17 | Liv | v | ~~N12,20~~<br>8,21 | 1898<br>7mo | TyneIron S.B.Co.Ld.<br>Newcastle<br>A&CP WB= | J.Holt&Co.<br>(Liverpool)Ld.<br>CellDBa110'uE& | 344·5<br>P29'B92'F38' 24·7<br>FK<br>B40'f144'733tFPT | 46·0 | 16·8 | N.Shields<br>British<br>6BHCem<br>44tAPT35t | T3Cy.22¾",38½"&64"–42"(r)<br>180lb 80lb 287NHP<br>2SB,6pf,GS116,HS4400<br>N.E.MarineCo.Ld.Nwc. | 27 ″ 2<br>s5 ′ 4<br>22 ′ 2 | |
| 12572<br>219689<br>LVTD | **Clemence C. Morse** SteelScSr<br>(exBoshbish) Fitted for oil fuel<br>Elec.light Sub.Sig. 1Dk&Shelter dk<br>Wireless Longitudinal framing | 6061<br>5559<br>3759 | | | … | | 1920 | Virginia S.B.Corp.<br>Alexandria, Va. | UnitedStates ShippingBoard | 402·6<br>P34'F38' onShltrdk<br>FK | 53·2 | 32·0 | Alexandria,Va.<br>Utd.States<br>WB | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>Hooven,Owens&RentschlerCo.Hamilton,O. | 34 ″ 6 | R |
| 12573<br>142748<br>JV[illegible]M | **Clemenceau** SteelScSr<br>(exWarMersey) 1Dk(Stl)&Shelter<br>Elec.light Wireless dk(Stl) | 2436<br>2330<br>1508 | ✠100A1<br>Shelter dk<br>withfreeboard<br>8,21 ~~1,21~~ ✠LMC1,19 | Cff<br>Npt | r | CL<br>1,20 | 1919<br>1mo<br>Lloyd | H.&C. Grayson,Ld.<br>Liverpool<br>'sA&CP | LeCoqS.S.Co.Ld.<br>~~(Lane&Macandrew,Ld.Mgrs.)~~<br>(Davies&NewmanLd.Mgrs.) | 265·0<br>FK<br>CellDB224'408tFPT | 41·2 | 26·6 | London<br>British<br>4BHCem<br>63tAPT18t | T.3Cy.21",34"&56"–36" (a)<br>160lb 229NHP<br>2SB,6cf,GS117,HS4066<br>Richardsons,Westgarth&Co.Ld.Hpl. | 28 ″ 10<br>s8 ′ 11½<br>20 ′ 2 | |
| 12574 | — WoodAux.Sc4MstSr<br>Motor<br>Elec.light 1Dk<br>(See Sailing Ship Register) | 1010<br>958<br>897 | | | | | 1919 | Ch.&At. de St.Malo,<br>St.Malo | Soc.France Atlantique | 192·5 | 37·1 | 20·0 | St.Malo<br>French | Motor4Cy.<br>SulzerFrères,Winterthur | | |
| 12575<br>121205 | **Clemens A. Reiss** SteelScSr<br>Wireless (exFrankT.Heffelfinger)<br>Mchy.Aft Elec.light 1Dk2trB | 4464<br>—<br>3513 | | | | | 1901 | Chicago S.B.Co.<br>Chicago | ReissS.S.Co. | 430·0 | 50·2 | 24·5 | Duluth<br>Utd.States<br>WB | Q4Cy15",23¾",36½"&56"–40"<br>198NHP<br>ChicagoS.B.Co.Chicago | | L |
| 12576<br>220733<br>MBRS | **Clement Smith** SteelSc<br>Sub.Sig. Wireless Fitted for oil fuel<br>Elec.light CarryingPetroleum in bulk<br>Mchy.Aft 2Dks Longitudinal framing | 7506<br>—<br>4612 | | | | | 1920 | Baltimore D.D.&S.B.Co.<br>BaltimoreMd | CalvertNav.Co. Inc. | 431·0<br>P128'B37'F39' | 59·2 | 33·4 | Baltimore<br>Utd. States | 2 Steam Turbines<br>A.&W.Fletcher,Hoboken, N.J. | | R |
| 12577<br>118171<br>JGVH | **Clementina II.** SteelScK<br>ssAbn.No.3-3,19<br>(exClementina) 1Dk | 200<br>188<br>76 | ✠100A1<br>StmTrawler<br>9.20<br>BS9,20 ✠LMC3,19 | Abn | | 3,19 | 1903<br>9mo<br>Lloyd | A.Hall& Co.<br>Aberdeen<br>'sA&CP | G.Robb | 115·2<br>BK7½"<br>WB= | 21·4 | 11·6 | Aberdeen<br>British<br>3BHCem<br>DTf5'9t | T.3Cy.12",19½"&32"–22"(r)<br>180lb 60RHP<br>1SB,2cf,GS31,HS1043<br>A.Hall&Co.Aberdeen | 12 ″ 4 | |
| 12578 | **Cleo** SteelSc<br>(exExpressI.,exHeerenveen) | 344<br>—<br>213 | | | | | 1901 | J.&K.Smit Krimpen<br>a/dLek | H.O.Paterson | 176·9 | 23·0 | 12·2 | Smyrna<br>Turkish | T.3Cy.11",16¾"&27"–18"<br>27NHP<br>Löhnis&Co.Rotterdam | | V |
| 12579<br>86581<br>KRCN | **Cleone** WoodScSr<br>(exGualala) Fitted for oil fuel<br>1Dk | 228<br>187<br>126 | | | | | 1901 | J.W.Dickie<br>Alameda,Cal. | BeadleBros.Inc. | 123·0 | 30·0 | 9·5 | S.Frncisco<br>Utd.States | C.2Cy.11"&23"–16"<br>18NHP | | |
| 12580 | **Cleopatra** SteelScSr<br>ssFiu.2ndNo.3-10,20 ~~ssTri.No.3-2,02~~<br>2Dks(UStl-ws)&<br>Elec.light Spar dk(Stl-teak s) | 4013<br>3351<br>2002 | ✠100A1<br>Spar dk<br>9,21 ~~12,04~~ ✠LMC10,20<br>3,22 | Tri | x | 11,20 | 1895<br>5mo | Caird&Co. Ld.<br>Greenock<br>A&CP | LloydTriestino<br>WB= | 376·6<br>P79'B95'F87' 28·0<br>FK<br>CellDBa80' uE&B | 44·9 | 20·2 | Trieste<br>Italian<br>6BHCem<br>93'f121'510t | T.3Cy.35½",57"&92"–54" (s)<br>165lb 165lb 772NHP<br>5SB,20rf,GS432,HS13700<br>Caird&Co.(Ld.),Grk. | 30 ″ 6<br>s7 ′ 2½<br>23 ′ 10 | A |
| 12581 | — SteelSc<br>Elec.light Mchy.Aft 1Dk | 1305<br>1148<br>698 | | | | | 1920 | Reiherst'g Schiffsw.<br>Hamburg | A.Kirsten | 258·0<br>P&B197'F87' | 37·4 | 14·6 | Hamburg<br>German<br>WB | T.3Cy.16½",27½"&43"–33½"<br>107NHP<br>Reiherst.Machinenf.Ham. | | |
| 12582<br>217796<br>LQMD | — WoodSc<br>Wireless (Tug)<br>1Dk | 415<br>—<br>197 | | | | | 1919 | CrowninshieldS.B.Co.<br>FallRiver, Mass. | UnitedStates ShippingBoard | 142·0 | 36·6 | 14·4 | FallRiver<br>Utd.States | T.3Cy.17",25"&43"–30"<br>101NHP | | |
| 12583<br>100755 | — SteelScSr<br>1Dk | 104<br>94<br>71 | | | | | 1893 | Goodrham &Blackstock<br>Toronto | G.H.Gooderham | 113·5 | 16·9 | 9·2 | Toronto<br>British | T.3Cy.10",15"&25"–12"<br>32RHP<br>KerrBros.Walkervlle,Ont. | | |
| 12584<br>127404<br>HLWI | **Cleopatra II.** SteelScK<br>ssMil.No.3-3,19<br>(exCleopatra) 1Dk | 240<br>199<br>91 | ✠100A1<br>StmTrawler<br>8.20 BS10,21<br>~~BS8,20~~ ✠LMC3,19 | Mil | | CL<br>N8,20 | 1907<br>11mo<br>Lloyd | Smith's DockCo.Ld.<br>NorthShields<br>'sA&CP | D.Pettit | 120·2<br>Q67'F19'<br>BK7½"<br>WB= | 21·6 | 11·7 | Milford<br>British<br>3BHCem<br>DTf14'15t | T.3Cy.12 3/16"20"&33"–24"(r)<br>180lb 68RHP<br>1SB,2pf,GS35,HS1175<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 12585<br>123221<br>HFPM | **Cleopatra III.** SteelScK<br>Wireless ssHul.No.3-4,19<br>(exCleopatra) 1Dk<br>(SalvageVessel) | 323<br>260<br>132 | ✠100A1<br>10,21 ~~5,20~~<br>~~BS4,20~~ ✠LMC4,19<br>BS0,~~21~~ 4,22 | Hul<br>Pir | | CL<br>4,20 | 1906<br>2mo<br>Lloyd | Earle's Co.Ld.<br>Hull<br>'sA&CP | OceanSalvageCo. Ld. (J.Wilson Potter, Mgr) | 148·4<br>Q64'F24'<br>BK9" | 23·0 | 11·2 | London<br>British<br>4BHCem | T.3Cy.14",23"&38"–27" (s)<br>185lb 96NHP<br>1SB,3pf,GS55,HS1665<br>Amos&Smith,Hull | 11 ″ 9<br>s1 ′ 2½<br>11 ′ 5 | |
| 12586<br>98883<br>NSPW | **Clermiston** SteelScSr<br>(exKing'sTown, ssNwc.2ndNo.3-1,21<br>exRocio) 1Dk&Webframes<br>Cargo battens not fitted | 1282<br>989<br>803 | ✠100A1<br>~~1,22~~ ~~1,21~~ 3,22<br>✠LMC1,21<br>BS1,22 | Nwc | o | 1,21 | 1895<br>4mo | W.Gray& Co.Ld.<br>WHartlepool<br>A&CP | R.S.Dalgliesh,Ld.<br>(R.S.Dalgliesh, Mgr.) | 232·1<br>Q85'B61'F28'<br>FK<br>WB=DBa69'f88'3 | 34·6 | 16·3 | Grngemth<br>British<br>4BHCem<br>10tAPT23t | T.3Cy18",28½"&47½"–33"(s)<br>160lb 80lb NDB08 127NHP<br>1SB,3rf,GS42,HS1875<br>Cen.Mar.Eng.Wrks.WHpl | 17 ″ 3<br>s1 ′ 0½<br>16 ′ 0 | |
| 12587<br>145937 | **Cletus Schneider** SteelScSr<br>Wireless (exThomasAdams)<br>Elec.light Mchy.Aft 1Dk2trb | 3784<br>—<br>3187 | | | | | 1902 | CraigS.B. Co.<br>Toledo,O. | PaisleyS.S.Co. | 370·8<br>F40' | 50·2 | 24·2 | Detroit<br>Utd.States<br>WB | T.3Cy.20",33½"&55"–40"<br>191NHP<br>CraigS.B.Co.Toledo | | L |
| 12588<br>~~WLVQ~~<br>LEWT | **Cleveland** SteelScSr<br>ssCff.No1-20<br>Elec.light Wireless 1Dk(Stl)<br>Cargo battens not fitted | 1902<br>1671<br>1111 | ✠100A1<br>8,21 ~~8,20~~<br>MS12,20 ✠LMC~~3,11~~<br>BS8,21 | Cff<br>Bgn | r | CL<br>~~7,19~~<br>8,21 | 1917<br>3mo | Superior S.B.Co.<br>Superior, Wis<br>A&CP | A/SD/SCleveland (Nieuwejaar& Hansen,Mgrs.)<br>CellD | 251·0<br>P28'B65'F27'<br>FK<br>B210'545tFPT68t | 43·8 | 18·2 | Bergen<br>Norwegian<br>4BHCem<br>APT77t | T.3Cy.20",33"&54"–40" (s)<br>180lb 266NHP<br>2SB,6cf,GS132,HS5060<br>DetroitS.B.Co.Detroit | 20 ″ 3<br>s2 ′ 10<br>17 ′ 9 | |
| 12589<br>82753<br>JLGT | — IronPadSp | 172<br>172<br>58 | | | | | 1881 | JTEltringham<br>S.Shields | TeesTowing Co.Ld (Robinson& Crosthwaite, Mgrs.) | 120·0 | 20·6 | 10·6 | Middlsbro'<br>British | L.2Cy.32"–54"<br>NB88 95RHP<br>J.P.Rennoldson,S.Shields | | |
| 12590<br>128321 | **Cleveland Bay** SteelSc<br>(Bucket Dredger) 1Dk | 389<br>367<br>157 | | | … | | 1911 | Fleming& Ferguson,Ld.<br>Paisley | Townsville HarbourBoard | 145·4<br>F16<br>FK | 32·6 | 11·5 | Twnsville<br>British | C.2Cy.20"&40"–24"<br>7RHP<br>Fleming&Fergusn.Ld.Psy. | 12 ″ 0 | |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When. Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12591<br>114398<br>TQCW | **Cleveleys** SteelTwinScSp<br>*Elec.light* 1*Dk* | 292<br>250<br>115 | | | | | 1902 | J.P.Rennoldson&Sns.<br>South Shields | L.&N.W.Rlwy.Co<br>~~Lan&Yorks.&Lon.~~<br>~~&N.W.Rlwy.Cos.~~ | 130·0 | 24·2 | 11·8 | Fleetwood<br>British<br>*WB* | T.6Cy.12¼",20½"&33"-22"<br>96RHP ~~102NHP~~<br>J.P.Rennoldsn&Sns,S.Shl. | | |
| 12592<br>109684<br>VTSR | **Clewbay** SteelSc3MstSr<br>(*ex*G-Player) ssBel.No.3-8,20<br>*Well deck* *Mchy.Aft* 1*Dk*(*Irn*)<br>*Elec.light* | 645<br>464<br>259 | ✠100A1<br>6,21 ~~8,20~~<br>BS12,21 | Bel<br>✠LMC8,20 | *i* | CL<br>8,20 | 1904<br>7mo<br>*Lloyd* | AilsaS.B.<br>Co.Ld.<br>Troon<br>'*sA&CP* | JohnKelly,Ld.<br>(S.Kelly,*Mgr.*)<br>*WB=Cell* | 183·0<br>P19'Q83'B12'F25'<br>FK&BK1¼"<br>*DBf*103'162*t FPT* | 28·6 | 11·1 | Belfast<br>British<br>3*BHCem*<br>58*tAPT*8*t* | C.2Cy.21"&45"-30" (*s*)<br>140lb ~~100lb~~ NDB11 82RHP<br>1SB,3*pf*,GS68,HS2240<br>Muir&Houston,Ld.Gls | 13 ″ 9<br>s ″ 9<br>13 ″ 4 | |
| 12593<br>83936<br>JLNC | **Cliffmore** IronScSr<br>ssArd,3rdNo.3-5,15<br>(*ex*Parkmore) ssBel.No.3-3,17<br>1*Dk* | 274<br>244<br>107 | ✠100A1<br>11.20<br>✠NB5,15<br>BS9,21 | Bel<br>✠LMC3,~~17~~<br>MS3,22 | *e* | CL<br>7,21 | 1880<br>11mo<br>*Lloyd* | McIlwaine<br>&Lewis<br>Belfast<br>'*sA&CP* | CliffburnS.S.Co.<br>Ld(S.Stewart&Co<br>*Mgrs.*) | 157·5<br>Q20'B29'F20'<br>ptND94 ND03 BK7"<br>*WB=FPT* | 21·6 | 10·8 | Belfast<br>British<br>4*BHCem*<br>5*tAPT*3*t* | C.2Cy.~~19¼~~ 18¼"&32"-27" (*s*)<br>75lb 50RHP<br>1SB,2*pf*,GS32,HS927<br>M'Ilwaine&Lewis,Belfast | 11 ″ 5 | |
| 12594<br>206044 | **Clifford F. Moll** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 5141<br>—<br>3894 | | | | | 1909 | Gt.Lakes<br>Eng.Works<br>EcorseMich. | AmericanS.S.Co.<br>(Boland&Cornelius.*Mgrs.*) | 444·0 | 56·2 | 29·0 | Buffalo<br>Utd.States<br>*WB* | T.3Cy.22½",36"&60"-42"<br>233NHP<br>GreatLakesEng.Works | | |
| 12595<br>142497<br>KFQR | **Cliffsider** SteelSc<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 489<br>316<br>202 | ✠100A1<br>9,21 ~~10,20~~ | Bel<br>✠LMC5,20 | *g* | CL | 1920<br>5mo<br>*Lloyd* | J.Lewis&<br>Sons,Ld.<br>Aberdeen<br>'*sA&CP* | H.Craig&Co.<br>*Ce* | 160·1<br>Q92'B11'F23'<br>FK<br>*llDBf*95'114*tFPT* | 25·2 | 9·7 | Belfast<br>British<br>3*BHCem*<br>33*t APT* 12*t* | T.3Cy.12½",21"&34"-24"<br>180lb (*s*) 64RHP<br>1SB,3*pf*,GS52,HS1573<br>J.Lewis&Sons,Ld.Abn. | 11 ″ 8<br>s3 ″ 9<br>11 ″ 8 | |
| 12596<br>139197<br>JNVF | **Clifftower** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3509<br>3304<br>2202 | ✠100A1<br>9,20<br>BS3,21<br>MS9,21 | Cal<br>✠LMC2,~~17~~ | *w* | CL<br>3,21 | 1917<br>2mo<br>*Lloyd* | J.Blumer<br>&Co.<br>Sunderland<br>'*sA&CP* | HansenShipping<br>Co.Ld. (Hansen<br>Bros.Ld.*Mgrs.*)<br>*Cell D* | 356·3<br>P35'B108'F33'<br>FK<br>*B*312'802*t FPT*67*t* | 48·7 | 23·9 | London<br>British<br>6*BHCem*<br>*APT*109*t* | T.3Cy.24",40"&66"-45" (*s*)<br>180lb *120lb* 311NHP<br>2SB,6*cf*,GS122,HS4700<br>N.E.MarineEng.Co.Ld.Sld | 25 ″ 11 | |
| 12597<br>219357<br>LVCF | **Cliffwood** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5104<br>4598<br>3127 | | | | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 12598<br>19290 | **Clifton** IronScSp<br>(*ex*Samson) 1*Dk* | 126<br>115<br>77 | | | | | 1857 | T.D.Marshall<br>SouthShields | Osborn&Wallis Ld | 103·2 | 19·0 | 8·9 | Bristol<br>British | 1Cy.16½"-18"<br>9RHP<br>Stothert&Co.Bristol | | |
| 12599<br>124322<br>HJWD | **Cliftonhall** SteelScSr<br>ssHpl.No.3-6,20<br>*Spar dk*(*Stl*)2*tr B&deep framing*<br>Wireless | 3900<br>3646<br>2532 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>8,21 ~~6,20~~ | Hpl<br>Sws<br>✠LMC6,20<br>BS8,21 | *w* | CL<br>6,20 | 1907<br>1mo<br>*Lloyd* | R.Stephenson&Co.Ld<br>Newcastle<br>'*sA&CP* *W* | TrowbridgeSteam<br>Nav.Co.Ld.(H.H.<br>Merrett,*Mgr.*)<br>*B = Cell DBa*110' | 340·6<br>P26'B100'F33' 27·3<br>FK<br>*uE&B*42'*f*138'739*t* | 47·2 | 20·0 | W.Hartlpl<br>British<br>6*BHCem*<br>*APT*181*t* | T.3Cy.25",41"&67"-45" (*s*)<br>165lb *90lb* 313NHP<br>2SB,6*cf*,GS123,HS4812<br>N.E.MarineEngCoLd.Nwc | 29 ″ 10<br>s5 ″ 9½<br>24 ″ 4 | |
| 12600<br>217672<br>LQFB | **Clinchco** SteelSc<br>(*ex*Baleshead)<br>(*Tug*)<br>*Elec.light* Wireless 1*Dk* | 437<br>364<br>203 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>(MoorePlnt.)<br>Elizabeth<br>Port,N.J. | Clinchfield<br>Navco.Inc. | 142·0 | 27·7 | 14·8 | NewYork<br>Utd.States<br>*WB* | T.3Cy.17",25"&43"-30"<br>101NHP<br>BethlehemS.B.Corp.Ld.<br>(MoorePlant) | | |
| 12601 | **Clincher** IronScSr<br>(*Tug*)<br>(*ex*Scranton) 2*Dks* | 368<br>302<br>66 | | | | | 1892 | J.H.Dialogue<br>Camden,N.J. | | 132·6 | 25·4 | 16·0 | British | T.3Cy.16",24"&40"-28"<br>NB10 81RHP<br>J.H.Dialogue,Camden,N.J. | | |
| 12602<br>102464<br>PKBW | **Clint** SteelScSr<br>ssBel.2ndNo.3-10,19<br>*Well deck*<br>*Mchy.Aft* 1*Dk*(*Irn*) | 197<br>147<br>74 | ✠100A1<br>3,21 ~~7,20~~<br>~~BS8,20~~<br>BS10,21 | Cff<br>✠LMC10,19 | *c* | CL<br>10,19 | 1896<br>7mo | J Fullerton<br>&Co.<br>Paisley<br>A&CP | ~~F.O'Connor&Co.~~<br>~~J.D'Arcy~~<br>WexfordS.S.Co. | 125·0<br>Q45'B9'F22'<br>BK6"<br>*WB*= | 20·0 | 9·0 | Wexford<br>British<br>3*BHCem*<br>*FPT*18*t* | C.2Cy.16"&32"-24" (*s*)<br>120lb 43RHP<br>1SB,2*pf*,GS34,HS942<br>Ross&Duncan,Glasgow | 9 ″ 7<br>s ″ 8½<br>9 ″ 6 | |
| 12603<br>141661 | **Clinton** SteelSc<br>(*ex*Cylaton,*ex*Viking)<br>*Mchy.Aft* *Elec.light* 1*Dk*2*trB* | 1231<br>997<br>727 | | | | | 1889 | UnionDry<br>DockCo.<br>Buffalo,N.Y. | MathewsS.S.Co. | 217·0 | 36·7 | 14·7 | Toronto<br>British | C.2Cy.21"&42"-42"<br>NB16 73RHP<br>S.F.Hodge&Co.Detroit | | |
| 12604<br>139879<br>JPQR | **Clintonia** Steel&IronScSr<br>Wireless 1*Dk* | 3106<br>2860<br>1882 | | | | | 1917 | W.Dobson<br>&Co.<br>Newcastle | StagLine,Ld.<br>(J.Robinson&<br>Sons,*Mgrs.*) | 331·0<br>P29'B97'F33' | 48·0 | 22·2 | N.Shields<br>British<br>*WB* | T.3Cy.22½",36½"&62"-42"<br>249NHP<br>N.E.MarineEngCoLdNwc | | C |
| 12605<br><br>NKHD | **Clio** SteelSc<br>*Elec.light* Wireless 2*Dks* | 2927<br>2287<br>1827 | | | | | 1910 | Wrf.voorh.<br>Rijkee&Co.<br>Rotterdam | Koninkl.Nederl.<br>Stoomb.Maats. | 326·9<br>Q106'B87'F40' | 44·3 | 19·0 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.21½",33"&57"-39"<br>203NHP<br>Maats.Feyenoord,Rot. | | V |
| 12606<br>95784<br>LBWT | — SteelScSr<br>*Well deck* 1*Dk*(*Stl*)&*Webframes* | 2733<br>2106<br>1778 | ✠<br>3,89 | Hpl<br>✠ | *t* | | 1889<br>3mo | W.Gray&<br>Co.Ld.<br>WHartlepool | The Admiralty | 300·0<br>P27'Q98'B112'<br>F33' BK10"<br>*WB=DBa* | 40·7 | 21·1 | Hull<br>British<br>5*BHCem*<br>96'*f*112'503*t* | T.3Cy.28",36½"&62"-39"<br>240NHP<br>2SB,6*cf*,GS98<br>Cen.Mar.Eng.Wks.WHpl. | 23 ″ 0 | |
| 12607<br>218749<br>LSKQ | — WoodTwinSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2475<br>1980<br>1466 | | | | | 1919 | Pacific<br>American<br>Fisheries<br>Bellingham,<br>Wash. | PacificAmerican<br>Fisheries,Inc. | 268·3<br>P40'B67'F26' | 46·2 | 23·2 | Seattle<br>Utd.States | T.6Cy.19",32"&56"-36"<br>188NHP<br>SeattleMachineWorks,<br>Seattle,Wash. | | R |
| 12608 | — SteelScSr<br>ssLiv.No.3-5,09<br>(*ex*Bittern) ssHul.No.1-13<br>1*Dk*(*Irn*)*lower dk forehold*<br>*Well deck* *Webframes afterhold* | *881*<br>*735*<br>*384* | ✠<br>9,19 | Hul<br>✠ | *m* | | 1897<br>3mo | Caledon<br>SB.&E.Co.Ld<br>Dundee | Wasa-Nordsjö<br>Angb.Aktieb.<br>(KarlKurten*Mgr*) | 220·3<br>P&B121'F45'<br>BK8"<br>*WB=CellDBa*46' | 32·0 | 15·5 | Wasa<br>Finnish<br>4*BHCem*<br>*f*81'158*t* | T.3Cy.19",31"&50"-33"<br>NDB04 131NHP<br>1SB,2*pf*,GS62,HS1780<br>CaledonSB&E.Co.Ld.Dun. | 16 ″ 6 | |
| 12609 | — IronScSr<br>(*ex*Thor)<br>1*Dk* | 199<br>152<br>115 | | | | | 18$\frac{7}{8}\frac{6}{8}$ | G.Howaldt<br>Kiel | H.Himmighoffen | 134·3<br>Q33'B34'F26'<br>len88 | 20·1 | 9·7 | Altona<br>German | C.2Cy.18"&36"-21"<br>49NHP<br>Gebr.Howaldt,Kiel | | |
| 12610 | **Clis** StlScSr<br>ssAlg.No.3-4,04<br>(*ex*NotreDame deLourdes, 1*Dk*(*Stl*)<br>*ex*Blythswood) *Mchy.Aft* *Well deck* | 211<br>—<br>96 | ✠<br>4,04 | Alg<br>✠ | *c* | | 1892<br>2mo | J.Mc<br>Arthur&Co.<br>Paisley | Soc.Anon.di<br>Armamento<br>Oceania | 120·4<br>Q37'B12'F25<br>BK6½"<br>*WB* | 21·0 | 8·5 | Trieste<br>Italian<br>3*BHCem*<br>=*FPT*13*t* | C.2Cy.13½"&26"-18"<br>32NHP<br>1SB,2*pf*,GS26,HS605<br>Bow,McLachlan&Co.Psy. | 10 ″ 0 | A |
| 12611<br>93419 | **Clive** IronTwinSc<br>(*Tug*)<br>1*Dk* | 114<br>113<br>— | | | ... | | 1892 | Barry<br>GravingDock<br>&E.Co.(Lim.)<br>Barry | BarryRailwayCo. | 90·0<br>BK7" | 19·5 | 10·1 | Cardiff<br>British | C.4Cy.16"&32"-18"<br>NB20 30RHP<br>BarryDk.&Eng.Co.(Lim.) | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7a Tirant d'eau Moyen. Dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12612<br>82050 | **Cloch** IronScSk<br>(*Hopper Barge*) | 390<br>390<br>179 | | | | | 1882 | W.Simons &Co. Renfrew | N.EasternRly.Co. | 154·1 | 26·0 | 12·2 | Hull<br>British | C.2Cy.19″&36″–24″<br>55RHP<br>W.Simons&Co.Renfrew | | |
| 12613<br>219065<br>LTHB | **Clodia** WoodTwinSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2459<br>1973<br>1447 | | | | | 1919 | Pacific American FisheriesCo. Bellingham | UnitedStates ShippingBoard | 267·4<br>P26′B65′F28′ | 46·1 | 23·1 | Seattle<br>Utd.States | T.6Cy.15″,24″&40½″–30″<br>180NHP<br>SeattleMach.Works, Seattle,Wash. | | R |
| 12614<br>46<br>NPBF | — SteelSc | 152<br>—<br>77 | | | | | 1905 | Vianello-Moro,Sartori &Co.Venice | Soc.Veneta diNav. aVap.Lagunare | 119·3 | 20·3 | 7·5 | Venice<br>Italian | T.3Cy.9½″,14½″&25½″–15½″<br>26NHP<br>VianelloMoro,Sartori&Co | | |
| 12615<br>104970 | **Cloghmore** SteelPad<br>(*ex*Greenore)<br>1*Dk* | 217<br>167<br>85 | | | | | 1896 | J.P.Rennoldson&Sns South Shields | L.&N.W.Rlwy.Co. | 121·9<br>len03 | 22·1 | 8·1 | Dublin<br>British | C.D.O.4Cy.15″&28″–42″<br>70RHP<br>J.P.Rennoldsn&Sns,S.Shl. | | BT till 4,21 |
| 12616<br>110502<br>QROW | **Clonlee** SteelScSr<br>*ss*Trn.No.3-6,10<br>*Well deck* *ss*Trn.No.2-19<br>1*Dk*(*Irn*)&*deep framing* | 1012<br>790<br>396 | ✠100A1<br>~~10,21 2,20~~ 2,22<br>~~MBS8,20~~ ✠LMC5,19<br>BS10,21 | Mdb<br>Shl | *n* | CL<br>N8,20 | 1899<br>1mo | AilsaS.B. Co. Troon<br>A&CP *W* | ShamrockShippg. Co.Ld. (T.Jack, *Mgr.*)<br>*B = CellDBa*50′*u* | 224·0<br>P23′Q52′B53′F26′<br>FK&BK1″<br>*E*17′*f*83′286*t FPT* | 33·1 | 15·6 | Belfast<br>British<br>4*BHCem*<br>45*t APT* 64*t* | T.3Cy.17¾″,27½″&44″–33″(*s*)<br>160lb *100lb* NDB19 96RHP<br>1SB,3*cf*,GS59,HS2040<br>Muir&Houston,Ld.Gls. | 16 ″ 6<br>s1 ″ 3½<br>15 ″ 6 | |
| 12617 | **Clonsin** SteelSc<br>(*ex*Dr.Robitzsch) (*Trawler*)<br>1*Dk* | 202<br>167<br>66 | | | | | 1911 | G.Seebeck Akt.Ges. Geestemunde | Ellis&Meff | 118·7<br>Q60′F21′ | 22·1 | 8·5 | British<br>*WB* | T.3Cy.10½″,17 5/16″&25 7/16″–21 3/16″<br>39NHP<br>G.SeebeckA.G.Geestmnde | | |
| 12618<br>219633<br>LVQT | **Clontarf** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5590<br>4598<br>3453 | | | | | 1920 | American International S.B.Corp. HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P50′B121′F40′ | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 12619<br>132418 | **Clotilde** SteelScK<br>*ss*Flt.No.2-21 ~~*ss*Flt.No.1-19~~<br>1*Dk* | 289<br>265<br>114 | ✠100A1<br>*StmTrawler*<br>9,21 ~~7,20~~<br>~~BS7,20~~ ✠LMC~~5,19~~ 9,21 | Liv<br>Flt | | CL<br>3,19 | 1913<br>12mo | Cochrane& Sons,Ld. Selby<br>*Lloyd*'*sA&CP* | ActiveFishing Co.Ltd. (J.A.Robertson, *Mgr.*) | 130·2<br>Q73′F19′<br>BK7½″ | 23·5 | 12·6 | Fleetwood<br>British<br>4*BHCem* | T.3Cy.13″,23″&37″–24″ (*s*)<br>200lb 84RHP<br>1SB,3*pf*,GS46,HS1370<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 12620 | **Cloud** SteelScK<br>1*Dk* | 96<br>95<br>36 | ✠100A1<br>*For Fishing purposes*<br>5,18 ✠LMC5,18 | Abn | | CL | 1918<br>5mo | J.Duthie TorryS.B.Co. Aberdeen<br>*Lloyd*'*sA&CP* | TheAdmiralty | 86·0<br>BK7½″ | 18·6 | 9·2 | British<br>3*BHCem* | T.3Cy.9½″,15½″&26″–18″ (*s*)<br>180lb 43RHP<br>1SB,2*pf*,GS30,HS814<br>W.Beardmore&Co.Ld.Gls. | 10 ″ 0 | |
| 12621<br>128501<br>HQFW | **Cloutsham** SteelScSr<br>Wireless 1*Dk* | 4907<br>4590<br>3075 | | | | | 1910 | W.Doxford &Sons,Ld. Sunderland | Mediterranean CargoSteamers, Ld.(W.J.Foster, *Mgr.*) | 378·6<br>P37′B123′F37′ | 51·5 | 27·6 | Cardiff<br>British<br>*WB* | T.3Cy.25½″,43″&71″–45″<br>338NHP<br>W.Doxford&Sons,Ld.Sld | | C |
| 12622 | **Clova** IronScSr<br>*Cable Vessel* 6thSurvey,Vpo.3,04<br>(*ex*Retriever) 2*Dks* | *624*<br>*591*<br>*380* | ✠<br>12,09 | Vpo | Lv | 12·09<br>12·67<br>13·24<br>13·81 | 1878<br>3mo | Cunliffe& Dunlop Pt.Glasgow | | 180·0 | 30·3 | 15·1 | Peruvian<br>5*BH*1PBH | C.2Cy.24″&46″–30″<br>NB95 96NHP<br>1SB,3*cf*,GS51,HS1391<br>Cunliffe&Dunlop,Pt.Gls. | | |
| 12623<br>112410<br>RJWP | **Clumberhall** SteelScSr<br>*ss*Bry.No.2-08<br>Wireless 1*Dk*(*Irn*)2*trB*<br>*deep framing& Webframes* | 3599<br>3373<br>2311 | ✠<br>10,12<br>✠ | Npt | *w* | | 1899<br>10mo | Irvine'sSB &D.D.Co.Ld. WHartlepool | WestHartlepool SteamNav.Co.Ld.<br>*WB=CellDBa* | 340·0<br>P28′B80′F35′<br>FK<br>115′*uE&B*35′*f*140′ | 48·2 | 25·0 | W.Hartlpl<br>British<br>6*BHCem*<br>909*t APT*82*t* | T.3Cy.24″,39″&66″–45″<br>289NHP<br>2SB,6*cf*,GS100,HS4307<br>T.Richardsn&Sns,Ld.Hpl. | 27 ″ 9 | C |
| 12624<br>118323<br>VFQM | **Cluny Castle** SteelTwinScSr<br>*ss*Lon.No.3-7,17 ~~*ss*Mdb.No.2-12~~<br>*Ref.Mchy.* 2*Dks*(1*Stl*-ws&*UStl*-teak s)<br>*ss*Lon.No.1-22 &*deepframing*<br>*Elec.light* Sub.Sig. Wireless | 5152<br>4080<br>3310 | ✠100A1<br>~~6,21 5,15~~ 1,22<br>~~Examined4,20~~<br>✠LMC12,20<br>BS1,22 | Lon | *z* | CL<br>PN4,20<br>S12,20 | 1903<br>9mo | Barclay, Curle&Co.Ld Glasgow<br>*Lloyd*'*sA&CP* | TheUnion-Castle MailS.S.Co.Ld.<br>*WB = CellDB* | 419·1<br>P61′B115′F52′<br>FK&BK2″<br>*a*96′*uE*27′*f*179′809*t* | 50·2 | 28·2 | London<br>British<br>7*BHCem*<br>*DTf*31′872*t* | T.6Cy.19″,31″&52″–48″ (*s*)<br>180lb 548NHP<br>4SB,12*cf*,GS242,HS10420<br>Barclay,Curle&Co.Ld.Gls. | 31 ″ 1<br>s6 ″ 11¼<br>24 ″ 8 | BT till 11,21 |
| * 12625<br>~~98897~~<br>~~JLDF~~ | **Clutha** SteelScSr<br>*ss*Sou.2ndNo.3-9,18<br>(*ex*Attila,*ex*Holkar)<br>1*Dk*(*Stl*)&*Spar dk*(*ptStl*-ws)3*trB*<br>Wireless | 3426<br>3093<br>2171 | ✠100A1<br>*Spar dk*<br>11,21 ~~11,20~~<br>MS2,17 ✠LMC<br>DBS11,20 MBS5,21 | Cff<br>Gls | *v* | ~~11,20~~<br>11,21 | 1891<br>2mo | Wigham-Richrdsn&Co Newcastle<br>*Lloyd*'*sA&CP* | Levante Soc. d Nav.Marittima<br>100′&*uE&B*46′2 | 328·4<br>P28′B82′F42′ 26·5<br>*WB=DBa* FK<br>35*t FPT* 87*t APT*25*t* | 42·3 | 21·4 | Italian<br>5*BHCem*<br>*DTa*24′358*t* | Q.4Cy.21½″,30″,44½″&62″–42″ 180lb *80lb* (*s*) 261NHP<br>2SB,6*cf*,GS121,HS3906<br>WighmRichrdsn&Co.Nwc | 30 ″ 0<br>s6 ″ 1<br>24 ″ 6 | |
| 12626<br>111148<br>NTJB | **Clyde** SteelScSr<br>*ss*N.F.L. No.3-4,12<br>*Elec.light* *ss*N.F.L.No.2-20<br>1*Dk*& *Web frames & lower dk in Main hold* | 439<br>342<br>199 | ✠100A1<br>5,21 ~~6,20~~<br>✠LMC6,20<br>BS5,21 | NFL | *g* | ~~4,19~~<br>N5,21 | 1900<br>2mo | A.&J. Inglis Glasgow<br>A&CP | ReidNewfoundlandCo.Ld<br>*WB* | 154·7<br>F18′<br>ND12 BK7″<br>*= CellDBa &uE&B* | 25·1 | 12·6 | SJhnsNFL<br>British<br>4*BHCem*<br>47′*f*61′84*t* | T.3Cy.15″,24″&40″–30″ (*s*)<br>160lb 99RHP<br>1SB,3*rf*,GS51,HS1325 FD<br>A.&J.Inglis,Glasgow | 15 ″ 0<br>s2 ″ 1½<br>13 ″ 10 | |
| 12627<br>89842 | — IronScSk<br>(*Bucket Dredger*)<br>*Mchy.Aft* | 337<br>337<br>152 | | | | | 1882 | W.Simons &Co. Renfrew | N.EasternRly.Co. | 159·3 | 30·0 | 9·4 | Hull<br>British | 2Cy.23″&24″–30″<br>80RHP<br>W.Simons&Co.Renfrew | | |
| 12628<br>133039 | — SteelTwinSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 187<br>179<br>1 | | | | | 1912 | AilsaS.B. Co.Ld. Ayr | Trustees of the ClydeNavigation | 104·5 | 23·1 | 9·8 | Glasgow<br>British<br>*WB* | C.2Cy.16½″&33″–21″<br>91RHP<br>AilsaS.B.Co.Ld.Troon | | C |
| 12629 | — SteelSc<br>*Mchy.Aft* | 150 | 100A1<br>*For Towing purposes*<br>(*Class Contemplated*) | | | | 1921 | J.Crichton &Co.Ld. Chester | Cia.Argentina de Nav.(AngelGardella,Ld.) | 90·0 | 23·0 | 13·5 | Argentine | T.3Cy.15″,23″&38″–24″<br>Cammell,Laird&Co.Ld. Birkenhead. | | |
| 12630<br>95050<br>PSMJ | **Clyde Coast** SteelSc<br>*ss*Bkn.No.2-20<br>(*ex*PrincessLouise) *ss*Liv.2ndNo.3-4,12<br>*Well deck* ~~*ss*Bkn.No.1-16~~<br>*Elec.light* 1*Dk*(*ptStl*-ws)2*trB* | 868<br>716<br>362 | ✠100A1<br>9,21 ~~7,19~~<br>~~DBS6,20~~ ✠LMC<br>✠NE02 ✠NB10,17<br>~~MBS8,20~~ MS8,20 BS8,21 | Bkn<br>Ard | *m* | CL<br>8,20 | 1888<br>4mo | D&WHenderson&Co. Glasgow<br>*Lloyd*'*sA&CP* | CoastLines,Ld. (M Langlands& Sons,Ld.*Mgrs.*) | 226·0<br>P46′B88′F48′<br>BK8″ | 32·1 | 14·1 | Liverpool<br>British<br>5*BHCem*<br>*FPT*42*t* | T.3Cy.17″,28″&45″–33″ (*s*)<br>160lb *80lb* NDB02 135NHP<br>1SB,4*cf*,GS68,HS2261<br>ClydeS.B.&E.Co.Ld.P.Gl. | 15 ″ 1<br>s1 ″ 8<br>14 ″ 6 | |
| 12631<br>2709<br>SBMV | **Clyde Maru** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5467<br>4996<br>3409 | ✠100A1<br>~~4,21~~ ~~5,20~~ 12,21<br>✠LMC~~5,20~~ 12,21 | Yka<br>~~Bry~~ Kob | *z* | CL<br>12,21 | 1920<br>5mo | Asano S.B.Co. Tsurumi<br>A&CP | Suzuki&Co. (KokusaiKisen KabushikiKaisha, *Mgrs.*) | 400·0<br>P33′B124′F41′<br>FK<br>*CellDB*339′949*t* | 53·2 | 29·4 | Yokohama<br>Japanese<br>6*BHCem*<br>*APT*27*t* | T.3Cy.26″,43½″&72″–48″ (*s*)<br>200lb 513NHP<br>3SB,9*cf*,GS175,HS7376 FD<br>IshikawajimaSB&ECoTok | 32 ″ 0<br>s6 ″ 7<br>25 ″ 9 | |
| * 12632<br>98681<br>MKJG | **Clydebrae** Iron&SteelSc3MstSr<br>*ss*Nwc.2ndNo.3-8,17<br>(*ex*Princess *ss*Nwc.No.3-7,18<br>*Mchy.Aft* Sophia,*ex*Topaz) 1*Dk*(*ptIrn*)<br>*Well deck* *Irnframing&Stlplating* | 515<br>374<br>222 | ✠100A1<br>~~2,21~~ 12,21<br>✠NE8,18 ✠LMC8,18<br>✠NB06*refitted*8,18<br>~~BS8,20~~ 9,21 | Bel | *h* | CL<br>8,20 | 1891<br>12mo | Scott&Co. Bowling<br>A&CP | H.Craig&Co. | 175·4<br>Q86′B10′F25′<br>BK7½″<br>*WB = CellDB*96′ | 26·7 | 10·7 | Belfast<br>British<br>3*BHCem*<br>120*t FPT*15*t* | T.3Cy.14″,23″&36″–27″ (*s*)<br>180lb 70RHP<br>1SB,3*pf*,GS52,HS1321<br>Douglas&GrantLd, Kirkcaldy | 13 ″ 0<br>s ″ 10<br>12 ″ 11 | |

| 1 No. in Book.<br>Official No.<br>Code Letters | 2, 3 Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built.<br>When.<br>Ship.<br>Engines | 9 By Whom.<br>Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12 Port of Registry.<br>Flag. | 13 Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 12633<br>133021<br>HVLD | **Clydeburn** SteelScSr<br>ssBwg.No.3-2,15<br>(exArmorik,exArvor) ssLiv.No.1-20<br>*Well deck Mchy.Aft* 1*Dk*(*Stl*) | 553<br>402<br>237 | ✠100A1<br>~~11,20~~ ~~2,20~~ 2,22<br>BS2,22 ~~BS11,20~~ ✠LMC1,20 | Liv<br>Sws | *h* | CL<br>~~1,20~~<br>11,20 | 1902<br>7mo<br><br>*Lloyd* | Ardrossan<br>DD&SBCoLd<br>Ardrossan<br>*'sA&CP* | A.Andrews&Co.<br>Ld. | 170·4<br>Q91'B10'F24'<br>BK7½"<br>*WB=FPT* | 27·1 | 11·3 | Glasgow<br>British<br>3*BHCem*<br>64*tAPT*4*t* | T.3Cy.14",22½"&37"-27" (*s*)<br>160lb 69RHP<br>1SB,3*pf*,GS55,HS1328<br>Bow,McLachln&Co.LdPsy | 12 ″ 6<br>s ″ 10<br>12 ″ 5 | |
| 12634<br>140549 | **Clydemede** SteelSc<br>(*ex*Oakmore) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 4269<br>4020<br>2670 | ✠100A1<br>7,21 ~~8,20~~<br>✠LMC12,17 | Hul<br>Rot | *y* | CL<br>7,20 | 1917<br>12mo<br><br>*Lloyd* | W.Pickersgill&Son,Ld.<br>Sunderland<br>*'sA&CP* | CanuteS.S.Co.Ld.<br>(D.&T.G.Adams,<br>*Mgrs.*)<br>*CellDB* | 390·0<br>P40'B244'F35'<br>FK<br>338'1192*tFPT*110*t* | 53·3 | 23·5 | Liverpool<br>British<br>6*BHCem*<br>*APT*77*t* | T.3Cy.27",45"&74"-48" (*s*)<br>180lb 466NHP<br>3SB,9*cf*,GS204,HS7917<br>J.Dickinson&Sons,Ld.Sld. | 26 ″ 0<br>s 3 ″ 9½<br>22 ″ 7 | |
| * 12635<br>106403<br>PDGJ | **Clydesdale** SteelScSr<br>~~ssSld.No.3-4,09~~<br>ssHam.2ndNo.3-10,21 ~~ssGrk.No.2-18~~<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)3*trB*<br>Wireless *Web frames only in No. 2 hold* | 3754<br>3364<br>2393 | ✠100A1<br>*Spar dk*<br>10,21 ~~9,20~~<br>~~BS9,20~~ ✠~~LMC5,17~~<br>BS10,21 9,20 | Npt<br>Ham | *w* | 9,20 | 1895<br>11mo | J.Laing<br>Sunderland<br>A&CP | LeedsFireclayCo.<br>Ld.(T.H.Evans,<br>*Mgr.*)<br>*WB=CellDBa* | 351·1<br>P21'B92'F40' 26·3<br>FK<br>110'*uE*20'*f*142'591*t* | 44·7 | 18·5 | Sundrland<br>British<br>6*BHCem*<br>*APT*64*t* | T.3Cy.24½",40"&66"-45" (*s*)<br>180lb 314NHP<br>3SB,6*pf*,GS102,HS3839 FD<br>G.Clark(Lim.)Sunderland | 28 ″ 11<br>s 5 ″ 7½<br>23 ″ 8 | |
| 12636<br>121243<br>JKMO | — SteelScSr<br>*Elec.light* 1*Dk* | 394<br>302<br>158 | | | | | 1905 | Scott&<br>Sons<br>Bowling | DavidMacBrayne<br>Ld. | 151·1<br>P&B94'F39' | 26·1 | 12·4 | Glasgow<br>British<br>*WB* | T.3Cy.15",25½"&41"-30"<br>85RHP<br>Ross&Duncan,Glasgow | | BT<br>till<br>2,22 |
| * 12637<br>128471<br>HQLJ | **Clydeside** ,, SteelSc3MstSr<br>Now named "Nugget," See No. 38696 in Supplement<br>ssShl.No.1-22 ssLiv.No.3-3,18<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft Elec.light* | 405<br>289<br>152 | ✠100A1<br>~~10,21~~ 4,22<br>~~BS11,20~~ ✠LMC~~3,18~~<br>2,22 | Ayr<br>~~Lon~~Shl | *g* | CL<br>~~3,18~~<br>~~10,21~~<br>10,21 | 1910<br>2mo<br><br>*Lloyd* | J Fullerton<br>&Co.<br>Paisley<br>*'sA&CP* | ~~ShieldsShppg.Co.~~<br>~~Ld.~~ (~~W.Tinmouth~~<br>~~&Co.Mgrs.)~~<br>~~(A.Stott&Co.Ld.Mgrs)~~<br>W.Robertson | 142·2<br>Q78'B9'F24'<br>BK6"<br>*WB* | 26·1 | 11·1 | Glasgow<br>British<br>3*BHCem*<br>=*FPT*55*t* | O.2Cy.18½"&40"-27" (*s*)<br>130lb 96RHP<br>1SB,3*pf*,GS57,HS1840<br>D.Rowan&Co.Glasgow | 12 ″ 3<br>s 4 ″ 4<br>12 ″ 5 | |
| 12638<br>93690<br>KHVB | **Clydevalley** IronScSr<br>ssArd.2ndNo.3-5,11<br>ssShl.No.2-19<br>(*ex*Londoner,*ex*Balniel) 1*Dk*(*Irn*) | 460<br>363<br>223 | ✠100A1<br>11,19<br>BS11,20 ✠LMC7,19 | Shl | *h* | 7,19 | 1886<br>7mo<br><br>*Lloyd* | M'Ilwaine<br>Lewis&Co.Ld<br>Belfast<br>*'sA&CP* *W* | N.Canning<br>*B=DBa*38'64*tF* | 174·0<br>Q95'F27'<br>FK<br>*PT*12*t deep tank* 17' | 26·1 | 12·6 | Glasgow<br>British<br>5*BHCem*<br>39*tAPT*27*t* | O.2Cy.22⅜"&44"-30" (*a*)<br>95lb 80RHP<br>1SB,3*pf*,GS52,HS1527<br>M'Ilwne,Lewis&CoLd.Bel | 13 ″ 5<br>s ″ 11½<br>12 ″ 8 | |
| 12639<br>137634 | **Coadjutor** SteelScK<br>1*Dk* | 207<br>203<br>90 | | | ... | | 1915 | Hawthorns<br>&Co.Ld.<br>Leith | J.Inglis<br>(T L.&D.R.Devlin,<br>*Mgrs.*) | 118·8<br>BK7½" | 22·2 | 11·9 | Granton<br>British<br>*WB* | T.3Cy.12",20"&34"-23"<br>74RHP<br>Hawthorns&Co.Ld.Leith | 12 ″ 9 | |
| 12640<br>219226<br>LTQH | **Coahoma County** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks*<br>Sub.Sig. | 5590<br>4598<br>3453 | | | | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 12641 | **Coahuila** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*) | 2585<br>2203<br>1558 | ✠~~100A1~~<br>12,21 ~~3,20~~<br>✠~~LMC5,16~~<br>~~2,21~~<br>*Fitted for oil* | NOs<br><br><br><br>*fuel* 5 | *t*<br><br><br><br>,16 | CL<br>3,20<br><br><br>*F.P. a* | 1916<br>5mo<br><br><br>*bove* 1 | W Cramp&<br>SonsS&EBCo<br>Philadelphia<br>A&CP<br>50° F. | Cia.Naviera<br>Mexicana S.A.<br>*CellD* | 304·6<br>B90'F36'<br>FK<br>*B*248'605*tFPT*108*t* | 45·2 | 20·1 | VeraCruz<br>Mexican<br>6*BHCem*<br>*APT*148*t* | T.3Cy.20",33"&55"-36" (*r*)<br>175lb *175lb* 262NHP<br>2SB,6*cf*,GS108,HS3994 FD<br>W.Cramp&Sns S&EBC.Ph | 22 ″ 8 | |
| * 12642<br>212911<br>LFOW | **Coalinga** SteelScSr<br>ssNwc.No.3-6,09<br>(*ex*Pectan) Sub.Sig. ssS.Fo.No.2-19<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames lower*<br>*Elec.light* Wireless *dk*(*Stl*)*fore hold* | 7387<br>6903<br>4695 | ✠100A1<br>5,21 ~~7,19~~<br>~~BS4,19~~ ✠LMC1,18<br>*Carrying Petr*<br>*Fitted for oi* | SFo<br>BS2,21<br><br>*oleum*<br>*l fuel*, | *c*†<br><br><br>*in*<br>10, | CL<br>~~4,19~~<br>5,21<br>*bulk*<br>02 *F.P* | 1902<br>10mo<br><br><br>*. above* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP<br>150°F. | UnionS.S.Co.Inc.<br>*WB=Ce* | 471·0<br>P123'B54'F63'<br>FK<br>*llDBuE&B*80'217*t* | 55·0 | 32·9 | LosAngeles<br>~~S.Frncisco~~<br>Utd.States<br>10*BHCem*<br>*DTf*50'915*t* | T.3Cy.29½",48"&78"-54" (*s*)<br>180lb 581NHP<br>6SB,18*rf*,GS306,HS10260<br>Cen.Mar.Eng.Wrks WHpl<br>*FPT*158*tAPT*49*t* | 34 ″ 10<br>s 8 ″ 1½<br>27 ″ 2 | |
| 12643<br>207665<br>LBNW | — SteelSc<br>1*Dk* | 875<br>—<br>563 | | | | | 1910 | Moore&<br>Scott I.Wks.<br>Oakland | AssociatedTrans-<br>portationCo. | 193·0 | 38·0 | 13·1 | S.Frncisco<br>Utd.States | | | |
| 12644<br>145418 | **Coalisland** Steel~~ScK~~<br>*Mchy.Aft.*<br>*Elec.light* *Welldeck* 1*Dk*(*Stl*) | ~~325~~<br>314<br>228<br>120 | ✠100A1<br>7,21<br>~~(*ClassContemplated*)~~<br>✠LMC7,21 | Abn | *e* | CL | 1921<br>6mo<br><br>*Lloyd* | A.Hall&<br>&Co.Ld.<br>Aberdeen<br>*'sA&CP* | JohnKelly,Ld.<br>(S.Kelly,*Mgr.*) | ~~135·0~~<br>Q44'B10'F19' 19·6<br>135·6 22·6 BK7½"<br>*FPT*35*t* | ~~22·5~~ | ~~10·0~~ | Belfast<br>British<br>3*BHCem*<br>*APT*5*t* | T.3Cy.~~16"~~ 12",20"&34"-24" (*s*)<br>180lb 87RHP<br>1SB,3*cf*,GS51,HS1700<br>A.Hall&Co.Ld.Aberdeen | 10 ″ 9<br>s ″ 9½<br>10 ″ 8 | |
| 12645<br>127454<br>KQGB | **Coamo** SteelSc3MstSr<br>(*ex*Californian,<br>*Elec.light* *ex*StateofCalifornia) 3*Dks*<br>Sub.Sig. Wireless | 4384<br>—<br>2815 | | | ... | | 1891 | A.Stephen<br>&Sons<br>Glasgow | NewYork&<br>PortoRicoS.S.Co.<br>Inc. | 377·2<br>P42'F55'<br>BK11" | 46·1 | 21·9 | NewYork<br>Utd.States<br>*WB* | T.3Cy.34",55"&88"-54"<br>600NHP<br>A.Stephen&Sons,Glasgow | 32 ″ 8 | |
| * 12646<br>114441<br>TVNM | **Coaster** SteelScK<br>ssShl.No.3-12,15<br>*Mchy.Aft* ssShl.No.1-19<br>*Welldeck* 1*Dk*(*Stl*) | 269<br>193<br>100 | ✠100A1<br>~~7,21~~ ~~3,21~~ 1,22<br>MS11,19 | Shl<br>Nwc<br>✠LMC<br>~~BS11,20~~ 1,22 | *d* | CL<br>~~11,19~~<br>1,22 | 1903<br>3mo<br><br>*Lloyd* | WoodSkin-<br>ner&Co.Ld.<br>Newcastle<br>*'sA&CP* | RobinsonBrown&<br>Co. | 124·0<br>Q40'B10'F19'<br>FK<br>*WB=* | 21·5 | 10·0 | Newcastle<br>British<br>3*BHCem*<br>*FPT*37*t* | C.2Cy.16"&32"-22" (*s*)<br>120lb 41RHP<br>1SB,2*pf*,GS31,HS905<br>BairdBros.NorthShields | 10 ″ 8<br>s ″ 9½<br>10 ″ 1 | |
| 12647<br>138304 | — WoodSc<br>1*Dk* | 149<br>112<br>99 | | | | | 1916 | Westmnstr<br>MarineRlyCo<br>NewWest-<br>minster,B.C. | ~~CoastS.S.Co.Ld.~~<br>R.M.Maitland | 94·0 | 21·0 | 7·2 | Vancouver<br>British | C.2Cy.8"&16"-12"<br>11RHP<br>DotyEngineWorks,Ld.<br>Goderich,Ont. | | |
| 12648<br>207187<br>LBJH | **Coastwise** SteelScSr<br>Wireless<br>*Mchy.Aft Elec.light* Sub.Sig. 1*Dk*2*trB* | 4015<br>3552<br>2444 | | | | | 1910 | NewYork<br>S.B.Co.<br>Camden,N.J. | CoastwiseTrans-<br>portationCo. | 359·0<br>P77'B17'F34' 30·0 | 49·3 | 23·9 | NewYork<br>~~Boston~~<br>Utd.States<br>*WB* | T.3Cy.24½",38½"&64"-45"<br>275NHP<br>NewYorkSB.Co.Cmdn,NJ | | R |
| 12649<br>~~142844~~<br>KONJ | **Coatsworth** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *CruiserStern* | 2555<br>2244<br>1418 | ✠100A1<br>~~6,21~~ ~~11,20~~ 12,21<br>✠LMC9,19 | Shl<br>~~Nwc~~ Liv | *t* | CL | 1919<br>9mo<br><br><br>*Lloyd* | Dunlop,<br>Bremner&<br>&Co.Ld.<br>PortGlasgow<br>*'sA&CP* | RobertStanley<br>ShippingCo.Ld.<br>(R.S.Dalgleish,<br>*Mgr.*) *CellD* | 302·9<br>P33'B80'F32'<br>FK<br>*B*260'669*t FPT*72*t* | 42·9 | 20·7 | Newcastle<br>British<br>6*BHptCem*<br>*APT*170*t* | T.3Cy.22",36"&59"-39" (*s*)<br>180lb *100lb* 262NHP<br>2SB,6*cf*,GS124,HS4426<br>DunlopBremnr&CoLdPGl | 23 ″ 0<br>s 3 ″ 6½<br>19 ″ 10 | |
| 12650<br>217953<br>LQVN | **Coaxet** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*<br>Wireless | 6038<br>5500<br>3742 | | | | | 1919 | GMStandi-<br>ferCnst.Corp.<br>Vancouver,<br>Wash. | UnitedStates<br>ShippingBoard | 401·4<br>P48'B81'F37' | 53·2 | 31·9 | PortlndOr<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"-48"<br>359NHP<br>Hooven,Owens&Rentsch-<br>lerCo.Hamilton,O. | | R |
| 12651<br>136441 | **Cobaki** WoodScK<br>1*Dk* | 257<br>220<br>145 | | | | | 1918 | D.Drake<br>Balmain,<br>N.S.W. | LangleyBros.S.S.<br>Co.Ld. | 127·0<br>F15' | 28·3 | 8·4 | SydnyNSW<br>British | C.2Cy.15"&30"-21"<br>E&B*made*04*fitted*18 37RHP<br>Mort'sDk&E.CoLd Balmn | | |
| 12652<br>86071<br>WHNK | **Coban** IronScSr<br>ssNFL3rdNo.3-8,18<br>Sub.Sig. 1*Dk*<br>*Cargo battens not fitted* | 1063<br>920<br>689 | ✠100A1<br>~~5,21~~ ~~1,20~~ 2,22<br>✠NB8,18 ✠LMC8,18 | Hfx | *n* | ~~N1,20~~<br>2,22 | 1882<br>2mo | W.Doxford<br>&Sons<br>Sunderland<br>A&CP | BlackDiamondS.S.<br>Co.ofMontreal,Ld. | 230·0<br>P35'F21'<br>FK<br>*CellDB*182'255*t* | 33·1 | 16·0 | Montreal<br>British<br>4*BHCem* | C.2Cy.31"&56"-36" (*i*)<br>80lb 141NHP<br>2SB,4*cf*,GS36,HS2204<br>W.Doxford&Sons,Sld. | 18 ″ 9 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12653<br>88777 | Coble Dene | IronPad<br>ssNwc.No.2-89<br>1Dk | 125<br>125<br>28 | ✠<br>For Tug purposes<br>10,89 ✠ | Nwc | | | 1883<br>4mo | Hepple&C<br>N.Shields | TyneImprovement Commissioners | 90·0 | 19·6 | 9·5 | Newcastle<br>British<br>3BHCem | L.2Cy.30″-48″<br>NB09 60RHP<br>Hepple&Co.,N.Shields | | |
| 12654<br>87245<br>HJVP | Coblenz<br>Wireless | SteelSc3MstSr<br>ssLth.3rdNo.3-6,20<br>2Dks(UIrn-ws) | 1338<br>988<br>~~822~~<br>812 | ✠100A1<br>4,21 ~~6,20~~<br>✠NB10,07<br>~~BS6,20~~ 4,21 | Lth<br>✠LMC8,19 | o | ~~8,10~~<br>4,21 | 1883<br>2mo<br>Lloyd | R.Steele& Co.<br>Greenock<br>'sA&CP | Leith,Hull&Ham. S.P.Co.Ld.(J. Currie&Co.Mgrs.) | 254·5<br>P32'B50'F135'<br>ptND07 BK8½″<br>WB=FPT20t | 33·2 | 16·8 | Leith<br>British<br>6BHCem<br>MT44'899t | C.2Cy.36⅝″&59½″-42″ (s)<br>72lb 72lb NDB07 200NHP<br>2SB,6cf,GS116,HS3908<br>R.Steele&Co.,Greenock | 17″10<br>s 2″3½<br>16″9 | [illegible] |
| 12655 | —<br>Mchy.Aft | SteelTwinSc<br>(exWasserbootII.)<br>1Dk | 939<br>896<br>555 | | | | | 1913 | Schffb.Ges. Unterweser<br>Lehe | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie) | 201·7<br>B20' | 34·4 | 16·1 | Hamburg<br>German | C.4Cy.12¾″&25⅜″-15 7/16″<br>Ottensener 43NHP<br>Maschf.G.m.b.H.Altona | | |
| 12656 | Cobra<br>Broken up 4,22<br>Wireless<br>(exSt.Tudno,exCobra) | SteelPadSr<br>ssHam.No.3-5,99<br>ssHam.No.2-05<br>1Dk | 1146<br>824<br>412 | ✠<br>2,06 | Ham | | | 1889<br>4mo | FairfieldCo (Lim.)<br>Glasgow | FrenchGovernment | 264·8<br>BK5½″ | 33·1 | 14·7 | French<br>8BHptCem<br>ptAsp | DH.2Cy.50″&92″-66″<br>NB10 564NHP<br>FairfieldCo.(Lim.),Gls. | 15″3 | |
| * 12657<br>OESX | —<br>(exEtruria) | IronScYl<br>~~ssGms.No.3-8,05~~<br>~~ssBly.No.2-13~~<br>ssCaen2ndNo.3-10,20<br>1Dk | 128<br>—<br>41 | ✠100A1<br>StmTrawler<br>6,21 ~~3,13~~<br>~~[illegible]~~<br>✠NB5,11 | Bly<br>Caen<br>✠LMC<br>~~BS1,20~~<br>MS10,20 | | CL<br>~~10,20~~<br>6,21<br>BS6,21 | 1893<br>5mo | Mackie& Thomson<br>Glasgow<br>A&CP | M.Laurens | 100·5<br>Q19'F19'<br>ND05 BK7½″ | 20·5 | 10·7 | Lorient<br>French<br>3BHCem | T.3Cy.11″,16½″&27″-22″ (s)<br>160lb 38NHP<br>1SB,2pf,GS26,HS617<br>Muir&Houston,Glasgow | 11″11<br>s 1″5<br>11″5 | |
| 12658<br>109589<br>QGWP | Coburg | SteelSc3MstSr<br>ssLith.No.3-2,11<br>ssShl.No,2-19<br>2Dks(UIrn) | 928<br>801<br>471 | ✠100A1<br>~~6,21~~ ~~6,20~~ ~~8,21~~ 2,22<br>~~BS7,20~~<br>BS7,21 | Shl<br>~~Lth~~ ~~Dun~~ Lth<br>✠LMC5,19 | m | ~~6,10~~<br>7,21<br>8,21 | 1898<br>9mo<br>Lloyd | Gourlay Bros.&Co.<br>Dundee<br>'sA&CP | Leith,Hull&HamburgStm.Pkt.Co. Ld.(J.Currie&Co. Mgrs.) | 225·0<br>P22'B50'F25'<br>FK&BK1½″<br>WB =MT42'337t FPT | 30·1 | 15·5 | Leith<br>British<br>6BHCem<br>25tAPT20t | T.3Cy.16 11/16″,26½″&44″-33″<br>165lb 85lb (o) 84RHP<br>1SB,3rf,GS64,HS1968<br>GourlayBros.&Co.Dun. | 16″7<br>s 2″4½<br>14″7 | |
| * 12659<br>115325 | — | SteelScSp<br>ssLiv.No 3-11,14<br>ssLiv.No.1-18<br>1Dk(Stl) | 127<br>126<br>10 | ✠100A1<br>For towing purposes<br>8,21 ~~1,20~~<br>~~BS6,20~~ | Liv<br>BS9,21<br>✠LMC7,18 | | N12,18 | 1902<br>9mo<br>Lloyd | Dundee Shipbuilders' CoLd Dundee<br>'sA&CP | Alexandra Towing Co.Ld. | 92·0<br>BK6½″<br>WB =APT2t | 20·2 | 10·7 | Liverpool<br>British<br>4BHCem | C.2Cy.16″&42½″-27″ (s)<br>150lb 98RHP<br>1SB,3cf,GS60,HS1598<br>J.Cran&Co.Leith | 12″0 | |
| 12660<br>OETC | Coccinelle<br>Now named "Celuta," See No. 36760 in Supplement<br>(exYoskyl,exBeryl)<br>Elec.light | SteelScSr<br>[illegible]No.2-[illegible]<br>2Dks(UTeak) | 227<br>176<br>103 | ✠<br>5,21<br>Fitted for oil fuel F. P. above 150° F. | Mob<br>✠ | c | | 1906<br>2mo | Lobnitz &Co.Ld.<br>Renfrew | | 125·9<br>Q30'F20'<br>FK<br>DTa9'16tDTf14' | 20·1 | 10·1 | French<br>6BHCem<br>12tFPT9t | T.3Cy.10″,16″&26″-22″<br>63NHP<br>1SB,2cf,GS30,HS1058 FD<br>Lobnitz&Co.Ld.Renfrew | 11″1 | |
| 12661 | Cochin | SteelScSr<br>1Dk(Stl) | 61<br>59<br>1 | ✠100A1<br>For towing purposes<br>8,19 | N'rthwich<br>✠LMC8,19 | | | 1919<br>8mo<br>Lloyd | W.J.Yarwood&Sons LdNorthwich<br>sA&CP | TheAdmiralty | 75·3<br>FK | 15·0 | 7·0 | London<br>British<br>4BHptCem<br>APT4t | C.2Cy.10½″&24″-18″ (s)<br>130lb 32NHP<br>1SB,2pf,GS24,HS658<br>W.J.Yarwood&Sons,Ld. | 7″6 | |
| 12662 | Cochinchine<br>Elec.light | Ferro-Concrete TwinScSr<br>OilEng.<br>1Dk | 1629<br>—<br>903 | | | | | 1919 | Soc.Indo-Chinoise de Const.Nav.<br>Saigon | Soc.Indo-Chinoise deConst.Nav. | 269·3<br>P36'B67'F28'<br>WB | 37·7 | 21·3 | Saigon<br>French | OilEngines<br>6Cy.15 3/16″-24″<br>MacIntosh & Seymour, Auburn | | V |
| 12663 | Cochrane<br>Elec.light | SteelSc | 8000 | 100A1<br>(ClassContemplated) | | | | 1921 | J.Brown& Co.Ld.<br>Clydebank | Elder,Dempster& Co.Ld. | 440·0<br>P37'B188'F49' | 59·1 | 31·0 | Liverpool<br>British | 3 Steam Turbines<br>J.Brown&Co.Ld.Clydebnk | | |
| 12664<br>219030<br>LTFG | Cockaponset<br>Sub.Sig.<br>Elec.light<br>Wireless | SteelScSr<br>1Dk&ShelterDk<br>Fittedforliquidfuel<br>Longitudinal framing | 5995<br>—<br>4443 | | | | | 1919 | Pacific CoastS.B.Co.<br>BayPoint, Cal. | UnitedStates ShippingBoard | 402·5<br>P34'F38'<br>WB | 53·0 | 32·0 | S.Frncisco<br>Utd. States | 1SteamTurbine<br>KerrTurbineCo.Wellsville | | R |
| 12665<br>220104<br>LWPT | Cockatoo | WoodSc<br>1Dk | 174<br>—<br>101 | | | | | 1920 | GebbsGas Eng.Co.<br>Jacksonville, Fla. | Goodwin-GallagherSand&GravelCorp. | 88·0 | 25·5 | 13·0 | NewYork<br>Utd. States | C.2Cy.18″&38″-26″<br>61NHP | | R |
| 12666<br>129525<br>HRVD | Coconada<br>Elec.light<br>Wireless | SteelTwinScSr<br>2Dks(UStl-ws)&<br>Shade dk(Stl-teaks) | 3958<br>3111<br>2162 | ✠<br>Shade dk<br>11,10 ✠ | Gls | y | | 1910<br>11mo | Barclay, Curle&CoLd.<br>Glasgow | BritishIndiaStm. Nav.Co.Ld.<br>WB=CellDBa<br>f157'652tDTa55' | 390·5<br>F on Shade dk 56'<br>FK<br>120'uE&B57'<br>795t FPT 64t APT | 50·2 | 21·7 | Glasgow<br>British<br>5BH to U dk<br>1 ,, 2nd ,,<br>32t Cem | T.6Cy.18″,30½″&52″-42″<br>573NHP<br>3SB,12cf,GS214,HS8616 FD<br>Barclay,Curle&Co.Ld.Gls. | 24″0 | |
| 12667<br>216983<br>LNCJ | Coconino<br>Elec.light<br>Wireless | WoodTwinSc<br>2Dks | 3013<br>—<br>1713 | | | | | 1918 | Kruse& Banks,S.B. Co.<br>NorthBendOr | UnitedStates ShippingBoard | 275·2 | 46·0 | 24·2 | MrshfldOr.<br>Utd.States | T.6Cy.15½″,26″&44″-26″<br>197NHP | | R |
| 12668<br>NTVG | Codan<br>Elec.light | SteelScSr<br>1Dk | 189<br>128<br>94 | | | | | 1916 | Kjöbnhvns Flydk.&Skbs<br>Copenhagen | Möns Dampskibsselskab | 110·0<br>Q8'B62'F16'<br>WB | 22·5 | 8·7 | Stege<br>Danish | C.2Cy.14¼″&28″-18″<br>28NHP<br>KjbnhavnsFlydok&Skbs | | V |
| 12669<br>126886 | Codorus<br>Mchy.Aft | SteelSc | 2166<br>—<br>1802 | | | | | 1892 | Union DryDockCo<br>Buffalo,N.Y. | UnitedStates ShippingBoard | 275·5<br>WB | 40·1 | 26·0 | Buffalo<br>Utd. States | T.3Cy.20″,33″&54″-45″<br>195NHP<br>KingIronWorks,Buffalo | | |
| * 12670<br>220608<br>MBLF | Cody<br>Elec.light<br>Sub.Sig. Wireless | SteelSc<br>Fitted for oil fuel<br>2Dks | 5104<br>4598<br>3113 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B121'F43'<br>WB | 54·2 | 27·8 | Phildlphia<br>Utd. States | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 12671<br>219482<br>LVHR | Coelleda<br>Elec.light<br>Sub.Sig. Wireless | SteelSc<br>Fitted for oil fuel<br>2Dks | 5590<br>4598<br>3453 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P50'B121'F40'<br>WB | 54·2 | 27·8 | Phildlphia<br>Utd.States | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 12672<br>TCLJ | Coen<br>Elec.light | IronScSr<br>2Dks&Hurdk | 1331<br>1299<br>823 | | | | | 1890 | Matschapij de"Schelde"<br>Flushing | Koninkl.Paketv. Maats. | 258·4 | 34·3 | 17·0 | Batavia<br>Dutch | T.3Cy.20″,31″&51″-42″<br>169NHP<br>Maats.de'Schelde'Flshing | | V |
| 12673<br>219481<br>LVHQ | Coeur D'Alene<br>Elec.light<br>Sub.Sig. Wireless | SteelSc<br>Fitted for oil fuel<br>2Dks | 5590<br>4598<br>3453 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P50'B121'F40'<br>WB | 54·2 | 27·8 | Phildlphia<br>Utd. States | 1 Steam Turbine<br>GeneralElectricCo. Schenectady.N.Y. | | R |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R., Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12674<br>115320<br>TQFM | Cognac SteelScSr<br>ssLiv.No.3-7,14<br>ssLiv.No 1-17<br>2Dks(UStl) | 814<br>705<br>422 | ✠100A1<br>9,21 ~~8,20~~<br>~~BS7,20~~ ✠LMC8,17<br>BS9,21 | Liv | m | ~~7,19~~<br>9,21 | 1902<br>9mo<br>Lloyd's A&CP | C.Connell &Co.Ld.<br>Glasgow | CharenteSS.Co.Ld<br>(T.&J.Harrison, Mgrs.)<br>WB=CellDB | 205·4<br>P24'B52'F26'<br>a&uE60'uB12'f98' | 31·4 | 15·1<br>FK | Liverpool<br>British<br>4BHCem<br>222tAPT10t | T.3Cy.16",26"&40"-30" (s)<br>160lb 90lb 90RHP<br>1SB,3cf,GS54,HS1697<br>Dunsmuir&Jackson,Gls. | 17″4<br>s1″7½<br>16″0 | |
| 12675<br>802<br>NPBK | Cogne SteelScSr<br>Elec.light Wireless 1Dk | 5283<br>4699<br>3139 | | | | | 1916 | Cant. Offic. Savoia<br>Cornigliano Ligure | Soc.Nazionale diNav. | 395·9<br>P37'B23'F37' | 51·6 | 27·6 | Genoa<br>Italian<br>WB | T.3Cy.26",42½"&69$\frac{7}{16}$"-48"<br>337NHP<br>Cant.OfficineSavoia | | IC |
| 12676<br>OETR | Cogolin SteelTwinSc<br>(exPasodeMartinGarcia)<br>Elec.light Mchy.Aft 1Dk | 760<br>—<br>440 | | | ... | | 1909 | J.I.Thornycroft&Co.Ld<br>Woolston | Chemins de Fer de l'EtatFrançais (Soc.Maritme Nationale, Mgrs.) | 221·3 | 33·2 | 10·7<br>FK | Marseilles<br>French<br>WB | T.6Cy.11",18"&29"-21"<br>128NHP<br>J.I.Thornycrft&CoLd.Lon | 11″6 | V |
| 12677<br>217211<br>LNSG | Cohasset SteelSc<br>Sub.Sig. Fitted for oil fuel<br>Elec.light Wireless 2Dks | 5268<br>4939<br>3268 | | | ... | | 1918 | Bethlehem S.B.Corp.Ld<br>Quincy,Mass. | UnitedStates ShippingBoard | 389·7<br>P50'B114'F42' | 54·8 | 30·3<br>FK | Boston<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>BethlehemS.B.Corp.Ld. | 32″6 | R |
| 12678<br>HCOI | Coimbra SteelScSr<br>(exAntares)<br>Elec.light 1Dk& Shelter dk | 2512<br>2295<br>1529 | Lis ~~8,21~~ 10,21<br>(See footnote*) | | | | 1913 | Akt.Ges. "Neptun"<br>Rostock | Requisitioned by the Portuguese Government (Transportes Maritimos do Estado) | 329·3<br>F40' | 46·1 | 18·8<br>26·7 | Lisbon<br>Portuguese<br>WB | T.3Cy.23¾",38½"&63"-43$\frac{5}{16}$"<br>260NHP<br>A.G."Neptun,"Rostock | 21″4<br>s1″8<br>20″0 | |
| 12679<br>217254<br>LNVM | Cokato SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 1Dk2trB<br>in fore & after holds & Web frames | 3545<br>3005<br>2179 | | | ... | | 1918 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28″6 | R |
| 12680<br>217776<br>LQKN | Cokesit SteelSc<br>Elec.light Sub.Sig.<br>Wireless Longitudinal framing | 6176<br>—<br>4401 | | | | | 1919 | G. M. StandiferConstruct.Corp.<br>Vancouver, Wash. | UnitedStates ShippingBoard | 401·0 | 53·0 | 34·6 | Prtlnd,Or.<br>Utd.States | 1GearedTurbine | | R |
| 12681<br>121287<br>HFKS | Colaba SteelScSr<br>Elec.light 2Dks(Stl)3trB<br>Wireless | 6019<br>5808<br>3899 | ✠<br>9,09<br>✠ | Mdb | a† | | 1906<br>1mo | W.Denny &Bros.<br>Dumbarton<br>W | BritishIndiaStm. Nav.Co.Ld.<br>B=CellDB a154'u | 430·6<br>B82'F56'<br>E&B87'f143' 1153t | 54·2 | 31·9<br>FK | Glasgow<br>British<br>7BHCem<br>APT85t | T.3Cy.38",53½"&86"-60"<br>741NHP<br>4SB,12cf,GS266,HS10920 FD<br>Denny&Co.Dumbarton | 34″10 | |
| 12682<br>140840 | ~~Cold Blast~~ Coldblast SteelScK<br>Now named "Elsie Bruce," See No. 37100 in Supplement<br>1Dk(Stl) | 98<br>28<br>41 | | | ... | | 1919<br>12mo<br>Lloyd's A&CP | AilsaS.B. Co.Ld.<br>Ayr | ~~J.Mitchell(W. Thomson, Mgr.)~~<br>JohnMair | 86·7 | 18·7 | 9·3<br>BK7½" | Banff ~~London~~<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>AilsaS.B.Co.Ld.Troon | 10″0 | |
| 12683<br>219547<br>LVMN | Cold Harbor SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5086<br>4598<br>3116 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>WB | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 12684 | Cold Snap SteelScK<br>1Dk | 96<br>95<br>33 | ✠100A1<br>For Fishing purposes<br>3,18 ✠LMC3,18 | Abn | | CL | 1918<br>3mo<br>Lloyd's A&CP | J.Duthie TorryS.B.Co<br>Aberdeen | TheAdmiralty | 86·0 | 18·6 | 9·2<br>BK7½" | London<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18"(s)<br>180lb 42RHP<br>1SB,2pf,GS30,HS814<br>WmBeardmore&CoLd.Gls | 10″0 | |
| 12685<br>218518<br>LSBJ | Cold Spring SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks& Web frames<br>Wireless Sub.Sig. | 6075<br>—<br>3780 | | | ... | | 1919 | Newburgh ShipyardsInc<br>Newburgh, N.Y. | UnitedStates ShippingBoard | 400·5<br>P36'B124'F44' | 54·2 | 31·0<br>FK | NewYork<br>Utd.States<br>WB | 2 Steam Turbines geared to1Sc.Shaft<br>WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa. | 32″10 | R |
| 12686<br>219293<br>LTVQ | Coldbrook SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5590<br>4598<br>3453 | | | | | 1919 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B121'F43' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>WB | 1 Steam Turbine<br>GeneralElectricCo. Schenectady.N.Y. | | R |
| 12687<br>219615<br>LVQB | Coldwater SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5590<br>4598<br>3453 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>WB | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 12688<br>OEUR | Colibri SteelSc<br>(exRougeGorge)<br>Mchy.Aft. 1Dk | 319<br>—<br>53 | | | | | 1920 | Forg.& Ch. de laMédit.<br>LaSeyne | Cie.deRemorq.de Pilotage&de Sauvetage | 132·2 | 24·4 | 11·9 | Marseilles<br>French | C.2Cy.17¾"&35¾"-23¾"<br>52NHP<br>Forg.& Ch.de la Médit.Msl. | | V |
| 12689<br>OEUT | Coligny IronPad | 115<br>—<br>46 | | | | | 1876 | Jollet& Babin<br>Nantes | Soc.Anon.des Bateaux à Vap.de l'Ile deRé | 117·3 | 16·7 | 8·2 | La Rochlle<br>French | C.2Cy.19¾"&31½"-37"<br>50NHP<br>Jollet&Babin,Nantes | | |
| 12690<br>220758<br>MBSJ | Colin H. Livingstone SteelSc<br>Elec.light Sub.Sig.<br>Wireless Longitudinal framing | 6071<br>—<br>3781 | | | ... | | 1920 | Virginia S.B.Corp.<br>Alexandria, Va. | UnitedStates ShippingBoard | 402·6<br>P34'F38' | 53·2 | 32·0 | Alexndria, Va.<br>Utd. States | T.3Cy.24½",41½"&72"-48"<br>359NHP<br>Hoover,Owens&Rentschler Co.Hamilton,O. | | R |
| 12691<br>134347 | Colin W. WoodSc<br>(exStanstead)<br>2Dks | 1549<br>1320<br>970 | | | | | 1881 | ……………<br>W.BayCity | SteamerColinW. Ld.(L.C.Webster) | 252·5 | 36·4 | 19·5 | Montreal<br>British | C.2Cy.21"&50"-38"<br>98RHP<br>H.W.Trout,Buffalo,N.Y. | | |
| 12692<br>218951<br>LSWT | Colindo WoodTwinSc<br>Elec light Wireless 1Dk2trB | 2583<br>—<br>1526 | | | | | 1919 | St.Helen's S.B.Co.<br>StHelen's,Or. | UnitedStates ShippingBoard | 266·0<br>P38'B63'F29' | 46·1 | 24·0 | Prtlnd,Or.<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 12693<br>219546<br>LVMK | Collamer SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5112<br>4598<br>3183 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>WB | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y | | R |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued.

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12694<br>137636 | **Colleague** SteelScK<br>1Dk | 207<br>203<br>90 | | | ... | | 1915 | Hawthorns &Co.Ld.<br>Leith | J.Inglis<br>(T.L.& R.D.Devlin<br>*Mgrs.*) | 118·8<br>BK7½″ | 22·2 | 11·9 | Granton<br>British<br>*Wl* | T.3Cy.12″,20″&34″–23″<br>74RHP<br>Hawthorns&Co.Ld.Leith | 12′9 |
| 12695<br>99762<br>VLFP | **Colleen Bawn** SteelTwinScSr<br>*Elec.light* Wireless 2*Dks* | 1085<br>833<br>457 | | | | | 1903 | VickersSns &Maxim,Ld.<br>Barrow | ~~Lan&Yorks.RlyCo~~<br>L.&N.W.Rlwy.Co. | 260·0 | 35·7 | 15·0 | Drogheda<br>British<br>*WB* | T.6Cy.21″,35″&52″–30″<br>296NHP<br>VickersSs.&MaximLdBrw | |
| 12696<br>133073<br>HWQN | **Collegian** SteelSc2TwinMsts<br>*ss*Liv.No.2–20<br>(*ex*Crown ofSeville) 2*Dks*(*Stl*)&<br>*Elec.light* Wireless *Shelter dk*(*Stl*) | ~~5890~~<br>~~8447~~<br>~~3676~~<br>5904<br>5448<br>3678 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>7,21 ~~8,20~~ | Liv<br>LMC8,20<br>BS12,21 | *b*† | CL<br>8,20 | 1912<br>*Lloyd* | Russell& Co.<br>Pt.Glasgow<br>'*sA&CP*<br>*CellDBa* | CharenteSSCo.Ld.<br>(T.&J.Harrison,<br>*Mgrs.*) *Interm*<br>*dkBH in after*<br>114′339*tuE*30′115*t*<br>*DTa*33′857*t* | *-diate 'tween* FK<br>*hold dispensed with*<br>*f*193′651*t*<br>*FPT*87*tAPT*19*t* | 56·2 | 27·6 | Liverpool<br>British<br>*Cem*<br>1*BHtoSh dk*<br>5 ,, ,, *U* ,,<br>1 ,, ,,2nd,, | T.3Cy.28″,46″&77″–54″ (*s*)<br>180lb 656NHP<br>1SB,*12cf*,GS242,HS10176FD<br>Dunsmuir&JacksonLdGls<br>*only* | 30′0<br>4′4½<br>26′0 |
| 12697<br>136904 | **Collena** SteelScK<br>*ss*Brw.No 3–10,19<br>*Elec.light* 1*Dk* | 293<br>269<br>116 | ✠100A1<br>*StmTrawler*<br>11,19 | Liv<br>✠LMC10,19<br>BS8,21 | | CL<br>11,19 | 1915<br>4mo<br>*Lloyd* | Cochrane &Sons,Ld.<br>Selby<br>'*sA&CP* | J.Marr&Son,Ld.<br>(J.A.Robertson,<br>*Mgr.*) | 133·6<br>Q73′F21′<br>BK7½″<br>*WB*= | 23·6 | 10·7 | Fleetwood<br>British<br>4*BHCem*<br>*DBf*20′23*t* | T.3Cy.13″,23″&37″–24″ (*s*)<br>200lb 84RHP<br>1SB,*3pf*,GS46,HS1370<br>C.D.Holmes&Co.Ld.Hull | 13′6 |
| 12698 | **Colliboi** WoodTwinSc<br>*OilEng.*<br>*Ref.Mchy.* *Elec.light* *Mchy.Aft* 1*Dk* | 300 | | | | | 1917 | Morrison & Sinclair<br>Balmain | ~~Govt.ofNewSouth Wales(Dpt.of Labour&Industry)~~<br>TasmanianGovt | 126·5<br>P22′B37′F34′ | 26·0 | 8·7 | SydneyNSW<br>British | Oil Engines 2 S.C.SA<br>8Cy.14″–16″ 114NHP<br>LysekilsEng.Wks.Lyskls. | |
| 12699<br>200346 | **Collier** SteelScSr<br>(*ex*P.P.Miller)<br>*Mchy.Aft* *Elec.light* 1*Dk*2*trB* | 3845<br>—<br>2858 | | | | | 1903 | Buffalo D.D.Co.<br>Buffalo | InterstateS.S.Co.<br>(W.H.Becker,<br>*Mgr.*) | 354·0 | 48·0 | 28·0 | Duluth<br>Utd.States | T.3Cy.20″,33½″&55″–40″<br>191NHP<br>AmericanSB.Co.Cleveland | |
| 12700<br>136355<br>JMGT | **Collin** SteelScK<br>*ss*Ard.No.1-19<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | 287<br>193<br>107 | ✠100A1<br>~~6,21~~ ~~1,21~~ 2,22<br>BS6,22 | Bel<br>Ayr<br>✠LMC4,19 | *d* | CL<br>1,21 | 1915<br>12mo<br>*Lloyd* | A.Jeffrey &Co<br>Alloa<br>'*sA&CP* | BrunswickShippingCo. (R.Munroe,*Mgr*) | 120·8<br>Q42′B9′F24′<br>BK7″<br>*WB*=*FPT* | 22·1 | 9·1 | Belfast<br>~~Glasgow~~<br>British<br>3*BHCem*<br>25*tAPT*5*t* | C.2Cy.14″&30″–22″ (*s*)<br>135lb 87RHP<br>1SB,*2pf*,GS35,HS1050<br>A.Jeffrey&Co.Alloa | 10′0<br>s′8½<br>10′0 |
| * 12701<br>129069<br>HQJS | **Collingham** SteelScSr<br>*ss*Cff.No.2–19<br>Wireless 1*Dk*(*Stl*)2*trB*&*Webframes* | 4080<br>3830<br>2540 | ✠100A1<br>9,21 ~~4,20~~<br>~~BS4,20~~<br>BS9,21 | Cff<br>Bry<br>✠LMC4,19 | *w* | CL<br>~~N4,20~~<br>9,21 | 1910<br>1mo<br>*Lloyd* | JLThompson&Sons,Ld<br>Sunderland<br>'*sA&CP* | BathamptonStm. NavigationCo.Ld.<br>(Christie&Co.<br>*Mgrs.*)<br>*WB* | 351·7<br>P25′B145′F32′<br>FK<br>=*Cell DBa*121′ *uE* | 51·0 | 25·7 | London<br>British<br>6*BHCem*<br>&*B*45′*f*145 | T.3Cy.25″,42″&68″–48″ (*s*)<br>180lb *90lb* 350NHP<br>2SB,*6cf*,GS136,HS5415<br>J.Dickinson&Sons,Ld.Sld.<br>1006*tFPT*104*tAPT*213*t* | 28′2<br>s4′10½<br>23′8 |
| 12702<br>219778<br>LWCJ | **Collingsworth** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5101<br>4598<br>3125 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P50′B121′F40′ | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>*Wb* | 1SteamTurbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 12703<br>117089 | **Collingwood** Iron&SteelSc<br>*Elec.light* Wireless 1*Dk* | 4529<br>4209<br>3480 | | | | | 1907 | Collingw'd S.B.Co.Ld.<br>Collingwood | CanadaS.S.Lines,Ld. | 386·0 | 50·0 | 23·0 | Collingwd<br>British<br>*WB* | T.3Cy.21″,35″&57″–42″<br>211NHP<br>CollingwoodS.B.Co.Ld. | |
| * 12704<br>122833<br>HDRS | — SteelScSr<br>*ss*Cff.No.3-4,19<br>*Well deck* 1*Dk*(*Stl*)&*deep framing*<br>Sub.Sig. *Cargo battens not fitted* | 1278<br>1020<br>816 | ✠100A1<br>2,22 ~~1,21~~<br>MS4,19 | Sld<br>Nwe<br>✠LMC<br>BS~~2,21~~2,22 | *o* | CL<br>~~3,20~~<br>N2,22 | 1905<br>10mo<br>*Lloyd* | Osbourne, Graham&Co.<br>Sunderland<br>'*sA&CP* *W* | Furness,Withy& Co.Ld.<br>*B*=*CellDBa*&*uE* | 235·6<br>Q123′B10′F24′<br>FK<br>83′*f*102′313*t* *FPT* | 33·8 | 15·0 | W.Hartlpl<br>British<br>4*BHCem*<br>59*tAPT*78*t* | T.3Cy.18½″,30″&49″–33″(*s*)<br>180lb *80lb* 157NHP<br>1SB,*3cf*,GS61,HS2530<br>Richardsons,Westgarth& Co.Ld.Sld. | 17′3<br>s1′8<br>15′11 |
| * 12705<br>113229 | — SteelScK<br>*ss*Gms.No.1–18<br>*ss*Gms.No.3-7,14<br>1*Dk* | 179<br>160<br>69 | ✠100A1<br>*StmTrawler*<br>9,21 ~~6,20~~<br>BS6,20 | Gms<br>✠NBS8,18<br>✠LMC8,18 | | CL<br>~~8,18~~<br>9.21 | 1902 | Cook,Welt'n&Gemmell<br>Beverley | Sylvia Stm.Fishg. Co.Ld.<br>(E.Beacock,*Mgr*). | 108·7<br>Q56′F19′<br>ND18 BK7″ | 21·0 | 11·2 | Grimsby<br>British | T.3Cy.11½″,19½″&32″–23″<br>180lb (*s*) 55RHP<br>C.D.Holmes&Co.Hull | 11′11 |
| 12706<br>123975 | — SteelScSp<br>*ss*Liv.No.3–2,19<br>1*Dk*(*Irn*) | 149<br>131<br>5 | ✠100A1<br>*For Towing purposes*<br>5,21 ~~4,20~~<br>BS11,21 ~~BS12,20~~ | Liv<br>✠LMC9,18 | | 4,20 | 1906<br>5mo<br>*Lloyd* | J.Cran& Co.<br>Leith<br>'*sA&CP* | AlexandraTowing Co. | 92·7<br>BK7½″<br>*WB* | 20·3 | 10·7 | Liverpool<br>British<br>4*BHCem*<br>=*APT*4*t* | C.2Cy.16″&42¼″–27″ (*s*)<br>150lb 98RHP<br>1SB,*3cf*,GS59,HS1522<br>J.Cran&Co.Leith | 12′0 |
| 12707<br>OEUW | **Collobrières** SteelTwinSc<br>(*ex*Paso deObligado)<br>*Elec.light* *Mchy.Aft* 1*Dk* | 764<br>—<br>439 | | | ... | | 1908 | JI.Thornycroft&Co.Ld.<br>Woolston | Chemins deFer de l'EtatFrançais<br>(Soc.Maritime Nationale,*Mgrs.*) | 221·3<br>FK | 33·2 | 10·7 | Marseilles<br>French | T.6Cy.11″,18″&29″–21″<br>128NHP<br>J.I.Thornycrft&CoLd.Lon | 11′6 |
| * 12708<br>144036<br>KDQJ | **Collooney** SteelScSr<br>*Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | 577<br>394<br>265 | ✠100A1<br>~~1,21~~ ~~1,20~~ 11,21 | Abn<br>~~Goo~~ Got<br>✠LMC1,20 | *h* | CL | 1920<br>1mo<br>*Lloyd* | J.Lewis& Sons,Ld.<br>Aberdeen<br>'*sA&CP* | AlliedStm.Nav.Co. Ld.(Willmott, Buttle&Co.*Mgrs.*)<br>*CellD* | 164·8<br>Q94′B11′F23′<br>FK<br>*Bf*97′125*t* *FPT*44*t* | 27·0 | 11·1 | Hull<br>British<br>3*BHCem*<br>*APT*19*t* | T.3Cy.14″,24″&39″–27″ (*s*)<br>180lb 82RHP<br>1SB,*3pf*,GS54,HS1894<br>J.Lewis&Sons,Ld.Abn. | 13′3<br>s3′10½<br>13′2 |
| 12709<br>OEUY | **Colmar** SteelSc<br>(*ex*WarOsiris) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 2055<br>1800<br>~~1244~~ | ✠100A1<br>1,22 ~~11,20~~<br>~~BS12,20~~<br>BS1,22 | Mdb<br>Dnk<br>✠LMC7,18 | *r* | CL<br>~~10,19~~<br>1,22 | 1918<br>7mo<br>A&CP | Pt.Arthur S.B.Co.Ld<br>Pt.Arthur, Ont. | Soc.Anon.deNav.<br>"LesArmateurs Français"<br>*CellL* | 251·0<br>P25′B64′F30′<br>FK<br>*B*226′526*t* *FPT*80*t* | 43·8 | 20·7 | Rouen<br>French<br>4*BHCem*<br>*APT*78*t* | T.3Cy.20″,33″&54″–40″ (*s*)<br>190lb 278NHP<br>2SB,*6cf*,GS126,HS5246<br>Pt.ArthurS.B Co.Ld. | 23′0<br>s3′2<br>20′2 |
| 12710 | **Cöln** SteelScSr<br>*Elec.light* 1*Dk*&*Shelter dk* | 1495<br>1165<br>648 | | | | | 1914 | G.Seebeck Akt.Ges<br>Geestemünde | | 265·0<br>F35′ | 38·5 | 15·3 | *WB* | T.3Cy.22⅜″,36⅝″&59″–39⅜″<br>190NHP<br>G.SeebeckAkt.Ges.Gst. | |
| 12711<br>144617<br>KGBW | — IronScSr<br>Now named "Ussa," See No. 39776 in Supplement<br>1*Dk*&*Spardk*3*trB* | 1143<br>1106<br>694 | | | | | 1884 | Act.Ges. "Vulcan"<br>Stettin | JuraSteamers TradingCo.Ld.(T.B.Stott&Co *Mgrs*) | 222·2 | 30·5 | 20·1 | London<br>British<br>*Wb* | C.2Cy.26⅜″&49″–31½″<br>NB09 112NHP<br>A.G."Vulcan,"Stettin | |
| 12712<br>217167<br>LNPR | **Coloma** WoodSc<br>*Elec.light* 1*Dk*2*trb* | 2526<br>2061<br>1500 | | | | | 1918 | Tacoma S.B.Co.<br>Tacoma,Wsh | UnitedStates ShippingBoard | 267·2<br>P28′B65′F26′ | 46·2 | 23·7 | Tacoma<br>Utd.States | T.3Cy.19″,32″&56″–36″<br>188NHP<br>Hooven,OwensRentschler Co.Hamilton,O. | |
| 12713<br>123926 | **Colomb** SteelSc<br>(*FerrySteamer*)<br>*Elec.light* 1*Dk*&*Shadedk* | 559<br>341<br>338 | | | ... | | 1911 | G.T.Davie &Sons<br>Lévis,P.Q. | LaTraverse de Lévis,Ltee. | 120·6<br>BK8″ | 34·0 | 15·5 | Quebec<br>British<br>*Wb* | T.3Cy.15½″,25½″&42½″–30″<br>*Emade*10 88RH<br>CanadnGen&ShoeMchyCo | 16′9 |
| 12714<br>27<br>NPBR | **Colomba** SteelScSr<br>Wireless *ss*Shl.No.3–8,06<br>(*ex*Lismore) *ss*Shl.No.1–11<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames* | 3576<br>3167<br>2238 | ✠<br>*Spar dk*<br>11,15 ✠ | Gen | *v* | | 1894<br>9mo | C.Connell &Co.<br>Glasgow | LloydMediterraneo<br>*WB*=*CellDBa* | 335·0<br>P32′B82′F38′ 26·<br>BK10½″<br>104′*uE*&*B*40′*f*140 | 43·5 | 19·0 | Spezia<br>Italian<br>6*BHCem*<br>632*tAPT*81*t* | T.3Cy.24″,39″&64″–45″<br>NDB11 306NHP<br>2SB,*6rf*,GS94,HS4942<br>Dunsmuir&Jackson,Gls. | 29′0 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12715 | **Colombelles** SteelSc<br>(*ex*PerrucheI., *ex*Palmer,*ex*Rusheen) 1*Dk* | 111<br>106<br>37 | | | | | 1910 | Nylands Værksted Christiania | Chant.Navals Français | 91·0 | 18·2 | 10·7 | Caen<br>French<br>*WB* | T.3Cy.10½″,17″&28½″-20″<br>36NHP<br>NylandsVærksted,Xania | | |
| 12716<br>214660<br>LFSP | **Colombia** SteelSc<br>*ss*SFo.No.1-20<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless &*Awng dk*(*Stl*-teak s) | 5644<br>4744<br>3448 | ✠100A1<br>*Awng dk withfreeboard*<br>9,21 ~~5,20~~<br>BS2,22<br>✠LMC1,20<br>*Fittedforoil fuel 1,17 F P. above150° F.* | SFo | *y* | CL<br>~~N5.20~~<br>9,21 | 1915<br>10mo<br>*Lloyd's* A&CP | Nederl. Schps. Maats. Amsterdam | PacificMailS.S.Co. Inc.<br>*WB = CellDBa* | F44'<br>FK<br>91'*u*E36'*f*152'654*t* | 48·5 | 32·5 | S.Frnciscc<br>Utd.States<br>6*BHCem*<br>*FPT*88*t* | T.3Cy.28″,43$\frac{5}{16}$″&74″-51$\frac{3}{16}$″<br>180lb (*s*) 607NHP<br>4SB.12*cf*,GS238,HS9470 FD<br>NedFb.v.Wrk&Spoor,Ams | 35″3<br>s10″11<br>24″10 | |
| 12717<br>JTQF | — SteelScSr<br>1*Dk* | 794<br>607<br>456 | | | | | 1893 | Bergens Mek.Værks. Bergen | A/S D/S Colombia (A.Halvorsen) | 206·2<br>Q57*t*B97*t*H5*t*F30*t* | 29·7 | 12·0 | Bergen<br>Norwegian<br>*WB* | T.3Cy.16½″,26½″&43″-30″<br>101NHP<br>BergensMekVærksBergen | | N |
| 12718 | **Colombie** SteelTwinSc<br>Should be "Cuba," See No. 59310 in Supplement<br>*Fitted for oil fuel*<br>*Elec.light* 4*Dks* | 12200 | | | | | 1921 | Swan,Hunter&Wigham Richardson, LdNewcastle | Cie.Générale Transatlantique | 476·0<br>B213' | 62·4 | 35·2 | S.Nazaire<br>French | 4 Turbines geared to 2 Sc.Shafts<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | | |
| 12719<br>MBJQ | **Colombier** SteelScSr<br>(*ex*Graanhandel)<br>Wireless 1*Dk* | *1815*<br>*1698*<br>*1115* | | | | | 1910 | Irvine'sSB &D.D.Co.Ld. WHartlepool | LloydRoyalBelge, Soc.Anon. | 279·3<br>P25'B66'F29' | 40·1 | 18·3 | Antwerp<br>Belgian<br>*WB* | T.3Cy.20½″,33″&54″-36″<br>Richardsons, 175NHP<br>Westgarth&Co.Ld.Hpl | | C |
| 12720 | **Colombo** SteelScK<br>(*Trawler*)<br>1*Dk* | 260 | | | | | 1920 | Burn&Co. Ld. Howrah | IndianMunitions Board | 125·0<br>F21' | 23·5 | 13·5 | British | T.3Cy.12½″,21″&35″-26″ | | |
| 12721<br>HJWQ | — IronScK<br>(*Trawler*)<br>(*ex*ScottishMaid) 1*Dk* | *122*<br>*122*<br>*51* | | | ... | | 1889 | JScott&Co Kinghorn | J.A.J.Fialho | 100·4<br>BK6½″ | 19·8 | 9·1 | Lisbon<br>Portuguese | C.2Cy.17″&34″-24″<br>51NHP<br>J.Scott&Co.,Kirkcaldy | | |
| 12722<br>92936<br>KPBW | **Colon** SteelTwinScSr<br>(*ex*Mexico) 3*Dks*<br>*Elec.light* Wireless Sub.Sig. *Awng dk* | 5670<br>—<br>3513 | | | | | 1899 | W Cramp& SonsS&EBCo Philadelphia | PanamaCanal (PanamaR.R.Co. *Mgrs.*) | 360·0 | 50·0 | 32·2 | NewYork<br>Utd.States<br>*WB* | T.6Cy.25″,41½″&68″-42″<br>599NHP<br>W.Cramp&SnsS&EBCPhl. | | |
| 12723<br>143420<br>KOLT | — SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in 'tween decks*<br>Wireless | 2437<br>2330<br>1509 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~11,21~~ 9,20<br>4,22<br>✠LMC9,19 | Ant<br>~~Gls~~ | *r* | CL<br>4,22 | 1919<br>9mo<br>*Lloyd's* A&CP | H&C.Grayson.Ld. Liverpool | MacAndrews&Co. Ld.<br>*Collis* | 265·0<br>FK<br>*ionBH to Shelter dk*<br>*CellDB*224' 408*t* *FPT*63*t* | 41·2 | 26·6 | London<br>British<br>*Cem*<br>3*BH to U dk*<br>*APT*18*t* | T.3Cy.21″,34″&56″-36″ (*s*)<br>180lb 271NHP<br>2SB,6*cf*,GS138,HS5112<br>D.Rollo&Sons,Liverpool | 28″10<br>s 8″11½<br>20″2 | |
| 12724<br>HGSV | — IronSc3MstSr<br>2*Dks*<br>*Mchy.Aft* | 737<br>—<br>408 | | | | | 1871 | Bowdler, Chaffer&Co. Liverpool | FabregasyGarcias | 184·3 | 28·5 | 16·9 | Tarragona<br>Spanish | C.2Cy.23″&46″-24″<br>86NHP<br>J.Taylor&Co.Sunderland | 17″6 | V |
| 12725 | — SteelSc<br>1*Dk* | 600<br>394<br>195 | | | | | 1920 | Gebr.Fikkers Martenshoek | CiaMarit.Canaria | 137·9<br>P51'F23' | 24·7 | 12·1 | Teneriffe<br>Spanish<br>*WB* | T.3Cy.10¼″,16½″&26½″-20″<br>32NHP<br>Machfab.Overijn,Leiden | | |
| 12726 | —<br>(*ex*Alpha) | 200<br>—<br>150 | | | | | | ................ | Cia.Anon.deNav. Carenero (V.Crassus,*Mgr.*) | ........ | ........ | ........ | Carenero<br>Venezuelan | | | |
| 12727<br>HBJL | — WoodSc<br>(*ex*IntendenteRodriguez) | 172<br>—<br>109 | | | | | 1907 | T.Kamann Ancud | Frontaura, Menendez&Co. | 121·3 | 21·0 | 11·0 | Valparaiso<br>Chilian | C.2Cy.15″&30″-22″<br>35NHP | | |
| 12728<br>HCQB | — WoodSc<br>(*Tug*) | 104<br>—<br>59 | | | | | 1891 | Jackson& SharpCo. Wilmgtn,Del | J.H.Beola | 90·0 | 20·0 | 10·0 | Nipe<br>Cuban | C.2Cy.14″&26″-18″<br>24NHP<br>Pusey&Jones,Wilmington | | |
| 12729<br>197553 | **Colonel** SteelScSr<br>*Mchy.Aft* *Elec.light* 1*Dk*2*tr B* | 3879<br>—<br>3044 | | | | | 1901 | Detroit S.B.Co. WyndtteMch | ColumbiaS.S.Co. (W.C.Richardson &Co.*Mgrs.*) | 356·0 | 50·0 | 28·0 | FairportO<br>Utd.States<br>*WB* | T.3Cy.18″,29″&48″-40″<br>146NHP<br>DetroitS.B.Co.Detroit | | L |
| 12730<br>216212<br>LKNS | **Col. Bowie** WoodSc<br>Foundered 4,21<br>2*Dks* | 1363<br>—<br>990 | | | | | 1917 | Clooney Cnst&TowCo Westlake,La. | GulfExport& TransprtnCo.Inc. | 196·5 | 42·1 | 17·2 | Pt.Arthur, Tex.<br>Utd.States | C.2Cy.18″&38″-30″<br>66NHP | | R |
| 12731<br>OEVI | **Colonel Driant** WoodAuxTwinSc<br>*Stm.Eng.* 5MstSr<br>*Elec.light* 2*Dks*<br>*Mchy.Aft* Wireless<br>(*See Sailing Ship Register*) | 2717<br>1816<br>1585 | | | | | 1918 | Foundat'n Co. Portland,Or. | FrenchGovernment | 259·6<br>P42'F29' | 45·5 | 21·5 | Bordeaux<br>French | T.6Cy.10″,16½″&26″-24″<br>68NHP<br>HarrisburgFndry&Mach. Works,Harrisburg,Pa. | | V |
| 12732<br>127743<br>KSJN | **Col. E. L. Drake** SteelScSr<br>*CarryingPetroleum in bulk* 2*Dks*3*tr B*<br>*Mchy.Aft* Sub.Sig. Wireless | 4205<br>3981<br>3307 | | | | | 1903 | WCramp& SonsS&EBCo Philadelphia | StandardOilCo. California | 360·0<br>B20'F31' | 50·0 | 21·5 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.25″,41½″&68″-42″<br>300NHP<br>W.Cramp&SnsS&EBC Phl | | |
| 12733<br>209185 | **Col. James M. Schoonmaker**<br>Sub.Sig. SteelScSr<br>*Mchy.Aft* *Elec.light* 1*Dk* | 8603<br>—<br>6650 | | | | | 1911 | Gt.Lakes Eng.Works Ecorse,Mich. | ShenangoS.S.& TransportationCo | 590·0<br>F56' | 64·2 | 34·2 | Pittsburg<br>Utd.States<br>*WB* | Q4Cy22¾″,33¼″,48″&69″-42″<br>309NHP<br>GtLakesEngWrks.Detroit | | |
| 12734<br>126983 | **Colonel John F. Gaynor** SteelSc<br>(*Tug*) | 153<br>—<br>76 | | | | | 1893 | Harlan& Hollingsw'th Wilmington | BoylanTowing& Transportation Corp. | 91·5 | 21·0 | 10·4 | NewYork<br>Utd.States | | | |
| 12735<br>219168<br>LTMQ | **Col. Rockwell** SteelSc<br>(*ex*T.R.50)<br>*Elec.light* 1*Dk*2*tr b* | 289<br>—<br>110 | | | | | 1919 | DavieS.B. Co. Levis,Quebec | GulfExport& TransportationCo. Inc. | 125·0 | 23·4 | 13·6 | Pt.Arthur, Tex.<br>Utd. States | T.3Cy.12¾″,21½″&35″-24″<br>60NHP<br>McDougal IronWorks | | |
| 12736<br>219878<br>LWBF | **Col. Roosevelt** SteelSc<br>1*Dk*2*tr b* | 288<br>—<br>177 | | | | | 1919 | ................ KingstonOnt | GulfExport& Transptn.Co.Inc. | 125·0 | 23·4 | 17·0 | Pt.Arthur Tex.<br>Utd. States | | | |
| 12737 | **Colonel Thys** SteelScSr<br>*ss*St.Paul deLoandaNo.2-19<br>1*Dk* | 218<br>210<br>39 | ✠ A1<br>*For towing purposes*<br>9,19<br>✠LMC9,19 | S.Paul de Loanda | *c* | CL<br>9,19 | 1912<br>1mo<br>*Lloyd's* A&CP | Boele&Pot Bolnes | Cie.BelgeMaritime duCongo | 108·2<br>B33'F10'<br>BK5¾″<br>*WB*=*FPT*15*t* | 24·6 | | Antwerp<br>Belgian<br>4*BHCem*<br>*APT*32*t* | T3Cy14⅜″,23$\frac{7}{16}$″&38$\frac{3}{16}$″-26¾″<br>170lb (*s*) 105NHP<br>1SB,3*cf*,GS60,HS1975<br>Maats.Fyenoord,Rot. | 12″8 | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total.—Sous le Pont.—Net. | 5 Détails de la Classification. Cote.—✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.—Navire.—Mach. | 9 Par qui.—Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12738<br>115810<br>TJDK | **Colonia** SteelTwinSc4MstSr<br>*Cable Vessel* ssLon.No.3-12,14<br>ssLon.No.1-19<br>*Elec.light* 2*Dks*(*Stl*)&*Spar*<br>Wireless *dk*(*Stl*-teak s)&*deep framing* | 8010<br>5823<br>4926 | ✠100A1<br>*Spar dk*<br>~~[illegible]~~ 1,22<br>~~BS7,20~~ ✠LMC7,19<br>BS9,21 1,22 | Lon | d† | CL<br>~~12,14~~<br>1,22 | 1902<br>5mo<br>*Lloyd* | Wigham-<br>Richrdsn&Co<br>Ld Newcastle<br>'*sA&CP* | TelegraphConst.&<br>MaintenanceCoLd<br>(F.R.Lucas, *Mgr.*) | 487·0<br>B134' | 56·0 | 27·6<br>35·6<br>FK&BK2' | London<br>British<br>7*BHCem* | T.6Cy.24",40½"&67"-48" (r)<br>190lb 846NHP<br>3D&1SB21*cf*GS437HS15077<br>WghmRchrdsn&C.LdNwc | 39 ' 0<br>s10, 6<br>29 ' 4 | ST<br>till<br>[illegible] |
| | | | | | | *WB* = *Cell DBa 56' u E & B104'/f165'1305t tank between tunnel 8t side tanks aft 880t FPT200t APT130t* | | | | | | | | | | |
| 12739 | — SteelScSr<br>Sub.Sig. (*ex*Polynesia)<br>*Elec.light* Wireless 2*Dks*&*Web Frames* | 6022<br>4725<br>3474 | | | | | 1904 | Reiherst'g<br>Schiffsw.<br>Hamburg | UruguayanGovt. | 410·8<br>P&B250'F63' | 50·9 | 28·4 | Uruguayan<br>*WB* | Q4Cy.24 3/16",34¼"50¾"&72¾"<br>-54" 392NHP<br>Reiherst.Maschinenf.Ham. | | C |
| 12740 | — SteelPad<br>(*ex*Jamestown)<br>Wireless Sub.Sig. 4*Dks* | 1337<br>—<br>700 | | | | | 1906 | NwprtNws<br>S.B.&D.D.Co.<br>Newprt News | TheArgentineNav.<br>Co.(Nicolás<br>Mihanovich)Ld. | 252·3 | 38·3 | 13·5 | Bns.Ayres<br>Argentine | O.2Cy.30"&64"-66"<br>267NHP<br>NewportNewsSB&DD.Co. | | |
| 12741<br>118005<br>TVMS | **Colonial** SteelScSr<br>ssLiv.No.1-21 ssLiv.No.3-7,16<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*) *Webframes*&<br>*Elec.light deep framing lower dk*(*Stl*)<br>Wireless *fore hold* | 4962<br>4735<br>3172 | ✠100A1<br>*Spar dk*<br>7,21 ~~10,18~~ 1,21<br>BS11,21 ~~BS8,20~~ | Lon<br>*Liv*<br>MS7,21<br>✠LMC[illegible] | z | CL<br>10,19 | 1903<br>3mo<br>*Lloyd* | Workman,<br>Clark&Co.Ld<br>Belfast<br>'*sA&CP* | CharenteS.S.CoLd<br>(T.&J.Harrison,<br>*Mgrs.*) | 400·0<br>P28'B113'F51' | 48·5 | 19·2<br>30·2<br>FK | Liverpool<br>British<br>7*BHCem* | T.3Cy.25",41"&68"-54" (s)<br>190lb 470NHP<br>2DB&1AuxSB,15*cf*,GS274,<br>HS8448<br>Wrkman,Clark&Co.LdBel | 33 ' 1<br>s 7 · 4<br>26 ' 2 | |
| | | | | | | | | | *WB* = *CellDBa 115'uE&B56' f167'1025t DTa 29' 730t FPT 85t APT40t* | | | | | | | |
| | | | *Carrying u fuel F.P. above150°F. in DB* | | | | | | | | | | | | | |
| 12742<br><br>OEVJ | **Colorado** SteelSc<br>Now named "Dornoch," See No. 37100 in Supplement<br>(*ex*TheIroquois,<br>*ex*Tadenac) *Elec.light* 2*Dks* | 2158<br>—<br>1526 | | | | | 1902 | BertramE.<br>WorksCo.Ld<br>Toronto | Soc.Française<br>d'Arm.&d'Import. | 260·0 | 43·2 | 25·2 | Rouen<br>French<br>*WB* | T.3Cy.17",28"&46"-36"<br>127NHP<br>BertramE.W.Co.Ld.Trnto. | | V |
| 12743<br>218612<br>LSDM | **Colorado Springs** SteelScSr<br>*Elec.light* 2*Dks*&*Shelter dk*<br>Sub.Sig. *Fitted for oil fuel* | 6864<br>6752<br>5347 | | | | | 1919 | Skinner&<br>EddyCorp.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 409·5 | 54·2 | 27·1 | Seattle<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 12744<br>822<br>HBOV | **Coloso** SteelTwinSc<br>*Elec.light* 1*Dk* | 104<br>93<br>52 | ✠<br>*For towing purposes*<br>1,08<br>✠ | Drt | | | 1908<br>1mo | Philip&<br>Son,Ld.<br>Dartmouth | AntofagastaRly.<br>Co. | 87·0 | 18·0 | 9·2<br>BK6' | Antofagst<br>Chilian<br>4*BHCem* | C.4Cy.11¼"&23"-16"<br>50NHP<br>1SB,2*pf*,GS45,HS1253<br>Philip&Son,Ld.Dartmth. | 9 ' 9 | |
| | | | | | | | | | | *WB*=*DeepTanks a* | | | 3'13*t f*2'7*t* | | | |
| 12745<br>656<br>NPDR | **Coltano** SteelScSr<br>(*ex*Maurizio, 1*Dk*&*Spar dk*<br>*ex*Harrovian, &*deep framing*<br>*ex*Claverdale) *Elec.light* Wireless | 3318<br>3147<br>2107 | | | ... | | 1899 | Craig,<br>Taylor&Co.<br>Stockton | LaPolare,Soc.di<br>Nav.perTrasporti<br>Refrigeranti<br>(LloydSabaudo,<br>*Mgrs.*) | 330·0<br>P69'B98'F41' | 45·2 | 18·0<br>26·0<br>FK | Genoa<br>Italian<br>*WB* | T.3Cy.24",38"&64"-42"<br>NDB15 278NHP<br>T.Richardsn&Sons,LdHpl | 28 ' 6 | I |
| 12746<br>219839<br>LWFN | **Colthraps** SteelSc<br>2*Dks*<br>*Elec.light* Wireless *Fitted for oil fuel* | 5620<br>4598<br>3452 | | | | | 1920 | American<br>International<br>Corp.<br>HogIslandPa | PioneerS.S.Corp. | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | NewYork<br>Utd.States<br>*WB* | Steam Turbine<br>GeneralElectricCo.<br>Schenectady | | R |
| 12747<br>124805<br>HMBQ | **Coltman** SteelScK<br>ssHul.No.3-9,20<br>1*Dk* | 312<br>273<br>128 | ✠100A1<br>*StmTrawler*<br>12,21 ~~9,20~~<br>✠LMC9,20 | Hul<br>BS8,21 | | CL<br>~~9,20~~<br>12,21 | 1907<br>12mo<br>*Lloyd* | Earle'sCo.<br>Ld.<br>Hull<br>'*sA&CP* | CitySteamFishing<br>Co.Ld. | 141·8<br>Q72'F23' | 23·0 | 12·2<br>BK8' | Hull<br>British<br>4*BHCem* | T.3Cy.13",22"&37"-27" (s)<br>200lb 89RHP<br>1SB,3*pf*,G41,HS1463<br>Earle'sCo.Ld.Hull | 13 ' 0 | |
| 12748<br>78626<br>JKLM | **Columba** SteelPadSk | 602<br>538<br>256 | | | | | 1878 | J.&G.<br>Thomson<br>Clydebank | DavidMacBrayne,<br>Ld. | 301·4 | 27·1 | 9·4 | Glasgow<br>British | O.2Cy.53"-66"<br>NB00 351NHP<br>J.&G.Thomson,Clydebank | | |
| 12749<br>115682<br>TJQK | **Columbia** SteelTwinScSr<br>(*ex*Columbella,<br>*ex*Columbia) 3*Dks*<br>*Elec.light* Wireless | 8497<br>6559<br>4222 | | | | | 1902 | D&WHen-<br>dersn&Co.Ld.<br>Glasgow | AnchorLine(Hen-<br>dersonBros.)Ld. | 485·5<br>P66'B229'F83' | 56·2 | 33·4 | Glasgow<br>British<br>*WB* | T.6Cy.31½",51½"&85"-54"<br>1060NHP<br>D&W.Hendersn&CoLdGls | | C<br>ST<br>till<br>[illegible] |
| 12750 | — SteelScSr<br>ssGen.No.3-4,19 ~~ssTri.No.1-13~~<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl-ptws*)<br>Wireless &*deep framing* | 5465<br>4475<br>3558 | ✠100A1<br>*Spar dk*<br>7,20<br>~~BS5,20~~ ✠LMC4,19 | Gen<br>BAs<br>BS5,21 | z | CL<br>7,20 | 1908<br>5mo<br>*Lloyd* | Russell&<br>Co.<br>Pt.Glasgow<br>'*sA&CP* | CosulichSoc.<br>Triestina diNav. | 400·0<br>P78'B120'F41' | 52·1 | 27·3<br>FK | Trieste<br>Italian<br>6*BHCem* | T.3Cy.27",44"&73"-48" (s)<br>180lb *100lb* 2DB 502NHP<br>3SB,9*cf*,GS173,HS7305 FD<br>J.G.Kincaid&Co.Ld.Grk. | 30 ' 0 | |
| | | | | | | | | *WB* = *CellDBa134' u E&B43' f171' 1264t APT35t* | | | | | | | | |
| 12751<br>203972<br>KWBD | — SteelSc<br>*Elec.light* 2*Dks*&*Shade dk* | 2021<br>—<br>1206 | | | | | 1907 | NewYork<br>S.B.Co.<br>Camden,N.J. | ChesapeakeSS.Co. | 269·0 | 46·0 | 14·8 | Baltimore<br>Utd.States | T.4Cy.26",41"&(2)50"-42"<br>324NHP<br>NewYorkSBCo.CamdnNJ | | R |
| 12752<br>210291<br>LCMQ | — SteelScSr<br>*Elec.light* 1*Dk*<br>*Mchy.Aft* *Fitted for oil fuel* | 1923<br>—<br>1188 | | | | | 1912 | Harlan&<br>Hollings-<br>worthCo.<br>Wlmgtn,Del. | NewOrleans&<br>SouthAmerican<br>SS.Co.Inc. | 238·7<br>P100'F36' | 41·2 | 20·8 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.19",30"&50"-36"<br>150NHP<br>Harlan&HollingworthCo.<br>Wilmington,Del. | | RV |
| 12753<br>127665 | — SteelSc<br>1*Dk* | 968<br>—<br>549 | | | | | 1902 | Detroit<br>S.B.Co.<br>Wyandotte | Detroit&Windsor<br>FerryCo. | 200·0 | 45·0 | 18·0 | Detroit<br>Utd.States | T.3Cy.21½",34"&54"-36"<br>175NHP<br>DetroitS.B.Co.Detroit | | |
| 12754 | — WoodScSr<br>*Petrol Motor*<br>1*Dk* | 106<br>69<br>64 | | | | | 1910 | Westmnstr<br>Mar.Rly.Co.<br>NewWest-<br>minster,B.C. | ColumbiaCoast<br>Mission,Inc. | 86·6 | 16·4 | 7·1 | Vancouver<br>British | Petrol Motor<br>1Cy.9"-11"<br>StandardMotorCon-<br>structionCo.JerseyCityNJ | | |
| 12755<br>217107<br>LNKC | **Columbine** WoodScSr<br>*Elec.light* Wireless 2*Dks* | 2551<br>2400<br>1528 | | | | | 1918 | Kelley-<br>SpearCo.<br>Bath,Me. | UnitedStates<br>ShippingBoard | 267·3<br>P39'B66'F29' | 46·0 | 23·6 | Bath,Me.<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | B |
| 12756 | **Columbus** SteelTwinSc<br>Now named "Homeric," See No. 31720 in Supplement<br>*Elec.light* 5*Dks* | 35000 | | | | | 1913 | F.Schichau<br>Danzig | | 750·0<br>B675' | 83·0 | 48·9 | *WB* | T8Cy50⅗"86⅝"&(2)96½"-70"<br>3152NHP<br>F.Schichau,Elbing | | |
| 12757 | — SteelSc<br>ssRot.No.3-9,20<br>1*Dk* | | ✠ A-<br>*For River purposes only*<br>9,20<br>✠LMC9,20<br>BS10,21 | Rot | | 9,20 | 1910<br>8mo | Bonn&<br>Mees<br>Rotterdam | Nederl.-Amerik.<br>Stoomv.Maats.<br>(Holland-Amerika<br>Lijn) | 108·5 | 24·6 | FK | Rottrdam<br>Dutch<br>4*BHCem* | T.3Cy.11½",17"&29"-18" (s)<br>180lb 65NHP<br>1SB,2*cf*,GS39,HS1350<br>MachinefabrickKinderdijk | 11 ' 0 | |
| 12758<br><br>MLGR | — Iron<br>(*Tug*)<br>(*ex*Reykjavik) | 100<br>100<br>39 | | | | | 1887 | Akers<br>mekVærks.<br>Christiania | BergensKommune | 85·6 | 17·5 | 10·5 | Bergen<br>Norwegian | T.3Cy. | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 12759<br>213859<br>LDWH | **Colusa** SteelSc4MstSr<br>ssSFo.No.1-18<br>Elec.light 2Dks(Stl)&Webframes<br>Wireless Longitudinal framing | 5873<br>4894<br>3636 | ✠100A1<br>10,20<br>BS10,19 ✠LMC10,17<br>Fitted for oil fuel 6,13 F.P. above 150° F. | SFo | z | CL<br>~~10,20~~<br>10,21 | 1913<br>3mo | W.Hamilton&Co.Ld.<br>Pt.Glasgow<br>Lloyd'sA&CP | GraceS.S.Co.Inc.<br>(W.R.Grace&Co.)<br>WB=CellDBa | 408·0<br>P35'B129'F40'<br>123'uE& B45' f 173'1241tFPT124t APT31t D | 55·2 | 26·8<br>FK | NewYork<br>Utd.States<br>7BHCem<br>Tf28'1152t | Q.4Cy.25",35",51"&74"-51"<br>220lb (s) 580NHP<br>3SB,9cf,GS172,HS8190 FD<br>D.Rowan&Co.Glasgow | 29 ″ 2<br>s 5 ″ 8<br>23 ″ 10 | |
| 12760<br>134943<br>JVKR | **Colwith Force** SteelScSr<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 805<br>549<br>374 | ✠100A1<br>12,20<br>MS5,20 ✠LMC9,18 | Liv | k | CL<br>3,20 | 1918<br>9mo | R.Williamson&Son<br>Workington<br>Lloyd'sA&CP | WestCoastShippingCo.Ld. (W.S Kennaugh&Co. Mgrs.) | 186·3<br>Q116'B9'F23'<br>CellDBf112'162t | 29·4 | 12·4<br>FK | Whitehvn<br>British<br>3BHCem<br>FPT40t | T.3Cy.14",23"&38"-27" (s)<br>180lb 100RHP<br>2SB,4pf,GS65,HS1790<br>W.Beardmore&Co.Ld.Gls. | 14 ″ 7<br>s ″ 7½<br>14 ″ 2 | |
| 12761<br><br>OEVL | **Comafran I.** Ferro-Concrete<br>Pet.Mot. TwinSc<br>Mchy.Aft Elec.light | 350<br>—<br>186 | | | | | 1918 | Cie.Marit.<br>Franco-Anglaise Neuilly | Fontaine&Co. | 149·6<br>P16'B12'F19' | 24·9 | 12·4 | Rouen<br>French | 2 Petrol Motors<br>Panhard-Levasseur,Paris | | |
| 12762<br><br>OEVM | **Comafran II.** Ferro-Concrete<br>OilEng. TwinSc<br>Mchy.Aft Elec.light 1Dk | 404<br>—<br>266 | | | | | 1919 | Cie.Marit.<br>Franco-Anglaise Neuilly | Fontaine&Co. | 153·6<br>H---F23' | 24·9 | 12·4 | Rouen<br>French | Oil Engines<br>Boot,Alphen a/d.Rijn | | V |
| 12763<br>126316<br>KDFO | **Comal** IronScSr<br>Elec.light Wireless 2Dks&Promenade dk | 2935<br>—<br>2251 | | | | | 1885 | J.Roach&Son<br>Chester,Pa. | MalloryS.S.Co. Inc. | 320·0 | 42·8 | 21·5 | NewYork<br>Utd.States | C.2Cy.38"&74"-54"<br>NB10 335NHP<br>J.Roach&Son,DelawareR. | | |
| 12764<br>127111<br>KMLR | **Comanche** SteelScSr<br>Sub.Sig.<br>Elec.light Wireless 3Dks&Awng dk | 3856<br>—<br>2477 | | | | | 1895 | W.Cramp &Sons<br>Philadelphia | ClydeS.S.Co. | 348·5<br>len01 | 46·0 | 18·9<br>26·3 | NewYork<br>Utd.States | Q.4Cy.24½",34½",49½"&70"-36" 294NHP<br>W.Cramp&Sons,Phl. | | R |
| 12765<br>211319 | — SteelSc | 547<br>—<br>350 | | | | | 1913 | SeattleConstruction&DryDockCo.<br>Seattle,Wash | PugetSoundNav. Co. (J.Green, Mgr.) | 133·7 | 28·5 | 18·5 | Seattle<br>Utd.States | T.3Cy.11",18&31"-20"<br>43NHP | | |
| * 12766<br>133506<br>HWDP | **Comanchee** SteelSc3MstSr<br>ssBly.No.2-20<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft<br>Wireless | 5601<br>4814<br>3562 | ✠100A1<br>11,21 ~~10,20~~<br>BS11,21 ✠LMC9,20<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 4,15 F.P. above 150°F. | Bly<br>Bkn | y | CL<br>~~9,20~~<br>11,21 | 1912<br>6mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | Anglo-American OilCo.Ld.<br>(J.Hamilton,Mgr)<br>WB=CellDBuE&<br>173tDTf49'5 | 395·5<br>P107'B26'F42'<br>B70'<br>00tFPT54tAPT22t | 51·7 | 29·0<br>FK | Newcastle<br>British<br>17BHCem<br>12 to Upr dk<br>5 ,, 2nd dk | Q.4Cy.23",32½",47"&68"-48"<br>220lb (s) 505NHP<br>3SB,9cf,GS163,HS7377 FD<br>N.E.MarineEngCoLd.Nwc | 30 ″ 9<br>s 6 ″ 0<br>25 ″ 1 | |
| 12767 | **Comandante Bafile** SteelSc<br>1Dk<br>Mchy.Aft | 1800 | | | | | 1921 | G.Ansaldo &Co.<br>SestriP'nente | Soc.La Peninsul're | 263·0<br>P76'F27' | 43·5 | 18·0 | Genoa<br>Italian | T.3Cy.15⅜",24"&39⅜"-27½"<br>Soc.Anon.Coop.diProduzione,Sampierdarena | | |
| 12768<br>132042<br>JLTW | **Comber** SteelScSr<br>ssBel.No.2-20<br>Well deck 1Dk(ptStl)<br>Elec.light Mchy.Aft | 489<br>333<br>187 | ✠100A1<br>7,21 ~~10,20~~<br>✠LMC10,20<br>BS2,22 | Bel | h | CL<br>10,20 | 1913<br>9mo | Scott&Sons<br>Bowling<br>Lloyd'sA&CP | JohnKelly,Ld.<br>(S.Kelly,Mgr.)<br>WB | 160·1<br>Q89'B9'F29'<br>=DTf14'28tFPT | 25·6 | 12·3<br>BK7¼" | Belfast<br>British<br>3BHCem<br>29tAPT19t | C.2Cy.18"&40"-27" (s)<br>130lb 64RHP<br>1SB,3pf,GS57,HS1778<br>Aitchison,Blair,Ld.Gls. | 12 ″ 3<br>s 4 ″ 5<br>12 ″ 7 | |
| * 12769<br>214472<br>LGJV | — SteelScSr<br>Elec.light 1Dk | 303<br>265<br>97 | ✠100A1<br>Stm Trawler<br>7,20 | Bos | ... | CL<br>7,20 | 1916<br>10mo | Manitowoc S.B.Co.<br>Manitowoc<br>A&CP | BayStateFishing Co. | 135·5<br>Q73'F26'<br>DTf10'35tFPT5t | 22·7 | 12·3<br>BK7" | Boston<br>Utd. States<br>3BHCem<br>APT5t | T.3Cy.12¾",21½"&35"-24"<br>180lb (s) 82NHP<br>1SB,2cf,GS44,HS1516<br>MarineIronWrks,Chicago | 13 ″ 3 | |
| * 12770 | **Combo** SteelSc<br>ssDakarNo.2-20<br>1Dk(Stl-ws) | 170<br>142<br>89 | ✠100A1<br>11,20<br>✠LMC11,20 | Dakar | b | 5,20 | 1911<br>12mo | J.Berg<br>Delfzyl<br>A&CP | Etabl.Maurel& Prom | 110·0<br>F10' | 21·4 | 8·4<br>FK<br>WB= | Dakar<br>French<br>4BHCem<br>FPT5t | C.2Cy.12½"&26"-14 3/16" (s)<br>180lb 48NHP<br>1SB,2cf,GS34,HS1038<br>J.Berg,Delfzyl | 9 ″ 9 | |
| 12771<br>131436<br>Wrecked 11.20 | **Comboyne** WoodTwinScK<br>1Dk | 281<br>211<br>151 | | | | | 1911 | E.Wright<br>Tuncurry, N.S.W. | A.Taylor&Co.Ld. | 137·2 | 29·7 | 7·5 | SydnyNSW<br>British<br>WB | C.4Cy.11"&22"-16"<br>40RHP<br>Chapman&Co.Sydny NSW | | |
| 12772 | **Comeagua** SteelTwinSc<br>Should be "Comayagua," See No. 36685 in Supplement<br>Elec.light | 2500 | 100A1<br>(Class Contemplated) | | | | 1921 | Newburgh ShipCo.Inc.<br>NewbrghNY | CuyamelFruitCo. | 301·5 | 42·0 | 25·0 | Utd.States | T.6Cy.18",30"&48"-33"<br>VulcanIronboatCo. JerseyCity | | |
| * 12773<br>112809<br>SFBW | **Comedian** SteelSc<br>ssRot.No.3-2,14<br>(exCrownof Cordova, ssGls.No.1-19<br>exRodney) 1Dk(Stl)&Spar dk(Stl)&<br>Wireless Web frames | 3472<br>3255<br>2239 | ✠100A1<br>Spar dk<br>1,21<br>BS2,20 ✠LMC1,19<br>DBS5,21 | Liv | v | CL<br>5,20 | 1901<br>2mo | W.Dobson &Co.<br>Newcastle<br>Lloyd'sA&CP | CharenteS.S.Co. Ld.(T.&J. Harrison,Mgrs.)<br>CellDBa 114'uE | 345·0<br>P25'B82'F38'<br>24'f142'618tDTa24' | 46·2 | 16·3<br>24·4<br>FK | Glasgow<br>British<br>6BHCem<br>482tAPT39t | T.3Cy.24",40"&64"-42" (r)<br>180lb ~~90lb~~ 60lb 287NHP<br>2SB,6rf,GS140,HS4430<br>N.E.MarineEngCoLdNwc | 26 ″ 8<br>s 5 ″ 4½<br>21 ″ 8 | |
| 12774<br>219838<br>LWFM | **Comerant** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks | 5105<br>4598<br>3128 | | | | | 1920 | American International SB.Corp.<br>Hog Island,Pa. | UnitedStates ShippingBoard | 390·0<br>P39'B121'F43' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>WB | Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 12775<br><br>HGTV | **Comercio** IronScSr<br>(exCorreode Cartagena,exCecile) 6thSurvey,Liv.6,87<br>2Dks(1Irn) | 539<br>—<br>277 | ✠<br>9,90 | Liv | Lv | | 1863<br>4mo | C.&W. Earle<br>Hull | G.Goñalons | 207·4 | 24·2 | 15·7 | Mahon<br>Spanish<br>4BH | C.2Cy.24"&46"-26"<br>NE73NB02 90NHP<br>Earle'sCo.(Lim.),Hull | | |
| * 12776<br>141917<br>KCHN | **Comeric** SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless Cruiser Stern | 6701<br>6419<br>4074 | ✠100A1<br>Shelter dk<br>withfreeboard<br>12,21 ~~11,20~~ ✠LMC9,19<br>Fitted for oil fuel 9,19 F.P. above 150° F. | Cal<br>~~Sou~~ NYk | a† | CL | 1919<br>9mo | W.Doxford &Sons,Ld.<br>Sunderland<br>Lloyd'sA&CP | BankLine,Ld.(A. Weir&Co.Mgrs.)<br>CellDB366'1334tDT | 412·6<br>FonShelter dk36'<br>a26'1019tFPT148 | 55·5 | 34·4<br>FK | Glasgow<br>British<br>ptCem<br>6BHtoSh dk<br>2 ,, ,, U ,,<br>tAPT292t | T.3Cy.27",45"&75"-54" (s)<br>180lb 619NHP<br>3SB,12cf,GS219,HS9525 FD<br>W.Doxford&Sons,Ld.Sld. | 37 ″ 0<br>s 8 ″ 11½<br>28 ″ 6 | |
| 12777<br>211398<br>LDBV | **Comet** SteelSc<br>1Dk&Web frames<br>Elec.light Longitudinal framing<br>Mchy.Aft Carrying Petroleum in bulk<br>Sub.Sig. Wireless | 2486<br>2136<br>1258 | | | ... | | 1913 | American S.B.Co.<br>Lorain,O. | StandardOilCo.of NewYork | 250·0<br>P83'F53' | 43·0 | 26·0<br>FK | NewYork<br>Utd.States<br>WB | T.3Cy.19",31"&54"-42"<br>277NHP<br>AmericanSBCo.CleveldO | 25 ″ 0 | |
| 12778<br>~~136771~~<br>~~JHWD~~ | — SteelScSr<br>1Dk<br>Now named "Stadtrat Fischer," See No 39324 in Supplement | 1471<br>999<br>984 | | | | | 1903 | Schömer&Jensen<br>Tönning | ~~Requisitioned by the Admiralty (E.R.Newbigin, Mgr.)~~ Splicthoff, Haas&Co. | 232·2<br>P15'Q51'B109'F27' | 35·8 | 15·1 | ~~London~~<br>~~British~~<br>WB<br>Dutch | T.3Cy.16½",27"&44½"-31½"<br>109NHP<br>Schömer&Jensen,Tönning | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille. Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12779 | **Comet** SteelSc<br>(*Trawler*)<br>1*Dk* | 191<br>181<br>77 | | | | | 1905 | H.C.Stülcken Sohn<br>Hamburg | SimonWriede | 115·9<br>F17′ | 21·7 | 11·2 | Altona<br>German<br>*WB* | T3Cy12$\frac{3}{12}$″,19$\frac{11}{12}$″&32½″–21$\frac{1}{3}$″<br>48NHP<br>H.C.StülckenSohn,Ham. | | |
| 12780<br>74712<br>VFNT | — IronPadSp | 132<br>132<br>24 | | | | | 1876 | J.&M. Gunn&Co.<br>Cardiff | Lawson-Batey Tugs,Ld. | 106·7 | 19·4 | 9·8 | S.Shields<br>British | L.2Cy.28″–48″<br>NB19 56RHP<br>J.&M.Gunn&Co.,Cardiff | | |
| 12781<br>138919 | **Cometa** SteelScSp<br>(*Tug*)<br>(*ex*Ritta) 1*Dk* | 148<br>133<br>49 | | | | | 1892 | J.P.Renoldson&Sns.<br>South Shields | W.J.Smith | 95·0 | 20·5 | 9·0 | Gibraltar<br>British<br>*WB* | C.2Cy.13″&26″–20″<br>60RHP<br>J.P.Rennoldsn&Sns,S.Shl | | |
| 12782 | **Comfort** SteelTwinSc<br>(*ex*Havana)<br>*Elec.light Ref.Mchy.* Wireless 4*Dks* | 6391<br>—<br>3963 | | | | | 1907 | WCramp&SonsS&EBCo<br>Philadelphia | UnitedStates Government(Navy Department) | 413·0 | 50·2 | 17·5<br>30·0 | Utd.States<br>*WB* | T.6Cy.32″,52″&86″–48″<br>1022NHP<br>W.Cramp&SnsS&EBCPhl. | | R |
| 12783<br>104466<br>TQHR | **Comic** SteelTwinScSr<br>*ss*Liv.No.3–5,09<br>*Elec.light* Wireless *ss*Liv.No.2–19<br>1*Dk*(*Stl*–ws)*lower dk fore&main holds*<br>[illegible] named "Cairnsmore," *See No.* 36771 [illegible] *Supplement* | 878<br>766<br>373 | ✠100A1<br>2,21 ~~6,19~~<br>BS10,20 ✠LMC2,18 | Liv<br>Irv | *n* | ~~7,19~~<br>2,21 | 1896<br>9mo | Harland&Wolff(Lim.)<br>Belfast | BelfastS.S.Co.Ld.<br>(CoastLines.Ld. *Mgrs.*)<br>*WB=CellDBa*40′ | 236·3<br>P35′B113′F32′<br>*uF*35′ *f*62′ 168*t* *FP* | 31·2 | 15·3<br>BK8″ | Belfast<br>British<br>5*BHCem*<br>*T*24*t* *APT*5*t* | T.6Cy.16½″,26″&43″–28″ (*s*)<br>180lb 263NHP<br>2DB,8*cf*,GS149,HS4770<br>Harland&Wolff(Lim.),Bel | 16 ″ 5<br>s1 ″ 10½<br>15 ″ 8 | |
| 12784<br>142258<br>JTMV | **Comino** SteelScSr<br>(*ex*Ardgorm) 2*Dks*(*Stl*)<br>*Elec.light* Wireless Sub.Sig.<br>*Cargo battens not fitted in 'tween decks* | 4618<br>4330<br>2932 | ✠100A1<br>~~6,21~~ ~~5,19~~ 11,21<br>✠LMC6,18<br>*Carrying oil fuel F. P. above* 150° F. | Gls<br>~~Lon~~ Hul | *y* | CL<br>~~5,19~~<br>~~6,21~~<br>11,21 | 1918<br>6mo<br>*Lloyd* | Russell&Co.<br>PortGlasgow<br>'*sA&CP*<br>*in D.B.* | GulfLine,Ld. | 385·0<br>P34′B111′F47′<br>*CellDB*334′1029*t* | 52·0 | 26·5<br>FK | London<br>British<br>6*BHCem*<br>*APT*20*t* | T.3Cy.26″,43″&70″–48″ (*s*)<br>180lb 488NHP<br>3SB,9*cf*,GS170,HS7345 FD<br>Rankin&Blackmre,LdGrk | 29 ″ 0<br>s5 ″ 5½<br>23 ″ 11 | |
| 12785<br>219805<br>LWDK | **Commack** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks*<br>Sub Sig. | 5620<br>4598<br>3452 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | PioneerS.S.Corp. | 390·0<br>P50′B121′F40′ | 54·2 | 27·8 | NewYork<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 12786<br>OEWB | **Commandant Challes** WoodAux TwinSc5MstSr<br>*Elec.light Mchy.Aft* 2*Dks Stm.Eng.*<br>(*See Sailing Ship Register*) | 2114<br>1816<br>1583 | | | | | 1918 | Foundat'n Co.<br>Portland,Or. | FrenchGovernment | 259·6<br>P42′F29′ | 45·5 | 22·5 | Bordeaux<br>French | T.6Cy.10″,16½″&26″–24″<br>68NHP<br>J.W.Sullivan,NewYork | | V |
| 12787<br>OEWH | **Commandant de Rose** WoodAux Sc5MstSr<br>*Elec.light Mchy.Aft* 2*Dks Stm.Eng.*<br>(*See Sailing Ship Register*) | 2142<br>—<br>1500 | | | | | 1918 | Foundat'n Co.<br>Portland,Or. | FrenchGovernment | 259·6<br>P42′F29′ | 45·5 | 22·5 | Bordeaux<br>French | T.6Cy.10″,16½″&26″–24″<br>68NHP<br>J.W.Sullivan,NewYork | | V |
| 12788<br>OEWI | **Commandant Dorise** SteelSc<br>*Elec.light* Wireless 2*Dks* | 5529<br>4826<br>3470 | | | ... | | 1917 | MitsuBishi Dkyd&EWks<br>Kobe | Messageries Maritimes | 400·0<br>P38′B121′F40′ | 54·5 | 30·0<br>FK | Marseilles<br>French<br>*WB* | T.3Cy.26½″,43″&72″–48″<br>510NHP<br>MitsuBishiD.&E.Wks.Kob | 30 ″ 0 | V |
| 12789<br>OEWN | **Commandant Mages** SteelScSr<br>*Elec.light*<br>(*ex*WarWolf) 2*Dks&Awng dk* | 5779<br>—<br>4298 | | | ... | | 1917 | Kawasaki Dckyd.Co.Ld<br>Kobe | Messageries Maritimes | 385·3 | 51·2 | 33·5<br>FK | Dunkirk<br>French<br>*WB* | T.3Cy.26″,43½″&72″–48″<br>440NHP<br>KawasakiDckydCoLdKob | 36 ″ 0 | V |
| 12790<br>OEWV | **Commandant Requigny** Comp ScSr<br>(*ex*Yt.Bacchante,*ex*Yt.Zaria)2*Dks*<br>*Elec.light* | 754<br>—<br>328 | | | ... | | 1891 | Ramage&Ferguson<br>Leith | Tocque&Co. | 201·0<br>F30′ | 33·0 | 18·4 | Fécamp<br>French | T.3Cy.20″,30½″&51″–34″<br>165NHP<br>Ramage&Ferguson,Leith | 20 ″ 3 | |
| 12791<br>OEWU | **Commandant Roisin** WoodAux TwinSc5MstSr<br>*Elec.light Mchy.Aft* 2*Dks Stm.Eng.*<br>(*See Sailing Ship Register*) | 2114<br>181<br>1583 | | | | | 1918 | Foundat'n Co.<br>Portland,Or. | French Government | 259·6<br>P42′F29′ | 45·5 | 22·4 | Bordeaux<br>French | T.6Cy.10″,16½″&26½″–24″<br>68NHP<br>J.W.Sullivan,NewYork | | V |
| 12792 | **Commandante Freitas** IronScSr<br>(*ex*Itapeva,*ex*Cavour) | *632*<br>*589*<br>*396* | | | | | 1881 | Scott&Co.<br>Greenock | BrazilianLighthouseService | 209·0 | 32·2 | 12·6 | R.Janeiro<br>Brazilian | C.2Cy.23″&50″–30″<br>NB97 114NHP<br>Scott&Co.,Greenock | | |
| 12793 | **CommandanteMacedo** SteelTwin ScSr<br>(*ex*Neptuno)<br>*Elec.light* 1*Dk&Promenade dk* | 414<br>339<br>306 | | | ... | | 1899 | Murdoch&Murray<br>PortGlasgow | MacedoRocha&Co. | 160·2<br>F16′ | 32·1 | 9·7<br>FK | Para<br>Brazilian | C.4Cy.16″&32″–24″<br>98NHP<br>Hall-Brwn,Buttery&C.Gls | 10 ″ 0 | |
| 12794 | **Commandatuba** SteelTwinScSr<br>*Elec.light* Wireless 1*Dk&Shelter dk* | *751*<br>*481*<br>*380* | | | ... | | 1906 | AilsaS.B. Co.Ld.<br>Troon | Empreza deNav. Bahiana | 200·4 | 32·2 | 11·2<br>FK | Bahia<br>Brazilian<br>*WB* | T.6Cy.13½″,22″&36″–24″<br>151NHP<br>Muir&Houston,Ld.Gls. | 11 ″ 10 | |
| 12795<br>110739 | **Commander Cawley** Steel&Iron ScSr<br>*Mchy.Aft Elec.light* 1*Dk* | 218<br>184<br>89 | | | ... | | 1899 | J.T.Eltrngham&Co<br>S.Shields | HumberPilotStm. Cutter Co.Ld. | 120·5 | 23·1 | 11·0<br>BK7″ | Hull<br>British<br>*WB* | T.3Cy.12¼″,19½″&32″–22½″<br>52RHP<br>G.T.Grey,SouthShields | 11 ″ 4 | |
| 12796<br>136225<br>JHRD | **Commander Holbrook** SteelScK<br>*ss*Hul.No.1–19<br>1*Dk* | 227<br>215<br>93 | ✠100A1<br>*StmTrawler*<br>1,22 ~~12,20~~ ~~12,21~~<br>✠LMC8,19<br>BS7,21 | Hul | | CL<br>~~12,20~~<br>1,22 | 1915<br>1mo<br>*Lloyd* | GooleS.B. &RepgCo.Ld.<br>Goole<br>'*sA&CP* | Eastern Fishing Co.Ld.(H.G.Chapman, *Mgr.*) | 112·2 | 22·6 | 12·5<br>BK8″ | Hull<br>British<br>3*BHCem* | T.3Cy.10″,16¾″&28″–24″ (*s*)<br>200lb 60RHP<br>1SB,2*pf*,GS25,HS760<br>Amos&Smith,Ld.Hull | 13 ″ 4 | |
| 12797<br>136233<br>JKDB | **Commander Horton** SteelScK<br>*ss*Hul.No.1–19<br>1*Dk* | 227<br>215<br>89 | ✠100A1<br>*StmTrawler*<br>1,22 ~~9,20~~<br>✠LMC8,19<br>BS7,21 | Hul | | CL<br>~~9,20~~<br>1,22 | 1915<br>2mo<br>*Lloyd* | GooleS.B. &RepgCo.Ld.<br>Goole<br>'*sA&CP* | EasternFishing Co.Ld.(H.G.Chapman, *Mgr.*) | 112·2 | 22·6 | 12·5<br>BK8″ | Hull<br>British<br>3*BHCem* | T.3Cy.10″,16¾″&28″–24″ (*s*)<br>200lb 60RHP<br>1SB,2*pf*,GS25,HS760<br>Amos&Smith,Ld. Hull | 13 ″ 4 | |
| 12798<br>139266<br>JLRS | **Commander Nasmith** SteelScK<br>*ss*Hul.No.1–19<br>1*Dk* | 243<br>229<br>96 | ✠100A1<br>*StmTrawler*<br>2,22 ~~7,20~~<br>~~BS7,20~~ BS4,21<br>✠LMC5,19 | Hul | | CL<br>~~7,20~~<br>2,22 | 1915<br>8mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | EasternFishing Co.Ld.(H.G.Chapman, *Mgr.*) | 115·5 | 22·5 | 12·8<br>BK8″ | Hull<br>British<br>3*BHCem* | T.3Cy.12″,21″&34″–24″ (*s*)<br>200lb 80RHP<br>1SB,2*pf*,GS31,HS1097<br>Amos&Smith,Ld.Hull | 13 ″ 8 | |
| 12799<br>OEWY | **Commerce** SteelSc<br>(*SalvageTug*)<br>1*Dk* | 119<br>109<br>— | | | | | 1913 | Wed.C. Boele&Zonen<br>Slikkerveer | Soc.Dunkerquoise deRemorquage et deSauvetage | 85·4 | 18·6 | 9·5 | Dunkirk<br>French<br>*WB* | T.3Cy.11$\frac{1}{12}$″,18$\frac{5}{12}$″&29$\frac{11}{12}$″–21$\frac{11}{12}$″<br>42NHP<br>Alblasserdam.Mach.Fab. | | V |
| 12800 | — SteelSc<br>(*Tug*)<br>1*Dk* | 103<br>97<br>— | | | | | 1907 | Gebr.van derWindt<br>Vlaardingen | RussianGovernment | 90·2 | 18·4 | 10·2 | Russian<br>*WB* | C.2Cy.15½″&30$\frac{1}{16}$″–19$\frac{1}{16}$″<br>34NHP<br>Alblasserdam.Mach.Fab. | | V |

| Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. — Under deck. — Net. | Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built. When. — Ship. — Engines | By Whom. — Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | Registers in which classed, if not in L.R. Date of B. of Trad |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Commewyne** SteelScSr<br>ssBhn.No.3-9,20<br>(exSt.Thomas) 2Dks(Stl-Upt teaks)<br>Well deck Elec light Wireless | 2482<br>1765<br>1543 | ✠100A1<br>~~8,21~~ ~~3,21~~ 3,22<br>Fitted for oil | Ams<br>BS12,21<br>✠LMC9,20<br>fuel 9 | t<br>,20 | CL<br>~~9,20~~<br>3,22<br>F.P. a | 1907<br>7mo<br>Lloyd<br>bove 1 | Akt.Burmeistr&Wain<br>Copenhagen<br>'sA&CP WB=<br>50° F. | Koninkl.West-IndischeMaildienst<br>Cell DBa84' uE22' | 310·2<br>P&B214'F32'<br>f 260'467t FPT20t | 40·7 | 19·2<br>FK | Amsterdm<br>Dutch<br>5BHCem<br>APT5t | T3Cy.21¾",34½"&60"-39"(r)<br>180lb 281NHP<br>2SB,6cf,GS126,HS4840 FD<br>Akt.Burmeistr&Wain,Cpn | 21 " 9<br>s 2 " 3<br>19 " 9½ | |
| **Commissaire Pierre Lecocq** SteelScSr<br>(exWarPrince) 2Dks&Awng dk<br>Elec.light Wireless | 5704<br>—<br>4283 | | | ... | | 1917 | Kawasaki Dkyd.Co.Ld<br>Kobe | MessageriesMaritimes | 385·5 | 51·3 | 33·5<br>FK | Dunkirk<br>French<br>WB | T.3Cy.26",43½"&72"-48"<br>440NHP<br>KawasakiDkydCoLdKobe | 36 " 0 | V |
| **Commissaire Ramel** SteelSc<br>Elec.light 2Dks | 9400 | | | | | 1920 | SocProvençale de Const. Navale<br>LaCiotat | MessageriesMaritimes | 475·0 | 59·0 | 36·1 | Dunkirk<br>French<br>WB | T3.Cy$27\frac{9}{10}$",46"&76½"-$51\frac{9}{10}$"<br>418NHP<br>Soc.Provençale de Const. Nav.LaCiotat | | |
| **Commissioner** SteelSc<br>(exFleetwood)<br>1Dk | 403<br>—<br>274 | | | | | 1910 | Staten IslandS.B.Co.<br>Pt.Richmond | | 122·2 | 35·4 | 12·6 | British | | | |
| — WoodSc<br>(Tug)<br>Mchy.Aft Wireless 1Dk | 272<br>—<br>129 | | | | | 1918 | Foundat'n Co.<br>BrunswckGa. | Merritt&Chapman Derrick&WreckingCo. | 108·3 | 28·3 | 13·0 | NewYork<br>Utd.States | | | |
| — SteelScK<br>(Trawler)<br>1Dk | 161<br>161<br>61 | | | ... | | 1905 | Hall,Russell&Co.Ld.<br>Aberdeen | JInglis(T.L.&R.D.Devlin,Mgrs.) | 112·1 | 21·1 | 11·1<br>BK7½" | Granton<br>British<br>WB | T.3Cy.12",20"&33"-22"<br>65RHP<br>Hall,Russell&Co.Ld.Abn. | 12 " 0 | |
| **Commodore** SteelSc<br>ssLon.No.3-11,16<br>ssLon.No.1-20<br>(exCrownofNavarre) 1Dk(Stl)&Spar dk(Stl-ws)& deep framing<br>Wireless | 2739<br>2542<br>1762 | ✠100A1<br>Spar dk<br>12,21 ~~3,21~~<br>MS11,20 | Lon<br>Cff<br>✠LMC<br>~~BS3,20~~<br>BS5,21 | u | CL<br>3,20 | 1902<br>10mo<br>Lloyd | Barclay,Curle&Co.Ld<br>Glasgow<br>'sA&CP | CharenteS.S.Co.Ld.(T.&J.Harrison,Mgrs.) | 320·0<br>B98'F33'<br>Turtle back 13'<br>CellDBa82'uE | 44·0<br>22·5 | 12·7<br>FK | Liverpool<br>British<br>5BHCem<br>34'f130'531t | T.3Cy.25",41"&67"-45" (s)<br>180lb 336NHP<br>3SB,9cf,GS179,HS5310<br>Barclay,Curle&Co.Ld. | 25 " 0<br>s 4 " 3½<br>21 " 1 | |
| — WoodSc<br>1Dk | 318<br>266<br>216 | | | | | 1907 | A.C. McDonald<br>Vancouvr,BC | B.C.MillsTug&BargeCo.Ld. | 119·6 | 26·1 | 14·5 | Vancouver<br>British | T.3Cy.12",20"&32"-24"<br>52RHP<br>McKie&Baxter,Glasgow | | |
| — IronPad<br>(Tug)<br>1Dk | 187<br>187<br>84 | | | | | 1877 | J.T. Eltringham<br>South Shields | J.Brown | 130·9 | 20·7 | 10·3 | SydneyNSW<br>British<br>WB | 2Cy.34"-54"<br>95RH<br>J.P.Rennoldson,S.Shields | | |
| — IronScK<br>1Dk | 137<br>125<br>50 | | | ... | | 1891 | Hawthorns &Co.<br>Leith | J.Inglis(T.L&R.D Devlin,Mgrs.) | 100·0<br>F12' | 20·1 | 10·1<br>BK7" | Granton<br>British<br>WB | C.2Cy.17"&34"-22"<br>NB12 48RHP<br>Hawthorns&Co.,Leith | 11 " 3 | |
| **Commodore Rollins** SteelScSr<br>Elec.light 2Dks3trB | 1576<br>945<br>962 | | | | | 1911 | Bergens Mek.Værks.<br>Bergen | A/S Commodore Rollins (A.Halvorsen) | 249·9<br>H108t | 34·6 | 15·4<br>22·4 | Bergen<br>Norwegian<br>WB | T.3Cy.23",37"&63"-39"<br>248NH<br>BergensMekVærksBergen | | N |
| **Commonweal** IronScK<br>(Tug)<br>(exCommonwealth) Elec.light 1Dk | 115<br>114<br>5 | | | ... | | 1902 | Hepple& Co.Ld.<br>SouthShields | G.Silvester | 90·7<br>B9' | 19·6 | 10·8<br>BK7" | London<br>British | C.2Cy.18"&38"-25"<br>98RHP<br>Hepple&Co.Ld.S.Shields | 11 " 9 | |
| **Commonwealth** SteelTwinScSr<br>ssLon.No.3-6,18<br>2Dks(Stl1ptws&Uws)deep framing<br>Ref.Mchy. aft hold beams forward<br>Elec.light Wireless | 6616<br>5627<br>4176<br>BS10,21 | ✠100A1<br>~~7,21~~ ~~11,20~~ 10,21<br>~~BS11,20~~ ✠LMC6,18<br>~~✠Lloyd'sRMC11,20,1,21~~<br>~~for Nos.2&3Lower Holds only~~<br>✠Lloyd'sRMC10,21 for Nos.2&3 Lower Holds only | Lon<br>~~Syd~~ | b† | CL<br>~~P6,18~~<br>SN5,20<br>PN<br>10,21 | 1902<br>10mo<br>Lloyd | Barclay,Curle&Co.Ld<br>Glasgow<br>'sA&CP | P.&O.Stm.Nav.Co.<br>WB=CellDB | 450·2<br>P70'B164'F90'<br>a82'uE&B74'f41' | 52·2 | 30·7<br>FK&BK2½" | London<br>British<br>7BHCem<br>629tFPT67t | T.6Cy.24",40"&64"-48" (s)<br>180lb 843NHP<br>2D&2SB,18cf,GS338, HS12912 FD<br>Barclay,Curle&Co.Ld.Gls. | 33 " 6<br>s 7 " 2<br>27 " 2 | BT till 11,21 |
| — SteelPad<br>Elec.light Wireless 2Dks | 5980<br>—<br>2500 | | | | | 1907 | W Cramp&SonsS&EBCo<br>Philadelphia | NewEnglandS.S.Co. | 437·9 | 55·0 | 19·3 | FallRiver<br>Utd.States<br>WB | C.4Cy.50"&96"-114"<br>1640NH<br>W.Cramp&SnsS&EBC Phl | | |
| — SteelScSr<br>(Whaler)<br>1Dk | 179<br>171<br>64 | | | | | 1912 | Akers Mek.Værks.<br>Christiania | Hvalfangerslskab.NorgeA/S (Chr.Nielsen&Co. Akties., Mgrs.) | 106·4 | 21·5 | 13·0 | Larvik<br>Norwegian<br>WB | T.3Cy.13½",22"&37½"-24"<br>69NHP<br>Akers.Mek.Værks.Xia. | | N |
| **Communipaw** SteelSc3MstSr<br>Sub.Sig. (exDeutschland)<br>Elec.light Mchy.Aft 2Dks&Spar dk<br>Wireless CarryingPetroleum in bulk | 3710<br>3321<br>2352 | | | | | 1893 | Act.Ges. "Vulcan"<br>Stettin | StandardOilCo. (NewJersey) | 339·0<br>P42'B25'F32' | 43·7 | 29·6 | New York<br>Utd.States<br>WB | T.3Cy.23¾",40½"&64½"-49½"<br>NB13 289NHP<br>A.G."Vulcan,"Stettin | | R |
| **Como** SteelScSr<br>1Dk | 1246<br>1077<br>709 | | | | | 1910 | Earle'sCo. Ld.<br>Hull | Ellerman'sWilson Line,Ld. | 250·0<br>P16'B136'F31' | 35·2 | 15·7 | Hull<br>British<br>WB | T.3Cy.16½",27"&45"-33"<br>116NHP<br>Amos&Smith,Ld.Hull | | C |
| **Compañia de Filipinas** SteelScSr<br>Elec.light | 785<br>505<br>390 | | | | | 1890 | Lobnitz& Co.<br>Renfrew | Cia.Gen.deTabacos deFilipinas | 180·0<br>Q56'B44'F32' | 29·9 | 12·0 | Manila<br>Utd.States<br>WB | T.3Cy.15",25"&40"-30"<br>88NHP<br>Lobnitz&Co.,Renfrew | | V |
| **Companion** SteelScK<br>1Dk | 163<br>163<br>65 | ✠<br>StmTrawler<br>3,03 ✠ | Abn | | | 1903<br>3mo | Hall,Russell&Co.Ld.<br>Aberdeen | J.Inglis(T.L.&R.D.Devlin,Mgrs.) | 112·1 | 21·1 | 11·5<br>BK7½"<br>WB= | Granton<br>British<br>3BHCem<br>DBf25'19t | T.3Cy.12",20"&33"-22"<br>65RHP<br>1SB,2cf,GS36,HS1168<br>Hall,Russell&Co.Ld.Abn. | 12 " 1 | |
| **Compass** SteelScSr<br>ssSld.No.3-10,19<br>(exLilian) 1Dk(Stl)<br>Mchy.Aft | 320<br>227<br>130 | ✠100A1<br>7,20<br>BS2,21 | Gms<br>✠LMC10,19 | e | CL<br>7,20 | 1906<br>5mo<br>Lloyd | GooleS.B. &RepgCo.Ld.<br>Goole<br>'sA&CP | HarryParker (Grimsby)Ld. (H.Parker,Mgr.) | 134·0<br>Q44'F20' | 24·0 | 10·2<br>FK<br>WB= | Grimsby<br>British<br>3BHCem<br>FPT28t | C.2Cy.18"&36"-24" (s)<br>130lb 54RHP<br>1SB,3pf,GS44,HS1328<br>G.T.Grey,SouthShields | 11 " 3<br>s " 10½<br>10 " 7 | |
| **Competitor** SteelScSr<br>ssGms.No.3,10-20<br>1Dk(ptIrn-ptStl)&deep framing<br>Wireless | 3526<br>3270<br>2216 | ✠100A1<br>3,22 ~~10,20~~<br>BS1,20 ~~3,22~~ | Gms<br>Cff<br>✠LMC<br>MS10,20 | v | CL<br>6,20 | 1907<br>8mo<br>Lloyd | Furness, Withy&CoLd<br>WHartlepool<br>Intermediate<br>'sA&CP | LeestonShipping Co.Ld.<br>bulkhead in after<br>WB=CellDBa | 348·5<br>P29'B100'F35'<br>hold dispensed with<br>108'uE&B40'f154' | 49·7 | 23·2<br>FK | Whitby<br>British<br>Cem<br>5BHonly<br>881tFPT71t | T.3Cy.24",39"&66"-45" (s)<br>160lb 100lb 312NHP<br>2SB,6cf,GS104,HS4731<br>Richardsons,Westgarth& Co.Ld.Hpl.<br>APT98t | 25 " 8<br>s 4 " 7<br>21 " 6 | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant.<br>pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12822<br>203647<br>KVRH | **Comport** WoodSc<br>1*Dk* | 180<br>—<br>122 | | | | | 1906 | A.C.Brown &Son Tottenville, N.Y. | NewYork&Cuba MailS.S.Co. | 96·4 | 30·4 | 9·7 | NewYork<br>Utd.States | | |
| 12823<br>HGVO | **Compostela** SteelScSr<br>ssGls.2ndNo.3–3,06<br>ssBdx.No.2–15<br>(exAriadne,exGeneralGordon)<br>*Well deck* 1*Dk*(*Stl*)2*trB* | 1272<br>1017<br>781 | ✠ —<br>5,19<br>✠NB5,06✠ | Bbo | *o* | | 1885<br>8mo | A.Stephen &Sons Glasgow | Cia.Maritima Euskalduna | 240·4<br>Q84'B57'F28'<br>*WB=CellDB*184' | 34·1 | 16·0<br>BK8" | Bilbao<br>Spanish<br>4*BHCem*<br>326*tAPT*21*t* | T.3Cy.15",24"&40"–36"<br>106NHP<br>1SB,3*cf*,GS48,HS1753<br>A.Stephen&Sons, Glasgow | 18 ' 6 |
| 12824<br>120596 | **Compton** IronSc | 213<br>—<br>144 | | | | | 1889 | ……………… Wilmington, Del. | OceanFisheriesCo. | 123·4 | 24·0 | 8·0 | Wilmgton N.C.<br>Utd.States | | |
| 12825<br>122981 | **Comrade** SteelScK<br>(*Trawler*)<br>1*Dk* | 161<br>161<br>61 | | | … | | 1906 | Hall,Russell&Co.Ld. Aberdeen | J.Inglis(T.L.& R.D.Devlin, *Mgrs.*) | 112·4 | 21·1 | 11·1<br>BK7½" | Granton<br>British<br>*WB* | T.3Cy.12",20"&33"–22"<br>65RHP<br>Hall,Russell&Co.Ld.Abn. | 12 ' 1 |
| ❋ 12826<br>118342<br>VHBP | **Comrie Castle** SteelTwinScSr<br>ssLon.No.3–9,19<br>*Ref.Mchy.* 2*Dks*(1*Stl*-ws&*UStl* teak s)&<br>*Elec.light*Sub.Sig.Wireless *deep framing* | 5173<br>4690<br>3316 | ✠100A1<br>~~9,21~~ ~~2,21~~ 2,22<br>~~BS7,20~~ ✠LMC9,19<br>BS9,21<br>*Carrying oil* | Lon<br>*fuel F.* | *z*<br>*P.* | CL<br>PN9,19<br>S9,19<br>*above* 1 | 1903<br>11mo<br>*Lloyd*<br>50°F.*i* | Barclay, Curle&CoLd Glasgow<br>'*sA&CP* *WB*<br>*n D.B.* | TheUnion-Castle MailS.S.Co.Ld.<br>*= Cell DBa* 96' *uE* | 419·3<br>P61'B115'F52'<br>27'*f*179'809*tDTf*31' | 50·2 | 28·3<br>FK&BK2" | London<br>British<br>7*BHCem*<br>872*tAPT*50*t* | T.6Cy.19",31"&52"–48" (*s*)<br>180lb 548NHP<br>4SB,12*cf*,GS242,HS10420<br>Barclay,Curle&Co.Ld.Gls. | 31 ' 1<br>• 6-11<br>24 ' 8 |
| 12827<br>MBGH | **Comte de Flandre** SteelScSr<br>ssNwc.No.3–3,19<br>Wireless 1*Dk*(*Stl*)&*deep framing*<br>&*Shelter dk*(*Stl*)<br>*Tonnage opening closed* 1917 | 2543<br>1677<br>1584 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21 ~~6,20~~<br>~~BS6,20~~ ✠LMC1,19 | Ant<br>BS10,21 | *s* | CL<br>~~7,19~~<br>10,21 | 1905<br>9mo<br>*Lloyd* | W.Dobson &Co. Newcastle<br>'*sA&CP* | "Océan"Soc.Anon. Belged'Armement &deNav.(L.Dens& Co.*Mgrs.*) | 280·6<br>*WB=* | 42·1 | 18·3<br>FK | Antwerp<br>Belgian<br>5*BHCem*<br>*CellDBa*84' | T.3Cy.22",37"&61"–39" (*s*)<br>180lb 264NHP<br>3SB,6*cf*,GS117,HS4230<br>WllsndSlpwy.Co.Ld.Nwc.<br>*uE*22'*f*116'444*tAPT*40*t* | 28 ' 7<br>s 8 ' 4<br>20 ' 6 |
| 12828<br>MBLH | **Comte H. v. d. Burgh** SteelScK<br>1*Dk* | 200<br>184<br>85 | ✠<br>*Stm Trawler*<br>5,10 ✠ | Ams | | | 1907<br>5mo | Mackie& Thomson Glasgow | SocAnonPêcheries d'Islande(J.Baels, *Mgr.*) | 118·6<br>Q67'<br>*WB=* | 21·5 | 11·5<br>BK8" | Ostend<br>Belgian<br>3*BHCem*<br>*DBf*19'22*t* | T.3Cy:12½",20"&33"–23"<br>69NHP<br>1SB,2*pf*,GS38,HS1247<br>W.V.V.Lidgerwood,Gls. | 12 ' 6 |
| 12829<br>127407<br>KPSB | **Comus** SteelScSr<br>*Elec.light* Wireless 2*Dks*&*Awng dk* | 4828<br>—<br>3000 | | | | | 1900 | NwptNews S.&D.D.Co. NwportNews | SouthernPacificCo (Inc.) | 391·6 | 48·3 | 27·5 | NewYork<br>Utd.States | T.3Cy.32",52"&84"–54"<br>NewprtNws NB11 518NHP<br>S.&DD.Co.NewptNews,Va | |
| 12830<br>136232<br>JKCT | **Conan Doyle** SteelScK<br>ssHul.No.1–19<br>*Elec.light* 1*Dk* | 314<br>278<br>126 | ✠100A1<br>*StmTrawler*<br>5.21 ~~1,20~~<br>✠LMC7,19<br>BS5,21 | Hul | | CL<br>~~7,19~~<br>5,21 | 1915<br>2mo<br>*Lloyd* | Cochrane& Sons,Ld. Selby<br>'*sA&CP* | NewingtonSteam TrawlingCo.Ld. | 138·7<br>Q74'F19' | 23·5 | 12·3<br>BK7½" | Hull<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 86RHP<br>1SB,3*pf*,GS48,HS1400<br>C.D.Holmes&Co.Ld.Hull | 13 ' 0 |
| 12831 | **Concepcion II** IronPad<br>(exLeda) | 570<br>503<br>433 | | | | | 1883 | Atel.et Chnt.de Loire Nantes | TheArgentineNav. Co(N.Mihanovich) Ld. | 164·0 | 24·0 | 15·5 | Asuncion<br>Paraguay'n | C.O.2Cy.23¾"&41½"–39½"<br>NB10 90NHP<br>DeQuillac,Nantes | |
| ❋ 12832<br>HGWJ | **Concha** SteelScSr<br>ssBbo.No.1–20<br>(exMudela No. 2) 1*Dk*(*Stl*)&*Awng*<br>Wireless *dk*(*Stl*) | 1542<br>1424<br>931 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>5,21 ~~11,20~~ ✠LMC11,20 | Bbo | *o* | CL<br>11,20 | 1916<br>9mo<br>*Lloyd* | Astilleros delNervion Bilbao<br>'*sA&CP* | ~~R.O.Artiñano~~<br>~~R.R.Cordera~~<br>~~R.Ramos-Cordera~~<br>R.O.Artiñano | 230·0<br>*CellDB*191'258*t* | 34·6 | 21·0<br>FK | Bilbao<br>Spanish<br>4*BHCem*<br>*APT*36*t* | T.3Cy.16",26"&44"–33" (*s*)<br>180lb *100lb* 139NHP<br>2SB,4*cf*,GS79,HS2386<br>Ross&Duncan,Glasgow | 23 ' 4<br>s 5 ' 8<br>18 ' 1 |
| 12833<br>126719<br>KJHD | **Concho** Steel&IronScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks*&*Saloon dk* | 3724<br>—<br>2640 | | | | | 1891 | Delaware RiverCo. Chester,Pa. | MalloryS.S.Co. (Inc.) | 353·0 | 46·0 | 21·2<br>29·0 | NewYork<br>Utd.States | T.3Cy.30",45"&72"–54"<br>381NHP<br>DelawareRiverCo. | |
| 12834<br>135198 | **Concon** SteelSc<br>ssTal.No.2–21 ~~ssVpo.No.1–16~~<br>*Mchy.Aft* 1*Dk*(*Stl*) | 442<br>442<br>253 | ✠ A1<br>*Hopper Barge*<br>4,21 ~~12,16~~<br>✠LMC~~12,16~~<br>~~[illegible]~~ 4,21 | Vpo<br>Tal | *g* | ~~12,16~~<br>4,21 | 1913<br>3mo<br>*Lloyd* | Lobnitz& Co.Ld. Renfrew<br>'*sA&CP* | S.Pearson&Son, Ld. | 145·0 | 28·6 | 13·0<br>FK | London<br>British<br>4*BHCem* | C.2Cy.14"&32"–21" (*s*)<br>150lb 51RHP<br>1SB,2*cf*,GS32,HS857<br>Lobnitz&Co.Ld.Renfrew | 13 ' 6<br>s 2 ' 3<br>11 ' 4 |
| 12835<br>130526<br>KJCV | **Concord** IronSc<br>(exNorfolk)<br>*Elec.light* Wireless 1*Dk* | 1249<br>—<br>697 | | | | | 1891 | Harlan& Hollingsworth Co. WlmingtnDl. | ColonialNav.Co. | 246·0 | 46·0 | 15·5 | NewYork<br>Utd.States | T.3Cy.22",36"&55"–28"<br>NB01 160NHP<br>Harlan&Hollingsworth Co.Wilmington,Del. | |
| 12836<br>122711<br>HFON | — SteelScK<br>ssGms.No.3–8,19<br>1*Dk* | 235<br>217<br>96 | ✠100A1<br>*StmTrawler*<br>8,20<br>~~BS8,20~~ ✠LMC8,19 | Gms<br>BS6,21 | | CL<br>2,20 | 1905<br>12mo<br>*Lloyd* | Cochrane& Sons Selby<br>'*sA&CP* | White&Willows | 120·7<br>Q64'F19' | 21·7 | 11·6<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¼",22"&35"–~~24~~" (*s*)<br>180lb 63RHP<br>1SB,2*pf*,GS33,HS1096<br>C.D.Holmes&Co.Hull | 12 ' 6 |
| 12837 | — WoodAuxSc3MstSr<br>*Paraffin Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 187<br>170<br>146 | | | | | 1910 | H.Gravdal Opsanger | A.Lundgren | 111·0<br>Q14*t* | 24·8 | 10·5 | Prnmbuco<br>Brazilian | Paraffin Motor 2Cy.<br>M.Holdorsen&Sön, Oubbestadnæ | |
| ❋ 12838<br>137830<br>JNSR | **Concordia** SteelScSr<br>ssBrs.No.1–21<br>(exGretavale) Wireless 2*Dks*(*Stl*)<br>*Elec.light* | 5388<br>4986<br>3418 | ✠100A1<br>~~3,21~~ ~~3,20~~ 11,21<br>✠LMC~~1,18~~<br>4,21 | Bal<br>~~Sr~~ Shl | | CL<br>~~4,18~~<br>~~6,21~~<br>11,21 | 1917<br>1mo<br>*Lloyd* | Greenock& Grangem'th Dkyd.Co.Ld. Greenock *'T*<br>'*sA&CP* *C* | DonaldsonLine,Ld (DonaldsonBros. Ld.*Mgrs.*)<br>*ween dk BII in afte*<br>*ell DB*354' 1245*t D* | 410·2<br>P35'B171'F41'<br>*rhold dispensedwith*<br>*Ta*33'985*tAPT*49*t* | 53·5 | 28·4<br>FK | Glasgow<br>British<br>*Cem*<br>6*BH to U dk*<br>1 „ *2nd* „ | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 485NHP<br>3SB,9*cf*,GS165,HS6972 FD<br>J.G.Kincaid&Co.Ld.Grk.<br>*only* | 31 ' 0<br>s 5 ' 11<br>25 ' 5 |
| 12839<br>371 | — SteelScSr<br>1*Dk*&*Hurdk*<br>*Elec.light* | 307<br>—<br>168 | | | | | 1885 | Björnborgs Mek.Werk. Björneborg | ArnoldCalpus | 142·3 | 23·0 | 8·5 | Reval<br>Esthonian<br>*WB* | C.2Cy.17½"&31$\frac{7}{10}$"–18"<br>NB03 36NHP<br>BjörneborgsMek.Werk. | |
| 12840 | — SteelScK<br>ssYmu.2ndNo.3–1,22<br>(exCity of Aberdeen) 1*Dk* | 173<br>166<br>32 | ✠100A1<br>*Stm Trawler*<br>1,22 ✠LMC1,22<br>BS4,22 | Ymu | | 1,21 | 1899<br>10mo<br>*Lloyd's* | J.Duthie, Sons&Co. Aberdeen<br>*A&CP* | VisscherijMij. VereenigdeSteenkolenhandel(W.H. Arends,*Mgr.*) | 108·5<br>F20' | 20·7 | 10·9<br>BK7½" | Ymuiden<br>Dutch<br>*WB* | T.3Cy.12",21"&32"–23" (*s*)<br>180lb 56NHP<br>1SB,2*pf*,GS29,HS916<br>J.Cran&Co.Leith | 11 ' 6 |
| 12841<br>NKRD | — SteelSc<br>(*Tug*) (*Dredger*)<br>1*Dk* | 160 | | | | | 1911 | Botje, Ensing&Co. Groningen | Boomkens&Co. | 72·6 | 16·6 | 8·3 | Harlingen<br>Dutch | C.2Cy.<br>Botje Ensing&Co.Groningen | |
| 12842<br>MTFB | **Concrete** Ferro-ConcreteTwin OilEng. (*Lighter*) ScSr<br>*Mchy.Aft* 1*Dk* | 728<br>631<br>412 | | | | | 1919 | Fougners Staalbeton A S.Moss | A/S.Staalbeton (A.Harbo-Ree, *Mgr.*) | 171·6<br>F19*t*H57*t* | 31·0 | 16·1 | Chrstiania<br>Norwegian<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.16½"–18$\frac{9}{10}$" 91NHP<br>J&CGBolindersCoLdSkm | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12843<br>141346 | **Concretia** Ferro-ConcreteSc<br>1*Dk* | 320<br>232<br>176 | | | | | 1918 | Montreal Shipbldrs,Ld.<br>Montreal | Government of Canada(Dept.of Mar.&Fisheries) | 126·0 | 22·2 | 10·1 | Ottawa<br>British | C.2Cy.12"&24"–18"<br>24RHP<br>Beauchemin,Sorel,P.Q. | | |
| 12844<br>OEXL | **Condé** SteelScSr<br>*ss*Rou.No.1–19<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | 7200<br>6442<br>4537 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~9,21~~ ~~11,20~~ 1,22 | Hav<br>Ant<br>BS6,21<br>✠LMC7,19 | *u*† | CL<br>~~5,18~~<br>9,21 | 1915<br>8mo | Forg.&Ch. de la Médit.<br>Havre<br>A&CP | Cie.HavraisePén. deNav.àVap.<br>*WB=CellDBa* | 418·2<br>P43'B137'F47' 34·3<br>*on Shelter dk* FK<br>84'*u*E31'*f*199'1044*t* | 53·8 | 26·4 | Havre<br>French<br>*7BHCem*<br>*APT31t* | T.3Cy.27 9/16",46 1/16"&77 3/16"–52 13/16" 200lb (*s*) 645NHP<br>3SB,1AuxSB,*11cf*,GS217, HS9507 FD<br>Forg.&Ch.delaMédit.Hav. | 29 ″ 8<br>s 3 ″ 0½<br>26 ″ 10 | |
| 12845 | **Conde de Abasolo** SteelSc<br>(*ex*WarManor) 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted*<br>Wireless | 3106<br>2859<br>1865 | ✠100A1<br>11,20 | Bbo<br>✠LMC5,18 | *u* | CL<br>5,19 | 1918<br>5mo<br>*Lloyd* | TyneI.S.B. Co.Ld.<br>Willington Quay<br>*'sA&CP* | Cia.Nav.Vascongada(F.De Abasolo,*Mgr.*)<br>*CellD* | 331·4<br>P33'B100'F29'<br>FK<br>*B*284'724*tFPT*110*t* | 46·8 | 23·1 | Bilbao<br>Spanish<br>*7BHptCem*<br>*APT123t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 430NHP<br>3SB,*9cf*,GS155,HS6324 FD<br>N.E.MarineEng.CoLdNwc | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |
| 12846<br>HJDK | **Conde de Zubiria** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 3278<br>2673<br>1970 | ✠100A1<br>7,21 ~~8,20~~<br>MBS5,20 | Mdb<br>Bbo<br>✠LMC4,19 | *u* | CL<br>~~5,20~~<br>3,22 | 1918<br>1mo<br>*Lloyd* | Soc. Espanola de Const.Naval<br>*'sA&CP* | Soc.Anon.Altos Hornos deVizcay<br>*Cell* | 312·0<br>P76'F39'<br>FK<br>*DB*262'801*tFPT*190*t* | 48·1 | 21·9 | Bilbao<br>Spanish<br>*5BHCem*<br>*APT46t* | 2 Steam Turbines geared to 1 Screw Shaft (*s*) 200lb<br>2SB,*6pf*,GS120,HS4220<br>SocEspanola de C.N.Ferrol | 24 ″ 4<br>s 4 ″ 8<br>20 ″ 1 | |
| 12847<br>HJDG | **Conde Wifredo** SteelScSr<br>*ss*Bcl.2*nd*No.3–6,20<br>*Elec.light* Wireless<br>2*Dks*(*Stl–Uws*)&*Spardk*(*Stl–ws*) | 3774<br>3197<br>2765 | ✠100A1<br>*Spar dk*<br>6,20<br>✠NB7,07 | Bcl<br>BS8,21<br>✠LMC6,20 | *w* | N6,20 | 1889<br>1mo | JLThompson&Sons<br>Sunderland<br>A&CP | Pinillos,Izquierdo &Co.S.enC.<br>*WB* | 363·0<br>P73'B95'F50' 27·6<br>BK10"<br>= *Cell DB*252'493*t* | 44·1 | 20·1 | Cadiz<br>Spanish<br>*7BHCem*<br>*APT43t* | T.3Cy.31",51"&83"–54"<br>160lb 491NHP<br>4SB,*12cf*,GS208,HS7128<br>J.Dickinson,Sunderland | 30 ″ 2 | |
| 12848 | **Condesa del Moral de Calatrava**<br>(*Whaler*) SteelSc<br>(*ex*Couleuvre,*ex*Deane) 1*Dk* | *138*<br>*135*<br>*49* | | | | | 1913 | Kaldnæs Mek. Værk.<br>Tönsberg | Cia.Ballenera Española (L. Bruun,*Mgr.*) | 94·9 | 19·5 | 12·7 | Algeciras<br>Spanish<br>*WB* | T.3Cy.12",20"&32"–21"<br>47NHP<br>Crabtree&CoLdGt Yarmth | | |
| 12849<br>MTLW | **Condor** SteelSc<br>(*ex*Begna) 1*Dk*(*Stl*)*Topside tanks*<br>*Elec.light* *Mchy.Aft* Wireless<br>*Cargo battens not fitted* | 2753<br>1785<br>1785 | ✠100A1<br>8,22 ~~8,20~~ | Cpn<br>✠LMC11,16 | *s* | CL<br>8,20 | 1916<br>11mo | Gt.Lakes Eng.Works,<br>Ashtabula,O.<br>A&CP *CellD* | Lea'sRederiA/S (Björnstad& Brækhus,*Mgrs.*)<br>*B*209' 595*t Topside tanks* | 254·3<br>P121'F25'<br>FK<br>382*t FPT*180*t* | 44·0 | 24·9 | Bergen<br>Norwegian<br>*4BHCem*<br>*APT50t* | T.3Cy.21",34½"&57"–42" (*s*)<br>175lb 284NHP<br>2SB,*6cf*,GS104,HS4160 FD<br>Gt.LakesEngWorks Asht | 27 ″ 6<br>s 4 ″ 3½<br>23 ″ 7 | |
| 12850 | — SteelScSr<br>*Elec.light* 2*Dks* | 1188<br>756<br>476 | | | | | 1915 | G.Seebeck Akt.Ges.<br>Geestemünde | Rob.M.Sloman, Jr. | 241·4<br>P46'B82'F31' | 36·0 | 11·4 | Hamburg<br>German<br>*WB* | T.3Cy.23⅝",37⅞"&59"–39⅜"<br>218NHP<br>G.Seebeck,A.G.Gst. | | |
| 12851 | — SteelSc<br>*Mchy.Aft* 1*Dk* | 410<br>300<br>168 | | | | | 1918 | A.deYong<br>Vlaardingen | Soc.Co-op.d'ArmementBelge Côtier | 131·2<br>P49'B9'F14' | 23·9 | 11·7 | Antwerp<br>Belgian<br>*WB* | T.3Cy.9⅞",15¾"&27⅝"–21¼"<br>35NHP<br>My.Hera,Ymuiden | | V |
| 12852<br>136874<br>KLRJ | — CompositeSc<br>(*ex*YachtEmbla)<br>1*Dk* | 197<br>—<br>134 | | | | | 1893 | C.L.Seabury&Co.<br>YonkersN.Y. | TaggartCoalCo. Inc. | 149·1 | 20·1 | 9·7 | Savannah<br>Utd.States | T.3Cy.13",21"&34"–21"<br>53NHP | | |
| 12853<br>111350<br>RPGB | — SteelScK<br>*ss*Ply.No.3–9,12<br>*ss*.Ply.No.2–19<br>1*Dk* | 191<br>177<br>76 | ✠100A1<br>*StmTrawler*<br>10,19<br>BS10,20<br>✠NB12,11 | Ply<br>✠LMC10,19 | | CL<br>10,19 | 1900<br>4mo<br>*Lloyd* | A.Hall& Co.<br>Aberdeen<br>*'sA&CP* | R.H.Turner | 112·6<br>Q20'<br>BK7½" | 21·1 | 11·6 | Plymouth<br>British<br>*4BHCem* | T.3Cy.12",19"&32½"–24" (*s*)<br>185lb 63RHP<br>1SB,*2pf*,GS34,HS1055<br>A.Hall&Co.Aberdeen | 12 ″ 2 | |
| 12854 | — SteelSc<br>*Elec.light* 1*Dk* | 182<br>177<br>72 | | | | | 1907 | Schiffsw(v.J&Sch.)A.G.<br>Hamburg | Ver.Flensburg-Ekersunder&Sonderburg.Dampfs.G | 110·4<br>B25' | 23·0 | 12·3 | Flensburg<br>German | T.3Cy.12½",20"&32"–22"<br>48NHP<br>Schwft.(vJ&Sch)AGHam | | |
| 12855 | — SteelScSp<br>(*ex*Wear) 1*Dk* | *180*<br>*159*<br>*79* | ✠<br>*Coasting*<br>*withfreeboard*<br>6,92 | Psy<br>✠ | *b* | | 1892<br>6mo | J.McArthur&Co.<br>Paisley | W.Hadden | 120·0<br>FK | 21·1 | 8·7 | Cristobal Colon<br>Venezuelan<br>*6BHCem* | C.2Cy.16"&32"–21"<br>39NHP<br>1SB,*3pf*,GS49,HS1212<br>Bow,McLachlan&Co.Psy. | 9 ″ 3 | |
| 12856<br>220103<br>LWPS | — WoodSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 174<br>—<br>101 | | | | | 1920 | GibbGas EngineCo.<br>Jcksnvlle Fla | GoodwinGallagher Sand&Gravel Corp. | 88·0 | 25·5 | 13·0 | NewYork<br>Utd. States | C.2Cy,18"&38"–26"<br>61NHP | | R |
| 12857 | — SteelScYl<br>*For full particulars See No. 36674 in Supplement*<br>1*Dk* | 169<br>[illegible]<br>36 | 100A1<br>*StmTrawler*<br>(*ClassContemplated*) | | | | 1920 | Werf de Dageraad<br>Woubrugge | N.V.Industrieele Maats.Hera | 105·4 | 20·8 | 11·4 | Dutch | T.3Cy.12½",20"&33"–17½"<br>IndustrieeleMijHera,Ymu | | |
| 12858<br>623 | — SteelTwinSc<br>*Elec.light* 1*Dk* | 138<br>—<br>86 | | | | | 1896 | RH Mantel<br>Riga | Dampfsch.Ges. A.Augsburg | 124·0<br>H25' | 20·0 | 9·0 | Riga<br>Latvian | C.4Cy.11"&19"–12"<br>21NHP<br>R.H.Mantel,Riga | | |
| 12859 | — SteelSc<br>(*ex*Rusheen) (*Tug*)<br>1*Dk* | 110<br>—<br>19 | | | | | 1912 | Nylands Værksted<br>Christiania | Soc.Française d'Entreprises de Dragages&de TravauxPublics | 91·2 | 18·1 | 10·8 | Toulon<br>French | T.3Cy.10½",17"&28½"–20"<br>36NHP<br>NylandsVærksted,Xania | | V |
| 12860<br>6009<br>KDBL | **Condoren** WoodAuxScSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 218<br>182<br>106 | | | | | 1917 | Skebäcks Varf<br>Skebäck | A/B Janson&Co. (HugoBlom,*Mgr.*) | 94·2<br>P21'H8*t* F11' | 22·1 | 7·1 | Nrrköping<br>Swedish | OilEngine<br>2Cy.13"–13⅜" 23NHP<br>J&CGBolindersCoLdSkm. | | V |
| 12861<br>81606 | **Conductor** IronPadSp | 165<br>148<br>63 | | | | | 1880 | Eltringh'm &Co.<br>S.Shields | WCooper&SonsLd | 117·6 | 19·6 | 10·3 | Liverpool<br>British | L.2Cy.30½"–54"<br>62RHP<br>Hepple&Co.S.Shields | | |
| 12862<br>110209 | — SteelScK<br>1*Dk* | 163<br>163<br>65 | ✠<br>*StmTrawler*<br>6,06 | Lth<br>✠ | | | 1903<br>3mo | Hall,Russell&Co.Ld.<br>Aberdeen | J.Inglis (T.L.&R.D.Devlin, *Mgrs.*) | 112·2<br>BK7½"<br>*WB=* | 21·1 | 11·5 | Granton<br>British<br>*3BHCem*<br>*DBf*25'19*t* | T.3Cy.12",20"&33"–22"<br>65RHP<br>1SB,*2cf*,GS36,HS1168<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 1 | |
| 12863<br>219942<br>LWJV | **Conehatta** SteelSc<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks* | 5620<br>4598<br>3452 | | | | | 1920 | American International Corporation<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | Phildlphia<br>Utd. States<br>*WB* | SteamTurbine<br>GeneralElectricCo. Schenectady,NYk | | R |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. — 3 Ex-nom, s'il y a lieu — Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12864<br>219777<br>LWOH | **Conejos** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5620<br>4598<br>3452 | | | | | 1920 | American<br>International<br>Corporation<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>*WB* | SteamTurbine<br>GeneralElectricCo.<br>Schenectady,NYk | |
| 12865<br>218759<br>LSMB | **Conewago** WoodSc<br>*Elec.light* Wireless *1Dk2trB* | 2546<br>2077<br>1509 | | | | | 1919 | SloanShipyardsCorp.<br>Olympia | UnitedStates<br>ShippingBoard | 267·1<br>P55'B65'F24' | 46·2 | 23·8 | Seattle<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | |
| 12866<br>141880<br>JTFN | **Coney** SteelSc<br>*1Dk(Stl-ws)& Web frames* | 697<br>609<br>280 | ✠100A1<br>11,21 ~~9,20~~<br>BS9,20 ✠LMC5,18 | Gls | *k* | CL<br>11,21 | 1918<br>4mo<br>*Lloyd* | Harland&Wolff,Ld.<br>Glasgow<br>*'sA&CP* | G.&J.Burns,Ld.<br>*CellD* | 195·0<br>B54'F30'<br>*B75'87t DTa23'64t* | 31·0 | 13·0<br>BK7" | Glasgow<br>British<br>4*BHCem*<br>*FPT12t* | T.3Cy.17",27"&44"-36" (s)<br>175lb *70lb* 97RHP<br>1SB,*3cf*,GS60,HS1900<br>A.&J.Inglis,Ld.Glasgow | 15 |
| 12867<br>131825 | **Confederate** SteelScK<br>*1Dk* | 202<br>198<br>77 | | | | | 1913 | A.Hall&Co.Ld.<br>Aberdeen | J.Inglis<br>(T.L.&R.D.Devlin,<br>*Mgrs.*) | 115·4 | 22·1 | 11·9<br>BK7½" | Granton<br>British<br>*WB* | T.3Cy.12",20"&34"-23"<br>57RHP<br>A.Hall&Co.Ld.Aberdeen | 12 |
| 12868<br><br>OEXR | **Confiance** Steel&IronScYl<br>*(Trawler)*<br>(*ex*W.A.Mackie) *1Dk* | 172<br>147<br>55 | | | ... | | 1895 | Mackie&Thomson<br>Glasgow | A.Dufresne | 103·8<br>Q17'F16' | 20·5 | 10·7<br>BK7½" | Dieppe<br>French | T.3Cy.11",16½"&27"-22"<br>NB12 44NHP<br>Muir&Houston,Glasgow | 11 |
| 12869<br>91180 | — IronTwinSc<br>(*ex*Navigator) *(Tug)* | 141<br>137<br>— | | | ... | | 1884 | E.Foden<br>Northwich | TheAdmiralty | 107·1 | 19·4 | 10·3<br>BK6" | London<br>British | C.4Cy.16"&30"-19"<br>85RHP<br>E.Foden,Sandbach | 10 |
| 12870<br>588<br>NPKR | **Confidenza** SteelScSr<br>*ss*Gen.2ndNo 3-4,20 ~~ssShl.No.3-7,07~~<br>(*ex*Gudhilde,*ex*Uniform, ~~ssGen.No.2-15~~<br>*ex*Clio,*ex*Aswanly) Wireless *1Dk(Stl)&*<br>*Elec.light* *Spar dk(Stl)&Webframes* | 3465<br>3223<br>2198 | ✠100A1<br>*Spar dk*<br>11,21 ~~1,17~~<br>✠LMC4,20<br>MBS11,21 | Gen | *w* | ~~8,20~~<br>10,21 | 1894<br>5mo | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>A&CP | "Vittoria"Soc.<br>Anon.di.Nav. | 345·0<br>P30'B86'F29' | 44·0 | 18·7<br>26·3<br>BK9" | Genoa<br>Italian<br>6*BHCem*<br>*WB=* | T.3Cy.24½",40"&66"-45" (s)<br>160lb 300NHP<br>2SB,*8pf*,GS126,HS4620<br>N.E.MarineEng.Co.Ld.Sld<br>*CellDBa120'f138'588t* | 29 |
| *12871<br>133515<br>HWTN | **Confield** SteelScSr<br>~~ssCff.No.1-17~~<br>Wireless *1Dk(ptIrn ptStl)*<br>*ss*Nwc.No.2-21 | 2804<br>2584<br>1718 | ✠100A1<br>~~[illegible]~~ 2,22<br>~~[illegible]~~<br>✠LMC6,21<br>~~BS1,20~~ | Nwc | *u* | CL<br>1,20 | 1912<br>10mo<br>*Lloyd* | W.Gray&Co.Ld.<br>WHartlepool<br>*'sA&CP* *WB* | ConfieldS.S.Co.Ld.<br>(E.J.Sutton&Co.)<br>*=CellDBa96'uE&* | 314·0<br>P25'B98'F35'<br>*B41'f137'758tFPT* | 46·6 | 21·2<br>FK | Newcastle<br>British<br>5*BHCem*<br>*62tAPT146t* | T.3Cy.23",36½"&62"-42" (s)<br>180lb *100lb* 267NHP<br>2SB,*6cf*,GS104,HS4082<br>Cen.Mar.Eng.Wrks.WHpl | 23 |
| 12872<br>137765 | **Conflagration** SteelScK<br>*Mchy.Aft* *1Dk(Stl)* | | ✠100A1<br>*For fishing purposes*<br>9,19<br>✠LMC9,19 | Hul | | | 1919<br>9mo<br>*Lloyd* | J.S.Watson<br>Gainsboro'<br>*'sA&CP* | E.C.Edwards | 86·2 | 18·5 | 9·2<br>BK7½" | London<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>W.Beardmore&Co.Ld.<br>Coatbridge | 10 |
| 12873<br>216888<br>LMTP | **Congaree** WoodScSr<br>*1Dk2trB* | 2551<br>—<br>1528 | | | | | 1918 | Foundat'n<br>Co.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 268·0 | 46·0 | 23·6 | Newark<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | |
| 12874<br><br>HCON | **Congo** SteelScSr<br>(*ex*Ingraban,*ex*ClaraMenzell)<br>*Elec.light* Sub.Sig. *1Dk&Shelter dk* | 3077<br>2909<br>2355 | Lis. ~~8,20~~ 6,21<br>(*See Footnote**) | | | CL | 1905 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | Requisitioned by<br>thePortuguese<br>Govt.(Transportes<br>Maritimos do<br>Estado) | 300·8<br>H70' | 45·3 | 19·0<br>26·1 | Lisbon<br>Portuguese<br>*WB* | T3Cy20$\frac{1}{16}$",33$\frac{9}{16}$"&55$\frac{7}{8}$"-37$\frac{3}{8}$"<br>192NHP<br>FlensburgerSchiffsb.Ges. | |
| 12875<br>108458 | — Iron&SteelScK<br>*(Trawler)*<br>*Iron plating,Stl framing* *1Dk* | 152<br>140<br>63 | | | ... | | 1897 | Cook,Welt'n&Gemmell<br>Hull | Trawlers(White<br>Sea&Grimsby)Ld.<br>(J.N.&H.Bacon,<br>*Mgrs.*) | 96·0<br>Q23'F18' | 20·5 | 11·0<br>BK7½" | Grimsby<br>British | T.3Cy.10½",17"&30"-21"<br>NB05 45RHP<br>Earle'sCo.(Ld.)Hull | 11 |
| 12876<br>221062<br>MCLD | **Conimicut** SteelSc<br>*Elec.light* | 3285<br>—<br>1965 | 100A1<br>(*Class Contemplated*) | | | | 1920 | NewYork<br>HarborD.D.<br>Corp.<br>PJeffersonLI | NewYorkHarbour<br>DryDockCorpn. | 324·0<br>P30'B90'F35' | 46·2 | 25·0 | NewYork<br>Utd.States | T.3Cy.22",37½"&60"-42'<br>EllicottMchCorpBaltimore | |
| 12877<br>113745 | **Coningsby** SteelScK<br>*1Dk* | 257<br>231<br>106 | | | ... | | 1906 | Smith's<br>DockCo.Ld.<br>NorthShields | Thelma,Ld.<br>(A.J.Trail, *Mgr.*) | 125·8<br>Q63' | 22·1 | 12·0<br>BK7½" | Aberdeen<br>British | T.3Cy.12½",20"&34"-25"<br>70RHP<br>ShieldsEng.Co.Ld.N.Shl. | 12 |
| 12878<br>146261<br>KLBR | **Coniston** SteelScK<br>*Mchy.Aft* *Well deck* *1Dk(Stl)* | ~~320~~<br>~~318~~<br>468<br>321<br>186 | ✠100A1<br>10,21<br>~~(Class Contemplated)~~<br>✠LMC10,21 | Chs | *f* | CL | 1921<br>9mo<br>*Lloyd* | I.J.Abdela<br>&Mitchell,<br>Ld.<br>Queensferry<br>*'sA&CP* | J.G.Frew&Co. | ~~141·0~~<br>~~Q84'~~ Q79'B9'F19'<br>142·0<br>*FPT45t* | 25·1 | 11·6<br>FK | Glasgow<br>British<br>3*BHCem*<br>*APT24t* | T.3Cy.12",20"&34"-23" (s)<br>180lb 71RHP<br>1SB,*3cf*,GS49,HS1443<br>Abdela&Mitchell,Ld.<br>Brimscombe | 12 |
| 12879<br>214061 | **Conneaut** SteelScSr<br>Sub.Sig.<br>*Mchy.Aft* Wireless *1Dk* | 4749<br>—<br>3027 | | | | | 1916 | Gt.Lakes<br>Eng.Works<br>Ecorse, Mich. | Wyandotte<br>TransportationCo. | 415·0 | 56·0 | 27·5 | Detroit,<br>Mich.<br>Utd.States | Q.4Cy.19",28",41"&60"-42"<br>233NHP<br>Gt.LakesEng.Wks.Detroit | |
| 12880<br>217071<br>LNHS | **Connersville** SteelScSr<br>*Elec.light* Wireless *1Dk* | 2232<br>—<br>1358 | | | | | 1918 | Gt.Lakes<br>Eng.Works<br>Ashtabula,O. | UnitedStates<br>ShippingBoard | 253·5 | 43·6 | 20·2 | NewYork<br>Utd.States | T.3Cy.19",32"&54"-40"<br>184NHP<br>Gt.LakesEng.Works,<br>Ashtabula,O. | |
| 12881<br>219902<br>LWHQ | **Conness Peak** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless *2Dks* | 5620<br>4598<br>3452 | | | | | 1920 | American<br>International<br>Corporation<br>HogIslandPa | PioneerS.S.Corp. | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>*WB* | Steam Turbine<br>GeneralElectricCo.<br>Schenectady,NYk | |
| 12882<br>109671<br>RMTG | **Connie** SteelScK<br>*ss*Flt.No.3-8,12<br>*ss*Dun.No.2-19<br>*1Dk* | 198<br>174<br>78 | ✠100A1<br>*Stm Trawler*<br>4,21 ~~11,20~~<br>✠LMC10,19<br>✠NB12,13 BS11,20 | Flt | | N11,20 | 1900<br>2mo<br>*Lloyd* | Earle'sCo.<br>Ld.<br>Hull<br>*'sA&CP* | FleetwoodSteam<br>FishingCo.Ld. | 110·4<br>Q46'F18' | 21·1 | 11·2<br>BK7½" | Fleetwood<br>British<br>3*BHCem* | T.3Cy.10¾",20"&32"-23" (s)<br>180lb 52RHP<br>1SB,*2pf*,GS33,HS990<br>Earle'sCo.Ld.Hull | 12 |
| 12883<br>116653 | **Connors Bros.** WoodScSr<br>(*ex*Granville)<br>*1Dk* | 145<br>97<br>64 | | | | | 1904 | J.A.McGowan<br>ShelburneNS | MaritimeS.S.CoLd | 97·0 | 21·6 | 9·0 | YarmthNS<br>British | C.2Cy.12"&24"-18"<br>NewBurrellJohnsonIrnCoLdYarmouth,NS 30RHP | |
| 12884<br>217400<br>LPHD | **Conotton** SteelScSr<br>Sub.Sig. Wireless *1Dk* | 2324<br>—<br>1396 | | | | | 1918 | GlobeS.B.<br>Co.<br>Superior,Wis | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' | 43·5 | 24·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>184NHP<br>NationalIronWrks,Duluth | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register. and a certificate for six mont

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12885<br>143713 | **Conovium** SteelSc<br>(*ex*Heppens) 1*Dk* | 152<br>148<br>55 | | | | | 1897 | Akt.Ges.<br>"Neptun"<br>Rostock | S.A.Portus | 111·8 | 20·9 | 10·5 | Liverpool<br>British<br>*WB* | C.2Cy.17¾"&33½"-22"<br>NB14 44NHP<br>Akt.Ges "Neptun" | | |
| 12886<br>128948<br>JDSF | **Conqueress** SteelScSlp<br>1*Dk* | 121<br>118<br>— | ✠<br>*For towing purposes*<br>10,13 | Shl<br>✠ | | | 1913<br>10mo | Hepple&<br>Co.Ld.<br>SouthShields | TheAdmiralty | 95·9 | 20·1 | 9·8<br>BK7¾" | Swansea<br>British<br>4*BHCem* | T.3Cy.13",21"&34"-24"<br>99RHP<br>1SB,3*pf*,GS41,HS1279<br>Hepple&Co.Ld.S.Shields | 10 ″ 6 | |
| 12887<br>108177<br>PNSG | **Conqueror** IronPadK<br>1*Dk* | 199<br>193<br>78 | | | | | 1897 | JTEltring-<br>ham&Co.<br>SouthShields | JerseyStmFishing Co.Ld.(J.K.Moris, *Mgr.*) | 131·0 | 21·7 | 10·0 | Jersey<br>British | L.2Cy.31¼"-58"<br>150RHP<br>Hepple&Co.SouthShields | | |
| 12888<br>89619 | — IronPadSp<br>(*Tug*)<br>(*ex*Conquérant,*ex*Conqueror) 1*Dk* | 177<br>165<br>16 | | | | | 1884 | Hepple&<br>Co.<br>NorthShields | R.Redhead&Son, Ld. | 123·5 | 20·1 | 10·1 | Newcastle<br>British | L.2Cy.32"-58"<br>68RHP<br>Hepple&Co.NorthShields | | |
| 12889<br>110201 | — SteelScK<br>(*Trawler*)<br>1*Dk* | 148<br>134<br>55 | | | ... | | 1899 | Hawthorns<br>&Co.Ld.<br>Leith | A.Grant | 100·4<br>Q22' | 20·1 | 10·5<br>BK7½" | Grimsby<br>British<br>*WB* | T.3Cy.11¼",18"&30"-21"<br>NB20 50RHP<br>Hawthorns&Co.Ld.Leith | 11 ″ 6 | |
| 12890<br>28289 | — IronPad<br>(*Tug*)<br>1*Dk* | 144<br>—<br>14 | ✠<br>5,67 | Hpl | 9 | | 1861<br>7mo | PileSpence<br>&Co.<br>WHartlepool | J.Irwing | 107·0 | 20·4 | 10·2 | W.Hartlpl<br>British<br>3*BHAsp* | 2Cy.30"-54"<br>NB08 60RHP<br>W.Huntley | | |
| 12891 | — SteelScSp<br>(*Tug*)<br>1*Dk* | *112*<br>*112*<br>— | | | ... | | 1897 | Cox&Co.<br>Falmouth | BoothS.S.Co.Ld. | 95·7<br>B23' | 18·6 | 9·7<br>BK6½" | Para<br>Brazilian<br>*WB* | C.2Cy.20"&38"-24"<br>71NHP<br>Cox&Co.Falmouth | 10 ″ 6 | |
| 12892 | **Conrad** SteelSc<br>(*Trawler*)<br>1*Dk* | 197<br>186<br>74 | | | | | 1906 | J.C.Teck-<br>lenborgA.G.<br>Geestemunde | Grundmann&<br>Gröschel | 117·7<br>Q63'F18' | 22·6 | 11·2 | Gstemnde<br>German<br>*WB* | T.3Cy.11$\frac{7}{16}$",17$\frac{11}{16}$"&29$\frac{13}{16}$"<br>-21⅝" 39NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 12893<br><br>MFTJ | **Conrad Mohr** SteelScSr<br>Wireless *ss*N.Yk.No.2-18<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Longitudinal framing* | 4008<br>3699<br>2055 | ✠100A1<br>2,21<br>BS1,21<br>*Carrying Petroleum in bulk* | Shl<br>AuxBS3,21<br>✠LMC6,16 | *w* | CL<br>3,20 | 1909<br>7mo<br>*Lloyd's A&CP* | R.Craggs&<br>Sons,Ld.<br>Middlesbro' | A/SChr.Michelsen<br>&Co.<br>*WB=CellDBuE&B75'223t* | 345·0<br>P97'B25'F44' | 48·0 | 28·5<br>FK | Bergen<br>Norwegian<br>12*BHCem*<br>*APT201t* | T.3Cy.25",41"&67"-45" (*s*)<br>180lb HS6486 357NHP<br>2SB,1AuxSB,11*cf*,GS196,<br>N.E.MarineEngCoLd.Nwc | 28 ″ 9<br>s 5 ″ 5½<br>23 ″ 7 | |
| 12894 | **Conselheiro Dantas** SteelPadSr<br>1*Dk&Shade dk* | *249*<br>*166*<br>*115* | | | | | 1894 | Russell&<br>Co.<br>Greenock | Empreza deNav.<br>Bahiana | 135·0 | 22·0 | 8·6 | Bahia<br>Brazilian | T.3Cy.11",17"&28"-18"<br>33NHP<br>Kincaid&Co.(Lim.),Gnk. | | |
| 12895<br>143033<br>JWGP | **Consett** SteelScSr<br>(*ex*WarRother) 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 1368<br>1030<br>758 | ✠100A1<br>3,22 ~~3,21~~ | Sld<br>Shl<br>✠LMC3,19 | *o* | CL<br>2,20 | 1919<br>3mo<br>*Lloyd's A&CP* | Campbel-<br>townSBCoLd<br>Campbeltwn | ConsettIronCo.Ld.<br>(W.Dickinson&<br>Co.*Mgrs.*) | 229·8<br>Q79'B56'F27'<br>*CellDB190'* | 35·8 | 15·6<br>FK | Newcastle<br>British<br>4*BHCem*<br>395*t APT*50*t* | T.3Cy.18",30"&50"-33" (*s*)<br>180lb 172NHP<br>2SB,6*cf*,GS97,HS2886<br>Ross&DuncanLd.Glasgow | 17 ″ 7<br>s 1 ″ 8½<br>16 ″ 8 | |
| 12896<br>219714<br>LVTS | **Conshohocken** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless Sub.Sig. | 5816<br>5479<br>3567 | ✠100A-<br>*Shelter dk*<br>*with freeboard*<br>10,20<br>*Fitted for oil fuel* 3,20 | NNs<br>✠LMC3,20 | | CL<br>10,20<br>*F.P. above* 150° F. | 1920<br>3mo | SunS.B.<br>Co.<br>Chester,Pa<br>1 *Intermediate BH in after 'tween dks dispensed with* | UnitedStates<br>ShippingBoard<br>*Collision BH to Shelter dk*<br>*CellDB370'1355t* | 434·3<br>*DTa 30'882t FPT117t* | 57·7 | 27·2<br>FK | Philadlphia<br>Utd.States<br>*ptCem*<br>5*BHtoU dk*<br>1 ,, ,, 2*nd* ,,<br>*APT76t* | T.3Cy.27",45½"&76"-51" (*r*)<br>190lb 612NHP<br>3SB,9*cf*,GS207,HS9198 FI<br>SunS.B.Co.Chester,Pa. | 30 ″ 3<br>4 ″ 4½<br>26 ″ 1 | |
| | *Now named* "**Willhilo,**" *see letter* W. | | | | | | | | | | | | | | | |
| 12897<br>217622<br>LQBP | **Consort** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB in fore&after holds&Webframes* | 3285<br>3005<br>2002 | | | ... | | 1918 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>WestinghouseElectric<br>&Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 12898<br>127850 | — SteelScK<br>*ss*Gms.No.2-19<br>1*Dk* | 181<br>164<br>80 | ✠100A1<br>*StmTrawler*<br>5,21 ~~7,19~~<br>BS5,21 | Gms<br>✠LMC7,19 | | CL<br>7,19 | 1909<br>12mo<br>*Lloyd's A&CP* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley | QueenStm.Fishing<br>Co.Ld. | 110·0<br>Q56'F18' | 21·0 | 11·2<br>BK7" | Grimsby<br>British<br>3*BHCem* | T.3Cy.11½",21"&33"-24" (*s*)<br>180lb 60RHP<br>1SB,2*pf*,GS33,HS1031<br>Gt.CentralEngCo.Ld.Gms | 11 ″ 11 | |
| 12899<br><br>HJKF | — SteelScK<br>*ss*FerrolNo.2-18<br>1*Dk*(*Stl*) | *115*<br>97<br>— | ✠100A1<br>*For towing purposes*<br>~~11,18~~ 11,21<br>~~BS7,20~~ | Ferrol<br>BS11,21<br>✠LMC11,18 | | ~~11,18~~<br>11,21 | 1910<br>3mo<br>*Lloyd's A&CP* | J.Scarr&<br>Son<br>Howden | Soc.Española de<br>Construccion<br>Naval | 84·9 | 20·1 | 8·2<br>BK5½" | Ferrol<br>Spanish<br>4*BHCem* | C.2Cy.15"&30"-20" (*s*)<br>120lb 51NHP<br>1SB,2*pf*,GS38,HS1050<br>Crabtree&Co.Ld.Gt.Yar. | 9 ″ 0 | |
| 12900 | **Constance** WoodAuxScSr<br>*OilEng.*<br>(*See Sailing Ship Register*) | 168<br>—<br>97 | | | | | | ...............<br>Japan | T.D.Aitken | ........ | ........ | ........ | Manila<br>Utd.States | Oil Engine | | |
| 12901<br>115934<br>JHKW | — SteelScSr<br>1*Dk* | 166<br>116<br>66 | | | | | 1902 | Ardrossan<br>D.D.&S.B.Co.<br>Ld Ardrossan | A.F.Henry&<br>MacGregor,Ld. | 100·0<br>Q36'F19' | 20·6 | 7·2 | Leith<br>British<br>*WB* | C.2Cy.12"&24"-18"<br>24RHP<br>J.Menzies&Co.Ld.Leith | | |
| 12902<br>96338 | — WoodScFlat | 126<br>120<br>80 | | | | | 1889 | J.Harland<br>Tranmore | I.Thompson&Sons | 85·6 | 20·2 | 9·3 | Liverpool<br>British | 2Cy.10¼"-10"<br>20RHP<br>Cochrane&Co.Birkenhead | | |
| 12903<br>94425<br>MLKN | **Constance Grech** SteelTwinScSr<br>*ss*Ldy.No.3-10,03<br>(*ex*Helga) 1*Dk* | 283<br>226<br>75 | ✠<br>1,09 | Qns<br>✠ | *e* | | 1891<br>11mo | S.M'Knght<br>&Co.<br>Ayr | R.A.Grech | 145·5<br>F30'<br>*WB=CellDB91'58t* | 23·0 | 10·7 | London<br>British<br>4*BHCem* | T.6Cy.11",16½"&27"-22"<br>80RHP<br>1SB,3*pf*,GS61,HS1560<br>Muir&Houston,Glasgow | 13 ″ 0 | |
| 12904<br><br>HGFR | **Constancia** IronSc3MstSr<br>(*ex*Constance,*ex*Hamburgh) 1*Dk*2*trB* | 603<br>—<br>398 | | | ... | | 1871 | Reiherst'g<br>Schiffsw.<br>Hamburg | Cia.deNavegaçâo<br>dePortugal | 189·6<br>Q51*t*B30*t*H14*t*F15*t* | 25·6 | 13·1 | Lisbon<br>Portuguese<br>*WB* *Qp* | Q4Cy10½",15",21½"&30"-26"<br>NB93 46NHP<br>d93Reiherst.Mschnnf,Ham | | |
| 12905 | **Constantin** SteelScSr<br>(*ex*HighlandGhillie, *ss*Ham.No.3-12,19<br>*ex*Otarama,*ex*SeaKing)<br>Wireless 1*Dk*(*Irn*)&<br>*Elec.light Ref.Mchy. Spar dk*(*Irn*)3*trB* | *3935*<br>*3609*<br>*2537* | ✠100A1<br>*Spar dk*<br>4,22 ~~6,20~~ | Lon<br>Cpl<br>✠LMC12,19<br>BS6,21 | *w* | CL<br>~~5,19~~<br>2,22 | 1890<br>4mo | W.Doxford<br>&Sons<br>Sunderland<br>A&CP | M.Gumuchdjian | 365·0<br>P28'B88'F37'<br>*WB=CellDB310'655t* | 44·2 | 19·4<br>27·3<br>FK | Varna<br>Bulgarian<br>6*BHCem* | T.3Cy.27",44"&72"-48" (*s*)<br>160lb 359NHP<br>2DB,12*cf*,GS206<br>W.Doxford&Sons,Sld. | 29 ″ 11 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 3 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Forme assigné maintenant expiré. Lettre d'équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille Franc-bord au milieu du navire.<br>Tirant d'eau correspondant<br>pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12906<br>NSHT | **Constantin** IronScSr<br>2Dks&Awngdk<br>*Ref.Mchy* | 831<br>707<br>429 | *Awng dk with load line*<br>4,80 | Cpn | *o* | | 1880<br>1mo | Kockums<br>MekVkAk<br>Malmö | DetForenede<br>DampskibsSelsk.<br>*WB=DBa* | 230·0\|30·2\|14·2<br>20·7<br>109'*f*67'*MT*38'250*t* | Aalborg<br>Danish<br>4*BHCem*<br>*APTFPT* | C.2Cy.35"&61"–39"<br>194NHP<br>KockumsMekVerk,Malmö | | |
| 12907<br>513<br>HRCM | — IronTwinScSr<br>*Elec.light* | 661<br>—<br>466 | | | | | 1866 | Palmers'S.<br>&I.Co.<br>Newcastle | RussianEast<br>AsiaticS.S.Co.Ld.<br>(BalticLine) | 213·4\|29·7\|11·8<br>Q78' H- | Riga<br>Latvian | T.6Cy.12",19"&32"–21"<br>NE&B97 94NHP<br>N.E.Mar.E.Co.Lim.Nwc. | | V |
| 12908<br>28<br>MVBL | — IronScSr<br>*Elec.light* 1*Dk* | 379<br>—<br>219 | | | | | 1875 | F.Schichau<br>Elbing | Mme.W.W.<br>Sokoloff | 159·8\|21·6\|11·0<br>P125' F21' | Odessa<br>Russian | C.2Cy.18¾"&41½"–21½"<br>NB95 67NHP<br>F.Schichau,Elbing | | |
| 12909<br>1222<br>LRDK | — IronPadSk<br>(*ex*EarlofBute)<br>1*Dk* | 145<br>132<br>56 | | | | | 1886 | JTEltringham<br>S.Shields | C.SvoronoSons | 108·0\|18·7\|9·9 | Rostoff-on-Don<br>Russian | L.1Cy.36½"–54"<br>74NHP<br>J.P.Rennoldsn&Sns,S.Shl. | | |
| * 12910<br>129740<br>HQDB | **Constantine** SteelScSr<br>ssHul.No.2–19<br>*Well deck* 1*Dk*(*Stl*)&*deep framing*<br>*Elec.light* *Cargo battens not fitted* | 1459<br>1183<br>880 | ✠100A1<br>4,21 ~~5,10~~<br>~~BS6,20~~ ~~✠LMC5,19~~<br>~~BS5,21~~ 1,22 | Hul<br>Nwc | *p* | CL<br>~~0,20~~<br>1.22 | 1909<br>11mo<br>*Lloyd*'*sA&CP* | BlythS.B.<br>&D.D.Co.Ld.<br>Blyth | TynesideLine<br>(1920)Ld(JRidley<br>Son&Tully, *Mgrs.*)<br>*WB=CellDBa*71'*uE&* | 245·0\|36·7\|16·0<br>Q91'B49'F24'<br>FK<br>*B*35'*f*102'402*tFPT* | Newcastle<br>British<br>4*BHCem*<br>62*tAPT*79*t* | T.3Cy.19",31"&51"–36" (*s*)<br>180lb *90lb* 181NHP<br>1SB,4*cf*,GS75,HS2945<br>N.E.MarineEng.CoLdNwc | 18 ″ 4<br>s1 ″ 8<br>16 ″ 10 | |
| 12911<br>1286<br>LRBK | **Constantine Svorono** Steel TwinSc<br>(*ex*Ekatarina)<br>*Mchy.Aft* | 449<br>—<br>312 | | | | | 1891 | Stabilmnto<br>Tecnico<br>Trieste | C.SvoronoSons | 179·5\|28·7\|9·2 | Taganrog<br>Russian | C.4Cy.13"&24"–20"<br>44NHP<br>StabilimentoTecnico,Tri. | | |
| 12912 | **Constantino Nery** SteelSc3MstSr<br>ssLiv.No.3–6,01<br>(*ex*EdenVale) 1*Dk*&*ptShade dk* | *509*<br>*416*<br>*264* | ✠<br>2,07<br>✠ | Liv | *i* | | 1889<br>3mo | SM'Knight<br>&Co.<br>Ayr | | 180·0\|27·0\|13·0<br>P38'F30'<br>BK7½"<br>*WB=FPT* | Para<br>Brazilian<br>4*BHCem*<br>36*tAPT*22*t* | T.3Cy.15",25"&40"–27"<br>80NHP<br>1SB,3*cf*,GS52,HS1160<br>Muir&Houston,Glasgow | 13 ″ 11 | |
| 12913<br>HTND | **Constantinos** IronSc3MstSr<br>(*ex*Aster,*ex*Yacht Juno,*ex*Lana,*ex*Cornelia) 2*Dks* | *233*<br>—<br>*143* | | | ... | | 1868 | Palmers'<br>Co.<br>Newcastle | M.P.C.Salvago | 164·5\|20·9\|12·1 | Piræus<br>Greek | C.2Cy.17"&32"–24"<br>NE&B84 42NHP<br>Day,Summers&Co.Sou. | | V |
| * 12914 | **Constantinos Pateras** SteelSc<br>Wireless ssGls.No.3–7,11<br>(*ex*RedCap,*ex*Atbara) ssHul.No.2–20<br>1*Dk*(*Stl*)2*trB*&*deep framing* 3*Dkrule* | *2730*<br>*2575*<br>*1774* | ✠100A1<br>8,21 ~~9,20~~<br>✠LMC5,20<br>MBS5,21 | Brs<br>Sws | *u* | CL<br>~~9,20~~<br>8,21 | 1899<br>9mo<br>*Lloyd*'*sA&CP* | A.Rodger<br>&Co.<br>Pt.Glasgow | C.Pateras&Sons&<br>C.Lemos<br>*Cell DBa*100' | 320·2\|46·1\|21·2<br>P29'B90'F32'<br>FK<br>*uE&B*38'*f*136'694*t* | Chios<br>Greek<br>6*BHCem*<br>*APT*137*t* | T.3Cy.22½",37"&61"–42" (*s*)<br>160lb *100lb* NDB16 251NHP<br>2SB,6*pf*,GS105,HS3912<br>Hall-Brwn,Buttery&C.Gls | 23 ″ 9<br>s4 ″ 0<br>20 ″ 1 | |
| 12915<br>PFBD | **Constanza** SteelScSr<br>2*Dks*3*trB*<br>*Elec.light* | 2213<br>2029<br>1426 | | | | | 1898 | Howaldts-werke<br>Kiel | RoumanianState<br>MaritimeService | 284·0\|40·0\|21·5<br>B42'F33' | Braila<br>Roumanian<br>*WB* | T.3Cy.22",34⅝"&57"–39⅜"<br>NB09 203NHP<br>Howaldtswerke,Kiel | | V |
| 12916 | **Consuelo** SteelScSr<br>ssShl.No.3–5,14<br>(*ex*Reims,*ex*Fructidor, *ex*Horsley) 1*Dk*(*Stl*)3*trB*& *deep framing*&*Web frames*<br>Wireless | *3717*<br>*3148*<br>*2410* | ✠ ——<br>*Turret dk*<br>3,20 ✠ | Npt | *v* | | 1901<br>9mo | W.Doxford<br>&Sons,Ld.<br>Sunderland | R.O.Artiñano<br>*CellDB* | 342·2\|46·6\|24·9<br>F33'<br>FK<br>*a*78'*uE&B*42'*f*170' | Bilbao<br>Spanish<br>6*BHCem*<br>772*tDTf*20' | T.3Cy.23½",39"&66"–45"<br>310NHP<br>2SB,6*cf*,GS100,HS4687<br>Richardsons,Westgarth&Co.Ld.Hpl.<br>732*tAPT*54*t* | 27 ″ 5 | V |
| 12917<br>5543<br>JTPC | **Consul Bratt** SteelScSr<br>*Elec.light* 1*Dk* | 1267<br>969<br>876 | | | | | 1913 | Trndhjms<br>Mek.Værks.<br>Trondhjem | Ångf.Aktieb.Adolf<br>(AdolfBratt&Co.<br>*Mgrs.*) | 225·4\|36·4\|14·3<br>P22'B48'F21' | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.17",27½"&46"–30"<br>116NHP<br>TrondhjemsMVTrondhjm | | N |
| 12918 | **Consul Cords** SteelSc<br>1*Dk* | 935 | | | | | 1920 | Atlas<br>WerkeA.G.<br>Bremen | Dampfsch.-Ges.<br>AugustCords<br>G.m.b.H. | 223·9\|<br>P29'B120'F23' | Rostock<br>German<br>*WB* | T3Cy15 3/10",25⅓"&41 7/10"–25⅗"<br>88NHP<br>AtlasWerkeA.G.Bremen | | |
| 12919<br>OEYD | **Consul Horn** SteelScSr<br>*Now named* "Sampierdarena" *See No.* 39316 *in Supplement*<br>*Elec.light* 1*Dk* | 2504<br>2289<br>1596 | | | | | 1901 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | FrenchGovernment | 315·8\|45·2\|19·7<br>P19'B87'F36' | French<br>*WB* | T.3Cy.22½",37"&61"–42"<br>241NHP<br>HelsingörsJernsk.&Mskb. | | |
| 12920 | **Consul Pust** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 227<br>206<br>87 | | | | | 1919 | J.G.Hitz-ler<br>Lauenburg | Rostocker<br>Hochseefisch.A.G. | 122·3\|23·9\|9·8<br>H49'F17' | Rostock<br>German<br>*WB* | T.3Cy.13",21½"&33 9/10"–22⅘"<br>Christiansen 55NHP<br>&Meyer,Harburg | | |
| 12920*<br>MOHJ | **Consul Smith** IronScSp<br>(*ex*Ranen,*ex*Storegut)<br>1*Dk* | 134<br>130<br>47 | | | | | 1877 | Rostocker<br>Akt.Ges.<br>Rostock | Ingv.Thorsen | 83·9\|20·2\|13·3<br>H8*t* | Stavanger<br>Norwegian | T.3Cy.12½",19⅝"&32½"–24"<br>NB88 52NHP<br>RostockerAktGesRostock | | |
| 12921 | **Conte Rosso** SteelTwinSc<br>*For full particulars See No.* 36881 *in Supplement*<br>*Elec.light* *Ref.Mchy.*<br>*CruiserStern* | ~~15500~~<br>18[illegible]<br>11000 | 100A1<br>*Shelter dk*<br>(*ClassContemplated*) | | | | 1921 | W.Beard-more&Co.Ld.<br>Glasgow | LloydSabaudoSoc.<br>Anon.perAzioni | 570·0\|74·2\|36·1<br>P30'B344'F100' | Genoa<br>Italian | 4 Steam Turbines<br>W.Beardmore&Co.Ld.Gls. | | |
| * 12922 | **Contessa Adelma** SteelScSr<br>ssTri.No.3–1,21 ~~ssTri.No.2–10~~<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing* | 3352<br>3308<br>2278 | ✠100A1<br>*Spar dk*<br>1,22 ~~10,15~~ ✠LMC11,19<br>~~Examined11,19~~ BS?,21 | Cff<br>Tri | *w* | CL<br>~~11,19~~<br>1,22 | 1901<br>12mo<br>*Lloyd*'*sA&CP* | Russell&<br>Co.<br>Pt.Glasgow | Soc.Anon.diNav.<br>aVap.Lussino<br>*WB=CellDBa*110'*uE&B*40'*f*142'805*t* | 339·2\|46·0\|17·9<br>P20'B76'F36' 25·7<br>FK | Lusinpiclo<br>6*BHCem*<br>*APT*56*t* | T.3Cy.24",39"&65"–45" (*s*)<br>180lb *80lb* NDB14 300NHP<br>2SB,6*cf*,GS132,HS4550<br>Rankin&Blackmore,Grk. | 28 ″ 5 | |
| 12923 | **Continental** SteelSc<br>(*ex*Rhenus25)<br>*Elec.light* 1*Dk* | 542<br>—<br>305 | | | | | 19 08/19 | P.vanSmit,<br>Jr.<br>Rotterdam | Paulsen&Ivers | 187·5\|23·1\|13·3 | Kiel<br>German<br>*WB* | C.2Cy.13"&28"–12"<br>23NHP<br>P.vanSmit,Jr.Rotterdam | | |
| 12924<br>218945<br>LSWN | **Continental Bridge** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trBin fore*&<br>Wireless *after holds*&*Web frames* | 3283<br>3005<br>2000 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0\|46·2\|25·0<br>P30'B90'F35'<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>WestinghouseElectric<br>&Mfg.Co.Essington,Pa | 28 ″ 6 | B |
| 12925<br>217267<br>LNWD | **Contoocook** SteelScSr<br>Wireless<br>*Elec.light* Sub.Sig. 1*Dk* | 2344<br><br>1419 | | | | | 1918 | GlobeS.B.<br>Co.<br>Superior,Wis. | UnitedStates<br>ShippingBoard | 251·0\|43·5\|24·2<br>P25'B64'F23' | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>184NHP<br>NationalIrn.Wks.Duluth | | B |
| 12926<br>212830 | **Contra Costa** WoodPad<br>(*Trainferry*)<br>1*Dk* | 5373<br>—<br>4166 | | | | | 1914 | Southern<br>PacificShpd.<br>Oakland,Cal. | SouthernPacific<br>R.R.Co. | 414·3\|67·2\|18·5 | S.Frncisco<br>Utd.States | | | |
| 12927<br>204889<br>KWMJ | — SteelScSr<br>*OilEng.*<br>1*Dk* | 832<br>—<br>497 | | | | | 1908 | UnionIron<br>Works,<br>SanFrancisco | StandardOilCo.<br>Cal. | 190·1\|37·2\|13·3 | S.Frncisco<br>Utd.States | Oil Engine | | |
| 12928 | **Contramaestre Casado** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | ~~3420~~<br>~~2707~~<br>~~1960~~<br>*3282*<br>*2800*<br>*2042* | ✠100A1<br>8,21<br>~~(*ClassContemplated*)~~<br>*Fitted for oil fuel* 8,21 *F.P.above* 50°F.<br>✠LMC8,21 | Nwc | *u* | CL | ~~1920~~<br>1921<br>4mo<br>*Lloyd*'*sA&CP* | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | Spanish<br>Government | ~~320·0~~\|45·3\|25·1<br>~~P36'B92'F31'~~ P32'<br>321·0\|B96'F37' FK<br>*CellDB*255'518*tFPT* | Spanish<br>5*BHptCem*<br>32*tAPT*44*t* | T.3Cy.23½",39"&65"–45" (*s*)<br>180lb 365NHP<br>3SB,6*cf*,GS126,HS5130 FD<br>Armstrong,Whitworth<br>&Co.Ld.Nwc. | 27 ″ 7 | |

| 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| er's Name.<br>al Surveys. | Material, Rig, &c.<br>*Late Name if any.*<br>No. of Decks, &c. | Regist'd Tonnage<br>Gross. — Under deck. — Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built.<br>When | By Whom — Where | Owners. | Regist'd Dimensions. Deck Erections, &c.<br>Length. \| Breadth. \| Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | Registers in which classed, if not in L.R. |
| maestre Ortiz | SteelScCtr<br>(*Tug*)<br>1*Dk* | 296<br>268<br>127 | | | ... | | 1909 | Bow,Mc-<br>Lachlan&Co.<br>Ld.Paisley | Chilian<br>Government | 110·2\|25·1\|12·2<br>BK6" | Tlcahuano<br>Chilian<br>*WB* | C.2Cy.22"&44"-30"<br>100NHP<br>Bow,McLachln&CoLdPsy | 13 ″ 0 | |
| iras<br><br>k(*Teak*)<br>t | SteelTwinScSr<br>*ss*Pra.No.3-4,10<br>&*Promenade dk*(*Teak*) | 335<br>250<br>228 | ✠<br>*For River purposes only*<br>4,13<br>✠ | Pra | | | 1900<br>9mo | Murdoch&<br>Murray<br>Pt.Glasgow | C.H.Contreiras de<br>Oliveira | 150·2\|30·1\| 8·0<br>F16'<br>FK | Pará<br>Brazilian<br>5*BHCem* | C.4Cy.12"&24"-18"<br>57NHP<br>1SB,*2pf*,GS40,HS1116<br>Lees,Anderson&Co.Gls. | 8 ″ 4 | |
| ller | SteelScK<br>1*Dk* | 201<br>197<br>76 | | | ... | | 1913 | A.Hall&<br>Co.Ld.<br>Aberdeen | J.Inglis(T.L.&R.<br>D.Devlin, *Mgrs.*) | 115·4\|22·1\|11·9<br>BK7½" | Granton<br>British<br>*WB* | T.3Cy.12",20"&34"-23"<br>57RHP<br>A.Hall&Co.Ld.Aberdeen | 12 ″ 9 | |
| llaria<br>t Wireless | SteelSc<br>1*Dk*(*Stl*) | 1976<br>1754<br>1156 | ✠100A1<br>~~6,21~~ ~~1,21~~ 1,22 | Ams<br>Ant<br>✠LMC1,21 | *r* | 1,22 | 1921<br>1mo<br>*Lloyd* | Verschure<br>&Co.<br>Amsterdam<br>'*sA&CP* | F.Börjesson | 280·4\|40·2\|19·1<br>P22'B74'F32'<br>FK<br>*CellDB*240'459*t FPT* | Helsngbrg<br>Swedish<br>4*BHCem*<br>67*tAPT*86*t* | T.3Cy.20",31½"&53"-36" (*s*)<br>180lb *100lb* 194NHP<br>2SB,*4cf*,GS100,HS3177<br>Verschure&Co Amsterdam | 21 ″ 4<br>s 3 ″ 2<br>18 ″ 5 | |
| y<br>ht<br>. Wireless | SteelScSr<br>*ss*Shl.No.3-1,18<br>2*Dks*(*Stl*)&*deepframing* | 2650<br>2521<br>1666 | ✠100A1<br>3,21<br>MS5,17 | Lon<br>✠LMC<br>BS~~9,20~~<br>10,21 | *u* | CL<br>9,20 | 1904<br>6mo<br>*Lloyd* | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>*sA&CP* | RoyalMailSteam<br>PacketCo.Ld. | 318·0\|43·7\|23·3<br>P21'B87'F33'<br>FK<br>*WB=CellDBa* | Newcastle<br>British<br>5*BHCem*<br>86'*uE&B*68 | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 360NHP<br>3SB,*9cf*,GS165,HS5900<br>Wllsnd Slpwy.Co.Ld.Nwc.<br>*f*118'546*tFPT*60*tAPT*20*t* | 25″10<br>s 4 ″ 5½<br>21 ″ 9 | |
| | SteelScK<br>~~*ss*Gms.No.2-12~~<br>1*Dk*<br>*ss*Gms.No.3-5,20 | 228<br>203<br>105 | ✠100A1<br>*StmTrawler*<br>7,21 ~~4,15~~<br>~~Examined10,19~~<br>✠NB5,15<br>MS10,19 | Gms<br>✠LMC<br>BS~~5,20~~ 7,21 | | CL<br>7,19 | 1904<br>2mo<br>*Lloyd* | Cochrane&<br>Sons<br>Selby<br>'*sA&CP* | T.C.&F.Moss,Ld. | 119·3\|21·5\|11·5<br>Q48'F20'<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>180lb 58RHP<br>1SB,*2pf*,GS35,HS1149<br>C.D.Holmes&Co.Hull | 12 ″ 4 | |
| y Castle | SteelScK<br>*ss*Gms.No 1-21<br>1*Dk* | 274<br>245<br>107 | ✠100A1<br>*StmTrawler*<br>5,22 ~~10,19~~<br>~~11,21~~ | ~~Gms~~Sws<br>MS11,21<br>✠LMC~~5,16~~<br>BS6,21 | | CL<br>~~2,19~~<br>11,21 | 1916<br>3mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | ConsolidatedStm.<br>Fishing&IceCo.<br>(Grimsby)Ld.<br>(JDMarsden, *Mgr*) | 125·2\|23·4\|12·8<br>Q72'F21'<br>BK7½" | Swansea<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 87RHP<br>1SB,*3pf*,GS51,HS1619<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 | |
| *ss*Syd.No.3-9,20<br><br>münster)<br>*aming lower dk in Nos.1&3 holds*<br>ht Wireless | SteelScSr<br>~~*ss*Syd.No.2-16~~<br>2*Dks*(*Stl*)&*deep* | 4328<br>3965<br>3652 | ✠100A1<br>2,21 ~~5,19~~<br>~~BS9,20~~<br>BS2,21 | Mel<br>Lon<br>✠LMC~~5,19~~<br>MS1,20 | *y* | CL<br>9,20 | 1907<br>5mo<br>*Lloyd* | Flensburgr<br>Schiffsb.Ges.<br>Flensburg<br>'*sA&CP* | Requisitioned by<br>theCommonwealth<br>ofAustralia | ~~387·8~~\|51·0\|25·2<br>P&B315'F50'<br>388·7<br>FK<br>*WB=* | London<br>British<br>7*BHCem*<br>*CellDBa*122 | T.3Cy.27¾",46½"&76"-48"(*s*)<br>180lb 473NHP<br>3SB,*9cf*,GS147,HS6255 FD<br>FlensburgerSchiffsb.Ges.<br>'*uE&B*42'*f*175'1040*t* | 27 ″ 9<br>s 4 ″ 0<br>24 ″ 2 | |
| anna<br><br>ht Wireless | SteelScSr<br>*ss*Mel.No.2-10<br>1*Dk*(*Stl*)&*Spar dk*<br>(*Stl*)&*deep framing* | 3922<br>3551<br>2496 | ✠<br>*Spar dk*<br>8,13 | Mel | *x* | | 1902<br>7mo | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | BritishIndiaStm.<br>Nav.Co.Ld. | 375·0\|47·0\|17·6<br>P32'B166' 25·2<br>F101'<br>FK<br>*WB=CellDBa*104'*uE* | Glasgow<br>British<br>6*BHCem*<br>&*B*64' *f*166' | T.3Cy.27",45"&74"-48"<br>458NHP<br>3SB,*9cf*,GS162,HS6240 FD<br>N.E.MarineCo.Ld.Nwc.<br>730*tDTf*20'450*tAPT*40*t* | 28 ″ 0 | |
| e<br>el.No.1-21<br>ashireWitch)<br>ht | SteelSc3MstSr<br>*ss*Mel.3rdNo.3-10,15<br>1*Dk*(*ptStl*-ws) | 762<br>536<br>330 | 100A1<br>11,21 ~~6,18~~<br>✠NB9,03<br>~~BS6,18~~ | Mel<br>8,21<br>LMC~~5,16~~<br>~~MS3,21~~ | *m* | CL<br>12,16 | 1887<br>3mo | JLThomp-<br>son&Sons<br>Sunderland<br>A&CP | Huddart,Parker,<br>Ld. | 225·0\|30·2\|13·5<br>*PptShadedk*&B136'<br>F34'<br>FK<br>*WB=DBa*40'16*t FPT* | Melbourne<br>British<br>4*BHCem*<br>14*tAPT*21*t* | T.3Cy.23",37"&60"-36" (*s*)<br>160lb *50lb* 281NHP<br>2DB,*12cf*,GS192,HS4540<br>J.Dickinson,Sunderland | 14 ″ 3 | |
| <br><br>ht Sub.Sig.<br>s | SteelSc<br>*Fitted for oil fuel*<br>1*Dk*2*trB in fore&*<br>*after holds&Web frames* | 3287<br>3005<br>1998 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0\|46·0\|25·0<br>P30'B90'F35'<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa | 28 ″ 6 | R |
| in<br><br>bert) | SteelSc<br>(*Trawler*)<br>1*Dk* | 149<br>137<br>35 | | | | | 1896 | G.Seebeck<br>A.G.<br>Geestemünde | W.E.Lowery | 105·9\|21·0\|10·8 | British<br>*WB* | C.2Cy.16 5/16"&30 11/16"-22 1/16"<br>37NHP<br>G.SeebeckA.G.,Gstemnde | | |
| na<br><br>ht<br>ft<br>s | WoodTwinSc<br>*OilEng.*<br>Hardwood treenails 1*Dk*2*trB*<br>*Salted and specially treated* | 2403<br>1902<br>1804 | ✠12 A1<br>~~8,20~~ 12,21<br>DBS12,21 | Sea<br>SFo<br>✠LMC~~8,20~~<br>12,21 | *s* | CL<br>8,20 | 1918<br>7mo | Sloan Ship-<br>yardsCorp<br>Olympia Wsh<br>A&CP | ~~PacificMotorship~~<br>~~Co.(W.L.Comyn~~<br>~~&Co.Inc.*Mgrs.*)~~<br>OceanMotorshipCo | 263·7\|46·4\|21·7<br>P64'B36'F38' | ~~Seattle~~<br>Utd.States<br>S.Francisco | Oil Engines 4S.C.SA<br>12Cy.16"-24" 188NHP<br>2DB 175lb<br>McIntosh&Seymour,<br>Auburn,N.Y. | 23″11<br>s 3 ″ 11 | |
| bar<br><br>ht | SteelTwinScSr<br><br>1*Dk* | 479<br>320<br>224 | | | | | 1911 | Ardrossan<br>D.D.Co.Ld.<br>Ardrossan | NorthCoastSteam<br>Nav.Co.Ld. | 150·3\|30·0\| 8·7<br>Q41'F27' | SydnyNSW<br>British<br>*WB* | C.4Cy.12½"&26"-18"<br>89RHP<br>Dunsmuir&JacksonLd Gls | | |
| ardie<br><br>welCastle)<br>ht | IronScBn<br>*ss*Mel.3rdNo.3-8,19<br>2*Dks*(1*Irn*)3*trB* | 2542<br>2399<br>1653 | ✠100A1<br>~~5,21~~ ~~8,19~~ 5,22<br>~~BS11,20~~ | Mel<br>Cff<br>~~✠LMC8,19~~ | *u* | 8,19 | 1881<br>3mo<br>*Lloyd* | R.Dixon &<br>Co.<br>Middlesbro'<br>'*sA&CP* | EasternShipping<br>Agents,Ld. | 329·1\|38·3\|26·0<br>F34' ND02<br>BK10"<br>*WB=* | Melbourne<br>British<br>4*BHCem*<br>*DBa*86'205*t* | C.2Cy.40"&75"-42" (*b*)<br>75lb ~~*100lb*~~ NDB02 304NHP<br>2DB,*8pf*,GS150<br>T.Richardson&Sons,Hpl. | 27 ″ 3<br>s 5 ″ 9<br>22 ″ 9 | |
| a<br><br>ss | SteelScSr<br><br>2*Dks&Shelter dk* | 3839<br>3214<br>~~2121~~<br>2087 | | | | | 1907 | A.Stephen<br>&Sons,Ld.<br>Glasgow | AustralianSteam-<br>shipsProprietary<br>Ld.(*Man.Agents,*<br>Howard,SmithLd) | 330·0\|46·0\|21·4 | Melbourne<br>British<br>*WB* | T.3Cy.28",46"&75"-48"<br>390NHP<br>4SB,*12cf*,GS231,HS9200 FD<br>A.Stephen&Sons,Ld.Gls. | | C |
| bar<br><br>chy. *Elec.light* | SteelTwinScSr<br><br>1*Dk* | 581<br>381<br>232 | | | | | 1912 | Murdoch&<br>Murray,Ld.<br>Pt Glasgow | NorthCoastSteam<br>Nav.Co.Ld. | 166·0\|30·1\|10·1 | SydnyNSW<br>British<br>*WB* | C.4Cy.14"&30"-18"<br>99RHP<br>D.Rowan&Co.Glasgow | | |
| be Dingle<br><br>nside) *Mchy.Aft*<br>eck | SteelScK<br>*ss*Liv.No.2-19<br>1*Dk*(*Stl*) | 261<br>185<br>97 | ✠100A1<br>3,21 ~~6,20~~<br>~~BS7,20~~<br>BS12,21 | Brs<br>✠LMC4,19 | *c* | CL<br>~~1,20~~<br>3,21 | 1910<br>9mo<br>*Lloyd* | Hepple&<br>Co.Ld.<br>SouthShields<br>'*sA&CP* | BristolCityLineof<br>Steamships,Ld. | 120·5\|21·6\| 9·0<br>Q41'B9'F17'<br>FK | Newcastle<br>British<br>3*BHCem*<br>*FPT*45*t* | C.2Cy.14"&30"-24" (*s*)<br>130lb 50RHP<br>1SB,2*pf*,GS31,HS785<br>Hepple&Co.Ld.S.Shields | 10 ″ 0<br>s ″ 8<br>9 ″ 6 | |
| onderry<br><br>*Aft*<br>*Sailing Ship Register Supplement*) | ~~SteelScSr~~<br>SteelAuxSc3MstSr<br>*OilEng.* 1*Dk* | ~~144~~ 145<br>121<br>94~~62~~ | ✠<br>4,86 | Drt<br>✠ | *b* | | 1886<br>2mo | T.B.Seath<br>&Co.<br>Glasgow | ~~H.Massey~~<br>StraitsShippingCo<br>Proprietary Ld.<br>(E.A.Parker, *Mgr.*) | 110·2\|20·1\| 7·6<br>Q25' B12' F17'<br>*WB=FPT*24*t* | Melbourne<br>British<br>3*BHCem* | OilEngines 2S.C.SA 2Cy.<br>13"-13⅜" E*made*00 23NHP<br>J&C.G.BolindersCo.LdSkm | 8 ″ 1 | |
| a<br><br>ght Wireless | SteelScSr<br>(*ex*Loongmoon)<br>2*Dks*3*trB* | 1969<br>1779<br>1218 | | | | | 1896 | Wigham<br>Richrdsn&Co<br>Newcastle | UnitedStates<br>ShippingBoard | 289·9\|38·5\|22·0<br>B&*Shade dk*100'<br>F40' | Seattle<br>Utd.States<br>*WB* | Q.4Cy.18",26",39"&56"-39"<br>196NHP<br>WighmRichrdsn&Co.Nwc | | R |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire.<br>Visites Périodiques. | 3 Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.<br>pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12949<br>219743<br>LVWN | **Coot**<br>Wireless | **SteelSc**<br>(*Trawler*)<br>1*Dk* | 409<br>—<br>169 | | | | | 1919 | Foundation Co.<br>Savannah,Ga | EastCoast FisheriesCo. | 139·4 | 25·2 | 14·3 | Rockland<br>Utd.States | T.3Cy.12¼",21½"&35"–24"<br>60NHP | | |
| 12950<br>123276 | — | **SteelScK**<br>(*Trawler*)<br>1*Dk* | 172<br>161<br>65 | | | ... | | 1906 | GooleS.B. &RepgCo.Ld.<br>Goole | KelsallBros.& Beeching,Ld.<br>(JohnSlater *Mgr.*) | 110·2 | 21·1 | 11·2<br>BK7½" | Hull<br>British<br>*WB* | T.3Cy.12",20"&32"–21"<br>60RHP<br>Earle'sCo.Ld.Hull | 12 ′ 0 | |
| 12951<br><br>LCBN | — | **SteelScK**<br>*ss*Abn.No.3–2,05<br>1*Dk* | 142<br>136<br>44 | ✠<br>*Stm Trawler*<br>2,05 ✠ | Abn | | | 1892<br>10mo | W.Hamilton&Co.<br>Pt.Glasgow | Islands fiskifjelag<br>(B.Kristjansson, *Mgr.*) | 100·2<br>Q19′ | 20·5<br>F18′ | 10·6<br>BK7½" | Hafnarfjd.<br>Iceland<br>3*BHCem* | T.3Cy.11",17"&27"–22"<br>34NHP<br>1SB,2*pf*,GS31,HS916<br>D.Rowan&Son,Glasgow | 11 ′ 11 | |
| 12952<br>217819<br>LQNK | **Copalgrove**<br>Wireless<br>*Elec light* Sub.Sig. | **SteelSc**<br>1*Dk* | 2324<br>—<br>1396 | | | | | 1919 | GlobeS.B. Co.<br>Superior, Wis | UnitedStates ShippingBoard | 251·0<br>P25′B64′F23′ | 43·5 | 24·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>184NHP<br>NationalIronWorks, Duluth,Min. | | R |
| 12953<br><br>JVMG | **Copan**<br>*Elec.light* | **IronScSr**<br>(*ex*Alleghany)<br>3*Dks&Awng dk* | 1704<br>—<br>1079 | | | | | 1881<br>1907 | Cramp&Sons<br>Philadelphia | CuyamelFruitCo. | 250·0 | 38·5 | 16·6<br>27·0 | Pto.Cortez<br>Honduras | T.3Cy.20",34"&56"–42"<br>NE&B20 203NHP<br>BethlehemS.B.Co Wilmington,Del. | | V |
| ✻ 12954<br>129509<br>HRMJ | **Copenhagen**<br>*Elec.light*<br>Wireless | **SteelScSr**<br>*ss*Cff.No.2–19<br>2*Dks*(1*ptIrn&ptStl*&1*Stl*) | 4540<br>4282<br>2910 | ✠100A1<br>~~5,21~~ ~~4,20~~ 10,21<br>~~BS4,20~~ ✠LMC1,19<br>BS5,21<br>*Carrying oil fuel F.P. above 150°F. in DB* | Lon<br>Rot | *y* | CL<br>N1,20 | 1910<br>8mo<br>*Lloyd's A&CP* | Russell&Co.<br>Pt.Glasgow | GlasgowShipowners'Co.Ld.<br>(Glen&Co.*Mgrs.*)<br>*WB = CellDB*<br>*f*169′1029*t DTa*30′ | 385·0<br>P34′B111′F51′<br>*a*124′ *uE*22′<br>784*t APT*19*t* | 52·0 | 26·5<br>FK | Glasgow<br>British<br>*Cem*<br>5*BH to Udk*<br>1 ,, ,,2*nd* ,, | T.3Cy.26",42"&68"–48" (*s*)<br>180lb ~~100lb~~ *100lb* 417NHP<br>3SB,9*cf*,GS189,HS7394<br>J.G.Kincaid&Co.Ld.Grk. | 29 ′ 0<br>s 5 ′ 5½<br>23 ′ 11 | |
| ✻ 12955<br><br>NBHF | —<br>*Elec.light*<br>Wireless | **SteelSc**<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 2280<br>2029<br>1333 | ✠100A1<br>*Shelter dk with freeboard*<br>~~7,21~~ ~~1,21~~ ✠LMC11,19<br>4,22 | Cpn<br>~~Ham~~ | *u* | | 1919<br>12mo | A.B.Öresunds varvet<br>Landskrona<br>*Intermediate BH in fore hold dispensed with* | A/S DetOversöiske Cie.<br>*CellDB*262′ 543*t FPT*89*t* | 310·0<br>*Collision BH to Sh dk* | 44·7 | 19·5<br>FK | Copnhagn<br>Danish<br>*Cem*<br>3 ,, ,, *U* ,,<br>*APT*105*t* | 2 Steam Turbines geared to 1 Sc. Shaft 200lb (*s*)<br>2SB,6*cf*,GS82,HS3533 FD<br>A.B.deLavalsAngturbin, Skm. | 22 ′ 0<br>s 1 ′ 8<br>20 ′ 8 | |
| 12956<br>217585<br>LPVM | **Coperas**<br>*Elec.light* Sub.Sig. | **SteelScSr**<br>1*Dk* | 2153<br>1753<br>1280 | | | ... | | 1919 | Manitowoc S.B.Co.<br>Manitowoc, Wis. | UnitedStates ShippingBoard | 250·5<br>P27′B64′F26′ | 43·7 | 20·1<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>269NHP<br>ManitowocS.B.Co. Manitowoc,Wis. | 23 ′ 0 | R |
| ✻ 12957<br>212646<br>LDRM | **Coppename**<br>*Elec.light*<br>*Ref.Mchy.* Wireless | **SteelScSr**<br>*ss*N.Yk.No 3–6,21 ~~*ss*NOs.No.2–17~~<br>2*Dks*(*Stl*)&<br>*Spar dk*(*Stl*–ws) | 3251<br>2157<br>938 | ✠100A1<br>*Spar dk*<br>6,21 ~~3,19~~ 2,22 ✠LMC6,21<br>~~MS6,16~~ ~~BS3,20~~ | NOs<br>~~N.Yk~~ | *v* | CL<br>~~3,19~~<br>N6,21 | 1908<br>2mo<br>*Lloyd's A&CP* | Workman, Clark&Co.Ld<br>Belfast<br>*Intermediate bulkhead in after hold dispensed with* | Coppename S.S.Corp.(United FruitCo.Line) | 339·5<br>~~B177~~′F41′<br>P&B218 | 42·6 | 15·9<br>23·6<br>FK&BK2" | NewYork<br>Utd.States<br>*Cem*<br>5*BH only*<br>*WB = CellDBa*66′*uE*28′*f*138′385*t* | T.3Cy.26",41"&69"–48" (*s*)<br>180lb 486NHP<br>3SB,9*cf*,GS177,HS7419 FD<br>Wrkman,Clark&Co.Ld Bel | 26 ′ 0 | |
| 12958<br>114182 | **Coquet** | **SteelScK**<br>(*Trawler*)<br>1*Dk* | 174<br>159<br>67 | | | ... | | 1901 | Smith's DockCo.Ld.<br>NorthShields | Stringers'Steam FishingCo.,Ld.<br>(A.Stringer,*Mgr.*) | 110·5<br>Q48′F20′ | 21·1 | 10·6<br>BK7½" | Boston<br>British | T.3Cy.12",20"&32"–23"<br>52RHP<br>MacColl&Pollock,Sld. | 11 ′ 10 | |
| ✻ 12959<br>132062<br>HTJN | **Coquetmede**<br>(*ex*Thornhill)<br>*Elec.light* Wireless | **SteelScSr**<br>*ss*Hpl.No.3–8,20<br>1*Dk*(*ptStl&ptIrn*)<br>*& Web frames*<br>*Longitudinal framing* | 3859<br>3597<br>2425 | ✠100A1<br>6,21 ~~8,20~~<br>✠LMC8,20 | Hpl<br>Rot | *w* | CL<br>8,20 | 1911<br>9mo<br>*Lloyd's A&CP* | Short Bros. Ld.<br>Sunderland | CanuceS.S.Co.Ld.<br>(D.&T.G.Adams, *Mgrs.*) | 355·5<br>P32′B102′F32′<br>*CellDBa*112′*uE*25′ *f*152′ 1051*t* | 51·0 | 23·9<br>FK | Newcastle<br>British<br>6*BHCem* | T.3Cy.25",41"&67"–45" (*s*)<br>180lb *100lb* 339NHP<br>2SB,8*pf*,GS145,HS5381<br>G.Clark,Ld.Sunderland<br>*FPT*110*t APT*77*t* | 26 ′ 3<br>s 4 ′ 6<br>22 ′ 1 | |
| 12960<br>127163<br>KMVQ | **Coquille River** | **WoodScSr**<br>1*Dk* | 415<br>368<br>265 | | | | | 1896 | W.Muller<br>Prosper,Or. | NationalS.S.Co. | 146·2 | 34·2 | 12·4 | S.Frncisco<br>Utd.States | C.2Cy.13⅜"&31"–24"<br>39NHP<br>Deacon,SanFrancisco | | |
| 12961<br>981<br>HBFL | **Coquimbano**<br>(*ex*Victoria) | **WoodSc**<br>(*Tug*) | 114<br>—<br>54 | | | | | 1901 | F.Court<br>Constitucion | W.R.Grace&Co. | 90·0 | 18·5 | 11·0 | Coquimbo<br>Chilian | C.2Cy.15"&30"–20"<br>33NHP<br>J.G.Kincaid&Co.Greenock | | |
| 12962<br>217871<br>LQRK | **Coquina**<br>*Elec.light* Sub.Sig.<br>Wireless | **SteelScSr**<br>1*Dk* | 2140<br>1753<br>1281 | | | ... | | 1919 | Manitowoc S.B.Co.<br>Manitowoc, Wis. | UnitedStates ShippingBoard | 250·5<br>P27′B64′F26′ | 43·7 | 20·1<br>FK | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>269NHP<br>ManitowocS.B.Co. Manitowoc,Wis. | 23 ′ 0 | R |
| 12963<br>100205 | **Coquitlam**<br>*Mchy.Aft* | **SteelScSp**<br>1*Dk* | 256<br>217<br>166 | | | | | 1891 | J.Mc Arthur&Co.<br>Glasgow | UnionS.S.Co.of Brit.Columbia,Ld. | 120·0<br>H9*t* | 22·0 | 9·6 | Vancouver<br>British | C.2Cy.13"&26"–18"<br>28RHP<br>Bow,McLachlan&Co.Psy. | | |
| 12964<br>219046<br>LTFW | **Coquitt**<br>Wireless<br>*Elec.light*<br>Sub.Sig. | **SteelSc**<br>*Fitted for oil fuel*<br>1*Dk*2*trBin fore& after holds& Webframes* | 3545<br>3005<br>2174 | | | ... | | 1919 | Submarine BoatCorp.<br>Newark, N.J. | UnitedStates ShippingBoard | 324·0<br>P30′B90′F35′ | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>WestinghouseElectric& Mfg.Co.Essington.Pa. | 28 ′ 6 | R |
| 12965<br>12559 | **Cora P. White** | **WoodSc** | 106<br>—<br>53 | | | | | 1877 | ..................<br>FallRiver, Mass. | Independent FisheriesCo. | 95·0 | 18·2 | 7·6 | Jacksonville,Fla.<br>Utd.States | | | |
| 12966<br>127129 | **Coralia**<br>*Mchy.Aft* *Elec.light* | **SteelSc**<br>Sub.Sig. | 4349<br>—<br>3264 | | | | | 1896 | GlobeIron Works<br>Cleveland | PittsburgS.S.Co. | 413·2 | 48·0 | 24·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.22",39"&63"–42"<br>NB08 258NHP<br>GlobeIronWorks,Clevelnd | | |
| 12967<br>131495<br>HTNQ | **Coramba**<br>*Elec.light Ref.Mchy.* | **SteelTwinScSr**<br>1*Dk* | 531<br>341<br>224 | | | | | 1911 | AilsaS.B. Co.Ld.<br>Ayr | NorthCoastSteam Nav.Co.Ld. | 160·3<br>Q76′F28′ | 30·0 | 10·0 | SydnyNSW<br>British<br>*WB* | C.4Cy.14"&30"–18"<br>73RHP<br>AilsaS.B.Co.Ld.Troon | | |
| 12968<br>217870<br>LQRJ | **Corapeak**<br>*Elec.light* Sub.Sig.<br>Wireless | **SteelScSr**<br>1*Dk* | 2153<br>1753<br>1280 | | | ... | | 1919 | Manitowoc S.B.Co.<br>Manitowoc, Wis. | UnitedStates ShippingBoard | 250·5<br>P27′B64′F26′ | 43·7 | 20·1<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>269NHP<br>ManitowocS.B.Co. Manitowoc,Wis. | 23 ′ 0 | R |
| 12969<br>135270<br>JDCQ | **Corbank**<br>(*ex*Hitchin)<br>*Well deck* Wireless | **SteelSc**<br>*ss*Sld.No.1–19<br>1*Dk*(*Stl*) | 1933<br>1502<br>1123 | ✠100A1<br>8,21 ~~5,20~~<br>~~BS5,20~~ ✠LMC5,19<br>BS8,21 | Shl | *q* | CL<br>~~5,20~~<br>8,21 | 1913<br>10mo<br>*Lloyd's A&CP* | S.P.Austin &Son,Ld.<br>Sunderland | CoryColliers,Ld.<br>*CellDBa*67′*uE&B*41′ | 267·0<br>Q140′B12′F28′<br>*f*106′480*t FPT*105*t* | 38·0 | 17·6<br>FK | London<br>British<br>4*BHCem*<br>*APT*195*t* | T.3Cy,21",34"&56"–39" (*s*)<br>180lb 221NHP<br>2SB,6*pf*,GS89,HS3584<br>N.E.MarineEng.CoLd.Sld. | 19 ′ 10<br>s 2 ′ 2<br>18 ′ 0 | |

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | No. & Dia. of Cylinders. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Corresponding draught. ft. in. | 16 Registered, classed, if Date of Rof. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2970<br>5490<br>CSL | **Corbeach**<br>(exValegarth)<br>Elec.light | SteelSc<br>ssShl.No.2–22 ~~ssShl.No.1–19~~<br>1Dk(Stl)&deep framing | 1569<br>1351<br>814 | ✠100A1<br>3,22 ~~3,21~~<br>~~BS2,21~~ ✠LMC~~1,19~~<br>8,22 | Shl | p | CL<br>2,21 | 1913<br>8mo<br>Lloyd | SirRaylton<br>Dixon&CoLd<br>Middlesbro'<br>'sA&CP | CoryColliers,Ld.<br>Cell DBa90' uE | 245·0\|36·2\|18·8<br>B49'F26'<br>FK<br>&B31'f81'388tFPT | London<br>British<br>4BHCem<br>35tAPT150t | T.3Cy.18",30"&50"–36" (s)<br>180lb 100lb 184NHP<br>2SB,6cf,GS109,HS3136<br>Richardsons,Westgarth&Co.Ld.Mdb. | 21 ″ 0<br>s 2 ″ 9<br>18 ″ 7 | |
| 2971<br>7711 | **Corbeil**<br>Mchy.Aft | IronScSr<br>ssHav.No.3–3,02<br>1Dk(Irn) | 149<br>117<br>76 | ✠<br>1,05<br>✠ | Brs | | | 1890<br>4mo | Hepple&<br>Co.<br>N.Shields | Mrs.M.J.Peters<br>(F.E.Peters,Mgr.) | 96·0\|20·1\| 8·1<br>BK6" | Bristol<br>British<br>3BHCem | C.2Cy.13"&24"–18"<br>1SB,2pf,GS13,HS364 25RHP<br>W.Hepple&Co.N.Shields | 8 ″ 6<br>s1 ″ 0<br>8 ″ 2 | |
| 2972<br>8285<br>PDG | **Corbet**<br>(exButeman)<br>Well deck Mchy.Aft | SteelScSr<br>ssBel.No.3–11,20<br>1Dk(Stl) | 468<br>334<br>183 | ✠100A1<br>8,21 ~~11,20~~<br>✠LMC10,20<br>BS12,21 | Bel | h | CL<br>10,20 | 1909<br>6mo<br>Lloyd | Scott&<br>Sons<br>Bowling<br>'sA&CP | AlexanderKing,Ld<br>WB | 160·0\|25·6\|11·3<br>Q89'B10'F26'<br>BK7"<br>= DBf11'20tFPT | Belfast<br>British<br>3BHCem<br>45tAPT23t | C.2Cy.18"&40"–27" (s)<br>130lb 98RHP<br>1SB,3pf,GS56,HS1877<br>Ross&Duncan,Glasgow. | 12 ″ 3<br>s 4 ″ 5<br>12 ″ 7 | |
| 2973 | **Corbiehill**<br>full particulars See No. 36675 in Supplement | WoodTwinSc<br>OilEng | 137 | A1<br>(ClassContemplated) | | | | 1920 | W.Noble&<br>Co.<br>Fraserburgh | FraserburghStm.<br>ShippingCo.Ld.<br>(W.A.Burnett,<br>Mgr.) | 99·0\|22·0\| | Fraserbrg<br>British | Oil Engines 2S.C.SA<br>6Cy.10½"–12"<br>L.Gardner&Sons,Ld.Mch. | 11 ″ 10<br>s1 ″ 3½ | |
| 2974<br>5130<br>VNF | **Corbrae**<br>(exHillingdon)<br>Well deck Wireless | SteelSc<br>ssShl.No.2–21<br>1Dk(Stl) | 1926<br>1489<br>1085 | ✠100A1<br>2,21<br>✠LMC2,21 | Shl | q | CL<br>2,21 | 1912<br>8mo<br>Lloyd | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>'sA&CP | CoryColliers,Ld.<br>CellDBa73'<br>439t side tanks in E | 267·0\|38·0\|17·6<br>P28'Q71'B51'F28'<br>uE&B35'f110' FK<br>R12'156t FPT119t | London<br>British<br>4BHCem<br>APT106t | T.3Cy.20½",33"&54"–39" (s)<br>180lb 199NHP<br>2SB,6pf,GS97,HS3090<br>G.Clark,Ld.Sunderland | 19 ″ 10<br>s 2 ″ 1½<br>18 ″ 0 | |
| 2975 | **Corbrook**<br>(exDevereux)<br>Well deck Cargo battens not fitted | SteelSc<br>ssSld.No.2–18<br>1Dk(Stl) | 1371<br>1084<br>798 | ✠100A1<br>10,21 ~~2,21~~<br>~~BS12,19~~ ✠LMC9,18<br>BS2,21 | Shl | o | CL<br>~~2,21~~<br>10,21 | 1910<br>1mo<br>Lloyd | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>'sA&CP Cell | CoryColliers,Ld.<br>DBa63' uE&B 35' | 235·0\|36·1\|15·6<br>Q81'B50'F25'<br>FK<br>f100' 374t FPT72t | London<br>British<br>4BHCem<br>APT117t | T.3Cy.20",33"&54"–36" (s)<br>180lb 65lb 180NHP<br>1SB,4pf,GS69,HS2643<br>G.Clark,Ld.Sunderland | 17 ″ 9<br>s 1 ″ 7½<br>16 ″ 5 | |
| 2976<br>5880<br>QW | **Corburn**<br>(exHarborne)<br>Well deck<br>Now named "Ea," See No. 37200 in Supplement | SteelSc<br>ssSld.No.3–9,09<br>ssSbl.No.2–18<br>1Dk(Irn)&Webframes | 1278<br>940<br>785 | ✠100A1<br>3,20<br>BS2,21 ✠LMC12,18 | Shl | n | 2,21 | 1896<br>9mo | S.P.Austin<br>&Son<br>Sunderland<br>A&CP | ~~CoryColliers,Ld.~~<br>Cia.Marit.<br>Elanchove<br>CellDBa57'uE& | 235·1\|34·1\|14·3<br>P26'Q56'B46'F25'<br>FK<br>B35'f96'370tFPT | Spanish<br>4BHCem<br>22tAPT46t | T.3Cy.18½",30"&49"–33" (s)<br>160lb 75lb 147NHP<br>1SB,4pf,GS69,HS2350<br>J.Dickinson&Sons,Ld.Sld. | 17 ″ 3<br>s1 ″ 8<br>15 ″ 10 | |
| 2977<br>5220<br>CM | **Corby**<br>Wireless | SteelScSr<br>ssNpt.No.3–11,13<br>ssGls.No.1–19<br>1Dk(Stl)&Spar dk(ptIrn&ptStl)<br>&deep framing | 3499<br>3257<br>2279 | ✠100A1<br>Spar dk<br>8,21 ~~7,20~~<br>MS9,18 ✠LMC<br>~~DBS6,19~~ ~~MBS12,19~~ BS8,21 | Liv<br>Sws | v | CL<br>~~4,19~~<br>8,21 | 1901<br>10mo<br>Lloyd | JLThomp-<br>son&Sons,Ld.<br>Sunderland<br>'sA&CP<br>WB= | TrowbridgeStm.<br>Nav.Co.Ld.<br>(MerrittBros.Ld.<br>Mgrs.)<br>CellDBa110'uE&B | 331·0\|48·0\|17·0<br>P27'B90'F30' 25·0<br>FK<br>38'f136'770tDTf20' | Liverpool<br>British<br>6BHCem<br>494tAPT31t | T.3Cy.24",40"&65"–42" (s)<br>160lb 291NHP<br>2SB,8pf,GS112,HS4618<br>J.Dickinson&Sons,Ld.Sld. | 27 ″ 4<br>s 5 ″ 0<br>22 ″ 8 | |
| 2978<br>1448<br>LK | **Corcliff**<br>(exTregarth)<br>Well deck Elec.light Wireless<br>Cargo battens not fitted | SteelSc<br>~~ssShl.No.1–17~~<br>ssShl.No.2–20<br>1Dk(Stl) | 1968<br>1606<br>1118 | ✠100A1<br>~~10,21~~ 1,19 12,21<br>✠LMC<br>~~BS9,20~~ MS12,20<br>BS9,21 | Shl<br>~~Nwc~~ Cff | r | CL<br>~~3,19~~<br>~~9,21~~<br>12,21 | 1912<br>7mo<br>Lloyd | Dunlop,<br>Bremner&<br>Co.Ld.<br>Pt.Glasgow<br>'sA&CP | CoryColliers,Ld.<br>CellDB | 276·0\|40·1\|18·4<br>Q106'B58'F28'<br>FK<br>a53'uE18'f113'406t | London<br>British<br>4BHCem<br>DTa45'230 | T.3Cy.20",33"&56"–36" (s)<br>180lb 100lb 227NHP<br>2SB,6cf,GS113,HS3800<br>Dunlop,Bremner&Co.Ld.<br>tFPT39tAPT60t | 20 ″ 8<br>s 2 ″ 3<br>18 ″ 8 | |
| 2979<br>058<br>OW | **Corcoran**<br>Wireless<br>Elec.light Sub.Sig. | SteelScSr<br>1Dk | 2153<br>1753<br>1280 | | | ... | | 1919 | Manitowoc<br>S.B.Co.<br>Manitowoc,<br>Wis. | UnitedStates<br>ShippingBoard | 250·5\|43·7\|20·1<br>P27'B64'F26'<br>FK | Baltimore<br>Utd.States<br>WB | T.3Cy.20",33"&54"–40"<br>269NHP<br>Manitowoc S.B.Co.<br>Manitowoc,Wis. | 23 ″ 0 | R |
| 80<br>804<br>JF | **Corcovado**<br>Wireless | SteelScSr<br>3Dks | 4676<br>4422<br>2955 | | | | | 1896 | C.S.Swan&<br>Hunter(Lim)<br>Newcastle | ~~PacificStmNavCo.~~<br>IndustrieWerke<br>Ges.m.b.H | 390·0\|47·2\|30·0<br>F52' | ~~Liverpool~~<br>~~British~~<br>German WB | T.3Cy.24",40"&66"–51"<br>311NHP<br>WllsndSlpwyCo.Ld.,Nwc. | | |
| 81 | —<br>(exBrazilian)<br>~~Ref.Mchy.~~ Elec.light | SteelScSr<br>ssTrn.2ndNo.3–3,11<br>ssRio.No.2–20<br>2Dks(Stl–Uws)&deep<br>framing 3Dkrule | 3046<br>2826<br>1916 | ✠100A1<br>3,22 ~~7,20~~<br>✠NB5,11 ✠LMC7,20<br>BS1,22 | Rio | v | CL<br>7,20 | 1890<br>4mo<br>Lloyd | D&WHen-<br>dersn&Co.<br>Glasgow<br>'sA&CP | PereiraCarneiro<br>&Co.Ld.<br>WB= | 340·0\|42·0\|25·0<br>P37'B70'F40'<br>FK<br>DBa92'uE24'359t | R.Janeiro<br>Brazilian<br>7BHCem<br>FPT70t<br>APT40t | T.3Cy.24",40"&66"–48" (s)<br>160lb 100lb NDB11 302NHP<br>2SB,6cf,GS124,HS4550<br>D.&W.Henderson&Co.Gls | 28 ″ 3<br>s 5 ″ 2½<br>23 ″ 7 | |
| 82<br>160<br>FN | **Corcove**<br>(exCove)<br>Wireless | SteelSc<br>ssShl.No.2–20<br>1Dk(Stl) | 2734<br>2427<br>1597 | ✠100A1<br>2,21<br>~~BS2,21~~ ✠LMC1,20<br>BS ,22 | Sld | t | CL<br>1,20 | 1912<br>11mo<br>Lloyd | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>'sA&CP | CoryColliers,Ld.<br>Cell DBa100' uE&<br>FPT170tAPT145t | 312·5\|45·3\|20·8<br>P23'B60'F28'<br>B42'f112'800t FK<br>DTanks in ER P12' | London<br>British<br>5BHCem<br>80ts14'105t | T.3Cy.22½",37"&61"–42" (s)<br>180lb 264NHP<br>2SB,8pf,GS125,HS4082<br>G.Clark,Ld.Sunderland | 23 ″ 1<br>s 3 ″ 11½<br>19 ″ 6 | |
| 83<br>45<br>RN | **Corcrag**<br>(exHornsey)<br>Well deck<br>Wireless | SteelSc<br>ssShl.No.3–5,11<br>ssSld.No.2–19<br>1Dk(Irn)&Webframes<br>Cargo battens not fitted | 1803<br>1386<br>1121 | ✠100A1<br>11,21 ~~7,20~~<br>~~BS7,20~~ ✠LMC9,19<br>BS11,21 | Shl | r | ~~N9,19~~<br>11,21 | 1898<br>5mo | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>A&CP | CoryColliers,Ld.<br>CellDBa76'uE& | 268·1\|37·7\|16·9<br>P27'Q74'B48'F28'<br>FK<br>B34'f108'510tFPT | London<br>British<br>4BHCem<br>37tAPT64t | T.3Cy.20½",33"&54"–39" (s)<br>160lb 194NHP<br>2SB,6pf,GS90,HS3080<br>J.Dickinson&Sons,Ld.Sld. | 19 ″ 9<br>s 2 ″ 2<br>17 ″ 11 | |
| 84<br>15 | **Corcrest**<br>(exHopecrest)<br>Elec.light<br>Well deck | SteelSc<br>Wireless 1Dk(Stl)<br>Cargo battens not fitted | 2373<br>1863<br>1337 | ✠100A1<br>~~10,21~~ 1,21 11,21<br>✠LMC5,18 | Shl<br>~~Nwc~~ Sld | s | CL<br>5,19 | 1918<br>5mo<br>Lloyd | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>LdSunderlnd<br>'sA&CP | CoryColliers,Ld.<br>CellDB236'587t | 285·3\|41·5\|19·1<br>P24'Q122'B20'F31'<br>FK<br>side tanks in engin | London<br>British<br>4BHCem<br>e space 206t | T.3Cy.22",35"&58"–39" (s)<br>180lb 100lb 288NHP<br>2SB,6cf,GS107,HS4204 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc.<br>FPT111tAPT196t | 21 ″ 4<br>s 2 ″ 6<br>19 ″ 2 | |
| 85<br>03<br>N | **Corcyra** | SteelScK<br>ssBos.No.2–20<br>1Dk | 225<br>217<br>112 | ✠100A1<br>StmTrawler<br>9,20 ✠LMC9,20 | Bos | | CL<br>9,20 | 1914<br>5mo<br>Lloyd | Cook,Wel-<br>t'n&Gemmell<br>Ld.Beverley<br>'sA&CP | SouthWestern<br>SteamFishingCo.<br>Ld.(SirAlec.Black,<br>Bart.Mgr.) | 117·0\|22·0\|12·7<br>Q61'<br>BK7½" | Grimsby ~~Boston~~<br>British<br>4BHCem | T.3Cy.12",21"&34"–24" (s)<br>200lb 68RHP<br>1SB,3pf,GS32,HS1099<br>Amos&Smith,Ld.Hull | 13 ″ 7 | |
| 86<br>32<br>H | **Cordale**<br>(exOttoHugoStinnes9)<br>Elec.light Mchy.Aft<br>Sub.Sig. Wireless<br>For full particulars See No.36754 in Supplement | SteelSc<br>1Dk | 1656<br>1379<br>835 | Lon. 10,20<br>(See footnote*) | | | | 1911 | G.Seebeck<br>Akt.Ges.<br>Geestemünde | CoryColliers,Ld. | 249·8\|38·1\|18·0<br>P67'B24' | London<br>British<br>WB | T.3Cy.17⅞",28⅜"&44½"–35⅜"<br>118NHP<br>G.SeebeckA.G. Bremerhvn | 20 ″ 4<br>s 2 ″ 5<br>18 ″ 3 | |
| 87<br>37<br>J | **Cordelia**<br>Elec.light<br>Mchy.Aft<br>Wireless | SteelScSr<br>ssShl.No.2–19<br>2Dks(Stl)&Webframes<br>Longitudinalframing | 6533<br>5770<br>4178 | ✠100A1<br>~~9,21~~ ~~4,20~~ 1,22<br>~~BS9,20~~ ✠LMC5,19<br>BS9,21<br>Carrying Petroleum in bulk F.P. above 150°F.<br>Fitted for oil fuel 5,12 | Pna<br>~~Gal~~ Npt | a† | CL<br>~~1,18~~<br>~~9,21~~<br>1,22 | 1912<br>5mo<br>Lloyd | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>LdNewcastle<br>'sA&CP | TheOilTankS.S.Co<br>Ld.(C.T.Bowring<br>&Co.Ld.Mgrs.)<br>WB=CellDBuB<br>DTf50'565t | 420·3\|54·6\|32·4<br>P103'B25'F43'<br>FK<br>26'78t<br>FPT61tAPT40t | Liverpool<br>British<br>Cem<br>7BH to Udk<br>10 „ 2nd „ | T.3Cy.27",45"&75"–48" (r)<br>180lb 484NHP<br>3SB,9cf,GS214,HS8296<br>WllsndSlpwy.Co.Ld.Nwc. | 32 ″ 8<br>s 6 ″ 7½<br>26 ″ 5 | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued.

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12988 | **Cordelia** SteelScSr | 1215<br>—<br>740 | | | | | 1915 | Schiffsw. v. HenryKoch<br>Lübeck | A.Kirsten | 240·7 | 36·2 | 15·9 | Hamburg<br>German | T.3Cy. | | |
| 12989<br>144239<br>KHRF | **Cordillera** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Ref.Mchy.* 3*rdDk*(*Stl*)*in fore holds* | 6865<br>6573<br>4248 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>6,21 ~~2,21~~<br>~~✠Lloyd's RMC6,21~~<br>✠LMC2,21<br>*Fitted for oil fuel* 2,21 *F.P. above* 150° F. | Sld<br>Rot | *a*† | CL | 1920<br>10mo | Short Bros. Ld.<br>Sunderland<br>*Lloyd's A&CP* | DonaldsonSouth AmericanLine,Ld.<br>*CellDB*344'1198*t* | 419·0<br>*FPT*89*t APT*251*t* | 54·8 | 35·7<br>FK | Glasgow<br>British<br>*Cem*<br>7*BH to Sh dk* | 2 Steam Turbines geared to 1 Sc. Shaft 200lb (*s*)<br>4SB,12*cf*,GS240,HS10632 FD<br>N.E.MarineEngCoLd.Nwc | 38 " 3<br>s 11 " 0<br>27 " 8 | |
| 12990<br>779<br>HBCM | -- SteelSc<br>*Mchy.Aft* Wireless 1*Dk* | 214<br>131<br>107 | | | ... | | 1903 | H.H.Bodewes<br>Millingen | Braun&Blanchard | 99·9<br>F16' | 20·3 | 8·4<br>FK | PntaArnas<br>Chilian<br>*WB* | C.2Cy.11"&24"-18"<br>20NHP<br>W.H.Jacobs,Haarlem | | |
| 12991<br><br>OEYS | **Cordillère** SteelSc<br>*Elec.light* Wireless 4*Dks*&*Spar dk* | 6022<br>5212<br>3024 | | | | | 1895 | Message. Maritimes<br>LaCiotat | ~~MessageriesMaritimes~~<br>Soc.desServicesContractuelsdesMessageriesMaritimes | 462·6<br>H— | 47·6 | 36·1 | Marseilles<br>French | T.3Cy.41½",61⅝"&100⅝"-51½"<br>721NHP<br>Message.Marit.,LaCiotat | | V |
| 12992<br><br>OEYQ | **Cordoba** SteelTwinSc<br>Sub.Sig. (*ex*Prinzregent)<br>*Elec.light* Wireless 2*Dks*&*Web frames* | 6375<br>4708<br>3752 | | | | | 1903 | Blohm& Voss<br>Hamburg | Soc.Gén.deTransp. Mar.àVap. | 416·1<br>P&B272'F86' | 50·4 | 28·1 | Marseilles<br>French<br>*WB* | T.6Cy.24",38½"&64½"-48"<br>577NHP<br>Blohm&Voss,Hamburg | | IV |
| 12993<br><br>OEYT | **Cordouan** SteelScK<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 251<br>194<br>70 | | | | | 1911 | Smith's DockCo.Ld.<br>Middlesbro' | Ch.Garrigues | 120·0<br>Q72'F20' | 22·0 | 11·7 | LaRochlle<br>French | T.3Cy.12¼",20"&34"-24"<br>57NHP<br>Smith'sDockCo.Ld.Mdb. | | V |
| 12994<br>209655<br>LOHP | **Cordova** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 2273<br>—<br>1406 | | | | | 1912 | Harlan& Hollingsworth Cor.<br>Wlmgtn.Del. | AlaskaS.S.Co. Inc. | 238·7<br>P150'F33' | 41·2 | 20·9 | P.Twnsnd Wash.<br>Utd.States | T.3Cy.19",30"&50"-36"<br>150NHP<br>Harlan&HollingswrthCor. | | |
| 12995<br>98398<br>PBOJ | **Corea** SteelScSr<br>ssGoo2nd.No.3-4,20<br>*Well deck*<br>1*Dk*(*Stl*) | 751<br>567<br>315 | ✠100A1<br>~~4,21~~ 4,20 3,22<br>✠LMC4,20<br>BS~~4,21~~ 3,22 | Goo<br>Hul | *l* | ~~N11,18~~<br>3,22 | 1895<br>4mo | Earle'sCo. Ld.<br>Hull<br>*Lloyd's A&CP* | BennettS.S.Co.Ld. | 210·0<br>Q99'B20'F29' | 31·0 | 13·6<br>BK8"<br>*WB=DB* | Goole<br>British<br>5*BHCem*<br>*a*38'*f*49'100*t* | T.3Cy.19",32"&52"-36" (*s*)<br>160lb 170NHP<br>2SB,4*rf*,GS84,HS2670<br>Earle'sCo.(Lim.),Hull | 14 " 3<br>s 1 " 0<br>14 " 1 | |
| 12996<br>114773<br>SQWT | **Corfe Castle** SteelScSr<br>ssShl.No.3-6,14<br>ssRot.No.1-20<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Sub.Sig. Wireless &*deep framing* | 4592<br>4322<br>2958 | ✠100A1<br>*Spar dk*<br>~~1,21~~ ~~9,20~~<br>10,21<br>✠LMC9,20<br>BS10,21<br>*Carrying oil fuel F P. above* 150° F. *in DB* | Rot<br>~~NYk~~ Lon | *y* | CL<br>7,19 | 1901<br>10mo | Barclay, Curle&Co.Ld<br>Glasgow<br>A&CP | TheUnion-Castle MailS.S.Co.Ld.<br>*WB=CellDBa*116'*u E&B*82' *f*154'1017*t DTa*32'707*t* | 401·7<br>P36'B112'F40' 27·0 | 48·6 | 18·6<br>FK | London<br>British<br>6*BHCem* | T.3Cy.27",43"&72"-48" (*s*)<br>180lb FD 462NHP<br>2S,1AxSB,9*cf* GS179 HS6792<br>Barclay,Curle&Co.Ld.Gls. | 29 " 9<br>s 6 " 1½<br>24 " 0 | |
| 12997<br>127951<br>HNKV | **Corfell** SteelSc<br>(*ex*Queensgarth)<br>*Elec.light* 1*Dk*<br>Wireless *Cantileverframed topside tanks* | 2098<br>1840<br>1007 | | | | | 1908 | SirRaylton Dixon&CoLd<br>Middlesbro' | CoryColliers,Ld. | 275·0<br>B52'F28' | 40·3 | 20·5 | London<br>British<br>*WB* | T.3Cy.22",35"&59"-39"<br>Richardsons, 217NHP<br>Westgarth&Co.Ld.Mdb. | | C |
| 12998<br>144751 | **Corgarth** SteelSc<br>1*Dk*(*Stl*) | 137<br>133<br>— | ✠100A1<br>*For towing purposes*<br>3,22 ~~2,21~~<br>✠LMC2,21 | ~~Fal~~ Shp | | | 1921<br>2mo | Cox,&Co. (Engin'rs)Ld<br>Falmouth<br>*Lloyd's A&CP* | R.&J.H.Rea,Ld. | 85·2 | 21·5 | 10·5<br>BK6¼"<br>*FPT*6*t* | Bristol<br>British<br>4*BHCem*<br>*APT*15*t* | T.3Cy.14½",22"&36"-24" (*s*)<br>180lb 91RHP<br>1SB,3*cf*,GS54,HS1709<br>Cox&Co.(Engineers)Ld. | 11 " 0<br>s 1 " 0<br>10 " 8 | |
| 12999<br>129164<br>HSBW | **Corglen** SteelSc<br>ssShl.No.2-19<br>(*ex*SirArthur) 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 2001<br>1763<br>1161 | ✠100A1<br>3,21 ~~10,20~~<br>~~BS10,20~~ ✠LMC9,19<br>BS9,14 | Sld | *r* | CL<br>10,20 | 1911<br>1mo | S.P.Austin &Son,Ld.<br>Sunderland<br>*Lloyd's A&CP* | CoryColliers,Ld.<br>*CellDBa*94' *uE&B*36'*f*104'490*t FPT*114*t APT*141*t* | 280·0<br>P25'B54'F29' | 40·5 | 18·5<br>FK | London<br>British<br>4*BHCem* | T.3Cy.21",34"&56"-39" (*s*)<br>180lb *90lb* 208NHP<br>2SB,6*pf*,GS93,HS3140<br>G.Clark,Ld.Sunderland | 20 " 9<br>s 3 " 2½<br>17 " 10 | |
| 13000 | **Coria** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 1798<br>1547<br>942 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>4,22 ~~12,20~~<br>✠LMC12,20 | Liv<br>Bcl | *r* | CL<br>4,22 | 1920<br>12mo | H.&C. Grayson,Ld<br>Garston<br>*Lloyd's A&CP* | Cia.Naviera Sevillana<br>*CellDB*224'410*t FPT*63*t APT*18*t* | 264·9 | 41·2 | 18·7<br>FK<br>*Collision* | Seville<br>Spanish<br>*Cem*<br>*BH to Sh dk*<br>3 " " *U* " | T.3Cy.21",34"&56"-36" (*s*)<br>180lb *100lb* 252NHP<br>2SB,6*cf*,GS118,HS2275<br>McKie&Baxter,Glasgow | 21 " 0<br>s 1 " 3<br>20 " 1 | |
| 13001 | **Corinaldo** SteelSc<br>For full particulars See No 36696 in Supplement<br>*Elec.light* Wireless<br>*Ref.Mchy.* | 6900 | 100A1<br>*Shelter dk*<br>(*Class Contemplated*)<br>✠Lloyd'sRMC5.21 | | | | 1920 | Scotts'S.B. &Eng.Co.Ld.<br>Greenock | DonaldsonBros. Ld. | 414·0 | 55·7 | 28·7 | Glasgow<br>British | 2 Geared Steam Turbines<br>Scotts'SB&EngCoLd.Grk. | 39 " 3<br>s10 " 10½<br>28 " 8 | |
| 13002<br>130159<br>JFBD | **Coringa** SteelScCtr<br>ssBsb.No.1-20<br>*Elec.light* 1*Dk*(*ptStl*) | 294<br>271<br>117 | ✠100A1<br>*For Towing purposes*<br>7,20<br>✠LMC6,20 | Bsb | | CL<br>6,20 | 1914<br>3mo | W.Denny& Bros.<br>Dumbarton<br>*Lloyd's A&CP* | ~~Macdonald,Hamilton&Co.~~<br>D.Hamilton<br>*WB=CellDBuE*22'12*t FPT*11*t APT*27*t* | 135·4 | 25·1 | 13·0<br>FK | Brisbane<br>British<br>4*BHCem* | T.3Cy.20",33"&54"-33" (*s*)<br>180lb 230NHP<br>2SB,6*cf*,GS100,HS3400 FD<br>McKie&Baxter,Glasgow | 13 " 6<br>s 1 " 6<br>12 " 2 | |
| 13003<br>120761 | **Coringle** WoodAuxSc3MstSr<br>*OilEng.*<br>1*Dk*<br>(*SeeSailingShipRegister*) | 128<br>124<br>99 | | | | | 1909 | Woodley's Ld.<br>BerrysBay, NorthSydney | Rosenfeld,Hillas &Co.Ld. | 105·7 | 24·0 | 6·4 | Melbourne<br>British | Oil Engines<br>6Cy.6½"-7"<br>StandardGasEngineCo. SanFrancisco | | |
| 13004<br>79252<br>QPLB | **Corinna** IronScSr<br>*Ref.Mchy.* 2*Dks*(1*Irn*) | 1319<br>1244<br>791 | ✠<br>5,82 | Gls | Lv | | 1882<br>4mo | D.&W. Henderson<br>Glasgow | UnionS.S.Co.of NewZealand,Ld. | 235·6<br>H35*t*<br>*WB=DBa&f* | 32·5 | 21·0<br>FK | Launceston<br>British<br>6*BH*1PBH | 2Cy.27"&54"-42"<br>158NHP<br>D.&W.Henderson,Gls. | | |
| 13005<br>143679 | **Corinsin** SteelSc<br>(*Trawler*)<br>(*ex*Jutlandia,*ex*Stuttgart) 1*Dk* | 152<br>140<br>66 | | | | | 1896 | Bremer Vulkan<br>Vegesack | C.&H.Crichton, Ld. | 107·1<br>B33' | 21·0 | 10·2 | Liverpool<br>British<br>*WB* | C.2Cy.14$\frac{1}{16}$"&26"-19¾"<br>25RHP<br>BremerVulkan,Vegesack* | | |
| 13006<br>215589<br>LHVB | **Corinthian** WoodSc<br>*OilEng.* | 161<br>—<br>89 | | | | | 1917 | ..................<br>Essex,Mass. | Gorton-Pew VesselsCo. | 112·6 | 23·9 | 10·8 | Gloucestr (Mass.)<br>Utd.States | Oil Engine | | |
| 13007<br>115296<br>TLWJ | **Corinthic** SteelTwinScSr<br>*Ref.Mchy.* Sub.Sig. Wireless | 12367<br>11395<br>7646 | ✠Lloyd'sRMC~~7,21~~ 2,22 | | | | 1902 | Harland& Wolff,Ld.<br>Belfast | OceanicSteamNav. Co.Ld. (WhiteStarLine) | 500·3 | 63·3 | 45·0 | Liverpool<br>British<br>*WB* | Q.8Cy.22",31½",46"&66"-48"<br>604NHP<br>Harland&WolffLd.Belfast | | BT<br>[illegible]<br>7,11 |
| 13008<br><br>OEYU | **Corinthique** SteelSc<br>(*ex*Martinet)<br>*Elec.light* 1*Dk* | 319<br>—<br>58 | | | | | 1918 | Forg.&Ch. de laMédit.<br>LaSeyne | L.Gouriou&J.O. Rousset | 132·3<br>F26' | 24·0 | 11·9 | Marseilles<br>French | C.2Cy.18"&36"-24"<br>58NHP<br>Forg.&Ch.de laMédit.Msl. | | V |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>—<br>Under deck.<br>—<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>—<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13009<br>109994<br>QJLT | **Corio** SteelScSr<br>*ss*Syd.No.3-11,10<br>(*ex*FrancesHolland) *ss*Syd.No 2-19<br>1*Dk*(*Stl*)&*deep framing* | 2061<br>1917<br>1305 | ✠100A1<br>9,21 ~~11.20~~<br>~~BS11,20~~ ✠LMC1,19<br>BS9,21 | Syd | *s* | CL<br>10,20 | 1898<br>10mo | W.Pickersgill&Sons<br>Sunderland<br>A&CP | Huddart,Parker,Ld.<br>*WB=CellDBa* | 286·0 \| 43·2 \| 18·7<br>P23'B56'F27'<br>FK<br>90'*uE*20'*f*108' 575*t* | Melbourne<br>British<br>5*BHCem*<br>*APT*54*t* | T.3Cy.21",35"&57½"-39" (*s*)<br>160lb *80lb* 210NHP<br>2SB,6*pf*,GS98,HS3221<br>G.Clark,Ld.Sunderland | 21 ″ 0<br>s 3 ″ 4<br>18 ″ 0 | |
| 13010 | **Corisco** SteelScSr<br>(*ex*Yt.Nerissa, *ex*Yt.LaMarguerite,*ex*Yt.Nerissa)<br>*Elec.light* 1*Dk* | 320<br>—<br>118 | | | ... | | 1885 | A.Stephen&Sons<br>Glasgow | | 152·8 \| 22·1 \| 12·9 | | T.3Cy.13",21"&35"-30"<br>67NHP<br>A.Stephen&Sons,Glasgow | | |
| 13011<br>140362<br>JRFH | **Corland** SteelSc<br>(*ex*Buffs) Wireless 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted* | 3431<br>3052<br>2001 | ✠100A1<br>7,21 ~~3,20~~<br>✠LMC10,17 | Shl<br>Bry | *v* | CL<br>3,20 | 1917<br>10mo<br>*Lloyd* | S.P.Austin&Son,Ld.<br>Sunderland<br>'*sA&CP* | CoryColliers,Ld.<br>*Cell DB*253' 902*tD*<br>*FPT*223*tAPT*80*t* | 341·0 \| 47·0 \| 22·8<br>P29'B66'F24'<br>FK<br>*Ta*31'161*t*<br>*DTinEroom port si* | London<br>British<br>6*BHCem*<br>*de*10'77*t star* | T.3Cy.24",40"&65"-42" (*s*)<br>180lb 303NHP<br>2SB,8*pf*,GS138,HS4740<br>Richardsons,Westgarth&<br>*board* 14'122*t* Co.Ld.Sld. | 25 ″ 3<br>s 4 ″ 7½<br>20 ″ 11 | |
| 13012<br>110057<br>QVHD | **Corloch** SteelSc<br>*ss*Shl.No.3-8,11<br>(*ex*Hendon) *ss*Shl.No.2-20<br>*Well deck* 1*Dk*(*Irn*)&*deep framing*<br>Wireless *Cargo battens not fitted* | 1809<br>1418<br>1115 | ✠100A1<br>8,22 ~~2,21~~<br>BS2,21 ✠LMC5,20 | Bly<br>Sld | *r* | 2,21 | 1899<br>2mo | S.P.Austin&Son,Ld.<br>Sunderland<br>A&CP | CoryColliers,Ld.<br>*CellDBa*72'*uE*& | 263·7 \| 39·3 \| 17·1<br>P27'Q70'B50'F29'<br>FK<br>*B*34'*f*205'432*tFPT* | London<br>British<br>4*BHCem*<br>62*tAPT*75*t* | T.3Cy.20½",33"&54"-39" (*s*)<br>170lb ~~*60lb*~~*50lb* 199NHP<br>2SB,6*pf*,GS85,HS3160<br>W.Allan&Co.Ld.Sld. | 19 ″ 5<br>s 2 ″ 0<br>17 ″ 9 | |
| 13013<br>OEYX | **Cormoran** SteelScK<br>~~*ss*Hav.No.2-18~~<br>*Elec.light* *ss*Rou.No.3-6,21 1*Dk* | 231<br>193<br>74 | ✠100A1<br>*StmTrawler*<br>6,21 ~~9,20~~<br>~~BS10,20~~ ✠LMC2 6,21 | Hav<br>Rou | | ~~2,18~~<br>6,21 | 1909<br>2mo<br>*Lloyd* | Mackie&Thomson,Ld.<br>Glasgow<br>'*sA&CP* | Soc.Industrielle Nationale de Pêche et d'Armement | 120·8 \| 21·5 \| 11·6<br>Q68'F18'<br>BK7½"<br>*WB=* | Dieppe<br>~~Boulogne~~<br>French<br>3*BHCem*<br>*DBf*25'25*t* | T.3Cy.12½",20"&33"-23" (*s*)<br>180lb 69NHP<br>1SB,2*pf*,GS37,HS1248<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 13014<br>137442<br>JKRD | **Cormorant** SteelScSr<br>*ss*Mch.No.1-20<br>(*ex*Westmoreland) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 1765<br>1580<br>862 | ✠100A1<br>8,21 ~~3,20~~<br>✠LMC1,19<br>BS8,21 | Mch<br>P.Gl | *q* | CL<br>1,19 | 1915<br>4mo<br>*Lloyd* | Ramage&Ferguson,Ld.<br>Leith<br>'*sA&CP* | CorkS.S.Co.Ld.<br>*CellDBa*51' | 260·1 \| 36·1 \| 22·2<br>B69'F32'<br>FK&BK1½"<br>*uE*21'*f*79' 291*tFPT* | Cork<br>British<br>4*BHCem*<br>56*tAPT*23*t* | T.3Cy.19½",34"&55"-42" (*r*)<br>180lb HS4252 246NHP<br>2SB&1AuxSB,8*cf*,GS131<br>Ramage&Fergusn,Ld.Lth. | 24 ″ 6<br>s 3 ″ 10<br>21 ″ 0 | |
| 13015<br>~~129308~~ | — SteelTwinSc<br>(*Suction dredger*)<br>*Elec.light* *ss*Sng.No.2-20<br>1*Dk*(*Stl*) | 1148<br>1043<br>511 | ✠ A1<br>*HopperDredger*<br>10,20<br>✠LMC[illegible]<br>MS7,20 ~~BS10,20~~ 1,22 | Sng | | CL<br>7,20 | 1913<br>12mo<br>*Lloyd* | W.Simons&Co.Ld.<br>Renfrew<br>'*sA&CP* | RangoonPort Commissioners | 204·0 \| 38·1 \| 16·8<br>FK | Rangoon<br>British<br>6*BHCem* | T.6Cy.13¾",20½"&34½"-22"<br>160lb (*s*) 249NHP<br>2SB,6*cf*,GS127,HS4636 FD<br>W.Simons&CoLd.Renfrew | 17 ″ 6<br>s 3 ″ 3½<br>14 ″ 4 | |
| 13016<br>87020<br>HOVQ | — IronScSr<br>*Well deck* 1*Dk*2*trB* | 744<br>632<br>461 | | | ... | | 1882 | W.Walker&Co.<br>London | GeneralStm.Nav.Co.Ld. | 195·0 \| 30·1 \| 15·0<br>P119'F29'<br>BK8" | London<br>British<br>*WB* | C.2Cy.27"&48"-30"<br>95RHP<br>GourlayBros.&Co.Dundee | 15 ″ 9 | |
| 13017<br>123671<br>HGPM | ~~—~~ Foundered 1.22 SteelScSr<br>*CableVessel* *ss*Rio.No.3-5,20<br>1*Dk*(*Teak*)<br>*Well deck* *Elec.light* Wireless | 470<br>302<br>219 | ✠~~100A1~~<br>1,22 2,~~21~~<br>✠~~LMC5,20~~<br>~~BS7,21~~ | MVo | *h* | CL<br>5,20 | 1906<br>6mo<br>*Lloyd* | Bow,McLachlan&Co.Ld. Paisley<br>'*sA&CP* *WB* | WesternTelegraph Co.Ld.<br>= *CellDBa*31'*uE* | 156·7 \| 25·9 \| 9·7<br>P7'Q37'B54'F25'<br>FK<br>&*B*30'*f*59'147*tFPT* | London<br>British<br>4*BHCem*<br>28*tAPT*6*t* | T.3Cy.13½",22"&37"-24" (*s*)<br>180lb ~~*100lb*~~ 67RHP<br>1SB,2*cf*,GS38,HS1417<br>Bow,McLachln&Co.LdPsy | 12 ″ 0<br>s ″ 10<br>11 ″ 7 | |
| 13018<br>98341 | — SteelSc<br>*Mchy.Aft* 1*Dk*<br>*Well deck* | 445<br>322<br>185 | | | ... | | 1898<br>Comp | J.McArthur&Co.<br>Paisley<br>leted by Shali | BorneoCo.Ld.<br>marWorks,Ld.Cal | 146·0 \| 27·0 \| 10·2<br>Q84'F19'<br>FK | Singapore<br>British<br>*WB* | T.3Cy.11",18"&31"-24"<br>47RHP<br>McKie&Baxter,Glasgow | 11 ″ 0 | |
| 13019<br>94184 | — SteelTwinSc<br>(*Tug*)<br>1*Dk* | 162<br>135<br>63 | | | ... | | 1900 | Fleming&Ferguson,Ld.<br>Paisley | Queensland Government | 100·0 \| 21·0 \| 8·4<br>B11'<br>FK | Brisbane<br>British | T.6Cy.9",14"&24"-22"<br>57RHP<br>Fleming&FergusonLd Psy | 9 ″ 0 | |
| 13020<br>108474<br>QGNL | **Cormorant IV.** IronScK<br>(*ex*Cormorant)<br>*Elec.light* 1*Dk* | 162<br>150<br>69 | | | ... | | 1897 | Cochrane&Cooper<br>Beverley | Lilburn,Patterson &McCulloch | 100·0 \| 20·5 \| 11·0<br>Q17'F18'<br>ptND12 BK7½" | N.Shields<br>British | T.3Cy.11½",18"&30"-22"<br>45RHP<br>C.D.Holmes&Co.Hull | 11 ″ 9 | |
| 13021<br>143211<br>TNWF | **Cormount** SteelS<br>(*ex*WarTaurus)<br>*Elec.light* Wireless 1*Dk* | 2240<br>1844<br>1330 | | | | | 1918 | PolsonIronWorksCo.Ld.<br>Toronto | CoryColliers,Ld. | 251·0 \| 43·5 \| 22·1<br>P25'B28'F20' | London<br>British | T.3Cy.20½",33"&54"-36"<br>175NHP<br>PolsonI.W.Co.Ld.Toronto | | C |
| 13022<br>132142 | **Corn Rig** SteelScK<br>1*Dk* | 97<br>96<br>35 | | | ... | | 1911 | MackayBros.<br>Alloa | Wm.Murray,Senr. | 87·0 \| 18·6 \| 9·0<br>BK6" | Buckie<br>British<br>*WB* | T.3Cy.9½",15½"&26"-18"<br>40RHP<br>W.V.V.Lidgerwood,Gls. | 9 ″ 9 | |
| 13023<br>119594 | **Cornbrook** SteelScSp<br>(*Tug*)<br>1*Dk* | 149<br>145<br>5 | | | ... | | 1905 | J.P.Renoldson&Sns<br>South Shields | ManchesterShip CanalCo. | 95·0 \| 22·1 \| 10·7<br>BK6" | Manchestr<br>British<br>*WB* | T.3Cy.15½",25"&41"-27"<br>95RHP<br>J.P.Rennoldsn&Sns.S.Shl. | 11 ″ 6 | |
| 13024<br>129113<br>HRGS | **Corncrake** SteelScCtr<br>*ss*Lon.No.2-18<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*ptStl*-<br>*Mchy.Aft* ws)*Lower dk inNo.1hold* | 1171<br>860<br>555 | ✠100A1<br>*Shelter dk withfreeboard*<br>2,21<br>BS8,21<br>~~BS7,20~~ ✠LMC7,18 | Lon | *p* | CL<br>7,20 | 1910<br>7mo<br>*Lloyd* | AilsaS.B.Co.Ld.<br>Troon<br>'*sA&CP* | GeneralStm.Nav.Co.Ld. | 240·1 \| 35·2 \| 14·2<br>BK7½"<br>*WB=CellDB*144' | London<br>British<br>4*BHCem*<br>208*tFPT*22*t* | T.3Cy.22",35"&59"-39" (*s*)<br>170lb *80lb* 251NHP<br>2SB,6*cf*,GS116,HS4180<br>AilsaS.B.Co.Ld.Troon | 16 ″ 6<br>s ″ 7<br>16 ″ 8 | |
| * 13025<br>—<br>OEZA | **Corneille** SteelScSr<br>(*ex*Newquay) *ss*Bry.2ndNo.3-7,14<br>Wireless *ss*LaR.No.1-19<br>*Cargo battens not fitted* 1*Dk*(*Irn*)&<br>*Well deck* *Elec.light* *Web frames* | 2233<br>1641<br>1408 | ✠100A1<br>8,21 ~~10,20~~<br>~~BS10,20~~ ✠LMC11,19<br>BS11,21 | Cff<br>Bdx | *r* | 10,20 | 1889<br>8mo<br>*Lloyd* | C.S.Swan&Hunter<br>Newcastle<br>'*sA&CP* | Cie.DelmasFrères &Vieljeux<br>*WB* | 280·0 \| 37·5 \| 19·3<br>P25'Q72'B122'F27'<br>FK<br>= *Cell D B*234'437*t* | La Rochlle<br>French<br>5*BHCem*<br>*APT*30*t* | T.3Cy.20½",36"&59"-39" (*s*)<br>160lb NDB00 218NHP<br>2SB,6*rf*,GS104,HS3265<br>Black,Hawthorn&Co.Gts. | 21 ″ 8<br>s 1 ″ 8½<br>20 ″ 2 | |
| * 13026<br>214382<br>LGHK | **Cornelia** SteelScSr<br>Wireless *ss*NYk.No.1-20<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>Sub.Sig. *Longitudinal framing* | 3129<br>2620<br>1944 | ✠100A1<br>~~11,21~~2,~~21~~ 1,22<br>✠LMC10,20 | NYk | *u* | CL<br>~~2,21~~<br>N1,22 | 1916<br>8mo | BethlehemSteelCo.<br>Sparro'PtMd<br>A&CP | Bull Insular SteamshipCo.Inc. (A.H.Bull&Co. *Mgrs.*)<br>*CellD* | 327·7 \| 46·7 \| 23·5<br>P38'B94'F37'<br>FK<br>*B*255' 662*tFPT*50*t* | NewYork<br>Utd.States<br>6*BHCem*<br>*APT*145*t* | T.3Cy.24½",41"&68"-48" (*s*)<br>200lb 487NHP<br>3SB,9*cf*,GS169,HS7237 FD<br>BethlehemStl.Co.Sparr'Pt | 26 ″ 3 | |
| 13027<br>772<br>NPQL | — IronScSr<br>(*ex*Cornelia Scotto,*ex*Sigvard,*ex*Skåne,*ex*Gadus)<br>*Elec.light* 1*Dk*&*Awng dk* | 921<br>—<br>686 | | | | | 1875 | OskrshmnsM.V.Aktieb.<br>Oskarshamn | F.Baglietto | 196·8 \| 27·6 \| 15·9<br>P20'Q30' 21·7<br>B116'H12*t*F26' | Genoa<br>Italian | C.2Cy.18⅛"&40"-24"<br>NB85 65NHP<br>MotalaCo.Oskarshamn | | V |
| 13028 | — IronScSr<br>1*Dk* | 389<br>274<br>215 | | | | | 1878 | Roy&Mitchell<br>Montrose | N.E.Ambatielos | 143·5 \| 22·1 \| 11·5<br>Q35' B12' F20' | Argostoli<br>Greek<br>*WB* | C.2Cy.20"&36"-24"<br>60RHP<br>W.B.Thompson,Dundee | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Official.<br>Signaux | Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | Matériaux, Gréement, etc.<br>Nombres des Ponts. | Tonnage Official.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | Par qui.<br>—<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. | |
| 13029<br><br>NLCQ | Cornelia<br><br>Mchy.Aft<br>(See Sailing Ship Register) | SteelAuxSc3MstSr<br>OilEng.<br>1Dk | 386<br>337<br>284 | | | | | 1918 | J.Smit&<br>Zoon<br>Foxhol | Vrachtv.Maats.<br>"Neerlandia" | 131·3<br>P271' | 26·1 | 12·5 | Rottrdam<br>Dutch<br>WB | Oil Engines 2S.C.SA<br>2Cy.15⅝"–17¾" 37NHP<br>D.Goedkoop,Jr.Amsterdm | | |
| 13030<br><br>NLDB | Cornelia Clazina<br><br>Mchy.Aft | SteelScSr<br>Motor<br>1Dk | 141<br>—<br>99 | | | | | 1918 | Gebr.Boot<br>Leiderdorp | N.Parlevliet | 92·8 | 22·7 | 10·0 | Katwijk-aan-Zee<br>Dutch | Motor<br><br>D.Goedkoop,Amsterdam | | |
| 13031<br>97614<br>NVHL | Cornelian<br><br>Mchy.Aft Well deck | Steel&IronSc3MstSr<br>ssPGl.2ndNo.3-9,13<br>ssBwg.No.1-17<br>1Dk(Irn)IrnframingStlplating | 408<br>286<br>156 | ✠100A1<br>4,21 ~~9,18~~<br>✠NB9,13<br>BS~~2,21~~ 3,22 | Bwg<br><br>✠LMC12,17 | f | CL<br>~~12,17~~<br>5,21 | 1890<br>3mo | Scott&Co.<br>Bowling<br>A&CP | W.Robertson | 142·5<br>Q68'B9'F24' | 25·1 | 11·1<br><br>BK7"<br>WB | Glasgow<br>British<br>3BHCem<br>=FPT26t | T.3Cy.13½",21½"&34"–27"<br>160lb (s) 60RHP<br>1SB,3pf,GS54,HS1334<br>Muir&Houston,Glasgow | 12 " 0<br>s , 7<br>12 " 2 | |
| 13032<br>139319<br>JQVW | —<br><br>Elec.light | SteelScK<br><br>1Dk | 262<br>230<br>104 | ✠100A1<br>StmTrawler<br>11.19<br>BS11,19 | Ips<br><br><br>✠LMC9,17 | | CL<br>11,19 | 1917<br>4mo<br><br>Lloyd | Cochrane&<br>Sons,Ld.<br>Selby<br>'sA&CP | KingstonSteam<br>TrawlingCo.Ld. | 121·8<br>Q70'F20' | 22·6 | 12·2<br><br>BK7½" | Hull<br>British<br>4BHCem | T.3Cy.13",21½"&35"–24" (s)<br>200lb 76RHP<br>1SB,3pf,GS43,HS1250<br>C.D.Holmes&Co.Ld.Hull | 13 " 0 | |
| 13033 | Cornelie Wessels | SteelSc<br><br>1Dk | 132<br>122 | | | | | 1908 | Schiffsw(v.<br>J.&Sch.)A.G<br>Hamburg | P.W.Wessels,Wwe. | 89·0 | 20·0 | 9·2 | Emden<br>German | C.2Cy.14⅞"&28"–20½"<br>30NHP<br>Schwft.(v.J&Sch)AGHam | | |
| 13034<br><br>NLJC | Cornelis<br><br>Elec.light Wireless | SteelScSr<br>ssRot.No.1-19<br>1Dk(Stl) | 2434<br>2223<br>1454 | ✠100A1<br>9,21 ~~5,20~~<br>~~[illegible]~~<br>[illegible] | Rot<br>Bry<br>✠LMC2,19 | l | CL<br>~~5,20~~<br>12.21 | 1914<br>4mo<br><br>Lloyd | Craig,Tay-<br>lor&Co.Ld.<br>Stockton<br>'sA&CP Inter | A.C.Lensen<br><br><br>mediateBH in fore | 295·0<br>P27'B78'F30'<br><br>hold dispensed with<br>WB=CellDBa | 45·0 | 20·3<br><br>FK | Terneuzen<br>Dutch<br>Cem<br>4BHonly<br>92'uE& B34 | T.3Cy.21½",36"&59"–39" (s)<br>160lb 100lb 226NHP<br>2SB,6cf,GS83,HS3520<br>N.E.MarineEngCo.Ld.Sld.<br>f124'628tFPT83tAPT94t | 22 " 6<br>s 3 " 5<br>19 " 5 | |
| 13035<br>[illegible] | Cornelius Buckley<br>Now named "Savaria," See No. 39402 in Supplement<br>Mchy.Aft | SteelScK<br>ssMil.No.[illegible]<br>1Dk | 248<br>[illegible]<br>96 | ✠100A1<br>StmTrawler<br>3,21 ~~5,17~~ | Hul<br>Mil<br>✠LMC~~5,17~~<br>3,21 | | CL<br>3,21 | 1917<br>5mo<br><br>Lloyd | Cochrane<br>&Sons,Ld.<br>Selby<br>'sA&CP | ~~TheAdmiralty~~<br>H.C.Baker | 120·3<br>Q69'F20' | 22·0 | 12·0<br><br>BK7½" | London<br>British<br>4BHCem | T.3Cy.12",20"&32"–24" (s)<br>200lb 72NHP<br>1SB,2pf,GS33,HS1300<br>EarlesCo.Ld.Hull | 12"9 | |
| 13036<br>145054 | Cornelius Carroll | SteelScK<br>ssMil.No.3-9,20<br>1Dk | 213<br>208<br>84 | 100A1<br>StmTrawler<br>~~11,21~~ ~~9,20~~ 4,22 | Mil<br>Abn<br>LMC9,20 | | CL<br>9,20 | 1918<br><br><br>Lloyd | A.Hall&<br>Co.Ld.<br>Aberdeen<br>'sA&CP | ~~TheAdmiralty~~<br>~~J.[illegible]~~<br>MissA.G.Lewis | 115·3 | 22·6 | 12·2<br><br>BK7½" | Aberdeen<br>British<br>2BHCem<br>DTf5'11t | T.3Cy.12",20"&34"–24" (s)<br>180lb 57RHP<br>1SB,3pf,GS39,HS1347<br>A.Hall&Co.Ld.Aberdeen | 13 " 0 | |
| 13037<br>127451 | Cornell<br><br>Mchy.Aft Elec.light Sub.Sig. | SteelScSr<br><br>1Dk2trB | 5082<br>—<br>3986 | | | | | 1900 | Chicago<br>S.B.Co.<br>Chicago | PittsburgS.S.Co. | 454·0 | 50·2 | 24·5 | Duluth<br>Utd.States<br>WB | Q.4Cy.18",26¾",41"&63"–42"<br>257NHP<br>ChicagoS.B.Co. | | |
| 13038<br>128003<br>HPVC | Corness<br><br>(exWestgarth) | SteelSc<br>ssLth.No.2-18<br>1Dk(Stl)&deep framing<br>Cargo battens not fitted | 1553<br>1339<br>807 | ✠100A1<br>2.21<br>~~BS11,20~~<br>BS10,21 | Sld<br><br>✠LMC9,18 | p | CL<br>2,21 | 1909<br>10mo<br><br>Lloyd | Sir Raylton<br>Dixon&CoLd<br>Middlesbro'<br>'sA&CP | CoryColliers,Ld.<br><br><br>CellDBa85'uE& | 245·0<br>B48'F24'<br><br>B31'f85'345tFPT | 36·2 | 18·8<br><br>FK | London<br>British<br>4BHCem<br>75tAPT85t | T.3Cy.18",30"&50"–36" (r)<br>180lb NDB10 192NHP<br>2SB,6pf,GS105,HS3376<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 20 " 9<br>s 3 " 0<br>18 " 1 | |
| 13039<br>112453 | Cornet<br><br>(exReginald) | IronScK<br>ssGms.2ndNo.3-10,20<br>1Dk | 191<br>175<br>75 | ✠100A1<br>StmTrawler<br>10.20<br>✠NB3,13 | Gms<br><br><br>~~✠LMC10,20~~ | ... | 10,20 | 1899<br>11mo<br><br>Lloyd | Cochrane&<br>Cooper,Ld.<br>Selby<br>'sA&CP | A.Walker | 110·7<br>Q46' ND20 | 21·0 | 11·2<br><br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.12½",19½"&32"–23"(s)<br>180lb 55RHP<br>1SB,2cf,GS33,HS1080<br>C.D.Holmes&Co.Hull | 12 " 0 | |
| 13040<br>145078<br>KHOW | Cornflower | SteelTwinSc<br>(Tug) (exGeorge)<br>1Dk | 277<br>225<br>7 | | | | | 1913 | ..............<br>Sormowo | AsiaticPetroleum<br>Co.Ld. | 110·7 | 23·6 | 11·0 | London<br>British<br>WB | T3Cy.10¼",16¾"&27½"–18⅒"<br>62NHP<br>SormowoCo NijiNovgorod | | |
| 13041<br>97958<br>MFGW | Cornhill<br><br><br>Well deck | SteelScSr<br>ssCff.No.1-21<br>ssGoo.2ndNo.3-11,17<br>FloorsIrn 1Dk(Irn) | 900<br>568<br>418 | ✠100A1<br>~~2,21~~ ~~10,20~~ 3,22<br>✠NB8,04<br>BS~~8,20~~10,21 | Cff<br>Bhn<br>✠LMC~~11,16~~<br>MS2,21 | k | 3,20 | 1891<br>2mo | R.Stephen-<br>son&Co.Ld.<br>Newcastle<br>A&CP W | LlewellynShpgCo.<br>Ld.(W.B.Thomas<br>&Co.Ld.Mgrs.)<br>B=DBa47'f73'& | 195·4<br>P22'Q40'B86'F22'<br><br>uE&B36'242tFPT | 31·6 | 12·2<br><br>BK7½" | Goole<br>British<br>4BHCem<br>30tAPT27t | T.3Cy.17⅝",28"&46"–33"(s)<br>170lb 80lb NDB13 138NHP<br>1SB,3pf,GS54,HS1930<br>RStephenson&Co.Ld.Nwc | 14 " 6<br>s " 7<br>14 " 8 | |
| * 13042<br>213098<br>LFBD | Corning<br><br>(exMohican)<br>Elec.light<br>Mchy.Aft Wireless<br>Sub.Sig. | SteelScSr<br>ssN.Yk.No.1-18<br>2Dks(Stl)&Webframes<br>3rd dk(Stl)inNo.1 hold only<br>&Webframes<br>Longitudinal framing | 5073<br>4468<br>3026 | ✠100A1<br>2.21<br>✠NB(P)2,21<br>~~MS10,18~~<br>~~MS1,22~~<br>Carrying Pet<br>Fitted for oil | NYk<br><br>✠LMC<br>BS2,21<br><br>roleum<br>fuel 9, | y<br><br><br><br><br>in<br>13 | CL<br>~~2,21~~<br>N1,22<br><br><br>bulk<br>F.P. a | 1913<br>9mo<br><br>Lloyd<br><br><br>bove 1 | Howaldts-<br>werke<br>Kiel<br>'sA&CP<br><br><br>50°F: | StandardOilCo.<br>(NewJersey)<br><br>WB=CellD<br>221tDTf31'480t | 385·7<br>P115'B22'F37'<br><br>BuE&B74'<br>FPT169tAPT66t | 52·4 | 28·5<br><br>FK | Bayonne,<br>N.J.<br>Utd.States<br>13BHCem<br>10BHtoUdk<br>3 ,, 2nd ,, | Q.4Cy.19½"28"41"&59"–41⅝"<br>210lb 120lb (s&r) 320NHP<br>2SB,6cf,GS116,HS5025 FD<br>Howaldtswerke,Kiel | 28 " 8 | |
| 13043<br>140858<br>JWFN | Cornish City<br><br>Elec.light | SteelScSr<br>Wireless<br>2Dks | 5269<br>4822<br>3239 | | | ... | | 1919 | Craig,Tay-<br>lor&Co.Ld.<br>Stockton | St.JustS.S.Co.Ld.<br>(W.R.Smith&Sons<br>Mgrs.) | 400·1<br>P49'B113'F40' | 52·3 | 28·4<br><br>FK | Bideford<br>British<br>WB | T.3Cy.27,"44"&73"–48"<br>517NHP<br>Blair&Co.Ld.Stockton | 31 " 0 | C |
| * 13044<br>135527<br>JDVM | Cornish Coast<br><br>(exVolana)<br>Well deck Mchy.Aft | SteelSc3Mst<br>ssLon.No.2-20<br>1Dk(Stl) | 616<br>421<br>256 | ✠100A1<br>7,21 ~~6,20~~<br>~~BS6,20~~<br>BS7,21 | Lon<br>Liv<br>✠LMC6,18 | i | CL<br>6,20 | 1913<br>11mo<br><br>Lloyd | R.William-<br>son&Son<br>Workington<br>'sA&CP | CoastLines,Ld. | 175·0<br>Q103'B9'F22'<br><br>CellDBf101'120t | 27·1 | 11·1<br><br>BK7" | Liverpool<br>British<br>3BHCem<br>FPT53t | T.3Cy.14",24"&40"–27" (s)<br>180lb 75lb 80RHP<br>1SB,3cf,GS56,HS1956<br>Ross&Duncan,Glasgow | 13 " 4<br>s " 7½<br>13 " 5 | |
| 13045<br>136709<br>JGVC | Cornish Point<br><br>Wireless | SteelScSr<br>(exBlandHall)<br>1Dk&Shelter dk | 4259<br>4008<br>2706 | | | | | 1914 | W Doxford<br>&Sons,Ld.<br>Sunderland | Norfolk&N.Ameri-<br>canStmShpg.CoLd<br>(Furness,Withy&<br>Co.Ld.Mgrs.) | 390·0 | 52·0 | 23·5 | London<br>British<br>WB | T.3Cy.25",42½"&70"–48"<br>339NHP<br>W.Doxford&Sons,Ld.Sld. | | V |
| 13046<br>137210 | Cornish Trader<br><br>Mchy.Aft<br>Well deck | SteelSc<br><br>1Dk(Stl) | 471<br>319<br>189 | ✠100A1<br>4,22 ~~11,20~~ | Liv<br>Fal<br>✠LMC11,20 | f | CL | 1920<br>11mo<br><br>Lloyd | I.J.Abdela<br>&Mitchell<br>Queensferry<br>'sA&CP | CornishTraders,<br>Ld. | 141·9<br>Q79'B9'F19' | 25·1 | 11·6<br><br>FK<br>FPT50t | Falmouth<br>British<br>3BHCem<br>APT15t | C.2Cy.18"&38"–27" (s)<br>130lb 79NHP<br>1SB,2cfGS39,HS1400<br>MacColl&Pollock,Ld.Sld. | 12 " 7<br>s 4 " 7½<br>12 " 2 | |
| 13047<br>97849<br>MCKD | Cornishman<br><br>Ref.Mchy. Elec.light Sub.Sig. Wireless | SteelTwinSc4MstSr<br>(exNomadic) | 5749<br>4071<br>3678 | | | | | 1891 | Harland&<br>Wolff,Ld.<br>Belfast | F.Leyland&Co.Ld | 460·8<br>H258t | 49·1 | 31·0 | Liverpool<br>British | T.6Cy.22½",36½"&60"–48"<br>499NHP<br>Harland&Wolff,Ld.Bel. | | |
| 13048<br><br>OEZG | Cornouaille<br><br>Welldeck | SteelScSr<br>(exMelpomeni,exStefano<br>Dandria,exCoot) 2Dks | 1888<br>1401<br>1162 | | | ... | | 1885 | W.Gray&<br>Co.<br>WHartlepool | ChevillotteFrères | 270·8<br>P29'Q80 B109' F31 | 37·0 | 18·5<br><br>BK9½ | Brest<br>French<br>WB | T.3Cy.19½",32½"&53"–36"<br>NB02 175NHP<br>Cen.Mar.Eng.Wrks WHpl | 19"11 | V |
| 13049<br>98599<br>HBHR | Cornubia<br><br>Well deck Elec.light | SteelScSr<br>(exValentia)<br>1Dk | ~~422~~ 420<br>306<br>~~168~~ 165 | | | ... | | 1890 | WBThmp-<br>son&Co.Ld.<br>Dundee | ~~EasternShipping~~<br>~~Agents,Ld.~~<br>~~J.Davies~~<br>J&E.Davies | 156·0<br>Q86'B9'F35' | 24·6 | 11·2 | London<br>British<br>WB | T.3Cy.14",22"&37"–30"<br>70RHP<br>W.B.Thompsn&CoLd.Dun | 11"10 | C |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom. Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13050<br>218057<br>LRCV | **Cornucopia** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2153<br>1753<br>1280 | | | … | | 1919 | Manitowoc S.B.Co.<br>Manitowoc, Wis. | UnitedStates ShippingBoard | 250·5<br>P27'B64'F26' FK | 43·7 | 20·1 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>269NHP<br>ManitowocS.B.Co.<br>Manitowoc,Wis | 23 ″ 0 | R |
| *13051<br>145038<br>KGVB | **Cornwall** SteelTwinSc<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws)<br>*Elec.light* Wireless *CruiserStern*<br>*Ref.Mchy.* | 10669<br>10125<br>6781 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~5,21~~~~10,20~~ 2,22<br>✠LMC10,20<br>✠Lloyd'sRMC~~10,20~~~~5,21~~ 1,22 | PGl<br>Liv | *f*† | CL | 1920<br>10mo<br>*Lloyd* | W.Hamilton&Co.Ld<br>Pt.Glasgow<br>'*sA&CP Inter*<br>*CellDB*421' | FederalStm.Nav. Co.Ld.<br>*mediateBHin fore*<br>1671*t DTa* 114*t F* | 495·1<br>B185'F44'*on Shelter dk* FK<br>*hold dispensed with*<br>*PT* 107*t APT* 103 | 63·1 | 40·3 | London<br>British<br>*Cem*<br>5*BHtoSh dk*<br>2 ,, ,, *U* ,, | 4 Steam Turbines geared to 2 Sc. Shafts 180lb (*s*<br>5SB,20*cf*,GS385HS16200 FD<br>D.Rowan&Co.Ld.Glasgow | 43 ″ 3<br>s10 ″ 9<br>32 ″ 11 | |
| *13052<br>132597<br>HTJP | **Cornwood** SteelScSr<br>*ss*Bry.No.2-20<br>~~*Well*~~ *deck* 1*Dk*(*Irn*)<br>Wireless *Cargo battens not fitted* | 2158<br>1668<br>1308 | ✠100A1<br>7,21~~7,20~~<br>✠LMC7,20<br>BS7,21 | Bry<br>Sld | *r* | 7,20 | 1911<br>9mo<br>*Lloyd* | J.Blumer &Co.<br>Sunderland<br>'*sA&CP Inter* | WFrance,Fenwick &Co.Ld.<br>*mediate BHd in fo*<br>*WB* | 287·0<br>P20'Q114'B56 F26' FK<br>*rehold dispensed wi*<br>= *Cell DBa* 88' *uE* | 41·0 | 17·2 | London<br>British<br>*Cem*<br>*th*-4*BHonly*<br>&*B* 38'*f*120' | T.3Cy.21½",36"&59"-39"(*s*)<br>180lb 100*lb* 246NHP<br>2SB,6*cf*,GS101,HS3922<br>N.E.Marine Eng.CoLd.Sld.<br>602*tFPT*46*tAPT*112*t* | 19 ″ 9<br>s 2 ″ 1<br>18 ″ 0 | |
| 13053<br>MTSH | **Corona** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 3264<br>2966<br>1953 | | | | | 1920 | Smith's DockCo.Ld<br>Middlesbro' | D/S A/S Corona (H.M.Wrangell& Co.A/S) | 334·2<br>P32'B102'F34'<br>H156*t* | 48·0 | 24·9 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.24",39"&65"-42"<br>274NHP<br>Smith'sDockCo.Ld.Mdb. | | N |
| 13054 | — SteelScSr<br>(*ex*Ingeborg,*ex*Ascania,*ex*Lisa)<br>*Elec.light* 2*Dks*3*trB* | 2056<br>1810<br>1260 | | | | | 1887 | Armstrong Mitchell&Co.<br>LdNewcastle | E.Grönroos, H.Karlström& K.Heikold | 289·1<br>P60'H68*t*F36' | 36·4 | 22·5 | Åbo<br>Finnish | T.3Cy.22",35"&53"-39"<br>210NHP<br>Wllsnd SlpwyCo.Ld.Nwc. | | |
| 13055<br>103673 | — SteelPad<br>3*Dks* | 1274<br>714<br>649 | | | | | 1896 | Bertram Eng.Co.,Ld<br>Toronto | Canada Steamship Lines,Ld. | 270·3 | 32·4 | 12·5 | Toronto<br>British | C.2Cy.47"&85"-66"<br>E.&B.*Blt*.88-*fttd*96 489NHP<br>Rankin,Blckmre&Co.,Grk | | |
| 13056<br>115846 | — SteelSc<br>(*Barge*)<br>1*Dk* | 127<br>119<br>78 | | | | | 1902 | W.J. Yarwood<br>Northwich | Price'sPatent CandleCo.Ld. (J.Findlater,*Mgr*) | 85·0 | 20·6 | 8·6 | London<br>British<br>*WB* | 2Cy.10"-12"<br>7RHP<br>W.J.Yarwood,Northwich | | |
| 13057<br>118405 | — SteelScCtr<br>(*Tug*)<br>1*Dk* | 126<br>97<br>54 | | | | | 1904 | J.Kievits& v.Reede,Czn.<br>Papendrecht | ShannonSS.Co.Ld. | 90·0 | 20·0 | 7·6 | London<br>British | C.2Cy.11"&22"-12"<br>40RHP<br>J.Kievits&vReede,Czn,Pdt | | |
| 13058<br>136350<br>JLDH | **Coronado** SteelTwinScSr<br>*Elec.light Ref.Mchy.* 2*Dks*&2*pt dks*<br>Sub.Sig. Wireless | 6539<br>5132<br>3995 | | | | | 1915 | Workman, Clark&Co.Ld<br>Belfast | Elders&Fyffes,Ld. | 425·4<br>P43'B195'F50' | 54·3 | 29·9 | Belfast<br>British<br>*WB* | T.6Cy.23½",39½"&67"-48"<br>622NHP<br>Wrkman,Clark&Co.LdBel | | C<br>BT<br>till<br>7,21 |
| 13059<br>215918<br>LJNW | — SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*&*Shelterdk*&<br>Sub.Sig. Wireless *Webframes*<br>*Longitudinal framing* | 5989<br>5538<br>3684 | | | … | | 1918 | Moore& ScottIrnWks<br>Oakland,Cal. | UnitedStates ShippingBoard | 402·6<br>P34'F36'*onShelter deck* FK | 53·0 | 32·0 | S.Frncisco<br>Utd.States<br>*WB* | 2Steam Turbines geared to 1 Screw Shaft<br>WestinghouseE.&M.Co.<br>Pittsburg | 34 ″ 6 | R |
| 13060<br>114521 | **Coronatia** SteelScK<br>(*Trawler*)<br>1*Dk* | 185<br>175<br>74 | | | … | | 1902 | Smith's DockCo.Ld.<br>NorthShields | B.Levinson | 106·0<br>BK7½" | 21·0 | 11·5 | Grimsby<br>British | T.3Cy.11",18"&30"-22"<br>45RHP<br>MacColl&Pollock,Sld. | 12 ″ 4 | |
| 13061<br>118050 | **Coronation** SteelTwinScSp<br>(*Sand Pump Hopper Dredger*)<br>*Elec.light* *ss*Liv.No.3-4,16<br>2*Dks*(*UStl*-ws)<br>*ss*Liv.No.1-21 | 3044<br>3036<br>1915 | ✠100A1<br>*Hopper Dredger*<br>~~3,21~~~~12,19~~3,22<br>~~BS3,19~~ ✠LMC~~4,16~~ 2,21<br>BS4,22 | Liv | *u* | ~~s8,18~~<br>~~P1,20~~<br>2,21 | 1903<br>9mo<br>*Lloyd* | Vickers,Ss. &Maxim,Ld.<br>Barrow<br>'*sA&CP* | MerseyDocks& HarbourBoard | 332·0<br>FK<br>*WB*= | 53·0 | 20·4 | Liverpool<br>British<br>8*BHCem*<br>*APT*57*t* | T.6Cy.19",30"&49"-30" (*s*)<br>180lb 340NHP<br>3SB,9*rf*,GS183,HS6045<br>VickersSs.&MaximLdBrw | 21 ″ 9<br>s 5 ″ 2½<br>17 ″ 2 | |
| 13062<br>112575<br>WHJQ | — WoodAuxScK<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 104<br>87<br>59 | | | | | 1902 | G.Frost Kincumber,<br>N.S.W. | ~~A.W.Pearson~~<br>CoronationshippingCo.Ld. | 83·7 | 22·7 | 7·3 | AuklndNZ<br>British | Oil Engine 16NHP<br>3Cy.8"-10" E*made*11<br>SimpsonIronWorks, California | | |
| 13063<br>219661<br>LVSG | **Corone** WoodSc<br>*Elec.light* Wireless 1*Dk* | 2916<br>—<br>1726 | | | | | 1920 | Peninsula S.B.Co.<br>Portland,Or. | UnitedStates ShippingBoard | 267·8 | 49·8 | 25·6 | Portlnd,Or<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 13064 | **Coronel** SteelScSr<br>1*Dk*(*ptStl*) | 242<br>162<br>125 | ✠<br>1,16<br>✠ | Pra | *c* | | 1910<br>8mo | A.J.Otto& Zonen<br>Krimpen a/dYsel | LloydNacional (G.Martinelli&Co. *Mgrs.*) | 120·2<br>P37'F16' FK<br>*WB*= | 20·1 | 9·0 | RioJaneiro<br>Brazilian<br>3*BHCem*<br>*FPT*35*t* | C.2Cy.15"&30"-18"<br>43NHP<br>1SB,2*pf*,GS35,HS810<br>Earle'sCo.Ld.Hull | 9 ″ 9 | |
| 13065<br>208330<br>LBSV | **Corozal** SteelScSr<br>*ss*NYk.No.2-19<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 3110<br>2890<br>1920 | ✠100A1<br>3,21 ~~6,20~~<br>~~BS6,20~~ ✠LMC5,19<br>BS7,21 | NNs<br>NYk | *u* | CL<br>5,19 | 1911<br>2mo | NwprtNws S.B.&D.D.Co.<br>NewprtNews<br>A&CP | NewYork&Porto RicoS.S.Co.Inc.<br>*WB* = *CellDBa*95<br>*f*147'845*t* | 335·0<br>FK<br>'*uE*&*B*41'<br>*FPT*85*tAPT*43*t* | 46·8 | 22·7 | New York<br>Utd.States<br>*Cem*<br>4*BHto Udk*<br>1 ,, *2nd dk* | T.3Cy.21½",36"&61"-42"(*s*)<br>190lb 309NHP<br>3SB,9*cf*,GS184,HS5040<br>NewportNewsSB&DD.Co. | 25 ″ 0 | |
| 13066<br>144604<br>KFWL | **Corpath** SteelSc<br>*ss*Sld.No.3-2,21<br>(*ex*ErnstHugoStinnes11) 1*Dk*<br>*Elec.light Mchy.Aft Cantilever framed*<br>Wireless Sub.Sig. *topside tanks*<br>*Cargo battens not fitted* | 1820<br>1471<br>935 | 100A1<br>2,22~~2,21~~<br>LMC2,21<br>BS2,22 | Sld | *q* | CL<br>2,21 | 1912 | G.Seebeck Akt.Ges.<br>Geestemünde | CoryColliersLd.<br>*CellDB*224'404*tT*<br>*tank on deck* | 259·7<br>P69'F25' FK<br>*opside tanks*171'358<br>16'30*tFPT*162*t AP* | 38·1 | 17·9 | London<br>British<br>4*BHCem*<br>*tMidship*<br>*T*38*t* | T.3Cy.17⅞",28⅜"&44½"-35½"<br>213lb (*s*) 186NHP<br>2SB,4*cf*,GS58,HS2776 FD<br>G.SeebeckAG.Geestemnde | 20 ″ 4<br>s 2 ″ 7<br>18 ″ 1 | |
| 13067<br>908<br>HBLJ | **Corral** SteelTwinSc<br>(*ex*MartinB.Stone,<br>*Elec.light* *ex*Carahue) 2*Dks* | 888<br>—<br>648 | | | | | 1908 | Howaldtswerke<br>Kiel | Cia.Carbonifera y deFundicion Schwager | 182·0<br>B46' | 32·0 | 17·5 | Valparaiso<br>Chilian<br>*WB* | T.6Cy.11⅘",18½"&29½"-15¾"<br>69NHP<br>Howaldtswerke,Kiel | | |
| 13068<br>217197<br>LNRH | **Corrales** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2146<br>1766<br>1287 | | | … | | 1918 | Manitowoc S.B.Co.<br>Manitowoc, Wis. | UnitedStates ShippingBoard | 250·5<br>P27'B64'F26' FK | 43·7 | 20·4 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>263NHP<br>ManitowocS.B.Co. | 23 ″ 1 | R |
| 13069 | **Correntino** SteelSc<br>(*Tug*)<br>1*Dk* | 132<br>127<br>83 | | | | | 1904 | J.Marjoribanks<br>BuenosAyres | M.Estrada | 95·0<br>B39' | 20·0 | 10·0 | Bns.Ayres<br>Argentine<br>*WB* | C.2Cy.18"&36"-30" 59NHP<br>E&B*made*85,*re-fitted*04<br>BarrowS.B.Co.Barrow | | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| recked 9,21<br>13070<br>136342<br>JHFM | **Corrib** SteelScSr<br>ssBel.No.1-19<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft Well deck* | 506<br>357<br>189 | ✠~~100A1~~<br>6,21 ~~6,19~~<br>✠~~LMC~~ | Bel | *l* | CL<br>6,19 | 1914<br>9mo<br>Lloyd | Murdoch & Murray,Ld.<br>Pt.Glasgow<br>'sA&CP | JohnKelly,Ld.<br>(S.Kelly,*Mgr.*)<br>*WB=CellD* | 167·0<br>Q94'B9'F32'<br>BK7½"<br>*Bf90'134tFPT47t* | 26·7 | 10·0 | Belfast<br>British<br>*3BHCem*<br>*APT23t* | T.3Cy.14",24"&40"-30" (*s*)<br>180lb 79RHP<br>1SB,*3cf*,GS61,HS2004<br>Ross&Duncan,Glasgow | 12 " 8<br>s " 6½<br>12 " 11 | |
| 13071<br>138937 | **Corrie Roy** SteelScK<br>ssGms.No 1-19<br>*Elec.light* 1*Dk* | 327<br>300<br>171 | ✠100A1<br>*StmTrawler*<br>11,20<br>BS11,20 ✠LMC9,19 | Gms | | CL<br>9,19 | 1915<br>10mo<br>Lloyd | Cochrane& Sons,Ld.<br>Selby<br>'sA&CP | DirectFishSupplies,Ld.(G.W.P. Margarson,*Mgr.*) | 140·4<br>Q78'F21'<br>BK7½" | 24·2 | 12·8 | Grimsby<br>British<br>*4BHCem* | T.3Cy.13½",23"&37"-26" (*s*)<br>200lb 90RHP<br>1SB,*3pf*,GS44,HS1502<br>C.D.Holmes&Co.Ld.Hull | 13 " 6 | |
| 13072<br>144218<br>KGSW | **Corrientes** SteelSc<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)3*rd dk*(*Stl*)<br>*Elec.light Ref.Mchy. in foreholds*<br>Wireless | 6863<br>6572<br>4233 | ✠100A1<br>*Shelter dk withfreeboard*<br>6,21 ~~3,21~~<br>✠LMC11,20<br>✠Lloyd'sRMC [illegible] 1,22<br>*Fitted for oil fuel* 11,20 *F.P. above* 150° F. | Liv<br>Lon | *a*† | CL | 1920<br>7mo<br>Lloyd | Short Bros. Ld.<br>Sunderland<br>'sA&CP | DonaldsonSouth AmericanLine,Ld.<br>*CellD* | 419·0<br>FK<br>*B344'1198tFPT89t* | 54·8 | 35·7 | Glasgow<br>British<br>*7BHtoSh dk Cem*<br>*APT251t* | 2 Steam Turbines geared to 1 Sc Shaft 200lb (*s*)<br>4SB*12cf*,GS240,HS10632 FD<br>ParsonsMar.Stm.Turbine Co.Ld.Nwc. | 38 " 3<br>s 11 " 0<br>27 " 8 | |
| 13073 | **Corriere di Genova** IronTwin ScSr<br>1*Dk*(*Irn*) | 216<br>169<br>97 | ✠<br>6,86<br>✠ | Shl | *c* | | 1886<br>6mo | T.&W. Smith<br>N.Shields | F.Lepidi | 125·5<br>Q15'B9'F14'<br>FK | 24·1 | 7·0 | M.Video<br>Uruguayan<br>*4BHAsp* | C.4Cy.14"&25"-18"<br>44NHP<br>WallsndSlipwyC.Ld.,Nwc. | 7 " 7 | |
| 13074<br>12<br>NPVD | **Corriere di Salerno** IronScSr<br>(*ex*Regina Margherita, *ex*Lochaber) 1*Dk* | 304<br>193<br>183 | | | | | 1880 | Dobson& Charles<br>Grangmouth | Cia.Napoletana diNavigazione | 134·5<br>Q32'B28'F26' | 22·6 | 10·4 | Naples<br>Italian | C.2Cy.23"&38"-30"<br>NE94 NB03 66NHP<br>D.Rollo&Sons,Liverpool | | |
| 13075<br>131496 | **Corrimal** SteelSc3MstSr<br>*Elec.light Mchy.Aft* 1*Dk* | 1140<br>890<br>682 | | | | | 1911 | Greenock& Grangem'th DckyrdCoLd<br>Grangem'th | G.S.Yuill&Co.,Ld. | 230·0<br>Q124'B13'F25' | 34·7 | 13·9 | SydnyNSW<br>British<br>*WB* | T.3Cy.18",30"&48"-33"<br>132NHP<br>Muir&Houston,Ld.Gls. | | C |
| 13076<br>99465 | **Corsair** IronPadSp<br>Wireless 1*Dk* | 153<br>139<br>24 | | | | | 1892 | J.P.Rennoldson&Sns. Ld. S.Shields | CoulsonTugCo.Ld.<br>(J.C.Coulson, *Mgr.*) | 105·0 | 19·1 | 9·8 | S.Shields<br>British | L.2Cy.28"-50"<br>80RHP<br>JPRennoldsn&SnsLdSShl | | |
| 13077<br>146178<br>KLFH | **Corsea** SteelSc 2764<br>*Elec.light* 1*Dk*(*Stl*) | ~~2797~~<br>~~2449~~<br>~~1628~~<br>2426<br>1596 | ✠100A1<br>~~11,21~~ 12,21<br>~~(*ClassContemplated*)~~<br>✠LMC11,21 | Sld | *t* | CL<br>12,21 | 1921<br>11mo<br>Lloyd | S.P.Austin &Son,Ld.<br>Sunderland<br>'sA&CP | CoryColliers,Ld.<br>*CellDB236'783tDTinER*(p10's14')180t*DTa22'117tFPT170tAPT70t* | 312·5<br>P25'B66'F28' | ~~45·2~~<br>[45·3] | 20·8<br>FK | London<br>British<br>*5BHCem* | T.3Cy.22½",37"&61"-42" (*s*)<br>180lb 268NHP<br>2SB,*8pf*,GS125,HS4236<br>Richardsons,Westgarth& Co.Ld.Sld. | 23 " 1<br>s3 " 11<br>19 " 6 | |
| 13078<br>126474<br>LGBT | **Corsica** IronSc3MstSr<br>*Mchy.Aft Elec.light* 1*Dk&Spardk* | 2364<br>—<br>1787 | | | | | 1888 | GlobeIron Works<br>Cleveland,O. | Castner,Curran& Bullitt,Inc. | 299·5<br>H- F34' | 40·8 | 21·0 | Boston<br>Utd.States<br>*WB* | T.3Cy.22",38"&61"-42"<br>241NHP<br>GlobeIrnwks,Clvlnd,Ohio | | R |
| 13079<br><br>OEZK | **—** SteelTwinScSr<br>*Elec.light* Wireless 1*Dk&Awng dk* | 1295<br>1235<br>520 | | | | | 1904 | Cie.Française deNav.<br>Nantes | Cie.MarseillaisedeNav.àVap. (Fraissinet&Co.*Mgrs.*) | 260·7<br>H— | 28·5 | 16·2<br>22·9 | Marseilles<br>French | T.6Cy.20",31½"&52"-31½"<br>305NHP<br>Cie.Franç.deNav.Lyons | | V |
| 13080<br>104917<br>NWTC | **—** SteelScSr<br>ssLth.2ndNo.3-4,20<br>*Elec.light* 2*Dks*(*UStl*) | 1100<br>853<br>538 | ✠100A1<br>5,21 ~~4,20~~<br>✠NB8,13 ✠LMC4,20<br>BS5,21 | Lth | *n* | N4,20 | 1895<br>8mo<br>Lloyd | Ramage& Ferguson,Ld.<br>Leith<br>'sA&CP *WB* | Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)<br>*=CellDBa52'uE&* | 230·0<br>P27'B56'F28'<br>*B40'f94'213tFPT* | 32·1 | 15·1<br>FK | Leith<br>British<br>*5BHCem*<br>*34tAPT18t* | T.3Cy.19",31"&50"-36" (*s*)<br>165lb 167NHP<br>2SB,*4cf*,GS86,HS2750<br>Ramage&Ferguson,Lth. | 17 " 4<br>s 2 " 2½<br>15 " 5 | |
| 13081<br>124191<br>HKVJ | **Corsican** SteelTwinScSr<br>3*Dks*<br>*Ref.Mchy. Elec.light* Sub.Sig. Wireless | 11438<br>9057<br>7121 | | | | | 1907 | Barclay, Curle&Co.Ld<br>Glasgow | AllanLineSSCo.Ld.<br>(CanadianPacific StmshipsLd.,*Mgrs*) | 500·3<br>P&B350'F56' | 61·2 | 38·0 | Glasgow<br>British<br>*WB* | T.6Cy.28",47"&79"-54"<br>917NHP<br>Barclay,Curle&Co.Ld.Gls. | | C |
| 13082 | **Corsican Prince** SteelSc<br>ould be "Persiana," See No. 38936 in Supplement<br>*Elec.light*<br>*CruiserStern* | 4500<br>[illegible]<br>2790 | 100A1<br>*Shelter dk withfreeboard*<br>(*ClassContemplated*) | | | | 1921 | Furness S.B.Co.Ld.<br>Haverton Hill-on-Tees | PrinceLine,Ld. | 363·0<br>F68' | 52·0 | 30·7 | Newcastle<br>British | T.3Cy.26",43"&73"-48"<br>Richardsons,Westgarth& Co.Ld.Hpl. | | |
| 13083<br>217011<br>LNDW | **Corsicana** SteelScSr<br>*Elec.light* Wireless 1*Dk*<br>Sub.Sig. | 2146<br>1777<br>1287 | | | ... | | 1918 | Manitowoc S.B.Co.<br>Manitowoc, Wis. | UnitedStates ShippingBoard | 250·5<br>P27'B64'F26' | 43·7 | 20·4<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>263NHP<br>ManitowocS.B.Co. | 23 " 1 | R |
| 13084 | **Corsinia** SteelScSr<br>ssTri No.3-5,20<br>1*Dk*(*ptIrnptStl*) | 4448<br>4135<br>2727 | ✠100A1<br>~~4,21~~ ~~5,20~~ 5,22<br>✠LMC6,20 | Tri<br>Rot | *x* | CL<br>6,20 | 1912<br>3mo<br>Lloyd | W.Doxford &Sons,Ld.<br>Sunderland<br>'sA&CP *WB=* | Soc.Anon.diNav. aVap.~~Laburnica~~ Liburnica<br>*CellDBa100'uE26'f174'846tFPT176t* | 369·5<br>P32'B115'F32' | 50·0 | 26·3<br>FK | Trieste<br>Italian<br>*6BHCem*<br>*APT225t* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 383NHP<br>3SB,*8cf*,GS162,HS6536<br>W.Doxford&Sons,Ld.Sld. | 28 " 9 | |
| 13085<br>218595<br>LSCV | **Corson** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* 2*Dks&Webframes*<br>Sub.Sig. | 4999<br>4740<br>3074 | | | ... | | 1919 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43' | 54·2 | 27·6<br>FK | Phildlphia<br>Utd.States<br>*WB* | 1GearedSteamTurbine<br>GeneralElectricCo. Schenectady,N.Y. | 32 " 0 | R |
| 13086<br>142745<br>JVRK | **Corstar** SteelSc<br>(*ex*WarDart) 1*Dk*(*Stl*)<br>*Elec.light Well deck*<br>Wireless *Cargo battens not fitted* | 2337<br>1756<br>1336 | ✠100A1<br>8,21 ~~9,20~~<br>✠LMC12,18 | Sld<br>Shl | *s* | CL<br>~~9,20~~<br>8,21 | 1918<br>12mo<br>Lloyd | CaledonS. B.&E.Co.Ld.<br>Dundee<br>'sA&CP | CoryColliers,Ld.<br>*CellD* | 285·0<br>P28'Q77'B56'F32'<br>*B228'585tFPT100t* | 42·0 | 18·9<br>FK | London<br>British<br>*7BHptCem*<br>*APT209t* | T.3Cy.22",36"&59"-39" (*s*)<br>180lb 266NHP<br>2SB,*6cf*,GS124,HS4500<br>CaledonS.B.&E.Co.Ld.Dun | 21 " 2<br>s 2 " 3<br>19 " 3 | |
| 13087<br>144550<br>KFJH | **Corstream** SteelSc<br>(*ex*Helene-HugoStinnes14)<br>*Elec.light* Wireless Sub.Sig. 1*Dk* | 1755<br>1453<br>904 | Mdb. 10,20<br>(*See footnote**)<br>For full particulars See No. 36671 in Supplement | | | | 1912 | G.Seebeck A.G.Ges<br>Geestemünde | CoryColliers,Ld. | 258·9<br>[illegible]F24' | 38·1 | 17·8 | London<br>British<br>*WB* | T.3Cy.17[illegible],28½"&44½"-35[illegible]<br>118NHP<br>G.SeebeckA.G.Gst. | 20 " 4<br>s 2 " 6<br>18 " 2 | |
| 13088<br>105847<br>PJDO | **Corsurf** SteelSc<br>[illegible] "Gunther," See No. 3758[illegible] in Supplement<br>ssShl.No.3-8,09<br>(*ex*Surf) ssSws.No.2-18<br>*Well deck* 1*Dk*(*Irn*)&*Webframes*<br>*Cargo battens not fitted* | 1597<br>1232<br>986 | ✠100A1<br>7,20<br>✠LMC<br>MS6,18 BS7,20 | Sld | *p* | N8,19 | 1896<br>6mo | S.P.Austin &Son<br>Sunderland<br>A&CP | ~~CoryColliers,Ld.~~<br>EmilR.Retzlaff<br>*CellDBa72'uE&* | 255·0<br>P28'Q68'B48'F28'<br>*B42'f96'453tFPT* | 35·2 | 16·5<br>FK | Stettin<br>German<br>*4BHCem*<br>*46tAPT58t* | T.3Cy.20",32½"&53"-36" (*s*)<br>160lb *100lb* 180NHP<br>NDB04*fitted*09<br>1SB,*4pf*,GS68,HS2860<br>J.Dickinson&Sons,Ld.Sld. | 19 " 6<br>s 2 " 0<br>17 " 10 | |
| 13089<br><br>OEZM | **Corte II.** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 1706<br>1364<br>627 | | | | | 1911 | Swan,Hunter&Wigham Richardson, LdNewcastle | Cie.MarseillaisedeNav.àVap. (Fraissinet&Co.*Mgrs.*) | 280·0<br>P45'F57' | 37·0 | 23·6 | Marseilles<br>French<br>*WB* | T.4Cy.29",45"&(2)52"-45"<br>362NHP<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | | V |
| 13090<br>142505 | **Corteen** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft Well deck* | 530<br>359<br>211 | ✠100A1<br>5,22 ~~11,20~~<br>✠LMC11,20 | Rnf<br>Bel | *h* | CL | 1920<br>11mo<br>Lloyd | W.Simons &Co.Ld.<br>Renfrew<br>'sA&CP | JohnKelly,Ld.<br>(S.Kelly,*Mgr*).<br>*CellD* | 166·9<br>Q94'B9'F32'<br>BK7½"<br>*Bf90'134tFPT47t* | 26·6 | 9·9 | Belfast<br>British<br>*3BHCem*<br>*APT23t* | T.3Cy.14",24"&40"-30" (*s*)<br>180lb 88RHP<br>1SB,*3cf*,GS61,HS2009<br>W.Simons&Co.Ld Rnf. | 12 " 8<br>s 4 " 6½<br>12 " 11 | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued.

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification. Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shft. last seen. | Built. When. Ship. Engines | By Whom. Where. | Owners. | Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | Registers in which classed, if not in L.R. Dated of R. of Trade Cert. |
| 13091<br>143354<br>KBWJ | **Cortes** SteelScSr<br>Wireless 1*Dk* | 1390<br>1094<br>546 | | | | | 1919 | CaledonS.<br>B.&E.Co.Ld.<br>Dundee | MacAndrews& Co.<br>Ld. | 270·6 | 38·1 | 16·2 | London<br>British<br>*WB* | T.3Cy.21",34"&56"–39"<br>196NHP<br>CaledonSB&E.Co.Ld.Dun. | | C |
| 13092<br>134775<br>JCLR | **Cortina** SteelScK<br>*ss*Gms.No.1–19<br>1*Dk* | 213<br>206<br>89 | ✠100A1<br>Stm.Trawler<br>10,20 | Gms | ... | CL<br>10,20 | 1913<br>7mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld.Beverley<br>'*sA&CP* | Trawlers(White<br>Sea&Grimsby)Ld.<br>(J.N.&H.Bacon,<br>*Mgrs.*) | 117·1<br>Q61'F16'<br>BK7½" | 21·5 | 12·1 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"–24" (*s*)<br>200lb 66RHP<br>1SB,2*pf*,GS30,HS1020<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 1 | |
| 13093<br>135192<br>JBRG | **Corton** SteelScSr<br>*ss*Sld.No.1–17<br>Wireless 1*Dk*(*Stl*) | 3405<br>3028<br>2034 | ✠100A1<br>2,21<br>✠NB(s)8,18<br>~~BS8,21~~ | Sld<br>✠LMC~~8,18~~<br>8,22 | *v* | CL<br>11,19<br>8,22 | 1913<br>2mo<br>*Lloyd* | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>'*sA&CP*<br>*WB=Cell DBa114' uE&B43' f123'936t Sidetanks in ER 10'& 14'195tFPT190tAPT136t* | CoryColliers,Ld. | 341·0<br>P25'B59'F28'<br>FK | 47·0 | 22·8 | London<br>British<br>6*BHCem* | T.3Cy.24",40"&65"–42" (*s*)<br>180lb 301NHP<br>2SB,8*pf*,GS140,HS4721<br>G.Clark,Ld.Sunderland | 25 ″ 3<br>s4 ″ 7½<br>20 ″ 11 | |
| 13094<br>144237<br>KHQC | **Cortona** SteelSc~~Sr~~<br>*Elec.light* Wireless<br>*Ref.Mchy.* 2*Dks*(*Stl*)&*Shelterdk*(*Stl*)<br>3*Dks*(*Stl*)*in forward holds* | 7093<br>6679 ~~5129~~<br>4453 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>9,21<br>~~(*ClassContemplated*)~~<br>✠Lloyd'sRMC~~3,21~~ 11,21 | Rot<br>✠LMC4,21 | *a*† | CL | ~~1920~~<br>1921<br>3mo<br>*Lloyd's* | Vickers,<br>Ld.<br>Barrow<br>*A&CP*<br>*Cell DB357'1124t Wing tanksE&Bspace404tFPT 103tAPT42t* | ~~DonaldsonBros.~~<br>~~Ld.~~DonaldsonSouth<br>AmericanLine,Ld. | ~~414·0~~<br>414·4<br>FK | ~~55·5~~<br>55·7 | ~~31·2~~<br>36·8 | Glasgow<br>British<br>*Cem*<br>(*6BHtoShdk*<br>*1 „ 3 U „*) | 2 Steam Turbines geared to 1 Sc.Shaft 200lb (*r*) 729NHP<br>4SB,12*cf*,GS246,HS10332 FD<br>Vickers,Ld.Barrow | 39 ″ 3<br>s10″10½<br>28 ″ 8 | |
| 13095 | **Corumba** SteelPad<br>*Elec.light* 1*Dk&Shadedk* | 738<br>396<br>534 | | | | | 1906 | W.Denny&<br>Bros.<br>Dumbarton | TheArgentineNav.<br>Co.(Nicolás<br>Mihanovich)Ld. | 200·0 | 30·1 | 8·8 | Bns.Ayres<br>Argentine | T.3Cy.16¼",26½"&43"–54"<br>136NHP<br>Denny&Co.Dumbarton | | |
| 13096<br>MFHP | **Coruna** SteelScSr<br>1*Dk* | 1467<br>1325<br>883 | | | | | 1908 | W.Dobson<br>&Co.<br>Newcastle | Dpskintsk.<br>Garonne(Fearnley<br>&Eger,*Mgrs.*) | 253·2<br>P13*t*H—*t*F32*t* | 37·7 | 17·5 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.19",31"&51"–36"<br>156NHP<br>N.E.MarineEngCoLdNwc | 19 ″ 9 | N |
| 13097<br>99224<br>MHLQ | **Corunna** SteelScSr<br>*ss*Pt.A.2ndNo.3–8,13<br>*ss*Hfx.No.1–17<br>1*Dk*(*Stl*)&*Awngdk* | 1269<br>1231<br>792 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>3,21 ~~3,20~~<br>BS3,20 ✠LMC10,17<br>✠NB5,18 *refitted*3,20 | Hfx | *n* | CL<br>3,21 | 1891<br>9mo<br>*Lloyd* | Ramage<br>&Ferguson<br>Leith<br>'*sA&CP* | CorunnaShipping<br>Co.Ld.(Dominion<br>Iron&SteelCo.)<br>*WB* =*FPT84tAPT25t MT27'353t* | 230·0<br>FK | 34·1 | 13·0<br>19·7 | Montreal<br>British<br>5*BHCem* | T.3Cy.17",27"&44"–30" (*s*)<br>160lb 136NHP<br>1SB,3*cf*,GS75,HS2481<br>Ramage&Ferguson,Leith | 20 ″ 9<br>s7 ″ 5½<br>13 ″ 7 | |
| 13098<br>218310<br>LRPN | **Corvallis** WoodScSr<br>*Elec.light* Wireless 1*Dk2trB* | 2922<br>2331<br>1724 | | | | | 1919 | Peninsular<br>S.B.Co.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 267·8<br>P49'B69'F43' | 49·8 | 25·6 | PortlndOr<br>Utd.States | 1 Steam Turbine<br>WestinghouseElectric&<br>Mfg.Co. | | R |
| 13099 | **Corvin** SteelScSr<br>*ss*Fiu.No.1–18<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck* | *1444*<br>*962*<br>*884* | ✠100A1<br>9,21 ~~5,19~~<br>~~BS6,20~~<br>BS9,21 | Fiu<br>Cpl<br>✠LMC~~5,19~~<br>MS12,21 | *p* | CL<br>~~5,19~~<br>9,21 | 1913<br>9mo<br>A&CP<br>~~*Lloyd's*A&CP~~ | W.Dobson<br>&Co.<br>Newcastle<br>*WB*=*Cell DBa70' uE & B28' f98'309tFPT 39tAPT38t* | LevanteSoc.diNav<br>Marittima | 240·0<br>P&B154'F30'<br>FK | 36·1 | 14·4 | Fiume<br>4*BHCem* | T.3Cy.19",31"&52"–36" (*s*)<br>180lb 212NHP<br>2SB,6*cf*,GS96,HS3776<br>N.E.MarineEng.CoLdNwc | 16 ″ 7 | |
| 13100 | **Corvo** SteelScSp<br>(*Tug*)<br>1*Dk* | *112*<br>*99*<br>*5* | | | ... | | 1908 | CHWalker<br>&Co.Ld.<br>Sudbrook | LloydBrasileiro | 86·0<br>BK6" | 18·6 | 9·7 | R.Janeiro<br>Brazilian | T.3Cy.13",22"&34"–22½"<br>55NHP<br>Plenty&Son,Ld.Newbury | 10 ″ 4 | |
| 13101<br>219269<br>LTSQ | **Corvus** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5749<br>5144<br>3550 | ✠100A1<br>8,20<br>*Fitted for oil fuel* 12,19 *F.P. above* 150°F. | NNs<br>✠LMC12,19 | *z* | CL<br>8,20 | 1919<br>11mo | Columbia<br>RiverSBCorp<br>Portland,Or.<br>A&CP | GreenStarS.S.<br>Corp.<br>*CellDB355'1139t MT29'745tFPT132tAPT143t* | 410·0<br>P44'B115'F47'<br>FK | 54·2 | 27·5 | NewYork<br>Utd.States<br>7*BHptCem* | T.3Cy.24½",41½"&72"–48"<br>210lb (*s*) 582NHP<br>3SB,9*cf*,GS196,HS8780 FD<br>LlewellynIronWorks,<br>LosAngeles,Cal. | 30 ″ 3<br>s6 ″ 6½<br>24 ″ 1 | |
| 13102<br>200479 | — SteelScSr<br>(*ex*J.L.Weeks)<br>*Elec.light Mchy.Aft* 1*Dk2trB* | 4551<br>—<br>3451 | | | | | 1903 | WestBay<br>CityS.B.Co.<br>W.BayCity | InterlakeS.S.Co.<br>(Picklands,Mather<br>&Co.*Mgrs.*) | 416·0 | 50·0 | 24·0 | Fairport<br>Utd.States | T.3Cy.22",35"&58"–40"<br>213NHP<br>DetroitS.B.Co.Detroit | | |
| 13103<br>LBMT | — SteelSc<br>*Elec.light* 1*Dk* | 1309<br>1092<br>760 | | | | | 1920 | Kjöbnhvns<br>Flydk.&Skbs<br>Copenhagen | DetBergenske<br>Dampskibsselskab. | 241·4<br>P39*t*H64*t*F32*t* | 36·2 | 16·2 | Bergen<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"–30"<br>106NHP<br>KjbnhavnsFlydk&Skibsv. | | |
| 13104<br>99715<br>NFGH | — SteelScYl<br>(*Trawler*)<br>1*Dk* | 140<br>127<br>56 | | | ... | | 1893 | Mackie&<br>Thomson<br>Glasgow | H.Bennett | 99·3<br>Q17'F19'<br>BK7½" | 20·1 | 10·4 | Grimsby<br>British | T.3Cy.11",17"&27"–20"<br>40RHP<br>Muir&Houston,Glasgow | 11 ″ 7 | |
| 13105<br>142769<br>JVWS | **Corwen** SteelSc<br>(*ex*WarDagger) 1*Dk*(*Stl*)<br>*Elec.light Cargo battens not fitted*<br>*Well deck* Wireless | 2337<br>1755<br>1332 | ✠100A1<br>7,21 ~~6,20~~ | Sld<br>Lon<br>✠LMC2,19 | *s* | CL<br>~~4,19~~<br>7,21 | 1919<br>2mo<br>*Lloyd* | CaledonS.<br>B.&E.Co.Ld.<br>Dundee<br>'*sA&CP* | CoryColliers,Ld.<br>*CellDB 228' 585t FPT100t APT209t* | 285·0<br>P28'Q77'B56'F32'<br>FK | 42·0 | 18·9 | London<br>British<br>7*BHptCem* | T.3Cy.22",36"&59"–39" (*s*)<br>180lb 266NHP<br>2SB,6*cf*,GS124,HS4500<br>CaledonSB.&E.Co.Ld.Dun | 21 ″ 2<br>s2 ″ 3<br>19 ″ 3 | |
| 13106 | **Cory** SteelScSr<br>*ss*SantaCruzNo.2–20<br>1*Dk*(*Stl*–teak s) | 57<br>*46*<br>— | ✠ A–<br>11,20<br>*ForTowing purposes*<br>BS12,21 | Santa<br>Cruz<br>✠LMC11,20 | | CL<br>11,20 | 1914<br>9mo | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley | Cory Hermanos y<br>Cia. | 61·5<br>BK4" | 15·1 | 7·1 | Santa Cruz<br>de Tenerife<br>Spanish<br>3*BHCem* | C.2Cy.11"&22"–18" (*s*)<br>120lb 29NHP<br>1SB,2*pf*,GS26,HS637<br>Bow,McLachln&CoLdPsy | 7 ″ 6 | |
| 13107<br>106056<br>PNGT | **Corycia** SteelScSr<br>*ss*Sou.No.3–5,10<br>(*ex*Yacht,*ex*Christine) 1*Dk*<br>*Elec.light* | 196<br>—<br>107 | ✠<br>4,18 | ✠ | | | 1896<br>12mo | DJDunlop<br>&Co.<br>PortGlasgow | JamesDredging,<br>Towage&<br>TransportCo.Ld. | 137·5<br>BK6" | 20·0 | 11·1 | London<br>British<br>2*BHCem* | T.3Cy.11",18"&28"–24"<br>70RHP<br>1SB,2*cf*,GS25,HS865<br>D.J.Dunlop&Co.Pt.Gls. | | |
| 13108<br>219239<br>LTRB | **Coskata** SteelSc<br>*Fitted for oil fuel*<br>Wireless 1*Dk2trB in fore&*<br>*Elec.light after holds& Web frames* | 3257<br>3005<br>1978 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | Newark NJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa | 28 ″ 6 | R |
| 13109<br>NLQR | **Cosmopoliet** SteelAuxScAak<br>*OilEng.*<br>(*ex*SailingVessel) 1*Dk*<br>(*See Sailing Ship Register*) | 127<br>—<br>101 | | | | | 1897 | Joh.Berg<br>Sappemeer | P.M.Diederik | 101·5<br>len.01 H16' | 19·1 | 6·7 | Amstrdam<br>Dutch | Oil Engine *fitted* 18<br>2Cy.12"–14"<br>Motorfabriek<br>Concordia,Ams. | | V |
| 13110<br>243<br>NACU | **Cossack** SteelScSr<br>*ss*Oda.No.1–94<br>*Well deck* 1*Dk*(*Irn*) | 777<br>—<br>425 | ✠<br>6,00 | Oda<br>✠ | *k* | | 1890<br>4mo | Wood,<br>Skinner&Co.<br>Newcastle | Sch.&E.Karapat-<br>nitsky<br>*WB* =*DBa 42'53t FPT 18tAPT12t* | 200·5<br>Q64'B53'F25'<br>FK | 30·0 | 12·6 | Odessa<br>Russian<br>4*BHCem* | T.3Cy.14½",23½"&39"–27"<br>85NHP<br>2SB,4*pf*,GS46,HS1378<br>N.E.MarineEng.CoLdNwc | 13 ″ 8 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13111 | **Costa Martins** SteelSc<br>*Elec.light* 1*Dk&Prom dk* | *147*<br>*121*<br>*95* | | | ... | | 1905 | Murdoch & Murray<br>Pt.Glasgow | M.daC.Chaves | 110·0\|22·1\| 6·6<br>F15'<br>FK | Para<br>Brazilian | C.2Cy.12″&24″–18″<br>20NHP<br>White&Hemphill,Ld.Grk. | 7 ″ 0 | |
| 13112<br>126741<br>KJNP | **Costa Rica** SteelScSr<br>*Elec.light* Wireless 2*Dks&Saloon dk* | 1783<br>—<br>1167 | | | | | 1891 | Delaware RiverCo.<br>Chester,Pa. | L.A.Pedersen | 221·5\|36·0\|19·3 | S.Frncisco<br>Utd.States | T.3Cy.20″,32″&50″–36″<br>150NHP<br>DelawareRiverCo. | | |
| 13113<br>452 | **Costante** SteelAuxSc3MstSr<br>*PetrolMotor*<br>(*See Sailing Ship Register*) | 173<br>—<br>148 | | | | | 1911 | F.Menetto<br>Chioggia | Soc.Anon.Orscolo | 114·1\|24·1\| 9·9 | Venice<br>Italian | Petrol Motor<br>4Cy.11⅓″–10⅔″ 11NHP | | I |
| 13114<br>186<br>NPWL | **Costantinopoli** SteelScSr<br>(*ex*Città diTorino)<br>*Elec.light* Wireless 2*Dks&Spar dk* | 3836<br>3396<br>2782 | | | | | 1898 | N.Odero& Co.<br>Foce,Genoa | Soc.Italiana di ServiziMarittimi | 363·2\|43·6\|19·2<br>Q48'B76'F52' 27·4 | Genoa<br>Italian<br>*WB* | T.3Cy.25½″,42½″&67¾″–51¼″<br>383NHP<br>N.Odero&Co.Foce | | I |
| 13115 | **Costas** SteelSc<br>*Elec.light* | 160<br>110<br>40 | | | | | 1905 | Ansaldo<br>Constntinopl | Cralidis | 120·3\|17·8\|10·3 | Greek | T.3Cy.13″,21″&29″–21″<br>38NHP<br>Ansaldo,Constantinople | | V |
| 13116<br>218428<br>LRTP | **Costigan** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks&Web frames*<br>Sub.Sig. Wireless | 6126<br>5090<br>3800 | | | ... | | 1919 | Merchant S.B.Corp.<br>Harriman,Pa | UnitedStates ShippingBoard | 400·7\|54·2\|29·9<br>P36'B124'F44'<br>FK | Phildlphia<br>Utd.States<br>*WB* | 2 SteamTurbines geared to 1 Sc Shaft<br>WestinghouseElectric& Mfg.Co.Essington,Pa | 32 ″ 10 | R |
| 13117<br>217203<br>LNRS | **Costilla** SteelScSr<br>*Elec.light* 1*Dk*<br>*Mchy.Aft* Wireless Sub.Sig. | 2351<br>—<br>1433 | | | | | 1918 | Gt.Lakes Eng.Works.<br>Ecorse.Mich. | UnitedStates ShippingBoard | 253·5\|43·5\|27·6<br>P115'F25' | NewYork<br>Utd.States<br>*WB* | T.3Cy.21″,34½″&57″–42″<br>211NHP<br>Gt.LakesEng.Wks.Detroit | | R |
| 13118<br>218760<br>LSMC | **Cotati** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk&Shelter dk*<br>*Ref.Mchy.* Sub.Sig. *&Web frames*<br>*Longitudinal framing* | 5963<br>5535<br>4385 | | | ... | | 1919 | MooreS.B. Co.<br>Oakland,Cal. | UnitedStates ShippingBoard | 402·5\|53·0\|32·0<br>P34'F39'*on Shelter dk*<br>FK | S.Frncisco<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Sc Shaft<br>W&A FletcherCo.Hoboken | 34 ″ 6 | R |
| 13119<br>217269<br>LNWG | **Cote Blanche** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* Sub.Sig. *Topside tanks* | 2352<br>1855<br>1433 | 100A1<br>9,20 | Bos<br>LMC6,19 | *s* | CL | 1919<br>5mo | Gt.Lakes Eng Works<br>Ecorse,Mich.<br>*CellD* | UnitedStates ShippingBoard<br>*B209'574tTopside* | 253·4\|43·7\|25·1<br>P115'F26'<br>FK<br>*tanks*124'330*tFPT* | NewYork<br>Utd.States<br>4*BHCem*<br>152*tAPT*74*t* | T.3Cy.21″,34½″&57″–42″ (*s*)<br>175lb 284NHP<br>2SB,6*cf*,GS104,HS4160 FD<br>Gt.LakesEngWrksDetroit | 27 ″ 6 | R |
| 13120<br>141691 | **Cote Nord** WoodAuxSc3MstSr<br>*OilEng.*<br>Wireless 1*Dk*<br>(*See Sailing Ship Register*) | 205<br>165<br>147 | | | | | 1920 | McLeon Constr.Co.Ld<br>MahoneBay, N.S. | NorthEastCo.Ld. | 125·2\|26·6\|10·6 | Lunenbrg N.S.<br>British | Oil Engine<br>4Cy.9½″–10¼″ 26NHP<br>GeelossenGrieEngineCo. Seattle,Wash. | | R |
| 13121<br>OEZT | **Cotentin** IronSc<br>1*Dk* | 132<br>98<br>67 | ✠<br>4,84<br>✠ | Lon | *a* | | 1884<br>3mo | R.&H. Green<br>London | P.Libert | 90·0\|18·1\| 8·4<br>B33' | Brest<br>French<br>4*BHCem* | C.2Cy.15″&27″–18″<br>26NHP<br>A.Wilson&Co.London | 8 ″ 11 | |
| 13122<br>217270<br>LNWH | **Cotopaxi** SteelScSr<br>*Elec.light* Wireless Sub.Sig. 1*Dk*<br>*Mchy.Aft* | 2351<br>—<br>1433 | | | | | 1918 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | ClinchfieldNav. Co.Inc. | 253·0\|43·8\|25·6<br>P115'F25' | NewYork<br>Utd.States<br>*WB* | T.3Cy.21″,34½″&57″–42″<br>211NHP<br>Gt.LakesEngWrksDetroit | | R |
| 13123 | **Cotrone** WoodSc<br>1*Dk* | 566<br>462<br>318 | | | | | 1920 | Cant.Nav. Calabresi<br>Cotrone | G.Ansaldo&Co. | 164·0\|27·6\|17·0<br>B39'F26' | Genoa<br>Italian | C.2Cy.18⅝″&27½″–18″<br>27NHP<br>FrattaWorks,Salerno | | |
| 13124<br>217576<br>LPVC | **Cotteral** WoodTwinSc<br>*Elec.light* Wireless 2*Dks* | 3020<br>2343<br>1770 | | | | | 1918 | McEach-ernShipCo.<br>Astoria,Or. | UnitedStates ShippingBoard | 272·8\|46·1\|24·1<br>B142'F27' | Astoria<br>Utd.States | T.3Cy.15½″,26″&44″–26″<br>Hewes& 99NHP<br>Phillips,Newark,N.J. | | |
| 13125<br>217424<br>LPJR | **Cottonplant** SteelScSr<br>*Elec.light* Wireless 1*Dk*<br>*Mchy.Aft* Sub.Sig. | 2450<br>1855<br>1485 | | | | | 1918 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | UnitedStates ShippingBoard | 253·0\|43·5\|27·5<br>P115'F25' | Boston<br>Utd.States<br>*WB* | T.3Cy.21″,34½″&57″–42″<br>211NHP<br>Gt.LakesEng.Wks.Detroit | | R |
| 13126<br>217423<br>LPJQ | **Cottonwood** SteelScSr<br>*Elec.light* Wireless Sub.Sig. 1*Dk*<br>*Mchy.Aft* | 2450<br>—<br>1485 | | | | | 1918 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | UnitedStates ShippingBoard | 253·0\|43·8\|25·6<br>P115'F25' | Boston<br>Utd.States<br>*WB* | T.3Cy.21″,34½″&57″–42″<br>211NHP<br>Gt.LakesEng.Wks.Detroit | | R |
| 13127<br>OFAC | **Coucy** SteelScK<br>(*ex*Ville deBoulogne)<br>*Elec.light* 1*Dk* | 190<br>—<br>79 | | | | | 1894 | Earle'sCo. Ld.<br>Hull | Soc.Anon.de Pêche &d'Arm. de l'Ouest | 121·0\|20·6\|11·0 | LaRochlle<br>French<br>*WB* | T.3Cy.12⅝″,20″&32″–22″<br>48NHP<br>Earle'sCo.Ld.Hull | | V |
| 13128 | **Couëron** SteelTwinSc<br>1*Dk* | 140<br>—<br>50 | | | | | 1903 | Cie.Franç de Nav.&de Const.Nav<br>Nantes | Messageries de l'Ouest(Cie.de Transp.Mar.) | 119·0\|19·7\| 6·0 | Nantes<br>French | C.4Cy.10½″&18$\frac{1}{16}$″–11″<br>18NHP<br>Cie. Franç. de Nav. & de Constr.Nav.Nantes | | V |
| 13129<br>217513<br>LPRD | **Coulee** SteelScSr<br>*Elec.light* Wireless Sub.Sig. 1*Dk*<br>*Mchy.Aft* | 2450<br>1855<br>1485 | | | | | 1919 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | UnitedStates ShippingBoard | 253·5\|43·5\|27·5<br>P115'F25' | Boston<br>Utd.States<br>*WB* | T.3Cy.21″,34½″&57″–42″<br>211NHP<br>Gt.LakesEng.Wks.Detroit | | R |
| 13130<br>218568<br>LSCG | **Coulter** WoodScSr<br>*Elec.light* 1*Dk*2*trB* | 2565<br>—<br>1575 | | | | | 1919 | Tampa DockCo.<br>Tampa,Fla. | UnitedStates ShippingBoard | 268·0\|46·0\|24·5<br>P18'B67'F28' | Tampa<br>Utd.States<br>*WB* | T.3Cy.19″,32″&56″–36″<br>188NHP | | R |
| 13131<br>110207 | **Councillor** IronScK<br>*ss*Ant.No.2–94<br>(*ex*LeLillois) (*Trawler*) 1*Dk* | 116<br>107<br>43 | ✠<br>4,94 | Ant | *b* | | 1885<br>10mo | Hawthorns &Co.<br>Leith | G.P.Taylor<br>*WB* | 94·5\|20·0\| 9·6<br>=*FPT*8*t* BK7' | Granton<br>British<br>4*BHCem* | C.2Cy.15″&28½″–21″ 40RHP<br>1SB,2*pf*,GS28,HS690 NB03<br>Hawthorns&Co.Leith | 10 ″ 7 | |
| 13132<br>115724<br>TRPW | **Counsellor** SteelSc<br>*ss*Lon.No.3–9,16<br>*ss*Liv.No.1–20<br>(*ex*Crown of Granada) 1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws)&*deep framing*<br>Wireless | 2746<br>2537<br>1764 | ✠100A1<br>*Spar dk*<br>9,21 ~~8,20~~<br>✠LMC<br>BS[illegible] 9,21 MCS,20 | Liv<br>Cff | *u* | CL<br>3,20 | 1902<br>11mo<br>*Lloyd* | Barclay, Curle&Co. Ld<br>Glasgow<br>'*sA&CP* | CharenteSSCo.Ld.<br>(T.&J.Harrison, *Mgrs.*) | 320·0\|44·0\|12·7<br>*Turtle back*13' 22·5<br>B98'F33' FK<br>*Cell DBa* 82' *uE* 34' | Liverpool<br>British<br>5*BHCem*<br>*f*130'531*t* | T.3Cy.25″,41″&67″–45″ (*s*)<br>180lb 336NHP<br>3SB,9*cf*,GS179,HS5310<br>Barclay,Curle&Co.Ld.Gls. | 25 ″ 0<br>s4 · 3½<br>21 ″ 1 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13133 | **Countess of Derby** SteelPad | 136<br>—<br>86 | | | | | 1884 | Hepple&<br>Co.<br>N.Shields | CrownAgents for theColonies | 125·0<br>B19'H25'F30' | 18·1 | 8·2 | SrraLeone<br>British<br>WB | 2Cy.27"–36"<br>48RHP<br>Hepple&Co.NorthShields | | |
| 13134<br>118779<br>VGLC | **County of Cardigan** SteelScSr<br>ssBhn No.1–22 ssDub.No.3–12,16<br>(exDeddington) 1Dk(Irn)2trB&<br>Elec.light Wireless Webframes 3Dk rule | 2832<br>2644<br>1750 | ✠100A1<br>withfreeboard<br>2,22 12,20<br>✠LMC<br>~~MS12,16~~ ~~BS11,19~~<br>MS2,22 BS3,21 | Gen<br>Bhn | u | ~~11,19~~<br>2,22 | 1903<br>10mo<br>Lloyd | Ropner&<br>Son<br>Stockton<br>'sA&CP | CountyShipping Co.Ld.(D.Owen, Mgr.)<br>CellDB | 320·0<br>P29'B78'F37'<br>a98'uE24'f132'597t | 46·0 | 21·3<br>FK | Cardiff<br>British<br>5BHCem<br>APT117t | T.3Cy.23",38"&62½"–42" (s)<br>160lb 90lb 256NHP<br>2SB,6cf,GS123,HS3900<br>Blair&Co.Ld.Stockton | 23 " 6<br>s 4 " 2<br>19 " 8 | |
| 13135<br>139621<br>JRKF | **County of Carmarthen** SteelScSr<br>(exRuel) Wireless 1Dk(Stl)<br>Elec.light | 3654<br>3387<br>2228 | ✠100A1<br>3,21<br>✠LMC10,17<br>Carrying oil fuel F.P. above 150° F. in DB | Rot | w | N3,21 | 1917<br>10mo<br>Lloyd | Ropner&<br>Sons,Ld.<br>Stockton<br>'sA&CP | CountyShipping Co.(D.Owen, Mgr.)<br>CellD | 346·5<br>P23'B206'F38'<br>B304'831tFPT129t | 50·8 | 23·2<br>FK | Cardiff<br>British<br>6BHCem<br>APT151t | T.3Cy.25",41"&67"–45" (s)<br>180lb 100lb 322NHP<br>2SB,6cf,GS127,HS4900<br>Blair&Co.Ld.Stockton | 25 " 8<br>s 3 " 6<br>22 " 5 | |
| 13136<br>102209 | **County of Fife** SteelScK<br>1Dk | 114<br>105<br>43 | | | ... | | 1896 | Hawthorns<br>&Co.(Lim.)<br>Leith | F.Salmon&Son | 90·2 | 19·1 | 9·6<br>BK6" | Yarmouth<br>British | C.2Cy.14"&29"–21"<br>34RHP<br>Hawthorns&Co.(Lim),Lth | 10 " 6 | |
| 13137<br>217605<br>LPWR | **Couparle** SteelScSr<br>Wireless<br>Elec.light Sub.Sig. Mchy.Aft 1Dk | 2450<br>—<br>1485 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates ShippingBoard | 253·5<br>P115'F25' | 43·5 | 27·5 | Boston<br>Utd.States<br>WB | T.3Cy.21",34½"&57"–42"<br>210NHP<br>Gt.LakesEng.Wks.Detroit | | R |
| 13138<br>217287<br>LPBC | **Courageous** SteelSc<br>Fitted for oil fuel<br>1DkShelter<br>Elec.light Sub.Sig. Dk&Webframes<br>Wireless Longitudinal framing | 7593<br>7295<br>4755 | | | ... | | 1918 | Bethlehem<br>S.B.Corp.Ld.<br>Alameda,Cal. | UnitedStates ShippingBoard | 440·0 | 56·0 | 35·2<br>FK | S.Frncisco<br>Utd.States<br>WB | 1GearedSteamTurbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | 38 " 0 | R |
| 13139 | **Courbageau** SteelScK<br>(exSuzeMarie)<br>Elec.light 1Dk | 232<br>193<br>78 | ✠<br>StmTrawler<br>11,09<br>✠NB9,93 | Nts | | | 1908<br>9mo | Mackie&<br>Thomson, Ld.<br>Glasgow | Soc.Anon. "ChalutiersdeLa Rochelle" | 120·5<br>Q68'F18' | 21·5 | 11·5<br>BK7½" | La Rochlle<br>French<br>3BHCem<br>DB) 19'20t | T.3Cy.12½",20"&33"–24"<br>70NHP<br>1SB,2pf,GS38,HS1253<br>W.V.V.Lidgerwood,Gls. | 12 " 6 | V |
| 13140<br>95231<br>KPMS | **Courier** SteelScCtr<br>1Dk<br>Well deck | 728<br>455<br>315 | | | | | 1887<br>9mo | C.S.Swan<br>&Hunter<br>Newcastle | Huddart Parker, Ld. | 220·8<br>Q140' F37' | 30·0 | 12·6 | Melbourne<br>British | T.3Cy.30",46"&73"–36"<br>FD 320NHP<br>Hawthrn,Leslie& Co.Nwc. | 13 " 3 | |
| 13141<br>86457 | — IronScSr<br>1Dk | 151<br>139<br>55 | 5,87<br>✠ | Sou | c | | 1883<br>5mo | Day,Summers&Co.<br>Northam | T.N.Barbenson &Co. | 129·8 | 19·2 | 9·7 | Guernsey<br>British<br>4BHCem | C.2Cy.20"&40"–24"<br>65RHP<br>Day,Summers&Co.Sou. | | |
| 13142<br>65777<br>WRGS | **Courland** IronSc3MstSr<br>2Dks3trB | 1248<br>1221<br>760 | | | ... | | 1872 | R.Napier<br>&Sons<br>Glasgow | BombayS.N.Co.Ld | 250·4 | 30·2 | 21·5<br>BK8½" | Bombay<br>British<br>WB | C.2Cy.30⅝"&54"–36"<br>NB85 131NHP<br>R.Napier&Sons,Glasgow | 22 " 4 | |
| 13143<br>OFAJ | **Courlis** IronSc<br>ssArc.2ndNo.3–11,09<br>ssBdx.No.2–19<br>1Dk | 112<br>110<br>65 | ✠100A1<br>StmTrawler<br>5,19 | Arc | ... | N5,19 | 1884<br>6mo<br>Lloyd | Hawthorns<br>&Co.<br>Leith<br>'sA&CP | Soc.des Pêcheries de l'Océan(C. Olivari, Mgr.) | 101·5<br>F12'<br>ND04 | 18·0 | 9·4<br>BK6½" | Bordeaux<br>French<br>4BHCem | C.I.2Cy.15"&27"–21" (s)<br>80lb NB17 32NHP<br>1SB,2pf,GS27<br>Hawthorns&Co.Leith | 10 " 1<br>s 1 " 8<br>9 " 7 | |
| 13144<br>122698<br>VPTW | **Courser** SteelScK<br>ssSou.No.3–3,20<br>1Dk | 227<br>209<br>95 | ✠100A1<br>StmTrawler<br>10,21 ~~10,20~~ ✠LMC3,20<br>BS10,21 | Gms | | CL<br>3,20 | 1905<br>7mo<br>Lloyd | Cook,Wel-t'n&Gemmell<br>Beverley<br>'sA&CP | HarryWood&Co. (Grimsby)Ld. (H.Wood, Mgr.) | 124·9<br>Q69'F19' | 22·0 | 11·6<br>BK8" | Grimsby<br>British<br>4BHCem | T.3Cy.12½",21½"&35"–24"(s)<br>180lb 60NHP<br>1SB,2pf,GS33,HS1078<br>C.D.Holmes&Co.Hull | 12 " 4 | |
| 13145<br>OFAR | **Courseulles** SteelScSr<br>Now named "Glendochart," See No. 37545 in Supplement<br>(exH.G.Dalton)<br>Mchy.Aft Elec.light 1Dk2trB | 1611<br>921 | | | | | 1903 | Superior<br>S.B.Co.<br>W.Superior | Chemins de Fer de l'EtatFrançais (Soc.Maritime Nationale, Mgrs.) | 255·0<br>Q88'F36' | 41·0 | 18·0 | Havre<br>French<br>WB | T.3Cy.14",25"&42"–30"<br>NB17 97NHP<br>SuperiorS.B.Co. | | V |
| ※ 13146<br>TRNH | **Courtfield** SteelScSr<br>Now named "Belgique," See No. 36448 in Supplement<br>ssShl.No.3–10,18<br>Wireless ssRot.No.1–19<br>Elec.light 2Dks(Stl)&deep framing& Shelter dk(Stl–ptws) | 4592<br>4290<br>2874 | ✠100A1<br>Shelter dk<br>4,20<br>✠LMC7,19 | Lon | y | CL<br>4,20 | 1902<br>10mo<br>Lloyd | Ropner&<br>Son<br>Stockton<br>'sA&CP | Fothergill&Co.Ld.<br>WB=CellD | 391·0<br>Ba125'uE25'f167' | 51·6 | 26·7<br>FK | London<br>British<br>6BHCem<br>1028tDTf | T.3Cy.27",45"&74"–48" (s)<br>180lb 100lb 468NHP<br>3SB,9cf,GS165,HS6400 FD<br>Blair&Co.Ld.Stockton<br>33'879tFPT113tAPT139t | 29 " 6<br>s 3 " 11<br>26 " 0 | |
| 13147<br>217604<br>LPWQ | **Courtois** SteelScSr<br>Elec.light Sub.Sig. 1Dk<br>Mchy.Aft Wireless | 2450<br>—<br>1485 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates ShippingBoard | 253·5<br>P115'F25' | 43·5 | 27·5 | Boston<br>Utd.States<br>WB | T.3Cy.21",34½"&57"–42"<br>210NHP<br>Gt.LakesEng.Wks.Detroit | | R |
| ※ 13148<br>125756<br>JLVD | **Courtown** SteelScSr<br>ssShl.No.2–20 ssKob.No.3–5,11<br>(exBellevue,exKoju ~~ssKob.No.1–15~~<br>Maru,exHarford) 1Dk(Stl)&deepfram-<br>Elec.light Wireless ing&Shelter dk(Irn) | 4419<br>4149<br>2714 | ✠100A1<br>Shelter dk<br>withfreeboard<br>10,20 ~~3,19~~ ✠LMC1,20<br>~~MS5,15~~ ~~BS4,20~~<br>BS7,21 | Cff<br>Shl | y | CL<br>~~11,13~~<br>9,20 | 1909<br>1mo<br>Lloyd | JReadhead<br>&Sons<br>SouthShields<br>'sA&CP | TownLine(London),Ld.(Harrison Sons&Co. Mgrs.)<br>CellDB | 375·0 | 51·5 | 25·6<br>FK | London<br>British<br>6BHCem<br>a127'uE&B | T.3Cy.26½",43"&71"–48" (r)<br>180lb 90lb 399NHP<br>3SB,9rf,GS173,HS6417<br>J.Readhead&Sons,S.Shl.<br>44'f161'1113tAPT248t | 28 " 3<br>s 3 " 6½<br>25 " 1 | |
| 13149<br>217728<br>LQHN | **Coushatta** SteelScSr<br>Elec.light 1Dk<br>Mchy.Aft Sub.Sig. Wireless | 2469<br>—<br>1502 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates ShippingBoard | 253·0<br>P115'F25' | 43·8 | 25·6 | Norfolk<br>Utd States<br>WB | T.3Cy.21",34½"&57"–42"<br>210NHP<br>Gt.LakesEng.Wks.Detroit | | R |
| 13150<br>217729<br>LQHP | **Coutolene** SteelScSr<br>Elec.light Sub.Sig. 1Dk<br>Mchy.Aft Wireless | 2450<br>—<br>1485 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates ShippingBoard | 253·0<br>P115'F25' | 43·8 | 25·6 | Norfolk<br>Utd.States<br>WB | T.3Cy.21",34½"&57"–42"<br>210NHP<br>Gt.LakesEng.Wks.Detroit | | R |
| 13151 | **Covadonga** SteelScSr<br>Mchy.Aft 1Dk(Stl) | 249<br>184<br>130 | ✠100A–<br>12,20<br>LMC8,19 | Bbo | | CL | 1919<br>8mo | Soc.Anon.<br>Astilleros<br>Ardanaz<br>Bilbao | L.Ibran | 115·0<br>Q39'B9'F18' | 21·0 | 8·8<br>FK<br>FPT13t | Aviles<br>Spanish<br>3BHCem<br>APT3t | T.3Cy.7 11/16",12⅜"&20 11/16"–13 13/16" 175lb (s) 25NHP<br>1SB,1f,GS15,HS482<br>SocElectro Mechanico,Bbo | 10 " 0<br>s ." 9½<br>9 " 5 | |
| 13152<br>217774<br>LQJN | **Covalt** SteelScSr<br>Elec.light Sub.Sig. 1Dk<br>Mchy.Aft Wireless | 2450<br>—<br>1485 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates ShippingBoard | 253·0<br>P115'F25' | 43·8 | 25·6 | Boston<br>Utd.States<br>WB | T.3Cy.21",34½"&57"–42"<br>210NHP<br>Gt.LakesEng.Wks.Detroit | | R |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.* Date de la dernière Visite. | 6<br>Port de Visité. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux de Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13153<br>218006<br>LRBH | **Covedale** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*<br>*Mchy.Aft* Wireless | 2450<br>—<br>1485 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·4<br>P115'F25' | 43·7 | 24·5 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",34½"&57"–42"<br>210NHP<br>Gt.LakesEng.Wks.Detroit | | R |
| 13154<br>217810<br>LQNB | **Covena** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*<br>*Mchy.Aft* Wireless | 2450<br>—<br>1485 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·0<br>P115'F25' | 43·8 | 25·6 | Boston<br>Utd.States<br>*WB* | T.3Cy.21",34½"&57"–42"<br>210NHP<br>Gt.LakesEng.Wks.Detroit | | R |
| 13155<br>218005<br>LRBG | **Coverun** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*<br>*Mchy.Aft* Wireless | 2450<br>—<br>1485 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·4<br>P115'F25' | 43·7 | 24·5 | Boston<br>Utd.States<br>*WB* | T.3Cy.21",34½"&57"–42"<br>210NHP<br>Gt.LakesEng.Wks.Detroit | | R |
| 13156<br>127397<br>KPQG | **Covington** SteelSc<br>(*Tug*)<br>Sub.Sig. 1*Dk* | 401<br>—<br>196 | | | | | 1899 | Neafie&<br>LevyCo.<br>Philadelphia | SeaboardTransportationCo. | 135·0 | 27·5 | 15·7 | Boston<br>Utd.States | T.3Cy.16½",24"&42"–30"<br>97NHP<br>Neafie&LevyCo.Phl. | | |
| 13157<br>217898<br>LQSH | **Cowan** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*<br>*Mchy.Aft* Wireless | 2450<br>—<br>1485 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·4<br>P115'F25' | 43·7 | 24·5 | Boston<br>Utd.States<br>*WB* | T.3Cy.21",34½"&57"–42"<br>210NHP<br>Gt.LakesEng.Wks.Detroit | | R |
| 13158<br>217566<br>LPTR | **Cowanshannock** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*<br>Wireless | 2532<br>—<br>1514 | | | | | 1919 | Gt.Lakes<br>Eng.Wks.<br>Ashtabula,O. | UnitedStates<br>ShippingBoard | 253·5 | 43·5 | 27·5 | Boston<br>Utd.States<br>*WB* | T.3Cy.19",32"&54"–40"<br>184NHP<br>GtLakesE.W.Ashtabula,O | | R |
| 13159<br>217552<br>LPTF | **Cowardin** WoodScSr<br>*Elec.light* Wireless 2*Dks*<br>*Mchy.Aft* *Welldeck* | 3351<br>2735<br>2042 | ~~✠10A~~<br>3,22 ~~1,21~~<br>~~✠LMC5,19~~ | Liv | | CL<br>1,21 | 1918<br>9mo | National<br>S.B.Co.<br>Orange,Tex. | NaciremaS.S.Corp | 298·6<br>P&B105'F42' | 49·9 | 25·9 | Pt.Arthur,<br>Texas<br>Utd.States | T.3Cy.19",32"&54"–36"<br>200lb 296NHP<br>2 Water Tube Boilers<br>GS174,HS5800<br>VulcanIronworks,Inc.<br>JerseyCity,N.J. | 29 · 2<br>s 5 · 3 | |
| 13160<br>217748<br>LQJR | **Cowboy** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*<br>Wireless | 2532<br>—<br>1512 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ashtabula, O. | UnitedStates<br>ShippingBoard | 253·5 | 43·5 | 27·5 | Boston<br>Utd.States<br>*WB* | T.3Cy.19",32"&54"–40"<br>184NHP<br>Gt.LakesEng.Works,<br>Ashtabula,O. | | R |
| 13161<br>217844<br>LQPJ | **Cowee** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*<br>Wireless | 2507<br>—<br>1495 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ashtabula, O. | UnitedStates<br>ShippingBoard | 253·5 | 43·5 | 27·5 | Boston<br>Utd.States<br>*WB* | T.3Cy.19",32"&54"–40"<br>184NHP<br>Gt.LakesEng.Works,<br>Ashtabula,O. | | R |
| 13162<br>216836<br>LMRP | **Coweta** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2551<br>—<br>1528 | | | | | 1918 | Foundat'n<br>Co.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 267·3 | 46·0 | 23·6 | Newark<br>Utd.States | T.3Cy.15",32"&56"<br>188NHP | | R |
| 13163<br>126210 | **Cowichan** SteelTwinScSr<br>*Elec.light* 1*Dk*&*Awng dk* | 962<br>570<br>520 | | | | | 1908 | AilsaS.B.<br>Co.Ld.<br>Ayr | UnionS.S.Co.of<br>Brit.Columbia,Ld. | 157·1 | 32·1 | 13·5 | Vancvr,BC<br>British<br>*WB* | T.6Cy.13½",22"&36"–20"<br>116NHP<br>MacColl&Co.Ld.Belfast | | C |
| 13164<br>217978<br>LQWG | **Cowiche** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*<br>Wireless | 2496<br>—<br>1490 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ashtabula,O. | UnitedStates<br>ShippingBoard | 253·5 | 43·5 | 27·5 | Boston<br>Utd.States<br>*WB* | T.3Cy.19",32"&54"–40"<br>184NHP<br>Gt.LakesEng.Works,<br>Ashtabula,O. | | R |
| 13165<br>133225 | **Cowpen** SteelTwinSc<br>*ss.*Bly.No.2-19<br>*Elec.light* (*BucketHopperDredger*)<br>1*Dk*(*Stl*) | 1122<br>1094<br>639 | | | ... | 5,19 | 1913<br>4mo | Ferguson<br>Bros.(Port<br>Glasgow)Ld.<br>PortGlasgow<br>*Lloyd*'sA&CP | BlythHarbour<br>Commissioners | 205·0<br>FK | 41·1 | 14·8 | Blyth<br>British<br>6*BHCem* | T.6Cy.16½",26"&42"–27" (*s*)<br>160lb 221NHP<br>2SB,6*cf*,GS126,HS3892<br>FergusonBros.<br>(Pt.Glasgow),Ld.P.Gl. | 16 · 9<br>s 3 · 1<br>14 · 3 | |
| 13166<br>105791<br>PFJK | **Cowrie** SteelSc3MstSr<br>*ss*Rot.2ndNo.3–7,20<br>*Mchy.Aft* 2*Dks*(1*Irn*1*Stl*)<br>*Elec.light* Wireless &*Webframes* | 4893<br>4459<br>3155 | ✠100A1<br>11.21~~7,20~~<br>BS5,21 ✠LMC5,20<br>✠NB11,08<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 5,00 *F.P. above* 150°F. | Rot<br>Shl | *y* | CL<br>N5,20 | 1896<br>1mo | Armstrong<br>Mtchll&C.Ld<br>Newcastle<br>A&CP | AngloSaxonPetroleumCo.Ld. | 376·0<br>P92'B58'F45'<br>FK<br>*WB = CellDBuE&* | 48·0 | 29·9 | London<br>British<br>12*BHCem*<br>*B69'177tDT* | T.3Cy27½",43½"&73"–48"(*s*)<br>160lb *100lb* NDB08 415NHP<br>3SB,9*cf*,GS189,HS6888<br>WllsndSlpwyCo.Ld.Nwc.<br>*f28'331t FPT127tAPT30t* | 31 · 8<br>s 6 · 6<br>25 · 7 | |
| * 13167<br>104866<br>NTPM | **Coya** SteelScSr<br>*ss*Nwc.2ndNo.3–11,20<br>Wireless 1*Dk*(*Stl*)&*Spar dk*(*Irn*)3*trB* | 3040<br>2809<br>1945 | ✠100A1<br>*Spar dk*<br>11,21~~11,20~~<br>BS11,20 ✠LMC7,19 | Nwc<br>Ams | *u* | CL<br>7,19 | 1895<br>5mo | JLThompson&Sons,Ld<br>Sunderland<br>A&CP | KyleTransportCo.<br>Ld(A.Bicket,*Mgr*)<br>*WB= CellDBa96'* | 322·0<br>P30'B80'F34' 26·0<br>BK10"<br>*uE&B36'f124'558t* | 42·7 | 18·6 | London<br>British<br>7*BHCem*<br>*APT66t* | T.3Cy.24½",40"&66"–45" (*s*)<br>160lb *120lb* NDB13 299NHP<br>2SB,6*rf*,GS138,HS4600<br>J.Dickinson,Sunderland | 28 · 6<br>s 5 · 3½<br>24 · 2 | |
| Abandoned on Fire 2,22<br>13168<br>142310<br>JRDQ | **Coylet** SteelSc<br>~~ss.Gls.~~~~4,21~~ (*ex*Waziristan,<br>*ex*WarRambler) Wireless 1*Dk*(*Stl*)<br>*Elec.light* | 5222<br>4780<br>3221 | ✠~~100A1~~<br>~~4,21~~ ~~9,20~~ 10,21<br>~~MS1,21~~<br>*Fitted for oil fuel* 4,21 *F.P. above* 150°F<br>*Fitted with Cylindrical tanks for Carrying petroleum* | Nwc<br>GlsHam | *r* | CL<br>4,21 | 1918<br>3mo | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>*Lloyd*'sA&CP | ~~Thos.Dunlop&Sons~~ CoyletSSCoLd<br>(T.Dunlop&Sons,<br>*Mgrs*) | 400·0<br>P49'B113'F39'<br>FK<br>*CellDB*344' *FPT*119*t* | 52·4 | 28·5 | Glasgow<br>British<br>~~6*BHptCem*~~<br>*APT*195*t*<br>11*BHptCem* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>N.E.MarineEng.Co.Ld.Sld | 31 · 0<br>s5 · 6½<br>25 · 10 | |
| 13169<br>216679<br>LMHN | **Coyote** WoodScSr<br>*Elec.light* Wireless 1*Dk* | 2551<br>—<br>1528 | | | | | 1918 | Foundat'n<br>Co.<br>Newark,N.J. | AmericanS.S.Corp | 267·3 | 46·0 | 23·8 | NewYork<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 13170<br>114843<br>TGKB | **Coytobee** SteelScSr<br>(*ex*Yacht,*ex*Sanda.<br>*Elec.light* *ex*Maretanza) | 156<br>71<br>— | | | ... | | 1902 | J.P.Rennoldson&Sns.<br>Ld.S.Shields | J.Constantine | 100·0 | 18·6 | 9·7 | British | O.2Cy.17"&34"–22"<br>50RHP<br>J.P.Rennoldson&Sons,Ld. | | |
| 13171 | **Crab** SteelSc<br>(*Bucket Dredger*)<br>*Elec.light* *Mchy.Aft* 1*Dk*(*Teak*) | 212<br>202<br>85 | ✠<br>*Dredger*<br>1,07<br>✠ | Rnf | | | 1907<br>1mo | W.Simons<br>&Co.Ld.<br>Renfrew | CrownAgents for<br>theColonies | 125·0<br>F23'<br>FK | 25·2 | 8·5 | Penang<br>British<br>4*BHCem* | T.3Cy.11",17"&28"–21"<br>1SB,2*cf*,GS30,HS784<br>W.Simons&Co.Ld.Rnf. | 9 · 0 | |
| 13172<br>OFBN | **Crabe** SteelScSr<br>(*Trawler*)<br>1*Dk* | 285<br>262<br>99 | | | | | 1907 | DelaBrosse<br>&Fouché<br>Nantes | L.Groselier-<br>Duchochois | 139·8<br>Q52' | 22·0 | 10·1 | Boulogne<br>French | T.3Cy.11¾",19¾"&32½"–24¾"<br>51NHP<br>De la Brosse&Fouché,Nts. | | V |
| 13173<br>218156<br>LRHN | **Crabtree** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*<br>Wireless | 2496<br>—<br>1491 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ashtabula,O. | UnitedStates<br>ShippingBoard | 253·4 | 43·6 | 25·1 | Boston<br>Utd.States<br>*WB* | T.3Cy.19",32"&54"–40"<br>184NHP<br>Gt.LakesEng.Works,<br>Ashtabula,O. | | R |

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13174 | **Cracovia**<br>Elec.light | SteelTwinSc<br>2Dks(Stl-U ws)&<br>Shelter dk(Stl-ws) | 8052<br>6050<br>4566 | ✠100A-<br>Shelter dk<br>with freeboard<br>~~5,21~~ ~~11,20~~ ✠LMC11,20<br>12,21 | Tri | | CL<br>F5,21 | 1920<br>11mo | Cant.San RoccoS.A.<br>S.Rocco | LloydTriestino<br>CellD | 443·6<br>B213'F83'on<br>Shelter dk FK<br>Collision<br>B368'815tAPT57t | 53·1 | 24·9 | Trieste<br>Italian<br>Cem<br>BHtoSh dk<br>6 „ „ U „ | 4 Steam Turbines geared to 2 Sc. Shafts 180lb (r)<br>5SB,15cf,GS314,HS12735FD<br>StabilimentoTecnico,Tri. | 36 ″ 11<br>s 11 ″ 7<br>25 ″ 11 | |
| 13175<br>139348<br>KCJW | **Cradock** | SteelScK<br>1Dk(Stl) | 203<br>201<br>88 | ✠100A1<br>StmTrawler<br>8,19 ✠LMC8,19 | Lth | | | 1919<br>7mo<br>Lloyd | Hawthorns &Co.Ld.<br>Leith<br>'sA&CP | L.C.Cockrell | 115·4<br>BK7½" | 22·2 | 12·1 | Hull<br>British<br>3BHCem<br>DBf29'20t | T.3Cy.12",20"&34"-23" (s)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hawthorns&Co.Ld.Leith | 13 ″ 0 | |
| 13176<br>133009<br>HVCR | **Craftsman**<br>(exCrown of Toledo)<br>Elec.light Wireless | SteelSc2TwinMsts<br>ssLiv.No.2-20<br>2Dks(Stl)&<br>Shelter dk(Stl) | 5815<br>5448<br>3644 | 100A1<br>Shelter dk<br>with freeboard<br>~~11.21~~ ~~1,24~~ LMC11,20<br>BS11,21 | Liv<br>Lon | b† | CL<br>11,20 | 1911<br><br>Lloyd<br>CellDB | Russell& Co.<br>PortGlasgow<br>'sA&CP In<br>a 114' uE31'f | CharenteS.S.Co. Ld(T.&J.Harrison Mgrs.)<br>termediate 'tween dk BH in after<br>193'1105t DTa33'8 | 455·4<br>FK<br>hold dispensed with<br>57tFPT87tAPT19t | 56·2 | 27·6 | Liverpool<br>British<br>Cem<br>1BHtoSh dk<br>5 „ „ U „<br>1 „ „2nd„ | T.3Cy.28",46"&77"-54" (s)<br>180lb 656NHP<br>4SB,12cf,GS242,HS10176FD<br>Dunsmuir&JacksonLd.Gls<br>only | 30 ″ 0<br>s 4 ″ 4½<br>26 ″ 0 | |
| 13177<br>217939<br>LQVG | —<br>Wireless | WoodSc<br>(Tug)<br>1Dk | 358<br>—<br>197 | | - | | | 1919 | M.M.Davis &Sons<br>SolomonsMd | M.J.Dady Engineering& ContractingCo. | 126·0 | 29·9 | 13·7 | NewYork<br>Utd.States | T.3Cy.18",28"&45-30"<br>111NHP | | R |
| 13178<br>90041 | **Cragbue**<br>(exFlyingFox) | IronPadSk | 185<br>174<br>73 | | | | | 1885 | JTEltring-ham<br>S.Shields | MovilleS.S.Co.Ld. (D.O'Donnell, Mgr.) | 122·5 | 20·3 | 10·9 | Glasgow<br>British | L.1Cy.41"-60"<br>98RHP<br>J.P.Rennoldsn&Sns,S.Shl. | | |
| 13179<br>101813<br>MVRF | **Cragside**<br>—<br>Well deck | SteelScSr<br>ssNwc.2ndNo.3-3,19<br>1Dk(Irn) | 513<br>357<br>227 | ✠100A1<br>2,22 ~~9,20~~<br>BS9,20 ✠LMC3,17 | Sws | g | ~~9,20~~<br>2,22 | 1892<br>12mo | Wood, Skinner&Co<br>Newcastle<br>A&CP | A.Andrews&Co<br>W | 160·3<br>Q81'B14'F21'<br>FK<br>B=DBa31'28tFP | 25·6 | 11·9 | Newcastle<br>British<br>4BHCem<br>T17tAPT7t | T.3Cy.13",21½"&34"-27" (s)<br>160lb 60RHP<br>1SB,3pf,GS41,HS1120<br>N.E.Mar.E.Co.(Lim.),Sld. | 12 ″ 6<br>s ″ 7½<br>12 ″ 1 | |
| 13180<br>106546 | **Craig Gowan** | SteelScSr<br>1Dk | 126<br>119<br>50 | | | ... | | 1897 | Hall,Rus-sell&Co.<br>Aberdeen | T.Davidson | 95·0<br>BK6½" | 19·6 | 10·5 | Aberdeen<br>British | C.2Cy.13"&32"-21"<br>50RHP<br>Hall,Russell&Co.Abn. | 11 ″ 0 | |
| 13181<br>135103 | **Craig Island** | SteelScK<br>ssArd.No.1-19<br>1Dk | 210<br>207<br>89 | ✠100A1<br>StmTrawler<br>6,20 | Lth | ... | CL<br>6,20 | 1914<br>11mo<br>Lloyd | J.Cran& Co.<br>Leith<br>'sA&CP | ~~T.H.Scales~~<br>~~J.A.McGlashan~~<br>Mrs.G.Devlin<br>(T.L.&R.D.Devlin, Mgrs.) | 116·6<br>BK8"<br>WB= | 22·0 | 12·0 | Granton<br>~~Leith~~<br>British<br>3BHCem<br>DBf28'20t | T.3Cy.12",21"&33"-23" (s)<br>180lb 74RHP<br>1SB,3pf,GS49,HS1360<br>J.Cran&Co.Leith | 13 ″ 0 | |
| 13182<br>139803 | **Craigcoilleach** | SteelScK<br>ssAbn.No.1-22<br>1Dk | 233<br>220<br>91 | ✠100A1<br>StmTrawler<br>4,22 ~~8,20~~ ✠LMC~~8,17~~<br>4,22 | Abn | | CL<br>~~11,19~~<br>4,22 | 1917<br>8mo<br>Lloyd | A.Hall& Co.Ld.<br>Aberdeen<br>'sA&CP | R.Irvin&Sons,Ld. | 122·4<br>DBf19'12t BK7½" | 22·1 | 12·3 | Aberdeen<br>British<br>3BHCem | T.3Cy.12",20"&34"-24" (s)<br>180lb 78RHP<br>1SB,3pf,GS46,HS1433<br>A.Hall&Co.Ld.Aberdeen | 13 ″ 3 | |
| 13183<br>104520 | **Craigellachie** | SteelScSr<br>1Dk | 112<br>105<br>45 | ✠<br>For fishing purposes<br>12,98 ✠ | Abn | | | 1896<br>1mo | Hall, Rus-sell&Co.<br>Aberdeen | ~~R.J.Balls,Jr.~~<br>R.Irvin&SonsLd. | 90·8<br>BK6" | 19·6 | 10·0 | N.Shields<br>British<br>4BHCem | C.2Cy.13½"&30"-21"<br>1SB,2pf,GS27,HS749 45RHP<br>Hall,Russell&Co.Abn. | 10 ″ 6 | |
| 13184<br>127114 | **Craigendarroch**<br>(exJohnO.Meikle) | SteelScK<br>ssAbn.No.2-20<br>1Dk | 198<br>196<br>77 | ✠100A1<br>StmTrawler<br>12,21 ~~9,20~~ ✠LMC9,19<br>BS1,21 | Abn | | CL<br>7,20 | 1910<br>11mo<br>Lloyd | Hall,Rus-sell&Co.Ld<br>Aberdeen<br>'sA&CP | W.Walker | 112·6<br>BK7½"<br>WB= | 22·2 | 11·9 | Aberdeen<br>British<br>3BHCem<br>DBf18'13t | T.3Cy.12",20"&34"-23" (r)<br>180lb 77RHP<br>1SB,3pf,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 9 | |
| 13185<br>125958 | **Craigewan** | SteelScK<br>ssAbn.No.2-20<br>1Dk | 204<br>202<br>78 | ✠100A1<br>StmTrawler<br>11,21 ~~10,20~~ ✠LMC1,20<br>BS11,21 | Abn | | CL<br>1,20 | 1910<br>1mo<br>Lloyd | Hall,Rus-sell&Co.Ld.<br>Aberdeen<br>'sA&CP | Peterhead TrawlingCo.Ld. (J.G.Adam, Mgr.) | 117·2<br>BK7½"<br>WB=DBf32' | 22·1 | 12·2 | Aberdeen<br>British<br>4BHCem<br>21tFPT7t | T.3Cy.12",20"&34"-23" (r)<br>180lb 74RHP<br>1SB,3pf,GS41,HS1334<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 13186<br>119075 | **Craigiehall** | SteelTwinSc<br>1Dk | 693<br>686<br>315 | | | | | 1903 | W.Simons &Co.Ld.<br>Renfrew | Trustees of the ClydeNavigation | 192·0 | 38·1 | 12·2 | Glasgow<br>British | C.6Cy.(2)21"&(4)30"-24"<br>147NHP<br>W.Simons&Co.Ld.Rnf. | | |
| 13187<br>106532 | **Craigievar** | SteelScSr<br>1Dk | 112<br>104<br>44 | | | ... | | 1896 | Hall, Rus-sell&Co.<br>Aberdeen | J.Main | 90·4<br>BK6" | 19·6 | 10·0 | Aberdeen<br>British | C.2Cy.13½"&30"-21"<br>45RHP<br>Hall,Russell&Co.Abn. | 10 ″ 6 | |
| 13188<br>69755 | **Craiglea** | SteelSc<br>(exRainband)<br>1Dk(Stl) | 96<br>95<br>37 | ✠100A1<br>For fishing purposes<br>12,20 ✠LMC9,20 | Dun | | CL | 1919<br>12mo<br>Lloyd | OuseS.B. Co.Ld.<br>Goole<br>'sA&CP | A.Smith | 86·2<br>BK7½" | 18·5 | 9·2 | Leith<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB2pfGS30HS814<br>Pollit&WigzellLd, SowerbyBridge | 10 ″ 0 | |
| 13189<br>106533 | **Craigmillar** | SteelScSr<br>1Dk | 112<br>104<br>44 | | | ... | | 1896 | Hall, Rus-sell&Co.<br>Aberdeen | G.Robb | 90·5<br>BK6" | 19·6 | 10·0 | Aberdeen<br>British | C.2Cy.13½"&30"-21"<br>45RHP<br>Hall,Russell&Co.Abn. | 10 ″ 6 | |
| 13190<br>139828 | **Craigmore** | SteelScK<br>ssHpl.No.1-20<br>1Dk | 210<br>196<br>91 | ✠100A1<br>StmTrawler<br>10,21 ~~9,20~~ ✠LMC9,20 | Hpl<br>Shl | | CL<br>9,20 | 1916<br>6mo<br>Lloyd | Hall,Rus-sell&Co.Ld.<br>Aberdeen<br>'sA&CP | R.H.Davison&Co. | 115·7<br>BK7½" | 22·3 | 11·9 | Hartlpool<br>British<br>3BHCem<br>DBf19'13t | T.3Cy.12",20"&34"-24" (r)<br>180lb 78RHP<br>1SB,3pf,GS43,HS1429<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 9 | |
| 13191<br>218066<br>LRDK | **Craigrownie**<br>Wireless Sub.Sig. | SteelScSr<br>1Dk | 2496<br>—<br>1490 | | | | | 1919 | Gt.Lakes Eng.Works<br>Ashtabula,O. | UnitedStates ShippingBoard | 253·0 | 43·6 | 27·6 | Boston<br>Utd.States<br>WB | T.3Cy.19",32"&54"-40"<br>184NHP<br>Gt.LakesEng.Works, Ashtabula,O. | | R |
| 13192<br>218133<br>LRQH | **Craigsmere**<br>Wireless<br>Mchy.Aft. Sub.Sig. | SteelScSr<br>1Dk | 2496<br>—<br>1486 | | | | | 1919 | Gt.Lakes Eng.Works<br>Ashtabula,O. | UnitedStates ShippingBoard | 253·4 | 43·6 | 25·1 | Boston<br>Utd.States<br>WB | T.3Cy.19",32"&54"-40"<br>184NHP<br>Gt.LakesEng.Works, Ashtabula,O. | | R |
| 13193<br>136902 | **Craik** | SteelScK<br>ssFlt.No.1-19<br>1Dk | 219<br>194<br>85 | ✠100A1<br>StmTrawler<br>6,21 ~~6,20~~ ✠LMC4,19<br>BS6,21 | Flt | | CL<br>~~6,20~~<br>6,21 | 1915<br>4mo<br>Lloyd | Smith's DockCo.Ld.<br>Middlesbro'<br>'sA&CP | WyreSteamTrawl-ingCo.Ld. | 117·0<br>Q69'F20'<br>BF7½" | 22·0 | 11·9 | Fleetwood<br>British<br>2BHCem | T.3Cy.12½",20"&34"-24" (s)<br>180lb 77RHP<br>1SB,3pf,GS42,HS1378<br>Smith'sDockCo.Ld.Mdb. | 12 ″ 8 | |
| 13194<br>216948<br>LMWV | **Craincreek**<br>Elec.light Sub.Sig.<br>Wireless | SteelScSr<br>1Dk | 2292<br>1884<br>1367 | | | | | 1918 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | UnitedStates ShippingBoard | 253·5<br>P27'B66'F26' | 43·8 | 20·4 | Boston<br>Utd.States<br>WB | T.3Cy.21",35"&59"-42"<br>226NHP<br>Gt.LakesEng.Works,Det. | | R |

Now named "Tom," See No. 39610 in Supplement

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ❋ 13195<br>142007<br>JWTN | **Cramond** SteelScSr<br>Elec.light 1Dk(Stl)<br>Wireless | 3052<br>2830<br>1849 | ✠100A1<br>12,20<br>✠LMC4,19 | CTn | u | CL | 1919<br>4mo<br><br>Lloyd | J.Blumer<br>&Co.<br>Sunderland<br>'sA&CP | W.Thomson&Co.<br><br><br>C | 331·3<br>P33'B98'F28'<br>FK<br>ellDB276'734tFPT | 46·8 | 23·2 | Leith<br>British<br>7BHptCem<br>105tAPT42t | T.3Cy.25",41"&68"–45" (s)<br>180lb 429NHP<br>3SB,9cf,GS159,HS6304 FD<br>J.Dickinson&Sons,Ld.Sld. | 25 ′ 6 | |
| 13196<br>129400 | **Cramond Island** SteelScK<br>1Dk | 180<br>178<br>70 | ✠ ——<br>11,19<br>Stm Trawler<br>✠ | Lth | | | 1910<br>11mo | Mackie&<br>Thomson,Ld.<br>Glasgow | ~~T.H.Scales~~<br>A.G.Brown | 112·3<br>BK8"<br>WB= | 21·9 | 11·3 | Leith<br>British<br>3BHCem<br>DBf23'20t | T.3Cy.12",20"&33"–28"<br>70RHP<br>1SB,2pf,GS38,HS1315<br>W.V.V.Lidgerwood,Gls. | 12 ′ 4 | |
| 13197<br>221033<br>MCKL | **Crampton Anderson** SteelSc<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing | 7250<br>6642<br>4474 | ✠100A1<br><br><br>CarryingPetroleum in bulk F.P. above 150°F.<br>Fitted for oil fuel 1,21 | | ... | CL | 1921<br>1mo | Bethlehem<br>S.B.Co.<br>Alameda,Cal<br>A&CP | PanAmerican<br>Petroleum&<br>TransportCo Inc.<br>CellDBuE&B62'<br>197tDTf50'884t | 435·0<br>P106'B50'F42'<br>FK<br><br>FPT104tAPT70t | 56·0 | 33·6 | L.Angeles<br>Utd. States<br>13 BHptAsp<br>(9to U dk<br>4 ,, 2nd ,,) | T.3Cy.27",47"&78"–48" (s)<br>220lb 600NHP<br>3SB,9cf, HS8235 FD<br>BethlehemSBCo.<br>SanFrisco | 33 ′ 6<br>s 8 ′ 0<br>25 ′ 10 | |
| ❋ 13198<br>118457<br>VTHS | **Crane** SteelScSr<br>ssLon.No.3–10,17<br>1Dk(ptStl&ptIrn)&lower dk(ptStl) Web frames aft&pt Awng dk(Irn–ptws)<br>Wireless | 2033<br>1471<br>1295 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>10,21 ~~21~~ ✠LMC<br>MS10,17 BS1,21 | Lon | r | CL<br>2,20 | 1904<br>6mo<br><br>Lloyd | Ropner&<br>Son<br>Stockton<br>'sA&CP<br>WB= | GeneralStm.Nav.<br>Co.Ld.<br><br><br>CellDBa74'uE&B | 270·5<br>P27'Q66'<br>ptAwngdk177' FK<br><br>38'f110' 408t FPT | 38·2 | 17·8 | London<br>British<br>6BHCem<br><br>72tAPT28t | T.3Cy.22",35"&59"–39" (r)<br>170lb 100lb 257NHP<br>2SB,6cf,GS131,HS4338<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 20 ′ 0<br>s 9 ′ 1<br>19 ′ 0 | |
| 13199<br>217024<br>LNFS | **Cranenest** SteelScSr<br>Elec.light 1Dk<br>Wireless Sub.Sig. | 2292<br>1884<br>1367 | | | | | 1918 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·5<br>P27'B66'F26' | 43·8 | 20·4 | Boston<br>Utd.States | T.3Cy.21",35"&59"–42"<br>226NHP<br>Gt.LakesEng.Wks.Detroit | | R |
| 13200<br>141918<br>KCJT | **Cranfield** SteelSc<br>Elec.light 1Dk(Stl)<br>Wireless Cargo battens not fitted | 5332<br>4808<br>3213 | ✠100A1<br>9,19<br>✠LMC9,19 | Sld | y | CL | 1919<br>9mo<br><br>Lloyd | W.Pickers-<br>gill&Sons,Ld<br>Sunderland<br>'sA&CP | BritishIndiaStm.<br>Nav.Co.Ld.<br><br>CellDB | 400·0<br>P49'B113'F38'<br>FK<br>345'1047tFPT132t | 52·3 | 28·5 | Glasgow<br>British<br>7BHptCem<br>APT218t | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7656 FD<br>G.Clark,Ld.Sunderland | 31 ′ 0<br>s 6 ′ 2<br>25 ′ 3 | |
| 13201<br>219203<br>LTPJ | **Cranford** SteelSc<br>Fitted for oil fuel<br>Elec.light 1Dk&Shelter dk<br>Wireless Sub.Sig. &Web frames<br>Longitudinal framing | 6527<br>5614<br>4049 | | | ... | | 1920 | GeorgeA.<br>FullerCo.<br>Wilmington<br>N.C | UnitedStates<br>ShippingBoard | 393·7<br>P45'B110'F38' on<br>Shelter dk FK | 55·1 | 31·4 | Wilmgton<br>Utd.States<br>WB | T.3Cy.24½",41½"&72"–48"<br>590NHP<br>Hooven,Owens&Rentschler<br>Co.Hamilton,O. | 34 ′ 11 | R |
| ❋ 13202<br>142830<br>KBCN | **—** SteelSc<br>(exThisbe) Wireless Well deck 1Dk(Stl)<br>Elec.light Cargo battens not fitted | 1710<br>1286<br>1043 | ✠100A1<br>12,21 ~~4,20~~<br>✠LMC5,19 | Shl<br>Nwc | q | CL<br>~~4,20~~<br>12,21 | 1919<br>4mo<br><br>Lloyd | C.Rennold-<br>son&Co.<br>SouthShields<br>'sA&CP | BrentfordGasCo.<br>(S.Clarke&Co.<br>Mgrs.)<br>CellDBa92'uE | 265·1<br>P onQ22'Q81'B54'<br>F23' FK<br>10'f113' 433t FPT | 36·7 | 16·1 | London<br>British<br>4BHCem<br>49tAPT32t | T.3Cy.20",33"&54"–36" (s)<br>190lb 216NHP<br>2SB,6cf,GS104,HS3620<br>MacColl&Pollock,Ld.Sld. | 18 ′ 4<br>s 1 ′ 8<br>16 ′ 11 | |
| 13203<br>118257<br>HMQW | **Cranley** SteelScSr<br>ssRot.No.3–5,14<br>(exCameta,exCranley) ssGls.No.1–19<br>Elec.light 2Dks(Stl)&<br>Wireless deepframing&Shelter dk(Stl) | 4644<br>4294<br>2903 | ✠100A1<br>Shelter dk<br>3,22 ~~3,21~~ BS3,22<br>~~BS5,21~~ ✠LMC7,19<br>Carrying oil fuel F.P. above 150°F. in DB | Gls | y | CL<br>~~5,20~~<br>3,22 | 1903<br>3mo<br><br>Lloyd | D&WHen-<br>dersn&CoLd.<br>Glasgow<br>'sA&CP | AngloNewfound-<br>landDevelopment<br>Co.Ld.(Donaldson<br>Bros.Ld.Mgrs.)<br>WB=C | 390·0<br><br>FK<br><br>ellDBa164'uE25'f | 51·5 | 26·5 | London<br>British<br>6BHCem<br><br>167'999tDT | T.3Cy.27¾",45"&73"–48" (s)<br>180lb 80lb 455NHP<br>3SB,9cf,GS165,HS6209 FD<br>D&W.Hendersn&CoLdGls<br>f33'900tFPT92tAPT137t | 29 ′ 6<br>s 3 ′ 11<br>26 ′ 0 | |
| 13204<br>120894<br>HDSG | **Cranmore** SteelScSr<br>Now named "Pelagia," See No. 38826 in Supplement<br>Elec.light<br>Wireless Sub.Sig. 1Dk2trB | 3157<br>[illegible]<br>2010 | | | | | 1905 | Richardsn,<br>Duck&Co.<br>Stockton | JohnstonLine,Ld.<br>(Furness,Withy&<br>Co.Ld.Mgrs.) | 345·6<br>P24'B108'F36' | 46·1 | 24·3 | Liverpool<br>British<br>WB | T.3Cy.26",42½"&69½"–45"<br>324NHP<br>Blair&Co.Ld.Stockton | | C |
| 13205 | **Cranz** SteelSc<br>(Trawler)<br>1Dk | 153<br>144<br>59 | | | | | 1903 | G.Seebeck<br>Act.Ges.<br>Bremerhaven | CranzerFisch-<br>dmpfsch.Ges.<br>(OttoBröhanMgr) | 113·4<br>H14' | 21·3 | 10·4 | Cranz a/d<br>Elbe<br>German | T.3Cy.11⅝",18 11/16"&30 5/16"–<br>22 1/16" 43NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 13206<br><br>OFBR | **Craonne** SteelScSr<br>ssB.As.No.3–1,99<br>(exMar delPlata, ssB.As.No.1–03<br>Mchy.Aft exEnriqueBarroso) 2Dks | 902<br>868<br>535 | ✠<br>9,06<br>✠NB8,03 ✠ | BAs | j | | 1889<br>1mo | Grngem'th<br>DockyardCo.<br>Grngemouth | F.PuechFils | 199·5<br>P77'F60'<br>FK | 32·1 | 10·1 | Cette<br>French<br>4BHCem<br>FPT39t | T.3Cy.15",24"&40"–30"<br>NDB03 79NHP<br>1SB,3cf,GS48,HS1410<br>Hutson&Corbett,Glasgow | 10 ′ 6 | V |
| ❋ 13207<br>212886<br>LDQO | **Craster Hall** SteelScSr<br>ssMob.No.3–10,21 ~~ssNYk.No.2–17~~<br>Elec.light 2Dks(Stl)&Webframes<br>Wireless Longitudinal framing | 4319<br>4074<br>2758 | ✠100A1<br>10,21 ~~12,20~~<br>~~BS7,20~~ ✠LMC2,17<br>10,21 | Mob | y | CL<br>~~12,20~~<br>10,21 | 1909<br>5mo<br><br>Lloyd | W.Hamil-<br>ton&Co.Ld.<br>PortGlasgow<br>'sA&CP | UnitedStatesSteel<br>ProductsCo.Inc.<br><br>WB=CellDBa124 | 380·0<br>P40'B114'F42'<br>FK<br>'uE&B36'f171'1108 | 50·0 | 26·2 | NewYork<br>Utd.States<br>6BHCem<br>tAPT41t | T.3Cy.25½",42"&70"–48" (s)<br>180lb 414NHP<br>3SB,9cf,GS162,HS7023<br>D.Rowan&Co.Glasgow | 29 ′ 0<br>s 5 ′ 4<br>24 ′ 0 | |
| 13208<br>106669 | **Crater** SteelScYl<br>(Trawler)<br>1Dk | 132<br>121<br>54 | | | ... | | 1896 | Mackie&<br>Thomson<br>Glasgow | Ashworth&Taylor | 99·3<br>Q17'F19'<br>BK7½" | 20·1 | 10·4 | Fleetwood<br>British | T.3Cy.10",16"&27"–20"<br>NB05 45RHP<br>Muir&Houston(Lim.),Gls. | 11 ′ 6 | |
| 13209<br>217189<br>LNQV | **Crathorne** SteelScSr<br>Elec.light Wireless Sub.Sig. 1Dk | 2241<br>—<br>1349 | | | | | 1918 | Gt.Lakes<br>Eng.Works<br>Ashtabula,O. | UnitedStates<br>ShippingBoard | 253·6 | 43·5 | 22·5 | Boston<br>Utd.States<br>WB | T.3Cy.19",32"&54"–40"<br>184NHP<br>GtLakesE.Wks.Ashtabula | | R |
| 13210<br>129150<br>HRWB | **Crawford Castle** SteelScSr<br>ssHul.No.2–19<br>Wireless (exHova) 2Dks(Stl)<br>CarryingoilfuelF.P.above150°F.inDB | 4383<br>4087<br>2820 | ✠100A1<br>12,20 3,22<br>~~BS12,20~~ ✠LMC5,18<br>BS3,22 | Lon<br>~~Off~~Sou | x | CL<br>5,18<br>3,22 | 1910<br>11mo<br><br>Lloyd | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'sA&CP | Union-CastleMail<br>S.S.Co.Ld.<br><br>CellDB | 380·0<br>P31'B94'F33'<br>FK<br>a129'uE&B42'f165 | 49·0 | 26·4 | London<br>British<br>6BHCem<br>990tAPT50t | T.3Cy.25",41"&69"–48" (s)<br>180lb 367NHP<br>3SB,9cf,GS164,HS5796<br>N.E.MarineEng.CoLdNwc | 29 ′ 0<br>s 5 ′ 6<br>23 ′ 7 | |
| 13211<br>216727<br>LMJW | **Crawl Keys** SteelScSr<br>Elec.light Sub.Sig. Wireless 1Dk | 2308<br>1884<br>1378 | | | | | 1918 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·5<br>P27'B66'F26' | 43·8 | 20·4 | NewYork<br>Utd.States<br>WB | T.3Cy.21",35"&59"–42"<br>226NHP<br>Gt.LakesEng.Works,<br>Detroit,Mich. | | R |
| ❋ 13212<br>135219 | **Cray** SteelSc<br>ssLon.No.1–18<br>1Dk(Irn) | 72<br>71<br>— | ✠100A1<br>For towing purposes<br>10,19<br>~~BS7,20~~ BS6,21 ✠LMC1,18 | Lon | | 7,20 | 1913<br>4mo<br><br>Lloyd | Philip&<br>Son,Ld.<br>Dartmouth<br>'sA&CP | Port of London<br>Authority | 72·0<br>BK6" | 18·5 | 8·6 | London<br>British<br>4BHAsp | C.2Cy.14"&30"–24" (s)<br>130lb 37RHP<br>1SB,2cf,GS34,HS1030 FD<br>Philip&Son,Ld.Dartmouth | 9 ′ 3 | |
| 13213<br>217055<br>LNHB | **Craycroft** SteelScSr<br>Elec.light Sub.Sig. Wireless 1Dk | 2292<br>1884<br>1367 | | | | | 1918 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·5<br>P27'B66'F26' | 43·8 | 20·4 | NewYork<br>Utd.States | T.3Cy.21",35"&59"–42"<br>226NHP<br>Gt.LakesEng.Wks.Detroit | | R |
| 13214<br><br>MSHG | **Credo** SteelScSr<br>1Dk | 814<br>583<br>465 | | | | | 1918 | Xiansands<br>Mek.Værks.<br>Xiansand | A/S Prebensens<br>Dpsk.Selsk. (J.W.<br>Prebensen,Mgr.) | 186·0<br>B51'Q59'F24' | 31·0 | 14·3 | Risör<br>Norwegian<br>WB | T.3Cy.14",23½"&38"–27"<br>75NHP<br>BergensMekVærksBergen | | N |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Late Name if any. / Special Surveys. | 3 Material, Rig, &c. / No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cer |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13215<br>128313 | **Creek Fisher**<br>(*ex*Holland,*ex*Otterdal)<br>*Mchy.Aft* | SteelSc<br>1*Dk* | 729<br>526<br>329 | | | | | 1918 | J.vanDuij-vendijk<br>Lekkerkerk | J.Fisher&Son | 180·4<br>P107'B11'F23' | 28·8 | 12·3 | Lancaster<br>British<br>*WB* | T.3Cy.15⅝",24½"&39⅝"-27½"<br>80RHP<br>Boele'sSchps&Mch.Bolnes | | N |
| 13216 | **Crefeld**<br>*Elec.light* (*ex*Dr.Helfferich) | SteelSc<br>(*Trawler*)<br>1*Dk* | 226<br>210<br>85 | | | | | 1917 | Reiherst'g<br>Schiffsw.Abt.<br>Brandenburg<br>Hamburg | CranzerFisch-dampfsch.Ges.<br>(O.Bröhan,*Mgr.*) | 119·6<br>H48'F18' | 23·9 | 10·3 | Cranz<br>German<br>*WB* | T.3Cy.13",21¼"&33 9/16"-22½"<br>55NHP<br>Christiansen&Meyer,<br>Harburg | | |
| * 13217<br>5561<br>JTQD | **Cremona**<br>— | SteelSc3MstSr<br>*ss*Gls.3rdNo.3-4,20<br>·1*Dk*(*Irn*)2*trB* | *1219*<br>*1088*<br>*756* | ✠100A1<br>10,21 ~~4,20~~<br>~~BS4,20~~ ✠LMC12,18<br>BS7,21 | Gls | *0* | CL<br>4,20 | 1883<br>5mo<br>*Lloyd*'s*A&CP* | R.Steele<br>&Co.<br>Greenock | Rederiaktieb.<br>Scotia (C.J.A.<br>Mellander,*Mgr.*) | 248·2<br>P24'B40'F33'<br>BK8½"<br>*WB*=*FPT*60*t* | 33·2 | 17·3 | Gothenbrg<br>Swedish<br>5*BHCem*<br>*MT*38'3 50*t* | C.2Cy.30"&52"-36" (*a*)<br>60lb *40lb* NDB95 111NHP<br>1SB,3*cf*,GS58,HS1726<br>R.Steele&Co.,Greenock | 18 " 3<br>s 2 " 11½<br>16 " 2 | |
| * 13218<br>132761<br>JRBV | **Cremyll**<br>*ss*Liv,No.1-21<br>(*ex*Erna)<br>(*SeeSailingShipRegister*) | SteelAuxScSr<br>*Motor*(*notclassed*)<br>*ss*PlyNo.3-5,17<br>1*Dk*(*Stl*) | 141<br>130<br>74 | 100A1<br>9,21 ~~6,19~~ | Brs<br>Liv | | | 1909<br>8mo<br>A&CP | C.Lühring<br>Hammel-warden | ~~Coastal&ContinentalShippingCo. Ld.(Willmott, Buttle&Co.*Mgrs.*)~~<br>DonShippingCo. | 93·0 | 22·1 | 8·7 | Plymouth<br>British | Motor2Cy.12"-12"<br>23NHP<br>MoincibleMotorWorks,<br>Keighley | 9 " 9<br>s 1 " 4<br>9 " 3 | |
| * 13219<br>106869<br>JNLQ | **Crenella**<br>(*ex*Montcalm)<br>Wireless<br>*Elec.light* Sub.Sig. | SteelSc4MstSr<br>*ss*Shl.No.3-3,20<br>2*Dks*(*Stl*)&*deep framing*<br>&*Shelter dk*(*Irn*) | 5772<br>5341<br>3608 | ✠100A1<br>3,21 ~~10,20~~ ✠LMC<br>MS11,18 BS3,20 | Rot<br>Ams | *a*† | CL<br>10,20 | 1897<br>8mo<br>A&CP | Palmers'<br>Co.Ld.<br>Newcastle | VelefaS.S.Co.Ld.<br>(Runciman(London)Ld.*Mgrs.*)<br>*CellDBa*103 | 445·0<br>FK<br>*uE&B*58'*f*201'1179*t* | 52·5 | 27·6 | London<br>British<br>7*BHCem*<br>*APT*84*t* | T.3Cy30"50 5/16"&81½"-54"(*s*)<br>180lb 664NHP<br>3DB,18*cf*,GS363,HS12030<br>Palmers'Co.Ld.Newcastle<br>F.P.*above*150°F. | 30 " 7<br>s 5 " 1½<br>25 " 10 | |
| | | | | *Fitted for oil fuel* 11,16 *F.P.above* 150°F. *Carrying oil fuel in bulk in holds part 'tween decks & DB.* | | | | | | | | | | | | | |
| 13220<br>204256<br>KWDR | **Creole**<br>Wireless *Ref.Mchy.* | SteelTwinScSr<br>3*Dks* | 6754<br>—<br>4302 | | | | | 1907 | ForeRiver<br>S.B.Co.<br>Quincy,Mass. | SouthernPacific<br>Co. | 407·0<br>B176' | 53·0 | 26·7 | NewYork<br>Utd.States | T.6Cy.27¾"46"&79"-42"<br>NE&B10 820NHP<br>W.Cramp&SonsCo. Phl. | | |
| 13221<br>220858<br>MCBG | **Creole State**<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig.<br>*Ref.Mchy.* Wireless | SteelTwinSc5TwinMsts<br>3*Dks*<br>*CruiserStern* | 10533<br>—<br>6195 | | | | | 1920 | NewYork<br>S.B.Corp.<br>Camden,N.J. | UnitedStates<br>ShippingBoard | 502·1<br>P23'B177'F40' | 62·2 | 28·3 | Phildlphia<br>Utd.States<br>*WB* | T.8Cy.(2)20",(2)40½"&(4)<br>54"-45" 783NHP<br>NewYorkS.B.Corp.<br>Camden,N.J. | | R |
| 13222<br>Wrecked 3,21<br>HJLS | **Cresalubi**<br>*Well deck* Wireless | IronScSr<br>(*ex*Tredegar)<br>1*Dk*2*trB* | 1341<br>1093<br>755 | | | | | 1881 | Palmers'<br>Co.Ld.<br>Newcastle | Saracho&<br>Menchaca | 244·2<br>Q86'B50'F29'<br>FK | 33·1 | 15·4 | Bilbao<br>Spanish<br>*WB* | C.2Cy.30"&57"-36"<br>B*made*98,*fitted*12 162NHP<br>Palmers'Co.Ld.Newcastle | 19 " 0 | V |
| 13223<br>217276<br>LNWQ | **Cresap**<br>*Elec.light* Wireless | WoodScSr<br>1*Dk*2*trB* | 2922<br>2331<br>1724 | | | | | 1918 | Peninsula<br>S.B.Corpn<br>Portland,Or. | UnitedStates<br>ShippingBoard | 267·8<br>P27'B69'F44' | 49·8 | 25·6 | Portlnd Or<br>Utd.States | Geared Turbine<br>WestinghouseElectric&<br>Mfg.Co. | | R |
| 13224<br>127176 | **Crescent City**<br>*Mchy.Aft* *Elec.light* Sub.Sig. | SteelScSr<br>1*Dk*2*trB* | 4213<br>—<br>3676 | | | ... | | 1897 | Chicago<br>S.B.Co.<br>Chicago | PittsburghS.S.Co. | 406·0 | 48·2 | 23·9 | Duluth<br>Utd.States<br>*WB* | Q.4Cy.19",28",41"&60"-42"<br>233NHP<br>ChicagoS.B.Co.,Chicago | | |
| 13225 | **Crescent Moon** | SteelScK<br>1*Dk.* | 96<br>95<br>36 | ✠100A1<br>*For Fishing Purposes*<br>6,18 ✠LMC6,18 | Abn | | CL | 1918<br>6mo<br>*Lloyd*'s*A&CP* | JhnDuthie<br>TorryS.B.Co.<br>Aberdeen | TheAdmiralty | 86·0<br>BK7½ | 18·6 | 9·2 | British<br>3*BHCem* | T3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43RHP<br>1SB,2*pf*,GS30,HS814<br>W.Beardmore&Co.Ld.Gls. | 10 " 0 | |
| 13226<br>MTKW | **Cresco** | SteelScSr<br>1*Dk* | 1270<br>1107<br>733 | | | | | 1916 | Huiskens<br>&vanDyk<br>Dordrecht | A/S Prebensens<br>Damps.Selsk(J.W.<br>Prebensen,*Mgr.*) | 237·9<br>P31'B56'F23' | 36·7 | 16·0 | Risör<br>Norwegian | T.3Cy.17½",29"&46"-36"<br>127NHP<br>Huiskens&vanDyk,Dor. | | N |
| 13227<br>142274 | **Cress** | SteelSc<br>1*Dk* | 13<br>13<br>— | ✠ A1<br>*Tug for river &harbour purposes*<br>9,19 ✠LMC9,19 | Rnf | | CL | 1919<br>9mo<br>*Lloyd*'s*A&CP* | Lobnitz&<br>Co.Ld.<br>Renfrew | UnitedAlkaliCo.<br>Ld. | 45·1<br>BK3" | 10·0 | 4·8 | Greenock<br>British<br>3*BHCem*<br>*DTf*2'2*t* | C.2Cy.7"&15"-9" (*s*)<br>120lb 11NHP<br>1SB,1*pf*,GS13,HS266<br>Lobnitz&Co.Ld.Renfrew | 5 " 3 | |
| 13228<br>144644<br>KGFN | **Cressado**<br>(*ex*Cressida)<br>*Elec.light* | SteelScSr<br>1*Dk* | 1228<br>1105<br>717 | Lon.2,21<br>(*See footnote* *)<br>*For full particulars See No.* 36806 *in Supplement* | | | | 1913 | Schiffsw.v.<br>HenryKoch<br>Lübeck | Gulf of SuezS.SCo.<br>Ld.(Westcott&<br>LauranceLine,Ld.<br>*Mgrs.*) | 241·4<br>P&B186'F33' | 36·3 | 15·7 | London<br>British<br>*WB* | T3Cy18 1/10"29 1/10"&46 1/10"-32½"<br>121NHP<br>OttensenerM.Fab.G.mbH. | | |
| 13229 | **Cressida**<br>(*ex*SviatitelNicolai,*ex*Cressida) | SteelSc<br>1*Dk* | 1250<br>—<br>756 | | | | | 1896 | Schiffs.von<br>HenryKoch<br>Lübeck | F.W.Fischer | 235·4<br>P&B132'F28' | 33·2 | 15·5 | Rostock<br>German<br>*WB* | T.3Cy.16½",28"&44⅛"-27½"<br>102NHP<br>H.PaukschA.G.Landsberg | | |
| 13230<br>144538 | **Cresswell**<br>(*ex*WilliamBeatty) | SteelScK<br>*ss*Mil.No.1-20<br>1*Dk* | 275<br>246<br>107 | 100A1<br>*StmTrawler*<br>6,20 LMC6,20 | Mil | | CL<br>6,20 | 1917<br>10mo<br>*Lloyd*'s*A&CP* | Smith's<br>DockCo.Ld.<br>Middlesbro' | D.Pettit,Ld.<br>(D.Pettit,*Mgr.*) | 125·5<br>Q72'F21'<br>BK7½" | 23·4 | 12·8 | Milford<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 60RHP<br>1SB,3*pf*,GS50,HS1619<br>Smith'sDockCo.Ld.Mdb. | | |
| 13231<br>208553<br>LBVJ | **Crest**<br>*Elec.light* | SteelScSr<br>(*Trawler*)<br>1*Dk* | 244<br>—<br>113 | | | | | 1911 | ForeRiver<br>S.B.Co.<br>Quincy,Mass. | BayStateFishing<br>Co. | 114·3 | 22·5 | 11·6 | Boston<br>Utd.States | T.3Cy.12¾",22"&36"-24"<br>63NHP<br>ForeRiverS.B.Co.Quincy | | |
| 13232<br>129725 | — | WoodTwinScK<br>*OilEng.*<br>1*Dk* | 118<br>114<br>71 | | | | | 1903 | ................<br>Marstal | ~~J.A.Nolan~~<br>J.Counsell | 91·8 | 23·2 | 9·2 | Strnoway<br>British | OilEngines 4Cy.9½"-10"<br>NE*fitted*17 20NHP<br>CampbellGas<br>Eng.Co.Ld.Halifax | | |
| 13233<br>85715<br>JWBH | **Cretan**<br>*Elec.light* Sub.Sig. Wireless | IronScSr<br>(*ex*Guyandotte)<br>3*Dks* | 2351<br>—<br>1651 | | | | | 1882 | J.Roach&<br>Son<br>Chester,Pa. | Merchants&<br>MinersTransprtn.<br>Co. | 267·0 | 40·5 | 24·4 | Baltimore<br>Utd.States | C.2Cy.38"&74"-54"<br>NB13 335NHP<br>J.Roach&Son,Chester,Pa. | | |
| 13234<br>204587 | **Crete**<br>Sub.Sig.<br>*Elec.light* *Mchy.Aft* | SteelScSr<br>1*Dk* | 6189<br>—<br>4764 | | | | | 1907 | American<br>S.B.Co.<br>Lorain,O. | InterlakeS.S.<br>Co. (Pickands,<br>Mather&Co.*Mgrs*) | 480·0 | 52·0 | 30·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.22½",36"&60"-42"<br>233NHP<br>AmericanS.B.CoCleveland | | |
| 13235<br>HFLJ | —<br>*Elec.light* | IronScSr<br>1*Dk* | 492<br>—<br>290 | | | | | 1881 | H.M'In-tyre&Co.<br>Paisley | HellenicCo.of Maritime Enterprises | 186·3<br>B29' F24' | 26·0 | 13·7 | Piræus<br>Greek<br>*WB* | C.2Cy.24"&48"-33"<br>110NHP<br>Hutson&Corbett,Glasgow | | |
| 13236<br>144666<br>KDNG | **Creteblock**<br>*Elec.light*<br>*Mchy.Aft* AnnualSurveyShl.5,22 | Ferro-ConcreteSc<br>1*Dk* | 267<br>262<br>— | ✠ A1<br>*For towing purposes*<br>5,22 ~~1,21~~ ✠LMC9,20<br>*Coasting U.K.* | Shl | | CL | 1920<br>6mo<br>*Lloyd*'s*A&CP* | J.VerMehr<br>Shoreham | ~~TheShipping Controller~~<br>Crete Shpg Co.Ld.(Stelp &LeightonLd.*Mgrs.*) | 125·0<br>F23'<br>FK | 27·9 | 12·6 | London<br>British<br>4*BH*<br>*MT*11'22*t* | T.3Cy.15",25"&40"-27" (*s*)<br>180lb 122NHP<br>2SB,4*cf*,GS49,HS1280 FD<br>Newton,Bean&Mitchell,<br>Bradford | 14 " 10<br>s 1 " 6½<br>13 " 4 | |
| | | | | *(Except West Coast, Cork to Pentland Firth) and Continent — from Brest to Hamburg* also Baltic Ports April to October *Subject to Annual Survey — Experimental* | | | | | | | | | | | | | |

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*This Vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued.

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire. 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | 7 Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 13237<br>144653<br>KCDJ | **Creteboom** Ferro-ConcreteSc<br>AnnualSurvey3,22<br>*Elec.light* 1*Dk* | 267<br>262<br>4 | ✠ A1<br>*For towing purposes*<br>3,22 ~~11,19~~ ✠LMC7,20<br>*Coasting U.K. (Except West Coast, Cork to Pentland Firth) and Continent — from Brest to Hamburg. also Baltic Ports, April to October Subject to Annual Survey — Experimental* | ~~Shm~~ Shl | | | 1919<br>11mo<br>*Lloyd* | J.verMehr<br>Shoreham<br>'*sA&CP* | ~~TheShipping Controller~~ Crete Shpg.Co.Ld.(Stelp &LeightonLd.*Mgrs* | 125·0\|27·9\|12·6<br>F22′<br>FK | London<br>British<br>4*BH*<br>*MT*11′23*t* | T.3Cy.15″,25″&40″-27″ (*s*)<br>180lb 120NHP<br>2SB,4*cf*,GS49,HS1820 FD<br>NewtonBean&Mitchell, Bradford | 14 11<br>s1 6<br>13 4 |
| 13238<br>143408<br>KBWP | **Cretebow** Ferro-ConcreteSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 306<br>270<br>— | | | | | 1919 | Amble<br>Ferro-ConcreteCo.Ld.<br>Amble | TheShipping Controller | 125·0\|27·8\|12·8<br>F21′ | London<br>British | T.3Cy.15″,25″&40″-27″<br>83NHP<br>Cen.Mar.Eng Wrks.WHpl | |
| * 13239<br>144632<br>KGFJ | **Cretegaff** Ferro-ConcreteSc<br>AnnualSurvey,Shl.3,22<br>*Elec.light* 1*Dk* | 267<br>262<br>— | ✠ A1<br>*For towing purposes*<br>3,22 ~~7,20~~ ✠LMC7,20<br>*Coasting U.K. (Except West Coast, Cork to Pentland Firth) and Continent — from Brest to Hamburg. also Baltic Ports, April to October Subject to Annual Survey — Experimental* | ~~Sld~~ Shl | | | 1920<br>7mo<br>*Lloyd* | J.verMehr<br>Shoreham<br>'*sA&CP* | ~~TheShipping Controller~~ Crete Shpg.Co.Ld.(Stelp &LeightonLd.*Mgrs* | 125·0\|27·9\|12·6<br>F23′<br>FK | London<br>British<br>4*BH*<br>*MT*11′22*t* | T.3Cy.15″,25″&40″-27″ (*s*)<br>180lb 120NHP<br>2SB,4*cf*,GS49,HS1820 FD<br>J.Milne&Son,Ld.Edinbro' | 14 10 |
| 13240<br>143923<br>KOFR | **Cretehatch** Ferro-ConcreteSc<br>AnnualSurvey,Shl.5,22<br>*Elec.light* 1*Dk* | 264<br>255<br>— | ✠ A1<br>*For towing purposes*<br>5,22 ~~8,20~~ LMC12,19<br>*Coasting U.K. (Except West Coast, Cork to Pentland Firth) and Continent — from Brest to Hamburg. also Baltic Ports April to October Subject to Annual Survey — Experimental.* | ~~Nwc~~ Shl | | | 1920<br>1mo<br>*Lloyd* | Aberdeen<br>ConcreteS.B. Co.Ld.Abn.<br>'*sA&CP* | ~~TheShipping Controller~~ Crete Shpg.Co.Ld.(Stelp &LeightonLd.*Mgrs* | 125·0\|27·9\|12·6<br>F21′<br>FK | London<br>British<br>4*BH*<br>*MT*8′15*t* | T.3Cy.15″,25″&40″-27″ (*s*)<br>180lb 82RHP<br>2SB,4*cf*,GS49,HS1820 FD<br>J.Abernethy&Co.Ld.Abn. | 14 10<br>1 6<br>13 4 |
| 13241<br>143118<br>JWSR | **Cretehawser** Ferro-ConcreteSc<br>*Elec.light* 1*Dk*<br>AnnualSurvey2,21 | 262<br>259<br>— | ✠ A1<br>*For towing purposes*<br>2,21 ✠LMC5,19<br>*Coasting U.K. (Except West Coast, Cork to Pentland Firth) and Continent — from Brest to Hamburg. Subject to Annual Survey — Experimental* | Shl | | | 1919<br>4mo<br>*Lloyd* | Wear<br>Concrete Bldng.Co.Ld.<br>Sunderland<br>'*sA&CP* | TheShipping Controller | 125·6\|27·8\|12·7<br>F21′<br>FK<br>*D tanks in Boiler space*12′18*t* | London<br>British<br>4*BH* | T.3Cy.15″,25″&40″-27″ (*s*)<br>180lb 120NHP<br>2SB4*cf*,GS49HS1820 FD<br>Cen.Mar.Eng.WrksW.Hpl | 14 9<br>s1 6<br>13 4 |
| 13242<br>143794<br>KOFS | **Cretemast** Ferro-ConcreteSc<br>*Elec light* 1*Dk* | 267<br>262<br>6 | ✠ A1<br>*For towing purposes*<br>1,20 ✠LMC1,20<br>*Coasting U.K. (Except West Coast, Cork to Pentland Firth) and Continent — from Brest to Hamburg. Subject to Annual Survey — Experimental* | Sou | | | 1920<br>1mo<br>*Lloyd* | J.VerMehr<br>Shoreham<br>'*sA&CP* | TheShipping Controller | 125·0\|27·9\|12·6<br>F22′<br>FK<br>*D tanks in Boiler space*11′22*t* | London<br>British<br>4*BH* | T.3Cy.15″,25″&40″-27″ (*s*)<br>180lb 120NHP<br>2SB4*cf*,GS49HS1820 FD<br>Davey,Paxman&Co.Ld. Colchester | 14 10<br>s1 6<br>13 4 |
| 13243<br>143300<br>KBLP | **Creterope** Ferro-ConcreteSc<br>*Elec.light* 1*Dk*<br>~~AnnualSurvey10,20~~<br>AnnualSurvey,Shl.4,22 | 262<br>259<br>— | ✠ A1<br>*For towing purposes*<br>4,22 ~~10,20~~ ✠LMC8,19<br>*Coasting U.K. (Except West Coast, Cork to Pentland Firth) and Continent — from Brest to Hamburg. also Baltic Ports, April to October Subject to Annual Survey — Experimental* | ~~Gms~~ Shl | | 8,20 | 1919<br>7mo<br>*Lloyd* | Wear<br>Concrete Bldg.Co.Ld.<br>Sunderland<br>'*sA&CP* | ~~TheShipping Controller~~ Crete Shpg.Co.Ld.(Stelp &LeightonLd.*Mgrs* | 125·6\|27·8\|12·7<br>F21′<br>FK<br>*D tanks in Boiler space*12′18*t* | London<br>British<br>4*BH* | T.3Cy.15″,25″&40″-27″ (*s*)<br>180lb 120NHP<br>2SB4*cf*,GS49,HS1800 FD<br>Cen.Mar.EngWrks.WHpl | 14 9<br>s1 6<br>13 4 |
| 13244<br>143954<br>KDHL | **Cretestem** Ferro-ConcreteSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 306<br>270<br>— | | | | | 1919 | Amble<br>Ferro-ConcreteCo.<br>Ld.Amble | TheShipping Controller | 125·0\|27·8\|12·8<br>F21′ | London<br>British | T.3Cy.15″,25″&40″-27″<br>82RHP<br>McColl&Pollock,Ld.Sld. | |
| 13245<br>143956<br>KDHJ | **Creteyard** Ferro-ConcreteSc<br>*Elec.light* 1*Dk*<br>*Mchy.Aft* | 267<br>262<br>6 | ✠ A1<br>*For towing purposes*<br>11,20 ✠LMC3,20<br>*Coasting U.K. (Except West Coast, Cork to Pentland Firth) and Continent — from Brest to Hamburg. Subject to Annual Survey — Experimental* | Shl | | | 1920<br>3mo<br>*Lloyd* | J.VerMehr<br>Shoreham<br>'*sA&CP* | TheShipping Controller | 125·0\|27·9\|12·6<br>F22′<br>FK | London<br>British<br>4*BH*<br>*MT*11′22*t* | T.3Cy.15″,25½″&40″-27″(*s*)<br>180lb 120NHP<br>2SB,4*cf*,GS49,HS1820 FD<br>Davey,Paxman&Co.Ld. Colchester | 14 10<br>s1 6<br>13 5 |
| * 13246<br>115288<br>TKPV | **Cretic** SteelTwinSc4MstSr<br>*ss*Gen.No.3-1,15<br>*ss*Liv.No.1-19<br>(*ex*Mayflower,*ex*Hanoverian) Wireless<br>*Elec.light* 3*Dks*(*Stl U*-ws)& *Orlopdk*(*Stl*)<br>*Ref.Mchy. in Nos.*1&2 *holds*& *Shelterdk*<br>Sub.Sig. (*pt Stl*-ws)& *Web frames* | 13518<br>10602<br>8663 | ✠100A1<br>*Shelter dk*<br>8,21 ~~2,21~~<br>~~BS2,20~~ ✠LMC1,19<br>BS2,21 | Nap | *k*† | CL<br>2,21 | 1902<br>6mo<br>*Lloyd* | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>'*sA&CP*<br>*WB*= *Cell DBa* 163′*uE*& *B* 104′*f* 166′1660*t* *DTa* 49′ 940 *t* *DTf* 44′1090*t* *APT* 180*t* | OceanicStmNavCo Ld. (WhiteStar Line) | 582·0\|60·3\|38·3<br>FK&BK3″ | Liverpool<br>British<br>9*BHCem* | T.6Cy.28″,47½″&80″-60″ (*s*)<br>200lb 1269NHP<br>3D&3SB27*cf*GS527HS21273<br>Hwthrn,Leslie&C.Ld.Nwc | 42 6<br>s10 3<br>32 10 |
| 13247<br>128005 | **Crewe** SteelSc<br>*ss*.Liv.No.2-18<br>*Elec.light* (*Bucket Dredger*) 1*Dk*(*Stl*) | 409<br>409<br>184 | ✠100A1<br>*Dredger*<br>7,20<br>~~BS7,20~~ BS8,21 ✠LMC8,19 | Bng | *g* | 7,20 | 1909<br>10mo<br>*Lloyd* | Ferguson Bros.<br>PortGlasgow<br>'*sA&CP* | L.&N.W.Rly.Co. | 148·0\|35·1\|11·4<br>FK | Liverpool<br>British<br>4*BHCem* | T.3Cy.15½″,24″&38½″-24″(*s*)<br>150lb 77RHP<br>2SB,4*cf*,GS70,HS2100<br>FergusonBros.Pt Glasgow | 12 0<br>s1 8<br>10 5 |
| 13248<br>109484<br>QJWS | **Crewe Hall** SteelScSr<br>*ss*Ant.No.3-7,12<br>*ss*Ant.No.2-21<br>Wireless 2*Dks*(*Stl*)& *deep framing* | 4218<br>3992<br>2691 | ✠100A1<br>~~7,21~~ ~~2,21~~ 2,22<br>✠LMC1,21<br>MCS2,22 | Ant<br>~~Phl~~NYk | *x* | CL<br>~~1,21~~<br>7,21 | 1898<br>11mo<br>A&CP | Palmers' Co.Ld.<br>Newcastle<br>*WB*=*Cell DBa*129′*uE*19′456*t* *FPT*117*t* *APT*46*t* | HallLine,Ld. | 380·0\|47·3\|29·2<br>P37′B108′F34′<br>FK | Liverpool<br>British<br>6*BHCem* | T.3Cy24½″,41½″&70″-45″(*s*)<br>200lb *130lb* 404NHP<br>2SB,6*cf*,GS116,HS5280 FD<br>NDB20 *refitted* 1,21<br>Palmers'Co.Ld.Newcastle | 30 10<br>s5 10<br>25 5 |
| 13249<br>12280 | **Criccieth** SteelScSr<br>(*Tug*)<br>(*ex*Conqueror) 1*Dk* | 102<br>101<br>5 | | | ... | | 1905 | Cox&Co.<br>Falmouth | France,Fenwick, Tyne&WearCoLd. (J.E.Dawson *Mgr*) | 90·4\|17·9\|9·8<br>BK6″ | Swansea<br>British | C.2Cy.18″&36″-24″<br>74RHP<br>Cox&Co.Falmouth | 10 0 |
| 13250<br>142015<br>KGLN | **Crichtoun** SteelScSr<br>*Elec.light* 1*Dk* | 1125<br>896<br>506 | | | | | 1920 | John Cran &Somerville<br>Ld.Leith | GeorgeGibson& Co.Ld. | 235·2\|34·0\|17·7<br>P28′B67′F31′ | Leith<br>British<br>*WB* | T.3Cy.18¼″,28½″&48¾″-28″<br>123NHP<br>JohnCran&SomervilleLd. | |
| 13251<br>211044<br>LCTR | **Cricket** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Mchy.Aft* *Elec.light* 1*Dk* | 1136<br>993<br>773 | | | | | 1913 | United Eng.Works<br>Alameda,Cal. | CricketS.S.Co. (F.Linderman) | 210·0\|41·0\|15·4 | S.Frncisco<br>Utd.States | T.3Cy.16″,26″&44″-30″<br>106NHP<br>UnitedEng.Works | |

| 1 No. in Book. / Official No. / Code Letters | 2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13252<br>OFCN | **Crimée** SteelScSr<br>(exShanghai) 2Dks(Stl-ws)3Dkrule<br>Elec.light Wireless | 3510<br>3064<br>2207 | ✠<br>6,89 ✠ | Grk | w | | 1889<br>6mo | Caird&Co.<br>Ld.<br>Greenock | Messageries Maritimes | 349·4<br>P35'B104'F49'<br>WB=CellDB298'622t FPT | 42·1 | 26·5<br>BK9" | Marseilles<br>French<br>7BHCem<br>51tAPT50t | T.3Cy.24",40"&68"-54"<br>340NHP<br>2DB,12rf,GS206,HS4667<br>Caird&Co.Ld.Greenock | 29 ″ 9 | V |
| 13253<br>219103<br>LTJF | **Cripple Creek** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks<br>Sub.Sig. Longitudinal framing | 6320<br>5872<br>4668 | | | | | 1919 | Skinner&<br>EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 402·6<br>P48'F42' | 54·9 | 32·1 | Seattle<br>Utd.States<br>WB | T.3Cy.25",42"&72"-48"<br>359NHP<br>Skinner&EddyCorp.Sea. | | R |
| 13254<br>WNHF | **Criquet** SteelScK<br>(Whaler)<br>(exSwona) 1Dk | 107<br>106<br>50 | | | | | 1908 | Akers<br>Mek.Værks.<br>Christiania | Alex.Lange | 91·5 | 18·0 | 10·7 | Sandefjord<br>Norwegian<br>WB | T.3Cy.11",18"&29"-18"<br>36NHP<br>AkersMek.Værks.Xia. | | |
| 13255<br>219157<br>LTMJ | **Crisfield** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks<br>Sub.Sig. Longitudinal framing | 6321<br>5872<br>4670 | | | | | 1919 | Skinner&<br>EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 402·6<br>P48'F42' | 54·9 | 32·1 | Seattle<br>Utd.States<br>WB | T.3Cy.25",42"&72"-48"<br>359NHP<br>Skinner&EddyCorp.Sea. | | R |
| 13256<br>200448<br>KSRQ | **—** SteelSc<br>(Tug)<br>1Dk | 236<br>—<br>160 | | | | | 1903 | Maryland<br>SteelCo.<br>Sparro'PtMd | N.Yk.,Philadlphia &NorfolkR.R.Co. | 110·5 | 24·1 | 12·6 | Phildlphia<br>Utd.States | T.3Cy.14½",23"&39"-28"<br>81NHP<br>MarylandStl.Co.Sparr'.Pt. | | |
| 13257<br>HJML | **Cristina Rueda** IronScSr<br>Wireless ssHpl.4thNo.3-9,20<br>(exSevilla,exCittàdeVenezia,<br>exCaradoc) 1Dk&Spar dk3trB<br>Elec.light Cargo battens not fitted | 1353<br>1321<br>828 | ✠90A1<br>Spar dk<br>9,20<br>✠NB83 LMC9,20<br>MBS10,21 | Hpl | p | CL<br>N9,20 | 1872<br>12mo<br>Lloyd's A&CP | A.Leslie&<br>Co.<br>Newcastle | J.Garrigos&Hijos | 240·4 | 30·8 | 17·6<br>24·4 | Bilbao<br>Spanish<br>5BHCem<br>DBa&f115' | C.2Cy.26"&54½"-33" (i)<br>70lb 90lb NDB20 134NHP<br>2SB,4pf,GS71,HS2390<br>Thompson,Boyd&Co.Nwc. | 25 ″ 6<br>s 6 ″ 1½<br>20 ″ 4 | |
| * 13258<br>135929<br>JMNV | **Cristo** SteelScK.<br>ssLon.No.1-20<br>Mchy.Aft 1Dk(ptStl)<br>OilEng. | 140<br>115<br>70 | ✠100A1<br>10,20<br>✠LMC~~9,20~~<br>8,21 | Lon | | ~~9,20~~<br>8.21 | 1916<br>4mo<br>Lloyd's A&CP | Rennie<br>Forrestt<br>S.B.Co.Ld.<br>Wivenhoe | VanOppen&Co.Ld. (AnglianS.S.Co. Ld.Mgrs.) | 89·0<br>Q24'F15'<br>FK<br>FPT24t | 19·1 | 9·1 | London<br>British<br>3BHptCem<br>APT5t | Oil Engine 2S.C.SA<br>2Cy.15"-16⅛" 34NHP<br>J&C.G.BolinderCoLdSkm | 10 ″ 0<br>s ″ 9<br>9 ″ 5 | |
| 13259<br>145934<br>KRSV | **Cristobal** SteelTwinScSr<br>(exTremont)<br>Elec.light Wireless Sub.Sig. 3Dks<br>Fitted for oil fuel | 9604<br>—<br>7026 | | | | | 1902 | Maryland<br>SteelCo.<br>Sparro'PtMd | PanamaCanal (PanamaR.R.Co. Mgrs.) | 489·5<br>B178' | 58·0 | 28·9 | NewYork<br>Utd.States<br>WB | T.6Cy.23½",39¼"&63"-45"<br>NB19 533NHP<br>MarylandStl.Co.Sparr.'Pt. | | |
| 13260<br>HCSB | **Cristobal Colon** WoodTwinSc<br>1Dk | 283<br>—<br>192 | | | | | 1906 | NelsonYt.<br>BuildingCo.<br>Baltimore | IsleofPinosS.S.Co. | 122·3 | 28·7 | 8·0 | Nueva Gerona<br>Cuban | C.4Cy.9"&20"-16"<br>27NHP<br>Pusey&JonesCo.Wlmngtn | | |
| * 13261 | **Croatia** SteelScSr<br>ssFiu.2nd.No.3-6,17<br>Elec.light 1Dk(Stl) | 492<br>—<br>303 | ✠100A1<br>7,20<br>BS8,19 ✠LMC6,17 | Fiu | h | ~~12,19~~<br>3,21 | 1891<br>11mo<br>Lloyd's A&CP | Howaldtswerke<br>Kiel | Soc.inAzioni Ungaro-Croata di Nav.Maritt.aVap. | 167·9<br>P45'B38'F41'<br>WB=CellDB | 25·0 | 10·6<br>BK7" | Fiume<br>4BHCem<br>a&uE52'51t | T.3Cy.17",27½"&43⅜"-24¾"<br>172lb (r) 117NHP<br>2SB,4cf,GS59,HS2047<br>Howaldtswerke,Kiel | 12 ″ 8<br>s ″ 10<br>12 ″ 6 | |
| 13262<br>OFCV | **Crocodile** IronScK<br>(exWhale) (Trawler)<br>Elec.light 1Dk | 166<br>—<br>68 | | | ... | | 1892 | GtGms.Co-op.Box&Fish<br>CryngCo.Ld.<br>Grimsby | NumaLurie | 105·5<br>Q18'F21' | 20·6 | 10·6<br>BK7½" | Arcachon<br>French | T.3Cy.11½",18½"&30"-22"<br>NB01 45NHP<br>G.Gms.Co-op.B&FCCo.Ld. | 11 ″ 3 | V |
| 13263 | **Crocus** SteelScSr<br>Elec.light 2Dks(Stl-Uws) | | ✠<br>For Government Service<br>3,16 ✠ | Gls | | | 1916<br>3mo | Lobnitz&<br>Co.Ld.<br>Renfrew | TheAdmiralty<br>CellDBuB21tDTf | 255·2<br>B42'F63'<br>20tFPT11tAPT20t | 33·5 | 17·2<br>FK | British<br>12BHptCem | T.3Cy.23",37"&61"-27"<br>381NHP<br>2SB,8cf,GS160,HS6600 FD<br>Lobnitz&Co.Ld.Renfrew | 18 ″ 0 | |
| 13264<br>133226 | **Croft** SteelTwinSc<br>ssBly.No.1-18<br>1Dk | 149<br>146<br>67 | | | ... | 1,18 | 1913<br>9mo<br>Lloyd's A&CP | Hepple&<br>Co.Ld.<br>SouthShields | BlythHarbour Commissioners | 95·5 | 22·1 | 10·2<br>BK6¼" | Blyth<br>British<br>4BHCem | C.4Cy.15"&32"-24" (s)<br>130lb 80RHP<br>1SB,3pf,GS53,HS1818<br>Hepple&Co.Ld.S.Shields | 11 ″ 0 | |
| * 13265<br>145441<br>KHFW | **Crofter** SteelSc<br>ssDun.No.3-12,20<br>(exKilmaine) 1Dk(Stl)<br>Cargo battens not fitted | 629<br>490<br>276 | 100A1<br>8,21 ~~12,20~~<br>LMC12,20 | Dun<br>Bly | | CL | 1918<br>Lloyd's A&CP | Smith's<br>DockCo.Ld.<br>Middlesbro' | BrownShipping Co.(Newcastle)Ld. (Robinson,Brown &Co.Mgrs.) | 172·2<br>B50'<br>FK<br>CellDB | 30·0 | 15·7 | Newcastle<br>British<br>5BHCem<br>uE26'20t | T.3Cy.16",26"&44"-26" (s)<br>200lb 94RHP<br>1SB,3cf,GS51,HS1850 FD<br>Smith'sDockCo.Ld.Mdb. | 16 ″ 6<br>s 1 ″ 10<br>14 ″ 11 | |
| 13266<br>~~212572~~<br>LDPS | **Crofton Hall** SteelScSr<br>ssNYk.No.2-21 ~~ssN.Yk.No.1-17~~<br>Elec.light 2Dks(Stl)&Webframes<br>Wireless Longitudinal framing | 5773<br>4738<br>3661 | ✠100A1<br>5,21 ~~9,20~~<br>~~BS5,19~~ ✠LMC~~1,17~~<br>5,21 | NYk | z | CL<br>~~5,20~~<br>5,21 | 1913<br>3mo<br>Lloyd's A&CP | W.Hamilton&Co.Ld.<br>Pt.Glasgow | UnitedStatesSteel ProductsCo.Inc.<br>WB=Cell DBa109'u | 405·2<br>P38'B256'F39'<br>FK<br>E&B60'f175'1060t | 52·1 | 27·9 | NewYork<br>Utd.States<br>6BHCem<br>APT32t | T.3Cy.27½",45"&75"-51" (s)<br>180lb 507NHP<br>4SB,12cf,GS215,HS8800<br>D.Rowan&Co.Glasgow | 30 ″ 6<br>s 4 ″ 10½<br>26 ″ 0 | |
| 13267<br>131410<br>HVJB | **Croham** SteelScSr<br>ssSws.No.2-20<br>(exRisedale) 1Dk(Stl)<br>Mchy.Aft Well deck | 391<br>263<br>154 | ✠100A1<br>3,22 ~~2,21~~<br>✠LMC8,20<br>BS3,22 | Sws | f | CL<br>12,20 | 1912<br>1mo<br>Lloyd's A&CP | J.Fullerton<br>&Co.<br>Paisley | ~~Stone&Rolfe~~<br>W.J.Duncan | 142·4<br>Q81'B9'F25' | 24·1 | 10·5<br>BK6"<br>WB | Aberdeen<br>~~London~~<br>British<br>3BHCem<br>=FPT25t | C.2Cy.17"&36"-24" (s)<br>130lb 53RHP<br>1SB,2pf,GS42,HS1388<br>Fishers,Ld.Paisley | 11 ″ 6<br>s 4 ″ 3½<br>11 ″ 9 | |
| 13268<br>136677 | **Crolona** SteelTwinSc<br>(Tug)<br>(exErnestA.Hamill) 1Dk | 163<br>—<br>81 | | | | | 1898 | CraigS.B.<br>Co.<br>Toledo,O. | California& HawaiianSugar RefiningCo. | 101·2<br>H— | 23·2 | 9·4 | S.Frncisco<br>Utd.States<br>WB | C.4Cy.12"&24"-16"<br>NB15 38NHP<br>MontagueIronWorks | | |
| * 13269<br>141928<br>KCSL | **Cromarty Firth** SteelScSr<br>Mchy.Aft 1Dk(Stl)<br>Well deck Cargo battens not fitted | 638<br>424<br>300 | ✠100A1<br>10,20<br>✠LMC10,19 | Nwc | i | CL | 1919<br>10mo<br>Lloyd's A&CP | Ardrossan<br>D.D.&S.B.<br>Co.Ld.<br>Ardrossan | FerrumS.S.Co.Ld. (G.T.Gillie&Co. Mgrs.) | 175·4<br>Q100'B11'F28'<br>CellDBf97'148tFPT | 28·3 | 10·1<br>FK | Glasgow<br>British<br>3BHCem<br>46tAPT29t | T.3Cy.14",23"&38"-27" (s)<br>130lb 99RHP<br>1SB,3pf,GS58,HS1780<br>W.Beardmore&Co.Ld.<br>Coatbridge | 12 ″ 6<br>s 3 ″ 10½<br>12 ″ 4 | |
| 13270<br>109883<br>THRO | **Cromer** SteelTwinScSr<br>Elec.light Wireless 2Dks | 812<br>706<br>341 | | | | | 1902 | Gourlay<br>Bros.&Co.<br>Dundee | Gt.EasternRly.Co. | 245·3<br>P71'B66'F60' | 31·1 | 15·3 | Harwich<br>British<br>WB | T.6Cy.15½",25¼"&41"-36"<br>201NHP<br>GourlayBros.&Co.Dundee | | |
| 13271<br>144384<br>KFBG | **Cromerton** SteelSc<br>ssNpt.No.3-10,19<br>(exNovorossia) 1Dk(ptIrn&ptStl)2trB<br>deep framing&Web frames3Dk rule<br>Wireless | ~~3436~~<br>~~2337~~<br>~~1856~~<br>3116<br>2912<br>1923 | ✠100A1<br>10,21 ~~2,21~~<br>~~BS4,20~~ ✠LMC10,19<br>MBS7,21 DBS2,21 | Hul<br>Bry | u | CL<br>~~10,19~~<br>10,21 | 1905<br>2mo<br>Lloyd's A&CP | Bartram&<br>Sons<br>Sunderland | Anglo Commercial ShippingCo.Ld<br>(Regier Shipping Co.Ld.Mgrs)<br>CellDBa108'uE | ~~324·5~~<br>P29'B94'F35'<br>325·0<br>20'f136'777tFPT7 | 48·0 | 21·9<br>FK | London<br>British<br>5BHCem<br>7tAPT140t | T.3Cy.24",39"&64"-42" (s)<br>180lb 80lb 285NHP<br>2SB,8pf,GS125,HS4360<br>J.Dickinson&Sons, Ld.Sld | 24 ″ 0<br>s 3 ″ 11<br>20 ″ 6 | |

Now named "Anthippi N. Michalos," See No. 36304 in Supplement

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13272<br>133617<br>JCRN | **Cromwell** SteelScSr<br>ssCff.No.2-21 ~~ssNwc.No.1-17~~<br>(*ex*NorahElsmie) 1*Dk*(*Stl*)<br>*Well deck Mchy.Aft* | 439<br>309<br>171 | ✠100A1<br>~~8,20~~ ~~4,19~~ 7,21<br>~~BS4,19~~<br>~~BS4,20~~ | Lth<br>~~Sus~~ ~~CH~~ Npt<br>✠LMC~~3,17~~<br>7,21 | *q* | CL<br>~~1,20~~<br>~~1,20~~<br>7,21<br>1,22 | 1912<br>12mo<br>*Lloyd* | Hall,Russell&Co.Ld<br>Aberdeen<br>'*sA&CP* | AlgwenShppgCo. Ld.(J.Lewis, *Mgr.*) | 155·3<br>Q91'B9'F22'<br>BK7" | 25·1 | 10·7 | Aberdeen<br>British<br>3*BHCem*<br>*FPT*30*t* | T3Cy12½",21½"&34"-24" (*r*)<br>180lb *100lb* 75RHP<br>1SB,2*pf*,GS40,HS1345<br>Hall,Russell&Co.Ld.Abn. | 11 / 8<br>s 3 / 8½<br>12 / 2 | |
| 13273 | **Cronshagen** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 1581<br>1468<br>992 | | | | | 1904 | Act.Ges. "Neptun"<br>Rostock | HeinrichF.C.Arp Dampfsch.-Reed. | 261·1<br>P15'Q98'B71'F24' | 38·1 | 17·5 | Hamburg<br>German<br>*WB* | T.3Cy.18⅞"29½"&50"-35 7/16"<br>149NHP<br>A.G."Neptun,"Rostock | | |
| 13274<br>123025<br>HKLG | **Cronstadt** SteelScSr<br>ssLth.No.3-3,19<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*deep framing* | 1674<br>1484<br>1042 | ✠100A1<br>*Spar dk with freeboard*<br>7,21 ~~10,20~~<br>~~BS4,20~~ | Gls<br>Lth<br>BS7,21<br>✠LMC3,19 | *q* | CL<br>9,19 | 1907<br>3mo<br>*Lloyd* | Bartram&Sons<br>Sunderland<br>'*sA&CP* | W.Thomson&Co.<br>*WB=CellDBa*73' | 247·5<br>P23'B60'F31' 20·0<br>FK<br>*uE&B*35' *f*98' 378*t* | 38·0 | 13·4 | Leith<br>British<br>4*BHCem*<br>*APT*18*t* | T.3Cy.19",31"&50"-36" (*s*)<br>180lb *120lb* 162NHP<br>2SB,4*cf*,GS78,HS2500<br>N.E.MarineEng.CoLd.Sld. | 22 / 3<br>s 3 / 1½<br>19 / 5 | |
| 13275<br>118017<br>VBHR | **Crosby Hall** SteelScSr<br>Wireless 2*Dks* | 4052<br>3799<br>2597 | | | | | 1903 | C.S.Swan&Hunter,Ld.<br>Newcastle | EllermanLines,Ld. (HallLineLd. *Mgrs.*) | 365·0<br>P31'B94'F38' | 46·7 | 27·3 | Liverpool<br>British<br>*WB* | T.3Cy.23½",39"&68"-48"<br>320NHP<br>WllsndSlpwy.Co.Ld.Nwc | | C |
| 13276<br>140103 | **Crossbill** SteelScK<br>*Mchy.Aft* 1*Dk*(*Stl*) | 309<br>210<br>127 | ✠100A1<br>12,20 | Yar<br>✠LMC12,20 | *d* | | 1920<br>12mo<br>*Lloyd* | Crabtree&Co.Ld.<br>Gt Yarmouth<br>'*sA&CP* | R.&W.Paul,Ld. | 130·0<br>Q42'B9'F16'<br>FK<br>*FPT*28*t* | 23·2 | 9·5 | Ipswich<br>British<br>3*BHCem*<br>*APT*21*t* | C.2Cy.16"&34"-23" (*s*)<br>140lb 47RHP<br>1SB,2*pf*,GS35,HS1120<br>Crabtree&Co.Ld.Gt.Yar. | 10 / 6<br>s / 10½<br>9 / 10 | |
| * 13277<br>136148<br>JSGB | **Crosshands** SteelSc3MstSr<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck Cargo battens not fitted* | 716<br>499<br>324 | ✠100A1<br>~~12,21~~ ~~1,21~~ 1,22 | Nwc<br>~~Sws~~ Lon<br>✠LMC1,18<br>BS1,22 | *j* | CL<br>1,21 | 1918<br>2mo<br>*Lloyd* | A.Jeffrey &Co.Ld.<br>Alloa<br>'*sA&CP* | Cleeves' Western ValleysAnthracite CollieriesLd(V.M. Williams, *Mgr.*) | 190·9<br>Q105'B8'F33'<br>*CellDB* BK7½"<br>*f*114'164*tFPT* | 29·2 | 11·3 | Swansea<br>British<br>3*BHCem*<br>40*tAPT*37*t* | T.3Cy.16",26½"&44"-30" (*s*)<br>180lb 121NHP<br>1SB,3*cf*,GS62,HS1960<br>A.Jeffrey&Co.Ld.Alloa | 13 / 7<br>s 4 / 5½<br>13 / 8 | |
| 13278<br>142751<br>JWBC | **Crosshill** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>*Cargo battens not fitted in 'tween decks* | 4581<br>4203<br>2805 | ✠100A1<br>~~5,21~~ ~~2,20~~ 2,22 | NYk<br>~~6,21~~ ~~Nwc~~ Ly<br>✠LMC1,19 | *y* | CL<br>2,22 | 1919<br>1mo<br>*Lloyd* | Russell&Co.<br>PortGlasgow<br>'*sA&CP* | CrosshillS.S.CoLd (Macbeth,Blackwood&Laurie,Ld.)<br>*CellD* | 385·3<br>P49'B113'F38'<br>FK<br>*B*331'957*tFPT*122*t* | 52·0 | 26·5 | Glasgow<br>British<br>7*BHCem*<br>*APT*19*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 F.<br>Rankin&BlackmoreLdGrk | 29 / 0<br>s 5 / 4<br>24 / 1 | |
| 13279<br>219416<br>LVDW | **Crosskeys** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 2*Dks*3*trB* | 6869<br>6617<br>5257 | | | | | 1919 | Skinner&EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 410·5<br>P27'B61'F19' | 54·2 | 35·1 | Seattle<br>Utd.States<br>*WB* | T.3Cy.25",42"&72"-48"<br>358NHP<br>SeattleMachineWorks, Seattle | | R |
| * 13280<br>143172<br>JWNG | **Crostafels** SteelScSr<br>~~ssHam.No.2-13~~<br>1*Dk*(*Stl*)&*Spar dk*(*Stl-ws*)<br>*Elec.light* Wireless &*deep framing*<br>ssHam.No.3-2,21<br>*Now named "Brockfield," See No. 36542 in Supplement* | 4947<br>4687<br>3080 | ✠100A1<br>*Spar dk*<br>2,21 ~~9,16~~ | Ham<br>✠LMC3,21 | *z* | 3,21 | 1904<br>7mo<br>*Lloyd* | Swan,Hunter&Wigham Richardson<br>Ld.Newcastle<br>'*sA&CP* | BrockS.S.Co.Ld.<br>*WB=CellD* '*Tween dk tanks a*46' | 398·7<br>P50'B122'F52'<br>FK&BK2"<br>*Ba*128' *uE*24'*f*176'<br>445*t f*42'460*t FPT* | 52·1 | 28·4 | London<br>British<br>6*BHCem*<br>870*t*<br>80*tAPT*45*t* | Q.4Cy.23",32",48"&72"-54"<br>213lb *120lb* (*r*) 492NHP<br>3SB,9*cf*,GS154,HS6462 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 31 / 0<br>s 6 / 5½<br>25 / 0 | |
| * 13281<br>109541 | **Croton** SteelScYl<br>ssShl.2ndNo.3-5,14<br>ssGms.No.1-19<br>1*Dk* | 150<br>136<br>58 | ✠100A1<br>*StmTrawler*<br>3,19<br>✠NB5,14 | Gms<br>✠LMC3,19<br>BS1,21 | | CL<br>3,19 | 1898 | Mackie&Thomson<br>Glasgow<br>A&CP | DirectFishSuppliesLd. ~~(J.Curtis, *Mgr.*)~~ ~~(G.W.P. Margerson, *Mgr.*)~~ | 100·6<br>Q17'F18'<br>ptND14 BK7½" | 20·5 | 10·7 | Grimsby<br>~~Douglas I.M.~~<br>British<br>3*BHCem* | T.3Cy.11",17"&28"-20" (*s*)<br>170lb 41RHP<br>1SB,2*pf*,GS28,HS730<br>Ross&Duncan,Glasgow | 11 / 7 | |
| 13282<br>220039<br>LWNQ | **Crown City** SteelScSr<br>*Elec.light Fitted for oil fuel*<br>2*Dks*<br>Sub.Sig. Wireless | 5490<br>—<br>3417 | | | | | 1920 | LosAngelesS.B.&D.D.Co<br>SanPedroCal | UnitedStates ShippingBoard | 410·0<br>P43'B114'F46' | 54·4 | 27·2 | LsAngeles<br>Utd.States<br>*WB* | T.3Cy28½",47"&78"-48"<br>421NHP<br>LosAngelesS.B.&D.D.Co. S.Pedro,Cal. | | R |
| 13283<br>145016<br>KGTJ | **Crown Diamond** SteelScCtr<br>(*ex*B.A.H.W.No.25) 1*Dk*(*Teak*) | 103<br>83<br>11 | ✠<br>*For towing purposes*<br>1,12<br>✠ | Npt | | | 1912<br>1mo | C.H.Walker&Co.Ld.<br>Sudbrook | Anglo-American OilCo.Ld. (J. Hamilton, *Mgr.*) | 88·9<br>BK6" | 17·8 | 7·9 | London<br>British<br>4*BHCem*<br>*APT*9*t* | T.3Cy.13",22"&34"-22½"<br>75RHP<br>1SB,3*pf*,GS50,HS1405<br>Plenty&Son,Ld.Newbury | 9 / 1 | |
| 13284<br>132105 | **Croxby** SteelScK<br>1*Dk* | 215<br>193<br>104 | | | ... | | 1911 | Cook,Welt'n&Gemmell Ld.<br>Beverley | W.Grant | 118·9<br>Q67'<br>BK8" | 21·5 | 11·5 | Grimsby<br>British | T.3Cy.12½",22"&35"-24"<br>67RHP<br>C.D.Holmes&Co.Ld.Hull | 12 / 3 | |
| 13285<br>124316<br>HJGW | **Croxdale** SteelScSr<br>ssQns.No.3-10,19<br>*Well deck* 1*Dk*(*ptIrn&ptStl*)&<br>Sub.Sig. *deep framing*<br>*Cargo battens not fitted* | 1295<br>995<br>806 | ✠100A1<br>10,21 ~~9,20~~<br>MS5,19 | Nwc<br>Shl<br>✠LMC<br>~~BS9,20~~<br>BS10,21 | *o* | CL<br>~~5,19~~<br>10,21 | 1906<br>10mo<br>*Lloyd* | J.Crown&Sons,Ld.<br>Sunderland<br>'*sA&CP* | Furness,Withy&Co.Ld.<br>*WB=Cell* | 230·0<br>P17'Q65'B48'F26'<br>FK<br>*DBa*61'*uE*19'*f*96' | 36·0 | 14·7 | W.Hartlpl<br>British<br>4*BHCem*<br>321*tAPT*34*t* | T.3Cy.17½",29"&47"-33" (*s*)<br>180lb *100lb* 147NHP<br>1SB,3*rf*,GS61,HS2405<br>N.E.MarineEng.Co.Ld.Sld | 16 / 10<br>s 1 / 6<br>15 / 8 | |
| 13286<br>143216<br>KBHT | **Croxteth Hall** SteelSc<br>*For full particulars See No. 36660 in Supplement*<br>(*ex*EthaRickmers)<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 4101<br>3821<br>2563 | | | | | 1909 | Rickmers Akt.Ges.<br>Bremerhaven | EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) | 367·0<br>B94'F44' | 47·7 | 27·3 | Liverpool<br>British<br>*WB* | T.3Cy.23¼",38 2/16"&63"-43¼"<br>261NHP<br>BremerVulkan,Vegesack | | |
| 13287 | **Crozier** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*) | 793<br>689<br>256 | ✠<br>*For Government Service*<br>8,19<br>✠ | Rnf | | | 1919<br>8mo | W.Simons&Co.Ld.<br>Renfrew | TheAdmiralty<br>*Cell DBf*12'16*tDTf*18' | 219·3<br>FK<br>24*tDTa*16'36*t FPT* | 28·6 | 15·5 | London<br>British<br>10*BHptCem*<br>5*tAPT*20*t* | T 3Cy.13½",21½"&34"-21"<br>HS6990 378NHP<br>2 Water Tube Boilers FD<br>W.Simons&Co.Ld.Rnf. | 16 / 3 | |
| * 13288<br>108669 | **Cruden Bay** WoodScK<br>1*Dk* | 125<br>117<br>43 | ✠ Æ<br>3,20<br>SS Fal.20-4yrs. | Fal<br>BS8,21<br>✠LMC1,20 | | N1,20 | 1899<br>7mo | W.Jarvis<br>Anstruther | FoweyTug&SalvageCo.Ld. | 96·7 | 20·3 | 10·7 | Fowey<br>British | C.2Cy.12"&30"-20" (*s*)<br>140lb 47RHP<br>1SB,2*pf*,GS33,HS810<br>J.Cran&Co.Leith | | |
| * 13289<br>220[illegible]<br>MBGV | **Crudeoil** SteelTwinSc<br>*For full particulars See No. 36672 in Supplement*<br>*Elec.light* Wireless<br>*Mchy.Aft Longitudinalframing* | 1370<br><br>760 | 100A1<br>*Carrying Petroleum in bulk Coasting New York, West Indies & Gulf of Mexico (Class Contemplated)* | | | | 1920 | National S.B.Co.<br>Violet,La. | Pan-American Petroleum&TransportCo.Inc. | 242·5<br>P72'F22' | 36·9 | 19·7 | L.Angeles<br>Utd.States | Turbo-Electric<br>RidgwayDynamo&EngineCo.Ridgway,Pa. | | |
| 13290<br>119123<br>VQPF | **Cruiser** SteelScSr<br>(*Tug*) | 167<br>150<br>8 | | | | | 1904 | A.Stephen&Sons,Ld.<br>Glasgow | Steel&Bennie,Ld. | 104·8 | 21·1 | 10·7 | Glasgow<br>British<br>*WB* | C.2Cy.18"&36"-27"<br>99RHP<br>A.Stephen&Sons,Ld.Gls. | | |
| 13291<br>104606<br>NSQR | **Cruizer** IronScSr<br>(*Tug*)<br>(*ex*FlyingBuzzard) 1*Dk* | 380<br>331<br>24 | | | | | 1895 | W.Hamilton&Co.<br>Pt.Glasgow | CruizerTowing Co.Ld. | 150·0 | 24·5 | 13·0 | HalifaxNS<br>British<br>*WB* | T.3Cy.18",29"&47"-33"<br>127NHP<br>Rankin&Blackmore,Grk. | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13292<br>123997 | **Crusader** SteelScLighter<br>Mchy.Aft 1Dk | 144<br>133<br>89 | | | | | 1905 | W.J.Yar-wood<br>Northwich | A.J.Thompson | 90·5 | 21·1 | 9·3 | Liverpool<br>British | C.2Cy.10½″&21″–12″<br>18RHP<br>W.J.Yarwood,Northwich | | |
| 13293<br>216960<br>LNBK | **Cruso** WoodTwinSc<br>Elec.light Wireless 1Dk2trB | 2442<br>1975<br>1456 | | | | | 1918 | Pacific American Fisheries<br>Bellingham | UnitedStates ShippingBoard | 267·8<br>P28'B65'F26' | 46·2 | 22·9 | Seattle<br>Utd. States | T.6Cy.15″,24″&40½″–30″<br>180NHP<br>SeattleMachineWorks, Seattle,Wash. | | R |
| 13294<br>NLRG | **Crynssen** SteelScSr<br>Fitted for oil fuel<br>Elec.light Wireless 3Dks | 4321<br>3067<br>2684 | | | | | 1918 | Maats. Fyenoord<br>Rotterdam | Konikl.West-IndischeMaildienst | 342·9<br>P28'B144'F61' | 47·8 | 24·5 | Amstrdam<br>Dutch<br>WB | T.3Cy.25″,39″&67″–48″<br>311NHP<br>Maats.Fyenoord,Rot. | | V |
| 13295<br>105079<br>TNOJ | **Crystal** IronScK<br>ssHul.2ndNo.3–9,20<br>1Dk | 149<br>137<br>62 | ✠100A1<br>Stm Trawler<br>8,21 ~~9,20~~<br>✠NB7,13 | Hul<br>BS8,21<br>✠LMC9,20 | | N1,20 | 1895<br>12mo<br>Lloyd | Cook,Wel-t'n&Gemmell<br>Hull<br>'sA&CP | TridentSteam FishingCo.Ld.<br>(G.A.Ledger,Mgr) | 100·0<br>Q24'<br>ND20 | 20·8 | 11·0<br>BK7½″ | Hull<br>British<br>3BHCem | T.3Cy.11½″,18″&30″–22″ (s)<br>160lb 45RHP<br>1SB,2pf,GS30,HS740<br>C.D.Holmes&Co.Hull | 11 ″ 9 | |
| 13296<br>145088 | **Csardas** SteelSc<br>OilEng.<br>Mchy.Aft 1Dk | 244<br>200<br>137 | | | | | 1915 | Y.deJong<br>Groningen | VanOppen&Co.Ld.<br>(AnglianS.S.Co. Ld.Mgrs.) | 119·5<br>F5'P37'H2t | 22·6 | 9·8 | London<br>British | Oil Engine<br>2Cy.16½″–18$\frac{9}{16}$″ 46NHP<br>J&CG.BolindersM.V.Skm | | N |
| 13297<br>HBOJ | **Cuarto** IronTwinScSr<br>(exB.A.H.W.No.12, (Barge)<br>Mchy.Aft exHawkshaw) 1Dk | 424<br>343<br>270 | | | ... | | 1890 | TAWalker<br>Sudbrook | G.Cappagli | 160·0<br>F32' | 28·2 | 9·3<br>FK | Bns.Ayres<br>Argentine | Q.8Cy.9″,12″,16″&25″–21½″<br>NB14 58NHP<br>Fleming&Ferguson,Psy. | 10 ″ 1 | |
| 13298<br>215771<br>LHTM | **Cuba** SteelTwinSc<br>(exSachem,exCoblenz)<br>Elec.light Wireless 2Dks | 3168<br>2516<br>1862 | | | | | 1897 | Blohm& Voss<br>Hamburg | PacificMailS.S.Co. Inc. | 307·7<br>P&B200' | 42·2 | 24·7 | S.Frncisco<br>Utd. States | T.6Cy.17½″,28½″&49½″–33″<br>281NHP<br>Blohm&Voss,Hamburg | | R |
| 13299 | — SteelSc<br>Fitted for oil fuel<br>(exPowhatan,exRawlins,exU.S.N.Resolute,exYorktown) 2Dks&Awng dk<br>Elec.light Sub.Sig. Wireless | 2963<br>2853<br>1612 | | | | | 1894 | Delaware RiverCo.<br>Chester,Pa. | SteamshipCuba, Inc. | 310·0 | 40·0 | 26·9 | NewYork<br>Utd. States | 1 Turbine–Electric Drive<br>NE&Bfitted20<br>GeneralElectricCo. Schenectady,N.Y. | | |
| 13300 | — SteelTwinSc<br>Fitted for oil fuel<br>Elec.light CruiserStern 1Dk&Shelterdk<br>For amended particulars See No.36803 in Supplement | 2600 | | | | | 1920 | WCramp& Sons S.&E.B.Co<br>Philadelphia | Peninsular& OccidentalS.S.Co.<br>WB | 340·0 | 47·0 | 29·0 | Nw.Haven Con.<br>Utd. States | T.6Cy.20½″,34″&56″–36″<br>376NHP<br>W.Cramp&SonsS.&E.B.Co | | |
| 13301<br>LBQD | **Cubano** SteelSc<br>For full particulars See No.36731 in Supplement<br>Elec.light Ref.Mchy.<br>Wireless CruiserStern | 5801<br>[illegible]<br>3608 | 100A1<br>Shelter dk<br>(ClassContemplated) | | | | 1921 | JLThompson&Sons,Ld.<br>Sunderland | A/S Norge-Mexico Gulflinjen (Wilh. Wilhelmsen, Mgr.) | 395·1<br>F32' | 53·3 | 24·7 | Tönsberg<br>Norwegian | T.3Cy.27″,44″&73″–48″<br>Palmers'Co.Ld.Newcastle | | |
| 13302 | **Cubatão** SteelTwinScSr<br>1Dk | 1808<br>1670<br>1080 | | | | | 1907 | Craig,Taylor&Co.Ld.<br>Stockton | LloydBrasileiro | 275·0<br>F28' | 44·8 | 16·5 | R.Janeiro<br>Brazilian<br>WB | T.6Cy.14″,22″&37″–24″<br>67NHP<br>Blair&Co.Ld.Stockton | | C |
| 13303<br>219905<br>LWHT | **Cubore** SteelSc<br>Wireless OilEng.<br>Elec.light 1Dk<br>Mchy.Aft Longitudinal framing | 6892<br>—<br>4260 | | | | | 1920 | Bethlehem S.B.Corp.Ld<br>Quincy,Mass. | ~~OreSteamship Corporation~~<br>GuarantyTrustCo. ofNYork-Trustees (OreS.S.Corp,Mgrs.) | 450·6<br>P106'B22'F39' | 57·2 | 34·0 | NewYork<br>Utd.States | Oil Engines 2 S.C.SA<br>6Cy.25½″–48″ 675NHP<br>BethlehemS.B.Corp.Ld. Quincy,Mass. | | R |
| 13304<br>104169 | **Cuckoo** Iron&SteelScK<br>(Trawler)<br>1Dk Irnframing&Stlplating | 135<br>130<br>62 | | | ... | | 1894 | Earle'sCo. (Lim.)<br>Hull | F.W.Hutchings | 94·0 | 20·6 | 11·0<br>BK7½″ | Lowestoft<br>British | T.3Cy.9″,16″&25½″–20″<br>NB08,NE96 35RHP<br>Earle'sCo.(Lim.)Hull | 11 ″ 4 | |
| 13305<br>OFDX | **Cuers** SteelTwinSc<br>(exPaso deSanLorenzo)<br>Elec.light Mchy.Aft 1Dk | 761<br>—<br>441 | | | ... | | 1909 | JI.Thornycroft&Co.Ld.<br>Woolston | Chemins de Fer de l'ÉtatFrançais (Soc.Maritime Nationale,Mgrs.) | 221·2 | 33·2 | 10·7<br>FK | Marseilles<br>French<br>WB | T.6Cy.11″,18″&29″–21″<br>128NHP<br>J.I.Thornycrft&CoLd.Lon | 11 ″ 6 | V |
| 13306<br>105345<br>PCFL | **Cufic** SteelTwinSc4MstSr<br>(exAmerican)<br>Ref.Mchy. Sub.Sig. Wireless 3Dks | 8304<br>7860<br>5383 | ✠Lloyd'sRMC~~1,21 6,21~~ 2,22 | | | | 1895 | Harland& Wolff,Ld.<br>Belfast | OceanicStmNavCo Ld. (WhiteStar Line) | 475·9<br>B95' | 55·2 | 35·9 | Liverpool<br>British<br>WB | T.6Cy.19″,31″&52″–48″<br>375NHP<br>Harland&Wolff,Ld.Bel. | | BT till 1,22 |
| 13307<br>137018<br>JKNB | **Cuirass** SteelScK<br>ssFlt.No.1–21<br>Elec.light 1Dk | 321<br>285<br>139 | ✠100A1<br>StmTrawler<br>1,22 ~~2,21~~ | Flt<br>✠LMC2,21<br>BS1,22 | | CL<br>2,21 | 1915<br>1mo<br>Lloyd | Cochrane& Sons,Ld.<br>Selby<br>'sA&CP | CrownSteam FishingCo.Ld. | 130·3<br>Q76'F22' | 24·0 | 13·1<br>BK8″ | Grimsby<br>British<br>4BHCem | T.3Cy.13″,22¾″&37″–26″ (s)<br>180lb 91RHP<br>1SB,3pf,GS47,HS1590<br>Amos&Smith,Ld.Hull | 13 ″ 9 | |
| 13308<br>135360<br>JHGP | **Cuirassier** SteelScSr<br>ssMch.No.1–19<br>1Dk(Stl)&Shelter dk(ptStl&ptIrn)<br>Tonnage opening closed1917 | 1045<br>850<br>474 | ✠100A1<br>Shelter dk<br>withfreeboard<br>4,21 ~~1,21~~<br>MS6,19 | Mch<br>✠LMC<br>BS~~7,20~~ 9,2 | o | CL<br>1,21 | 1914<br>11mo<br>Lloyd | W.Dobson &Co.<br>Newcastle<br>'sA&CP | Fisher,Renwick Manchester-LondonSteamers,Ld.<br>WB=CellDB | 230·6<br>a58'uE19'f100'205t | 35·0 | 14·9<br>FK | Manchestr<br>British<br>5BHCem<br>APT17t | T.3Cy.18″,30″&49″–33″ (s)<br>180lb 170NHP<br>2SB,4cf,GS80,HS2918<br>N.E.MarineEngCoLd Nwc | 24 ″ 0<br>s 6 ″ 4<br>17 ″ 11 | |
| 13309<br>220582<br>MBKG | **Culberson** SteelScSr<br>Fitted for oil fuel<br>Elec.light 2Dks<br>Sub.Sig. Wireless | 5453<br>—<br>3395 | | | | | 1920 | Ls. Angeles S.B.& DD.Co.<br>SanPedro, Cal. | UnitedStates ShippingBoard | 410·0<br>P43'B115'F47' | 54·2 | 27·2 | L.Angeles<br>Utd. States<br>WB | T.3Cy.28½″,47″&78″–48″<br>421NHP<br>LosAngelesS.B.&D.D.Co. SanPedro | | R |
| 13310<br>129351 | **Culblean** SteelScK<br>ssLth.No.2–19<br>1Dk | 210<br>207<br>78 | ✠100A1<br>StmTrawler<br>~~5,21 4,20~~<br>5,22 | Abn<br>✠LMC9,19<br>BS5,21 | | CL<br>9,19 | 1911<br>1mo<br>Lloyd | J.Duthie TorryS.B.Co<br>Aberdeen<br>'sA&CP | GrampianFishing Co.Ld. | 115·1 | 22·6 | 12·2<br>BK7½″<br>WB= | Aberdeen<br>British<br>3BHCem<br>DTf5'12t | T.3Cy.12″,20″&34″–23″ (s)<br>180lb 56RHP<br>1SB,3pf,GS40,HS1250<br>J.Abernethy&Co.Abn. | 13 ″ 0 | |
| 13311<br>219540<br>LVMO | **Culburra** WoodTwinSc<br>SSSea.21 OilEng.<br>Elec.light Hardwood treenails 1Dk2trB<br>Mchy.Aft Salted & specially treated<br>Wireless | 2353<br>1872<br>1776 | ✠12A1<br>8,21 ~~2,20~~<br>DBS~~1,20~~ 8,21<br>Fitted for oil fuel 8,18F.P.above 150° F. | Sea<br>✠LMC~~1,20~~ 8,21 | s | CL<br>~~1,20~~<br>8,21 | 1917<br>3mo | SloanShip-yardsCorp.<br>Olympia, Wash.<br>A&CP | ~~Ocean~~<br>~~PacificMotorship Co.(W.L.Comyn& Co.Inc.Mgrs.)~~<br>OceanMotorship Inc | 261·7<br>P64'B36'F38' | 46·6 | 21·7 | ~~Seattle, Wash.~~<br>Utd.States<br>S.Frncisco | Oil Engines 4S.C.SA<br>12Cy.16″–24″ 188NHP<br>DB180lb<br>M'Intosh&Seymour, Auburn,N.Yk. | 24 ″ 3<br>s 3 ″ 11 | |
| 13312<br>HJPN | **Cullera** IronSc3MstSr<br>(exMarguerite Franchetti) Elec.light 2Dks&Awng dk | 898<br>—<br>449 | | | ... | | 1874 | Henderson Coulbrn&Co<br>Renfrew | Cia.Trasmediterranea | 228·0<br>P32'F30' | 30·2 | 16·4 | Valencia<br>Spanish | T.3Cy.18″,30″&48″–36″<br>NE&B92 138NHP<br>Lobnitz&Co.Renfrew | | V |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7"<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13313 | **Culmore** SteelSc<br>For full particulars See No. 36738 in Supplement<br>*Mchy Aft* | 430 | 100A1<br>(*ClassContem* | *plated*) | | | 1921 | Bow,Mc-Lachlan&Co. Ld. Paisley | McDevitte&Donnel | 150·0<br>Q85'B9'F23' | 24·0 | 10·0 | Lndnderry<br>British | C.2Cy.20"&42"-24"<br>Bow,McLachln&CoLdPay | 12 ″ 0<br>s 4 · 5<br>11 ″ 10 | |
| 13314<br>124164<br>HKDF | **Culna** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)3*trB*<br>Wireless | 6152<br>5817<br>3966 | ✠<br>9,10<br>✠ | Mdb | *a*† | | 1907<br>2mo | W.Denny &Bros. Dumbarton | BritishIndiaStm. Nav.Co.Ld.<br>*WB=Cell DBa*154'*uE&B* | 430·5<br>P31'B82'F39'<br>87'*f*143'1153*t FPT* | 54·2 | 31·9<br>FK | Glasgow<br>British<br>7*BHCem*<br>135*tAPT*77*t* | T.3Cy.33",53½"&86"-60"<br>760NHP<br>4SB,*12cf*,GS266,HS10920 FD<br>Denny&Co.Dumbarton | 34 ″ 10 | |
| 13315<br>217080<br>LNJD | **Cumberland** WoodScSr<br>*Elec.light* Wireless 1*Dk*2*trB* | 2551<br>—<br>1528 | | | | | 1918 | Cumber-landS.B.Co. Portland,Me. | UnitedStates ShippingBoard | 267·3<br>P39'B66'F29' | 46·0 | 23·6 | Prtlnd,Me.<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 13316<br>89841 | **Cumbrae** IronSc<br>(*Barge*) | 389<br>389<br>178 | | | | | 1882 | W.Simons &Co. Renfrew | N.EasternRly.Co. | 153·8 | 26·0 | 12·2 | Hull<br>British | C.2Cy.19"&36"-24"<br>55RHP<br>W.Simons&Co.Renfrew | | |
| 13317<br>104971<br>RKFH | **Cumbria** SteelScSr<br>*Elec.light* 2*Dks* | 627<br>538<br>257 | | | ... | | 1896 | AilsaS.B. Co. Troon | City of CorkSteam PacketCo.Ld. | 198·0<br>P35'B68'F62' | 30·0 | 14·1<br>BK8" | Liverpool<br>British<br>*WB* | T.3Cy.19",31"&51"-33"<br>174NHP<br>Dunsmuir&Jackson,Gls. | 14 ″ 9 | |
| 13318<br>127432<br>HMQL | **Cundall** SteelScSr<br>Wireless 1*Dk* | 1851<br>1709<br>1146 | | | | | 1908 | Nthmblnd S.B.Co.Ld. Newcastle | Furness,Withy&Co.Ld. | 276·0<br>P24'B60'F29' | 40·5 | 18·6 | W.Hartlpl<br>British | T.3Cy.20½",33"&54"-36"<br>175NHP<br>Richardsons,Westgarth&Co.Ld.Sld. | | C |
| 13319<br>HCUN | **Cunene** SteelScSr<br>*ss*Bkn.No.2-20<br>(*ex*Adelaide) 2*Dks*(*Stl*)3*rd dk*<br>*Well deck* Wireless *inNo.1hold*<br>*Elec.light Ref.Mchy.* | 5898<br>5518<br>3706 | ✠100A1<br>4,20<br>✠LMC5,20<br>*Carrying oil* | Bkn<br>*fuelF.* | *b*†<br>*P.* | CL<br>5,20<br>*above* | 1911<br>7mo<br>*Lloyd*<br>150°F | Flensburgr Schiffsb.Ges. Flensburg<br>*'sA&CP*<br>*in pt DB* | Requisitioned by thePortuguese Government<br>*Cell* | 450·0<br>P&B385'F54'<br>*DBa* 182' *u E&B*72' | 58·0 | 27·0<br>FK | Lisbon<br>Portuguese<br>8*BHCem*<br>*f* 149'1501*t* | T.3Cy.30 5/16",50 9/16"&84"-54"<br>185lb (*s*) 720NHP<br>4SB,*12cf*,GS247,HS10499FD<br>FlensburgerSchiffsb.Ges. | 29 ″ 6<br>s 4 ″ 8<br>25 ″ 3 | |
| 13320<br>LDFH | **Cunga** IronPad | —<br>—<br>140 | | | | | 1869 | London& GlasgowCo. Glasgow | NovaCia.deNav. noQuanza (Cia.Agricola de Cazengo,*Mgrs.*) | 160·1 | 25·9 | 6·9 | Loanda<br>Portuguese | 1Cy.27" | | |
| 13321 | **Cupid** SteelScSr<br>2*Dks*(*MStl*-teak s& *Stl*-wsaft *Wood fwd*)<br>*Elec.light* | 611<br>379<br>243 | ✠<br>4,09<br>✠ | Dun | *i* | | 1909<br>4mo | CaledonS. B.&E.Co.Ld. Dundee | Govt.of Zanzibar<br>*WB=CellD* | 155·1<br>P23'B66'F26'<br>*Ba*36'*f*46'62*t FPT* | 27·8 | 13·8<br>FK | Zanzibar<br>4*BHCem*<br>13*tAPT*6*t* | T.3Cy.14",23"&38"-27"<br>101NHP<br>1SB,*3cf*,GS50,HS1334 FD<br>CaledonSB.&E.Co.Ld.Dun | 14 ″ 6 | |
| 13322<br>220836<br>MBWL | **Cuprum** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk&Shelter dk*<br>Wireless *Longitudinal framing* | 6062<br>—<br>3770 | | | | | 1920 | Pacific CoastS.B.Co. BayPoint, Cal. | UnitedStates ShippingBoard | 402·5<br>P34'F38' | 53·0 | 32·0 | S.Frncisco<br>Utd.States<br>*WB* | 1 Steam Turbine<br>KerrTurbineCo. Wellsville,N.Y. | | R |
| 13323<br>~~135170~~<br>~~JBKN~~ | **Curaca** SteelScSr<br>*ss*N.Yk.No.2-19<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>3*rd dk in No.1hold only& Web frames*<br>Wireless *Longitudinal framing* | 6386<br>6102<br>4067 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,21 ~~7,21~~ ~~8,20~~<br>*Fitted for*<br>MBS12,21 | Bal<br>~~Hul~~ NYk<br>DBS9,21<br>✠LMC10,19<br>*oil fuel* | *z*<br>*l* 1 | CL<br>~~10,10~~<br>N7,21<br>0,19 *F* | 1912<br>12mo<br>*Lloyd*<br>*.P. ab* | JLThomp-son&Sons,Ld Sunderland<br>*'sA&CP*<br>*ove* 150°F. | ~~NewYork&Pacific S.S.Co.Ld.~~ Grace S.S.Co.Inc. (W.R.Grace&Co.*Mgrs.*)<br>*WB=CellDBa* | 403·0<br>132' *uE&B*48' *f* 167' | 52·3 | 26·8<br>FK | Panaman<br>~~Utd.States~~<br>7*BHCem*<br>1182*tDTf*32' | Q.4Cy.24",34½"49"&71"-48"<br>220lb *120lb* (*s*) 480NHP<br>3SB,*9cf*,GS153,HS6480<br>N.E.MarineEng.CoLdNwc<br>1251*tFPT*116*tAPT*35*t* | 37 ″ 1<br>s 8 ″ 10<br>28 ″ 8 | |
| 13324<br>127113<br>KMNJ | **Curaçao** SteelScSr<br>Wireless 2*Dks* | 1548<br>—<br>1144 | | | | | 1895 | W.Cramp &Sons Philadelphia | AdmiralLine (PacificS.S.Co.) | 241·3<br>F50' | 38·0 | 16·3 | Tacoma<br>Utd.States<br>*WB* | T.3Cy.18",28"&45"-30"<br>111NHP<br>W.Cramp&Sons,Phl. | | |
| 13325 | **Curityba** SteelScSr<br>(*ex*Walburg, *ex*LotteMenzell) 1*Dk&Shelter dk*<br>*Elec.light* Sub.Sig. Wireless | 3081<br>2898<br>2362 | | | | | 1905 | Flensburgr Schiffsb.Ges. Flensburg | Requisitioned by theBrazilian Government (Operated by the FrenchGovt.) | 301·4<br>H70' | 45·3 | 26·0 | R.Janeiro<br>Brazilian<br>*WB* | T3Cy20 1/16",33 5/16"&55⅞"-37⅞"<br>192NHP<br>FlensburgerSchiffsb.Ges. | | V |
| 13326 | — SteelScSr<br>(*ex*MariaManuela) 1*Dk* | 906<br>564<br>681 | | | | | 1901 | Napier& Miller, Ld. Glasgow | TheArgentine Nav.Co.(Nicholás Mihanovich)Ld. | 220·2<br>P35'B42'F52' | 33·1 | 10·7 | Bns.Ayres<br>Argentine<br>*WB* | T.3Cy.17",28"&45"-33"<br>116NHP<br>Dunsmuir&Jackson,Gls. | | |
| 13327<br>144905<br>KGJM | **Curler** SteelSc<br>(*ex*Killowen) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 628<br>490<br>269 | 100A1<br>10,20 | Nwc<br>LMC7,20 | | CL | 1918<br>*Lloyd* | Smith's DockCo.Ld. Middlesbro'<br>*'sA&CP* | BrownShipping Co.(Newcastle)Ld. (Robinson,Brown &Co.*Mgrs.*) | 172·2<br>B50' | 30·0 | 15·7<br>FK<br>*CellDBu* | Newcastle<br>British<br>5*BHCem*<br>*E*26'20*t* | T.3Cy.16",26"&44"-26" (*s*)<br>200lb 116NHP<br>1SB,*3cf*,GS51.HS1850<br>N.E.MarineEng.Co.Ld.Sld | 16 ″ 6<br>s 1 ″ 10<br>14 ″ 11 | |
| 13328<br>95959<br>RHFL | **Curlew** SteelSc<br>*ss*Rgn.No.1-11<br>1*Dk*(*Stl-pt* teaks) | 860<br>818<br>498 | ✠<br>*HopperBarge*<br>9,14 ✠ | Rgn | *l* | | 1909<br>2mo | W.Simons &Co.Ld. Renfrew | SydneyHarbour Trus.Commissnrs. | 206·1<br>F25' | 33·1 | 14·3<br>FK | SydnyNSW<br>British<br>4*BHCem* | T.3Cy.17",27"&43"-27"<br>95RHP<br>2SB,*4cf*,GS96,HS2834<br>W.Simons&Co.Ld.Rnf. | 15 ″ 0 | |
| 13329<br>98343<br>WOLF | — SteelTwinScSr<br>*Elec.light* 1*Dk&Shade dk* | 623<br>507<br>310 | | | | | 1899 | W.Denny &Bros. Dumbarton | IndiaGeneral Nav. &RailwayCo.Ld. | 201·0 | 33·0 | 10·8 | Calcutta<br>British<br>*WB* | T.6Cy.13",19½"&29½"-21"<br>95RHP<br>Denny&Co.Dumbarton | | |
| 13330<br>219411<br>LVDQ | — SteelSc<br>(*Trawler*)<br>1*Dk* | 408<br>—<br>209 | | | | | 1919 | Founda-tionCo. Savannah,Ga | EastCoast FisheriesCo. | 139·4 | 25·2 | 14·2 | Rockland, Me.<br>Utd.States | T.3Cy.12¾",21½"&35"-24"<br>60NHP | | |
| 13331<br>104744 | — SteelScSr<br>1*Dk* | 125<br>117<br>45 | | | ... | | 1897 | Dundee Shipbuilders' CoLd.Dundee | A.W.King | 95·0 | 19·3 | 10·0<br>BK7½" | Aberdeen<br>British | C.2Cy.13½"&30"-21"<br>45RHP<br>J.Carmichael&Co.Ld.Dun. | 10 ″ 9 | |
| 13332 | **Curraghgour** SteelScSk<br>*ss*Lim.No.1-16<br>1*Dk*(*Stl*) | *393*<br>*379*<br>*173* | ✠<br>*HopperDredg*<br>10.17 ✠ | Hul<br>*er* | *f* | | 1912<br>5mo | Dublin DockyardCo. Dublin | RussianGovern-ment | 140·0 | 29·6 | 11·5<br>FK<br>*WB*= | Russian<br>4*BHCem*<br>*FPT*50*t* | C.2Cy.15"&32"-24"<br>42NHP<br>1SB,*2pf*,GS39,HS1280<br>Fishers,Ld.Paisley | 12 ″ 6 | |
| 13333<br>140463 | **Curraghmore** SteelTwinSc<br>*Elec.light* 2*Dks*<br>Sub.Sig. Wireless *Cruiser Stern* | 1587<br>1091<br>633 | | | ... | | 1919 | W.Denny& Bros.Ld. Dumbarton | L.&N.W.Rlwy.Co. Ld. | 307·1<br>P74'B134'F68' | 40·1 | 14·5<br>FK | Dublin<br>British<br>*WB* | 4 Steam Turbines geared to 2 screw shafts<br>W.Denny&Bros.Ld.Dmb. | 15 ″ 6 | BT |

| 1 No. in Book.<br>Official No.<br>Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom<br>Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry.<br>Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Mould. depth. Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13334<br>113502<br>RVWS | **Curran** SteelScSr<br>*ss*Lth.No.3–4,12<br>*Well deck* *ss*Shl.No.2–19<br>1*Dk*(*Irn*)&*deep framing* | 1106<br>803<br>450 | ✠100A1<br>3,22 ~~10,20~~<br>~~BS8,20~~ ✠LMC6,19<br>BS9,21 | Npt | *n* | ~~7,18~~<br>3,22 | 1900<br>9mo | AilsaS.B.Co.<br>Troon<br>A&CP | ShamrockShppg.Co.Ld.(T.Jack, *Mgr.*)<br>*WB*=*CellDBa*56′ | 229·6<br>P23′Q53′B52′F26′<br>*uE*19′*f*84′330*tFPT* | 33·1 | 16·0<br>FK&BK1″ | Belfast<br>British<br>4*BHCem*<br>57*tAPT*55*t* | T.3Cy.17⅝″,28″&45″–33″ (*s*)<br>175lb *100lb* NDB12 98RHP<br>1SB,3*cf*,GS59,HS2040<br>Muir&Houston,Ld.Gls. | 17 ″ 0<br>s 1 ″ 5½<br>15 ″ 11 | |
| 13335<br>131888 | **Current** SteelScK<br>1*Dk*(*Stl*) | 96 97<br>~~97~~<br>~~41~~ | ✠100A1<br>*For fishing purposes*<br>12,19 ✠LMC12,19 | Lwt | | | 1919<br>11mo<br>*Lloyd* | J.Chambers,Ld.<br>Lowestoft<br>'*sA&CP* | ~~TheAdmiralty~~<br>H.C.Thompson<br>(R.Boyle *Mgr.*) | ~~86·0~~<br>82·6 | 18·5 | 9·3<br>BK7½ | N.Shields<br>~~London~~<br>British<br>3*BHCem* | T.3Cy.9½″,15½″&26″–18″(*s*)<br>180lb 42RHP ~~43NHP~~<br>1SB,2*pf*,GS30,HS814<br>J.Chambers,Ld.Lowestoft | 10 ″ 0 | |
| 13336<br>208114<br>LBRF | **Currier** SteelSc3MstSr<br>*ss*NYk.No.2–19<br>*Elec.light* 1*Dk*(*Stl*)&*pt*2*ndDk*(*Stl*)&<br>*Mchy.Aft* Wireless *Webframes* | 4711<br>4200<br>2869 | ✠100A1<br>~~5,21~~ ~~8,20~~ 2,22<br>BS 2,22 ✠LMC<br>*Carrying Petroleum in bulk 16F.P. above 150°F.*<br>*Fitted for oil fuel* 12 | NYk<br>~~Mob~~ 8,19 | *x* | CL<br>~~8,19~~<br>5,21 | 1910<br>12mo | ForeRiver S.B.Co.<br>Quincy,Mass.<br>A&CP | GulfRefiningCo. Inc.<br>*WB*=*CellDB*315′<br>1819*tFPT* | 370·0<br>P98′B26′F30′<br>225*tAPT*120*t* | 52·1 | 27·0<br>FK<br>13<br>5*to* | P.Arthur, Tex.<br>Utd.States<br>*BH*8*toUdk*<br>2*nd dk Cem* | T.3Cy.23½″,41″&68″–48″ (*s*)<br>190lb 448NHP<br>3SB,9*cf*,GS154,HS6501 FD<br>ForeRiverS.B.Co.Quincy | 30 ″ 0<br>s 7 ″ 0<br>23 ″ 4 | |
| 13337<br>2508<br>JFPD | **Curry** SteelScSr<br>1*Dk* | 129<br>105<br>70 | | | | | 1890 | Kristinehamn MkVrk<br>Kristinehmn | Westkustens TransportA/B<br>(G.Lundahl *Mgr.*) | 92·2<br>B18′ | 17·3<br>H5*t* | 11·2 | Gothenbrg<br>Swedish | C.2Cy.18½″&31½″–19¾″<br>37NHP<br>KristinehamnsMV.Aktieb | | V |
| 13338<br>126696 | **Curtis Bay** SteelSc<br>(*ex*GerardH.Keller,Jr.,<br>*ex*NewYorkCentralNo.2,*ex*ChaunceyM.<br>Depew) | 133<br>—<br>66 | | | | | 1890 | ..............<br>Newburgh, N.Y. | CurtisBayTowing Co. | 90·0 | 22·3 | 10·5 | Baltimore<br>Utd.States | C.2Cy.20″&30″–26″<br>38NHP | | |
| 13339<br>HBFK | **Curupayti** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*) | 619<br>—<br>359 | ✠<br>9,15 ✠<br>*For Rivers Parana & Plate Navigation* | Bwg | | | 1911<br>5mo | Scott& Sons<br>Bowling | E.P.Acosta y Cia. | 175·6<br>F23′<br>*WB*=*FPT*31*t* | 28·1 | 10·0<br>FK | Bns.Ayres<br>Argentine<br>4*BHCem*<br>*APT*3*t* | T.3Cy.13½″,22″&36″–24″<br>95NHP<br>1SB,3*cf*,GS57,HS1811<br>Ross&Duncan,Glasgow | 10 ″ 6 | |
| 13340 | **Cururupu** SteelTwinScSr<br>*Elec.light* 1*Dk*(*Stl*–teaks)&<br>*Promenade dk* | 758<br>458<br>440 | ✠<br>*withfreeboard*<br>1,16 ✠<br>*Brazilian Coasting* | Gls | *k* | | 1912<br>10mo | Napier& Miller,Ld.<br>Glasgow | Cia.deNav.aVap. doMaranhao | 200·2<br>P54′F43′<br>*WB*=*FPT* | 33·2 | 10·6<br>FK | Maranhão<br>Brazilian<br>4*BHCem*<br>14*tAPT*25*t* | C.4Cy.14″&30″–21″<br>114NHP<br>1SB,3*cf*,GS70,HS2253<br>Miller&Macfie,Glasgow | 11 ″ 3 | |
| 13341 | **Curvello** SteelTwinScSr<br>*Elec.light* (*ex*GertrudWoermann)<br>Sub.Sig. Wireless 2*Dks*&*deep framing* | 6456<br>4948<br>3967 | ~~Rio 6,19~~ NYk.5,21<br>(*See footnote**) | | | CL | 1907 | Reiherst'g Schiffsw.<br>Hamburg | BrazilianGovernment(LloydBrasileiro, *Mgrs.*) | 415·6<br>P&B267′F60′ | 50·7 | 28·6 | R.Janeiro<br>Brazilian<br>*WB* | T6Cy22 1/16″,39⅜″&63 11/16″–42½″<br>NB11 528NHP<br>Reiherst.Maschinenf.Ham | | |
| 13342<br>135185<br>JBNS | **Curzon** SteelTwinScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*&*ptProm dk* | 652<br>562<br>262 | | | ... | | 1913 | A.&J. Inglis,Ld.<br>Glasgow | SouthIndian RailwayCo. | 250·1<br>F41′ | 38·1 | 9·5<br>FK | London<br>British<br>*WB* | 4 Steam Turbines geared to<br>2 Screw Shafts FD<br>A.&J.Inglis,Ld.Glasgow | 10 ″ 2 | |
| 13343<br>124673<br>JCPV | **Cushag** SteelSc<br>*ss*I.M.No.3–3,21<br>(*ex*Ardnagrena) 1*Dk*(*Irn*)<br>*Well deck* *Mchy.Aft* | 223<br>165<br>88 | ✠100A1<br>3,21 ✠LMC3,21<br>BS3,22 | IM | *d* | CL<br>3,21 | 1908<br>9mo<br>*Lloyd* | G.Brown &Co.<br>Greenock<br>'*sA&CP* | Isle ofManSteam PacketCo.Ld. | 125·0<br>Q46′B8′F18′ | 22·1 | 8·1<br>BK6″ | London<br>British<br>3*BHCem*<br>*FPT*17*t* | O.2Cy.15″&32″–24″ (*r*)<br>135lb 42RHP<br>1SB,2*pf*,GS40,HS1198<br>RenfrewBros.&Co.Irvine | 9 ″ 2<br>s ″ 7<br>9 ″ 2 | |
| 13344<br>219240<br>LTRO | **Cushnet** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trB in*<br>Sub.Sig. *fore&after holds& Webframes* | 3545<br>3005<br>2174 | | | ... | | 1919 | Submarine BoatCorp<br>Newark,N.J | UnitedStates ShippingBoard | 324·0<br>P30′B90′F35′ | 46·2 | 25·0<br>K | Newark NJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 13345<br>218329<br>LRQF | **Cushnoc** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Web frames*<br>Sub.Sig. | 5405<br>5019<br>3321 | | | ... | | 1919 | Pensacola S.B.Co.<br>Pensacola, Fla. | UnitedStates ShippingBoard | 400·7<br>P36′B124′F44′ | 54·2 | 30·1<br>FK | Pensacola<br>Utd.States<br>*WB* | 2 SteamTurbines geared to 1ScShft<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 32 ″ 10 | R |
| ✻ 13346<br>110635<br>RMKF | **Custodian** SteelTwinSc4MstSr<br>*ss*Liv.No.3–5,12<br>*ss*Cal.No.2–20<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)*deep*<br>Wireless *framing&Web frames* | 9214<br>9036<br>6023 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>12,20 ✠LMC<br>BS12,19 MS3,20<br>*Carrying oil fuel F.P. above 150°F. in double bottom* | Liv | *d*† | CL<br>2,19 | 1900<br>*Lloyd* | C.Connell &Co.<br>Glasgow<br>'*sA&CP* | CharenteSS.Co.Ld.(T.&J.Harrison, *Mgrs.*)<br>*WB*=*CellDBa* | 482·0<br>159′ *uE&B*59′*f*209′ | 57·2 | 31·9<br>39·4<br>FK | Liverpool<br>British<br>9*BHCem*<br>1610*tDTa*34′1135*tFPT*145*tAPT*55*t* | T.6Cy.21″,35″&58″–48″ (*s*)<br>180lb 608NHP<br>2D 1SB,15*cf*,GS315HS10784<br>Dunsmuir&Jackson,Gls. | 42 ″ 4<br>s11 ″ 4½<br>31 ″ 5 | |
| 13347<br>218783<br>LSND | — WoodSc<br>(*Tug*)<br>*Elec.light* Wireless 1*Dk* | 359<br>—<br>199 | | | | | 1919 | M.M.Davis &Sons,Inc.<br>Solomons Md | PringleBarge Line Co. | 126·0 | 29·9 | 13·7 | Fairport O.<br>Utd.States | T.3Cy.18″,28″&45″–30″<br>111NHP | | R |
| 13348<br>142609<br>JTRC | **Cutcombe** SteelScSr<br>(*ex*WarOstrich) 2*Dks*(*Stl*)<br>*Cargo battens not fitted in 'tween decks*<br>*Elec.light* Wireless | 5264<br>4831<br>3205 | ✠100A1<br>~~5,21~~ ~~10,20~~ 12,21<br>LMC8,18<br>MS11,21<br>*Carrying oil fuel F.P. above 150°F. in DB* | Gen<br>~~CfNpt~~ | *y* | CL<br>~~9,19~~<br>~~5,21~~<br>11,21 | 1918<br>8mo<br>*Lloyd* | Richardsn, Duck&Co.Ld<br>Stockton<br>'*sA&CP* | MaritimeShipping &TradingCo.Ld.<br>(G.C.Gibson, *Mgr*)<br>*CellDB* | 400·2<br>P49′B113′F40′<br>335′1058*t FPT* 132*t* | 52·4 | 28·4<br>FK | London<br>British<br>7*BHptCem*<br>*APT*213*t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 426NHP<br>3SB,9*cf*,GS190,HS6912<br>Blair&Co.Ld.Stockton | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| ✻ 13349<br>120933<br>HFWO | **Cuthbert** SteelScSr<br>*ss*Liv.No.3–3,19<br>*Elec.light* 2*Dks*(*Stl*)&*deep framing*<br>Wireless &*Shelter dk*(*Stl*) | 3843<br>3813<br>2453 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21 ~~2,21~~ BS6,21<br>~~BS4,20~~ ✠LMC5,19<br>*Carrying oil fuel F.P. above 150°F. in DB tanks* | Liv | *x* | CL<br>2,21 | 1906<br>4mo<br>*Lloyd* | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>'*sA&CP* | BoothS.S.Co.Ld.<br>*WB*=*CellDBa*<br>108′*uE*24′*f*154′720*tDTa*32′ | 355·1<br>606*t FPT* | 49·3 | 23·9<br>FK | Liverpool<br>British<br>7*BHCem*<br>81*tAPT*35*t* | T.3Cy.25″,41″&68″–48″ (*r*)<br>180lb *100lb* 409NHP<br>2SB,6*cf*,GS128,HS5740 FD<br>N.E.MarineEng.CoLdNwc | 26 ″ 6<br>s 2 ″ 10½<br>24 ″ 0 | |
| 13350<br>219241<br>LTRD | **Cuttyhunk** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trBin fore&after*<br>Sub.Sig *holds&Webframes* | 3545<br>3005<br>2174 | | | ... | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30′B90′F35′ | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 13351 | **Cuxhaven** SteelSc<br>(*Trawler*)<br>(*ex*EllaOber) 1*Dk* | 203<br>180<br>75 | | | | | 1912 | G.Seebeck Akt.Ges.<br>Geestemünde | Deutsche SeefischereiA.-G. | 123·8<br>Q67′F19′ | 22·6 | 8·3 | Cuxhaven<br>German<br>*WB* | T.3Cy.11⅜″,18 7/10″&30 3/10″–22 1/10″<br>42NHP<br>G.SeebeckA.G.Gstemnde. | | |
| 13352 | **Cuyabá** SteelSc<br>(*ex*Hohenstaufen)<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 6489<br>4737<br>4086 | Ham ~~8,20~~ 6,21<br>(*See footnote*†) | | | | 1906 | Bremer Vulkan<br>Vegesack | BrazilianGovernment(LloydBrasileiro, *Mgrs.*) | 409·3<br>P&B259′F48′ | 52·7 | 28·0 | R.Janeiro<br>Brazilian<br>*WB* | Q.4Cy.24″,34½″,50⅜″&72⅞″–53⅞″<br>387NHP<br>BremerVulkan,Vegesack | | |
| 13353 | — SteelTwinSc<br>1*Dk*&2*Shade dks* | 1082<br>831<br>640 | | | | | 1913 | Jonker& Stans<br>H.I.Ambacht | AmazonRiver S.N.Co.(1911)Ld. | 224·0 | 45·0 | 10·8 | Para<br>Brazilian | T.3Cy.14″,23″&37½″–16½″<br>57NHP<br>Alblasserdam.Msch.Fab. | | V |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register.

†This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued.

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7″<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13354 | **Cuyaba** | SteelPadSp<br>(*ex*Aurora)<br>3*Dks* | 490<br>281<br>267 | | | | | 1886<br>8mo | W.Denny &Bros.<br>Dumbarton | Cia.Argentina de Nav.(Nicolas Mihanovich)Ltda. | 175·2<br>Q56′ | 27·1<br>F53′ | 7·6 | Port Asuncion<br>Paraguayan | C.D.2Cy.21″&37″–42″<br>NB13 74NHP<br>Denny&Co.Dumbarton | | |
| 13355<br>220202<br>LWSF | **Cuyamaca**<br>*Elec.light* Wireless | Ferro-ConcreteSc<br>*Fitted for oil fuel*<br>2*Dks* | 6486<br>—<br>4082 | | | | | 1920 | Pacific Mar &Const.Co.<br>SanDiegoCal | UnitedStates ShippingBoard | 420·7 | 54·0 | 34·3 | SanDiego, Cal.<br>Utd. States | T.3Cy.24½″,41½″&72″–48″<br>358NHP | | R |
| 13356<br>200012 | **Cuyler Adams**<br>*Elec.light* *Mchy.Aft* | SteelScSr<br>(*ex*Sahara)<br>1*Dk2trB* | 5785<br>—<br>4497 | | | | | 1904 | American S.B.Co.<br>Lorain,O. | GlobeS.S.Co.(G.A.Tomlinson,*Mgr.*) | 474·0 | 52·0 | 29·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.22½″,36″&60″–42″<br>233NHP<br>DetroitS.B.Co.Detroit | | |
| ✻ 13357 | **Cuzco**<br>*Elec.light* Wireless | SteelScSr<br>*ss*N.Yk.2ndNo.3–10,19<br>2*Dks*(1*Stl&U ptIrn&ptStl*)<br>*&deep framing* | 4302<br>4028<br>2773 | ✠100A1<br>3,21 ~~4,20~~<br>MS4,20 ✠LMC~~10,18~~<br>BS3,21<br>*Fitted for oil*<br>MS11,21 | Shi.<br>Nts<br>*fuel* 5,14 | *x* | CL<br>4,20<br>*F. P.* | 1899<br>11mo<br>*above* | Napier& Miller,Ld<br>Glasgow<br>A&CP<br>150° F. | ~~NafraItaliana~~<br>Roma Soc di Nav<br>*Intermediate BH after holds* | 375·0<br>P39′B102′F45′<br>*in forward &*<br>*dispensed with*<br>*WB = Cell DB* | 50·0 | 25·9<br>FK<br>6B<br>2B | Genoa<br>Italian<br>*Cem*<br>*H to Upr dk*<br>*H „ Main „*<br>*a* 127′*uE* 23′ | T.3Cy.25″,41″&67″–48″ (*s*)<br>200lb *80lb* NDB16 367NHP<br>2SB,*6cf*,GS115,HS4640 FD<br>D.&W.Henderson&Co.Gls.<br>*f* 163′1044*t APT*48*t* | 28 ″ 8<br>s 5 ″ 7<br>23 ″ 6 | |
| 13358<br><br>OFGP | **Cyclamen**<br>*Elec.light* | SteelSc<br>(*ex*SanboMaru) (*Trawler*) | 237<br>—<br>62 | | | | | 1912 | OsakaIron Works<br>Osaka | LeGuerroué | 111·5 | 21·7 | 12·8 | Lorient<br>French | T.3Cy.11½″,18″&29½″–22″<br>41NHP<br>OsakaIronWorks,Osaka | | V |
| 13359 | **Cyclone**<br>*Now named* "Bluster," *See No.* 36555 *in Supplement* | SteelScK<br>1*Dk*(*Stl*) | 96<br>35<br>37 | ✠100A1<br>*For fishing purposes*<br>11,19 ✠LMC11,19 | Hul | | | 1919<br>11mo<br>*Lloyd* | J.S. Watson<br>Gainsboro'<br>'*sA&CP* | TheAdmiralty | 86·2 | 18·5 | 9·2<br>BK7½″ | London<br>British<br>3*BHCem* | T.3Cy.9½″,15½″&26″–18″ (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>W.Beardmore&Co.Ld. Coatbridge | 10 ″ 0 | |
| ✻ 13360<br><br>NLSB | **Cyclop** | SteelScK<br>*ss*Ams.No.3–5,10<br>*ss*Ams.No.2–19<br>(*Tug*) 1*Dk* | 197<br>188<br>52 | ✠100A1<br>*For Towing purposes*<br>10,20 ✠LMC<br>MS2,19 BS2,21 | Ams | *b* | ~~12,19~~<br>~~5,21~~<br>1,22 | 1898<br>3mo | J.P.Rennoldson&Sns<br>SouthShields<br>A&CP | Bureau Wijsmuller | 106·5 | 21·1 | 11·2<br>BK7″ | 'sGravenhage<br>Dutch<br>4*BHCem* | C.2Cy.22″&40″–26″ (*r*)<br>100lb 82NHP<br>1SB,*3pf*,GS48,HS1605<br>J.P.Rennoldson&Sns,SShl | 12 ″ 0<br>s1 ″ 2<br>11 ″ 9 | |
| 13361<br>123978<br>HGNT | **Cyclops**<br>*Elec.light* Wireless | SteelTwinSc<br>3*Dks* | 9051<br>6579<br>5774 | | | | | 1906 | D&WHendersn&Co.Ld<br>Glasgow | OceanS.S.Co.Ld.(A.Holt&Co.*Mgrs*) | 485·0 | 58·2 | 39·5 | Liverpool<br>British<br>*WB* | T.6Cy.23″,38½″&65″–48″<br>585NHP<br>D&WHendersn&CoLdGls. | | BT<br>till<br>11,21 |
| 13362 | —<br>(*ex*Wrecker)<br>*Well deck* *Elec.light* | SteelTwinScSr<br>*ss*Tri.No.3–7,19<br>(*Tug&SalvageVessel*)<br>1*Dk*(*ptStl*–ws) | 447<br>326<br>135 | ✠100A1<br>8,21 ~~8,20~~<br>~~BS8,20~~ ✠LMC8,19<br>BS11,21 | Tri | *g* | CL<br>8,20 | 1905<br>8mo<br>*Lloyd* | Ramage& Ferguson,Ld.<br>Leith<br>'*sA&CP* | Soc.Anon diNav. Remorchi eSalvataggi (D.Tripcovich,*Mgr.*)<br>*WB=CellDBa* | 131·7<br>Q45′B39′F21′<br>27′*f*32′ 48*t FPT*29*t* | 30·1 | 12·3<br>BK7″ | Trieste<br>Italian<br>4*BHCem*<br>*APT*26*t* | C.4Cy.15″&30″–21″ (*s*)<br>120lb 74NHP<br>1SB,*3cf*,GS61,HS1798<br>Ramage&Fergusn,Ld.Lth. | 13 ″ 0 | |
| 13363<br>128762 | **Cyelse** | SteelScK<br>~~*ss*Mil.No.1–19~~<br>*ss*Mil.No.2–19 1*Dk* | 237<br>215<br>93 | ✠100A1<br>*StmTrawler*<br>4,19<br>~~BS7,20~~ ✠LMC4,19 | Mil<br>BS3,22 | | CL<br>4,19 | 1912<br>6mo<br>*Lloyd* | Cochrane& Sons<br>Selby<br>'*sA&CP* | D.Pettit | 120·0<br>Q69′ | 21·5 | 11·8<br>BK7½″ | Milford<br>British<br>3*BHCem* | T.3Cy.12″,21″&34″–24″ (*s*)<br>180lb 58RHP<br>1SB,*3pf*,GS42,HS1330<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 6 | |
| 13364<br>124687<br>HKNL | **Cygnet** | SteelScK<br>*ss*Shl.No 3–7,19<br>1*Dk* | 300<br>255<br>117 | ✠100A1<br>*StmTrawler*<br>~~8,21~~ ~~7,19~~ 10,21<br>~~BS8,20~~ ✠LMC7,19 | Shl<br>Flt<br>BS11,21 | | CL<br>7,19 | 1907<br>4mo<br>*Lloyd* | Smith's DockCo.Ld.<br>NorthShields<br>'*sA&CP* | CygnetSteam FishingCo.,Ld.(T.Cardwell,*Mgr*) | 130·4<br>Q72′F21′ | 22·5 | 12·1<br>BK7½″ | Fleetwood<br>British<br>3*BHCem* | T.3Cy.12½″,21″&34″–25″ (*s*)<br>180lb 75RHP<br>1SB,*3pf*,GS45,HS1475<br>ShieldsEng.Co.Ld.N.Shl. | 13 ″ 0 | |
| 13365<br>119148<br>JKMF | — | SteelScSp<br>2*Dks* | 191<br>150<br>74 | | | | | 1904 | A.&J. Inglis<br>Glasgow | David MacBrayne, Ld. | 135·0<br>Q34′B42′F36′ | 21·1 | 9·4 | Glasgow<br>British<br>*WB* | C.2Cy.23½″&42″–24″<br>72RHP<br>BarrowS.B.Co.Barrow | | BT<br>till<br>11,21 |
| 13366<br>99694 | — | SteelScYl<br>1*Dk* | 138<br>135<br>59 | ✠<br>*StmTrawler*<br>6,93 ✠ | Gls | | | 1893<br>6mo | Mackie& Thomson<br>Glasgow | J.T.C.Salmon<br>*WB=* | 98·0<br>*DTf*14′27*t* | 20·5 | 10·7<br>BK7½″ | Yarmouth<br>British<br>3*BHCem* | T.3Cy.10″,16″&25½″–20″<br>NB06 35RHP<br>1SB,*2pf*,GS27,HS540<br>Muir&Houston,Glasgow | 11 ″ 7 | |
| 13367<br>91893<br>KDTF | — | SteelScSr<br>1*Dk* | ~~124~~<br>143 120<br>70 ~~66~~ | ✠<br>*For River purposes*<br>2,86 ✠ | Lon | | | 1885<br>9mo | Davis& Clow<br>Abingdon | ~~C.L.Stevenson~~<br>E.W.Pigeon | 120·0 | 17·3 | 8·7<br>FK | LyttltnNZ<br>British<br>5*BHCem* | C.2Cy.16″&32″–18″<br>43RHP<br>Bow&McLachlan,Paisley | | |
| 13368<br>82959 | — | IronScSr<br>1*Dk* | 109<br>102<br>46 | | | ... | | 1882 | JTEltringham<br>S.Shields | E.F.Mowatt | 94·7 | 19·0 | 10·0 | Montrose<br>British | C.2Cy.17″&32″–22″<br>NB98 40RHP<br>J.P.Rennoldson&Ss.S.Shl. | | |
| 13369<br>200414 | **Cygnus**<br>*Elec.light* *Mchy.Aft* | SteelScSr<br>(*ex*JosephC.Gilchrist)<br>1*Dk2trB* | 4725<br>—<br>3393 | | | | | 1903 | American S.B.Co.<br>Lorain,O. | InterlakeS.S.Co.(Pickands,Mather &Co.*Mgrs.*) | 416·0 | 50·0 | 28·0 | Fairport<br>Utd.States<br>*WB* | T.3Cy.22″,35″&58″–40″<br>213NHP<br>AmericanS.B.Co.Clevelnd | | |
| 13370<br><br>LBRF | — | SteelSc<br>1*Dk* | 1334<br>1158<br>753 | | | | | 1921 | Scheepswrf J.Huis de Merwede<br>Papendrecht | DetBergenske Dampskibsselskap | 238·9<br>P59*t*H62*t*F16*t* | 36·4 | 16·0 | Bergen<br>Norwegian | T.3Cy. | | |
| 13371<br>125900 | — | IronPad | 857<br>—<br>555 | | | | | 1881 | J.Roach& Son<br>Chester,Pa. | IronSteamboatCo. ofNewJersey | 212·6 | 31·4 | 11·3 | NewYork<br>Utd.States | 1Cy.53″–144″<br>259NHP<br>W.&A.Fletcher,NewYork | | |
| 13372 | — | SteelScSr<br>(*ex*Concurrent)<br>1*Dk* | 821<br>608<br>510 | | | | | 1890 | Flensburgr Schiffsb.Ges.<br>Flensburg | | 192·0<br>Q59′B49′F20′ | 30·7 | 13·2 | *WB* | T.3Cy.14″,21″&40½″–27″<br>85NHP<br>FlensburgerSchiffsb.Ges. | | |
| 13373 | **Cyklop** | SteelSc<br>(*Tug*) | 151<br>146<br>48 | | | | | 1908 | Hong K'ng &Whampoa DockCo.Ld.<br>HongKong | Norddeutscher Lloyd | 96·0 | 20·0 | 10·5 | Bremen<br>German | T.3Cy.9″,14″&25″–15″<br>24NHP<br>HongKong&Whampoa DockCo.Ld.HongKong | | |
| 13374<br>101751<br>NBFI | **Cymric**<br>(*See Sailing Ship Register*) | IronAuxTwinSc3MstBkn<br>*ss*Fal.2ndNo.3–12,1<br>*OilEng.*(*not classed*) 1*Dk* | 226<br>223<br>175 | ✠100A1<br>12,19 | Fal | *g* | | 1893<br>3mo<br>*Lloyd* | W.Thomas &Sons<br>Amlwch<br>'*sA&CP* | ~~J.Hall(R.T.Hall *Mgr.*)~~ MrsETHall (R.T.Hall,*Mgr*) | 123·0<br>ptND20 | 24·0 | 10·8<br>BK7″ | Beaumaris<br>British<br>1*BHCem* | Oil Engines 2S.C.SA<br>2Cy.13″–13⅝″ 46NHP<br>J&CGBolindersCoLd.Skm | 11 ″ 6<br>s1 ″ 8<br>11 ″ 9 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 13375<br>125777<br>HNSP | **Cymric Pride** SteelScSr<br>ssHul.No.2-18<br>(*ex*Brinkburn) 1*Dk*(*pt Irn&pt Stl*)<br>Wireless *2trBdeepframing& Web frames*<br>*3Dk rule* | 3827<br>3633<br>2440 | ✠100A1<br>11,20<br>~~BS12,12~~ ✠LMC9,17<br>BS1,21 | Cal | *w* | CL<br>11,20 | 1909<br>4mo<br>*Lloyd* | JLThompson&Sons,Ld.<br>Sunderland<br>'*sA&CP* | Anglo-Belgique ShippgCo.Ld. (E. Owen&Sns,*Mgrs.*)<br>*CellDBa*117'*uE&* | 346·0<br>P23'B94'F31'<br>FK<br>*B*42'*f*146'951*tFPT* | 49·5 | 25·3 | London<br>British<br>6*BHCem*<br>61*tAPT*60*t* | T.3Cy.25¼",42"&68"-48" (*s*)<br>180lb *90lb* 350NHP<br>2SB,*8pf*,GS143,HS5428<br>J.Dickinson&Sons,Ld.Sld. | 27″11<br>s5″0½<br>23″3 | |
| * 13376<br>133156<br>JBOG | **Cymric Queen** SteelSc<br>ssCffNo.2-20<br>(*ex*Apsleyhall,*ex*Newfield) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 3847<br>3593<br>2421 | ✠100A1<br>12,21 ~~3,21~~<br>✠LMC5,20<br>BS8,21 | Cff<br>Shl | *w* | CL<br>~~6,20~~<br>12,21 | 1912<br>10mo<br>*Lloyd* | Irvine'sSB&D.D.Co.Ld.<br>W Hartlepool<br>'*sA&CP* | Anglo-Belgique ShippingCo.Ld. (E.Owen,*Mgr.*)<br>*CellD* | 350·0<br>P31'B101'F34'<br>FK<br>*Ba* 113' *uE*27'*f* 157' | 51·1 | 23·9 | London<br>British<br>6*BHCem*<br>822*t FPT*85*t* | T.3Cy.25",40"&67"-45" (*s*)<br>180lb *180lb* 341NHP<br>2SB,*6cf*,GS112,HS5438<br>Richardsons,Westgarth&<br>*APT*117*t* Co.Ld.Hpl. | 26″3<br>s4″6½<br>22″0 | |
| * 13377<br>108689<br>PVDR | **Cymric Vale** SteelScSr<br>ssBkn.No.3-12,10<br>(*ex*ClevelandRange, ssNpt.No.2-19<br>*ex*Kirklee) 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&<br>Wireless *deep framing* | 3580<br>3342<br>2275 | ✠100A1<br>*Spar dk*<br>~~1,21~~ ~~1,20~~ ~~8,21~~ 1,22<br>~~MBS9,20~~ ✠LMC8,19<br>MBS3,21 | Bdx<br>~~Cff~~ Sld | *w* | CL<br>~~2,19~~<br>~~3,21~~<br>8,21 | 1897<br>10mo | Bartram&Sons<br>Sunderland<br>A&CP | Anglo-Belgique ShippingCo.Ld. (EvanOwen&Sons *Mgrs.*)<br>*CellDBa* | 344·0<br>P40'B82'F36' 26·2<br>FK<br>112'*uE&B*36'*f*142*t* | 45·0 | 18·2 | Liverpool<br>British<br>6*BHCem*<br>755*tAPT*46*t* | T.3Cy.24½",40"&66"-45"<br>170lb *150lb* NDB19 325NHP<br>2SB,~~6cf~~,GS112,HS4220 FD<br>J.Dickinson&Sons,Ld.Sld.<br>*6cf* | 28″9<br>s5″6½<br>23″6 | |
| 13378<br>135345 | **Cynfal** SteelScK<br>1*Dk* | 58<br>58<br>26 | | | ... | | 1916 | W.J.Yarwood&SnsLd<br>Northwich | TheMayor,Aldermen,&Citizens of Bangor | 68·3<br>BK5" | 15·7 | 7·6 | Beaumaris<br>British | C.2Cy.9½"&20"-15"<br>13RHP<br>W.J.Yarwood&Sons,Ld. | 8″0 | |
| 13379<br>145039<br>KGVD | **Cynic** SteelTwinSc<br>*Now named "Ursus," See No. 39787 in Supplement*<br>*Elec.light* 1*Dk*(*Stl*) | 531<br>481<br>106 | ✠100A1<br>*For towing purposes*<br>10,20<br>✠LMC9,17 | Lon | | CL | 1917<br>9mo<br>*Lloyd* | Bow,McLachlan&Co.<br>Ld.Paisley<br>'*sA&CP* | TheShipping Controller(C.&A. Etheredge,*Mgrs.*) | 141·8<br>BK7¼"<br>*FPT*12*tAPT*20*t* | 29·1 | 14·9 | London<br>British<br>8*BHCem* | T.6Cy.15",23½"&36"-24"(*s*)<br>160lb 204NHP<br>2SB,*6cf*,GS126,HS4216<br>Bow,McLachln&CoLdPsy. | 16″0<br>s1″11½<br>14″10 | |
| 13380<br>86226 | **Cynosure** WoodScFlat<br>(*ex*Sailing) | 119<br>111<br>81 | | | | | 1877 | Ann<br>Deakin<br>Winsford | SaltUnion,Ld. | 84·2 | 20·5 | 8·8 | Liverpool<br>British | 2Cy.11"-17"<br>NE&B84 22RHP<br>Deakin&Co.,Winsford | | |
| 13381<br>99079<br>MPSG | **Cynthia** IronPadSp<br>1*Dk* | 225<br>210<br>90 | | | | | 1892 | JTEltringham&Co.<br>S.Shields | MevilleS.S.Co.Ld. (D.O'Donnell, *Mgr.*) | 153·4<br>B21*t* H13*t* | 21·4 | 10·3 | Lndnderry<br>British | C.D.2Cy.23"&46"-36"<br>98RHP<br>J.Stewart&Son(Lim.),Lon | | |
| 13382<br>108464 | — IronScK<br>ssGms.No.3-7,09<br>(*ex*LordSelborne, ssGms.No.2-17<br>*ex*Sargon) 1*Dk* | 167<br>154<br>68 | ✠NB4,16 ✠~~LMC1,17~~ | | ... | CL<br>6,19 | 1897<br>4mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Hull<br>'*sA&CP* | Trawlers(White Sea&Grimsby)Ld. (J.N.&H.Bacon, *Mgrs.*) | 108·7<br>Q24'F19'<br>ND10 BK7½" | 20·7 | 11·0 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12¼",19½"&32"-22½"<br>170lb (*s*) 50RHP<br>1SB,*2pf*,GS30,HS1027<br>C.D.Holmes&Co.Hull | 11″10 | |
| 13383<br>125994 | **Cynthia No. 2** IronSc | 109<br>—<br>54 | | | | | 1882 | Neafie&Levy<br>Philadelphia | PropellerTowBoat Co. | 92·4 | 19·5 | 9·0 | Savannah<br>Utd.States | C.2Cy.17"&30"-24"<br>37NHP<br>Neafie&Levy,Philadelphia | | |
| * 13384<br>109406<br>QDRJ | **Cypria** SteelScSr<br>ssLiv.No.3-7,10<br>*Elec.light* Wireless ssLiv.No.2-19<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing* | 2950<br>2732<br>1881 | ✠100A1<br>*Spar dk*<br>11,21 ~~5,20~~<br>BS5,20 ✠LMC4,19 | Mch<br>Liv<br>MBS8,21 | *u* | CL<br>~~2,17~~<br>N5,20 | 1898<br>1mo | Workman,Clark&Co.Ld<br>Belfast<br>A&CP | CunardS.S.Co.Ld.<br>*WB=CellDBa* | 332·1<br>P25'B76'F33' 22·5<br>FK<br>106'*uE&B*56'*f*108' | 45·7 | 15·0 | Liverpool<br>British<br>6*BHCem*<br>620*tAPT*35*t* | T.3Cy.24",40"&66"-45" (*s*)<br>200lb *90lb* NDB20 356NHP<br>2SB,*6cf*,GS113,HS4604 FD<br>Wrkman,Clark&Co.Ld Bel | 24″11<br>s4″7½<br>20″8 | |
| * 13385<br>142842<br>KOMG | **Cyprian Prince** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*2nd dk*(*Stl*)<br>Wireless Sub.Sig. *in holds* | 3071<br>2831<br>1853 | ✠100A1<br>~~6,21~~ ~~11,20~~ 10,21<br>✠LMC9,19 | Mch | *u* | CL<br>9,21 | 1919<br>9mo<br>*Lloyd* | J.Blumer&Co.<br>Sunderland<br>'*sA&CP* | PrinceLine,Ld. (Furness,Withy &Co.Ld.*Mgrs.*)<br>*C* | 331·3<br>P33'B98'F28'<br>FK<br>*ellDB*276'734*tFPT* | 46·8 | 23·2 | Newcastle<br>British<br>7*BHCem*<br>105*tAPT*42*t* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 358NHP<br>3SB,*9cf*,GS153,HS5817<br>J.Dickinson&Sons,Ld.Sld. | 25″6<br>s4″1½<br>21″9 | |
| * 13386<br>135184<br>JBMQ | **Cyrena** SteelScSr<br>ssSng.No.2-21 ~~ssSng.No.1-17~~<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>*Mchy.Aft* | 2138<br>1848<br>1214 | ✠100A1<br>8,21 ~~9,20~~<br>~~BS9,20~~ ✠~~LMC1,17~~ 8,21<br>*Fitted for oil* | Sng<br>*fuel* | *r*<br>1,13 | CL<br>~~6,19~~<br>8,21<br>*F.P.* | 1913<br>1mo<br>*Lloyd*<br>*above* | W.Gray&Co.Ld.<br>W.Hartlepool<br>'*sA&CP*<br>150°F. | Anglo-Saxon PetroleumCo.Ld.<br>*Intermediate BH in fore*<br>*WB=Cell* | 288·2<br>P73'B14'F35'<br>FK<br>*hold dispensed with*<br>*DBf* 184' 456*t FPT* | 39·0 | 19·9 | London<br>British<br>*Cem*<br>4*BHonly*<br>224*tAPT*36*t* | T.3Cy.22",36"&60"-39" (*s*)<br>180lb *100lb* 270NHP<br>2SB,*6cf*,GS86,HS3605 FD<br>Cen.Mar.Eng.Wrks.WHpl | 22″4<br>s3″2<br>19″6 | |
| 13387<br>4330<br>JNVR | **Cyrene** SteelScSr<br>(*ex*Sailing vessel)<br>1*Dk* | 425<br>351<br>290 | | | | | 1904 | Lödöse Varf<br>Lödöse | Rederiaktieb. Unda (J.A.Waller, *Mgr.*) | 138·7<br>Q14'H36*t*F15' | 25·9 | 12·8 | Gothenbrg<br>Swedish<br>*WB* | C.2Cy.12"&28"-18"<br>E&B*fitted*07 28NHP<br>LödöseVarf.Lödöse | | V |
| 13388 | **Czar Nicolai II.** SteelScSr<br>*Mchy.Aft* *2Dks*<br>*Elec.light* *Carrying Petroleum in bulk* | 2076<br>1794<br>1305 | | | | | 1895 | F.Schichau<br>Danzig | | 268·0<br>P78'H22'F31' | 38·1 | 22·9 | *WB* | Q.4Cy.19",27",39"&67"-35"<br>265NHP<br>F.Schichau,Elbing | | |
| 13389<br>70<br>HQCM | **Czarewitch** SteelPadSr<br>1*Dk* | 208<br>—<br>101 | | | | | 1880 | MotalaCo.<br>Gothenburg | ZariaDampfsch. Ges. | 158·0 | 20·6 | 7·5 | Cronstadt<br>Russian | C.2Cy.31"&53"-42"<br>152NHP<br>MotalaCo.,Gothenburg | | |
| 13389*<br>541<br>LMBK | **Czarewna** SteelPadSr<br>1*Dk* | 216<br>—<br>112 | | | | | 1880 | MotalaCo.<br>Gothenburg | M.T.Govallo | 158·5 | 20·5 | 8·3 | Taganrog<br>Russian | 2Cy.31"&53"-42"<br>152NHP<br>MotalaCo.,Gothenburg | | |

⁂ Additional Ships are inserted in the Supplement at the end of the Register.

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N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13390<br>144663<br>KGJQ | Now named "Cesario," See No. 36714 in Supplement<br>**D. A. D. G. 76** SteelSc<br>Wireless<br>*Elec.light* 2*Dks* | 6038<br>5396<br>3576 | | | | | 1919 | Blohm& Voss.<br>Hamburg | DavidS.S.Co.Ld.<br>~~TheShippingController(GlenLine,Ld.Mgrs.~~) | 449·9<br>P&B377'F53' | 58·2 | 26·9 | London<br>British<br>*WB* | Q4Cy28 5/16",40½",57 7/16"&82 5/16"<br>55 1/12" 502NHP<br>Blohm&Voss,Hamburg | | |
| 13391<br>214147 | **D. G. Kerr** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes*<br>*Mchy.Aft* Sub.Sig. *Longitudinalframing* | 7756<br>7446<br>6026 | ✠100A—<br>6,16<br>BS4,21 ✠LMC6,16<br>*For Service on the Great Lakes* | Clv | | | 1916<br>6mo | American S.B.Co.<br>Lorain,O. | PittsburghSteamshipCo.<br>*CellDBuE&B55'f8'* FK<br>*&inHopper sidetanks*479' 8724t*FPT* | 580·0<br>F53' | 60·0 | 32·0 | Duluth<br>Utd.States<br>3*BH*<br>299t*APT*59t | T.3Cy.24½",41"&65"-42" (*s*)<br>180lb 414NHP<br>3SB,6*cf*,GS137,HS6405 FD<br>American S.B.Co.Lorain,O. | 32 " 0 | |
| 13392<br>214353<br>LGHC | **D. G. Scofield** SteelScSr<br>ssS.Fo.No.1-20<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Mchy Aft* Wireless &*Webframes*<br>Sub.Sig. *Longitudinalframing* | 8597<br>8316<br>5277 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~3,216,20~~ 3,22 DBS12,21 9,20<br>~~DBS6,20~~ ✠~~LMC8,16~~<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 8 16 *F.P. above* 150° F. | S.Fo | *c*† | CL<br>~~5,18~~<br>N3,21 | 1916<br>8mo | UnionIron WorksCo.<br>SanFrancisco<br>A&CP | StandardOilCo.of California<br>*CellDBuE&B71'* FK<br>276t*DTf*29'430t*FPT*127t*APT*57t | 439·5 | 58·0 | 39·1 | S.Frncisco<br>Utd.States<br>16*BHptAsp*<br>10 „ *toUdk*<br>6 „ „2*nd*„ | Q.4Cy.24",34",51"&74"-54"<br>220lb (*r*) 699NHP<br>3SB,9*cf*,HS10695 FD<br>Water Tube D.B. *220lb*<br>UnionIronWorksCo.S.Fo. | 41 " 0<br>12 " 2<br>29 " 2 | |
| 13393<br>136606<br>JLTR | **D. H. S.** SteelScK<br>(*Drifter*)<br>1*Dk* | 100<br>99<br>46 | | | | | 1915 | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | Digby,Hunts& Shreeve,Ld. | 86·3 | 18·7 | 9·0 | Lowestoft<br>British | T.3Cy.9¾",15"&22"-16"<br>Elliott 25RHP<br>&Garrood,Ld.Beccles | | |
| 13394<br>100725 | **D. J. Purdy** WoodPad<br>(*ex*Sincennes)<br>1*Dk* | 228<br>179<br>129 | | | | | 1893 | J.&R.Weir<br>Montreal | CrystalStreamS.S. Co.Ld. | 142·2 | 24·4 | 8·4 | StJohnNB<br>British | 1Cy.82"-96"<br>34RHP<br>J.&R.Weir,Montreal | | |
| 13395 | **D. Luiz** SteelTwinScSr<br>(*ex*LadyNorth)<br>1*Dk* | *195*<br>*162*<br>*24* | | | | | 1900 | Gourlay Bros.&Co.<br>Dundee | CaminhosdeFerro doSul eSueste | 160·0<br>B46' | 21·1 | 7·0 | Lisbon<br>Portuguese<br>*WB* | T.6Cy.9½",14½"&22"-15"<br>37NHP<br>GourlayBros.&Co.Dundee | | |
| 13396<br>214599 | **D. M. Clemson** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes*<br>*Mchy.Aft*Sub.Sig.*Longitudinalframing* | 7728<br>7462<br>6020 | ✠100A—<br>*For Service on the Great Lakes*<br>1,21<br>✠LMC1,17,21 | Cgo | | | 1917<br>1mo | American S.B.Co.<br>Lorain,O. | PittsburghS.S.Co.<br>*CellDBuE&B55'2*30t FK<br>*f&inHopper sidetanks*479'8724t*FPT* | 580·0<br>F53' | 60·0 | 32·0 | Duluth<br>Utd.States<br>3*BH*<br>299t*APT*59t | T.3Cy.24½",41"&65"-42" (*s*)<br>180lb 414NHP<br>2SB,6*cf*,GS137,HS6405 FD<br>AmericanSB.Co.LorainO. | 32 " 0 | |
| 13397<br>201840 | **D. M. Philbin** SteelScSr<br>(*ex*Sylvania)<br>*Elec.light* *Mchy.Aft* 1*Dk* | 6272<br>--<br>4826 | | | | | 1905 | WestBay CityS.B.Co.<br>WestBayCity | DuluthS.S.Co.<br>(G.A.Tomlinson, *Mgr.*) | 504·0 | 54·0 | 26·7 | Duluth<br>Utd.States<br>*WB* | T.3Cy.22½",36"&60"-42"<br>233NHP<br>DetroitS.B.Co.Detroit | | |
| 13398<br>203979 | **D. O. Mills** SteelScSr<br>*Elec.light* *Mchy.Aft* Sub.Sig. 1*Dk* | 6598<br>—<br>4850 | | | | | 1907 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | InterlakeS.S.Co.<br>(Pickands,Mather &Co.,*Mgrs.*) | 532·0 | 58·2 | 32·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.24",37"&65"-42"<br>274NHP<br>Gt.LakesEng.Wks.Detroit | | |
| 13399<br>74094 | Wrecked 12,21<br>**D. P. Ingraham** WoodSc<br>1*Dk* | 113<br>69<br>69 | | | | | 1864 | ..................<br>Philadelphia | Newfoundland SteamTugCo.Ld. | 102·0 | 21·4 | 8·1 | SJhnsNFL<br>British | C.2Cy.14"&30"-32"<br>NB91 75RHP<br>*Cmp*91J.Angel&CoS.Johns | | |
| 13400 | **D. Siedler** SteelScSr<br>1*Dk*2*trB* | 483<br>383<br>256 | | | | | 1889 | J.W.Klawitter<br>Danzig | F.G.Reinhold | 172·0<br>Q34' B44' F21' | 25·0 | 13·0 | Danzig<br>*WB* | T.3Cy.13",22"&35"-26"<br>NB14 62NHP<br>J.W.Klawitter,Danzig | | |
| 13401<br>137193 | **D. W. Fitzgerald** SteelScK<br>ssAbn.No.1-21<br>1*Dk* | 235<br>221<br>102 | ✠100A1<br>*StmTrawler*<br>9,21 ~~4,16~~ MS9,21<br>BS10,20 ✠~~LMC4,16~~ | Abn | | CL<br>9,21 | 1916<br>4mo | Hall,Russell&Co.Ld.<br>Aberdeen<br>*Lloyd*'*sA&CP* | R.Irvin&Sons,Ld. | 122·5<br>BK7½" | 22·2 | 12·3 | Aberdeen<br>British<br>3*BHCem*<br>*DBf*22'14*t* | T.3Cy.12",20"&34"-24" (*s*)<br>180lb 78RHP<br>1SB,3*pf*,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 13 " 3 | |
| 13402<br>2214<br>HTNC | **D. W. Lilliehöök** WoodScSr<br>*Mchy.Aft* 1*Dk* | 192<br>154<br>81 | | | | | 1888 | J.O. Johansson<br>SödraGarn | P.Ingvarsson | 98·1<br>P26'H8tF11' | 22·7 | 10·1 | Brantevik<br>Swedish | C.2Cy.9½"&21"-13½"<br>NE&B08 14NHP<br>WilhelmsbergsM.V.Got. | | |
| 13403<br>143603<br>KDJQ | **D. W. Williams** SteelSc<br>(*Derrick Barge*)<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 177<br>164<br>100 | ✠ A—<br>*ForRiver purposes only*<br>10,21 5,20<br>✠LMC7,20 | Liv | | | 1920<br>5mo | W.J.Yarwood&Sons, Ld.<br>Northwich | Anchor-BrocklebankLine<br>(T.&J.Brocklebank,Ld. *Mgrs.*) | 96·0<br>FK<br>*FPT*16*t* | 23·2 | 9·2 | Liverpool<br>British<br>3*BHCem*<br>*APT*7*t* | C.2Cy.12"&26"-18" (*s*)<br>130lb 27RHP<br>1SB,2*pf*,GS27,HS615<br>W.J.Yarwood&Sons,Ld. | 10 " 2 | |
| 13404<br>480<br>NSFP | **D'Aosta** SteelScSr<br>ssNwc.No.3-2,06<br>(*ex*Elio,*ex*Aldgate) ssGen.No.1-11<br>1*Dk*(*Stl*)&*Webframes*&*Spardk*(*Irn*)<br>Wireless | 3344<br>3230<br>2135 | ✠<br>*Spar dk*<br>3,15 ✠ | Gen | *v* | | 1892<br>8mo | Richardsn, Duck&Co<br>Stockton | LaPolareSoc.di Nav.perTrasporti Refrigeranti<br>(LloydSabaudo, *Mgrs.*) | 340·5<br>P35'F35'<br>BK10"<br>*WB=CellDB*288' | 42·1 | 19·2<br>27·1 | Genoa<br>Italian<br>6*BHptAsp*<br>*ptCem*<br>566*tFPT*85*t* | T.3Cy.24",40"&66"-45"<br>NDB10 300NHP<br>2SB,6*cf*,GS116,HS4626<br>G.Blair&Co.Ld.Stockton<br>*APT*83*t* | 29 " 6 | IC |
| 13405 | **D'Entrecasteaux** SteelSc<br>*Elec.light* 3*Dks* | 7563 | | | | | 1921 | Forg.& Ch. de la Médit.<br>Havre | ChargeursRéunis | 415·0<br>B147' | 54·0 | 37·9 | French<br>*WB* | T.3Cy.27 9/16",46"&76"-51 3/16"<br>416NHP<br>Forg.&Ch.de la Médit,Hav. | | |
| 13406 | **Dabeja** IronAuxScSr<br>ssBhn.2ndNo.3-10,98<br>(*ex*Sailing ssHam.No.2-07 *Motors*<br>Vessel,*ex*Emilie, 6thSurvey10,98 2*Dks*<br>*ex*BritishAmbassador) 2ndSurvey2-07<br>(*See Sailing Ship Register*) | 1835<br>1703<br>1738 | ✠<br>11,07 | NSW | Lv | | 1873<br>8mo | Potter & Hodgkinson<br>Liverpool | "A Maritima" Soc. Anon.deRespons. Ltda. | 262·0<br>P40' | ~~41·10~~<br>41·9 | 23·8<br>BK9" | Lisbon<br>Portuguese<br>1*BHCem* | 2 Motors<br>ND98NE*fitted*20<br>J.&C.G.Bolinders,Skm. | | |
| 13407<br>217005<br>LNDT | **Daca** WoodSc<br>*Elec.light* 1*Dk*2*trB*<br>Wireless | 2579<br>2106<br>1563 | | | | | 1918 | Meacham &Babcock S.B.Co.<br>Seattle,Wsh. | UnitedStates ShippingBoard | 267·2<br>P28'B65'F26' | 46·4 | 23·8 | Seattle<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>UnionMachineCo.S.Fo. | | R |
| 13408<br>MFBT | **Dacapo** SteelScSr<br>*Elec.light* 1*Dk* | 725<br>*528*<br>*418* | | | | | 1908 | J.Crown& Sons,Ld.<br>Sunderland | A/S D/S Dacapo<br>(Bachke&Co.) | 195·0<br>Q96*t*B28*t*H25*t*F22*t* | 30·2 | 11·0 | Trndhjem<br>Norwegian<br>*WB* | T.3Cy.14",23½"&38"-27"<br>75RHP<br>N.E.MarineEng.Co.Ld.Sld | | N |
| 13409<br>PGBH | **Dacia** SteelTwinSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks*&*Awngdk* | 3147<br>—<br>1416 | | | | | 1907 | Atel.&Ch. de la Loire<br>St.Nazaire | RoumanianState MaritimeService | 356·9 | 41·9 | 27·5 | Constanza<br>Roumanian<br>*WB* | T.6Cy.24⅝",38⅝"&64⅝"-39⅜"<br>525NHP<br>Atel.&Ch.delaLoire,Nts. | | V |
| 13410<br>140609<br>JWKH | **Dacre Castle** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5278<br>4866<br>3277 | ✠100A1<br>~~3,21~~ ~~10,20~~ 3,22<br>✠LMC3,19 | Mch | *y* | CL<br>10,20 | 1919<br>3mo | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>*Lloyd*'*sA&CP* | LancashireShppg. CoLd (J.Chambers &Co.*Mgrs.*)<br>*CellDb* 340' 1019*t* *FPT*130*t* FK | 400·1<br>P49'B113'F29' | 52·4 | 28·4 | Liverpool<br>British<br>7*BHptCem*<br>*APT*204*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 31 " 0<br>6 " 11<br>25 " 3 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13411<br>120920<br>HFPK | Dacre Hill SteelScSr<br>ssLiv.No.3-3,20<br>1Dk(ptIrn&ptStl)&deepframing<br>Wireless | 2674<br>2503<br>1714 | ✠100A1<br>3,20<br>BS10,20 ✠LMC6,19 | Liv | u | CL<br>6,19 | 1906<br>2mo<br>Lloyd | JLThompson&Sons,Ld<br>Sunderland<br>'sA&CP | SouthwickShppg. Co.Ld.(Edye&Co. Mgrs.)<br>CellDBa102'uE& | 314·0\|46·5\|20·6<br>P23'B170'F28'<br>FK<br>B34'f128'673tFPT | Liverpool<br>British<br>5BHCem<br>95tAPT80t | T.3Cy.23",38"&62"-42" (s)<br>160lb 80lb 260NHP<br>2SB,6pf,GS111,HS4068<br>J.Dickinson&Sons,Ld.Sld. | 23 " 1<br>s 3 " 0<br>20 " 5 | |
| 13412<br>218236<br>LRMC | Dade County SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. Wireless 1Dk2trB in fore & after holds & Web frames | 3283<br>3005<br>2000 | | | … | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0\|46·2\|25·0<br>P30'B90'F35'<br>FK | Newark NJ<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa | 28 " 6 | R |
| 13413<br><br>HTNW | Dafni SteelScSr<br>(exSeamew)<br>Elec.light Well deck 2Dks | 1543<br>1060<br>686 | | | … | | 1888 | Palmers' Co.Ld.<br>Newcastle | HellenicCo.ofMaritimeEnterprises | 260·0\|36·7\|17·3<br>P133'F62'<br>BK9" | Piræus<br>Greek<br>WB | T.3Cy.31",50"&76"-45"<br>NB99 419NHP<br>Palmers'Co.Ld.Newcastle | 19 " 8 | |
| 13414 | — SteelScSr<br>ssLon.2ndNo.3-6,19<br>(exSkutefjord,exHunzeIX.) 1Dk(Irn)<br>Well deck Mchy.Aft | 326<br>248<br>150 | ✠100A1<br>12,20<br>✠NB9,01 ✠LMC<br>MS5,19 BS1~~0,20~~ 6,22 | Cpl | e | N5,19 | 1892<br>8mo | E.Finch& Co.Ld.<br>Chepstow<br>A&CP | PandeliBros. | 141·0\|22·1\|10·2<br>Q44'B12'F17'<br>BK7"<br>FPT | Piræus<br>Greek<br>3BHCem<br>24tAPT15t | T.3Cy.10½",17"&28"-21" (s)<br>160lb 70lb NDB06 46NHP<br>1SB,2cf,GS32,HS829<br>Plenty&Son,Newbury | 11 " 0<br>s 1 " 1½<br>10 " 7 | |
| 13415<br>300<br>JBKV | Daga CompScSr<br>Motor<br>(exSteamer,exSiri,exFridolf, 1Dk exDelfin) Mchy.Aft. | 166<br>139<br>113 | | | | | $18\frac{72}{84}$ | EWHäggblad<br>Norrköping | G.Övergaard | 98·4\|22·3\|10·0<br>B19' | Karlstad<br>Swedish | Motor<br>2Cy.11¾"-15"<br>Made and fitted 20<br>JV.IvenssonsMotfbk.Skm | | |
| 13416<br><br>MRWO | Dagbjörg SteelScSr<br>(exCordelia)<br>1Dk | 1244<br>933<br>777 | | | | | 1902 | Sunderlnd S.B.Co.Ld.<br>Sunderland | E.B.Aaby | 226·2\|33·1\|15·4<br>P&B134'F31' | Chrstiania<br>Norwegian | T.3Cy.16",28"&44"-33"<br>111NHP<br>N.E.MarineEng.Co.Ld.Sld | | |
| 13417<br><br>LBMC | Dageid SteelSc<br>(exHufterö)<br>Elec.light Wireless 1Dk | 1623<br>1183<br>935 | | | | | 1920 | Bergens Mek.Værks.<br>Bergen | A/S Ocean (John P.Pedersen&Sön, Mgrs.) | 244·5\|37·7\|15·7<br>Q125tP46tB157t<br>H83t | Chrstiania<br>Norwegian<br>WB | T.3Cy.18",29"&49"-33"<br>138NHP<br>BergensMekVærksBergen | | N |
| 13418<br>143424<br>KCNT | Dagenham SteelScSr<br>Elec.light 1Dk(Stl)<br>Well deck Cargo battens not fitted<br>Wireless | 2178<br>1735<br>1260 | ✠100A1<br>~~10,2112,20~~ 3,22<br>✠LMC9,19 | Shl | r | CL<br>12,20 | 1919<br>9mo<br>Lloyd | Osbourne, Graham& Co.Ld.<br>Sunderland<br>'sA&CP | HudsonSS.Co.Ld.<br>CellDB196'472t | 280·0\|40·5\|18·5<br>P27'Q90'B52'F26'<br>FK<br>DTa38'95tFPT95t | London<br>British<br>6BHptCem<br>APT170t | T.3Cy.21",35"&58"-39" (s)<br>180lb 231NHP<br>2SB,6pf,GS118,HS3616<br>MacColl&Pollock,Ld.Sld. | 20 " 9<br>s 2 " 2<br>18 " 11 | |
| 13419<br><br>HSWR | Dagfred SteelScSr<br>Now named "Ekstrand," See No. 37236 in Supplement<br>1Dk | 1089<br><br>639 | | | | | 1900 | FevigsJrnskibsbyggeri<br>Fevig | A/S Merkur (C.B.Nielsen, Mgr.) | 230·3\|34·0\|13·4<br>Q126tB58tH8t<br>F32t | Skien<br>Norwegian<br>WB | T.3Cy.16½",27"&44"-30"<br>SirC.Furness, 106NHP<br>Westgarth&Co.Ld.Mdb. | | N |
| 13420<br><br>MTHO | Daghild SteelScSr<br>Elec.light Wireless<br>Longitudinal framing | 7979<br>7619<br>4810 | | | | | 1916 | W.Doxford &Sons,Ld.<br>Sunderland | A/S Daghild (John P.Pedersen&Sön) | 455·5\|58·1\|33·2 | Chrstiania<br>Norwegian<br>WB | T.3Cy.28½",47"&78"-54"<br>447NHP<br>W.Doxford&Sons,Ld.Sld. | | N |
| 13421<br><br>MFJB | Dagland SteelScSr<br>1Dk | 1140<br>996<br>684 | | | | | 1908 | Akers Mek.Værks.<br>Christiania | A/S Ocean(J.P. Pedersen&Sön, Mgrs.) | 228·6\|36·2\|15·8<br>H66tF33t | Chrstiania<br>Norwegian<br>WB | T.3Cy,16½",27"&44"-33"<br>111NHP<br>AkersMek.Værks.Xia. | | N |
| 13422 | Dagmar SteelScSr<br>(exImperatorNicolaiII.exIrkutsk)<br>Ref.Mchy. 1Dk&AwngDk | 2387<br>2191<br>1447 | | | | | 1903 | R.Stephenson&Co.Ld.<br>Newcastle | DetForenede Dampskibsselskab | 290·5\|40·0\|25·6<br>B46'F32' | Copnhagn<br>Danish<br>WB | T.3Cy.22",38"&64"-42"<br>265NHP<br>WllsndSlpwy.Co.Ld.Nwc. | | V |
| 13423<br>732<br>HQPF | — SteelScSr<br>ssRga.2nd.No.3-4,22 ~~ssRga.No.3-7,13~~<br>1Dk(Stl)&deepframing | 2291<br>1976<br>1336 | ✠100A1<br>4,22<br>✠LMC4,22 | Cff<br>Rga | s | 4,22 | 1900<br>6mo | HelsingörsJernsk&Msk.<br>Elsinore<br>A&CP<br>WB=CellD | Russich-Baltische Dampfschfts.Ges. (Helmsing& Grimm, Mgrs.)<br>Ba58'a&uE54'f1 | 290·0\|42·5\|19·3<br>Q16'B70'F36'<br>FK<br>20'578tFPT58tAP | Riga<br>Latvian<br>5BHCem<br>T44t | T.3Cy.20½",35"&57"-39" (s)<br>180lb 90lb 215NHP<br>2SB,6rf,GS76,HS3247<br>HelsingörsJernsk.&Mskb. | 21 " 10 | |
| 13424<br><br>NBMC | — SteelPad<br>(Ferry)<br>2Dks | 438<br>424<br>238 | | | | | 1889 | Burmeister &Wain<br>Copenhagen | DeDanske Statsbaner | 206·4\|26·3\|10·9<br>len04 | Fredricia<br>Danish | C.2Cy.32"&60"-45"<br>201NHP<br>Burmeister&Wain,Cpn. | | |
| 13425<br>4317<br>JNVF | — SteelScSr<br>1Dk | 366<br>178<br>250 | | | | | 1904 | Göteborgs M.V.Aktieb.<br>Gothenburg | Rederiaktieb.Norden i Norrköping (H.Holmberg Mgr) | 120·2\|24·1\|10·3<br>P79'H53tF29' | Nrrköping<br>Swedish | C.2Cy.17⅕"&39⅜"-23⅝"<br>63NHP<br>GöteborgsMV.Aktieb.Got | | |
| 13426<br><br>JPWO | — WoodScSr<br>Now named "Arnish," See No. 36177 in Supplement<br>1Dk2trB | 273<br>234<br>161 | | | | | 1869 | ……………<br>Sjötorp | R.E.Falch | 121·4\|22·2\|13·2<br>B37t<br>len76 | Trondhj'm<br>Norwegian | C.2Cy.15"&29¾"-18"<br>NB99 NE76 31NHP<br>LaxevaagsVerkst,Bergen | | |
| 13427<br>340<br>IACG | — IronScSr<br>1Dk | 220<br>—<br>106 | | | | | 1867 | J.Schichau<br>Elbing | RevalShippingCo. Ld.(J.Pitka&Co. Mgrs.) | 145·8\|19·3\|11·8<br>P36' | Reval<br>Esthonian | C.2Cy.14"&28"-18"<br>NE&B96 47NHP<br>OscarshamnsM.V. | | |
| 13428<br>4254<br>JNQM | — CompScSr<br>Mchy.Aft 1Dk | 197<br>156<br>88 | | | | | 1903 | Sixten Groth<br>Sjötorp | Rederi.Aktieb. Örnen (A.Th.Assmundson, Mgr.) | 99·8\|22·8\|10·2<br>B17'H5t | Gothenbrg<br>Swedish | C.2Cy.9¼"&21"-13½"<br>13NHP<br>LundbyM.V.Aktieb.,Got. | | |
| 13429<br>47614 | — IronPadSr | 183<br>183<br>19 | | | | | 1863 | LairdBros.<br>Birkenhead | ManchesterShip CanalCo. | 138·0\|21·0\|8·4 | Manchestr<br>British | D.2Cy.38"-48"<br>95RHP<br>LairdBros.Birkenhead | | |
| 13430<br><br>MJLQ | — WoodScSr<br>(exSailDagmar)<br>1Dk | 166<br>152<br>93 | | | | | 1874 | ……………<br>Sandefjord | A/S Dagmar (A/S Mathisen& Jacobsen) | 93·4\|23·4\|11·5<br>H10t | Narvik<br>Norwegian | C.2Cy.6½"&10½"-11"<br>E fitted 13<br>LaxevaagsMekVærksBgn | | |
| 13431<br>1078<br>LRAV | Dagmara IronPad<br>1Dk | 223<br>—<br>108 | | | | | 1869 | Richardson<br>Newcastle | Azoff-BlackSea S.S.Co. | 157·4\|21·6\|8·2 | Rostoff<br>Russian | 2Cy.30"-42"<br>45NHP | | |
| 13432<br><br>NLQH | Dagny IronScSr<br>ssRos.3rdNo.3-7,20<br>(exNordstjernan,exCostante, exBellmore) Well deck 1Dk(Irn)2trB | 1104<br>940<br>670 | ✠100A1<br>10,21~~7,20~~<br>✠NB9,12 ✠LMC7,20<br>BS10,21 | Ros<br>Lth | o | 7,20 | 1882<br>10mo<br>~~Lloyd~~ | H.McIntyre&Co.<br>Paisley<br>~~'sA&CP~~ A&CP | A/SDetForenede Bugserselskab ~~(R.Dobel, Mgr.)~~ (P.Ladegaard Mgr) | 235·4\|32·8\|16·3<br>Q116'B15'F31'<br>FK<br>WB=DBa | Copnhagn<br>Danish<br>4BHCem<br>59'f46'250t | C.2Cy.$26\frac{9}{16}$"&52⅝"-42" (s)<br>80lb 135NHP<br>2SB,4pf,GS63,HS2146<br>Muir&Houston,Glasgow | 17 " 6<br>s 2 " 1½<br>15 " 8 | |
| 13433<br>113645<br>TKOR | Dago SteelScSr<br>Ref.Mchy. Wireless 1Dk | 1757<br>1392<br>1057 | | | | | 1902 | CaledonSB &E.Co.Ld.<br>Dundee | Ellerman'sWilson Line,Ld. | 296·0\|37·2\|17·4<br>P175'F33'<br>len09 | Hull<br>British<br>WB | T.3Cy.20",33"&56"-39"<br>196NHP<br>CaledonSB&E.Co.Ld.Dun. | | C |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13434<br><br>MOKG | **Dagrun** SteelScSr<br>*Elec.light* 1*Dk* | 1085<br>939<br>670 | | | | | 1905 | Fredrkstad<br>Mek. Værks.<br>Fredrikstad | A/S Ocean<br>(J.P.Pedersen&<br>Sön, *Mgrs.*) | 230·2<br>P10*t*H67*t*F34*t* | 35·1 | 15·9 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"–32"<br>104NHP<br>FredrikstadM.V.Frdstad. | |
| 13435<br>4801<br>JQSF | **Dahlia** Steel Sc4MstSr<br>*Well deck* 1*Dk* | 1057<br>764<br>577 | | | | | 1907 | Lindhol-<br>mensV.A.<br>Gothenburg | RederiA/B<br>SvenskaLloyd<br>(H.Metcalfe,*Mgr.*) | 208·7<br>Q77'B50'F32' | 33·6 | 13·6 | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.16",26½"&44"–30"<br>88NHP<br>LindholmensV.A.Got. | |
| 13436<br><br>OFHY | **—** SteelSc<br>(*Fishing*)<br>*Elec.light* (*ex*YayoiMaru) 1*Dk* | 185<br><br>48 | | | | | 1910 | OsakaIron<br>Works<br>Osaka | D.Mallet | 109·1 | 21·2 | 10·8 | Dieppe<br>French | T.3Cy.11½",19"&32"–22"<br>48NHP<br>OsakaIronWorks,Osaka | |
| 13437<br>96206<br>LHDW | ~~**Dahlia II.**~~ Dahlia IronScK<br>(*ex*Dahlia)<br>1*Dk* | 154<br>147<br>91 | | | ... | | 1889 | Cochrane,<br>Coopr&Scho-<br>fieldBeverley | T.W.Baskcomb | 100·9<br>Q16'F20'<br>BK7½ | 20·7 | 11·0 | Grimsby<br>British | T.3Cy.11½",19½"&31½"–22½<br>NB10 50RHP<br>C.D.Holmes&Co.Hull | 11 10 |
| 13438 | **Dahomey** SteelSc<br>*Elec.light* Wireless 2*Dks*<br>*Ref.Mchy* | 5900 | | | | | 1920 | Atel.&Ch.<br>de laLoire<br>St.Nazaire | ChargeursRéunis | 391·7<br>P56'B134'F54' | 55·8 | 31·7 | Havre<br>French<br>*WB* | T3Cy.25⅝",42½"&70"–48"<br>Atel.&Ch.de laLoire,Nts. | |
| 13439<br>15207<br>LWPD | **Daian Maru** SteelScSr<br>(*ex*FukuhakuMaruNo.7)<br>1*Dk* | 470<br>—<br>272 | | | | | 1912 | S.Nagata<br>Osaka | FukagawaKisen<br>KabushikiKaisha | 113·5<br>Q61'F20' | 21·3 | 11·0 | Tarumi<br>Japanese<br>*WB* | T.3Cy.11⅞",19½"&32⅞"–22"<br>53NHP<br>S.Nagata,Osaka | |
| 13440<br>19824<br>NFRP | **Daiboshi Maru** SteelSc<br>(*ex*TaiseiMaru, *ss*N.S.W.No.2–97<br>*ex*Mintaro,*ex*Larnaca) 1*Dk*(*Stl*)<br>*Well deck* &*Web frames* | 2367<br>—<br>1654 | ✠<br>7,98<br>✠ | Syd | *s* | | 1889<br>4mo | Russell&<br>Co.<br>Greenock | HashiyaKabushiki<br>KisenKaisha<br>*CellDB*256' | 290·2<br>P30'Q86'B118'F31'<br>BK10"<br>448*t*'*APT*30*t* | 37·9 | 22·0 | Hashidate<br>Japanese<br>5*BHptAsp*<br>*ptCem* | T.3Cy.22½",35½"&58½"–39"<br>251NHP<br>2SB,6*pf*,GS74,HS3452 FD<br>J.Howden&Co.Glasgow | 22 1 |
| 13441<br>9677<br>JTVG | **Daichi Maru** SteelScSr<br>2*Dks* | 1202<br>1073<br>713 | | | | | 1905 | Osaka<br>IronWorks<br>Osaka | OsakaShosen<br>KabushikiKaisha | 230·0 | 33·0 | 17·3 | Osaka<br>Japanese<br>*WB* | T.3Cy.15½",25½"&42½"–30"<br>99NHP<br>OsakaIronWorks,Osaka | |
| 13442<br>Wrecked 10,20<br>[illegible]<br>LVGH | **Daifukuzan Maru** SteelSc | 442<br>—<br>245 | | | | | 1911 | ................ | HashimotoKizo | 161·4 | 22·0 | 16·5 | Nagasaki<br>Japanese | | |
| 13443<br>7022<br>JOVP | **Daigi Maru** SteelScSr<br>1*Dk*,*Spardk*&<br>*deep framing* | 1492<br>1278<br>691 | | | ... | | 1901 | OsakaIron<br>Works<br>Osaka | OsakaShosen<br>KabushikiKaisha | 254·3<br>B73'F33' | 32·9 | 12·7<br>19·7<br>FK | Osaka<br>Japanese<br>*WB* | T.3Cy.22".36"&59"–36"<br>292NHP<br>OsakaIronWorks,Osaka | 22 0 |
| 13444<br>13203<br>LMTV | **Daigo Maru** IronScK<br>*ss*Abn.No.3–6,10<br>(*ex*Admiral) 1*Dk* | 192<br>174<br>103 | ✠<br>*StmTrawler*<br>9,11<br>✠NB6,10 ✠ | Abn | | | 1897<br>10mo | Cochrane&<br>Cooper<br>Beverley | HaraShin-ichi | 112·7<br>Q20'<br>BK7½" | 21·0 | 11·6 | Nishino-<br>miya<br>Japanese<br>4*BHCem* | T.3Cy.12¼",20"&32"–23"<br>65NHP<br>1SB,2*pf*,GS35,HS1174<br>Bailey&Leetham,Hull | 12 3 |
| 13445<br>15183<br>LWKV | **Daihakuzan Maru** SteelScK<br>(*ex*FukutomiMaruNo.2)<br>*Elec.light* 1*Dk* | 466<br>433<br>261 | | | | *R* | 1911<br>*blt*15 | MitsuBishi<br>Dkyd&EWks<br>Nagasaki | HashimotoKisen<br>GomeiKaisha | 163·0<br>F21' | 22·5 | 16·7 | Nagasaki<br>Japanese | T.3Cy.12",20"&33"–24"<br>53NHP<br>MitsuBishiD&EWks.Nag. | |
| 13446<br>26751<br>BVTS | **Daiho Maru No. 1** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 1977<br>1802<br>1153 | ✠100A1<br>11.21 ~~10,20~~<br>✠LMC ~~10,20~~<br>11,21 | Kob<br>Yks | *r* | CL | 1920<br>4mo | Teikoku<br>S.S.Co.Ld.<br>Toba<br>A&CP | HayashiKisen<br>KabushikiKaisha<br>*CellDB*231'4 | 270·0<br>P16'B65'F36'<br>23*tFPT*62*tAPT*99*t* | 39·0 | 23·9<br>FK | Nishinomiya<br>~~Hikata~~<br>~~Wakayama~~<br>Japanese<br>4*BHCem* | T.3Cy.20",33"&55"–39" (*s*)<br>200lb 256NHP<br>2SB,6*cf*,GS91,HS3573 FD<br>KobeSteelWorks,Kobe | 23 11<br>s 3 10<br>20 5 |
| 13447<br>19396<br>NGBF | **Daiichi Maru** WoodAuxScSr | 175<br>—<br>102 | | | | | 1916 | ................ | DaitoShoji<br>KabushikiKaisha | 97·0 | 24·6 | 11·4 | Osaka<br>Japanese | | |
| 13448<br>22944<br>NWRL | **Daiju Maru** SteelSc | 1279<br>—<br>855 | | | | | 1918 | ................ | OiyeZenroku | 217·0 | 32·0 | 18·9 | Nishino-<br>miya<br>Japanese | | |
| 13449<br>21147<br>NPHF | **Daiki Maru** SteelSc | 744<br>—<br>422 | | | | | 1917 | ................ | S.Yonemura | 181·7 | 27·8 | 14·9 | Nishino-<br>miya<br>Japanese | | |
| 13450<br>1680<br>HLCM | **Daiki Maru No. 2** WoodScSr<br>2*Dks* | 161<br>148<br>92 | | | | | 1897 | Sora<br>Ikutaro<br>Osaka | MayedaYeijiro | 117·0 | 16·3 | 11·7 | Hakodate<br>Japanese | C.2Cy.14⅝"&29½"–18"<br>29NHP<br>NagataUsaburo,Osaka | |
| 13451<br>23689<br>RFDH | **Daikoku Maru No. 6** WoodAux<br>ScSr | 186<br>—<br>143 | | | | | 1918 | ................ | T.Fujinaka | 105·1 | 24·3 | 11·2 | Hiwasa<br>Japanese | | |
| 13452<br>13189<br>LMTC | **Daikokusan Maru** SteelSc | 688<br>—<br>420 | | | | | 1911 | ................ | HashimotoKisen<br>GomeiKaisha | 188·3 | 26·5 | 18·0 | Nagasaki<br>Japanese | | |
| 13453<br>23558<br>RDPB | **Daikokuten Maru** WoodSc | 678<br>—<br>372 | | | | | 1918 | ................ | MatsuiZensuke | 172·1 | 28·3 | 17·0 | Higata<br>Japanese | | |
| 13454<br>22287<br>NTBR | **Daikyu Maru** WoodSc | 620<br>—<br>358 | | | | | 1918 | ................ | UchidaKisen<br>KabushikiKaisha | 166·9 | 29·0 | 17·6 | Amagasaki<br>Japanese | | |
| 13455<br>24966<br>RLMP | **Daini Maru** WoodSc | 474<br>—<br>274 | | | | | 1919 | ................ | KabushikiKaisha<br>HashihamaSenkyo<br>Zosensho | 148·1 | 27·4 | 15·0 | Hashi-<br>hama<br>Japanese | | |
| 13456<br>1785<br>HLNK | **—** WoodAuxScBkn | 210<br>—<br>161 | | | | | 1881 | ................ | YonedaYoshitaro | 96·0 | 25·4 | 12·4 | Shinmi-<br>nato<br>Japanese | | |
| 13457<br>51<br>KBGL | **—** SteelScK<br>*ss*Mil.No.2–09<br>(*ex*Colwyn,*ex*Dorothy) 1*Dk* | 179<br>159<br>76 | ✠<br>*StmTrawler*<br>2,09<br>✠NB2,09 ✠ | Mil | | | 1899<br>10mo | W.Harkess<br>&Son<br>Middlesbro' | TaiwanSuisan<br>KabushikiKaisha | 110·0<br>Q47'F20'<br>BK7½" | 21·0 | 11·8 | Kiirun,<br>Formosa<br>Japanese<br>3*BHCem* | T.3Cy.11⅞",20"&32"–24"<br>63NHP<br>1SB,2*pf*,GS35,HS1130<br>SirC.Furness,Westgarth<br>&Co.Ld.Mdb. | 12 0 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13458<br>7131<br>LDMF | **Dainichi Maru** SteelScSr<br>(*ex*Eskdale) *ss*Nag.2ndNo.3–9,18<br>*Elec.light* 1*Dk*(*Stl*–*pt*ws)2*tr*B&<br>*deep framing&pt Awng dk*(*Stl*) | 3149<br>2335<br>1953 | ✠100A1<br>*pt Awng dk with freeboard*<br>9,21 ~~9,20~~<br>✠LMC~~9,20~~ 9,21 | Kob | *u* | 9,20 | 1893<br>11mo | C.Connell &Co.<br>Glasgow<br>*Lloyd's* A&CP | ItayaShosen KabushikiKaisha | 320·0\|42·1\|20·9<br>P28'Q90' BK10½"<br>*pt Awng dk* 200'<br>*WB* = *Cell DB* 268' 542*t* | Nishino-miya<br>Japanese<br>6*BHCem*<br>*APT*61*t* | T.3Cy.23",38⅞"&61"–42" (*s*)<br>160lb *130lb* NDB19 255NHP<br>2SB,8*pf*,GS130,HS4019<br>D.Rowan&Son,Glasgow | 23 ″ 8<br>s 8 ″ 5<br>23 ″ | |
| 13459<br>13673<br>LMKS | **Dainichizan Maru** SteelScK<br>(*ex*FukutomiMaru)<br>1*Dk* | 544<br>—<br>324 | | | | | 1910 | MitsuBishi Dkyd&EWks<br>Kobe | HashimotoKisen GomeiKaisha | 109·8\|21·2\|11·4 | Nagasaki<br>Japanese | T.3Cy.12",20"&33"–24"<br>53NHP<br>MitsuBishiD&E.WksKobe | | |
| 13460<br>142636 | **Dainty** SteelTwinSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 468<br>452<br>169 | ✠100A1<br>*For Towing purposes*<br>9,18<br>✠LMC9,18 | Chp | *g* | | 1918<br>9mo | E.Finch& Co.(1916)Ld<br>Chepstow<br>*Lloyd's* A&CP | TheAdmiralty | 141·7\|29·1\|15·0<br>BK7½"<br>*DTf*11'58*t FPT* | British<br>7*BH.PtAsp PtCem*<br>29*t APT*24*t* | T6Cy.15",23½&36–24" (*s*)<br>160lb 204NHP<br>2SB,6*cf*,GS126,HS4216<br>NorthBritishDieselEng. Co.Ld.Glasgow | 16 ″ (<br>s 2 ″ (<br>14 ″ 9 | |
| 13461<br>8981<br>JNDT | **Dairei Maru** SteelScSr<br>2*Dks* | 1240<br>952<br>720 | | | | | 1904 | MitsuBishi Dkyd&EWks<br>Nagasaki | KitaNipponKisen KabushikiKaisha | 215·4\|30·8\|18·6<br>P34'B75'F33'<br>*WB* | Nishino-miya<br>Japanese | T.3Cy.17",28"&46"–33"<br>122NHP<br>MitsuBishiD.&E.WksNag. | | |
| 13462 | **Dairen Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*) | 2238<br>1871<br>1339 | ✠100A1<br>1,22 ~~12,20~~<br>✠LMC~~12,20~~ 1,22 | Osa<br>Yka | *r* | ~~12,20~~<br>1,22 | 1919<br>12mo | Fujina-gataShip-yard<br>Osaka<br>A&CP | KishimotoKisen KabushikiKaisha<br>*Cell DBa*72'*uE*34' | 272·0\|40·0\|24·1<br>P17'B60'F25'<br>FK<br>*f*112' 472*t FPT* 78*t* | Hikata<br>Japanese<br>4*BHCem*<br>*APT*40*t* | T.3Cy.18½",30½"&51½"–36"<br>180lb (*s*) 190NHP<br>2SB,6*cf*,GS99,HS3169<br>FujinagataShipyard, Osaka | 24 ″ 2<br>s 4 ″ 2<br>20 ″ 3 | |
| 13463<br>21752<br>NQTC | **Dairyu Maru No. 2** WoodSc | 291<br>—<br>166 | | | | | 1917 | ................ | HashimotoKojiro | 129·1\|23·8\|13·4 | Nagahama<br>Japanese | | | |
| 13464<br>13200<br>LMTS | **Daisan Maru** SteelScK<br>*ss*Abn.No.2–11<br>(*ex*LochStenness) 1*Dk* | 167<br>—<br>60 | ✠<br>*StmTrawler*<br>11,11<br>✠ | Lis | | | 1902<br>12mo | J.Duthie, Sons&Co.<br>Aberdeen | KobeSanbashi KabushikiKaisha | 107·2\|21·1\|11·6<br>BK7½"<br>*WB* = *DTf*5'7*t* | Kobe<br>Japanese<br>3*BHCem* | T.3Cy.11¼",20"&33"–22"<br>67NHP<br>1SB,2*pf*,GS36,HS1243<br>W.V.V.Lidgerwood,Gls. | 12 ″ 3 | |
| 13465<br>16244<br>MHBC | **Daisei Maru** WoodSc<br>1*Dk* | 187<br>161<br>101 | | | | | 1913 | Matsuo Magohachi<br>Nagasaki | KyushuKisen Kaisha | 116·6\|16·1\|12·7 | Tokitsu<br>Japanese | | | |
| 13466<br>22829<br>NWGT | — WoodAuxScSr | 117<br>—<br>80 | | | | | 1918 | ................ | SakamotoYeizo | 90·2\|22·1\|10·5 | Chiran<br>Japanese | | | |
| 13467<br>15173<br>LWKB | **Daisetsuzan Maru** SteelSc | 500<br>—<br>245 | | | | | 1912 | ................ | HashimotoKisen GomeiKaisha | 163·0\|23·0\|16·5 | Nagasaki<br>Japanese | | | |
| 13468<br>9742<br>JVFW | **Daishin Maru** SteelScSr<br>2*Dks* | 1238<br>1116<br>730 | | | | | 1905 | MitsuBishi Dkyd&EWks<br>Nagasaki | OsakaShosen KabushikiKaisha | 228·0\|34·0\|16·6<br>P53'B67'F32' | Osaka<br>Japanese<br>*WB* | T.3Cy.15½",25¾"&42½"–30"<br>98NHP<br>MitsuBishiD&E.Wks.Nag | | |
| 13469<br>23693<br>RFDM | — WoodAuxScSr | 198<br>—<br>112 | | | | | 1918 | ................ | TaiheiKisen KabushikiKaisha | 102·7\|24·1\|12·0 | Ushioye<br>Japanese | | | |
| 13470<br>23562<br>RDPH | **Daishin Maru No. 1** SteelSc | 1307<br>—<br>757 | | | | | 1918 | ................ | OsakaKisen Shintaku KabushikiKaisha | 228·0\|33·0\|18·7 | Amaga-saki<br>Japanese | | | |
| 13471<br>24060<br>RGQW | **Daishin Maru No. 2** SteelSc | 1370<br>—<br>778 | | | | | 1918 | ................ | OsakaKisen Shintaku KabushikiKaisha | 228·0\|34·0\|19·5 | Amaga-saki<br>Japanese | | | |
| 13472<br>25443<br>RNLD | **Daishin Maru No. 3** SteelSc | 2179<br>—<br>1266 | | | | | 1919 | ................ | OsakaYogyo KabushikiKaisha | 268·7\|40·0\|23·2 | Amaga-saki<br>Japanese | | | |
| 13473<br>205082<br>KWPO | **Daisy** WoodScSr<br>1*Dk* | 679<br>—<br>379 | | | | | 1907 | ................<br>Bandon,Or. | DaisyS.S.Co. (S.S.Freeman &Co.) | 175·0\|38·7\|14·0 | S.Frncisco<br>Utd.States | C.2Cy.14"&32"–24"<br>42NHP | | |
| 13474<br>118114<br>JLSQ | — SteelScSr<br>1*Dk* | 297<br>229<br>112 | | | | | 1904 | Scott& Sons<br>Bowling | MonroeShpgCoLd. (MonroeBros. *Mgrs.*) | 130·0\|23·1\|10·9<br>Q46'B9'F22' | Liverpool<br>British<br>*WB* | C.2Cy.16"&36"–24"<br>52RHP<br>Fisher&Co.Paisley | | |
| 13475<br>142982 | — SteelScK<br>*ss*NFL.No.3–5,21<br>*Elec.light* 1*Dk* | 248<br>216<br>131 | ✠100A1<br>5,21 ~~1,12~~<br>✠LMC5,21 | Abn<br>NFL | | CL<br>5,21 | 1912<br>1mo | J.Duthie TorryS.B.Co.<br>Aberdeen<br>*Lloyd's* A&CP | Government of Newfoundland | 125·2\|22·6\|12·2<br>F24'<br>BK7½" | SJhnsNFL<br>British<br>6*BHCem* | T.3Cy.12½",21"&35"–27" (*s*)<br>180lb 64NHP<br>1SB,3*pf*,GS46,HS1777<br>J.Abernethy&Co.Abn. | 13 ″ 0 | |
| 13476<br>TOND | — SteelScCtr<br>*Tug*<br>1*Dk* | *197*<br>*170*<br>*9* | | | | | 1906 | ShanghaiE S.B.&D.CoLd<br>Shanghai | BataafschePetroleumMaats(Anglo-SaxonPetroleum Co.Ld.*Mgrs.*) | 105·0\|20·0\|10·7 | Batavia<br>Dutch<br>*WB* | C.2Cy.16"&36"–24"<br>64NHP<br>ShanghaiE.S.B.&DD CoLd | | |
| 13477<br>203747<br>KVSF | **Daisy Freeman** WoodScSr<br>1*Dk* | 613<br>—<br>436 | | | | | 1906 | H.D.Ben-dixsen SB.Co.<br>FairhavenCal | Parr-McCormick S.S.Co. | 173·5\|38·6\|13·3 | S.Frncisco<br>Utd.States | C.2Cy.14"&32"–24"<br>42NHP | | |
| 13478<br>209439<br>LCGJ | **Daisy Gadsby** WoodScSr<br>1*Dk* | 818<br>—<br>478 | | | | | 1911 | Mathews S.B.Co.<br>Hoquiam, Wash. | DaisyGadsbyS.S. Co. (S.S.Freeman &Co.) | 189·5\|41·1\|14·3 | S.Frncisco<br>Utd.States | T.3Cy.13",22"&36"–24"<br>64NHP | | |
| 13479<br>214266<br>LGDQ | **Daisy Matthews** WoodScSr<br>1*Dk* | 943<br>—<br>513 | | | | | 1916 | G.F.Ma-thews<br>Hoquiam, Wash. | DaisyMatthews S.S.Co.(S.S.Freeman&Co.) | 204·8\|42·1\|14·2 | S.Frncisco<br>Utd.States | T.3Cy.13",22"&36"–24"<br>64NHP | | |

| 1 Numero d'Ordre<br>Numero Officiel<br>Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13480<br>211723<br>LDHB | **Daisy Putnam** WoodScSr<br>1*Dk* | 886<br>—<br>476 | | | | | 1913 | Mathews S.B.Co.<br>Hoquiam, Wash. | DaisyPutnamS.S. Co. (S.S.Freeman &Co.) | 201·2 | 41·0 | 14·0 | S.Frncisco<br>Utd.States | T.3Cy.13½″,22″&36″–24″<br>63NHP | |
| 13481<br>125314 | **Daisy II.** SteelScK<br>1*Dk* | 100<br>92<br>42 | ✠<br>*For fishing purposes*<br>4,13 ✠ | Abn | | | 1908<br>3mo | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | Wm.May | 86·1 | 18·2 | 8·8<br>BK7″ | Fraserbro<br>British<br>3*BHCem* | C.2Cy.11″&27″–16″<br>1SB,*2pf*,GS24,HS685 28RHP<br>J.Abernethy&Co.Abn. | 9 · 6 |
| 13482<br>18393<br>MTGJ | **Daiten Maru** SteelSc | 655<br>—<br>371 | | | | | 1915 | ................ | ToyoBussan KabushikiKaisha | 175·0 | 26·0 | 17·5 | Nishinomiya<br>Japanese | | |
| 13483<br>24074<br>RGSV | **Daito Maru** SteelSc | 1230<br>1036<br>688 | | | | | 1918 | HarimaCo.<br>Harima | TeikokuKisen KabushikiKaisha | 228·0 | 33·0 | 18·7<br>*WB* | Aioi<br>Japanese | T.3Cy.15½″,26″&42½″–32″<br>102NHP<br>TanakaEng.Works, Osaka | |
| 13484<br>11093<br>LBSP | **Daito Maru No. 1** SteelScSp<br>(*Whaler*)<br>(*ex*DaitoMaru) 1*Dk* | 109<br>—<br>37 | | | | | 1907 | Akers Mek.Værks.<br>Christiania | DaitoGyogyo KabushikiKaisha | 98·2 | 17·5 | 10·4 | Kochi<br>Japanese | T.3Cy.11″,18″&29″–18″<br>36NHP<br>AkersMek.Værks.Xia. | |
| 13485<br>10367<br>LBRP | **Daito Maru No. 2** SteelScSp<br>(*ex*Bacalien)<br>1*Dk* | 103<br>—<br>34 | | | | | 1905 | Akers Mek.Værks.<br>Christiania | DaitoGyogyo KabushikiKaisha | 96·3 | 17·5 | 10·4 | Kochi<br>Japanese | T.3Cy.10″,17″&28″–24″<br>38NHP<br>AkersMek.Værks.Xia. | |
| 13486<br>20363<br>NHVR | **Daito Maru No. 3** WoodAuxScSr | 191<br>—<br>136 | | | | | 1917 | ................ | TeikokuKisen KabushikiKaisha | 90·5 | 28·9 | 11·7 | Wada<br>Japanese | | |
| 13487<br>21173<br>NMJF | **Daitoku Maru** SteelSc | 1126<br>—<br>735 | | | | | 1917 | ................ | DatokuKisen KabushikiKaisha | 209·3 | 31·0 | 19·0 | Wakamatsu<br>Japanese | | |
| 13488<br>23839<br>RFTQ | — SteelSc | 978<br>—<br>564 | | | | | 1918 | ................ | KabushikiKaisha OsakaZosensho | 193·7 | 31·2 | 18·5 | Osaka<br>Japanese | | |
| 13489<br>24151<br>RHDN | **Daitoku Maru No. 2** SteelSc | 1223<br>—<br>699 | | | | | 1918 | ................ | TanakaShoji KabushikiKaisha | 225·0 | 33·0 | 18·7 | Osaka<br>Japanese | | |
| 13490<br>25056<br>RLVT | **Daitoku Maru No. 5** SteelSc | 1221<br>—<br>691 | | | | | 1918 | ................ | OsakaIronWorks | 225·0 | 33·0 | 18·7 | Osaka<br>Japanese | | |
| 13491<br>7836<br>JPNV | **Dai-ya Maru** SteelSc<br>*ss*Nag.No 2–20 *ss*Nag.No.3–4,12<br>~~ssNag.No.1–17~~<br>1*Dk*(*Stl*)2*trB*&*Web frames*<br>*Elec.light* *CruiserStern* 3*Dk rule*<br>*Cargo battens not fitted* | 2758<br>2563<br>1685 | ✠100A1<br>4,21 ~~3,19~~<br>✠LMC~~[illegible]~~<br>4,21 | Kob<br>Nag | *t* | ~~5,20~~<br>4,21 | 1902<br>6mo<br>*Lloyd*'s A&CP | MitsuBishi<br>Dkyd&EWks<br>Nagasaki | MitsuBishiShoji KaishaLd.<br>*WB* = *CellDBa*96′*uE*& | 332·1<br>P16′F31′<br>*B*62′*f*108′664*tFPT* | 41·3 | 22·2<br>FK | Tokio<br>Japanese<br>5*BHCem*<br>18*tAPT*67*t* | Q.4Cy.20½″,29″,42″&60″–45″<br>200lb *100lb* (*s*) 278NHP<br>1DB,*6cf*,GS124,HS4297<br>MitsuBishiD.&E.WksNag | 25 · 1 |
| 13492<br>52728<br>RFQH | **Dakahlieh** IronScSr<br>*Elec.light* Wireless 3*Dks* | 1438<br>1362<br>644 | | | | | 1865 | Wigram& Sons<br>London | KhedivialMailS.S. &GravingDockCo. Ld. (LordE. Hamilton,*Mgr*.) | 269·8<br>P78′B72′F96′ | 35·0 | 16·6 | London<br>British | C.2Cy.38″&70″–48″<br>NE82 NB00 283NHP<br>J.Jack&Co.,Liverpool | |
| 13493 | **Dakar Maru** SteelSc<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Wireless | 7170<br>6706<br>4384 | ✠100A1<br>*Shelter dk withfreeboard*<br>5,21 ~~10,20~~<br>✠LMC~~[illegible]~~<br>6,21 | Yka | *a*† | CL<br>N10,20 | 1920<br>3mo | MitsuBishi<br>ZosenKaisha<br>Nagasaki<br>A&CP | NipponYusen KabushikiKaisha<br>*CellDB*358′1075*t*<br>*DTa*28′1077*t* | 420·0<br>F *on Shelter dk*47′<br>*FPT*108*tAPT*95*t* | 56·0 | 38·5<br>FK | Tokio<br>Japanese<br>*Cem*<br>6*BHtoSh dk*<br>2 ,, ,, *U* ,, | T.3Cy.28″,47″&79″–51″ (*s*)<br>200lb 574NHP<br>3SB,*9cf*,GS192,HS7726 FD<br>MitsuBishiZosenKaisha | 38 · 6<br>s 10 · 6<br>28 · 4 |
| 13494<br>145891<br>KLBJ | **Dakarian** SteelSc<br>2*Dks*(*Stl*)&*Shelterdk*(*Stl*)<br>*Elec.light* Wireless | ~~6500~~<br>6426<br>6052<br>4065 | ✠100A1<br>*Shelter dk withfreeboard*<br>11,21<br>✠LMC11,21<br>~~(*ClassContemplated*)~~ | Gls | *z* | CL | 1921<br>11mo<br>*Lloyd's* A&CP | D&WHendersn&Co.Ld.<br>Glasgow | F.Leyland&Co.Ld.<br>*CellDB*340′963*tDTf*24′641*tDTa*26′670*tFPT*123*tAPT*30*t* | ~~400·0~~<br>B143′*onShltr dk*<br>400·3 | ~~52·3~~<br>52·5 | ~~27·0~~<br>35·0<br>FK&BK2″ | Liverpool<br>British<br>7*BHptCem*<br>6*BHtoSh dk*<br>1 ,, ,, *U* ,, | Q.4Cy.23½″,34″,49″&70″–51″<br>215lb (*s*) 626NHP<br>4SB,*12cf*,GS240,HS9791 FD<br>D&W.Hendersn&CoLdGls | 37 · 7<br>s 8 · 10<br>29 · 2 |
| 13495<br>210753<br>LOQR | **Dakotan** SteelScSr<br>*ss*NYk.No.2–19<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>3*rd dk in No.*1*hold*&*Web frames*<br>*Longitudinal framing*<br>Wireless Sub.Sig. | 6501<br>6431<br>4014 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~1,12,21~~ 3,22<br>BS3,22<br>~~BS9,21~~<br>✠LMC9,19<br>*Fitted for oil fuel* 11,12 *F.P. above* 150°F. | NYk | *a*† | CL<br>~~9,19~~<br>~~9,21~~<br>3,22 | 1912<br>11mo | Maryland SteelCo.<br>Sparro'PtMd<br>A&CP | American-HawaiianS.S.Co. (UnitedAmerican Lines,Inc.*Mgrs*.)<br>*Intermediate 'tween dkBHin No.2 hold dispensedwith*<br>*WB* = *CellDBa*122′*uE*&*B*54′*f* 166′1234*t DTf*30′866*tFPT*125*tAPT*52*t* | 407·7 | 53·7 | 36·1<br>FK | NewYork<br>Utd.States<br>*Cem toUpr.dk.* { 6 *BH*<br>*to2nddk only* { 1 *BH* | Q4Cy.25½″,37″,53½″&78″–54″<br>215lb (*s*) 704NHP<br>3SB&1AuxSB,*14cf*,GS241,<br>HS10618 FD<br>MarylandStl.Co.Sparr'.Pt. | 39 · 6<br>s 10 · 3½<br>29 · 6 |
| 13496<br>145910<br>KLMN | **Dakotian** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | ~~6500~~<br>6426<br>6052<br>4065 | ✠100A1<br>*Shelter dk withfreeboard*<br>1,22<br>✠LMC1,22<br>~~(*ClassContemplated*)~~ | Gls | *z* | CL | ~~1921~~<br>1922<br>1mo<br>*Lloyd's* A&CP | D&WHendersn&Co.Ld.<br>Glasgow | F.Leyland&Co.Ld.<br>*CellDB*340′963*tDTf*24 641*tDTa*26′670*tFPT*123*tAPT*30*t* | ~~400·0~~<br>B143′ *onShelter dk*<br>400·4 | ~~52·3~~<br>52·5 | ~~27·0~~<br>35·0<br>FK&BK2′ | Liverpool<br>British<br>*ptCem*<br>6*BHtoShdk*<br>1 ,, ,, *U* ,, | Q.4Cy.23½″,34″,49″&70″–51″<br>215lb (*s*) 626NHP<br>4SB,*12cf*,GS240,HS9791 FD<br>D&W.Hendersn&CoLdGls | 37 · 7<br>s 8 · 10<br>29 · 2 |
| 13497<br>216833<br>LMRJ | **Dalana** WoodScSr<br>*Elec.light* 2*Dks* | 2799<br>2302<br>1676 | | | | | 1918 | Supple, BallinS.B. Corp.<br>Portland,Or. | EdwardS.Reese | 285·0<br>P37′B68′F28′ | 44·8 | 23·9 | Portlnd,Or<br>Utd.States | T.3Cy.21″,34″&57″–42″<br>210NHP<br>PacificMarineIronWorks, Portland,Or. | |
| 13498 | **Daland** SteelScSr<br>*Now named* "EvangheliaM.Diacakis" *See No. 3254 in Supplement*<br>*ss*Got.No.2–12<br>(*ex*Wentbridge)<br>1*Dk*(*ptIrn*&*ptStl*)&*Web frames* | 2743<br>2521<br>1632 | ✠<br>3,20 ✠<br>✠ | Got | *u* | | 1903<br>12mo | J.Blumer &Co.<br>Sunderland | ~~RussianGovernment~~ Diacakis<br>*WB* = *CellDBa* | 314·0<br>P28′B88′F32′<br>104′*uE*&*B*40′*f*124′ | 46·4 | 20·6<br>FK | Greek<br>~~Russian~~<br>5*BHCem*<br>717*tAPT*99*t* | T.3Cy.23″,38″&63″–42″<br>268NHP<br>2SB,*6pf*,GS111,HS3974<br>J.Dickinson&Sons,Ld.Sld. | 23 · 0 |
| 13499<br>2904<br>JGPC | **Dalarne** CompSc<br>1*Dk* | 181<br>153<br>92 | | | | | 1896 | L.Andersson<br>Sjötorp | GöteborgsPappersbruksAktieb. (O.Chr.Olsen*Mgr*) | 100·2<br>H5*t* | 22·7 | 9·8 | Tingstad<br>Swedish | C.2Cy.11½″&19½″–11½″<br>12NHP<br>WilhelmsbergsM.V.,Got. | |
| 13500<br>2810<br>JGHN | **Dalarö** IronSc<br>(*ex*Dalaröström) 1*Dk* | 140<br>84<br>91 | | | | | 1876 | Bergsunds M.V.Aktieb<br>Stockholm | VaxholmsNya Angf.Aktieb. (O.Ekebohm,*Mgr*) | 106·5<br>Q36′B30′H15*t* | 18·7 | 8·0 | Vaxholm<br>Swedish | 2Cy.13½″&23½″–15½″&19½″<br>20NHP<br>BergsundsM.V.Aktb.Skm. | |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13501<br>6185<br>KCFL | **Dalaskär** WoodScSr<br>*OilEng.*<br>1*Dk* | 352<br>272<br>223 | | | | | 1919 | Dalaskär<br>VarvsA/B<br>Bergkvara | C.W.Svensson | 142·7 | 25·8 | 10·0 | **Bergkvara**<br>Swedish | OilEngine<br>4Cy.15"–16½" 69NHP<br>J.&C.G.BolindersSkm. | | V |
| 13502<br>128905 | **Dale Castle** SteelScK<br>~~ssSws.No.2-19~~<br>ssSws.No.3-3,22 1*Dk* | 246<br>216<br>95 | ✠100A1<br>*Stm Trawler*<br>~~9,21~~ ~~1,21~~ 3,22<br>~~BS10,19~~ | Sws<br>✠LMC3,22<br>~~BS11,20~~ | | CL<br>~~7,19~~<br>9,21 | 1909<br>9mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>NorthShields<br>'*sA&CP* | ConsolidatedStm<br>Fishing&IceCo.<br>(Grimsby),Ld.<br>(JDMarsden *Mgr*) | 125·3<br>Q74'F21' | 22·0 | 12·2<br>BK7½" | **Swansea**<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 81RHP<br>1SB,3*pf*,GS50,HS1420<br>ShieldsEng.Co.Ld.N.Shl. | 13 ″ 0 | |
| 13503<br>140565<br>JSNR | **Dalegarth Force** SteelSc3MstSr<br>(*ex*Croxteth) 1*Dk*(*Stl*)<br>*Mchy.Aft Well deck* | 825<br>562<br>393 | ✠100A1<br>~~11,20~~11,21 | Liv<br>Sws<br>✠LMC3,18 | *k* | CL<br>11,21 | 1918<br>3mo<br>*Lloyd* | J Fullerton<br>&Co.<br>Paisley<br>'*sA&CP* | WestCoastShppg.<br>Co.Ld.(W.S.Kennaugh&Co. *Mgrs.*)<br>*Ce* | 195·0<br>Q109'B13'F26'<br>*llDBf*114'171*tFPT* | 31·2 | 11·8<br>FK | **Whitehvn**<br>British<br>3*BHCem*<br>60*tAPT*38*t* | T.3Cy.15",25½"&41"–30" (*s*)<br>180lb *100lb* 95RHP<br>1SB,3*pf*,GS59,HS2187<br>Ross&Duncan,Glasgow | 14 ″ 0<br>s 4 ″ 9<br>13 ″ 6 | |
| 13504<br>129054<br>HQBM | **Dalemead** SteelSc<br>(*ex*Dalemoor)<br>*Turret deck* Wireless 1*Dk*2*trB* | 4124<br>3456<br>2572 | | | | | 1909 | W.Doxford<br>&Sons,Ld.<br>Sunderland | ~~F.V.Eberhardt&~~<br>~~Co.Ld.~~ Karck&<br>Knott | 350·0<br>P28'F41' | 51·1 | 24·0 | **London**<br>British<br>*WB* | T.3Cy.26",42"&68"–45"<br>310NHP<br>W.Doxford&Sons,Ld.Sld. | | V |
| 13505<br>217369<br>LPFV | **Dalgada** CompSc<br>*Elec.light* Wireless 2*Dks* | 2469<br>—<br>1472 | | | | | 1919 | MobileS.B.<br>Co.<br>Mobile,Ala. | UnitedStates<br>ShippingBoard | 269·1 | 45·0 | 24·2 | **Mobile**<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>Hooven,Owens&Rentschler,Hamilton,Ont. | | R |
| 13506<br>130312 | **Dalhousie City** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 1256<br>977<br>752 | | | | | 1911 | Collingw'd<br>S.B.Co.Ld.<br>Collingwood | Niagara,St.Catherines&Toronto<br>Nav.Co. | 199·8 | 37·0 | 20·7 | **Toronto**<br>British<br>*WB* | T.3Cy.18",29"&48"–30"<br>126NHP<br>CollingwoodS.B.Co. | | C |
| 13507 | **Dalkeith** SteelTwinSc<br>*ss*Cal.No.3–5,02<br>(*ex*Dalhousie) (*Tug*) 1*Dk*2*trB* | 741<br>647<br>62 | ✠<br>2,07<br>✠ | Cpl | *m* | | 1889<br>11mo | W.Denny<br>&Bros.<br>Dumbarton | Soc.Italiana di<br>Salvataggi&di<br>Navigazione | 216·0<br>B27' | 32·1 | 15·6<br>BK8"<br>*Deep* | **Leghorn**<br>Italian<br>6*BHCem*<br>*tank*16'35*t* | C.4Cy.29"&54"–36"<br>308NHP<br>2DB,12*pf*,GS194,HS5267<br>Denny&Co.Dumbarton | 16 ″ 6 | |
| 13508<br>217421<br>LPJM | **Dallas** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 4756<br>4287<br>2963 | | | ... | | 1918 | Standard<br>S.B.Corp.<br>Shooter'sIsland,N.Y. | UnitedStates<br>ShippingBoard | 377·0<br>P25'B106'F34' | 52·2 | 26·8<br>FK | **NewYork**<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"–48"<br>478NHP<br>StandardS.B.Corp. | 29 ″ 0 | |
| 13509<br>112744<br>RTGK | **Dallington** SteelScSr<br>*ss*Nwc.No.3–12,12<br>*ss*Sld.No.2–20<br>Wireless 1*Dk*(*Stl*&*Irn*)&*deep framing* | 2542<br>2367<br>1611 | ✠100A1<br>7,21 ~~1,21~~<br>BS7,21 | Sld<br>Bry<br>✠LMC5,20 | *t* | CL<br>5,20 | 1900<br>8mo<br>*Lloyd* | Richardsn,<br>Duck&Co.<br>Stockton<br>'*sA&CP* | SouthdownS.S.Co.<br>Ld.(Bell,Symondson&Co.*Mgrs.*)<br>*WB*=*CellDBa* | 313·1<br>P29'B70'F35'<br>110'*uE*24'*f*128'669*t* | 44·6 | 20·6<br>FK | **London**<br>British<br>5*BHCem*<br>*APT*41*t* | T.3Cy.23",37½"&61½"-39"(*s*)<br>160lb *90lb* 244NHP<br>2SB,6*rf*,GS100,HS3778<br>Blair&Co.Ld.Stockton | 23 ″ 1<br>s3 ″ 11½<br>19 ″ 5 | |
| 13510 | **Dalmatia** SteelScSr<br>*ss*Tri.No.3–7,19<br>1*Dk*(*Stl*)*Spar dk*(*Stl*–ws)<br>*Elec.light* &*deep framing* | 3252<br>~~3104~~<br>2486<br>~~1925~~<br>1891 | ✠100A1<br>*Spar dk*<br>~~5,21~~ ~~12,20~~ 12,21<br>~~BS12,20~~ | Tri<br>BS5,21<br>✠LMC7,19 | *v* | CL<br>6,19 | 1903<br>5mo | Lloyd<br>Austriaco<br>Trieste<br>A&CP | LloydTriestino<br>*WB* = *CellDBa*112'*uE* | 337·5<br>P36'B96'F64'<br>28'*f*134' 583*t FPT* | 42·2 | 14·8<br>23·0<br>FK | **Trieste**<br>Italian<br>6*BHCem*<br>10*tAPT*8*t* | T.3Cy.24",40½"&68"–45" (*s*)<br>200lb *165lb* 394NHP<br>2SB,6*cf*,GS128,HS5266 FD<br>LloydAustriaco,Trieste | 25 ″ 4 | A |
| 13511 | **Dalmatier** SteelSc<br>Now named "Helene", See No. 37827 in Supplement<br>1*Dk*(*Stl*) | *1217*<br>*1027*<br>*742* | ✠100A1<br>4,22 ~~4,20~~ | Gis<br>Ant<br>✠LMC4,20 | *o* | | 1920<br>4mo<br>*Lloyd* | Lloyd<br>RoyalBelge<br>(Gt.Britain)<br>Ld. Glasgow<br>'*sA&CP* | ~~LloydRoyalBelge~~<br>~~Soc.Anon.~~<br>L.D.Lauritzen<br>*CellL* | 239·8<br>P27'B57'F29'<br>*B* 211'386*t FPT*21*t* | 35·7 | 15·3<br>FK | Danish<br>4*BHCem*<br>*APT*15*t* | T.3Cy.15",25"&40"–27" (*s*)<br>185lb 99NHP<br>2SB,4*cf*,GS48,HS815<br>McKie&Baxter,Ld.Gls. | 17 ″ 3<br>s 2 ″ 0<br>15 ″ 7 | |
| 13512 | **Dalmazia** SteelSc<br>Sub.Sig.<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in 'tween dks*<br>*Straight frames & bevelled bilge* | *6537*<br>*6198*<br>*3980* | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~11,21~~ ~~9,20~~ 3,22 | Mdb<br>~~Gen~~ Bmn<br>BS11,21<br>✠LMC9,20 | *a*† | CL | 1920<br>9mo<br>*Lloyd* | Furness<br>S.B.Co.Ld.<br>Haverton<br>Hill-on-Tees<br>'*sA&CP* | LaVeloceNav.<br>Italian~~a~~<br>*C* | 412·4<br>F41'*onShelter dk*<br>*ellDB*344' 1482*t DTa*23' 846*t FPT*97*t* | 55·6 | 34·4<br>FK | **Genoa**<br>Italian<br>*pt Cem*<br>5*BHtoSh dk*<br>3 „ „ *U* „<br>*APT*119*t* | 2 SteamTurbines geared to<br>1 Sc.Shaft 200lb 678NHP(*s*)<br>3 Water Tube Boilers FD<br>HS9636<br>Richardsons,Westgarth&Co.Ld.W.Hpl. | 38 ″ 1<br>s 10 ″ 1<br>28 ″ 2 | |
| 13513 | — IronScSr<br>*Mchy.Aft* 1*Dk*(*Irn*) | *350*<br>*280*<br>*238* | ✠<br>11,84<br>✠ | Ork | *f* | | 1884<br>9mo | Murray<br>Bros.<br>Dumbarton | TheArgentineNav.<br>Co.(Nicholás<br>Mihanovich)Ld. | 141·3<br>Q18' B28' F19'<br>*WB*=*FPT*36*t* | 29·1 | 9·7<br>FK | **Bns.Ayres**<br>Argentine<br>3*BHCem* | C.2Cy.20"&40"–27"<br>69NHP<br>Muir&Houston,Glasgow | 10 ″ 2 | |
| 13514 | — IronScSr<br>*ss*Fiu.3rdNo.3–11,19<br>*Well deck* 1*Dk*(*Irn*) | 262<br>205<br>146 | ✠100A1<br>11,19<br>BS2,21 | Fiu<br>✠LMC11,19 | *d* | N11,19 | 1886<br>1mo | J.Knox&<br>Co.(Lim.)<br>Sunderland<br>A&CP | Ungaro-Soc.in<br>AzioniCroata di<br>Nav.Maritt.aVap. | 125·0<br>P29'Q38'B6'F20' | 21·2 | 10·4<br>BK6½"<br>*WB*=*FPT* | **Fiume**<br>4*BHCem*<br>35*tAPT*15*t* | C.2Cy.16"&30"–20" (*a*)<br>85lb *80lb* NDB03 36NHP<br>1SB,2*pf*,GS25,HS664<br>G.Clark,Sunderland | 11 ″ 0 | |
| 13515<br>136696<br>JGBW | **Dalmeny** SteelScSp<br>*ss*All.No.1–18<br>1*Dk*(*Stl*) | 472<br>450<br>207 | ✠100A1<br>*HopperBarge*<br>3,21 ~~10,19~~<br>✠NB6,16<br>BS~~3,19~~ 3,21 | Gmh<br>Sou<br>✠LMC9,18 | *g* | CL<br>10,19 | 1914<br>7mo<br>*Lloyd* | CH Walker<br>&Co.Ld.<br>Sudbrook<br>'*sA&CP* | L.&N.W.Rlwy.Co. | 166·5 | 27·7 | 11·2<br>FK | Liverpool<br>~~**London**~~<br>British<br>4*BHCem* | T.3Cy.13",22"&34$\frac{1}{16}$"–22½"<br>165lb (*s*) 60RHP<br>Plenty&Son,Ld.Newbury | 11 ″ 11<br>s 1 ″ 9½<br>10 ″ 3 | |
| 13516 | **Dalmore** SteelScSp<br>For full particulars See No. 37004 in Supplement<br>*Mchy.Aft* 1*Dk*(*Stl*) | 66<br>56<br>23 | ✠100A1<br>*For towing purposes*<br>(*ClassContemplated*) | | | CL | 1920 | JohnCran<br>&Somerville<br>Ld.<br>Leith | Topham,Jones&<br>Railton,Ld. | 75·0 | 16·0 | 8·0<br>BK5" | **Singapore**<br>British<br>4*BHCem* | C.2Cy.10"&22"–15"<br>1SB,2*pf*,GS29,HS615<br>JCran&SomervilleLdLeith | | |
| 13517<br>119151 | **Dalmuir** SteelTwinScSp<br>(*SludgeVessel*)<br>2*Dks* | 971<br>914<br>555 | | | ... | | 1904 | W.Beardmore&Co.Ld.<br>Glasgow | H.Davies | 234·0 | 38·2 | 13·4<br>FK | **Glasgow**<br>British<br>*WB* | T.6Cy.11⅓",22"&37"–24"<br>158NHP<br>W.Beardmore&Co.Ld.Gls. | 14 ″ 6 | |
| 13518 | **Dalny** SteelSc<br>(*ex*Waldeck)<br>*Elec.light* 3*Dks* | 6570<br>6180<br>4094 | | | | | 1914 | Bremer<br>Vulkan<br>Vegesack | ChargeursRéunis | 471·0 | 59·1 | 29·0 | **Havre**<br>French<br>*WB* | T.3Cy.32$\frac{3}{10}$",52¾"&86⅝"–55"<br>556NHP<br>BremerVulkan,Vegesack | | V |
| 13519<br>MGTB | **Dalsfjord** WoodScCtr<br>*OilEng.*<br>(*ex*Mandal) 1*Dk* | 104<br>96<br>76 | | | | | 1911 | ..................<br>Mandal | A/S Dalsfjord<br>(B.H.Morcken) | 84·8 | 28·0 | 7·0 | **Bergen**<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.9½"–9⅘" 11NHP<br>J&CG BolindersM.V.Skm | | |
| 13520<br>5950<br>KBGR | **Dalsland** CompScSr<br>1*Dk* | 190<br>159<br>124 | | | | | 1906 | Sixten<br>Groth<br>Sjötorp | ÅmålsRederibolag<br>(G.Andersson,<br>*Mgr.*) | 100·5 | 22·4 | 10·0 | **Åmål**<br>Swedish | C.2Cy.8½"&21$\frac{1}{10}$"–16"<br>Krishinehamns 15NHP<br>Mek.Verks.Krishinehamn | | |
| 13521<br>76215<br>WVKH | **Dalton** IronScSr<br>*ss*Nwc.3rdNo.3–5,19<br>1*Dk*2*trB*<br>*Well deck* | 1275<br>1012<br>791 | ✠100A1<br>1,21<br>✠NB4,07<br>BS11,20 | Lon<br>LMC5,19 | *o* | CL<br>11,20 | 1877<br>10mo | M.Pearse<br>&Co.<br>Stockton<br>A&CP | W.Swanston&<br>Sons | 235·0<br>Q80'B57'F34' | 32·5 | 17·9<br>BK8½"<br>*WB*= | **Newcastle**<br>British<br>4*BHCem*<br>*DBa*63'*f*86' | C.2Cy.30½"&55½"–36" (*r*)<br>72lb *80lb* NDB02 136NHP<br>1SB,4*cf*,GS61,HS2161<br>Blair&Co.(Lim.),Stockton | 18 ″ 10<br>s 1 ″ 8½<br>18 ″ 0 | |

| 1<br>Numer d'Ordre<br>Numero Officiel<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13522<br>142868<br>KFHS | **Dalworth**<br>Elec.light<br>Wireless | SteelSc<br>1Dk(Stl)&Shelter dk(Stl) | 4538<br>4185<br>2737 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~4,22~~10,21~~8,21~~ ✠LMC5,20<br>Fitted for oil fuel 5,20 | Nwc<br>~~Bly~~ | z | CL<br>F.P. above 150° F. | 1920<br>5mo<br>Lloyd | A.M'Millan<br>&Son,Ld.<br>Dumbarton<br>'sA&CP | DalglieshS.S.Co.<br>Ld.(R.S.Dalgliesh,<br>Mgr.)<br>Collision Cell DBa134' uE23' | 400·4<br>FK<br>BH to Shelter deck<br>f174'1278tFPT137t | 52·5 | 24·7 | Newcastle<br>British<br>ptCem<br>5BH to Udk<br>APT129t | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>J.G.Kincaid&Co.Ld.Grk. | 27 · 6<br>s 3 · 4<br>24 · 6 |
| 13523<br>217656<br>LQDJ | **Damacan**<br>Wireless | WoodSc<br>1Dk | 2556<br>—<br>1529 | | | | | 1918 | Universal<br>S.B.Co.<br>Houston,Tex. | UnitedStates<br>ShippingBoard | 267·3 | 46·0 | 23·6 | Houston<br>Utd.States | T.3Cy. | |
| 13524<br>MDRS | **Damfoss**<br>(exSydvaranger) | SteelSc<br>(Tug&IceBreaker)<br>1Dk | 159<br>134<br>58 | | | | | 1907 | Akers<br>Mek.Værks.<br>Christiania | A/S Union<br>(UnionCo.) | 96·0<br>B15t | 20·7 | 12·1 | Skien<br>Norwegian | T.3Cy.11",18"&29"–20"<br>38NHP<br>Akers.Mek.Værks.Xia. | |
| 13525<br>HJWC | **Damiana**<br>(See Sailing Ship Register) | WoodAuxTwinSc3MstSr<br>Motors | 236<br>202<br>178 | | | | | 1918 | SolerVila<br>yCia.<br>Villajoyasa | HispaniaMaritima<br>(S.A.) | 99·4 | 29·1 | 13·9 | Barcelona<br>Spanish | Motors<br>8Cy.<br>Hispano-Suiza,Barcelona | |
| 13526<br>OFIK | **Damier**<br>Elec.light | SteelScK<br>ssLaR.No.2-20<br>1Dk | 283<br>230<br>99 | ✠100A1<br>StmTrawler<br>3,22 ~~8,20~~ ✠LMC 8,20<br>BS12,21 | LaR | | CL<br>8,20 | 1912<br>1mo<br>Lloyd | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'sA&CP | Soc.dePêcheries<br>Marit.Les Damiers | 130·5<br>Q77'<br>BK7½"<br>WB= | 22·1 | 12·0 | Nantes<br>French<br>3BHCem<br>DBf30'25t | T.3Cy.12½",21"&35"–27" (s)<br>180lb 85NHP<br>1SB,3pf,GS54,HS1535<br>W.V.V.Lidgerwood,Gls. | 12 · 9<br>s 1 · 9½<br>12 · 8 |
| 13527 | **Dampen**<br>Elec.light | SteelSc<br>1Dk | 2520<br>2200<br>1440 | | | | | ~~1921~~<br>1922 | ForthS.B.<br>&E.Co.Ld.<br>Alloa | A.H.Mathiesen | 295·7<br>P27'B90'F31' | 43·6 | 20·6 | Chrstiania<br>Norwegian<br>WB | T.3Cy.20½",33"&54"–39"<br>182NHP<br>ForthS.B.&E.Co.Ld. Alloa | |
| 13528 | **Dampto**<br>Elec.light | SteelSc<br>1Dk | 2520<br>2200<br>1440 | | | | | 1921 | ForthS.B.<br>&E.Co.Ld.<br>Alloa | A.H.Mathiesen | 295·7<br>P27'B90'F31' | 43·6 | 20·6 | Chrstiania<br>Norwegian<br>WB | T.3Cy.20½",33"&54"–39"<br>182NHP<br>ForthS.B.&E.Co.Ld. Alloa | |
| 13529<br>143935 | **Damque Gentile**<br>Should be "Domque Gentile," See letter D. | SteelScK<br>(Fishing)<br>1Dk | 277<br>247<br>114 | | | | | 1918 | AilsaS.B.<br>Co.Ld.<br>Ayr | TheAdmiralty | 125·4 | 23·5 | 12·8 | London<br>British | T.3Cy.12½",21"&35"–26"<br>Fawcett, 62NHP<br>Preston&CoLd.Liverpool | |
| 13530<br>NLTS | **Damsterdiep**<br>Mchy.Aft | SteelSc | 747<br>533<br>358 | | | | | 1919 | NV v/dKuy<br>&v/dRees<br>Schiedam | HallVrachtvaart<br>Maats. | 180·0<br>Q105'B11'F20' | 28·0 | 14·5 | Rottrdam<br>Dutch<br>WB | T.3Cy.15",24"&40"–24"<br>78NHP<br>N.V.v.d.Kuy&v.d.Rees | |
| 13531<br>1162 | **Dan** | IronScSr<br>(exHeimdal)<br>1Dk | 322<br>—<br>91 | | | | | 1873 | Burmeister<br>&Wain<br>Copenhagen | J.Burkoff | 127·8<br>Q49'B41'H13tF22' | 21·4 | 9·7 | Archangel<br>Russian | C.4Cy.16½"&34"–20"<br>NB95 86NHP<br>Burmeister&Wain,Cpn. | |
| 13532<br>JQMF | **Dana**<br>Well deck | IronScSr<br>ssBgn.No.1-88<br>1Dk2trB | 519<br>379<br>286 | ✠<br>1,90<br>✠ | Bgn | h | | 1882<br>11mo | Bergens<br>Mek.Verk.<br>Bergen | A/S D/S Dana<br>(L.Bakkevig)<br>WB= | 170·0<br>Q37t B70t F29t<br>APT13tMT12'60t | 24·2 | 12·9 | Haugesnd<br>Norwegian<br>4BHCem | C.2Cy.20½"&39"–24"<br>62NHP<br>Bergns Mek.Vrks.,Bergen | |
| 13533<br>NWMJ | — | WoodSc4MstSr<br>Motor<br>1Dk | 364<br>320<br>285 | | | | | 1919 | Nakskov<br>Skibsverft<br>Nakskov | A/S DetÖstasiatiskeKompagni | 135·3 | 30·0 | 12·7 | Copnhagn<br>Danish | Motor<br>TuxhamA/S Cpn. | |
| 13534 | **Danae**<br>For full particulars See No. 37010 in Supplement<br>Elec.light | SteelSc | 1720<br>1313<br>1050 | 100A1<br>(ClassContemplated) | | | | 1921 | C.Rennoldson&Co.<br>South Shields | SociétéNavale<br>Caennaise(GLamy<br>&Cie.Mgrs.) | 270·0<br>P22'B51'Q106'F22' | 37·3 | 15·9 | Caen<br>French | T.3Cy 21",34"&56"–36"<br>N.E.MarineEng.Co.Sld. | 18 · 6<br>s 1 · 6½<br>17 · 2 |
| 13535<br>NLVB | — | SteelScSr<br>2Dks | 1137<br>951<br>693 | | | | | 1894 | Rijkee&Co<br>Rotterdam | Koninkl.Nederl.<br>Stoomb.Maats. | 229·3<br>H55' F27' | 32·2 | 16·6 | Amstrdam<br>Dutch<br>WB | T.2Cy.17½",28"&45"–36"<br>121NHP<br>Kon.Nederlandsche<br>Stoomv.Maats.,Fyenoord | |
| 13536<br>216908<br>LMVK | **Dancey**<br>Elec.light | WoodScSr<br>1Dk | 2559<br>—<br>1566 | | | | | 1918 | J.W.Murdock<br>Jacksonville,<br>Fla. | UnitedStates<br>ShippingBoard | 260·0<br>P18'B67'F27' | 46·0 | 24·6 | Jcksnvlle<br>(Fla.)<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>Hooven,Owens&Rentschler<br>Co.Hamilton,O. | |
| 13537<br>104626 | **Dandie Dinmont** | SteelPadSp<br>1Dk | 343<br>232<br>135 | | | | | 1895 | A.&J.<br>Inglis<br>Glasgow | N.BritishRailway<br>Co. | 209·6<br>Q9' len12<br>Promenade dk135' | 22·1 | 7·2 | Glasgow<br>British | D.1Cy.48"–66"<br>NB18 144NHP<br>A.&J.Inglis,Glasgow | |
| 13538<br>139939 | **Dandini** | SteelScK<br>1Dk | 212<br>197<br>82 | [illegible] | | | CL<br>5,19 | 1917<br>4mo<br>Lloyd | A.Hall&<br>Co.Ld.<br>Aberdeen<br>'sA&CP | R.W.Milburn | 115·5<br>BK7½" | 22·1 | 11·9 | Whitby<br>British<br>3BHCem<br>DBf19'12t | T.3Cy.12",20"&34"–24" (s)<br>180lb 80RHP<br>1SB,3pf,GS47,HS1480<br>J.Abernethy&Co.Ld.Abn. | 12 · 9 |
| 13539 | **Dandolo**<br>For full particulars See No. 37013 in Supplement<br>Elec.light | SteelSc | 5500<br>4536<br>3000 | 100A1<br>Shelter dk<br>withfreeboard<br>(ClassContemplated) | | | | 1921 | Swan,Hunter&Wigham<br>Richardson,<br>LdNewcastle | Soc.Veneziana di<br>Nav.aVapore | 400·3<br>F48' | 53·2 | 26·3 | Venice<br>Italian | T.3Cy.27",44"&73"–48"<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 28 · 9<br>s 3 · 8½<br>25 · 5 |
| 13540<br>142781 | **Dandy**<br>Elec.light | SteelTwinScSr<br>1Dk(Stl) | 468<br>452<br>168 | ✠100A1<br>For towing<br>purposes<br>7,21~~3,19~~ ✠LMC3,19 | Chepstow<br>Lon | g | | 1919<br>3mo<br>Lloyd | E.Finch&<br>Co.(1916)Ld.<br>Chepstow<br>'sA&CP | ~~TheShippingController(Alexandra TowingCo.Ld. Mgrs.)~~ Falmouth ~~DockCo.~~ Docks&EngineeringCo. | 141·8<br>BK7½"<br>DTf11'58tFPT29t | 29·1 | 14·9 | London<br>British5BH<br>~~5BH~~ptAsp&<br>ptCem<br>APT24t | T.6Cy.15",23½"&26"–24" (s)<br>160lb 204NHP<br>2SB,6cf,GS126,HS4216<br>NorthBritishDieselEng.<br>Co.Ld.Glasgow | 16 · 0<br>s 2 · 0<br>14 · 9 |
| 13541<br>132235<br>HSMC | **Dane**<br>(exDaneII.,exDane)<br>Elec.light | SteelScK<br>ssHul.No.2-19<br>1Dk | 346<br>306<br>135 | ✠100A1<br>Stm Trawler<br>~~5,21~~~~12,20~~6,21 BS6,21<br>~~BS6,20~~ ✠LMC7,19 | Hul | | CL<br>12,20 | 1911<br>4mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | HellyerBros.Ld. | 140·3<br>Q76'<br>BK8" | 24·1 | 12·5 | Hull<br>British<br>4BHCem | T.3Cy.13",22½"&37"–24" (s)<br>200lb 87RHP<br>1SB,3pf,GS51,HS1476<br>Amos&Smith,Ld.Hull | 13 · 4 |
| 13542<br>NKDJ | **Danebod**<br>(exElse,exLynton)<br>Well deck<br>Wireless | SteelScSr<br>ssAbg.2ndNo.3-1,16<br>ssAbg.No.1-20<br>1Dk(Irn)&Webframes | 1675<br>1215<br>1039 | ✠100A1<br>3,22 ~~10,20~~<br>BS3,22 ✠LMC10,20 | Abg | q | 10,20 | 1890<br>8mo | J.Blumer<br>&Co.<br>Sunderland<br>A&CP | Dampskselsk.<br>Oceana(Suenson&<br>Jespersen,Mgrs.) | 250·0<br>P24'Q64'B110'F33'<br>FK<br>Cell | 35·1 | 17·0 | Aalborg<br>Danish<br>4BHCem<br>DB200'345t | T.3Cy.18½",30"&49"–33" (s)<br>160lb 100lb NDB00 135NHP<br>2SB,4rf,GS66,HS1984<br>G.Clark,Ld.Sunderland | 19 · 4<br>s 1 · 2½<br>18 · 5 |

| 1 | 2 / 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built.<br>When | By Whom<br>Where | Owners. | Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | Registers in which classed, if not in L.R. Date of L.R. of Trade Dept. |
| 13543<br>NTMK | Danebrog **SteelScSr**<br>(*ex*PaulPagh, *ss*Pir.2ndNo.3–5,14<br>*ex*Theodoros,*ex*North *ss*Bry.No.1–19<br>Flint) 1*Dk*(*Irn*)2*trB Inner*<br>*Well deck* Wireless *bottom ptIrn* | 2229<br>1718<br>1384 | ✠<br>8,19<br>✠ | Bry | *s* | | 1888<br>11mo | J Readhead<br>&Co.<br>S.Shields | A/S Rederiet<br>Quarto (V.<br>Egenfeldt-Nielsen<br>*Mgr.*) | 290·0\|39·0\|18·8<br>P28'Q82'B118'<br>F33' BK10"<br>*CellDB*250'500t*APT*41t | Aalborg<br>Danish<br>6*BHCem* | T.3Cy.22",36"&60"–39"<br>223NHP<br>2SB,3*cf*&3*rf*,GS195,HS3303<br>J.Readhead&Co.S.Shields | 21 " 5 | |
| 13544<br>NVRW | — **SteelScSr**<br>*ss*Cpn.No.1–21<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>~~Cargo battens not fitted~~ | 1866<br>1631<br>1092 | ✠100A1<br>1,22 ~~5,20~~<br>BS8,21<br>✠LMC~~6,14~~<br>MS1,22 | Cpn | *r* | CL<br>~~N5,20~~<br>1,22 | 1917<br>6mo | Chicago<br>S.B.Co.<br>Chicago<br>A&CP | D/S A/S Dana<br>(Suenson&Jespersen, *Mgrs.*) | 250·1\|43·7\|18·0<br>P25'B64'F26'<br>FK<br>*CellDB* 220'528t*FPT*67t*APT*77t | Copnhagn<br>Danish<br>*BHCem* | T.3Cy.20",33"&54"–40" (*s*)<br>180lb 274NHP<br>2SB,6*cf*,GS126,HS5246<br>AmericanS.B.Co.Lorain,O. | 20 " 4<br>s 2 " 9½<br>17 " 11 | |
| 13545<br>NBSH | Danedronning **SteelAuxTwinSc**<br>*OilEng.* 4MstSr<br>*Mchy.Aft* 1*Dk*(*Stl*)2*trB*<br>(*See Sailing Ship Register*) | 1688<br>1502<br>1230 | ✠100A1<br>7,20<br>✠LMC7,20 | Cpn | *t* | | 1920<br>7mo | Akt.Rödby<br>HavnsJern-<br>skibsværit<br>RödbyHavn | D/S A/S Oceana<br>(Suenson&Jespersen,*Mgrs.*)<br>*DBuE*32'*a*38'*f*76'188t | 250·6\|40·2\|22·0<br>P44'B66'F42'<br>BK9"<br>*MT*58'820t*FPT*63t | Copnhagn<br>Danish<br>3*BHptCem*<br>*APT*50t | Oil Engines 4S.C.SA<br>8Cy.$11\frac{13}{16}$"–16½" 56NHP<br>DB*100lb*<br>A/SHolebyDieselmotor Fabrik.Holeby | 23 " 8<br>s 3 " 6½<br>21 " 0 | |
| 13546<br>NVFL | Danefærd **IronScSr**<br>(*ex*Amalienborg)<br>*Well deck* | 1344<br>1025<br>837 | | | | | 1884 | Burmeister<br>&Wain<br>Copenhagen | D/S A/S Oceana<br>(Suenson&Jespersen, *Mgrs.*) | 246·5\|32·0\|15·4<br>P155'F28' | Copnhagn<br>Danish<br>*WB* | C.2Cy.30"&52"–33"<br>NB06 129NHP<br>Burmeister&Wain,Cpn. | | V |
| 13547<br>NBVH | Danefelt **SteelSc**<br>1*Dk* | 1251<br>948<br>724 | | | | | 1920 | PPhStuhrs<br>Msk.&Skvs.<br>Aalborg | D/S A/S Dana<br>(Suenson&Jespersen, *Mgrs.*) | 238·7\|36·2\|13·4<br>P14'Q71'B94'F29' | Copnhagn<br>Danish<br>*WB* | T.3Cy.15",24"&40"–27"<br>83NHP<br>A/S.Frichs,Aarhus | | V |
| 13548<br>NBWK | Danefolk **SteelAuxTwinSc4MstSr**<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*(*Stl*)2*trB*<br>(*See Sailing Ship Register*) | 1686<br>1502<br>1228 | ✠100A1<br>11,20<br>✠LMC9,20 | Hul | *t* | 11,20 | 1920<br>9mo | A/SRödby<br>Havns<br>Jernskibs.<br>RödbyHavn | D/S A/S Oceana<br>(Suenson&Jespersen, *Mgrs.*)<br>*DBuE*32'*a*38'*f*76'188t | 250·6\|40·2\|22·0<br>P44'B66'F42'<br>BK9"<br>*MT*58'820t *FPT*63t | Copnhagn<br>Danish<br>3*BHptCem*<br>*APT*50t | Oil Engines 4S.C.SA<br>8Cy.$11\frac{13}{16}$"–16½" 56NHP<br>DB*100lb*<br>A/SHolebyDieselmotor Fbk.Holeby | 23 " 8<br>s 3 " 6½<br>21 " 0 | |
| 13549<br>134708<br>JLDT | Danegarth **SteelSc**<br>ssSou.No.1–19<br>1*Dk*(*Stl*) | 139<br>117<br>— | ✠100A1<br>*For towing purposes*<br>3,21 ~~5,20~~<br>~~BS5,20~~<br>BS3,22 ~~3,21~~<br>✠LMC6,19 | Sou | | ~~5,19~~<br>3,21 | 1915<br>5mo | LythamSB<br>&Eng.Co.Ld.<br>Lytham<br>*Lloyd*'*sA&CP* | R.&J.H.Rea,Ld. | 85·0\|21·2\|9·6<br>BK6"<br>*WB=FPT*5t | Bristol<br>British<br>4*BHCem*<br>*APT*13t | C 2Cy.16"&34"–24" (*s*)<br>140lb 80RHP<br>1SB,3*pf*,GS55,HS1616<br>LythamSB&EngCoLdLyt | 10 " 0<br>s " 11<br>9 " 8½ | |
| 13550<br>NQCR | Daneholm **SteelScSr**<br>*ss*Cpn.No.3–11,19<br>(*ex*Graafaxe, 1*Dk*(*Stl*)&*deep framing*<br>*Well deck* *ex*JensBang) | 1543<br>1033<br>947 | ✠100A1<br>7,21 ~~12,20~~ 2,22NYk<br>~~BS12,20~~ ✠LMC11,19<br>BS11,21 | Cff | *p* | 11,19 | 1907<br>3mo | Helsingörs<br>Jernsk&Msk.<br>Elsinore<br>*Lloyd*'*sA&CP* | D/S A/S Dana<br>(Suenson&Jespersen, *Mgrs.*)<br>*CellDBa*77'*uE*& | 237·9\|36·7\|14·2<br>P12'Q77'B100'F28'<br>FK<br>*B*33'*f*96'415t *FPT* | Copnhagn<br>Danish<br>4*BHCem*<br>26t*APT*15t | T.3Cy.17",27½"&47"–33" (*s*)<br>180lb 148NHP<br>2SB,4*cf*,GS55,HS2426<br>HelsingörsJernsk.&Mskb. | 16 " 9<br>s " 10<br>16 " 2 | |
| 13551<br>127945 | Danehurst **CompSc**<br>1*Dk* | 168<br>151<br>94 | | | | | 1904 | W.J.Yar-<br>wood&Sns,Ld<br>Northwich | KymoShippingCo.<br>Ld.(SirH.M.Grayson,K.B.E.*Mgr.*) | 90·5\|21·8\|10·2 | Liverpool<br>British | C.2Cy.13"&27"–18"<br>W.J.Yarwood 30RHP<br>&Sons,Ld.Northwich | | |
| 13552<br>NBPH | Danekonge **SteelAuxTwinSc**<br>*OilEng.* 4MstSr<br>*Mchy.Aft* 1*Dk*(*Stl*)2*trB*<br>(*See Sailing Ship Register*) | 1688<br>1502<br>1226 | ✠100A1<br>7,21 ~~11,20~~<br>✠LMC~~5,20~~ 7,21 | Cpn | *t* | 7,21 | 1920<br>1mo | Akt.Rödby<br>HavnsJern<br>skibsv.<br>RödbyHavn | D/S A/S Oceana<br>(Suenson&Jespersen, *Mgrs.*) *DBuE*<br>32'*a*38'*f*76'188t | 250·6\|40·2\|22·0<br>P44'B66'F42'<br>BK9"<br>*MT*58'820t*FPT*63t | Copnhagn<br>Danish<br>3*BHptCem*<br>*APT*50t | Oil Engines 4S.C.SA<br>8Cy.$11\frac{13}{16}$"–16½" 56NHP<br>DB*100lb*<br>A/SHolebyDieselmotor Fabrik,Holeby | 23 " 8<br>s 3 " 6½<br>21 " 0 | |
| 13553<br>NSVP | Danelag **SteelScSr**<br>(*ex*Peter<br>Bom,*ex*ConsulPoppe) 1*Dk* | 924<br>708<br>514 | | | | | 1904 | F.Schichau<br>Danzig | D/S A/S Dana<br>(Suenson&Jespersen, *Mgrs.*) | 210·8\|33·5\|13·4<br>Q73'B53'F23' | Thurö<br>Danish<br>*WB* | T.3Cy.16½",27½"&42½"–27½"<br>94NHP<br>F.Schichau,Elbing | | |
| 13554<br>NCFG | Danemark **SteelSc**<br>*Elec.light* 1*Dk* | 1753<br>1527<br>1019 | | | | | 1920 | A/S Baltica<br>Værftet<br>Copenhagen | D/S A/S Dana<br>(Suenson&Jespersen, *Mgrs.*) | 277·0\|40·2\|18·3<br>P38'B157'F22' | Copnhagn<br>Danish<br>*WB* | 1 Steam Turbine<br>A/SAtlas,Copenhagen | | |
| 13555<br>NPFS | Danery **SteelScSr**<br>(*ex*Roma)<br>1*Dk* | 1517<br>1252<br>938 | | | | | 1905 | Schpw. v.<br>Jan.Smit,Czn.<br>Alblasserdm | D/S A/S Dana<br>(Suenson&Jespersen, *Mgrs.*) | 251·4\|37·8\|16·3<br>P14'Q76'B108'F28' | Copnhagn<br>Danish<br>*WB* | T.3Cy.20½",33"&54"–36"<br>175NHP<br>Maats.deSchelde,Flushing | | V |
| 13556<br>137161 | Daneston **SteelScK**<br>*ss*Abn.No.1–20<br>*Elec.light* 1*Dk* | 239<br>236<br>93 | ✠100A1<br>*StmTrawler*<br>10,20<br>✠LMC9,20 | Abn | | 9,20 | 1915<br>2mo | J.Duthie,<br>TorryS.B.Co.<br>Aberdeen<br>*Lloyd*'*sA&CP* | J.Graham | 120·4\|22·6\|12·7<br>BK7½<br>*WB=* | Aberdeen<br>British<br>3*BHCem*<br>*DTf*5'12t | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 70RHP<br>1SB,3*pf*,GS38,HS1250<br>Lidgerwood,Ld.Glasgow | 13 " 6 | |
| 13557<br>~~143221~~<br>~~KBJG~~ | Dania **SteelScSr**<br>*Now named* "**Tsad,**" *See No.* 39614 *in Supplement*<br>*Elec.light* Wireless 2*Dks*&*Webframes* | 3898<br>2470 | | | | | 1904 | Reiherst'g<br>Schiffsw.<br>Hamburg | Hamburg Amerik<br>PacketfA.G.<br>(Ham-Amer-Linie) | 355·3\|44·0\|26·0<br>P38'B112'F41' | ~~British~~<br>German *WB* | T3Cy23⅝",$42\frac{9}{16}$"&67¾"–$47\frac{5}{16}$"<br>314NHP<br>Reiherst.Maschinenf.Ham | | |
| 13558<br>NHKS | — **SteelScSr**<br>*ss*Els.2nd.No.3–3,20<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*<br>Wireless | 3464<br>3160<br>2221 | ✠100A1<br>*Spar dk*<br>~~6,21~~ ~~10,20~~<br>11,21<br>✠LMC3,20<br>BS11,21 | Cpn | *v* | 3,20 | 1895<br>8mo | Russell&<br>Co.<br>PortGlasgow<br>*Lloyd*'*sA&CP* | DetForenede<br>Dmps.Selskab<br>*WB=CellDBa* | 339·6\|43·0\|19·0<br>P32'B66'F38' 26·2<br>FK<br>104'*u E&B*42'*f*146' | Copnhagn<br>Danish<br>6*BHCem*<br>701t*APT*55t | T.3Cy.25",$40\frac{3}{16}$"&64"–42"(*s*)<br>165lb *90lb* 276NHP<br>NDB02 *refitted*3,20<br>2SB,6*cf*,GS130,HS4268<br>Fleming&Ferguson,Psy. | | |
| 13559<br>3127<br>JHKS | — **SteelScSr**<br>(*ex*Færder)<br>*Elec.light* 1*Dk* | 568<br>377<br>349 | | | ... | | 1885 | HnryKoch<br>Lubeck | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson,*Mgr.*) | 157·5\|25·9\|12·6<br>P90'H22tF21' | Stockholm<br>Swedish<br>*WB* | C.2Cy.18½"&32"–21½"<br>NB94 40NHP<br>H.Paucksch,Landberg | 13 " 8 | V |
| 13560<br>120474<br>HRJV | — **SteelScK**<br>1*Dk* | 196<br>175<br>74 | | | ... | | 1904 | Smith's<br>DockCo.Ld.<br>NorthShields | CrostonStm.Trawling Co.Ld. (Taylor &TomlinsonLd.<br>*Mgrs.*) | 115·2\|21·5\|11·2<br>Q49'<br>BK7½" | Fleetwood<br>British | T.3Cy.12",20"&32"–23"<br>52RHP<br>MacColl&Pollock,Ld.Sld. | 12 " 4 | |
| 13561<br>141952<br>KDBN | Daniel Clowden **SteelScSr**<br>(*Trawler*)<br>1*Dk* | 280<br>250<br>113 | | | | | 1919 | George<br>Brown&Co.<br>Greenock | VictoryStm.Trwlg Co.(Fleetwood)Ld<br>(W.Morley,*Mgr.*) | 125·6\|23·5\|12·7 | Fleetwood<br>British<br>*WB* | T.3Cy.12½",21"&35"–26"<br>69RHP<br>Gauldie,Gillespie&Co.Gls | | C |
| 13562<br>144651 | Daniel Dick **SteelScK**<br>(*Trawler*)<br>1*Dk*<br>*Now named* "Agate," *See No.* 36287 *in Supplement* | 276<br>246<br>107 | 100A1<br>*Stm Trawler*<br>~~10,21~~ ~~11,20~~ 11,21<br>LMC9,20 | Shl<br>Bgs | | CL | 1920<br>11mo | J.P.Ren-<br>noldson&Sns,<br>Ld.S.Shields<br>*Lloyd*'*sA&CP* | ~~The Admiralty~~<br>KingstonSteam<br>TrawlingCo.Ld | 125·4\|23·4\|12·6<br>Q72'F21'<br>BK7½ | London<br>British<br>2*BHCem*<br>*APT*2t | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 69RHP<br>1SB GS50HS1619<br>J.P.Rennoldson&Sons,Ld. | 13 " 6 | C |

Now named "Stour," See No. 39330 in Supplement

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13563 | **Daniel Fearall** SteelScK<br>Mchy.Aft 1Dk | 324<br>288<br>132 | ✠100A1<br>StmTrawler<br>2,18 ✠LMC2,18 | Hul | | CL | 1918<br>2mo<br>Lloyd | Cochrane&SonsLd.<br>Selby<br>'sA&CP | TheAdmiralty | 138·5<br>P78′F19′ | 23·7 | 12·8<br>BK7½ | British<br>4BHCem | T.3Cy.13″,23″&37″-26″ (s)<br>200lb 87NHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 · 6 |
| 13564 | **Daniel Harrington** SteelScK<br>1Dk | 276<br>246<br>107 | ✠<br>StmTrawler<br>4,17 ✠ | Mdb | | | 1917<br>4mo | Smith's DockCo.Ld.<br>Middlesbro' | ~~TheAdmiralty~~<br>BostonDeepSea Fishing&IceCo.Ld.<br>(F.Parkes, Mgr.) | 125·5<br>Q72′F21′ | 23·4 | 12·8<br>BK7½ | British<br>2BHCem | T.3Cy.12½″,21″&35″-26″<br>69RHP<br>1SB,3pf,GS50,HS1619<br>Smith'sDkCoLdMddlsbro' | 13 · 6 |
| 13565<br>203507 | **Daniel J. Morrell** SteelScSr<br>Sub.Sig.<br>Elec.light Mchy.Aft 1Dk | 7239<br>—<br>5419 | | | | | 1906 | W.BayCity S.B.Co. West<br>BayCityMich | CambriaS.S.Co.<br>(M.A.Hanna&Co. Mgrs.) | 580·0 | 58·0 | 27·4<br>WB | Cleveland, Ohio<br>Utd.States | T.3Cy.24″,39″&65″-42″<br>274NHP<br>DetroitS.B.Co.Detroit | |
| 13566<br>204110<br>KWOL | **Daniel Kern** WoodScSr<br>(exManzanita)<br>1Dk (Tug) | 297<br>—<br>112 | | | | | 1879 | .................<br>Baltimore | Independent TowingCo. | 152·2 | 26·0 | 11·5 | Seattle<br>Utd.States | | |
| 13567<br>145257 | **Daniel Leary** SteelScK<br>1Dk(Stl-ws) | 275<br>246<br>108 | ✠100A1<br>StmTrawler<br>1,22 ~~11,20~~ LMC9,20 | Shl<br>Bgs | | CL | 1920<br>1mo<br>Lloyd | C.Rennoldson&Co.<br>SouthShields<br>'sA&CP | TheAdmiralty | 125·3<br>Q72′F18′ | 23·4 | 12·6<br>BK7½″ | London<br>British<br>2BHCem<br>APT3t | T.3Cy.12½″,21″&35″-26″ (s)<br>180lb 87 ~~69~~RHP<br>1SB,3pf,GS50,HS1619<br>Smith'sDockCo.Ld.Mdb | 13 · 6 |
| 13568<br>112065<br>TMKD | **Daniel M. Munro** SteelAuxScSr<br>Sub.Sig. OilEng. Barge<br>(exSailingVesselOlivia) 1Dk2trB<br>(See Sailing Ship Register) | 1216<br>1138<br>888 | | | ... | | 1892 | AM'Millan &Son,Ld.<br>Dumbarton | ~~NewportPlaster Mining&Manufacturing Co.Ld.~~<br>GypsumPacket Co.Ld. | 220·7<br>P28′F29′ | 35·0 | 21·0<br>BK8½″ | Windsor, N.S.<br>British<br>WB | Oil Engines<br>4Cy.16½″-18¾″ 91NHP<br>J.&C.G.Bolinders,Skm. | |
| 13569<br>139346 | **Daniel Munro** SteelScK<br>Mchy.Aft 1Dk(Stl-ws) | 324<br>287<br>148 | ✠100A1<br>StmTrawler<br>~~3,21~~ ~~1,21~~ 8,21 ✠LMC6,19 | Hul | | 8,21 | 1919<br>5mo<br>Lloyd | Cochrane& Sons,Ld.<br>Selby<br>'sA&CP | ~~H.Samman~~<br>Storr'sStmTrawlingCo.Ld. | 138·3<br>Q78′F19′ | 23·7 | 12·7<br>BK7½″ | Hull<br>British<br>4BHCem | T.3Cy.13″,23″&37″-26″ (s)<br>200lb 87RHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 · 6 |
| 13570<br>129374 | **Daniel Stroud** SteelScK<br>ssAbn.No.2-19<br>1Dk | 209<br>206<br>78 | ✠100A1<br>StmTrawler<br>~~2,22~~ ~~3,19~~ 4,22 BS2,22<br>~~BS10,20~~ ✠LMC5,19 | Abn | | CL<br>~~3,19~~<br>3,22 | 1912<br>1mo<br>Lloyd | A.Hall& Co.Ld.<br>Aberdeen<br>'sA&CP | Stroud'sSteam FishingCo.Ld. | 115·6 | 22·5 | 12·4<br>BK7½″<br>WB | Aberdeen<br>British<br>3BHCem<br>=DTf5′10t | T.3Cy.11⅝″,20″&33″-23″ (r)<br>180lb 66RHP<br>1SB,3pf,GS51,HS1149<br>A.Hall&Co.Ld.Aberdeen | 13 · 0 |
| 13571<br>219155<br>LTMG | **Daniel Webster** SteelScSr<br>Wireless Fitted for oil fuel<br>Elec.light 1Dk&Shelter dk& Webframes<br>Sub.Sig. Longitudinal framing | 8289<br>7203<br>6147 | | | ... | | 1919 | ThePusey &JonesCo.<br>Gloucester City,N.J. | UnitedStates ShippingBoard | 439·6<br>P41′B134′F44′on Shelter dk | 60·2 | 33·7<br>FK | Phildlphia<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>661NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 36 · 8 |
| 13572<br>HJVW | **Danielito** IronSc<br>(exSanCaledonio) | 532<br>—<br>222 | | | | | 1887 | H.Satre<br>Arles | M.MallolBosch | 149·7 | 27·2 | 12·2 | Bilbao<br>Spanish | C.2Cy. 22″&41″-23″<br>NB07 67NHP<br>HenriSatre,Lyons | |
| 13573<br>143464<br>KCSM | **Danier** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless Strait frames & bevelled bilge<br>Cargo battens not fitted in 'tween dk | 6548<br>6221<br>4091 | ✠100A1<br>Shelter dk<br>withfreeboard<br>5,21 ~~11,19~~ ✠LMC10,19<br>BS1,21 2,22 | Mdb<br>Ant | a† | CL | 1919<br>10mo<br>Lloyd | Furness S.B.Co.Ld.<br>Middlesbro'<br>'sA&CP | LloydRoyalBelge (Gt.Britain,Ld.)<br>Cell DB344′ 1482t D | 412·4<br>F41′onShelter dk<br>Ta23′ 846t FPT97t | 55·6 | 34·5<br>FK | London<br>British<br>ptCem<br>5BH to S dk<br>3 " " U "<br>APT119t | 2 Steam Turbines geared to 1 Sc. Shaft 200lb (s)<br>3 Water Tube Boilers FD<br>HS9636 676NHP<br>ParsonsMarineSteam TurbineCo.Ld.Nwc | 38 · 1<br>s10 · 1<br>28 · 2 |
| 13574 | **Dankward** SteelScLr<br>OilEng.<br>1Dk | 138<br>128<br>92 | | | | | 1911 | J.Frerichs &Co.A.G.<br>Einswarden | Securitas-Werke, A.-G. | 90·8<br>Q22′ | 21·4 | 9·9 | Harburg<br>German | Oil Engine 4S.C.SA.<br>2Cy.11⅘″-12⅗″ 18NHP<br>J.Frerichs&Co.A.G.Osthlz | |
| 13575<br>219262<br>LTSH | **Dannedaike** SteelScSr<br>Wireless Fitted for oil fuel<br>Elec.light 2Dks&Webframes<br>Mchy.Aft Longitudinal framing<br>Sub.Sig. Carrying Petroleum in bulk | 4311<br>3808<br>2520 | | | ... | | 1919 | Baltimore D.D.&S.BCo.<br>Baltimore, Md. | UnitedStates ShippingBoard | 340·1<br>P92′B35′F31′ | 49·2 | 27·1<br>FK | Baltimore<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>390NHP<br>WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa. | 28 · 7 |
| 13576<br>OFIM | **Dannemarie** WoodAuxTwinSc<br>Stm.Eng. 5MstSr<br>Elec.light Mchy.Aft 1Dk2trB<br>(See Sailing Ship Register) | 2022<br>—<br>1380 | | | | | 1918 | Foundat'n Co.<br>Tacoma,Wsh | FrenchGovernment | 259·3<br>P118′F30′ | 44·9 | 22·2 | Bordeaux<br>French | T.6Cy.10″,16½″&26″-24″<br>66NHP<br>Staten-Isl.S.B.Co.<br>Pt.Richmond,N.V. | V |
| 13577<br>NODF | **Dansborg** SteelSc<br>Elec.light Wireless 1Dk(Stl) | 4289<br>3958<br>2675 | ✠100A1<br>~~4,21~~ ~~10,20~~ 3,22<br>✠LMC10,20<br>Fitted for oil fuel 10,20 | Stk<br>~~Mmo~~ Cpn | x | CL<br>3,22<br>F.P. above 150° F. | 1920<br>10mo<br>Lloyd | Richardsn, Duck&Co.Ld.<br>Stockton<br>'sA&CP | A/S D/S Dannebrog (C.K.Hansen, Mgr.)<br>Cell DBa123′ uE23′f | 380·2<br>P38′B244′F37′<br>173′ 1132t FPT136t | 51·0 | 24·8<br>FK | Copnhagn<br>Danish<br>6BHptCem<br>APT154t | T.3Cy.26″,42″&70″-48″ (s)<br>180lb 100lb 397NHP<br>3SB,9cf,GS179,HS6507<br>Blair&Co.Ld Stockton | 27 · 3<br>s3 · 11<br>23 · 9 |
| 13578<br>NBGQ | **Dansted** SteelScSr<br>1Dk | 1251<br>948<br>720 | | | | | 1919 | Akt.P.Ph. Sturh<br>Aalborg | A/S D/S Rödby Havn(A.Andersen, Mgr.) | 238·7<br>P15′Q71′B94′F29′ | 36·2 | 13·4 | RdbyHavn<br>Danish<br>WB | T.3Cy.15″,24″&40″-27″<br>83NHP<br>A/S.Frichs,Aarhus | V |
| 13579 | **Dantas Barreto** SteelScSr<br>(Whaler)<br>1Dk | 144<br>140<br>51 | | | | | 1912 | Akers Mek.Værks.<br>Christiania | Cia.dePescaNorte doBrazil | 99·3 | 20·1 | 11·5 | Prnmbuco<br>Brazilian<br>WB | T.3Cy.12″,20″&33″-24″<br>53NHP<br>AkersMek.Værks.Xia. | |
| 13580<br>739<br>NSDG | **Dante Alighieri** SteelTwinScSr<br>2Dks&Shelter dk<br>Elec.light Wireless | 9738<br>—<br>5957 | | | | | 1915 | Soc.Esercizio Bacini<br>Genoa | Soc.diNav. Transatlantica Italiana | 503·7<br>P103′B189′F136′ | 59·5 | 25·5 | Genoa<br>Italian | Q.8Cy.25 3/16″,37 7/16″,53 11/16″& 78 3/16″-53 3/16″ 1512NHP<br>3D&2SB24cfGS553HS23250<br>Soc.EsercizioBacini,Gen. | I |
| 13581<br>49<br>NSDK | **—** SteelTwinScSr<br>(exYoronha) (Tug) 1Dk&Awng dk | 178<br>173<br>84 | | | ... | | 1891 | S.Mc Knight&Co.<br>Ayr | ImpresaGeometra G.Fogliotti | 82·5 | 21·1 | 7·9<br>15·0<br>BK6″ | Naples<br>Italian<br>WB | C.4Cy.12″&24″-18″<br>41NHP<br>Muir&Houston,Glasgow | 16 · 2 |
| 13582<br>OFIP | **Danube** SteelScSr<br>(exBombay)<br>Wireless 2Dks(Stl-ws)3Dkrule<br>Elec.light Inner bottom platingIrn | 3508<br>3064<br>2207 | ✠<br>7,89<br>✠ | Lon | w | | 1889<br>8mo | Caird&Co. Ld.<br>Greenock | MessageriesMaritimes<br>WB = Cell DB298′ 622t FPT | 349·4<br>P35′B104′F49′ | 42·1 | 26·5<br>BK9″ | Marseilles<br>French<br>7BHCem<br>51tAPT50t | T.3Cy.24″,40″&62″-54″<br>282NHP<br>Caird&Co.Ld.Greenock | 29 · 9<br>V |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13583<br>129105<br>HRNQ | Danube II. SteelScK<br>ssLon.No.2-20<br>Elec.light 1Dk(Stl) | 227<br>193<br>3 | ✠100A1<br>For towing purposes<br>3,20 ✠LMC2,20<br>BS5,21 | Lon | | ~~N2,20~~<br>5,21 | 1910<br>6mo<br>Lloyd | Philip& Son,Ld.<br>Dartmouth<br>'sA&CP | TilburyContracting&DredgingCo. Ld. | 100·2 | 25·6 | 12·4<br>BK7"<br>WB | London<br>British<br>4BHCem<br>=FPT3t | T.3Cy.15",24"&40"-27" (s)<br>180lb 97NHP<br>1SB,2cf,GS50,HS1590<br>Earle'sCo.Ld.Hull | 13 ″ 1<br>s1 ″ 4½<br>12 ″ 5 | |
| 13584 | Danubier SteelSc<br>(exLakeport) 1Dk(Stl)<br>Cargo battens not fitted | 2028<br>1654<br>1248 | ✠100A1<br>3,20<br>✠LMC10,17 | NYk | r | CL<br>3,20 | 1917<br>10mo | American S.B.Co.<br>Cleveland,O.<br>A&CP | LloydRoyalBelge Soc.Anon. | 251·0<br>P25'B64'F23'<br>CellDB218'538tFPT | 43·5 | 20·0<br>FK | Antwerp<br>Belgian<br>4BHCem<br>56tAPT69t | T.3Cy.20",33"&54"-40" (s)<br>180lb 274NHP<br>2SB,6cf,GS126,HS5246<br>AmericanS.B.CoCleveland | 20 ″ 2<br>s2 ″ 9<br>17 ″ 9 | |
| 13585 | Danubio IronScSr<br>2Dks | 817<br>697<br>491 | | | | | 1866 | Act.Ges. "Vulcan"<br>Stettin | Soc.Anon. diNav.aVap. "Dalmatia" | 198·0 | 30·5 | 18·2 | Trieste<br>Italian | T.3Cy.17½",28"&46"-30"<br>NE&B92 116NHP<br>Wllsnd.Slpwy.Co.Ld.Nwc. | | A |
| 13586<br>Sunk | Danubius SteelScSp<br>(Tug)<br>1Dk(Irn) | 109<br>108<br>49 | ✠ 4,20 ✠<br>For River purposes only | Shl | | | 1913<br>2mo | J.P.Renoldson&Sns.<br>SouthShields | J.G.Matsoukis | 100·0 | 19·1 | 8·8<br>FK<br>WB | Braila<br>Roumanian<br>4BHCem<br>=APT8t | T.3Cy.11½",20"&32"-22"<br>60NHP<br>1SB,2pf,GS34,HS1020<br>J.P.Rennoldsn&Sns,S.Shl. | 9 ″ 6 | |
| 13587<br>219568<br>LVNC | Danville SteelSc<br>Wireless Fitted for oil fuel<br>Elec.light 2Dks&Web frames<br>Mchy.Aft Longitudinal framing<br>Sub.Sig. CarryingPetroleum in bulk | 4311<br>3808<br>2520 | | | ... | | 1920 | Baltimore D.D.&S.B.Co.<br>Baltimore, Md. | UnitedStates ShippingBoard | 340·1<br>P92'B35'F31' | 49·2 | 27·1<br>FK | Baltimore<br>Utd.States<br>WB | 1GearedSteamTurbine<br>390NHP<br>WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa. | 28 ″ 7 | R |
| 13588 | Danzig SteelSc<br>Now named "Sunhaven," See No. 39281 Supplement<br>Elec.light 1Dk&Spar dk ~~2Dks~~ | 4080<br>2771<br>1761 | | | | | 1920 | Nordseewerke A.G.<br>Emden | SunShpg.Co.Ld. (MitchellCotts& Co.Ld.,Mgrs.) | ~~339·2~~<br>H58'B22'F34'<br>337·7 | 48·1 | 32 5 | ~~Danzig~~<br>London<br>British WB | T3Cy.28⅜",38⅓"&63¾"-41 3/10"<br>Gebr.Sachsenberg A.G Rosslau 260NHP | | |
| 13589 | — SteelSc<br>Now named "LouiseSuzanne," See letter L.<br>(Trawler)<br>1Dk | 251<br><br>96 | | | | | 1917 | ................ | | 127·0 | 23·5 | | French | T.3Cy.13⅜",21⅜"&33½"-23⅜"<br>55NHP | | |
| 13590<br><br>HVCK | Daphne SteelScSr<br>ssNpt.No.2-19<br>(exSeawall) 1Dk(ptIrnptStl)<br>Elec.light Wireless | 3047<br>2853<br>1900 | ✠100A1<br>1,22 ~~5,20~~<br>BS3,21 ✠LMC8,18 | Npt | u | CL<br>~~10,19~~<br>1.22 | 1910<br>5mo<br>Lloyd | Richardsn, Duck&Co.<br>Stockton<br>'sA&CP | N.D.Lykiardopulo<br>WB=CellDBa | 325·1<br>P27'B173'F31'<br>112'uE24'f140'703t | 47·0 | 22·5<br>FK | Argostoli<br>Greek<br>5BHCem<br>APT103t | T.3Cy.23½",39"&64"-42"(s)<br>180lb 90lb 278NHP<br>2SB,6cf,GS118,HS4142<br>Blair&Co.Ld.Stockton | 24 ″ 10<br>s3 ″ 5½<br>21 ″ 9 | |
| 13591<br><br>OFIT | Daphné SteelScSr<br>1Dk | 1467<br>1131<br>691 | | | | | 1911 | Sunderlnd S.B.Co.Ld.<br>Sunderland | Soc.NavaleCaennaise (G.Lamy& Cie.,Mgrs.) | 257·0<br>Q90'B56'F25' | 35·0 | 14·5 | Caen<br>French<br>WB | T.3Cy.19½",32"&53"-36"<br>169NHP<br>N.E.MarineEngCo.Ld.Sld. | | V |
| 13592<br>122922 | Daphne WoodScSr<br>1Dk | 192<br>137<br>100 | | | | | 1907 | WHBrown<br>Auckland | NorthernSSCo.Ld. | 111·6 | 20·5 | 8·1 | AuklndNZ<br>British | C.2Cy.15"&31"-21"<br>Emade87 fitted07 55RHP<br>Blackwood&Gordon,P.Gl. | | |
| 13593<br>137473<br>JLSR | Dara SteelScSr<br>ssCal.No.1-20<br>Elec.light 2Dks(Stl)&Shade dk<br>Wireless (Stl-teaks) | 4922<br>4545<br>3083 | ✠100A1<br>Shade dk<br>8,21 ~~12,20~~ ✠LMC6,20<br>BS8,21 | Cal<br>Bom | z | CL<br>~~6,20~~<br>8,21 | 1915<br>9mo<br>Lloyd | Russell& Co.<br>PortGlasgow<br>'sA&CP | Bombay&Persia Stm.Nav.Co.Ld.<br>WB=Cell DBa119'uE&B | 400·2<br>65'f1651'105tFPT | 53·0 | 27·4<br>FK | Bombay<br>British<br>6BHCem<br>66tAPT29t | T.3Cy.26½",44"&73"-51"(r)<br>200lb 100lb 601NHP<br>3SB,9cf,GS172,HS9147 FD<br>Dunsmuir&JacksonLd Gls | 30 ″ 0<br>s4 ″ 8½<br>25 ″ 8 | |
| 13594 | Daraghiati I. SteelScSr<br>OilEng.<br>(exVrijenbanI.) | 186<br>157<br>112 | | | | | 1919 | Boot& Zonen<br>Vryenban | A.P.Daraghiati | 101·5 | 21·7 | 9·7 | Bari<br>Italian | Oil Engine | | |
| 13595 | Daraghiati i Dit SteelTwinScSr<br>GasEng.<br>(exZeemeeuw) 1Dk | 400<br>320<br>230 | | | | | 1911 | N.V.Werf. deNoord<br>Alblasserdm. | A.P.Daraghiati | 147·5<br>P31'F21' | 25·5 | 10·0 | Bari<br>Italian<br>WB | 2 Gas Engines 4S.C.SA<br>4Cy.11⅜'-11⅞" NE14<br>N.V.Machinefab. 36NHP<br>Drakenburgh | | V |
| 13596 | Daraghiati i Tret SteelTwinSc<br>Oil.Eng.<br>(exQuoVadis) 1Dk | 346<br>260<br>187 | | | | | 1918 | Wed.J.de Yong<br>Ruischerbrug | A.P.Daraghiati | 130·9 | 22·5 | 10·9 | Bari<br>Italian | Oil Engines 4S.C.SA<br>8Cy.11⅔"-11⅘" 66NHP<br>NVMchf.Drknbrg.Utrecht | | |
| * 13597 | Dardania SteelScSr<br>ssTri.No.3-4,19<br>1Dk(ptIrn&ptStl)2trB<br>&deep framing3Dk rule | 3548<br>3362<br>2265 | ✠100A1<br>9,21 ~~6,20~~<br>✠LMC4,19 | Tri | u | CL<br>N~~4,19~~<br>9,21 | 1901<br>5mo | J Readhead &Sons<br>S.Shields<br>A&CP | Soc.Anon.diNav. Rimorchi e Salvataggi(DTripcovich Mgr.)<br>WB=CellDBa | 341·2<br>P41'B101'F32'<br>116'uE20'f140'82 | 46·7 | 25·9<br>FK | Trieste<br>Italian<br>6BHCem<br>5tAPT39t | T.3Cy.24",40"&65"-45" (r)<br>160lb 30lb 295NHP<br>2SB,6rf,GS116,HS4590<br>J.Readhead&Sons,S.Shl. | 27 ″ 4 | |
| 13598<br>218761<br>LSMD | — WoodScSr<br>Elec.light reless 1Dk2trB | 2532<br>2052<br>1496 | | | | | 1919 | SommarstrohmBros. S.B.Co.Col-umbiaCityOr. | UnitedStates ShippingBoard | 264·6<br>P38'B63'F29' | 46·1 | 24·2 | PortlndOr<br>Utd.States | T.3Cy.19",35"&56"-36"<br>188NHP<br>UnionMachineCo.S.Fo. | | R |
| 13599<br><br>NLWB | Dardanus SteelScSr<br>Wireless 2Dks | 4335<br>3918<br>2761 | | | | | 1894 | Scott&Co.<br>Greenock | Nederlandsche Stoomv.Maats "Oceaan" | 392·0<br>P44'B106'F48' | 47·1 | 26·0 | Amstrdam<br>Dutch<br>WB | T.3Cy.25½",43"&69"-54"<br>350NHP<br>Scott&Co.Greenock | | C |
| * 13600<br>219899<br>LWHM | Darden SteelSc<br>Elec.light Mchy.Aft 2Dks(Stl)&<br>Wireless Web frames<br>Longitudinal framing | 5190<br>4521<br>3156 | ✠100A1<br>6,21 ~~5,20~~ 7,21<br>✠LMC5,20<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 5,20 F.P. above 150°F. | Sav<br>~~Gal~~NYk | y | | 1920<br>5mo | TerryS.B. Corp.<br>Savannah,Ga<br>CP | UnitedStates MexicanOilCorpn. | 391·9<br>P99'B34'F44'<br>CellDBuE& | 51·0 | 28·5<br>FK | Savannah<br>Utd.States<br>14BHptCem<br>(7 to Up dk<br>7 „ 2nd „)<br>B71'233tDT | T.3Cy.24½",41½"&72"-48"<br>190lb (s) 550NHP<br>3SB,9cf,GS185,HS8331 FD<br>Hooven,Owens&RentschlerCo.Hamilton,O<br>f61'781tFPT88tAPT27t | 30 ″ 2 | |
| 13601<br>217653<br>LQDF | Dardora WoodSc<br>1Dk2trB | 2556<br>—<br>1529 | | | | | 1918 | Universal S.B.Co.<br>Houston,Tex | UnitedStates ShippingBoard | 268·0 | 46·0 | 26·0 | Houston<br>Utd.States | T.3Cy. | | |
| 13602<br>125673 | Darent SteelScSp<br>ssLon.No.3-2,20<br>Elec.light 1Dk(Stl-teaks) | 172<br>149<br>6 | ✠100A1<br>5,20<br>~~BS1,21~~ ✠LMC2,20<br>BS2,21 | Lon | b | ~~8,19~~<br>8,21 | 1908<br>3mo<br>Lloyd | Ferguson Bros.<br>PortGlasgow<br>'sA&CP | PortofLondon Authority<br>WB=CellD | 96·0<br>BinStokehold11'10t | 23·1 | 10·3<br>BK6" | London<br>British<br>4BHAsp<br>DTf12'24t | T.3Cy.14",21½"&35"-24" (s)<br>180lb 63RHP<br>1SB,3rf,GS60,HS1540<br>FergusonBros.PtGlasgow | 12 ″ 9<br>s2 ″ 6<br>11 ″ 0 | |
| 13602* | Daressalam SteelSc<br>Elec.light 1Dk | 160<br>102<br>3 | | | | | 1906 | H.C.StülckenSohn<br>Hamburg | DeutscheOst-AfrikaLinie | 94·3<br>len20 | 19·7 | 11·8 | Hamburg<br>German<br>WB | C.2Cy.16½"&33"-22"<br>43NHP<br>H.C.StülckenSohn,Ham. | | |
| 13603<br>136245<br>JKVF | Dargle SteelScK<br>ssGms.No.1-20<br>(exJericho, 1Dk<br>exSirJohnJellicoe) Elec.light | 351<br>311<br>165 | ✠100A1<br>StmTrawler<br>~~11,20~~ ✠LMC11,20<br>11,21 BS11,21 | Gms | | CL<br>11,20 | 1915<br>3mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | "D"LineSteam FishingCo.Ld. (A.Jeffs,Mgr.) | 140·2<br>Q76'F23' | 24·1 | 13·0<br>BK8" | Grimsby<br>British<br>4BHCem | T.3Cy.13",22½"&37"-24" (s)<br>200lb 100RHP<br>1SB,3pf,GS48,HS1476<br>Amos&Smith,Ld.Hull | 13 ″ 10 | |

| 1 Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement | 7* Dte de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13604 | **Darian** SteelSc<br>*Elec.light* | 6500 | 100A1<br>*Shelter dk withfreeboard*<br>(*ClassContemplated*) | | | | 1921 | D&WHendersn&Co.Ld.<br>Glasgow | F.Leyland&Co.Ld. | 400·0<br>B143′ | 52·3 | 27·0 | Liverpool<br>British | Q.4Cy.23½″,34″,49″&70″–51″<br>D&WHendersn&CoLdGls | |
| 13605<br>139323<br>JRKV | **Darino** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless *Cruiser Stern* | 1433<br>1226<br>886 | ✠100A1<br>5,21 ~~3,20~~<br>✠LMC10,17 | Liv<br>Lon | *p* | CL<br>5,21 | 1917<br>10mo<br>*Lloyd* | Ramage&Ferguson,Ld.<br>Leith<br>'*sA&CP* | ~~Ellerman'sWilson Line,Ld.~~ Ellerman Lines,Ld. | 236·3<br>P33′B79′F26′<br>FK<br>*CellDB*203′318*t* | 36·5 | 17·1 | Liverpool<br>~~Hull~~<br>British<br>4*BHCem*<br>*APT*78*t* | T.3Cy.16½″,28¼″&48½″–33″<br>210lb *100lb* (*s*) 203NHP<br>2SB,4*cf*,GS74,HS2976 FD<br>Ramage&FergusonLdLth. | 19′ 3<br>s 2′ 2½<br>17′ 4 |
| 13606 | **Darkness** WoodSc<br>Now named "Columbine," See No. 36870 in Supplement<br>9&12yrs.Mat. 1*Dk* | 96<br>[illegible]<br>43 | ✠11A1<br>*For fishing purposes*<br>6,18 ✠LMC7,18 | Yar | | CL | 1918<br>2mo<br>*Lloyd* | Fellows&Co.Ld.<br>Gt.Yarmouth<br>'*sA&CP* | The Admiralty | 86·5 | 19·8 | 9·6 | British | T.3Cy.9½″,15½″&26″–18″(*s*)<br>180lb 42NHP<br>1SB,GS30,HS814<br>W.Beardmore&Co.Ld.Gls. | 9′ 9 |
| 13607 | **Darlington** Ferro-Concrete<br>*OilEng.* TwinSc<br>*Elec.light* *CarryingPetroleum in bulk*<br>*Mchy.Aft* 1*Dk* | 1433<br>—<br>1107 | | | | | 1920 | MacDonald Eng.Co.<br>PortAransas | France&Canada OilTransportCo. ofDelaware (G.P. Darlington, *Mgr.*) | 298·0<br>P16′Q29′B176′F30′ | 33·7 | 21·8 | NewYork<br>Utd.States<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.16½″–18½″ 91NHP<br>J&CGBolindersCoLd.Skm | |
| 13608<br>29282<br>HRMF | — SteelScSr<br>*ss*Shl.No.2–18<br>*Well deck* 1*Dk*(*Stl–ptws*)<br>*Elec.light* | 1076<br>897<br>425 | ✠100A1<br>2,22 ~~1,21~~<br>~~BS10,20~~ ✠LMC9,18<br>BS12,21 | Hul | *p* | ~~2,20~~<br>1,22 | 1910<br>8mo<br>*Lloyd* | Earle'sCo.Ld.<br>Hull<br>'*sA&CP* | Wilsons&N.E.Rly. ShippingCo.Ld.<br>*WB*=*CellDBa*44′ | 256·0<br>P&B169′F54′<br>FK<br>*uE*23′*f*121′196*t* *FP* | 36·2 | 15·0 | Hull<br>British<br>5*BHCem*<br>*T*12*t* *APT*8*t* | T.3Cy.23½″,38″&62″–39″(*s*)<br>180lb 373NHP<br>2SB,8*cf*,GS154,HS5840 FD<br>Earle'sCo.Ld.Hull | 17′ 4<br>s 1′ 5<br>16′ 5 |
| 13609<br>131836<br>HTBK | **Darnholme** SteelScSr<br>*ss*Gls.No.2–19<br>Wireless 1*Dk*(*ptIrn&ptStl*) | 3693<br>3448<br>2331 | ✠100A1<br>9,21 ~~2,21~~<br>✠LMC9,19<br>BS2,21 | Bry<br>Cff | *w* | 2,21 | 1911<br>7mo<br>*Lloyd* | R.Thompson&Sons,Ld.<br>Sunderland<br>'*sA&CP* | BathamptonS.N. Co.Ld.(Christie& Co.*Mgrs.*)<br>*WB*=*CellDBa* | 350·0<br>P35′B102′F35′<br>FK<br>106′*uE*25′*f*148′743*t* | 50·0 | 23·4 | London<br>British<br>6*BHCem*<br>*APT*102*t* | T.3Cy.25″,42″&68″–45″ (*r*)<br>180lb *100lb* 340NHP<br>2SB,8*pf*,GS125,HS5302<br>N.E.MarineEng.CoLd.Sld. | 25′ 10<br>s 4′ 5<br>21′ 9 |
| 13610<br>137001 | **Darogah** SteelScK<br>*ss*Cws.No.1–19<br>*Elec.light* 1*Dk* | 221<br>198<br>86 | ✠100A1<br>*StmTrawler*<br>9,21 ~~12,20~~ ✠LMC12,19<br>BS9,21 | Gms | | CL<br>12,19 | 1914<br>9mo<br>*Lloyd* | Smith's DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | Bowering'sSteam FishingCo.Ld. (SirErnestSleight, Bart.*Mgr.*) | 117·5<br>Q72′F19′<br>BK7½″ | 22·0 | 11·9 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12¼″,20″&34″–24″ (*s*)<br>180lb 78RHP<br>1SB,3*pf*,GS44,HS1405<br>Smith'sDockCo.Ld.Mdb. | 12′ 8 |
| 13611<br>129290<br>HRQG | **Darracq** SteelScK<br>*ss*Gms.No.2–19<br>(*ex*H.A.L.Russell) 1*Dk* | 256<br>235<br>103 | ✠100A1<br>*StmTrawler*<br>7,21 ~~2,20~~ ✠LMC<br>MS2,20 BS9,20 | Gms | | CL<br>5,19 | 1910<br>9mo<br>*Lloyd* | Cochrane &Sons<br>Selby<br>'*sA&CP* | EquitableSteam FishingCo.Ld. | 130·0<br>Q70′<br>BK7½″ | 22·5 | 11·8 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12¾″,22″&36″–24″ (*s*)<br>200lb 80RHP<br>1SB,2*pf*,GS36,HS1320<br>Amos&Smith,Ld.Hull | 12′ 7 |
| 13612<br>217580<br>LPVN | **Darrah** WoodScSr<br>*Fitted for liquid fuel*<br>*Elec.light* 1*Dk*2*trB* | 2553<br>—<br>1516 | | | | | 1919 | Hammond LumberCo.<br>Rolph,Cal. | UnitedStates ShippingBoard | 266·5<br>P26′B66′F29′ | 45·1 | 24·1 | S.Frncisco<br>Utd.States | T.3Cy.19″,32″&36″–36″<br>188NHP | |
| 13613<br>132026<br>JBCW | **Darro** SteelTwinScSr<br>*Elec.light* *Ref.Mchy.* 2*Dks*&3*pt dks*<br>Wireless Sub.Sig. | 11484<br>9855<br>7252 | ✠Lloyd'sRMC ~~2,21~~ ~~5,21~~ ~~9,21~~<br>2,22 ~~12,21~~ | | | | 1912 | Harland& Wolff,Ld.<br>Belfast | RoyalMailSteam PacketCo. | 500·7<br>P50′B181′F59′ | 62·3 | 40·2 | Belfast<br>British<br>*WB* | Q.8Cy.23″,34″,48″&69″–51″<br>680NHP<br>Harland&Wolff,Ld.Bel. | |
| 13614<br>139088<br>JLWQ | **Dart** SteelTwinScSr<br>*ss*Lon.No.2–21<br>*Elec.light* 1*Dk*(*Stl*)<br>*Ref.Mchy.* *Mchy.Aft* | 1104<br>635<br>697 | ✠100A1<br>*Lighter*<br>10,21 ~~1,21~~<br>~~BS12,16~~ ✠LMC1,21<br>✠Lloyd'sRMC ~~12,20~~ ~~5,21~~<br>~~9,21~~ 12,21 | Lon | *m* | CL<br>12,19 | 1912<br>10mo<br>*Lloyd* | Cammell Laird&Co.Ld.<br>Birkenhead<br>'*sA&CP* | RoyalMailSteam PacketCo.<br>*WB* | 180·0<br>B&F136′<br>FK<br>=*CellDBf*116′256*t* | 42·2 | 9·8 | London<br>British<br>3*BHCem*<br>*FPT*152*t* | C.4Cy.15″&32″–21″ (*s*)<br>140lb 83RHP<br>2SB,6*cf*,GS118,HS3200<br>CammellLaird&CoLd.Bkn | 12′ 7<br>s 3′ 3½<br>9′ 8 |
| 13615<br>76881 | — CompAuxScSr<br>(*ex*Cruiser) *Stm.Eng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 353<br>324<br>133 | | | | | 1877 | Barrow S.B.Co.<br>Barrow | J.Harrison | 139·3 | 24·9 | 15·0 | Melbourne<br>British | C.2Cy.17″&33½″–24½″<br>46NHP<br>BarrowS.B.Co.Barrow | |
| 13616<br>220335<br>MBCF | **Dartford** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 5187<br>4620<br>3686 | ✠100A1<br>3,21 ✠LMC7,20<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 7,20 *F.P. above* 150° F. | NYk | *y* | CL | 1920<br>7mo | TerryS.B. Co.<br>Savannah,Ga<br>CP | UnitedStates MexicanOilCorp.<br>*CellDBuE&B*71′ 235*t* *DTf*61′781*t* | 391·9<br>P99′B34′F44′<br>FK<br>*FPT*88*t* *APT*27*t* | 51·2 | 30·0 | NewYork<br>Utd.States<br>14*BH*<br>(*7 to U dk*<br>*7 ,, 2nd ,,*) | T.3Cy.24½″,41½″&72″–48″<br>210lb (*r*) 562NHP<br>3SB,9*cf*,GS185,HS8331 FD<br>Hooven,Owens&RentschlerCo.Hamilton,O. | 30′ 2 |
| 13617<br>95765 | **Dartmouth** IronScK<br>(*Trawler*)<br>1*Dk* | 139<br>131<br>56 | | | ... | | 1890 | W.Harkess &Sons<br>Middlesbro' | S.Bell | 95·5<br>Q14′<br>BK7½″ | 20·1 | 10·7 | Lowestoft<br>British | C.2Cy.15½″&30″–22″<br>*Emade*74 NB07 40RHP<br>W.King&Co.Glasgow | 11′ 10 |
| 13618<br>106992<br>QKJS | **Datchet** SteelScSr<br>*ss*Shl.No.3–9,11<br>(*ex*Tantallon) *ss*Hpl.No.2–20<br>1*Dk*(*ptIrn&ptStl*)2*trB*&*deep framing*3*Dk rule*<br>Wireless | 3110<br>2900<br>1963 | ✠100A1<br>*withfreeboard*<br>5,21 ~~6,20~~ ✠LMC6,20<br>MES11,21 | Hpl<br>Mdb | *u* | CL<br>6,20 | 1898<br>11mo | JReadhead &Sons<br>S.Shields<br>A&CP | BritainS.S.Co.Ld. (Watts,Watts&Co Ld.*Mgrs.*)<br>*Cell DBa* 104′ | 323·0<br>P29′B82′F32′<br>FK<br>*uE&B*20′*f*132′726*t* | 47·2 | 22·5 | London<br>British<br>5*BHCem*<br>*APT*30*t* | T.3Cy.24″,40″&64″–42″ (*r*)<br>160lb *125lb* NDB20 278NHP<br>2SB,6*rf*,GS90,HS4366<br>J.Readhead&Sons,S.Shl. | 25′ 0<br>s 4′ 3<br>21′ 1 |
| 13619<br>12111<br>LGHM | **Date Maru** SteelScSp<br>(*ex*NihonkaiMaruNo.6)<br>2*Dks* | 193<br>181<br>113 | | | | | 1909 | Nihon SekiyuKabushikiKaisha<br>Niigata | MorizaneYoshio | 110·8 | 18·5 | 12·6 | Amagasaki<br>Japanese<br>*WB* | T.3Cy.9¼″,15″&24½″–18″<br>25NHP<br>NiigataTekkosho | |
| 13620<br>218762<br>LSMF | **Datis** WoodScSr<br>*Elec.light* 1*Dk*2*trB*<br>Wireless | 2532<br>2052<br>1496 | | | | | 1919 | SommarstrohmBros. S.B.Co.<br>Columbia City,Or. | UnitedStates ShippingBoard | 264·6 | 46·1 | 24·0 | Portlnd Or<br>Utd.States | T.3Cy.19″,32″&56″–36″<br>188NHP | |
| 13621 | **Datteln** SteelAuxSc3MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 456 | | | | | 1920 | Frd.Krupp Akt.Ges.<br>Kiel | Frd.KruppAkt.Ges | Q37′F17′ | | | Hamburg<br>German<br>*WB* | Motor 4S.C.SA<br>6Cy.10¼″–14½″ 44NHP<br>Motorenfabr.Augsberg-Nürnberg,Augsburg | |
| 13622<br>549<br>HBFM | **Daugawa** SteelSc<br>*ss*Hul.2ndNo.3–10,20<br>(*ex*Vera,*ex*Ljubow) 1*Dk*(*Stl*)2*trB*<br>*Well deck* | 1429<br>1198<br>751 | ✠100A1<br>10,20<br>✠LMC10,20<br>BS2,22 | Hul | *o* | 10,20 | 1891<br>5mo<br>*Lloyd* | Helsingörs Jernsk&Msk.<br>Elsinore<br>'*sA&CP* | LatvianGovernment | 247·5<br>Q68′B121′F27′<br>BK8½″<br>*APT*29*t* | 35·6 | 15·7 | Riga<br>Latvian<br>4*BHCem*<br>*MT*42′400*t* | T.3Cy.18″,27½″&47″–33″ (*s*)<br>160lb *100lb* NDB12 134NHP<br>2SB,4*rf*,GS64,HS2120<br>HelsingörsJernsk.&Mskb. | 16′ 9 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13623<br>157368<br>KRHT | **Dauntless** SteelScSr | 153<br>—<br>76 | | | | | 1893 | J.H.Dialogue&Son<br>Camden,N.J. | NewportNews S.B.&D.D.Co. | 102·0\|20·7\|10·6 | Newport News<br>Utd. States | C.2Cy.17″&32″-24″<br>NB06 42NHP<br>JHDialogue&Son,Cmd.NJ | | |
| 13624<br>96331 | — WoodScFlat | 137<br>129<br>93 | | | | | 1886 | J.Woodcock<br>Northwich | SaltUnion,Ld. | 84·0\|21·0\|10·0 | Liverpool<br>British | 2Cy.9½″-12″<br>20RHP<br>E.Bates,Leftwich | | |
| 13625<br>113607 | — SteelScK<br>*Elec.light* 1*Dk*(*Teak*) | 132<br>108<br>9 | ✠<br>*Tug*<br>7,02 ✠ | Pts | | | 1901<br>5mo | Cook,Welt'n&Gemmell<br>Hull | North EasternRly. Co. | 90·0\|18·1\| 9·2<br>RFD43′<br>*WB*=*FPTanks*8*t* BK6″ | Hull<br>British<br>4*BHCem* | T.3Cy.11¾″,20″&32″-23″<br>1SB,2*cf*,GS36,HS879 55RHP<br>Bailey&Leetham,Hull | 10 ″ 0 | |
| 13626<br>111599 | — WoodScSr<br>1*Dk* | 128<br>107<br>89 | | | | | 1901 | J.Moir<br>N.Westminster,B.C. | CoyleTowing Co.Ld. | 92·0\|20·5\| 9·5 | NWstmstr B.C.<br>British | C.2Cy.12″&26″-18″<br>~~39~~27RHP<br>PolsonI.W.Co.Ld.Toronto | | |
| 13627<br>157637<br>LHVS | — WoodSc<br>(*Tug*) | 123<br>—<br>83 | | | | | 1901 | McClosker &Co.<br>Baltimore | P.DoughertyCo. | 97·2\|22·0\|10·5 | Baltimore<br>Utd. States | 1Cy.15″-30″<br>10NHP | | |
| 13628<br>118328<br>VGJN | — SteelScK<br>(*Tug*)<br>1*Dk* | 109<br>99<br>3 | | | … | | 1903 | Willo'ghby Bros.Ld.<br>Plymouth | BristolChannel Towage,Salvage & LighterageCo.Ld. (A.R.Tucker,*Mgr*) | 86·4\|18·0\|10·5<br>BK6″ | London<br>British | C.2Cy.17″,34″-21″<br>90RHP<br>WilloughbyBros.Ld.Ply. | 11 ″ 1 | |
| 13629<br>218818<br>LSPV | **Dauperata** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks&Web frames*<br>Wireless *Longitudinal framing* | 5720<br>5215<br>3545 | | | … | | 1919 | Baltimore D.D.&S.B.Co.<br>Baltimore,Md | UnitedStates ShippingBoard | 409·6\|54·4\|27·4<br>P53′B120′F44′<br>FK | Baltimore<br>Utd. States<br>*WB* | 1Geared SteamTurbine<br>632NHP<br>DeLavalSteamTurbine Co.Trenton,N.J. | 30 ″ 0 | R |
| 13630<br>OFJG | **Dauphin I.** SteelScK<br>(*Trawler*)<br>(*ex*Ladysmith) 1*Dk* | 207<br>187<br>23 | | | … | | 1900 | J.Duthie, Sons&Co.<br>Aberdeen | L.Ballias&AMahé | 115·2\|21·8\|11·6<br>BK7½″ | Lorient<br>French<br>*WB* | T.3Cy.11½″,19½″&32″-22″<br>62NHP<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | V |
| 13631<br>86902 | **Davaar** SteelScSr<br>1*Dk* | 495<br>422<br>202 | | | … | | 1885 | Lon.&Gls. Co.(Lim.)<br>Glasgow | Campbeltn&Gls.S. Pkt.JointStockCo. | 217·8\|27·0\|12·9<br>Q56′ B63′ F48′ | Campb'ltn<br>British<br>*WB* | C.2Cy.29″&58″-42″<br>NB03 182NHP<br>Lon.&Gls.Co.(Lim.),Gls. | 13 ″ 7 | |
| 13632<br>132409<br>HVLF | **Davara** SteelScK<br>*ss*Lan.No.2-19<br>1*Dk* | 291<br>269<br>116 | ✠100A1<br>*StmTrawler*<br>11,20<br>~~BS2,20~~ BS4,21 ✠LMC3,19 | Flt | | CL<br>N11,20 | 1912<br>3mo | Cochrane& Sons<br>Selby<br>*Lloyd's A&CP* | MountSteam FishingCo.Ld. | 130·0\|23·5\|12·5<br>Q79′F23<br>BK8″ | Fleetwood<br>British<br>4*BHCem* | T.3Cy.13½″,23″&37″-26″ (*s*)<br>180lb 89RHP<br>1SB,3*pf*,GS47,HS1540<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 3 | |
| 13633<br>219643<br>LVRG | **Davenport** SteelSc<br>*Fitted for oil fuel*<br>*Elec light* 2*Dks&Web frames*<br>Wireless Sub.Sig. | 5491<br>4971<br>3370 | | | … | | 1920 | Merchant S.B.Corp.<br>Harriman,Pa | UnitedStates ShippingBoard | 400·7\|54·2\|30·4<br>P36′B124′F44′<br>FK | Phildlphia<br>Utd. States<br>*WB* | 2 Steam Turbines geared to 1 Sc. Shaft 645NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 32″10 | R |
| 13634<br>210507<br>LONQ | — WoodScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 911<br>742<br>525 | | | | | 1912 | Kruse& Banks<br>CoosBay,Or. | S.S.DavenportCo. (J.O.Davenport) | 200·1\|40·0\|14·5 | S.Frncisco<br>Utd. States | T.3Cy.13½″,23″&40″-30″<br>88NHP<br>UnitedEng.WorksS.Frisco | | |
| 13635<br>NLVW | **Daventria** SteelSc<br>*OilEng.*<br>*MchyAft CarryingPetroleuminbulk* 1*Dk* | 102<br>101<br>75 | | | | | 1912 | E.J.Smit& Zoon<br>Hoogezand | N.V.Motorschip "Daventria" (Phs.vanOmmeren) | 103·3\|17·8\| 7·5 | Rottrdam<br>Dutch<br>*WB* | Oil Engine<br>1Cy.14″-14½″ 14NHP<br>StandrdCrudeOilMotor Co | | |
| 13636<br>144313 | **David Blake** SteelScK<br>*ss*Lon.No.3-5,20<br>1*Dk* | 203<br>200<br>78 | ✠100A1<br>*StmTrawler*<br>11,25,20 ✠LMC5,20 | Lon<br>Abn | | CL<br>5,20 | 1918<br>8mo | Hall,Russell&Co.Ld.<br>Aberdeen<br>*Lloyd's A&CP* | ~~TheAdmiralty~~<br>J.M.Davidson | 115·4\|22·1\|12·1<br>BK7½″ | London<br>British<br>3*BHCem*<br>*DBf*29′,19*t* | T3Cy.12″,20″&34″-23″ (*r*)<br>180lb 74NHP<br>1SB,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 13637 | **David Campista** SteelSc<br>*ss*Pra.No.3-7,17<br>*Mchy.Aft* (*Bucket Dredger*) 1*Dk*(*Stl*)<br>*Elec.light*<br>*ss*Pra No.1-21 | *642*<br>*591*<br>*317* | ✠ A1<br>*Dredger*<br>2,217~~,17~~<br>✠LMC2,21 | Pra | | 7,17 | 1907<br>9mo | Lobnitz& Co.Ld.<br>Renfrew<br>A&CP | Port of Para | 208·5\|35·1\|11·8<br>Q11′<br>FK<br>*WB* | Para<br>Brazilian<br>7*BHCem*<br>=*APT*14*t* | C.2Cy.19½″&42″-24″<br>120lb 100NHP<br>2SB,4*cf*,GS78,HS1973<br>Lobnitz&Co.Ld.Renfrew | 12 ″ 6 | |
| 13638<br>121037 | **David Dale** SteelTwinSc<br>(*Bucket Hopper Dredger*)<br>*Elec.light* 1*Dk*(*Stl*) | 1562<br>1520<br>999 | ✠<br>*HopperDredger*<br>3,05 ✠ | Rnf | *q* | | 1905<br>3mo | Lobnitz& Co.Ld.<br>Renfrew | N.EasternRly.Co. | 259·0\|45·2\|18·3<br>F32′<br>FK | Hull<br>British<br>7*BHCem* | T.6Cy.17″,27″&43″-27″<br>215NHP<br>2SB,6*c*),GS134,HS3448<br>Lobnitz&Co.Ld.Renfrew | 19 ″ 5 | |
| 13639<br>109418 | **David Fernie** SteelScSr<br>*ss*Liv.No.3-2,11<br>*ss*Liv.No.2-20<br>*Elec.light* 1*Dk* | 275<br>240<br>112 | ✠100A1<br>~~8,23,20~~ ~~6,21~~<br>12,21 ✠LMC1,22<br>~~BS4,20 3,21 MS6,~~ | Liv<br>Bkn | *d* | CL<br>~~1,20~~<br>6,21 | 1898<br>4mo | Murdoch& Murray<br>PtGlasgow<br>A&CP | MerseyDocks& HarbourBoard | 128·4\|24·1\|11·7<br>B13′<br>BK7½″ | Liverpool<br>British<br>4*BHCem* | T.3Cy.12″,18″&30″-22″ (*s*)<br>180lb 53RHP<br>1SB,2*rf*,GS35,HS927<br>D.Rowan&Son,Glasgow | 13 ″ 0 | |
| * 13640<br>139605<br>JQHS | **David Lloyd George** SteelScSr<br>*ss*Bom.No.1-21<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 4764<br>3742<br>2899 | ✠100A1<br>~~4,21~~ ~~12,20~~<br>11,21<br>✠LMC~~7,17~~ 4,21 | Cal<br>~~Bom~~ Cf | *x* | CL<br>~~8,19~~<br>4,21 | 1917<br>7mo | Craig,Taylor&Co.Ld.<br>Stockton<br>*Lloyd's A&CP* | Williams&Mordey | 370·1\|51·4\|24·0<br>P52′B&F285′<br>FK<br>*CellDB* 319′ 1134*t* *FPT*106*t* | Cardiff<br>British<br>6*BHCem*<br>*APT*184*t* | T3Cy26″,42½″&69½″-45″(*r*)<br>180lb GS162HS6830 400NHP<br>2SB&1AuxSB,6*cf*&2*pf*<br>N.E.MarineEng.Co.Ld.Sld | 26 ″ 6<br>s 3 ″ 2<br>23 ″ 9 | |
| 13641<br>144648<br>KGLM | **David McIntosh** SteelTwinScSr<br>*Elec.light* 1*Dk* | 449<br>353<br>249 | | | | | 1920 | Lytham S.B.&E.CoLd<br>Lytham | NigerCo.Ld. | 154·1\|29·1\| 9·9<br>Q44′B47′F24′ | London<br>British<br>*WB* | C.4Cy.12½″&28″-18″<br>28NHP<br>LythamS.B.&E.Co.Ld. | | |
| 13642<br>143930 | **David Ogilvie** SteelScK<br>*ss*Mil.No.1-20<br>1*Dk* | 276<br>246<br>107 | 100A1<br>*StmTrawler*<br>7,20 LMC7,20 | Mil | | CL<br>7,20 | 1917<br>6mo | Smith's DockCo.Ld.<br>Middlesbro'<br>*Lloyd's A&CP* | T.Jenkerson& D.G.Jones (T. Jenkerson,*Mgr.*) | 125·5\|23·4\|12·8<br>Q72′F21′<br>BK7½″ | London<br>British<br>2*BHCem* | T.3Cy.12½″,21″&35″-26″ (*s*)<br>180lb 69RHP<br>1SB,3*pf*,GS50,HS1619<br>Smith'sDockCo.Ld.Mdb. | | |
| 13643<br>202931 | **David Z. Norton** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 5667<br>—<br>4250 | | | | | 1906 | American S.B.Co.<br>Cleveland | ColumbiaS.S.Co. (W.C.Richardson &Co.*Mgrs.*) | 480·0\|52·0\|30·0 | Fairport,O.<br>Utd. States<br>*WB* | T.3Cy.22½″,36″&60″-42″<br>233NHP<br>AmericanS.B.CoCleveland | | L |
| 13644<br>218456<br>LRVM | **Davidson County** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk*2*trB in fore and*<br>Sub.Sig. *after holds&Web frames* | 3545<br>3005<br>2240 | | | … | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0\|46·2\|25·0<br>P30′B90′F35′<br>FK | Newark NJ<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R |

| 1 Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13645 | **Davisian** SteelSc<br>Elec.light | 6500 | 100A1<br>Shelter dk<br>withfreeboard<br>(ClassContemplated) | | | | 1921 | D&WHen-dersn&Co.Ld<br>Glasgow | F.Leyland&Co.Ld. | 400·0<br>B143' | 52·3 | 27·0 | Liverpool<br>British | Q.4Cy.23½",34",49"&70"–51"<br>D&WHendersn&CoLd Gls | | |
| 13646<br>105317<br>JSGH | **Davo** SteelSc<br>For particulars See No.37076 in Supplement<br>(exMenelaus) Wireless 2Dks | 4497<br>[illegible]<br>2846 | | | | | 1895 | Scott&Co.<br>Greenock | W.R.Davies SS.Co. | 392·4<br>P44'B106'F48' | 47·1 | 26·0 | London<br>British<br>WB | T.3Cy.25½",43"&69"–54"<br>350NHP<br>Scott&Co.Greenock | | |
| 13647<br>73718 | **Dawn** IronScSr<br>1Dk&Awng dk | 522<br>504<br>328 | | | ... | | 1876 | W.Pile& Co.<br>Sunderland | SamoaShipping& TradingCo.Ld. | 154·6<br>H12t | 24·0 | 12·5<br>18·4<br>BK7" | Melbourne<br>British<br>WB | C.2Cy.20"&40"–27"<br>NB88 75RHP<br>Rankin&Blackmore,Grk. | | |
| 13648 | — SteelScK<br>Now named "Expanse," See No.37232 in Supplement<br>1Dk | 96<br>[illegible]<br>36 | ✠100A1<br>For Fishing Purposes<br>7,18<br>✠LMC7,18 | Abn | | CL | 1918<br>7mo<br>Lloyd'sA&CP | J.Duthie<br>TorryS.B.Co.<br>Aberbeen | TheAdmiralty | 86·0 | 18·6 | 9·2<br>BK7½" | British<br>3BHCem | T3Cy.9½",15½"&26"–18" (s)<br>180lb 42NHP<br>1SB,GS30,HS814<br>WmBeardmore&CoLd.Gls | 15 ′ 0 | |
| 13649<br>214491<br>LGHK | **Dawnlite** SteelAuxScSr<br>OilEng.<br>Elec.light Mchy.Aft 1Dk(ptStl)2trB<br>Wireless (SeeSailingShipRegister) | 1976<br>1789<br>1601 | ✠100A1<br>8,19<br>✠LMC3,18 | NYk | u | N8,19 | 1916<br>10mo | ToledoS.B. Co.<br>Toledo<br>A&CP | StandardOilCo.of NewJersey<br>CellDB | 252·0<br>P49'F41'<br>f168'236tFPT135t | 43·7 | 21·2<br>FK | New York<br>Utd.States<br>4BHCem<br>APT14t | Oil Engine 2S.C.SA<br>4Cy.16½"–18⅞" 91NHP<br>J.&C.G.Bolinders DB150lb<br>Mek.Verks.A.B.Skm. | 23 ′ 6 | |
| 13650<br>143504<br>KDVJ | **Daybeam** SteelSc<br>Elec.light Wireless 1Dk(Stl) | 3024<br>2810<br>1836 | ✠100A1<br>~~4,21 10,2~~ 12,21<br>✠LMC5,20<br>Fitted for oil fuel 3,20 F.P. above 150° F. | Rio<br>~~Mch~~ | u | CL | 1920<br>3mo<br>Lloyd'sA&CP | J.Blumer& Co.Ld.<br>Sunderland | ClaymoreShipping Co.Ld.<br>CellD | 331·3<br>P33'B98'F28'<br>B276'679tFPT105t | 46·8 | 23·2<br>FK | Cardiff<br>British<br>7BHCem<br>APT42t | T.3Cy.25",41"&68"–45" (s)<br>180lb 358NHP<br>3SB,9cf,GS162,HS5814<br>N.E.MarineEngCo.Ld.Sld. | 25 ′ 6<br>s 4 ′ 1½<br>21 ′ 9 | |
| 13651<br>143496 | **Daybreak** SteelScSr<br>Elec.light Wireless 1Dk(Stl) | 3102<br>2866<br>1880 | ✠100A1<br>4,22 ~~2,20~~<br>✠LMC1,20<br>Fitted for oil fuel 1,20 F.P. above 150° F. while carrying case oil, petroleum products and cargoes other than perishable goods. | Hul | u | CL | 1920<br>2mo<br>Lloyd'sA&CP | BlythS.B. &D.D.Co.Ld<br>Blyth | ClaymoreShipping Co.Ld.<br>CellD | 331·3<br>P33'B98'F29'<br>B284'734tFPT110t | 46·7 | 23·2<br>FK | Cardiff<br>British<br>6BHptCem<br>APT44t | T.3Cy.25",41"&68"–45" (s)<br>180lb 368NHP<br>3SB,9cf,GS155,HS6090<br>Richardsons,Westgarth& Co.Ld.Hpl. | 25 ′ 6<br>s 4 ′ 1½<br>21 ′ 9 | |
| 13652 | **Daylight** WoodSc<br>1Dk | 94<br>93<br>41 | ✠11A1<br>ForFishing Purposes<br>7,18<br>✠LMC7,18 | Yar | | CL | 1918<br>4mo<br>Lloyd'sA&CP | Fellows& Co.Ld.<br>GtYarmouth | TheAdmiralty | 86·5<br>9&12Yrs.Mat. | 19·8 | 9·6 | British | T3Cy.9½",15½"&26"–18" (s)<br>180lb 43NHP<br>1SB,GS30,HS814<br>JHowden&Co.LdGlasgow | 9 ′ 9 | |
| 13653<br>214568<br>LGNB | **Daylite** SteelAuxScSr<br>OilEng.<br>Elec.light Mchy.Aft 1Dk(ptStl)2trB<br>Wireless (SeeSailingShipRegister) | 1976<br>1789<br>1601 | ✠100A1<br>9,19<br>✠LMC12,18 | NYk | u | 4,20 | 1917<br>5mo | ToledoS.B. Co.<br>Toledo<br>A&CP | AdmiralLine (PacificS.S.Co. Inc.Mgrs.)<br>CellDB | 252·0<br>P49'F41'<br>f168'236tFPT135t | 43·7 | 21·2<br>FK | NewYork<br>Utd.States<br>4BHCem<br>APT14t | Oil Engines 2S.C.SA<br>4Cy.16½"–18⅞" 91NHP<br>DB150lb<br>J&CGBolindersCoLd.Skm | 22 ′ 6<br>s 4 ′ 11<br>18 ′ 10 | |
| 13654 | **Dayman** IronScSr<br>(exUruguayII., exAsuncionR.,exLaNivera) 1Dk | 359<br>349<br>234 | ✠<br>3,88 | Bel | f | | 1883<br>2mo | Harland& Wolff<br>Belfast | TheArgentine Nav.Co. (Nicolás Mihanovich,Ld.) | 154·9<br>Q18'<br>WB=APT11t | 26·2 | 11·0<br>FK | M.Video<br>Uruguayan<br>5BHCem | C.2Cy.16"&32"–24"<br>NB05 42NHP<br>Harland&Wolff,Belfast | | |
| 13655<br>213095<br>LFCR | **Dayton** SteelScSr<br>ssN.Yk.No.3–1,20<br>(exHarport) 1Dk(ptIrn–ptStl)<br>Wireless &deep framing | 5335<br>5134<br>3352 | ✠100A1<br>Shelter dk<br>withfreeboard<br>7,20<br>BS1,20 ✠LMC5,19<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 10,12 F.P. above 150° F. | NYk | x | CL<br>N7,20 | 1907<br>11mo | JReadhead Sons<br>SouthShields | StandardOilCo. (NewJersey)<br>WB=CellDBa | 370·0<br>27' uE25' f56' 277t | 50·1 | 32·1<br>FK | NewYork<br>Utd.States<br>13BHCem<br>APT133t | T.3Cy.26",42"&70"–45" (r)<br>180lb 90lb 374NHP<br>2SB,6rf,GS122,HS6004<br>J.Readhead&Sons,S.Shl. | 35 ′ 0<br>s 8 ′ 3<br>27 ′ 2 | |
| 13656 | **Daytonian** SteelSc<br>Elec.light | 6500 | 100A1<br>Shelter dk<br>withfreeboard<br>(ClassContemplated) | | | | 1921 | D&WHen-dersn&Co.Ld.<br>Glasgow | F.Leyland&Co.Ld. | 400·0<br>B143' | 52·3 | 27·0 | Liverpool<br>British | Q.4Cy.23½",34",49"&70"–51"<br>D&WHendersn&CoLd Gls | | |
| 13657<br>TCMP | **De Carpentier** SteelScSr<br>Elec.light 1Dk&Spar dk | 1244<br>—<br>766 | | | | | 1890 | Nederland-scheStmbMts<br>Rotterdam | Koninkl.Paketv. Maats. | 234·5 | 32·8 | 16·6 | Batavia<br>Dutch<br>WB | T.3Cy.21",34"&55"–45"<br>203NHP<br>Nederl.Stoomb.MaatsRot. | | V |
| 13658 | **De Dageraad** SteelScSr<br>Elec.light 1Dk | 140<br>—<br>— | | | | | 1908 | Werf. Hubertina<br>Haarlem | N.V.Texel'sEigen Stoomboot Onderneming | 115·0<br>Q40'B29'F12' | 19·7 | 8·7 | Texel<br>Dutch<br>WB | C.2Cy.14¾"&29½"–17¾"<br>31NHP<br>Werf.Hubertina,Haarlem | | V |
| 13659<br>TCMV | **De Eerens** SteelSc<br>2Dks<br>Elec.light Fitted for oil fuel | 1315<br>—<br>795 | | | | | 1902 | Kon.Maats deSchelde<br>Flushing | Koninkl.Paketv. Maats. | 224·6<br>P59'F50' | 36·0 | 15·0 | Batavia<br>Dutch<br>WB | T.3Cy.17",26¾"&46¼"–36"<br>128NHP<br>Maats.deSchelde,Flushing | | V |
| 13660<br>TDMG | **De Greve** SteelScSr<br>Wireless 1Dk&deep framing | 3670<br>2892<br>2256 | | | ... | | 1907 | BlythS.B. Co.Ld.<br>Blyth | Koninkl.Paketv. Maats. | 330·2<br>P29'B168'F34' | 47·2 | 21·8<br>FK | Batavia<br>Dutch<br>WB | T.3Cy.24",38"&64"–42"<br>287NHP<br>N.E.MarineEngCoLd Nwc | 24 ′ 5 | V |
| 13661<br>TDMW | **De Haan** SteelSc<br>Elec.light Wireless 1Dk | 1692<br>1327<br>904 | | | | | 1908 | Maats. Feyenoord<br>Rotterdam | Koninkl.Paketv. Maats. | 270·3<br>P33'B73'F30' | 40·2 | 16·9 | Batavia<br>Dutch<br>WB | T.3Cy.19",31½"&51½"–39"<br>66NHP<br>Maats.Feyenoord,Rot. | | V |
| 13662<br>PBVJ | **de Hoop** SteelAuxScSr<br>ssAms.No.2-20<br>Mchy.Aft Paraffin Motor 1Dk<br>(See Sailing Ship Register) | 140<br>135<br>77 | ✠100A1<br>4,22 ~~6,20~~<br>✠LMC~~6,20~~ 4,22 | Ams | d | ~~5,19~~<br>4,22 | 1912<br>5mo | N.V.Werf Conrad<br>Haarlem<br>A&CP | Nederl.Ver.ten behoeve van Zeelieden van elke Nation | 105·7 | 21·3 | 10·2<br>FK<br>WB= | Amstrdam<br>Dutch<br>3BHCem<br>DBf10'10t | ParaffinMotor 2S.C.SA<br>[illegible]Cy.13[illegible]–13[illegible]<br>NE19 13NHP<br>KromhoutMotorWerksAms | 12 ′ 1<br>s 1 ′ 7<br>10 ′ 10 | |
| 13663<br>TCMQ | **De Jongh** SteelSc<br>(Tug)<br>Elec.light 1Dk | 207<br>188<br>— | | | | | 1914 | NVSchpw. Dordrecht<br>Dordrecht | Nederl.Indische Steenkolen HandelsMaats. | 108·6 | 24·2 | 11·4 | Batavia<br>Dutch | T.3Cy.13¾",22¼"&37"–19⅛"<br>61NHP<br>Alblasserdam.Msch.Fab. | | V |
| 13664<br>TFVG | **De Klerk** SteelScSr<br>2Dks&Shade dk<br>Elec.light Wireless Fitted for oil fuel | 2035<br>1718<br>1265 | | | | | 1900 | Nederl. SchpsbMaats<br>Amsterdam | Koninkl.Paketv. Maats. | 300·0<br>P60'H68'F61' | 40·5 | 21·5<br>29·2 | Batavia<br>Dutch<br>WB | T.3Cy.23",36"&60"–42"<br>Ned.Fab. 233NHP<br>v.Werkt.&SpoorMat.Ams | | V |

| 1 | 2 / 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage.<br>Gross<br>Under deck.<br>Net. | Particulars of Classification. Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built. When | By Whom<br>Where | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
| 13665<br>TCMR | **De Kock** SteelTwinScSr<br>1Dk&Awng dk<br>*Elec.light* *Fitted for oil fuel* | 566<br>—<br>336 | | | | | 1902 | Kon.Maats<br>deSchelde<br>Flushing | Koninkl.Paketv.<br>Maats. | 170·0 | 27·5 | 11·0 | Batavia<br>Dutch | C.4Cy.16"&32"-18"<br>72NHP<br>Maats.deSchelde,Flushing | | V |
| 13666 | **De La Salle** SteelTwinSc<br>*Fitted for oil fuel*<br>*Elec.light* *Cruiser Stern* 3*Dks* | *8800* | | | | | 1921 | Barclay,<br>Curle&Co. Ld<br>Glasgow | Cie.Générale<br>Transatlantique | 440·0<br>P58'B247'F46' | 56·7 | 34·6 | Havre<br>French<br>*WB* | T.6Cy.21½",37"&64"-48"<br>568NHP<br>Barclay,Curle&Co.Ld.Gls. | | |
| 13667<br>212872<br>LFCD | **De Soto** SteelScSr<br>Sub.Sig. (*ex*Phoebus)<br>*Elec.light* 2*Dks*(*Stl–Uptws*)&*Web*<br>Wireless *frames*&*Shelter dk*(*Stl–ptws*) | 6268<br>5586<br>3637 | ✠<br>*Shelter dk*<br>10,05 ✠<br>*Carrying Petroleum in bulk* | Ham | *a*† | | 1903<br>1mo | DJ.Dunlop<br>&Co.<br>Pt.Glasgow<br>*WB* | StandardOilCo.<br>(NewJersey)<br>=*CellDBuE*42'24 | 418·7<br>FK<br>7*tDTf*14'150*tFPT* | 53·2 | 29·0 | NewYork<br>Utd.States<br>13*BHCem*<br>87*tAPT*150*t* | T.3Cy.29",48"&78"-54"<br>597NHP<br>3DB,*18cf*,GS315,HS11006<br>D.J.Dunlop&Co.P.Gl. | 32 〃 6 | R |
| 13668<br>PTVR | **De Toekomst** SteelSc<br>*PetrolMotor*<br>(*Fishing*) 1*Dk* | 132<br>130<br>83 | | | | | 1913 | Gebr.v.d.<br>Meer<br>Vlaardingen | A.van deToorn,<br>Jun. | 91·8 | 21·9 | 9·3 | Scheveningen<br>Dutch | Petrol Motor<br>2Cy.<br>D.Goedkoop,jun.Ams. | | |
| 13669 | **De Twee** SteelScK<br>*ss*Gms.No.3-5,11<br>(*ex*Conqueror) *ss*Ymu.No.2-18<br>1*Dk*<br>*Now named "Sobat," See No. 39232 in Supplement* | 192<br>179<br>63 | ✠100A1<br>*StmTrawler*<br>5,20<br>✠NB7,12 ✠LMC<br>MS11,18 BS~~5,20~~4,21 | Ams | | 5,20 | 1899<br>1mo<br>*Lloyd* | Earle'sCo.<br>Ld.<br>Hull<br>'*sA&CP* | N.V.Stoomvissch.<br>Maats."deTwee"<br>(Gebr.Vriend) | 115·0<br>Q46'F19'<br>BK7½" | 21·0 | 11·2 | Ymuiden<br>Dutch<br>4*BHCem* | T.3Cy.11",20"&32"-23" (*s*)<br>200lb 60NHP<br>1SB,*2pf*,GS29,HS975<br>Earle'sCo.Ld.Hull | 12 〃 0 | |
| 13670<br>~~QBPS~~ | **De Wadden** SteelAuxSc3MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 251<br>212<br>190 | | | | | 1917 | Gebr.van<br>Diepen<br>Waterhuizen | ~~Nederlandsche~~<br>~~Stoomv.Maats~~<br>~~"Bestevaer" (C.~~<br>~~Goudriaan&Co.~~<br>~~*Mgrs.*)~~ R.T.Hall | 116·7<br>Q25'F13' | 24·4 | 10·4 | ~~Amstrdam~~<br>~~Dutch~~<br>Arklow<br>British | Oil Engines 2S.C.<br>2Cy.15⅗"-$16\frac{7}{10}$" 28NHP<br>Steywal&J.Walen,Rot. | | |
| 13671<br>TONW | **De Weert** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks* | 1784<br>1337<br>965 | | | | | 1912 | Maats.<br>Fyenoord<br>Rotterdam | Koninkl.Paketv.<br>Maats. | 270·3<br>P33' | 40·2 | 17·0 | Batavia<br>Dutch<br>*WB* | T.3Cy.19",31½"&51½"-39"<br>165NHP<br>Maats.Fyenoord,Rot. | | V |
| 13672<br>211734<br>LDHF | **De Witt Clinton** SteelTwinSc<br>(*ex*Nopatin,*ex*Manhattan)<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames* | 3539<br>3539<br>2134 | ✠<br>3,14 ✠<br>*For Long Island&Sound Service between New York&Providence* | Phl | | | 1913<br>10mo | Harlan&<br>Hollingsworth Corp.<br>Wlmntn,Del. | HudsonRiverDay<br>Line,Inc.<br>*CellDB* | 320·2<br>BK8"<br>*a*44'*uE*&*B*114'*f*86' | 48·1 | 22·0 | NewYork<br>Utd.States<br>7*BHCem*<br>522*t* | T.8Cy.(2)23½",(2)37½"&(4)<br>42"-36" 754NHP<br>6SB,*18cf*,GS264,HS11417 FD<br>Harlan&Hollingswrth Cor | | |
| 13673<br>95360<br>PKJG | **Deal** SteelTwinScSr<br>(*ex*PrinceArthur) 2*Dks* | 572<br>456<br>240 | | | | | 1896 | W.Denny<br>&Bros.<br>Dumbarton | S.Eastrn&Chathm<br>RlyCo's.Managing<br>Committee | 195·0<br>B61'F39' | 28·1 | 14·3 | London<br>British<br>*WB* | T.6Cy.13½",20½"&31"-21"<br>104RHP<br>Denny&Co.Dumbarton | | |
| 13674<br>109030<br>TDJG | **Dean Swift** IronScK<br>*ss*Dub.No.3-10,10<br>(*ex*City of Hull) *ss*Dub.No.2-19<br>1*Dk* | 181<br>169<br>74 | ✠100A1<br>*StmTrawler*<br>~~2,215,20~~ ✠LMC12,19<br>8,21 BS2,21 | Dub | | CL<br>12,19 | 1898<br>5mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Hull<br>'*sA&CP* | DublinStm.TrawlingCo.Ld. (A.<br>Richardson,*Mgr.*) | 110·0<br>Q20'<br>ND15 BK7½"<br>*WB*= | 21·0 | 11·3 | Dublin<br>British<br>3*BHCem*<br>*DBf*17'8*t* | T.3Cy.12",20"&33"-24" (*s*)<br>180lb 58RHP<br>1SB,*2cf*,GS27,HS940<br>C.D.Holmes&Co.Hull | 12 〃 1 | |
| *<br>13675<br>108832<br>RBGO | **Deansgate** SteelScSr<br>*ss*Lon.No.3-6,19 ~~*ss*Bkn.No.3-9,09~~<br>*Well deck* ~~*ss*Lon.No.2-19~~<br>*Mchy.Aft* 1*Dk*(*Irn*) | 236<br>183<br>92 | ✠100A1<br>6,19<br>✠NB05*refitted*13<br>BS9,20 ✠LMC6,19 | Lon | *c* | CL<br>6,19 | 1898<br>10mo<br>*Lloyd* | Exors.of<br>T.A.Walker<br>Sudbrook<br>'*sA&CP* | ~~DeansgateS.S.Co.~~<br>~~Ld. (Care&Perry~~<br>~~*Mgrs.*)~~ L.O'Toole<br>) | 128·0<br>Q46'B14'F17'<br>FK<br>*WB*=*DBf*14' | 20·1 | 9·2 | Newcastle<br>British<br>3*BHCem*<br>17*tFPT*11*t* | C.2Cy.17"&34"-20" (*o*)<br>100lb 58RHP<br>1SB,*2pf*,GS30,HS1080<br>Plenty&Son,Newbury | 10 〃 0 | |
| *<br>13676<br>109828<br>QJCF | **Deansyde** SteelScK<br>*ss*Gms.No.3-3,10<br>(*ex*WarriorII., *ss*Gms.No.2-19<br>*ex*Warrior) 1*Dk* | 236<br>217<br>135 | ✠100A1<br>*Well fishing vessel*<br>12,20 ✠LMC7,19<br>✠NB2,15 BS12,20 | Gms | | N7,19 | 1898<br>10mo<br>*Lloyd* | Earle'sCo.<br>Ld.<br>Hull<br>'*sA&CP* | AldersydeSteam<br>FishingCo.Ld.<br>(E.Beacock,*Mgr.*) | 122·7<br>Q44'F21' len10<br>*pt*ND10 BK7½" | 21·0 | 11·7 | Grimsby<br>British<br>3*BHCem* | T.3Cy.11",20"&32"-23" (*s*)<br>200lb 55RHP<br>1SB,*2pf*,GS29,HS975<br>Earle'sCo.Ld.Hull | 12 〃 3 | |
| 13677<br>OFJX | **Deauville** IronScK<br>(*ex*PrinceEdward)<br>*Mchy.Aft* 1*Dk*(*Irn*) | 157<br>127<br>73 | ✠<br>6,88 | Liv | *b* | | 1885<br>4mo | W.Pickersgill&Sons<br>Sunderland | Cie.Normande de<br>Nav.àVap. | 110·0<br>Q35'B6'<br>*WB*=*FPT*12*t* | 20·0 | 7·8 | Havre<br>French<br>3*BHCem* | C.I.2Cy.13"&26"-18"<br>NB09 24NHP<br>G.Clark,Sunderland | 8 〃 7 | V |
| 13678<br>OFJY | **Débardeur** SteelTwinScSr<br>*Elec.light* 1*Dk*<br>*Mchy.Aft* | 1240<br>—<br>570 | | | | | 1920 | Soc.Anon.<br>deTravaux<br>Dyle&Bacalan<br>Bordeaux | FrenchGovernment | 216·5<br>P75'F29' | 34·1 | 14·8 | French<br>*WB* | T.3Cy.12",20"&31½"-16½"<br>79NHP<br>Soc.Anon.de<br>TravauxDyle&Bacalan | | V |
| 13679<br>VLFJ | **Debora** SteelSc<br>(*Fishing*) *OilEng.*<br>1*Dk* | 149<br>148<br>89 | | | | | 1920 | N.V.Kuy&<br>Ree'sMch.&<br>Schpsw.<br>Rotterdam | N.V.Visschery<br>Maatschappij<br>Doggersbank<br>(JSterk&Co*Mgrs*) | 97·1 | 21·8 | 10·0 | Vlrdingen<br>Dutch | Oil Engine<br>2Cy.11½"-13¾" 23NHP<br>Steyaard&J.Walen,<br>Rotterdam | | |
| 13680 | **Decade I.** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 108<br>—<br>59 | | | | | 1914 | Schiffsw(v.<br>J&Sch.) A.G.<br>Hamburg | DeutschesKohlenDepotG.m.b.H. | 80·2 | 19·7 | 9·4 | Hamburg<br>German | C.2Cy.$14\frac{9}{16}$"&26⅜"-18⅞"<br>25NHP<br>Schwft.(vJ&Sch)AGHam | | |
| 13681<br>217485<br>LPQB | **Decatur Bridge** SteelScSr<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* 1*Dk* 2*nd dk beams in fore*<br>Wireless & *after holds* & *Web frames* | 3659<br>3005<br>2256 | | | … | | 1918 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 〃 6 | R |
| 13682<br>81367 | **Decempedes** SteelScFlat<br>(*ex*Sailing) | 169<br>154<br>141 | | | | | 1879 | H.E.Falk<br>Winsford | SaltUnion,Ld. | 90·0 | 21·1 | 10·5 | Liverpool<br>British | 2Cy.10½"-14"<br>NE&B88 7RHP<br>W.E.Bates,Northwich | | |
| 13683<br>550 | **Dedoushka Kriloff** IronPad<br>1*Dk* | 141<br>—<br>55 | | | | | 1888 | ……………<br>Briansk | RussianBlackSeaDnieprS.N.Co. | 130·8 | 17·2 | 6·9 | Odessa<br>Russian | C.2Cy.18"&32"-28"<br>45NHP | | |
| 13684<br>99700<br>NMLQ | **Dee** IronScK<br>1*Dk* | 151<br>140<br>61 | | | … | | 1893 | Earle'sCo.<br>(Lim.)<br>Hull | G.Smith<br>(J.Coombes,*Mgr.*) | 98·0<br>Q18'F19'<br>BK7½" | 20·7 | 11·1 | Grimsby<br>British | T.3Cy.11",17"&30"-21"<br>NB19 45RHP<br>Earle'sCo.(Lim.),Hull | 11 〃 9 | |
| *<br>13685<br>215535<br>LHSM | **Deepwater** SteelScSr<br>*Elec.light* Sub.Sig 1*Dk*(*Stl*)&*Web*<br>Wireless *frames* | 7610<br>6601<br>4787 | ✠100A1<br>8,21 ~~8,20~~<br>✠LMC10,17<br>*Fitted for oil fuel* 10,17 *F.P. above* 150°F. | NYk<br>NNs | *c*† | CL<br>8,20 | 1917<br>10mo<br>A&CP | NewYork<br>S.B.Corp.<br>Camden,N.J.<br>*CellDB*386'2 | Castner,Curran&<br>Bullitt,Inc.<br>253*t Topside tanks* | 437·2<br>P28'B72'F32'<br>FK<br>1868*t FPT*205*t AP* | 63·7 | 33·7 | NewYork<br>Utd.States<br>7*BHCem*<br>*T*140*t* | T.3Cy.27",45"&75"-51" (*r*)<br>195lb 629NHP<br>3SB,*12cf*,GS220,HS9600 FD<br>NewYorkS.B.Corp. | 37 〃 3<br>s 9 〃 1½<br>28 〃 6 | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7″ Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13686<br>218312<br>LRPS | **Deer Lodge** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks* | 6284<br>5139<br>3904 | | | ... | | 1919 | Northwest SteelCo.<br>Portland,Or. | UnitedStates ShippingBoard | 409·8\|54·2\|27·7<br>P44'B115'F47'<br>FK | PortlndOr<br>Utd.States<br>*WB* | 1GearedSteamTurbine (*r*)<br>GeneralElectric 579NHP<br>Co.Schenectady,N.Y. | 30 ″ 2 | R |
| 13687<br>217030<br>LNGB | **Deerfield** SteelSc<br>*Elec.light* *2Dks(Stl)&Shelter dk(Stl)*<br>Wireless *RefMchy.* | 7551<br>7195<br>4644 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,22 ~~2,21~~ ✠LMC10,18<br>✠Lloyd'sRMC~~2,21~~ 1,22<br>*Fitted for oil fuel* 10,18 *F.P. above* 150° F | Rot<br>NYk | *b*† | CL<br>2,21 | 1918<br>10mo<br>1 *Intermediate BH in after 'tween decks dispensed with* | Sun S.B.Co<br>Chester,Pa.<br>A&CP<br>*CellDB*370'1355*tDTa*30' 882*tFPT*117*tAPT*76*t* | ElderSteelS.S.Co. Inc. | 434·3\|57·7\|27·1<br>35·3<br>FK | NewYork<br>Utd.States<br>*Cem*<br>1*BHtoShdk*<br>5 „ „ *U* „<br>1 „ „ 2*nd* „ | T.3Cy.27″,45½″&76″–51″ (*r*)<br>190lb 696NHP<br>4SB,*12cf*,GS247,HS11108 FD<br>SunS.B.Co.Chester,Pa. | 38 ″ 0<br>s10 ″ 3½<br>28 ″ 1 | |
| 13688<br>87030<br>HGKB | **Deerhound** IronScSr<br>ssSws.3rdNo.3–8,16<br>ssHul.No.1–21<br>*Well deck* *1Dk* | 420<br>307<br>218 | ✠100A1<br>2,21 3,21<br>✠NB1,04 ✠LMC2,21 | Hul | *g* | 2,21 | 1882<br>10mo<br>*Lloyd'sA&CP* | Forrestt& Son<br>London | WetternBros.Ld. | 159·6\|24·0\|12·2<br>Q73'B15'F23'<br>BK7″<br>*FPT* | London<br>British<br>3*BHCem*<br>46*tAPT*22*t* | C.2Cy.20″&38″–30″ (*s*)<br>80lb 70RHP<br>1SB,*2pf*,GS43,HS1319<br>R.H.Pearson&Co.Gls. | 12 ″ 11<br>s ″ 11½<br>12 ″ 11 | |
| 13689<br>143456<br>KCRQ | **Deerwood** SteelScSr<br>*Well deck* *1Dk(Stl)*<br>Wireless *Cargo battens not fitted* | 1914<br>1495<br>1128 | ✠100A1<br>~~2,21 10,19~~ 12,21<br>✠LMC10,19 | Sld<br>~~Lon~~ Cff | *g* | CL<br>2,21 | 1919<br>10mo<br>*Lloyd'sA&CP* | J.Crown& Sons,Ld.<br>Sunderland | W.France,Fenwick&Co.Ld.<br>*CellDB*228'426*tFPT*105*tAPT*100*t* | 268·0\|37·9\|17·6<br>P24'Q82'B51'F30'<br>FK | London<br>British<br>4*BHptCem* | T.3Cy.20″,33″&54″–36″ (*s*)<br>180lb 192NHP<br>2SB,*6pf*,GS97,HS2977<br>McColl&Pollock,Ld.Sld. | 19 ″ 9<br>s2 ″ 0½<br>18 ″ 0 | |
| ※ 13690<br>137459<br>JLKH | **Defender** SteelScSr<br>ssLiv.No1–20<br>*Elec.light* *2Dks(Stl)&3rd dk(Stl)*<br>Wireless *in No.1 hold* | 8258<br>7396<br>5280<br>*Fitted for oil fuel* 10,20 *F.P. above* 150° F. | ✠100A1<br>~~1,21 3,21~~ 1,22<br>✠LMC<br>MS6,19 BS~~10,19~~ 5,21 | Liv<br>Cal | *d*† | CL<br>3,21 | 1915<br>6mo<br>*Lloyd'sA&CP* | C.Connell &Co.Ld.<br>Glasgow | CharenteS.S.Co. Ld. (T&JHarrison, *Mgrs.*)<br>*WB=CellDBa*135'*u*(*E&B*75')210'1539*t DTa*30'1066*tFPT*101*tAPT*49*t* | 482·3\|58·3\|33·4<br>P54'B188'F51'<br>FK | Liverpool<br>British<br>9*BHCem* | Q.4Cy.25½″,36½″,52½″&75″–54″ 220lb 720NHP<br>2DB&2SB,*18cf*,GS379, HS13788<br>Dunsmuir&Jackson LdGls | 35 ″ 10<br>s7 ″ 9<br>28 ″ 7 | |
| 13691<br>110981 | — SteelScSr<br>(*Trawler*)<br>*1Dk* | 128<br>116<br>50 | | | ... | | 1899 | Gourlay Bros.&Co.<br>Dundee | ~~T.H.Scales~~<br>~~J.A.McGlashan~~<br>~~J.R.Noble~~<br>C.F.Paton | 100·0\|20·1\| 8·0<br>BK7½″ | Leith<br>British<br>*WB* | T.3Cy.11½″,18″&31″–21″<br>57RHP<br>GourlayBros.&Co.Dun. | 11 ″ 0 | |
| 13692<br>216875<br>LMTD | **Defiance** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *1Dk&Shelter dk*<br>Wireless Sub.Sig. *&Web frames*<br>*Longitudinal framing* | 7611<br>7553<br>4786 | ✠ | | ... | | 1918 | Bethlehem S.B.Corp.<br>Alameda,Cal. | UnitedStates ShippingBoard | 440·0\|56·0\|35·2<br>FK | S.Frncisco<br>Utd.States<br>*WB* | 1 Geared Steam Turbine 637NHP<br>GeneralElectricCo. Schenectady,N.Y. | 38 ″ 0 | R |
| 13693<br>157683<br>KSGD | — WoodSc<br>(*Tug*)<br>*1Dk* | 154<br>—<br>104 | | | | | 1903 | T.Mc-Cosker&Co.<br>Baltimore | P.DoughertyCo. | 107·0\|22·5\|10·7 | Baltimore<br>Utd.States | C.2Cy.14″&32″–24″<br>42NHP<br>T.C.BasshorCo.Baltimore | | |
| 13694<br>87413 | — IronPadSk | 115<br>115<br>15 | | | | | 1884 | Hepple&C N.Shields | D.McKellar (T.G.Wilson,*Mgr.*) | 101·0\|18·4\| 9·0 | Greenock<br>British | 1Cy.36″–54″<br>NB98 80RHP<br>Hepple&Co.NorthShields | | |
| 13695<br>OFKL | **Dego** SteelScSr<br>*Elec.light* *1Dk* | 355<br>303<br>102 | ✠100A1<br>*StmTrawler*<br>9,19 ✠LMC3,19 | Sav | | CL | 1919<br>9mo | Foundat'n Co.<br>Savannah,Ga<br>A&CP | FrenchGovernment | 140·2\|25·0\|14·5<br>Q79'F26'<br>BK7″<br>*FPT* | French<br>4*BHCem*<br>6*tAPT*8*t* | T.3Cy.12⅝″,21½″&35″–24″<br>180lb (*s*) 89NHP<br>1SB,*3pf*,GS53,HS1700<br>J.Inglis&Co.Ld.Toronto | 14 ″ 8<br>s2 ″ 5½<br>14 ″ 1 | |
| 13696 | **Deiva** SteelSc<br>*Elec.light* *2Dks* | 2150<br>1540<br>1370 | | | | | 1920 | Soc.Esercizio Bacini<br>RivaTrigoso | Soc.Esercizio Bacini | | Genoa<br>Italian<br>*WB* | T.3Cy.18″,29″&47″–35″<br>Soc.Esercizio 130NHP<br>Bacini,RivaTrigoso | | |
| 13697<br>143704 | **Dela** SteelSc<br>*OilEng.*<br>*1Dk* | 123<br>118<br>97 | | | | | 1915 | J.Readhead&SonsLd<br>SouthShields | ~~J.Green~~ Kyle TransportCo.Ld.<br>(A.BicketJnr.*Mgr.*) | 105·5\|21·1\| 7·1 | Liverpool<br>British | Oil Engines<br>2Cy.9 7/16″–9⅝″ 11NHP<br>J&CGBolindersCoLd.Skm | | |
| ※ 13698<br>NTLS | **Delagoa** SteelScSr<br>ssSng.No.1–18<br>*Elec.light* *1Dk(Stl)&Shelter dk(Stl)*<br>*Tonnage opening closed* 1918<br>Wireless | 4697<br>3348<br>3011 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,22 ~~10,20~~ ✠LMC<br>MS9,18 BS~~7,20~~ 11,21 | Cpn<br>Bel | *x* | CL<br>~~9,19~~<br>3,22 | 1914<br>3mo<br>*Lloyd'sA&CP* | W.Dobson &Co.<br>Newcastle | D/S A/S Orient | 360·0\|52·0\|23·7<br>F33'<br>FK<br>*WB=CellDBa*119'*uE*23'*f*155'899*tAPT*72*t* | Copnhagn<br>Danish<br>6*BHCem* | T.3Cy.25″,41″&69″–48″ (*s*)<br>180lb 365NHP<br>3SB,*9cf*,GS141,HS5700<br>Richardsons,Westgarth& Co.Ld.Hpl | 34 ″ 0<br>9 ″ 2½<br>25 ″ 2 | |
| 13699<br>150027<br>MHLT | — SteelScSr<br>(*Whaler*)<br>*Elec.light* *1Dk* | 174<br>166<br>61 | | | | | 1912 | Kaldnæs Mek.Værks.<br>Tönsberg | Irvin&Johnson,Ld | 106·6\|20·1\|12·4 | CapeTown<br>British<br>*WB* | T.3Cy.12″,20″&33″–24″<br>53RHP<br>BergensMekVærksBergen | | N |
| ※ 13700<br>26025<br>RQWV | **Delagoa Maru** SteelScSr<br>*Elec.light* *1Dk(Stl)&Shelter dk(Stl)*<br>Wireless | 7148<br>6700<br>4373 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,21 ~~6,20~~ ✠LMC~~6,20~~ 5,21 | Yka<br>Osa | *a*† | CL<br>6,20 | 1919<br>10mo | Mitsubishi ZosenKaisha<br>Nagasaki<br>A&CP<br>*CellDB*358'1160*t DTa*28'1077*tFPT*107*tAPT*95*t* | NipponYusen KabushikiKaisha | 420·0\|56·0\|38·5<br>F*on Shelter dk*47'<br>FK | Tokio<br>Japanese<br>*Cem*<br>6*BHtoShdk*<br>2 „ „ *U* „ | T.3Cy.28″,47″&79″–51 (*s*)<br>200lb 620NHP<br>4SB,*12cf*,GS217,HS8788 FD<br>MitsubishiZosen, Kaisha.Nag. | 38 ″ 6<br>s10 ″ 6<br>28 ″ 4 | |
| ※ 13701<br>142371<br>JSWR | **Delambre** SteelScSr<br>(*ex*WarDame) Wireless *2Dks(Stl)*<br>*Elec.light Carrying oil fuel F.P. above* 150° F. *in DB* | 7351<br>6512<br>4602 | ✠100A1<br>8,20<br>✠LMC11,17 | Liv | *b*† | CL<br>10,19 | 1917<br>11mo<br>*Lloyd'sA&CP* | Mitsubishi ZosenKaisha<br>Ld.Nagasaki | Lamport&Holt, Ld.<br>*CellDB*392'1316*t DTa*42'1226*tAPT*62*t* | 445·0\|58·0\|34·0<br>P35'B138'F35'<br>FK | Liverpool<br>British<br>7*BHCem* | T.3Cy.28″,47″&79″–51″ (*s*)<br>200lb 524NHP<br>3SB,*9cf*,GS163,HS6591 FD<br>MitsubishiZosenKaishaLd | 34 ″ 0<br>s7 ″ 8½<br>26 ″ 8 | |
| 13702<br>219598 | **Delanco** SteelSc<br>*Fitted for oil fuel* (*Tug*)<br>*Elec.light* *1Dk* | 183<br>—<br>92 | | | | | 1919 | Johnson IronWorks<br>N.Orleans,La | GulfRefiningCo | 93·7\|24·0\|12·7 | Pt.Arthur, Tex.<br>Utd.States | C.2Cy.18″&38″–26″<br>61NHP<br>JohnsonIronWorks,N.Os. | | R |
| 13703<br>219447<br>LVGF | **Delanson** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks&Web frames*<br>Wireless Sub.Sig. | 5990<br>4971<br>3709 | | | ... | | 1920 | Merchant S.B.Corp.<br>Harriman,Pa | UnitedStates ShippingBoard | 400·7\|54·2\|30·4<br>P36'B124'F44'<br>FK | Phildlphia<br>Utd.States<br>*WB* | 2SteamTurbines geared to 1 Sc.Shaft 645NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 32 ″ 10 | R |
| 13704 | **Delaplaine** SteelSc<br>*Fitted for oil fuel* (*Tug*)<br>*Elec.light* *1Dk* | 183<br>—<br>92 | | | | | 1919 | Johnson IronWorks<br>N.Orleans,La | | 94·8\|24·0\|12·7 | Mexican | C.2Cy.18″&38″–26″<br>61NHP<br>JohnsonIronWorks,N.Os. | | R |
| 13705<br>218633<br>LSFN | **Delavan** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* *1Dk2trB in fore & after*<br>Sub.Sig. *holds & Web frames* | 3545<br>3005<br>2174 | | | ... | | 1919 | Submarine BoatCorp,<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0\|46·2\|25·0<br>P30'B90'F35'<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1GearedSteamTurbine 386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of lt. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13706<br>LBKJ | **Delaware** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Straight frames, bevelled bilge*<br>Wireless *Cruiser Stern* | 4501<br>4199<br>2787 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,22 ~~12,20~~ ✠LMC12,20<br>*Fitted for oil fuel* 12,20 | Mdb<br>~~Cpn~~ Xia | *x* | CL<br>*F.P. above* | 1920<br>12mo<br>*Lloyd* | Furness<br>S.B.Co.Ld.<br>HavertonHill<br>'*sA&CP* onTees<br>150° F. | A/S Norge-<br>MexicoGulf<br>Linjen (Wilh.<br>Wilhelmsen, *Mgr.*)<br>*CellDB*297'131 | 363·4<br>F68' *on Shelter dk*<br><br>9*t FPT*45*t APT*42*t* | 52·2 | 31·1<br>FK<br>*Collision* | Tönsberg<br>Norwegian<br>*Cem*<br>*BH to Sh dk*<br>6 " " *U* " | T.3Cy.26",43"&73"-48" (*s*)<br>180lb 538NHP<br>3SB,9*cf*,GS192,HS8166 FD<br>Richardsons,Westgarth&Co.Ld.Sld. | 33 " 6<br>s 8 " 9<br>25 " 0 | |
| 13707<br>202625 | — SteelScSr<br>*Elec.light Mchy.Aft* 2*Dks* | 3901<br>—<br>3250 | | | | | 1905 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | Gt.LakesTransit<br>Corp. | 350·0 | 46·2 | 30·2 | Buffalo<br>Utd.States<br>*WB* | Q.4Cy.19",27",40"&58"-42"<br>218NHP<br>GtLakesEngWrks.Detroit | | |
| 13708<br>102775<br>NOLR | — SteelSc3MstSr<br>*ss*Shl.2ndNo.3-12,19<br>*Mchy.Aft Elec.light* 1*Dk*(*Stl*)&*Spardk*<br>Wireless (*Stl*)&*Webframes* | 3855<br>3458<br>2469 | ✠100A1<br>*Spar dk*<br>12,21 ~~3,21~~ ✠LMC1,20<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel*, 1,20 | Brs<br>BS3,21 | *w* | CL<br>~~2,21~~<br>11,21<br>*F.P. above* | 1893<br>6mo | D.J.<br>Dunlop&Co.<br>Pt.Glasgow<br>A&CP *WB*<br>150° F. | Anglo-American<br>OilCo.Ld. (J.<br>Hamilton, *Mgr.*)<br>= *Cell DB*72' 192*t* | 345·0<br>P96'B30'F47'<br><br>*FPT*165*tAPT*100*t* | 44·3 | 23·0<br>30·3<br>FK | London<br>British<br>15*BHCem*<br>*DTf*22'390*t* | T.3Cy.27",43½"&70"-51" (*s*)<br>160lb *125lb* NDB03 413NHP<br>2DB,12*cf*,GS230,HS7150<br>D.J.Dunlop&Co.P.Gls. | 31 " 6<br>s 6 " 8½<br>25 " 2 | |
| 13709<br>203811<br>KVTD | — SteelScSr<br>2*Dks* | 1907<br>—<br>1382 | | | | | 1907 | Harlan&<br>Hollings-<br>worth Corp<br>Wlmgtn.Del. | ClydeS.S.Co.Inc. | 250·5 | 40·0 | 25·0 | NewYork<br>Utd.States | T.3Cy.19",30"&50"-30"<br>137NHP<br>Harlan&HollingsworthCo | | R |
| 13710<br>218816<br>LSPR | **Delco** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*<br>Wireless *Longitudinal framing* | 3482<br>2840<br>2112 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>WlmngtnDel | DelcoS.S.Co.Ld.<br>(Moore&McCor-<br>mackCo.Inc. *Mgrs*) | 327·2<br>P32'B94'F37' | 46·2 | 22·9 | NewYork<br>Utd.States<br>*WB* | T.3Cy.22",37½"&60"-42"<br>233NHP<br>BethlehemS.B.Corp.Ld. | | R |
| 13711<br>TGKD | **Delet** IronScSr<br>(*ex*Astrea,*ex*<br>ArbogaII,*ex*Vadstena) 1*Dk*&*Shelter dk* | 203<br>61<br>111 | | | | | 18$\frac{56}{89}$ | MotalaCo.<br>Motala | LovisaÅngfartygs<br>A/B | 95·0<br>B32'H9*t*F15' | 22·0 | 6·3<br>13·3 | Lovisa<br>Finnish | C.2Cy.13⅛"&26¼"-17½"<br>NE&B99 22NHP<br>BergsundsMek.Verk.Stk. | | |
| 13712<br>HJWB | **Delfin** SteelScSr<br>Wireless<br>*Elec.light* (*ex*Optic) 2*Dks* | 1253<br>736<br>624 | | | ... | | 1885 | Harland&<br>Wolff<br>Belfast | Cia.Trasmediter-<br>ranea | 243·9<br><br>ptND98 | 31·9 | 15·3<br><br>BK8" | Barcelona<br>Spanish<br>*WB* | C.2Cy.35"&70"-45"<br>274NHP<br>Harland&Wolff,Belfast | 16 " 3 | V |
| 13713<br>HBDL | — WoodSc<br>*OilEng.* | 217<br>—<br>160 | | | | | 1918 | ...............<br>BuenosAyres | M.Mendez de<br>Andes | 121·2 | 26·6 | 11·5 | Bns.Ayres<br>Argentine | OilEngine2Cy.<br>J.&C.G.Bolinders,Stckhlm | | |
| 13714<br>5708<br>JVGR | — SteelScK<br>(*ex*Thora,*ex*Carew<br>Castle,*ex*WestwardHo, (*Trawler*) 1*Dk*<br>*ex*Thora) | 170<br>161<br>47 | | | ... | | 1892 | T.R.Os-<br>waldCo.Ld.<br>Milford Havn | A.Odenberg | 112·6<br>len00<br>H8*t* | 21·1 | 9·7<br><br>BK6½" | Smögen<br>Swedish | T.3Cy.12",19"&32"-22½"<br>NE&B00 49NHP<br>N.E.MarineEng.CoLd.Sld | 11 " 6 | |
| 13715<br>332<br>JBPQ | — CompScSr<br>*Now named* "Rådmansö," *See No.* 31129 *in Supplement*<br>1*Dk*<br>*Mchy.Aft* (*ex*GötaKanalIV.,*ex*Delfin) | 163<br>130<br>82 | | | | | 1884 | P.Larsson<br>Thorskog | C.B.Below | 97·5<br>P24' H31*t* | 21·5 | 9·0<br>F12' | Stockholm<br>Swedish | C.2Cy.11"&22"-18"<br>17NHP<br>MotalaCo.Gothenburg | | |
| 13716<br>1597<br>JDFM | — CompScSr<br>(*ex*Werner,*ex*<br>Dalsland) 1*Dk* | 145<br>117<br>80 | | | | | 18$\frac{66}{88}$ | ...............<br>Sikhall | TureJonsson | 98·9<br>P21'Q5'H6*t*F17' | 23·0 | 7·7 | Gothenbrg<br>Swedish | C.2Cy.7¾"&15½"-10¾"<br>NE&B88 7NHP<br>LundbyM.V.Gothenburg | | |
| 13717<br>21881<br>LSPN | **Delfina** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*<br>Sub.Sig. Wireless | 3480<br>2991<br>2060 | | | ... | | 1919 | Hanlon<br>D.D.&S.B.Co.<br>Oakland,Cal. | UnitedStates<br>ShippingBoard | 320·7<br>P26'B79'F34' | 46·0 | 24·4<br><br>FK | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.24",39"&63"-42"<br>387NHP<br>AllisChalmersMfg.Co.<br>Milwaukee | 26 " 9 | R |
| 13718 | — SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 3096<br>2848<br>1858 | ✠100A1<br>~~5,21~~ ~~1,21~~3,22<br>✠LMC12,20 | Bly<br>Bbo | *u* | CL | 1921<br>1mo<br>*Lloyd* | BlythS.B.<br>&D.D.Co.Ld.<br>Blyth<br>'*sA&CP* | F.Sainz é<br>Inchaustegui<br><br>*CellD* | 331·2<br>P33'B98'F29'<br><br>*B*284'734*tFPT*122*t* | 46·7 | 23·2<br><br>FK | Bilbao<br>Spanish<br>5*BHCem*<br>*APT*48*t* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 365NHP<br>3SB,9*cf*,GS168,HS6030<br>G.Clark,Ld.Sunderland | 25 " 6<br>s 4 " 1½<br>21 " 9 | |
| 13719<br>MHVN | **Delfinus** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk* | 1294<br>977<br>751 | | | | | 1912 | Laxevaags<br>Msk.&Jrnskb<br>Bergen | DetBergenske<br>Dampskibsselskab | 230·1<br>Q82'B58'F28' | 35·2 | 16·1 | Bergen<br>Norwegian<br>*WB* | T.3Cy.17½",29"&48"-33"<br>12NHP<br>LaxevaagsMsk.&Jrns.Bgn | | N |
| 13720<br>NLWC | **Delfland** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 4302<br>4050<br>2763 | | | | | 1905 | Napier&<br>Miller,Ld.<br>Glasgow | Konink.Holland-<br>scheLloyd | 385·0<br>P38'B104'F38' | 48·5 | 29·7 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.27",44"&73"-48"<br>369NHP<br>D.Rowan&Co.Glasgow | | C |
| 13721<br>NLWF | **Delft** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 4368<br>3970<br>2726 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~6,21~~8,22 ✠LMC10,19<br>*Fitted for oil fuel* 10,19 | Ams | *x* | CL<br>6,21<br>*F.P. above* | 1919<br>10mo<br>*Lloyd* | NewWater-<br>wayS.B.Co.<br>Schiedam<br>'*sA&CP*<br>150°F. | Koninkl.Nederl.<br>Stoomb.Maats.<br><br>*CellDB* 316' 824*t* | 370·0<br><br>*FPT*112*t APT* 64*t* | 50·2 | 26·2<br>FK<br>*Collision* | Amstrdam<br>Dutch<br>*Cem*<br>*BH to Sh dk*<br>5 " " *U* " | T.3Cy.26",42"&70"-48" (*s*)<br>180lb 459NHP<br>3SB,9*cf*,GS148,HS6660 FD<br>NewWaterwayS.B.Co.<br>Schiedam | 29 " 0<br>s 3 " 7½<br>25 " 9 | |
| 13722<br>NLWG | **Delfzijl** SteelAuxScSr<br>*Motor*<br>(*See Sailing Ship Register*) 1*Dk* | 149<br>128<br>99 | | | | | 1917 | H.van de<br>Werf<br>Staadskanaal | Zeev.Maats.<br>"Groningen"<br>(R.Kramer, *Mgr.*) | 97·5<br>P23' | 19·3 | 7·7 | Groningen<br>Dutch | Motor<br>D.Goedkoop,Amsterdam | | V |
| 13723<br>118751<br>JMRQ | **Delhi** SteelScK<br>*ss*Hul.No.3-11,16<br>*ss*Hul.No.1-20<br>1*Dk* | 171<br>161<br>67 | ✠100A1<br>*StmTrawler*<br>11,21 ~~2,20~~<br>~~BS2,21~~ ✠LMC2,20 | Hul<br>BS3,22 | | CL<br>~~2,20~~<br>11,21 | 1903<br>6mo<br>*Lloyd* | Cook, Wel-<br>t'n&Gemmell<br>Beverley<br>'*sA&CP* | HullSteamFishing<br>&IceCo.Ld. | 105·0<br>Q19' | 21·2 | 11·2<br><br>BK7"<br>*WB*= | Hull<br>British<br>4*BHCem*<br>*DTf*13'27*t* | T.3Cy.10",17"&28"-21" (*s*)<br>200lb 45RHP<br>1SB,2*pf*,GS25,HS750<br>Amos&Smith,Hull | 12 " 1 | |
| 13724<br>NLWJ | **Deli** SteelScSr<br>(*ex*Pontianak)<br>*Elec.light* Wireless 3*Dks* | 6799<br>6551<br>4366 | | | | | 1912 | Kon.Maats<br>deSchelde<br>Flushing | Rotterdamsche<br>Lloyd (W.Ruys<br>&Zonen, *Mgrs.*) | 430·4<br>B57' | 55·3 | 34·7 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.28¾",48"&82½"-54"<br>501NHP<br>Maats.deSchelde,Flushing | | V |
| 13725<br>145292<br>KJMT<br>13726 | **Delia** SteelScSr<br>*ss*Lon.No.3-8,21<br>~~1*Dk*&*ptAwngdk*~~<br>1*Dk*(*Stl*)&*ptAwngdk*(*Stl*)&*deep framing* | 1267<br>869<br>775 | ✠100A1<br>*ptAwng dk.*<br>*with freeboard*<br>1,22 ~~8,21~~ ✠LMC8,21 | Lon | *o* | ~~8,21~~<br>1,22 | 1907<br>8mo | WoodSkin-<br>ner&Co.Ld<br>Newcastle<br>*Lloyd's A&CP* | ~~Dampfschiffahrts~~<br>~~Ges.Neptun~~<br>Anglo-Portuguese<br>S.S.Co.Ld.(M.Isaacs<br>&SonsLd. *Mgrs*)<br>*CellDBa* | ~~225·0~~<br>Q81'RFD19'F28'<br>~~*ptAwng dk*98'~~<br>225·2<br>60'*u*E15'*f*93'271*tFP* | ~~34·0~~<br><br><br>34·2 | ~~14·1~~<br><br>FK<br>14·3 | ~~Bremen~~<br>~~German~~<br>London ~~*WB*~~<br>British<br>4*BHCem*<br>*T*30*tAPT*20*t* | T.3Cy.17",28"&46"-33" (*s*)<br>180lb *100lb* 141NHP<br>N.E.MarineEng.Co.Ld.Sld<br>1SB,3*cf*,GS60,HS2304 | 16 " 6<br>s7 " 3½<br>16 " 6<br>— | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13727 | **Delia** IronSc<br>(Trawler)<br>(exPelican,exGadus) 1Dk | 159<br>146<br>32 | | | | | 1892 | Akt.Ges.<br>"Neptun"<br>Rostock | Cia.Argentina de Nav.AngelGardella,Lda. | 109·3<br>B35' | 20·7 | 10·6 | Bns.Ayres<br>Argentine | C.2Cy.17¾"&33½"–19¾"<br>42NHP<br>A.G."Neptun,"Rostock | | |
| 13728<br>218467<br>LSBH | **Delight** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless Longitudinal framing | 5141<br>—<br>3895 | | | | | 1919 | ToddD.D.<br>&Con.Co.<br>TacomaWsh. | UnitedStates ShippingBoard | 379·7<br>P39'B102'F41' | 53·1 | 26·7 | Seattle<br>Utd.States<br>WB | T.3Cy.24",40"&70"–48"<br>339NHP<br>SeattleConst.&DryDock Co.Seattle,Wash. | | R |
| 13729<br>218980<br>LPCJ | **Delisle** SteelScSr<br>Wireless Fitted for oil fuel<br>Elec.light Sub.Sig. 1Dk | 3478<br>2991<br>2064 | | | ... | | 1919 | Hanlon<br>D.D.&S.B.Co.<br>Oakland,Cal. | UnitedStates ShippingBoard | 320·7<br>P26'B79'F34' | 46·0 | 24·4<br>FK | S.Frncisco<br>Utd.States<br>WB | T.3Cy.24",39"&65"–42"<br>397NHP<br>AllisChalmersMfg.Co. Milwaukee,Wis. | 26 " 9 | R |
| 13730<br>220479<br>MBGR | **Delivery No. 5** SteelSc<br>Motor<br>Carrying oil in bulk 1Dk<br>Wireless | 189<br>—<br>128 | | | | | 1920 | StatenIslandS.B.Co.<br>Mariners Harbor,N.Y | StandardOilCo.of NewYork | 109·4 | 25·1 | 10·9 | NewYork<br>Utd.States | Motor | | |
| 13731<br>219590<br>LVPD | **Dellwood** SteelSc<br>Elec.light 1Dk(Stl)<br>Sub.Sig. Wireless | 3478<br>2991<br>2063 | ✠100A1<br>3,20<br>✠LMC3,20<br>Fitted far oil fuel 3,20 F.P. above 150°F. | Oakland | u | CL | 1919<br>12mo | Hanlon<br>D.D.&S.B.Co.<br>Oakland,Cal.<br>CP | UnitedStates ShippingBoard<br>CellDB263'635t | 320·7<br>P26'B79'F34'<br>MT36'996tFPT93t | 46·0 | 24·4<br>FK | S. Frncisco<br>Utd.States<br>8BHptAsp<br>APT88t | T.3Cy.24",39"&65"–42" (s)<br>200lb HS7200 397NHP<br>3 Water Tube Boilers<br>AllisChalmersMfg.Co. Milwaukee,Wis. | 26 " 9<br>s 5 " 0<br>22 " 1 | |
| 13732<br>157568<br>KQGF | **Delmar** SteelSc<br>(Tug) | 294<br>—<br>138 | | | | | 1900 | T.S.Marvel<br>&Co.Newburgh,N.Y. | NewYorkPhiladelphia&NorfolkR.R.Co. | 122·3 | 26·9 | 11·7 | Cape CharlesVa.<br>Utd.States | | | |
| 13733<br>OFKX | **Delme** WoodTwinSc<br>(exC.–13)<br>Elec.light Mchy.Aft 1Dk | 1141<br>822<br>659 | | | | | 1919 | Fraser<br>Brace Shpyds<br>Ld. Montreal | FrenchGovernment | 194·8<br>P98'F28' | 39·7 | 15·0 | Havre<br>French | C.4Cy.12"&24"–16"<br>38NHP<br>NationalS.B.Co. Goderich,Ont. | | V |
| 13734 | — SteelSc<br>(Trawler)<br>1Dk | 218<br>193<br>81 | | | | | 1916 | Schiffsb.<br>Ges."Unterweser"m.b.H<br>Lehe | Barckhan&Horn | 127·6<br>Q75'F19' | 22·6 | 9·2 | Bremen<br>German | T.3Cy.12⅝",20½"&32½"–22⅝"<br>50NHP<br>OttensenerMaschf. Altona | | |
| 13735<br>120844<br>HOML | **Delmira**(ABANDONED ON FIRE 2,21—NOW IN PORT 3,21) SteelScSr<br>ssNwc.No.3–3,16<br>Elec.light 1Dk(Stl)&Spardk(Stl)&deepframing<br>Wireless<br>Carrying oil fuel in bulk F.P. above 150° F.in holds & D.B. | 3459<br>3272<br>2211 | ✠<br>Spar dk<br>12,18<br>✠ | Lon | w | | 1905<br>4mo | Short Bros. Ld.<br>Sunderland<br>W | KyleTransport Co.Ld.(Alex. Bicket,Mgr.)<br>B=CellDBa111'u FPT | 352·2<br>P36'B110'<br>E24'f152'817t<br>81tAPT107t | 45·2 | 17·2<br>25·2<br>FK<br>7B<br>3 ,, | Liverpool<br>British<br>Cem<br>H to Spar dk<br>,, Main dk | T.3Cy.24½",40"&66"–45"<br>342NHP<br>2SB,6pf,GS106,HS4488 FD<br>G.Clark,Ld.Sunderland | 27 " 9 | |
| 13736<br>113920<br>SBVC | **Deloraine** SteelScSr<br>ssGrk.No.3–5,13<br>Mchy.Aft ssGrk.No.1–18<br>Well deck 1Dk(Stl) | 265<br>170<br>104 | ✠100A1<br>10,19<br>~~BS4,20~~ ✠LMC4,18<br>BS7,21 | Sws | c | CL<br>4,20 | 1900<br>11mo | J.Mc Arthur&Co.<br>Paisley<br>A&CP | HeathShpg.Co.Ld.(A.Vickery&W.A.Noel,Mgrs.) | 120·2<br>Q46'B9'F20' | 22·1 | 8·8<br>BK7"<br>WB | Glasgow<br>British<br>6BHCem<br>=FPT22t | C.2Cy.14½"&30"–21" (s)<br>120lb 37RHP<br>1SB,2pf,GS89,HS992<br>Bow,McLachln&CoLd.Psy | 9 " 9<br>s " 7<br>9 " 10 | |
| 13737<br>116786 | **Delos W. Cooke** SteelSc<br>(exStarruca)<br>Elec.light Mchy.Aft 1Dk&Spardk | 3398<br>—<br>2067 | | | | | 1897 | UnionD.D Co.<br>Buffalo | GreatLakes TransitCorp. | 326·5 | 44·0 | 14·9<br>29·3 | Buffalo N.Y<br>Utd.States<br>WB | T.3Cy.22",38½"&64"–42"<br>265NHP<br>KingIronWorks,Buffalo | | |
| 13738<br>HRQS | **Delphin** IronScSr<br>(exBatavierI.,exBatavier)<br>2Dks | 731<br>565<br>437 | | | | | 1872 | Nederland Stmbt.Maats.<br>Rotterdam | ChiosS.S.Co.Ld. (SaliarisBros. Mgrs.) | 226·3<br>P44'Q19'B37' | 29·9 | 13·6 | Piræus<br>Greek | C.2Cy.25"&45"–30"<br>NE84 NB92 92NHP<br>Nederl.Stmbt.Maats.Rot. | | |
| 13739 | — SteelPad<br>Elec.light 1Dk | 381<br>320<br>146 | | | | | 1905 | Akt.Ges.<br>"Weser"<br>Bremen | Norddeutscher Lloyd | 190·2<br>B79' | 23·7 | 9·1 | Bremen<br>German<br>WB | T3Cy.19⁷⁄₁₆",30¹¹⁄₁₆"&50⅝"–47½"<br>174NHP<br>A.G."Weser,"Bremen | | |
| 13740 | — SteelSc<br>Mchy.Aft 1Dk&Shelterdk | 256<br>181<br>96 | | | | | 1910 | Flensburgr Schiffsb. Ges.<br>Flensburg | Ver.Flensburg-Ekersunder&Sonderburg.Dampfs.G | 125·1 | 25·1 | 8·3 | Flensburg<br>German<br>WB | C.2Cy.13⁷⁄₁₆"&27¹⁵⁄₁₆"–16"<br>25NHP<br>FlensburgerSchiffsb.Ges. | | |
| 13741 | — SteelScSr<br>(Trawler)<br>(exLuisingen) 1Dk | 224<br>—<br>88 | | | | | 1918 | Theod. Hitzler<br>Lauenburg | SimonWriede | 123·0 | 23·9 | 9·5 | Altona<br>German<br>WB | T.3Cy.12½",20"&32½"–22"<br>49NHP<br>Gebr.SachsenbergA.-G. Rosslau | | |
| 13742<br>453 | — SteelScSr<br>(SalvageVessel)<br>(exDr.Giese) | 151<br>—<br>46 | | | | | 1895 | Akt.Ges.<br>"Neptun"<br>Rostock | M S.Abramowitsch (V.A.Abkin, Mgr.) | 109·5<br>B35' | 24·2 | 10·4 | Kertch<br>Russian<br>WB | C.2Cy.17¾"&33½"–22"<br>44NHP<br>A.G."Neptun,"Rostock | | |
| 13743<br>MVSQ | — WoodAuxScSr<br>(exSailingVessel) Motor<br>Mchy.Aft. 1Dk<br>(See Sailing Ship Register) | 107<br>99<br>65 | | | | | 1871 | ..................<br>Kragerö | A/S Tömmervik (RiddervoldPettersen,Mgr.) | 79·2<br>H8t | 22·7 | 9·4 | Stokmarknes<br>Norwegian | Motor<br>2Cy. Emade16fitted19<br>LysekilsM.V.A/B Lysekil | | |
| 13744<br>135979 | **Delphine** SteelScK<br>ssGms.No.1–19<br>Elec.light 1Dk | 250<br>230<br>96 | ✠100A1<br>StmTrawler<br>8,21 ~~7,20~~<br>✠LMC10,19<br>BS8,21 | Gms | | CL<br>10,19 | 1914<br>1mo<br>Lloyd | Smith's DockCo.Ld.<br>Middlesbro'<br>'sA&CP | ConsolidatedStm.Fishing&IceCo.(Gms.)Ld. (J.D.Marsden,Mgr.) | 125·0<br>Q74'F20' | 23·5 | 12·4<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 85RHP<br>1SB,3pf,GS54,HS1522<br>Smith'sDockCo.Ld.Mdb. | 13 " 0 | |
| 13745<br>140285<br>~~LFKV~~<br>GQTB | **Delphinula** SteelSc3MstSr ~~SteelScSr~~<br>ssAlx.No.3–5,20 ~~ssYka.No.2–16~~<br>(exBuyoMaru) 2Dks(Stl)&<br>Elec.light Mchy.Aft Web frames<br>Wireless | ~~5238~~<br>~~4562~~<br>~~3247~~<br>4990<br>4451<br>3086 | ✠100A1<br>~~6,21 8,19~~ 2,22<br>✠LMC8,19<br>BS6,21<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 2,08 F.P. above 150°F. | Mlt ~~Pts~~ Ply | y | CL<br>8,19 | 1908<br>2mo<br>Lloyd | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>'sA&CP | Anglo-Saxon PetroleumCo.Ld.<br>CellDBuB 40'79tDTf44'343t | 385·0<br>P99'B27'F42'<br>FPT38tAPT17t | 50·5 | 29·2<br>FR | London<br>British<br>14BHCem<br>(9 ,, toU dk<br>5 ,, toM ,,) | T.3Cy.26",43"&72"–48"<br>180lb 436NHP<br>4SB,12cf,GS216,HS7364<br>N.E.MarineEngCoLdNwc | 30 " 9<br>s6 " 6¾<br>24 " 7 | |
| 13746<br>6075<br>KBPF | **Delphinus** SteelScSr<br>Cruiser Stern<br>Elec.light Mchy.Aft 1Dk | 657<br>507<br>336 | | | | | 1919 | Eriksbergs M.V.Akties.<br>Gothenburg | Rederiaktieb. Stjärnan(J. Bergendorff,Mgr.) | 180·6<br>P55'F22' | 28·9 | 11·6 | Karlstad<br>Swedish<br>WB | T3Cy.14³⁄₁₆",22⁷⁄₁₆"&36⅝"–24"<br>66NHP<br>EriksbergM.V.Aktieb,Got | | V |
| 13747<br>120653<br>JFLO | — SteelScK<br>ssGms.No.3–6,19<br>(exAmelia) 1Dk | 257<br>232<br>98 | ✠100A1 | Gms | ... | CL<br>3,19 | 1906<br>1mo<br>Lloyd | Smith's DockCo.Ld.<br>NorthShields<br>'sA&CP | ~~Grimsby&N.Sea StmTrawlingCoLd~~<br>Trawlers(White Sea&Grimsby)Ld<br>~~(H.Bacon,Mgr.)~~<br>(J.N&H.Bacon,Mgrs) | 125·9<br>Q63' | 22·1 | 12·0<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.12½",20"&34"–25" (s)<br>180lb 75RHP<br>1SB,2pf,GS36,HS1697<br>ShieldsE&DDCo.Ld.N.Shl | 12 " 10 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assign'd now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13748<br>220114<br>LWQD | Delrosa SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>Sub.Sig. Wireless | 3475<br>2991<br>2064 | | | ... | | 1920 | Hanlon<br>D.D.&S.B.Co.<br>Oakland,Cal. | UnitedStates ShippingBoard | 320·7\|46·0\|24·4<br>P26'B79'F34'<br>FK | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.24",39"&65"–42"<br>397NHP<br>AllisChalmersMfg.Co.<br>Milwaukee,Wis. | 26 ″ 9 | R |
| 13749<br>120709<br>HDMF | Delta SteelTwinScSr<br>3*Dks*(*UStl*–ws *pt* teak&1*Stl*–ws)<br>*Elec.light* Wireless | 8097<br>6413<br>4739 | ✠<br>10,05<br>✠ | Lon | *d*† | | 1905<br>9mo | Workman,<br>Clark&Co.Ld<br>Belfast | P.&O.Stm.Nav.Co.<br>*WB=Cell* | 470·2\|56·5\|31·6<br>P96'B182'F103'<br>FK&BK3"<br>*DBa*83' *uE&B*115' | Belfast<br>British<br>8*BHptCem*<br>*f*178'1191*t* | Q.8Cy.25½",36½"52"&74"–51"<br>FD 1251NHP<br>2D&4SB*24cf*GS456HS18586<br>Wrkman,Clark&Co.Ld.Bel | 34 ″ 10 | |
| 13750<br>~~143207~~<br>~~KBHD~~ | — SteelScSr<br>*Elec.light* Wireless 1*Dk&Shelter dk* | 2775<br>2634<br>1741 | | | | | 1905 | Akt.Ges.<br>"Neptun"<br>Rostock | Ahrenkiel&Clausen | 291·1\|41·3\|18·5<br>H18' 25·7 | ~~London~~<br>~~British~~<br>Danish | T3Cy.$20\frac{7}{8}$",$35\frac{7}{16}$"&$55\frac{1}{2}$"–$35\frac{7}{16}$"<br>181NHP<br>A.G."Neptun,"Rostock | | |
| 13751<br>128788<br>RLDT | Delungra SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>Wireless *Longitudinal framing* | 3346<br>3009<br>1934 | ✠100A1<br>8,21 ~~10,20~~<br>BS12,20 ✠LMC10,19 | Syd<br>Mel | *v* | CL | 1919<br>9mo | Govt.Dkyd<br>Newcastle,<br>N.S.W.<br>A&CP | Commonwealth GovernmentLine ofSteamers<br>*CellDB*277'885*tF* | 331·0\|47·9\|26·0<br>P31'B95'F30'<br>FK<br>*PT*118*tAPT*204*t* | Newcastle<br>N.S.W.<br>British<br>5*BHCem* | T.3Cy.25",41"&68"–45" (*s*)<br>190lb HS8289 519NHP<br>3 Water Tube Boilers FD<br>Govt.Dkyd.Nwc.N.S.W. | 26 ″ 1<br>s 4 ″ 7½<br>21 ″ 10 | |
| 13752<br>128721<br>VJQN | Delver SteelSc<br>*ss*CTn.No.3-11,21 ~~*ss*CTn.No.2-19~~<br>*BucketDredger*<br>1*Dk*(*Stl*) | 217<br>217<br>131 | ✠ A1<br>*Dredger*<br>11,21 ~~6,19~~<br>~~BS10,20~~ ✠LMC6,19<br>BS11,21 | CTn | | ~~6,10~~<br>11,21 | 1912<br>8mo<br>*Lloyd* | Lobnitz&<br>Co.Ld.<br>Renfrew<br>'s*A&CP* | UnionGov.ofSouth Africa(SouthAfricanRlys.&Harbours Department C.Tn.) | 128·0\|25·1\|9·5<br>FK | CapeTown<br>British<br>5*BHCem* | C.2Cy.13"&26"–18" (*s*)<br>120lb 35RHP<br>1SB,*2pf*,GS33,HS729<br>Lobnitz&Co.Ld.Renfrew | 10 ″ 0<br>s2 ″ 0<br>8 ″ 1 | |
| 13753<br>132024<br>HWLR | Demerara SteelTwinScSr<br>Sub.Sig. Wireless<br>*Elec.light Ref.Mchy.* 2*Dks*&3*ptDks* | 11484<br>9855<br>7249 | ✠Lloyd'sRMC [illegible] | | | | 1912 | Harland&<br>Wolff,Ld.<br>Belfast | RoyalMailSteam PacketCo. | 500·7\|62·3\|40·2<br>P50'B181'F59' | Belfast<br>British<br>*WB* | Q.8Cy.23",34",48"&69"–51"<br>680NHP<br>Harland&Wolff,Ld.Bel. | | BT till 8,21 |
| 13754 | Demetrios Inglessis SteelSc<br>*ss*Trn.2ndNo.3–2,08<br>(*ex*Glenmore) *ss*Ard.No.1–12<br>*Well deck* 1*Dk*(*Irn*)2*trB* | *1656*<br>*1301*<br>*1053* | ✠<br>9,20<br>✠ | Gls | *r* | | 1882<br>10mo | J.Key&<br>Sons<br>Kinghorn | D.Inglessis&fils<br>*DBu E&B*32'97*t* | 265·0\|37·1\|18·7<br>Q84'B78'F33'<br>FK<br>*FPT* 55*t APT* 23*t* | Greek<br>5*BHCem*<br>*MT*36'500*t* | C.2Cy.30"&60"–39"<br>NDB91*fitted*08 187NHP<br>2SB,*6pf*,GS99<br>J.Key&Sons,Kirkcaldy | 20 ″ 5 | |
| 13755 | Demetrios Pandelis SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | *4291*<br>*4012*<br>*2619* | ✠100A1<br>2,22 ~~6,20~~<br>✠LMC6,20 | Stk<br>Bry | *x* | CL | 1920<br>6mo<br>*Lloyd* | Richardsn,<br>Duck&CoLd.<br>Stockton<br>'s*A&CP* | PandeliBros.<br>*CellDB* | 380·5\|51·0\|24·8<br>P40'B244'F37'<br>FK<br>338' 1209*t FPT*136 | Piræus<br>Greek<br>6*BHCem*<br>*tAPT*154*t* | T.3Cy.26",42"&70"–48" (*s*)<br>180lb *100lb* 397NHP<br>3SB,*9cf*,GS179,HS6507<br>Blair&Co.Ld.Stockton | 27 ″ 3<br>s 3 ″ 11<br>23 ″ 9 | |
| 13756 | Demirtach IronSc<br>(*ex*Intibah,*ex*BattleIsle) 1*Dk*<br>*Mchy.Aft Well deck* | *202*<br>*151*<br>*79* | | | | | 1885 | Scott&Co.<br>Bowling | D.G.Patrikios | 125·0\|20·1\|9·5<br>Q52'B5'F19' | Constanpl<br>Turkish<br>*WB* | C.2Cy.21"&40"–27"<br>NB04 69NHP<br>W.King&Co.Glasgow | | |
| 13757<br>215822<br>LJHK | Democracy SteelScSr<br>(*ex*Jupiter) Wireless 2*Dks*(*Stl*)<br>*Elec.light* Sub.Sig. | 4431<br>4304<br>2812 | ✠100A1<br>6,20 | N.Y. | ... | 6,20 | 1917<br>11mo | StandardS.<br>B.Corp.<br>Shooter's<br>Island,N.Y.<br>A&CP *Interm* | French-American Line,Inc.<br>*ediate blkhds in forward & after*<br>*CellDB*322'9 | 377·0\|52·0\|26·8<br>P25'B106'F37'<br>FK<br>*holds dispensedwith*<br>85*tMT*29'730*tFPT* | NewYork<br>Utd.States<br>*Cem*<br>(4*BHtoUdk*<br>3 ,, ,, 2*nd*,,<br>88*tAPT*50*t* | T.3Cy.24",40"&70"–48" (*s*)<br>190lb 485NHP<br>3SB,*9cf*,GS186,HS7128 FD<br>StandardS.B.Corp.<br>*only*) | 29 ″ 0 | |
| 13758<br>120099 | Democrat WoodAuxScK<br>*OilEng.*(*not classed*)<br>HTApl.16 *Salted*† GIB 1*Dk*<br>(*See Sailing Ship Register*) | 62<br>60<br>43 | ✠ 12A1<br>12,16 *Expired* | Apl | | | 1909<br>9mo<br>*Lloyd* | J.&W.<br>Francis<br>Milford<br>'s*A&CP* | ~~H.S.G.Clarke~~<br>G.G.Clarke | 71·2\|19·0\|7·7<br>10&12yrs.Mat.<br>KeelsonOregon pi | Barnstple<br>British<br>ne | OilEngine2S.C.SA<br>1Cy.9¾"–10½" 6NHP<br>Petters,Ld.Yeovil | 8 ″ 4<br>s 1 ″ 0 | |
| 13759<br>OFLC | Democratie WoodAuxTwinSc<br>*Stm.Eng.* 5MstSr<br>*Elec light Mchy.Aft* 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 2142<br>—<br>1500 | | | | | 1918 | Foundat'n<br>Co.<br>Tacoma,Wsh | French Government | 258·6\|44·8\|22·2<br>P118'F30' | Bordeaux<br>French | T.6Cy.10",16½"&26"–24"<br>66NHP<br>HarrisburgFoundry&MachineCo.,Harrisburg,Pa. | | V |
| 13760<br>131435<br>HVTM | Demodocus SteelScSr<br>*Elec.light Ref.Mchy.* Wireless 2*Dks* | 6594<br>5553<br>4184 | | | | | 1912 | Workman,<br>Clark&Co.Ld<br>Belfast | ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*) | 443·0\|52·8\|32·1<br>P50'B162'F53' | Liverpool<br>British<br>*WB* | T.3Cy.30",50"&83"–60"<br>NB19 532NHP<br>Wrkman,Clark&Co.Ld Bel | | BT till 9,21 |
| 13761<br>129362<br>HTFB | Demosthenes SteelTrpScSr<br>*ss*Lon.No.2–19<br>*Elec.light*Wireless 2*Dks*(*Stl*)&*Awngdk*<br>*Ref.Mchy.* (*Stl–pt*ws)3*rd dk in No.*3<br>Sub.Sig. & *after holds*(*Stl in after holds*) | 11223<br>9550<br>7034 | ✠100A1<br>*Awngdk withfreeboard*<br>~~1,21 8,20~~ 1,22 BS1,21<br>~~BS8,20~~ ✠LMC7,19<br>✠Lloyd'sRMC ~~1,21~~<br>12,21 | Lon<br>~~Chb~~ | *g*† | CL<br>~~P&S~~<br>~~6,18~~<br>~~C8,20~~<br>CN6,21<br>P&S<br>1,22 | 1911<br>8mo<br>*Lloyd* | Harland&<br>Wolff,Ld<br>Belfast<br>'s*A&CP* | G.Thompson&Co. Ld.<br>*WB= CellDB*<br>*a*113'*uE&B* | 500·6\|62·3\|39·4<br>P47'B245'F64' *on*<br>*Awngdk* FK&BK2"<br>97'*f*223' 1674*t FPT*<br>1 low pres | Aberdeen<br>British<br>10*BHptCem*<br>155*tAPT*85*t*<br>sure turbine | T.8Cy.(2)23",(2)37"&(4)<br>41½"–48" 215lb (*s*)<br>3D&1SB*21cf*GS413HS17840<br>Harland&Wolff,Ld.Bel FD<br>JBrown&CoLd Clydebank | 42 ″ 8<br>s13 ″ 8½<br>29 ″ 6 | BT till 7,21 |
| 13762<br>HJGV | — IronScSr<br>(*ex*Serla,*ex*Siri) 1*Dk* | 284<br>241<br>149 | | | | | $18\frac{72}{89}$ | MotalaCo.<br>Motala | C.D.Calafatis | 119·3\|22·9\|11·9<br>B27'H8*t* | Syra<br>Greek | 2Cy12"&$26\frac{15}{16}$"–$17\frac{9}{16}$"<br>NE&B01 25NHP<br>EriksbergM.V.Actieb,Got. | | V |
| 13763<br>129446 | Dencade SteelScCtr<br>*ss*Bxm.No.3–6,21 ~~*ss*Hul.No.1–12~~<br>1*Dk*(*ptStl–ptWood*) | 58<br>58<br>18 | ✠100A1<br>*For Towing purposes*<br>6,21 ~~9,15~~<br>~~Examined9,19~~ 6,21<br>~~BS7,20~~ ✠LMC6,15 | Ply<br>Bxm | | CL<br>~~6,18~~<br>6,21 | 1909<br>1mo<br>*Lloyd* | Scott&<br>Sons<br>Bowling<br>'s*A&CP* | DenabyShipping& CommercialCo.Ld. | 72·2\|16·1\|7·8<br>BK5" | Brixham<br>British<br>4*BHCem* | C.2Cy.13"&26"–18" (*s*)<br>130lb 50RHP<br>1SB,*2pf*,GS29,HS753<br>Gauldie&Gillespie,Gls. | 8 ″ 6 | |
| 13764<br>MCWD | Deneb SteelScSr<br>(*ex*Ulefos)<br>1*Dk*&*ptAwng dk* | 1230<br>805<br>749 | | | | | 1906 | Nylands<br>Værksted<br>Christiania | DetBergenske Dampskibsselskab | 221·1\|34·2\|14·7<br>Q74*t*H37*t*F289*t* | Bergen<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"–30"<br>106NHP<br>NylandsVærksted,Xania | | N |
| 13765<br>132051<br>HRQC | Deneside SteelScSr<br>*ss*Sld.No.2–19<br>*Well deck* 1*Dk*(*Irn*)<br>*Mchy.Aft* | 329<br>226<br>130 | ✠100A1<br>12,21 ~~3,21~~<br>BS5,21 ✠LMC11,19 | Sld | *d* | 3,21 | 1910<br>8mo<br>*Lloyd* | JTEltring<br>ham&Co.<br>S.Shields<br>'s*A&CP* | DenesideStmShpg CoLd(WKGriffin &Co.,*Mgrs*) | 133·9\|23·1\|9·3<br>Q48'B9'F21'<br>FK<br>*WB=FPT* | Sunderlnd<br>British<br>3*BHCem*<br>33*tAPT*4*t* | C.2Cy.16"&34"–24" (*s*)<br>130lb 48RHP<br>1SB,*3pf*,GS37,HS1225<br>G.T.Grey,SouthShields | 10 ″ 6<br>s ″ 8<br>10 ″ 0 | |
| 13766<br>137255<br>JLNR | Denetown SteelScSr<br>(*ex*Ernst)<br>1*Dk* | 653<br>491<br>373 | | | | | 1915 | Hlsingbrgs<br>VarfsAktieb.<br>Helsingborg | TownLine(London)Ld(Harrison, Sons&Co.*Mgrs.*) | 176·0\|30·1\|12·0 | London<br>British<br>*WB* | C.2Cy.16¾"&31½"–$21\frac{1}{16}$"<br>80RHP<br>HelsingborgsVarf.Aktieb. | | V |

*Now named* "Liana," *See No.*38233 *in Supplement*

| 1 Numero d'Ordre — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13767<br>131341<br>HSQT | **Denis** SteelScSr<br>ssLiv.No.2-19<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless | 4435<br>3607<br>2807 | ✠100A1<br>Shelter dk<br>with freeboard<br>~~6,21~~5,20 1,22<br>~~BS5,20~~<br>Carrying oil fuel F. P. above 150° F in DB&DTs. | Liv<br>NYk<br>DS10,21<br>✠LMC5,19 | x | CL<br>~~5,19~~<br>6,21 | 1911<br>5mo<br>Lloyd's A&CP | Hawthorn, Leslie&Co.Ld<br>Newcastle | BoothS.S.Co.Ld.<br>WB = CellDBauE23'f171' 804t | 376·4<br>BonShelter dk116' 108<br>FK<br>FPT60t APT32tD | 50·3 | 23·6 | Liverpool<br>British<br>7BHCem<br>Ta33'625t | T.3Cy.24",40"&67"-48" (r)<br>180lb GS167,HS6955 446NHP<br>2SB(FD)&1AuxSB,8cf<br>N.E.MarineEng.CoLdNwc | 26 ′ 0<br>- 2 ′ 11<br>23 ′ 5 | |
| 13768<br>OFLK | **Denis Papin** SteelSc<br>(Trawler)<br>1Dk | 309<br>—<br>92 | | | | | 1917 | Baheux<br>Boulogne | L.Papin | 141·4 | 23·4 | 13·3 | Boulogne<br>French | T.3Cy.12½",21"&34"-24"<br>57NHP<br>E&B made—fitted 17 | | |
| 13769<br>206152 | **Denmark** SteelScSr<br>1Dk<br>Mchy.Aft Elec.light | 5448<br>—<br>4434 | | | | | 1909 | ToledoS.B.Co.<br>Toledo | GreatLakesSS.Co. | 440·0 | 56·0 | 28·0 | Cleveland<br>Utd.States<br>WB | T.3Cy.22½",36"&60"-42"<br>233NHP<br>ToledoS.B.Co.Toledo | | |
| 13770<br>26195<br>RSLG | **Denmark Maru** SteelSc<br>Elec.light 2Dks(Stl)&Awng dk (Stl)<br>Wireless | 5870<br>5590<br>4263 | ✠100A1<br>Awng dk<br>with freeboard<br>10,21 ~~12,20~~ | Cff<br>Kob<br>✠LMC~~1,20~~<br>10,21 | y | 10,21 | 1920<br>1mo<br>Lloyd's A&CP | Kawasaki Dkyd.Co.Ld.<br>Kobe | KawasakiKisen KabushikiKaisha<br>CellDB334'1118t | 385·0<br>FK<br>Collision<br>FPT126t APT93t | 51·0 | 36·0 | Kobe<br>Japanese<br>Cem<br>BH to Aw dk<br>5 „ „ U „ | T.3Cy.26",43½"&72"-48" (s)<br>200lb 437NHP<br>2SB&1AuxSB,8cf,<br>GS154,HS5636<br>KawasakiDkydCoLdKobe | 36 ′ 0<br>=9 ′ 3½<br>27 ′ 1 | |
| 13771<br>MHRN | **Denofa** SteelSc<br>(exSaaheim)<br>Mchy.Aft 1Dk | 172<br>127<br>89 | | | | | 1912 | Moss Værft<br>Moss | D.Hildisch | 96·4<br>P32' | 19·6 | 9·0 | Chrstiania<br>Norwegian<br>WB | C.2Cy.10½"&24"-16"<br>23NHP<br>MossVærft,Moss | | |
| 13772<br>131453 | **Den-Samud** SteelScSr<br>(exDeli)<br>Elec.light 2Dks<br>Now named "Deli," See No. 37005 in Supplement | 1394<br>959<br>726 | | | | | 1899 | Act.Ges. "Weser"<br>Bremen | StraitsS.S.Co.Ld. | 257·0<br>F36' | 35·6 | 13·6 | Singapore<br>British<br>WB | T.3Cy.19 11/16",31½"&48¾"-<br>27 3/16" 122NHP<br>A.G."Weser,"Bremen | | |
| 13773<br>347<br>HBLM | **Denshin Maru** IronTwinScSr<br>(exKobeMaru)<br>2Dks | 294<br>241<br>171 | | | | | 1873 | Saigaye<br>Tokio | Amagasaki Isaburo | 117·8 | 18·5 | 14·6 | Osaka<br>Japanese | 2Cy.16"-16"<br>NE87,NB12 16NHP<br>NiikumaMasajiro,Osaka | | |
| 13774<br>127822<br>HMDN | **Dentaria** SteelScK<br>ssLiv.No.3-12,19<br>1Dk | 259<br>238<br>103 | ✠100A1<br>StmTrawler<br>9,21 ~~12,18~~ | Liv<br>Gms<br>✠LMC11,19<br>BS9,21 | | CL<br>11,19 | 1908<br>1mo<br>Lloyd's A&CP | Charlton& Doughty,Ld<br>Grimsby | T.W.Baskcomb | 130·5<br>Q71'F20'<br>BK8" | 22·5 | 11·6 | Grimsby<br>British<br>4BHCem | T.3Cy.13",22½"&37"-24" (s)<br>180lb 86RHP<br>1SB,2cf,GS41,HS1500<br>Amos&Smith,Hull | 12 ′ 3 | |
| 13775<br>220449<br>MBGD | **Depere** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks<br>Sub.Sig. Wireless | 3475<br>2991<br>2063 | | | | … | 1920 | HanlonDD &S.B.Co.<br>Oakland,Cal. | UnitedStates ShippingBoard | 320·7<br>P26'B79'F34'<br>FK | 46·0 | 24·4 | S.Frncisco<br>Utd.States<br>WB | T.3Cy.24",39"&65"-42"<br>397NHP<br>Allis-ChalmersMfg.Co.<br>Milwaukee,Wis. | 26 ′ 9 | |
| 13776<br>OFLM | **Député Abel Ferry** SteelSc<br>Elec.light 1Dk(Stl)<br>Cargo battens not fitted | 2015<br>1701<br>1185<br>[illegible] | ✠100A1<br>9,21<br>~~(ClassContem-plated)~~ | Can<br>LMC9,21 | r | | 1921<br>7mo<br>Lloyd's A&CP | Chant.Nav. Français<br>Caen | ~~FrenchGovern-ment Soc.Anon.de~~ Nav. ~~LesArmateursFrançais~~<br>CellDB221'505t Topside tanks 97'140t a82'86t FPT67t APT120t | 270·2<br>P31'F24'B57'<br>FK | 39·4 | 20·3 | Havre<br>French<br>6BHptCem | T.3Cy.18⅓"29½"&49 5/16"-37 13/16"<br>185lb (s) 190NHP<br>2SB,6cf,GS97,HS3220<br>Schneider&Co.Havre | | |
| 13777<br>OFLN | **Député André Thome** SteelSc<br>Elec.light 1Dk | 2170<br>—<br>1354 | | | | | 1920 | Govern-mentYard<br>Brest | FrenchGovern-ment | 266·7<br>P19'B54'F23' | 39·4 | 23·0 | Brest<br>French<br>WB | T.3Cy.18 1/16",29 9/16"&49⅕"-<br>37⅘" 149NHP<br>Etablissements d'Indret, Indret | | |
| 13778<br>OFLQ | **Député Charles Nortier** SteelSc<br>Elec.light 1Dk | 2170<br>—<br>1354 | | | | | 1920 | Govern-mentYard<br>Brest | FrenchGovern-ment | 266·7<br>P19'B54'F23' | 39·4 | 23·0 | Brest<br>French<br>WB | T.3Cy.18 1/16",29 9/16"&49⅕"-<br>37⅘" 149NHP<br>Atel.&Ch.de laLoire,Nts. | | V |
| 13779<br>OFLS | **Député Emile Driant** SteelSc<br>Elec.light 1Dk | 2170<br>—<br>1354 | | | | | 1920 | Govern-mentYard<br>Lorient | FrenchGovern-ment | 266·7<br>P19'B54'F23' | 39·4 | 23·0 | Brest<br>French<br>WB | T.3Cy.18 1/16",29 9/16"&49⅕"-<br>37⅘" 149NHP<br>Etablissements d'Indret, Indret | | |
| 13780<br>OFLT | **Député Frédéric Chevillon** Steel Sc3MstSr<br>(exCommandantLeFauve, exCommandantLefebre) 1Dk | 1272<br>1128<br>909 | | | | | 1918 | KibiShipping Co.Ld.<br>Osaka | FrenchGovern-ment | 219·4<br>B52'F24' | 32·5 | 16·3 | Marseilles<br>French<br>WB | T.3Cy.14½",24"&40"-30"<br>Hashimoto 88NHP<br>IronWorks,Osaka | | V |
| 13781<br>Lost 11,21 | **Député Gaston Dumesnil** SteelSc<br>Elec.light | 2329 | ~~100A1~~<br>~~(ClassContem-plated)~~ | | | | 1921 | Chant.Nav Français<br>Caen | FrenchGovern-ment | 266·6<br>P31'B57'F24' | 39·3 | 22·9 | Havre<br>French | T.3Cy.18",30"&49"-38"<br>Schneider&Cie.Havre | | |
| 13782<br>OFLU | **Député Georges Chaigne** SteelSc<br>Elec.light 1Dk | 2170<br>—<br>1354 | | | | | 1920 | Govern-mentYard<br>Brest | FrenchGovern-ment | 266·7<br>P19'B54'F23' | 39·4 | 23·0 | Havre<br>French<br>WB | T.3Cy.18 1/16",29 9/16"&49⅕"-<br>37⅘" 149NHP<br>Atel.&Ch.de laLoire,Nts. | | V |
| 13783<br>OFLV | **Député Josselin De Rohan** SteelSc<br>Elec.light 1Dk | 2037<br>—<br>1178 | | | | | 1920 | Govern-mentYard<br>Lorient | FrenchGovern-ment | 266·7<br>P19'B54'F23' | 39·4 | 23·0 | Nantes<br>French<br>WB | T.3Cy.18 1/16",29 9/16"&49⅕"-<br>37⅘" 149NHP<br>Etablissements d'Indret, Indret | | V |
| 13784<br>OFLY | **Député Maurice Bernard** SteelSc<br>Elec.light 1Dk | 2170<br>—<br>1354 | | | | | 1920 | Govern-mentYard<br>Lorient | FrenchGovern-ment | 266·7<br>P19'B54'F23' | 39·4 | 23·0 | Brest<br>French<br>WB | T.3Cy.18 1/16",29 9/16"&49⅕"-<br>37⅘" 149NHP<br>Atel.&Ch.de laLoire,Nts. | | |
| 13785<br>OFLW | **Député Paul Proust** SteelSc<br>Elec.light 1Dk | 2170<br>—<br>1354 | | | | | 1920 | Ministère de laMarine<br>Cherbourg | French Government | 266·4<br>P19'B55'F23' | 39·4 | 23·0 | Havre<br>French<br>WB | T.3Cy.18¾",29 1/16"&49¼"-<br>37½" 147NHP | | |
| 13786<br>OFLX | **Député Pierre Goujon** SteelSc<br>Elec.light 1Dk | 2170<br>—<br>1354 | | | | | 1920 | Govern-mentYard<br>Cherbourg | FrenchGovern-ment | 266·7<br>P19'B54'F23' | 39·4 | 23·0 | Havre<br>French<br>WB | T.3Cy.18 1/16",29 9/16"&49⅕"-<br>37⅘" 149NHP<br>Etablissements d'Indret, Indret | | |
| 13787<br>OFMA<br>Capsized&Sank 11,21 | **Député Raoul Briquet** SteelSc<br>Elec.light 1Dk | 2170<br>—<br>1354 | | | | | 1920 | Govern-mentYard<br>Rochefort | FrenchGovern-ment | 266·7<br>P19'B54'F23' | 39·4 | 23·0 | Bordeaux<br>French<br>WB | T.3Cy.18 1/16",29 9/16"&49⅕"-<br>37⅘" 149NHP<br>Atel.&Ch.de laLoire,Nts. | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13788 | **Député René Reille** SteelSc<br>*For full particulars See No. 37001 in Supplement*<br>*Elec.light* | 2329 | 100A1<br>(*ClassContemplated*) | | | | 1921 | Chant.Nav Français<br>Caen | FrenchGovernment | 266·6<br>P31'B57'F24' | 39·3 | 22·9 | Havre<br>French | T.3Cy.18",30"&49"-38"<br>Schneider&Cie.Havre | | |
| 13789<br>217406<br>LPHN | **Deranof** SteelSc<br>*Elec.light* Wireless 2*Dks*<br>Sub.Sig. *Longitudinal framing* | 5227<br>4445<br>3827 | | | | | 1918 | ToddD.D. &Con.Co.<br>TacomaWsh. | UnitedStates ShippingBoard | 379·6<br>P39'B102'F41' | 53·1 | 27·0 | Seattle<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"-48"<br>339NHP<br>SeattleCon.&DryDockCo. | | R |
| 13790<br>220599<br>MBKT | **Derblay** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks*<br>Sub.Sig. | 3475<br>2991<br>2065 | | | ... | | 1920 | HanlonDD &S.B.Co.Ld.<br>Oakland,Cal. | UnitedStates ShippingBoard | 320·7<br>P26'B79'F34'<br>FK | 46·0 | 24·4 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.24",39"&65"-42"<br>397NHP<br>Allis-ChalmersMfg.Co. Milwaukee,Wis. | 26 ″ 9 | R |
| 13791<br>106683 | **Derby** IronScK<br>*ss*Gms.No.3-12,08<br>*ss*Gms.No.2-20<br>1*Dk* | 144<br>139<br>54 | ✠100A1<br>*Stm Trawler*<br>1,20<br>BS6.21<br>✠NB1,14 ✠LMC1,20 | Gms | | CL<br>N 1,20 | 1896<br>11mo<br>*Lloyd's A&CP* | Edwards Bros.<br>Newcastle | ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (J. D.Marsden,*Mgr.*) | 104·0<br>BK7½" | 20·7 | 10·5 | Grimsby<br>British<br>3*BHCem* | T.3Cy.9",16"&25½"-19½" (*s*)<br>200lb 45RHP<br>1SB,2*pf*,GS26,HS654<br>N.E.MarineCo.(Lim.),Sld. | 7 ″ 11 | |
| 13792<br>218639<br>LSFR | **Derbyline** SteelScSr<br>*Fitted for oil fuel*<br>*Carrying oil in bulk*<br>*Elec.light* Sub.Sig. *Mchy.Aft* 2*Dks*<br>Wireless *Longitudinal framing* | 7063<br>—<br>4349 | | | | | 1919 | Bethlehem S.B.Cpn.Ld.<br>Alameda, Cal | UnitedStates ShippingBoard | 435·0<br>P123'B50'F44' | 56·0 | 33·5 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.27",47"&78"-48"<br>594NHP<br>BethlehemS.B.Cpn.Ld. SanFrancisco | | R |
| 13793<br>106876<br>PVFL | **Derbyshire** SteelTwinSc4MstSr<br>*ss*Bkn.No.3-1,18<br>*Elec.light* 3*Dks*(*Stl-Uws*)<br>Sub.Sig. Wireless | 6776<br>5618<br>4329 | ✠100A1<br>9,21 ~~12,20~~<br>~~BS1,21~~ ✠LMC1,18<br>BS10,21 | Liv<br>Sou | *b*† | CL<br>~~N 1,18~~<br>10,21 | 1897<br>10mo<br>*Lloyd's A&CP* | Harland& Wolff,Ld.<br>Belfast | BibbyS.S.Co.Ld. (BibbyBros.&Co. *Mgrs.*) *WB=Cell DBa*108'*uE&B* | 452·0<br>P56'B152'F56'<br>FK&BK3"<br>65'*f*175'1234*t FP*7 | 52·2 | 30·5 | Liverpool<br>British<br>7*BHCem*<br>62*t APT*47*t* | T.6Cy.23½",39"&66"-48" (*s*)<br>185lb 795NHP<br>2D&2SB24*cf*GS411HS14020<br>Harland&Wolff,Ld.,Bel. | 34 ″ 1<br>s7 ″ 10½<br>27 ″ 0 | BT till 12,21 |
| 13794 | **Derika** SteelPad<br>(*ex*ZeeuwshVlaanderen)<br>1*Dk* | 273<br>—<br>96 | | | | | 1891 | Koninkl Maats."De Schelde"<br>Flushing | VisscherijMij. VereenigdeSteenkolenhandel (W.H. Arends,*Mgr.*) | 140·6 | 20·0 | 9·6 | Ymuiden<br>Dutch | T.3Cy.19",30"&45⅓"-39"<br>124NHP<br>KoninklMaats. "De Schelde,"Flushing | | |
| 13795 | **Derika II.** SteelScYl<br>(*Trawler*)<br>*Mchy.Aft* 1*Dk* | 210<br>—<br>66 | | | | | 1917 | A.Baars& Zonen<br>Sliedrecht | VisscherijMij. VereenigdeSteenkolenhandel (W.H. Arends,*Mgr.*) | 115·0 | 21·9 | 11·3 | Ymuiden<br>Dutch | T.3Cy.11",18"&30"-20"<br>40NHP<br>Löhries&Co.Rotterdam | | |
| 13796 | **Derika IV.** IronScK<br>(*ex*Onderneming, *ex*Loveden)<br>1*Dk* | 193<br>180<br>65 | ✠<br>*StmTrawler*<br>11,03 | Gms | | | 1900<br>5mo | Cochrane& Cooper,Ld.<br>Selby | VisscherijMij. VereenigdeSteenkolenhandel (W.H. Arends,*Mgr.*) | 112·6<br>Q48'F22'<br>BK7½" | 21·0 | 11·5 | Ymuiden<br>Dutch<br>4*BHCem* | T.3Cy.12",19¾"&32"-23"<br>NB06 49NHP<br>1SB,2*cf*,GS29,HS920<br>C.D.Holmes&Co.Hull | 12 ″ 3 | |
| 13797 | **Derika V.** SteelScYl<br>(*Trawler*)<br>*Mchy.Aft* 1*Dk* | 206<br>—<br>81 | | | | | 1918 | Gebr.Boot<br>Leiderdorp | VisscherijMij. VereenigdeSteenkolenhandel (W.H. Arends,*Mgr.*) | 122·0 | 22·0 | 11·0 | Ymuiden<br>Dutch | T.3Cy.11",18"&30"-22"<br>42NHP<br>Jaffa,Utrecht | | |
| 13798 | **Derika VI.** IronScK<br>~~*ss*Ymu.No.3-8,21~~ ~~*ss*Rot.No.3-11,09~~<br>(*ex*Middelburg, *ex*Brederode) ~~*ss*Ymu.No.2-18~~<br>1*Dk*<br>*ss*Ymu.2ndNo.3-8,21 | 167<br>151<br>64 | ✠100A1<br>*Stm Trawler*<br>~~8,21~~ ~~2,18~~ 1,22<br>✠NB9,02 | Ymu | 8,21<br>✠LMC~~12,18~~<br>~~BS5,19~~ BS5,22 | ~~7,18~~<br>8,21 | 1898<br>7mo<br>*Lloyd's A&CP* | Earle'sCo. Ld.<br>Hull | VisscherijMij. VereenigdeSteenkolenhandel (W.H. Arends,*Mgr.*) | 102·0<br>Q18'F19'<br>BK7½" | 20·6 | 11·0 | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.11½",17"&30"-21" (*s*)<br>160lb 57NHP<br>1SB,2*cf*,GS35,HS1100<br>Earle'sCo.Ld.Hull | 11 ″ 9 | |
| 13799 | **Derika VII.** SteelScYl<br>(*Trawler*)<br>*Mchy.Aft* 1*Dk* | 205<br>—<br>83 | | | | | 1918 | Gebr.Boot<br>Leiderdorp | VisscherijMij. VereenigdeSteenkolenhandel (W.H. Arends,*Mgr.*) | 122·0 | 22·0 | 11·0 | Ymuiden<br>Dutch | T.3Cy.11",18"&30"-22"<br>42NHP<br>Jaffa,Utrecht | | |
| 13800 | **Derika VIII.** SteelScLr<br>(*Fishing*)<br>1*Dk* | 210<br>—<br>69 | | | | | 1918 | A.Baars& Zoon<br>Sliedrecht | VisscherijMij. VereenigdeSteenkolenhandel (W.H. Arends,*Mgr.*) | 115·0 | 21·9 | 11·3 | Ymuiden<br>Dutch | T.3Cy.11",18"&30"-22"<br>42NHP<br>AmsterdamDryDockCo. | | |
| 13801 | **Derika IX.** SteelScYl<br>(*Trawler*)<br>*Mchy.Aft* 1*Dk* | 165<br>—<br>41 | | | | | 1919 | Weerth Scheepsbouw Maats<br>Weerth | VisscherijMij. VereenigdeSteenkolenhandel (W.H. Arends,*Mgr.*) | 105·0 | 20·7 | 10·0 | Ymuiden<br>Dutch | T.3Cy.10⅝",16¾"&27"-18"<br>31NHP<br>Kuipers,Rotterdam | | |
| 13802 | **Derika X.** SteelScK<br>*ss*Ymu.No.3-10,12<br>(*ex*Acacia, *ex*Monkgate,*ex*Kathleen) *ss*Ymu.No.1-17<br>1*Dk* | 159<br>157<br>52 | ✠100A1<br>*StmTrawler*<br>11,18<br>BS8,19 ✠LMC8,17 | Ams | | N7,17 | 1899<br>5mo<br>A&CP | SelbyS.B. &E.Co.Ld.<br>Selby | VisscherijMij. VereenigdeSteenkolenhandel (W.H. Arends,*Mgr.*) | 105·0<br>BK7½" | 20·7 | 11·1 | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.10$\frac{1}{16}$",18"&30"-21"(*s*)<br>180lb 53NHP<br>1SB,2*pf*,GS31,HS937<br>Crabtree&CoGtYarmouth | 12 ″ 0 | |
| 13803 | **Derika XI.** SteelScK<br>*ss*Ams.No.3-7,12<br>(*ex*Begonia,*ex*Stonegate,*ex*Elsie) *ss*Ymu.No.1-17<br>1*Dk* | 158<br>156<br>51 | ✠100A1<br>*StmTrawler*<br>11,18<br>BS8,19 ✠LMC8,16 | Ams | | 5,17 | 1899<br>7mo<br>A&CP | SelbyS.B. &E.Co.Ld.<br>Selby | VisscherijMij. VereenigdeSteenkolenhandel (W.H. Arends,*Mgr.*) | 104·7<br>BK7½" | 20·9 | 11·0 | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.11",18"&29"-21" (*s*)<br>180lb 51NHP<br>1SB,2*pf*,GS31,HS937<br>Crabtree&CoGtYarmouth | 12 ″ 0 | |
| 13804 | **Derika XII.** SteelScK<br>*ss*Rot.2ndNo.3-10,21 ~~*ss*Ymu.No.3-1,13~~<br>(*ex*Clyvia,*ex*Fossgate, *ex*Julia) ~~*ss*Ymu.No.1-17~~<br>1*Dk* | 158<br>156<br>51 | ✠100A1<br>*StmTrawler*<br>10,21 ~~10,17~~<br>~~BS10,17~~ ✠LMC~~8,18~~ | Ymu<br>Rot | 10,21 | ~~N10,17~~<br>10,21 | 1899<br>9mo<br>A&CP | SelbyS.B. &E.Co.Ld.<br>Selby | VisscherijMij. VereenigdeSteenkolenhandel (W.H. Arends,*Mgr.*) | 104·9<br>BK7½" | 20·8 | 11·1 | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.11",18"&29"-21" (*s*)<br>130lb *180lb* 52NHP<br>1SB,2*pf*,GS31,HS937<br>Crabtree&CoGtYarmouth | 12 ″ 0 | |
| 13805 | **Derika XIII.** SteelScK<br>*ss*Ams.No.3-7,12<br>(*ex*Lobelia,*ex*Nessgate,*ex*Ethel) *ss*Ymu.No.1-17<br>1*Dk* | 159<br>157<br>52 | ✠100A1<br>*StmTrawler*<br>4,19<br>✠NB02*refitted*16<br>BS8,20 ✠LMC4,16 | Ams | | 4,19 | 1900<br>1mo<br>A&CP | SelbyS.B. &E.Co.Ld.<br>Selby | VisscherijMij. VereenigdeSteenkolenhandel (W.H. Arends,*Mgr.*) | 104·4<br>BK7½" | 20·8 | 11·1 | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.11",18"&29"-21" (*s*)<br>180lb 58NHP<br>1SB,2*cf*,GS30,HS1117<br>Crabtree&Co.GtYarmouth | 12 ″ 0 | |
| 13806 | **Derika XIV.** SteelScYl<br>(*Trawler*)<br>*Mchy.Aft* 1*Dk* | 223<br>—<br>74 | | | | | 1920 | NV Schpsb v/hH.H. Bodewes<br>Millingen | VisscherijMij. VereenigdeSteenkolenhandel (W.H. Arends,*Mgr.*) | 123·2 | 22·0 | 10·7 | Ymuiden<br>Dutch | T.3Cy.11",18"&30"-20"<br>40NHP<br>N.V.Werf Hubertina, Haarlem | | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux aux Quilles. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13807 | **Derika XV.** SteelScYl<br>(*Trawler*)<br>*Mchy.Aft* 1*Dk* | 222<br>—<br>74 | | | | | 1919 | NV Schpsb<br>v/hH.H.<br>Bodewes<br>Millingen | VisscherijMij.<br>VereenigdeSteenkolenhandel(W.H.<br>Arends, *Mgr.*) | 123·2 | 22·0 | 10·3 | Ymuiden<br>Dutch | T.3Cy.11″,18″&30″-20″<br>40NHP<br>Löhries&Co.Rotterdam | |
| 13807* | **Derika XVI.** SteelScLr<br>(*Fishing*)<br>1*Dk* | 127<br>—<br>48 | | | | | 1914 | J.Verwey,<br>Jr.<br>Vlaardingen | VisscherijMij<br>VereenigdeSteenkolenhandel(W.H.<br>Arends, *Mgr.*) | 92·5 | 21·6 | 10·2 | Ymuiden<br>Dutch | T.3Cy.9⅞″,15¾″&27 9/16″-21¼″<br>35NHP<br>IndistrueeleMy.Hera,Ymu | |
| 13808<br>143134<br>JWVF | **Derindje** SteelSc<br>Wireless 2*Dks*<br>*Now named* "Chief Scout," *See No.* 36732 *in Supplement* | 4086<br>[illegible]<br>2946 | | | | | 1915 | Nordsee-<br>werke<br>Emden | TheShippingController(HallBros.<br>*Mgrs.*) | 340·1 | 48·3 | 29·0 | London<br>British | T.3Cy.23½″,38″&62″-42″<br>249NHP<br>Reiherst.Maschinenf.Ham. | |
| 13809 | **Derna** IronScSr<br>*ss*Msl.2ndNo.3-4,04<br>*ss*Msl.No.1-09<br>(*ex*Meloria, *ex*R.F.Matthews) 2*Dks*(1*Irn*)3*trB* | 1774<br>1633<br>1121 | ✠<br>8,12<br>✠NB2,04 | Msl | *s* | | 1879<br>4mo | Palmers'<br>Co.Ld.<br>Newcastle | TurkishGovernment | 270·0<br>P30′F36′<br>ptND91<br>*WB*=*DBa*81′ | 35·3 | 24·3 | Turkish<br>4*BHCem*<br>*f&uE&B*58′ | C.2Cy.22″&58½″-42″<br>NDB03 203NHP<br>2SB,6*pf*,GS124,HS2896<br>Palmers'Co.Ld.Newcastle | 25 10 |
| 13810<br>101<br>NSJY | — SteelScSr<br>*Elec.light* Wireless 2*Dks* | 1749<br>—<br>903 | | | | | 1912 | Cant.Nav.<br>Riuniti<br>Palermo | Soc.Italiana di ServiziMarittimi | 277·2<br>P43′B62′F38′ | 36·4 | 18·2 | Venice<br>Italian<br>*WB* | T.3Cy19⅜″,32⅔″&55 1/16″-39¼″<br>191NHP<br>N.OderofuA.StriPonente | |
| 13811<br>218888<br>LSTH | **Deroche** SteelScSr<br>Sub.Sig. Wireless *Fitted for oil fuel*<br>*Elec.light* *Mchy.Aft* 2*Dks*<br>*Longitudinal framing* | 7058<br>—<br>4349 | | | | | 1919 | Bethlehem<br>S.B.Cpn.Ld.<br>Alameda, Cal | UnitedStates ShippingBoard | 435·0<br>P123′B50′F44′ | 56·0 | 32·0 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.27″,47″&78″-48″<br>594NHP<br>BethlehemS.B.Cpn.Ld. SanFrancisco | |
| 13812<br>218525<br>LSBK | **Dertona** WoodScSr<br>*Elec.light* Wireless 2*Dks* | 2924<br>2500<br>1709 | | | | | 1919 | Supple-<br>BallinS.B.Co.<br>Portland,Or. | UnitedStates ShippingBoard | 294·0<br>P28′B71′F32′ | 46·8 | 23·9 | PortlndOr<br>Utd.States | T.3Cy.21″,34″&57″-42″<br>211NHP<br>PacificMarineI.W.Pld.Or. | |
| 13813<br>81603<br>PVQB | **Derwent** IronSc3MstSr<br>*ss*H.Kg.3rdNo.3-1,17<br>(*ex*Lilia, *ex*Derwent) 2*Dks*(1*Irn*&1*ptIrn*)3*trB* | 2410<br>2160<br>1562 | ✠ ~~—~~<br>2,19 | Cal | *u* | | 1879<br>10mo | R.Thompson,jun.<br>Sunderland | Cie.Thai-Thuan (YengSang, *Mgr.*) | 329·1<br>P70′B68′F34′<br>*WB*=*DBa*94′*f*58′ | 36·0 | 25·5 | HongKong<br>British<br>6*BHCem*<br>296*tFPT*63*t* | C.2Cy.42″&73″-48″<br>NB93 298NHP<br>2DB,12*pf*,GS ,HS5120<br>N.E.MarineEng.CoLd.Sld. | 26 10 |
| 13814<br>91316<br>KTHQ | — SteelScSr<br>*es*Goo.2ndNo.3-4,13<br>*ss*Goo.No.~~1-17~~2-21<br>1*Dk*(*Irn*) | 830<br>668<br>418 | ✠100A1<br>7,21 ~~1,20~~<br>✠NB3,00 ~~BS12,19~~<br>✠LMC ~~6,17~~ 5,21 | Goo | *m* | ~~10,17~~<br>5,21 | 1888<br>7mo<br>*Lloyd's A&CP* | W.Dobson<br>&Co.<br>Newcastle | ~~Lancashire& YorkshireRly.Co.~~<br>L.&N.W.Riwy.Co | 230·0<br>P29′B54′F31′<br>BK7″<br>*WB*=*Cell* | 30·7 | 14·7 | Goole<br>British<br>5*BHCem*<br>*DB*115′128*t* | T.3Cy.19″,33½″&54″-33″ (*s*)<br>160lb 185NHP<br>2SB,6*rf*,GS108,HS3046<br>WlsndSlpwyCo(Ld.)Nwc. | 15 8<br>s 2 1<br>14 3 |
| 13815<br>137426<br>JHTS | **Derwent River** SteelScSr<br>Wireless 1*Dk* | 4724<br>4368<br>2984 | | | | | 1915 | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool | BritishEmpire Stm.Nav.Co.Ld.<br>(HoulderBrs.&Co. Ld., *Mgrs.*) | 385·1<br>P36′B126′F38′ | 52·0 | 27·1 | Liverpool<br>British<br>*WB* | T.3Cy.25″,40″&68″-48″<br>320NHP<br>Richardsons,Westgarth& Co.Ld.Hpl. | |
| 13816<br>219587<br>LVMW | **Des Moines Bridge** SteelSc<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk* | 3545<br>3005<br>2174 | | | ... | | 1920 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30′B90′F35′ | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 6 |
| 13817<br>RWTV | **Desdemona** SteelSc<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1305<br>1148<br>698 | | | | | 1920 | Reiherst'g<br>Schiffsw.<br>Hamburg | A.Kirsten | 258·0<br>P&B197′F37′ | 37·4 | 14·6 | Hamburg<br>German<br>*WB* | T.3Cy.16½″,27½″&43″-33½″<br>107NHP<br>Reiherst.Maschinenf.Ham. | |
| 13818<br>141620<br>KGCD | — SteelScSr<br>1*Dk*<br>*For full particulars See No.* 37003 *in Supplement* | ~~1225~~<br>1228 1035<br>702 ~~700~~ | | | | | 1914 | Schiffsw. v.<br>HenryKoch<br>Lübeck | Leith,Hull&HamburgS.P.Co.Ld.<br>(J.Currie&Co. *Mgrs.*) | ~~241·4~~<br>241·1 | 36·3 | ~~15·9~~<br>15·6 | London<br>British | T.3Cy.18 1/10″ 29 9/10″ &46½″-32½″<br>124NHP | |
| 13819<br>132022<br>HWFJ | **Deseado** SteelTwinScSr<br>2*Dks*&3*ptDks*<br>*Elec.light* *Ref.Mchy.* Sub.Sig. Wireless | 11477<br>9849<br>7258 | 3,22<br>✠Lloyd'sRMC ~~5,21~~ ~~5,21~~ | | | ~~10,21~~ | 1912 | Harland&<br>Wolff,Ld.<br>Belfast | RoyalMailSteam PacketCo. | 500·7<br>P50′B181′F59′ | 62·3 | 40·2 | Belfast<br>British<br>*WB* | Q.8Cy.23″,34″,48″&69″-51″<br>680NHP<br>Harland&Wolff,Ld.Bel. | |
| 13820 | — SteelScSr<br>1*Dk* | 314<br>200<br>173 | | | ... | | 1890 | Newall&<br>Co.<br>Bristol | L.Mascarello | 151·0<br>P30′F19′<br>len93 FK | 26·4 | 8·3 | Bns.Ayres<br>Argentine | T.3Cy.13″,19″&32½″-20″<br>51NHP<br>Newall&Co.,Bristol | 9 0 |
| 13821 | **Désirade** SteelTwinSc<br>*Elec.light* *Ref.Mchy.* 3*Dks* | 8700 | Lloyd'sRMC ~~9,21~~ ~~10,21~~ 3,22 | | | | 1921 | Atel.&Ch.<br>deFrance<br>Dunkirk | ChargeursRéunis | 480·9<br>F56′ | 59·1 | 38·0 | Havre<br>French<br>*WB* | T.6Cy.25⅜″,42½″&70″-48″<br>679NHP<br>Atel.&Ch.deFrance,Dnk. | |
| 13822<br>134753<br>JBGK | **Desirée** SteelScK<br>*ss*Gms.No.2-19<br>*Elec.light* 1*Dk* | 213<br>206<br>88 | ✠100A1<br>StmTrawler<br>4,20 | Gms | ... | CL<br>4,20 | 1912<br>12mo<br>*Lloyd's A&CP* | Cook,Welt'n&Gemmell<br>Ld. Beverley | Trawlers(White Sea&Grimsby)Ld.<br>(J.N.&H.Bacon, *Mgrs.*) | 117·2<br>Q61′<br>BK7½″ | 21·5 | 12·1 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12″,21″&34″-24″ (*s*)<br>200lb 58RHP<br>1SB,2*pf*,GS32,HS1086<br>Amos&Smith,Ld.Hull | 13 1 |
| 13823<br>132025<br>HWSM | **Desna** SteelTwinScSr<br>2*Dks*&3*ptDks*<br>*Elec.light* *Ref.Mchy.* Sub.Sig. Wireless | 11483<br>9855<br>7255 | 1,22<br>✠Lloyd'sRMC ~~6,21~~ 7,21 | | | ~~10,21~~ | 1912 | Harland<br>&Wolff,Ld<br>Belfast | RoyalMailSteam PacketCo. | 500·7<br>P50′B180′F59′ | 62·3 | 40·2 | Belfast<br>British<br>*WB* | Q.8Cy.23″,34″,48″&69″-51″<br>680NHP<br>Harland&Wolff,Ld.Bel. | |
| 13824<br>73531 | **Despatch** IronPad | 130<br>127<br>10 | | | | | 1875 | J.Stewart<br>London | Gt.EasternRly.Co. | 99·4 | 18·5 | ... | Lowestoft<br>British | L.2Cy.30″-42″<br>60RHP<br>J.Stewart,London | |
| 13825<br>[illegible]<br>KBCF | **Dessau** SteelScSr<br>*Elec.light* Wireless 2*Dks*&*Shelter dk*3*trB*<br>*Now named* "Voreda," *See No.* 39839 *in Supplement* | 6719<br>[illegible]<br>4164 | | | | | 1914 | Flensburger<br>Schiffsb.Ges.<br>Flensburg | ~~TheShippingController(Gow,Harrison&Co. *Mgrs.*)~~<br>Gow,Harrison&Co. | 473·0 | 59·3 | 28·5 | London<br>British<br>*WB* | T.3Cy.32¼″,52¾″&86½″-55″<br>554NHP<br>FlensburgerSchiffsb.Ges. | |
| 13826<br>137005<br>JGTW | **Destinn** SteelScK<br>*ss*Gms.No.1-19<br>1*Dk* | 226<br>218<br>109 | ✠100A1<br>*StmTrawler*<br>11,21 ~~8,20~~<br>BS1,21 ~~BS1,20~~<br>✠LMC5,19 | Gms | | CL<br>~~8,20~~<br>11,21 | 1914<br>10mo<br>*Lloyd's A&CP* | Cook,Welt'n&Gemmell<br>Ld. Beverley | J.Harris | 117·0<br>Q61′<br>BK7½″ | 22·0 | 12·7 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12″,21″&34″-24″ (*s*)<br>200lb 74RHP<br>1SB,3*pf*,GS31,HS1279<br>Amos&Smith,Ld.Hull | 13 7 |
| 13827<br>144046<br>KFQG | **Destro** SteelScSr<br>*CruiserStern*<br>*Elec.light* Wireless 1*Dk*&*Shelter dk* | 3553<br>3291<br>2177 | | | | | 1920 | Dunlop,<br>Brmnr&CoLd<br>PortGlasgow | Ellerman'sWilson Line,Ld. | 314·0 | 45·2 | 28·7 | Hull<br>British<br>*WB* | T.3Cy.21″,36″&62″-39″<br>Dunlop, 240NHP<br>Bremner&Co.Ld.PGl | |
| 13828<br>138457 | **Detector** SteelTwinSc<br>1*Dk* | 584<br>480<br>281 | | | | | 1915 | Canadian<br>Govt.Shipyrd<br>(Dept.M.&F.)<br>Sorel,P.Q. | CanadianGovt.<br>(Dept.ofMarine& Fisheries) | 140·0 | 35·0 | 13·1 | Sorel,P.Q.<br>British<br>*WB* | C.2Cy.14″&28″-21″<br>33RHP<br>NewBurrellJohnsonIron Works,Yarmouth,N.S. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13829<br>201607 | **Detroit** SteelSc<br>(*Two Screws fore & two aft*)<br>*Elec.light* Wireless (*Ferry*) 1*Dk*2*trB* | 2089<br>—<br>1307 | | | | | 1904 | Gt.Lakes Eng.Works<br>Detroit,Mich. | WabashRailroad Co. | 296·0\|64·1\|20·0 | Detroit<br>Utd.States | C.8Cy.(4)24"&(4)48"-33"<br>442NHP<br>Gt.LakesEng.Wks.Detroit | | |
| 13830<br>219258<br>LTSO | **Detroit Wayne** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2606<br>2237<br>1612 | | | ... | | 1919 | Detroit S.B.Co.Wyan-dotte,Mich. | UnitedStates ShippingBoard | 251·0\|43·6\|26·1<br>P25'B64'F23' | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>DetroitS.B.Co. | 28 ″ 2 | R |
| 13831<br>113433<br>SOLR | **Deucalion** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 6800<br>5595<br>4336 | | | | | 1900 | Scott&Co.<br>Greenock | OceanS.S.Co.Ld.<br>(A.Holt&Co *Mgrs*) | 443·0\|52·8\|31·9<br>P50'B154'F58' | Liverpool<br>British<br>*WB* | T.3Cy.29",49"&82"-60"<br>521NHP<br>Scott&Co.Greenock | | |
| 13832<br><br>NMBH | — SteelSc<br>*Elec.light* 2*Dks* | 1779<br>1538<br>1021 | | | | | 1914 | Wrf. voorh. Rijkee&Co.<br>Rotterdam | Koninkl.Nederl. Stoomb.Maats. | 296·8\|43·3\|16·1 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.21",35"&56"-39"<br>196NHP<br>Maats.Fyenoord,Rot. | | V |
| 13833<br>219209<br>LTPR | **Deuel** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5586<br>5113<br>3465 | | | | | 1919 | J.F.Duthie &Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 410·3\|54·2\|27·7<br>P44'B115'F47' | Seattle<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"-48"<br>359NHP<br>Hooven,Owens&Rentschler Co.Hamilton,O. | | R |
| 13834 | **Deutscher Rhein** SteelSc<br>*Elec.light* 1*Dk* | 1200 | | | | | 1920 | HCStülcken Sohn<br>Hamburg | J.C.Stülcken | 216·5\|<br>P&B138'F22' | Hamburg<br>German<br>*WB* | T.3Cy.17¾",29$\frac{1}{10}$"&46⅜"-31½"<br>H.C.Stülcken Sohn,Hamburg 112NHP | | |
| 13835 | **Deutschfeld** SteelSc<br>*Elec.light* Wireless 2*Dks* | 3971<br>3589<br>2444 | | | | | 1920 | Schiffsw. v H.Koch A.G.<br>Lübeck | Continentale ReedereiA.G. | 385·9\|52·7\|22·3<br>Q18'H56'&27'F46' | Hamburg<br>German<br>*WB* | T.3Cy.27$\frac{3}{10}$",43$\frac{3}{10}$"&66$\frac{9}{10}$"-47⅕"<br>307NHP<br>OttensenerMch.G.m.b.H. Altona | | |
| 13836 | **Deutschland** SteelTwinScSr<br>(*Ferry*)<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 2882<br>2412<br>738 | | | | | 1909 | Akt.Ges. "Vulcan"<br>Stettin | EisenbahnDirektion | 354·2\|50·8\|22·1<br>F69'<br>*Promenade dk*275' | Sassnitz<br>German<br>*WB* | T.6Cy.23",38"&63"-36"<br>476NHP<br>A.G."Vulcan," Stettin | | |
| 13837 | — SteelSc<br>(*Trawler*)<br>(*ex*Einswarden) 1*Dk* | 299<br>262<br>116 | | | | | 1909 | J.Frerichs &Co.<br>Einswarden | Herm.Schütte | 132·2\|23·7\|12·8<br>F24' | Brmrhavn<br>German<br>*WB* | C.2Cy.18$\frac{1}{10}$"&32$\frac{3}{10}$"-25$\frac{9}{16}$"<br>*Cmp.*11by 44NHP<br>J.Frerich&Co.Osterholz | | |
| * 13838<br><br>OFMU | **Deux Frères** SteelScSr<br>*ss*Hav.No.3-5,19<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 460<br>309<br>126 | ✠100A1<br>~~7,21~~ ~~4,20~~ 1,22<br>~~BS4,20~~ ✠LMC5,19<br>BS8,~~21~~ 5,22 | Hav<br>Clb | *g* | ~~4,20~~<br>~~N5,21~~<br>5,22 | 1908<br>6mo | WoodSkinner&Co.Ld.<br>Newcastle<br>A&CP | BretelFrères | 150·0\|25·1\|11·2<br>P&B69'F20'<br>BK7"<br>*WB=DBuBkr*5'7*t* | Havre<br>French<br>3*BHCem*<br>*FPT*28*t* | T.3Cy.14",23⅜"&39"-27" (*s*)<br>180lb 97NHP<br>1SB,3*cf*,GS50,HS1675<br>N.E.MarineEng.CoLd Nwc | 12 ″ 3<br>s ″ 10<br>12 ″ 0 | |
| 13839<br>218723<br>LSTN | **Deva** WoodScSr<br>*Elec.light* 2*Dks* | 2919<br>2500<br>1722 | | | | | 1919 | Supple-BallinS.B.Co<br>Portland,Or. | UnitedStates ShippingBoard | 294·0\|46·8\|23·9<br>P28'B71'F32' | Portlnd Or<br>Utd.States | T.3Cy.21",34"&57"-42"<br>211NHP<br>PacificMarineIronWorks, Portland,Or. | | R |
| 13840<br>117400<br>HFLW | **Devanha** SteelTwinScSr<br>3*Dks*(*UStl*-teak s&1*Stl*-ws)<br>*Elec.light* Wireless | 8092<br>6378<br>4785 | ✠<br>4,07 ✠ | Bom | *d*† | | 1906<br>1mo | Caird&Co. Ld.<br>Greenock | P.&O.Stm.Nav.Co.<br>*WB=Cell DBa*81' | 470·0\|56·2\|32·0<br>P103'B182'F96'<br>FK&BK10"<br>*u E&B*115'*f*162'103 | Greenock<br>British<br>8*BHptCem*<br>9*t APT*101*t* | Q8Cy.25½",36½",52"&74"-51"<br>FD 1257NHP<br>4S&2DB24*cf*GS466HS18718<br>Caird&Co.Ld.Greenock | 34 ″ 10 | |
| 13841<br>114197<br>SRKM | — SteelScK<br>*ss*Abn.No.2-10<br>1*Dk* | 196<br>185<br>77 | ✠<br>*StmTrawler*<br>4,13 ✠ | Abn | | 9,12 | 1901<br>9mo | J.Duthie Sons&Co.<br>Aberdeen | A.Walker | 115·5\|21·7\|11·9<br>BK7½"<br>*WB* | Aberdeen<br>British<br>3*BHCem*<br>=*DBf*5'10*t* | T.3Cy.12",19½"&32"-22"<br>52RHP<br>1SB,2*pf*,GS37,HS1091<br>W.V.V.Lidgerwood,Gls. | 12 ″ 5 | |
| 13842<br>95032 | **Devawongse** SteelScSr<br>2*Dks* | 1643<br>1525<br>1407 | | | | | 1888 | Fairfield Co.(Lim.)<br>Glasgow | CheongYueS.S.Co. Ld. | 270·5\|37·0\|21·8<br>H— F40' | HongKong<br>British | T.3Cy.22",36"&57"-42"<br>211NHP<br>FairfieldCo.(Lim.),Gls. | | |
| * 13843<br>133261<br>JCNG | **Deventia** SteelSc4MstSr<br>~~ssSou.No.1-18~~<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *ss*Liv.No.2-21<br>*Cargo battens not fitted* | 800<br>546<br>364 | ✠100A1<br>8,21 ~~4,19~~<br>✠LMC<br>MS1,17 ~~BS6,20~~<br>BS8,21 | Bkn<br>Liv | *k* | CL<br>~~2,18~~<br>8,21 | 1913<br>6mo<br>*Lloyd* | R.Williamson&Son<br>Workington<br>'*sA&CP* | R.Williamson& Son<br>*WB* | 186·3\|29·4\|12·4<br>Q116'B9'F25'<br>FK<br>=*CellDBf*110'160*t* | Workngtn<br>British<br>3*BHCem*<br>*FPT*45*t* | T.3Cy.15",25½"&41"-30" (*s*)<br>160lb ~~90lb~~ 85RHP<br>1SB,3*pf*,GS58,HS2048<br>Ross&Duncan,Glasgow | 14 ″ 7<br>s ″ 8½<br>14 ″ 1 | |
| 13844<br>122708<br>HDWN | **Deveron** SteelScK<br>*ss*Gms.No.3-9,19<br>1*Dk* | 233<br>215<br>102 | ✠100A1<br>*StmTrawler*<br>7,21 ~~7,20~~<br>✠NB7,20 ✠LMC9,19 | Abn<br>Gms | | CL<br>9,19 | 1905<br>11mo<br>*Lloyd* | Earle'sCo. Ld.<br>Hull<br>'*sA&CP* | "D"LineSteam FishingCo.Ld.<br>(A.Jeffs,*Mgr.*) | 123·6\|22·0\|11·5<br>Q66'F19'<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>180lb 78NHP<br>1SB,3*pf*,GS48,HS1429<br>Earle'sCo.Ld.Hull | 12 ″ 4 | |
| 13845<br>218837<br>LSQK | **Devolente** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* *Mchy.Aft* 2*Dks*<br>Sub.Sig. *Longitudinal framing* | 7058<br>—<br>4349 | | | | | 1919 | Bethlehem S.B.Cpn.Ld<br>Alameda,Cal. | UnitedStates ShippingBoard | 435·0\|56·0\|32·0<br>P128'B50'F44' | S.Frncisco<br>Utd.States | T.3Cy.27",47"&78"-48"<br>594NHP<br>BethlehemS.B.Cpn.Ld. SanFrancisco | | R |
| * 13846<br>139098<br>JMBL | **Devon** SteelTwinSc4MstSr<br>*ss*Mch.No.1-19<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter*<br>*Ref.Mchy* *dk*(*Stl*-ws)<br>Wireless *CruiserStern* | 9661<br>8328<br>6147 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,21 ~~D,21~~ ~~4,20~~<br>✠LMC9,19<br>✠Lloyd'sRMC~~10,20~~ ~~6,21~~<br>12,21<br>BS5,21 | Liv<br>~~Brs~~ | *d*† | CL<br>~~9,19~~<br>12,21 | 1915<br>7mo<br>*Lloyd* | Atel.&Ch. deFrance<br>Dunkirk<br>'*sA&CP* | FederalStm.Nav. Co.Ld.<br>*WB* | 473·3\|59·9\|36·7<br>B189'F48'*on*<br>*Shelter dk* FK<br>=*Cell DBa*110' *uE* | London<br>British<br>7*BHCem*<br>&*B* 85'*f*193' | T.6Cy.23",38½"&64½"-45"<br>200lb (*r*) FD 975NHP<br>5SB,20*cf*,GS357,HS15336<br>Atel.&Ch.deFrance,Dnk.<br>1502*tFPT*101*tAPT*75*t* | 39 ″ 5<br>s 9 ″ 6<br>30 ″ 4 | |
| * 13847 | — SteelTwinScSr<br>*ss*B.As.No.1-19<br>*Elec.light* *Ref.Mchy.* 1*Dk*<br>*Mchy.Aft* | *1368*<br>*806*<br>*737* | ✠ A1<br>*ForRiver purposes only*<br>7,19<br>BS5,20 ✠LMC7,19<br>✠Lloyd'sRMC~~8,20~~8,21 | BAs | | CL<br>8,20 | 1914<br>7mo<br>*Lloyd* | Cammell Laird&Co.Ld<br>Birkenhead<br>'*sA&CP* | RoyalMailSteam PacketCo.<br>*WB* | 220·0\|42·0\|10·1<br>P&F157'<br>FK<br>=*CellDBa* 70'*f* 52' | Bns. Ayres<br>Argentine<br>4*BHCem*<br>356*tFPT*77*t* | T.6Cy.13½",21"&34"-19" (*s*)<br>180lb 177NHP<br>2SB,4*cf*,GS80,HS2934 FD<br>CammellLaird&CoLd.Bkn | 12 ″ 7 | |
| 13848<br>123210<br>JDHN | **Devon City** SteelScSr<br>Wireless 1*Dk*&*Shelter dk* | 5585<br>4068<br>4255 | | | | | 1913 | Ropner& Sons,Ld.<br>Stockton | St.Just S.S.Co.Ld.<br>(W.R.Smith& Son,*Mgrs.*) | 390·0\|52·5\|24·7 | Bideford<br>British<br>*WB* | T.3Cy.26",42"&70"-48"<br>339NHP<br>Blair&Co.Ld.Stockton | | C |
| * 13849<br>128001<br>HPTO | **Devon Coast** SteelScSr<br>~~ssLiv.No.2-19~~<br>(*ex*Graceful) 1*Dk*(*Stl*)<br>*Mchy.Aft* *ss*Liv.No.3-3,22<br>*Well deck* *Elec.light* | 782<br>570<br>392 | ✠100A1<br>3,22 ~~12,20~~<br>~~BS10,20~~ ✠LMC~~12,19~~<br>BS12,21 MS3,22 | Liv | *k* | CL<br>12,20 | 1909<br>9mo<br>*Lloyd* | W.Harkess &Son,Ld.<br>Middlesbro'<br>'*sA&CP* | CoastLines,Ld.<br>*WB=Cell* | 195·0\|30·0\|11·7<br>Q109'B13'F35'<br>FK<br>*DBf*117'166*tFPT* | Liverpool<br>British<br>3*BHCem*<br>46*tAPT*3*t* | T.3Cy.16",27"&44"-30" (*r*)<br>180lb 129NHP<br>2SB,4*pf*,GS70,HS2190<br>Richardsons,Westgarth& Co.Ld.Mdb. | 13 ″ 10<br>s ″ 9½<br>13 ″ 3 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 Nom du Navire. — Ex-nom, s'il y a lieu. — Visites Périodiques. | 3 Matériaux, Gréement, etc. — Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Construit. Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13850<br>119970 | **Devonia** | **SteelPadSr**<br>*2Dks* | 520<br>434<br>199 | | | | | 1905 | J.Brown&<br>Co.Ld.<br>Clydebank | **P.&A.CampbellLd** | 245·0 | 29·0 | 9·7 | Cardiff<br>British | C.D.2Cy.34½"&71"-60"<br>325NHP<br>J.Brown&CoLdClydebank | |
| 13851<br>95919<br>JGLM | —<br>*Mchy.Aft* | **IronScSr**<br>ssApl.2ndNo.3-5,19<br>1*Dk*(*Irn*) | 99<br>80<br>38 | ✠100A1<br>8,20<br>~~BS3,20~~ ✠LMC4,19<br>✠NB11,08 BS11,21 | Apl | *a* | ~~8,20~~<br>CL<br>11,21 | 1894<br>1mo<br>*Lloyd* | J.H.Gil-<br>mour<br>Irvine<br>'*sA&CP* | ~~Bideford&Bristol S.S.Co.Ld.~~<br>~~G.Beer~~ Devonia<br>S.S.Co.Ld. | 85·0<br>Q12'F14'<br>BK6"<br>*W* | 18·1 | 7·5 | Bideford<br>British<br>3*BHCem*<br>*B=FPT*15*t* | C.2Cy.12"&24"-18" (*r*)<br>110lb 24RHP<br>1SB,2*pf*,GS24,HS534<br>Muir&Houston,Glasgow | 8 ′ 1<br>s ′ 9<br>7 ′ 11 |
| 13852<br>— | **Devonier**<br>(*ex*KnightsIsland)<br>*Elec.light* | **SteelSc**<br>2*Dks*(*Stl*) | 2966<br>2459<br>1760 | ✠100A1<br>4,20<br>✠LMC8,19 | Phl | *t* | CL | 1919<br>8mo | ThePusey<br>&JonesCo.<br>WlmngtnDel<br>CP | **LloydRoyalBelge**<br>**Soc.Anon.**<br>*CellDB*244'644*t* | 300·0<br>P37'B76'F29'<br>FK<br>*DTa*12'43*t* *FPT*64*t* | 44·1 | 22·9 | Antwerp<br>Belgian<br>6*BHCem*<br>*APT*99*t* | T.3Cy.19½",31½"&54½"-36"<br>190lb (*r*) 332NHP<br>2SB,6*cf*,GS123,HS5554 FD<br>Pusey&JonesCo.Wlmngtn | 25 ′ 0<br>s 4 ′ 0<br>21 ′ 3 |
| 13853<br>139823 | **Dew**<br>*Mchy.Aft* | **SteelScSr**<br>ssAbn.No.3-6,20<br>1*Dk*(*Stl*) | 96<br>95<br>39 | ✠100A1<br>*For Fishing purposes*<br>~~1,21~~ ~~6,20~~<br>4.22<br>✠LMC6,20 | Abn | | CL<br>6,20 | 1918<br>9mo<br>*Lloyd* | OuseS.B.<br>Co.Ld.<br>Goole<br>'*sA&CP* | **J.H.Smith**~~(B. Allenby, Mgr.)~~<br>~~(A.J.Harrow, Mgr.)~~<br>(J.A Harrow, *Mgr.*) | 86·2<br>BK7½ | 18·5 | 9·2 | Aberdeen<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 42NHP<br>1SB,GS30,HS814<br>Pollit&Wigzell,Ld.<br>SowerbyBridge | 10 ′ 0 |
| 13854<br>8048<br>JWOT | **Dewa Maru** | **WoodScSr**<br>1*Dk* | 192<br>—<br>109 | | | | | 1906 | Nagamatsu<br>Zosensho<br>Niigata | **A.Sasaki** | 113·3 | 17·5 | 12·1 | Hakodate<br>Japanese | C.2Cy.13½"&26$\frac{15}{16}$"-18"<br>26NHP | |
| 13855<br>129813 | **Dewan**<br>*Elec.light* | **SteelTwinScSp**<br>(*Tug*)<br>1*Dk*(*Stl*-teak s) | 282<br>275<br>6 | ✠<br>11,09<br>✠ | Shl | *d* | | 1909<br>11mo | J.P.Ren-<br>noldson&Sns<br>SouthShields | **P.&O.Stm.Nav.Co.** | 120·0<br>BK7"<br>*WB=FPT*7*t* | 26·2 | 11·9 | S.Shields<br>British<br>5*BHAsp*<br>*APT*19*t* | T.6Cy.13½",22"&36"-27"<br>183NHP<br>2SB,6*cf*,GS97,HS3410<br>J.P.Rennoldsn&Sns,S.Shl. | 13 ′ 0 |
| 13856<br>218990<br>LTCW | **Dewey**<br>*Elec.light* Sub.Sig.<br>Wireless | **SteelSc**<br>*Fitted for oil fuel*<br>2*Dks* | 5630<br>5113<br>3495 | | | | | 1919 | J.F.Duthie<br>&Co.<br>Seattle,Wash | **UnitedStates ShippingBoard** | 410·4<br>P44'B115'F47' | 54·2 | 27·6 | Seattle<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"-48"<br>359NHP<br>Hooven,Owens&RentschlerCo.Hamilton,O | |
| 13857<br>220078<br>LWPJ | —<br>(*ex*DonJuan deAustria,<br>*ex*U.S.Navy) | **IronSc**<br>2*Dks* | 957<br>—<br>518 | | | | | 1887 | ……………<br>Cartagena | **A.Olsen** | 209·3 | 32·0 | 16·4 | New York<br>Utd.States | | |
| 13858<br>127859<br>HRDK | **Dewsbury**<br>*Elec.light*<br>Sub.Sig.<br>Wireless | **SteelScSr**<br>ssLiv..No.2-18<br>1*Dk*(*Stl*-ws)&*ptdeep framing*<br>*Lower dk in Nos.*1&3*holds* | 1678<br>1102<br>919 | ✠100A1<br>7,21 ~~5,20~~<br>~~BS5,20~~ ✠LMC7,18<br>BS6,21 | Gms | *q* | CL<br>~~5,20~~<br>6,21 | 1910<br>6mo<br>*Lloyd* | Earle'sCo.<br>Ld.<br>Hull<br>'*sA&CP* | **GreatCentralRly.**<br>*WB=DBa*54' | 265·0<br>P41'B115'F32'<br>BK9"<br>*uE*21'*f*111'295*t* *AP* | 36·0 | 17·4 | Grimsby<br>British<br>5*BHCem*<br>*T*33*t* | T.3Cy.22",35"&60"-42" (*a*)<br>180lb *100lb* 309NHP<br>2SB,6*cf*,GS144,HS5540<br>Earle'sCo.Ld.Hull | 18 ′ 6<br>s1 ′ 10<br>17 ′ 10 |
| 13859<br>127405 | **Dewsland** | **SteelScK**<br>ssFlt.No.3-8,19<br>1*Dk* | 236<br>204<br>93 | ✠100A1<br>*StmTrawler*<br>8,19<br>BS9,20 ✠LMC8,19 | Flt | | CL<br>8,19 | 1907<br>11mo<br>*Lloyd* | Cochrane<br>&Sons<br>Selby<br>'*sA&CP* | **M.Wilkins**<br>(~~SamIsaacs,Ld. Mgrs.~~)(B,Allenby Mgr) | 120·0<br>Q69'F18'<br>BK7½" | 21·7 | 11·6 | Milford<br>British<br>4*BHCem* | T.3Cy.12",21"&34"-24" (*r*)<br>180lb 72RHP<br>1SB,2*pf*.GS37,HS1255<br>Amos&Smith,Hull | 12 ′ 6 |
| 13860<br>131917 | **Dharacottah** | **SteelTwinSc**<br>1*Dk* | 237<br>179<br>107 | | | | | 1915 | Burn&Co.<br>Calcutta | | 115·4 | 23·9 | 8·5 | British | C.4Cy.11"&22"-16"<br>40RHP<br>Mackie&Baxter,Glasgow | |
| 13861<br>218098<br>LRFT | **Diablo**<br>Sub.Sig.<br>*Elec.light* Wireless | **SteelScSr**<br>*Fitted for liquid fuel*<br>*Longitudinal framing*<br>1*Dk*&*Shelter dk* | 5997<br>—<br>4467 | | | | | 1919 | Pacific<br>CoastS.B.Co.<br>BayPt.Cal. | **UnitedStates ShippingBoard** | 402·5<br>P34'F38' | 53·0 | 32·0 | S.Frncisco<br>Utd.States<br>*WB* | 1 Steam Turbine<br>KerrTurbineCo.<br>Wellsville,N.Y. | |
| ❊ 13862<br>144922<br>KGSQ | **Diadem**<br>*Elec.light*<br>Wireless | **SteelSc**<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 4528<br>4186<br>2731 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>6,21 ~~9,20~~<br>✠LMC9,20 | Stk<br>Rot | *y* | CL | 1920<br>9mo<br>*Lloyd* | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>'*sA&CP* | **HallBros.S.S.Co.**<br>**Ld.(HallBros.Ld.)**<br>*CellDB*336'1187*t* | 390·0<br>FK<br>*Collisio*<br>*FPT* 81*t* *APT* 114*t* | 54·0 | 24·6 | Newcastle<br>British<br>*Cem*<br>*n BHtoShdk*<br>5 „ „ *U* „ | T.3Cy.26",43"&71"-48" (*r*)<br>180lb 450NHP<br>3SB,9*cf*,GS186,HS7917<br>Blair&Co.Ld.Stockton | 27 ′ 0<br>s 3 ′ 2½<br>24 ′ 2 |
| ❊ 13863 | **Diamant**<br>*Well deck* | **SteelScSr**<br>ssShl.No.3-12,12<br>ssTri.No.2-21 ~~ssFia.No.1-18~~<br>1*Dk*(*Stl*) | 938<br>724<br>578 | 100A-<br>1,22 ~~3,20~~<br>~~BS3,20~~ LMC~~2,18~~<br>9,21 | Tri | | CL<br>3,20 | 1901 | Oderwerke<br>Act.Ges.<br>Stettin | **Soc.Anon.di**<br>**Armamento**<br>**Oceania** *CellDBa*43'<br>~~*WB=CellDB*~~ | 206·3<br>Q63'B51'F28'<br>*uE*17'*f*34'126*t* FK<br>~~*a*43'*f*94'193*t*~~*FPT* | 32·1 | 13·9 | Trieste<br>Italian<br>4*BHCem*<br>46*t* *APT*8*t* | T3Cy.14⅝"22$\frac{11}{16}$"&38½"-27$\frac{3}{16}$"<br>170lb (*s*) 92NHP<br>2SB,4*pf*,GS56,HS1596<br>OderwerkeAct.Ges.Stettin | 16 ′ 1 |
| 13864 | — | **SteelTwinScSr**<br>*Cruiser Stern*<br>1*Dk* | 715<br>528<br>401 | | | | | 1919 | Soc.Anon.<br>Jhn.Cockerill<br>Hoboken | **Soc.Anon.John Cockerill** | 213·2<br>Q75'B52'F34' | 27·9 | 13·2 | Ostend<br>Belgian | T.3Cy.16½",24½"&37½"-25½"<br>71NHP<br>SocAn.J.Cockerill,Seraing | |
| 13865 | **Diamantino** | **SteelPadSr**<br>1*Dk* | 760<br>—<br>540 | | | | | 1888 | Act.Ges.<br>"Vulcan"<br>Stettin | **LloydBrasileiro** | 220·1 | 29·5 | 13·2 | R.Janeiro<br>Brazilian<br>*WB* | T.3Cy.14½",32½"&51½"-39½"<br>NB12 167NHP<br>A.G."Vulcan," Stettin | |
| 13866<br>104168<br>NMHK | **Diamond** | **IronScK**<br>ssGms.No.1-98<br>1*Dk* | 150<br>139<br>63 | ✠<br>*Stm Trawler*<br>1,02 ✠ | Gms | | | 1894<br>5mo | Cochrane<br>&Cooper<br>Beverley | **T.C.&F.Moss,Ld.** | 101·0<br>Q17'F18'<br>BK7½" | 20·5 | 11·0 | Grimsby<br>British<br>3*BHCem* | T.3Cy.11½",18"&30"-22"<br>NB07 45RHP<br>C.D.Holmes&Co.,Hull | 11 ′ 10 |
| 13867<br>26<br>HBLC | **Diana**<br>*Elec.light* | **SteelScSr**<br>ssOda.No.3-4,12<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*deep framing* | 3503<br>3004<br>2144 | ✠<br>8,19<br>*Spar dk*<br>✠ | Nwc | *v* | | 1899<br>11mo | Howaldts-<br>werke<br>Kiel | **RussianStm.Nav.**<br>**&TradingCo.**<br>*WB=CellDBa*106'*uE* | 345·0<br>P30'B74'F40' 24·3<br>FK<br>26'*f*132' 622*t* *FPT* | 46·0 | 16·4 | Odessa<br>Russian<br>6*BHCem*<br>48*t* *APT*25*t* | T.3Cy.26½",42¼"&69"-40¼"<br>339NHP<br>2SB,6*cf*,GS103,HS4879 FD<br>Howaldtswerke,Kiel | 26 ′ 9 |
| 13868<br>218724<br>LSJP | —<br>Now named "Cawood," See No. 36814 in Supplement<br>*Elec.light* Wireless | **WoodScSr**<br>2*Dks* | 2924<br>2500<br>1708 | | | | | 1919 | Supple-<br>BallinS.B.Co.<br>Portland,Or. | **UnitedStates ShippingBoard** | 294·0<br>P28'B71'F32' | 46·8 | 23·9 | Portlnd Or<br>Utd.States | T.3Cy.21",34"&57"-40"<br>205NHP<br>PacificMarineIronWorks,<br>Portland,Or. | |
| 13869<br>132308<br>TMKL | — | **SteelScSr**<br>1*Dk*&*deep framing* | 1208<br>986<br>748 | | | | | 1905 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | ~~**MitchellCotts&Co.Ld.**~~ Govt. of Nigeria | 240·7<br>P14'Q62'B107'F28' | 34·5 | 14·6 | London<br>British<br>*WB* | T.3Cy.15",25⅝"&43¼"-29½"<br>102NHP<br>FlensburgerSchiffsb.Ges. | |
| 13870<br>MBQF | —<br>*Elec.light* | **SteelScSr**<br>1*Dk*&*ptAwng dk* | 1154<br>790<br>699 | | | | | 1904 | Bergens<br>Mek.Værks.<br>Bergen | **DetBergenske Dampskibsselskab** | 225·2<br>Q71*t*H26*t*F278*t*<br>*ptAwng dk*153' | 32·1 | 13·5 | Bergen<br>Norwegian<br>*WB* | T.3Cy.17",28"&46"-33"<br>122NHP<br>BergensMekVærksBergen | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13871<br>NRSJ | **Diana** SteelScSr<br>*Elec.light* *Ref.Mchy.* 1*Dk* | 942<br>689<br>431 | | | | | 1911 | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen | **DetForenede DampskibsSelsk.** | 252·1\|33·9\|21·2 | **Odense**<br>Danish<br>*WB* | T.3Cy.19½",32"&53"-36"<br>169NHP<br>KjbnhavnsFlydk.&Skbsv. | | V |
| 13872<br>NMBS | — SteelScSr<br>2*Dks* | 783<br>618<br>474 | | | | | 1901 | Maats.<br>Feyenoord<br>Rotterdam | **Koninkl.Nederl. Stoomb.Maats.** | 201·2\|30·2\|13·6<br>Q73'F24' | **Amstrdam**<br>Dutch<br>*WB* | T.3Cy.15",25"&40"-36"<br>96NHP<br>Maats.Feyenoord,Rot. | | V |
| 13873 | — SteelScSr<br>1*Dk* | 516<br>403<br>299 | | | | | 1901 | Act.Ges.<br>"Weser"<br>Bremen | **Dampfschifffahrts Ges.Neptun** | 167·6\|26·1\|11·7<br>Q49'B41'F22' | **Bremen**<br>German<br>*WB* | T3Cy12 3/16",19 11/16"&31½"-21 5/8"<br>46NHP<br>A.G."Weser,"Bremen | | |
| 13874<br>59082<br>QVJR | wrecked by Ice 3.22<br>— WoodScBk<br>(*ex*Hector)<br>*Mchy.Aft* 1*Dk* | 473<br>405<br>275 | | | | | 1870 | A.Stephen<br>&Sons<br>Dundee | **JamesBaird,Ld.** | 151·1\|24·1\|16·6<br>F22*t*<br>pt rebuilt91 | **St.John's**<br>British<br>*WB* | 2Cy.<br>NB91 70RHP | | |
| 13875<br>4145<br>JNGC | — SteelScSr<br>(*ex*Balder)<br>*Elec.light* | 233<br>148<br>117 | | | | | 1898 | W.Lind-bergsAktieb<br>Stockholm | **Bergnings-ochDykeriaktieb. Neptun (W.R.Edlind,** *Mgr*) | 121·1\|23·3\|9·7<br>P82'H66*t*F21' | **Stockholm**<br>Swedish | C.2Cy.18"&35"-20½"<br>46NHP<br>W.LindbergsAktieb.Mot. | | |
| 13876<br>110711<br>SDRV | — SteelScYl<br>*ss*Flt.No.3-7,11<br>1*Dk* | 172<br>159<br>67 | ✠ —<br>7,20<br>*StmTrawler*<br>✠NB*made*99*refitted*02 | Flt | | | 1899<br>4mo | Mackie&<br>Thomson<br>Glasgow | **NettleTrawlerCo. Ld.(B.Allenby,** *Mgr.*) | 110·0\|21·0\|10·9<br>Q22'<br>BK7½" | **Aberdeen**<br>British<br>4*BHCem* | T.3Cy.12",19½"&32"-22"<br>50RHP<br>1SB,2*pf*,GS33,HS800<br>Muir&Houston,Ld.Gls. | 12 ″ 0 | |
| 13877 | **Diane** SteelSc<br>Wireless (*ex*SaintLouis,*ex* Mpanjaka) *Elec.light* 2*Dks* | 620<br>—<br>362 | | | | | 1889 | Message.<br>Maritimes<br>LaCiotat | **Société "Les AffréteursRéunis" (JeanStern)** | 209·3\|26·1\|15·5<br>H112*t* | **Marseilles**<br>French<br>*WB* | T.3Cy.14",16¾"&30"-28½"<br>NB05 48NHP<br>Forges&C.de la Médit.Msl. | | V |
| 13878 | **Diario** IronScSp<br>(*ex*GötaKanal I.)<br>1*Dk* | 165<br>127<br>106 | | | | | 1887 | MotalaCo.<br>Gothenburg | **Gonzales,Villar & Co.** | 97·3\|21·8\|8·1<br>P31'F13' | **Bahia Blanca**<br>Argentine | C.2Cy.11"&22"-16"<br>16NHP<br>MotalaCo.Gothenburg | | V |
| 13879<br>[illegible]<br>JVOW | **Dibble Bridge** SteelSc<br>Now named "Tunisia," See No. 39611 in Supplement<br>*Elec.light* (*ex*WarSimoom) 1*Dk*<br>Wireless *Cargo battens not fitted* | 3118<br>[illegible]<br>1875 | ✠100A1<br>~~10,20~~ 7,21<br>✠LMC10,18<br>— | Sld<br>Npt | *u* | CL<br>~~10,20~~<br>7,21 | 1918<br>10mo<br>*Lloyd* | Irvine'sSB<br>&D.D.Co.Ld<br>WHartlepool<br>'*sA&CP* | LaTunisienneS.N. Co.Ld.(F.C.Strick &Co.Ld. *Mgrs.*)<br>*CellD* | 331·2\|46·8\|23·2<br>P33'B100'F28'<br>FK<br>*B*284'699*tFPT*136*t* | **W.Hartlpl**<br>British<br>7*BHptCem*<br>*APT*121*t* | T.3Cy 25",41"&68"-45" (*s*)<br>180lb 429NHP<br>3SB,9*cf*,GS156,HS6321 FD<br>Geo.Clark,Ld.Sunderland | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |
| 13880<br>496<br>NABI | **Dich-taoo** SteelScSr<br>1*Dk* | 1112<br>924<br>664 | | | ... | | 1907 | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | **RussianStm.Nav. &TradingCo.** | 240·2\|35·0\|12·8<br>Q29'B42'F42'<br>FK | **Odessa**<br>Russian<br>*WB* | T.3Cy.16",26"&44"-33"<br>143NHP<br>Ross&Duncan,Glasgow | 14 ″ 10 | |
| 13881<br>5309<br>JSPM | **Dicido** SteelScSr<br>*ss*Got.No.3-3,22 ~~*ss*Hbg.No.3-8,10~~<br>1*Dk*(*Stl&Irn*)&*deep framing*<br>*Cargo battens not fitted* | 1546<br>1404<br>896 | ✠100A1<br>~~9,21~~ ~~8,10~~ 3,22<br>~~BS9,20~~ ~~BS7,21~~ | Hbg<br>Got<br>✠LMC~~6,19~~<br>3,22 | *q* | ~~CL~~<br>~~8,10~~<br>~~9,21~~<br>N3,22 | 1903<br>5mo<br>*Lloyd* | Craig,Tay-lor&Co.<br>Stockton<br>'*sA&CP* *WB*= | RederietKärnan Ang.Dicido (SvenRedig)<br>*CellDBa*72' *uE*16' | 250·0\|37·2\|18·9<br>P31'B58'F29'<br>FK<br>*f*104' 370*t FPT*57*t* | **Hlsngborg**<br>Swedish<br>4*BHCem*<br>*APT*60*t* | T.3Cy.19",31"&51"-36" (*s*)<br>160lb *100lb* 168NHP<br>2SB,4*pf*,GS74,HS2710<br>N.E.MarineEng.CoLd.Sld. | 21 ″ 2<br>s 2 ″ 11<br>18 ″ 6 | |
| 13882<br>113939<br>SFMO | **Dicky** SteelSc3MstSr<br>*ss*Goo.No.3-9,13<br>(*ex*Hopeful,*ex*Point Clear) *ss*Goo.No.1-17<br>*Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | 507<br>365<br>210 | ✠100A1<br>1,20<br>✠NB8,17 | Hul<br>✠LMC~~8,17~~<br>11,21 | *h* | CL<br>~~2.19~~<br>~~11,21~~<br>3.22 | 1901<br>2mo | Ritson&Co<br>Maryport<br>A&CP | **Goole&HullSteam TowingCo.Ld.** | 166·0\|27·2\|11·4<br>Q91'B11'F21'<br>BK7"<br>*WB*= | **Liverpool**<br>British<br>3*BHCem*<br>*FPT*43*t* | T.3Cy.14",22½"&37"-27" (*s*)<br>160lb *80lb* NDB17 52RHP<br>1SB,3*pf*,GS46,HS1366<br>Ross&Duncan,Glasgow | 12 ″ 4<br>s ″ 6½<br>12 ″ 6 | |
| 13883<br>131408<br>HVCP | **Dictator** SteelScSr<br>*ss*Liv.No.2-20<br>(*ex*SaintBede) Wireless 2*Dks*(*Stl*)<br>*Elec.light* *Carrying oil fuel F.P. above 150° F. in DB & deep tank* | 4940<br>4704<br>3149 | ✠100A1<br>5,21 ~~8,20~~<br>MS4,20 | Liv<br>✠LMC<br>~~BS11,20~~<br>BS12,21 | *y* | CL<br>8,20 | 1912<br>1mo<br>*Lloyd* | Russell&<br>Co.<br>PortGlasgow<br>'*sA&CP* | **CharenteS.S.Co. Ld.(T.&J.Harrison,** *Mgrs.*)<br>*WB*= *CellD*<br>1123*t DTa*37'982 | 404·7\|52·2\|27·4<br>P45'B119'F46'<br>FK<br>*Ba*121'*uE*24' *f*184'<br>*tFPT*68*tAPT*28*t* | **Liverpool**<br>British<br>*Cem*<br>5*BH to Udk*<br>1 ,, *2nd* ,, | T.3Cy.26",42"&70"-48" (*s*)<br>180lb *100lb* 463NHP<br>2SB.8*cf*,GS136,HS6764<br>Rankin&Blackmore,Grk. | 30 ″ 0<br>s 5 ″ 10<br>24 ″ 6 | |
| 13884<br>MCBQ | — SteelScSr<br>*Elec.light* 1*Dk* | 989<br>880<br>623 | | | | | 1904 | Stavanger<br>Stöberi&Dok<br>Stavanger | **D/S A/S Svithun (Holdt&Isachsen Eftf.** *Mgrs.*) | 231·8\|33·1\|15·1<br>P11*t*H46*t*F30*t* | **Stavanger**<br>Norwegian<br>*WB* | T.3Cy.17",28"&47"-33"<br>127NHP<br>StavangerStöberi&Dok | | N |
| 13885<br>MVSP | **Dicto** SteelScSr<br>*ss*Bgn.No.1-21<br>*Elec.light* 1*Dk*(*Stl*)2*trB*<br>Wireless | 3778<br>3485<br>2391 | ✠100A1<br>2.22 ~~1,21~~<br>*Fitted for oil fuel* 8,17 *F.P. above* 150° F. | Hpl<br>Stv<br>✠LMC~~8,17~~<br>2,21 | *v* | CL<br>~~N2,21~~<br>2,22 | 1917<br>7mo | UnionIron<br>WorksCo.<br>Alameda,Cal.<br>A&CP | **D/S A/S Dicto (B.Stolt-Nielsen)**<br>*CellDB* | 341·0\|48·2\|24·5<br>P29'B73'F36'<br>FK<br>290' 967*t FPT*120*t* | **Haugesnd**<br>Norwegian<br>6*BHptCem*<br>*APT*102*t* | 1 Geared Steam Turbine<br>214lb *180lb* (*s*) 454NHP<br>2SB,8*cf*,HS6690<br>GeneralElectricCo.<br>Schenectady,N.Y | 27 ″ 3<br>s 5 ″ 0<br>22 ″ 7 | |
| 13886<br>144058<br>KHCG | **Dido** SteelScSr<br>*CruiserStern*<br>*Elec.light* Wireless 1*Dk&Shelter dk* | 3554<br>3291<br>2175 | | | | | 1920 | Dunlop,<br>Brmnr&CoLd<br>PortGlasgow | **Ellerman'sWilson Line,Ld.** | 314·0\|45·2\|28·7 | **Hull**<br>British<br>*WB* | T.3Cy.21",36"&62"-39"<br>Dunlop, 240NHP<br>Bremner&Co.Ld.PGl | | C |
| 13887<br>NMOH | — SteelSc3MstSr<br>*ss*Ams.No.1-21<br>(*ex*Aug.Borremans) 1*Dk*(*Stl*)<br>*Mchy.Aft* *Elec.light* *Well deck* | 756<br>529<br>327 | ✠100A1<br>3,21 | Cpn<br>✠LMC5,21 | *j* | 12,20 | 1917<br>6mo | W.C.Boele<br>&Zonen<br>Slikkerveer<br>A&CP | **Koninkl.Nederl. Stoomb.Maats.**<br>*Cell* | 181·0\|28·2\|12·5<br>Q105'B11'F23'<br>FK<br>*DBf*103'140*t FPT* | **Amstrdam**<br>Dutch<br>3*BHCem*<br>65*tAPT*6*t* | T.3Cy.15",24"&40 3/16"-24"<br>192lb (*s*) 109NHP<br>2SB,4*cf*,GS60,HS1943<br>N.V.Machinefabrk.Bolnes | 14 ″ 6<br>s ″ 9<br>13 ″ 11 | |
| 13888<br>143499 | **Didonta** SteelScBarge<br>(*ex*Dunball)<br>1*Dk* | 127<br>114<br>79 | | | | | 1915 | Dundee<br>S.B.Co.Ld.<br>Dundee | **Anglo-Saxon PetroleumCo.Ld.** | 118·5\|16·1\|6·9 | **London**<br>British | C.2Cy.9"&18"-12"<br>9NHP<br>F.L.Harker,Stockton | | |
| 13889<br>105655<br>HORB | **Dieppe** SteelTrpScSr<br>Wireless<br>*Elec.light* 2*Dks&Promenade dk* | 1228<br>814<br>520 | | | ... | | 1905 | Fairfield<br>Co.Ld.<br>Glasgow | **LondonBrighton& S.CoastRailwayCo** | 273·5\|34·8\|13·8<br>FK | **Newhaven**<br>British<br>*WB* | 3 Steam Turbines<br>NB17 FD 888NHP<br>FairfieldCo.Ld.Glasgow | 22 ″ 1 | BT<br>till<br>1,21 |
| 13890<br>OFPH | **Dieuze** WoodTwinSc<br>(*ex*C.-14)<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1128<br>818<br>650 | | | | | 1919 | Fraser<br>BraceShpyds<br>Ld. Montreal | **FrenchGovernment** | 194·8\|39·7\|15·0<br>P98'F28' | **Havre**<br>French | C.4Cy.12"&24"-16"<br>National 38NHP<br>S.B.Co.,GoderichOnt. | | V |
| 13891 | **Diez** SteelScK<br>*ss*B.As.No.1-13<br>(*ex*Elsie) 1*Dk*(*Stl*-ws)<br>*Elec.light* | *251*<br>*215*<br>*97* | ✠ —<br>7,19<br>*StmTrawler*<br>✠ | Npt | | | 1909<br>7mo | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | **RussianGovt.** | 120·2\|22·4\|12·1<br>Q80'F20'<br>BK7½"<br>*WB*= | Russian<br>3*BHCem*<br>*DBf*28'18*t* | T.3Cy.12½",21"&34"-24"<br>73NHP<br>1SB,3*cf*,GS42,HS1297<br>W.V.V.Lidgerwood,Gls. | 13 ″ 0 | |
| 13892<br>132840<br>JCDG | **Digby** SteelScSr<br>~~*ss*Qns.No.1-19~~<br>*Elec.light* 2*Dks* (*Stl*)&*Shelter dk*(*Stl*)<br>Wireless Sub.Sig. *ss*Qns.No.2-21 | ~~3960~~<br>~~2926~~<br>~~2215~~<br>3938<br>2926<br>2160 | ✠100A1<br>*Shelter dk withfreeboard*<br>5,21 ~~1,20~~<br>~~MS5,19~~ | Liv<br>Qns<br>✠LMC5,21<br>~~BS2,20~~ | *x* | CL<br>~~3,19~~<br>5,21 | 1913<br>4mo<br>*Lloyd* | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool<br>'*sA&CP* | **Furness,Withy& Co.Ld.**<br>*WB*= *Cell*<br>*DBa*108'*uE&B* | 350·8\|50·0\|23·1<br>B128'F43'*onShelter dk*<br>FK<br>54' *f*144' 701*t FPT* | **Liverpool**<br>British<br>6*BHCem*<br>26*tAPT*44*t* | T.3Cy.28",46"&77"-48" (*s*)<br>180lb 602NHP<br>3SB,12*cf*,GS207,HS9142 FD<br>Richardsons,Westgarth& Co.Ld.Hpl. | 25 ″ 6<br>s 2 ″ 4½<br>23 ″ 6 | |

| Numéro d'Ordre. — Numero Officiel. — Signaux | Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | Tonnage Officiel. Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement. — Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ※ 13893<br>128791<br>RLDS | **Dilga** SteelSc<br>*1Dk(Stl)&Webframes*<br>Wireless *Longitudinal framing* | 3308<br>3010<br>1949 | ✠100A1<br>~~8,21 11,20~~ 2,2<br>✠LMC5,20<br>BS7,21 | Syd<br>Mel | *v* | CL | 1920<br>5mo | Govt. Dockyard<br>Newcastle,<br>A&CP N.S.W. | Commonwealth Govt.Line of Steamers<br>*CellDB277'885t* | 331·0<br>P31'B95'F30'<br>FK<br>*FPT118tAPT204t* | 47·9 | 23·5 | Newcastle N.S.W.<br>British<br>5*BHCem* | T.3Cy.25",41"&68"-45" (*s*)<br>190lb HS8289 519NHP<br>3 Water Tube Boilers FD<br>Govt.Dockyard,NwcNSW | 26 ' 1<br>s4 ' 7<br>21 ' 10 |
| 13894<br>218940<br>LSWG | **Diligent** WoodSc<br>(*Tug*)<br>*Elec.light* *1Dk* | 177<br>—<br>30 | | | | | 1919 | Leatham&<br>SmithTowing<br>&WrckngCo.<br>SturgeonBay<br>Wis. | UnitedStates ShippingBoard | 95·5 | 24·7 | 12·2 | Milwaukee Wis.<br>Utd.States | C.2Cy.18"&38"-26"<br>61NHP | |
| ※ 13895<br>117411<br>TQSB | **Dilkera** SteelScSr<br>ssSyd.No.3-1,15<br>*Elec light* ssSyd.No.1-19 *1Dk(Irn)*<br>Wireless *&deepframing&Shadedk(Irn)* | 2698<br>2504<br>1074 | ✠100A1<br>*Shade dk*<br>6,21 ~~6,20~~<br>✠LMC<br>MS5,18 BS~~4,20~~6,21 | Syd | *u* | CL<br>~~2,18~~<br>6,21 | 1902<br>5mo<br>*Lloyd* | TyneIron<br>S.B.Co.Ld.<br>Newcastle<br>'*sA&CP* | ~~AdelaideS.S.Co. Ld.~~ TheAdelaide S[illegible]mshipCo.Ld<br>*CellDBa&uE114'* | 326·0<br>P41'B&F253'<br>FK<br>*f128'661tFPT144t* | 45·3 | 21·8 | P.Adelaide<br>British<br>7*BHCem*<br>*APT162t* | T.3Cy.23",38"&61"-42" (*s*)<br>180lb *80lb* 277NHP<br>2SB,*6cf*,GS126,HS4504<br>WllsndSlpwyCo.Ld.Nwc. | 23 ' 0<br>s2 ' 2<br>21 ' |
| 13896<br>MRGL | **Dillfos** WoodAuxScSp<br>*Motor*<br>*1Dk*<br>(*See Sailing Ship Register*) | 119<br>112<br>85 | | | | | 1917 | Johan<br>Salater<br>Levanger | MagnusHolan | 84·2<br>H4*t* | 22·0 | 11·2 | Trondhjm<br>Norwegian | Motor 2Cy.<br>N.M.Finnöy,MotorFabr.,<br>Romsdalen | |
| 13897<br>219008<br>LTDN | **Dillwyn** SteelScSr<br>*CarryingPetroleum in bulk*<br>*Elec.light* *Fitted for oil fuel* *2Dks*<br>*Mchy.Aft* *Longitudinal framing*<br>Sub.Sig. Wireless | 7045<br>—<br>4352 | | | | | 1919 | Bethlehem<br>S.B.Cpn.Ld.<br>Alameda,Cal. | UnitedStates ShippingBoard | 435·0<br>P123'B50'F44' | 56·0 | 32·0 | S.Frncisco<br>Utd.States | T.3Cy.27",47"&78"-48"<br>594NHP<br>BethlehemS.B.Cpn.Ld.<br>SanFrancisco | |
| ※ 13898<br>133308<br>JBTP | **Dilston** SteelScSr<br>ssNwc.No2-21 ~~ssLth.No.1-18~~<br>*Well deck* Sub.Sig. *1Dk(Stl)*<br>*Elec.light* | 1530<br>1196<br>812 | ✠100A1<br>~~4,21~~ ~~10,20~~ ~~1,22~~ 3,22<br>~~BS10,20~~ ✠LMC~~8,~~<br>BS1,22 ~~M4,21~~ | Nwc<br>Shl<br>4,21 | *p* | ~~1,20~~<br>~~4,21~~<br>~~1,22~~<br>3,22 | 1913<br>3mo<br>*Lloyd* | BlythS.B.<br>&D.D.CoLd.<br>Blyth<br>'*sA&CP* | TynesideLine,(1920)Ld.(J.Ridley,Son&Tully, *Mgrs.*)<br>*WB=CellDBa65'* | 244·7<br>Q124'B13'F26'<br>FK<br>*uE&B35' f107'434t* | 37·2 | 16·4 | Newcastle<br>British<br>4*BHCem*<br>*FPT40t AP* | T.3Cy.20",33"&54"-36" (*s*)<br>180lb 224NHP<br>2SB,*6pf*,GS100,HS3918<br>N.E.MarineEng.Co.Ld.Sld<br>*T95t* | 18 ' 10<br>s1 ' 10½<br>17 ' 3 |
| 13899<br>102645<br>NGDL | **Dilwara** SteelSc3MstSr<br>*3Dks(2Stl-ws)&*<br>*Elec.light* Wireless *Webframes* | 5378<br>4637<br>3460 | ✠<br>3,95<br>✠ | Sou | *z* | | 1891<br>12mo | A&J.Inglis<br>Glasgow | BritishIndia Stm.Nav.Co.Ld. | 425·4<br>P51'B164'F54'<br>BK10" | 48·2 | 30·6 | Glasgow<br>British<br>6*BHCem* | T.3Cy.33",52"&86"-60"<br>616NHP<br>3DB,*18rf*,GS342,HS9681<br>A.&J.Inglis,Glasgow | 32 ' 2 |
| 13900<br>219462<br>LVGT | **Dilworth** SteelScSr<br>*CarryingPetroleum in bulk*<br>*Elec.light* *Fitted for liquid fuel* *2Dks*<br>*Mchy.Aft* *Longitudinal framing*<br>Sub.Sig. Wireless | 7045<br>—<br>4351 | | | | | 1919 | Bethlehem<br>S.B.Cpn.Ld.<br>Alameda,Cal. | UnitedStates ShippingBoard | 435·0<br>P123'B50'F44' | 56·1 | 32·0 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.27",47"&78"-48"<br>594NHP<br>BethlehemS.B.Cpn.Ld.<br>SanFrancisco | |
| 13901<br>133505<br>HWFG | **Dimboola** SteelScSr<br>ssMel.No.2-20<br>*Elec.light* *1Dk(Stl)&2nd dk(Stl)*<br>Wireless *in Nos.1,3&4 holds*<br>*Well deck* *Ref.Mchy.* | ~~3854~~ 3886<br>2863<br>~~2104~~<br>2112 | ✠100A1<br>~~4,21~~ ~~10,20~~ 10,21<br>3,22<br>✠LMC~~10,20~~<br>10,21 | Mel<br>Syd | *x* | CL<br>10,20 | 1912<br>7mo<br>*Lloyd* | Swan,Hunter&Wigham<br>Richardson,<br>LdNewcastle<br>'*sA&CP* | Melbourne S.S.Co. Ld.<br>*WB=CellDBa* | 360·2<br>P&B288'F39'<br>FK<br>116'*uE&B*69'*f*131' | 50·1 | 23·6 | Melbourne<br>British<br>7*BHCem*<br>595*tAPT*55*t* | Q.4Cy.23",31½",48"&71"-45"<br>210lb (*r*) FD 553NHP<br>3SB,*12cf*,GS216,HS8379<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 26 ' 0<br>s3 ' 3<br>23 ' |
| 13902 | **Dimitri** IronScSr<br>4thSurvey,Shl.12,98<br>(*ex*LeoT.,*ex*Abrota) *1Dk(Irn)2trB*<br>*Well deck* | 1159<br>882<br>680 | ✠<br>10,03 | Shl | Lv | | 1882<br>12mo | ShortBros.<br>Sunderland | A.D.Tchirkovitch | 228·0<br>Q87*t*B104*t*F28*t*<br>BK7½"<br>*W* | 32·7 | 16·5 | Serbian<br>3*BH*1PBH<br>*B=DBa&f* | C.2Cy.29"&56"-36"<br>157NHP<br>2SB,*4pf*,GS60,HS2400<br>N.E.MarineEng.Co.Ld.Sld | 17 ' 6 |
| 13903<br>273 | — SteelScSr<br>ssOda.No.3-11,98<br>ssOda.No.1-03<br>*Elec.light* *1Dk(Stl)&Awngdk* | 1018<br>986<br>594 | ✠<br>*Awng dk withfreeboard*<br>5,06 ✠<br>✠NB96*fitted*05 | Oda | *l* | | 1887<br>12mo | W.Dobson<br>&Co.<br>Newcastle | RussianTransport &InsuranceCo. | 210·0<br>ptNDS98 FK<br>*WB=DB* | 30·2 | 20·8 | Odessa<br>Russian<br>5*BHCem*<br>*a&f* 141'154*t* | T.3Cy.17",28"&47"-30"<br>NDB05 123NHP<br>2SB,*4cf*,GS66,HS1920<br>N.E.MarineEC.(Lim.)Nwc | 21 ' 7 |
| 13904<br>489<br>LMAR | — IronTwinScSr<br>*1Dk* | 613<br>—<br>375 | | | | | 1890 | Pastuchoff<br>Rostoff | D.Diamantidi&fils | 199·0 | 30·2 | 12·6 | Taganrog<br>Russian | C.4Cy.11"&23"-26"<br>45NHP | |
| 13905<br>1201<br>LRAW | — IronTwinScSr<br>*1Dk* | 401<br>—<br>291 | | | | | 1871 | Seath&Co.<br>Glasgow | A.&D.Skanavi &G.Sevastopulo | 180·0 | 27·2 | 9·6 | Rostoff<br>Russian | C.4Cy.10⅝"&21"-18"<br>31NHP | |
| 13906<br>607 | **Dimitri Geroi** SteelScK<br>ssSws.No.2-09<br>(*ex*Tyne) *1Dk* | 210<br>179<br>116 | ✠<br>*StmTrawler*<br>4,14 ✠ | Oda | | | 1901<br>1mo | Smith's<br>DockCo.Ld.<br>North Shields | M.Macklin | 115·5<br>BK7½" | 21·1 | 11·2 | Odessa<br>Russian<br>3*BHCem* | T.3Cy.12",20"&32"-22½"<br>61NHP<br>1SB,*2pf*,GS29,HS1066<br>N.E.MarincEng.CoLd.Sld. | 12 ' 6 |
| 13907<br>1082 | **Dimitri Solounsky** WoodSc<br>*Motor*<br>*1Dk* | 132<br>—<br>67 | | | | | 1908 | ................<br>Podboryek | D.N.Maslennikoff | 96·2 | 24·6 | 10·4 | Archangel<br>Russian | Motor | |
| 13908<br>HFMJ | **Dimitrios Pateras** SteelScSr<br>*Now named "Skra," See No. 39286 in Supplement*<br>ss[illegible]No.2-12,14<br>(*ex*Lyell) ssNpt.No.1-20<br>*1Dk(Stl)&Webframes&ptAwngdk(Irn)* | *2434*<br>*1845*<br>*1558* | ✠100A1<br>*pt Awng dk withfreeboard*<br>2,21 ✠LMC5,20 | Ven | *s* | CL<br>3,20 | 1890<br>6mo | Bartram,<br>Haswell&Co.<br>Sunderland<br>A&CP | A.&A.Callinicos (*in liq*)(Stathatos &Co.*Mgrs.*)<br>*WB=DBa88* | 300·0<br>P30'Q80'<br>*ptAwngdk*189' FK<br>*f*120'430*tAPT*32*t* | 39·0 | 20·3 | Piræus<br>Greek<br>6*BHptAsp*<br>*ptCem* | T.3Cy.22",36½"&60"-42" (*s*)<br>160lb *75lb* NDB03 243NHP<br>2SB,*6rf*,GS100,HS3800<br>J.Dickinson,Sunderland | 21 ' 7<br>s8 ' 1½<br>20 ' 9 |
| 13909 | **Dina** WoodAuxScSr<br>*OilEng.*<br>(*See Sailing Ship Register.*) | 140 | | | | | 1921 | A.L.So-<br>bradoViana<br>DoCastelo | ModernaConstructoraNaval, Ld. | | | | Portuguese | OilEngine | |
| ※ 13910 | **Dina Accame** WoodSc<br>(*ex*WarHuron)<br>*Elec.light* *Salted* *1Dk2trB*<br>*Well deck* | 2319<br>1687<br>1384 | ✠12A1<br>7,20<br>BS7,20 ✠LMC6,19 | Lgn | *r* | CL<br>7,20 | 1918<br>7mo<br>*Lloyd* | Fraser,<br>Brace&Co.<br>Montreal<br>'*sA&CP* | FratelliAccame | 250·1<br>P&B136'F30' | 43·6 | 22·6 | Genoa<br>Italian | T.3Cy.20",33"&54"-40" (*s*)<br>135lb *100lb* NDB20 322NHP<br>2WaterTubeBoilers FD<br>GS120,HS5280<br>CanadianIngersollRand<br>Co.Ld.Sherbrooke | 25 ' 5<br>s3 ' 5½ |
| 13911<br>130265<br>JMVS | **Dinah Leetham** SteelScK<br>ssHul.No.1-20<br>*Mchy.Aft* *1Dk(Stl)* | 164<br>121<br>62 | ✠100A1<br>11,20<br>BS7,21 ✠LMC11,20 | Hul | *a* | CL<br>11,20 | 1915<br>9mo<br>*Lloyd* | Livingstne<br>&Cooper,Ld.<br>Hessle,Hull<br>'*sA&CP* | H.Leetham&Sons, Ld. | 99·1<br>Q34'F18'<br>FK<br>*WB* | 18·6 | 8·7 | Hull<br>British<br>4*BHCem*<br>*=FPT18t* | C.2Cy.13½"&27"-18" (*s*)<br>145lb 30RHP<br>1SB,*2pf*,GS30,HS889<br>A.Dodman&Co.Ld.KLynn | 9 ' 6<br>s ' 9½<br>8 ' 10 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Dates of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13912 | **Dinara** SteelSc | 118<br>—<br>39 | | | | | 1888 | Stabilmnto Tecnico<br>Trieste | Soc.Anon. diNav.Vap. "Dalmatia" | 120·0\|16·1\| 8·2 | Macarsca | T.3Cy.12",18"&30"–18"<br>38NHP<br>StabilimentoTecnico,Tri. | 10″10 | A |
| 13913<br>OFPV | **Dinard** SteelSc<br>(exMalaga)<br>Elec.light 1Dk | 3273<br>—<br>2051 | | | | | 1915 | Akt.Ges. "Neptun"<br>Rostock | Chemins de Fer de l'EtatFrançais (Soc.Mar. Nationale, Mgrs.) | 321·0\|46·0\|23·4<br>P31'B99'F33' | Havre<br>French<br>WB | T.3Cy.22⅔",36⅔"&59"–37⅔"<br>213NHP<br>A.G."Neptun,"Rostock | | |
| 13914<br>128747 | **Dinas** SteelScK<br>ssFlt.No.3-2,19 ~~ssFlt.No.2-19~~<br>1Dk | 219<br>192<br>85 | ✠100A1<br>StmTrawler<br>2.19<br>~~BS10,20~~ ✠LMC2,19 | Flt<br>BS9,21 | | CL<br>2,19 | 1909<br>2mo | Smith's DockCo.Ld.<br>NorthShields<br>Lloyd'sA&CP | ~~Mrs.A.A.Hatley&~~<br>~~F.H.Wadsworth~~<br>~~(J.A.Taylor, Mgr.)~~ | 117·4\|21·6\|11·8<br>Q67'F20'<br>BK7½" | Fleetwood<br>British<br>3BHCem | T.3Cy.12",20"&33"–24" (s)<br>180lb 72RHP<br>1SB,2pf,GS38,HS1307<br>ShieldsEng.Co.Ld.N.Shl. | 12″6 | |
| 13915<br>102092<br>NQLV<br>Wrecked 11,21 | **Dingle** Steel&IronSc3MstSr<br>ssBel.2ndNo.3–11,19<br>(exCumberland)<br>1Dk(Irn)SteelframingIronplating<br>Mchy.Aft Well deck | 396<br>285<br>159 | ✠~~100A1~~<br>12,20 ~~11,19~~<br>✠~~LMC11,19~~ | Bel | g | CL<br>11,19 | 1893<br>4mo | Fullerton &Co.<br>Paisley<br>A&CP | Cullen,Allen&Co. Ld.(Wilson&Reid, Ld. Mgrs.) | 142·2\|25·2\|11·5<br>Q77'B9'F24'<br>BK6' | Belfast<br>British<br>3BHCem<br>FPT41t | C.2Cy.20½"&40"–27" (s)<br>100lb 67RHP<br>1SB,2pf,GS40,HS1283<br>Ross&Duncan,Glasgow | 12″7<br>s ″6½<br>12″8 | |
| 13916<br>152<br>NSMP | **Dinnamare** SteelScSr<br>Wireless 1Dk2trB&deepframing | 4137<br>4010<br>2623 | | | ... | | 1900 | Cant.Nav. diMuggiano<br>Spezia | "Transoceanica" SocItalianadiNav. | 339·0\|47·6\|24·0<br>FK | Naples<br>Italian<br>WB | T.3Cy.24",40"&56"–48"<br>FD 357NHP<br>G.Clark,Ld.Sunderland | 24″3 | I |
| 13917<br>128789<br>RLDQ | **Dinoga** SteelSc<br>Elec.light 1Dk(Stl)&Webframes<br>Wireless Longitudinal framing | ~~3339~~ 3341<br>3010<br>~~1920~~<br>1939 | ✠100A1<br>~~7,21~~ ~~1,21~~ 1,22<br>BS2,21 ✠LMC2,20 | Syd<br>Mel | v | CL<br>1,22 | 1920<br>2mo | N.S.W. Govt. Dckyd.<br>Newcastle N.S.W.<br>A&CP | Commonwealth GovernmentLine ofSteamers<br>CellD | 331·0\|47·9\|23·5<br>P31'B95'F30'<br>FK<br>B277'885tFPT118t | Newcastle N.S.W.<br>British<br>5BHCem<br>APT204t | T.3Cy.25",41"&68"–45"<br>190lb (s) 520NHP<br>3 Water Tube Boilers<br>HS8289 FD<br>Govt.Dckyd.Nwc.N.S.W. | 26″1<br>s4″7½<br>21″10 | |
| 13918<br>118304 | **Dinorah** SteelScK<br>ssGms.No.3–9,19<br>(exPictonCastle) 1Dk | 192<br>170<br>72 | ✠100A1<br>Stm.Trawler<br>1,21 ~~11,19~~ ✠LMC9,19<br>BS8,21 | Gms | | 9,19 | 1903<br>7mo | Smith's DockCo.Ld.<br>NorthShields<br>Lloyd'sA&CP | Bowering'sStm FishingCo.Ld. (SirErnestSleight, Bart. Mgr.) | 110·0\|21·0\|11·2<br>Q48'<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.12",19"&32"–22½" (s)<br>160lb 56RHP<br>1SB,2pf,GS32,HS908<br>N.E.MarineEng.Co.Ld.Sld | 11″10 | |
| 13919<br>92205<br>MLWT | **Dinorwic** SteelScSr<br>ssBng.No.1-21 ssBng.2ndNo.3–2,16<br>Well deck 1Dk(Stl)<br>Mchy.Aft | 276<br>212<br>111 | ✠100A1<br>2,21 ~~9,19~~ 11,21<br>~~BS5,19~~ ✠LMC ~~2,16~~ 2,21<br>BS11,21 | Bng<br>Dub | d | ~~9,19~~<br>2,21 | 1892<br>1mo | S.Mc-Knight&Co.<br>Ayr<br>Lloyd'sA&CP | O.H.Donelly | 128·0\|23·0\|10·4<br>Q44'B14'F20'<br>ptND04&08 BK7"<br>W | Carnarvon<br>British<br>3BHCem<br>B=FPT20t | C.2Cy.18"&38"–24" (s)<br>120lb 60RHP<br>1SB,2pf,GS41,HS1276<br>W.Kemp,Glasgow | 11″3<br>s1″0½<br>10″11 | |
| 13920<br>220820<br>MBVW | **Dinsmore** FerroConcreteSc<br>Elec.light Wireless 2Dks | ~~6144~~ 6145<br>5761<br>3696 | ~~LMC2,21~~<br>Carrying Mineral oil in bulk<br>~~Subject to Annual Survey. Experimental~~<br>Fitted for oil fuel 2,21 F.P. above 150°F. | | ... | | 1920<br>12mo | A.Bentley &SonsCo.<br>Jacksonville Fla.<br>A&CP | UnitedStates ShippingBoard<br>DBu 2694t FPT121t APT185t | 420·0\|54·0\|35·0<br>~~B72'F34'~~ B73'F39'<br>FK | Jacksnvlle<br>Utd.States<br>15BH | T.3Cy.24½",41½"&72"–48"<br>210lb HS9150 (r) 598NHP<br>3WaterTubeBoilers FD<br>Hooven,Owens&Rentschler Co.Hamilton,O. | 36″0 | / |
| 13921<br>217890<br>LQSF | **Dio** SteelSc<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5191<br>—<br>3288 | | | | | 1919 | Downey S.B.Corp.<br>Arlington N.Y. | UnitedStates ShippingBoard | 381·0\|52·0\|30·0<br>P40'B110'F40' | NewYork<br>Utd.States<br>WB | T.3Cy.27",40"&70"–48"<br>339NHP<br>DowneyS.B.Corp. StatenIsland,N.Y. | | R |
| 13922 | **Dio Fili** WoodPadSk<br>(Tug)<br>(exPera) | 107<br>107<br>18 | | | | | 1885 | Wouldhave &Johnston<br>N.Shields | CorneloStathi | 99·0\|18·6\| 9·9 | Syra<br>Greek | L.1Cy.34¾"–52"<br>67NHP<br>Findlay&Co.N.Shields | | |
| 13923 | **Diogenes** SteelTwinSc<br>Elec.light Ref.Mchy.<br>Cruiser Stern | 13000 | 100A1<br>Shelter dk with freeboard<br>(Class Contemplated) | | | | 1921 | Harland& Wolff,Ld.<br>Belfast | G.Thompson&Co. Ld. | 500·0\|63·3\|39·6<br>P80'B226'F88 on Shelter dk | British | 4 Geared Steam Turbines<br>Harland&Wolff,Ld.Bel. | | |
| 13924<br>119636<br>HPCG | **Diolinda** SteelAuxTwinSc3MstSr<br>ssCws.No 3-11,21 Oil Eng.<br>(exSrAnnieReece) ~~ssFoy.No.2-18~~<br>(See Sailing Ship Register) 1Dk | 150<br>144<br>88 | ✠100A1<br>11,21 ~~8,18~~ | Foy<br>Cws<br>LMC ~~3,20~~ 7,21 | d | ~~8,18~~<br>7,21 | 1909<br>5mo | R.Cock& Sons<br>Appledore<br>Lloyd'sA&CP | A.C.Bedoura | 99·1\|22·7\| 9·4<br>BK6½" | Guernsey<br>British<br>2BHCem | Oil Engines 2S.C.SA.<br>2Cy.12"–12½"<br>NE18 23NHP<br>A.&E.Woodward,Keighley | 10″5<br>s1″4½<br>9″11 | |
| 13925<br>145930<br>KMCY | **Diomed** SteelTwinSc<br>Elec.light 3Dks | 10354<br>9323<br>6340 | | | | | ~~1921~~<br>1922 | Workman, Clark&Co Ld.<br>Belfast | ~~A.Holt&Co.~~ China Mutual SteamNav. Co.Ld.(A Holt&Co. Mgrs) | ~~489·4\|62·5\|30·3~~<br>P67'B121'F58'<br>491·0\|62·4\|31· | Liverpool<br>British<br>WB | 4 Steam Turbines<br>Wrkman,Clark&CoLd.Bel | | |
| 13926 | **Diomedes** SteelSc<br>(Tug)<br>1Dk | 169<br>160<br>7 | | | | | 1899 | H.C.Stülcken Sohn<br>Hamburg | BugsierReed.& BergungsA.G. | 97·5\|20·6\|13·3 | Hamburg<br>German | C.2Cy.18"&34½"–24"<br>HS1400 69NHP<br>H.C.StülckenSohn,Ham. | | |
| 13927 | **Dione** SteelScSr<br>(exFenix)<br>1Dk | 1207<br>967<br>690 | | | | | 1905 | Laxevaags Msk.&Jrnskb<br>Bergen | Wachsmuth& Krogmann | 228·7\|35·2\|15·7<br>P19'B61'F25' | Hamburg<br>German<br>WB | T.3Cy.16",25½"&43"–30"<br>101NHP<br>LaxevaagsMsk&JrnsBgn. | | |
| 13928 | **Dionisios Valerianos** SteelSc<br>(exMariaHendrikaIII) 1Dk(ptStl) | 110<br>109<br>8 | ✠<br>For Towing purposes<br>11,13 ✠ | Rot | | | 1910<br>7mo | Gebr.Pot<br>Bolnes | Geo.Portolo | 92·1\|19·6\|<br>BK5"<br>WB | Braila<br>Roumanian<br>4BHCem<br>=APT15t | T.3Cy.11 13/16",17 11/32"&29 5/32"–14 31/32"<br>57NHP<br>1SB,2cf,GS35,HS1161<br>MachinefabriekBolnes | 8″8 | |
| 13929<br>Now a Lighter | **Dionysios** IronPad<br>(Tug) | 115<br>115<br>23 | | | | | 1883 | J.T.Eltringham<br>South Shields | N.Sulariotes | 103·0\|18·6\| 9·3 | Galatz<br>Roumanian | L.1Cy.34¼"–54"<br>66NHP<br>J.P.Rennoldson&S.S.Shl. | | |
| 13930 | **Dionysios Vaglianatos** Steel ScSr<br>ssLiv.No.3–3,02<br>(exFilinis, exWastwater) ssPir.No.2–11<br>1Dk(ptStlptIrn)2trB &Web frames(ptIrn)<br>Well deck | 2862<br>2186<br>1845 | ✠<br>4,16<br>✠ | Pir | u | | 1889<br>4mo | E.Withy& Co.<br>WHartlepool | | 320·0\|40·1\|21·6<br>P35'Q98'B132'F31'<br>FK<br>WB=CellDB270' | Russian<br>5BHAsp<br>578tAPT29t | T.3Cy.23½",38"&64"–42"<br>NDB05 265NHP<br>2DB,8rf,GS120<br>T.Richardson&Sns,WHpl | 24″3 | |
| 13931 | **Dionyssios Stathatos** SteelScSr<br>Elec.light 1Dk(Stl)&<br>Wireless Web frames | 5168<br>4720<br>3172 | ✠100A1<br>11,21 ~~8,20~~<br>✠LMC9,19 | Sou<br>Bry | y | CL<br>~~12,20~~<br>11,21 | 1919<br>9mo | Cammell, Laird&Co.Ld.<br>Birkenhead<br>Lloyd'sA&CP | D.A.Stathatos<br>CellDB343'1152t | 400·0\|52·4\|28·4<br>P49'B113'F40'<br>FK<br>DTa28'1215tFPT1 | Ithaca<br>Greek<br>7BHptCem<br>13tAPT166t | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Cammell,Laird&CoLdBkn | 31″0<br>s6″1½<br>25″3 | |
| 13932 | **Dioula** SteelScSr<br>(exAbbotsford)<br>Well deck 1Dk | 195<br>—<br>84 | | | ... | | 1898 | Crmichael, McLean&Co.<br>Greenock | Etabl.Maurel& Prom | 115·3\|21·6\| 8·3<br>Q42'B7'F23' | St.Louis, Senegal<br>French | C.2Cy.14"&29"–21"<br>32NHP<br>Walker,Henderson&C.Gls. | 9″4 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 · 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13933<br>145878<br>KJRF | **Diplomat** SteelScSr<br>2Dks(Stl)3rddk(Stl)inNo.1hold<br>Elec.light | ~~8259~~<br>8240<br>7407<br>5255 | ✠100A1<br>2,22 ~~5,21~~<br>✠LMC9,21<br>~~(Class Contemplated)~~<br>~~Fitted for oil fuel 8,21 F.P. above 150°F.~~ | Gls<br>~~Liv~~ | d† | CL | 1921<br>9mo | C.Connell<br>&Co.Ld.<br>Glasgow<br>Lloyd'sA&CP | CharenteS.S.CoLd<br>(T.&J.Harrison,<br>Mgrs.)<br>CellDB122'1554t | ~~482·3~~<br>P54'B188'F51'<br>482·1<br>DTa38'1324tFPT1 | ~~58·9~~<br><br>58·4 | 33·4<br><br>FK | Liverpool<br>British<br>9BHCem<br>1..APT49t | 2SteamTurbinesgeared to 1ScrewShaft (s)<br>200lb 871NHP<br>2D&2SB18cf,GS370 HS13452<br>Dunsmuir&JacksonLdGls | 35·10<br>s7·9<br>28·7 |
| 13934<br>118028<br>VCSQ | **Director** SteelScSr<br>ssLiv.No.3–5,16<br>Wireless ssLiv.No.1–21<br>1Dk(Stl)&Spardk(Stl)&Webframes<br>Elec.light lowerdk(Stl)inforehold<br>Carrying oil fuel F.P. above 150°F.inD.B. | 4931<br>4674<br>3166 | ✠100A1<br>Spar dk 5,22 ~~CE~~<br>10,21 ~~1,21~~ ✠LMC<br>MS4,20 BS7 ~~10~~ 10,21 | Liv | y<br>Mdb | CL<br>~~3,19~~<br>5,22<br>W | 1903<br>7mo<br>Lloyd<br>B=Ce | C.Connell<br>&Co.Ld.<br>Glasgow<br>'sA&CP<br>llDBa116'uE | CharenteS.S.CoLd<br>(T.&J.Harrison,<br>Mgrs.)<br><br>&B54'f176'1013t | 398·5<br>P25'B120'F52'<br><br><br>DTa28'700tFPT | 48·5 | 19·0<br>30·0<br>FK | Liverpool<br>British<br>7BHCem<br><br>51tAPT26t | T.3Cy.25",41"&68"–54" (s)<br>190lb 481NHP<br>2DB&1AuxSB,15cf,GS281, HS8786<br>Dunsmuir&Jackson,Gls. | 32·10<br>s6·11<br>26·4 |
| 13935<br>218099<br>LRFV | — WoodSc<br>(Tug)<br>Elec.light Wireless 2Dks | 475<br>350<br>218 | | | | | 1919 | Southland<br>SS.Co.(Ship-buildng Dpt.)<br>Savannah,Ga | UnitedStates<br>ShippingBoard | 139·6 | 30·3 | 15·7 | Savannah<br>Utd.States | T.3Cy.17",25"&43"–30"<br>101NHP<br>VulcanIrnWrksJersyCity | |
| 13936 | **Director Gerling** IronSc<br>(Tug)<br>1Dk | 166<br>166<br>36 | | | ... | | 1892 | Cook,Wel-t'n&Gemmell<br>Hull | Soc.Anon.de<br>Remorq.à Hélice | 116·0 | 22·0 | 11·4<br><br>BK6½" | Antwerp<br>Belgian | T.3Cy.15",24½"&39"–24"<br>NB02 68NHP<br>C.D.Holmes&Co.,Hull | 12·3 |
| 13937 | **Direktor Schwarz** SteelSc<br>(Trawler)<br>(exvonKluck) 1Dk | 226<br>212<br>88 | | | | | 1919 | Reiherst'g<br>Schiffsw.<br>Hamburg | Cuxhavener<br>Hochseefischerei<br>Akt.Ges. | 120·0<br>P18' | 24·3 | 9·6 | Cuxhaven<br>German<br>WB | T.3Cy.13",20½"&32½"–22"<br>50NHP<br>Reiherst.Maschinenf.Ham. | |
| 13938<br>217554<br>LPTH | **Dirigo** SteelSc<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinalframing<br>Wireless | 6768<br>6126<br>5161 | ✠100A1<br>~~3,21 12,20~~ 3,22<br>~~BS12,20~~ ✠LMC2,19<br>BS1,22<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 2,19 F.P. above 150° F. | Mob<br>NYk | a† | CL<br>7,20 | 1919<br>2mo | Texas<br>S.S.Co.<br>Bath,Me.<br>A&CP | TheTexasCo.Inc. | 416·8<br>P107'B35'F33' | 56·1 | 31·1<br><br>FK | Pt.Arthur<br>Tex.<br>Utd.States<br>16BHCem<br>CellDBuE& | T.3Cy.26½",44"&74"–51" (s)<br>200lb HS9969 556NHP<br>3 Water Tube Boilers<br>H.G.TroutCo.Buffalo,N.Y<br>B64'209tFPT229tAPT130t | 32·10<br>s7·7<br>25·7 |
| 13939 | **Dirk Jacobus** SteelScYl<br>(Trawler)<br>Mchy.Aft 1Dk | 173<br>—<br>75 | | | | | 1916 | Machine-fabriek v/h<br>Koopman<br>Dordrecht | VisscherijMij.<br>VereenigdeSteen-kolenhandel(W.H.<br>Arends,Mgr.) | 100·3 | 22·0 | 10·0 | Ymuiden<br>Dutch | Machinefabriek v/h<br>Koopman,Dordrecht | |
| 13940<br><br>NMFD | **Dirksland** SteelSc<br>ssRot.No.1–19<br>Welldeck 1Dk(Stl)<br>Mchy.Aft Cargo battens not fitted | 1858<br>1383<br>1057 | ✠100A1<br>7,21 ~~5,19~~<br>✠LMC5,19<br>B~~5~~,22 | Rot | q | ~~3,19~~<br>N3,19 | 1915<br>8mo<br><br>Lloyd | JanSmit<br>Czn.<br>Alblasserdm<br>'sA&CP | Stoomv.Maats.<br>Nederl.Lloyd<br>WB=Cell<br>DBf92'447tDT | 262·2<br>P69'Q78'F25'<br><br>amids10'221tFPT | 38·2 | 17·4<br><br>FK | Rottrdam<br>Dutch<br>5BHCem<br>65tAPT42t | T.3Cy.20",32"&52"–39" (s)<br>180lb 203NHP<br>2SB,6cf,GS101,HS3450<br>Maats.deSchelde,Flushing | 19·9<br>s2·0<br>13·1 |
| 13941<br><br>HRST | **Dirphys** SteelScSr<br>ssPir.No.3–12,20<br>Elec.light 1Dk(ptIrn&ptStl)<br>Wireless &deepframing | 2795<br>2608<br>1800 | ✠100A1<br>12,21 ~~12,20~~<br>✠LMC12,20<br>BS4,22 | Pir<br>Bry | u | CL<br>~~4,19~~<br>11,21 | 1906<br>11mo<br><br>Lloyd | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'sA&CP | HellenicCo.ofMaritimeEnterprises<br>WB=<br>CellDBa114'uE& | 331·0<br>P26'B176'F33'<br><br>B40'f140'905tFPT | 47·5 | 20·1<br><br>FK | Piræus<br>Greek<br>5BHCem<br>85tAPT74t | T.3Cy.24",38"&64"–42" (s)<br>180lb 80lb 294NHP<br>2SB,6cf,GS108,HS4608<br>Cen.Mar.Eng.Wrks.WHpl | 22·6<br>s2·10½<br>20·0 |
| 13942<br><br>MSCP | **Disa** SteelAuxScBk<br>OilEng.<br>(exSailingVessel,exDenisCrouan) 1Dk<br>(See Sailing Ship Register) | 469<br>398<br>343 | | | | | 1893 | A.Du-bigeon<br>Nantes | A/S Johannes<br>(Abrahamsen&<br>Sommerfelt,Mgrs) | 161·5 | 28·0 | 14·0 | Porsgrund<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.16½"–18$\frac{9}{10}$" NEfitted18<br>J&CGBolindersCoLd.Skm | |
| 13943<br>3488<br>JKRF | — CompScSr<br>1Dk | 206<br>155<br>94 | | | | | 1899 | K.Olsson<br>Gamla-Lödöse | RederiA/BCarl-sten(E.H.Edman,<br>Mgr.) | 98·4<br>Q3tB25'H15tF12' | 23·0 | 9·8 | Marstrand<br>Swedish | C.2Cy.9½"&21"–13⅝"<br>13NHP<br>LundbyM.V.Gothenburg | |
| 13944<br>135528<br>JDPS | **Discoverer** SteelScSr<br>ssLiv.No.2–22 ~~ssLiv.No.1–17~~<br>Elec.light 2Dks(Stl)3rddk(Stl)<br>Wireless inNo.1hold | ~~5779~~<br>~~5080~~<br>~~3049~~<br>5415<br>5080<br>3401 | ✠100A1<br>~~4,21~~ ~~12,19~~ 3,22<br>✠LMC<br>MS8 ~~12~~ 2,22 BS5 ~~2~~ 10,21<br>Carrying oil fuel 7,17 F.P. above 150°F.inD.B. | Liv | z | CL<br>~~2,10~~<br>2,22 | 1913<br>12mo<br><br>Lloyd | C.Connell<br>&Co.Ld.<br>Glasgow<br>sA&CP | CharenteS.S.CoLd<br>(T.&J Harrison,<br>Mgrs.) WB=Ce<br>B58'f180'1118tD | 410·0<br>P35'B138'F52'<br>llDBa116'uE&<br>Ta31'846tFPT52t | 52·4 | 30·5<br><br>FK | Liverpool<br>British<br>7BHCem<br>APT22t | T.3Cy.24½",42½"&72"–54" (s)<br>215lb HS9339 538NHP<br>2DB&1Aux.SB,15cf,GS281,<br>Dunsmuir&JacksonLd.Gls | 32·10<br>s6·6<br>26·9 |
| 13945<br>114675 | **Discovery** WoodAuxScSr<br>Stm.Eng.<br>2Dks3trB<br>(See Sailing Ship Register) | 751<br>670<br>421 | | | | | 1901 | Dundee<br>Shipbuilders'<br>CoLd.Dundee | Hudson'sBayCo. | 179·3<br>H22tF43t | 33·8 | 18·5 | London<br>British<br>WB | T.3Cy.14½",22½"&36"–30"<br>67RHP<br>GourlayBros.&Co.Dundee | |
| 13946<br>127450 | **Disperser** IronTwinSc<br>(exH.M.Gunboat<br>Bonetta) (SalvageVessel) 1Dk | 139<br>129<br>57 | | | | | 1871 | J.&G.<br>Rennie<br>Greenwich | N.EastSalvage&<br>ShipbreakingCo.<br>Ld.(W.H.Love-ridge,Mgr.) | 85·0 | 26·1 | 8·9 | W.Hartlpl<br>British | H.2Cy.16"–15"<br>NB08 100RHP<br>J.&G.Rennie,Greenwich | |
| 13947 | **Distance** SteelScK<br>Now named "LeonardBoyle," See No. 38196 in Supplement<br>1Dk(Stl) | 97<br>97<br>— | ✠100A1<br>For fishing purposes<br>12,19 ✠LMC2,20 | Lwt | | | 1919<br>12mo<br><br>Lloyd | JhnCham-bers,Ld.<br>Lowestoft<br>'sA&CP | TheAdmiralty | 86·0 | 18·5 | 9·3<br><br>BK7½" | London<br>British<br>3BHCem | T.3Cy.9½",15½"&26"–18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>Crabtree&Co.Ld.Gt.Ymth. | 10·0 |
| 13948<br>139134 | **Distol** SteelSc<br>ssLth.No.1–22<br>Elec.light 1Dk(Stl)&Webframes<br>Mchy.Aft | 1174<br>857<br>571 | ✠100A1<br>withfreeboard<br>2,22 ~~7,16~~ ✠LMC2,22<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 7,16 F.P. above 150° F. | Nwc<br>Lth | n | 2,22 | 1916<br>7mo<br><br>Lloyd | W.Dobson<br>&Co.<br>Newcastle<br>'sA&CP | TheAdmiralty<br><br><br>M<br>CellDBuE&B43'66t | 210·1<br>P44'F40'<br><br>iddle line Bulkhead<br>DTf30'257tFPT36 | 34·8 | 15·6<br><br>FK | London<br>British<br>13BHptCem<br>not oil-tight<br>tAPT32t | T.3Cy.16",26"&43"–27" (s)<br>180lb 142NHP<br>2SB,4cf,HS2174 FD<br>N.E.MarineEngCoLdNwc | 16·6 |
| 13949<br>221046<br>MCKV | **District of Columbia** SteelSc<br>Mchy.Aft Fitted for oil fuel<br>Elec.light Carrying Petroleum in bulk<br>Wireless Longitudinal framing 2Dks | 7641<br>—<br>4677 | | | | | 1921 | Baltimore<br>D.D.&S.B.Co.<br>BaltimoreMd | UnitedStates<br>ShippingBoard | 431·0<br>P123'B37'F39' | 59·2 | 33·4 | Baltimore<br>Utd.States | 2 Steam Turbines<br>W.&A.FletcherCo.<br>Hoboken,N.J. | |
| 13950 | **Districto Federal** SteelTwinSc<br>Elec.light 1Dk&2Shadedks | 1082<br>831<br>640 | | | | | 1912 | Jonker&<br>Stans<br>HendrikIdo<br>Ambacht | AmazonRiver<br>S.N.Co.(1911)Ld. | 224·0 | 45·0 | 10·8 | Para<br>Brazilian<br>WB | T.6Cy.14",23"&37½"–16½"<br>114NHP<br>Alblasserdam.Msch.Fab. | |
| 13951 | **Dithmarschen** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 256<br>—<br>64 | | | | | 1906 | Eiderwerft<br>Tönning | Hansa<br>Hochseefischerei<br>Akt.Ges. | 124·8<br>F18' | 23·0 | 12·2 | Altona<br>German | T.3Cy.12¾",20½"&32¼"–22$\frac{1}{16}$"<br>52NHP<br>Eiderwerft,Tönning | |
| 13952 | **Ditmar Koel** SteelSc<br>(Trawler)<br>Elec.light Wireless 1Dk | 230<br>213<br>88 | | | | | 1916 | H.C.Stülc-kenSohn<br>Hamburg | HansaHochsee-fisch.Akt.Ges. | 119·7<br>F19' | 24·2 | 9·5 | Altona<br>German<br>WB | T.3Cy.12⅝",21¼"&33$\frac{9}{16}$"–22"<br>54NHP<br>HC.StülckenSohnHambrg | |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist's Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13953<br>OFQK | **Divatte** **SteelSc**<br>(*ex*WarWeapon) 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted*<br>*Well deck* Wireless | 2266<br>1762<br>1292 | ✠100A1<br>4,21 ~~8,19~~<br>✠LMC10,18 | Gls<br>Bdx | *s* | CL<br>8,19 | 1918<br>10mo<br>*Lloyd* | J.Crown& Sons,Ld.<br>Sunderland<br>'*sA&CP* | Cie.Nantaise de Nav.àVap.<br>*CellD* | 285·0<br>P25'Q72'B64'F32'<br>B228'568*tFPT*108*t* | 42·0 | 19·0<br>FK | **Nantes**<br>French<br>7*BHptCem*<br>*APT*234*t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 416NHP<br>2SB,8*cf*,GS150,HS5998 FD<br>N.E.MarineEng.CoLd.Sld. | 21 ″ 2<br>s 2 · 3<br>19 ″ 3 | |
| 13954<br>87466<br>JBWK | **Divis** **IronScSr**<br>(*ex*Treherbert, *ex*Penarth) *ss*Trn.2ndNo.3–7,11 *ss*ShlNo.2–19<br>*Well deck* 1*Dk*(*Stl*)&*Webframes2trB* | 1595<br>1322<br>907 | ✠100A1<br>12,20<br>✠NB7,11 ✠LMC12,19<br>BS12,20 | Shl | *q* | 12,20 | 1883<br>4mo | Palmers' Co.<br>Newcastle<br>A&CP | ShamrockShppg. Co.Ld.(T.Jack, *Mgr.*)<br>*WB=D* | 258·3<br>Q94'B60'F30'<br>B220'365*tFPT*120*t* | 36·2 | 17·3<br>FK | **Belfast**<br>British<br>4*BHCem*<br>*APT*75*t* | C.2Cy.24½"&50"–39" (*s*)<br>120lb 155NHP<br>2SB,4*pf*,GS82,HS2720<br>Palmers'Co.Ld.Newcastle | 19 ″ 2<br>s 1 · 9½<br>17 ″ 8 | |
| 13955<br>OFQM | **Divona** **SteelSc4MstBk**<br>(*ex*Ormuz)<br>*Elec.light* Wireless 4*Dks* | 6484<br>5663<br>3096 | | | ... | | 1886 | Fairfield Co.Ld.<br>Glasgow | Cie.deNav.Sud Atlantique | 465·5<br>P46'F74' | 52·1 | 19·1<br>34·1<br>BK12" | **Bordeaux**<br>French<br>*WB* | T.3Cy.45½",73"&112"–72"<br>1307NHP<br>FairfieldCo.Ld.Glasgow | 37 ″ 0 | V |
| 13956<br>221349<br>MCTV | ~~**Dixiana**~~ Dixiano **SteelSc**<br>*Longitudinal framing* *Fitted for oil fuel*<br>*Elec.light* *Mchy.Aft* 2*Dks*<br>*CarryingPetroleum in bulk* | 4323<br>—<br>2613 | | | | | 1921 | StatenIsld. S.B.Co.<br>Mariner's Harbor,N.Y. | AmericanSugar RefiningCo. | 360·0<br>~~P106~~'B37'F33' 429·2<br>P91' 50·2 | ~~50·0~~ | ~~29·0~~ | **NewYork**<br>Utd. States<br>*WB* | T.3Cy.23",39"&66"–42"<br>StatenIslandS.B.Co. | | |
| 13957<br>In port damaged<br>OFQR | **Dixmude** **WoodAuxTwinSc**<br>*OilEng.* **4MstSr**<br>*Mchy.Aft* *Elec.light* 1*Dk2trB*<br>(*See Sailing Ship Register*) | 1614<br>—<br>1228 | | | | | 1917 | Puget Sound Bridge &DrdgingCo.<br>Seattle,Wash | FrenchGovernment | 231·2<br>P47'F52' | 44·5 | 18·8 | **Brest**<br>French | Oil Engines 2S.C.SA<br>8Cy.14$\frac{3}{16}$"–15¾" 137NHP<br>SkandiaPacific OilEng.Co.Oakland,Cal. | | V |
| 13958<br>138871 | **Dixon** **WoodScDy**<br>(*Fishing*)<br>1*Dk* | 104<br>103<br>44 | | | | | 1916 | ColbyBros. Ld.<br>Oulton Broad | DoggerBankStm. TrawlingCo.Ld. | 88·6 | 20·3 | 10·0 | **Scarboro'**<br>British | T.3Cy.10½",15"&24"–16"<br>31RHP<br>Crabtree&Co.Ld.Gt.Yar. | | |
| 13959<br>139037<br>JLFD | **Diyatalawa** **SteelScSr**<br>(*ex*Rappenfels)<br>*Elec.light* Wireless 2*Dks* | 5883<br>5538<br>3675 | ~~Bom 4,20~~ ~~Npt.4,21~~ Ham.9,21<br>(*See Footnote**) | | | | 1912 | Bremer Vulkan<br>Vegesack | F.C.Strick&Co.Ld. | 419·5<br>P60'B129'F55' | 56·2 | 29·9 | **London**<br>British<br>*WB* | T.3Cy.28¾",46⅞"&75⅝"–53$\frac{15}{16}$"<br>422NHP<br>BremerVulkan,Vegesack | | |
| 13960<br>NMFQ | **Djambi** **SteelScSr**<br>*Elec.light* Wireless 3*Dks* | 7002<br>4992<br>4480 | | | | | 1919 | Maats. Fyenoord<br>Rotterdam | Rotterdamsche Lloyd (W.Ruys& Zonen,*Mgrs.*) | 444·0<br>B139'F58' | 54·0 | 34·4 | **Rottrdam**<br>Dutch<br>*WB* | 1 Steam Turbine<br>Maats.Fyenoord,Rot. | | V |
| 13961<br>NMFS | **Djebres** **SteelScSr**<br>(*ex*Solo)<br>*Elec.light* Wireless 2*Dks*&*Spar dk3trB* | 3541<br>3334<br>2227 | | | | | 1899 | Wigham Richrdsn&Co<br>Newcastle | Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) | 332·9<br>B81'F52' | 44·2 | 28·1 | **Rottrdam**<br>Dutch<br>*WB* | T.3Cy.22",37"&62"–42"<br>265NHP<br>WighmRichrdsn&Co.Nwc. | | V |
| 13962<br>NMFV | **Djember** **SteelSc**<br>*Elec.light* Wireless 3*Dks* | 7057<br>6682<br>4481 | | | | | 1914 | Bonn& Mees<br>Rotterdam | Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) | 445·7 | 54·3 | 34·2 | **Rottrdam**<br>Dutch<br>*WB* | T.3Cy.28¾",48"&82½"–54"<br>500NHP<br>Maats.deSchelde,Flushing | | V |
| 13963<br>128910<br>HQWD | **Djerissa** **SteelScSr**<br>*ss*Liv.No.2–18<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3723<br>3424<br>2361 | ✠100A1<br>7,21 ~~11,20~~<br>~~[illegible]~~ ✠LMC5,18<br>BS12,21 | Shl<br>Mdb | *w* | CL<br>11,18 | 1910<br>5mo<br>*Lloyd* | W.Gray& Co.Ld.<br>WHartlepool<br>'*sA&CP* | LaTunisienneS.N. Co.Ld. (F.C.Strick &Co.Ld.*Mgrs.*)<br>*WB=CellD* | 350·1<br>P29'B67'F33'<br>Ba113'*uE*23' *f* 154' | 50·1 | 23·6<br>FK | **Swansea**<br>British<br>6*BHCem*<br>997*tAPT*41*t* | T.3Cy.24",38"&64"–42" (*s*)<br>180lb *90lb* 320NHP<br>2SB,6*pf*,GS99,HS4299<br>Cen.Mar.Eng.Wrks.WHpl | 25 ″ 11<br>s 4 ″ 10½<br>21 ″ 5 | |
| ✳ 13964<br>NMFT | **Djocja** **SteelScSr**<br>*ss*Rot.No.3–12,19<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*–teak s)<br>*Elec.light* Wireless &*deep framing* | 4130<br>3901<br>2612 | ✠100A1<br>*Spar dk*<br>~~4,21~~ ~~10,20~~ 10.21<br>✠NB7,10 ✠LMC12,19<br>~~BS11,20~~ 10,21 | Rot | *x* | CL<br>11,20 | 1905<br>8mo<br>*Lloyd* | SirJ.Laing &Sons,Ld.<br>Sunderland<br>'*sA&CP* | Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)<br>*WB=CellDBa* | 384·5<br>P37'B120'F39' 27·2<br>116'*uE*20'*f*166'827*t* | 47·3 | 18·3<br>FK | **Rottrdam**<br>Dutch<br>6*BHCem*<br>*APT*28*t* | T.3Cy.25",41"&67"–45" (*s*)<br>180lb 376NHP<br>3SB,6*cf*,GS121,HS5190 FD<br>G.Clark,Ld.Sunderland | 30 ″ 2<br>s 6 ″ 1<br>24 ″ 6 | |
| 13965 | **Dnieper** **SteelSc**<br>(*ex*Mathilda)<br>1*Dk2trB*&*Web frames* | 3495<br>3241<br>2291 | | | ... | | 1895 | W.Gray& Co.Ld.<br>W Hartlepool | RussianGovernment | 325·0<br>B72'F32' | 47·1 | 24·7<br>FK | **Sebastopol**<br>Russian<br>*WB* | T.3Cy.24",38"&64"–42"<br>260NHP<br>Cen.Mar.Eng.Wrks.WHpl | 27 ″ 4 | V |
| 13966 | **Dnjepr** **SteelSc**<br>(*Tug*)<br>*Elec.light* 1*Dk* | 194<br>178<br>47 | | | | | 1914 | Motala Vrk.NyaAkt.<br>Motala | GeneralConstructionCo. | 100·7<br>B32' | 22·1 | 13·2 | **Odessa**<br>Russian<br>*WB* | T.3Cy.14",22½"&38"–26"<br>74NHP<br>MotalaV.NyaAkt.Motala | | |
| 13967 | **Dnjestr** **SteelSc**<br>(*Tug*)<br>*Elec.light* 1*Dk* | 194<br>178<br>47 | | | | | 1914 | Motala Vrk.NyaAkt.<br>Motala | GeneralConstructionCo. | 100·7<br>B32' | 22·1 | 13·2 | **Odessa**<br>Russian<br>*WB* | T.3Cy.14",22½"&38"–26"<br>74NHP<br>MotalaV.NyaAkt.Motala | | |
| 13968<br>Sunk 1.21<br>133891 | **Doane** **WoodAuxSc3MstSr**<br>*Oil Eng.* 1*Dk*<br>(*See Sailing Ship Register*) | 352<br>309<br>291 | | | | | 1913 | G.M. Cochrane<br>PGreville,NS | T.Rice(TheLutcher&Moore LumberCo.*Mgrs.*) | 129·6 | 33·9 | 11·8 | **Parrsboro, N.S.**<br>British | Oil Engines<br>NE18<br>FairbanksMorse&Co. Beloit,Wis. | | R |
| 13969<br>142051<br>TWRH | **Dobbie** **WoodAuxSc3MstSr**<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 344<br>247<br>274 | | | | | 1918 | D.Pelley<br>Pt. Blandford N.F.L. | J.O.&A.Williams | 118·0 | 30·0 | 12·0 | **SJhnsNFL**<br>British | Oil Engine<br>3Cy.10"–12" 14NHP<br>Meitz&WeissOilEngCo. | | V |
| 13970 | **Dobrée** **SteelSc**<br>(*ex*Bremen)<br>*Elec.light* 1*Dk* | 1527<br>1293<br>890 | | | | | 1900 | Schiffsw. v. HenryKoch<br>Lübeck | Soc.Anon.des Chargeurs de l'Ouest | 245·8<br>B68'F28' | 35·2 | 18·3 | **Nantes**<br>French<br>*WB* | T.3Cy.16¾",28"&44½"–32½"<br>113NHP<br>J.F.Ahrens,Altona | | V |
| 13971 | **Dobrina Nikitich** **SteelTwinScSr**<br>*Elec.light* 1*Dk*(*Stl*)&*Awng dk*(*Stl*–ws)<br>2*dks*(*Stl*)*in fore*&*after holds* | *1664*<br>*1613*<br>*672* | | | ••• | CL | 1916<br>9mo<br>*Lloyd* | Swan,Hunter&Wigham Richardson,<br>LdNewcastle<br>'*sA&CP* | RussianGovernment<br>*CellDBuE&B*80' | 200·1<br>*f*56' 230*t FPT* 30*t* | 50·5 | 18·1<br>FK | Russian<br>6*BHCem*<br>*APT*94*t* | T.6Cy.21½",35½"&58"–36"<br>180lb (*s*) FD 721NHP<br>6SB,18*cf*,GS308,HS12000<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 27 ″ 6<br>s 8 ″ 3½<br>19 ″ 9 | |
| 13972<br>PFBG | **Dobrogea** **SteelScSr**<br>*Elec.light* | 2268<br>2088<br>1452 | | | | | 1897 | R.Napier& Sons(Lim.)<br>Glasgow | RoumanianState MaritimeService | 300·0<br>P22'B92'F28' | 39·7 | 22·1 | **Braila**<br>Roumanian<br>*WB* | T.3Cy.22",35"&58"–39"<br>NB12 210NHP<br>R.Napier&Sons (Lim.),Gls | | V |
| 13973<br>218390<br>LRSN | **Dochet** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5174<br>—<br>3283 | | | | | 1919 | Downey S.B.Corp.<br>Arlington, N.Y. | UnitedStates ShippingBoard | 386·8<br>P40'B110'F40' | 52·2 | 27·4 | **NewYork**<br>Utd. States<br>*WB* | T.3Cy.24",44"&70"–48"<br>339NHP<br>DowneyS.B.Corp. | | R |

21 d ‡

*This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register. and a certificate for six months issued

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ※ 13974<br>212798<br>LDTJ | **Dochra** SteelScSr<br>~~ssNYk.No.3-11~~<br>Wireless 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Ref.Mchy.* Sub.Sig. &*deep framing*<br>ssNYk.No.3-1,20 | ~~4309~~<br>~~4087~~<br>~~2763~~<br>4429<br>4087<br>2755 | ✠100A1<br>*Spar dk*<br>7,21 ~~7,17~~ ~~1,20~~<br>~~[illegible]~~ 1,20<br>~~BS1,16~~ ✠LMC~~[illegible]~~<br>*Fitted for oil*<br>✠Lloyd'sRMC~~3,21~~<br>BS7,21 | NYk<br><br><br><br><br>*fuel*11<br>8,22 | *x*<br><br><br><br><br>,11<br>~~7,21~~ | CL<br>~~1,20~~<br>7,21<br><br><br>*F.P.*<br>~~3,21~~ | 1906<br>9mo<br><br><br>*Lloyd*<br>*above* | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>'*sA&CP*<br>150° F. | LaPlataS.S.Co. Inc.<br>*WB = Cell D Ba uE18'f174'995t* | 376·0<br>P33'B114'F38' 25·7 FK<br>116'<br>*DT f 86' 900t FPT* | 51·0 | 17·7 | NewYork<br>Utd.States<br>*6BHCem*<br>*75tAPT130t* | T.3Cy.25",41"&68"–45" (r)<br>190lb *100lb* 379NHP<br>2SB,*6cf*,GS122,HS5034 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 28 ″ 2<br>s 5 ″ 7<br>22 ″ 11 |
| ※ 13975<br><br>JPDW | **Dockleaf** SteelScSr<br>Now named "Litiopa," See No.38248 in Supplement<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* Wireless | 5311<br>[illegible]<br>3005 | ✠100A1<br>[illegible]<br>BS9,21 ✠LMC4,17<br>*CarryingPetr*<br>*Fitted for oil f* | Gen<br>Alx<br><br>*oleum*<br>*uel* 4,1 | *y*<br><br><br>*in*<br>7 | CL<br>~~6,19~~<br>12,20<br>*bulk*<br>*F.P. a* | 1917<br>4mo<br><br>*Lloyd*<br>*bove 1* | Bartram& Sons,Ld. Sunderland<br>'*sA&CP*<br>50° F. | Anglo-Saxon PetroleumCo.Ld.<br>*DTf35'408t* | 400·0<br>P121'B33'F46' FK<br>*CellDBa84'154t*<br>*FPT116tAPT143t* | 52·4 | 28·0 | London<br>British<br>*15BHptCem*<br>(10 " *to Udk*<br>5 " " *2nd* ") | T.3Cy.27½",45"&75"–48" (s)<br>180lb *120lb* 476NHP<br>3SB,*9cf*,HS8055<br>J.Dickinson&Sons,Ld.Sld. | 30 ″ 6 |
| 13976<br><br>LBCF | **Dockton** WoodAuxTwinSc4MstSr<br>*OilEng.*<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 1698<br>1436<br>1349 | | | | | 1919 | Martino-lichS.B.Co. Dockton Wsh | E.Næsheim | 237·1<br>P88tF123tH13t | 46·1 | 18·7 | Haugesnd<br>Norwegian | Oil Engines 2S.C.SA<br>8Cy.14$\frac{5}{16}$"–15¾" 137NHP<br>SkandiaPacificOilEng.Co. Oakland,Cal. | |
| 13977<br><br>OFRI | **Docteur Pierre Benoit** Steel<br>TwinScSr<br>*Elec.light* Wireless 2*Dks*&*Shelter dk* | 7914<br>7815<br>4972 | | | ... | | 1918 | Uraga DockCo.Ld Uraga | Messageries Maritimes | 445·0<br>FK | 58·0 | 40·0 | Marseilles<br>French<br>*WB* | T.6Cy.22",36½"&61"–48"<br>703NHP<br>UragaDockCo.Ld.Uraga | 40 ″ 0 |
| 13978 | **Dr. Adolf Schmidt** SteelScSr<br>Now named "Else," See No.3726 in Supplement<br>*Elec.light* Sub.Sig. 1*Dk* | 2247<br>[illegible]<br>1328 | | | | | 1910 | Frd.Krupp Akt.Ges. Kiel | FrenchGovernment | 287·4<br>P21'B71'F44' | 43·1 | 20·2 | French<br>*WB* | T.3Cy.19⅝",31½"&53¾"–39⅜"<br>177NHP<br>Frd.KruppA.G.Kiel | |
| 13979 | **Dr. Asmus** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 200<br>173<br>75 | | | | | 1920 | CWollheim Breslau | RostockerHochseefischereiA.G. | 116·2<br>Q71'H9'F19' | 21·9 | 9·0 | Rostock<br>German<br>*WB* | T3Cy.12$\frac{1}{10}$",19$\frac{7}{10}$"&31½"–22"<br>47NHP<br>C.Wollheim,Breslau | |
| 13980 | **Dr. Carl Melchior** SteelSc<br>(*Trawler*)<br>1*Dk* | 241<br>226<br>93 | | | | | 1908 | Eiderwerft A.G. Tönning | Cuxhavener Hochseefischerei Akt.Ges. | 125·2<br>F18' | 23·0 | 12·5 | Cuxhaven<br>German<br>*WB* | T.3Cy.12⅘",20½"&32½"–22"<br>49NHP<br>EiderwerftA.G.Tönning | |
| 13981 | **Dr. Coutinho** WoodTwinSc | 130<br>—<br>— | | | | | 1886 | ........ RioJaneiro | LeopoldinaRly.Co. Ld. | 118·0 | 22·0 | 7·0 | R.Janeiro<br>Brazilian | C.4Cy.12"&24"–14"<br>NB02 *fitted* 04 36NHP<br>Ross&Duncan,Glasgow | |
| 13982 | **Dr. Ehrenbaum** SteelScSr<br>(*Trawler*)<br>1*Dk* | 180<br>169<br>63 | | | | | 1891 | C.Jürgens &Co. Hamburg | Erdm.Lefke | 116·6 | 21·6 | 11·5 | Gstemnde<br>German<br>*WB* | C.2Cy.16½"&30½"–23"<br>37NHP<br>C.Jürgens&Co.,Hamburg | |
| 13983 | **Dr. Koch** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 203<br>171<br>77 | | | | | 1920 | Cæsar Wollheim Breslau | Rostocker Hochseefisch A.-G. | 116·3<br>Q71'H91'F19' | 22·4 | 9·0 | Rostock<br>German<br>*WB* | T.3Cy.12½",19$\frac{7}{10}$"&31½"–22"<br>47NHP<br>CæsarWollheim,Breslau | |
| 13984<br>136186<br>JFGK | **Doctor Lee** SteelScK<br>ssHul.No.3-8,19<br>1*Dk* | 307<br>270<br>124 | ✠100A1<br>*StmTrawler*<br>3,21 ~~8,20~~<br>~~BS8,20~~ BS7,21 ✠LMC8,19 | Hul | | CL<br>8,20 | 1914<br>4mo<br><br>*Lloyd* | Cochrane& Sons,Ld. Selby<br>'*sA&CP* | Pickering&Haldane'sStm.TrawlingCo.Ld. | 136·7<br>Q74'F20'<br>BK7½" | 23·2 | 12·3 | Hull<br>British<br>*4BHCem* | T.3Cy.13",23"&37"–26"<br>200lb 93RHP<br>1SB,*3pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 0 |
| 13985 | **Doctor Saboia** SteelSc<br>ssPra.No.3-7,17<br>*Elec.light* 1*Dk*(*Stl*)<br>ssPra.No.1-21 | *949*<br>*917*<br>*474* | ✠ A1<br>*HopperBarge*<br>2,21 ~~7,17~~ ✠LMC2,21 | Pra | *l* | 2,21 | 1907<br>10mo<br><br>*Lloyd* | Lobnitz& Co.Ld. Renfrew<br>'*sA&CP* | Port ofPara | 200·8<br>FK | 34·2 | 16·2 | Para<br>Brazilian<br>*5BHCem* | T.3Cy.18",30"&48"–36"<br>170lb 161NHP<br>2SB,*4cf*,GS88,HS2700<br>Lobnitz&Co.Ld.Renfrew | 17 ″ 6 |
| 13986 | **Dr. von Stephan** SteelScSr<br>1*Dk* | 139<br>108<br>81 | | | | | 1892 | E.J.Smit& Zoon Hoogezand | BorkumerKleinbahn&Dampfsch. Akt.Ges. | 97·8<br>Q32' | 20·3<br>B24' | 7·0<br>F21' | Emden<br>German | C.2Cy.13"&21⅝"–12"<br>NB03 14NHP<br>E.J.Smit&Zoon,Hoogeznd. | |
| 13987 | **Dr. Ziegner Gnüchtel** Steel<br>TwinSc<br>*Elec.light* 1*Dk* | 177<br>137<br>70 | | | | | 1906 | J.L.Meyer Papenburg | Magistrat derStadt Wilhelmshaven | 112·0<br>Q40'B19'F8' | 22·5 | 8·5 | Wilhelms-haven<br>German | C.4Cy.10⅝"&18½"–14$\frac{3}{16}$"<br>17NHP<br>J.L.Meyer,Papenburg | |
| 13988 | **Doen-Samud** SteelScSr<br>*Elec.light* (*ex*Chiengmai)<br>Wireless 1*Dk*&*deepframing* | 1815<br>1415<br>1080 | Bgk ~~[illegible]~~1,22<br>(*See footnote**) | | | | 1906 | Schiffsw.v. HenryKoch Lübeck | Government of Siam | 265·8<br>P36'B75'F38' | 40·0 | 16·6 | Bangkok<br>Siamese<br>*WB* | T.3Cy.17½",28¾"&46¼"–32½"<br>121NHP<br>J.F.Ahrens.Altona | |
| 13989<br>150141 | **Doepel** WoodTwinSc<br>*Mchy.Aft* 1*Dk* | 389<br>314<br>194 | | | | | 1919 | GE.Beattie Brisbane Water,NSW. | NorthCoastSteamNav.Co.Ld. | 145·0<br>F18' | 33·0 | 9·2 | SydnyNSW<br>British<br>*WB* | C.2Cy.10"&20"–14"<br>E&B*made*13 33RHP<br>Chapman&Co.SydnyNSW | |
| 13990<br>133424<br>JGNP | **Dogger Bank** SteelScK<br>ssLiv.No.2-20 ~~ssLiv.No.1-20~~<br>1*Dk* | 274<br>245<br>117 | ✠100A1<br>*StmTrawler*<br>7,21 ~~[illegible]~~ BS4,22<br>~~BS12,20~~ ✠LMC1,20 | Hul | | CL<br>~~1,20~~<br>7,21 | 1913<br>2mo<br><br>*Lloyd* | Cochrane &Sons,Ld. Selby<br>'*sA&CP* | HullSteamFishing&IceCo.Ld. | 142·0<br>Q64'<br>BK7" | 22·2 | 11·0 | Hull<br>British<br>*3BHCem* | T.3Cy.13",22"&37"–27" (s)<br>200lb 100RHP<br>1SB,*3pf*,GS47,HS1430<br>W.V.V.Lidgerwood,Gls. | 11 ″ 9 |
| 13991 | **Doggerbank** SteelSc<br>(*Trawler*)<br>1*Dk* | 231<br>208<br>88 | | | | | 1916 | G.Seebeck Akt.Ges. Bremerhaven | Norddeutsche Hochseefischerei A.-G. | 127·7<br>Q75'F20' | 23·0 | 9·8 | Gstemnde<br>German | T.3Cy12⅗",20½"&33$\frac{1}{10}$"–23⅝"<br>5NHP<br>G.SeebeckAG.Geestemnde | |
| ※ 13992<br>13739[illegible]<br>JGBF | **Dogra** SteelScSr<br>ssCal.No.1-19<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5138<br>4702<br>3281 | ✠100A1<br>5,21 ~~8,20~~<br>~~BS12,20~~ ✠LMC12,18<br>BS[illegible],22 | Bom<br>Cal | *y* | CL<br>8,20 | 1914<br>8mo<br><br>*Lloyd* | Russell& Co. Pt.Glasgow<br>'*sA&CP*<br><br>*WB=CellD* | AsiaticStm.Nav. Co.Ld.<br>'*Twe*<br>*hold*<br>*Ba121'uE24'f184'* | 404·7<br>P36'B119'F45' FK<br>*endkBHin after* (5<br>*dispensed with* (1<br>*1125t DTa37' 976t* | 52·2 | 27·4 | Liverpool<br>British<br>*Cem*<br>*BHtoUprdk*<br>" *2nd* "<br>*APT28t* | T.3Cy.26",42"&70"–48" (r)<br>180lb *100lb* 442NHP<br>2SB,*8cf*,GS150,HS6264 FD<br>Rankin&Blackmore,Grk.<br>*only* | 30 ″ 0<br>s5 ″ 10½<br>24 ″ 6 |
| 13993<br><br>OFRM | **Dogue** IronSc<br>(*ex*BergerI.Kiel)<br>*ex*Triton) (*Tug*) | 129<br>—<br>— | | | | | 1876 | Janssen& Schmilinsky Hamburg | Soc.Dunkerquoise deRemorq. &deSauv. | 90·5 | 20·2 | 11·3 | Dunkirk<br>French | C.2Cy.20"&40"–23½"<br>NB88 65NHP | |
| 13994 | **Dohle** SteelScLr<br>1*Dk* | 152<br>138<br>70 | | | | | 1908 | M.vander Kuijl Slikkerveer | ElsfletherHerings Fischerei,Ges. | 95·0<br>Q21' | 21·4 | 9·8 | Elsfleth<br>German<br>*WB* | C.2Cy.9$\frac{7}{16}$"&18½"–12⅝"<br>10NHP<br>J.H.vanCappellen,Bolnes | |
| 13995<br>6866<br>JMGV | **Dokai Maru No.3** SteelSc<br>(*Dredger*)<br>1*Dk* | 431<br>—<br>158 | | | ... | | 1901 | Lobnitz& Co.Ld. Renfrew<br>*Completed by* | Wakamatsu ChikkoKabushiki Kaisha<br>Mitsu Bishi Dkyd. | 157·8<br>Q10' FK<br>&E.Wks.Nagasaki | 33·0 | 12·0 | Wakamatsu<br>Japanese | C.2Cy.20"&42"–24"<br>83NHP<br>Lobnitz&Co.Ld.Renfrew | 12 ″ 0 |

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*This vessel,which was classed in another Register,has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued

| 1 No. in Book. | 2 3 Steamer's Name. Material, Rig, &c. | 4 Regist'd Tonnage | 5 Particulars of Classification. Character. | 6 | 7 | 7* | 8 Built. | 9 | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. | | | 12 Port of Registry. | 13 Engines. | 14 Moulded depth. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Official No.<br>Code Letters. | Late Name if any.<br>Special Surveys. No. of Decks, &c. | Gross.<br>Under deck.<br>Net. | ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | When. Ship. Engines | By Whom. Where. | | Length. | Breadth. | Depth. | Flag. | No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Freeboard amidships. Corresponding draught. ft. in. | Registers in which classed, if not in L.R. |
| 13996<br>122517 | **Dola** WoodSc<br>HTVcr.14 (*Tug*)<br>GIB *Roof Salted*† 1*Dk* | 176<br>134<br>112 | ✠<br>4,14 | Vcr | 11 | | 1907<br>6mo | Wallace Shipyards, Ld.<br>Vancouver | CanadianPacific RailwayCo. | 96·3 | 21·8 | 10·9 | Vancouvr<br>British | T.3Cy.10",17"&28"-20"<br>39RHP<br>1SB,2*cf*,GS33,HS995<br>McKie&Baxter,Glasgow | 13 ″ 0 | |
| 13997<br>133937 | **Dollard** SteelTwinScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*<br>*Mchy.Aft* Wireless | 761<br>596<br>323 | | | ... | | 1913 | Kingston S.B.Co.<br>Kingstn,Ont. | CanadianGovernment | 178·6<br>F29' | 31·9 | 15·3<br>FK | Ottawa<br>British<br>*WB* | T.6Cy.12½",21"&34"-21"<br>182NHP<br>CollingwoodS.B.Co. | 15 ″ 6 | |
| 13998 | **Dollart** SteelSc<br>*Elec.light* 1*Dk* | 535<br>433<br>268 | | | | | 1912 | Stettiner Oderwerke<br>Stettin | BugsierReed& BergungsA.-G. | 165·8<br>P112'F22' | 28·6 | 11·5 | Hamburg<br>German<br>*WB* | C.2Cy.$17\frac{3}{10}$"&31½"-21⅔"<br>38NHP<br>StettinerOderwerke | | |
| 13999<br>TPGL | **Dolly** IronScSr<br>(*ex*Neuss,<br>*ex*Neptun) 1*Dk* | 265<br>202<br>168 | | | | | 1870 | W.LindbergsAktieb.<br>Stockholm | ÅboKakelfabrik Aktieb. | 112·8 | 22·3 | 11·7 | Åbo<br>Finnish | C.2Cy.12"&25"-19½"<br>NB79 23NHP<br>MotalaCo.Gothenburg | | |
| 14000<br>HKFN | **Dolores** SteelScYawl<br>(*ex*Sotileza)<br>*Mchy.Aft* 1*Dk* | 114<br>96<br>71 | ✠<br>5,87<br>✠ | Gls | | | 1887<br>4mo | D.Macgill &Co.<br>Irvine | Hijos deLuis Castillo | 92·0<br>Q13'B16'F16'<br>*WB=FPT*16*t* | 18·0 | 7·8 | Bilbao<br>Spanish<br>3*BHCem* | C.2Cy.13"&24"-18"<br>20NHP<br>Ross&Duncan,Glasgow | 8 ″ 6 | |
| 14001 | **Dolores de la Torre** SteelSc<br>(*ex*Pentaur,*ex*Volumnia)<br>*Elec.light* Wireless 2*Dks*3*trB* | 3061<br>2519<br>1958 | | | | | 1892 | Flensburgr Schiffsb.Ges.<br>Flensburg | A.deMoutas | 322·5<br>P203'F36' | 40·3 | 24·4 | Santander<br>Spanish<br>*WB* | T.3Cy.25",41"&68"-45"<br>310NHP<br>FlensburgerSchiffsb.Ges. | | |
| 14002<br>NMGH | **Dolphijn** SteelAuxScK<br>*OilEng.*<br>(*ex*SailingVessel)<br>(*See Sailing Ship Register*) | 134<br>116<br>108 | | | | | 1912 | W. Hubertus<br>Groningen | A.Rozinga | 93·7 | 19·4 | 8·7 | Groningen<br>Dutch | Oil Engine<br>2Cy.11⅘"-14⅕" E*fitted*18<br>18NHP<br>Motorfb.Concordia,Ams. | | V |
| 14003 | **Dolphin** Steel&IronTwinSc<br>(*ex*TheFoster.<br>*Elec.light* *ex*Al.Foster) 1*Dk* | 824<br>—<br>498 | | | | | 1892 | Harlan& Hollingswrth<br>WlmngtnDel | J.M.Lorca | 213·0 | 32·0 | 15·0 | Valparaiso<br>Chilian | T.6Cy.16",22"&40"-26"<br>163NHP<br>Harlan&Hollingsworth | | |
| 14004<br>104898<br>LPQR | — SteelScSr<br>*ss*Nwc.2ndNo.3-6,20<br>*Mchy.Aft* 1*Dk*(*Stl*) | 353<br>314<br>196 | ✠100A1<br>2,22 ~~1,21~~<br>BS2,22 ✠LMC~~11,19~~<br>2,21 | Nwc | *e* | 2,21 | 1895<br>5mo | Montrose S.B.&E.CoLd<br>Montrose<br>A&CP | Weidner,Hopkins &Co. | 130·2<br>F15'<br>*WB=DBf*72' | 25·2 | 11·5<br>BK7" | Manchestr<br>British<br>3*BHCem*<br>88*tAPT*7*t* | C.2Cy.15"&32"-24" (*s*)<br>130lb 95RHP<br>1SB,2*pf*,GS33,HS930<br>HallBrwn,Buttery&C.Gls | 13 ″ 11<br>s 1 ″ 8½<br>12 ″ 11 | |
| 14005<br>93767 | — WoodScFlat | 143<br>136<br>97 | | | | | 1887 | J.Woodcock<br>Northwich | SaltUnion,Ld. | 89·7 | 20·9 | 10·0 | Liverpool<br>British | C.4Cy.8"&15¼"-19⅝"<br>60RHP<br>J.H.Wilson&Co.Liv. | | |
| 14006<br>112647 | — SteelSc<br>*Mchy.Aft* 1*Dk* | 110<br>94<br>67 | | | | | 1899 | G.Napier& Son<br>Southampton | J.Crosfield& Sons,Ld. | 85·4 | 20·9 | 6·9 | Liverpool<br>British<br>*WB* | C.2Cy.10"&20"-9"<br>19RHP<br>G.Napier&Son,Sou. | | |
| * 14007<br>108228<br>PSHV | **Dolphin Shell** SteelAuxTwinScBk<br>*Oil Eng.*<br>(*ex*Dolbadarn Castle, *ss*Rot.No.3-1,10<br>*ex*Earnmount, *ss*H.Kg.No.2-18<br>*ex*Haytor) 2*Dks*(2*nd dkStl*)<br>*Elec.light* Wireless<br>(*See Sailing Ship Register*) | 2008<br>1874<br>1603 | ✠100A1<br>7,21 ~~12,20~~<br>✠NE3,18 ✠LMC~~7,20~~ 7,21<br>✠NDB3,18<br>*Carrying homogeneous cargo of Petroleum in bulk* | Sng | *v* | CL<br>~~7,20~~<br>7,21 | 1897<br>7mo<br>*Lloyd* | W.Hamilton&Co.<br>PortGlasgow<br>'*sA&CP* | Anglo-Saxon PetroleumCo.Ld. | 267·0<br>P33'F30'<br>*Middleline Bulkhead not oil-tight*<br>*DBuE*30' 91*t FPT* 89*tAPT*123*t* | 40·1 | 23·5<br>BK9½" | London<br>British<br>8*BHCem*<br>(4*BH to U dk*<br>4 „ „ 2*nd* „) | Oil Engines 2S.C.SA<br>8Cy.16½"-$18\frac{15}{16}$" 183NHP<br>DB*120lb*<br>J&CGBolindersCoLd.Skm | 25 ″ 1<br>s 4 ″ 11<br>21 ″ 5 | |
| 14008<br>MVNK | **Dolsöy** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 123<br>119<br>44 | | | | | 1920 | Rosenberg Mek.Værks.<br>Stavanger | E.O.Gotten | 98·2 | 19·8 | 9·9 | Aalesund<br>Norwegian | C.2Cy.10½"&23"-18"<br>Rosenbergs 19NHP<br>Mek.Værks,Stavanger | | N |
| 14009<br>3212<br>JHQP | **Domald** SteelScSr<br>*ss*Gms.2ndNo.3-4,13<br>(*ex*Alford) *ss*Got.No 1-17<br>*Welldeck* 1*Dk*(*Stl*)&*Webframes*<br>*Now named "Boltenhof," See No. 36428 in Supplement* | 2015<br>1505<br>1239 | ✠100A1<br>7,20<br>BS6,18 ✠LMC6,17 | Skm | *r* | 6,18 | 1889<br>5mo<br>*Lloyd* | Hall,Russell&Co.<br>Aberdeen<br>'*sA&CP* | Rederiaktieb. SvenskaLloyd (H.Metcalfe,*Mgr.*) | 270·2<br>P32'Q52'B124'<br>F29'<br>*WB=Cell* | 37·0 | 17·8<br>BK9½" | Gothenbrg<br>Swedish<br>4*BHCem*<br>*DB*186'324*t* | T.3Cy.20½",33"&54"-39" (*s*)<br>160lb *80lb* NDB00 190NHP<br>2SB,6*rf*,GS93,HS2982<br>Hall,Russell&Co Abn. | 20 ″ 2<br>s 1 ″ 5<br>19 ″ 9 | |
| 14010<br>NLWS | **Domburg** SteelSc<br>*ss*Rot.No,1-20 *ss*Ams.No.3-9,16<br>(*ex*Delta) 1*Dk*(*Stl*)&*deep framing*&<br>*ptAwngdk*(*Stl*) | 2363<br>2016<br>1519 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>1,21 ~~5,20~~ 6,21<br>~~BS12,19~~ BS4,21<br>✠LMC MS5,20 | Rot | *s* | CL<br>N5,20 | 1904<br>11mo<br>*Lloyd* | W.Gray& Co.Ld.<br>WHartlepool<br>'*sA&CP* | Vrachtv.Maats. "Bothnia" (C.Goudriaan&Co.*Mgrs.*)<br>*CellDBa*84' | 281·0<br>P17'Q90'F31'<br>*ptAwng dk*175'<br>*uE&B*30'*f*114' 522*t* | 42·6 | 16·6<br>FK | Rotterdam<br>Dutch<br>4*BHCem*<br>*APT*177*t* | T.3Cy.21",33"&56"-36" (*s*)<br>160lb *80lb* 194NHP<br>2SB,6*rf*,GS73,HS3008<br>Cen. Mar.Eng.Wrks.WHpl | 19 ″ 0<br>s 7 ″ 8½<br>18 ″ 7 | |
| 14011<br>110587<br>RFTP | **Domingo de Larrinaga** StlScSr<br>Wireless 2*Dks* | 4076<br>3822<br>2651 | | | | | 1899 | R.Duncan &Co.Ld.<br>Pt.Glasgow | Domingo deLarrinagaS.S.Co.Ld. (Larrinaga&Co.) | 375·6<br>P38'B100'F38' | 48·0 | 26·1 | Liverpool<br>British<br>*WB* | T.3Cy.27",43"&72"-48"<br>359NHP<br>Hall-Brwn,Buttery&C.Gls | | C |
| 14012<br>HKGS | **Domingo Mumbrú** IronScSr<br>*ss*Sld.2ndNo.3-7,98<br>(*ex*JoséRoca,*ex*Milton) *ss*Bcl.No.1-03<br>Wireless 2*Dks*3*trB* | 1207<br>—<br>807 | ✠<br>2,07<br>✠NB6,85 | Bcl | *p* | | 1874<br>7mo | E.Withy& Co.<br>Hartlepool | DomingoMumbrú, S.A. | 245·0<br>ND90<br>*WB=DBa*74'*f*68'222*t* | 31·6 | 22·6<br>BK9" | Barcelona<br>Spanish<br>4*BHCem* | C.2Cy.29"&55"-33"<br>NDB98 125NHP<br>1DB,4*pf*,GS60,HS1976<br>Richardson&Sons,Hpl. | 23 ″ 9 | |
| 14013 | **Domingo Nazabal I.** SteelSc<br>2*Dks* | 1050<br>—<br>577 | | | | | 1920 | LngBeach S.B.Co.,Long Beach,Cal. | | 180·5 | 34·2 | 17·8 | Mexican | T.3Cy.13½",22"&36"-24"<br>64NHP | | |
| * 14014<br>105350<br>PCSH | **Dominic** SteelScSr<br>*ss*Ham.2ndNo.3-12,20<br>*Elec.light* Wireless<br>1*Dk*(*Stl*)&*Spardk*(*Irn*)&*deepframing* | 2966<br>2884<br>1893 | ✠100A1<br>*Spar dk*<br>~~6,21 12,20~~<br>10,21<br>✠LMC12,20 | Ham<br>~~Liv~~ NY | *u* | CL<br>12,20 | 1895<br>10mo | Barclay, Curle&Co.Ld.<br>Glasgow<br>A&CP | BoothS.S.Co.Ld.<br>*WB=Cell* | 322·0<br>*DBa*125'*f*138'598*t* | 42·3 | 16·9<br>25·6<br>FK | Liverpool<br>British<br>5*BHCem*<br>*APT*40*t* | T.3Cy.23½",39"&64"-42" (*s*)<br>160lb *80lb* NDB11 277NHP<br>2SB,6*cf*,GS126,HS4328<br>Barclay,Curle&Co.Ld.Gls. | 28 ″ 0<br>s5 ″ 11½<br>22 ″ 5 | |
| * 14015<br>143941 | **Dominick Dubine** SteelScK<br>*ss*Mil.No.3-9,20<br>1*Dk* | 277<br>246<br>108 | 100A1<br>*StmTrawler*<br>~~12,20~~ 12,21<br>LMC9,20 | Mil<br>Sws | | CL<br>9,20 | 1918<br>*Lloyd* | J.P.Rennoldson&Sns. Ld. S.Shields<br>'*sA&CP* | ~~Howell&Knight~~<br>CasewellStm.FshgCo.Ld(J.H.Nierinck,*Mgr*) | 125·3<br>Q72'F21' | 23·4 | 12·6<br>BK7½" | ~~Milford~~ Fleetwood<br>British<br>2*BHCem* | T.3Cy.12½",21"&36"-26" (*s*)<br>180lb 87NHP<br>1SB,3*pf*,GS51,HS1619<br>J.P.Rennoldson&Sons,Ld. | 13 ″ 6 | |
| 14016<br>109417<br>QCLT | **Dominion** SteelTwinSc4MstSr<br>(*ex*Prussia) 3*Dks*<br>*Ref.Mchy.* *Elec.light* Sub.Sig.Wireless | 6976<br>5246<br>4402 | | | | | 1894 | Harland& Wolff,Ld.<br>Belfast | F.Leyland&Co.Ld | 445·5<br>P58'B207'F102' | 50·2 | 29·9 | Liverpool<br>British<br>*WB* | T.6Cy.22½",36½"&60"-48"<br>499NHP<br>Harland&Wolff,Ld.Bel. | | |

| 1 | 2 / 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Termes assigné maintenant expiré. Lettre d'Equipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | |
| 14017 | **Dominion** SteelScK<br>(*Tug*)<br>*Elec.light* 1*Dk* | *152*<br>*148*<br>7 | | | ... | | 1903 | J.P.Rennoldson&Sns.<br>South Shields | CiaArgentina de Nav.AngelGardellaLtda. | 100·0<br>BK6¾″ | 22·2 | 11·0 | Bns.Ayres<br>Argentine<br>*WB* | T.3Cy.14½″,23″&38″–27″<br>75NHP<br>J.P.Rennoldsn&Sns,S.Shl. | 12 ″ 0 | |
| 14018<br>LBHG | **Dominion I.** SteelScSr<br>(*Whaler*)<br>1*Dk* | 157<br>147<br>50 | | | | | 1912 | Porsgrund Mek.Værks.<br>Porsgrund | A/S Odd (Chr.Christensen, Jr., *Mgr.*) | 104·1 | 20·1 | 11·8 | Sandefjrd<br>Norwegian<br>*WB* | T.3Cy.12″,20″&33″–24″<br>53NHP<br>BergensMekVærksBergen | | N |
| 14019<br>MHQS | **Dominion II.** SteelScSr<br>*Now named "Odd I.," See No. 38616 in Supplement*<br>(*Whaler*)<br>1*Dk* | 156<br>146<br>50 | | | | | 1912 | Porsgrund Mek.Værks.<br>Porsgrund | A/S Odd (Chr.Christensen, Jr.*Mgr.*) | 104·0 | 20·1 | 11·8 | Sandefjrd<br>Norwegian | T.3Cy.12″,20″&33″–24″<br>53NHP<br>PorsgrundM.V.Porsgrund | | N |
| * 14020<br>139322<br>JRFO | **Domino** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck* *CruiserStern* | 1193<br>974<br>536 | ✠100A1<br>~~6,21~~ ~~6,20~~,21<br>✠LMC10,17 | Hul | *p* | ~~6,20~~<br>3,21 | 1917<br>10mo<br>*Lloyd* | Dundee S.B.Co.Ld.<br>Dundee<br>'*sA&CP* | Ellerman'sWilson Line(Ld.) | 255·5<br>P&B156′F51′<br>FK<br>*CellDB*213′249*tFPT* | 36·2 | 14·9 | Hull<br>British<br>5*BHCem*<br>25*tAPT*42*t* | T.3Cy.21″,35″&57″–36″ (*s*)<br>180lb 249NHP<br>2SB,6*pf*,GS118,HS4360<br>Earle'sCo.Ld.Hull | 17 ″ 0<br>s 1 ″ 2<br>16 ″ 1 | |
| 14021<br>121255<br>HDJQ | **Domira** SteelScSr<br>ssNwc.No.3–9,12<br>Wireless ssHul.No.2–21<br>1*Dk*(*Irn*)&*deep framing*<br>*Cargo battens not fitted* | 3130<br>2914<br>1991 | ✠100A1<br>1,21<br>✠LMC1,21 | Hul | *u* | CL<br>5,20 | 1905<br>9mo<br>*Lloyd* | W.Gray&Co.Ld.<br>WHartlepool<br>'*sA&CP* | PrestonStm.Nav.Co.Ld.<br>(Becker&Co.Ld. *Mgrs.*)<br>*WB = Cell DB* 108′ | 331·0<br>P29′B88′F33′<br>FK<br>*uE&B*40′*f*140′828*t* | 47·5 | 22·3 | London<br>British<br>5*BHCem*<br>*APT*39*t* | T.3Cy.24½″,38″&64″–42″ (*s*)<br>180lb *85lb* 288NHP<br>2SB,6*cf*,GS109,HS4304<br>Cen.Mar.Eng.Wrks.WHpl | 24 ″ 9<br>s 4 ″ 5<br>20 ″ 8 | |
| 14022<br>143035 | **Domque Gentile** SteelScK<br>ssMil.No.3–11.20<br>*Elec.light* 1*Dk* | 277<br>247<br>114 | 100A1<br>*StmTrawler*<br>11,20<br>LMC11,20 | Mil | | CL<br>11,20 | 1918<br>*Lloyd* | AilsaS.B.Co.Ld.<br>Ayr<br>'*sA&CP* | TheAdmiralty | ~~125·3~~<br>Q72′F21′<br>125·4 | ~~23·4~~<br>23·5 | ~~12·6~~<br>12·8<br>BK7½″ | London<br>British<br>2*BHCem* | T.3Cy.12½″,21″&35″–26″ (*s*)<br>180lb 61RHP ~~87NHP~~<br>1SB,3*pf*,GS50,HS1619<br>FawcettPreston&CoLdLiv | 13 ″ 6 | |
| 14023<br>41<br>LRBC | **Don** IronPad<br>1*Dk* | 306<br>—<br>137 | | | | | 1859 | Laird<br>Birkenhead | Azoff-BlackSea S.S.Co. | 185·0 | 23·1 | 7·5 | Rostoff<br>Russian | C.2Cy.21″&36⅝″–42″<br>72NHP | | |
| 14024<br>109084 | — SteelScYl<br>ssHul.No.2–07<br>1*Dk* | 168<br>154<br>65 | ✠<br>*StmTrawler*<br>12,11<br>✠ | Hul | | | 1898<br>11mo | IrvineS.B.&E.Co.Ld.<br>Irvine | JackRichardson,Ld (J.H.Richardson, *Mgr.*) | 105·6<br>Q17′F19′<br>BK7½″<br>*WB=* | 21·0 | 10·7 | Aberdeen<br>British<br>4*BHCem*<br>*MT*14′25*t* | T.3Cy.10″,16″&27″–20″<br>40RHP<br>1SB,2*pf*,GS26,HS536<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 14025<br>906<br>HBFC | **Don Alberto** SteelScSr<br>(*ex*LuisAlberto,<br>*Well deck Elec.light* *ex*Titanic) 1*Dk*2*trB* | 1628<br>1252<br>1051 | | | ... | | 1888 | M'Ilwaine,Lewis&Co Ld<br>Belfast | Cia.deLota y Coronel | 280·0<br>Q92′B86′F35′ | 35·1 | 16·3 | Valparaiso<br>Chilian<br>*WB* | T.3Cy.21½″,35″&57½″–36″<br>180NHP<br>M'Ilwne,Lewis&Co.Ld Bel | 19 ″ 4 | |
| 14026<br>905<br>HBMD | **Don Arturo** IronScSr<br>ssQns.2ndNo.3–10,06<br>(*ex*Piquero,*ex*Condorsol,*ex*Montataire)<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 981<br>—<br>773 | ✠<br>11,08<br>✠NB10,06✠ | Qns | *o* | | 1880<br>8mo | Palmers'Co.Ld.<br>Newcastle | Cia.deLota y Coronel<br>*WB=DBa* | 241·0<br>Q130′B23′F25′<br>FK<br>54′*f*71′233*tAPT*17*t* | 33·2 | 17·1 | Valparaiso<br>Chilian<br>4*BHCem*<br>*MT*29′256*t* | C.2Cy.30″&57″–36″<br>NDB91 162NHP<br>1SB,3*pf*,GS71,HS2182<br>Palmers'Co.Ld.Newcastle | 18 ″ 1 | |
| 14027 | **Don Bartolo** SteelScSp<br>(*ex*Bismarck)<br>*Mchy.Aft* (*Tug*) 1*Dk*(*Irn*) | *142*<br>*142*<br>*12* | | | ... | | 1906 | Smith'sDockCo.Ld.<br>North Shields | TheArgentineNav.Co.(Nicolás Mihanovich)Ld. | 80·2<br>BK6½″ | 21·5 | 13·2 | Bns.Ayres<br>Argentine<br>*WB* | C.2Cy.20″&43″–27″<br>109NHP<br>MacColl&Pollock,Ld.Sld. | 13 ″ 9 | |
| 14028<br>731<br>HBGM | **Don Carlos** SteelScSr<br>1*Dk*(*Stl*)&*deep framing*<br>*Elec.light* | 2017<br>1593<br>1114 | ✠<br>12,05<br>✠ | PGl | *r* | | 1905<br>12mo | ClydeS.B.&E.Co.Ld.<br>PortGlasgow<br>*WB* | Cia.deLota y Coronel<br>*=CellDBa*84′*uE&* | 280·0<br>P27′B66′F37′<br>BK9″<br>*B*34′*f*116′533*tFPT* | 40·0 | 18·3 | Valparaiso<br>Chilian<br>4*BHCem*<br>72*tAPT*35*t* | T.3Cy.22″,35″&59″–39″<br>244NHP<br>2SB,6*cf*,GS106,HS3880<br>ClydeS.B.&E.Co.Ld.PtGls | 20 ″ 7 | |
| 14029 | — SteelSc<br>*Mchy.Aft* *Elec.light* 1*Dk*(*Stl*) | 418<br>324<br>167 | ✠<br>7,10<br>✠ | Sou | *f* | | 1910<br>7mo | Day,Summers&Co.Ld.<br>Southampton | Liebig'sExtractofMeatCo.Ld. | 140·0<br>F23′<br>FK<br>*WB=* | 25·1 | 11·6 | Bns.Ayres<br>Argentine<br>3*BHCem*<br>*FPT*27*t* | T.3Cy.14″,22″&37″–27″<br>91NHP<br>1SB,3*cf*,GS54,HS1656<br>DaySummers&Co.Ld.Sou. | 12 ″ 6 | |
| 14030 | **Don Ernesto** SteelTwinScSr<br>(*Whaler*)<br>1*Dk* | 221<br>214<br>84 | | | | | 1910 | Framnes Mek.Værks.<br>Sandefjord | Cia.Argentina de Pesca,S.A. | 124·0 | 20·0 | 14·0 | Bns.Ayres<br>Argentine<br>*WB* | T.6Cy.11″,18″&29″–18″<br>72NHP<br>AkersMek.Værk.Xia. | | N |
| 14031<br>135260<br>JOVK | **Don Federico** SteelTwinSc<br>(*Bucket Dredger*)<br>*Elec.light* 1*Dk*(*Stl*) | 481<br>478<br>184 | ✠<br>*Dredger*<br>4,09<br>✠ | PGl | | | 1909<br>4mo | FergusonBros.<br>Pt.Glasgow | JamesDredging,Towage&TransportCo.Ld.(R.E.V. James,*Mgr.*) | 160·0<br>F18′<br>FK<br>*WB* | 35·1 | 11·3 | London<br>British<br>5*BHCem*<br>=*MT*10′20*t* | T.6Cy.12″,19″&32″–24″<br>134NHP<br>2SB,4*cf*,GS74,HS2400<br>FergusonBros.Pt.Glasgow | 12 ″ 0 | |
| 14032<br>176663<br>MDKH | **Don Ildefonso** WoodSc<br>(*ex*HohdenMaru) | 643<br>497<br>339 | | | | | 1918 | InuiIron Works<br>Kobe | Ildefonso Tambunting&Fa.Concepcion | 176·8 | 29·3 | 14·7 | Manila<br>Utd. States | T.3Cy.13″,21″&32″–23″<br>InuiIronWorks,Kobe | | V |
| 14033<br>MBVP | **Don Jose** IronScSr<br>(*ex*Hondagua,*ex*Rigel,<br>*ex*MinasdeBatan,*ex*Pax,*ex*AdolfDeppe,<br>*Elec.light* *ex*Saxonia) 2*Dks*3*trB* | 1758<br>1602<br>1208 | | | | | 1879 | Caird&Co.<br>Greenock | Madrigal&Co. | 269·3<br>P45′B23*t*F36′ | 33·8 | 23·9 | Manila<br>Utd.States | C.2Cy.34″&62″–42″<br>NB92 208NHP<br>Caird&Co.Greenock | | V |
| 14034<br>774<br>HBKR | **Don Luis** SteelScSr<br>ssVpo.No.3–2,19<br>(*ex*Teno) 2*Dks*(*Stl*)&*deep framing*<br>*Elec.light* | 2629<br>2394<br>1653 | ✠100A1<br>2,19<br>BS6,20 ✠LMC2,19 | Vpo | *u* | CL<br>2,19 | 1906<br>10mo<br>*Lloyd* | Earle'sCo.Ld.<br>Hull<br>'*sA&CP* | Cia.de Lota y Coronel<br>*WB=CellDB* | 340·0<br>P15′B72′F39′<br>FK<br>*a*88′*uE&B*40′*f*166′ | 40·2 | 21·5 | Valparaiso<br>Chilian<br>5*BHCem*<br>536*tAPT*13*t* | T.3Cy.23″,37″&61″–42″ (*s*)<br>170lb *100lb* 270NHP<br>2SB,6*cf*,GS135,HS4382<br>Earle'sCo.Ld.Hull | 24 ″ 0 | |
| 14035 | **Don Pancho** SteelSc<br>(*Barge*)<br>*Elec.light* 1*Dk* | 251<br>229 | ✠<br>12,04 | BAs | | | 1904<br>11mo | J.Marjoribanks<br>BuenosAyres | Cia.Sansinena de CarnesCongeladas | 120·5<br>FK | 23·2 | 11·1 | Bns.Ayres<br>Argentine<br>3*BHCem* | C.2Cy.11″&22½″–16″<br>1SB,2*pf*,GS29,HS701 31NHP<br>Ross&Duncan,Glasgow | 11 ″ 6 | |
| 14036<br>989<br>HBKL | **Don Pedro** SteelTwinScSr<br>(*ex*Knight of theCross,<br>*ex*Duncan) 1*Dk* | *249*<br>*221*<br>*52* | | | ... | | 1888 | PearceBrs.<br>Dundee | Borquez yCia. | 120·0<br>BK7″ | 24·1 | 10·6 | Valparaiso<br>Chilian<br>*WB* | T.6Cy.12″,18″&30″–20″<br>80NHP<br>PearceBrothers,Dundee | 11 ″ 3 | |
| 14037<br>913<br>HBDV | **Don Ricardo** SteelTwinScSr<br>(*ex*Maule) | 922<br>—<br>621 | | | | | 1900 | J.Reid&Co.Ld.<br>Glasgow | Cia.deLota y Coronel | 180·0 | 35·2 | 11·1 | Valparaiso<br>Chilian | T.6Cy.13″,22″&35″–24″<br>120NHP<br>Dunsmuir&Jackson,Gls. | | |
| 14038<br>1031<br>HBDL | **Don Roberto** IronSc<br>(*ex*SailingVesselCorneliaJacoba,*ex*<br>AnnaAgnete,*ex*MargaretHeald) | 650<br>—<br>487 | ✠<br>12,07 | | | | 1877<br>2mo | R.&J.Evans&Co.<br>Liverpool | BrunaSampaio&Co. | 173·0<br>BK7½″ | 29·2 | 18·1 | Valparaiso<br>Chilian | E&B *fitted*1919 | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7a<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14039<br>MCBJ | **Doña Paula** Wood<br>(exIsla de Negros,<br>exCosmopolita) | 198<br>—<br>100 | | | | | 1891 | Geo.Fenwick&Co.Ld<br>HongKong | J.&M.Tudson | 124·6 | 23·6 | 8·8 | Manila<br>Utd.States | T.3Cy.13″,21″&32″–21″<br>47NHP<br>Geo.Fenwick&Co.Ld.HKg | | |
| 14040 | **Donai** SteelScSr<br>1Dk2trB | 800<br>—<br>376 | | | | | 1895 | R.Napier &Sons,Ld.<br>Glasgow | MessageriesFluviales deCochinchine | 212·0<br>P22′B74′F39′ | 28·0 | 13·7 | Saigon<br>French<br>WB | T.3Cy.18″,29½″&47″–30″<br>NB04 121NHP<br>R.Napier&Sons,Glasgow | | V |
| 14041<br>219799<br>LWDB | **Donald McKay** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks&Webframes<br>Wireless Sub.Sig. | 5535<br>4971<br>3415 | | | … | | 1920 | Merchant S.B.Corp.<br>Chester,Pa. | UnitedStates ShippingBoard | 400·7<br>P36′B124′F44′<br>FK | 54·2 | 30·4 | Phildlphia<br>Utd.States<br>WB | 2 Steam Turbines geared to 1 Sc. Shaft 678NHP<br>WestinghouseElectric& Mfg.Co.E.Pittsburg | 32″10 | R |
| 14042<br>136011<br>JFSG | **Donalda** SteelScK<br>ssGms.No.1-19<br>1Dk | 226<br>218<br>113 | ✠100A1<br>StmTrawler<br>9,21 ~~8,20~~<br>BS9,21 ~~BS8,20~~ ✠LMC4,19 | Gms | | CL<br>8,20 | 1914<br>8mo | Cook,Welt'n&Gemmell<br>Ld.Beverley<br>Lloyd'sA&CP | VictorianStmFishingCo.,Ld.(W.Hill, Mgr.) | 117·0<br>Q61′<br>BK7½″ | 22·0 | 12·7 | Grimsby<br>British<br>4BHCem | T.3Cy.12″,21″&34″–24″ (s)<br>200lb 68RHP<br>1SB,3pf,GS33,HS1099<br>Amos&Smith,Ld.Hull | 13″7 | |
| 14043 | **Donar** SteelSc<br>(Tug)<br>Elec.light 1Dk | 522<br>—<br>175 | | | | | 1892 | Bremer Schiffsb.Ges.<br>Vegesack | Norddeutscher Lloyd | 141·7 | 33·8 | 14·4 | Bremen<br>German | C.2Cy.29½″&53½″–31½″<br>Vorm. 132NHP<br>Möller&Holberg,Stettin | | |
| 14044 | — SteelSc<br>(Trawler)<br>1Dk | 216<br>191<br>81 | | | | | 1919 | Schiffb.Ges Unterweser<br>m.b.H.,Lehe | Kohlenberg&Putz SeefischereiAkt.Ges. | 127·6<br>Q69′F19′ | 22·6 | 9·2 | Gstemnde<br>German<br>WB | T.3Cy.12⅝″,20½″&32¼″–22⅝″<br>OttensenerMaschf. 50NHP<br>G.m.b.H.Altona | | |
| 14045<br>1253<br>HKJT | **Donato** SteelScSr<br>ssBbo.2ndNo.3-11,19<br>(exPriestfield) Spardk(ptIrn&ptStl)<br>Wireless 2trB&deepframing | 4033<br>3766<br>2612 | ✠100A1<br>Spar dk<br>withfreeboard<br>11,20 ✠LMC11,19<br>BS7,21 | Bbo | w | ~~7,19~~<br>8,21 | 1901<br>5mo | Irvine'sSB&D.D.Co.Ld<br>WHartlepool<br>A&CP | Cia.deComercio S.A.(F.Sarasola, Mgr.)<br>CellDBa112′ | 345·4<br>P31′B100′F34′ 27·6<br>FK<br>uE&B36′f144′873t | 47·9 | 19·4 | Bilbao<br>Spanish<br>6BHCem<br>APT101t | T.3Cy.25″,41″&67″–45″ (s)<br>165lb 90lb 314NHP<br>2SB,8pf,GS124,HS4840<br>Richardsons,Westgarth& Co.Ld.Sld. | 30″2 | |
| 14046<br>NMGP | **Donau** SteelScSr<br>ssRot.No.2-19<br>(Tug) 1Dk | 239<br>201<br>14 | ✠100A1<br>~~7,21~~ ~~4,20~~ 4,22<br>~~BS1,21~~ ✠LMC6,19<br>BS1,22 | Rot | c | CL<br>~~4,20~~<br>4,22 | 1910<br>5mo | Wilton's E.&SlpwyCo.<br>Rotterdam<br>A&CP | Internationale SleepdienstMaats. | 115·3<br>B37′F10′<br>BK6¾″<br>WB=APT | 22·9 | 11·2 | Rottrdam<br>Dutch<br>3BHCem<br>15tDTf5′14t | T.3Cy.12¼″,20″&33″–25″ (s)<br>185lb 79NHP<br>1SB,2cf,GS43,HS1477<br>Wilton'sE&SlpwyCo.Rot. | 12″0<br>s1″3½<br>11″7 | |
| 14047<br>135268<br>JDBV | **Donax** SteelScSr<br>ssCal.No.1-17<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Wireless | 3717<br>3304<br>2262 | ✠100A1<br>2,21<br>BS4,22 ✠LMC9,17<br>~~MDS9,20~~ ~~DBS9,21~~<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 9,13 F.P.above 150° F. | Rot | v | CL<br>~~9,19~~<br>4,22 | 1913<br>9mo | Palmers' Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | Anglo-Saxon PetroleumCo.Ld.<br>WB=Cell<br>DTf30′376t | 348·5<br>P79′B34′F34′<br>FK<br>DBuE30′29t<br>FPT58tAPT53t | 47·0 | 25·0 | London<br>British<br>14BHCem<br>(10BHtoUdk<br>4 ,, 2nd ,,) | T.3Cy.25″,41″&66″–45″ (s)<br>180lb 100lb 382NHP<br>2SB,6cf,GS132,HS5418 FD<br>Palmers'Co.Ld.Newcastle | 27″0<br>s5″0½<br>22″4 | |
| 14048<br>HBTK | **Dondo** SteelScSr<br>ssLis No.3-9,20 ~~ssLis.No.2-17~~<br>Elec.light 1Dk(Stl)&Spardk(Stl)<br>Wireless &deepframing | 3978<br>3721<br>2574 | ✠100A1<br>Spar dk<br>6,21 ~~2,20~~ ✠LMC<br>MS10,20 BS2,21 | Lis | w | CL<br>10,20 | 1908<br>6mo | Russell& Co.<br>PortGlasgow<br>Lloyd'sA&CP | Cia.Nacionalde Navegação<br>DBa120′uE&B38′ | 360·0<br>P30′B90′F40′ 25·4<br>WB=Cell FK<br>f154′1002tDTa28′ | 49·2 | 17·5 | Lisbon<br>Portuguese<br>6BHCem<br>636tAPT36t | T.3Cy.25″,41″&68″–48″ (s)<br>180lb 80lb 355NHP<br>2SB,8cf,GS149,HS5562<br>J.G.Kincaid&Co.Ld.Grk. | 28″0<br>s5″1½<br>23″3 | |
| 14049<br>257<br>LRBA | **Donetz** IronPad<br>1Dk | 205<br>—<br>119 | | | | | 1859 | Moffei<br>Regensburg | Azoff-BlackSea S.S.Co. | 159·4 | 21·1 | 7·2 | Rostoff<br>Russian | C.2Cy.21″&32″–32″<br>48NHP | | |
| 14050<br>139016<br>JLBQ | **Dongarra** SteelScSr<br>ssSyd.No.3-4,20<br>(exStolzenfels) 1Dk(Stl)&Spardk<br>Elec.light (Stl-pt teak s)&Web frames<br>Wireless | 5601<br>5294<br>3539 | ✠100A1<br>Spar dk<br>~~6,21~~ ~~12,20~~ 1,22 ✠LMC<br>MS12,18 BS~~12,20~~ 1,22 | Syd | a† | CL<br>4,20 | 1906<br>3mo | Flensburgr Schiffsb.Ges.<br>Flensburg<br>Lloyd'sA&CP | Requisitioned by theCommonwealth ofAustralia<br>WB= | 422·0<br>P53′B119′F52′ 28·6<br>FK&BK2½″<br>CellDBa119′ uE25′ | 55·0 | 20·5 | London<br>British<br>6BHCem<br>f182′1450t | Q.4Cy.24″,34″,51″&74″–54″<br>213lb 120lb (s) 505NHP<br>3SB,9cf,GS153,HS6488 FD<br>FlensburgerSchiffsb.Ges. | 31″3<br>s6″7<br>25″2 | |
| 14051<br>TCQP | **Donggala** SteelSc<br>1Dk | 333<br>275<br>164 | | | | | 1909 | Wilton'sE.&SlipwayCo.<br>Rotterdam | Koninkl.Paketv. Maats. | 153·1<br>P34′B12′F20′ | 26·1 | 8·9 | Batavia<br>Dutch | C.2Cy.11¾″&23½″–17¾″<br>19NHP<br>Wilton'sE.&Slpwy.Co.Rot | | V |
| 14052<br>121270<br>HDTL | **Dongola** SteelTwinScSr<br>3Dks(MStl-ws&UStl-ws pt teak)<br>Elec.light Wireless | ~~8056~~<br>8083<br>6319<br>~~4748~~<br>4729 | ✠<br>8,06<br>✠ | Lon | d† | | 1905<br>11mo | Barclay, Curle&Co.Ld<br>Glasgow | P.&O.Stm.Nav.Co.<br>WB=CellDBa86′ | 470·0<br>P95′B182′F102′<br>FK&BK3″<br>uE&B115′f158′10 | 56·2 | 23·2 | Glasgow<br>British<br>8BH ptCem<br>21tAPT50t | Q8Cy.25½″36½″52″&74″–51″<br>FD 1252NHP<br>2D&4SB24cfGS467HS18717<br>Barclay,Curle&Co.Ld.Gls. | 34″10 | BT till 9,21 |
| 14053<br>OFRX | **Donibane** SteelSc<br>(Trawler)<br>(exOrchidée,exKwannonMaru) 1Dk | 186<br>—<br>34 | | | | | 1912 | OsakaIron Works<br>Osaka | LesEntreprises MaritimesBasques | 111·5<br>P60′F19′ | 21·6 | 12·8 | Bayonne<br>French | T3Cy11⅗″,19½″&32 1/10″–23 9/10″<br>50NHP<br>OsakaIronWorks,Osaka | | V |
| 14054<br>220664<br>MBPK | **Donna Lane** WoodTwinSc<br>OilEng.<br>Elec.light 2Dks<br>Mchy.Aft Wireless Salted | 2185<br>1843<br>1598 | ✠12A1<br>11,21 ~~12,20~~<br>✠LMC ~~12,20~~ 11,21<br>DBS11,21 | Sea | s | CL | 1919<br>11mo | J.H.Price Const.Corp.<br>SeattleWash.<br>A&CP | ~~J.L.McLean~~<br>DonnaLaneMotorshipCorp. | 245·5<br>P57′F37′ | 46·7 | 23·6 | Seattle<br>Utd.States | Oil Engines 4S.C.SA<br>12Cy.16″–24″ 188NHP<br>DB-150lb<br>McIntosh&Seymour Corp.Auburn,N.Y. | 26″10<br>s4″6 | |
| 14055<br>139209<br>JMGW | **Donna Nook** SteelScK<br>ssFlt.No.1-19<br>Elec.light 1Dk | 307<br>285<br>150 | ✠100A1<br>StmTrawler<br>4,19 ✠LMC4,19<br>BS4,21 | Flt | | CL<br>4,19 | 1916<br>1mo | Cochrane&Sons,Ld.<br>Selby<br>Lloyd'sA&CP | MountStm.Fshg.Co.Ld.(G.E.J. Moody,Mgr.) | 132·0<br>Q74′F23′<br>BK8″ | 24·0 | 12·8 | Fleetwood<br>British<br>4BHCem | T.3Cy.13½″,23″&37″–26″ (s)<br>180lb 89RHP<br>1SB,3pf,GS47,HS1540<br>C.D.Holmes&Co.Ld.Hull | 13″6 | |
| 14056<br>HGVP | **Donostia** SteelScSr<br>ssShl.No.3-7,08<br>(exMiguel, ssBbo.No.2-17<br>exVimeira) 1Dk(ptStl&ptIrn)&<br>Wireless Webframes&ptAwngdk(Irn) | 2710<br>2043<br>1744 | ✠100A1<br>ptAwngdk<br>withfreeboard<br>10,17<br>BS10,20 ✠LMC11,17 | Bbo | t | 11,17 | 1895<br>9mo | Lon.&Gls. Co.Ld.<br>Glasgow<br>A&CP | SociedadNaviera Elcano<br>CellDBa82′ | 300·0<br>Q104′B32′<br>ptAwngdk196′ FK<br>uE&B42′f124′617t | 42·1 | 19·5 | Bilbao<br>Spanish<br>6BHCem<br>APT60t | T.3Cy.23″,37″&61″–42″ (s)<br>160lb 276NHP<br>1SB(FD)&1Aux.SB05,refitted10,4rf,2cfGS99,HS3932<br>London&Glas.Co.Gls. | 22″1<br>s8″2<br>21″3 | |
| 14057 | — SteelScK<br>ssMil.No.3-7,19<br>(exDorcas) 1Dk | 173<br>166<br>68 | | | … | CL<br>7,19 | 1906<br>12mo | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>Lloyd'sA&CP | Lerchundi, Mairola&Sa. | 108·5<br>BK8″ | 21·6 | 11·5 | S.Sebast'n<br>Spanish<br>4BHCem<br>DTf13′30t | T.3Cy.10″,16¼″&27″–24″ (s)<br>200lb 45RHP<br>1SB,2pf,GS25,HS750<br>Amos&Smith,Hull | 12″4 | |
| 14058 | **Donovan** SteelScSp<br>Elec.light 3Dks(StlU-ptws) | 1420<br>1365<br>570 | ✠ A1<br>ForGovernmentService<br>9,18 ✠LMC9,18 | Gmh | | CL | 1918<br>9mo | Greenock&Grangem'th Dckyd.CoLd<br>Grngemouth<br>Lloyd'sA&CP | TheAdmiralty<br>CellDBuB20′ | 258·0<br>FK<br>21tDTf8′24tFPT | 34·8 | 23·7 | British<br>8BHptCem<br>36tAPT22t | T.4Cy.20½″,33″&(2)37″–30″<br>180lb (s) 340NHP<br>2SB,8cf,GS156,HS6154 FD<br>Barclay,Curle&Co.Ld.Gls. | 24″6 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Grèement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14059<br>31<br>MABH | **Doob** SteelScSr<br>(exTriton,<br>exClio) | 631<br>—<br>348 | | | | | 1896 | J.Laing<br>Sunderland | Andreis | 185·0<br>Q64'B45'F26' | 27·6 | 12·5 | Novorossk<br>Russian<br>WB | T.3Cy.16½",26½"&43½"-30'<br>103NHP<br>G.Clark,Ld.Sunderland | | V |
| 14060<br>110929<br>HCFW | **Doon** IronScK<br>ssGms.No.3-9,12<br>ssGms.No.~~1-18~~2-20<br>1Dk | 199<br>183<br>80 | ✠100A1<br>StmTrawler<br>11,21 ~~6,19~~<br>✠NB2,08 ✠LMC10,20 | Gms<br>BS11,21 | | CL<br>~~6,18~~<br>11,21 | 1899<br>12mo<br>Lloyd | J.Duthie,<br>Sons&Co.<br>Aberdeen<br>'sA&CP | D.LineStmFishing<br>Co.Ld.<br>(A.Jeffs,Mgr.) | 112·3<br>Q46'F24'<br>ND18 | 21·3 | 11·7<br><br><br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.10¾",20"&32"-23" (s)<br>180lb 55RHP<br>1SB,2pf,GS34,HS990<br>Tindall&Co.Hull | 12 ″ 4 | |
| 14061<br>102647 | **Doon Glen** Steel&IronScSk<br>1Dk<br>Mchy.Aft | 128<br>105<br>49 | | | | | 1893 | J.Mc<br>Arthur&Co.<br>Paisley | HansenShipping<br>Co.Ld.(Hansen<br>Bros.Ld.Mgrs.) | 83·0<br>Q30' F11' | 19·1 | 8·5 | London<br>British<br>WB | C.2Cy.12"&24"-18"<br>24RHP<br>Bow,McLachlan&Co.Psy. | 9 ″ 2 | |
| ❊ 14062<br>124070<br>HKSR | **Doonholm** SteelScSr<br>ssMch.No.3-7,19<br>(exHillglen) 1Dk(Stl)&Spardk(Stl)<br>Elec.light Wireless &deep framing | 4291<br>4115<br>2777 | ✠100A1<br>Spardk<br>~~9,17~~ ~~6,20~~ 4,22<br>~~BS6,20~~ ✠LMC7,19<br>BS9,21 | Cff<br>~~Bkn~~ | x<br>Mel | CL<br>6,20 | 1907<br>6mo<br><br>Lloyd | Russell&<br>Co.<br>PortGlasgow<br>'sA&CP | WirralTransport<br>Co.(J.Edgar&Co.<br>Mgrs.)<br>WB=Cell<br>uE&B40'f170'107 | 385·0<br>P30'B108'F41'<br><br>DBa126'<br>0tDTa32'765t APT | 49·9 | 18·4<br>26·4<br>FK | Liverpool<br>British<br>5BHtoSpdk<br>1BHtoMdk<br>45t Cem | T.3Cy.25",42"&68"-48" (s)<br>180lb 384NHP<br>3SB,9cf,GS150,HS6417<br>J.G.Kincaid&Co.Ld.Grk. | 29 ″ 0<br>s 5 ″ 6½<br>28 ″ 10 | |
| 14063<br>~~145318~~<br>~~[illegible]~~ | **Dora** SteelScSr<br>Elec.light Wireless 1Dk&Spardk | 2700<br>2544<br>1669 | | | | | 1906 | Eiderwerft<br>Akt.Ges.<br>Tönning | N.V.Stoomv<br>MaatsVredebest<br>Mgrs.) | ~~291·8~~<br>292·1 | 43·9 | 23·6 | ~~London~~<br>~~British~~<br>Dutch WB | T.3Cy.20⅞",36"&56⅝"-37½"<br>196NHP<br>EiderwerftAkt.Ges. | 26 ″ 3<br>s 6 ″ 2½<br>20 ″ 5 | |
| 14064 | — SteelScSr<br>1Dk | 466<br>354<br>278 | | | | | 1890 | G.Evers<br>Lübeck | Lübeck-Bremer<br>Dmpfsfahrts.Ges. | 167·5<br>Q35'B35'F16'<br>len99 | 23·2 | 9·8 | Lübeck<br>German<br>WB | C.2Cy.16⅜"&30"-21"<br>NB13 34NHP<br>Masch.Buckau,Magdburg. | | |
| 14065<br>137000<br>Wrecked 12,20 | — WoodScBn<br>1Dk2trB | 320<br>—<br>217 | | | | | 1880 | M.Turner<br>S.Francisco | BeringSea<br>FisheriesCo. | 112·0 | 27·2 | 13·2 | Seattle<br>Utd.States | C.2Cy.11"&20"-18"<br>14NHP<br>W.McAffee,SanFrancisco | | |
| 14066<br>8<br>NTBS | **Dora Baltea** SteelScSr<br>Elec.light Wireless 1Dk&Shelter dk | 4080<br>2895<br>2617 | | | ... | • | 1901 | Cant.Nav.<br>diMuggiano<br>Spezia | Nav.AltaItalia<br>(Soc.Anon.) | 343·0 | 47·5 | 23·7<br><br>FK | Genoa<br>Italian<br>WB | T.3Cy.21½",35"&59"-39"<br>267NHP<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 24 ″ 1 | I |
| 14067<br>96523<br>JLNV | **Dora Duncan** IronScSr<br>(exLionel)<br>1Dk | 126<br>117<br>23 | | | ... | | 1891 | JTEltring-<br>ham&Co.<br>SouthShields | C.Duncan&Sons,<br>Ld. | 97·0 | 19·3 | 10·6<br><br>BK6½" | Middlsbro'<br>British | C.2Cy.17"&34"-24"<br>46RHP<br>Baird&Barnsley,N.Shields | 10 ″ 9 | |
| 14068 | **Dora Hugo Stinnes 12** SteelScSr<br>Elec.light Mchy.Aft Sub.Sig. 1Dk | 1751<br>1460<br>876 | | | | | 1912 | G.Seebeck<br>Akt.Ges.<br>Geestemünde | | 258·8<br>P69'F24' | 38·1 | 18·2 | WB | T.3Cy.17⅞",28⅝"&44½"-35½"<br>118NHP<br>G.SeebeckAG.Geestemnde | | |
| 14069 | **Dorado** SteelPad | 156<br>—<br>126 | | | | | 1898 | ................<br>Salto, Urugy | TheArgentineNav.<br>Co.(Nicolás<br>Mihanovich),Ld. | 121·0 | 17·0 | 5·6 | Bns.Ayres<br>Argentine | C.2Cy.11"&22"-30"<br>22NHP<br>D.Rowan&Co.Glasgow | | |
| 14070<br>136661<br>JFPM | **Doralia** SteelScSp<br>1Dk | 155<br>135<br>3 | ✠<br>6,19<br>For Towing purposes<br>✠ | Shl | | | 1914<br>4mo | J.P.Ren-<br>noldson&Sns.<br>SouthShields | A.Pattison | 90·3<br><br><br>WB=FPT | 22·1 | 10·7<br><br>BK7" | London<br>British<br>3BHCem<br>9tAPT15t | C.2Cy.18"&40"-26"<br>90RHP<br>1SB,3pf,GS54,HS1780<br>J.P.Rennoldsn&Sns,S.Shl. | 11 ″ 9 | |
| 14071<br>157238<br>KGDQ | **Dorchester** IronScSr<br>3Dks<br>Elec.light Sub.Sig. Wireless | 2537<br>—<br>1876 | | | | | 1889 | Harlan&<br>HllngswthCo<br>Wilmington | Merchnts&Miners<br>TransportationCo | 261·0 | 40·0 | 23·0<br>30·0 | Baltimore<br>Utd.States | T.3Cy.24",39"&59"-48"<br>Harln&Hol- NB01 241NHP<br>lngswrthCo Wlmngtn,Del. | | |
| 14072 | **Dordogne** SteelScSr<br>(exSilverlip,ex Dordogne,ex SanIsidoro) 2Dks&Shelter dk & Webframes<br>Longitudinal framing<br>Elec.light Mchy.Aft Wireless | *9718*<br>*9166*<br>*5954* | | | ... | 4,18 | 1914 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | FrenchGovern-<br>ment | 530·2 | 66·6 | 33·4<br><br>FK | French<br>WB | Q.4Cy.28½",41",58"&84"-54"<br>790NHP<br>N.E.MarineEng.CoLdNwc | 33 ″ 6 | |
| 14073 | **Dordrecht** SteelScK<br>ssAms.No.3-11,14<br>ssYmu.No.1-20<br>(exCelticPrince) 1Dk | 150<br>149<br>51 | ✠100A1<br>StmTrawler<br>~~5,21~~ ~~9,20~~<br>11,21 | Ymu<br>Ams<br>✠LMC9,20<br>BS11,21 | | ~~11,19~~<br>~~5,21~~<br>10,21 | 1902<br>9mo<br><br>Lloyd | JTEltring-<br>ham&Co.<br>S.Shields<br>'sA&CP | Stoomviss.Mij.<br>"Zaanstroom"<br>(P.J.D.&Joh.<br>Dil&S.Yff.Mgrs.) | 104·0 | 20·2 | 11·4<br><br>BK7" | Ymuiden<br>Dutch<br>3BHCem | T.3Cy.11",18"&32"-22" (s)<br>170lb 59NHP<br>Emade02refitted15<br>1SB,2pf,GS32,HS1031<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 0 | |
| 14074<br>TCQS | **Dordt** SteelScSr<br>(Salvage Steamer)<br>1Dk | 191<br>157<br>65 | | | | | 1901 | Nederl.<br>Schps. Maats<br>Amsterdam | Koninkl.Paketv.<br>Maats. | 118·0<br>Q21' | 21·0 | 9·5 | Batavia<br>Dutch<br>WB | C.2Cy.12 3/16"&20 4/5"-17 7/16"<br>18NHP<br>NedFb.v.Wrk&Spoor,Ams | | |
| 14075<br>118176<br>Sunk by Collision 8,21 | **Doreen** SteelScK<br>(Trawler)<br>(exBraconhill) 1Dk | 194<br>183<br>75 | | | ... | | 1903 | JTEltring-<br>ham&Co.<br>S.Shields | WearStm.Fishing<br>CoLd(J.Hall,Mgr) | 112·5 | 21·7 | 12·2<br><br>BK7½" | Sundrland<br>British<br>WB | T.3Cy.11½",19"&32"-23"<br>50RHP<br>G.T.Grey,SouthShields | 12 ″ 10 | |
| ❊ 14076<br>125767<br>HNQR | **Doria** SteelScK<br>ssLon.No.3-3,19 ~~ssLon.No.2-19~~<br>1Dk | 150<br>133<br>— | ✠100A1<br>For Towing purposes<br>1,22 ~~3,19~~<br>~~BS10,20~~ ✠LMC5,19<br>BS1,22 | Lon | b | CL<br>3,19 | 1909<br>3mo<br><br>Lloyd | Philip&<br>Son,Ld.<br>Dartmouth<br>'sA&CP | WilliamWatkins,<br>Ld. (J.S.Watkins,<br>Mgr.) | 96·2 | 20·6 | 10·9<br><br>BK6½" | London<br>British<br>4BHCem | T.3Cy.13",21"&34"-24" (s)<br>165lb 99RHP<br>1SB,2pf,GS35,HS1500<br>Philip&Son,Ld.Dartmth | 11 ″ 4<br>s 1 ″ 5<br>10 ″ 9 | |
| 14077 | **Doric** SteelTwinSc<br>Wireless Fitted for oil fuel<br>Elec.light Cruiser Stern 4Dks | 16600<br>12900<br>10500 | | | | | 1921 | Harland&<br>Wolff.Ld.<br>Belfast | WhiteStarLine<br>(OceanicS.N.Co.<br>Ld.Mgrs.) | 575·4<br>P&B463'F92' | 67·8 | 41·2 | British<br>WB | 4 Geared Steam Turbines<br>Harland&Wolff,Ld Bel. | | |
| 14078<br>146193<br>KLGC | **Doricstar** SteelSc<br>Elec.light 3Dks(Stl-Uptws)<br>Ref.Mchy. Wireless CruiserStern | ~~9750~~<br>10441<br>9298<br>6576 | ✠100A1<br>12,21 ~~10,21~~<br>~~(ClassContemplated)~~<br>✠LMC10,21<br>Fitted for oil fuel 10,21 F.P. above | PGl<br>Gls | ft | CL<br>✠Lloyd's RMC10,21 | 1921<br>10mo<br>Pt.<br>150 F. | Messrs.<br>LithgowsLd.<br>Glasgow<br>Lloyd's A&CP | Eastmans,Ld<br>(BlueStarLine<br>(1920)Ld.Mgrs)<br>CellD | ~~500·0~~<br>P47'B192'~~F43~~F44'<br>499·8<br>B421'1968tFPT123 | 64·0 | 37·0<br><br>FK | London<br>British<br>8BHCem<br>APT70t | 2 Steam Turbines geared<br>to 1 Sc. Shaft (r)<br>200lb 1398NHP<br>6SB,24cf,GS110,HS21369 FD<br>Metropolitan-VickersElec.Co.Ld.Mch. | 40 ″ 6<br>s 10 ″ 1<br>30 ″ 9 | |
| ❊ 14079<br>129173<br>HSFL | **Dorie** SteelScSr<br>ssCffNo.2-19<br>Wireless 1Dk(ptIrn ptStl) | 3264<br>3065<br>2056 | ✠100A1<br>1,22 ~~9,21~~<br>BS5,21 ✠LMC9,19 | Npt | v | CL<br>~~3,19~~<br>1,22 | 1911<br>3mo<br><br>Lloyd | Richardsn,<br>Duck&Co.<br>Stockton<br>'sA&CP | DoricS.S.Co.Ld.<br>(Burdick&Cook)<br>WB=<br>CellDBa117'u | 343·0<br>P29'B98'F36'<br><br>E23'f150'571tFPT | 49·0 | 22·0<br><br>FK | London<br>British<br>6BHCem<br>86tAPT76t | T.3Cy.24",40"&65"-42" (s)<br>180lb 90lb 299NHP<br>2SB,6cf,GS122,HS4612<br>Blair&Co.Ld.Stockton | 24 ″ 5<br>s 4 ″ 2½<br>20 ″ 7 | |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dates of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14080<br>144416 | **Dorileen** SteelScK<br>(exBenArdna, ssShl.No.1-20<br>exWilliamBarlow) 1Dk | 237<br>223<br>102 | ✠100A1<br>StmTrawler<br>5,21 ~~11,20~~<br>9,21<br>✠LMC5,20 | Shl | | CL<br>~~5,20~~<br>4,21 | 1917<br>6mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | R.Irvin&Sons,Ld. | 122·8\|22·2\|12·4<br>BK7½" | N.Shields<br>British<br>3BHCem<br>DBf22'14t | T.3Cy.12",20"&34"-24" (s)<br>180lb 78NHP<br>1SB,3pf,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 13 " 3 | |
| 14081<br>144280 | **Dorin** SteelAuxSc3MstSr<br>(exEmily) OilEng.<br>Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 416<br>353<br>302 | | | | | 1919 | D.Boot<br>Alphen a/d<br>Rijn | IsaS.S.Co.Ld. | 156·0\|25·7\|12·2<br>P21'F17' | London<br>British<br>WB | Oil Engine<br>2Cy.15¾"-17½" 34NHP<br>Motorenfab.d'Industrie,<br>Alphen a/dRijn | | V |
| 14082<br>139216<br>JNVQ | **Dorinda** SteelScK<br>ssFlt.No.1-21<br>Elec.light 1Dk | 270<br>249<br>105 | ✠100A1<br>StmTrawler<br>10,21 ~~9,19~~<br>✠LMC~~9,19~~<br>10,21 | Brw<br>Flt | | CL<br>9,19 | 1917<br>2mo<br>Lloyd | Dundee<br>S.B.Co.Ld.<br>Dundee<br>'sA&CP | ActiveFishg.CoLd<br>(J.A.Robertson,<br>Mgr.) | 128·8\|23·0\|12·6<br>Q72'F20'<br>BK7½" | Fleetwood<br>British<br>4BHCem | T.3Cy.13",22"&36"-24" (s)<br>200lb 87RHP<br>1SB,3pf,GS47,HS1542<br>W.Beardmore&Co.Ld.Gls. | 13 " 6 | |
| * 14083<br>136786<br>JKBT | **Dorington Court** SteelScSr<br>ssMch.No.1-18<br>Elec.light Wireless 1Dk(Stl)2trB | 4818<br>4546<br>3032 | ✠100A1<br>8,21 ~~3,20~~<br>✠LMC12,18<br>MBS3,21DBS11,21 | Mdb<br>Bbo | y | CL<br>N3,20 | 1915<br>2mo<br>Lloyd | Richardsn,<br>Duck&Co.Ld<br>Stockton<br>'sA&CP WB | CressingtonS.S.Co<br>Ld.(Haldin&Co.<br>Ld.Mgrs.)<br>=CellDBa130'uE | 389·6\|53·4\|26·4<br>P45'B108'F35'<br>FK<br>26'f165'1091t FPT | London<br>British<br>6BHCem<br>90tAPT165t | T.3Cy.26",42"&70"-48" (s)<br>180lb HS7167 419NHP<br>2SB&1AuxSB,10cf,GS209,<br>Blair&Co.Ld.Stockton | 28"10<br>s 5 " 6½<br>23 " 8 | |
| 14084 | **Doris** SteelScSr<br>Elec.light 1Dk | 535<br>406<br>324 | | | | | 1901 | Nuescke&<br>Co.<br>Stettin | Sartori&Berger | 167·2\|26·4\|11·2<br>Q49'B52'F23' | Kiel<br>German<br>WB | C.2Cy.17¾"&30¾"-19¾"<br>36NHP<br>"Kette"Uebigau,Uebigau | | |
| 14085 | — SteelScK<br>Elec.light 1Dk | 202<br>192<br>— | | | ... | | 1914 | Rennie<br>Forrestt<br>SB.&E.Co.Ld<br>Wivenhoe | BombayPortTrust | 100·0\|23·6\|12·6<br>BK7½" | Bombay<br>British | C.2Cy.21"&44"-28"<br>85NHP<br>Crabtree&Co.Ld.Gt.Yar. | 13 " 6 | |
| 14086<br>106758<br>PSWN | — IronScK<br>ssHul.No.3-9,10<br>ssFlt.No.1-15<br>1Dk | 174<br>164<br>73 | ✠ —<br>7,20<br>StmTrawler<br>✠NB9,10 ✠ | Flt | | | 1897<br>7mo | Cochrane&<br>Cooper<br>Beverley | EastHullSteam<br>TrawlingCo.Ld.<br>(B.Knowles,Mgr.) | 110·0\|21·0\|11·3<br>Q20'<br>ptND10 BK7½"<br>WB | Hull<br>British<br>4BHCem<br>=DBf10'9t | T.3Cy.12",20"&33"-24"<br>58RHP<br>1SB,2pf,GS27,HS850<br>C.D.Holmes&Co.Hull | 12 " 0 | |
| 14087<br>115343 | — SteelScSp<br>1Dk | 122<br>113<br>72 | | | | | 1902 | W.J.Yarwood<br>Northwich | W.Gossage&Sons,<br>Ld. | 74·3\|19·4\|9·5 | Liverpool<br>British | C.2Cy.10"&21"-12"<br>18RHP<br>W.J.Yarwood,Northwich | | |
| * 14088<br>146558 | **Doris Crane** WoodAuxSc3MstSr<br>Par.Mot.<br>Mchy.Aft Salted 1Dk<br>F&YM11,20<br>(See Sailing Ship Register) | 351<br>2 58 ~~257~~<br>2 73 ~~256~~ | ✠12A1<br>8,21 ~~12,20~~<br>✠LMC12,20 | ~~Oakland~~ SFo | | | 1920<br>11mo | W.F.Stone<br>&Son<br>Oakland,Cal.<br>A&CP | FanningIsland,<br>Ld. | 132·0\|32·0\|12·0<br>Q24' | London<br>British | Paraffin Motor<br>4Cy.12"-15" 43NHP<br>UnionGasEng.Co.<br>Oakland,Cal. | 13 " 0 | |
| 14089<br>143708 | **Dorit** SteelScCtr<br>OilEng.<br>1Dk | 123<br>117<br>97 | | | | | 1915 | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle | ~~J.Green~~ Kyle<br>TransportCo.Ld.<br>(A.BicketJnr.Mgr) | 105·5\|21·1\|7·1 | Liverpool<br>British | Oil Engines<br>2Cy.9 7/16"-9⅝" 11NHP<br>J&CGBolindersCoLd.Skm | | |
| 14090 | **Dorostor** SteelScSr<br>(exSt.Petersburg) 1Dk&Awngdk<br>Elec.light | 1309<br>1118<br>784 | | | ... | | 1911 | Kjöbnhvns<br>Flydk.&Skbs<br>Copenhagen | RoumanianState<br>MaritimeService | 217·0\|34·0\|21·4<br>BonAwngdk69'<br>FK | Roumanian<br>WB | T.3Cy.16½",27"&44"-30"<br>138NHP<br>KjbnhavnsFlydk.&Skbsv. | 22 " 8 | |
| 14091<br>4976<br>JRKT | **Dorotea** SteelScSr<br>(exKattegat)<br>1Dk | 1049<br>929<br>603 | | | | | 1909 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | RederiAktieb.<br>Wilhelmina (J.<br>Mannerheim,Mgr) | 226·4\|35·1\|14·3<br>P20'B57'H95tF18' | Kramfors<br>Swedish | T.3Cy.16½",26"&44"-30"<br>106NHP<br>FredrikstadM.V.Frdstad | | V |
| 14092<br>MRCT | **Dorothea** SteelSc<br>(exRövær)<br>1Dk | 998<br>862<br>569 | | | | | 1917 | Hölens<br>VærksAkties<br>Larvik | A/S Borchs<br>Rederi(A.F.Borch<br>&Sönner,Ld.<br>A/S,Mgrs.) | 214·4\|34·2\|14·5<br>P22'B61'F25' | Drammen<br>Norwegian<br>WB | T.3Cy.15½",25"&42"-30"<br>97NHP<br>MossVœrft,Moss | | N |
| 14093<br>219748<br>LVWT | — SteelSc<br>1Dk | 420<br>—<br>205 | | | | | 1897 | W.Cramp<br>&Son<br>Philadelphia | A.Grimaldi | 186·0\|23·0\|14·0 | N.Orleans<br>Utd.States | | | |
| 14094 | — SteelScLr<br>1Dk | 153<br>146<br>73 | | | | | 1906 | Danziger<br>Schfw&Msch<br>Danzig | LeererHeringsfischereiAct.Ges. | 93·8\|21·3\|9·8<br>Q15' | Leer<br>German | C.2Cy.9½"&18"-12½"<br>10NHP<br>Christiansen&Meyer,Hrbg | | |
| * 14095<br>157662<br>KRSQ | **Dorothy** SteelScSr<br>ssN.Yk.No.3-5,15<br>(exWilster) ssN.Yk.No.1-20<br>Sub.Sig. 1Dk(Irn)&deepframing | 2214<br>1920<br>1629 | ✠100A1<br>~~3,21~~ ~~10,20~~ 10,21<br>✠LMC5,20<br>BS7,21 | NYk | s | CL<br>10,20 | 1898<br>7mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | A.H.BullS.S.Co.<br>(A.H.Bull&Co.<br>Mgrs.)<br>WB=CellDBa | 290·0\|42·2\|19·2<br>P25'B69'F29'<br>FK<br>&uE110' f120' 608t | NewYork<br>Utd.States<br>5BHCem<br>APT54t | T.3Cy.21½",35"&58"-39" (s)<br>180lb 223NHP<br>2SB,6rf,GS73,HS3370<br>Cen.Mar.Eng.Wks.WHpl | 21 " 9<br>s 3 " 6<br>18 " 7 | |
| Now named "Laranda," See No. 38[illegible] in Supplement<br>14096<br>~~MVLS~~ | — SteelScSr<br>~~ssCws.No.1-21~~ ssGos.No.3-5,15<br>(exYacht,exLaranda,exGreta)<br>Elec.light 1Dk | 233<br>213<br>96 | ✠100A1<br>Yacht<br>2,21 ~~10,18~~<br>~~BS6,16~~ ✠LMC5,15<br>2,21 | Bgn<br>Cws | | ~~10,18~~<br>1,21 | 1895<br>3mo<br>Lloyd | Scott&Co.<br>Greenock<br>'sA&CP | ~~F.Christensen~~<br>M.Graham White | 152·2\|22·1\|11·5 | Cowes<br>British<br>4BHCem | T.3Cy.12¼",20"&32"-26"<br>170lb 76NHP<br>1B,3cf,GS52,HS1473<br>Scott&Co.Greenock | | |
| 14097 | — SteelScSr<br>(Tug)<br>(exMargarita) 1Dk | *108*<br>*95*<br>*1* | | | ... | | 1895 | Montrose<br>SB.&E.Co.Ld<br>Montrose | B.AyresG.S'thrn.<br>Rly.Co.Ld.(A.Holland&Co.Mgrs.) | 85·9\|17·9\|9·8<br>B15'<br>BK6" | BnsAyres<br>Argentine | C.2Cy.15"&32"-24"<br>NB14 42NHP<br>Hall-Brwn,Buttery&C.Gls | 10 " 5 | |
| 14098<br>126587<br>KGPQ | **Dorothy Bradford** IronSc<br>(exCharlotte)<br>Elec.light Wireless 2Dks | 1747<br>—<br>1198 | | | | | 1889 | Neafie&<br>Levy<br>Philadelphia | CapeCodS.S.Co. | 228·9\|38·0\|22·0 | Boston<br>Utd.States | T.3Cy.21",31"&55"-36"<br>181NHP<br>Neafie&Levy,Philadelphia | | |
| * 14099<br>125956 | **Dorothy Gray** SteelScK<br>ssAbn.No.3-11,19<br>1Dk | 199<br>198<br>76 | ✠100A1<br>StmTrawler<br>~~10,21~~ ~~11,19~~<br>3,22<br>✠LMC11,19<br>BS10,21 | Abn | | CL<br>10,19 | 1908<br>11mo<br>Lloyd | Hall,Russell&Co.Ld<br>Aberdeen<br>'sA&CP | Peterhead<br>TrawlingCo.Ld.<br>(J.G.Adam,Mgr.) | 115·3\|22·0\|12·3<br>BK7½"<br>WB=DB | Peterhead<br>British<br>3BHCem<br>26'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 74RHP<br>1SB,3pf,GS41,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 " 0 | |
| 14100<br>144305 | **Dorothy Talbot** SteelScSr<br>(exCetus,exNisse)<br>Mchy.Aft 1Dk | 308<br>257<br>202 | | | | | 1908 | Eriksberg<br>M.V.Aktieb<br>Gothenberg | Charlton&Co.Ld.<br>(Hobbs,Linsley&<br>Co.Mgrs.) | 125·5\|22·5\|9·6<br>B32'H18tF15' | London<br>British | C.2Cy.10"&22½"-15"<br>23RHP<br>EriksbergM.V.Aktieb,Got | | V |
| 14101<br>NBKL | **Dorrit** SteelSc<br>1Dk | 844<br>722<br>493 | | | | | 1918 | Schffb.Ges.<br>"Unterweser"<br>m.b.H. Lehe | A/S D/S<br>Vesterhavet(L.D.<br>Lauritzen,Mgr.) | 212·9\|31·4\|13·2<br>P30'B63'F21' | Esbjerg<br>Danish<br>WB | T.3Cy.14⅜",21⅞"&35¾"-23⅝"<br>60NHP<br>Christiansen<br>&Meyer,Harburg | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux aux Quilles. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14102<br>118256<br>TWNQ | **Dorset** SteelTwinSc4MstSr<br>ssLon.No.3-1,16<br>2Dks(Stl)&deep framing&Shelter dk(Stl-ws)<br>Ref.Mchy. Elec.light<br>Wireless | 8734<br>6537<br>5543 | ✠100A1<br>Shelter dk<br>4,19<br>✠LMC10,20<br>~~✠Lloyd's RMC10,20~~<br>BS12,21<br>1,22 | Alx | d† | CL<br>12,19 | 1903<br>4mo<br>Lloyd | J.Brown &Co.Ld.<br>Clydebank<br>'sA&CP | FederalS.N.Co.Ld<br>~~Potter,Trinder& Gurney~~<br>WB=Cell<br>DBa113'uE&B63 | 460·0\|58·2\|31·0<br>FK<br>'f225'1418tFPT12 | London<br>British<br>7BHCem<br>4tAPT70t | T.6Cy.25½",42"&69"-48" (r)<br>180lb FD 918NHP<br>5SB,15rf,GS295,HS13560<br>J.Brown&Co.Ld.Clydebnk | 34′3<br>s8′5<br>28′2 | [illegible] |
| 14103<br>143659<br>KGNO | **Dorsetshire** SteelTwinSc<br>OilEng.<br>Elec.light Wireless 3Dks(Stl) | 7445<br>6920<br>4545 | ✠100A1<br>6,21 8,20<br>✠LMC~~8,20~~<br>10,21 | Bel<br>Msl | c† | CL<br>S6,21 | 1920<br>8mo<br>Lloyd | Harland& Wolff,Ld.<br>Belfast<br>'sA&CP | BibbyS.S.Co.Ld.<br>(BibbyBros.&Co. Mgrs.) CellDBa<br>1318t Upper 'tween<br>Lower 'tween | 450·3\|57·3\|33·7<br>P37'B127'F56'<br>121'uE30'f212' FK<br>dk tanks47'260t<br>dktanks26'70t FPT | Liverpool<br>British<br>7BHptCem<br>85tAPT40t | Oil Engines 4S.C.SA<br>12Cy.29⅛"-45¼" 858NHP<br>DB100lb<br>Harland&Wolff,Ld.Gls. | 36′7<br>s8′9½<br>28′1 | |
| 14104 | **Dorsoduro** SteelSc<br>(exLakeFrecks) 1Dk(Stl)2trB<br>Elec.light Sub.Sig. | 2623<br>2249<br>1617 | ✠100A1<br>6,19<br>✠LMC1,19 | Bos | s | CL | 1919<br>2mo | American S.B.Co.<br>Lorain,O.<br>A&CP | Soc.Anon.diNav.<br>Adriatica<br>C | 251·0\|43·6\|26·2<br>P25'B64'F23'<br>FK<br>ellDB210'433tFPT | Venice<br>Italian<br>4BHCem<br>72tAPT94t | T.3Cy.20",33"&54"-40" (r)<br>185lb 267NHP<br>2SB,4cf,GS88,HS3999 FD<br>AmericanS.B.Co.Lorain,O. | 28′2<br>s4′3½<br>24′2 | |
| 14105 | **Dortmund** SteelScSr<br>1Dk2trB | 986<br>789<br>629 | | | | | 1900 | Bremer Vulkan<br>Vegesack | Dampfsch.Ges.<br>Argo | 221·6\|33·1\|13·5<br>Q75'B49'F16' | Bremen<br>German<br>WB | T.3Cy.13½",21½"&34½"-23½"<br>58NHP<br>BremerVulkan,Vegesack | | |
| 14106 | — SteelScLr<br>1Dk | 168<br>165<br>83 | | | | | 1910 | J.L.Meyer<br>Papenburg | EmderHeringsfischereiA.G. | 98·5\|23·0\|10·6 | Emden<br>German<br>WB | C.2Cy.9 7/16"&18⅝"-12 13/16"<br>9NHP<br>J.L.Meyer,Papenburg | | |
| 14107<br>98096<br>LSKJ | **Dorunda** IronScSr<br>1Dk | 102<br>102<br>2 | ✠<br>For Towing purposes<br>5,90<br>✠ | Lon | a | | 1890<br>5mo | Steward& Latham<br>London | A.Pattison | 85·2\|19·1\|10·2<br>B10'<br>BK5½" | London<br>British<br>4BHCem | C.2Cy.17"&32"-24"<br>1SB,2pf,GS40 70RHP<br>Ross&Duncan,Glasgow | 10′4 | |
| 14108 | **Dos** SteelScK<br>ssBAs.No.2-14<br>1Dk | *195*<br>*184*<br>*50* | ✠<br>7,19<br>StmTrawler<br>✠ | Npt | | | 1907<br>4mo | Hall,Russell&Co.Ld.<br>Aberdeen | RussianGovt. | 112·5\|21·6\|11·7<br>BK7½" | Russian<br>3BHCem | T.3Cy.11½",20"&33"-22"<br>69NHP<br>1SB,2pf,GS34,HS1255<br>Hall,Russell&Co.Ld.Abn | 12′6 | |
| 14109<br>MBOD | **Dos Hermanos** IronScSr<br>ssMan.No.3-10,95<br>(exAntonioMuñoz) 1Dk&Awngdk | 838<br>761<br>541 | ✠<br>Awngdk<br>with load line<br>4,00<br>✠ | Man | l | | 1882<br>6mo | R.Napier &Sons<br>Glasgow | Gutierrez<br>Hermanos | 204·5\|26·4\|10·0<br>17·0<br>BK7"<br>WB=CellDBa | Manila<br>Utd.States<br>4BHCem<br>22'f26'56t | C.2Cy.26"&45"-36"<br>NB00 102NHP<br>R.Napier&Sons,Glasgow | | |
| 14110<br>87 | **Dotsch** SteelScSr<br>ssBel.No.3-5,05<br>ssGtz.No.2-14<br>(exBangor,ex SaintGiles) 1Dk(Irn)2trB&Web frames&ptAwngdk(Irn) | 3371<br>2623<br>2164 | ✠<br>9,19<br>ptAwngdk<br>withfreeboard<br>✠ | Gtz | u | | 1893<br>1mo | W.Gray& Co.Ld.<br>WHartlepool | SpolianskySuccessors(Arvanitidi &Faerman,Mgrs.) | 330·6\|43·2\|21·6<br>Q131'<br>ptAwngdk199' FK<br>WB=CellDB284' | Odessa<br>Russian<br>5BHCem<br>780tAPT37t | T.3Cy.24",38"&64"-42"<br>NDB11 277NHP<br>2SB,6rf,GS91,HS4320<br>Cen.Mar.Eng.Wks.W.Hpl. | 24′4 | V |
| 14111<br>131372<br>HTJW | **Dotterel** SteelScSr<br>ssMch.No.2-20<br>(exPoland)<br>Elec.light Wireless 2Dks(Stl) | 1740<br>1562<br>861 | ✠100A1<br>8,21 ~~4,20~~<br>~~BS4,20~~ ✠LMC5,1?<br>BS8,21 | Mch<br>PGl | q | CL<br>~~3,19~~<br>8,21 | 1911<br>8mo<br>Lloyd | Barclay, Curle&Co.Ld.<br>Glasgow<br>'sA&CP | CorkS.S.Co.Ld.<br>W<br>B=CellDBa58'u | 260·0\|36·0\|22·2<br>B73'F33'<br>FK&BK1½"<br>E22'f116'257tFPT | Cork<br>British<br>4BHCem<br>48tAPT25t | T.3Cy.19½",34"&55"-42" (r)<br>180lb HS4252 246NHP<br>2SB&1AuxSB,8cf,GS131,<br>Barclay,Curle&Co.Ld.Gls. | 24′6<br>s3′9½<br>21′1 | |
| 14112<br>91095<br>KMLB | — IronScSr<br>ssSou.2ndNo.3-5,11<br>(exYacht) ssLon.No.2-18<br>Elec.light | 168<br>160<br>94 | ✠<br>2,18<br>English Channel&Coasting Service<br>HumbertoMilfordHaven<br>✠NB5,11 ✠ | Lon | | | 1887<br>4mo | Ramage& Ferguson<br>Leith | TheAdmiralty | 119·6\|20·1\|11·7 | Leith<br>British<br>4BHCem | T.3Cy.9¼",15"&24½"-18"<br>40RHP<br>1SB,1cf,GS15,HS635<br>Ramage&Ferguson,Leith | 13′0 | |
| 14113 | **Douaumont** WoodSc3MstSr<br>Elec.light Mchy.Aft 1Dk&Spardk | 760<br>633<br>370 | | | | | 1919 | Soc.Anon. deConst.Méc.<br>Haïphong | Soc.Anon.deConst.<br>Méc. | 189·6\|29·5\|19·7<br>B25'F33' | Haïphong<br>French<br>WB | T.3Cy.13¾",23¼"&35½"-24"<br>Soc.Anon. 62NHP<br>deConst.Méc.Haïphong | | V |
| 14114<br>OFSH | **Douce France** SteelAuxSc3MstSr<br>OilEng.<br>(exKolga) 1Dk<br>(*See Sailing Ship Register*) | 298<br>—<br>234 | | | | | 1919 | E.Brodins VarvsA/B<br>Gefle | M.Rondeleux | 119·3\|27·6\|11·5 | Binic<br>French | Oil Engine<br>2Cy.13"-13 9/16" 23NHP<br>J.&C.G.Bolinders,Skm. | | V |
| Broken up<br>14115<br>141759 | **Dougaldmac** WoodSc<br>(exColumbia)<br>1Dk | 1457<br>1284<br>883 | | | | | 1881 | G.Presley<br>Cleveland, Ohio | Sincennes<br>McNaughtonLine,<br>Ld. | 344·9\|36·6\|18·4 | Montreal<br>British | C.2Cy.21"&50"-36"<br>98RHP<br>GlobeIronWorksCo.<br>Cleveland,Ohio | | |
| 14116<br>151260 | **Doughboy** WoodAuxSc3MstSr<br>Pet.Mot.<br>1Dk<br>(*See Sailing Ship Register*) | 210<br>174<br>181 | | | | | 1919 | Bingham S.B.Co.<br>Pensacola | BahamasCuban<br>Co.Ld. | 107·8\|27·6\|9·1 | NassauNP<br>British | Petrol Motor<br>4Cy.8"-8" 14NHP<br>StandardMotorCo.<br>JerseyCity | | R |
| 14117<br>122958<br>HKFS | **Douglas** SteelScSr<br>ssGoo.No.3-10,19<br>Elec.light 1Dk(Stl)&deepframing<br>Ref.Mchy. | 950<br>765<br>418 | ✠100A1<br>3,22 ~~10,20~~<br>~~BS1,21~~ ✠LMC10,19<br>BS12,21 | Goo<br>Hul | n | 10,19 | 1907<br>2mo<br>Lloyd | ClydeS.B. &E.Co.Ld.<br>Pt.Glasgow<br>'sA&CP | ~~Lancashire& YorkshireRly.Co.~~<br>L.&N.W.Rlwy.Co<br>W | 236·6\|32·1\|13·6<br>P30'B79'F31'<br>BK7"<br>B=CellDBa48'uE | Goole<br>British<br>5BHCem<br>21'f67'185t | T.3Cy.21",35"&58"-36" (s)<br>180lb 227NHP<br>2SB,6cf,GS134,HS3620<br>ClydeS.B.&E.Co.Ld.P.Gl. | 16′2<br>s1′9½<br>15′1 | |
| 14118<br>94515<br>LOSW | — SteelScSr<br>Wireless<br>(exDora) 2Dks | 774<br>596<br>322 | | | ... | | 1889 | R.Napier &Sons<br>Glasgow | IsleofManSteam<br>PacketCo.Ld. | 240·0\|30·0\|14·3<br>B&Q142'F59' | DouglasIM<br>British<br>WB | T.3Cy.27",40"&65"-36"<br>NB09 253NHP<br>R.Napier&Sons,Glasgow | 15′2 | [illegible] |
| 14119<br>121038 | — SteelScK<br>1Dk | 116<br>113<br>— | ✠<br>For towing purposes<br>6,05<br>✠ | Hul | | | 1905<br>2mo | W.Chalmers&Co.<br>Rutherglen | N.EasternRly.Co. | 98·0\|18·9\|9·7<br>B23'<br>BK6"<br>WB | Hull<br>British<br>4BHCem<br>=APT2t | T.3Cy.11¾",20"&32"-23"<br>55RHP<br>1SB,2cf,GS30,HS879<br>Bailey&Leetham,Hull | 10′6 | |
| 14120<br>[illegible]<br>Stranded 8,21 | **Douglas H. Smith** SteelScK<br>(exLangdenMcKennan) 1Dk(Stl) | 324<br>287<br>148 | ~~✠100A1~~<br>StmTrawler<br>8,21 ~~12,20~~ ~~✠LMC~~ | Abn | | CL<br>12,20 | 1919<br>6mo<br>Lloyd | Cochrane& Sons,Ld.<br>Selby<br>'sA&CP | Stroud&Smith<br>(H.E.Stroud,<br>Mgr.) | 138·3\|23·7\|12·7<br>Q78'F19'<br>BK7½" | Aberdeen<br>British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87NHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13′6 | |
| 14121<br>157552 | **Douglas Houghton** SteelSc<br>Sub.Sig.<br>Elec.light Mchy.Aft 1Dk3trB | 5332<br>—<br>4034 | | | | | 1899 | GlobeIron WorksCo.<br>Cleveland,O. | PittsburghS.S.Co. | 456·0\|50·0\|24·2 | Duluth<br>Utd.States<br>WB | Q4Cy18½",26½",39"&56"-42"<br>NB10 203NHP<br>GlobeIrn.Wrks.C.Clvnd.O | | |
| 14122<br>136387 | **Douglas Mawson** WoodTwinScK<br>1Dk | 333<br>255<br>167 | | | | | 1914 | AWSettree<br>BawleyPoint N.S.W. | TheCommissioner forTrade,Queensland | 141·6\|30·7\|7·8 | SydneyNSW<br>British | C.4.Cy.11"&22"-18"<br>40RHP<br>Chapman&Co.Ld.Sydney | | |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14123<br>101291 | **Douglass H. Thomas** SteelScSr<br>1*Dk* | 212<br>195<br>98 | | | | | 1892 | Maryland<br>SteelCo.<br>MarylandUS | DominionCoalCo.<br>Ld. | 116·5 | 21·0 | 13·0 | SJhnsNFL<br>British | T.3Cy.12½",20½"&34"-24"<br>NB02 58RHP<br>MarylandSteelCo. Mrylnd | | |
| 14124<br>OFSI | **Doukkala** SteelScSr<br>(*ex*KoningWillemII.) 3*Dks*<br>*Elec.light* Wireless | 4368<br>3445<br>2731 | | | ... | | 1900 | Maats.<br>Fyenoord<br>Rotterdam | Cie.deNavigation<br>Paquet | 392·8<br>P&B286'F79'<br>FK&BK3" | 45·0 | 28·2 | Marseilles<br>French<br>*WB* | Q.4Cy.27½",39",55"&82"-60"<br>718NHP<br>Maats Fyenoord,Rot. | 29 " 9 | V |
| 14125<br>1317<br>LRBD | **Dounai** SteelTwinScSr<br>1*Dk* | 715<br>—<br>529 | | | | | 1910 | ..............<br>Budapest | E.T.Paramonoff<br>SonsCo. | 201·2 | 33·2 | 11·1 | Rostoff<br>Russian | C.4Cy.12"&14"-16"<br>13NHP | | |
| 14126<br>95796<br>LFPK | **Douro** SteelScSr<br>*ss*Hul.2ndNo.3-12,05<br>Wireless *ss*Hul.No.1-11<br>1*Dk*(*Stl*)&*ptAwngdk*(*Irn*)&*Webframes* | 2455<br>1810<br>1530 | ✠<br>*pt Awng dk*<br>*withfreeboard*<br>2,15 ✠ | Hul | *s* | | 1889<br>6mo | Richardson<br>Duck&Co.<br>Stockton | Ellerman'sWilson<br>Line,Ld. | 297·0<br>Q120' BK10"<br>*ptAwngdk*175'<br>ND05 *WB=Cell* | 40·1 | 19·0 | Hull<br>British<br>5*BHCem*<br>*DB*208'463*t* | T.3Cy.22½",37"&61"-39"<br>232NHP<br>2SB,*6cf*,GS101<br>T.Richardson&Sons,Hpl. | 21 " 8 | C |
| 14127<br>NBJP | — SteelScSr<br>1*Dk*&*Awngdk* | 806<br>477<br>485 | | | | | 1889 | Burmeister<br>&Wain<br>Copenhagen | DetForenede<br>DampskibsSelsk. | 180·7 | 28·7 | 12·5<br>19·9 | Copnhagn<br>Danish<br>*WB* | T.3Cy.14½",23"&36"-24"<br>63NHP<br>Burmeister&Wain,Cpn. | | V |
| 14128 | — SteelScK<br>*ss*Lis.No.2-16<br>(*ex*BenBheula) 1*Dk* | 302<br>257<br>111 | ✠<br>*StmTrawler*<br>7,17 ✠ | Lis | | | 1907<br>3mo | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | Cia.Portugueza<br>dePesca | 140·3<br>Q73'F21'<br>BK7½"<br>*WB=DBf*28'18*tD* | 22·7 | 12·2 | Lisbon<br>Portuguese<br>3*BHCem*<br>*Tf*17'24*t* | T.3Cy.13",22"&36"-24"<br>80NHP<br>1SB,*3pf*,GS46,HS1415<br>Clyne,Mitchell&CoLdAbn | 13 " 0 | |
| 14129<br>108465 | — Iron&SteelScK<br>*ss*Gms.No.3-10,09<br>*ss*Gms.No.2-17<br>1*DkIrn plating Stlframing* | 152<br>140<br>63 | | | ... | 7,20 | 1897<br>4mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>'*sA&CP* | Trawlers(White<br>Sea&Grimsby)Ld.<br>(J.N.&H.Bacon,<br>*Mgrs.*) | 96·0<br>Q23'F18'<br>Dd05 BK7½" | 20·5 | 11·0 | Grimsby<br>British<br>3*BHCem* | T.3Cy.10¼",17"&30"-21" (*s*)<br>180lb 45RHP<br>1SB,*2pf*,GS29,HS786<br>Earle'sCo.(Lim.),Hull | 11 " 10 | |
| 14130<br>108535 | **Dove** IronScK<br>(*Trawler*)<br>1*Dk* | 168<br>165<br>66 | | | ... | | 1897 | Edwards<br>Bros.<br>NorthShields | KelsallBros.&<br>Beeching,Ld.<br>(JohnSlater,*Mgr*) | 118·0<br>len11 BK7½" | 20·7 | 10·9 | Hull<br>British<br>*WB* | T.3Cy.12",18"&30"-21"<br>41RHP<br>N.E.MarineCo.(Lim.).Sld. | 11 " 10 | |
| 14131<br>MTHP | **Dover** WoodTwinScSr<br>*OilEng.*<br>*Mchy.Aft.* | 469<br>373<br>352 | | | | | 1919 | Vikkilens<br>&Oddens<br>Skibsbyg-<br>geriA/S<br>Grimstad | A/SSandvik<br>(H.Kristensen,<br>*Mgr.*) | 177·6 | 30·0 | 14·9 | Sandefjord<br>Norwegian | Oil Engines 2SC.SA<br>4Cy.15¾"-17⅓" 69NHP<br>LysekilsMek.Verkstads<br>A/BLysekil | | N |
| ✻ 14132<br>106681 | — SteelScYl<br>*ss*Gms.No.3-5,09<br>*ss*Gms.No.2-19<br>1*Dk* | 163<br>150<br>69 | ✠100A1<br>*StmTrawler*<br>2,22~~9,20~~ ✠LMC2,19<br>✠NB7,15 BS2,22 | Gms | | CL<br>~~2,19~~<br>2,22 | 1896<br>11mo | Mackie&<br>Thomson<br>Glasgow<br>A&CP | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden,*Mgr.*) | 104·2<br>Q17'F19'<br>BK7½" | 20·5 | 10·7 | Grimsby<br>British<br>4*BHCem* | T.3Cy.10",16"&27¼"-20" (*s*)<br>180lb 45RHP<br>1SB,*2pf*,GS26,HS656<br>Muir&Houston(Lim.),Gls. | 11 " 7 | |
| 14133<br>119237 | — WoodScCtr<br>1*Dk* | 115<br>103<br>52 | | | | | 1905 | J.Wilson<br>Pt.Cygnet,<br>Tasmania | HuonChannel<br>PeninsulaS.S.Co.<br>Ld. | 104·2 | 21·4 | 9·2 | Hobart<br>British | C.2Cy.14"&28"-20"<br>35RHP<br>Ross&Duncan,Glasgow | | |
| 14134<br>26804<br>SBFT | **Dover Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*) | 3199<br>2676<br>1951 | ✠100A1<br>~~3,21~~ ~~4,20~~ 1,22<br>✠LMC~~3,20~~ 1,22 | Kob<br>~~Shl~~ | // | CL<br>1,22 | 1920<br>3mo<br>A&CP | Ishikawa-<br>jimaS.B.&<br>Eng.Co.<br>Tokio | KokusaiKisen<br>KabushikiKaisha | 305·0<br>P25'B92'F30'<br>FK<br>*CellDB*262' 587*tFPT* | 43·7 | 27·2 | Yokohama<br>Japanese<br>5*BHCem*<br>58*tAPT*56*t* | T.3Cy.22",37"&61"-42" (*s*)<br>200lb 338NHP<br>2SB,*6cf*,GS116,HS4837 FD<br>IshikawajimaSB.&Eng.Co | 27 " 3<br>s 4 " 5½<br>23 " 2 | |
| ✻ 14135<br>133444<br>JCMQ | **Dover Patrol** SteelScK<br>*ss*Gls.No.1-19<br>(*ex*LordLansdowne) 1*Dk* | 289<br>254<br>116 | ✠100A1<br>*StmTrawler*<br>11,20 BS8,21<br>~~BS11,20~~ ✠LMC10,19 | Hul | | CL<br>~~10,19~~<br>11,21 | 1913<br>6mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>'*sA&CP* | JutlandAmal-<br>gamatedTrawlers,<br>Ld. (E.Cargill,<br>*Mgr.*) | 133·5<br>Q72'F19'<br>BK7½" | 23·0 | 12·0 | Hull<br>British<br>4*BHCem* | T.3Cy.13",22"&36"-24" (*s*)<br>200lb 79RHP<br>1SB,*3pf*,GS46,HS1295<br>C.D.Holmes&Co.Ld.Hull | 12 " 9 | |
| 14136<br>MCSB | **Dovre** SteelScSr<br>1*Dk*&*Spardk* | 1181<br>1090<br>732 | | | | | 1906 | Trndhjms<br>Mek.Værks.<br>Trondhjem | A/S D/S Dovre<br>(Bruusgaard,<br>Kiösterud&Co.) | 225·4<br>H74*t* | 33·5 | 18·6 | Drammen<br>Norwegian | T.3Cy.16½",27½"&46"-30"<br>116NHP<br>TrondhjemsMV.Trndhjem | | N |
| ✻ 14137<br>MNRD | **Dovrefjell** SteelScSr<br>*ss*Pir.2ndNo.3-12,14<br>(*ex*Numedal,*ex* *ss*Rot.No.1-19<br>Zeus,*ex*Romola) 1*Dk*(*Irn*)&<br>*Well deck* *Web frames* | 2204<br>1646<br>1380 | ✠100A1<br>3,22 ~~11,20~~<br>BS8,21 ✠LMC12,19 | Rot<br>Xia | *r* | CL<br>~~11,20~~<br>3,22 | 1889<br>11mo | Ropner &<br>Son<br>Stockton<br>A&CP | A/S Dovrefjell<br>(Olsen &Ugelstad) | 272·3<br>P27'Q86'B106'F29'<br>BK9"<br>*Cell* | 38·8 | 18·6 | Christiania<br>~~Bergen~~<br>Norwegian *WB*<br>4*BHCem*<br>*DB*218'426*t* | T.3Cy.21½",35½"&59½"-39"<br>160lb ~~90lb~~ NDB00(*s*)212NHP<br>2SB,*4cf*,GS56,HS3150<br>Blair&Co.Ld.Stockton | 21 " 11<br>s 1 " 3<br>21 " 0 | |
| 14138<br>130217 | **Downiehills** SteelScK<br>*ss*Abn.No.1-20<br>1*Dk* | 227<br>208<br>98 | ✠100A1<br>*StmTrawler*<br>12,21~~9,20~~ ✠LMC9,20 | Abn | | CL<br>9,20 | 1917<br>2mo<br>*Lloyd* | Hawthorns<br>&Co.Ld.<br>Leith<br>'*sA&CP* | Peterhead<br>TrawlingCo.Ld.<br>(J.G.Adam,*Mgr.*) | 117·1<br>BK7½"<br>*DB f* 29' | 22·1 | 12·6 | Peterhead<br>British<br>4*BHCem*<br>21*tFPT*4*t* | T.3Cy.12",20"&34"-23" (*s*)<br>180lb 82RHP<br>1SB,*3pf*,GS41,HS1554<br>Hawthorns&Co.Ld.Leith | 13 " 6 | |
| 14139<br>218585<br>LSCR | **Doylestown** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*<br>Sub.Sig. Wireless | 2632<br>1963<br>1610 | | | | | 1919 | AlbinaEng<br>&Mach.Wrks<br>Portland,Or. | UnitedStates<br>ShippingBoard | 289·0<br>P26'B148'F32' | 44·1 | 19·2 | PortlndOr<br>Utd.States<br>*WB* | T.3Cy.22",36½"&60"-42"<br>233NHP<br>AlbinaEng.&Mach.Works,<br>Portland,Or. | | R |
| 14140<br>24563<br>RJTL | **Doyo Maru No. 2** WoodAuxScSr | 102<br>—<br>74 | | | | | 1919 | .............. | DoyoKisen<br>KabushikiKaisha | 73·8 | 12·9 | 7·0 | Ushioye<br>Japanese | | | |
| 14141<br>625<br>PDMV | **Dozan Maru** SteelSc | 1685<br>—<br>983 | | | | | 1918 | .............. | Hashimoto<br>GomeiKaisha | 249·5 | 34·9 | 21·7 | Fusan<br>Japanese | | | |
| 14142<br>OFSU | **Draa** SteelScSr<br>(*ex*Phu-Yen)<br>Wireless 1*Dk*&*Spar dk*2*trB* | 2000<br>—<br>1229 | | | | | 1902 | Craig,<br>Taylor&Co.<br>Stockton | Cie.deNav.Paquet | 270·4<br>P29'H78'F34' | 38·2 | 20·0 | Marseilles<br>French<br>*WB* | T.3Cy.20",33"&54"-39"<br>182NHP<br>N.E.MarineEng.Co.Ld.Sld | | V |
| 14143 | **Drachenfels** SteelSc<br>(*Trawler*)<br>1*Dk* | 190<br>170<br>72 | | | | | 1906 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | DeutscheDampfis-<br>chereiGes.Nordsee | 118·8<br>Q70'F17' | 22·0 | 10·9 | Nordnham<br>German | T.3Cy.11¾",18¾"&30½"-22"<br>44NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 14144<br>MDRP | **Draco** SteelScSr<br>(*ex*Smaragd,<br>*ex*SenatorKrüger) 1*Dk* | 428<br>357<br>239 | | | | | 1900 | Schömer&<br>Jensen<br>Tönning | DetBergenske<br>Dampskibsselskab | 143·2<br>B45*t*F14*t* | 24·8 | 12·9 | Bergen<br>Norwegian<br>*WB* | C.2Cy.16½"&30"-22"<br>35NHP<br>Schömer&Jensen, Tönning | | N |
| 14145<br>105529 | — SteelScYl<br>(*Trawler*)<br>1*Dk* | 139<br>127<br>56 | | | ... | | 1895 | Mackie&<br>Thomson<br>Glasgow | N ston DeepSea<br>F shing&IceCoLd<br>( Parkes,*Mgr.*) | 99·3<br>Q17'F19'<br>BK7½" | 20·1 | 10·4 | ~~Grimsby~~<br>British<br>Boston | T.3Cy.10",16"&27"-20"<br>NB12 45RHP<br>Muir&Houston,Glasgow | 11 " 6 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14146<br><br>WNDV | Drafn SteelSc<br>(exIosco,exJohanne)<br>Elec.light 2Dks | 1667<br>1354<br>1024 | | | | | 1903 | Schiffsw. v. H.Koch,A.G. Lübeck | E.B.Aaby | 255·8\|36·2\|18·1<br>P31'B65'F29' | Christiania<br>Norwegian<br>WB | T3Cy.17¾″,29½″&47¼″–33½″<br>130NHP<br>J.F.Ahrens,Altona | | |
| 14147<br>4 | Drago Wood ScSr<br>OilEng.<br>Mchy.Aft 1Dk2trB | 855<br>—<br>499 | | | | | 1919 | Soc.Anon. Armatori di Oneglia,San Bartolomeo | Soc.Anon. Armatori di Oneglia | 206·3\|32·8\|15·1 | P.Maurizio<br>Italian | Oil Engine 4S.C.SA<br>6Cy.17″–26½″ 109NHP<br>F.Tosi,Legnano | | I |
| 14148<br>123591 | Dragon SteelScK<br>ssBgs.No 3-10,19<br>1Dk | 214<br>193<br>99 | ✠100A1<br>Stm Trawler<br>3,21 ~~10,19~~<br>✠LMC10,19<br>BS4,21 | Bgs<br>Gms | | CL<br>N3,21 | 1906<br>11mo<br>Lloyd | Smith's DockCo.Ld NorthShields<br>sA&CP | Mackrill&Sons | 117·8\|21·5\|11·2<br>Q65'F20'<br>BK8″ | Grimsby<br>British<br>3BHCem | T.3Cy.12″,20″&32″–23″ (s)<br>180lb 52RHP<br>1SB,2pf,GS35,HS1312<br>MacColl&Pollock,Ld.Sld. | 12 · 0 | |
| 14149<br>99157<br>NHJL | — SteelScSp<br>1Dk | 163<br>153<br>— | | | ... | | 1893 | Cox&Co. Falmouth | FurnessSB.Co.Ld. (Furness,Withy& Co.Ld Mgrs.) | 114·7\|20·1\|10·5<br>BK7″ | Mid'llsbro'<br>British<br>WB | T.3Cy.15″,23″&38″–25″<br>99RHP<br>Cox&Co.,Falmouth | 11 · 0 | |
| 14150 | —  SteelSc<br>(exSirLiège) (Tug)<br>1Dk | 131<br>129<br>47 | | | | | 1911 | Kaldnæs Mek.Værks. Tönsberg | Soc.Française d'Entreprises de Dragage et de TravauxPublics | 94·7\|19·0\|12·8 | Rio Gr'nde do Sul<br>Brazilian<br>WB | T.3Cy.11″,18″&29″–24″<br>41NHP<br>FredrikstadM.V.Frdstad | | |
| ✻ 14151<br>140552<br>JRWT | Dragoon Steel ScSr<br>ssLiv.No.1-21<br>Well deck 1Dk(Stl)<br>Mchy.Aft | 573<br>393<br>258 | ✠100A1<br>~~5,21~~ ~~8,20~~ 12,21<br>✠LMC~~1,17~~ 5,21<br>~~BS5,21~~ | Shl<br>Liv | h | CL<br>N8,20 | 1917<br>12mo<br>Lloyd | J.Lewis& Sons,Ld. Aberdeen<br>sA&CP | Freeland Shipping CoLd.(J.W.Fisher &Co.,Mgrs.)<br>CellD | 164·9 27·0\|11·2<br>Q94'B11'F23'<br>FK<br>Bf92' 118t FPT44t | Liverpool<br>British<br>3BHCem<br>APT15t | T.3Cy.14″,24″&39″–27″ (s)<br>180lb 99RHP<br>1SB,3pf,GS54,HS1741<br>J.Lewis&Sons,Ld.Abn. | 13 · 3<br>s 8 · 10<br>13 · 2 | |
| 14152<br><br>HFKC | Dragset SteelScSr<br>(exSarp) | 622<br>488<br>354 | | | | | 1896 | Akers Mek.Værks. Christiania | RederiA/S Orkla | 175·6\|27·6\|12·3<br>Q42tB52tH19tF17t | Trndhjem<br>Norwegian<br>WB | T.3Cy.12″,20″&32″–27″<br>53NHP<br>Akers.Mek.Værks.Xia. | | V |
| 14153<br><br>TGLR | Dragsfjärd SteelScSr<br>Now named "Norrleden," See No. 38683 in Supplement<br>Elec.light | 200<br>130<br>103 | | | | | 1911 | W.Crighton&Co. Åbo | ÅboSkärgårds Angb.Aktieb. (H Neberman,Mgr.) | 103·6\|21·5\| 9·8 | Åbo<br>Finnish | C.2Cy.14″&30″–18″<br>32NHP<br>W.Crighton&Co.Åbo | | V |
| 14154<br>122820 | Draig Goch SteelScCtr<br>ssPmd.No.1-19<br>1Dk | 43<br>43<br>9 | ✠100A1<br>For towing purposes<br>11,19<br>BS2,21 ✠LMC11,19 | Bkn | | CL<br>11,19 | 1914<br>3mo<br>Lloyd | P.Mc Gregor&Sons Kirkintilloch<br>sA&CP | PortmadocTowage Co.Ld. (E.Andrews,Mgr.) | 69·0\|16·0\| 6·8<br>BK5″<br>WB | Carnarvon<br>British<br>4BHCem<br>=APT4t | C.2Cy.11″&22″–16″ (s)<br>130lb 26RHP<br>1SB,2pf,GS22,HS520<br>Miller&Macfie,LdGlasgow | 7 · 6<br>s · 0<br>7 · 5 | |
| 14155<br>146515<br>KLQG | Drake SteelSc<br>1Dk(Stl)&Shltrdk(Stl)<br>Elec.light 2nddk(Stl)inNo.2hold<br>~~Mchy.Aft~~ | ~~1280~~<br>1597 ~~1000~~<br>1049 ~~500~~<br>794 | ✠100A1<br>Shelter dk withfreeboard<br>2.22<br>✠LMC2,22<br>~~(Class Contemplated)~~ | Ayr | q | CL | ~~1921~~<br>1922<br>2mo<br>Lloyd | AilsaS.B. Co.Ld. Ayr<br>sA&CP | GeneralStm.Nav. Co.Ld. | ~~245·7\|38·2\|14·9~~<br>245·9\|38·1\|14·5<br>B63'onShltrdk FK<br>CellDB215'339tFPT | London<br>British Cem<br>5BHtoSh.dk<br>16tAPT24t | T.3Cy.22″,35″&57″–39″ (s)<br>180lb 259NHP<br>2SB,6cf,GS126,HS4516<br>AilsaS.B.Co.Ld.Troon | 17 · 0<br>s · 9<br>15 · 9 | |
| 14156<br>143695<br>KHJL | Dramatist SteelSc<br>Elec.light 2Dks(Stl)3rd dk(Stl)in<br>Wireless No.1hold | 5443<br>5107<br>3423 | ✠100A1<br>~~12,20~~<br>✠LMC12,20 | Gls<br>Liv | z | CL | 1920<br>12mo<br>Lloyd | C.Connell &Co.Ld. Glasgow<br>sA&CP | CharenteS.S.Co. Ld. (T.&J. Harrison,Mgrs.)<br>CellDB354 1118t | 410·0\|52·3\|30·5<br>P37'B138'F52'<br>FK<br>DTa31'846tFPT52 | Liverpool<br>British<br>7BHCem<br>tAPT22t | 2 Steam Turbines geared to<br>1Sc.Shaft200lb (s) 600NHP<br>2DB&1AuxSB,15cf,GS284,<br>HS9592<br>J.Brown&CoLdClydebank | 32 · 10<br>s 6 · 8<br>26 · 9 | |
| 14157<br><br>WKRV | Drammenseren SteelSc3MstSr<br>(exGeorgiosAntippa,<br>exBeltor,exProgressist) Turretdk2Dks | 3215<br>—<br>2017 | | | | — | 1894 | W.Doxford &Sons,Ld. Sunderland | D/S A/S "Drammenseren" (E.B.Aaby) | 340·0\|45·5\|29·3 | Chrstiania<br>Norwegian<br>WB | T.3Cy.26″,42″&68″–42″<br>300NHP<br>W.Doxford&Sons,Ld.Sld. | | C |
| ✻ 14158<br><br>MLBN | Drammensfjord SteelScSr<br>ssXia.No.2-20<br>(exChilternRange) 2Dks(Stl)<br>Elec.light Wireless | 4338<br>4048<br>2755 | ✠100A1<br>10,21 ~~1,21~~<br>~~BS7,20~~ ✠LMC7,19<br>BS8,21 | NYk<br>Xia | x | CL<br>1,21 | 1911<br>12mo<br>Lloyd | Nthmblnd S.B.Co.Ld. Newcastle<br>sA&CP W | DenNorske Amerikalinje<br>B = CellDBa129' | 380·0\|49·0\|26·4<br>P31'B94'F36'<br>FK<br>uE&B42'f59'1108t | Chrstiania<br>Norwegian<br>6BHCem<br>APT42t | T.3Cy.25″,41″&69″–48″ (s)<br>180lb 372NHP<br>3SB,9cf,GS150,HS5940<br>Richardsons,Westgarth& Co.Ld.Sld. | 29 · 0<br>s 5 · 8<br>23 · 8 | |
| 14159<br><br>MHGN | Draugen SteelScSr<br>(exEast,exStar of theEast) 1Dk | 183<br>166<br>75 | | | ... | | 1901 | A.Hall&Co Aberdeen | L.FladmarkA/S | 110·4\|21·1\|11·4<br>H9t<br>BK7½″ | Aalesund<br>Norwegian | T.3Cy.10⅜″,18″&31″–22″<br>45NHP<br>A.Hall&Co.Aberdeen | 12 · 0 | |
| 14160<br><br>LCHD | Draupnir SteelScK<br>ssLon.No.3-11,19<br>(exMacfarlane) 1Dk | 284<br>256<br>116 | ✠100A1<br>StmTrawler<br>5,21 ~~8,20~~<br>✠LMC11,19<br>BS5,21 | Hul | | CL<br>8,19 | 1908<br>10mo<br>Lloyd | Cook,Welt'n&Gemmell Ld. Beverley<br>sA&CP | H/F "Draupnir" (G.Sigurdsson) | 135·0\|22·5\|12·0<br>Q72'<br>BK8″ | Vestmanaeyjar<br>Icelandic<br>4BHCem | T.3Cy.13″,23″&37″–26″ (s)<br>200lb 86NHP<br>1SB,2cf,GS40,HS1394<br>C.D Holmes&Co.Ld.Hull | 12 · 10 | |
| 14161 | Drava SteelScSr<br>ssFiu.No.1-19<br>Elec.light 1Dk | 199<br>156<br>108 | ✠100A1<br>withfreeboard<br>6,20<br>BS8,21<br>~~BS11,20~~ ✠LMC4,19<br>ForService in theAdriatic | Fiu | d | 6,20 | 1913<br>7mo<br>Lloyd | M.U.Martinolich Lussinpiccolo<br>sA&CP | Soc.inAzioni Ungaro-Croata di Nav Maritt.a Vap. | 140·0\|19·2\| 9·8<br>Q42' 20·1<br>BK6″ | Fiume<br>5BHCem | T.3Cy.12¼″,18½″&30″–18″<br>180lb 59NHP<br>1SB,2cf,GS37,HS1142<br>Plenty&Son,Ld.Newbury | 11 · 6 | |
| 14162 | — SteelSc | 138<br>—<br>57 | | | | | 1898 | Lloyd Austriaco Trieste | Soc.diNav.aVap. Boka | 129·7\|15·4\| 8·6 | Cattaro | T.3Cy.10½″,16½″&27½″–20″<br>34NHP<br>Plenty&Son,Ld.Newbury | | A |
| 14163<br>123386 | Dreadnought SteelScK<br>ssAbn.No.2-15<br>1Dk | 150<br>141<br>61 | ✠ —<br>9,19<br>For fishing purposes<br>✠ | Abn | | | 1907<br>7mo | Hall,Russell&Co.Ld. Aberdeen | MonkshavenFishingCo.Ld. (W. Barton,Mgr.) | 103·4\|21·2\|10·5<br>BK7½″ | Aberdeen<br>British<br>3BHCem | T.3Cy.11″,18½″&32″–21″<br>61RHP<br>1SB,2pf,GS33,HS1090<br>Hall,Russell&Co.Ld.Abn. | 11 · 7 | |
| ✻ 14164<br><br>NMHC | Drechterland SteelScSr<br>ssAms.No.3-10,15<br>ssAms.No.1-19<br>(exSteenbergen, 1Dk(Stl)&Spardk<br>exWensleydale) (Stl-ptws)&deep<br>Elec.light Wireless framing | 3935<br>3599<br>2456 | ✠100A1<br>Spar dk<br>2,21<br>~~BS7,20~~ ✠LMC8,19<br>BS8,21 | Ams | x | CL<br>8,19 | 1903<br>6mo | SirJ.Laing &Sons,Ld. Sunderland<br>A&CP | Koninkl.Hollandsche Lloyd | 366·0\|46·8\|17·4<br>P37'B112'F41' 26·4<br>FK<br>WB=CellDBa110'u | Amstrdam<br>Dutch<br>7BHCem | T.3Cy.25″,41″&67″–45″ (s)<br>180lb 100lb 366NHP<br>3SB,6pf,GS121,HS5118 FD<br>G.Clark,Ld.Sunderland<br>E20'f156'740tAPT45t | 28 · 11<br>s 5 · 4<br>23 · 11 | |
| 14165<br><br>NMHB | Drechtstroom SteelScSr<br>(exHelder) 2Dks<br>Elec.light Wireless | 1717<br>1358<br>949 | | | | | 1917 | A.Vuijk& Zonen Capelle a/d Ysel | Hollandsche Stoomb.Maats. | 272·0\|40·0\|19·0<br>Q94' | Amstrdam<br>Dutch<br>WB | T.3Cy.20″,31″&51″–35½″<br>155NHP<br>Werkspoor,Amsterdam | | V |
| 14166<br>135984 | Dredger No. 2 SteelSc<br>(GrabHopper)<br>1Dk | 350<br>319<br>137 | | | ... | | 1913<br>11mo | WoodSkinner&Co.Ld. Newcastle | GreatCentralRly. | 125·0\|28·7\|11·8<br>FK | Grimsby<br>British | T.3Cy.13″,18″&31″–21″<br>64RHP<br>Earle'sCo.Ld.Hull | 12 · 6 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14167<br>114915 | Dredger No. 9 SteelScSr<br>*Elec.light* 1*Dk*(*Stl*) | 553<br>519<br>296 | ✠<br>*Hopper Suction Dredger*<br>10,10 ✠ | Bkn | *h* | | 1907<br>1mo | Ferguson Bros.<br>Pt.Glasgow | Corporation of Preston<br>*WB=4Deeptanks at sides of Hopper each 28'42t=168t DTf22'134t* | 165·0<br>F19'<br>FK | 32·1 | 12·9 | Preston<br>British<br>6*BHCem* | T.3Cy.16",25"&40"-24"<br>82RHP<br>1SB,*3cf*,GS63,HS1946<br>FergusonBros.Pt.Glasgow | 13 ″ 6 | |
| 14168<br>114914 | Dredger No. 10 SteelScSr<br>*Elec.light* 1*Dk*(*Stl*) | 554<br>519<br>297 | ✠<br>*HopperSuction Dredger*<br>10,10 ✠ | Bkn | *h* | | 1906<br>12mo | Ferguson Bros.<br>Pt.Glasgow | Corporation of Preston<br>*WB=4Deeptanks at sides of Hopper each 28'42t=168t DT/22'134t* | 165·0<br>F19'<br>FK | 32·1 | 12·9 | Preston<br>British<br>6*BHCem* | T.3Cy.16",25"&40"-24"<br>83RHP<br>1SB,*3cf*,GS63,HS1946<br>FergusonBros.Pt.Glasgow | 13 ″ 6 | |
| 14169<br>142436 | Dredgol SteelTwinSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 4000<br>3250<br>2327 | ✠100A1<br>1,22 6,18<br>✠LMC6,18<br>*Carrying oil fuel in bulk F.P. above 150° F.* | Rnf<br>g | *v* | CL<br>1,22 | 1918<br>6mo<br>*Lloyd's A&CP* | W.Simons &Co.Ld.<br>Renfrew | TheAdmiralty<br>*Middle line Bulkhead not oil-tight* | 326·3<br>B97'F81'<br>FK | 54·7 | 21·6 | London<br>British<br>9*BHptCem* | T.6Cy.19",30"&50"-27" (*s*)<br>180lb 467NHP<br>4SB,*12cf*,GS204,HS7837 FD<br>W.Simons&Co.Ld Rnf. | 22 ″ 3 | |
| 14170<br><br>TCRF | Drente SteelTwinScBarge<br>*OilEng.*<br>*Elec.light* *ss*Sng.No.3-2,21<br>1*Dk*(*Stl*)&*Web frames&hold beams in forward&after holds* | 1281<br>948<br>744 | ✠100A1<br>*Barge*<br>9,21 ~~2,21~~<br>✠NE12,19 ✠LMC2,21<br>*Carrying Petroleum in bulk* | Sng | *q* | 12,19 | 1908<br>12mo<br>*Lloyd's A&CP* | Rotterdam Droodg Maat<br>Rotterdam | Nederl.Indische Tankstoomboot Maats. (Bataafsche Petroleum Maats. *Mgrs.*) | 213·8<br>P11'F26'<br>FK | 41·6 | 13·0 | Batavia<br>Dutch<br>10*BHCem* | Oil Engines 2S.C.SA<br>8Cy.16$\frac{9}{16}$"-18$\frac{7}{8}$"<br>*100lb* NDB19 185NHP<br>D.Goedkoop,Jr.<br>Kromhout,Ams. | 14 ″ 3<br>s1 ″ 4½<br>13 ″ 2 | |
| 14171<br><br>NMHD | —  SteelSc<br>*ss*Ams.No.3-6,07<br>(*ex*Hudson,*ex*Titan) *ss*Ams.No.2-15<br>Wireless (*Tug*) 1*Dk*(*Irn*) | 352<br>325<br>60 | ✠100A1<br>6,19<br>Examined2,20<br>✠NB5,15 ✠LMC1,19<br>BS2,21 | Rot | *g* | 6,19 | 1894<br>10mo | Rijkee& Co.<br>Rotterdam<br>A&CP | BureauWijsmuller | 147·1<br>B42'F24'<br>BK7"<br>*FPT35tAPT10t* | 24·3 | 12·7 | The Hague<br>Dutch<br>4*BHCem*<br>*DTa16'25t* | T.3Cy.18",28"&46"-30" (*s*)<br>160lb 176NHP<br>2SB,*6cf*,GS103,HS3560<br>Maats.deSchelde,Flushing | 13 ″ 6<br>s1 ″ 6½<br>12 ″ 8 | |
| 14172<br>67845<br>JMSN | Dresden SteelScSr<br>*ss*Hul.No.3-3,96<br>*ss*Goo.No.2-04<br>1*Dk*(*ptStl*-ws) | 880<br>675<br>481 | ✠<br>6,08<br>✠NB2,96 ✠ | Goo | *m* | | 1884<br>6mo | W.B. Thompson<br>Dundee | FordShippingCo. Ld.(Mann,Macneal&Co.Ld., *Mgrs.*) | 230·0<br>P51'B74'F25'<br>BK8"<br>*WB=DBa49'f65'* | 32·0 | 13·6 | W.Hartlpl<br>British<br>5*BHCem*<br>*&uE15'203t* | C.2Cy.29$\frac{9}{16}$"&60½"-33"<br>169NHP<br>2SB,*6rf*,GS112,HS2660<br>W.B.Thompson,Dundee | 14 ″ 8 | C |
| 14173<br><br>MJTR | Driftig WoodScK<br>(*Fishing*<br>1*Dk* | 121<br>111<br>64 | | | | | 1913 | NBolsönæs<br>Molde | A/S Sæl(N.J. Ræstad,*Mgr.*) | 94·3<br>Q26' | 22·8 | 9·8 | Aalesund<br>Norwegian | C.2Cy.9"&19"-12"<br>10NHP<br>AalesundM.V.Aalesund | | N |
| 14174 | Drina SteelSc<br>*Elec.light* 1*Dk* | 246 | | | | | 1913 | M.U.Martinolich<br>Lussinpiccolo | | 150·0 | 21·5 | 11·0 | Fiume | T.3Cy.13½",23"&35"-18"<br>52NHP<br>Plenty&Son,Newbury | | |
| 14175<br><br>MFSC | Driva SteelScSr<br>*Elec.light* 1*Dk* | 325<br>160<br>182 | | | | | 1909 | Trndhjms Mek.Værks.<br>Trondhjem | Nordmöre Dampskibsselsk. | 136·9<br>F102tQ32tH31t | 21·2 | 9·6 | Xiansund<br>Norwegian | T.3Cy.13¾",23"&38"-22"<br>NB12 68NHP<br>TrondhjemsM.V.Thjem. | | N |
| 14176<br>145554 | Drizzle SteelScK<br>1*Dk*(*Stl*) | 97<br>97<br>— | ✠100A1<br>*For fishing purposes*<br>2,20 ✠LMC2,20 | Lwt | | | 1920<br>2mo<br>*Lloyd's A&CP* | J.Chambers,Ld.<br>Lowestoft | ~~TheAdmiralty~~<br>~~J.Hackland~~<br>~~(A.A.W.Smith,Mgr.)~~<br>J.McLeod | 86·0<br>BK7½" | 18·5 | 9·3 | Leith<br>~~London~~<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>Crabtree&Co.Ld.Gt.Yar. | 10 ″ 0 | |
| 14177<br><br>HFDL | Dröbak SteelScSr<br>(*ex*Bygdö) 1*Dk* | 128<br>51<br>73 | | | | | 1897 | Trndhjms Mek.Værk<br>Trondhjem | A/S Næsoddens Dpskselskap(Joh. Johnsen,*Mgr.*) | 95·6<br>P83tF5t | 18·0 | 5·8 | Chrstiania<br>Norwegian | C.2Cy.12"&26"-18"<br>24NHP<br>TrondhjemsM.V.Thjem. | | |
| 14178<br><br>NVWP | Drogden SteelAuxSc4MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 384<br>350<br>279 | | | | | 1917 | Svendborg Skibs.&Msk.<br>Svendborg | ~~Rederiaktics. Dragör~~ ~~(J. Øvrebeck,Mgr.)~~<br>Reder.Aktie "Halla" (T.C. Christensen,*Mgr.*) | 132·0<br>Q24' | 29·5 | 13·3 | Copnhagn<br>Danish<br>*WB* | Oil Engines 4S.C.SA<br>4Cy. 28NHP<br>H.Christoffersen,Holeby | | V |
| 14179<br>136363<br>JQCD | Dromaine SteelScK<br>*ss*Bel.No.1-21<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 234<br>161<br>83 | ✠100A1<br>7,21 ~~6,20~~<br>✠LMC~~6,17~~ 7,21 | Bel | *c* | CL<br>6,20 | 1917<br>6mo<br>*Lloyd's A&CP* | A.Jeffrey &Co.Ld.<br>Alloa | HowdenBros.Ld. | 112·9<br>Q45'F24'<br>FK<br>*FPT25t* | 21·1 | 8·9 | Belfast<br>British<br>3*BHCem*<br>*APT5t* | C.2Cy.14"&30"-22" (*s*)<br>135lb 36RHP<br>1SB,*2pf*,GS35,HS1050<br>A.Jeffrey&Co.Ld.Alloa | 9 ″ 9<br>s ″ 7½<br>9 ″ 4 | |
| 14180<br>132465<br>THPB | Dromana SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>Wireless *Longitudinal framing* | 3350<br>3012<br>1934 | ✠100A1<br>8,21 ~~2,21~~<br>~~MS2,20~~ ✠LMC~~8,19~~ 2,20<br>BS3,21 | Syd | *v* | CL | 1919<br>8mo | Govt.Dkyd Williamstown<br>A&CP | Commonwealth GovernmentLine of Steamers<br>*CellD* | 331·0<br>P31'B100'F29'<br>FK<br>*B277'882tFPT118t* | 47·7 | 26·0 | Melbourne<br>British<br>5*BHCem*<br>*APT204t* | T.3Cy.25$\frac{5}{16}$",38$\frac{7}{8}$"&68"-45"<br>185lb (*s*) HS8289 516NHP<br>3 Water Tube Boilers FD<br>Thompson&Co.(Castlemaine)Proprietary,Ld. | 26 ″ 1<br>s4 ″ 7½<br>21 ″ 10 | |
| 14181<br>143691<br>KHFG | Dromore SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 4096<br>3571<br>2358 | | | | | 1920 | IrvinesSB.&D.D.Co.Ld.<br>WHartlepool | JohnstonLine,Ld. (Furness,Withy&Co.Ld.,*Mgrs.*) | 360·0<br>P35'B171'F32' | 52·0 | 24·6 | Liverpool<br>British<br>*WB* | T.3Cy.26",43"&73"-48"<br>Richardsons, 369NHP<br>Westgarth&Co.Ld.Hpl. | | C |
| 14182<br>143836<br>KDBS | Dromore Castle SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&3*rd dk*(*Stl*)<br>Wireless Sub.Sig. *inNo.1hold* | 5242<br>4782<br>3199 | ✠100A1<br>7,21 ~~11,20~~ 12,21 Lea<br>✠LMC11,19 | NYk | *y* | CL | 1919<br>11mo<br>*Lloyd's A&CP* | Harland& Wolff,Ld.<br>Greenock | Union-CastleMail S.S.Co.Ld.<br>*CellDB* | 400·3<br>P50'B113'F39'<br>FK<br>340'1051t*FPT*132t | 52·3 | 28·5 | London<br>British<br>7*BHptCem*<br>*APT220t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Grk. | 31 ″ 0<br>s6 ″ 2<br>25 ″ 3 | |
| 14183<br><br>NWLP | Dronning Agnes WoodSc4MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 355<br>310<br>274 | | | | | 1918 | Akties. Skibsv.Lilleö<br>Korsör | Rederiet DannevirkeA/S. (H.Hansen,*Mgr.*) | 137·7<br>Q35' | 30·1 | 12·8 | Copnhagn<br>Danish | Oil Engine 2S.C.SA<br>3Cy.14$\frac{3}{16}$"-15⅜" 43NHP<br>TuxhamMaskinfabrikCpn. | | V |
| 14184<br><br>NWLJ | Dronning Dagmar WoodSc<br>*Motor* 4MstSr<br>1*Dk* | 416<br>375<br>334 | | | | | 1919 | A/S.F. Kolfoed<br>Faxe | Rederiet DannevirkeA/S. (H.Hansen,*Mgr.*) | 141·2 | 30·2 | 14·1 | Copnhagn<br>Danish | Motor<br>TuxhamA/S.Cpn. | | V |
| 14185<br><br>NCGJ | DronningMargrethe WoodAuxSc4MstSr<br>*OilEng.*<br>(*See Sailing Ship Register.*) | 469<br>419<br>386 | | | | | 1920 | A/S.I. Koefoed<br>Fakse | Rederiet "Dannevirke" (H.Hansen, *Mgr.*) | 145·2 | 31·5 | 14·7 | Copnhagn<br>Danish | Oil Engine<br>3Cy.<br>A/SHeraMotorfbrk.,Cpn. | | |
| 14186<br><br>NPVS | Dronning Maud SteelScSr<br>*Elec.light* Wireless 2*Dks* | 1761<br>1013<br>871 | | | | | 1906 | Akt.Burmeistr&Wain<br>Copenhagen | DetForenede DampskibsSelsk. | 273·0 | 38·2 | 22·8 | Copnhagn<br>Danish<br>*WB* | T.4Cy.25",42½"&(2)51"-42"<br>337NHP<br>Akt.Burmeistr&Wain,Cpn | | V |
| 14187<br><br>NBKW | Dronning Thyra WoodSc4MstSr<br>*Motor* | 465<br>420<br>376 | | | | | 1920 | A/S F.Kolford<br>Faxe | RederietDannevirke (H.Hansen, *Mgr.*) | 145·2 | 31·6 | 14·7 | Copnhagn<br>Danish | Motor<br>3Cy.14$\frac{3}{16}$"-15$\frac{5}{15}$"<br>TuxhamMotorA/S.Cpn. | | V |

| 1 Numero l'Ordre — Numero Officiel — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total — Sous le Pont — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Torme assigné maintenant expiré. Lettre d'Équipement. | 7″ Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14188<br>JVPQ | **Dronningen** SteelScSr<br>1*Dk&Awngdk* | 661<br>625<br>400 | | | | | 1893 | FevigJern-skibsbyggeri<br>Arendal | ArendalsDamp-skibsselskab | 186·6<br>H36*t* | 27·0 | 20·1 | Arendal<br>Norwegian<br>*WB* | T.3Cy.16½″,26½″&43″–30″<br>NB06 101NHP<br>BergensMek.Verkst,Bgn | |
| 14189<br>115377<br>JTKL | **Dront** SteelSc<br>ssCpn.No.3–11,14<br>Wireless ssOff.No.1–20<br>(*ex*Albatross,*ex* Felbridge) 1*Dk*(*ptIrn&ptStl*)2*trB*<br>&*deep framing3Dk rule* | 3064<br>2852<br>1953 | ✠100A1<br>~~3,21 6,20~~ 6,22<br>✠LMC6,20<br>BS6,21 | Cff<br>~~Lo~~ Mch | *v* | ~~6,20~~<br>CL<br>N5,22 | 1903<br>7mo<br>*Lloyd* | R.Thompson&Sons<br>Sunderland<br>'*sA&CP* | OrnisS.S.Co.Ld.<br>(GloverBros.<br>*Mgrs.*)<br>*CellDBa*100′*uE* | 325·4<br>P31′B170′F35′<br>FK<br>24′*f*134′750*t FPT* | 48·6 | 21·5 | London<br>British<br>5*BHCem*<br>82*t APT*44*t* | T.3Cy.24″,39″&64″–42″ (*s*)<br>160lb *120lb* NDB20 282NHP<br>2SB,6*pf*,GS122,HS4505<br>N.E.MarineEng.Co.Ld.Sld. | 24 · 0<br>s 3 · 1¼<br>21 · 2 |
| 14190 | **Drossel** SteelScLr<br>1*Dk* | 136<br>129<br>67 | | | | | 1906 | BremerVulkan<br>Vegesack | BremenVegescker FischereiGes. | 90·8<br>Q21′ | 21·4 | 9·8 | Vegesack<br>German | C.2Cy.9 1/16″&16½″–12⅝″<br>8NHP<br>BremerVulkan,Vegesack | |
| 14191<br>MHOB | **Drot** WoodSc<br>(*ex*Sailingvessel)<br>1*Dk* | 100<br>95<br>47 | | | | | 1906 | K.Skaaluren<br>Rosendal | Feddersen&Nissen | 89·0 | 22·0 | 9·3 | Hammerfest<br>Norwegian | C.2Cy.8½″&16″–12″<br>NE&B12 7NHP<br>Sandbrogd.M.V.Bergen | |
| 14192<br>2470<br>JFMV | **Drott** IronScSr<br>(*ex*Carl v.Linné)<br>1*Dk* | 109<br>84<br>27 | | | | | 1849 | MotalaCo.<br>Motala | Rederiaktieb Freja(I.Mossige Norheim,*Mgr.*) | 89·0<br>H22*t*F12′ | 17·9 | 9·9 | Stockholm<br>Swedish | 2Cy.25¼″–17½″<br>41NHP<br>MotalaCo.Motala | |
| 14193<br>3812<br>JLVT | **Drottning Sophia** SteelScSr<br>*Now named "HeinrichHugoStinnes 7," See No. 31797 in Supplement*<br>*Trunk deck Elec.light* Wireless 1*Dk* | 4932<br>4198<br>2980 | | | | | 1901 | Howaldtswerke<br>Kiel | Rederiaktieb Nordstjernan(A.A.Johnsen,*Mgr.*) | 407·3<br>P28′ H326*t* F38′ | 52·6 | 23·0 | Stockholm<br>Swedish<br>*WB* | T.3Cy.26½″,42″&69″–43″<br>312NHP<br>Howaldtswerke,Kiel | |
| 14194<br>540<br>HPVT | — IronScSr<br>2*Dks&Shelterdk* | 727<br>401<br>423 | | | | | 1875 | BergsundsMek.Verkst.<br>Stockholm | Stockholms Rederiaktieb.Svea (H.Ericson,*Mgr.*) | 184·9<br>H58*t* | 25·0 | 13·1<br>20·3 | Stockholm<br>Swedish | C.2Cy.24″&48″–27″<br>100NHP<br>BergsundsMek.Vks.,Skm. | |
| 14195<br>5044<br>JRPQ | **Drottning Victoria** SteelTwinSc<br>(*Ferry*)<br>*Elec.light* Wireless Sub.Sig. 1*Dk*2*trB* | 3074<br>2399<br>1150 | | | | | 1909 | Swan,Hunter&Wigham Richardson,LdNewcastle | SvenskaStatens Jernvägar (E.Bergström) | 368·3<br>H675*t* | 50·1 | 22·2 | Trelleborg<br>Swedish<br>*WB* | T.6Cy.23½″,38½″&63″–36″<br>476NHP<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | |
| 14196<br>6277<br>KCMH | **Drottningholm** SteelTrpSc<br>Wireless (*ex*Virginian)<br>*Ref.Mchy. Elec.light* 3*Dks* | 11143<br>6546<br>6733 | | | | | 1905 | A.Stephen&Sons<br>Glasgow | RederiA/BSverige-Nordamerika (D.Broström,*Mgr*) | 517·0<br>P70′B210′H1259*t*<br>F113′ | 60·0 | 38·0 | Gothenbrg<br>Swedish<br>*WB* | 3 Steam Turbines<br>ParsonsMarineSteam TurbineCo.Ld.Nwc. | |
| 14197<br>92666 | **Drudge** SteelSc~~Sk~~<br>*Mchy.Aft* | ~~438~~<br>418 ~~403~~<br>400 ~~278~~<br>272 | | | | | 1887 | ArmstrongMitchell&Co.Ld.<br>Newcastle | ~~TheAdmiralty~~<br>Stanlee Shipbreaking&Salvage Co.Ld. | 125·0 | 35·2 | 12·5 | London<br>British | T.3Cy.12″,19½″&32″–20″<br>52~~60~~RHP<br>WallsendSlipwayCo.Nwc. | |
| 14198<br>MOGJ | **Drufar** SteelScSr<br>ssHKg.No.1–21 ssHKg.No.3–10,17<br>1*Dk*(*Stl*)&*Spar dk*(*ptStl*–teak s)<br>*Elec.light* &*deep framing* | 1739<br>1605<br>1102 | ✠100A1<br>*Spar dk withfreeboard*<br>~~4,21~~ ~~1,20~~ 11,21<br>✠LMC~~11,19~~<br>4,21 | HKg | *r* | ~~1,20~~<br>N4,21 | 1905<br>4mo<br>~~*Lloyd*~~ | FevigsJernskibsbyg<br>Fevig<br>~~'*sA&CP*~~<br>A&CP | A/S D/S Drufar (Wiel&Amundsen)<br>*W* | 269·7<br>B75′F32′<br>FK<br>*B=CellDBa*75′*uE* | 39·0 | 11·2<br>19·0 | Frdrkshld<br>Norwegian<br>4*BHCem*<br>19′*f*113′393*t* | T.3Cy.20½″,33″&56″–39″ (*r*)<br>180lb *100lb* 206NHP<br>2SB,4*pf*,GS83,HS3078<br>Richardsons,Westgarth&<br>*APT*14*t* Co.Ld.Mdb. | 21 · 3<br>s 4 · 7<br>16 · 11 |
| 14199<br>195 | **Drug** IronPad<br>1*Dk* | 238<br>—<br>123 | | | | | 1889 | Hartmann<br>Budapest | RussianBlackSea-DnieprS.N.Co. | 124·0 | 22·4 | 10·9 | Odessa<br>Russian | C.2Cy.24½″&36″–51⅜″<br>NB05 69NHP | |
| 14200<br>112393 | **Druid** SteelTwinScSr<br>ssQbc.No.1–07<br>1*Dk*(*Stl*–ws)<br>*Elec.light* Sub.Sig. Wireless | 503<br>367<br>193 | ✠<br>4,07<br>✠ | Qbc | *h* | | 1902<br>7mo | Fleming&Ferguson,Ld.<br>Paisley | CanadianGovernment<br>*WB=Cell DBf*35′31*tDTa*22′ | 160·0<br>B28′F28′<br>*Shade dk*63′ FK<br>44*tDTf*13′27*tFPT* | 30·1 | 12·5 | Ottawa<br>British<br>5*BHCem*<br>18*tAPT*11*t* | T.6Cy.13″,21″&34″–24″<br>59RHP<br>3SB,6*cf*,GS95,HS2580<br>Fleming&FergusnLd.Psy. | 13 · 0 |
| 14201<br>OFTR | **Drulingen** WoodTwinSc<br>(*ex*Mulhouse)<br>*Mchy.Aft Elec.light* 1*Dk* | 1158<br>—<br>676 | | | | | 1920 | DavieS.B.&Repg.Co.<br>Lauzon,P.Q. | FrenchGovernment | 195·7<br>P98′F28′ | 40·5 | 15·2 | Havre<br>French | C.4Cy.12″&24″–24″ 38NHP<br>TidewaterShipbuilders,Ld.ThreeRivers,P.Q. | |
| 14202<br>108675 | **Drumblade** SteelScK<br>ssAbn.No.1–05<br>1*Dk* | 195<br>186<br>78 | ✠<br>*StmTrawler*<br>1,07<br>✠ | Abn | | | 1900<br>4mo | J.Duthie&Co.<br>Montrose | North ofScotland SteamFishingCo. (W.Meff,*Mgr.*) | 114·7<br>BK7½″ | 21·7 | 12·0 | Aberdeen<br>British<br>3*BHCem* | T.3Cy.11¾″,20″&33″–22″<br>1SB,2*pf*,GS39,HS951 58RHP<br>S.&H.Morton&Co.Leith | 12 · 6 |
| 14203<br>108674 | **Drumblair** SteelScK<br>ssAbn.No.1–04<br>1*Dk* | 196<br>187<br>79 | ✠<br>*StmTrawler*<br>6,07<br>✠ | Abn | | | 1900<br>1mo | J.Duthie&Co.<br>Montrose | N.of ScotlandStm. FishingCo.Ld. (W.Meff,*Mgr.*) | 114·7<br>BK7½″ | 21·7 | 12·0 | Aberdeen<br>British<br>3*BHCem* | T.3Cy.11¾″,20″&33″–22″<br>1SB,2*pf*,GS39,HS951 58RHP<br>S.&H.Morton&Co.Leith | 12 · 6 |
| 14204<br>146263<br>KLCP | **Drumlough** SteelSc<br>*Mchy.Aft Well deck* 1*Dk*(*Stl* | ~~300~~<br>311 206<br>113 | ✠100A1<br>10,21<br>~~(*ClassContemplated*)~~<br>✠LMC10,21 | Gls | *d* | CL | 1921<br>10mo<br>*Lloyd's A&CP* | Rennie,Ritchie&NewportS.B.Co.Ld.<br>Rutherglen | ~~A.King&Co.~~ AlexanderKingLd. | ~~130·0~~<br>~~Q48~~′B8′F28′<br>130·8<br>Q49′<br>*FPT*33*t APT*16*t* | ~~22·5~~<br>22·6 | ~~10·5~~<br>9·9<br>FK | ~~Belfast~~<br>British<br>Glasgow<br>3*BHCem* | C.2Cy.15″&32″–24″ (*s*)<br>130lb 63RHP<br>1SB,2*pf*,GS40,HS1240<br>Gauldie,Gillespie&Co.~~Glw~~ | 10 · 6<br>s · 8<br>10 · 0<br>Ld,Glw. |
| 14205<br>143946 | **Drummer** SteelScK<br>ssGms.No.1–20<br>1*Dk* | 276<br>257<br>107 | ✠100A1<br>*Stm.Trawler*<br>12,21 ~~6,20~~<br>BS12,21<br>✠LMC6,20 | Gms | | CL<br>6,20 | 1915<br>3mo<br>*Lloyd* | Smith'sDockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*) | 130·0<br>Q72′F21′<br>BK7½″<br>*WB=* | 23·5 | 12·8 | Grimsby<br>British<br>3*BHCem*<br>*DTf*9′19*t* | T.3Cy.12½″,21″&35″–26″ (*s*)<br>180lb 85RHP<br>1SB,3*cf*,GS51,HS1619<br>Smith'sDockCo.Ld.Mdb. | 13 · 6 |
| 14206<br>138984 | **Drummer Boy** SteelScK<br>1*Dk* | 209<br>189<br>91 | ✠100A1<br>*StmTrawler*<br>2,19<br>✠LMC9,18 | Gms | | CL<br>1,19 | 1916<br>7mo<br>*Lloyd* | Cochrane&Sons,Ld.<br>Selby<br>'*sA&CP* | Stringer'sSteam FishingCo.Ld. (A.Stringer,*Mgr.*) | 115·8<br>Q67′F18′<br>BK7½″ | 21·5 | 11·6 | Boston<br>British<br>4*BHCem* | T.3Cy11½″,19½″&32″–24″(*s*)<br>180lb 51RHP<br>1SB,2*pf*,GS32,HS1221<br>Crabtree&Co.Ld.Gt.Yar. | 12 · 4 |
| 14207<br>135993 | **Drusilla** SteelScK<br>ssMdb.No.1–19<br>*Elec.light* 1*Dk* | 250<br>230<br>96 | ✠100A1<br>*StmTrawler*<br>4,21 ~~9,19~~<br>BS4,21<br>✠LMC9,19 | Mdb<br>Gms | | CL<br>9,19 | 1914<br>1mo<br>*Lloyd* | Smith'sDockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*) | 125·0<br>Q74′F20′<br>BK7½″ | 23·5 | 12·4 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12½″,21″&35″–26″ (*s*)<br>180lb 85RHP<br>1SB,3*pf*,GS54,HS1522<br>Smith'sDockCo.Ld.Mdb. | 13 · 0 |
| 14208<br>142008 | **Dryburgh** SteelScTwnMsts<br>*Well deck* 1 *Dk*(*Stl*)<br>*Cargo battens not fitted* | 1352<br>1024<br>751 | ✠100A1<br>~~9,21~~ ~~9,20~~ 9,21<br>✠LMC7,18 | Gmh<br>~~Mdb~~ Shl | *o* | CL<br>~~7,20~~<br>3,21 | 1919<br>7mo<br>*Lloyd* | CampbeltownSBCoLd<br>Campbel'twn<br>'*sA&CP* | G.Gibson&Co.Ld. | 230·0<br>Q79′B56′F27′<br>FK<br>*CellDB*190′395*t* | 35·8 | 15·5 | Leith<br>British<br>4*BHCem*<br>*APT*50*t* | T.3Cy.18″,30″&50″–33″ (*s*)<br>180lb 172NHP<br>2SB,6*cf*,GS97,HS2886<br>Ross&Duncan,Glasgow | 17 · 7<br>s 1 · 3¾<br>16 · 8 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14209<br>131463<br>HWVM | **Dryden** SteelScSr<br>ssMdb.No.2-20 ssLiv.No.1-18<br>*Elec.light* *2Dks(Stl)&Web frames*<br>Wireless *Longitudinal framing* | 5839<br>5413<br>3699 | ✠100A1<br>2,21 ~~2,20~~<br>✠LMC12,20 | Hul<br>Lon | *a*† | CL<br>12,20 | 1912<br>10mo<br>*Lloyd* | W.Hamilton&Co.Ld.<br>Pt.Glasgow<br>*'sA&CP* | LivBrazil&RPlate SN.CoLd(Lamport &Holt,Ld.*Mgrs.*)<br>*WB* | 424·4<br>P36'B145'F50'<br>FK<br>*Intermediate BH in after hold omitted*<br>*= CellDBa 124' u E* | 53·0 | 29·9 | Liverpool<br>British<br>*Cem*<br>*6BH to Udk*<br>*1 BH to 2nd*<br>*&B58' f 179'* | T.3Cy.27½",45"&75"-51" (*s*)<br>180lb 536NHP<br>4SB,*12cf*,GS231,HS9640<br>D.Rowan&Co.Glasgow<br>*dk only*<br>*1230tFPT64tAPT40t* | 32 " 6<br>s 6 " 7<br>26 " 3 | |
| 14210<br>219332<br>LVBJ | — SteelSc<br>*Elec.light* *2Dks(Stl)&*<br>Wireless Sub.Sig. *Shelter dk(Stl)* | 5816<br>5479<br>3567 | *Fitted for oil fuel12,19 F.P. above150°F. 1IntermediateBHin aft'tween dk dispensed with*<br>*Cell DB370' 1355t DTa30'882tFPT117t* | | ••• | CL | 1919<br>12mo | TheSun S.B.Co.<br>Chester,Pa. | UnitedStates ShippingBoard | 434·3<br>FK<br>*Collision* | 57·7 | 27·2 | Phildlphia<br>Utd.States<br>*BH to S dk*<br>*5 ,, ,, U ,,*<br>*1 ,, ,, 2nd,,*<br>*APT76t* | T.3Cy.27",45½"&76"-51"(*r*)<br>190lb 612NHP<br>3SB,*9cf*,GS207,HS9198 FD<br>TheSunSBCo.Chester.Pa. | 30 " 3<br>s 4 " ½<br>26 " 1 | |
| 14211<br>132281<br>HTSP | **Drypool** SteelScK<br>ssHul.No 2-20<br>1*Dk* | 331<br>291<br>132 | ✠100A1<br>*StmTrawler*<br>~~8,21~~6,14 1,22<br>~~Examined11,19~~ | Hul<br>✠LMC8,20<br>BS5,21 | | CL<br>~~8,20~~<br>1,22 | 1911<br>11mo<br>*Lloyd* | Cochrane &Sons<br>Selby<br>*'sA&CP* | CitySteamFishing Co.Ld. | 141·8<br>Q74'F23'<br>BK8"<br>*WB=* | 24·0 | 12·5 | Hull<br>British<br>*4BHCem*<br>*DBf23'25t* | T3Cy.12¾",22¾"&37"-26" (*s*)<br>200lb 94RHP<br>1SB,*3pf*,GS49,HS1628<br>Amos&Smith,Ld.Hull | 13 " 4 | |
| 14212 | **Duala** SteelScSr<br>ssNts.No.2-20<br>(*ex*Armanistan) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 3511<br>3174<br>2202 | ✠100A1<br>5,21 ~~1,20~~ | Nts<br>✠LMC9,19<br>BS1,21 | *v* | CL<br>~~1,20~~<br>5,21 | 1911<br>2mo<br>*Lloyd* | W.Gray& Co.Ld.<br>WHartlepool<br>*'sA&CP* | ~~FrenchGovernment~~ CieNantaise deNav.a Vap | 360·0<br>P25'B86'F37'<br>*WB= CellDB* FK<br>*a116' uE25' f159'* | 47·1 | 22·8 | Havre<br>French<br>*6BHCem*<br>*870tAPT25t* | T.3Cy.25",40"&65"-42" (*s*)<br>180lb *100lb* 386NHP<br>2SB,*6pf*,GS125,HS5733 FD<br>Cen.Mar.Eng.Wrks WHpl | 25 " 3 | |
| 14213 | **Dubac** SteelScSr<br>ssShl.No.3-7,13<br>1*Dk*(*ptIrn&ptStl*)<br>*deep framing&Web frames*<br>ssNap.No.1-20 | 2819<br>2623<br>1804 | ✠100A1<br>11,20<br>~~Examined9,19~~<br>MS3,19 MS7,13 | Shl<br>Nap<br>✠LMC<br>BS6,20 | *u* | CL<br>6,20 | 1901<br>8mo | J.Blumer &Co.<br>Sunderland<br>A&CP | Dubrovacka Parobrodska Plovidba<br>*WB=CellDBa110'* | 319·7<br>P28'B91'F31'<br>FK<br>*uE&B34'f128' 796t* | 46·1 | 21·2 | Ragusa<br>*5BHCem*<br>*APT110t* | T.3Cy.22½",37"&61"-42" (*s*)<br>160lb *100lb* NDB14 257NHP<br>2SB,*6cf*,GS118,HS4106<br>G.Clark,Ld.Sunderland | 23 " 9 | |
| 14214<br>NMPB | **Dubhe** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 3233<br>2949<br>1968 | | | | | 1912 | Rotterdam Droogd.Maat<br>Rotterdam | VanNievelt, Goudriaan&Co's Stoomv.Maats. | 332·0<br>P25' | 48·2 | 22·2 | Rottrdam<br>Dutch | T.3Cy.23",38"&62"-42"<br>249NHP<br>RotterdamDroogd.Maats. | | V |
| 14215<br>HBCF | **Dublin** SteelTwinScSr<br>*Well deck* *Elec.light* 1*Dk* | 1258<br>882<br>758 | | | … | | 1912 | CaledonS. B.&E.Co.Ld.<br>Dundee | The Argentine Nav.Co.(Nicolás Mihanovich)Ltd. | 250·2<br>Q73'B78'F26'<br>FK | 40·1 | 10·7 | Bns.Ayres<br>Argentine<br>*Wb* | T8Cy(2)12",(2)20"&(4)24" -24" 182NHP<br>CaledonSB.&E.Co.Ld.Dun | 11 " 6 | |
| 14216<br>117516<br>JHDF | — SteelSc3MstSr<br>ssDub.No.1-20 ssDub.No.3-7,16<br>*Mchy.Aft* *Well deck* 1*Dk*(*Irn*)<br>*Elec.light* *Cargo battens not fitted* | 711<br>500<br>283 | ✠100A1<br>11,20 ~~10,19~~ | Dub<br>✠LMC11,20 | *k* | CL<br>11,20 | 1904<br>4mo<br>*Lloyd* | J Fullerton &Co.<br>Paisley<br>*'sA&CP* | British&IrishStm PacketCo.Ld.<br>*WB=Cell* | 200·0<br>Q111'B11'F35'<br>BK7½"<br>*DBf117'178tFPT* | 29·0 | 11·3 | Dublin<br>British<br>*4BHCem*<br>*85tAPT5t* | T.3Cy.18",29"&48"-36" (*s*)<br>170lb *90lb* 156NHP<br>1SB,*4cf*,GS75,HS2540<br>Ross&Duncan,Glasgow | 14 " 0<br>s " 9½<br>13 " 11 | |
| 14217<br>157626<br>KRFJ | **Dubois** WoodSc<br>1*Dk* | 223<br>—<br>151 | | | | | 1901 | ...............<br>Tottenville, N.Y. | Henry duBois SonsCo. | 105·4 | 25·4 | 12·0 | NewYork<br>Utd.States | | | |
| 14218<br>OFUG | **Duc d'Aumale** SteelTwinScSr<br>*Elec light* Wireless 3*Dks* | 4452<br>—<br>1964 | | | | | 1912 | Atel.&Ch. deProvence<br>Marseilles | Cie.Générale Transatlantique | 378·8<br>P39'B189'F34' | 49·3 | 28·2 | Marseilles<br>French<br>*WB* | T.8Cy.(2)23⅝",(2)38⅝"& (4)47¼"-43⅜" 589NHP<br>Atel.&Ch.deProvence,Msl. | | V |
| 14219<br>OFUB | **Duc-de-Bragance** SteelScSr<br>1*Dk&Spardk3trB*<br>*Elec.light* Wireless | 2023<br>1832<br>894 | | | | | 1889 | Cie.Générl. Trnsatlntq<br>St.Nazaire | Cie.Générale Transatlantique | 334·6<br>H— F46' | 34·7 | 16·8<br>24·1 | Marseilles<br>French | T.3Cy.33",49"&78"-49"<br>NB99 426NHP<br>Cie.Gén.Trans.St.Nazaire | | |
| 14220<br>517<br>NTOD | **Duca D'Aosta** SteelTwinScSr<br>3*Dks&Shelter dk4trB*<br>*Elec.light* Wireless Sub.Sig. | 8169<br>—<br>4507 | | | | | 1909 | Cant.Nav. Siciliani<br>Palermo | Nav.Gen.Italiana | 476·1 | 53·5 | 18·9<br>30·3 | Genoa<br>Italian | Q.8Cy.23⅝",33⅞",49⅗"&72⅘"- 51⅕" 760NHP<br>N.Odero fuA&Co.Sestri-Pe | | I |
| 14221<br>368<br>NTOE | **Duca degli Abruzzi** SteelTwinSc<br>3*Dks&Shelter dk*<br>*Elec.light* Wireless Sub.Sig. | 8249<br>—<br>4577 | | | | | 1907 | Cant.Nav. Riuniti<br>Spezia | Nav.Gen.Italiana | 475·8 | 53·4 | 18·7<br>30·3 | Genoa<br>Italian<br>*WB* | Q.8Cy.23⅝",33⅞",49⅝"&72⅞"- 51⅕" 760NHP<br>N.Odero fuA&Co.Sestri-Pe | | I |
| 14222<br>108072 | **Duchess** SteelScCtr<br>*Elec.light* 1*Dk&Shadedk* | 308<br>229<br>137 | ✠<br>12,02 | Gls<br>✠ | *d* | | 1897<br>7mo | Mackie& Thomson<br>Glasgow | TheMayor,Councillors&Burgesses of the Borough of Eastbourne,N.Z. | 133·6<br>F18'<br>BK7½"<br>*WB=FPT9t* | 26·0 | 10·3 | Wellingtn N.Z.<br>British<br>*4BHCem* | T.3Cy.15",25"&40"-27"<br>81RHP<br>1DB,*4cf*,GS51,HS1840<br>Muir&Houston(Lim.),Gls. | 11 " 3 | |
| 14223<br>105233 | — SteelScK<br>ssBwg.2ndNo.3-9,21 ~~ssBkn.No.3-10,08~~<br>*Mchy.Aft* ~~ssShl.No.2-16.~~<br>1*Dk*(*Stl*)*Keelson&Webframespt Irn* | 155<br>118<br>70 | ✠100A1<br>2,22 ~~12,19~~<br>✠NB10,08<br>BS9,20 | Cff<br>Lon<br>✠LMC~~5,19~~<br>9,21 | *a* | CL<br>~~12,19~~<br>9,21 | 1897<br>1mo<br>*Lloyd* | Allsup& Co.(Lim.)<br>Preston<br>*'sA&CP* | Palmer&Hume | 97·2<br>Q30'B6'F14'<br>FK<br>*WB=* | 19·6 | 8·3 | Preston<br>British<br>*3BHCem*<br>*FPT24t* | T.3Cy.9",15"&24"-18" (*s*)<br>160lb 30RHP<br>1SB,*2pf*,GS22,HS560<br>Allsup&Co.(Lim.),Preston | 8 " 9<br>s " 9½<br>8 " 1 | |
| 14224<br>95116 | **Duchess of Albany** SteelPadSp<br>1*Dk* | 256<br>226<br>108 | | | | | 1889 | Scott&Co.<br>Greenock | L.&S.W.Rlwy.Co. &L.B.&S.C.Rly.Co | 170·4<br>B53' | 22·1 | 8·5 | Portsmth<br>British | C.D.2Cy.23"&54"-54"<br>NB02 179NHP<br>Scott&Co.,Greenock | | |
| 14225<br>121333 | **Duchess of Argyll** SteelTrpScSp<br>*Elec.light* Wireless 2*Dks* | 593<br>445<br>238 | | | | | 1906 | W.Denny &Bros.<br>Dumbarton | CaledonianSteam PacketCo.Ld. | 250·0<br>Q10'B&F240' | 30·1 | 10·1 | Glasgow<br>British | 3 Steam Turbines<br>399RHP<br>Denny&Co.Dumbarton | | |
| 14226 | **Duchess of Buccleuch** Steel PadSp<br>*Elec.light* | 450 | | | | | 1915 | A&J Inglis Ld.<br>Glasgow | ~~GallowaySaloon SteamPacketCo.~~ TheAdmiralty | 224·5<br>Q23'<br>*Promenade dk* 201' | 28·0 | 8·4 | Leith<br>British | C.2Cy.37"&67"-66"<br>303NHP<br>A.&J.Inglis,Ld.Glasgow | | |
| 14227<br>99941<br>PRVT | **Duchess of Devonshire** Steel TwinScSr<br>*Elec.light* Wireless 2*Dks* | 1200<br>970<br>505 | | | | | 1897 | NavalCon. &Arm.Co.Ld<br>Barrow | MidlandRly.Co. | 300·0<br>P68'B131'F60' | 35·1 | 15·7 | Barrow<br>British<br>*WB* | T.6Cy.21",32"&50"-30"<br>NB10 273NHP<br>NavalCon.&A.Co.,Ld.,Brw | | BT<br>till<br>12,2 |
| 14228<br>85956<br>MPCH | — SteelPadSr<br>1*Dk* | 221<br>185<br>92 | | | | | 1891 | R.&H. Green<br>London | DevonDock,Pier& S.S.Co.Ld. | 170·0<br>B84' | 20·0 | 8·1 | Exeter<br>British | C.D.2Cy.22½"&45"-36"<br>101NHP<br>J.Penn&Sons(Lim.),Lon. | | |
| 14229<br>110219 | **Duchess of Fife** SteelPadSr<br>1*Dk* | 443<br>344<br>186 | | | | | 1899 | Clydebank E&SB.Co.Ld.<br>Clydebank | L.&S.W.Rlwy.Co. &L.B.&S.C.Rly.Co | 215·0 | 26·1 | 9·5 | Portsmth<br>British | C.2Cy.26"&55"-54"<br>Clydebank 185NHP<br>E&SBCo.Ld.Clydebank | | |
| 14230<br>115767 | — SteelPad<br>*Elec.light* 1*Dk* | 336<br>291<br>138 | | | | | 1903 | Fairfield Co.Ld.<br>Glasgow | CaledonianSteam PacketCo.Ld. | 210·3 | 25·0 | 8·5 | Glasgow<br>British | T.4Cy.(2)16½",35"&52"-54"<br>199NHP<br>FairfieldCo.Ld.Glasgow | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. 3 Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14231<br>108009 | **Duchess of Kent** SteelPad<br>1*Dk*&*Promenade dk* | 399<br>318<br>164 | | | | | 1897 | Day,Summers&Co.<br>Southampton | L.&S.W.Rlwy.Co.<br>&L.B.&S.C.Rly.Co | 195·4<br>*Promenadedk*185′ | 26·1 | 9·0 | Portsmth<br>British | C.2Cy.32″&59″–60″<br>225NHP<br>Day,Summers&Co.,Sou. | | |
| 14232<br>131994 | **Duchess of Norfolk** SteelPad<br>*Elec.light* 1*Dk* | 381<br>303<br>154 | | | | | 1911 | D&WHendersn&Co.Ld.<br>Glasgow | L.&S.W.Rlwy.Co.<br>&L.B.&S.C.RlyCo | 190·0 | 26·1 | 8·7 | Portsmth<br>British | C.D.2Cy.27″&51″–54″<br>159NHP<br>D&W.Hendersn&CoLdGls | | |
| 14233<br>128414 | **Duchess of Richmond** SteelPadSp<br>*Elec light* 1*Dk* | 354<br>286<br>144 | | | | | 1910 | D&WHendersn&Co.Ld.<br>Glasgow | L.&S.W.Rlwy.Co.<br>&L.B.&S.C.Rly.Co | 190·2 | 26·1 | 8·7 | Portsmth<br>British | C.D.2Cy.27″&51″–54″<br>162NHP<br>D&W.Hendersn&CoLdGls | | |
| 14234<br>104622 | **Duchess of Rothesay** SteelPadSk<br>1*Dk* | 338<br>309<br>127 | | | | | 1895 | J.&G.Thomson,Ld.<br>Clydebank | CaledonianSteam<br>PacketCo.Ld. | 225·6<br>H24*t*<br>*Promenadedk*212′ | 26·1 | 8·6 | Glasgow<br>British | C.D.2Cy.27½″&58″–54″<br>NB14 206NHP<br>J&GThomsonLdClydebnk | | |
| 14235<br>103342 | **Duchess of York** SteelPad<br>1*Dk* | 490<br>297<br>262 | | | | | 1895 | W.C.White<br>Montreal | Exors.&Trustees<br>Estate of Hon.Wm.<br>Owens | 156·8<br>H140*t* | 25·3 | 9·4 | Montreal<br>British | 1Cy.34″–108″<br>59RHP<br>*re-blt.*95J.&R.Weir,Montrl | | |
| 14236<br>106903<br>KBRJ | — SteelPad<br>1*Dk* | 302<br>232<br>127 | | | | | 1896 | Barclay,Curle&Co.Ld<br>Glasgow | Sou.I.ofWight&<br>S.ofEng.Royal<br>MailStmPktCo.Ld | 185·5 | 22·1 | 8·6 | London<br>British | D.2Cy.24″&45″–64″<br>135NHP<br>Barclay,Curle&Co.Ld.Gls. | | |
| 14237 | **Duchessa d'Aosta** SteelSc<br>For full particulars See No. 37017 in Supplement<br>*Elec.light* | 7713<br>4662 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>(*ClassContemplated*) | | | | 1920 | Stabilmnto Tecnico Triestino<br>Trieste | Navigazione<br>LiberaTriestina | 450·0<br>B167′ | 57·0 | 35·0 | Trieste<br>Italian | T.3Cy.32″,51½″&83″–54″<br>StabilimentoTecnico,Tri. | 35 , 0<br>s 5 , 6½<br>26 , 1 | |
| 14238<br>94114<br>WNVS | **Duckenfield** SteelTwinScSr<br>ssSyd.2ndNo.3-7,15<br>*Well deck* ssSyd.No.1-20<br>*Elec.light* 1*Dk*(*Stl*)2*trB* | 912<br>726<br>552 | ✠100A1<br>~~4,21~~ ~~2,20~~ 3,22<br>✠NB4,12 | Syd<br>✠LMC2,20<br>BS1,21 | *m* | CL<br>2,20<br>P4,21 | 1890<br>6mo<br>*Lloyd* | Fleming&Ferguson<br>Paisley<br>'*sA&CP* | J.&A.Brown<br>*WB=DBa57′100t* | 220·0<br>Q109′B22′F24′<br>BK8″<br>*FPT42′APT28t* | 31·0 | 13·1 | Newcastle<br>N.S.W.<br>British<br>*6BHCem* | Q.4Cy.13″,18″,25″&36″–29″<br>200lb *60lb* (*r*) 170NHP<br>2SB,*6cf*,GS102,HS2760<br>Fleming&Ferguson,Psy. | 15 , 6<br>s 1 , 6<br>14 , 8 | |
| 14239<br>OFUJ | **Ducouëdic** SteelScK<br>(*Trawler*)<br>Wireless 1*Dk* | 260<br>—<br>82 | | | | | 1908 | Smith's DockCo.Ld.<br>NorthShields | Cie.Lorientaise de<br>Chalutage | 125·2<br>Q72′F21′ | 22·1 | 12·2 | Lorient<br>French | T.3Cy.12½″,21″&34″–25″<br>58NHP<br>W.V.V.Lidgerwood,Gls. | | |
| 14240<br>63254 | **Duddon** IronPadSp | 107<br>106<br>27 | | | | | 1866 | Harland&Wolff<br>Belfast | W.J.Barratt<br>(S.P.Wilson,*Mgr.*) | 94·4 | 18·1 | 9·3 | Liverpool<br>British | L.2Cy.27½″–46″<br>50RHP<br>G.K.Stothert&Co,Bristol | | |
| ✻ 14241<br>137639 | **Dudley N.B.** SteelScK<br>1*Dk*(*Stl*) | 203<br>201<br>88 | ✠100A1<br>*StmTrawler*<br>~~3,21~~ ~~10,19~~<br>1,22 ~~9,21~~ | Lth<br>Hul<br>✠LMC11,19 | | ~~9,21~~<br>1,22 | 1919<br>6mo<br>*Lloyd* | Hawthorns&Co.Ld.<br>Leith<br>'*sA&CP* | HollinwoodSteam<br>Trlg.Fshg.Co.Ld.<br>(B.Knowles,*Mgr.*) | 115·4<br>BK7½″ | 22·2 | 12·1 | Hull<br>British<br>*3BHCem*<br>*DBf29′20t* | T.3Cy.12″,20″&34″–23″ (*r*)<br>180lb 71RHP<br>1SB,*3pf*,GS39,HS1347<br>Hawthorns&Co.Ld.Leith | 13 , 0 | |
| 14242<br>MTNH | **Duen II.** SteelSc<br>(*ex*Freden,*ex*Hindenburg)<br>*Elec.light* 1*Dk* | 135<br>135<br>48 | | | | | 1914 | Union Giesserei<br>Königsberg | D/S A/S<br>Asker,Röken&<br>Hurum(Th.<br>Mortensen,*Mgr.*) | 99·2 | 21·4 | 9·5 | Chrstiania<br>Norwegian | C.2Cy.12⅝″&23⅝″–14½″<br>17NHP<br>UnionGiesserei<br>Königsberg | | |
| 14243<br>120947<br>HGFW | **Duendes** SteelScSr<br>ssLiv.No.3-7,18<br>*Elec.light* 2*Dks*(*Stl*)&*deepframing*&<br>*Shelterdk*(*Stl*)*lowerdk*(*Stl*)*inNo.1hold*<br>Wireless Sub.Sig. | 4645<br>4158<br>2948 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~4,21~~ ~~10,20~~ ~~9,21~~<br>2,22 ~~BS12,19~~ | Lon<br>Liv<br>BS4,21<br>✠LMC7,18 | *y* | CL<br>~~7,18~~<br>2,22 | 1906<br>5mo<br>*Lloyd* | SirJ.Laing&Sons,Ld.<br>Sunderland<br>'*sA&CP* | PacificStmNavCo.<br>*CellDBa108′uE&* | 390·0<br>FK&BK2″<br>*B63′f165′956tFPT* | 50·0 | 25·8 | Liverpool<br>British<br>*7BHCem*<br>*50tAPT49t* | T.3Cy.25½″,42″&70″–51″ (*s*)<br>190lb 464NHP<br>3SB,*12cf*,GS219,HS8118<br>G.Clark,Ld.Sunderland | 28 , 6<br>s 3 , 8<br>25 , 4 | |
| 14244<br>116896 | **Dufferin** WoodScSr<br>1*Dk* | 211<br>117<br>99 | | | | | 1905 | J.McGill<br>Shelburne,<br>N.S. | W.J.Murdoch | 108·0 | 25·0 | 8·6 | YarmthNS<br>British | C.2Cy.15″&32″–24″ 42RHP<br>NewBurrellJohnson<br>IronCo.Ld.Yarmouth,N.S. | | |
| 14245<br>122865<br>HJTB | **Duffield** SteelScSr<br>*Turret deck* Wireless 1*Dk* | 3838<br>3128<br>2442 | | | | | 1906 | W.Doxford&Sons,Ld.<br>Sunderland | N.PetroleumTank<br>S.S.Co.Ld. (Hunting&Son,*Mgrs.*) | 350·3<br>P32′F31′ | 50·1 | 22·4 | Newcastle<br>British<br>*WB* | T.3Cy.25″,41″&66″–45″<br>292NHP<br>W.Doxford&Sons,Ld.Sld. | | |
| 14246<br>OFUY | **Duguesclin** SteelScSr<br>ssN.Yk.No.3-7,09<br>(*ex*Pioneer,*ex*ValentinFierro, 1*Dk*(*Irn*)<br>*ex*Castillejos,*ex*Compostela,*ex*Pioneer) | 538<br>393<br>288 | ✠<br>5,05 | Cff<br>✠ | *i* | | 1891<br>10mo | McIlwaine&M'Coll,Ld.<br>Belfast | VicomteLeGualès<br>deMézaubran<br>*Cell* | 180·6<br>Q91′B48′F30′<br>BK7½″<br>*DBa49′61t FPT42t* | 27·6 | 12·7 | St.Brieuc<br>French<br>*4BHCem*<br>*APT13t* | T.3Cy.13½″,23″&40″–30″<br>88NHP<br>1SB,*2pf*,GS42,HS1366<br>McIlwaine&M'Coll,Ld.Bel | 13 , 10 | |
| 14247<br>OFUW | — WoodAuxScDy<br>Foundered 9,21<br>*OilEng.*<br>(*ex*SailingVessel)<br>(*See Sailing Ship Register*) | 148<br>—<br>116 | | | | | 1899 | A.Baheux<br>Boulogne | Baborier | 91·7 | 25·2 | 12·1 | Boulogne<br>French | Oil Engines<br>2Cy.8$\frac{11}{16}$″–10$\frac{1}{16}$″ 11NHP<br>NE*fitted*19<br>A.GulowsonA/S Chrstiania | | |
| 14248 | **Duilio** SteelQuadScSr<br>*Elec.light*<br>*Ref.Mchy.* | 22000 | 100A1<br>(*ClassContemplated*) | | | | 1917 | G.Ansaldo&Co.<br>SestriPonent. | Nav.Gen.Italiana | 601·4 | 75·9 | 50·1 | Genoa<br>Italian | 4 Steam Turbines<br>G.Ansaldo&Co.Smp. | | |
| ✻ 14249<br>NMQH | **Duivendrecht** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*) | 1304<br>1107<br>744 | ✠100A1<br>8,21 ~~7,20~~ | Rot<br>✠LMC6,19 | *o* | 7,19 | 1919<br>6mo | NVSchpsw Baanhoek<br>Sliedrecht<br>A&CP | N.V.Maats.<br>"Kustvaart"<br>(Ph.VanOmmeren,<br>*Mgr.*) *Cell* | 237·4<br>P23′B60′F24′<br>FK<br>*DB195′324tFPT* | 36·7 | 15·9 | Rottrdam<br>Dutch<br>*4BHCem*<br>*30tAPT52t* | T.3Cy.17½″,29″&47″–36″ (*s*)<br>180lb 175NHP<br>2SB,*4cf*,GS86,HS3130<br>J&Av.dSchuytPapendrcht | 18 , 0<br>s 2 , 2<br>16 , 1 | |
| 14250<br>WMSN | **Dukat** SteelScSr<br>*Elec.light* | 1350<br>1136<br>761 | | | | | 1920 | TheNew Eng.&S.B.<br>Works,Ld.<br>Shanghai | D S A/S Dovre<br>(Bruusgaard,<br>Kiösterud&Co.<br>*Mgrs.*) | 242·7<br>P24′B62′F24′ | 37·2 | 15·0 | Drammen<br>Norwegian | T.3Cy.18½″,29″&49″–33″<br>TheNewEng.&Shipbdg.<br>Works,Ld.Shanghai | | |
| ✻ 14251<br>127575<br>HPGS | **Duke of Argyll** SteelTrpScSr<br>*Elec.light* Wireless 2*Dks* | 2036<br>1399<br>831 | | | | | 1909 | W.Denny&Bros.<br>Dumbarton | ~~Lancs&Yorks.&Lon~~<br>~~&N.W.Rly.Cos.~~<br>L.&N.W.Rlwy.Co | 330·9<br>P27′B149′F66′ | 41·1 | 17·1 | Fleetwood<br>British<br>*WB* | 3 Steam Turbines<br>Denny&Co.Dumbarton | | |
| 14252<br>89707<br>MNSP | **Duke of Clarence** SteelTwinScSr<br>2*Dks*<br>Sub.Sig. Wireless | 1653<br>994<br>687 | | | | | 1892 | LairdBros.<br>Birkenhead | ~~Lancs.&Yorks.Rly~~<br>~~Co~~L.&N.W.Rlwy<br>Co. | 312·5<br>P75′ B128′ F72′ | 36·2 | 15·9 | Goole<br>British | T.6Cy.22″,34″&51″–33″<br>NB07 299NHP<br>LairdBros.,Birkenhead | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14253<br>114299<br>TSDC | **Duke of Connaught** SteelTwinSc<br>*Elec.light* Wireless *2Dks* | 1644<br>~~1564~~<br>1173<br>691 ~~650~~ | | | | | 1902 | J.Brown&Co.<br>Clydebank | ~~Lancashire&Yorkshire&L.&N.W.R.Cos~~ L&NWRlyCo. | 315·0\|38·2\|16·7<br>P80'B130'F72' | Fleetwood<br>British<br>*WB* | T8Cy(2)23"(2)34"&(4)38½"-33"<br>340NHP<br>J.Brown&Co.Clydebank | | |
| 14254<br>92237<br>KSOP | **Duke of Cornwall** SteelScSr<br>ssOsc.2ndNo.3-10,12<br>ssCffNo.2-20<br>*Well deck* *1Dk(Stl)&Webframes*<br>Wireless | 1704<br>1293<br>1081 | ✠100A1<br>~~7,21 20 10,21~~<br>4,22<br>MBS8,21<br>✠LMC2,20 | Npt<br>~~Cff~~ | *q* | ~~2,20~~<br>~~8,21~~<br>N10,21 | 1888<br>6mo | W.Gray&Co.<br>WHartlepool<br>A&CP | R.B.ChellowStm.Nav.Co.Ld,(F.Shearman,*Mgr.*)<br>*WB=DBa82'* | 260·5\|36·6\|18·2<br>P27'Q80'B104'<br>F25' BK9"<br>*f*100'378t*APT*15t | Falmouth<br>British<br>4*BHCem* | T.3Cy.19",30½"&51"-36" (*s*)<br>150lb *100lb* NDB20 156NHP<br>2SB,*4cf*,GS133<br>CntrlMarineEng.CoWHpl | 19 ″ 5<br>s 1 ″ 2½<br>19 ″ 1 | |
| 14255<br>109661<br>QFWM | — SteelTwinScSr<br>*Elec.light* *2Dks* | 1528<br>1117<br>636 | | | | | 1898 | VickersSns&Maxim,Ld.<br>Barrow | ~~Lan&Yorks.&Lon.&N.W.Rlwy.Cos,~~<br>L.&N.W.Rlwy.Co. | 315·0\|37·1\|16·5<br>P74'B132'F73' | Fleetwood<br>British<br>*WB* | T8Cy.22½",34"&(2)38½"-33"<br>NB11 170NHP<br>VickersSs&MaximLd.Brw | | BT till 11,21 |
| 14256<br>127574<br>HPBN | **Duke of Cumberland** SteelTrpScSr<br>*Elec.light* Wireless *2Dks* | 2036<br>1399<br>830 | | | | | 1909 | W.Denny&Bros.<br>Dumbarton | ~~Lan&Yorks.&Lon.&N.W.Rlwy.Cos,~~<br>L.&N.W.Rlwy.Co. | 330·7\|41·1\|17·1<br>P77'B149'F66' | Fleetwood<br>British<br>*WB* | 3 Steam Turbines<br>Denny&Co.Dumbarton | | |
| 14257<br>104431 | **Duke of Devonshire** SteelPadSr<br>*1Dk* | 250<br>205<br>99 | | | | | 1896 | R.&H.Green(Lim.)<br>London | DevonDock,Pier&S.S.Co.Ld. | 175·0\|20·6\|8·2 | Exeter<br>British<br>*WB* | C.2Cy.23"&46"-36"<br>106NHP<br>J.Penn&Sons(Lim.),Lon. | | |
| 14258<br>68707 | **Duke of Edinburgh** IronScSr<br>*1Dk* | 157<br>120<br>60 | 3,74 | Hul | | | 1873<br>12mo | Humphrys Pearson&Co.(Lim.)Hull | Sessions&Sons,Ld(A.Sessions,*Mgr.*) | 114·5\|19·9\|8·2<br>len81 | Cardiff<br>British<br>3*BHCem* | C.2Cy.15"&30"-15"<br>NB99 25RHP<br>Humphrys,Pearson&CoLd | | |
| 14259<br>76295 | **Duke of Normandy** SteelTwinSc<br>ssJer.No.3-7,15<br>ssJer.No.1-19<br>(*Tug*) *1Dk* | 66<br>64<br>22 | ✠100A1<br>9,19<br>~~BS6,20~~<br>BS11,21<br>✠LMC10,19 | Jer | *a* | 6,20 | 1903<br>5mo<br>*Lloyd's*A&CP | Philip&Son<br>Dartmouth | TheJerseyStates(J.E.LeBoutillier,*Mgr.*) | 73·8\|17·2\|8·2<br>BK7" | Jersey<br>British<br>4*BHCem* | C.2Cy.9"&18"-12" (*s*)<br>125lb 20RHP<br>1SB,*2pf*,GS28,HS745<br>Philip&Son,Dartmouth | 8 ″ 5 | |
| 14260<br>145947<br>KSBT | **Dulcino** SteelScSr<br>*Carrying molasses in bulk*<br>(*ex*Toledo) *1Dk2trB*<br>*Mchy.Aft.* *Elec.light* Wireless | 2951<br>—<br>1986 | | | | | 1902 | CraigS.B.Co.<br>Toledo,O | AmericanSugarTransitCorp | 291·4\|42·0\|26·9<br>P40'B28'F35'<br>len14 | NewYork<br>Utd.States | T.3Cy.21",34"&58"-40"<br>NB14 212NHP<br>CraigS.B.Co.Toledo,O. | | V |
| 14261<br>200593 | **Duluth** SteelScSr<br>*Elec.light* *Mchy.Aft* *2Dks* | 4623<br>—<br>3785 | | | | | 1903 | Chicago S.B.Co.<br>Chicago | GreatLakesTransitCorp. | 381·6\|50·2\|26·0<br>*WB* | Buffalo,N.Y.<br>Utd.States | Q4Cy.20¾",30",43½"&63"-42"<br>257NHP<br>DetroitS.B.Co.Detroit | | |
| 14262 | **Duma** IronScSr<br>1stSurveyWrk.4,86<br>(*ex*Diana,*ex*Ville de Bordeaux,*ex*Calder) *1Dk(Irn)* | 177<br>—<br>56 | ✠<br>9,88 | Liv | Lv | | 1882<br>10mo | Edward&Symes<br>London | | 105·6\|17·9\|10·5<br>Q21*t*<br>FK | 3*BH*<br>*WB=FPT* | C.2Cy.12½"&22"-18"<br>NB99 17NHP<br>C.Burrell&Son,Thetford | 10 ″ 4 | |
| 14263<br>OFVK | **Dumbea** SteelSc3MstSr<br>Wireless<br>(*ex*Brésil) *Elec.light* *3Dks&Spar dk* | 5695<br>5039<br>~~3925~~ 3431 | | | | | 1889 | Forges&C.de la Médit<br>LaSeyne | ~~MessageriesMaritimes~~ Soc.desServicesContractuels desMessageriesMaritimes | 463·9\|46·4\|32·5 | Marseilles<br>French<br>*WB* | T.3Cy.45½",63"&102"-51"<br>NB05 743NHP<br>Forges&C.de laMédit.Msl. | | V |
| 14264<br>113730<br>SWVJ | **Dumfries** SteelScSr<br>ssCff.No.3-2,14<br>ssShl.No.2-20<br>(*ex*Corinthia) *1Dk(Irn)2trB&deep framing&Web frames*<br>Wireless | 3650<br>3427<br>2351 | ✠100A1<br>10,21 ~~10,20~~<br>✠LMC11,20<br>BS2,22 | Shl<br>Hul | *w* | N10,20 | 1901<br>11mo<br>*Lloyd's*A&CP | JLThompson&Sons,Ld<br>Sunderland | Anglo-CelticShippingCo.Ld.(Griffiths,Payne&Co.Ld.*Mgrs.*)<br>*CellDBa* | 342·0\|49·5\|25·0<br>P29'B100'F32'<br>FK<br>104'*u*E23'*f*150'832*t* | London<br>British<br>6*BHCem*<br>*APT*55*t* | T.3Cy.24½",40"&66"-45" (*s*)<br>160lb 299NHP<br>3SB,*9pf*,GS133,HS4580<br>J.Dickinson&Sons,Ld.Sld. | 27 ″ 6<br>s 5 ″ 1<br>22 ″ 10 | |
| 14265<br>OFVM | **Dumont d'Urville** SteelScSr<br>ssLon.No.3-9,12<br>ssYka.No.1-16<br>(*ex*ShinkokuMaru, *ex*Wilcannia) *1Dk(Stl)&Spar dk*<br>*Elec.light* *(Stl-ws)&deep framing*<br>Now named "André Chénier," See No. 36259 in Supplement | 5145<br>4159<br>3100 | ✠100A1<br>*Spar dk*<br>5,18<br>BS12,18<br>✠LMC8,18 | Msl | *y* | 5,18 | 1899<br>7mo<br>A&CP | Sundrland S.B.Co.Ld.<br>Sunderland | FrenchGovernment<br>*CellDBa* | 400·0\|47·6\|20·3<br>P39'B186'F40' 28·5<br>BK9"<br>112'*u*B36'*f*1 | Marseilles<br>French<br>6*BHCem* | T.3Cy.28",47"&78"-54" (*s*)<br>180lb 584NHP<br>4SB,*12cf*,GS211,HS8320 FD<br>N.E.MarineEngCo.LdNwc<br>66'609*tFPT*85*tAPT*21*t* | 31 ″ 3<br>s 6 ″ 6<br>25 ″ 10 | |
| 14266<br>132472<br>THPJ | **Dumosa** SteelSc<br>*Elec.light*<br>Wireless *1Dk(Stl)&Web frames*<br>*Longitudinal framing* | 3351<br>3012<br>1941 | ✠100A1<br>9,21 ~~2,21~~<br>✠LMC3,20<br>BS7,21 | Mel | *v* | CL | 1920<br>3mo<br>A&CP | Commonwealth S.B.&Dockyard<br>Williamstwn Victoria | CommonwealthGovernmentLineofSteamers<br>*CellD* | 331·0\|47·9\|23·6<br>P31'B100'F29'<br>FK<br>*B*277'882*t FPT*118 | Melbourne<br>British<br>5*BHCem*<br>*tAPT*204*t* | T.3Cy.25",41"&68"-45" (*s*)<br>185lb HS8289 516NHP<br>3 Water Tube Boilers FD<br>Thompson&Co.(Castlemaine)Pty.Ld.Castlemaine | 26 ″ 1<br>s 4 ″ 7½<br>21 ″ 10 | |
| 14267<br>Broken up 7,21<br>NKOV | **Dumra** SteelScSr<br>*Elec.light* Wireless *2Dks(UStl-ws)&Awng dk(Teak)* | 1695<br>1632<br>762 | ✠<br>*Awng dk withfreeboard*<br>8,94 ✠ | Bom | *r* | | 1894<br>6mo | A.&J.Inglis<br>Glasgow | BritishIndiaStm.Nav.Co.Ld. | 275·0\|35·0\|17·8<br>25·3<br>BK9"<br>*WB=* | Glasgow<br>British<br>4*BHCem*<br>*DBa*54'103*t* | T.3Cy.28½",46"&74"-48"<br>409NHP<br>2DB,*12rf*,GS226,HS6534<br>A.&J.Inglis,Glasgow | 26 ″ 6 | |
| 14268<br>121008 | **Dun Ængus** SteelScSk<br>*1Dk* | 234<br>184<br>89 | | | ... | | 1912 | Dublin DockyardCo.<br>Dublin | GalwayBaySteamboatCo.Ld. | 120·8\|24·1\|9·2<br>B26'F21'<br>BK6" | Galway<br>British<br>*WB* | C.2Cy.17"&38"-24"<br>94RHP<br>Ross&Duncan,Glasgow | 10 ″ 7 | BT till 7,21 |
| 14269 | **Duna** SteelScSr<br>*1Dk* | 281<br>—<br>163 | | | | | 1897 | Stabilmnto Tecnico<br>Trieste | Soc.inAzioniUngaro-Croata diNav.Maritt.aVap. | 139·0\|22·2\|11·5 | Fiume<br>*WB* | T.3Cy.12",18¼"&30"-18"<br>38NHP<br>StabilimentoTecnico,Tri. | | A |
| 14270<br>85<br>MBHW | **Düna** IronScSr<br>*1Dk2trB*<br>*Elec.light* | 594<br>—<br>327 | | | | | 1868 | Randolph,Elder&Co.<br>Glasgow | RussianEastAsiaticS.S.Co.Ld.(BalticLine) | 186·9\|26·1\|18·0 | Riga<br>Latvian<br>*WB* | C.2Cy.23"&40"-21"<br>61NHP<br>Randolph,Elder&Co.Gls. | | V |
| 14271<br>136370<br>JSNF | **Dunaff Head** SteelSc<br>*Elec.light* Wireless *2Dks* | 5258<br>4845<br>3278 | | | | | 1918 | Workman,Clark&Co.Ld<br>Belfast | UlsterS.S.Co.Ld.(G.Heyn&Sons,*Mgrs.*) | 390·4\|51·8\|29·8<br>P47'B114'F78' | Belfast<br>British<br>*WB* | T.3Cy.26½",44"&74"-48"<br>380NHP<br>Wrkman,Clark&Co.LdBel | 32 ″ 6 | C |
| 14272<br>70319<br>JHNC | **Dunara Castle** IronScSr | 454<br>339<br>197 | | | | | 1875 | Blackwood&Gordon<br>Pt.Glasgow | M.Orme&Co. | 180·4\|24·5\|12·5<br>P70*t* | PtGlasgow<br>British | C.2Cy.30"&52"-30"<br>NB94 123NHP<br>*Cmp*.82Blkwd&GrdnP.Gl. | | BT till 6,21 |
| 14273<br>98692<br>JLPV | **Dunard** SteelScSr<br>ssArd.2ndNo.3-5,14<br>ssSou.No.1-19<br>(*ex*Bute)<br>*Well deck* *Mchy.Aft* *1Dk(Irn)* | 200<br>118<br>81 | ✠100A1<br>8,21 ~~1,20~~<br>✠NB4,10<br>MS12,17<br>✠LMC<br>BS~~6,20~~ 7,21 | Cff<br>Sws | *c* | ~~11,20~~<br>8,21 | 1892<br>1mo<br>*Lloyd's*A&CP | J Fullerton&Co.<br>Paisley | ChannelIslands&SouthCoastShippingCo.Ld.(F.W.Knight,Jr.*Mgr.*) | 125·7\|20·0\|9·0<br>Q42'F18'<br>len02 BK6"<br>*WB=* | Glasgow<br>British<br>3*BHCem*<br>*FPT*17*t* | C.2Cy.16"&32"-24" (*s*)<br>100lb 43RHP<br>1SB,*2pf*,GS32,HS908<br>Cameron,Mills&Co.Gls. | 9 ″ 7<br>s 1 ″ 0<br>9 ″ 2 | |
| 14274<br>OFVP | **Dunarea** SteelScSr<br>ssNts.2ndNo.3-6,20<br>(*ex*Adelfotis, *ex*Scawsby) *1Dk(Irn)&Web frames*<br>*Well deck* | 2157<br>1851<br>1341 | ✠100A1<br>5,22 ~~6,20~~<br>~~BS6,20~~<br>BS7,21<br>✠LMC7,18 | Brest | *s* | 7,19 | 1893<br>6mo | S.P.Austin&Son<br>Sunderland<br>A&CP | L.Corblet et Cie. | 290·0\|41·0\|18·8<br>P17'Q98'B64'F33'<br>*WB=Cell* FK<br>*DB* 244' 566*tFPT* | Havre<br>French<br>6*BHCem*<br>84*tAPT*38*t* | T.3Cy.22",36"&59"-39" (*s*)<br>160lb 219NHP<br>2SB,*6pf*,GS94,HS3324<br>G.Clark,Ld.Sunderland | 21 ″ 7<br>s 2 ″ 3½<br>19 ″ 7 | |

| 1 Numero d'Ordre — Numero Officiel — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ❋ 14275 | **Dunav** SteelScSr<br>ssHam.No.3-6,16<br>1Dk(Stl)&Spar dk(ptIrn&ptStl)<br>&deep framing<br>Elec.light Wireless | 3836<br>3604<br>2445 | ✠100A1<br>Spar dk<br>8,19<br>~~BS4,16~~ ✠~~LMC6,16~~<br>MS4,21 | Tri | w | 9,19 | 1903<br>9mo<br><br>Lloyd | R.Thompson&Sons<br>Sunderland<br>'sA&CP | Soc.Ungaro-Croata diNav.<br>Libera<br>WB = CellD | 356·0<br>P29'B88'F37'<br><br>Ba118'uE22'f146' | 45·2 | 18·7<br>26·6<br>FK | Fiume<br><br>6BHCem<br>846tAPT53t | T.3Cy.24",39"&64"-42" (s)<br>160lb 80lb 287NHP<br>2SB,6pf,GS120,HS4664<br>G.Clark,Ld.Sunderland | 29 " 4 | |
| ❋ 14276<br>142305<br>J3GN | **Dunbridge** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless<br>Sub.Sig. | 6650<br>6382<br>4157 | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,22 ~~6,21 8,20~~ ✠~~LMC2,18~~<br>Carrying ~~fuel oil~~ oilfuel F. P. above 150° F. in DB | Mtl<br>Lon<br>2,22 | z | CL<br>~~8,20~~<br>~~6,21~~<br>4,22 | 1918<br>2mo<br><br>Lloyd | JLThompson&Sons,Ld<br>Sunderland<br>'sA&CP | CanadianPacific<br>RailwayCo.<br>(CanadianPacific<br>StmshipsLd.Mgrs)<br>Cell DB 366' 1360t DT | 412·3<br><br><br><br>a27'1090tFPT101t | 55·5 | 34·4<br><br>FK | London<br>British<br>7BHCem<br><br>APT229t | T.3Cy.27½",45"&76"-54" (r)<br>180lb 558NHP<br>4SB,12cf,GS248,HS9932<br>Blair&Co.Ld.Stockton | 37 " 0<br>s 11 " 0½<br>26 " 5 | |
| ❋ 14277<br>95535 | **Duncan** Iron&SteelPad<br>ssLon3rdNo3-12,21 ~~ssLon.No.3-6,08~~<br>Elec.light ~~ssLon.No.1-12~~<br>1Dk(ptStl)StlplatingIrnframing | 493<br>361<br>311 | ✠ A1<br>For Woolwich Ferry purposes<br>12,21 ~~5,14~~<br>~~[illegible]7,19~~ ✠NB12,21<br>~~BS9,20~~ ✠LMC~~6,18~~-12,21 | Lon | | | 1889<br>2mo<br><br>Lloyd | R.&H.<br>Green<br>London<br>'sA&CP | LondonCounty<br>Council | 164·6<br>B60' | 42·1 | 6·3<br><br>FK | London<br>British<br>6BHCem | D.4Cy.33"-36" (s)<br>30lb 152NHP<br>2SB,4pf,~~GS88,HS2232~~<br>J.Penn&Son,Greenwich<br>GS80,HS2224 | 7 " 0 | |
| 14278<br>102007 | **Duncannon** SteelScSk<br>1Dk | 141<br>139<br>54 | | | | | 1909 | G.Brown&Co.Ld.<br>Greenock | African & Eastern<br>TradeCorpn.Ld.<br>(JTunnicliffe Mgr) | 130·3 | 20·5 | 8·4 | Bathurst<br>British | C.2Cy.13"&28"-18"<br>56RHP<br>Gauldie,Gillespie&Co.Gls. | | |
| ❋ 14279<br>129480<br>HQRF | **Dunclutha** SteelScSr<br>~~ssShl.No.1-15~~<br>1Dk(Stl)&Spardk(Stl)&deepframing<br>Wireless ssBrs.No.2-18 | 3986<br>3745<br>2546 | ✠100A1<br>Spar dk<br>10,21 ~~1,16~~ ✠LMC<br>~~[illegible]10,19~~<br>MS6,18 BS~~9,19~~10,20 | Cff<br>~~Lth~~ Xia | w | CL<br>9,19 | 1910<br>4mo<br><br>Lloyd | Russell&Co.<br>PortGlasgow<br>'sA&CP | ScottishNav.Co.<br>Ld.(Glen&Co.<br>Mgrs.)<br>WB = CellD | 360·0<br>P29'B90'F40'<br><br>Ba120'uE22'f154'9 | 49·2 | 25·5<br><br>FK | Glasgow<br>British<br>6BHCem<br>20tAPT36t | T.3Cy.25",41"&68"-48" (s)<br>180lb ~~80lb~~ 355NHP<br>2SB,8cf,GS148,HS5562<br>J.G.Kincaid&Co.Ld.Grk. | 28 " 0<br>s 5 " 1½<br>23 " 3 | |
| 14280<br>89802 | **Dundas** IronPadSp<br>(exBlucher) | 117<br>106<br>18 | | | | | 1885 | Hepple&Co.<br>NorthShields | Grangemouth&<br>ForthTowingCoLd | 95·8 | 18·4 | 8·9 | Grngemth<br>British | 2Cy.34½"-52"<br>40RHP<br>Hepple&Co.N.Shields | | |
| 14281<br>123348<br>KBTN | **Dundee** SteelScSr<br>1Dk&Shelter dk | 1381<br>1100<br>562 | | | | | 1919 | CaledonS.B.&E.Co.Ld.<br>Dundee | Dundee,Perth&<br>LondonShipping<br>Co.Ld. | 270·6 | 38·1 | 16·2 | Dundee<br>British<br>WB | T.3Cy.21",34"&56"-39"<br>196NHP<br>CaledonS.B.&E.CoLd.Dun | | C |
| 14282<br>72550 | — IronPad | 264<br>206<br>160 | | | | | 1875 | W.Simons&Co.<br>Renfrew | NorthBritish<br>RailwayCo. | 149·3 | 27·1 | 7·1 | Granton<br>British | C.D.2Cy.23"&42"-42"<br>NE95NB14 80RHP<br>W.Simons&Co.,Renfrew | | |
| ❋ 14283<br>133056<br>HWDM | **Dundrennan** SteelScSr<br>ss.Shl.No 2-19<br>Wireless 2Dks(Stl) | 4248<br>4033<br>2731 | ✠100A1<br>2,20<br>✠LMC<br>~~BS7,18~~ MS11,19<br>BS11,20 | Liv | x | CL<br>~~7,19~~<br>5,21 | 1912<br>6mo<br><br>Lloyd | Russell&Co.<br>Pt.Glasgow<br>'sA&CP | ScottishNav.Co.Ld<br>(Glen&Co.Mgrs.)<br><br>WB = CellD | 385·3<br>P32'B104'F43'<br><br>Ba123'uE21'f167' | 49·7 | 26·0<br><br>FK | Glasgow<br>British<br>6BHCem<br>957tAPT14t | T.3Cy.25",41"&68"-48" (s)<br>180lb 361NHP<br>3SB,9cf,GS174,HS5749<br>J.G.Kincaid&Co.Ld.Grk. | 28 " 6<br>s 5 " 4½<br>23 " 6 | |
| ❋ 14284<br>144207<br>KDJW | **Dundrum Castle** SteelSc<br>Elec.light Wireless 2Dks(Stl)&3rddk<br>(Stl)inNo.1hold | 5259<br>4796<br>3214 | ✠100A1<br>~~9,21 10,20~~ 1,22<br>✠LMC12,19 | Mdb<br>~~Lon~~ | y | CL<br>9,21 | 1919<br>12mo<br><br>Lloyd | Harland&Wolff,Ld.<br>Greenock<br>'sA&CP | Union-CastleMail<br>S.S.Co.Ld.<br><br>CellDB | 400·3<br>P50'B113'F39'<br><br>340'1051tFPT132t | 52·3 | 28·5<br><br>FK | London<br>British<br>7BHptCem<br>APT220t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>J.G.Kincaid&Co.Ld.Grk. | 31 " 0<br>s 6 " 2<br>5 " 8 | |
| ❋ 14285<br>136462<br>TMND | **Dundula** SteelSc<br>Elec.light 1Dk(Stl)&Web frames<br>Wireless Longitudinal framing | 3344<br>3010<br>1936 | ✠100A1<br>~~6,21 11,20~~ 3,21<br>4,22 ✠LMC4,20<br>BS5,21 | Mel<br>Syd | v | CL | 1920<br>1mo | Commonwealth Naval<br>Dockyard<br>Sydney,NSW<br>A&CP | Commonwealth<br>GovernmentLine<br>ofSteamers<br>CellD | 331·0<br>P31'B95'F30'<br><br>B277'882tFPT118t | 47·9 | 23·5<br><br>FK | SydnyNSW<br>British<br>5BHCem<br>APT204t | T.3Cy.25",41"&68"-45" (s)<br>190lb HS8289 520NHP<br>3 Water Tube Boilers FD<br>Thompson&Co.(Castlemaine)Proprietary,Ld.<br>Castlemaine,Vic. | 26 " 1<br>s 4 " 7½<br>21 " 10 | |
| ❋ 14286<br>127816 | **Dunedin** SteelTwinScSp<br>ssDdn.No.1-19<br>Elec.light 1Dk(Stl-teak s) | 345<br>284<br>125 | ✠100A1<br>For Towing purposes<br>~~6,21 12,16~~ 1,22 ✠LMC~~6,14~~ 5,21<br>✠NB5,21 | Ddn | d | CL<br>~~6,16~~<br>5,21 | 1914<br>6mo<br><br>Lloyd | Stevenson&Cook<br>P.Chalmers,<br>'sA&CP N.Z. | OtagoHarbour<br>Board | 125·0<br><br><br>WB = FPT | 25·0 | 12·2<br><br>BK7" | Dunedin<br>British<br>4BH<br>15tAPT12t | T.6Cy.13½",22½"&37"-27"<br>180lb (s) 184NHP<br>1WaterTubeBlr.HS3073 FD<br>Stevenson&Cook,PChlmrs | 13 " 6 | |
| 14287<br>98623<br>MFDH | **Dunera** SteelScSr<br>3Dks<br>Elec.light (2Stl-ws)&Webframes<br>Wireless | 5414<br>4637<br>3420 | ✠<br>12,94<br>✠ | Lon | z | | 1891<br>5mo | A&JInglis<br>Glasgow | BritishIndiaStm.<br>Nav.Co.Ld. | 425·4<br>P51'B164'F54' | 48·2 | 30·6<br><br>BK10" | Glasgow<br>British<br>6BHCem | T.3Cy.33",52"&86½"-60"<br>621NHP<br>3DB,18rf,GS327,HS9681<br>A.&J.Inglis,Glasgow | 32 " 2 | |
| 14288<br>106050<br>PNDO | **Duneric** SteelScSr<br>Wireless 1Dk&deep framing&<br>ptAwng dk | 1868<br>1417<br>1125 | | | ... | | 1896 | CampbeltownS.B.Co.<br>Campbelt'wn | TheCalypso Co.Ld.<br>(WaltonShipping<br>Co.Ld. Mgrs.) | 270·6<br>Q98'<br>ptAwng dk171' | 36·7 | 18·7<br><br>FK | Glasgow<br>British<br>WB | T.3Cy.19",32"&53"-36"<br>NDB14 166NHP<br>Rankin&Blackmore,Grk. | 19 " 10 | |
| 14289<br>220286<br>LWVG | **Dungannon** SteelScSr<br>Sub.Sig. Wireless Fitted for oil fuel<br>Mchy.Aft Carrying petroleum in bulk<br>Elec.light Longitudinal framing 2Dks | 7257<br>—<br>4485 | | | | | 1920 | Bethlehem<br>S.B.Corp. Ld.<br>AlamedaCal. | UnitedStates<br>ShippingBoard | 435·0<br>P123'B50'F33' | 56·0 | 32·0 | SFrncisco<br>Utd. States<br>WB | T.3Cy.27",47"&78"-48"<br>421NHP<br>BethlehemS.B.Corporation<br>S.Francisco. | | R |
| 14290<br>113468<br>WBMN | **Dungeness** SteelScSr<br>1Dk<br>Wireless &deep framing | 2748<br>2602<br>1747 | | | ... | | 1904 | Richardsn,Duck&Co.<br>Stockton | Cornborough<br>ShippingLineLd<br>(W.R.Smith&Sons<br>(London)Ld.Mgs) | 331·0<br>P30'B170'F29' | 47·5 | 20·0<br><br>FK | Swansea<br>British<br>WB | T.3Cy.23",38"&62½"-42"<br>NDB18,NB(p)18 257NHP<br>Blair&Co.Ld.Stockton | 22 " 6 | |
| 14291<br>217297<br>LPBR | — WoodSc<br>Elec.light Wireless 1Dk2trb | 2537<br>2059<br>1497 | | | | | 1918 | Seaborn<br>S.B.Co.<br>Tacoma,<br>Wash | UnitedStates<br>ShippingBoard | 267·3<br>P28'B65'F26' | 46·3 | 24·0 | Tacoma<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>PugetSoundMchy.Depot,<br>Seattle | | R |
| 14292<br>99829<br>MQPW | — IronScSr<br>Well deck Elec.light 2Dks | 1082<br>912<br>448 | | | ... | | 1892 | Gourlay<br>Bros.&Co.<br>Dundee | ClydeShppg.Co.Ld<br>(W.Cutbbert Mgr) | 246·3<br>P&B150'F52' | 33·7 | 16·2<br><br>BK8" | Glasgow<br>British<br>WB | T.3Cy.23½",39"&61"-48"<br>NB99 303NHP<br>GourlayBros.&Co.,Dundee | 17 " 3 | C |
| 14293<br><br>OFVS | **Dunkerque** WoodAuxTwinSc<br>Stm.Eng. 5MstSr<br>Elec.light Mchy.Aft 1Dk2trB<br>(See Sailing Ship Register) | 2131<br>1847<br>1597 | | | | | 1918 | Foundat'n<br>Co.<br>TacomaWash | FrenchGovernment | 258·8<br>P118'F30' | 44·8 | 22·3 | Havre<br>French | T.6Cy.10",16½"&26"-24"<br>66NHP<br>Staten-Isl.S.B.Co.<br>PortRichmond,N.Y. | | V |
| 14294<br><br>OFVU | **Dunkerquois** SteelSc<br>2Dks(Stl) | ~~3162~~<br>3145 ~~[illegible]~~<br>~~1984~~<br>2925<br>1971 | ✠100A1<br>9,21 11,20<br>✠LMC11,20 | Ard<br>Dnk | r | CL | 1920<br>11mo<br><br>Lloyd | Ardrossan<br>DD&SBCoLd<br>Ardrossan<br>'sA&CP | Cie.desBateaux<br>à Vapeur duNord | 331·2<br>P29'B170'F39'<br><br>CellDB289'778t | 47·3 | 22·1<br><br>FK | Dunkirk<br>French<br>6BHCem<br>APT44t | T.3Cy.24",40"&65"-45" (s)<br>180lb 100lb 308NHP<br>2SB,6cf,GS138,HS4740<br>J.G.Kincaid&Co.Ld.Grk. | 24 " 6<br>s 3 " 1½<br>21 " 7 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ✳ 14295<br>117530<br>HFKV | **Dunleary** SteelScSr<br>ssLiv.No.3–4,18<br>Mchy.Aft 1Dk(Irn)<br>Well deck Cargo battens not fitted | 470<br>335<br>189 | ✠100A1<br>4,21 ~~5,20~~<br>MS10,18 ✠LMC<br>~~BS5,20~~ 4,21 | ~~Liv~~ Dub | h | CL<br>5,20 | 1905<br>12mo<br>Lloyd | A&J Inglis Ld.<br>Glasgow<br>'sA&CP | W.O.McCormick&Co.<br>WB=Cell | 159·9\|26·1\|10·4<br>Q86'B11'F32'<br>BK7"<br>DBf84'96tFPT40t | Dublin<br>British<br>3BHCem<br>APT5t | C.2Cy.20"&42"–30" (s)<br>130lb 96RHP<br>1SB,3pf,GS55,HS1619<br>A.&J.Inglis,Ld.Glasgow | 12 ″ 9<br>s ″ 6<br>12 ″ 11 | |
| 14296<br>102023<br>HFKR | **Dunleith** SteelScSr<br>ssCff.No.3–3,10<br>(exJosephFisher) ssSou.No.2–18<br>Well deck Mchy.Aft 1Dk(Stl) | 292<br>202<br>111 | ✠100A1<br>4,20<br>MS5,18 ✠LMC<br>BS1,20 | Sld | d | CL<br>4,20 | 1896<br>9mo | J.Fullerton&Co.<br>Paisley<br>A&CP | ~~KirkShippingCo. Ld.(P.Atkins, Mgr.)~~ W.Thomas &Sons | 140·0\|21·1\|9·8<br>Q46'B7'F26'<br>BK6"<br>WB= | ~~Aberdeen~~ Beaumaris<br>British<br>3BHCem<br>FPT31t | C.2Cy.16"&32"–24" (s)<br>120lb 45RHP<br>1SB,2pf,GS35,HS933<br>Hall-BrwnBttery&Co.Gls. | 10 ″ 6<br>s ″ 11<br>10 ″ 2 | |
| ✳ 14297<br>118490<br>HBFR | **Dunluce Castle** SteelTwinScSr<br>ssGls.No.3–9,20<br>Ref.Mchy. 3Dks(Stl–Uteak s)<br>Elec.light Sub.Sig. Wireless | 8130<br>6578<br>5019 | ✠100A1<br>~~9,21~~ ~~9,20~~ 4,22<br>✠LMC9,20<br>BS9,21 | Gls<br>~~Lon~~ Ant | e† | CL<br>SN1,18<br>P9,20 | 1904<br>9mo<br>Lloyd | Harland&Wolff,Ld.<br>Belfast<br>'sA&CP | TheUnion-Castle MailS.S.Co.Ld.<br>WB=CellDBa | 475·5\|56·9\|31·7<br>P&B315'F70'<br>FK&BK3"<br>112'uE&B97'f191' | London<br>British<br>8BHCem<br>1327t DT'f | Q8Cy.22½",32",46½"&68"–51"<br>220lb (s) 965NHP<br>3D&1SB21cfGS411HS16899<br>Harland&Wolff,Ld.Bel.<br>43'1115tFPT84tAPT50t | 35 ″ 1<br>s8 ″ 11½<br>27 ″ 0 | BT till 8,21 |
| 14298<br>142835<br>KBPV | **Dunmail** SteelScSr<br>Elec.light Wireless 1Dk(Stl) | 3054<br>2830<br>1848 | ✠100A1<br>~~5,21~~ ~~7,20~~ 12,21<br>LMC6,19 | Shl<br>~~Bly~~ Bry | u | CL<br>~~7,20~~<br>12,21 | 1919<br>6mo<br>Lloyd | BlythS.B.&D.D.Co.Ld.<br>Blyth<br>'sA&CP | SharpS.S.Co.Ld.<br>C | 331·3\|46·7\|23·2<br>P33'B98'F29'<br>FK<br>ellDB284'734tFPT | Newcastle<br>British<br>7BHptCem<br>110tAPT44t | T.3Cy.25",41"&68"–45" (s)<br>180lb 368NHP<br>3SB,9cf,GS155,HS6100<br>Richardsons,Westgarth&Co.Ld Sld. | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |
| 14299<br>101027<br>VMPL | **Dunmore** WoodScSr<br>1Dk | 277<br>244<br>171 | | | | | 1891 | R.Davis<br>Blackwall, N.S.W. | SouthCoastRoad MetalQuarries,Ld. | 130·5\|25·6\|10·8 | SydnyNSW<br>British | T.3Cy.12",20"&32½"–24"<br>70RHP<br>Muir&Houston,Glasgow | | |
| ✳ 14300<br>113926 | — SteelScSr<br>ssGoo.No.3–11,15<br>Mchy.Aft ssBry.No.1–20<br>Well deck 1Dk(Stl) | 237<br>170<br>90 | ✠100A1<br>11,20<br>✠LMC11,20 | Bng | c | CL<br>7,19 | 1901<br>1mo | Bow,McLachlan&Co.Ld. Paisley<br>A&CP | ~~O.H.Donelly&R.Leeson~~<br>R.Hughes&Co | 120·3\|22·1\|8·8<br>Q46'B9'F20'<br>BK7"<br>WB | Liverpool<br>British<br>3BHCem<br>=FPT22t | C.2Cy.15"&30"–21" (s)<br>120lb 37RHP<br>1SB,2pf,GS39,HS992<br>Bow,McLachln&CoLd Psy | 9 ″ 9<br>s ″ 6<br>9 ″ 11 | |
| 14301 | **Dunmore Head** SteelSc<br>Should be "Baron Vernon," See No. 36533 in Supplement<br>Elec.light Cruiser Stern 1Dk | 2550 | | | | | 1921 | Irvine'sS.B&D.D.Co.Ld.<br>WHartlepool | UlsterS.S.Co.Ld.(G.Heyn&Sons, Mgrs.) | 310·0\|45·0\|20·7<br>P31'B104'F35' | Belfast<br>British<br>WB | T.3Cy.24",39"&66–45"<br>Richardsons, 292NHP<br>Westgarth&Co.Ld.W.Hpl. | | |
| ✳ 14302<br>136188<br>JNCQ | **Dunnet** SteelScK<br>ssHul.No.1–19<br>1Dk | 204<br>204<br>79 | ✠100A1<br>StmTrawler<br>3,22 ~~10,20~~<br>~~BS8,20~~ BS8,21 ✠LMC2,19 | Hul | | CL<br>~~12,19~~<br>3,22 | 1914<br>4mo<br>Lloyd | Cochrane&Sons,Ld.<br>Selby<br>'sA&CP | HullSteamFishing&IceCo.Ld. | 112·2\|22·5\|12·4<br>BK8"<br>WB= | Hull<br>British<br>4BHCem<br>DTf13'31t | T.3Cy.10",17"&28"–24" (s)<br>200lb 49RHP<br>1SB,2pf,GS27,HS835<br>Amos&Smith,Ld.Hull | 13 ″ 2 | |
| ✳ 14303<br>113993<br>TOHP | **Dunolly** SteelScSr<br>ssGls.No.3–2,18<br>Wireless 1Dk(Stl)2trB&deep framing<br>3Dk rule | 3281<br>3133<br>2127 | ✠100A1<br>4,21 ~~4,20~~<br>~~BS4,20~~ ✠LMC2,18<br>BS4,21 | Gls<br>Grk | v | CL<br>~~4,20~~<br>N4,21 | 1901<br>11mo<br>Lloyd | A.Rodger&Co.<br>Pt.Glasgow<br>'sA&CP | ScottishNav.CoLd (Glen&Co.Mgrs.)<br>WB=CellDB | 325·5\|48·2\|23·8<br>P29'B84'F30'<br>FK<br>a&uE122'f138'781t | Glasgow<br>British<br>6BHCem<br>APT120t | T.3Cy.24",40"&65"–42" (s)<br>160lb 278NHP<br>2SB,6cf,GS118,HS4240<br>ClydeS.B &E.Co.Ld PtGls. | 26 ″ 4<br>s 4 ″ 6½<br>22 ″ 3 | |
| 14304<br>136144 | **Dunraven Castle** SteelScK<br>ssSws.No.1–21<br>1Dk | 276<br>246<br>107 | ✠100A1<br>StmTrawler<br>~~10,21 8,19~~<br>4,22 | Mdb<br>Sws | | CL<br>10,21 | 1917<br>1mo<br>Lloyd | Smith's DockCo.Ld.<br>Middlesbro'<br>'sA&CP | ConsolidatedStm. Fishing&IceCo, (Grimsby)Ld(J.D. Marsden,Mgr.) | 125·5\|23·4\|12·8<br>Q72'F21'<br>BK7½" | Swansea<br>British<br>3BHCem | T.3Cy.12½",21"&35"–26 (s)<br>180lb 87RHP<br>1SB,3pf,GS50,HS1619<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 | |
| | | | ✠LMC~~1,17~~ 10,21 | | | | | | | | | | | |
| 14305<br>122847<br>HGRW | **Duns Law** SteelSc<br>ssCff.No.3–9,20<br>(exIrismere) 1Dk(Stl)2trB<br>Elec.light Wireless | 3690<br>3028<br>2354 | 100A1<br>Turret dk<br>~~8,21~~ ~~9,20~~ 3.22<br>LMC9,20<br>MBS8,21 | Cff<br>~~Bry~~ | v | CL<br>~~9,20~~<br>3,22 | 1906<br>Lloyd | W.Doxford&Sons,Ld.<br>Sunderland<br>'sA&CP | LawShippingCo. Ld.(T.Law&Co. Mgrs.) | 340·0\|50·1\|22·6<br>P30'F38'<br>FK<br>CellDB308'949t | Glasgow<br>British<br>6BHCem<br>APT10t | T.3Cy.26",42"&68"–42" (s)<br>160lb 180lb NDB20 312NHP<br>2SB,6cf,GS110,HS4906<br>W.Doxford&Sons,Ld.Sld. | 25 ″ 3<br>s10 ″ 6<br>21 ″ 8 | |
| ✳ 14306<br>108773 | **Dunscore** SteelScSr<br>ssAll.No.2–21 ssGrk.No.3–1,13<br>Mchy.Aft ~~ssPtn.No.1–18~~<br>Well deck 1Dk(Irn)<br>~~Cargo battens not fitted~~ | 176<br>122<br>68 | ✠100A1<br>3,21 ~~2,20~~ 1,22<br>~~BS11,20~~ ✠LMC~~2,18~~ 3,21 | Bwg<br>~~All~~ Shl | b | CL<br>~~2,20~~<br>~~3,21~~<br>1,22 | 1898<br>12mo | J.McArthur&Co.<br>Paisley<br>A&CP | Buchan&Hogg | 100·0\|20·1\|8·3<br>Q39'<br>BK6½"<br>WB=FPT19t | Glasgow<br>British<br>3BHptCem<br>ptAsp | C.2Cy.12"&24"–18" (s)<br>120lb 24RHP<br>1SB,2pf,GS27,HS667<br>Bow,McLachlan&Co.Psy. | 9 ″ 0<br>s ″ 8<br>9 ″ 0 | |
| ✳ 14307<br>105365<br>PFSV | **Dunstan** SteelScSr<br>ssHam.2ndNo.3–12,20<br>Elec.light 1Dk(Stl)&Spardk(Irn)<br>Wireless &deepframing | 2994<br>2884<br>1865 | ✠100A1<br>Spar dk<br>5,21 ~~12,20~~ ✠LMC12,20 | Ham<br>NYk | u | CL<br>5,20 | 1896<br>2mo | Barclay,Curle&Co.Ld<br>Glasgow<br>A&CP | BoothS.S.Co.Ld.<br>WB=Cell | 322·0\|42·3\|16·9<br>25·6<br>FK<br>DBa&uE125'f138' | Liverpool<br>British<br>5BHCem<br>598tAPT40t | T.3Cy.23½",39"&64"–42" (s)<br>160lb 80lb NDB13 277NHP<br>2SB,6cf,GS126,HS4328<br>Barclay,Curle&C.(L.),Gls. | 28 ″ 0<br>s5 ″ 11½<br>22 ″ 5 | |
| 14308<br>80430<br>MBQS | **Dunure** IronScSr<br>(exCedar) | 705<br>612<br>290 | | | | | 1878 | D.&W.Henderson<br>Glasgow | ~~AyrStm.Shipping Co.Ld.~~ LairdLine Ld. | 217·7\|30·4\|15·4<br>P46'B74'F46' | Glasgow<br>British<br>alt.92 | C.2Cy.30⅛"&68"–42"<br>NB08 220NHP<br>D.&W.Henderson,Gls. | 15 ″ 9 | |
| 14309<br>87741<br>JDQN | **Dunvegan** IronSc3MstSr<br>ssGms.3rdNo.3–12,19<br>Mchy.Aft 1Dk(Irn)<br>Well deck | 304<br>236<br>126 | ✠100A1<br>12,19<br>BS3,21 ✠LMC12,19<br>✠NB7,99 | Gms | e | 12,19 | 1883<br>12mo<br>Lloyd | Scott&Co.<br>Bowling<br>'sA&CP | Sutcliffe&Co.Ld. | 140·0\|22·2\|10·5<br>Q73'B7'F19'<br>BK7'<br>WB | Boston<br>British<br>4BHCem<br>=FPT34t | C.2Cy.18"&34"–28" (s)<br>80lb 50RHP<br>1SB,2pf,GS36,HS1002<br>J.Gilmour&Co.,Glasgow | 11 ″ 1<br>s ″ 10½<br>10 ″ 11 | |
| ✳ 14310<br>105854<br>PKGT | **Dunvegan Castle** SteelSc3MstSr<br>ssLon.No.2–20 ssSou.No.3–12,10<br>Sub.Sig. ~~ssLiv.No.1–16~~<br>Ref.Mchy. Wireless 2Dks(UStl–ws)&<br>Spar dk(Stl–teak s)&Webframes | 6124<br>5236<br>3320 | ✠100A1<br>Spar dk<br>12,21 ~~11,17~~ ✠LMC12,19<br>BS1,22 | Lon<br>Sou | b† | CL<br>12,19 | 1896<br>7mo<br>Lloyd | Fairfield Co.(Lim.)<br>Glasgow<br>'sA&CP | TheUnion-Castle MailS.S.Co.Ld.<br>WB=Cel | 450·5\|50·9\|23·7<br>P20'B180'F88' 31·7<br>FK<br>lDBa87'uE&B105' | London<br>British<br>9BHCem<br>f143'860t | T.3Cy38",62½"&102"–66" (s)<br>170lb 1152NHP<br>2S&3DB26rfGS588HS21337<br>FairfieldCo.(Lim.),Gls. | | |
| 14311<br><br>OFWD | **Dupleix** SteelScSr<br>Elec.light Ref.Mchy. 2Dks | 7418<br>6645<br>4651 | | | | | 1913 | Atel.&Ch. delaLoire<br>Nantes | ChargeursRéunis | 415·0\|53·8\|34·8<br>B148' | Havre<br>French<br>WB | T3Cy27 61/64",46 1/16"&76"–51 31/32"<br>416NHP<br>Atel.&Ch.delaLoire,Nts. | | V |
| 14312<br><br>OFWC | — SteelScBn<br>Elec.light 3Dks&Promenade dk | ~~2394~~<br>2407 —<br>1445 | | | | | 1897 | Forges&C. de la Médit.<br>LaSeyne | ~~MessageriesMaritimes~~ Soc.desServices Contractuels des MessageriesMaritimes | 320·7\|39·4\|24·9<br>H151'F93' | Marseilles<br>French<br>WB | T.3Cy.31½",45⅓"&69"–39½"<br>300NHP<br>Forges&C.de laMédit.Msl. | | V |
| 14313<br>67338<br>LNRM | **Duplex** IronScSr<br>ssLon.3rdNo.3–8,09<br>(exNentwater) 1Dk(Irn–ws)2trB<br>Elec.light | 874<br>746<br>434 | ✠<br>8,13<br>✠NE4,94 ✠<br>✠NB10,07 | Lon | m | | 1872<br>11mo | C.Mitchell&Co.<br>Newcastle | Cowasjee,Dinshaw&Bros.<br>WB=DB | 214·3\|30·2\|17·1<br>P33'F28'<br>FK | Aden<br>British<br>4BHCem<br>a51'f66'190t | T.3Cy.16½",26½"&44"–33"<br>NDB07 141NHP<br>1SB,3cf,GS46,HS2053 FD<br>WlsndSlpwy&EC(L)Nwc. | 17 ″ 8 | |
| ✳ 14314<br>140578 | **Duquesa** SteelTwinScSr<br>Elec.light 3Dks(Stl)&Shelter dk<br>Ref.Mchy. Wireless (Stl–ws)<br>Cruiser Stern | 8651<br>7529<br>5400 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~3,21~~ ~~8,20~~ 2,22 ✠LMC~~6,18~~ 2,22<br>✠Lloyd'sRMC~~4,21~~ ~~7,21~~ 10,21<br>4,22 2,22 | Lon<br>~~Cff~~ Liv | c† | CL<br>~~S1,19~~<br>~~3,21~~<br>SN2.22<br>P3,21 | 1918<br>5mo<br>Lloyd | IrvinesS.B&D.D.Co.Ld.<br>WHartlepool<br>'sA&CP | Furness-Houlder ArgentineLines, Ld.<br>Cell | 429·0\|61·3\|27·7<br>B257'F37'<br>onShelter dk FK<br>DB362'1121tFPT9 | Liverpool<br>British<br>7BHCem<br>4t APT129t | T.6Cy.25",41½"&70"–48" (s)<br>200lb 1076NHP<br>5SB,20cf,GS399,HS16396FD<br>Richardsons,Westgarth&Co.Ld.Hpl. | 38 ″ 3<br>s 9 ″ 4½<br>29 ″ 4 | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Construit. Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14315<br>217612<br>LQBC | **Duquesne** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* *1Dk&Shelter dk&*<br>Sub.Sig. Wireless *Web frames*<br>*Longitudinal framing* | 6661<br>5895<br>4143 | | | ... | | 1919 | Federal<br>S.B.Co.<br>Kearny,N.J | UnitedStates<br>ShippingBoard | 395·5<br>P45'B110'F38' *on Shelter dk* FK | 55·0 | 31·4 | Newark<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>619NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 34 ′ 11 | R |
| 14316<br><br>OFWL | — IronSr<br>(*ex*AbeilleVI.) (*Tug*) | 115<br>87<br>4 | | | | | 1877 | Vve.Barbot<br>Havre | Leveau&Gosselin | 82·0 | 16·4 | 10·6 | Fécamp<br>French | C.2Cy.19$\frac{7}{10}$"&31½"–23$\frac{9}{10}$"<br>NB93 40NHP<br>Soc.deConstr.NavalesHav | | V |
| 14317 | — SteelScSp<br>(*Trawler*) | 101<br>—<br>— | | | | | 1896 | E.Lucas<br>&Co.<br>Dieppe | Germe&Jouy | 90·2 | 18·3 | 8·9 | Boulogne<br>French | C.2Cy.16"&27½"–18"<br>NB97 27NHP<br>E.Lucas&Co.,Dieppe | | |
| 14318<br>117580<br>TVQS | **Duranbah** SteelScSr<br>1*Dk* | 284<br>202<br>131 | | | | | 1905 | Scott of<br>Kinghorn,Ld<br>Kinghorn | NorthCoastSteam<br>Nav.Co.Ld. | 130·0 | 23·1 | 9·2 | SydnyNSW<br>British | C.2Cy.14"&30"–21"<br>37RHP<br>ScottofKinghorn,Ld.Kgn. | | |
| 14319<br>220410<br>MBDV | **Durango** SteelScSr<br>Sub.Sig. Wireless *Fitted for oil fuel*<br>*Mchy.Aft* *Carrying petroleum in bulk*<br>*Elec.light* *Longitudinal framing 2Dks* | 7257<br>—<br>4485 | | | | | 1920 | Bethlehem<br>S.B.Corp.Ld.<br>Alameda,Cal. | UnitedStates<br>ShippingBoard | 435·0<br>P123'B50'F33' | 56·0 | 32·0 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.27",47"&78"–48"<br>422NHP<br>BethlehemS.B.Corp.S.Fo. | | R |
| 14320<br><br>HKTB | — SteelScSr<br>Wireless *ss*Cff.2ndNo.3–3,20<br>(*ex*Maling) 1*Dk*(*Stl*)2*tr B*&*Webframes* | 3067<br>2894<br>1856 | ✠100A1<br>1,22 ~~1,21~~<br>~~BS2,21~~ ✠LMC5,20<br>BS1,22 | Bbo | *u* | ~~8,20~~<br>1,22 | 1895<br>2mo | W.Gray&<br>Co.Ld.<br>W Hartlepool<br>A&CP | Cia.Nav.Vascongada(F.deAbasolo *Mgr.*)<br>*WB=Cell* | 325·0<br>B72'F32'<br>FK<br>*DBa&uE132'f130'* | 47·1 | 22·4 | Bilbao<br>Spanish<br>5*BHCem*<br>728*tAPT*62*t* | T.3Cy.24",38"&64"–42" (*s*)<br>160lb 258NHP<br>2SB,6*cf*,GS85,HS3750<br>Cen.Mar.Eng.Wrks,WHpl | 24 ′ 10<br>s 4 ′ 0<br>20 ′ 5 | |
| 14321<br>71844 | **Duras** IronAuxScSr<br>.*Oil Eng.*<br>1*Dk*<br>(*SeeSailingShipRegisterSupplement*) | 117<br>110<br>56 | | | ... | | 1893 | J.P.Renoldson&<br>Sons<br>S.Shields | F.Palmer | 95·5<br>BK6" | 18·1 | 9·7 | Boston<br>British<br>*WB* | Oil Engines<br>6Cy.5⅝"–7½" 11NHP<br>*Emade17,fitted21*<br>PeterBrotherhoodPtrbrgh | 10 ′ 0 | |
| 14322<br>26431<br>RTMB | **Durban Maru** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 7164<br>6700<br>4383 | ✠100A1<br>*Shelter dk withfreeboard*<br>10,21 ~~7,20~~ ✠LMC~~12,19~~<br>4,21 | Yka | *a*† | CL<br>7,20 | 1919<br>11mo | Mitsubishi<br>ZosenKaisha.<br>Ld.Nagasaki<br>A&CP | NipponYusen<br>KabushikiKaisha<br>*CellDB365'1163tDT* | 420·0<br>F47'<br>FK<br>*a28'1077tFPT108t* | 56·0 | 38·5 | Tokio<br>Japanese<br>*Cem*<br>8*BHtoSh dk*<br>*APT95t* | T.3Cy.28",47"&79"–51" (*s*)<br>200lb 574NHP<br>3SB,9*cf*,GS192,HS7726 FD<br>MitsubishiZosenKaishaLd | 38 ′ 7<br>s10 ′ 6<br>28 ′ 5 | |
| 14323<br>132103<br>HTBF | **Durga** SteelScK<br>*ss*Shl.No.2–19<br>1*Dk* | 216<br>195<br>83 | ✠100A1<br>*StmTrawler*<br>9,21 ~~6,20~~<br>~~BS6,20~~ ✠LMC6,19<br>BS9,21 | Gms | | CL<br>~~6,20~~<br>8,21 | 1911<br>6mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>*sA&CP* | Sleight'sSteam<br>FishingCo.Ld.<br>(SirErnestSleight,<br>Bart.*Mgr.*) | 117·4<br>Q73'F18'<br>BK7½" | 21·5 | 11·7 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12¼",20"&34"–24" (*s*)<br>180lb 76RHP<br>1SB,3*pf*,GS40,HS1400<br>ShieldsEng.Co.Ld.N.Shl. | 12 ′ 6 | |
| 14324 | **Durgan** SteelSc<br>1*Dk* | 57<br>51<br>8 | ✠ A–<br>*For towing purposes*<br>9,19 ✠LMC8,19 | Fal | | | 1919<br>9mo | Cox&Co.<br>(Engineers)<br>Ld.<br>Falmouth | C.L.Fox(G.C.Fox<br>&Co.*Mgrs.*) | 70·6<br>BK5" | 16·0 | 6·6 | Falmouth<br>British<br>4*BHCem* | C.2Cy.11"&24"–16" (*s*)<br>130lb 23RHP<br>1SB,2*pf*,GS26,HS611<br>Cox&Co(Engineers)LdFal | 7 ′ 0 | |
| 14325<br>118499<br>HBJN | **Durham** SteelScSr<br>*ss*Syd.No.3–5,18<br>*Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing*<br>*Elec.light* Wireless &*Shelter dk*(*Stl*) | 6975<br>5220<br>5299 | ✠100A1<br>*Shelter dk withfreeboard*<br>12,21 ~~10,20~~ ✠LMC5,19<br>✠Lloyd'sRMC~~10,20~~ 12,21<br>BS~~3,20~~ 12,21 | NYk<br>~~Liv~~ Lon | *a*† | CL<br>9,20 | 1904<br>11mo<br>*Lloyd* | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle<br>'*sA&CP* | FederalSteam<br>Nav.Co.Ld.<br>*WB=CellDBa100'u* | 420·7<br>FK<br>*E30'f195'911tFPT* | 54·0 | 28·6 | London<br>British<br>7*BHCem*<br>139*tAPT*15*t* | T.3Cy.28",47"&78"–54" (*s*)<br>180lb *180lb* 518NHP<br>3SB,9*cf*,GS183,HS6759 FD<br>N.E.MarineEng.CoLdNwc | 31 ′ 9<br>s 5 ′ 2<br>27 ′ 0 | |
| 14326<br>221005<br>MCJR | — Ferro-ConcreteTwinSc<br>*OilEng.*<br>*Elec.light* *CarryingPetroleum in bulk*<br>*Mchy.Aft* 1*Dk* | 1433<br>—<br>1107 | | | | | 1920 | MacDonald<br>Engrg.Wks.<br>PortAransas | France&Canada<br>OilTransportCo.<br>ofDelaware (G.P.<br>Darlington,*Mgr.*) | 298·0<br>P16'Q29'B176'F30' | 33·7 | 21·8 | NewYork<br>Utd.States<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.16½"–18$\frac{1}{3}$" 91NHP<br>J&CGBolindersCoLd.Skm | | |
| 14327<br>118387<br>VNRH | **Durham Castle** SteelTwinScSr<br>*ss*Lon.No.2–12<br>3*Dks*(*Stl–Mws&U*–teaks)<br>*Elec.light* *Ref.Mchy.* &*deep framing*<br>Sub.Sig. Wireless | 8239<br>6585<br>6102 | ✠100A1<br>1,16<br>Examined10,19<br>✠LMC11,20<br>BS11,21 | Lon | *e*† | CL<br>PN<br>10,19<br>s10,19 | 1904<br>2mo<br>*Lloyd* | Fairfield<br>Co.Ld.<br>Glasgow<br>'*sA&CP* | TheUnion-Castle<br>MailS.S.Co.Ld.<br>*WB=CellDB* | 475·4<br>P&B315'F70'<br>FK&BK3"<br>*a107' uE36'f191'* | 56·7 | 31·6 | London<br>British<br>8*BHCem*<br>975*t DTf*43' | Q.8Cy.22½",32",46½"&68"–51" 220lb (*s*) 969NHP<br>3D&1SB21*cf* GS420 HS16943<br>FairfieldCo.Ld.Glasgow<br>1120*tFPT*85*tAPT*60*t* | 35 ′ 0<br>s 8 ′ 10<br>26 ′ 11 | |
| 14328<br>131864<br>HVJQ | **Durham Coast** SteelScSr<br>*ss*Lon.No.2–20<br>(*ex*NewAbbotshall) 1*Dk*(*Stl*)<br>*Well deck* *Mchy.Aft*<br>*Elec.light* | 783<br>605<br>328 | ✠100A1<br>12,21 ~~10,20~~<br>✠LMC<br>~~BS4,20~~ 12,21 MS7,20 | Bkn<br>Liv | *m* | CL<br>8,19 | 1912<br>2mo<br>*Lloyd* | GooleS.B.<br>&Repg.Co.Ld<br>Goole<br>'*sA&CP* | CoastLines,Ld.<br>*CellDBf131'145tFPT* | 215·0<br>Q68'B26'F91'<br>FK | 32·0 | 12·3 | Liverpool<br>British<br>3*BHCem*<br>17*tAPT*33*t* | T.3Cy.18",29"&48"–33" (*s*)<br>180lb *100lb* 209NHP<br>1SB,4*cf*,GS88,HS3310 FD<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 14 ′ 6<br>s ′ 6½<br>14 ′ 2 | |
| 14329<br><br>MVTG | **Duro** SteelSc<br>*Elec.light* Wireless 1*Dk* | 1764<br>1192<br>1035 | | | | | 1920 | Svendborg<br>Skbsv&Mskb.<br>Svendborg | A/S Prebensens<br>DampskibsSelskap<br>(J.W.Prebensen,<br>*Mgr.*) | 253·2<br>F42*t*B250*t*Q107*t*<br>P40*t*H64*t* | 38·2 | 15·2 | Risör<br>Norwegian<br>*WB* | T.3Cy17",27½"&47"–34"<br>129NHP<br>SvendborgSkbsv.&Mskb. | | V |
| 14330<br>112567 | **Duroby** WoodScSr<br>1*Dk* | 195<br>164<br>119 | | | | | 1902 | D.Sullivan<br>Coopemook,<br>N.S.W. | Illawarra&South<br>CoastStm.Nav.Co.<br>Ld.(A.L.Miller,<br>*Mgr.*) | 121·8 | 24·7 | 8·4 | SydnyNSW<br>British | C.2Cy.14"&28"–18"<br>40RHP<br>Chapman&Co SydnyNSW | | |
| 14331 | **Dusit** SteelTwinScSr<br>*ss*Bgk.No.2–19<br>*Mchy.Aft* 1*Dk*(*Stl*) | *480*<br>*397*<br>*261* | ✠100A1<br>~~4,21~~ ~~10,20~~ 10,21<br>~~BS1,20~~ ✠LMC5,19<br>BS4,21 | Bgk | *g* | CL<br>~~5,19~~<br>10,21 | 1911<br>4mo<br>*Lloyd* | G.Brown &<br>Co.<br>Greenock<br>'*sA&CP* | Anglo-Siam<br>Corporation,Ld.<br>*WB=FPT* | 160·0<br>B7'F21'<br>FK | 26·1 | 11·4 | Bangkok<br>Siamese<br>3*BHCem*<br>53*tAPT*27*t* | C.4Cy.12"&24"–15" (*s*)<br>130lb 58NHP<br>1SB,2*pf*,GS39,HS1192<br>Gauldie,Gillespie&Co.Gls. | 12 ′ 8<br>s 1 ′ 7<br>10 ′ 10 | |
| 14332<br>134754 | **Dusk** SteelScK<br>*ss*Ips.No.3–6,20<br>1*Dk* | 96<br>95<br>36 | ✠100A1<br>*For Fishing purposes*<br>6,20 ✠LMC6,20 | Ips | | CL<br>6,20 | 1918<br>9mo<br>*Lloyd* | J.Duthie<br>TorryS.B.Co<br>Aberdeen<br>'*sA&CP* | R.W.Gullett (J.C.<br>Pease,*Mgr.*) | 86·0<br>BK7½" | 18·6 | 9·2 | British<br>3*BHCem* | T.3Cy.9½",15½"&26"–18 (*s*)<br>180lb 42NHP<br>W.Beardmore&Co.Ld.Gls. | 10 ′ 0 | |
| 14333<br>145214 | **Düsseldorf** SteelScSr<br>*ss*Msl.No.2–19<br>*Well deck* 2*Dks*(*Stl*)&3*rd dk*<br>*Elec.light* Wireless *in No.1hold only* | 5877<br>5490<br>3717 | ✠100A1<br>3,20<br>BS10,20 ✠LMC9,19 | Msl | *b*† | CL<br>3,20 | 1912<br>3mo<br>*Lloyd* | J.C.Tecklenborg A.G.<br>Geestemünde<br>'*sA&CP* | ~~The Shipping Controller~~<br>Ellerman LinesLd<br>(Hall LineLd.,*Mgrs.*)<br>*WB=Cell* | 450·8<br>P&B392'~~F45'~~<br>FK<br>*DBa146'uE&B71'* | 57·2 | 27·0 | Liverpool<br>~~London~~<br>British<br>9*BHCem*<br>*f*190'1453*t* | T3Cy27$\frac{1}{16}$" 46$\frac{1}{16}$"&78$\frac{3}{4}$"–53$\frac{1}{2}$"<br>206lb (*s*) 697NHP<br>4SB,12*cf*,GS236,HS10334 FD<br>J.C.TecklenborgA.G.Gst. | 29 ′ 8 | |

ou named "City of Boston," See No. 36789 in Supplement

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7a<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of H.ot Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14334 | **Düsseldorf** **SteelScSr**<br>ssGst.No.1-14<br>(exPoldorf,exDüsseldorf, exToreador) 1Dk(Stl) | 998<br>832<br>480 | ✠<br>1,17 | Gst<br>✠ | o | | 1909<br>8mo | Bremer Vulkan<br>Vegesack | **Dampfsch.Ges. "Argo"**<br>CellDBa69'u | 239·3<br>P27'B&F186'<br>FK<br>E15'f102'284t FPT | 33·4 | 12·7 | **Bremen**<br>German<br>4BHCem<br>32tAPT42t | T.3Cy.15$\frac{3}{8}$",25$\frac{19}{32}$"&43$\frac{5}{16}$"-29$\frac{1}{2}$"<br>160NHP<br>2SB,4cf,GS84,HS3014<br>BremerVulkan,Vegesack | 14 " 9 | |
| 14335 | **Düsternbrock** **SteelScSr**<br>Elec.light 1Dk | 157<br>124<br>25 | | | | | 1912 | Howaldtswerke<br>Kiel | **NeueDampferCo. Akt.Ges.** | 105·8<br>H— | 22·5 | 9·4 | **Kiel**<br>German | T3Cy.11$\frac{4}{5}$",18$\frac{7}{16}$"&29$\frac{1}{2}$"-15$\frac{3}{4}$"<br>35NHP<br>Howaldtswerke,Kiel | | |
| 14336<br>144690<br>KGHM | **Duva** **SteelSc**<br>ssGmh.No.3-3,21<br>(exBrook) 1Dk(Stl)&ptAwngdk(Stl)<br>Elec.light | 1525<br>1003<br>901 | 100A1<br>ptAwng dk withfreeboard<br>~~6,21~~ ~~3,21~~ 1,22 | Gmh<br>LMC5,21 | p | CL<br>10,20 | 1913 | Stettiner Oderwerke<br>Stettin | **J.T.Salvesen&Co.**<br>Cell | 240·1<br>P17'Q63'ptAwng dk160'<br>FK<br>DB204'389tFPT62 | 36·6 | 14·4 | **Grngemth**<br>British<br>4BHCem<br>tAPT52t | T.3Cy.18$\frac{1}{8}$"28$\frac{5}{16}$"&45$\frac{5}{8}$"-38$\frac{1}{2}$"<br>185lb (s) 146NHP<br>2SB,4cf,GS66,HS2448<br>StettinerOderwreke | 17 " 0<br>s7 " 4<br>16 " 11 | |
| 14337<br>WMSL | **Dux** **SteelSc**<br>1Dk | 1350<br>1136<br>— | | | | | 1920 | NewEng.&S.B.WorksLd<br>Shanghai | **D/S A\|S Dovre (BruusgaardKiösterud&Co.Mgrs.)** | 242·7<br>P24'B62'F24' | 37·2 | 15·0 | **Drammen**<br>Norwegian | | | N |
| 14338<br>2606<br>HDNP | — **SteelScSr**<br>ssSkm.3rdNo.3-6,16<br>ssMmo.No.1-20<br>Well deck 1Dk2trB | 1006<br>751<br>582 | ✠90A-<br>6,20<br>✠NB3,91 | Mmo<br>LMC6,20 | | 6,20 | 1878<br>11mo | MotalaCo.<br>Norrköping | **Stockholms RederiaktiebSvea (H.Ericson,Mgr.)**<br>WB= | 207·8<br>P124'H22tF25'<br>BK7" | 29·7 | 17·1 | **Stockholm**<br>Swedish<br>~~4BHCem~~<br>DTf 31'230t | T.3Cy.16$\frac{1}{2}$",24$\frac{5}{8}$"&43$\frac{3}{4}$"-33"<br>140lb 70lb NDB08 94NHP<br>1SB,3cf,GS47,HS1300<br>Tpd.91MotalaCo.,Motala | 18 " 1<br>s2 " 1$\frac{1}{2}$<br>16 " 11 | |
| 14339<br>TORH | **Duymaer van Twist** **SteelSc**<br>Elec.light Wireless 2Dks&Awngdk | 1994<br>—<br>1240 | | | | | 1905 | Nederl. Schps.Maats.<br>Amsterdam | **Koninkl.Paketv. Maats.** | 296·0<br>P76'H56'F76' | 38·0 | 20·9 | **Batavia**<br>Dutch<br>WB | T.3Cy.21$\frac{5}{8}$",36$\frac{1}{4}$"&59"-43$\frac{3}{8}$"<br>NB08 229NHP<br>NedFb.v.Wrk&Spoor,Ams | | |
| 14340<br>28757<br>QBTD | **Dwina** **IronSc3MstSr**<br>ssShl.4thNo.3-4,19<br>1Dk2trB | 756<br>701<br>465 | ✠ $\triangle_B$A1<br>6,21 ~~11,20~~ 1,22<br>✠NB7,90<br>BS~~6,20~~ 6,21 | Lth<br>Ham<br>LMC4,19 | | CL<br>N6,21 | 1861<br>3mo | Barclay, Curle&Co.<br>Glasgow | **Leith,Hull&Ham. S.P.Co.Ld.(J.Currie&Co.Mgrs.)** | 241·6<br>P21'B36'F18' BK8"<br>DptF&s68len70<br>ND02 WB= | 27·7 | 15·0 | **Leith**<br>British<br>5BHCem<br>MT39'194t | C.2Cy.24"&42"-30" (s)<br>75lb 55lb NDB90 70RHP<br>1SB,3cf,GS45,HS1290 NE74<br>J.Penn&Sons,London | 15 " 6<br>s2 " 8$\frac{1}{2}$<br>13 " 11 | |
| 14341<br>144044<br>KFHR | **Dynamo** **SteelSc**<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 801<br>548<br>375 | ✠100A1<br>6,21 ~~5,20~~ | Gls<br>Lon<br>✠LMC4,20 | k | CL | 1920<br>5mo<br>Lloyd'sA&CP | R.Williamson&Son<br>Workington | **Ellerman'sWilson Line,Ld.** | 186·3<br>Q116'B9'F23'<br>FK<br>CellDBf112'162t | 29·4 | 12·4 | **Hull**<br>British<br>3BHltCem<br>FPT40t | T.3Cy.14",24"&39"-27" (s)<br>180lb 90lb 76RHP<br>1SB,3pf,GS58,HS1809<br>McKie&Baxter,Glasgow | 14 " 7<br>s " 7$\frac{1}{2}$<br>14 " 2 | |
| 14342<br>136111 | **Dynevor Castle** **SteelScK**<br>ssSws.No.1-19<br>1Dk | 283<br>253<br>112 | ✠100A1<br>StmTrawler<br>~~5,21~~ ~~11,20~~ 12,21<br>~~BS11,20~~ | Sws<br>BS12,21<br>✠LMC8,19 | | CL<br>~~8,19~~<br>12,21 | 1914<br>3mo<br>Lloyd'sA&CP | Smith's DockCo.Ld.<br>Middlesbro' | **ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld.(J.D.Marsden,Mgr.)** | 128·8<br>Q76'F23'<br>BK7$\frac{1}{2}$" | 23·5 | 12·8 | **Swansea**<br>British<br>2BHCem | T.3Cy.12$\frac{1}{2}$",21"&35"-26" (s)<br>180lb 85RHP<br>1SB,3pf,GS54,HS1522<br>Smith'sDockCo.Ld.Mdb. | 13 " 6 | |
| 14342*<br>MLOP | **Dyrö** **SteelScSr**<br>Elec.light 2Dks | 372<br>341<br>201 | | | | | 1915 | Trndhjms Mek.Værks.<br>Trondhjem | **TromsöAmts Dampskibsselskab** | 138·2 | 23·1 | 16·1 | **Tromsö**<br>Norwegian<br>WB | T.3Cy.12",20"&33"-21"<br>49NHP<br>TrondhjemsM.V.Trndhjm | | N |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 Nom du Navire. Matériaux, Gréement, etc<br>3 *Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane, Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux aux Quilles. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14343<br>219463<br>LVGW | **E. A. Morse** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*&*Shelter dk*<br>Wireless *Longitudinal framing* | 6060<br>5550<br>3743 | | | ... | | 1919 | Virginia S.B.Corp. Alexandria, Va. | UnitedStatesS.S. Co.Inc. | 402·6<br>P34' F38' o. *Shltr dk* | 53·2 | 32·0 | Alexndria, Va.<br>Utd. States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>IngersollRandCo.Phillipsburg,N.J. | 34 · 6 |
| 14344<br>204664 | **E. A. S. Clarke** SteelScSr<br>Sub.Sig. (*ex*H.P.Bope)<br>*Mchy.Aft* *Elec.light* 1*Dk* | 5750<br>—<br>4422 | | | | | 1907 | Superior S.B.Co. Superior,Wis | InterlakeS.S.Co. (Pickands, Mather &Co.*Mgrs.*) | 540·0 | 56·0 | 30·0 | Cleveland<br>Utd. States<br>*WB* | Q.4Cy 18½",28½",43½"&66"–42"<br>282NHP<br>SuperiorS.B.Co.Superior | |
| 14345<br>125977 | **E. B. Osler** SteelSc<br>*Elec.light* Wireless 1*Dk* | 6787<br>6493<br>4361 | | | | | 1908 | Canadian S.B.Co.Ld. Bridgebrg On | CanadaS.S.Lines, Ld. | 491·3 | 56·0 | 26·5 | Toronto<br>British<br>*WB* | Q.4Cy.19",28",40"&58"–42'<br>218NHP<br>CanadianS.B.Co.Ld.Trnto. | |
| 14346<br>200666 | **E. C. Collins** SteelSc<br>(*ex*EdwinF.Holmes)<br>*Mchy.Aft* *Elec.light* 1*Dk2trB* | 4787<br>—<br>3517 | | | | | 1904 | American S.B.Co. Lorain,O. | PittsburghS.S.Co. | 420·0 | 50·0 | 28·0 | Duluth<br>Utd. States<br>*WB* | T.3Cy.22",35"&58"–40"<br>213NHP<br>AmericanS.B.CoCleveland | |
| 14347<br>136192<br>LQCP | **E. C. Pope** SteelSc3MstSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB*<br>*Mchy.Aft* | 2787<br>—<br>1887 | | | | | 1891 | Detroit DryDockCo. Wyandotte | InterCoastS.S.Co. Inc. | 317·2 | 42·2 | 20·5 | Boston<br>Utd. States<br>*WB* | T.3Cy.22",35"&56"–44"<br>208NHP<br>DetroitDryDockCo.,Wynd | |
| ❊ 14348<br>132756<br>JGDV | **E. D. J.** SteelAuxScK<br>*OilEng.*<br>*Mchy.Aft* *ss*Bel.No.1–18 1*Dk*(*Stl*)<br>(*See Sailing Ship Register*) | 76<br>69<br>57 | ✠100A1<br>2,21 ~~3,18~~<br>✠LMC ~~4,18~~ 4,21 | Bkn<br>Sld | | ~~4,18~~<br>3,21 | 1914<br>3mo<br>Lloyd | Willoughby Bros. Plymouth *sA&CP* | ~~[illegible]&Co.~~<br>LowerShannon ShippingCo | 67·1<br>BK6" | 18·0 | 7·8 | DouglasIM<br>British<br>2*BHCem* | Oil Engines 2S.C.SA<br>3Cy.7½"–9" 13NHP<br>W.Beardmore&Co.Ld.Gls. | 8 · 6<br>s 1 · 2<br>7 · 11 |
| 14349<br>141544 | **E. D. Kingsley** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>*Mchy.Aft* | 1029<br>727<br>541 | ✠100A1<br>~~4,21~~ ~~2,21~~ 12,21<br>BS2,21 ✠LMC11,19<br>*Fitted for oil fuel* 11,19 *F.P. above* 150° F. | Vcr | *m* | CL<br>~~4,21~~<br>12,21 | 1919<br>11mo | Canadian Car&Fo'ndry Co.Ld. FortWilliam, Ont.<br>A&CP | KingsleyNav.Co. Ld. | 200·0<br>P&B109'F29'<br>FK<br>*CellDB*167'177*tFPT* | 32·0 | 14·5 | Vancouver<br>British<br>4*BHCem*<br>31*tAPT*12*t* | T.3Cy.17",25"&43"–30" (*s*)<br>190lb 92RHP<br>2SB,4*cf*,GS90,HS3200<br>MurrayIronWorksCo. Burlington,Indiana | 17 · 0<br>s 1 · 5½<br>15 · 1 |
| 14350<br>207568 | **E. H. Utley** SteelScSr<br>Sub.Sig.<br>*Mchy.Aft* *Elec.light* 1*Dk* | 6287<br>—<br>4861 | | | | | 1910 | Detroit S.B.Co. Wyandotte | BeaverS.S.Co. (H.K.Oakes,*Mgr.*) | 504·0<br>F44' | 54·2 | 31·0 | Duluth<br>Utd. States<br>*WB* | T.3Cy.23½",38"&63"–42"<br>257NHP<br>DetroitSBCo.Detroit,Mch. | |
| ❊ 14351<br>127944<br>HNKC | **E. Hayward** SteelScSr<br>*ss*Liv.No.2–17<br>*Well deck* 1*Dk*(*Stl*–pt teak s)<br>*Mchy.Aft* | 444<br>355<br>161 | ✠100A1<br>8,20<br>✠LMC<br>BS~~9,20~~11,21 MS12,20 | Liv | *g* | CL<br>12,20 | 1908<br>11mo<br>Lloyd's A&CP | AilsaS.B. Co.Ld Ayr | ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgr.*) *WB=CellDBf*81'120*tFPT* | 157·0<br>Q50'B10'F28'<br>BK7" | 26·2 | 10·5 | Liverpool<br>British<br>3*BHCem*<br>54*tAPT*6*t* | C.2Cy.18"&40"–27" (*s*)<br>130lb 64RHP<br>1SB,3*pf*,GS53,HS1842<br>AilsaS.B.Co.Ld.Troon | 13 · 1<br>s 1 · 1<br>12 · 9 |
| 14352<br>203108 | **E. J. Earling** SteelSc<br>Wireless<br>*Elec.light* *Mchy.Aft* Sub.Sig. 1*Dk* | 6657<br>—<br>5140 | | | | | 1906 | Superior S.B.Co. Superior,Wis | FranklinS.S.Co. (H.K.Oakes,*Mgr.*) | 535·5 | 55·0 | 31·0 | Duluth<br>Utd. States<br>*WB* | T.3Cy.23½",38"&63"–42"<br>257NHP<br>DetroitS.B.Co.Detroit | |
| 14353<br>217173<br>LNQB | **E. L. Doheny III.** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Mchy.Aft* &*Web frames*<br>Wireless *Longitudinal framing* | 7753<br>7210<br>4709 | ✠100A1<br>*Shelter dk withfreeboard*<br>1,22 ~~7,21~~ ~~12,20~~<br>✠LMC11,18<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 11,18 *F.P. above* 150° F. | NYk<br>NOs | *d*† | CL<br>~~N5,20~~<br>N1,22 | 1918<br>11mo | NewYork S.B.Corp. Camden,N.J.<br>A&CP | Pan-American Petroleum& TranportCo.Inc | 467·6<br>FK<br>(*CollisionBH to Shelter dk* 10 ,, *to U dk* 6 ,, ,, *2nd* ,,)<br>*CellDBa*23' *uE&B*76'463*tDTf*40'441*t* | 62·7 | 32·0 | Camden,N.J<br>~~Philadelphia~~<br>Utd.States<br>17*BHptCem* | Q.4Cy.24",35",51"&75"–51"<br>220lb (*r*) 568NHP<br>3SB,9*cf*,GS177,HS7804 FD<br>NewYorkSBCorp,Camden | 32 · 0<br>s 5 · 4½<br>27 · 0 |
| 14354<br>207448 | **E. L. Pierce** SteelSc<br>(*ex*St.Clair)<br>*Elec.light* *Mchy.Aft* 1*Dk* | 5494<br>—<br>4153 | | | | | 1910 | Gt.Lakes Eng.Works Ecorse,Mich. | PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*) | 444·0 | 56·2 | 31·0 | Fairport<br>Utd. States<br>*WB* | T.3Cy.22½",36"&60"–42"<br>233NHP<br>Gt.LakesEngWrksDetroit | |
| 14355<br>136724<br>KNTS | **E. L. Russell** SteelScSr<br>(*Tug*)<br>1*Dk* | 206<br>—<br>100 | | | | | 1899 | J.H.Dialogue&Son Camden,N.J. | GulfRefiningCo. | 108·9 | 22·6 | 12·2 | Pt.Arthur<br>Utd. States | C.2Cy.20"&30"–26"<br>38NHP<br>J.H.Dialogue&Sn,Camden | |
| ❊ 14356<br>NJRW | **E. M. Dalgas** SteelScSr<br>*ss*Els.No.3–1,11<br>*ss*Cpn.No.2–20<br>1*Dk*(*Stl*)&*deepframing* | 1554<br>1368<br>915 | ✠100A1<br>1,22 ~~5,20~~<br>✠LMC5,20<br>BS10,21 | Cpn | *q* | 5,20 | 1898<br>5mo<br>Lloyd's A&CP *WB=* | Grngemth DockyardCo. Grangmouth | Dpskselsk.Vendila (Svendsen& Christensen,*Mgs.*)<br>*CellDBa&uE*94'*uB*16'*f*94'391*t FPT* | 254·0<br>P25'B62'F25'<br>FK | 36·8 | 18·1 | Copnhagn<br>Danish<br>4*BHCem*<br>41*tAPT*17*t* | T.3Cy.19",31"&51"–36" (*a*)<br>160lb ~~90lb~~ 90lb 160NHP<br>1SB,3*cf*,GS62,HS2451<br>Hutson&Son,Glasgow | 20 · 4<br>s 2 · 9<br>17 · 11 |
| 14357<br>118321<br>VFQK | **E. O. Saltmarsh** SteelScSr<br>*Turret deck* *Elec.light* Wireless 1*Dk* | 3630<br>3025<br>2319 | | | | | 1903 | W.Doxford &Sons,Ld. Sunderland | NewPensacolaTrading<br>~~PensacolaTrading~~<br>Co.Ld.(S.&J. Thompson,*Mgrs.*) | 310·0 | 50·2 | 22·6 | London<br>British<br>*WB* | T.3Cy.26",42"&68"–42"<br>300NHP<br>W.Doxford&Sons,Ld.Sld. | |
| 14358<br>217941<br>LQVB | **E. P. Morse** SteelSc<br>(*Tug*)<br>*Elec.light* *Fitted for oil fuel* 1*Dk* | 205<br>—<br>93 | | | | | 1919 | MorseD.D. &RepairCo. Brooklyn,NY | MorseDryDock& RepairCo. | 100·8 | 27·3 | 13·1 | NewYork<br>Utd. States | T.3Cy.16",25"&40"–27"<br>83NHP<br>Trout&Co.Buffalo | |
| 14359<br>204695<br>KWJT | **E. P. Ripley** WoodSc<br>(*Tug*)<br>1*Dk* | 179<br>—<br>91 | | | | | 1907 | Kruse& Banks MarshfieldOr | Atchison,Topeka& SantaFéR.R.Co. | 115·5 | 24·0 | 11·6 | S.Frncisco<br>Utd. States | | |
| 14360<br>221107<br>MONK | **E. R. Kemp** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *CarryingPetroleum in bulk*<br>*Mchy.Aft* *Longitudinal framing* 2*Dks* | 4887<br>—<br>2947 | | | | | 1921 | Bethlehem S.B.Corp.Ld. (HarlanPlnt) Wlmngtn Del | SinclairNav.Co. | 375·2<br>P94'B37'F39' | 53·2 | 28·1 | NewYork<br>Utd. States<br>*WB* | T.3Cy.25",41"&68"–48"<br>320NHP<br>BethlehemS.B.Corp.Ld. (HarlanPlnt)WlmngtnDel | |
| 14361<br>HLNP | **E. Ramirez** IronScSr<br>(*ex*Amalia,*ex*Sevilla, *ex*Vinuesa) | 565<br>—<br>320 | | | | | 1867 | A.Leslie& Co. Newcastle | E.Ramirez-Maffei | 184·6 | 26·0 | 14·6 | Malaga<br>Spanish | | |
| 14362 | **E. Russ** SteelScSr<br>*Elec.light* 1*Dk* | 993<br>789<br>573 | | | | | 1919 | Stettiner Oderwerke Stettin | E.Russ | 210·8<br>P12'Q59'B55'F22' | 33·9 | 13·4 | Hamburg<br>German<br>*WB* | T.3Cy.15¾",25½"&41 5/16"–29½"<br>92NHP<br>StettinerOderwerke | |
| 14363<br>98967<br>MGPQ | **E. Sang** SteelScSr<br>2*Dks* | 1783<br>1619<br>1127 | | | | | 1891 | Lon.&Gls. Co.(Lim.) Glasgow | Indo-ChinaSteam Nav.Co.Ld. | 260·0<br>B64' | 36·1 | 22·0 | London<br>British | T.3Cy.20",32"&52"–39"<br>169NHP<br>Lon.&Gls.Co.(Lim.),Gls. | |
| 14364 | **E. T.** SteelSc<br>(*Trawler*)<br>1*Dk* | 260<br>236<br>79 | | | | | 1920 | NV.Schpsb Lands Welvaren Vlaardingen | N.V.Visscherij Maats."Spurn" | 132·0 | | | Rottrdam<br>Dutch<br>*WB* | T.3Cy. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| For full particulars See No. 37166 in Supplement | | | | | | | | | | | | | | | | |
| 14365 | **E. T. Bedford** SteelTwinSc<br>*Longitudinal framing*<br>*Elec.light*<br>*Mchy.Aft* | 10800 | 100A1<br>*Shelter dk withfreeboard*<br>*(ClassContemplated) CarryingPetroleum in bulk* | | | | 1921 | Federal S.B.Co.<br>Kearny,N.J. | StandardOilCo. (NewJersey) | 500·0 | 68·0 | 38·9 | Bayonne N.J.<br>Utd.States | T.6Cy.<br>FederalS.B.Co.<br>SunS.B.Co.Chester,Pa. | | |
| 14366<br>136547 | **E. W. Oglebay** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB* | 3666<br>—<br>3019 | | | | | 1896 | F.W. Wheeler&Co.<br>W.BayCity | GeneralTransitCo. | 375·6 | 45·8 | 23·6 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.23″,37½″&63″–44″<br>262NHP<br>FWWheeler&Co.WBayCy | | |
| 14367 | **E. W. Sinclair** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *Longitudinal framing* 2*Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk* | 4630 | | | | | 1921 | Bethlehem S.B.Corp.Ld.<br>(HarlanPlnt)<br>WlmngtnDel | SinclairNav.Co. | 375·0<br>P94′B37′F39′ | 53·0 | 28·0 | NewYork<br>Utd.States<br>*WB* | T.3Cy.25″,41″&68″–48″<br>320NHP<br>BethlehemS.B.Corp.Ld | | |
| 14368<br>132962 | **Eager** SteelScDy<br>*(Fishing)*<br>1*Dk* | 102<br>100<br>47 | | | | | 1912 | Cochrane &Sons<br>Selby | S.G.Allerton | 88·0 | 19·1 | 9·0 | Lowestoft<br>British | T.3Cy.10¼″,15½″&26″–18″<br>35RHP<br>Crabtree&Co.Ld.Gt.Yar. | | |
| 14369<br>214921<br>LGVP | **Eagle** SteelScSr<br>(*ex*Peerless,*ex*Eagle) 2*Dks*(*Stl*)&<br>*Elec.light* *Shelter dk*(*Stl*)&*Web frames*<br>Wireless Sub.Sig. *Longitudinal framing* | 6274<br>5728<br>3834 | ✠100A1<br>*Shelter dk withfreeboard*<br>12,20 ✠LMC ~~4,18~~ 11,21<br>*Fitted for oil fuel* 4,17 | SFo | *a*† | CL<br>9,19<br>*F.P. above* 1 | 1917<br>4mo | Union Iron WorksCo.<br>SanFrancisco<br>A&CP<br>50° F. | StandardTransportationCo.Inc.<br>*CellD* | 410·0<br>B355′ 1213*t* *MT*25 | 56·0 | 29·0<br>FK | NewYork<br>Utd.States<br>7*BHptAsp*<br>798*t* *DTa*30′ | T.3Cy.27″,47″&78″–48″ (*s*)<br>220lb 594NHP<br>3SB,9*cf*,GS165,HS8130 FD<br>UnionIronWorksCo.S.Fo.<br>228*tFPT*80*tAPT*195*t* | 32 ″ 0<br>s4 ″ 11<br>27 ″ 5 | |
| 14370<br>118052<br>NTKM | **—** WoodScSr<br>(*ex*Sophie) Wireless 1*Dk*2*trB* | 677<br>545<br>458 | | | | | 1902<br>rblt.<br>1908 | Christensen<br>Sandefjord | BowringBros.Ld. | 176·2 | 29·8 | 15·1 | SJhnsNFL<br>British | T.3Cy.18″,30″&49″–33″<br>NE&B05 82RHP<br>J.S.Vaux&Co.Ld.Sld. | | |
| 14371<br>108355<br>QDFG | **—** SteelPadSr<br>2*Dks* | 647<br>536<br>273 | | | | | 1898 | Gourlay Bros.&Co.<br>Dundee | GeneralStm.Nav. Co.Ld. | 265·0<br>Q23′<br>*Promenade dk*189′ | 30·1 | 10·1 | London<br>British | C.D.2Cy.37″&70″–60″<br>NB06 316NHP<br>GourlayBros.&Co.Dundee | | |
| 14372<br>95971 | **—** SteelScSp<br>*ss*Adl.2ndNo.3–8,15<br>*ss*Adl.No.1–19<br>(*Tug*) 1*Dk* | 229<br>226<br>17 | ✠100A1<br>~~1,20~~ 10,21<br>✠LMC10,20<br>BS10,21 | Mel | *d* | CL<br>~~1,20~~<br>10,21 | 1890<br>4mo<br>*Lloyd* | J.T.Eltringham&Co.<br>S.Shields<br>'*sA&CP* | Huddart.Parker Ld. | 125·4<br>*WB*=*FPT*6*t* | 22·6 | 12·8<br>BK7″ | Melbourne<br>British<br>4*BHCem*<br>*APT*18*t* | T.3Cy.16″,26″&43″–30″<br>160lb 95RHP<br>1SB,3*cf*,GS54,HS1826<br>JPRennoldsn&SnsLdSShl | | |
| 14373<br>99181<br>MJRV | **—** IronScK<br>(*Trawler*)<br>1*Dk* | 146<br>134<br>70 | | | ... | | 1891 | Cochrane, Coopr&Schofield Beverley | Taylor,Olsen& Pennell (H.L. Taylor,*Mgr.*) | 97·1<br>Q17′F17′ | 20·5 | 11·0<br>BK7½″ | Grimsby<br>British | T.3Cy.10⅓″,18″&30″–22″<br>NB15 45RHP<br>C.D.Holmes&Co.Hull | 11″10 | |
| 14374<br>86128<br>HWSV | **—** IronSc<br>(*Tug*)<br>1*Dk* | 102<br>102<br>13 | | | ... | | 1883 | Harvey&C.<br>Hayle | ElliottSteamTug Co.Ld.(J.Page, *Mgr.*) | 100·2 | 17·1 | 10·0 | London<br>British | C.2Cy.16¾″&31¼″–21″<br>NB01 80RHP<br>Harvey&Co.Hayle | | |
| 14375<br>129495 | **Eagle III.** SteelPadSp<br>2*Dks* | 441<br>317<br>186 | | | | | 1910 | Napier& Miller,Ld.<br>Glasgow | Williamson-BuchananSteamers,Ld. (J.Williamson&Co *Mgrs.*) | 215·0 | 25·1 | 8·1 | Glasgow<br>British | D.1Cy.52″–72″<br>176NHP<br>A.&J.Inglis,Ld.Gls. | | |
| 14376<br>110712<br>JGNR | **Eaglet** SteelScYl<br>*ss*Hul.No.3–7,11<br>(*ex*Eagle) *ss*Gms.No.2–19<br>1*Dk* | 168<br>160<br>66 | ✠100A1<br>*StmTrawler*<br>7,21 ~~7,20~~ BS7,21<br>~~BS7,20~~ ✠LMC5,19 | Gms | | ~~N5,19~~<br>7,21 | 1899<br>4mo | Mackie& Thomson<br>Glasgow<br>A&CP | J.L.Green(H.C. Baker,*Mgr.*) | 104·0<br>*WB*= | 21·0 | 10·7<br>BK7½″ | Grimsby<br>British<br>4*BHCem*<br>*DTf*14′20*t* | T.3Cy.10″,16½″&28″–20″ (*s*)<br>200lb 40RHP<br>1SB,2*pf*,GS26,HS642<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 14377<br>~~139353~~ | **Earl Beatty** SteelScK<br>(*ex*ThomasMatthews) 1*Dk*<br>*Mchy.Aft* | 324<br>287<br>148 | ✠100A1<br>*StmTrawler*<br>~~12,20~~<br>11,21 ~~1,21~~ ✠LMC9,19 | Hul<br>~~Ant~~ | | 12,20 | 1919<br>9mo<br>*Lloyd* | Cochrane &Sons,Ld.<br>Selby<br>'*sA&CP* | ~~HellyerBros.Ld.~~ | 138·3<br>Q78′F19′ | 23·7 | 12·8<br>BK7½″ | ~~Hull~~<br>~~Brit~~Spanish<br>4*BHCem* | T.3Cy.13″,23″&37″–26″ (*s*)<br>200lb 87NHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 14378<br>87826<br>HMGO | **Earl Cairns** WoodAuxScSr<br>*OilEng.(not classed)*<br>9&12yrs.Mat. cf *Salted* 1*Dk*<br>(*See Sailing Ship Register*) | 127<br>127<br>93 91 | ✠ Æ1<br>3,21<br>SS.Foy.18–4yrs. | Foy | 13<br>C9<br>C4 | | 1883<br>4mo | Ferguson& Baird<br>Connah's Quay | Toyne,Carter&Co. Ld. | ~~93·1~~<br>93·2 | 23·0 | 10·4 | Fowey<br>British | Oil Engines<br>2Cy.12″–12⅛″ 2S.C SA<br>Widdop NE3,21 23NHP<br>EngineCo.Keighley | | |
| 14379<br>136002<br>JFHB | **Earl Essex** SteelScK<br>*ss*Lon.No.1–20<br>1*Dk* | 225<br>217<br>112 | ✠100A1<br>*StmTrawler*<br>~~3,21~~ 1,20 4,23 ✠LMC1,20<br>BS5,21 | Lon<br>Gms | | CL<br>1,20 | 1914<br>4mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld.Beverley<br>'*sA&CP* | Baker&Green | 117·0<br>Q61′ | 22·0 | 12·7<br>BK7½″ | Grimsby<br>British<br>4*BHCem* | T.3Cy.12″,21″&34″–24″ (*s*)<br>200lb 68RHP<br>1SB,3*pf*,GS37,HS1099<br>Amos&Smith,Ld.Hull | 13 ″ 7 | |
| 14380<br>118938 | **Earl Granard** SteelScK<br>*ss*Gms.No.3–9,19<br>(*ex*Pauline,*ex*Grotius, *ex*Courtland) 1*Dk* | 211<br>194<br>83 | ✠100A1<br>*StmTrawler*<br>8,20<br>BS8,20 ✠LMC7,19 | Gms | | CL<br>6,19 | 1904<br>12mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Beverley<br>'*sA&CP* | W.U.C.Westoby | 115·4<br>Q58′F19′ | 21·6 | 11·5<br>BK7″ | Grimsby<br>British<br>3*BHCem* | T.3Cy.12″,21″&34″–24″ (*s*)<br>180lb 65RHP<br>1SB,2*pf*,GS32,HS1050<br>Amos&Smith,Hull | 12 ″ 3 | |
| 14381<br>139352 | **Earl Haig** SteelScK<br>(*ex*JohnMann) 1*Dk*<br>*Mchy.Aft* | 324<br>287<br>148 | ✠100A1<br>*StmTrawler*<br>1,22 ~~1,21~~ ✠LMC9,19 | Hul | | 1,21 | 1919<br>9mo<br>*Lloyd* | Cochrane& Sons,Ld.<br>Selby<br>'*sA&CP* | ~~HellyerSteam FishingCo.Ld.~~<br>HellyerBros Ld. | 138·3<br>Q78′F19′ | 23·7 | 12·7<br>BK7½″ | Hull<br>British<br>4*BHCem* | T.3Cy.13″,23″&37″–26″ (*s*)<br>200lb 87NHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 14382<br>136258<br>JLNP | **Earl Kitchener** SteelScK<br>*ss*Pts.No.1–20<br>*Elec.light* | 348<br>311<br>162 | ✠100A1<br>*StmTrawler*<br>10,21 ~~9,20~~ ✠LMC9,20<br>BS10,21 | Pts<br>Hul | | CL<br>~~9,20~~<br>10,21 | 1915<br>7mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | HellyerBros.Ld. | 140·2<br>Q76′F23′ | 24·1 | 13·0<br>BK8″ | Hull<br>British<br>4*BHCem* | T.3Cy.13″,22½″&37″–24″ (*s*)<br>200lb 100RHP<br>1SB,3*pf*,GS48,HS1476<br>Amos&Smith,Ld.Hull | 13″10 | |
| 14383<br>122694 | **Earl Warwick** SteelScK<br>*ss*Gms.No.3–5,19<br>(*ex*Thora,*ex*EarlWarwick) 1*Dk* | 208<br>190<br>82 | ✠100A1<br>*StmTrawler*<br>11,21 ~~7,20~~ BS11,21<br>~~BS7,20~~ ✠LMC5,19 | Gms | | CL<br>5,19 | 1905<br>7mo<br>*Lloyd* | Cook, Welt'n&Gemmell<br>Beverley<br>'*sA&CP* | VincentSteam FishingCo.Ld.(L. Abrahams,*Mgr.*) | 117·0<br>P59′F19′ | 21·6 | 11·4<br>BK7″ | Grimsby<br>British<br>4*BHCem* | T.3Cy.12″,21″&34″–24″ (*s*)<br>180lb 60RHP<br>1SB,2*pf*,GS33,HS1096<br>C.D.Holmes&Co.Hull | 12 ″ 3 | |
| 14384<br>130213 | **Earl of Buchan** SteelScK<br>*ss*Abn.No.1–20<br>1*Dk* | 227<br>208<br>98 | ✠100A1<br>*StmTrawler*<br>4,22 ~~8,20~~ ✠LMC8,20 | Abn | | CL<br>8,20 | 1916<br>6mo<br>*Lloyd* | Hawthorns &Co.Ld.<br>Leith<br>'*sA&CP* | PeterheadSteam TrawlingCo.Ld. (J.G.Adam,*Mgr.*) | 117·2<br>*DBf*29′21*t* | 22·1 | 12·6<br>BK7½″ | Peterhead<br>British<br>4*BHCem*<br>*FPT*4*t* | T.3Cy.12″,20″&34″–23″ (*s*)<br>180lb 82RHP<br>1SB,3*pf*,GS41,HS1554<br>Hawthorns&Co.Ld.Leith | 13 ″ 6 | |
| 14385<br>98743 | **Earl of Devon** IronScSr<br>*ss*Hul.No.3–11,99<br>*ss*Hul.No.1–04<br>1*Dk* | 194<br>180<br>84 | ✠<br>*StmTrawler*<br>5,09 ✠ | Hul | | | 1891<br>6mo | Mackie& Thomson<br>Glasgow | R.K.Bishop | 119·8<br>Q19′F19′<br>len99 | 20·7 | 10·7<br>BK7½″ | SJhnsNFL<br>British<br>3*BHCem* | T.3Cy.12″,19″&31″–22″<br>50RHP<br>1SB,2*pf*,GS35,HS750<br>Muir&Houston,Glasgow | 11″11 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Grand. sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.<br>pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14386<br>20774 | **Earl of Ellesmere** IronPad | 114<br>114<br>52 | | | | | 1857 | Ogle&Co.<br>Preston | ManchesterShip<br>CanalCo. | 109·9 | 20·0 | 8·0 | Manchestr<br>British | L.2Cy.31″–42″<br>60RHP<br>Ogle&Co.Preston | | |
| 14387<br>76559<br>JSFQ | **Earl of Powis** IronTwinScSk<br>(*Salvage steamer and tug*) | 116<br>116<br>41 | | | ... | | 1882 | R.Duncan<br>&Co.<br>PortGlasgow | LeithSalvage&<br>TowageCo.Ld.(J.<br>Little&Co.Ld.<br>*Mgrs.*) | 105·6 | 21·3 | 7·6<br>FK | Leith<br>British | C.2Cy.18″&34″–24″<br>50RHP<br>Rankin&Blackmore,Grk. | | |
| 14388<br>68187<br>JGDL | **Earl of Zetland** IronScSr<br>ssAbn.3rdNo.3–10,12<br>ssAbn.No.1–16<br>1*Dk* | 232<br>172<br>145 | ✠90A1<br>4,20<br>✠NB84<br>BS5,21 | Abn<br>LMC4,20 | *c* | CL<br>4,20 | 1877<br>3mo | J Fullerton<br>&Co.<br>Paisley<br>A&CP | N.of Scotland Orkney&ShetlandStm<br>Nav.Co.Ld. | 144·8<br>P53′B25′F28′<br>len84<br>ptND96&16 | 20·2 | 8·9<br>BK6″ | Aberdeen<br>British<br>4*BHCem* | C.2Cy.18½″&33″–21″ (*s*)<br>70lb 50RHP<br>1SB,3*pf*,GS37,HS867<br>J.Howden&Co.,Glasgow | 9 ′ 6<br>s ′ 11<br>9 ′ 5 | |
| 14389<br>109234<br>QJSR | **Earlswood** SteelScSr<br>ssShl.No.3–10,11<br>Wireless ~~ssLiv.No.1–17~~<br>1*Dk*(*Stl*)&*deep framing*<br>ssBry.No.2–19 | 2353<br>2181<br>1480 | ✠100A1<br>7,21 ~~2,19~~<br>~~BS3,20~~<br>BS6,21 | Bry<br>✠LMC2,19 | *t* | ~~CL~~<br>~~2,19~~<br>7,21 | 1898<br>10mo | R.Craggs&<br>Sons<br>Middlesbro'<br>A&CP | AsterShippingCo.<br>Ld. (E.R.Brown,<br>*Mgr* )<br>*WB=Cell DBa*92′ | 300·0<br>P27′B58′F33′<br>*uE&B*36′ *f*120′625*t* | 43·0 | 20·4<br>FK | Middlsbro<br>British<br>5*BHCem*<br>*APT*41*t* | T3Cy.23⅝″,36½″&61″–42″(*r*)<br>160lb *120lb* NDB13 245NHP<br>2SB,6*pf*,GS111,HS3732<br>SirC.Furness,Westgarth&<br>Co.Ld.Mdb. | 23 ′ 0<br>s3 ′ 10½<br>19 ′ 5 | |
| 14390 | **Earn** IronScSr<br>*Mchy.Aft* | *181*<br>*176*<br>*143* | | | | | 1884 | Blackwood<br>& Gordon<br>Port Glasgow | Cia.deEmbarca-<br>cionesCanarias | 113·8<br>len89 | 22·0 | 8·0 | LasPalmas<br>Spanish | C.2Cy.11½″&19¾″–16″<br>12NHP<br>*Cmp*87White&Cooper,Dun | | |
| 14391<br>131980<br>KDWJ | **Easonian** WoodAuxSc3MstSr<br>*OilEng.*<br>(NuestraSeñora deArantzazu)<br>(*SeeSailingShipRegister*) | 250<br>219<br>175 | ✠10A1<br>3,21<br>✠NE1,20 | Lth<br>✠LMC~~4,20~~<br>6,21 | | N4,20 | 1918<br>2mo<br>*Lloyd* | Astilleros<br>dePasajes<br>Pasajes<br>'*sA&CP* | CumberlandGulf<br>TradingCo.Ld. | 110·1<br>8&12yrs.Mat. | 24·1 | 12·3 | Little-<br>hampton<br>British | Oil Engines 2S.C.SA<br>2Cy.13$\frac{3}{16}$″–13¾″ 26NHP<br>Plenty&Son,Ld.Newbury | 14 ′ 0 | |
| 14392<br>217419<br>LPJK | **East Cape** SteelSc<br>Wireless Sub.Sig.<br>*Elec.light* 2*Dks*&*Awng dk* | 5812<br>5586<br>4484 | | | ... | | 1918 | Kawasaki<br>Dkyd.Co.Ld<br>Kobe | UnitedStates<br>ShippingBoard | 385·0 | 51·0 | 36·0<br>FK | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.26″,43½″&72″–48″<br>440NHP<br>KawasakiDkydCoLdKobe | 36 ′ 0 | R |
| 14393<br>219758<br>LWBM | **East Chicago** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)2*trB in fore*<br>Sub.Sig. &*after holds*& *Web frames*<br>Wireless | 3545<br>3005<br>2174 | *Fitted for oil fuel* 4,20 *F.P. above* 150° F. | | ... | CL | 1920<br>4mo | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard<br>*CellDB*251′82 | 324·0<br>P30′B90′F35′<br>7*tMT*20′394*tFPT*1 | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>6*BHptCem*<br>1*t APT*69*t* | 1 Geared Steam Turbine<br>200lb (*s*) HS5800 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 ′ 6 | |
| 14394 | **East Coast** SteelScK<br>(*ex*HoraceStroud) 1*Dk* | *202*<br>*189*<br>77 | | | ... | | 1907 | A.Hall&<br>Co.Ld.<br>Aberdeen | J.deConinck | 115·5 | 21·7 | 11·9<br>BK7½″ | Ostend<br>Belgian<br>*WB* | T.3Cy.11½″,20″&33″–22″<br>68RHP<br>A.Hall&Co.Ld.Aberdeen | 12 ′ 6 | |
| 14395<br>127961 | **East Cock** SteelScSp<br>(*Tug*)<br>1*Dk* | 139<br>139<br>— | | | | | 1909 | Cammell<br>Laird&Co.Ld<br>Birkenhead | LiverpoolScrew<br>Towing&Lighter-<br>ageCo,(G.R.<br>Nicholson) | 95·1 | 22·0 | 11·4 | Liverpool<br>British | C.2Cy.19″&42″–27″<br>99RHP<br>CammellLaird&CoLd.Bkn | | |
| 14396<br>216802<br>LMQC | **East Indian** SteelTwinSc<br>*Elec.light* 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)<br>Wireless Sub.Sig. | 8229<br>7815<br>5176 | | | ... | CL<br>SN<br>4,19<br>P4,19 | 1918<br>7mo | Uraga<br>DockCo.Ld<br>Uraga<br>A&CP | UnitedStates<br>ShippingBoard<br>*Collision bulkhead to Shelter dk* | 445·0 | 58·0 | 29·0<br>40·0<br>FK | S.Frncisco<br>Utd.States<br>*Cem*<br>6*BH to U dk*<br>*CellDB* | T.6Cy.22″,36½″&61″–48″ (*s*)<br>200lb 703NHP<br>4SB,*12cf*,GS232,HS9835 FD<br>UragaDockCo.Ld.<br>387′1409*tFPT*105*tAPT*35*t* | 40 ′ 2<br>s 11 ′ 11<br>28 ′ 8 | |
| 14397<br>102206 | **East Neuk** WoodScK<br>1*Dk* | 107<br>105<br>45 | | | ... | | 1895 | W.Jarvis<br>Anstruther | StandardShipping<br>Co.(Aberdeen)Ld.<br>(J.G.Adam *Mgr.*) | 92·0 | 19·9 | 10·5 | Aberdeen<br>British | C.2Cy.16″&32″–22″<br>NE&B94 *refitted*95 50RHP<br>N.E.MarineEng.CoLd.Sld | 10 ′ 3 | |
| 14398<br>218371<br>LRSF | **East Side** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*<br>*Ref.Mchy.* Wireless | 4750<br>—<br>2899 | | | | | 1919 | Standard<br>S.B.Corp.<br>Shooter's<br>Island,N.Y. | UnitedStates<br>ShippingBoard | 377·0<br>P25′B106′F37′ | 52·0 | 26·6 | NewYork<br>Utd.States<br>*WB* | T.3Cy.25″,42″&70″–48″<br>339NHP<br>StandardS.B.Corp. | | R |
| 14399<br>217372<br>LPGB | **East Wind** SteelSc<br>Wireless Sub.Sig.<br>*Elec.light* 2*Dks*&*Awng dk* | 5869<br>5586<br>4414 | | | ... | | 1918 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | UnitedStates<br>ShippingBoard | 385·0 | 51·0 | 36·0<br>FK | Seattle<br>Utd.States<br>*WB* | T.3Cy.26″,43½″&72″–48″<br>440NHP<br>KawasakiDkydCoLdKobe | 36 ′ 0 | R |
| 14400<br>106684 | **Eastbourne** SteelScYawl<br>1*Dk* | 163<br>150<br>69 | | | ... | | 1896 | Mackie&<br>Thomson<br>Glasgow | E.Taylor<br>(J.A.Taylor,*Mgr.*) | 104·2<br>Q17′F19′ | 20·5 | 10·7<br>BK7½″ | Fleetwood<br>British | T.3Cy.10″,16″&27⅛″–20″<br>45RHP<br>Muir&Houston(Lim.) Gls. | 11 ′ 7 | |
| 14401<br>111241<br>RSFW | **Eastcheap** SteelSc3MstSr<br>ssLon.No.3–5,13<br>(*ex*ValdeTravers) ssPGl.No.2-20<br>*Mchy.Aft Well deck* 1*Dk*(*Irn*) | 768<br>546<br>276 | ✠100A1<br>2,22 ~~6,20~~<br>MBS6,21 | PGl<br>Gls<br>✠LMC6,20 | *k* | CL<br>6,20 | 1900<br>1mo | SMcKnght<br>&Co.Ld.<br>Ayr<br>A&CP | J.&P.Hutchison,<br>Ld.<br>*WB=Cell* | 200·0<br>Q103′B13′F27′<br>*DBf*115′183*t FPT* | 30·6 | 11·5<br>FK | London<br>British<br>3*BHCem*<br>70*tAPT*8*t* | T.3Cy.17″,27½″&44″–33″ (*s*)<br>160lb *100lb* NDB17 116NHP<br>1SB,3*cf*,GS60,HS1830<br>Ross&Duncan,Glasgow | 14 ′ 0<br>s1 ′ 3½<br>13 ′ 0 | |
| 14402<br>118774<br>JGPV | **Eastella** SteelScK<br>ssHul.No.3–9,20<br>1*Dk* | 183<br>172<br>72 | ✠100A1<br>*StmTrawler*<br>9,20<br>~~BS9,20~~ | Hul<br>BS3,21<br>✠LMC4,19 | | CL<br>4,19 | 1903<br>9mo<br>*Lloyd* | Mackie&<br>Thomson<br>Glasgow<br>'*sA&CP* | HullSteamFishing<br>&IceCo.Ld. | 109·1<br>ND20<br>*WB=DeepTanks* | 21·5 | 10·6<br>BK7″ | Hull<br>British<br>4*BHCem*<br>*f*12′22*t* | T.3Cy.11″,18″&30″–22″ (*s*)<br>200lb 48RHP<br>1SB,2*pf*,GS24,HS680<br>Muir&Houston,Ld.Gls. | 11 ′ 6 | |
| 14403<br>217478<br>LPNM | **Easterling** SteelSc<br>*Elec.light* 2*Dks*&*Awng dk*<br>Wireless Sub Sig. | 5868<br>5584<br>4399 | | | ... | | 1918 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | UnitedStates<br>ShippingBoard | 385·0 | 51·0 | 36·0<br>FK | Seattle<br>Utd.States<br>*WB* | T.3Cy.26″,43½″&72″–48″<br>440NHP<br>KawasakiDkydCoLdKobe | 36 ′ 0 | R |
| 14404<br>143367<br>KCDG | **Easterly** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 5114<br>4813<br>3181 | *Now named* "Vermont," *See No.* 39844 *in Supplement* | | | | 1919 | Bartram&<br>Sons<br>Sunderland | Fratres,Ld.<br>(Brown,Jenkinson<br>&Co.*Mgrs.*) | 400·3<br>P48′B112′F39′ | 52·3 | 28·5 | London<br>British<br>*WB* | T.3Cy.27″,44″&73″–48″<br>369NHP<br>N.E.Mar.Eng.Co.Ld.Sld. | | C |
| 14405<br>110096<br>RCHJ | **Eastern** SteelScSr<br>ssSyd.No.3–5,11<br>Wireless ssSyd.No.2–19<br>1*Dk*(*Stl*)&*Spar dk*(*ptStl* teak s)3*trB*<br>*Ref.Mchy.Elec.light lower dk forehold* | 3586<br>2958<br>2272 | ✠100A1<br>*Spar dk*<br>~~1,20~~ 1,22<br>~~Lloyd'sRMC[illegible] tweendeck chambers only~~<br>BS~~7,20~~ 5,21 | Syd<br>~~Lab~~<br>✠LMC7,19 | *w* | 6,20 | 1899<br>4mo | R.Napier&<br>Sons<br>Glasgow<br>A&CP | Eastern&Austra-<br>lianS.S.Co.Ld.<br>*WB=CellDBa*72′ | 352·0<br>P69′B128′F40′ 27·5<br>*uE&B*68′ *f*138′520*t* | 42·2 | 19·8<br>FK | London<br>British<br>6*BHCem*<br>*FPT*38*t* | T.3Cy.27$\frac{11}{16}$″,45″&73″–48″(*s*)<br>185lb *185lb* 469NHP<br>2DB,12*cf*,GS181,HS6464 FD<br>R.Napier&Sons,Ld.Gls. | 30 ′ 2<br>s6 ′ 9<br>24 ′ 0 | |
| 14406<br>116734<br>KMTW | — SteelSc<br>(*ex*SommersN.Smith) (*Tug*)<br>*Elec.light* 1*Dk* | 211<br>—<br>79 | | | | | 1896 | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews | Eastern<br>Transportn.Co. | 105·0 | 21·1 | 14·2 | Wilmgton<br>(Del.)<br>Utd.States | C.2Cy.16″&32″–26″<br>44NHP<br>NewportNewsSB&DD.Co. | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | Years Assigned now expired. | 7<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14407<br>219989<br>LWMO | **Eastern Admiral** SteelSc<br>*Elec.light* *1Dk&Shelter dk*<br>Sub.Sig. *&Web frames*<br>Wireless *Longitudinal framing* | 6668<br>6089<br>4210 | | | | ... | | 1920 | OsakaIron<br>Works,Ld.<br>Osaka | UnitedStates<br>ShippingBoard | 414·7<br>P32'B148'F45' *on Shelter dk* FK | 55·7 | 31·9 | Seattle<br>Utd.States<br>*WB* | T.3Cy.27",45"&75"-51"<br>553NHP<br>OsakaIronWrks.Ld.Osaka | 34 " 8 | R |
| 14408<br>26037<br>RTLQ | **Eastern Belle** SteelScSr<br>*Elec.light* Sub.Sig. *2Dks(Stl)*<br>Wireless | 3124<br>2676<br>1934 | | | | ... | CL | 1919<br>12mo | Ishikawa-<br>jimaS.B.&E.<br>Co.Ld.Tokio<br>A&CP | UnitedStates<br>ShippingBoard | 305·0<br>P25'B92'F30' FK<br>*CellDB*262'587t*FPT*58t*APT*56t | 43·9 | 27·3 | S.Frncisco<br>Utd.States<br>5*BHCem* | T.3Cy.22",37"&61"-42" (s)<br>200lb 338NHP<br>2SB,6*cf*,GS116,HS4837 FD<br>IshikawajimaSB&ECo.Ld. | 27 " 3<br>s 4 " 6<br>23 " 1 | |
| 14409<br>219273<br>LTSR | **Eastern Breeze** SteelScSr<br>*Elec.light* Sub.Sig. *2Dks(Stl)*<br>Wireless | 4673<br>3927<br>3390 | ✠100A1<br>6,20<br>✠LMC10,19 | Bal | | *x* | CL | 1919<br>10mo | Uraga<br>DockCo.Ld<br>Uraga<br>A&CP | UnitedStates<br>ShippingBoard | 360·0<br>P21'B91'F35' FK<br>*CellDB*291'919t*FPT*114t*APT*46t | 51·3 | 28·6 | S.Frncisco<br>Utd.States<br>6*BHCem* | T.3Cy.25",42"&70"-48" (s)<br>200lb 400NHP<br>2SB,6*cf*,GS121,HS5067 FD<br>UragaDockCo Ld.Uraga | 28 " 6<br>s 5 " 7<br>23 " 3 | |
| 14410<br>216482<br>LKWN | **Eastern Chief** SteelScSr<br>(*ex*YoshidaMaruNo.3) *2Dks*<br>*Elec.light* Sub.Sig. Wireless | 4660<br>4034<br>3578 | | | | ... | | 1917 | Uraga<br>DockCo.Ld.<br>Uraga | UnitedStates<br>ShippingBoard | 360·0<br>P33'B91'F33' FK | 51·0 | 28·4 | Seattle<br>Utd.States<br>*WB* | T.3Cy.24¼",40½"&67"-48"<br>378NHP<br>UragaDockCo.Ld.Uraga | 28 " 6 | R |
| 14411<br>135963 | **Eastern City** SteelScSr<br>*Elec.light* Wireless *1Dk&Shelter dk* | 5992<br>5709<br>3714 | | | | | | 1917 | JLThomp-<br>son&Sons.Ld.<br>Sunderland | St.JustS.S.Co.Ld.<br>(W.R.Smith&Son,<br>*Mgrs.*) | 400·0 | 53·0 | 32·7 | Bideford<br>British<br>*WB* | T.3Cy.28",46"&75"-51"<br>402NHP<br>Blair&Co.Ld.Stockton | | C |
| 14412<br>220047<br>LWNR | **Eastern Cloud** SteelSc<br>*Elec.light* *2Dks(Stl)&Awng dk(Stl)*<br>Sub.Sig. Wireless | 5829<br>4120<br>360 | *Fitted for oil fuel* 3,20 *F.P. above* 150° F. | | | ... | CL | 1920<br>3mo | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>A&CP | UnitedStates<br>ShippingBoard | 385·0 FK<br>*CellDB*334'1129t *FPT*187t*APT*264t | 51·2 | 25·6 | Seattle<br>Utd.States<br>*ptCem*<br>2*BHto A dk*<br>4 " " *U* " | T.3Cy.26",43½"&72"-48" (s)<br>200lb 437NHP<br>2SB&1AuxSB,8*cf*,GS154,<br>HS5636 FD<br>KawasakiDkydCoLdKobe | 36 " 0<br>s 9 " 3½<br>27 " 1 | |
| 14413<br>220007<br>LWMS | **Eastern Coast** SteelScSr<br>Wireless<br>*Elec.light* Sub.Sig. *2Dks* | 3863<br>3467<br>2390 | | | | ... | | 1919 | Yokohama<br>DockCo.Ld.<br>Yokohama | UnitedStates<br>ShippingBoard | 345·0<br>P33'B77'F41' FK | 50·0 | 29·0 | NewYork<br>Utd.States<br>*WB* | T.3Cy.23",38"&64"-48"<br>343NHP<br>YokohamaDockCoLdYka | 29 " 1 | R |
| 14414 | — SteelSc<br>*Elec.light*<br>*Mchy.Aft* | 1200 | 100A1<br>*Shelter dk*<br>(*ClassContemplated*) | | | | | 1921 | A.&J.<br>Inglis,Ld.<br>Glasgow | | 240·0 | 36·0 | 14·6 | British | T.3Cy.18",30"&50"-36"<br>A.&J Inglis,Ld.Glasgow | | |
| 14415<br>219750<br>LWBD | **Eastern Crag** SteelScSr<br>Wireless<br>*Elec.light* Sub.Sig. *2Dks* | 3826<br>3421<br>2346 | | | | ... | | 1919 | Yokohama<br>DockCo.Ld.<br>Yokohama | UnitedStates<br>ShippingBoard | 345·0<br>P33'B77'F41' FK | 50·0 | 29·1 | Seattle<br>Utd.States<br>*WB* | T.3Cy.23",38"&64"-48"<br>343NHP<br>YokohamaDockCo.LdYka | 29 " 1 | R |
| 14416<br>217168<br>LNPS | **Eastern Cross** SteelScSr<br>(*ex*KirishimaMaruNo.6) *2Dks*<br>*Elec.light* Sub.Sig. Wireless | 4390<br>4034<br>2694 | | | | ... | | 1917 | Uraga<br>DockCo.Ld.<br>Uraga | UnitedStates<br>ShippingBoard | 360·0<br>P30'B91'F33' FK | 51·0 | 28·4 | Seattle<br>Utd.States<br>*WB* | T.3Cy.24¼",40½"&67"-48"<br>378NHP<br>UragaDockCo.Ld.Uraga | 28 " 5 | R |
| 14417<br>219870<br>LWGR | **Eastern Crown** SteelScSr<br>*Elec.light* Sub.Sig. *2Dks(Stl)*<br>Wireless | 5730<br>4807<br>3552 | *Fitted for oil fuel* 4,20 *F.P. above* 150° F. | | | | | 1920<br>1mo | Mitsubishi<br>ZosenKaisha<br>Ld.Nagasaki<br>A&CP | United States<br>ShippingBoard | 400·0<br>P39'B121'F40' FK<br>*CellDB*347'1064t *FPT*133t*APT*89t | 54·5 | 30·0 | Seattle<br>Utd.States<br>6*BHCem* | T.3Cy.26½"44½"&75"-48"(s)<br>200lb 494NHP<br>3SB,9*cf*,GS172,HS6584 FD<br>MitsubishiZosen<br>Kaisha,Nagasaki | 30 " 0<br>s 5 " 8½<br>24 " 8 | |
| 14418<br>219919<br>LWKF | **Eastern Dawn** SteelSc<br>*Elec.light* *2Dks&Awng dk*<br>Sub.Sig. Wireless | 5842<br>5579<br>3627 | | | | ... | | 1920 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | UnitedStates<br>ShippingBoard | 385·0 FK | 51·2 | 25·5 | Seattle<br>Utd.States<br>*WB* | T.3Cy.26",43½"&72"-48"<br>437NHP<br>KawasakiDkydCoLd Kobe | 36 " 0 | |
| 14419<br>220362<br>MBCQ | **Eastern Exporter** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks&Awng dk*<br>Wireless | 5766<br>5507<br>3573 | | | | ... | | 1920 | MitsuiBus-<br>sanKaisha Ld<br>TamaDkyd. | UnitedStates<br>ShippingBoard | 385·0 FK | 51·0 | 33·7 | Seattle<br>Utd. States<br>*WB* | T.3Cy.26",43½"&72"-48"<br>554NHP<br>MitsuiBussanKaisha,<br>Ld.Uno | 30 " 0 | R |
| 14420<br>219647<br>LVRM | **Eastern Gale** SteelScSr<br>*Elec.light* Sub.Sig. *2Dks(Stl)*<br>Wireless | 4669<br>3927<br>2872 | *Fitted for oil fuel* 2,20 *F.P. above* 150° F. | | | ... | CL | 1919<br>11mo | Uraga<br>DockCo.Ld<br>Uraga<br>A&CP | UnitedStates<br>ShippingBoard | 360·1<br>P21'B91'F35' FK<br>*CellDB*291'919t*FPT*114t*APT*46t | 51·2 | 25·9 | Seattle<br>Utd.States<br>6*BHCem* | T.3Cy.25",42"&70"-48" (s)<br>200lb 400NHP<br>2SB,6*cf*,GS5067 FD<br>UragaDockCo.Ld.Uraga | 28 " 6<br>s 5 " 7<br>23 " 3 | |
| 14421<br>219851<br>LWGD | **Eastern Glade** SteelScSr<br>*Elec.light* Sub.Sig. *2Dks(Stl)*<br>Wireless | 5654<br>4801<br>3521 | *Fitted for oil fuel* 3,20 *F.P. above* 150° F. | | | ... | CL | 1919<br>12mo | UchidaS.B.<br>&Eng.Co.Ld.<br>Yokohama<br>A&CP | UnitedStates<br>ShippingBoard | 400·0<br>P39'B121'F40' FK<br>*CellDB*345'1042t*FPT* 138t*APT*92t | 54·5 | 27·6 | Seattle<br>Utd.States<br>6*BHptCem* | T.3Cy.26",43½"&72"-48" (s)<br>200lb 513NHP<br>3SB,9*cf*,GS175,HS7376 FD<br>IshikawajimaS.B.&Eng.<br>Co.Ld.Tokio | 30 " 0<br>s 5 " 8½<br>24 " 8 | |
| 14422<br>220148<br>LWQT | **Eastern Glen** SteelSc<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5666<br>4823<br>3493 | | | | ... | | 1920 | UchidaS.B<br>&Eng.Co.Ld.<br>Yokohama | UnitedStates<br>ShippingBoard | 399·9<br>P39'B121'F40' FK | 54·7 | 27·6 | Seattle<br>Utd.States<br>*WB* | T.3Cy.26",43½"&72"-48"<br>513NHP<br>IshikawajimaSB&Eng.<br>Co.Ld.Tokio | 30 " 0 | R |
| 14423<br>219597<br>LVPM | **Eastern Guide** SteelScSr<br>*Elec.light* Sub.Sig. *2Dks(Stl)*<br>Wireless | 3986<br>3467<br>2459 | *Fitted for oil fuel* 1,20 *F.P. above* 150° F. | | | ... | | 1919<br>10mo<br>A&CP | Yokohama<br>DockCo.<br>Yokohama | UnitedStates<br>ShippingBoard | 345·0<br>P33'B77'F41' FK<br>*CellDB*316'793t *FPT*56t*APT*29t | 50·0 | 29·1 | Seattle<br>Utd.States<br>6*BHCem* | T.3Cy.23",38"&64"-48" (s)<br>200lb 343NHP<br>2SB,6*cf*,GS105,HS4414 FD<br>YokohamaDockCo.Yka. | 29 " 1 | |
| 14424<br>220425<br>MBFJ | **Eastern Importer** SteelSc<br>*Elec.light* *2Dks(Stl)&Awng dk(Stl)*<br>Sub.Sig. Wireless | 5787<br>4123<br>3586 | *Fitted for oil fuel* 7,20 *F.P. above* 150° F. | | | ... | CL | 1920<br>4mo | MitsuiBus-<br>sanKaisha Ld<br>TamaDkyd.<br>A&CP | UnitedStates<br>ShippingBoard | 385·0 FK<br>*Collision*<br>*CellDB*334'1095t*FPT*126t*APT*73t | 51·0 | 33·7 | Seattle<br>Utd.States<br>*ptCem*<br>*BH to Aw dk*<br>5 " " *U* " | T.3Cy.26",43½"&72"-48" (r)<br>200lb 554NHP<br>3SB,9*cf*,GS181,HS8334 FD<br>KobeSteelWorks,Ld.Kobe | 36 " 0<br>s 9 " 3½<br>27 " 1 | |
| 14425<br>216730<br>LMKC | **Eastern King** SteelSc<br>Sub.Sig. (*ex*YoneMaru)<br>*Elec.light* Wireless *2Dks* | 2995<br>2696<br>1814 | | | | ... | | 1918 | Harima<br>Dckyd.Co.Ld<br>Harima | UnitedStates<br>ShippingBoard | 305·0<br>P25'B94'F33' FK | 43·7 | 27·2 | Seattle<br>Utd.States<br>*WB* | T.3Cy.22",37"&61"-42"<br>290NHP<br>KobeSteelWorks,Kobe | 27 " 3 | R |
| 14426<br>219548<br>LVRN | **Eastern Knight** SteelSc<br>*Elec.light* *1Dk(Stl)&Shelterdk(Stl)*<br>Sub.Sig. *&Webframes*<br>Wireless *Longitudinal framing* | 6589<br>6047<br>4156 | *Fitted for oil fuel* 2,20 *F.P. above* 150°F. | | | ... | CL | 1919<br>11mo<br>A&CP | OsakaIron<br>Works,Ld.<br>Osaka | UnitedStates<br>ShippingBoard | 415·1<br>P45'B148'F45' *on Shelter dk* FK<br>*CellDB*368'1447t*DTa*34'-1145t*FPT*169t*APT*48t | 55·7 | 32·0 | Seattle<br>Utd.States<br>*Cem*<br>3*BHtoSh dk*<br>4 " " *U* " | T.3Cy.27",45"&75"-51" (s)<br>180lb 553NHP<br>3SB,9*cf*,GS190,HS8100 FD<br>OsakaIronWrks.Ld.Osaka | 34 " 8<br>s 7 " 6<br>27 " 7 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Grément, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14427<br>220751<br>MBSG | **Eastern Leader** SteelSc<br>*Elec.light* Sub.Sig. *2Dks(Stl)*<br>Wireless | 4002<br>3443<br>2445 | ✠100A1<br>*Fitted for oil fuel 10,20* | Osa | ... | CL<br>*F.P. above 150° F.* | 1920<br>6mo<br>A&CP | Fujinagata<br>Dockyard<br>Osaka | UnitedStates<br>ShippingBoard<br>*Cell* | 344·8\|50·1\|26·6<br>P33'B73'F40' FK<br>*DB 294' 681tFPT* | Seattle<br>Utd.States<br>*6BHCem*<br>*48tAPT23t* | T.3Cy.23",38"&64"–48" (s)<br>200lb 342NHP<br>2SB,*6cf*,GS107,HS4396 FD<br>FujinagataDkyd.Osaka |
| 14428<br>217292<br>LPBN | **Eastern Light** SteelSc<br>*Elec.light* *1Dk&Shelterdk*<br>Wireless *&Webframes*<br>Sub.Sig. *Longitudinalframing* | 6655<br>6111<br>4148 | | | ... | | 1918 | Osaka Iron<br>Works,Ld.<br>Innoshima | UnitedStates<br>ShippingBoard | 415·1\|55·7\|32·0<br>P33'B148'F45'*on*<br>*Shelterdk* FK | Seattle<br>Utd.States<br>*WB* | T.3Cy.27",45"&75"–51"<br>553NHP<br>OsakaIronWrks,Ld.Osaka |
| 14429<br>220113<br>LWQC | **Eastern Maid** SteelSc<br>*2Dks(Stl)*<br>*Elec.light* Sub.Sig. Wireless | 3142<br>2635<br>1903 | ✠100A1<br>4,20 | Yk | ... | CL | 1920<br>3mo<br>A&CP | Ishikawaji-<br>maS.B.&E.Co<br>Ld. Tokio | UnitedStates<br>ShippingBoard<br>*CellD* | 305·0\|45·8\|24·8<br>P25'B92'F30' FK<br>*B262' 587t FPT58t* | Seattle<br>Utd.States<br>*5BHCem*<br>*APT56t* | T.3Cy.22,37"&61"–42" (s)<br>200lb 338NHP<br>2SB,*6cf*,GS116,HS4837 FD<br>IshikawajimaS.B.&E.Co. |
| 14430<br>219684<br>LVST | **Eastern Mariner** SteelSc<br>*Elec.light* *1Dk&Shelter dk*<br>Sub.Sig. *&Webframes*<br>Wireless *Longitudinal framing* | 7240<br>6071<br>5347 | | | ... | | 1919 | OsakaIron<br>Works,Ld.<br>Osaka | UnitedStates<br>ShippingBoard | 415·1\|55·7\|32·0<br>P45'B148'F45'*on*<br>*Shelter dk* FK | Seattle<br>Utd.States<br>*WB* | T.3Cy.27",45"&75"–51"<br>553NHP<br>OsakaIronWrks,Ld Osaka |
| 14431<br>219776<br>LWOG | **EasternMerchant** SteelTwinScSr<br>*2Dks&Shelter dk*<br>*Elec.light* Sub.Sig. Wireless | 8152<br>7733<br>5099 | | | ... | | 1919 | Asano<br>S.B.Co.<br>Tsurumi | UnitedStates<br>ShippingBoard | 445·0\|58·0\|40·1<br>FK | S.Frncisco<br>Utd.States<br>*WB* | T.6Cy.22",36½"&61"–48"<br>703NHP<br>KubotaIronWorks,Osaka |
| 14432<br>219646<br>LVRK | **Eastern Moon** SteelSc<br>Sub.Sig. Wireless<br>*Elec.light* *2Dks&Awng dk* | 5716<br>5579<br>4271 | | | ... | | 1919 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | UnitedStates<br>ShippingBoard | 384·8\|51·2\|33·7<br>FK | Seattle<br>Utd.States<br>*WB* | T.3Cy.26",43½"&72"–48"<br>440NHP<br>KawasakiDkydCoLdKobe |
| 14433<br>219855<br>LWGF | **Eastern Ocean** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks&Awng dk*<br>Sub.Sig. Wireless | 5869<br>4159<br>3637 | | | ... | | 1920 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | UnitedStates<br>ShippingBoard | 385·3\|51·2\|36·0<br>FK | Seattle<br>Utd.States<br>*WB* | T.3Cy.26",43½"&72"–48"<br>440NHP<br>KawasakiDkydCoLd Kobe |
| 14434<br>219795<br>LWCR | **Eastern Pilot** SteelSc<br>*Elec.light*<br>Wireless Sub.Sig. *2Dks* | 3162<br>2690<br>1924 | | | ... | | 1920 | Teikoku<br>S.S.Co.Ld.<br>O'Harima | UnitedStates<br>ShippingBoard | 305·2\|43·9\|25·0<br>P23'B92'F33'<br>FK | Seattle<br>Utd.States<br>*WB* | T.3Cy.22",37"&61"–42"<br>298NHP<br>KobeSteelWorks,Kobe |
| 14435<br>219889<br>LWHF | **Eastern Planet** SteelScSr<br>Wireless Sub.Sig.<br>*Elec.light* *2Dks&Awng dk* | 5816<br>4112<br>3604 | | | ... | | 1920 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | UnitedStates<br>ShippingBoard | 384·8\|51·2\|25·5<br>FK | Seattle<br>Utd.States<br>*WB* | T.3Cy.26",43½"&72"–48"<br>437NHP<br>KawasakiDkydCoLd Kobe |
| 14436<br>143071<br>JWNF | **Eastern Prince** SteelSc<br>ssNwc.No.3–1,21<br>(*ex*Altenfels) *2Dks(Stl–Uteaks)*<br>*Elec.light* Wireless | 7569<br>7044<br>4798 | 100A1<br>8,21 ~~1,21~~ | Nwc<br>LMC1,21 | | CL<br>1,21 | 1915 | J.C.Teck-<br>lenborgA.G.<br>Geestemünde<br>*Inter* | PrinceLine,Ld.<br>(Furness,Withy&<br>Co.Ld.*Mgrs.*)<br>*mediateBH in fore*<br>*CellDB1394t 'Twn* | 469·4\|58·5\|32·4<br>P67'B138'F58'<br>FK<br>*hold dispensed with*<br>*dk Tf37' 714t 'Twn* | Newcastle<br>British<br>*Cem*<br>*6BH only*<br>*dkTa30'644t* | T.3Cy.31½",50¾"&82¾"–55"<br>200lb (s) 702NHP<br>4SB,*12cf*,GS226,HS9904 FD<br>J.C.Tecklenborg A.G.Gst.<br>*FPT88tAPT55t* |
| 14437<br>216706<br>LMJF | **Eastern Queen** SteelSc<br>(*ex*TofukuMaru) *2Dks(Stl)&Awng*<br>*Elec.light* Wireless Sub.Sig. *dk(Stl)* | 5834<br>5586<br>4417 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>4,20 ✠LMC | NYk | | CL<br>11,20 | 1918<br>2mo<br>*Lloyd's A&CP* | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | UnitedStates<br>ShippingBoard<br>*CellDB* | 385·0\|51·0\|36·0<br>FK<br>334' 1118t *FPT126t* | Seattle<br>Utd.States<br>*6BHCem*<br>*APT98t* | T.3Cy.26",43½"&72"–48" (s)<br>200lb 444NHP<br>2SB,*6cf*,GS126,HS5809 FD<br>KawasakiDkydCoLdKobe |
| 14438<br>220276<br>LWVC | **Eastern Sailor** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *1Dk&Shelter dk*<br>Wireless *&Web frames*<br>Sub.Sig. *Longitudinal framing* | 6601<br>6086<br>4157 | | | ... | | 1920 | OsakaIron<br>Works,Ld.<br>Osaka | UnitedStates<br>ShippingBoard | 415·0\|55·7\|31·9<br>P32'B148'F45'*on*<br>*Shelter dk* FK | Seattle<br>Utd.States<br>*WB* | T.3Cy.27",45"&75"–51"<br>553NHP<br>OsakaIronWrks,Ld.Osaka |
| 14439<br>216617<br>LMFB | **Eastern Sea** SteelSc<br>(*ex*TaifukuMaru) *2Dks&Awngdk*<br>*Elec.light* Wireless Sub.Sig. | 5838<br>5586<br>4493 | | | ... | | 1918 | Kawasaki<br>DkydCo.Ld.<br>Kobe | UnitedStates<br>ShippingBoard | 385·0\|51·0\|36·0<br>FK | Seattle<br>Utd.States<br>*WB* | T.3Cy.26",43½"&72"–48"<br>441NHP<br>KawasakiDkydCoLdKobe |
| 14440<br>217291<br>LPBG | **Eastern Shore** SteelSc<br>*Elec.light* Sub.Sig. *2Dks&*<br>Wireless *Shelter dk* | 6731<br>6507<br>5134 | | | ... | | 1918 | Harima<br>DkydCo.<br>Harima | UnitedStates<br>ShippingBoard | 425·0\|53·6\|37·6<br>FK | Seattle<br>Utd.States<br>*WB* | T.3Cy.27",45"&75"–51"<br>547NHP<br>KobeSteelWorks,Kobe |
| 14441<br>220589<br>MBKN | **Eastern Soldier** SteelSc<br>*Elec.light* *2Dks(Stl)&Shelter dk(Stl)*<br>Wireless Sub.Sig. | 6750<br>6437<br>4211 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>*Fitted for oil fuel 6,20* | O'Harima | ... | CL<br>*F.P. above 150° F.* | 1920<br>6mo<br>A&CP | Harima<br>DockyardCo.<br>O'Harima | UnitedStates<br>ShippingBoard<br>*CellDB* | 425·0\|53·6\|34·9<br>FK<br>*CollisionBH to Sh dk*<br>366' 1104t *FPT* 140t | Seattle<br>Utd. States<br>*ptCem ptAsp*<br>*6BH to Udk*<br>*APT196t* | T.3Cy.27",45"&75"–51" (s)<br>200lb 576NHP<br>3SB,*9cf*,GS185,HS8331 FD<br>KobeSteelWorks,Ld.Kobe |
| 14442<br>216543<br>LMOD | **Eastern Star** SteelSc<br>ssHfs.No.1–21<br>(*ex*MeigenMaru) *1Dk(Stl)&Shelter dk*<br>*Elec.light* Sub.Sig. *(Stl)&Web frames*<br>Wireless *Longitudinal framing* | 4330<br>3693<br>3282 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~4,20~~ ✠LMC12,19<br>*Carrying oil fuel F.P.* | Bal<br>~~Hfs~~ NYk<br>7,21 | *w* | CL<br>~~4,20~~<br>7,21<br>*above 150° F. in D.B.* | 1917<br>12mo<br>A&CP | OsakaIron<br>Works,Ld.<br>Innoshima | StandardS.S.Co.<br>Inc.<br>*CellDB298' 1136t* | 345·0\|49·1\|28·1<br>P30'B99'F34'*on*<br>*Shelter dk* FK<br>*DTa32' 693t FPT* | NewYork<br>Utd.States<br>*6BHCem*<br>115t*APT29t* | T.3Cy.24",41"&67"–48" (s)<br>180lb 390NHP<br>2SB,*6cf*,GS126,HS5400 FD<br>OsakaIronWrks,Ld.Osaka |
| 14443<br>136981 | **Eastern States** SteelPad<br>*Elec.light* Wireless | 3077<br>—<br>1566 | | | | | 1902 | DetroitS.<br>B.Co. Wyan-<br>dotte,Mich. | Detroit&Cleve-<br>landNav.Co. | 350·0\|44·0\|19·9 | Detroit,<br>Mich.<br>Utd.States | C.3Cy.52"&(2)72"–84"<br>792NHP<br>DetroitS.B.Co.Detroit |
| 14444<br>216401<br>LKVW | **Eastern Sun** SteelSc<br>(*ex*TaifukuMaruNo.20) *2Dks&*<br>*Elec.light* Wireless *Awng dk* | 5851<br>5586<br>4581 | | | ... | | 1918 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | UnitedStates<br>ShippingBoard | 385·0\|51·0\|36·0<br>FK | Seattle<br>Utd.States<br>*WB* | T.3Cy.26",43½"&72"–48"<br>444NHP<br>KawasakiDkyd.Co.Ld. |
| 14445<br>220803<br>MBVD | **Eastern Sword** SteelSc<br>*Elec.light* *1Dk(Stl)&*<br>Wireless Sub.Sig. *Awng dk(Stl)* | 3785<br>3252<br>2286 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>2,22 ~~4,20~~ ✠LMC10,20<br>*Fitted for oil fuel 10,20* | Uraga<br>~~Gls~~ NNs | *v* | CL<br>9,21<br>*F.P. above 150°F.* | 1920<br>8mo<br>A&CP | Uraga<br>DockCo.Ld.<br>Uraga | UnitedStates<br>ShippingBoard<br>*CellDB276'*<br>*711t 'tween dk side tanks20'94t FPT* | 330·3\|46·1\|27·6<br>P17'B84'F39'<br>FK | Seattle<br>Utd.States<br>*ptCem*<br>*5BHtoAwdk*<br>*93tAPT32t* | T.3Cy.24¾",41"&63"–48" (s)<br>200lb 419NHP<br>2SB,*6cf*,GS126,HS5703 FD<br>KubotaIronWorks,Kobe |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 · 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of L. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14446<br>220173<br>LWRH | **Eastern Tempest** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 4624<br>3832<br>2838 |  |  | ... | CL<br>5,21 | 1920<br>4mo | Uraga<br>DockCo.Ld.<br>Uraga<br>A&CP | UnitedStates<br>ShippingBoard | 360·1<br>P21'B91'F35' FK<br>*CellDB*302' 900*t FPT*104*tAPT*41*t* | 51·2 | 25·9 | Seattle<br>Utd.States<br>6*BHCem* | T.3Cy.25",42"&70"–48" (*s*)<br>200lb 400NHP<br>2SB,6*cf*,GS121,HS5067 FD<br>UragaDockCo.Ld. | 28 ″ 6<br>s 5 ″ 7<br>23 ″ 3 |  |
| 14447<br>220615<br>MBLH | **Eastern Temple** SteelSc<br>*Elec.light* 1*Dk*2*trB*&*Web frames*<br>Sub.Sig. Wireless | 3674<br>3108<br>2236 |  |  | ... |  | 1920 | NittaShip-<br>yard<br>Osaka | UnitedStates<br>ShippingBoard | 315·9<br>P22'B82'F38' FK | 45·8 | 26·3 | Seattle<br>Utd.States<br>*WB* | T.3Cy.24",41"&67"–48"<br>400NHP<br>TanakaEng.Works,Osaka | 21 ″ 10 |  |
| 14448<br>219796<br>LWCD | **Eastern Trader** SteelTwinScSr<br>*Elec.light* 2*Dks*(*Stl*)&<br>Sub.Sig. Wireless *Shelter dk*(*Stl*) | 8151<br>7733<br>5100 |  |  | ... | CL | 1919<br>12mo | AsanoS.B.<br>Co.Ld.<br>Tsurumi<br>A&CP | UnitedStates<br>ShippingBoard<br>*CellDB*386'1401*t* | 445·0 FK<br>'*tween dk tanks*13'272*t FPT*88*tAPT*35*t* | 58·0 | 32·0 | S.Frncisco<br>Utd.States<br>*Cem*<br>4 *BH to S dk*<br>3 „ „ *U* „ | T.6Cy.22",36½"&61"–48" (*s*)<br>200lb 703NHP<br>4SB,12*cf*,GS233,HS9835 FD<br>KubotaIronWorks,Kobé | 40 ″ 1<br>s10 ″ 1½<br>30 ″ 4 |  |
| 14449<br>219871<br>LWGS | **Eastern Victor** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>Sub.Sig. Wireless | 5727<br>4805<br>3523 |  |  | ... |  | 1920 | Mitsubishi<br>ZosenKaisha<br>Ld.Kobe | UnitedStates<br>ShippingBoard | 400·0<br>P39'B121'F40' FK | 54·5 | 30·0 | Seattle<br>Utd.States<br>*WB* | T.3Cy26½",44½"&75"–48"<br>494NHP<br>MitsubishiZozen<br>Kaisha,Ld.Kobe | 30 ″ 0 | R |
| 14450<br>216793<br>LMPQ | **Easterner** SteelSc<br>*Elec.light* Sub.Sig. (*ex*SeifukuMaru)<br>Wireless 2*Dks*&*Awng dk* | 5840<br>5585<br>4497 |  |  | ... |  | 1918 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | UnitedStates<br>ShippingBoard | 385·0<br>FK | 51·0 | 36·0 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.26",43½"&72"–48"<br>444NHP<br>KawasakiDkydCoLdKobe | 36 ″ 0 | R |
| 14451<br>144903<br>KGFV | **—** SteelSc<br>*ss*Nwc.No.3-7,20<br>(*ex*Kilham) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 618<br>491<br>273 | 100A1<br>~~8,21~~ ~~7,20~~ 12,21<br>BS10,21 LMC7,20 | Nwc |  | CL<br>12,21 | 1918<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | BrownShipping<br>Co.(Newcastle)Ld.<br>(Robinson,Brown<br>&Co.*Mgrs.*) | 172·2<br>B50' FK<br>*CellDBuE*26'20*tFPT*20*t* | 30·0 | 15·7 | Newcastle<br>British<br>5*BHCem* | T.3Cy.16",26"&44"–26" (*s*)<br>200lb 94RHP<br>1SB,3*cf*,GS51,HS1825<br>Smith'sDock.Co.Ld. Mdb. | 16 ″ 6<br>s 1 ″ 10<br>14 ″ 11 |  |
| 14452<br>139100<br>JMCL | **Eastgate** SteelScSr<br>*ss*.Cff.No.1-20<br>Wireless 1*Dk*(*Stl*) | 4277<br>4034<br>2694 | ✠100A1<br>11,21 ~~4,21~~<br>✠LMC6,20<br>BS12,21 | Npt<br>Bry | *y* | CL<br>N7,20 | 1915<br>11mo<br>*Lloyd* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'*sA&CP* | Turnbull,Scott<br>ShippingCo.Ld.<br>(Turnbull,Scott&<br>Co.*Mgrs.*) | 380·1<br>P27'B230'F36' FK<br>*WB=CellDBa*128'*uE&B*45'*f*166'1270*tAPT*130*t* | 53·5 | 24·1 | London<br>British<br>6*BHCem* | T.3Cy.25",41"&68"–48" (*s*)<br>180lb HS7501 421NHP<br>2SB&1AuxSB,10*cf*,GS184,<br>Cen.Mar.Eng.Wrks.WHpl | 26 ″ 8<br>s 4 ″ 1<br>22 ″ 11 |  |
| 14453<br>108841 | **Eastham** SteelSc<br>(*Tug*)<br>1*Dk* | 103<br>92<br>— |  |  | ... |  | 1899 | J.G.Fay&<br>Co.Ld.<br>Southampton | ManchesterShip<br>CanalCo. | 80·3<br>BK6" | 19·0 | 9·9 | Manchestr<br>British | C.2Cy.17"&35"–24"<br>63RHP<br>J.G.Fay&Co.Ld.Sou. | 10 ″ 3 |  |
| 14454<br>134071 | **Eastholm** WoodSc<br>1*Dk* | 258<br>126<br>138 |  |  |  |  | 1913 | A.Moscrop<br>Vancouver,<br>B.C. | F.Waterhouse&Co<br>ofCanada,Ld. | 93·0 | 24·3 | 6·8 | Vancouv'r<br>British | C.2Cy.9"&20"–14"<br>E*made*10 B*made*06 16RHP<br>Ross&HowardIrnWksVcr |  |  |
| 14455<br>~~143081~~<br>~~JWNR~~ | **Eastminster Abbey** SteelSc<br>(*ex*Heilbronn)<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 8082<br>7513<br>5090 | Hul 1,21<br>(*See footnote**),<br>*Now named* "Aagtekerk," *See No.* 36197 *in Supplement* |  |  |  | 1914 | Howalds-<br>werkeA.G.<br>Kiel | ~~DavidS.S.Co.Ld.~~<br>Rotterdamsche<br>Lloyd(W.Ruys&<br>Zonen,*Mgrs.*) | 474·9<br>P29'B144'F85' | 60·8 | 32·8 | ~~London~~<br>~~British~~<br>Dutch *WB* | T.3Cy.33",53"&86½"–57"<br>734NHP<br>HowaldswerkeA.G.Kiel |  |  |
| 14456<br>145165 | **Eastney** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)<br>Wireless | 5118<br>4922<br>3237 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>7,21 ~~2,21~~<br>✠LMC1,21 | Nwc<br>Shl | *x* | CL | 1921<br>2mo<br>*Lloyd* | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'*sA&CP*<br>*CellDBa*133'*u* | RomneyS.S.Co.Ld.<br>(Fawcett,Cover-<br>dale&Co.*Mgrs.*)<br>*E*23'*j*154'1052*tDT* | 375·0<br>F31' FK<br>*Collision BHtoSh dk*<br>*a*25'790*tAPT*130*t* | 51·2 | 31·7 | London<br>British<br>*Cem*<br>6 *BH to U* „ | T.3Cy.25",41"&69"–48" (*s*)<br>180lb 370NHP<br>3SB.9*cf*,GS155,HS5883<br>WllsndSlpwyCo.Ld.Nwc. | 34 ″ 1<br>s 9 ″ 6<br>25 ″ 0 |  |
| 14457<br>132069 | **Easton** SteelScSr<br>*Mchy.Aft* *Elec.light* 1*Dk* | 1757<br>1478<br>1129 |  |  |  |  | 1912 | Sunderlnd<br>S.B.Co.Ld<br>Sunderland | MathewsS.S.Co.<br>Ld.(A.E.Mathews,<br>*Mgr.*) | 250·0<br>Q97'F37' | 42·7 | 16·4 | Sundrland<br>British<br>*WB* | T.3Cy.17",28"&46"–33"<br>122NHP<br>N.E.MarineEng.Co.Ld.Sld |  | CL |
| 14458<br>217085<br>LNJG | **Eastport** SteelSc<br>*Elec.light* 1*Dk*&*Shelter dk*<br>Wireless &*Web frames*<br>*Longitudinal framing* | 4385<br>3693<br>2705 |  |  | ... |  | 1918 | OsakaIron<br>Works,Ld.<br>Innoshima | UnitedStates<br>ShippingBoard | 345·0<br>P33'B99'F34' *on*<br>*Shelter dk* FK | 49·8 | 28·1 | Seattle<br>Utd.States<br>*WB* | T.3Cy.24",41"&67"–48"<br>390NHP<br>OsakaIronWrks.Ld.Osaka | 28 ″ 2 | R |
| 14459<br>109058 | **Eastward Ho** IronScK<br>1*Dk* | 162<br>150<br>63 |  |  | ... |  | 1898 | Cook, Wel-<br>t'n&Gemmell<br>Hull | Monkshaven<br>FishingCo.Ld.<br>(W.Barton,*Mgr.*) | 105·2<br>Q20'<br>BK7½" | 20·7 | 11·0 | Whitby<br>British | T.3Cy.11¾",20"&32"–23"<br>55RHP<br>Tindall&Co.Hull | 11 ″ 10 |  |
| 14460<br>144887<br>KFVG | **Eastwick** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Well deck* | 518<br>379<br>284 | ✠100A1<br>~~12,21~~ ~~6,20~~ 1,22<br>✠LMC6,20 | Nwc<br>Shl | *g* | CL | 1920<br>6mo<br>*Lloyd* | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld Newcastle<br>'*sA&CP* | Anglo-American<br>OilCo.Ld. (J.<br>Hamilton,*Mgr.*) | 157·9<br>Q104'F21' FK<br>*Cell DBf*40'52*t* | 26·2 | 12·1 | Newcastle<br>British<br>3*BHCem*<br>*FPT*70*t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 77RHP<br>1SB,3*cf*,GS46,HS1415<br>W.Beardmore&Co.Ld.,<br>Coatbridge | 13 ″ 0<br>3 ″ 5½<br>12 ″ 6 |  |
| 14461<br>115170<br>HBJK | **Eastwood** SteelScSr<br>*ss*Cff.No.3-5,17<br>1*Dk*(*ptIrn*&*ptStl*)2*trB*&*deep*<br>Wireless *framing* 3*Dk rule* | 3582<br>3378<br>2335 | ✠100A1<br>3,20<br>BS3,20 ✠LMC5,17 | Liv | *v* | CL<br>9,19 | 1904<br>10mo<br>*Lloyd* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'*sA&CF* | EastwoodSSCoLd.<br>(Macbeth,Black-<br>wood&Laurie,Ld)<br>*WB = Cell*<br>*DBa*111' *uE&B*40 | 340·0<br>P25'B113'F32' FK<br>'*f* 146' 952*t DTf*21' | 48·0 | 24·8 | W.Hartlpl<br>British<br>7*BHCem*<br>666*tAPT*30*t* | T.3Cy.24½",40"&65"–42" (*s*)<br>180lb 296NHP<br>2SB,6*rf*,GS112,HS4562<br>Cen.Mar.Eng.Wrks.WHpl | 27 ″ 4<br>s 5 ″ 0½<br>22 ″ 8 |  |
| 14462<br>118034<br>VDPK | **Eaton Grove** SteelSc<br>*ss*Liv.No.3-8,16<br>(*ex*Perez,*ex*EasternCoast,*ex*Powerful)<br>1*Dk*(*Stl*)&*deep framing lower dk*(*Stl*)<br>*Elec.light* Sub.Sig. 28'*in forehold* | 1607<br>1296<br>860 | ✠100A1<br>3,20<br>✠LMC<br>MS11,15 BS10,19 | Cff | *r* | CL<br>5,19 | 1903<br>7mo<br>*Lloyd* | Swan Hun-<br>ter&Wigham<br>Richrdsn,Ld.<br>Newcastle<br>'*sA&CP* | HarkenS.S.Co.Ld.<br>(H.Davies,W.K.<br>David&R.P.Daniel<br>*Mgrs.*) *CellDBa*7 | 270·4<br>P164'F74' FK<br>4'&*uE*20' 133*t FPT* | 36·0 | 19·3 | Liverpool<br>British<br>4*BHCem*<br>38*tAPT*21*t* | T.3Cy.21½",34"&56"–42" (*r*)<br>160lb 238NHP<br>2SB,8*pf*,GS132,HS4096<br>WghmRchrdsn&CLdNwc | 20 ″ 6<br>s 2 ″ 5½<br>18 ″ 6 |  |
| 14463<br>119951<br>WCSJ | **Eaton Hall** SteelScSr<br>*Turret deck* Wireless 1*Dk*2*trB* | 3711<br>3134<br>2380 |  |  |  |  | 1904 | W.Doxford<br>&Sons,Ld.<br>Sunderland | HansenShppngCo.<br>Ld.(HansenBros.<br>Ld.*Mgrs.*) | 342·1<br>P21'F35' | 46·6 | 24·7 | London<br>British<br>*WB* | T.3Cy.26",42"&68"–42"<br>300NHP<br>W.Doxford&Sons,Ld.Sld. |  | V |
| 14464<br>131462<br>HWTS | **Ebani** SteelScSr<br>*ss*Liv.No.2-20 ~~ssCTn.No.1-18~~<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws)<br>*Elec.light* *Ref.Mchy.* Wireless | 4862<br>4254<br>2963 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~8,21~~ ~~7,20~~ 12,21 MS8,21<br>~~BS12,20~~ ✠LMC~~10,~~<br>BS4,22 | Liv | *z* | CL<br>~~11,19~~<br>8,21 | 1912<br>10mo<br>*Lloyd* | Palmers'<br>Co.Ld.<br>Newcastle<br>'*sA&CP* | British&African<br>S.N.Co.Ld.(Elder,<br>Dempster&Co.Ld.<br>*Mgrs.*) | 405·1<br>P31'B78'F47'<br>*onShelter dk* FK<br>*WB=CellDBa* | 54·0 | 23·5 | Liverpool<br>British<br>7*BHCem*<br>125'*uE*28'*f* | T.3Cy.26",44"&74"–51" (*s*)<br>205lb 566NHP<br>3SB,9*cf*,GS191,HS8100 FD<br>Palmers'Co.Ld.Newcastle<br>172'1016*t FPT*120*tAPT*80*t* | 26 ″ 0<br>s 3 ″ 1<br>23 ″ 3 |  |
| 14465<br>NBVT | **Ebba** SteelSc<br>1*Dk* | 939<br>817<br>544 |  |  |  |  | 1920 | A.G.<br>Nüscke&Co.<br>Stettin | A/S D/S Vester-<br>havet (L.D.<br>Lauritzen,*Mgr.*) | 224·4<br>P17'B63'F23' | 32·8 | 12·6 | Esbjerg<br>Danish<br>*WB* | T.3Cy.12¾",21"&34"–21$\frac{3}{16}$"<br>53NHP<br>AtlasWerke,Bremen |  |  |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued.

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 Nom du Navire. — Ex-nom, s'il y a lieu. — Visites Périodiques. | 3 Matériaux, Gréement, etc. — Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14466<br>6349<br>KCRH | **Ebba**<br>(*See Sailing Ship Register*) | **WoodAuxSc3MstSr**<br>*OilEng.* | 273<br>249<br>209 | | | | | 1917 | Jakobstad<br>Varv<br>Jakobstad | A/B G.afEkenstam | 117·8<br>P24'H9t | 29·4 | 12·3 | Nrrköping<br>Swedish | OilEngine<br>2Cy.15"-16½"<br>J&CGBolindersCoLdSkm. | |
| 14467<br>VBKF | **Ebba Munck** | **SteelScSr**<br>1*Dk&Awng dk* | 365<br>—<br>236 | | | | | 1888 | W.Crichton&Co.<br>Åbo | ÅngfartygsA/B<br>EbbaMunck<br>(W.Korhanen) | 121·7 | 21·9 | 10·5 | Helsingfrs<br>Finnish<br>*WB* | T.3Cy.10",17½"&26"-21"<br>31NHP<br>W.Crichton&Co.Åbo | |
| 14468<br>139311<br>JNSC | **Ebbrix**<br>*Well deck*<br>*Mchy.Aft* | **SteelSc3MstSr**<br>ssHul.No.1-21<br>1*Dk*(*Stl*) | 429<br>303<br>203 | ✠100A1<br>1,22 ~~2,21~~<br>BS1,22 ✠LMC2,21 | Hul | *g* | CL<br>~~2,21~~<br>N1,22 | 1917<br>3mo<br>*Lloyd* | Cochrane&Sons,Ld.<br>Selby<br>*'sA&CP* | R.Rix&Sons | 150·2<br>Q86'B9'F18'<br>BK7½"<br>*FPT53t* | 24·6 | 11·0 | Hull<br>British<br>3*BHCem*<br>*APT7t* | T.3Cy.12",20"&34"-24" (*s*)<br>180lb 69RHP<br>1SB,*2pf*,GS33,HS1175<br>ShieldsE.&DDCo.Ld.NShl | 12<br>s 3<br>12 |
| 14469<br>99746<br>NGBS | **Eblana**<br>*Mchy.Aft* *Elec.light* | **SteelScSr**<br>2*Dks* | 808<br>673<br>366 | | | ... | | 1892 | Ardrossan<br>S.B.Co(Lim)<br>Ardrossan | British&IrishStm.<br>PacketCo.Ld. | 213·0<br>P64'B15'F42'<br>BK9" | 32·1 | 15·0 | Dublin<br>British<br>*WB* | C.2Cy.32"&64"-39"<br>204NHP<br>Hutson&Corbett,Glasgow | 16 |
| 14470<br>135174<br>JBKD | **Eboe**<br>*Elec.light* Wireless<br>*Ref.Mchy* | **SteelScSr**<br>~~ssNYk.No.1-18~~<br>2*Dks*(*Stl*)<br>&*Shelter dk*(*Stl*-ws)<br>ssLiv.No.2-21 | 4866<br>4245<br>2965 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~7,21~~ ~~7,20~~ 11,21 MS7,21<br>BS5,21 ✠LMC[illegible] | Liv | *z* | CL<br>7,20 | 1912<br>12mo<br>*Lloyd* | Palmers'<br>Co.Ld.<br>Newcastle<br>*'sA&CP* *WB* | AfricanS.S.Co.<br>(Elder,Dempster&<br>Co.Ld. *Mgrs.*)<br>*=CellDBa125'uE* | 405·1<br>P31'B78'F47'<br>*onShelter dk* FK<br>*28'f172'1016tFPT* | 54·1 | 23·5 | London<br>British<br>7*BHCem*<br>*120tAPT80t* | T.3Cy.26",44"&74"-51" (*s*)<br>205lb 566NHP<br>3SB,*9cf*,GS191,HS8100 FD<br>Palmers'Co.Ld.Newcastle | 26<br>s 3<br>23 |
| 14471<br>140439 | **Ebonol**<br>*Elec.light*<br>*Mchy.Aft* | **SteelScSp**<br>ssLon.No.1-21<br>1*Dk*(*Stl*)&*Web frames* | 1158<br>854<br>501 | ✠100A1<br>*withfreeboard*<br>1,22 ~~2,17~~ ✠LMC[illegible]<br>*CarryingPetroleum in bulk F.P. above 150° F.*<br>*Fitted for oil fuel* 12,17 | PGl<br>Nwc 11,21 | *n* | CL<br>11,21 | 1917<br>12mo<br>*Lloyd* | ClydeS.B.<br>&Eng.Co.Ld.<br>Pt.Glasgow<br>*'sA&CP* | TheAdmiralty | 210·1<br>P45'F40'<br>FK<br>*CellDBuE&B43' 74tDTf30' 260tFPT* | 34·7 | 15·6 | London<br>British<br>12*BHptCem*<br>*37tAPT33t* | T.3Cy.16",26"&43"-27" (*s*)<br>180lb 99RHP<br>2SB,*4cf*,HS2254 FD<br>ClydeS.B.&Eng.Co.Ld. | 16<br>s 3<br>13 |
| 14472<br>106755 | **Ebor** | **SteelScYl**<br>ssHul.No.3-7,09<br>ssMil.No.2-17<br>1*Dk* | 165<br>152<br>64 | ✠~~100A1~~<br>*StmTrawler*<br>6,21 ~~11,20~~<br>~~BS11,19~~ ✠~~LMC[illegible]~~ | Flt | | 11,20 | 1897<br>6mo | Mackie&<br>Thomson<br>Glasgow<br>A&CP | BritishTrawling<br>Co.Ld. (C.W.Pickering, *Mgr.*) | 104·2<br>Q17'F17'<br>ptND09 BK7½" | 21·0 | 10·7 | Hull<br>British<br>4*BHCem* | T.3Cy.11 5/16",17"&28"-20"(*s*)<br>170lb 45RHP<br>1SB,*2pf*,GS27,HS690<br>Muir&Houston(Lim.),Gls | 11 |
| 14473<br>127122 | **Ebor Abbey**<br>(*ex*NellieDodds) | **SteelScK**<br>1*Dk* | 220<br>206<br>85 | | | ... | | 1911 | A.Hall&<br>Co.Ld.<br>Aberdeen | EborFishingCo.Ld<br>(Robinson&<br>Crosthwaite, *Mgs*) | 121·5<br>F19'<br>BK7½" | 22·5 | 10·0 | Middlsbro'<br>British<br>*WB* | T.3Cy.11½",20"&33"-23"<br>66RHP<br>A.Hall&Co.Ld.Aberdeen | 12 |
| 14474<br>127163 | **Ebor Belle**<br>(*ex*Granuweal) | **SteelScK**<br>1*Dk* | 174<br>172<br>65 | | | ... | | 1909 | A.Hall&<br>Co.Ld.<br>Aberdeen | EborFishingCo.Ld<br>(Robinson&<br>Crosthwaite,*Mgs*) | 110·0<br>BK7½" | 21·6 | 11·5 | Middlsbro'<br>British | T.3Cy.12",20"&33"-22"<br>61RHP<br>A.Hall&Co.Ld.Aberdeen | 12 |
| 14475<br>136085<br>KFCR | **Ebor Court** | **SteelScSr**<br>(*Fishing*)<br>1*Dk* | 276<br>246<br>115 | | | | | 1919 | J.P.Rennoldson&Sns<br>Ld. S.Shields | Harley&Miller,<br>Ld. | 125·4 | 23·4 | 12·6 | Middlsbro'<br>British<br>*WB* | T.3Cy.12½",21"&35"-26"<br>62NHP<br>J.P.Rennoldson&Sons,Ld | |
| 14476<br>136086<br>KFCS | **Ebor Downs** | **SteelScK**<br>1*Dk*(*Stl*) | 275<br>246<br>113 | ✠100A1<br>*StmTrawler*<br>10,21 ~~12,20~~ LMC8,19 | Liv | | | 1919<br>8mo<br>*Lloyd* | C.Rennoldson&Co.<br>SouthShields<br>*'sA&CP* | Harley&Miller,<br>Ld. | 125·4<br>Q72'F22'<br>BK7½" | 23·4 | 12·6 | Middlsbro'<br>British<br>2*BHCem*<br>*APT3t* | T.3Cy.12½",21"&35"-26" (*s*)<br>185lb 87RHP<br>1SB<br>Hwthrn,Leslie&CoLdNwc | 13 |
| 14477<br>136087<br>KFCT | **Ebor Elect** | **SteelScK**<br>1*Dk*(*Stl*-ws) | 275<br>246<br>113 | ✠100A1<br>*StmTrawler*<br>~~4,21~~ ~~7,20~~ 10,21 LMC1,20 | Liv | | | 1919<br>11mo<br>*Lloyd* | C.Rennoldson&Co.<br>SouthShields<br>*'sA&CP* | Harley&Miller,<br>Ld. | 125·3<br>Q72'F22'<br>BK7½" | 23·4 | 12·6 | Middlsbro'<br>British<br>2*BHCem*<br>*APT3t* | T.3Cy.12½",21½"&35"-26"<br>185lb 87RHP<br>1SB,<br>Smith'sDockCo.Ld.Mdb. | 13 |
| * 14478<br>136346<br>JHMV | **Ebro**<br>*Elec.light*<br>*Ref.Mchy.*<br>Wireless Sub.Sig. | **SteelTwinScSr**<br>ssBel.No.1-19<br>2*Dks*(*Stl*)&3*rd dk*(*Stl*)<br>*except in Boiler space*<br>&*CrossBunker* | 8480<br>5942<br>5174 | ✠100A1<br>~~7,21~~ ~~9,20~~ 2,22<br>~~BS9,20~~ ✠LMC10,19<br>BS7,21<br>✠Lloyd'sRMC7,21 | NYk<br>~~Liv~~ | *c* † | CL<br>s10,19<br>P2,22 | 1915<br>1 mo<br>*Lloyd* | Workman,<br>Clark&Co.Ld<br>Belfast<br>*'sA&CP* | RoyalMailSteam<br>PacketCo.<br>*WB=CellDB*<br>*a117'uE&B* | 450·3<br>P78'B218'F71'<br>FK<br>*101'f171'1475tFPT* | 57·8 | 30·6 | Belfast<br>British<br>10*BHCem*<br>*40tAPT40t* | Q.8Cy.22"31½"45½"&65"-45"<br>215lb (*s*) 1055NHP<br>2DB&2SB,*24cf*,GS429,<br>HS16790 FD<br>Wrkman,Clark&CoLd.Bel | 34<br>s 8<br>25 |
| 14479<br>NBRF | —<br>*Elec.light* | **SteelSc**<br>*Fitted for oil fuel*<br>2*Dks* | 1547<br>1429<br>914 | | | | | 1920 | Hall,Russell&Co.Ld<br>Aberdeen | DetForenede<br>DampskibsSelsk. | 237·2 | 36·1 | 21·1 | Copenhagn<br>Danish<br>*WB* | T.3Cy.18",29"&48"-33"<br>132NHP<br>Hall,Russell&Co.Ld.Abn. | |
| 14480<br>~~109547~~ | — | **IronScK**<br>ssGms.No.3-7,10<br>ssGms.No.1-14<br>1*Dk* | 175<br>159<br>71 | ✠~~100A1~~<br>*StmTrawler*<br>8,21 ~~5,14~~<br>✠NB2,12 ✠~~LMC[illegible]~~ | Gms | | N4,13 | 1898<br>6mo<br>*Lloyd* | Cochrane&<br>Cooper,Ld.<br>Beverley<br>*'sA&CP* | ~~TheAdmiralty~~<br>Calliez&Lezier | 100·2<br>Q45'F18'<br>BK7½" | 21·0 | 11·6 | French<br>~~British~~<br>3*BHCem* | T.3Cy.10½",18"&30"-22" (*s*)<br>180lb 45RHP<br>1SB,*2pf*,GS30,HS1057<br>Amos&Smith,Hull | 12 |
| * 14481 | **Ebros**<br>(*ex*BritishGeneral,<br>*ex*GeorgianPrince)<br>*Elec.light* *Mchy.Aft* Wireless | **SteelSc3Mst**<br>ssLiv.2ndNo.3-5,18<br>1*Dk*(*Stl*)&*Spar dk*<br>(*Irn*)&*Web frames* | *3245*<br>*2896*<br>*2078* | ✠100A1<br>*Spar dk*<br>~~12,20~~ 12,21<br>BS12,20 ✠LMC5,18<br>*CarryingPetroleum in bulk* | Shl<br>Bbo | *v* | 12,20 | 1893<br>11mo | Armstrong<br>Mitchell&Co.<br>Ld Newcastle<br>A&CP | Cia.Vasco<br>Valenciana deNav | 328·0<br>.P82'B22'F39' 26·8<br>*CellDB56'172tFPT* | 42·0 | 20·1 | Bilbao<br>Spanish<br>6*BHCem*<br>*130tAPT39t* | T.3Cy.24",40"&65"-42" (*s*)<br>160lb *100lb* NDB09 282NHP<br>2SB,*6cf*,GS~~123~~,HS4343<br>Blair&Co.Ld.Stockton | 28<br>s 5<br>22 |
| * 14482<br>135284<br>JDLR | **Eburna**<br>*Elec.light*<br>*Mchy.Aft*<br>Wireless | **SteelScSr**<br>ssHKg.No.1-18<br>2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing* | 4735<br>4471<br>2957 | ✠100A1<br>4,21 ~~3,20~~<br>~~BS3,20~~ ✠LMC5,18<br>BS4,21<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 11,13 *F.P. above 150°F.* | Shl<br>HKg | *y* | CL<br>3,20 | 1913<br>11mo<br>*Lloyd* | Swan,Hunter&Wigham<br>Richardson,<br>Ld.Newcastle<br>*'sA&CP* | Anglo-Saxon<br>PetroleumCo.Ld. | 380·2<br>P95'B27'F63'<br>FK<br>*WB=CellDBuB* | 52·7 | 29·1 | London<br>British<br>13*BHCem*<br>9*BH to U dk*<br>4 ,, 2*nd* ,,<br>*38'144tFPT*<br>*46tAPT26tDT f48'510t* | T.3Cy.26",43"&72"-48" (*s*)<br>180lb 466NHP<br>3SB,*9cf*,GS176,HS6600 FD<br>WllsndSlpwy.Co.Ld.Nwc. | 29<br>s 5<br>24 |
| 14483<br>119593 | **Eccles** | **SteelPad**<br>1*Dk*(*ptStl*) | 158<br>141<br>7 | ✠<br>*For Towing purposes*<br>5,05 ✠ | Shl | | | 1905<br>5mo | JTEltringham&Co.<br>S.Shields | ManchesterShip<br>CanalCo. | 100·0<br>BK6" | 20·1 | 10·0 | Manchestr<br>British<br>3*BHCem* | L.2Cy.30"-54" 66RHP<br>2SB,*4pf*,GS72,HS1393<br>Hepple&Co.SouthShields | 10 |
| 14484<br>132284<br>JGPW | **Eccleshill** | **SteelScK**<br>ssHul.No.1-16<br>1*Dk* | 226<br>216<br>87 | ✠<br>1,21<br>*StmTrawler*<br>✠ | Goo | | | 1911<br>12mo | Cochrane&<br>Sons<br>Selby | Co-operative<br>FishingSociety Ld<br>(C.Naylor *Mgr.*) | 112·1<br>Q21'<br>BK7" | 22·5 | 12·5 | Scarboro'<br>British<br>4*BHCem* | T.3Cy.10",17"&28"-24"<br>51RHP<br>1SB,*2pf*,GS25,HS872<br>Amos&Smith,Ld.Hull | 13 |
| * 14485<br>98823<br>MGHD | **Echo**<br>*Well deck*<br>ssBrs.No.1-21 | **SteelScSr**<br>ssBrs.2ndNo.~~3~~-4,17<br>1*Dk*(*Irn*) | 961<br>708<br>570 | ✠100A1<br>~~6,21~~ ~~10,20~~ 1,22<br>✠NB4,17 ✠LMC~~4,17~~<br>DBS2,21<br>MS6,21 MBS6,21 | Brs<br>Ant | *m* | ~~N6,20~~<br>6,21 | 1891<br>8mo | R.Dixon<br>&Co.<br>Middlesbro'<br>A&CP | BristolStm.Nav.<br>Co.Ld. | 230·0<br>Q83'B59'F26'<br>FK<br>*WB=CellDB189'* | 32·1 | 11·4 | Bristol<br>British<br>4*BHCem*<br>*329tFPT45t* | T.3Cy.18½",30"&48"-36" (*s*)<br>NDB00*fitted*15<br>160lb *75lb* 136NHP<br>1SB,*3cf*,GS65,HS2010<br>Blair&Co.(Lim.),Stockton | 14<br>s 1<br>13 |

| 1<br>No. in Book.<br>Officia' No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14486 | **Echo** IronScSr<br>*ss*Dnz.2ndNo.3–5,07<br>*ss*Dnz.No.1–11<br>*Well deck* *Elec.light* 1*Dk*(*Irn*)2*tr B* | 923<br>747<br>579 | 6,16<br>✠NB5,00 | Dnz | *m* | | 1883<br>7mo | P.Smit,jr.<br>Slikkerveer | Danziger Rhederei Akt.Ges. (Behnke &Sieg, *Mgrs.*) | 213·9<br>Q81'B42'F27'<br>BK8"<br>*WB*=*DB* | 30·6 | 15·4 | Danzig<br>4*BHCem*<br>*a*68'*f*33'150*t* | C.2Cy.23$\frac{11}{16}$"&44$\frac{11}{16}$"–30$\frac{11}{16}$"<br>NDB14 105NHP<br>1SB,3*pf*,GS53,HS1866<br>P.Smit,jun.Slikkerveer | | |
| 14487<br>JVSC | — IronScSr<br>(*ex*Stamford)<br>*Well deck* 1*Dk* | 500<br>379<br>293 | | | ... | | 1883 | Stavanger<br>Stöberi&Dok<br>Stavanger | JensJ.Salvesens RederiA/S (J.J. Salvesen, *Mgr.*) | 172·2<br>Q84'B26'F25'<br>BK7" | 24·8 | 11·4 | Chrstiania<br>Norwegian<br>*WB* | C.2Cy.20"&40"–24"<br>NB98 65RHP<br>NorthernMar.E.Co.Ld.Gts | | N |
| 14488<br>106762<br>JGQB | — SteelScYl<br>*ss*Hul.No.3–6,09<br>*ss*Hul.No.1–13<br>1*Dk* | 165<br>152<br>64 | ✠<br>*StmTrawler*<br>5,14 ✠ | Hul | | | 1897<br>7mo | Mackie& Thomson<br>Glasgow | TheAdmiralty | 104·2<br>Q17'F17'<br>ptND09 BK7½"<br>*WB*= | 21·0 | 10·7 | Hull<br>British<br>4*BHCem*<br>*DTf*14'25*t* | T.3Cy.11",17"&28"–20"<br>45RHP<br>1SB,2*pf*,GS27,HS690<br>Muir&Houston(Lim.),Gls. | 11 ″ 7 | |
| 14489<br>118978<br>WHJT | — WoodAuxTwinScSr<br>*OilEng.*<br>(*SeeSailingShipRegister*) 1*Dk* | 132<br>112<br>99 | | | | | 1905 | W.Brown &Sons<br>Kaipara,N.Z. | C.A.Eckford | 104·3<br>H10*t* | 25·5 | 6·1 | Napier, NZ<br>British | Oil Engines<br>NE*fitted*15<br>LysekilMotoWrks.Lysekil | | |
| 14490<br>OFYU | **Eckmuhl** SteelSc<br>*Elec.light* 1*Dk* | 355<br>303<br>102 | ✠100A1<br>*StmTrawler*<br>8,19 ✠LMC8,19 | Sav | | CL | 1919<br>8mo | Foundat'n Co.<br>Savannah,Ga<br>A&CP | FrenchGovernment | 150·2<br>Q79'F26'<br>BK7"<br>*FPT*6*t* | 25·0 | 14·7 | French<br>4*BHCem*<br>*APT*8*t* | T.3Cy 12¾",21½"&35"–24"<br>180lb (*s*) 89NHP<br>1SB,3*pf*,GS53,HS1700<br>HarrisburgFoundry& MachineWrksHarrisburg | 14 ″ 8<br>s 2 ″ 5½<br>14 ″ 1 | |
| 14491<br>128738 | **Eclair** SteelSc<br>1*Dk* | 173<br>160<br>44 | | | | | 1908 | Nylands Værksted<br>Christiania | Irvin&Johnson, Ld. | 100·8 | 20·1 | 11·9 | CapeTown<br>British<br>*WB* | T 3Cy.11½",18½"&31"–22"<br>45NHP<br>NylandsVærksted,Xania | | |
| 14492<br>HWVT | **Eclaireur** SteelScSr<br>*ss*Hul.No.3–2,00<br>(*ex*Jubilee) 1*Dk*<br>*Mchy.Aft* | 234<br>—<br>92 | ✠<br>3,05 | Nts | *d* | | 1887<br>2mo | WBThmpson&Co.Ld.<br>Dundee | E.Dufilhol & fils | 130·0<br>Q49'<br>BK7" | 21·0 | 10·8 | La Rochlle<br>French<br>3*BHCem* | C.2Cy.20"&40"–27"<br>77NHP<br>1SB,2*cf*,GS38,HS1442<br>W.B.Thmpsn&Co.Ld.Dun. | 11 ″ 4 | |
| 14493<br>217456<br>LPMJ | **Eclipse** SteelSc<br>*Fitted for oil fuel*<br>Sub.Sig. 1*Dk*&*Shelterdk*&*Webframes*<br>*Elec.light* Wireless *Longitudinalframing* | 7589<br>7553<br>4856 | | | ... | | 1919 | Bethlehem S.B.Corp.Ld.<br>Alameda,Cal. | UnitedStates ShippingBoard | 440·0<br>FK | 56·0 | 35·2 | S.Frncisco<br>Utd.States<br>*WB* | 1Turbine 644NHP<br>Electric Drive *fitted* 20<br>GeneralElectricCo.<br>Schenectady,N.Y. | 38 ″ 0 | R |
| 14494 | — WoodAuxScBk<br>*Stm.Eng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 441<br>405<br>232 | | | | | 1867 | A.Hall& Co.<br>Aberdeen | RussianGovernment (Sverderups PolarExpedition) | 149·8<br>P35*t* | 29·4 | 16·0 | Russian | C.2Cy.23"&40"–27"<br>NB03 NE77 69NHP<br>Hall,Russell&Co.,Abn. | | |
| 14495<br>214368<br>LFSQ | **Ecuador** SteelScSr<br>*ss*SFo.No.1–20<br>2*Dks*(*Stl*)&*Awng dk*(*Stl*–teaks)<br>*Elec.light* Wireless | 5544<br>4740<br>3435 | ✠100A1<br>*Awng dk withfreeboard*<br>~~2,21~~ ~~7,20~~ 9,21 ✠LMC12,19<br>*Fitted for oil fuel*7,16 *F.P.above* 150° F. | SFo<br>~~HKg~~ | *y* | CL<br>7,20 | 1915<br>9mo<br>*Lloyd's A&CP* | Kon.Maats deSchelde<br>Flushing | PacificMail S.S. Co.Inc.<br>*WB*=*Cell* | 380·6<br>FK<br>*DBa*94'*uE*36'*f*147' | 48·7 | 32·6 | S.Frncisco<br>Utd. States<br>6*BHCem*<br>559*tFPT*93*t* | T.3Cy.29",47"&77"–48" (*s*)<br>180lb 624NHP<br>4SB,12*cf*,GS248,HS9660 FD<br>Maats.deSchelde,Flushing | 35 ″ 3<br>s10″11½<br>24 ″ 10 | |
| 14496<br>OFZQ | **Ecureuil** IronScK<br>*ss*Gms.No.1–05<br>*Elec.light* (*ex*Belovar) 1*Dk* | 174<br>—<br>50 | ✠<br>*StmTrawler*<br>5,08 | Gms | | | 1899<br>1mo | Cook,Welt'n&Gemmell<br>Hull | Nöel,Chatal&Co. | 108·7<br>Q47'F19'<br>BK7½" | 21·0 | 11·2 | Brest<br>French<br>3*BHCem* | T.3Cy.12¼",19½"&32"–22½"<br>1SB,2*cf*,GS30,HS920 49NHP<br>C.D.Holmes&Co.Hull | 11″11 | V |
| 14497 | **Edam** SteelSc<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws)<br>*Elec.light* Wireless<br>~~*Ref.Mchy*~~ | ~~8500~~<br>8871<br>7898<br>5412 | ✠100A1<br>*Shelter dk with freeboard*<br>2,22 ✠LMC9,21<br>(~~*Class Contemplated*~~)<br>*Fitted for oil fuel*9,21*F.P.above*150°F. | Rot | *c*† | CL | 1921<br>7mo<br>*Lloyd's A&CP* | Kon.Maats deSchelde<br>Flushing | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)<br>*CellDB* | 450·4<br>B31'F59 *onShltr.dk*<br>FK<br>8<br>3[illegible]7'1544*tMT*27'714*tDTa*30'682*tFPT*17 | 58·2 | 37·1 | Rottrdam<br>Dutch<br>*ptCem*<br>*BHtoShl.dk*<br>2*tAPT*86*t* | 2 Steam Turbines geared to 1 Sc. Shaft<br>215lb (*s*) FD 880NHP<br>J.Brown&Co.Ld.Clydebnk<br>4SB,12*cf*,GS247,HS11308 | 40 ″ 0<br>s10″5½<br>30 ″ 2 | |
| 14498<br>129544<br>HSFN | **Edavana** SteelTwinScSr<br>*Elec.light* 2*Dks*(*UStl*–ws)&<br>Wireless *Shade dk*(*Stl*–teak s) | 5284<br>3715<br>2686 | ✠<br>*Shade dk*<br>4,11 ✠ | Gls | *z* | | 1911<br>4mo | Barclay, Curle&Co.Ld<br>Glasgow | BritishIndiaStm. Nav.Co.Ld.<br>*WB*=*CellDBa*85'<br>*f*151'748*t* | 400·4<br>B *on Shade dk* 166'<br>FK<br>*uE*&*B*100'<br>*FPT*39*tAPT*31*t* | 52·5 | 25·5 | Glasgow<br>British<br>7*BHCem*<br>(5*BHtoUdk*<br>2 ,, 2*nd dk*) | T.6Cy.23¼",39½"&67"–48"<br>1086NHP<br>2DB&2SB,24*cf*,GS429, FD<br>HS16851<br>Barclay,Curle&Co.Ld.Gls. | 28 ″ 0 | |
| 14499 | **Edda** SteelTwinScSr<br>1*Dk* | 1050<br>843<br>601 | | | | | 1915 | Nüscke& Co.A.-G.<br>Stettin | Stockholms Rederi A/B "Svea" | 220·6<br>Q64'B54'F27' | 33·6 | 14·2 | Stockholm<br>Swedish | T6Cy11$\frac{4}{5}$"18$\frac{9}{10}$"&30$\frac{7}{10}$"–19$\frac{7}{10}$"<br>81NHP<br>Christiansen&MeyerHrbrg | | |
| 14500<br>3563<br>JLBN | — IronScSr<br>*ss*Mmo.3rdNo.3–10,19<br>*Well deck* 1*Dk*(*Irn*) | ~~917~~ 914<br>739<br>591 | ✠100A1<br>9,21 ~~2,21~~ 5,22<br>~~BS9,20~~ ✠LMC10,19<br>BS12,21 | Mmo<br>Skm | *m* | ~~9,20~~<br>5,22 | 1881<br>8mo | S.P.Austin &Son<br>Sunderland<br>A&CP | ~~Rederiaktieb. Steam(A.Smith, *Mgr.*)~~ A.Smith<br>*WB*=*Cell* | 216·0<br>P26'Q48'B48'F28'<br>FK | 31·0 | 13·9 | Stockholm<br>~~Uddevalla~~<br>Swedish<br>4*BHCem*<br>*DB*185'218*t* | C.2Cy.27$\frac{9}{16}$"&50"–36" (*i*)<br>70lb *90lb* NDB07 118NHP<br>1SB,3*pf*,GS50,HS2059<br>J.Dickinson, Sunderland | 16 ″ 2<br>s 1 ″ 3½<br>15 ″ 2 | |
| 14501<br>130039 | — SteelScSr<br>1*Dk* | ~~127~~<br>128 ~~124~~<br>125 45 | | | | | 1908 | Akers Mek.Værks.<br>Christiania | TheUnionWhaling Co.Ld. | 95·7 | 18·6 | 11·0 | Durban<br>British<br>*WB* | T.3Cy.11",~~18~~"&28"–20"<br>17½" 55RHP ~~37NHP~~<br>AkersMek.Værks.Xia. | | N |
| 14502 | **Eddi** SteelScSr<br>1*Dk* | 1121<br>921<br>647 | | | | | 1904 | Stettiner Oderwerke<br>Stettin | Rud.Christ.Gribel | 224·1<br>Q75'B98'F27' | 35·4 | 14·7 | Stettin<br>German<br>*WB* | T.3Cy.17",28"&43"–32"<br>104NHP<br>StettinerOderwerke | | |
| 14503<br>118447<br>VRQB | **Eddie** SteelScK<br>*ss*Nwc.No.3–2,17<br>*Well deck* 1*Dk*(*ptIrn*&*ptStl*)<br>*ss*Nwc.No.1–22 | 219<br>148<br>86 | ✠100A1<br>4,22 ~~2,18~~<br>~~BS9,18~~ ✠LMC~~2,17~~<br>~~BS4,21~~ 4,22 | Nwc | *c* | CL<br>~~1,20~~<br>4,22 | 1904<br>6mo<br>*Lloyd's A&CP* | WoodSkinner&Co.Ld.<br>Newcastle | MoorcroftShppg. Co.Ld. (Robert Owen&Co. *Mgrs.*) | 115·0<br>Q39'B9'F18'<br>FK<br>*WB*= | 20·1 | 9·0 | Liverpool<br>~~London~~<br>British<br>3*BHCem*<br>*FPT*32*t* | C.2Cy.14"&28"–21" (*r*)<br>100lb 35RHP<br>1SB,2*pf*,GS22,HS707<br>N.E.MarineEng.CoLd Nwc | 10 ″ 0<br>s ″ 10<br>9 ″ 4 | |
| 14504<br>93263<br>KGRH | **Eddystone** SteelScSr<br>*Well deck* 2*Dks* | 853<br>813<br>386 | | | ... | | 1886 | W.B. Thompson<br>Dundee | ClydeShppg.Co.Ld (W.Cuthbert, *Mgr.*) | 233·3<br>P142' F54' | 33·2 | 15·7 | Glasgow<br>British<br>*WB* | T.3Cy.23",37"&58"–48"<br>233NHP<br>W.B.Thompson,Dundee | 16″10 | C |
| 14505<br>106764<br>JGQC | — SteelScYl<br>*ss*Hul.No.3–6,09<br>*ss*Hul.No.1–13<br>1*Dk* | 165<br>152<br>64 | ✠<br>*StmTrawler*<br>10,14 ✠ | Hul | | | 1897<br>8mo | Mackie& Thomson<br>Glasgow | E.Taylor (J.Nierinck, *Mgr.*) | 104·2<br>Q17'F17'<br>ptND09 BK7½"<br>*WB*= | 21·0 | 10·7 | Fleetwood<br>British<br>4*BHCem*<br>*DTf*14'25*t* | T.3Cy.11",17"&28"–20"<br>45RHP<br>1SB,2*pf*,GS27,HS690<br>Muir&Houston(Lim.),Gls. | 11 ″ 7 | |
| 14506 | **Edea** SteelScSr<br>(*ex*EmilieWoermann)<br>*Elec.light* 2*Dks*&*Web frames* | 2486<br>2287<br>1571 | | | | | 1903 | Reiherst'g Schiffsw.<br>Hamburg | BelgianGovernment | 301·2<br>B90'F36' | 40·7 | 23·3 | Belgian<br>*WB* | T.3Cy.18⅞",30"&50"–39⅜"<br>157NHP<br>Reiherst.Maschinenf.Ham. | | |

*Now named "Maroc," See No. 38472 in Supplement*

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14507<br>218199<br>LRJW | **Edellyn**<br>*Elec.light*<br>Sub.Sig. Wireless | SteelTwinSc5Mst<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*CruiserStern* | 8713<br>8223<br>5489 | *Fitted for oil fuel* 7,19 *F.P. above* 150° F. | | | CL | 1919<br>7mo | SunS.B. Co.<br>Chester,Pa.<br>A&CP | UnitedStates ShippingBoard<br>*CellDB*389'1831*t* 36'405*t* | 448·9<br>FK<br>*'Tween dk tanks in FPT*281*t* *APT*271*t* | 60·2 | 37·8 | Phildlphia<br>Utd.States<br>*ptCem*<br>10*BHtoS dk*<br>*E&B space* | 4 Steam Turbines Geared to 2 Sc. Shafts 300lb (*s*)<br>4WaterTubeBoilers FD<br>HS8612 968NHP<br>DeLavalSteamTurbineCo. Trenton,N.J. |
| 14508<br>112502 | **Eden**<br>*Ref.Mchy.* *Elec.light* | SteelTwinScSr<br>1*Dk*&*Awngdk* | 693<br>634<br>361 | | | ... | | 1900 | Russell& Co.<br>Pt.Glasgow | Illawarra&SCoast SteamNav.Co.Ld.<br>(A.L.Miller, *Mgr.*) | 197·0<br>*BonAwngdk*28'16·0<br>FK | 26·6 | 8·2 | SydnyNSW<br>British<br>*WB* | C.4Cy.25"&48"–30"<br>265NHP<br>Rankin&Blackmore,Grk. |
| 14509<br>104683 | —<br>*Mchy.Aft* *Welldeck* | SteelScSr<br>1*Dk* | 261<br>197<br>98 | | | ... | | 1896 | R.Williamson&Son<br>Workington | KilveyS.S.Co.Ld.<br>(W.R.Morgan, *Mgr.*) | 131·2<br>Q46'B9'F20'<br>FK | 22·2 | 8·5 | Maryport<br>British<br>*WB* | C.2Cy.17"&34"–24"<br>64RHP<br>Ross&Duncan,Glasgow |
| 14510<br>136076<br>JLQV | **Eden Force**<br>(*ex*Edenwood)<br>*Mchy.Aft* *Welldeck* | SteelScSr<br>*ss*Liv.No.1–20<br>1*Dk*(*ptStl ptIrn*) | 863<br>615<br>414<br>— | ✠100A1<br>4,21 ~~11,20~~<br>BS10,21 ✠LMC10,19 | Liv | *k* | CL<br>8,20 | 1915<br>8mo<br>*Lloyd*'*sA&CP* | Ropner& Son,Ld.<br>Stockton | WestCoastShppg. Co.Ld.(W.S.Kennaugh&Co.*Mgrs.*)<br>*Cell* | 198·0<br>Q111'B13'F25'<br>FK<br>*DB f* 118'180*t*FPT | 30·7 | 12·4 | Whitehavn<br>British<br>3*BHCem*<br>105*t*APT34*t* | T.3Cy.16",27"&44"–30" (*s*)<br>180lb *100lb* 132NHP<br>1SB,3*pf*,GS60,HS2262<br>Blair&Co.Ld.Stockton |
| 14511<br>87841<br>HQRG | **Eden Hall**<br>Wireless | IronScSr<br>*ss*Gls.2ndNo.3–3,07<br>*ss*Ant.No.1–12<br>2*Dks*(*Irn*)3*trB* | 3610<br>3351<br>2332 | ✠<br>11,16<br>✠ | Lon | *w* | | 1883<br>4mo | Gourlay Bros.&Co.<br>Dundee | Westcott&LauranceLine,Ld.<br>(J.R.Westcott, *Mgr.*) | 360·0<br>P40'B76'F50'<br>BK11" | 42·6 | 28·2 | Liverpool<br>British<br>5*BHCem* | C.2Cy.40"&76"–54"<br>350NHP<br>2DB,12*cf*,GS192,HS5992<br>GourlayBros.&Co.Dundee |
| 14512<br>95267<br>KTJS | **Edendale**<br>Wireless | SteelScSr<br>1*Dk*2*trB*&*Webframes* | 2437<br>2254<br>1522 | | | ... | | 1888 | J.Laing<br>Sunderland | AlfredCalvert (Shipping)Ld.(A. Calvert, *Mgr.*) | 308·0<br>P45'B82'F42'<br>BK10" | 39·0 | 23·4 | Goole<br>British<br>*WB* | T.3Cy.23",38"&62"–42"<br>244NHP<br>G.Clark,Sunderland |
| 14513<br>68994<br>WDHR | —<br>(*ex*Baikal,*ex*Edendale) | IronScSr<br>*ss*Nag.No.2–86<br>1*Dk*(*Irn*)&*Awngdk* | 1141<br>1104<br>708 | ✠<br>*Awng dk with load line*<br>5,88 | Shi | *n* | | 1879<br>1mo | J.Laing<br>Sunderland | HeapEngMch.S.S. Co.Ld. | 227·0<br>*WB*= | 29·5 | 15·9<br>22·5 | Singapore<br>British<br>4*BHCem*<br>*DBa*55'*f*28' | C.2Cy.27"&50"–36"<br>NB93 125NHP<br>G.Clark,Sunderland |
| 14514<br>118059 | **Edengarth** | SteelSc<br>*ss*Bkn.No.3–2,16<br>*ss*Bkn.No.1–19<br>1*Dk*(*Stl*) | 66<br>65<br>— | ✠100A1<br>*For towing purposes*<br>2,22<br>✠LMC9,19 BS10,21 | Bkn | | 9,19<br>~~10,21~~<br>N4,22 | 1903<br>11mo<br>*Lloyd*'*sA&CP* | LythamSB &Eng.Co.<br>Lytham | Rea,Ld. | 70·9<br>BK6"<br>*WB* | 16·7 | 8·4 | Liverpool<br>British<br>4*BHCem*<br>=*APT*3*t* | C.2Cy.14"&30"–21" (*s*)<br>130lb 52RHP<br>1SB,2*pf*,GS28,HS1050<br>LythamS.B.&E.Co.Lythm |
| 14515<br>141833 | **Edenside**<br>*Mchy.Aft* *Well deck* | SteelSc<br>1*Dk*(*Stl*) | ~~365~~ 366<br>~~265~~ 264<br>~~145~~ 148 | ✠100A1<br>12,21<br>✠LMC4,21<br>~~(*ClassContemplated*)~~ | Sld | | CL | 1921<br>6mo<br>*Lloyd*'*sA&CP* | J.&D. Morris,Ld.<br>Newcastle | WearSteamShippingCo(1917)Ld.<br>(T.Rose, *Mgr.*) | ~~135·5~~ 135.2<br>Q44'B8'F18'<br>FK<br>*FPT*25*t*APT12*t* | 23·6 | 10·0 | Sundrland<br>British<br>3*BHCem* | C.2Cy.17"&34"–24" (*s*)<br>130lb 48RHP<br>1SB,2*pf*,GS36,HS1180<br>G.&T.Gray&Co.Ld.Shl. |
| 14516<br>217336<br>LPDM | **Edenton**<br>*Elec.light* Wireless<br>Sub.Sig. | SteelSc<br>*Fitted for oil fuel*<br>3*Dks* | 6992<br>6643<br>5522 | | | | | 1918 | Skinner& EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·6 | 54·2 | 27·1 | Seattle<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. |
| 14517<br>143710<br>KHQD | **Edern**<br>*Mchy.Aft*<br>*Well deck* | SteelSc3Mst<br>1*Dk*(*Stl*) | 466<br>321<br>192 | ✠100A1<br>1,21<br>✠LMC1,21 | Hul | | CL | 1921<br>1mo<br>*Lloyd*'*sA&CP* | Cochrane& Sons,Ld.<br>Selby | Manchester, Liverpool&North WalesS.S.Co.Ld. | 152·0<br>Q86'B9'F25'<br>FK<br>*FPT*48*t* | 25·2 | 10·8 | Liverpool<br>British<br>3*BHCem*<br>*APT*21*t* | T.3Cy.13",23"&37"–24" (*s*)<br>180lb 85RHP<br>1SB,3*pf*,GS46,HS1470<br>C.D.Holmes&Co.Ld.Hull |
| 14518<br>HKVW | **Ederra Mendi**<br>(*Tug*) | SteelTwinSc<br>*ss*Bbo.No.3–3,20<br>1*Dk*(*Stl*) | 70<br>53<br>17 | ✠100A1<br>3,20<br>✠LMC3,20<br>BS3,21 | Bbo | | CL<br>3,20 | 1907<br>10mo<br>*Lloyd*'*sA&CP* | Jonker& Stans<br>HendrikIdo Ambacht | Cia.deRemolcadoresIbaizabal<br>(Sota yAznar, *Mgrs.*) | 84·6<br>FK<br>*WB*= | 16·1 | 7·1 | Bilbao<br>Spanish<br>4*BHCem*<br>*APT*13*t* | T.6Cy.8$\frac{1}{16}$",13"&21$\frac{1}{4}$"–12$\frac{3}{16}$"<br>165lb (*s*) 52NHP<br>1SB,2*cf*,GS32,HS1076<br>AlblasserdamMsch.Fab. |
| 14519 | **Edgar**<br>*Elec.light* | SteelSc<br>(*ex*Stettin)<br>1*Dk* | 975<br>693<br>557 | | | | | 1920 | NyaVarvet A/B<br>Helsingfors | GustafErikson | 191·9 | 33·8 | 12·7 | Mariehmn<br>Finnish<br>*WB* | T3Cy16$\frac{3}{16}$",26$\frac{3}{8}$"&43$\frac{3}{16}$"–27$\frac{1}{2}$"<br>98NHP<br>Christiansen&Meyer,Ham. |
| 14520<br>201104<br>KTFP | **Edgar F. Coney**<br>Wireless | SteelScSr<br>*Fitted for oil fuel* (*Tug*)<br>1*Dk* | 153<br>—<br>104 | | | | | 1904 | J.H.Dialogue&Son<br>Camden,N.J. | P.Shore | 102·0 | 20·8 | 10·6 | Tampa<br>Utd.States | C.2Cy.17"&32"–24"<br>NB19 42NHP<br>JHDialogue&Sn,CmdnNJ |
| 14521<br>214040<br>LFWN | **Edgar F.Luckenbach**<br>*Elec.light*<br>Sub.Sig. Wireless | SteelSc<br>4MstSr<br>*ss*Bal.No.1–20<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | 7820<br>7720<br>6011 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~✠~~ ~~6,20~~ 12,21 ✠LMC<br>*Fitted for oil fuel* 5,16 ~~*F.P.*~~ *above* 150°F. | NYk | *b*†<br>6,21 | CL<br>~~1,20~~<br>6,21 | 1916<br>5mo | NwprtNws S.B.&D.D.Co.<br>NewprtNews<br>A&CP | LuckenbachS.S.Co Inc.<br>1*BH in forward hold dispensed with Collision BH* 6*BH only to U dk only*<br>*CellDB*366'1680*t* *FPT*173*t* *APT*80*t* *DTa* 12' 158*t* *Top side tanks in E&B*54'330*t* | 425·0<br>FK | 57·3 | 29·4 | NewYork<br>Utd.States<br>*Cem* | T.3Cy.29",49"&84"–54" (*r*)<br>195lb *120lb* 709NHP<br>3SB,12*cf*,GS240,HS10005FD<br>NewportNewsSB&DD.Co |
| 14522 | **Edgar Foy** | SteelScSr<br>(*Trawler*)<br>1*Dk* | 265 | 100A1<br>(*ClassContemplated*) | | | | 1920 | LeClaire S.B.Co.<br>Sorel,P.Q. | C.Hannevig | 125·0<br>Q79'F21' | 23·3 | 13·5 | Sorel,P.Q.<br>British | T.3Cy.12$\frac{3}{4}$",21$\frac{1}{2}$"&35"–24"<br>Beauchemin&Co.Sorel,P.Q |
| 14523<br>217412<br>LPHV | **Edgecombe**<br>*Elec.light* Sub.Sig.<br>Wireless | SteelSc<br>*Fitted for liquid fuel*<br>3*Dks* | 6892<br>6780<br>5338 | | | | | 1918 | Skinner& EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·6 | 54·2 | 27·2 | Seattle<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. |
| 14524<br>217433<br>LPKG | **Edgefield**<br>*Elec.light* Sub.Sig.<br>Wireless | SteelScSr<br>*Fitted for liquid fuel*<br>3*Dks* | 6990<br>6781<br>5511 | | | | | 1918 | Skinner& EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·6 | 54·2 | 27·1 | Seattle<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. |
| 14525<br>217806<br>LQMW | **Edgehill**<br>*Elec.light* Sub.Sig.<br>Wireless | SteelSc<br>*Fitted for liquid fuel*<br>3*Dks* | 6868<br>6755<br>5264 | | | | | 1919 | Skinner& EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·6 | 54·2 | 27·0 | Seattle<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. |
| 14526<br>217892<br>LQSG | **Edgemont**<br>*Elec.light* Sub.Sig.<br>Wireless | SteelScSr<br>*Fitted for liquid fuel*<br>3*Dks* | 6865<br>6755<br>5257 | | | | | 1919 | Skinner& EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·6 | 54·2 | 27·0 | Seattle<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>—<br>Under deck.<br>—<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>—<br>Ship.<br>—<br>Engines | 9<br>By Whom.<br>—<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14527<br>218017<br>LRBP | **Edgemoor** SteelScSr<br>*Fitted for liquid fuel*<br>*Elec.light* *2Dks&Shelter dk 3trB*<br>Sub.Sig. Wireless | 7038<br>5486<br>5388 | | | | | 1919 | Skinner&<br>EddyCorp.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 409·5 | 54·2 | 27·1 | Seattle<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 14528<br>218127<br>LRGT | **Edgewood** SteelSc<br>*Fitted for liquid fuel*<br>*Elec.light* Sub.Sig. *2Dks3trB*<br>Wireless | 6904<br>6748<br>5264 | | | | | 1919 | Skinner&<br>EddyCorp.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 409·6 | 54·2 | 27·0 | Seattle<br>Utd.States | 1 Geared Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 14529 | **Ediba** SteelTwinSc<br>*OilEng.*<br>*Elec.light* | 6800 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>*(ClassContemplated)* | | | | 1921 | Harland&<br>Wolff,Ld.<br>Glasgow | Elder,Dempster&<br>Co.Ld. | 406·0<br>P37'B143'F44' | 54·2 | 23·5 | British | Oil Engine 4S.C.SA<br>12Cy.26⅝"&39⅜"–25¾"<br>Harland&Wolff,Ld.Gls. | | |
| 14530<br><br>HBCS | **Edimburgo** SteelTwinScSr<br>*Well deck* *1Dk(Stl)*<br>*Elec.light* | 1258<br>882<br>758 | ✠<br>*For service on*<br>*RiversPlate &*<br>11,12 ✠ | Dun<br>*the*<br>*Parana* | | | 1912<br>11mo | CaledonS.<br>B.&E.Co.Ld.<br>Dundee | TheArgentineNav.<br>Co.(Nicolás<br>Mihanovich)Ld. | 250·2<br>Q33'B78'F26'<br>FK<br>*WB=FPT* | 40·1 | 10·7 | Bns.Ayres<br>Argentine<br>5*BHCem*<br>57t*APT*23t | T.8Cy.(2)12"(2)20"&(4)24"–24" 182NHP<br>2SB,*4cf*,GS78,HS2892 FD<br>CaledonS.B.&E.Co.LdDun | 11 ″ 6 | |
| 14531<br>11136<br>KRJH | **Edina** IronScSr<br>*2Dks* | 380<br>289<br>223 | | | | | 1854 | Barclay,<br>Curle&Co.<br>Glasgow | AustralianSteamshipsProprietary,<br>Ld.(*Man.Agents,*<br>HowardSmith,Ld) | 171·0<br>P54*t*F31*t* | 23·6 | 12·7 | Melbourne<br>British | 2Cy.22"&40"–26"<br>NE&B82 85RHP<br>D.Rollo&Sons,Liverpool | | |
| 14532<br>110877<br>RFOV | **Edinboro' Castle** SteelScK<br>*(Trawler)*<br>(*ex*Magnific) *1Dk* | 241<br>215<br>94 | | | ... | | 1899 | Dundee<br>S.B.Co.Ld.<br>Dundee | A.Bannister | 119·3<br>Q66'F19'<br>BK7½" | 22·1 | 11·6 | Grimsby<br>British | T.3Cy.13",23"&37"–24"<br>NB09 80RHP<br>Cooper&Greig,Dundee | 12 ″ 0 | |
| 14533<br>129088<br>HQSW | **EdinburghCastle** SteelTwinScSr<br>*ss*Bel.No.3–7,19<br>*Elec.light* Sub.Sig.<br>*Ref.Mchy.* Wireless *4Dks(Stl–Uteaks)* | 13330<br>10682<br>7364 | ✠100A1<br>6,21 ~~1,21~~ 12,21<br>~~BS7,20~~ ✠LMC7,19<br>BS4,21 | Sou | *j*† | CL<br>7,19 | 1910<br>4mo<br>*Lloyd's A&CP* | Harland&<br>Wolff,Ld.<br>Belfast | TheUnion-Castle<br>MailS.S.Co.Ld.<br>*WB=CellDBa*127'*u* | 570·2<br>P83'B115'F116'<br>FK&BK3"<br>*E&B*186'*f*168'1783*t* | 64·7 | 38·7 | London<br>British<br>9*BHCem*<br>*FPT*181*t* | Q 8Cy.32",46",66½"&96"–60"<br>220lb (*s*) HS38982 2174NHP<br>6D&4SB,*52cf*,GS1019<br>Harland&Wolff,Ld.Bel. | 42 ″ 5<br>s11″10<br>31 ″ 5 | |
| 14534<br>91088 | — SteelPadSp | 158<br>153<br>65 | | | ... | | 1886<br>4mo | J.Scott&<br>Co.<br>Kinghorn | TheShippingController | 160·0 | 20·1 | 7·0 | Leith<br>British | D.Cy.46"–60"<br>NB97 85RHP<br>J.Scott&Co.Kirkcaldy | | |
| 14535<br>218291<br>LRTD | **Edisto** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks&Shelter dk 3trB*<br>Sub.Sig. Wireless | 6908<br>6758<br>5313 | | | | | 1919 | Skinner&<br>EddyCorp.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 409·5 | 54·2 | 27·1 | Seattle<br>Utd.States<br>*WB* | Steam Turbine | | R |
| 14536<br>213472<br>LFMD | **Edith** SteelScSr<br>*ss*N.Yk.No.1–19<br>*Elec.light* *2Dks(Stl)&Webframes*<br>Sub.Sig.Wireless *Longitudinal framing* | 3382<br>2846<br>2121 | ✠100A1<br>~~5,21~~ ~~1,21~~ 2,22<br>✠LMC12,19 BS9,21<br>*Fitted for oil fuel* 7,15 *F.P. above* 150°F. | NYk | *u* | CL<br>~~1,21~~<br>N2,22 | 1915<br>7mo | Maryland<br>SteelCo.<br>Sparro'PtMd<br>A&CP *WB=* | A.H.BullS.S.Co.<br>~~Inc.~~(A.H.Bull&Co<br>*Mgrs.)*<br>*CellDBa*90' *uE*20' | 320·8<br>P35'B98'F38'<br>FK<br>*f*146'691*t* *FPT*78*t* | 45·2 | 22·9 | NewYork<br>Utd.States<br>5*BHCem*<br>*APT*296*t* | T.3Cy.22",37½"&60"–42" (*s*)<br>190lb *190lb* 293NHP<br>2SB,*6cf*,GS143,HS4933<br>MarylandStl.Co.Sparr'Pt. | 25 ″ 6 | |
| 14537<br>139312<br>JNWR | — SteelScSr<br>*ss*Sws.No.1–21<br>*Elec.light* *1Dk(Stl)*<br>*Mchy.Aft* *Well deck* | 710<br>538<br>297 | ✠100A1<br>8,21 ~~7,20~~<br>✠LMC~~2,17~~ 8,21 | Mil<br>Sws | *j* | CL<br>~~7,20~~<br>8,21 | 1917<br>2mo<br>*Lloyd's A&CP* | J.P.Rennoldsn&Sons,<br>Ld. S.Shields | TrimsaranCo.Ld.<br>(E.Jones,*Mgr.*)<br>*CellDBf*61'64*t* *FPT* | 178·2<br>Q92'B15'F18'<br>FK | 30·0 | 13·1 | Hull<br>British<br>4*BHCem*<br>60*t APT*40*t* | T.3Cy.16",26½"&43"–30" (*s*)<br>180lb 98RHP<br>2SB,*4pf*,GS68,HS2432<br>J.P.Rennldsn&SnsLdSShl | 14 ″ 6<br>s ″ 10½<br>13 ″ 10 | |
| 14538<br>4778<br>JQPT | — SteelScSr<br>*Mchy.Aft* *1Dk* | 292<br>239<br>191 | | | | | 1907 | Klippans<br>VarfsAkt.<br>Gothenburg | RederiA/B<br>Örnen(A.Th.Assmundson,*Mgr.*) | 125·6<br>P28'H15*t*F12'<br>len17 | 22·6 | 10·9 | Gothenbrg<br>Swedish<br>*WB* | C.2Cy.10"&22½"–15"<br>16NHP<br>LundbrgM.V.Aktieb.Got. | | V |
| 14539<br>132660 | — SteelTwinSc<br>*1Dk* | 283<br>241<br>169 | | | | | 1911 | A.W.<br>Robertsn&Co<br>London | MidlandRailway<br>Co. | 131·6 | 28·5 | 8·4 | London<br>British | C.4Cy.12"&24"–18"<br>48RHP<br>A.W.Robertson&Co.Lon. | | BT<br>till<br>6,21 |
| 14540<br>110628 | — SteelScSr<br>*Mchy.Aft* *1Dk(Stl)* | 229<br>182<br>90 | ✠<br>2,03<br>✠ | Bwg | *b* | | 1900<br>1mo | Scott&<br>Sons<br>Bowling | MonroeShppg.Co.<br>Ld.(MonroeBros.<br>*Mgrs*) *WB=FPT* | 100·0<br>F16'<br>38*t APT*10*t* BK7" | 23·1 | 10·8 | Liverpool<br>British<br>3*BHCem* | C.2Cy.14"&29"–20"<br>1SB,*2pf*,GS26,HS771 35RHP<br>Fisher&Co.Paisley | 11 ″ 4 | |
| 14541<br>99488<br>NOVF | — SteelScK<br>*ss*Gms.2ndNo.3–8,20<br>*Well deck*<br>*Mchy.Aft* *1Dk(Irn)* | 181<br>135<br>98 | ✠100A1<br>8,20<br>✠LMC8,20 | Gms | *b* | CL<br>8,20 | 1893<br>7mo<br>*Lloyd's A&CP* | A.Hall&<br>Co.<br>Aberdeen | T.D.Marshall<br>~~(A.B.Clopet, *Mgr.*)~~<br>KahnBros. | 113·0<br>Q55'B7'F11'<br>len14 BK6½"<br>*W* | 20·1 | 7·6 | Hull<br>British<br>3*BHCem*<br>*B=FPT*18*t* | C.2Cy.13"&26"–18" (*s*)<br>100lb 30RHP<br>1SB,*2pf*,GS23,HS530<br>A.Hall&Co.,Aberdeen | 8 ″ 2<br>s ″ 7½<br>8 ″ 3 | |
| 14542<br><br>NWLC | — SteelScSr<br>*Motor*<br>*1Dk* | 156<br>134<br>107 | | | | | 1919 | Kallundborg<br>Skibsb.<br>Kallundborg | RederietFrode<br>A/S (V.Henckel,<br>*Mgr.*) | 88·6<br>*WB* | 22·7 | 8·9 | Kallundborg<br>Danish | Motor<br>LysekilM.V.Lysekil | | V |
| 14543<br>5709<br>JVGS | — SteelScSr<br>*(Trawler)*<br>(*ex*Retriever) *1Dk* | 155<br>150<br>58 | | | | | 1891 | Hall,Russell&Co.Ld.<br>Aberdeen | FartygsA/B<br>Delfinen(K.Olsson,<br>*Mgr.*) | 104·5<br>BK6½" | 21·7 | 11·0 | Gothenbrg<br>Swedish | C.2Cy.15½"&36"–24"<br>NB07 53NHP<br>Hall,Russell&Co.Ld.Abn | 11 ″ 8 | |
| 14544<br>120990 | — SteelTwinSc<br>*1Dk* | 133<br>129<br>43 | | | | | 1905 | HongK'ng<br>&Whampoa<br>DockCo.Ld.<br>HongKong | HongKong&<br>WhampoaDock<br>Co.Ld. | 106·0 | 20·5 | 10·3 | HongKong<br>British | T.6Cy.9",14"&25"–15"<br>60RHP<br>HongKong&Whampoa<br>DockCo.Ld.HongKong | | |
| 14545<br>96330 | — WoodScFlat | 116<br>112<br>79 | | | | | 1880 | J.Thompson<br>Northwich | Wadsworth<br>Lighterage&<br>CoalingCo.Ld. | 87·6 | 20·0 | 9·0 | Liverpool<br>British | D.2Cy.15"–16"<br>NB12 30RHP<br>W.E.Bates,Leftwich | | |
| 14546<br>102911 | — IronSc<br>*ss*Hul.2ndNo.3–9,11<br>*ss*Hul.No.3–10,20<br>*1Dk* | 33<br>33<br>— | ✠ A1<br>*For Towing purposes*<br>9,21 ~~10,20~~ BS10,21<br>✠NB9,15 ✠LMC10,20 | Hul | | N10,20 | 1893<br>7mo<br>*Lloyd's A&CP* | Cook,Welton&Gemmell<br>Hull | J.A.Scott,Ld. | 60·1<br>ND15 BK6" | 14·0 | 7·0 | Hull<br>British<br>4*BHCem* | C.2Cy.12"&22"–18" (*s*)<br>85lb E.*made*85 20RHP<br>1SB,*2pf*,GS24,HS445<br>C.D.Holmes&Co.Hull | 7 ″ 6 | |
| 14547<br>106429<br>QGFD | **Edith Cavell** SteelScSr<br>*ss*Shl.No.3–1,11<br>(*ex*Wagner)Wireless *ss*Cff.No.2–19<br>*1Dk(Stl)&Spardk(Irn)&deepframing* | 3475<br>3221<br>2207 | ✠100A1<br>*Spar dk*<br>3,22 ~~6,20~~ ✠LMC<br>MS3,19 ~~BS7,18~~ ~~10,20~~<br>BS3,22 | Cff<br>Msl | *v* | ~~2,19~~<br>12,21 | 1898<br>7mo<br>A&CP | Bartram&<br>Sons<br>Sunderland | SeftonS.S.Co.Ld.<br>(H.E.Moss&Co.<br>*Mgrs.*)<br>*WB=CellDBa* | 350·0<br>P32'B68'F36' 24·3<br>FK<br>112'*uE*26'*f*142'714*t* | 46·5 | 16·2 | Liverpool<br>British<br>6*BHCem*<br>*APT*86*t* | T.3Cy.24",39½"&65"–42" (*s*)<br>180lb *100lb* 298NHP<br>2SB,*8pf*,GS138,HS4620<br>J.Dickinson&Sons,Ld.Sld. | 26 ″ 9<br>s 5 ″ 2½<br>21 ″ 10 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre l'Équipement. | 7" Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Construit. Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Longueur. Superstructures, &c. | 11 Largeur. | 11 Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14548<br>OGAE | Now named "LieutenantRobertMory," See No.38252 in Supplement<br>**Edith Cavell** SteelScSr<br>Wireless ssShl.No.3-7,20<br>(exTropeiro) 1Dk(Stl)&deepframing<br>Elec.light Well deck<br>Cargo battens not fitted | 1264<br>979<br>740 | ✠100A1<br>8,21 ~~7,20~~<br>BS9,21 ✠LMC7,20 | Shl<br>Hul | 0 | CL<br>7,20 | 1908<br>5mo | Dundee S.B.Co.Ld.<br>Dundee<br>Lloyd'sA&CP | ~~Soc.Anon.du S.S."EdithCavell"~~<br>Mory&Co | 235·3<br>Q74'B70'F31' FK<br>CellD Ba50' 72tFPT105t | 37·1 | 14·4 | ~~Marseilles~~ Boulogne<br>French<br>5BHCem<br>APT115t | T.3Cy.17",28"&46"-30" (s)<br>180lb 100lb 141NHP<br>1SB,3cf,GS64,HS2373<br>N.E.MarineEng.Co.LdSld. | 15 » 6<br>31 » 1<br>14 » 6 |
| 14549<br>MTGF | **Edith Fische** SteelScSr<br>ssMdb.2ndNo.3-10,19<br>(exMikraAssia, Wireless<br>exAvni-Huda, 1Dk(ptStl ptIrn)<br>exAristea) &ptAwng dk(Irn)2trB | 1766<br>1314<br>1053 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>4,21 ~~1,21~~<br>MBS1,21 ✠LMC10,19 | Gls<br>Hul | g | 1,21 | 1893<br>10mo | R.Thompson&Sons<br>Sunderland<br>A&CP | D/S A/S Tramp<br>(M.Fische,Mgr.) | 263·2<br>P31'Q64'<br>ptAwng dk 168' FK<br>WB=CellDB202'348tFPT | 36·0 | 16·8 | Bodö<br>Norwegian<br>5BHCem<br>40tAPT69t | T.3Cy.20",33"&54"-36" (r)<br>160lb 90lb NDB19 182NHP<br>2SB,6pf,GS90,HS2850<br>G.Clark,Ld.Sunderland | 19 » 2<br>8 » 3<br>18 » 1 |
| 14550<br>138259 | **Edith Newhall** WoodScSr<br>OilEng.<br>1Dk | 130<br>117<br>78 |  |  |  |  | 1916 | Smith&Rhuland<br>Lunenburg,N.S. | E.Spindler | 112·0 | 26·3 | 10·4 | Lunenbrg<br>British | Oil Engines<br>2Cy.8½"-10" 9NHP<br>SheffieldConstructionCo.<br>ThreeRivers,Mich. |  |
| 14551<br>Wrecked 3,22<br>215657<br>LJBF | **Edith Nute** WoodScSr<br>OilEng.<br>1Dk | 985<br>—<br>542 |  |  |  |  | 1917 | I.L.Snow&Co.<br>Rockland,Me | AtlanticMaritime Co. | 187·9 | 36·6 | 15·5 | Boston<br>Utd.States | Oil Engine 4S.C.SA<br>8Cy.9"-12½" 29NHP<br>NewLondnS&ECoGroton |  |
| 14552<br>218887<br>LSTG | **Editor** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks<br>Sub.Sig. Longitudinalframing | 6323<br>5872<br>4725 |  |  |  |  | 1919 | Skinner&EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 402·6<br>P27'B61'F19' | 54·8 | 32·1 | Seattle<br>Utd.States<br>WB | T.3Cy.24½",41½"&72"-48"<br>359NHP<br>Hooven,Owens&RentschlerCo.Hamilton,O |  |
| ※ 14553<br>109100<br>JGNT | — SteelScYl<br>ssHul.No.3-9,11<br>ssGms.No.2-18<br>1Dk | 169<br>160<br>67 | ✠100A1<br>StmTrawler<br>3,22 ~~10,18~~ BS10,21<br>~~BS1,19~~ ✠LMC12,18 | Gms |  | CL<br>N4,19 | 1899<br>1mo | Mackie&Thomson<br>Glasgow<br>A&CP | Naylor,Bull&Co.Ld.<br>(C.Dobson,Mgr.) | 104·0<br>BK7½" | 21·0 | 10·7 | Grimsby<br>British<br>4BHCem | T3Cy.10¼",16⅞"&28"-20"(s)<br>200lb 40RHP<br>1SB,2pf,GS26,HS642<br>Muir&Houston,Ld.Gls. | 11 » 7 |
| 14554<br>MHQL | **Edle** SteelScSr<br>(Whaler)<br>1Dk | 156<br>151<br>54 |  |  |  |  | 1912 | Bergens Mek.Værks.<br>Bergen | HvalfSelskHektor<br>(N.Bugge,Mgr.) | 103·7 | 20·1 | 11·9 | Tönsberg<br>Norwegian<br>WB | T.3Cy.12",20"&33"-24"<br>53NHP<br>BergensMekVærksBergen |  |
| 14555<br>OGAK | **Edmond-René** SteelScK<br>(Trawler)<br>(exCoronet) 1Dk | 288<br>258<br>244 |  |  | ... |  | 1907 | Smith's DockCo.Ld.<br>NorthShields | L.&E.Leporc | 130·9<br>Q72'F21'<br>BK8" | 22·5 | 12·1 | Fécamp<br>French | T.3Cy.12½",21"&35"-26"<br>89NHP<br>ShieldsEng.Co.Ld.N.Shl. | 13 » 0 |
| 14556 | **Edmond Troppey** SteelSc<br>(exFedalah,exOran) 1Dk(Stl)<br>Mchy.Aft Elec.light | 496<br>—<br>269 | ✠<br>Rivers Parana & Plate<br>5,11 ✠ | Goo |  |  | 1911<br>5mo | GooleS.B.&RepgCo.Ld.<br>Goole | "L'Union," Cie. Française deCom. &deTransp.Mar. | 175·0<br>B18'F25'<br>FK<br>FPT | 28·1 | 9·8 | Bordeaux<br>French<br>3BHCem<br>50tAPT16t | T.3Cy.13½",21"&35"-24"<br>85NHP<br>1SB,3pf,GS51,HS1600<br>Richardsons,Westgarth&Co.Ld.Mdb. | 10 » 0 |
| 14557<br>122856<br>HJCS | **Edmonton** SteelScSr<br>Mchy.Aft Wireless 2Dks | 1983<br>1846<br>1341 |  |  |  |  | 1906 | R.Stephenson&Co.Ld.<br>Newcastle | CanadaS.S.Lines,Ld. | 249·2<br>F36' | 42·7 | 20·6 | Montreal<br>British<br>WB | T.3Cy.17",28"&46"-33"<br>122NHP<br>N.E.MarineEng.CoLdNwc |  |
| 14558<br>218417<br>LRTD | **Edmore** SteelSc<br>Fitted for oil fuel<br>Elec light 2Dks&Shelter dk 3trB<br>Sub.Sig. | 6999<br>6752<br>5442 |  |  |  |  | 1919 | Skinner&EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·6 | 54·2 | 27·1 | Seattle<br>Utd.States<br>WB | T.3Cy.24½",41½"&72"-48"<br>359NHP |  |
| 14559<br>113242<br>HKST | **Edmund Burke** SteelScK<br>ssDub.No.3-9,15<br>ssDub.No.1-20<br>(exSceptre) 1Dk | 213<br>190<br>84 | ✠100A1<br>StmTrawler<br>~~5,21~~ 10,20 ✠LMC10,20<br>1,22 BS1,22 | Dub |  | CL<br>~~10,20~~<br>N5,21 | 1903<br>3mo | G.Cooper<br>Hull<br>Lloyd'sA&CP | DublinSteam TrawlingCo.Ld.<br>(A.Richardson, Mgr.) | 118·2<br>Q48'F20'<br>BK7½" | 21·5 | 11·2 | Dublin<br>British<br>4BHCem | T.3Cy.12",21"&34"-24" (s)<br>190lb 60RHP<br>1SB,2pf,GS32,HS1060<br>C.D.Holmes&Co.Hull | 12 » 1 |
| 14560<br>141452<br>TPNG | **Edmund Donald** WoodScSr<br>2Dks | 848<br>803<br>531 |  |  |  |  | 1919 | Burns&Kellcher<br>ShadBay,NS. | G.S.Marshall | 183·7 | 31·3 | 18·9 | SJhnsNFL<br>British | C.2Cy.22"&44"-30"<br>81RHP<br>Burns&KellcherHalifxNS |  |
| 14561<br>~~120370~~<br>~~JMHP~~ | **Edmund Ironside** SteelPad<br>Elec.light 1Dk | 116<br>116<br>54 |  |  | ... |  | 1905 | Napier&Miller,Ld.<br>Glasgow | ~~W.E.Frost~~ | 130·0<br>FK | 18·5 | 6·8 | ~~London~~<br>~~British~~ | C.D.Cy.16"&31"-36"<br>53RHP<br>Scott'sS.B.&E.Co.Ld.Grk. | 7 » 0 |
| 14562 | **Edmund Siemers** SteelSc<br>For full particulars See No. 37165 in Supplement<br>Elec.light | 6900 | 100A1<br>(ClassContemplated) |  |  |  | 1921 | Vulcan-Werke<br>Hamburg | G.J.H.Siemers&Co. | 450·0<br>P&B371'F56' | 58·0 | 27·0 | German | T3Cy31½",52⅖"&84 3/16"-59 9/16"<br>Vulcan-Werke,Hamburg |  |
| 14563<br>213743<br>LFQG | **Edna** SteelScSr<br>(exPolgarth,exEdna, Fitted for oil fuel<br>exMazatlan,exJason) 1Dk&Spar dk<br>Elec.light Wireless | 1815<br>1639<br>1090 |  |  |  |  | 1903 | Laxevaags Msk&Jrnskb<br>Bergen | Sudden&Christenson,Inc. | 267·6<br>H131tF32t | 37·4 | 19·9 | S.Frncisco<br>Utd.States | T.3Cy.19½",31"&51"-33"<br>149NHP<br>LaxevaagsMsk&Jrns.Bgn. |  |
| ※ 14564<br>MFVS | — SteelScSr<br>(exErnst)<br>1Dk | 634<br>453<br>347 |  |  |  |  | 1907 | Göteborg M.V.Aktieb.<br>Gothenburg | Bergenske Dmpskibssselskab | 171·0<br>Q77'B66'H26tF24' | 28·3 | 11·6 | Bergen<br>Norwegian<br>WB | T.3Cy.14 3/16",22¼"&37 7/16"-23⅝"<br>100RHP<br>GoteborgsMV.Aktieb.Got. |  |
| 14565<br>136545 | **Edna G.** SteelSc<br>(Tug)<br>Elec.light 1Dk | 154<br>—<br>67 |  |  |  |  | 1896 | Cleveland S.B.Co.<br>Cleveland | Duluth&Iron RangeR.R.Co. | 92·5 | 23·0 | 7·5 | Duluth<br>Utd.States<br>WB | C.2Cy.18"&40"-30"<br>73NHP<br>ClevelandS.B.Co.,Clevelnd |  |
| 14566<br>887 | **Edoardo II.** SteelAuxScSr<br>(exBientje) OilEng.<br>(See Sailing Ship Register) | 200<br>—<br>144 |  |  |  |  | 1918 | J.J.G. Wortelboer<br>Oude-Pekela | Nav.Migliorati Soc.Anon. | 118·1 | 23·0 | 9·5 | Genoa<br>Italian | Oil Engine<br>2Cy.13"-13½" 23NHP<br>Steijaard&JannetteWalen<br>Rotterdam |  |
| 14567 | **Edouard Clement** SteelScSr<br>(Trawler) | 265 | 100A1<br>(ClassContemplated) |  |  |  | 1920 | LeClaire S.B.Co.<br>Sorel,P.Q. | C.Hannevig | 125·0<br>Q79'F21 |  |  | Sorel,P.Q.<br>British | T.3Cy.12¾",21½"&35"-24"<br>Beauchimin&Co.Sorel,P.Q |  |
| 14568 | **Edouard Houle** SteelScSr<br>(Trawler)<br>1Dk | 265 | 100A1<br>(ClassContemplated) |  |  |  | 1920 | LeClaire S.B.Co.<br>Sorel,P.Q. | C.Hannevig | 125·0<br>Q79'F21' |  |  | Sorel,P.Q.<br>British | T.3Cy.12¾",21½"&35"-24'<br>Beauchimin&Co.Sorel,P.Q |  |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7a<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14569<br>OGAW | **Edouard Jéramec** SteelTwinScSr<br>*Cable Vessel*<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 2316<br>1980<br>1116 | | | | | 1913 | Forg.&Ch. de la Médit.<br>Havre | Cie.Française des CâblesTélégraphiques | 289·2<br>B94' | 41·1 | 23·7 | Havre<br>French<br>*WB* | T.6Cy.15",24"&37"–28"<br>290NHP<br>Forg.&Ch.delaMédit.Hav. | | V |
| 14570 | **Edouard Nierinck** SteelSc<br>(*Trawler*)<br>(*ex*DavidDillon) 1*Dk* | 275<br>245<br>122 | | | | | 1919 | J.P.Rennoldson&Sns Ld. S.Shields | Soc.Anon.Delta (J.Nierinck, *Mgr.*) | 125·0<br>Q77'F21' | 23·5 | 13·5 | Belgian | T.3Cy.12½",21"&35"–26"<br>63NHP<br>J.P.Rennoldson &Sons,Ld.S.Shl. | | C |
| 14571<br>OGAY | **Edouard Shaki** SteelSc<br>*ss*Rou.No.2–21 ~~*ss*Alg.No.1–16~~<br>*Elec.light* Wireless 1*Dk*(*ptIrn&ptStl*)<br>2nd *dk*(*Stl*) in holds only | 4425<br>3612<br>2719 | ✠100A1<br>10,21 ~~11,19~~<br>~~BS11,18~~ ✠LMC~~9,18~~<br>BS~~4,9~~14,22 MS9,21 | Alg | *w* | CL<br>11,19 | 1912<br>8mo | Atel.&Ch. deFrance<br>Dunkirk<br>A&CP *WB* | Soc"LesAffréteurs Réunis" (Jean Stern)<br>=*CellDBa*111' *uE* | 361·9<br>P39'B122'F43'<br>23'*f*156' 918*t* *FPT* | 48·8 | 25·1<br>FK | Rouen<br>French<br>6*BHCem*<br>80*t APT*27*t* | T.3Cy.24",40"&66"–45" (s)<br>180lb *100lb* 383NHP<br>2SB,6*cf*,GS106,HS5458 FD<br>Atel.&Ch.deFrance,Dnk. | 27 ″ 10<br>s4 ″ 10<br>23 ″ 3 | |
| 14572 | **Edray** SteelScSr<br>*Elec.light* 2*Dks&Shelter dk*<br>*Fitted for oil fuel* | 6087<br>—<br>4678 | | | | | 1919 | Skinner& EddyCorpn.<br>Seattle,Wsh. | UnitedStates ShippingBoard | 409·5 | 54·2 | 27·1 | Seattle<br>Utd.States | T.3Cy.24½",41½"&72"–48"<br>359NHP | | |
| 14573<br>1149<br>LRDG | **Eduard** SteelTwinScSr<br>1*Dk*2*tr B* | 472<br>408<br>314 | | | | | 1896 | Stabilmnto Tecnico<br>Trieste | G.P.Gripari | 187·0 | 31·0 | 8·9 | Rostoffo/D<br>Russian | C.4Cy.13"&24"–20"<br>43NHP<br>StabilimentoTecnico,Tri. | | |
| 14574<br>143066<br>JWMO | **Eduard Woermann** SteelSc<br>(*ex*[illegible])<br>*Elec.light* Wireless 3*Dks*<br>Now named "Hanna Skogland," *See No.* 37722 *in Supplement* | 5609<br>[illegible]<br>3500 | | | | | 1903 | Bremer Vulkan<br>Vegesack | ValhalS.S.Co., Ld.)Watts,Watts &Co.Ld.*Mgrs.*) | 403·4<br>P&B262'F51' | 49·2 | 27·1 | London<br>British<br>*WB* | T.3Cy.27$\frac{3}{16}$",45¼"&74$\frac{13}{16}$"–51$\frac{3}{16}$"<br>400NHP<br>BremerVulkan,Vegesack | | |
| 14575 | **Eduarda** WoodAuxScSr<br>C10,17 *Par.Mot.*<br>(*See Sailing Ship Register*) | 158 | | | | | 1917 | ..................<br>Olhão-Algarve | EmprezaMaritima Lusitania | 78·7 | 23·8 | 7·8 | Lisbon<br>Portuguese | Paraffin Motor<br>3Cy.8"–8½" 10NHP<br>Wolverine,Bridgeport | | V |
| 14576 | **Eduardo** SteelSc3Mst<br>(*ex*Kasbek,*ex*RussianPrince)<br>*Elec.light Mchy.Aft*<br>*Carrying Petroleum in bulk* | 2716<br>2703<br>2102 | | | | | 1888 | Armstrong Mitchell& Co.Ld.<br>Newcastle | Cia.Vasco-Valenciana deNav. | 310·0 | 40·4 | 28·3 | Bilbao<br>Spanish | T.3Cy.23",37"&60"–39"<br>225NHP<br>WllsndSlpwyCo.Ld.Nwc. | | V |
| 14577<br>HKVT | **Eduardo Garcia** IronSc | 101<br>90<br>56 | | | | | 1887 | Cox&Co.<br>Falmouth | F.Garcia | 87·2 | 18·1 | 7·7 | Bilbao<br>Spanish | 25HP<br>Cox&Co.Falmouth | | |
| 14578 | **Eduardo Sala** SteelSc<br>(*ex*St.Paul)<br>*Mchy.Aft Elec.light* 1*Dk&Spar dk* | 2029<br>—<br>1222 | | | | | 1897 | Chicago S.B.Co.<br>Chicago | EmpresaNaviera deCubaS.A. | 238·0 | 42·2 | 22·2 | Havana<br>Cuban<br>*WB* | T.3Cy.17",29"&47"–36"<br>132NHP<br>ClevelandS.B.Co.Clevelnd | | |
| 14579<br>MSPH | **Edvard** WoodAuxScSr<br>*OilEng.*<br>(*ex*SailingVessel) 1*Dk*<br>(*See Sailing Ship Register*) | 113<br>109<br>79 | | | | | 1882 | Skaanevik<br>Bergen | Brödr.Junge | 91·0 | 21·7 | 9·4 | Tromsö<br>Norwegian | OilEngine<br>AGulowsenA/SChrstiania | | |
| 14580 | **Edward** SteelScLr<br>*Elec.light* 1*Dk* | 146<br>138<br>68 | | | | | 1911 | Schffb.Ges. Unterweser, m.b.H. Lehe | EdwardRichardsonHerings-u. Hochseefischerei | 102·6<br>Q13' | 22·1 | 10·3 | Gstemnde<br>German<br>*WB* | C.2Cy.10⅞"&19⅛"–12⅜"<br>11NHP<br>OttenserMsch.Fab.Altona | | |
| 14581<br>203927 | **Edward A. Uhrig** SteelScSr<br>(*ex*SheldonParks)<br>*Elec.light Mchy.Aft* 1*Dk* | 6611<br>—<br>5049 | | | | | 1907 | Superior S.B.Co.<br>W.Superior | ScottS.S.Co. (M.A.Hanna&Co. *Mgrs.*) | 540·0 | 56·0 | 31·0 | Fairport<br>Utd.States<br>*WB* | T.3Cy.23½",38"&63"–42"<br>257NHP<br>AmericanSB.Co.Cleveland | | L |
| 14582<br>126923 | **Edward Alfred** WoodSc<br>(*Tug*)<br>1*Dk* | 139<br>76<br>51 | | | | | 1910 | Société des Const.Mec.<br>Chicoutimi | Cie.Gen.duPort de Chicoutimi | 85·5 | 21·0 | 7·5 | Quebec<br>British | C.2Cy.16"&27"–18"<br>E *made*81 NB14 32RHP | | |
| 14583<br>140168 | **Edward Barker** SteelScK<br>Now named "Mirabelle," *See No.* 38477 *in Supplement*<br>1*Dk*(*Stl-ws*) ~~1*Dk*(*Stl*)~~ | 203<br>200<br>77~~88~~ | ✠100A1<br>*StmTrawler*<br>10,21 ~~12,18~~<br>✠LMC~~12,18~~<br>10,21 | Abn<br>Wyn | | CL<br>10,21 | 1918<br>12mo<br>Lloyd's | Hall,Russell&Co.Ld.<br>Aberdeen<br>A&CP | ~~The Admiralty~~<br>ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (J.D.Marsden,*Mgr.*) | 115·4<br>DB*f*29'19*t* | 22·1 | 12·1<br>BK7½" | London<br>British<br>3*BHCem* | T.3Cy.12",20"&34"–23" (s)<br>180lb 75NHP<br>1SB,3*pf*,GS39,HS1347<br>Jas.Abernethy&CoLdAbn | 13 ″ 0 | |
| 14584<br>141947<br>KBSM | **Edward Cattelly** SteelScSr<br>(*Trawler*)<br>1*Dk* | 278<br>247<br>121 | | | | | 1919 | AilsaS.B. Co.Ld.<br>Ayr | H.Blackburn | 125·5 | 23·5 | 12·8 | Fleetwood<br>British<br>*WB* | T.3Cy.12½",21"&35"–26"<br>83RHP<br>Smith'sDockCo.Ld.Mdb. | | C |
| 14585<br>143844 | **Edward Collingwood** SteelScK<br>*ss*Mil.No.3–3,20<br>1*Dk* | 277<br>247<br>122 | 100A1<br>*StmTrawler*<br>2,21<br>LMC3,20 | Sws | | CL<br>3,20 | 1918<br>Lloyd's | Bow,McLachlan&Co. Ld. Paisley<br>A&CP | ~~The Admiralty~~<br>BostonDeepSea Fishing&IceCo.Ld. (F.Parkes *Mgr.*) | 125·7<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"–26" (s)<br>180lb 61RHP<br>1SB,3*pf*,GS49,HS1590<br>Bow,McLachln&CoLd.Psy | 13 ″ 6 | |
| 14586<br>81733 | **Edward E. Loomis** SteelSc<br>(*ex*Wilkesbarre)<br>*Mchy.Aft Elec.light* 1*Dk&Awng dk* | 4153<br>—<br>3311 | | | | | 1900 | UnionD.D. Co.<br>Buffalo | LehighValley Transportn.Co. | 381·7 | 50·5 | 14·0<br>28·0 | Buffalo<br>Utd.States | Q.4Cy.20½",30",43"&63"–42"<br>257NHP<br>DetroitS.B.Co.Detroit | | |
| 14587 | **Edward Gray** SteelScSr<br>For full particulars See No. 37157 in Supplement<br>1*Dk* | 202 | 100A1<br>*StmTrawler*<br>(*Class Contemplated*) | | | | 1920 | Ritchie, Graham& Milne<br>Glasgow | MinesweepersCooperativeTrawling Society | 115·0 | 22·0 | 13·0 | London<br>British<br>*WB* | T.3Cy.12",20"&34"–23"<br>55NHP<br>Plenty&Son,Ld.Newbury | | |
| 14588<br>215894<br>LJMW | **Edward J. Barton, Jr.** WoodSc<br>(*ex*Ol[illegible])<br>Now named "JessieC.Williams," *See No.* 37949 *in Supplement*<br>1*Dk* | 157<br>[illegible]<br>106 | | | | | 1917 | ..................<br>[illegible]<br>N.Y. | B.J.LynchCoalCo. (N.Y.) | 94·6 | 31·0 | 8·5 | NewYork<br>Utd.States | | | |
| 14589<br>208272 | **Edward J. McKeever, Jr.**<br>WoodSc<br>*Elec.light* 1*Dk* | 223<br>—<br>104 | | | | | 1910 | R.Palmer& SonsS.B.Co.<br>Noank,Ct. | WilcoxFertilizer Co. | 127·0 | 22·3 | 9·6 | NewYork<br>Utd.States | C.2Cy.15"&30"–24"<br>37NHP<br>J.W.SullivanCo.NewYork | | |
| 14590 | **Edward Jackson** SteelTwinSc<br>(*Bucket Hopper Dredger*)<br>*ss*Krh.2ndNo.3–2,17<br>*ss*Krh.No.1–20<br>1*Dk*(*Stl–pt teaks*)2*tr B* | 1141<br>1131<br>613 | ✠ A1<br>*Hopper Dredger*<br>9,20<br>✠LMC9,20<br>BS9,21 | Krh | | ~~9,20~~<br>9,21 | 1905<br>8mo<br>Lloyd's | W.Simons &Co.Ld.<br>Renfrew<br>A&CP | KarachiPortTrust | 238·5<br>F21' | 42·6 | 15·5<br>FK | Karachi<br>British<br>5*BHCem* | T.6Cy.18",28"&48"–27" (s)<br>160lb 242NHP<br>2SB,6*cf*,GS120,HS3680<br>W.Simons&CoLd.Renfrew | 16 ″ 0 | |

| 1 Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2–3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14591<br>212683<br>LDTM | **Edward L. Doheny** SteelScSr<br>ssNOs.No.2-21 ~~ssNYk.No.1-17~~<br>*Elec.light* *2Dks(Stl)&Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless Sub.Sig. | 5871<br>~~6178~~<br>5785<br>~~3797~~<br>3800 | ✠100A1<br>2,22 ~~12,20~~<br>~~BS10,20~~ ✠LMC~~5,17~~ 12,21<br>~~BS12,21~~<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 9,13 *F.P. above* 150° F. | NYk | *z* | CL<br>~~N5,20~~<br>2,22 | 1913<br>9mo | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>A&CP | PanAmerican Petroleum& TransportCo.<br>*WB=CellDBuE&B61'*<br>235t*DTf*45'430t*FPT*130t*APT*20t | 415·0<br>P88'B26'F42'<br>FK | 54·0 | 32·7 | L.Angeles<br>Utd.States<br>17*BHCem*<br>9*BH to Udk*<br>8 ,, ,, 2nd ,, | T.3Cy.27",45"&75"-48" (r)<br>180lb *100lb* 456NHP<br>2SB,*6cf*,GS139,HS6038 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 33<br>s 7<br>26 |
| 14592<br>214951<br>LGWP | **Edward L. Doheny, Junior** Steel ScSr<br>ssNYk.No.1-21<br>*Elec.light* *2Dks(Stl)&Shelter dk(Stl)*<br>*Mchy.Aft* *&Web frames*<br>Wireless *Longitudinal framing* | ~~7707~~<br>~~7153~~<br>~~4716~~<br>7187<br>7153<br>4363 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21 ~~12,20~~ ✠LMC6,21<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 6,17 *F.P. above* 150° F. | NOs<br>NYk | *d*† | CL<br>~~12,19~~<br>N10,21 | 1917<br>6mo | NewYork S.B.Corp. Camden,N.J.<br>A&CP | PanAmerican Petroleum& TransportCo.<br>*CellDBa23'uE&B76'*463t*DTf40'*441t*FPT*229t*APT*131t | 467·6<br>FK | 62·7 | 32·0 | L. Angeles<br>Utd.States<br>16*BHptCem*<br>(10*BHtoUdk*<br>6 ,, ,, 2nd ,, ) | Q4Cy.24",35,"51"&75"-51"<br>220lb (r) 568NHP<br>3SB,*9cf*,GS177,HS7804 FD<br>NewYorkS.B.Corp. | 32<br>s 5<br>27 |
| ※ 14593<br>214560<br>LGMP | **Edward Luckenbach** SteelScSr<br>ssBal.No.1-19<br>*2Dks(Stl)&Shelterdk(Stl)*<br>*Elec.light* Sub.Sig. *Cruiser Stern*<br>Wireless | 7943<br>7749<br>5934 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>7,21 ~~9,20~~ ✠LMC9,19<br>*Fitted for oil fuel* 11,16 *F.P. above* 150° F. | NYk<br>SFo | *b*† | CL<br>9,19 | 1916<br>11mo | ForeRiver S.B.Corp. Quincy,Mass.<br>A&CP | LuckenbachS.S. Co.Inc.<br>1*BH in foreholddispensedwith*6*BHonly*<br>*CellDB*383' 1651t *'tweendeck tanks in E&Bspace*51'598t | 436·6<br>FK | 57·2 | 37·6 | NewYork<br>Utd.States<br>*ptCem* | 1 Geared Steam Turbine(r)<br>2SB-195lb&1SB-100lb *12cf*,<br>HS10640 *125lb* 824NHP FD<br>Gen.Elec.Co.Schenectady, N.Y.<br>*FPT*196t*APT*319t | 41<br>s 10<br>31 |
| 14594<br>202876 | **Edward N. Saunders, Jr.** Steel ScSr<br>(*ex*AbrahamStearn)<br>*Elec.light* 1*Dk* | 6657<br>—<br>5140 | | | | | 1906 | Superior S.B.Co. W.Superior | ScottS.S.Co. (M.A.Hanna&Co. *Mgrs.*) | 535·5 | 55·0 | 31·0 | Fairport<br>Utd.States<br>*WB* | T.3Cy.23½",38"&63"-42"<br>257NHP<br>W.SuperiorS.B.Co. | |
| 14595<br>132432 | **Edward Northcote** SteelScCtr<br>(*HopperBarge*)<br>(*ex*HopperNo.405) 1*Dk* | 495<br>460<br>199 | | | ... | | 1912 | Fleming& Ferguson,Ld. Paisley | Melb'rneHarbour TrustCommisionrs | 159·8<br>FK | 28·1 | 12·6 | Melbourne<br>British | C.2Cy.18"&36"-24"<br>54RHP<br>Fleming&Fergusn,Ld.Psy | 13 |
| ※ 14596<br>212756<br>LDVR | **Edward Peirce** SteelScSr<br>ssNYk.No.1-19<br>*Elec.light* *Mchy.Aft* 1*Dk(Stl)*<br>Sub.Sig. Wireless<br>Cargo battens not fitted | 4388<br>3900<br>3228 | ✠100A1<br>10,21 ~~11,20~~<br>✠LMC5,19<br>BS~~3,21~~ 4,22 | Phl | *w* | CL<br>5,19 | 1914<br>11mo | NwprtNws S.B.&D.D.Co. Newprt News<br>A&CP | Crowell&Thurlow S.S.Co.Inc.<br>*WB=CellDBuE&B*50'*f*251'1127t *FPT*318t*APT*92t | 354·2<br>P94'B19'F31'<br>FK | 49·0 | 27·4 | Boston<br>Utd.States<br>6*BHCem* | T.3Cy.23",39"&66"-45" (s)<br>180lb 365NHP<br>2SB,*6cf*,GS124,HS5070 FD<br>NewportNewsSB&DD.Co. | 30 |
| 14597<br>76556 | **Edward Pyke** IronTwinScSp<br>(*ex*GeorgeStanton)<br>*OilEng.* | 152<br>118<br>92 | ✠<br>9,80 | Liv | Lv | | 1880<br>8mo<br>Reblt1916byDavisSB&RCoLdLauzon,Qbc. | Laird Bros. Birkenhead | PriceBros&Co.Ld. | 100·0 | 21·5 | 7·9 | Quebec<br>British | OilEngines<br>12Cy.9"-12" NE17 51NHP<br>NewLondonShip&EngineCo. | |
| 14598<br>107523 | **Edward U. Demmer** SteelSc<br>(*ex*J.K.Dimmick,*ex*Admiral)<br>*Elec.light* *Mchy.Aft* 1*Dk2trB* | 4651<br>—<br>3547 | | | | | 1899 | Detroit S.B.Co. Wyandotte | | 423·9<br>F50' | 51·9 | 28·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"-42"<br>218NHP<br>DetroitS.B.Co.Detroit | |
| 14599<br>143924 | **Edward Williams** SteelScK<br>ssPts.No.3-12,20<br>*Mchy.Aft* 1*Dk* | 324<br>288<br>133 | ✠100A1<br>*StmTrawler*<br>2,22 ~~12,20~~ ✠LMC12,20 | Pts | | CL<br>9,20 | 1917<br>9mo<br>*Lloyd's A&CP* | Cochrane& Sons,Ld. Selby | TheAdmiralty | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (s)<br>200lb 87NHP<br>1SB,*3pf*,GS48,HS1440<br>CrossleyBros.Ld.Mch. | 13 |
| 14600<br>203449 | **Edward Y. Townsend** SteelScSr<br>*Mchy.Aft* *Elec.light* Sub Sig. 1*Dk* | 7438<br>—<br>5673 | | | | | 1906 | Superior S.B.Co. Superior, Wis | CambriaS.S.Co. (M.A.Hanna&Co. *Mgrs.*) | 586·0<br>*WB* | 58·0 | 32·0 | Cleveland, Ohio<br>Utd.States | T.3Cy.24",39"&65"-42"<br>274NHP<br>DetroitS.B.Co.,Detroit | |
| 14601<br>121609 | **Edward VII.** SteelScK<br>ssShl.No.3-12,19<br>1*Dk* | 231<br>206<br>88 | ✠100A1<br>*StmTrawler*<br>10,21 ~~3,21~~ ✠LMC12,19<br>BS3,21 | Gms | | CL<br>~~12,19~~<br>10,21 | 1906<br>8mo<br>*Lloyd's A&CP* | Smith's DockCo.Ld. NorthShields | Sleight's ~~Staples~~ Steam FishingCo.Ld. (SirErnestSleight, Bart. *Mgr.*) | 120·6<br>Q66'<br>BK7½" | 21·6 | 11·5 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12½",20"&34"-24" (s)<br>180lb 75RHP<br>1SB,*2pf*,GS36,HS1513<br>ShieldsEng.Co.Ld.N.Shl. | 12 |
| 14602<br>132135 | **Edwardian** SteelScK<br>ssLon.No.2-19<br>1*Dk* | 295<br>264<br>121 | ✠100A1<br>*StmTrawler*<br>7,21 ~~11,19~~ ✠LMC11,19<br>BS7,21 | Lon<br>Gms | | CL<br>11,19 | 1912<br>5mo<br>*Lloyd's A&CP* | Cook,Welt'n&Gemmell Ld. Beverley | LoyalStm.Fishing Co.Ld. | 130·0<br>Q72'<br>BK8" | 23·0 | 12·2 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13½",22½"&37"-24"<br>185lb (s) 89RHP<br>1SB,*3pf*,GS47,HS1595<br>Amos&Smith,Ld.Hull | 13 |
| 14603<br>136090<br>KGRN | **Edwin Douglas** SteelSc<br>ssGoo.No.3-9,20<br>(*ex*Killena) 1*Dk(Stl)*<br>*Cargo battens not fitted* | 624<br>493<br>267 | 100A1<br>9,20<br>LMC9,20 | Goo | | CL | 1918<br>*Lloyd's A&CP* | Smith's DockCo.Ld. Middlesbro' | Coombes,Marshall &Co.Ld. | 172·2<br>B50'<br>FK<br>*CellDBuE*26'20t | 30·0 | 15·7 | Middlsbro'<br>British<br>5*BHCem* | T.3Cy.16",26"&44"-26" (s)<br>200lb 116NHP<br>1SB,*3cf*,GS51,HS1832<br>Smith'sDockCo.Ld.Mdb. | 16<br>s 1<br>14 |
| 14604<br>205349 | **Edwin E. Slick** SteelScSr<br>Sub.Sig. (*ex*DanielB.Meacham)<br>*Elec.light* *Mchy.Aft* 1*Dk* | 6971<br>—<br>5482 | | | | | 1908 | Gt.Lakes Eng.Works Ecorse,Mich. | JohnstownS.S.Co. | 530·0 | 56·2 | 32·0 | Fairport<br>Utd.States<br>*WB* | T.3Cy.23",37"&63"-42"<br>257NHP<br>GreatLakesE.Works,Det. | |
| 14605<br>[illegible] | **Edwin L. Booth** SteelSc<br>Now named "C.N.Wilson," See No 36802 in Supplement<br>(*ex*DavidM.Whitney) 1*Dk2trB*<br>*Elec.light* *Mchy.Aft* | 4626<br>3584 | | | | | 1901 | Detroit S.B.Co. Wyandotte, Mich. | AmericanS.S.Co. (Boland&Cornelius, *Mgrs.*) | 412·9 | 51·5 | 28·0 | Buffalo<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"-42"<br>218NHP<br>DetroitS.B.Co.Detroit | |
| 14606<br>204630 | **Edwin N. Ohl** SteelScSr<br>*Mchy.Aft* *Elec.light* 1*Dk* | 5141<br>—<br>3818 | | | | | 1907 | Detroit S.B.Co. Wyandotte | ValleyS.S.Co. (WH.Becker, *Mgr*) | 420·0 | 54·2 | 29·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"-42"<br>218NHP<br>DetroitS.B.Co.Detroit | |
| 14607<br>139204 | **Edwina** SteelScK<br>ssFlt.No.1-19<br>*Elec.light* 1*Dk* | 267<br>246<br>104 | ✠100A1<br>*StmTrawler*<br>5,20 ✠LMC6,19<br>BS10,21 | Flt | | CL<br>6,19 | 1915<br>9mo<br>*Lloyd's A&CP* | Dundee S.B.Co.Ld. Dundee | J.Marr&Sons,Ld. (J.A.Robertson, *Mgr.*) | 127·2<br>Q72'F20'<br>BK7½" | 23·0 | 12·7 | Fleetwood<br>British<br>4*BHCem* | T.3Cy.12½",22"&36"-24" (s)<br>200lb 84RHP<br>1SB,*3pf*,GS49,HS1438<br>W.Beardmore&Co.Ld.Gls. | 13 |
| 14608<br>220556<br>MBJP | **Edythe** SteelSc<br>*OilEng.*<br>1*Dk* | 186<br>—<br>106 | | | | | 1920 | Long BeachS.B.Co. LongBchCal. | John&Craig | 105·3 | 21·0 | 11·6 | L.Angeles<br>Utd.States | 2 Oil Engines | |
| 14609<br>218667<br>LSGC | **Eelbeck** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks*<br>Sub.Sig. *Longitudinal framing* | 6318<br>5976<br>4726 | | | | | 1919 | Skinner& EddyCorp. Seattle,Wash | UnitedStates ShippingBoard | 401·7<br>P48'F42' | 54·8 | 32·5 | Seattle<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"-48"<br>359NHP<br>Hooven,Owens&Rentschler Co.Hamilton,O. | |
| 14610<br>2801<br>NMTD | **Eem** SteelSc<br>*Elec.light* 1*Dk(Stl)* | 1319<br>1130<br>741 | ✠100A1<br>2,22 ~~2,21~~ ✠LMC8,20 | Rot<br>Ant | *o* | CL<br>~~1,21~~<br>2,22 | 1920<br>8mo<br>*Lloyd's A&CP* | Verschure &Co'sSchpsw & Machinfab. Amsterdam | N.V.Houtvaart (Vinke&Co. *Mgrs*)<br>*CellDB*194'394t*FPT*49t*APT*63t | 238·7<br>P24'B56'F23'<br>FK | 36·6 | 15·7 | Rottrdam<br>Dutch<br>4*BHCem* | T.3Cy.17½",29"&46"-36" (s)<br>~~189~~ ~~180lb~~ 180lb 169NHP<br>2SB,*4cf*,GS86,HS3025<br>Verschure&Co.'sSchpsw.& Machinfab.Amsterdam | 18 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14611<br>NMTF | **Eemdijk** **SteelSc**<br>ssRot.No.3-7,20 ~~ssRot.No.1-20~~<br>(exBraunschweig) 2Dks(Stl)3rd dk<br>Elec.light (Stl) in No.1 hold<br>Ref.Mchy. Wireless | 7655<br>7243<br>4799 | 100A-<br>9,21 ~~12,20~~<br>BS9,21<br>Lloyd'sRMC5,22 | Rot<br>LMC7,20 | | CL<br>7,20 | 1914 | Bremer Vulkan<br>Vegesack | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) CellDB | 469·7\|58·2\|32·5<br>P55'B120'F56'<br>FK<br>422'1845t FPT243t | Rottrdam<br>Dutch<br>8BHCem<br>APT45t | T.3Cy.32 5/16",52¾"&86⅝"-55⅛"<br>200lb (s) 696NHP<br>4SB,12cf,GS280,HS9200 FD<br>BremerVulkan,Vegesack | 35 ″ 0<br>s 8 ″ 5<br>26 ″ 11 | |
| 14612 | — **SteelSc**<br>1Dk(Stl)&Shelterdk(Stl) 361<br>Elec.light Wireless | 3610<br>3292<br>~~2179~~<br>2193 | ✠100A1<br>Shltr dk with freeboard<br>~~(ClassContemplated)~~<br>3,22 ✠LMC3,22 | Rot | v<br>d | CL<br>Lloyd's | ~~1921~~<br>1922<br>3mo<br>CP | NVBurgerhout'sMschfb &Scheepswft.<br>Rotterdam | Solleveld,v.d.Meer &THVanHattum's Stoomv.Maats. | ~~359·2\|50·0\|32·5~~<br>360·2\|50·3\|21·8<br>FK<br>CollistonBHtoSh.dk,5BHtoUdk<br>CellDB308'978tFPT63tAPT73t | Rottrdam<br>Dutch<br>Asp | T.3Cy.~~25⅜",41 3/16"&66 3/16"~~ 25 3/16",41 5/16"&60 15/16"-45½<br>~~45 3/16"~~ 180lb (s) 345NHP<br>3SB,9cf,GS150,HS5565<br>Burgerhout'sMchf&Schpv | 24 ″ 6<br>s 2 ″ 5½<br>22 ″ 5 | |
| 14613 | **Eemland** **SteelSc**<br>(exLinden)<br>Elec.light Wireless 3Dks | 4188<br>3928<br>2624 | | | | | 1906 | Flensburgr Schiffs.Ges.<br>Flensburg | Koninkl.Hollandsche Lloyd | 375·5\|48·8\|27·3<br>P&B309'F46' | Amstrdam<br>Dutch | T.3Cy.27¾",46½"&76"-48"<br>400NHP<br>FlensburgerSchiffsb.Ges. | | |
| 14614<br>NMTP | **Eemstroom** **SteelScSr**<br>Elec.light 1Dk2trB | 1053<br>816<br>465 | | | | | 1899 | Carmichael Maclean&Co.<br>Greenock | Hollandsche Stoomb.Maats. | 235·3\|33·0\|16·0<br>Q72'B66'F36' | Amstrdam<br>Dutch<br>WB | T.3Cy.20",33"&55"-36"<br>181NHP<br>Muir&Houston,Ld.Gls. | | V |
| 14615 | **Eendracht I.** **SteelScK**<br>ssYmu.No.3-8,18<br>1Dk | 212<br>204<br>76 | ✠100A1<br>StmTrawler<br>~~9,21~~ ~~2,21~~ 5,22<br>~~BS4,20~~ | Ymu<br>BS~~4,21~~5,22<br>✠LMC8,18 | | ~~7,19~~<br>9,21<br>Lloyd | 1906<br>2mo | Wilton E.&SlpwyCo.<br>Rotterdam<br>'sA&CP | N.V.Stoom.Maats. Eendracht (HandelsvenFirmaWed S.J.Groen,Mgr.) | 121·1\|21·1\|10·2<br>BK7"<br>WB=DBf23'19t | Ymuiden<br>Dutch<br>3BHCem<br>DTf12'10t | T.3Cy.12⅛",20"&32"-23" (s)<br>180lb 65NHP<br>1SB,2cf,GS33,HS1166<br>Wilton'sE.&Slpwy.Co.Rot | 13 ″ 1 | |
| 14616 | **Eendracht II.** **SteelScK**<br>ssYmu.No.3-8,18<br>1Dk | 212<br>204<br>76 | ✠100A1<br>StmTrawler<br>7,20<br>~~BS5,20~~ | Ymu<br>BS7,21<br>✠LMC8,18 | | 7,20<br>Lloyd | 1906<br>3mo | Wilton E.&SlpwyCo.<br>Rotterdam<br>'sA&CP | N.V.Stoom.Maats. Eendracht (HandelsvenFirmaWed S.J.Groen,Mgr.) | 121·1\|21·1\|10·2<br>BK7"<br>WB=DBf23'19t | Ymuiden<br>Dutch<br>3BHCem<br>DTf12'10t | T.3Cy.12⅛",20"&32"-23" (s)<br>180lb 65NHP<br>1SB,2cf,GS33,HS1166<br>Wilton'sE.&Slpwy.Co.Rot | 13 ″ 1 | |
| 14617<br>98678<br>MKBW | **Effie Gray** **IronSc3MstSr**<br>ssArd.2ndNo.3-5,09<br>Mchy.Aft ssHul.No.2-18<br>1Dk(Irn) | 388<br>267<br>155 | ✠100A1<br>9,20<br>✠NB8,19 | Hul<br>✠LMC~~3,18~~<br>11,21 | f | ~~N8,19~~<br>CL<br>11,21 | 1891<br>11mo | Murdoch &Murray<br>PortGlasgow<br>A&CP | Walker&Co. (Hull,1920)Ld. | 141·8\|25·0\|10·9<br>Q72'B9'F24'<br>BK7"<br>WB=FP | Glasgow<br>British<br>3BHCem<br>T45tAPT4t | T.3Cy.13½",21½"&34"-27"(s)<br>160lb 60RHP<br>1SB,3pf,GS38,HS1216<br>Muir&Houston,Glasgow | 12 ″ 1<br>s ″ 6<br>12 ″ 3 | |
| 14618<br>219207<br>LTFN | **Effingham** **SteelSc**<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless Longitudinal framing | 6421<br>5872<br>4677 | | | | | 1919 | Skinner& EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 402·1\|54·8\|32·1<br>P48'F42' | Seattle<br>Utd.States<br>WB | T.3Cy.25",42"&72"-48"<br>359NHP<br>Skinner&EddyCorp.Sea. | | R |
| 14619<br>204720 | **Effingham B. Morris** **SteelScSr**<br>(exJosiahG.Munro)<br>Mchy.Aft Elec.light 1Dk | 6971<br>—<br>5482 | | | | | 1907 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | JohnstownS.S.Co. (M.A.HannaS.S. Co.Mgrs.) | 530·0\|56·2\|32·0<br>WB | Niagara Falls,N.Y.<br>Utd.States | T.3Cy.23",37"&63"-42"<br>257NHP<br>GreatLakesEng.Wks.Det. | | L |
| 14620<br>219235<br>LTQR | **Effna** **SteelSc**<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless Longitudinal framing | 6378<br>5872<br>4009 | | | | | 1919 | Skinner& EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 402·6\|54·8\|32·1<br>P48'F42' | Seattle<br>Utd.States<br>WB | T.3Cy.25",42"&72"-48"<br>359NHP<br>Skinner&EddyCorp.Sea. | | R |
| 14621<br>131844<br>HRPV | **Effra** **SteelScSr**<br>ssBly.No.2-19<br>(exBroompark) 1Dk(Stl)<br>Well deck Cargo battens not fitted | 1325<br>1119<br>805 | ✠100A1<br>12,21~~3,21~~<br>BS9,21 | Shl<br>✠LMC7,20 | p | CL<br>~~7,20~~<br>N12,21 | 1910<br>9mo<br>Lloyd | Greenock& Gr'ngemouth Dkyd.Co.Ld.<br>Greenock<br>'sA&CP | SouthMetropolitanGasCo.<br>WB= | 243·8\|37·2\|16·3<br>P20'Q63'B60'F27'<br>BK8¼"<br>CellDBa61'f92'263 | London<br>British<br>4BHCem<br>tAPT38t | T.3Cy.18",27½"&45"-33" (r)<br>160lb 100lb 132NHP<br>1SB,3cf,GS66,HS2227<br>Dunsmuir&JacksonLd.Gls | 17 ″ 5<br>s 1 ″ 7<br>16 ″ 8 | |
| 14622 | **Efi** **IronScSr**<br>(exFoldin)<br>Well deck 1Dk2trB | 698<br>555<br>424 | | | ... | | 1884 | Helsingörs Jernsk&Msk.<br>Elsinore | Cie.deRemorquage dePilotage et de Sauvetage(S.Pandermaly,Mgr.) | 184·5\|29·3\|14·5<br>Q51tB71tH9tF24t | Constanpl<br>French<br>WB | C.2Cy.23½"&44"-27"<br>NB11 84NHP<br>HelsingörsJernsk.&Mskb. | 15 ″ 0 | V |
| 14623 | **Efstathios** **SteelSc**<br>(exWarCitadel) 1Dk(Stl)&<br>Elec.light Shelter dk(Stl)<br>Wireless Cargo battens not fitted in Shelter 'tween dks | 5684<br>5486<br>3563 | ✠100A1<br>Shelter dk withfreeboard<br>6,21 ~~8,20~~<br>Carrying oil | Npt<br>Gib<br>✠LMC11,18<br>fuelF. | y<br>P. | CL<br>8,20<br>above1 | 1918<br>11mo<br>Lloyd<br>50° F. | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>'sA&CP<br>inDB | E.E.Ambatielos<br>Cell | 399·6\|53·0\|32·8<br>F39'onShelter dk<br>FK<br>DB351' 1284t FPT | Argostoli<br>Greek<br>ptCem<br>7BHtoShdk<br>60tAPT90t | T.3Cy.27",45"&75"-54" (s)<br>180lb 619NHP<br>3SB,12cf,GS220,HS9525 FD<br>N.E.MarineEng.CoLdNwc | 35 ″ 5<br>s 9 ″ 6½<br>26 ″ 3 | |
| 14624 | **Efterpe** **IronScK**<br>ssHul.No.3-6,94<br>(exAustralia) 1Dk<br>Now named "Alison," See No. 8603 in Supplement | 238<br>217<br>146 | ✠<br>11,95<br>✠ | Hul | e | | 1882<br>3mo | Earle'sCo. Ld.<br>Hull | | 135·2\|22·6\|11·0<br>Q19'F23'<br>ptND90 BK7" | Greek<br>4BHCem | C.2Cy.21"&40"-27" 69NHP<br>1SB,2pf,GS37,HS1205<br>Earle'sCo.Ld.Hull | 11 ″ 8 | |
| 14625 | **Efthymia** **SteelSc**<br>(exLynx,exSvorka,<br>exOrkdal) 1Dk | 154<br>89<br>79 | | | | | 1899 | Trondhjms Mek.Værks.<br>Trondhjem | AmarantiniBros. | 111·2\|18·0\|7·9<br>Q17tB33tH8t | Piræus<br>Greek<br>WB | C.2Cy.14"&31"-18"<br>34NHP<br>TrondhjemsMek.Værks. | | V |
| 14626<br>HRDS | **Eftichia Vergotti** **SteelScSr**<br>ssCff.No.2-17<br>(exRowtor,exAsiana)<br>Elec.light Spardk(Stl)2trB<br>Wireless &deepframing | 2993<br>2819<br>1867 | ✠100A1<br>Spar dk withfreeboard<br>6,19<br>BS2,21 | Npt<br>DBS10,21<br>✠LMC4,17 | u | ~~6,19~~<br>10,21 | 1909<br>6mo<br>Lloyd | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool<br>'sA&CP | PanaghisVergottis<br>WB=CellDBa102'u | 325·0\|47·0\|22·4<br>P32'B101'F31'<br>FK<br>E24'f138'573tFPT | Argostoli<br>Greek<br>5BHCem<br>60tAPT77t | T.3Cy.23½",38"&64"-42" (s)<br>180lb 100lb 290NHP<br>2SB,6cf,GS97,HS4488<br>Richardsons,Westgarth& Co.Ld.Hpl. | 24 ″ 10<br>s 4 ″ 1<br>21 ″ 1 | |
| 14627<br>105254 | **Egad** **SteelTwinScSp**<br>(Tug)<br>(exGrevilleVernon) 1Dk | 170<br>150<br>— | | | | | 1898 | A.Rodger &Co.<br>PortGlasgow | AberdeenStm.Tug Co.Ld(W.J.H. Dickson,Mgr.) | 105·0\|21·6\|10·2 | Aberdeen<br>~~Sunderland~~<br>British<br>WB | C.4Cy.14"&28"-20"<br>75RHP<br>Ross&Duncan,Glasgow | | |
| 14628<br>254<br>NWDK | **Egadi** **IronSc3MstSr**<br>ssGen.No.3-12,83<br>Well deck (exGalatea,exSurprise)<br>Elec.light Wireless | 1922<br>1619<br>1143 | ✠<br>12,83 | Gen | r | | 1872<br>2mo | Henderson Coulbrn&Co.<br>Renfrew | Soc.Marittima Italiana | 279·6\|34·6\|23·5<br>P&B181' H100t<br>F49' | Genoa<br>Italian<br>5BHCem | C.2Cy.33½"&67⅓"-48"<br>NB95 258NHP<br>Henderson,Clbrn.&C.Rnf. | | I |
| 14629<br>CGBQ | **Égalité** **WoodAuxTwinSc5MstSr**<br>Stm.Eng.<br>Elec.light Mchy.Aft 1Dk2trB<br>(See Sailing Ship Register) | 2142<br>—<br>1500 | | | | | 1918 | Foundat'n Co.<br>Tacoma,Wsh | FrenchGovernment | 259·6\|45·1\|22·2<br>P118'F30' | Bordeaux<br>French | T.6Cy.10",16½"&26"-24"<br>66NHP<br>Staten-IslandS.B.Co. PortRichmond,N.Y. | | V |
| 14630<br>136655<br>JFGM | **Egba** **SteelScSr**<br>ssLth.No.1-18<br>Elec.light 2Dks(Stl)&<br>Wireless Shelter dk(Stl-ws) | 4989<br>4326<br>3024 | ✠100A1<br>Shelter dk withfreeboard<br>~~6,21~~ ~~7,20~~ 10,21<br>2,22 ~~BS7,20~~<br>Carrying oil | Liv<br>BS11,21<br>✠LMC11,18<br>fuelF. | z<br>P. | CL<br>~~11,18~~<br>4,21<br>above | 1914<br>4mo<br>Lloyd<br>150°F. | Harland& Wolff,Ld.<br>Glasgow<br>'sA&CP WB=<br>in DB | AfricanS.S.Co. (Elder,Dempster& Co.Ld.Mgrs.)<br>CellDBa124'uE28' | 405·9\|54·3\|23·5<br>P31'B82'F48'<br>onShelter dk FK<br>f176' 61tFPT116t | London<br>British<br>7BHCem<br>APT65t | T.3Cy.26",44"&74"-51" (s)<br>205lb FD 574NHP<br>3SB,9cf,GS186,HS8295<br>Harland&Wolff,Ld.Gls. | 26 ″ 2<br>s 3 ″ 1<br>23 ″ 5 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.<br>pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14631 | **Egeland** **SteelScSr**<br>(*Whaler*)<br>(*ex*Antilope,*ex*Egeland) 1*Dk* | 153<br>148<br>55 | | | | | 1912 | Akers<br>Mek. Værks.<br>Christiania | **UnionWhaling Co.Ld.** | 104·6\|20·0\|11·8 | **Durban**<br>British<br>*WB* | T.3Cy.12",20"&33"-24"<br>53NHP<br>AkersMek.Værks.Xia. | |
| 14632 | **Eger** **SteelScSr**<br>*Now named "Este," See No. 37183 in Supplement*<br>*Elec.light* 1*Dk*&*Spar dk* | 2613<br>2465<br>1648 | | | | | 1906 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | | 291·4\|44·0\|16·6<br>H- 23·7 | *WB* | T.3Cy.20 1/12",33½"&55⅞"-37½"<br>192NHP<br>FlensburgerSchiffsb.Ges. | |
| 14633<br>220478<br>MBGQ | **Egeria** **WoodSc**<br>*Elec.light* Wireless 1*Dk*2*trB* | 2360<br>2064<br>1379 | | | | | 1920 | Wilson<br>S.B.Co.<br>Portland,Or | **CoastS.B.Co.Inc.** | 266·6\|46·1\|24·0 | **Portlnd,Or**<br>Utd. States | T.3Cy.19",32"&56"-36"<br>188NHP<br>PacificMarineIronWorks, Portland,Or. | |
| 14634 | — **SteelSc**<br>1*Dk*&*Hur dk* | 627<br>617<br>382 | | | | | 1898 | Bremer<br>Vulkan<br>Vegesack | **Dampfschifffahrts Ges.Neptun** | 171·2\|27·2\|16·4 | **Bremen**<br>German<br>*WB* | T.3Cy.13⅝",21⅝"&34⅝"-23⅝"<br>58NHP<br>BremerVulkan,Vegesack | |
| 14635<br>MTFP | — **WoodScCtr**<br>1*Dk* | 223<br>200<br>88 | | | | | 1917 | Bolsöen<br>Skibs.&M.V.<br>Molde | **Edv.Michaelsen** | 113·6\|22·8\|12·6<br>H8*t* | **Xiansund**<br>Norwegian | T.3Cy.10",16",26"-18"<br>Rosenberg 29NHP<br>Mek.Verksted,Stavanger | |
| 14636<br>64935<br>PBSQ | **Egerton** **SteelTwinSc**<br>(*PumpHopperDredger*)<br>*Elec.light* *ss*ForcadosNo.1-10<br>1*Dk*(*Stl-pt* teak s) | 1197<br>1149<br>607 | ✠<br>*Hopper Dredger*<br>10,10 ✠ | Forcados | *n* | | 1907<br>4mo | W.Simons<br>&Co.Ld.<br>Renfrew | **Government of SouthernNigeria** | 230·0\|41·2\|14·8<br>F16'<br>FK | **Lagos**<br>British<br>5*BHCem* | T.6Cy.14½",23"&37"-24"<br>167NHP<br>2SB,4*cf*,GS94,HS2883<br>W.Simons&CoLd.Renfrew | 15 ″ 3 |
| 14637<br>131381<br>HVFO | — **SteelScSp**<br>*ss*Liv.No.2-19<br>*Elec.light* 1*Dk* | 272<br>216<br>108 | ✠100A1<br>*For Towing purposes*<br>9,21 ~~10,20~~<br>~~BS1,21~~ ✠LMC1,20 | Liv<br>BS1,22 | | ~~8,18~~<br>9,21 | 1911<br>8mo<br>*Lloyd* | J.Cran&<br>Co.<br>Leith<br>'*sA&CP* | **Alexandra Towing Co.Ld.** | 105·2\|25·1\|12·3<br>B63'<br>BK6¾"<br>*WB*=*DTf*23' | **Liverpool**<br>British<br>5*BHCem*<br>38*tAPT*4*t* | C.2Cy.21"&44"-27" (*s*)<br>130lb 110NHP<br>1SB,3*cf*,GS65,HS2000<br>J.Cran&Co.Leith | 13 ″ 6<br>s 1 ″ 5½<br>12 ″ 11 |
| 14638 | — **SteelScSp**<br>(*Tug*)<br>1*Dk* | 168<br>150<br>3 | | | … | | 1908 | J.Cran&<br>Co.<br>Leith | **TheAdmiralty** | 91·9\|21·1\|12·0<br>BK7½" | British<br>*WB* | C.2Cy.21"&44"-27"<br>79RHP<br>J.Cran&Co.Leith | 13 ″ 3 |
| 14639<br>136962<br>JHFW | **Eggesford** **SteelScSr**<br>*ss*Cff.No.1-17<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 4414<br>4116<br>2787 | ✠100A1<br>11,20<br>✠LMC6,17 | Nap | *x* | CL<br>1,19 | 1914<br>11mo<br>*Lloyd* | R.Thompson&Sons,Ld.<br>Sunderland<br>'*sA&CP* | **Mediterranean CargoSteamers, Ld.**<br>*DBa*121' | 385·0\|52·0\|24·0<br>P35'B240'F37'<br>*WB*=*Cell* FK<br>*uE* 25' *f*167' 1046*t* | **Cardiff**<br>British<br>6*BHCem*<br>*APT*178*t* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb *100lb* 348NHP<br>2SB,6*cf*,GS180,HS5512<br>N.E.MarineEng.Co.Ld.Sld. | 26 ″ 6<br>s 3 ″ 11<br>22 ″ 11 |
| 14640 | **Eggo** **SteelSc**<br>Stranded & Sunk 11,21<br>(*ex*Herman Heinrich,<br>*Mchy.Aft* *Elec.light* *ex*Mehedya) 1*Dk* | 387<br>313<br>191 | | | | | 1913 | Schiffsw. v.<br>HenryKoch<br>Lübeck | **Hamburg-Bremer AfrikaLinie,A.-G.** | 154·4\|27·4\| 9·3<br>P&B116'F20' | **Bremen**<br>German | C.2Cy.16 7/10"&31½"-19 7/10"<br>44NHP<br>OttensenerMasch.Fab. | |
| 14641<br>145075<br>KHCP | **Egham** **SteelSc**<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy Aft* *Cargo battens not fitted* | 453<br>319<br>169 | ✠100A1<br>~~2,22~~ ~~10,20~~ 5,22<br>✠LMC10,20 | Chs<br>Lon | *f* | CL<br>2,22 | 1920<br>10mo<br>*Lloyd* | J.Crichton<br>&Co.Ld<br>Saltney,<br>Chester<br>'*sA&CP* | **J.Harrison,Ld.** | 142·3\|25·2\|11·4<br>Q87'B9'F22'<br>FK<br>*DTf*14'45*tFPT* | **London**<br>British<br>4*BHCem*<br>14*tAPT*39*t* | T.3Cy.14",22"&38"-24" (*s*)<br>180lb 70RHP<br>1SB,3*pf*,GS47,HS1430<br>LythamS.B.&E.Co.Ld.Lyt. | 12 ″ 6<br>s 3 ″ 6<br>12 ″ 2 |
| 14642<br>482<br>HNMD | **Egil** **IronScSr**<br>(*ex*SamuelGustafHermelin)<br>Wireless 1*Dk*&*Awngdk* | 749<br>419<br>512 | | | | | 1876 | MotalaCo.<br>Norrköping | **Stockholms Rederiaktieb.Svea (H.Ericson,*Mgr.*)** | 174·4\|25·5\|14·4<br>H42*t* 21·6 | **Stockholm**<br>Swedish | 2Cy.27¼"&49½"-29¼"<br>NB91 110NHP<br>MotalaCo.,Motala | |
| 14643 | **Egill Skallagrimsson** **SteelScK**<br>*ss*Hul.No.1-20<br>*Elec.light* Wireless 1*Dk* | 367<br>286<br>130 | ✠100A1<br>*StmTrawler*<br>~~7,21~~ ~~11,20~~<br>3,22<br>✠LMC2,20 | Flt<br>Hul | | ~~N2,20~~<br>3,22 | 1916<br>5mo<br>*Lloyd* | Cochrane<br>&Sons,Ld.<br>Selby<br>'*sA&CP* | **Hlutafelagio Kveldulfur,Ld.** (Thor.Jensen, *Mgr*) | 140·3\|24·0\|10·9<br>Q74'F21'<br>BK7½"<br>*DBf* 56'48*tAPT*8*t* | **Reykjavik**<br>Icelandic<br>4*BHCem* | T.3Cy13¾",22½"&37"-26" (*s*)<br>200lb 93NHP<br>1SB,3*pf*,GS49,HS1612<br>Amos&Smith.Ld.Hull | 13 ″ 3 |
| 14644<br>HMKL | **Egina** **WoodScSr**<br>1*Dk* | —<br>—<br>96 | | | | | 1890 | McDowall<br>&Barbour<br>Piræus | **Pepas&Co.** | 105·0\|18·0\|10·9 | **Piræus**<br>Greek | C.2Cy.17½"&32"-22"<br>40NHP<br>McDowll&Barbour,Piræus | |
| 14645<br>MBEG | **Eglantier** **SteelSc**<br>(*ex*WarBeetle) 2*Dks*(*Stl*)<br>*Elec.light* Wireless<br>*Cargo battens not fitted in 'tween dks and cross bunker* | *5176*<br>*4749*<br>*3152* | ✠100A1<br>1,22 ~~9,20~~<br>✠LMC9,18<br>*Carrying oil fuel F.P. above 150° F. in DB* | Ant | *y* | CL<br>9,20 | 1918<br>9mo<br>*Lloyd* | Workman,<br>Clark&Co.Ld<br>Belfast<br>'*sA&CP* | **LloydRoyalBelge Soc.Anon**<br>*CellDB*347'1120*t* | 400·4\|52·3\|28·4<br>P49'B113'F39'<br>FK<br>*FPT*115*tAPT*170*t* | **Antwerp**<br>Belgian<br>7*BHptCem* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB.9*cf*,GS190,HS7668 FD<br>Wrkman,Clark&Co.LdBel | 31 ″ 0<br>s6 ″ 1½<br>25 ″ 3 |
| 14646<br>219278<br>LTVD | **Eglantine** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless *Longitudinal framing* | 6374<br>5872<br>4598 | | | | | 1919 | Skinner&<br>EddyCorp.<br>Seattle,Wash | **UnitedStates ShippingBoard** | 402·6\|54·8\|32·1<br>P48'F42' | **Seattle**<br>Utd. States<br>*WB* | T.3Cy.24½",41½"&72"-48"<br>359NHP<br>Hooven,Owens&Rentschler,Hamilton,O. | |
| 14647 | — **SteelScSr**<br>*Elec.light* 2*Dks*(*UStl*-teak s) | | ✠<br>*For Government Service*<br>9,17 ✠ | Gls | | | 1917<br>9mo | Barclay,<br>Curle&Co.Ld<br>Glasgow | **TheAdmiralty**<br>*CellDBuB*21*tDTf* | 257·0\|<br>B80'F34'<br>FK<br>20*tFPT*12*tAPT*18*t* | British<br>13*BHptCem* | T.4Cy.20½",33"&37(2)-30"<br>340NHP<br>2SB,4*cf*,GS78,HS6154, FD<br>Barclay,Curle&Co.Ld.Gls. | 25 ″ 6 |
| 14648<br>OGBU | — **SteelScK**<br>(*Trawler*)<br>1*Dk* | 297<br>271<br>121 | | | | | 1905 | Atel.&Ch.<br>deFrance<br>Dunkirk | **Soc."LaPêche Française"** | 138·7\|23·1\|11·7 | **Fécamp**<br>French<br>*WB* | T.3Cy.13",21½"&35"-24"<br>60NHP<br>Caillard&Co.Havre | |
| 14649 | **Egon** **SteelSc**<br>(*Fishing*)<br>*Mchy.Aft* (*ex*Majestic) 1*Dk* | 107<br>107<br>40 | | | | | 1913 | Gebroders<br>Boot<br>Leiderdorp | **Hofmann&Co.** | 89·4\|19·8\| 9·3 | **Altona**<br>German | T.3Cy.9 13/16",15¾"&25½"-18"<br>42NHP<br>Burgerhout'sMachfab.Rot | |
| 14650<br>135588<br>JFSQ | **Egori** **SteelScSr**<br>*ss*Liv.No.1-19<br>*Elec.light* 2*Dks*(*Stl*)&<br>Wireless *Shelter dk*(*Stl*-ws)<br>*Tonnage opening closed* 1917 | 6694<br>4329<br>4876 | ✠100A1<br>*Shelter dk with freeboard*<br>~~7,21~~ ~~2,21~~ 3,22<br>~~BS5,20~~ ✠LMC1,19 | Liv<br>BS7,21 | *z* | CL<br>~~5,20~~<br>3,22 | 1914<br>6mo<br>*Lloyd* | Harland&<br>Wolff,Ld.<br>Glasgow<br>'*sA&CP* | **AfricanS.S.Co. (ElderDempster& Co.Ld.*Mgrs.*)** | 405·6\|54·3\|32·7<br>P31'B82'F48'<br>*on Shelter dk* FK<br>*WB*=*CellDBa*124' | **Liverpool**<br>British<br>7*BHCem*<br>*uE* 28' *f*176' | T.3Cy.26",44"&74"-51" (*s*)<br>205lb 574NHP<br>3SB,9*cf*,GS186,HS8295 FD<br>Harland&Wolff,Ld.Gls.<br>961*tFPT*116*tAPT*65*t* | 35 ″ 5<br>s 10·10<br>24 ″ 11 |
| 14651 | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2–3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of L of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14652<br>129570<br>HSTB | **Egra** SteelTwinScSr<br>*Elec.light* 2*Dks*(*U Stl*–ws)&<br>Wireless *Shade dk*(*Stl*–teak s) | 5108<br>3725<br>2345 | ✠<br>*Shade dk*<br>8,11 ✠ | Bel | *z* | | 1911<br>8mo | Workman, Clark&Co.Ld<br>Belfast | BritishIndiaStm. Nav.Co.Ld.<br>*WB = CellDBa*76'<br>*f*156'732*t* | 410·0<br>B *on Shade dk* 158'<br>FK<br>*uE&B*108'<br>*FPT*58*tAPT*44*t* | 52·8 | 24·7 | Glasgow<br>British<br>7*BHCem*<br>(5*BH to Udk*<br>2 „ 2*nd dk*) | T.6Cy.24½",41"&69"–48"<br>FD 1062NHP<br>2DB&2SB,*24cf*,GS390, HS16302<br>Wrkman,Clark&Co.Ld Bel | 27 ″ 3 | |
| 14653<br>219307<br>LTWK | **Egremont** SteelSc<br>2*Dks*(*Stl*)&*Shelter dk*<br>*Elec.light* Sub.Sig. Wireless | 6864<br>6613<br>5256 | | | | | 1919 | Skinner& EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 410·1 | 54·2 | 35·1 | Seattle<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>Hooven,Owens&Rentschler,Hamilton,O | | R |
| * 14654<br>131388<br>HTND | **Egremont Castle** SteelScSr<br>*ss*Kob.No.2–20<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Wireless *Longitudinal framing* | 5294<br>4978<br>3343 | ✠100A1<br>~~2,21~~ ~~9,20~~ 12,21<br>✠LMC5,20<br>BS7,21 | HKg<br>Shi | *z* | CL<br>9,20 | 1911<br>10mo<br>*Lloyd* | Craig,Taylor&Co.Ld.<br>Stockton<br>'*sA&CP* | LancashireShppg. CoLd (J.Chambers &Co.*Mgrs.*) | 410·0<br>P38'B140'F50'<br>FK<br>*WB = CellDBa*135' | 52·0 | 29·4 | Liverpool<br>British<br>*Cem*<br>6*BH only*<br>*uE&B* 41' *f* | T.3Cy.28",46"&75"–48" (*s*)<br>180lb *110lb* 535NHP<br>3SB,*9cf*,GS177,HS7833 FD<br>Blair&Co.Ld.Stockton<br>174'1273*tFPT*95*tAPT*39*t* | 32 ″ 0<br>s 6 ″ 4½<br>26 ″ 0 | |
| 14655<br>115117<br>VHKD | **Egret** SteelScSr<br>*ss*Liv.No.3–6,16<br>*Well deck* 2*Dks*(*UptIrn&ptStl*)<br>*Elec.light* *ss*PGl.No.1–21 | 1394<br>1171<br>691 | ✠100A1<br>6 21 ~~6,20~~<br>~~BS6,20~~ ✠LMC~~7,16~~<br>MS6,20 BS6,21 | Mch<br>PGl | *q* | CL<br>~~6,20~~<br>N6,21 | 1903<br>10mo<br>*Lloyd* | Swan,Hunter& Wigham Richardson, Ld Newcastle<br>'*sA&CP* | CorkS.S.Co.Ld.<br>*WB = CellDBa*66' *u* | 260·0<br>P&B150'F55'<br>BK9"<br>*E*20'*f*108'266*tFPT* | 34·7 | 18·6 | Cork<br>British<br>4*BHCem*<br>25*tAPT*20*t* | T.3Cy.21",33½"&54"–39" (*s*)<br>160lb *80lb* NDB11 209NHP<br>2SB,*6pf*,GS106,HS3554<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 19 ″ 9<br>s 2 ″ 2½<br>18 ″ 5 | |
| 14656<br>110864<br>QVDP | — IronScK<br>*ss*GmsNo.3–3,08<br>*ss*Gms.No.1–13<br>1*Dk* | 224<br>209<br>91 | ✠<br>*StmTrawler*<br>9,15 ✠ | Gms | | | 1899<br>2mo | Cochrane& Cooper,Ld.<br>Beverley | ThomasBaskcomb, Ld. (T.W.Baskcomb,*Mgr.*) | 123·0<br>Q46'F20'<br>len08ptND08BK7½" | 21·0 | 11·6 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",21"&34"–24"<br>NB15*fitted*19 60RHP<br>1SB,*2cf*,GS29,HS1037<br>C.D.Holmes&Co.Hull | 12 ″ 3 | |
| 14657<br>115284<br>TKMG | **Egwanga** SteelScSr<br>*ss*Liv.No.3–9,15<br>*ss*Liv.No.1–20<br>Wireless 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws)<br>*Elec.light* *Tonnage opening closed* 1917 | 3658<br>2386<br>2804 | ✠100A1<br>*Shelter dk*<br>7,21 ~~1,20~~ 11,21<br>~~DBS7,20~~ ✠LMC10,19<br>DBS7,21 MBS12,20 | Ham<br>Hul | *u* | CL<br>7,20 | 1902<br>6mo<br>*Lloyd* | ClydeS.B. &E.Co.Ld.<br>Pt.Glasgow<br>'*sA&CP* | British&African S.N.Co.Ld. (Elder, Dempster&Co.Ld. *Mgrs*) *DBa*92 | 325·9<br>F40'<br>*WB = Cell* FK<br>'*uE&B*24' *f*146'677 | 45·0 | 19·6 | Liverpool<br>British<br>5*BHCem*<br>*tAPT*27*t* | T.3Cy.23",37"&61"–42" (*s*)<br>160lb *85lb* 251NHP<br>NDB07*refitted*20<br>2SB,*6cf*,GS110,HS3920<br>ClydeS.B.&E.Co.Ld.P.Gls. | 30 ″ 2<br>s 9 ″ 1½<br>21 ″ 4 | |
| 14658<br>105581<br>PTGD | **Egypt** SteelScSr<br>*Elec.light* 3*Dks*(*UStl*–teak s)<br>Wireless &*Spardk*(*Stl*–teak s) | 7941<br>6443<br>4207 | ✠<br>*Spar dk*<br>9,97 ✠ | Grk | *d*† | | 1897<br>9mo | Caird&Co. (Lim.)<br>Greenock | P.& O.Stm.Nav.Co.<br>*WB = Cell DBa* | 499·8<br>P46'B268'F78' 32·9<br>BK9"<br>70' *uE&B*131'*f*164' | 54·3 | 24·5 | Greenock<br>British<br>9*BHCem*<br>962*t DTa*38' | T.4Cy.42¼",68"&(2)74½"–72"<br>FD 1355NHP<br>3D&3SB*27cf*GS531HS20864<br>Caird&Co.(Lim.),Grk.<br>82*tFPTanks*108*t* | 36 ″ 9 | |
| 14659 | — IronScK<br>*ss*Hul.No.1–95<br>1*Dk* | *145*<br>*136*<br>*53* | ✠<br>*Stm Trawler*<br>5,95 ✠ | Hul | | | 1891<br>2mo | Cook,Welt'n&Gemmell<br>Hull | Haller&Odenberg | 100·5<br>F18'<br>BK7½" | 20·3 | 10·8 | Smögen<br>Swedish<br>3*BHCem* | T.3Cy.11½",18"&30"–22"<br>1SB,*2cf*,GS25,HS711 40NHP<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| 14660<br>25097<br>RMCD | **Egypt Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 6710<br>6272<br>4800 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,22 ~~3,20~~ ✠LMC~~3,20~~<br>1,22 | Yka<br>Kob | *z* | 1,22 | 1920<br>3mo | Uraga Dk.Co.Ld.<br>Uraga<br>A&CP | KokusaiKisen KabushikiKaisha<br>*Collis*<br>*CellDB* | 400·0<br>B78'*onShelter dk*<br>FK<br>*ionBH toShelter dk*<br>308' 1117*tFPT* 80*t* | 54·0 | 37·5 | Uraga<br>Japanese<br>*Cem*<br>5*BH toU dk*<br>*APT*69*t* | T.3Cy.27",45"&75"–48" (*s*)<br>200lb 540NHP<br>3SB,*9cf*,GS189,HS7601 FD<br>UragaDockCo.Ld.Uraga | 37 ″ 6<br>s 8 ″ 7<br>29 ″ 4 | |
| 14661<br>143646<br>KGBD | **Egyptian** SteelSc<br>*CruiserStern*<br>*Elec.light* Wireless 2*Dks* | 2866<br>2700<br>1806 | | | | | 1920 | W.Harkess &Son,Ld.<br>Middlesbro' | Ellerman Lines,Ld | 316·3<br>P72'B102'F73' | 44·1 | 23·3 | Liverpool<br>British<br>*WB* | T.3Cy.20½",35¼"&60"–42"<br>Richardsons, 233NHP<br>Westgarth&Co.Ld.Mdb. | | C |
| 14662<br>132827<br>HWLM | **Egyptian Prince** SteelSc<br>(*ex*Waterland)<br>*Well deck* *Mchy.Aft* 1*Dk* | 494<br>398<br>267 | | | ... | | 1903 | W.Dobson &Co.<br>Newcastle | PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) | 164·0<br>Q47'F21'<br>FK | 25·0 | 11·8 | Newcastle<br>British<br>*WB* | T.3Cy.13",21"&34"–24"<br>76RHP<br>MacColl&Pollock,Sld. | 14 ″ 3 | C |
| 14663<br>135900<br>JDTV | **Egyptian Transport** SteelScSr<br>Wireless 1*Dk* | 4648<br>4380<br>2023 | | | | | 1914 | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool | EmpireTransport Co.Ld.(Houlder Bros&CoLd *Mgrs*) | 385·0<br>P36'B119'F36' | 52·0 | 27·0 | W.Hartlpl<br>British<br>*WB* | T.3Cy.25",40"&68"–48"<br>Richardsons,NB19 320NHP<br>Westgarth&Co.Ld.Hpl. | | C |
| 14664<br>MBEZ | **Ehrenfels** SteelScSr<br>*Now named* "Ostende," *See No.* 38830 *in Supplement*<br>*ss*Ham.No.2–14<br>2*Dks*(*Stl–Upt* teak s)<br>*Elec.light* Wireless &*Web frames* | *4450*<br>*4184*<br>*2781* | ✠<br>7,16<br>✠ | Ham | *y* | | 1903<br>9mo | Swan,Hunter&Wigham Richardson, LdNewcastle<br>*WB=C* | BelgianGovernment<br>*ell DBa*111' *uE*25' | 375·1<br>P46'B119'F51'<br>BK10"<br>*f*171'816*t DTf*31' | 50·5 | 27·4 | Antwerp<br>Belgian<br>7*BHCem*<br>780*tAPT*50*t* | Q.4Cy.23",32",48"&72"–54"<br>476NHP<br>3SB,*9rf*,GS147,HS6108 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 30 ″ 2 | |
| 14665 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 191<br>170<br>72 | | | | | 1907 | G.Seebeck Akt.Ges.<br>Bremerhaven | DeutscheDmpfischereiGes.Nordsee | 118·8<br>Q73'F19' | 22·0 | 10·9 | Nordnham<br>German<br>*WB* | T.3Cy.11¾",18¾"&30½"–22"<br>44NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 14666<br>NPDL | **Eibergen** SteelScSr<br>Wireless 1*Dk* | 4767<br>*4503*<br>*2974* | | | | | 1914 | W.Pickersgill&Sons,Ld<br>Sunderland | N.V.ZuidHollandscheScheepvMaats (N.V.Furness, Scheepv.enAgentuurMaats.*Mgrs.*) | 385·0<br>P36'B119'F41' | 52·1 | 27·2 | Rotterdm<br>Dutch<br>*WB* | T.3Cy.25",40"&68"–48"<br>Richardsons, 320NHP<br>Westgarth&Co.Ld.Sld. | | C |
| 14667 | **Eichsfeld** SteelScSr<br>*ss*Ham.No.3–12,08<br>(*ex*Amasis) *ss*Ham.No.1–12<br>*Well deck* 2*Dks*(*St*[illegible]<br>*Elec.light* *Webframes*<br>*Now named* "Archipelagos," *See No.* 36232 *in Supplement* | *4552*<br>*3800*<br>*2938* | ✠<br>4,16<br>✠ | Ham | *x* | | 1896<br>11mo | C.Connell &Co.<br>Glasgow | GreekGovernment<br>*WB =* | 369·8<br>P228'F46'<br>FK<br>*CellDBa*102'*uE&B* | 46·4 | 27·0 | Greek<br>6*BHCem*<br>76'*f*137'881*t* | Q4Cy.21½",31½,"45"&64"-45"<br>365NHP<br>3SB,*9rf*,GS153,HS6161<br>D.Rowan&Son,Glasgow | 30 ″ 0 | |
| 14668<br>HQNJ | **Eidanger** IronScSr<br>(*ex*Laban,*ex*Vingäker)<br>*Elec.light* 1*Dk* | 219<br>124<br>125 | | | | | 18$\frac{57}{94}$ | MotalaCo.<br>Motala | ArendalsDampskibsselskab | 116·7<br>Q18*t*B52*t*H10*t* F14*t* | 18·8 | 9·3 | Arendal<br>Norwegian | 2Cy.15"&30"–20"<br>NE&B98 34NHP<br>XiansandsM.V.Xiansands | | |
| 14669 | **Eide Siebs** SteelSc<br>(*Trawler*)<br>1*Dk* | 134<br>134<br>27 | | | | | 1895 | Akt.Ges. "Weser"<br>Bremen | EideSiebs | 106·2<br>F15' | 21·0 | 10·3 | Brmrhavn<br>German<br>*WB* | T.3Cy.12¼",19$\frac{11}{16}$"&31½"-21⅝"<br>46NHP<br>A.G."Weser,"Bremen | | |
| * 14670<br>113912<br>RWSG | **Eider** SteelScSr<br>*ss*Sou.No.3–3,13<br>*ss*Lon No 2-21 ~~*ss*Mdb.No.1–18~~<br>Sub.Sig. 1*Dk*(*Stl*)&*deep framing*<br>Wireless &*ptAwng dk*(*Stl–pt*ws) | 1236<br>911<br>779 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>~~5,21~~ ~~1,20~~ ✠LMC5,21<br>4,22 ~~MS1,18~~ ~~BS9,20~~ | Lon<br>Sws | *n* | CL<br>~~6,19~~<br>5,21 | 1900<br>10mo | Campbeltown S.B.Co.<br>Campbeltwn<br>A&CP | RoyalMailSteam PacketCo.<br>*WB* | 230·5<br>Q79'<br>*ptAwng dk*151' FK<br>*= Cell DBa*54'*f* 94' | 32·7 | 16·4 | Glasgow<br>British<br>4*BHCem*<br>205*tAPT*80*t* | T.3Cy.18",27½"&45"–33" (*a*)<br>160lb *80lb* 120NHP<br>1SB,*3pf*,GS65,HS1871<br>Hutson&Sons,Ld.Glasgow | 17 ″ 4<br>s 7 ″ 4<br>17 ″ 3 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14671<br>9490<br>KHNQ | **Eider**<br>*Mchy.Aft* | **IronScSr**<br>*ss*Shl.5thNo.3–9,15<br>*ss*Cff.No.1–20<br>1*Dk*(*ptIrn&ptStl*) | 287<br>212<br>142 | 90A1<br>7,20<br>✠NB11,00 LMC7,20 | Cff | *d* | 7,20 | 1856<br>*Lloyd*'*sA&CP* | C.Lungley<br>London | DispatchShipping Co.Ld.(Wyndham, Bros. *Mgrs.*) | 124·3<br>Q35′B7′ | 20·1 | 11·6<br>BK6″ | London<br>British<br>4*BHCem* | C.2Cy.15″&30½″–20″ (*r*)<br>100lb NE71 35RHP<br>1SB,2*pf*,GS24,HS664<br>Blair&Co.(Lim.),Stockton | 12 ″ 3<br>s 1 ″ 3<br>11 ″ 8 | |
| 14672<br><br>OGCM | —<br>(*ex*Weasel) | **SteelScSr**<br>*ss*Arc.No.3–8,09<br>*ss*Arc.No.2–19<br>1*Dk* | 164<br>150<br>37 | | | … | ~~8,19~~<br>8,21 | 1897<br>7mo<br>*Lloyd*'*sA&CP* | J.Duthie, Sons&Co.<br>Aberdeen | Soc.desPêcheries del'Océan (C.Olivari, *Mgr.*) | 105·8 | 20·7 | 11·2<br>BK7½″ | Arcachon<br>French<br>3*BHCem* | C.2Cy.13½″&32½″–21″ (*s*)<br>140lb 45NHP<br>1SB,2*pf*,GS28,HS894<br>Hall,Russell&Co.Abn. | 11 ″ 9<br>s ″ 11½<br>11 ″ 8 | |
| 14673<br>93938 | — | **SteelScK**<br>(*Trawler*)<br>1*Dk* | 142<br>136<br>54 | | | … | | 1892 | W.Hamilton&Co.<br>Pt.Glasgow | J.W.Smethurst | 100·2<br>Q19′F18′ | 20·5 | 10·6<br>BK7½″ | Grimsby<br>British | T.3Cy.11″,17″&27″–22″<br>NB18 45RHP<br>D.Rowan&Son,Glasgow | 11 ″ 11 | |
| 14674<br><br>JTDO | **Eidsfjord** | **SteelScSr**<br>1*Dk* | 165<br>148<br>71 | | | | | 1891 | AkersMek. Værksted<br>Christiania | Haalogalands Dmpskselskab | 112·8<br>Q8*t*H10*t*F4*t*<br>len08 | 17·4 | 10·8 | Harstad<br>Norwegian | T.3Cy.11″,18″&29″–18″<br>36NHP<br>AkersMek.Værksted,Xia. | | |
| 14675<br><br>MBVN | **Eiger**<br>*Elec.light* | **SteelScSr**<br>1*Dk&Spar dk* | 1405<br>1309<br>874 | | | | | 1904 | Nylands Værksted<br>Christiania | A/S Uto (C.Eitzen&Co. *Mgrs.*) | 231·5<br>H80*t* | 35·2 | 14·7<br>20·4 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.18″,29″&48″–33″<br>132NHP<br>NylandsVærksted,Xania | | N |
| 14676<br><br>MGFL | **Eik** | **SteelScSr**<br>(*Whaler*)<br>1*Dk* | 159<br>151<br>54 | | | | | 1910 | Porsgrund Mek.Værks.<br>Porsgrund | A/S Hvalfselsk Norge(Chr.Nielsen &Co.Akties.*Mgrs*) | 99·7<br>H8*t* | 20·1 | 11·9 | Larvik<br>Norwegian<br>*WB* | T.3Cy.12″,20″&32″–24″<br>50NHP<br>G.T.Grey,SouthShields | | N |
| 14677<br><br>MBLG | **Eika** | **SteelScSr**<br>(*ex*Rex)<br>1*Dk2trB* | 695<br>559<br>394 | | | | | 1903 | Framnes Mek.Værks.<br>Sandefjord | AalesundsDampskibsrederi(Hj. Wesenberg,*Mgr.*) | 181·7<br>Q44*t*B55*t*H12*t*F16*t* | 28·2 | 13·2 | Aalesund<br>Norwegian<br>*WB* | T.3Cy.13″,21″&33″–27″<br>56NHP<br>AkersMek.Værks.Xia. | | N |
| 14678<br><br>MNVL | **Eika III.** | **SteelScSr**<br>1*Dk* | 1113<br>980<br>655 | | | | | 1916 | Akers Mek.Værks.<br>Christiania | Rederiaktieselsk. Kragerö (K.Sandaas, *Mgr.*) | 226·2<br>P18′B56′F24′ | 36·4 | 15·7 | Kragerö<br>Norwegian<br>*WB* | T.3Cy.17″,29″&47″–33″<br>127NHP<br>AkersMek.Værks.Xia. | | N |
| 14679<br><br>MTGQ | **Eikhaug** | **CompScSr**<br>1*Dk* | 479<br>361<br>263 | | | | | 1919 | Langes'nds MekVerkA/S<br>Langesund | A/S Fart (A/SMercator, *Mgrs.*) | 156·4<br>F10*t*P73*t*H19*t* | 27·4 | 12·4 | Haugesnd<br>Norwegian | T.2Cy.13⅝″&26⅝″–18 9/16″<br>26NHP<br>KaldnœsMek.Verksted, Tönsberg | | |
| * 14680<br><br>MPHF | **Eikland**<br>*Elec.light* | **SteelScSr**<br>*ss*Xia.No.1–21<br>1*Dk*(*Stl*) | 1303<br>1131<br>778 | ✠100A1<br>~~5,21~~ ~~3,20~~ 11,21<br>✠LMC~~4,16~~<br>5,21 | Xia<br>Shr | *o* | CL<br>1,21 | 1916<br>4mo<br>A&CP | Jonker& Stans<br>HendrikIdo Ambacht | A/S Eikland (IsakM.Skaugen) | 237·7<br>P20′B59′F24′<br>*CellDB*111′342*t* | 36·4 | 15·9<br>FK | Risor<br>Norwegian<br>4*BHCem*<br>*APT*39*t* | T.3Cy.17⅛″,28 9/16″&46 5/16″–36″<br>180lb (*s*) 165NHP<br>2SB,4*cf*,GS80,HS2894<br>Alblasserdam.Msch.Fab. | 18 ″ 0<br>s 2 ″ 4½<br>15 ″ 11 | |
| 14681<br><br>MQBV | **Eikundasund**<br>*Now named "BurfordBridge," See No. 36473 in Supplement* | **SteelSc**<br>(*ex*Fele) | 397<br>287<br>188 | | | | | 1916 | Johs.Berg<br>Delfzijl | A/S Eikundasund (Nic.Möller) | 139·3 | 23·5 | 11·4 | Egersund<br>Norwegian<br>*WB* | T.3Cy.12 9/16″,18 9/16″&29 9/16″–21 7/16″<br>41NHP<br>Johs.Berg,Delfzijl | | |
| 14682 | **Eilbeck**<br>(*ex*Duchess) | **SteelScK**<br>*ss*Ham.No.3–8,09<br>*ss*Ham.No.1–14<br>1*Dk* | 153<br>146<br>32 | ✠<br>*StmTrawler*<br>12,16 ✠ | Ham | | | 1897<br>10mo | J.T.Eltringhm&Co.<br>SouthShields | AlbrechtvonOppen | 104·5 | 21·2 | 11·7<br>BK7″ | Hamburg<br>German<br>3*BHCem* | T.3Cy.11″,18″&30″–22″<br>58NHP<br>1SB,2*pf*,GS36,HS1118<br>Clyne,Mitchell&Co.Abn. | 12 ″ 0 | |
| * 14683<br>131306<br>HSOW | **Eileen Duncan**<br>*Elec.light* | **SteelScK**<br>*ss*Liv.No.2–19<br>1*Dk* | 223<br>204<br>86 | ✠100A1<br>*StmTrawler*<br>~~4,21~~ ~~4,20~~ 4,22<br>BS12,20 ✠LMC10,17 | Liv<br>Bkn<br>MS4,22 | | CL<br>~~10,19~~<br>4,22 | 1910<br>10mo<br>*Lloyd*'*sA&CP* | Cochrane &Sons<br>Selby | J.Duncan,Son& Co. | 120·1<br>Q69′ | 22·0 | 11·5<br>BK7½″ | Liverpool<br>British<br>3*BHCem* | T.3Cy.12½″,21½″&35″–24″(*s*)<br>180lb 67RHP<br>1SB,2*pf*,GS33,HS1070<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 4 | |
| 14684<br>136576 | **Eileen Emma** | **SteelScDy**<br>(*Fishing*)<br>1*Dk* | 102<br>101<br>46 | | | | | 1914 | J.Chambers,Ld.<br>Lowestoft | JackBreach,Ld. (J.V.Breach *Mgr.*) | 86·7 | 20·2 | 10·5 | Lowestoft<br>British | T.3Cy.9¾″,15″&22″–16″<br>25RHP<br>Elliott&GarroodLdBeccles | | |
| 14685<br>107301<br>LKVD | **Eileen Morse**<br>(*ex*AnsonM.Bangs)<br>*Elec.light* | **SteelSc**<br>(*Tug*)<br>1*Dk* | 178<br>—<br>68 | | | | | 1897 | Harlan& Hollingsworth Co.<br>Wlmgtn.Del. | RobertR.Velfe | 101·0 | 23·0 | 12·2 | NewYork<br>Utd.States | C.2Cy.22″&40″–28″<br>71NHP<br>Harlan&Hollingsworth Co.Wilmington,Del | | |
| 14686<br>121383 | **Eileen Ward**<br>(*Suction Hopper Dredger*)<br>*Elec.light* | **SteelTwinScSr**<br>1*Dk* | 1023<br>956<br>472 | | | … | | 1909 | Fleming& Ferguson,Ld.<br>Paisley | WestportHarbour Board | 205·0 | 36·2 | 15·8<br>FK | Wellingtn, N.Z.<br>British<br>*WB* | T.6Cy.13″,23″&34″–22½″<br>207NHP<br>Fleming&Fergusn,Ld.Psy. | 16 ″ 9 | |
| 14687<br>127943<br>HNJR | **Eilian**<br>(*See Sailing Ship Register*) | **SteelAuxSc3MstSr**<br>*ss*Bng.No.3–12,19<br>*ParaffinMotor(not classed)*<br>1*Dk* | 140<br>136<br>77 | ✠100A1<br>12,19 | Liv | *d* | | 1908<br>11mo<br>*Lloyd*'*sA&CP* | W.Thomas &Son<br>Amlwch | D.Richardson (W.Thomas&Sons, *Mgrs.*) | 102·6<br>ND19 | 21·9 | 9·4<br>BK6⅝″ | Liverpool<br>British<br>1*BHCem* | Paraffin Motor 4S.C.SA.<br>2Cy.10¼″–13 5/16″ 16NHP<br>D.Goedkoop,jun.,Ams. | 10 ″ 3<br>s 1 ″ 4½<br>9 ″ 9 | |
| 14688 | **Einar Jarl**<br>*Elec.light* Wireless | **SteelSc**<br>1*Dk* | 1880<br>1640<br>1120 | | | | | 1921 | A/SSörlandetsSkibs.<br>Fevig | DetNordenfjeldske Dampskibsselskab | 265·0<br>P30′B71′F29′ | 42·0 | 20·0 | Trndhjem<br>Norwegian<br>*WB* | T.3Cy.21″,33″&56″–36″<br>188NHP<br>FredrikstadM.V.Frdstad. | | |
| 14689<br><br>JSQG | **Einar Tambarskjælver**<br>(IN PORT, DAMAGED 10,20)<br>*Mchy.Aft* | **StlScSr**<br>*Motor*<br>1*Dk* | 154<br>86<br>93 | | | | | 1889 | MossJernstöberi&M.V.<br>Moss | R.E.Falch | 113·3<br>Q11*t*B43*t*F8*t*<br>len95 | 17·2 | 7·7 | Trondhjm<br>Norwegian | Motor 2S.C.SA<br>2Cy.12⅜″–13⅝″ NE18 | | |
| 14690<br><br>JRPB | **Eira** | **SteelScSr**<br>1*Dk* | 132<br>62<br>61 | | | | | 1896 | Akers Verksted<br>Christiania | MöreFylkes Ruteselskap(J.A. Andersen, *Mgr.*) | 116·6<br>Q13*t*B42*t*H5*t*F9*t* | 16·4 | 7·2 | Molde<br>Norwegian<br>*WB* | T.3Cy.10½″,15″&24″–17″<br>24NHP<br>AkersVerksted,Xia. | | |
| * 14691<br>143106<br>JWSK | **Eirene**<br>(*ex*Gudrun,*ex*Eir)<br>Wireless | **SteelSc**<br>*ss*Shl.No.3–2,21<br>1*Dk*(*ptIrn&ptStl*)<br>*2trB deepframing&Web frames3Dk rule* | 3886<br>3628<br>2436 | ✠100A1<br>~~4,21~~ ~~2,21~~ 10,21<br>✠LMC2,21 | Shl<br>~~Rot~~ Hul | *w* | CL<br>~~2,21~~<br>4,21 | 1907<br>4mo<br>*Lloyd*'*sA&CP* | JLThompson&Sons,Ld.<br>Sunderland | EireneS.S.Co.Ld. (G.P.Sechias *Mgr.*)<br>*Cell DBa*117′*uE&* | 346·9<br>P23′B94′F31′<br>*B*42′*f*146′951*t FPT* | 49·5 | 29·3<br>FK | London<br>British<br>6*BHCem*<br>61*tAPT*158*t* | T.3Cy.25″,42″&68″–48″ (*s*)<br>180lb ~~90lb~~ *80lb* 350NHP<br>2SB,8*pf*,GS143,HS5428<br>J.Dickinson&Sons,Ld.Sld. | 27 ″ 11<br>s 5 ″ 0½<br>23 ″ 3 | |
| 14692 | | | | | | | | | | | | | | | | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dismantled 5,21<br>14693 | **Eirini** **WoodSc**<br>*Salted & specially treated* 1*Dk*2*trB*<br>*Well deck* *Elec.light* *Mchy.Aft* | 2332<br>1729<br>1430 | ✠<br>4,21 | Phl | *r* | | 1919<br>2mo | Pacific<br>Const.&E.Co.<br>Pt.Coquitlam<br>B.C. | ~~**N.A.Galanos**~~<br>South WalesSalvageCo Ld. | 250·0<br>P&B146'F32' | 43·9 | 22·5 | ~~**Andros**~~<br>~~Greek~~<br>British | T.3Cy.20",33"&54"–40"<br>GS155,HS5000 267NHP<br>2 Water Tube Boilers<br>RobbEngWksAmherst NS | 25 " 6 | |
| 14694 | **—** **SteelSc**<br>(*ex*Tarmo)<br>*Elec.light* 1*Dk* | 323<br>256<br>185 | | | | | 1919 | NyaVarvet<br>A/B<br>Helsingfors | **PandeliBrothers** | 110·5 | 23·2 | 13·0 | **Piræus**<br>Greek<br>*WB* | C.2Cy.14"&28"–18"<br>E*made*12*fitted*19 28NHP<br>B*made*14*fitted*19<br>G.ALessner,Petrograd | | V |
| 14695 | **Eirini Kyriakides** **SteelSc**<br>*Elec.light* | 3872<br>3486<br>2353 | 100A1<br>(*Class Contemplated*) | | | | 1921 | R.Thompson&Sons,Ld<br>Sunderland | **N.G.Kyriakides** | 360·0<br>P33'B217'F35' | 50·0 | 22·9 | Greek | T.3Cy.25",42"&68"–45"<br>N.E.MarineEng.CoLd.Sld | | |
| 14696<br>1160<br>LRBN | **EisbrecherderDon** **SteelTwin ScSr**<br>(*Icebreaker*)<br>1*Dk* | 269<br>—<br>127 | | | | | 1897 | Howaldtswerke<br>Kiel | **DonRiverMouth Commission** | 130·0<br>F22' | 28·5 | 10·3 | **Rostoff**<br>Russian | C.4Cy.17¼"&30"–15¾"<br>60NHP<br>Howaldtswerke,Kiel | | |
| 14697<br>310<br>PCGN | **Eitoku Maru** **Wood** | 240<br>—<br>138 | | | | | 1913 | ................ | **Chosen Yusen KabushikiKaisha** | 122·4 | 18·8 | 14·6 | **Jinsen**<br>Japanese | | | |
| 14698<br>6052<br>KBMR | **Ejdern** **WoodScSr**<br>(*See Sailing Ship Register*) *OilEng.* | 226<br>186<br>139 | | | | | 1918 | Skebäck<br>Varf.Örebro | **ÖrebroNyaRed. A/B(G.Tidholm,** *Mgr.*) | 94·3<br>P23'F11'H8*t* | 22·3 | 11·9 | **Örebro**<br>Swedish | 2Cy.13"–13⅜"<br>23NHP<br>J&CGBolinders CoLd.Skm | | V |
| 14699<br>3509<br>JKSM | **—** **SteelScSp** | 151<br>85<br>84 | | | | | 1899 | Eriksbergs<br>M.V.Aktieb.<br>Gothenburg | **Göteborgs nya AngslupsAktieb. (H.Kuntze,***Mgr.*) | 87·9<br>B34' | 21·0<br>H19*t* | 8·0<br>F11' | **Gothenbrg**<br>Swedish | C.2Cy.13"&27"–18"<br>26NHP<br>EriksbergsM.V.Actieb.Gt. | | |
| 14700<br><br>MGWL | **Ek** **SteelScSr**<br>Wireless 1*Dk* | 995<br>707<br>578 | | | | | 1911 | Akers<br>Mek.Værks.<br>Christiania | **D/S A/S Ganger Rolf(Fred.Olsen& Co.***Mgr.*) | 220·0<br>F12*t*B121*t*Q84*t*<br>H70*t* | 34·6 | 13·7 | **Chrstiania**<br>Norwegian<br>*WB* | T.3Cy.16½",27"&45"–33"<br>116NHP<br>AkersMek.Værks.Xia | | N |
| 14701<br>144502<br>KFGT | **Ekari** **SteelSc**<br>Wireless 2*Dks*(*Stl*)&*Shltr dk* (*Stl*–ws) | 6741<br>6058<br>4090 | ✠100A1<br>*Shelter dk with freeboard*<br>~~6,21~~ ~~2,21~~<br>12,21 ✠LMC4,20 | Liv | *z* | CL | 1920<br>4mo<br>*Lloyd* | J.Brown&<br>Co.Ld.<br>Clydebank<br>'*sA&CP* | **AfricanS.S.Co. (Elder,Dempster &Co.Ld.***Mgrs.*)<br>*CellDB* | 405·2<br>P36'B87'F49' *on Shelter dk* FK<br>349' 986*t* *FPT* 120*t* | 54·2 | 32·9 | **London**<br>British<br>*Cem*<br>8*BHtoSh dk*<br>*APT*60*t* | 2 Steam Turbines geared to 1 Sc. Shaft 630NHP<br>205lb (*s*) FD<br>3SB,9*cf*,GS186,HS8173<br>J.Brown& Co.Ld.Clydebnk | 35 " 5<br>s 10 " 8<br>25 " 6 | |
| 14702<br>1027 | **Ekaterina** **SteelScSr**<br>*ss*Rot. No.3–5,14<br>(*ex*Mavis) 1*Dk*(*Stl*–ws)&*pt*2*nd dk*&<br>*Elec.light* *Shelter dk*(*Stl*–ws) | 1508<br>889<br>857 | ✠<br>8,19 ✠<br>*Shelter dk with freeboard* | Rot | *p* | | 1912<br>1mo | AilsaS.B.<br>Co.Ld.<br>Troon | **J.Whishaw**<br>*WB*=*CellD* | 245·1<br>B*on Shelter dk*64'<br>BK7½"<br>Ba54'*uE&B*51'*f*96' | 34·5 | 14·6 | **Riga**<br>Latvian<br>5*BHCem*<br>310*tFPT*17*t* | T.3Cy.23",37½"&62"–39"<br>359NHP<br>2SB,8*cf*,GS148,HS5504 FD<br>AilsaS.B.Co.Ld.Troon | 16 " 7 | |
| 14703<br>142333<br>JSPB | **Ekaterinoslav** **SteelScSr**<br>(*ex*Sveaborg,*ex*Assyria)<br>*Elec.light* Wireless 2*Dks*&*Awngdk* | 6581<br>6452<br>4175 | | | | | 1898 | J.C.TecklenborgA.G.<br>Geestemünde | **TheShippingController(RoyalMail SteamPacketCo.** *Mgrs.*) | 420·7<br>H126' | 54·4 | 34·4 | **London**<br>British<br>*WB* | Q.4Cy.23",33",48"&70"–54"<br>NB13 360NHP<br>J.C.TecklenborgA.G.Gst. | | |
| * 14704<br><br>MLPV | **Eker** **SteelScSr**<br>*ss*Bgn.2ndNo.3–11,15<br>(*ex*Kis,*ex*Rusland) *ss*Xia.No.1–20<br>*Well deck* 1*Dk*(*Stl*)2*trB* | 858<br>671<br>489 | ✠100A1<br>~~4,21~~ ~~3,20~~ 4,22<br>BS7,21 .. ✠LMC3,20 | Xia<br>Ham | *k* | ~~3,20~~<br>4,22 | 1890<br>7mo | Burmeister<br>&Wain<br>Copenhagen<br>A&CP | **A/S Eker (FinnFriis&C.O. Lund)**<br>*WB*=*DBuE* | 201·6<br>Q63'B50'F30'<br>BK7½"<br>11'*FPT*27*tAPT*18*t* | 28·7 | 14·4 | **Drammen**<br>Norwegian<br>5*BHCem*<br>*MT*40'272*t* | C.2Cy.25½"&44"–27"<br>75lb 80NHP<br>1SB,3*pf*,GS52,HS1375<br>Burmeister&Wain,Cpn. | 15 " 4 | |
| 14705<br>2484<br>JFNL | **Ekerö** **IronSc**<br>(*ex*Säbyholm) 1*Dk* | 123<br>78<br>79 | | | | | 1885 | Aktiebol.<br>"Atlas"<br>Gefle | **ÅngfAktieb.Drottningholm-Fittja (J.W.Ricander,** *Mgr.*) | 94·0<br>Q6'B33' | 16·3<br>H11*t* | 8·9<br>F13' | **Stockholm**<br>Swedish | C.2Cy.13¾"&27½"–17¾"<br>27NHP<br>Aktieb.Atlas,Stockholm | | |
| 14706<br>2485<br>JFNM | **Ekholmen** **IronSc**<br>1*Dk* | 164<br>76<br>123 | | | | | 1876 | Bergsunds<br>M.V.Aktieb<br>Stockholm | **ÅngfAktieb.Drottningholm-Fittja (J.W.Ricander,** *Mgr.*) | 104·8<br>Q31' | 18·0<br>B36' | 8·2<br>H37*t* | **Stockholm**<br>Swedish | C.2Cy.13⅛"&26 5/16"–17 7/16"<br>NE12,NB09 24NHP<br>Bergsunds Mek.Vks.Skm. | | |
| 14707<br>140<br>QBNH | **Ekishin Maru** **SteelSc** | 993<br>—<br>558 | | | | | 1918 | ................ | **DairenKisen KabushikiKaisha** | 208·0 | 31·0 | 18·5 | **Dairen**<br>Japanese | | | |
| 14708<br>132999<br>HVBS | **Ekma** **SteelTwinScSr**<br>*Elec.light* Wireless 2*Dks*(*UStl*–ws) &*Shade dk*(*Stl*–teaks) | 5108<br>3724<br>2356 | ✠<br>*Shade dk*<br>12,11 ✠ | Bel | *z* | | 1911<br>12mo | Workman,<br>Clark&Co Ld.<br>Belfast | **BritishIndiaStm. Nav.Co.Ld.**<br>*WB*=*CellDBa*<br>108'*f*156' 732*t* | 410·0<br>B*on Shade dk*158' FK<br>76'*uE&B*<br>*FPT*58*t* *APT*44*t* | 52·6 | 24·7 | **Glasgow**<br>British<br>7*BHCem*<br>5 „ *to Udk*<br>2 „ „ 2*nd* „ | T.6Cy.24½",41"&69"–48"<br>1062NHP<br>2D&2SB,24*cf*,GS390, HS16302 FD<br>Wrkman,Clark&Co.Ld Bel | 27 " 3 | |
| 14709 | **Ekmet** **SteelTwinSc**<br>*ss*Cpl.No.2–13<br>(*ex*L.26B.) 1*Dk*<br>*Elec.light* | *114*<br>*114* | ✠<br>4,16<br>*Bosphorus& Sea of Marmora*<br>✠ | Cpl | | | 1908<br>4mo | Thames<br>IronWorks<br>SB.&E.Co Ld<br>London | **Chirket i Hairie HamedieCo.** | 114·9<br>P17' FK | 18·0 | 8·8 | **Constanpl**<br>Turkish<br>5*BHCem* | C.4Cy.11"&22"–18" 59NHP<br>1SB,2*pf*,GS40,HS1060 FD<br>ThamesIrn.Wrks SB&ECo Ld.Lon. | 9 " 3 | |
| 14710<br>6134<br>KBTF | **Ekolle** **WoodScSr**<br>*OilEng.*<br>1*Dk* | 115<br>86<br>67 | | | | | 1918 | Jungfrusunds Varf<br>Stockholm | **Jac.Svensson** | 79·5<br>Q24'H20*t* | 22·7 | 7·4 | **Stockholm**<br>Swedish | 2Cy.11⅜"–10¼"<br>16NHP<br>BergsundsM.V.AB.Skm. | | |
| 14711<br>2674<br>JFVB | **Ekolsund** **IronSc**<br>1*Dk* | 159<br>86<br>112 | | | | | 1883 | Bergsunds<br>M.V.Aktieb<br>Stockholm | **ÅngfAktieb.Drottningholm-Fittja (J.W.Ricander,** *Mgr.*) | 110·2<br>Q26'B44'H16*t*F13' | 18·0 | 8·2 | **Stockholm**<br>Swedish | C.2Cy.14½"&25¼"–19½"<br>23NHP<br>BergsundsMek.Vks.Skm. | | |
| 14712 | **El Aguila** **SteelSc**<br>*ss*Mob.No.1–18<br>*Elec.light* 1*Dk*(*Stl*–*pt* teaks) | *429*<br>*364*<br>*166* | ✠100A1<br>*For Towing purposes*<br>10,21 ~~9,20~~ ~~BS10,21~~<br>~~BS9,20~~ ✠LMC9,18<br>*Fitted for oil fuel* 7,14 *F.P.* | Mob | | ~~9,20~~<br>10,21 | 1914<br>7mo<br>*Lloyd*<br>*above* | Lobnitz&<br>Co.Ld.<br>Renfrew<br>'*sA&CP*<br>150° F. | **Cia.Mexicana de Petroleo "ElAguila,"S.A.** | 130·0<br>FK<br>*WB*=*DTf*32'84*t* | 28·1 | 13·7 | **Tampico**<br>Mexican<br>6*BHCem*<br>*APT*40*t* | T.3Cy.18",30"&48"–30" (*s*)<br>170lb 199NHP<br>2SB,4*cf*, HS3218 FD<br>Lobnitz&Co.Ld.Renfrew | 14 " 6<br>s 2 " 4<br>12 " 7 | |
| 14713<br>136962<br>KRLC | **El Alba** **SteelScSr**<br>*Elec.light* Wireless 2*Dks*&*Awng dk* | 4614<br>—<br>2897 | | | | | 1901 | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews | **SouthernPacificCo Inc.** | 391·7 | 48·3 | 26·0<br>33·8 | **NewYork**<br>Utd.States | T.3Cy.32",52"&84"–54"<br>NB12 518NHP<br>NewportNewsSB&DD.Co. | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux. Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14714<br>215411<br>LHPR | **El Almirante** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 3*Dks* | 5216<br>—<br>4055 | | | | | 1917 | NwprtNws S.B.&D.D.Co.<br>NewprtNews | SouthernPacific Co.Inc. | 364·0\|51·2\|23·8 | NewYork<br>Utd.States<br>*WB* | T.3Cy.24½″,41½″&72″–48″<br>359NHP<br>NewportNewsSB&DD.Co. | | |
| 14715 | **El Atlantico** IronScSr<br>1*Dk* | 151<br>138<br>30 | ✠<br>*StmTrawler*<br>7,03 ✠ | Bhn | | | 1903<br>7mo | G.Seebeck Act.Ges.<br>Bremerhaven | | 106·8\|20·9\|10·2<br>BK6½″ | 4*BHCem* | C.2Cy.16⅛″&30½″–22$\frac{1}{16}$″<br>54NHP<br>1SB,2*cf*,GS34,HS1141<br>G.SeebeckA.G.Bremerhvn | 11 ″ 6 | |
| 14716<br>215587<br>LHTV | **El Capitan** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 3*Dks* | 5216<br>—<br>4055 | | | | | 1917 | NwprtNws S.B.&D.D.Co<br>NewprtNews | SouthernPacific Co.Inc. | 364·0\|51·2\|23·6 | NewYork<br>Utd.States<br>*WB* | T.3Cy.24½″,41½″&72″–48″<br>359NHP<br>NewportNewsSB&DD.Co. | | |
| 14717<br>210689<br>LOSJ | — SteelSc3MstSr<br>Wireless (*ex*OliverJ.Olson)<br>*Elec.light* *Fitted for oil fuel* 2*Dks* | 1881<br>—<br>1132 | | | | | 1913 | Harlan& Hollingsworth Cor.<br>Wlmgtn.Del. | StandardOilCo. (NewJersey) | 238·7\|41·0\|20·8 | NewYork<br>Utd.States<br>*WB* | T.3Cy.19″,30″&50″–36″<br>150NHP<br>Harlan&HollingswrthCor | | R |
| 14718<br>136771<br>KPMH | **El Cid** SteelScSr<br>Wireless 2*Dks&Awng dk* | 4608<br>—<br>2921 | | | | | 1899 | NwprtNws S.B.&D.D.Co.<br>NewprtNews | SouthernPacific Co.Inc. | 391·3\|48·3\|26·0<br>32·2 | NewYork<br>Utd.States | T.3Cy.32″,52″&84″–54″<br>NB09 518NHP<br>NewportNewsSB&DD.Co. | | |
| 14719 | **El Coloso** SteelScSr<br>*ss*Gal.No.1–18<br>*Elec.light* 1*Dk*(*Stl–pt teak s*) | *335*<br>*303*<br>*111* | ✠100A1<br>*For Towing purposes*<br>3,22 ~~1,21~~<br>~~BS1,21~~ ✠LMC8,18 BS8,22<br>*Fitted for oil fuel* 9,14 *F.P. above* 150°F. | Mob | | ~~N1,21~~<br>3,22 | 1914<br>9mo | JTEltringham&Co.Ld.<br>Newcastle<br>*Lloyd's A&CP* | Anglo-Mexican PetroleumCo.Ld. | 125·0\|28·1\|13·2<br>BK7″<br>*WB=DTf*29′ | Puerto Mexico<br>Mexican<br>6*BHCem*<br>78*tAPT*25*t* | T.3Cy.17″,28″&46″–30″ (*s*)<br>180lb 162NHP<br>1SB,4*cf*,HS2400 FD<br>ShieldsEng.Co.Ld.N.Shl. | 14 ″ 3<br>s 1 ″ 9<br>13 ″ 5 | |
| 14720 | **El Condado** SteelScSr<br>*Elec.light* 1*Dk* | 3100 | | | | | 1920 | W.Hamilton&Co.Ld<br>Pt.Glasgow | A.Navajas | 331·0\|49·0\|22·1<br>P27′B98′F34′ | Bilbao<br>Spanish<br>*WB* | T.3Cy.23″,38″&63″–45″<br>266NHP<br>Dunlop,Bremner&Co.Ld. Pt.Glasgow | | |
| 14721<br>110639<br>RMWV | **El Cordobes** SteelScSr<br>*ss*Nwc.No.3–7,13<br>*ss*Liv.No.1–19<br>(*ex*ChaseSide, *ex*Indradevi) 2*Dks*(*Stl*)&*deep framing & Shelter dk*(*Stl*)<br>*Ref.Mchy. Elec.light* Wireless | 5683<br>5423<br>3702 | ✠100A1<br>*Shelter dk*<br>11,19 ✠~~LMC10,19~~<br>BS4,21 MS2,22 | Liv | *a*† | CL<br>~~12,20~~<br>2,22 | 1900<br>3mo | SirJ.Laing &Sons,Ld.<br>Sunderland<br>*Lloyd's A&CP* | British&Argentine S.N.Co.Ld.<br>*WB=Cell* | 420·6\|53·2\|29·4<br>FK<br>*DBa* 108′ *uE&B*65′ | Liverpool<br>British<br>6*BHCem*<br>*f* 181′1146*t* | T.3Cy.27″,46″&76″–51″ (*s*)<br>200lb 520NHP<br>3SB,9*cf*,GS174,HS6900 FD<br>J.Dickinson&Son,Ld.Sld.<br>*FPT* 209*tAPT*50*t* | 32 ″ 3<br>s 5 ″ 8<br>27 ″ 2 | |
| 14722<br>136916<br>KRDQ | **El Dia** SteelScSr<br>(*ex*Roanoke,*ex*ElDia)<br>*Elec.light* Wireless 2*Dks&Awngdk* | 4613<br>—<br>2899 | | | | | 1901 | NwprtNws S.B.&D.D.Co.<br>NewprtNews | SouthernPacific Co.Inc. | 391·7\|48·3\|26·0<br>33·8 | NewYork<br>Utd. States | T.3Cy.32″,52″&84″–54″<br>518NHP<br>NewportNewsSB&DD.Co. | | |
| 14723<br>3022<br>JGVK | **El Dorado** IronScSr<br>*ss*Mmo.3rdNo.3–1,21<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1519<br>1200<br>907 | ✠100A1<br>1,21<br>~~BS11,11~~ ✠LMC<br>~~BS8,20~~ MS1,21 | Mmo | *q* | 8,20 | 1883<br>6mo | JLThompson&Sons<br>Sunderland<br>A&CP | Aktieb.Nordiska Handelsbanken<br>*WB* | 259·9\|38·0\|14·4<br>P32′Q72′B48′F26′<br>FK<br>*=Cell DB*210′432*t* | Halmstad<br>Swedish<br>4*BHCem*<br>*APT*25*t* | C.2Cy.32″&60″–39″ (i)<br>80lb *80lb* NDB00 173NHP<br>2SB,4*pf*,GS84,HS2796<br>G.Clark,Sunderland | 17 ″ 0<br>s 1 ″ 9<br>15 ″ 6 | |
| 14724<br>220829<br>MBWH | **El Estero** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 3*Dks* | 4219<br>—<br>2557 | | | | | 1920 | Downey S.B.Corp.<br>ArlingtnN.Y. | SouthernPacific Co.Inc. | 334·6\|47·1\|23·1 | NewYork<br>Utd.States<br>*WB* | T.3Cy.24½″,41½″&72″–48″<br>359NHP<br>DowneyS.B.Corp.Arlngtn. | | |
| 14725<br>HLFW | **El Gaitero** SteelScK<br>*Mchy.Aft* (*ex*Essex) 1*Dk*(*Irn*) | 116<br>95<br>70 | ✠<br>2,00<br>✠ | Sld | *a* | | 1894<br>11mo | R.Thompson&Sons<br>Sunderland | Valle,Ballina y Fernandez(S.A.)<br>*WB* | 85·0\|18·5\| 6·8<br>Q28′F14′<br>*=FPT*17*t* FK | Gijon<br>Spanish<br>3*BHCem* | C.2Cy.11″&22″–16″<br>1SB,2*pf*,GS20,HS460 23NHP<br>Hedley&Boyd,N.Shields | 7 ″ 5 | |
| 14726<br>HLGN | **El Gallo** SteelScSr<br>Wireless<br>*Mchy.Aft* *CarryingPetroleum in bulk*<br>*Elec.light* 1*Dk* | 685<br>—<br>348 | | | | | 1892 | ArmstrongMitchell&Co.<br>LdNewcastle | A.Navajas | 170·5\|27·5\|16·7<br>P55′ F22′ | Bilbao<br>Spanish<br>*WB* | T.3Cy.16½″,26″&43″–27″<br>96NHP<br>WallsndSlp.C.(Lim.)Nwc. | | |
| 14727 | **El Ghazi** SteelSc<br>1*Dk*(*Stl–ws*) *OilEng.*<br>*Mchy.Aft* *Elec.light* ~~1*Dk*~~ | 387<br>285<br>250 | ✠100A1<br>12,21<br>~~(*ClassContemplated*)~~<br>✠LMC12,21 | Mtr | *e* | | 1921<br>12mo | Lon.&MntrseS&RCoLd.<br>Montrose<br>*Lloyd's A&CP* | ~~A.Bessé~~ Bombay S.N.Co.Ld. | 132·7\|25·1\|11·5<br>P41′~~Y26′~~F19′<br>FK<br>*FPT*33*t* | ~~London~~<br>British<br>Bombay<br>3*BHCem* | Oil Engine 2S.C.SA<br>1Cy.13¾″–15″ 57NHP<br>W.Beardmore&Co.Ld ~~Gls~~ Coatbridge | 12 ″ 6<br>s 1 ″ 0<br>11 ″ 8 | |
| 14728<br>220979<br>MOHQ | **El Isleo** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 3*Dks* | 4219<br>—<br>2557 | | | | | 1920 | Downey S.B.Corp.<br>StatenIsland, N.Y. | SouthernPacific Co.Inc. | 334·6\|47·1\|23·1 | NewYork<br>Utd.States<br>*WB* | T.3Cy.24½″,41½″&72″–48″<br>359NHP<br>DowneyS.B.Corp. | | |
| 14729<br>110140<br>RFSO | **El Kahira** SteelScSr<br>2*Dks&Spardk*<br>*Elec.light* | 2034<br>—<br>853 | | | … | | 1892 | R.Napier &Sons<br>Glasgow | Franco-British S.S.Co.Ld. ~~(Olivier &Co.Ld.*Mgrs.*)~~ (G.M.Chrussachi*Mgr.*) | 300·0\|37·5\|15·8<br>F35′ BK9½″ 23·5<br>*Promenade dk*122′ | London<br>British<br>*WB* | T.3Cy.29¾″,47″&79″–54″<br>510NHP<br>R.Napier&Sons,Glasgow | 26 ″ 3 | |
| 14730<br>OGES | **El Kantara** SteelTwinScSr<br>*Elec.light* Wireless 2*Dks&Spar dk* | 6888<br>6121<br>4427 | | | | | 1905 | Message. Maritimes<br>LaCiotat | ~~MessageriesMaritimes~~ Soc.desServicesContractuels des MessageriesMaritimes | 447·2\|52·6\|32·6<br>P64′ H– F54′ | Marseilles<br>French<br>*WB* | T.6Cy.26¾″,39⅝″&63″–47¼″<br>545NHP<br>Forg.&Ch.de laMédit.Msl. | | |
| 14731<br>221014<br>MOKB | **El Lago** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 3*Dks* | 4219<br>—<br>2557 | | | | | 1920 | Downey S.B.Corp.<br>StatenIsland, N.Y. | SouthernPacific Co.Inc. | 334·6\|47·1\|23·1 | NewYork<br>Utd.States<br>*WB* | T.3Cy.24½″,41½″&72″–48″<br>359NHP<br>DowneyS.B.Corp. | | |
| 14732<br>125746<br>HNKG | **El Lobo** SteelScSr<br>*ss*Vcr.No.3–10,20<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* Wireless | 4800<br>4279<br>2948 | ✠100A1<br>10,20<br>✠LMC10,20<br>BS11,21<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 12,08 *F.P. above* 150°F. | Vcr | *x* | CL<br>10,20 | 1908<br>11mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>*Lloyd's A&CP* | LobitosOilfields, Ld.(C.T.Bowring &Co.Ld.*Mgrs.*)<br>*WB=CellDB a*42′75*t FPT*58*t* | 385·2\|51·0\|27·0<br>P105′B28′F47′<br>FK<br>*APT*21*tDTf*44′428*t* | London<br>British<br>15*BHCem*<br>9 ,, *to Udk*<br>6 ,, ,, *M* ,, | T.3Cy.26″,43″&72″–48″ (r)<br>180lb 440NHP<br>3SB,9*cf*,GS196,HS7488<br>WllsndSlpwy.Co.Ld.Nwc. | 28 ″ 6<br>s 5 ″ 9<br>23 ″ 1 | |
| 14733<br>802<br>HBMV | — SteelScK<br>(*ex*Privateer)<br>1*Dk*(*Irn*) | 107<br>98<br>54 | ✠<br>*For Towing purposes*<br>4,00 ✠ | Lon | | | 1898<br>3mo | WilloughbyBros.Ld<br>Plymouth | Fabrica de Cemento de"El Melon" | 85·2\|18·0\|10·5<br>B10′<br>BK6″ | Valparaiso<br>Chilian<br>4*BHCem* | C.2Cy.17″&34″–21″<br>44NHP<br>1SB,2*pf*,GS38,HS1372<br>WilloughbyBros.Ld.Ply. | 11 ″ 1 | |
| 14734<br>136064<br>KGLW | **El Mar** IronSc4MstSr<br>2*Dks&Awngdk* | 3531<br>—<br>2539 | | | | | 1889 | W.Cramp &Sons'Co.<br>Philadelphia | SouthernPacific Co.Inc. | 331·8\|42·6\|22·6 | NewYork<br>Utd.States | T.3Cy.29″,45″&74″–54″<br>NB02 402NHP<br>W.Cramp&Sons,Phl. | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | Port of Survey. | Year Assigned now expired Equipment Letter | Date when tail shaft last seen. | Built.<br>When.<br>Ship.<br>Engines | By Whom.<br>Where. | Owners. | Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | Registers in which classed, if not in L.R. Date of B.of Trade |
| 14735<br>135897<br>KDMN | **El Monte** **IronSc4Mst**<br>*2Dks&Awngdk* | 3531<br>—<br>2562 | | | | | 1886 | W.Cramp &Sons<br>Philadelphia | SouthernPacificCo Inc. | 331·8 | 42·6 | 22·6 | NewYork<br>Utd.States<br>*WB* | C.2Cy.38″&76″–54″<br>NB08 354NHP<br>W.Cramp&Sons,Phl. | | |
| 14736 | **El Montecillo** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* *1Dk* | *3100* | | | | | 1920 | Dunlop, Bremner&Co. Ld. P.Gl. | | 331·0<br>P27'B98'F34' | 48·9 | 22·2 | Bilbao<br>Spanish<br>*WB* | T.3Cy.23″,38″&63″–45″<br>266NHP<br>Dunlop,Bremner&Co.Ld. | | C |
| 14737<br>207947<br>LBQK | **El Mundo** **SteelScSr**<br>*Fitted for oil fuel*<br>*Elec.light* Wireless *3Dks* | 6008<br>—<br>3747 | | | | | 1910 | NwprtNws S.B.&D.D.Co.<br>Newprt News | SouthernPacificCo Inc. | 405·6 | 53·1 | 27·4 | NewYork<br>Utd.States<br>*WB* | T.3Cy.34½″,57″&96″–60″<br>714NHP<br>NewportNewsSB&DD.Co. | | |
| 14738<br>136756<br>KPJC | **El Norte** **SteelScSr**<br>*Fitted for oil fuel*<br>*Elec.light* Wireless *2Dks&Awng dk* | 4605<br>—<br>2925 | | | | | 1899 | NwprtNws S.B.&D.D.Co.<br>NwportNews | SouthernPacificCo Inc. | 391·9 | 48·3 | 26·0<br>33·7 | NewYork<br>Utd.States<br>*WB* | T.3Cy.33″,52″&84″–54″<br>NB11 518NHP<br>NewportNewsSB&DD.Co. | | |
| 14739<br>208166<br>LBRM | **El Occidente** **SteelScSr**<br>*Elec.light* Wireless *3Dks* | 6008<br>—<br>3747 | | | | | 1910 | NwprtNws S.B.&D.D.Co.<br>NewportNws | SouthernPacificCo Inc. | 405·6 | 53·1 | 27·4 | NewYork<br>Utd.States<br>*WB* | T.3Cy.34½″,57″&96″–60″<br>714NHP<br>NewportNewsSB&DD.Co. | | |
| 14740<br>208080<br>LBRO | **El Oriente** **SteelScSr**<br>*Elec.light* Wireless *3Dks* | 6008<br>—<br>3747 | | | | | 1910 | NwprtNws S.B &D.D.Co.<br>Newprt News | SouthernPacificCo Inc. | 405·6 | 53·1 | 27·4 | NewYork<br>Utd.States<br>*WB* | T.3Cy.34½″,57″&96″–60″<br>714NHP<br>NewportNewsSB&DD.Co. | | |
| 14741<br>146105<br>KJPM | **El Oso** **SteelSc**<br>*2Dks(Stl)&Webframes*<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing* | ~~7325~~ 7267<br>~~6600~~ 6695<br>~~4620~~<br>4405 | ✠100A1<br>2,22 ~~9,21~~<br>~~(ClassContemplated)~~<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 9,21 *F.P.above* 150°F. | Nwc<br>Liv<br>✠LMC9,21 | *b*† | 2,22 | 1921<br>9mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>Lloyd's A&CP | LobitosOilFields, Ld. (C T Bowring &Co.Ld.,*Mgrs.*)<br>*CellDBuE&B32'90tDT(45'430tFPT125tAPT58t* | ~~440·0~~<br>P92'B34'F45'<br>440·5<br>P92'B32'F46' FK | ~~57·1~~<br>57·5 | ~~33·9~~<br>34·0 | London<br>British<br>*18BHptCem*<br>*11BHtoU*<br>*7 " " 2nd "* | T.3Cy.29″,48″&81″–54″ (*r*)<br>180lb 678NHP<br>3SB,*12cf*,GS246,HS10065 FD<br>Armstrong,Whitworth& Co.Ld.Nwc. | 33 ″ 11<br>s7 ″ 11<br>26 ″ 4 | |
| 14742<br>131434<br>HVSQ | **El Paraguayo** **SteelTwinScSr**<br>*ss*Liv.No.2–20<br>*3Dks(Stl)&Shelter dk(Stl)*<br>*Elec.light* *Ref.Mchy.* Wireless | 8508<br>7433<br>5161 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~8,21~~ ~~2,21~~ 4,22<br>BS5,21 ~~BS12,19~~<br>✠Lloyd'sRMC2,21 ~~2,21~~<br>4,22 ~~11,21~~ ~~1,22~~ | Liv<br>Npt<br>✠LMC<br>MS3,20 | *c*† | CL<br>~~12,20~~<br>8,21 | 1912<br>4mo | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool<br>*Lloyd*'sA&CP | HoulderLine,Ld. (HoulderBros.& Co.Ld.*Mgrs.*)<br>*WB=CellDBa* | 440·0<br>B135'F37'<br>*onShelter dk* FK<br>113' *uE&B*81' *f*189' | 58·9 | 35·7 | Liverpool<br>British<br>*7BHCem*<br>1079*t FPT* | T.6Cy.25″,41½″&70″–48″ (*s*)<br>200lb 1042NHP<br>6SB,*18cf*,GS376,HS15588 FD<br>Richardsons,Westgarth& Co.Ld.Hpl.<br>63*tAPT*76*t* | 38 ″ 1<br>s9 ″ 2<br>29 ″ 4 | |
| 14743<br>135800<br>KORG | **El Paso** **IronSc4Mst**<br>*2Dks&Awngdk* | 3531<br>—<br>2562 | | | | | 1884 | W.Cramp &Sons<br>Philadelphia | SouthernPacificCo Inc. | 331·8 | 42·6 | 22·6 | NewYork<br>Utd.States<br>*WB* | C.2Cy.38″&76″–54″<br>NB08 354NHP<br>W.Cramp&Sons,Phl. | | |
| 14744<br>221121<br>MCNW | **El-Petrolero** **SteelSc**<br>*Elec.light*<br>*Mchy.Aft* | 629<br>—<br>374 | A1<br>*For river service*<br>*Carrying Petroleum in bulk*<br>*(ClassContemplated)* | | | | 1921 | Downey S.B.Corp.<br>StatenIsland, N.Y. | Mexican PetroleumCorp. | 170·0<br>F28' | 35·0 | 10·5 | NewYork<br>Utd. States | T.3Cy.15″,22″&36″–24″<br>DowneyS.B.Corp. | | |
| 14745 | **El Progresso** **IronPadSr** | 300 | | | | | 1878 | Pusey& JonesCo.<br>Wilmington | Pinedo,Garcia&Co | 150·0 | 25·0 | 7·0 | Maracaibo<br>Venezuelan | 2Cy.18″–72″<br>42NHP<br>Pusey&JonesCo.,Wilmgtn | | |
| 14746<br>136761<br>KPJW | **El Rio** **SteelScSr**<br>Wireless *2Dks&Awng dk* | 4604<br>—<br>2918 | | | | | 1899 | NwprtNws S.B.&D.D.Co<br>NwportNews | SouthernPacificCo Inc. | 391·9 | 48·3 | 26·0<br>32·2 | NewYork<br>Utd.States | T.3Cy.32″,52″&84″–54″<br>NB10 518NHP<br>NewportNewsSB& DD.Co. | | |
| 14747<br>210635<br>LCPV | **El Segundo** **SteelScSr**<br>*ss*S.Fo.No.1–18<br>*Elec.light* *2Dks(Stl)&Webframes*<br>*Mchy.Aft* Wireless Sub.Sig. | 3664<br>3168<br>2228 | ✠100A1<br>12,20<br>BS12,20 ✠LMC9,18<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel*12,12 *F.P. above* 150°F. | SFo | *v* | CL<br>~~N3,18~~<br>12,21 | 1912<br>12mo | NewYork S.B.Co.<br>Camden,N.J.<br>A&CP | StandardOilCo., California<br>*WB=Cell DBuE&B62'* 132*t* | 321·7<br>P116'B30'F43' FK<br>*FPT*82*tAPT*52*t* | 46·2 | 27·5 | S.Frncisco<br>Utd.States<br>*13BHCem*<br>*9BH to Udk*<br>4 " " *2nd* " | T.3Cy.21″,35″&58″–42″ (*r*)<br>200lb *200lb* 318NHP<br>2SB,*8cf*,GS160,HS5762<br>NewYorkSB.Co.CamdnNJ | 27 ″ 0 | |
| 14748<br>136951<br>KRHL | **El Siglo** **SteelScSr**<br>*Elec.light* *2Dks&Awngdk*<br>Wireless | 4616<br>—<br>2900 | | | | | 1901 | NwprtNws S.B.&D.D.Co.<br>NwportNews | SouthernPacificCo Inc. | 391·7 | 48·3 | 26·0<br>33·8 | NewYork<br>Utd.States | T.3Cy.32″,52″&84″–54″<br>518NHP<br>NewportNewsSB&DD.Co. | | |
| 14749<br>207751<br>LBPK | **El Sol** **SteelScSr**<br>*Elec.light* Wireless *3Dks* | 6008<br>—<br>3747 | | | | | 1910 | NwprtNws S.B.&D.D.Co.<br>NewprtNews | SouthernPacificCo Inc. | 405·6 | 53·1 | 27·4 | NewYork<br>Utd.States<br>*WB* | T.3Cy.34½″,57″&96″–60″<br>712NHP<br>NewportNewsSB&DD.Co. | | |
| 14750<br>136747<br>KPGH | **El Sud** **SteelScSr**<br>Wireless *2Dks&Awng dk* | 4572<br>—<br>2903 | | | | | 1899 | NwprtNws S.B.&D.D.Co.<br>NwportNews | SouthernPacificCo Inc. | 390·9 | 48·3 | 26·0<br>33·7 | NewYork<br>Utd.States<br>*WB* | T.3Cy.33″,52″&84″–54″<br>NB09 518NHP<br>NewportNewsSB&DD.Co. | | |
| 14751 | **El Taif** **SteelSc**<br>*(Tug)*<br>*1Dk* | 165<br>—<br>91 | | | | | 1905 | Soc.Esercizio Bacini<br>RivaTrigoso | PilotCorporation (AhmedBeyBakri, *Mgr.*) | 107·0 | 20·4 | 11·0 | Alexndria<br>Egyptian | T.3Cy.11$\frac{3}{16}$″,16$\frac{7}{8}$″&27$\frac{15}{16}$″–19$\frac{11}{16}$″<br>35NHP<br>Soc.EsercizioBacini,Genoa | | |
| 14752<br>132817<br>HVMT | **El Uruguayo** **SteelTwinScSr**<br>*3Dks&Shelter dk*<br>*Elec.light* *Ref.Mchy.* Wireless | 8361<br>7247<br>4967 | | | | | 1911 | A.Stephen &Sons,Ld.<br>Glasgow | Brit.&Argentine S.N.Co.Ld. | 439·9<br>B135'F34' | 58·8 | 35·7 | W.Hartlpl<br>British<br>*WB* | T.6Cy.25″,41½″&70″–48″<br>679NHP<br>A.Stephen&Sons,Ld.Gls. | | C |
| 14753<br>136882<br>KQTV | **El Valle** **SteelScSr**<br>*Elec.light* Wireless *2Dks&Awng dk* | 4605<br>—<br>2396 | | | | | 1901 | NwprtNws S.B.&D.D.Co.<br>NwportNews | SouthernPacificCo Inc. | 391·7 | 48·3 | 26·0<br>33·8 | NewYork<br>Utd.States | T.3Cy.32″,52″&84″–54″<br>NB12 518NHP<br>NewportNewsSB&DD.Co. | | |
| 14754 | **El Zarate** **SteelTwinScSr**<br>*Elec.light* *Mchy.Aft* *1Dk*<br>*Ref.Mchy.* | *1143*<br>*718*<br>*708* | | | | | 1910 | Greenock& Grngemouth DkyrdCo.Ld.<br>Grngemouth | Smithfield& ArgentineMeatCo. Ld. | 210·0 | 42·1 | 9·6 | Bns.Ayres<br>Argentine<br>*WB* | C.2Cy.15″&30″–22″<br>35NHP<br>Cooper&Greig,Dundee | | C |
| 14755<br>111156 | **Elaine** **SteelSc**<br>*1Dk* | 272<br>—<br>156 | | | | | 1888 | ..................<br>Newburgh, N.Y. | Elaine S.S.Co.,Ld. | 112·7 | 23·8 | 7·8 | SJhnsNFL<br>British | C.2Cy.16″&26″–18″<br>31RHP<br>T.S.Marvel&Co.Newburgh | | |
| 14756 | **Elanchove** **SteelScSr**<br>*ss*Shl.2ndNo.3–4,17<br>(*ex*Ernaston,*ex*WhiteCross)<br>*Elec.light* *1Dk(ptStlptIrn)2trB&*<br>Wireless *Webframes&ptAwngdk(Irn)*<br>*ss*Bbo.No 1–21 | *3020*<br>*2296*<br>*1944* | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>5,21 ~~11,20~~<br>~~BS3,20~~ ✠LMC~~4,17~~<br>5,21 | Bbo | *u* | 11,20 | 1891<br>12mo | JLThompson&Sons<br>Sunderland<br>A&CP | Cia.Maritima Elanchove | 322·0<br>P29'Q100' BK10″<br>*ptAwng dk*192'<br>*Cell DB* 230'500*t* | 41·5 | 21·5 | S.Sebast'n<br>Spanish<br>*6BHCem*<br>*APT*30*t* | T.3Cy.21$\frac{1}{16}$″,39″&64″–42″(*s*)<br>160lb NDB20 *100lb* 265NHP<br>2SB,*6pf*,GS116,HS3960<br>JohnDickinson,Sld. | 24 ″ 0<br>s8 ″ 4<br>23 ″ 5 | |

| 1<br>Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire. Tirant d'eau correspondant.<br>pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14757<br>SGVW | **Elanto** WoodAuxSc3MstSr<br>*OilEng.*<br>(*See Sailing Ship Register*) 1*Dk* | 131<br>128<br>124 | | | | | 1915 | A.Suntio<br>Neuvottoma | RederiA/BNaviculara (Max Kajan, *Mgr.*) | 89·9 | 25·7 | 10·8 | Helsingfrs<br>Finnish | Oil Engine 2Cy.11"-14½"<br>NE*fitted*17 17NHP<br>LysekilsMekVerksLysekil | |
| 14758<br>204727 | **Elba** SteelScSr<br>*Elec.light Mchy.Aft* Sub.Sig. 1*Dk* | 4672<br>—<br>3675 | | | | | 1907 | American S.B.Co.<br>Cleveland,O. | InterlakeS.S Co.(Pickands, Mather&Co. *Mgrs*) | 420·0 | 52·0 | 28·0<br>*WB* | Cleveland, Ohio<br>Utd. States | T.3Cy.22",35"&58"-42"<br>218NHP<br>AmericanS.B.Co.Clevel'nd | |
| 14759<br>574 | — SteelScSr<br>Wireless (*ex*AdeleAccame,*ex*Sirius)<br>*Elec.light* 1*Dk*&*Spar dk*&*deep framing* | 3204<br>3042<br>2055 | | | ... | | 1900 | Russell& Co.<br>Pt.Glasgow | LloydMediterraneo | 330·0<br>P20'B72'F33' | 48·0 | 15·9<br>23·5<br>FK | Genoa<br>Italian<br>*WB* | T.3Cy.24",40"&65"-42"<br>291NHP<br>J.G.Kincaid&Co.Greenock | 26 · 0 |
| 14760<br>Missing since 10,21 | **Elbe** SteelScSr | 641<br>458<br>399 | | | | | 1886 | Hy.Koch<br>Lübeck | Hanseatische Dampfsch.Ges. | 180·5<br>P&B110'F23' | 26·0 | 13·9 | Lübeck<br>German<br>*WB* | C.2Cy.23"&39½"-25½"<br>NB03 66NHP<br>BerlinerAct.Ges.,Berlin | |
| 14761 | — SteelScLr<br>1*Dk* | 167<br>164<br>84 | | | | | 1911 | Jos.L. Meyer<br>Papenburg | GlückstädterFischereiA.-G. | 99·2 | 23·1 | 10·5 | Glückstdt<br>German | C.2Cy.9½"&18$\frac{1}{16}$"-12⅝"<br>9NHP<br>Jos.L.Meyer,Papenburg | |
| 14762 | — SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 150<br>—<br>39 | | | | | 1904 | A.Vuijk<br>Capelle a/d Yssel | Soc.Anon.de Remorq.àHélice | 93·2 | 21·3 | 11·4 | Antwerp<br>Belgian<br>*WB* | T.3Cy.12⅝",20$\frac{1}{16}$"&33$\frac{1}{16}$"-24"<br>54NHP<br>Alblasserdam.Msch.Fab. | |
| 14763 | **Elberfeld** SteelScSr<br>(*ex*MinnaHorn)<br>*Elec.light* 1*Dk*&*deep framing*<br>*Now named* "Horley Grange," *See No.* 37726 *in Supplement* | 999<br>848<br>619 | | | | | 1904 | Schömer& Jensen<br>Tönning | Dampfsch.Ges. "Argo" | 222·6<br>P12'Q53'B60'F29' | 33·6 | 14·0 | Bremen<br>German<br>*WB* | T.3Cy.17$\frac{3}{16}$",28⅝"&46⅝"-31½"<br>122NHP<br>Schömer&Jensen,Tönning | |
| 14764<br>202014 | **Elbert H. Gary** SteelScSr<br>*Mchy.Aft* *Elec.light* Sub.Sig. 1*Dk* | 6331<br>—<br>4988 | | | | | 1905 | Chicago S.B.Co.<br>Chicago | PittsburghS.S.Co. | 557·8 | 56·0 | 26·5 | Duluth<br>Utd. States<br>*WB* | T.3Cy.24",39"&65"-42"<br>274NHP<br>AmericanS.B.Co.,Clevelnd | |
| 14765<br>~~[illegible]~~<br>~~[illegible]~~ | **Elbing** SteelScSr<br>ssHam.No.3-6,16<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)3trB<br>Wireless *Lower dk in*1,2&4*holds*<br>*Now named* "HeinrichKayser," *See No.* 37801 *in Supplement* | 4884<br>4624<br>3108 | ✠<br>*Spar dk*<br>12,15<br>✠ | Ham | z | | 1898<br>5mo | Flensburgr Schiffsb.Ges.<br>Flensburg | H.Kayser&Sohn G.m.b.H.<br>*WB=CellDBa*110' *uE*&*B*64' *f*170' 940*t* | 406·0<br>P236'F47' | 49·8 | 28·4<br>28·4<br>FK | Hamburg<br>German<br>6*BHCem* | T.3Cy.30½",51"&84"-54"<br>623NHP<br>4SB,12*cf*,GS210,HS10805<br>FlensburgerSchiffsb.Ges. | 31 · 3 |
| 14766 | **Elbing I.** SteelScSr<br>*Elec.light* 1*Dk* | 452<br>396<br>274 | | | | | 1893 | F.Schichau<br>Elbing | ElbingerDmpfsch. Reed.(F.Schichau, *Mgr.*) | 164·4<br>B38'F10' | 27·7 | 11·9 | Elbing<br>German<br>*WB* | T.3Cy.12½",20½"&31½"-19¾"<br>44NHP<br>F.Schichau,Elbing | |
| 14767 | **Elbing II.** SteelScSr<br>*Elec.light* 1*Dk* | 563<br>419<br>340 | | | | | 1895 | F.Schichau<br>Danzig | ElbingerDmpfsch. Reed.(F.Schichau, *Mgr.*) | 179·2<br>Q59'B39'F20' | 27·6 | 11·9 | Elbing<br>German<br>*WB* | T.3Cy.12⅝",20½"&31½"-19¾"<br>44NHP<br>F.Schichau,Elbing | |
| 14768 | **Elbing III.** SteelScSr<br>1*Dk* | 315<br>253<br>186 | | | | | 1898 | F.Schichau<br>Elbing | ElbingerDmpfsch. Reed.(F.Schichau, *Mgr.*) | 144·8<br>Q37'B30'<br>len08 | 22·2 | 9·7 | Elbing<br>German<br>*WB* | T.3Cy.10⅜,"16½"&24"-11⅜"<br>20NHP<br>F.Schichau,Elbing | |
| 14769 | **Elbing IV.** SteelScSr<br>1*Dk* | 314<br>254<br>185 | | | | | 1899 | F.Schichau<br>Danzig | ElbingerDmpfsch. Reed.(F.Schichau, *Mgr.*) | 144·8<br>Q34'B30'<br>len07 | 22·4 | 9·7 | Elbing<br>German<br>*WB* | T.3Cy.10⅜",16½"&24"-11⅜"<br>20NHP<br>F.Schichau,Elbing | |
| 14770 | **Elbing VIII.** SteelTwinScSr<br>*Elec.light* 1*Dk* | 882<br>731<br>493 | | | | | 1912 | F.Schichau<br>Elbing | ElbingerDmpfsch. Reed.(F.Schichau, *Mgr.*) | 220·4<br>Q66'B50'F25' | 33·5 | 12·6 | Elbing<br>German<br>*WB* | T6Cy11$\frac{7}{16}$"19⅝"&31½"-17$\frac{7}{16}$"<br>84NHP<br>F.Schichau,Elbing | |
| 14771 | **Elbing IX.** SteelTwinScSr<br>*Elec.light* 1*Dk* | 886<br>733<br>497 | | | | | 1913 | F.Schichau<br>Elbing | ElbingerDmpfsch. Reed(F.Schichau, *Mgr.*) | 219·3<br>Q66'B50'F25' | 33·6 | 12·6 | Elbing<br>German<br>*WB* | T6Cy11$\frac{7}{16}$"19⅝"&31½"-17$\frac{7}{16}$"<br>84NHP<br>F.Schichau,Elbing | |
| 14772<br>364<br>HBGV | **Elborus** SteelScSr<br>1*Dk* | 970<br>816<br>546 | | | | | 1898 | Howaldtswerke<br>Kiel | RussianStm.Nav. &TradingCo. | 220·7<br>Q18'B42'F30' | 35·0 | 12·7 | Odessa<br>Russian<br>*WB* | T.3Cy.17⅛",27⅝"&43½"-25"<br>94NHP<br>Howaldtswerke,Kiel | |
| 14773 | **Elbruz** (SUNK) SteelTwinScSr<br>*OilEng.*<br>*Elec.light* 2*Dks*(*Stl*&*UdkIrn*)<br>*Mchy.Aft* &*Web frames* | *4881*<br>*4418*<br>*2943* | ✠<br>7,14<br>*CarryingPetroleum in bulk*<br>✠ | Ams | x | | 1914<br>7mo | TyneI.S.B. Co.Ld.<br>Newcastle | Soc.Anon.d'Armement,d'Industrie &deCommerce<br>*WB =Cell DBu E*46'92*tDTf*42'608*t* | 375·2<br>P102'B33'F43'<br>*FPT*171*tAPT*56*t* | 51·3 | 27·4<br>FK | Antwerp<br>Belgian<br>16*BHCem*<br>10*BHtoUdk*<br>6 „ *to2nddk* | Oil Engines 4S.C.SA<br>12Cy.22"-39⅝" 457NHP<br>2DB<br>NedFb.v.Wrk&Spoor,Ams<br>*only* | 29 · 0 |
| * 14774 | **Elcano** SteelSc<br>*Elec.light* (*ex*WarMaster) 1*Dk*(*Stl*)<br>Wireless | *5199*<br>*4752*<br>*3099* | ✠100A1<br>~~4,21~~12,19~~10,21 Oil Liq~~<br>12,21<br>✠LMC7,18<br>*Carrying oil fuel in bulk F.P. above* 150° F.<br>*Fitted for oil fuel* 7,18 *F.P. above* 150° F. | Brw | y | CL<br>Rot | 1918<br>7mo<br>*Lloyd's A&CP* | Vickers,Ld<br>Barrow | SociedadComercial deOriente<br>*Middle line Bulkhead not oil-tight*<br>*CellDB* | 400·0<br>P49'B113'F39'<br>345'1123*t FPT*121*t* | 52·4 | 28·5<br>FK | S.Sebast'n<br>Spanish<br>11*BH*<br>*APT*180*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 490NHP<br>3SB,9*cf*,GS190,HS7020 FD<br>Vickers,Ld.Barrow | 31 · 0<br>s6 · 1½<br>25 · 3 |
| 14775<br>HLBW | — IronScK<br>(*ex*Britannia)<br>1*Dk* | 125<br>122<br>23 | | | ... | | 1886 | Cook,Welt'n&Gemmell<br>Hull | AnaHuarte | 89·8 | 20·7 | 10·9<br>BK7½" | S.Sebast'n<br>Spanish | C.2Cy.15"&29"-21"<br>32NHP<br>C.D.Holmes&Co.Hull | |
| 14776<br>122986 | **Elcho** SteelScK<br>(*Trawler*)<br>1*Dk* | 155<br>151<br>59 | | | ... | | 1908 | Hawthorns &Co.<br>Leith | GeneralSteam FishingCo.Ld. | 105·4<br>Q23' | 21·6 | 10·5<br>BK7½" | Granton<br>British<br>*WB* | T.3Cy.12",19"&33"-22"<br>66RHP<br>Hawthorns&Co.Leith | 11 · 6 |
| 14777<br>Sunk 1,22 | **Elda** WoodScSr | 181<br>158<br>120 | | | | | 1919 | Astilleros Andonaegui, S.A.<br>Pasajes | QuintanayBertrand | 101·7<br>F16' | 21·3 | 9·1 | S.Sebast'n<br>Spanish | T.3Cy.7½",12"&20"-12"<br>14NHP<br>AstillerosAndonaegui,S.A Pasajes | |
| 14778<br>217994<br>LQWP | **Eldena** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*&*Shelter dk*<br>Wireless | 6900<br>6884<br>5321 | | | | | 1919 | Skinner& EddyCorpn.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·6 | 54·2 | 27·1 | Seattle<br>Utd. States | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | |
| 14779 | | | | | | | | | | | | | | | |

| 1 | 2, 3 | 4 | 5 | 6 | 7 | 7a | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built.<br>When | By Whom<br>Where | Owners. | Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L.R. Dated R. of Trade Cert. |
| 14780<br>122801<br>HDQN | **Elder Branch** SteelScSr<br>ssBkn.No.3-4,18<br>(exRiver Delaware,ex Afghanistan) 2Dks(Stl)& deepframing<br>Elec.light<br>Wireless | 4443<br>4165<br>2849 | ✠100A1<br>~~1,21~~11,21<br>MS1,18 | Rot<br>Shl<br>✠LMC<br>~~BS6,20~~<br>BS6,21 | y | CL<br>1,20 | 1905<br>9mo<br>Lloyd | Scotts'S.B.<br>&Eng.Co.Ld.<br>Greenock<br>'sA&CP WB= | NautilusStmShpg.<br>Co.Ld. (F.&W.<br>Ritson,Mgrs.)<br>Cell DBa115' uE2 | 380·3<br>P36'B113'F45'<br><br>1'f175'902tDTa33' | 49·7 | 26·9<br><br>FK | Sunderlnd<br>British<br>6BHCem<br>809tAPT46t | T.3Cy.27",43½"&73"-48" (s)<br>180lb 100lb 457NHP<br>2SB,6cf,GS118,HS6266 FD<br>Scotts'S.B.&E.Co.Ld. Grk. | 29 ″ 9<br>s 5 ″ 8<br>24 ″ 6 | |
| 14781<br>140314 | **Elderol** SteelSc<br>ssPly.No.1-22<br>Elec.light 1Dk(Stl)&Web frames<br>Mchy.Aft Longitudinal framing | 1170<br>854<br>497 | ✠100A1<br>withfreeboard<br>2,22~~6,17~~<br>CarryingPet<br>Fitted for oil | Nwc<br>Ply<br>✠LMC7,22<br>oleum<br>fuel 6, | n<br><br><br>in<br>17 | CL<br>2,22<br>Lloyd's<br>bulk<br>F.P. a | 1917<br>6mo<br>A&CP<br><br>bove 1 | Swan,Hunter&Wigham<br>Richardson,<br>Ld Newcastle<br>50° F. C | TheAdmiralty<br>ell DBuE& B39' 62 | 210·0<br>P44'F40'<br><br>t DTf30' 240t FPT | 34·8 | 16·6<br><br>FK | London<br>British<br>12BHptCem<br>30tAPT28t | T.3Cy.13½",22"&36"-30" (s)<br>180lb 135NHP<br>2SB,4cf,HS2316 FD<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 16 ″ 6 | |
| 14782<br>216615<br>LMGB | **Eldorado** SteelScSr<br>Wireless Fitted for oil fuel<br>Elec.light Mchy.Aft 2Dks | 2180<br>—<br>1289 | | | | | 1918 | LngBeach<br>S.B.Co.<br>LongBeach,<br>Cal. | WesternTransprt<br>Co.Inc.<br>(Swayne&Hoyt<br>Inc.Mgrs.) | 245·6 | 42·0 | 24·1 | S.Frncisco<br>Utd.States | T.3Cy.19",35"&46"-26"<br>108NHP<br>Emade06refitted18<br>Watt&Hinds,NewYork | | V |
| 14783<br>90<br>PACJ | — IronScSr<br>1Dk&Awngdk<br>(exDonnaIsabel) | 1211<br>1176<br>898 | ✠<br>Awng dk<br>withload line<br>6,78 | Lon | | | 1874<br>8mo | Cunliffe&<br>Dunlop<br>Pt.Glasgow | SteamNav. of<br>CountH.H.<br>Keyserling | 240·5 | 32·9 | 12·8<br>20·0<br>FK | Vladvostk<br>Russian<br>4BHCem | C.2Cy.31"&54"-33"<br>140NHP<br>Cunliffe&Dunlop,Pt.Gls. | | |
| 14784<br>116115<br>JGQH | — SteelScK<br>ssHul.No.3-6,15<br>ssHul.No.1-20<br>1Dk | 180<br>171<br>70 | ✠100A1<br>StmTrawler<br>5,20 | Hul<br>✠LMC5,20<br>BS8,21 | | CL<br>5,20 | 1902<br>12mo<br>Lloyd | Mackie&<br>Thomson<br>Glasgow<br>'sA&CP | WaverleyStmTrlg<br>Co.Ld. (C.H.<br>Mumby&T.Marshall,Mgrs.) | 109·2<br><br><br>WB=DeepTa | 21·6 | 10·6<br><br>BK7½" | Hull<br>British<br>4BHCem<br>nks f14'22t | T.3Cy.11",18"&30"-22" (s)<br>200lb 48RHP<br>1SB,2pf,GS24,HS750<br>Muir&Houston,Ld.Gls. | 11 ″ 6 | |
| 14785 | **Eldorita** SteelSc<br>Oil Fuel<br>For full particulars See No. 37164 in Supplement<br>Mchy.Aft | 160 | 100A1<br>(ClassContem | plated) | | | 1920 | I.J.Abdela<br>&Mitchell,Ld<br>QueensFerry | J.Summers&Sons,<br>Ld. | 108·0<br>Q35'F21' | 22·0 | 10·5 | Chester<br>British | Oil Engines 2S.C.<br>2Cy.<br>J&CGBolindersCo.LdSkm | 10 ″ 6<br>s1 ″ 1½<br>10 ″ 0 | |
| 14786<br>MLRP | **Eldrid** SteelScSr<br>Wireless 1Dk | 1712<br>1513<br>998 | | | | | 1915 | Nylands<br>Værksted<br>Christiania | D/S A/S Eldrid<br>(Bachke&Co.) | 264·5<br>P22'B65'F29' | | | Trondhjm<br>Norwegian<br>WB | T.3Cy.19",31"&51½"-33"<br>152NHP<br>NylandsVærksted,Xania. | | N |
| 14787<br>218195<br>LRJT | **Eldridge** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig 2Dks&Shelter dk<br>Wireless | 7001<br>6749<br>5482 | | | | | 1919 | Skinner&<br>EddyCorpn.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 409·5 | 54·2 | 27·1 | Seattle<br>Utd.States<br>WB | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 14788<br>135177<br>JBPD | **Eleanor** SteelScSr<br>~~ssSws.No.1-17~~<br>Well deck ssSws.No.2-20 1Dk(Stl)<br>Cargo battens not fitted | 1277<br>1004<br>767 | ✠100A1<br>7,21~~9,10~~<br>BS~~6,20~~7,21 | Sws<br>✠LMC<br>MS12,20 | o | CL<br>12,20 | 1912<br>11mo<br>Lloyd | Antwerp<br>Eng.Co.Ld.<br>Hoboken<br>'sA&CP | HarriesBros.&Co.<br>WB=Cell<br>DBa65'uE& | 229·5<br>P12'Q75'B46'F24'<br><br>B35'f92'352tFPT | 35·7 | 14·7<br><br>FK | London<br>British<br>4BHCem<br>34tAPT66t | T.3Cy.17",28"&46"-33" (s)<br>180lb 141NHP<br>2SB,4cf,GS63,HS2330<br>MacColl&Pollock,Ld.Sld. | 17 ″ 0<br>s1 ″ 5<br>15 ″ 10 | |
| 14789<br>137394 | — SteelSc<br>(Lighter)<br>Mchy.Aft 1Dk | 193<br>176<br>121 | | | | | 1914 | W.J.Yarwood&SnsLd<br>Northwich | Brunner,Mond&<br>Co.Ld. | 96·0 | 22·0 | 10·2 | Liverpool<br>British<br>WB | C.2Cy.13"&27"-18"<br>W.J.Yarwood 30RHP<br>&Sons,Ld.Northwich | | |
| 14790<br>109092<br>JGQL | **Elector** SteelScYl<br>ssHul.No.3-8,11<br>ssLwt.No.2-20~~ssHul.No.1-15~~<br>1Dk | 169<br>160<br>67 | ✠100A1<br>StmTrawler<br>5,21~~11,18~~ | Hul<br>Lwt<br>✠LMC11,20 | | 9,20 | 1898<br>12mo | Mackie&<br>Thomson<br>Glasgow<br>A&CP | A.Gouldby | 104·0<br><br>ptND11 | 21·0 | 10·7<br><br>BK7½"<br>WB= | Lowestoft<br>British<br>4BHCem<br>DTf14'20t | T.3Cy.10¼",$16\frac{11}{16}$"&28"-20"<br>200lb (s) 40RHP<br>1SB,2pf,GS26,HS642<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 14791 | **Electra** SteelScSr<br>1Dk2trB | 1261<br>926<br>796 | | | | | 1893 | Flensburgr<br>Schffsb.Ges<br>Flensburg | Holm&Molzen | 228·1<br>Q71' B57' F27' | 34·3 | 14·1 | Flensburg<br>German<br>WB | T.3Cy.16",26"&43"-33"<br>NB15 106NHP<br>FlensburgerSchiffsb.Ges. | | |
| 14792<br>89675<br>JTRM | — SteelScSr<br>Cable Vessel ssDun.2ndNo.3-7,10<br>ssMlt.No.2-19<br>Elec.light 2Dks(1ptStl)&<br>Wireless Awngdk | 1236<br>787<br>611 | ✠100A1<br>Awng dk<br>withfreeboard<br>12,21~~12,19~~<br>✠NB12,05 | Mlt<br>✠LMC12,19<br>BS1~~2,20~~ | o<br>12,21 | 12,20 | 1885<br>1mo<br>Lloyd | R.Napier&<br>Sons<br>Glasgow<br>'sA&CP | EasternTelegraph<br>Co.Ld.<br>WB=D | 237·4<br><br>ptND05<br>Ta40'121tDBf42' | 32·1 | 16·6<br>23·8<br>BK7½" | London<br>British<br>4BHCem<br>&uE21'166t | C.2Cy.$32\frac{3}{16}$"&64"-42" (o)<br>90lb 80lb NDB02 220NHP<br>2SB,6cf,GS109,HS3723<br>R.Napier&Sons,Glasgow | 24 ″ 9<br>s9 ″ 2½<br>16 ″ 6 | |
| 14793<br>118840<br>HBQR | **Electra II.** SteelScK<br>ssHul.No.3-11,19<br>(exElectra) 1Dk | 269<br>243<br>109 | ✠100A1<br>StmTrawler<br>2,21<br>~~BS7,20~~ | Hul<br>BS9,21<br>✠LMC | | CL<br>11,19 | 1904<br>11mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Beverley<br>'sA&CP | F.&T.Ross,Ld. | 130·0<br>Q53' | 22·2 | 11·6<br><br>BK7" | Hull<br>British<br>4BHCem | T.3Cy.12½",22"&36"-24" (s)<br>200lb 70RHP<br>1SB,2cf,GS35,HS1220<br>C.D.Holmes&Co.Hull | 12 ″ 10 | |
| 14794<br>96212<br>LPDH | **Electric** IronScK<br>ssGms.No.3-2,11<br>ssGms.No.2-19<br>1Dk | 183<br>163<br>79 | ✠100A1<br>StmTrawler<br>7,21~~7,19~~<br>✠NB2,11 | Gms<br>BS7,21<br>✠LMC7,19 | | CL<br>~~2,18~~<br>7,21 | 1890<br>2mo<br>Lloyd | Earle'sCo.<br>(Lim.)<br>Hull<br>'sA&CP | R.White | 107·4<br>Q42'F20'<br>ptND06 | 20·5 | 11·5<br><br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.12¾", 20"&32"-22" (s)<br>150lb 55RHP<br>1SB,2pf,GS29,HS760<br>Earle'sCo.(Lim.),Hull | 12 ″ 0 | |
| 14795<br>135460<br>JCHN | **Electrician** SteelScSr<br>ssCal.No.2-21~~ssBry.No.1-18~~<br>(exSaintWinifred) 2Dks(Stl)<br>Elec.light Wireless | 4572<br>4329<br>2884 | ✠100A1<br>8,21~~3,21~~ 3,22<br>~~MS1,18~~<br>MS3,21 | Liv<br>~~Cal~~ Gl<br>✠LMC<br>BS~~3,21~~ 3,22 | y<br>s | CL<br>3,21 | 1913<br>5mo<br>Lloyd | Russell&<br>Co.<br>Pt.Glasgow<br>'sA&CP | CharenteS.S.Co.<br>Ld. (T.&J.<br>Harrison,Mgrs.)<br>'Tween dk<br>hold<br>CellDB | 385·0<br>P34'B111'F45'<br><br>BH in after<br>dispensed with<br>a124'uE&B41'f16 | 52·0 | 26·5<br><br>FK<br>{5B<br>{1B | Liverpool<br>British<br>Cem<br>H to Upr dk<br>H to 2nd dk<br>9'1106tDTa | T.3Cy.25",41"&68"-48" (r)<br>180lb 361NHP<br>3SB,9cf,GS174,HS5749<br>J.G.Kincaid&Co.Ld.Grk.<br>only<br>30'781tFPT75tAPT20t | 29 ″ 0<br>s 5 ″ 5½<br>23 ″ 11 | |
| 14796<br><br>OGDK | **Electrolyse III.** SteelSc<br>(Tug)<br>(exSainteUrsula) | 118<br>—<br>2 | | | | | 1908 | Thysing&<br>Co.,Raamsdonkveer | Soc.deRemorq.et<br>deTransports par<br>chalands&allèges<br>de mer remorqués | 90·3 | 18·8 | 8·1 | Havre<br>French | T.3Cy.10½",17"&28"-16"<br>31NHP<br>Alblasserdam.Msch.Fab. | | V |
| 14797<br><br>OGDL | **Electrolyse IV.** SteelSc<br>(Tug)<br>(exNicolaas) | 108<br>108<br>14 | | | | | 1911 | Jonker&<br>Stans<br>HendrikIdo<br>Ambacht | Soc.deRemorq. et<br>deTransports par<br>chalands&allèges<br>de mer remorqués | 87·0 | 18·7 | 9·3 | Havre<br>French | T.3Cy.11",17¾"&29½"-$18\frac{1}{16}$"<br>37NHP<br>AlblasserdamMsch.Fab. | | V |
| 14798 | **Elefteria** IronSc<br>(exOldham)<br>1Dk&AwngDk | 1208<br>—<br>645 | | | | | 1889 | Earle'sCo.<br>Ld.<br>Hull | A.Philon&Co. | 240·0 | 30·0 | 14·6 | Piræus<br>Greek<br>WB | T.3Cy22",35"&57"-42"<br>210NHP<br>Earle'sCo.Ld.Hull | | V |
| 14799 | **Eleftheria** WoodScSr<br>(exLiberty)<br>Elec.light 1Dk | 1490<br>—<br>838 | | | | | 1918 | P H Doyen<br>S.B.Co.<br>S.PortInd,Me | G.J.Theophilatos | 240·0<br>F29' | 37·5 | 20·0 | Piræus<br>Greek | T.3Cy.15",24"&39"-28"<br>81NHP<br>Bertelsen&PetersenEng.<br>Co.E.Boston,Mass. | | V |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14800<br><br>HSRV | **Eleftherios K. Venizelos** Steel<br>ScSr<br>(*ex*Angola) *ss*Gls.No.3-3,10<br>*ss*Mls.No.2-18<br>2*Dks*(1*StlUIrn*)&*deep framing* | *4307*<br>*4065*<br>*2801* | ✠100A1<br>1,20<br>BS12,19 ✠LMC4,18<br>MBS12,21 | Shl | *x* | CL<br>~~N12,19~~<br>8,20 | 1898<br>4mo<br>*Lloyd* | D&W Henderson&Co<br>Glasgow<br>'*sA&CP* | ChiosS.S.Co.Ld.<br>(SaliarisBros.<br>*Mgrs.*) | 375·0<br>P40'B98'F40' FK<br>*WB=Cell DBa* 123' | 50·0 | 25·6 | Piræus<br>Greek<br>6*BHCem* | T.3Cy.25",41"&67"-48" (*s*)<br>175lb *120lb* NDB19 368NHP<br>2SB,*6cf*,GS111,HS4930 FD<br>D.&W.Henderson&Co.Gls.<br>*uE*25'*f*160'1100*tAPT*95*t* | 28 ,<br>5 , 7<br>23 , |
| 14801 | **Elektra** IronScBk<br>3*Dks* | 3199<br>2918<br>1992 | | | | | 1884 | LloydAustro-Ungarico<br>Trieste | Soc.Anon di Armamento Oceania | 375·0 | 39·0 | 28·0 | Trieste<br>Italian | C.2Cy.43"&80"-52"<br>385NHP<br>ArsenaleLloyd,Trieste | |
| 14802<br><br>PGBQ | **Elena** SteelScSr<br>(*ex*Helen,<br>*ex*Lido) 2*Dks* | *975*<br>*882*<br>*602* | | | ... | | 1881 | Murdoch&Murray<br>Pt.Glasgow | G.Contogouris | 225·4<br>B36'F29' BK8" | 30·1 | 16·8 | Sulina<br>Roumanian<br>*WB* | C.2Cy.28¾"&52"-33"<br>NB92 113NHP<br>Kincaid,Donald&Co.Grk. | 18 , |
| 14803<br>31 | — IronPad<br>(*Tug*)<br>1*Dk* | 203<br>—<br>82 | | | | | 1871 | Readhead,Softley&Co.<br>Newcastle | RussianBlackSea-DnieprS.N.Co. | 119·8 | 20·9 | 10·7 | Odessa<br>Russian | | |
| 14804<br>950<br>HBMG | — Steel<br>(*ex*Roma, (*Tug*)<br>*ex*Ramuntcho,*ex*Hercules,*ex*Milcavi) | 142<br>—<br>71 | | | | | | ........................ | | 80·1 | 20·8 | 9·8 | Chilian | | |
| 14805<br>191<br>LGAB | **Elena Couppa** SteelTwinSc<br>*Mchy.Aft* 1*Dk* | 398<br>—<br>240 | | | | | 1893 | StablimntoTecnico<br>Trieste | K.A.Bytchichin&W.O.Couppa | 185·0 | 29·0 | 9·0 | Berdiansk<br>Russian<br>*WB* | C.4Cy.13½"&24"-20"<br>42NHP<br>StabilimentoTecnico,Tri. | |
| 14806<br>224 | **Elena D.** SteelScSr<br>(*ex*Swan,*ex*D[illegible])<br>Now named "Fides," *See No.* 37392 *in Supplement*<br>*Well deck* 1*Dk*2*trB* | 1252<br>[illegible]<br>699 | | | ... | | 1880 | Blackwood&Gordon<br>PortGlasgow | N.D.Diamantidi | 243·4<br>Q86'B60'F31' BK8" | 32·5 | 15·7 | Odessa<br>Russian<br>*WB* | C.2Cy.23"&52"-36"<br>NB94 137NHP<br>Blackwood&Gordon,PGls | 17 , |
| 14807 | **Elena Fierro** IronScSr<br>(*ex*Serra)<br>2*Dks*3*trB* | *2303*<br>*2204*<br>*1445* | | | ... | | 1879 | London&GlasgowCo.<br>Glasgow | Cia.Naviera Fierros,S.A. | 330·0<br>B32'F30' BK10" | 35·8 | 25·6 | Valencia<br>Spanish | C.2Cy.38"&71"-48"<br>285NHP<br>Lon.&Glas.Co.Glasgow | |
| 14808<br><br>HTSD | **Elena Margarita** SteelScSr<br>*ss*Pir.2ndNo.3-12,15<br>(*ex*HelenaMargareta, *ss*Pir.No.1-19<br>*ex*Benan,*ex*GeorgiosP. 1*Dk*(*Irn*)2*trB*<br>Bouboulis,*ex*Amalia &*ptAwngdk*(*Irn*)<br>*Elec.light* Vlassopulo) Wireless | *2538*<br>*1871*<br>*1556* | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>3,20 ✠LMC11,19 | Pir | *t* | N11,19 | 1890<br>3mo | Palmers' Co.Ld.<br>Newcastle<br>A&CP | OrientalShipping Co.Ld.(A.A.Capparis,*Mgr.*) | 300·0<br>Q68'B&F190' FK<br>*WB=* | 40·2 | 19·4 | Piræus<br>Greek<br>6*BH pt Asp ptCem*<br>*Cell DB*254' | T.3Cy.20",35"&58"-42" (*a*)<br>160lb *60lb* NDB07 239NHP<br>2SB,*6rf*,GS102,HS3908<br>Palmers'Co.Ld.Newcastle<br>605*tDTa*24'390*tAPT*10*t* | 22 ,<br>s 8 ,<br>20 , |
| 14809<br><br>NWGO | **Elena Peirce** SteelSc<br>Should be "Altobizkar-Mendi," *See No.* 36105 *in Supplement*<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in 'tween dks* | *5955*<br>*6662*<br>*3669* | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>2,21 ✠LMC12,20 | Mdb | *z* | CL | 1921<br>2mo<br>*Lloyd* | Furness S.B.Co.Ld.<br>Haverton Hill-on-Tees<br>'*sA&CP* | PeirceBros.<br>*CellDB*351'1272*t* | 400·0<br>F38'*on Shelter dk* FK<br>*Collision*<br>*APT*100*t* | 53·0 | 32·8 | Naples<br>Italian<br>*Cem*<br>*BH to Sh dk*<br>5 ,, ,, *U* ,, | T.3Cy.27",45"&75"-51" (*s*)<br>180lb 573NHP<br>3SB,*9cf*,GS188,HS8580 FD<br>Richardsons,Westgarth&Co.Ld.Mdb | 35 ,<br>s 9 ,<br>26 , |
| 14810<br><br>HMFG | **Eleni** IronScSr<br>2*Dks*<br>*Elec.light* (*ex*Ianthe,*ex*Rose) | 423<br>364<br>223 | 12,84 | Gls | *i*<br>Lv | | 1883<br>7mo | A.Stephen&Sons<br>Glasgow | Nav.Orientale (P.Pantaleon) | 177·0<br>P25' F33'<br>lrp84 | 25·3 | 13·4 | Syra<br>Greek<br>4*BHCem* | C.2Cy.20"&35"-24"<br>50NHP<br>PearceBrothers.Dundee | 14 , |
| 14811<br><br>HRGN | — WoodScSr<br>(*ex*AgiosIoannis) | 111<br>—<br>65 | | | | | 1894 | McDowall&Barbour<br>Piræus | Yannoropoulos Bros. | 92·0<br>Q21'B13'F22' | 18·0 | 9·6 | Piræus<br>Greek | C.2Cy.13¼"&26½"-18"<br>25NHP<br>McDowall&Barbour,Pir. | |
| 14812<br><br>HMQW | **Eleni Stathatos** SteelScSr<br>*ss*PirNo.3-10,20<br>Wireless 1*Dk*(*Stl*)&*deep framing*<br>*Elec.light* | *3016*<br>*2705*<br>*1871* | ✠100A1<br>~~8,21~~ ~~2,21~~ 5,22<br>~~BS2,21~~ ✠LMC10,20<br>BS2,22 | Ham<br>~~Cff~~ Npt | *v* | CL<br>2,21 | 1907<br>7mo<br>*Lloyd* | R.Craggs&Sons,Ld.<br>Middlesbro'<br>'*sA&CP* *WB* | D.A.Stathatos<br>= *Cell DB a* 106'*u* | 336·1<br>P36'B188'F37' FK<br>*E*24'*f*142'941*tFPT* | 47·0 | 21·8 | Ithaca<br>Greek<br>6*BHCem*<br>86*tAPT*108*t* | T.3Cy.23",39"&65"-42" (*s*)<br>180lb *100lb* 296NHP<br>2SB,*8pf*,GS143,HS4536<br>Richardsons,Westgarth&Co.Ld.Mdb. | 23 ,<br>s 2 ,<br>20 , |
| 14813<br><br>NSBV | **Eleonora Mærsk** SteelScSr<br>*ss*Cff.No.3-9,07 1931<br>(*ex*Elfie) *ss*Rot.2ndNo.3-3,20<br>*Well deck* 1*Dk*(*Stl*)&*Web frames*<br>Wireless | ~~1027~~<br>1412<br>~~1203~~<br>1198 | ✠100A1<br>5,21 ~~3,20~~<br>✠LMC<br>MS3,20 BS~~1,21~~ 1,22 | Rot<br>Cpn | *r* | ~~3,20~~<br>5,21 | 1895<br>5mo | W.Gray&Co Ld<br>WHartlepool<br>A&CP | A/S D/S Svendborg (P.M. Möller,*Mgr.*)<br>*WB=* | 270·0<br>P27'Q74'B116'F29' FK<br>*DBa&uE*102'*f*110' | 37·0 | 17·2 | Svendborg<br>Danish<br>4*BHCem*<br>413*tAPT*23*t* | T.3Cy.19",30½"&51"-36" (*s*)<br>160lb ~~*90lb*~~ *70lb* NDB11 156NHP<br>2SB,*4rf*,GS48,HS2330<br>Cen.Mar.Eng.Wks.WHpl | 19 ,<br>s 1 ,<br>18 , |
| 14814<br>129562<br>HSQB | **Elephanta** SteelTwinScSr<br>*Elec.light* 2*Dks*(*UStl*-ws)&*Shade dk*<br>Wireless (*Stl*-teaks) | 5292<br>3717<br>2695 | ✠<br>*Shade dk*<br>5,11 ✠ | Gls | *z* | | 1911<br>5mo | Barclay, Curle&Co.Ld<br>Glasgow | BritishIndiaStm. Nav.Co.Ld.<br>*WB=CellDBa*85'<br>&*B*100' *f*151'748*t* | 400·4<br>B *on Shade dk*166'<br>*uE* FK<br>*FPT* 39*t* *APT* 31*t* | 52·5 | 25·5 | Glasgow<br>British<br>7*BHCem*<br>(5*BH to Udk*<br>2 *to* 2*nd dk*) | T.6Cy.23½",39½"&67"-48"<br>HS16851 1086NHP<br>2DB&2SB,*24cf*,GS419, FD<br>Barclay,Curle&Co.Ld.Gls. | 28 , |
| 14815<br>99324<br>MKDJ | **Eleth** Steel&IronSc3MstSr<br>*ss*Aml.2ndNo.3-1,15<br>(*ex*BlackRock) *ss*Aml.No.1-18<br>*Well deck* *Mchy.Aft* 1*Dk*(*Irn*)<br>*Stl plating*&*Irn framing* | 368<br>270<br>140 | ✠100A1<br>4,18<br>BS9,19 ✠LMC4,18 | Aml | *f* | CL<br>N10,20 | 1891<br>10mo | R.Williamson&Son<br>Workington | W.Thomas&Sons | 152·3<br>Q84'B10'F20' BK7" | 23·6 | 8·7 | Liverpool<br>British<br>3*BHCem*<br>*DBf*80'100*t* | C.2Cy.18"&36"-24" (*s*)<br>100lb 71RHP<br>1SB,*2pf*,GS35,HS1191<br>Dunsmuir&Jackson,Gls. | 11 , |
| 14816<br>107<br>NWHV | **Elettrico** SteelScSr<br>*Elec.light* Wireless 2*Dks*&*Awngdk* | 1347<br>1227<br>432 | | | ... | | 1887 | A.Stephen&Sons<br>Glasgow | Soc.Italiana di ServiziMarittimi | 259·8<br>22·8 | 33·0 | 14·9 | Venice<br>Italian | T.3Cy.30",48"&77"-48"<br>NB98 411NHP<br>A.Stephen&Sons,Glasgow | 23 , 1 |
| 14817<br>106756<br>JGQM | **Elf** SteelScYl<br>(*Trawler*)<br>1*Dk* | 165<br>152<br>64 | | | ... | | 1897 | Mackie&Thomson<br>Glasgow | A.Gouldby | 104·2<br>Q17'F17' BK7½" | 21·0 | 10·7 | Lowestoft<br>British<br>*WB* | T.3Cy.11",17"&28"-20"<br>45RHP<br>Muir&Houston(Lim.),Gls. | 11 , |
| 14818<br>133466<br>JDCK | **Elf King** SteelScK<br>*ss*Gms.No.1-19<br>1*Dk* | 289<br>253<br>115 | | | ... | CL<br>9,19 | 1913<br>10mo<br>*Lloyd* | Cochrane&Sons,Ld.<br>Selby<br>'*sA&CP* | Grant&BakerStm. FishingCo.Ld. | 133·4<br>Q72'F19' BK7½" | 23·0 | 12·0 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",22"&36"-24" (*s*)<br>200lb 79RHP<br>1SB,*3pf*,GS46,HS1295<br>C.D.Holmes&Co.Ld.Hull | 12 , |
| 14819<br>3550<br>JKVS | **Elfängen** SteelScSr<br>1*Dk* | 173<br>103<br>120 | | | | | 1899 | Eriksberg Mek.Verks<br>Gothenburg | Ångb.Aktieb.Nohl (A.Berg,*Mgr.*) | 96·0<br>Q25'B41'H10*t* | 19·9 | 8·9 | LillaEdet<br>Swedish | C.2Cy.11¼"&24¾"-16½"<br>21NHP<br>EriksbergM.V.Aktieb.Got | |
| 14820<br>4813<br>JQSR | **Elfdalen** SteelScSr<br>*Mchy.Aft* 1*Dk* | 223<br>170<br>127 | | | | | 1907 | Klippans VarfsAktieb<br>Gothenburg | NyaÅngf.Aktieb. Elfdalen(Fritiof Olsson,*Mgr.*) | 102·3<br>P28'H14*t*F13 | 22·4 | 11·0 | Karlstad<br>Swedish<br>*WB* | C.2Cy.10"&22½"-15"<br>14NHP<br>LundbyM.V.Aktieb.Got. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters | 2<br>Steamer's Name.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>Late Name if any.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions.<br>Length. | Breadth. | Depth | Deck Erections, &c. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in Lloyd's |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14821<br>1362<br>JCQV | **Elfkungen** | IronScSr<br>(exBlekinge)<br>1Dk | 100<br>66<br>62 | | | | | 1881 | Oscar-shamsMkWk<br>Oscarshamn | ElfkungensÅngb. Aktieb.<br>(EmilRhodin Mgr) | 94·2 | 17·6 | 7·3 | Q25'H17tF30' | Trollhättn<br>Swedish | C.2Cy.13"&27"-18"<br>26NHP<br>OscarshamnsMek.Werk. | | |
| 14822<br>130646<br>KGJH | **Elfrida** | SteelSc<br>(Tug)<br>1Dk | 126<br>—<br>60 | | | | | 1889 | ……………<br>Wilmington, Del. | G.D.Wever | 108·6 | 18·1 | 11·5 | | Baltimore<br>Utd.States | | | |
| 14823<br>HSGM | **Elg** | SteelScSr<br>1Dk | 1157<br>917<br>697 | | | | | 1901 | Burmeister &Wain<br>Copenhagen | D/S A/S Björn<br>(T.Hansen, Mgr.) | 231·3 | 34·3 | 13·6 | Q132tB53tH16t<br>F28t | Lyngör<br>Norwegian<br>WB | T.3Cy.16",26"&45"-30"<br>111NHP<br>Burmeister&Wain,Cpn. | 16 " 2 | N |
| 14824<br>WMQR | **Elgen**<br>Mchy.Aft | SteelScSr<br>1Dk | 714<br>548<br>341 | | | | | 1919 | Wer.J. "Zerland"<br>Hanswert | A/SRenen(T.J. Wiborg&Sön, Mgrs.) | 179·2 | 30·1 | 12·6 | | Chrstiania<br>Norwegian<br>WB | T.3Cy.15½",25½"&41½"-27"<br>90NHP<br>NV.Maschfab.v/hSchipper vanDougen,Gertruidenbrg | | N |
| 14825 | **Elgin**<br>Elec.light | SteelTwinScSr<br>2Dks(Stl) | 766<br>689<br>318 | ✠<br>For Government Service<br>3,19<br>✠ | Rnf | | | 1919<br>3mo | W.Simons &Co.Ld.<br>Renfrew | TheAdmiralty<br>CellDBf 12'16tDTf18' | 219·3 | 28·6 | 15·6 | FK<br>24tDTa16'36t FP7 | British<br>10BHptCem<br>5tAPT20t | T.6Cy.13¼",21¼"&34"-21"<br>378NHP<br>2 Water Tube Boilers<br>GS130,HS6990 FD<br>W.Simons&Co.Ld.Rnf. | 16 " 3 | |
| 14826<br>135220<br>JCGL | —<br>Elec.light | SteelTwinScSr<br>Fitted for oil fuel<br>1Dk&ptProm.dk | 654<br>563<br>263 | | | … | | 1913 | A.&J. Inglis,Ld.<br>Glasgow | SouthIndian RailwayCo.Ld. | 250·3 | 38·1 | 9·5 | F41'<br>FK | London<br>British<br>WB | 4Steam Turbines geared to 2 Sc. Shafts 460NHP FD<br>A.&J.Inglis,Ld.Glasgow | 10 " 2 | |
| 14827<br>MVRW | **Elida Clausen**<br>Elec.light Wireless | SteelSc<br>1Dk | 2472<br>2183<br>1444 | | | … | | 1920 | NV. Machinefab &Schp. vanP.Smit, Jr<br>Rotterdam. | ClausenRederiA/S (M.Clausen, Mgr.) | 287·0 | 45·2 | 20·6 | P81tH136t<br>FK | Haugesnd<br>Norwegian<br>WB | T.3Cy.24",37"&63"-39"<br>301NHP<br>N.V.Mach.enScheep. vanP.Smit,Jr. | 23 " 1 | N |
| 14828<br>118502 | **Elidir**<br>Well deck<br>Mchy.Aft | SteelScSr<br>ssBng.No.3-4,16<br>ssBng.No.1-20<br>1Dk(Irn) | 398<br>300<br>152 | ✠100A1<br>8,20<br>BS9,21 | Bng<br>✠LMC8,20 | g | CL<br>8,20 | 1903<br>10mo<br>Lloyd | AilsaS.B. Co.Ld.<br>Ayr<br>'sA&CP | W.W.Vivian (T.LloydWilliams, Mgr.)<br>WB = Cell | 151·6 | 25·1 | 9·9 | Q55'B13'F23'<br>BK7½"<br>DBf77'99tFPT43t | Carnarvon<br>British<br>3BHCem<br>APT8t | T.3Cy 14½",22½"&37"-27"<br>170lb (r) 91RHP<br>1SB,3cf,GS50,HS1640<br>Ross&Duncan,Glasgow | 12 " 6<br>s 1 " 0<br>12 " 3 | |
| 14829 | **Elie**<br>For full particulars See No. 37154 in Supplement<br>Elec.light | SteelSc | 1800<br>1640<br>1150 | 100A1<br>(Class Contemplated) | | | | 1921 | Antwerp Eng.Co.Ld.<br>Hoboken | Dampskibsselsk. Dania(Chr. Andresen, Mgr.) | 278·4 | 40·0 | 20·6 | P22'B60'F30' | Copnhagn<br>Danish | T.3Cy.20",33"&54"-36"<br>N.E.MarineEng.Co.Ld.Sld | 20 " 7<br>s 3 " 2<br>17 " 9 | |
| 14830 | **Elie Chenevière** | IronScK<br>ssAms.No.3-12,09<br>~~ssYmu.No.1-15~~<br>(exSöbjörnen,exCatalonia) 1Dk<br>ssYmu.No.2-21 | 154<br>148<br>45 | ✠100A1<br>Stm Trawler<br>5,21 10,15<br>✠NB12,12<br>~~MS1,15~~ | Ymu<br>✠LMC5,21<br>~~BS9,18~~ | | CL.<br>~~10,15~~<br>~~8,20~~<br>1,22 | 1898<br>2mo<br>Lloyd | Edwards Bros.<br>N.Shields<br>'sA&CP | N.V.Visscherij MaatsElieChenevière(N.V.Expl.Mij "DeMarezaten," Mgrs.) | 104·7 | 20·5 | 10·8 | Q18'F19'<br>ND10 BK7½" | Ymuiden<br>Dutch<br>3BHCem | T.3Cy.11½",18½"&30"-22"(s)<br>180lb 58NHP<br>1SB,2pf,GS30,HS1057<br>Gt.CentrlCo-opEng.&Ship RepairingCo.Ld.Gms. | 11 " 8 | |
| 14831<br>141799 | **Elie Ness**<br>(exGroundswell)<br>Mchy.Aft | SteelSc<br>1Dk(Stl) | 96<br>95<br>37 | ✠100A1<br>For fishing purposes<br>3,21 | Abn<br>✠LMC4,20 | | CL | 1919<br>11mo<br>Lloyd | OuseS.B.& Eng.Co.Ld.<br>Goole<br>'sA&CP | Alex.Wood (J.W.Johnstone, Mgr) | 86·2 | 18·5 | 9·2 | BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>Urquhart,Lindsay&Co.Ld. Dun | 10 " 0 | |
| 14832<br>NVKJ | **Elieser III.**<br>(exSailingVessel, exKaima)<br>(See Sailing Ship Register) | WoodAuxSc3MstSr<br>Motor<br>1Dk | 179<br>163<br>143 | | | | | 1912 | J.Kelkka<br>Neuvatoma | IndreSjömandsmission(N.M. Nielsen, Mgr.) | 89·7 | 26·9 | 11·2 | H16t | Bergen<br>Norwegian | Motor | | V |
| 14833 | **Elin** | SteelSc<br>1Dk2trB | 596<br>463<br>348 | | | | | 1903 | Act.Ges. "Weser"<br>Bremen | Dampfschiffahrts Ges.Neptun | 179·7 | 27·2 | 11·9 | Q52'B43'F22' | Bremen<br>German<br>WB | T.3Cy.13",20½"&33 1/16"-21⅝"<br>51NHP<br>A.G."Weser,"Bremen | | |
| 14834<br>MRVH | —<br>(exSailingVessel)<br>(See Sailing Ship Register) | WoodAuxScBk<br>OilEng.<br>1Dk | 141<br>130<br>101 | | | | | 1908 | K.Skaaluren<br>Rosendal | Fanefjords Rederi A/S | 99·7 | 24·0 | 10·0 | Q9t | Molde<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.14⅓"-15¾" NEfitted18<br>34NHP<br>LysekilsM.V.A/B Lysekil | | N |
| 14835 | **Elina**<br>exCarlBehnk) | SteelSc<br>(exMagdalenaFischer,<br>1Dk | 630<br>441<br>369 | | | | | 1890 | Rostocker Akt Ges.<br>Rostock | K.M.Faber&Co. G.m.b.H. | 180·8 | 28·1 | 11·4 | Q62'B49'F46' | Hamburg<br>German<br>WB | C.2Cy.22"&41½"-27⅜"<br>NB02 75NHP<br>RostockerA.G.Rostock | | |
| 14836<br>215982<br>LJQN | **Elinor**<br>Elec.light<br>Wireless | SteelScSr<br>Sub.Sig.<br>Longitudinal framing | 4280<br>3650<br>2618 | | | … | | 1918 | Baltimore D.D.&S.B.Co.<br>BaltimoreMd | UnitedStates ShippingBoard | 339·3 | 49·1 | 26·5 | P47'B75'F30'<br>FK | Baltimore<br>Utd.States<br>WB | 1Geared Steam Turbine<br>GeneralElectric 344NHP<br>Co.Schenectady,N.Y. | 28 " 6 | R |
| 14837<br>624<br>NWJB | **Eliopoli**<br>(exLabuan)<br>Wireless | SteelScSr<br>ssLiv.No.3-1,11<br>1Dk(Stl)&Spardk(Irn)<br>&deepframing | 3544<br>3344<br>2283 | ✠ —<br>1,20<br>Spar dk<br>✠ | Gen | w | | 1897<br>11mo | Russell& Co.<br>PortGlasgow<br>W | D.&E.Fratelli Bozzo<br>B = Cell DBa 110' | 340·4 | 45·9 | 17·8 | P20'B72'F35' 25·8<br>FK<br>uE&B36'f142'792t | Genoa<br>Italian<br>6BHCem<br>APT56t | T.3Cy.25",40"&64"-45"<br>NDB08 294NHP<br>2SB,6cf,GS132,HS4700<br>Blackwood&Gordon,P.Gls | | CI |
| 14838 | **Elisabet** | SteelSc<br>1Dk | 585<br>442<br>287 | | | | | 1909 | Nüscke& Co.<br>Stettin | RagnarNilsson | 170·7 | 30·1 | 11·2 | Q47'B43'F21' | Wismar<br>German<br>WB | T.3Cy.13",21"&33"-22"<br>Christiansen& 51NHP<br>Meyer,Harburg | | |
| 14839<br>145286 | **Elisabeth**<br>Now named "Romo," See No. 39120 in Supplement<br>Elec.light | SteelScSr<br>1Dk | 2038<br>1868<br>1287 | | | | | 1902 | Act.Ges. "Neptun"<br>Rostock | F.Petersen | 291·3 | 41·2 | 18·9 | P13'B172'F29' | London<br>British<br>WB | T3Cy20⅞",37 7/16"&55⅛"-35 7/16"<br>180NHP<br>A.G."Neptun,"Rostock | | |
| 14840<br>NPGF | —<br>Elec.light<br>Wireless | SteelScSr<br>ssRot.No.3-9,19<br>1Dk(Stl)&deepframing | 1798<br>1604<br>1133 | ✠100A1<br>12,20<br>~~BS10,20~~<br>BS1,22 | Npt<br>✠LMC6,19 | r | 9,19 | 1907<br>5mo<br>Lloyd | Craig,Taylor&Co.Ld.<br>Stockton<br>'sA&CP<br>W | ZuidNederl. Stoomv.Maats. (A.C.Lensen, Mgr)<br>B = Cell DBa 90' u | 280·0 | 38·3 | 18·2 | P26'B75'F28'<br>FK<br>E16'f116'434tFP7 | Terneuzen<br>Dutch<br>4BHCem<br>79tAPT40t | T.3Cy.19",31"&51"-33" (s)<br>180lb 90lb 167NHP<br>2SB,4cf,GS66,HS2654<br>N.E.MarineEng.Co Ld.Sld. | 20 " 7<br>s 3 " 1<br>17 " 10 | |
| 14841 | —<br>exLuis desCuadra) | IronScSr<br>(exHermes,<br>1Dk2trB | 964<br>676<br>724 | ✠<br>8,75 | Sld | | | 1875<br>7mo | R.Thompson,jun.<br>Sunderland | A.Lipovatz& G.Nicolaidis<br>WB | 210·5 | 20·3 | 15·4 | P110'F40' FK<br>=DBuE&B48'144t | Trieste<br>Italian<br>5BHCem | C.2Cy.27"&51"-33"<br>NB12 125NHP<br>J.Dickinson,Sunderland | | V |
| 14842<br>NCBD | — | SteelSc<br>1Dk | 945<br>833<br>524 | | | | | 1920 | F.Schichau<br>Elbing | D/S A/S Skagerak (M.Nielsen&Sön, Mgrs.) | 224·3 | 33·6 | 13·5 | P14'B59'F29' | Copnhagn<br>Danish<br>WB | T.3Cy.15",24¾"&38⅜"-25½"<br>75NHP<br>F.Schichau,Elbing | | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14843 | **Elisabeth** SteelAuxScCtr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 142<br>115<br>108 | | | | | 1914 | Gebr.Muller<br>Foxhol | KarlMichelsen | 100·0<br>Q23'H17' | 19·6 | 7·0 | Rostock<br>German | Oil Engines 2S.C.<br>2Cy.13½"–13¾" 20NHP<br>DeutscheKromhoutmotorenFabrik m.b.H.Brake | |
| 14844<br>OGEJ | **Elisabeth Brock** SteelSc<br>*Elec.light* 2*Dks* | 3679<br>3251<br>2275 | | | | | 1912 | Bremer Vulkan<br>Vegesack | FrenchGovernment | 355·9<br>P229'F48' | 49·7 | 23·7 | Bordeaux<br>French<br>*WB* | Q.4Cy.21",31⅛",45⅝"&66½"–47½" 303NHP<br>BremerVulkan,Vegesack | |
| 14845<br>OGEK | **Elisabeth Marie** SteelScK<br>(*Trawler*)<br>*Elec.light* Wireless 1*Dk* | 616<br>469<br>260 | | | | | 1914 | Atel&Ch. deBretagne<br>Nantes | Soc.Gén.d'Armement(G.Belot, *Mgr.*) | 174·5<br>F29' | 28·0 | 15·5 | Arcachon<br>French<br>*WB* | T.3Cy.15⅝",24¾",40⅛"–26" 84NHP<br>Atel.&Ch.deBretagne,Nts. | |
| 14846<br>NPWT | **Elisabeth Mærsk** SteelScSr<br>(*ex*Tyskland)<br>1*Dk* | 1431<br>1172<br>876 | | | | | 1906 | Howaldtswerke<br>Kiel | Dmpkibsselskabet af1912 (A.P.Möller, *Mgr*) | 241·1<br>P13'Q73'B105'F29' | 36·1 | 16·5 | Copnhagn<br>Danish<br>*WB* | T.3Cy16¾",26 3/16"&42⅛"–29½" 96NHP<br>Howaldtswerke,Kiel | |
| 14847 | **Elisabeth Seumenicht** SteelSc<br>*Motor*<br>1*Dk* | 139<br>121<br>98 | | | | | 1920 | Frd.Krupp Akt.Ges.<br>Kiel | E.Seumenicht | 99·0<br>Q20'H8' | 22·2 | 7·2 | Itzehoe<br>German | Motor 2S.C.<br>2Cy.8¼"–9⅛" 8NHP<br>H.Callesen&Co.Apenrade | |
| 14848<br>MBKR | **Elisabeth van Belgie** SteelScSr<br>*ss*Rot.No.2–17<br>(*ex*Elisabeth von Belgien)<br>*Elec.light* 2*Dks*(*Stl*)&*deepframing*<br>Wireless *lower dk in Nos.1&3holds* | 4241<br>3933<br>2581 | ✠100A1<br>12,20<br>BS1,21 ✠LMC9,19 | Ant | *y* | CL<br>4,18 | 1909<br>1mo<br>*Lloyd* | Flensburgr Schiffsb. Ges.<br>Flensburg<br>'*sA&CP* | Cie.RoyaleBelgo-Argentine<br>(Armament Deppe, *Mgrs.*) | 387·0<br>P&B312'F50'<br>*WB=Cell* FK<br>*DBa*122'*uE*&*B*41' | 51·0 | 25·2 | Antwerp<br>Belgian<br>7*BHAsp*<br>*f* 175' 1040*t* | T.3Cy.27¾",46¼"&76"–48"<br>180lb (*s*) 473NHP<br>3SB,9*cf*,GS147,HS6255 FD<br>FlensburgerSchiffsb.Ges. | 27 |
| 14849 | **Elisabethville** SteelTwinSc<br>2*Dks*(*Stl*–*Uws*)&<br>*Elec.light* *Shelterdk*(*Stl*–teaks) | ~~7000~~<br>8178<br>6427<br>5172 | ✠100A1<br>*Shelter dk withfreeboard*<br>1,22 ✠LMC1,22<br>~~(*ClassContemplated*)~~ | Ant | *c*† | CL | 1921<br>11mo<br>*Lloyd* | Soc.Anon. Jhn.Cockerill<br>Hoboken<br>'*sA&CP* | Cie.BelgeMaritime duCongo<br>*CellDB*377'1312*t* | ~~440·0~~<br>~~P72'B220'F87'~~ FK<br>439·1<br>P55 F89 on *Shltrdk*<br>*Tanks at sides of tunnel* | ~~56·9~~<br>57·0 | ~~25·0~~<br>34·1 | Antwerp<br>Belgian<br>7*BHtoSh.dk*<br>*Cem* | Q.8Cy.23",33",47"&67"–48"<br>215lb (*s*) 964NHP<br>6SB,18*cf*,GS345,HS14160 FD<br>SocAn.J.Cockerill,Seraing<br>*FPT50tAPT45t* | 37<br>12<br>25 |
| 14850 | **Elise** SteelSc<br>(*Trawler*)<br>1*Dk* | 214<br>—<br>101 | | | | | 1916 | Gebr.van derWindt<br>Vlaardingen | NVVlaardingsche Stoomvisscherij (Yzermans&Co., *Mgrs.*) | 116·4 | 22·3 | 12·2 | Vlaardngn<br>Dutch | T3Cy.8⅝",14⅜"&23¼"–15¾" 21NHP<br>J.A.Kreber,Vlaardingen | |
| 14851 | — SteelAuxSc3MstSr<br>*OilEng.*<br>(*ex*Wilhelmine Wagner) 1*Dk*<br>(*See Sailing Ship Register*) | 187<br>—<br>123 | | | | | 1913 | Gebr.J.& G.Verstockt<br>Martenshoek | NordischeReed.-u. HandelsGes. (Schenk&Orth) | 107·5<br>Q7'H7' | 23·6 | 9·4 | Hamburg<br>German | Oil Engine 2S.C.<br>2Cy.13½"–13⅘" 26NHP<br>D.Goedkoop,Jr.Ams. | |
| 14852<br>OGEM | — SteelAuxScCtr<br>*ParaffinMotor*<br>(*ex*Annie) 1*Dk*<br>(*See Sailing Ship Register*) | 169<br>140<br>118 | | | | | 1917 | L Wolthuis<br>Veendam | G.Dupuy | 101·7 | 21·5 | 9·0 | LaRochlle<br>French | Paraffin Motor<br>2Cy.13⅗"–15" 23NHP<br>Motorenfab."Industrie," Alphen a/d R. | |
| 14853<br>220667<br>MBPN | **Elisha Walker** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 7035<br>6453<br>5059 | ✠100A1<br>~~4,21~~ ~~9,20~~ 2,22<br>✠LMC9,20<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 9,20 *F.P. above* 150° F. | Phl<br>NYk | *b*† | CL<br>2,22 | 1920<br>9mo | SunS.B. Co.<br>Chester,Pa.<br>A&CP | Pan-American Petroleum& TransportCo.Inc.<br>*CellDBuE*<br>&*B*59'*f*41'408*tFPT*222*tAPT*57*t* | 429·3<br>P133'B36'F40'<br>FK | 59·2 | 33·2 | Ls Angeles<br>Utd.States<br>16*BHptCem*<br>(*12 to U dk*<br>4 „ *2nd* „) | T.3Cy.27",45½"&76"–51" (*r*)<br>190lb 612NHP<br>3SB,9*cf*,GS207,HS9198 FD<br>SunS.B.Co.Chester,Pa. | 33<br>8<br>25 |
| 14854 | **Elispontos** IronScSr<br>*ss*Alx.2ndNo.3–12,07<br>(*ex*Trilia,*ex*YachtCuhona) 1*Dk* | *354*<br>—<br>*193* | ✠<br>5,10 | Alx | | | 1882<br>10mo | Earle'sCo. Ld.<br>Hull | Ph.Kavounides | 163·5 | 26·1 | 14·5 | Piræus<br>Greek | C.2Cy.23"&44"–24"<br>NB03 79NHP<br>Earle'sCo.Ld.Hull | |
| 14855<br>116120 | **Elite** SteelScK<br>*ss*Gms.No.3–3,19<br>1*Dk* | 180<br>171<br>70 | ✠100A1<br>*StmTrawler*<br>7,21 ~~6,20~~<br>BS7,21 ~~BS6,20~~ ✠LMC3,19 | Gms | | CL<br>3,19 | 1902<br>12mo<br>*Lloyd* | Mackie& Thomson<br>Glasgow<br>'*sA&CP* | DobsonStm. FishingCo.Ld. (C.Dobson,*Mgr.*) | 109·1<br>BK7½" | 21·6 | 10·6 | Grimsby<br>British<br>4*BHCem* | T.3Cy.11",18"&30"–22" (*s*)<br>200lb 48RHP<br>1SB,2*pf*,GS24,HS750<br>Muir&Houston,Ld.Gls. | 11 |
| 14856<br>297 | **Elizabeta Volonta di Dio** Wood<br>TwinSc<br>*Motor* | 126<br>—<br>71 | | | | | 1889 | ..................<br>Kertch | R.Patrone& N.Fabiono | 103·0 | 21·4 | 9·4 | Kertch<br>Russian | Motor | |
| 14857<br>200554<br>KSTQ | **Elizabeth** WoodScSr<br>1*Dk* | 363<br>—<br>284 | | | | | 1903 | W.F.Stone<br>SanFrancisco | E.T.Kruse | 142·0 | 35·8 | 9·9 | S.Frncisco<br>Utd.States | C.2Cy.12½"&27"–24"<br>30NHP | |
| 14858<br>92207<br>MNRG | — WoodAuxScSr<br>*OilEng.*(*not classed*)<br>cf *Salted* F&YM4,16 1*Dk*<br>(*See Sailing Ship Register*) | 155<br>155<br>73 | Rest. 7 A1<br>*from*8,19 Pmd<br>✠ 8,19 | Pmd | 13<br>C4 | | 1892<br>*Lloyd* | G.&D. Williams<br>Portmadoc<br>'*sA&CP* | D.Williams | 100·0<br>NK100<br>10&12yrsMat. | 22·9 | 11·8 | Carnarvon<br>British | Oil Engine<br>2Cy.13"–14" 23NHP<br>Ruston,Proctor&CoL'cln&<br>J&CGBolindersCo.LdSkm | |
| 14859<br>146159<br>KJWQ | **Elizabeth Ann Slater** SteelSc<br>*Welldeck* 1*Dk*(*Stl*,&*Web frames*<br>*Elec.light* *Cargo battens not fitted*<br>*Mchy.Aft* | ~~2110~~<br>~~1650~~<br>2088<br>1646<br>1200 | ✠100A1<br>11,21 ~~8,21~~<br>~~(*ClassContemplated*)~~<br>✠LMC8,21 | PGl<br>Sou | *r* | CL<br>11,21 | 1921<br>8mo<br>*Lloyd* | Ferguson Bros.(Port Glasgow)Ld<br>PortGlasgow<br>'*sA&CP* | ~~J.Slater&Co.Ld.~~<br>JohnSlater,Ld.<br>*CellDB*225'659*tFPT*112*tAPT*45*t* | 275·4<br>Q165'F30'<br>FK | 41·1 | 18·1 | London<br>British<br>4*BHCem* | T.3Cy.20",33"&54"–36" (*s*)<br>180lb 213NHP<br>2SB,6*cf*,GS105,HS3600<br>FergusonBros.(Port Glasgow)Ld.P.Gl. | 20<br>6<br>18 |
| 14860<br>133423<br>JMVR | **Elizabeth Bromley** SteelScK<br>*ss*Hul.No.2–20<br>*Mchy.Aft* 1*Dk*(*Stl*) | 147<br>125<br>67 | ✠100A1<br>3,22 ~~6,20~~<br>✠NB3,21 ✠LMC6,20 | Hul | *a* | CL<br>~~6,20~~<br>3,22 | 1913<br>4mo<br>*Lloyd* | J.Scarr& Son<br>Howden<br>'*sA&CP* | H.Leetham &Sons, Ld. | 99·0<br>FK<br>*WB*= | 18·7 | 8·3 | Hull<br>British<br>5*BHCem*<br>*DTf*12'14*t* | C.2Cy.13"&28"–18" (*s*)<br>150lb 41RHP<br>1SB,2*pf*,GS31,HS720<br>C.D.Holmes&Co.Ld.Hull | 9<br>1<br>8 |
| 14861<br>65145<br>RONV | **Elizabeth Drew** WoodAuxScSr<br>*Par.Mot.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 112<br>110<br>81 | | | | | 1871 | J.Stribley<br>Padstow | HookShippingCo. (1920)Ld.(T.W.H. Roberts,*Mgr.*) | 82·5 | 22·7 | 10·8 | Plymouth<br>British | Paraffin Motor<br>2Cy.9½"–11" 11NHP<br>A&E.Woodward,Keighley | |
| 14862 | **Elizabeth Stoner** SteelSc<br>Now named "Jalatarang," *See No.*37986 *in Supplement.*<br>*Elec.light* 1*Dk*(*Stl*) | ~~2460~~<br>249[illegible]<br>1400<br>1464 | ✠100A1<br>8,21 ✠LMC8,21<br>~~(*ClassContemplated*)~~<br>*Fitted for oil fuel* 8,21 *F.P.above* 150°F | Sou | *t* | CL | 1921<br>8mo | JIThornycroft&Co.Ld.<br>Southampton<br>*Lloyd's A&CP* | ~~J.Stoner&Co.~~<br>ScindiaStmNavCo Ld.(R.D.Moraji, *Mgr.*)<br>*CellDB*251'602*tFPT*101*tAPT*108*t* | 300·5<br>P28'~~B81~~F33'<br>B83<br>FK | 43·7 | ~~21·0~~<br>22·2 | S'thamptn<br>British<br>5*BHCem* | T.3Cy.21",34"&57"–36" (*s*)<br>180lb 240NHP<br>2SB,6*cf*, HS102[illegible]<br>JIThornycroft&CoLd.Sou. | 24<br>4<br>20 |
| 14863<br>1214<br>LRBF | **Elizabeth Svorono** SteelPadSp<br>(*ex*FlyingArrow) | 140<br>—<br>59 | | | | | 1882 | JTEltringham<br>S.Shields | RussianExportCo. | 108·0 | 18·9 | 9·8 | Rostoff<br>Russian | L.1Cy.36"–54"<br>73NHP<br>J.P.Rennoldsn&Sns.S.Shl. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7a<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14864<br>137522 | **Elizabetha** SteelSc<br>Mchy.Aft 1Dk | 153<br>141<br>102 | | | | | 1916 | W.J.Yarwood&Sns Ld<br>Northwich | LeverBros.Ld. | 90·3 | 21·7 | 9·3 | Liverpool<br>British<br>WB | C.2Cy.13"&27"-18"<br>30RH<br>W.J.Yarwood&SnsLd Ntb | | |
| 14865<br>131382<br>HTLQ | **Elizabetta** SteelScSr<br>ssLiv.No.2-20<br>(exLordBacon) 1Dk(Stl)<br>Mchy.Aft | 335<br>244<br>130 | ✠100A1<br>3,22 ~~8,20~~<br>✠LMC8,20<br>BS3,22 | Liv | f | CL<br>~~8,19~~<br>3,22 | 1911<br>9mo<br>Lloyd | G.Brown & Co.<br>Greenock<br>'sA&CP | JamesHenry Monks(Preston) Ld. | 142·1<br>Q83'F26' | 24·1 | 9·9<br>FK<br>WB=FP7 | Liverpool<br>British<br>3BHCem<br>31tAPT28t | C.2Cy.17½"&36"-24" (s)<br>140lb 70RHP<br>1SB,3pf,GS52,HS1370<br>Gauldie,Gillespie&Co.Gls | 10 ″ 10<br>s 3 ″ 7<br>10 ″ 8 | |
| 14866<br>113235 | **Elk** SteelScK<br>ssGms.No.3-8,18<br>1Dk | 181<br>160<br>70 | ✠100A1<br>StmTrawler<br>~~4,21~~ ~~11,19~~ 11,21<br>~~BS11,19~~ ✠LMC8,18<br>BS4,21 | Gms | | CL<br>~~8,18~~<br>11,21 | 1902<br>10mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Beverley<br>'sA&CP | Victoria Stm.FishingCo.Ld.(W.Hill, Mgr.) | 108·7<br>Q56'F19' | 21·0 | 11·2<br>BK8" | Grimsby<br>British<br>4BHCem | T.3Cy.11½",20"&33"-24" (s)<br>180lb 62RH<br>1SB,2pf,GS33,HS1000<br>Amos&Smith,Hull | 12 ″ 1 | |
| 14867<br>208253<br>LBRW | — WoodSc<br>(Motor)<br>1Dk | 123<br>—<br>66 | | | | | 1910 | ……………<br>Essex,Mass. | GortonPewVessels Co.Inc. | 102·0 | 24·7 | 11·2 | Gloucester, Mass.<br>Utd.States | Motor | | |
| 14868<br>OGER | **Elkab** SteelScSr<br>Elec.light Wireless 2Dks | 6118<br>4922<br>3916 | | | | | 1904 | Blohm& Voss<br>Hamburg | FrenchGovernment | 410·8<br>P&B248'F54' | 50·9 | 28·5 | French<br>WB | Q.4Cy.24⅞",35 7/16",50¾"&72⅞"-54"<br>389NH<br>Blohm&Voss,Hamburg | | V |
| 14869<br>218948<br>LSWR | **Elkhorn** SteelSc<br>Sub.Sig. Fitted for oil fuel<br>Elec.light Wireless 2Dks<br>Longitudinal framing | 6321<br>5872<br>4723 | | | | | 1919 | Skinner& EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 402·6<br>P34'F43' | 54·8 | 32·1 | Seattle<br>Utd.States<br>WB | T.3Cy.24½",41½"&72"-48"<br>359NH<br>Hooven,Owens&RentschlerCo.Hamilton,O. | | R |
| 14870<br>218812<br>LSPQ | **Elkridge** SteelSc<br>Sub.Sig. Fitted for oil fuel<br>Elec.light Wireless 2Dks<br>Longitudinal framing | 6318<br>5976<br>4725 | | | | | 1919 | Skinner& EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 402·6<br>P48'F42' | 54·8 | 32·1 | Seattle<br>Utd.States<br>WB | T.3Cy.24½",41½"&72"-48"<br>359NHP<br>Hooven,Owens&RentschlerCo.Hamilton,O. | | R |
| 14871<br>219018<br>LTDW | **Elkton** SteelSc<br>Sub.Sig. Fitted for oil fuel<br>Elec.light Wireless 2Dks<br>Longitudinal framing | 6318<br>5872<br>4674 | | | | | 1919 | Skinner& EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 402·6<br>P34'F43' | 54·8 | 32·1 | Seattle<br>Utd.States<br>WB | T.3Cy.24½",41½"&72"-48"<br>359NHP<br>Hooven,Owens&RentschlerCo.Hamilton,O. | | R |
| 14872<br>82420<br>WBHL | **Ella** IronSc<br>2Dks | 813<br>645<br>318 | | | … | | 1881 | Aitken& Mansel<br>Glasgow | ShippingFederationLd. | 235·5<br>Q126'F60' | 29·1 | 14·2 | S'thamptn<br>British | C.2Cy.37"&69"-39"<br>NB97 248NHP<br>J.&J.Thomson,Glasgow | | |
| 14873<br>LNMS | — SteelSc<br>Wireless<br>Elec.light Mchy.Aft Sub.Sig. 1Dk | 654<br>—<br>349 | | | | | 1919 | Werfs. Nobiskrug<br>Rendsburg | Röchling, Menzell&Co. | 175·6 | 30·7 | 12·5 | Flensburg<br>German<br>WB | T3Cy.13⅝",20 9/16"&32 7/16"-22'<br>Steen& 50NH<br>Kauffman,Elmshorn | | |
| 14874<br>NOLK | — SteelScSr<br>1Dk<br>Elec.light | 375<br>272<br>217 | | | | | 1890 | Helsingör Skibsbygri<br>Elsinore | DetForenede DampskibsSelsk. | 149·1<br>Q57tB22tF14' | 24·1 | 10·9 | Copnhagn<br>Danish<br>WB | C.2Cy.19"&35"-21"<br>47NHP<br>HelsingörsMaskinbyggeri | | V |
| 14875 | — SteelScLr<br>1Dk | 166<br>156<br>84 | | | | | 1908 | C.Cassens<br>Emden | LeererHeringsfischereiAkt.Ges. | 99·0<br>Q15' | 23·0 | 10·1 | Leer<br>German | C.2Cy.9 7/16"&18¼"-12 19/32"<br>10NHP<br>Christiansen&Meyer,Har. | | |
| 14876 | **Ella Catharina** WoodAuxSc<br>Motor 3MstSr<br>1Dk<br>(See Sailing Ship Register) | 147<br>119<br>82 | | | | | 1919 | Nisek<br>Dassoen | Scheepv.Maats. "Jupiter" (Nisek, Mgr.) | 111·5 | 22·9 | 9·2 | Rembang, Java<br>Dutch | Motor<br>3Cy.12½"-14" 31NHP<br>WolverineMotorWorks, Bridgeport,Conn. | | |
| 14877<br>123173<br>JPSG | **Ellaline** SteelScSr<br>ssNpt.No.3-10,19<br>Wireless 1Dk(ptIrn&ptStl)2trB&deep framing3Dk rule<br>Now named "Ithakos," See No. 37868 in Supplement | 3906<br>3668<br>2456 | ✠100A1<br>12,20<br>✠LMC<br>MS10,19 BS12,20 | Cff | w | CL<br>10,19 | 1906<br>12mo<br>Lloyd | JReadhead &Sons<br>SouthShields<br>'sA&CP | TheShippingController(Mordey, Jones&Co.Ld. Mgrs.)<br>WB=CellDB | 346·0<br>P30'B96'F33'<br>a115'uE25'f148'9 | 49·6 | 26·5<br>FK | London<br>British<br>6BHCem<br>05tAPT65t | T.3Cy.25",42"&68"-45" (r)<br>180lb 80lb 331NHP<br>2SB,6cf,GS121,HS5026<br>J.Readhead&Sons,S.Shl. | 28 ″<br>s 5 ″ 2½<br>23 ″ 1 | |
| 14878<br>3054<br>JHCM | **Ellen** IronScSr<br>ssGot.No 1-22 ssBly.3rdNo.3-5,16<br>(exHathersage) 1Dk(Irn)2trB<br>Well deck Cargo battens not fitted | 1598<br>1267<br>965 | ✠100A1<br>4,22 ~~1,19~~<br>~~BS6,20~~ ✠LMC~~5,16~~<br>4,22 | Got | q | ~~1,19~~<br>4,22 | 1878<br>12mo | W.Gray& Co.<br>WHartlepool<br>A&CP | RederiAktieb. Ingar ~~Atran~~(F.Hultman, Mgr.)<br>WB=DBa | 258·0<br>Q100'B61'F27'<br>ptND04 | 34·8 | 19·3<br>BK9" | Gothenburg<br>~~Falkenbrg~~<br>Swedish<br>4BHCem<br>84'f90'330t | C.2Cy.31"&61"-33" (i)<br>75lb 80lb NDB02 178NHP<br>2B,GS80<br>T.Richardson&Sons,Hpl. | 20 ″ 7 | |
| 14879<br>NQPB | — SteelScSr<br>ssCpn.No.3-10,20<br>1Dk(ptIrn&ptStl)&deepframing | 786<br>677<br>443 | ✠100A1<br>8,21 ~~10,20~~<br>✠LMC10,20 | Cpn | l | ~~4,19~~<br>8,21 | 1907<br>12mo<br>Lloyd | Kjöbnhvns Flydk.&Skbs.<br>Copenhagen<br>'sA&CP | D/S A/S'Progress'(M.Nielsen&Sön, Mgrs.)<br>WB=CellDBa& | 211·2<br>P22'B59'F21'<br>uE68'f88'237tFPT | 30·7 | 13·1<br>FK | Copnhagn<br>Danish<br>4BHCem<br>39tAPT26t | T.3Cy.14",23"&37"-24" (s)<br>180lb 79NHP<br>2SB,4cf,GS40,HS1300<br>KjbnhavnsFlydk.&Skbsv. | 15 ″ 6<br>s 1 ″ 9<br>14 ″ 0 | |
| 14880<br>71780 | — IronPad<br>1Dk | ~~324~~ 234<br>~~263~~ 129<br>~~161~~ 139 | | | | | 1876 | Sheltiff<br>Goolwa,S.A. | MurrayShipping, Ld. | 120·0<br>H17t | 18·9 | 7·5 | P.Adelaide<br>British | C.2Cy.12"&18"-42"<br>Roberts& 80RHP<br>Sons,Sandhurst,Victoria | | |
| 14881 | — WoodScSr<br>1Dk | 167<br>137<br>78 | | | | | 1893 | J.Jakobsson<br>Köpmannabro | | 97·7<br>P23'H5t | 22·2 | 9·4 | | C.2Cy.11½"&19½"-11¾"<br>11NHP<br>WilhelmsbergsM.V.Got. | | |
| 14882<br>MTDN | **Ellen I.** WoodAuxScSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 148<br>123<br>110 | | | | | 1919 | G.Ellefsens Verft<br>Melsomirk pr.Tönsberg | GeorgEllefsens RederiA/S(Georg Ellefsen, Mgr.) | 103·9<br>Q24t | 22·4 | 9·8 | Tönsberg<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.11⅘"-12⅕" 18NHP<br>J&CGBolindersCoLdSkm. | | N |
| 14883<br>MVQJ | **Ellen II.** WoodSc<br>OilEng.<br>Mchy.Aft 1Dk | 164<br>137<br>92 | | | | | 1920 | Georg Ellefsens Verft<br>Melsomvik | GeorgEllefsens RederiA/S | 110·3<br>Q8tH17t | 22·3 | 9·9 | Melsomvik<br>Norwegian | Oil Engine<br>2Cy.13"-13 4/16" 23NHP<br>J&CGBolindersCoLdSkm | | N |
| 14884<br>LBGF | **Ellen Stub** SteelSc<br>Elec.light Wireless 1Dk(Stl)<br>Cargo battens not fitted<br>Now named "Carronpark," See No. 36706 in Supplement | 2637<br>2369<br>1545 | ✠100A1<br>11,20<br>✠LMC11,20 | Grk | t | CL | 1920<br>11mo<br>Lloyd | Ferguson Bros.(Port Glasgow) Ld.<br>PortGlasgow<br>'sA&CP | KjeldStubsD/S A/S (KjeldStub, Mgr.)<br>CellD | 300·6<br>P29'B85'F34'<br>B251'726tFPT124t | 43·6 | 22·0<br>FK | Chrstiania<br>Norwegian<br>5BHCem<br>APT69t | T.3Cy.21",34"&57"-36" (r)<br>180lb 100lb 234NHP<br>2SB,6cf,GS121,HS3876<br>FergusonBros.Ld.Pt.Gl. | 24 ″ 3 | |

| 1 Numero 'Ordre<br>umero fficiel<br>gnaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit.<br>Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12 Port d'Armement<br>Pavillon. | 13 Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14885<br>129543<br>HSFM | **Ellenga** SteelTwinScSr<br>2Dks(Stl–ws)&Shade dk<br>*Elec.light* Wireless (Stl–teak s) | 5196<br>3692<br>2558 | ✠<br>*Shade dk*<br>3,11 ✠ | Gls | *z* | | 1911<br>8mo | A.Stephen<br>&Sons,Ld.<br>Glasgow | BritishIndiaStm.<br>Nav.Co.Ld.<br>*WB = CellDBa*<br>*f165' 781t* | 410·0<br>B *on Shade dk*157'<br>77'*uE&B* 121'<br>*FPT*87t*APT*47t | 52·4 | 24·7<br>FK | Glasgow<br>British<br>7*BHCem*<br>5*BHtoUpdk*<br>2 „ „ *2nd* „ | T.6Cy.24½",41"&69"–48"<br>1078NHP<br>2DB&2SB,*18cf*,GS385,<br>HS16668 FD<br>A.Stephen&Sons,Ld.Gls. | 27 ′ 3 |
| ※ 14886 | **Ellenia** SteelScSr<br>ssTri.No.3–4,19<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&<br>*Web frames* | 4197<br>4134<br>2726 | ✠100A1<br>*Spar dk*<br>12,21 ~~.21~~<br>BS3,21 ✠LMC4,19 | Phl<br>Von | *x* | CL<br>1,21 | 1900<br>11mo | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>A&CP<br>*W* | Soc.Anon.diNav.<br>Rimorchi e Salva-<br>taggi(D.Tripco-<br>vich, *Mgr.*)<br>*B = Cell D Ba* 114' | 360·0<br>P32'B90'F32'<br>*uE&B*42' *f*154'811*t* | 48·0 | 20·1<br>28·1<br>FK | Trieste<br>Italian<br>6*BHCem*<br>*APT*65*t* | T.3Cy.24½",40"&68"–48" (*s*)<br>180lb 356NHP<br>3SB,*9cf*,GS163,HS5630<br>N.E.MarineCo.Ld.Nwc. | 30 ′ 10 |
| 14887<br><br>SWFM | **Ellensborg** SteelScSr<br>1*Dk* | 1259<br>948<br>729 | | | | | 1917 | PPhStuhrs<br>Msk.ogSkbs.<br>Aalborg | A/S D/SDannebrog<br>(C.K.Hansen, *Mgr*) | 238·7<br>P14'Q71'B94'F29' | 36·2 | 13·4 | Copnhagn<br>Danish<br>*WB* | T.3Cy.15",24"&40"–27"<br>83NHP<br>A/S "Frichs," Aarhus | |
| 14888<br>122830<br>HDJG | **Elleray** SteelScSr Missing since 1,22<br>ssShl.No.3–7,19<br>1*Dk*(*ptIrn&ptStl*)&*deep framing*<br>*Well deck* *Cargo battens not fitted* | 1201<br>957<br>718 | ~~✠100A1~~<br>~~7,21~~ ~~1,20~~ 11,21<br>~~BS6,20~~ ✠~~LMC7,16~~ | Hpl<br>~~Bly~~ | *n* | ~~7,19~~<br>7,21 | 1905<br>9mo<br>*Lloyd* | BlythS.B.<br>Co.Ld.<br>Blyth<br>'*sA&CP* *WB* | SharpS.S.Co.Ld.<br>(Sharp&Co. *Mgrs*)<br>*= CellDBa*63'*uE&* | 230·7<br>Q120'B10'F21'<br>*B*37' *f*94'339*t* *FPT* | 33·5 | 15·0<br>FK | Newcastle<br>British<br>4*BHCem*<br>52*t* *APT*73*t* | T.3Cy.19",31"&51"–36" (*s*)<br>180lb ~~60lb~~ *80lb* 166NHP<br>1SB,*4cf*,GS69,HS2512<br>N.E.MarineEng.CoLdNwc | 17 ′ 3<br>s 1 ′ 9<br>15 ′ 3 |
| ※ 14889<br>133657<br>JDFN | **Ellerdale** SteelScSr<br>ssBly.No.2–21<br>Wireless 1*Dk*(*ptIrn ptStl*) | 3721<br>3442<br>2332 | ✠100A1<br>12,21~~8,21~~<br>✠LMC5,21 | Bly<br>Off | *w* | 7,20 | 1913<br>10mo<br>*Lloyd* | R.Thomp-<br>son&Sons,Ld<br>Sunderland<br>'*sA&CP* | HindustanSteam<br>ShppgCoLd.(Com-<br>monBros. *Mgrs.*) | 350·0<br>P35'B102'F35'<br>*WB = Cell* | 50·1 | 23·4<br>FK | Newcastle<br>British<br>6*BHCem*<br>*DBa*106'*uE* | T.3Cy.25",42"&68"–45" (*r*)<br>180lb *100lb* 340NHP<br>2SB,*8pf*,GS125,HS5302<br>N.E.MarineEng.Co.Ld.Sld<br>25'*f*148'808*t* *APT*127*t* | 25 ′ 10<br>s 4 ′ 5<br>21 ′ 9 |
| 14890<br>118770<br>JGQP | **Ellesmere** SteelScK<br>ssHul.No.3–7,16<br>ssLiv.No.1–19<br>1*Dk* | 183<br>172<br>72 | ✠100A1<br>*StmTrawler*<br>.22 ~~11,19~~<br>~~BS11,20~~ ✠LMC11,19 | Liv<br>Hul<br>BS10,21 | | CL<br>11,19 | 1903<br>9mo<br>*Lloyd* | Mackie&<br>Thomson<br>Glasgow<br>'*sA&CP* | HullSteamFishing<br>&IceCo.Ld. | 109·1<br>*WB = DeepTanks* | 21·5 | 10·6<br>BK7" | Hull<br>British<br>4*BHCem*<br>*f*12'22*t* | T.3Cy.11",18"&30"–22" (*s*)<br>200lb 48RHP<br>1SB,*2pf*,GS24,HS680<br>Muir&Houston,Ld.Gls. | 11 ′ 6 |
| 14891<br><br>NPQT | **Ellewoutsdijk** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3683<br>3403<br>2239 | ✠100A1<br>.,22 ~~12,20~~<br>✠LMC5 20 | Rot<br>Npt | *w* | CL | 1920<br>5mo | WerfGusto<br>FirmaA.F.<br>Smulders<br>Schiedam | Solleveld,v.d.Meer<br>&T.HvanHattum's<br>Stoom.Maats.<br>*CellD* | 358·8<br>P25'B216'F34'<br>*B*310' 933*t* *FPT*81*t* | 50·3 | 22·0<br>FK | Rottrdam<br>Dutch<br>6*BHCem*<br>*APT*116*t* | T.3Cy.25",41"&67"–45" (*s*)<br>180lb 347NHP<br>3SB,*9cf*,GS138,HS5565<br>Werf.GustoFirma<br>A.F.Smulders | 24 ′ 6<br>s 3 ′ 3<br>21 ′ 7 |
| 14892<br><br>HTBC | **Elli** IronScSr<br>(*ex*Adalet,<br>*ex*Anadolou,*ex*GipsyQueen) 1*Dk2trB* | 795<br>592<br>455 | | | | | 1856 | M.Pearse<br>&Co.<br>Stockton | P.Lemos | 207·1<br>P54'B65'F60' | 26·3 | 15·7 | Piræus<br>Greek | C.2Cy.26"&50"–33"<br>ND95 NE73 120NHP<br>T.Richardson&Sons,Hpl. | 16 ′ 7 |
| 14893<br>557<br>HQND | **Ellida** IronScSr<br>2*Dks&Shelterdk*<br>(*ex*Svea,*ex*NorraHelsingland) | 608<br>350<br>406 | | | | | 1873 | Bergsunds<br>Mek.Vrks.<br>Stockholm | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson, *Mgr.*) | 165·2<br>H22*t* | 24·8 | 13·2<br>20·3 | Stockholm<br>Swedish | T3Cy13⅜",21¼"&35½"–25 7/16"<br>NE&B07 65NHP<br>GöteborgMekVerkst.,Got. | |
| 14894<br>99248<br>NKPW | **—** SteelScSr<br>ssSou.2ndNo.3–1,19<br>(*ex*Yacht) 2*Dks*<br>*Elec.light* | 265<br>—<br>120 | ✠100A1<br>*Yacht*<br>2,21 ✠LMC1,19<br>BS~~12,20~~2,22 | Apl | | 1,19 | 1894<br>5mo<br>*Lloyd* | Ramage&<br>Ferguson,Ld.<br>Leith<br>'*sA&CP* | AllSeasMarine&<br>SalvageCo.Ld.<br>(EasternShipping<br>Agents,Ld. *Mgrs.*) | 160·0 | 22·1 | 12·4 | London<br>British<br>5*BHCem* | T.3Cy.14",22"&36"–27"<br>160lb 84NHP<br>1B,*3rf*,GS49,HS1501<br>Ramage&Fergusn,Ld.Lth. | 13 ′ 6<br>s 2 ′ 10<br>11 ′ 6 |
| ※ 14895<br><br>HSQP | **Ellin** SteelScSr<br>ssNNs.No.3–5,19<br>1*Dk*(*Stl*)&*Shelter dk*(*Irn*)<br>Wireless &*Webframes*<br>*Longitudinal framing* | *4577*<br>*4035*<br>*2780* | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,22 ~~1,20~~ ✠LMC5,19<br>MBS11,20 DBS6,21 | Bry<br>~~Shl~~ | *y* | CL<br>~~5,19~~<br>~~5,21~~<br>2,22 | 1913<br>3mo<br>*Lloyd* | Short Bros.<br>Ld.<br>Sunderland<br>'*sA&CP* | S.G.Embiricos<br>*WB* | 390·0<br>*= CellDBa* 117' *uE* | 52·0 | 23·9<br>FK | Andros<br>Greek<br>6*BHCem*<br>*&B*40' *f*171' | T.3Cy.25½",42½"&72"–48"<br>180lb *100lb* (*s*) 386NHP<br>2SB,*8cf*,GS162,HS5869<br>J.Dickinson&Sons,Ld.Sld.<br>1332*t* *FPT*143*t* *APT*320*t* | 26 ′ 2<br>s 2 ′ 11½<br>23 ′ 7 |
| ※ 14896 | **Ellind** SteelScSr<br>ssBly.No.3–4,09<br>(*ex*JacobBright) ssLth.No.2–20<br>1*Dk*(*Irn*)2*trB&Web frames* | *2826*<br>*2494*<br>*1671* | ✠100A1<br>*withfreeboard*<br>6,20 ✠LMC6,20<br>BS8,21 | Lth | *t* | CL<br>6,20 | 1897<br>2mo | Irvine&<br>Co.<br>WHartlepool<br>A&CP | J.Linde<br>*WB = Cell* | 314·0<br>P31'B76'F33'<br>*DBa&uE*130' *f*122' | 44·0 | 20·8<br>FK | Reval<br>Esthonian<br>5*BHCem*<br>596*t* *APT*60*t* | T.3Cy.23",36½"&62"–39" (*s*)<br>160lb *100lb* NDB09 240NHP<br>2SB,*6cf*,GS79,HS3580<br>Cen.Mar.Eng.Wrks.WHpl | 23 ′ 3<br>s 3 ′ 10<br>19 ′ 9 |
| 14897<br>144039<br>HFBT | **Ellinda** SteelScK<br>(*ex*Hoogkarspel) 1*Dk* | 191<br>167<br>97 | | | Re | built | 1902<br>1918 | J.S.Figee<br>SchpbLands<br>Melvaren<br>Vlaardingen | C.S.Ellis | 113·0 | 22·1 | 10·5 | Hull<br>British<br>*WB* | T.3Cy.8½",13½"&19½"–16"<br>15NHP<br>J.S.FigeeScheepb.Lands<br>Melvaren,Vlaardingen | |
| 14898 | **Ellinis** SteelScSr<br>ssNFL.No.2–19<br>(*ex*Fogota) 1*Dk*<br>*Elec.light* *Well deck*<br>*Now named* "Chedabucto," *See No.* 36834 *in Supplement* | *411*<br>*252*<br>*238* | ✠100A1<br>*Shelter dk*<br>9,19 ✠LMC3,16 | Goo | *f* | CL<br>9,19 | 1910<br>6mo<br>*Lloyd* | Dundee<br>S.B.Co.Ld.<br>Dundee<br>'*sA&CP* | ~~Achaia S.S.Co.Ld.~~<br>~~(W.Morphy&Son~~<br>~~&Crowe&Stevens,~~<br>~~*Mgrs.*)~~ | 145·2<br>*FPT*12*t* | 24·5 | 9·7<br>FK | Patras<br>Greek<br>4*BHCem*<br>*APT*11*t* | C.2Cy.18"&40"–27" (*s*)<br>130lb 69NHP<br>1SB,*3pf*,GS54,HS1778<br>J.Abernethy&Co.Abn. | 10 ′ 6<br>s ′ 5<br>10 ′ 3 |
| 14899<br><br>KCGF | **Ellinor** SteelScSr<br>(*ex*Samur)<br>*Mch Aft.* *OilEng.* 1*Dk* | 697<br>592<br>375 | | | | | 1914 | Bergsunds<br>M.V.Aktieb.<br>Stockholm | A/BSverige-Volga<br>(A.Carlsund,<br>*Mgr.*) | 207·9<br>P31'F20'H30*t* | 30·3 | 10·3 | Stockholm<br>Swedish | 2 Oil Engines<br>8Cy.13⅜"–14 3/16" 103NHP<br>BergsundsM.V.A/BSkm. | |
| 14900<br><br>MBSV | **Ellis** SteelScSr<br>Wireless *Elec.light* 1*Dk&SparDk* | 2012<br>1728<br>1251 | | | | | 1904 | Bergens<br>Mek.Værks.<br>Bergen | A/S D/S Ellis<br>(O.&A.Irgens) | 284·8<br>P30'H154*t*F36*t* | 37·9 | 22·6 | Bergen<br>Norwegian<br>*WB* | T.3Cy.23½",37"&62"–39"<br>240NHP<br>BergensMekVærksBergen | |
| 14901<br>128773 | **Elloe** SteelScSr<br>1*Dk* | 202<br>199<br>87 | | | | | 1919 | Rennie,<br>Forrestt<br>Wivenhoe | StringersSteam<br>FishingCo.Ld.<br>(A.Stringer, *Mgr.*) | 115·4 | 22·1 | 12·1 | Boston<br>British<br>*WB* | T.3Cy.12",20"&34"–23"<br>55NHP<br>AGMumfordLdColchester | |
| 14902<br>129577<br>HSVN | **Ellora** SteelTwinScSr<br>*Elec.light* 2*Dks*(*Stl*–ws)<br>Wireless &*Shade dk*(*Stl*–teaks) | 5201<br>3698<br>2567 | ✠<br>*Shade dk*<br>7,11 ✠ | Gls | *z* | | 1911<br>7mo | A.Stephen<br>&Sons,Ld.<br>Glasgow | BritishIndiaStm.<br>Nav.Co.Ld.<br>*WB= CellDBa*77'<br>*f*165'781*t* | 409·8<br>B*onShadedk*157'<br>*uE&B*121'<br>*FPT*87*t**APT*47*t* | 52·4 | 24·7<br>FK | Glasgow<br>British<br>7*BHCem*<br>5*BHtoUdk*<br>2 „ „ *2nd* „ | T.6Cy.24½",41"&69"–48"<br>1078NHP<br>2DB&2SB,*18cf*,GS369,<br>HS16668 FD<br>A.Stephen&Sons,Ld.Gls. | 27 ′ 8 |
| ※ 14903<br>142761<br>JWCR | **Elloughton** SteelScSr<br>*Mchy Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 954<br>682<br>495 | ✠100A1<br>8,19<br>✠LMC1,19 | Liv | *l* | | 1919<br>1mo<br>*Lloyd* | GooleS.B.<br>&RepgCo.Ld.<br>Goole<br>'*sA&CP* | J.Pridmore&<br>A.E.Roe<br>*Cel* | 200·1<br>Q118'B13'F24'<br>*lDBf*120'195*t**FPT* | 32·1 | 13·0<br>FK | London<br>British<br>3*BHCem*<br>65*t* *APT*54*t* | T.3Cy.15",25"&40"–30" (*s*)<br>180lb 113NHP<br>2SB,*4pf*,GS62,HS2000<br>Earle'sCo.Ld.Hull | 15 ′ 1<br>s 5 ′ 1½<br>14 ′ 6 |
| 14904 | **Ellwe** SteelSc<br>(*Tug*)<br>(*ex*Doggen) | 152<br>—<br>38 | | | | | 1901 | ………………<br>Slikkeveer | Ljusne-WoxnaA/B<br>(H.v.Eckermann,<br>*Mgr.*) | 101·4 | 19·8 | 9·7 | Ljusne<br>Swedish | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14905<br>MRLB | **Elly** SteelScSr<br>ssBbo.2ndNo 3-6,09<br>(exJacinta,exYacht ssXia No.2-17<br>exMiranda) Elec.light | 300<br>245<br>150 | ✠100A−<br>5,20<br>✠NB6,00 ✠LMC10,17<br>BS~~10,19~~1,21 | Xia | | CL<br>5,20 | 1886<br>4mo | Ramage&Ferguson<br>Leith | H.T.Realfsen | 138·0 | 27·0 | 13·8 | Skien<br>Norwegian | T.3Cy.13",21"&33"-22"<br>150lb 51NHP<br>1SB,2cf,GS32,HS973<br>Ramage&Ferguson,Leith | 15 ″ 9<br>2 ″ 0<br>14 ″ 10 | |
| 14906<br>110693<br>JGQS | **Elm** SteelScYl<br>ssHul.No.3-6,11<br>ssAbn.No.2-18<br>1Dk | 168<br>160<br>66 | ✠100A1<br>StmTrawler<br>3,20<br>~~BS5,20~~ BS10,21 ✠LMC9,18 | Sou | | 3,20 | 1899<br>3mo | Mackie&Thomson<br>Glasgow<br>A&CP | DobsonSteam FishingCo.Ld.<br>(C.Dobson Mgr.) | 104·0<br>BK7½"<br>WB= | 21·0 | 10·7 | Grimsby<br>British<br>4BHCem<br>DTf14'20t | T.3Cy.9¾",16½"&28"-20" (s)<br>200lb 40RHP<br>1SB,2pf,GS26,HS642<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 14907<br>220496<br>MBHJ | **Elmac** SteelScSr<br>Fitted for oil fuel<br>Elec.light 2Dks<br>Sub.Sig. Wireless | 2677<br>—<br>1660 | | | | | 1920 | Saginaw S.B.Co.<br>Saginaw, Mich. | UnitedStates ShippingBoard | 253·4<br>P25'B65'F26' | 43·8 | 26·2 | NewYork<br>Utd.States<br>WB | T.3Cy.21",35"&59"-42"<br>225NHP<br>Buckeye Eng.Co.,Salem.O. | | R |
| 14908<br>Wrecked 5,21<br>6318<br>KCPN | **Elmaren** SteelTwinSc<br>OilEng.<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>2nd dk(Stl)inNos.1,2,3&4holds<br>Wireless CruiserStern | 5783<br>5136<br>3483 | ✠~~100A1~~<br>Shelter dk<br>withfreeboard<br>3,21~~7,20~~ ✠~~LMC7,20~~ | Got<br>Syd | a† | | 1920<br>6mo | Aktieb. Götaverken<br>Gothenburg<br>Lloyd'sA&CP | Rederiaktieb. Transatlantic (G. Carlsson, Mgr.)<br>CellDB372'1188 | 436·8<br>F36'onShelter dk<br>FK<br>Collision<br>tFPT89tAPT31t | 56·2 | 26·9 | Gothenbrg<br>Swedish<br>Cem<br>n BHto S dk<br>6 ″ ″ U ″ | Oil Engines 4S.C.SA<br>12Cy.29⅛"-43 5/16"<br>DB80lb 835NHP<br>Aktieb.Götaverken,Got. | 30 ″ 0<br>s4 ″ 3½<br>26 ″ 1 | |
| 14909<br>201556<br>KTMR | **Elmer A. Keeler** SteelScSr<br>(Tug)<br>1Dk | 236<br>—<br>160 | | | | | 1904 | BurleeD.D.Co.<br>Pt.Richmond | E.A.Keeler | 111·4 | 23·9 | 12·9 | NewYork<br>Utd.States | C.2Cy.20"&40"-28"<br>71NHP<br>BurleeD.D.Co.Pt.Rchmnd | | |
| 14910 | **Elmfield** SteelSc<br>Elec.light<br>Mchy.Aft | 435 | 100A1<br>(ClassContemplated) | | | | 1921 | LythamSB&Eng.Co.Ld.<br>Lytham | ZillahShipping& CarryingCo.Ld. | 142·5<br>Q90'B8'F24' | 26·0 | 12·5 | Liverpool<br>British | T.3Cy.14",22"&38"-24"<br>LythamS.B.&E.Co.Ld. | | |
| 14911<br>129183<br>HSJQ | **Elmina** SteelScSr<br>(exAlbertville)<br>Elec.light Wireless 2Dks&Shelter dk | 4792<br>4249<br>2997 | | | | | 1906 | A.Stephen &Sons,Ld.<br>Glasgow | AfricanS.S.Co. (Elder,Dempster& Co.Ld.Mgrs.) | 380·4 | 47·4 | 22·9 | London<br>British<br>WB | T.3Cy.29",46"&77"-51"<br>424NHP<br>A.Stephen&Sons,Ld.Gls. | | C<br>BT till 9,21 |
| 14912<br>135994 | **Elmira** SteelScK<br>ssGms.No.1-19<br>Elec.light 1Dk | 197<br>180<br>76 | ✠100A1<br>StmTrawler<br>10,21~~8,20~~ BS10,21<br>~~BS8,20~~ ✠LMC2,19 | Gms | | CL<br>~~2,19~~<br>10,21 | 1914<br>1mo | Smith's DockCo.Ld.<br>Middlesbro'<br>Lloyd'sA&CP | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,Mgr.) | 112·5<br>Q67'<br>BK7½" | 21·5 | 11·7 | Grimsby<br>British<br>2BHCem | T.3Cy.11½",19"&"52"-24"<br>180lb (s) 68RHP<br>1SB,2pf,GS38,HS1221<br>Smith'sDockCo.Ld.Mdb. | 12 ″ 4 | |
| 14913<br>140252<br>JNWG | **Elmleaf** SteelScSr<br>ssRot No.1-21<br>Elec.light Dks(Stl)&Web frames<br>Wireless<br>Now named "Melona," See No. 38411 in Supplement | 5948<br>5524<br>3714 | ✠100A1<br>4,21 ~~7,20~~ 4,21<br>✠LMC~~5,17~~ | Rot | z | CL<br>~~2,20~~<br>N4,21 | 1917<br>3mo | Earle's Co. Ld.<br>Hull<br>Lloyd'sA&CP | Anglo-Saxon PetroleumCo.Ld. | 418·5<br>P44'B100'F48'<br>FK | 55·0 | 29·5 | London<br>British<br>20BHptCem | T.3Cy.24¾",42½"&74"-51"<br>220lb (s) 565NHP<br>2SB&1AuxSB,11cf, FD<br>GS—,HS7860<br>Earle'sCo.Ld.Hull | 31 ″ 9<br>s7 ″ 0<br>25 ″ 0 | |
| | | | CarryingPetroleum in bulk<br>Fitted for oil fuel 3,17 F.P. above 150° F. | | | | | | CellDBuE&B | 76'150tf20'23tFPT | | | 125tAPT55t | | | |
| 14914<br>140340 | **Elmol** SteelSc<br>ssPly.No.1-22<br>Elec.light 1Dk(Stl)&Web frames<br>Mchy.Aft Longitudinal framing | 1170<br>854<br>496 | ✠100A1<br>withfreeboard<br>3,22~~8,17~~ ✠LMC~~8,17~~ 3,22 | Nwc<br>Ply | n | CL<br>3,22 | 1917<br>8mo | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>Lloyd'sA&CP | TheAdmiralty | 210·0<br>P44'F40'<br>FK | 34·8 | 16·6 | London<br>British<br>12BHptCem | T.3Cy.13½",22"&36"-30" (s)<br>180lb 135NHP<br>2SB,4cf,HS2316 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 16 ″ 6<br>s3 ″ 1<br>13 ″ 6 | |
| | | | CarryingPetroleum in bulk<br>Fitted for oil fuel 8,17 F.P. above 150° F. | | | | | | Cell DBuE&B39' 62 | t DTf30' 240t FPT | | | 30tAPT28t | | | |
| 14915<br>116558 | **Elmore** SteelScSr<br>(exS.S.Curry)<br>Elec.light 2Dks | 3931<br>—<br>2901 | | | | | 1893 | F.W. Wheeler&Co.<br>W.BayCity | InterstateS.S.Co. (W.H.Becker, Mgr.) | 432·0<br>F34'<br>len05 | 45·0 | 20·8 | Duluth<br>Utd.States<br>WB | T.3Cy.19",31"&52 -44"<br>E rebuilt05 179NHP<br>F.W.Wheeler,W.BayCity | | |
| 14916<br>143753<br>KFPM | **Elmpark** SteelSc<br>Wireless<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Longitudinal framing inDB&at decks<br>Cargo battens not fitted in Shelter 'tween decks<br>CruiserStern | 4999<br>4672<br>3120 | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,22 ~~5,20~~ ✠LMC5,20 | Grk<br>Gls | z | CL<br>2,22 | 1920<br>5mo | Greenock Dkyd.Co.Ld.<br>Greenock<br>Lloyd'sA&CP | DenholmShppg. Co.Ld.(J.&J. Denholm,Ld. Mgrs.)<br>CellDB347'112 | 409·2<br>F38'onShelter dk<br>FK<br>CollisionBHtoShelter dk<br>3tMT39'1010tFPT | 53·5 | 27·9 | Greenock<br>British<br>ptCem<br>6BHtoU dk<br>61tAPT20t | T.3Cy.27",45"&75"-48" (s)<br>180lb 561NHP<br>3SB,9cf,GS190,HS8451 FD<br>J.G.Kincaid&Co.Ld.Grk. | 30 ″ 6<br>s4 ″ 3<br>26 ″ 7 | |
| 14917 | **Elmshorn** SteelSc<br>(Trawler)<br>1Dk | 254<br>223<br>97 | | | | | 1917 | T.Frerichs A.G.Einswarden | TheShippingController. | 130·0 | 23·0 | 11·0 | British | T.3Cy.13",20½"&33-22½"<br>52NHP<br>T.FrerichsA.G.Einswarden | | |
| 14918<br>218435<br>LRTS | **Elmsport** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks&Shelter dk<br>Wireless | 6865<br>6752<br>5348 | | | | | 1919 | Skinner&EddyCorpn.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·5 | 54·2 | 27·1 | Seattle<br>Utd.States | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 14919<br>[illegible]<br>HMBV | **Elmwin** IronScSr<br>Now named "Orient," See No. 38787 in Supplement<br>(exLoughbrow) ssCff.3rdNo.3-10,19<br>Well deck 1Dk(Irn)<br>Cargo battens not fitted | 714<br>[illegible]<br>416 | ✠100A1<br>~~10,20~~<br>✠NB8,98 ✠LMC10,19<br>BS12,20 | Lon<br>Lth | j | ~~10,19~~<br>1,21 | 1883<br>2mo | Hodgson&Soulsby<br>Blyth<br>A&CP | Ashwin&Co.<br>DB | 190·3<br>Q99'B18'F22'<br>BK7½"<br>a48'f75'&uE&B35' | 30·3 | 12·3 | London<br>British<br>4BHCem<br>225tAPT16t | C.2Cy.23"&46"-33" (s)<br>90lb 100lb NDB18 95RHP<br>1SB,3pf,GS47,HS1570<br>WighamRichdson&C.Nwc | 14 ″ 5<br>s ″ 10<br>14 ″ 4 | |
| 14920<br>NJTV | **Elna** SteelScSr<br>ssShl.No.3-8,11<br>ssEls.No.2-20<br>1Dk(ptIrn&ptStl)&deep framing | 1332<br>1165<br>814 | ✠100A1<br>1,21<br>MS8,20 ✠LMC<br>DBS8,20 MBS11,20 | Abg | o | CL<br>8,20 | 1898<br>7mo | SirRaylton Dixon&CoLd<br>Middlesbro'<br>A&CP | Dpskslsk.Heimdal (M.Carl,Mgr.)<br>WB=CellDB | 240·0<br>P22'B64'F30'<br>FK<br>a72'uE16'f94'310t | 35·4 | 16·9 | Copnhagn<br>Danish<br>4BHCem<br>APT50t | T.3Cy.18 1/16",29"&48"-33"(s)<br>160lb 100lb NDB16 135NHP<br>1SB,4pf,GS62,HS2092<br>G.Clark,Ld.Sunderland | 19 ″ 2<br>s2 ″ 6<br>16 ″ 11 | |
| 14921<br>HLON | **Eloisa** IronSc<br>(exSalvador,exMatagorda,exImmaculadaConcepcion) | 110<br>—<br>61 | | | | | 1879 | Soc.Anon. JhnCockerill<br>Antwerp | J.Diaz&Cia. | 100·0 | 15·6 | 9·6 | Cadiz<br>Spanish | C.2Cy.14"&30"-12"<br>26NHP<br>Soc.Anon.J.Cockerill, Ant. | | |
| 14922<br>TORL | **Elout** SteelScSr<br>Elec.light Wireless | 1775<br>1336<br>966 | | | | | 1910 | Maats. Feyenoord<br>Rotterdam | Koninkl.Paketv. Maats. | 270·3<br>P&B175'F33' | 40·2 | 16·9 | Batavia<br>Dutch<br>WB | T.3Cy.19",31½"&51½"-39"<br>165NHP<br>Maats.Fyenoord,Rot. | | V |
| 14923<br>137536<br>JNVB | **Elpenor** SteelScSr<br>Elec.light Wireless 2Dks | 7601<br>6298<br>4824 | | | | | 1917 | Hawthorn, Leslie&Co.Ld<br>Newcastle | ChinaMutualS.N. Co.Ld. (A.Holt& Co.Mgrs.) | 455·3<br>P53'B162'F60' | 56·3 | 32·5 | Liverpool<br>British<br>WB | T.3Cy.31",51½"&86"-60"<br>572NHP<br>N.E.MarineEng.CoLdNwc | | BT till 8,21 |
| 14924<br>1265<br>LRBG | **Elpidifor** SteelTwinScSr<br>1Dk | 672<br>587<br>394 | | | | | 1905 | Howaldtswerke<br>Kiel | E.T.Paramonoff SonsCo. | 210·0<br>Q53'<br>WB | 33·8 | 10·3 | Rostoff-on Don<br>Russian | T.6Cy.11 15/16"18¾"&29½"-15¾"<br>69NHP<br>Howaldtswerke,Kiel | | |

| 1 Numero l'Ordre. — Numero Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7" Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Longueur. | Largeur. | Creux. | Superstructures, &c. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14925<br>HPVB | **Elpidophoros** SteelScSr<br>ssPir.2ndNo.3-5,17<br>(exStrathallan) Wireless<br>1Dk(Stl)&ptAwngdk(Stl)deepframing<br>ssPir No 1-22 | 2336<br>1774<br>1489 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>1,22~~5,19~~<br>~~[illegible]~~ | Pir<br>1.22<br>✠LMC~~5,17~~ | s | ~~1,19~~<br>1,22 | 1890<br>7mo<br>Lloyd | Russell&Co.<br>Greenock<br>'sA&CP | ElpidLadopoulo Fils | 293·8 | 40·2 | 18·3 | P24'Q86'B118'<br>F31' FK<br>WB=CellDB242' | Syra<br>Greek<br>5BHCem<br>505tAPT54t | T3Cy22½"35½"&58½"-39"(s)<br>150lb 100lb NDB12 335NHP<br>2SB,6pf,GS90,HS5472 FD<br>J.Howden&Co.Glasgow | 20 • 9<br>s8 • 8<br>19 • |
| 14926 | **Elpis** SteelSc<br>Wrecked 11,21<br>ssShl.No.3-6,14<br>(exGrelorm, ssCff.No.1-18<br>(exWinnfield 1Dk(Irn)2trB<br>exLouiseRoth) &deepframing3Dkrule | 3433<br>3104<br>2205 | ~~✠100A1~~<br>4,20<br>~~MS12,18~~ | Qns<br>✠~~LMC~~<br>~~BS1,21~~ | v | 4,20 | 1901<br>2mo | W.Gray&Co.Ld.<br>WHartlepool<br>A&CP | A.Bassilis | 331·0 | 47·2 | 24·8 | P27'B82'F30'<br>FK<br>CellDBa110'uE&B40'f134' | Piræus<br>Greek<br>5BHCem<br>793tAPT77t | T.3Cy.25",40"&65"-42" (s)<br>160lb 160lb 285NHP<br>2SB,6pf,GS106,HS4474<br>Cen.Mar.Eng.Wrks.WHpl | 27 • 4<br>s5 • 1<br>22 • 7 |
| 14927<br>HQGF | —<br>Foundered 4,21 IronScSr<br>ssMsl.3rdNo.3-9,17<br>(exBellingham) 2Dks(1Irn)3trB<br>Wireless | 1481<br>1540<br>968 | ✠~~100A1~~<br>9,17<br>~~BS3,20~~ | Msl<br>~~LMC~~ | r | 3,20 | 1879<br>4mo | A.Leslie&Co.<br>Newcastle<br>A&CP | HellenicCo.of MaritimeEnterprises | 260·0 | 34·2 | 23·3 | P40'F36'<br>ptND91ND17 BK9½"<br>WB=DBa72'140tAPT20t | Piræus<br>Greek<br>5BHCem<br>MT14'210t | C.2Cy.32"&61"-36"<br>60lb NDB91 167NHP<br>2SB,4pf,GS74,HS2770<br>N.E.MarineEng.CoLd.Sld | 24 • 7<br>s4 • 4<br>21 • 6 |
| 14928<br>KBMD | **Elsa** SteelScSr<br>Now named "Bolheim," See No 36442 in Supplement<br>Elec.light 1Dk(Stl)<br>Wireless | 1847<br>[illegible]<br>1081 | ✠100A1<br>7,20 | Got<br>✠LMC10,18 | r | 7,20 | 1918<br>0mo | LindholmensV.A.<br>Gothenburg<br>A&CP | BlomsRederiaktiebolag (J.M.Dannberg, Mgr.) | 262·0 | 42·7 | 18·1 | P24'B64'F28'<br>FK<br>CellDB224'471t | Gothenbrg<br>Swedish<br>4BHCem<br>APT41t | T.3Cy.20½",33"&55"-36" (s)<br>185lb 210NHP<br>2SB,6cf,GS102,HS3370<br>LindholmensV.A.Got. | 20 •<br>s2 • 10<br>18 • 0 |
| 14929<br>3025<br>JGVM | —  IronScSr<br>ssHbg.3rdNo.3-3,21 ~~ssGot.2ndNo.3-4,09~~<br>(exErasmus) ~~ssGot.No.3-2,12~~<br>~~ssHbg.No.2-21~~ ~~ssGot.No.1-16~~<br>1Dk2trB | 1180<br>997<br>646 | ✠100A1<br>3,21 ~~2,19~~<br>✠NB5,16<br>~~MS5,16~~<br>MS11,20 | Mmo<br>Hbg<br>✠LMC<br>~~DBS5,20~~<br>BS3,21 | o | ~~2,18~~<br>3,21 | 1884<br>1mo<br>Lloyd | J.Smit,Czn<br>Rotterdam<br>'sA&CP | RederiaktiebEster (John E.Osterlund, Mgr.) | 244·4 | 33·2 | 15·5 | B59'H26tF21'<br>BK8½"<br>WB= | Nrrköping<br>Swedish<br>4BHCem<br>DB172'300t | C.2Cy.28"&52 5/16"-33" (s)<br>90lb 75lb NDB00 132NHP<br>1DB,6cf,GS71,HS2300<br>KonMaatsdeSchldeFlshng | 17 • 10<br>s1 • 10<br>16 • 10 |
| 14930 | —  SteelScSr<br>Elec.light 1Dk | 816<br>539<br>504 | | | | | 1898 | FlensburgrSchiffsb.Ges.<br>Flensburg | NeueDampfer-Co. Act.Ges. | 198·6 | 29·0 | 12·0 | P116'F23' | Stettin<br>German<br>WB | C.2Cy.23"&42"-27"<br>76NHP<br>FlensburgerSchiffsb.Ges. | |
| 14931 | —  SteelScSr<br>1Dk | 590<br>492<br>335 | | | | | 1911 | Nüscke&Co.Act.Ges.<br>Stettin | RagnarNilsson | 186·1 | 30·2 | 11·1 | Q43'B67'F20' | Wismar<br>German<br>WB | T.3Cy.12⅘",20½"&33½"-22 1/16"<br>53NHP<br>OttensenerMaschf.Altona | |
| 14932<br>6135 | —  WoodScSr<br>OilEng. | 426<br>315<br>272 | | | | | 1919 | Norrköpings Varfs.M.V.A/B<br>Norrköping | P.Wersén | 138·1 | 28·3 | 10·9 | P47'F21'H14t | Södertelje<br>Swedish | Oil Engine<br>1Cy.13 3/16"-14 3/16" 50NHP<br>Bergsunds.MV.A/BSkm. | |
| 14933 | —  SteelSc<br>(Trawler)<br>1Dk | 203<br>200<br>109 | | | | | 1904 | W.C.Boele &Zonen<br>Slikkerveer | N.V.Nationale Stoomvisscherij | 119·7 | 21·3 | 12·6 | | Ymuiden<br>Dutch<br>WB | T.3Cy.10½",17"&28"-18"<br>33NHP<br>Wilton'sEng.&SlpyCoRot | |
| 14934<br>NQKJ | **Elsborg** SteelScSr<br>(exOveGjedde)<br>1Dk | 1547<br>1165<br>954 | | | | | 1907 | Howaldtswerke<br>Kiel | A/S D/S Danebrog (C.K.Hansen, Mgr.) | 241·2 | 36·1 | 16·5 | P13'Q73'B105'F29' | Copnhagn<br>Danish<br>WB | T.3Cy.16¾",29 9/16"&42½"-29½"<br>96NHP<br>Howaldtswerke,Kiel | |
| 14935<br>133547<br>JDVN | **Elsdon** SteelScSr<br>ssNwc.No.2-22 ~~ssShl.No.1-19~~<br>Elec.light 1Dk(Stl)<br>Well deck | 1522<br>1184<br>805 | ✠100A1<br>~~5,21~~ ~~3,20~~ 3,22<br>~~BS1,20~~<br>~~BS3,21~~ | Shl<br>~~Bly~~ Nwc<br>✠~~LMC~~<br>3,22 | p | ~~3,20~~<br>3,22 | 1914<br>2mo<br>Lloyd | BlythS.B.&D.D.Co.Ld<br>Blyth<br>'sA&CP | SharpS.S.Co.Ld. (Sharp&Co.Mgrs) WB=CellDBa65'uE& | 245·0 | 37·3 | 16·4 | Q123'B14'F26'<br>FK<br>B35'f107'441tFPT | Newcastle<br>British<br>4BHCem<br>40tAPT86t | T.3Cy.20",33"&54"-36" (s)<br>180lb 224NHP<br>2SB,6pf,GS100,HS3918<br>N.E.MarineEng.CoLd.Sld. | 18 • 11<br>s1 • 10<br>17 • 4 |
| 14936<br>NVHW | **Else** WoodAuxSc4MstSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 341<br>322<br>267 | | | | | 1917 | R.Rasmussen<br>Nakskov | A/S SkonnertElse (A.Christensen &Co.) | 145·3 | 30·1 | 12·8 | | Nakskov<br>Danish | Oil Engine<br>43NHP<br>Tuxham,Copenhagen | |
| 14937 | —  SteelSc<br>(Trawler)<br>Elec.light 1Dk | 244<br>216<br>94 | | | | | 1920 | DeutscheWerftA.G.<br>Tollerort, Hamburg | KielerHerings-u. Hochseefisch.A.-G. | 126·3 | 23·8 | 13·0 | | Kiel<br>German<br>WB | T3Cy.12⅘",20 7/16"&33½"-23⅝"<br>GuteHoffnungshütte,Oberhausen 55NHP | |
| 14938 | **Else Kunkel II.** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 226<br>199<br>86 | | | | | 1920 | Schiffb.Ges Unterweser m.b.H.<br>Lehe | HansKunkel | 127·1 | 23·9 | 9·4 | Q72'F18' | Gstemnde<br>German<br>WB | T.3Cy.12⅝",20½"&33"-22⅘"<br>Ottensener Mch.G.m.b.H.Altona 52NHP | |
| 14939<br>MVTH | **Elsfjeld** WoodSc<br>OilEng.<br>1Dk | 157<br>129<br>101 | | | | | 1920 | Rossland<br>B.Bertelsen | A/S M/S "Elsfjeld" (A.Sæberhagen, Mgr.) | 94·1 | 23·0 | 11·1 | Q17'B11'F20' | Bergen<br>Norwegian | Oil Engine<br>2Cy.15¾",16½"<br>SvensonsMotorfabrik,Skm | |
| 14940 | **Elsfleth** SteelSc<br>(Trawler)<br>1Dk | 254<br>223<br>97 | | | | | 1917 | F.Frerichs,A.G.<br>Einswarden | TheShipping Controller | 130·0 | 23·0 | 11·0 | | British | T.3Cy.13",20½"&33"-22⅘"<br>52NHP<br>F.FrerichsA.G.Einswarden | |
| 14941<br>HTRN | **Elsi** SteelScSr<br>ssPir.2ndNo.3-2,16<br>(exLadyHudson-Kinahan) ssPir.No.1-20<br>Elec.light 2Dks(UStl-ws)<br>Wireless | 1372<br>1030<br>651 | ✠100A1<br>6,20<br>~~BS3,20~~<br>BS6.21 | Pir<br>✠LMC<br>MS6,20 | p | CL<br>3,20 | 1891<br>10mo<br>Lloyd | AilsaS.B.Co.<br>Troon<br>'sA&CP | HellenicCo.of MaritimeEnterprises | 273·5 | 34·1 | 16·6 | P67'B94'F50'<br>BK9"<br>WB=CellDB103' | Piræus<br>Greek<br>5BHCem<br>157tFPT22t | T.3Cy.25",40"&65"-42" (o)<br>160lb 90lb NDB12 284NHP<br>2DB,8cf,GS130,HS4408<br>Dunsmuir&Jackson,Gls. | 17 • 6<br>s2 • 7<br>16 • 1 |
| 14942 | **Elsi Z.** SteelScK<br>(SalvageTug)<br>(exManila) Elec.light 1Dk | 180<br>164<br>— | | | | | 1895 | Cook,Welt'n&Gemmell<br>Ld.Beverley | C.E.Zalocostas | 109·1 | 21·5 | 11·8 | B21' | Piræus<br>Greek<br>WB | T.3Cy.14½",23"&37"-27"<br>99RHP<br>Earle'sCo.Ld.Hull | |
| 14943<br>5314<br>JSPV | **Elsie** IronScSr<br>ssSws.3rdNo.3-7,19<br>(exCairnlyon, 1Dk(Irn)2trB<br>Well deck exTrelyon) Wireless | 1400<br>1128<br>840 | ✠100A1<br>1,21 ~~2,20~~<br>MBS10,20 | Shl<br>Bly<br>✠LMC7,19 | p | CL<br>3,20 | 1882<br>7mo | J.Readhead&Co.<br>S.Shields<br>A&CP | JohnBohman | 249·0 | 36·1 | 17·5 | Q96'B52'F31'<br>ptND07 BK9"<br>WB=DBa74'f100'371t | Gamleby<br>Swedish<br>4BHCem | C.2Cy.29½"&54"-36" (i)<br>80lb 100lb NDB20 135NHP<br>1SB,4pf,GS61,HS2196<br>J.Readhead&Co.S.Shields | 18 • 7<br>s1 • 7<br>17 • 10 |
| 14944<br>105100<br>PHWT | —  IronScK<br>ssHul.No.3-9,09<br>ssHul.No.1-13<br>1Dk | 184<br>170<br>79 | ✠ —<br>9,19<br>Stm Trawler<br>✠NB9,09 ✠ | Flt | | | 1896<br>4mo | Cochrane &Cooper<br>Beverley | GamecockStm.TrawlingCo.Ld. (A.F.G.McConkey, Mgr.) | 110·9 | 21·3 | 11·3 | Q20'<br>ptND09 BK7½" | Scarboro'<br>British<br>3BHCem | T.3Cy.13",21"&34"-24"<br>60RHP<br>1SB,2pf,GS30,HS1000<br>C.D.Holmes&Co.Hull | 12 • 1 |
| 14945<br>120481<br>HBVN | **Elsie Annie** SteelSc<br>ssShl.No.3-10,16<br>(exArrival) ssDub.No.1-21 1Dk(Irn)<br>Mchy.Aft Elec.light Well deck | 358<br>240<br>141 | ✠100A1<br>~~5,21~~ ~~5,20~~ 11,21<br>~~BS5,20~~ | Cff<br>Dub<br>✠LMC~~4,16~~<br>5,21 | e | CL<br>~~5,20~~<br>~~5,21~~<br>N11,21 | 1904<br>12mo<br>Lloyd | WoodSkinner&Co.Ld.<br>Newcastle<br>'sA&CP | J.J.Stafford, Senr. | 143·0 | 24·1 | 9·2 | Q50'B13'F19'<br>FK<br>DBf78' | Wexford<br>British<br>3BHCem<br>83tFPT39t | T.3Cy.13",21"&35"-24"-(s)<br>180lb 62RHP<br>1SB,3pf,GS35,HS1177<br>N.E.MarineEng.CoLdNwc | 11 • 1<br>• 10<br>10 • 5 |

| 1<br>No. in Book.<br>Official No<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14946<br>5995<br>KCBN | **Elsie Mary** SteelScSr<br>1*Dk* | 1031<br>716<br>693 | | | | | 1917 | Hlsingbgs<br>Varf.Aktieb.<br>Helsingborg | RederiA/BStanton<br>(H.Persson&Co.<br>*Mgrs.*) | 205·1<br>Q64'B54 F19' | 33·6 | 12·7 | Landskrna<br>Swedish<br>*WB* | T3Cy.17$\frac{3}{8}$",29$\frac{5}{16}$"&46$\frac{7}{8}$"–27$\frac{1}{2}$"<br>110NHP<br>HelsingborgsVarf.Aktieb. | | V |
| 14947 | **Elster** SteelScLr<br>1*Dk* | 136<br>129<br>67 | | | | | 1907 | Bremer<br>Vulkan<br>Vegesack | Bremen-<br>Vegesacker<br>FischereiGes. | 90·9<br>Q21' | 21·4 | 9·8 | Vegesack<br>German | C.2Cy.9$\frac{1}{16}$"&16$\frac{17}{32}$"–12$\frac{19}{32}$"<br>8NHP<br>Bremer"Vulkan"Vegesck | | G |
| 14948<br>122945<br>HJCM | **Elswick** SteelScK<br>*ss*Gms.No.3–7,20<br>1*Dk* | 215<br>202<br>83 | ✠100A1<br>*StmTrawler*<br>~~8,21~~ ~~7,20~~<br>1,22<br>✠LMC7,20 | Gms<br>BS8,21 | | CL<br>~~5,10~~<br>1,22 | 1906<br>9mo<br>*Lloyd* | Scott&<br>Sons<br>Bowling<br>*'sA&CP* | WoodburyStm.<br>FishingCo.Ld.<br>(H.A.Jeffries,<br>*Mgr.*) | 120·2 | 21·6 | 11·6<br>BK7" | Grimsby<br>British<br>3*BHCem* | T.3Cy.12$\frac{5}{16}$",20"&32"–23"(*s*)<br>180lb 66RHP<br>1SB,2*pf*,GS37,HS1174<br>Gauldie,Gillespie&Co.Gls. | 12 ″ 6 | |
| 14949<br>114413<br>SPMR | **Elswick Grange** SteelScSr<br>*ss*Shl.No.3–8,14<br>Wireless *ss*Shl.No.1–18<br>*Spar dk(Stl)2trB&Webframes* | 3926<br>3675<br>2572 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>8,21 ~~9,19~~<br>BS1,21 ✠LMC12,18<br>✠Aux.NB11,17MBS1,22 | Npt<br>Shl | *w* | ~~12,18~~<br>9,21 | 1901<br>9mo | R.Stephen-<br>son&Co.Ld.<br>Newcastle<br>A&CP | ElswickStm.Shpg.<br>Co.Ld. (Weidner,<br>Hopkins&Co.<br>*Mgrs.*)<br>*WB = Cell DBa*110' | 340·0<br>P31'B105'F32' 27·3<br>*E&B*44'*f*133' 733*t* | 47·1 | 20·0<br>FK | Newcastle<br>British<br>6*BHCem*<br>*APT*41*t* | T.3Cy.25",41"&67"–45" (*s*)<br>165lb 347NHP<br>2SB&1Aux.SB~~15, *fitted* 17~~<br>8*cf*&2*pf*,GS153,HS5837<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 29″10<br>s 5 ″ 9<br>24 ″ 5 | |
| 14950<br>114415<br>SWCP | **Elswick Hall** SteelScSr<br>*ss*Shl.No.3–9,16<br>*ss*Shl.No.1–20<br>1*Dk(ptStl,ptIrn)2trB&deepframing*<br>Wireless *&Webframes3Dkrule* | 3797<br>3508<br>2459 | ✠100A1<br>12,20<br>✠LMC5,20<br>[illegible]d "Hag[illegible]" See No. 3776 in Supplement | Hul | *w* | N5,20 | 1901<br>11mo<br>*Lloyd* | Richardsn,<br>Duck&Co.<br>Stockton<br>*'sA&CP* | EntonS.S.Co.Ld.<br>(A.D.Axarlis,<br>*Mgr.*)<br>*WB=CellDBa*106'*uE*25' | 340·0<br>P32'B206'F34'<br>*f*146'891*tFPT*180*t* | 48·1 | 25·9<br>FK | Newcastle<br>British<br>6*BHCem*<br>*APT*106*t* | T.3Cy.25",42"&68"–45" (*s*)<br>160lb *100lb* NDB19 335NHP<br>2SB,6*cf*,GS128,HS5400<br>Blair&Co.Ld.Stockton | 28 ″ 4<br>s 4 ″ 1½<br>24 ″ 7 | |
| 14951<br>114416<br>TCGN | **Elswick House** SteelScSr<br>*ss*Shl.No.3–8,19<br>Wireless *Spar dk(Stl)2trB&Webframes* | 3923<br>3656<br>2545 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>~~7,21~~ ~~9,20~~2,22<br>BS9,20 ✠LMC2,19 | Lon<br>~~Cff~~ Shl<br>MBS 2,2 | *w* | 9,20 | 1901<br>11mo | R.Stephen-<br>son&Co.Ld.<br>Newcastle<br>A&CP | ElswickStm.Shpg.<br>Co.Ld. (Weidner,<br>Hopkins&Co.<br>*Mgrs.*)<br>*WB=CellDBa* | 340·0<br>P31'B105'F32' 27·3<br>110'*uE&B*44'*f*133' | 47·2 | 20·0<br>FK | Newcastle<br>British<br>6*BHCem*<br>733*tAPT*41*t* | T.3Cy.25",41"&67"–45" (*s*)<br>165lb *100lb* NDB17 314NHP<br>2SB,8*pf*,GS122,HS4840<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 29″10<br>s 5 ″ 9<br>24 ″ 5 | |
| 14952<br>144893<br>KGBV | **Elswick Park** SteelSc<br>*Elec.light* Wireless 1*Dk(Stl)* | 4188<br>3942<br>2579 | ✠100A1<br>9,21~~7,20~~<br>✠LMC6,20 | Bly<br>Shl | *x* | CL | 1920<br>7mo<br>*Lloyd* | BlythS.B.<br>&D.D.Co.Ld.<br>Blyth<br>*'sA&CP* | Elswick Stm.Ship-<br>pingCo.Ld.(Weid-<br>ner,Hopkins&Co.<br>*Mgrs.*) *C* | 364·0<br>P30'B219'F37'<br>*ellDB*314'929*tFPT* | 51·0 | 26·3<br>FK | Newcastle<br>British<br>6*BHCem*<br>83*tAPT*109*t* | T.3Cy.26",43"&72"–48" (*s*)<br>180lb 474NHP<br>3SB,9*cf*,GS156,HS6780 FD<br>N.E.MarineEngCoLd.Nwc | 28 ″ 9<br>s 4 ″ 5<br>24 ″ 8 | |
| 14953<br>114407<br>SKBM | **Elswick Tower** SteelScSr<br>*ss*Shl.No.3–8,13<br>*ss*Shl.No.2-21 ~~*ss*Shl.No.1–19~~<br>Wireless *Spardk(Stl)2trB&Webframes* | ~~3929~~<br>~~3662~~<br>~~2570~~<br>3920<br>3662<br>2556 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>~~7,21~~ 7,20 ~~12,21~~ 2,22<br>MBS12,21<br>~~MBS2,21~~ ✠LMC<br>~~DBS3,19~~ ~~MBS5,20~~ BS8,21 | Liv<br>Shl | *w* | ~~3,19~~<br>8,21 | 1901<br>6mo | R.Stephen-<br>son&Co.Ld.<br>Newcastle<br>A&CP | ElswickStm.Shpg.<br>Co.Ld. (Weidner,<br>Hopkins&Co.<br>*Mgrs.*)<br>*WB = CellDBa*110' | 340·0<br>P31'B105'F32' 27·3<br>*uE&B*44'*f*133' 733 | 47·2 | 20·1<br>FK | Newcastle<br>British<br>6*BHCem*<br>*APT*41*t* | T.3Cy.25",41"&67"–45" (*s*)<br>165lb *100lb* NDB15 314NHP<br>2SB,8*pf*,GS128,HS4840<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 29″10<br>s 5 ″ 9<br>24 ″ 5 | |
| 14954<br>136058<br>JKSP | **Eltham** SteelSc3MstSr<br>*ss*Liv.No.1–19<br>*Mchy.Aft* 1*Dk(Stl)*<br>*Well deck* | 687<br>485<br>272 | ✠100A1<br>~~9,21~~ ~~11,20~~ 2,22<br>✠LMC11,19<br>DS9,21 | Liv<br>~~Cff~~ Bly | *j* | CL<br>~~11,20~~<br>2,22 | 1915<br>4mo<br>*Lloyd* | Dublin<br>Dkyd.Co.Ld<br>Dublin<br>*'sA&CP* | Mason ShppgCoLd<br>(Wm.Mason&Co.<br>*Mgrs.*)<br>*WB=Cell* | 188·5<br>Q97'B11'F24'<br>*DBf*108'130*tFPT* | 28·6 | 11·3<br>FK | Liverpool<br>British<br>3*BHCem*<br>60*tAPT*27*t* | T.3Cy.15",25½"&41"–30" (*s*)<br>180lb *90lb* 114NHP<br>1SB,3*cf*,GS57,HS1938<br>J.G.Kincaid&Co.Ld.Grk. | 13 ″ 7<br>s ″ 8<br>13 ″ 2 | |
| 14955<br>92920<br>KPVD | **Elton** SteelScSr<br>*ss*Shl.2ndNo.3–1,10<br>*Well deck* 1*Dk(Stl)&Webframes* | 2461<br>1946<br>1596 | ✠<br>4,13<br>✠ | Shl | *s* | | 1888<br>1mo | W.Gray&<br>Co.<br>WHartlepool | The Admiralty | 300·0<br>P27'Q98'B112'<br>F32'<br>*WB=DBa*100' | 38·6 | 22·0<br>BK10*t* | W.Hartlpl<br>British<br>5*BHCem*<br>*f*112'505*t* | T.3Cy.23",37½"&61½"–39"<br>NDB98 236NHP<br>2SB,6*cf*,GS99,HS3528<br>Blair&Co.Ld.Stockton | 23 ″ 2 | |
| 14956<br>142746<br>JVWR | **Elveric** SteelSc<br>(*ex*WarCapitol) 1*Dk(Stl)&Shelter*<br>*Elec.light* Wireless *dk(Stl)*<br>*Cargo battens not fitted inShltr'tweendks* | 5685<br>5486<br>3563 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~8,21~~ ~~2,21~~ 1,22<br>✠LMC1,19<br>*Fitted for oil* | Rot<br>~~Cff~~ Cal<br>*fuel* 1 | *y*<br>1, 1 | CL<br>1,21<br>9 *F.P.* | 1919<br>1mo<br>*Lloyd*<br>*above* | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>*'sA&CP*<br>150° F. | BankLine,Ld. (A.<br>Weir&Co. *Mgrs.*)<br>*CellDB*351'128 | 399·6<br>F39'*onShelter dk*<br>4*tFPT*60*tAPT*90*t* | 53·0 | 32·8<br>FK | Glasgow<br>British<br>*ptCem*<br>5*BHtoSh dk*<br>2 ,, ,, *U* ,, | T.3Cy.27",45"&75"–54" (*s*)<br>180lb 619NHP<br>3SB,12*cf*,GS220,HS9525 FD<br>N.E.MarineEngCoLdNwc | 35 ″ 5<br>s 9 ″ 6½<br>26 ″ 3 | |
| 14957<br>129797<br>HVPL | **Elvet** SteelScSr<br>*ss*Shl.No.2–19<br>*Elec.light* 1*Dk(Stl)*<br>*Well deck* | 1289<br>980<br>678 | ✠100A1<br>7,21 ~~6,20~~<br>~~BS5,20~~ ✠LMC3,19<br>BS4,21 | Nwc<br>Shl | *o* | 7,20 | 1912<br>4mo<br>*Lloyd* | W.Dobson<br>&Co.<br>Newcastle<br>*'sA&CP* *WB* | SharpS.S.&Co.Ld<br>(Sharp&Co.*Mgrs*)<br>*=CellDBa*69'*uE&* | 240·0<br>Q127'B13'F25'<br>*B*35'*f*100'294*tFPT* | 33·5 | 15·4 | Newcastle<br>British<br>4*BHCem*<br>40*tAPT*66*t* | T.3Cy.19",31"&51"–36"(*s*)<br>180lb 201NHP<br>2SB,6*pf*,GS84,HS3524<br>N.E.MarineEngCoLdNwc | 17 ″ 3<br>s 1 ″ 7½<br>15 ″ 11 | |
| 14958<br>6261<br>KCLJ | **Elvi** WoodAuxSc3MstSr<br>*OilEng.*<br>(*See Sailing ShipRegister*) | 193<br>174<br>159 | | | | | 1913 | A.Suntio<br>Neuvottama | F.S.Bergström | 91·1<br>H24*t* | 27·5 | 11·4 | Norrtelje<br>Swedish | Oil Engines 6Cy.7"–8"<br>NE *fitted* 17 21NHP<br>Aktieb.DieselsMotoren<br>Skm. | | V |
| 14959 | **Elvier** SteelScSr<br>*Mchy.Aft* 1*Dk* | 749<br>528<br>334 | | | | | 1919 | Gebr.<br>Jonker<br>Kinderdijk | LloydRoyalBelge<br>Soc.Anon. | 180·0<br>Q106'B12'F21' | 28·0 | 14·6 | Antwerp<br>Belgian<br>*WB* | T.3Cy.15",25"&40"–27"<br>83NHP<br>Machfabrk.Bolnes,Bolnes | | V |
| 14960<br>136998 | **Elvina** SteelScK<br>*ss*Gms.No.1–19<br>1*Dk* | 201<br>185<br>78 | ✠100A1<br>*StmTrawler*<br>1,22~~11,20~~<br>~~BS11,20~~ ✠LMC6,19 | Gms<br>BS1,22 | | CL<br>11,20 | 1914<br>9mo<br>*Lloyd* | Smith's<br>DockCo.Ld<br>Middlesbro'<br>*'sA&CP* | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden,*Mgr.*) | 112·3<br>Q67'F19' | 21·6 | 11·6<br>BK7½" | Grimsby<br>British<br>2*BHCem* | T3Cy.11½",19½"&32"–24"(*s*)<br>180lb 68RHP<br>1SB,2*pf*,GS38,HS1201<br>Smith'sDockCo.Ld.Mdb. | 12 ″ 4 | |
| 14961<br>HLFP | **Elvira** SteelPadSk<br>*ss*Gib.3rdNo.3–7,19<br>*Elec.light* 1*Dk(Teak)* | 136<br>107<br>63 | ✠ A1<br>*withfreeboard*<br>8,20<br>BS8,20 ✠LMC7,19<br>*ForFerrypur* | Gib<br>*poses,* | *Gi* | *bralta* | 1892<br>7mo<br>A&CP<br>*r & Al* | Blackwood<br>&Gordon<br>Pt.Glasgow<br>*geciras* | Cia.delosFerro-<br>carrilesAndalucis | 113·2<br>ptND05 | 18·5 | 7·6<br>FK | Algeciras<br>Spanish<br>3*BHCem* | C.D.2Cy.20"&34"–36" (*s*)<br>80lb *80lb* 59NHP<br>1SB,2*pf*,GS32,HS933<br>Blackwood&Gordon,P.Gls | 8 ″ 1<br>s 2 ″ 5<br>6 ″ 0 | |
| 14962 | **Elvira Stolt** WoodAuxTwinSc<br>*OilEng.* 4MstSr<br>*Salted & specially treated* 1*Dk*<br>*Mchy.Aft* Hardwood treenails *pt*GIB<br>*Elec.light* (*See Sailing Ship Register*) | 813<br>696<br>623 | ✠12A1<br>12.20<br>DBS12,20 LMC12,20 | Man | *l* | CL<br>12,18 | 1918<br>4mo | Columbia<br>Eng.Works,<br>Portland,Or.<br>A&CP | NationalExchange<br>Co. | 187·6<br>P30'F38' | 36·0 | 15·2 | Manila<br>Utd.States | Oil Engines 2S.C.SA<br>4Cy.14$\frac{3}{16}$"–15$\frac{3}{4}$"<br>NDB18–*125lb* 69NHP<br>Skandia Pacific<br>OilEngineCo.Oakland | 17 ″ 7 | |
| 14963<br>HLFM | **Elvirita** SteelSc<br>(*ex*Maria de losAngeles) 1*Dk* | 225<br>142<br>62 | | | | | 1914 | Cia.Tras-<br>atlantica<br>Matagorda | AgenciaMaritima<br>"Cerra,"S.A. | 90·0 | 19·0 | 7·3 | Cadiz<br>Spanish | C.2Cy.10"&20"–12" 12NHP<br>E&B*made*00*refitted*14<br>PortillaWhite&Co.Sevilla | | V |
| 14964<br>140676<br>JQLN | **Elwick** SteelScSr<br>*ss*Bly.No.1–20<br>*Elec.light* *Well deck* 1*Dk(Stl)*<br>Wireless *Cargo battens not fitted* | 1717<br>1330<br>892 | ✠100A1<br>~~9,21~~ ~~11,20~~ 11,21<br>✠LMC11,20 | Bly<br>~~Nwc~~ | *q* | ~~11,20~~<br>11,21 | 1917<br>7mo<br>*Lloyd* | BlythS.B.<br>&D.D.Co.Ld<br>Blyth<br>*'sA&CP* | SharpS.S.Co.Ld.<br>(Sharp&Co.<br>*Mgrs.*)<br>*Cell* | 255·3<br>Q132'*Bon*Q14'F30'<br>*DB* 212'386*t FPT* | 38·2 | 17·3<br>FK | Newcastle<br>British<br>4*BHCem*<br>90*tAPT*86*t* | T.3Cy.22",36"&60"–39" (*s*)<br>180lb 299NHP<br>2SB,8*pf*,GS148,HS5360<br>McColl&Pollock,Ld.Sld. | 19 ″ 6<br>s 1″10½<br>17 ″ 11 | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire. Matériaux. Gréement &c. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane, Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14965 | **Elwin** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trB* | 2730<br>2349<br>1693 | | | | | 1920 | Gt.Lakes<br>Eng.Co.<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·4<br>P25'B65'F26' | 43·6 | 26·0 | Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>226NHP<br>Gt.LakesEng.Works,Det. | |
| 14966<br>137400<br>JGSW | **Elwy** SteelScK<br>~~ssShl.No.1-19~~<br>*Mchy.Aft* ssBel.No.2-21 1*Dk*(*Stl*)<br>*Well deck* | 293<br>208<br>135 | ✠100A1<br>~~12,20~~ ~~5,20~~ 11,21<br>✠LMC~~11,19~~<br>BS7,21 MS11,21 | Bel | *d* | CL<br>~~1,20~~<br>11,21 | 1914<br>9mo<br>*Lloyd* | CRennold-<br>son&Co.<br>SouthShields<br>'*sA&CP* | WardenStewart&<br>Orr(J.Waterson&<br>Son,*Mgrs.*) | 128·0<br>Q41'B8'F22'<br>FK<br>*WB=FPT*31*t* | 23·0 | 9·8 | Liverpool<br>British<br>3*BHCem*<br>*APT*12*t* | C.2Cy.15½"&33"-24" (*s*)<br>180lb 40RHP<br>1SB,2*pf*,GS34,HS1080<br>ShieldsEng.Co.Ld.N.Shl. | 10 ' 6<br>s ' 8¼<br>10 ' 0 |
| 14967<br>118776<br>JGQT | **Ely** SteelScK<br>~~ssHul.No.2-12~~<br>1*Dk*<br>ssHul.No.3-10,19 | 183<br>172<br>72 | ✠100A1<br>*StmTrawler*<br>~~11,20~~ ~~5.15~~ 11,21<br>~~[illegible] 10,19~~ BS11,21<br>~~BS10,20~~ ✠LMC10,19 | Hul | | CL<br>4,20 | 1903<br>9mo<br>*Lloyd* | Mackie&<br>Thomson<br>Glasgow<br>'*sA&CP* | HullSteamFishing<br>&IceCo.Ld. | 109·1<br>ND21<br>BK7"<br>*WB=DeepTanks* | 21·5 | 10·6 | Hull<br>British<br>4*BHCem*<br>*f*12'22*t* | T.3Cy.11",18"&30"-22" (*s*)<br>200lb 45RHP<br>1SB,2*pf*,GS24,HS663<br>W.V.V.Lidgerwood,Gls. | 11 ' 6 |
| 14968<br>128224<br>HNDW | **Elysia** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 6432<br>5560<br>3971 | | | | | 1908 | D&WHen-<br>dersn&Co.Ld<br>Glasgow | AnchorLine(Hen-<br>dersonBros.)Ld. | 440·5<br>P47'B157'F48' | 53·3 | 29·7 | Glasgow<br>British<br>*WB* | T.3Cy.29½",49"&81"-54"<br>482NHP<br>D&W.Hendersn&CoLdGls | |
| 14969<br>132117<br>JGDQ | **Elysian** SteelScK<br>ssHul.No.2-20<br>1*Dk* | 214<br>196<br>83 | ✠100A1<br>*StmTrawler*<br>~~7,21~~ ~~7,20~~ 12,21<br>~~BS7,20~~ ✠LMC2,19<br>BS7,21 | Hul | | CL<br>~~2,19~~<br>7,21 | 1912<br>1mo<br>*Lloyd* | Cochrane&<br>Sons<br>Selby<br>'*sA&CP* | Wilberforce<br>SteamshipFishing<br>Co.Ld.(W.F.<br>Smith,*Mgr.*) | 120·0<br>Q69'<br>BK7½" | 21·5 | 11·4 | Hull<br>British<br>4*BHCem* | T.3Cy.12",21½"&34"-24" (*s*)<br>180lb 70RHP<br>1SB,2*pf*,GS35,HS1340<br>Gt.CentrlCo-OpEng.&Ship<br>RepairingCo.Ld.Gms | 12 |
| 14970<br><br>MBGW | **Elza Alexander** SteelScSr<br>(*SUNK BY COLLISION 11,17*)<br>(*ex*Helene)<br>1*Dk*2*trB* | 678<br>495<br>398 | | | | | 1890 | Howaldts-<br>werke<br>Kiel | F.Alexander | 179·6<br>Q54'B49'F25' | 27·8 | 12· | Antwerp<br>Belgian<br>*WB* | T.3Cy.14¼",22¼"&36¾"-19¾"<br>60NHP<br>Howaldtswerke,Kiel | |
| 14971<br>142401<br>JTGN | **Elzasier** SteelSc<br>(*ex*WarWager) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 5179<br>4733<br>3157 | ✠100A1<br>6,21 ~~8,19~~<br>✠LMC5,18 | Nwc<br>Ant | *y* | CL<br>8,19 | 1918<br>5mo<br>*Lloyd* | JLThomp-<br>son&Sons,Ld.<br>Sunderland<br>'*sA&CP* | LloydRoyalBelge<br>(Gt.Britain)Ld.<br>*CellDB* | 400·3<br>P49'B113'F39'<br>FK<br>345'1113*t* *FPT*119*t* | 52·3 | 28·4 | London<br>British<br>7*BHptCem*<br>*APT*179*t*<br>*DTa*25'1167*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS189,HS7668 FD<br>N.E.MarineEng.CoLd.Sld | 31<br>s6 ' 1<br>25 |
| 14972<br><br>NVLB | **Em. Z. Svitzer** IronScSr<br>(*SalvageSteamer*)<br>Wireless 1*Dk* | 370<br>344<br>133 | | | | | 1885 | Burmeister<br>&Wain<br>Copenhagen | Em.Z.Svitzer's<br>Bjerg.Entreprise | 158·8<br>B10*t* | 25·3 | 12·7 | Copnhagn<br>Danish<br>*WB* | C.2Cy.30"&52"-33"<br>NB16 129NHP<br>Burmeister&Wain,Cpn. | |
| 14973<br><br>NQHJ | **Emanuel** SteelScSr<br>1*Dk* | 1290<br>831<br>784 | | | | | 1907 | Helsingörs<br>Jernsk.&Msk.<br>Elsinore | A/SEmanuel<br>(N.J.Ohlsen) | 226·3<br>P11'Q59'B105'F27 | 34·9 | 12·4 | Marstal<br>Danish<br>*WB* | T.3Cy.16½",26½"&44"-30"<br>106NHP<br>HelsingörsJernsk.&Mskb | |
| 14974<br><br>MBVG | **Emanuel Nobel** SteelSc<br>*Elec.light* *CarryingPetroleum in bulk*<br>*Mchy.Aft* Wireless 2*Dks* | 4665<br>4199<br>3663 | | | | | 1912 | Nederl.<br>Schps.Maats<br>Amsterdam | Soc.Anon.d'Arme-<br>ment,d'Industrie&<br>deCommerce | 375·0<br>P88'B33'F40' | 51·0 | 29·0 | Antwerp<br>Belgian<br>*WB* | T.3Cy.26",43"&72"-48"<br>NE&B20 359NHP<br>WallsendSlipwy&E.Co. | |
| 14975 | **Emanuele Accame** SteelSc<br>(*ex*Reliance.*ex*<br>*Elec.light* KnightCompanion) 3*Dks* | 7987<br>—<br>5972 | 1,13<br>✠ | Liv | *c*† | | 1910<br>8mo | C.Connell<br>&Co.Ld.<br>Glasgow | Soc.Anon.Angelo<br>Parodi fuB.&Ditta<br>S.&E.FlliAccame | 484·0<br>P39'B167'F47'<br>FK | 58·0 | 40·0 | Genoa<br>Italian<br>*WB* | T.3Cy.26½",45"&75"-48"<br>NE&B13 390NHP<br>D.Rowan&Co.Glasgow | 34 ' 10 |
| 14976<br>4931<br>JRGB | **Embla** SteelScSr<br>*Elec.light* 1*Dk* | 1045<br>891<br>586 | | | | | 1908 | Lindhol-<br>mensV.A.<br>Gothenburg | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson,*Mgr.*) | 227·2<br>H72*t* B60'F28' | 33·6 | 14·1 | Stockholm<br>Swedish<br>*WB* | T.3Cy.14½",24"&40"-27"<br>83NH<br>LindholmensV.A.Got. | |
| 14977<br>144911<br>KGNW | **Embleton** SteelSc<br>ssHul.No.3-8,20<br>(*ex*Kildysart) 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted* | 631<br>493<br>276 | 100A1<br>7,21 ~~8,20~~<br>LMC8,20 | Hul<br>Nwc | | CL | 1918<br><br><br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | Joplin&Hull<br>*CellD* | 172·2<br>B50'<br>FK | 30·0 | 15·7 | Newcastle<br>British<br>5*BHCem*<br>*BuE*26'20*t* | T.3Cy.16",26"&44"-26" (*s*)<br>200lb 116NHP<br>1SB,3*cf*,GS51,HS1832<br>Smith'sDockCo.Ld.Mdb. | 16 ' 6<br>s1 ' 10<br>14 ' 11 |
| 14978<br>~~133098~~<br>~~KFHJ~~ | **Emden** SteelScSr<br>(*ex*Bencleuch)<br>(*ex*Lancefield) 2*Dks*(*Stl*)&<br>*Elec.light* Wireless *Shelter dk*(*Stl*) | 5777<br>4162<br>3656 | | | ... | | 1913<br>2mo | C.Connell<br>&Co.Ld.<br>Glasgow | Hamburg-Amerik<br>Packetf.Akt.Ges.<br>(Ham.Amr.Linie)<br>~~*Mgrs.*~~) *'Tween dk*<br>*hold dis-*<br>*WB=CellDBa* | 390·3<br>FK<br>*BH in after* { 5*BH*<br>*pensed with* } 1 ,,<br>111'*uE&B*66'*f*154' | 52·2 | 34·6 | Hamburg<br>German<br>~~*Cem*~~<br>*to Shltr dk*<br>,,*2nd dk only*<br>977*t* *DTa*30' | T.3Cy.27",44"&73"-48"<br>525NHP<br>3SB,9*cf*,GS179,HS7794 FD<br>Dunsmuir&JacksonLd.Gls<br>793*tFPT*58*tAPT*22*t* | 37 ' 1 |
| | ~~Now named "Bencleuch," See No. 36458 in Supplement~~ | | | | | | | | | | | | | | |
| 14979 | — SteelSc<br>*Elec.light* 1*Dk* | 699<br>498<br>394 | | | | | 1907 | Stettiner<br>Oderwerke<br>Stettin | BugsierReed.&<br>BergungsA.-G. | 181·4<br>Q51'P11'B46'F21 | 29·0 | 12·2 | Hamburg<br>German<br>*WB* | T.3Cy.12⅔",20½"&33½"-23⅝"<br>55NHP<br>StettinerOderwerke | |
| 14980 | — SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 254<br>223<br>97 | | | | | 1918 | J.Frerichs<br>&Co.A-G.<br>Einswarden | Wilhelmshavener<br>Hochseefischerei<br>A.-G. | 129·9<br>Q72'F25' | 23·1 | 10·9 | Rüstringn<br>German<br>*WB* | T.3Cy.13",20½"&33"-22⅝"<br>GörlitzerMaschb. 52NHP<br>Anstalt,Görlitz | |
| 14981 | — SteelPad | 217<br>199<br>98 | | | | | 1893 | Act.Ges.<br>"Weser"<br>Bremen | Act.Ges."Ems" | 159·3 | 19·7 | 8·8 | Emden<br>German | C.D.2Cy.24⅜"&42"-20½"<br>NB07 67NHP<br>A.G."Weser,"Bremen | |
| 14982<br>119153<br>HBOD | **Emerald** SteelSc3MstSr<br>ssTrn.No.3-11,19<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light* *Mchy.Aft* Wireless | 736<br>532<br>305 | ✠100A1<br>11,19<br>~~BS10,20~~ ✠LMC11,19<br>BS10,21 | Trn | *k* | CL<br>11,19 | 1904<br>8mo<br>*Lloyd* | A.Rodger<br>&Co.<br>Pt.Glasgow<br>'*sA&CP* | W.Robertson<br>*WB=CellDBa* | 195·0<br>Q103'B11'F32'<br>BK7"<br>57'*f*59'170*tFPT*75*t* | 30·1 | 11·2 | Glasgow<br>British<br>3*BHCem*<br>*APT*10*t* | T.3Cy.16 5/16",27½"&44"-33"<br>160lb (*s*) 99RHP<br>1SB,3*pf*,GS61,HS1856<br>A.Rodger&Co.Glasgow | 13 ' 6<br>s ' 9<br>13 ' 6 |
| 14983<br>133433<br>JCBL | — SteelScK<br>ssLiv.No.1-19<br>1*Dk* | 289<br>253<br>115 | | | ... | CL<br>819 | 1913<br>4mo<br>*Lloyd* | Cochrane<br>&Sons,Ld.<br>Selby<br>'*sA&CP* | Trawlers(White<br>Sea&Grimsby)Ld.<br>(J.N.&H.Bacon,<br>*Mgrs.*) | 133·4<br>Q73'F20'<br>BK7½" | 23·0 | 12·2 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",22½"&37"-24" (*s*)<br>200lb 83RHP<br>1SB,3*pf*,GS47,HS1350<br>C.D.Holmes&Co.Ld.Hull | 13 ' 0 |
| 14984<br>112503 | — WoodTwinScSr<br>1*Dk* | 189<br>128<br>117 | | | | | 1900 | W.Reeks<br>Sydney,<br>N.S.W. | C.Taylor | 124·0 | 25·2 | 7·4 | SydnyNSW<br>British | C.4Cy.11"&22"-16"<br>25RHP<br>J.Downey,Liverpool | |
| 14985<br><br>OGFX | — IronScYl<br>ssHav.2ndNo.2-3,19<br>1*Dk* | 165<br>142<br>70 | ✠100A1<br>*StmTrawler*<br>9,21 ~~9,20~~ 9,21<br>~~BS9,20~~ ✠LMC3,19 | Bou | | ~~9,20~~<br>9,21 | 1891<br>8mo<br>*Lloyd* | Mackie&<br>Thomson<br>Glasgow<br>'*sA&CP* | Pochet-Decroix | 100·5<br>Q19'F19'<br>ptND11 BK7½" | 20·5 | 10·7 | Boulogne<br>French<br>3*BHCem* | C.2Cy.16"&32"-22" (*s*)<br>110lb 45NHP<br>1SB,2*pf*,GS37,HS780<br>Muir&Houston,Glasgow | 11 ' 11 |
| 14986<br>104172<br>NMJB | — IronScK<br>(*Trawler*)<br>1*Dk* | 150<br>139<br>63 | | | ... | | 1894 | Cochrane&<br>Cooper<br>Beverley | T.C.&F.Moss,Ld. | 101·0<br>Q17'F18'<br>BK7½" | 20·5 | 11·0 | Grimsby<br>British | T.3Cy.11½",18"&30"-22"<br>NB05 45RHP<br>C.D.Holmes&Co.Hull | 11 ' 10 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14987 | **Emeraude** SteelScSr<br>(SUNK 10,18 AND REFLOATED)<br>(exRioPardo, ssRio.No.3-2,15<br>exGaucho,exSanLorenzo) 1Dk(Stl)<br>Elec.light & Awng dk | 935<br>858<br>495 | ✠<br>Awng dk withfreeboard<br>9,16 ✠ | Rio | k | | 1903<br>12mo | Craig, Taylor&Co.<br>Stockton | Soc.Anon.John Cockerill<br>CellDB | 200·4\|30·0\|10·8<br>17·8<br>FK<br>a48' uE15' f84' 159t | Ostend<br>Belgian<br>4BHCem<br>APT24t | T.3Cy.18",30"&48"-33"<br>158NHP<br>2SB,4pf,GS78,HS2644<br>N.E.MarineEng.CoLd.Sld. | 20 ″ 0 | |
| 14988<br>GQBJ | — IronPadSr | 204<br>185<br>92 | | | | | 1858 | ..................<br>England | BelgianGovernment | 169·0\|20·0\|6·0 | Antwerp<br>Belgian | 2Cy.39¼"-39¼"<br>148NHP<br>Thms.I.W.&S.E.Co.Bkwl. | | |
| 14989<br>101<br>JGQV | **Emérence** IronScSr<br>Now named "Marechal Foch," See No. 38407 in Supplement<br>ssShl.No.3-4,95<br>(exLaFrance,exSusan) ssOda.No.2-04<br>Well deck 1Dk(ptIrnptStl)2trB | 1416<br>1133<br>812 | ✠<br>3,08<br>✠NB4,04 ✠ | Msl | p | | 1882<br>4mo | J.Readhead&Co.<br>South Shields | A.O.&A.D.Walik& J.Ostrowsky<br>WB=DBa | 249·0\|36·1\|17·5<br>Q96'B52'F31'<br>BK9"<br>74'f100'371t | Odessa<br>Russian<br>4BHCem | C.2Cy.29"&54"-36"<br>NDB04 135NHP<br>1SB,3pf,GS66,HS2118<br>J.Readhead&Co.S.Shields | 18 ″ 7 | V |
| 14990<br>220807<br>MBVH | **Emergency Aid** SteelSc<br>Elec.light 2Dks(Stl)&Webframes<br>Wireless Sub.Sig. | 5977<br>4971<br>3700 | ✠100A1<br>11,20<br>Fitted for oil | fuel12,20 | ... | CL<br>F.P. above 150° F. | 1920<br>11mo | Merchant S.B.Corp.<br>Harriman, Pa | UnitedStates ShippingBoard<br>CellDB335'1311t | 400·7\|54·2\|30·4<br>P36'B124'F44'<br>FK<br>MT27'846tFPT120 | Phildlphia<br>Utd.States<br>6BHptCem<br>tAPT143t | 2 SteamTurbines geared to 1Sc.Shaft (s) 200lb 645NHP<br>3 Water Tube Boilers<br>HS8700 FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa | 32 ″ 10 | |
| 14991<br>~~14588~~ | **Emil Georg v. Stauss** SteelScSr<br>2Dks<br>(exOlex) Carrying Petroleum in bulk<br>Elec.light Longitudinal framing | 5311<br>4538<br>3229 | Sws. ~~4,21~~ ~~10,21~~ 3,22<br>(See Footnote*) | | | | 1914 | Nordseewerke<br>Emden | ~~TheShippingController (BritishTankerCo.Ltd. Mgrs.)~~<br>Steaua de Romana | ~~390·0~~\|53·0\|~~29·2~~<br>P119'B31'F38' \|29·2<br>390·9\| | ~~London~~<br>Roumanian<br>WB | T.3Cy.24",39⅘"&66⅗"-47 3/16"<br>301NHP<br>BremerVulkan,Vegesack | | |
| 14992<br>4790<br>JQRM | **Emil R. Boman** SteelScSr<br>ssBly.No.3-7,14<br>(exCoranian) ssSkm.No.1-18<br>1Dk(ptIrn&ptStl)&deepframing<br>Cargo battens not fitted | 1223<br>865<br>711 | ✠100A1<br>9,21 ~~4,20~~<br>✠LMC<br>MS11,17 ~~BS11,19~~<br>~~MBS9,21~~ BS9,21 | Skm | n | 4,20 | 1901<br>11mo<br>Lloyd's A&CP | W.Harkess &Son<br>Middlesbro' | MotalaRederi Aktieb. (E.A. Enhörning)<br>WB=DBa&uE | 225·0\|35·1\|17·8<br>Q85'B55'RFD85'<br>F21'H90t FK<br>79' uB15' f92' 351t | Sundsvall<br>Swedish<br>4BHCem<br>APT29t | T.3Cy.17",28½"&46"-33" (s)<br>180lb 90lb 131NHP<br>1SB,3cf,GS59,HS2025<br>MacColl&Pollock,Sld. | 16 ″ 6<br>s7 ″ 4<br>16 ″ 6 | |
| 14993<br>OGHN | **Emile Andrée** SteelTwinScSr<br>(exItamby) 1Dk | 720<br>—<br>432 | | | | | 1896 | Scott&Co.<br>Greenock | A.Lattès | 181·5\|35·0\|10·6<br>B26'F25' | Havre<br>French | T.6Cy.9",15"&25"21"<br>57NHP<br>Scott&Co.Greenock | | V |
| 14994 | **Emile Baudot** SteelTwinScSr<br>(CableVessel)<br>Elec.light Wireless 2Dks | 1152<br>1049<br>441 | | | | | 1917 | Swan,Hunter&Wigham Richardson, Ld.Newcastle | FrenchGovernment | 222·5\|32·2\|19·2 | LaSeyne s/Mer<br>French<br>WB | T.6Cy.12½",20"&33"-24"<br>107NHP<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | | V |
| 14995<br>146201<br>KLGP | **Emile Deutsch de la Meurthe**<br>Wireless SteelSc<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinal framing | 6043<br>5284<br>3573 | ✠100A1<br>~~3,22~~<br>✠LMC5,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel5,21 | Bkn | NOs<br>2 | CL<br>3,22<br>F-P above 150°F | 1921<br>6mo<br>A&CP | Bethlehem S.B.Corp.Ld.<br>Sparrows' Point,Md. | LucilineNav.Co. Ld. (Davies& NewmanLd,Mgrs)<br>CellDB63'185tDT/32 | 412·0\|~~53·0~~\|~~31·0~~<br>P125'B38'F39' 30·9<br>535 F45 \|53·2\|<br>FK<br>322tFPT98tAPT102t | London<br>British<br>16BHptAspptCem<br>(11BHtoUdk<br>5 „ 2nd „) | T.3Cy.27",45"&74"-48" (s)<br>180lb 552NHP<br>3SB,9cf,GS193,HS8358 FD<br>BethlehemS.B.Corp.Ld. | 31 ″ 0 | |
| 14996<br>OGHZ | **Emile Solacroup** SteelSc<br>1Dk | 157<br>—<br>43 | | | | | 1897 | Fouchard<br>Nantes | Messageries de l'Ouest (Cie.de Transp.Mar.) | 101·8\|19·7\|8·9<br>B— | Nantes<br>French | C.2Cy.15"&29½"-15½"<br>29NHP<br>Daydé&Pillet,Creil | | V |
| 14997 | **Emilia** SteelScSr<br>ssTri.No.3-5,13<br>ssSpz.No.3-4,19<br>1Dk(Stl)&Spar dk(Stl)&deepframing | 3597<br>3310<br>2321 | ✠100A1<br>Spar dk<br>~~4,21~~ 4,19<br>2,22<br>✠LMC4,19<br>BS~~4,21~~5,22 | ~~Spz~~<br>Tri | w | CL<br>~~5,20~~<br>4,21 | 1900<br>8mo<br>Lloyd's A&CP | Russell& Co.<br>Pt.Glasgow | CosulichSoc. TriestinadiNav.<br>WB=CellDBa110' | 338·0\|46·0\|17·8<br>P21'B72'F36' 25·7<br>FK<br>uE&B40'f142'805t | Trieste<br>Italian<br>6BHCem<br>APT56t | T.3Cy.24",39"&65"-45"<br>160lb ~~80lb~~ 300NHP<br>2SB,6cf,GS132,HS4550<br>Rankin&Blackmore,Grk. | 28 ″ 5 | |
| 14998 | — SteelTwinScSr<br>(exEmiliaB.)<br>Elec.light 1Dk(Stl) | 686<br>585<br>373 | | | | | 1905 | J.Reid&Co Ld.<br>Glasgow | Cia.Carbonifera y deFundicion Schwager | 205·0\|33·7\|10·7<br>B56'F22' | Valparaiso<br>Chilian<br>WB | T.6Cy.11",18"&30"-22"<br>84NHP<br>Muir&Houston,Ld.Gls. | | V |
| 14999 | — SteelScK<br>ssSou.No.2-19<br>(exDaimler,exS.L.Haldane) 1Dk | 257<br>235<br>105 | ✠<br>StmTrawler<br>11,19 ✠ | Sou | | | 1910<br>10mo | Cochrane &Sons<br>Selby | Cia.Portugeza dePesca | 130·0\|22·5\|11·8<br>Q70'F18'<br>BK7½" | Lisbon<br>Portuguese<br>3BHCem | T.3Cy.12¾",22"&36"-24"<br>75NHP<br>1SB,2pf,GS36,HS1180<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 7 | |
| 15000<br>110361 | — WoodScK<br>(exViolet,exEmilia,exViolet)<br>1Dk | 101<br>89<br>49 | | | | | 1900 | S.Atkinson<br>Newcastle | RevillonFrères Trading Co. | 78·8\|20·7\|8·9 | SJhnsNFL<br>British | C.2Cy.12"&21"-18"<br>NB06 30RHP<br>Shott&Co.Goole | | |
| 15001 | **Emilia Nuñez** WoodAuxSc<br>Motor 3MstSr<br>1Dk2trB<br>(See Sailing Ship Register) | 293<br>—<br>257 | | | | | 1919 | J.Moledo<br>Freijo | Herederos de AntonioMillan | 124·3\|28·4\|12·0 | Cadiz<br>Spanish | Motor<br>6Cy.<br>Astilleros deFreijo | | |
| 15002<br>HLJS | **Emilia S. de Perez** SteelScSr<br>ssBbo.2ndNo.3-1,18 ~~ssBbo.No.3-1,..~~<br>(exMatin) ireless 2Dks(Irn)&deep<br>Elec.light framing3Dkrule | 3838<br>3546<br>2433 | ✠100A1<br>3,20<br>BS3,20 ✠LMC1,18 | Cdz | w | CL<br>1,18 | 1893<br>5mo<br>Lloyd's A&CP | Gourlay Bros.&Co.<br>Dundee | AngelF.Perez<br>WB=CellD | 363·0\|45·1\|26·7<br>P15'B100'F43'<br>BK10"<br>B294'490tFPT157t | Santander<br>Spanish<br>7BHCem<br>APT98t | T.3Cy.24",40"&64"-54" (s)<br>160lb 351NHP<br>2SB,6rf,GS107,HS4803 FD<br>GourlayBros.&Co.Dun. | 29 ″ 6<br>s5 ″ 10½<br>24 ″ 8 | |
| 15003<br>NQCT | **Emilie** SteelSc<br>1Dk | 121<br>93<br>47 | | | | | 1907 | Kjöbnhvns Flydk.&Skbs.<br>Copenhagen | A/SAalborg PortlandCementfabrik | 85·0\|18·0\|8·6<br>Q11'B21'F15' | Aalborg<br>Danish<br>WB | C.2Cy.11"&21"-14"<br>16NHP<br>KjbnhavnsFlydk.&Skbsv. | | |
| 15004 | — IronPadSp<br>(exMagpie,exResolute) | 118<br>113<br>31 | | | | | 1880 | J.T. Eltringham<br>S.Shields | Flli.B.Mendl | 100·0\|18·4\|9·6 | Braila<br>Roumanian | L.1Cy.36"-54"<br>73NHP<br>J.P.Rennoldson,S.Shields | | |
| 15005<br>OGIA | **Emilie L. D.** SteelSc<br>(exWarThistle) Wireless 1Dk(Stl)<br>Elec.light | 5152<br>4736<br>3184 | ✠100A1<br>4,21<br>✠LMC10,17<br>Carrying oil | fuel F. | P. | CL<br>3,20<br>above 150° F. in DB | 1917<br>10mo<br>Lloyd's A&CP | J.Brown& Co.Ld.<br>Clydebank | L.Dreyfus&Co. | 401·0\|52·2\|28·5<br>P49'B113'F40'<br>FK | Dunkirk<br>French<br>7BHptCem<br>CellD B344' | T.3Cy.27",44"&73"-48" (s)<br>180lb 489NHP<br>3SB,9cf,GS190,HS7020 FD<br>JBrown&CoLd Clydebank<br>1134tFPT118tAPT176t | 31 ″ 0<br>s6 ″ 1½<br>25 ″ 3 | |
| 15006 | **Emilie Wender** SteelSc<br>(Tug)<br>(exHellespont) 1Dk(Irn) | 116<br>104<br>— | ✠<br>For River pur<br>5,94 ✠ | Shl<br>poses o | nly | | 1894<br>5mo | J.P.Rennoldson&Sns<br>S.Shields | Wender&Co. | 100·4\|19·2\|9·2<br>WB=FPT13t FK | Braila<br>Roumanian<br>4BHCem | T.3Cy.12",20"&32"-22"<br>1SB,2pf,GS27,HS952 56NHP<br>J.P.Rennoldsn&Sns,S.Shl. | 9 ″ 6 | |
| 15007 | **Emilio M.** WoodSc<br>Mchy.Aft 1Dk | 1102<br>—<br>736 | | | | | 1921 | Feder. Ital. deiConsorzi Agrari<br>Finalpia | FederazioneItaliana deiConsorszi Agrari | 205·3\|35·7\|19·6 | Genoa<br>Italian | C.2Cy.<br>D.Torriani&Co.<br>Sampierdarena | | |

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*This vessel,which was classed in another Register,has now been surveyed by the Surveyors to Lloyd'sRegister and a certificate for six months issued

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | 9<br>Par qui.<br>—<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15008<br>137000 | **Emilion** SteelScK<br>*ss*Liv.No.1–19<br>1*Dk* | 201<br>185<br>78 | ✠100A1<br>*StmTrawler*<br>1,22 ~~9,20~~<br>~~BS7,20~~ ✠LMC6,19<br>BS1,22 | Gms | | CL<br>6,19 | 1914<br>9mo<br>*Lloyd* | Smith's DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden, *Mgr.*) | 112·3<br>Q67'<br>BK7½" | 21·6 | 11·6 | Grimsby<br>British<br>2*BHCem* | T3Cy.11½",19½"&32"–24"(*s*)<br>180lb 68RHP<br>1SB,2*pf*,GS38,HS1210<br>Smith'sDockCo.Ld.Mdb. | 12 ′ 4 |
| 15009<br>3147<br>JHMB | **Emily** IronScSr<br>(*ex*Mongolia *ss*Got.3rdNo.3–10,19<br>*ex*Thornycroft) 1*Dk*(*Irn*)2*trB*<br>*Well deck* *Cargo battens not fitted* | 1565<br>1308<br>928 | ✠100A1<br>5,20<br>~~BS7,21~~ ✠LMC10,19<br>BS7,21 | Mmo | *q* | 6,18 | 1882<br>8mo | W.Gray& Co.<br>WHartlepool<br>A&CP | ~~Rederiaktieb. Steam~~<br>~~(And.Smith, Mgr.)~~<br>And.Smith | 257·1<br>Q98'B66'F30'<br>BK9<br>*WB*=*DB* | 35·7 | 18·9 | Uddevalla<br>Swedish<br>4*BHCem*<br>*a*82,*f*92'316*t* | C.2Cy.28"&60"–39" (*b*)<br>80lb *90lb* ND816 167NHP<br>2SB,4*cf*,GS68,HS2602<br>Blair&Co.Ld.Stockton | 20 ′ 2<br>s 1 ′ 9¼<br>19 ′ 2 |
| 15010<br>217353<br>LPFC | — WoodAuxTwinSc<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 417<br>—<br>319 | | | | | 1918 | Bullock& Caldwell<br>Pensacola, Fla. | EmilyMotorShip Co. | 136·4 | 30·6 | 12·0 | NewYork<br>Utd.States | Oil Engine<br>8Cy.8½"–10" 38NHP<br>FairbanksMorseCo., ThreeRivers | |
| 15011<br><br>TCSN | — WoodScSr<br>1*Dk* | 266<br>—<br>94 | | | | | 1889 | ..................<br>Singapore | OeiTiangTjai | 117·2 | 15·0 | | Tandjong, Pinang<br>Dutch | Hall,Russell&Co.Abn. | |
| 15012<br>105379 | — SteelScSr<br>*Mchy.Aft* 1*Dk* | 154<br>152<br>99 | | | | | 1895 | J.Scott& Co.<br>Kinghorn | TheMayor,Aldermen&Burgesses of the Borough of Wallasey | 97·4 | 19·0 | 9·3 | Liverpool<br>British | C.2Cy.12"&20"–16"<br>36RHP<br>J.Scott&Co.Kinghorn | |
| 15013 | — SteelSc<br>*ss*Rio.No.3–3,21 ~~ssRio.No.2–15~~<br>1*Dk*(*Teak*) | 86<br>76<br>1 | ✠100A1<br>*For towing purposes*<br>3,21 ~~12,19~~<br>✠LMC3,21<br>~~MS7,18~~ ~~BS12,19~~ | Rio | | ~~9,18~~<br>3,21 | 1908<br>6mo<br>*Lloyd* | Day,Summers&Co.Ld.<br>Southampton<br>'*sA&CP* | Rio deJaneiro LighterageCo.Ld. | 80·0<br>BK6" | 16·2 | 8·4 | R.Janeiro<br>Brazilian<br>4*BHCem* | C.2Cy.15"&30"–24" (*s*)<br>120lb 50NHP<br>1SB,2*pf*,GS38,HS951<br>Day,Summers&Co.Ld.Son. | 9 ′ 0 |
| 15014<br>104953 | **Emily Charlotte** SteelScSp<br>*ss*Sws.2ndNo.3–6,14<br>*ss*Sws.No.1–18<br>1*Dk* | 122<br>106<br>3 | ✠100A1<br>*For towing purposes*<br>5,20<br>✠NB5,04 LMC9,18<br>BS5,20 | Sws | | 5,20 | 1896<br>11mo<br>*Lloyd* | Mordey, Carney&Co. Ld. Newport<br>'*sA&CP* | PortTalbotRly.& DocksCo. | 90·2<br>BK6" | 18·1 | 9·7 | Pt.Talbot<br>British<br>4*BHCem* | C.2Cy.20"&36"–25" (*s*)<br>100lb 60RHP<br>1SB,2*pf*,GS40,HS1199<br>Mordey,Carney&C.Ld.Npt | 11 ′ 0 |
| 15015<br>89927<br>JLPK | **Emily Eveson** IronScSr<br>(*ex*Yungay,*ex*Virago<br>*Mchy.Aft* *ex*Snipe) 1*Dk*(*Irn*) | 326<br>252<br>128 | ✠<br>1,87 | Cly | *e* | | 1884<br>4mo | Campbeltown S.B.Co.<br>Campbeltwn | W.R.Barrett | 142·0<br>Q45'F20'<br>*FPT*28*t* *APT*11*t* | 23·2 | 11·0 | Swansea<br>British<br>3*BHCem* | C.2Cy.19"&36"–27"<br>NB94 55RHP<br>Dunsmuir&Jackson,Gls. | 11 ′ 9 |
| 15016 | **Emita** SteelSc<br>*For full particulars See No.* 37152 *in Supplement*<br>*Elec.light* Wireless<br>*Longitudinal framing* | | 100A1<br>*Shelter dk withfreeboard*<br>(*ClassContemplated*) | | | | 1920 | CommonwealthNaval Dockyard<br>Williamstwn, Victoria | Commonwealth GovernmentLine of Steamers | 331·0 | 47·7 | 26·0 | Melbourne<br>British | T.3Cy.25",41"&68"–45"<br>Thompson&Co.(Castlemaine)Propy.Ld. | 26 ′ 1<br>s 2 ′ 7¼<br>23 ′ 10 |
| 15017<br>143505<br>KFLM | **Emlynian** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 5112<br>4743<br>3168 | ✠100A1<br>8,21 ~~1,20~~<br>✠LMC4,20 | Gms<br>Cff | *y* | CL<br>11,20 | 1920<br>4mo<br>*Lloyd* | IrvinesS.B.&D.D.Co.Ld.<br>WHartlepool<br>'*sA&CP* | DragonS.S.Co.Ld. (EmlynJones&Co. Ld.*Mgrs.*) | 400·2<br>P49'B113'F38'<br>FK<br>*CellDB*347'1126*t* *FPT*117*t* | 52·3 | 28·5 | Cardiff<br>British<br>7*BHCem*<br>*APT*178*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Richardsons,Westgarth& Co.Ld.Hpl. | 31 ′ 0<br>s 6 ′ 1¼<br>25 ′ 3 |
| 15018<br>143576<br>KGPD | **Emlynmor** SteelSc<br>(*ex*Manahan,*ex*Kilmanahan)<br>1*Dk* | 606<br>491<br>270 | | | | | 1919 | Smith's DockCo.,Ld.<br>Middlesbro' | EmlynLine,Ld. (Emlyn-Jones& Co.Ld.,*Mgrs.*) | 170·0 | 30·0 | 15·7 | Cardiff<br>British<br>*WB* | T.3Cy.16",26"&44"–26"<br>90RHP<br>Smith'sDockCo.Ld.Mdb. | |
| 15019<br>1435[illegible]<br>KHMP | **Emlynton** SteelSc<br>*For full particulars See No.* 37155 *in Supplement*<br>1*Dk* | 700<br>[illegible]<br>342 | 100A1<br>(*ClassContemplated*) | | | CL | 1920 | J.Chambers,Ld.<br>Oulton Broad | EmlynLine,Ld. (J.E.Emlyn-Jones *Mgr.*) | 178·1 | 27·6 | 11·0 | Cardiff<br>British<br>*WB* | T.3Cy.15",25"&41"–27"<br>87NHP<br>G.Gray&Co.Ld.S.Shields | 13 ′ 4<br>s 4 ′ 7<br>13 ′ 0 |
| 15020<br>898 | **Emma** SteelSc<br>(*ex*WarHorus) 1*Dk*(*Stl*)<br>*Elec.light* | 2160<br>1799<br>1272 | ✠100A1<br>8,21 ~~10,18~~<br>✠LMC10,18 | Npt<br>Rot | *r* | CL<br>9,19 | 1918<br>10mo<br>*Lloyd* | Pt.Arthur S.B.Co.Ld.<br>PtArthurOnt<br>'*sA&CP* | F.Baglietto | 251·0<br>P25'B64'F28'<br>FK<br>*CellDB*226' 526*t* *FPT* | 43·8 | 20·7 | Genoa<br>Italian<br>4*BHCem*<br>80*t* *APT*78*t* | T.3Cy.20½",34"&56"–40" (*s*)<br>190lb 265NHP<br>2SB,6*cf*,GS135,HS4670<br>Pt.ArthurS.B.Co.Ld | 23 ′ 0<br>s 3 ′ 2<br>20 ′ 2 |
| 15021 | — IronScSr<br>2*Dks*<br>*Elec.light* | 872<br>845<br>547 | | | | | 1883 | G.Howaldt<br>Kiel | Sartori&Berger | 203·5 | 27·0 | 20·5 | Kiel<br>German<br>*WB* | C.2Cy.25"&40"–27"<br>NB97 69NHP<br>Gebr.Howaldt,Kiel | |
| 15022<br><br>NPTC | — Steel AuxSc3MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 332<br>288<br>245 | | | | | 1917 | J.Th. Wilmink&Co<br>Groningen | Vrachtv.Maats. "Neerlandia" | 136·6<br>P32'F20' | 25·6 | 11·1 | Rottrdam<br>Dutch | Oil Engine<br>2Cy.15⅓"–16½" 36NHP<br>Steyaard&J.Walen,Rot. | |
| 15023<br><br>OGIP | — SteelScSr<br>(*Trawler*)<br>*Elec.light* | 252<br>214<br>100 | | | | | 1902 | Bonn& Mees<br>Rotterdam | G.Vidor fils&Co. | 131·8 | 21·5 | 12·5 | Boulogne<br>French<br>*WB* | T.3Cy.13",21½"&35"–24"<br>NB10 60NHP<br>Amos&Smith,Hull | |
| 15024 | — SteelScK<br>*ss*Ams.No.3–5,11<br>(*ex*Nemophila) *ss*Ymu.No.2–19<br>1*Dk* | 175<br>171<br>43 | ✠100A1<br>*StmTrawler*<br>4,21 ~~7,19~~<br>~~BS7,21~~ ✠LMC7,19<br>BS3,22 | Ymu<br>Ams | | ~~7,19~~<br>4,21 | 1899<br>2mo<br>*Lloyd* | J.Duthie, Sons&Co.<br>Aberdeen<br>'*sA&CP* | N.V.Vischerij Maats."Emma" (N.V.Expl.Mij."De Marezaten,"*Mgs.*) | 111·0<br>Q23'<br>*pt*ND17 BK7½" | 20·8 | 11·3 | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.12",19½"&32"–22" (*s*)<br>180lb 60NHP<br>1SB,2*pf*,GS32,HS1060<br>Whyte&Mair,Dundee | 12 ′ 0 |
| 15025<br>1212 | — SteelScSr<br>(*Trawler*)<br>(*ex*Alster,*ex*Fock & Hubert) | 171<br>—<br>56 | | | | | 1894 | Act.Ges. "Neptun"<br>Rostock | W.Antufieff | 112·6<br>H8*t* | 21·4 | 10·4 | Archangel<br>Russian<br>*WB* | C.2Cy.17¾"&33½"–19½"<br>41NHP<br>A.G."Neptun,"Rostock | |
| 15026 | — SteelScSr<br>(*Trawler*)<br>(*ex*NorthCoast) 1*Dk* | 111<br>106<br>42 | | | | ... | 1890 | Hall, Russell&Co.<br>Aberdeen | GadusFabriker (H.Larsson, *Mgr.*) | 95·3<br>BK6½" | 19·6 | 10·1 | Gothenbrg<br>Swedish | C.2Cy.15½"&34"–24"<br>47NHP<br>Hall,Russell&Co.Abn. | 10 ′ 9 |
| 15027 | — WoodAuxScSr<br>*OilEng.*<br>(*See Sailing Ship Register*) | 108<br>—<br>103 | | | | | 1883 | ..................<br>Bath,Me. | Stubenrauch&Co. | 78·9 | 21·6 | | PntaArnas<br>Chilian | Oil Engine.<br>Fairbanks,MorseCo. | |
| 15028 | **Emma Engel** SteelSc<br>(*Trawler*)<br>1*Dk* | 219<br>193<br>85 | | | | | 1915 | Schiffsb.G. Unterweser<br>Lehe | Erdm.Lefke | 127·7<br>Q69'F19' | 22·6 | 9·2 | Gstemnde<br>German<br>*WB* | T.3Cy.12⅗",19$\frac{7}{10}$"&31$\frac{9}{10}$"–22"<br>48NHP<br>OttensenerMaschf.Altona | |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter | Date when tail shaft last seen. | Built.<br>When | By Whom<br>Where | Owners. | Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
| | Now named "Sandar," See No. 39342 in Supplement | | | | | | | | | | | | | | | |
| 15029<br>5711<br>JVGT | **Emma Fernström** SteelSc<br>(exPolstream,<br>exEmmaFernström,ex 1Dk<br>Polstream,exMargarete) | 1007<br>738<br>588 | | | | | 1905 | Grngem'th<br>&Greenock<br>DockyardCo.<br>Grngemouth | A.K.Fernströms<br>Dödsbo | 204·6<br>Q69'B56'H70tF20' | 34·8 | 12·6 | Karlshamn<br>Swedish | T.3Cy.16½",27"&44"–30"<br>106NHP<br>Cooper&Greig,Dundee | | |
| 15030<br>98882<br>JHWF | **Emma Minlos** SteelScSr<br>1Dk&Web frames&<br>(exRefugio) ptAwng dk | 1276<br>922<br>788 | | | ... | | 1894 | Campbel-<br>townSB.Co<br>Campbeltwn | ~~[illegible] S.S.Co.Ld.(H.H.Penman, Mgr.)~~<br>S.H.Biscoe | 230·0<br>Q79'<br>ptAwng dk151' FK | 32·6 | 16·4 | London<br>British<br>WB | T.3Cy.17½",27½"&45"–33"<br>115NHP<br>Kincaid&Co.Ld.Greenock | 17 ″ 4 | |
| 15031 | **Emma Sauber** SteelScCtr<br>(exPallion)<br>Mchy.Aft Elec.light 1Dk | 2474<br>[illegible]<br>1307 | | | | | 1909 | WDoxford<br>&Sons,Ld.<br>Sunderland | | 269·3<br>P55'F27' | 44·7 | 22·1 | WB | T.3Cy.21",35"&59"–39"<br>217NHP<br>W.Doxford&Sons,Ld.Sld. | | |
| | Now named "Herbert Sauber," See N[illegible] in Supplement | | | | | | | | | | | | | | | |
| 15032<br>HQBW | **Emmanuel** SteelScSr<br>ssPir.2ndNo.3-10,21 ~~ssSyr.No.3-9,07~~<br>~~ssPir.No.2-16~~<br>(exGraphic)<br>Wireless 1Dk(Stl)2trB&Webframes | 2490<br>2312<br>1598 | ✠100A1<br>~~10,18~~ 10,21<br>~~Examined12,19~~<br>~~BS12,19~~ ✠LMC~~5,16~~ | Liv<br>Pir<br>10,21 | t | ~~11,17~~<br>10,21 | 1895<br>1mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | OrientalShipping<br>Co.Ld.(A.A.Cap-<br>paris,Mgr.)<br>WB=CellDBa | 304·2<br>P27'B68'F31'<br>FK<br>102'uE22'f120'654t | 44·1 | 20·7 | ~~Syra~~ Piraeus<br>Greek<br>5BHCem<br>APT59t | T.3Cy.23",36½"&62"–39" (s)<br>160lb 100lb NDB11 239NHP<br>2SB,6rf,GS79,HS3580<br>Cen.Mar.Eng.Wks.W.Hpl. | 23 ″ 2<br>s3″11½<br>19 ″ 6 | |
| 15033 | — SteelScK<br>1Dk | 218<br>194<br>101 | ✠<br>StmTrawler<br>7,17 ✠ | Ght | | | 1912<br>7mo | Cochrane<br>&Sons<br>Selby | PêcheriesàVapeur<br>Soc.Anon. (John<br>Bauwens,Mgr.) | 115·0<br>Q65'<br>BK7½" | 21·5 | 11·7 | Ostend<br>Belgian<br>4BHCem | T.3Cy.12",20"&32"–23"<br>70NHP<br>1SB,2cf,GS32,HS1300<br>Earle'sCo.Ld.Hull | 12 ″ 6 | |
| 15034<br>144640 | **Emmanuel Camelaire** SteelScK<br>ssBgs.No.3-2,21<br>Elec.light 1Dk | 278<br>247<br>109 | 100A1<br>StmTrawler<br>6,21 ~~2,21~~ LMC2,21 | Bgs | | CL<br>2,21 | 1918<br>Lloyd | AilsaS.B.<br>Co.Ld.<br>Troon<br>'sA&CP | TheAdmiralty | 125·6<br>Q72'F17'<br>— BK7½" | 23·5 | 12·8 | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 60RHP<br>1SB,3pf,GS50,HS1619<br>AilsaS.B.Co.Ld.Troon | | |
| | Now named "PresidentFrancqui," See No. 38916 in Supplement | | | | | | | | | | | | | | | |
| 15035<br>OGIS | **Emmanuella** SteelScSr<br>(Trawler)<br>Elec.light Wireless 1Dk | 285<br>262<br>99 | | | | | 1907 | DelaBrosse<br>&Fouché<br>Nantes | VictorTourny | 139·8<br>Q52' | 22·0 | 10·8 | Boulogne<br>French<br>WB | T.3Cy.11¾",19¾"&32¼"–24⅜"<br>51NHP<br>E.delaBrosse&Fouché,Nts | | V |
| 15036<br>NPVH | **Emmapark** SteelSc<br>Elec.light 1Dk | 1488<br>1316<br>874 | | | | | 1920 | Bremer<br>Vulkan<br>Vegesack | Scheepv.&Trnsprt<br>Mij."Atlantica"<br>(Halcyon-Lijn,<br>Mgrs.) | 238·8 | 34·2 | 19·5 | Rottrdam<br>Dutch<br>WB | T.3Cy.16⅓",26⅔"&44 1/10"–29½"<br>106NHP<br>BremerVulkan,Vegesack | | |
| 15037 | **Emmi Arp** SteelScSr<br>Elec.light 1Dk&Spar dk | 2767<br>2599<br>1734 | | | | | 1906 | Akt.Ges.<br>"Neptun"<br>Rostock | FrenchGovern-<br>ment | 291·2 | 43·9 | 16·9<br>24·2 | French<br>WB | T3Cy20½",36 7/16"&56 9/16"–37⅜"<br>195NHP<br>A.G."Neptun,"Rostock | | V |
| 15038 | **Emmich** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 223<br>210<br>86 | | | | | 1916 | Nüscke&<br>Co.A.G.<br>Stettin | Wilhelmshavener<br>Hochseef.A.G. | 119·8<br>F17'<br>WB | 24·2 | 9·6 | Wilhelms-<br>haven<br>German | T.3Cy.13⅓",20½"&32¼"–22"<br>49NHP<br>Christiansn&MeyerHarbrg | | |
| 15039 | **Emmy Stein** SteelAuxSc3MstSr<br>(exMöve, OilEng.<br>(exFriedeburg,exOldambt) 1Dk(Stl)<br>Mchy.Aft (See Sailing Ship Register) | 211<br>174<br>146 | ✠<br>10,16 | Bmn | | | 1912<br>3mo | E.J.Smit<br>&Zoon<br>Westerbroek | J.H.Jensen | 115·6<br>Q25'<br>BK8"<br>FPT | 23·6 | 9·8 | Hamburg<br>German<br>3BHCem<br>30tAPT18t | Oil Engines 2S.C.SA<br>2Cy.12 3/16"–13" 17NHP<br>E.J.Smit&Zoon,<br>Hoogezand | 10 ″ 6 | |
| 15040<br>214318 | **Emory L. Ford** SteelScSr<br>Elec.light 1Dk(Stl)&Webframes<br>Mchy.Aft Longitudinalframing<br>Sub.Sig. | 7986<br>7670<br>6226 | ✠100A–<br>1,22 ~~8,16~~<br>ForServiceon the Great Lakes<br>✠LMC8,16 | Clv | | | 1916<br>8mo | American<br>S.B.Co.<br>Lorain,O. | FranklinS.S.Co.<br>(H.K.Oakes,Mgr.)<br>CellDBuE&B55'f<br>& in hopper side tanks 479' 8724tFPT | 580·0<br>F53'<br>FK | 60·0 | 32·0 | Duluth<br>Utd.States<br>3BH<br>290tAPT59t | T.3Cy.24½",41"&65"–42" (s)<br>180lb 414NHP<br>3SB,6cf,GS137,HS6405 FD<br>AmericanS.B.Co.Lorain,O | 32 ″ 0 | |
| 15041<br>126654 | **Emperor** SteelScSr<br>Elec.light Wireless 1Dk | 7031<br>6780<br>4641 | | | | | 1910 | Collngwd.<br>S.B.Co.<br>Collingwood | CanadaSteamship<br>LinesLd. | 525·0<br>WB | 56·1 | 27·0 | Midland,<br>Ont.<br>British | T.3Cy.23",38½"&63"–42"<br>257NHP<br>CollingwoodS.B.Co. | | |
| 15042 | — WoodSc<br>(Tug)<br>Elec.light 1Dk | 196<br>119<br>78 | | | | | 1904 | A.D.&M.<br>Lussich<br>Montevideo | Government of<br>Uruguay | 108·0 | 24·0 | 13·0 | M.Video<br>Uruguayan | | | |
| 15043<br>116170<br>JMSC | — SteelScK<br>ssHul.No.3-5,15<br>1Dk | 181<br>172<br>71 | ✠<br>10,20<br>StmTrawler<br>✠ | Hul | | | 1903<br>6mo | Cook,Wel-<br>t'n&Gemmell<br>Beverley | EmperorSteam<br>TrawlingCo.Ld. | 109·0<br>BK7"<br>WB= | 21·5 | 11·0 | Hull<br>British<br>4BHCem<br>DTf13'30t | T.3Cy.11",18"&30"–22"<br>46RHP<br>1SB,2pf,GS24,HS668<br>Amos&Smith,Hull | 11 ″ 9 | |
| 15044<br>104197 | — IronScK<br>1Dk | 130<br>120<br>54 | | | | | 1895 | Cochrane&<br>Cooper<br>Beverley | A.Walker | 93·6<br>Q17'<br>BK7½" | 20·5 | 11·0 | Aberdeen<br>British | T.3Cy.11",17"&28"–21"<br>40RHP<br>C.D.Holmes&Co.,Hull | 11″10 | |
| 15045<br>NAOM | **Emperor Alexander III.** Steel<br>TwinScSr<br>Elec.light 2Dks(Stl-ws)&<br>Shade dk(Stl-ws)<br>3rd dk inNos.1,2&3 holds | 5153<br>3687<br>3256 | ✠<br>2,20<br>Shade dk<br>✠ | Dmb | y | | 1914<br>1mo | W.Denny<br>&Bros.<br>Dumbarton<br>WB= | RussianStm.Nav.<br>&TradingCo.<br>CellDBa91'uE59' | 381·1<br>FK&BK2"<br>f154'506t FPT29t | 51·8 | 27·8 | Odessa<br>Russian<br>6BHCem<br>APT48t | T.6Cy.22",36"&58"–48"<br>788NHP<br>4SB(FD)&1AuxSB,18cf,<br>GS336,HS13000<br>Denny&Co.Dumbarton | 30 ″ 6 | |
| | Now named "Lamartine," See No. 38216 in Supplement | | | | | | | | | | | | | | | |
| 15046<br>703<br>NACL | **Emperor Nicholas I.** SteelTwin<br>ScSr<br>2Dks(Stl-ws)&Shade dk<br>(Stl-ws)3rd dk in Nos.1,2&3holds<br>Elec.light | 5642<br>3686<br>3388 | ✠<br>2,20<br>Shade dk<br>✠ | Gls | y | | 1913<br>12mo | J.Brown&<br>Co.Ld.<br>Clydebank<br>W | RussianStm.Nav.<br>&TradingCo.<br>B=Cell DBa91'u | 381·1<br>FK&BK2"<br>E59'f154'504tFPT | 51·8 | 27·7 | Odessa<br>Russian<br>6BHCem<br>27tAPT45t | T.6Cy.22",36"&58"–48"<br>788NHP<br>4SB(FD)&1AuxSB,18cf,<br>GS336,HS13000<br>J.Brown&Co.Ld.Clydebnk | 30 ″ 6 | |
| | Now named "PierreLoti," See No. 38952 in Supplement | | | | | | | | | | | | | | | |
| 15047<br>119739 | **Emperor of India** SteelPad<br>(exPrincessRoyal)<br>Elec.light 2Dks&Promenadedk | 482<br>326<br>206 | | | | | 1906 | JI.Thorny-<br>croft&Co.Ld.<br>Southampton | Cosens&Co.Ld. | 217·2<br>Q20' len07<br>Prom.dk133' | 25·1 | 8·5 | Wymouth<br>British | C.2Cy.30"&57"–60"<br>210NHP<br>J.I.Thornycroft&CoLdSou | | |
| 15048 | **Empire** IronScK<br>(Tug)<br>Elec.light 1Dk | 115<br>114<br>3 | | | ... | | 1902 | Hepple&<br>Co.Ld.<br>South Shields | TheArgentine<br>Nav.Co.(Nicolás<br>Mihanovich)Ld. | 90·5<br>B9'<br>BK7" | 19·6 | 10·9 | Bns.Ayres<br>Argentine | C.2Cy.18"&38"–25"<br>60NHP<br>Hepple&Co.Ld.S.Shields | 11 ″ 9 | |
| 15049<br>221600<br>MDCT | **Empire Arrow** SteelSc<br>2Dks(Stl)&Shelterdk(Stl)<br>Elec.light Wireless &Webframes<br>Mchy.Aft Longitudinal framing | ~~8000~~<br>8046<br>7834<br>4960 | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,22 ~~9,21~~ ✠LMC9,21<br>~~(ClassContemplated)~~<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 9,21 F.P. above 150°F | Phl<br>NYk | d† | CL | 1921<br>9mo | NewYork<br>S.B.Corp.<br>Camden,N.J.<br>A&CP | StandardTrans-<br>portationCo.<br>CellDBa19'uE&B16 440t[illegible]f10'644t<br>Tweendktankaft100tFPT229tAPT131t | ~~467·6~~<br>468·3<br>FK | 62·7 | 32·0 | NewYork<br>Utd.States<br>16BHptCem<br>(Collision BHtoSl dk<br>9 ,, ,, U ,,<br>6 ,, ,,2nd ,,) | Q.4Cy.24",36",51"&75"–51"<br>220lb 125lb (r) 625NHP<br>3SB,9cf,GS173,HS[illegible]052 FD<br>NewYorkS.B.Corp. | 32 ″ 0<br>s5″3½<br>27″1 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creu sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15050<br>136623 | **Empire City** SteelScSr<br>*Elec.light Mchy.Aft* Sub.Sig. 1*Dk*2*trB* | 4118<br>—<br>3269 | | | | | 1897 | Cleveland<br>S.B.Co.<br>Cleveland,O. | PittsburghS.S.Co. | 405·4 | 48·0 | 24·4<br>*WB* | Duluth,<br>Minn.<br>Utd.States | Q.4Cy.17",26",39"&60"–40"<br>228NHP<br>ClevelandS.B.Co.Cleveld. | |
| 15051 | **Empire State** SteelTwinSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks&Shelter dk*<br>*Ref.Mchy.* &*Shade dk* 4*trB*<br>*Cruiser Stern* | 15000<br>7050 | | | | | 1920 | NewYork<br>S.B.Corp.<br>Camden,N.J. | UnitedStates<br>ShippingBoard | 518·0<br>B186' | 72·0 | 32·0 | Utd.States<br>*WB* | 4 Geared Steam Turbines<br>ForeRiverS.B.Corp.<br>(BethlehemSteelCorp.)<br>Quincey,Mass. | |
| 15052<br>143407<br>KOLH | **Empirestar** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Shltr dk*(*Stl*)<br>*Ref.Mchy.* 3*rdDk* (*Stl*) *inNo.*1 *hold*<br>Wireless | 7199<br>5356<br>4524 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,21 ~~6,20~~ ✠LMC2,20<br>*Fitted for oil fuel* 2,20 *F.P. above* 150°F.<br>✠Lloyd'sRMC~~11,20~~ 3,22 | Lon<br>Ams | *a*† | CL<br>~~6,20~~<br>8,21 | 1919<br>12mo<br>*Lloyd* | Lithgows,<br>Ld.<br>Port Glasgow<br>'*sA&CP*<br>6*BHonlyCollision&*2*other bulkheads toShelter dk* 3*BHtoUp dk* | UnionColdStorage<br>Co.Ld. (BlueStar<br>Line1920Ld*Mgs.*) | 423·4<br>FK<br>*CellDB*360'1259*tAPT*31*t* | 56·0 | 28·7 | London<br>British<br>*Cem* | T.3Cy.25½",44"&74"–51" (*r*)<br>200lb 696NHP<br>4SB16*cf*GS253HS11170 FD<br>J.G.Kincaid&Co.Ld.Grk. | 39 , 1<br>s11 , 1<br>28 , 4 |
| 15053<br>123846<br>HKSW | **Empress** SteelTrpScSr<br>*Elec.light* Wireless 2*Dks&Awng dk* | 1695<br>1165<br>697 | | | | | 1907 | W.Denny<br>&Bros.<br>Dumbarton | S.Eastrn&Chathm<br>RlyCo's.Managing<br>Committee | 311·3 | 40·1 | 15·8 | London<br>British<br>*WB* | 3 Steam Turbines<br>Denny&Co.Dumbarton | |
| 15054<br>116309 | — SteelTwinSc<br>*ss*St.J.No.3–6,18<br>*Elec.light* 1*Dk*(*ptStl*-ws)&*Awng dk*<br>(*ptStl*-ws) | 1342<br>1050<br>612 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>5,21 ~~6,19~~<br>~~BS5,20~~ ✠LMC6,19 | Hfx<br>StJ<br>BS5,21 | 0 | CL<br>~~6,12~~<br>5,21 | 1906<br>5mo<br>*Lloyd* | Swan,Hunter&Wigham<br>Richardson,<br>LdNewcastle<br>'*sA&CP* | CanadianPacific<br>RailwayCo.<br>*WB=CellDBf*61'27*t*&9'7*tAPT*30*t* | 235·0<br>BK6" | 34·2 | 20·0 | Charlottetown P.E.I.<br>British<br>4*BHCem* | T.6Cy.18½",28½"&46"–33"(*r*)<br>160lb *80lb* 366NHP<br>2SB,8*cf*,GS154,HS5862 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 21 , 11<br>s9 , 5½<br>13 , 4 |
| 15055<br>96040 | — SteelPadSk | 229<br>143<br>95 | | | | | 1888 | Napier,<br>Shanks&Bell<br>Glasgow | Dumbarton&<br>BallochJointLine<br>Committee (L.H.<br>Gilchrist,*Mgr.*) | 165·0 | 20·1 | 6·3 | Glasgow<br>British | D.2Cy.36"–48"<br>NB15 138NHP<br>D.Rowan&Son,Glasgow | |
| 15056<br>63915<br>TFBC | — IronPad | 173<br>164<br>87 | | | | | 1879 | Samuda<br>Bros.<br>London | Cosens&Co.Ld. | 160·1 | 18·1 | 8·3 | Weymouth<br>British | O.2Cy.30"–33"<br>NB04 52RHP<br>J.Penn&Sons,Greenwich | |
| 15057<br>98395 | — SteelPadSk<br>1*Dk* | 156<br>130<br>79 | | | | | 1893 | J.Reid&<br>Co.(Lim.)<br>Glasgow | Cork,Blackrock&<br>PassageRlwy.Co.<br>(R.H.Good,*Mgr.*) | 140·2 | 17·1 | 7·3 | Cork<br>British | T.3Cy.9",15"&24"–12"<br>NB07 25RHP<br>Kincaid&Co.,Greenock | |
| 15058<br>81032 | — IronPadSp | 101<br>68<br>54 | | | | | 1880 | W.Allsup<br>&Sons<br>Preston | PlymouthPromenadePier&Pavilion<br>Co.Ld. | 115·0 | 16·2 | 4·9 | Plymouth<br>British | C.O.2Cy.16"&30"–30"<br>NB08 40RHP<br>W.Allsup&Sons,Preston | |
| 15059<br>135226<br>JOKF | **Empress of Asia** SteelQuadScSr<br>*ss*HKg.No.1–17<br>*Elec.light* Wireless *CruiserStern*<br>Sub.Sig. 4*Dks*(*Stl*)&<br>*Shelter dk*(*Stl*–teak s) | 16909<br>12545<br>8883 | ✠100A1<br>3,21 ~~2,20~~<br>~~BS4,20~~ ✠LMC4,16<br>BS~~4,21~~3,22 | HKg | *k*† | CL<br>~~4,20~~<br>~~3,21~~<br>*f*3,21<br>*a*3,22 | 1913<br>5mo<br>*Lloyd* | Fairfield<br>Co.Ld.<br>Glasgow<br>'*sA&CP* | CanadianPacific<br>RailwayCo.(CanadianPacificSteamshipsLd.*Mgrs.*) | 570·1<br>B&F394' *on Shelter dk*<br>FK&BK3"<br>*WB=CellDBa*63'*uE&B*295'*f*100'1548*tFPT*160*t* | 68·2 | 42·0 | Vancouvr,<br>B.C.<br>British<br>12*BHCem* | 4 Steam Turbines (*s*)<br>190lb HS54251 3720NHP<br>6D&4SB,64*cf*,GS1344, FD<br>FairfieldCo.Ld.Glasgow | 46 , 0<br>s17 , 6<br>29 , 0 |
| 15060<br>120940<br>HGOJ | **Empress of Britain** SteelTwin ScSr<br>*ss*Gls.No.3–8,20<br>4*Dks*(*Stl*–*U&M* ws)&*Webframes*<br>*Elec.light* &*Shelter dk*(*Stl*–teak s)<br>*Ref.Mchy.* Wireless Sub.Sig. | 15857<br>9774<br>9027 | ✠100A1<br>*Shelter dk*<br>~~6,21~~8,20 ✠LMC8,20<br>1,22<br>BS~~7,21~~1,22<br>*Fitted for oil fuel*8,20 *F.P. above* 150°F. | Gls<br>Liv | *k*† | CL<br>8,20 | 1906<br>4mo<br>*Lloyd* | Fairfield<br>Co.Ld.<br>Glasgow<br>'*sA&CP* | CanadianPacific<br>RailwayCo.(CanadianPacificSteamshipsLd.*Mgrs.*)<br>*WB=CellDBa*81'*uE&B*225'*f*144'1668*t* | 548·8<br>F95' FK<br>*Promenade dk*405' | 65·7 | 36·7 | Liverpool<br>British<br>10*BHCem* | Q.8Cy.36",52"75"&108"–69"<br>220lb (*s*) 3168NHP<br>6D&3SB,60*cf*,GS1125,<br>HS47141 FD<br>FairfieldCo.Ld.Glasgow<br>*Sidetanksa*23'185*tFPT*49*t* | 40 , 0<br>s9 , 6<br>31 , 1 |
| 15061 | **Empress of Canada** SteelTwinSc<br>*Elec.light Ref.Mchy.*<br>*Cruiser Stern* | 22000 | 100A1<br>*Shelter dk*<br>(*ClassContemplated*) | | | | 1920 | Fairfield<br>Co.Ld.<br>Glasgow | CanadianPacific<br>RailwayCo.(CanadianPacificSteamshipsLd.*Mgrs*) | 627·0 | 77·7 | 42·0 | Vancouver<br>British | 6 Steam Turbines<br>FairfieldCo.Ld.Glasgow | |
| 15062<br>136266<br>JDRF | **Empress of France** SteelQuad ScSr<br>*CruiserStern*<br>(*ex*Alsatian) Sub.Sig. Wireless<br>*Elec.light Ref.Mchy.* 3*Dks&Shelter dk* | ~~18481~~ 18388<br>~~12814~~ 12813<br>~~10747~~ 10366 | | | | | 1913 | W.Beardmore&Co.Ld.<br>Glasgow | AllanLineSSCo.Ld.<br>(CanadianPacific<br>StmshipsLd.,*Mgrs*) | 571·4<br>B&F460' | 72·4 | 41·7 | Glasgow<br>British<br>*WB* | 4 Steam Turbines<br>W.Beardmore&Co.Ld.Gls. | |
| 15063<br>77197 | **Empress of India** IronPadSp<br>(*Tug*) | 174<br>160<br>69 | | | | | 1877 | J.&M.<br>Gunn<br>Cardiff | LeithSalvage&<br>TowageCo.,Ld.<br>(J.Little&Co.Ld.<br>*Mgrs.*) | 117·4 | 19·7 | 10·3 | Leith<br>British | L.2Cy.28½"–48"<br>NB86<br>J.&M.Gunn,Cardiff | |
| 15064<br>98911<br>MCHQ | **Empress of Japan** SteelTwinSc<br>3MstSr<br>*ss*H.Kg.2ndNo.3–11,15<br>*Elec.light* *ss*H.Kg.No.1–19<br>Wireless 3*Dks*(2*Stl*–ws)4*trB* | 5940<br>5098<br>3032 | ✠100A1<br>9,21 ~~1,21~~<br>✠LMC11,19<br>BS10,20 | HKg | *b*† | ~~1,21~~<br>2,22 | 1891<br>3mo<br>*Lloyd* | NavalCon.<br>&Arm.Co.Ld<br>Barrow<br>'*sA&CP* | CanadianPacific<br>RailwayCo.(CanadianPacificSteamshipsLd.*Mgrs.*) | 455·6<br>P65'F79' BK12"<br>B&*Prom.dk*217'<br>*WB=CellDB*337'755*tAPT*36*t* | 51·2 | 33·1 | Vancouvr,<br>B.C.<br>British<br>12*BHCem* | T.6Cy.32",51"&82"–54" (*s*)<br>160lb ~~100lb~~ *80lb* 1167NHP<br>4DB,32*cf*,GS710,HS20193<br>Nvl.Con&Amts.C.(L)Brw | 36 , 0<br>s8 , 5<br>29 , 0 |
| 15065<br>135197<br>JBSQ | **Empress of Russia** SteelQuadScSr<br>*ss*HKg.No.1–17<br>*Elec.light Cruiser Stern* 4*Dks*(*Stl*)&<br>Sub.Sig. Wireless *Shelterdk*(*Stl*–teak s) | 16810<br>12557<br>8789 | ✠100A1<br>7,20<br>~~BS5,20~~ ✠LMC~~5,16~~<br>BS4,21 3,18 | HKg | *k*† | CL<br>PF SF } 4,21<br>PA SA } 2,22 | 1913<br>3mo<br>*Lloyd* | Fairfield<br>Co.Ld.<br>Glasgow<br>'*sA&CP* | CanadianPacific<br>RailwayCo.(CanadianPacificSteamshipsLd.*Mgrs*) | 570·2<br>B&F*on Shltr dk*394'<br>FK&BK3"<br>*WB=CellDBa*69'*uE&B*295' *f*100'1548*tFPT*160*t* | 68·2 | 42·0 | Vancouvr<br>B.C.<br>British<br>12*BHCem* | 4 Steam Turbines (*s*)<br>190lb HS54251 3720NHP<br>6D&4SB,64*cf*,GS1344 FD<br>FairfieldS.B.&E.Co.Ld.Gls | 46 , 0<br>s17 , 6<br>29 , 0 |
| 15066<br>136986 | **Empyrean** SteelScK<br>*ss*Liv.No.1–19<br>1*Dk* | 215<br>200<br>98 | ✠100A1<br>*StmTrawler*<br>12,19 ✠LMC11,19<br>BS7,21 | Liv | | CL<br>11,19 | 1914<br>7mo<br>*Lloyd* | GooleS.B.<br>&RepgCo.Ld<br>Goole<br>'*sA&CP* | ~~Grimsby&N.Sea StmTrawlingCo.Ld~~<br>LindseyStm.FishingCo.Ld(E.Bacon, *Mgr.*) | 120·4<br>Q66'F19'<br>BK7½" | 22·0 | 11·6 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12",21½"&35"–24" (*s*)<br>180lb 76RHP<br>1SB,2*pf*,GS33,HS1313<br>C.D.Holmes&Co.Ld.Hull | 12 , 6 |
| 15067<br>OGJL | **Emu** IronScSr<br>*ss*Adl.No.1–81<br>1*Dk&Awng dk* | *616*<br>*611*<br>*362* | ✠<br>*Awng dk*<br>*with load line*<br>7,81 | Adl | *i* | | 1876<br>9mo | Blackwood<br>& Gordon<br>Pt.Glasgow | UnionCom.et de<br>Nav.Calédonienne | 179·4 | 25·1 | 11·7<br>18·7 | Nouméa<br>French<br>4*BHCem* | O.2Cy.24"&46"–33"<br>B *built–refitted*11 101NHP<br>Blackwood&Gordon,P.Gls | |
| 15068<br>105534<br>QNRS | — IronScK<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 154<br>142<br>65 | | | ... | | 1895 | Cochrane<br>&Cooper<br>Beverley | TaylorStmFishng<br>CoLd. (H.L.Taylor<br>Ld.*Mgrs.*) | 102·7<br>Q17'F19'<br>BK7½" | 20·5 | 11·0 | Grimsby<br>British | T.3Cy.11½",19½"&32"–22½"<br>NB07 50RHP<br>C.D.Holmes&Co.Hull | 11 , 10 |

| 1 No. in Book.<br>Official No.<br>Code Letters. | 2 Steamer's Name. Late Name if any.<br>Special Surveys. | 3 Material, Rig, &c.<br>No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7″ Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15069<br>110727<br>JGRB | **Emulator**<br>ssScr.No.2-20 | SteelScYl<br>ssHul.No.3-8,11<br>~~ssHul.No.1-15~~<br>1*Dk* | 168<br>160<br>66 | ✠100A1<br>*StmTrawler*<br>10,21 9,18<br>✠LMC7,20<br>BS10,21 | Hul<br>Scr | | 7,20 | 1899<br>7mo | Mackie&<br>Thomson<br>Glasgow<br>*Lloyd*'*sA&CP* | FileyUnitedStm.<br>TrawlingCo.Ld. | 104·0<br>BK7½″<br>*WB*= | 21·0 | 10·7 | Hull<br>British<br>4*BHCem*<br>*DTf*14′20*t* | T.3Cy.10″,16½″&28″-20″ (*s*)<br>200lb 40RHP<br>1SB,2*pf*,GS26,HS642<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 15070<br>108635 | — | IronScSp<br>1*Dk* | 106<br>105<br>7 | ✠<br>9,85<br>✠ | Bel | *a* | | 1885<br>4mo | P.Rodgers<br>Carrickfrgus | WestonPoint<br>TowingCo.Ld.<br>(G.Cook,*Mgr.*) | 95·4 | 18·1 | 10·0 | Runcorn<br>British<br>4*BHCem* | C.2Cy.18″&34″-21″<br>49RHP<br>D.&W.Grant,Belfast | 10 ″ 6 | |
| 15071 | **Enak**<br>*Elec.light* | SteelSc<br>(*Tug*)<br>1*Dk* | 180<br>160<br>6 | | | | | 1912 | Schiffsw(v.<br>J.&Sch.)A.G.<br>Hamburg | BugsierReed.&<br>BergungsA.-G. | 105·0 | 22·8 | 13·2 | Hamburg<br>German<br>*WB* | C.2Cy.18⅛″&29¾″-23⅝″<br>HS1450 69NHP<br>Schwft.(v.J&Sch)AGHam | | |
| 15072<br>113594<br>JGRO | **Encore** | Iron&SteelScK<br>ssHul.No.3-5,13<br>ssHul.No.1-17<br>1*Dk*<br>*Stlframing Irnplating* | 164<br>155<br>65 | ✠100A1<br>*StmTrawler*<br>3,20 | Lwt | ... | 3,20 | 1900<br>12mo | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>*Lloyd*'*sA&CP* | S.Bell | 105·0<br>BK7½″<br>*WB*=*DTanks* | 21·0 | 11·0 | Lowestoft<br>British<br>3*BHCem*<br>*f*15′30*t* | T.3Cy.10″,17″&28″-21″ (*s*)<br>200lb 40RHP<br>1SB,2*pf*,GS26,HS635<br>Amos&Smith,Hull | 11 ″ 9 | |
| 15073<br>132859<br>HVFG | **Enda**<br>*Elec.light*<br>*Mchy.Aft* *Well deck* | SteelSc3MstSr<br>ssDub.No.2-20<br>1*Dk*(*Stl*) | 863<br>593<br>428 | ✠100A1<br>10,21 ~~8,20~~<br>✠LMC5,20<br>BS6,21 | Dub | *l* | CL<br>8,20 | 1911<br>12mo | Dublin<br>DockyardCo.<br>Dublin<br>*Lloyd*'*sA&CP* | MichaelMurphy,<br>Ld.(J.O'Dowd,<br>*Mgr.*) | 200·2<br>Q115′B9′F34′<br>BK7″<br>*WB*=*CellDB* *a*64′*f*53′ 159*t FPT* | 30·6 | 12·5 | Cardiff<br>British<br>3*BHCem*<br>64*tAPT*15*t* | C.2Cy.22″&46″-30″ (*s*)<br>135lb *90lb* 87RHP<br>1SB,3*cf*,GS69,HS2370<br>Ross&Duncan,Glasgow | 14 ″ 9<br>s ″ 9<br>14 ″ 9 | |
| 15074<br>131316<br>JCDF | **Endcliffe**<br>*Well deck*<br>*Mchy.Aft* | SteelScSr<br>ssLan.No.3-1,14<br>ssShl.No.1-19<br>1*Dk*(*Stl*) | 368<br>253<br>138 | ✠100A1<br>2,21<br>~~BS2,21~~ ✠LMC9,19<br>BS10,21 | Sws | *e* | CL<br>2,21 | 1911<br>1mo | W.Walker<br>Maryport<br>*Lloyd*'*sA&CP* | T.W.Ward,Ld. | 135·2<br>Q49′B7′F28′<br>FK<br>*WB*=*FPT* | 25·1 | 10·3 | Liverpool<br>British<br>3*BHCem*<br>51*tAPT*2*t* | C.2Cy.17″&36″-24″ (*s*)<br>130lb 53RHP<br>1SB,3*pf*,GS47,HS1278<br>J.Ritchie,Glasgow | 11 ″ 5<br>s ″ 8<br>10 ″ 11 | |
| 15075<br>136531<br>KMPB | **Endeavor** | SteelTwinSc<br>1*Dk* | 315<br>—<br>244 | | | | | 1896 | C.Hillman<br>S.&E.B.Co.<br>Philadelphia | J.F.White | 136·0 | 23·2 | 7·4 | Wilmgton<br>(Del.)<br>Utd. States | 2Cy.14″-16″<br>12NHP<br>C.HillmanS.&E.B.Co.Phl. | | |
| 15076 | **Endeavour**<br>*Elec.light*<br>Wireless | SteelTwinScSr<br>2*Dks*(*Stl*)&*Awng dk* | 1090<br>1064<br>641 | ✠<br>*Awng dk*<br>*withfreeboard*<br>6,12 | Gls | | | 1912<br>6mo | Fairfield<br>Co.Ld.<br>Glasgow | TheAdmiralty | 214·8<br>FK<br>*WB*=*CellDBf*14′26*tDtan* | 34·1 | 22·6 | British<br>8*BHCem*<br>*ksf*20′52*t* | T.6Cy.13″,20½″&33″-24″<br>186NHP<br>2SB,6*cf*,GS143,HS4050<br>FairfieldCo.Ld.Glasgow | 23 ″ 6 | |
| 15077<br>109095<br>JGQN | **Enderby**<br>(*ex*Elk) | SteelScYl<br>ssHul.No.3-9,11<br>ssGms.No.2-19<br>1*Dk* | 169<br>160<br>67 | ✠100A1<br>*StmTrawler*<br>10,21 ~~7,20~~<br>BS7,20 ✠LMC3,19 | Gms | | ~~7,20~~<br>10,21 | 1898<br>12mo | Mackie&<br>Thomson<br>Glasgow<br>A&CP | DobsonStm.<br>FishingCo.Ld.<br>(C.Dobson,*Mgr.*) | 104·0<br>BK7½″ | 21·0 | 10·7 | Grimsby<br>British<br>4*BHCem*<br>*DTf*14′20*t* | T.3Cy.10″,16½″&28″-20″ (*s*)<br>200lb 40RHP<br>1SB,2*pf*,GS26,HS642<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 15078<br>218985<br>LTOP | **Endicott**<br>*Elec.light* Sub.Sig.<br>Wireless | SteelSc<br>*Fitted for oil fuel*<br>2*Dks*<br>*Longitudinal framing* | 6319<br>5970<br>4720 | | | | | 1919 | Skinner&<br>EddyCorp.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 401·6<br>P34′F43′ | 54·9 | 32·1 | Seattle<br>Utd.States<br>*WB* | T.3Cy.24½″,41½″&72″-48″<br>359NHP<br>Hooven,Owens&Rentsch-<br>lerCo.Hamilton,O. | | R |
| 15079<br>286<br>HBKT | **Endla**<br>*Elec.light* | SteelTwinSc<br>(*ex*Agate,*ex*Hannover)<br>1*Dk* | 144<br>—<br>66 | | | | | 1907 | J.L.Meyer<br>Papenburg | Esthonian<br>Government | 113·6<br>Q33′ | 20·8 | 6·6 | Reval<br>Esthonian<br>*WB* | C.4Cy.8⅒″&13⅘″-11″<br>10NHP<br>J.L.Meyer,Papenburg | | |
| 15080<br>136212<br>JHCS | **Endon** | SteelScK<br>ssHul.No.1-19<br>1*Dk* | 235<br>217<br>92 | ✠100A1<br>*StmTrawler*<br>12,21 ~~11,19~~<br>BS4,22<br>~~BS5,21~~ ✠LMC3,19 | Hul | | CL<br>~~3,19~~<br>12,21 | 1914<br>10mo | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>*Lloyd*'*sA&CP* | HullSteamFishing<br>&IceCo.Ld. | 112·0<br>Q22′<br>BK7″<br>*WB*= | 22·5 | 12·6 | Hull<br>British<br>3*BHCem*<br>*DTf*12′37*t* | T.3Cy.10″,17″&28″-24″ (*s*)<br>200lb 51RHP<br>1SB,2*pf*,GS25,HS810<br>Lidgerwood,Ld.Glasgow | 13 ″ 2 | |
| 15081<br>129422<br>HPNV | **Endymion**<br>ssGrk.No 3-11,21 ~~ssNhvNo.2-18~~<br>*Elec.light*<br>*Mchy.Aft* | SteelSc3MstSr<br>1*Dk*(*Stl*)&*Shelterdk*(*Stl*) | 887<br>674<br>415 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,21 ~~8,20~~<br>10,21<br>~~BS9,20~~ ✠LMC~~4,18~~ | Trn<br>Grk | *m* | CL<br>9,20 | 1909<br>8mo | J.Fuller-<br>ton&Co.<br>Paisley<br>*Lloyd*'*sA&CP* | J.&P.Hutchison,<br>Ld. | 210·0<br>FK<br>*WB*=*Cell DBf*22′41*t FPT*55*t* | 32·7 | 13·5 | Glasgow<br>British<br>3*BHCem*<br>*APT*15*t* | T.3Cy.17″,27½″&45″-33″ (*s*)<br>170lb ~~90lb~~ 170lb 129NHP<br>1SB,3*cf*,GS61,HS2074<br>Ross&Duncan,Glasgow | 14 ″ 6<br>s ″ 6<br>14 ″ 3 | |
| 15082<br>113588<br>JGRF | — | Iron&SteelScK<br>ssHul.No.3-7,13<br>ssHul.No.1-17<br>1*Dk Stlframing&Irnplating* | 164<br>155<br>65 | ✠<br>7,20<br>*StmTrawler*<br>✠ | Hul | | | 1900<br>11mo | Cook,Wel-<br>t'n&Gemmell<br>Hull | EndymionStm.<br>TrawlingCo.Ld. | 105·0<br>ptND13 BK7½″<br>*WB*=*Deeptanks* | 21·0 | 11·0 | Hull<br>British<br>3*BHCem*<br>*f*15′30*t* | T.3Cy.10″,17″&28″-21″<br>40RHP<br>1SB,2*pf*,GS26,HS635<br>Amos&Smith,Hull | 11 ″ 9 | |
| 15083<br>NJSC | **Energi** | SteelScSr<br>1*Dk*&*Webframes* | 1104<br>788<br>700 | | | | | 1898 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | A/S H.C.Christen-<br>sensDamp-og<br>SeilskibsRederi<br>(N.J.Ohlsen,*Mgr*) | 219·2<br>Q68′B58′F25′ | 34·9 | 12·6 | Marstal<br>Danish<br>*WB* | T.3Cy.16″,26″&43″-33″<br>93NHP<br>FlensburgerSchiffsb,Ges. | | V |
| 15084<br>1096<br>LRDH | **Energia** | SteelTwinScSr<br>1*Dk* | 664<br>—<br>391 | | | | | 1891 | Stabilmnto<br>Tecnico<br>Trieste | W.S.Theofani | 212·4<br>B24′ F28′ | 31·8 | 12·8 | Rostoff<br>Russian<br>*WB* | C.4Cy.14½″&29″-20″<br>63NHP<br>StabilimentoTecnico,Tri. | | V |
| 15085 | **Energie**<br>*Elec.light* | SteelTwinSc<br>1*Dk* | 985<br>804<br>533 | | | | | 1919 | F.Schichau<br>Elbing | KölnerSeeschifff.<br>A.G. | 221·2<br>Q66′B53′F23′ | 33·5 | 13·6 | Cologne<br>German<br>*WB* | T6Cy11⅘″,19 7/10″&31½″-17 7/10″<br>83NHP<br>F.Schichau,Elbing | | |
| 15086<br>89557<br>MBFS | **Energy** | IronScK<br>ssDub.3rdNo.3-10,19<br>1*Dk* | 203<br>202<br>108 | ✠100A1<br>10,21 ~~10,20~~<br>~~BS10,20~~ ✠LMC10,19<br>BS10,21 | Dub | *c* | CL<br>~~10,20~~<br>10,21 | 1884<br>4mo | R.Dixon&<br>Co.<br>Middlesbro'<br>A&CP | DublinPort&<br>DocksBoard | 123·5 | 21·0 | 11·6 | Dublin<br>British<br>4*BHCem* | C.2Cy.19″&36″-24″ (*j*)<br>85lb 55RHP<br>1SB,2*pf*,GS24<br>Blair&Co.(Lim.)Stockton | 12 ″ 1 | |
| 15087<br>218785<br>LSNF | —<br>*Elec.light* | WoodSc<br>1*Dk* | 177<br>—<br>30 | | | | | 1919 | Leatham&<br>Smith<br>Sturgeon<br>Bay,Wis. | UnitedStates<br>ShippingBoard | 94·8 | 24·6 | 14·6 | M'lwaukee<br>Utd.States | C.2Cy.18″&38″-26″<br>61NHP | | R |
| 15088<br>106626<br>PVRW | **Enfield**<br>Wireless | SteelScSr<br>ssGls.2ndNo.3-5,20<br>1*Dk*(*Stl*)&*Webframes*<br>*Cargo battens not fitted* | 2077<br>2011<br>1322 | ✠100A1<br>*Trunk dk*<br>3,22 ~~5,20~~<br>✠LMC5,20<br>MBS3,22 | Npt<br>Sws | *s* | ~~5,20~~<br>3,22 | 1897<br>11mo | J.Priest-<br>man&Co.<br>Sunderland<br>A&CP | ~~JeffreeLineLd,~~<br>J.Cory&SonsLd. | 288·0<br>FK<br>*WB*=*DBa*90′ | 40·0 | 19·4 | London<br>British<br>5*BHCem*<br>*f*112′608*t* | T.3Cy.21″,35″&58″-39″ (*s*)<br>160lb *100lb* NDB16 210NHP<br>2SB,6*pf*,GS86,HS3150<br>W.Allan&Co.Ld.Sld. | 21 ″ 4<br>s 2 ″ 6½<br>18 ″ 11 | |
| 15089<br>132640<br>HTVD | **Engadine**<br>*Elec.light* Wireless | SteelTrpScSr<br>2*Dks*&*Awng dk* | 1676<br>1204<br>648 | | | | | 1911 | W.Denny<br>&Bros.<br>Dumbarton | S.Eastrn&Chathm<br>RlyCo's.Managing<br>Committee | 316·0 | 41·1 | 15·8 | London<br>British<br>*WB* | 3 Steam Turbines<br>Denny&Co.Dumbarton | | BT<br>till<br>12,21 |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15090<br>3931<br>JMKN | **Engelbrekt** SteelScSp<br>Mchy.Aft 1Dk | 151<br>100<br>89 | | | | | 1901 | OABrodin<br>Stockholm | Ångf.Aktieb.Hjelmaren(G.Tidholm, Mgr.) | 96·4<br>H46t F11' | 20·4 | 6·8 | Örebro<br>Swedish<br>WB | C.2Cy.11$\frac{5}{16}$"&18⅝"–13½"<br>11NHP<br>JönköpingsM.V.Aktieb. | |
| 15091<br>NQFB | **Enggano** SteelSc<br>Elec.light 2Dks(Stl)&Shltr dk(Stl)<br>Cargo battens not fitted in Shltr 'tween dks<br>Wireless | 5408<br>636 ~~4919~~<br>~~3351~~<br>4910<br>3944 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~2,21 7,20~~<br>11,21<br>✠LMC4,20 | Sba<br>~~Ard~~ | a† | CL<br>3.21 | 1920<br>4mo<br>Lloyd's A&CP | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland | Nederl.Stoomv.<br>Maats.<br>Collision BH to Shelter dk 6BH to U dk<br>CellDB 369'1270t FPT124t APT205t | 425·0 | 55·0 | 26·6<br>FK | Amstrdam<br>Dutch<br>Cem | T.3Cy.28",46½"&78"–54" (s)<br>180lb 629NHP<br>4SB,12cf,GS268,HS11670<br>Blair&Co.Ld.Stockton | 29 |
| 15092 | **Engineer** SteelSc<br>(Tug)<br>1Dk | 214<br>138<br>69 | | | | | 1914 | Kiangnan<br>Dk.&E.Wks.<br>Shanghai | | 110·0 | 22·1 | 10·7 | Russian<br>WB | C.2Cy.14"&28"–18"<br>28NHP<br>KiangnanDk.&Eng.Wks. | |
| 15093<br>WNBP | **England** SteelSc<br>(exNaokataMaru)<br>Elec.light 1Dk&Awng dk | 1225<br>—<br>877 | | | | | 1919 | Kyushu<br>ZozenSho<br>Wakamatsu | Skibs.A/S "Esperanza" (Aug.F.Christensen, Mgr) | 225·0<br>P15'B35'F22' | 33·0 | 18·7 | Chrstiania<br>Norwegian<br>Susami WB | T.3Cy.16",26"&42"–30"<br>Hasegawa 97NHP<br>IronWorks,Osaka | |
| 15094<br>26173<br>RSJT | **England Maru** SteelSc<br>Elec.light 2Dks(Stl)&Awng dk(Stl)<br>Wireless | 5865<br>5590<br>4263 | ✠100A1<br>Awng dk<br>withfreeboard<br>~~6,21 7,20~~<br>11,21<br>✠LMC~~11~~ 11,21 | ~~Pt.Blr~~<br>~~Towfk~~<br>Kob | y | 11,21 | 1919<br>11mo | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>A&CP | ~~KawasakiKisen~~<br>~~KabushikiKaisha~~<br>KokusaiKisen<br>KabushikiKaisha<br>Collision BH to Awng dk 5BH to U dk<br>CellDB 334' 1118t FPT126t APT93t | 385·0 | 51·0 | 36·0<br>FK | ~~Kobe~~<br>Japanese<br>Cem | T.3Cy.26",43½"&72"–48" (s)<br>200lb 437NHP<br>2SB&1AuxSB,8cf,GS154,<br>HS5636 FD<br>KawasakiDkydCoLd Kobe | 36 |
| 15095<br>216779<br>LMNT | **Englewood** SteelSc<br>Elec.light Wireless 2Dks | 4746<br>4282<br>2983 | | | ... | | 1918 | Standard<br>S.B.Corp.<br>Shooter's<br>Island,N.Y. | UnitedStates<br>ShippingBoard | 377·0<br>P25'B106'F34' | 52·0 | 26·8<br>FK | NewYork<br>Utd.States<br>WB | T.3Cy.24",40"&70"–48"<br>478NHP<br>StandardS.B.Corp. | 29 |
| 15096<br>135077 | **English Rose** SteelScK<br>1Dk | 188<br>181<br>82 | ✠ —<br>6,19<br>StmTrawler<br>✠ | Hul | | | 1914<br>4mo | Cochrane&<br>Sons,Ld.<br>Selby | ~~R.Sutton~~<br>E.E.Sutton | 115·2 | 21·6 | 11·2<br>BK7½"<br>WB=DTf | Lowestoft<br>British<br>3BHCem<br>14'15t | T.3Cy.9¾",15"&22"–16"<br>25RHP<br>1SB,2pf,GS32,HS805<br>Elliott&GarroodLd.Beccls | 12 |
| 15097<br>133447 | **Englishman** SteelSc<br>ssHul.No.2–19<br>1Dk(Stl) | 62<br>61<br>28 | ✠ A–<br>Tug for River Service<br>~~5,21~~ ~~9,20~~ 2,22<br>~~BS9,20~~ ✠LMC10,19 | Hul<br>BS11,21 | e | N9,20 | 1913<br>6mo | H.Scarr<br>Hessle | ~~T.Gray&Co.Ld.~~<br>UnitedTowing<br>Co.,Ld. | 71·0 | 16·2 | 7·0<br>BK5" | Hull<br>British<br>4BHAsp | C.2Cy.12½"&26"–20" (s)<br>140lb 28RHP<br>1SB,2pf,GS26,HS711<br>Vauxhall&WestCo.Luton | 7 |
| 15098<br>2809<br>JGHM | **Engsö** IronScSp<br>(exUpsala)<br>1Dk | 144<br>86<br>108 | | | | | 1860 | W.Lind-<br>bergsAktieb<br>Stockholm | Västerås-TorshällaAngb.Aktieb.<br>(C.A.Palmer Mgr) | 94·4<br>Q26' B30' F17' | 18·3 | 8·2 | Vesterås<br>Swedish | C.2Cy.14"&29"–17"<br>29NHP<br>WLindbergsMk.VrkstSkm | |
| 15099<br>118501 | **Enid** SteelScSr<br>ssBng.No.3–10,15<br>Mchy.Aft ssBng.No.1–20<br>Well deck 1Dk(Irn) | 250<br>175<br>92 | ✠100A1<br>9,20<br>BS10,21 ✠LMC5,20 | Bng | d | CL<br>5,20 | 1903<br>8mo<br>Lloyd's A&CP | AilsaS.B.<br>Co.Ld.<br>Ayr | W.W.Vivian<br>(T.Lloyd Williams, Mgr.) | 131·5<br>Q49'B12'F22'<br>WB=CellDBf63' | 22·3 | 7·8<br>BK7½" | Carnarvon<br>British<br>3BHCem<br>63tFPT23t | C.2Cy.16⅝"&34"–24" (r)<br>130lb 64RHP<br>1SB,2pf,GS36,HS1206<br>Ross&Duncan,Glasgow | 10 |
| 15100<br>115753 | — SteelScSk<br>1Dk | 131<br>111<br>70 | | | | | 1903 | Marshall&<br>Co.<br>Glasgow | Watney,Coombe,<br>Reid&Co.Ld. | 90·9<br>len.09 | 18·4 | 8·5 | Fleetwood<br>British<br>WB | C.2Cy.10"&20"–16"<br>NB09 17RHP<br>Walker,Henderson&C.Gls | |
| 15101<br>108435 | — WoodAuxScK<br>Par.Motor<br>Salted† GIB 1Dk<br>(See Sailing Ship Register) | 44<br>42<br>30 | ✠<br>5,07 | Pmd | 15 | | 1899<br>2mo | J.&W.<br>Francis<br>PembrokeDk. | ~~H.S.G.Clarke~~<br>G.G.Clarke | 61·4<br>12&16yrsMat | 18·1 | 7·1 | Brnstaple<br>British | Paraffin Motor<br>1Cy.8"–10" made09fitted16<br>4NHP<br>Fairbnk,Morse&Co.Chicgo | 7 |
| 15102 | **Enid Mary** SteelSc<br>For full particulars See No. 37156 in Supplement<br>Mchy.Aft | 650<br>[illegible] | 100A1<br>(ClassContemplated) | | | | 1921 | TawShip-<br>yards,Ld.<br>Barnstaple | W.A.Phillips | 174·5<br>Q100'B11'F26' | 28·5 | 13·0 | Cardiff<br>British | T.3Cy.14",23"&38"–27"<br>AitchisonBlairLd.Clydbnk | |
| 15103<br>NWSF | **Enigheden** SteelScSr<br>1Dk | 720<br>623<br>406 | | | | | 1918 | H.C.Chris-<br>tensen<br>Marstal | A/S H.C.ChristensensDamp-og SeilskibsRederi<br>(N.J.Ohlsen, Mgr.) | 200·0<br>P24'B62'F28' | 32·7 | 12·5 | Marstal<br>Danish<br>WB | T.3Cy.16",27"&45"–30"<br>111NHP<br>Akt.Burmeistr&Wain,Cpn. | |
| 15104<br>NDLK | — SteelScSr<br>Well deck | 649<br>493<br>390 | | | | | 1891 | Burmeister<br>&Wain<br>Copenhagen | H.Hendriksen | 186·4<br>Q61' B49' F27' | 30·1 | 11·7 | Rödby Havn<br>Danish | C.2Cy.25"&44"–27"<br>84NHP<br>Burmeister&WainCpnhgn | |
| 15105<br>1888<br>JDQF | **Enköping I.** IronScSp<br>1Dk | 183<br>104<br>124 | | | | | 1885 | W.Lind-<br>bergsAktieb.<br>Stockholm | ÅngfAktiebDrottningholm-Fitja<br>(J.W.Ricander, Mgr.) | 109·7<br>Q28' B45' H13t | 19·0 | 9·6 | Stockholm<br>Swedish | C.2Cy.17"&30"–21"<br>34NHP<br>WLindbergsMk.Vrks.Skm | |
| 15106<br>118777<br>JGRH | **Ennerdale** SteelScK<br>ssHul.No.3–8,16<br>ssGms.No.1–20<br>1Dk | 183<br>172<br>72 | ✠100A1<br>StmTrawler<br>1,22 ~~10,20~~<br>✠LMC10,20 | Gms<br>BS1,22 | | CL<br>10,20 | 1903<br>9mo<br>Lloyd's A&CP | Mackie&<br>Thomson<br>Glasgow | BankStmFshgCo.<br>Ld.(J.McL.<br>Methven, Mgr.) | 109·1 | 21·5 | 10·6<br>BK7" | Grimsby<br>British<br>4BHCem | T.3Cy.11",18"&30"–22" (s)<br>200lb 45RHP<br>1SB,2pf,GS24,HS663<br>W.V.V.Lidgerwood,Gls. | 11 |
| 15107<br>136697<br>JFWK | **Ennisbrook** SteelScSr<br>ssCff.No.1–19<br>Wireless 1Dk(ptStlptIrn)<br>Now named "Svorono," See No. 39277 in Supplement | 3382<br>3183<br>2127 | ✠100A1<br>3,21<br>BS3,21 ✠LMC2,19 | Bry | v | CL<br>3,21 | 1914<br>7mo<br>Lloyd's A&CP | J.Blumer&<br>Co.<br>Sunderland<br>Intermediate BH in after hold dispensed with 5BH only<br>WB=CellDBa 123' uE25' f149' 861t FPT59t APT108t | C.Doresa&Co. | 348·5<br>P35'B106'F30' | 48·7 | 22·9<br>FK | London<br>British<br>Cem | T.3Cy.24",40"&65"–42" (s)<br>180lb 120lb 301NHP<br>2SB,6cf,GS116,HS4700<br>N.E.MarineEng.Co.Ld.Sld | 25 |
| 15108<br>140288<br>JPNW | **Ennistown** SteelScSr<br>ssCff.No.1–20<br>Mchy.Aft 1Dk(Stl)<br>Well deck Cargo battens not fitted | 824<br>582<br>380 | ✠100A1<br>1,22 ~~11,20~~<br>✠LMC11,20 | Cff<br>Sws | k | CL<br>~~11,20~~<br>1,22 | 1917<br>4mo<br>Lloyd's A&CP | Bartram&<br>Sons,Ld.<br>Sunderland | TriumphS.S.Co.<br>(1922)Ld.<br>CellDBf120'166t FPT49t APT28t | 195·0<br>Q94'B11'F20' | 30·0 | 12·0 | London<br>British<br>3BHCem | T.3Cy.16",26"&43"–27" (s)<br>180lb 100lb 119NHP<br>1SB,3pf,GS53,HS2028<br>J.Dickinson&Sons,Ld.Sld. | 14 |
| 15109<br>13016[illegible]<br>RLGV | **Enoggera** SteelSc<br>For full particulars See No. 37158 in Supplement<br>1Dk&Shade dk<br>Longitudinal framing | 3359<br>[illegible]<br>1922 | | | | | 1920 | H.M.Dock-<br>yard<br>Newcastle,<br>N.S.W. | Commonwealth<br>Government of<br>Australia | 331·0 | 47·9 | 23·5 | Brisbane<br>British<br>WB | T.3Cy.25",41"&68"–45"<br>310NHP<br>H.M.Dockyard,Nwc.NSW | |
| 15110 | **Enosis** SteelSc<br>(exFrans)<br>Elec.light 1Dk2trB | 632<br>490<br>369 | | | | | 1891 | Kockums<br>Mek.Verkst<br>Malmö | G.A.Dracoulis | 171·3<br>Q61'B41'H20tF19' | 26·6 | 13·1 | Piræus<br>Greek<br>WB | T.3Cy.13¾",21¾"&36"–23¼"<br>63NHP<br>KockumsM.V.Malmö | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15111<br>241<br>LGAF | **Enrichetta** SteelTwinScSr<br>(*Barge*)<br>1*Dk* | 442<br>—<br>328 | | | | | 1904 | Smith's<br>DockCo.Ld<br>NorthShields | O.Vetter<br>(Dall'Orso&Co.<br>*Mgrs.*) | 185·4<br>P44' | 30·2 | 12·6 | Berdiansk<br>Russian<br>*WB* | C.4Cy.12"&26"–20"<br>50NHP<br>ShieldsEng.Co.N.Shields | | |
| 15112 | **Enrico** SteelScK<br>Now named "ThomasCurrell," See No. 39627 in Supplement<br>(*ex*ThomasCurrell) 1*Dk*(*Stl*)<br>*Mchy.Aft* | 204<br>204<br>84 | ✠100A1<br>*StmTrawler*<br>5,19<br>✠LMC5,19 | Gls | | CL | 1919<br>5mo<br>*Lloyd* | R.William-<br>son&Son<br>Workington<br>'*sA&CP* | ~~Bloomfields,Ld.~~<br>G.Sanford | 115·2 | 22·1 | 12·2<br>BK7½" | GtYarmth<br>British<br>3*BHCem*<br>*DB*/29'19*t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 75RHP<br>1SB,3*pf*,GS40,HS1368<br>Wm.Beardmore&CoLdGls | 13 ″ 0<br>s 1 ″ 4<br>12 ″ 5 | |
| 15113<br>62<br>PBKH | — WoodScSr<br>Rest.Sly.12,00–9yrs.<br>(*ex*Sicily,*ex*Yacht 1*Dk*<br>*Elec.light* Guinevere) | 152<br>—<br>81 | 3,07<br>✠ | Sly | 17 | | 1868<br>6mo | Camper&<br>Nicholson<br>Gosport | A.Scimone | 134·8 | 23·6 | 13·3 | Messina<br>Italian | C.2Cy.16"&30"–18"<br>NE&B*fitted*92 41NHP<br>1B,2*pf*,GS36<br>Day,Summers&Co.Sou. | | |
| 15114<br>PBKZ | **Enrico Tazzoli** SteelSc<br>(*ex*FaustoCosulich) 1*Dk*(*Stl*)<br>*Mchy.Aft* | 374<br>274<br>187 | ✠<br>12,15<br>✠ | Tri | *e* | | 1909<br>9mo | Greenock&<br>Grngemouth.<br>DockyardCo<br>Grngemouth | Requisitioned by<br>theItalianGovt. | 139·2<br>Q41'F25' | 27·0 | 9·8<br>FK<br>*FPT* | Italian<br>3*BHCem*<br>15*tAPT*13*t* | C.2Cy.15¼"&30"–21"<br>55NHP<br>1SB,2*pf*,GS35,HS1136<br>S.&H.Morton&Co.Ld.Lth. | 10 ″ 3 | |
| 15115<br>HTBR | **Enrique Ballesteros** SteelScSr<br>*ss*Bbo.2ndNo.3–12,17<br>(*ex*Mar-Negro,*ex*Sollube, 1*Dk*(*ptStl*<br>*ex*Inchdune) &*ptIrn*)&*Web frames*2*trB*<br>*Well deck* Wireless | 2692<br>2244<br>1939 | ✠100A1<br>*ptAwngdk*<br>*withfreeboard*<br>6,21 ~~12,20~~<br>~~BS1,20~~ ✠LMC12,17 | Bcl<br>BS6,21 | *t* | ~~N3,19~~<br>6,21 | 1891<br>7mo | Irvine&Co<br>WHartlepool<br>A&CP | Soc.Anon.Fabrica<br>deMieres<br>(Asturias) | 314·0<br>P31'Q96'B130'F33'<br>*CellDB*268' | 40·6 | 20·9<br>BK10" | Aviles<br>Spanish<br>5*BHCem*<br>518*tAPT*20*t* | T.3Cy.23",37½"&61½"-39"(*s*)<br>160lb *100lb* NDB13 248NHP<br>2SB,6*cf*,GS95,HS3925<br>T.Richardson&Sons,Hpl. | 23 ″ 8<br>s 9 ″ 0<br>22 ″ 9 | |
| 15116<br>113177<br>JVQS | **Ensign** IronScK<br>*ss*Goo.2ndNo.3–12,18<br>(*ex*BattleAbbey) 1*Dk* | 193<br>182<br>88 | ✠100A1<br>*StmTrawler*<br>10,21 ~~10,20~~<br>~~BS4,20~~ ✠LMC12,18<br>BS7,21 | Gms | | CL<br>N12,18 | 1900<br>5mo | Cochrane&<br>Cooper,Ld.<br>Selby<br>A&CP | R.D.Clarke | 115·5<br>Q48'F22' | 21·5 | 11·5<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",20"&32"–24" (*s*)<br>190lb NB13 60RHP<br>1SB,3*cf*,GS36HS1130<br>Tindall,Earle&Hutchinson,Ld.Hull | 12 ″ 3 | |
| 15117<br>220275<br>LWVB | **Ensley City** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless &*Web frames*<br>*Longitudinal framing* | 6157<br>5705<br>3801 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,21 ~~1,21~~ ✠LMC7,20<br>*Fitted for oil fuel* 7,20 *F.P. above* 150° F. | NNs<br>NYk | *z* | CL | 1920<br>7mo | Chickasaw<br>S.B.&CarCo.<br>Chickasaw,<br>A&CP Ala | UnitedStates<br>SteelProductsCo.<br>Inc.<br>*CellDB* | 395·5<br>P45'B110'F38'*on*<br>*Shelter dk*<br>331'1508*t* *FPT*187*t* | 55·0 | 31·4<br>FK | NewYork<br>Utd.States<br>*ptCem*<br>6 *BH to S dk*<br>*APT*175*t* | T3Cy.24½",41½"&72"–48"(*s*)<br>210lb 587NHP<br>3SB,9*cf*,GS181,HS8919 FD<br>Hooven,Owens&RentschlerCo.Hamilton,O. | 34 ″ 4<br>s 8 ″ 1½<br>27 ″ 1 | |
| 15118<br>65<br>PBMG | **Entella** IronScBn<br>2*Dks*3*trB*<br>*Elec.light* Wireless | 2256<br>2062<br>1396 | | | ... | | 1883 | Blackwood<br>&Gordon<br>Pt.Glasgow | SiciliaSocietà di<br>Navigazione | 310·4<br>P30'B54'F49' | 37·2 | 23·6 | Palermo<br>Italian<br>*Tpd*.96 | T.3Cy.22",35⅓"&62⅓"–41¾"<br>NB96 254NHP<br>FonderiaOretea,Palermo | | |
| 15119<br>136868<br>KQRD | **Enterprise** Iron&SteelScSr<br>*ss*Bhn.No.3–11,94<br>(*ex*St.Georg, Wireless *ss*SFo.No.2–02<br>*ex*Ehrenfels) 1*Dk*(*Irn*)&*Spardk*3*trB* | 2806<br>2437<br>1679 | ✠<br>*Spar dk*<br>10,08<br>*Fitted for oil fuel*3,02<br>✠NB10,86✠ | SFo | *l* | | 1882<br>3mo | Wigham<br>Richrdsn&Co<br>Newcastle | MatsonNav.Co.<br>Inc.<br>*WB=DBa*92'&*uE*<br>&*B*46'*f*36'375*t FP* | 322·8<br>B106'H28'F31'<br>ptND94&97 len94<br>T30*tAPT*20*t* | 35·8 | 26·6<br>BK9" | S.Frncisco<br>Utd.States<br>5*BHCem*<br>*Tpd*86 | T.3Cy.25",38"&72"–48"<br>NDB91 328NHP<br>2SB,6*cf*,GS99,HS4658<br>WighmRichrdsn&Co.Nwc | 28 ″ 4 | V |
| 15120<br>119217<br>HDMG | — SteelScSr<br>*ss*Nwc.No.3–5,19<br>*Well deck* 1*Dk*(*Irn*)&*deep framing*<br>*Cargo battens not fitted* | 1114<br>871<br>690 | ✠100A1<br>~~10,21~~ ~~10,20~~ 3,22<br>~~BS6,20~~ ✠LMC5,18<br>BS7,21 | Sws | *n* | CL<br>~~10,20~~<br>3,22 | 1905<br>9mo<br>*Lloyd* | J.Crown&<br>Sons,Ld.<br>Sunderland<br>'*sA&CP* | EnfieldS.S.Co.Ld.<br>(S.Marshall&Co.,<br>*Mgrs.*)<br>*CellDBa*58'*uE*& | 222·0<br>Q77'B48'F25'<br>*B*33'*f*92'302*t FPT* | 33·2 | 14·4<br>FK | Sunderland<br>~~Glasgow~~<br>British<br>4*BHCem*<br>39*tAPT*92*t* | T.3Cy.19",31"&51"–33" (*s*)<br>160lb *90lb* 166NHP<br>1SB,4*pf*,GS77,HS2746<br>N.E.MarineEng.CoLd.Sld. | 16 ″ 6<br>s 1 ″ 5<br>15 ″ 4 | |
| 15121<br>98606<br>MBWF | — SteelTwinScSr<br>*ss*Sou.No.3–6,04<br>(*ex*Samaritan,*ex* *ss*Gos.No.1–09<br>*Elec.light* FlyingEagle) | 337<br>—<br>53 | *Yacht*<br>2,11 | Wvn | | | 1890 | WBThmp-<br>son&Co.Ld.<br>Dundee | SudanGovernment | 145·0 | 24·1 | 12·0<br>BK6"<br>*WB*= | Glasgow<br>British<br>4*BHCem*<br>*DT*/22'29*t* | T.6Cy.12 11/16",18⅛"&30"–30"<br>NB03 107NHP<br>1B,3*cf*,GS52,HS1706<br>WBThompson&CoLdDun. | | |
| 15122<br>122460 | — WoodScSr<br>1*Dk* | 211<br>117<br>98 | | | | | 1907 | NwBurrell<br>JohnsnICoLd<br>Shelburne NS | Western SS.Co.Ld. | 108·0 | 25·0 | 8·6 | Charlotte-town,P.E.I<br>British | C.2Cy.15"&32"–24" 42RHP<br>NewBurrellJohnson<br>Iron Co.Ld.Yarmouth,N.S. | | |
| 15123<br>89665<br>KNFQ | — IronPadSk | 157<br>156<br>8 | | | | | 1885 | Hepple&<br>Co.<br>N.Shields | WestCoastTowage<br>&SalvageCoLd. (J.<br>Prendiville&Co.<br>*Mgrs.*) | 118·4 | 19·7 | 10·2 | Liverpool<br>British | 2Cy.31¼"–58"<br>114NHP<br>Hepple&Co.,N.Shields | | |
| Wrecked<br>15124<br>125917 | — SteelScK<br>6,21<br>(*Fishing*) 1*Dk* | 100<br>92<br>36 | | | ... | | 1907 | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen | R.Irvin&Sons,Ld | 86·4 | 18·6 | 9·1<br>BK7½" | Peterhead<br>British<br>*WB* | C.2Cy.12"&30"–18"<br>41RHP<br>Hall,Russell&Co.Ld.Abn. | 9 ″ 10 | |
| 15125<br>97449 | **Enterprise II.** IronTwinScSp<br>(*Tug*)<br>(*ex*Enterprise) 1*Dk* | 185<br>182<br>9 | | | ... | | 1894 | J.P.Ren-<br>noldsn&Sons<br>SouthShields | Mayor&Corpora-<br>tion of Preston | 120·8 | 22·6 | 9·9<br>BK7" | Preston<br>British<br>*WB* | C.4Cy.17"&34"–24"<br>98RHP<br>JP.Rennoldson&Sns,S.Shl | 10 ″ 6 | |
| 15126<br>6<br>QBCK | **Ento Maru** SteelSc<br>(*Tug*)<br>1*Dk* | 223<br>215<br>87 | | | | | 1908 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | Minamimanshu<br>Tetsudo Kabushiki<br>Kaisha | 112·0 | 24·0 | 12·0 | Dairen<br>Japanese<br>*WB* | T.3Cy.12½",20"&33"–21"<br>50NHP<br>KawasakiDkyd CoLdKobe | | |
| 15127<br>142873<br>GWRP | **Enugu** SteelSc4MstSr ~~SteelSc~~<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1425<br>1060<br>784 | | | | | 1920 | W.Harkess<br>&Son,Ld.<br>Middlesbro' | ~~CrownAgents for~~<br>~~TheColonies~~<br>Government of<br>Nigeria | 235·4<br>P16'Q36'B138' | 36·1 | 15·7 | Lagos<br>British<br>*WB* | T.3Cy.18",30"&50"–33"<br>Richardsons, 144NHP<br>Westgarth&Co.Ld.Mdb. | | C |
| 15128 | **Envira** SteelTwinScSr<br>*ss*Pra.No.1–10<br>1*Dk*(*Teak*)&*Promenade dk*(*Teak*)<br>*Elec.light* | 293<br>*197*<br>*199* | ✠<br>1,16<br>*For River purposes only*<br>✠ | Pra | | | 1907<br>10mo | Murdoch&<br>Murray<br>Pt.Glasgow | Nicolaus&Co. | 145·1<br>F27' | 31·1 | 6·2<br>FK | Para<br>Brazilian<br>5*BHCem* | C.4Cy.12"&24"–18"<br>57NHP<br>1SB,2*pf*,GS33,HS1140<br>Ross&Duncan,Glasgow | 6 ″ 6 | |
| 15129<br>102948 | **Envoy** Iron&SteelScK<br>(*Trawler*)<br>1*Dk* | 150<br>145<br>63 | | | ... | | 1894 | Mackie&<br>Thomson<br>Glasgow | S.M.Cannon<br>(H.E.Stroud,*Mgr*) | 103·7<br>Q17'RFD16' | 20·5 | 10·7<br>BK7½" | Aberdeen<br>British<br>*WB* | T.3Cy.11",17"&27½"–20"<br>45RHP<br>Muir&Houston,Glasgow | 11 ″ 7 | |
| 15130<br>209352<br>LCFV | **Eocene** SteelScSr<br>*CarryingPetroleum in bulk*<br>*Elec.light* *Fitted for oil fuel*<br>*Mchy.Aft* Wireless Sub.Sig. 1*Dk* | 2217<br>—<br>1156 | | | | | 1911 | American<br>S.B.Co.<br>Cleveland,O. | StandardOilCo.<br>ofNewYork | 250·0<br>P92'F52' | 43·0 | 23·0 | NewYork<br>Utd.States<br>*WB* | T.3Cy.19",31"&54"–42"<br>189NHP<br>AmericanS.B.Co.Clevelnd | | |
| 15131<br>1672<br>HTBD | **Eol** IronScSr<br>(*SalvageSteamer*)<br>(*ex*DronningSophie) 1*Dk*<br>*Elec.light* | 152<br>144<br>94 | | | | | 1876 | Nylands<br>Værksted<br>Christiania | Bergnings&Dy-<br>keriaktieb.Neptun<br>(W.R.Edlind,*Mgr*) | 121·9<br>H8*t* | 16·6 | 10·9 | Stockholm<br>Swedish | C.2Cy.16½"&33½"–23⅝"<br>NB07 45NHP<br>NylandsVærksted,Xania | | |

| 1 Numero d'Ordre — Numero Officiel. — Signaux | 2 Nom du Navire. 3 Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15132<br>OGKW | **Eole** Foundered 12,21 SteelSc<br>ssBry.No.1-21<br>1*Dk*(*Stl*)&2nd *dk*(*Stl*) in holds<br>Wireless | 3143<br>2987<br>1986 | ✠~~100A1~~<br>9,21 ~~7,18~~<br>✠[illegible] | Rot<br>Bry. | *u* | CL<br>~~10,20~~<br>9,21 | 1916<br>8mo<br>*Lloyd* | Jos.T.Eltringham& Co.Ld. Willington Quay<br>'*sA&CP* | Soc."LesAffréteursRéunis" (JeanStern) | 330·8<br>P29'B94'F34'<br>FK<br>*CellDB*270'790*t* | 47·9 | 22·5 | Rouen<br>French<br>5*BHCem*<br>*APT*75*t* | T.3Cy.23½",39"&64"–42" (*s*)<br>180lb 305NHP<br>3SB,9*cf*,GS124,HS4945<br>Richardsons,Westgarth&Co.Ld.Sld. | 24<br>s 2<br>21 |
| 15133 | — WoodSc<br>(*Tug*) | 108<br>—<br>25 | | | | | 1895 | F.Barachini SestriPnente | Cie.deRemorquage dePilotage et deSauvetage (S. Pandermaly, *Mgr.*) | 85·8 | 19·7 | 11·5 | Constanpl<br>French | C.2Cy.17¾"&33½"–19⅝"<br>42NHP<br>Wilson&Maclaren,Samprd | |
| 15134<br>HLNR | **Eolo** SteelScSr<br>ssBbo.No.3-3,11<br>ssBcl.No.2-20<br>(*ex*Tremont) 1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>Wireless &*deep framing* | 3803<br>3403<br>2523 | ✠100A1<br>*Spar dk*<br>3,22 ~~1,21~~ ✠LMC4,20<br>BS3,21 | NNs<br>Bbo | *w* | CL<br>~~4,20~~<br>3,22 | 1898<br>3mo<br>*Lloyd* | TyneIron S.B.Co.Ld. Newcastle<br>'*sA&CP* | Cia.AnonMaritima Union(JM.Garteiz *Mgr.*) | 350·0<br>P38'B103'F36' 25·6<br>FK<br>*WB=CellDB* | 47·0 | 17·2 | Bilbao<br>Spanish<br>6*BHCem*<br>*r&uE* 144' | T.3Cy.25⅞",41"&68"–48" (*s*)<br>160lb 353NHP<br>3SB,9*pf*,GS162,HS5805<br>N.E.MarineE.Co.Ld.Nwc.<br>*f*144'800*t FPT*31*t APT*32*t* | 28<br>s 5<br>23 |
| 15135 | — SteelPadSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*(*ptStl*)&*Awngdk*<br>Wireless | 1749<br>932<br>969 | *Awng dk*<br>9,86<br>*For River purposes only* | Dmb | | | 1886<br>6mo | W.Denny &Bros. Dumbarton | TheArgentineNav. Co.(Nicolás Mihanovich),Ld. | 299·0<br>FK | 35·1 | 12·8 | M.Video<br>Uruguayan<br>4*BHCem* | C.D.2Cy.44"&87"–72"<br>NB04 535NHP<br>Denny&Co.,Dumbarton | |
| 15136<br>23<br>PBMT | — IronScSr<br>1*Dk*2*trB*<br>(*ex*Elsa,*ex*Guillaume leConquérant, *ex*Albert,*ex*Visconde di Attagonia) | 567<br>407<br>236 | | | ... | | 1856 | C&WEarle Hull | Lloyd Mediterraneo | 199·3<br>Q52'F30'<br>len81ND81 | 25·7 | 12·6 | Savona<br>Italian | C.2Cy.23"&48½"–33"<br>NDB81 120NHP<br>NE81NB91,*fitted*98<br>Earle'sCo.Ld.Hull | 13 |
| 15137<br>1587<br>JDFB | **Eos** CompSc<br>1*Dk* | 180<br>149<br>108 | | | | | 18$\frac{73}{92}$ | GBäährenhjelm Upperud | Ång.A/BEos (A.Hjorthén) | 100·3<br>P31'H19*t*F15' | 20·0 | 12·0 | Lidköping<br>Swedish | C.2Cy.10¾"&24¾"–20"<br>NE&NB06 23NHP<br>MotalaCo.,Gothenburg | |
| 15138 | **Eperoki** SteelScSr<br>ssMsl.No.3-4,05<br>(*ex*Insulaire,*ex*Victoria) 1*Dk*(*Stl*-ws)<br>*Elec.light* Wireless 2*trB*&*Shade dk* | 900<br>556<br>478 | ✠<br>*Shade dk withfreeboard*<br>12,09 | Msl | *m* | | 1892<br>6mo | Earle'sCo. Ld. Hull | Nav.àVap. "Ionienne"G. YannoulatoFrères | 230·6<br>BK7'<br>*WB=FPT*30*t* | 26·5 | 14·8 | Piræus<br>Greek<br>4*BHCem*<br>*APT*35*t* | T.3Cy.23½",35"&57"–33"<br>NB15 215NHP<br>Earle'sCo.Ld.Hull | 15 |
| 15139<br>125198 | **Epic** SteelScSp<br>ssSyd.No.3-5,20<br>(*ex*Heroic) 1*Dk*(*Teak*)<br>*Elec.light*<br>*Now named* "Heroic," *See No.* 37712 *in Supplement* | 268<br>238<br>2 | ✠100A1<br>*For towing purposes*<br>5,20 ✠LMC5,20 | Syd | | CL<br>5,20 | 1909<br>4mo<br>*Lloyd* | J.P.Renoldson&Sns SouthShields<br>'*sA&CP* | J.Fenwick&Co.Ld. | 125·3<br>BK7"<br>D *BuBnkr*19'20*t FPT* | 24·2 | 10·8 | SydneyNSW<br>British<br>4*BHCem*<br>16*t APT*26*t* | T.3Cy.16¾",28"&46"–30" (*s*)<br>180lb 160NHP<br>1SB,4*cf*,GS74,HS2930<br>J.P.Rennoldsn&Sns,S.Shl. | 13<br>s 1<br>12 |
| 15140 | **Epidauro** SteelScSr<br>ssBry.No.3-11,13<br>(*ex*Coulsdon) ssNap.No.1-19<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Webframes* | 4292<br>4108<br>2789 | ✠100A1<br>*Spar dk*<br>8,21 ~~5,10~~<br>BS8,20 ✠LMC~~5,10~~ 8,21 | Nap<br>Gen | *x* | ~~5,19~~<br>8,21 | 1901<br>2mo | Nthmblnd S.B.Co.Ld. Newcastle<br>A&CP | Navigazione Libera(Giov. Racich&Ci. *Mgrs.*)<br>*WB=CellDBa* | 360·0<br>P26'B90'F32' 28·1<br>FK<br>116'*uE&B*40'*f*154' | 48·0 | 20·1 | Dubrovnik ~~Ragusa~~<br>Jugo Slav<br>6*BHCem*<br>811*t APT*65*t* | T.3Cy.23½",39"&66"–48" (*s*)<br>180lb 339NHP<br>3SB,9*cf*,GS163,HS5412<br>WllsndSlpwy.Co.Ld.Nwc. | 30 |
| 15141<br>3<br>PBMW | **Epiro** SteelScSr<br>1*Dk* | 513<br>369<br>297 | | | | | 1901 | Flli. Orlando Leghorn | Soc.Anon.diNav.a Vap.Puglia | 170·9<br>P48'B42'F29' | 23·9 | 11·8 | Bari<br>Italian<br>*WB* | T.3Cy.16⅛",25⅝"&40½"–22"<br>77NHP<br>Flli.Orlando,Leghorn | |
| 15142<br>218923<br>LSWB | **Epitacio Pessoa** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Webframes*<br>Sub.Sig. Wireless | 5990<br>4971<br>3707 | | | ... | | 1919 | Merchant S.B.Corp. Harriman,Pa. | UnitedStates ShippingBoard | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 29·9 | Phildlphia<br>Utd.States<br>*WB* | 2Steam Turbines geared to 1Sc.Shaft 661NHP<br>WestinghouseElectric&Mfg.Co.Essington,Pa. | 32 |
| 15143<br>133548 | **Eppleton Hall** SteelPadK<br>(*Tug*)<br>1*Dk* | 166<br>153<br>27 | | | | | 1914 | Hepple& Co.Ld. SouthShields | Lambton&Hetton Collieries,Ld. (E.T.Nisbet, *Mgr.*) | 100·5 | 21·1 | 10·8 | Newcastle<br>British | L.2Cy.30"–51"<br>80RHP<br>Hepple&Co.Ld.S.Shields | |
| 15144<br>114806<br>TDOS | **Epsom** SteelScSr<br>ssSea.No.3-5,15<br>ssHpl No.1-20<br>*Elec.light* 1*Dk*(*Irn*)&*Spar dk*(*Irn*)&<br>Wireless *Webframes* | 4576<br>4347<br>2957 | ✠100A1<br>*Spar dk*<br>~~7,21~~ ~~5,20~~ 2,22 ✠LMC10,19<br>BS~~7,21~~ 2,22 | Hpl<br>~~Dem~~ Shl | *x* | ~~4,20~~<br>2,22 | 1902<br>1mo<br>*Lloyd* | Ropner &Son Stockton<br>'*sA&CP* | BritainS.S.Co.Ld. (Watts,Watts&Co. Ld. *Mgrs.*) *WB=CellDBa&uE*136' | 370·0<br>P29'B78'F37' 28·2<br>FK<br>*f*168'932*t FPT*163*t* | 50·6 | 19·2 | London<br>British<br>6*BHCem*<br>*APT*132*t* | T.3Cy ~~25"~~,43"&73"–48" (*a*)<br>~~175 200lb~~ 25⅝" 200lb 429NHP<br>3SB,9*cf*,GS174,HS6712<br>Blair&Co.Ld.Stockton | 31<br>s 6<br>24 |
| 15145 | **Epulo** WoodScSr<br>(*ex*Leme,*ex*Budapest) 1*Dk* | 129<br>120<br>66 | | | | | 1883 | Schiavon PortoRase | Nav.Libera Triestina | 118·4 | 15·7 | 9·7 | Trieste<br>Italian | C.2Cy.17"&28"–18"<br>NB96 28NHP<br>M.Bartlett,Trieste | 10 |
| 15146<br>OGMD | **Equateur** IronScBk<br>*Elec.light* Wireless 3*Dks* | 3854<br>3559<br>2350 | | | | | 1875 | Messageris Maritimes LaCiotat | MessageriesMaritimes | 394·6 | 39·7 | 32·8 | Marseilles<br>French | C.3Cy.43¼"&(2)60¼"–43¼"<br>NB87 398NHP<br>MessageriesMar.LaCiotat | |
| 15147<br>110722<br>JGPD | **Equator** SteelScYl<br>ssHul.No.3-5,11<br>ssGms.No.2-19<br>1*Dk* | 168<br>160<br>66 | ✠100A1<br>*StmTrawler*<br>5,20<br>BS5,20 ✠LMC2,19 | Gms | | 2,19 | 1899<br>6mo | Mackie& Thomson Glasgow<br>A&CP | MayfairTrawlers Ltd(H.Wood, *Mgr*) | 104·0<br>ptND11 BK7½"<br>*WB=* | 21·0 | 10·7 | Grimsby<br>British<br>4*BHCem*<br>*DTf*14'20*t* | T.3Cy.9 13/16"16 13/16"&28"–20"(*s*)<br>200lb 40RHP<br>1SB,2*pf*,GS26,HS642<br>Muir&Houston,Ld.Gls. | 11 |
| 15148<br>140808<br>KFVR | **Equitable** SteelScK<br>*Elec.light* 1*Dk* | 339<br>297<br>135 | ✠100A1<br>*StmTrawler*<br>6,20 ✠LMC6,20 | Selby | | CL | 1920<br>6mo<br>*Lloyd* | Cochrane &Sons,Ld. Selby<br>'*sA&CP* | EquitableSteam FishingCo.Ld. (J. Harris, *Mgr.*) | 140·2<br>Q77'F21'<br>BK7½" | 24·0 | 12·6 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 91RHP<br>1SB,3*pf*,GS49,HS1550<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 15149<br>91317<br>KTVQ | **Equity** IronScSr<br>ssGoo.3rdNo.3-1,21<br>*Elec.light* 1*Dk*(*Irn*-ws) | 924<br>721<br>426 | ✠100A1<br>1,21<br>✠NB4,00 ✠LMC1,21<br>BS1,22 | Goo | *n* | 1,21 | 1888<br>9mo<br>*Lloyd* | Earle'sCo. (Lim.) Hull<br>'*sA&CP* | L.&N.W.Rlwy.Co ~~Lancashire&YorkshireRly.Co.~~<br>*WB=CellDBa* 62'94*tf*21'42*t*&33' | 247·4<br>P42'B134'F30'<br>len00 BK8"<br>34*t FPT*22*t APT*8*t* | 32·4 | 11·4 | Goole<br>British<br>5*BHptAsp ptCem* | T.3Cy.24",39"&64"–33" (*s*)<br>160lb 258NHP<br>2SB,6*cf*,GS132,HS4208<br>Earle'sCo.(Lim.),Hull | 14<br>s 1<br>14 |
| 15150<br>105090 | — Steel&IronScYl<br>(*Trawler*)<br>1*Dk* | 158<br>146<br>63 | | | ... | | 1896 | Mackie& Thomson Glasgow | IcelandicFisheries Ld. (H.C.Baker, *Mgr.*) | 104·2<br>Q17'F16'<br>BK7½" | 20·5 | 10·8 | Grimsby<br>British<br>*WB* | T.3Cy.11",17"&27½"–20"<br>45RHP<br>Muir&Houston (Lim.),Gls. | 11 |
| 15151 | **Eraclea** WoodSc<br>(*ex*WinfieldS.Cahill) (*Tug*)<br>*Elec.light* 1*Dk* | 367<br>—<br>182 | | | | | 1912 | M.M.Davis &Sons Solomons,Md | Soc.Navi e Galleggianti | ………… | | | Genoa<br>Italian | C.2Cy.16"&34"–24"<br>47NHP<br>W.S.Cahill,Balt. | |
| 15152<br>125317 | **Erastus** SteelScK<br>1*Dk* | 100<br>92<br>42 | ✠<br>*For fishing purposes*<br>4,08 ✠ | Abn | | | 1908<br>4mo | J.Duthie TorryS.B.Co. Aberdeen | ~~JohnMitchell~~ ~~(R.L.Mitchell, Mgr.)~~ R.L.Mitchell | 86·1<br>BK7" | 18·2 | 8·8 | Peterhead<br>British<br>3*BHCem* | C.2Cy.11"&27"–16"<br>25RHP<br>1SB,2*pf*,GS24,HS685<br>J.Abernethy&Co.Abn. | 9 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | Years Assigned now expired.<br>Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15153 | **Erato** SteelSc3MstSr<br>(*ex*Shoonhoven)<br>*Mchy.Aft* 1*Dk* | 838<br>596<br>367 | | | | | 1917 | T.vanDuyvendijk<br>Lekkerkerk | Koninkl.Nederl<br>Stoomb.Maats. | 182·0 | 29·5 | 15·2 | Amsterdm<br>Dutch | T.3Cy.13½",22½"&36"–27"<br>67NHP<br>Penn&Bauduin,Dordrecht | | N |
| 15154<br>447<br>PBQT | **Ercole** IronScSr<br>(*ex*KingsbridgePacket) 1*Dk* | 122<br>—<br>31 | | | | | 1879 | Harvey&Co.<br>Hayle | Soc.Ligure<br>Metallurgica | 102·0<br>Q5*t* | 19·5 | 9·0 | Genoa<br>Italian | C.2Cy.16"&30"–21"<br>NB97 34NHP<br>Harvey&Co.Hayle | | |
| 15155 | **Erdély** SteelScSr<br>1*Dk*(*ptIrn-ptStl*)2*trB inNos.*1 & 4 *holds* | 5035<br>3968<br>3251 | ✠100A1<br>1,16<br>Examined5,19<br>✠LMC9,20 | Ham | *x* | CL<br>3,21 | 1911<br>3mo<br>*Lloyd'sA&CP* | Palmers'<br>Co.Ld.<br>Newcastle | LevanteSoc.di<br>Nav.Marittima<br>*WB=CellDBa*<br>*f*158'950*t* | 378·0<br>P36'B230'F36'<br>126'*uE*34' FK<br>~~*DTa* 26' 910*t*~~ *FPT* | 53·2 | 24·4 | Fiume<br>6*BHCem*<br>85*tAPT*25*t* | T.3Cy.24",39"&66"–45" (*s*)<br>180lb 342NHP<br>3SB,9*cf*,GS174,HS5613<br>Palmers'Co.Ld.Newcastle | 26″11 | |
| 15156 | **Erdmann** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 208<br>178<br>85 | | | | | 1918 | Schiffsw.v.<br>H.KochA.G.<br>Lübeck | Deutsche<br>Dampffisch.Ges.<br>"Nordsee" | 127·0<br>Q69'F19' | 22·6 | 10·0 | Nordenhm<br>German<br>*WB* | T.3Cy.12⅔",20½"&32¼"–22⅝"<br>50NHP<br>OttensenerMchFabAltona | | |
| 15157<br>HLNW | **Eretza Mendi** SteelScSr<br>*ss*Bbo.No.2–18<br>1*Dk*(*ptIrn&ptStl*)&*deepframing*<br>Wireless | 4126<br>3831<br>2578 | ✠100A1<br>6,20<br>~~BS6,20~~ ✠LMC~~5,17~~<br>5,21 | Bbo | *x* | CL<br>~~6,20~~<br>5,21 | 1909<br>3mo<br>*Lloyd'sA&CP* | W.Gray&<br>Co.Ld.<br>WHartlepool | Cia.Nav.Sota y<br>Aznar (Sotay<br>Aznar,*Mgrs.*)<br>*WB=CellDBa&* | 365·0<br>P27'B94'F34'<br>FK<br>*uE*144' *f*161' 940*t* | 50·3 | 25·2 | Bilbao<br>Spanish<br>6*BHCem*<br>*APT*113*t* | T.3Cy.27",43"&72"–45" (*s*)<br>180lb *90lb* 379NHP<br>3SB,9*rf*,GS145,HS5875<br>Cen.Mar.Eng.Wks.W Hpl | 27″10<br>s 5″5½<br>22″9 | |
| 15158 | **Erfurt** SteelSc<br>~~Now named "Californier," See No.36863 in Supplement~~<br>Now named "Mercier," See No.33437 in Supplement | 7853 | | | | | 1915 | Bremer<br>Vulkan<br>Vegesack | BelgianGovernment | 476·2 | 60·7 | 32·9 | Antwerp<br>Belgian | T.3Cy.32",52¾"&86½"–55"<br>554NHP<br>BremerVulkan,Vegesack | | |
| 15159<br>102936 | **Erginus** SteelSc<br>*ss*Sld.2ndNo.3–5,20<br>(*ex*Produgal,*ex*Beeforth)<br>1*Dk*(*ptStlptIrn*)<br>&*Webframes&ptAwngdk*(*Irn*) | 2633<br>1997<br>1695 | ✠100A1<br>*ptAwngdk*<br>*withfreeboard*<br>11,21 ~~5,20~~ ✠LMC4,20<br>BS9,21 | Sld<br>Cff | *t* | N4,20 | 1894<br>2mo<br>*Lloyd'sA&CP* | Palmers'<br>Co.Ld.<br>Newcastle | Anglo-Grecian<br>Stm.TradingCo.<br>Ld.(C.Doresa&Co.<br>*Mgrs.*) | 303·0<br>P25'Q96'<br>*ptAwngdk*181' FK<br>*Cell* | 43·1 | 19·2 | London<br>British<br>6*BHCem*<br>*DB*216'439*t* | T3Cy.24⁵⁄₁₆",38"&64"–42"(*s*)<br>160lb *100lb* NDB12 269NHP<br>2SB,6*rf*,GS92,HS4105<br>Palmers'Co.Ld.Newcastle | 20″11<br>s 8″1½<br>20″2 | V |
| 15160<br>MVCW | **Erholm** SteelScSr<br>*Elec.light* 1*Dk* | 1315<br>1143<br>748 | | | | | 1919 | H.Te.VedhuisWerf<br>Papendrecht | A/SD/SErholm<br>(N.Bakke) | 238·1<br>F26'P21'B62' | 36·5 | 16·0 | Bergen<br>Norwegian<br>*WB* | T.3Cy.13½",29"&48"–30"<br>126NHP<br>O.A.KuijpersMachine<br>Fabriek,Rotterdam | | N |
| 15161<br>139796 | **Eric Belman** SteelScK<br>Now named "CapitaineBourdin," See No.36890 in Supplement<br>(*ex*GregNess) 1*Dk* | 227<br>208<br>98 | ✠100A1<br>*StmTrawler*<br>4,17 ✠LMC4,17 | Lth | | CL<br>12,21 | 1917<br>4mo<br>*Lloyd'sA&CP* | Hawthorns<br>&Co.Ld.<br>Leith | ~~P.Belman (S.M. Cannon,*Mgr.*)~~<br>Stroud&Cannon | 117·1<br>BK7½"<br>*DBf*29' | 22·1 | 12·6 | Aberdeen<br>British<br>4*BHCem*<br>21*tFPT*4*t* | T.3Cy.12",20"&34"–23" (*s*)<br>180HP 82RHP<br>1SB,3*pf*,GS41,HS1554<br>Hawthorns&Co.Ld.Leith | 13″6 | |
| 15162<br>109231<br>PWFJ | **Eric Calvert** SteelScSr<br>*ss*Shl.No.3–6,10<br>(*ex*Silsden,*ex*Homewood). *ss*Lon.No.2–19<br>1*Dk*(*ptStl&ptIrn*)&<br>Wireless *Webframes&ptAwngdk*(*Irn*) | 2024<br>1462<br>1291 | ✠100A1<br>*ptAwngdk*<br>*withfreeboard*<br>10,19<br>MS10,18 ✠LMC<br>DBS10,19 MBS8,20 | Lon | *r* | CL<br>3,19 | 1897<br>12mo<br>A&CP | R.Craggs<br>&Sons<br>Middlesbro' | AlfredCalvert<br>(Shipping)Ld.<br>(A.Calvert,*Mgr.*) | 271·0<br>P26'Q74'<br>*ptAwngdk*171' FK<br>*DBa*88'*f*102' | 40·5 | 17·4 | Goole<br>British<br>4*BHCem*<br>391*tAPT*51*t* | T.3Cy.20",32½"&53"–36"(*r*)<br>160lb *100lb* NDB16 176NHP<br>2SB,4*pf*,GS74,HS2758<br>SirC.Furness,Westgarth&<br>Co.Ld.Middlesbro' | 18″9<br>s 7″8<br>18″4 | |
| 15163<br>137146 | **Eric Stroud** SteelScK<br>*ss*Ard.No.1–19<br>1*Dk* | 213<br>210<br>79 | ✠100A1<br>*StmTrawler*<br>5,22 ~~2,21~~ BS5,22<br>~~BS11,20~~ ✠LMC4,19 | Abn | | CL<br>~~4,19~~<br>5,22 | 1914<br>7mo<br>*Lloyd'sA&CP* | A.Hall&<br>Co.Ld.<br>Aberdeen | Stroud'sSteam<br>FishingCo.Ld. | 115·4<br>BK7½"<br>*WB* | 22·6 | 12·2 | Aberdeen<br>British<br>3*BHCem*<br>*DTf*5'9½*t* | T.3Cy.11⅝",20"&34"–23" (*s*)<br>180lb 57RHP<br>1SB,3*pf*,GS44,HS1230<br>A.Hall&Co.Ld.Aberdeen | 13″0 | |
| 15164<br>140321<br>MLGH | **Erica** SteelScSr<br>(*ex*Vinga)<br>1*Dk* | 752<br>564<br>421 | | | | | 1900 | Lindholmens,V.A.<br>Gothenburg | A/S D/S Erica<br>(L.Erichsen) | 192·5<br>Q94'B18'H39*t*F21' | 30·6 | 12·5 | Bergen<br>Norwegian<br>*WB* | T.3Cy.14½",24"&40"–27"<br>93NHP<br>LindholmensV.A.Got. | | VN |
| 15165 | — SteelScSr<br>1*Dk* | 301<br>239<br>139 | | | | | 1911 | Stettiner<br>Oderwerke<br>Stettin | L.F.Mathies&Co. | 128·6<br>B29'F18' | 22·7 | 11·0 | Hamburg<br>German<br>*WB* | C2Cy.15⁷⁄₁₀"&27⅗"–15⁷⁄₁₀"<br>25NHP<br>StettinerOderwerke | | |
| 15166 | — SteelScYl<br>*ss*Ams.No.3–8,15<br>*ss*Ymu.No.1–20<br>(*ex*DerikaIII.,*ex*Erica) 1*Dk*<br>*Elec.light* | 216<br>204<br>69 | ✠100A1<br>*StmTrawler*<br>5,21 ~~2,21~~<br>✠NB9,16<br>MS8,20 | Ymu<br>Ams<br>BS9,21<br>✠LMC<br>~~BS10,20~~ | | ~~2,21~~<br>N5,21 | 1902<br>5mo<br>*Lloyd'sA&CP* | Schofield,<br>Meeuwenoord&Co.<br>Grimsby | VisscherijMaats.<br>"Batavia"(A.<br>Daamen,Jr.*Mgr.*) | 113·8<br>BK7½" | 21·4 | 12·0 | Ymuiden<br>Dutch<br>3*BHCem*<br>*DBf*7' 13*t* | T.3Cy.12",21"&34"–24" (*s*)<br>180lb 65NHP<br>1SB,2*pf*,GS36,HS1063<br>C.D.Holmes&Co.Hull | 12″1 | |
| 15167<br>MTRP | **Erich Lindöe** SteelScSr<br>*Elec.light* 1*Dk* | 1606<br>1187<br>928 | | | | | 1919 | Laxevaags<br>Msk.&Jrnskb<br>Bergen | PederLindöe&Co.<br>A/S(P.Lindöe,<br>*Mgr.*) | 245·6<br>P19'Q78'B55'F31' | 37·9 | 15·5 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.18",29"&49"–33"<br>138NH<br>LaxevaagsMsk&Jrns.Bg | | N |
| 15168<br>136624 | **Ericsson** SteelSc<br>1*Dk* | 897<br>—<br>748 | | | | | 1897 | Neafie&<br>LevyCo.<br>Philadelphia | Baltimore&PhiladelphiaSteamboat<br>Co. | 198·2 | 23·3 | 9·2 | Phildlphia<br>Utd. States | T.3Cy.14",21"&36"–26"<br>66NH<br>Neafie&LevyCo.Phl. | | |
| 15169<br>139332 | **Ericus** SteelSc<br>*CruiserStern*<br>*Elec.light* Wireless 1*Dk* | 2200<br>1945<br>1332 | | | | | 1919 | Osbourne,<br>Graham&Co.<br>LdSunderlnd | SirEricOhlson<br>(T.Oliver,*Mgr.*) | 285·0<br>P23'B70'F32' | 43·5 | 19·1 | Hull<br>British<br>*WB* | T.3Cy.21",35"&50"–39"<br>156NH<br>McColl&Pollock,Ld.Sld. | | C |
| 15170<br>OGMV | **Erie** WoodAuxTwinSc3MstSr<br>*StmEng.*<br>*Elec.light* 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | *2708*<br>*1921*<br>*1638* | | | | | 1919 | Foundat'n<br>Co.Ld.<br>Victoria,B.C. | FrenchGovernment | 279·0<br>P166'F36' | 46·9 | 21·1 | Havre<br>French | T.6Cy.13½",22"&30"–30"<br>49NH<br>SumnerIronWorks,<br>Everett,Wash | | V |
| 15171<br>27078<br>SBMD | **Erie Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 5467<br>4996<br>3409 | ✠100A1<br>2,22 ~~11,20~~<br>✠LMC~~4,20~~<br>2,22 | Cff<br>Kob | *z* | CL<br>2,22 | 1920<br>4mo<br>A&CP | AsanoS.B.<br>Co.<br>Tsurumi | KokusaiKisen<br>KabushikiKaisha | 400·0<br>P33'B124'F41'<br>FK<br>*CellDB*339'949*t* | 53·2 | 29·4 | Yokohama<br>Japanese<br>6*BHCem*<br>*APT*27*t* | T.3Cy.26",43½"&72"–48" (*s*)<br>200lb 513NHP<br>3SB,9*cf*,GS175,HS7376 FD<br>IshikawajimaS.B.&E.Co.<br>Ld.Toki | 32″0<br>s 6″7<br>25″9 | |
| 15172<br>4391<br>JPFB | **Erik** SteelSc3MstSr<br>(*ex*Princess,*ex*Jessie)<br>*Mchy.Aft* *Welldeck* 1*Dk* | 362<br>248<br>123 | | | ... | | 1890 | Grngem'th<br>DockyardCo.<br>Grngemouth | EstateofA.K.<br>Fernström | 145·6<br>Q77'B9'H35*t*F22'<br>BK7" | 23·4 | 9·5 | Sternö<br>Swedish<br>*WB* | C.2Cy.20"&40"–30"<br>NB13 73NH<br>Hutson&Corbett,Glasgo | 10″7 | V |
| 15173<br>NBJQ | — SteelScSp<br>(*ex*Taurus, *OilEng.*<br>*Mchy.Aft* *ex*Snapp) 1*Dk* | 252<br>204<br>130 | | | | | 1908 | Oskrshmns<br>M.V.Aktieb.<br>Oskarshamn | A/S De Danske<br>Sukkerfabrikker | 101·4<br>Q20'H14*t*F11' | 22·8 | 11·3 | Nakskov<br>Danish<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.7⅞"–12⁹⁄₁₆" 22NHP<br>Akt.Diesel'sMotorer,Skm. | | V |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ❈ 15174<br>NLFP | **Erik II.** SteelScSr<br>ssCpn.No.3-1,15<br>ssCpn.No.1-19<br>1*Dk(Irn)&deep framing* | 1918<br>1677<br>1202 | ✠100A1<br>9,21 ~~12,20~~<br>~~BS12,20~~ ✠LMC11,19<br>BS1,22 | NYk<br>Bal | r | CL<br>~~11,19~~<br>9,21 | 1900<br>10mo | W.Gray&Co.Ld.<br>WHartlepool<br>A&CP | DetForenede Dampsk.Selsk.<br>*WB=CellDBa* | 280·4 \| 40·1 \| 18·2<br>P25'B69'F29'<br>FK<br>*88'uE20'f118'541t* | Copnhagn<br>Danish<br>4*BHCem*<br>*APT35t* | T.3Cy.21",33"&56"-36" (s)<br>160lb *80lb* 194NHP<br>2SB,4rf,GS70,HS3008<br>Cen.Mar.Eng.Wrks.WHpl | 20<br>3<br>17 |
| 15175<br>JSWD | **Erik Jarl** Steel&IronScSr<br>1*Dk* | 213<br>119<br>118 | | | | | 1889 | TrondhjemsM.V.<br>Drontheim | VoldenAktiedampskibsselskap (L.Barstad, *Mgr.*) | 119·6 \| 18·2 \| 8·6<br>Q18tB34tH14tF6t | Aalesund<br>Norwegian | T.3Cy.11",18"&29"-20"<br>NE91 NB01 38NHP<br>TrondhjemsMek.Verks. | |
| 15176<br>LBGJ | **Erik Molvig** WoodSc<br>*Now named* "Oplandet," *See No.* 38820 *in Supplement*<br>*Mchy.Aft* 1*Dk* | 546<br>[illegible]<br>299 | | | | | 1920 | Tangens Skibsbyggeri<br>Drammen | ThögerAndresen | 155·8 \| 30·0 \| 12·8<br>Q70tP80tF30t | Larvik<br>Norwegian | OilEngines | |
| 15177<br>[illegible]<br>KCFW | **Erika** SteelScSr<br>*Now named* "Helene," *See No.*37766 *in Supplement*<br>*Elec.light* Wireless 1*Dk&Spar dk* | 2666<br>[illegible]<br>1682 | | | | | 1906 | Akt.Ges. "Neptun"<br>Rostock | EuropeanShippingCo.Ld. (A.Rappoport, *Mgr.*) | 291·1 \| 44·0 \| 16·6<br>23·7 | London<br>British<br>*WB* | T.3Cy.20½",35 7/16"&55 5/8"-37 3/8"<br>191NHP<br>A.G."Neptun,"Rostock | |
| 15178<br>136997 | **Erillus** SteelScK<br>ssGms.No.1-19<br>1*Dk* | 201<br>185<br>78 | ✠100A1<br>*StmTrawler*<br>~~4,21~~ ~~10,20~~ 1,22<br>~~BS10,20~~ ✠LMC5,19 | Gms<br>BS12,21 | | CL<br>~~2,20~~<br>4,21 | 1914<br>9mo<br>*Lloyd* | Smith's DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | ConsolidatedStm.Fishing&IceCo.(Gms.)Ld. (J.D.Marsden, *Mgr.*) | 112·3 \| 21·6 \| 11·6<br>Q67'F19'<br>BK7½" | Grimsby<br>British<br>2*BHCem* | T3Cy.11½",19½"&32"-24" (s)<br>180lb 68RHP<br>1SB,2pf,GS38,HS1210<br>Smith'sDockCo.Ld.Mdb. | 12 |
| 15179<br>108734<br>QDHM | **Erinier** SteelScSr<br>ssCff.No.3-8,09<br>(*ex*Dongola) ssGls.No.1-14<br>2*Dks(1Stl&U-Irn)&deep framing*<br>Wireless | 4362<br>4122<br>2820 | ✠ ——<br>5,20<br>✠ | Bom | x | | 1898<br>5mo | D&WHenderson&Co.<br>Glasgow | LloydRoyalBelge (GreatBritain),Ld<br>*WB=CellDBa121'uE38'* | 375·0 \| 50·0 \| 26·0<br>P40'B98'F40'<br>FK<br>*f161'1143tFPT135* | London<br>British<br>6*BHCem*<br>*tAPT120t* | T.3Cy.25½",41⅞"&67"-48"<br>NDB14 368NHP<br>2SB,6cf,GS111,HS4930 FD<br>D.&W.HendersonGlasgow | 28 |
| 15180<br>132998<br>HVBL | **Erinpura** SteelTwinScSr<br>(STRANDED 6,19)<br>*Elec.light* 2*Dks(UStl)*<br>Wireless *&Shadedk(Stl-teaks)* | 5128<br>3725<br>2759 | ✠<br>*Shadedk*<br>12,11<br>✠ | Dmb | z | | 1911<br>12mo | W.Denny&Bros.<br>Dumbarton | BritishIndiaStm.Nav.Co.Ld.<br>*WB=CellDBa89'*<br>*f160'740t* | 411·0 \| 52·5 \| 24·7<br>B*on Shadedk*177'<br>FK<br>*uE&B116'*<br>*FPT95tAPT63t* | Glasgow<br>British<br>7*BHCem*<br>6*BH to Udk*<br>1 " *2nddk* | T.6Cy.24½",41"&69"-48"<br>1059NHP<br>2D&2SB,18cf,GS381,<br>HS16280 FD<br>Denny&Co.Dumbarton | 27 |
| ❈ 15181<br>109833<br>QKCM | **Erinsyde** SteelScK<br>ssGms.No.3-3,10<br>(*ex*Maximus, ssLiv.No.2-19<br>*ex*Ullswater) 1*Dk* | 236<br>217<br>134 | ✠100A1<br>*Well fishing*<br>9,20<br>✠NB10,11 | Gms<br>*vessel*<br>✠LMC4,19<br>BS9,20 | | CL<br>4,19 | 1898<br>11mo<br>*Lloyd* | Earle'sCo.Ld.<br>Hull<br>'*sA&CP* | AldersydeSteamFishingCo.Ld. (E.Beucock, *Mgr.*) | 122·7 \| 21·1 \| 11·7<br>Q44'F21'<br>BK7½"<br>len10 ptND10 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12",20"&32"-23" (s)<br>180lb 55RHP<br>1SB,2pf,GS30,HS1035<br>Earle'sCo.Ld.Hull | |
| 15182<br>HRDJ | **Erissos** SteelScSr<br>ssCff.No.3-8,15<br>ssCff.No.1-20<br>(*ex*Acacia) *Spar dk(ptIrn&ptStl)2trB&deep framing*<br>Wireless | 2885<br>2685<br>1848 | ✠100A1<br>*Spar dk withfreeboard*<br>9,21 ~~11,20~~<br>MS1,20 | Cff<br>Bry<br>✠LMC<br>~~BS1?,2?~~ 3,22 | u | CL<br>11,20 | 1902<br>8mo<br>*Lloyd* | Irvine'sSB&D.D.Co.Ld.<br>WHartlepool<br>'*sA&CP* | ~~GregoryJ.Theophilatos~~<br>Em.Nicolaides<br>*WB=CellDBa* | 315·0 \| 45·1 \| 14·4<br>P21'B190'F30' 22·6<br>FK<br>*100'uE22'f134'690t* | Argostoli<br>Greek<br>5*BHCem*<br>*APT77t* | T.3Cy.24",38"&64"-42" (s)<br>160lb *100lb* NDB15 260NHP<br>2SB,6cf,GS95,HS3825<br>Richardsons,Westgarth&Co.Ld.Hpl. | 25<br>3<br>22 |
| 15183 | **Erivan** SteelScSr<br>*Elec.light* Wireless | 2693<br>2546<br>1511 | | | | | 1912 | NevskyS.B&Mch.Works<br>Petrograd | RussianVolunteerFleetAssociation | 286·0 \| 40·6 \| 26·9 | Vladvostk<br>Russian | T.3Cy.20",32"&52"-39"<br>169NHP<br>NevskyS.B.&MchWkPtr. | |
| 15184 | — SteelSc3MstSr<br>2*Dks*<br>*Mchy.Aft Carrying Petroleum in bulk* | 2419<br>2285<br>1817 | | | | | 1893 | Palmers'Co.(Lim.)<br>Newcastle | Soc.Anon.d'Armement d'Industrie et de Commerce | 285·2 \| 38·7 \| 26·0<br>B24' F38' | Antwerp<br>Belgian | T.3Cy.22½",36½"&60"-42"<br>NB12 233NHP<br>Palmers'Co.(Lim.),Nwc. | |
| ❈ 15185<br>[illegible]<br>JVDN | **Erken** SteelSc<br>*Now named* "Alarich," *See No.* 36158 *in Supplement*<br>ssKol.No.3-[illegible]<br>(*ex*Orion,*ex*Coningsby) ssGot.No.2-20<br>1*Dk(Irn)2trB &Webframes3Dkrule* | 3411<br>[illegible]<br>2111 | ✠100A1<br>*Trunk dk withfreeboard*<br>8,20<br>BS8,20 ✠LMC2,19 | Got | v | CL<br>8,20 | 1897<br>8mo | Ropner&Son<br>Stockton<br>A&CP | Rederiaktieb.Transatlantic (G.Carlsson, *Mgr.*)<br>*CellDBa108'uE* | 325·0 \| 46·0 \| 23·2<br>P31'B66'F32'<br>FK<br>*&B38'f126'623tAP* | Gothenbrg<br>Swedish<br>5*BHCem*<br>*T64t* | T.3Cy.22",38"&63"-42" (s)<br>210lb *80lb* 275NHP<br>2SB,6rf,GS105,HS3888<br>Blair&Co.Ld.Stockton | 24<br>3<br>21 |
| 15186 | **Erla** SteelScK<br>ssBcl.No.2-16<br>(*ex*Gwyneth) 1*Dk* | 252<br>214<br>96 | ✠ ——<br>8,19<br>*StmTrawler*<br>✠ | Npt | | | 1908<br>4mo | Dundee S.B.Co.Ld.<br>Dundee | RussianGovt. | 125·2 \| 22·1 \| 12·0<br>Q72'F22'<br>BK7½" | Russian<br>3*BHCem* | T.3Cy.12½",21"&34"-24"<br>76NHP<br>1SB,3pf,GS51,HS1360<br>W.V.V.Lidgerwood,Gls. | 13 |
| 15187 | **Erlangen** SteelScSr<br>2*Dks&Hur.Dk*<br>*Elec.light* Sub.Sig. | 5285<br>3863<br>3337 | | | | | 1902 | Bremer Vulkan<br>Vegesack | | 378·3 \| 47·5 \| 26·8<br>P&B227'F48' | *WB* | T.3Cy.26¾",43½"&70"-47¼"<br>337NHP<br>BremerVulkan,Vegesack | |
| 15188<br>MVGT | **Erle** SteelSc<br>*Elec.light* 1*Dk(Stl)&Shelter dk(Stl)*<br>Wireless | 5645<br>5435<br>3544 | ✠100A1<br>*Shelter dk withfreeboard*<br>12,21 ~~5,20~~<br>*Fitted for oil fuel 5.20 F.P. above 150° F.* | Nwc<br>~~Ham~~ Ant<br>✠LMC5,20 | y | CL<br>4,21 | 1920<br>5mo<br>*Lloyd* | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>'*sA&CP* | ArentzRederiA/S (Görrissen&Co.A/S Mgrs)<br>*CellDB351' 1178t* | 399·6 \| 53·0 \| 32·8<br>*F37' on Shelter dk*<br>FK<br>)<br>*FPT60tAPT90t* | Chrstiania<br>Norwegian<br>*ptCem*<br>2*BHtoShdk*<br>5 " " *U* " | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Palmers'S.B.Co.Ld.Nwc. | 35<br>9<br>26 |
| ❈ 15189<br>131838<br>HTML | **Erlesburgh** SteelScSr<br>ssGls.No.2-19<br>1*Dk(ptIrnptStl)&Web frames*<br>Wireless *Longitudinal framing* | 3809<br>3484<br>2375 | ✠100A1<br>~~10,21~~ ~~11,20~~ 4,22<br>MS12,19 | Bel<br>~~Bry~~ Cff<br>✠LMC<br>~~BS6,20~~<br>BS10,21 | w | CL<br>11,20 | 1911<br>10mo<br>*Lloyd* | W.Pickersgill&Sons,Ld<br>Sunderland<br>'*sA&CP* | Rowland&Marwood'sS.S.Co.Ld. (Headlam&Rowland, *Mgrs.*) | 348·5 \| 50·2 \| 23·5<br>P30'B100'F37'<br>FK<br>*WB=Cell* | Whitby<br>British<br>6*BHCem*<br>*DBa111'uE* | T.3Cy.24",40"&66"-45" (s)<br>180lb *180lb* 307NHP<br>2SB,8cf,GS142,HS4600<br>J.Dickinson&Sons,Ld.Sld.<br>*&B40'f155'910tAPT134t* | 25<br>4<br>21 |
| 15190<br>JSNP | **Erling Jarl** SteelScSr<br>*Elec.light* 1*Dk&Awngdk* | 737<br>405<br>427 | | | | | 1895 | TrondhjmsMek.Verks.<br>Drontheim | DetNordenfjeldskeDampskibsselskab | 196·2 \| 26·8 \| 12·0<br>H32t<br>len09 | Trondhjm<br>Norwegian<br>*WB* | T.3Cy.17¼",28"&46"-30"<br>NB09 116NHP<br>TrondhjmsMek.Verks. | N |
| 15191<br>WMFP | **Erling Lindöe** SteelScSr<br>1*Dk* | 1281<br>1122<br>751 | | | | | 1917 | N.V.Werf deNoord<br>Alblasserdm | A/S D/S Erling Lindöe (P.Lindöe&J.Odland, *Mgrs.*) | 236·9 \| 36·4 \| 16·1<br>P32'B65'F23'H76t | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.17½",29"&46"-36"<br>127NHP<br>AlblasserdamMsch.Fab. | N |
| 15192<br>JHDW | **Erling Skjalgson** WoodScFlat<br>(*Salvage Steamer*)<br>*Mchy.Aft* (*ex*Zillah) 1*Dk* | 147<br>135<br>63 | | | | | 1891 | J.Harland&Co.<br>Tranmere | A/S Tjörve (MortenBeyer, *Mgr.*) | 91·2 \| 22·2 \| 9·6<br>H6t | Chrstiania<br>Norwegian | C.2Cy.13"&26"-18"<br>24NHP<br>Cochrane&Co.Birkenhead | |
| 15193 | **Erma** WoodAuxScSr<br>*Motor*<br>YM8,20<br>(*See Sailing Ship Register*) | 118 | | | | | 1920 | O.Picinich<br>Lussinpiccolo | Soc.Anon.diNav.Costiera | | Lussinpiccolo<br>Italian | Motor | A |

| 1 No. in Book. <br> Official No. <br> Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. <br> Late Name if any. <br> Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage <br> Gross. <br> Under deck. <br> Net. | 5 Particulars of Classification. Character. <br> ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7" Date when tail shaft last seen. | 8 Built. When. <br> Ship. <br> Engines | 9 By Whom. <br> Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. <br> Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. <br> Freeboard amidships. <br> Corresponding draught. <br> ft. in. | 15 Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15194<br>323<br>HDEV | **Ermack** SteelSc<br>(Icebreaker)<br>Three screws aft, one forward<br>Elec.light 3Dks | 4817<br>—<br>2831 | | | | | 1898 | SirW.G. Armstrong, Whitworth &Co.Ld. Newcastle | RussianGovernment | 320·0 | 71·0 | 35·6 | Petrograd<br>Russian<br>WB | T.12Cy.25",39"&64"–42"<br>1062NHP<br>WllsndSlipwyCo.Ld.Nwc. | | |
| 15195<br>118760<br>JGRQ | **Ermine** SteelScK<br>ssHul.No.3-9,19<br>1Dk | 181<br>172<br>71 | ✠100A1<br>StmTrawler<br>10,21 ~~9,19~~<br>~~BS4,21~~ BS3,22 ✠LMC9,19 | Hul | | CL<br>~~9,19~~<br>10,21 | 1903<br>8mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Beverley<br>'sA&CP | HullSteamFishing&IceCo.Ld. | 109·0<br>WB=Deep tanks | 21·5 | 11·0<br>BK7" | Hull<br>British<br>4BHCem<br>f13'30t | T.3Cy.11",18"&30"-22" (s)<br>200lb 46RHP<br>1SB,2pf,GS24,HS668<br>Amos&Smith,Hull | 11 ″ 9 | |
| 15196<br>136905<br>JLDB | **Erna** SteelScK<br>ssPly.No.1-20<br>Elec.light 1Dk | 330<br>287<br>135 | ✠100A1<br>StmTrawler<br>1,21 ✠LMC7,20 | Liv | | CL<br>1,21 | 1915<br>5mo<br>Lloyd | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'sA&CP | NewDocksSteam TrawlingCo. (Fleetwood),Ld. (Taylor&TomlinsonLd.Mgrs.) | 139·5<br>Q82'F18' | 23·2 | 12·9<br>BK7$\frac{1}{2}$" | Fleetwood<br>British<br>4BHCem | T.3Cy.13$\frac{1}{16}$",23"&37"-27"(s)<br>180lb 94RHP<br>SB,3pf,GS53,HS1682<br>J.Abernethy&Co.Ld.Abn. | 13 ″ 6 | |
| 15197 | **Erna David** SteelTwinSc<br>Motor<br>Elec.light 1Dk | 588<br>322<br>523 | | | | | 1920 | Flensburgr Schiffsb.Ges.<br>Flensburg | LeopoldDavid | 185·6<br>P11'H46' | 24·0 | 15·8 | Hamburg<br>German<br>WB | Motor 4S.C.SA<br>12Cy.13$\frac{3}{4}$"-13$\frac{3}{4}$" 156NHP<br>Emade18<br>Vulkan-Werft,Hamburg | | |
| 15198<br>110725<br>JGRS | **Erne** SteelScYl<br>ssHul.No.3-6,11<br>ssGms No.2-19<br>1Dk | 168<br>160<br>66 | ✠100A1<br>StmTrawler<br>3,20<br>BS3,20 ✠LMC1,19 | Gms | | N1,19 | 1899<br>6mo | Mackie& Thomson<br>Glasgow<br>A&CP | MayfairTrawlers Ld.(H.WoodMgr.) | 104·0<br>ptND11 | 21·0 | 10·7<br>BK7$\frac{1}{2}$"<br>WB= | Grimsby<br>British<br>4BHCem<br>DTf14'20t | T.3Cy.10$\frac{5}{16}$",16$\frac{5}{8}$"&28"-20"<br>200lb (s) 40RHP<br>1SB,2pf,GS26,HS642<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 15199<br>~~[illegible]~~<br>~~[illegible]~~ | **Ernemore** SteelScSr<br>Now named "TohkohMaru," See No. 5,504 in Supplement<br>(exArdgay) Sub.Sig. 2Dks(Stl)<br>Elec.light Wireless | 4593<br><br>2921 | ✠100A1<br>✠LMC~~1,18~~ 1,22<br>Carrying fuel oil F.P. above 150° F. | Gls | y | CL<br>~~9,20~~<br>1,22 | 1918<br>1mo<br>Lloyd | Russell& Co.<br>PortGlasgow<br>'sA&CP<br>in DB | ~~JohnstonLine,Ld. (Furness,Withy&Co.Ld.Mgrs.)~~<br>YamashitaKisen KabushikiKaisha | 385·0<br>P34'B111'F47'<br>CellDB334'1029t | 52·0 | 26·5<br>FK | Dairen<br>Japanese<br>6BHCem<br>APT20t | T.3Cy.26",43"&72"-48" (s)<br>180lb 500NHP<br>3SB,9cf,GS162,HS7378 FD<br>Rankin&BlackmoreLdGrk | 29 ″ 0<br>s 5 ″ 5$\frac{1}{2}$<br>23 ″ 11 | |
| 15200 | **Ernest** SteelScK<br>ssPra.No.2-13<br>1Dk(Irn) | 115<br>85<br>32 | ✠<br>For Towing purposes<br>12,13 ✠ | Pra | | | 1906<br>11mo | VnDamme frères& Adam<br>Baesrode | Port of Para | 85·0 | 18·6 | 9·5<br>BK6" | Para<br>Brazilian<br>4BHCem | C.2Cy.16"&30"-18"<br>32NHP<br>1SB,2pf,GS37,HS680<br>Crabtree&Co.Ld.Gt.Yar. | 10 ″ 3 | |
| 15201<br>215333<br>LHMR | **Ernest H. Meyer** WoodSc<br>Elec.light Wireless 1Dk | 1057<br>—<br>555 | | | | | 1917 | St.Helens S.B.Co.<br>St.Helens,Or. | Broughton& WigginsNav.Co. | 213·0 | 40·0 | 14·3 | Prtlnd,Or.<br>Utd.States | T.3Cy.13$\frac{1}{2}$",23"&40"-30"<br>88NHP | | R |
| 15202<br>880 | **Ernestina S.** WoodAuxScBkn<br>OilEng.<br>(exEdoardoScarfolio)<br>(See Sailing Ship Register) | 364<br>—<br>208 | | | | | 1918 | G.Rajola<br>Torre del Greco | Soc.An.Oelifici Nazionali | 141·5 | 29·5 | 14·2 | Genoa<br>Italian | Oil Engines 4S.C.<br>4Cy.12$\frac{1}{4}$"-13$\frac{1}{2}$" 41NHP<br>NEfitted19<br>SulzerFrères, Wintherthur | | I |
| 15203<br>Wrecked 12,21 | **Ernesto** WoodSc<br>OilEng.<br>Elec.light 1Dk | 1389<br>1278<br>987 | | | | | 1920 | Vanni& Puglisi<br>Varazze | D.Vanni | 221·1<br>P38'B13'F35' | 37·5 | 24·0 | Savona<br>Italian | Oil Engine<br>4Cy.17$\frac{11}{16}$"-26$\frac{3}{8}$" 80NHP<br>F.Tosi,Legnano | | |
| 15204 | **Ernio** SteelScK<br>ssGib.No.1-18<br>(exMeknassi) 1Dk<br>Elec.light Mchy.Aft Wireless | 153<br>150<br>68 | ~~✠100A1~~<br>10,21 3,18<br>~~✠LMC3,18~~<br>~~BS12,20~~ | Gib | b | 3,18 | 1911<br>11mo<br>Lloyd | Cochrane &Sons<br>Selby<br>'sA&CP | ~~Lerchundi,~~S.Eraso<br>~~Olaizola&Co.~~ | 105·1 | 21·0 | 11·1<br>BK7$\frac{1}{2}$" | S.Sebast'n<br>Spanish<br>3BHCem<br>DBf19'10t | T.3Cy.11$\frac{1}{2}$",20"&33"-24" (s)<br>180lb 61NHP<br>1SB,2pf,GS31,HS980<br>Amos&Smith,Ld.Hull | 12 ″ 0<br>s ″ 10$\frac{1}{4}$<br>12 ″ 0 | |
| 15205<br>141090<br>KJQN | **Ernrix** SteelSc3Mst ~~SteelSc~~<br>1Dk(Stl)<br>Elec.light Welldeck<br>Mchy.Aft | ~~450~~<br>692<br>479<br>317 | ✠100A1<br>9,21<br>~~(ClassContemplated)~~<br>LMC9,21 | Hul | j | CL | 1921<br>5mo<br>Lloyd's | Cochrane& Sons,Ld.<br>Selby<br>'sA&CP | ~~R.Rix&Sons~~<br>HumberSteam Coasters,Ld. (R.Rix&SonsMgrs) | 175·0<br>Q99'B11'F23'<br>CellDBf99'140tFPT5 | ~~29·0~~<br>29·1 | ~~11·6~~<br>11·3<br>FK | Hull<br>British<br>4BHCem<br>5tAPT27t | T.3Cy.13",~~22~~ 23"&37"-26". (s)<br>200lb 96RHP ~~96NHP~~<br>1SB,2pf,GS48,HS1683<br>J.Lewis&Sons,Ld.Abn. | 13 ″ 6 | |
| 15206 | **Ernst** IronScSr<br>ssHam.No.2-92<br>(exWolf) 1Dk(Irn) | 558<br>406<br>340 | ✠<br>6,97 | Ham | h | | 1884<br>4mo | Kon.Maats deSchelde<br>Flushing | Sartori&Berger | 170·8<br>WB=DBa24'80tFPT | 25·3 | 13·2<br>BK7" | Kiel<br>German<br>Cem<br>38tAPT15t | C.2Cy.20$\frac{1}{2}$"&38$\frac{2}{10}$"-29$\frac{7}{10}$"<br>NB04 66NHP<br>Maats.deSchelde,Flushing | 14 ″ 1 | |
| 15207<br>NPGM | — IronScSr<br>(exHolgerDanske,exMalmö)<br>1Dk | 192<br>138<br>68 | | | | | 1870 | Oskrshmns M.V.Aktieb.<br>Oskarshamn | OttoHillerström | 136·7 | 21·6 | 9·1 | Hlsngborg<br>Swedish | T.3Cy.13$\frac{1}{2}$",23"&36"-24"<br>64NHP<br>Burmeister&Wain,Cpn. | | |
| 15208 | — SteelAuxScSr<br>(Lighter) Motor<br>(exSailingVesselKehoboth) 1Dk<br>(See Sailing Ship Register) | 115<br>95<br>71 | | | | | 1904 | Gebr. Niestern<br>Delfzijl | A/S CementfabrikenKongsdal | 90·8 | 18·9 | 6·3 | Hobro<br>Danish | Motor<br>Brödrene Houmöller,Fredrikshavn | | |
| 15209 | **Ernst Braun** SteelSc<br>(Trawler)<br>1Dk | 231<br>209<br>86 | | | | | 1914 | G.Seebeck Akt.Ges.<br>Bremerhaven | Grundman& Gröschel | 127·2<br>Q70'F20' | 23·0 | 10·0 | Gstemnde<br>German | T3Cy.12$\frac{3}{4}$",20$\frac{1}{2}$"&33$\frac{1}{16}$"-23$\frac{3}{8}$"<br>53NHP<br>G.Seebeck,A.G.,Gstemnde | | |
| 15210 | **Ernst Brockelmann** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 205<br>173<br>78 | | | | | 1920 | Cæsar Wollheim<br>Breslau | RostockerHochseefischereiA.G. | 116·9<br>Q71'F17' | 22·0 | 9·0 | Rostock<br>German<br>WB | T3Cy.11$\frac{1}{3}$",19$\frac{7}{10}$"&31$\frac{9}{10}$"-22"<br>48NHP<br>CæsarWollheim,Breslau | | |
| 15211 | **Ernst Günther** IronScSr<br>1Dk | 133<br>102<br>54 | | | | | 1885 | Flensburgr Schiffsb.Ges.<br>Flensburg | Ver.Flensburg-Ekensunder& Sonderburger Dampfs.Ges. | 109·3<br>B&H69' | 21·5 | 6·9 | Flensburg<br>German | C.2Cy.18$\frac{1}{2}$"&34"-21"<br>44NHP<br>FlensburgerSchffsb.Ges. | | |
| 15212 | **Ernst Wittpfenning** SteelSc<br>(Trawler)<br>1Dk | 228<br>205<br>87 | | | | | 1920 | G.Seebeck Akt.Ges.<br>Geestemünde | Grundmann& Gröschel | 128·0<br>Q75'F21' | 22·9 | 11·9 | Gstemnde<br>German<br>WB | T.3Cy.12$\frac{5}{8}$,20$\frac{1}{2}$"&33$\frac{1}{16}$"-23$\frac{5}{8}$"<br>53NHP<br>G.SeebeckA.G.Gestemnde | | |
| 15213<br>136001<br>JFCR | **Eroican** SteelScK<br>ssPly.No.1-20<br>1Dk | 225<br>217<br>112 | ✠100A1<br>StmTrawler<br>7,21 ~~5,20~~<br>✠LMC5,20 BS7,21 | Ply<br>Gms | | CL<br>5,20 | 1914<br>3mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | SavoySteamFishingCo.Ld.(Baker&Green,Mgrs.) | 117·0<br>Q61'F16' | 22·0 | 12·7<br>BK7$\frac{1}{2}$" | Grimsby<br>British<br>4BHCem | T.3Cy.12",21"&34"-24" (s)<br>200lb 68RHP<br>1SB,3pf,GS37,HS1099<br>Amos&Smith,Ld.Hull | 13 ″ 7 | |
| 15214<br>~~OGNP~~ | **Eros** SteelScSr<br>ssTri.No.3-4,13<br>ssNts.No.2-20<br>1Dk(Irn)&deepframing | 2781<br>2400<br>1762 | ✠100A1<br>2,22 ~~9,20~~<br>✠LMC9,20 BS2,22 | Nts<br>Msl | t | 9,20 | 1899<br>11mo | R.Thompson&Sons<br>Sunderland<br>A&CP | Soc.Anon di Nav. a Vap. (T.Cossovich)<br>WB=CellDBa | 313·0<br>P29'B94'F34'<br>98'uE22'f128'662t | 44·2 | 20·6<br>FK | Trieste<br>Italian<br>5BHCem<br>APT55t | T.3Cy.22",36$\frac{1}{2}$"&60"-42" (s)<br>180lb 80lb NDB13 253NHP<br>2SB,6pf,GS97,HS3910<br>N.E.MarineCo.Ld.Sld. | 23 ″ 0<br>s 3 ″ 7<br>19 ″ 9 | V |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Équipement | 7°<br>Tirant d'eau Moyen.<br>Dernière visite de l'arbre porte-hélice | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ❊ 15215<br>88139<br>HWKP | *Now named "Gure," See No. 37525 in Supplement*<br>**Eros** IronScBn<br>6thSurvey,Nwc.4,09<br>Wireless 2ndSurvey,Mdb.11,17<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*Cargo battens not fitted* | 1843<br>1537<br>1203 | ✠ A1*1<br>12,20 | Mdb | Lv | 17·12<br>18·27<br>19·41<br>20·55 | 1883<br>7mo | Richardsn,<br>Duck&Co.<br>Stockton | L.Wright&Co. | 260·0<br>P50*t*Q80*t*B122*t*<br>F33*t* BK8½″<br>*WB*=*DBa*70′133*t* | 36·0 | 20·0 | Newcastle<br>British<br>4*BH*1PBH<br>*MT*20′227*t* | C.2Cy.32″&60″–39″<br>187NHP<br>2SB,4*pf*,GS80,HS2580<br>Blair&Co.(Lim.),Stockton | 21 ″ 3<br>2 ″ 8<br>19 ″ 5 |
| 15216 | — SteelTwinScSr<br>*ss*Msl.No.2–13<br>(*ex*Yacht,*ex*Honor)<br>*Elec.light* Wireless | 1129<br>—<br>600 | ✠<br>12,13 | Msl | | | 1905<br>6mo | Ramage&<br>Ferguson,<br>Ld.<br>Leith | Soc."LesAffréteursRéunis"<br>(JeanStern) | 229·3<br>BK8″ | 31·1 | 15·5 | Marseilles<br>French<br>5*BHCem* | T.6Cy.13″,21″&34″–21″<br>145NHP<br>1B,3*cf*,GS69,HS2131 FD<br>Ramage&Fergusn,Ld.Lth. | |
| 15217<br>984<br>IABD | — SteelScSr<br>*Elec.light* 1*Dk* | 444<br>374<br>251 | | | | | 1892 | P.Larsson<br>Thorskog | RussianEast AsiaticS.S.Co.Ld.<br>(BalticLine) | 153·2<br>Q45′ B33′ H15*t*<br>F19′ | 24·4 | 13·4 | Riga<br>Latvian | C.2Cy.18″&30″–22″<br>NB05 35NHP<br>ThorskogsM.V.Thorskog | |
| 15218<br>NWFP | — WoodAux3MstScSr<br>*Motor*<br>(*ex*Ebenezer)<br>(*See Sailing Ship Register*) | 118<br>109<br>81 | | | | | 1918 | Korsör<br>Skibsverft<br>Korsör | RederiA/SZephyr<br>(H.P.Hagelberg, *Mgr.*) | 89·5 | 24·2 | 9·1 | Copnhagn<br>Danish | Motor<br>2Cy.12″–13½″ 18NHP | |
| ❊ 15219<br>151543<br>QTWN | **Erriba** SteelSc<br>1*Dk*(*Stl*)&*Shltr dk*(*Stl*)<br>*Elec.light* &*Webframes*<br>*Longitudinal framing* | ~~3300~~<br>3345<br>3013<br>1919 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>7,21 ✠LMC7,21<br>~~(*ClassContemplated*)~~ | Mel | *v* | CL | 1921<br>6mo<br>A&CP | Commonwealth Govt.<br>Dockyard<br>Williamstwn<br>Victoria | Commonwealth<br>Govt.Line of<br>Steamers<br>*CellDB*277′882*t* | 331·0<br>*FPT*118*t* *APT*204*t* | ~~47·7~~<br>47·9 | ~~26·0~~<br>23·6<br>FK<br>*Collision* | ~~Melbourne~~<br>British<br>Hobart *Cem*<br>*BHtoShl dk*<br>4*BHtoUdk* | T.3Cy.25″,41″&68″–45″ (*s*)<br>185lb HS8289 516NHP<br>3WaterTubeBoilers FD<br>Thompson&Co.(Castlemaine)Proprietary,Ld. | 26 ″ 1<br>2 ″ 7½<br>23 ″ 10 |
| 15220<br>MVQH | **Erris** WoodAuxTwinSc4MstSr<br>*OilEng.*<br>*Elec.light* 1*Dk*.2*trB*<br>(*See Sailing Ship Register*) | 1589<br>1400<br>1207 | | | | | 1917 | Peninsula<br>S.B.Co.<br>Portland,Or. | A/SSouthAtlantic<br>(LorentzBruun, *Mgr.*) | 235·8<br>P32′F51′ | 44·2 | 18·7 | Tönsberg<br>Norwegian | Oil Engine<br>6Cy.12⅝″–18″ 80NHP<br>WintonEngineWorks,<br>Cleveland,O. | |
| 15221 | — SteelScSr<br>(*Whaler*)<br>*Elec.light* (*ex*Gama) 1*Dk* | 141<br>135<br>61 | | | | | 1912 | MossVærft<br>Moss | | 96·9<br>H6*t* | 19·3 | 11·4 | Russian<br>*WB* | T.3Cy.11½″,18½″&31″–22″<br>45NHP<br>MossVærft,Moss | |
| ❊ 15222<br>118701<br>HBWO | **Erroll** SteelScSr<br>*ss*Lon.No.3–6,17<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*deepframing* | 4465<br>3524<br>2892 | ✠100A1<br>*Spar dk*<br>1.21 ✠LMC<br>~~MS9,17~~ ~~BS4,20~~<br>MS1,21 BS5,21 | Lon | *x* | CL<br>~~10,10~~<br>7,21 | 1905<br>2mo<br>*Lloyd* | C.Connell<br>&Co.Ld.<br>Glasgow<br>'*sA&CP*<br>*WB*= | AustralindSteam Shpg.Co.Ld.<br>(Trinder,Anderson&Co.,*Mgrs.*)<br>P&F*Dks*(*Stl*-ws)<br>*Cell DBa*118′ *uE&* | 365·0<br>P39′B210′F48′<br>B*Dk*(*Stl*-teaks)<br>*B*44′*f*156′864*t* *FPT* | 47·4 | 17·9<br>25·9<br>FK | London<br>British<br>6*BHCem*<br>67*t* *APT*96*t* | T.3Cy.26″,42″&70″–48″ (*s*)<br>190lb *120lb* 385NHP<br>2SB,8*cf*,GS170,HS6000<br>Dunsmuir&Jackson,LdGls | 28 ″ 3<br>4 ″ 2½<br>24 ″ 5 |
| 15223<br>339 | **Ervi** IronScSr<br>(*ex*Axelhuus)<br>2*Dks* | 506<br>—<br>184 | | | | | 1884 | Lobnitz&<br>Co.<br>Renfrew | BalticSalvage Association | 183·7<br>P39′B45′F32′ | 27·2 | 14·9 | Reval<br>Esthonian<br>*WB* | C.2Cy.25″&44″–33″<br>93NHP<br>Lobnitz&Co.Renfrew | |
| 15224 | **Erviken** SteelSc<br>*For full particulars See No. 37151 in Supplement*<br>*Elec.light* | 6600 | 100A1<br>(*ClassContemplated*) | | | | 1921 | WDoxford<br>&Sons,Ld.<br>Sunderland | H.J.Wallem | 420·0 | 54·0 | | Bergen<br>Norwegian | T.3Cy.27″,44½″&75″–54″<br>W.Doxford&Sons,Ld.Sld. | |
| 15225<br>207617 | **Erwin L. Fisher** SteelSc<br>*Elec.light* 1*Dk* | 1184<br>—<br>805 | | | | | 1910 | Toledo<br>S.B.Co.<br>Toledo,O. | BayS.S.Co.of America,Ld. | 220·0 | 40·0 | 17·0 | NewYork<br>Utd.States | T.3Cy.17¼″,27½″&43″–30″<br>102NHP<br>ToledoS.B.Co.Toledo,O. | |
| ❊ 15226<br>139051<br>JLGQ | **Erzherzog Franz Ferdinand**<br>*ss*Bom.No.2-20 SteelScSr<br>*Elec.light* *ss*Tri.No.3–12,12<br>Wireless ~~*ss*Bom.No.1-17~~<br>2*Dks*(*Stl*-ws)3*trB*&*Webframes* | 6105<br>5478<br>3906 | ✠100A1<br>~~6,21~~ ~~11,20~~ 1,22<br>✠LMC11,20<br>BS3,22 | Bom | *a*† | CL<br>1120 | 1899<br>7mo | Lloyd<br>Austriaco<br>Trieste | Requisitioned by the Admiralty<br>*WB*=*CellDBa*66′ | 426·0<br>P53′B140′F50′<br>*uE&B*77′*f*162′980*t* | 51·0 | 31·9<br>FK | London<br>British<br>6*BHCem*<br>*APT*27*t* | T.3Cy 30″,50″&80″–54″ (*s*)<br>180lb 626NHP<br>2DB,12*cf*,GS226,HS9010 FD<br>LloydAustriaco,Trieste | 34 ″ 10<br>8 ″ 9<br>26 ″ 9 |
| 15227 | **Erzsy** IronScSr<br>(*ex*S.Mauro,*ex*Santorio) | 133<br>—<br>66 | | | | | 1888 | Stablimnto<br>Tecnico<br>Trieste | A.Riboli | 126·3 | 17·0 | 9·3 | Fiume | C.2Cy.18″&32″–21″<br>39NHP<br>StabilimentoTecnico,Tri. | |
| ❊ 15228 | **Esab IV.** SteelSc<br>*OilEng.*<br>1*Dk*(*Stl*) | ~~30~~ | ✠ A–<br>*For towing purposes on the West Coast of Sweden*<br>5,21 ✠LMC5,21<br>*ElectricallyWelded,Subject to.AnnualSurvey—Experimental* | Got | | | 1921<br>5mo | Elektriska<br>Svetsnings<br>Aktiebolaget<br>Gothenburg | ElektriskaSvetsningsAktiebolaget | ~~40·8~~<br>49·7 | 13·1 | ~~6·9~~<br>6·5<br>K3″ | Gothenbrg<br>Swedish<br>2*BHCem* | Oil Engines 2S.C.SA<br>2Cy.8$\frac{1}{16}$″–9$\frac{7}{8}$″ 17NHP<br>MunktellsMek.Verks<br>Eskilstuna | 6 ″ 11 |
| 15229<br>NPKB | **Esbern Snare** IronScSr<br>2*Dks*&*Hurdk* | 399<br>334<br>228 | | | | | 1875 | Burmeister<br>&Wain<br>Copenhagen | DetForenede DampskibsSelsk. | 170·2<br>P36′ H13*t* F23*t* | 23·7 | 12·0 | Vejle<br>Danish<br>*WB* | C.4Cy.16½″&34″–20″<br>86NHP<br>Burmeister&Wain,Cpn. | |
| 15230<br>NKTP | **Esbjerg** IronScSr<br>1*Dk*&*Hurdk* | 453<br>380<br>255 | | | | | 1872 | Cunliffe&<br>Dunlop<br>Pt.Glasgow | DetForenede DampskibsSelsk. | 175·2<br>P37*t* F22*t* | 26·9 | 12·8<br>19·3 | Aarhus<br>Danish<br>*WB* | C.2Cy.23¼″&40¼″–28″<br>71NHP<br>Cunliffe&Dunlop,Pt.Gls. | |
| 15231 | **Escajeda** SteelSc<br>*ss*V.Cz.No.2–15<br>(*ex*RobertoNuñez) (*Tug*)<br>1*Dk*(*Teak*)<br>*Fitted for oil fuel*10,06 *F.P. above* 150° F. | 142<br>142<br>2 | ✠ —<br>5,21<br>✠ | NOs | *b* | | 1906<br>10mo | Lobnitz&<br>Co.Ld.<br>Renfrew | Tehuantepec NationalRy.Co. | 101·0<br>B21′<br>BK6½″ | 20·1 | 11·4 | VeraCruz<br>Mexican<br>4*BHCem* | T.3Cy.13″,22″&35″–27″<br>82NHP<br>1SB,2*cf*,GS42,HS1500<br>Lobnitz&Co.Ld.Renfrew | 12 ″ 0 |
| ❊ 15232<br>132101<br>HSRG | **Escallonia** SteelScK<br>*ss*Gms.No.2–19<br>(*Trawler*)<br>1*Dk* | 285<br>262<br>123 | ✠100A1<br>*StmTrawler*<br>11,20<br>BS11,20 ✠LMC6,19 | Gms | | CL<br>6,19 | 1911<br>5mo<br>*Lloyd* | Cook,Welton&Gemmell<br>Ld. Beverley<br>'*sA&CP* | T.W.Baskcomb | 132·0<br>Q73′<br>BK8″ | 22·5 | 11·7 | Grimsby<br>British<br>5*BHCem* | T.3Cy.13″,23″&37″–24″ (*s*)<br>190lb 80RHP<br>1SB,3*pf*,GS45,HS1206<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 7 |
| 15233<br>[illegible]<br>JBML | **Escalona** SteelScSr<br>*Now named "Placuna," See No. 38931 in Supplement*<br>*Elec.light* Wireless 1*Dk*<br>*Fitted with cylindrical tanks in holds for carrying petroleum* | 4968<br>3897<br>3105 | | | | | 1913 | ShortBros.<br>Ld.<br>Sunderland | Anglo-SaxonPetroleumCo.Ld. | 370·0<br>P35′B199′F34′ | 51·0 | 25·0 | London<br>British<br>*WB* | T.3Cy.25″,41″&68″–48″<br>320NHP<br>G.Clark,Ld.Sunderland | |
| 15234<br>219055<br>LTGK | **Escambia** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Webframes*<br>Sub.Sig. Wireless | 5444<br>4910<br>3206 | | | ... | | 1919 | Pensacola<br>S.B.Co.<br>Pensacola,<br>Fla. | UnitedStates ShippingBoard | 400·7<br>P36′B124′F44′<br>FK | 54·2 | 30·1 | Pensacola<br>Utd.States<br>*WB* | 2 Steam Turbines geared to1Sc.Shaft 590NHP<br>WestinghouseElectric&Mfg.Co.Essington,Pa. | 32 ″ 10 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L. Dated Ref of Prot. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15235<br>MBWN | **Escaut**<br>(exItauri)<br>Elec.light<br>Welldeck | SteelScSr<br>ssAnt.No.3-11,20<br>2Dks(Stl-Uptteaks)&Web framesLowerdk(Stl)forehold<br>Wireless | 4143<br>3752<br>2492 | ✠100A1<br>11.20<br>BS11,20 ✠LMC7,19 | Ant | x | CL<br>11,20 | 1897<br>9mo<br>Lloyd | Flensburgr Schiffsb.Ges.<br>Flensburg<br>'sA&CP | ~~ArmementDeppe~~<br>CieRoyaleBelgo<br>Argentine(ArmementDeppeMgrs.) | 368·0\|45·8\|27·0<br>P&B228'F46'<br>FK<br>WB=CellD | Antwerp<br>Belgian<br>6BHCem | T.3Cy.25¼″,41½″&69″-48″(s)<br>178lb 402NHP<br>3SB,9cf,GS136,HS6824<br>FlensburgerSchiffsb.Ges.<br>Ba 102'uE&B66'f 137' 910t | 29 ″ 9 | |
| 15236 | **Escolano**<br>Elec.light | SteelSc<br>3Dks | 3081<br>2649<br>1844 | | | | | 1919 | Soc.Española deCstNav<br>Carthagena | Cia.Trasmediterranea | 310·0\|43·5\|19·0 | Barcelona<br>Spanish | T.3Cy.24″,40″&65″-45″<br>283NHP<br>Soc.Española deCnst.Nav. | | V |
| 15237<br>96075<br>IGFD | **Escort** | SteelScSr<br>1Dk | 234<br>233<br>55 | ✠<br>For Towing purposes<br>7,89 | Lon | | | 1889<br>7mo | Edwards& Symes<br>London | BritishIndiaStm. Nav.Co.Ld. | 112·5\|23·0\|12·8<br>WB | Glasgow<br>British<br>3BHCem | C.2Cy.26″&52″-36″<br>NB02 135NHP<br>J.Stewart&Sons,London | 13 ″ 7 | |
| 15238<br>106759<br>JGRV | —<br>Now named "Bellevue" See No. 36589 in Supplement | SteelScYl<br>ssHul.No.1-13<br>1Dk | 165<br>64 | ✠<br>1,14 ✠ | Hul | | | 1897<br>7mo | Mackie& Thomson<br>Glasgow | TheAdmiralty | 104·2\|21·0\|10·7<br>Q17'F17'<br>ptND09 BK7½″<br>WB= | Hull<br>British<br>4BHCem<br>DTf14'25t | T.3Cy.11″,17″&28″-20″<br>45RHP<br>1SB,2pf,GS27,HS690<br>Muir&Houston(Lim.),Gls | 11 ″ 7 | |
| 15239<br>84968<br>JKWP | **Escott**<br>(exJohnO'Gaunt) | SteelTwinSc<br>1Dk | 51<br>46<br>7 | | | ... | | 1895 | Queens FerryS.B.& E.Co.(Lim.)<br>QueensFerry | LambertBros.Ld. | 66·0\|14·4\|7·3<br>BK5″ | Gibraltar<br>British | C.4Cy.10″&20″-14″<br>40RHP<br>QueensFerryS.B.&E.Co. | 7 ″ 6 | |
| 15240<br>111782 | **Esdud**<br>(exNellieG.Thurston) | WoodSc<br>(Tug)<br>1Dk | 114<br>86<br>48 | | | | | 1883 | ..................... | Vancouver MachineryDepot Ld. | 77·8\|22·6\|8·8 | NewWestminsterBC<br>British | C.2Cy.11⅝″&24″-18″<br>20NHP<br>Bow,McLachln&CoLdPsy | | |
| 15241<br>136213<br>JHDN | **Esher** | SteelScK<br>ssLiv.No.1-20<br>1Dk | 235<br>217<br>92 | ✠100A1<br>StmTrawler<br>2,20<br>✠LMC2,20<br>BS1,21 | Liv | | CL<br>2,20 | 1914<br>10mo<br>Lloyd | Smith's DockCo.Ld.<br>Middlesbro'<br>'sA&CP | HullSteamFishing &IceCo.Ld. | 112·0\|22·5\|12·6<br>Q22'<br>BK7″<br>WB=MT11'30t | Hull<br>British<br>3BHCem<br>DTf12'37t | T.3Cy.10″,17″&28″-24″ (s)<br>200lb 51RHP<br>1SB,2pf,GS25,HS810<br>Lidgerwood,Ld.Glasgow | 13 ″ 2 | |
| 15242<br>93368 | **Esk**<br>Mchy.Aft | IronSc | 224<br>221<br>96 | | | | | 1887 | W.Simons &Co.<br>Renfrew | UrbanDistrict Council of Whitby | 112·0\|26·1\|11·4 | Whitby<br>British | C.2Cy.15″&28″-21″<br>NB13 35RHP<br>W.Simons&Co.,Renfrew | | |
| 15243<br>112672<br>TWLN | **Eskasoni**<br>(exWilhelmina)<br>Wireless | SteelScSr<br>ssNwc.No.3-4,09<br>ssBkn.No.2-17<br>1Dk(Irn)2trB&deepframing | 2671<br>2430<br>1682 | ✠100A1<br>withfreeboard<br>1,21<br>✠NB10,20 ✠LMC10,20 | Gls | t | 10,20 | 1896<br>6mo | ShortBros.<br>Sunderland<br>A&CP | TheNewLineS.S. Co.Ld.(R.Mackie &Co.Mgrs.) | 314·0\|43·1\|21·4<br>P27'B72'F35'<br>FK<br>WB=CellDBa100'uE24'f124'699t | Leith<br>British<br>5BHCem<br>APT53t | T.3Cy.22½″,37″&61″-42″ (s)<br>180lb 283NHP<br>2SB,6cf,GS134,HS4655<br>Blair&Co.Ld.Stockton | 23 ″ 10<br>s 3 ″ 10½<br>20 ″ 3 | |
| *15244<br>132821<br>HVQP | **Eskbridge**<br>Wireless | SteelScSr<br>ssMbd.No.2-20<br>1Dk(Stl)&Webframes<br>Longitudinalframing | 3409<br>3196<br>2107 | ✠100A1<br>3,21 ~~11,20~~<br>✠LMC11,20 | Mdb<br>Cff | v | CL<br>11,20 | 1912<br>4mo<br>Lloyd | W.Pickersgill&Sons,Ld<br>Sunderland<br>'sA&CP | North of England SS.Co.Ld.(Crosby, Magee &Co.Mgrs.)<br>a99'uE&B39' | 331·0\|48·2\|23·2<br>P29'B90'F33'<br>WB=CellDB FK<br>f153' 947t FPT66t | W.Hartlpl<br>British<br>5BHCem<br>APT170t | T.3Cy.24″,39″&65″-45″ (s)<br>180lb 100lb 313NHP<br>2SB,6cf,GS124,HS4890<br>Richardsons,Westgarth& Co.Ld.Sld. | 25 ″ 8<br>s 4 ″ 3<br>21 ″ 9 | |
| 15245<br>137262 | **Eskburn**<br>(exNorthwick)<br>Well deck Mchy.Aft | SteelSc<br>ssGms.No.3-7,21<br>1Dk(Stl) | 472<br>339<br>236 | ✠100A1<br>7,21 ~~11,20~~<br>✠LMC~~6,17~~ 7,21 | Nwc<br>Gms | g | CL<br>~~4,20~~<br>7,21 | 1917<br>6mo<br>Lloyd | Swan,Hunter&Wigham Richardson, Ld Sunderlnd<br>'sA&CP | Coombes,Marshall &Co.Ld. | 158·2\|26·1\|10·8<br>Q57'F24'<br>FK | Middlsbro'<br>British<br>3BHCem<br>FPT69t | T.3Cy.12″,20″&34″-23″ (s)<br>180lb 70RHP<br>1SB,2pf,GS42,HS1303<br>W.Beardmore&Co.Ld.Gls. | 11 ″ 9<br>s 1 ″ 1<br>10 ″ 10 | |
| 15246<br>123218<br>HFLB | **Eske** | SteelScK<br>ssBkn.No.3-1,20<br>1Dk | 290<br>254<br>119 | ✠100A1<br>StmTrawler<br>1,20<br>✠LMC1,20<br>BS4,21 | Bkn | | CL<br>1,20 | 1906<br>1mo | Cochrane &Sons<br>Selby | J.H.Collinson | 137·0\|22·4\|12·3<br>Q75'F21'<br>BK8″ | Hull<br>British<br>4BHCem | T.3Cy.13½″,22½″&37″-24″(s)<br>200lb 70RHP<br>1SB,2cf,GS36,HS1472<br>C.D.Holmes&Co.Hull | 13 ″ 2 | |
| 15247 | **Eskil**<br>(exSailingVessel)<br>(See Sailing Ship Register) | SteelAuxScSr<br>OilEng<br>1Dk | 150<br>106<br>108 | | | | | 1911 | .....................<br>Dordrecht | EskilstunaNya RederiA/B(Jac. Svensson,Mgr.) | 102·9\|20·9\|5·7<br>F16'Q26'H40t | Eskilstuna<br>Swedish | Oil Engine<br>20NHP<br>2Cy.12″-12⅜″ Fitted1918<br>Kromhout,Holland | | |
| 15248<br>1748<br>JDLT | **Eskilstuna I.** | SteelSc<br>1Dk | 209<br>94<br>152 | | | | | 1886 | W.LindbergsAktieb.<br>Stockholm | EskilstunaNya Rederiaktiebolag (Jac.SvenssonMg) | 101·6\|21·0\|8·4<br>P71' H24t F12' | Eskilstuna<br>Swedish | C.2Cy.14″&26″-18″<br>24NHP<br>WLndbrgsMek.Verk.Skm. | | |
| 15249<br>1749<br>JDLV | **Eskilstuna II.** | IronScSp<br>(exEskilstuna)<br>1Dk | 143<br>74<br>93 | | | | | 18$\frac{68}{87}$ | MotalaCo.<br>Motala | EskilstunaNya Rederiaktiebolag (Jac.SvenssonMg) | 102·2\|19·5\|7·0<br>Q32'B33'H15tF15' | Eskilstuna<br>Swedish | 1Cy.16″-22″<br>9NHP<br>MotalaCo.,Motala | | |
| 15250<br>4909<br>JRDV | **Eskilstuna III.**<br>Mchy.Aft | SteelSc<br>1Dk | 172<br>128<br>84 | | | | | 1908 | Kockums M.V.Aktieb.<br>Malmö | N.F.Engstrand | 104·4\|19·1\|9·1<br>B34'H7tF14' | Stockholm<br>Swedish<br>WB | C.2Cy.12⅗″&25⅗″-15⅘″<br>20NHP<br>KockumsM.V.Akt.Malmö | | |
| 15251<br>~~129266~~<br>~~HRDN~~ | **Eskimo**<br>Elec.light Sub.Sig. Wireless | SteelTwinScSr<br>3Dks | 3326<br>2536<br>1636 | | | | | 1910 | Earle'sCo. Ld.<br>Hull | ~~Ellerman'sWilson Line,Ld.~~<br>Cie.deNav. Paquet | 331·2\|45·2\|25·6<br>B176'F36' | ~~Hull~~<br>~~British~~<br>French WB | Q.8Cy.20″,28″,39½″&57″-33″<br>373NHP<br>Earle'sCo.Ld.Hull | | |
| 15252<br>MNLT | —<br>(See Sailing Ship Register) | WoodAuxScSr<br>OilEng. | 134<br>122<br>92 | | | | | 1882 | .....................<br>Sandefjord | G.Örjansen& E.Berg | 93·3\|22·6\|10·3 | Svolvær<br>Norwegian | Oil Engines 2S.C.SA<br>2Cy.13″-13$\frac{4}{16}$″ 23NHP<br>NE fitted16<br>J.&C.G.BolindersMV.Skm | | |
| *15253<br>128813<br>HTGW | **Eskwood**<br>Mchy.Aft<br>Well deck | SteelScSr<br>ssGoo.No.2-20<br>1Dk(ptIrn&ptStl)<br>Cargo battens not fitted | 791<br>562<br>370 | ✠100A1<br>4,20<br>✠LMC4,20<br>BS7,21 | Goo | k | CL<br>4,20 | 1911<br>8mo<br>Lloyd | W.Harkess &Son,Ld.<br>Middlesbro'<br>'sA&CP | E.Johnson&Co. Ld.<br>WB=Cell | 195·0\|30·0\|11·6<br>Q109'B13'F24'<br>FK<br>DB f117'158t FPT | Goole<br>British<br>3BHCem<br>79tAPT3 | T.3Cy.16″,27″&44″-30″ (s)<br>180lb 100lb 131NHP<br>1SB,3pf,GS60,HS2262<br>Blair&Co.Ld.Stockton | 13 ″ 10<br>s ″ 9½<br>13 ″ 3 | |
| *15254<br>144901<br>KGDT | **Eslington Firth**<br>Elec.light Mchy.Aft<br>Well deck | SteelSc<br>1Dk(Stl) | 351<br>235<br>137 | ✠100A1<br>1,21 ~~11,20~~<br>✠LMC7,20 | Abn<br>Shl | e | CL | 1920<br>7mo<br>Lloyd | Hepples (1919),Ld.<br>SouthShields<br>'sA&CP | CheviotCoasters, Ld. (G.T.Gillie Ld.Mgrs.) | 135·0\|23·2\|9·7<br>Q46'B9'F22'<br>BK7″ | Newcastle<br>British<br>3BHCem<br>FPT45t | C.2Cy.17″&34″-24″ (s)<br>130lb 65RHP<br>1SB,2pf,GS40,HS1235<br>ShieldsEng.Co.Ld.N.Shls. | 10 ″ 6<br>s ″ 7½<br>10 ″ 7 | |
| 15255<br>118753<br>JGRW | **Esmeralda** | SteelScK<br>ssHul.No.3-8,15<br>1Dk | 181<br>172<br>71 | ✠<br>7,20<br>StmTrawl✠ | Hul | | | 1903<br>7mo | Cook,Welt'n&Gemmell<br>Beverley | EsmeraldaSteam TrawlingCo.Ld. (R.CammishMgr.) | 109·0\|21·5\|11·0<br>ND15 BK7″<br>WB=DTanks | Hull<br>British<br>4BHCem<br>f13'30t | T.3Cy.11″,18″&30″-22″<br>46RHP<br>1SB,2pf,GS24,HS668<br>Amos&Smith,Hull | 11 ″ 9 | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel<br>Total<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant, expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15256<br>217469<br>LPND | **Esopus** WoodSc<br>*Elec.light* Wireless *1Dk2trB* | 2551<br>—<br>1528 | | | | | 1919 | Kingston<br>ShipCorp.<br>Kingston,NY | UnitedStates<br>ShippingBoard | 281·5 | 46·0 | 26·0 | NewYork<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 15257<br><br>OGPR | **Espagne** SteelTwinSc<br>*Elec.light* Wireless *6Dks* | 11155<br>8419<br>5649 | | | | | 1909 | Ch.&Atel.<br>deProvence<br>PortdeBouc | Cie.Générale<br>Transatlantique | 537·8<br>P53'F62' | 60·8 | 39·0 | Havre<br>French<br>*WB* | T.8Cy.(2)33½",(2)53$\frac{15}{16}$"&<br>(4)66$\frac{15}{16}$"–59" 1376NHP<br>Ch.&Atel.deProvence,Msl. | | V |
| 15258<br><br>OGPS | — SteelSc3MstSr<br>Wireless *2Dks&Spardk*<br>*Ref.Mchy.* | 3952<br>—<br>2478 | ✠Lloyd'sRMC12,204,21 | | | | 1891 | Forges&C.<br>de la Médit.<br>LaSeyne | Soc.Gén.deTransp<br>Mar.àVap. | 398·8<br>H– | 41·9 | 22·5<br>30·4 | Marseilles<br>French<br>*WB* | T.3Cy.32",51"&82"–49"<br>NB04 471NHP<br>Forges&C.delaMédit,Msl. | | V |
| 15259<br><br>HLPN | **España No. 1** SteelScSr<br>(*ex*Eriphia)<br>*Elec.light* Wireless *1Dk* | 2043<br>1875<br>1289 | | | | | 1902 | Act.Ges.<br>"Neptun"<br>Rostock | Requisitioned by<br>theSpanish<br>Government | 291·1<br>P30'B171'F35' | 41·2 | 18·8 | Bilbao<br>Spanish<br>*WB* | T3Cy.20⅞",35$\frac{7}{16}$"&55⅝"–35$\frac{7}{16}$"<br>180NHP<br>A.G."Neptun,"Rostock | | |
| 15260<br><br>HLPQ | **España No. 2** SteelScSr<br>*Elec.light* Wireless (*ex*Javorina)<br>*1Dk2trBdeep framing&Web frames* | 3387<br>3189<br>2138 | | | ... | | 1908 | Chant.Nav<br>Anversois<br>Hoboken | Requisitioned by<br>theSpanish<br>Government | 345·9<br>P31'B180'F31'<br>FK | 48·1 | 23·0 | Almeria<br>Spanish<br>*WB* | T.3Cy.24",40"&66"–45"<br>317NHP<br>N.E.MarineEngCo.LdNwc | 25 · 7 | |
| 15261<br><br>HLPR | **España No. 3** SteelScSr<br>(*ex*Roma)<br>*Elec.light* Wireless *1Dk&Spardk* | 2108<br>1985<br>1330 | | | | | 1906 | Akt.Ges.<br>"Neptun"<br>Rostock | Requisitioned by<br>theSpanish<br>Government | 261·2<br>H26' | 38·1 | 24·0 | Carthagna<br>Spanish<br>*WB* | T.3Cy.20$\frac{1}{16}$",32$\frac{13}{16}$"&52"-35$\frac{5}{8}$"<br>160NHP<br>A.G."Neptun,"Rostock | | |
| 15262<br><br>HLPS | **España No. 4** SteelScSr<br>(*ex*Crefeld) *ss*Bcl.2ndNo.3-4,19<br>*2Dks(Stl-Uteak s)lower dk forehold*<br>*Elec.light (Stl) Web frames after hold*<br>*Well deck* Sub.Sig. Wireless | 3829<br>3674<br>2444 | ✠<br>5,20<br>✠NB12,02✠ | Cdz | *w* | 4,19 | 1895<br>4mo | Act.Ges.<br>"Vulcan"<br>Stettin | Requisitioned by<br>theSpanish<br>Government(Cia.<br>Trasatlantica,<br>*Mgrs.*) *CellDBa* | 355·5<br>P219'F46'<br>BK11"<br>108'*uE&B*52'*f*138' | 43·7 | 25·5 | Teneriffe<br>Spanish<br>*6BHCem*<br>726*tFPT*55*t* | T.3Cy.22⅞",38⅜"&60⅝"–49¼"<br>344NHP<br>1D&2SB,*12cf*GS214HS6124<br>A.G."Vulcan"Stettin | 28 · 3 | |
| 15263<br><br>HLPT | **España No. 5** SteelScSr<br>(*ex*Riga)<br>*Elec.light* Wireless *1Dk&Spardk2trB* | 2156<br>1789<br>1336 | | | | | 1906 | Schiffs.v.<br>HenryKoch<br>Lübeck | Requisitioned by<br>theSpanish<br>Government | 265·8<br>P15'B73'F38' | 39·2 | 20·9 | Seville<br>Spanish<br>*WB* | T.3Cy.20½",33½"&53¼"–33½"<br>164NHP<br>OttensenerMasch.Altona | | |
| 15264<br><br>HLPV | **España No. 6** SteelScSr<br>*ss*Bbo.No.3-3,19<br>(*ex*Neuenfels) *1Dk(Stl)&Spar dk(Stl-pt teak s)&Web frames*<br>*Elec.light* Wireless | 5519<br>5284<br>3524 | | | ... | CL<br>3,19 | 1901<br>5mo<br>*Lloyd'sA&CP* | Wigham-<br>Richrdsn&Co<br>Ld Newcastle | Requisitioned by<br>theSpanish<br>Government<br>*CellDBa*142'*u* | 420·0<br>P60'B96'F48'<br>BK11"<br>*E*27'*f*177'1115*t*'*twe* | 55·2 | 20·5<br>28·7 | Vigo<br>Spanish<br>*6BHCem*<br>*en dk Tanks* | Q4Cy.24",34",51"&74"–54"<br>210lb *120lb* (*r*) 494NHP<br>3SB,*9cf*,GS150,HS6303 FD<br>WghmRchrdsn&CLdNwc<br>*a*50'490*tf*46'570*tAPT*40*t* | 31 · 4 | |
| 15265<br><br>HLRB | **Españoleto** SteelScSr<br>*ss*Nap.No.2–98<br>(*ex*MatiasF.Bayo,*ex*Adriatico)<br>*Well deck 1Dk(Irn)&Web frames* | 1358<br>957<br>856 | ✠<br>2,99<br>✠ | Cff | *0* | | 1890<br>7mo | S.P.Austin<br>&Son<br>Sunderland | Cia.Trasmediter-<br>ranea | 232·0<br>P29'Q54'B102'F29'<br>FK<br>*WB* | 35·1 | 15·0 | Valencia<br>Spanish<br>*4BHptAsp*<br>*ptCem* | T.3Cy.19",31"&51"–33"<br>147NHP<br>1SB,*3rf*,GS45,HS2180<br>N.E.MarineEng.Co.Ld.Sld | 17 · 5 | V |
| 15266<br>212606<br>LDRF | **Esparta** SteelScSr<br>*3Dks&Shelterdk*<br>*Elec.light Ref.Mchy.* Sub.Sig. Wireless | 3297<br>3095<br>2108 | | | | | 1904 | Workman<br>Clark&Co.Ld<br>Belfast | EspartaS.S.Corp.<br>(UnitedFruitCo.<br>Inc.) | 330·6 | 44·5 | 28·9 | NewYork<br>Utd.States<br>*WB* | T.3Cy.25",41"&68"–48"<br>320NHP<br>Wrkman,Clark&Co.LdBel | | C |
| 15267 | **Esperanca** WoodAuxTwinScSr<br>(*IN PORT DAMAGED*)<br>*Elec.light OilEng.*<br>*Salted and specially treated 1Dk2trB*<br>*pt*GIB Hardwood treenails<br>(*See Sailing Ship Register*) | 1602<br>1430<br>1252 | ✠<br>9,18<br>✠ | SFo | | | 1917<br>3mo | Peninsula<br>S.B.Co.<br>Portland,Or. | | 237·0<br>P30'F46' | 44·2 | 19·0 | | Oil Engines 4S.C.SA<br>12Cy.12$\frac{9}{16}$"–18" 106NHP<br>WintonEng.Works,<br>Cleveland,O. | 21 · 4 | |
| 15268 | **Esperança** SteelTwinScSr<br>*1Dk&Shade dk&ptShade dk* | *500*<br>*362*<br>*340* | *Shade dk*<br>9,87 | Liv | | | 1887<br>9mo | LairdBros.<br>Birkenhead | AmazonRiverStm.<br>Nav.Co.(1911)Ld | 182·0<br>F28'<br>FK | 28·1 | 9·6 | Para<br>Brazilian<br>*7BHCem* | T.6Cy.13",19½"&33"–24"<br>107NHP<br>LairdBros.Birkenhead | 10 · 2 | |
| 15269<br><br>OGPX | **Espérance** SteelScSr<br>(*Trawler*)<br>*1Dk* | 130<br>—<br>2 | | | | | 1900 | Soc.Anon.<br>deConstruc-<br>tionsMarits.<br>Boulogne | L.Calamel | 89·4 | 19·7 | 10·9 | LeTréport<br>French | T.3Cy.10",15½"&26"–22"<br>NB02 32NHP<br>Soc.Anon.deConstructions<br>Maritimes,Boulogne | | |
| 15270<br><br>TPKG | Esperansa WoodAuxSc3MstSr<br>*OilEng.*<br>*1Dk*<br>(*See Sailing Ship Register*) | 240<br>215<br>155 | | | | | 1919 | Espnäs<br>Varf<br>Hammarland | EspnäsVarfs<br>Rederibolag | 114·7 | 29·8 | 11·0 | Mariehmn<br>Finnish | Oil Engines<br>2Cy.15"–16" 34NHP<br>J&CGBolindersCoLd.Skm | | V |
| 15271<br>25752<br>JGLV | Esperanto SteelScYl<br>*ss*Bng.No.3-10,19<br>*Mchy.Aft* *1Dk(Stl)* | 217<br>158<br>81 | ✠100A1<br>~~8,21~~ ~~9,20~~ 4,22<br>✠NB10,11 ✠LMC10,19<br>BS~~9,20~~ 8,21 | Dub | *c* | CL<br>9,20 | 1908<br>12mo<br>*Lloyd'sA&CP* | Cochrane<br>&Sons<br>Selby | W.J.Kelly | 115·2<br>Q39'F18'<br>FK<br>*WB* | 22·1 | 8·1 | London<br>British<br>*3BHCem*<br>=*FPT*21*t* | C.2Cy.14"&28"–20" (*s*)<br>130lb 33RHP<br>1SB,*2pf*,GS32,HS850<br>Crabtree&Co.Ld.Gt.Yar. | 9 · 0<br>s · 8<br>8 · 7 | |
| 15272 | — SteelScK<br>*ss*Fort deFranceNo.3-10,18<br>(*ex*Prompt) *1Dk(Stl)*<br>*Mchy.Aft* | 209<br>148<br>90 | ✠100A1<br>10,18<br>BS2,20 ✠LMC4,18 | Fort<br>de<br>France | *b* | CL<br>4,18 | 1906<br>11mo<br>*Lloyd'sA&CP* | Hepple&<br>Co.Ld.<br>SouthShields | Cie.Générale<br>Transatlantique | 110·0<br>Q35"F19"<br>FK<br>*WB*= | 21·1 | 8·2 | Ft.deFrnce<br>French<br>*3BHCem*<br>*FPT*30*t* | C.2Cy.14¼"&28"–20" (*s*)<br>115lb 42NHP<br>1SB,*2pf*,GS31,HS800<br>Hepple&Co.Ld.S.Shields | 9 · 0<br>s · 8½<br>8 · 5 | |
| 15273 | — SteelSc<br>*1Dk* | 179<br>—<br>63 | | | | | 1896 | Gebr.Boot<br>Leiderdorp | Cie.deVap.<br>Français<br>(JeanStern) | 160·3 | 18·3 | 8·2 | SantaCruz<br>Spanish | C.2Cy.4$\frac{1}{16}$"&8½"–5$\frac{5}{16}$"<br>NB03 2NHP<br>ArnhemscheStoomsleep-<br>hellingMaats.Arnhem | | |
| 5274<br>36870<br>KQRN | **Esperanza** SteelTwinSc<br>*Ref.Mchy. 2Dks&*<br>*Elec.light* Wireless *Hurricane dk4trB* | 4764<br>—<br>2904 | | | | | 1901 | W.Cramp&<br>SonsCo.<br>Philadelphia | NewYork&Cuba<br>MailS.S.Co.Inc. | 341·0 | 47·7 | 16·9 | NewYork<br>Utd.States<br>*WB* | T.6Cy.28½",39"&65"–42"<br>NB15 548NHP<br>W.Cramp&SonsCo.Phl. | | R |
| 5275<br><br>JQE | — SteelScK<br>(*Trawler*)<br>(*ex*Gertie) *1Dk* | 153<br>—<br>42 | | | | | 1898 | Earle'sCo.<br>Ld<br>Hull | J.F.Castaing | 105·0<br>Q44'F18'<br>BK7½" | 21·0 | 11·3 | LaRchelle<br>French | T.3Cy.10½",20"&32"–23"<br>53NHP<br>Earle'sCo.Ld.Hull | 12 · 0 | V |
| 5276<br>24094<br>LVN | **Esperanza de Larrinaga**<br>(*MISSING SINCE 2,21*) SteelScSr<br>*Elec.light* *ss*Mch.No.3-10,18<br>Wireless *1Dk(Stl)&Spar dk(Stl)*<br>*&deep framing* | 4981<br>4665<br>3226 | ✠<br>*Spar dk*<br>12,20 ✠<br>*Carrying oil fuel F.P. above* | Bry | *y* | | 1907<br>11mo<br>150°F.i | Russell&<br>Co.<br>Pt.Glasgow<br>*nDB&DT* | Miguel deLar-<br>rinagaS.S.Co.Ld.<br>(Larrinaga&Co.<br>*Mgrs.*) | 400·0<br>P36'B120'F40'<br>FK<br>1*B*<br>*WB*=*Cell DBa*136'*uE* | 52·0 | 19·3<br>27·3 | Liverpool<br>British<br>*5BHtoSpdk*<br>*HtoMdkCem*<br>*&B*42'*f*172 | T.3Cy.27",44"&78"–48"<br>471NHP<br>2SB,*8cf*,GS144,HS6576 FD<br>Rankin&Blackmore,Grk.<br>1187*tDTa*32'831*tAPT*44*t* | 30 · 0 | |

Now named "Satan_cle," See No. 69307 in Supplement

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15277 | **Esperia** SteelTwinScSr<br>Sub.Sig. Wireless<br>*Elec.light* *4Dks* | 11393<br>6978<br>5585 | | | | | 1918 | Soc.Eserci-zioBacini<br>RivaTrigoso | Soc.Italiana di ServiziMarittimi | 492·1\|61·7\|34·1<br>P29′ | Naples<br>Italian<br>*WB* | 2 Steam Turbines, Geared<br>N.Odero fu A. Sestri P. | | |
| 15278<br>105255<br>QJVT | — SteelSc<br>(*ex*BaronFairlie)<br>Wireless *2Dks* | 3593<br>3458<br>2323 | | | | | 1898 | A.Rodger &Co.<br>PortGlasgow | EsperiaS.S.Co.Ld. | 354·6\|45·0\|25·9<br>P36′B100′F34′ | Ardrossan<br>British<br>*WB* | T.3Cy.25″,42″&68″–45″<br>310NHP<br>Dunsmuir&Jackson,Gls. | | C |
| 15279 | — SteelScSr<br>*ss*Cherbourg2ndNo.3-3,19<br>(*ex*Trevelyan) *1Dk(ptStlptIrn)2trB&deep framing&ptAwngdk(Irn)*<br>Wireless | *3066*<br>*2397*<br>*1986* | ✠100A1<br>*pt Awng dk with freeboard*<br>8,20<br>BS8,20 ✠LMC3,19 | Gen | *u* | CL<br>8,20 | 1894<br>4mo | JReadhead &Sons<br>S.Shields<br>A&CP | Soc.Anon.diNav. Orientale | 321·5\|41·5\|21·8<br>P29′Q98′<br>*ptAwngdk*194′ FK<br>*CellDB*276′ | Palermo<br>Italian<br>*5BHCem*<br>692t*APT*36t | T.3Cy.24″,40″&64″–42″ (*r*)<br>160lb *80lb* NDB11 281NHP<br>2SB,*6rf*,GS116,HS4445<br>J.Readhead&Sons,S.Shl. | 24 ″ 4<br>s 8 ″ 9<br>22 ″ 11 | |
| 15280<br>9<br>PODW | **Esperide** | 168 | | | | | 1911 | ................ | A.&E.Halfon | ........................ | Bengasi<br>Italian | | | |
| 15281<br>46<br>POFE | **Espero** IronScSr<br>*ss*Gen.2ndNo.3–10,07<br>*ss*Pal.No.1–12<br>(*ex*Tigullio, *ex*BuenosAyres,*ex*SpanishPrince, *ex*Castlehill) *2Dks(1Irn&1ptIrn)3trB* | 1698<br>1567<br>999 | ✠<br>12,16<br>✠ | Pal | *r* | | 1882<br>3mo | Hodgson & Soulsby<br>Blyth | LuigiGhirardi | 265·1\|35·8\|22·8<br>P34′B68′F29′<br>BK9½″<br>*WB=DBa*78′177t*&uE* | Genoa<br>Italian<br>*5BHCem*<br>*&B*56′323t | C.2Cy.32″&62″–42″<br>NDB97 186NHP<br>2SB,*6pf*,GS97,HS2900<br>Black,Hawthorn&Co.Gts. | 24 ″ 3 | V |
| 15282 | **Esperos** SteelSc<br>*Mchy.Aft* *Well deck* *1Dk(Stl)* | 739<br>512<br>318 | ✠100A1<br>6,21 ~~8,20~~<br>✠LMC10,20 | Rot<br>Sws | *j* | CL | 1920<br>8mo<br>A&CP | NVSchpsb. DeMerwede v/hVanVliet &Co.<br>Hardinxveld | C.A.Tsiropinas& Fils | 180·3\|28·1\|12·4<br>Q103′B15′F23′<br>FK<br>*CellDBf*103′146t*FPT*63t | Syra<br>Greek<br>*3BHCem*<br>*APT*7t | T.3Cy.13½″,22½″&36″–27″<br>180lb (*s*) 100NHP<br>2SB,*4cf*,GS61,HS1916<br>Machfabr.OudeMaas. | 14 ″ 6<br>s ″ 8½<br>14 ″ 0 | |
| 15283<br>HESP | **Esposende** SteelScSr<br>(*ex*Arkadia)<br>*Elec.light* *1Dk&Spar dk* | 1781<br>1644<br>1106 | | | | | 1906 | C.Seebeck Akt.Ges.<br>Bremerhaven | Requisitioned by thePortuguese Government | 260·8\|37·3\|21·4<br>P22′B65′F22′ | Lisbon<br>Portuguese<br>*WB* | T.3Cy.19 5/16″,32¼″&52″–42½″<br>174NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 15284 | ~~Esquimalt~~ WoodAuxTwinSc<br>Esquimault *OilEng.* 5MstSr<br>*Elec.light* *Salted & specially treated*<br>*Mchy.Aft* Hardwood treenails ptGIB<br>(*See Sailing Ship Register*) *1Dk2trB* | 1373<br>1224<br>1058 | ✠ ~~12A1~~<br>12,21 3.19<br>~~BS4,18~~ ~~LMC8,17~~ | PSd | *p* | | 1917<br>6mo<br>*Lloyd* | Cameron GenoaMills ShpbuildrsLd<br>Victoria, B.C.<br>*'sA&CP* | M.Valoussiere<br>~~FrenchGovernment~~ ~~Cie des Forges et Acieries de la Marine et d'Homécourt~~ | 240·8\|44·2\|19·3<br>P36′F45′ | Bayonne<br>French | Oil Engines 2S.C.SA<br>4Cy.16½″–18 15/16 91NHP<br>DB *130lb*<br>J.&C.G.Bolinders,Ld.Skm | 20 ″ 9 | |
| 15285 | **Essen** SteelSc<br>(*Trawler*)<br>*Elec.light* *1Dk* | 217<br>193<br>82 | | | | | 1917 | Schiffb.Ges "Unterweser" m.b.H.<br>Lehe | Wilhelmshavener Hochseefisch.A.-G. | 127·7\|22·6\| 9·2<br>Q69′F19′ | Rüstrngen<br>German<br>*WB* | T.3Cy.12⅜″,20½″&32¼″–22½″<br>50NHP<br>OttensenerMchFab.Altona | | |
| 15286<br>96528 | **Essequebo** SteelTwinScK<br>*1Dk* | 202<br>180<br>121 | | | ... | | 1891 | C.S.Swan& Hunter<br>Newcastle | Sproston's,Ld. | 140·3\|22·5\| 7·7<br>B14′F16′<br>*KeelChannelIrn*4″ | Georget'n, Dem.<br>British | T.6Cy.9½″,15″&24″–18″<br>NB07 60RHP<br>WllsndSlpwyCo(Lm)Nwc | 8 ″ 0 | |
| 15287<br>136344<br>JHDM | **Essequibo** SteelTwinScSr<br>*ss*Bel.No 1–20<br>*2Dks(Stl)&3rd dk(Stl)except in BoilerSpace&CrossBunker*<br>*Elec.light*<br>*Ref.Mchy.* Sub.Sig. Wireless | 8489<br>4264<br>5134 | ✠100A1<br>~~7,21~~ 12,20 10.21<br>~~BS6,20~~ ✠LMC4,18<br>BS7,21<br>*Fitted for oil fuel* 6,20 *F.P. above* 150° F. | NYk<br>~~Gms~~ | *c*† | CL<br>6,20 | 1914<br>11mo<br>*Lloyd* | Workman, Clark&Co.Ld.<br>Belfast<br>*'sA&CP* | RoyalMailSteam PacketCo.<br>*WB=CellDB a*117′*uE&B*101′ | 450·3\|57·8\|30·6<br>P78′B218′F71′<br>FK<br>*f* 171′ 1475t *FPT* | Belfast<br>British<br>*10BHCem*<br>40t*APT*40t | Q8Cy 22″,31½″,45½″&65″–45″<br>215lb (*s*) 1055NHP<br>2DB&2SB,*24cf*,GS429, HS16790 FD<br>Wrkman,Clark&Co.Ld.Bel | 34 ″ 0<br>s 8 ″ 9<br>25 ″ 6 | |
| 15288<br>115939<br>TSJQ | **Essex** SteelTwinSc4MstSr<br>*ss*NYk.No.3–7,16<br>*Ref.Mchy.* *2Dks(Stl)&deep framing&*<br>*Elec.light* Wireless *Shelter dk(Stl–ws)* | 8722<br>6547<br>5645 | ✠100A1<br>*Shelter dk*<br>5,20 ✠LMC5.20<br>✠Lloyd'sRMC~~11,20~~<br>~~7,21~~2,22<br>BS7,21 | Mch | *d*† | CL<br>PN5,20<br>s5,20 | 1902<br>12mo<br>*Lloyd* | J.Brown& Co.Ld.<br>Clydebank<br>*'sA&CP* | FederalStm.Nav. Co.Ld.<br>*WB=Cell DBa*113′*uE&B*63′ | 460·4\|58·2\|31·2<br>FK<br>*f*225′1418t*FPT* | London<br>British<br>*7BHCem*<br>124t*APT*70t | T.6Cy.24½″.P42½″s42¾″&69″–48″ (*s*) 180lb 918NHP<br>5SB,*15rf*,GS295,HS13560FD<br>J.Brown&Co.Ld.Clydebnk | 34 ″ 3<br>s 6 ″ 5<br>28 ″ 2 | |
| 15289<br>136138<br>KJLW | — IronScSr<br>*Elec.light* Wireless *3Dks&Hurdk* | 3018<br>—<br>2155 | | | | | 1890 | W.Cramp &Sons<br>Philadelphia | Merchnts&Miners Transportation Co. | 295·0\|40·0\|23·7<br>len06 30·7 | Baltimore<br>Utd.States | T.3Cy.24″,39″&59″–48″<br>241NHP<br>WCramp&Ss.Philadelphia | | |
| 15290<br>135855 | — WoodSc<br>(*Tug*) | 389<br>—<br>193 | | | | | 1885 | ................<br>Baltimore | NorthernTrnsprtn Co. | 141·5\|28·0\|12·2 | Wilmgton (Del.)<br>Utd.States | | | |
| 15291<br>121607 | — SteelScK<br>*ss*Mil.No.3–11,19<br>*1Dk* | 220<br>202<br>105 | ✠100A1<br>*StmTrawler*<br>11,19 BS3,22<br>~~BS11,20~~ ✠LMC7,19 | Mil | | CL<br>7,19 | 1906<br>4mo<br>*Lloyd* | Smith's DockCo.Ld.<br>NorthShields<br>*'sA&CP* | EssexStmTrawlng Co.Ld.(W.Wolfe, *Mgr.*) | 120·7\|21·6\|11·3<br>Q61′<br>BK7½″ | Milford<br>British<br>*3BHCem* | T.3Cy.12″,20″&33″–24″ (*r*)<br>180lb 54RHP<br>1SB,*2pf*,GS38,HS1200<br>W.V.V.Lidgerwood,Gls. | 12 ″ 0 | |
| 15292<br>118765<br>JGSC | — SteelScK<br>*ss*Hul.No.3–9,15<br>*ss*Gms.No.1–20<br>*1Dk* | 183<br>172<br>71 | ✠100A1<br>*StmTrawler*<br>7,21 ~~12,20~~ ✠LMC7,20 | Gms | | CL<br>12,20 | 1903<br>8mo<br>*Lloyd* | Mackie& Thomson<br>Glasgow<br>*'sA&CP* | DobsonStm. FishingCo.Ld. (C.Dobson, *Mgr.*) | 109·1\|21·5\|10·6<br>ND15 BK7″<br>*WB=DeepTanks* | Grimsby<br>British<br>*4BHCem*<br>*f*12′22t | T.3Cy.11″,18″&30″–22″ (*s*)<br>200lb 48RHP<br>1SB,*2pf*,GS24,HS680<br>Muir&Houston,Ld.Gls. | 11 ″ 6 | |
| 15293 | **Estafette** SteelScSr<br>(*ex*CityofGlasgow)<br>*Elec.light* *1Dk* | *267*<br>*198*<br>*66* | | | ... | | 1897 | Mackie& Thomson<br>Glasgow | FrenchGovernment | 130·0\|22·5\|10·5<br>Q58′B7′F24′<br>BK7½″ | French<br>*WB* | T.3Cy.14″,23″&36″–27″<br>67NHP<br>Muir&Houston,Ld.Gls. | 11 ″ 6 | |
| 15294 | **Este** SteelScSr<br>(*Trawler*)<br>*1Dk* | 187<br>172<br>71 | | | | | 1904 | H.C.Stül-ckenSohn<br>Hamburg | CranzerFisch-dampfschiffsGes. (OttoBröhan*Mgr*) | 116·1\|21·7\|11·1<br>Q33′F17′<br>*WB* | Cranz a/d Elbe<br>German | T3Cy.12 3/16″,19 11/16″&32⅛″–21⅝″<br>48NHP<br>H.C.StülckenSohn,Ham. | | |
| 15295 | **Esteburg** SteelScK<br>(*Trawler*) | 228<br>—<br>87 | | | | | 1916 | J.H.N. Wichhorst<br>Hamburg | J.Pickenpack | 119·8\|23·8\|10·2<br>F18′ | Altona<br>German | T3Cy12 9/16″20 9/16″&32¼″–22 1/16″<br>49NHP<br>J.H.N.Wichhorst,Ham. | | |
| 15296 | **Estella** SteelSc3MstSr<br>*Elec.light* *1Dk(Stl)Web frames in after hold*<br>*Mchy.Aft* *Well deck* | 769<br>537<br>383 | ✠100A1<br>9,21 ~~9,20~~<br>✠LMC9,19 | Ant | *j* | CL | 1919<br>9mo | N.V.Mch. &Scheepswrf vanP.Smit,Jr<br>Rotterdam | Soc.Belge d'Armement Maritime,Soc. Anon. | 181·9\|28·0\|12·8<br>Q119′B13′F19′<br>FK<br>*CellDBf*112′136t | Antwerp<br>Belgian<br>*3BHCem*<br>*FPT*37t | T.Cy.16½″,27 3/16″&43 5/16″–29½″ (*s*) 180lb 117NHP<br>1SB,*3cf*,GS55,HS1895<br>N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot. | 14 ″ 9<br>s 4 ″ 7<br>14 ″ 4 | |
| 15297<br>5859<br>JVTD | **Ester** SteelScSr<br>(*ex*Unden) *1Dk(Stl)*<br>*Elec.light* Wireless | 1852<br>1621<br>1107 | ✠100A–<br>8,19<br>✠LMC11,16 | Got | | 8,19 | 1916<br>11mo | Lindhol-mensV.A.<br>Gothenburg | RederiaktiebEster (J.E.Österlund, *Mgr.*) | 262·0\|42·7\|18·1<br>P24′B65′F31′<br>FK<br>*CellDB*224′471t | Nrrköping<br>Swedish<br>*4BHCem*<br>*APT*41t | T.3Cy.20½″,33″&55″–36″ (*s*)<br>185lb 214NHP<br>2SB,*6cf*,GS110,HS3500<br>LindholmensM.V.Got. | 20 ″ 6<br>s 2 ″ 10<br>18 ″ 0 | |

*New named "Kalmar," See No.* 38095 *in Supplement*

| 1<br>umero d'Ordre<br>umero Officiel<br>gnaux | 2 3<br>Nom du Navire. Matériaux, Grèement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>—<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Termes assignés maintenant expirés. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | 9<br>Par qui.<br>—<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>—<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. p |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15298<br>131136 | **Estevan** SteelTwinScSr<br>*Elec.light* Wireless 1*Dk* | 1161<br>846<br>607 | | | | | 1912 | Colling-woodSBCoLd<br>Collingwood | CanadianGovernment (Ministryof Marine&Fisheries) | 212·0 | 38·0 | 15·3 | Ottawa<br>British | T.6Cy.15″,25½″&42″–26″<br>188NHP<br>CollingwoodS.B.Co.Ld. | 17′ 6 |
| 15299<br><br>MQPW | **Esther** SteelAuxSc3MstSr<br>(*ex*SailingVesselJenny, *OilEng.*<br>*ex*LouiseLinnemann,*ex*Voorwaarts)<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 344<br>302<br>277 | | | | | 1903 | Gebr. Verstockt<br>Martenshoek | A/S Esther (H.T.Realfsen) | 140·6<br>Q17′ | 26·1 | 10·7 | Skien<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.14$\frac{13}{16}$″–16$\frac{9}{16}$″<br>J&CGBolindersCoLd.Skm. | |
| 15300 | — SteelScK<br>*Elec.light* 1*Dk* | 248<br>216<br>131 | ✠<br>3,12 ✠ | Abn | | | 1912<br>3mo | J.Duthie<br>TorryS.B.Co<br>Aberdeen | ~~TheAdmiralty~~ | 125·6<br>F24′<br>BK7½″ | 22·6 | 12·2 | British<br>6*BHCem* | T.3Cy.12½″21″&35″–27″<br>1SB3*nf*GS46HS1777 85RHP<br>J.Abernethy&Co.Abn. | 13′ 0 |
| ❊15301<br>120444<br>JLMH | **Esther Dollar** SteelSc<br>*Elec.light* Sub.Sig. *ss*Brs.No.3–9,19<br>(*ex*Parisian,*ex*Bethania) 2*Dks*(*Stl*)&<br>*Webframes&Shelter dk*(*ptStl*) | 7548<br>7157<br>4848 | ✠100A1<br>*Shelter dk*<br>11,21 ~~21~~<br>[illegible] ✠LMC9,19 | HKg<br>NYk<br>BS6,21 | | CL<br>N9,19 | 1899<br>3mo | A.Stephen &Sons<br>Glasgow<br>A&CP *Cell* | DollarS.S.Lines, Ld.(TheRobert DollarCo.*Mgrs.*)<br>*DBa*135′*uB*35′*f*20 | 483·6<br>P75′B&F388′<br>FK<br>6′1227*tDTa*30′991*t* | 57·0 | 32·7 | Vancouver ~~London~~<br>British<br>7*BHCem*<br>*APT*62*t* | T.3Cy.30″,50″&83″–60″ (*s*)<br>180lb HS12132 690NHP<br>2DB&2SB,*18cf*,GS387,<br>A.Stephen&Sons,Glasgow | 36′ 0<br>s 6′ 8<br>29′ 9 |
| 15301*<br><br>MTQN | **Esther Olinda** WoodAuxSc<br>*Motor* 3MstSr<br>1*Dk*<br>(*See Sailing Ship Register*) | 125<br>106<br>85 | | | | | 1919 | Sannes-sjöenPatent-slipog.M.V.<br>Sannesjöen | NilsM.Olsen | 88·2<br>P12*t* | 22·6 | 8·8 | Brönöysnd<br>Norwegian | Motor | |
| 15302<br><br>NWDV | **Estland** SteelScSr<br>1*Dk* | 1253<br>948<br>724 | | | | | 1918 | PPhStuhrs Maskinog Skibsbyggeri<br>Aalborg | A/SDetDansk-FranskeD/S(A.N. Petersen,*Mgr.*) | 238·7 | 36·2 | 13·4 | Copenhgn<br>Danish<br>*WB* | T.3Cy.15″,24″&40″–27″<br>106NHP<br>A/SFrichsAarhus | |
| 15303 | — SteelScSr<br>(*ex*Zar)<br>*Elec.light* 1*Dk*2*trB* | 877<br>628<br>549 | | | | | 1896 | Schiffsw. v. HenryKoch<br>Lübeck | Esthonian Government | 200·7<br>P&B113′F21′ | 29·7 | 13·5 | Esthonian<br>*WB* | T.3Cy.15¾″,25½″&40½″–27½″<br>84NHP<br>H.Paucksch,Landsberg | |
| *15304<br>143913<br>KDFV | **Eston** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1487<br>1327<br>806 | ✠100A1<br>3,22 ~~2,21~~<br>✠LMC12,19 | Mdb<br>Nwc | *p* | CL<br>3,22 | 1919<br>12mo<br>*Lloyd* | GooleS.B. &Repg.Co.Ld<br>Goole<br>*'sA&CP* | P.&O.Stm.Nav.Co.<br>*Ce* | 240·2<br>P52′F23′<br>FK<br>*llDB*198′295*t FPT* | 36·1 | 19·1 | London<br>British<br>4*BHCem*<br>77*tAPT*66*t* | T.3Cy.18″,30″&50″–33″ (*s*)<br>180lb 172NHP<br>2SB,*6cf*,GS97,HS2886<br>Earle'sCo.Ld.Hull | 21′ 3<br>s 3′ 0<br>18′ 7 |
| ❊15305 | **Estonia** SteelTwinSc<br>*ss*Gls.No.2–21<br>(*ex*Czar) 3*Dks*(*UStl*–teaks<br>*Elec.light* Wireless 2*nd dkStl*–ws) | 6516<br>4801<br>3812 | ✠100A1<br>~~4,21 1,21~~ 2,22<br>✠LMC1,21 | Gls<br>~~NYk~~ Cpn<br>BS2,22 | *a*† | ~~CL~~<br>2,22 | 1912<br>5mo<br>*Lloyd* | Barclay, Curle&Co.Ld<br>Glasgow<br>*'sA&CP* | Akt.DetÖstasia-tiskeKompagni<br>*Cell DBa*104′ *u E*4 | 425·0<br>P74′B203′F73′<br>FK<br>6′*f*175′824*tFPT*33*t* | 53·2 | 29·4 | Copnhagn<br>Danish<br>7*BHCem*<br>*APT*22*t* | Q.8Cy21½″,30¾″,44″&63″–48″<br>215lb (*s*) 889NHP<br>6SB,*18cf*,GS322,HS13302FD<br>Barclay,Curle&Co.Ld.Gls. | 32′ 0<br>s 8′ 2½<br>24′ 6 |
| 15306 | **Estoril** SteelSc<br>(*ex*Tekelderdiep)<br>1*Dk* | 538<br>384<br>199 | | | | | 1920 | Gebr.Boot<br>Leiderdorp | E.NoronhaBarros | 163·8<br>Q57′B13′F18′ | 25·8 | 10·8 | Lisbon<br>Portuguese<br>*WB* | T.3Cy.12⅝″,20½″&33$\frac{9}{16}$″–23⅝″<br>Koninkl.Nederl. 57NHP<br>Grofsmederij,Leiden | |
| 15307<br>139153<br>JNGD | **Estoy** IronSc<br>(*Tug*)<br>1*Dk* | 101<br>101<br>30 | | | | | 1870 | J.&K.Smit<br>Kinderdijk | EstoyTowing& SalvageCo.Ld. (J.W.M.Fry,*Mgr*) | 98·5 | 16·4 | 9·1 | London<br>British | T.3Cy.11½″,17¼″&28″–20″<br>44RHP<br>Lels&Smit,Kinderdijk | |
| 15308 | **Estrada Palma** SteelSc<br>(*ex*Olivant)<br>*Elec.light* 1*Dk&Spar dk* | 3841<br>3545<br>2456 | | | | | 1906 | Flensburgr Schiffsb.Ges.<br>Flensburg | CubanGovernment | 341·2<br>P38′B78′F40′ 26·1 | 49·2 | 18·2 | Cuban<br>*WB* | T.3Cy.20⅞″,36¼″&63″–39⅜″<br>250NHP<br>FlensburgerSchiffsb.Ges. | |
| 15309<br>220924<br>MCFS | — SteelTwinSc<br>*Fitted for oil fuel*<br>*Elec.light* (*Car Ferry*) Wireless 1*Dk* | 2639<br>—<br>1340 | | | | | 1920 | WCramp& SonsS&EBCo<br>Philadelphia | FloridaEastCoast CarFerryCo.Inc. | 336·7 | 57·0 | 18·5 | NewYork<br>Utd.States<br>*WB* | T.6Cy.20″,33″&55″–36″<br>181NHP<br>W.Cramp&SnsS&EBCPhl | |
| 15310<br>143689<br>KHDR | **Estrellano** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&2*ndDk*(*Stl*)*in*<br>Wireless *CruiserStern forward holds* | 1963<br>1333<br>1226 | ✠100A1<br>8,21 ~~11,20~~<br>✠LMC11,20 | Abn<br>Liv | *q* | CL | 1920<br>11mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>*'sA&CP* | EllermanLines,Ld. (GrahamSmith, *Mgr.*) | 250·8<br>P&B157′F27′<br>FK<br>*CellDB*210′428*t* | 38·2 | 17·1 | Liverpool<br>British<br>5*BHCem*<br>*APT*12 | T.3Cy.16¾″,29″&50″–33″ (*r*)<br>220lb *100lb* 230NHP<br>2SB,*4cf*,GS78,HS3380 FD<br>Hall,Russell&Co.Ld.Abn. | 20′ 4<br>s 1′ 10<br>18′ 9½ |
| 15311 | **Estremadura** SteelSc<br>(*ex*SantaUrsula)<br>*Elec.light* 1*Dk&Spar dk* | 3771<br>3352<br>2340 | | | | | 1908 | Akt.Ges. "Neptun"<br>Rostock | Requisitioned by thePortuguese Government | 351·8<br>P24′B216′F43′ 23·4 | 50·2 | 15·4 | Portuguese<br>*WB* | T.3Cy.22$\frac{1}{16}$″,36⅝″&60⅛″–41⅜″<br>231NHP<br>A.G."Neptun,"Rostock | |
| 15312<br><br>NPHV | **Estrid** SteelScSr<br>*Elec.light* (*ex*Selandia) 1*Dk* | 1049<br>831<br>619 | | | | | 1905 | Helsingörs Jernsk&Msk.<br>Elsinore | DampskibsSelsk Torm(C.Kraemer *Mgr.*) | 226·3<br>P12′Q59′B106′F27′ | 34·9 | 12·4 | Copnhagn<br>Danish<br>*WB* | T.3Cy.16½″,26½″&44″–30″<br>106NHP<br>HelsingörsJernsk.&Msk. | |
| ❊15313<br>129151<br>HRWL | **Esturia** SteelScSr<br>*ss*Cpl,No 3–3,22 ~~*ss*Suz.No.2–18~~<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft Longitudinal framing*<br>Wireless | 2143<br>1886<br>1280 | ✠100A1<br>~~5,21 11,20~~ 3,22<br>~~BS12,20~~ ✠LMC~~6,18~~ 3,22<br>*CarryingPetr*<br>*Fitted for oil* | Mlt<br>~~Shl~~ Cpl<br>*oleum*<br>*fuel* | *r*<br>*in*<br>10, | CL<br>~~6,19~~<br>3,22<br>*bulk*<br>10*F.P* | 1910<br>10mo<br>*Lloyd*<br>*above* | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>*'sA&CP*<br>150° F. | BritishBurmah PetroleumCo.Ld.<br>*WB*=<br>*Cell DBuB*20′22*t* | 275·0<br>P66′B24′F27′<br>FK<br>*FPT*46*tAPT*27*t* 3 | 39·0 | 23·8 | London<br>British<br>9*BH to Udk*<br>*BHto2nddk*<br>*Cem* | T.3Cy.20″,33″&54″–36″ (*s*)<br>180lb *120lb* 196NHP<br>2SB,*4cf*,GS90,HS3102<br>N.E.MarineEng.CoLdNwc | 23′ 9<br>s 3′ 9<br>20′ 3 |
| 15314 | **Etelvina** SteelScSr<br>1*Dk*(*ptStl*) | *242*<br>*162*<br>*125* | ✠<br>1,16 ✠ | Hul | *c* | | 1910<br>12mo | A.J.Otto &Zonen<br>Krimpen a/d Ysel | Cia.Naviera de Cuba | 120·2<br>P37′F16′<br>FK<br>*WB*= | 20·1 | 9·0 | Havana<br>Cuban<br>3*BHCem*<br>*FPT*35*t* | C.2Cy.15″&30″–18″<br>43NHP<br>1SB,*2pf*,GS35,HS810<br>Earle'sCo Ld.Hull | 9′ 9 |
| 15315<br>218847<br>LSQM | **Eten** SteelTwinScSr<br>(*ex*Rhakotis)<br>*Elec.light* Sub.Sig. 2*Dks* | 6848<br>5649<br>4337 | | | | | 1907 | Blohm& Voss<br>Hamburg | PeruvianGovernment(Operated by theUnitedStates ShippingBoard) | 435·7<br>P&B268′F53′ | 53·2 | 29·2 | Peruvian<br>*WB* | T.6Cy.22$\frac{1}{16}$″,36⅝″&63″–42¼″<br>514NHP<br>Blohm&Voss,Hamburg | |
| 15316<br>136346 | **Etesian** WoodSc<br>9&12yrs.Mat. 1*Dk* | 94<br>93<br>~~41~~<br>33 | ✠11A1<br>*Forfishing pu*<br>10,20 ✠LMC10,20 | Gms<br>*rposes* | | CL<br>10,20 | 1918<br>7mo<br>*Lloyd* | Fellows& Co.Ld.<br>Gt.Yarmouth<br>*'sA&CP* | C.I.Chinery (W.Morley*Mgr.*) | ~~80·2~~<br>83·3 | ~~19·6~~<br>19·8 | ~~9·6~~<br>9·7 | Beaumaris<br>British | T.3Cy.9½″,15½″,&26″–18″(*s*)<br>180lb 32RHP ~~42NHP~~<br>1SB,*2pf*,GS30,HS814<br>Crabtree&Co.Ld.Gt.Yar. | 9′ 9 |
| 15317<br>219742<br>LVWM | **Ethan Allen** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&<br>2*nd dk*(*Stl*)*forward Web frames*<br>Wireless *Longitudinal framing*<br>Sub.Sig. | 8295<br>7203<br>5289 | *Fitted for oil* | *fuel* 3 | ,20 | CL<br>3,21<br>*F.P. a* | 1920<br>3mo<br>*bove*15 | Pusey& JonesCorp.<br>Gloucester City,N.J.<br>A&CP<br>0° F. | UnitedStates ShippingBoard<br>*CellDB*344′<br>1364*tMT*36′838*t* | 439·6<br>P41′B134′F46′*on Shelter dk*<br>*DTa*21′153*t FPT*2 | 60·2 | 33·7 | Phildlphia<br>Utd.States<br>*Cem*<br>6*BHtoSh dk*<br>1 " *U* "<br>35*tAPT*174*t* | Q4Cy25½″,37″,52½″&76″–54″<br>220lb (*r*) 643NHP<br>3SB,*9cf*,GS197,HS9198 FD<br>W.CrampS.&E.B.Co.Phl. | 36′ 8<br>s 8′ 6½<br>28′ 5 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Dated L. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15318<br>5411<br>JTDC | **Ethel** ssMmo.3rdNo.3-2,21 IronScSr<br>~~ssShl.2ndNo.3-10,07~~<br>~~ssOse.No.2-16~~<br>(exMalta)<br>Well deck 1Dk(Irn)2trB | 1510<br>~~1505~~<br>1223<br>909 | ✠100A1<br>2,21 ~~9,18~~<br>~~BS9,19~~ ✠LMC~~11,16~~<br>~~MS9,21~~ 2,21 | Got<br>Mmo | q | ~~N8,18~~<br>2,21 | 1882<br>9mo | JReadhead &Co.<br>SouthShields<br>A&CP | A.Th.Jonasson<br>~~Angf.Aktieb.Norr~~<br>~~(A.Th.Jonasson, Mgr.)~~ | 259·0\|36·0\|17·5<br>Q136'B26'F32'<br>BK9"<br>WB=DBa | Råå<br>Swedish<br>4BHCem<br>78'f72'340t | C.2Cy.26⅛"&58"-36" (i)<br>80lb 161NHP<br>2SB,~~4pf~~,GS71,HS2706<br>J.Readhead&Co.S.Shields | 18 ″ 7<br>s 1 ″ 10<br>17 ″ 11 | |
| 15319 | — SteelScK<br>ssBrw.No.3-11,19<br>1Dk | *278*<br>*239*<br>*109* | ✠100A1<br>*StmTrawler*<br>11,19<br>BS11,21<br>~~BS11,20~~ ✠LMC11,19 | Brw | | CL<br>11,19 | 1907<br>12mo | GooleS.B. &RepgCo.Ld.<br>Goole<br>Lloyd's A&CP | H/FAtlanta (S. Jonsson, *Mgr.*) | 130·0\|22·6\|12·1<br>Q76'F22'<br>ptND19 BK7½" | Reykjavik<br>Icelandic<br>3BHCem | T.3Cy.13",21"&35"-25" (r)<br>180lb 61NHP<br>1SB,3pf,GS43,HS1258<br>W.V.V.Lidgerwood,Gls. | 13 ″ 0 | |
| 15320<br>67509<br>SCQN | — IronScSr<br>ssMdb.3rdNo.3-6,08<br>ssNpt.No.2-19<br>*Mchy.Aft* 1Dk(Irn) | 178<br>160<br>91 | ✠100A1<br>8,19<br>✠NB12,95 ✠LMC8,19<br>BS9,20 | Npt | b | ~~8,19~~<br>8,21 | 1878<br>5mo | R.Craggs &Sons<br>Middlesbro'<br>A&CP | ~~J.Hyland~~<br>~~T.J.Sharp&Co~~<br>EthelS.S.Co.Ld.<br>(T.J.Sharp&Co.) | 120·2\|19·9\|8·4<br>len85<br>BK6" | London<br>British<br>3BHCem<br>WB=FPT | C.2Cy.15"&28"-18" (r)<br>85lb 30RHP<br>1SB,2pf,GS22,HS608<br>Pattison&Atkinson,Nwc. | 8 ″ 11<br>s 1 ″ 1<br>8 ″ 5 | |
| 15321<br>63385 | — IronScSp<br>*Mchy.Aft* | 114<br>96<br>48 | | | | | 1870 | J.Payne<br>Vauxhall, Som. | R.Burton&Son (1919),Ld. | 83·2\|18·6\|8·4 | Newport<br>British | 1Cy.18"-16"<br>J.Payne, 11RHP<br>Vauxhall,Somerset | | |
| 15322<br>143257 | **Ethel Crawford** SteelScSr<br>~~(Fishing)~~<br>(exJohnLangshaw) 1Dk (Stl) | 200<br>197<br>87 | ✠100A1<br>*StmTrawler*<br>4,19<br>✠LMC4,19 | Bwg | | CL | 1919<br>4mo | Scott& Sons<br>Bowling<br>Lloyd's A&CP | EthelCrawford StmFishingCoLd (J.Nierinck) | 115·8\|22·2\|12·2<br>BK7½"<br>DBf29'20t | Fleetwood<br>~~Scarboro~~<br>British<br>~~WB~~<br>3BHCem | T.3Cy.12",20"&34"-23" (s)<br>180lb 74RHP ~~74 55NHP~~<br>W.H.Allen,Son&Co.Ld. Bedford<br>1SB3pfGS40HS1368 | 13 ″ 0 | |
| 15323<br>123375 | **Ethel Nutten** SteelScK<br>(Trawler)<br>1Dk | 182<br>182<br>70 | | | ... | | 1906 | Hall,Russell&Co.Ld<br>Aberdeen | J.Inglis(T.L.&R. D.Devlin, *Mgrs.*) | 110·2\|21·8\|11·7<br>BK7½" | Granton<br>British | T.3Cy.12",20"&33"-21"<br>67RHP<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 7 | |
| 15324<br>145097<br>KHFM | **Ethel Radcliffe** SteelSc<br>*Elec.light* Wireless 1Dk(Stl) | 5673<br>5209<br>3456 | ✠100A1<br>~~5,21~~ ~~12,20~~ 3,22<br>✠LMC11,20 | ~~Rot~~ Ham | z | CL<br>3,22 | 1920<br>11mo | Craig,Taylor&Co.Ld.<br>Stockton<br>Lloyd's A&CP | AnthonyRadcliffe S.S.Co.Ld.&Ethel RadcliffeS.S.Co.Ld<br>CellDB | 415·2\|55·5\|26·6<br>P45'B&F321'<br>FK<br>360'1707t FPT135t | London<br>British<br>7BHCem<br>APT183t | T.3Cy.28",46"&75"-48" (s)<br>180lb 180lb 471NHP<br>3SB,9cf,GS198,HS7917<br>Blair&Co.Ld.Stockton | 28 ″ 7<br>s 4 ″ 0<br>25 ″ 1 | |
| 15325<br>99136<br>JTCH | **Etheläida** SteelScSr<br>*Well deck* ssBry.No.3-6,20<br>Wireless 1Dk(ptStlptIrn)2trB | 2683<br>2049<br>1673 | ✠100A1<br>1,21 ~~6,20~~<br>✠LMC<br>MS5,18 BS6,19 | Bry<br>Cpn | t | CL<br>1,21 | 1891<br>10mo | JReadhead &Sons<br>S.Shields<br>A&CP | TheShippingController(Ellerman's WilsonLine,Ld. *Mgrs.*) WB | 300·4\|41·5\|20·2<br>P28'Q79'B132'<br>F33' BK10"<br>=CellDB254'582t | London<br>British<br>6BHCem<br>APT30t | T3Cy.23",37½"&61½"-42"(r)<br>160lb 90lb NDB05 248NHP<br>2SB,6rf,GS110,HS3750<br>J.Readhead&Sns,S.Shields | 23 ″ 0<br>s 2 ″ 0<br>21 ″ 11 | |
| 15326<br>137074<br>JNVD | **Ethelaric** SteelScSr<br>ssNwc.No.1-21<br>Wireless 1Dk(ptIrn&ptStl) | 3232<br>3009<br>2013 | ✠100A1<br>~~1,21~~ ~~12,19~~ 4,22<br>✠LMC~~9,17~~<br>2,21 | Nwc<br>Bmn | v | CL<br>2,21 | 1917<br>2mo | Ropner& Sons,Ld.<br>Stockton<br>Lloyd's A&CP | HarrowingS.S.Co. Ld.(Robt.Harrowing&Co.*Mgrs.*)<br>CellDBa | 335·0\|48·1\|23·4<br>P31'B100'F35'<br>FK<br>110'uE22'f145'812t | Whitby<br>British<br>5BHCem<br>APT96t | T.3Cy.23½",39"&64"-42" (s)<br>180lb 120lb 278NHP<br>2SB,6cf,GS119,HS4142<br>Blair&Co.Ld.Stockton | 24 ″ 10<br>s 4 ″ 2<br>21 ″ 0 | |
| 15327<br>142654<br>JVDC | **Ethelfreda** SteelSc<br>(exWarTulip) Wireless 1Dk(Stl)<br>*Elec.light* *Cargo battens not fitted* | 5283<br>4804<br>3205 | ✠100A1<br>4,21<br>LMC9,18<br>*Carrying oil fuel F P. above 150°F in DB* | Cff | y | CL<br>4,21 | 1918<br>9mo | JLThompson&Sons,Ld<br>Sunderland<br>Lloyd's A&CP | HarrowingS.S.Co. Ld. (R.Harrowing &Co.*Mgrs.*)<br>Cell | 400·3\|52·3\|28·4<br>P49'B113'F39'<br>FK<br>DB340'1081tFPT134t | Whitby<br>British<br>7BHptCem<br>APT212t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>J.Dickinson&Sons,Ld.Sld | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 15328<br>106105<br>PTDB | **Ethelmead** SteelSc<br>ssShl.No.3-8,10<br>(exEthelhilda) ssLiv.No.2-19<br>1Dk(ptStl&ptIrn)2trB&deep framing<br>Wireless 3Dkrule | 2902<br>2696<br>1874 | ✠100A1<br>*withfreeboard*<br>12,19<br>MS4,19 ✠LMC<br>~~✠NDB12,19~~ BS5,20 | Liv | u | ~~4,19~~<br>CL<br>N2,22 | 1897<br>8mo | C.S.Swan& Hunter,Ld.<br>Newcastle<br>Lloyd's A&CP | Karck&Knott<br>Cell | 326·0\|41·0\|24·4<br>P24'B60'F34'<br>FK<br>DBa100'uE&B38' | Whitby<br>British<br>5BHCem<br>f140'624t | T.3Cy.23",38"&61"-39" (s)<br>160lb 100lb NDB19 251NHP<br>2SB,6pf,GS107,HS4060<br>N.E.MarineEngCoLd.Nwc | 27 ″ 1<br>s 5 ″ 1½<br>22 ″ 4 | |
| 15329<br>118854<br>HDGQ | **Ethelstan** SteelScSr<br>ssBkn.No.3-12,17<br>Spar dk(Stl)2trB&deepframing<br>Wireless | 3875<br>3633<br>2454 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>5,21 ~~6,20~~<br>BS6,21<br>~~BS6,20~~ ✠LMC12,17 | Bal<br>Hpl | w | CL<br>~~7,19~~<br>6,21 | 1905<br>8mo | R.Stephenson&Co.Ld.<br>Newcastle<br>Lloyd's A&CP | RhonddaMerthyr Shpg.Co.Ltd.~~(J.A. Thompson, Mgr.)~~<br>WB=CellDBa110' | 340·1\|47·1\|20·0<br>P26'B93'F33' 27·3<br>FK<br>uE&B42'f138'739t | Cardiff<br>British<br>6BHCem<br>APT181t | T.3Cy.25",41"&67"-45" (s)<br>165lb 90lb 340NHP<br>2SB,6cf,GS128,HS5620<br>Blair&Co.Ld.Stockton | 29 ″ 10<br>s 5 ″ 10½<br>24 ″ 3 | |
| 15330<br>118859<br>HJQL | **Ethelwolf** SteelScSr<br>ssNwc.No.3-9,20<br>1Dk(ptIrn&ptStl)2trB&<br>Wireless deep framing3Dk rule | 4317<br>4040<br>2815 | ✠100A1<br>8,21 ~~9,20~~<br>✠LMC9,20 | Nwc | x | CL<br>9,20 | 1906<br>11mo | R.Stephenson&Co.Ld.<br>Newcastle<br>Lloyd's A&CP WB= | HarrowingS.S.Co. Ld.(Robt.Harrowing&Co.*Mgrs.*)<br>CellDBa117'uE& | 354·8\|50·1\|27·5<br>P46'B98'F34'<br>FK<br>B40'f150'976tFPT | Whitby<br>British<br>6BHCem<br>58tAPT202t | T.3Cy.26",42½"&69½"-45"<br>180lb 90lb (r) 358NHP<br>2SB,6cf,GS129,HS5620<br>Blair&Co.Ld.Stockton | 30 ″ 2<br>s 5 ″ 10½<br>24 ″ 8 | |
| 15331<br>~~118851~~<br>~~VRLS~~ | **Ethelwynne** SteelScSr<br>*Turret deck* Wireless 1Dk | 3230<br>2684<br>2067 | | | | | 1904 | W.Doxford &Sons,Ld.<br>Sunderland | ~~TheNewStm.Nav. &TradingCo.Ld.~~<br>S.Hara | 332·1\|46·6\|22·0 | ~~Whitby~~<br>~~British~~<br>Japanese WB | T.3Cy.24",39"&64"-42"<br>265NHP<br>W.Doxford&Sons,Ld.Sld. | | V |
| 15332 | **Ethylene** SteelSc<br>*For full particulars See No.37161 in Supplement*<br>*Mchy.Aft* | 934<br>[illegible]<br>483 | 100A1<br>(*ClassContemplated*) | | | | 1921 | WoodSkinner&Co.Ld.<br>Newcastle | | 217·0\|32·1\|15·5<br>Q105'B17'F25' | London<br>British | T.3Cy.16",26"&43"-27"<br>N.E.MarineEngCoLd.Nwc | 15 ″ 6<br>s 1 ″ 10½<br>13 ″ 11 | |
| 15333<br>OGSJ | **Etienne Marcel** WoodSc<br>(exWarEwen) 1Dk2trB<br>*Elec.light*<br>*Well deck* *Salted & specially treated* | *2344*<br>*1755*<br>*1441* | ✠12A1<br>1,21<br>BS7,20 ✠LMC5,19 | Dnk | | CL<br>11,19 | 1918<br>9mo | NewWestminster Const.Co.<br>N.Westr.B.C.<br>Lloyd's A&CP | Soc.Anon.deNav. "LesArmateurs Français" | 249·6\|43·5\|22·7<br>P&B138'F32' | Dunkirk<br>French | T.3Cy 19",30¾"&54"-40" (s)<br>185lb 323NHP<br>2 Water Tube Boilers<br>GS120,HS5280 FD<br>CanadianBridgeCo.Ld. Walkerville,Ont. | 25 ″ 6<br>s 3 ″ 3½ | |
| 15334<br>885 | **Etna** SteelSc<br>(exWarHound)<br>*Elec.light* Wireless 2Dks | 5297<br>4842<br>3249 | | | | | 1918 | Bartram& Sons,Ld.<br>Sunderland | Nav.Gen.Italiana | 400·3\|52·3\|28·5<br>P49'B113'F39' | Genoa<br>Italian<br>WB | T.3Cy.27",44"&73"-48"<br>369NHP<br>A.&J.Inglis,Ld.Glasgow | | C |
| 15335<br>48<br>PCKL | — IronScBn<br>Wireless 2Dks | 603<br>517<br>283 | | | | | 1862 | Scott&Co.<br>Greenock | Soc.Siciliana di Nav.aVap. | 198·4\|26·6\|15·7 | Messina<br>Italian<br>Tpd.88 | T.4Cy.13"(2),26"&55"-30"<br>NE73 NB88 166NHP<br>FonderiaOrotea,Palermo | | I |
| 15336<br>124753<br>JGSD | — SteelScK<br>ssHul.No.2-15<br>1Dk | 189<br>174<br>74 | ✠~~100A1~~<br>*StmTrawler*<br>~~4,21~~ ~~12,18~~<br>✠~~LMC11,19~~<br>~~Examined1,20 BS10,20~~ | Mil | | CL<br>12,18 | 1907<br>3mo | Mackie& Thomson<br>Glasgow<br>Lloyd's A&CP | Naylor,Bull&CoLd (Brand&Curzon, ~~Mgrs.~~)Ld.*Mgrs.*) | 110·0\|22·0\|10·8<br>Q22'<br>BK7"<br>WB=D | Grimsby<br>British<br>4BHCem<br>tanksf14'32t | T.3Cy.11",18"&30"-22" (s)<br>200lb 56RHP<br>1SB,2pf,GS29,HS819<br>W.V.V.Lidgerwood,Gls. | 11 ″ 7 | |
| 15337<br>99159 | — WoodScK<br>1Dk | 103<br>98<br>51 | | | | | 1893 | E.Thomas<br>Falmouth | CornishSalvageCo. (1918)Ld.(A.Matthew,*Mgr.*) | 90·4\|19·1\|9·1<br>len10 | Falmouth<br>British | 2Cy.13"&28"-18"<br>Emade09 Bmade08 38RHP<br>Workmn,Clark&CoLd.Bel | | |
| 15338 | **Etna Maru** SteelSc<br>*Elec.light* 1Dk(Stl)&Shelter dk(Stl)&<br>Web frames<br>Wireless Longitudinal framing | 7144<br>6111<br>5201 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,20<br>✠LMC5,20 | Osaka | a† | CL | 1920<br>5mo | OsakaIronworks,Ld.<br>Osaka<br>A&CP<br>CellDB368' | KokusaiKisen KabushikiKaisha<br>1444tDTa34'1145t | 415·0\|55·5\|34·6<br>P32'B148'F45'on<br>*Shelter dk* FK<br>FPT169tAPT48t | Osaka<br>Japanese<br>Cem<br>3BHtoSh dk<br>4 " " U " | T.3Cy.27",45"&75"-51" (s)<br>180lb 552NHP<br>3SB,9cf,GS185,HS8084 FD<br>OsakaIronworksLd.Osaka | 34 ″ 8<br>s 7 ″ 6<br>27 ″ 7 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15339<br>136035 | Etoile **SteelSr**<br>(*Whaler*)<br>1*Dk* | 164<br>154<br>62 | | | | | 1908 | Nylands<br>Værksted<br>Christiania | PremierWhaling<br>Co.Ld. | 100·8<br>H10*t* | 20·1 | 11·5 | Durban<br>British<br>*WB* | T.3Cy.11½″,18½″&31″–22″<br>45NHP<br>NylandsVærksted Xania. | |
| 15340<br><br>OGTC | Etoile d'Anjouan **SteelSc**<br>(*ex*Viksö) | 397<br>288<br>214 | | | | | 1916 | JohsBerg<br>Delfzijl | Soc."L'Omnium<br>Colonial" | 139·4<br>P56'H3*t*F15' | 23·5 | 11·4 | Marseilles<br>French | T3Cy12⅔″18$\frac{2}{10}$″&29$\frac{2}{10}$″-21$\frac{1}{10}$″<br>42NHP<br>Joh.Berg.Delfzijl | |
| 15341<br><br>OGTH | Étoile de l'Est **SteelScK**<br>*ss*Hav.No.1–19<br>1*Dk* | 289<br>262<br>85 | ✠100A1<br>*StmTrawler*<br>4,21 ~~2,10~~ ✠LMC~~2,19~~<br>4,21 | Hav<br>Bo | | CL<br>~~2,10~~<br>4,21 | 1916<br>7mo<br>*Lloyd*'*sA&CP* | Jos.T.Eltringham&Co<br>Ld. WillingtonQuay | ~~G.Ridel&~~<br>~~L.Salensey~~<br>Deconinck&Co. | 141·7<br>BK7″ | 23·1 | 10·6 | Boulogne<br>French<br>4*BHCem*<br>*DBf*50'35*t* | T.3Cy.13½″,22″&36″–27″ (*s*)<br>180lb 91NHP<br>1SB,*3cf*,GS58,HS1645<br>Jos.T.Eltringham&Co.Ld. | 13 1 |
| 15342<br>106780<br>KHCS | Eton **SteelScYl**<br>*ss*Hul.No.3–9,09<br>*ss*Hul.No.1–13<br>1*Dk* | 156<br>152<br>59 | ✠<br>*StmTrawler*<br>2,15 ✠ | Lon | | | 1897<br>11mo | Mackie&<br>Thomson<br>Glasgow | W.Brown | 104·2<br>Q17'F18'<br>ptND09 BK7½″<br>*WB*= | 21·0 | 10·7 | Granton<br>British<br>4*BHCem*<br>*DTf*14'25*t* | T.3Cy.11″,17″&28″–20″<br>45RHP<br>1SB,*2pf*,GS27,HS690<br>Muir&Houston(Lim.),Gls. | 11 7 |
| 15343<br><br>OGTS | Etourneau **SteelSc**<br>*Elec.light* 1*Dk* | 341<br>—<br>53 | | | | | 1918 | Forg.&Ch.<br>de la Médit.<br>LaSeyne | Cie.deRemorq.de<br>Pilotage&de<br>Sauvetage | 141·1 | 23·4 | 11·6 | Marseilles<br>French | C.2Cy.18″&36″–24″<br>53NHP<br>Forg.& Ch.de la Médit.Msl. | |
| 15344<br>75<br>PCKM | Etruria **SteelScSr**<br>Wireless (*ex*HalifaxCity)<br>*Elec.light* 1*Dk&Spar dk&deepframing* | 2218<br>1898<br>1358 | | | ... | | 1894 | A.Stephen<br>&Sons<br>Glasgow | SiciliaSocietà di<br>Navigazione | 311·3<br>P25'B94'F31' 23·2<br>BK9½″ | 37·0 | 15·8 | Palermo<br>Italian<br>*WB* | T.3Cy.25″,40″&66″–45″<br>301NHP<br>A.Stephen&Sons,Glasgow | 25 9 |
| 15345<br>~~134166~~ | Etrurian **SteelScK**<br>*ss*Bos.No.3–8,13<br>*ss*Gms.No.1–19<br>1*Dk* | 186<br>171<br>75 | ✠100A1<br>*StmTrawler*<br>5,19 | Gms | ... | 5,19 | 1900<br>7mo<br>*Lloyd*'*sA&CP* | Smith's<br>DockCo.Ld.<br>NorthShields | ~~BostonDeepSea~~<br>~~Fishg.&IceCo.Ld.~~<br>~~(F.Parkes,Mgr.)~~<br>C.Prentout | 116·0<br>Q48'F20'<br>BK7½″ | 21·1 | 11·1 | Fécamp<br>French<br>3*BHCem* | T.3Cy.11″,20″&32″–23″ (*s*)<br>180lb 52RHP<br>1SB,*2pf*,GS35,HS1000<br>MacColl&Pollock,Sld. | 12 0 |
| 15346<br>135990 | Etruscan **SteelScK**<br>*ss*Liv.No.1–18<br>1*Dk* | 202<br>185<br>90 | ✠100A1<br>*StmTrawler*<br>4,21 ~~4,20~~ BS1,21<br>~~BS4,20~~ ✠LMC6,19 | Gms | | CL<br>5,19 | 1913<br>12mo<br>*Lloyd*'*sA&CP* | Cook,Welt'n&Gemmell<br>Ld. Beverley | SirT.Robinson | 115·4<br>Q57'<br>BK7½″ | 21·6 | 11·5 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12″,21″&34″–24″ (*s*)<br>180lb 67RHP<br>1SB,*2pf*,GS33,HS1044<br>C.D.Holmes&Co.Ld.Hull | 12 3 |
| 15347<br>6068<br>KBNR | Ettan **WoodScSr**<br>*Mchy.Aft* 1*Dk* | 321<br>243<br>158 | | | | | 1918 | Akt.Åmåls<br>Skeppsvarf<br>Åmål | G.Berglöf | 116·8<br>P39'F18'413*t* | 27·0 | 11·5 | Åmål<br>Swedish | C.2Cy.13⅝″&26¾″–17⅝″<br>24NHP<br>Eriksberg M.V.Aktieb,Got. | |
| 15348<br>104577<br>NMRS | Ettrick **SteelScSr**<br>2*Dks* | 993<br>777<br>513 | | | | | 1894 | R.Napier&<br>Sons<br>Glasgow | W.Sloan&Co. | 230·0<br>P140'F40' | 32·1 | 15·6 | Glasgow<br>British<br>*WB* | T.3Cy.21½″,34″&57″–42″<br>NB17 NDB12 211NHP<br>R.Napier&Sons,Glasgow | |
| 15349 | Etty **SteelScLr**<br>1*Dk* | 192<br>—<br>92 | | | | | 1902 | Gebr.van<br>derWindt<br>Vlaardingen | Naaml.Ven.<br>Nederlandsche<br>Stoomvisscherij | 116·7 | 21·4 | 11·4 | Ymuiden<br>Dutch | T.3Cy.9¾″,15¾″&25″–15″<br>24NHP<br>Wilton'sMch.&Schp.,Rot. | |
| 15350 | Etzel **IronScSr**<br>*ss*Liv.2ndNo.3–5,02<br>(*ex*Cyclone) *ss*Liv.No.1–07<br>1*Dk*(*Irn*)2*trB* | 967<br>398<br>577 | ✠<br>3,09<br>✠NB9,95 | Liv | *n* | | 1878<br>4mo | R.Napier&<br>Sons<br>Glasgow | Behnke&Sieg | 229·0<br>B14'F23'<br>BK8″<br>*WB*= | 32·0 | 18·0 | Danzig<br>5*BHCem*<br>*DBa*56'*f*69' | C.2Cy.28″&48″–39″<br>NDB95 124NHP<br>1SB,*4rf*,GS70,HS2326<br>R.Napier&Sons,Glasgow | 19 2 |
| 15351 | — **SteelScLr**<br>*OilEng*<br>1*Dk* | 138<br>128<br>92 | | | | | 1911 | J.Frerichs<br>&Co.A.G.<br>Einswarden | Securitas-Werke<br>A.-G. | 90·8<br>Q22' | 21·4 | 9·9 | Harburg<br>German | Oil Engine 4S.C.<br>2Cy.11⅘″–12⅗″ 8NHP<br>J.Frerichs&Co.A.G.Osthlz. | |
| 15352<br>115233<br>TCSG | Eucla **SteelSc3MstSr**<br>*ss*Fre.No.2–21 *ss*Fre.No.3–11,13<br>(*ex*Wexford) ~~*ss*Fre.No.1–17~~<br>*Elec.light* 2*Dks&Shade dk* | 564<br>452<br>292 | ✠100A1<br>*Shade dk*<br>~~11,21~~ ~~2,20~~ 2,22 BS5,21<br>~~BS8,20~~ ✠LMC~~12,17~~<br>11,21 | Fre | | ~~8,19~~<br>~~5,21~~<br>11,21 | 1901<br>12mo<br>*Lloyd*'*sA&CP* | S.McKnight&Co<br>Ld. Ayr | Government of<br>WesternAustralia | 187·9<br>FK<br>*WB* | 28·0 | 12·9 | Fremantle<br>British<br>4*BHCem*<br>=*FPT*50*t* | T.3Cy.15″,25½″&41″–30″ (*s*)<br>100 ~~170lb~~ ~~150lb~~ NDB12 97RHP<br>1SB,*3cf*,GS54,HS1888 100*lb*<br>Ross&Duncan,Glasgow | 13 11<br>s 1 8<br>12 9 |
| 15353<br>132574<br>HTFC | Euclid **SteelScSr**<br>*ss*Liv.No 2–19<br>(*ex*Horley) 2*Dks*(*Stl*)*&Shelter dk*(*Stl*)<br>Wireless | 4770<br>4636<br>3096 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~7,21~~ ~~6,20~~ ✠LMC9,19<br>9,21 BS7,21<br>*Carrying oil* | Liv<br>~~Cff~~<br>*fuel F* | 2<br>*P.* | CL<br>6,20<br>*above* | 1911<br>7mo<br>*Lloyd*'*sA&CP*<br>150° F | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>*WB=Cell*<br>*in DB and D* | LivBrazil&RPlate<br>S.N.Co.Ld. (Lamport&HoltLd*Mgs*)<br>*DBa*143' *uE&B*48'<br>*T* | 410·2<br>FK<br>*f*169'1097*tAPT*28*t* | 52·0 | 28·0 | Liverpool<br>British<br>7*BHCem*<br>*DTa*37'905*t* | T.3Cy.28″,46½″&78″–54″ (*s*)<br>200lb *100lb* 587NHP<br>3SB,*9cf*,GS183,HS8001 FD<br>Earle'sCo.Ld.Hull | 30 6<br>s 4 3<br>26 7 |
| 15354<br>98727<br>MSFL | Eudocia **IronScK**<br>(*Trawler*)<br>1*Dk* | 147<br>138<br>61 | | | ... | | 1891 | Cook,Welton&Gemm'll<br>Hull | H.Smethurst,Ld.<br>(J.W.Smethurst,<br>*Mgr.*) | 101·3<br>ND03<br>BK7½″ | 20·3 | 11·0 | Grimsby<br>British | T.3Cy.11½″,18″&30″–22″<br>45RHP<br>C.D.Holmes&Co.Hull | 11 10 |
| 15355<br>137223<br>TNDF | Eudunda **SteelSc**<br>1*Dk*(*Stl*)*&Shelter dk*(*Stl*)*& Web frames*<br>*Elec.light* Wireless *Longitudinal framing* | ~~3309~~<br>~~3009~~<br>3352<br>3009<br>1922 | ✠100A1<br>*Shelter dk with freeboard*<br>~~(*ClassContemplated*)~~<br>8,21 ✠LMC8,21 | Mel | *u* | CL | 1920<br>9mo<br>A&CP | CommonwealthNaval<br>Dkyard<br>Sydney NSW | Commonwealth<br>Govt.Line of<br>Steamers<br>*Collision*<br>*Cell* | 331·0<br>FK<br>*BHtoShelterdk4BH*<br>*DB*276'882*tFPT*118 | ~~47·7~~<br>47·9 | ~~26·0~~<br>23·5 | P.Adelaide<br>~~SydneyNSW~~<br>British<br>*Cem*<br>*toUppr.dk*<br>*APT*204*t* | T.3Cy.25″,41″&68″–45″ (*s*)<br>185lb FD 516NHP<br>3WaterTubeBoilersHS8289<br>Thompson&Co.Pty.Ld.<br>Castlemaine,Melbourne | 26 1<br>s 2 7½<br>23 10 |
| 15356<br>218970<br>LTBR | Eugene F. Moran **WoodSc**<br>(*Tug*)<br>1*Dk* | 176<br>—<br>29 | | | | | 1919 | NorthWest<br>E.Wks.Green<br>Bay,Wis. | MoranTowing&<br>Transportn.Co. | 95·5 | 24·0 | 12·2 | NewYork<br>Utd.States | C.2Cy.18″&38″–26″<br>61NHP | |
| 15357<br><br>OGVA | Eugène Grosos **SteelScSr**<br>~~*ss*Bdx.No.2–18~~<br>2*Dks*(*Stl*)*& Web frames*<br>*Elec.light* Wireless *&Shelter dk*(*Stl*)<br>*ss*Hav.No.3–11,21 | 4836<br>4357<br>3012 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~11,21~~ ~~10,20~~ 12,21<br>~~BS9,20~~ ✠LMC~~1,16~~ | Hav<br>Cff<br>DBS12,20<br>MBS11,21 | *x* | CL<br>10,20<br>10,20 | 1909<br>1mo<br>A&CP | Atel.&Ch.<br>deFrance<br>Dunkirk | Cie.HavraisePén.<br>deNav.àVap.<br>*WB=CellDB* | 349·3<br>P38'B104'F34'<br>FK<br>*a*90'*uE*26'*f*146'636*t* | 46·2 | 25·2 | Havre<br>French<br>6*BHCem*<br>*APT*24*t* | T.3Cy.24½″,40″&66″–45″ (*s*)<br>185lb *120lb* NDB16 325NHP<br>3SB,*6pf*,GS102,HS3990 FD<br>Caillard&Co.Havre | 28 0<br>s 2 0<br>26 3 |
| 15358<br>136489<br>KMDV | Eugene Hughes **SteelSc**<br>(*Tug*)<br>1*Dk* | 111<br>—<br>56 | | | | | 1895 | Harlan&<br>Hollingsw'th<br>Wilmington | BoylanTowing&<br>Transportation<br>Corp. | 84·5 | 19·0 | 9·6 | NewYork<br>Utd.States | NB12 | |
| 15359<br>206147 | Eugene J. Buffington **SteelSc**<br>*Elec.light* *Mchy.Aft* Sub.Sig. 1*Dk* | 7528<br>—<br>5839 | | | | | 1909 | American<br>S.B.Co.<br>Lorain,O. | PittsburghS.S.Co. | 580·0 | 58·0 | 32·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.24″,39″&65″–42″<br>274NHP<br>AmericanS.B.Co.Lorain,O. | |
| 15360<br><br>OGVE | Eugène Pereire **SteelScSr**<br>*Elec.light* Wireless 2*Dks&Spardk* | 2014<br>1957<br>819 | | | | | 1888 | Cie.Gén.<br>Trnsltq.<br>St.Nazaire | Cie.Générale<br>Transatlantique | 334·6<br>H–F45' | 35·1 | 16·4<br>23·9 | Marseilles<br>French | T.3Cy.31½″,49″&79″–49″<br>NB98 437NHP<br>Cie.GénTrnsatlntiq.St.Naz. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Dated B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15361 | **Eugène Potron** SteelScSr | 200<br>—<br>— | | | | | 1912 | Forges& Ch.de la Mediterranée Havre | Ponts et Chaussées | 103·4 | 20·4 | 9·3 | Brest<br>French | C.2Cy.15½"&31"-20½" 36NHP<br>Forges&Ch.dela Méditerranée,Havre | | |
| 15362<br>220907<br>MCFD | **Eugene V. R. Thayer** SteelSc<br>*Elec.light* 2*Dks(Stl)&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless Sub.Sig. | 7138<br>6509<br>5111 | ✠100A1<br>9,21 ~~12,20~~<br>✠LMC12,20<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 12,20 F.P. above 150° F.* | Del<br>NYk | *b*† | CL | 1920<br>12mo<br>A&CP | Bethlehem S.B.Corp.Ld. Wilmington, Del. | SinclairNavigationCo.<br>*CellDBuE&B 62'200tDTf40'588t* | 430·2<br>P134'B36'F40' FK<br>*FPT228tAPT72t* | 59·2 | 32·8 | NewYork<br>Utd.States<br>*17BHptCem*<br>(13 ,, *to Udk*<br>4 ,, 2*nd* ,,) | T.3Cy.26½",44"&74"-51" (*s*)<br>190lb 586NHP<br>3SB,*9cf*,HS8829 FD<br>BethlehemS.B.Corp.Ld. | 33 ″ 3<br>s 8 ″ 0<br>25 ″ 8 | |
| 15363<br>214747 | **Eugene W. Pargny** SteelScSr<br>*Elec,light* 1*Dk(Stl)&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Sub.Sig. | 7725<br>7559<br>6020 | ✠100A–<br>*For Service on the Great Lakes*<br>12,19<br>✠LMC4,17<br>BS4,21 | Cgo | | | 1917<br>4mo | American S.B.Co. Lorain,Ohio | Pittsburgh S.S.Co.<br>*CellDBuE&B55'* | 580·0<br>F53' FK<br>*230tf&in hopper side tanks 479'* | 60·0 | 32·0 | Duluth<br>Utd.States<br>*3BH* | T.3Cy.24½",41"&65"-42" (*s*)<br>180lb 414NHP<br>3SB,*6cf*,GS137,HS6405 FD<br>AmericanS.B.Co.Lorain,O<br>*8724tFPT299tAPT59t* | 32 ″ 0 | |
| 15364<br>Sunk 4,21 | **Eugenia** SteelSc<br>*ss*Lth.2ndNo.3-6,20<br>(*ex*Foreric) 1*Dk(Stl)&Spar dk(Stl)*<br>*Elec.light* Wireless *&deep framing* | *3974*<br>*3662*<br>*2557* | ✠~~100A1~~<br>*Spar dk*<br>6,20<br>✠~~LMC6,20~~ | Lth | *w* | CL<br>6,20 | 1898<br>12mo<br>A&CP | Russell& Co. Port Glasgow | J.B.Culucundis<br>*CellDBa112'* | 345·3<br>P20'B72'F36' 25·8 FK<br>*uE&B36'f146'885t* | 49·8 | 17·9 | Syra<br>Greek<br>*6BHCem*<br>*APT133t* | T.3Cy.25",41"&67"-45" (*s*)<br>180lb *90lb* NDB14 364NHP<br>2SB,*6cf*,GS112,HS4900 FD<br>Rankin&Blackmore,Grk. | 28 ″ 5<br>s 5 ″ 8<br>23 ″ 2 | |
| 15365<br>Foundered 10,21<br>POMT | — IronScSr<br>*ss*Trn.2ndNo.3-2,04<br>(*ex*Perseveranza, *ss*Nap.No.2-11<br>*Well deck* *ex*Stakesby) 1*Dk(Irn)2trB* | 1162<br>1088<br>703 | ✠<br>11,15<br>✠ | Gen | *p* | 11,15 | 1880<br>1mo | JLThompson&Sons Sunderland | Dragone e Turcio | 243·0<br>P24'Q62'B46'F27'<br>BK9" *DBa62'* | 34·2 | 18·2 | Naples<br>Italian<br>*4BHCem*<br>*f100'APT* | C.2Cy.31"&57"-36" 154NHP<br>NDB*made93refitted13*<br>2SB,*4pf*,GS59,HS2643<br>J.Dickinson,Sunderland | 19 ″ 6 | V |
| 15366<br>OGVL | **Eugénie** SteelScSr<br>(*ex*Condor,*ex*Lestris) 2*Dks* | 1495<br>1180<br>915 | | | ... | | 1895 | Wigham Richrdsn&Co Newcastle | L.Castel | 254·1<br>P27'B50'F26'<br>BK9" | 33·5 | 17·1 | Cette<br>French<br>*WB* | T.3Cy.21",33½"&54"-39" 195NHP<br>WighmRchrdsn&Co.Nwc. | 19 ″ 8 | V |
| 15367 | **Eugenie S. Embiricos** SteelSc<br>*Elec.light* 1*Dk(Stl)&Shelter dk(Stl)*<br>Wireless | *4882*<br>*4535*<br>*2954* | ✠100A1<br>*Shelter dk with freeboard*<br>6,21 ~~7,20~~ 1,22<br>✠LMC7,20<br>*Fitted for oil fuel 7,20 F.P. above 150° F.* | Sld<br>~~Hul~~<br>Shl | *z* | CL | 1920<br>7mo<br>Lloyd'sA&CP | ShortBros. Ld. Sunderland | S.G.Embiricos<br>*CellDB360'1512tFPT180tAPT252t* | 419·5<br>FK<br>*Collision* | 53·8 | 25·0 | Andros<br>Greek<br>*Cem*<br>*BH to Sh dk*<br>6 ,, ,, *U* ,, | T.3Cy.25½",43"&72"-48" (*s*)<br>180lb 449NHP<br>3SB,*9cf*,GS204,HS7745<br>J.Dickinson&Sons,Ld.Sld. | 27 ″ 7<br>s 3 ″ 5½<br>24 ″ 6 | |
| 15368<br>33 | **Eugenio** IronSc (*Tug*) | 102<br>—<br>31 | | | | | 1883 | ........ Budapest | E.Fanciotti | 90·0 | ... | ... | Leghorn<br>Italian | C.2Cy.16⅓"&25"-26⅖" 27NHP<br>PragerMschbAGBudapest | | |
| 15369<br>PGMW | **Eugenio Cantoni** SteelSc<br>Wireless<br>(*ex*EdwardF.Cragin,*ex*Ravenscraig)<br>*Mchy.Aft* *Elec.light* 1*Dk&Spar dk* | 2402<br>—<br>1507 | | | | | 1900 | JenksS.B. Co. PortHuron | Soc.Anon.Ente TrasportiCotoni | 243·5 | 43·2 | 23·8 | Genoa<br>Italian<br>*WB* | T.3Cy.17½",28"&47"-40" 140NHP<br>JenksS.B.Co. | | V |
| 15370 | **Eugenio Dutrus** SteelSc3MstSr<br>*ss*Hul.3rdNo.3-3,20<br>(*ex*Hubbuck) 2*Dks(1Stl)3trB*<br>Wireless *Cargo battens not fitted* | *2834*<br>*2596*<br>*1775* | ✠100A1<br>2,22 ~~12,20~~<br>~~BS12,20~~ ✠LMC3,20<br>BS2,22 | Bcl | *u* | ~~N3,20~~<br>2,22 | 1886<br>1mo<br>A&CP | JLThomp.son&Sons Sunderland | Dutrus y Carsi<br>*WB=CellDBa88'f120'317t* | 325·0<br>P37'B90'F40'<br>BK11" | 40·0 | 25·9 | Valencia<br>Spanish<br>*6BHCem* | T.3Cy.27",42"&69"-45" (*a*)<br>150lb *100lb* NDB04 319NHP<br>2DB,*8cf*,CS168<br>T.Richardson&Son,Hpl. | 29 ″ 2<br>s 5 ″ 7<br>24 ″ 11 | |
| 15371 | **Eule** SteelScLr<br>1*Dk* | 152<br>138<br>70 | | | | | 1908 | M.vander Kuijl Slikkerveer | ElsflethesHerings FischereiGes. | 95·0<br>Q21' | 21·4 | 9·9 | Elsfleth<br>German<br>*WB* | C.2Cy.9$\frac{7}{16}$"&18⅜"-12⅝" 10NHP<br>J.H.vanCappellen,Bolnes | | |
| 15372<br>HLWG | **Euloa** WoodSc | 422<br>—<br>254 | | | | | | ........ | AstillerosEraso, S.A. | 123·3 | 27·5 | 14·4 | S.Sebast'n<br>Spanish | C.2Cy.14½"&28½"-18½" 29NHP | | |
| 15373 | **Eulva** SteelTwinSc *OilEng.*<br>*Mchy.Aft* 1*Dk* | 500<br>400<br>430 | | | | | 1918 | FirmaWed Y.deJong Groningen | A.Jordens (A.Jordens,Jr.*Mgr.*) | 129·3<br>P29'B10'F16' | 22·3 | 12·0 | Dutch<br>*WB* | Oil Engines<br>8Cy.10$\frac{5}{16}$"-11$\frac{13}{16}$" 59NHP<br>Machinefabriek Drakenburg,Utrecht | | |
| 15374<br>145813<br>KJDH | **Eumaeus** SteelScSr<br>*Elec.light* 2*Dks* | ~~7560~~ 7736<br>6370<br>4849 | | | | | ~~1920~~<br>1921 | CaledonS. B.&E.Co.Ld. Dundee | OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*) | 459·2<br>P54'B164'F65' | 56·3 | 32·5 | Liverpool<br>British<br>*WB* | 1 Geared Steam Turbine 1000NHP<br>Hwthrn,Leslie&CoLdNwc | | |
| 15375<br>120754<br>TVPQ | **Eumeralla** SteelScSr<br>*ss*Mel.No.3-7,21 ~~*ss*Mel.No.2-16~~<br>*Elec.light* 1*Dk(Stl-pt* ws)<br>*Well deck* *&deep framing* | 916<br>545<br>~~489~~<br>475 | ✠100A1<br>7,21 ~~7,20~~<br>✠LMC~~7,20~~<br>7,21 | Mel | *l* | CL<br>7,20 | 1908<br>10mo<br>Lloyd'sA&CP | Scott of Kinghorn,Ld Kinghorn | AustralianS.S. Proprietary,Ld. (*ManAgts*Howard Smith,Ld.)<br>*WB=CellDBa35'u* | 190·0<br>P&B122'F28' FK<br>*E22'f84'136tFPT* | 30·1 | 12·5 | Melbourne<br>British<br>*4BHCem*<br>*30tAPT19t* | T.3Cy.16",27"&44"-30" (*s*)<br>180lb 97RHP<br>2SB,*4cf*,GS77,HS2466<br>Scott of Kinghorn,Ld.Kgn | 15 ″ 0<br>s 1 ″ 3<br>14 ″ 3 | |
| 15376<br>OGVZ | **Euphemia** SteelScSr<br>*Elec.light* 1*Dk&Spar dk* | 2741<br>2607<br>1753 | | | | | 1903 | Act.Ges. "Neptun" Rostock | French Government | 291·5 | 41·2 | 25·8 | French | T.3Cy.19$\frac{11}{16}$",35⅜"&55⅛"-35⅜" 180NHP<br>A.G."Neptun,"Rostock | | V |
| 15377<br>110718<br>JGQF | **Euphonia** SteelScYl<br>*ss*Hul.No.3-7,11<br>(*ex*Eider) *ss*Gms.No.2-19<br>1*Dk* | 168<br>160<br>66 | ✠100A1<br>*StmTrawler*<br>7,21 ~~6,20~~<br>BS7,21<br>~~BS6,20~~ ✠LMC4,19 | Gms | | 6,20 | 1899<br>5mo<br>A&CP | Mackie& Thomson Glasgow | J.L.Green (H.C.Baker,*Mgr.*) | 104·0<br>BK7½" | 21·0 | 10·7 | Grimsby<br>British<br>*4BHCem*<br>*DTf14'20t* | T.3Cy.10",16½"&28"-20" (*s*)<br>200lb 40RHP<br>1SB,*2pf*,GS26,HS642<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 15378<br>106753<br>JGNW | **Euphony** SteelScYl<br>*ss*Hul.No.3-5,09<br>(*ex*Elbe) *ss*Hul.No.2-17<br>1*Dk* | 165<br>152<br>64 | ✠100A1<br>*StmTrawler*<br>4,21<br>✠LMC<br>✠NB9,19 MS5,17 | Hul | | 4,19 | 1897<br>6mo<br>A&CP | Mackie& Thomson Glasgow | F.Crimlis | 104·2<br>Q17'F17'<br>ptND09 BK7½" | 21·0 | 10·7 | Hull<br>British<br>*4BHCem*<br>*DTf14'25t* | T.3Cy.11",17"&28"-20" (*s*)<br>170lb 45RHP<br>1SB,*2pf*,GS26,HS633<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 15379<br>520<br>NABE | **Euphrate** SteelScSr<br>*Elec.light* Wireless 1*Dk&Spar dk3trB* | 3217<br>—<br>2035 | | | | | 1905 | NevskyS.B &Mech.Wrks Petrograd | RussianStm.Nav. &TradingCo. | 327·0<br>P40'H–F48' | 43·0 | 22·0 | Odessa<br>Russian | T.3Cy.22",35"&56½"-40" 202NHP<br>NevskyS.B.&Mech.Works | | V |
| 15380<br>102844<br>NHDM<br>Now a Depot Ship 5,21 | **Euplectela** SteelSc3MstSr<br>*ss*Nwc.No.3-5,06<br>*Mchy.Aft* *Elec.light* *ss*HKg.No.2-16<br>1*Dk(Stl)&Spar dk(Irn)&Webframes*<br>Wireless | 3873<br>3506<br>2360 | ✠~~100A1~~<br>~~*Spar dk*~~<br>2,18<br>~~[illegible]2,20~~<br>✠NB7,15 ✠~~[illegible]~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 12,18 F.P above 150°F* | Sng | *w* | CL<br>2,20 | 1894<br>2mo<br>A&CP | Armstrong Mitchell&Co. Ld.Newcastle | Anglo-Saxon PetroleumCo.Ld.<br>*WB=DB* | 340·0<br>P85'B24'F35' 29·9<br>ptND06 FK<br>*uE&B64'138tFPT* | 44·0 | 22·9 | London<br>British<br>*13BHCem*<br>*180tAPT65t* | T.3Cy.25",41"&67"-48" (*s*)<br>160lb *60lb* NDB07 340NHP<br>2SB,*6cf*,GS152,HS4430<br>WallsendSlipCo.(Ld),Nwc | 31 ″ 2<br>s 3 ″ 2½<br>25 ″ 4 | |

| 1 Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15381<br>213861<br>LFRS | **Eurana** SteelScSr<br>ssBal.No.1-19<br>Elec.light 2Dks(Stl)&Webframes<br>Wireless Longitudinal framing | 5688<br>5540<br>3516 | ✠100A1<br>12,19<br>BS~~11,20~~3,22 ✠LMC<br>MS12,19<br>Fitted for oil fuel 1,16 F.P. above 150° F. | Bal | z | CL<br>12,19 | 1916<br>1mo | UnionIron<br>WorksCo.<br>SanFrancisco<br>A&CP | GreenStarS.S.<br>Corp.<br>CellDB315'1236t<br>of tunnel 30' 223t | 399·7<br>P57'B229'F40'<br>FK<br>DT at sides<br>DT f 30'405tFPT80tAPT200t | 56·2 | 30·5 | NewYork<br>Utd.States<br>6BHAsp | 1GearedSteamTurbine (s)<br>210lb 498NHP<br>3SB,HS7704<br>GeneralElectricCo.<br>Schenectady,N.Y. | 32 ′ 0<br>s 5 ′ 9<br>26 ′ 7 |
| 15382<br>210334<br>LCMS | **Eureka** WoodSc<br>1Dk | 471<br>—<br>306 | | | | | 1912 | Kelley<br>SpearCo.<br>Bath,Me. | BostonSand&<br>GravelCo. | 149·8 | 35·0 | 12·5 | Boston<br>Utd.States | T.3Cy.15",22"&36"- | |
| 15383<br>136692<br>KNPJ | — SteelSc<br>(Tug)<br>1Dk | 353<br>—<br>186 | | | | | 1898 | C.Hillman<br>S.&E.B.Co.<br>Philadelphia | StaplesTransptn.<br>Co. | 128·0 | 26·3 | 15·0 | FallRiver,<br>Mass.<br>Utd.States | T.3Cy.16",24"&40"-28"<br>85NHP<br>C.HillmanS.&E.B.Co.Phl. | |
| 15384<br>93940 | — SteelScSr<br>ssQbc.No.1-98<br>(Tug) 1Dk(Stl-ws) | 170<br>163<br>70 | ✠<br>5,98<br>✠ | Qbc | b | | 1893<br>4mo | W.Hamil-<br>ton&Co.<br>Pt.Glasgow | CanadianGovern-<br>ment | 94·7<br>BK7" | 22·0 | 11·9 | Quebec<br>British<br>3BHCem | C.2Cy.19"&38"-24" 60RHP<br>1SB,2rf,GS42,HS1382<br>D.Rowan&Son,Glasgow | 12 ′ 9 |
| 15385<br>106772<br>JGSK | — SteelScYl<br>ssHul No.3-8,09<br>ssHul.No.1-13<br>1Dk | 165<br>152<br>64 | ✠<br>Stm Trawler<br>3,14<br>✠ ✠ | Hul | | | 1897<br>9mo | Mackie&<br>Thomson<br>Glasgow | | 104·2<br>Q17'F17'<br>BK7½"<br>ptND09 WB= | 21·0 | 10·7 | Hull<br>British<br>4BHCem<br>DTf14'25t | T.3Cy.11",17"&28"-20"<br>45RHP<br>1SB,2pf,GS27,HS690<br>Muir&Houston(Lim.),Gls. | 11 ′ 7 |
| 15386<br>142872<br>KGRL | **Eureka Lemal** SteelAuxSc3MstSr<br>(exEureka, OilEng.<br>exMastgast) Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 350<br>297<br>264 | | | | | 1918 | P.&A.van<br>Gelder<br>Deest | R.Ford<br>(W.J.McCarthy,<br>Mgr.) | 131·0<br>P34' | 26·2 | 11·1 | Newcastle<br>British<br>WB | Oil Engines<br>2Cy.15⅓"-16⅔" 37NHP<br>Steyaard&J.Walen,Rot. | |
| 15387<br>157221<br>TNDC | **Eurelia** SteelSc<br>1Dk(Stl)&Shelter dk(Stl)&<br>Elec.light Webframes<br>Wireless Longitudinal framing | 3351<br>3008<br>1921 | ✠100A1<br>Shelter dk<br>withfreeboard<br>4,21~~12,20~~<br>✠LMC12,20<br>BS2,22 | NSW<br>Mel | v | CL | 1920<br>10mo | N.S.W.<br>Govt.Dkyd.<br>Newcastle,<br>N.S.W.<br>A&CP | Commonwealth<br>GovernmentLineof<br>Steamers<br>CellDB277'884t | 351·0<br>FK<br>Collision<br>FPT118tAPT204t | 47·9 | 23·5 | P.Adelaide<br>British<br>Cem<br>BH to Sh dk<br>4 " " U " | T.3Cy.25",41"&68"-45" (s)<br>190lb HS8289 FD 519NHP<br>3 Water Tube Boilers<br>GovernmentDockyard,<br>Newcastle,N.S.W. | 26 ′ 1<br>s 2 ′ 7<br>23 ′ 10 |
| 15388<br>133648<br>JFRC | **Euripides** SteelTripleScSr<br>ssLon.No.1-17<br>Elec.light Sub.Sig. 3Dks(Stl)&Awng dk<br>Ref.Mchy. Wireless (Stl-ws)4th dk(Stl)<br>in No.3 hold only | 14947<br>12753<br>9399 | ✠100A1<br>Awng dk<br>withfreeboard<br>~~7,21~~ ~~9,20~~ 1,22<br>✠LMC<br>MS1,18 BS~~9,20~~7,21<br>✠Lloyd'sRMC~~7,21~~<br>1,22 | Lon | j† | CL<br>~~3,20~~<br>~~6,20~~<br>~~9,20~~<br>1,22 | 1914<br>6mo | Harland&<br>Wolff,Ld.<br>Belfast<br>Lloyd'sA&CP | G.Thompson&Co.<br>Ld.<br>WB=CellDBa<br>125 uE&B128' | 550·7<br>P51'B215'F94'<br>on Awng dk<br>FK&BK2"<br>f223'1966tFPT125t | 67·4 | 44·1 | Aberdeen<br>British<br>11BHptCem<br>APT152t | T8Cy(2)24"(2)38½"&(4)44"<br>-48"&1L.P. turbine (s)<br>215lb<br>5DB,30cf,GS605,HS25075<br>Harland&Wolff,Ld Bel. | 47 ′ 11 |
| 15389<br>124790<br>HLSW | — SteelScK<br>(STRANDED AND SUNK 3,21)<br>ssHul.No.3-9,19<br>1Dk | 307<br>270<br>120 | ✠<br>StmTrawler<br>9,19<br>✠ | Hul | | | 1907<br>9mo | Mackie&<br>Thomson,Ld.<br>Glasgow | CityStm.Fishing<br>Co.Ld. | 140·3<br>Q74'F20'<br>BK8" | 23·0 | 11·9 | Hull<br>British<br>3BHCem | T.3Cy.13",22"&37"-27"<br>84RHP<br>1SB,3cf,GS46,HS1401<br>W.V.V.Lidgerwood,Gls. | 12 ′ 10 |
| 15390<br>104742<br>PQSV | **Euro** SteelScSr<br>(Tug)<br>1Dk | 255<br>231<br>105 | 257<br>231<br>4 | | ... | | 1897 | Gourlay<br>Bros.&Co.<br>Dundee | AdelaideStm.Tug<br>Co.Ld. | 130·0<br>BK6" | 22·5 | 12·2 | P.Adelaide<br>British<br>WB | T.3Cy.16",26"&43"-30"<br>92RHP<br>GourlayBros.& Co.,Dundee | 13 ′ 3 |
| 15391<br>342<br>PONE | **Europa** SteelTwinScSr<br>Sub.Sig.<br>Elec.light Wireless 3Dks&Shelterdk4trB | 7870<br>—<br>4547 | | | | | 1907 | Cantieri<br>Nav.Siciliani<br>Palermo | LaVeloceNav.<br>Italiana | 454·7<br>39·2 | 53·4 | 20·5 | Genoa<br>Italian<br>WB | T.6Cy.26",42½"&71"-51½"<br>Ansaldo,Arm- 720NHP<br>strong&Co.Sampierdarena | |
| 15392 | — WoodScSr<br>(exSailingVessel,ex<br>Adorna) 2Dks | 1447<br>1285<br>1174 | | | | | 1870 | D.B.Bayles<br>Setauket,NY | ZarouzRodrigo<br>ySarachu | 198·5<br>P31'F28' | 38·0 | 22·9 | Bilbao<br>Spanish | T.3Cy.14",23"&38"-27"<br>E&Bmade&fitted19 75NHP<br>Soc.EspañoladeConstruc.<br>Metalicas,Bilbao | |
| 15393<br>JPFW | — SteelScSr<br>1Dk | 1042<br>828<br>634 | | | | | 1899 | Bergens<br>Mek.Værks.<br>Bergen | A/S D/S Europa<br>(A.Halvorsen) | 225·3<br>Q116tB18tH20t<br>F28t | 32·2 | 13·3 | Bergen<br>Norwegian<br>WB | T.3Cy.15¾",25"&42"-30"<br>97NHP<br>BergensMek.Værks.Bgn. | |
| 15394<br>OGWD | **Europe** SteelTwinScSr<br>Elec.light Wireless 2Dks3trB | 4838<br>3303<br>2897 | | | | | 1905 | Atel.&Ch.<br>de la Loire<br>St.Nazaire | ChargeursRéunis | 369·0<br>P275'F52' | 46·0 | 23·6 | Havre<br>French<br>WB | T.6Cy.21¼",35"&58 3/10"-41 1/10"<br>NB14 438NHP<br>Atel.&Ch.de la Loire,Nts. | |
| 15395<br>OGWC | — SteelScDy<br>(Tug)<br>1Dk | 119<br>105<br>— | | | | | 1909 | Jonker&<br>Stans,Hndrik<br>Ido-Ambacht | Soc.Dunkerquoise<br>deRemorq.&de<br>Sauv. | 85·3 | 18·6 | 10·1 | Dunkirk<br>French<br>WB | T.3Cy.11 7/16",18 5/16"&29 11/16"-<br>21 11/16" 40NHP<br>Alblasserdam.Mch.Fab. | |
| 15396<br>126681<br>JCQD | **Eurus** SteelScSr<br>Now named "Simonside," See No. [illegible] in Supplement<br>ssGms.No.2-21 ~~Gee.No.1-17~~<br>Well deck 1Dk(Irn)<br>Mchy.Aft | 825<br>574<br>389 | ✠100A1<br>~~5,21~~ ~~7,19~~ 12,21<br>✠LMC5,21<br>~~MS8,18~~ ~~BS7,19~~ | Hul<br>~~Gms.~~ | k | ~~7,19~~<br>3,21 | 1913<br>7mo | J.Fuller-<br>ton&Co.<br>Paisley<br>Lloyd'sA&CP | SideShippingCo.<br>Ld. (Connell&<br>Grace,Ld.,Mgrs.)<br>WB = CellDB f110' | 195·0<br>Q99'B11'F26'<br>FK | 31·1 | 11·4 | Goole<br>British<br>3BHCem<br>184tFPT64t | T.3Cy.16",26"&44"-33" (s)<br>180lb 96RHP<br>2SB,4pf,GS72,HS2246<br>Ross&Duncan,Glasgow | 14 ′ 0<br>s ′ 11<br>13 ′ 4 |
| 15397<br>OGWI | **Eurvin** IronScK<br>(exAssyrian) 1Dk | 190<br>166<br>54 | | | ... | | 1899 | Cochrane&<br>Cooper,Ld.<br>Beverley | Soc.Gén.d'Arme-<br>ment(G.Bélot,<br>Mgr.) | 110·6<br>Q47'F22'<br>BK7½" | 21·0 | 11·2 | Boulogne<br>French | T.3Cy.11½",18½"&30¼"-22"<br>60NHP<br>Gt.CentrlCo-op.Eng&Ship<br>RepairingCo.Ld.Gms. | 12 ′ 0 |
| 15398<br>135488<br>JCSD | **Euryades** SteelScSr<br>ssLon.No.1-18<br>(exIndra) Wireless 2Dks(Stl)<br>Elec.light<br>Carrying oil fuel F.P.above150°F.inDB | 5713<br>5311<br>3620 | ✠100A1<br>3,21<br>~~BS3,21~~ ✠LMC10,17<br>BS3,22 | Liv | a† | CL<br>3,20 | 1913<br>8mo | C.Connell<br>&Co.Ld.<br>Glasgow<br>Lloyd'sA&CP | OceanS.S.Co.Ld.<br>(A.Holt&Co Mgrs)<br>CellDBa118'uE&B | 430·0<br>P80'B153'F80'<br>FK<br>75'f195'1260tFPT | 54·0 | 30·4 | Liverpool<br>British<br>7BHCem<br>98tAPT58t | T.3Cy.26½",45"&75"-54" (r)<br>200lb 110lb 592NHP<br>2DB,12cf,GS216,HS10760<br>Dunsmuir&JacksonLdGls | 33 ′ 1<br>s 6 ′ 3<br>27 ′ 3 |
| 15399<br>101720<br>VBWR | **Euryalus** SteelScSr<br>ssCal.No.3-8,11<br>Elec.light 2Dks(Irn)&Webframes<br>Wireless | 3570<br>3189<br>2308 | ✠<br>9,12<br>✠ | Sng | w | 9,12 | 1898<br>8mo | Palmers'<br>Co.Ld.<br>Newcastle | BritishIndiaStm.<br>Nav.Co.Ld.<br>WB=CellDB116' | 360·0<br>P55'B102'F45'<br>BK10"<br>uE&B50'f142'734t | 45·7 | 24·1 | Glasgow<br>British<br>6BHCem<br>APT24t | T.3Cy.27",45½"&74"-48"<br>458NHP<br>2SB,8rf,GS136,HS6165 FD<br>Palmers'Co.Ld.Nwc. | 26 ′ 9 |
| 15400<br>128023<br>HQMD | **Eurybates** SteelScSr<br>ssLiv.No.2-20<br>(exIndradeo) 1Dk(Stl)&Spar dk(Stl)<br>Elec.light Wireless &deep framing<br>Carrying oil fuel F.P.above150°F.inDB | 5559<br>5200<br>3507 | ✠100A1<br>Spar dk<br>~~8,21~~ ~~1,21~~ 1,22<br>✠LMC<br>MS2,18 ~~BS12,20~~<br>BS1,22 | ~~Ams~~<br>~~Rot~~ Liv | a† | CL<br>11,19 | 1910<br>3mo | C.Connell<br>&Co.Ld.<br>Glasgow<br>Lloyd'sA&CP | OceanS.S.Co.Ld.<br>(A.Holt&Co Mgrs)<br>CellDBa116'uE&B | 430·2<br>P39'B146'F51'<br>FK<br>55'f207'1235tFPT | 50·2 | 30·7 | Liverpool<br>British<br>7BHCem<br>85tAPT70t | T.3Cy.26",44"&73"-48" (r)<br>200lb 110lb 517NHP<br>2DB,12cf,GS195,HS9202<br>D.Rowan&Co.Glasgow | 33 ′ 1<br>s 7 ′ 0<br>26 ′ 6 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired<br>Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R.<br>Date of R of T... |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15401<br>115214<br>SRBP | **Eurydamas** SteelScSr<br>ssBos.No.3-8,14<br>ssLiv.No.1-19<br>(*ex*Indrasamha) 2*Dks*(*Stl*)&<br>*Elec.light* Wireless *deepframing*<br>*Carrying oil fuel F.P.above*150°F.*inDB* | 5197<br>4832<br>3367 | ✠100A1<br>~~6,21~~ ~~3,21~~ 2,22<br>~~BS10,20~~ ✠LMC10,18<br>BS9,21 | Gls<br>Liv | *z* | CL<br>N5,19 | 1901<br>10mo<br>*Lloyd* | C.Connell<br>&Co.<br>Glasgow<br>'*sA&CP* | ChinaMutualStm.<br>Nav.Co.Ld.(A.<br>Holt&Co.*Mgrs.*)<br>*CellDBa*113'*uE&B* | 410·1<br>P29'B146'F50'<br><br>56'*f*192'1200*t FPT* | 49·3 | 29·6<br><br>FK | Liverpool<br>British<br>6*BHCem*<br>101*tAPT*50*t* | T.3Cy.26",44"&73"-48" (*s*)<br>200lb *100lb* 500NHP<br>3SB,*9cf*,GS150,HS6957 FD<br>D.Rowan&Co.Glasgow | 32 ″ 4<br>s 6 ″ 11<br>25 ″ 10 | |
| 15402<br>131424<br>HVJW | **Eurylochus** SteelScSr<br>ssLon.No.2-20 ~~ssNYk.No.1-16~~<br>(*ex*Indraghiri) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 5723<br>5277<br>3600 | ✠100A1<br>~~9,21~~ 2,20 3,22<br>✠LMC9,20<br>BS9,21 | NYk<br>~~Ams~~ Liv | *a*† | CL<br>4,19 | 1912<br>3mo<br>*Lloyd* | Lon.&Gls.<br>Co.Ld.<br>Glasgow<br>'*sA&CP* | ChinaMutualStm.<br>Nav.Co.Ld.(AHolt<br>&Co.*Mgrs.*)<br>*CellDBa*96'*uE&B* | 430·5<br>P79'B148'F85'<br><br>93'*f*186' 1160*tFPT* | 53·9 | 30·3<br><br>FK | Liverpool<br>British<br>7*BHCem*<br>100*tAPT*70*t* | T.3Cy.26½",45"&75"-54" (*r*)<br>200lb 672NHP<br>2D&1SB*15cf*GS300HS12905<br>London&Glas.Co.Ld.Gls. | 33 ″ 1<br>s 6 ″ 4<br>27 ″ 2 | |
| 15403<br>124001<br>HJGP | **Eurymachus** SteelScSr<br>ssLiv.No.3-12,18<br>(*ex*Inverclyde) 2*Dks*(*Stl*)&*deep*<br>*Elec.light* Wireless *framing* | 4995<br>4759<br>3214 | ✠100A1<br>~~7,21~~ ~~3,21~~ 1,22<br>BS5,21 ✠LMC12,18 | Bkn<br>~~Gls~~ NYk | *z* | CL<br>~~8,20~~<br>1,22 | 1906<br>10mo<br>*Lloyd* | C.Connell<br>&Co.Ld.<br>Glasgow<br>'*sA&CP* | OceanS.S.Co.Ld.<br>(A.Holt&Co *Mgrs*)<br>*CellDBa* | 400·6<br>P36'B142'F47'<br><br>123'*uE&B* 48'*f*174' | 52·3 | 29·3<br><br>FK | Liverpool<br>British<br>6*BHCem*<br>1086*t DTa* | T.3Cy.25",42"&70"-48" (*s*)<br>200lb 495NHP<br>3SB,*9cf*,GS210,HS7218 FD<br>Dunsmuir&JacksonLdGls<br>32'859*tFPT*103*tAPT*31*t* | 32 ″ 1<br>s 6 ″ 5<br>26 ″ 1 | |
| 15404<br>115291<br>TLFB | **Eurymedon** SteelScSr<br>ssLon.No.3-1,15<br>(*ex*Indrawadi) 2*Dks*(*Stl*)&<br>*Elec.light* Wireless *deepframing*<br>*Carrying oil fuelF. P. above*150°F.*inDB* | 5194<br>4817<br>3361 | ✠100A1<br>10,18<br>✠LMC8,20<br>BS3,21 | Cff | *z* | CL<br>8,20 | 1902<br>6mo<br>*Lloyd* | C.Connell<br>&Co.<br>Glasgow<br>'*sA&CP* | SouthernWhaling<br>&SealingCo.Ld.<br>(N.C.Watt,*Mgr*)<br>*Cell DBa*112'*uE&B* | 410·3<br>P31'B147'F52'<br><br>56'*f*191'1202*tFPT* | 49·3 | 29·5<br><br>FK | Liverpool<br>British<br>7*BHCem*<br>101*tAPT*50*t* | T.3Cy.26",44"&73"-48" (*s*)<br>200lb *100lb* 500NHP<br>3SB,*9cf*,GS150,HS6957 FD<br>D.Rowan&Co.Glasgow | 32 ″ 4<br>s 6 ″ 11<br>25 ″ 10 | |
| 15405<br>131445<br>HWGT | **Eurypylus** SteelScSr<br>ssLiv.No.2-20<br>(*ex*Indrakuala) 2*Dks*(*Stl*)<br>*Elec.light* Wireless<br>*Carrying oil fuel F.P.above*150°F.*inDB* | 5848<br>5307<br>3563 | ✠100A1<br>~~5,21~~ ~~12,20~~ 10,21<br>✠LMC12,20<br>BS4,22 | Liv<br>~~NYk~~ | *a*† | CL<br>6,20 | 1912<br>7mo<br>*Lloyd* | C.Connell<br>&Co.Ld.<br>Glasgow<br>'*sA&CP* | ChinaMutualStm.<br>Nav.Co.Ld.(A.Holt<br>&Co.*Mgrs.*)<br>*Cell DBa*118'*uE&B* | 430·0<br>P80'B148'F80'<br><br>75'*f* 195'1260*tFPT* | 54·0 | 30·5<br><br>FK | Liverpool<br>British<br>7*BHCem*<br>98*tAPT*58*t* | T.3Cy.26½",45"&75½"-54"<br>200lb HS13405 (*r*) 687NHP<br>2D&1AuxSB,*15cf*,GS300<br>Dunsmuir&Jackson,LdGls | 33 ″ 1<br>s6 ″ 3<br>27 ″ 3 | |
| 15406 | **Eusebia de Valle** SteelScSr<br>ssShl.2ndNo.3-8,19<br>(*ex*Bechuana, 2*Dks*(*Irn*)&*deep*<br>*ex*Strathtay) *framing*3*Dk rule*<br>*Elec.light* Wireless | *4148*<br>*3909*<br>*2659* | ✠100A1<br>5,21 1,20<br>✠LMC8,19<br>BS6,21 | Cff<br>Bcl | *x* | CL<br>~~10,17~~<br>6,21 | 1894<br>5mo | Russell&C.<br>Greenock<br>A&CP | J.B.delValle<br>*CellDB*310'760*t* | 368·7<br>P52'B82'F38'<br><br>*DTa* 62'460*t FPT*1 | 47·5 | 26·9<br><br>FK | Bilbao<br>Spanish<br>6*BHCem*<br>95*tAPT*32*t* | T.3Cy.26",42"&69"-48" (*s*)<br>170lb 399NHP<br>3SB,*9cf*,GS129,HS5500 FD<br>Blackwood&Gordon,P.Gl. | 29 ″ 8 | |
| 15407<br>HMJF | **Eustratios** SteelScSr<br>ssPir.2ndNo.3-10,15<br>(*ex*Thraki) ssShl.No.1-20<br>*Elec.light* 2*Dks*(*UStl*-ws) | *1481*<br>*1261*<br>*881* | ✠100A1<br>~~8,21~~ ~~12,20~~ 12,21<br>✠LMC3,20<br>BS6,21 | Cff<br>Pir | *q* | ~~12,20~~<br>12,21 | 1887<br>4mo<br>*Lloyd* | A.M'Mil-<br>lan&Son<br>Dumbarton<br>'*sA&CP* | PandeliBros. | 264·0<br>P26'B74'F59'<br><br>*FPT*38*t* | 34·0 | 19·8<br><br>BK9" | Piræus<br>Greek<br>5*BHCem*<br>*APT*16*t* | T.3Cy.25",38"&62"-42"<br>140lb *90lb* NDB13 235NHP<br>2DB,*8cf*,GS140,HS3470<br>D.Rowan&Son,Glasgow | 21 ″ 0<br>s 3 ″ 3<br>18 ″ 11 | |
| 15408<br>114762<br>SPMG | **Euterpe** SteelScSr<br>ssHpl.No.3-6,13<br>ssGms.No,2-21 ~~ssMsl.No.1-18~~<br>*Spar dk*(*ptIrn&ptStl*)2*trB*&<br>Wireless *deep framing* | 3540<br>3364<br>2298 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>~~11,21~~ ~~6,20~~ 4,22 ~~MS11,21~~ 4,22<br>BS3,21 ✠LMC~~3,19~~ | Npt<br>~~Gms~~ Liv | *w* | ~~4,10~~<br>~~11,21~~<br>4,22 | 1901<br>9mo<br>*Lloyd* | SirRDixon<br>&Co.Ld.<br>Middlesbro'<br>'*sA&CP*<br>*WB* | SandonShipping<br>Co.Ld.<br>=*CellDBa*112'*uE* | 339·5<br>P&B216'F34'<br><br>16'*f*148'709*t FPT* | 47·1 | 17·2<br>25·2<br>FK | London<br>British<br>6*BHCem*<br>76*tAPT*144*t* | T.3Cy.25",41"&67"-45" (*s*)<br>180lb *110lb* NDB12 318NHP<br>3SB,*6cf*,GS115,HS4818<br>Cen.Mar.Eng.Wrks.WHpl | 27 ″ 6<br>s4 ″ 2<br>23 ″ 8 | |
| 15409<br>NRFB | — SteelScSr<br>2*Dks* | 897<br>676<br>543 | | | | | 1903 | Rijkee&Co<br>Rotterdam | Koninkl.Nederl.<br>Stoomb.Maats. | 213·4<br>Q69'B48'F26' | 30·5 | 13·3 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.15",25"&40"-36"<br>96NHP<br>Maats.Feyenoord,Rot. | | V |
| 15410 | — SteelSc<br>(*ex*ExpressII.,*ex*Bolsward) | 346<br>—<br>211 | | | | | 1901 | J.&K.Smit<br>Krimpen a/d<br>Lek. | H.O.Paterson | 169·8 | 23·1 | 12·2 | Smyrna<br>Turkish | T.3Cy.11",16½"&27"-18"<br>31NHP<br>Löhnis&Co.Rotterdam | | V |
| 15411<br>MBRH | **Euzkadi** IronScSr<br>(*ex*Cebu,*ex*Rheingold)<br>*Well deck* 1*Dk*2*trB* | 887<br>—<br>648 | | | | | 1884 | Bremer<br>Schiffsb.Ges.<br>Vegesack | Madrigal&Co. | 190·6<br>Q56'B52'F28' | 27·2 | 14·9 | Manila<br>Utd.States | C.2Cy.20"&35"-27"<br>GuteHoff- NB93 53NHP<br>nungshütteSterkrade | | |
| 15412<br>JPSM | **Euzkera** SteelScSr<br>ssShl.No.3-6,14<br>(*ex*SantaFlorentina) ssBbo.No.1-19<br>*Well deck* Wireless 1*Dk*(*Stl*)2*trB* | *1558*<br>*1220*<br>*982* | ✠100A1<br>1,22 ~~11,20~~<br>~~MBS12,20~~ ✠LMC8,19<br>MBS1,22 | Bbo | *p* | ~~8,19~~<br>1,22 | 1901<br>11mo<br>*Lloyd* | Grngem'th<br>&Greenock<br>Dockyard Co.<br>Grngemouth<br>'*sA&CP* | Cia.Naviera<br>"Euzkera"<br>(V.Zugadi&Co.)<br>*CellDBa*56' | 245·3<br>Q87'B62'F27'<br><br>*uE&B*36'*f*102'375*t* | 36·2 | 16·6<br><br>FK | Bilbao<br>Spanish<br>4*BHCem*<br>*APT*40*t* | T.3Cy.18",30"&50"-33" (*s*)<br>180lb *100lb* NDB19 151NHP<br>1SB,*3cf*,GS61,HS2251<br>Cooper&Greig,Dundee | 18 ″ 8<br>s 1 ″ 9½<br>17 ″ 2 | |
| 15413<br>NBKD | **Eva** SteelAuxSc3MstSr<br>*OilEng.*<br>(*ex*Zwolschediep) 1*Dk*<br>(*See Sailing Ship Register*) | 280<br>253<br>196 | | | | | 1918 | D.Boot<br>Alphen a/d<br>Rijn | RederiA/S<br>Nielsen<br>(A.Nielsen,*Mgr.*) | 121·0<br>Q26'H-F12' | 24·6 | 10·8 | Nykjö-<br>bingF.<br>Danish | Oil Engines 2S.C.<br>2Cy.15⅘"-17 3/16" 38NHP<br>Joh.Boot,Alphen a/d Rijn | | |
| 15414<br>5452<br>JTGQ | — SteelScSr<br>ssGot.No.1-17<br>*Mchy.Aft* 1*Dk*(*Stl*) | 237<br>186<br>108 | ✠100A1<br>11,20<br>BS2,20 ✠LMC9,17 | Got | *b* | ~~11,18~~<br>10,20 | 1913<br>4mo<br>*Lloyd* | Aktieb.<br>LödöseVarf<br>Lödöse<br>'*sA&CP* | Rederiaktieb.<br>Unda (J.A.Waller,<br>*Mgr.*) | 100·4<br>P26'RFD14'<br><br>*WB*=*FPT* | 22·4 | 11·2<br><br>FK | Gothenbrg<br>Swedish<br>3*BHCem*<br>27*tAPT*6*t* | C.2Cy.10"&22½"-15" (*s*)<br>120lb 20NHP<br>1SB,*1cf*,GS12,HS363<br>AktiebLödöseVarf,Lödöse | 12 ″ 0<br>s 1 ″ 0<br>11 ″ 2 | |
| 15415<br>HMBP | — Iron&SteelScK<br>ssGms.No.1-03<br>(*ex*Sirdar) 1*Dk*<br>*Iron framing& Steel plating* | *186*<br>*169*<br>*68* | ✠<br>*Well fishing vessel*<br>9,08 ✠ | Gms | | | 1899<br>3mo | Edwards<br>Bros.<br>NorthShields | D.TejeroPerez | 114·5<br>Q56'F21' | 21·1 | 10·8<br><br>BK7½" | Corunna<br>Spanish<br>3*BHCem* | T.3Cy.12¼",19½"&32"-22½"<br>61NHP<br>1SB,*2pf*,GS34,HS1060<br>G.T.Grey,SouthShields | 11 ″ 10 | V |
| 15416<br>136900 | **Eva Wales** SteelScK<br>ssFlt.No.1-19<br>1*Dk* | 251<br>232<br>101 | ✠100A1<br>*StmTrawler*<br>11,20 ✠LMC11,19<br>BS8,21 | Flt | | CL<br>11,19 | 1915<br>1mo<br>*Lloyd* | GooleS.B.<br>&RepgCo.Ld.<br>Goole<br>'*sA&CP* | RedRoseSteam<br>Trawlers, Ltd.<br>(J.A.Taylor,*Mgr*) | 125·0<br>Q69'F19' | 22·7 | 12·1<br><br>BK7½" | Fleetwood<br>British<br>4*BHCem* | T.3Cy.12½",22"&36"-24" (*s*)<br>180lb 77RHP<br>1SB,*3pf*,GS46,HS1305<br>Lidgerwood,Ld.Glasgow | 13 ″ 0 | |
| 15417 | **Evald** IronScYl<br>(*Trawler*)<br>(*ex*Hornet) 1*Dk* | 149<br>142<br>48 | | | ... | | 1890 | Mackie<br>&Thomson<br>Glasgow | Fiskeriaktiebol.<br>Sälen(A.Th.<br>Assmundson*Mgr.*) | 100·5<br>Q19'F19'<br>ptND02 | 20·5 | 10 7<br><br>BK7½" | Gothenbrg<br>Swedish | C.2Cy.16"&32"-22"<br>40NHP<br>Muir&Houston,Glasgow | 11 ″ 11 | |
| 15418<br>Sunk 11,20 | **Evangelistria** IronScSr<br>1*Dk*<br>(*ex*CorfitzBeckFriis) | 458<br>399<br>319 | | | | | 1870 | MotalaCo.<br>Gothenburg | Const.D.<br>Calafatis | 146·5<br>B34' H9*t* | 23·8 | 15·4 | Syra<br>Greek | C.2Cy.15"&30"-22"<br>NB93 35NHP<br>S.Almqvist,Gothenburg | | V |
| 15419 | — SteelSc<br>(*ex*Chardonneret)<br>*Elec.light* 1*Dk* | 318 | | | | | 1918 | Forg.& Ch.<br>de la Médit.<br>LaSeyne | Kallistris | 132·3 | 24·0 | 11·9 | Piræus<br>Greek | C.2Cy.18"&36"-24"<br>B*made*15*fitted*18 53NHP<br>Forg.&Ch. de la Médit.Msl. | | V |

| 1 Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 / 3 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15420 | **Evangelos** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | *5201*<br>*4758*<br>*3188* | ✠100A1<br>3,21<br>✠LMC9,1 | Cff | *y* | CL | 1919<br>9mo<br>*Lloyd* | Taikoo Dkyd.&Eng. Co.(Hong Kong)Ld. HongKong<br>'*sA&CP* | E.E.Ambatielos<br>*CellDB* | 400·2<br>P49'B113'F40'<br>FK<br>344' 1108*t* *FPT*123*t* | 52·3 | 28·5 | Argostoli<br>Greek<br>7*BHCem*<br>*APT*175*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>TaikooDkyd.&Eng.Co.Ld. | 31·0<br>s6·1<br>25·3 |
| 15421<br>MVQN | **Evanger** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk&Shelter dk* | 3869<br>3522<br>2326 | | | | | 1920 | Irvine's SB&DD CoLd WHartlepool | Westfal-Larsen &Co. A/S | 365·4<br>P90*t*F39*t*H219*t* | 52·2 | 23·7 | Bergen<br>Norwegian<br>*WB* | T.3Cy.26",42"&70"-48"<br>340NHP<br>Richardsons,Westgarth&Co.Ld.Hpl. | |
| 15422<br>215745<br>LJFO | **Evansville** SteelScSr<br>(*ex*LakeTahoe,*ex*S.N.A.4)<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 3944<br>3247<br>2370 | | | ... | | 1917 | Gt.Lakes Eng.Works Ecorse,Mich. | UnitedStates ShippingBoard | 372·2<br>P30'B81'F35'<br>FK | 43·9 | 24·9 | NewYork<br>Utd.States<br>*WB* | T.3Cy.24½",41"&69"-42"<br>443NHP<br>Gt.LakesEng.Works.Det. | 28·0 |
| 15423<br>HMBQ | **Evaristo** SteelSc<br>(*ex*Buffalo) 1*Dk*(*Stl*)<br>*Mchy.Aft* | 112<br>91<br>48 | ✠<br>3,96<br>✠<br>*Coasting, River & Canal purposes* | Trn | | | 1894<br>1mo | Mackie& Thomson Glasgow | FedericoOchoa | 80·4<br>Q23'<br>len96 BK5"<br>*WB* | 18·0 | 7·6 | Bilbao<br>Spanish<br>3*BHCem*<br>=*FPT*10*t* | C.2Cy.10"&20"-14"<br>12NHP<br>1SB,1*pf*,GS12,HS318<br>Muir&Houston,Glasgow | 8·6 |
| 15424<br>142500<br>KGSL | **Eveleen** SteelSc<br>*Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | 498<br>323<br>190 | ✠100A1<br>1,21<br>✠LMC8,20 | Bel | *g* | CL | 1920<br>8mo<br>*Lloyd* | Ardrossan DD&SBCoLd Ardrossan<br>'*sA&CP* | J.Milligen&Co.Ld.<br>*CellD* | 160·4<br>Q95'B9'F21'<br>BK7"<br>*Bf*84' 108*t* *FPT*40*t* | 25·1 | 9·7 | Belfast<br>British<br>3*BHCem*<br>*APT*26*t* | T.3Cy.13",21"&35"-24" (*s*)<br>180lb 62RHP<br>1SB,3*cf*,GS51,HS1610<br>AitchisonBlair&Co.Ld.Gls | 11·8<br>s3·9<br>12·1 |
| 15425 | **Eveline** SteelScK<br>*ss*Ams.No.3-9,11<br>*ss*Ymu.No.2-19<br>1*Dk* | 208<br>202<br>76 | ✠100A1<br>*StmTrawler*<br>2,22~~4,21~~<br>~~BS4,21~~ ✠LMC10,19<br>✠NB2,22 | Ams | | ~~8,20~~<br>2,22 | 1900<br>4mo | Bonn& Mees Rotterdam<br>A&CP | Stoomvisscherij Maats.Mercurius | 120·9<br>Q23'<br>BK7"<br>*WB*= | 21·1 | 12·7 | Ymuiden<br>Dutch<br>3*BHCem*<br>*DBf*19'14*t* | T.3Cy.12",20"&32"-22" (*s*)<br>180lb 61~~60~~NHP<br>1SB,~~2*cf*,GS330,HS1054~~<br>Earle'sCo.Ld.Hull<br>2*pf*,GS36,HS1063 | 13·6 |
| 15426<br>137167 | **Eveline Nutten** SteelScK<br>*ss*Abn.No.1-20<br>1*Dk* | 183<br>183<br>78 | ✠100A1<br>*StmTrawler*<br>~~5,21~~~~6,20~~5,22<br>✠LMC6,20<br>BS8,21 | Abn | | CL<br>~~6,20~~<br>5,22 | 1915<br>4mo<br>*Lloyd* | Hall,Russell&Co.Ld Aberdeen<br>'*sA&CP* | E.C.Nutten | 110·3<br>BK7½" | 21·8 | 11·7 | Aberdeen<br>British<br>3*BHCem* | T.3Cy.12½",20"&33"-21" (*r*)<br>160lb 67RHP<br>1SB,2*pf*,GS36,HS1258<br>Hall,Russell&Co.Ld.Abn. | 12·7 |
| 15427<br>210004<br>LCKQ | **Evelyn** *ss*N.Yk.No.2-21 SteelScSr<br>Wireless ~~*ss*N.Yk.No.1-17~~<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Sub.Sig. *Longitudinal framing* | 3141<br>2759<br>2443 | ✠100A1<br>7,21~~2,20~~<br>~~BS2,20~~ ✠LMC~~8,17~~ 7,21 | NYk | *u* | CL<br>~~2,19~~<br>7,21 | 1912<br>6mo | NwprtNws S.B.&D.D.Co. NewprtNews<br>A&CP | A.H.BullS.S.Co. Inc.(A.H.Bull&Co. *Mgrs.*)<br>*W* *B*=*CellDBa*100'*u* | 313·6<br>P36'B94'F31'<br>FK<br>*E*20'*f*136'679*tFPT* | 46·1 | 22·9 | NewYork<br>Utd.States<br>5*BHCem*<br>78*tAPT*248*t* | T.3Cy22$\frac{7}{16}$",37"&60"-42"(*s*)<br>180lb *180lb* 280NHP<br>2SB,6*cf*,GS138,HS4680<br>NewportNewsSB&DD.Co. | 25·6 |
| 15428<br>122937 | — SteelScK<br>*ss*Flt.No.3-3,19<br>1*Dk* | 235<br>205<br>92 | ✠100A1<br>*StmTrawler*<br>10,19<br>BS7,21<br>~~BS8,20~~ ✠LMC3,19 | Flt | | CL<br>N3,19 | 1906<br>3mo<br>*Lloyd* | GooleS.B. &RepgCo.Ld. Goole<br>'*sA&CP* | J.Marr&Son,Ld. (J.A.Robertson, *Mgr.*) | 125·0<br>Q68'<br>ND19 BK7½" | 22·6 | 11·5 | Fleetwood<br>British<br>3*BHCem* | T.3Cy.12¼",21"&33"-24" (*s*)<br>180lb 56RHP<br>1SB,2*pf*,GS33,HS1250<br>G.T.Grey,SouthShields | 12·6 |
| 15429<br>MSBP | — WoodAuxScSr<br>(*Lighter*) *OilEng*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 122<br>97<br>77 | | | | | 1918 | S.Saanum &Co. Mandal | Motor-SeilA/S Havstad(Hans Hansen, *Mgr.*) | 77·7<br>P15*t* | 24·1 | 9·5 | Arendal<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.13"-13⅗" 23NHP<br>J&CGBolindersCoLdSkm. | |
| 15430<br>138964 | **Evelyn Belman** SteelScK<br>*ss*Shl.No.1-19<br>(*ex*ManxHero) 1*Dk* | 235<br>213<br>90 | ✠100A1<br>*StmTrawler*<br>12,21~~9,20~~<br>✠LMC9,20 | Abn | | CL<br>9,20 | 1916<br>4mo<br>*Lloyd* | Smith's DockCo.Ld. Middlesbro'<br>'*sA&CP* | ~~B.Belman~~<br>~~Stroud&Cannon~~<br>Beeley&SleightLd (G.Tilmouth,*Mgr*) | 117·8<br>Q67'F19'<br>BK8" | 22·5 | 12·1 | Aberdeen<br>British<br>2*BHCem* | T.3Cy.12¼",20"&34"-24" (*s*)<br>180lb 74RHP<br>1SB,2*pf*,GS36,HS1320<br>Smith'sDockCo.Ld.Mdb. | 13·0 |
| 15431<br>144581<br>KFQS | **Evelyn Hope** SteelSc<br>*OilEng.*<br>*Mchy.Aft* *ss*Lon.No.3-6,20<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 134<br>120<br>94 | ~~A1~~<br>*Motor Barge*<br>1,22 ~~6,20~~ ~~LMC5,20~~<br>*ForChannel& Coasting Service Harwich, Dover, Dunkirk& Boulogne* | Lon | | 5,20 | 1916<br>*Lloyd* | W.Dobson &Co. Newcastle<br>'*sA&CP* | HopeLighterage Co.Ld. | 105·5<br>FK | 21·1 | 7·1 | London<br>British<br>3*BHCem*<br>*APT*5*t* | Oil Engines 2S.C.SA<br>2Cy.9$\frac{7}{16}$"-9⅝" 11NHP<br>J&CGBolindersCoLdSkm | 7·6<br>s1·6<br>6·1 |
| 15432<br>145442 | **Evelyn Manor** SteelSc<br>(*ex*B.W.1)<br>1*Dk* | 396<br>299<br>226 | | | | | 1920 | Gebr. Muller Foxhol | ManorS.S.Co.Ld. (G.M.Wheater *Mgr.*) | 140·0<br>P41'F20' | 24·6 | 11·5 | Newcastle<br>British<br>*WB* | T.3Cy.11",17"&28"-17"<br>31NHP<br>Machf."Overrijn,"Leiden | |
| 15433<br>98282 | **Evening Star** IronScSr<br>*ss*Shl.No.1-95<br>(*ex*GoldenMonarch, *ex*Ella) 1*Dk* | 105<br>105<br>45 | ✠<br>*StmTrawler*<br>4,99 | Abn | | | 1891<br>5mo | JTEltringham&Co. S.Shields | A.Ritchie | 93·0<br>BK6" | 18·6 | 10·1 | Aberdeen<br>British<br>3*BHCem* | C.2Cy.16"&32"-22"<br>NB14 45RHP<br>1SB,2*pf*,GS28,HS719<br>G.T.Grey,S.Shields | 10·3 |
| 15434<br>Wrecked 9,21<br>JSVB | **Evens** SteelScSr<br>(*ex*Firdo,*ex* Levanger)<br>1*Dk* | 160<br>108<br>79 | | | | | 1892 | Trondhjems M.V Trondhjem | Skibs A/S Kysten (H.Evensen, *Mgr.*) | 103·3<br>Q8*t*B26*t*H2*t* | 17·3 | 7·7 | Skien<br>Norwegian<br>*WB* | T.3Cy.10",15"&24"-16"<br>23NHP<br>NE95 B*made*89*refitted*12<br>AkersMek.Værks.Xia. | |
| 15435<br>106991<br>QKBR | **Everest** SteelScSr<br>*ss*Hpl.2ndNo.3-7,19<br>Wireless 1*Dk*(*Irn*)&*deep framing* | 2109<br>1918<br>1332 | ✠100A1<br>~~7,21~~~~7,19~~11,21~~Fnr~~<br>✠LMC7,19<br>MBS6,21 DBS12,20 | Hpl | *s* | CL<br>~~7,19~~<br>11,21 | 1898<br>11mo | W.Gray& Co.Ld. WHartlepool<br>A&CP | J.E.Murrell&Son<br>*WB*=*CellDB* | 289·8<br>P27'B69'F29'<br>FK<br>*a&uE*110'*f*120'607*t* | 42·1 | 19·2 | W.Hartlpl<br>British<br>5*BHCem*<br>*APT*54*t* | T.3Cy.21½",35"&58"-39" (*s*)<br>160lb *125lb* NDB10 217NHP<br>2SB,6*rf*,GS73,HS3370<br>Cen.Mar.Eng.Wrks.WHpl | 21·9<br>s3·6<br>18·7 |
| 15436<br>124754<br>JGSM | — SteelScK<br>*ss*Hul.No.3-6,19<br>1*Dk* | 189<br>175<br>74 | ✠100A1<br>*StmTrawler*<br>6,19<br>BS11,21<br>~~BS11,20~~ ✠LMC6,19 | Hul | | CL<br>6,19 | 1907<br>3mo<br>*Lloyd* | Mackie& Thomson Glasgow<br>'*sA&CP* | HullStm.Fishing& IceCo.Ld. | 110·3<br>Q22'<br>BK7"<br>*WB*=*D* | 22·0 | 10·8 | Hull<br>British<br>4*BHCem*<br>*tanksf*14'32*t* | T.3Cy.11",18"&30"-22" (*s*)<br>200lb 56RHP<br>1SB,2*pf*,GS29,HS819<br>W.V.V.Lidgerwood,Gls. | 11·7 |
| 15437<br>204579<br>KWHT | **Everett** SteelSc3MstSr<br>Wireless<br>*Elec.light* *Mchy Aft* Sub.Sig. 1*Dk* | 5065<br>—<br>3097 | | | | | 1907 | ForeRiver S.B.Co. Quincy,Mass. | NewEnglandFuel &Transportn.Co. Inc. | 373·2 | 52·7 | 29·8 | Boston<br>Utd.States<br>*WB* | T.3Cy.28",44"&73"-48"<br>369NHP<br>ForeRiverS.B.Co.Quincy | |
| 15438<br>219943<br>LWKB | — WoodTwinSc<br>*Elec.light* Wireless 1*Dk* | 1751<br>1518<br>1014 | | | | | 1920 | St.Helens S.B.Co. St.Helens,Or. | C.R.McCormick& Co. | 236·7 | 46·5 | 19·6 | S.Frncisco<br>Utd.States | T.6Cy.15½",26"&44"-26"<br>MurrayIron 198NHP<br>Works,Dayton,O. | |
| 15439<br>217645<br>LQCS | **Everglades** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>Sub.Sig. | 2362<br>1884<br>1407 | ✠100A1<br>3,20<br>✠ | Bos | ... | CL<br>N2,20 | 1919<br>3mo<br>*Lloyd* | TampaS.B. &Eng.Co. Tampa,Fla.<br>'*sA&CP* | RepublicNavigationCo.<br>*CellD* | 263·4<br>P22'B65'F28'<br>FK<br>*B*227'461*t* *FPT*47*t* | 42·4 | 22·2 | Tampa<br>Utd.States<br>6*BHCem*<br>*APT*40*t* | T.3Cy.19",30½"&51"-36" (*s*)<br>180lb 262NHP<br>2SB,4*cf*,GS86,HS4260 FD<br>TampaS.B&Eng.CoTampa | 24·2<br>s3·4<br>21·1 |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. (Date of B. of Trade Cert.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15440<br>116124<br>JGSN | **Evergreen** SteelScK<br>ssHul.No.3-6,15<br>ssHul.No.1-20<br>1*Dk* | 180<br>171<br>70 | ✠100A1<br>*StmTrawler*<br>11,21 ~~6,20~~<br>✠LMC6,20<br>BS7,21 | Hul | | CL<br>~~6,20~~<br>N11,21 | 1903<br>1mo<br>*Lloyd* | Mackie&<br>Thomson<br>Glasgow<br>*'sA&CP* | T.Crimlis<br>(F.Crimlis, *Mgr.*) | 109·1 | 21·6 | 10·6<br>BK7½"<br>*WB=DeepTanksf14'22t* | Hull<br>British<br>4*BHCem* | T.3Cy.11",18"&30"-22" (*s*)<br>200lb 48RHP<br>1SB,*2pf*,GS24,HS750<br>Muir&Houston,Ld.Gls. | 11 ″ 6 | |
| 15441<br>219858<br>LWGJ | **Evergreen City** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>Wireless Sub.Sig. | 5991<br>4971<br>3709 | *Fitted for oil fuel 5,20* | | ... | CL<br>*F.P. above 150° F.* | 1920<br>5mo<br>CP | Merchant<br>S.B.Corporation<br>Harriman,Pa. | UnitedStates<br>ShippingBoard<br>*CellDB335'1311tMT27' 846t FPT120t APT143t* | 400·7<br>P36'B124'F44' | 54·2 | 30·4<br>FK | Phildlphia<br>Utd.States<br>6*BHptCem* | 2 Steam Turbines geared to 1 Sc. Shaft (*s*)<br>200lb HS8706 645NHP<br>3 Water Tube Boilers FD<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa | 32 ″ 1 | |
| 15442 | **Everharda Frater** SteelSc<br>(*Tug*)<br>1*Dk* | 124<br>114<br>5 | | | | | 1915 | J.Smit&<br>Zoon<br>Foxhol | L.Gardella fuG. | 90·9 | 20·6 | 9·8 | Genoa<br>Italian | T.3Cy.11⅘",$20\frac{1}{10}$"&$31\frac{9}{10}$"-$18\frac{9}{10}$" 44NHP<br>Wed.vonKersen&<br>Straatman,Dordrecht | | |
| 15443<br>106736<br>PQCR | **Everilda** SteelScSr<br>ssShp.No.3-10,09<br>(*ex*Aldersgate, ssGls.No.2-17<br>*ex*Britannic) 1*Dk*(*Irn*)2*trB&*<br>*Elec.light* Wireless *Webframes3Dkrule* | 3080<br>2870<br>1971 | ✠100A1<br>11,20<br>~~MBS7,20~~ ✠LMC6,17<br>BS9,21 | Mch | *u* | 11,19 | 1897<br>4mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | EllaSayersS.S.Ld.<br>(Fisher,Renwick&<br>Co., *Mgrs.*)<br>*WB=CellDBa&uE130'f136'731tAPT53t* | 325·0<br>P27'B82'F32' | 47·0 | 22·4<br>FK | Glasgow<br>British<br>5*BHCem* | T.3Cy.24",38"&64"-42" (*s*)<br>160lb *100lb* NDB17 281NHP<br>2SB,*4rf&2cf*,GS90,HS4455<br>Cen.Mar.Eng.Wrks.WHpl | 24 ″ 10<br>s 4 ″ 5½<br>20 ″ 8 | |
| 15444<br>136242<br>JKWF | **Everton** SteelScK<br>ssHul.No.1-19<br>1*Dk* | 239<br>217<br>90 | ✠100A1<br>*StmTrawler*<br>2,21<br>BS2,21 ✠LMC10,19 | Hul | | CL<br>10,19 | 1915<br>5mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>*'sA&CP* | HullStm.Fishing&<br>IceCo.Ld. | 116·0<br>Q27' | 22·5 | 12·5<br>BK7"<br>*WB=* | Hull<br>British<br>4*BHCem*<br>*DTf*12'40*t* | T.3Cy.10",17"&28"-24" (*s*)<br>200lb 51RHP<br>1SB,*2pf*,GS25,HS810<br>Lidgerwood,Ld.Glasgow | 13 ″ 2 | |
| 15445<br>136243<br>JKWG | **Evesham** SteelScK<br>ss.Hul.No.1-19<br>Wireless 1*Dk* | 239<br>217<br>90 | ✠100A1<br>*StmTrawler*<br>11,20<br>BS12,21<br>~~BS11,20~~ ✠LMC4,19 | Hul | | CL<br>11,20 | 1915<br>6mo<br>*Lloyd* | Cochrane<br>&Sons,Ld.<br>Selby<br>*'sA&CP* | HullStm.Fishing&<br>IceCo.Ld. | 116·0<br>Q27' | 22·5 | 12·5<br>BK7"<br>*WB=MT*11'40*t* | Hull<br>British<br>4*BHCem*<br>*DTf*12'40*t* | T.3Cy.10",17"&28"-24" (*s*)<br>200lb 51RHP<br>1SB,*2pf*,GS25,HS810<br>Lidgerwood,Ld.Glasgow | 13 ″ 2 | |
| 15446 | **Evros** SteelSc<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Wireless<br>*Cargo battens not fitted in 'tween dks* | *5298*<br>*5052*<br>*3262* | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>9,21 ~~2,21~~ ✠LMC6,20<br>*Fitted for oil fuel 6,20* | Cff | *x* | CL<br>*F.P. above 150° F.* | 1920<br>6mo<br>*Lloyd* | Craig,Tay-<br>lor&Co.Ld.<br>Stockton<br>*'sA&CP* | NationalStm.Nav.<br>Co.Ld.ofGreece<br>(EmbiricosBros.<br>*Mgrs.*)<br>*Collision BH to Shelter dk 5BH to U dk*<br>*CellDB317'1141tFPT85tAPT149t* | 370·7 | 51·4 | 32·4<br>FK | Andros<br>Greek<br>*Cem* | T.3Cy.26",42"&70"-48" (*r*)<br>180lb 386NHP<br>3SB,*9cf*,GS190,HS6194<br>Blair&Co.Ld.Stockton | 34 ″ 9<br>s 9 ″ 10<br>25 ″ 4 | |
| 15447<br>5524<br>JTMV | **Evy** SteelSc3MstSr<br>*Mchy.Aft* 1*Dk* | 316<br>258<br>203 | | | | | 1913 | Eriksbergs<br>M.V.Aktieb.<br>Gothenburg | H.Silvén | 124·7<br>P31'F15' | 22·5 | 11·4 | Seffle<br>Swedish<br>*WB* | C.2Cy.10"&22½"-15"<br>16NH<br>EriksbergM.V.Aktieb.Got | | V |
| 15448<br><br>MNTB | — WoodAuxSc3MstSr<br>*OilEng.*<br>(*ex*Jondal,*ex*Criterion) 1*Dk*<br>(*See Sailing Ship Register*) | 246<br>224<br>167 | | | | | 1913 | A.P.Petersen<br>Thurö | A/S Evy<br>(H.T.Realfsen) | 115·1<br>Q24' | 26·9 | 12·3 | Skien<br>Norwegian | Oil Engines 2S.C.SA<br>2Cy.14⅕"-15¾" 34NHP<br>N.E *fitted* 1918<br>Lysekils M.V.A/B Lysekil | | N |
| 15449<br>123126<br>HJML | **Ewell** SteelScSr<br>ssSld.No.3-9,20<br>(*ex*Balham,*ex*Berne) 1*Dk*(*Stl*)&*deep framing*<br>*Welldeck Mchy.Aft Elec.light* | 1036<br>763<br>526 | ✠100A1<br>~~6,21 9,20~~ 12,21<br>~~BS5,20~~ ✠LMC4,19<br>BS6,21 | Sld<br>~~Sld~~ Nwc | *m* | CL<br>~~8,20~~<br>~~6,21~~<br>11,21 | 1906<br>10mo<br>*Lloyd* | Dublin<br>DockyardCo.<br>Dublin<br>*'sA&CP* | Wandsworth,<br>Wimbledon&<br>EpsomDistrict<br>GasCo. *WB=CellDBf134'231tFPT172tAPT10t* | 220·0<br>Q107'B14'F27' | 34·2 | 13·4<br>FK | London<br>British<br>4*BHCem* | T.3Cy.17",27½"&44"-33" (*r*)<br>180lb *75lb* 127NHP<br>1SB,*3cf*,GS63,HS2055<br>Ross&Duncan,Glasgow | 15 ″ 6<br>s 1 ″ 3½<br>14 ″ 6 | |
| 15450<br>125309 | **Excel** SteelScK<br>1*Dk* | 103<br>94<br>43 | ✠<br>*For fishing purposes*<br>10,12<br>✠ | Abn | | | 1907<br>9mo | J.Duthie,<br>Sons&Co.Ld.<br>Aberdeen | N.Rawnsley | 86·6 | 18·1 | 8·8<br>BK6" | Fraserbro'<br>British<br>3*BHCem* | C.2Cy.11½"&27"-16"<br>36RHP<br>1SB,*2pf*,GS29,HS819<br>J.S.Vaux&Co.Sunderland | 9 ″ 6 | |
| 15451<br><br>JOPG | **Excellencen** IronScSr<br>(*ex*ExcellencenToll) 2*Dks* | 425<br>378<br>241 | | | | | 1859 | MotalaCo.<br>Norrköping | ArendalsDampskibsselskab | 159·2<br>Q36*t* H6*t* | 23·1 | 16·5 | Arendal<br>Norwegian | C.2Cy.33"&57¾"-23¼"<br>NE76&NB84 134NHP<br>MotalaCo.Gothenburg | | N |
| 15452<br>135626<br>JWNR | **Excelsior** IronSc4MstSr<br>*Ref.Mchy.* Wireless 3*Dks* | 3542<br>—<br>1876 | | | | | 1882 | Harlan&<br>HollingwthC<br>WilmngtnDl. | SouthernPacific<br>Co.Inc. | 340·0 | 42·5 | 23·5<br>32·6<br>*WB* | NewYork<br>Utd.States | C.2Cy.38"&76"-54"<br>NB08 354NHP<br>Harlan&HollingsworthC. | | |
| * 15453<br>3470<br>JKQO | — IronScSr<br>ssHbg.2ndNo.3-3,09<br>(*ex*Billio,*ex*Wylo) ssShl.No.2-19<br>*Welldeck* 1*Dk*(*Irn*)2*trB* | 1395<br>1128<br>841 | ✠100A1<br>6,20<br>✠LMC<br>MS2,18 BS4,20 | Gmh | *p* | 6,20 | 1883<br>8mo<br>*Lloyd* | JReadhead<br>&Co.<br>S.Shields<br>*'sA&CP* | ~~Rob.Göhle&E.~~<br>~~Beckman(Rob.~~<br>~~Göhle, *Mgr.*)~~<br>Rederiaktieb.Cecil<br>(G.F.Persson, *Mgr.*) | 250·0<br>Q95'B52'F26' | 36·2 | 17·6<br>BK9"<br>*WB=DBa75'f100'371t* | Landskrona<br>~~Norrköping~~<br>Swedish<br>4*BHCem* | C.2Cy.29"&54"-36" (*i*)<br>80lb *90lb* NDB06*fd*08 135NHP<br>1SB,*4pf*,GS60,HS2196<br>J.Readhead&Co.S.Shields | 18 ″ 8<br>s 1 ″ 7<br>18 ″ 0 | |
| 15454<br>104743 | — SteelScSr<br>*Elec.light* 1*Dk*(*Stl*) | 301<br>249<br>155 | ✠<br>5,97<br>✠ | Dun | *d* | | 1897<br>5mo | Gourlay<br>Bros.&Co.<br>Dundee | S.Australian<br>FarmersCo-operativeUnion,Ld. | 131·0<br>B16'F16' | 24·2 | 11·0<br>BK5"<br>*WB=FPT*13*tAPT*14*t* | P Adelaide<br>British<br>4*BHCem* | C.2Cy.16"&36"-24"<br>60RHP<br>1SB,*3pf*,GS49,HS1245<br>GourlayBros.&Co.Dun. | 11 ″ 7 | |
| 15455<br>76525 | — WoodScFlat | 122<br>117<br>96 | | | | | 1864 | W.Cross<br>Winsford | SaltUnion,Ld. | 82·0 | 19·5 | 10·0 | Liverpool<br>British | 2Cy.9⅝"-12"<br>NB83 19RHP<br>W.Gaulton,Manchester | | |
| 15456<br>108482 | **Exeter** SteelScYl<br>~~ssGms.No.3-4,10~~<br>ssGms.No.3-10,19 ~~ssGms.No.1-15~~<br>1*Dk* | 165<br>152<br>64 | ✠100A1<br>*StmTrawler*<br>1,22 ~~10,16~~<br>~~Examined10,19~~ BS1,22<br>✠NB3,15 ✠LMC10,19 | Gms | | CL<br>~~7,18~~<br>1,22 | 1897<br>10mo | Mackie&<br>Thomson<br>Glasgow<br>A&CP | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld.(J.D.<br>Marsden, *Mgr.*) | 104·2<br>Q17'F19'<br>DptF&S10 | 21·0 | 10·7<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.10",16"&27"-20" (*s*)<br>180lb 45RH<br>1SB,*2pf*,GS26,HS656<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 15457<br>91064<br>KQJD | **Exeter City** SteelScSr<br>ssBrs.2ndNo.3-7,12<br>Wireless ssBrs.No.2-20<br>2*Dks*(*Irn*)3*trB* | 2140<br>1977<br>1359 | ✠100A1<br>2,22 ~~9,20~~ ~~3,21~~<br>✠LMC<br>BS~~2,20~~6,21 MS9,20 | Brs | *s* | CL<br>~~9,21~~<br>2,22 | 1887<br>12mo | BlythS.B.,<br>Co.(Lim.)<br>Blyth<br>A&CP | BristolCityLineof<br>Steamships,Ld.<br>(C.Hill&Sons *Mgs*)<br>*WB=DBa86'&uB26'261tMT30'336t* | 285·0<br>P29'B62'F36' | 38·0 | 23·9<br>BK10" | Bristol<br>British<br>6*BHCem* | T.3Cy.22½",37"&61"-42" (*s*)<br>160lb *100lb* NDB10 247NHP<br>2SB,*6cf*,GS108,HS3796<br>Blair&Co.(Lim.),Stockton | 25 ″ 3<br>s 4 ″ 0<br>22 ″ 3 | |
| 15458<br>109787<br>RKOJ | **Exmouth** SteelScSr<br>ssCff.No.3-7,12<br>ssHpl.No.2-20<br>1*Dk*(*Irn*)2*trB*<br>Wireless *deepframing&Webframes* | 3923<br>3486<br>2499 | ✠100A1<br>~~7,21 12,20~~ 12,21<br>✠LMC MS12,20<br>~~BS6,20~~<br>MBS7,21 | Hpl<br>~~Bry~~ Npt | *w* | N6,20 | 1899<br>10mo | Richardsn,<br>Duck&Co.<br>Stockton<br>A&CP | ExmouthSS.Co.Ld<br>(AnningBros.)<br>*WB=CellDBa117'uE23'f140'892tFPT160tAPT114t* | 340·0<br>P32'B181'F33' | 48·1 | 25·9<br>FK | Cardiff<br>British<br>6*BHCem* | T.3Cy.25",42"&68"-45" (*s*)<br>180lb *120lb* NDB20 343NHP<br>2SB,*6rf*,GS124,HS5400<br>Blair&Co.Ld.Stockton | 28 ″ 4<br>s 4 ″ 3<br>24 ″ 6 | |
| 15459<br>127096 | — SteelScK<br>ssMil.No.2-19<br>1*Dk* | 236<br>214<br>92 | ✠100A1<br>*StmTrawler*<br>11,21 ~~9,19~~<br>BS1,21 ✠LMC9,19 | Mil<br>Flt | | CL<br>~~9,19~~<br>11,21 | 1912<br>4mo<br>*Lloyd* | Cochrane<br>&Sons<br>Selby<br>*'sA&CP* | VulcanStmTrlrs.<br>Ld.(Taylor&Tomlinson,Ld. *Mgrs.*) | 120·0<br>Q69'F19' | 21·5 | 11·7<br>BK7½" | Fleetwood<br>British<br>3*BHCem* | T.3Cy.12",21"&34"-24" (*r*)<br>180lb 66RHP<br>1SB,*2pf*,GS35,HS1075<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 6 | |

| 1<br>Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15460<br>135254<br>JOST | **Exmouth II.** **SteelAuxSc3MstSr**<br>*Stm.Eng.*<br>Wireless (*TrainingShip*)<br>(*See Sailing Ship Register*) 2*Dks* | 350<br>305<br>222 | | | | | 1913 | Rennie,<br>Forrestt<br>S.B.Co.Ld<br>Wivenhoe | Managers of Metropolitan AsylumDistrict | 146·3 | 27·1 | 13·3 | London<br>British | C.2Cy.12"&24"–16"<br>24RHP<br>A.G.Mumford,Ld.Colchstr | |
| 15461<br>200749 | **Expansion** **WoodSc**<br>*PetrolMotor*<br>Wireless | 175<br>—<br>113 | | | | | 1904 | ..................<br>Oakland,Cal. | Libby,McNeill& Libby | 104·6 | 24·6 | 8·2 | S.Frncisco<br>Utd.States | Petrol Motor<br>28NHP | |
| 15462<br>73601 | **Experiment** **IronScSr**<br>(STRANDED 9.18.—IN PORT DAMAGED.) | 240<br>240<br>163 | | | | | 1875 | Aitken&<br>Mansel<br>Glasgow | ~~SirJ.Stavridi~~ | 113·0 | 26·1 | 11·1 | W.Hartlpl<br>British | C.2Cy.15"&30"–16"<br>40RHP<br>Rait&Lindsay,Glasgow | |
| 15463<br>102944 | **Expert** **Iron&SteelScK**<br>(*Trawler*)<br>1*Dk* | 156<br>145<br>64 | | | ... | | 1894 | Mackie&<br>Thomson<br>Glasgow | ExpertStm. Trawling&Fishing Co.Ld. (H.Bellwood, *Mgr.*) | 103·7<br>Q17'RFD16'<br>BK7½" | 20·5 | 10·7 | Aberdeen<br>British<br>*WB* | T.3Cy.11",17"&27½"–20"<br>45RHP<br>Muir&Houston,Glasgow | 11 · 7 |
| 15464<br>119615 | **—** **SteelScK**<br>1*Dk* | 100<br>92<br>39 | | | ... | | 1907 | Hall,Russell&Co.Ld.<br>Aberdeen | Leask,Stephen& Buchan | 86·4<br>BK7½" | 18·6 | 9·1 | Peterhead<br>British<br>*WB* | C.2Cy.13"&28"–18"<br>38RHP<br>Hall,Russell&Co.Ld.Abn. | 9 · 10 |
| 15465<br>99044<br>JNFH | **—** **SteelScSr**<br>(*Tug*)<br>1*Dk* | 100<br>100<br>20 | | | ... | | 1892 | R.&H.<br>Green<br>London | WestCoastTowage &SalvageCo.Ld. (J.Prendiville& Co.*Mgrs.*) | 86·9<br>BK6" | 18·0 | 10·4 | Liverpool<br>British | C.2Cy.18"&36"–24"<br>70RHP<br>J.Stewart&Son,Lon. | 11 · 6 |
| 15466<br>131295<br>HRSB | **Explorer** **SteelSc4MstSr**<br>*ss*Liv.No.2-19<br>2*Dks*(*Stl*)&3*rd dk*(*Stl*)*inNo.1hold*<br>*Elec.light* Wireless | 7769<br>6958<br>4973 | ✠100A1<br>1,22 ~~1,21~~<br>✠LMC<br>MS7,18 BS10,20 1,21<br>*Fitted for oil fuel*10,20 *F.P. above* 150°F. | Cal<br>Liv | *c*† | CL<br>1,21 | 1910<br>10mo<br>*Lloyd*'*s*A&CP | C.Connell<br>&Co.Ld.<br>Glasgow | CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*)<br>*WB=Cell DB a f*203'1543*t* | 469·5<br>P54'B179'F51'<br>FK<br>137'*uE*&*B*68'<br>*DT a* 30' 995*t FPT* | 57·2 | 32·4 | Liverpool<br>British<br>9*BHCem*<br>100*t APT*44*t* | Q4Cy25¾",36½",52"&74"–54"<br>215lb (*s*) 604NHP<br>2D&1AuxSB,*15cf*,GS316,<br>HS10741<br>Dunsmuir&Jackson,LdGl | 35 · 6<br>s 7 · 6<br>27 · 10 |
| 15467<br>NRFJ | **Export** **SteelSc**<br>*Mchy.Aft*<br>*Well deck* 1*Dk*(*pt Wood pt Stl*) | 760<br>513<br>345 | ✠100A1<br>9,21 ~~8,20~~<br>✠LMC9,18 | Rot | *j* | 8,20 | 1918<br>7mo | NVScheeps<br>H.H.Bodewes<br>Millingen<br>A&CP | N.V.Rotterdam LondonStoomv. Maats.<br>*CellD* | 181·3<br>Q52'B64'F19'<br>FK<br>*Bf*103'137*tFPT*46*t* | 28·2 | 12·4 | Rottrdam<br>Dutch<br>3*BHCem*<br>*APT*45*t* | T.3Cy.15¾",25⅝"&41⅝"–27⅝"<br>180lb (*s*) 117NHP<br>2SB,*4cf*,GS67,HS2060<br>NVBurgerhoutMaschRo | 14 · 6<br>s · 8<br>14 · 0 |
| 15468<br>NSRH | **Expres** **IronScSr**<br>*Ref.Mchy.* 1*Dk*&*Awng dk* | 659<br>535<br>359 | | | | | 1881 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | DetForenede DampskibsSelsk. | 210·1<br>P48*t* H21*t*<br>F29*t* | 27·5 | 13·6<br>20·2 | Aalborg<br>Danish<br>*WB* | C.2Cy.32½"&60"–36"<br>180NHP<br>FlensburgerSchiffsb.Ges. | |
| 15469<br>76397 | **Express** **WoodScFlat**<br>1*Dk* | 125<br>116<br>80 | | | | | 1872 | R.Evans<br>Winsford | SaltUnion,Ld. | 83·2 | 19·4 | 10·1 | Liverpool<br>British | 2Cy.10¾"–12"<br>8RHP<br>W.Allen,Manchester | |
| 15470<br>OGYF | **—** **SteelSc**<br>1*Dk* | 125<br>96<br>19 | | | | | 1894 | A.Blasse&<br>fils<br>Chantenay | Cie.Rhétaise(L. Berjon&Co.*Mgrs.*) | 96·2<br>B38' | 18·4 | 8·0 | LaFlotte<br>French<br>*WB* | C.2Cy.$14\frac{3}{16}$"&23⅜"–$19\frac{7}{16}$"<br>NB03 21NHP<br>Faivre,Nantes | |
| 15471 | **—** **SteelSc**<br>1*Dk* | 124<br>102<br>36 | | | | | 1899 | Danziger<br>Schiffsw.&<br>Maschb.<br>Danzig | Ver.Flensburg Ekensunder& Sonderburger Dampfs.Ges. | 90·6<br>Q12'B28'F16' | 20·3 | 7·7 | Flensburg<br>German<br>*WB* | C.2Cy.12½"&21¾"–13½"<br>NB12 14NHP<br>C.Steinmig&Co.Danzig | |
| 15472<br>5319<br>JSQG | **—** **SteelSc**<br>1*Dk* | 100<br>57<br>54 | | | | | 1912 | Eriksbergs<br>M.V.Aktieb.<br>Gothenburg | Ramviks Sågverks A/B(L.Lindberg, *Mgr.*) | 76·5<br>B33' H9*t* | 17·1 | 7·9 | Hogsjö<br>Swedish | C.2Cy.11⅜"&25½"–16½"<br>21NHP<br>EriksbergM.V.Aktieb.Got | |
| 15473<br>111384 | **—** **WoodScSp**<br>(*Tender*)<br>1*Dk* | 74<br>70<br>12 | | | | | 1904 | M.H.Bland<br>&Co.Ld.<br>Gibraltar | M.H.Bland&CoLd | 80·0 | 15·7 | 7·8 | Gibraltar<br>British | C.2Cy.14"&28"–18"<br>33RHP<br>Ross&Duncan,Glasgow | |
| 15474<br>3724<br>JLPV | **Express I.** **SteelScSp**<br>(*ex*Express) 1*Dk* | 357<br>162<br>208 | | | | | 1900 | W.Lind-<br>bergsM.V.<br>Stockholm | VaxholmsNya Angf.Aktieb. (O. F.Ekebohm, *Mgr.*) | 144·6<br>B68' H79*t* | 26·6 | 7·6 | Vaxholm<br>Swedish | T3Cy.$15\frac{5}{16}$",$25\frac{5}{16}$"&41⅜"–25⅜"<br>86NHP<br>W.LindbergsM.V.Skm. | |
| 15475<br>5010<br>JRMN | **Express II.** **SteelSc**<br>(*ex*Brevik)<br>*Elec.light* 1*Dk* | 395<br>167<br>251 | | | | | 1909 | Eriksbergs<br>Mek.Værks.<br>Gothenburg | VaxholmsNya Angf.Aktieb. (O. F.Ekebohm, *Mgr.*) | 123·1<br>B84'H96*t* | 25·4 | 9·3 | Vaxholm<br>Swedish<br>*WB* | T.3Cy.13",17½"&35"–$24\frac{7}{16}$"<br>61NHP<br>EriksbergsM.V.Gothnbrg | |
| 15476<br>136012<br>JFSH | **Exyahne** **SteelScK**<br>*ss*Gms.No.1-20<br>1*Dk* | 226<br>218<br>113 | ✠100A1<br>*StmTrawler*<br>~~5,21 3,20~~<br>1,22<br>✠LMC5,20<br>BS5,21 | Gms | | CL<br>~~4,10~~<br>1,22 | 1914<br>6mo<br>*Lloyd*'*s*A&CP | Cook,Welt'n&Gemmell<br>Ld. Beverley | SavoyStm.Fishing Co.Ld.(Baker& Green,*Mgrs.*) | 117·0<br>Q61'<br>BK7½" | 22·0 | 12·7 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"–24" (*s*)<br>200lb 68RHP<br>1SB,*3pf*,GS32,HS1099<br>Amos&Smith,Ld.Hull | 13 · 7 |
| 15477<br>MQLG | **Eyfjord** **SteelAuxSc3MstSr**<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 363<br>314<br>264 | | | | | 1917 | Gebr.G.H.<br>Bodewes<br>Martenshoek | HöegsRederiA/S (T.ArboeHöeg& Co.*Mgrs.*) | 140·9 | 25·4 | 11·7 | Larvik<br>Norwegian | Motor<br>2Cy.$15\frac{5}{16}$"–$17\frac{5}{16}$" 37NHP<br>Stenaard&Walen, Rotterdam | |
| 15478<br>OGYS | **Eylau** **SteelScK**<br>(*Trawler*)<br>1*Dk* | 304<br>—<br>110 | | | | | 1911 | Bonn&<br>Mees<br>Rotterdam | Huret-Sauvage | 137·8 | 22·0 | 10·8 | Boulogne<br>French<br>*WB* | T.3Cy.13¼",22"&36"–24"<br>64NHP<br>Alblasserdam.Msch.Fab. | |
| 15479<br>217393<br>LPGV | **Eyota** **WoodSc**<br>*Elec.light* Wireless 1*Dk*2*trB* | 2529<br>2069<br>1516 | | | | | 1918 | Wright<br>Shipyards<br>Tacoma, Wsh | UnitedStates ShippingBoard | 267·0<br>P33'B65'F24' | 46·4 | 24·0 | Tacoma<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>FilerStowellCo.<br>Milwaukee,Wis. | |
| ❋ 15480<br>122969<br>HNLJ | **Ezardian** **SteelScSr**<br>*ss*Gmh.No.3-3,20<br>*Elec.light* 1*Dk*(*Irn*)<br>*Well deck* | 875<br>610<br>426 | ✠100A1<br>4,22 ~~2,20~~<br>✠LMC5,20<br>BS5,21 | Gmh<br>Lth | *k* | 12,20 | 1909<br>1mo<br>*Lloyd*'*s*A&CP | W.Pickersgill&Sons,Ld<br>Sunderland | TheStevenLineLd. (T.C.Steven&Co. *Mgrs.*)<br>*WB=CellD* | 200·0<br>P23'Q89'B50'F27'<br>FK | 31·7 | 11·5 | Goole<br>British<br>4*BHCem*<br>*Ba*39'*uE*17' | T.3Cy.17",28½"&46"–33" (*r*)<br>160lb 138NHP<br>2SB,*4pf*,GS68,HS2314<br>G.Clark,Ld.Sunderland<br>*f*92'186*tFPT*29*tAPT*55*t* | 13 · 7<br>s · 10<br>13 · 0 |

*⁎*Additional Ships are inserted in the Supplement at the end of the Register.

| 1 No. in Book.<br>Official No.<br>Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification. Character.<br>✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When.<br>Ship.<br>Engines | 9 By Whom.<br>Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry.<br>Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15 Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15481<br>HQKN | **F. I.** SteelScSk<br>(exUnionI.)<br>1Dk | 150<br>111<br>68 | | | | | 1902 | Porsgrund<br>Mek.Værks.<br>Porsgrund | Landhusholdningsselskapernes Fœlleskjöp | 93·2<br>P32t | 19·7 | 8·4 | Chrstiania<br>Norwegian<br>WB | C.2Cy.9$\frac{4}{10}$"&19$\frac{3}{10}$"-14$\frac{8}{10}$"<br>12NHP<br>PorsgrundM.V.Porsgrund | | |
| 15482<br>~~[illegible]~~<br>~~JBGP~~ | **F. A. Tamplin** SteelScSr<br>named "Arminco," See No. 36295 ~~in Supplement~~<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Wireless ssShl.No.2-21 | 4004<br>[illegible]79<br>2525 | ✠100A1<br>~~1,217,20~~ 10,21<br>~~BS1,20~~ ✠LMC~~6,17~~<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 12,12 F.P. above 150°F. | Nwc<br>Shl 5,21 | w | CL<br>~~2,10~~<br>5,21 | 1912<br>12mo<br>Lloyd's A&CP | Palmers'<br>Co.Ld.<br>Newcastle | Soc.Anon.d'Armement d'Industrie et de Commerce<br>WB=Cell DB u E & B57'<br>115t DT f 29' 106t | 350·0<br>P86'B26'F29'<br>FPT111t APT62t | 47·5 | 26·5<br>FK | Antwerp<br>Belgian<br>13BHCem<br>10 to U dk<br>3 „ 2nd dk | T.3Cy.25",41"&66"-45" (s)<br>180lb 100lb 346NHP<br>2SB,8cf,GS143,HS5756<br>Palmers'Co.Ld.Nwc. | 28 ″ 0<br>s 5 ″ 4<br>23 ″ 0 | |
| 15483<br>200560 | **F. B. Squire** SteelScSr<br>Sub.Sig.<br>Elec.light Wireless 1Dk2trB | 4582<br>—<br>3694 | | | | | 1903 | JenksS.B.<br>Co. Port<br>Huron, Mich. | JenkinsS.S.Co.<br>(C.O.Jenkins, Mgr.) | 410·0 | 50·2 | 24·0 | Cleveland<br>Utd.States | T.3Cy.23",38"&63"-40"<br>251NHP<br>JenksS.B.Co.Pt.Huron | | |
| 15484<br>217246<br>LNVD | **F. D. Asche** SteelScSr<br>Elec.light 2Dks(Stl) Shelter dk(Stl)<br>Mchy.Aft Wireless &Webframes<br>Sub.Sig. Longitudinal framing | 8294<br>8103<br>6332 | ✠100A1<br>Shelter dk<br>withfreeboard<br>4,21 ~~7,20~~ ✠LMC12,18<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 12,18 F.P. above 150° F. | NYk | c† | CL<br>~~N12,19~~<br>4,21 | 1918<br>12mo | NwprtNws<br>S.B.&D.D.Co.<br>NwprtNews<br>A&CP | StandardOilCo.<br>(NewJersey)<br>CellDBa17'uE&<br>B69' f50'452t | 461·6<br>FPT173t APT100t | 60·0 | 27·7<br>FK | NewYork<br>Utd.States<br>18BHptCem<br>(3 „ to Sh dk<br>11 „ „ U „<br>4 „ „ 2nd „ | Q.4Cy.24",35",51"&75"-51"<br>220lb 180lb (s) 533NHP<br>3SB,9cf,GS177,HS7035 FD<br>NewportNewsSB&DD.Co.<br>) | 37 ″ 2<br>s11 ″ 3<br>26 ″ 8 | |
| 15485<br>107<br>PDVG | **F. D. Guerrazzi** SteelScSr<br>Elec.light 2Dks | 637<br>368<br>328 | | | | | 1912 | Fratelli<br>Orlando&Co.<br>Leghorn | Soc.Anon.diNav.<br>Toscana | 184·9<br>P33'B41'F30' | 24·4 | 13·7 | Leghorn<br>Italian<br>WB | T.3Cy.16",26½"&43"-30"<br>100NHP<br>FratelliOrlando&Co. | | |
| 15486<br>111123 | **F. D. Underwood** SteelSc<br>(exRamapo)<br>Elec.light Mchy.Aft 1Dk& Spar dk | 3314<br>—<br>2499 | | | | | 1896 | UnionDry<br>DockCo.<br>Buffalo | GreatLakes<br>TransitCorp. | 319·5 | 44·0 | 27·8 | BuffaloNY<br>Utd.States<br>WB | T.3Cy.23",38½"&64"-42"<br>266NHP<br>KingIronWorks,Buffalo | | |
| 15487<br>116593 | **F. Dupré** SteelSc<br>1Dk | 114<br>107<br>70 | | | | | 1904 | Sincennes<br>McNaughton<br>Line,Ld.<br>Sorel,P.Q. | CanadianGovt.<br>(Minister ofRailways&Canals) | 73·6 | 20·1 | 9·9 | Montreal<br>British | C.2Cy.18"&36"-24"<br>48RHP<br>Cie.Pontbriand,Sorel | | |
| * 15488<br>215668<br>LJBR | **F. J. Luckenbach** SteelTwinScSr<br>2Dks(Stl)&Shelterdk(Stl)<br>Elec.light Sub.Sig. CruiserStern<br>Wireless | 7821<br>5391<br>4951 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~7,21~~ ~~8,20~~ 11,21<br>BS1,21 ✠LMC10,19<br>Fitted for oil fuel 11,17 F.P. above 150°F. | NYk | b†<br>P | CL<br>s10,19<br>N10,1 | 1917<br>11mo | Bethlehem<br>SBCorp(Fore River Plant).<br>Quincy,Mass.<br>A&CP | LuckenbachS.S.<br>Co.Inc.<br>1BH in forward hold dispensed with<br>CellD B 356' 1631t<br>DTa30'165t 'tween dk tanks in E & B spaces 24'445t | 446·0<br>B61' | 56·1 | 27·8<br>FK | NewYork<br>Utd.States<br>pt.Cem<br>6BHonly | 2 Steam Turbines geared to 2 Sc. Shafts 1008NHP<br>4 Water Tube boilers (s)<br>195lb HS15520 FD<br>ForeRiverS.B.Cor.Quincy<br>FPT220t APT240t | 40 ″ 8<br>s10″6½<br>30 ″ 6 | |
| * 15489<br>214873<br>LGTQ | **F. Q. Barstow** SteelTwinScSr<br>ssNYk.No.1-20<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Mchy.Aft Wireless &Web frames<br>Sub.Sig. Longitudinal framing | 10290<br>10049<br>7890 | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,22 ~~1,21~~ ~~8,20~~ ✠LMC5,20<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 4,17 F.P. above 150°F. | NYk | f† | CL<br>~~8,20~~<br>~~1,21~~<br>2,22 | 1917<br>4mo | NwprtNws<br>S.B.&D.D.Co.<br>Newprt News<br>A&CP | StandardOilCo.<br>(NewJersey)<br>CellDBuE&B59'184t | 500·0<br>f17'71tDT f54'673t FPT243t APT127t | 68·2 | 35·5<br>FK | NewYork<br>Utd.States<br>19BHptCem<br>(15 „ to Udk<br>4 „ 2nd „ | T.6Cy.20½",35"&60"-42" (s)<br>200lb 180lb 628NHP<br>3SB,12cf,GS213,HS8700 FD<br>NewportNewsSB&DD.Co.<br>) | 38 ″<br>s11 ″ 5<br>27 ″ 3 | |
| 15490<br>207283 | **F. R. Hazard** SteelSc<br>(exOntario)<br>Mchy.Aft Elec.light 1Dk | 5494<br>—<br>4153 | | | | | 1910 | Gt.Lakes<br>Eng.Works.<br>Ecorse,Mich. | PioneerS.S.Co.<br>(Hutchinson&Co. Mgrs.) | 444·0 | 56·2 | 31·0 | Fairport<br>Utd.States<br>WB | T.3Cy.22½",36"&60"-42"<br>233NHP<br>GtLakesEngWrks.Detroit | | L |
| 15491<br>204464<br>KWHO | **F. S. Loop** WoodScSr<br>Fitted for oil fuel<br>1Dk | 794<br>642<br>445 | | | | | 1907 | ..........<br>Marshfield, Or. | Wm.Chatham | 193·0 | 39·0 | 13·6 | S.Frncisco<br>Utd.States | T.3Cy.12½",22"&36"-42"<br>64NHP<br>UnitedEngWrks.S.Frisco. | | |
| 15492 | **F. W. Fischer** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 225 | | | | | 1920 | J.G.Hitzler<br>Lauenburg | RostockerHochseefischereiA.G. | 122·3<br>H49'F17' | | | Rostock<br>German<br>WB | T.3Cy.13",21¼"&33$\frac{9}{10}$"-22$\frac{4}{5}$<br>Christiansen& 55NHP<br>Meyer,Harburg | | |
| 15493<br>113782 | **F. W. Roebling** WoodScSr<br>(exGeorgeW.Pride) 1Dk | 162<br>140<br>78 | | | | | 1890 | ..........<br>Milford,Del. | F.W.RoeblingCo. Ld. (G.S.Campbell &Co.Mgrs.) | 102·2 | 22·1 | 12·7 | HalifaxNS<br>British | C.2Cy.16"&32"-24"<br>NB12 40RHP<br>J.H.DialogueCamdenUSA | | |
| 15494<br>219577<br>LVNM | **Fabia** WoodSc<br>OilEng.<br>1Dk | 248<br>—<br>108 | | | | | 1920 | F.L.Rice,<br>EastBoothbay,Me. | J.Chisholmes<br>VesselsCo. | 131·6 | 25·0 | 13·4 | Gloucester<br>Mass.<br>Utd.States | Oil Engine | | |
| * 15495<br>144445<br>KFDG | **—** SteelScSp<br>ssLon.No.3-6,21 (Tug)<br>(exEarly) 1Dk(Stl) | 151<br>131<br>12 | ✠100A —<br>For Towing purposes<br>6,21 ✠LMC3,21 | Lon | | 3,21 | 1919 | Edwards&<br>Co.Ld.<br>Millwall | WilliamWatkins,<br>Ld. | 85·0<br>DTf10' | 20·9 | 10·6<br>BK6" | London<br>British<br>4BHCem ~~WB~~ | C.2Cy.15"&32"-24" (s)<br>150lb 42RHP<br>1SB,3pf,GS56,HS1603<br>Plenty&Son.Ld.,Newbury | 11 ″ 0 | |
| 15496<br>140655<br>KOMQ | **Fabian** SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 3059<br>2845<br>1861 | ✠100A1<br>Shelter dk<br>withfreeboard<br>1,22 ~~2,21~~ ✠LMC9,19 | Lon | v | CL<br>12,21 | 1919<br>9mo<br>Lloyd's A&CP | W.Gray&<br>Co.(1918)Ld.<br>WHartlepool | EllermanLines,Ld.<br>CollisionBH | 331·2<br>to Shelter dk 4BH to<br>CellDB284'748t FPT | 46·8 | 23·2<br>FK | Liverpool<br>British<br>U dk pt Cem<br>105t APT45t | T.3Cy.25",41"&68"-45" (s)<br>180lb 407NHP<br>3SB,9cf,GS153,HS5829 FD<br>Cen.Mar.Eng.Wrks.WHpl | 25 ″ 6<br>s 2 ″ 5<br>23 ″ 5 | |
| 15497<br>Wrecked 5,21 | **Faci** SteelScK<br>ssGib.No.1-18<br>Elec.light Wireless 1Dk<br>Mchy.Aft | 153<br>150<br>68 | ✠ ——<br>3,20<br>✠ | Gib | b | | 1911<br>9mo | Cochrane<br>&Sons<br>Selby | Littardi | 105·1 | 21·0 | 11·2<br>BK7½"<br>WB= | Tangier<br>French<br>3BHCem<br>DBf19'10t | T.3Cy.11½",20"&33"-24"<br>61NHP<br>1SB,2pf,GS32,HS980<br>Amos&Smith,Ld.Hull | 12 ″ 0 | |
| 15498<br>LBMJ | **Fædreland** SteelSc<br>Elec.light 1Dk(Stl)<br>Well deck | 1134<br>854<br>584 | ✠100A1<br>5,22 ~~3,21~~<br>✠LMC5,21 | Goo<br>Xia | n | CL | 1921<br>3mo<br>Lloyd's A&CP | OuseS.B.<br>Co.Ld.<br>Goole | D/SA/SKistransport ~~A/S Borg~~ (Thv. Halvorsen,Mgr.)<br>CellDB178' 223t FPT | 220·0<br>Q77'B54'F23' | 35·1 | 13·8<br>FK | Bergen<br>Norwegian<br>4BHCem<br>41t APT72t | T.3Cy.18",29"&50"-33" (s)<br>180lb 160NHP<br>2SB,4pf,GS73,HS2520<br>Earle'sCo.Ld.Hull | 15″10 | |
| 15499<br>MNJH | **Fager** SteelScSr<br>1Dk | 1121<br>980<br>656 | | | | | 1916 | Trndhjms<br>Mek.Værks.<br>Trondhjem | Nilson,Nyquist& Co. | 226·2<br>P12'B61'F26' | 36·5 | 14·8 | Chrstiania<br>Norwegian<br>WB | T.3Cy.17",27½"&46"-30"<br>115NHP<br>TrondhjemsM.V.Trndhjm | | N |
| 15500<br>LBJW | **Fageraas** SteelSc<br>Fitted for oil fuel<br>Elec.light 1Dk<br>Wireless | 3193<br>2910<br>1926 | | | | | 1920 | Eltringhams,Ld.<br>Willington Quay | A/S D/S Johan ErlandsRederiII. (J.Erland,Mgr.) | 330·6<br>P31'B96'F33' | 48·0 | 22·5 | Bergen<br>Norwegian<br>WB | T.3Cy.24",39"&65"-42"<br>274NHP<br>Eltringhams,Ld. WillingtonQuay | | N |
| 15501<br>MQDG | **Fagerborg** SteelSc<br>(exEmil)<br>Mchy.Aft 1Dk | 402<br>286<br>194 | | | | | 1915 | Johs.Berg<br>Delfzijl | D/S A/S Fagertun (Skogland& Rasmussen,Mgrs) | 139·2<br>P48'F19' | 23·5 | 11·4 | Haugesnd<br>Norwegian | T.3Cy.12$\frac{3}{5}$",20"&31½"-21$\frac{7}{10}$"<br>46NHP<br>Johs.Berg,Delfzijl | | N |
| 15502<br>MVJL | **Fagerheim** WoodSc<br>OilEng.<br>Mchy.Aft. 1Dk | 795<br>667<br>468 | | | | | 1920 | N.Jakobsen<br>Narvik | N.Jakobsen | 177·7<br>B40' | 32·3 | 17·3 | Narvik<br>Norwegian | Oil Engine<br>4Cy.14$\frac{3}{20}$"-20$\frac{9}{10}$"<br>A/B AtlasDiesel,Skm. | | N |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Grément, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Forme assignée maintenant expire. Lettre d'Equipement | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire<br>Tirant d'eau correspondant<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15503<br>MSLH | **Fagerlund** WoodAuxScSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register.*) | 727<br>665<br>445 | | | | | 1918 | Jacobsen<br>Narvik | A/SFagerlund<br>(N.Jakobsen) | 177·3\|31·3\|17·5<br>P51′ | Narvik<br>Norwegian | Oil Eng. 2S.C.SA<br>A/BDieselsMotorer,Skm. | |
| 15504<br>4779<br>JQPV | **Fagern** SteelScSr<br>*Now named "Monika," See No. 38384 in Supplement*<br>ssGot.No.3–1,20<br>(*ex*Tord) 1*Dk*(*Stl*)&*deep framing*<br>*Elec.light* | 1313<br>[illegible]<br>745 | ✠100A1<br>7,20<br>✠LMC7,20 | Got | *p* | 7,20 | 1907<br>8mo<br>*Lloyd*'*sA&CP* | W.Harkess &Sons,Ld.<br>Middlesbro' | AfrikanskaÅngf. A/B (G.E.Sandström, *Mgr.*)<br>*Cell DBa &uE*100′ | 246·0\|38·0\|15·7<br>P21′B136′F29′<br>FK<br>*uB*18′*f*92′425*tFPT* | Gothenbrg<br>Swedish<br>4*BHCem*<br>40*tAPT*29*t* | T.3Cy.18″,30″&49″–33″ (*s*)<br>180lb 164NHP<br>2SB,*4cf*,GS67,HS2720<br>N.E.MarineEng.Co.Ld.Sld. | 18 ′ 0<br>s1 ′ 7<br>16 ′ 8 |
| 15505<br>815<br>PFLV | **Fagernes** SteelScSr<br>ssGen.No.1–20<br>(*ex*MeikaiMaru) 2*Dks*(*Stl*)&*Webframes*<br>*Elec.light* *Longitudinal framing*<br>Wireless | 3204<br>2757<br>1956 | ✠100A1<br>3,20<br>✠LMC5,20 | Gen | *l* | CL<br>4,18 | 1916<br>2mo<br>*Lloyd*'*sA&CP* | OsakaIron Works,Ld.<br>Osaka | Soc.Nazionale di Nav.<br>*CellDB*255′51 | 305·0\|43·7\|27·2<br>P19′B82′F32′<br>FK<br>9*tDTa*25′534*tFPT* | Genoa<br>Italian<br>5*BHCem*<br>112*tAPT*20*t* | T.3Cy.22″,37″&61″–42″ (*s*)<br>180lb *180lb* FD 288NHP<br>NDB13,*refitted*11,18<br>2SB,*6cf*,GS90,HS3824<br>OsakaIronWrks Ld.Osaka | 27 ′ 3<br>s4 ′ 4<br>23 ′ 2 |
| 15506<br>MTRD | — SteelSc4MstSr<br>*Now named "Rosenborg," See No. 39121 in Supplement*<br>*Elec.light* 1*Dk* | 1521<br>[illegible]<br>889 | | | | | 1919 | A/S Sorlandets Skibs.<br>Fevig | A/S Fagernes<br>(H.J.Hansen) | 243·0\|39·2\|19·2<br>P27′B67′F29′ | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.18″,29½″&49″–33″<br>138NHP<br>FredrikstadM.V.Frdstad. | |
| 15507<br>HFBC | **Fagerstrand** SteelScSr<br>(*ex*Hird)<br>1*Dk* | 1171<br>929<br>690 | | | | | 1902 | Hasseldalens Jrnskbs.<br>Grimstad. | C.B.Nielsen | 231·4\|34·2\|13·5<br>Q132*t*B52*t*F35*t*H8*t* | Skien<br>Norwegian<br>*WB* | T.3Cy.16½″,27″&44″–30″<br>106NHP<br>J.S.Vaux&Co,Ld.Sld. | |
| 15508<br>NS | **Fagertun** SteelScSr<br>*Now named "Villa Franca", See No. 39854 in Supplement*<br>*Elec.light* 1*Dk*&*Spar dk* | 851<br>[illegible]<br>478 | | | | | 1903 | Soc.Anon. Chant.Nav. Anversois<br>Hoboken | A/S Fagertun<br>(Skogland& Rasmussen) | 210·0\|30·2\|15·8<br>H104*t* | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.17″,28″&46″–30″<br>116NHP<br>N.E.MarineEng.Co.Ld.Sld | |
| 15509<br>5243<br>JSKN | **Fagervik** SteelScSr<br>ssCpn.No.3–7,14<br>(*ex*Gloria,*ex*Rossija) ssNYk.No.1–18<br>Wireless 1*Dk*(*Stl*)&*deep framing* | 1912<br>1668<br>1084 | ✠100A1<br>11,21 ~~8,20~~<br>MS8,18 ✠LMC<br>BS~~[illegible]~~3,21 | Hbg<br>Sld | *r* | CL<br>N8,18 | 1901<br>10mo<br>A&CP | Osbourne, Graham&Co.<br>Sunderland | Norrköpings Rederiaktieb. K.Henningson, *Mgr.*) *CellDBa*86 | 275·0\|40·2\|17·8<br>P34′B66′F29′<br>FK<br>*uE & B*34 *f*108′491*t* | Nrrköpng<br>Swedish<br>4*BHCem*<br>*APT*45*t* | T.3Cy.20″,32½″&53″–36″ (*s*)<br>160lb *80lb* 180NHP<br>2SB,*4pf*,GS61,HS2865<br>N.E.MarineEng.Co.Ld.Sld | 20 ′ 2<br>s2 ′ 9<br>17 ′ 9 |
| 15510 | **Fahrewohl** SteelScLr<br>1*Dk* | 143<br>135<br>74 | | | | | 1908 | G.H. Thyen<br>Brake | BrakerHeringsfischereiAkt.Ges. | 93·8\|21·4\|10·2<br>Q14′ | Brake<br>German<br>*WB* | C.2Cy.9$\frac{7}{16}$″&18¼″–12$\frac{19}{32}$″<br>10NHP<br>J.H.vanCapellen,Rot. | |
| 15511 | **Fahrwohl** SteelAuxSc3MstSr<br>*OilEng.*<br>*ex*Hans) 1*Dk*<br>(*See Sailing Ship Register*) | 122<br>101<br>88 | | | | | 1913 | ErvenJ. vanAller<br>Hasselt | H.Propfe&Co. | 89·3\|19·6\| 7·1<br>Q11′ | Hamburg<br>German<br>*WB* | OilEngines 2S.C.SA<br>2Cy.10$\frac{2}{5}$″–10$\frac{4}{5}$″ 15NHP<br>D.Goedkoop,Jr.Ams. | |
| 15512<br>118739 | **Fair City** SteelScSp<br>ssDun.No.3–11,16<br>ssDun.No.1–20<br>(*ex*Carbon) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 131<br>116<br>75 | ✠100A1<br>*Stm.Lighter*<br>12,21 ~~11,20~~<br>✠NB4,20 LMC4,20 | Dun | *a* | N4,20 | 1904<br>4mo | Dundee Shipbuilders' CoLd.Dundee | Dundee,Perth& LondonShppg.Co. Ld. | 90·0\|20·0\| 8·3<br>FK | Dundee<br>British<br>2*BHCem* | C.D.2Cy.10″&20″–15″ (*s*)<br>100lb 18RHP<br>1SB,*1f*,GS27,HS600<br>NE89*refitted*20<br>Lobnitz&Co.,Rnf. | 8 ′ 10<br>s ′ 10½<br>8 ′ 2 |
| 15513<br>78110<br>SPDV | **Fair Head** IronScSr<br>ssArd.3rdNo.3–2,12<br>*Well deck* ssBel.No.2–20<br>*Elec.light* 1*Dk*(*Irn*)2*trB* | 1093<br>835<br>663 | ✠100A1<br>10,21 ~~6,20~~<br>LMC6,20<br>BS10,21 | Bel | *n* | CL<br>~~6,20~~<br>10,21 | 1879<br>5mo<br>A&CP | Harland& Wolff<br>Belfast | UlsterS.S.Co.Ld.<br>(G.Heyn&Ss.*Mgs*) | 232·3\|31·2\|17·0<br>Q84′B65′F31′<br>BK8″<br>*WB*= | Belfast<br>British<br>3*BHCem*<br>*DBa*63′*f*67′ | C.2Cy.27″&51″–38″ (*i*)<br>70lb 134NHP<br>2SB,*4pf*,GS75,HS2498<br>D.Rowan,Glasgow | 18 ′ 5<br>s1 ′ 5<br>17 ′ 9 |
| 15514<br>132684<br>HVKL | **Fair Helga** SteelScK<br>(*Whaler*)<br>1*Dk* | 175<br>172<br>64 | | | | | 1912 | Smith's DockCo.Ld.<br>Middlesbro' | PremierWhaling Co.Ld. (C. Schlesinger,*Mgr.*) | 110·7\|20·8\|12·0 | London<br>British<br>*WB* | T.3Cy.12¼″,20″&34″–24″<br>73RHP<br>Smith'sDockCo.Ld.Mdb. | |
| 15515<br>122987<br>JMKD | **Fair Isle** SteelScK<br>ssGms.No.3–2,16<br>ssSou.No.1–19<br>1*Dk* | 192<br>192<br>85 | ✠100A1<br>*StmTrawler*<br>~~11,19~~ 10,21<br>BS10.21 ✠LMC11,19 | Sou<br>Gms | | 11,19 | 1909<br>3mo<br>*Lloyd*'*sA&CP* | Hall,Russell&Co.Ld.<br>Aberdeen | J.A.Alcock | 112·6\|22·1\|11·6<br>BK7½″<br>*WB* | Grimsby<br>British<br>3*BHCem*<br>=*DTf*5′11*t* | T.3Cy.11½″,20″&33″–22″ (*r*)<br>180lb 69RHP<br>1SB,*3pf*,GS41,HS1270<br>Hall,Russell&Co.Ld.Abn. | 12 ′ 6 |
| 15516<br>132685<br>HVKJ | **Fair Magda** SteelScK<br>(*Whaler*)<br>1*Dk* | 175<br>172<br>64 | | | | | 1912 | Smith's DockCo.Ld.<br>Middlesbro' | PremierWhaling Co.Ld. (C. Schlesinger, *Mgr.*) | 110·7\|20·8\|12·0 | London<br>British<br>*WB* | T.3Cy.12¼″,20″&34″–24″<br>73RHP<br>Smith'sDockCo.Ld.Mdb. | |
| 15517 | **Fair Maid** SteelPadSp<br>*Elec.light* 1*Dk* | | | | | | 1915 | A.&J.Inglis Ld.<br>Glasgow | | 235·0\|28·0\| 8·4<br>Q27′B208′ | British | C.2Cy.37″&67″–66″<br>304NHP<br>A.&J.Inglis,Ld.Glasgow | |
| 15518<br>111262<br>KPQJ | **Fair Oaks** WoodSc<br>(*ex*RobertDollar)<br>Wireless 2*Dks* | 1275<br>—<br>777 | | | | | 1900 | G.H.Hutchings,Hoquiam,Wash. | OrientalNav.Corp. Inc. | 199·0\|38·0\|13·1 | NewYork<br>Utd.States | T.3Cy.13″,20½″&36″–24″<br>64NHP | |
| 15519<br>122988 | **Fair View** SteelScK<br>1*Dk* | 187<br>185<br>71 | | | ... | | 1909 | A.Hall& Co.Ld.<br>Aberdeen | J.Inglis(T.L.& R.D.Devlin,*Mgrs*) | 112·4\|22·0\|11·8<br>BK7½″ | Granton<br>British<br>*WB* | T.3Cy.11½″,20″&33″–22″<br>61RHP<br>A.Hall&Co.Ld.Aberdeen | 12 ′ 6 |
| 15520<br>131874 | **Fair Weather** WoodSc<br>1*Dk* | 93<br>92<br>40 | ✠11 A1<br>*ForFishingpurposes*<br>4,21<br>✠LMC7,20 | Shl | | CL<br>7,20 | 1918<br>3mo<br>*Lloyd*'*sA&CP* | J&GForbes<br>Fraserburgh | ~~A.Houghes~~<br>A.Hughes | 86·5\|19·7\| 9·7<br>9&12yrs.Mat. | Kirkcaldy<br>British<br>3*BH* | T.3Cy.9½″,15½″&26″–18″<br>180lb 42RHP ~~42NHP~~<br>1SB,*2pf*,GS30,HS814<br>Yeaman&Baggesen,Dun | 10 ′ 3 |
| 15521<br>217899<br>LQSJ | **Fairfield** WoodSc<br>Dismantled 9,21<br>1*Dk* | 2551<br>—<br>1528 | | | | | 1919 | Housatonic Shipyards<br>Stratford,Con | UnitedStates ShippingBoard | 267·3\|46·0\|23·9 | Bridgeport Conn.<br>Utd.States | T.3Cy.19″,32″&56″–36″<br>188NHP | |
| 15522<br>137165<br>JKVW | — ~~(DAMAGED BY COLLISION & SUNK—NOW AFLOAT)~~ SteelScSr<br>*Now named "Luimneach," See No. 38257 in Supplement*<br>ssGdo.No.3–3,21<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted* | 1074<br>765<br>445 | ✠100A1<br>~~3,21~~ 4,22<br>✠LMC3,21<br>BS4,22 | Goo<br>Npt | *n* | CL<br>~~3,21~~<br>4,22 | 1915<br>4mo<br>*Lloyd*'*sA&CP* | Jos.T.Eltringham& Co.Ld.<br>WillingtonQuay | CamboShppg.Co. Ld.(Morgan& Cadogan Ld*Mgrs.*)<br>*WB=CellDBa*54 | 220·1\|33·4\|13·9<br>Q131′B *on* Q16′F27′<br>FK<br>*uE*20′*f*90′293*tFPT* | Aberdeen<br>British<br>4*BHCem*<br>34*tAPT*78*t* | T.3Cy.17½″,28″&47″–33″ (*r*)<br>180lb *100lb* 174NHP<br>2SB,*6cf*,GS100,HS3188<br>ShieldsEng.Co.Ld.N.Shl. | 16 ′ 4 |
| 15523<br>221143<br>MOPQ | **Fairfield City** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*3*trB* | 5687<br>5082<br>3450 | | | | | 1921 | Chickasaw S.B.&CarCo.<br>Chickasaw | UnitedStates SteelProductsCo. | 424·2\|56·2\|26·5<br>P58′B&F350′ | NewYork<br>Utd.States<br>*WB* | 2 Geared Steam Turbines<br>W.A.Fletcher,HobokenNJ | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2–3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Dated B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15524<br>Abandoned at Sea 3,22<br>[illegible]<br>KWNR | **Fairhaven** WoodScSr<br>1*Dk* | 1087<br>—<br>766 | | | | | 1908 | Kruse&<br>Banks, North<br>Bend, Or. | FairhavenCo.<br>(J.E.Davenport) | 185·5\|38·0\|14·0 | S.Frncisco<br>Utd.States | C.2Cy.14″&32″-24″<br>42NHP | | |
| 15525<br>143653<br>KGJB | **Fairland** SteelSc<br>*Mchy.Aft Well deck* 1*Dk*(*Stl*) | 552<br>380<br>242 | ✠100A1<br>12,20<br>✠LMC7,20 | Liv | *h* | CL | 1920<br>7mo<br>*Lloyd* | GooleS.B.<br>&RepgCo.Ld<br>Goole<br>'*sA&CP* | FreelandShpg.Co.<br>Ld.(J.E.Fisher<br>&Co.Ld.*Mgrs.*) | 165·0\|27·1\|10·7<br>Q94'B11'F23'<br>FK<br>*Cell D B f* 97'113*t FPT*37*t* | Liverpool<br>British<br>3*BHCem*<br>*APT*25*t* | T.3Cy.13″,21½″&35″-27″ (*s*)<br>180lb 85RH<br>1SB,3*pf*,GS47,HS1530<br>W.Beardmore&Co.Ld.Gls. | 13 ″ 0<br>s 4 ″ 1<br>12 ″ 8 | |
| 15526<br>Now named "Nebraskan, See No. 38659 in Supplement<br>[illegible]<br>LJPS | **Fairmont** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes*<br>Wireless *Cargo battens not fitted* | 5401<br>[illegible]<br>3369 | ✠100A1<br>[illegible]<br>✠LMC2,18<br>BS11,21 | NYk<br>NNs | *y* | CL<br>N3,21 | 1918<br>2mo | NewYork<br>S.B.Corp.<br>Camden,N.J.<br>A&CP | American-Hawaiian S.S.Co. (United AmericanLines, Inc.*Mgrs.*) | 368·6\|55·2\|30·5<br>P27'B72'F31'<br>FK<br>*CellDB* 320'1832*t FPT*220*t* | Boston<br>Utd.States<br>7*BHCem*<br>*APT*201*t* | T.3Cy.25″,41½″&70″-46″ (*r*)<br>195lb 462NHP<br>3SB,9*cf*,GS154,HS6624 FD<br>NewYorkS.B.Corp. | 34 ″ 5<br>s 7 ″ 10<br>27 ″ 0 | |
| 15527<br>137788<br>JKLB | **Fairmuir** SteelSc3MstSr<br>ssSld.No.1-20<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well* [illegible]<br>Now named "Lokrum," See No. 38218 in Supplement | 593<br>420<br>260 | ✠100A1<br>11,20<br>✠LMC [illegible] 5,20 | PGl | *i* | CL<br>5,20 | 1915<br>3mo<br>*Lloyd* | Ardrossan<br>DD&SBCoLd<br>Ardrossan<br>'*sA&CP* | EirinnSteamers<br>Co. | 175·8\|28·1\|10·4<br>Q101'B11'F26'<br>BK8'<br>*WB=Cell DB f* 97' 150*t FPT* | Glasgow<br>British<br>3*BHCem*<br>31*t APT*5*t* | T.3Cy.14″,23″&38″-27″ (*r*)<br>180lb *100lb* 99RHP<br>1SB,3*pf*,GS58,HS1814<br>LidgerwoodLd.Coatbridge | 12 ″ 6<br>s 3 ″ 10½<br>12 ″ 10 | |
| 15528<br>65788<br>SRQW | **Fairose** IronPadSc<br>(*ex*Pharos)<br>*Elec.light* | 574<br>550<br>241 | | | ... | | 1874 | R.Napier&<br>Sons<br>Glasgow | BurntislandS.B.<br>Co.Ld. | 204·5\|26·7\|15·3 | Burnt-island<br>British | C.D.2Cy.33″&64″-54″<br>NE&B98 252NH<br>GourlayBros.&Co.Dun. | | |
| 15529 | **Fairplay V.** SteelSc<br>(*Tug*)<br>1*Dk* | 102<br>95<br>— | | | | | 1901 | H.C.Stül-<br>ckenSohn<br>Hamburg | Schleppdampfsch.<br>Reed.CarlTiede-<br>mann&Pauls&<br>Blohm,A.G. | 78·3\|18·4\|10·5 | Hamburg<br>German | C.2Cy.14¾″&29½″-20⅞″<br>33NHP<br>H.C.StülckenSohn,Ham. | | |
| 15530 | **Fairplay X.** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 159<br>—<br>— | | | | | 1911 | Schiffsw(v.<br>J&Sch.)A.G.<br>Hamburg | Schleppdampfsch.<br>Reed.CarlTiede-<br>mann&Pauls&<br>Blohm,A.G. | 102·3\|22·7\|9·8 | Hamburg<br>German | T.3Cy.12⅓″,20⅓&32⅓″-22″<br>48NHP<br>Schwft.(vJ&Sch)AGHam. | | |
| 15531<br>93655 | **Fairy** SteelSc3MstSr<br>ssHul.No.3-8,15<br>*Mchy.Aft* ssHul.No.1-20<br>*Well deck* 1*Dk*(*Stl*) | 249<br>159<br>99 | ✠100A1<br>8,21 ~~3,20~~<br>✠LMC3,20<br>BS9,2 | Hul | *c* | CL<br>~~8,20~~<br>9,21 | 1902<br>12mo<br>*Lloyd* | J Fullerton<br>&Co.<br>Paisley<br>'*sA&CP* | E.CoastS.S.Co.Ld. | 120·0\|22·1\|8·9<br>Q64'B9'F18'<br>BK6″<br>*WB=* | KngsLynn<br>British<br>3*BHCem*<br>*FPT*29*t* | C.2Cy.14″&29″-21″ (*s*)<br>125lb 35RH<br>1SB,2*pf*,GS36,HS900<br>Walker&Henderson,Gls. | 9 ″ 9<br>s ″ 5½<br>9 ″ 11 | |
| 15532<br>98629 | **Fairy Queen** SteelTwinScSr | 286<br>246<br>120 | | | | | 1891 | T.B.Seath<br>&Co.<br>Glasgow | BombayStm.Nav.<br>Co.Ld. | 170·0\|22·1\|9·4<br>B120' | Bombay<br>British | C.4Cy.14″&28″-18″<br>65RH<br>Fisher&Co.,Paisley | | |
| 15533<br>Now a Hulk<br>216271<br>LKQP | **Faith** FerroConcreteScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light Mchy.Aft* 2*Dks* | 3427<br>—<br>2071 | | | | | 1918 | S Francisco<br>S.B.Co.Red-<br>woodCityCal | FranceWestIndia<br>ShippingCo. | 320·0\|44·5\|27·7<br>F30' | NewYork<br>Utd.States<br>*WB* | T.3Cy.24″,39″&65″-42″<br>Bethlehem 273NH<br>S.B.Corp.Alameda,Cal. | | |
| 15534<br>97934 | — SteelScK<br>ssAbn.No.3-8,03<br>ssAbn.No.1-07<br>1*Dk* | 135<br>129<br>56 | ✠<br>*Stm Trawler*<br>6,11<br>✠ | Abn | | | 1891<br>7mo | J Scott&Co<br>Kinghorn | J.R.Ditchburn | 100·3\|20·1\|10·3<br>F7'<br>BK6″ | Aberdeen<br>British<br>4*BHCem* | T.3Cy.11″,17″&30″-20″<br>50RHP<br>1SB,2*pf*,GS34,HS798<br>J.Scott&Co.,Kinghorn | 11 ″ 1 | |
| 15535<br>135743 | **Faithful Friend** WoodScDy<br>(*Fishing*)<br>1*Dk* | 110<br>109<br>38 | | | | | 1913 | J.Cham-<br>bers<br>Lowestoft | Gilbert&Co.Ld. | 91·2\|20·2\|10·6 | Lowestoft<br>British | T.3Cy.9¾″,15″&22″-16″<br>Elliott& 25RH<br>Garrood,Ld.Beccles | | |
| 15536<br>142476<br>JTBN | **Falavee** SteelScK<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft Cargo battens not fitted* | 338<br>245<br>120 | ✠100A1<br>8,21 ~~11,20~~<br>✠LMC4,18 | Bel | *e* | CL<br>8,21 | 1918<br>4mo<br>*Lloyd* | A.Jeffrey&<br>Co.Ld.<br>Alloa<br>'*sA&CP* | HowdenBros.Ld. | 136·9\|23·2\|9·8<br>Q49'B10'F27'<br>FK<br>*FPT*50*t* | Belfast<br>British<br>3*BHCem*<br>*APT*10*t* | C.2Cy.16½″&36″-27″ (*s*<br>135lb 75RHP<br>1SB,3*pf*,GS47,HS1370<br>A.Jeffrey&Co.Ld.Alloa | 10 ″ 9<br>s ″ 8<br>10 ″ 4 | |
| 15537<br>73616<br>RBJG | **Falcon** IronScSr<br>2*Dks* | 675<br>511<br>366 | | | ... | | 1876 | C.Mitchell<br>&Co.<br>Newcastle | GeneralStm.Nav.<br>Co.Ld. | 200·0\|27·2\|14·0<br>P59' Q51' F45'<br>FK | London<br>British<br>*WB* | C.2Cy.30″&56″-33″<br>NB91 150NH<br>Thompson&Co.,Newcastle | | |
| 15538<br>106414<br>PLFM | — SteelScSr<br>ssAdn.No.3-3,10<br>*Mchy.Aft* ~~ssAdn.No.1-14~~<br>ssAdn.No.2-19 1*Dk*&*Shade dk* | 351<br>250<br>136 | ✠100A1<br>*Shade dk withfreeboard*<br>5,21 ~~1,18~~<br>✠LMC<br>~~Examined1,19~~<br>MS11,18<br>BS5,21<br>~~BS11,19~~ | Bom<br>Adn | *g* | CL<br>~~11,19~~<br>5,21 | 1896<br>8mo | Sunderlnd<br>S.B.Co.(Lim)<br>Sunderland<br>A&CP | Cowasjee,Dinshaw<br>&Bros. | 152·0\|25·6\|11·5<br>P17'F21'<br>ND21 BK7″<br>*WB=DBf*35' 57*t FPT* | Sundrland<br>British<br>3*BHCem*<br>28*t APT*4*t* | T.3Cy.13½″,22″&36″-24″ (*r*)<br>160lb 90RHP<br>1SB,2*pf*,GS44,HS1414<br>SirC.Furness,Westgarth&<br>Co.(Lim.),Mdb | 12 ″ 4<br>s 1 ″ 2<br>12 ″ 1 | |
| 15539<br>105525<br>QNSH | — IronScK<br>(*Trawler*)<br>1*Dk* | 154<br>142<br>65 | | | ... | | 1895 | Cochrane<br>&Cooper<br>Hull | Taylor,Olsen<br>&Pennell<br>(H.L.Taylor,*Mgr.*) | 102·7\|20·5\|11·0<br>Q17'F19'<br>BK7½″ | Grimsby<br>British | T.3Cy.11¾″,19½″&32″-22½″<br>50RHP<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| 15540<br>89631 | — IronScSr<br>1*Dk* | 134<br>133<br>25 | ✠<br>*ForTowingpurposes only*<br>10,84<br>✠ | Lth | | | 1884<br>9mo | S.&H.Mor-<br>ton&Co.<br>Leith | Huddart,Parker,<br>Ld. | 96·9\|19·3\|11·2 | Melbourne<br>British<br>3*BHCem* | C.2Cy.20½″&40″-24″<br>90RHP<br>A.Shank&Son,Arbroath | 11 ″ 10 | |
| 15541<br>99090<br>MPWN | — IronSc<br>(*Tug*)<br>1*Dk* | 124<br>124<br>5 | | | ... | | 1892 | G.Rennie<br>&Co.<br>London | GamecockSteam<br>TowingCo. | 91·5\|19·1\|10·9<br>B12'<br>BK7″ | London<br>British | C.2Cy.18″&38″-24″<br>NB13 98RH<br>J.Stewart&Son(Lim.)Lon. | 11 ″ 7 | |
| 15542<br>120632 | — WoodSc | 117<br>—<br>59 | | | | | 1886 | Alex.Hay<br>S.Francisco | Wilmington<br>Transprtn.Co. | 100·0\|23·0\|9·5 | LosAnge-les,Cal.<br>Utd.States | C.2Cy.12″&22″-18″<br>17NHP | | |
| 15543<br>122807 | — SteelScSk<br>ssSws.No.3-4,19<br>1*Dk* | 88<br>88<br>38 | ✠100A1<br>*ForTowingpurposes*<br>7,20<br>~~BS7,20~~<br>BS10,21<br>✠LMC4,19 | Lly | | 7,20 | 1905<br>12mo<br>*Lloyd* | AilsaS.B.<br>Co.Ld.<br>Ayr<br>'*sA&CP* | LlanellyHarbour<br>Trustees | 84·9\|17·1\|9·1<br>BK6″<br>*WB=* | Swansea<br>British<br>4*BHCem*<br>*APT*13*t* | C.2Cy.15″&32″-24″ (*s*)<br>130lb 75RHP<br>1SB,2*pf*,GS38,HS930<br>J.Ritchie,Glasgow | 10 ″ 0 | |
| 15544<br>144918<br>KGLR | **Falconer** SteelSc<br>ssNwc.No.3-8,20<br>(*ex*Kilkeel) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 621<br>489<br>270 | 100A1<br>1,22 ~~8,20~~<br>LMC9,20 | Nwc<br>Shl | | CL | 1918<br>*Lloyd* | Smith's<br>DockCo Ld.<br>Middlesbro'<br>'*sA&CP* | BrownShippingCo<br>(Newcastle)Ld.<br>(Robinson,Brown<br>&Co.*Mgrs.*) | 175·0\|30·0\|15·7<br>B50'<br>FK<br>*CellDBu E*26'20*t* | Newcastle<br>British<br>5*BHCem*<br>*FPT*20*t* | T.3Cy.16″,26″&44″-26″ (*s*)<br>200lb 94RHP<br>1SB,3*cf*,GS51,HS1825<br>Smith'sDockCo.Ld.Mdb. | 16 ″ 6<br>s 1 ″ 10<br>14 ″ 11 | |

| 1 Numero l'Ordre. — Numero Officiel. — Signaux | 2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ❋ 15545<br>135597<br>JFVK | **Falernian** SteelScSr<br>ssLon.No.1–19<br>*Well deck* 1*Dk*(*Stl*)&2nd *dk*(*Stl*) *in*<br>*Elec.light* *Nos.*1&2*holds*<br>Wireless *Cruiser Stern* | 3419<br>2349<br>2197 | ✠100A1<br>8,20<br>~~BS8,20~~ ✠LMC4,19<br>BS9,21 | Mdb | *u* | CL<br>8,20 | 1914<br>7mo | W.Harkess<br>&Son,Ld.<br>Middlesbro'<br>*Lloyd'sA&CP* | EllermanLines,Ld<br>(GrahamSmith,<br>*Mgr.*)<br>*WB=CellDB* | 318·0\|42·4\|21·6<br>P&B205'F40'<br>FK<br>*a*98'*uE&B*53'*f*130' | Liverpool<br>British<br>6*BHCem*<br>649*tAPT*11*t* | T3Cy20½",35¼"&60"–42" (*s*)<br>215lb 344NHP<br>3SB,6*cf*,GS115,HS4896 FD<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 26 9<br>s 3 6<br>23 7 |
| ❋ 15546<br><br>LBPO | **Falk** ssXia.2ndNo.3–2,21 SteelSc<br>Wireless (*ex*RoaldAmundsen,*ex*<br>Sandhurst,*ex*Toronto, ~~ssGls.No.3–4,06~~<br>*ex*SaintEnoch) ~~ssXia.No.3–11~~<br>*Elec.light* 1*Dk*(*Irn*)&*Spar dk*(*Irn*)3*trB* | 4503<br>4006<br>2600 | ✠100A1<br>*Spar dk*<br>~~2,21~~ ~~7,16~~ ✠LMC2,21<br>10,21<br>*Carrying oil* | Lon<br>Xia<br><br><br>*fuel F.P.* | *x* | 3,21<br><br><br><br>*above* 1 | 1891<br>2mo<br><br>*Lloyds*<br>50° F. | Palmers'<br>Co.Ld.<br>Newcastle<br>*A&CP*<br>*in Deep tanks* | A/SÖrnen (S.L.<br>Christensen, *Mgr.*)<br><br>*Ce*<br>*DT* | 375·0\|46·5\|20·4<br>P34'B86'F31 28·2<br>BK11"<br>*llDB*322' 697*tFPT*<br>*anks a*100'2120*tDT* | Sandefjrd<br>Norwegian<br>7*BHCem*<br>76*tAPT*35*t*<br>*f*58'1360*t* | T.3Cy.25"45"&73"–48" (*s*)<br>160lb *150lb* 397NHP<br>2DB,*12cf*,GS192,HS6383<br>DB*refitted*11<br>Palmers'Co.Ld.Newcastle | 31 2 |
| 15547 | — SteelScSr<br><br>1*Dk* | 1459<br>1027<br>857 | | | | | 1911 | Stettiner<br>Oderwerke<br>Stettin | RenataDmpfsch.<br>Ges.Th.Gribel<br>(R.C.Gribel, *Mgr.*) | 230·9\|36·4\|15·0<br>Q75'B101'F25' | Stettin<br>German<br>*WB* | T3Cy16$\frac{9}{10}$"27⅞"&43$\frac{3}{10}$"–31$\frac{1}{10}$"<br>104NHP<br>StettinerOderwerke | |
| ❋ 15548<br>4406<br>JPFT | **Falka** SteelScSr<br>ssMmo.2ndNo.3–8,14<br>Wireless ssGot.No.1–20<br>*Well deck* 1*Dk*(*Stl*)&*Web frames* | 1751<br>1298<br>1072 | ✠100A1<br>3,22 ~~1,20~~ ✠LMC<br>MS5,15 BS~~4,20~~ 4,21 | Got<br>Gls | *q* | ~~1,20~~<br>3,22 | 1889<br>3mo | W.Gray&<br>Co.(Lim.)<br>W Hartlepool<br>A&CP | RederiA/B,H.<br>Modin(H.Modin,<br>*Mgr.*) | 260·0\|36·7\|18·2<br>Q107'B104'F31'<br>FK<br>*WB=DBa* | Sundsvall<br>~~Stockholm~~<br>Swedish<br>4*BHCem*<br>82'*f*102'383*t* | T.3Cy.19",30½"&51"–36" (*s*)<br>160lb *90lb* NDB03 156NHP<br>1SB,3*rf*,GS40<br>Cntrl.Mrne.EWrks.W.Hpl | 19 5<br>s 1 2½<br>18 5 |
| 15549 | **Falke** SteelScLr<br><br>1*Dk* | 152<br>138<br>70 | | | | | 1908 | M.van der<br>Kuijl<br>Slikkerveer | ElsfletherHerings-<br>fischereiGes. | 95·0\|21·4\|9·9<br>Q21' | Elsfleth<br>German<br>*WB* | C.2Cy.9$\frac{7}{16}$"&18⅛"–12⅝"<br>9NHP<br>J.H.vanCappellen,Bolnes | |
| 15550 | — IronSc<br>(*Ferry*)<br>1*Dk* | 139<br>139<br>28 | | | | | 1878 | Akt.Ges.<br>"Weser"<br>Bremen | Eisenbahn-<br>Direktion | 92·0\|22·9\|9·9 | Tönning<br>German | C.2Cy.14½"&25"–17"<br>21NHP<br>A.G."Weser,"Bremen | |
| 15551<br><br>MBFL | **Falkefjell** SteelScSr<br>(*ex*Kingston,*ex*<br>Salvatore diGiorgio) 1*Dk*&*Awng dk*3*trB*<br>*Elec.light* | 1266<br>1165<br>766 | | | | | 1903 | Akers<br>Mex.Værks.<br>Christiania | A/S Valberg<br>(Olsen&Ugelstad,<br>*Mgrs.*) | 227·0\|31·6\|22·1<br>H87*t* | Kristiania<br>Norwegian<br>*WB* | T.3Cy.20",32"&52"–33"<br>155NHP<br>AkersMek.Værks.Xia. | |
| ❋ 15552<br>577<br>JBQV | **Falken** SteelScSr<br>ssGfl.2ndNo 3–10,15<br>*Well deck* ssGot.No.1–19<br>1*Dk*(*Irn*)&*Web frames* | 1308<br>1026<br>706 | ✠100A1<br>3,21 ~~1,20~~ ✠LMC<br>MS4,19 BS~~12,18~~3,21 | Lon<br>Mmo | *o* | ~~4,19~~<br>8,21 | 1893<br>5mo | Craig, Tay-<br>lor&Co.<br>Stockton<br>A&CP | Rederiaktieb.<br>Æolus(N.Påhls-<br>son, *Mgr.*) | 237·0\|34·5\|15·3<br>Q89'B58'H65*t*F29'<br>*WB=CellDB* FK<br>190'273*tFPT*109*t* | Hlsngborg<br>Swedish<br>4*BHCem*<br>*APT*100*t* | T.3Cy.18½",30"&49"–33" (*s*)<br>160lb *80lb* 136NHP<br>2SB,*4pf*,GS68,HS2000<br>N.E.MarineE.Co.Ld.Sld. | 17 9<br>s 1 8½<br>16 4 |
| 15553<br><br>NRMJ | — SteelScSr<br><br>*Elec.light* 1*Dk* | 369<br>253<br>159 | | | | | 1911 | Helsingörs<br>Jernsk&Msk.<br>Elsinöre | DetForenede<br>DampskibsSelsk. | 160·9\|26·1\|9·6<br>P96'F24' | Svendborg<br>Danish<br>*WB* | T.3Cy.13½",22"&36"–24"<br>63NHP<br>HelsingörsJernsk.&Mskb. | |
| 15554<br>5115<br>JRVG | — SteelScSp<br><br>*Mchy Aft* 1*Dk* | 328<br>249<br>134 | | | | | 1910 | Lindhol-<br>mensM.V.<br>Gothenburg | HallandsÅngbåts<br>Aktiebolag (R.H.<br>Möller, *Mgr.*) | 125·4\|24·1\|11·3<br>P44'F21'H8*t* | Halmstad<br>Swedish<br>*WB* | T.3Cy.12",20"&33"–21"<br>50NHP<br>LindholmensM.V.Got. | |
| 15555<br><br>MDOW | — IronScSr<br>(*Trawler*)<br>(*ex*Libra) 1*Dk* | 142<br>127<br>55 | | | ... | | 1885 | Earle'sCo.<br>Ld.<br>Hull | BrödreneKalve | 99·5\|20·1\|10·6<br><br>BK8" | Bergen<br>Norwegian | T.3Cy.11½",17"&30"–18"<br>NB99 38NHP<br>Earle'sCo.Ld.Hull | 11 7 |
| 15556<br>5782<br>JVNP | — WoodSc<br>*OilEng.*<br>1*Dk* | 130<br>103<br>84 | | | | | 1915 | ÖrebroNya<br>Rederiak-<br>tieb.Skebäck | Kristinehamns-<br>aktieb.S.V.Evers&<br>Co.(N.Orstadins,<br>*Mgr.*) | 90·3\|21·5\|7·7<br>H20*t* | Krsthmn<br>Swedish | Oil Engine 2Cy.10$\frac{7}{32}$"–11¾"<br>J.V.Svenssons 12NHP<br>Motorfab.Augustendal | |
| 15557<br>5991<br>KCBH | — SteelSc<br><br>1*Dk* | 103<br>76<br>57 | | | | | 1894 | G.Seebeck<br>Geestemünde | ÅngbåtsA/B<br>Tärnan (A.E.<br>Lundin, *Mgr.*) | 88·7\|16·3\|8·3 | Hapar'nda<br>Swedish | | |
| 15558 | **Falkenberg** SteelScSr<br>(*ex*Falkenstein)<br>1*Dk* | *1433*<br>*1261*<br>*882* | | | | | 1901 | Schiffsw.v.<br>HenryKoch<br>Lübeck | FrenchGovern-<br>ment | 244·9\|36·1\|17·2<br>P16'B62'F24' | <br>French<br>*WB* | T.3Cy.16¾",28"&44½"–32½"<br>OttensenerMasch. 113NHP<br>J.F.Ahrens,Ottensen | |
| 15559 | **Falkenstein** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 120<br>102<br>— | | | | | 1914 | Lübecker<br>Maschb.Ges.<br>Lübeck | NeueDampferCo.<br>A.G. | 82·8\|19·8\|9·7 | Kiel<br>German | T3Cy.12⅝"18$\frac{7}{10}$"&29½"–15$\frac{7}{10}$"<br>34NHP<br>LübeckerMch.Ges Lübeck | |
| 15560<br><br>NTLF | Wrecked 12,21<br>**Falkland** SteelScSr<br>Wireless ssBbo.2ndNo.3–10,14<br>(*ex*UriarteNo.4 ssNpt.No.1–19<br>*ex*Thorntondale) 1*Dk*(*Irn*)2*trB*<br>*Well deck* *Floors&pt Inner bottom Irn* | 2224<br>1712<br>1391 | ✠~~100A1~~<br>7,21 ~~6,20~~<br>~~✠LMC~~<br>~~MS1,19~~ ~~BS6,20~~ | Liv<br>Mmo | *s* | ~~1,10~~<br>N7.21 | 1888<br>10mo | J.Read-<br>head&Co.<br>S.Shields<br>A&CP | A/S DetDansk<br>FranskeDamp-<br>skibsselsk (A.N.<br>Petersen, *Mgr.*) | 290·0\|39·0\|18·8<br>P29'Q82'B118'F33'<br>BK10"<br>*WB=Cell* | Copnhagn<br>Danish<br>6*BHCem*<br>*DB*250'500*t* | T3Cy.23",37½"&61½"–39"(*r*)<br>160lb *100lb* NDB12 234NHP<br>2SB,*6cf*,GS105,HS3490<br>J.Readhead&Co.S.Shields | 21 5<br>s 1 8½<br>20 8 |
| 15561<br>123164<br>HGRF | — SteelSc3MstSr<br>ssMVo.No.3–12,19<br>(*ex*Wheatsheaf) 1*Dk*(*Stl*)<br>*Elec.light Mchy.Aft Well deck* | 452<br>287<br>158 | ✠100A1<br>12,21 ~~12,19~~<br>✠LMC12,19<br>BS~~9,21~~ 12,21 | MVo<br>BAs | *g* | 12,19 | 1906<br>7mo | AilsaS.B.<br>Co.Ld.<br>Ayr<br>*Lloyd'sA&CP* | FalklandIslands<br>TransportCo.Ld.<br>(Lowden,Connell<br>&Co.*Mgrs.*) | 152·0\|24·9\|10·0<br>Q88'B24'F24'<br>BK7"<br><br>*WB=* | Pt.Stanley<br>F.I.<br>British<br>3*BHCem*<br>*CellDBf*80' | C.2Cy.18"&39"–27" (*s*)<br>130lb *100lb* 97RHP<br>1SB,*3pf*,GS53,HS1720<br>Muir&Houston,Ld.Gls.<br>92*tFPT*27*tAPT*2*t* | 12 6<br>s 4 4½<br>12 9 |
| 15562<br><br>MTQB | **Falkum** WoodAuxScSr<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 467<br>373<br>353 | | | | | 1919 | Vikkilens<br>Skibg-<br>geri<br>Grimstad | A/SFalkum (H.<br>Haraldsen) | 127·5\|29·9\|14·6<br>P44*t*F39*t* | Skien<br>Norwegian | Motor | |
| 15563<br>3453<br>JKPG | **Falkvik** SteelSc<br>(*ex*Nordstjernan)<br>1*Dk* | 1221<br>1034<br>621 | | | | | 1899 | Howaldts-<br>werke<br>Kiel | RederiAktieb.<br>Falkvik(Nils<br>Fremberg) | 236·8\|35·2\|15·9<br>Q17'B64'H86*t*F28' | Sölvesborg<br>Swedish<br>*WB* | T.3Cy.17",27½"&43½"–24½"<br>95NHP<br>Howaldtswerke,Kiel | |
| 15564<br>135957<br>JDNP | **Falls City** SteelScSr<br><br>Wireless 1*Dk* | 4729<br>4471<br>2917 | | | | | 1913 | Ropner<br>&Sons,Ld.<br>Stockton | St.Just S.S.Co.Ld.<br>(W.R.Smith&<br>Sons, *Mgrs.*) | 378·5\|51·5\|27·5<br>P37'B125'F38' | Bideford<br>British<br>*WB* | T.3Cy.26",42"&70"–48"<br>339NHP<br>Blair&Co.Ld.Stockton | |
| 15565<br>133634<br>HWRQ | **Fallsmead** SteelSc<br>ssHul.No.1–19<br>(*ex*Forfar,*ex* 1*Dk*(*pt Irnpt Stl*)&*Web*<br>Thessalia) *frames Longitudinal framing*<br>Wireless *Should be "Forfar," See No. 37373 in Supplement* | 3693<br>3435<br>2340 | ✠100A1<br>7,20<br>✠LMC7,19 | Bry | *w* | CL<br>7,20 | 1912<br>9mo | TyneI.S.B.<br>Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | WesternCounties<br>ShippingCo.Ld.<br>(E.EdwardsSons&<br>Co.Ld.*Mgrs.*)<br>*CellD* | 348·5\|50·1\|23·5<br>P30'B102'F38'<br>FK<br>*Ba*111' *uE*23'*f*155' | London<br>British<br>6*BHCem*<br>801*tAPT*95*t* | T.3Cy.24",40"&66"–45" (*s*)<br>180lb *90lb* 307NHP<br>2SB,*8pf*,GS142,HS4600<br>J.Dickinson&Sons,Ld.Sld. | 25 10<br>s 4 8<br>21 6 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in LR. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15566<br>217081<br>LNJE | **Falmouth** WoodScSr<br>*Elec.light* Wireless 1*Dk*2*trB* | 2551<br>—<br>1528 | | | | | 1918 | Cumberlnd S.B.Co.<br>Portland, Me. | UnitedStates ShippingBoard | 267·3\|46·2\|23·6<br>P26'B66'F29' | Prtlnd,Me.<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 15567<br>108483 | — SteelScYl<br>*ss*Gms.No.3–12,09<br>*ss*Liv.No.2–19<br>1*Dk* | 165<br>152<br>64 | ✠100A1<br>*StmTrawler*<br>8,21~~11,19~~<br>DS7,21<br>✠NB10,14 ✠LMC11,19 | Liv<br>Lwt | | CL<br>N11,19 | 1897<br>10mo | Mackie& Thomson<br>Glasgow<br>A&CP | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden, *Mgr.*) | 104·2\|21·0\|10·7<br>Q17'F19'<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.10",16"&27"–20" (*s*)<br>180lb 45RHP<br>1SB,*2pf*,GS26,HS656<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 15568<br>123956<br>HNPG | **Falmouth Castle** SteelScSr<br>*ss*Fal.No.3–6.19<br>(*ex*Braeside) *Mchy.Aft* 1*Dk*(*Irn*)<br>*Welldeck* *Cargo battens not fitted* | 407<br>272<br>168 | ✠100A1<br>9,19<br>BS11,20 ✠LMC6,19 | Fal | *f* | ~~6,10~~<br>N5,21 | 1909<br>2mo<br>*Lloyd* | J.Crown& Sons,Ld.<br>Sunderland<br>'*sA&CP* | HarrisBros. | 141·5\|23·6\| 9·8<br>Q78'B7'F22'<br>FK<br>*WB*=*FPT*35*tAPT*6*t* | Falmouth<br>British<br>3*BHptCem*<br>*ptAsp* | C.2Cy.18"&38"–27" (*s*)<br>130lb 59RHP<br>1SB,*3pf*,GS41,HS1403<br>MacColl&Pollock,Ld.Sld. | 10″10<br>s ″ 6<br>10 ″ 7 | |
| 15569<br>3999<br>JMQD | **Falster** SteelScSr<br>1*Dk* | 581<br>424<br>336 | | | | | 1902 | Hlsingbrgs Varfs.Aktieb.<br>Helsingborg | ÅngbAktieb.Ferm (Dan.Broström, *Mgr.*) | 164·5\|28·4\|11·0<br>Q55'B29'H27*t*F18' | Krstnhmn<br>Swedish<br>*Wb* | C.2Cy.17"&35"–26½"<br>53NHP<br>HelsingborgsVarfsAktieb. | | V |
| 15570<br><br>NTDL | **Falstria** SteelTwinScSr<br>*ss*Cpn.No.1–19 *OilEng.*<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 4344<br>3911<br>2780 | ✠100A1<br>~~6,21~~ ~~1,21~~12,21<br>~~DBS9,19~~ ✠LMC6,~~20~~<br>DBS6,21 6,21 | Cpn | *w* | CL<br>~~9,19~~<br>P12,21<br>SN12,21 | 1915<br>3mo<br>*Lloyd* | Harland& Wolff,Ld.<br>Glasgow<br>'*sA&CP* | AktiesDetÖstasiatiskeKompagnie | 365·3\|50·1\|26·5<br>P22'B91'F36'<br>FK<br>B *B*=*CellDBa*88'*uE* | Copnhagn<br>Danish<br>1*BH to Udk*<br>5 „ 2nd „<br>42'*f*174'770*t* | OilEngine4S.C.SA 398NHP<br>12Cy.22"–29 1⅝" DB*80lb*<br>Burmeister&Wain,Ld.Gls.<br>*only*<br>*FPT*49*tAPT*50*t* | 29 ″ 2<br>s 6 ″ 3<br>23 ″ 5 | |
| 15571 | **Famalicão 2°** WoodAuxSc<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 500 | | | | | 1921 | Soc.deNav. & PescaEspozendeLtd<br>Espozende | Soc.deNav.& PescaEspozende Ld. | | Portuguese | Oil Engine | | |
| 15572<br>217494<br>LPQM | **Fame** WoodSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 415<br>—<br>197 | | | | | 1919 | Crowninshield S.BCo<br>FallRiver, Mass. | UnitedStates ShippingBoard | 142·0\|31·6\|14·4 | FallRiver<br>Utd.States | T.3Cy.17",25"&43"–30"<br>101NHP<br>VulcanIronWorks, JerseyCity,N.J | | |
| 15573 | — IronTwinSc<br>(*Tug*)<br>1*Dk* | 226<br>220<br>140 | | | ... | | 1857 | T.D.Marshall<br>S.Shields | FrenchGovernment | 133·2\|22·3\|11·8<br>alm.rb.88 | Haiphong<br>French | C.4Cy.15"&30"–18"<br>NE&B4,88 64NHP<br>H.Kg.&WhampoaD.Co.Ld | | |
| 15574<br>29<br>PFML | **Famiglia** SteelScSr<br>*ss*Nap.2ndNo.3–10,13<br>(*ex*Wylam,*ex*Zorroza,*ex*Wylam)<br>*Beams&CellDBIrn*1*Dk*(*Irn*) | 836<br>688<br>484 | ✠ ~~[illegible]~~<br>2,20<br>✠NB7,09 ✠ | Nap | *l* | | 1888<br>6mo | Sunderlnd S.B.Co.Ld.<br>Sunderland | A.Napoli | 209·8\|30·1\|13·5<br>Q103'B15'F22'<br>BK8"<br>*WB*=*Cell* | Catania<br>Italian<br>4*BHCem*<br>*DB*163'207*t* | T.3Cy.16¾",26"&43"–30"<br>NDB11 99NHP<br>1SB,*3cf*,GS51,HS1498<br>N.E.MarineEng.Co.Ld.Sld | 15 ″ 9 | |
| 15575<br>136364<br>JQCM | **Fanad Head** SteelScSr<br>*Elec.light* Wireless Sub Sig. 2*Dks* | 5200<br>4845<br>3285 | | | | | 1917 | Workman, Clark&Co.Ld<br>Belfast | UlsterS.S.Co.Ld. (G.Heyn&Ss.*Mgs*) | 390·4\|51·8\|29·8<br>P41'B114'F42' | Belfast<br>British<br>*WB* | T.3Cy.26½",44"&74"–48"<br>379NHP<br>Wrkman,Clark&Co.Ld.Bel | 32 ″ 6 | C |
| 15576 | **Fanal** SteelSc<br>(*ex*Rhenus24)<br>*Elec.light* 1*Dk* | 542<br>—<br>305 | | | | *Reb* | 19$_{19}$<br>*uilt by* | ..................<br>Vereinigte El | Paulsen&Ivers<br>be-u.Norderwerft | 187·0\|23·0\|15·6<br>H-Boizenburg | Kiel<br>German<br>*WB* | C.2Cy.13"&30"–12"<br>E&B*made*09,*refitted*19<br>26NHP<br>P.vanSmit,Jr.Rotterdam | | |
| 15577<br>124686<br>HKJB | **Fane** SteelScK<br>*ss*Liv.No.3–8,19<br>1*Dk* | 269<br>229<br>108 | ✠<br>*StmTrawler*<br>8,19 ✠ | Liv | | | 1907<br>3mo | JTEltringham&Co.<br>S.Shields | G.Craig | 130·7\|22·5\|12·0<br>Q72'F21'<br>BK8½" | Aberdeen<br>British<br>4*BHCem* | T.3Cy.12½",21"&34"–25"<br>85RHP<br>1SB,*3pf*,GS45,HS1436<br>ShieldsEng.Co.Ld.N.Shl. | 13 ″ 0 | |
| 15578<br><br>LBNG | **Fanefjeld** SteelSc<br>*Elec.light* 1*Dk* | 1355<br>1180<br>766 | | | | | 1920 | C.Vander Giessen& Zonen<br>Krimpen a/d Ysel | D/S A/S Storfjeld (HG Martens, *Mg.*) | 239·7\|36·2\|16·5 | Bergen<br>Norwegian | T.3Cy.17½",29"&46"–36"<br>126NHP<br>Pannevis&Zoon,Utrecht | | |
| 15579<br><br>MTKG | **Fanefjord** WoodAuxSc<br>*OilEng*<br>1*Dk*<br>(*See Sailing Ship Register*) | 402<br>378<br>275 | | | | | 1919 | Bolsönes Skbs.&Mek Værks.<br>Molde | A/SRomsdals Rederi(E.Christensen, *Mgr.*) | 135·6\|29·2\|14·3<br>P48*t* | Molde<br>Norwegian | Oil Eng. 2S.C.SA<br>4Cy.14⅖"–17⅓" 64NHP<br>BolsönesSkbs.Mek.Værks. Molde | | N |
| 15580 | **Faneromeni** SteelTwinScSr<br>(*ex*Hilda,*ex*Izidoro<br>*Elec.light* Antunes) 1*Dk* | 383<br>208<br>136 | | | | | 1900 | Menzies& Co.Ld.<br>Inverkeithng | Trofimoff&Co. | 145·0\|30·1\| 8·1 | Syra<br>Greek | C.4Cy.14"&28"–21"<br>60NHP<br>Shanks,Anderson&Co.Gls. | | V |
| 15581<br><br>MVJW | **Fanestrand** WoodAuxTwinSc<br>*OilEng.* 5MstSr<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 2553<br>2173<br>2082 | | | | | 1918 | Aberdeen S.B.Co.<br>Aberdeen, Wash. | M/SA/SFanestrand (W.K. Friman) | 274·8\|49·0\|24·0<br>P30'F40' | Chrstiania<br>Norwegian | Oil Engines 2S.C.SA<br>8Cy.16½"–18 1⁵⁄₁₆" 183NHP<br>SkandiaPacificOilEngine Co.S.Fc | | V |
| 15582<br><br>MLRB | **Fangst** SteelScSr<br>(*ex*Hadaröy) | 115<br>111<br>37 | | | | | 1915 | Rosenberg Mek.Verks.<br>Stavanger | O.Toersen& O.Bloch | 93·5\|19·5\| 9·9 | Xiansund<br>Norwegian | C.2Cy.10½"&23"–18"<br>19NHP<br>RosenbergMek.Verk.Stv. | | N |
| 15583<br><br>MRBD | **Fangstmand** WoodAuxScSr<br>*Stm.Eng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 151<br>134<br>66 | | | | | 1917 | Jörgensen &Vik<br>Grimstad | J.H.Brandal | 105·0\|22·0\|10·4<br>Q27' | Aalesund<br>Norwegian | C.2Cy.9³⁄₁₀"&20⁷⁄₁₀"–15"<br>14NHP<br>PusnæsStöberiMek.Værk. Arendal | | N |
| 15584 | **Fangturm** SteelScSr<br>*ss*Msl.No.2–19<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl-pt* Wireless teak s)&*deep framing*<br>*Now named* "Antwerpia," *See No.* 36258 *in Supplement* | 4933<br>4723<br>3113 | ✠100A1<br>*Spar dk*<br>8,19<br>BS1,21 ✠LMC8,19 | Msl | *z* | CL<br>8,19 | 1908<br>10mo<br>*Lloyd* | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>'*sA&CP* | ~~FrenchGovernment~~ BelgianGovt<br>Armement Deppe<br>*WB*=*CellDBa*<br>'*tweendktanksa*44' | 401·2\|52·5\|20·2<br>P50'B122'F51' 28·2<br>FK<br>130'*uE*24'*f*180'966*t*<br>434*tf*42'456*t FPT*6 | Belgian<br>6*BHCem*<br>0*tAPT*50*t* | Q.4Cy.23",31½",48"&71"-51"<br>213lb *120lb* (*r*) 470NHP<br>3SB,*9cf*,GS153,HS6216 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 31 ″ 0 | |
| 15585 | **Fani** SteelScSr<br>*ss*Liv.2ndNo.3–2.19<br>(*ex*CaribPrince) 1*Dk*(*Stl*)&*Spardk*(*Stl-ws*)&*deepframing*<br>*Elec.light* | *1975*<br>*1817*<br>*1252* | ✠100A1<br>*Spar dk*<br>12,19<br>~~BS10,20~~ ✠LMC2,18<br>BS5,22 | Mch | *r* | 12,19 | 1893<br>6mo | ShortBros.<br>Sunderland<br>A&CP | J.S.Coulis | 282·0\|37·7\|14·9<br>P22'B77'F29' 22·4<br>FK<br>*DBa*70'*f*107'298*tFPT* | Piræus<br>Greek<br>4*BHCem*<br>86*tAPT*36*t* | T.3Cy.22",36"&59"–39" (*s*<br>160lb *100lb* NDB11 219NHP<br>2SB,*6cf*,GS102,HS3300<br>Blair&Co.Ld.Stockton | 24 ″ 8<br>s 4 ″ 2½<br>21 ″ 0 | |

| 1 | 2 / 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement. Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. |
| 15586<br>120446 | **Fannie A. Smith** WoodAuxScSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 124<br>110<br>94 | | | | | 1903 | A.Story<br>Essex,Mass. | WestIndies ChemicalWorks, Ld. | 103·2 | 24·0 | 10·4 | KingstnJa<br>British | Oil Engine *made* 14<br>11NHP<br>LathropeEng.Co.Conn. | |
| 15587 | **Fanny Mazza** SteelSc<br>(*ex*SirVisto) 3*Dks*(*Stl–U ptws*)<br>*Elec.light* | 1407<br>1354<br>624 | ✠ A1<br>*For Government Service*<br>3,19 | Sld<br>✠LMC5,19 | | CL | 1919<br>3mo<br>*Lloyd* | Osbourne, Graham& Co.Ld.<br>Sunderland<br>'sA&CP | ~~M.Mazza~~<br>SirJohnJ.Stavridi&D.Simpson<br>*CellDBuB*20 | 258·0<br>FK<br>21*tDT*8'24*tFPT*34*t* | 34·8 | 23·8 | British<br>3*BHptCem*<br>*APT*23*t* | T.4Cy.20½",33"&(2)37"–30"<br>180lb (*s*) 337NHP<br>2SB,8*cf*,GS156,HS6072 FD<br>Geo.Clark,Ld.Sunderland | 24 ′ 6 |
| 15588<br>144410 | **Fantee** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in 'tween decks*<br>Wireless | 5663<br>5448<br>3527 | ✠100A1<br>*Shelter dk with freeboard*<br>~~3,22~~ 1,21 4,22 | Lon<br>Rot<br>✠LMC5,20 | | CL | 1920<br>2mo<br>*Lloyd* | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>'sA&CP | Elder,Dempster& Co.Ld.<br>*Collision BH to Shelter dk*<br>*CellDB*351'1290*tFPT*60*t* | 399·5<br>F37'*on Shelter dk*<br>FK | 53·0 | 32·8 | London<br>British<br>*ptCem*<br>6*BH to U dk*<br>*APT*80*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Palmers'S.B.&I.CoLd.Nwc | 35 ′ 5<br>s 9 ′ 6<br>28 ′ |
| 15589 | **Fantiman** SteelTwinSc<br>*Elec.light* 2*Dks* | 500 | | | | | 1921 | LythamSB &Eng.Co.Ld.<br>Lytham | F.&A.Swanzy,Ld. | 180·0<br>P28'B65'F26' | 32·0 | 11·3 | British<br>*WB* | T.6Cy.11",17¼"&29"–22"<br>39NHP<br>LythamS.B.&Eng.Co.Ld. | |
| 15590<br>217640<br>LQCH | **Faraby** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB in fore*<br>Wireless &*after holds*&*Web frames* | 3285<br>3005<br>2002 | | | ... | | 1918 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd. States<br>*WB* | 1GearedSteamTurbine<br>386NHP<br>WestinghouseElec.&Mfg. Co.Essington,Pa. | 28 ′ 6 |
| 15591<br>68535<br>NGJD | **Faraday** IronTwinSc3MstSr<br>*CableVessel* *ss*Nwc.3rdNo.3–6,09<br>*ss*Liv.No.2–17<br>Wireless 2*Dks*4*trB* | 5052<br>2403<br>2938 | ✠100A1<br>4,21 ~~5,20~~<br>✠NB6,09<br>BS5,20 | Lon<br>✠LMC5,17 | *x* | 4,19 | 1874<br>2mo | C.Mitchell &Co.<br>Newcastle<br>A&CP | SiemensBros.&Co. Ld. | 360·4<br>F49'<br>*pt Shade dk*208' FK<br>*WB* | 52·3 | 34·7 | London<br>British<br>3*BHCem*<br>=*DBf*146' | C.4Cy.30"&68"–48" (*s*)<br>100lb *110lb* 536NHP<br>NDB10*fitted*12<br>4SB,12*cf*,GS302,HS8668<br>T.Clark&Co.Newcastle | 36 ′ 6<br>s 8 ′ 6<br>28 ′ 6 |
| 15592<br>139291<br>JNBW | — SteelScK<br>*ss*Hul.No.1–20<br>*Elec.light* *Mchy.Aft* 1*Dk* | 322<br>286<br>131 | ✠100A1<br>*StmTrawler*<br>8,21 ~~8,20~~ | Hul<br>✠LMC8,20 | | CL<br>~~8,10~~<br>8,21 | 1916<br>6mo<br>*Lloyd* | Cochrane& Sons,Ld.<br>Selby<br>'sA&CP | F.&T.Ross,Ld. | 136·2<br>Q76'F20'<br>BK7½" | 24·0 | 12·9 | Hull<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 86RHP<br>1SB,3*pf*,GS48,HS1387<br>C.D.Holmes&Co.Ld.Hull | 13 ′ 7 |
| 15593<br>OHAE | **Faraman** SteelSc3MstSr<br>*ss*Msl.No.3–5,11<br>(*ex*Fremington) 1*Dk*(*Irn*)<br>*Elec.light* *Well deck* *Mchy.Aft* | 338<br>220<br>121 | ✠<br>2,15 | Msl<br>✠ | *e* | | 1899<br>2mo | R.Thompson&Sons<br>Sunderland | M.Mazzella&Cie. | 136·0<br>Q77'B12'F18'<br>FK<br>*WB*=*DBf*65' | 23·2 | 8·8 | Oran<br>French<br>3*BHCem*<br>77*tFPT*18*t* | C.2Cy.16½"&37"–24"<br>NDB02 74NHP<br>1SB,2*pf*,GS35,HS1400<br>Hedley&Boyd,N.Shields | 11 ′ 2 |
| 15594<br>164<br>JBDQ | **Färdig** IronScSp<br>1*Dk* | 113<br>96<br>19 | | | | | 1871 | MotalaCo.<br>Motala | H.Palmgren | 86·8<br>H11*t* | 19·8 | 9·7 | Haparanda<br>Swedish | C.2Cy.15⅞"&30¼"–21⅝"<br>35NHP<br>MotalaCo.Motala | |
| 15595<br>219247<br>LTRM | **Fargo** SteelSc<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec light* Wireless 1*Dk*2*trB* | 2606<br>2261<br>1612 | | | ... | | 1920 | M'Dougall DuluthCo.<br>Duluth,Minn. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F20'<br>FK | 43·7 | 25·8 | NewYork<br>Utd. States<br>*WB* | T.3Cy.21",35"&59"–42"<br>352NHP<br>McDougallDuluthCo. | 28 ′ 2 |
| 15596<br>4281<br>JNSF | **Färingsö** SteelScSp<br>(*ex*TorII.) | 152<br>91<br>99 | | | | | 1904 | MotalaNya Co.<br>Motala | Ångf. A/B Nya Svartsjölandet (A.Holm, *Mgr.*) | 104·2<br>B27'H24*t*F14' | 19·2 | 8·4 | Svartsjö<br>Swedish | C.2Cy.13"&26⅝"–17½"<br>24NHP<br>MotalaNyaCo. | |
| 15597<br>5766<br>JVMN | **Färjan I.** SteelTwinSc<br>(*Ferry*)<br>*Elec light* 1*Dk* | 325<br>221<br>184 | | | | | 1914 | Lindholmens V.A.<br>Gothenburg | GothenburgHarbourCommissionrs | 97·1<br>B49'H4*t* | 36·2 | 12·0 | Gothenbrg<br>Swedish<br>*WB* | T.6Cy.12",20"&33"–18"<br>46NHP<br>LindholmensV.A.Got. | |
| 15598<br>HDWB | **Farmanden** IronScSr<br>1*Dk* | 134<br>86<br>68 | | | | | 1865 | MotalaCo.<br>Motala | D/S A/S Farmanden (T. Gulbrandsen) | 101·5<br>P10*t*H25*t* | 20·6 | 7·6 | Drammen<br>Norwegian | 1Cy.11⅜"–25"<br>NB05 5NHP<br>MotalaCo.Motala | |
| 15599 | **Farmsen** SteelSc<br>(*Trawler*)<br>*Elec.light* | 227<br>211<br>88 | | | | | 1915 | H.C. Stülcken Sohn<br>Hamburg | Deutsche SeefischereiA.-G. | 119·6<br>F18' | 24·0 | 9·5 | Cuxhaven<br>German | T3Cy.12⅝",21⅓"&33$\frac{3}{10}$"–22$\frac{1}{10}$"<br>54NHP<br>H.C.StülckenSohn,Ham. | |
| 15600<br>NRHT | **Farmsum** SteelScSr<br>*ss*Rot.No.3–6,15<br>*Elec.light* *ss*Ams.No.1–20<br>Wireless 1*Dk*(*Stl*)&*deep framing* | 2627<br>2311<br>1660 | ✠100A1<br>9,21 ~~11,20~~<br>BS9,21 | Ham<br>Ams<br>✠LMC7,20 | *t* | CL<br>7,20<br>! | 1902<br>9mo<br>*Lloyd* | Nederl. Schps. Maats.<br>Amsterdam<br>'sA&CP | Stoomv.Maats. "Oostzee" (Vinke &Co. *Mgrs.*)<br>*WB*=*CellDBa*88' | 302·8<br>P22'B72'F32'<br>FK<br>*uE&B*36'*f*130'711*t* | 45·9 | 19·8 | Amstrdam<br>Dutch<br>5*BHCem*<br>*APT*125*t* | T.3Cy.21¾",33¼"&56⅞"–39⅜"<br>160lb (*s*) 221NHP<br>2SB,4*cf*,GS102,HS3613<br>NedFb.v.Wrk&Spoor,Ams | 22 ′ 4<br>s 3 ′ 6<br>19 ′ |
| 15601<br>21756<br>LPTS | **Farnam** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trB in fore*&<br>Sub.Sig. *after holds*&*Web frames* | 3283<br>3005<br>2000 | | | ... | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd. States<br>*WB* | 1 GearedSteamTurbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ′ 6 |
| * 15602<br>140672<br>JQBF | **Farnworth** SteelScSr<br>*ss*Ham.No.1–21<br>*Elec.light* 1*Dk*(*Stl*)&*Awng dk*(*Stl*)<br>Wireless | 5896<br>5639<br>3691 | ✠100A1<br>*Awng dk with freeboard*<br>5,21 ~~1,21~~<br>~~BS7,16~~ | Ham<br>5,21<br>✠LMC~~6,17~~ | *y* | CL<br>~~7,19~~<br>5,21 | 1917<br>6mo<br>*Lloyd* | Richardsn, Duck&Co.Ld<br>Stockton<br>'sA&CP | DalglieshStm. Shpg.Co.Ld. (R.S. Dalgliesh, *Mgr.*)<br>*CellDBa*134'*uE* | 400·3<br>F*on Awng dk* 35'<br>FK<br>26'*f*176'1122*tFPT*1 | 51·6 | 32·9 | Newcastle<br>British<br>6*BHCem*<br>14*tAPT*141*t* | T.3Cy.27",44½"&74"–48" (*s*)<br>180lb 440NHP<br>3SB,9*cf*,GS192,HS7171<br>Blair&Co.Ld.Stockton | 35 ′ 6<br>s 9 ′ 11<br>25 ′ 11 |
| 15603<br>402<br>HFAR | **Faro** SteelScSr<br>*ss*Cff.No.3–5,19<br>(*ex*Galata,*ex*Mansfeld,*ex*Woglinde, *ex*Bardistan) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Elec.light* &*deep framing* | 4044<br>3788<br>2580 | ✠100A1<br>*Spar dk*<br>11,20<br>BS11,20 | Cff<br>✠LMC5,19 | *u* | CL<br>N11,20 | 1905<br>11mo<br>*Lloyd* | W.Hamilton&Co.Ld.<br>Pt.Glasgow<br>'sA&CP | Requisitioned by thePortuguese Government<br>*CellDBu* | 360·1<br>P31'B101'F31' 25·<br>FK<br>122'*uE*24'*f*146'843 | 50·3 | 17·0 | Lisbon<br>Portuguese<br>6*BHCem*<br>*DTa*34' 802 | T.3Cy.25",41"&67"–45" (*s*)<br>180lb *85lb* 364NHP<br>2SB,6*cf*,GS119,HS4906 FD<br>D.Rowan&Co.Glasgow<br>*APT*133*t* | 27 ′ 6<br>5 ′ 0<br>22 ′ 1 |
| 15604 | — SteelScSr<br>*Elec.light* 1*Dk*&*Spar dk* | 1143<br>945<br>720 | | | | | 1900 | Schiffsw.v. H.Koch<br>Lübeck | FrenchGovernment | 210·8<br>B70'F25' | 31·1 | 17·8 | French<br>*WB* | T.3Cy.15⅝",25⅝"&40$\frac{3}{16}$"–27½"<br>85NHP<br>H.PaukschActGes.Lndsbg | |
| 15605<br>3348<br>JKFB | **Fårö** SteelSc<br>(*ex*Trosa)<br>1*Dk* | 110<br>57<br>47 | | | | | 1898 | JönköpingsM.V.<br>Jönköping | GotlandsFårö Kalkaktieb. (S.Huldt, *Mgr.*) | 83·6<br>Q23'B31'H5*t*F24' | 17·6 | 8·0 | Stockholm<br>Swedish | C.2Cy.13¾"&23⅝"–17½"<br>19NHP<br>JönköpingsMVJönköping | |
| 15606 | **Farwater** SteelSc<br>*light* 1*Dk*(*Stl*) | *167*<br>*140*<br>*34* | ✠ —<br>7,19<br>*For towing purposes*<br>✠ | Shi | | | 1914<br>3mo | NewEng.& SB.Works,Ld<br>Shanghai | Russian Government | 112·0<br>FK<br>*WB*=*FPT* | 20·1 | 9·3 | Vladvostk<br>Russian<br>4*BHCem*<br>14*tAPT*16*t* | T.3Cy.11",18"&29"–20"<br>64NHP<br>1SB,2*cf*,GS33,HS1347<br>NewEng.&SB.Wks.Ld.Sh. | 10 ′ 0 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date, when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15607<br>217801<br>LQMP | **Fassett** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2527<br>2058<br>1497 | | | | | 1918 | Tacoma<br>S.B.Co.<br>Tacoma,Wsh | UnitedStates<br>ShippingBoard | 264·6\|46·0\|24·0<br>P28'B65'F26' | Tacoma<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 15608<br>135535<br>JDVW | **Fastnet** SteelSc3MstSr<br>(*ex*Monaleen, *ex*Allerton) 1*Dk*<br>*Well deck Mchy.Aft* | 616<br>412<br>257 | | | ... | | 1914 | J.Fullerton<br>&Co.<br>Paisley | ClydeShppg.Co.Ld<br>(W.Cuthbert*Mgr*) | 174·8\|28·1\|10·4<br>Q96'B9'F32'<br>BK6" | Glasgow<br>British<br>*WB* | T.3Cy.14",24"&40"-27"<br>90RHP<br>Ross&Duncan,Glasgow | 13 ″ 0 | C |
| 15609<br>123123 | **Father O'Flynn** SteelScK<br>*ss*Dub.No.3-8,18<br>1*Dk* | 223<br>195<br>88 | ✠100A1<br>*Stm Trawler*<br>~~8,21~~ ~~11,20~~ 2,22<br>~~BS2,20~~ BS8,21 ✠LMC8,18 | Dub | | CL<br>~~8,19~~<br>2,22 | 1906<br>5mo<br>*Lloyd* | Cochrane<br>&Sons<br>Selby<br>'*sA&CP* | DublinSteam<br>TrawlingCo.Ld(A.<br>Richardson,*Mgr.*) | 120·0\|21·6\|11·5<br>Q70'<br>BK8" | Dublin<br>British<br>4*BHCem* | T.3Cy.12½",22"&35"-24" (*s*)<br>180lb 68RHP<br>1SB,*2pf*,GS33,HS1110<br>C.D.Holmes&Co.Hull | 12 ″ 3 | |
| 15610<br>88843 | **Fatshan** SteelTwinSc<br>1*Dk*,*Shade dk*<br>*Elec.light* &*Promenade dk* | 1792<br>943<br>1039 | | | | | 1887<br>3mo | Ramage&<br>Ferguson<br>Leith | ChinaNav.Co.Ld. | 280·0\|54·0\|10·2<br>F651*t* | London<br>~~HongKong~~<br>British | T.6Cy.17",27"&42"-24"<br>173NHP<br>Ramage&Ferguson,Leith | | |
| 15611<br>OHAM | **Faulquemont** WoodTwinSc<br>(*ex*C.-15)<br>*Elec.light Mchy.Aft* 1*Dk* | 1157<br>842<br>672 | | | | | 1919 | Fraser<br>BraceShpyds<br>Ld. Montreal | FrenchGovernment | 194·8\|39·7\|15·0<br>P98'F28' | Havre<br>French | C.4Cy.12"&24"-16"<br>38NHP<br>Ntnl.S.B.CoGoderich,Ont. | | V |
| 15612<br>122197 | **Faultless** WoodScSp<br>1*Dk* | 145<br>110<br>95 | | | | | 1907 | A.Brown<br>NewWestminster,B.C. | ~~WestminsterTowing&FishCo.Ld.~~<br>CoyleTowingCo.Ld. | 102·0\|21·0\|10·5 | N.Wstmtr,<br>B.C.<br>British | T.3Cy.10",11"&28"-20"<br>40RHP<br>McKie&Baxter,Glasgow | | |
| 15613<br>NRJH | **Fauna** SteelScSr<br>*Elec.light* 1*Dk*& *Shelter dk* | 1254<br>1081<br>728 | | | | | 1912 | N.V.Werf<br>Rijkee&Co.<br>Rotterdam | Koninkl.Nederl.<br>Stoomb.Maats. | 251·5\|36·2\|16·0 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.19½",31"&50"-36"<br>150NHP<br>Maats.Fyenoord,Rot. | | V |
| 15614<br>146179 | **Fausang** SteelSc<br>2*Dks*(*Stl-Uteaks*)<br>*Elec.light* Wireless | ~~2300~~ 2256<br>~~—~~ 1861<br>~~1286~~ 1232 | ✠100A1<br>11,21<br>(~~*ClassContem-plated*~~)<br>✠LMC11,21 | PGl | *s* | CL<br>*Lloyd's* | 1921<br>11mo | Dunlop,<br>Bremner&<br>Co.Ld.<br>'*sA&CP*<br>Pt.Glasgow | IndoChinaStm.<br>Nav.Co.Ld. | 285·0\|42·6\|20·0<br>~~P28'B151'F27'~~<br>P33'B101'F38' FK<br>*CellDB*237'489*tDTa*20'278*tFPT*52*tA* | London<br>British<br>4*BHCem*<br>*PT*46*t* | T.3Cy.21",34"&57"-42" (*s*)<br>180lb *100lb* 298NHP<br>2SB,*6cf*,GS105,HS4435 FD<br>Dunlop,Bremner&Co.Ld. | 22 ″ 3<br>s2 ″ 10½<br>19 ″ 11 | |
| 15615 | **Faust** SteelSc<br>1*Dk* | 987<br>813<br>568 | | | | | 1921 | Schiffb.Ges<br>Unterweser<br>m.b.H. Lehe | Herm.Dauelsberg | 215·5\|34·2\|13·6<br>P13'Q58'B65'F22' | Bremen<br>German<br>*WB* | T.3Cy.16$\frac{3}{16}$",26"&34⅓"-25⅗"<br>59NHP<br>A.Borsig,Berlin-Tegel | | |
| 15616<br>24<br>PFNV | **Faustina** SteelTwinSc<br>*ss*Dun.No.1-10<br>(*ex*KinfaunsCastle) 1*Dk* | 221<br>—<br>112 | ✠<br>*For River & Towing purposes*<br>3,13 ✠ | Gen | | | 1906<br>6mo | Dundee<br>Shipbuilders'<br>CoLd.Dundee | Soc.Anglo-<br>RomanaTrasporti<br>Maritt.eFluviali | 120·0\|21·1\|7·4<br>Q41'F57'<br>FK<br>*WB=DBa*35' | Rome<br>Italian<br>4*BHCem*<br>25*tFPT*16*t* | C 4Cy.9"&20"-15"<br>52NHP<br>1SB,*2cf*,GS33,HS1109 FD<br>Aitchison,Blair&Co.Gls. | 8 ″ 0 | I |
| 15617<br>MVSB | **—** WoodAuxScSr<br>(*ex*SailingVessel) *Motor*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 104<br>93<br>50 | | | | | 1902 | ................<br>Gloucester | R.Blindheim | 98·9\|24·1\|10·3<br>Q8*t* | Aalesund<br>Norwegian | Motor<br>*Emade&fitted*20<br>J&CGBolindersCoLdSkm. | | |
| 15618<br>HMFQ | **Faustino R. San Pedro** SteelScSr<br>*ss*Bbo.2ndNo.3-6,16<br>*ss*Bbo.No.1-20<br>(*ex*Charito,*ex*Trevalgan) 1*Dk*(*Irn*)2*trB*<br>*Well deck* Wireless | 2420<br>1857<br>1530 | ✠100A1<br>11,21 ~~11,20~~<br>~~BS11,20~~ ✠LMC5,19<br>BS11,21 | Bbo | *s* | 11,20 | 1890<br>3mo | JReadhead<br>&Sons<br>S.Shields<br>A&CP | AltosHornos de<br>Vizcaya | 290·5\|40·0\|19·8<br>P28'Q82'B118'F33'<br>BK10"<br>*Cell* | Bilbao<br>Spanish<br>6*BHCem*<br>*DB*250'545*t* | T.3Cy.23"37½"&61½"-39"(*r*)<br>160lb *80lb* NDB03 234NHP<br>2SB,*6rf*,GS104,HS3490<br>J.Readhead&Sons,S.Shl | 22 ″ 6<br>s 1 ″ 10½<br>21 ″ 7 | |
| 15619<br>117<br>PFQT | **Favignana** SteelScSr<br>(*ex*IsoladiFavignana) 1*Dk*& *Spar dk*<br>*Elec.light* Wireless & *Web frames* | 3719<br>3157<br>2284 | | | ... | | 1900 | Flli.<br>Orlando<br>Leghorn | SocietàMarittima<br>Italiana | 339·6\|46·3\|17·7<br>P43'*Shelter dk a* 21'<br>B103'*Sheltrdk f* 25'<br>F41' FK | Naples<br>Italian<br>*WB* | T.3Cy.$22\frac{21}{25}$",$37\frac{1}{25}$"&$61\frac{20}{25}$"-<br>$39\frac{9}{25}$" 296NHP<br>Flli.Orlando,Leghorn | 27 ″ 5<br>s 5 ″ 8<br>22 ″ 2 | I |
| 15620<br>139943 | **Favorita** SteelScK<br>*ss*Gms.No.1-21<br>1*Dk* | 314<br>290<br>162 | ✠100A1<br>*StmTrawler*<br>6,21 ~~11,19~~<br>10,20<br>✠LMC~~11,17~~<br>6,21 | Gms<br>Sws | | CL<br>11,19 | 1916<br>12mo<br>*Lloyd* | Cochrane<br>&Sons,Ld.<br>Selby<br>'*sA&CP* | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden,*Mgr.*) | 137·0\|24·0\|12·8<br>Q74'F21'<br>BK8" | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>180lb 87RHP<br>1SB,*3pf*,GS47,HS1468<br>Cooper&Greig,Ld.Dundee | 13 ″ 6 | |
| 15621<br>203983 | **Favorite** SteelSc<br>(*Salvage Vessel*)<br>*Elec.light* Wireless 2*Dks* | 1223<br>—<br>691 | | | | | 1907 | Buffalo<br>DryDockCo<br>Buffalo | UnitedStates<br>ShippingBoard | 180·7\|43·0\|20·6 | Duluth<br>Utd.States<br>*WB* | T.3Cy.22",36"&60"-30"<br>197NHP<br>AmericanSB.Co.Cleveland | | |
| 15622<br>217520 | **—** SteelSc<br>(*Tug*)<br>*Elec.light* Wireless 2*Dks* | 648<br>—<br>393 | | | | | 1919 | Gt.Lakes<br>Towing Co.<br>Cleveland,<br>Ohio. | GreatLakes<br>TowingCo. | 158·0\|40·2\|13·3 | Duluth<br>Utd.States<br>*WB* | C.2Cy.25"&50"-36"<br>125NHP<br>MontagueIronWorks,<br>Montague,Mich. | | |
| 15623<br>120967 | **—** WoodTwinSc<br>Foundered 10,21 | 399<br>—<br>271 | | | | | 1894 | ................<br>Tompkins'<br>Cove,N.Y. | TampaBayTransportationCo. | 127·6\|30·6\|8·2 | TampaFla.<br>Utd.States | C.4Cy.13"&26"-18"<br>48NHP | | |
| 15624 | **Favorito Don Santiago** Steel TwinScSr<br>*Elec.light* 1*Dk* | 615<br>462<br>302 | | | | | 1911 | G.Seebeck<br>Akt.Ges.<br>Geestemünde | S.Ferrando | 164·0\|31·2\|12·1 | Bns.Ayres<br>Argentine<br>*WB* | C.4Cy.14¾"&22⅘"-15¾"<br>34NHP<br>G.SeebeckA.G. Geestemnd | | |
| 15625<br>105152<br>PSWJ | **Fawn** SteelScSr<br>*Well deck Mchy.Aft* 1*Dk* | 150<br>112<br>58 | | | ... | | 1897 | J Fullerton<br>&Co.<br>Paisley | St.Malo&BinicS.S<br>Co.Ld. (J.Piprell&<br>Sons,*Mgrs.*) | 105·0\|18·1\|8·4<br>Q43'B10'F24'<br>BK6" | Guernsey<br>British<br>*WB* | C.2Cy.14"&30"-21"<br>42RHP<br>Ross&Duncan,Glasgow | 9 ″ 2 | |
| 15626<br>6140<br>KBTN | **Faxen** SteelScSr<br>(*ex*Ovidia) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 4107<br>3759<br>2537 | ✠100A -<br>11,21 ~~12,20~~<br>✠LMC6,19 | Got | | N12,20 | 1919<br>6mo | Lindholmens V.A.<br>Gothenburg | ~~Rederiaktieb.Nord (G.Carlsson,Mgr.)~~<br>RederiA/B.Transatlantic (G.<br>Carlsson,*Mgr.*) | 358·1\|50·7\|25·5<br>P18'B91'F39'<br>FK<br>*CellDB*304'865*t* | Gothenbrg<br>Swedish<br>6*BHCem*<br>*APT*100*t* | T.3Cy.26",42"&69"-45" (*s*)<br>185lb 389NHP<br>3SB,*9cf*,GS120,HS5205 FD<br>LindholmensV.A.Got. | 28 ″ 2<br>s5 ″ 6½<br>23 ″ 0 | |
| 15627<br>128889<br>JMTR | **Faxfleet** SteelScSr<br>*ss*Hul.No.1-19<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 843<br>588<br>420 | ✠100A1<br>~~10,20~~ ~~8,19~~ 2,22<br>BS8,19 ✠LMC~~6,16~~<br>MS4,21 | Hul<br>~~Goo~~ | *k* | ~~10,20~~<br>2,22 | 1916<br>6mo<br>*Lloyd* | J Fullerton<br>&Co.<br>Paisley<br>'*sA&CP* | OuseS.S.Co.<br>(E.P.Atkinson) | 195·1\|31·1\|11·6<br>Q99'B11'F24'<br>FK<br>*Cell DBf*116'195*t FPT* | Goole<br>British<br>3*BHCem*<br>57*tAPT*45*t* | T.3Cy.16",26"&44"-33" (*s*)<br>180lb 96RHP<br>2SB,*4pf*,GS72,HS2246<br>Ross&Duncan,Glasgow | 14 ″ 3<br>s 1 ″ 0<br>13 ″ 6 | |
| 15628<br>207345 | **Fayette Brown** SteelSc<br>(*ex*CharlesL.Hutchinson)<br>*Mchy.Aft Elec.light* 1*Dk*<br>Sub.Sig. Wireless | 6377<br>—<br>4860 | | | | | 1910 | American<br>S.B.Co.<br>Lorain,O. | TheBrownTrans.<br>Co.(H.H.Brown&<br>Co.*Mgrs.*) | 504·0\|54·0\|30·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.23½",38"&63"-42"<br>257NHP<br>AmericanS.B.Co.Clevelnd | | L |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire. Matériaux, Gréement, etc.<br>Visites Périodiques. | 3<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total — Sous le Pont — Net. | 5<br>Détails de la Classification.<br>Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14<br>Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.<br>pds. po |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15629<br>121098 | **Fearless** | SteelScSr<br>(*Tug*)<br>1*Dk* | 167<br>—<br>85 | | | | | 1899 | Union Iron Works<br>S.Francisco | Shipowners'&Merchants'TugboatCo. | 99·6 | 22·7 | 12·6 | S.Frncisco<br>Utd.States<br>*WB* | C.2Cy.20"&42"–24"<br>72NHP<br>UnionIronWorks,S.Frisco | |
| 15630<br>120286 | — | WoodSc<br>1*Dk* | 106<br>—<br>71 | | | | | 1877 | ........<br>FallRiver, Mass. | FisheriesCo. | 89·8 | 17·4 | 8·7 | Greenport N.Y.<br>Utd.States | | |
| 15631<br>94121 | — | WoodScCtr<br>1*Dk* | 104<br>104<br>27 | | | | | 1895 | P.Callen<br>Newcastle, N.S.W. | Macdonald,Hamilton&Co. | 112·0 | 20·0 | 9·6 | Brisbane<br>British<br>*WB* | C.2Cy.15½"&31"–20"<br>40RHP<br>Ross&Duncan,Glasgow | |
| 15632<br>132963 | **Feasible** | SteelScDy<br>(*Fishing*)<br>1*Dk* | 103<br>102<br>46 | | | | | 1912 | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | DanumStmTrawlingCo.Ld.(T.W.Chapman, *Mgr.*) | 86·0 | 18·6 | 9·1 | Ramsgate<br>British | T.3Cy.9¾",15"&22"–16"<br>Elliott& 25RHP<br>Garrood.Ld.Lowestoft | |
| 15633<br>[illegible]<br>PFRG | **Febo** Wrecked 12,21<br>Wireless<br>Rheinfels) | SteelScSr<br>(*ex*Forsteck,*ex*<br>1*Dk&Spar dk&Webframes* | 2843<br>2619<br>1764 | | | ... | | 1889 | Sunderlnd S.B.Co.Ld.<br>Sunderland | LaLigureSoc.Anon.diNav. | 323·0<br>B66'F41'<br>BK8' | 41·0 | 26·0 | Genoa<br>Italian<br>*WB* | T.3Cy.23½",39"&64"–42"<br>NDB04 280NHP<br>N.E.MarineEngCo.Ld.Sld | 28 8 |
| 15634<br>33<br>PFSQ | **Fede**<br>(*ex*ThurlandCastle)<br>*Elec.light*<br>Wireless | SteelScSr<br>*ss*Ant.No.3–7,13<br>*ss*Gen.No.1–18<br>1*Dk*(*Stl*)*&Spardk*(*ptIrn&pt Stl*)*&deepframing* | 3814<br>3561<br>2458 | ✠100A1<br>*Spar dk*<br>6,20 | Gen<br>✠LMC8,18<br>MS2,22 | *w* | CL<br>6,20 | 1901<br>10mo<br>*Lloyd* | Bartram& Sons<br>Sunderland<br>*'sA&CP* *W* | *B=CellDB a* 118' | 360·1<br>P31'B108'F37' 25·8<br>FK<br>*uE&B*42' *f*146'780*t* | 46·0 | 17·9 | Savona<br>Italian<br>6*BHCem*<br>*APT*56*t* | T.3Cy.25",42"&68"–48" (*s*)<br>180lb *100lb* NDD09 345NHP<br>2SB,8*pf*,GS116,HS5275<br>J.Dickinson&Sons,Ld.Sld | 28 6<br>5 5<br>23 5 |
| 15635<br>137832<br>JNWQ | **Fedelma**<br>(*ex*SaldanhaDaGama)<br>*Elec.light* | SteelScSr<br>*ss*PGl.No.3–2,17<br>*ss*Sws.No.1-20<br>1*Dk*<br>*Cargo battens not fitted* | 495<br>406<br>280 | ✠100A1<br>2,22 ~~12,20~~<br>✠NB5,09<br>BS~~5,20~~7,21 | Sws<br>✠LMC<br>MS12,20 | *h* | N12,20 | 1899<br>6mo | Dundee Shpbldrs.Co.<br>Ld. Dundee<br>A&CP | Cleeves'WesternValleysAnthraciteCollieries,Ld.(V.M.Williams, *Mgr.*) | 170·0<br>B65'F20'<br>FK<br>*FPT*33*t* | 26·7 | 12·0 | Swansea<br>British<br>4*BHCem*<br>*APT*28*t* | T.3Cy.14",23"&38"–27" (*s*)<br>180lb ~~*100lb*~~ *80lb* 97RHP<br>1SB,2*cf*,GS35,HS1470<br>N.E.MarineEng.Co.Ld.Sld | 12 7<br>1 5<br>11 7 |
| 15636<br>217147<br>LNMV | **Federal**<br>*Elec.light* Sub.Sig.<br>Wireless | SteelScSr<br>*Fitted for oil fuel*<br>1*Dk&Shelterdk &Web frames*<br>*Longitudinal framing* | 6869<br>5895<br>4810 | | | ... | | 1918 | Federal S.B.Co.<br>Kearny,N.J. | UnitedStatesShippingBoard | 395·5<br>P45'B110'F38'*on Shelter dk*<br>FK | 55·0 | 31·4 | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>619NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 34 11 |
| 15637<br>218969<br>LTBQ | **Federal No. 1**<br>(*Tug*)<br>*Elec.light* | WoodSc<br>(*ex*Tomah)<br>1*Dk* | 176<br>—<br>29 | | | | | 1919 | Northwest Eng.Works<br>GreenBay, Wis. | FederalS.B.Co. | 95·5 | 24·7 | 12·2 | GreenBay<br>Utd.States | C.2Cy.18"&38"–26"<br>61NHP | |
| 15638<br>219147<br>LTMB | **Federal No. 2**<br>(*Tug*)<br>*Elec.light* | WoodSc<br>(*ex*GreenBay)<br>1*Dk* | 176<br>—<br>29 | | | | | 1919 | Northwest Eng.Works<br>GreenBay, Wis. | FederalS.B.Co. | 95·5 | 24·7 | 12·2 | GreenBay<br>Utd.States | C.2Cy.18"&38"–26"<br>61NHP | |
| 15639<br>218944<br>LSWM | **Federal Bridge**<br>*Elec.light*<br>Wireless Sub.Sig. | SteelSc<br>1*Dk*(*Stl*)2*trB in fore&after holds& Web frames* | 3283<br>3005<br>2000 | *Fitted for oil fuel* 9,19 *F.P. above* 150° F. | | | CL<br>3,21 | 1919<br>9mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | UnitedStatesShippingBoard<br>*CellDB*251'8 | 324·0<br>P30'B90'F35'<br>FK<br>27*t MT*20'394*tFPT* | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>6*BHptCem*<br>111*tAPT*69*t* | 1 Geared Steam Turbine(*s*)<br>200lb HS5804 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric&Mfg.Co.Essington,Pa | 28 6 |
| 15640<br>[illegible]<br>KJTW | **Federation** Now named "Spetsopoula," See No. 39379 in Supplement<br>*Elec.light* | SteelScSr<br>1*Dk* | 820<br>[illegible]<br>377 | | | ... | | 1886 | S.P. Austin &Son<br>Sunderland | BedeMetal&ChemicalCoLd(JRidley,Son&Tully, *Mgrs.*) | 220·0<br>P35'B65'F30'<br>BK7" | 30·7 | 12·6 | W.Hartlpl.<br>British<br>*WB* | T.3Cy.19",31"&51"–33"<br>NB00 161NHP<br>NEMarineE.Co.(Lim.)Sld. | 14 5 |
| 15641 | **Federica**<br>*ss*Tri 2ndNo.3-1,22 ~~*ss*Tri.No.3-2,18~~<br>*Elec.light* | SteelScSr<br>1*Dk*(*Stl*)*&Spar dk*(*Stl*)<br>*&deep framing* | 3530<br>3325<br>2261 | ✠100A1<br>*Spar dk*<br>1,22<br>~~Examined5,19~~ | NYk<br>Tri<br>✠LMC~~5,19~~<br>1,22 | *w* | CL<br>~~7,19~~<br>1,22 | 1899<br>10mo | Russell& Co.<br>PortGlasgow | CosulichSoc.Triestina diNav.<br>*WB=CellDBa* | 340·0<br>P21'B72'F36' 25·9<br>FK<br>110'*uE&B*40' *f*142' | 46·1 | 17·9 | Trieste<br>Italian<br>6*BHCem*<br>805*tAPT*56*t* | T.3Cy.24",39"&65"–45" (*s*)<br>180lb *80lb* NDB13 300NHP<br>2SB,6*cf*,GS132,HS4550<br>Rankin&Blackmore,Grk. | 28 5 |
| 15642 | **Federico**<br>(*ex*Carmelo,<br>*Mchy.Aft* *ex*Rothersand) | SteelSc<br>*ss*Lon.No.1–05 *Oil Eng.*<br>1*Dk* | 219<br>—<br>128 | ✠<br>1,07 | Lon | *f* | | 1900<br>8mo | J.Mulder<br>Groningen | C.Montaldo<br>*DB* | 117·5<br>BK7"<br>*f*19'44*tFPT*10*t* | 22·8 | 8·9 | Bns.Ayres<br>Argentine<br>3*BHCem* | Oil Engine<br>NE20<br>J.&C.G.Bolinders,<br>Stockholm | 9 5 |
| 15643<br>1244<br>LRDA | **Fedor Theofani** | SteelTwinScSr<br>1*Dk* | 537<br>—<br>294 | | | | | 1904 | Stabilmnto Tecnico<br>Trieste | RussianGovernment | 190·5<br>Q40' | 30·5 | 9·8 | Rostoff<br>Russian<br>*WB* | C.4Cy.13"&24"–20"<br>44NHP<br>StabilimentoTecnico,Tri. | |
| 15644 | **Fedora**<br>*ss*Tri.No.3-10-21 ~~*ss*Liv.No.2-11~~<br>(*ex*CheviotRange)<br>*Elec.light* | SteelScSr<br>1*Dk*(*Stl*)2*trB*<br>*&deep framing 3Dk rule* | 3485<br>3268<br>2143 | ✠100A1<br>11,21<br>~~Examined5,19~~ | Tri<br>Ham<br>✠LMC~~5,19~~<br>10,21 | *w* | 5,19 | 1903<br>11mo<br>*Lloyd* | Sunderlnd S.B.Co.Ld.<br>Sunderland<br>*'sA&CP* | Soc.Anon.diNav.MarcoU.Martinolich | 345·0<br>P32'B190'F31'<br>FK<br>*WB=CellDBa*112' | 47·0 | 25·0 | Lusinpiclo<br>Italian<br>6*BHCem*<br>*u E & B* 33' | T.3Cy.24",40"&66"–45" (*s*)<br>180lb ~~*180lb*~~ *130lb* 317NHP<br>2SB,6*cf*,GS134,HS4900<br>N.E.MarineEng Co.Ld.Sld<br>*f*148'728*tFPT*96*tAPT*44*t* | 27 8 |
| 15645<br>22<br>PFWG | **Fedra**<br>*Well deck* | IronScSr<br>(*ex*FrancescaV.,<br>*ex*Ituna) 1*Dk*2*trB* | 620<br>513<br>333 | | | ... | | 1877 | J.Key<br>Kinghorn | Lloyd Mediterraneo | 181·2<br>Q60'B26'F17'<br>BK7½" | 28·3 | 14·3 | Savona<br>Italian<br>*WB* | C.2Cy.23"&40"–30"<br>NB96 70NHP<br>TaylorBros.Birkenhead | 15 4 |
| 15646<br>521<br>NABQ | **Fedya**<br>(*ex*PrincessMay)<br>*Ref.Mchy.* | SteelScK<br>*ss*Oda.No.2–11<br>1*Dk* | 201<br>196<br>82 | ✠<br>*StmTrawler*<br>2,14 | Oda<br>✠ | | | 1902<br>11mo | Smith's DockCo.Ld.<br>NorthShields | S.Grooshetzky&Co. | 113·0<br>BK7½"<br>*WB* | 21·6 | 12·0 | Odessa<br>Russian<br>3*BHCem*<br>*=DTf*5'8*t* | T.3Cy.12",20"&32"–23"<br>82NHP<br>1SB,2*rf*,GS35,HS1352<br>MacColl&Pollock,Sld. | 12 10 |
| 15647 | **Fehmarn** | SteelScSr<br>1*Dk* | 167<br>142<br>71 | | | | | 1896 | Schiffsw(v.J.&Sch.)A.G.<br>Hamburg | Heinr.Witt | 114·9<br>Q42'B30'F13' | 20·2 | 10·0 | Burg<br>German | C.2Cy.14"&27"–20"<br>NB07 27NHP<br>Schwft.(vJ&Sch)AGHam | |
| 15648 | **Feiching**<br>(*ex*Falabah,*ex*Feiching,*ex*Falabah) | IronScSr<br>1*Dk&Spar dk* | *1539*<br>*1397*<br>*980* | | | | | 1883 | Claparède &Co.<br>Rouen | ChinaMerchants'Stm.Nav.Co. | 253·0<br>H142*t* 21·1 | 36·0 | 13·3 | Shanghai<br>Chinese<br>*WB* | C.2Cy.35"&59"–42"<br>188NHP<br>Claparède&Co.Rouen | |
| 15649 | **Felix**<br>*chy.Aft* *Elec.light*<br>less | SteelScSr<br>*Cantilever framed*<br>*topside tanks*<br>1*Dk* | 1837<br>1663<br>1123 | | | | | 1907 | W.Dobson &Co.<br>Newcastle | D/S A/S Storborg (J.Ringen,A/S *Mgrs.*) | 290·4<br>P68*t*H37*t*F36*t* | 42·0 | 19·2 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.22",36"&60"–39"<br>225NHP<br>N.E.MarineEng.CoLdNwc | 21 10 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sunk by Collision12,21<br>15650 | **Felix** SteelSc<br>(*Trawler*)<br>1*Dk* | 185<br>162<br>59 | | | | | 1902 | G.Seebeck<br>Act.Ges.<br>Bremerhaven | Norddeutsche<br>Hochseefischerei<br>A.G. | 120·2<br>H13'F13' | 22·5 | 10·7 | Gstemnde<br>German<br>*WB* | T.3Cy.$11\frac{3}{16}$",18"&$30\frac{5}{16}$"-22"<br>43NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 15651<br>2478<br>JFND | **—** CompAuxScSr<br>(*ex*Steamer) *OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 164<br>131<br>95 | | | | | 1887 | P.Larsson<br>Thorskog | O.Emanuelsson | 98·6<br>B23'H7*t* | 23·4 | 8·7 | Kungälv<br>Swedish | Oil Engine<br>2Cy.<br>E*made&fitted*20 | | |
| 15652<br>OHCE | **Félix Faure** SteelTwinSc | 122<br>—<br>37 | | | | | 1896 | E.dela<br>Brosse&<br>Fouché<br>Nantes | Cie.Rouennaise de<br>Nav. | 153·9<br>B— | 22·5 | 8·6 | Rouen<br>French | T.6Cy.10½",16½"&26"-10½"<br>43NHP<br>E.delaBrosse&Fouché,<br>Nantes | | V |
| 15653<br>OHCG | **Félix Fraissinet** SteelSc<br>*Elec.light* Wireless 2*Dks* | 3807<br>—<br>2291 | | | | | 1919 | Ch.&Atel.<br>deProvence<br>Port deBouc | Cie.Marseillaise<br>deNav.àVap.<br>(Fraissinet&Co.,<br>*Mgrs.*) | 353·5<br>P20'B102'F55' | 46·6 | 22·6 | Marseilles<br>French<br>*WB* | T.3Cy25",41"&67"-43½"<br>296NHP<br>Ch.&Atel.deProvence,Msl. | | |
| 15654<br>214726<br>LGRC | **Felix Taussig** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 6253<br>5418<br>4544 | ✠100A1<br>1,21<br>✠LMC~~2,17~~<br>10,21 | N Ns | *z* | CL<br>~~N5,20~~<br>10,21 | 1917<br>2mo | NwprtNws<br>S.B.&D.D.Co<br>Newprt News<br>A&CP | Crowell&Thurlow<br>S.S.Co.Inc.<br>*Cell DB* | 395·0<br>P27'B117'F37'<br>FK<br>326'1711*tFPT*316*t* | 55·1 | 31·0 | Boston<br>Utd.States<br>6*BHCem*<br>*APT*334*t* | T.3Cy.24½",41½"&72"-48"(*s*)<br>180lb 467NHP<br>3SB,*12cf*,GS240,HS8235<br>NewportNewsSB&DD.Co. | 34 ″ 6 | |
| 15655<br>OHCJ | **Félix Touache** SteelScSr<br>2*Dks&Spardk*<br>Wireless | 1444<br>1372<br>760 | | | | | 1889 | Wigham<br>Rchrdsn&Co<br>Newcastle | Cie.deNav.Mixte | 251·5<br>H— | 32·2 | 17·0<br>24·0 | Marseilles<br>French<br>*WB* | T.3Cy.25",38½"&65"-42"<br>NB99 274NHP<br>WighamRichrdsn&CNwc. | | V |
| 15656<br>131905 | **Felixstowe** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*-ws)*2nd dk in holds*<br>Wireless *Cargo battens not fitted* | 892<br>754<br>360 | ✠100A1<br>~~6,21~~ ~~1,20~~ 5,22<br>✠LMC4,19 | Lon | *n* | CL<br>N6,21 | 1918<br>11mo<br>*Lloyd* | Hawthrns<br>&Co.Ld.<br>Leith<br>'*sA&CP* | Gt.EasternRly.Co.<br>*CellDBa*38' | 215·1<br>P49'B64'F59'<br>FK<br>*uE*21'*f*86'145*tFPT* | 33·2 | 16·0 | Harwich<br>British<br>5*BHCem*<br>15*tAPT*33*t* | T.3Cy.21",33"&54"-36" (*s*)<br>190lb *150lb* 248NHP<br>2SB,*6cf*,GS107,HS3620 FD<br>Hawthorns&Co.Ld.Leith | 17 ″ 0<br>s1 ″ 11<br>15 ″ 8 | |
| 15657<br>115302 | **Fellgarth** SteelSc<br>*ss*Bkn.No.3-6,15<br>*ss*Bkn.No.1-19<br>1*Dk*(*Stl*) | 67<br>65<br>— | ✠100A1<br>*For Towing purposes*<br>12.20<br>~~BS3,20~~<br>BS5,21 ✠LMC5,19 | Liv | | 11,20 | 1902<br>7mo<br>*Lloyd* | Lytham<br>S.&E.Co.<br>Lytham<br>'*sA&CP* | Rea,Ld. | 70·8<br>BK6"<br>*WB* | 16·5 | 8·5 | Liverpool<br>British<br>4*BHCem*<br>=*APT*3*t* | C.2Cy.14"&30"-21" (*s*)<br>130lb 52RHP<br>1SB,*2pf*,GS28,HS1050<br>LythamS.&E.Co.Lytham | 9 ″ 0 | |
| 15658<br>111037<br>JHKP | **Fellside** SteelScSr<br>*ss*Bel.No.3-2,20<br>(*ex*Gent,*ex*Patricia) 1*Dk*(*Irn*)<br>*Well deck &Web frames* | 872<br>648<br>377 | ✠100A1<br>12,20<br>✠LMC2,20<br>BS3,21 | Npt | *l* | CL<br>12, | 1901<br>12mo<br>*Lloyd* | Murdoch&<br>Murray<br>Pt.Glasgow<br>'*sA&CP* *WB* | FarleyStm.Nav.<br>Co.Ld.(W.Robson,<br>*Mgr.*)<br>= *CellDBa* 37'*uE* | 208·8<br>Q63'B48'F29'<br>BK7½"<br>18'*f*90'188*tFPT*31*t* | 30·1 | 12·8 | Belfast<br>British<br>4*BHCem*<br>*APT*22*t* | T.3Cy.17",27"&44"-33" (*s*)<br>160lb *90lb* NDB11 114NHP<br>1SB,*3cf*,GS59,HS1745<br>D.Rowan&Co.Glasgow | 15 ″ 6<br>s1 ″ 8½<br>14 ″ 7 | |
| 15659<br>128199<br>HMRL | **Felspar** SteelScSr<br>~~*ss*Hul.No.2-18~~<br>*Well deck* *Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* *ss*Ayr.No.3-10,21 | 799<br>580<br>331 | ✠100A1<br>10,21 ~~3,20~~<br>~~BS3,20~~<br>~~BS4,21~~ ✠LMC~~8,18~~<br>10,21 | Lth<br>Ayr | *k* | CL<br>~~3,20~~<br>10,21 | 1908<br>6mo<br>*Lloyd* | A.Rodger<br>&Co.<br>Pt.Glasgow<br>'*sA&CP* | W.Robertson<br>*WB*=*Cell* | 199·0<br>Q110'B11'F35'<br>BK8"<br>*DBf*117'175*tFPT* | 30·1 | 11·3 | Glasgow<br>British<br>3*BHCem*<br>63*tAPT*12*t* | T.3Cy.17",27½"&44"-33" (*s*)<br>160lb 99RHP<br>2SB,*4pf*,GS79,HS2468<br>A.Rodger&Co.Glasgow | 13 ″ 7<br>s ″ 8½<br>13 ″ 8 | |
| 15660<br>215733<br>LJDR | **Feltore** SteelSc3MstSr<br>*Elec.light* 1*Dk*(*Stl*)*&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 7117<br>6365<br>4498 | ✠100A1<br>3,21<br>✠LMC10,17<br>*Fitted for oil* | Bal<br>*fuel* 8, | *c*†<br>19 | CL<br>12,19<br>*F.P.a* | 1917<br>10mo<br>*bove*15 | Bethlehem<br>SteelCo.<br>Sparro'Pt Md<br>A&CP<br>0°F *CellDBu* | GuarantyTrustCo<br>ofN.York-Trustees<br>(OreSSCorp,*Mgrs*)<br>*2 intermediate*<br>*E&B*58'*f*320'1622*t* | 449·1<br>P106'F39'<br>FK<br>*Bulkheads with* 5*B*<br>*side tanks in Nos.*1,2 | 57·2 | 34·0 | NewYork<br>Utd.States<br>*Cem*<br>*H only*<br>*&3 holds PS* | 1 Geared Steam Turbine<br>200lb (*s*) 556NHP<br>3SB,*9cf*,GS185,HS7877 FD<br>GeneralElectricCo.<br>1950*t* Schenectady,N.Y. | 37 ″ 0<br>s9 ″ 11<br>27 ″ 5 | |
| 15661<br>3568<br>JLBR | **Femern** IronScSr<br>(*ex*Rolf) 1*Dk* | 592<br>408<br>335 | | | | | 1890 | Nylands<br>Værksted<br>Christiania | Ångb.Aktieb.Ferm<br>(DanBroström,<br>*Mgr.*) | 167·2<br>P90'H19*t*F16' | 27·2 | 12·0 | Krstnhmn<br>Swedish<br>*WB* | T.3Cy.11⅖",17½"&30"-24"<br>44NHP<br>NylandsVærksted,Xiania | | V |
| 15662<br>125768<br>HNQW | **Fenchurch** SteelScSr<br>*ss*Cff.No.3-1,20<br>(*ex*Harlesden) 1*Dk*(*Stl*)*&Spar dk*(*Stl*)<br>Wireless *&deep framing* | 4334<br>4131<br>2724 | ✠100A1<br>*Spar dk*<br>3,22 ~~1,20~~ ✠LMC2,20<br>BS4,21 | Cff<br>Msl | *x* | ~~2,20~~<br>3,22 | 1909<br>3mo<br>*Lloyd* | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>'*sA&CP* | MondrichS.S.CoLd<br>(Japp,Hatch&Co.<br>Ld.*Mgrs.*)<br>*CellDBa*115'*uE&* | 365·0<br>P30'B106'F39' 26·9<br>FK<br>*B*41'*f*160'892*tFPT* | 50·5 | 19·0 | London<br>British<br>6*BHCem*<br>82*tAPT*160*t* | T.3Cy.26",42"&72"-48" (*s*)<br>180lb *100lb* 396NHP<br>3SB,*9cf*,GS167,HS6183<br>N.E.MarineEng.CoLd.Sld. | 29 ″ 6<br>s5 ″ 10<br>24 ″ 1 | |
| 15663<br>76303<br>JOTG | **Fenella** IronTwinScSr<br>Wireless 2*Dks* | 563<br>402<br>238 | ✠<br>8,82 | Whn | *j* | | 1881<br>6mo | BarrowS.B<br>Co.(Lim.)<br>Barrow | Isle of ManSteam<br>PacketCo.Ld. | 200·0<br>P65' B49' F60' | 26·0 | 13·0 | DouglasIM<br>British<br>7*BHCem* | C.4Cy.23"&42"-24"<br>NB93 144NHP<br>BarrowSB.Co.(Lim.),Brw. | | BT<br>till<br>3,22 |
| 15664 | **Fener-Bagthché** SteelPad<br>(*ex*Number160)<br>1*Dk* | 286<br>220<br>121 | | | | | 1894 | Gourlay<br>Bros.&Co.<br>Dundee | Administr.deNav.<br>àVap.Ottomane | 180·0 | 23·1 | 8·0 | Constanpl<br>Turkish | C.2Cy.22"&42"-48"<br>102NHP<br>GourlayBros.&Co.Dundee | | |
| 15665<br>OHON | **Fenestrange** WoodTwinSc<br>(*ex*C.-16)<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1158<br>838<br>673 | | | | | 1919 | Fraser<br>BraceShpyds<br>Ld. Montreal | FrenchGovernment | 194·8<br>P98'F28' | 39·7 | 15·0 | Havre<br>French | C.4Cy.12"&24"-16"<br>NationalS.B.Co. 38NHP<br>Goderich,Ont. | | V |
| 15666<br>18186<br>MSJV | **Feng Yang Maru** SteelTwinSc<br>*Elec.light* 4*Dks* | 3977<br>—<br>2803 | | | | | 1915 | OsakaIron<br>Works<br>Osaka | NisshinKisen<br>KabushikiKaisha | 320·0 | 47·0 | 14·7 | Tokio<br>Japanese | T.6Cy.15½",26"&43"-30"<br>202NHP<br>OsakaIronWorks,Osaka | | |
| 15667<br>120532<br>HCPT | **Fengtien** SteelScSr<br>*Elec.light* | 1765<br>1347<br>1073 | | | | | 1905 | Scott'sS.B.<br>&E.Co.Ld.<br>Greenock | ChinaNav.Co.Ld. | 267·5<br>B50'F34' | 40·1 | 17·1 | London<br>British<br>*WB* | T.3Cy.21",34"&56"-39"<br>196NHP<br>Scott'sS.B.&E.Co.Ld.Grk. | | |
| 15668<br>832<br>PGFW | **Fenice** IronAuxScS<br>*ss*Sws.2ndNo.3-2,02<br>(*ex*SailingVessel, *ss*DnkNo.1-07<br>*ex*Cardiganshire) 6thSurvey2,02 2*Dks*<br>1stSurvey5,07 | 1421<br>1335<br>1042 | ✠<br>8,11 | Gen<br>Lv | *t* | | 1877<br>4mo | T.Royden<br>&Sons<br>Liverpool | Soc.Armatori<br>RiunitiLiguri<br>Lombardi | 235·4<br>P36'F38'<br>BK9½" | 38·1 | 23·0 | Genoa<br>Italian<br>1*BHCem* | C.2Cy.13¾"&27½"-$19\frac{7}{10}$"<br>E*made*94*refitted*19 28NHP<br>B*made*97*refitted*19<br>E.Wyss,Zurich | 24 ″ 7 | IV |
| 15669<br>Lost4,21 | **—21** SteelScSr<br>*ss*Vpo.2ndNo.3-12,05<br>(*ex*Ivy,*ex*Padilla,*ex*Ivy) 1*Dk*(*ptStl*-ws)<br>*Elec.light* | 468<br>451<br>210 | ✠<br>4,12<br>✠ | Vpo | *j* | | 1888 | C.J.Bigger<br>Londonderry | F.G.Piaggio&Co. | 190·0<br>P41'B66'F53'<br>ptND00 BK7½" | 28·2 | 13·3 | Callao<br>Peruvian<br>5*BHCem* | T.3Cy.17½",29"&47"-36"<br>125NHP<br>2SB,*4cf*,GS70,HS1770<br>Lees,Anderson&Co.Gls. | 14 ″ 0 | |
| 15670<br>1739<br>JDLK | **Fenix** IronScSp<br>(*ex*Vestmanland,<br>*ex*ArbogaII.,*ex*Köping,*ex*Hjo, 1*Dk*<br>*ex*HansBrask,*ex*Göteborg) | 238<br>142<br>170 | | | | | 1848 | Motala<br>Varf.<br>Norrköping | StockholmsTrnsp.<br>&BogseringsA/B<br>(J.A.Appelqvist,<br>*Mgr.*) | 120·9<br>Q27'B49'H27*t*F16' | 20·2 | 10·2 | Stockholm<br>Swedish | C.2Cy.19¾"&33"-21½"<br>NB00 NE74 40NHP<br>BergsundsM.V.Aktb.Skm | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15671 | **Fenix** SteelScSr | 120<br>—<br>85 | | | | | 1906 | Soc.Astil-leroBehrens<br>Valdivia | A.Solari | 82·0 | 20·3 | 9·5 | Callao<br>Peruvian | C.2Cy. | |
| 15672<br>5985<br>KBJV | **Fenja** SteelAuxSc3MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 297<br>254<br>211 | | | | | 1917 | E.Brodin's<br>Varfs.A.B.<br>Gefle | K.E.G.Ahlman | 119·2<br>P32'H8tF5' | 27·6 | 11·4 | Norrtelje<br>Swedish | Oil Engine<br>2Cy.13"–13⅝" 23NHP<br>J.&CGBolindersCoLdSkm | |
| ❊ 15673<br>282<br>VDQL | **Fennia** SteelScSr<br>ssAbo.2od.No.3–4,22 ~~ssBhn.No.3–5,09~~<br>*Well deck* ~~ssGfl.No.2–17~~<br>*Elec.light* 1*Dk*(*ptStl*-ws)2*trB* | 1538<br>952<br>715 | ✠100A1<br>4,22 ~~9,20~~<br>~~BS7,20~~ ✠LMC~~…~~ 4,22 | Hul<br>Abo | *n* | CL<br>~~N9,20~~<br>4,22 | 1897<br>7mo | Murdoch &<br>Murray<br>Pt.Glasgow<br>A&CP | WasaNordsjöÅng-båtsAktiebolag<br>*WB* | 229·9<br>Q77'B63'F30'<br>= *Cell DBa*48' *f* 96' | 33·2 | 16·3<br>BK8" | Wasa<br>Finnish<br>4*BHCem*<br>205*tAPT*20*t* | T.3Cy.17½",27½"&45"–33"<br>165lb (*s*) 118NHP<br>2SB,4*pf*,GS69,HS1801<br>J.G.Kincaid&Co.Grk. | 17<br>s1<br>16 |
| 15674<br>5048<br>JRPV | **Fenris** SteelScSr<br>*Elec.light* (*ex*KalmarsundNo.9) 1*Dk* | 484<br>258<br>318 | | | | | 1909 | Oskrshmns<br>M.V.Aktieb.<br>Oskarshamn | Stockholms RederiaktiebSvea<br>(H.Ericson,*Mgr.*) | 135·0<br>Q47<br>*Awng dk*91' | 25·7 | 10·8 | Stockholm<br>Swedish<br>*WB* | C.2Cy.16½"&35"–20½"<br>46NHP<br>OskarshamnsM.V.Aktieb. | |
| 15675<br>134757 | **Fentonian** SteelScK<br>ssFal.No.2–19<br>1*Dk* | 226<br>196<br>99 | ✠100A1<br>*StmTrawler*<br>5,20<br>BS5,20 ✠LMC8,19 | Gms | | CL<br>8,19 | 1913<br>1mo<br>*Lloyd*'s*A&CP* | Cochrane<br>&Sons,Ld.<br>Selby | SylviaStmFishingCo.Ld.(E.Beacock,*Mgr.*) | 120·4<br>Q69'RFD20' | 21·5 | 11·5<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21½"&34"–24" (*s*)<br>180lb 70RHP<br>1SB,2*pf*,GS35,HS1340<br>Gt.CentrlCo-opEng.&ShipRepairingCo.Ld.Gms. | 12 |
| 15676 | **Feodora** SteelScSr<br>1*Dk* | 134<br>114<br>54 | | | | | 1898 | Schiffsw(v.<br>J.&Sch.)A.G.<br>Hamburg | Ver.Flensburg-Ekensunder&SonderburgerDampfs.Ges. | 110·5<br>B28'F14' | 21·1 | 9·1 | Flensburg<br>German<br>*WB* | C.2Cy.14½"&27½"–20"<br>28NHP<br>Schwft.(v.J&Sch)AGHam | |
| 15677 | **Ferdinand** IronScSr<br>*Elec.light* 1*Dk*&*Awng dk* | 550<br>524<br>340 | | | | | 1883 | G.Howaldt<br>Kiel | Sartori&Berger | 161·7<br>H36' | 23·6 | 17·9 | Kiel<br>German<br>*WB* | C.2Cy.17¾"&35½"–23½"<br>NB97 51NHP<br>Gebr.Howaldt,Kiel | |
| 15678 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 179<br>156<br>49 | | | | | 1907 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | Norddeutsche Hochseefischerei A.G. | 111·5<br>Q63'F18' | 21·6 | 11·1 | Gstemnde<br>German<br>*WB* | T.3Cy.11",18"&28½"–21"<br>37NHP<br>G.Seebeck A.G.Bremerhvn | |
| 15679<br>PGHF | **Ferdinando Palasciano** Steel TwinScSr<br>(*ex*KönigAlbert) 4*Dks*<br>*Elec.light* Sub.Sig. Wireless | 10643<br>8227<br>6590 | | | | | 1899 | Akt.Ges.<br>"Vulcan"<br>Stettin | Requisitioned by theItalianGovt. | 499·3<br>P110'B234'F74' | 60·2 | 34·6 | Genoa<br>Italian<br>*WB* | Q.8Cy.27½",40",57½"&82½"–55" 1010NHP<br>A.G."Vulcan,"Stettin | |
| 15680 | **Ferencz Ferdinánd** SteelScSr<br>*Now named "Adria," See No. 35161 in Supplement*<br>ssNap.No.[illegible]<br>*Elec.light Ref.Mchy.* 2*Dks*(*Stl–Uws*)<br>Wireless | *3539*<br>[illegible]<br>*2159* | ✠100A1<br>12,20<br>MS6,19 ✠LMC[illegible] BS9,20 | Nap | *v* | CL<br>4,19 | 1914<br>5mo<br>*Lloyd*'s*A&CP* | ClydeS.B.<br>&E.Co.Ld.<br>PortGlasgow | AdriaSoc.Anon.di Nav.Marittima<br>*WB*=*CellDBa*1 | 335·0<br>P41'B135'F41'<br>10'*uE*&*B*59' *f* 128'5 | 46·4 | 22·6<br>FK | Fiume<br>6*BHCem*<br>87*tAPT*16*t* | Q.4Cy.22½",32",47"&68"–48"<br>225lb (*r*) 497NHP<br>4SB,12*cf*,GS212,HS7128 FD<br>ClydeS.B.&E.Co.Ld P.Gl. | 25 |
| 15681 | **Ferencz József Király** SteelScSr<br>ssPal.No.2–21 ~~ssFiu.No.1–18~~<br>*Elec.light* 2*Dks*(*Stl–Uws*)<br>*Ref.Mchy.* Wireless<br>*Now named "Carnaro," See No. 36751 in Supplement* | *3542*<br>*2474*<br>*2154* | ✠100A1<br>7,21 ~~1,21~~<br>BS10,20 ✠LMC~~…20~~ | Nap<br>Pel | *v* | CL<br>~~3,20~~<br>7,21 | 1913<br>12mo<br>*Lloyd*'s*A&CP* | ClydeS.B.<br>&Eng.Co.Ld.<br>PortGlasgow | AdriaSoc.Anon.di Nav.Marittima<br>*WB*=*CellDBa* | 335·0<br>P41'B135'F41'<br>110'*uE*&*B*59' *f* 128' | 46·4 | 22·6<br>FK | Fiume<br>6*BHCem*<br>587*tAPT*16*t* | Q.4Cy.22½",32",47"&68"–48"<br>225lb (*r*) 492NHP<br>4SB,12*cf*,GS210,HS7016 FD<br>ClydeSB&EngCo.Ld.PGls | 25 |
| 15682<br>Wrecked 11,21 | **Ferm** WoodScSr<br>(*ex*Baltic3)<br>*Elec.light Mchy.Aft.* 1*Dk*2*trB* | 1579<br>—<br>972 | | | | | 1918 | Slidell S.B.<br>&E.Co.Ld.<br>Slidell,La. | FermS.S.Co.Ld. | 248·0<br>P76'B52'F26' | 43·1 | 18·1 | SJhnsNFL<br>British | C.2Cy.20"&42"–28"<br>78RHP<br>J.W.Sullivan&Co.N.Y. | |
| ❊ 15683<br>4627<br>JQDM | **Fermia** SteelScSr<br>*Now named "Inga," See No. 37891 in Supplement*<br>ssGot.No.3–1,20<br>1*Dk*(*Stl*)<br>*Mchy.Aft* | 522<br>417<br>274 | ✠100A1<br>7,21 ~~2,20~~<br>✠LMC1,20<br>BS7,21 | Shl<br>Got | *i* | ~~12,19~~<br>7,21 | 1906<br>8mo | Eriksbergs<br>M.V.Aktieb<br>Gothenburg<br>A&CP | Ångb.Aktieb.Ferm<br>(DanBroström,*Mgr.*)<br>*WB*=*Cell* | 166·5<br>P54'F22'H28*t*<br>*DBf*106'166*tFPT* | 28·2 | 12·0<br>FK | Krstnhmn<br>Swedish<br>3*BHCem*<br>29*tAPT*23*t* | T.3Cy.13¾",22"&36"–24" (*s*)<br>180lb *100lb* 65NHP<br>1SB,2*cf*,GS36,HS959<br>EriksbergM.V.Aktieb.Got | 13<br>s1<br>12 |
| 15684 | **Fermoy** SteelTwinScSr<br>*Elec.light* 2*Dks*(*Stl*) | 777<br>697<br>312 | ✠<br>*ForGovernment Service*<br>7,19 ✠ | Dun | | | 1919<br>7mo | Dundee<br>S.B.Co.Ld.<br>Dundee | TheAdmiralty<br>*CellDB*12'16*t* | 220·1<br>*DTf*18'24*tFPT*22*t* | 28·6 | 15·5<br>FK | London<br>British<br>9*BHptCem*<br>*APT*28*t* | T.6Cy.13¾",21¼"&34"–21"<br>HS6990 378NHP<br>2 Water Tube Boilers FD<br>Cooper&Greig,Ld.Dundee | 16 |
| 15685<br>129346 | **Fern Dea** SteelScK<br>ssLiv.No.2–19<br>(*ex*VascodaGama) 1*Dk* | 265<br>233<br>101 | ✠100A1<br>*StmTrawler*<br>7,19 ✠LMC6,19<br>BS4,21 | Liv | | CL<br>6,19 | 1910<br>10mo<br>*Lloyd*'s*A&CP* | A.Hall&<br>Co.Ld.<br>Aberdeen | EquitableStm.FishingCo.Ld.<br>(J.Harris,*Mgr.*) | 125·8<br>Q69'F20' | 22·5 | 12·1<br>BK7½" | Grimsby<br>British<br>4*BHCem*<br>*DTf*7'16*t* | T.3Cy.12½",21"&34"–24" (*r*)<br>180lb 58RHP<br>1SB,3*pf*,GS53,HS1411<br>A.Hall&Co.Ld.Aberdeen | 12 |
| 15686<br>OHDB | **Fernande** SteelScSr<br>ssCff.No.3–6,19 ~~ssCff.No.2–19~~<br>*Well deck* 1*Dk*(*Stl*)&*deepframing*<br>*Cargo battens not fitted* | 1326<br>944<br>611 | ✠100A1<br>7,21 ~~6,19~~<br>~~BS9,20~~ ✠LMC6,19<br>BS11,21 | Cff<br>Sws | *o* | ~~6,19~~<br>7,21 | 1909<br>4mo<br>*Lloyd*'s*A&CP* | J.Priest-man&Co.<br>Sunderland | F.Bouet<br>*WB*=*Cell*<br>*DBa*66'*uE*&*B*40' | 238·0<br>Q91'B56'F20'<br>*f*86' 329*t* *FPT*61*t* | 34·0 | 14·3<br>FK | Caen<br>French<br>4*BHCem*<br>*APT*104*t* | T.3Cy.18",30"&49"–36" (*s*)<br>180lb 177NHP<br>2SB,4*pf*,GS73,HS2998<br>N.E.MarineEng.Co.Ld.Sld | 16<br>s1<br>15 |
| 15687 | **Fernandez Hermanos** SteelScSr<br>(*ex*Juno) 1*Dk*&*Awng dk* | 742<br>702<br>483 | | | … | | 1895 | Gourlay<br>Bros.&Co.<br>Dundee | FernandezHnos. | 180·0 | 28·0 | 10·7<br>17·7<br>FK | Manila<br>Utd.States<br>*WB* | T.3Cy.14",22½"&36"–27"<br>67NHP<br>GourlayBros.&Co.,Dundee | 19 |
| 15688<br>218351<br>LRQS | **Fernandina** WoodScSr<br>*Elec.light* Wireless 1*Dk*2*trB* | 2551<br>—<br>1528 | | | | | 1919 | United<br>StatesMaritimeCorp.<br>BrunswickGa | UnitedStates ShippingBoard | 267·3<br>P18'B67'F28' | 46·0 | 23·6 | Jcksnville<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | |
| 15689<br>127430<br>HMKR | — SteelScSr<br>Sub.Sig. Wireless<br>1*Dk* | 1851<br>1708<br>1146 | | | | | 1908 | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle | ~~Furness,Withy&Co.Ld.~~ A.Capel&CoLd. | 276·0<br>P24'B60'F29' | 40·5 | 18·6 | W.Hartlpl<br>British<br>*WB* | T.3Cy.20½",33"&54"–36"<br>Richardsons, 175NHP<br>Westgarth&Co.Ld.Sld. | |
| 15690 | **Fernando de Noronha** SteelScSr<br>*Mchy.Aft* 1*Dk* | *124*<br>*111*<br>*56* | | | … | | 1894 | Lytham<br>S.B.&E.Co.<br>Lytham | BrazilianGovernment | 94·8 | 18·1 | 8·0<br>BK6" | Prnmbuco<br>Brazilian | C.2Cy.14"&28"–18"<br>36NHP<br>LythamS.&E.Co.,Lytham | 8 |
| 15691<br>❊ HMLS | **Fernando L. de Ybarra** SteelScSr<br>*Elec.light Mchy.Aft* 1*Dk*(*Stl*)<br>*Longitudinal framing in double bottom*<br>*Cargo battens not fitted* | 3308<br>2673<br>— | ✠100A1<br>7,~~21 2,21~~ 2,22<br>MBS~~…~~ ✠LMC11,19<br>3,22 | Bbo | *u* | CL<br>3,22 | 1919<br>10mo<br>*Lloyd*'s*A&CP* | SocEspan-ola deConst.<br>Naval<br>Bilbao | Soc.Anon.Altos Hornos de Vizcaya<br>*CellD* | 312·1<br>P88'F44'<br>*B*267'801*tFPT*268 | 48·0 | 21·8<br>FK | Bilbao<br>Spanish<br>5*BHCem*<br>*tAPT*88*t* | T.3Cy.22",35"&58"–39" (*s*)<br>190lb *100lb* HS5528 304NHP<br>2 Water Tube Boilers<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 24<br>s4<br>20 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | Years Assigned now expired. Equipment Letter. | 7<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | Owners. | 11<br>Length. | Breadth. | Depth. | 12<br>Port of<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse Power, by Society's formulæ; Particulars of ... Ship's Register. ... & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft in. | 15<br>Registers in which classed, if not in L.R. ... |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *15692<br>HFVE | **Fernão Veloso** SteelScSr<br>(exKhalif)<br>*Elec.light* 2*Dks* | 5105<br>4752<br>3244 | Lis.9,20<br>(*See footnote**)<br>*Carrying oil fuel F.P. above 150°F. in DB tanks* | | | | 1906 | Bremer Vulkan<br>Vegesack | Requisitioned by the Portuguese Government | 409·3<br>P260′F48′ | 52·7 | 28·0 | Lisbon<br>Portuguese<br>*WB* | Q.4Cy.24⅝″,34⅛″,50⅜″ & 72⅞″ -53⅞″ 390NHP<br>Bremer Vulkan, Vegesack | | |
| 15693<br>105704<br>NVWO | **Fernfield** SteelScSr<br>ssBly.No.3–1,08<br>Wireless ssBly.No 2–17<br>1*Dk(Stl)&Spar dk(Stl)&Webframes* | 3142<br>2919<br>2025 | ✠100A1<br>*Spar dk*<br>9,19<br>Now named "Tempus," See letter T.<br>BS3,20 ✠LMC8,16 | Nwc | *v* | 3,19 | 1895<br>7mo | Furness, Withy&CoLd<br>W.Hartl'pool<br>A&CP | TempusShipping Co.Ld.(W.H.Seager&Co.*Mgrs.*) | 331·0<br>P31′B66′F34′ 26·4<br>*WB=CellD* FK<br>*Ba108′ uE24′ f134′* | 42·0 | 18·5 | London<br>British<br>6*BHCem*<br>579*tAPT*42*t* | T.3Cy.24″,40″&66″-45″ (*s*)<br>160lb *100lb* NDB11 301NHP<br>2SB,6*cf*,GS124,HS4650<br>Blair&Co.(Lim.),Stockton | 28 ″ 9<br>s 5 ″ 10<br>23 ″ 3 | |
| 15694<br>Abandoned on Fire 8,21<br>HSGM | **Ferngarth** SteelScSr<br>ssCff.No.2–19<br>Wireless 1*Dk(Stl)*<br>*Carrying oil fuel F.P. above 150°F in DB* | 4629<br>4396<br>2899 | ~~✠100A1~~<br>12,20<br>✠~~LMC12,19~~<br>~~BS12,20~~ | Rot | *y* | CL<br>12,19 | 1911<br>3mo | Craig,Taylor&Co.Ld.<br>Stockton<br>*Lloyd'sA&CP*<br>*WB=Intermediate* | Anglo-Belgique ShippingCo.Ld. (EvanOwen&Sons *Mgrs.*)<br>*Cell D Ba126′uE21′f169′1241tFPT162tAPT147t*<br>*Bulkhead in after hold dispensed with* | 380·0<br>P48′B120′F33′<br>FK | 52·0 | 28·2 | Glasgow<br>British<br>*Cem*<br>5*BH only* | T.3Cy.25½″,43″&70″-45″ (*s*)<br>180lb 369NHP<br>3SB,9*cf*,GS166,HS5863<br>MacColl&Pollock,Ld.Sld. | 29 ″ 6<br>s 5 ″ 9<br>24 ″ 1 | |
| 15695<br>123194<br>HMGS | **Fernhill** SteelScSr<br>ssCff.No.3–3,20<br>1*Dk(ptIrn&ptStl)&deep framing*<br>Wireless *Cargo battens not fitted* | 2399<br>2157<br>1457 | ✠100A1<br>2,22 ~~3,20~~<br>BS2,22 ✠LMC3,20<br>*Carrying oil fuel F.P. above 150° F. in D.B.* | Cff | *s* | CL<br>3,20 | 1908<br>2mo | Richardsn, Duck&Co.<br>Stockton<br>*Lloyd'sA&CP* | LlewellynShippingCo.Ld. (W.B.Thomas&Co.Ld. *Mgrs.*)<br>*WB = Cell D Ba106′ uE22′ f114′ 661tFPT116tAPT112t* | 303·3<br>P22′B54′F23′<br>FK | 42·5 | 19·9 | Cardiff<br>British<br>5*BHCem* | T.3Cy.22½″,37″&61″-42″(*a*)<br>180lb *90lb* 279NHP<br>2SB,6*rf*,GS118,HS4530<br>Blair&Co.Ld.Stockton | 22 ″ 4<br>s 3 ″ 8<br>19 ″ 0 | |
| 15696<br>144834<br>KJFQ | **Fernside** SteelSc<br>1*Dk(Stl)*<br>*Mchy.Aft* *Well deck* | ~~250~~ 269<br>188<br>98 | ✠100A1<br>9,21 ~~6,21~~<br>✠LMC4,21<br>~~(*Class Contemplated*)~~ | Nwc | *c* | 9,21 | 1921<br>6mo | R.B.Harrison&SnsLd<br>Newcastle<br>*Lloyd'sA&CP* | T.Rose | 117·1<br>Q39′B11′F22′<br>FK<br>*FPT35tAPT10t* | 22·2 | 9·1 | Sunderlnd<br>British<br>3*BHCem* | C.2Cy.15″&32″-22″ (*s*)<br>140lb 57RHP<br>1SB,2*pf*,GS34,HS1086<br>ShieldsEng.Co.Ld.N.Shl. | 10 ″ 0<br>s ″ 8<br>9 ″ 7 | |
| 15697 | **Feronia** SteelScSr<br>*Well deck* 1*Dk* | 691<br>523<br>375 | | | ... | | 1899 | W.Harkess &Son<br>Middlesbro' | BelgianGovernment | 184·3<br>Q93′B16′F22′<br>FK | 28·5 | 13·9 | Antwerp<br>Belgian<br>*WB* | T.3Cy.14″,22½″&37″-27″<br>80NHP<br>MacColl&Pollock,Sld. | 14 ″ 10 | |
| *15698<br>82009<br>TMBS | **Ferrara** SteelSc3MstSr<br>ssBom.3rdNo3–3,19 ~~ssLth.2ndNo.3–4,05~~<br>*Elec.light* ~~ssBom.No.2–13~~<br>2*Dks* | 1175<br>1049<br>718 | ✠100A1<br>7,21<br>~~Examined3,19~~<br>✠NB3,01*fitted*05 BS5,21<br>~~BS4,20~~ ✠LMC3,19<br>*Fitted for oil fuel 7,12 F.P. above 150°F.* | Bom | *o* | ~~6,20~~<br>7,21 | 1880<br>8mo | R.Steele& Co.<br>Greenock<br>*Lloyd'sA&CP* | ~~BritishTankerCo.Ld.~~ PetroleumS.S.Co.Ld. | 248·3<br>P21′F29′<br>BK8½″<br>*WB=MT* | 33·2 | 17·0 | Leith<br>British<br>6*BHCem*<br>35′300*t* | C.2Cy.30″&52″-36″ (*a*)<br>65lb *48lb* NDB90 135NHP<br>1SB,4*rf*,GS66,HS2128<br>R.Steele&Co.,Greenock | 18 ″ 3<br>s 3 ″ 1<br>16 ″ 4 | |
| 15699<br>OHDF | **Ferrette** WoodTwinSc<br>(exC.–17)<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1157<br>840<br>672 | | | | | 1919 | Fraser Brace Shpyds Ld.<br>Montreal | FrenchGovernment | 194·8<br>P98′F28′ | 39·7 | 15·0 | Havre<br>French | C.4Cy.12″&24″-16″<br>38NHP<br>NationalS.B Co. Goderich,Ont. | | V |
| 15700<br>133421<br>JBPT | **Ferriby** SteelScK<br>ssHul.No.2–19 ~~ssHul.No.1–19~~<br>1*Dk* | 324<br>285<br>128 | ✠100A1<br>*StmTrawler*<br>~~6,21 9,19~~ 2,22<br>BS6,21<br>~~BS6,20~~ ✠LMC9,19 | Hul | | CL<br>~~9,19~~<br>2,22 | 1913<br>2mo | GooleS.B.&RepgCo.Ld.<br>Goole<br>*Lloyd'sA&CP* | J.H.Collinson | 140·0<br>Q76′F21′<br>BK8″ | 23·8 | 12·4 | Hull<br>British<br>4*BHCem* | T.3Cy.13″,23″&37″-26″ (*s*)<br>200lb 84RHP<br>1SB,3*pf*,GS58,HS1350<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 3 | |
| 15701<br>134697 | **Ferric** SteelScSp<br>ssBrs.No.2–20<br>*Mchy.Aft* 1*Dk(Stl)*<br>*Cargo battens not fitted* | 191<br>153<br>69 | ✠100A1<br>12,21 ~~7,20~~<br>BS10,21 ✠LMC7,20<br>*For Bristol Channel service* | Brs | *b* | 7,20 | 1912<br>12mo | C.Hill& Sons<br>Bristol<br>*Lloyd'sA&CP* | ~~Osborn,Wallis&Co~~<br>Osborn&WallisLd. | 116·9<br>Q36′<br>BK5½″<br>*WB = FPT50t APT10t* | 20·0 | 7·8 | Bristol<br>British<br>3*BHptAsp ptCem* | C.2Cy.14″&28″-18″ (*s*)<br>130lb 32RHP<br>1SB,2*pf*,GS31,HS926<br>Plenty&Son,Ld.Newbury. | 8 ″ 9<br>s 1 ″ 1<br>8 ″ 3 | |
| 15702<br>HMNR | **Ferro** SteelScSr<br>(exFalkanger, exBrynhild,exHirundo)<br>1*Dk&deep framing* | 2153<br>1972<br>1340 | | | ... | | 1899 | WoodSkinner&Co.Ld.<br>Newcastle | Skibs.A/S Astoria (Pehrson&Wessel, *Mgrs.*) | 290·0<br>P23′B64′F30′<br>FK | 42·1 | 20·5 | Drammen<br>Norwegian<br>*WB* | T.3Cy.21½″,35½″&58″-39″<br>215NHP<br>N.E.MarineEngCoLd.Nwc | 21 ″ 9 | N |
| *15703<br>111299<br>HWRM | **Ferrum** SteelScSr<br>ssCff.No.2–20 ssShl.No.3–9,12<br>*Mchy.Aft* ~~ssLon.No.1–18~~<br>*Well deck* 1*Dk(Stl)* | 235<br>170<br>89 | ✠100A1<br>~~12,19~~ 11,21<br>~~BS11,20~~ ✠LMC~~11,17~~ 10,21 | Nwc<br>Apl | *c* | CL<br>~~12,19~~<br>10,21 | 1900<br>10mo | JM'Arthur &Co.<br>Paisley<br>A&CP | ValeofGlamorgan ShippingCo.Ld.(F.C.Moon&Co. *Mgrs.*) | 120·0<br>Q46′B9′F19′<br>BK7″<br>*WB=FPT22t* | 22·1 | 8·8 | Glasgow<br>British<br>3*BHCem* | C.2Cy.14½″&30″-21″ (*s*)<br>120lb 37RHP<br>1SB,2*pf*,GS39,HS992<br>Bow,McLachlan&Co.Psy. | 9 ″ 9<br>s ″ 6½<br>9 ″ 11 | |
| 15704<br>5762<br>JVMG | — IronScSr<br>(exUgglan, exNordstern)<br>1*Dk* | 165<br>137<br>81 | | | | | 1865 | F Schichau<br>Elbing | J.Bruneau | 141·5<br>Q19′B15′H42*t*<br>len76 | 17·1 | 8·3 | Stockholm<br>Swedish | C.4Cy.9¼″&18¾″-16½″<br>NB09 24NHP<br>F.Schichau, Elbing | | |
| 15705<br>139814 | **Ferryhill** SteelScSr<br>*Elec.light* 1*Dk(Stl)*<br>*Well deck* *Cargo battens not fitted* | 1086<br>767<br>456 | ✠100A1<br>1,22 ~~10,20~~<br>✠LMC10,19 | Abn<br>Shl | *n* | CL<br>10,20 | 1919<br>10mo | Hall,Russell&Co.Ld.<br>Aberdeen<br>*Lloyd'sA&CP* | AberdeenCoal& ShippingCo.Ld.<br>*CellDBa54′uE20′ f 90′ 306t FPT 33tAPT91t* | 221·1<br>Q131′B16′F27′<br>FK | 33·4 | 14·0 | Aberdeen<br>British<br>4*BHCem* | T.3Cy.17½″,29″&47″-33″ (*r*)<br>180lb *100lb* 178NHP<br>2SB,6*cf*,GS104,HS3300<br>Hall,Russell&Co.Ld.Abn. | 16 ″ 5<br>s 1 ″ 3½<br>15 ″ 5 | |
| 15706<br>870 | **Fert** SteelSc<br>(exWarGazelle)<br>*Elec.light* Wireless 2*Dks* | 5311<br>4791<br>3153 | | | | | 1918 | W.Doxford &Sons,Ld.<br>Sunderland | Nav.AltaItalia Soc.Anon. | 400·0<br>P49′B112′F39′ | 52·3 | 28·5 | Genoa<br>Italian<br>*WB* | T.3Cy.27″,44″&73″-48″<br>369NHP<br>W.Doxford&Sons,Ld.Sld. | | CI |
| 15707<br>144572 | **Festing Grindall** SteelScK<br>ssAbn.No 1–20<br>1*Dk(Stl)* | 236<br>231<br>90 | ✠100A1<br>*StmTrawler*<br>11,20<br>✠LMC10,20 | Abn | | CL<br>10,20 | 1917<br>2mo | Smith's DockCo.Ld.<br>Middlesbro'<br>*Lloyd'sA&CP* | R.W.Lewis | 117·4<br>BK7½ | 22·6 | 13·1 | Aberdeen<br>British<br>3*BHCem*<br>*DBf*21′13*t* | T.3Cy.12¼″,20″&34″-24″ (*s*)<br>180lb 80RHP<br>1SB,3*pf*,GS44,HS1440<br>Smith'sDockCo.Ld.Mdb | 13 ″ 10 | |
| 15708<br>87638<br>JKLP | **Fetlar** IronScSr<br>ssGls.2ndNo.3–3,08<br>(exCavalier) ssGls.No.1–13<br>*Elec.light* 2*Dks&pt Shade dk* | 388<br>283<br>200 | ✠<br>*pt Shade dk with freeboard*<br>3,13<br>✠NB1,09 ✠ | Gls | *g* | | 1883<br>2mo | Aitken& Mansel<br>Glasgow | Dundalk&Newry Stm.PacketCo.Ld. (W.H.Patterson, *Mgr.*) | 151·1<br>P55*t*F24*t*<br>ND09 BK7″ | 25·1 | 11·8 | Dundalk<br>British<br>4*BHCem* | C.2Cy.24″&48″-39″<br>NB08 113NHP<br>2SB,4*pf*,GS73,HS1724<br>Muir&Caldwell,Glasgow | 12 ″ 6 | C |
| 15709<br>139782 | **Feugh** SteelScK<br>1*Dk* | 227<br>214<br>87 | ✠100A1<br>*StmTrawler*<br>2,17<br>✠LMC2,17 | Abn | | | 1917<br>1mo | Cochrane& Sons,Ld.<br>Selby<br>*Lloyd'sA&CP* | ~~H.Pennington (J.Nierinck,Mgr.)~~<br>GodbySteam FishingCo.Ld. (J.Nierinck,*Mgr.*) | 121·2<br>BK7½″ | 22·2 | 12·3 | Fleetwood ~~Aberdeen~~<br>British<br>3*BHCem*<br>*DTf*5′11*t* | T.3Cy.12″,20″&34″-24″ (*s*)<br>180lb 80RHP<br>1SB,3*pf*,GS47,HS1430<br>R.W.Lewis&Sons,Ld.Abn | 13 ″ 0 | |
| 15710<br>OHDP | **Fez** IronScSr<br>(exQuebrachoArgentino,exRio) 1*Dk* | 493<br>404<br>271 | | | | | 1889 | O.A.Brodin<br>Gefle | Cie. des Chargeurs Marocains(Plisson &Co.*Mgrs.*) | 179·8<br>Q63′B40′H6*t*F19*t* | 26·2 | 10·5 | Bordeaux<br>French<br>*WB* | C.2Cy.17¼″&31¼″-21½″<br>NB11 38NHP<br>J.&C.G.BolindersMVSkm. | | V |
| 15711<br>137019 | **Fezenta** SteelScK<br>ssFal.No.1–19<br>1*Dk* | 228<br>217<br>95 | ✠100A1<br>*StmTrawler*<br>2,22 ~~8,20~~<br>~~BS8,20~~ ✠LMC8,19<br>BS2,22 | Gms | | CL<br>~~8,19~~<br>2,22 | 1914<br>6mo | Cook,Welt'n&Gemmell Ld.<br>Beverley<br>*Lloyd'sA&CP* | JohnL.GreenLd. (Baker&Green, *Mgrs.*) | 117·0<br>Q61′<br>BK7½″ | 22·0 | 12·7 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12″,21″&34″-24″ (*s*)<br>200lb 68RHP<br>1SB,3*pf*,GS32,HS1099<br>Amos&Smith,Ld.Hull | 13 ″ 7 | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register.

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom …<br>Visites Périod… Nombres des Ponts. | 4<br>Tonnage.<br>Total.<br>Sous le Pont.<br>Net | 5<br>Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15712<br>130944 | **Fiat** SteelScK<br>ssGms.No.1-21<br>1*Dk* | 314<br>290<br>162 | ✠100A1<br>*StmTrawler*<br>6,21 ~~11,20~~ | Gms | ✠LMC~~9,17~~<br>6,21 | CL<br>11,20 | 1916<br>12mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>'*sA&CP* | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden, *Mgr.*) | 137·0<br>Q74′F21′ | 24·0 | 12·8<br>BK8″ | Grimsby<br>British<br>4*BHCem* | T.3Cy.13″,23″&37″-26″ (*s*)<br>180lb 87RHP<br>1SB,*3pf*,GS47,HS1468<br>Cooper&Greig.Ld.Dundee | 13 |
| 15713<br><br>NHTQ | **Ficaria** SteelScSr<br>Wireless<br>*Elec.light Ref.Mchy.* 2*Dks&Spar dk* | 1524<br>878<br>677 | | | | | 1896 | Lobnitz&<br>Co.(Lim.)<br>Renfrew | DetForenede<br>DampskibsSelsk. | 270·9 | 34·1 | 14·7<br>21·9 | Copnhagn<br>Danish | T.3Cy.25″,40″&64″-42″<br>265NHP<br>Lobnitz&Co.(Lim.),Rnfw. | |
| 15714<br><br>MSBD | **Fidalgo** SteelScSr<br><br>1*Dk* | 1124<br>974<br>655 | | | | | 1918 | Trndhjms<br>Mek.Værks.<br>Trondhjem | A/S Fido<br>(M.Hansen, *Mgr.*) | 226·3<br>P16′B57′F27′ | 36·5 | 15·7 | Xiansand<br>Norwegian<br>*WB* | T.3Cy.17″,27½″&46″-30″<br>116NHP<br>TrondhjemsM.V.Trondjm | |
| 15715 | **Fidelense** SteelTwinScSr<br>(*ex*Pilcomayo,<br>*ex*Fidelense,*ex*Pilcomayo) 1*Dk* | *433*<br>*401*<br>*259* | | | … | | 1890 | Murdoch&<br>Murray<br>Pt.Glasgow | Cia.deNav.S.João<br>deBarra eCampos | 160·3<br>B26′ | 33·1 | 9·0<br>FK | R.Janeiro<br>Brazilian<br>*WB* | T.4Cy.(2)9″,18″&32″-22″<br>57NHP<br>Rankin&Blackmore,Grk. | 9 |
| 15716<br>99544<br>PHWR | **Fidelia** IronScK<br>*ss*Hul.2ndNo3-7,14<br>*ss*Hul.No.1-18<br>1*Dk* | 147<br>136<br>61 | ✠100A1<br>*StmTrawler*<br>3,21 ~~6,19~~<br>✠NB6,09 | Hul | ✠LMC6,19<br>~~BS7,20~~<br>BS3,21 | CL<br>1,19<br>3,21 | 1891<br>11mo<br>*Lloyd* | Cook, Wel-<br>t'n&Gemmell<br>Hull<br>'*sA&CP* | F.&T.Ross,Ld. | 100·0<br>Q20′<br>ptND02&14 | 20·5 | 11·0<br>BK7½″ | Hull<br>British<br>3*BHCem* | T.3Cy.12½″,19½″&31½″-22½″<br>160lb (*s*) 50RHP<br>1SB,*2pf*,GS29,HS630<br>C.D.Holmes&Co.,Hull | 11 |
| 15717 | **Fidelity** WoodScTug<br>(*ex*U.S."Ordnance") | 155<br>—<br>43 | | | | | 1883 | ………………<br>Wilmington,<br>Del. | F.Suarez | 95·8 | 19·7 | 11·5 | Havana<br>Cuban | C.2Cy.15¾″&31½″-<br>Vulcan NB04<br>IronWork,JerseyCity.N.J. | |
| 15718<br><br>MSTN | **Fides** WoodAuxSc4MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register.*) | 430<br>370<br>312 | | | | | 1918 | Lindstöl&<br>Söns Skibs og<br>Båtbyggeri<br>Risör | SkibsA/SFides<br>(K.E.Lindstöl) | 140·6<br>Q5′P40′ | 31·4 | 13·7 | Risör<br>Norwegian | Oil Engine<br>2Cy.16½″-18 5/16″ 46NHP<br>J&CGBolindersCoLdSkm. | |
| 15719<br>123248<br>HGBW | **Fido** SteelScSr<br><br>1*Dk* | 602<br>510<br>267 | | | | | 1906 | Earle'sCo.<br>Ld.<br>Hull | Ellerman's<br>WilsonLine,Ld. | 178·0<br>P101′F22′ | 29·6 | 14·1 | Hull<br>British<br>*WB* | T.3Cy.14″,24½″&40″-27″<br>79RHP<br>Earle'sCo.Ld.Hull | |
| 15720 | **Fiducia** SteelScSr<br><br>1*Dk* | 1560<br>1068<br>988 | | | | | 1903 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | J.Jost | 245·6<br>P14′Q58′B112′F30′ | 35·4 | 15·3 | Flensburg<br>German<br>*WB* | T.3Cy.16″,26″&43″-33″<br>106NHP<br>FlensburgerSchiffsb.Ges. | |
| 15721<br>142385<br>JTCQ | **Field Marshal** SteelTwinScSr<br>(*ex*Feldmarschall)<br>*Elec.light* 2*Dks*<br>Wireless Sub.Sig. | 6181<br>4721<br>3844 | | | | | 1903 | Reiherst'g<br>Schiffsw.<br>Hamburg | ~~TheShippingCon-troller (Union CastleMailS.S.Co. Ld. *Mgrs.*)~~ | 415·8<br>P&B272′F86′ | 50·4 | 28·1 | London<br>British<br>*WB* | T.6Cy.23¼″,38½″&64½″-48″<br>577NHP<br>Reiherst.Maschinenf.Ham. | |
| 15722<br>144040<br>KFDL | **Field Marshal Plumer** SteelSc<br><br>1*Dk* | 324<br>287<br>129 | ✠100A1<br>*StmTrawler*<br>2,22 ~~3,20~~ | Hul | ✠LMC3,20 | 2,22 | 1919<br>12mo<br>*Lloyd* | Cochrane<br>&Sons,Ld.<br>Selby<br>'*sA&CP* | HellyerBros.Ld. | 138·3<br>Q78′F19′ | 23·7 | 12·7<br>BK7½″ | Hull<br>British<br>4*BHCem* | T.3Cy.13″,23″&37″-26″ (*s*)<br>200lb 87RHP<br>1SB,*3pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 15723<br>139358<br>KOVN | **Field Marshal Robertson** Steel ScK<br>(*ex*JeremiahLewis) 1*Dk* | 324<br>287<br>148 | ✠100A1<br>*StmTrawler*<br>12,20 | Hul | ✠LMC5,19 | | 1919<br>3mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>'*sA&CP* | HellyerBros.Ld. | 138·3<br>Q78′F19′ | 23·7 | 12·7<br>BK7½″ | Hull<br>British<br>4*BHCem* | T.3Cy.13″,23″&37″-26″ (*s*)<br>200lb 87RHP<br>1SB.*3pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 15724<br>99953<br>MTHB | **Fife Coast** SteelSc<br>(*ex*PrincessEna,<br>*ex*Glenariff) *Well deck* 1*Dk* | 665<br>518<br>272 | | | … | | 1892 | McIlwaine<br>&McColl,Ld.<br>Belfast | CoastLines,Ld.<br>(M.Langlands&<br>Sons,Ld. *Mgrs.*) | 201·0<br>P20′Q82′B55′F47′ | 29·1 | 13·8<br>BK7½″ | Liverpool<br>British<br>*WB* | T.3Cy.17⅝″,28″&46″-33″<br>136NHP<br>M'Ilwaine&McColl,Ld.Bel | 14 |
| 15725 | **Fife Ness** SteelScK<br>*ss*Abn.No.3-10,20<br>(*ex*Snowdrift) 1*Dk*(*Stl*) | 97<br>96<br>33 | ✠100A1<br>*For fishing purposes*<br>1,22 ~~10,20~~ | Abn | ✠LMC10,20 | CL<br>10,20 | 1918<br>4mo<br>*Lloyd* | J.Lewis&<br>Sons,Ld.<br>Aberdeen<br>'*sA&CP* | H.B.&P.Wood | 85·8 | 18·6 | 9·2<br>BK7½″ | Aberdeen<br>British<br>3*BHCem* | T.3Cy.9½″,15½″&26″-18″ (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>JohnLewis&Sons,Ld.Abn. | 10 |
| 15726<br>22682<br>NMLO | **Fifeshire** IronPadSk | 243<br>198<br>153 | | | | | 1858 | R.Napier&<br>Sons<br>Glasgow | Trustees of the<br>Harbour of<br>Dundee | 130·8 | 30·1 | 6·6 | Dundee<br>British | D.2Cy.36″-42″<br>NB92 80RHP<br>R.Napier,Glasgow | |
| 15727<br>93386<br>PQMF | — IronPadSp<br>(*ex*FlyingSwallow) | 146<br>132<br>20 | | | | | 1887 | JTEltring-<br>ham<br>S.Shields | LeithSalvage&<br>TowageCo.Ld.<br>(J.Little&Co.Ld.<br>*Mgrs.*) | 108·0<br>B8′ | 18·6 | 9·8 | Leith<br>British | L.1Cy.36″-54″<br>80RHP<br>J.P.Rennoldson&Sns S.Shl | |
| 15728<br>110362<br>RVPK | **Fifetown** SteelScSr<br>*ss*Shl.No.2-21 *ss*Nwc.No.3-4,12<br>~~*ss*Nwc.No.1-16~~<br>(*ex*Blackburn,*ex*<br>Canto) *Well deck* 1*Dk*(*Irn*)&*Web frames*<br>*Mchy.Aft* *Cargo battens not fitted* | 967<br>726<br>575 | ✠100A1<br>4,21 ~~8,18~~<br>~~BS2,20~~ | Hul<br>Shl | *m*<br>✠LMC~~8,16~~<br>5,21 | CL<br>~~12,20~~<br>5.21 | 1900<br>9mo | Strand<br>SlipwayCo.<br>Sunderland<br>A&CP | TownLine<br>(London)Ld.<br>(Harrison,Sons&<br>Co. *Mgrs.*) | 224·0<br>Q110′B13′F21′<br>*CellDBf*148′ | 30·1 | 13·0<br>FK | London<br>British<br>3*BHCem*<br>277*tFPT*39*t* | T.3Cy.17½″,29″&47″-33″ (*s*)<br>160lb *80lb* 136NHP<br>1SB,*3pf*,GS61,HS2141<br>G.Clark,Ld.Sunderland | 15<br>s1<br>14 |
| 15729<br>139942 | **Fifinella** SteelScK<br>*ss*Gms.No.1-21<br>1*Dk* | 314<br>290<br>162 | ✠100A1<br>*StmTrawler*<br>10,21 ~~1,20~~ | Gms | ✠LMC~~7,17~~<br>10,21 | CL<br>~~1,20~~<br>10,21 | 1916<br>11mo<br>*Lloyd* | Cochrane<br>&Sons,Ld.<br>Selby<br>'*sA&CP* | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden, *Mgr.*) | 137·0<br>Q74′F21′ | 24·0 | 12·8<br>BK8″ | Grimsby<br>British<br>4*BHCem* | T.3Cy.13″,23″&37″-26″ (*s*)<br>180lb 87RHP<br>1SB,*3pf*,GS47,HS1468<br>Cooper&Greig,Ld.Dundee | 13 |
| 15730<br>139787 | **Fifth Lancer** SteelScK<br>(*ex*AnnLewis) 1*Dk* | 216<br>214<br>83 | ✠100A1<br>*StmTrawle.*<br>11,19 | Abn | ✠LMC12,16 | CL<br>11,19 | 1916<br>8mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>'*sA&CP* | J.W.Stookes | 121·2 | 22·5 | 12·3<br>BK7½″ | Grimsby<br>British<br>3*BHCem*<br>*DTf*5′11*t* | T.3Cy.12″,20″&34″-24″ (*s*)<br>180lb 80RHP<br>1SB,*3pf*,GS47,HS1480<br>J.Abernethy&Co.Ld.Abn. | 13 |
| | *Now named* "Ann Lewis," *See No.* 36112 *in Supplement* | | | | | | | | | | | | | | |
| 15731<br><br>MGJS | **Figaro** SteelSc4MstSr<br><br>1*Dk* | 1136<br>983<br>674 | | | | | 1911 | Fredrkstad<br>Mek.Værks<br>Fredrikstad | Dampskibs A/S<br>Figaro(O.Dahl) | 228·4<br>P38*t*H57*t*F5*t* | 36·2 | 15·7 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.16½″,27″&45½″-31″<br>115NHP<br>FredrikstadM.V.Frdstad | |
| 15732<br><br>MKJQ | **Figga** CompScSr<br>(*ex*Dana) 1*Dk*<br>*Mchy.Aft* *Carrying Petroleum in bulk* | 202<br>164<br>105 | | | | | 1897 | C.Olssen<br>Gamla<br>Lödöse | IndherredsD/SA/S<br>(A.Kleven, *Mgr.*) | 98·4<br>P23′H10*t*F18′ | 22·6 | 10·7 | Stenkjær<br>Norwegian<br>*WB* | C.2Cy.10″&18″-14″<br>NE&B02 10NHP<br>ThorskogM.V.Got. | |
| 15733<br>4375<br>JPDB | **Figge** SteelScSr<br>(*ex*Wilhelm)<br>*Elec.light* 1*Dk* | 696<br>501<br>386 | | | | | 1904 | F.Schichau<br>Danzig | NyaÅngfartygs<br>A/BHeimdal (J.E.<br>Manne, *Mgr.*) | 192·5<br>Q57′B55′H23*t*F22′ | 30·9 | 10·8 | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.15″,24¾″&38½″-25½″<br>75NHP<br>F.Schichau,Danzig | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15734<br>89653<br>JSRN | **Fighting Cock** SteelScSr<br>(exMona) | 119<br>118<br>11 | | | | | 1884 | L.Smit&<br>Zoon<br>Kinderdijk | LiverpoolScwTowing&Lighterage Co(G.R.Nicholson) | 97·9 | 19·1 | 11·4 | Liverpool<br>British | C.2Cy.20"&40"-24"<br>NB12 80RHP<br>C.Burrell&Sons,Thetford | | |
| 15735<br>HFIG | **Figueira** SteelScSr<br>(exRotterdam)<br>Elec.light 1Dk&Shelter dk | 2168<br>2016<br>1385 | Lis. ~~8,20~~ 6,21<br>(See footnote*) | | | 1,19 | 1905 | Schiffsw.v.<br>HenryKoch<br>Lübeck | Requisitioned by thePortuguese Government | 260·8<br>H18 | 38·7 | 17·1 | Lisbon<br>Portuguese<br>WB | T.3Cy.20½",33½"&53¼"-33½"<br>164NHP<br>J.F.Ahrens,Altona | | |
| 15736<br>OHED | **Figuig** SteelScSr<br>ssBdx.No.3-5,17<br>(exGrantala) 2Dks(Stl-1ws&Uteaks) &Webframes<br>Elec.light<br>Ref.Mchy. Wireless | *3655*<br>*2902*<br>*1787* | | | ... | CL<br>9,20 | 1903<br>12mo<br>Lloyd | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>'sA&CP | Cie.Générale Transatlantique | 350·0<br>P75'F45'<br>Promenade dk140'<br>FK<br>CellDB | 45·2 | 27·2 | Bordeaux<br>French<br>7BHCem<br>a50' u E 60' | T.3Cy.32",51½"&84"-54" (s)<br>180lb 690NHP<br>5SB,15cf,GS365,HS12410<br>WllsndSlpwy.Co.Ld.Nwc<br>f108'290tFPT73tAPT43t | 30 ″ 0<br>s6 ″ 2½<br>24 ″ 5 | |
| 15737<br>MLNW | **Filefjeld** SteelSc<br>(exZeester)<br>Mchy.Aft 1Dk | 221<br>173<br>121 | | | | | 1910 | W.van<br>Goor<br>Kampen | A/STransitkontoret | 109·9<br>Q38'F10' | 19·9 | 9·8 | Bergen<br>Norwegian<br>WB | C.2Cy.11"&22"-14"<br>Botje,Ensing&Co. 15NHP<br>Groningen | | |
| 15738<br>136171<br>JDSP | **Filey** SteelScK<br>ssGms.No.3-9,18<br>Elec.light Wireless 1Dk | 226<br>214<br>87 | ✠100A1<br>StmTrawler<br>6,20<br>BS8,21<br>~~BS6,20~~ ✠LMC9,18 | Hul | | CL<br>6,20 | 1914<br>1mo<br>Lloyd | Cook,Welton&Gemmell,<br>Ld. Beverley<br>'sA&CP | HullStm.Fishing &IceCo.Ld. | 115·5<br>BK8" | 22·5 | 12·3 | Hull<br>British<br>4BHCem<br>DTf13'30t | T.3Cy.10",17"&28"-24" (s)<br>200lb 49RHP<br>1SB,2pf,GS55,HS835<br>Amos&Smith,Ld.Hull | 13 ″ 2 | |
| 15739 | **Filia** SteelScSr<br>Par.Mot.<br>(exSteenwijkerdiep) Mchy.Aft 1Dk | 269<br>242<br>207 | | | | | 1917 | Gebr.Boot<br>Leiderdorp | CentralBank of Greece | 118·6 | 24·7 | 10·3 | Piræus<br>Greek | Paraffin Motor<br>2Cy.13"-14" 25NHP<br>Gebr.Boot,Leiderdorp | | |
| 15740<br>14<br>PGRS | **Filippo** SteelSc<br>(Tug)<br>(exDolly,exNuovoP.Queirolo) 1Dk | 128<br>113<br>41 | | | | | 1891 | E.Cravero<br>&Co.<br>Genoa | P.Cacciari | 98·6 | 17·7 | 10·0 | Ancona<br>Italian | C.2Cy.15"&27⅜"-25⅜"<br>32NHP<br>E.Cravero&Co.Genoa | | |
| 15741 | **Filippo Artelli** SteelScSr<br>ssTri.No.3-1,19<br>Elec.light 2Dks(Stl)&deepframing | 5820<br>5497<br>3782 | ✠100A1<br>3,21 7-20<br>~~BS7,20~~ ✠LMC1,19<br>BS1,21 | Nap<br>Tri | a† | CL<br>~~1,19~~<br>4,21 | 1904<br>12mo<br>Lloyd | Nthmblnd<br>S.B.Co.Ld<br>Newcastle<br>'sA&CP | FilippoArtelliS.S. Co.Ld.(D.Tripcovich)<br>WB=CellD | 417·9<br>P36'B138'F39'<br>FK<br>Ba142' uE25' f181' | 54·0 | 29·2 | Trieste<br>Italian<br>7BHCem<br>1149t DTa3 | T.3Cy.27",45"&74"-48" (s)<br>180lb 80lb 458NHP<br>3SB,12cf,GS218,HS7713<br>N.E.MarineEng.CoLdNwc<br>9'1145tFPT125tAPT66t | 32 ″ 2 | |
| 15742 | **Fimmo** SteelAuxSc3MstSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 464<br>388<br>319 | | | | | 1917 | F.Lemm<br>Boitzenburg | W.Schuchmann | 153·9<br>Q41'F23' | 26·9 | 12·3 | Gstemnde<br>German | Oil Engines<br>2Cy.16½"-18$\frac{9}{16}$" 46NHP<br>J.&C.G.Bolinders MVSkm | | |
| 15743 | **Fina** SteelScK<br>~~ssSws.No.1-11~~<br>(exCardiffCastle) 1Dk<br>ssSws.No.3-4,19 | *255*<br>*215*<br>*98* | ✠100A1<br>StmTrawler<br>~~8,21~~ ~~3,1~~ 2,22<br>~~Examined12,19~~ BS6,21<br>~~BS6,20~~ ✠LMC3,19 | Trn<br>Bcl | | CL<br>~~2,10~~<br>2,22 | 1907<br>7mo<br>Lloyd | Smith's<br>DockCo.Ld.<br>North Shields<br>'sA&CP | Soc.Anon.dePesca y Navegacion España | 120·5<br>Q66'F19'<br>BK7½" | 22·1 | 11·7 | S.Sebastian<br>Spanish<br>3BHCem | T.3Cy.12½",20"&34-24" (s)<br>180lb 70RHP<br>1SB,2pf,GS38,HS1230<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 6 | |
| 15744<br>TGFP | **Finby** IronScSr<br>(exSärö,exLillaEdet) 1Dk | 128<br>70<br>95 | | | | | 18$\frac{73}{92}$ | Göteborgs<br>M.V.Aktieb.<br>Gothenburg | FinbyÅngbAktieb (F.Forsström, Mgr.) | 95·7<br>Q34'B33'H7tF10' | 18·2 | 8·0 | Åbo<br>Finnish | T.3Cy.—,10¼"&22⅜"-16½"<br>NE&B92 20NHP<br>ThorskogM.V.Thorskog | | |
| 15745<br>98532<br>MSTK | **Finchley** SteelScSr<br>ssMch.2ndNo.3-6,17<br>ssCffNo.1-20<br>(exHaxby) 1Dk(Irn)2trB&<br>Wireless Webframes&ptAwngdk(Irn) | 3443<br>2596<br>2144 | ✠100A1<br>ptAwngdk<br>withfreeboard<br>6,21 ~~9,20~~<br>DBS6,21<br>✠LMC9,20<br>MBS11,21 | Cff<br>Bal | v | ~~9,20~~<br>6,21 | 1892<br>10mo | Ropner<br>&Son<br>Stockton<br>A&CP | BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.Mgrs.) | 330·0<br>P43'Q98' BK11"<br>PtAwng dk189'<br>WB=Cell | 43·1 | 21·0 | London<br>British<br>5BHCem<br>DB252'605t | T.3Cy.24",40"&65"-42" (s)<br>160lb 130lb NDB13 280NHP<br>2SB,6cf,GS123,HS4290<br>Blair&Co.Ld.Stockton | 24 ″ 6<br>s 8 ″ 9½<br>23 ″ 7 | |
| 15746<br>115763<br>VBTQ | **Findhorn** SteelScSr<br>2Dks | 1121<br>844<br>477 | | | | | 1903 | AilsaS.B.<br>Co.Ld.<br>Troon | W.Sloan&Co. | 242·3<br>P151'F47' | 33·0 | 16·2 | Glasgow<br>British<br>WB | T.3Cy.22¼",35"&59"-42"<br>NDB15 226NHP<br>D.Rowan&Co.Glasgow | | C |
| 15747<br>OHEJ | **Finistère** IronScSr<br>(exScotia) Wireless | 456<br>—<br>244 | | | ... | | 1875 | W.B.<br>Thompson<br>Dundee | Soc.deNavCôtière pour l'Afrique du Nord(Lt Schiaffino etCie,Mgrs.) | 179·5<br>P35'F17'<br>BK7" | 24·1 | 14·3 | Algiers<br>French | C.2Cy.27"&50"-33"<br>NB97 104NHP<br>W.B.Thompson,Dundee | | V |
| 15748 | **Fink** SteelScLr<br>1Dk | 136<br>129<br>67 | | | | | 1906 | Bremer<br>Vulkan<br>Vegesack | BremenVegescker FischereiGes. | 90·8<br>Q21' | 21·4 | 9·8 | Vegesack<br>German | C.2Cy.9$\frac{1}{16}$"&16½"-12⅝"<br>8NHP<br>BremerVulkan,Vegesack | | |
| 15749 | **Finkenwärder** SteelSc<br>(Trawler)<br>(exSeeadler) Elec.light 1Dk | 212<br>199<br>82 | | | | | 1906 | Schiffsw(v.<br>J.&Sch.)A.G.<br>Hamburg | Deutsche SeefischereiA.-G. | 115·8<br>F16' | 22·4 | 9·8 | Cuxhaven<br>German | T.3Cy.12½",20"&32"-22"<br>48NHP<br>Schwft.(vJ&Sch)AG Ham | | |
| 15750<br>KSBC | **Finland** SteelTwinSc4MstSr<br>ssNYk.No.1-20 ssSou.No.3-7,14<br>4Dks(3Stl-M&Uws)&Webframes<br>Elec.light Sub.Sig. Wireless<br>Ref.Mchy. | 12222<br>10141<br>7447 | ✠100A1<br>~~11,20~~ ~~2,18~~ 11,21<br>✠LMC4,20<br>BS4,21<br>Fitted for oil fuel4,20 | NYk<br>~~Ant~~ | i† | CL<br>~~4,20~~<br>11,21<br>F.P. above 1 | 1902<br>9mo<br>50°F | W Cramp&<br>SonsS&EBCo<br>Philadelphia<br>A&CP | International Mercantile Marine Co.Inc.<br>WB = Cell DBa 153'u | 560·0<br>P48'B273'F88'<br>Prmnde dkonB273'<br>FK<br>E&B153'f173'2008t | 60·2 | 38·4 | NewYork<br>Utd.States<br>11BHptAsp<br>ptCem<br>Tanks at sid | T6Cy32½",54¼"&89½"-54"(s)<br>170lb 170lb 1540NHP<br>9SB,36cf,GS643,HS22408 FD<br>W.Cramp&SnsS&EBCPhl<br>es of Tunnels246tFPT167t | 42 ″ 0<br>s11 ″ 3<br>31 ″ 4 | |
| 15751<br>VKBH | — IronScSr<br>1Dk | 279<br>—<br>208 | | | | | 1855 | Brownlow,<br>Lumsden&Co<br>Hull | Ångf.Aktieb. Transito (H. Wilén,Mgr.) | 152·5 | 20·0 | 12·4 | Åbo<br>Finnish | C.2Cy.15¾"&28¾"-23⅝"<br>NE84NB98 33NHP<br>LübeckerMasch.Akt.-Ges. | | |
| 15752<br>NFMO | **Finlandia** SteelScSr<br>(exCarlHeckshe r)<br>Well deck 1Dk | 1665<br>1239<br>1018 | | | | | 1892 | Helsingörs<br>Jernsk&Mskb<br>Elsinore | D/S Hafnia A/S (P.Brown,Jr.&Co. Mgrs.) | 260·0<br>Q70' B126' F32' | 35·8 | 16·6 | Copnhagn<br>Danish | T.3Cy.19½",31½"&51½"-36"<br>159NHP<br>HelsngörsJerns.Mskinb. | | V |
| 15753<br>SRKH | — SteelSc4Mst<br>Elec.light 1Dk | 1173<br>944<br>670 | | | | | 1920 | Maskin och<br>Brobyg.Akt<br>Helsingfors | AtlanticRederi A/B | 216·5<br>P21'B62'F26' | 34·6 | 13·4 | Helsingfrs<br>Finnish<br>WB | T.3Cy.15¾",26"&41"-27½"<br>Msk&Brbyggnads 87NHP<br>A/BHelsingfrs | | N |
| 15754<br>136179<br>JGBN | **Finlay** SteelSc<br>ssHul.No.1-19<br>1Dk | 73<br>65<br>— | ✠100A1<br>For towing purposes<br>9,20<br>✠LMC9,19<br>BS7,21 | Hul | | CL<br>9,19 | 1914<br>2mo<br>Lloyd | Scott&<br>Sons<br>Bowling<br>'sA&CP | ~~PremierTugCo.Ld.~~ ~~(W.H.Miller,Mgr)~~ UnitedTowingCo. Ld. | 75·1<br>BK5"<br>WB= | 17·1 | 7·8 | Hull<br>British<br>4BHCem<br>APT5t | C.2Cy.13"&28"-18" (s)<br>140lb 55RHP<br>1SB,2pf,GS29,HS800<br>Gauldie,Gillespie&Co Gls. | 8 ″ 6<br>s ″ 9<br>8 ″ 6 | |
| 15755<br>MHRD | **Finmarken** SteelScSr<br>Elec.light 1Dk&Awng dk | 1119<br>988<br>659 | | | | | 1912 | Trndhjms<br>Mek.Værks<br>Trondhjem | Vesteraalens Dampskibsselskab | 214·2<br>H129t<br>WB | 31·7 | 20·2 | Stokmarknæs<br>Norwegian | T.3Cy.19½",30½"&52"-33"<br>155NHP<br>TrondhjemsM.V.Trndhjm | | N |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register. and a certificate for six months issued

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Official. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Cours aux Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15756 | **Finn** SteelTwinScSr<br>*OilEng.*<br>*Elec.light* Wireless *2Dks*<br>*Mchy.Aft* | 1664<br>1266<br>805 | | | | | 1920 | A/B Finn-bodaVarf.<br>Stockholm | Stockolms Rederiaktieb.Svea (H.Ericson, *Mgr.*) | 271·3 | 41·1 | 15·6 | Stockholm<br>Swedish<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.15¾"-28⅜" 143NHP<br>AktiebolagetAtlas-Diesel.Stockholm | |
| 15757<br>143533 | **Finola** SteelSc<br>*Elec.light* *1Dk(Stl)*<br>*Mchy.Aft* *Well deck* | 879<br>621<br>374 | ✠100A1<br>11,21 ~~2,21~~<br>✠LMC2,21 | Dub | *l* | CL | 1921<br>2mo<br>*Lloyd* | Dublin Dkyd.Co.Ld.<br>Dublin<br>*'sA&CP* | MichaelMurphy, Ld.(J.O'Dowd, *Mgr.*)<br>*CellDBu B32'* | 200·0<br>Q128'F28'<br>*f102'161tFPT123t* | 30·8 | 13·2<br>BK7" | Cardiff<br>British<br>*3BHCem*<br>*APT49t* | T.3Cy.17½",27½"&45"-33'<br>180lb (*s*) 158NHP<br>2SB,*4cf*,GS79,HS2784<br>Ross&Duncan,Glasgow | 15 · 3<br>4 · 4½<br>15 · 1 |
| 15758<br><br>JTVQ | **Finse** SteelScSr<br>(*ex*Genova)<br>*Well deck* *1Dk&Web frames* | 971<br>761<br>570 | | | | | 1895 | Bergens Mek.Værks.<br>Bergen | H.Kuhnle | 216·4<br>Q107tB55tH14t<br>F27t | 31·6 | 12·8 | Bergen<br>Norwegian<br>*WB* | T.3Cy.15½",25"&42"-30'<br>96NHP<br>BergensMekVærksBergen | 15 · 3 |
| 15759<br>142499 | **Finvoy** SteelScK<br>*Well deck* *1Dk(Stl)*<br>*Cargo battens not fitted* | 374<br>272<br>132 | ✠100A1<br>11 21 ~~6,20~~<br>✠LMC6,20 | Alloa<br>Bel | *e* | CL | 1920<br>6mo<br>*Lloyd* | ForthS.B. &Eng.Co.Ld.<br>Alloa<br>*'sA&CP* | HowdenBros. | 145·3<br>Q49'B9'F26'<br>*FPT54t* | 23·2 | 9·8<br>BK7" | Belfast<br>British<br>*3BHCem*<br>*APT9t* | C.2Cy.16½"&36"-27" (*s*)<br>135lb 75RHP<br>1SB,*3pf*,GS44,HS1298<br>ForthS.B.&E.Co.Ld.Alloa | 10 · 9<br>s · 9½<br>10 · |
| 15760<br>125196<br>TVQN | **Fiona** SteelSc3MstSr<br>ssSyd.No.3-5,21 ~~ssSyd.No.2-17~~<br>*Elec.light* *Spar dk(ptIrn&ptStl)*<br>*Mchy.Aft* *&deepframing Spar dkRule*<br>Wireless *Cantilever framed topside tanks* | 4471<br>4010<br>2615 | ✠100A1<br>~~5,21~~ ~~9,20~~ 10,21<br>✠LMC~~5,21~~<br>5,21 | Syd | *x* | CL<br>6,20 | 1909<br>3mo<br>*Lloyd* | SirRaylton Dixon&CoLd<br>Middlesbro'<br>*'sA&CP* | ColonialSugar RefiningCo.Ld.<br>*WB=CellDBuE&* | 360·5<br>P&B215'F33'<br>*B54'f262'957tTops* | 52·0 | 25·7<br>FK | SydnyNSW<br>British<br>*6BHCem*<br>*idetanks258'* | T.3Cy.26",42"&70"-48" (*s*)<br>180lb 403NHP<br>3SB,*9cf*,GS132,HS5346 FD<br>N.E.MarineEng.Co.Ld.Sld<br>*1060tFPT100tAPT125t* | 28 · 4<br>s4 · 7½<br>24 · 1 |
| 15761<br><br>NOSG | — SteelScSr<br>*Elec.light* | 367<br>256<br>186 | | | | | 1890 | Burmeister &Wain<br>Copenhagen | DetForenede DampskibsSelsk. | 160·6 | 24·1 | 11·2 | Frdrkshvn<br>Danish<br>*WB* | T.3Cy.14",23"&36"-24"<br>63NHP<br>Burmeister&Wain,Cophgn | |
| 15762<br>99952<br>JSWC<br>Now a Depot Ship 6,21 | **Fionashell** SteelTwinSc4MstBk<br>ssGls.2ndNo.3-4,17<br>(*ex*Fennia,*ex*SailingVessel,*ex* *OilEng.*<br>Goodrich) *1Dk(ptStl&pt* ws)*2trB&Web*<br>*Elec.light* *Mchy.Aft* Wireless *frames* | 2444<br>2150<br>1790 | ✠~~100A1~~<br>8,19<br>~~[illegible]~~<br>*Carrying homogeneous cargo of Petroleum in bulk* | PGl<br>~~[illegible]~~ | *w* | N8,19 | 1892<br>7mo<br>*Lloyd* | Workman, Clark&Co.Ld<br>Belfast<br>*'sA&CP* | Anglo-Saxon PetroleumCo.Ld. | 284·2<br>P39'F28'<br>ptND05 | 42·1 | 24·5<br>BK10" | London<br>British<br>*6BHto U dk*<br>*2 „ „ 2nd „* | Oil Engines 4S.C.SA<br>16Cy.14½"-15" 162NHP<br>NE19 NDB19-*100lb*<br>Vickers,Ld.Ipswich | 26 · 0<br>s4 · 2½<br>22 · 10 |
| 15763<br><br>NSMB | **Fionia** SteelTwinSc4Mst<br>ssHam.No.2-22 *OilEng.*<br>*Elec.light* ~~ssCpn.No.1-19~~<br>Wireless *1Dk(Stl)&Awng dk*<br>(*Stl*-teak s) | 5219<br>4297<br>3337 | ✠100A1<br>*Awng dk withfreeboard*<br>~~8,21~~ 11,20 3,22<br>DBS3,21 ~~3,21~~<br>~~DBS11,20~~ ✠LMC~~11,20~~ 3,22 | Cpn<br>Ham | *y* | CL<br>~~11,20~~<br>3,22 | 1914<br>3mo<br>*Lloyd* | Akt.Bur-meistr&Wain<br>Copenhagen<br>*'sA&CP* *W* | A/S DetÖstasia-tiskeKompagni<br>*B=CellDBa68'u* | 394·4<br>P26'B168'F37'<br>*on Awng dk*<br>*E46'f213'988tFPT* | 53·2 | 27·0<br>FK | Copnhagn<br>Danish<br>*6BH ptCem*<br>*75tAPT97t* | Oil Engines 4S.C.SA<br>12Cy.29⅛"-43 5/16" 835NHP<br>DB-*80lb*<br>Akt.Burmeistr&Wain,Cpn | 30 · 0<br>s 6 · 1<br>24 · 6 |
| 15764<br>24<br>PHBM | **Fiorenza** IronSc3MstSr<br>(*ex*PaoloPadre,<br>*ex*Fyen) *1Dk&Spar dk3trB* | 1370<br>973<br>796 | | | | | 1874 | Norddeut. Schiffb.A.G.<br>Kiel | G.R.Stoppani | 231·5<br>H15t | 32·5 | 17·8<br>24·6 | P.Maurizio<br>Italian<br>*WB* | C.2Cy.32"&52"-36"<br>NB89 135NHP<br>Schweffel&Co.Kiel | |
| 15765<br><br>JPMN | **Firda** WoodScSr<br>*1Dk* | 622<br>491<br>370 | | | | | 1900 | J.Hauge<br>Lervik | A.Halvorsen | 168·8<br>Q35tB73tH6tF19t | 28·3 | 15·6 | Bergen<br>Norwegian | T.3Cy.12¼",20"&32"-26"<br>52NHP<br>LaxevaagsMsk&Jrns.Bgn. | |
| 15766<br><br>JPBK | — SteelScSr<br>*Elec.light* *1Dk3trB* | 500<br>316<br>269 | | | | | 1900 | Fevigs Jernskibsbyg<br>Arendal | Fylkesbaatane i Sogn og Fjordane | 162·2<br>P64tH62tF57t | 24·3 | 13·5 | Bergen<br>Norwegian | T.3Cy.16½",27"&44"-30"<br>SirC.Furness, 106NHP<br>Westgarth&Co.Ld.Mdb. | |
| 15767 | **Firelight** WoodSc<br>9&12yrs.Mat. *1Dk* | 100 | ✠11 A1<br>*For fishing purposes*<br>10,19 ✠LMC10,19 | Lwt | | CL | 1919<br>1mo<br>*Lloyd* | J.Cham-bers,Ld.<br>Lowestoft<br>*'sA&CP* | ~~TheAdmiralty~~<br>Ministry of Agriculture& Fisheries | 87·0 | 20·0 | 10·0 | London<br>British | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS932<br>Crabtree&Co.Ld.Gt.Yar. | 10 · 0 |
| 15768<br>125362 | **Firmament** WoodSc<br>9&12yrs.Mat. *1Dk* | 93<br>92<br>40 | ✠11 A1<br>*ForFishingpurposes*<br>8,20 ✠LMC8,20 | Pts | | CL<br>8,20 | 1918<br>9mo<br>*Lloyd* | J&GForbes<br>Fraserburgh<br>*'sA&CP* | ~~TheAdmiralty~~<br>J.Buchan | 86·5 | 19·6 | 9·7 | Fraserburgh<br>British | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 42NHP<br>1SB,*2pf*,GS30,HS814<br>Cooper&Greig,Ld.,Dun. | 10 · 3 |
| 15769<br>216565<br>LMDB | **Firmore** SteelSc3MstSr<br>*Elec.light* *1Dk(Stl)&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless *Cargo battens not fitted* | 7117<br>6365<br>4431 | ✠100A1<br>12,20<br>✠LMC7,18<br>*Fitted for oil fuel* 9,19 | NYk | *c*† | CL<br>12,20<br>*F.P.* | 1918<br>7mo<br>*Cell D*<br>*above* | Bethlehem S.B.Corp.Ld.<br>Sparro Pt.Md<br>A&CP<br>*BuE&B58'f3*<br>150°F. | GuarantyTrustCo of NYork-Trustees (OreSSCorp,*Mgrs*)<br>*2Intermedia*<br>*20'1622t side tanks* | 449·1<br>P106'F39'<br>*teBHds dispensed u*<br>*Nos.1,2&3P&S1950* | 57·2 | 34·3<br>FK | NewYork<br>Utd.States<br>*Cem*<br>*ith5BHonly*<br>*tFP1395tA* | 1 Geared Steam Turbine<br>200lb (*s*) 556NHP<br>3SB,*9cf*,GS185,HS7877 FD<br>GeneralElectricCo.<br>*PT213t* Schenectady,N.Y. | 37 · 0 |
| 15770<br>104269<br>NQHS | **Firoozi** SteelScSr<br>ssBom.2ndNo.3-2,21 ~~ssBom.No.3-10,08~~<br>(*ex*Carlton) ~~ssBom.No.2-17~~<br>*1Dk(Stl)&Awng dk(Irn)3trB* | 3102<br>3044<br>2029 | ✠100A1<br>*Awng dk withfreeboard*<br>~~8,21~~ ~~5,19~~<br>4,22<br>BS12,21 ✠LMC2,21 | Bom | *t* | 2,21 | 1894<br>12mo | Ropner& Son<br>Stockton<br>A&CP | Bombay&Persia Stm.Nav.Co.Ld.<br>*WB=* | 301·1<br>*Cell DBa58'u E20'* | 42·5 | 21·7<br>29·0<br>BK10" | Bombay<br>British<br>*5BHCem*<br>*f144'495t* | T.3Cy.23",37½"&61½"-39"(*s*)<br>160lb *100lb* NDB19 236NHP<br>2SB,*6cf*,GS99,HS3528<br>Blair&Co Ld.Stockton | 32 · 6<br>s9 · 8½<br>23 · 9 |
| 15771<br>143755<br>KFPW | **Firpark** SteelSc<br>*Elec.light* Wireless *1Dk(Stl)* | 1955<br>1769<br>1191 | ✠100A1<br>3,22 ~~3,21~~<br>✠LMC6,20 | Shl<br>Rot | *r* | CL | 1920<br>6mo<br>*Lloyd* | Grngem'th Dckyd.Co.Ld<br>Grangem'th<br>*'sA&CP* | DenholmShipping Co.Ld.(J.&J. Denholm,*Mgrs.*)<br>*CellDBa65'uE2* | 280·1<br>B68'P21'F29'<br>*8'f125'492tFPT46t* | 41·9 | 18·9<br>FK | Greenock<br>British<br>*4BHCem*<br>*APT46t* | T.3Cy.21",35"&57"-36" (*r*)<br>180lb *100lb* 230NHP<br>2SB,*6cf*,GS113,HS3796<br>Cooper&Greig,Ld.Dundee | 20 · 9<br>s 2 · 10<br>18 · 3 |
| 15772<br>131919 | **First Winner** IronTwinSc<br>*1Dk* | 260<br>203<br>104 | | | | | 1879 | Hawks& Crawsby<br>Gateshead | Eastern Peninsula Nav.Co.Ld. | 129·9<br>B39tH17t | 23·0 | 9·5 | Calcutta<br>British | C.4Cy.15"&27"-21"<br>64RHP<br>Hawks&Crawsby,Gts. | |
| 15773<br>218697<br>LSHJ | **Firthcliffe** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks&Web frames*<br>Sub.Sig. Wireless | 6075<br>5045<br>3781 | | | ... | | 1919 | Newburgh ShipyardsInc<br>Newburgh. N.Y. | UnitedStates ShippingBoard | 400·5<br>P26'B124'F44' | 54·2 | 31·0<br>FK | NewYork<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Sc. Shaft 676NHP<br>WestinghouseElectric& Mfg.Co.E.Pittsburg,Pa. | 32 · 10 |
| 15774 | **Fischereidirektor Duge** SteelSc<br>(*Trawler*)<br>*Elec.light* *1Dk* | 229<br>214<br>87 | | | | | 1920 | H.C.Stülc-kenSohn<br>Hamburg | Schmidt,Cordes& Harms | 119·7<br>H49'F18' | 24·2 | 9·6 | Hamburg<br>German<br>*WB* | T.3Cy.12⅗",21½"&33 9/10"-22'<br>H.C.Stülcken 54NHP<br>Sohn,Hamburg | |
| 15775 | **Fischereidirektor Lübbert**<br>(*Trawler*) SteelScK<br>*1Dk* | 217<br>193<br>83 | | | | | 1915 | Schiffb.Ges Unterweser<br>Lehe | Cuxhavener Hochseefischerei Akt.Ges. | 127·7<br>Q74'F19' | 22·6 | 9·2 | Cuxhaven<br>German<br>*WB* | T.3Cy.12⅗",19 3/16"&31 3/16"-22"<br>48NHP<br>OttensenerMsch.Fab.Alt. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.—Under deck.—Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.—Ship.—Engines | 9<br>By Whom.—Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. \| Breadth. \| Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in w |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| sank<br>15776 | **Fischhandel** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 227<br>212<br>88 | | | | | 1915 | H.C.Stülcken Sohn<br>Hamburg | AltonaerHochsee-fisch.A.G. | 119·5\|24·0\|9·4<br>F18' | Altona<br>German<br>*WB* | T.3Cy.12⅜",21¼"&33$\frac{3}{16}$"-22"<br>54NHP<br>H.C.StülckenSohn,Ham. | | |
| 15777 | **Fischindustrieller** SteelSc<br>(*Trawler*) | 227<br>212<br>88 | | | | | 1915 | H.C.Stülcken Sohn<br>Hamburg | AltonaerHochsee-fisch.A.G. | 119·5\|24·0\|9·3<br>F19' | Altona<br>German | T.3Cy.12⅜"21⅛"&33$\frac{9}{10}$"-22$\frac{1}{10}$"<br>54NHP<br>H.C.StülckenSohn,Ham. | | |
| 15778<br>216942<br>LMWS | **Fish Hawk** WoodScSr<br>(*Trawler*)<br>*Elec.light* 1*Dk*<br>Wireless | 352<br>—<br>149 | | | | | 1918 | Portland S.B.Co.<br>S.Portland, Maine | EastCoast FisheriesCo. | 139·4\|24·4\|13·1<br>F30' | Rcklnd,Me<br>Utd.States | T.3Cy.13½",22"&36"-24"<br>64NHP<br>PortlandCo.Portland,Me. | | |
| 15779<br>120516 | **Fishergate** SteelScK<br>*ss*Mil.No.3-10,19<br>1*Dk* | 205<br>183<br>77 | ✠100A1<br>*StmTrawler*<br>8,20<br>BS8,20 ✠LMC2,19 | Mil | | CL<br>2,19 | 1905<br>4mo<br>*Lloyd* | Smith's DockCo.Ld.<br>NorthShields<br>'*sA&CP* | PhœnixTrawling Co.Ld. (G.H.D. Birt, *Mgr.*) | 117·8\|21·6\|11·5<br>Q49'<br>BK7½" | London<br>British<br>3*BHCem* | T.3Cy.12",20"&32"-23" (*s*)<br>180lb 52RHP<br>1SB,2*pf*,GS35,HS1330<br>MacColl&Pollock,Ld.Sld. | 12 ″ 4 | |
| 15780<br>144464 | **Fishguard** SteelSc<br>1*Dk*(*Stl*-ws) | 146<br>139<br>1 | ✠100A1<br>*For Towing purposes*<br>8,21 ~~12,20~~<br>4,22 ~~10,21~~<br>✠LMC4,20 | Sng | | 4,22 | 1920<br>1mo<br>*Lloyd* | Fleming& FergusonLd.<br>Paisley<br>'*sA&CP* | Topham,Jones& Railton,Ld. | 98·4\|22·3\|10·1<br>FK<br>*CellDBuE* | London<br>British<br>5*BHCem*<br>21'15*t* | T.3Cy 12",19"&30"-22" (*s*)<br>180lb 47RHP<br>1SB,3*cf*,GS58,HS1478<br>Fleming&Fergusn,Ld.Psy | 11 ″ 0<br>s 1 ″ 2<br>10 ″ 2 | |
| 15781<br>219792<br>LWCQ | **Fishkill** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Sub.Sig. Wireless | 5628<br>5044<br>3477 | ✠100A1<br>10,20<br>*Fitted for oil fuel* 4,20 *F.P. above* 150° F. | N.Y. | | CL | 1920<br>4mo | Newburgh ShipyardsInc<br>Newburgh,<br>A&CP N.Y. | UnitedStates ShippingBoard | 400·5\|54·2\|31·0<br>P36'B124'F44'<br>FK<br>*CellDB* 340'1309*t* *FPT*120*t* | NewYork<br>Utd.States<br>7*BHCem*<br>*APT*143*t* | 2 SteamTurbines geared to 1 Sc Shaft (*r*)<br>200lb HS9459 676NHP<br>3 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 32 ″ 10 | |
| 15782<br>132822<br>HVTQ | **Fishpool** SteelScSr<br>*ss*Shl.No.2-20<br>Wireless 1*Dk*(*ptIrnptStl*) | 4533<br>4263<br>2823 | ✠100A1<br>5,21 ~~1,20~~ ~~10,21~~<br>4,22<br>✠LMC10,20<br>BS10,21 | ~~Shl~~ Rot<br>~~Ham~~ Cff | *y* | CL<br>~~10,20~~<br>N4,22 | 1912<br>5mo<br>*Lloyd* | Ropner& Sons,Ld.<br>Stockton<br>'*sA&CP* | PoolShppg.Co.Ld. (SirR.Ropner&Co. Ld. *Mgrs.*) *WB*= *uE*24'*f* | 379·0\|56·0\|24·4<br>P30'B221'F39'<br>*CellDBa*127' FK<br>167'1046*t* *FPT*157*t* | W.Hartlpl<br>British<br>6*BHCem*<br>*APT*184*t* | T.3Cy.26",42"&70"-48" (*s*)<br>180lb *100lb* 380NHP<br>3SB,9*cf*,GS175,HS6012<br>Blair&Co.Ld.Stockton | 26 ″ 9<br>s 4 ″ 1<br>23 ″ 0 | |
| 15783<br>113742 | **Fishtoft** SteelScK<br>*ss*Bos.No.3-6,14<br>*ss*Bos.No.1-19<br>1*Dk* | 188<br>170<br>76 | ✠100A1<br>*StmTrawler*<br>8,19<br>BS1,21 ✠LMC8,19 | Bos | | 8,19 | 1901<br>3mo<br>*Lloyd* | Smith's DockCo.Ld.<br>N.Shields<br>'*sA&CP* | ~~J.Reynolds (A. Lunn, *Mgr.*)~~<br>~~A.Lunn~~<br>J.Reynolds | 116·0\|21·1\|10·9<br>Q48'F20'<br>BK7½" | Boston<br>British<br>3*BHCem* | T.3Cy.12",20"&32"-23" (*s*)<br>180lb 52RHP<br>1SB,2*pf*,GS32,HS1051<br>MacColl&Pollock,Sld. | 12 ″ 0 | |
| 15784<br>MKFV | **Fisk** SteelSc<br>(*ex*Cuxhaven,*ex* Bremerhaven) (*Trawler*) 1*Dk* | 184<br>174<br>68 | | | | | 1892 | G.Seebeck<br>Geestemünde | J.Austad | 130·7\|22·0\|10·7<br>len99 | Trndhjem<br>Norwegian | C.2Cy.17"&32"-22"<br>40NHP<br>G Seebeck,Geestemünde | | V |
| 15785<br>4733<br>JQMH | **Fiskmåsen** IronScK<br>(*Trawler*)<br>(*ex*Anglia) 1*Dk* | 147<br>127<br>63 | | | ... | | 1890 | Cook,Welt'n&Gemmell<br>Hull | Trawl A/B Fiskmåsen(S.Sanne) | 101·5\|20·4\|10·9<br>Q22'F20'<br>BK7½" | Uddevalla<br>Swedish | T.3Cy.12½",19½"&31½"-22½"<br>NB06 47NHP<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |
| 15786<br>~~120560~~<br>~~JMHG~~ | **FitzAilwin** SteelPad<br>*Elec.light* 1*Dk* | 116<br>116<br>53 | | | ... | | 1905 | Napier& Miller,Ld.<br>Glasgow | ~~W.E.Frost~~ | 130·0\|18·5\|6·8<br>FK | ~~London~~<br>~~British~~ | C.2Cy.16"&31"-36"<br>FD 53RHP<br>Scott'sS.B.&E.Co.Ld.Grk. | 7 ″ 0 | |
| 15787 | **Fitzroy** SteelSc<br>2*Dks*(*Stl*) | 799<br>690<br>250 | ✠<br>*For Government Service*<br>7,19<br>✠ | Gls | | | 1919<br>7mo | Lobnitz& Co.Ld.<br>Renfrew | TheAdmiralty | 219·3\|28·6\|15·5<br>FK<br>*Cell DBf*12'16*t* *DTf*18'24*t* *DTa*16 36*t* *FP* | London<br>British<br>10*BHptCem*<br>*T*6*t* *APT*22*t* | T.3Cy13¼",21¼"&34"-21"<br>HS6990 378NHP<br>2 Water Tube Boilers FD<br>Lobnitz&Co.Ld.Renfrew | 16 ″ 3 | |
| 15788<br>131512<br>HVPO | Foundered 6,21<br>— SteelScSr<br>*Well deck Elec.light Ref.Mchy.* 1*Dk* | 623<br>359<br>282 | | | ... | | 1912 | Napier& Miller,Ld.<br>Glasgow | LangleyBros. S.S.Co.Ld. | 170·2\|30·2\|10·6<br>P&B95'F28'<br>FK | SydnyNSW<br>British<br>*WB* | T.3Cy.14",23"&38"-24"<br>72RHP<br>Aitchison,Blair,Ld.Gls. | 11 ″ 3 | |
| 15789 | **Fiume** SteelSc<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *Straight frames&bevelled bilge*<br>*Cargo battens not fitted in 'tween dks* | 6573<br>6261<br>4088 | ✠100A1<br>*Shelter dk withfreeboard*<br>11,20<br>✠LMC11,20<br>MBS12,21 | Chp | *a*† | CL | 1920<br>11mo<br>*Lloyd* | Monmouth S.B.Co.Ld<br>Chepstow<br>'*sA&CP* | Nav.Gen.Italiana | 412·4\|55·8\|34·5<br>F39'*on Shelter dk*<br>FK<br>*Cell DB* 339' 1571*t* *DTa* 23' 858*t* *FPT*90*t* | Genoa<br>Italian<br>*ptCem*<br>6*BHtoShdk*<br>2 ″ ″ *U* ″<br>*APT*126*t* | 2 SteamTurbines geared to 1 Sc. Shaft 676NHP<br>200lb 2DB *100lb* HS9636<br>3 Water Tube Boilers FD<br>Metropolitan-Vickers Elec.Co.Ld.Mch. | 38 ″ 0<br>s 10 ″ 1<br>28 ″ 2 | |
| 15790 | — SteelScSr<br>*ss*Tri.No.3-7,18<br>*Elec.light* 1*Dk*(*ptStl-ptIrn*) | 3663<br>2984<br>2326 | ✠100A1<br>5,21 ~~8,19~~<br>BS12,20 ✠LMC5,19 | Nap<br>Tri | *v* | CL<br>8,19 | 1911<br>4mo | Richardsn, Duck&Co.<br>Stockton<br>A&CP *WB*= | Soc.Anon. di Nav. Marittima Atlantica<br>*Cell DBa* 110'*uE*& | 331·0\|48·3\|22·2<br>P25'B127'F31'<br>FK<br>*B*54'*f*128'842*t* *FPT* | Fiume<br>5*BHCem*<br>81*t* *APT*84*t* | T.3Cy.24",40"&65"-42" (*s*)<br>180lb *125lb* 296NHP<br>2SB,6*cf*,GS121,HS454<br>Blair&Co.Ld.Stockton | 24 ″ 7 | |
| 15791 | — SteelScSr<br>1*Dk* | 369<br>—<br>189 | | | | | 1888 | Howaldtswerke<br>Kiel | Soc.inAzioni Ungaro-Croata di Nav.Maritt.aVap. | 157·8\|23·1\|11·1<br>P26' B36' F32½' | Lusinpiclo | T.3Cy.14⅜",22$\frac{1}{16}$"&36⅝"-23⅝"<br>65NHP<br>Howaldtswerke,Kiel | | A |
| 15792<br>125217 | **Five Islands** SteelScSr<br>*ss*Syd.No.3-12,20<br>*Elec.light* 1*Dk*(*Stl*)&*deepframing*<br>*Mchy.Aft* | 956<br>798<br>531 | ✠100A1<br>12,21 ~~12,20~~<br>✠LMC12,20<br>BS12,21 | Syd | *m* | CL<br>N12,20 | 1909<br>8mo<br>*Lloyd* | Napier& Miller,Ld.<br>Glasgow<br>'*sA&CP* | MountKemblaCoal &OilCo.Ld.<br>*WB*=*CellDB* | 215·2\|33·1\|13·9<br>P18'B10'F27'<br>FK<br>*f*146'264*t* *FPT*45*t* | SydnyNSW<br>British<br>4*BHCem*<br>*APT*15*t* | T.3Cy.16",27"&44"-30"<br>180lb 138NHP<br>2SB,4*cf*,GS73,HS2450<br>D.Rowan&Co.Glasgow | 16 ″ 0<br>s 2 ″ 1½<br>14 ″ 2 | |
| 15793<br>JSNF | **Fjæra** IronScSr<br>(*ex*Tautra,*ex*Orkla) 1*Dk* | 106<br>66<br>62 | | | | | 1869<br>1894 | Trolla | Hardanger-Söndhordlandske Dmpskslsk. | 90·0\|16·8\|7·8 | Bergen<br>Norwegian | C.2Cy.13",25"-14"<br>E*made*89B*made*00 20NHP<br>TrondhjemsM.V.Trondh. | | |
| 15794<br>JPBF | **Fjalir** IronScSr<br>1*Dk* | 244<br>178<br>141 | | | | | 1858 | A.Denny<br>Dumbarton | Fylkesbaatane i Sogn og Fjordane | 131·7\|20·9\|11·1<br>Q20*t* H16*t* F29*t* | Bergen<br>Norwegian<br>*WB* | C.2Cy.17½"&35"-24¾"<br>51NHP<br>*Cmp*.74,NylandsVrks,Xia. | | |
| 15795<br>MVDS | **Fjeldbo** FerroConcreteSr<br>Wrecked 12,20<br>*OilEng.*<br>*Mchy.Aft* *CruiserStern* | 484<br>383<br>251 | | | | | 1919 | Fougners Staalbeton SkibsA/SMoss | ThygoSörensenA/S (ThygoSörensen, *Mgr.*) | 139·7\|27·6\|13·1<br>F6*t*H46*t* P71*t* | Chrstiania<br>Norwegian<br>*WB* | Oil Engine 2S.C.SA<br>4Cy.16½"-18$\frac{9}{10}$"<br>Bolinders Mek.Verks.Skm. | | N |
| 15796<br>LBGM | **Fjeldknaus** FerroConcreteTwin ScSr<br>*Mchy.Aft* *OilEng.* | 685<br>560<br>386 | | | | | 1918 | A/SJernbeton<br>Greaaker | ThygoSörensenA/S (ThygoSörensen, *Mgr.*) | 172·5\|32·2\|15·0<br>P40'F30' | Chrstiania<br>Norwegian | 2 Oil Engines 2S.C.SA<br>4Cy.16½"-18$\frac{9}{10}$" 92 46NHP<br>J&CGBolindersCoLdSkm. | | N |
| 15797 | **Fjeldland** WoodTwinSc<br>*OilEng.*<br>(*ex*Semmeltind) 2*Dks*<br>*Elec.light Mchy.Aft Salted* | 2170<br>1885<br>1592 | ✠12A1<br>10,20<br>✠LMC7,19 | Xia | *r* | CL | 1919<br>5mo | Elliott Bay S.B.Co.<br>Seattle,Wash<br>A&CP | SkibsA/S"Fjeldland"(T.Sörensen) | 243·5\|47·4\|24·0<br>P50'F35' | Chrstiania<br>Norwegian | Oil Engines 4S.C.SA<br>16Cy.12$\frac{15}{16}$"-18" 142NHP<br>DB *160lb*<br>WintonEngWrksClvlnd,O | 26 ″ 8<br>s 4 ″ 7½ | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15798<br>MSHD | **Fjeldtop** Ferro-Concrete TwinScSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 666<br>529<br>365 | | | | | 1918 | A/SJernbeton<br>Greaaker | ThygoSörensenA/S (ThygoSörensen, *Mgr.*) | 173·5<br>P73'F38' | 31·8 | 14·3 | Chrstiania<br>Norwegian<br>*WB* | 2 Oil Engines 2S.C.SA<br>4Cy.16½″–$18\frac{5}{16}$″ 92NHP<br>J&CGBolindersM.V. A/BSkm | |
| 15799<br>MSHN | **Fjeldvik** WoodAuxScSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 156<br>137<br>79 | | | | | 1918 | Fjeldvik Baatbyggen<br>Arendal | A/S Gulli (H. Berthelsen, *Mgr.*) | 88·8<br>Q31' | 24·5 | 11·2 | Arendal<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.13½″–15″ 27NHP<br>A.GulowsenAkties.Xia. | |
| 15800<br>OHFD | **Flamant** SteelScK<br>ssGms.No.3–11,07<br>(*ex*Magnetic) ssGms.No.1–11<br>1*Dk* | 135<br>125<br>33 | ✠ —<br>1,20<br>*Stm Trawler*<br>✠NB12,07✠ | Arc | | | 1895<br>10mo | Earle'sCo. Ld.<br>Hull | Soc.desPêch. de l'Océan(ChOlivarri. *Mgr.*) | 94·5<br>Q18'<br>ptND07 BK7½″ | 20·5 | 10·4 | Arcachon<br>French<br>3*BHCem* | T.3Cy.10½″,17″&30″–21″ 46NHP<br>1SB,2*pf*,GS23,HS745<br>Earle'sCo.Ld.Hull | 11 |
| 15801 | **Flamborough** SteelSc<br>(*ex*Murwik) (*Trawler*)<br>1*Dk*<br>*For full particulars See No. 37355 in Supplement* | 258<br>240<br>[illegible] | | | | | 1917 | Flensburgr Schiffsb.Ges<br>Flensburg | TheShipping Controller | 132·0 | 23·5 | 10·7 | British | T.3Cy.12½″,20½″&33″–23½″ 53NHP<br>FlensburgerSchiffsb.Ges. | |
| 15802 | **Flame** WoodSc<br>1*Dk*<br>9&12yrs,Mat. | 92<br>91<br>40 | ✠11A1<br>*For fishing purposes*<br>1,21 ~~9,19~~ ✠LMC~~9,18~~ 7,20 | Dun | | CL<br>~~9,19~~<br>7,20 | 1918<br>7mo | J.&G. Forbes<br>Sandhaven<br>*Lloyd'sA&CP* | ~~TheAdmiralty~~<br>ThomasBoyter | 86·5 | 19·6 | 9·6 | Anstruther<br>British | T.3Cy.9½″,15½″&26″–18″(*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>D.&R.B.Scott,Dundee | 10 |
| 15803<br>91527<br>JWGL | **Flamingo** IronSc<br>1*Dk* | 266<br>224<br>125 | ✠<br>1,89<br>✠ | Lon | *e* | | 1885<br>5mo | Earle'sCo. Ld.<br>Hull | CanadianFishing Co.Ld.(A.L.Hager, *Mgr.*) | 137·9<br>Q16' | 21·5 | 11·2 | Vancvr,BC<br>British<br>4*BHCem* | T.3Cy.15½″,24″&40″–24″ 80RHP<br>Earle'sCo.(Lim.),Hull | 12 |
| ⁎ 15804 | — SteelScK<br>ssYmu.No.3-4,15<br>(*ex*Dowlais) ssYmu.No.1–19<br>1*Dk* | 175<br>170<br>62 | ✠100A1<br>*Stm Trawler*<br>~~11,19,20~~<br>✠NB4,15 ✠LMC5,19<br>BS~~5,20~~ 5,21 | Ams<br>Ymu | | 9,20 | 1899<br>11mo | J.Duthie, Sons&Co.<br>Aberdeen<br>*Lloyd'sA&CP* | N.V.Visscherij Maats"Flamingo" (N.V.Expl.Mij. "DeMarezaten" *Mgrs.*) | 108·5<br>P26'F20'<br>BK7½″ | 20·7 | 11·0 | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.11″,17″&28″–20″ (*s*)<br>180lb 35NHP<br>1SB,2*pf*,GS31,HS908<br>W.V.V.Lidgerwood,Gls. | 11 |
| 15805<br>875<br>SGWQ | **Flaminia** SteelSc<br>(*ex*Sempri Avanti,*ex*Pluto)<br>1*Dk* | 561<br>—<br>343 | | | | | 1891 | Kockums M.VAktieb.<br>Malmö | F.Baglietto | 173·2<br>B38'H24*t*F18' | 26·4 | 14·9 | Genoa<br>Italian<br>*WB* | T.3Cy.$12\frac{3}{16}$″,$21\frac{7}{8}$″&$37\frac{5}{8}$″–$22\frac{3}{4}$″ 66NHP<br>KockumsAktieb.Malmö | |
| 15806<br>140521<br>JQHV | **Flaminian** SteelScSr<br>*CruiserStern*<br>*Elec.light* Wireless 2*Dks* | 3227<br>2526<br>2068 | | | | | 1917 | W.Harkess &Son,Ld.<br>Middlesbro' | EllermanLines, Ld. | 315·0<br>P73'B140'F33' | 42·4 | 23·6 | Liverpool<br>British<br>*WB* | T.3Cy.20½″,34½″&59″–42″ 226NHP<br>Richardsons,Westgarth& Co.Ld.Mdb. | |
| 15807<br>140296<br>JPSB | **Flamma** SteelScSr<br>*Mchy.Aft* *Elec.light* Wireless 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 1874<br>1484<br>1119 | ✠100A1<br>11,20<br>✠LMC12,17 | Shl | *r* | CL<br>12,19 | 1917<br>6mo | WoodSkinner&Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | GasLight&Coke Co. (Stephenson Clarke&Co.*Mgrs.*)<br>*CellD* | 270·6<br>Q163'BonQ11'F29'<br>FK<br>*B*222' 595*t* *FPT*91*t* | 38·2 | 18·0 | London<br>British<br>4*BHCem*<br>*APT*56*t* | T.3Cy.20½″,33″&54″–39″ (*s*)<br>180lb 202NHP<br>2SB,6*cf*,GS112,HS3178<br>Geo.T.Grey&Co.Ld.S.Shl. | 20<br>6<br>18 |
| 15808<br>OHFJ | **Flandre** SteelQuadScSr<br>*Elec.light* Wireless 5*Dks* | 8503<br>—<br>3898 | | | | | 1913 | Chant.de l'Atlantique<br>St.Nazaire | Cie.Générale Transatlantique | 464·4<br>P50'B220'F50' | 57·0 | 33·4 | St.Nazaire<br>French<br>*WB* | C.8Cy.25½″&$43\frac{11}{16}$″–35½″<br>& 2 Low pressure turbines<br>Chant.del'AtlantiqueSt.N | |
| 15809<br>OHFI | — SteelScSr<br>(*ex*TomG.Corpi, *ex*Valdivia,*ex*Tijuca) 2*Dks*<br>*Elec.light* Wireless | 2192<br>1935<br>1377 | | | | | 1886 | Armstrong Mitchell& Co.Ld.<br>Newcastle | Soc.Gén.deTransp. Mar.àVap. | 309·1<br>P150'H70'F46' | 36·8 | 24·0 | Marseilles<br>French<br>*WB* | T.3Cy.24″,39″&64″–42″ 265NHP<br>Wllsnd.Slpwy.Co.Ld.Nwc | |
| ⁎ 15810<br>137033 | — SteelScK<br>ssGms.No.1–20<br>1*Dk* | 226<br>218<br>109 | ✠100A1<br>*StmTrawler*<br>6,20 ✠LMC6,20 | Gms | | CL<br>6,20 | 1915<br>9mo | Cook,Welt'n&Gemmell Ld.Beverley<br>*Lloyd'sA&CP* | YarboroughSteam FishingCo.Ld. (J.E.Rushworth, *Mgr.*) | 117·0<br>Q61'<br>BK7½″ | 22·0 | 12·7 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12″,21″&34″–24″ (*s*)<br>200lb 70RHP<br>1SB,3*pf*,GS32,HS1099<br>Amos&Smith,Ld.Hull | 13 |
| 15811<br>332<br>JKON | **Flandria** SteelScSr<br>Sub.Sig 1*Dk* | 1179<br>800<br>662 | | | | | 1898 | Helsingörs Jernsk&Msk.<br>Elsinore | FörnyadeÅngf. Aktieb.Göta(F. Sternhagen,*Mgr.*) | 228·2<br>P141'H85*t*F11' | 33·1 | 13·1 | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.18½″,30″&50″–36″ 150NHP<br>HelsingörsJernsk.&Mskb. | |
| ⁎ 15812<br>119871<br>HCSM | **Flandrier** SteelScSr<br>ssBcl.No.3–8,17<br>(*ex*MurielCoverdale) *Spar dk*(*Stl*)2*trB*<br>Wireless *&deep framing* | 3893<br>3645<br>2531 | ✠100A1<br>*Spar dk withfreeboard*<br>8,17 ✠LMC<br>MS8,17 BS10,20 | Bcl | *w* | CL<br>1,20 | 1905<br>6mo | R.Stephenson&Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* *W* | LloydRoyalBelge (GreatBritain)Ld<br>*B*=*Cell DB a* 110' | 340·2<br>P26'B100'F33' 27·8<br>FK<br>*uE&B*42'*f*138'789*t* | 47·1 | 20·0 | London<br>British<br>6*BHCem*<br>*APT*181*t* | T.3Cy.25″,41″&67″–45″ (*s*)<br>165lb 312NHP<br>2SB,6*cf*,GS123,HS4812<br>NEMarineEng.Co.Ld.Nwc | 29<br>5<br>24 |
| 15813 | **Flash** SteelScK<br>ssSou.No.3–10,20<br>*Mchy.Aft* 1*Dk*<br>*Now named "A.J.A.," See No. 36210 in Supplement* | | ✠100A1<br>*For fishing purposes*<br>10,20 ✠LMC10,20 | Sou | | CL<br>10,20 | 1918<br>7mo | ColbyBros. Ld.<br>Lowestoft<br>*Lloyd'sA&CP* | TheAdmiralty | 86·2<br>BK7½″ | 18·5 | 9·3 | British<br>3*BHCem* | T.3Cy.9½″,15½″&26″–18″ (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS810<br>Pollit&Wigzell,Ld. SowerbyBridge | |
| 15814<br>144598<br>KFTS | **Flashlight** SteelSc<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 934<br>747<br>482 | ✠100A1<br>4,21 ~~6,20~~ ✠LMC6,20 | Sld<br>Nwc | *m* | CL | 1920<br>6mo | S.P.Austin &Son,Ld.<br>Sunderland<br>*Lloyd'sA&CP* | GasLight&Coke Co.(Stephenson Clarke&Co.*Mgrs.*)<br>*CellDBuE*19*f* | 216·5<br>Q106'B17'F25'<br>FK<br>124'248*t* *MT*11'158*t* | 32·0 | 13·4 | London<br>British<br>5*BHCem*<br>*FPT*114*t* | T.3Cy.16″,27″&44″–30″ (*s*)<br>180lb *100lb* 117NHP<br>1SB,3*cf*,GS50,HS1822<br>Richardsons,Westgarth &Co.Ld.Sld | 15<br>1<br>13 |
| 15815 | **Flat Calm** WoodSc<br>1*Dk*<br>9&12yrs.Mat | 92<br>90<br>40 | ✠11A1<br>*For fishing purposes*<br>6,18 ✠LMC4,18 | Abn | | CL | 1917<br>11mo | J.&G. Forbes<br>Sandhaven<br>*Lloyd'sA&CP* | TheAdmiralty | 87·5 | 19·2 | 9·7 | British | T.3Cy.9½″,15½″&26″–18″ (*s*)<br>180lb 42NHP<br>1SB.2*pf*,GS30,HS814<br>Cooper&Greig,Ld.Dundee | 10 |
| 15816<br>203808<br>KVTC | **Flaurence Ward** WoodAuxScSr<br>*Salted* CB *Stm.Eng.*<br>HTHonolulu,14 1*Dk*<br>(*See Sailing Ship Register*) | 267<br>212<br>152 | ✠<br>3,14<br>✠ | Honolulu | | | 1907<br>1mo | Bendixsen S.B.Co.<br>Eureka,Cal | Commerc'lPacific CableCo. | 105·9 | 24·4 | 14·2 | NewYork<br>Utd.States | C.2Cy.8″&17½″–12″ 19NHP<br>1SB,1*cf*,GS14,HS432<br>UnitedEng.Works,S.Fo. | 15 |
| 15817<br>217755<br>LQJW | **Flavel** WoodTwinSc<br>*Elec.light* Wireless 2*Dks* | 3016<br>2343<br>1761 | | | | | 1919 | McEacharn S.B.Corpn.<br>Astoria,Or. | UnitedStates ShippingBoard | 272·8<br>B142'F27' | 46·1 | 24·1 | Astoria,Or.<br>Utd.States | T.6Cy.15½″,26″&44″–26″<br>Hewes& 196NHP<br>Phillips,Newark,N.J. | |
| 15818<br>214907<br>LGVH | — WoodSc3MstSr<br>1*Dk*<br>*Elec.light* *Fitted for oil fuel* | 967<br>—<br>544 | | | | | 1917 | Hammond LumberCo.<br>Fairhaven | Hammond Lumber Co. | 209·8 | 42·0 | 14·1 | S.Frncisco<br>Utd.States | T.3Cy.18½″,22″&36″–24″ 68NHP | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>*Late Name if any*<br>Special Surveys. | 3<br>Material, Rig. &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. [illegible] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15819<br>135363<br>JKGT | **Flaxmere**<br>*Elec.light* | SteelScSr<br>*ss*Liv.No.1-20<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 1525<br>1346<br>877 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~8,21~~ ~~2,21~~3,22<br>~~BS12,19~~ | Liv<br>BS5,21<br>✠LMC<br>MS4,20 | *r* | CL<br>~~8,20~~<br>3,22 | 1915<br>3mo<br>*Lloyd* | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>'*sA&CP* *WB* | BromportS.S.Co.Ld. (H.R.Greenhalgh,*Mgr.*)<br>= *CellDBa*61' *uE* | 267·3<br>29' *f* 125' 396*t FPT* | 38·8 | 16·7<br>FK | Manchestr<br>British<br>5*BHCem*<br>31*tAPT*31*t* | T.3Cy.19½",33"&54"-36" (*s*)<br>180lb *100lb* 224NHP<br>2SB,6*cf*,GS116,HS3932<br>G.Clark,Ld.Sunderland | 18 ″ 10<br>s ″ 11½<br>18 ″ 3 | |
| 15820 | **Flecha**<br>(*ex*Fairfield)<br>*Elec.light* | SteelTwinSc<br>*ss*Sou.No.3-10,20<br>2*Dks*(*Stl*) | 781<br>699<br>322 | A-<br>*ForService on*<br>8,21 ~~10,20~~ | ~~Sou~~ BAs<br>*the Ri*<br>LMC10,20<br>BS9,21 | *ver* | CL<br>8,21<br>*Plate* | 1919 | ClydeS.B.<br>&Eng.Co.Ld.<br>PortGlasgow<br>*Cel* | SouthAmerican<br>Tours,Ld.<br>*lDB*12'16*tDTf*8'1 | 219·3<br>1*t*10'13*tDTa*36*tFP* | 28·6 | 15·6<br>FK | Bns.Ayres<br>Argentine<br>10*BHptCem*<br>*T*5*tAPT*20*t* | T.6Cy.13¼",21¼"&34"-21"(*s*)<br>235lb HS6990 378NHP<br>2 Water Tube Boilers FD<br>ClydeSB.&Eng.Co.Ld.PGl | 16 ″ 3 | |
| 15821<br>140085 | **Fleck**<br>9&12yrs.Mat. | WoodSc<br>1*Dk* | 100<br>99<br>44 | ✠ 11A1<br>*For fishing pu*<br>9,19 | Lwt<br>*rposes*<br>✠LMC9,19 | | | 1919<br>4mo<br>*Lloyd* | J.Chambers,Ld.<br>Lowestoft<br>'*sA&CP* | ~~TheAdmiralty~~<br>J.Sturley<br>(J.Hellings&Son,<br>*Mgrs.*) | 87·0 | 20·0 | 10·0 | ~~London~~<br>British<br>Milford | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>J.Chambers,Ld.Lwt. | 10 ″ 6 | |
| 15822<br>219980<br>LWKV | **Fleetco**<br>*Elec.light* (*ex*Sepulga)<br>*Mchy.Aft*<br>Wireless | SteelSc<br>*Fitted for oil fuel*<br>3*Dks*<br>*Carrying Petroleum in bulk*<br>*Longitudinal framing* | 8266<br>8017<br>6308 | | | | | 1920 | NwprtNws<br>S.&D.D.Co.<br>NewprtNews | UnitedStates<br>ShippingBoard | 461·6 | 60·0 | 27·7 | NwprtNws<br>Utd.States<br>*WB* | Q.4Cy.24",35",51"&75"-51"<br>402NHP<br>NewportNewsS.&D.D.Co. | | R |
| 15823<br>125421<br>HKQV | **Fleetwing**<br>*Elec.light*<br>*Welldeck* | SteelScSr<br>*ss*Nwc.No.3-4,19<br>1*Dk*(*Stl*)&*deep framing*<br>*Cargo battens not fitted* | 1351<br>1076<br>837 | ✠100A1<br>6,20<br>BS6,20 | Shl<br>✠LMC4,19 | *o* | CL<br>6,20 | 1907<br>5mo<br>*Lloyd* | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>'*sA&CP* | TheHillStm.ShppgCo.Ld.(Witherington&Everett,<br>*Mgrs.*) | 240·0<br>P24'Q59'B50'F27'<br>*WB*=*CellD* | 36·0 | 15·5<br>FK | Newcastle<br>British<br>4*BHCem*<br>*Ba*65' *uE*17' | T.3Cy.19",31"&51"-36" (*s*)<br>160lb *90lb* 170NHP<br>1SB,4*pf*,GS66,HS2746<br>N.E.MarineEng.CoLd.Sld.<br>*f*104'351*tFPT*61*tAPT*73*t* | 17 ″ 9<br>s1 ″ 8<br>16 ″ 4 | |
| 15824<br>94024 | — | SteelScSr<br>1*Dk* | 119<br>110<br>51 | | | ... | | 1896 | Mackie&<br>Thomson<br>Glasgow | T.Davidson | 95·0 | 19·9 | 9·8<br>BK7½" | Aberdeen<br>British | C.2Cy.13½"&30"-21"<br>40RHP<br>Muir&Houston(Lim.),Gls. | 10 ″ 9 | |
| 15825<br>124681 | **Fleetwood**<br>*Elec.light* | SteelSc<br>(*BucketDredger*)<br>1*Dk* | 479<br>479<br>235 | | | ... | | 1906 | Ferguson<br>Bros.<br>PortGlasgow | ~~Lan&Yorks.&Lon~~<br>~~&N.W.Rlwy.Cos.~~<br>L.&N W Rlwy.Co | 166·0 | 35·1 | 11·4<br>FK | Fleetwood<br>British | T.3Cy.16",24"&38½"-24"<br>77RHP<br>FergusonBros.Pt.Glasgow | 12 ″ 0 | |
| 15826<br>71721 | —<br>*Mchy.Aft* | IronTwinSc<br>(*ex*Ibrahimieh) | 122<br>122<br>55 | | | | | 1872 | W.Simons<br>&Co.<br>Renfrew | Whitehaven<br>Harbour<br>Commissioners | 82·0 | 24·4 | 8·4 | Whitehvn<br>British | C.2Cy.18"&30"-24"<br>60RHP<br>W.Simons&Co.Renfrew | | |
| 15827<br>HNPC | **Flekkefjord**<br>*Elec.light* | IronScSr<br>(*ex*Skjerstad,*ex*Laurvig)<br>1*Dk* | 256<br>144<br>133 | | | | | 1868 | Bergens<br>Mek.Verks<br>Bergen | A/S Sörlandske Kystfart (L.S. Daae,*Mgr.*) | 123·5<br>Q30*t*H9*t*F70*t* | 19·7 | 10·2 | Chrstiania<br>Norwegian | C.2Cy.14"&30"-22"<br>NE&B94 35NHP<br>TrondhjemsMek.Verkst. | | |
| 15828<br>MRBT | **Flemsöy**<br>*Mchy.Aft*<br>(*See Sailing Ship Register*) | WoodAuxScSp<br>(*Whaler*) *Stm.Eng.*<br>1*Dk* | 137<br>120<br>50 | | | | | 1917 | Bolsønes<br>SkibsMV.A/S<br>Molde | Skaarbrevik&<br>Flem | 95·6 | 22·1 | 10·2 | Aalesund<br>Norwegian | C.2Cy.9"&21"-15"<br>14NHP<br>StoremöllemsM.V.Bergen | | N |
| 15829<br>Sunk by Mine 4,20 | **Flensburg** | SteelSc<br>(*Trawler*)<br>1*Dk* | 230<br>212<br>89 | | | | | 1919 | Schiffsw(v.<br>J.&Sch.)A.G.<br>Hamburg | N.Ebeling | 121·7<br>H48'F18' | 22·9 | 10·3 | Altona<br>German<br>*WB* | T.3Cy.13½",20½"&32⅔"-22"<br>50NHP<br>Schwft.(vJ&Sch)AGHam | | |
| 15830<br>102470<br>HPNF | **Fleswick**<br>*Mchy.Aft* *Well deck* | SteelSc3MstSr<br>*ss*Liv.No.3-1,22 ~~*ss*Liv.No.3-6,09~~<br>~~*ss*Liv.No.2-17~~<br>1*Dk*(*Irn*) | 648<br>438<br>258 | ✠100A1<br>1,22 ~~12,20~~<br>~~BS11,20~~ | Liv<br>✠LMC~~7,17~~<br>12,21 | *i* | CL<br>~~10,19~~<br>12,21 | 1900<br>3mo<br>*Lloyd* | AilsaS.B.<br>Co.<br>Troon<br>'*sA&CP* | StmshipFleswick<br>Co.Ld.(J.J.Mack&<br>Sons)<br>*WB* | 179·3<br>Q101'B10'F35'<br>=*DBf*94'137*tFPT* | 28·0 | 11·2<br>FK&BK1" | Liverpool<br>British<br>3*BHCem*<br>65*tAPT*8*t* | C.2Cy.21"&47"-33" (*s*)<br>130lb 90RHP<br>1SB,3*pf*,GS63,HS1730<br>McKie&Baxter,Glasgow | 13 ″ 10<br>s ″ 7½<br>13 ″ 7 | |
| 15831 | **Fleurdelys**<br>(*ex*Garonne,<br>*ex*Lucellum)<br>*Elec.light* *Mchy.Aft* Wireless | SteelScSr<br>2*Dks*(*Stl*)&*Webframes* | 5179<br>4641<br>3220 | ✠<br>6,16<br>*CarryingPetr*<br>*Fitted for oil* | Cff<br>✠<br>*oleum*<br>*fuel*12 | *x*<br>*in*<br>.12 | *bulk*<br>*F.P.a* | 1912<br>12mo<br>*bove* 1 | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>50°F. | FrenchGovernment<br>*CellDB uE&B*60'<br>*DTf*38'341*t* | 380·0<br>P98'B28'F40'<br>141*t*<br>*FPT*88*t* *APT*50*t* | 50·8 | 29·2<br>FK<br>( | French<br>16*BHCem*<br>11*BHto Udk*<br>5 ,, 2*nd* ,,) | T.3Cy.26",44"&72"-48"<br>475NHP<br>2SB,8*cf*,GS164,HS6794 FD<br>G.Clark,Ld.Sunderland | 31 ″ 0 | |
| 15832<br>124627<br>JDNL | **Fleurita** | SteelSc<br>*OilEng*<br>1*Dk* | 171<br>149<br>92 | | | | | 1913 | IJAbdela&<br>Mitchell,Ld<br>Queen'sFerry | J.Summers&Sons,<br>Ld. | 103·2 | 22·1 | 8·3 | Chester<br>British<br>*WB* | Oil Engines 2S.C.SA<br>2Cy.16$\frac{17}{32}$"-18$\frac{37}{64}$" 46NHP<br>J&CGBolindersCoLd.Skm | | |
| 15833<br>OHGD | **Fleurus**<br>*Elec.light* | SteelScSr<br>1*Dk* | 355<br>303<br>102 | ✠100A1<br>*StmTrawler*<br>8,19 | Sav<br>✠LMC8,19 | | CL | 1919<br>8mo | Foundat'n<br>Co.<br>Savannah,Ga<br>A&CP | FrenchGovernment | 150·0<br>Q79'F26'<br>*FPT*6*tAPT*8*t* | 25·0 | 14·7<br>BK7" | French<br>4*BHCem* | T.3Cy.12¾",21½"&35"-24"(*s*)<br>180lb 89NHP<br>1SB,3*pf*,GS53,HS1700<br>Goldie&McCullochCo.Ld.<br>Galt,Ont. | 14 ″ 8<br>s2 ″ 5½<br>14 ″ 1 | |
| 15834 | **Flevo**<br>(*ex*CarolinaJohanna) | IronScSr<br>1*Dk* | 234<br>205<br>129 | | | | | 1891 | Boon,<br>Molema&<br>deCock<br>Hoogezand | TeoHuaySio | 149·2 | 23·0 | 9·0 | Sarawak | C.2Cy.16"&27½"-16"<br>25NHP<br>Boon,Molema&deCock,<br>Hoogezand | | |
| 15835<br>73 | **Flévo III.** | SteelSc<br>1*Dk* | 167<br>—<br>84 | | | | | 1902 | M.van der<br>Kuijl<br>Slikkerveer | P.H.vanAbshoven | 111·6 | 21·0 | 11·9 | Vlaardngn<br>Dutch<br>*WB* | T.3Cy.8½",13½"&22"-16"<br>19NHP<br>AlblassrdmMachinef.Alb. | | |
| 15836<br>Wrecked 12,21<br>[illegible]<br>KGHR | **Flevo IV.** | SteelScSp<br>1*Dk* | 127<br>119<br>65 | | | | | 1903 | VanMyl<br>Leiderdorp | ~~I.C.Ozanne~~<br>FlevoS.S.Co.Ld.<br>(I.C.Ozanne) | 90·3 | 21·6 | 9·0 | Guernsey<br>British<br>*WB* | C.2Cy.9⅘"&19$\frac{3}{10}$"-12"<br>28RHP<br>DelfshavenMch.Fabk.Rot. | | C |
| 15837 | **Flinders**<br>*Elec.light* | SteelTwinScSr<br>2*Dks*(*Stl*) | 799<br>690<br>253 | ✠<br>*For Governme*<br>10,19 | Rnf<br>*ntServ*<br>✠ | *ice* | | 1919<br>10mo | Lobnitz&<br>Co.Ld.<br>Renfrew<br>*Cell* | TheAdmiralty<br>*DBf*12'16*tDTf*18' | 219·3<br>24*t DTa*16'36*t FPT* | 28·6 | 15·5<br>FK | London<br>British<br>10*BHptCem*<br>6*tAPT*22*t* | T.6Cy.13¼"21¼"&34"-21"<br>HS6990 378NHP<br>2 Water Tube Boilers FD<br>Lobnitz&Co.Ld.Renfrew | 16 ″ 3 | |
| 15838<br>70676<br>NPWJ | — | IronScSr<br>*ss*Adl.No.1-79<br>1*Dk* | 521<br>381<br>278 | ✠<br>4,79 | Adl | *i* | | 1874<br>10mo | J.Laing<br>Sunderland | CollinCo.Ld. | 195·7<br>P47' B45' F22' | 25·0 | 12·1 | Brisbane<br>British<br>5*BHCem* | C.2Cy.26"&50"-30"<br>90RHP<br>G.Clark,Sunderland | | |
| 15839<br>MDTN | **Flint**<br>Wireless<br>*Mchy.Aft* *Elec.light* | SteelScSr<br>(*ex*Mia,*ex*Ocean)<br>1*Dk* | 4314<br>3977<br>2459 | | | | | 1908 | W.Dobson<br>&Co.<br>Newcastle | D/S A/S Flint<br>(Kubon&Sem-Olsen) | 360·1<br>P66*t*H99*t* | 52·0 | 25·6 | Bergen<br>Norwegian<br>*WB* | T.3Cy.26",42"&70"-48"<br>339NHP<br>N.E.MarineEngCoLdNwc | 28 ″ 4 | N |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15840<br>136140 | Flint Castle | SteelScK<br>ssSws.No.1-21<br>1Dk | 275<br>245<br>107 | ✠100A1<br>StmTrawler<br>1,22~~5,20~~<br>~~BS9,21~~<br>✠LMC~~12,16~~<br>9,21 | Sws | | CL<br>~~4,19~~<br>1,22 | 1916<br>12mo<br>Lloyd | Smith's<br>DockCo.Ld<br>Middlesbro'<br>'sA&CP | ConsolidatedStm.<br>Fishing&IceCo.<br>(Grimsby)Ld(J.D.<br>Marsden, Mgr.) | 125·4<br>Q72'F21'<br>BK7½" | 23·4 | 12·8 | Swansea<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 87RHP<br>1SB,3pf,GS50,HS1616<br>Smith'sDockCo.Ld.Mdb. | 13 · 6 |
| 15841<br>3344<br>JKDS | Flinträannan | SteelSc<br>(Tug)<br>1Dk | 117<br>112<br>6 | | | | | 1898 | Kockums<br>M.V.Aktieb.<br>Malmö | MalmöBogser-<br>Aktieb.(J.<br>Lundwall, Mgr.) | 88·8<br>B6'H5t | 22·1 | 11·8 | Malmö<br>Swedish<br>WB | C.2Cy.16⅛"&31½"-20½"<br>37NHP<br>KockumsAktieb.Malmö | |
| 15842 | Flintshire | SteelScK<br>1Dk | 215<br>193<br>100 | ✠<br>StmTrawler<br>5,16<br>✠ | Hul | | | 1916<br>4mo | Cochrane<br>&Sons,Ld.<br>Selby | TheAdmiralty | 117·3<br>Q71'F19'<br>BK7½" | 22·0 | 11·5 | British<br>4BHCem | T.3Cy.12",21"&34"-24"<br>66RHP<br>1SB,2pf,GS33,HS1070<br>C.D.Holmes&Co.Ld.Hull | 12 · 3 |
| * 15843<br>133404<br>HWPB | Flixton<br>Wireless | SteelScSr<br>ssBry.No 1-16<br>1Dk(Stl) | 4286<br>4048<br>2705 | ✠100A1<br>12,19<br>~~BS5,19~~<br>BS10,20<br>✠LMC~~8,16~~<br>MS4,21 | Ven | x | CL<br>~~7,20~~<br>10,20 | 1912<br>8mo<br>Lloyd | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'sA&CP | A.Mackenzie<br>(WaltonShipping<br>Co.Ltd. Mgrs.)<br>WB | 380·0<br>P27'B241'F37'<br>FK<br>=CellDBa128' uE | 51·0 | 24·9 | Hull<br>British<br>6BHCem<br>&B43' f166' | T.3Cy.26",42"&70"-48" (s)<br>180lb 404NHP<br>3SB,9cf,GS165,HS6729<br>Cen.Mar.Eng.Wrks.WHpl<br>1099tFPT102tAPT94t | 27 · 3<br>s4 · 0<br>23 · 7 |
| 15844<br>138872 | Flo Johnson | WoodScDy<br>(Fishing)<br>1Dk | 117<br>117<br>52 | | | | | 1917 | Colby Bros.<br>Ld.<br>OultonBroad | J.Johnson | 93·8 | 21·5 | 10·0 | Scarboro'<br>British | T.3Cy.10",16½"&26½"-18"<br>46RHP<br>W.Burrell,Gt.Yarmouth | |
| 15845<br>135076 | Floandi | SteelScK<br>1Dk | 99<br>98<br>42 | | | ... | | 1914 | Crabtree&<br>Co.Ld.<br>Yarmouth | Baker&Co.Ld. | 87·5<br>BK7½" | 18·6 | 9·1 | Yarmouth<br>British | T.3Cy.10",15"&24"-16"<br>33RHP<br>Crabtree&Co.Ld.Yar. | 9 · 9 |
| 15846<br>NTJB | Flora<br>Now named "Aberhill." See No. 36274 in Supplement<br>Well deck | SteelScSr<br>ssCpn.No.1-20<br>1Dk(ptStl ptIrn) | 1517<br>[illegible]<br>903 | ✠100A1<br>8,20<br>MS6,20<br>✠LMC<br>~~BS8,20~~12,21 | Cpn<br>Hul | p | 8,20 | 1915<br>8mo<br>A&CP | A.Vuijk&<br>Zonen,Capelle a/d Ysel<br>W | D/S Dania (Chr.<br>Andresen, Mgr.)<br>B = CellDB a77'u | 246·8<br>P21'Q67'B63'F22'<br>FK<br>E17'f104'429tFPT | 38·3 | 16·3 | Esbjerg<br>Danish<br>4BHCem<br>35tAPT20t | T.3Cy.19",31"&51"-36" (s)<br>180lb 180NHP<br>2SB,6cf,GS90,HS2920<br>G.T.Grey,SouthShields | 18 · 6<br>s1 · 7<br>17 · 1 |
| 15847<br>82526<br>WLPR | —<br>Well deck | IronScSr<br>2Dks | 1283<br>949<br>818 | ✠<br>8,82 | Hul | Lv | | 1882<br>4mo | Earle'sCo.<br>(Lim.)<br>Hull | UnionS.S.Co.of<br>NewZealand,Ld. | 250·8<br>P289t F24t<br>WB=MT FPT | 32·2 | 16·6 | Hobart T'n<br>British<br>3BH3PBH | C.2Cy.34"&64"-39"<br>213NHP<br>Bailey&Leetham,Hull | |
| 15848<br>NRGS | —<br>Ref.Mchy. Elec.light | SteelScSr<br>2Dks | 1218<br>1040<br>664 | | | | | 1909 | Akt.Bur-<br>meistr&Wain<br>Copenhagen | DetForenede<br>DampskibsSelsk. | 253·5<br>P19'B104'F25' | 34·6 | 16·8 | Copnhagn<br>Danish<br>WB | T.3Cy.21",35"&60"-39"<br>225NHP<br>Akt.Burmeistr&Wain,Cpn | |
| 15849<br>183<br>NADC | —<br>Well deck | IronScSr<br>ssOda.No.3-4,96<br>1Dk(Irn) | 710<br>543<br>380 | ✠<br>1,01 | Oda | j | | 1885<br>12mo | Wigham<br>Richrdsn&Co<br>Newcastle | Sch.&E.Karapat-<br>nitsky<br>WB=DBa44' | 189·5<br>Q62'B48'F23'<br>FK<br>&uE&B31'90tFPT | 29·2 | 11·6 | Odessa<br>Russian<br>4BHCem<br>24tAPT14t | C.2Cy.25"&48"-33"<br>110NHP<br>1SB,3pf,GS49<br>WighamRhrdsn.&C.,Nwc. | 14 · 0 |
| 15850 | — | SteelScSr<br>1Dk | 344<br>284<br>196 | | | | | 1891 | Eriksbergs<br>Mek.Werks.<br>Gothenburg | Dampfschifffahrts<br>Ges.Neptun | 140·9<br>Q31' B24' F12'<br>len93 | 22·4 | 11·9 | Bremen<br>German | C.2Cy.13⅛"&26$\frac{5}{16}$"-17½"<br>NB03 24NHP<br>EriksbergsMek.Wrks.Got. | |
| 15851 | —<br>Mchy.Aft | SteelScYl<br>(Trawler) | 177<br>—<br>53 | | | | | 1919 | P.Smit,Jr.<br>Rotterdam | VisscherijMij.<br>Vereenigde<br>Steenkolenhandel<br>(W.H.Arends Mgr) | 97·5 | 22·1 | 10·0 | Ymuiden<br>Dutch | P.Smit,Jr.Rotterdam | |
| 15852<br>3018<br>JGVO | — | CompScSr<br>1Dk | 173<br>144<br>110 | | | | | 1897 | K.Olsson<br>GmlaLödöse | MaritimaHandels-<br>A/B | 99·6<br>P20'H7t | 22·5 | 9·7 | Stockholm<br>Swedish | C.2Cy.7¾"&19½"-19"<br>Ebuilt70 Bbuilt86 14NHP<br>BergsundsM.V.Stockholm | |
| 15853<br>28<br>PHFT | —<br>(exEster) | SteelSc<br>1Dk | 149<br>124<br>69 | | | | | 1899 | Soc.Eser-<br>cizioBacini<br>RivaTrigoso | Soc.Siciliana di<br>Nav.aVap. | 121·4<br>P8'Q52' | 17·6 | 9·1 | Messina<br>Italian<br>WB | C.2Cy.12¾"&23⅞"-18"<br>20NHP<br>Soc.EsercizioBacini,Genoa | |
| 15854 | Flora Sommerfeld<br>Elec.light | SteelSc<br>(exVictoriaLuise)<br>3Dks | 3255<br>—<br>1824 | | | | | 1897 | Akt.Ges.<br>"Weser"<br>Bremen | DanzigerHoch-u.<br>TiefbauG.m.b.H.<br>(Behnke&Sieg) | 342·9<br>P16'H55'B65'F66' | 56·4 | 25·7 | Danzig<br>WB | T.3Cy.30$\frac{3}{10}$",43$\frac{7}{10}$"&(2)51½"<br>-29½" 285NHP<br>A.G."Weser,"Bremen | |
| 15855<br>140844 | Flora Taylor<br>(exMoonset) | SteelScK<br>1Dk(Stl) | 97<br>—<br>— | ✠100A1<br>For fishing purposes<br>9,21 ~~10,20~~<br>✠LMC2,20 | Abn<br>5hl | | | 1920<br>1mo<br>Lloyd | JWBrooke<br>&Co.Ld.<br>Lowestoft<br>'sA&CP | ~~FisheryBoard for Scotland~~<br>A.B.Taylor | 86·0<br>BK7½" | 18·5 | 9·3 | Peterhead<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>W.Beardmore&Co.Ld.Gls. | 10 · 6 |
| 15856<br>220786<br>MBTN | Floraba<br>Now named "Bolivar," See No. 36441 in Supplement<br>Elec.light Wireless | SteelSc<br>1Dk(Stl) | 1655<br>[illegible]<br>943 | ✠100A1<br>9,20<br>✠LMC9,20 | Tto | q | CL | 1920<br>9mo<br>A&CP | Dominion<br>S.B.&Repair<br>Co.Ld.<br>Toronto | GulfNavigationCo.<br>Inc.(Gonzalo<br>Abaunza, Mgr.)<br>Ce | 251·0<br>P22'B61'F24'<br>FK<br>llDB210'571tFPT | 39·7 | 17·4 | N.Orleans<br>Utd. States<br>4BHCem<br>40tAPT88t | T.3Cy.19",31"&50"-36" (s)<br>180lb 212NHP<br>2SB,6cf,GS110,HS3972<br>DominionS.B.Co.Ld.Tto | 19 · 4<br>s2 · 7<br>17 · 6 |
| 15857<br>NRQB | Florapark<br>Elec.light | SteelSc<br>1Dk | 1488<br>1316<br>874 | | | | | 1920 | Bremer<br>Vulkan<br>Vegesack | Scheepv.&Trnsprt<br>Mij."Atlantica"<br>(Halcyon-Lijn,<br>Mgrs.) | 238·8 | 34·2 | 19·5 | Rottrdam<br>Dutch<br>WB | T.3Cy.<br>BremerVulkan,Vegesack | |
| * 15858<br>OHGN | Flore | SteelSc2TwinMst<br>2Dks(Stl) | 3236<br>2960<br>2052 | ✠100A1<br>7,21 ~~7,20~~<br>✠LMC3,20 | Cff<br>Ant | v | CL | 1920<br>3mo<br>Lloyd | Eltring-<br>hamsLd.Wil-<br>lingtonQuay<br>'sA&CP | Soc."LesAffréteurs<br>Réunis"<br>(JeanStern) | 330·5<br>P33'B116'F40'<br>FK | 47·9 | 22·7 | Rouen<br>French<br>5BHptCem | T.3Cy.24",39"&65"-42" (s)<br>180lb 100lb 289NHP<br>2SB,6cf,GS120,HS4340<br>Eltringhams,Ld. | 24 · 10<br>·3 · 8<br>21 · 4 |
| 15859<br>798<br>PHFX | Floreal<br>(exLenuccia M.,exUsk)<br>Well deck | SteelScSr<br>ssApl.2ndNo.3-2,09<br>1Dk(Stl)&<br>Web frames | 902<br>639<br>530 | ✠<br>7.15<br>✠NB2,05 ✠ | Sws | l | | 1891<br>5mo | Osbourne,<br>Graham&Co.<br>Sunderland | LloydMediter-<br>raneoSoc.Italiana-<br>diNav.<br>WB= | 208·3<br>P118'F53'<br>BK7½"<br>DBa51'67 FPT21t | 29·3 | 15·2 | Genoa<br>Italian<br>4BHCem | T.3Cy.16¾",26½"&43½"-30"<br>NDB04 109NHP<br>1SB,3pf,GS52,HS1720<br>G.Clark,Ld.Sunderland | 16 · 1 |
| 15860<br>109396 | Florence<br>Well deck Mchy.Aft | SteelScSr<br>1Dk | 328<br>239<br>126 | | | ... | | 1898 | S.Mc-<br>Knight&Co.<br>Ld. Ayr | JamesHenry<br>Monks(Preston)<br>Ld. | 141·7<br>Q51'B14'F27'<br>BK7" | 24·1 | 9·8 | Liverpool<br>British<br>WB | C.2Cy.18"&38"-27"<br>NB15 70RHP<br>Ross&Duncan,Glasgow | 11 · 0 |
| 15861<br>67515<br>WGJO | —<br>Mchy.Aft | IronScSr<br>ssHul.3rdNo.3-8,16<br>1Dk(Irn)ptws<br>ssLon.No.1-21 | 220<br>175<br>99 | ✠100A1<br>6,21 ~~6,20~~<br>✠NB10,12 ✠LMC2,20<br>BS7,21 | Lon | c | CL<br>~~N2,20~~<br>7,21 | 1881<br>2mo | R.Craggs<br>&Sons<br>Middlesbro'<br>A&CP | ~~TheU.K.Stmship. Co.Ld.(H.Smart, Mgr.)~~ Eltham<br>ShippingCo.Ld.<br>~~(T.B.Stott,Mgr.)~~<br>(T.B.Stott&Co.Mgrs) | 121·8<br>Q20'<br>WB=FPT20t | 21·2 | 8·7 | Stockton<br>British | C.2Cy.16"&30"-20" (s)<br>80lb 35RHP<br>1SB,2pf,GS29,HS760<br>Blair&Co.(Lim.),Stockton | 9 · 7<br>s1 · 0<br>9 · 6 |

| 1 No. in Book. Official No. Code Letters | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15862<br>110634<br>JQBV | **Florence** SteelScYl<br>*Mchy.Aft* 1*Dk* | 179<br>145<br>71 | | | | | 1900 | Scott&Sons<br>Bowling | IlfracombeCoal&SalvageCo.Ld.<br>(J.T.Chenhalls, *Mgrs.*) | 95·0<br>F15' | 21·6 | 10·0 | Liverpool<br>British<br>*WB* | C.2Cy.13"&28"–18"<br>36RHP<br>Ross&Duncan,Glasgow | | |
| Burnt 15863<br>85453 | — WoodScSr<br>1*Dk* | 133<br>128<br>90 | | | | | 1883 | H.Dinning<br>Quebec | W.Robidoux | 91·2 | 22·8 | 9·5 | Quebec<br>British | 1Cy.11"–11"<br>25RHP<br>F.Drolet,St.Rocks,Quebec | | |
| 15864<br>76145 | — IronPad<br>(*Tug*)<br>1*Dk* | 117<br>117<br>26 | | | ... | | 1879 | R.Williamson&Son<br>Harrington | TeesTowingCo.Ld.<br>(Robinson&Crosthwaite*Mgrs*) | 94·6 | 18·6 | 19·5 | Middlsbro'<br>British | L.2Cy.31"–48"<br>E*made*59 NB96 70RHP<br>J.P.Almond,N.Shields | | |
| 15865<br>151261 | — WoodSc<br>*OilEng.*<br>1*Dk* | 112<br>90<br>72 | | | | | 1902 | C.Herreshoff<br>Bristol,R.I. | E.E.L.Johnson | 107·6 | 18·2 | 8·1 | Nassau,NP<br>British | Oil Engines<br>4Cy.9"–13" 29NHP<br>MidWestEng.Co.<br>Indianapolis | | |
| 15866<br>109673<br>RQTN | **Florence Dombey** SteelScK<br>(*ex*Wyre) 1*Dk* | 182<br>179<br>171 | | | ... | | 1900 | Smith's DockCo.Ld<br>N.Shields | R.Milne | 115·5 | 21·1 | 11·5<br>BK7½" | Aberdeen<br>British | T3Cy.12⅝",20"&32"–22½"<br>52RHP<br>N.E.MarineEng.CoLd.Sld. | 12 " 6 | |
| 15867<br>210587<br>LOPJ | **Florence Luckenbach** SteelScSr<br>*ss*NYk.No.2–19<br>(*ex*Damara) 2*Dks*(*Stl*)<br>*Elec.light* Sub.Sig. Wireless | 4989<br>4691<br>3221 | ✠100A1<br>~~8,21~~ ~~10,20~~ 4,22<br>~~BS8,20~~ ✠LMC4,19<br>BS4,22<br>*Fitted for oil* | Rot<br>NYk<br>*fuel* | *y*<br>12,13 | CL<br>N8,20<br>*F.P.ab* | 1910<br>5mo<br>*Lloyd*<br>*ove* 15 | A.Stephen&Sons,Ld.<br>Glasgow<br>'*sA&CP*<br>0° F. | LuckenbachS.S.Co.Inc.<br>*WB*=*CellDB*<br>*a*131'*uE&B*42 | 401·8<br>P45'B125'F38'<br>'*f*181'994*tFPT*141*t* | 52·2 | 27·3<br>FK | NewYork<br>Utd.States<br>6*BHCem*<br>*APT*265*t* | T.3Cy.25",41"&67"–51" (*s*)<br>175lb 425NHP<br>3SB,9*cf*,GS150,HS6144 FD<br>A.Stephen&Sons,Ld.Gls. | 29 " 10<br>s5 " 11½<br>24 " 3 | |
| 15868<br>214976<br>LHBC | **Florence Olson** WoodSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk* | 1185<br>—<br>604 | | | | | 1917 | Kruse&Banks<br>Marshfield | O.J.Olson | 213·7 | 42·0 | 16·6 | S.Frncisco<br>Utd.States | T.3Cy.13½",23"&40"–30"<br>88NHP | | R |
| 15869<br>10226<br>HBCJ | **Florencia** SteelSc3MstSr<br>Wireless (*ex*Arrayan,<br>*ex*Casma,*ex*Caupolican) 2*Dks*&*Shade dk* | 560<br>—<br>366 | ✠<br>1,79 | Liv | Lv | | 1878<br>11mo | Laird Bros.<br>Birkenhead | R.W.James&Co. | 180·4<br>H32*t* | 30·1 | 14·8<br>FK | Valparaiso<br>Chilian<br>3*BH* | C.2Cy.25"&48"–36"<br>115NHP<br>LairdBros.Birkenhead | | |
| 15870<br>142981 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 290<br>265<br>105 | | | | | 1917 | Port ArthurS.B.Co.Ld.<br>P.Arthur,Ont | Anglo-Newfoundland Development Co.Ld. | 125·0 | 23·4 | 13·5 | SJhnsNFL<br>British | T.3Cy.12¾",21½"&35"–24"<br>62RHP<br>PortArthurS.B.Co.<br>PortArthur,Ont. | | C |
| 15871<br>6337<br>KCQN | **Florens** WoodAuxScSr<br>(*ex*Sailing Vessel,*ex*Ilu) *Motor*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 123<br>108<br>106 | | | | | 1902 | ..................<br>Orrenhof | A.M.Isaksson | 81·7<br>H15*t* | 24·4 | 9·7 | Väddö<br>Swedish | Motor<br>NE20<br>A/B Motorfb."Ideal" Got. | | V |
| 15872 Lost by Fire 11.21 | **Florentina** SteelSc<br>Wireless *ss*Shl.2nd.No.3–5,20<br>(*ex*Hjeltefjord,*ex*Filomachi,*ex*Queen Olga) 1*Dk*(*Stl*)&*Spardk*(*Irn*)3*trB* | 3392<br>3149<br>2130 | ✠~~100A1~~<br>*Spar dk*<br>8,21 ~~12,20~~ ✠~~LMC5,20~~<br>~~BS8,21~~ | Cpn<br>Bbo | *v* | ~~12,20~~<br>8.21 | 1894<br>9mo | Bartram,Haswell&Co.<br>Sunderland<br>A&CP | I.G.Fierro<br>*CellDB* | 330·4<br>P30'B72'F36'<br>*a*98'*uE&B*38'*f*132' | 42·6 | 19·6<br>27·1<br>BK8" | Gijon<br>Spanish<br>6*BHCem*<br>591*tAPT*53*t* | T.3Cy.24",39½"&65"–42" (*s*)<br>160lb *100lb* NDB13 282NHP<br>2SB,6*pf*,GS112,HS4360<br>J.Dickinson, Sunderland | 29 " 8<br>s5 " 11½<br>24 " 6 | |
| 15873<br>145021<br>KGRD | **Florenz** SteelScSr<br>*Now named* "Brocklane," *See No.* 36429 *in Supplement*<br>*Elec.light* 1*Dk*&*Shelter dk* | 1533<br>1096<br>955 | | | | | 1905 | Flensburger Schiffsb.Ges.<br>Flensburg | ~~J.C.Ozanne~~<br>BrockS.S.Co Ld.<br>(J.C.Ozanne, *Mgr.*) | 269·4<br>H73' | 37·8 | 20·0 | ~~London~~<br>British<br>Guernsey *WB* | T.3Cy.$20\frac{7}{16}$",33½"&$55\frac{13}{16}$"–37⅜" NB13 190NHP<br>FlensburgerSchiffsb.Ges. | | |
| 15874<br>WLCR | **Flores** SteelSc<br>1*Dk*&*Spar dk*3*trB* | 3610<br>3430<br>2813 | | | | | 1899 | Nederl. Schp.Maats.<br>Amsterdam | Skibs A/S "Parana"<br>(J.Jürgensen *Mgr*) | 340·0<br>B78'F45' | 44·5 | 31·0 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.23",38"&62"–42"<br>249NHP<br>Ned.Fab.v.Werk.Mat.Ams | | V |
| 15875 | **Florianopolis** SteelTwinScSr<br>(*ex*Desterro)<br>*Elec.light* Wireless 2*Dks*(*UptStl*–ws) | *1495*<br>*1329*<br>*918* | ✠<br>10,89<br>✠ | Nwc | *p* | | 1889<br>10mo | Hawthorn Leslie&Co.Ld<br>Newcastle | LloydBrazileiro | 265·7 | 34·1 | 17·8<br>BK6"<br>*WB*= | R.Janeiro<br>Brazilian<br>4*BHCem*<br>*DBa*70'123*t* | T.6Cy.18",28"&44"–27"<br>205NHP<br>2SB,6*pf*,GS216,HS3120<br>Hwthrn,Leslie&C.Ld. Nwc | 19 " 0 | |
| 15876 | — SteelTwinSc<br>*Elec.light* 1*Dk*&2*Shade dks* | 1491<br>1149<br>985 | | | | | 1912 | Gebr.Pot<br>Bolnes | Cia.Commercio e Navegaçao | 224·0 | 45·0 | 10·8 | R.Janeiro<br>Brazilian | T.6Cy.14",23"&37½"–16½"<br>114NHP<br>Alblasserdam.Msch.Fab. | | |
| 15877<br>140814 | **Floric** SteelScDy<br>(*Trawler*)<br>(*ex*Blumenthal) 1*Dk* | 144<br>140<br>77 | | | | | 1895 | Bremer Vulkan<br>Vegesack | H.G.R.Gibbins<br>(F.Goodwin, *Mgr.*) | 103·5 | 20·6 | 10·0 | Grimsby<br>British | C.2Cy.$14\frac{15}{16}$"&$27\frac{9}{16}$"–21⅝"<br>29RHP<br>BremerVulkan,Vegesack | | |
| 15878<br>NKCT | **Florida** SteelScSr<br>*Elec.light* 1*Dk*&*Spar dk*&*deep framing* | 4355<br>4180<br>2817 | | | ... | | 1898 | W.Dobson&Co.<br>Newcastle | DetForenede DampskibsSelsk. | 379·6<br>P35'B168'F37' | 48·0 | 20·0<br>27·9<br>FK | Copnhagn<br>Danish<br>*WB* | T.3Cy.26",43"&72"–45"<br>376NHP<br>N.E.MarineCo.Ld.Nwc. | 30 " 8 | V |
| 15879<br>204629<br>KWJF | — SteelSc<br>*Wireless* 2*Dks* | 2185<br>—<br>1486 | | | | | 1907 | Maryland SteelCo.<br>Sparro'PtMd | BaltimoreSteam PacketCo. | 298·0 | 45·0 | 16·1 | Baltimore<br>Utd.States | T.4Cy.24½",40"&(2)47"–42"<br>286NHP<br>MarylandStl.Co.Sparr'Pt. | | |
| 15880<br>120926<br>KLPD | — SteelScSr<br>(*ex*Hondo) Wireless 1*Dk*&*Spardk*3*trB*<br>*Carrying Oil in bulk Fitted for oil fuel* | 1596<br>—<br>1052 | | | ... | | 1887 | R.Duncan&Co.<br>Pt.Glasgow | TheTexasCo.Inc. | 230·0 | 35·5 | 18·5<br>26·9 | Pt. Arthur Tex.<br>Utd.States | T.3Cy.22",35½"&57"–39"<br>NB14 203NHP<br>Muir&Houston,Glasgow | 27 " 10 | |
| 15881<br>126150 | — IronPad<br>(*ex*State of New York,<br>*ex*City of Mackinoc) 1*Dk* | 807<br>—<br>565 | | | | | 1883 | DetroitDry DockCo.<br>Wyandotte, Mich. | GoodrichTransit Co. | 203·0 | 32·4 | 10·5 | Utd. States | B.C.2Cy.36"&44"–78"&120"<br>NB00 177NHP<br>W A Fletcher&CoNewYork | | |
| 15882 | — SteelScSr<br>(*ex*Smyrni,*ex*St.Brieuc)<br>2*Dks* | 386<br>—<br>171 | | | | | 1894 | J.Jones&Sons<br>Liverpool | Archipelago AmericanS.N.Co.<br>(G.Farkouh, *Mgr.*) | 158·0<br>P39'H45'F25' | 24·4 | 11·7 | Smyrna<br>Utd.States<br>*WB* | T.3Cy.14",22"&36"–24"<br>NB05 63NHP<br>J.Jones&Sons,Liverpool | | |
| 15883<br>115929<br>TSDW | — IronScK<br>(*Tug*)<br>1*Dk* | 114<br>114<br>4 | | | ... | | 1902 | Hepple&Co.Ld.<br>SouthShields | A.Pattison | 90·5<br>B9' | 19·6 | 10·8<br>BK7" | London<br>British | C.2Cy.18"&38"–25"<br>98RHP<br>Hepple&Co.Ld.S.Shields | 11 " 9 | |
| 15884<br>213813<br>LFRG | **Floridian** SteelScSr<br>*ss*NYk.No.1–19<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Sub.Sig. 3*rd dk in No.* 1 *hold* &<br>Wireless *Web frames*<br>*Longitudinal framing* | 6784<br>6466<br>4211 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>12,21 ~~2,21~~ ✠LMC9,18<br>*Fitted for oil* | NYk<br>Ham<br>*fuel* | *a*†<br>12,15 | CL<br>5,20<br>*F.P. a* | 1915<br>12mo<br>A&CP<br>*bove* 1 | Maryland SteelCo.of Baltimore County<br>Sparro'Pt Md<br>50° F. | American-HawaiianS.S.Co.(United AmericanLines Inc.*Mgrs.*)<br>*Intermediate*<br>*No. 2 h*<br>*WB*=*CellD* | 415·0<br>'*Tween dk BH in*<br>*old dispensed with*<br>*B a*122'*uE&B*54'*f*1 | 53·7 | 28·1<br>FK | NewYork<br>Utd.States<br>*Cem*<br>6*BH to Udk*<br>1 " " 2*nd* "<br>66'1251*t DT* | Q.4Cy.25½",37",53½"&78"–54" 215lb (*s*) 666NHP<br>3SB,12*cf*,GS205,HS9519 FD<br>MarylandStl.Co.Sparr'.Pt<br>*only*<br>*f*30'866*tFPT*125*tAPT*52*t* | 39 " 6<br>s10 " 3½<br>29 " 6 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 3<br>Matériaux, Gréement, etc. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14 Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15885<br><br>HMSJ | **Florinda**<br>*Elec.light* Wireless | SteelScSr<br>*2Dks* | 2078<br>1898<br>1297 | | | | | 1909 | Swan,Hunter&Wigham Richardson, Ld Newcastle | Cia.Barcelonesa de Navegacion | 290·0<br>P22'B70'F32' | 42·0 | 20·7 | Barcelona<br>Spanish<br>*WB* | T.3Cy.22",35"&58"–39"<br>210NHP<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | |
| 15886<br>130046 | **Florio** | SteelScK<br>ssGms.No.1–21<br>1*Dk* | 314<br>290<br>162 | ✠100A1<br>*StmTrawler*<br>~~8,21 8,19~~<br>5,22 | Shl<br>Gms<br>✠LMC~~4,17~~<br>8,21 | | CL<br>5,22 | 1916<br>12mo<br>*Lloyd* | Cochrane &Sons,Ld. Selby<br>'*sA&CP* | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*) | 137·0<br>Q74'F21'<br>BK8" | 24·2 | 12·8 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",23"&37"–26" (*s*)<br>180lb 87RHP<br>1SB,*3pf*,GS47,HS1468<br>Cooper&Greig,Ld.Dundee | 13 6 |
| 15887<br>133616<br>JORM | **Floris**<br>(*ex*Braeneil)<br>*Welldeck Mchy.Aft* | SteelScSr<br>~~ssSld.No.1–16~~<br>ssPGl No.2–21 1*Dk*(*Stl*) | 424<br>309<br>168 | ✠100A1<br>7,21 ~~8,20~~<br>~~BS6,20~~ | Trn<br>P.Gl<br>✠LMC~~12,16~~<br>7,21 | *g* | CL<br>~~4,19~~<br>7,21 | 1912<br>12mo<br>*Lloyd* | Hall,Russell&Co.Ld. Aberdeen<br>'*sA&CP* | J.&P.Hutchison, Ld. | 155·3<br>Q91'B9'F22'<br>BK7" | 25·1 | 10·7 | Aberdeen<br>British<br>3*BHCem*<br>*FPT*28'45*t* | T3Cy.12½",21½"&34"–24"(*r*)<br>180lb *100lb* 75RHP<br>1SB,*2pf*,GS40,HS1345<br>Hall,Russell&Co.Ld.Abn. | 11 8<br>3 8½<br>12 2 |
| 15888 | **Flosshilde** | SteelScLr<br>1*Dk* | 137<br>130<br>67 | | | | | 1908 | J.Frerichs &Co.A.G. Einswarden | "Visurgis" Heringsfischerei Akt.Ges. | 90·9<br>Q14' | 21·4 | 9·8 | Nordenhm<br>German | C.2Cy.$9\frac{1}{16}$"&$16\frac{11}{32}$"–$12\frac{13}{32}$"<br>8NHP<br>J.Frerichs&Co.A.G.Ostrhlz | |
| 15889<br>140013 | **Flotsam**<br>9&12yrsMat. | WoodSc<br>1*Dk* | 100<br>99<br>43 | ✠ 11 A1<br>*For fishing purposes*<br>9,19 ✠LMC9,19 | Lwt | | | 1919<br>4mo<br>*Lloyd* | J.Chambers,Ld. Lowestoft<br>'*sA&CP* | ~~G.Crowe~~ Ministry of Agriculture& Fisheries | 86·5 | 19·9 | 10·3 | Lowestoft<br>British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 42RHP<br>1SB,*2pf*,GS30,HS814<br>Crabtree&CoLdGt Yarmth | 10 0 |
| 15890<br>144997 | **Flow** | SteelScK<br>1*Dk*(*Stl*) | 96<br>95<br>37 | ✠100A1<br>*For fishing purposes*<br>11,20 ✠LMC4,20 | Lth | | 11,20 | 1920<br>2mo<br>*Lloyd* | JS.Watson Gainsboro'<br>'*sA&CP* | J.Dinwoodie | 86·2<br>BK7½" | 18·5 | 9·2 | Granton<br>~~London~~<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS810<br>W.Beardmore&Co.Ld.Gls. | 10 0 |
| 15891<br>143815<br>KOWN | **Flowergate**<br>(*ex*Schildturm)<br>*Elec.light* Wireless | SteelSc<br>ssCff.No.3–3,21<br>2*Dks*(*Stl–U*teaks) | 5156<br>4837<br>3226 | ✠100A1<br>4,22 ~~3,21~~ | Cff<br>Bry<br>✠LMC5,21<br>BS4,22 | *z* | ~~3,21~~<br>4,22 | 1911<br>6mo<br>*Lloyd* | J.C.Tecklenborg A.G. Geestemünde<br>'*sA&CP* | TurnbullScott ShippingCo.Ld. (Turnbull,Scott& Co.*Mgrs*) *CellDB*1<br>*'Tween dktanks* | ~~400·9~~<br>P50'B124'F52'<br>400·8<br>33'*uE*22'*f*172'1029*t*<br>*a*46'*f*42'903*t* *FPT*5 | 53·6 | 28·5<br>FK | London<br>British<br>6*BHCem*<br>7*t* *APT*53*t* | T.3Cy.28½",45½"&74"–58½"<br>192lb *121lb* (*r*) 474NHP<br>3SB,*9cf*,GS129,HS6120 FD<br>J.C.TecklenborgA.G.Gst. | 31 0<br>6 0½<br>25 4 |
| 15892<br><br>HMKQ | **Flugt**<br>(*ex*Whitehall) | IronScSr<br>1*Dk*2*trB* | *798*<br>*657*<br>*476* | | | ... | | 1871 | T.Turnbull&Son Whitby | A/SFurulund (S.Ugelstad,*Mgr.*) | 200·0<br>Q58*t*B73*t*H15*t*F10*t* | 28·5 | 16·9 | Brevik<br>Norwegian<br>*WB* | T.3Cy.15",25"&42"–33"<br>NB87 *refitted*91 101NHP<br>*Tpd*91 J.Stwrt&C.(L.)Lon | 18 0 |
| 15893<br>108712<br>QBRG | **Fluor**<br>*Well deck*<br>*Mchy.Aft* *Elec.light* | SteelSc3MstSr<br>ssAyrNo.3–4,11<br>1*Dk*(*Stl*) | 884<br>641<br>361 | ✠ ——<br>12,19<br>✠ | Trn | *l* | | 1898<br>3mo | Scott& Sons Bowling | W.Robertson<br>*WB* | 200·0<br>Q106'B11'F36'<br>BK7½"<br>=*CellDBf*122'255*t* | 31·1 | 11·9 | Glasgow<br>British<br>3*BHCem*<br>*FPT*98*t* | T.3Cy.16½",26"&42"–33"<br>90RHP<br>1SB,*3pf*,GS55,HS1550<br>Muir&Houston,Ld.Gls. | 14 2 |
| 15894<br>218596<br>LSCW | **Fluor Spar**<br>*Elec.light*<br>Wireless Sub.Sig. | SteelSc<br>*Fitted for oil fuel*<br>2*Dks&Webframes* | 5562<br>4740<br>3434 | | | ... | | 1919 | American International S.B.Corp. HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43' | 54·2 | 27·6<br>FK | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo. Schenectady,N.Y. | 32 0 |
| 15895<br>137649 | **Flurry**<br>9&12yrs.Mat. | WoodScK<br>1*Dk* | 100<br>100<br>43 | ✠ 11 A1<br>*For fishing purposes*<br>9,20 | Lwt | ... | | 1919<br>11mo<br>*Lloyd* | J.Chambers,Ld. Lowestoft<br>'*sA&CP* | D.Main | 86·5 | 20·1 | 10·3 | Inverness<br>British | T.3Cy.9½",15½"&26"–18"(*s*)<br>180lb 42RHP<br>1SB,*2pf*,GS30,HS814<br>J.Chambers,Ld.Lowestoft | 10 0 |
| 15896 | **Flush**<br>9&12yrs.Mat. | WoodScK<br>1*Dk* | 97<br>96<br>41 | ✠ 11A1<br>*For fishing purposes*<br>7,21 ~~7,20~~ | Abn<br>✠LMC5,20<br>Dun | | CL | 1919<br>4mo<br>*Lloyd* | W.Wood &Son Lossiemouth<br>'*sA&CP* | ~~TheAdmiralty~~<br>D.Main | 87·4 | 19·6 | 9·6 | London<br>British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>Cooper&Greig,Dundee | 10 4 |
| 15897<br>90751 | **Flushing**<br>(*ex*Ingersoll) | WoodScSr<br>1*Dk* | 178<br>120<br>73 | | | | | 1882 | ................. Athens,N.Y. | SaintJohnRiver LogDrivingCo. | 115·9<br>H102*t* | 24·0 | 8·2 | S.John,NB<br>British | 1Cy.20"–22"<br>McEntee&Dillon, 61RHP<br>Rondont,N.Y. | |
| 15898 | **Fluth** | SteelScLr<br>1*Dk* | 129<br>129<br>67 | | | | | 1903 | Bremer Vulkan Vegesack | Bremen-Vegesacker Fischerei Ges. | 90·9 | 21·4 | 9·8 | Vegesack<br>German | C.2Cy.$9\frac{1}{16}$"&$16\frac{3}{16}$"–$12\frac{5}{8}$"<br>8NHP<br>BremerVulkan,Vegesack | |
| 15899<br>95843<br>MSQJ | **Fly** | IronScK<br>ss Flt.2ndNo.3–8,16<br>ssFlt.No.1–19<br>1*Dk* | 158<br>145<br>60 | ✠100A1<br>*Trawler*<br>1,22 ~~10,19~~<br>✠NB8,03 | Flt<br>Abn<br>✠LMC10,19<br>BS~~1,21~~ 1,22 | | ~~10,19~~<br>N1,22 | 1890<br>8mo<br>*Lloyd* | Cochrane, Coopr&Schofield Beverley<br>'*sA&CP* | S.M.Cannon (H.E.Stroud,*Mgr*) | 101·4<br>Q20'B20'F19'<br>ND18 BK7½" | 20·6 | 11·0 | Aberdeen<br>British<br>3*BHCem* | T.3Cy.11½",18"&30"–22"(*s*)<br>160lb 45RHP<br>1SB,*2cf*,GS27,HS806<br>C.D.Holmes&Co.Hull | 11 10 |
| 15900<br>89940 | **Flying Bat** | IronPadSp | 130<br>130<br>50 | | | | | 1884 | JTEltringham S.Shields | LeithSalvage& TowageCo.Ld. (J.Little&Co.Ld. *Mgrs.*) | 108·3 | 18·9 | 9·7 | Leith<br>British | L.1Cy.36"–54"<br>80RHP<br>J.P.Rennldsn&S.,S.Shields | |
| 15901<br>135529<br>JDQB | **Flying Breeze**<br>*Elec.light* Wireless | SteelScSr<br>(*Tug*) ssLiv.No.1–18<br>1*Dk* | 387<br>325<br>129 | ✠100A1<br>6,21 ~~5,20~~<br>~~BS5,20~~<br>BS6,21 | Liv<br>✠LMC5,18 | *g* | 5,19 | 1913<br>12mo<br>*Lloyd* | JTEltringham&Co. S.Shields<br>'*sA&CP* | AlexandraTowing Co.Ld.<br>*WB* | 125·0<br>BK7"<br>=*DTf*35'71*t* *FPT* | 28·6 | 13·4 | Liverpool<br>British<br>5*BHCem*<br>10*t* *APT*32*t* | T 3Cy.17",28½"&46"–30" (*s*)<br>180lb 132NHP<br>1SB,*3cf*,GS58,HS2111<br>ShieldsEng.Co.Ld.N.Shl. | 14 9<br>2 5<br>13 3 |
| 15902<br>133027<br>HVNB | **Flying Buzzard** | SteelSc<br>(*Tug*)<br>1*Dk* | 200<br>188<br>3 | | | | | 1912 | Ferguson Bros. PortGlasgow | ClydeShppgCo.Ld. (W.Cuthbert*Mgr*) | 115·0 | 23·6 | 10·0 | Glasgow<br>British<br>*WB* | C.2Cy.20"&42"–27"<br>99RHP<br>FergusonBros.Pt.Glasgow | |
| 15903<br>136314<br>JGFL | **Flying Condor** | SteelScSp<br>(*Tug*)<br>1*Dk* | 202<br>192<br>3 | | | | | 1914 | Ferguson Bros.(Port Glasgow)Ld Pt.Glasgow | ClydeShppgCo.Ld. (W.Cuthbert,*Mgr*) | 110·0 | 24·1 | 11·1 | Glasgow<br>British<br>*WB* | C.2Cy.20"&42"–27"<br>72RHP<br>FergusonBros.(Port Glasgow)Ld.Pt.Gls. | |
| 15904<br>128246<br>HNMG | **Flying Cormorant**<br>*Elec.light* | SteelScSp<br>(*Tug*)<br>1*Dk* | 203<br>192<br>2 | | | | | 1908 | Ferguson Bros. Pt.Glasgow | ClydeShppgCo.Ld. (W.Cuthbert *Mgr*) | 115·1 | 23·6 | 10·3 | Glasgow<br>British<br>*WB* | C.2Cy.20"&42"–27"<br>99RHP<br>FergusonBros.PtGlasgow | |
| 15905<br>99873 | **Flying Dutchman** | IronPadSp<br>(*Tug*) | 165<br>153<br>28 | | | | | 1892 | J.P.Renoldson&Sns S.Shields | ClydeShppg.Co.Ld (W.Cuthbert *Mgr*) | 116·0 | 19·6 | 10·5 | Glasgow<br>British | L.1Cy.38"–56"<br>NB08 48RHP<br>J.P.Rennldsn&S.,S.Shields | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15906 | **Flying Eagle** IronPadSk<br>(*ex*MountEtna)<br>2*Dks* | 232<br>225<br>34 | ✠<br>4,86 | Grk | Lv | | 1880<br>2mo | R.Chambers<br>Dumbarton | TheAdmiralty | 139·6 | 21·9 | 11·4 | British<br>3*BH* | C.D.2Cy.25″&48″–60″<br>98RHP<br>Rankin&Blackmore,Grk. | | |
| 15907<br>96044 | **Flying Elf** IronPadSp | 146<br>131<br>25 | | | | | 1889 | JTEltringham<br>S.Shields | ClydeShppg.Co.Ld<br>(W.Cuthbert *Mgr*) | 108·0 | 18·5 | 9·7 | Glasgow<br>British | L.1Cy.36″–54″<br>NB07 80RHP<br>J.P.Rennldsn&S.S.Shields | | |
| 15908<br>119181<br>KDWG | **Flying Falcon** SteelScSp<br>(*Tug*)<br>*Elec.light* | 184<br>175<br>2 | | | | | 1904 | Ferguson Bros.<br>Pt.Glasgow | ClydeShppg.Co.Ld<br>(W.Cuthbert *Mgr*) | 107·0 | 23·1 | 9·2 | Glasgow<br>British | C.2Cy.20″&42″–27″<br>99RHP<br>Muir&Houston,Ld.Gls. | | C |
| 15909<br>[illegible]<br>Broken up 5,22 | **Flying Fish** IronPadSk | 187<br>177<br>75 | | | | | 1886 | JTEltringham<br>S.Shields | W.GubbinLd.<br>(C.Roscorla, *Mgr*) | 122·0 | 20·4 | 10·7 | Glasgow<br>British | L.1Cy.41″–60″<br>98RHP<br>J.P.Rennldsn&S.S.Shields | | |
| 15910<br>85014 | — IronPadSp | 169<br>151<br>71 | | | | | 1882 | JTEltringham<br>S.Shields | LeithSalvage&TowageCo.Ld(Jas. Little&Co.Ld. *Mgrs.*) | 116·0 | 19·6 | 10·3 | Leith<br>British | L.2Cy.30″–54″<br>NE&B07 76RHP<br>Hepple&Co.Ld.S.Shields | | |
| 15911<br>137831<br>JNWL | **Flying Foam** SteelScSp<br>(*Tug*)<br>*Elec.light* 1*Dk* | 217<br>205<br>2 | | | | | 1917 | Ferguson Bros.(Port Glasgow)Ld.<br>PortGlasgow | ClydeShppg.Co.Ld<br>(W.Cuthbert *Mgr*) | 115·2 | 24·1 | 10·9 | Glasgow<br>British<br>*WB* | C.2Cy.20″&42″–27″<br>72RHP<br>FergusonBros.(PortGlasgow)Ld.PortGlasgow | | C |
| 15912 | **Flying Fox** SteelSc<br>*Elec.light* 3*Dks*(*Stl-Uptws*)<br>Wireless | 1422<br>1348<br>640 | ✠<br>*For Government Service*<br>5,18 ✠ | Nwc | | | 1918<br>5mo | Swan,Hunter&Wigham Richardson,<br>Ld Newcastle | TheAdmiralty<br>*CellDBuB* | 258·0<br>20'21*tDT*8'24*tFPT* | 34·8 | 23·8<br>FK | British<br>8*BHptCem*<br>36*tAPT*22*t* | T.4Cy.20½″33″&(2)37″–30″<br>336NHP<br>2SB,8*cf*,GS156,HS6072,FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 24 ″ 6 | |
| 15913<br>135455<br>JFNT | **Flying Kestrel** SteelSc<br>~~ssLiv.No.1-17~~<br>*Elec.light* 1*Dk*&*Promenadedk*<br>ssSou.No.2-21 | 700<br>406<br>252 | ✠100A1<br>*For towing purposes*<br>11,21 ~~9,20~~ 11,21<br>BS9,20 ✠LMC~~10,19~~ | Sou | | 10,19 | 1913<br>4mo<br>*Lloyd's A&CP* | JTEltringham&Co.<br>SouthShields | AlexandraTowing Co.Ld.<br>*WB*= | 140·2<br>B52'<br>*DTf*34'93*t FPT*17*t* | 30·3 | 14·1<br>BK8″ | Liverpool<br>British<br>4*BHCem*<br>*APT*44*t* | T.3Cy.18½″,31″&50″–30″ (*s*)<br>180lb 166NHP<br>2SB,4*cf*,GS88,HS2810<br>G.T.Grey,SouthShields | 15 ″ 7<br>s 3 ″ 5½<br>13 ″ 2 | BT till 9,21 |
| 15914<br>119105<br>VPQR | **Flying Linnet** SteelScSp<br>(*Tug*)<br>*Elec.light* 1*Dk* | 185<br>175<br>2 | | | | | 1904 | Ferguson Bros.<br>Pt.Glasgow | ClydeShppg.Co.Ld<br>(W.Cuthbert *Mgr*) | 107·0 | 23·1 | 9·2 | Glasgow<br>British<br>*WB* | C.2Cy.20″&42″–27″<br>99RHP<br>Muir&Houston,Ld.Gls. | | C |
| 15915<br>102642 | **Flying Phantom** IronPadSk<br>(*Tug*)<br>1*Dk* | 166<br>153<br>29 | | | | | 1893 | J.P.Renoldson&Sns<br>S.Shields | ClydeShppg.Co.Ld<br>(W.Cuthbert *Mgr*) | 116·6<br>B15' | 19·6 | 10·3 | Glasgow<br>British | L.1Cy.38″–56″<br>90RHP<br>J.P.Rennoldson&Sns,SShl | | |
| 15916<br>108767 | **Flying Scotsman** IronPadCtr<br>(*Tug*)<br>1*Dk* | 177<br>157<br>29 | | | | | 1898 | J.P.Renoldson&Sns<br>South Shields | ClydeShppg.Co.Ld<br>(W.Cuthbert *Mgr*) | 118·0 | 20·1 | 10·1 | Glasgow<br>British | L.1Cy.38¼″–56″<br>90RHP<br>JP.Rennoldson&Sns.S.Shl | | |
| 15917<br>119545<br>HSGD | **Flying Serpent** SteelSc<br>(*Tug*)<br>1*Dk* | 199<br>188<br>4 | | | | | 1911 | Ferguson Bros.<br>Pt.Glasgow | ClydeShppg.Co.Ld<br>(W.Cuthbert *Mgr*) | 115·0 | 23·6 | 10·0 | Glasgow<br>British<br>*WB* | C.2Cy.20″&42″–27″<br>72RHP<br>FergusonBros. PtGlasgow | | C |
| 15918<br>99882 | **Flying Spindrift** IronPadSp<br>(*Tug*)<br>1*Dk* | 146<br>131<br>24 | | | | | 1893 | J.P.Renoldson&Sns<br>S.Shields | ClydeShppg.Co.Ld<br>(W.Cuthbert *Mgr*) | 108·0 | 18·6 | 9·8 | Glasgow<br>British | L.1Cy.36″–54″<br>NB12 80RHP<br>J.P.Rennoldson&Sns S.Shl | | |
| 15919<br>137836<br>JPFV | **Flying Spray** SteelScSp<br>(*Tug*)<br>*Elec.light* 1*Dk* | 217<br>205<br>2 | | | | | 1917 | Ferguson Bros.(Port Glasgow) Ld.<br>PortGlasgow | ClydeShppg.Co.Ld<br>(W.Cuthbert *Mgr*) | 115·0 | 24·1 | 11·0 | Glasgow<br>British<br>*WB* | C.2Cy.20″&42″–27″<br>72RHP<br>FergusonBros.(PortGlasgow)Ld.PortGlasgow | | C |
| 15920<br>96048<br>PQMH | **Flying Sprite** IronPadSk | 145<br>130<br>24 | | | | | 1889 | JTEltringham<br>S.Shields | ClydeShppg.Co.Ld<br>(W.Cuthbert *Mgr*) | 108·0 | 18·6 | 9·6 | Glasgow<br>British | L.1Cy.36″–54″<br>NB08 80RHP<br>J.P.Rennoldson&Sns S.Shl | | |
| 15921<br>121254<br>HDGC | **Flying Swallow** SteelScSp<br>(*Tug*)<br>1*Dk* | 185<br>175<br>1 | | | | | 1905 | Ferguson Bros.<br>Pt.Glasgow | ClydeShppg.Co.Ld<br>(W.Cuthbert, *Mgr*) | 107·1 | 23·1 | 9·1 | Glasgow<br>British<br>*WB* | C.2Cy.20″&42″–27″<br>99RHP<br>FergusonBros.Pt.Glasgow | | C |
| 15922<br>138939<br>JLWF | **Flying Wing** SteelScK<br>*ss*Liv.No.1-19<br>1*Dk* | 226<br>218<br>109 | ✠100A1<br>*StmTrawler*<br>8,19 ✠LMC8,19 | Liv | | CL<br>N8,19 | 1915<br>9mo<br>*Lloyd's A&CP* | Cook,Welt'n&Gemmel<br>Ld.Beverley | ~~HeadwaySteam FishingCo.Ld.(W. Jagger, *Mgr.*)~~<br>SirT.Robinson | 117·0<br>Q61' | 22·0 | 12·7<br>BK7½ | Grimsby<br>British<br>4*BHCem* | T.3Cy.12″,21″&34″–24″ (*s*)<br>200lb 70RHP<br>1SB,3*pf*,GS32,HS1099<br>Amos&Smith,Ld.Hull | 13 ″ 7 | |
| 15923<br>98680 | **Flying Wizard** IronPadSp<br>(*Tug*)<br>1*Dk* | 142<br>131<br>25 | | | | | 1891 | J.P.Renoldson&Sns<br>S.Shields | ClydeShppgCo.Ld.<br>(W.Cuthbert *Mgr*) | 108·0 | 18·7 | 9·7 | Glasgow<br>British | L.1Cy.36″–54″<br>NB11 80RHP<br>J.P.Rennoldson&Sns S.Shl | | |
| 15924<br>NWVG | **Flynderborg** SteelScSr<br>*Well deck* 1*Dk* | 1417<br>1160<br>858 | | | | | 1919 | HelsingörsJernsk&Msk.<br>Elsinore | Dampskibsselsk. Dannebrog (C.K. Hansen, *Mgr.*) | 249·5<br>P17'Q77'B96'F29' | 38·1 | 15·0 | Copnhagn<br>Danish<br>*WB* | T.3Cy.18″,30″&50″–36″<br>150NHP<br>HelsingörsJernsk.&Mskb. | | V |
| 15925<br>216376<br>LKSN | **Foam** SteelScSr<br>*Elec.light* 1*Dk* | 308<br>265<br>96 | ✠100A1<br>*StmTrawler*<br>6,18 ✠LMC5,18 | Cgo | | CL | 1918<br>6mo<br>A&CP | Manitowoc S.B.Co.<br>Manitowoc, Wis. | BayStateFishing Co.(J.Burns) | 135·5<br>Q73'F26'<br>*DTf*10'35*tFPT*5*t* | 22·7 | 12·3<br>BK7″ | Boston<br>Utd.States<br>4*BHCem*<br>*APT*5*t* | T.3Cy.12¾″,21½″&35″–24″<br>180lb (*s*) 82NHP<br>1SB,2*cf*,GS44,HS1516<br>MarineIrnWorks,Chicago | 13 ″ 3 | |
| 15926 | — SteelScSr<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 244<br>210<br>114 | | | | | 1910 | ForeRiver S.B.Co.<br>Quincy,Mass. | | 114·3 | 22·5 | 11·6 | Russian | T.3Cy.12¾″,22″&36″–24″<br>64NHP<br>ForeRiverS.B.Co. | | |
| 15927 | — SteelSc<br>Now named "Starwort," *See No.* 39355 *in Supplement*<br>~~Moby Att~~ 1*Dk*(*Stl*) | 95<br>[illegible]<br>39 | ✠100A—<br>*For fishing purposes*<br>10,20<br>~~(*Class Contem-plated*)~~<br>✠LMC10,20 | Chs | | | 1919<br>12mo | Abdela&Mitchell,Ld.<br>Queensferry | TheAdmiralty | 86·1 | 18·5 | 9·3<br>BK7½″ | London<br>British<br>3*BH* | T.3Cy.9½″,15½″&26″–18″(*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>Abdela&Mitchell,Ld.<br>Brimscombe,Glos. | 10 ″ 0 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Grèement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7″<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15928<br>120776<br>KHWS | **Foam** SteelSc<br>ssLth.No.3–1,18<br>ssGmh.No.1-21 1*Dk*(*ptStl*) | 92<br>79<br>3 | ✠100A1<br>*For Towing p*<br>5,21 ~~1,18~~<br>~~BS5,18~~ ✠LMC ~~1,18~~ | Lth<br>*urpose*<br>Gmh | <br>*s*<br>5,21 | CL<br>~~1,18~~<br>5,21 | 1904<br>10mo<br><br>*Lloyd* | J Fullerton<br>&Co.<br>Paisley<br>*'sA&CP* | ~~Topham,Jones&~~<br>~~Railton,Ld.~~<br>FoamTowingCo.<br>Ld.(G.S.Duncan) | 80·0<br><br>BK5″<br>*WB=FP7* | 17·1 | 8·0 | London<br>British<br>*4BHCem*<br>*7tAPT4t* | C.2Cy.14″&28″–20″ (*s*)<br>120lb 41RHP<br>1SB,*2pf*,GS29,HS826<br>Ross&Duncan,Glasgow | 8 · 7 | |
| 15929<br><br>MQHV | **Foca I.** WoodAuxScSp<br>*Now named* "TheQuest," *See No.* 33580 *in Supplement*<br>1*Dk*<br>(*See Sailing Ship Register*) | 204<br>[illegible]<br>94 | | | | | 1917 | E.Lindstöl<br>Risör | A.Ingebrightsen | 111·4 | 24·8 | 12·0 | Christiania<br>Norwegian | C.2Cy.11½″&28″–15″<br>17NHP<br>KalnæsM.V.Tönsberg | | N |
| 15930<br>102605<br>NCRQ | **Fodhla** Steel&IronSc3MstSr<br>ssAyr2ndNo.3–1,12<br>(*ex*Beryl) ssPGl.No.2–20<br>*Welldeck* 1*Dk*(*Irn*)<br>*Mchy.Aft* *Irnframing&Stlplating* | 402<br>284<br>149 | ✠100A1<br>8,21 ~~8,20~~<br>✠LMC<br>~~BS4,20~~ 8,21 MS8,20 | PGl | *f* | CL<br>4,20 | 1893<br>7mo | Scott&Sns<br>Bowling<br>A&CP | EirinnSteamers<br>Co. | 142·3<br>Q68′B9′F24′<br>BK7″<br>*WB* | 25·2 | 10·7 | Glasgow<br>British<br>*3BHCem*<br>*=FPT18t* | C.2Cy.18⅝″&40″–27″ (*s*)<br>110lb 66RHP<br>1SB,*2pf*,GS38,HS1283<br>Ross&Duncan,Glasgow | 12 · 1<br>· 6<br>12 · 4 | |
| 15931 | **Fogbank** WoodSc<br>*Now named* "DykerLassie," *See No.* 37096 *in Supplement*<br>*Mchy.Aft* 1*Dk*<br>9&12yrs.Mat | 95<br>[illegible]<br>33 | ✠ 11A1<br>*For fishing pu*<br>3,20 ✠LMC3,20 | Hul<br>*rposes* | | CL | 1919<br>5mo<br><br><br>*Lloyd* | Clapson&<br>Sons<br>Burton-on-<br>Humber<br>*'sA&CP* | TheAdmiralty | 86·5 | 20·0 | 9·9 | London<br>British | T.3Cy.9½″,15½″&26″–18″ (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>GreatCentralCo-op.Eng.&<br>ShipRepairingCo.Grimsby | | |
| 15932 | **Fogbow** WoodSc<br>1*Dk* | 92<br>90<br>40 | ✠11A1<br>*ForFishing p*<br>6,18 ✠LMC4,18 | Abn<br>*urpose* | <br>*s* | CL | 1917<br>11mo<br><br>*Lloyd* | J.&G.<br>Forbes,<br>Sandhaven<br>*'sA&CP* | TheAdmiralty | 87·5<br>9&12yrs.Mat. | 19·2 | 9·7 | <br>British | T.3Cy.9½″,15½″&26″–18″(*s*)<br>180lb 42NHP<br>1SB,*2pf*,GS30,HS814<br>Cooper&Greig,Ld.Dundee | 10 · 2 | |
| 15933<br><br>WKDJ | **Fogo** SteelScSr<br>(*Whaler*)<br>(*ex*Flamme) 1*Dk* | 157<br>153<br>55 | | | | | 1911 | Akers<br>Mek.Værks.<br>Christiania | A/S Hvalen<br>(N.Bugge,*Mgr.*) | 104·1 | 20·1 | 11·8 | Sandefjord<br>Norwegian<br>*WB* | T.3Cy.12″,20″&33″–24″<br>53NHP<br>AkersMek.Værks.Xia. | | N |
| 15934 | **Föhr Amrum** SteelTwinSc<br>*Elec.light* 1*Dk* | 220<br>171<br>87 | | | | | 1908 | Howaldts-<br>werke<br>Kiel | WykerDampfsch.<br>ReedereiG.m.b.H.<br>(Ed.Boetius,*Mgr.*) | 120·1<br>H41′ | 24·1 | 8·2 | Wyk a<br>Föhr<br>German | C.4Cy.10⅝″&19⅓″–11⅓″<br>22NHP<br>Howaldtswerke,Kiel | | |
| 15935<br><br>MLWF | **Föina** SteelScSr<br>Wireless 1*Dk* | 1674<br>1159<br>998 | | | | | 1915 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | D/S A/S Föina<br>(K.Knutsen) | 248·0<br>P17′Q77′B96′F29′ | 38·0 | | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.18″,30″&50″–36″<br>150NHP<br>HelsingörsJernsk.&Mskb. | | |
| 15936<br><br>MCJH | **Folden** SteelScSr<br>*Elec.light* 1*Dk&Awngdk* | 303<br>286<br>176 | | | | | 1905 | Akers<br>Mek.Værks.<br>Christiania | Saltens Dmpskslsk | 135·1<br>H17*t* | 20·6 | 15·8 | Bodö<br>Norwegian | T.3Cy.11″,18″&29″–20″<br>E&B*made*00,*fitted*05 38NHP<br>AkersMek.Værks.Xia. | | |
| 15937<br><br>HDTN | **Foldin** SteelScSr<br>(*ex*KongRagnar)<br>1*Dk* | 639<br>488<br>364 | | | | | 1889 | Akers<br>Mek.Værks.<br>Christiania | D/S A/S Ganger<br>Rolf(Fred.Olsen<br>&Co.*Mgrs.*) | 189·3<br>Q37*t*B70*t*H39*t*F23*t* | 27·4 | 13·5 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.16″,26″&42″–30″<br>97NHP<br>AkersMek.Værks.Xia. | | N |
| 15938 | **Folee** SteelScSr<br>(*ex*Fri)<br>1*Dk&Spardk* | 1376<br>1302<br>859 | | | | | 1900 | Nylands<br>Værkstad<br>Christiania | ChingKee&Co. | 231·5<br>H74*t* | 35·0 | 20·4 | Chefoo<br>Chinese<br>*WB* | T.3Cy.16½″,27″&44″–32″<br>109NHP<br>NylandsVerks.Christiania | | |
| 15939<br><br>NSHF | **Folke** IronScSr<br>(*ex*Hertha,*ex*Margit,*ex*Kemi,<br>*ex*Kopmanholmen,*ex*Ronneby) 1*Dk* | 186<br>122<br>110 | | | | | 1879 | Oskrhmns<br>M.V.Aktieb<br>Oskarshamn | H.L.Korfitzon | 104·1<br>Q32′B50′H20*t*F29′ | 19·0 | 9·2 | Hlsngborg<br>Swedish | C.2Cy.14″&29″–19½″<br>31NHP<br>OskarshamnsM.N.Aktieb. | | |
| 15940<br>118353<br>VKMT | **Folkestone** SteelTwinScSr<br>*Elec.light* 1*Dk* | 496<br>438<br>196 | | | | | 1903 | W.Denny<br>&Bros.<br>Dumbarton | S.Eastrn&Chathm<br>RlyCo.'sManaging<br>Committee | 192·2<br>B66′F37′ | 28·1 | 14·3 | London<br>British<br>*WB* | T.6Cy.13½″,20½″&31″–21″<br>88NHP<br>Denny&Co.Dumbarton | | |
| 15941<br><br>MFSH | **Folla** SteelScSr<br>*Elec.light* 2*Dks* | 249<br>237<br>138 | | | | | 1909 | Ørens<br>Mek.Værks.<br>Trondhjem | Namdalens<br>Actiedmpskselsk.<br>(OlafLöfsnæs) | 115·1 | 20·4 | 14·9 | Namsos<br>Norwegian<br>*WB* | T.3Cy.11″,18″&29½″–18″<br>37NHP<br>ÖrensM.V.Drontheim | | N |
| 15942<br><br>MBNP | **Follo** IronScSr<br>(*ex*Asmund,*ex*Tramp,<br>*ex*Skarp,*ex*JeanneA ,*ex*SaintDonats)<br>1*Dk2trB* | 1536<br>1403<br>934 | | | ... | | 1881 | Schlesnger,<br>Davis&Co.<br>Newcastle | Skibs. A/S Astoria<br>(Pehrson&Wessel,<br>*Mgrs.*) | 261·0<br>B50′F26′<br>BK7½″ | 35·3 | 20·7 | Drammen<br>Norwegian<br>*WB* | T.3Cy.20″,32½″&53″–36″<br>NE&B91 168NHP<br>N.E.MarineEng.Co.Ld.Sld | 22 · 0 | N |
| 15943 | **Folmina** SteelSc<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Welldeck* *Cargo battens not fitted* | 1163<br>878<br>665 | ✠100A–<br>12,21 ~~10,20~~ ✠LMC10,20 | Rot | | CL | 1920<br>10mo | Schpwf.&<br>Mchfbrk.de<br>Liesbosch<br>Jutphaas | N.V.HollandGulf<br>StoomvaartMij.<br>(J.DePoorter,<br>*Mgr.*) *CellDBuB1* | 229·9<br>Q138′B13′F23′<br>FK<br>9′*f*156′397*t*FPT88*t* | 34·2 | 13·2 | Rottrdam<br>Dutch<br>*4BH Asp*<br>*APT48t* | T.3Cy.15⅝″,25 9/16″&41⅜″–36″<br>180lb *100lb* (*s*) 120NHP<br>1SB,*3cf*,GS64,HS1986<br>Boele'sSchps.&MchBolnes | 16 · 0<br>s 4 · 11<br>14 · 10 | |
| 15944<br>217157<br>LNPG | **Folsom** WoodScSr<br>*Elec.light* Wireless 1*Dk2trB* | 2551<br>—<br>1528 | | | | | 1919 | Foundat'n<br>Co.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 267·3<br>P25′B67′F29′ | 46·0 | 23·6 | NewarkNJ<br>Utd.States | T.3Cy.19″,32″&56″–36″<br>188NHP<br>WorthingtonPump&<br>Mchy.Corp.Buffalo | | R |
| 15945<br><br>OHIY | **Fondeur** SteelTwinSc<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1400<br>1240<br>570 | | | | | 1920 | Ch.&Atel.<br>deProvence<br>PortdeBouc | French<br>Government | 229·6<br>P&B75′Q125′F29′ | 34·1 | 14·7 | Marseilles<br>French<br>*WB* | T6Cy.12″,20″&32″–17″<br>81NHP<br>Chantiers&Ateliers de<br>Provence,Marseilles | | V |
| 15946<br>217016<br>LNFH | **Fonduco** WoodSc<br>*Elec.light* Wireless 1*Dk2trB* | 2546<br>2082<br>1530 | | | | | 1918 | Sanderson<br>&Porter<br>Raymond,<br>Wash. | UnitedStates<br>ShippingBoard | 267·1<br>P33′F65′F24′ | 46·2 | 23·9 | Seattle<br>Utd.States | T.3Cy.19″,32″&56″–36″<br>188NHP<br>Hooven,Owens&Rentsch-<br>lerCo.Hamilton,Ont. | | E |
| 15947<br><br>JTMP | **Fönix** WoodScSr<br>(*ex*Phönix,*ex*Ostergotland) 1*Dk* | 161<br>137<br>73 | | | | | 1871 | J.Bang<br>GmlaLödöse | A/S Nordlands<br>Olie&Kraftfoder-<br>fabrik | 99·9<br>B28*t* | 22·9 | 10·1 | Svolvær<br>Norwegian | C.2Cy.12¾″&25½″–22″<br>NB*made*03, *fitted*09 25NHP<br>LindholmenWorks,Got. | | |
| 15948<br>118365<br>VLTO | **Foo Shing** SteelScSr<br>1*Dk*(*Stl*)&*Spardk*(*Stl*–teaks)<br>*Elec.light* &*deepframing* | 2284<br>2126<br>1433 | ✠<br>*Spar dk*<br>12,08 ✠ | Nwc | *t* | | 1903<br>12mo | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld.Newcastle | Indo-ChinaSteam<br>Nav.Co.Ld.<br><br>*WB=CellDBa*<br>399*t DTf*18′256*t* | 290·8<br>B67′F38′ 22·7<br>FK<br>84′*uE*22′*f*108′<br>*DTa*24′374*t FPT* | 42·1 | 15·5 | London<br>British<br>*5BHCem*<br><br>56*t APT*25*t* | T.3Cy.21″,34″&56″–42″<br>226NHP<br>1SB,*4rf*,GS76,HS2913 FD<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 25 · 0<br>s 4 · 6<br>20 · 10 | |
| 15949<br>105721<br>NWRD | **Foochow** SteelScSr<br>Wireless 2*Dks* | 1994<br>1783<br>1228 | | | | | 1895 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 275·6<br>P9′B58′F31′ | 38·2 | 21·4 | London<br>British<br>*WB* | T.3Cy.20″,32″&52″–39″<br>169NHP<br>Scott&Co.,Greenock | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L. R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15950<br>120586<br>HDBL | **Fook Sang** SteelScSr<br>1*Dk*(*Stl*)&*Spar dk*(*Stl–pt* teak s) &*deep framing*<br>*Elec.light* | 3100<br>2807<br>1987 | ✠<br>*Spar dk*<br>7,05 ✠ | Nwc | *v* | | 1905<br>7mo | W. Dobson &Co.<br>Newcastle | Indo-ChinaSteam Nav.Co.Ld.<br>*WB=Cell DBa*102'*uE&B* | 331·3<br>P27'B96'F38'<br>44'*f*140'619*tDTa*26' | 44·2 | 16·2<br>24·2<br>FK | Newcastle<br>British<br>5*BHCem*<br>484*tAPT*44*t* | T.3Cy.23½",39"&66"–45"<br>370NHP<br>2SB,*6cf*,GS116,HS5150 FD<br>N.E.MarineEngCo.LdNwc | 26 ″ 6<br>s4 ″ 11<br>21 ″ 11 | |
| 15951<br><br>OHJD | **Forbach** WoodTwinSc<br>(*ex*C.–18)<br>*Elec.light Mchy.Aft* 1*Dk* | 1155<br>837<br>671 | | | | | 1919 | Fraser<br>BraceShpyds Ld. Montreal | FrenchGovernment | 194·8<br>P98'F28' | 39·7 | 15·0 | Havre<br>French | C.4Cy.12"&24"–16"<br>38NHP<br>NationalS.B.Co. Goderich,Ont. | | V |
| 15952<br>124063<br>HKPV | **Forcados** SteelScSr<br>*Elec.light* 1*Dk* | 397<br>275<br>191 | | | | | 1907 | W.Harkess &Sons,Ld.<br>Middlesbro' | ElderLine,Ld. (Elder,Dempster& Co.Ld. *Mgrs.*) | 170·0<br>P33'B59'F24' | 26·0 | 8·5 | Liverpool<br>British<br>*WB* | C.2Cy.18½"&40"–26"<br>65RHP<br>MacColl&Pollock,Ld.Sld. | | |
| 15953 | **Ford** SteelTwinScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 781<br>699<br>322 | ✠<br>*For Government Service*<br>12,18 | PGl | | | 1918<br>12mo | Dunlop, Bremner&Co. Ld.<br>PortGlasgow | TheAdmiralty<br>*CellDB*12'15*tDTa* | 219·3<br>36*tDTf*23*tAPT*22*t* | 28·6 | 15·6<br>FK | British<br>10*BHptCem* | T.6Cy13¾"21¼"&34"–21"<br>378NHP<br>2WaterTubeBoilers GS130, HS6990 FD<br>AilsaS.S.Co.Ld.Troon | 16 ″ 3 | |
| *<br>15954<br>129785<br>HTVL | **Ford Castle** SteelScSr<br>*ss*Sld.No.2–20<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>*Well deck* | 1884<br>1489<br>1192 | ✠100A1<br>~~10,20~~8,21<br>✠LMC MS10,20<br>~~BS9,20~~<br>BS1,22 | Sld | *q* | CL<br>10,20 | 1911<br>12mo<br>*Lloyd*'*sA&CP* | J.Crown& Sons,Ld.<br>Sunderland<br>*WB=* | TanfieldS.S.Co.Ld.<br>*Cell DBa&uE* 102' | 268·0<br>P24'Q82'B51'F31'<br>*f*104'383*tFPT*105*t* | 37·9 | 17·6<br>FK | Newcastle<br>British<br>4*BHCem*<br>*APT*100*t* | T.3Cy.20½",33"&54"–39 (*s*)<br>180lb *100lb* 199NHP<br>2SB,*4pf*,GS80,HS3092<br>N.E.MarineEng.CoLd.Sld. | 19 ″ 9<br>s2 ″ 0½<br>18 ″ 0 | |
| 15955<br>105677<br>PSWT | **Fordham** SteelSc3MstSr<br>*ss*Liv.No.3–9,09<br>(*ex*Latchford) *ss*Ard.No.2–18<br>*Well deck Mchy.Aft* 1*Dk*(*Stl*) | 458<br>302<br>181 | ✠100A1<br>4,20<br>BS4,20 ✠LMC10,18 | Cff | *g* | 1,18 | 1897<br>6mo | S.Mc-Knight&Co. Ld. Ayr<br>A&CP | LondonTransport Co.Ld. (E.J.Heinz, *Mgr.*) | 160·0<br>Q89'B16'F24'<br>*WB=CellDBf*88' | 24·1 | 9·3<br>BK7" | London<br>British<br>3*BHCem*<br>114*tAPT*7*t* | C.2Cy.$13\frac{7}{16}$"&35¼"–27" (*s*)<br>140lb 90RHP<br>1SB,*3pf*,GS52,HS1320<br>Shanks,Morrice&Co.Gls. | 11 ″ 10<br>s ″ 8½<br>11 ″ 1 | |
| 15956<br>214598<br>LGNS | **Fordonian** SteelScSr<br>*OilEng.*<br>*Elec.light* Wireless 1*Dk*&*Awng dk*& *Web frames*<br>*Mchy.Aft* | *2368*<br>*2157*<br>*1905* | | | ... | | 1912 | ClydeS.B. &E.Co.Ld.<br>PortGlasgow | AmericanMediterraneanSteamship Co.(Inc.) | 250·0<br>F37' | 42·6 | 23·6<br>FK | NewYork<br>Utd.States<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.$18\frac{1}{8}$"–32¼" 186NHP<br>ClydeS.B.&E.Co.Ld P.Gl. | 26 ″ 6 | C |
| 15957 | **Forelle** IronPadSp<br>1*Dk* | 319<br>256<br>125 | | | | | 1881 | H.F. Ulrichs<br>Vegesack | Weser-Verkehr G.m.b.H. | 200·5 | 20·2 | 8·8 | Bremen<br>German | C.D.2Cy.23½"&41¾"–48"<br>NE&B98 101NHP<br>G.SeebeckA.G.Gstemünde | | |
| *<br>15958<br>134470 | **Foremost** SteelSc<br>*ss*Sou.No.3–3,20<br>(*ex*M.Moran) 1*Dk*<br>*Elec.light* | 313<br>254<br>~~103~~<br>55 | A–<br>*For towing purposes*<br>1,21 LMC4,20 | Sou | | N1.21 | 1912 | J.H.Dialogue&Son<br>Camden,N.J. | OceanSalvageCo., Ld.(J.WilsonPotter,*Mgr*) | 109·0<br>*DTa*9'35*t* | 25·7 | 14·5<br>BK6" | London<br>British<br>4*BHCem*<br>*DTf*10'30*t* | C.2Cy.18"&36"–26" (*s*)<br>150lb 54RHP<br>1SB,*3cf*,GS81,HS2437<br>JHDialogue&Sn,Cmdn,NJ | 14 ″ 3<br>s1 ″ 11<br>13 ″ 2 | |
| 15959<br>113897 | **Forest City** SteelPad<br>(*ex*KingEdward, *ex*Montauk)<br>*Elec.light* | 571<br>571<br>449 | | | | | 1891 | Harlan& Hollingsworth Co.<br>Wlmgtn, Del. | BritonS.S.Co. | 175·0 | 31·0 | 9·0 | Duluth<br>Utd.States | 1Cy.38"–108"<br>Harlan &HollngsworthCo. | | |
| *<br>15960<br>220354<br>MBOP | **Forest King** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB*<br>*Salted* | 2426<br>2105<br>1725 | 12 A1<br>~~6,21~~ ~~11,20~~ 2,22<br>LMC7,20<br>BS11,21<br>*Fitted for oil fuel* 7,20 *F.P. above* 150° F. | Sea | *l* | CL | 1919<br>5mo<br>CP | Grant, Smith PorterCo.<br>Abrdeen Wsh<br>*Completed by* | A.Schubach<br>Gray's Harbor M.S. Corp. | 267·6<br>P74'F29' | 46·2 | 24·0 | Seattle, Wash.<br>Utd.States | T.3Cy.19",32"&56"–36" (*s*)<br>200lb 275NHP<br>2 Water Tube Boilers<br>NordbergMfg.Co. Milwaukee | 26 ″ 1<br>s4 ″ 7 | |
| *<br>15961<br>129516 | **Forestay** SteelScCtr<br>*ss*P.Sd.No.2–19<br>1*Dk* | 44<br>38<br>3 | ✠100A–<br>*For towing purposes*<br>2,19<br>~~BS2,20~~ BS12,21 ✠LMC2,19 | PSd | | CL<br>2,19 | 1910<br>9mo | Bow,Mc-Lachlan&Co. Ld.<br>Paisley | Hull,Blyth&Co. (PortSaid)Ld. | 55·0 | 15·0 | 7·4<br>BK5" | Glasgow<br>British<br>4*BHCem* | C.2Cy.11"&21"–15" (*s*)<br>120lb 18RHP<br>1SB,*1pf*,GS19,HS500<br>Bow,McLachln&CoLd Psy | 8 0<br>s ″ 7½<br>7 ″ 10 | |
| 15962<br>29456<br>QFRP | **Forfarshire** SteelPad | 115<br>115<br>72 | | | | | 1861 | Gourlay Bros.&Co.<br>Dundee | LeithSalvage& TowingCo.Ld(Jas. Little&Co.Ld. *Mgrs.*) | 120·5 | 20·1 | 6·6 | Leith<br>British | D.2Cy.22"–36"<br>NB04 40RHP<br>GourlayBros.&Co.,Dundee | | |
| 15963<br><br>OHJM | **Forgeron** SteelTwinSc<br>*Elec.light Mchy.Aft* 1*Dk* | 1240<br>—<br>570 | | | | | 1920 | Ch.&Atel. deProvence<br>Port deBouc | French Government | 229 6<br>P72'F31' | 34·1 | 14·8 | Marseilles<br>French<br>*WB* | T.6Cy12⅖,"$19\frac{7}{10}$"&31½"–61½"<br>81NHP<br>Forg.&Ch.de laMédit.Msl. | | |
| 15964<br>141957 | **Fork Lightning** SteelScK<br>*ss*Gms.No.3–8,20<br>1*Dk*(*Stl*)<br>*Now named* "RamseyBay," *See No.* 39081 *in Supplement* | 97 | ✠100A1<br>*For fishing purposes*<br>8,20 ✠LMC8,20 | Gms | | CL<br>8,20 | 1918<br>11mo<br>*Lloyd*'*sA&CP* | JW Brooke &Co.Ld.<br>Lowestoft | H.Dingle | 86·0 | 18·5 | 9·3<br>BK7½" | British<br>3*BHCem* | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>Plenty&Son,Ld.Newbury | 10 ″ 0 | |
| 15965<br><br>MNGS | **Forland** WoodScK | 131<br>119<br>67 | | | | | 1916 | Tromsö Skibsverft<br>Tromsö | C.Normann | 92·1 | 21·7 | 11·4 | Aalesund<br>Norwegian | C.2Cy.9½"&19"–14"<br>11NHP<br>BergensMekVærksBergen | | |
| 15966<br><br>HMSR | **Formentera** WoodSc<br>(*ex*Albatros)<br>1*Dk* | 112<br>—<br>45 | | | | | 1907 | Borelly& Sebille<br>Marseilles | IsleñaMaritima, Cia.Mallorquina deVapores | 86·6 | 19·5 | 11·1 | Palma<br>Spanish | C.2Cy.16½"&33⅘"–$19\frac{7}{10}$"<br>42NHP<br>Stapfer,Duclos&Co.Msl. | | V |
| 15967<br>981 | **Formica** SteelSc<br>(*ex*Libellule) | 360<br>313<br>149 | | | | | 1918 | Ch.&Atel. deProvence<br>Port-de-Bouc | G.d'Acqui | 138·3 | 24·1 | 13·2 | Genoa<br>Italian | C.2Cy.$17\frac{7}{10}$"&35⅖"–23⅗"<br>NB20 51NHP<br>Forg.&Ch.delaMédit.Msl. | | I |
| 15968 | **Formosa** SteelTwinSc<br>*Should be* "Formose," *See No.* 37393 *in Supplement*<br>*Elec.light Ref.Mchy.* 3*Dks* | 10500<br>5500<br>6100 | | | | | 1921 | Forg.&Ch. de laMédit.<br>LaSeyne | ChargeursRéunis | 479·0<br>B266'F56' | 59·0 | 38·0 | Havre<br>French<br>*WB* | T.6Cy.26",42½"&70"–48"<br>341NHP<br>Forg.&Ch.de laMédit. | | |
| *<br>15969<br><br>KCVN | — SteelTwinSc<br>*OilEng.*<br>2*Dks*(*Stl*)&*Awng dk*(*Stl*–ws)<br>*Elec.light* Wireless | 7006<br>5104<br>5667 | ✠100A1<br>*Awng dk withfreeboard*<br>8,21 ~~2,21~~ ✠LMC2,21 | Cpn<br>Ham | *a*† | P8,21 | 1921<br>2mo<br>*Lloyd*'*sA&CP* | Akt.Burmeistr&Wain<br>Copenhagen | Aktieb.Svenska Ostasiatiska Komp (D.Broström *Mgr*)<br>*CellDB*370'12 | 425·4<br>F35'<br>*Collision*<br>50*tFPT*84*tAPT*80*t* | 55·1 | 35·4<br>FK | Gothenbrg<br>Swedish<br>*ptCem BHtoAwdk*<br>6 ,, ,, *U* ,, | Oil Engines 4S.C.SA<br>12Cy.$24\frac{13}{16}$"–$37\frac{13}{16}$" 568NHP<br>DB–*100lb*<br>Akt.Burmeistr&Wain,Cpn | 38 ″ 6<br>s10 ″ 2<br>29 ″ 0 | IV |
| 15970<br><br>OHJP | — SteelTwinScSr<br>*Elec.light Ref.Mchy.* Wireless 3*Dks* | 4471<br>—<br>2812 | | | | | 1906 | Lon.&Gls. Co.Ld.<br>Glasgow | Soc.Gén.deTransp. Mar.àVap. | 408·0<br>P48'B150'F62' | 47·4 | 29·5 | Marseilles<br>French<br>*WB* | T.6Cy.23",39"&64"–42"<br>NB20 531NHP<br>London&Glas.Co.Ld.Gls. | | |

| 1 Numéro d'Ordre<br>Numéro Officiel<br>Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel<br>Total<br>Sous le Pont<br>Net | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15971 | **Formosa** SteelPadPol<br>(exPorvenir) 1Dk&Promenade dk<br>Elec.light Wireless | 1085<br>438<br>673 | ✠<br>For River pur<br>12,11 ✠ | Dun<br>poses o | nly | | 1911<br>12mo | Dundee S.B.Co.Ld.<br>Dundee | TheArgentine NavigationCo. (Nicholas Mihanovich)Ld. | 215·0<br>P58'F48' | 32·1 | 8·6<br>FK | Bns.Ayres<br>Argentine<br>5BHAsp | T.3Cy.18½",30"&50"-60"<br>232NHP<br>2SB,4cf,GS79,HS3087<br>Bow,McLachln&CoLdPsy | 9′0 | |
| 15972<br>MRPG | **Fornebo** WoodScSr<br>OilEng.<br>(exTuppen) 1Dk | 133<br>118<br>90 | | | | | 1918 | Helle<br>Baatbyggeri<br>Arendal | A/S Vestfjord (J.M.Langaas, Mgr.) | 85·1<br>Q8'H3t | 22·5 | 10·5 | Svolvær<br>Norwegian | Oil Engine 2S.C.SA<br>13½"-15¾" 22NHP<br>LysekilsMek.Verksteds, Aktiebolag,Lysekil | | N |
| 15973 | **Forres** SteelTwinScSr<br>Elec.light 2Dk(Stl) | 781<br>699<br>322 | ✠<br>For Governme<br>3,19 ✠ | PGl<br>ntServ | ice | | 1919<br>3mo | ClydeSB & Eng.Co.Ld.<br>PortGlasgow | TheAdmiralty<br>CellDB12'15t | 219·3<br>DTa36t DTf23tFP | 28·6 | 15·6<br>FK | British<br>10BHptCem<br>T5t APT20t | T.6Cy.13¼",21¼"&34"-21"<br>378NHP<br>2 Water Tube Boilers<br>GS130,HS6990 FD<br>Geo.Clark,Ld.Sunderland | 16′3 | |
| 15974<br>JTSH | **Forsete** WoodScSr<br>1Dk2trB | 545<br>408<br>308 | | | | | 1894 | Knud Flage<br>Bergen | StoreNorske SpitsbergenKulkompani(Fearnley&Eger, Mgrs.) | 162·7<br>Q83tB60tH23tF18t | 26·1 | 14·5 | Chrstiania<br>Norwegian | T.3Cy.11½",18"&29½"-24"<br>43NHP<br>LaxevaagsMskinbyggeri | | N |
| 15975<br>MBFO | **Forseti** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 248<br>—<br>96 | | | | | 1916 | F.W.Klawitter<br>Danzig | BelgianGovernment | 126·0 | 23·4 | 10·8 | Ostend<br>Belgian | T.3Cy.13⅜",21⅝"&33½"-23½"<br>54NHP<br>F.W.Klawitter,Danzig | | |
| 15976<br>1588<br>JDFO | **Forshaga** SteelScSp<br>Mchy.Aft 1Dk | 203<br>166<br>129 | | | | | 1887 | Eriksbergs Mek.Vkst.<br>Gothenburg | Vermlands RederiA/B (J.Bergendorff, Mgr.) | 102·2<br>P31' H6t | 22·3 | 10·3 | Karlstad<br>Swedish | C.2Cy.12"&24"-15"<br>NB02 19NHP<br>EriksbergsMekVerks.Got | | |
| 15977<br>105234 | **Forshaw** SteelScSk<br>(SandPumpHopperDredger) 1Dk | 821<br>713<br>354 | | | | | 1897 | Lobnitz& Co.Ld.<br>Renfrew | Corporation of Preston | 163·6 | 36·1 | 14·0 | Preston<br>British<br>WB | T.3Cy.15",25"&40"-30"<br>94RHP<br>Lobnitz&Co.Ld.Renfrew | | |
| 15978<br>6058<br>KBND | **Forshult** SteelScSr<br>CruiserStern<br>Mchy.Aft 1Dk | 658<br>507<br>337 | | | | | 1918 | Eriksbergs M.V.Aktieb.<br>Gothenburg | UddeholmsAktieb. (A.Herlenius Mgr) | 180·6<br>P53'H54tF23' | 29·0 | 11·6 | Uddeholm<br>Swedish<br>WB | T.3Cy.$14\frac{3}{16}$",$22\frac{7}{16}$"&36⅝"-24"<br>65NHP<br>Eriksbergs M V Aktieb.Got | | V |
| 15979<br>[illegible]<br>KCDF | **Forst** SteelSc<br>Now named "Baron Ogilvy," See No. 36407 in Supplement<br>Wireless 2Dks | 5858<br>5422<br>3627 | | | | | 1916 | Flensburgr Schiffsb.Ges.<br>Flensburg | TheShippingController(G.Dodd& Co. Mgrs.) | 450·2 | 58·2 | 27·0 | London<br>British | Q.4Cy.28½",40",57½"&82½"-54" Bmade16 500NHP<br>FlensburgerSchiffsb.Ges. | | |
| 15980<br>MTKQ | **Först** WoodAuxScSr<br>Motor<br>1Dk<br>(See Sailing Ship Register) | 107<br>133<br>76 | | | | | 1919 | Knadalslands Baabyggeri<br>Porsgrund | A/STransport (E. Langeland, Mgr.) | 88·5 | 20·3 | 9·9 | Porsgrund<br>Norwegian | Motor 2S.C.SA<br>11⅝"-13⅝" 20NHP<br>AGulowsen&CoChrstiania | | N |
| 15981<br>216919<br>LMWB | **Forster** WoodSc<br>Elec.light Wireless 1Dk2trB | 2552<br>2084<br>1539 | | | | | 1918 | Nelson& KelezS.B.Co<br>Seattle,Wash | UnitedStates ShippingBoard | 267·5<br>P28'B65'F26' | 46·6 | 24·0 | Seattle<br>Utd. States | T.3Cy.19",32"&56"-36"<br>188NHP<br>Hooven,Owens,RentschlerCo.Hamilton,Ohio | | R |
| 15982<br>6178<br>KODV | **Forsvik** SteelScSr<br>(exHildegard)<br>1Dk | 1248<br>1019<br>839 | | | | | 1919 | A/BOresunds varvet<br>Landskrona | Ångfartygsaktieb Ferm(Dan Broström, Mgr.) | 232·0<br>P20'B60'F22' | 37·2 | 15·0 | Krstnhmn<br>Swedish<br>WB | 2 Geared Steam Turbines<br>A/BDeLavelsAugturbin, Finspong | | V |
| 15983<br>123359 | **Fort Albert** SteelScK<br>1Dk | 193<br>181<br>74 | | | ... | | 1906 | A.Hall& Co.Ld.<br>Aberdeen | CountyFishing Co.Ld.(Lieut.-Col. W.G.Lucas, Mgr.) | 112·2 | 21·8 | 11·9<br>BK7½" | Lowestoft<br>British<br>WB | T.3Cy.11½",20"&33"-22"<br>68RHP<br>A.Hall&Co.Ld.Aberdeen | 12′6 | |
| 15984<br>219759<br>LWBM | **Fort Armstrong** SteelSc<br>Elec.light 1Dk(Stl)2trB in fore&after holds&Web frames<br>Sub.Sig.<br>Wireless | 3545<br>3005<br>2174 | Fitted for oil | fuel 5, | ...<br>20 | CL<br>F.P. a | 1920<br>5mo<br>bove 1 | Submarine BoatCorp.<br>Newark,N.J.<br>50° F. | UnitedStates ShippingBoard<br>CellDB251'827tM | 324·0<br>P30'B90'F35'<br>T20' 394t FPT111t | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd. States<br>6BHptCem<br>APT69t | 1GearedSteamTurbine (s)<br>200lb HS5800 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28′6 | |
| 15985<br>207985<br>LBQP | **Fort Bragg** WoodScSr<br>Wireless 1Dk | 912<br>—<br>498 | | | | | 1910 | Bendixsen S.B.Co.<br>Fairhavn,Cal | C.H.Higgins&Co. | 154·0 | 40·0 | 14·3 | S.Frncisco<br>Utd. States | | | |
| 15986<br>OHJR | **Fort de Douaumont** SteelSc<br>(exWarDeer)<br>Elec.light Wireless 2Dks | 5226<br>—<br>3209 | | | | | 1918 | W.Doxford &Sons,Ld.<br>Sunderland | ChargeursRéunis | 400·0<br>P49'B112'F39' | 52·4 | 28·5 | Havre<br>French<br>WB | T.3Cy.27",44"&73"-48"<br>369NHP<br>W.Doxford&Sons,Ld.Sld. | | V |
| 15987 | **Fort-de-France** SteelScSr<br>(exYachtSt.Kilda,exHesperia,exDoris)<br>Elec.light | 142<br>—<br>43 | | | ... | | 1895 | Lobnitz& Co.Ld.<br>Renfrew | Cie.Française Minéralurgique | 123·9 | 18·0 | 10·0 | Fort de France<br>French | T.3Cy.10",16½"&26"-18"<br>29NHP<br>Lobnitz&Co.Ld.Renfrew | | |
| 15988<br>OHJU | **Fort de Souville** SteelScSr<br>(exWarFinch) 2Dks(Stl)<br>Elec.light Wireless<br>Cargo battens not fitted in 'tween dks | 5131<br>4819<br>3157 | ✠100A1<br>1,21<br>✠LMC 10,18<br>Carrying oil | Hav<br>fuel F. | y<br>P. | CL<br>1,21<br>above1 | 1918<br>10mo<br>Lloyd<br>50° F. | Craig,Taylor&Co.Ld.<br>Stockton<br>'sA&CP<br>in DB | ChargeursRéunis | 400·1<br>P49'B113'F40' | 52·3 | 28·4<br>FK | Havre<br>French<br>7BHptCem<br>CellDB 336' | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Blair&Co.Ld.Stockton<br>1075tFPT128tAPT207t | 31′0<br>s6′0½<br>25′3 | |
| 15989<br>OHJV | **Fort de Troyon** SteelSc<br>(exWarRider) Wireless 2Dks(Stl)<br>Cargo battens not fitted | 5131<br>4727<br>3157 | ✠100A1<br>1,21<br>✠LMC1,19 | Ant | y | CL<br>1,21 | 1919<br>1mo<br>Lloyd | J.Brown& Co.Ld.<br>Clydebank<br>'sA&CP | ChargeursRéunis<br>CellDB345'1134tD | 400·0<br>P49'B113'F43'<br>Ta28'1156tFPT11 | 52·3 | 28·5<br>FK | Havre<br>French<br>7BHptCem<br>8tAPT176t | T.3Cy.27",44"&73"-48" (s)<br>180lb 490NHP<br>3SB,9cf,GS190,HS7020 FD<br>J.Brown&CoLd.Clydebnk | 31′0<br>s6′1½<br>25′3 | |
| 15990<br>OHJW | **Fort de Vaux** SteelSc<br>(exWarGnat)<br>Elec.light Wireless 2Dks | 5077<br>—<br>3187 | | | | | 1918 | Ropner& Sons,Ld.<br>Stockton | ChargeursRéunis | 400·0<br>P49'B113'F39' | 52·4 | 28·4 | Havre<br>French<br>WB | T.3Cy.27",44"&73"-48"<br>369NHP<br>Blair&Co.Ld.Stockton | | V |
| 15991<br>127140 | **Fort Edward** SteelScK<br>ss Abn.No.3-10,21<br>1Dk | 208<br>195<br>80 | ✠100A1<br>Stm Trawler<br>5,22 ~~10,21~~<br>✠LMC10,21 | Abn | ... | 10,21 | 1908<br>1mo<br>Lloyd | A.Hall&Co Ld.<br>Aberdeen<br>sA&CF | ~~ArthurEvans Fisheries,Ld. (ArthurEvans, Mgr.)~~ A.Lewis | 115·9 | 22·0 | 12·1<br>BK7½"<br>DT/5 11t | ~~Lowestoft~~ Aberdeen<br>British<br>3BHCem<br>~~WB~~ | T.3Cy.12",20"&33"-23"(r)<br>180lb 66RHP<br>1SB,3cf,GS51,HS1149<br>A.Hall&Co.Ld.Aberdeen | 12′9 | |
| 15992<br>JQDL | **Fort Gaines** SteelScSr<br>Elec.light 1Dk&ptAwng dk | 1121<br>636<br>629 | | | ... | | 1902 | Fevigs Jernskibsbyg<br>Fevig | A/S FortGaines D/S (A.E.Leganger) | 225·2<br>Q72'ptAwng dk152' | 30·1 | 12·1<br>FK | Bergen<br>Norwegian<br>WB | T.3Cy.20",32"&53"-33"<br>186NHP<br>Richardsons,Westgarth& Co.Ld.Mdb. | 14′5 | N |

| 1<br>No. in Book.<br>Official No.<br>Code Letters | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired<br>Equipment Letter. | 7*<br>Date when tail shaft last seen | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Dated R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15993<br>217707<br>LQGM | **Fort George** **WoodScSr**<br>*Elec.light* Wireless 1*Dk2trB* | 2551<br>—<br>1528 | | | | | 1919 | J.M.Murdock&Co.<br>Jacksonville | UnitedStates ShippingBoard | 268·0<br>P18'B67'F28' | 46·0 | 26·0 | **Jacksnvlle**<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 15994<br>115583 | — **SteelScK**<br>(*Trawler*)<br>1*Dk* | 180<br>179<br>69 | | | … | | 1902 | Hall,Russell&Co.Ld.<br>Aberdeen | **W.Lyle** | 108·5 | 21·7 | 11·6<br>BK7½" | **Granton**<br>British | T.3Cy.12",20"&38"–21"<br>62RHP<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 1 | |
| 15995<br>120477<br>HBPK | **Fort Hamilton** **SteelTwinScSr**<br>*ss*NYk.No.3–12,19<br>(*ex*Burmudian) 2*Dks*(*Stl–Mws*)&<br>*Web frames*& *Shelter dk*(*Stl–ws*)<br>*Elec.light Ref.Mchy.* Wireless Sub.Sig. | 5530<br>4867<br>2889 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21~~12,20~~<br>~~BS11,20~~ ✠LMC12,19<br>*Fitted for oil fuel* 12,19 *F.P. above* 150° F. | NYk<br>BS10,21 | *a*† | CL<br>12,20 | 1904<br>11mo | SirJ.Laing &Sons,Ld.<br>Sunderland<br>*Lloyd's A&CP* | ~~QuebecS.S.Co.~~<br>~~(Furness,Withy& Co.Ld.*Mgrs.*)~~<br>Bermuda&West IndiesS.S.Co.Ld. | 425·0<br>*CellDBa*70'*uE*& | 50·0 | 24·9<br>FK&BK1" | Hamilton<br>~~Hamilton~~<br>Bermuda<br>British<br>8*BHCem*<br>*B*120' *f* 162 | T.6Cy.26",43"&71"–48" (*s*)<br>200lb 1004NHP<br>3D&3SB27*pf*GS584HS18115<br>G.Clark,Ld.Sunderland<br>649*tDTf*18'418*tAPT*69*t* | 27 ″ 8<br>s 3 ″ 0<br>25 ″ 4 | |
| 15996<br>219389<br>LVCK | **Fort Howard** **WoodSc**<br>*Elec.light* 1*Dk* | 176<br>—<br>29 | | | | | 1919 | Northwest Eng.Wks.<br>GreenBay, Wis. | WoodTowingCorp | 95·5 | 24·7 | 12·2 | **M'lwaukee**<br>Utd.States | C.2Cy.18"&38"–26"<br>61NHP<br>NationalS.B.Co.Goderich, Ont. | | R |
| 15997<br>143498 | **Fort Lavernock** **SteelSc**<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | 435<br>290<br>173 | ✠100A1<br>3,22~~11,20~~<br>✠LMC2,20 | Dub<br>Mil | *f* | CL<br>3,22 | 1920<br>2mo | ColbyBros. Ld.<br>Lowestoft<br>*Lloyd's A&CP* | FortShippingCo. Ld.(W.H.Thurston *Mgr.*) | 142·0<br>Q79'B9'F19'<br>*FPT*42*t* | 25·1 | 11·5<br>FK | **Cardiff**<br>British<br>3*BHCem*<br>*APT*21*t* | C.2Cy.18"&38"–27" (*s*)<br>130lb 82RHP<br>1SB,3*pf*,GS50,HS1486<br>Campbell&Calderw'd,Psy. | 12 ″ 7<br>s 4 ″ 6<br>12 ″ 3 | |
| 15998<br>218531<br>LSBM | **Fort Leavenworth** **WoodSc**<br>Wireless 1*Dk2trB* | 2532<br>—<br>1515 | | | | | 1918 | Kruse& BanksS.B.Co.<br>NorthBendOr | UnitedStates ShippingBoard | 266·5 | 46·0 | 24·1 | **Marshfield**<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 15999<br>218720<br>LSJH | **Fort Logan** **WoodSc**<br>Wireless 1*Dk* | 2534<br>—<br>1516 | | | | | 1919 | Kruse& BanksS.B.Co.<br>NorthBendOr | UnitedStates ShippingBoard | 275·2 | 46·0 | 28·0 | **Marshfield**<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 16000<br>JQDO | **Fort Morgan** **SteelScSr**<br>1*Dk*&*ptAwng dk*<br>*Elec.light* | 1120<br>636<br>632 | | | … | | 1902 | Fevigs Jernskibsbyg<br>Fevig | A/S FortMorgans D/S (A.E.Leganger) | 225·0<br>Q72'<br>*pt Awng dk*152' | 30·1 | 12·1<br>FK | **Bergen**<br>Norwegian<br>*WB* | T.3Cy.20",32"&58"–33"<br>186NHP<br>Richardsons,Westgarth& Co.Ld.Mdb. | 14 ″ 5 | N |
| 16001<br>217595<br>LPWC | **Fort Pitt Bridge** **SteelScSr**<br>Wireless *Fitted for oil fuel*<br>*Elec.light* 1*Dk2trB in fore*&<br>Sub.Sig. *after holds* & *Web frames* | 3283<br>3005<br>2001 | | | … | | 1918 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | **NewarkNJ**<br>Utd.States<br>*WB* | 1 GearedSteamTurbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 16002<br>217390<br>LPGR | **Fort Riley** **WoodSc**<br>*Elec.light* Wireless 1*Dk2trB* | 2539<br>2058<br>1511 | | | | | 1918 | Seaborn S.B.Co.<br>Tacoma,Wsh | UnitedStates ShippingBoard | 266·5<br>P33'B65'F25' | 46·1 | 23·9 | **Tacoma**<br>Utd.States | T.3Cy.19½",32"&56"–36"<br>188NHP<br>LlewellynIronWorks, LosAngeles,Cal. | | R |
| 16003<br>217711<br>LQGS | **Fort Russell** **WoodSc**<br>*Elec.light* Wireless 1*Dk* | 2541<br>2059<br>1502 | | | | | 1919 | Seaborn S.B.Co.<br>Tacoma,Wsh | UnitedStates ShippingBoard | 265·0<br>P33'B65'F25' | 46·0 | 23·5 | **Tacoma**<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 16004<br>122741<br>JBDN | **Fort St. George** **SteelTwinSc**<br>Wireless *Elec.light Ref.Mchy.*(*ex*Wandilla)<br>2*Dks*(*StlU-ws*)&*Shltr dk*(*Stl-ws*)&*3rd dk*<br>*inNos.*1,3,4&5*holds* *ss*Bal.No.3-11,21 | 7785<br>5915<br>4532 | 100A1<br>*Shelter dk with freeboard*<br>11,21<br>*Fitted for oil fuel* 11,21 *F.P. above* 150°F. *Lloyd's A&CP* | Bal<br>LMC9,21 | *a*† | CL<br>11,21 | 1912 | W.Beardmore&Co.Ld.<br>Glasgow | Bermuda&West IndiesS.S.Co.Ld. | 411·3<br>B155'F70'*on Shl dk*<br>*CollisionBHtoShltr dk Aft peakBHto 2nd dk* 6*BHtoUpper dk*<br>*CellDB*217'853*tFPT*69*tAPT*65*t* | 56·7 | 34·1<br>FK&BK2" | Hamilton<br>Bermuda<br>British ~~*WB*~~<br>*Cem* | Q.8Cy.23½",34",50"&72"–54"<br>250lb (*s*)1374~~762~~NHP<br>W.Beardmore&Co.Ld.Gls.<br>6WaterTubeBlrs,HS25390 | 37 ″ 0<br>s 12 ″ 3<br>24 ″ 10 | C |
| 16005<br>217463<br>LPMS | **Fort Scott** **WoodScSr**<br>*Elec.light* Wireless 1*Dk2trB* | 2594<br>2071<br>1523 | | | | | 1919 | Grant, Smith, Porter S.B.Corpn.<br>Portland, Or. | UnitedStates ShippingBoard | 267·5<br>P27'B67'F29' | 46·5 | 23·9 | **Portlnd Or**<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>NordbergEng.Co. Milwaukee,Wis. | | R |
| 16006<br>217579<br>LPVG | **Fort Seward** **WoodSc**<br>*Elec.light* Wireless 1*Dk2trB* | 2537<br>—<br>1519 | | | | | 1919 | Grant, Smith, PorterCo.<br>Abrdeen Wsh | UnitedStates ShippingBoard | 266·9<br>P38'B63'F29' | 46·1 | 24·2 | **Seattle**<br>Utd.States | T.3Cy.19½",32"&56"–36"<br>188NHP | | R |
| 16007<br>217465<br>LPMV | **Fort Sill** **WoodScSr**<br>*Elec.light* Wireless 1*Dk2trB* | 2594<br>2071<br>1523 | | | | | 1919 | Grant, Smith,Porter S.B.Corpn.<br>Portland,Or. | UnitedStates ShippingBoard | 267·5<br>P27'B67'F29' | 46·5 | 23·9 | **Portlnd Or**<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>BuckeyeEng.Co.Salem,O. | | R |
| 16008<br>217466<br>LPMW | **Fort Smith** **WoodSc**<br>*Elec.light* Wireless 1*Dk2trB* | 2594<br>2071<br>1523 | | | | | 1919 | Grant, Smith,Porter S.B.Corpn.<br>Portland,Or. | UnitedStates ShippingBoard | 267·5<br>P27'B67'F29' | 46·5 | 23·9 | **Portlnd Or**<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>NordbergEng.Co. Milwaukee,Wis. | | R |
| 16009<br>217467<br>LPNB | **Fort Snelling** **WoodSc**<br>*Elec.light* 1*Dk* | 2537<br>2052<br>1520 | | | | | 1919 | Grant, Smith, PorterCo.<br>Abrdeen,Wsh | UnitedStates ShippingBoard | 266·9<br>P38'B63'F29' | 46·1 | 24·2 | **Seattle Wash.**<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>NordbergMfg.Co. Milwaukee | | R |
| 16010<br>217464<br>LPMT | **Fort Stevens** **WoodScSr**<br>*Elec.light* Wireless 1*Dk2trB* | 2594<br>2071<br>1523 | | | | | 1919 | Grant, Smith,Porter S.B.Corpn.<br>Portland,Or. | UnitedStates ShippingBoard | 267·5<br>P27'B67'F29' | 46·5 | 23·9 | **Portlnd Or**<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>NordbergMfg.Co. Milwaukee,Wis. | | R |
| 16011<br>122744<br>JBPH | **Fort Victoria** **SteelTwinSc**<br>*ss*N.Yk.No.3–2,20<br>(*ex*Willochra) 2*Dks*(*Stl U-ws*)&*Shelter*<br>*Elec.light* *dk*(*Stl–ws*)&*3rd dk inNos.*<br>*Ref.Mchy.* Wireless 1,3,4&5 *holds* | 7784<br>5911<br>4532 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>6,21 ~~1,21~~ 9,21<br>~~BS8,20~~ 9,21LMC2,20<br>*Fitted for oil fuel* 2,20 *F.P. above* 150° F. | NYk | *a*† | CL<br>1,21 | 1913 | W.Beardmore&Co.Ld.<br>Glasgow<br>*Lloyd's A&CP* | ~~QuebecS.S.Co.~~<br>~~(Furness,Withy& Co.Ld.*Mgrs.*)~~<br>Bermuda&West IndiesS.S.Co.Ld. | 411·7<br>B155'F70' *on Shltr dk*<br>*CollisionBH toShelter dk After peak BH to 2nd dk* 6*BH to U dk*<br>*CellDB* 317'853*t* *FPT*69*t* | 56·7 | 34·1<br>BK2" | Hamilton.<br>Bermuda<br>British *Cem*<br>*AP*165*t* | Q.8Cy.23½",34",50"&72"–54"<br>250lb HS25390 1370NHP<br>6 Water Tube Boilers<br>W.Beardmore&Co.Ld.Gls. | 37 ″ 0<br>s 12 ″ 8<br>24 ″ 10 | |
| 16012<br>217319<br>LPCS | **Fort Wayne** **SteelScSr**<br>*Fitted for oil fuel*<br>*Elec.ligh* Sub.Sig. 2*Dks*& *Web frames*<br>Wireless *Longitudinal framing* | 6231<br>5332<br>3921 | | | … | | 1918 | Baltimore D.D.&S.B.Co.<br>Baltimore, Md. | UnitedStates ShippingBoard | 409·6<br>P53'B120'F44' | 54·4 | 27·4<br>FK | **Baltimore**<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>629NHP<br>GeneralElectricCo. Schenectady,N.Y. | 30 ″ 0 | R |

| 1 Numero d'Ordre — Numero Officiel — Signaux | 2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Matériaux, Gréement, etc. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16013<br>115595<br>JMRD | **Fort William** | SteelScK<br>(*Trawler*)<br>1*Dk* | 178<br>178<br>69 | | | ... | | 1903 | Hall,Russell&Co.Ld.<br>Aberdeen | JohnL.Green,Ld. | 112·1 | 21·6 | 11·5<br>BK7½" | Grimsby<br>British<br>*WB* | T.3Cy.12",20"&33"–21"<br>62RHP<br>Hall,Russell&Co.Ld.Abn. | 12 · 1 | |
| 16014<br>217753<br>LQJS | **Fort Worth**<br>Wireless | WoodSc<br>1*Dk* | 2559<br>—<br>1530 | | | | | 1919 | Midland BridgeCo.<br>Houston,Tex. | UnitedStates ShippingBoard | 267·3 | 46·0 | 23·6 | Houston<br>Utd.States | T.3Cy. | — | |
| 16015<br>217445<br>LPMB | **Fort Wright**<br>*Elec.light* Wireless | WoodScSr<br>1*Dk*2*trB* | 2526<br>2060<br>1509 | | | | | 1918 | Tacoma S.B.Co.<br>Tacoma, Wash. | UnitedStates ShippingBoard | 267·3<br>P28'B65'F26' | 46·3 | 23·6 | Tacoma, Wash.<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | B |
| 16016 | **Fortaleza**<br>*Elec.light* | SteelTwinSc<br>1*Dk*&2*Shade dks* | 1082<br>831<br>640 | | | | | 1913 | Jonker&Stans<br>HendrikIdo Ambacht | AmazonRiverS.N. Co.(1911) Ld. | 224·0 | 45·0 | 10·8 | Para<br>Brazilian<br>*WB* | T.6Cy.14",23"&37½"–16½"<br>114NHP<br>Alblasserdam.Msch.Fab. | | V |
| 16017<br>81139 | **Forth**<br>*Mchy.Aft* | IronTwinSc | 601<br>571<br>363 | | | | | 1883 | W.Simons&Co.<br>Renfrew | Caledonian Rly.Co. | 163·3 | 34·2 | 13·7 | Grngemth<br>British | C.4Cy.18"&33"–24"<br>95RHP<br>W.Simons&Co.Renfrew | | |
| 16018<br>87729 | — | IronPadSk<br>(*ex*FlyingOwl) | 129<br>129<br>50 | | | | | 1883 | JTEltringham<br>S.Shields | Grangemouth& ForthTowingCoLd | 108·7 | 18·6 | 9·7 | Grngemth<br>British | L.1Cy.36"–54"<br>80RHP<br>J.P.Rennoldson&SnsS.Shl | | 37 |
| 16019<br>143261 | **Forth Bank**<br>(*ex*Cissie Scatchard) | SteelScK<br>(*Fishing*)<br>1*Dk* | 202<br>200<br>88 | | | | | 1919 | Hall,Russell&Co.Ld.<br>Aberdeen | ForthStm.TrawlingCo.Ld. (H.O.M. Lees, *Mgr.*) | 115·4 | 22·1 | 12·1 | Scarboro'<br>British | T.3Cy.12",20"&34"–23"<br>74RHP<br>Hall,Russell&Co.Ld.Abn. | | |
| 16020<br>143259 | **Forth Haven**<br>(*ex*Elsie Jessop) | SteelScK<br>(*Fishing*)<br>1*Dk* | 202<br>200<br>88 | | | | | 1919 | Hall,Russell&Co.Ld.<br>Aberdeen | ForthStm.TrawlingCo.Ld. (H.O.M. Lees, *Mgr.*) | 115·4 | 22·1 | 12·1 | Scarboro'<br>British<br>*WB* | T.3Cy.12",20"&34"–23"<br>55NHP<br>Hall,Russell&Co.Ld Abn. | | |
| 16021<br>144331 | **Forth Vale** | SteelScK<br>(*ex*Richard Heaver)<br>1*Dk*(*Stl*) | 202<br>199<br>88 | ✠100A1<br>*StmTrawler*<br>10,18 ✠LMC10,18 | Psy | | CL | 1918<br>10mo<br>*Lloyd* | J.Fullerton&Co.<br>Paisley<br>'*sA&CP* | ForthStm.TrawlingCo.Ld. (H.O.M. Lees, *Mgr.*) | 115·3 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3*BHCem*<br>*DBf*29'20*t* | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 57RHP<br>1SB,3*pf*,GS39,HS1347<br>W.H.Allen,Son&Co.Ld. Bedford | 13 · 0 | |
| 16022<br>143260 | **Forth View**<br>(*ex*MaryCrowther) | SteelScK<br>(*Fishing*)<br>1*Dk* | 202<br>200<br>88 | | | | | 1919 | Hall,Russell&Co.Ld<br>Aberdeen | ForthStm.TrawlingCo.Ld. (H.O.M. Lees, *Mgr.*) | 115·4 | 22·1 | 12·1 | Scarboro'<br>British<br>*WB* | T.3Cy.12",20"&34"–23"<br>74RHP<br>Hall,Russell&Co.Ld.Abn. | | |
| 16023<br>OHJY | **Fortis**<br>(*ex*Garibaldi,*ex*Quadros, *ex*MachadoIV.,*ex*LordSalisbury) | SteelScK<br>(*Trawler*)<br>1*Dk* | 265<br>—<br>85 | | | ... | | 1902 | Cook,Welt'n&Gemmell<br>Hull | Chemins de Fer de l'EtatFrançais (Soc.Maritime Nationale, *Mgrs.*) | 125·0<br>Q50' | 21·7 | 11·7<br>BK7" | Havre<br>French<br>*WB* | T.3Cy.12½",21½"&35"–24"<br>70NHP<br>Amos&Smith,Hull | 12 · 6 | V |
| * 16024<br>140341 | **Fortol**<br>*Elec.light* | SteelScSr<br>2*Dks*(*Stl*)&*Webframes*<br>*Longitudinalframing*<br>*CruiserStern* | 2629<br>2195<br>1202 | ✠100A1<br>11,21 ~~9,17~~<br>✠LMC8,17 | Dmb<br>Lon | *t* | CL<br>11,21 | 1917<br>9mo<br>*Lloyd* | A.McMillan&Son,Ld.<br>Dumbarton<br>'*sA&CP* | TheAdmiralty | 320·0<br>P46'B107'F45' | 41·6 | 23·1<br>FK | London<br>British<br>16*BHptCem*<br>(10 *to U dk*<br>6 „ 2*nd* „) | T.3Cy.26",42½"&70"–45 (*s*)<br>200lb 562NHP<br>3SB.9*cf*,HS8865 FD<br>D.Rowan&Co.Glasgow | 25 · 6 | |
| | | | | *For Government Service Carrying Petroleum in bulk Fitted for oil fuel* 8,17 *F.P. above* 150°F. *Cell* | | | | | | *DBuE&B*68'148*tD* | *T f*24' 93*t FPT*53*t* | | | *APT*36*t* | | | |
| 16025 | **Fortuna** | SteelScSr<br>1*Dk* | 513<br>385<br>304 | | | | | 1893 | Act.Ges. "Weser"<br>Bremen | Dampfschifffahrts Ges.Neptun | 159·1<br>Q44' B38' F21' | 25·9 | 11·9 | Bremen<br>German<br>*WB* | C.2Cy.18⅝"&31½"–21⅝"<br>NB10 38NHP<br>A.G."Weser,"Bremen | | |
| * 16026<br>123567<br>HGDS | — | SteelScK<br>*ss*Hul.No.3–11,19<br>1*Dk* | 259<br>227<br>111 | ✠100A1<br>*StmTrawler*<br>9,21 ~~10,20~~<br>~~BS10,20~~ ✠LMC11,19<br>BS9,21 | Gms | | CL<br>11,19 | 1906<br>5mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Beverley<br>'*sA&CP* | TheExor.ofSir G.F.Sleight,Bart. | 128·4<br>Q68' | 22·0 | 11·8<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",22"&35"–24" (*s*)<br>200lb 70RHP<br>1SB,2*cf*,GS33,HS1115<br>C.D.Holmes&Co.Hull | 12 · 7 | |
| * 16027<br>788<br>HBLS | —<br>*Mchy.Aft* | SteelScK<br>*ss*P.Ar.No.3–11,19<br>1*Dk*(*Stl*) | 224<br>134<br>148 | ✠100A1<br>11.19<br>~~BS2,21~~ ✠LMC11,19<br>BS8,21 | PAr | *c* | 11,19 | 1906<br>11mo<br>*Lloyd* | Montrose S.B.Co.<br>Montrose<br>'*sA&CP* | ComunidadMontes yGenteGrande | 111·9<br>P10'Q28'F22'B16' | 20·6 | 8·6<br>FK<br>*FPT* | PntaArnas<br>Chilian<br>3*BHCem*<br>50*tAPT*10*t* | C.2Cy.14"&28"–18" (*s*)<br>120lb 36NHP<br>1SB,2*pf*,GS37,HS680<br>Crabtree&Co.Ld.Gt.Yar. | 9 · 6<br>s · 9<br>8 · 11 | |
| 16028<br>1010 | — | Steel&IronPad<br>1*Dk* | 204<br>—<br>105 | | | | | 1905 | ................<br>Königsberg | Dampfsch.Ges. A.Augsburg | 174·0 | 18·6 | 8·5 | Riga<br>Latvian | | | |
| 16029<br>HNLF | —<br>*Mchy.Aft* | WoodSc<br>1*Dk*2*trB* | 164<br>138<br>83 | | | | | 1885 | Chr.Christensen<br>Sandefjord | D/SA/SOdland (J.A.Jespersen, *Mgr.*) | 100·5 | 22·0 | 11·6 | Tönsberg<br>Norwegian | C.2Cy.12⅝"&22⅝"–15½"<br>17NHP<br>AkersMek.Værks.Xia. | | N |
| 16030 | —<br>*ex*Walter)<br>(*See Sailing Ship Register*) | SteelAuxScSr<br>(*ex*SailingVessel, *Motor*<br>1*Dk* | 140<br>123<br>116 | | | | | 1917 | J.Sietas<br>Cranz | WilhelmWolff | 90·9 | 22·8 | 7·5 | Lübeck<br>German | Motor 2S.C.SA<br>2Cy.8½"–12⅝" 10NHP<br>*Emade&fitted*20<br>Benz&Co.Mannheim | | |
| 16031<br>60 | **Fortunale** | SteelSc | 145<br>—<br>62 | | | | | 1912 | ................<br>Christiania | Soc.Cooperativa Argo | 108·2 | 18·0 | 10·3 | Spezia<br>Italian | T.3Cy.11⅝",18⅒"&31⅒"–22"<br>45NHP<br>Xnia. | | |
| 16032 | **Fortunato Cagy** | IronTwinScSr<br>(*ex*Cabral)<br>1*Dk* | 445<br>—<br>305 | | | | | 1884 | LairdBros.<br>Birkenhead | Mosqueiro&Soure | 185·0<br>P54'B62'F44' | 26·0 | 12·0 | Para<br>Brazilian | C.4Cy.19"&35"–24"<br>100NHP<br>LairdBros.Birkenhead | | |
| 16033<br>2876<br>JGMP | **Fortunatus**<br>*Welldeck* | IronScSr<br>*ss*Mmo.3rdNo.3–12,20<br>1*Dk*(*Irn*)2*trB*<br>*Cargo battens not fitted* | 1367<br>1071<br>799 | ✠100A1<br>12,20<br>✠LMC12,20 | Mmo | *o* | 12,20 | 1884<br>3mo | Irvine&Co.<br>WHartlepool<br>A&CP | ~~Rederiaktieb. Hallandia (C.H.~~<br>AktiebNordiska Handelsbanken | 245·0<br>Q94' B61'H25*t*F31' | 33·0 | 16·0<br>BK8½"<br>*WB=Cell* | Halmstad<br>Swedish<br>4*BHCem*<br>*DB*201'315*t* | C.2Cy.30"&57"–33" (*b*)<br>75lb *90lb* NDB03 156NHP<br>2SB,4*pf*,GS66<br>T.Richardson&Sons,Hpl. | 18 · 11<br>s1 · 7½<br>18 · 1 | |
| * 16034<br>122713<br>HFLM | **Forward II.**<br>(*ex*Forward) | SteelScK<br>*ss*Gms.No.3–5,19<br>1*Dk* | 250<br>231<br>105 | ✠100A1<br>*StmTrawler*<br>8,20<br>BS9,20 ✠LMC5,19 | Gms | | CL<br>8,20 | 1906<br>1mo<br>*Lloyd* | Cochrane&Sons<br>Selby<br>'*sA&CP* | A.W.Green | 127·0<br>Q67'F21' | 22·1 | 11·5<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",21½"&35"–24"(*s*)<br>180lb 70RHP<br>1SB,2*cf*,GS33,HS1135<br>C.D.Holmes&Co.Hull | 12 · 4 | |

| 1 No. in Book.<br>Official No.<br>Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification. Character.<br>✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When.<br>Ship.<br>Engines | 9 By Whom.<br>Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry.<br>Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dated B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16035<br>136250<br>JLDG | **Forward Ho** SteelScK<br>ssHul.No.1-19<br>1*Dk* | 269<br>236<br>107 | ✠100A1<br>*StmTrawler*<br>~~12,20~~ 10,21<br>BS4,21<br>✠LMC7,19 | Hul | | CL<br>~~7,19~~<br>10.21 | 1915<br>5mo<br>*Lloyd*'*sA&CP* | Cook,Welt'n&Gemmell Ld. Beverley | S.T.White&Co.Ld. | 123·8\|22·7\|12·2<br>Q71'F19'<br>BK8" | Hull<br>British<br>4*BHCem* | T.3Cy.12½",21½"&35½"-24"<br>200lb (*s*) 78RHP<br>1SB,3*pf*,GS45,HS1305<br>Amos&Smith,Ld.Hull | 13 ″ 1 | |
| 16036<br>~~113749~~ | **Fosdyke** SteelScK<br>ssLiv.No.3-11,19<br>1*Dk*<br>*Now named* "Printemps," *See No.* 38892 *in Supplement* | 245<br>229<br>95 | ✠100A1<br>*StmTrawler*<br>11,19<br>✠LMC11,19<br>BS5,21 | Liv | | CL<br>N11,19 | 1908<br>9mo<br>*Lloyd*'*sA&CP* | Smith's DockCo.Ld. North Shields | Soc.Industrielle NationaledePêche et d'Armement | 125·5\|22·1\|12·0<br>Q69'<br>BK7½" | Dieppe<br>French<br>3*BHCem* | T.3Cy.12½",20"&34"-25" (*s*)<br>180lb 87RHP<br>1SB,2*pf*,GS37,HS1687<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 10 | |
| 16037<br>MONG | **Fosen** SteelScSr<br>*Elec.light* 1*Dk&Awngdk* | 273<br>259<br>162 | | | | | 1905 | Xiansands Mek. Værks. Xiansand | FosensAktiedampskibselskab. | 125·6\|19·5\|15·6<br>H12*t* | Trndhjem<br>Norwegian | T.3Cy.11",18"&30"-20"<br>40NHP<br>XiansandsM.V.Xiansand | | N |
| 16038<br>139212 | **Foss** SteelScK<br>ssFlt.No.1-19<br>*Elec.light* 1*Dk* | 275<br>245<br>108 | ✠100A1<br>*StmTrawler*<br>9,21 ~~7,19~~<br>✠LMC7,19 | Flt | | CL<br>7,19 | 1916<br>5mo<br>*Lloyd*'*sA&CP* | Smith's DockCo.Ld Middlesbro' | WyreSteamTrawlingCo.Ld.(J.N. Ward&Son,*Mgrs.*) | 125·4\|23·4\|12·8<br>Q72'F21'<br>BK7½" | Fleetwood<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 87RHP<br>1SB,3*pf*,GS50,HS1616<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 | |
| *<br>16039<br>133314<br>JCPD | **Fotinia** SteelScSr<br>ssGen.No.1-17<br>(*ex*Photinia) 1*Dk*(*Stl*)<br>Wireless | 4584<br>4372<br>2835 | ✠100A1<br>1,21<br>BS9,20 ✠LMC12,17 | Nwc | *y* | CL<br>1,20 | 1913<br>7mo<br>*Lloyd*'*sA&CP* | W.Pickersgill&Sons,Ld Sunderland | NationalSS.Co.Ld. (Fisher,Alimonda &Co.Ld.*Mgrs.*)<br>*Cell* | 383·0\|51·7\|26·6<br>P36'B221'F37'<br>FK<br>*DBa*134'*uE&B*43' | N.Shields<br>British<br>6*BHCem*<br>*f*164' 1270*t* | T.3Cy.26",42"&71"-48" (*s*)<br>180lb 431NHP<br>3SB,12*pf*,GS198,HS7363<br>G.Clark,Ld.Sunderland<br>*FPT*217*tAPT*125*t* | 29 ″ 6<br>s4 ″ 11<br>25 ″ 0 | |
| *<br>16040<br>HTLR | **Fotis** SteelScSr<br>ssPir.No.2-20<br>*Elec.light* 1*Dk*(*ptIrn ptStl*) | *3526*<br>*3268*<br>*2158* | ✠100A1<br>2,22 ~~6,20~~<br>BS2,22 ✠LMC6,20 | Pir<br>Cff | *w* | CL<br>~~6,20~~<br>2,22 | 1912<br>12mo<br>*Lloyd*'*sA&CP* | R.Thompson&Sons,Ld Sunderland | N.D.Lykiardopulo<br>*WB=CellD* | 352·7\|50·8\|21·4<br>P30'B216'F38'<br>FK<br>*Ba*108'*uE&B*43'*f*1 | Argostoli<br>Greek<br>7*BHCem*<br>47'1015*t DT* | T.3Cy.24½",40"&66"-45" (*s*)<br>180lb *120lb* 331NHP<br>2SB,6*cf*,GS130,HS5296<br>N.E.Marine Eng.Co.Ld.Sld<br>*a*18'538*tFPT*124*tAPT*176*t* | 24 ″ 0<br>s 3 ″ 0<br>21 ″ 4 | |
| 16041<br>OHKI | **Fougères** SteelSc<br>(*Trawler*)<br>(*ex*KoryoMaruNo.2) 1*Dk* | 204<br>—<br>50 | | | | | 1911 | OsakaIron Works Osaka | L.Bossus | 111·5\|21·7\|12·8<br>P60'F19' | LaRochlle<br>French | T.3Cy.11½",19"&32"-22"<br>48NHP<br>OsakaIronWorks,Osaka | | V |
| 16042<br>129388<br>HRDT | **Foula** SteelScSr<br>1*Dk* | 115<br>114<br>41 | | | | | 1910 | Akers. Mek. Værks. Christiania | Chr.Salvesen&Co. | 92·0\|18·0\|10·3 | Stanley,F.I.<br>~~Leith~~<br>British<br>*WB* | T.3Cy.11",18"&29"-18"<br>50RHP<br>Akers.Mek.Værks.Xia. | | |
| 16043 | **Fountain** WoodScK<br>1*Dk*<br>9&12yrs.Mat. | 95<br>95<br>33 | ✠11 A1<br>*For fishing purposes*<br>6,20<br>✠LMC6,20 | Hul | | CL | 1919<br>10mo<br>*Lloyd*'*sA&CP* | Clapson&Sons Barton-on-Humber | ~~TheAdmiralty~~<br>GrimsbySeine FishingCo. (S.Franklin,*Mgr.*) | 86·5\|20·0\|9·9 | London<br>British | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>W.Beardmore&Co.Ld.Gls. | | |
| Wrecked 11,21<br>16044<br>81776<br>SRPM | **Fountains Abbey** IronScSr<br>ssLth.3rdNo.3-5,13<br>*Well deck Ref.Mchy.* ssHpl.No.1-18<br>1*Dk*(*Irn*)2*trB lower dk forward* | 1285<br>1044<br>795 | ✠ ~~100A1~~<br>8,20<br>✠NB4,11 | Cff | *o* | 8,20 | 1879<br>8mo<br>A&CP | Palmers' Co.(Lim.) Newcastle | J.Cormack&Co. | 243·0\|33·2\|18·0<br>Q86'B54'F32'<br>ptND07 BK8½"<br>*WB=* | Leith<br>British<br>3*BHCem*<br>*DBa*75'*f*94' | C.2Cy.23"&50"-36" (*s*)<br>140lb 149NHP<br>2SB,6*pf*,GS82,HS3458<br>Palmers'Co.(Lim.),Nwc. | 18 ″ 11<br>s1 ″ 9½<br>18 ″ 0 | |
| 16045<br>OHKP | **Fouras** SteelScSr<br>(*ex*JohnCrerar)<br>*Mchy.Aft* 1*Dk*<br>*Now named* "Glengarrock," *See No.* 37546 *in Supplement* | 1611<br><br>921 | | | | | 1903 | Chicago S.B.Co. Chicago | Chemins de Fer de l'EtatFrançais (SociétéMaritime Nationale,*Mgrs.*) | 241·0\|41·0\|15·6 | Havre<br>French<br>*WB* | T.3Cy.15",25"&42"-30"<br>97NHP<br>ChicagoS.B.Co.Chicago | | V |
| 16046<br>218788<br>LSNJ | **Fourth Alabama** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trB in fore&after*<br>Sub.Sig. *holds&Web frames* | 3283<br>3005<br>2000 | | | ... | | 1919 | Submarine BoatCorp. Newark,N.J. | UnitedStates ShippingBoard | 324·0\|46·2\|25·0<br>P30'B90'F35'<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared SteamTurbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 16047<br>58867<br>JKVP | **Fox** IronScSp<br>5thSurvey,Hul.9,86<br>*Mchy.Aft* 1*Dk* | 139<br>135<br>78 | ✠<br>9,88 | Hul | Lv | | 1869<br>11mo | Backhouse &Dixon Middlesbro' | T.Walker&Co. (Hull1920)Ld. | 108·7\|20·2\|8·8 | Hull<br>British<br>3*BH* | C.2Cy.10½"&20"-13"<br>NB95 17RHP<br>*Cpd.*86C.D.Holmes,Hull | 9 ″ 4 | |
| 16048<br>NGDW | **Fox II.** WoodSc3MstSr<br>2*Dks* | 405<br>354<br>228 | | | | | 1893 | Forenede OplagsPladsr ogVærfter Copenhagen | KryolithMine-og HandelsSelskbt. (O.C.Krüger,*Mgr*) | 144·7\|28·0\|15·1 | Copnhagn<br>Danish | C.2Cy.21½"&37"-18"<br>48NHP<br>Burmeister&Wain,Cpn. | | V |
| 16049<br>116062<br>TPLF | **Foy** SteelSc3MstSr<br>ssArd.No.3-4,15<br>*Well deck* ssPnz.No.1-19<br>*Mchy.Aft* 1*Dk*(*Stl*) | 338<br>236<br>135 | ✠100A1<br>~~[illegible]~~ ~~8,19~~ 1,22<br>MS8,18 | Pnz<br>~~Cff~~ Sws<br>✠LMC<br>~~BS11,20~~<br>BS1,22 | *e* | CL<br>~~3,19~~<br>~~2,21~~<br>1,22 | 1902<br>7mo<br>*Lloyd*'*sA&CP* | R.Williamson&Son Workington | HolmanCoal& ShippingCo.Ld.(F. W.Holman,*Mgr.*) | 136·4\|23·8\|9·9<br>Q78'B9'F25'<br>FK<br>*WB* | Fowey<br>British<br>3*BHCem*<br>=*FPT*31*t* | C.2Cy.18"&36 5/16"-24" (*s*)<br>125lb 69RHP<br>1SB,2*pf*,GS40,HS1300<br>Ross&Duncan,Glasgow | 10 ″ 9<br>s4 ″ 4<br>10 ″ 7 | |
| 16050<br>139093<br>JLVH | **Foyle** SteelScSr<br>ssShl.No.1-20<br>Wireless 2*Dks*(*Stl*) | 4739<br>4424<br>2952 | ✠100A1<br>5,21 ~~10,18~~<br>BS12,21 ~~BS6,20~~ | Msl<br>Ham<br>✠LMC<br>MS10,20 | *y* | CL<br>~~10,20~~<br>11,21 | 1915<br>10mo<br>*Lloyd*'*sA&CP* | JLThompson&Sons,Ld Sunderland | MercantileS.S.Co. Ld.(E.Hain&Son, *Mgrs.*)<br>*Cell DBa*139'*uE&B* | 400·0\|53·0\|26·0<br>P27'B241'F39'<br>FK<br>41'*f*176'1222*tFPT* | London<br>British<br>6*BHCem*<br>88*tAPT*121*t* | T.3Cy.26",43"&71"-48" (*s*)<br>180lb 421NHP<br>3SB,9*cf*,GS192,HS7060<br>Blair&Co.Ld.Stockton | 28 ″ 7<br>s4 ″ 7½<br>24 ″ 4 | |
| 16051 | — IronTwinSc<br>ssDub.2ndNo.3-9,20<br>1*Dk* | 58<br>57<br>39 | A-<br>*Barge*<br>9,20<br>*For River purposes only*<br>~~BS~~MS9,20 BS12,21 | Dub | | CL<br>9,20 | 1897<br>3mo | Ross& Walpole Dublin | A.Guinness,Son& Co.Ld. | 80·4\|15·5\|5·9<br>ptND08<br>FK | Dublin<br>British<br>2*BHCem* | C.2Cy.10"-14" (*s*)<br>100lb 6NHP<br>1SB,1*pf*,GS8,HS407<br>Ross&Walpole,Dublin | 6 ″ 5 | |
| *<br>16052<br>139121<br>JMNL | **Foynes** SteelScSr<br>ssLiv.No.1-19<br>(*ex*IslandQueen) 1*Dk*(*Stl*)<br>*Elec.light Well deck* | 822<br>514<br>390 | ✠100A1<br>6,20<br>✠LMC5,19 | Bkn | *j* | 7,19 | 1916<br>4mo<br>*Lloyd*'*sA&CP* | GooleS.B. &RepgCo.Ld. Goole | LimerickS.S.Co. Ld.<br>*CellD* | 180·2\|30·1\|13·0<br>P19'Q35'B57'F26'<br>BK7"<br>*Ba*35'*f*70'111*tFPT* | London<br>British<br>4*BHCem*<br>48*tAPT*41*t* | T.3Cy.15",25"&40"-30" (*s*)<br>180lb 82RHP<br>2SB,4*cf*,GS70,HS2880<br>Earle'sCo.Ld.Hull | 13 ″ 9<br>s ″ 7½<br>13 ″ 10 | |
| 16053 | **Fracas** SteelTwinSc<br>1*Dk* | 280<br>—<br>— | | | | | 1918 | Soc.Provençale de Const.Nav. LaCiotat | FrenchGovernment | 113·3\|22·9\|11·5 | French | T.6Cy.11½",17½"&28"-17½"<br>B*made*93,*refitted*19 66NHP<br>Soc.ProvençaledeCnst.Nv | | |
| 16054<br>MHPG | **Fragtemand 2** SteelScSr<br>(*ex*Motala)<br>*Mchy.Aft* 1*Dk* | 198<br>158<br>89 | | | | | 1910 | Motala Vrk.NyaAkt. Motala | A/S Sörlandske Kystfart (L.S. Daae,*Mgr.*) | 100·8\|22·3\|9·4<br>B25'H6*t*F13' | Chrstiania<br>Norwegian<br>*WB* | C.2Cy.11 1/16"&23⅝"-17½"<br>19NHP<br>MotalaV.Nya.Akt.Motala | | N |

| 1 Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 / 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16055<br>MJVD | **Fragtemand 3** SteelScSp<br>*Mchy.Aft* 1*Dk* | 211<br>162<br>85 | | | | | 1913 | A/SMoss<br>Værft.Moss | SkibsA/S<br>Sörkysten<br>(L.S.Daae, *Mgr.*) | 100·3<br>P39'H8t | 21·6 | 9·8 | Christiania<br>Norwegian<br>*WB* | C.2Cy.11"&24"-16"<br>19NHP<br>MossJernst.&M.V.Moss | | N |
| 16056<br>MDKR | **Fram** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2865<br>2557<br>1743 | | | | | 1907 | TyneI.S.B.<br>Co.Ld.<br>Newcastle | H.M.Wrangell<br>&Co.A/S | 313·0<br>H77tF44tP76t | 47·0 | 20·4 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.23",38"&62"-42"<br>249NHP<br>N.E.MarineEng.CoLdNwc | | N |
| 16057 | — SteelScSr<br>ssTri.No 1-22 ssTri.No.3-1,17<br>(*ex*MontePromina) 1*Dk*(*Stl*)&<br>*Elec.light* *Web frames*<br>*Cargo battens not fitted* | 682<br>513<br>265 | ✠100A1<br>1,22 ~~6,20~~<br>~~BS12,19~~ ✠LMC~~1,17~~<br>BS4,21 MS1,22 | Tri | *i* | CL<br>6,20 | 1903<br>11mo<br>~~Lloyd's~~ A&CP | W.Harkess<br>&Son,Ld.<br>Middlesbro' | C.Martinolich&<br>figlio<br>*WB* | 174·8<br>P18'B44'F20'<br>BK7½"<br>= *Cell DBuE*15'21t | 28·3 | 15·1 | Trieste<br>Italian<br>4*BHCem*<br>*FPT*33t | T.3Cy.14",22½"&37"-27" (*r*)<br>180lb 128NHP<br>2SB,4*pf*,GS74,HS2682<br>Richardsons,Westgarth<br>&Co.Ld.Mdb. | 16 • 0 | |
| 16058<br>GQPW | — WoodAuxSc3MstSr<br>*OilEng.*<br>*Elec.light* 1*Dk*<br>(*See Sailing Ship Register*) | 510<br>341<br>358 | | | | | 1892 | C.Archer<br>Larvik | DenNorskeStat | 117·2<br>Q39tH5tF124t | 36·0 | 16·2 | Horten<br>Norwegian | Oil Engines 2S.C.<br>NE*fitted*09<br>Akt.Diesels Motorer.Skm. | | |
| 16059<br>[illegible]<br>HSMW | **Framlington Court** SteelScSr<br>*Now named "Cleanthis," See No. 35850 in Supplement*<br>ssBly.No.[illegible]<br>Wireless 1*Dk*2*trB* | 4153<br>[illegible]<br>2592 | ✠100A1<br>[illegible] 10,21<br>BS2,21 ✠LMC9,19 | BAs<br>~~Res~~Shl | *x* | CL<br>~~2,20~~<br>9,21 | 1911<br>4mo<br>*Lloyd*'*sA&CP* | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | CourtLineLd.<br>(Haldin&Co.<br>Ld.*Mgrs.*)<br>*WB*= *Cell DBa* 114'*uE*27'*f*160'808t*FPT*96t*APT*176t | 375·7<br>P41'B231'F36'<br>FK | 51·3 | 24·3 | London<br>British<br>6*BHCem* | T.3Cy.26",42"&70"-48" (*s*)<br>180lb 385NHP<br>3SB,9*cf*,GS189,HS6169<br>Blair&Co.Ld.Stockton | 26 • 9<br>• 3 • 6<br>23 • 4 | |
| 16060<br>JPWB | **Framnæs** IronScSr<br>*Elec.light* 1*Dk* | 307<br>181<br>163 | | | | | 1858 | A.Denny<br>Dumbarton | Fylkesbaatane i<br>Sogn og Fjordane | 134·9<br>Q15tB49tH17tF30t | 21·0 | 11·1 | Bergen<br>Norwegian<br>*WB* | T.3Cy.11",18"&29"-20"<br>NE&B09 38NHP<br>AkersM.V.,Xania | | |
| 16061<br>4928<br>JRFT | **Framnäs** SteelScSr<br>1*Dk* | 1031<br>870<br>590 | | | | | 1908 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | Ång.Aktieb.Ferm<br>(DanBroström,<br>*Mgr.*) | 218·2<br>P26'B61'F27'H94t | 35·0 | 14·0 | Krstnhmn<br>Swedish<br>*WB* | T.3Cy.16½",26½"&45"-31"<br>113NHP<br>FredrikstadM.V.Frdstad. | | V |
| 16062<br>139045 | **Franc Tireur** SteelScK<br>ssGms No.1-21<br>1*Dk* | 314<br>290<br>162 | ✠100A1<br>*StmTrawler*<br>~~10,21~~ ~~6,19~~<br>12,21<br>✠LMC~~5,17~~<br>10,21 | Liv<br>Gms | | CL<br>~~6,19~~<br>12,21 | 1916<br>11mo<br>*Lloyd*'*sA&CP* | Cochrane<br>&Sons,Ld.<br>Selby | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden, *Mgr.*) | 137·0<br>Q74'F21'<br>BK8" | 24·0 | 12·8 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>180lb 87RHP<br>1SB,3*pf*,GS47,HS1468<br>Cooper&Greig,Ld.Dundee | 13 • 6 | |
| 16063<br>OHLP | **Francaise** SteelSc<br>*Elec.light Well deck* 1*Dk*(*Stl*) | 1882<br>1682<br>1143 | ✠100A1<br>11,21 ~~11,20~~<br>✠LMC12,20 | Bly<br>Cff | *s* | CL | 1920<br>11mo<br>*Lloyd*'*sA&CP* | BlythS.B.<br>&D.D.Co.Ld<br>Blyth | F.Bouet<br>*CellDBuE&*<br>*B*42'*f*116'354t*DBa*82' 343t *FPT*97t *APT*110t | 285·3<br>P25'Q84'B58'F24'<br>FK | 42·0 | 17·8 | Caen<br>French<br>6*BHCem* | T.3Cy.22",36"&60"-39" (*s*)<br>180lb 274NHP<br>2SB,6*cf*,GS123,HS4642<br>N.E.MarineEng.CoLdNwc | 20 • 0 | |
| 16064<br>OHMA | **France** SteelQuadScSr<br>*Elec.light* Wireless Sub.Sig. 5*Dks* | 23666<br>18073<br>8432 | | | | | 1912 | Ch.&Atel.<br>deSt.Nazaire<br>St.Nazaire | Cie.Générale<br>Transatlantique | 689·2<br>F133'H- | 75·6 | 48·5 | Havre<br>French<br>*WB* | 4 Steam Turbines<br>Ch.&Atel.deSt.Nazaire | | V |
| 16065<br>OHMB | — SteelTwinSc<br>*Elec.light* 1*Dk* | 994<br>721<br>201 | | | | | 1899 | Forges&C.<br>de la Médit.<br>Havre | Chemin deFer de<br>l'EtatFrançais | 264·0<br>B160'F68' | 29·5 | 15·1 | Dieppe<br>French | T.6Cy24$\frac{3}{8}$"35$\frac{13}{16}$"&53$\frac{1}{8}$"-25$\frac{5}{16}$"<br>285NHP<br>Forges&C.dela Médit.Hav. | | |
| 16066 | — IronScSr<br>*Mchy.Aft* (*ex*Ringmoor) 1*Dk* | 257<br>229<br>134 | | | ... | | 1889 | Schlesingr<br>Davis&Co.<br>Newcastle | T.Johnston | 142·0<br>Q27'B5'F17'<br>BK7" | 21·1 | 9·9 | Nouméa<br>French<br>*WB* | T.3Cy.13½",21"&35"-27"<br>64NHP<br>E.Scott&Co.,Newcastle | 10 • 7 | |
| 16067 | — SteelSc<br>(*ex*Olga)<br>1*Dk* | 197<br>174<br>124 | | | | | 1895 | G.Ansaldo<br>&Co.<br>Sestri Pnente | I.Crespin | 133·5<br>B19'F18' | 19·8 | 10·5 | Constanti-nople<br>French | C.2Cy.15¾"&30"-22"<br>35NHP<br>G.Ansaldo&Co.Smprdrna | | V |
| 16068<br>OHLZ | — IronSc<br>ssMsl.3rdNo.3-9,13<br>(*ex*Tilsco) 1*Dk*(*Irn*)<br>*Mchy.Aft* | 195<br>165<br>86 | ✠<br>10,16<br>✠ | Alg | *c* | | 1885<br>4mo | Wood,<br>Skinner&Co.<br>Newcastle | M.Mazzella&Co. | 120·0<br>Q36'B15'<br>BK5"<br>*WB*=*FPT*21t | 21·1 | 9·8 | Oran<br>French<br>3*BHCem* | C.2Cy.16"&30"-20"<br>NB98,*fitted*01 34NHP<br>1SB,2*pf*,GS36,HS900<br>N.E.MarineEng.CoLdNwc | 10 • 6 | |
| 16069<br>87882 | — WoodSc<br>*Flat* | 126<br>111<br>86 | | | | | 1878 | C.Gibson<br>Northwich | SaltUnion,Ld. | 86·5 | 20·7 | 9·0 | Liverpool<br>British | 2Cy.9½"-12"<br>24RHP<br>E.Bates,Northwich | | |
| 16070<br>OHLY | — SteelScDy<br>(*Tug*)<br>1*Dk* | 116<br>105<br>— | | | | | 1909 | Jonker&<br>Stans,Hndrik<br>Ido-Ambacht | Soc.Dunkerquoise<br>deRemorq.&<br>deSauvet. | 85·3 | 18·6 | 10·0 | Dunkirk<br>French<br>*WB* | T.3Cy.11$\frac{7}{16}$",18$\frac{5}{16}$"&29$\frac{11}{16}$"-21$\frac{11}{16}$"<br>40NHP<br>Alblasserdam.Mch.Fab. | | V |
| 16071<br>98409<br>JNQB | **France Chérie** IronScSr<br>ssBwg.2ndNo.3-9,16<br>1*Dk*(*Irn*)<br>*Mchy.Aft* | 141<br>111<br>55 | ✠~~100A1~~<br>10,21 ~~12,19~~<br>~~BS4,20~~ ~~✠LMC10,16~~ | Gms | *a* | 12,19 | 1891<br>3mo<br>*Lloyd*'*sA&CP* | PenarthSB<br>Co.Ld.<br>Penarth | Grimsby Express<br>PacketCo.Ld.<br>(J.Speed, *Mgr.*) | 90·8<br>B15'<br>BK6" | 20·1 | 7·6 | London<br>British<br>4*BHCem* | C.2Cy.11½"&21"-15" (*s*)<br>100lb 18RHP<br>1SB,2*pf*,GS18,HS370<br>W.Sisson&Co.Gloucester | 8 • 8<br>• 1 • 0<br>7 • 10 | |
| 16072<br>2616<br>RSJL | **France Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>Wireless | 5863<br>5590<br>4263 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>11,21 ~~11,20~~<br>✠LMC~~10,19~~<br>11,21 | NNs<br>Kob | *y* | 11,21 | 1919<br>11mo<br>A&CP | Kawasaki<br>Dckyd Co.Ld.<br>Kobe | ~~KawasakiKisen~~<br>~~KabushikiKaisha~~<br>KokusaiKisen<br>KabushikiKaisha<br>*CellDB*334'1118t *FPT*126t*APT*93t | 385·0<br>FK<br>*Collision* | 51·0 | 36·0 | Kobe<br>Japanese<br>*Cem*<br>*BHtoAwdk*<br>5*BH*,, *U* ,, | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 437NHP<br>2SB&1AuxSB,8*cf*,GS154,<br>HS5636 FD<br>KawasakiDkydCoLd Kobe | 36 • 0<br>• 9 • 3½<br>27 • 1 | |
| 16073<br>MDTC | **Frances** SteelScSr<br>1*Dk* | 1141<br>997<br>689 | | | | | 1907 | Laxevaags<br>Msk.&Jrnsk.<br>Bergen | A/S D/S Francés<br>(K.S.Nordgreen) | 228·4<br>P12tH56tF29t | 36·2 | 15·9 | Bergen<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"-30"<br>106NHP<br>LaxevaagsMsk &Jrns.Bgn | | N |
| 16074<br>77409 | **Frances Ann** WoodScCr<br>(*ex*Janie) 1*Dk* | 121<br>111<br>112 | | | | | 1878 | J.Cowl&<br>Sons<br>Padstow | ~~W.B.Kyffin~~<br>KymoShipping<br>Co,Ld. (SirH.M.<br>GraysonKBE,*Mgr*) | 86·2 | 22·9 | 10·8 | Liverpool<br>British | 2Cy.13"&16"-18"<br>NE18 9NHP<br>Bates&Co.,Leftwich | | |
| 16075<br>123185<br>HLDB | **Frances Duncan** SteelScSr<br>ssCff.No.3-10,19<br>*Well deck* 1*Dk*(*Stl*)&*deep framing*<br>*Elec.light* Wireless | 2384<br>1832<br>975 | ✠100A1<br>12,21 ~~1,21~~<br>✠LMC<br>MS10,19 ~~BS6,20~~<br>BS12,21 | Bry<br>Cff | *s* | 6,20 | 1907<br>8mo<br>*Lloyd*'*sA&CP* | Palmers'<br>Co.Ld.<br>Newcastle | FrancesDuncan<br>S.S.Co.Ld. (J.T.<br>Duncan&Co.)<br>*WB*=*CellDBuE*28'*f*102'358t | 297·2<br>P22'Q88'B63'F33'<br>FK | 41·5 | 20·8 | Cardiff<br>British<br>5*BHCem*<br>*D tanks aft* | T.3Cy.25",41"&67"-45" (*s*)<br>180lb 438NHP<br>2SB,6*cf*,GS144,HS6656 FD<br>Palmers'Co.Ld.Newcastle<br>82'461t*FPT*117t*APT*35t | 22 • 0<br>• 2 • 5<br>19 • 11 | |
| 16076 | **Francesca** SteelScSr<br>ssTri.No.3-2,20<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&<br>*Ref.Mchy.* Wireless *deep framing* | 4996<br>3329<br>3185 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>8,21 ~~1,21~~<br>✠LMC7,20<br>✠Lloyd'sRMC~~1,21~~ ~~[illegible]~~<br>BS9,21 11,21 | Ant<br>Tri | *y* | CL<br>~~2,20~~<br>9,21 | 1905<br>8mo<br>*Lloyd*'*sA&CP* | Russell&<br>Co.<br>Pt.Glasgow | CosulichSoc.<br>TriestinadiNav.<br>*WB*=*CellDBa*100'*uE&B*46'*f*186'782t*APT*25t | 359·8<br>P127'B&F217' 25·5<br>FK<br>*Prom dk on* B108' | 48·0 | 17·3 | Trieste<br>Italian<br>7*BHCem* | T.3Cy.27",44"&72"-48" (*s*)<br>180lb *100lb* 478NHP<br>3SB,9*cf*,GS161,HS6798 FD<br>J.G.Kincaid&Co.Greenock | 28 • 0<br>• 3 • 0½<br>25 • 4 | |

| 1 No. in Book. — Official No. — Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 16077<br>44<br>PHTN | **Francesca** SteelScSr<br>ssNap.No.3-4,21 ~~ssNap.No.2-14~~<br>(exMostar) 1Dk(Stl)&deep framing<br>Welldeck | 1323<br>1016<br>819 | ✠100A1<br>4,21 ~~3,18~~<br>~~Examined8,19~~<br>~~MS9,18~~ | Nap<br>✠LMC8,19<br>BS~~8,19~~4,21 | o | CL<br>~~9,18~~<br>4,21 | 1906<br>6mo<br>Lloyd | Chant.Nav Anversois<br>Hoboken<br>'sA&CP | D.Saglimbene<br>WB = Cell | 229·7<br>Q87'B54'F26'<br>FK<br>DBa61'uE13'f111' | 35·5 | 14·7 | Catania<br>Italian<br>4BHCem<br>291tAPT12t | T.3Cy.17",28"&46"-33" (s)<br>160lb 100lb 133NHP<br>1SB,3cf,GS60,HS2159<br>N.E.MarineEng.Co.Ld.Sld. | 17 ″ 3<br>s 1 ″ 5½<br>16 ″ 1 | |
| * 16078<br>71877<br>HSWJ | — CompScBn<br>(exYacht,exNausicaa,<br>exFrancesca) 1Dk<br>Elec.light Iron frame planked | 199<br>189<br>110 | Cont. 11A1<br>from 5,18 Lan.<br>4,20<br>✠NB11,90<br>BS4,20 | Hul<br>LMC5,18 | 19 | 4,20 | 1874<br>6mo<br>Lloyd | Earle'sCo. Ld.<br>Hull<br>'sA&CP | VanadisShppgCo.<br>(W J.Ireland) | 135·0 | 23·0 | 11·5 | Hull<br>British | C.2Cy.17"&28"-18"<br>65lb 25RHP<br>1SB,2pf,GS22<br>J.Penn&Son,Greenwich | 14 ″ 0<br>s 1 ″ 9½ | |
| 16079<br>16<br>PHVT | **Francesco Ciampa** SteelScSr<br>ssNap.No.3-4,14<br>(exBrinkburn) ssGen.No.1-18<br>Elec.light 1Dk(Irn)&Spar dk(Irn)<br>Wireless &Web frames | 3705<br>3389<br>2338 | ✠100A1 | Lgn | ... | CL<br>1,20 | 1899<br>7mo | T Turnbull &Son<br>Whitby<br>A&CP | F.S.Ciampa&figli<br>WB=D | 351·5<br>P30'B104'F32' 28·5<br>FK<br>Ba120' uE24'f140' | 43·0 | 20·6 | Cstllmare<br>Italian<br>6BHCem<br>810tAPT40t | T.3Cy.24",40"&65"-42" (s)<br>160lb 70lb 282NHP<br>2SB,6cf,GS123,HS4345<br>Blair&Co.Ld.Stockton | 29 ″ 8<br>s 6 ″ 1½<br>23 ″ 11 | |
| 16080<br>OHML | **Francette** IronScK<br>ssBdx.2ndNo.3-10,18<br>(exArgonaut)<br>1Dk | 173<br>159<br>59 | ✠100A1<br>✠NB9,12 | Dnk<br>~~BS2,20~~ | ... | 10,18 | 1895<br>8mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Hull<br>'sA&CP | ~~Briant et Malard~~<br>Merrienne Frères | 115·8<br>len06<br>ptND06 BK7½"<br>WB | 20·5 | 11·0 | Boulogne<br>French<br>3BHCem<br>=DTf13'25t | T.3Cy.11½",18"&30"-22" (s)<br>160lb 48NHP<br>1SB,2pf,GS26,HS812<br>C.D.Holmes&Co.Hull | 11 ″ 10<br>s 1 ″ 0<br>11 ″ 8 | |
| * 16081<br>136806<br>JKHD | **Francia** SteelScSr<br>ssNpt.No.1-19<br>1Dk(Stl)<br>Cargo battens not fitted | 1181<br>960<br>703 | ✠100A1<br>~~10,20~~11,21<br>BS4,21 | Nwc<br>Cff<br>✠LMC5,19 | o | CL<br>10,20 | 1915<br>3mo<br>Lloyd | Osbourne, Graham&Co.<br>Sunderland<br>'sA&CP | Smith,Pritchard &Co. | 240·3<br>P16'B58'F23'<br>CellDBa75' FK<br>uE15'f96'345t FPT | 36·5 | 14·3 | London<br>British<br>4BHCem<br>40tAPT45t | T.3Cy 17",28"&46"-33" (s)<br>180lb 90lb 148NHP<br>1SB,3cf,GS62,HS2500<br>N.E.MarineEng.Co.Ld.Sld | 15 ″ 4<br>s 2 ″ 2½<br>13 ″ 5 | |
| 16082 | **Francillon** SteelSc<br>(exZuiderdiep)<br>Elec.light 2Dks | 2074<br>1798<br>1204 | | | | | 1919 | Burgherout'sM.&S.<br>Rotterdam | Cie.deNav.<br>Franco-Chinoise | 290·0<br>P27'B71'F24' | 43·0 | 20·0 | Dunkirk<br>French<br>WB | T.3Cy.19¾",32¼"&52"-35½"<br>161NHP<br>Burgherout'sMachf.Rot. | | V |
| * 16083<br>128015<br>HQJO | **Francis** SteelScSr<br>ss.Liv.No.2-19<br>Elec.light 2Dks(Stl)&deep framing<br>Wireless &Shelter dk(Stl) | 3960<br>3383<br>2512 | ✠100A1<br>Shelter dk<br>withfreeboard<br>11,21 ~~5,20~~<br>Carrying oil fuel F. P. above 150°F. in D.B.tanks. | NYk<br>~~Liv~~ Lon<br>BS4,21<br>✠LMC5,19 | x | CL<br>~~5,19~~<br>4,21 | 1910<br>1mo<br>Lloyd | Barclay, Curle&Co.Ld.<br>Glasgow<br>'sA&CP | BoothS.S.Co.Ld.<br>WB = CellDBa<br>uE22'f154'773t | 355·0<br>107' FK<br>DTa 32' 615t FPT | 49·2 | 24·2 | Liverpool<br>British<br>7BHCem<br>77tAPT26t | T.3Cy.24",40"&67"-48" (r)<br>180lb 100lb 401NHP<br>2SB,6cf,GS129,HS5638 FD<br>Barclay,Curle&Co.Ld.Gls | 26 ″ 6<br>s 2 ″ 11<br>23 ″ 11 | |
| 16084<br>133563<br>JHOW | **Francis Batey** SteelScSr<br>ssShl.No.1-19<br>Elec.light 1Dk | 151<br>127<br>7 | ✠100A1<br>For Towing purposes<br>6,21 ~~5,19~~ | Shl<br>✠LMC5,19<br>BS5,21 | | CL<br>5,19 | 1914<br>9mo<br>Lloyd | Hepple& Co.Ld.<br>SouthShields<br>'sA&CP | Lawson-Batey Tugs,Ld. | 95·3<br>BK6¼"<br>WB= | 21·2 | 10·8 | Newcastle<br>British<br>BHCem<br>APT20t | C.2Cy.20"&42"-27" (s)<br>140lb 99RHP<br>1SB,3pf,GS60,HS1634<br>Hepple&Co.Ld.S.Shl. | 11 ″ 9<br>s 1 ″ 3<br>11 ″ 4 | |
| 16085<br>203917 | **Francis E. House** SteelScSr<br>(exWilliamB.Kerr)<br>Elec.light Sub.Sig. Mchy.Aft 1Dk | 7769<br>—<br>5943 | | | | | 1907 | Chicago S.B.Co.<br>Chicago | PittsburghS.S.Co | 605·0 | 60·0 | 32·0 | Duluth<br>Utd.States<br>WB | T.3Cy.22¼",37½"&65"-42"<br>274NHP<br>AmericanSB.Co.Cleveland | | |
| 16086<br>oundered 9,21 | **Francis Garnier** IronScSr | 318<br>—<br>102 | | | | | 1881 | Scott&Co.<br>Greenock | Malcolm Béranger | 135·7<br>H39t | 19·9 | 7·2 | Saigon<br>French | C.2Cy.15"&27"-30"<br>33NHP<br>Greenck FoundryCo.,Grk. | | V |
| 16087<br>201802 | **Francis L. Robbins** SteelScSr<br>Elec.light Mchy.Aft 1Dk | 4222<br>—<br>3036 | | | | | 1905 | American S.B.Co.<br>Cleveland | ValleyS.S.Co.<br>(W.H.Becker, Mgr.) | 380·0 | 50·0 | 28·0 | Cleveland<br>Utd.States<br>WB | T.3Cy.19",30"&52-40<br>E made88 fitted05 171NHP<br>ClevelandS.B.Co.Clevelnd | | |
| 16088<br>~~200010~~ | **Francis Widlar** SteelScSr<br>Now named "Bayton," See No.36514 in Supplement<br>Elec.light Mchy.Aft 1Dk2trB | 4682<br>3368 | | | | | 1904 | American S.B.Co.<br>Cleveland,O. | MathewsSSCo,Ld.<br>(A.E.Mathews, Mgr.) | 416·0 | 50·0 | 28·0 | ~~Cleveland~~<br>~~Utd.States~~<br>British WB | T.3Cy.22",35"&58"-40"<br>213NHP<br>AmericanSBCoClevelnd,O | | |
| 16089 | **Francisca** SteelSc<br>(exAsp)<br>Elec.light Wireless 1Dk | 2234<br>1816<br>1337 | | | | | 1918 | PolsonIron WorksCo.Ld<br>Toronto | Cie.deNav.<br>Franco-Chinoise | 251·0 | 43·6 | 20·7 | Dunkirk<br>French<br>WB | T.3Cy.20½",33"&54"-36"<br>175NHP<br>PolsonI.W.Co.Ld.Toronto | | V |
| 16090<br>132209<br>HRWT | **Francisco** SteelScSr<br>3Dks<br>Elec.light Ref.Mchy. Wireless | 6272<br>4576<br>4746 | | | | | 1910 | Nthmblnd S.B.Co.Ld.<br>Newcastle | Ellerman'sWilson LineLd. | 410·0 | 52·0 | 27·8 | Hull<br>British<br>WB | T.3Cy.28",45½"&76"-54"<br>424NHP<br>Earle'sCo.Ld.Hull | | C |
| 16090* | **Franciscus Antonius** SteelScCtr<br>(Trawler)<br>1Dk | 155<br>153<br>78 | | | | | 1901 | Gebroeders vanderWindt<br>Vlaardingen | Vlaardingsche Stoomvissherij<br>(Yzermans&Co. Mgrs.) | 105·2 | 20·7 | 11·1 | Vlaardngn<br>Dutch<br>WB | T.3Cy.9¾",15"&22"-16"<br>19NHP<br>Elliot&Garrood,Beccles | | |
| 16091 | **François** SteelTwinSc<br>(exHelvetia)<br>Mchy.Aft 1Dk | 486<br>419<br>276 | | | | | 1905 | Howaldtswerke<br>Kiel | LouisDreyfus&Co. | 188·0 | 30·6 | 8·7 | French | T.6Cy.9¼",14¾"&24⅜"-13¾"<br>44NHP<br>Howaldtswerke,Kiel | | |
| 16092<br>Wrecked 3,22<br>OHNI | **François & Marie** WoodAuxSc<br>Petrol Motor Bn<br>Z2,19<br>(See Sailing Ship Register) | 128<br>—<br>79 | | | | | 1904 | Terizzano<br>Oneglia | Caratini | 85·8 | 22·2 | 9·8 | Marseilles<br>French | Petrol Motor<br>4Cy.6"-9" 8NHP<br>E made06 fitted07<br>Baudouin,Marseilles | | V |
| 16093<br>140441 | **Francol** SteelSc<br>Elec.light 2Dks(Stl)&Web frames<br>CruiserStern | 2607<br>2187<br>963 | ✠100A1<br>12,17<br>For Government Service<br>Carrying Petroleum in bulk<br>Fitted for oil fuel12,17 F.P. above 150° F. | Hul<br>✠LMC12,17 | t | CL | 1917<br>12mo<br>Lloyd | Earle'sCo. Ld<br>Hull<br>'sA&CP | TheAdmiralty<br>Cell DBuE&B69' 135t | 320·0<br>P46'B106'F40'<br>FK<br>DTf24'90tFPT'48t | 41·5 | 23·1 | London<br>British<br>16BHptCem<br>(12 to U dk<br>4 „ 2nd „)<br>APT30t | T.3Cy.26½",45"&76"-45" (s)<br>200lb 603NHP<br>3SB,9cf,HS9075 FD<br>Earle'sCo.Ld.Hull | 25 ″ 6<br>s 5 ″ 4<br>20 ″ 6 | |
| 16094<br>Should be "Roland," See No. 39150 in Supplement | **Franconia** SteelSc<br>Elec.light<br>CruiserStern | 2500 | 100A1<br>Shelter dk<br>withfreeboard<br>(Class Contemplated) | | | | 1921 | Eriksbergs M.V.Aktieb.<br>Gothenburg | Rederiaktieb. SvenskaLloyd<br>(H.Metcalfe, Mgr.) | 292·0 | 43·0 | 19·0 | Gothenbrg<br>Swedish | T.3Cy.22½",35½"&58½"-36"<br>KockumsM.V.Akt.Malmö | | |
| 16095<br>218958<br>LTBF | **Frank A. Furst** WoodSc<br>1Dk | 181<br>—<br>123 | | | | | 1919 | ........<br>BaltimoreMd | Arundel Corporation | 104·3 | 23·0 | 10·9 | Baltimore<br>Utd.States | | | |
| 16096<br>207284 | **Frank Billings** SteelSc<br>(exChamplain)<br>Mchy.Aft Elec.light 1Dk | 5494<br>—<br>4153 | | | | | 1910 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | PioneerS.S.Co.<br>(Hutchinson&Co. Mgrs.) | 444·0<br>F48' | 56·2 | 31·0 | Fairport<br>Utd.States<br>WB | T.3Cy.22½",36"&60"-42"<br>233NHP<br>GtLakesEngWrks.Detroit | | L |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16097<br>202770 | **Frank C. Ball** SteelScSr<br>Elec.light. Mchy.Aft 1Dk | 6909<br>—<br>5459 | | | | | 1906 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | GlobeS.S.Co.<br>(G.A.Tomlinson, Mgr.) | 530·0 | 56·2 | 32·0 | Duluth<br>Utd.States<br>WB | T.3Cy.23",37"&63"–42"<br>257NHP<br>Gt.LakesE.Wrks.Detroit | | |
| 16098<br>215145<br>LHFT | **Frank D. Stout** WoodAuxTwinSc<br>OilEng.<br>(See Sailing Ship Register) | 1113<br>—<br>653 | | | | | 1917 | St.Helens S.B.Co.<br>St.Helens,Or. | BrookingsCommercialCo. | 190·0 | 43·0 | 15·4 | Marshfield Or.<br>Utd.States | 2 Oil Engines | | |
| 16099<br>OHMT | **Frank Delmas** SteelScSr<br>ssLaR.No.1-21 ssBdx.No.3-4,17<br>(exTregarthen) 1Dk(ptIrn&ptStl)2trB<br>Wireless Cargo battens not fitted | 2365<br>2003<br>1466 | ✠100A1<br>8,21 ~~10,20~~<br>~~BS7,16~~ ✠LMC~~3,17~~<br>~~BS~~ 8,21 MS9,20 | Ant<br>LaR | s | CL<br>10,20 | 1904<br>3mo<br>Lloyd's A&CP | JReadhead &Sons<br>SouthShields | Cie.DelmasFrères &Vieljeux<br>WB=CellDBa88'uE20'f120'546t | 289·0<br>P29'B78'F32' | 43·0 | 20·1 | LaRochlle<br>French<br>FK 5BHCem<br>APT20t | T.3Cy.22",36"&60"–39" (r)<br>180lb 80lb 239NHP<br>2SB,6cf,GS92,HS3628<br>J.Readhead&Sons,S.Shl. | 21 · 5<br>3 · 2½<br>18 · 6 | |
| 16100<br>144369 | **Frank Dixon** SteelSc<br>1Dk(Stl) | 133<br>130<br>44 | ✠ A1<br>For towing purposes<br>12,20<br>✠LMC2,20 | Cpl | | 12,20 | 1920<br>2mo<br>Lloyd's A&CP | Philip& Son,Ld.<br>Dartmouth | OceanSalvageCo. Ld. | 88·5<br>BK6" DTf11'14t | 21·1 | 10·5 | London<br>British<br>4BHCem<br>APT18t | C.2Cy.15"&32"–24" (s)<br>150lb 42RHP<br>1SB,3pf,GS58,HS1600<br>Philip&Son,Ld.Dartmouth | 10 · 9<br>1 · 1<br>10 · 4 | |
| 16101<br>120796 | **Frank E. Kirby** SteelPad<br>Elec.light 2Dks | 533<br>—<br>375 | | | | | 1890 | Detroit DryDockCo<br>Wyandotte | Ashley&Dustin SteamerLine | 195·5 | 30·1 | 10·2 | Detroit, Mich.<br>Utd.States | B.1Cy.48"–108"<br>180NHP<br>DetroitDryDckCo.,Detroit | | |
| 16102<br>204799 | **Frank E. Taplin** SteelSc<br>(exCharlesW.Kotcher)<br>Elec.light Mchy.Aft 1Dk | 4961<br>—<br>3632 | | | | | 1907 | American S.B.Co.<br>Lorain,O. | WilsonTransitCo. | 420·0 | 52·0 | 28·0 | Duluth<br>Utd.States | T.3Cy.22",35"&58"–42"<br>AmericanS.B.Co. 218NHP<br>Cleveland,O. | | L |
| 16103<br>221147<br>MCQH | **Frank G. Drum** SteelSc<br>For full particulars See No. 37353 in Supplement<br>Elec.light Longitudinal framing<br>Mchy.Aft | 7013<br><br>4271 | 100A1<br>(Class Contemplated)<br>Carrying Petroleum in bulk | | | | 1921 | Bethlehem S.B.Corp.Ld.<br>Alameda,Cal. | AssociatedOilCo. | 435·0<br>P106'B50'F42' | 56·2 | 33·5 | S.Frncisco<br>Utd.States | T.3Cy.27",47"&78"–48"<br>BethlehemS.B.Corp.Ld. | | |
| 16104<br>212090<br>LDKH | **Frank H. Buck** SteelSc3MstSr<br>ssSFo.No.1-19<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing<br>Sub.Sig. Wireless | 6077<br>5536<br>3850 | ✠100A1<br>~~4,21 9,20~~12,21<br>BS12,21<br>~~BS10,20~~ ✠LMC2,19<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 4,14 F.P. above 150°F. | SFo | z | CL<br>8,19 | 1914<br>4mo | Union Iron Works<br>S.Francisco<br>A&CP | AssociatedOilCo.<br>WB=CellDB uE&B92'f45'553t | 408·8<br>P126'B52'F42'<br>FPT70tAPT52t | 55·5 | 31·7 | S.Frncisco<br>Utd.States<br>FK 12BH vt Asp 8 to U dk 4 „ 2nd „ | T.3Cy.26½",45"&75"–48" (s)<br>200lb 534NHP<br>4SB,12cf,HS9360<br>UnionIronWorks,S.Fo. | 31 · 6 | |
| 16105<br>215204 | **Frank H. Goodyear** SteelScSr<br>Sub.Sig.<br>Elec.light Mchy.Aft 1Dk | 8243<br>—<br>6409 | | | | | 1917 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | BuffaloS.S.Co.<br>(J.Mitchell,Mgr.) | 580·0<br>F54' | 60·0 | 32·0 | Fairport<br>Utd.States<br>WB | T.3Cy.24½",40"&65"–42"<br>274NHP<br>Gt.LakesEng.Wks.Detroit | | L |
| 16106<br>5915<br>KCFH | **Frank L. Connable** WoodSc<br>Motor<br>(exColumbia) 1Dk | 132<br>—<br>65 | | | | | 1871 | ……………<br>Chester,Pa. | SouthernMenhadenCorp.(Del.) | 101·0 | 25·7 | 8·3 | Jacksnvlle Fla.<br>Utd.States | | | |
| 16107<br>112764<br>RWQO | **Frank Parish** SteelScSr<br>ssNpt.No.3-8,13<br>Wireless ssBry.No.1-19<br>1Dk(Irn)2trB&deep framing 3Dk rule | 2905<br>2695<br>1819 | ✠100A1<br>3,21<br>~~MBS11,20~~ ✠LMC<br>MS9,19 MBS11,21 | Npt | u | ~~11,20~~<br>N11,21 | 1900<br>10mo | W.Pickersgill&Sons<br>Sunderland<br>A&CP | B.AyresG.S'thrn Rly.Co.Ld.(A.Holland&CoLd Mgrs.)<br>WB=CellDBa | 324·0<br>P31'B96'F35'<br>104'uE20'f128'709t | 47·1 | 21·7 | London<br>British<br>FK 6BHCem<br>APT39t | T.3Cy.23",38"&64"–42" (s)<br>180lb NDB20 90lb 283NHP<br>2SB,8pf,GS125,HS4285<br>G.Clark,Ld.Sunderland | 24 · 1<br>4 · 0<br>20 · 6 | |
| 16108<br>121015 | **Frank Rockefeller** SteelScSr<br>(Whaleback)<br>Mchy.Aft Elec.light 1Dk | 2760<br>2597<br>2014 | | | | | 1896 | American SteelBrgeCo<br>Wst.Superior | PittsburghS.S.Co. | 366·5 | 45·0 | 26·0 | Duluth<br>Utd.States<br>WB | T.3Cy.23",38"&63"–40"<br>250NHP<br>ClevelandS.B.Co.Clevelnd | | |
| 16109<br>200948 | **Frank Seither** SteelScSr<br>(exR.W.England)<br>Elec.light Mchy.Aft 1Dk2trB | 3887<br>3680<br>2935 | | | | | 1904 | Gt.Lakes Eng.Works<br>Detroit | InterstateS.S.Co.<br>(W.H.Becker, Mgr.) | 362·8<br>F46' | 50·2 | 29·0 | Duluth<br>Utd.States<br>WB | T.4Cy.18",28"&(2)36"–32"<br>147NHP<br>Emade74Tpd89fitted04<br>S.F.Hodge&Co.Detroit | | |
| 16110<br>HDQV | **Frank Tenney** SteelSc<br>1Dk2trB | 260<br>—<br>143 | | | | | 1911 | Maryland SteelCo.<br>SparrowP'nt | L.Echevarria | 119·6 | 25·1 | 11·7 | Santiago deCuba<br>Cuban | T.3Cy.12½",20½"&34"–24"<br>57NHP | | B |
| 16111<br>121219 | **Frank W. Hart** SteelScSr<br>1Dk2trB<br>Mchy.Aft Elec.light | 4307<br>—<br>3374 | | | | | 1902 | American S.B.Co.<br>Lorain,O. | NationalS.S.Co.<br>(G.A.Tomlinson, Mgr.) | 380·0 | 50·0 | 28·0 | Cleveland<br>Utd.States<br>WB | T.3Cy.22",35"&58"–40"<br>213NHP<br>AmericanSB.Co.Cleveland | | |
| 16112<br>139602<br>JPSD | **Frankburn** SteelScSr<br>ssCff.No.1-21<br>(exRobertBruce) 1Dk(Stl)<br>Now named "Ioannis," See No. 37888 in Supplement<br>Elec.light<br>Wireless | 4207<br>3966<br>2624 | ✠100A1<br>11,21 ~~10,20~~<br>✠LMC~~6,17~~<br>7,21<br>~~Carrying oil fuel F.P. above 150°F. in DB~~ | Rot<br>Cff | x | CL<br>~~10,20~~<br>11,21 | 1917<br>5mo<br>Lloyd's A&CP | Sir Raylton Dixon&CoLd<br>Middlesbro' | ScindiaStm.Nav. Co.Ld. (R.D. Morarji, Mgr.)<br>CellDB | 364·5<br>P25'B94'F40'<br>319'980tFPT110t | 51·1 | 26·1 | Liverpool<br>British<br>FK 6BHCem<br>APT90t | T.3Cy.25",41"&68"–45" (s)<br>180lb 364NHP<br>3SB,9cf,GS159,HS6015<br>Richardsons,Westgarth& Co.Ld.Hpl. | 28 · 1<br>5 · 3½<br>23 · 5 | |
| 16113<br>[illegible]<br>JQSK | **Frankby** SteelScSr<br>Now named "Jalapalaka," See No. 37983 in Supplement<br>(exWilliamWallace)<br>Elec.light 1Dk(Stl)<br>Wireless ssCal.No.1-21 | 4215<br>3973<br>2630 | ✠100A1<br>7,21 ~~9,20~~ 2,22<br>✠LMC~~8,17~~<br>7,21 | Cff<br>Cal | x | CL<br>~~10,20~~<br>2,22 | 1917<br>8mo<br>Lloyd's A&CP | SirRaylton Dixon&CoLd<br>Middlesbro' | ScindiaStm.Nav. Co.Ld. (R.D. Morarji, Mgr.)<br>CellDB | 364·9<br>P25'B94'F40'<br>319'980tFPT110t | 51·1 | 26·1 | Bombay ~~Liverpool~~<br>British<br>FK 6BHCem<br>APT90t | T.3Cy.25",41"&68"–45" (s)<br>180lb 368NHP<br>3SB,9cf,GS167,HS6100<br>Richardsons,Westgarth& Co.Ld.Mdb. | 28 · 4<br>5 · 3½<br>23 · 5 | |
| 16114<br>124028<br>HJTW | **Frankdale** SteelScSr<br>Now named "Jalaputra," See No. 37984 in Supplement<br>ssHpl.No.[illegible]<br>Elec.light 2Dks(Stl)&deep framing<br>Wireless Lower dk beams in No.1 hold | 4856<br>4616<br>3113 | ✠100A1<br>3,21<br>~~BS4,20~~ ✠LMC4,19<br>BS4,21 | Bom | z | CL<br>3,21 | 1906<br>12mo<br>Lloyd's A&CP | C.Connell &Co.Ld.<br>Glasgow | ScindiaStm.Nav. Co.Ld. (R.D. Morarji, Mgr.)<br>WB=CellDBa123'uE&B48'f176'1054tDTa31'863tFPT90tAPT40t | 400·0<br>P34'B136'F47' | 52·2 | 28·8 | Bombay ~~Liverpool~~<br>British<br>FK 6BHCem | T.3Cy.25",42"&70"–48" (s)<br>200lb 100lb 510NHP<br>3SB,9cf,GS123,HS7548 FD<br>Dunsmuir&JacksonLd.Gls | 31 · 4<br>6 · 1½<br>25 · 7 | |
| 16115<br>139041<br>JLFV | **Frankenfels** SteelScSr<br>ssMdb.No.3-10,20<br>Elec.light Wireless 2Dks(Stl U-teaks) | 5854<br>5499<br>3672 | ✠100A1<br>6,21 ~~10,20~~<br>✠LMC10,20<br>BS11,21 | Mdb<br>Bot | a† | CL<br>10,20 | 1914<br>1mo | Akt.Ges. "Weser"<br>Bremen | SecretaryofState for India inCouncil (Director,India OfficeShppng Mgr)<br>1BH in forward hold dispensed with 6BH only<br>WB=CellDBa139'uE23'f189'1187tFPT48tAPT56t 'Tween dk tanks f36'494t a36'470t | 421·8<br>P60'B126'F54' | 56·2 | 29·6 | London<br>British<br>FK Cem | T3Cy28¾",46⅛"&75 9/16"–53 15/16"<br>192lb 121lb (s) 520NHP<br>3SB,9cf,GS148,HS6950 FD<br>A.G."Weser,"Bremen | 32 · 6<br>6 · 8½<br>26 · 2 | |
| 16116<br>143175<br>JWPL | **Frankfurt** SteelTwinScSr<br>Wireless<br>Elec.light Sub.Sig. 2Dks&Awng dk4trB | 7431<br>7251<br>4739 | | | | | 1899 | J.C.Tecklenborg A.G<br>Geestemünde | Anglo-JugoSlav. TransatlanticCo. | 429·0<br>B32'F34' | 54·3 | 39·4 | London<br>British<br>WB | T.6Cy.22⅝",38½"&62½"–43½"<br>509NHP<br>J.C.TecklenborgAG.Geest | | |
| 16117 | — SteelTwinSc<br>Elec.light 1Dk | 1186<br>1017<br>687 | | | | | 1914 | Stettiner Oderwerke<br>Stettin | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 241·9<br>B45'F26' | 35·6 | 11·9 | Hamburg<br>German<br>WB | T.6Cy.11⅝",17 7/16"&26½"–18½"<br>62NHP<br>StettinerOderwerke | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B.ofTradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16118 | **Frankfurt** SteelSc<br>(*Trawler*)<br>1*Dk* | 216<br>191<br>81 | | | | | 1919 | Schiffb.Ges Unterweser m.b.H. Lehe | ReedereiSiebert&Co. | 127·6<br>Q69'F19' | 22·6 | 9·2 | Gstemnde<br>German<br>*WB* | T.3Cy.12⅝",20½"&32¼"-22⅝"<br>50NHP<br>OttensenerMchFabAltona | | |
| 16119 | — SteelScLr<br>*Mchy.Aft* 1*Dk* | 144<br>137<br>67 | | | | | 1908 | M.van der Kuijl<br>Slikkerveer | EmderHerings-fischereiAct.Ges. | 96·2<br>Q21'H16' | 21·4 | 10·1 | Emden<br>German<br>*WB* | C.2Cy.$9\frac{7}{16}$"&18⅛"-12⅝"<br>9NHP<br>J.H.vanCappellen,Bolnes | | |
| 16120<br>122850<br>HGTL | **Frankier** SteelScSr<br>(*ex*Newbiggin)<br>*Turret deck* Wireless 1*Dk* | 3836<br>3130<br>2443 | | | | | 1906 | W Doxford &Sons,Ld.<br>Sunderland | LloydRoyalBelge (Great Britain), Ld. | 350·4<br>P32'F31' | 50·2 | 22·4 | London<br>British<br>*WB* | T.3Cy.25",41"&66"-45"<br>292NHP<br>W.Doxford&Sons,Ld.Sld. | | V |
| 16121<br>[illegible]<br>HJSK | **Frankinver** SteelScSr<br>Now named "Jalaveera," See No. 37985 in Supplement<br>(*ex*Inveran) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&<br>Wireless *deep framing* | 4380<br>[illegible]<br>2853 | ✠100A1<br>*Spar dk*<br>~~12,20~~<br>✠LMC<br>MS11,19<br>*Carrying oil* | NOs<br>Chb<br>BS~~11,20~~ 11,21<br>*fuel F.* | *x*<br>*P.* | CL<br>11,20<br>*above* 1 | 1906<br>12mo<br>*Lloyd*<br>50° F. | Russell& Co.<br>PortGlasgow<br>*'sA&CP in DB&DT* | ScindiaStm.Nav. Co.Ld. (R.D. Morarji, *Mgr.*) | 385·0<br>P36'B108'F44' 26·4<br>FK<br>1*BHto*<br>*CellDBa*126' | 49·8 | 18·4 | ~~Liverpool~~ Bombay<br>British<br>5*BHtoSp dk*<br>*Maindk Cem*<br>*uE*24' *f*170' | T.3Cy.26",42"&70"-48" (*s*)<br>180lb *100lb* 410NHP<br>2SB,*6cf*,GS118,HS5523 FD<br>Rankin&Blackmore,Grk.<br>1011*tDTa*32' 765*tAPT*45*t* | 29 ″ 0<br>s 5 ″ 6½<br>23 ″ 10 | |
| 16122<br>213624<br>LFPD | **Franklin** SteelScSr<br>*ss*N.Yk.No.1-20<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>Wireless *Cargo battens* [illegible]<br>Now named "Nevadan," See No. 38658 in Supplement | 5266<br>4737<br>3354 | ✠100A1<br>~~6,21~~ 2,21 10,21<br>BS2,21 ✠LMC5,20 | NYk | *y* | CL<br>~~2,21~~<br>6,21 | 1915<br>9mo | NewYork S.B.Co.<br>Camden,N.J. | American-HawaiianS.S.Co. (United AmericanLines Inc.,*Mgrs.*)<br>*WB* | 368·6<br>P27'B72'F31'<br>FK<br>= *CellDBa*104' *uE* | 55·2 | 30·5 | Boston<br>Utd. States<br>7*BHCem*<br>&*B*43' *f*173' | T.3Cy.25",41½"&70"-46" (*r*)<br>195lb 462NHP<br>3SB,*9cf*,GS150,HS6624 FD<br>NewYorkSB.CoCamdnNJ<br>1832*tFPT*220*tAPT*201*t* | 34 ″ 5 | |
| 16123<br>[illegible]<br>MOPD | — SteelSc<br>Full particulars See No.37370 in Supplement<br>*Elec.light*<br>*Mchy.Aft* | 2841<br>—<br>1670 | 100A1<br>(*Class Contemplated*) | | | | 1921 | StatenIsld. S.B.Co.<br>Mariners' Harbor,N.Y. | GalenaNav.Co. | 293·3<br>P103'B37'F27' | 43·1 | 25·6 | NewYork<br>Utd. States | T.3Cy.21",35"&59"-42"<br>StatenIslandS.B.Co. PortRichmond,N.Y. | 26 ″ 0<br>s 4 ″ 1<br>22 ″ 3 | |
| 16124<br><br>HWFB | — WoodAuxScBkn<br>*Stm.Eng.* 1*Dk*2*trB*<br>*Mchy.Aft* (*See Sailing Ship Register*) | 149<br>124<br>96 | | | | | 1872 | ……………<br>Arendal | J.R.Normann | 99·9 | 22·4 | 10·3 | Bodö<br>Norwegian | C.2Cy.$10\frac{3}{16}$"&18½"-$10\frac{3}{16}$"<br>E.&B.*made*85 9NHP<br>AkersMek.Værks.Xia. | | N |
| 16125<br>219446<br>LVGD | **Franklin County** SteelSc<br>Sub.Sig. Wireless *Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trB* | 2593<br>2243<br>1613 | | | … | | 1920 | American S.B.Co.<br>Lorain.O. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·6 | 26·1 | NewYork<br>Utd. States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>AmericanS.B.Co.Lorain,O. | 28 ″ 2 | R |
| 16126<br>220865<br>MOBP | **Franklin K. Lane** SteelSc<br>Sub.Sig. Wireless ~~6851~~<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing* | 6998<br>6642<br>4302 | *Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 11,20 | | … | CL<br>*F.P. above* 1 | 1920<br>11mo<br>50° F. | Bethlehem S.B.Corp.Ld.<br>Alameda,Cal.<br>*'sA&CP* | PanAmerican Petroleum&Trans-portCo Inc.<br>*CellDBuE&B*62'<br>197*tDT f*50'884*t* | 435·0<br>P106'B50'F42'<br>FK<br>*FPT*104*tAPT*70*t* | 56·0 | 32·0 | LsAngeles<br>Utd. States<br>13*BHptAsp*<br>(9 *to U dk*<br>4 „ *2nd* „) | T.3Cy.27",47"&78"-48" (*s*)<br>220lb 600NHP<br>3SB,*9cf*,HS8235 FD<br>BethlehemS.B.Corp.Ld. | 33 ″ 6<br>s 8 ″ 0½<br>25 ″ 10 | |
| 16127<br>131359<br>HTBW | **Frankmere** SteelScSr<br>*ss*N.Yk.No.3-1,18<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>Now named "Jalavihar," See No. 37932 in Supplement | 5330<br>4996<br>3381 | ✠100A1<br>4,20<br>BS5,20 ✠LMC1,18<br>*Carrying oil* | NYk<br>*fuel F.* | *z*<br>*P.* | CL<br>9,20<br>*above* | 1911<br>7mo<br>*Lloyd*<br>150°F. | C.Connell &Co.Ld.<br>Glasgow<br>*'sA&CP inDB* | ScindiaStm.Nav. Co.Ld. (R.D. Morarji, *Mgr.*) | 410·1<br>P34'B137'F50'<br>FK<br>*WB* = *CellDBa*108' | 52·2 | 28·8 | Liverpool<br>British<br>6*BH only Cem*<br>*uE&B*56'*f* | T.3Cy.25",42"&70"-48" (*r*)<br>200lb *110lb* 460NHP<br>2DB,*12cf*,GS187,HS8060<br>Dunsmuir&Jackson,LdGls<br>189'1143*tFPT*93*tAPT*40*t* | 31 ″ 2<br>s 6 ″ 0<br>25 ″ 7 | |
| 16128 | **Frankopan** SteelSc | 144<br>—<br>46 | | | | | 1908 | M.U.Martinolich<br>Lussinpiccolo | AustroHrvatsko Parobrodarsko Drustvo | 121·3 | 18·7 | 9·2 | Ponte | T.3Cy.12⅛",18⅞"&30"-18⅛"<br>Bromowsky, 38NHP<br>Schulz&Sohn,Adamsthal | | A |
| 16129<br>[illegible]<br>JSNB | **Franktor** SteelSc<br>Now named "Jalavijaya," See No. 37947 in Supplement<br>*Elec.light* 1*Dk*(*Stl*)& *Shelterdk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 3756<br>[illegible]<br>2297 | ✠100A1<br>*Shelter dk with freeboard*<br>6,21 ~~10,20~~<br>✠LMC5,18<br>*Carrying oil* | Cff<br>Bom<br>*fuel F.* | *x*<br>*P.* | CL<br>6,21<br>*above* | 1918<br>3mo<br>*Lloyd*<br>150°F. | J.Priestman&Co.<br>Sunderland<br>*'sA&CP inDB* | ScindiaStm.Nav. Co.Ld. (R.D. Morarji, *Mgr.*)<br>*CellDB* | 365·0<br>FK<br>315'1077*tFPT*115*t* | 51·5 | 22·1 | Liverpool<br>British<br>6*BHCem*<br>*APT*85*t* | T.3Cy.25",41"&67"-45" (*s*)<br>~~160 180lb~~ 180lb 330NHP<br>3SB,*6cf*,GS120,HS5146<br>Richardsons,Westgarth&Co.Ld.Sld. | 24 ″ 6<br>s 2 ″ 6½<br>22 ″ 4 | |
| 16130 | **Franquette** SteelSc<br>(*ex*Baffin,*ex*WarHydra)<br>*Elec.light* 1*Dk* | 2251<br>1842<br>1353 | | | | | 1918 | Polson Iron WorksCo.Ld.<br>Toronto | Cie.deNav.Franco-Chinoise | 251·0<br>P25'B28'F20' | 43·6 | 20·7 | Dunkirk<br>French<br>*WB* | T.3Cy.20½",33"&54"-36"<br>175NHP<br>PolsonI.W.Co.Ld.Toronto | | |
| 16131 | **Frans Borremans** SteelSc<br>*Mchy.Aft* 1*Dk* | 744<br>532<br>323 | | | | | 1920 | T.van Duijvendijk<br>Lekkérkerk | NVStooms."Frans Borremans" (N.V. J.vanSteen'sRijnreederij) | 180·0<br>Q106'B11'F24' | 28·8 | 12·6 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.15",25"&40"-24"<br>78NHP<br>Mchfbk.Bolnes,Bolnes | | N |
| 16132<br>5940<br>KBGF | **Frans Michael** SteelScSp<br>(*Icebreaker*)<br>1*Dk* | 205<br>176<br>39 | | | | | 1917 | Bergsunds M.V.Aktieb<br>Stockholm | Mo&DomsjöA/B (C.Kempe, *Mgr.*) | 101·6<br>H29*t* | 26·8 | 13·2 | Hörnefors<br>Swedish | T.3Cy.13",21¼"&34⅝"-23⅝"<br>58NHP<br>BergsundsM.V.Aktb.Skm. | | |
| 16133 | **Franz** SteelScK<br>(*Trawler*)<br>1*Dk* | 247<br>229<br>92 | | | | | 1913 | G.Seebeck Akt.Ges.<br>Bremerhaven | Norddeutsche Hochseefischerei, A.G. | 127·1<br>F21' | 23·4 | 10·9 | Gstemnde<br>German<br>*WB* | T.3Cy12⅛",$19\frac{7}{10}$"&31½"-23⅜"<br>48NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 16134<br>144623<br>KGUQ | **Franz Dahl** SteelSc<br>(*ex*Glückauf)<br>*Elec.light* 1*Dk*<br>*Now named* "Clyne Rock," *see Supplement* | 2223<br>1958<br>1243 | | | | | 1909 | Flensburgr Schiffsb.Ges.<br>Flensburg | J.Pridmore&A.E. Roe(J.Pridmore, *Mgr.*) | 297·4<br>P30'B54'F28' | 42·6 | 18·8 | London<br>British<br>*WB* | T.3Cy.$20\frac{1}{16}$",33½"&55⅞"-37⅜"<br>192NHP<br>FlensburgerSchiffsb.Ges. | | |
| 16135<br>[illegible]<br>KBHG | **Franz Wilke** SteelScSr<br>Now named "Mary Amelia," See No. 38370 in Supplement<br>(*ex*HedwigMenzell, *ex*Shandon) 1*Dk*(*Irn*)2*trB* *deep framing*<br>Wireless &*Web frames*3*Dk rule* | 3916<br>[illegible]<br>2412 | ✠<br>✠ | Rot | *u* | | 1899<br>6mo | Richardsn, Duck&Co.<br>Stockton | ~~TheShippingController (W.Runciman&CoLd.,*Mgrs*)~~<br>AmeliaS.S.Co.Ld. | 340·2<br>P33'B186'F34'<br>FK<br>*WB* = *CellDB a* 110' | 48·1 | 26·0 | London<br>British<br>6*BHAsp*<br>*uE*24'*f* 144' | T.3Cy.25",42"&68"-45"<br>335NHP<br>2SB,*6cf*,GS124,HS5400<br>Blair&Co.Ld.Stockton<br>892*tFPT*169*tAPT*101*t* | 28 ″ 4 | |
| 16136 | **Franziska** SteelScSr<br>(*ex*StadtRostock) 1*Dk* | 350<br>290<br>202 | | | | | 1888 | Stettiner Act.Ges.<br>Stettin | Sartori&Berger | 151·6<br>B23'F14'<br>len91 | 22·3 | 11·3 | Kiel<br>German | C.2Cy.15"&27"-18"<br>NB97 26NHP<br>StettinerA.G.Stettin | | |
| 16137 | **Franziska Kimme** SteelAuxTwin<br>*OilEng.* Sc4MstSr<br>1*Dk*<br>(*See Sailing Ship Register*) | 786<br>692<br>584 | | | | | $19_{20}$ | Akt.Ges. "Weser"<br>Bremen | FriedrichKimme | 201·4<br>P27'F30' | 29·8 | 15·3 | Brmrhavn<br>German | Oil Engine 2S.C.<br>4Cy.12⅝"-12⅝"<br>NE20 41NHP<br>H.Callesen&Co.Apenrade | | |
| 16138 | | | | | | | | | | | | | | | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16139 | **Frascati** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk* | 1756<br>1558<br>1034 | | | | | 1913 | Akt.Ges. "Neptun" Rostock | | 287·0 \| 41·1 \| 16·8<br>P&B226'F31' | *WB* | T.3Cy.22$\frac{1}{16}$",35$\frac{1}{16}$"&53$\frac{3}{8}$"-37$\frac{7}{16}$" 174NHP<br>A.G."Neptun,"Rostock | |
| 16140<br>137006 | **—** SteelScK<br>*ss*Gms.No.1-19<br>1*Dk* | 220<br>195<br>98 | ✠100A1<br>*StmTrawler*<br>7,21~~12,20~~<br>~~BS5,20~~ BS5,21<br>✠LMC3,19 | Gms | | CL<br>N3,19 | 1914<br>11mo<br>*Lloyd's A&CP* | Cochrane &Sons,Ld. Selby | StrandSteam FishingCo.Ld. (H.C.Baker,*Mgr.*) | 120·2 \| 21·5 \| 11·5<br>Q69'F20'<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21½"&34"-24" (*r*)<br>180lb 70RHP<br>1SB,2*pf*,GS35,HS1340<br>Gt.CentrlCo-opEng.&ShipRepairingCo.Ld.Gms. | 12 |
| 16141<br>GVWT | **Fraser** SteelTwinSc3MstSr<br>Wireless 2*Dks* | 1240<br>1083<br>215 | | | | | 1904 | Armstrong Whitworth &Co.Ld. Newcastle | BengalGovernment | 258·0 \| 35·2 \| 18·1<br>P37'B36'F50' | Calcutta<br>British<br>*WB* | T.6Cy.18",30"&48"-33"<br>265NHP<br>WllsndSlpwy.Co.Ld.Nwc. | |
| 16142 | **Fraser Eaves** SteelScK<br>*Mchy.Aft* 1*Dk* | 324<br>288<br>131 | ✠100A1<br>*StmTrawler*<br>1,18<br>✠LMC1,18 | Hul | | CL | 1918<br>1mo<br>*Lloyd's A&CP* | Cochrane& Sons,Ld. Selby | TheAdmiralty | 138·5 \| 23·7 \| 12·8<br>Q78'F19'<br>BK7½" | British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*r*)<br>200lb 87NHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 16143<br>JLVF | **Fraser River** SteelScSr<br>Now named "Riverway." See No. 39095 in Supplement<br>Wireless 1*Dk* | 3805<br><br>2376 | | | | | 1915 | Irvine'sSB &D.D.Co.Ld. WHartlepool | BritishEmpire Stm.Nav.Co.Ld. (HoulderBros.& Co.Ld.*Mgrs.*) | 350·2 \| 51·1 \| 24·0<br>P31'B104'F39' | Liverpool<br>British<br>*WB* | T.3Cy.25",40"&67"-45"<br>302NHP<br>Richardsons,Westgarth& Co.Ld.Hpl. | |
| 16144 | **Fratelli B. Mendl** SteelPad (*Tug*)<br>*Elec.light* 1*Dk* | 281<br>—<br>98 | | | | | 1894 | Howaldtswerke Kiel | Flli.B.Mendl | 137·8 \| 23·0 \| 10·7 | Trieste<br>Italian | T.3Cy.20½",32¾"&51¼"-39½"<br>165NHP<br>Howaldtswerke,Kiel | |
| 16145<br>PJGZ | **Fratelli Bandiera** SteelTwinSc *OilEng.* 3MstSr<br>(*ex*ChristianX.) *ss*Gen.No.1-16<br>*Elec light* 1*Dk*(*Stl*)&*Awng dk*<br>Wireless (*Stl*-teak s) | 4956<br>4272<br>3133 | ✠~~100A1~~<br>*Awng dk withfreeboard*<br>4,22 ~~6,20~~<br>✠~~LMC5,19~~ ~~12,20~~ | Gen | *x* | CL<br>~~1,18~~<br>5,21 | 1912<br>6mo<br>*Lloyd's A&CP* | Akt.Burmeistr&Wain Copenhagen | Requisitioned by theItalianGovt.<br>Cell | 370·4 \| 53·2 \| 27·1<br>P25'*aft*B54' *frwd*B77'F32' FK<br>*on Awng dk*<br>*DBa*60'*uE*39'*f*225' | Genoa<br>Italian<br>7*BHAsp*<br>1050*t FPT* | Oil Engines 4S.C.SA<br>16Cy.20$\frac{7}{8}$"-28$\frac{3}{4}$" 468NHP<br>DB80*lb*<br>AktBurmeistr&Wain,Cpn<br>88*tAPT*84*tDTf*19'610*t* | 30<br>6<br>24 |
| 16146 | **Fratelli Bianchi** SteelSc<br>(*ex*WarLeopard) 2*Dks*(*Stl*)<br>*Elec.light* Wireless<br>*Cargo battens not fitted in 'tween dks* | *5177*<br>*4749*<br>*3152* | ✠100A1<br>1,20<br>✠LMC7,18<br>*Carrying oil* | Nwc<br>*fuel F.* | *y*<br>*P.* | CL<br>12,19<br>*above1* | 1918<br>7mo<br>*Lloyd's A&CP*<br>*50° F.* | Workman, Clark&Co.Ld Belfast<br>*in DB* | Flli.Bianchi<br>*CellDB* | 400·4 \| 52·3 \| 28·4<br>P49'B113'F39' FK<br>347'1120*tFPT*115*t* | Genoa<br>Italian<br>7*BHptCem*<br>*APT*170*t* | T.3Cy.27",44"&73"-48" (*r*)<br>180lb 518NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Wrkman,Clark&Co.LdBel | 31<br>6<br>25 |
| 16147<br>366 | **Fratelli D'Asta** WoodAuxScBn *OilEng.*<br>(*ex*Renato)<br>(*See Sailing Ship Register*) | 235<br>—<br>138 | | | | | 1914 | A Codecasa &Figli Viareggio | Flli.D'Asta | 121·7 \| 27·3 \| 11·7 | Trapani<br>Italian | Oil Engine<br>4Cy.11¾"-12"<br>NE17 35NHP<br>Campbell,Halifax | |
| 16148<br>113126<br>VLDK | **Fraternity** SteelScSr<br>*ss*Mch.No.3-8,16<br>*Elec.light* *ss*Mch.No.1-20<br>1*Dk*(*Stl*)&*Webframes* | 676<br>460<br>281 | ✠100A1<br>8,20<br>BS7,21<br>✠LMC5,20 | Bkn | *j* | 8,20 | 1903<br>11mo<br>*Lloyd's A&CP* | Murdoch& Murray Pt.Glasgow | Co-operative WholesaleSoc.Ld.<br>*WB=CellDBa*29' | 180·2 \| 28·1 \| 13·0<br>Q52'B59'F20' FK<br>*uE*17'*f*81'152*tFPT* | Manchestr<br>British<br>4*BHCem*<br>14*tAPT*33*t* | T.3Cy.16",27"&43½"-30" (*r*)<br>180lb *100lb* NDB14 116NHP<br>1SB,3*cf*,GS62,HS1960<br>Lees,Anderson&Co.Ld.Gls | 15<br>11<br>14 |
| 16149<br>QLFN | **Frauenfels** SteelSc<br>*Elec.light* Wireless 2*Dks* | 7887<br>7040<br>4649 | | | | | 1920 | J.C.TecklenborgA.G. Geestemünde | DeutscheDmpfsfahrts.Ges.Hansa | 468·7 \| 58·5 \| 32·4<br>P82'B138'F59' | Bremen<br>German<br>*WB* | T3Cy31½",50$\frac{3}{8}$"&82$\frac{7}{16}$"-55$\frac{1}{16}$"<br>510NHP<br>J.C.TecklenborgA.G.Gst. | |
| 16150<br>215829<br>LJHR | **Fred Baxter** WoodSc<br>Wireless | 1294<br>—<br>707 | | | | | 1917 | ................ NorthBend, Or. | J.H.Baxter&Co. | 213·3 \| 42·0 \| 16·1 | S.Frncisco<br>Utd.States | | |
| 16151<br>143960 | **Fred Cleeves** SteelSc<br>*Elec.light* 1*Dk*<br>Wireless | ~~1700~~ 1932<br>~~1335~~ 1347<br>1031 | | | | | 1921 | W.Harkess &Son,Ld. Middlesbro' | Cleeves'Western ValleysAnthracite Collieries,Ld. | 255·0 \| 39·0 \| 16·8<br>Q76'P25'B56'F24' | Swansea<br>British<br>*WB* | T.3Cy.21½",35"&59"-39"<br>217NHP<br>RichardsonsWestgarth& Co.Ld.Mdb. | |
| 16152<br>121152<br>KQJB | **Fred E. Richards** SteelSc (*Tug*)<br>1*Dk* | 357<br>327<br>174 | | | | | 1900 | Neafie& LevyCo. Philadelphia | GreatLakes Dredge&DryDock Co. | 121·4 \| 26·5 \| 14·2 | NewYork<br>Utd.States | T.3Cy.15",23"&39"-28"<br>80NHP<br>Neafie&LevyCo.Phl. | |
| 16153<br>141374 | **Fred Mercur** WoodSc<br>1*Dk* | 1293<br>1124<br>781 | | | | | 1882 | Union D.D.Co. Buffalo NY | W.E.Lawlor | 237·4 \| 35·6 \| 17·4 | Montreal<br>British | C.2Cy.26"&48"-42"<br>NB09 99NHP<br>H.G.Trout,Buffalo,N.Y. | |
| 16154<br>132378 | **Fred Salmon** SteelScDy (*Fishing*)<br>1*Dk* | 102<br>102<br>46 | | | | | 1912 | Crabtree& Co.Ld. Gt.Yarmouth | J.Windram | 89·1 \| 19·1 \| 8·8 | Berwick-on-Tweed<br>British | T.3Cy.10¼",15½"&26"-18"<br>35RHP<br>Crabtree&Co.Ld.Gt.Yar. | |
| 16155<br>215847<br>LJKP | **Fred W. Weller** SteelTwinScSr<br>*ss*NNs.No.1-22<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter*<br>*Mchy.Aft* *dk*(*Stl*)&*Webframes*<br>Sub.Sig. Wireless *Longitudinalframing* | 10627<br>10356<br>7892 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~4,21~~ ~~11,20~~1,22<br>✠LMC1,22 ~~12,17~~<br>*CarryingPet*<br>*Fitted for oilf* | NYk<br>NNs<br>*roleum*<br>*uel* 12, | *ft*<br>*in*<br>17 | CL<br>~~11,19~~<br>4,21<br>*bulk*<br>*F.P. a* | 1917<br>12mo<br>A&CP<br>*bove* 1 | Bethlehem S.B.Corp. SanFrancisco<br>50° F. | StandardOilCo. (NewJersey)<br>*CellDBinE&B*85' | 500·0 \| 68·0 \| 35·8<br>FK<br>374*t DTf*54' 626*tF* | NewYork<br>Utd.States<br>19*BHptAsp*<br>14*BHtoUdk*<br>5 ,, ,,2*nd*,,<br>*PT*200*t AP* | T.6Cy.20½",35"&60"-42" (*r*)<br>200lb *180lb* 638NHP<br>3SB,12*cf*,HS8943 FD<br>BethlehemS.B.Corp.S.Fo.<br>*T*164*t* | 38<br>11<br>27 |
| 16156<br>135576<br>JFMD | **Freda** SteelScSp<br>*ss*LagosNo.2-20<br>1*Dk* | 58<br>51<br>7 | ✠ A–<br>*For towing pu*<br>8,20<br>✠LMC8,20 | Lagos<br>*rposes* | | 9,18 | 1914<br>4mo | Cox&Co. (Engineers), Ld. Falmouth | Elder,Dempster& Co.Ld. | 70·5 \| 16·0 \| 6·6<br>BK6" | Liverpool<br>British<br>4*BHCem* | C.2Cy.11"&24"-16" (*r*)<br>130lb 30RHP<br>1SB,2*pf*,GS27,HS611<br>Cox&Co.(Engineers),Ld. | 7<br>7 |
| 16157<br>143494 | **Freddysmith** SteelScSr<br>(*ex*Jan van Galen) 1*Dk* | 635<br>479<br>323 | | | | | 1919 | Gebr.S. Volker,Afzn. Sliedrecht | KirkShppg.Co.Ld. (P.Atkins,*Mgr.*) | 172·3 \| 28·4 \| 12·3 | Cardiff<br>British<br>*WB* | T.3Cy.13",21"&34"-18$\frac{1}{16}$"<br>50RHP<br>MachinefabriekBolnes | |
| 16158 | **Fredenhagen** SteelScSr<br>*Elec.light* 1*Dk* | 1023<br>710<br>612 | | | | | 1915 | Schiffsw.v. H.KochA.G. Lübeck | Hanseatische Dampfsch.Ges. | 216·6 \| 32·9 \| 13·1<br>P114'F27' | Lübeck<br>German<br>*WB* | T3Cy 17$\frac{5}{16}$"29½"&45$\frac{1}{16}$"-29½"<br>113NHP<br>OttensenerMaschf.Altona | |
| 16159<br>NCGW | **Fredensbro** SteelSc<br>For full particulars See No. 37352 in Supplement<br>*Elec.light*<br>Wireless | 2327<br>2059<br>1335 | 100A1<br>(*Class Contem* | *plated*) | | | 1920 | A/S Baltica Værftet Copenhagen | A/S DetKöbenhavnskeDpskslsk. (A/S DetOversöiskeKompagni, *Mgrs.*) | 302·0 \| 44·2 \| 20·3<br>P236'F23' | Copnhagn<br>Danish | 1 Steam Turbine<br>JönköpingsMVJönköping | 22<br>2<br>20 |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16160<br>215635<br>LHWD | **Frederic Ewing** SteelSc<br>ssN.Qs.No.1-21<br>(exWilhelmJebsen) 2Dks(Stl)&<br>Elec.light Mchy.Aft Webframes<br>Wireless Longitudinal framing | 7260<br>6416<br>4484 | ✠100A1<br>2,22 ~~1,21~~<br>✠LMC9,17<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 9,17 F.P. above 150°F. | NYk | 12,21 | CL<br>1,21 | 1917<br>10mo | UnionIron<br>WorksCo.<br>SanFrancisco<br>A&CP | Pan-American<br>Petroleum&<br>TransportCo.Inc.<br>CellDBuE& | 435·0<br>P134'B50'F42'<br>FK | 56·0 | 32·0 | L.Angeles<br>Utd.States<br>15BHptAsp<br>(11 ,, to Udk<br>4 ,, 2nd,,)<br>B64'197tDT | 1GearedSteamTurbine (s)<br>220lb 606NHP<br>3SB,9cf, HS8265 FD<br>GeneralElectricCo.<br>Schenectady,N.Y.<br>f56'1038tFPT97tAPT74t | 33 ″ 6<br>s7 ″ 10½<br>26 ″ 0 | |
| 16161<br>215424<br>LHPT | **Frederic R. Kellogg** SteelScSr<br>Mchy.Aft 2Dks(Stl)&Webframes<br>Elec.light Longitudinal framing<br>Sub.Sig. Wireless | 7127<br>6564<br>4419 | ✠NE&B2,19<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 8,17 F.P. above 150° F. | | ... | CL<br>N5,20 | 1917<br>8mo | Moore&<br>ScottIron<br>Works<br>Oakland,Cal.<br>A&CP | Pan-American<br>Petroleum&<br>TransportCo.Inc.<br>CellD | 425·8<br>'97'B40'F41'<br>FK | 57·0 | 31·4 | L.Angeles<br>Utd.States<br>16BHptCem<br>(10 ,, toUdk<br>6 ,, 2nd,,)<br>BuE&B61 | T.3Cy 27",45½"&76"-51" (r)<br>190lb 120lb NDB19 5 NHP<br>3SB.9cf,GS185,HS8331 FD<br>SunShipbuildingCo.,<br>Chester,Pa.<br>144tDTf43'545tAPT28t | 33 ″ 0<br>s7 ″ 10<br>25 ″ 7 | |
| 16162<br><br>NVHD | **Fredericia** SteelScSr<br>Wireless 1Dk | 1250<br>949<br>725 | | | | | 1916 | P.Ph.<br>Stuhr'sMsk&<br>Skbs Aalborg | A/S Nordöstersö<br>Rederiet(A.Krohn<br>Mgr.) | 238·7<br>P14'Q71'B94'F29' | 36·3 | 13·4 | Copnhagn<br>Danish<br>WB | T.3Cy.15",24"&40"-27"<br>83NHP<br>Akties."Frichs,"Aarhus | | V |
| 16163<br><br>NRFJ | — IronPad<br>(Ferry)<br>1Dk | 295<br>286<br>121 | | | | | 1877 | F.Schichau<br>Elbing | DeDanskeStatsbaner | 138·9 | 26·2 | 10·8 | Fredericia<br>Danish | 2Cy.36"-45"<br>134NHP<br>F.Schichau,Elbing | | |
| 16164<br>145174 | **Frederick Bush** SteelScK<br>Mchy.Aft 1Dk(Stl) | 277<br>249<br>113 | ✠100A1<br>StmTrawler<br>6,18<br>✠LMC6,18 | Hul | | CL | 1918<br>6mo | Cook,Welt'n&Gemmel<br>Ld. Beverley<br>Lloyd'sA&CP | ~~TheAdmiralty~~<br>D.Pettit,Ld.<br>(D.Pettit,Mgr.) | 125·5<br>Q72'F21'<br>BK7½" | 23·5 | 12·7 | London<br>British<br>3BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 61RHP<br>1SB,~~3pf~~,GS49.HS1590<br>Amos&SmithLd.Hul | 13 ″ 6 | |
| 16165<br>209601 | **Frederick D. Underwood** SteelSc<br>(Tug)<br>Elec.light 1Dk | 217<br>—<br>147 | | | | | 1911 | StatenIsld.<br>S.B.Co.<br>Pt.Richmond | Baltimore&Ohio<br>RailroadCo. | 109·6 | 25·1 | 11·6 | Baltimore<br>Utd.States<br>WB | C.2Cy.20"&42"-28"<br>78NHP<br>StatenIslandS.B.Co. | | |
| 16166<br><br>WNFM | **Frederick Gilbert** SteelSc<br>(exPolicastria,exMaxBrock)<br>Elec.light Wireless 2Dks<br>Now named "GreyCounty," See No 37553 in Supplement | 4593<br>[illegible]<br>2967 | | | | | 1907 | Bremer<br>Vulkan<br>Vegesack | A/S D/SHenrik<br>Lund(W.Gilbert,<br>Mgr.) | 386·6<br>P-H250'F50' | 51·7 | 25·9 | Bergen<br>Norwegian<br>WB | Q4Cy.22⅜",$32\frac{7}{16}$",$44\frac{13}{16}$"&69⅜"<br>-48¾" 345NHP<br>BremerVulkan,Vegesack | | C |
| 16167<br>116972<br>KQCJ | **Fred'k Luckenbach** SteelScSr<br>(exSanMateo<br>exChartersTowers<br>Elec.light Sub.Sig. Wireless 2Dks3trB | 2935<br>2535<br>2084 | | | ... | | 1888 | J.Read-<br>head&Co.<br>SouthShields | LuckenbachS.S.<br>Co.Inc. | 317·5<br>P51'B80'F38'<br>BK10" | 40·2 | 24·1 | NewYork<br>Utd.States<br>WB | T.3Cy.23",37½"&60"-39"<br>206NHP<br>J.Readhead&Co.S.Shields | 26 ″ 10 | R |
| 16168<br>9639. | **Frederick T. Kellers** SteelSc<br>(Tug)<br>(exHarveyD Goulder) 1Dk | 156<br>—<br>78 | | | | | 1898 | Bell'sStm.<br>Eng.Work<br>Buffalo,N.Y. | UnitedStates<br>ShippingBoard | 78·8 | 23·3 | 11·6 | NewYork<br>Utd. States | C.2Cy.20"&40"-30"<br>73NHP<br>Bell'sStm.EngineWorks. | | |
| 16169<br><br>NSMC | **Frederik VIII.** SteelTwinScSr<br>ssKel.No.2-22 ~~ssCpn No.1-18~~<br>Elec.light Wireless 2Dks(Stl)&Awng<br>Ref.Mchy. dk(Stl-ws)3rd dk(Stl)in<br>Sub.Sig. Nos.1&3holds | 11850<br>7013<br>7555 | ✠100A1<br>Awng dk<br>with freeboard<br>3,22 ~~3,21~~ ✠LMC1,22<br>~~MS7,18~~ ~~BS12,20~~<br>Water tube boilers | Mmo<br>Kel | g† | ~~6,20~~<br>3,22 | 1913<br>12mo | Akt.Ges.<br>"Vulcan"<br>Stettin<br>Lloyd'sA&CP | DetForenede<br>Dampskibs.Selsk.<br>WB=Cell<br>DBa113'uE&B | 523·5<br>P42'B221'F52'<br>on Awng dk FK<br>172'183tf1869tFPT | 62·3 | 38·3 | Copnhagn<br>Danish<br>9BHCem<br>66tAPT106t | T.8Cy.(2)32¼",(2)52¾"&(4)<br>62⅝"-55⅛" 215lb (s)<br>200lb at Engines 1702NHP<br>8B,GS512,HS24100 FD<br>A.G."Vulcan,"Stettin | 41 ″ 6<br>s10 ″ 2<br>31 ″ 8 | |
| 16170<br><br>NVPJ | **Frederiksborg** SteelSc4MstSr<br>Elec.light 1Dk | 1816<br>1600<br>1106 | | | | | 1916 | Akties Sör-<br>landetsSkibs.<br>Fevig | A/S Dmpskselsk<br>Dannebrog (C.K.<br>Hansen,Mgr.) | 265·0<br>P22'B71'F29' | 42·2 | 17·6 | Copnhagn<br>Danish<br>WB | T.3Cy.20½",35"&56"-36"<br>188NHP<br>FredrikstadM.V.Frdstad | | N |
| 16171<br><br>HMLB | **Fredheim** IronScSr<br>(exBenan) 1Dk2trB | 1144<br>992<br>673 | | | ... | | 1878 | Whitehavn<br>S.B.Co.<br>Whitehaven | A/S Fredheim<br>(Alf.Monsen) | 240·3<br>F19tB106tH14t<br>FK | 33·2 | 16·6 | Tönsberg<br>Norwegian<br>WB | C.2Cy.25"&50"-36"<br>NB02 121NHP<br>J.Jones&Sons,Liverpool | 18 ″ 2 | N |
| 16172<br>141471 | **Fredmac** WoodSc<br>(Tug)<br>1Dk | 159<br>121<br>14 | | | | | 1919 | Sincennes<br>McNaughton<br>Line,Ld.<br>Sorrel.P.Q. | Sincennes<br>McNaughtonLine,<br>Ld. | 81·1 | 23·5 | 10·7 | Montreal<br>British | C.2Cy.18"&36"-24"<br>54RHP<br>SorelMechanicalShops,Ld.<br>Sorel,Que. | | |
| 16173<br><br>MBND | **Frednes** SteelScSr<br>1Dk&Spar dk | 1601<br>1462<br>998 | | | | | 1903 | Bergens<br>Mek.Værks.<br>Bergen | J.C.Knudsen | 245·1<br>B60'H105t<br>F32t | 36·0 | 15·5<br>20·8 | Porsgrund<br>Norwegian<br>WB | T.3Cy.19",30"&50"-33"<br>144NHP<br>BergensMk.Værks,Bergen | | N |
| 16174<br><br>MPSB | **Fredrikke** WoodAuxScSr<br>Motor<br>(exSailing vesselGovernorRussell)<br>(See Sailing Ship Register) | 127<br>—<br>55 | | | | | 1892 | James&<br>Tarr<br>Essex,Mass | J.J.Öien | 94·6 | 25·0 | 10·4 | Tromsö<br>Norwegian | Motor 2S.C.SA<br>2Cy.$14\frac{19}{20}$"-$16\frac{3}{20}$"<br>J&CGBolindersCoLd.Skm | | |
| 16175<br><br>HBPT | **Fredrikshald I.** SteelSc<br>1Dk | 108<br>88<br>47 | | | | | 1890 | Nylands<br>Værksted<br>Christiania | FredrikshaldsD/S<br>(M.A.Martinsen,<br>Mgr.) | 86·9<br>P18t | 17·2 | 7·9 | Frdrikshld<br>Norwegian | C.2Cy.$9\frac{1}{16}$"&$16\frac{3}{5}$"-12"<br>NB06 9NHP<br>NylandsVærksted,Xania | | |
| 16176<br><br>MRFJ | **Fredrikshald II.** SteelScSr<br>(Lighter) OilEng.<br>(exStangholman,exOndernening) 1Dk | 102<br>82<br>66 | | | | | 1915 | J.Vos&<br>Zoon<br>Groningen | FredrikshaldsD/S<br>(M.A.Martinsen,<br>Mgr.) | 91·5<br>H9t | 16·4 | 6·5 | Frdrikshld<br>Norwegian | Oil Engine 2S.C.SA<br>1Cy.13"-$13\frac{1}{16}$"<br>Stijard&Walen,Rotterdam | | |
| 16177<br><br>HBLQ | **Fredrikshald III.** SteelScSp<br>Mchy.Aft 1Dk | 126<br>98<br>64 | | | | | 1900 | Fredriks-<br>stadM.V.<br>Fredrikstad | FredrikshaldsD/S<br>(M.A.Martinsen,<br>Mgr.) | 93·1<br>P32t | 18·9 | 8·3 | Frdrikshld<br>Norwegian<br>WB | C.2Cy.10¾"&21"-13"<br>13NHP<br>FredriksstadMek.Verk | | |
| 16178<br>215791<br>LJGK | **Freedom** SteelTwinScSr<br>(exIroquois,exWittekind) 2Dks(1Stl-<br>ws&UStl-teak s)&Webframes<br>Well deck Elec.light Sub.Sig. Wireless | 5640<br>4508<br>3607 | ✠<br>4,94<br>✠ | Ham | x | | 1894<br>4mo | Blohm&<br>Voss<br>Hamburg | UnitedStates<br>ShippingBoard<br>CellDB320 | 444·9<br>B304'F72'<br>FK<br>637tFPT59tAPT | 46·2 | 27·4 | NewYork<br>Utd.States<br>8BHCem<br>45tDTa85t | T.6Cy.$22\frac{7}{16}$",35"&60"-42⅛"<br>514NHP<br>2D&2SB16cf,GS254,HS8206<br>Blohm&Voss,Hamburg | 30 ″ 0 | R |
| 16179<br>14065<br>KCNH | **Freeland** SteelScSr<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 574<br>394<br>263 | ✠100A1<br>9,21 ~~12,19~~<br>✠LMC9,19 | Abn<br>Liv | h | CL | 1919<br>9mo | J.Lewis<br>&Sons,Ld.<br>Aberdeen<br>Lloyd'sA&CP | FreelandShipping<br>Co.Ld.(J.W.Fisher<br>&Co.Mgrs.)<br>CellDBf97'125tFPT | 164·8<br>Q94'B11'F21'<br>FK | 27·0 | 11·1 | Liverpool<br>British<br>3BHCem<br>44tAPT19t | T.3Cy.14",24"&39"-27" (s)<br>180lb 105NHP<br>1SB,3pf.GS54.HS1894<br>J.Lewis&Sons,Ld.Abn. | 13 ″ 3<br>s3 ″ 10½<br>13 ″ 2 | |
| 16180<br>216032<br>LJSC | **Freeman** SteelSc<br>Wireless<br>Elec.light Sub.Sig. 1Dk(Stl)<br>Mchy.Aft Cargo battens not fitted | 3350<br>2710<br>1949 | ✠100A1<br>12,21 ~~12,20~~<br>✠LMC4,18 | NYk<br>NNs | v | CL<br>5,20 | 1918<br>4mo | NewYork<br>S.B.Corp.<br>Camden,N.J.<br>A&CP | PocahontasFuel<br>Co.Inc.<br>CellDB269'125 | 318·5<br>P79'B18'F31'<br>FK<br>4tDT13'412tFPT2 | 49·5 | 24·2 | Boston<br>Utd.States<br>7BHCem<br>93tAPT92t | T.3Cy.21",35"&58"-42" (r)<br>200lb 318NHP<br>2SB,6cf,GS110,HS4643 FD<br>NYorkSB CorpCamdenNJ | 27 ″ 6<br>s5 ″ 6<br>22 ″ 4 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux au Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant<br>pds. ps. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16181<br>212805<br>LDWR | **Freeport Sulphur No. 1** SteelSc3MstSr<br>Wireless (exFrancisHanify)<br>*Elec.light* *Carrying Petroleum in bulk*<br>*Mchy.Aft* *Fitted for oil fuel* 1*Dk* | 2588<br>2286<br>1552 | | | | | 1914 | Harlan&Hollingsworth Cor.<br>Wlmgtn, Del | FreeportSulphur TransportationCo. Inc. | 294·0<br>P32'B20'F32' | 45·0 | 22·5 | New York<br>Utd. States<br>*WB* | T.3Cy.21",34"&56"–42"<br>208NHP<br>Harlan&HollingswrthCor. | | |
| 16182<br>215201<br>LHFC | **Freeport Sulphur No. 2** Steel ScTug<br>Wireless 1*Dk2trB* | 488<br>—<br>252 | | | | | 1917 | Spedden S.B.Co.<br>Baltimore | FreeportSulphur TransportationCo. Inc. | 148·0 | 26·0 | 16·0 | NewYork<br>Utd.States | T.3Cy.21",32"&54"–26"<br>148NHP | | |
| 16183<br>219830<br>LWFG | **Freeport Sulphur No. 5** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*<br>*Mchy.Aft* Sub.Sig. Wireless | 4127<br>3567<br>2440 | | | | | 1920 | Federal S.B.Corp.<br>Kearny,N.J. | FreeportSulphur TransportationCo. Inc. | 355·5<br>P88'B37'F36' | 52·5 | 24·8 | NewYork<br>Utd. States<br>*WB* | T.3Cy.23",39"&66"–42"<br>261NHP<br>Hooven,Owens&Rentschler Co.Hamilton,Ont. | | R |
| 16184<br>220640<br>MBNL | **Freeport Sulphur No. 6** SteelSc<br>*Carrying Oil in bulk*<br>Wireless 2*Dks*<br>*Mchy.Aft* *Longitudinal framing* | 4487<br>—<br>2649 | | | | | 1920 | Federal S.B.Corp.<br>Kearny,N.J. | FreeportSulphur TransportationCo. Inc. | 355·0<br>P108'B36'F34' | 52·6 | 28·0 | NewYork<br>Utd. States | T.3Cy.<br>FederalS.B.&Eng.Corp. | | R |
| 16185<br>132102<br>HSVL | **Freesia** SteelScK<br>Stranded & Sunk 1,22<br>*ss*Liv.No.2–19<br>*Elec.light* 1*Dk* | 285<br>262<br>123 | ✠~~100A1~~<br>*StmTrawler*<br>~~6,21~~ ~~7,19~~<br>9,21 | Liv<br>Gms<br>✠~~LMC7,19~~<br>~~[illegible]~~ | | CL<br>7,19 | 1911<br>6mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>*'sA&CP* | T.W.Baskcomb | 132·0<br>Q73'<br>BK8" | 22·5 | 11·7 | Grimsby<br>British<br>5*BHCem* | T.3Cy.13",23"&37"–24" (*s*)<br>180lb 80RHP<br>1SB,*3pf*,GS45,HS1260<br>C.D.Holmes&Co.Ld.Hull | 12 7 | |
| 16186 | **Freia** SteelPadSr<br>*Elec.light* 2*Dks* | 833<br>596<br>350 | | | | | 1885 | Blohm&Voss<br>Hamburg | StettinerDmpfsch. GesJ.F.Braeunlich G.m.b.H. | 234·6<br>H154' | 26·9 | 13·2 | Stettin<br>German | O.2Cy.40"&66½"–72"<br>NB02 310NHP<br>Blohm&Voss,Hamburg | | |
| 16187 | — SteelScSr<br>(*ex*Lircai)<br>2*Dks* | 655<br>—<br>422 | | | | | 1892 | J.Reid&Co.Ld.<br>Glasgow | H.E.Wolden | 165·5 | 29·1 | 16·5 | M.Video<br>Uruguayan | T.3Cy.14",23"&37"–27"<br>71NHP<br>Kincaid&Co.Greenock | | V |
| * 16188 | — SteelScK<br>*ss*Ams.No.3–4,18<br>1*Dk* | 247<br>233<br>87 | ✠100A1<br>*StmTrawler*<br>6,21 ~~9,20~~<br>✠NB5,20 | Ams<br>BS6,22<br>✠LMC<br>MS4,18 | | ~~9,19~~<br>6,21 | 1906<br>9mo<br>*Lloyd* | Bonn&Mees<br>Rotterdam<br>*'sA&CP* | N.V.Exploitatie& Administratie Maatschappij "ShamrockI." (S.Koster,*Mgr.*) | 135·2<br>BK6"<br>*WB=Cell* | 22·7 | 11·2 | Ymuiden<br>Dutch<br>4*BHCem*<br>*DBf*61'30*t* | T.3Cy.12¼",20"&33"–24" (*s*)<br>180lb 64NHP<br>1SB,*2pf*,GS36,HS1062<br>Wilton'sE.&Slpwy.Co.Rot | 13 10 | |
| 16189<br>143850<br>KDBH | **Freiberg** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&3rd*Dk* in<br>*Well deck* Wireless No.1*hold only*<br>*Now named* "City of Sydney," *See No.* 3670 *in Supplement* | 5811<br>5436<br>3687 | ✠<br>2,17 | Ham | *b*† | | 1914<br>4mo | J.C.Tecklenborg A.G.<br>Geestemünde | *WB=Cell* | 450·8<br>P&B381'F51'<br>FK<br>*DBa*146'*uE&B*71 | 57·2 | 27·0 | London<br>British<br>9*BHCem*<br>*f*190'1453*t* | T3Cy27$\frac{15}{16}$"46$\frac{13}{16}$"&78¾"–53$\frac{11}{16}$"<br>FD 734NHP<br>4SB,*12cf*,GS258,HS11192<br>J.C.TecklenborgA.G.Gst. | 29 8 | |
| 16190<br>MBHW | **Freidig** SteelScSr<br>(*ex*Haraldshaug,*ex*Gerd)<br>*Elec.light* 1*Dk&deepframing* | 1348<br>1101<br>787 | | | ... | | 1903 | WoodSkinner&Co.Ld<br>Newcastle | Jens J.Salvesens Rederi | 237·0<br>P20'B29'F29'<br>FK | 35·2 | 16·0 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.18½",30"&49"–33"<br>146NHP<br>N.E.MarineEngCoLdNwc | 18 6 | N |
| * 16191<br>139043<br>JLGB | **Freienfels** SteelScSr<br>*ss*LthNo.2–18<br>*Elec.light* 2*Dks*(*Stl–U*teaks)<br>Wireless | 5633<br>5323<br>3545 | ✠100A1<br>3,22 ~~3,21~~<br>MS4,19 | Bom<br>Cal<br>✠LMC<br>BS5,20 | *a*† | CL<br>3,20 | 1910<br>11mo<br>*Lloyd* | J.C.Tecklenborg A.G.<br>Geestemünde<br>*'sA&CP*<br>*Interm*<br>*WB=CellD* | Secretary ofState for India inCouncil (Director,India OfficeShppng*Mgr*)<br>*ediate BHd in fore*<br>*Ba*141'*uE*24'*f*183' | 421·0<br>P60'B124'F51'<br>FK<br>*hold dispensed with*<br>1225*t* '*Tween dk ta* | 55·1 | 28·7 | London<br>British<br>*Cem*<br>6*BH only*<br>*nks a*42'451*t* | Q.4Cy.24$\frac{1}{32}$",34$\frac{21}{32}$",50$\frac{45}{64}$"&74$\frac{1}{32}$"–53$\frac{15}{16}$" (*r*)<br>213lb *121lb* 517NHP<br>3SB,*9cf*,GS161,HS6780 FD<br>J.C.TecklenborgA.G.Gst.<br>*f*40' 496*t FPT*85*t* | 31 3 | |
| * 16192<br>127085<br>HRVS | **Freighter** SteelScK<br>*ss*Nwc.No.2–18<br>(*ex*Liscannor) 1*Dk*(*Stl*)<br>*Well deck* *Mchy.Aft* | 297<br>214<br>106 | ✠100A1<br>~~5,21~~ ~~2,21~~ 11,21<br>BS2,21 | Shl<br>Nwc<br>✠LMC12,18 | *e* | CL<br>9,20 | 1910<br>10mo<br>*Lloyd* | Smith's DockCo.Ld<br>Middlesbro'<br>*'sA&CP* | "T" Stm.Coasters, Ld. (Robinson, Brown& Co.*Mgrs.*) | 129·8<br>Q46'B8'F25'<br>FK<br>*WB=FPT*63*t* | 25·1 | 8·8 | Newcastle<br>British<br>3*BHCem*<br>*APT*15*t* | C.2Cy.16"&34"–24" (*s*)<br>130lb 63RHP<br>1SB,*2pf*,GS35,HS1131<br>ShieldsEng.Co.Ld.N.Shl. | 10 0<br>s 8<br>9 6 | |
| 16193<br>HSBW | **Freikoll** SteelScSr<br>(*ex*Bjorn)<br>1*Dk* | 1169<br>927<br>696 | | | | | 1900 | Bergens Mek.Værks.<br>Bergen | Kristiansunds Dpsk.Rederi (H. Schnitler,*Mgr.*) | 230·9<br>Q126*t*B52*t*H17*t*<br>F30*t* | 34·3 | 13·6 | Xiansund<br>Norwegian<br>*WB* | T.3Cy.16",25"&42"–30"<br>97NHP<br>BergensMekVærksBergen | | N |
| * 16194<br>MBCG | **FreiredeAndrade** SteelTwinScSr<br>*ss*P.N1 No.1–22<br>*ss*LourençoMarquesNo.3–9,18<br>*Elec.light* 1*Dk* | *249*<br>*197*<br>*131* | ✠100A1<br>1,22 ~~9,18~~<br>~~MS9,18~~ | ~~Lourenço Marques~~<br>P.N1<br>✠LMC1,22<br>~~[illegible]~~ | *d* | ~~CL~~<br>~~9,18~~<br>1,22 | 1907<br>12mo<br>*Lloyd* | Earle'sCo. Ld.<br>Hull<br>*'sA&CP* | Empreza do LimpopoA.Couto<br>*WB=* | 125·0<br>P16'~~B37~~'F19'B46<br>FK&BK2"<br>*FPT*15*tAPT*10*t* | 25·1 | 9·1 | Lourenço Marques<br>Portuguese<br>4*BHCem* | C.4Cy.11"&25½"–16" (*s*)<br>130lb 53NHP<br>1SB,*2pf*,GS28,HS910<br>Earle'sCo.Ld.Hull | 9 6 | |
| 16195 | **Freirecastro** SteelTwinScSr<br>*Elec.light* 1*Dk*(*Teak*)<br>&*Promenade dk*(*Teak*) | *297*<br>*297*<br>*202* | ✠<br>*For River purposes only*<br>9,10 | Liv<br>✠ | | | 1910<br>9mo | LythamSB&E.Co.Ld.<br>Lytham | A.G.Bandeira | 145·0<br>B22'F26'<br>FK | 28·1 | 7·6 | Para<br>Brazilian<br>5*BHCem* | C.4Cy.12½"&28"–18"<br>82NHP<br>1SB,*3pf*,GS50,HS1520<br>LythamS.B.&E.Co.Ld.Lyt | 8 0 | |
| 16196 | **Freiston** SteelScK<br>*Now named* "RocheGrise," *See No.* 30148 *in Supplement*<br>1*Dk*(*Stl*) | 203<br>201<br>88 | ✠100A1<br>*StmTrawler* | Lth<br>✠LMC7,19 | | CL | 1919<br>7mo<br>*Lloyd* | Hawthorns&Co.Ld.<br>Leith<br>*'sA&CP* | ~~BostonDeepSea Fishing&IceCo.Ld (F.Parkes,*Mgr.*)~~<br>Sté.Nouvelle des Pêcheries | 115·4<br>BK7½" | 22·2 | 12·1 | Boston<br>British<br>3*BHCem*<br>*DBf*29'20*t* | T.3Cy.12",20"&34"–28" (*r*)<br>180lb 74RHP<br>1SB,*3pf*,GS39,HS1347<br>Hawthorns&Co.Ld.Leith | 13 0 | |
| 16197 | **Frej** SteelScSr<br>*ss*Lbc.No.3–5,12<br>*ss*Lbc.No.2–20<br>(*ex*Vladimir) 1*Dk*(*Stl*) | 555<br>438<br>292 | ✠100A1<br>5,21 ~~9,20~~<br>~~BS~~5,21 | Hfs<br>Lbc<br>✠LMC<br>MS6,20 | *h* | 6,20 | 1900<br>2mo | A.McMillan&Son,Ld.<br>Dumbarton<br>A&CP | Wasa-Nordsjö angbåtsAktieb (KarlKurtén, *Mgr.*) | 170·0<br>B53'F23'<br>BK5"<br>*WB=FPT* | 26·0 | 13·3 | Wasa<br>Finnish<br>4*BHCem*<br>62*tAPT*38*t* | T.3Cy.15",25"&40"–27" (*s*)<br>160lb *70lb* 102NHP<br>1SB,*3pf*,GS63,HS1800<br>McKie&Baxter,Glasgow | 14 0<br>s 1 7<br>12 11 | |
| 16198<br>6029<br>KBLM | — SteelScSp<br>(*IceBreaker*)<br>*Elec.light* 1*Dk*(*Stl*) | 212<br>176<br>— | ✠ A1<br>*For towing purposes*<br>5,20<br>✠NB9,18 | Skm<br>✠LMC9,18 | *c* | 6,20 | 1918<br>9mo | Ekenbergs Varf.<br>Stockholm<br>A&CP | StockholmsTransport&Bogserings Akt.(J.A.Appelqvist, *Mgr.*) | 110·0<br>BK6⅞"<br>*FPT*6*t* | 24·1 | 11·8 | Stockholm<br>Swedish<br>4*BHCem*<br>*APT*19*t* | T.3Cy.14",22$\frac{7}{16}$"&38"–26"<br>175lb (*s*) 98NHP<br>1SB,*3cf*,GS54,HS1773<br>MotalaV.NyaAkt.Motala | 12 6 | |
| 16199<br>6061<br>KBNG | **Freja** SteelScSr<br>(*ex*Annmarie) 1*Dk* | 1356<br>1144<br>917 | | | | | 1918 | Limhamns Skeppsv.A.B.<br>Limhamn | Ångf.A/BPallas (Alex.Pedersen, *Mgr.*) | 239·0<br>P19'B60'F30' | 37·6 | 18·2 | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.17¼",29½"&48"–31½"<br>130NHP<br>LimhamnsSkeppsv.A.B. | | |
| 16200<br>1730<br>HSOM | — IronScSr<br>1*Dk2trB*<br>*Well deck* (*ex*RievaulxAbbey,*ex*Ithaca) | 1070<br>798<br>606 | | | ... | | 1873 | RThompson,jun.<br>Sunderland | Stockholm Rederiaktieb.Svea (H.Ericson,*Mgr.*) | 217·4<br>P130'H22*t*F30'<br>BK8" | 30·3 | 16·6 | Stockholm<br>Swedish<br>*WB* | C.2Cy.27"&51"–33"<br>NB10 125NHP<br>J.Dickinson,Sunderland | 18 3 | V |
| 16201<br>NKBL | — SteelTwinScSr<br>*Elec.light* 1*Dk&Shade dk* | 896<br>518<br>352 | | | | | 1898 | Burmeister&Wain<br>Copenhagen | DeDanske Statsbaner | 220·0 | 31·6 | 12·9 | Kllndborg<br>Danish<br>*WB* | T.6Cy.15",25"&40"–24"<br>NB08 157NHP<br>Burmeister&Wain,Cpn. | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of H.of T. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16202<br>161<br>HMSN | **Freja** CompScSr<br>1*Dk* | 143<br>—<br>61 | | | | | 1859 | MotalaCo.<br>Motala | Russich-Balti-scherBergungs-Verein | 101·3 | 21·8 | 9·1 | Reval<br>Esthonian | C.2Cy.13"&28"–20"<br>80NHP<br>MotalaCo.Motala | | |
| 16203<br>KBDR | **Freja I.** SteelSc<br>*Motor*<br>(*ex*EnAvant) | 103<br>88<br>77 | | | | | 1915 | ……………<br>Holland | RederiA/BFreja (J.Mossige Norheim) | 102·6 | 16·5 | 6·2 | Stockholm<br>Swedish | Motor | | |
| 16204<br>4683<br>JQHM | **Freja III.** WoodSc<br>(*ex*SailingVessel, *ex*Kalle) *Oil Eng.* 1*Dk*<br>*Mchy.Aft* | 125<br>111<br>97 | | | | | 1904 | ……………<br>Norrköping | RederiA/BFreja (J.Mossige Norheim) | 94·9<br>H14*t* | 22·1 | 8·1 | Stockholm<br>Swedish | Oil Engine 2Cy<br>E*made*&*fitted*20<br>J&CGBolindersCoLdSkm. | | |
| 16205<br>JRQS | **Freja IV.** WoodSc<br>(*ex*Anders) *OilEng.*<br>*Mchy.Aft* | 130<br>—<br>94 | | | | | 1909 | ……………<br>Norrköping | RederiA/BFreja (J.MossigeNor-heim) | 94·5 | 22·3 | 8·0 | Stockholm<br>Swedish | Oil Engine<br>2Cy.<br>J&CGBolindersCoLd.Skm | | |
| 16206<br>NTLV | **Frejr** IronScSr<br>*Ref.Mchy.* 2*Dks*&*Hurdk* | 499<br>413<br>269 | | | | | 1883 | Lobnitz& Co.<br>Renfrew | DetForenede DampskibsSelsk. | 166·4<br>B13*t* | 26·5 | 13·3<br>19·7 | Odense<br>Danish<br>*WB* | C.2Cy.24"&44"–30"<br>NB85 88NHP<br>Lobnitz&Co.,Renfrew | | |
| 16207<br>OHPG | **Frelon** IronScYl<br>(*Trawler*)<br>(*ex*Bohemia) 1*Dk* | 144<br>—<br>41 | | | … | | 1891 | Mackie& Thomson<br>Glasgow | H.Philippi | 100·5<br>Q19′F19′ | 20·5 | 10·7<br>BK7½" | Marseilles<br>French | T.3Cy.11",16½"&27"–22"<br>34NHP<br>Muir&Houston,Glasgow | 11 ″ 11 | V |
| 16208<br>NOPD | **Frem** Iron&SteelSc<br>(*Tug*) | 115<br>107<br>23 | | | | | 1890 | Motala Mek.Verk.<br>Oscarshamn | AalborgHavne-udvalg | 86·5 | 19·6 | 10·3 | Aalborg<br>Danish | C.2Cy.<br>NB02<br>MotalaMek.Verk.Oscarshn | | |
| 16209<br>OHPI | **Fremantle** SteelScSr<br>Now named "Andromede," See No. 36239 in Supplement<br>*Well deck* 2*Dks*(*Stl*)3*rd dk in*<br>*Elec.light* Wireless *No.1 hold only* | 5872<br>5491<br>3719 | ✠<br>6,16<br>✠ | Ham | *b*† | | 1911<br>5mo | J.C.Teck-lenborgA.G.<br>Geestemünde | FrenchGovern-ment(Marine Marchand)<br>*WB=CellDBa* | 450·8<br>P&B392′F45′<br>146′*uE*&*B*71′*f*189′ | 57·2 | 27·0<br>FK | Dunkirk<br>French<br>9*BHCem*<br>1453*t* | T.3Cy.27$\frac{15}{16}$",46$\frac{13}{16}$"&78¾"<br>–53⅞" 540NHP<br>4SB,*12cf*,GS236,HS10334 FD<br>J.C.TecklenborgA.G.Gst. | 29 ″ 8 | V |
| 16210<br>MTDG | **Fremtid I.** SteelScSr<br>(*Fishing*)<br>(*ex*Vigilant) 1*Dk* | 165<br>153<br>63 | | | | | 1893 | J.C.Teck-lenborg<br>Geestemünde | MikalViga | 121·7<br>H29′<br>en99 | 20·8 | 9·6 | Stavanger<br>Norwegian<br>*WB* | C.2Cy.17¾"&32¾"–22"<br>42NHP<br>J.C.Tecklenborg,Gtemnde | | |
| 16211<br>101802 | **Frenchman** IronPadCtr<br>(*ex*Coquet) 1*Dk* | 137<br>124<br>62 | | | … | | 1892 | J.P.Ren-noldsn&Sons<br>S.Shields | ~~T.Gray&Co.Ld.~~<br>UnitedTowing Co.,Ld. | 100·4<br>len.06 | 19·2 | 9·3<br>BK6" | Hull<br>British | L.2Cy.25"–45"<br>NB15 45RHP<br>J.P.Rennoldsn&Sns,S.Shl. | 9 ″ 6 | BT till 3,21 |
| 16212<br>139079<br>JMFS | **Freshwater** SteelScSr<br>*ss*Liv.No.3–1,16<br>(*ex*Tina,*ex*Perm, *ex*Sungari,*ex*Tiberius) 1*Dk*(*Stl*)&*Spardk*(*Stl*) &*Web frames*<br>Wireless | 4238<br>4109<br>2790 | ✠100A1<br>*Spar dk*<br>11,18 ✠LMC7,20 | Cff | *x* | 1,21 | 1903<br>11mo | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>A&CP | SeftonS.S.Co.Ld. (H.E.Moss&Co. *Mgrs.*)<br>*WB=CellDBa* | 360·6<br>P30′B92′F32′<br>118′*uE*&*B*42′*f*154′ | 48·0 | 20·2<br>28·0<br>FK | London<br>British<br>6*BHCem*<br>857*tAPT*63*t* | T.3Cy.26",42"&72"–48" (*s*)<br>180lb 400NHP<br>3SB,*9cf*,GS171,HS6340<br>Richardsons,Westgarth& Co.Ld.Sld. | 30 ″ 10<br>s 6 ″ 3½<br>24 ″ 11 | |
| 16213 | **Fresia** IronScSr<br>*ss*Vpo.2ndNo.3–6,18<br>(*ex*Antofagasta, *ex*Ercilla,*ex*Presidente Bulnes,*ex*Raphael)<br>*Well deck* 1*Dk*(*Irn*-ws)2*trB* | 1860<br>1431<br>1177 | —<br>4,20<br>✠ | Vpo | *r* | | 1885<br>6mo | JLThomp-son&Sons<br>Sunderland | Telles,Romaguera &Co.<br>*DBa* | 271·4<br>P28′Q68′B68′F30′<br>76′*f*62′277*tAPT*23*t* | 36·1 | 20·5<br>BK9½" | R.Janeiro<br>Brazilian<br>6*BHCem* | C.2Cy.34"&63"–36"<br>198NHP<br>2SB,*4pf*,GS84<br>T.Richardson&Sons,Hpl. | 21 ″ 9 | |
| 16214<br>216455<br>LKVS | **Fresno** SteelSc<br>*Fitted för oil fuel*<br>*Elec.light* 1*Dk*&*Shelter dk*<br>Wireless Sub.Sig. &*Web frames*<br>*Longitudinal framing* | 6002<br>5551<br>4492 | | | … | | 1918 | MooreS.B. Co.<br>Oakland,Cal. | UnitedStates ShippingBoard | 402·5<br>P34′F39′*on Shltr dk* | 53·0 | 32·0<br>FK | S.Frncisco<br>Utd. States<br>*WB* | 2 Steam Turbines geared to 1 screw shaft 618NHP<br>Fletcher&Co.Hoboken,NJ | 34 ″ 6 | |
| 16215<br>JTSF | **Frey** SteelScSr<br>*ss*Xia.2ndNo.3–3,19<br>Wireless 1*Dk*(*pt Stl pt Irn*)2*tr B*& *Webframes*&*pt Awngdk*(*Irn*) | 3015<br>2273<br>1948 | ✠100A1<br>*pt Awng dk withfreeboard*<br>8,21 8,20<br>~~BS1,20~~ ✠LMC5,19 | NYk<br>Liv<br>BS~~4,21~~5,22 | *u* | 8,20 | 1893<br>2mo | Ropner& Son<br>Stockton<br>A&CP | Rederiakties "Frey"(N.A. Örum) | 321·6<br>P25′Q114′<br>*pt Awngdk*183′<br>*WB=CellDB*250′ | 41·6 | 20·5<br>BK10" | Chrstiania<br>Norwegian<br>5*BHCem*<br>561*tAPT*13*t* | T.3Cy.23¼",38$\frac{1}{16}$"& 61½"–39"<br>160lb *100lb* (*s*) 235NHP<br>NDB09<br>2SB,*6pf*,GS95,HS3520<br>Blair&Co.(Lim.),Stockton | 24 ″ 0<br>s 8 ″ 7<br>23 ″ 2 | |
| 16216<br>5246<br>JSKR | — SteelScSr<br>*Elec.light* *Well deck* 1*Dk* | 1102<br>864<br>595 | | | | | 1911 | Oskrshmns M.V.Aktieb.<br>Oskarshamn | Stockholms Rederiaktieb. Svea (H.Ericson,*Mgr.*) | 223·1<br>P18′Q59′B106′<br>H90*t*F27′ | 35·3 | 13·3 | Stockholm<br>Swedish<br>*WB* | T.3Cy.17½",29"&48"–30"<br>126NHP<br>OskarshamnsM.V.Aktieb. | | V |
| 16217<br>JRPK | — WoodScSr<br>1*Dk* | 290<br>210<br>164 | | | | | 1873 | JBonnesen<br>Malmö | C.E.Rönneberg & Sönner | 131·1<br>Q15*t* B61*t* | 25·3 | 11·2 | Aalesund<br>Norwegian | C.4Cy.12"&24"–18"<br>NB10 41NHP<br>Burmeister&Wain,Cpn. | | |
| 16218<br>128724<br>VJQS | — SteelScK<br>(*Whaler*)<br>1*Dk* | 129<br>124<br>44 | | | | | 1908 | Framnes Mek.Værks.<br>Sandefjord | ShepstoneWhaling &FishingCo.Ld. | 95·3 | 18·4 | 11·2 | Cape Town<br>British | T.3Cy.11",18"&29"–21"<br>52RHP<br>G.T.Grey,SouthShields | | N |
| 16219 | **Freya** SteelScSr<br>*Elec.light* 1*Dk* | 280<br>242<br>60 | | | … | | 1904 | Hall,Rus-sell&Co.Ld.<br>Aberdeen | FisheryBoard for Scotland | 138·0<br>Q29′ | 24·1 | 12·2<br>BK7" | British<br>*WB* | T.3Cy.13",21½"&35"–24"<br>83RHP<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 16220 | — SteelPad<br>1*Dk* | 149<br>127<br>61 | | | | | 1904 | Schiffsw(v. J.&Sch.)A.G.<br>Hamburg | SylterDmpfsfhrt. Ges.A.G. | 116·3 | 19·5 | 6·8 | Munk-marsch<br>German | C.2Cy.13¾"&27¼"–26"<br>32NHP<br>Schwft.(vJ&Sch)AGHam | | |
| 16221<br>HBQR | **Fri** SteelScSr<br>1*Dk* | 925<br>744<br>558 | | | | | 1901 | Fredrkstad Mek.Værks.<br>Fredrikstad | ApenesRederi A/S (R.C. Apenes,*Mgr.*) | 209·5<br>Q56*t*H53*t*F33*t* | 32·1 | 13·3 | Frdrikstad<br>Norwegian<br>*WB* | T.3Cy.14½",24"&39"–27"<br>79NHP<br>FredrikstadM.V.Frdstad | | N |
| 16222 | **Frida** SteelSc<br>*Elec.light* 1*Dk* | 677<br>510<br>356 | | | | | 1920 | Kalund-borgSkibs.<br>Kalundborg | Rederi-A/B Simrishamn (O.Modén,*Mgr.*) | 185·2<br>P12′B57′F23′ | 30·7 | 11·3 | Simrishmn<br>Swedish<br>*WB* | T.3Cy.13⅝",20⅞"&33⅞"–19⅝"<br>Smith, 51NHP<br>Mygind&Hüttemeier,Cpn | | |
| 16223<br>NWPD | — WoodAuxSc3MstSr<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 303<br>274<br>245 | | | | | 1919 | Korsör Skibsværft<br>Korsör | RederietFalken A/S. (E.B. Kromann,*Mgr.*) | 123·8 | 28·6 | 13·2 | Svendborg<br>Danish | Motor<br>TuxamA/S.Copenhagen | | V |
| 16224 | — SteelSc<br>(*Trawler*)<br>*Elec light* 1*Dk* | 242<br>214<br>92 | | | | | 1919 | Nordd. Werft.m.b.H.<br>Geestemünde | KielerHerings-u. Hochseefisch.Ges. | 134·1<br>Q70′F19′ | 23·9 | 9·4 | Kiel<br>German<br>*WB* | T.3Cy.12⅘",20$\frac{7}{10}$"&33½"–23⅗"<br>Görlitzer 55NHP<br>Maschb.Anstalt,Görlitz | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit. Quand.<br>Navire.<br>Mach | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16225 | **Frida** SteelScSr<br>1*Dk* | 184<br>151<br>103 | | | | | 1902 | Howaldts-werke<br>Kiel | C.v.d.Heyde | 102·9\|21·1\|10·8<br>P33′F13′ | Lübeck<br>German<br>*WB* | C.2Cy.11⅞″&20⅞″–13½″<br>13NHP<br>Howaldtswerke,Kiel | |
| 16226 | — SteelSc<br>(*Trawler*) *Motor*<br>1*Dk* | 118<br>113<br>76 | | | | | 1920 | J.Frerichs &Co.,A.G.<br>Brake | E.Richardson, Herings-u-Hochseefischerei | 83·2\|21·1\|9·6<br>Q11′ | Gstemnde<br>German | Motor 2S.C.<br>2Cy.13¾″–13¾″ 25NHP<br>DeutscheKromhout MotorenfabrikA.G.Brake | |
| 16227<br><br>OHPV | **Frida Horn** SteelScSr<br>(*ex*Stettin)<br>*Elec.light* 2*Dks* | 2957<br>2648<br>1842 | | | | | 1915 | Nüscke& Co.A.G.<br>Stettin | FrenchGovernment | 310·8\|42·5\|26·1<br>P35′B44′F35′ | Cherbourg<br>French | T.3Cy.22⅝″,37″&57$\frac{1}{16}$″–35¼″<br>194NHP<br>Christiansen &Meyer Harburg | |
| 16228<br>210837<br>LORT | **Frieda** ssNYk.No.2-21 SteelSc4MstSr<br>Wireless ~~ssNYk.No.1-17~~<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*) *Cantilever*<br>*Mchy.Aft* *framed topside tanks* | 3365<br>2459<br>1901 | ✠100A1<br>4,21 ~~2,2~~ 11,21<br>~~BS7,21~~ ✠LMC5,21<br>*Fitted for oil* | NYk<br>Phl<br>*fuel* 2 | *u*<br>4,21<br>,13 | CL<br>10,21<br>*F.P.a* | 1913<br>2mo<br>A&CP<br>*bove* 1 | ForeRiver S.B.Co.<br>Quincy,Mass.<br>50°F. | UnionSulphurCo. Inc.<br>*CellDBf*240′1010*t* | 348·7\|45·1\|25·4<br>P80′B25′F39′<br>len17 FK<br>*Topside tanks* 216′6 | NewYork<br>Utd. States<br>5*BHCem*<br>43*t* | T.3Cy.22½″,39″&63″–48″ (*s*)<br>190lb 372NHP<br>2SB,6*cf*,GS120,HS5277 FD<br>ForeRiverS.B.Co.Quincy | 28 |
| 16229<br><br>NSHB | — SteelScSr<br>~~ssEls.2ndNo.3-5,17~~<br>*Well deck* 1*Dk*(*Irn*)&*Webframes*<br>Wireless ssKel.3rd No.3-4,22 | 2031<br>1372<br>1270 | ✠100A1<br>4,22 12,20<br>~~BS12,20~~ ✠LMC~~10,19~~ 4,22 | Cpn<br>Kel | *r* | CL<br>~~10,19~~<br>4,22 | 1890<br>12mo<br>A&CP | WGray& Co.(Lim.)<br>WHartlepool | D/S A/S "Senta" (L.R.Schmith, *Mgr.*)<br>*W* | 275·0\|37·2\|20·0<br>P27′Q86′B106′<br>F28′ BK9½<br>*B*=*DBa*88′ *f*102′ | Copnhagn<br>Danish<br>4*BHCem*<br>477*tAPT*20*t* | T.3Cy.21½″,34″&57″–39″ (*s*)<br>160lb NDB12 207NHP<br>2SB,6*cf*,GS82,HS3180 *100lb*<br>CentralMrneEWksWHpl. | 21<br>1<br>21 |
| 16230<br><br>NRWC | — SteelAuxSc3MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 251<br>216<br>184 | | | | | 1918 | Gebr.Fik-kers<br>Martenshoek | Vrachtv.Maats. "Neerlandia" | 118·2\|24·4\|10·1<br>Q16′ | Rottrdam<br>Dutch | Oil Engines 2S.C.<br>2Cy.15⅝″–17$\frac{7}{16}$″ 37NHP<br>D.Goedkoop,Jr.Amstrdan | |
| 16231<br>145011<br>KGPV | **Frieda Fahrenheim** SteelScSr<br>(*ex*Regnator. *ex*Rendsburg) 1*Dk*&*deep framing*<br>*Elec.light* Wireless | 2144<br>1472<br>1336 | Nap.6,21<br>(*See footnote**) | | | | 1906 | Eiderwerft Akt.Ges.<br>Tönning | ~~RondoS.S.Co.Ld.~~ ~~(H.H.Penman, *Mgr.*)~~ S.H.Biscoe | 275·0\|39·8\|15·8<br>Q *aft* 15*t*Q88*t*H73*t*<br>F32*t* | London<br>British<br>*WB* | T.3Cy.18½″,30¾″&49½″–33½″<br>140NHP<br>EiderwerftA.G.Tönning | |
| 16232 | **Frieden** SteelScSr<br>Now named "Rothenburg," See No. 39112 in Supplement<br>*Elec.light* 1*Dk* | 844<br>[illegible]<br>484 | | | | | 1916 | Stettiner Oderwerke<br>Stettin | C.Macksprang,Jr. | 202·7\|30·8\|12·2<br>Q64′B48′F25′ | Flensburg<br>German<br>*WB* | T.3Cy.13⅝″,21⅞″&35⅜″–25¼″<br>65NHP<br>StettinerOderwerke | |
| 16233<br><br>OHPX | **Friedland** SteelSc<br>(*Trawler*)<br>1*Dk* | 256<br>242<br>102 | | | | | 1906 | Bonn& Mees<br>Rotterdam | V.LeClaire-Huret | 135·5\|21·7\|12·5 | Boulogne<br>French<br>*WB* | T.3Cy.13″,21½″&35″–24″<br>60NHP<br>Alblasserdam.Msch.Fab. | |
| 16234 | **Friedrich Franz IV.** SteelPad<br>Wireless (*Ferry*)<br>*Elec.light* Sub.Sig. 2*Dks* | 1598<br>1528<br>576 | | | | | 1902 | F.Schichau<br>Elbing | Gen.Direkt.der Mecklenb. Landeseisenbahn | 338·6\|35·6\|18·8<br>B92′F37′<br>len06 | Rostock<br>German | T.3Cy.31½″,52″&78¾″–63″<br>492NHP<br>F.Schichau,Elbing | |
| 16235 | **Friedrich Kahl** SteelScK<br>(*Trawler*)<br>(*ex*DirectorPolis) 1*Dk* | 227<br>—<br>87 | | | | | 1916 | Schiffsw(v. J.&Sch.)A.G.<br>Hamburg | J.Pickenpack | 122·1\|22·9\|10·2<br>F18′ | Hamburg<br>German | T.3Cy.13″,20½″&32¼″–22″<br>49NHP<br>Schiffsw.(v.J.&Sch.)A.G. | |
| 16236 | **Friedrich Ludwig** SteelSc<br>(*Trawler*)<br>1*Dk* | 205<br>168<br>64 | | | | | 1911 | G.Seebeck Akt.Ges.<br>Geestemünde | ReedereiSiebert& Co. | 118·7\|22·1\|8·5<br>Q60′F21′ | Gstemnde<br>German<br>*WB* | T.3Cy.10¾″,17$\frac{3}{16}$″&28$\frac{7}{16}$″–21$\frac{3}{16}$″<br>39NHP<br>G.SeebeckA.G.Gst. | |
| 16237 | **Friedrichsort** SteelSc<br>*Elec.light* 1*Dk* | 111<br>93<br>25 | | | | | 1907 | Gebr.Sach-senberg<br>KölnDeutz | Hafenrundfahrt A.G. | 84·4\|21·4\|8·9<br>H— | Kiel<br>German | C.2Cy.11¼″&20$\frac{5}{16}$″–14$\frac{3}{16}$″<br>12NHP<br>Gebr.Sachsenberg,KlnDtz | |
| 16238<br>~~143105~~<br>~~JWQ[illegible]~~ | **Friedrichsruh** SteelTwinScSr<br>(*ex*FuerstBismarck)<br>Now named "Amboise," See No. 36238 in Supplement<br>*Elec.light* Sub.Sig. Wireless 3*Dks* | 8332<br>[illegible]<br>5067 | | | | | 1905 | Fairfield Co.Ld.<br>Glasgow | MessageriesMaritimes | 469·2\|55·1\|29·7<br>P56′B217′F91′ | ~~London~~<br>~~British~~ French *WB* | Q.8Cy.23½″,34½″,49⅛″&73″–54″<br>783NHP<br>FairfieldCo.Ld.Glasgow | |
| 16239<br><br>HDNW | **Frierfjord** SteelScSr<br>(*ex*Tresfond, *ex*May,*ex*Salamanca) 1*Dk*&*ptAwng dk* | 941<br>603<br>571 | | | | | 1897 | Akers Mek.Værks.<br>Christiania | DenNorske Amerikalinje | 201·2\|30·2\|12·5<br>Q62*t*H51*t*F217*t* | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.15¼″,25″&40½″–30″<br>90NHP<br>Akers.Mek.Verks.Xia. | |
| 16240<br>14465<br>KGFB | **Friesland** SteelTwinSc<br>Now named "Hertford," See No. 37822 in Supplement<br>Wireless 3*Dks* | 10800<br>[illegible]<br>6677 | | | | | 1917 | Bremer Vulkan<br>Vegesack | FederalSteamNav. Co.Ld. | 520·7\|64·2\|38·1 | London<br>British<br>*WB* | T.3Cy 28⅜″,46⅞″&75⅝″–51¼″<br>820NHP<br>BremerVulkan,Vegesack | |
| * 16241<br><br>NRWL | — SteelScSr<br>ssRot.No.3-5,19<br>*Well deck* 1*Dk*(*Stl*) | 686<br>513<br>333 | ✠100A1<br>~~8,21~~ ~~7,20~~ 5,22<br>~~BS2,21~~ BS2.22 ✠LMC5,19 | Rot | *j* | CL<br>~~N7,20~~<br>~~8,21~~<br>5,22 | 1908<br>5mo<br>*Lloyd*'sA&CP | VanVliet &Co.<br>Hardinxveld | Scheepvaart& SteenkolenMaats.<br>*WB*=*CellL* | 183·0\|29·0\|11·8<br>Q92′B15′F21′<br>FK<br>*Ba*′37′*f*15′139*tFPT* | Rottrdam<br>Dutch<br>4*BHCem*<br>48*tAPT*18*t* | T.3Cy.15″,25$\frac{7}{16}$″&41″–27″ (*s*)<br>180lb *100lb* 110NHP<br>1SB,3*cf*,GS50,HS1915<br>N.E.MarineEng.Co.Ld.Sld. | 14<br>1<br>13 |
| 16242 | — SteelSc<br>(*Tug*)<br>*Elec.light* Wireless 1*Dk* | 392<br>325<br>98 | | | | | 1919 | Jonker& Stans<br>HendrikIdo Ambacht | BureauWijsmuller | 138·6\|25·0\|13·2<br>B46′F10′ | TheHague<br>Dutch<br>*WB* | T.3Cy.15″,25″&40″–27″<br>83NHP<br>Penn&Bauduin,Dordrecht | |
| 16243 Sunk 5,21<br>[illegible]<br>HQLV | — SteelScK<br>ssGms.No.3-9,11<br>(*ex*BalmoralCastle) ssGms.No.2-19<br>1*Dk* | 268<br>241<br>121 | ✠~~100A1~~<br>*Stm Trawler*<br>9,19<br>✠NB11,07<br>~~✠LMC9,19~~ ~~BS9,20~~ | Gms | | CL<br>N9,19 | 1899<br>8mo<br>A&CP | Dundee S.B.Co.Ld.<br>Dundee | ZareeSteamFishingCo.Ld.(H. Burns,*Mgr.*) | 125·0\|22·1\|11·2<br>Q69′F19′<br>BK7½ | Grimsby<br>British<br>5*BHCem* | T.3Cy.12½″,23″&37″–24″ (*s*)<br>200lb 80RHP<br>1SB,2*cf*,GS40,HS1384<br>Cooper&Greig,Dundee | |
| 16244<br>2415<br>HTQM | **Frigg** SteelScSr<br>(*ex*Amerika)<br>1*Dk* | 398<br>308<br>226 | | | | | 1889 | Bergsunds Mek.Værks.<br>Stockholm | Stockholms Rederiaktieb.Svea (H.Ericson,*Mgr.*) | 140·8\|24·5\|10·3<br>Q49′B35′H10*t*F12′ | Stockholm<br>Swedish<br>*WB* | T.3Cy.10⅝″,17″&28¼″–23½″<br>39NHP<br>BergsundsM.V.Stockholm | |
| 16245<br><br>NRWS | **Frigido** SteelSc<br>*Ref.Mchy.* 1*Dk* | 214<br>—<br>89 | | | | | 1903 | Boele& Zoon<br>Slikkerveer | Nederl.Stoomb. Maats.(Wm.H. Müller&Co., *Mgrs.*) | 119·1\|21·7\|11·9 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.11″,15½″&25″–18″<br>16NHP<br>Koninkl.Maats."De Schelde,"Flushing | |
| 16246<br>640[illegible]<br>KCVH | **Fringilla** SteelSc<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 462<br>351<br>303 | | | | | 1920 | Västerviks NyaVarfs A/B<br>Figeholm | RederiA/BS.S.A. (A.Broomé,*Mgr.*) | 143·8\|26·2\|11·5<br>P40′H29*t*F24′ | Stockholm<br>Swedish | Oil Engine<br>4Cy.12⅜″–18⅛″ 61NHP<br>A/BAtlasDiesel,Skm. | |
| 16247<br>117513<br>VNMO | **Frinton** SteelScSr<br>(*ex*Kilkenny)<br>*Elec.light* Wireless 2*Dks* | 1361<br>1034<br>576 | | | | | 1903 | ClydeS.B. &E.Co.Ld.<br>Pt.Glasgow | Gt.EasternRly.Co. | 269·7\|36·2\|16·3<br>P66′B102′F72′ | Harwich<br>British<br>*WB* | T.3Cy.26″,43″&69″–42″<br>309NHP<br>ClydeS.B.&E.Co.Ld.P.Gl. | |

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*This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5 6 7<br>Particulars of Classification.<br>Character. ✠ for Special Survey. Date of last Survey | Port of Survey. | Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which placed, if not in L.R. Date of R. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16248<br>~~NSBC~~ | **Frisia** SteelTwinScSr<br>ssAms.No.3-8,21 ~~ssAms.No.2-18~~<br>2Dks(Stl-ws)&deep framing<br>Elec.light Shelter dk(Stl-teak s)<br>Sub.Sig. Wireless Ref.Mchy. | 7442<br>6066<br>4608<br>3,22 | ✠100A1<br>Shelter dk<br>withfreeboard<br>5,21 ~~8,20~~ ~~8,21~~<br>~~BS8,20~~ ✠LMC~~10,17~~ 4,21<br>~~MS5,21~~ | Ams | b† | CL<br>~~8,20~~<br>~~5,21~~<br>3,22 | 1909<br>7mo<br>Lloyd | Kon.Maats<br>deSchelde<br>Flushing<br>'sA&CP | ~~Koninklijke~~<br>~~HollandscheLloyd~~<br>Hamburg-Amerikanische Packetfahrt.Akt.Ges.(Ham.Amer Linie) | 421·0\|54·1\|34·3<br>P54'B170'F67'<br>FK<br>WB=CellDB | Hamburg<br>~~Amstrdam~~<br>~~Dutch~~<br>7BHCem<br>German<br>a79'uE73'f | T.6Cy.23½",39½"&66"-48"(s)<br>200lb 100lb FD 870NHP<br>3DB,18cf,GS351,HS12600<br>Maats.deSchelde,Flushing<br>165'836tFPT149tAPT116t | 37 ″ 6<br>s10″10<br>27 ″ 2 | |
| 16249<br>5056<br>JRQG | —<br>SteelScSr<br>ssGot.No.2-18<br>(exKarlsborg) 1Dk(Stl)&deep framing | 1063<br>874<br>617 | ✠100A1<br>9,20<br>~~BS9,20~~ ✠LMC8,17<br>BS10,21 | Got | n | 9,20 | 1909<br>7mo | Bergens<br>Mek.Værks.<br>Bergen<br>A&CP | Rederiaktieb.<br>SvenskaLloyd<br>(H.Metcalfe,Mgr.)<br>WB=CellDBa69' | 222·8\|35·0\|13·5<br>P16'B62'H92tF24'<br>FK<br>uE13'f88'209tFPT | Gothenbrg<br>Swedish<br>4BHCem<br>77tAPT29t | T.3Cy.17",26½"&46"-30"(s)<br>180lb 139NHP<br>2SB,4cf,GS65,HS2317<br>BergensMekVærksBergen | 15″10<br>s1″11<br>14″2 | |
| 16250<br>114421 | —<br>SteelScSr<br>1Dk | 153<br>123<br>100 | | | | | 1896 | Schömer&<br>Jensen<br>Tonning | BritishPortland<br>CementManufacturers,Ld. | 96·0\|21·0\|8·0 | Newcastle<br>British<br>WB | C.2Cy.5½"&11"-4¾"<br>8RHP<br>Mentz&Hambrock Ottnsn. | | |
| 16251 | —<br>SteelPad<br>1Dk | 150<br>127<br>62 | | | | | 1900 | Schiffsw(v.<br>J&Sch.)A.G.<br>Hamburg | SylterDmpfsfahrt.<br>Ges.A.G. | 124·1\|18·5\|6·7 | Munk-marsch<br>German | C.2Cy.$13\frac{3}{16}$"&$27\frac{3}{16}$"-26"<br>31NHP<br>Schwft.(vJ&Sch)AGHam. | | |
| 16252 | **Frisia III.** SteelTwinSc<br>Elec.light 2Dks | 230<br>194<br>80 | | | | | 1908 | Machnf.<br>Delftshaven<br>Rotterdam | A.G.Reederei<br>Norden-Frisia | 141·0\|22·1\|8·4<br>H79' | Norderney<br>German | T.6Cy.10½",15⅜"&25⅜"-12"<br>46NHP<br>Machnf.Delftshaven,Rot. | | |
| 16253 | **Frisia IV.** SteelPadSr<br>(exHohenzollern)<br>Elec.light 1Dk | 248<br>225<br>89 | | | | | 1906 | Gebr.Sachsenbrg Gm.bH<br>Rosslau a.E. | A.G.Reederei<br>Norden-Frisia | 167·7\|22·0\|8·4 | Norderney<br>German | C.2Cy.22"&$41\frac{7}{10}$"-$41\frac{3}{10}$"<br>93NHP<br>Gebr.Sachsenberg G.m.bH | | |
| 16254<br>91<br>PJLT | **Frisio** SteelSc<br>(exPosillipo)<br>1Dk | 354<br>273<br>103 | | | | | 1912 | Cant.Nav.<br>Riuniti<br>Ancona | Cia.Napoletana di<br>Nav. | 175·2\|24·7\|11·0 | Naples<br>Italian | T.3Cy.11⅘",$18\frac{1}{10}$"&30"-21⅔"<br>42NHP<br>Cant.Nav.Riuniti,Ancona | | I |
| 16255<br>MTNV | **Frisk II.** IronScSr<br>(exAra,<br>exKongTrygve,exKongRing)<br>Elec.light 1Dk&Spar dk3trB | 1134<br>1096<br>722 | | | | | 1882 | Kockums<br>M.V.Aktieb.<br>Malmö | A/SFrisk (Harald<br>Boe,Mgr.) | 223·8\|30·2\|22·2<br>B88tH19t | Chrstiania<br>Norwegian<br>WB | C.2Cy.31"&54"-29"<br>NB99 131NHP<br>KockumsM.V.Akt.Malmö | | N |
| 16256<br>437<br>HSRM | **Frithiof** SteelScSr<br>(exRurik)<br>1Dk&Awng dk | 439<br>237<br>232 | | | | | 1886 | OA.Brodin<br>Gefle | A/B Nyman&<br>Schultz(Jac.<br>Svensson,Mgr.) | 145·1\|22·2\|8·1<br>H14t 15·2<br>len92 | Stockholm<br>Swedish | C.2Cy.17¾"&37½"-23½"<br>57NHP<br>AtlasMek.Verks.,Skm. | | V |
| 16257<br>MHJW | **Frithjof** WoodAuxScSr<br>Stm.Eng.<br>(See Sailing Ship Register) | 106<br>102<br>57 | | | | | 1906 | H.Gravdal<br>Opsanger | G.Robertson | 92·4\|22·2\|10·0 | Hammrfst<br>Norwegian | C.2Cy.7⅞"&17"-12"<br>8NHP<br>HarstadM.V.Harstad | | N |
| 16258 | **Frithjof Eide** SteelScSr<br>Well deck 1Dk(Stl)<br>Cargo battens not fitted | 1267<br>1025<br>746 | ✠100A1<br>~~8,21~~ ~~7,20~~ 2,22<br>✠LMC12,19 | Nwc<br>Bgn | o | CL<br>2,22 | 1919<br>12mo<br>Lloyd | Campbelt'wnSBCo.Ld<br>Campbelt'wn<br>'sA&CP | A/SD/SFrithjof<br>Eide(B.Pedersen<br>&Sön) | 229·7\|35·8\|15·5<br>Q79'B48'F27'<br>FK<br>CellDB190'395t | Haugesnd<br>Norwegian<br>4BHCem<br>APT85t | T.3Cy.18",27½"&45"-33"(s)<br>180lb 142NHP<br>2SB,4cf,GS79,HS2386<br>Ross&Duncan,Glasgow | 17″7 | |
| 16259<br>4645<br>JQFN | **Fritiof** SteelScSr<br>ssGot.No.3-3,12<br>(exGilcomston) ssGot.No.2-20<br>Well deck 1Dk(Stl)&deepframing | 1395<br>1012<br>840 | ✠100A1<br>8,21 ~~11,20~~<br>✠LMC<br>MS3,20 BS~~10,20~~<br>11,21 | Got | o | 10,19 | 1900<br>8mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP WB | Rederiaktieb<br>SvenskaLloyd<br>(H.Metcalfe,Mgr)<br>=Cell DBa73'f | 250·0\|36·2\|15·1<br>Q86'B100'F27'<br>FK<br>98' 290tAPT80t | Gothenbrg<br>Swedish<br>4BHptAsp<br>pt Cem | T.3Cy.18",29"&48"-36"(a)<br>165lb 80lb 147NHP<br>2SB,4rf,GS79,HS2292<br>Hall,Russell&Co.Ld.Abn. | 16″1<br>s1″0<br>15″4 | |
| 16260<br>6399<br>KCVD | —<br>SteelTwinSc<br>(Salvage Vessel) OilEng.<br>Elec.light Wireless 1Dk | 672<br>582<br>229 | | | | | 1920 | Aktieb.<br>Götaverken<br>Gothenburg | GöteborgsBogseringsAktieb. (K.<br>Malmborg,Mgr.) | 167·5\|34·6\|15·8<br>H58tF24' | Gothenbrg<br>Swedish<br>WB | Oil Engines 4S.C.SA<br>12Cy.15¾"-$29\frac{17}{32}$" 101NHP<br>Aktieb.Götaverken,Got. | | |
| 16261 | **Fritz Busse** SteelSc<br>(exSeelöwe) (Trawler)<br>Elec.light 1Dk | 252<br>232<br>97 | | | | | 1917 | Schffsw.u.<br>Mschf.<br>"Hansa"A.G.<br>Tönning | F.Busse | 125·4\|23·2\|10·6<br>F20' | Gstemnde<br>German | T.3Cy.13",20¼"&33"-22⅘"<br>52NHP<br>GörlitzerMaschb.Anstalt,<br>Görlitz | | |
| 16262 | **Fritz Homann** SteelSc<br>(Trawler)<br>1Dk | 198<br>161<br>62 | | | | | 1910 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | Grundmann&<br>Gröschel | 117·0\|22·1\|9·6<br>Q62'F18' | Gstemnde<br>German | C.2Cy.15"&$26\frac{25}{32}$"-$21\frac{17}{64}$"<br>33NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 16263 | **Fritz Reuter** SteelSc<br>(Trawler)<br>1Dk | 218<br>193<br>82 | | | | | 1917 | Schiffb.Ges<br>Unterweser<br>m.b.H. Lehe | Grundmann&<br>Gröschel | 127·6\|22·6\|9·2<br>Q75'F19' | Gstemnde<br>German | T.3Cy.12⅝",20½"&32¼"-22⅘"<br>50NHP<br>OttensenerMaschf.Altona | | |
| 16264 | **Fritz Stauss** SteelScSr<br>Elec.light Wireless 1Dk<br>Carrying Petroleum in bulk | 896<br>651<br>366 | | | | | 1915 | Nordseewerke<br>Emden | Deutsche-PetroleumAkt.Ges. | 196·8\|32·2\|13·6 | Hamburg<br>German | T.3Cy.13⅗",$19\frac{7}{10}$",31½"-23⅗"<br>48NHP<br>Gebr.Sachsenberg,<br>Rosslau | | V |
| 16265<br>LBGW | **Fritzöe** SteelSc<br>Wireless OilEng.<br>Elec.light Mchy.Aft 1Dk | 668<br>525<br>356 | | | | | 1920 | A/SNes<br>Mek.Værks.<br>NesTonsberg | A/SFritzöe<br>(Bugge&Olsen<br>Mgrs.) | 179·3\|29·7\|12·1<br>P56'F28' | Larvik<br>Norwegian<br>WB | Oil Engine 4S.C.SA<br>6Cy.18⅞"-29½" 145NHP<br>Akt.Burmeistr&Wain,Cpn | | N |
| 16266 | **Friuli** SteelTwinSc ~~SteelTrpSc~~<br>ssTri.No.3-1,20<br>(exPrinzHohenlohe) 2Dks(1Stl)&<br>Elec.light Awng dk(Stl-ws pt teak) | 1961<br>675<br>795 | ✠100A1<br>Awng dk<br>withfreeboard<br>5,21 ~~12,20~~<br>~~MBS5,19~~ ✠LMC<br>Fitted for oil fuel 2,11 F.P. above 150°F.<br>MS1,20 ~~BS1,20~~ BS5,21 | Tri | r | P12,19<br>S12,20<br>C12,20 | 1908<br>10mo<br>Lloyd | Gourlay<br>Bros &Co.<br>(Dundee)Ld.<br>Dundee<br>'sA&CP | LloydTriestino | 270·0\|39·1\|17·1<br>Prom.dk190' 25·1<br>FK<br>CellDBa42'u | Trieste<br>Italian<br>4BHCem<br>E33'f46'88t | T.8Cy.16½",27",&(2)30"<br>520NHP<br>180lb 100lb (s) ~~565NHP~~<br>4SB,12cf,GS239,HS10049FD<br>GourlayBros.&Co.<br>(Dundee)Ld.Dun. | 26″1 | |
| 16267<br>144355 | **Frobisher** SteelScK<br>(Trawler)<br>(exBenjaminHawkins) 1Dk | 323<br>288<br>132 | | | | | 1920 | GooleS.B.<br>Repg.Co.Ld.<br>Goole | EastRidingStm.<br>FishingCo.Ld. | 138·5\|23·7\|12·8 | British | T.3Cy.13",23"&37"-26"<br>Richardsons, 87NHP<br>Westgarth&Co.Ld.Mdb. | | |
| 16268<br>NWGH | **Frode** SteelScSr<br>1Dk | 2137<br>1909<br>1285 | | | | | 1918 | Nylands<br>Værksted<br>Christiania | DetForenede<br>DampskibsSelsk | 289·7\|44·2\|18·9<br>P25'B144'F32' | Copnhagn<br>Danish<br>WB | T.3Cy.21½",34½"&60"-39"<br>225NHP<br>NylandsVærksted,Xania | | N |
| 16269<br>788<br>HTRS | —<br>SteelScSr<br>1Dk | 332<br>282<br>187 | | | | | 1889 | Göteborgs<br>M.V.<br>Gothenburg | Rederiaktieb.<br>Falkvik(N.Fremberg,Mgr.) | 130·3\|22·4\|13·4<br>B31' H9t | Sölvesbg<br>Swedish<br>WB | C.2Cy.15½"&28¼"-19½"<br>29NHP<br>GöteborgsM.V.Gothenbrg | | V |

| 1 Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16270<br>136747<br>JHRQ | **Frodingham** SteelScSr<br>ssMdb.No.1-17<br>(exGyula) Sub.Sig. 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 1081<br>841<br>561 | ✠100A1<br>~~8,21 3,20~~ 1,22<br>✠LMC<br>~~[illegible]~~ MS2,19<br>BS8,21 | Lon | *m* | CL<br>~~3,20~~<br>1,22 | 1914<br>3mo<br>*Lloyd* | Osbourne, Graham&Co<br>Sunderland<br>'*sA&CP* | P.&O.Stm.Nav.Co.<br>*WB=CellDBa50′* | 210·0<br>Q108′B10′F20′<br>*uE21′f90′243tFPT* | 32·0 | 15·4<br>FK | London<br>British<br>4*BHCem*<br>26*tAPT*81*t* | T.3Cy.17″,28″&46″-30″ (*s*)<br>180lb 142NHP<br>2SB,4*pf*,GS69,HS2400<br>G.T.Grey,SouthShields | 17 · 6<br>· 4<br>16 · 3 |
| 16271<br>LCHP | **Frogner** SteelSc<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Wireless<br>*CruiserStern* | ~~5326~~<br>5301 ~~4987~~<br>493 ~~3300~~<br>3323 | ✠100A1<br>*Shelter deck with freeboard*<br>10,21 ✠LMC10,21<br>~~(*Class Contemplated*)~~<br>*Fitted for oil fuel* 10,21 *F.P. above* 150° *F* | N wc | *z* | CL | 1921<br>10mo<br>*Lloyd* | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>'*sA&CP* | ~~FearnleyEger&Co.~~<br>*D/S A/S Aker*(*Fearnley&EgerMgrs.*)<br>*Cell* | ~~406·0~~<br>407·1<br>*DB350′947tAPT22t* | ~~53·5~~<br>53·8 | ~~30·5~~<br>27·<br>FK | Christiania<br>Norwegian<br>*ptCem*<br>*Collision BHtoShdk*<br>6 „ „ *U* „ | T.3Cy.27″,44″&74″-51″ (*s*)<br>180lb 518NHP<br>3SB,9*cf*,GS183 HS8112 FD<br>Armstrong,Whitworth&Co.Ld.Nwc. | 30 · 6<br>4 · 3<br>26 · 7 |
| 16272<br>114865 | **Frome** SteelTwinSc<br>ssBrs.2ndNo.3-1,19<br>ssBrs.No.1-21 1*Dk*(*Stl*) | 521<br>490<br>222 | ✠ A1<br>*Hopper Barge*<br>10,21 ~~10,20~~<br>~~BS2,20~~ ✠LMC ~~12,17~~<br>BS7,21 MS10,21 | Brs | | ~~[illegible]~~<br>SN10,21<br>P10,21 | 1900<br>10mo | W.Simons &Co.Ld.<br>Renfrew<br>A&CP | TheLordMayor, Aldermen&BurgessesoftheCityof Bristol | 166·2<br>*WoodSideKeels*6″ | 27·6 | 12·0<br>FK | Bristol<br>British<br>4*BHCem* | T.6Cy.11″,17″&28″-21″ (*s*)<br>160lb 76RHP<br>1SB,3*cf*,GS55,HS1636<br>W.Simons&Co.Ld.Rnf. | 13 · 0 |
| 16273<br>193<br>LGAE | **Fronia Couppa** SteelTwinSc<br>(*Barge*)<br>1*Dk* | 450<br>407<br>274 | | | | | 1895 | Stbilimnto Tecnico<br>Trieste | K.A.Bytchichin& O.W.Couppa | 186·0<br>Q40′ | 30·0 | 9·0 | Berdiansk<br>Russian<br>*WB* | C.4Cy.13″&24″-20″<br>48NHP<br>StabilimentoTecnico,Tri. | |
| 16274<br>OHQK | **Fronsac** SteelSc3MstSr<br>*Mchy.Aft* 1*Dk*2*trB* | 518<br>355<br>174 | | | | | 1906 | Scott of Kinghorn,Ld<br>Kinghorn | Worms&Co. | 160·0<br>P106′F27′ | 26·1 | 11·5 | Havre<br>French<br>*WB* | T.3Cy.12″,19″&33″-24″<br>53NHP<br>Scott of Kinghorn,Ld.Kgn. | |
| 16275<br>OHQM | **Frontenac** WoodTwinScSr<br>*Elec.light* | 2624<br>—<br>1604 | | | | | 1919 | Foundati'n Co.ofBritish Columbia,Ld.<br>Victoria, B.C. | FrenchGovernment | 279·0<br>P170′F36′ | 46·7 | 21·2 | Havre<br>French<br>*WB* | T.6Cy.13½″,22″&30″-26″<br>92NHP<br>NationalMarineEngine Works,Scranton,Pa. | |
| 16276<br>107668 | **—** SteelSc<br>2*Dks* | 304<br>184<br>206 | | | | | 1899 | Carrier, Lainé&Co.<br>Levis | Cie.Maritime&Industrielle deLevis | 119·6 | 28·1 | 9·6 | Quebec<br>British | 1Cy.12″-12″<br>48RHP<br>Carrier,Lainé&Co.Levis | |
| 16277 | **Frontera** SteelScSr<br>(*ex*Joseph Di Giorgio)<br>*Elec.light* 1*Dk*&*Awng dk* | 1274<br>1165<br>777 | | | | | 1903 | Framnes Mek.Værks.<br>Sandefjord | | 227·8<br>H104*t* | 31·7 | 15·1<br>22·1 | *WB* | T.3Cy.20″,32″&52″-33″<br>155NHP<br>Akers.Mek.Værks.Xia. | |
| 16278 | **—** IronScBn<br>(*ex*Amalia,*ex*Squinabol,*ex*Italica) | 385<br>—<br>242 | | | ... | | 1860 | Wingate& Co.<br>Glasgow | Bellizia yLlergo | 159·8 | 25·4 | 11·0 | Tabasco<br>Mexican | C.2Cy.14″&27½″-21½″<br>NB80 29NHP<br>T.Wingate&Co.Glasgow | |
| 16279<br>90135 | **Frontier** SteelTwinScK<br>(*Tug*)<br>(*ex*Limpopo,*ex*Frontier) 1*Dk* | 191<br>160<br>61 | | | | | 1896 | Ramage& Ferguson,Ld.<br>Leith | Frontier(1922)Ld.<br>(Grindrod&Co.<br>*Mgrs.*) | 112·3 | 24·0 | 8·4 | Pt.Natal<br>British | T.6Cy.8″,13″&21″-18″<br>52RHP<br>Ramage&Fergusn,Ld.Lth. | |
| 16280<br>JSHT | **Frosta** SteelScSr<br>1*Dk* | 147<br>84<br>85 | | | | | 1899 | Trndhjems Mek.Værks.<br>Drontheim | A/SFrosta Dmpskselsk (H. Rochsoth) | 107·9<br>B36*t*F5*t*H6*t* | 16·8 | 8·0 | Trondhjm<br>Norwegian | T.3Cy.9½″,15″&24″-16″<br>23NHP<br>TrndhjemsMV.Drontheim | |
| 16281 | **Froth** SteelScK<br>ssIps.No.3-11,20<br>1*Dk*(*Stl*) | | 100A1<br>*For fishing purposes*<br>11,20 LMC11,20 | Ips | | CL<br>11,20 | 1918<br>*Lloyd* | A.Hall& Co.<br>Aberdeen<br>'*sA&CP* | TheAdmiralty | 86·0 | 18·5 | 9·3<br>BK7½″ | London<br>British<br>3*BHCem* | T.3Cy.9½″,15½″&26″-18″(*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>A.Hall&Co.Ld.Aberdeen | |
| 16282<br>MHJC | **Fröya** SteelScSr<br>*Elec.light* 2*Dks* | 285<br>265<br>164 | | | | | 1912 | Trndhjms Mek.Værks.<br>Trondhjem | FosensAktie-Dampskibsselskab | 120·3<br>H20*t* | 21·0 | 15·6 | Trondhjm<br>Norwegian<br>*WB* | T.3Cy.12″,20″&33″-21″<br>50NHP<br>TrondhjemsM.V.Trndhjm | |
| 16283<br>72837 | **Fu Yun** IronSc<br>1*Dk* | 104<br>85<br>16 | | | | | 1895 | Boyd&Co. (Lim.)<br>Shanghai | TakuTug&Lighter Co.Ld. | 81·3<br>H8*t* | 17·5 | 10·2 | Shanghai<br>British | C.2Cy.14″&32″-18″<br>40RHP<br>Boyd&Co.(Lim.)Shanghai | |
| 16284<br>24877<br>RLFH | **Fubo Maru** WoodAuxScSr | 378<br>—<br>248 | | | | | 1919 | ................ | NipponGyogyo KabushikiKaisha | 125·0 | 32·5 | 13·2 | Tokio<br>Japanese | | |
| 16285<br>10741<br>LCQG | **Fubuki Maru** WoodSc<br>2*Dks* | 140<br>—<br>71 | | | | | 1907 | ................<br>Habu | FunkawanKisen KabushikiKaisha | 103·2 | 18·3 | 11·2 | Hakodate<br>Japanese | C.2Cy. | |
| 16286 | **Fuchs** SteelScLr<br>1*Dk* | 137<br>130<br>67 | | | | | 1908 | Bremer Vulkan<br>Vegesack | Hochseefischerei Bremerhaven,Akt. Ges. | 90·9<br>Q21′ | 21·4 | 9·8 | Brmrhavn<br>German | C.2Cy.9$\frac{1}{16}$″&16$\frac{17}{32}$″-12$\frac{19}{32}$″<br>9NHP<br>BremerVulkan,Vegesack | |
| 16287<br>10324<br>LBNW | **Fudo Maru** SteelScSr<br>(*ex*EmmaLuyken, *ex*Löwenburg) ssH.Kg.No.3-10,03<br>1*Dk*(*Stl*)&*Webframes* &*Spar dk*(*ptStl*-ws) | 1792<br>1679<br>1111 | ✠<br>*Spar dk*<br>8,06 ✠ | HKg | *r* | | 1891<br>2mo | Flensburgr Schiffsb.Ges.<br>Flensburg | KabushikiKaisha KaiShokai<br>*WB=CellDB* | 268·1<br>B70′F30′<br>71′*uE*19′*f*108 282*t* | 36·2 | 14·5<br>21·3<br>BK8½″ | Takuma<br>Japanese<br>5*BHCem* | T.3Cy.22½″,35″&60″-42″.<br>246NHP<br>2SB,4*rf*,GS79,HS3850<br>FlensburgerSchiffsb.Ges. | |
| 16288<br>219302<br>LTWF | **Fueloil** SteelTwinSc<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 1371<br>1090<br>761 | ✠100A1<br>✠NE&BS,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 1,20 *F.P. above* 150° F.<br>*Coasting Service New York, West Indies & Gulf of Mexico* | | ... | CL<br>N3,21 | 1919<br>5mo | National S.B.Co.<br>Violet,La.<br>CP | Pan-American Petroleum& TransportCo.Inc. | 242·5<br>P72′F21′<br>*FPT*20*t* | 36·9 | 19·7<br>FK | L.Angeles<br>Utd.States<br>9*BHptAsp*<br>*APT*45*t* | C.4Cy.16″&32″-24″ (*r*)<br>165lb 194NHP<br>2SB,4*cf*,GS88,HS3414 FD<br>StatenIslandS.B.Co.N.Yk. | 19 · 0 |
| 16289<br>HMFP | **Fuerteventura** SteelScSr<br>ssLaP.No.2-20<br>*Elec light* 1*Dk*&*Shelter dk*(*Teak*)<br>Wireless | 478<br>270<br>187 | ✠100A1<br>*Shelter dk withfreeboard*<br>5,20 ✠LMC5,20<br>BS8,21 | LaP | *h* | CL<br>5,20 | 1912<br>4mo<br>*Lloyd* | Smith's DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | Cia.de Vap.Correos Interinsulares Canarios<br>*WB=Cell DBa*33′ | 160·0<br>*uE*14′*f*66′87*tFPT* | 25·9 | 10·4<br>FK | Santa Cruz<br>Spanish<br>4*BHCem*<br>10*tAPT*10*t* | T.3Cy.13″,22″&36″-26″ (*s*)<br>180lb *100lb* 100NHP<br>1SB,3*cf*,GS57,HS1940<br>Smith'sDockCo.Ld.Mdb. | 18 · 8<br>s 7 · 7½<br>11 · 0 |
| 16290<br>72750<br>SDHR | **Fuh Wo** IronScSr<br>*Fitted for oil fuel*<br>1*Dk*&*ptAwng dk* | 608<br>423<br>290 | | | | | 1879 | Boyd&Co.<br>Shanghai | Anglo-Saxon PetroleumCo.Ld. | 201·0 | 26·1 | 10·0 | London<br>British | C.2Cy.16″&36″-36″<br>NB02 52RHP<br>Boyd&Co.,Shanghai | |
| 16291<br>63559 | **Fuhlee** IronSc<br>1*Dk* | 101<br>101<br>22 | | | | | 1870 | R.Irvine& Co.<br>Hartlepool | ShanghaiTug& LighterCo.Ld. | 95·2 | 18·1 | 9·1 | Shanghai<br>British<br>*WB* | 2Cy.21″-18″<br>60RHP<br>D.Joy&Co.,Middlesbro' | |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16292<br>132865<br>HVQT | **Fuji**<br>SteelScK<br>ssCff.No.2-19<br>1*Dk* | 255<br>228<br>100 | ✠100A1<br>*StmTrawler*<br>9,19 ✠LMC9,19<br>BS7,21 | Cff | | CL<br>9,19 | 1912<br>4mo<br>*Lloyd's A&CP* | Smith's<br>DockCo.Ld.<br>Middlesbro' | Neale&West,Ld. | 125·0<br>Q74'F21' | 23·0 | 12·3<br>BK7½" | Cardiff<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 82RHP<br>1SB,3*pf*,GS51,HS1445<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 0 | |
| 16293 | **Fuji Maru**<br>SteelSc<br>*For full particulars See No.37359 in Supplement*<br>*Elec.light* | 6100<br>4600<br>— | 100A1<br>*Awning dk*<br>(*Class Contemplated*) | | | | 1921 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | Kawasaki<br>DockyardCo.Ld. | 405·0<br>F33' | 53·0 | | Kobe<br>Japanese | T.3Cy.28",46½"&78"-54"<br>KawasakiDkyd.Co.Ld. | | |
| 16294<br>22679<br>RBFK | —<br>SteelSc | 993<br>—<br>672 | | | | | 1918 | ............ | ChiyodaKisen<br>KabushikiKaisha | 195·5 | 31·5 | 18·0 | Kobe<br>Japanese | | | |
| 16295<br>23679<br>RFON | —<br>WoodSc | 295<br>—<br>165 | | | | | 1918 | ............ | KabushikiKaisha<br>HinodeGumi | 130·3 | 23·8 | 13·4 | Nagahama<br>Japanese | | | |
| 16296<br>26051<br>RSCN | —<br>WoodAuxScSr | 264<br>—<br>149 | | | | | 1918 | ............ | ShimizuShosen<br>KabushikiKaisha | 114·0 | 25·0 | 13·4 | Shimizu<br>Japanese | | | |
| 16297<br>12122<br>LJST | —<br>WoodScSr<br>1*Dk* | 193<br>182<br>116 | | | | | 1912 | S.Nagamatsu<br>Niigata | MatsudaKisen<br>KabushikiKaisha | 119·9<br>P18' | 17·8 | 11·9 | Nishinomiya<br>Japanese | T.3Cy.9¼",15"&24⅜"-18"<br>E&B*made*08,*fittd*12 26NHP | | |
| 16298<br>21823<br>NRDF | —<br>WoodAuxScSr | 148<br>—<br>84 | | | | | 1917 | ............ | KabushikiKaisha<br>FujiShokai | 82·6 | 25·4 | 10·1 | Nishinomiya<br>Japanese | | | |
| 16299<br>25763<br>RQVH | **Fujikawa Maru**<br>WoodSc | 717<br>—<br>431 | | | | | 1919 | ............ | KabushikiKaisha<br>TokioZosensho | 173·2 | 29·9 | 17·2 | Shinagawa<br>Japanese | | | |
| 16300<br>1233<br>HJFQ | --<br>SteelScSp<br>2*Dks* | 565<br>554<br>316 | | | | | 1890 | Kawasaki<br>DkydCo.Ld.<br>Kobe | OsakaShosen<br>KabushikiKaisha | 163·7 | 22·3 | 19·2 | Osaka<br>Japanese | C.2Cy.20"&38"-26"<br>NB12 61NHP<br>KawasakiDockyardCo.Ld. | | |
| 16301<br>21241<br>NMRF | **Fujiki Maru**<br>WoodAuxScSr | 179<br>—<br>105 | | | | | 1917 | ............ | MitsuiBussan<br>KabushikiKaisha | 93·5 | 27·5 | 11·2 | Moji<br>Japanese | | | |
| 16302<br>1670<br>HLBS | **Fujisan Maru**<br>SteelScSr<br>*Elec.light* 1*Dk&Spar dk* | 1944<br>1763<br>1123 | | | ... | | 1897 | A.McMillan&Son(Ld)<br>Dumbarton | MitsuiBussan<br>Kaisha,Ld. | 280·0<br>P8'B74'F44' | 37·9 | 12·3<br>22·0<br>FK | Mikawa<br>Japanese<br>*WB* | T.3Cy.22¹⁵⁄₁₆",38"&62"-42"<br>281NHP<br>D.Rowan&Son,Glasgow | 22 ″ 0 | |
| 16303<br>8863<br>JRMH | **Fukagawa Maru No. 1**<br>Wood ScSr<br>2*Dks* | 628<br>605<br>378 | | | | | 1904 | Okawa<br>UnyuKabushikiKaisha<br>Okawa | OkawaUnyu<br>KabushikiKaisha | 179·5 | 24·6 | 15·4 | Tarumi<br>Japanese | T.3Cy.13",21½"&35"-24"<br>60NHP | | |
| 16304<br>10869<br>LDCN | **Fukagawa Maru No. 2**<br>WoodScSr<br>2*Dks* | 738<br>—<br>457 | | | | | 1908 | Fukagawa<br>Dockyard Co.<br>Wakatsu | FukagawaKisen<br>KabushikiKaisha | 199·2 | 26·8 | 18·5 | Tarumi<br>Japanese | T.3Cy.14",23"&36"-28"<br>69NHP<br>FukagawaDockyardCo. | | |
| 16305<br>10857<br>LDBR | **Fukaya Maru**<br>IronScK<br>(*Trawler*)<br>(*ex*HeneCastle) 1*Dk* | 160<br>150<br>55 | | | ... | | 1898 | Cook,Welt'n&Gemmell<br>Hull | MitsubishiGoshi<br>Kaisha | 105·5<br>Q20' | 20·7 | 11·0<br>BK7½" | Wakamatsu<br>Japanese | T.3Cy.12¼",19½"&32"-22½"<br>NB08 54NHP<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |
| 16306<br>24469<br>RJLS | **Fuki Maru**<br>SteelSc<br>*Elec.light* | 2451<br>—<br>1698 | | | | | 1918 | Asaki<br>S.B.Co.<br>Osaka | MasudaBoyeki<br>KabushikiKaisha | 284·0 | 41·0 | 24·5 | Nishinomiya<br>Japanese<br>*WB* | | 24 ″ 6<br>s 5 ″ 5<br>19 ″ 5 | |
| 16307<br>17350<br>MNTW | **Fuki Maru No. 2**<br>WoodAuxScSr | 196<br>—<br>141 | | | | | 1916 | ............ | UsuiShinji | 99·2 | 24·4 | 11·8 | Ushioye<br>Japanese | | | |
| 16308<br>26548<br>RVCQ | **Fukkai Maru**<br>SteelScSr<br>*Elec.light* 2*Dks*(*Stl*) | 3830<br>3460<br>2326 | ✠100A1<br>~~7,21~~5,20 1,22<br>✠LMC~~1,20~~<br>1,22 | Kob<br>~~Sz~~Yka | *w* | CL<br>1,22 | 1920<br>1mo. | Yokohama<br>DockCo.<br>Yokohama<br>A&CP | NipponKaiun<br>KabushikiKaisha | 345·0<br>P33'B77'F41'<br>*CellDB*316'793t*FPT* | 50·0 | 29·1<br>FK | Yokohama<br>Japanese<br>6*BHCem*<br>56t*APT*29t | T.3Cy.23",38"&64"-48" (*s*)<br>200lb 343NHP<br>2SB,6*cf*,GS106,HS4414 FD<br>YokohamaDk.Co.Yka. | 29 ″ 1<br>s 5 ″ 5½<br>23 ″ 11 | |
| 16309<br>20606<br>NJVQ | **Fuku Maru**<br>SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Longitudinal framing* &*Web frames* | 4366<br>3693<br>2758 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,21 ~~1,20~~<br>✠LMC~~7,19~~<br>5,21 | Cpn<br>Kob | *w* | CL<br>~~8,18~~<br>5,21 | 1917<br>8mo<br>*Lloyd's A&CP* | OsakaIron<br>Works,Ld.<br>Innoshima | TaishoKisen<br>KabushikiKaisha | 345·0<br>P30'B99'F34' *on Shelter dk*<br>*Cell DB*298' 1136t *DTa*32'693t*FPT*115t | 49·8 | 28·2<br>FK | Tonda<br>Japanese<br>6*BHCem*<br>*APT*29t | T.3Cy.24",41"&67"-48" (*s*)<br>180lb 390NHP<br>2SB,6*cf*,GS126,HS5400 FD<br>OsakaIronWorksLdOsaka | 28 ″ 2<br>s4 ″ 10½<br>23 ″ 8 | |
| 16310<br>25057<br>RLVW | —<br>WoodSc | 732<br>—<br>504 | | | | | 1918 | ............ | WadaHeizo | 187·9 | 29·3 | 17·4 | Amagasaki<br>Japanese | | | |
| 16311<br>23578<br>RFSJ | —<br>WoodSc | 408<br>—<br>245 | | | | | 1918 | ............ | ToyoShosenUnyu<br>KabushikiKaisha | 150·8 | 27·8 | 13·4 | Nishinomiya<br>Japanese | | | |
| 16312<br>22204<br>NSQP | —<br>WoodSc | 399<br>—<br>286 | | | | | 1917 | ............ | UchiyamaTsunezo | 146·9 | 25·3 | 13·2 | Tsumori<br>Japanese | | | |
| 16313<br>24163<br>RHFK | **Fuku Maru No. 2**<br>WoodSc<br>Sunk after Explosion 3,19 | 564<br>—<br>381 | | | | | 1918 | ............ | ToyoShosenUnyu<br>KabushikiKaisha | 175·0 | 28·0 | 14·6 | Nishinomiya<br>Japanese | | | |
| 16314<br>23082<br>RBSL | **Fukuchiyama Maru**<br>WoodSc | 768<br>—<br>534 | | | | | 1918 | ............ | NipponKokwan<br>KabushikiKaisha | 191·9 | 30·2 | 16·5 | Yokohama<br>Japanese | | | |
| 16315<br>8952<br>JRPT | **Fukui Maru**<br>SteelScSr<br>ssKob.No.1-21 ssKob.2ndNo.3-3,16<br>(*ex*Westminster, *ex*Indrapura) Wireless<br>2*Dks*(1*Stl*&1*Irn*)3*tr B*<br>andoned at Sea 10,21 | 4030<br>3769<br>2929 | ✠~~100A1~~<br>8,21 ~~6,19~~<br>~~BS6,19~~ ✠~~LMC~~ | Msl<br>Kob | *w* | CL<br>N9,21 | 1890<br>3mo | T.Royden<br>&Sons<br>Liverpool<br>A&CP | UchidaKisen<br>KabushikiKaisha | 369·8<br>P24'B86'F41'<br>*WB* = *Cell DB* 222'744t | 44·0 | 27·7<br>FK | Kobe<br>~~Amagasaki~~<br>Japanese<br>6*BHCem*<br>*MT*30'420t | T.3Cy.27",44"&71"-48" (*s*)<br>150lb 372NHP<br>2DB,12*cf*,GS220,HS6164<br>Fawcett,Prstn&Co.Ld.Liv. | 30 ″ 9<br>s 6 ″ 8<br>24 ″ 5 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16316<br>19585<br>NDRQ | **Fukui Maru No. 2** SteelSc | 1565<br>—<br>1093 | | | | | 1917 | ………… | SasakiGyogyo KisenKabushiki Kaisha | 235·0 | 36·0 | 21·5 | Hakodate<br>Japanese | | |
| 16317<br>22676<br>RBFG | **Fukui Maru No. 3** SteelSc | 996<br>—<br>686 | | | | | 1918 | ………… | SasakiGyogyo KisenKabushiki Kaisha | 195·5 | 31·5 | 18·0 | Hakodate<br>Japanese | | |
| 16318<br>21793<br>NRBH | **Fukujin Maru** WoodSc | 756<br>—<br>446 | | | | | 1917 | ………… | SakataTomochika | 192·8 | 30·0 | 17·6 | Osaka<br>Japanese | | |
| 16319<br>21044<br>NLTV | **Fukuju Maru** IronScSr<br>ssBom.2ndNo.3–3,08<br>(exMoshtari,exGorji) 1Dk(Irn)&<br>Spar dk3trB | 1775<br>—<br>1263 | ✠<br>Spar dk<br>5,13 ✠ | Bom | q | | 1883<br>7mo | Wigham Rchrdsn&Co.<br>Newcastle | MuraoKisenGoshi Kaisha | 255·5<br>B46'<br>BK9"<br>WB = DBa76'57t FPT | 35·1 | 24·5 | Amagasaki<br>Japanese<br>4BHCem<br>28tAPT17t | C.2Cy.31"&62"–42"<br>NDB95 195NHP<br>2SB,6pf,GS90,HS3080<br>Wgm.Richardson&C.Nwc. | 25 · 8 |
| 16320<br>1623<br>HKTP | — WoodScSr<br>2Dks | 380<br>—<br>227 | | | | | 1896 | Mihara Mannosuke<br>Osaka | Nishide Magozayemon | 146·9 | 21·1 | 16·8 | Hashidate<br>Japanese | C.2Cy.17½"&24½"–24"<br>48NHP<br>OnoSeikichi,Osaka | |
| 16321<br>54<br>KBHG | **Fukukai Maru** WoodSc | 674<br>—<br>455 | | | | | 1918 | ………… | TaiwanSeito KabushikiKaisha | 172·2 | 27·6 | 17·9 | Takao<br>Japanese | | |
| 16322 | **Fukuken Maru** SteelSc<br>Elec.light 2Dks(Stl-U ws) | 2568<br>2009<br>1570 | ✠100A1<br>10,20<br>✠LMC10,20 | Osaka | 8 | CL | 1920<br>10mo | OsakaIron Works,Ld.<br>Osaka<br>A&CP | OsakaShosen KabushikiKaisha | 284·5<br>P41'B100'F34'<br>FK<br>CellDB240'624tD Ta18' 232t FPT36t | 42·5 | 23·0 | Osaka<br>Japanese<br>5BHCem<br>APT22t | T.3Cy.21",35"&58"–39" (s)<br>200lb 288NHP<br>2SB,6cf,GS99,HS4046 FD<br>OsakaIronWrks,Ld.Osaka | 23 · 0 |
| 16323<br>22213<br>NSRG | — WoodSc | 437<br>—<br>240 | | | | | 1918 | ………… | KosonoyeRyuya | 149·4 | 26·6 | 13·0 | Osaka<br>Japanese | | |
| 16324<br>23331<br>RCKT | **Fukuko Maru** WoodSc | 704<br>—<br>425 | | | | | 1918 | ………… | T.Sakamoto | 191·0 | 30·3 | 16·7 | Shisa<br>Japanese | | |
| 16325<br>1404<br>HJWB | **Fukuoka Maru** IronScSr<br>ssNag.2ndNo.3–2,05<br>(exDenbighshire) ssKob.No.1–09<br>Elec.light 2Dks(1Irn&1ptIrn)3trB | 2606<br>2145<br>1854 | ✠<br>8,13<br>✠ | Kob | t | | 1885<br>1mo | C.S.Swan &Hunter<br>Newcastle | YamasakiKisen KabushikiKaisha | 317·0<br>P38'B76'F41'<br>BK10"<br>WB = CellD B234'440t FPT220t | 38·0 | 24·5 | Hakodate<br>Japanese<br>7BHCem<br>APT230t | C.2Cy.38"&72"–48"<br>NDB97 299NHP<br>2SB,6pf,GS135,HS4604<br>R.&W.Hawthorn,Nwc. | 27 · 0 |
| 16326<br>24900<br>RNDT | — WoodSc | 418<br>—<br>240 | | | | | 919 | ………… | TokiowanKisen KabushikiKaisha | 152·7 | 23·0 | 15·1 | Shimoda<br>Japanese | | |
| 16327<br>9395<br>JTOF | **Fukura Maru** SteelScSr<br>1Dk2trB&Web<br>(exBogstad) frames&ptAwng dk | 3114<br>2345<br>1930 | | | … | | 1894 | Nylands Værksted<br>Christiania | TanakaShoji KabushikiKaisha | 325·0<br>P28'Q100' BK10"<br>ptAwng dk194' | 41·8 | 21·2 | Takuma<br>Japanese<br>WB | T3Cy.23",37½"&61½"–42"<br>NB06refitted10 258NHP<br>NylandsVærksted,Xania. | 24 · 0 |
| 16328<br>15838<br>MDNP | **Fukuri Maru** SteelScSr<br>1Dk | 511<br>—<br>281 | | | | | 1913 | I.Aizawa<br>Osaka | SanyoKisen KabushikiKaisha | 113·0 | 21·0 | 10·0 | Amagasaki<br>Japanese | T.3Cy.11",18"&30"–22"<br>42NHP<br>T.Hirao | |
| 16329<br>22657<br>NVMT | **Fukurokuju Maru** WoodSc | 431<br>—<br>236 | | | | | 1917 | ………… | Tachibana Rintaro | 148·2 | 25·3 | 14·8 | Fushiki<br>Japanese | | |
| 16330<br>23570<br>RDPT | **Fukusei Maru** SteelSc | 1223<br>—<br>722 | | | | | 1918 | ………… | NipponKaiun KabushikiKaisha | 225·0 | 33·0 | 18·7 | Tsuruga<br>Japanese | | |
| 16331<br>32<br>KBFD | — Wood<br>2Dks | 185<br>—<br>92 | | | | | 1902 | …………<br>HongKong | Chinju | 100·2 | 17·6 | 14·8 | Kiirun, Formosa<br>Japanese | | |
| 16332<br>10843<br>LOWQ | **Fukushima Maru** SteelScSp<br>(Whaler) (exRöskva,<br>exQueenAlexandra) 1Dk | 109<br>105<br>40 | | | | | 1904 | Nylands Værksted<br>Christiania | TosaHogeiKabushikiKaisha | 94·8<br>H6t | 17·0 | 10·8 | Nahari<br>Japanese | T.3Cy.10½",17"&28 1/16"–20½"<br>NB12 37NHP<br>NylandsVærksted,Xania. | |
| 16333<br>9445<br>JTDS | **Fukushu Maru** SteelScSr<br>(exStandard)<br>1Dk&Spar dk | 1455<br>1335<br>994 | | | | | 1903 | Framnes Mek.Værks.<br>Sandefjord | OsakaShosen KabushikiKaisha | 237·1 | 34·2 | 19·2 | Osaka<br>Japanese<br>WB | T.3Cy.16½",27"&44"–33"<br>111NHP<br>Akers.Mek.Værks.Xia. | |
| 16334<br>25517<br>RNTM | **Fukuun Maru No. 1** WoodSc | 649<br>—<br>459 | | | | | 1918 | ………… | KabushikiKaisha KaiunShokwai | 174·8 | 28·0 | 15·7 | Shikitsu<br>Japanese | | |
| 16335<br>8801<br>JRFD | **Fukuyama Maru No. 2** Wood ScSp<br>2Dks | 133<br>—<br>78 | | | | | 1903 | I.Shioaku<br>Osaka | KyushuKisen KabushikiKaisha | 103·8 | 15·1 | 12·1 | Tokitsu<br>Japanese | C.2Cy.11"&22"–13"<br>15NHP<br>K.Omitsu | |
| 16336<br>8809<br>JNDB | **Fukuyama Maru No. 3** Wood ScSp<br>2Dks | 161<br>151<br>94 | | | | | 1904 | I.Shioaku<br>Osaka | KudoKaichiro | 112·4 | 15·9 | 11·6 | Hakodate<br>Japanese | C.2Cy.11½"&24½"–15"<br>19NHP | |
| 16337<br>8985<br>JNFC | **Fukuyama Maru No. 4** Wood ScSp<br>2Dks | 159<br>—<br>92 | | | | | 1904 | I.Shioaku<br>Osaka | NanyoUnyu KabushikiKaisha | 104·8 | 15·6 | 12·1 | Misho<br>Japanese | C.2Cy.11 13/16"&24½"–18"<br>21NHP | |
| 16338<br>18875<br>NFWD | **Fukuye Maru** WoodSc | 234<br>—<br>131 | | | | | 1916 | ………… | KyushuKisen KabushikiKaisha | 117·8 | 18·7 | 14·0 | Tokitsu<br>Japanese | | |
| 16339<br>22720<br>NVSQ | **Fukuyei Maru** SteelSc<br>1Dk | 1112<br>885<br>771 | | | | | 1918 | Hakodate Dockyard<br>Hakodate | YoshidaSakaye | 215·0<br>B49'F28' | 31·5 | 18·5 | Hakodate<br>Japanese<br>WB | T.3Cy.14½",24½"&40"–30"<br>88NHP<br>HakodateDockyard | |
| 16340<br>25208<br>RMNB | **Fukuyo Maru** SteelScSr<br>Elec.light Wireless 2Dks | 3780<br>3315<br>2390 | | | | | 1919 | AsahiS.B. Co.Ld.<br>Osaka | NipponKaiun KabushikiKaisha | 330·0<br>P29'B72'F39' | 46·0 | 30·0 | Tokio<br>Japanese | T.3Cy.24",39"&64"–42"<br>Hatsudoki 265NHP<br>KabushikiKaisha,Osaka | 30 · 0 V<br>s 6·10½<br>23 · 6 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of L of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16341<br>10356<br>LBQV | **Fukuyo Maru** SteelScSr<br>(exSkuld)<br>1Dk2trB | 1540<br>1128<br>920 | | | | | 1892 | Wood,<br>Skinner&Co.<br>Newcastle | K.Nishiwaki | 250·3\|34·0\|15·5<br>Q90'B108'F31' | Tarumi<br>Japanese<br>WB | T.3Cy.18½",30"&49"-33"<br>138NHP<br>N.E.MarineEngCoLd.Nw | | |
| 16342<br>19413<br>NOWB | **Fukuyoshi Maru** WoodAuxSc<br>Lug | 125<br>—<br>83 | | | | | 1916 | ……………… | IdeZenku | 78·3\|26·7\|9·7 | Imazu<br>Japanese | | | |
| 16343 | **Fulda** SteelSc<br>(exErdmann) (Trawler)<br>Elec.light 1Dk | 209<br>178<br>85 | | | | | 1918 | Schiffsw. v.<br>HenryKoch<br>A.-G.<br>Lübeck | DeutscheDmpfischereiGes.Nordsee | 127·0\|22·6\|10·0<br>Q69'F19' | Nordenhm<br>German<br>WB | T.3Cy.12⅜",20½"&32¼"-22⅝"<br>50NHP<br>OttensenerMaschf.<br>G.m.b.H.Altona | | |
| 16344 | **Full Moon** WoodSc<br>1Dk | 93<br>92<br>40 | ✠11A1<br>For Fishing purposes<br>7,18 ✠LMC7,18 | Abn | | CL | 1918<br>3mo<br>Lloyd | J.&G.<br>Forbes<br>Sandhaven<br>'sA&CP | TheAdmiralty | 86·5\|19·5\|9·8<br>9&12yrsMat. | British<br>3BH | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 42NH<br>1SB,2pf,GS30,HS814<br>Cooper&Greig,Ld.Dundee | 10 ″ 3 | |
| 16345<br>143649<br>KGDQ | **Fullagar** SteelSc<br>AnnualSurveyLiv10,21 OilEng.<br>Mchy.Aft Well deck 1Dk(Stl)<br>Elec.light<br>Now named "Caria," See No. 36318 in Supplement | 398<br>260<br>185 | ✠100A1<br>10,21~~7,20~~ ✠LMC~~7,20~~<br>✠NE10,21 10,21<br>ElectricallyWelded, Subject to Annual Survey—Experimental | Bkn | f | CL<br>10,21 | 1920<br>7mo<br>Lloyd | Cammell<br>Laird&Co.Ld.<br>Birkenhead<br>'sA&CP | ~~T.&J.Brocklebank Ld.~~<br>~~Lowden, Connell&Co.~~<br>ManxIslesS.S.Co Ld.(Lowden,Connell&Co.Mgrs.) | 150·0\|23·7\|10·1<br>Q88'B9'F26'<br>FK<br>DB14'21tFPT | Liverpool<br>British<br>3BHCem<br>54t APT18t | Oil Engine 2S.C.SA<br>4Cy.16½"-19" 100lb 91NHP<br>WmBeardmore&CoLdGls. | 11 ″ 6<br>s 4 ″ 3½<br>11 ″ 5 | |
| 16346 | **Fullah** SteelSc<br>Elec.light Mchy.Aft 1Dk | 367<br>289<br>177 | | | | | 1913 | H.C.StülckenSohn<br>Hamburg | FrenchGovernment | 144·6\|26·3\|8·9<br>Q46' | Duala<br>French | C.2Cy.13⅜"&26¾"-18⅛"<br>25NHP<br>H.C.StülckenSohn,Ham. | | |
| 16347<br>133410<br>HWSG | **Fullerton** SteelScSr<br>ssBkn.No.2-20<br>Elec.light Wireless 1Dk(Stl)<br>Cargo battens not fitted | 2811<br>2648<br>1736 | ✠100A1<br>10,21~~2,21~~ ✠LMC<br>MS8,20 BS1,21 | Lon | u | CL<br>~~8,20~~<br>10,21 | 1912<br>10mo<br>Lloyd | Sir Raylton<br>Dixon&CoLd<br>Middlesbro'<br>'sA&CP | DenabyShippg.&<br>CommercialCo.Ld.<br>WB=CellDBa<br>uE&B35'f144'740t | 325·0\|46·9\|21·3<br>P29'B196'F33'<br>100' FK<br>DTf21' 600t FPT | Hull<br>British<br>7BHCem<br>43tAPT60t | T.3Cy.24",40"&65"-42" (s)<br>180lb 302NHP<br>3SB,9pf,GS154,HS4728<br>G.Clark,Ld.Sunderland | 23 ″ 6<br>s 2 ″ 9<br>21 ″ 1 | |
| 16348<br>143179<br>JWGS | **Fulmar** SteelScSr<br>(exWarYare) 1Dk(Stl)&Shelterdk(Stl)<br>Elec.light Cargo battens not fitted in<br>Wireless Shelter 'tween dks | 1698<br>1555<br>1006 | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,22~~11,20~~ ✠LMC5,19 | PGl<br>Grk | r | CL<br>7,19 | 1919<br>5mo<br>Lloyd | H.&C.<br>Grayson,Ld.<br>Liverpool<br>'sA&CP | CorkS.S.Co.Ld.<br>Colli | 265·0\|41·2\|26·6<br>FK<br>sionBHto Shelter dk<br>Cell | Cork<br>British<br>Cem<br>3BHto U dk<br>DB224'408t | T.3Cy.21",34"&56"-36" (s)<br>180lb 251NHP<br>2SB,6cf,GS130,HS4500<br>D.Rollo&Sons.Liverpool<br>FPT63tAPT18t | 21 ″ 0<br>s 1 ″ 3<br>20 ″ 1 | |
| 16349<br>MQFH | — WoodAuxSc3MstSr<br>Motor<br>(exSailingVessel,exSteam YachtFulmar,exInva,exArgo) 1Dk2trB<br>(See Sailing Ship Register) | 152<br>147<br>102 | | | | | 1878 | Camper&<br>Nicholson<br>Gosport | AalesundsFiskeriselskap(E.O.<br>Roald,Mgr.) | 117·6\|21·8\|12·1 | Aalesund<br>Norwegian | Motor2Cy12½"-14"<br>Efitted17 26NHP<br>TuxhamsMaskinfabr,<br>Copenhagen | | V |
| 16350<br>98589<br>LWMB | **Fultala** SteelScSr<br>Wireless 3Dks(2Irn-Uws) | 4164<br>3797<br>2708 | ✠<br>12,90 ✠ | Sld | x | | 1890<br>12mo | W Doxford<br>&Sons<br>Sunderland | BritishIndiaStm.<br>Nav.Co.Ld.<br>WB=Ce | 366·0\|48·1\|26·6<br>P40'B98'F48'<br>FK<br>llDB312'915tFPT | Glasgow<br>British<br>6BHCem<br>94tAPT29t | T.3Cy.28",46"&76"-51" (s)<br>473NHP<br>3DB,12cf,GS261,HS7988<br>W.Doxford&Sons,Sld. | 29 ″ 3 | |
| 16351<br>121064<br>KNGT | **Fulton** WoodSc<br>Fitted for oil fuel<br>Elec.light 2Dks | 605<br>—<br>393 | | | | | 1898 | H.D.Bendixen<br>Fairhvn,Cal. | BorderLine<br>TransportationCo. | 152·7\|33·5\|11·4 | Seattle<br>Utd.States | C.2Cy.12"&26"-20"<br>25NHP<br>FultonE.&S.B.Co.S.Fo. | | |
| 16352<br>207060<br>LBHQ | — SteelSc<br>1Dk | 229<br>—<br>156 | | | | | 1909 | StatenIsld.<br>S B.&D.D.Co.<br>Pt.Richmond<br>N.Y. | Delaware,Lackawanna&Western<br>R.R.Co. | 93·3\|25·2\|12·1 | NewYork<br>Utd.States | C.2Cy.18"&38"-28"<br>64NHP | | |
| 16353<br>LBMF | **Fulvio** WoodSc<br>OilEng.<br>Mchy.Aft 1Dk | 582<br>412<br>321 | | | | | 1920 | Ch.Jensen<br>Asker | TransportA/S<br>"Ferro"(R.<br>Blakstad,Mgr.) | 156·4\|29·8\|13·0<br>P107tF37t | Chrstiania<br>Norwegian | OilEngines<br>4Cy.16½"-18$\frac{9}{10}$" 91NHP<br>J&CGBolindersCoLd.Skm | | |
| 16354 | **Fumarole** SteelScK<br>1Dk(Stl) | 97 | ✠100A1<br>For Fishing purposes<br>1,19 ✠LMC1,19 | Lwt | | CL | 1919<br>1mo<br>Lloyd | ColbyBros.<br>Ld.<br>Lowestoft<br>'sA&CP | TheAdmiralty | 86·0\|18·6\|9·4 | British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,GS30.HS814<br>Pollit&Wigzel,Ld.<br>SowerbyBridge | 10 ″ 0 | |
| 16355<br>139990 | **Fume** SteelScK<br>1Dk(Stl) | 97<br>—<br>42 | ✠100A1<br>For Fishing purposes<br>4,22~~7,19~~ ✠LMC7,19 | Lwt | | CL<br>4,22 | 1919<br>4mo<br>Lloyd | ColbyBros.<br>Ld.<br>Lowestoft<br>'sA&CP | ~~TheAdmiralty~~<br>VigilantFishing Co.Ld.(G.F.Spashett,Mgr | 86·2\|18·6\|9·3<br>BK7½" | London<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>Yeaman&Baggesen,Dun. | 10 ″ 0 | |
| 16356<br>8944<br>JRPG | **Fumi Maru** IronSc3MstSr<br>ssMdb.No.3-9,92<br>(exRobertDickinson) ssNwc.No.2-01<br>Elec.light 2Dks(Irn)3trB | 2024<br>1672<br>1563 | ✠<br>10,09 ✠<br>CarryingPetroleum in bulk | Nag | r | | 1881<br>4mo | A.Leslie&<br>Co.<br>Newcastle<br>WB=D | K.Inugami<br>Ba12'f16'65tFPT | 278·7\|35·4\|22·5<br>P176'F36'<br>BK9½"<br>52tAPT41t | Nishinomiya<br>Japanese<br>5BHCem | C.2Cy.36"&68"-42"<br>NDB92 240NHP<br>2SB,6pf,GS96,HS4195<br>J.Dickinson,Sunderland | 23 ″ 6 | |
| 16357<br>1762<br>HLKV | — WoodScSr<br>1Dk | 156<br>122<br>96 | | | | | 1897 | Y.Matsusaki<br>Ominato | SagaraShosen<br>GoshiKaisha | 96·5\|16·9\|11·2 | Sagara<br>Japanese | C.2Cy.10"&18¾"-14"<br>11NHP | | |
| 16358<br>19756<br>NFLB | **Fumi Maru No. 1** SteelSc | 563<br>—<br>332 | | | | | 1916 | ……………… | OkudaOkutaro | 166·5\|25·1\|15·5 | Nishinomiya<br>Japanese | | | |
| 16359<br>20590<br>NJTP | **Fumi Maru No. 2** SteelSc | 686<br>—<br>399 | | | | | 1917 | ……………… | R.Menuki | 171·3\|27·2\|15·6 | Nishinomiya<br>Japanese | | | |
| 16360<br>20525<br>NJPF | **Fumizuki Maru** WoodSc | 398<br>—<br>295 | | | | | 1917 | ……………… | S.Nakamura | 130·0\|28·1\|13·3 | Tarumi<br>Japanese | | | |
| 16361<br>2258<br>NVGQ | **Fumizuki Maru No. 3** Wood AuxScSr | 399<br>—<br>254 | | | | | 1918 | ……………… | Nakamura<br>Seishichiro | 147·2\|26·4\|15·0 | Tarumi<br>Japanese | | | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel<br>Total<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>D te de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire<br>Tirant d'eau correspondant<br>pds. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16362<br>6260<br>JLQV | **Funatama Maru** WoodScSr<br>*2Dks* | 116<br>101<br>72 | | | | | 1900 | Nagata Sanjuro<br>Osaka | SanukiKisen KabushikiKaisha | 97·2 | 14·6 | 10·9 | Takamatsu<br>Japanese | C.2Cy.11½″&23″–13″<br>16NHP<br>NagataSanjuro,Osaka | | |
| 16363<br><br>HJKL | **Funchal** IronScSr<br>*Elec.light* Wireless 1*Dk&Spar dk3trB* | 1779<br>1660<br>1222 | | | ... | | 1884 | J.Laing<br>Sunderland | EmprezaInsulana deNav. | 280·0<br>B12′F26′ | 34·6 | 14·1<br>22·0<br>BK9″ | Lisbon<br>Portuguese<br>*WB* | C.2Cy.34½″&64″–42″<br>214NHP<br>Blair&Co.(Lim.),Stockton | | |
| 16364 | **Füred** SteelSc | 216<br>—<br>110 | | | | | 1912 | M.U.Martinolich<br>Lussinpiccolo | Soc.inAzioni Ungaro-Croata di Nav.Maritt.aVap. | 136·4 | 19·7 | 8·4 | Fiume | T.3Cy.13″,21¼″&34½″–18$\frac{1}{16}$″<br>50NHP<br>Plenty&Sons,Newbury | | A |
| 16365<br><br>OHSO | **Furet** SteelScK<br>*ss*Bcl.No.3–8,08<br>(*ex*Robin) *ss*CorunnaNo.1–13<br>1*Dk* | 133<br>—<br>21 | ✠<br>*StmTrawler*<br>10,14 ✠ | Corunna | | | 1895<br>5mo | Earle'sCo. Ld.<br>Hull | Nöel,Chatal&Co. | 94·0<br>Q18′ | 20·7 | 10·4<br>BK7½″ | Brest<br>French<br>3*BHCem* | T.3Cy.11″,17″&30″–21″<br>47NHP<br>1SB,3*pf*,GS28,HS800<br>Earle'sCo.Ld.Hull | 11 · 3 | V |
| 16366<br>99943<br>RGQB | **Furness** SteelTwinScK<br>*ss*Brw.No.3–2,11<br>1*Dk* | 225<br>220<br>16 | ✠<br>*For Towing purposes*<br>12,13 ✠ | Brw | *d* | | 1898<br>6mo | J.P.Rennoldson&S'ns<br>S.Shields | FurnessRailway | 128·8 | 23·6 | 11·1<br>BK6½″ | Barrow<br>British<br>5*BHCem* | C.4Cy.20″&40″–24″<br>143NHP<br>2SB,4*pf*,GS78,HS2416<br>J.P.Rennoldson&SonsSShl | 12 · 0 | |
| 16367 | **Fürst Blücher** IronPadSr<br>*Elec.light* (*ex*Delphin) 1*Dk* | 147<br>—<br>47 | | | | | 1878 | Reiherstieg Schiffswerfte<br>Hamburg | E.Möller | 134·3 | 19·0 | 7·6 | Rostock<br>German | C.2Cy.20″&34″–33″<br>NB01 55NHP<br>ReiherstiegSchiffsw.Ham | | |
| 16368<br>~~143330~~<br>~~JWMD~~<br>RBNS | **Fürst Bülow** SteelSc<br>2*Dks2trB&3trBinNo.1hold*<br>*Elec.light* Wireless Sub.Sig. 4*Dks* | 7638<br>7237<br>4799 | | | | | 1910 | Bremer Vulkan<br>Vegesack | HamburgAmerik. PaketfA.G<br>(Ham.Amer.Linie) | 469·8<br>P69′B109′ | 58·2 | 32·4 | ~~London~~<br>~~British~~<br>German *WB*<br>Hamburg | Q.4Cy.(2)25⅝″&(2)62$\frac{3}{16}$″–53$\frac{9}{16}$″<br>475NHP<br>BremerVulkan,Vegesack | | |
| ❊ 16369<br><br>MQHC | **Furu** *ss*Xia.No.1–21 SteelSc<br>*ss*Xia.2ndNo.3–8,17<br>*Elec.light* (*Tug*) 1*Dk* | 85<br>83<br>23 | 100A1<br>*For Towing purposes*<br>~~6,21~~ ~~7,20~~3,22<br>BS3,22 ~~BS7,20~~1,21 | Xia<br>MS4,21<br>LMC~~8,17~~ | | ~~7,19~~<br>3,22 | 1896 | Stettiner Oderwerke<br>Stettin<br>A&CP | O.A.Carlsen | 89·0 | 17·2 | 7·6<br>BK4″ | Frdrikstad<br>Norwegian<br>4*BHCem* | C.2Cy.12¾″&23¾″–14$\frac{9}{16}$″ (*s*)<br>147lb 35NHP<br>1SB,2*pf*,GS26,HS765<br>StettinerOderwerke,Stn. | 8 · 0 | |
| 16370<br><br>MRKD | **Furunak** WoodSc | 140<br>123<br>61 | | | | | 1918 | ..................<br>Rosendal, nearBergen | L.S.Brandal | 98·6 | 21·9 | 10·7 | Aalesund<br>Norwegian | | | |
| 16371<br><br>LBRC | **Furustrand** WoodAuxTwinScSr<br>*OilEng*<br>(*See Sailing Ship Register*) | 454<br>385<br>323 | | | | | 1920 | SantaRosa S.B.Co.<br>Milton,Fla. | A/S Steam (C.B. Nielsen, *Mgr.*) | 143·9<br>Q29*t*H17*t*F19*t* | 31·4 | 11·8 | Skien<br>Norwegian | Oil Engine<br>8Cy.8½″–10″ 38NHP<br>FairbanksMorseCo. ThreeRivers,Mich. | | |
| 16372<br>23256<br>RCDQ | **Fusa Maru** WoodSc | 558<br>—<br>317 | | | | | 1917 | .................. | GoshiShosen KaishaMurase Shokai | 145·1 | 27·2 | 15·3 | Nagoya<br>Japanese | | | |
| 16373<br>1393<br>HJVG | **Fusan Maru** IronScSr<br>*ss*Nag.No.3–4,98<br>(*ex*Pemptos) *ss*Yka.No.2–08<br>1*Dk*(*Irn*)*&Spar dk3trB* | 2414<br>2349<br>1522 | ✠<br>*Spar dk*<br>2,12 ✠ | Yka | *t* | | 1883<br>10mo | Flensburgr Schiffsb.Ges.<br>Flensburg | YamashitaKisen KabushikiKaisha<br>*WB* | 294·6<br>B70′<br>=*CellDB*260′ 278*t* | 37·1 | 19·4<br>26·7<br>BK9″ | Amagasaki<br>Japanese<br>5*BHCem* | C.2Cy.38″&70″–45″<br>NDB98 276NHP<br>2SB,6*pf*,GS114,HS4796<br>FlensburgerSchiffsb.Ges. | 29 · 8 | |
| 16374<br><br>HCKG | **Fuse** IronScSr<br>(*ex*Haugesund,*ex*Hankö,*ex*Kinnekulle,*ex*Särö) 1*Dk* | 172<br>116<br>90 | | | | | 1875 | MotalaCo.<br>Gothenburg | Midthordlandske Dampskibselsk. | 111·8<br>Q15*t*B27*t*H10*t*F9*t*<br>len08 | 19·0 | 8·9 | Bergen<br>Norwegian | C.2Cy.13″&27″–18″<br>NE04 NB98 26NHP<br>MotalaCo.Gothenburg | | |
| 16375<br>1047<br>HGMF | **Fushiki Maru** IronScSr<br>*ss*Nag.No.3–2,98<br>*ss*Yka.No.2–06<br>1*Dk*(*Irn*)2*trB* | 1803<br>1542<br>1063 | ✠<br>9,07 ✠ | Yka | *r* | | 1885<br>4mo<br>*WB* | TyneI.S.B. Co.(Lim.)<br>Newcastle<br>=*DBa*84′*f*56 | NipponKisen KabushikiKaisha<br>256*tFPT*36*tAPT* | 275·0<br>P29′B60′F30′<br>ptND04<br>12*tMT*30′320*t* | 37·5 | 20·4<br>FK | Amagasaki<br>Japanese<br>5*BHCem* | C.2Cy.35″&68″–45″<br>258NHP<br>2SB,6*pf*,GS115<br>HwthrnLslie&C(Lm)Nwc | 21 · 7 | |
| 16376<br>18398<br>MTGQ | — SteelSc | 1330<br>—<br>803 | | | | | 1889 | .................. | ShimataniKisen KabushikiKaisha | 234·1 | 32·0 | 26·0 | Nishinomiya<br>Japanese | | | |
| 16377<br>16950<br>MLFW | **Fushiko Maru** WoodSc<br>(*ex*SeikoMaru) | 172<br>—<br>97 | | | | | 1913 | .................. | SasakiGyogyo KisenKabushiki Kaisha | 112·2 | 17·0 | 12·1 | Hakodate<br>Japanese | | | |
| ❊ 16378<br>17741<br>MQNC | **Fushimi Maru** SteelTwinScSr<br>*ss*H.Kg.No.1–18<br>*Elec.light* 2*Dks*(*Stl–Uws*)*&3rdDk*<br>Wireless (*Stl*)*inNos.*1,3*&*4*holds* | 10938<br>8971<br>6866 | ✠100A1<br>11,21~~12,20~~<br>✠LMC~~12,20~~<br>11,21 | Kob<br>HKg | *g*† | CL<br>~~12,20~~<br>P11,21<br>S12,20 | 1914<br>12mo<br>*Lloyd* | MitsuBishi Dkyd&EWks<br>Nagasaki<br>'*sA&CP* | NipponYusen KabushikiKaisha<br>*WB* | 513·0<br>P99′B191′F56′<br>=*Cell DBa*157′ *uE* | 63·5 | 37·5<br>FK | Tokio<br>Japanese<br>8*BHCem*<br>*&B* 92′*f*193′ | T.6Cy.28″,47″&79″–51″ (*s*)<br>200lb FD 1337NHP<br>7SB,21*cf*,GS443,HS19742<br>MitsuBishiD.&E.Wks.Nag<br>2056*tFPT*148*tAPT*57*t* | 37 · 6<br>s9 · 1<br>29 · 0 | |
| 16379<br>10293<br>LBKW | — IronScBg<br>(*ex*SunChangMaru, 2*Dks&Spar dk*<br>*ex*FushimiMaru,*ex*Veteran,*ex*Thales) | 1234<br>1165<br>766 | | | ... | | 1864 | A.Denny<br>Dumbarton | Masuda Kyugoro | 233·7<br>F54′ | 30·3 | 22·5<br>BK8″ | Nishinomiya<br>Japanese | C.2Cy.30¼″&50½″–36″<br>NB80 127NHP<br>*Cmp.*80H.Kg.Dk.Co.H.Kg. | 24 · 3 | |
| ❊ 16380 | **Fusilier** SteelSc<br>(*ex*Lynchburg) 1*Dk*(*Stl*)<br>*Elec.light*<br>Wireless Sub.Sig. | 2585<br>2097<br>1469 | ✠100A1<br>5,20<br>✠LMC11,18 | NYk | *t* | 5,20 | 1918<br>11mo | ThePusey &JonesCo.<br>Wlmgtn,Del.<br>A&CP | LloydRoyalBelge Soc.Anon.<br>*CellDB* | 298·9<br>P29′B75′F29′<br>254′ 702*t FPT* 106*t* | 44·0 | 19·7<br>FK | Antwerp<br>Belgian<br>5*BHCem*<br>*APT*137*t* | 1 Geared Steam Turbine<br>200lb (*s*) 307NHP<br>2SB,4*cf*,GS84,HS4258 FD<br>DeLavalSteamTurbineCo. Trenton,N.J. | 22 · 3<br>s 3 · 7<br>19 · 0 | |
| 16381<br>95065<br>JKLT | — Iron&SteelPadSk | 280<br>242<br>114 | | | | | 1888 | M'Arthur &Co.<br>Paisley | David MacBrayne, Ld. | 202·0 | 21·6 | 8·1 | Glasgow<br>British | D.2Cy.49″–60″<br>NB01 285NHP<br>Hutson&Corbett,Glasgow | | |
| 16382<br>12181<br>LHDS | **Fuso Maru** SteelSc<br>1*Dk* | 987<br>—<br>580 | | | | | 1909 | OsakaIron Works<br>Osaka | TokiowanKisen KabushikiKaisha | 217·7 | 29·1 | 19·0 | Shimoda<br>Japanese | T.3Cy.13″,21½″&36″–27″<br>67NHP<br>OsakaIronWorks,Osaka | | |
| 16383<br>1533<br>HKMQ | — WoodScSr<br>2*Dks* | 334<br>289<br>195 | | | | | 1895 | OsakaIron Works<br>Osaka | TosaUnyu KabushikiKaisha | 138·0 | 19·7 | 15·5 | Kochi<br>Japanese | C.2Cy.17¼″&34¼″–22″<br>46NHP<br>OsakaIronWorks,Osaka | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 Steamer's Name. 3 Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck<br>Net | 5 Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8 Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11 Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16384<br>25472<br>RNPC | **Futaba Maru** WoodSc | 608<br>—<br>405 | | | | | 1919 | ........... | GoshiShosen KaishaMurao Zosensho | 173·0 | 26·5 | 16·4 | Tarumi<br>Japanese | | | |
| 16385<br>23165<br>RBQM | — WoodAuxScSr | 274<br>—<br>195 | | | | | 1918 | ........... | IshizakiShobei | 115·5 | 25·7 | 13·4 | Mitsu-hama<br>Japanese | | | |
| 16386<br>23673<br>RFCG | **Futakamisan Maru** WoodSc | 739<br>—<br>430 | | | | | 1918 | ........... | Y.Takatsuji | 191·1 | 30·6 | 16·5 | Amaga-saki<br>Japanese | | | |
| 16387<br>21400<br>NPJO | **Futakamisan MaruNo.2** WoodSc | 464<br>—<br>299 | | | | | 1917 | ........... | Y.Takatsuji | 191·1 | 30·6 | 16·5 | Osaka<br>Japanese | | | |
| 16388<br>18223<br>MSQB | **Futakamisan Maru No. 3** SteelSc<br>(*ex*KiyoMaruNo.2,*ex*AizawaMaruNo.2) | 197<br>—<br>98 | | | | | 1914 | ........... | OgumaKoichiro | 111·5 | 19·5 | 11·7 | Nishino-miya<br>Japanese | | | |
| 16389<br>22965<br>NWSV | **Futakamisan Maru No. 5** WoodSc | 298<br>—<br>159 | | | | | 1917 | ........... | Y.Takatsuji | 122·4 | 24·5 | 12·1 | Amaga-saki<br>Japanese | | | |
| 16390<br>1511<br>HKLD | **Futami Maru** SteelScSr<br>(*ex*Presto) *1Dk& Spar dk* | 876<br>—<br>543 | | | | | 1888 | Rostocker Act.Ges.<br>Rostock | OdagiriChuji | 195·9<br>B41′ | 28·3 | 18·1 | Amagasaki<br>Japanese<br>*WB* | T.3Cy.$13\frac{7}{8}$",$22\frac{1}{2}$"&$36\frac{5}{8}$"–$27\frac{1}{2}$"<br>NB04 70NHP<br>RostockerA.G.,Rostock | | |
| 16391<br>114304 | **Fylde** SteelTwinScSp<br>(*Tug*)<br>*1Dk* | 256<br>223<br>98 | | | | | 1904 | Ferguson Bros.<br>Pt.Glasgow | ~~Lan&Yorks.&Lon &N.W.Rlwy.Cos.~~<br>L.&N.W Rlwy.Co | 123·0 | 22·6 | 10·7 | Fleetwood<br>British<br>*WB* | T.6Cy.11",17"&28"–22"<br>94RHP<br>FergusonBros.Pt.Glasgow | | BT till 12,21 |
| 16392<br>6126<br>KBSQ | **Fylgia** SteelScSr<br>*Elec.light* *1Dk* | 1388<br>1184<br>776 | | | | | 1918 | Limhamns Skeppsv.AB<br>Limhamn | Rederiaktieb. SvenskaLloyd (H. Metcalfe,*Mgr.*) | 239·3<br>P21′B61′F30′ | 38·0 | 16·4 | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.$17\frac{1}{4}$",$29\frac{1}{2}$"&48"–$31\frac{1}{2}$"<br>130NHP<br>LimhamnsSkeppsvarvA.B | 18 ″ 7<br>s 2 ″ 4<br>16 ″ 16 | V |
| 16393 | — SteelTwinScSr<br>*1Dk* | 1050<br>843<br>601 | | | | | 1916 | Nüscke& Co.A.G.<br>Stettin | | 220·6<br>Q64′B54′F27′ | 33·6 | 14·2 | | T.6Cy.$11\frac{4}{5}$",$18\frac{9}{16}$"&$30\frac{7}{16}$"–$19\frac{7}{16}$"<br>83NHP<br>Christiansen&Meyer | | |
| 16394<br>NPRS | **Fylla** SteelScSr<br>*ss*Cpn.No.3–7,20<br>*1Dk(ptIrn&ptStl)&deep framing* | 785<br>677<br>443 | ✠100A1<br>~~8,21~~7,20 4,22<br>✠LMC7,20<br>BS8,21 | Cpn | *l* | 3,19 | 1906<br>5mo<br>*Lloyd* | Kjöbnhvns Flydk.&Skbs.<br>Copenhagen<br>*'sA&CP* | D/S A/S Progress (M.H.Nielsen, *Mgr.*)<br>*WB=Cell DBa&* | 211·2<br>P13′B59′F28′<br>FK<br>*uE68′f88′237tFPT* | 30·7 | 13·1 | Copnhagn<br>Danish<br>*4BHCem*<br>*39tAPT26t* | T.3Cy.14",$22\frac{1}{2}$"&37"–24" (*s*)<br>180lb 79NHP<br>2SB,*4cf*,GS40,HS1300<br>Kjbnhavns.Flydk.&Skbsv. | 15 ″ 6<br>s 1 ″ 9<br>14 ″ 0 | |
| 16395<br>NCTV | — IronScSr<br>*1Dk* | 159<br>120<br>84 | | | | | 1881 | Flensburgr Schiffsb.Ges.<br>Flensburg | Ver.Flensburg Ekensunder&Sonderburger Dampfs. Ges. | 113·9<br>Q42′ B27′ F32′ | 19·4 | 9·8 | Snderborg<br>Danish | C.2Cy.18"&31"–21"<br>NB97 37NHP<br>FlensburgerSchiffsb.Ges. | | |
| 16396<br>NBWH | **Fyn** SteelSc<br>(*Ferry—Screws fore & aft*)<br>*Elec.light* *2Dks* | 799<br>719<br>309 | | | | | 1919 | Orlogs-varftet<br>Copenhagen | DeDanskeStats-baner | 222·9 | 34·5 | 14·1 | Fredricia<br>Danish<br>*WB* | C.4Cy.19"&38"–20"<br>108NHP<br>Orlogsvarftet,Cpn. | | V |
| 16397<br>MVHL | **Fynd** SteelSc<br>(*ex*Toureau, *ex*Fynd) (*Whaler*)<br>Wireless *1Dk* | 167<br>154<br>56 | | | | | 1911 | Porsgrund Mek.Værks.<br>Porsgrund | Hvalfangerselsk. NordhavetA/S (H.Pedersen,*Mgr*) | 104·0<br>H11*t* | 20·2 | 11·8 | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.12",20"&32"–24"<br>50NHP<br>G.T.Grey,SouthShields | | N |
| 16398<br>887<br>HBPR | **Fyr** SteelScSr<br>(*Whaler*)<br>*1Dk* | 158<br>126<br>79 | | | | | 1911 | Framnæs Mek.Værks.<br>Sandefjord | Soc.Ballenera | 100·4 | 18·3 | 10·9 | Corral<br>Chilian<br>*WB* | T.3Cy.11",18"&29"–24"<br>41NHP<br>FredrikstadM.V.Frdstad. | | N |
| 16399<br>JDGH | **Fyris I.** SteelScSr<br>*1Dk* | 213<br>98<br>145 | | | | | 1889 | Bergsunds Mek.Verks.<br>Stockholm | Ångf.Aktieb.Garibaldi (H.W.Söderman,*Mgr.*) | 106·8<br>P67′ H13*t* F32′ | 19·8 | 8·2 | Upsala<br>Swedish | T.3Cy.$12\frac{1}{4}$",$19\frac{1}{2}$"&$31\frac{1}{4}$"–$23\frac{1}{2}$"<br>47NHP<br>BergsundsM.V.Stockholm | | |
| 16400<br>1617<br>JDGK | **Fyris II.** IronScSp<br>(*ex*Fyris)<br>*1Dk* | 144<br>80<br>107 | | | | | 1876 | Bergsunds Mek.Verks.<br>Stockholm | Ångf.Aktieb.Garibaldi (H.W.Söderman, *Mgr.*) | 103·1<br>Q31′ B36′ H6*t* F17′ | 18·7 | 7·9 | Upsala<br>Swedish | C.2Cy.$17\frac{1}{2}$"&$31\frac{1}{4}$"–$19\frac{1}{2}$"<br>NB02 36NHP<br>BergsundsM.V.Stockholm | | |

***Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détail de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16401<br>206423 | **G. A. Boeckling** SteelPad<br>(*Ferry*)<br>*Elec.light* 1*Dk* | 328<br>—<br>157 | | | | | 1909 | Gt.Lakes<br>Eng.Works<br>Ecorse | CedarPointResort<br>Co. | 155·2 | 30·0 | 9·1 | Sandusky<br>Utd.States | C.2Cy.25½"&44½"–72"<br>*Emade—refitted*09 | |
| 16402<br>86559<br>LPJB | **G. A. Flagg** SteelScSr<br>1*Dk*2*trB*<br>*Mchy.Aft* Sub.Sig. Wireless<br>*Elec.light* | 3299<br>—<br>1864 | | | | | 1901 | Superior<br>S.B.Co.<br>W.Superior,<br>Wis. | Boland&Cornelius<br>S.S.Corp | 332·0 | 42·0 | 22·7 | Buffalo NY<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>184NHP<br>SuperiorS.B.Co. | |
| 16403<br>206623 | **G. A. Tomlinson** SteelSc<br>Sub.Sig.<br>*Elec.light Mchy.Aft* 1*Dk* | 6361<br>—<br>4862 | | | | | 1909 | American<br>S.B.Co.<br>Lorain,Ohio | PioneerS.S.Co.<br>(Hutchinson&Co.<br>*Mgrs.*) | 504·0 | 54·0 | 30·0 | Buffalo NY<br>Utd.States<br>*WB* | T.3Cy.23½",38"&63"–42"<br>257NHP<br>AmericanS.B.Co.Lorain,O. | |
| 16404<br>105353 | **G. B. Crow** SteelTwinScSp<br>*ss*Liv.2ndNo.3–4,20<br>2*Dks*(*UStl*–ws)<br>(*Sand Pump Hopper Dredger*) | 2384<br>2381<br>1523 | ✠100A1<br>*Hopper Dredger*<br>~~4,21~~ ~~4,20~~2,22<br>✠LMC3,20<br>BS5,21 | Liv | *t* | ~~30.20~~<br>~~TN~~<br>~~12,18~~<br>5,21 | 1895<br>11mo | NavalCon.<br>&Arm.Co.Ld.<br>Barrow<br>A&CP | MerseyDocks&<br>HarbourBoard | 320·0<br>FK<br>*WB*=*MT*25'140*t* | 47·0 | 19·4 | Liverpool<br>British<br>8*BH pt Asp*<br>*ptCem* | T.6Cy.18",29"&47"–30" (*s*)<br>180lb 300NHP<br>3SB,9*cf*,GS172,HS5133<br>NavalCon.&A.Co.Ld.Brw. | 20 · 6 |
| 16405<br>49775<br>LHDC | **G. C. Lindauer** WoodSc<br>*Fitted for oil fuel*<br>1*Dk* | 453<br>387<br>287 | | | | | 1901 | McWhinneys Aberdeen,Wash. | A.F.Mahony | 158·1 | 36·1 | 11·5 | S.Frncisco<br>Utd.States | C.2Cy.14"&32"–24"<br>42NHP<br>FultonE.&S.B.Wrks.S.Fo. | |
| 16406<br>127858 | **G. C. R. A.** SteelScSp<br>(*Lighter*)<br>1*Dk* | 119<br>106<br>67 | | | ... | | 1910 | H.Scarr<br>Hessle,Hull | GreatCentralRly. | 77·6<br>Q30'F12'<br>BK6" | 18·6 | 9·2 | Grimsby<br>British | C.2Cy.9"&18"–10"<br>13RHP<br>F.T.Harker,Stockton | 10 · 0 |
| 16407<br>67<br>PKWN | **G. D'Henry** WoodSc<br>(*Tug*) | 111<br>—<br>14 | | | | | 1910 | F.Parodi<br>Pegli | CorpoPiloti<br>Pratici | 74·6 | 20·2 | 12·2 | Naples<br>Italian | C.2Cy.19"&35"–16"<br>*Emade*86 41NHP<br>Guppy,Naples | |
| 16408<br>134744<br>HWSL | **G. E. Foster** SteelScK<br>*ss*PrinceRupertNo.2–21<br>1*Dk*<br>*Elec.light* | 229<br>203<br>96 | ✠100A1<br>*StmTrawler*<br>2,21<br>✠LMC2,21 | Prince<br>Ruprt | | CL<br>2,21 | 1912<br>9mo<br>*Lloyd* | Cochrane&<br>Sons<br>Selby<br>'*sA&CP* | CanadianFish&<br>ColdStorageCo.<br>Ld.(T.H.Johnson,<br>*Mgr.*) | 118·0<br>Q61'F19'<br>BK7½"<br>*WB*= | 22·0 | 11·5 | Grimsby<br>British<br>4*BHCem*<br>*DBf* 13'15*t* | T.3Cy.12",21"&34"–24" (*s*)<br>180lb 58RHP<br>1SB,3*pf*,GS48,HS1290<br>C.D.Holmes&Co.Ld.Hull | 12 · 3<br>s1 · 0<br>12 · 2 |
| 16409<br>128137<br>JPGF | **G. F. B.** SteelSc<br>(*ex*SailingVessel) 1*Dk* | 173<br>139<br>91 | | | | | 1909 | W.H.<br>Warren<br>NewHolland | G.F.Birch&Son Ld | 95·3 | 18·6 | 9·3 | Hull<br>British<br>*WB* | C2.Cy.10"&20"–16"<br>*Emade*73*rblt*18 25RHP<br>NB19<br>DrypoolEng.Co.Ld.Hull | |
| 16410<br>120727 | **G. F. Holden** SteelTwinSc<br>*ss*Mel.No.2–08<br>(*ex*Pelican) 1*Dk*<br>*Elec.light* | 222<br>191<br>30 | ✠<br>*For Towing purposes*<br>6,08<br>✠ | Mel | | | 1898<br>11mo | Fleming&<br>Ferguson<br>Paisley | A.Taylor&Co.Ld. | 115·0<br>Q41'<br>BK7" | 22·1 | 10·0 | Geelong<br>British<br>4*BHCem* | T.6Cy.10",16½"&27"–22"<br>40RHP<br>2SB,2*cf*,GS44,HS1113<br>Fleming&Ferguson,Psy. | 10 · 6 |
| 16411<br>86610 | **G. J. Grammer** SteelScSr<br>*Mchy.Aft* 1*Dk*2*trB*<br>*Elec.light* | 4471<br>—<br>3703 | | | | | 1902 | Superior<br>S.B.Co.<br>W.Superior,<br>Wis. | ValleyS.S.Co.<br>(W.H.Becker,<br>*Mgr.*) | 438·0<br>len05 | 48·0 | 24·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.20",33½"&55"–40"<br>191NHP<br>SuperiorS.B.Co. | |
| 16412<br>128750<br>JDFH | **G. M.** SteelScK<br>*ss*Flt.No.2,19<br>1*Dk* | 225<br>198<br>89 | ✠100A1<br>*StmTrawler*<br>7,20<br>BS2,22<br>~~DS11,20~~ ✠LMC9,19 | Flt | | CL<br>9,19 | 1910<br>7mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | TudorStm.Trawlers,Ld.(J.A.<br>Taylor,*Mgr.*) | 120·0<br>Q67'F19'<br>BK7½" | 21·5 | 11·7 | Fleetwood<br>British<br>3*BHCem* | T.3Cy.12½",20"&34"–24" (*s*)<br>180lb 74RHP<br>1SB,2*pf*,GS37,HS1340<br>ShieldsEng.Co.Ld.N.Shl. | 12 · 6 |
| 16413<br>123324<br>HLKS | **G. R. Crowe** SteelScSr<br>*Elec.light Mchy.Aft* 1*Dk*<br>Wireless | 2940<br>2668<br>2347 | | | | | 1907<br>*rblt*10 | CaledonSB<br>&Eng.Co.<br>Dundee<br>by CollingwoodSB.Co.Ld.,Collingwood,Ont. | Montezuma<br>Transportation<br>Co.Ld. | 331·0<br>F41' | 43·4 | 22·9 | Toronto<br>British<br>*WB* | T.3Cy.18",29½"&48"–36"<br>138NHP<br>CaledonS.B.&Eng.Co.Dun. | |
| 16414<br>85527 | **G. S. Allyn** WoodSc | 145<br>—<br>89 | | | | | 1878 | ..................<br>Mystic,Conn. | C.E.DavisPacking<br>Co. | 117·5 | 19·2 | 8·7 | Reedville,<br>Va.<br>Utd.States | | |
| 16415<br>86667 | **G. Watson French** SteelScSr<br>*Mchy.Aft Elec.light* 1*Dk*2*trB* | 3883<br>—<br>3064 | | | | | 1903 | WestBay<br>CityS.B.Co<br>BayCty,Mich | RepublicTrnsprtn.<br>Co. (M.A.Hanna&<br>Co.*Mgrs.*) | 356·0<br>F48' | 50·0 | 24·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.20",33½"&55"–40"<br>191NHP<br>ChicagoS.B.Co.Chicago | |
| 16416 | **G. Zorgdrager** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 122 | | | | | 1919 | N.V.Schps<br>Nimmerzust<br>Lekkerkerk | F.&G.deMeyer | 89·5 | 19·4 | 8·9 | Rottrdam<br>Dutch | T.3Cy.9⅝",15⅝"&25⅝"–15¾"<br>26NHP | |
| 16417 | **Gaarden** SteelAuxSc3MstSr<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 456 | | | | | 1920 | Frd.Krupp<br>Akt.Ges.<br>Kiel | Fried.KruppA.G. | 155·8<br>Q37'F17' | | | Hamburg<br>German<br>*WB* | Motor 4S.C.SA<br>6Cy.10¼"–14⅛" 44NHP<br>Mtrfb.Augsburg-Nürnberg<br>Augsburg | |
| 16418 | — SteelSc<br>*Elec.light* 1*Dk* | 138<br>110<br>59 | | | | | 1916 | Dresdener<br>Msch.&Schiff<br>UebigauA.G.<br>Dresden | Hafenrundfahrt<br>Akt.Ges. | 86·4<br>H— | 22·4 | 9·4 | Kiel<br>German | C.2Cy.13⅝"&25⅝"–15¾"<br>22NHP<br>DresdenerMsch.&Schiffsb,<br>UebigauA.G. | |
| 16419 | **Gaasterland** SteelScSr<br>Wireless (*ex*CastellPelesch)<br>*Elec.light* Sub.Sig. 1*Dk&Shelterdk* | 3464<br>3192<br>2128 | | | | | 1912 | Akt-Ges.<br>"Neptun"<br>Rostock | KoninklHollandscheLloyd | 365·9<br>F36' | 50·5 | 21·6 | Amstrdam<br>Dutch<br>*WB* | T3Cy.23⅝",38 3/16"&62"–41 3/16"<br>247NHP<br>A.G."Neptun," Rostock | |
| 16420<br><br>NSFB | — SteelScSr<br>*ss*Rot.No.1,20<br>*Well deck* Wireless 1*Dk*(*Stl*) | 1091<br>767<br>625 | ✠100A1<br>~~4,21~~ ~~4,20~~ ~~8,21~~<br>4,22<br>MS4,20<br>✠LMC<br>~~BS4,21~~<br>BS4,22 | Rot | *n* | ~~4,19~~<br>~~4,21~~<br>8,21 | 1915<br>5mo | Wrf.voorh.<br>Rijkee&Co.<br>Rotterdam<br>A&CP *WB* | Scheepvaart en<br>SteenkolenMaats.<br>=*CellDBa* 58' *uE* | 225·2<br>Q72'B55'F22'<br>FK<br>19'*f*98'291*tFPT*21*t* | 33·2 | 14·2 | Rottrdam<br>Dutch<br>4*BHCem*<br>*APT*20*t* | T.3Cy.17½",29"&46"–36" (*r*)<br>180lb 155NHP<br>2SB,4*cf*,GS78,HS2620<br>Maats.Fyenoord,Rot. | 15 · 0<br>s1 · 2<br>14 · 0 |
| 16421 | **Gabbiano** WoodAuxScSr<br>*OilEng.*<br>*Elec.light* 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 326<br>—<br>282 | | | | | 1919 | Soc.Costruzione eNav.<br>Velieri<br>Viareggio | Soc.Italiana diNav<br>G.Rossi | 124·0 | 25·7 | 14·6 | Viareggio<br>Italian | Oil Engine<br>4Cy.7⅞"–11" 15NHP<br>Ansaldo,SanGiorgio,Turin | |
| 16422 | **Gabino** SteelSc<br>(*ex*Serpentine,*ex*CharlesS.Neff)<br>*Elec.light Mchy.Aft* 1*Dk* | 992<br>—<br>800 | | | | | 1901 | JenksS.B.<br>Co.Port<br>Huron,Mich. | GoitiaHermanos<br>&Co.Ld. | 200·0 | 38·0 | 11·6 | Bilbao<br>Spanish<br>*WB* | C.2Cy.22"&44"–30"<br>88NHP<br>JenksS.B.Co.Pt.Huron | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16423<br>79541<br>QHSD | **Gabo** SteelScSr<br>ssMel.2ndNo.3–11,08<br>ssSyd.No.2–18<br>*Well deck*<br>*Elec.light* 1*Dk*(*Stl*)2*tr B* | 2060<br>1642<br>~~1246~~<br>998 | | | | CL<br>6,19 | 1883<br>6mo<br>*Lloyd* | J.Key&Sns<br>Kinghorn<br>'*sA&CP* | PatrickS.S.Co.Ld. | 279·7\|38·4\|20·0<br>P&B149'F43'<br>ptND02 BK9½"<br>*WB=DBa56'&u E&B60'285t* | SydneyNSW<br>~~HongKong~~<br>British<br>5*BHCem* | C.2Cy.36"&70"–48"<br>80lb 283NHP<br>4SB,8*pf*,GS140<br>J.Key&Sons,Kirkcaldy | | |
| 16424<br>137434<br>JKLF | **Gaboon** SteelScSr<br>ssLon.No.1–19<br>*Elec.light* 2*Dks*(*StlU*-ws)<br>Wireless | 3297<br>2971<br>2005 | ✠100A1<br>~~5,21~~ ~~1,21~~ 1,22<br>~~BS1,21~~ ✠LMC1,19<br>BS4,22 | Liv<br>Ham | *v* | CL<br>9,20 | 1915<br>3mo<br>*Lloyd* | TyneI.S.B.<br>Co.Ld.<br>Newcastle<br>'*sA&CP* | British&African S.N.Co.Ld.<br>(Elder,Dempster&Co.Ld.*Mgrs.*)<br>*WB=Cell DB a96'u* | 337·0\|48·5\|22·6<br>P36'B108'F41'<br>FK<br>*E25'f149'741t FPT* | Liverpool<br>British<br>6*BHCem*<br>*129tAPT93t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 429NHP<br>2SB(FD)&1SB,6*cf*,2*pf*,<br>GS152,HS6481<br>N.E.MarineEngCo.LdNwc | 25 " 0<br>s4 " 2½<br>21 " 2 | |
| 16425<br><br>OHTJ | **Gabriel** WoodSc3MstSr<br>(*ex*RyderHanify)<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trB* | 1625<br>—<br>816 | | | | | 1917 | F.Stone<br>Oakland,Cal. | Soc.Française d'Armement&de Commerce | 225·0\|43·0\|17·0 | Nantes<br>French | T.3Cy.15½",26"&43"–33"<br>106NHP<br>F.Stone,Oakland,Cal. | | V |
| 16426 | **Gabriella** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 1587<br>1338<br>946 | ✠100A1<br>9,21 ~~5,20~~<br>✠LMC5,20 | Ant<br>Shl | *p* | | 1920<br>5mo<br>*Lloyd* | Antwerp Eng.Co.Ld.<br>Hoboken<br>'*sA&CP* | GabriellaS.S.Co.Ld (R.S.Lamb&Co.Ld,*Mgrs.*) | ~~250·0\|38·7\|17·0~~<br>P22'B59'F26' 17·4<br>252·0\|38·2 FK<br>*CellDB210'429tFPT* | Sydny.NSW<br>British<br>4*BHCem*<br>*65tAPT24t* | T.3Cy.20",33"&54"–36" (*s*)<br>180lb 207NHP<br>2SB.6*cf*,GS100,HS3438<br>N.E.MarineEng.CoLdNwc | 19 " 6<br>s2 " 6½<br>17 " 3 | |
| 16427<br>Wrecked<br>OHTM | — 12,20 SteelScSr<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 285<br>262<br>99 | | | | | 1907 | E.de la Brosse& Fouché<br>Nantes | VictorFourny | 139·8\|22·0\|10·8<br>Q52' | Boulogne<br>French<br>*WB* | T.3Cy.11$\frac{13}{16}$",19$\frac{11}{16}$"&32$\frac{9}{32}$"–24$\frac{13}{32}$"<br>51NHP<br>E.delaBrosse&Fouché,Nts | | V |
| 16428 | **Gabrielle Poizat** SteelSc | 825<br>—<br>525 | | | | | 1897 | ................ | J.M.Poizat | 207·3\|26·1\|11·9 | Manila<br>Utd.States | | | |
| 16429 | **Gaby** SteelSc<br>(*Trawler*)<br>1*Dk* | 210<br>185<br>69 | | | | | 1909 | Chantier Cockerill<br>Hoboken | Pêcheries àVap. Soc.Anon. (John Bauwens,*Mgr.*) | 115·0\|21·5\|12·6 | Ostend<br>Belgian<br>*WB* | T.3Cy.12",20"&32"–23"<br>49NHP<br>Earle'sCo.Ld.Hull | | V |
| 16430<br><br>HNBQ | **Gadir** SteelScSr<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 538<br>372<br>222 | ✠100A –<br>7,21 ~~4,20~~<br>BS11,20 ✠LMC2,19<br>✠NE94*refitted*19<br>✠NB04*refitted*19 | Hul<br>Bcl | | CL<br>5,20 | 1919<br>3mo | Echevarri-eta&Larrin-aga<br>Cadiz | Cia.Vasco Valenciana deNav.<br>*CellD* | 164·0\|26·2\|10·3<br>Q94'B11'F25'<br>FK<br>*Bf92' 136t FPT43t* | Bilbao<br>Spanish<br>3*BH*<br>*APT7t* | T.3Cy.11½",18"&30"–22" (*s*)<br>170lb 47NHP<br>1SB,2*pf*,GS24,HS775<br>C.D.Holmes&Co.Ld.Hull | 12 " 10<br>s4 " 3½<br>13 " 0 | |
| 16431 | **Gaditano** SteelScSr<br>ssLiv.No.3–10,05<br>(*ex*Barrister) ssLiv.No.1–09<br>*Elec.light* 2*Dks*(*Stl*–*Uws*)3*trB* | 4750<br>4397<br>3080 | ✠<br>2,15<br>✠ | Liv | *y* | | 1893<br>2mo | SirR Dixon &Co.<br>Middlesbro' | TheAdmiralty<br>*WB* | 400·0\|45·2\|29·7<br>P58'B102'F48'<br>FK<br>*=CellDB 112' 252t* | British<br>6*BHCem*<br>*MT33'652t* | T.3Cy.25",41"&68"–54"<br>NDB08 419NHP<br>2DB,12*cf*,GS210,HS7159<br>T.Richardson&Sons,Hpl. | 31 " 3 | |
| 16432<br>143537 | **Gadlys** WoodTwinScK ~~WoodTwinSc~~<br>(*Par.Mot.*)<br>*Mchy.Aft* 1*Dk* | 164<br>158<br>100 | | | | | ~~1920~~<br>1921 | JI Thorny-croft&CoLd<br>Hythe | T.Harrison | ~~102·0\|18·0\|13·0~~<br>102·2\|18·4\|11·9 | British | Paraffin Motors 4S.C.SA<br>12Cy<br>J.I.Thornycroft&Co.Ld.<br>Basingstoke | | |
| 16433<br>127847 | **Gadra** SteelScK<br>1*Dk* | 219<br>197<br>106 | | | ... | | 1909 | Cook,Wel-t'n&Gemmell<br>Ld.Beverley | Grant&BakerS.F.Co.Ld. | 117·0\|21·6\|11·5<br>Q66'<br>BK8" | Grimsby<br>British | T.3Cy.12",21½"&34"–24"<br>69RHP<br>Gt.CentralEng.Co Ld.Gms | 12 " 3 | |
| 16434<br>44394<br>JKMH | **Gael** IronPadSr | 361<br>336<br>151 | | | | | 1867 | Robertson &Co.<br>Greenock | David MacBrayne, Ld. | 211·0\|23·2\|10·6<br>Q27*t* | Glasgow<br>British | O.2Cy.45"–63"<br>NB92 247NHP<br>Rankin&Blackmore,Grk. | | BT till 12,21 |
| 16435<br>115769 | — SteelScK<br>ssBwg.No.3–5,16<br>*Well deck* 1*Dk*<br>*Mchy.Aft* | 108<br>80<br>40 | ✠<br>5,16<br>✠ | Bwg | *a* | | 1903<br>6mo | G.Brown& Co.<br>Greenock | P.W.Gibb | 83·4\|19·9\|8·1<br>Q36'F17'<br>BK6"<br>*WB* | Glasgow<br>British<br>3*BHCem*<br>*=FPT5t* | C.2Cy.12"&26"–18"<br>37RHP<br>1SB,2*pf*,GS28,HS746<br>Muir&Houston,Ld.Gls. | 8 " 9 | |
| 16436<br>101760<br>QBHR | **Gaelic** IronAuxTwinSc3MstBkn<br>(*Paraffin Motors not classed*)<br>ssBng.No.3–8,10<br>ssBng.No.2–20<br>(*See Sailing Ship Register*) 1*Dk* | 224<br>221<br>174 | ✠100A1<br>2,22 ~~7,20~~ | Bng<br>Bel | *g* | | 1898<br>3mo<br>*Lloyd* | W.Thomas &Sons<br>Amlwch<br>'*sA&CP* | T.Fitzpatrick | 126·8\|24·0\|10·8<br>ptND20 BK7" | Beaumaris<br>British<br>1*BHCem* | Paraffin Motor 4S.C.SA<br>8Cy.7½"–10" 29NHP<br>BergiusLaunch& EngineCo.Ld.Gls. | 11 " 6<br>s1 " 8½<br>10 " 9 | |
| 16437<br>96220<br>LRTJ | — IronScK<br>1*Dk.* | 159<br>142<br>64 | | | ... | | 1890 | Earle'sCo. (Lim.)<br>Hull | A.Walker | 100·9\|20·5\|10·7<br>Q44'F19'<br>ptND02&10 BK7½" | Aberdeen<br>British | T.3Cy.10½",20"&32"–22"<br>55RHP<br>Earle'sCo.(Lim.),Hull | 11 " 7 | |
| 16438<br>140711<br>JSVT | **Gaelic Prince** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&<br>Wireless Sub.Sig. *Shelter dk*(*Stl*) | 6506<br>5955<br>3952 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~6,21~~ ~~8,20~~ 1,22<br>MS5,21<br>BS5,18 ✠LMC~~4,18~~<br>*Carrying oil fuel F. P. above 150° F. in D.B* | NYk<br>~~Liv~~ | *c*† | CL<br>~~8,20~~<br>N5,21 | 1918<br>4mo<br>*Lloyd* | ShortBros. Ld.<br>Sunderland<br>'*sA&CP* | PrinceLine,Ld.<br>(Furness,Withy&Co.Ld.*Mgrs.*)<br>*Cell DB386' 1395t DTa* | 449·5\|57·3\|29·4<br>FK<br>*33' 981t FPT 117t A* | Newcastle<br>British<br>7*BHCem*<br>*PT42t* | Q.4Cy.25½",36½",52½"&76"–54" 220lb 130*lb* (*a*) 663NHP<br>4SB,12*cf*,GS232,HS9652 FD<br>N.E.MarineEng CoLdNwc | 30 " 9<br>s4 " 8½<br>26 " 5 | |
| 16439<br>140302<br>JPVN | **Gaelicstar** SteelSc<br>(*ex*Montilla) 2*Dks*(*Stl*)&<br>*Elec.light* *Shelter dk* (*Stl*–*ptws*)<br>*Ref.Mchy.* Wireless *CruiserStern* | 5595<br>5187<br>3528 | ✠100A1<br>*Shelter dk withfreeboard*<br>12,20<br>BS1,22<br>✠LMC11,17<br>✠Lloyd'sRMC~~12,20~~ ~~7,21~~ 1,22 | Bry | *y* | CL<br>12,20 | 1917<br>8mo<br>*Lloyd* | Russell& Co.<br>Pt.Glasgow<br>'*sA&CP* | UnionCold Storage Co.Ld.(BlueStar Line(1920)Ld. *Mgrs.*)<br>*CellD* | 389·8\|53·2\|24·7<br>F *on Shelter dk* 50'<br>FK<br>*B342' 912t FPT48t* | London<br>British<br>6*BHCem*<br>*APT24t* | T.3Cy.24½",41½"&70"–48"<br>200lb (*s*) 548NHP<br>3SB,9*cf*,GS150,HS8433 FD<br>D.Rowan&Co.Glasgow | 36 " 0<br>s9 " 2<br>27 " 1 | |
| 16440<br><br>OHTY | **Gaelique** SteelScK<br>(*ex*Alcyon,*ex*Lizzie) | 184<br>—<br>34 | | | ... | | 1898 | Earle'sCo. Ld.<br>Hull | L.Gouriou& J.O.Rousset | 105·0\|21·0\|11·3<br>Q44'F13'<br>BK7½" | Marseilles<br>French | T.3Cy.10½",20"&32"–23"<br>57NHP<br>Earle'sCo.Ld.Hull | | |
| 16441<br>219353<br>LVBT | **Gaffney** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks* | 4827<br>—<br>2985 | | | | | 1919 | SeattleCon &DryDk.Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 380·5\|53·1\|26·9<br>P39'B102'F41' | Seattle<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"–48"<br>339NHP<br>Skinner&EddyCrp.Seattle | | R |
| 16442<br><br>OHUB | **Gafsa** SteelScSr<br>1*Dk*,*ptAwng dk*&*Webframes*<br>Wireless (*ex*Cento) | 2146<br>—<br>1339 | | | ... | | 1895 | JLThomp-son&Sons,Ld.<br>Sunderland | Cie.Delmas frères &Vieljeux | 290·0\|39·9\|17·1<br>P29'Q82'<br>*ptAwng dk*179' FK | LaRochlle<br>French<br>*WB* | T.3Cy.20½",34"&56"–39"<br>196NHP<br>J.Dickinson&Sons,Ld.Sld. | 19 " 2 | V |
| 16443<br><br>HGAB | **Gaia** SteelScSr<br>(*ex*Girgenti)<br>*Elec.light* Sub.Sig. 1*Dk* | 1758<br>1560<br>1036 | Cff. 8,20<br>(*See footnote**) | | | CL | 1913 | Akt.Ges. "Neptun"<br>Rostock | Requisitioned by thePortuguese Government | 287·3\|41·1\|16·9<br>P&B226'F31' | Lisbon<br>Portuguese<br>*WB* | T.3Cy.22$\frac{1}{16}$",35$\frac{7}{16}$"&53$\frac{3}{8}$"–37$\frac{7}{16}$"<br>175NHP<br>A.G."Neptun,"Rostock | | |

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*This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register.

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.—No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16444<br>106908<br>PQGK | **Gaika** SteelTwinSc3MstSr<br>*Ref.Mchy.* Sub.Sig. Wireless 3*Dks* | 6392<br>5186<br>3963 | | | | | 1897 | Harland&<br>Wolff(Lim.)<br>Belfast | TheUnion-Castle MailS.S.Co.Ld. | 430·0<br>P67′B172′F69′ | 52·2 | 29·0 | S'thamptn<br>British<br>*WB* | T.6Cy.19″,31″&52″–48″<br>375NHP<br>Harland&Wolff(Lim.),Bel | |
| 16445<br>73<br>PLDW | **Gaiola** SteelScSr<br>(*ex*YachtSantanna)<br>*Elec.light* 2*Dks* | 347<br>—<br>211 | | | ... | | 1887 | Scott&Co.<br>Greenock | Cia.Napoletana di Nav. | 206·7 | 24·1 | 14·2<br>BK7″ | Naples<br>Italian | T3Cy.16½″,27⅝″&45 1/16″–29½″<br>112NHP<br>Scott&Co.Greenock | |
| 16446 | **Gairet** IronScSr<br>ssLiv.No.1-89<br>(*ex*Harlequin,*ex*Shannon) 1*Dk* | *139*<br>*139*<br>*25* | ✠<br>*For Tug purposes*<br>4,92<br>✠ | Lon | | | 1885<br>1mo | Wigham<br>Richardson&<br>Co.Newcastle | Administr.deNav. àVap.Ottomane | 100·7 | 19·2 | 11·1<br>BK6½″ | Constanpl<br>Turkish<br>4*BHCem* | C.2Cy.20½″&40″–24″<br>1SB,3*pf*,GS46 65NHP<br>A.Shanks&Sons,Arbroath | 11 · 1 |
| 16447<br>141924<br>KCRV | **Gairsoppa** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5237<br>4754<br>3227 | ✠100A1<br>10,19<br>✠<br>✠LMC10,19 | Nwc | *y* | CL | 1919<br>10mo<br>*Lloyd* | Palmers'<br>Co.Ld.<br>Newcastle<br>'*sA&CP* | BritishIndiaStm. Nav.Co.Ld. | 399·3<br>P49′B113′F39′<br><br>*CellDB*344′1112*t FPT* 122 | 52·2 | 28·5<br><br>FK | Glasgow<br>British<br>7*BHCem*<br>*t APT*174*t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Palmers'Co.Ld.Newcastle | 31 · 6<br>s 6 · 1<br>25 · |
| 16448 | **Gaivota** SteelTwinScSp<br>1*Dk*(*Teak*)&*Promenade dk*(*Teak*) | *203*<br>*157*<br>*102* | ✠<br>*For River purposes only*<br>5,96<br>✠ | PGl | *y* | | 1896<br>5mo | A.Rodger<br>&Co.<br>Pt.Glasgow | DeRosa&Moraes | 120·2 | 22·6 | 8·2<br>FK | Pará<br>Brazilian<br>4*BHptAsp ptCem* | T.6Cy.8″,13″&20″–18″<br>NB08 53NHP<br>1SB,2*rf*,GS33,HS1076<br>Rankin&Blackmore,Grk. | 8 · 6 |
| 16449<br>84683<br>PQTC | **Gala** SteelScSr<br>ssLth.2ndNo.3–2,20<br>(*ex*Lovart) 1*Dk*(*Stl*)&*Web frames*<br>*Well deck* | 998<br>775<br>605 | ✠100A1<br>~~[illegible]~~ ~~2,20~~ 3,22<br>BS7,21 ✠LMC2,20 | Lth<br>Ant | *n* | ~~2,20~~<br>3,22 | 1897<br>5mo | Crmichael,<br>Maclean&Co.<br>Greenock<br>A&CP | G.Gibson&Co. Ld. | 225·8<br>Q77′B52′F27′<br><br>*CellDB* a50′ *f*88′ 215*t FPT* | 34·1 | 13·0<br><br>FK | Leith<br>British<br>4*BHCem*<br>36*t APT*24*t* | T.3Cy.17″,27½″&44″–33″ (*s*)<br>160lb *100lb* NDB13 99RHP<br>1SB,3*rf*,GS55,HS1660<br>Muir&Houston,Ld.Gls. | 15 · 3<br>s 1 · 4<br>14 · 2 |
| 16450<br>133263<br>JMBK | **Galacum** SteelSc3MstSr<br>ssLiv.No.1-21<br>*Welldeck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 585<br>391<br>243 | ✠100A1<br>9,21 ~~10,19~~<br>✠LMC10,19 | Bkn<br>Liv | *h* | CL<br>~~12,18~~<br>9,21 | 1915<br>11mo<br>*Lloyd* | R.William<br>son&Son<br>Workington<br>*sA&CP* | R.Williamson& Son | 165·7<br>Q100′B9′F21′<br><br>*WB=CellDBf* 97′ | 26·6 | 11·0<br><br>FK | Workngtn<br>British<br>3*BHCem*<br>123*tFPT*38*t* | T.3Cy.13″,21½″&35″–27 (*s*)<br>170lb *80lb* 86RHP<br>1SB,3*pf*,GS50,HS1598<br>Ross&Duncan,Glasgow | 13 · 2<br>· 7<br>12 · 10 |
| 16451<br>217780<br>LQKS | **Galahad** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Web frames*<br>Wireless *Longitudinal framing* | 5728<br>5332<br>3547 | | | ... | | 1919 | Baltimore<br>D.D.&S.B.Co.<br>Baltimore Md | UnitedStates ShippingBoard | 409·6<br>P53′B120′F44′ | 54·4 | 27·4<br><br>FK | Baltimore<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>629NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 · 0 |
| 16452<br>557 | **Galatea** IronScSr<br>ssLiv.2ndNo.3–4,08<br>(*ex*Zuara,*ex*Vito) ssGen.No.1-12<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1303<br>940<br>828 | ✠<br>11,12<br>✠<br>✠NB*made94refitted06* | Gen | | | 1882<br>8mo | Caird&<br>Purdie<br>Barrow | LucaniaSoc. Italiana di Nav. | 240·2<br>P146′F33′<br><br>*WB=DBa*61′ | 30·3 | 17·4<br><br>BK8′ | Genoa<br>Italian<br>6*BHCem*<br>&*uE*16′ 132*t* | T.3Cy.16″,28″&46″–36″<br>NDB90 127NHP<br>1SB,4*cf*.GS73,HS2680<br>*Tpd*.06 D.Rollo&Sons,Liv. | 18 · 4 |
| 16453<br>MHDG | — SteelScSr<br>1*Dk* | *1152*<br>*1005*<br>*671* | | | | | 1912 | Laxevaags<br>Msk&Jrnskb<br>Bergen | A/S D/S Galatea (A.Halvorsen) | 228·2<br>P10*t*H49*t*F32*t* | 35·2 | 15·9 | Bergen<br>Norwegian<br>*WB* | T.3Cy.16″,25½″&43″–30″<br>101NHP<br>LaxevaagsMsk&Jrns.Bgn | |
| 16454<br>120924<br>HGLD | — SteelTwinScSr<br>ssLiv.No.3–12,18<br>*Elec.light* 2*Dks*(*UptStl*–teaks)<br>Sub.Sig. | 569<br>475<br>221 | ✠100A1<br>5,21 ~~5,20~~<br>~~BS5,20~~ ✠LMC8,18<br>BS5,21 | Liv | *i* | CL<br>5,20 | 1906<br>2mo<br>*Lloyd* | J.P.Ren-<br>noldson&Sns.<br>So. Shields<br>'*sA&CP* | MerseyDocks& HarbourBoard | 170·0<br><br>*WB=* | 30·3 | 13·8<br><br>BK7″ | Liverpool<br>British<br>4*BHCem*<br>*DTf*15′60*t* | T.6Cy.12½″,21″&33″–24″ (*s*)<br>180lb 137NHP<br>2SB.4*cf*,GS71,HS2415<br>J.P.Rennoldsn&Sns,S.Shl. | 15 · 0<br>s 4 · 9<br>11 · 2 |
| 16455 | — WoodScFlat<br>*Mchy.Aft* 1*Dk* | 111<br>100<br>76 | | | | | 1875 | W.Bloor&<br>Son<br>Liverpool | Liverpool Lighter-ageCo.Ld. (W.D. Mack, *Mgr.*) | 80·1 | 20·6 | 8·9 | Liverpool<br>British | C.2Cy.14″&20″–18″<br>20RHP<br>Jensen&Co.Birkenhead | |
| 16456 | **Galatée** SteelScSr<br>*Now named* "Matilde Peirce," *See No.* 33364 *in Supplement*<br>1*Dk*&*Spar dk*&*deep framing* | *3034*<br>[illegible]<br>*1918* | | | ... | | 1908 | J.Blumer&<br>Co.<br>Sunderland | | 321·5<br>P38′B102′F41′ 24·9 | 46·0 | 14·0<br><br>FK | *WB* | T.3Cy.23″,38″&63″–42″<br>280NHP<br>J.Dickinson&Sons,Ld.Sld. | 27 · 3 |
| 16457<br>124391<br>HJMN | **Galava** SteelSc3MstSr<br>ssSyd.No.3–1,19<br>*Elec.light* *Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | ~~400~~ 413<br>262<br>~~158~~<br>163 | ✠100A1<br>~~4,21~~ ~~7,20~~ 11,21<br>~~BS6,20~~ ✠LMC1,19<br>~~BS4,21~~ 2,22 | Syd | *f* | CL<br>~~1,19~~<br>4,21 | 1906<br>10mo<br>*Lloyd* | R.William-<br>son&Son<br>Workington<br>'*sA&CP* | Abermain Collieries,Ld. | 141·4<br>Q79′B11′F19′ | 23·9 | 10·6<br><br>FK<br>*WB* | SydnyNSW<br>British<br>3*BHCem*<br>=*FPT*30*t* | C.2Cy.19″&38″–27″ (*s*)<br>120lb 81RHP<br>1SB,3*pf*,GS47,HS1499<br>Ross&Duncan,Glasgow | 11 · 9<br>s · 6<br>11 · |
| 16458<br>139983 | **Galaxy** SteelScK<br>1*Dk*(*Stl*) | 97<br>—<br>42 | ✠100A1<br>*For fishing purposes*<br>10,19 ✠LMC4,19 | Lwt | | CL | 1919<br>2mo<br>*Lloyd* | ColbyBros.<br>Lowestoft<br>'*sA&CP* | ~~A.T.Cloud~~<br>~~(W.J.Head, *Mgr.*)~~<br>Irvin&JohnsonLd | 86·0 | 18·5 | 9·5<br><br>BK7½″ | CapeTown<br>~~London~~<br>British<br>3*BHCem* | T.3Cy.9½″,15½″&26″–18″ (*s*)<br>180lb 43NHP<br>1SB.2*pf*,GS30,HS932<br>Pollitt&Wigzell,Ld.<br>SowerbyBridge | 10 · 0 |
| 16459<br>HNBS | **Galdames** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 3627<br>3002<br>2102 | ✠100A1<br>~~3,22~~ ~~9,19~~ 5,22<br>~~[illegible]~~ ✠LMC9,18 | Bbo<br>Sbl | | CL<br>3,22 | 1918<br>9mo<br>*Lloyd* | Soc.Anon.<br>Astilleros del<br>Nervion<br>Bilbao<br>*sA&CP* | Cia.Auxiliar Maritima | 325·6<br>P31′B80′F39′<br><br>*CellDB*280′818*t* | 47·1 | 22·5<br><br>FK | Bilbao<br>Spanish<br>6*BHCem*<br>*FPT*130*t* | T.3Cy.24″,40″&65″–45″ (*s*)<br>180lb *100lb* 295NHP<br>2SB,6*cf*,GS121,HS4874<br>Astilleros delNervion,Bbo | 24 · 11<br>s 4 · 6<br>20 · 9 |
| 16460<br>HNCD | **Galea** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 3627<br>3002<br>2102 | ✠100A1<br>~~12,20~~ 7,21<br>✠LMC4,18 | Bbo | *u* | CL<br>12,20 | 1918<br>4mo<br>*Lloyd* | Soc.Anon.<br>Astilleros del<br>Nervion<br>Bilbao<br>'*sA&CP* | Cia.Naviera Guipuzcoana | 325·6<br>P31′B80′F39′<br><br>*CellDB*280′818*t* | 47·1 | 22·5<br><br>FK | S.Sebast'n<br>Spanish<br>6*BHCem*<br>*APT*130*t* | T.3Cy.24″,40″&65″–45 (*s*)<br>180lb *100lb* 295NHP<br>2SB,6*cf*,GS121,HS4874<br>Astilleros delNervion,Bbo | 24 · 11<br>s 4 · 6<br>20 · 9 |
| 16461<br>216778<br>LMNS | **Galesburg** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*(*Stl*)<br>Wireless | 5139<br>4282<br>3646 | | | ... | CL<br>6,20 | 1918<br>9mo | Standard<br>S.B.Corp.<br>Shooter's<br>Island,N.Y.<br>A&CP | UnitedStates ShippingBoard | 377·0<br>P25′B106′F34′<br><br>*CellDB* | 52·0 | 26·8<br><br>FK | NewYork<br>Utd.States<br>7*BHCem*<br>322′985*tMT* | T.3Cy.24″,40″&70″–48″ (*s*)<br>190lb 478NHP<br>3SB,9*cf*,GS181,HS6960 FD<br>StandardS.B.Corp.<br>29′678*tFPT*88*tAPT*50*t* | 29 · 0<br>s 5 · 7<br>23 · 8 |
| 16462<br>142477<br>JTWS | **Galgorm** SteelScSr<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 453<br>313<br>174 | ✠100A1<br>1,22 ~~6,20~~<br>✠LMC7,18 | Bel | *g* | CL<br>1,22 | 1918<br>7mo<br>*Lloyd* | A.Jeffrey<br>&Co.Ld.<br>Alloa<br>'*sA&CP* | ~~HowdenBros.Ld.~~<br>SabahS.S.Co.Ld.<br>(Darby&Co.*Mgrs.*) | 156·5<br>Q88′B9′F29′<br><br>*CellDBf*83′95*tFP* | 25·2 | 9·8<br><br>BK7″ | Belfast<br>British<br>3*BHCem*<br>*T*27*tAPT*7*t* | T.3Cy.15″,25½″&42½″–27″<br>180lb (*s*) 52RHP<br>1SB,3*cf*,GS53,HS1860<br>A.Jeffrey&Co.Ld.Alloa | 12 · 0<br>· 3 · 11<br>12 · 3 |
| 16463<br>81953 | **Galgorm Castle** IronScSr<br>ssCly No.3–8,88<br>*Mchy.Aft* 1*Dk* | 192<br>146<br>74 | ✠<br>4,91<br>✠NB8,86 | Npt | *b* | | 1879<br>6mo | Harland<br>&Wolff<br>Belfast | GalgormCastle S.S.Co.Ld. (T. GrieveJnr.*Mgr.*) | 111·0<br>Q43′ F20′ | 19·4 | 9·0 | Bristol<br>British<br>3*BHCem* | C.2Cy.14″&26″–24″<br>NB15 45RHP<br>J.Rowan&Sons(Lim),Bel. | 9 · 7 |
| 16464 | **Galicia** SteelScSr<br>1*Dk*(*Stl*)&*Spar dk*<br>*Elec.light* (*Stl*–ws)&*deep framing* | 2836<br>2282<br>1747 | ✠100A1<br>*Spar dk*<br>5,02<br>Examined7,19<br>MS7,19 ✠LMC<br>~~DBS7,20~~ MBS2,21<br>6,21 | Tri | *t* | 6,19 | 1902<br>5mo | Lloyd<br>Austriaco<br>Trieste | LloydTriestino<br><br>*WB=CellDBa*96′ | 315·0<br>P36′B88′F66′ 25·2<br><br>*uE*24′*f*132′454*tFP* | 42·2 | 17·2<br><br>FK | Trieste<br>Italian<br>6*BHCem*<br>*T*10*tAPT*8*t* | T.3Cy.23½″,39″&65½″–45″ (*r*)<br>200lb *165lb* 354NHP<br>2SB,6*cf*,GS113,HS4634 FD<br>ArsenaleLloyd,Trieste | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Mou. depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | Registers in ... classed, if not ... Date of B. of Tr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16465<br>MOGR | **Galicia** SteelScSr<br>1Dk | 1187<br>1056<br>741 | | | | | 1905 | Nylands<br>Værksted<br>Christiania | Dampskibintsk Garonne(Fearnley &Eger, *Mgrs.*) | 237·0<br>P25*t*H51*t*'F35*t* | 31·3 | 16·2 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"-32"<br>109NHP<br>NylandsVærksted,Xania | | N |
| 16466<br>HNCQ | — IronScSr<br>1*Dk* | 279<br>—<br>146 | | | | | 1853 | T.&W.<br>Smith<br>Newcastle | D.TejeroPerez | 137·2<br>Q31' F16' | 20·9 | 11·7 | Bilbao<br>Spanish | C.2Cy.17¾"&33½"-21½"<br>43NHP<br>Chantiers&AdeBacal.,Bdx | | |
| 16467<br>128102<br>HNBB | **Galileo** SteelScSr<br>*ss*Hul No.3-11,21 ~~*ss*Hul.No.2-17~~<br>*Elec.light* 2*Dks*(*Stl*)&*deep framing*<br>*Ref.Mchy.* Wireless &*Shelter dk*(*Stl*)<br>*Tonnage opening closed* 1917 | 6287<br>4630<br>4091 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,21 ~~1,20~~<br>~~BS2,20~~ ✠LMC~~12,18~~<br>~~*Carrying oil fuel F.P. above* 150° F. *in D.B.*~~ | N Yk<br>Hul<br>MS7,21<br>BS2,21 | *a*† | CL<br>~~12,18~~<br>11,21 | 1908<br>8mo<br>*Lloyd* | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'*sA&CP* | Ellerman'sWilson Line,Ld.<br>*WB=Cell*<br>*DBa*144'*uE*&*B*52' | 410·0<br>*f*166'1137*tDTa*34' | 52·0 | 36·1<br>FK | Hull<br>British<br>7*BHCem*<br>860*tAPT*38*t* | Q.4Cy.25½",36½",52"&75"-54" 220lb (*s*) 567NHP<br>3SB,*9cf*,GS180,HS7636 FD<br>Palmers'Co.Ld.Newcastle | 39 ″ 0<br>s11 ″ 3<br>28 ″ 2 | |
| 16468 | **Galindo** SteelSc<br>*Mchy.Aft* 1*Dk*(*Stl*) | 412<br>358<br>267 | ✠ A-<br>*HopperBarge*<br>5,20 ✠LMC5,20<br>*For River purposes* | | | | 1920<br>4mo | Soc.Española de<br>Const.Nav.<br>Bilbao | AltosHornos de Vizcaya | 153·0 | 23·5 | 10·6<br>FK | Bilbao<br>Spanish<br>4*BHCem* | T.3Cy.10",16"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS32,HS830<br>Soc.Española deConstNav Bilbao | 11 ″ 6<br>s1 ″ 11½<br>9 ″ 9 | |
| 16469 | **Galiola** WoodAuxScSr<br>*Motor*<br>(*See Sailing Ship Register*) | 106<br>—<br>74 | | | | | 1909 | O.Picinich<br>Lussinpiccolo | C.Camalich | 81·4 | 20·3 | 9·8 | Neresine | Motor<br>11NHP | | A |
| 16470<br>6369<br>KCSG | **Gallia** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *CruiserStern* | 2502<br>2326<br>1520 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,21 ~~10,20~~ ✠LMC10,20 | Got<br>Skm | *s* | | 1920<br>10mo<br>*Lloyd* | Eriksbergs<br>M.V.Aktieb.<br>Gothenburg<br>'*sA&CP* *Intermediate BH in fore hold dispensed with* | RederiaktSvenska Lloyd (H.Metcalfe, *Mgr.*)<br>*CellDB*256'540*t* | 299·9<br>*FPT* 29*t* *APT* 31*t* | 43·2 | 23·3<br>FK | Gothenbrg<br>Swedish<br>*Cem*<br>1*BHtoSh dk*<br>3 „ „ *U* „ | T.3Cy.22 7/16",35 7/16"&58½"-36"<br>185lb *100lb* (*s*) 271NHP<br>2SB,*6cf*,GS103,HS3840 FD<br>KockumsM.V.A/B.Malmö | 26 ″ 0<br>s6 ″ 6<br>19 ″ 10 | |
| 16471<br>NWQG | — SteelScSr<br>*ss*Shl.No.3-11,09<br>*ss*Cpn.No.2-19<br>1*Dk*(*Irn*)&*deep framing* | 1868<br>1702<br>1143 | ✠100A1<br>7,20<br>~~BS10,20~~ ✠LMC10,19<br>BS5,22 | Sld | *r* | ~~10,19~~<br>5,22 | 1897<br>2mo | W.Gray&<br>Co.(Lim.)<br>WHartlepool<br>A&CP | A/S O SNorden (P.Brown,junr.& Co.*Mgrs*)<br>*WB=Cell DBa&uE* | 280·0<br>P17'B72'F29'<br>106'*f*118'535*tFPT* | 40·2 | 18·2<br>FK | Copnhagn<br>Danish<br>4*BHCem*<br>45*tAPT*49*t* | T.3Cy.20",31½"&53"-36" (*s*)<br>160lb 188NHP<br>2SB,*4rf*,GS63,HS3110<br>Cen.Mar.Eng.Wrks.WHpl | 20 ″ 6<br>s3 ″ 2<br>17 ″ 8 | |
| 16472<br>Sunk 6,21<br>81099<br>TVRN | SteelTwinScSr<br>*Elec.light* 1*Dk*&*Awng dk* | 1305<br>1136<br>555 | | | | | 1904 | Cie.Franç.<br>deNav.&de<br>Const.Nav.<br>Nantes | EasternPeninsularNav.Co.Ld.<br>~~J.K.Roy~~ Sonaton NittyanundoRoy | 260·7<br>H- | 28·5 | 16·2<br>22·9 | Bombay<br>British | T.6Cy.20",31½"&52"-31½"<br>NB09 305NHP<br>Cie.Franç.deNav&deConst Nav.Lyons | | V |
| 16473<br>NSFT | — SteelTwinScSr<br>*OilEng.*<br>*Mchy.Aft* Sub.Sig. *ss*Rot.No.1-18<br>1*Dk*(*Stl*) | 1113<br>883<br>690 | ✠100A1<br>3,22 ~~2,21~~<br>*CarryingPetroleum in bulk*<br>✠LMC~~2,21~~3,22 | Ham | *l* | s1,21<br>P4,22 | 1914<br>3mo | Gebr.Pot<br>Bolnes<br>A&CP | N.V.Maats.Motorschip"Gallia" (Phs.vanOmmeren)<br>*WB=* | 190·0<br>P44 F21' | 33·5 | 17·0<br>FK | Rottrdam<br>Dutch<br>11*BHptCem*<br>*APT*79*t* | Oil Engines 2S.C.SA<br>8Cy.16½"-18⅞" 183NHP<br>J&CGBolinderCo.Ld.Skm | 18 ″ 0<br>s1 ″ 10½<br>16 ″ 5 | |
| 16474<br>142741<br>JVRD | **Gallic** SteelTwinSc<br>(*ex*WarArgus)<br>*Elec.light* Wireless 3*Dks*<br>Sub.Sig. *Ref.Mchy. CruiserStern* | 7912<br>7581<br>4888 | Lloyd'sRMC~~5,21~~ ~~12,21~~5,22 | | | | 1918 | Workman,<br>Clark&Co.Ld<br>Belfast | OceanicStm NavCo Ld.(WhiteStar Line) | 450·0<br>P31'F43 | 58·5 | 29·1 | Liverpool<br>British<br>*Wb* | T.6Cy.26½",44"&73"-48"<br>738NHP<br>Wrkman,Clark&Co.Ld Bel | | C |
| 16475 | **Gallicier** SteelSc<br>1*Dk*(*Stl*) | *1232*<br>*1016*<br>*738* | ✠100A1<br>11,20<br>✠LMC11,20 | Gls | *o* | | 1920<br>11mo<br>*Lloyd* | Lloyd<br>RoyalBelge<br>(Gt.Britain)<br>Ld. Glasgow<br>'*sA&CP* | LloydRoyalBelge Soc.Anon.<br>*CellD* | 240·3<br>P27'B57'F25'<br>*B*211' 386*t FPT*20*t* | 35·7 | 15·1<br>FK | Antwerp<br>Belgian<br>4*BHCem*<br>*APT*15*t* | T.3Cy.15",25"&40"-27" (*s*)<br>185lb 99NHP<br>2SB,*4cf*,GS48,HS1630<br>McKie&Baxter,Glasgow | 17 ″ 3<br>s2 ″ 0½<br>15 ″ 6 | |
| 16476<br>140376<br>JRDS | **Gallier** SteelSc<br>(*ex*WarRose)<br>*Elec.light* Wireless 1*Dk* | 5205<br>4746<br>3246 | | | | | 1917 | Swan Hunter&Wigham<br>Richardson,<br>LdNewcastle | LloydRoyalBelge Soc.Anon. | 400·3<br>P49'B113'F39' | 52·2 | 28·4 | Antwerp<br>Belgian<br>*WB* | T.3Cy.27",44"&73"-48"<br>517NHP<br>Hwthrn,Leslie&CoLdNwc | | V |
| 16477<br>124108<br>HRJM | **Gallinule** SteelScK<br>*ss*Liv.No.3-10,19<br>*Elec.light* 1*Dk* | 238<br>200<br>90 | ✠100A1<br>*StmTrawler*<br>~~4,21~~ ~~6,20~~ 10,21<br>BS2,21 ✠LMC10,19 | Liv | | CL<br>~~7,20~~<br>10,21 | 1907<br>12mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>NorthShields<br>'*sA&CP* | Harley&Miller,Ld | 120·5<br>Q67'F20' | 21·6 | 11·6<br>BK7½"<br>*WB=* | Liverpool<br>British<br>3*BHCem*<br>*DTf*4'15*t* | T.3Cy.12½",20"&34"-24" (*s*)<br>180lb 57RHP<br>1SB,*2pf*,GS38,HS1423<br>MacColl&Pollock,Ld.Sld. | 12 ″ 6 | |
| 16478<br>143119<br>JWSP | **Gallipoli** SteelScSr<br>Wireless<br>(*ex*DorotheaRickmers)<br>*Elec.light* Sub.Sig. 2*Dks* | 4177<br>3862<br>2665 | *Now named* 'Maid of Lemnos,' *See No.* 38345 *in Supplement* | | | | 1907 | Rickmers<br>ActGes.<br>Bremerhaven | ByronS.S.Co.Ld. ([illegible]mbiricos, *Mgr.*) | 367·2<br>B91'F44' | 47·7 | 27·4 | London<br>British | T.3Cy.23¼",38 9/16"&63"-43¼"<br>261NHP<br>Pommé&Ahrens,Ottensen | 30 ″ 0<br>s6 ″ 5<br>24 ″ 0 | |
| 16479<br>21<br>PLGW | — SteelScSr<br>*Elec.light* 2*Dks* | 1042<br>799<br>653 | | | | | 1898 | Flli.<br>Orlando<br>Leghorn | Soc.Anon.diNav.a Vap.Puglia | 224·3<br>P&B122'F35' | 29·0 | 17·0 | Bari<br>Italian<br>*WB* | T.3Cy.17⅘",26¾"&45¾"-33"<br>120NHP<br>Flli.Orlando,Leghorn | | I |
| 16480<br>115348 | **Gallito** SteelSc<br>(*Tug*)<br>1*Dk* | 130<br>123<br>69 | | | | | 1902 | J.Shearer&<br>Son,Ld.<br>Glasgow | PacificStmNavCo. | 86·0 | 19·0 | 8·9 | Liverpool<br>British<br>*WB* | C.2Cy.11"&22"-15"<br>23RHP<br>Hutson&Son,Glasgow | | |
| 16481 | **Gallus** SteelSc<br>(*Tug*)<br>(*ex*BaronLéopoldDavillier) 1*Dk* | 163<br>141<br>— | | | | | 1912 | Atel.&Ch.<br>deBretagne<br>Nantes | E.Contre | 94·6 | 22·3 | 10·1 | Bordeaux<br>French | T.3Cy.13",22 1/16"&36"-25"<br>65NHP<br>Atel.&Ch.deBretagne,Nts. | | V |
| 16482<br>63380<br>WFLS | **Galtee** IronScSr<br>*ss*Apl.3rdNo.3-2,14<br>*ss*Shl.No.1-19<br>*Well deck* 1*Dk*(*Irn*) | 565<br>421<br>258 | ✠100A1<br>9,20<br>✠NB8,99 ✠LMC11,19<br>BS2,21 | Nwc | *h* | 11,19 | 1881<br>10mo<br>*Lloyd* | J.T.Eltringham<br>SouthShields<br>'*sA&CP* | TorbryanS.S.Co. Ld.(A.F. Blackater, *Mgr.*)<br>*WB=* | 182·5<br>Q85'B35'F22'<br>len95<br>*DBa* 40'56*tf*21' 35*t* | 25·4 | 12·9<br>BK7" | Llanelly<br>British<br>4*BHCem*<br>*FPT*20*t* | C.2Cy.22"&40"-30" (*s*)<br>85lb ~~*75lb*~~ NDB10 70RHP<br>1SB,*3pf*,GS45,HS1280<br>J.P.Rennoldson,S.Shields | 13 ″ 5<br>s ″ 9<br>13 ″ 4 | |
| 16483<br>108816<br>QGHO | **Galtee More** SteelTwinScSr<br>Sub.Sig. Wireless 2*Dks* | 1112<br>766<br>469 | | | | | 1898 | W.Denny<br>&Bros.<br>Dumbarton | L.&N.W.Rlwy.Co. | 276·1<br>P64'B126'F56' | 35·1 | 14·2 | Dublin<br>British<br>*WB* | T.8Cy.(2)19",(2)29"&(4) 31½"-30"<br>217NHP<br>Denny&Co.,Dmb. | | BT till 12,21 |
| 16484<br>MTSB | **Galtesund** SteelScSr<br>(*ex*SkandiaII.)<br>*Elec.light* 1*Dk*&*Awng dk* | 623<br>557<br>293 | | | | | 1905 | Akt.Burmeistr&Wain<br>Copenhagen | Arendals Dampskibsselskab | 169·8 | 27·5 | 10·6<br>19·0 | Arendal<br>Norwegian<br>*WB* | T.3Cy.14½",24"&40"-24"<br>78NHP<br>Akt.Burmeistr&Wain,Cpn | | N |
| 16485<br>140617<br>KBDL | **Galtymore** SteelScSr<br>Sub.Sig. Wireless 2*Dks*(*Stl*)<br>*Elec.light* | 4565<br>4194<br>2802 | ✠100A1<br>~~4,21~~ ~~1,21~~ 1,22<br>✠LMC5,19 | Gls<br>Qns | *y* | CL<br>~~8,21~~<br>4,21 | 1919<br>5mo<br>*Lloyd* | Lithgows,<br>Ld.<br>PortGlasgow<br>'*sA&CP* | JohnstonLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)<br>*C* | 385·0<br>P49'B113'F33'<br>*ellDB*331'958*tFPT* | 52·0 | 26·5<br>FK | Liverpool<br>British<br>7*BHCem*<br>122*tAPT*19*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Rankin&BlackmoreLdGrk | 29 ″ 0<br>s5 ″ 4<br>24 ″ 1 | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudière & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16486<br>221110<br>MCNP | **Galveston** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>Wireless | 6171<br>—<br>3797 | | | | | 1921 | Doullut&<br>WilliamsS.B.<br>Co.Inc.<br>NewOrleans | UnitedStates<br>ShippingBoard | 395·5<br>P60′B109′F37′ | 55·0 | 31·4 | N.Orleans<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>VulcanIron<br>Works,JerseyCity,N.J. | |
| 16487<br>141943<br>KDQG | **Gamaria** SteelScSr<br>*Elec.light* Wireless *2Dks(Stl)* | 5255<br>4766<br>3232 | ✠100A1<br>2,20<br>✠LMC1,20 | Nwc | *y* | CL | 1920<br>2mo<br>*Lloyd* | Palmers'<br>Co.Ld.<br>Newcastle<br>'sA&CP | BritishIndiaStm.<br>Nav.Co.Ld.<br>*CellDB* | 399·5<br>P49′B113′F39′ FK<br>345′ 1112*t* *FPT*122*t* | 52·2 | 28·5 | Glasgow<br>British<br>*7BHCem*<br>*APT*174*t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Palmers'Co.Ld.Newcastle | 31 · |
| 16488<br>142614<br>JTWB | **Gambada** SteelSc<br>(*ex*WarRobin) *2Dks(Stl)*<br>*Cargo battens not fitted in 'tween dks*<br>*Elec.light* Wireless | 5307<br>4841<br>~~3253~~<br>3252 | ✠100A1<br>4,21<br>✠LMC8,18<br>*Carrying oil* | Bry<br>*fuel F.* | *y*<br>*P.* | CL<br>10,19<br>*above* 1 | 1918<br>7mo<br>*Lloyd*<br>50° F. | J Readhead<br>&Sons,Ld.<br>S.Shields<br>'sA&CP<br>*in DB* | BritishIndiaStm.<br>Nav.Co.Ld.<br>*CellDB* | 400·2<br>P49′B112′F39′ FK<br>345′1085*t* *FPT*130*t* | 52·4 | 28·5 | London<br>British<br>*7BHptCem*<br>*APT*205*t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 513NHP<br>3SB,*9cf*,GS190,HS7563 FD<br>J.Readhead&Sns,Ld.S.Shl | 31 ·<br>· 6 · 2<br>25 · 1 |
| 16489<br>142757<br>JVSL | **Gambhira** SteelSc<br>(*ex*WarMerlin) *2Dks(Stl)*<br>*Elec.light* Wireless<br>*Cargo battens not fitted in 'tween decks* | 5257<br>4845<br>3196 | ✠100A1<br>12,19<br>✠LMC1,19 | Cal | *y* | CL<br>8,19 | 1919<br>1mo<br>*Lloyd* | ShortBros.<br>Ld.<br>Sunderland<br>'sA&CP | BritishIndiaStm.<br>Nav.Co.Ld.<br>*Cell* | 400·0<br>P49′B113′F40′ FK<br>*DB*340′1067*t* *FPT*1 | 52·4 | 28·5 | London<br>British<br>*7BHptCem*<br>35*t* *APT*198*t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS189,HS7668 FD<br>N.E.MarineEng.Co.Ld.Sld | 31 ·<br>· 6 · 2<br>25 · 1 |
| 16490<br>137484<br>JMBC | **Gambia** SteelScSr<br>*ss*Lon.No.1-19<br>*Elec.light* Wireless *2Dks(Stl–Uws)* | 3296<br>2973<br>1997 | ✠100A1<br>5,21 ~~1,20~~<br>✠LMC7,19<br>BS2,22 | Hul<br>Lon | *v* | CL<br>11,20 | 1915<br>10mo<br>*Lloyd* | TyneI.S.B.<br>Co.Ld.<br>Newcastle<br>'sA&CP<br>*WB*= | British&African<br>S.N.Co.Ld. (Elder,<br>Dempster&Co.Ld.<br>*Mgrs.*)<br>*CellDBa*96′*uE* 25′ | 337·0<br>P36′B108′F41′ FK<br>*f*149′741*t* *FPT*129*t* | 48·5 | 22·6 | Liverpool<br>British<br>*6BHCem*<br>*APT*93*t* | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb 429NHP<br>2SB(FD),1AuxSB,<br>*6cf&2pf*,GS152,HS6484<br>N.E.MarineEngCoLdNwc | 25 ·<br>· 4 · 2<br>21 · 2 |
| 16491<br>137470<br>JLQF | **Gambia River** SteelScSr<br>Wireless *1Dk* | 4729<br>4375<br>2988 | | | | | 1915 | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool | BritishEmpire<br>Stm.Nav.Co.Ld.<br>(HoulderBros.&<br>Co.Ld.*Mgrs.*) | 385·1<br>P36′B126′F38′ | 52·0 | 27·0 | Liverpool<br>British<br>*WB* | T.3Cy.25″,40″&68″–48″<br>320NHP<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | |
| 16492<br>121048 | **Gamecock** SteelScK<br>*1Dk* | 171<br>161<br>65 | ✠<br>*StmTrawler*<br>11,05 ✠ | Hul | | | 1905<br>5mo | GooleS.B.<br>&RepgCo.Ld.<br>Goole | KelsallBros.&<br>Beeching,Ld.<br>(JohnSlater,*Mgr.*) | 110·3<br>BK7½″<br>*WB*= | 21·1 | 11·2 | Hull<br>British<br>*3BHCem*<br>*DTf*23′42*t* | T.3Cy.12″,18″&30″–21″<br>45RHP<br>1SB,*2pf*,GS25,HS902<br>C.D.Holmes&Co.Hull | 12 · |
| 16493<br>678<br>JBVD | **Gamleby** SteelScSr<br>*1Dk* | 247<br>118<br>175 | | | | | 1892 | W.Lind-<br>bergsAktieb<br>Stockholm | Ångf.Aktieb.Gam-<br>leby (O.E Mobäck,<br>*Mgr.*) | 109·4<br>P72′ H28*t* F17′ | 22·0 | 8·9 | Vestervik<br>Swedish | C.2Cy.14½″&26½″–17½″<br>NB02 24NHP<br>W.LindbergsM.V.Skm. | |
| 16494 | **Ganda** SteelSc<br>*ss*Lis.2ndNo.3-9,21 ~~ssSld.No.3-7,07~~<br>(*ex*GeneralAllenby, ~~ssYka.No.2-15~~<br>*ex*Benalder) *2Dks(1Stl&UIrn–ws)*<br>Wireless *Elec.light* *3trB* | *3044*<br>*2724*<br>*1959* | ✠100A1<br>9,21<br>✠LMC9,21 | Liv<br>Lis | *u* | 9,21 | 1895<br>4mo<br>*Lloyd's* | A.Stephen<br>&Sons<br>Glasgow<br>A&CP | Soc.Agricola da<br>Ganda(Antonio da<br>Costa)<br>*CellDBa* | 341·0<br>P42′B80′F39′ BK10″<br>102′*uE&B* 40′*f*120′ | 41·8 | 24·3 | Lisbon<br>Portuguese<br>*6BHCem*<br>668*t* *APT*25*t* | T.3Cy.25″,41″&67″–42″ (*s*)<br>160lb NDB16 *100lb* 294NHP<br>2SB,*6cf*,GS130,HS4464<br>A.Stephen&Sons,Glasgow | 27 · |
| 16495<br>141925<br>KCRW | **Gandara** SteelScSr<br>*Elec.light* Wireless *2Dks(Stl)*<br>*Cargo battens not fitted in 'tween dks* | 5281<br>4823<br>3190 | ✠100A1<br>8,20<br>✠LMC10,19 | Mdb | *y* | CL | 1919<br>10mo<br>*Lloyd* | Craig,Tay-<br>lor&Co.Ld.<br>Stockton<br>'sA&CP | BritishIndiaStm.<br>Nav.Co.Ld.<br>*CellDB* | 400·0<br>P49′B113′F40′ FK<br>336′ 1015*t* *FPT*128*t* | 52·4 | 28·4 | Glasgow<br>British<br>*7BHCem*<br>*APT*207*t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Blair&Co.Ld.Stockton | 31 ·<br>· 6 · 1<br>25 · 1 |
| 16496<br>143224<br>KBJW | **Ganelon** SteelScSr<br>*ss*Bmn.No.1-11<br>*Elec.light* *2Dks(Stl)&deep framing*<br>Wireless<br>Now named "City of Batavia," *See No.* 36676 | 5586<br>5212<br>3627 | ✠<br>6,16 | Bmn | *a*† | | 1907<br>7mo | Swan.Hun-<br>ter&Wigham<br>Richardson,<br>Ld Newcastle | City ofOranS.S.Co.<br>Ld.(HallLine,Ld.<br>*Mgrs.*)<br>*CellDBa*150′*uE*2 | 425·5<br>P37′B181′F44′ FK<br>3′*f*181′ 1049*t* *FPT* | 53·1 | 29·3 | Liverpool<br>British<br>*7BHCem*<br>83*t* *APT*25*t* | T.3Cy.28″,46″&77″–54″<br>556NHP<br>3SB,*9cf*,GS191,HS7785 FD<br>WallsndSlpwyCo.Ld.Nwc | 32 · |
| 16497<br>217980<br>LQSK | **Ganeri** WoodSc<br>Wireless *1Dk* | 2551<br>—<br>1528 | | | | | 1919 | Housatonic<br>Shipyards<br>Stratford Con | UnitedStates<br>ShippingBoard | 267·3 | 46·0 | 23·9 | N.LndnCn<br>Utd.States | T.3Cy.19″,32″&56″–36″<br>188NHP | |
| 16498<br>HFLK | **Ganger Rolf** SteelScSr<br>*Elec.light* *2Dks* | 1280<br>1209<br>774 | | | | | 1901 | Nylands<br>Værksted<br>Christiania | A/S GangerRolf<br>(Fred.Olsen&Co.<br>*Mgrs.*) | 219·5<br>H52*t* | 32·9 | 21·6 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.16″,26″&43″–30″<br>101NHP<br>NylandsVærksted,Xania | |
| 16499<br>JSGH | — IronScSr<br>*1Dk* | 121<br>79<br>73 | | | | | 1876 | Bergens<br>Mek.Verks.<br>Bergen | Nordmör<br>Dampskibsselskab | 104·9<br>Q9*t* B30*t* | 16·7 | 7·8 | Xiansund<br>Norwegian | C.2Cy.15″&29″–19″<br>NB94 31NHP<br>BergensMek.Verks.Bgn. | |
| 16500<br>123638<br>HGBT | **Ganges** SteelScSr<br>*ss*Bry.No.3-8,19<br>*1Dk(Stl–ws)&deep framing*<br>*Elec.light* Wireless *&Awng dk(Stl–ws)* | 3497<br>3260<br>2149 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>3,21 ~~4,20~~ 12,21<br>BS3,21<br>~~BS5,20~~ ✠LMC8,19 | Cal | *v* | CL<br>4,20 | 1906<br>5mo<br>*Lloyd* | C.Connell<br>&Co.Ld.<br>Glasgow<br>'sA&CP *WB*= | JamesNourse,Ld.<br>*Cell DBa* 106′*uE&* | 349·5<br>P41′F45′ 27·7 FK<br>*B*68′*f*126′690*t* *FPT* | 44·1 | 19·5 | London<br>British<br>*6BHCem*<br>49*t* *APT*36*t* | T.3Cy.24½″,40″&68″–45″ (*s*)<br>200lb ~~50lb~~ *40lb* 426NHP<br>2SB,*6cf*,GS124,HS6000 FD<br>D.Rowan&Co.Glasgow | 30 ·<br>· 6 · 5½<br>24 · 1 |
| 16501<br>28336<br>RCLF | **Ganges Maru** SteelSc<br>*Elec.light* *1Dk(Stl)&Shelter dk(Stl)*<br>Wireless *&Webframes*<br>*Longitudinal framing* | 4383<br>3677<br>2735 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~4,21~~ ~~9,20~~<br>8,21<br>✠LMC~~9,20~~ 8,21 | Kob<br>Yka | *w* | CL<br>8,21 | 1918<br>8mo | OsakaIron<br>Works,Ld.<br>Innoshima<br>A&CP | OsakaShosen<br>KabushikiKaisha<br>*CellDB*298′1095*t* | ~~345·0~~<br>P30′B99′F34′ *on*<br>*Shelter dk* FK<br>*FPT*115*t* *APT*29*t* | 49·8 | 28·1 | Osaka<br>Japanese<br>*3BHtoSh dk*<br>3 „ „ *U* „<br>*Cem* | T.3Cy.24″,41″&67″–48″ (*s*)<br>180lb 390NHP<br>2SB,*6cf*,GS126,HS5400 FD<br>OsakaIronWorksLdOsaka | 28 ·<br>· 4 · 10<br>23 · 8 |
| 16502<br>MBGV | **Gann** SteelScSr<br>(*ex*Sandnæs)<br>*1Dk&Awng dk* | 366<br>184<br>210 | | | | | 1903 | Stavanger<br>Stöberi&Dok<br>Stavanger | SandnæsDpsk.<br>A/S | 143·1<br>P96*t*B34*t*H20*t*F32*t* | 23·5 | 8·3 | Sandnæs<br>Norwegian<br>*WB* | T.3Cy.14½″,23″&38″–26″<br>74NHP<br>StavangerStöberi&Dok | |
| 16503<br>146190<br>KLFV | **Gannet** SteelSc<br>*1Dk(Stl)&Shelter dk(Stl–ws)*<br>*Elec.light*<br>*Mchy.Aft* | ~~1449~~<br>1443<br>982<br>731 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,21 [illegible]<br>~~(ClassContem plated)~~ | Psy | *p* | CL | 1921<br>12mo<br>*Lloyd* | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley<br>'sA&CP | GeneralStm.Nav.<br>Co.Ld.<br>*CellDBf*161′25 | ~~250·1~~<br>250·2 FK<br>5*t* *FPT*20*t* *APT*18*t* | ~~37·1~~<br>37·2 | 14·0 | London<br>British<br>*Cem*<br>*3BHtoSh dk*<br>1 „ „ *U* „ | T.3Cy.22″,35″&57″–39″ (*s*)<br>180lb 273NHP<br>2SB,*6cf*,GS126,HS4939<br>Bow,McLachln&CoLdPsy | 16 · 6<br>· 8<br>16 · 1 |
| 16504 | — SteelSc<br>*Elec.light* | 650 | 100A1<br>*StmTrawler*<br>(*ClassContem* | *plated*) | | | 1920 | NewJersey<br>D.D.&<br>Transptn.Co.<br>Elizabeth<br>Port,N.J. | EastCoast<br>FisheriesCo.<br>(I.M.Taylor,*Mgr.*) | 150·0<br>B72′F26′ | 25·0 | 15·7 | Rockland,<br>Me.<br>Utd.States | T.3Cy.12¾″,21½″&35″–24″<br>HarrisburgEngineCo.<br>Harrisburg,Pa. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Dated R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16505<br>90353<br>LJQG | **Gannet** IronScK<br>1*Dk* | 260<br>214<br>93 | ✠<br>5,84<br>✠ | Hul | *d* | | 1884<br>5mo | Earle'sCo. Ld.<br>Hull | WynnfieldShippingCo.Ld.<br>(J.W.Eason, *Mgr.*) | 133·7<br>Q45' F23' | 21·7 | 11·0 | Poole<br>British<br>4*BHCem* | C.2Cy.21"&40"–24"<br>NB01 68RHP<br>Earle'sCo.(Lim.),Hull | 12 " 0 | |
| 16506<br>88928<br>SVJQ | — IronPadSr<br>(*Tug*)<br>1*Dk* | 243<br>243<br>6 | | | ... | | 1884 | Barrow S.B.Co.(Lm.)<br>Barrow | J.Fenwick& Co.Ld | 134·1<br>B12' | 22·1 | 11·0 | SydnyNSW<br>British | C.D.4Cy.20"&35"–48"<br>NB02 141NHP<br>BarrowS.B.Co.(Lim.),Brw. | | |
| 16507<br>MJQH | **Gansfjord** SteelScSr<br>*Elec.light* 1*Dk* | 1087<br>918<br>602 | | | | | 1913 | Stavanger Stöberi&Dok<br>Stavanger | A/S D/S Gansfjord<br>(K.Olsen) | 237·5<br>P12tH48tF36t | 33·1 | 15·2 | Stavanger<br>Norwegian<br>*WB* | T.3Cy.19",30½"&51"–33"<br>149NHP<br>StavangerStöberi&Dok | | N |
| 16508<br>~~MBSJ~~ | **Gantoise** SteelScSr<br>ssAnt.No.3-1,20<br>(*ex*Ripley) 2*Dks*(*Stl*)& *Web frames*<br>*Elec.light* Wireless | *3897*<br>*3078*<br>*2440* | ✠100A1<br>4,22 ~~8,20~~<br>✠LMC1,20<br>BS4,22 | Ant | *m* | CL<br>1,20 | 1902<br>5mo<br>*Lloyd*'*sA&CP* | Palmers' Co.Ld.<br>Newcastle | ~~Soc.Anon.Anversoise deNav.~~<br>J.A.Zachariassen &Co | 365·0<br>B78'F41' FK<br>*WB* = *CellDB a*126'*uE*26' *f*148' 819*t DTa* 28' | 48·2 | 25·4 | Nystad<br>Finnish<br>6*BHCem*<br>664*t APT*34*t* | T.3Cy.24½",41½"&70"–45"<br>200lb *150lb* (*s*) 392NHP<br>2SB,6*cf*,GS120,HS4993 FD<br>Palmers'Co.Ld.Newcastle | 28 " 4<br>s5 " 10½<br>22 " 10 | |
| 16509<br>136198<br>JFWS | **Ganton** SteelScK<br>*ss*Hul.No.1-1<br>*Elec.light* 1*Dk* | 330<br>289<br>131 | ✠100A1<br>*StmTrawler*<br>~~10,21~~ ~~4,20~~ 2,22<br>BS6,21<br>~~BS4,20~~ ✠LMC4,19 | Hul | | CL<br>4,20 | 1914<br>7mo<br>*Lloyd* | Cochrane& Sons,Ld.<br>Selby<br>*sA&CP* | J.H.Collinson<br>(J.F.Johnston, *Mgr.*) | 140·3<br>Q75'F21'<br>BK8" | 23·7 | 12·4 | Hull<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 84RH<br>1SB,3*pf*,GS48,HS1350<br>C.D.Holmes&Co.Ld.Hull | 13 " 3 | |
| 16510<br>NSGJ | **Ganymedes** SteelSc<br>Wireless *CruiserStern*<br>*Elec.light* *Fitted for oil fuel* 3*Dks* | 2671<br>2319<br>1684 | | | | | 1917 | J.&K.Smit<br>Kinderdijk | Koninkl.Nederl. Stoomb.Maats. | 340·0 | 48·0 | 18·[illegible] | Amstrdam<br>Dutch<br>*WB* | T.3Cy.23",37"&61"–45"<br>249NHP<br>Werkspoor,Amsterdam | | V |
| 16511<br>OHVI | **Ganzeville** SteelScSr<br>ssNYk.2ndNo.3-4,18<br>(*ex*Brosund, *ex*CastroUrdiales,*ex*Alston) 1*Dk*(*Irn*)& *Webframes*<br>*Well deck* | 1536<br>1302<br>93[illegible] | | | ... | 1,20 | 1892<br>6mo | BlythS B. Co.Ld.<br>Blyth<br>A&CP | A.Taurin | 260·0<br>P25'Q72'B108'<br>F29' FK<br>*CellDB*218'334*t* | 36·5 | 16·[illegible] | Fécamp<br>French<br>4*BHCem*<br>*APT*21*t* | T.3Cy.20",33"&54"–36" (*r*<br>160lb *100lb* NDB09 172NH<br>2SB,6*pf*,GS86,HS2548<br>G.Clark,Ld,Sunderland | 19 " [illegible]<br>s1 " 3<br>18 " 3 | |
| 16512<br>OHVL | **Gap** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Welldeck* *Cargo battens not fitted* | 2008<br>1735<br>1235 | ✠100A1<br>~~11,20~~ 11,21<br>✠LMC5,20 | Shl | *r* | CL<br>11,21 | 1920<br>5mo<br>*Lloyd* | Osbourne, Graham& Co.Ld.<br>Sunderland<br>*sA&CP* | Soc.Nationale d'Affrétements<br>*Cell DB*196' 461*t D* | 280·5<br>P23'Q94'B52'F27' FK<br>*Ta*42' 314*t FPT*86*t* | 40·5 | 18·5 | Havre<br>French<br>4*BHptCem*<br>*APT*118*t* | T.3Cy.21",35"&58"–39" (*s*)<br>180lb 231NH<br>2SB,6*pf*,GS119,HS3616<br>MacColl&Pollock,Ld.Sld. | 20 " 9<br>s2 " 2<br>18 " 11 | |
| 16513<br>141933<br>KDFC | **Garada** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>*Cargo battens not fitted in 'tween decks* | 5333<br>4850<br>3218 | ✠100A1<br>12,19<br>✠LMC12,19 | Sld | *y* | CL | 1919<br>12mo<br>*Lloyd*'*sA&CP* | W.Gray& Co.(1918)Ld.<br>Sunderland | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB* | 400·0<br>P49'B113'F39' FK<br>344'1073*t FPT*129*t* | 52·3 | 28·4 | Glasgow<br>British<br>7*BHptCem*<br>*APT*200*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190.HS7668 FI<br>Cen.Mar.Eng.Wrks.WHp | 31 " 0<br>s6 " 2<br>25 " 3 | |
| 16514<br>141195<br>KFGR | **Garbeta** SteelScSr<br>Wireless 2*Dks*(*Stl*) | 5327<br>4850<br>3204 | ✠100A1<br>6,21 ~~4,20~~<br>✠LMC4,20 | Sld<br>Syd | *y* | CL | 1920<br>4mo<br>*Lloyd*'*sA&CP* | W.Gray& Co.(1918)Ld<br>Sunderland | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB* | 400·0<br>P49'B113'F39' FK<br>344'1073*t FPT*129*t* | 52·3 | 28·4 | Glasgow<br>British<br>7*BHptCem*<br>*APT*200*t* | T.3Cy.27",44"&73"–48" (*s*<br>155lb 517NHP<br>3SB,9*cf*.GS190,HS7668 FI<br>Cen.Mar.Eng.Wrks.WHpl | 31 " 0<br>s6 " 2<br>25 " 3 | |
| 16515<br>MLVF | **Gard** SteelScSr<br>(*Trawler*)<br>(*ex*Elna,*ex*Rosa,*ex*NorthBreeze) 1*Dk* | 109<br>108<br>39 | | | ... | | 1891 | Hall,Russell&Co.<br>Aberdeen | Skandinavisk BjergningskompaniA/S(O.Moene, *Mgr.*) | 95·6<br>BK6½" | 19·4 | 9·7 | Aalesund<br>Norwegian | C.2Cy.17"&34"–24"<br>47NHP<br>Hall,Russell&Co.Abn. | 10 " 9 | |
| 16516<br>126<br>PLGZ | **Garda** SteelSc<br>(*ex*Benaco)<br>1*Dk* | 570<br>—<br>343 | | | | | 1899 | Lloyd Austriaco<br>Trieste | A.Feltrinelli | 179·7<br>B40'F21' | 28·9 | 13·6 | Naples<br>Italian | T.3Cy.11½",19"&30"–22"<br>42NHP<br>Plenty&Son,Newbury | 14 " 5 | V |
| 16517<br>MGQD | **Gardar** IronScK<br>(*ex*Sweetheart) | 136<br>136<br>50 | | | | | 1885 | Hewett& Co.<br>London | TönnesWathne | 99·4 | 19·8 | 11·5 | Stavanger<br>Norwegian | C.2Cy.12"&24"–18"<br>24NHP<br>J.Stewart&Son,London | | |
| 16518<br>100035 | **Garden City** SteelPad<br>2*Dks*<br>*Elec.light* | 637<br>557<br>401 | | | | | 1892 | JohnDoty EngineCo.<br>Toronto | Niagara,St.Catharines& TorontoNav.Co.Ld | 177·9 | 26·1 | 10·0 | Toronto<br>British | C.2Cy.28"&54"–48"<br>168NHP<br>J.DotyE.Co(Lim.)Toronto | | |
| 16519 | **Gardenia** SteelScSr<br>*ss*Ams.No.3-5,19<br>*Spar dk*(*Stl*)2*trB*&*deep framing* | 3228<br>2371<br>1948 | ✠100A1<br>*Spar dk withfreeboard*<br>10,21 ~~10,20~~<br>BS11,21<br>~~BS10,20~~ ✠LMC5,19 | Tri<br>Shl | *u* | CL<br>~~4,19~~<br>10,21 | 1908<br>1mo<br>*Lloyd*'*sA&CP* | A.Rodger &Co.<br>Pt.Glasgow | Soc.Anon di Nav. a Vap.Liburnica<br>*WB*=*Cell* | 330·5<br>P29'B88'F34' 22·3 FK<br>*DBa&uE*124'*f*148' | 46·0 | 13·4 | Lusinpiclo<br>Italian<br>5*BHCem*<br>650*tAPT*70*t* | T.3Cy.23",37"&61"–42" (*s*)<br>160lb *80lb* 274NHP<br>2SB,6*cf*,GS128,HS4616<br>A Rodger&Co.Glasgow | 24 " 8 | |
| 16520<br>133327<br>JFTM | — SteelScSr<br>Wireless 1*Dk* | 3108<br>2873<br>1899 | | | | | 1914 | TyneI.S.B. Co.Ld.<br>Newcastle | StagLine,Ld.<br>(J.Robinson& Sons,*Mgrs.*) | 331·2<br>P30'B94'F34' | 48·0 | 22·2 | N.Shields<br>British<br>*WB* | T.3Cy.22½",36½"&62"–42"<br>249NHP<br>N.E.MarineEng.CoLdNwc | | C |
| 16521<br>99190<br>MJVB | — IronScK<br>(*Trawler*)<br>1*Dk* | 146<br>134<br>70 | | | ... | | 1891 | Cochrane, Coopr&Schofield<br>Beverley | T.W.Baskcomb | 97·2<br>Q17'F17'<br>BK7½" | 20·6 | 11·0 | Grimsby<br>British | T.3Cy.11½",18"&30"–22"<br>NB12 45RHP<br>C.D.Holmes&Co.,Hull | 11 " 10 | |
| 16522<br>217145<br>LNMT | **Garfield** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2941<br>2355<br>1699 | ✠100A1<br>6,21 ~~12,20~~<br>✠LMC10,19<br>*Fitted for oil fuel* 5,20 *F.P. above* 150° F. | NYk | *t* | CL<br>7,20 | 1918<br>10mo | Bethlehem S.B.Corp.Ld.<br>Elizabethport,N.J.<br>A&CP | GraceS.S.Co(W.R. Grace&Co.*Mgrs.*) | 300·0<br>P24'B96'F39' FK<br>*CellDB*240'572*tFPT* | 45·2 | 22·8 | NewYork<br>Utd.States<br>5*BHCem*<br>40*tAPT*70*t* | T.3Cy.21½",35"&58"–42" (*s*)<br>190lb 341NHP<br>2SB,8*cf*,GS133,HS5256 FD<br>BethlehemS.B.Corp.Ld. Elizabethport,N.J. | 25 " 3<br>s4 " 2½<br>21 " 4 | |
| 16523<br>221[illegible]<br>MCLJ | **Gargoyle** SteelSc<br>*For full particulars See No. 37501 in Supplement*<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing* | 7357<br>6500<br>4544 | 100A1<br>(*Class Contemplated*)<br>*Carrying Petroleum in bulk* | | | | 1921 | MooreS.B. Co.<br>Oakland,Cal. | VacuumOilCo.Inc. | 425·0<br>P106'B50'F41' | 57·0 | 31·4 | New York<br>Utd.States | T.3Cy.27½",46"&78"–51"<br>Hooven,Owens&RentschlerCo.Hamilton,O | 33 " 0<br>s7 " 3½<br>26 " 1 | |
| 16524<br>326<br>PLKN | **Garibaldi** SteelTwinSc<br>(*ex*Virginia)<br>*Elec.light* 2*Dks*&*Shelter dk*4*trB*<br>*Ref.Mchy.* Wireless | 5185<br>4580<br>3109 | | | | | 1906 | Soc.Esercizio Bacini<br>RivaTrigoso | Soc.diNav"TransatlanticaItaliana" | 381·4 | 48·1 | 25·7 | Genoa<br>Italian | T.6Cy.22½",37⅔"&61⅔"–40"<br>477NHP<br>G.Ansaldo,Armstrong& Co.Sampierdarena | | J |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16525<br>216488<br>LKWB | **Garibaldi** **SteelSc**<br>*Elec.light* Wireless 1*Dk* | 2873<br>2514<br>1658 | | ... | | | 1918 | Bethlehem<br>S.B.Corp.Ld.<br>WlmngtnDel | **UnitedStates**<br>**ShippingBoard**<br>**(NewYork&Porto**<br>**RicoS.S.Co.***Mgrs.***)** | 309·2<br>P25'B96'F38'<br>FK | 48·2 | 21·5 | WlmgtnDl<br>Utd.States<br>*WB* | T.3Cy.21½",35"&58"-42"<br>329NHP<br>BethlehemS.B.Corp.Ld. | 24 · 0 |
| 16526<br>JPWS | — **SteelScSr**<br>1*Dk* | 776<br>585<br>442 | | | | | 1902 | Stavanger<br>Stöberi&Dok<br>Stavanger | **WestfalLarsen**<br>**&Co.A/S** | 195·0<br>Q97*t*B50*t*H13*t*F32*t* | 30·0 | 11·0 | **Bergen**<br>Norwegian<br>*WB* | T.3Cy.14",23½"&38"-27"<br>150NHP<br>StavangerStöberi&Dok | |
| 16527<br>41<br>PLKJ | — **SteelScSr**<br>(*ex*Labor,*ex*Vizzavone) 1*Dk* | 277<br>—<br>99 | | | | | 1904 | Cie.Franç.<br>de Nav.&de<br>Const.Nav.<br>Arles | | 151·3<br>Q26'H38'F19' | 20·0 | 11·0 | Italian | C.2Cy.23⅛"&38½"-24"<br>60NHP<br>Cie.Franç.deNav.&de<br>Const.Nav.Lyon | |
| ❊ 16528<br>5375<br>JSVP | **Garm** **SteelScSr**<br>*ss*Skm.No.2-20<br>*Well deck* 1*Dk*(*Stl*) | 1231<br>1008<br>709 | ✠100A1<br>10,20<br>✠LMC10,20<br>~~BS10,20~~ ~~MS10,20~~ | Skm | *o* | CL<br>10,20 | 1912<br>9mo<br>*Lloyd* | Campbel-<br>townS.B.Co.<br>Campbeltwn<br>'*sA&CP* | **Stockholms**<br>**Rederiaktieb.Svea**<br>**(H.Ericson,***Mgr.***)**<br>*WB= CellDBa56'* | 230·0<br>Q79'B58'F28'<br>FK<br>*uE&B*33'*f*102'395*t* | 35·8 | 15·6 | **Stockholm**<br>Swedish<br>4*BHCem*<br>*APT*85*t* | T.3Cy.18½",27½"&45"-33"<br>180lb (*s*) 136NHP<br>2SB,*4cf*,GS70,HS2228<br>J.G.Kincaid&Co.Ld.Grk. | 17 · 7<br>s 1 · 4<br>16 · 7 |
| 16529<br>144203<br>KFQP | **Garmula** **SteelSc**<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5254<br>4766<br>3234 | ✠100A1<br>5,20<br>✠LMC6,20 | Nwc | *y* | CL | 1920<br>5mo<br>*Lloyd* | Palmers'<br>Co.Ld.<br>Newcastle<br>'*sA&CP* | **BritishIndia**<br>**SteamNav.Co.Ld.**<br>*CellDB* | 400·0<br>P49'B113'F39'<br>FK<br>345'1112*t* *FPT*122*t* | 52·3 | 28·5 | **Glasgow**<br>British<br>7*BHptCem*<br>*APT*174*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Palmers'Co.Ld.Newcastle | 31 · 0<br>s 6 · 1<br>25 · 1 |
| 16530<br>139300<br>JNGP | **Garnet** **SteelScK**<br>*ss*Lan.No.1-20<br>*Elec.light* 1*Dk* | 251<br>230<br>98 | ✠100A1<br>*StmTrawler*<br>12,20<br>✠LMC12,20 | Lan | | CL<br>12,20 | 1916<br>7mo<br>*Lloyd* | Cochrane<br>&Sons,Ld.<br>Selby<br>'*sA&CP* | **GarnetStm.Trawl-**<br>**ersLd~~(J.A.Taylor)~~**<br>(J.Nierinck,*Mgr.*) | 121·8<br>Q70'F20'<br>BK7½" | 22·6 | 12·2 | **Fleetwood**<br>British<br>4*BHCem* | T.3Cy.13",21½"&35"-24"(*s*)<br>200lb 76RHP<br>1SB,*3pf*,GS43,HS1250<br>C.D.Holmes&Co.Ld.Hull | 13 · 0 |
| 16531<br>NSGR | **Garoet** **SteelSc**<br>*CruiserStern*<br>*Elec.light* Wireless 3*Dks* | 7133<br>6754<br>4543 | | | | | 1917 | Kon.Maats<br>deSchelde<br>Flushing | **Rotterdamsche**<br>**Lloyd (W.Ruys&**<br>**Zonen,***Mgrs.***)** | 446·6<br>B75'F57' | 54·3 | 34·3 | **Rottrdam**<br>Dutch<br>*WB* | Steam Turbines geared<br>Maats.deSchelde,Flushing | |
| 16532<br>132127 | **Garola** **SteelScK**<br>*ss*Gms.No2-20<br>1*Dk* | 249<br>224<br>134 | ✠100A1 | ... | | CL<br>5,20 | 1912<br>4mo<br>*Lloyd* | Cochrane&<br>Sons<br>Selby<br>'*sA&CP* | **Grant&BakerStm.**<br>**FishingCo.Ld.** | 125·0<br>Q67'<br>BK8" | 22·0 | 11·7 | **Grimsby**<br>British<br>3*BHCem* | T.3Cy.12¾",22"&36"-24" (*s*)<br>180lb 75RHP<br>1SB,*2pf*,GS39,HS1224<br>C.D.Holmes&Co.Ld.Hull | 12 · 6 |
| 16533<br>OHWE | **Garonna** **SteelSc4MstSr**<br>(*ex*AvondaleCastle)<br>*Elec.light* *Ref.Mchy.* Wireless | 5562<br>—<br>3531 | | ... | | | 1897 | Fairfield<br>Co.Ld.<br>Glasgow | **Cie.deNav.Sud**<br>**Atlantique** | 425·2<br>P56'B170'F56' 30·0<br>FK&BK3" | 50·0 | 22·2 | **Bordeaux**<br>French<br>*WB* | T.3Cy.30½",51"&82"-57"<br>620NHP<br>FairfieldCo.Ld.Glasgow | 25 · 5 |
| 16534<br>NWVS | **Garonne** **SteelScSr**<br>*Well deck* *Elec.light* 2*Dks* | 1491<br>1102<br>890 | | | | | 1899 | R.Stephen-<br>son&Co.Ld.<br>Newcastle | **DetForenede**<br>**DampskibsSelsk.** | 249·7<br>Q97'B60'F32' | 35·2 | 15·5 | **Copenhagn**<br>Danish<br>*WB* | T.3Cy.19½",32½"&54"-36"<br>175NHP<br>R.Stephenson&CoLd.Nwc | |
| 16535<br>OHWF | — **SteelSc**<br>(*Tug*)<br>1*Dk* | 109<br>81<br>77 | | | | | 1911 | Ateliers&<br>Chantiers de<br>laPallice<br>LaRochelle | **Soc.deTransp.par**<br>**Eau (Ch.delaMor-**<br>**vannais&Co.**<br>*Mgrs.*) | 100·0 | 18·0 | 6·5 | **Havre**<br>French<br>*WB* | C.2Cy.9½"&16$\frac{7}{10}$"-10¼"<br>7NHP<br>Atel.&Chant.de laPallice | |
| 16536 | **Garryowen** **SteelScSr**<br>*For full particulars See No. 37519 in Supplement*<br>*Mchy.Aft* | 500 | A1<br>*For towing purposes*<br>(*ClassContemplated*) | | | | 1920 | Geo.Brown<br>& Co.<br>Greenock | **J.Bannatyne&**<br>**Sons,Ld.** | 160·0 | 26·6 | 15·9 | **Limerick**<br>British | T.3Cy.16½",27"&44"-30"<br>McKie&Baxter,Ld.Gls. | 17 · 0<br>s 4 · 3<br>13 · 1 |
| 16537<br>594<br>HDMP | — **IronScSr**<br>(*ex*Saxon) | 403<br>390<br>185 | | ... | | | 1854 | Samuda<br>Bros.<br>London | **J.Bannatyne&**<br>**Sons,Ld.** | 167·0 | 24·6 | 15·6 | **Limerick**<br>British | C.2Cy.16"&30"-16"<br>NE&B84 40RHP<br>J.Stewart&Son,London | |
| 16538<br>124236<br>HLRT | **Garryvale** **SteelScSr**<br>*Turret deck* Wireless 1*Dk* | 3917<br>3214<br>2454 | | | | | 1907 | W.Doxford<br>&Sons,Ld.<br>Sunderland | **BritishTrans-**<br>**oceanicS.S.Co.Ld.**<br>(H.W.West,*Mgr.*) | 349·8<br>P32'F31' | 49·1 | 24·0 | **Glasgow**<br>British<br>*WB* | T.3Cy.25",41"&66"-45"<br>292NHP<br>W.Doxford&Son,Ld.Sld. | |
| ❊ 16539<br>129078<br>HQMP | **Garth Castle** **SteelTwinScSr**<br>*ss*Lon.No.2-19<br>*Elec.light* 2*Dks*(*StlM-wsUteaks*)&*deep*<br>*Well deck* *Ref.Mchy.* Sub.Sig. *framing*<br>Wireless *Lower dk*(*Stl*)*inNos.*1,3&4*holds* | 7715<br>6001<br>4751 | ✠100A1<br>~~8,21~~ ~~10,20~~ 1,22<br>~~BS10,20~~ ✠LMC7,18<br>BS1,22 | Lon | *c*† | CL<br>10,20 | 1910<br>3mo<br>*Lloyd* | Barclay,<br>Curle&Co.Ld<br>Glasgow<br>'*sA&CP* | **TheUnion-Castle**<br>**MailS.S.Co.Ld.** | 452·6<br>P&B272'F66'<br>FK&BK2½"<br>*WB=C* | 54·3 | 30·7 | **London**<br>British<br>8*BHCem*<br>*ellDBa*128' | Q.8Cy.18¾"26¾"39"&57"-48"<br>220lb (*s*) 647NHP<br>2D&1SB*15cf*GS302HS11225<br>Barclay,Curle&Co.Ld.Gls.<br>*uE*48'*f*171'1144*tFPT*71*t* | 33 · 6<br>s 6 · 9<br>27 · 1 |
| 16540<br>134698<br>JVLO | **Garthavon** **SteelAuxTwinScK**<br>*OilEng.*<br>(*ex*bargeBristolSafe) 1*Dk*<br>(*See Sailing Ship Register*) | 129<br>107<br>80 | | | | | 1904<br>Reblt<br>1912 | Jhn.Payne<br>Bristol | **MarineNav.Co.Ld.** | 92·4<br>Q35' | 17·8 | 8·0 | **Bristol**<br>British | Oil Engines 4S.C.SA<br>2Cy.13$\frac{11}{16}$"-13$\frac{3}{16}$"<br>NE17 10NHP<br>Plenty&Son,Ld.Newbury | |
| 16541<br>82960<br>TQFM | **Garthclyde** **IronAuxTwinScSr**<br>*OilEng.*<br>(*ex*Clyde) 1*Dk*<br>(*See Sailing Ship Register*) | 186<br>162<br>130 | | | | | 1883 | T.W.Tow-<br>ard&Co.<br>Newcastle | **MarineNav.Co.of**<br>**Canada,Ld.** | 115·6 | 20·2 | 10·1 | **Montreal**<br>British<br>*WB* | Oil Engines 10NHP<br>8Cy.5¾"-7" NE*fitted*17<br>GleniffeMotors,Ld.Gls. | |
| 16542 | **Gartheta** **SteelScSr**<br>(*ex*Planeta,*ex*Gloria,*ex*Commandante<br>Alvim,*ex*RosaLowndes,*ex*Corsican)<br>1*Dk* | *336*<br>*267*<br>*177* | ✠<br>8,92<br>✠ | Rio | *f* | | 1890<br>4mo | Mackie&<br>Thomson<br>Glasgow | **MarineNav.Co.of**<br>**Brazil,S.A.** | 148·0<br>Q79'B26'F21'<br>BK7"<br>*WB=DBa*35' | 23·6 | 10·5 | **R.Janeiro**<br>Brazilian<br>4*BHCem*91<br>29*tFPT*38*t* | T.3Cy.13",21½"&34"-27"<br>63NHP<br>1SB,*3pf*,GS45,HS983<br>Muir&Houston,Glasgow | 11 · 6 |
| ❊ 16543<br>95922<br>JSOV | **Garthloch** **IronAuxScSr**<br>*ss*Lon.No.1-21 *OilEng.* 1*Dk*<br>(*ex*SandPump *ss*Shl.2ndNo.3-1,18<br>DredgerNo.1,*ex*SirJosephPease,*ex*<br>Steamer) (*See Sailing Ship Register*) | 138<br>116<br>92 | ✠100A1<br>~~3,21~~ ~~1,18~~3,22<br>✠LMC~~12,17~~<br>4,21 | Shl<br>Lon | | ~~12,19~~<br>3,21 | 1889<br>7mo<br>*Lloyd* | Hepple&<br>&Co.<br>N.Shields<br>'*sA&CP* | **MarineNav.Co.of**<br>**Canada,Ld.** | 101·6<br>F19'<br>BK6¾" | 20·2 | 8·4 | **Stockton**<br>British<br>2*BHCem* | Oil Engine 2S.C.SA<br>2Cy.13$\frac{3}{16}$"-13¾" 26NHP<br>Plenty&Son,Ld.Newbury | 9 · 0<br>s 1 · 0<br>8 · 11 |
| 16544<br>[illegible] | **Garthlouis** **SteelSc**<br>*Now named "Sir Glynn," See No. 39260 in Supplement*<br>(*Tug*)<br>(*ex*Alexandra) 1*Dk* | 145<br>130<br>41 | | | | | 1915 | Hte.Veld-<br>huis<br>Papendrecht | **SirW.Garthwaite,**<br>**Bart.** | 98·3 | 20·1 | 8·2 | **London**<br>British | T.3Cy.12",18"&30"-16"<br>36NHP<br>Mchfbk.Bolnes,Bolnes | |
| 16545<br>79229<br>SWNK | **Gartmore** **IronScSr**<br>*ss*Gls.2ndNo.3-5,06<br>(*ex*Castilla, *ss*Bkn.No.1-11<br>*ex*Bedford) 2*Dks*(1*Irn*)3*trB* | 1774<br>1629<br>1122 | ✠<br>11,13 | Liv | *r* | | 1879<br>12mo | TyneI.S.<br>B.Co.<br>Newcastle | **The Admiralty** | 270·0<br>P25'B68'F32'<br>BK9½"<br>*WB* | 35·0 | 24·4 | **Glasgow**<br>British<br>5*BHCem*<br>=*DBa*80' | C.2Cy.33"&63"-39"<br>NDB88 187NHP<br>2SB,*4pf*,GS78,HS2960<br>N.E.MarineEng.CoLd.Sld | 25 · 8 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Dates of H. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16546<br>81969<br>TKSB | **Gartshore** IronScSr<br>ssGls.2ndNo.3-7.00<br>ssBkn.No.1-12<br>(*ex*Iberia, *ex*SaintGothard) 2*Dks*(1*Irn*)3*tr B* | 1564<br>1465<br>966 | ✠<br>9,13<br>✠ | Gls | *r* | | 1880<br>4mo | J Readhead &Co.<br>S.Shields | The Admiralty | 255·0\|34·2\|23·0<br>P27'F24'<br>ND02 BK9"<br>*WB=DBo* | S.Shields<br>British<br>4*BHCem*<br>78'*f*66'263*t* | C.2Cy.31"&59"-36"<br>NDB02 154NHP<br>2SB,4*pf*,GS66,HS2497<br>J.Readhead&Co.S.Shields | 24 " 2 | |
| 16547<br>132108 | **Garu** SteelScK<br>1*Dk* | 215<br>193<br>104 | | | ... | | 1911 | Cook, Welt'n&Gemmell Ld.Beverley | Grant&Baker SteamFishingCo. Ld. | 118·9\|21·5\|11·5<br>Q67'<br>BK8" | Grimsby<br>British | T.3Cy.12½",22"&35"-24"<br>67RHP<br>C.D.Holmes&Co.Ld.Hull | 12 " 3 | |
| 16548<br>114058<br>SKCP | **Garvelpark** SteelScSr<br>1*Dk* | 927<br>677<br>549 | | | | | 1901 | Scott&Co.<br>Greenock | M.Constant | 215·0\|31·5\|14·2<br>Q152'B19'F29' | Greenock<br>British<br>*WB* | T.3Cy.16",26"&44"-33"<br>99RHP<br>Scott&Co.Greenock | | C |
| 16549<br>5689<br>JVGC | **Gasaccumulator III.** SteelSc<br>*OilEng.*<br>1*Dk* | 133<br>65<br>89 | | | | | 1915 | Bergsunds M.V.Aktieb<br>Stockholm | SvenskaAktieb. Gasaccumulator | 77·5\|22·3\|8·7<br>B47' | Lidingö<br>Swedish | Oil Engine 2 S.C.SA<br>3Cy.13⅜"-14$\frac{3}{16}$" 38NHP<br>BergsundsM.V.Aktb.Skm. | | |
| 16550<br>2195<br>JFBS | **Gasaccumulator VII.** IronSc<br>(*ex*Tenö)<br>1*Dk* | 126<br>66<br>86 | | | | | 1875 | W.LindbergsAktieb<br>Stockholm | SvenskaAktieb. Gasaccumulator | 94·2\|17·6\|8·3<br>Q31' B37' H9*t* | Lidingö<br>Swedish | C.2Cy.11"&24"-21"<br>22NHP<br>W.LindbergsMek.V.,Skm. | | BT till 7,21 |
| 16551<br>106907<br>PNLS | **Gascon** SteelTwinSc3MstSr<br>*Ref.Mchy.* Sub.Sig. Wireless 3*Dks* | 6341<br>5186<br>3954 | | | | | 1897 | Harland& Wolff(Lim.)<br>Belfast | TheUnion-Castle MailS.S.Co.Ld. | 430·0\|52·2\|29·0<br>P67'B172'F69' | S'thamptn<br>British<br>*WB* | T.6Cy.19",31"&52"-48"<br>375NHP<br>Harland&Wolff(Lim.),Bel | | |
| 16552<br>143137<br>JWON | **Gasconier** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 5175<br>4723<br>3149 | ✠100A1<br>3,~~20~~ 12,21<br>✠LMC5,19 | Nwc<br>Ant | *y* | CL<br>12,21 | 1919<br>5mo<br>*Lloyd* | Vickers, Ld.<br>Barrow<br>'*sA&CP* | *Cell DB*345'1123*t DTa*28'1031*tFPT*121*tAPT*180*t*<br>LloydRoyalBelge (Gt.Britain),Ld. | 400·0\|52·4\|28·5<br>P49'B113'F49'<br>FK | London<br>British<br>7*BHptCem* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 490NHP<br>3SB,9*cf*,GS190,HS7020 FD<br>Vickers,Ld.Barrow | 31 " 0<br>s6 " 1½<br>25 " 3 | |
| 16553<br>144696<br>KGPM | **Gaslight** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 1696<br>1309<br>997 | ✠100A1<br>10,21~~8,20~~<br>✠LMC8,20 | Nwc | *q* | CL | 1920<br>8mo<br>*Lloyd* | WoodSkinner&Co.Ld.<br>Newcastle<br>'*sA&CP* | *CellDB*214' 448*t FPT*92*tAPT*150*t*<br>GasLight&Coke Co.(Stephenson Clarke&Co. *Mgrs.*) | 260·6\|37·7\|16·4<br>Q153'B*on*Q52'F29'<br>FK | London<br>British<br>4*BHCem* | T.3Cy.19",31"&51"-36" (*s*)<br>180lb 180NHP<br>2SB,4*cf*,GS73,HS2900<br>N.E.MarineEng.CoLdNwc | 18 " 7<br>s1 " 8½<br>17 " 2 | |
| 16554<br>PLMK | **Gaspare S.** IronAuxScBk<br>*Stm.Eng.*<br>(*ex*Montevideo,*ex*PapàEmanuele *ex*KnightoftheGarter) 2*Dks*<br>(*See Sailing Ship Register*) | 1456<br>—<br>1146 | | | ... | | 1877 | T.Royden &Son<br>Liverpool | ArmatoriRiuniti Liguri-Lombardi | 233·0\|37·9\|22·8<br>P50'F31'<br>BK9" | Genoa<br>Italian | T.3Cy.15¾",24⅘"&35⅗"-15¾"<br>50NHP<br>E*made*89*refitted* 18<br>B*made*97*refitted* 18<br>F.Schichau,Elbing | 24 " 7 | IV |
| 16555<br>215512<br>LHSF | **Gaspe** WoodAuxTwinScSr<br>1*Dk*<br>(*See Sailing Ship Register*) | 262<br>232<br>176 | | | | | 1917 | A.D.Story<br>Essex,Mass. | Gorton-Pew VesselsCo. | 122·6\|28·8\|10·4<br>P49'F22' | GlostrMas<br>Utd.States | Oil Engines 2S.C.SA<br>8Cy.12½"-14" NE15 57NH<br>FairbanksMorseCo.<br>ThreeRivers,Mich. | | |
| 16556<br>103514 | **Gaspé Trader** WoodAuxScK<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 209<br>174<br>142 | | | | | 1918 | H.A.Ellis<br>Barachois, P.Q. | H.A.Ellis | 117·8\|29·2\|9·8 | Gaspé,P.Q.<br>British | Oil Engines<br>6Cy.10½"-12½" 43NHP<br>FairbanksMorseCo.Ld.<br>ThreeRivers,Mich. | | |
| 16557 | **Gastein** SteelScSr<br>~~ssTri No.1-14~~<br>*Elec.light* 1*Dk*(*Stl*)&*Awngdk*(*Stl-ws*)<br>ssTri No.3-6,19 3*trB* | 3777<br>~~3817~~<br>3090<br>~~2361~~<br>2235 | ✠100A1<br>*Awngdk withfreeboard*<br>7,21<br>✠LMC6,19<br>~~Examined6,18~~ BS6,21 | Tri | *v* | CL<br>6,19 | 1910<br>1mo<br>*Lloyd* | Lloyd Austriaco<br>Trieste<br>'*sA&CP* | *WB=CellDBa*98'*uE*36'*f*122'476*tAPT*64*t*<br>LloydTriestino | 344·2\|45·5\|25·2<br>B160'<br>FK | Trieste<br>Italian<br>6*BHCem* | T.3Cy.23¼",37"&66"-48" (*r*)<br>200lb *180lb* 390NHP<br>2SB,6*cf*,GS126,HS5379 FD<br>LloydAustriaco,Trieste | 28 " 5 | |
| 16558<br>85685<br>JVND | **Gaston** IronSc<br>2*Dks* | 847<br>—<br>464 | | | | | 1881 | Harlan& HollngswthC<br>WlmngtnDel | GulfportFruit& S.S.Co.Inc. | 212·0\|31·5\|19·0 | Gulfport<br>Utd.States<br>*WB* | C.2Cy.26"&44"-36"<br>97NHP<br>Harlan&HollingsworthCo | | |
| 16559<br>220623<br>MBLP | **Gateway City** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Wireless Sub.Sig. | 5977<br>4971<br>3700 | *Fitted for oil fuel*9,20 *F.P. above* 150° F. | | ... | CL | 1920<br>9mo | Merchant S.B.Corp.<br>Harriman,Pa<br>CP | *CellDB*335' 1311*t MT*27' 846*t FPT*120*t APT*143*t*<br>UnitedStates ShippingBoard | 400·7\|54·2\|30·2<br>P36'B124'F44'<br>FK | Phildlphia<br>Utd.States<br>6*BHptCem* | 2 Steam Turbines geared to 1 Screw Shaft<br>200lb (*s*) 661NHP HS8700<br>3 Water Tube Boilers FD<br>WestinghouseElectric& Mfg Co.Essington,Pa. | 32 " 10 | |
| 16560<br>TBCD | **Gauja** SteelTwinSc<br>(*ex*Westerplatte)<br>*Elec.light Mchy.Aft* 1*Dk*<br>*Carrying Petroleum in bulk* | 1268<br>—<br>925 | | | | | 1915 | Howaldtswerke<br>Kiel | LatvianGovernment | 232·9\|34·5\|17·7<br>Q57'B24'F41' | Riga<br>Latvian<br>*Wb* | T6Cy.11$\frac{13}{16}$",19¼"&31½"-18⅛"<br>86NHP<br>Howaldtswerke,Kiel | | V |
| 16561<br>121030<br>HBTS | **Gaul** SteelScK<br>ssFlt.No.3-1,20<br>1*Dk* | 270<br>245<br>108 | ✠100A1<br>*StmTrawler*<br>11,20<br>✠LMC1,20<br>BS10,21 | Flt | | CL<br>1,20 | 1905<br>1mo<br>*Lloyd* | Cook, Welt'n&Gemmell<br>Beverley<br>'*sA&CP* | TheNewDocksStm TrawlngCo(Fleetwood)Ld(Taylor& TomlinsonLd *Mgs*) | 130·0\|22·0\|12·4<br>Q53'<br>BK7" | Fleetwood<br>British<br>4*BHCem* | T.3Cy.13",22"&36"-24" (*s*)<br>200lb 80RHP<br>1SB,2*cf*,GS37,HS1335<br>Amos&Smith,Hull | 13 " 1 | |
| 16562<br>MGCH | **Gaula** SteelScSr<br>1*Dk* | 1085<br>808<br>646 | | | | | 1910 | Bergens Mek.Værks<br>Bergen | Kulkompagniet av 1871 | 223·9\|33·2\|15·2<br>Q88*t*B113*t*H27*t*<br>F28*t* | Bergen<br>Norwegian<br>*WB* | T.3Cy.17",26½"&46"-30"<br>116NHP<br>BergensMekVærksBergen | | N |
| 16563<br>OHWT | **Gaulois** SteelScSr<br>Wireless 1*Dk* | 464<br>—<br>275 | | | | | 1903 | Claparède frères<br>Argenteuil | Soc"LesAffréteurs Réunis"(Jean Stern) | 164·3\|25·3\|16·7<br>H—F21' | Marseilles<br>French<br>*WB* | C.2Cy.20$\frac{3}{10}$"&35⅗"-25⅕"<br>53NHP<br>Claparèdefrères,Argnteuil | | V |
| 16564<br>OHWU | — SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 301<br>283<br>102 | | | | | 1907 | Atel.&Ch. deFrance<br>Dunkirk | EmileAltazin&Co. | 143·2\|22·9\|11·7 | Boulogne<br>French<br>*WB* | T.3Cy.13",22"&36"-25"<br>65NHP<br>Atel.&Ch.deFrance,Dun. | | V |
| 16565<br>98386<br>MLKQ | **Gauntlet** IronScK<br>(*Tug*)<br>(*ex*GooleNo.8) 1*Dk* | 149<br>139<br>12 | | | ... | | 1891 | J.P.Rennoldson&Sns.<br>S.Shields | ElliottStm.TugCo. Ld.(J.Page,*Mgr.*) | 100·0\|19·6\|11·4<br>BK6½" | London<br>British | T.3Cy.13¼",22"&36"-24"<br>75RHP<br>J.P.Rennoldson&Sns.SShl | 11 " 9 | |
| 16566<br>LBCD | **Gaupen** WoodScSr<br>1*Dk* | 772<br>538<br>416 | | | | | 1919 | Fjeldviks Skibsverft<br>Arendal | D/S A/S Kultransport(G.Evje,*Mgr.*) | 159·2\|32·2\|16·3<br>F27*t*B85*t*Q55*t*H32*t* | Bergen<br>Norwegian | T3Cy15",25"&40"-30"<br>Pusnæs 115NHP<br>Stöperi&M.V.Arendal | | N |
| 16567<br>NPSH | **Gautatyr** SteelScSr<br>(*ex*Austa)<br>1*Dk* | 1127<br>1006<br>674 | | | | | 1906 | Sunderlnd S.B.Co.Ld<br>Sunderland | D/S A/S Myren (Holm&Wonsild, *Mgrs.*) | 229·0\|35·0\|14·2<br>P21'B61'F26' | Copnhagn<br>Danish<br>*WB* | T.3Cy.16½",27"&44"-33"<br>111NHP<br>N.E.MarineEng.Co.Ld.Sld | | V |

| 1<br>Numero l'Ordre<br>Numero Officiel<br>ignaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ✱ 16568<br>MVHW | **Gaute**<br>Elec.light | **SteelScSr**<br>ssShl.No. 1-20<br>1Dk(Stl) | 1938<br>~~2072~~<br>1692<br>~~1315~~<br>1143 | ✠100A1<br>8,21 ~~1,21~~<br>✠LMC<br>MS2,20 BS5,20 | Sld<br>NYk | r | CL<br>N1,20 | 1916<br>8mo | Detroit<br>S.B.Co.<br>Wyandotte<br>A&CP | D/S A/S Avenir<br>(BiörnBiörnstad<br>&Co.Mgrs.)<br>CellD | 251·0<br>P28'B65'F27'<br>FK<br>B212' 545t FPT68t | 43·8 | 18·2 | Christiania<br>Norwegian<br>4BHCem<br>APT77t | T.3Cy.20",33"&54"-40' (s)<br>180lb 274NHP<br>2SB,6cf,GS126,HS3426<br>DetroitS.B.Co.Detroit | 20 • 2<br>• 2 • 9<br>17 • 9 |
| 16569<br>1669<br>HLFT | **Gauthiod** | **IronScSr**<br>1Dk&Shltrdk | 717<br>402<br>443 | | | | | $18\frac{73}{88}$ | J.&W.<br>Dudgeon<br>London | StockholmsRederiaktiebSvea<br>(H.Ericson,Mgr.) | 191·1<br>P123' H47t F19' | 24·8 | 11·6<br>19·1 | Stockholm<br>Swedish | T.3Cy.18",29¾"&48½"-29½"<br>128NHP<br>W.Lindbergs M.V.,Skm. | |
| 16570<br>141959<br>KHBC | **Gava**<br>Elec.light | **SteelScK**<br>1Dk | 257<br>234<br>100 | ✠100A1<br>StmTrawler<br>~~1,21~~ ~~10,20~~<br>2,22<br>✠LMC10,20 | Abn<br>Flt | | CL | 1920<br>10mo<br>Lloyd | A.Hall&<br>Co.Ld.<br>Aberdeen<br>'sA&CP | NewDocksSteam<br>TrwlingCo.(Fleetwood)Ld (Taylor&<br>Tomlinson,Ld.<br>Mgrs.) | 125·6<br>Q70'F15'<br>BK7½'<br>Wing tanks inER5t | 23·1 | 12·6 | Fleetwood<br>British<br>4BHCem | T.3Cy.13",22"&36"-27" (s)<br>180lb 93RHP<br>1SB,3pf,GS51,HS1697<br>A.Hall&Co.Ld.Aberdeen | 13 • |
| 16571<br>HGPQ | **Gavião**<br>Elec.light | **SteelScSp**<br>1Dk | 163<br>—<br>132 | | | | | 1913 | Cox&Co.<br>Engineers,Ld<br>Falmouth | EmpresaFunchalesa de Cabotagem<br>Ltda. | 106·4 | 21·0 | 10·3 | Funchal<br>Portuguese | C.2Cy.13½"&26"-30" 37NHP<br>E&B made97refitted18<br>Ramage&Fergusn,Ld.,Lth | |
| 16572<br>139207<br>JMDB<br>Wrecked10,21 | **Gavina**<br>Elec.light | **SteelScK**<br>ssFltNo.1-19<br>1Dk | 289<br>266<br>115 | ✠~~100A1~~<br>StmTrawler<br>7,19<br>✠~~LMC7,19~~ | Flt | | CL<br>7,19 | 1916<br>1mo<br>Lloyd | Cochrane<br>&Sons,Ld.<br>Selby<br>'sA&CP | J.Marr&Son,Ld.<br>(J.A.Robertson,<br>Mgr.) | 130·2<br>Q73'F19'<br>BK7½" | 23·5 | 12·8 | Fleetwood<br>British<br>4BHCem | T.3Cy.13",23"&37"-24" (s)<br>200lb 84RHP<br>1SB,3pf,GS46,HS1370<br>C.D.Holmes&Co.Ld.Hull | 13 • |
| 16573<br>HNDR | **Gaviota**<br>(exSeagull,exYelwa,<br>exSeagull) | **SteelScCtr**<br>Mchy.Aft 1Dk | 243<br>—<br>72 | | | ... | | 1899<br>8mo | T.B.Seath<br>&Co.<br>Rutherglen | G.Vigil-Escalera | 118·0<br>FK | 22·0 | 10·4 | Teneriffe<br>Spanish | C.2Cy.16"&33"-20"<br>50NHP<br>Fisher&Co.Paisley | 11 • 3 |
| 16574<br>R | **Gavlfjord**<br>(exBorgaröy.exToronto) | **IronScK**<br>(Trawler)<br>1Dk | 129<br>129<br>43 | | | ... | | 1896 | CookWelt'n&Gemmell<br>Hull | A/S Sortland<br>Fiskeriselskap (G.<br>A.Ellingsen,Mgr. | 98·4<br>BK7½" | 20·5 | 11·0 | Sortland<br>Norwegian<br>WB | T.3Cy.10¼",16½"&25½"-20'<br>34NHP<br>Amos&Smith,Hull | 11 • 1 |
| 16575 | **Gavrion**<br>(exEnglishman) | **SteelScK**<br>ssHul.No.2-11<br>(Tug) 1Dk | 101<br>87<br>6 | ✠<br>12,13<br>For River service<br>✠ | Hul | | | 1904<br>9mo | J.P.Rennoldson&Sns.<br>SouthShields | M.Embiricos&Co. | 90·2<br>BK5"<br>WB | 18·1 | 9·3 | Andros<br>Greek<br>4BHCem<br>=APT8t | C.2Cy.16"&34"-22"<br>58NHP<br>1SB,2pf,GS31,HS1062<br>J.P.Rennoldsn&Sns,S.Shl. | 10 • |
| 16576<br>OHXL | **Gavroche**<br>Elec.light | **SteelSc**<br>(Trawler) | 290<br>—<br>115 | | | | | 1916 | Smith's<br>Dk.Co.Ld.<br>Middlesbro' | "LePetitParisien" | 130·6<br>F31' | 23·6 | 13·5 | Cherbourg<br>French | T.3Cy.12",21"&34½"-26'<br>61NHP<br>Smith'sDockCo.Ld. | |
| 16577<br>54 | **Gavrül**<br>(exAbos) | **Steel**<br>(Tug)<br>1Dk | 350<br>—<br>124 | | | | | 1897 | ............<br>Glasgow | VladivostokMerchants'Mutual<br>CreditCo. | 80·0 | 16·0 | 9·0 | Vladvostk<br>Russian | C.2Cy.13"&18"-26"<br>14NHP | |
| 16578<br>86151<br>KJOG | **Gay Head** | **WoodPad**<br>1Dk | 701<br>—<br>443 | | | | | 1891 | ............<br>Philadelphia | NBedford,Marthas<br>Vineyard&NantucketSteambtCo. | 203·0 | 34·0 | 11·6 | N.Bedford<br>Utd.States | B.1Cy.50"-120"<br>Pusey&JonesCo. 212NHP<br>Wilmington,Del | |
| 16579<br>HNCR | **Gayarre** | **WoodScSr** | 225<br>—<br>116 | | | | | 1916 | ............<br>Aviles | Soc.Anon.deNav.<br>Palma | 101·9 | 24·3 | 11·3 | Huelva<br>Spanish | C.2Cy.13"&24½"-18"<br>22NHP<br>M.Mercador,S.Sebastian | |
| ✱ 16580<br>HGAZ | **Gaza**<br>(exHof) Wireless<br>Well deck Elec.light | **SteelScSr**<br>ssLis.No.1-19<br>2Dks(Stl)&lowerdk<br>beams inNo.1hold | 4705<br>4331<br>2891 | ✠100A1<br>8,21 ~~12,20~~<br>BS12,20 ✠LMC9,19 | Lis | z | CL<br>12,20 | 1914<br>3mo<br>Lloyd | Akt.Ges.<br>"Neptun"<br>Rostock<br>'sA&CP | Requisitioned by<br>thePortuguese<br>Government<br>(TransportesMaritimos doEstado)<br>CellDBal | 400·0<br>P&B321'F54'<br>FK | 53·9 | 26·0 | Lisbon<br>Portuguese<br>7BHCem<br>21'uE&B56' | T.3Cy.28½",47½"&77½"-48"<br>213lb (s) 653NHP<br>3SB,9cf,GS261,HS9688 FD<br>A.G."Neptun,"Rostock<br>f178'1254tFPT85tAPT5t | 28 • |
| 16581<br>144192<br>KFDR | **Gazana**<br>Elec.light Wireless<br>Cargo battens not fitted in 'tween dks | **SteelSc**<br>2Dks(Stl) | 5284<br>4821<br>3191 | ✠100A1<br>5,22 ~~9,20~~<br>✠LMC5,20 | Mdb | y | CL | 1920<br>3mo<br>Lloyd | Craig, Taylor&Co.Ld.<br>Stockton<br>'sA&CP | BritishIndiaStm.<br>Nav.Co.Ld.<br>CellDB | 400·0<br>P49'B113'F40'<br>FK<br>336'1015t FPT128t | 52·4 | 28·4 | Glasgow<br>British<br>7BHCem<br>APT207t | T.3Cy.27",44"&73"-48' (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Blair&Co.Ld.Stockton | 31 •<br>• 6 •<br>25 • 3 |
| 16582<br>93436<br>MBFT | **Gazelle**<br>Elec.light | **SteelTwinScSr** | 613<br>479<br>226 | | | | | 1889 | Laird Bros.<br>Birkenhead | Gt.WesternRly.Co | 235·5<br>Q22t F3t | 27·6 | 13·1 | Milford<br>British | T.6Cy.16½",26"&41"-30"<br>NB95-96 184NHP<br>LairdBros.,Birkenhead | |
| 16583<br>OHXM | — | **SteelPadSr**<br>1Dk | 173<br>—<br>72 | | | | | 1884 | ANormand<br>Havre | Cie.Normande de<br>Nav.àVap. | 154·2 | 20·3 | 9·6 | Havre<br>French | C.2Cy.29½"&47½"-38"<br>NB10 115NHP<br>A.Normand,Havre | |
| 16584<br>For full particulars See No. 37507 in Supplement | **Gaztelu**<br>Elec.light | **SteelSc**<br>Longitudinal framing | 3812<br>—<br>2802 | 100A1<br>(ClassContemplated) | | | | 1921 | Echevarrieta y<br>Larrinaga<br>Cadiz | Cia.Naviera<br>Bermeo | 331·0<br>P31'B91'F82' | 48·0 | 23·3 | Spanish | T.3Cy.25",41"&68"-45'<br>J.G.Kincaid&Co.Ld.Grk. | |
| ✱ 16585<br>116996<br>KQHP | **Gdansk**<br>(exSierra)<br>Elec.light Ref.Mchy.<br>Sub.Sig. Wireless | **SteelTwinSc**<br>ssS.Fo.No.3-8,13<br>ssNYk.No.2-20<br>3Dks(Stl-Uws)&<br>Spar dk(Stl-ptws) | 6135<br>5370<br>3750 | ✠100A1<br>Spar dk<br>~~3,21~~ ~~12,20~~<br>7,21<br>✠LMC12,20<br>Fitted for oil fuel 3,10 | NYk | z | CL<br>~~12,20~~<br>~~1,21~~<br>N7,21<br>F.P. above 150°F. | 1900<br>10mo | W.Cramp<br>&SonsCo.<br>Philadelphia<br>A&CP | PolishAmerican<br>Nav.Corp.<br>CellDBa<br>82' uE&B 130' | 400·0<br>FK<br>f46' 747t FPT121t | 50·2 | 25·9<br>34·0 | NewYork<br>Utd.States<br>6BHCem<br>APT134t | T.6Cy.28",46"&75"-48" (s)<br>175lb 1036NHP<br>8SB,24cf,GS408,HS15000FD<br>W.Cramp&SonsS&E.B.Co | |
| 16586 | **Gebr. Bodewes V.** | **SteelSc**<br>(Tug)<br>1Dk | 122<br>115<br>4 | | | | | 1916 | Gebr.G.&<br>H.Bodewes<br>Martenshoek | Gebr.G.&H.<br>Bodewes | 87·4 | 20·6 | 9·8 | Martenshoek<br>Dutch | T3Cy$11\frac{3}{8}$",$18\frac{1}{16}$"&31½"-$17\frac{1}{16}$"<br>N.V.Machf. 42NHP<br>"Fulton,"Martenshoek | |
| 16587 | **Gebr. Bodewes VIII.** | **SteelSc**<br>(Tug)<br>1Dk | 113<br>128<br>11 | | | | | 1917 | Gebr.G.&<br>H.Bodewes<br>Martenshoek | Gebr.G.&H.<br>Bodewes | 93·5 | 21·3 | 10·4 | Martenshoek<br>Dutch | T3Cy$12\frac{7}{8}$",$19\frac{3}{16}$"&$33\frac{1}{16}$"-$19\frac{3}{16}$"<br>N.V.Machf. 49NHP<br>"Fulton,"Martenshoek | |
| 16588 | **Gebrüder Bracke**<br>Elec.light | **SteelSc**<br>(Trawler)<br>1Dk | 232<br>223<br>88 | | | | | 1907 | Eiderwerft<br>Act.Ges.<br>Tönning | F.A.Pust | 125·2<br>F18' | 23·1 | 12·4 | Gstemnde<br>German<br>WB | C.3Cy.(2)$10\frac{5}{16}$"&24½"-$22\frac{1}{16}$"<br>E built07,altered09 23NHP<br>Eiderwerft,A.G.,Tönning | |
| 16589 | **Gedania**<br>Elec.light Wireless<br>Sub.Sig. | **SteelSc**<br>Fitted for oil fuel<br>2Dks&Shelter dk<br>Carrying Petroleum in bulk<br>Longitudinal framing | 8966<br>7887<br>5107 | | | | | 1919 | Howaldtswerke<br>Kiel | Baltisch-Amer.<br>Petrol.Import<br>G.m.b.H. | 498·9 | 64·0 | 31·7 | Danzig<br>WB | Q.4Cy.25½",36½"52"&74½"-52"<br>404NHP<br>Howaldtswerke,Kiel | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16590<br>132365<br>HVFS | Geddington Court SteelScSr<br>~~ssBry.No.1-18~~<br>Wireless ssShl.No.2-21 1Dk(Stl) | 4013<br>~~3980~~<br>3819<br>~~2485~~<br>2490 | ✠100A1<br>~~9,21~~ ~~6,19~~5,22<br>~~BS6,20~~ ✠LMC<br>Carrying oil | Lon<br>~~Shl~~ Npt<br>fuel F.P. | x<br>~~7,18~~<br>9,21 | CL<br>~~8,18~~<br>9,21<br>above1 | 1912<br>1mo<br>Lloyd<br>50° F. | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'sA&CP<br>in DB | CourtLine,Ld.<br>(Haldin&Co.Ld.<br>Mgrs.) WB=<br>CellDBa&uE150'f | 375·1<br>P45'B225'F34'<br>160'1056t FPT126t | 51·3 | 24·2<br>FK | London<br>British<br>6BHCem<br>APT103t | T.3Cy.26",42"&70"–48" (s)<br>180lb 385NHP<br>3SB.9cf,GS183.HS6169<br>Blair&Co.Ld.Stockton | 26 ″ 9<br>s 3 ″ 10<br>23 ″ 8 | |
| 16591<br>110753<br>LPCK | Gedney WoodSc<br>(Tug) | 728<br>—<br>366 | | | | | 1887 | ..................<br>Wilmington,<br>Del. | ReadingCo. | 156·6 | 36·6 | 15·6 | Phildlphia<br>Utd.States | | | |
| 16592 | Geertruida XI. SteelSc<br>(Tug)<br>1Dk | 136<br>130<br>— | | | | | 1916 | Scheepswrf<br>Baanhoek<br>Sliedrecht | L.Gardella | 90·2 | 20·0 | 10·8 | Genoa<br>Italian<br>WB | T.3Cy.12½",21"&33"–18"<br>46NHP<br>L.Straatman,Dordrecht | | V |
| 16593 | Geervliet SteelScSr<br>Elec.light 1Dk | 1013<br>794<br>592 | | | | | 1920 | deHaan&<br>Oerlemans<br>Heusden | NationaleStoomvaartMaats.<br>(Soetermeer,<br>Fekkes&Co.Mgrs) | 216·6<br>Q51'P13'B59'F26' | 34·6 | 13·4 | Rottrdam<br>Dutch | T.3Cy.15¾",25⅝"&41$\frac{5}{16}$"–27⅝"<br>90NHP<br>Burgerhout,Rotterdam | | |
| 16594 | Geeste SteelScSr<br>(Trawler)<br>1Dk | 233<br>217<br>85 | | | | | 1911 | J.Frerichs<br>&Co.A.G.<br>Einswarden | DeutscheDampfischereiGes.Nordsee | 118·2<br>F18' | 22·6 | 12·5 | Nordnham<br>German<br>WB | T3Cy.12½",19½"&31½"–22$\frac{1}{16}$"<br>47NHP<br>J.Frerichs&Co.Osterholz | | |
| 16595 | Geestemünde SteelSc<br>(Tug)<br>1Dk | 107<br>97<br>9 | | | | | 1908 | Bremer<br>Vulkan<br>Vegesack | Schleppschiff.Ges.<br>Unterweser | 84·3 | 19·7 | 9·9 | Bremen<br>German<br>WB | T.3Cy.9⅞",15$\frac{7}{10}$"&26"–17$\frac{7}{10}$"<br>HS1076 52NHP<br>BremerVulkan,Vegesack | | |
| 16596 | Gefion SteelSc<br>Elec.light 1Dk | 2520<br>2200<br>1440 | | | | | 1921 | ForthS.B.<br>&Eng.Co. Ld.<br>Alloa | A/S D/S Gefion<br>(A.Halvorsen,<br>Mgr.) | 295·7<br>P27'B90'F31' | 43·6 | 20·6 | Bergen<br>Norwegian<br>WB | T.3Cy.20½",33"&54"–39"<br>182NHP<br>Earle'sCo.Ld.Hull | | |
| 16597<br>5440<br>JTFV | — SteelScSr<br>ssSkm.No.1-17<br>Well deck 1Dk(Stl) | 640<br>441<br>260 | ✠100A1<br>9,20<br>BS5,20 ✠LMC6,17 | Skm | i | 8,19 | 1913<br>2mo<br>Lloyd | VanVliet<br>&Co.<br>Hardinxveld<br>'sA&CP | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson,Mgr.)<br>WB | 169·3<br>Q89'B15'F24'<br>=DBa33' 35t FPT | 28·3 | 12·3<br>FK | Stockholm<br>Swedish<br>4BHCem<br>44tAPT18t | T.3Cy.14",23"&37"–24" (s)<br>180lb 100lb 94NHP<br>1SB,3pf,GS51,HS1750<br>ShieldsEng.Co.Ld.N.Shl. | 13 ″ 5<br>s ″ 7<br>13 ″ 0 | |
| 16598<br>NMJB | — IronPadSr<br>1Dk | 362<br>295<br>194 | | | | | 1874 | Burmeister<br>&Wain<br>Copenhagen | Dmpskib.Selsk.<br>Öresund(C.<br>Paepcke,Mgr.) | 192·6<br>P33t H59t | 23·1 | 10·2<br>len90 | Copenhgn<br>Danish | C.4Cy.22"&44"–42"<br>209NHP<br>Burmeister&WainCpnhgn | | |
| 16599<br>4567<br>JPTQ | Gefle IronScSr<br>ssGfl.3rdNo.3-11,20<br>(exReal,exAquitaine)<br>Wireless 1Dk(Irn)2trB<br>Now named "Marcato," See No. 38443 in Supplement | 1651<br>1406<br>951 | ✠100A1<br>11,20<br>✠NB10,95 ✠LMC11,20 | Gfl | r | 10,19 | 1883<br>1mo | J.Blumer<br>&Co.<br>Sunderland<br>&CP | Ångf.Aktieb.Gefle<br>(E.Brodin,Mgr.)<br>WB=Ce | 261·6<br>P32'B53'H42tF26'<br>llDBa70'uE&B34' | 38·0 | 17·3<br>BK9½" | Torö<br>Swedish<br>4BHCem<br>f108'456t | C.2Cy.31"&60"–39" (e)<br>80lb 177NHP<br>2SB,6pf,GS87,HS2948<br>T.Clark&Co.Newcastle | 19 ″ 10<br>s 3 ″ 0½<br>17 ″ 9 | |
| 16600<br>2585<br>HPFV | — IronScSr<br>1Dk&Shltrdk | 520<br>260<br>376 | | | | | 1871 | Bergsund<br>Mek.Verks.<br>Stockholm | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson,Mgr.) | 164·1<br>H28t | 25·0 | 11·5<br>18·6 | Stockholm<br>Swedish | C.2Cy.19½"&38"–26¼"<br>62NHP<br>BrgsndsMek.Vrks.,Skm. | | |
| 16601 | Geheimrat Schutte SteelSc<br>(Trawler) | 226 | | | | | 1918 | H.C.Stülcken,Sohn<br>Hamburg | | 119·0 | 24·1 | 13·1 | British | | | |
| 16602<br>[illegible]<br>KGFC | Geierfels SteelSc<br>Now named "City of Bagdad," See No. 36748 in Supplement<br>Wireless 2Dks | 7490<br>[illegible]<br>4698 | | | | | 1919 | J.C.Tecklenborg A.G.<br>Geestemünde | ~~TheShippingController(G.Thompson&Co.Ld. Mgrs)~~<br>EllermanLinesLd. | 469·4 | 58·4 | 32·3 | London<br>British<br>WB | T.3Cy.31½",50⅜"&82$\frac{7}{10}$"–54$\frac{1}{10}$"<br>502NHP<br>J.C.TecklenborgA.G.Gst. | 35 ″ 0<br>s 8 ″ 2<br>27 ″ 3 | |
| 16603<br>NRBT | Geir SteelSc<br>(Tug)<br>Elec.light 1Dk | 319<br>286<br>115 | | | | | 1908 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | Em.Z.Svitzer's<br>Bjerg.Entreprise | 137·7 | 25·9 | 12·7 | Copnhagn<br>Danish<br>WB | T3Cy14⅜"23$\frac{5}{16}$"&38$\frac{5}{16}$"–25$\frac{19}{32}$"<br>HS1774 98NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 16604 | — SteelScK<br>ssLon.No.2-19<br>(exSialkot) 1Dk<br>Elec.light | 308<br>283<br>138 | ✠100A1<br>StmTrawler<br>2,22 ~~2,20~~<br>~~BS2,20~~ ✠LMC4,19 | Lon<br>Gms<br>BS10,21 | | CL<br>4,19 | 1912<br>12mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | GeirFishingCo. | 135·2<br>Q74'F22' | 23·5 | 12·2<br>BK8" | Reykjavik<br>Icelandic<br>4BHCem | T.3Cy.13",23"&37"–24" (s)<br>200lb 84RHP<br>1SB,3pf,GS47,HS1400<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 1 | |
| 16605<br>JRNS | Geiranger Iron&SteelScSr<br>1Dk | 201<br>100<br>113 | | | | | 1885 | Martens,<br>Olsen&Co.<br>Bergen | A/S Söndmöre<br>Dampskibsselskab | 110·0<br>Q24t B25t<br>F15t | 18·3 | 7·6<br>H6t | Aalesund<br>Norwegian<br>WB | C.2Cy.15"&29"–18"<br>NB96 30NH<br>Martens,Olsen&Co.Bergen | | |
| 16606<br>8350<br>JQKT | Geiyo Maru WoodScSp<br>2Dks | 164<br>154<br>83 | | | | | 1905 | N.Nakajo<br>Misato | OsakaShosen<br>KabushikiKaisha | 107·7 | 16·2 | 12·5 | Osaka<br>Japanese | T.3Cy.9¼",15"&24¾"–18"<br>26NHP | | |
| 16607 | Gekko SteelTwinSc<br>(Tug)<br>1Dk | 233 | | | | | 1916 | Burn&Co.<br>Ld.<br>Calcutta | Govt.ofIndia<br>(ChittagongHarbourBoard,Mgrs.) | 120·0 | 23·0 | 12·0 | Chittagng<br>British<br>WB | C.4Cy.15"&30"–21"<br>69NHP | | |
| 16608 | Gelderland SteelScSr<br>ssRot.No.2-20<br>Wireless 1Dk(Stl)<br>Cargo battens not fitted | 1877<br>1587<br>~~1150~~<br>1106 | ✠100A1<br>3.22 ~~3,21~~<br>~~BS7,21~~ ✠LMC7,20<br>BS3,22 | Shl<br>Rot | r | CL<br>~~3,21~~<br>3,22 | 1913<br>2mo | Schpw.v.<br>JanSmit,Czn<br>Alblasserdm<br>A&CP | Scheepvaart&<br>SteenkolenMaats.<br>WB=CellDBa82' | 272·0<br>B63'F31'<br>uE&B35' f112' 571t | 40·0 | 18·1<br>FK | Rotterdam<br>Dutch<br>4BHCem<br>APT142t | T.3Cy.20",32"&52"–39"<br>180lb 203NHP<br>2SB,6cf,GS101,HS3450<br>Maats.deSchelde,Flushing | 20 ″ 6 | |
| 16609 | — SteelSc<br>1Dk(ptStl-teak s)<br>Elec.light Wireless | 449<br>378<br>66 | ✠100A1<br>~~9,21~~ ~~2,21~~ 5,22<br>For towing purposes<br>✠LMC2,21 | ~~H.I.~~<br>~~Ambacht~~ | j<br>Rot | CL | 1921<br>1mo | Jonker&<br>Stans<br>HendrikIdo<br>Ambacht<br>A&CP | BureauWijsmuller<br>DTf16'60tWing | 144·8<br>B40'F12'onRD<br>RFD70'<br>tanks a 15' 28t FPT | 27·3 | 13·4<br>BK7" | 'sGravnhge<br>Dutch<br>4BHCem<br>21tAPT31t | T.3Cy.16½",27½"&45¼"–29½"<br>199lb (s) 162NHP<br>2SB,4cf,GS86,HS2938<br>Mach.Fabriek.<br>Delftshaven,Delftshaven | 14 ″ 1<br>s 1 ″ 8<br>13 ″ 1 | |
| 16610<br>4463<br>JPLD | Gellivare SteelSc<br>Turret deck Elec.light Mchy.Aft 1Dk<br>Wireless | 1928<br>1597<br>1144 | | | | | 1905 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Trafikaktiebolaget Grängesberg-Oxelösund<br>(G.Dillner,Mgr.) | 276·4<br>P34'H68t<br>Turret280t | 38·5 | 18·9 | Stockholm<br>Swedish<br>WB | T.3Cy.21",35"&57"–39"<br>202NH<br>W.Doxford&Sons,Ld.Sld. | | V |
| 16611<br>NSWM | Gelria ssAms.No.2-21 SteelTwinScSr<br>~~ssAms.No.1-21~~ ~~ssAms.No.1-17~~<br>Elec.light 2Dks(Stl)&Shelter dk<br>Ref.Mchy.Wireless Sub.Sig.(Stl-teak s) | 13868<br>9451<br>~~8520~~<br>8121 | ✠100A1<br>Shelter dk<br>with freeboard<br>~~6,21~~ ~~4,21~~ ~~10,21~~<br>12,21<br>~~BS4,21~~ ✠LMC5,17<br>BS4,22 | Ams | i † | CL<br>9,20<br>9,21 | 1913<br>10mo<br>Lloyd | A.Stephen<br>&Sons,Ld.<br>Glasgow<br>'sA&CP | Koninkl.HollandscheLloyd<br>WB=CellDB<br>a125'uE&B150'f | 541·1<br>P&B395'F99'<br>206'1781tFPT147t | 65·8 | 35·3<br>FK | Amstrdam<br>Dutch<br>8BHCem<br>APT117t | Q.8Cy.28",40",57"&82"–54"<br>220lb (r) 1725NH<br>3D&3SB(FD).&3SB,36cf,<br>GS718,HS27867 FI<br>A.Stephen&Sons,Ld.Gls. | 39 ″ 0<br>s 10 ″ 9<br>28 ″ 9 | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16612<br>140525 | **Gelves** SteelSc<br>1*Dk*(*Stl*)&*Shelterdk*(*Stl*)<br>*Elec.light* Wireless | 1796<br>1545<br>942 | ✠100A1<br>*Shelter dk withfreeboard*<br>9,21 ✠LMC9,21<br>~~(*ClassContemplated*)~~ | Liv | *r* | CL | ~~1920~~<br>1921<br>9mo<br>~~8mo~~<br>*Lloyd's* | H.&C.<br>Grayson,Ld.<br>Liverpool<br>*A&CP* | ~~Compañia NavieraSevillana~~<br>IsaacsLineLd(M.<br>Isaacs&Sons.Ld.*Mgrs.*)<br>*CellDB224'4* | ~~205·0~~ 204·5\|41·2\|18·7<br>FK<br>*Collision*<br>0*tFPT*68*tAPT*18*t* | London British<br>~~Seville~~<br>~~Spanish~~<br>*Cem*<br>*BHtoShdk*<br>3 ,, ,, *U* ,, | T.3Cy.21",34"&56"-36" (*s*)<br>180lb *100lb* 252NHP<br>2SB,*6cf*,GS118,HS4550<br>McKie&Baxter,Ld.Gls. | 21 ′ 0<br>s1 ′ 3<br>20 ′ 1 |
| 16613<br>72758 | **Gem** IronScSr<br>1*Dk* | 120<br>89<br>33 | | | | | 1880 | Boyd&Co.<br>Shanghai | **TakuTug&Lighter Co.** | 80·0\|16·5\| 8·7<br>H31*t* | **Shanghai**<br>British | C.2Cy.18"&36"-16"<br>35RHP<br>Boyd&Co.,Shanghai | |
| 16614<br>23804<br>RFPS | **Genchu Maru** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 3206<br>2676<br>1955 | ✠100A1<br>11,21 ~~12,20~~<br>✠LMC~~12,20~~ 11,21 | Kob | *u* | CL<br>12,20 | 1918<br>11mo | Ishikawa-jimaS.B.&E.<br>Co.Ld. Tokio<br>A&CP | **UyenishiKisen KabushikiKaisha**<br>*CellDB262'587tFPT* | 305·0\|43·9\|27·3<br>P30'B92'F25'<br>FK | **Shinagawa**<br>Japanese<br>5*BHCem*<br>58*tAPT*56*t* | T.3Cy.22",37"&61"-42" (*s*)<br>180lb 279NHP<br>2SB,*6cf*,GS92,HS3640 FD<br>IshikawajimaSB&E.CoLd. | 27 ′ 4 |
| 16615<br>210735<br>LCQM | **Gene Crawley** SteelScSr<br>*ss*NOs.No.2-21 ~~*ss*N.Yk.No.1-17~~<br>(*ex*GeorgeHawley) 1*Dk*(*Stl*)<br>*Elec.light Mchy.Aft* Wireless<br>*Cantilever framed Topside tanks* | 3185<br>2754<br>2489 | ✠100A1<br>5,21 ~~7,20~~<br>~~BS1,20~~ BS2,22 ✠LMC~~8,17~~ 5,21<br>*CarryingPetroleum in bulk F.P. above 150° F.*<br>*Fitted for oil fuel* 3,17 | NOs | *t* | ~~CL~~<br>~~1,20~~<br>5,21 | 1912<br>11mo | Gt.Lakes<br>Eng.Works<br>Ashtabula<br>A&CP | ~~SinclairGulfCorp.~~<br>SinclairNavigationCo.<br>*CellDBuE&B42'f213'774tFPT180tAPT50tTopside tanks173'468t* | 304·7\|43·7\|25·3<br>P122'F25'<br>len17<br>FK | **NewYork**<br>Utd.States<br>10*BHCem* | T.3Cy.21",34½"&57"-42" (*s*)<br>175lb 274NHP<br>2SB,*4cf*,GS82,HS3908 FD<br>Gt.LakesEng.Wks.Detroit | 27 ′ 6 |
| 16616 | **General** SteelTwinScSr<br>Sub.Sig. Wireless *Elec.light* 2*Dks*<br>*Now named* "Azay-le-Rideau," *See No.* 36241 *in Supplement* | 8063<br>5786<br>4541 | | | | | 1910 | Blohm&<br>Voss<br>Hamburg | **FrenchGovernment** | 449·1\|54·3\|29·6<br>P&B303'F88' | French<br>*WB* | Q.8Cy.22½",32½",48"&70½"-49½"<br>690NHP<br>Blohm&Voss,Hamburg | |
| 16617<br>86056 | — SteelSc | 332<br>—<br>201 | | | | | 1889 | Continent-al IronWks.<br>BrooklynNY | **NewEnglandS.S. Co.** | 130·0\|25·1\| 9·4 | **Newport, R.I.**<br>Utd.States | C.2Cy.17"&32"-24"<br>42NHP | |
| 16618<br>109031<br>QDJH | — IronScK<br>*ss*Gms.No.3-8,10<br>*ss*Gms.No.1-14<br>1*Dk* | 191<br>175<br>76 | ✠<br>*StmTrawler*<br>1,16<br>✠NB8,12 ✠ | Flt | | | 1898<br>5mo | Cochrane&<br>Cooper,Ld.<br>Beverley | **HeskethSteam Trawlers,Ld.<br>(Taylor&Tomlinson,Ld.*Mgrs.*)** | 112·7\|21·0\|11·6<br>Q27'<br>ptND12<br>BK7½" | **Fleetwood**<br>British<br>4*BHCem* | T.3Cy.11¾",20"&32"-23"<br>50RHP<br>1SB*2pf*,GS34,HS1080<br>Bailey&Leetham,Hull | 12 ′ 3 |
| 16619<br>539<br>LMAV | **General A. A. Brousiloff**<br>(*ex*Peterhof, SteelPadSr<br>*Elec.light ex*KönigChristian) 1*Dk* | 395<br>—<br>182 | | | | | 1885 | Akt.Ges.<br>"Vulcan"<br>Stettin | **Azoff-BlackSea S.S.Co.** | 191·2\|21·8\|10·5<br>B60'H40*t* | **Taganrog**<br>Russian | C.2Cy.32½"&61"-49½"<br>NB97 218NHP<br>A.G."Vulcan,"Stettin | |
| 16620 | **General Archinard** SteelScSr<br>~~*ss*DakarNo.1-20~~<br>*ss*DakarNo.2-20 1*Dk* | 461<br>343<br>296 | ✠100A1<br>4,22 ~~4,20~~<br>✠LMC4,20<br>BS10,21 | Dakar | *g* | N4,20 | 1912<br>10mo | JohsBerg<br>Delfzijl<br>A&CP | **Soc.Anon.des Messageries Africaines** | 165·9\|25·2\| 9·9<br>P23'B58'F27'<br>FK | **Dakar**<br>French<br>4*BHCem* | C.2Cy.14$\frac{9}{16}$"&29$\frac{5}{16}$"-16½" (*s*)<br>150lb 66NHP<br>1SB,*2cf*,GS42,HS1525<br>JohsBerg,Delfzijl | 11 ′ 4<br>s1 ′ 1½<br>10 ′ 6 |
| 16621<br>OHZB | **Général Baratier** WoodAuxTwin Sc5MstSr<br>*Elec.light Mchy.Aft* 2*Dks*<br>(*See Sailing Ship Register*) | 2114<br>1816<br>1583 | | | | | 1918 | Foundat'n<br>S.B.Co.<br>Portland,Or. | **FrenchGovernment** | 259·6\|45·5\|22·5<br>P42'F29' | **Bordeaux**<br>French | T.6Cy.10",16½"&26"-24"<br>66NHP<br>HarrisburgFndry&Mach. Wks,Harrisburg,Pa. | |
| 16622<br>144028<br>KDBV | **General Birdwood** SteelScK<br>*Mchy.Aft* 1*Dk*(*Stl*-ws) | 324<br>287<br>129 | ✠100A1<br>*StmTrawler*<br>~~9,23,20~~<br>5,22 ~~12,21~~<br>✠LMC11,19 | Hul | | 5,22 | 1919<br>11mo<br>*Lloyd's* | Cochrane<br>&Sons,Ld.<br>Selby<br>*A&CP* | **HellyerBros.Ld.** | 138·3\|23·7\|12·7<br>Q78'F19'<br>BK7½" | **Hull**<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 87NHP<br>1SB,*3pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ′ 6 |
| 16623<br>139779 | **General Botha** SteelScK<br>1*Dk* | 245<br>228<br>92 | ✠100A1<br>*StmTrawler*<br>12,19 ✠LMC11,16 | Abn | | CL<br>10,19 | 1916<br>11mo<br>*Lloyd's* | Cochrane&<br>Sons,Ld.<br>Selby<br>*A&CP* | **CanuteSteam TrawlingCo.Ld.<br>(W.Smith,*Mgr.*)** | 124·8\|22·7\|12·3<br>F21'<br>BK7½" | **Aberdeen**<br>British<br>3*BHCem*<br>*DTf*5'11*t* | T.3Cy.13",21½"&35"-24" (*s*)<br>180lb 83RHP<br>1SB,*3pf*,GS46,HS1510<br>A.Hall&Co.Ld.Aberdeen | 13 ′ 0 |
| 16624<br>140423<br>JRTN | **General Church** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 6600<br>6329<br>4148 | ✠100A1<br>*Shelter dk withfreeboard*<br>4,21<br>MS10,18 ✠LMC11,17 | Sws | *z* | CL<br>6,20 | 1917<br>11mo<br>*Lloyd's* | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>*A&CP*<br>*1 Intermediate BH in fore hold dispensed with* | **ByronS.S.Co.Ld.** | 420·0\|54·0\|34·4<br>FK | **London**<br>British<br>*Cem*<br>6*BH only*<br>*CellDB*358' | T.3Cy.27",45"&74"-54" (*s*)<br>180lb 572NHP<br>3SB,*9cf*,GS190,HS8556 FD<br>N.E.MarineEng.CoLdNwc<br>1151*tFPT*109*tAPT*128*t* | 37 ′ 0<br>s9 ′ 1<br>28 ′ 4 |
| 16625<br>140993<br>TPFV | **General Currie** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 2490<br>2053<br>1519 | ✠100A1<br>~~0,21~~ ~~8,20~~ 9,21<br>✠LMC5,19 | NOs<br>~~NYk~~ Mtl | *r* | CL<br>~~8,20~~<br>N6,21 | 1919<br>5mo<br>*Lloyd's* | Dominion<br>S.B.Co.Ld.<br>Toronto<br>*A&CP* | **NovaScotia Steamships,Ld.**<br>*CellDB208'536tFPT* | 251·1\|43·6\|21·2<br>P25'B64'F20'<br>FK | **HalifaxNS**<br>British<br>4*BHCem*<br>60*tAPT*76*t* | T.3Cy.20",33"&54"-40" (*s*)<br>180lb 328NHP<br>2SB,*6cf*,GS115,HS5467 FD<br>J.Inglis&Co.Ld.Toronto | 24 ′ 3<br>s3 ′ 5½<br>21 ′ 1 |
| 16626<br>OHZD | **General Daugan** SteelScSr<br>*ss*Yka.2ndNo.3-6,15<br>(*ex*BuyoMaru, *ss*UragaNo.1-19<br>*ex*Hochheimer) 1*Dk*(*Irn*)&*Spardk*&*Webframes* | 2898<br>2633<br>1764 | ✠100A1<br>*Spar dk*<br>11,19 ✠LMC4,19 | Rot | *u* | CL<br>11,19 | 1889<br>12mo | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>A&CP | **Soc.Maritime Française**<br>*Cell* | 323·0\|41·0\|18·6<br>B66'F41' 26·0<br>BK8" | **La Rochlle**<br>French<br>5*BHCem*<br>*DB*256' 449*t* | T.3Cy.23½",39"&64"-42"<br>160lb *100lb* NDB02 281NHP<br>2SB,*6rf*,GS128,HS4440<br>N.E.MarineEng.Co.Ld.Sld | 28 ′ 8<br>s6 ′ 8½<br>23 ′ 0 |
| 16627 | **General Degoutte** SteelScSr<br>Wireless *ss*Bry.No.3-5...<br>*ss*Bry.No.2-20<br>(*ex*Australstream, 1*Dk*(*Stl*)&*Spar dk*<br>*ex*Daltonhall) (*Stl*)&*deepframing*<br>*Now named* "Dimitrios N. Rallias," *See No.* 3709 *in Supplement* | 3534<br>3270<br>2280 | ✠100A1<br>*Spar dk*<br>7,20 ✠LMC7,20 | Bry | *v* | CL<br>7,20 | 1899<br>6mo | Furness,<br>Withy&CoLd<br>W Hartlepool<br>A&CP | **Soc.Maritime Belge**<br>*CellDBa106'uE&B40'f144'732tFPT* | 337·5\|45·2\|18·8<br>P34'B106'F27' 25·8<br>FK | **Ghent**<br>Belgian<br>6*BHCem*<br>92*tAPT*27*t* | T.3Cy.23½",38"&64"-42" (*r*)<br>170lb*80lb* NDB12 281NHP<br>2SB,*6cf*,GS126,HS4352<br>SirC.Furness,Westgarth& Co.Ld.Middlesbro' | 28 ′ 5 |
| 16628<br>120593<br>HDOS | **General Diaz** SteelTwinSc<br>*ss*St.J.No.3-7,15<br>*Elec.light*<br>(*Bucket Hopper Dredger*) 1*Dk*(*Stl*) | 939<br>889<br>617 | ✠<br>*Hopper Dredger*<br>3,16 ✠ | Lon | | | 1905<br>8mo | Lobnitz&<br>Co.Ld.<br>Renfrew | **TheAdmiralty**<br>*WB=DTf*6'39*t* | 194·2\|36·2\|13·2<br>Q13'F21'<br>FK<br>*FPT*43*tAPT*29*t* | **London**<br>British<br>7*BH ptCem*<br>*ptAsp* | C.4Cy.20"&42"-24"<br>166NHP<br>2SB,*6cf*,GS110,HS2808<br>Lobnitz&Co.Ld.Renfrew | 16 ′ 0 |
| 16629<br>OHZL | **Général Dodds** IronScSr<br>*ss*Msl.3rdNo.3-6,17<br>(*ex*Galveston) *ss*Msl.No.1-20<br>1*Dk*(*Irn*)&<br>*Spar dk*(*Irn*-ws)3*trB* | 1987<br>—<br>1241 | ✠100A1<br>*Spar dk*<br>12,20 ✠LMC12,20<br>✠NE12,04 ✠NB12,20 | Msl | *r* | 12,20 | 1882<br>8mo | Campbell<br>Mackintosh<br>&Bowstead<br>Newcastle | **Etabl.Maurel& Prom** | 277·0\|37·6\|23·2<br>FK<br>*WB=DBa* | **Bordeaux**<br>French<br>6*BHCem*<br>80'*f*68'271*t* | C.2Cy.22$\frac{7}{16}$"&48$\frac{15}{16}$"-39⅜" (*s*)<br>120lb*90lb* NDB20 185NHP<br>2SB,*6cf*,GS110,HS3870<br>Forg.&Ch.de laMédit.Msl. | 24 ′ 3<br>s6 ′ 0½<br>18 ′ 8 |
| 16630<br>973<br>HDFT | **General Dragomirow** SteelScSr<br>*ss*Rga.No.3-8,12<br>(*ex*Somerford) 1*Dk*(*Irn*)&*deepframing*<br>*Now named* "Krimulda," *See No.* 38041 *in Supplement* | 1970<br>1694<br>1150 | ✠ —<br>8,19<br>✠ | Bly | *r* | | 1899<br>8mo | BlythS.B.<br>Co.Ld.<br>Blyth | **Gebr.Seeberg**<br>*WB=CellDBa&uE104'uB&f124'* | 274·2\|40·7\|18·2<br>B70'F31'<br>FK | **Riga**<br>Latvian<br>4*BHCem*<br>590*tAPT*45*t* | T.3Cy.20½",33"&54"-36"<br>190NHP<br>2SB,*4pf*,GS87,HS3073<br>MacColl&Pollock,Sld. | 20 ′ 6 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>—<br>Under deck.<br>—<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>— ✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>—<br>Ship.<br>—<br>Engines | 9<br>By Whom.<br>—<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of TradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16631<br>HNGP | **General Fernandez Silvestre**<br>SteelAuxScBkn<br>(*ex*YachtLadyTorfrida) *Stm.Eng.*<br>*Elec.light* *ss*Sou.No.3-11,01<br>Wireless *ss*Ows.No.2-10<br>(*See Sailing Ship Register*) 2*Dks* | 371<br>—<br>175 | ✠<br>12,11<br>✠NB12,11✠ | Gls | | | 1890<br>1mo | Fairfield<br>Co.Ld.<br>Glasgow | Cia.Trasmediterranea | 166·0<br>ND01 | 27·1 | 15·2<br>*WB*= | Barcelona<br>Spanish<br>5*BHCem*<br>*MT*30'13*t* | T.3Cy.14½",24"&39"-24"<br>NDB08 74NHP<br>1SB,2*cf*,GS43,HS1335<br>FairfieldCo.Ld.Glasgow | | V |
| 16632<br>JKGR | **General Foch**<br>SteelScCtr<br>1*Dk* | 248<br>196<br>140 | | | | | 1916 | Montrose<br>S.B.Co.<br>Montrose | Cie.deTransp.<br>etRemorq.à<br>Madagascar | 126·0 | 25·2 | 8·0<br>*WB* | Majunga<br>French | T.3Cy.11",17"&28"-18"<br>33NHP<br>W.Beardmore&Co.Ld.Gls. | | V |
| 16633<br>86541<br>KQMH | **General Frisbie**<br>WoodScSr<br>2*Dks* | 670<br>—<br>365 | | | | | 1900 | G.R.<br>Whidden<br>NewWhatcom,Wash. | MonticelloS.S.Co. | 160·9 | 29·3 | 11·0 | S.Frncisco<br>Utd.States | T.4Cy.16",25"&30"(2)-24"<br>68NHP | | |
| 16634<br>203337<br>KVNL | **General G. M. Sorrel**<br>SteelSc<br>(*Tug*)<br>1*Dk* | 169<br>—<br>115 | | | | | 1906 | Delaware<br>RiverCo.<br>Chester,Pa. | OceanS.S.Co.of<br>Savannah | 92·0 | 21·5 | 10·8 | NewYork<br>Utd.States | C.2Cy.17"&34"-22"<br>54NHP | | |
| 16635<br>215106<br>LHDT | **General G.W.Goethals**<br>SteelSc<br>(*ex*Grunewald)<br>*Elec.light* Wireless 2*Dks* | 4418<br>3179<br>2607 | | | | | 1911 | Bremer<br>Vulkan<br>Vegesack | PanamaR.R.Co.<br>Inc. | 353·1<br>P&B276'F45' | 48·7 | 25·0 | NewYork<br>Utd.States<br>*WB* | Q.4Cy.24",34⅗",50⅖"&74"-53⅓"<br>400NHP<br>BremerVulkan,Vegesack | | |
| 16636<br>OHZU | **General Gallieni**<br>SteelTwinSc<br>*ss*Msl.No.1-18<br>(*ex*Marienbad) 2*Dks*(*StlU*-ws)<br>*Elec.light* &*Awngdk*(*Stl*-teak s)<br>Wireless 3*rd dk*(*Stl*)*inNos*.1,2,3&5*holds* | 8448<br>6986<br>4775 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>9,20<br>BS11,20 ✠LMC6,18 | Sng | *c*† | CL<br>7,19 | 1913<br>7mo<br>*Lloyd* | Cantiere<br>SanRocco<br>Trieste<br>'*sA&CP* | French<br>Government<br>*CellDBa*85'*uE* | 452·4<br>&*B* 162' *f* 143' 1142*t* | 56·3<br>53·9 | 29·3<br>FK | Marseilles<br>French<br>9*BHCem*<br>*FPT*61*t* | Q.4Cy.26",37",53"&76"-51"<br>215lb (*r*) 1290NHP<br>8SB,24*cf*,GS474,HS18880FD<br>StabilimentoTecnico,Tri | 39 ″ 11<br>s13 ″ 2½<br>27 ″ 4 | |
| 16637<br>203974 | **General Garretson**<br>SteelScSr<br>*Mchy.Aft* *Elec.light* 1*Dk* | 6297<br>—<br>4910 | | | | | 1907 | W.BayCity<br>S.B.Co.<br>W.BayCity | WilsonTransitCo. | 520·0 | 54·0 | 26·2 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.22½",36"&60"-42"<br>233NHP<br>DetroitS.B.Co.Detroit | | L |
| 16638<br>HNGL | **General Gordon**<br>IronScK<br>*ss*Hul.No.1-04<br>1*Dk* | 346<br>—<br>217 | ✠<br>*StmTrawler*<br>3,09 ✠ | Hul | | | 1900<br>9mo | Cook,Welt'n&Gemmell<br>Hull | Lamigueiro y Jove | 113·4<br>Q48' | 21·0 | 11·5<br>BK7½" | S.Sebast'n<br>Spanish<br>4*BHCem* | T.3Cy.12¼",21"&34"-24"<br>57NHP<br>1SB,2*cf*,GS32,HS1128<br>C.D.Holmes&Co.Hull | 12 ″ 4 | V |
| 16639<br>121092<br>HFBS | —<br>SteelScK<br>*ss*Liv.No.3-12,19<br>1*Dk* | 267<br>237<br>106 | ✠100A1<br>~~10,20~~5,22<br>~~BS5,21~~<br>*For Service in the Dardanelles* | Abn<br>*Cpl*<br>✠LMC12,19 | | ~~N12,19~~<br>5,22<br>BS5,22 | 1905<br>11mo<br>*Lloyd* | A.Hall&<br>Co.Ld.<br>Aberdeen<br>'*sA&CP* | A.Leitch | 130·6<br>Q69' | 22·1 | 12·0<br>BK7½" | Hull<br>British<br>4*BHCem* | T.3Cy.12¾",22"&36"-24" (*r*)<br>200lb 75RHP<br>1SB,3*pf*,GS46,HS1188<br>A.Hall&Co.Ld.Aberdeen | 12 ″ 8<br>s 2 ″ 3<br>12 ″ 4 | |
| 16640 | **General Guerrero**<br>SteelScSr<br>*Elec.light* 2*Dks*(*UptStl*-teak s)<br>&*Promenade dk*(*Teak*) | *1400*<br>*980*<br>*780* | ✠<br>*withfreeboard*<br>8,08 ✠ | Brw | *q* | | 1908<br>7mo | Vickers,Ss.<br>&Maxim,Ld.<br>Barrow<br>*WB* | MexicanGovernment<br>=*CellDBa*54'*uE*& | 245·0<br>P51'F96'<br>*B*46' *f*88'255*t FPT* | 35·1 | 15·4<br>FK | VeraCruz<br>Mexican<br>4*BHAsp*<br>38*tAPT*75*t* | T.3Cy.20",31"&50"-36"<br>211NHP<br>2SB,4*cf*,GS82,HS3166 FD<br>VickersSs.&MaximLdBrw | 17 ″ 6 | |
| 16641<br>215067<br>LHDJ | **General H. F. Hodges**<br>SteelScSr<br>(*ex*Savoia,*ex*Kriemhild)<br>*Elec.light* Wireless 2*Dks*3*trB* | 2732<br>2332<br>1667 | | | ... | | 1889 | C.S.Swan<br>&Hunter<br>Newcastle | PanamaR.R.Co.<br>Inc. | 323·5<br>P59'B84'F45' | 39·0 | 23·0<br>BK10" | NewYork<br>Utd.States<br>*WB* | T.3Cy.27½",44"&74"-48"<br>361NHP<br>WallsndSlpwyCo.Ld.Nwc. | 25 ″ 9 | |
| 16642<br>67843<br>JGKF | **General Havelock**<br>SteelScSr<br>(*ex*Leona) 1*Dk* | 733<br>493<br>366 | | | ... | | 1884 | J.Reid&<br>Co.<br>Pt.Glasgow | Tyne-TeesStm.<br>Shippg.Co.Ld. | 201·6<br>P28'B57'F32' | 29·1 | 12·9<br>BK7½" | Newcastle<br>British<br>*WB* | C.2Cy.19"&50"-36"<br>NB97 153NHP<br>Kincaid&Co.Greenock | 13 ″ 10 | |
| 16643<br>OHZY | **General Henrys**<br>SteelSc<br>(*ex*Masaba)<br>*Elec.light* *Mchy.Aft* 2*Dks* | 2041<br>—<br>1205 | | | | | 1891 | Chicago<br>S.B.Co.<br>Chicago,Ill. | Soc.Maritime<br>Française | 240·0<br>H—F38' | 40·0 | 25·0 | LaRochlle<br>French<br>*WB* | T.3Cy.21",35"&55"-42"<br>196NHP<br>GlobeIrnWksCo.Clevelnd | | V |
| 16644<br>137364 | **General Joffre**<br>SteelScK<br>*ss*Shl.No.1-19<br>1*Dk* | 194<br>191<br>86 | ✠100A1<br>*StmTrawler*<br>10,21~~2,20~~ | Shl<br>✠LMC7,19<br>BS10,21 | | CL<br>2,20 | 1914<br>12mo<br>*Lloyd* | Jos.T.Eltringham&<br>Co.Ld. WillingtonQuay<br>'*sA&CP* | Rayner&BoyleLd.<br>(R.Boyle,*Mgr.*) | 115·5 | 22·0 | 11·9<br>BK7½"<br>*WB*= | N.Shields<br>British<br>3*BHCem*<br>*DBf*19'13*t* | T.3Cy.12",20"&33"-24" (*s*)<br>180lb 79RHP<br>1SB,3*pf*,GS47,HS1350<br>Jos.T.Eltringham&Co.Ld. | 12 ″ 9 | |
| 16645<br>OIAC | **General Leman**<br>SteelScSr<br>*ss*Lon.No.3-10,14<br>(*ex*Hussar) *ss*Msl.No.1-20<br>*Elec.light* 1*Dk*(*Stl*)&*deep framing*<br>*Ref.Mchy.* Wireless &*Awng dk*(*Irn*) | 1255<br>1218<br>798 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>2,22 ~~1,20~~<br>Lloyd's RMC5,~~21~~4,22 | Msl<br>Cpl<br>BS10,21<br>✠LMC1,20 | *n* | ~~12,18~~<br>2,22 | 1903<br>6mo<br>*Lloyd* | TyneIron<br>S.B.Co.Ld.<br>Newcastle<br>'*sA&CP* | FrenchGovernment<br>*WB* | 220·0 | 33·0<br>21·8 | 14·8<br>FK | Marseilles<br>French<br>5*BHCem*<br>= *Cell DBa* | T.3Cy.17",28"&46"-33" (*s*)<br>180lb *80lb* 149NHP<br>1SB,4*cf*,GS72,HS2560<br>N.E.MarineEngCoLd.Nwc<br>&*uE*73'*f*96'221*tAPT*17*t* | 24 ″ 0<br>s 5 ″ 3½<br>19 ″ 0 | |
| 16646 | —<br>SteelScSr<br>(*ex*Minna)<br>Wireless 1*Dk*2*trB* | 963<br>728<br>595 | | | | | 1896 | J.W.Klawitter<br>Danzig | BelgianGovernment | 217·8<br>Q71'B54'F23' | 30·7 | 13·2 | Antwerp<br>Belgian<br>*WB* | T.3Cy.17",27"&$41\frac{7}{10}$"-27⅗"<br>NB07 91NHP<br>J.W.Klawitter,Danzig | | V |
| 16647<br>OIAE | **General Lyautey**<br>SteelScSr<br>*ss*Hpl.No.3-8,11<br>(*ex*NorthPoint) *ss*Bom.No.2-18<br>2*Dks*(*Stl*)3*trB*&*Web frames*,<br>*Elec.light* *lower dk fore hold*<br>Wireless &*Shelter dk*(*ptStl*)<br>*Cargo battens not fitted in Shelter 'tween dks*<br>*Carrying oil fuel F.P.above*150°F.*inDB&DT* | 6366<br>4709<br>4822 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,20 ✠LMC10,19 | NYk | *y* | CL<br>N10,19 | 1900<br>12mo | JLThompson&Sons,Ld<br>Sunderland<br>A&CP | Soc.Maritime<br>Française<br>*CellDBa*123' | 390·0<br>*uE*29' *f*158' | 51·0 | 27·7<br>FK | Havre<br>French<br>6*BHCem* | T.3Cy.25",43"&74"-48" (*s*)<br>200lb 450NHP<br>3SB,6*cf*,GS132,HS5680 FD<br>J.Dickinson&SonsLd.Sld.<br>1028*tDTa*33'869*tAPT*50*t* | 30 ″ 6<br>s 4 ″ 3½<br>26 ″ 7 | |
| 16648<br>OIAF | **Général Manoury**<br>WoodAuxTwin<br>Sc5MstSr<br>*Elec.light* *Mchy.Aft* 2*Dks*<br>(*See Sailing Ship Register*) | 2117<br>1816<br>1585 | | | | | 1918 | Foundati'n<br>S.B.Co.<br>Portland,Or. | FrenchGovernment | 259·6<br>P42'F29' | 45·5 | 22·5 | Bordeaux<br>French | T.6Cy.10",16½"&26"-24"<br>68NHP<br>RobbEngineWorks,Ld.<br>Amherst,N.S. | | V |
| 16649 | **General Michel**<br>SteelScSr<br>*ss*Shl.No.3-10,04<br>(*ex*Cromarty,*ex* *ss*Nwc.No.2-12<br>Abendana) 1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>&*Web frames* | *2742*<br>*2607*<br>*1756* | ✠<br>9,20<br>*Spar dk*<br>✠NB11,12✠ | Bly | *t* | | 1892<br>2mo | TyneIron<br>S.B.Co.Ld.<br>Newcastle | Soc.Maritime<br>Belge<br>*CellDB*250'451*t* | 300·0<br>B68'F32' | 41·5<br>25·1 | 18·2<br>FK | Ghent<br>Belgian<br>6*BHCem*<br>*APT*40*t* | Q.4Cy.18½"28½"42"&60"-39"<br>247NHP<br>2SB,6*cf*GS102HS3664NDB16<br>WighmRichrdsn&Co.Nwc. | 27 ″ 6 | |
| 16650<br>145051<br>KGMJ | **General Milne**<br>SteelSc<br>(*ex*Hoerde,*ex*<br>Atlantic,*ex*Hoerde) 2*Dks*<br>*Elec.light* Wireless *Trunk deck* | 5148<br>4435<br>3324 | ~~Gls 11,20~~ Ham.8,21<br>(*See footnote**) | | | | 1901 | SirJ.Laing<br>&Sons,Ld.<br>Sunderland | ByronS.S.Co.Ld. | 375·9<br>P16'B80'F36' | 55·1 | 26·1 | London<br>British<br>*WB* | T.3Cy.27",43"&72"-45"<br>348NHP<br>G.Clark,Ld.Sunderland | 27 ″ 4<br>s 5 ″ 3<br>22 ″ 6 | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued.

| 1 Numero d'Ordre — Numero Officiel — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote — ✠ Surveillance Speciale. Date de la dernière Visite | 6 Port de Visite | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice | 8 Construit. Quand. Navire — Mach. | 9 Par qui. — Où. | 10 Armateurs | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur | Largeur | Creux | 12 Port d'Armement — Pavillon | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16651<br>538<br>LMAP | **General N. W. Rouzsky**<br>(*ex*GregoryKozloff, **SteelPadSr**<br>*Elec.light* *ex*KaiserWilhelm) 1*Dk* | 395<br>—<br>182 | | | | | 1885 | Akt.Ges. "Vulcan" Stettin | Azoff-BlackSea S.S.Co. | 190·8<br>B71′H88′F32′ | 21·6 | 10·6 | Taganrog<br>Russian | C.2Cy.32½″&61″–49½″<br>NB96 218NHP<br>A.G."Vulcan,"Stettin | |
| 16652<br>143130<br>JWTG | **General Napier** **SteelSc**<br>(*ex*Hamburg)<br>*Elec.light* Wireless<br>*For full particulars See No. 37531 in Supplement* | 3068<br>2730<br>1877 | Lon 11,20<br>(*See footnote**) | | | | 1915 | Schiffsw. v. HenryKoch | ByronS.S.Co.Ld. | 311·0<br>Q18′F36′ | 42·4 | 26·0 | London<br>British<br>*WB* | T.3Cy.22½″,37″&57$\frac{1}{16}$″–35½″<br>195NHP<br>OttensenerMaschf.Altona | |
| 16653<br>215026<br>LHDG | **General O. H. Ernst** **SteelScSr**<br>(*ex*Sachsenwald, *ex*St.Croix) 2*Dks*(*Stl–Uteak s*)<br>*Elec.light* Wireless *&Webframes*<br>*Fitted for oil fuel* | 3564<br>2999<br>2259 | ✠<br>8,07 ✠ | Ham | *w* | | 1904<br>1mo | Flensburgr Schiffsb. Ges. Flensburg<br>*WB=CellD* | PanamaR.R.Co. Inc. | 356·4<br>P&B288′F40′<br>FK<br>*Ba* 110′*uE*22′*f*138′ | 45·3 | 24·5 | NewYork<br>Utd.States<br>6*BHCem*<br>677*tDTf*32′ | T.3Cy.27″,45″&75″–48″<br>480NHP<br>4SB,*12cf*,GS162,HS8209<br>FlensburgerSchiffsb.Ges.<br>498*tFPT*45*tAPT*18*t* | 27·0 |
| 16654<br>86881 | **General O'Reilley** **IronSc**<br>(*ex*E.G.Crosby,*ex*Naomi,*ex*Wisconsin) Wireless<br>*Mchy.Aft* *Elec.light*<br>*Now named "Pilgrim," See No. 38041 in Supplement* | 2142<br>—<br>1457 | | | | | 1881 | Detroit DryDockCo. Wyandotte | Chicago,Racine& MilwaukeeLine | 203·9 | 34·6 | 22·0 | Chicago<br>Utd.States | C.2Cy.27″&44″–42″<br>NB99 104NHP<br>DetroitDryDcksEng.Wrks | |
| 16655<br>86501 | **General Orlando M.Poe** **SteelSc**<br>1*Dk*2*trB*<br>*Mchy.Aft* *Elec.light* Sub.Sig. | 5619<br>—<br>4144 | | | | | 1900 | American S.B.Co. Cleveland,O. | PittsburghS.S.Co. | 470·0 | 50·0 | 29·0 | Duluth<br>Utd.States<br>*WB* | Q.4Cy.17″,25″,38½″&60″–42″ NB02 233NHP<br>AmericanS.B.Co.Clevelnd | |
| 16656<br>OIAP | **Général Pau** **WoodSc**<br>*Elec.light* 2*Dks*<br>*Well deck* *Salted* | 2301<br>1802<br>1357 | ✠12 A1<br>6,21 ~~8,20~~<br>✠NB10,19 ✠LMC1,19 | NNs<br>Msl | *s* | 6,21 | 1918<br>7mo | Anderson S.B.Corp. Seattle,Wash<br>A&CP | FrenchGovernment | 258·0<br>P&B145′F36′ | 44·5 | 21·4 | Havre<br>French | T.3Cy.18″,29″&48″–30″ (*s*)<br>190lb 204NHP<br>2SB,*6cf*,GS121,HS4000<br>MarinePipe&Machine Works,Seattle,Wash. | 24·2<br>s3·2 |
| 16657<br>OIAM | — **SteelScCtr**<br>1*Dk* | 248<br>195<br>120 | | | | | 1915 | Montrose S.B.Co. Montrose | Cie.deTransp.& Remorq.àMadagascar | 126·0 | 25·2 | 8·0 | Majunga<br>French<br>*WB* | T.3Cy.11″,17″&28″–18″<br>33NHP<br>W.Beardmore&Co.Ld.Gls. | |
| 16658<br>~~MTNW~~ | **General Pershing** **WoodAux TwinSc5MstSr**<br>Wrecked 7,21<br>*Elec.light* pt.GIB *OilEng.* 1*Dk*2*trB*<br>*Mchy.Aft* *Salted* Hardwood treenails<br>(*See Sailing Ship Register*) | ~~2467~~<br>~~2146~~<br>~~1846~~<br>2450<br>2146<br>1935 | ~~✠12A1~~<br>6,21 9,20<br>✠~~LMC~~ | Xia<br>NNs | *s* | CL<br>12,19 | 1918<br>1mo | Olympia S.B.Co. Olympia, Wash<br>A&CP | ~~TrondhjemsRederi Akties (J.Broch, Mgr.) OlympiaS.B. Corp.~~ P.E.Harris& Co.Inc. | 266·2<br>P52′F44′ | 48·1 | 24·1 | ~~Trondhjem~~<br>~~Norwegian~~<br>Seattle<br>Utd.States | Oil Engine 2S.C.SA<br>8Cy.16½″–22″ DB–*125lb*<br>200NHP<br>MarinePipe&Machine Works,Seattle,Wash. | 26·10 |
| 16659<br>144038<br>KFBJ | **General Rawlinson** **SteelSc**<br>1*Dk* | 324<br>287<br>129 | ✠100A1<br>*Stm Trawler*<br>~~8,21 12,20~~<br>12,21<br>✠LMC5,20 | Hul | | 12,20 | 1919<br>12mo | Cochrane &Sons,Ld. Selby<br>*Lloyd's A&CP* | HellyerBros.Ld. | 138·3<br>Q78′F19′<br>BK7½″ | 23·7 | 12·7 | Hull<br>British<br>4*BHCem* | T.3Cy.13″,23″&37″–26″ (*s*)<br>200lb 87RHP<br>1SB,*3pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13·6 |
| 16660<br>OIAT | **Général Serret** **WoodAuxTwinSc 5MstSr**<br>*Elec.light* *Mchy.Aft* 2*Dks*<br>(*See Sailing Ship Register*) | 2117<br>1816<br>1585 | | | | | 1918 | Foundati'n S.B.Co. Portland,Or. | FrenchGovernment | 259·6<br>P42′F29′ | 45·5 | 22·5 | Bordeaux<br>French | T.6Cy.10″,16½″&26″–24″<br>68NHP<br>HarrisburgFndry&Mach. Co.Harrisburg,Pa. | |
| 16661<br>1001<br>HDFQ | **General Skobelew** **SteelScSr**<br>(*ex*Texel)<br>1*Dk&ptAwng dk* | 1993<br>—<br>1260 | | | | | 1900 | Bonn& Mees Rotterdam | Gebr.Seeberg | 268·0<br>Q108′<br>*ptAwngdk*156′ | 39·0 | 17·1 | Riga<br>Latvian<br>*WB* | T.3Cy.21″,35″&57″–39″<br>203NHP<br>Blair&Co.Ld.Stockton | |
| 16662<br>TPJV | **General Turner** **SteelScSr**<br>Sunk 7,21<br>*Elec.light* 1*Dk*(*Stl*) | 2490<br>2053<br>1519 | ~~✠100A1~~<br>1,21<br>~~✠LMC~~ | Ant | *r* | CL<br>1,21 | 1919<br>8mo | Dominion S.B.Co. Ld Toronto<br>*Lloyd's A&CP* | EasternShipping Co.Ld.<br>*Cell* | 251·1<br>P25′B64′F20′<br>FK<br>*DB*208′536*tFPT*60*t* | 43·6 | 21·2 | Toronto<br>British<br>4*BHCem*<br>*tAPT*70*t* | T.3Cy.20″,33″&54″–40″ (*s*)<br>180lb 328NHP<br>2SB.*6cf*,GS115,HS5467 FD<br>J.InglisCo.Ld.Toronto | 24·3<br>s3·5<br>21·1 |
| 16663<br>215110<br>LHDV | **General W. C. Gorgas** **SteelScSr**<br>(*ex*PrinzSigismund)<br>*Elec.light* Wireless 2*Dks* | 4564<br>3602<br>2826 | | | | | 1902 | Akt.Ges. "Neptun" Rostock | PanamaR.R.Co. Inc. | 370·2<br>P258′F50′ | 45·3 | 26·8 | NewYork<br>Utd.States<br>*WB* | Q4Cy.22$\frac{7}{16}$″,32¼″,47¼″&68$\frac{1}{16}$″–47¼″<br>318NHP<br>A.G."Neptun,"Rostock | |
| 16664 | **Generaldirektor Ballin** **SteelScK**<br>*Elec.light* 1*Dk* | 201<br>191<br>76 | | | | | 1912 | H.C.Stülc-kenSohn Hamburg | Cuxhavener Hochseefischerei Akt.Ges. | 118·5<br>F17′ | 22·2 | 11·9 | Cuxhaven<br>German | T.3Cy12$\frac{9}{16}$″,21¼″&33¾″–22$\frac{1}{16}$″<br>52NHP<br>H.C.StülckenSohn,Ham. | |
| 16665 | **Generale Petitti** **SteelSc**<br>*Elec.light* 2*Dks*(*Stl*) | 5656<br>4202<br>3509 | ✠100A1<br>7,21 ~~6,20~~<br>✠LMC6,20 | Tri<br>Gen | *y* | CL | 1920<br>5mo | Cantiere SanRocco Trieste<br>*Lloyd's A&CP* | Nav.Generale Gerolimich&Co.<br>*CellDB*326′ | 382·8<br>P34′B247′F39′<br>FK<br>1092*t* *DTa* 35′ 824*t* | 50·3 | 26·1 | Trieste<br>Italian<br>6*BHCem*<br>*APT*37*t* | T.3Cy.26″,42″&70″–48″ (*s*)<br>180lb *100lb* 411NHP<br>2SB,*6cf*,GS118,HS5534 FD<br>J.G.Kincaid&Co.Ld.Grk. | 27·10<br>s4·1<br>24·1 |
| 16666<br>NPHG | **Generalkonsul Pallisen** **StlScSr**<br>*ss*CpnNo.3–5,17<br>*Elec.light* 1*Dk*(*Stl*)*&deep framing*<br>*ss*Els.No.3–12,21 | 2130<br>1969<br>1350 | ✠100A1<br>12,21 ~~7,20~~<br>BS12,20 ✠LMC~~6,17~~<br>12,21 | NYk<br>Els | *l* | CL<br>~~3,19~~<br>N12,21 | 1905<br>5mo | ClydeS.B. &E.Co.Ld. Pt.Glasgow<br>*Lloyd's A&CP* | DetForenede Damps.Selskab.<br>*WB=Cell DBa*86′ | 294·8<br>P27′B172′F33′<br>FK<br>*uE&B*34′*f*130′605*t* | 42·0 | 19·5 | Copnhagn<br>Danish<br>5*BHCem*<br>*APT*65*t* | T.3Cy.22″,35″&59″–39″ (*s*)<br>180lb *90lb* 225NHP<br>2SB,*6cf*,GS106,HS3300<br>ClydeS.B.&E.Co.Ld.Pt.Gls | 22·0<br>s2·5<br>19·11 |
| 16667<br>~~127058~~<br>~~JMNG~~ | **Genesee** **SteelScSr**<br>*ss*PirNo.3–5,14<br>(*ex*Finland,*ex*Condylis, *ss*Shl.No.1–20<br>*ex*Avristan) 1*Dk*(*Stl*)2*trB*<br>Wireless *&deep framing* 3*Dk rule*<br>*Now named "Eleni," See No. 37201 in Supplement* | 2892<br>2699<br>1783 | ✠100A1<br>9,21 ~~2,21~~<br>✠LMC2,20 | Shl | *u* | CL<br>~~2,21~~<br>9,21 | 1900<br>12mo | W.Pickers-gill&Sons Sunderland<br>A&CP | ~~Government of St. Lucia~~ SNValmadis<br>*WB=CellDBa* 104′*uE*20′*f*128′ | 324·0<br>P31′B96′F33′<br>709*tAPT*39*t* FK | 47·1 | 21·7 | ~~Castries~~<br>Greek<br>~~British~~<br>6*BHCem* | T.3Cy.23$\frac{5}{16}$″,38$\frac{3}{16}$″&64″–42″<br>180lb (*s*) 283NHP<br>2SB,*8pf*,GS125,HS4285<br>G.Clark,Ld.Sunderland | 24·1<br>s4·0<br>20·6 |
| 16668<br>95522<br>LBGC | — **SteelSc3MstSr**<br>1*Dk& Spar dk*<br>(*ex*Darial) *CarryingPetroleum in bulk*<br>*Mchy.Aft* *Elec.light* Wireless | 2830<br>2718<br>1833 | | | | | 1889 | Armstrong Mitchell &Co. Newcastle | Anglo-American OilCo.Ld. (J. Hamilton, *Mgr.*) | 310·0<br>B66′F9′ | 40·2 | 28·3 | London<br>British<br>*WB* | T.3Cy.28″,37″&60″–39″<br>225NHP<br>WllsndSlpwy.Co.Ld.Nwc. | |
| 16669<br>102897 | **Geneva Cross** **SteelPad**<br>1*Dk* | 260<br>181<br>126 | | | | | 1894 | J.Stewart &Son(Lim.) London | Managers of Metropolitan Asylum District | 137·0 | 22·1 | 8·0 | London<br>British | C.D.2Cy.28″&46″–42″<br>114NHP<br>J.Stewart&Son(Lim.),Lon | |
| 16670<br>OIBA | **Geneviève** **SteelSc**<br>(*ex*YebisuMaruNo.3)<br>*Elec.light* 1*Dk* | 237<br>—<br>63 | | | | | 1912 | MitsuBishi Dkyd&EWks Kobe | Crespin,APichard, Hutereau-Scossa& Co. | 116·7<br>D59 F20′ | 20·6 | 12·0 | Dieppe<br>French<br>*WB* | T.3Cy.12″,20″&33″–24″<br>53NHP<br>MitsuBishiD.&E.Wks.Kob | |
| 16671<br>1256<br>HJKD | **Genkai Maru** **SteelScSr**<br>2*Dks&ptShade dk* | 1329<br>1206<br>784 | | | | | 1891 | Napier, Shanks&Bell Glasgow | NanyoBoyeki KabushikiKaisha | 244·9<br>F30′<br>*ptShadedk*157′ | 32·3 | 20·0 | Amagasaki<br>Japanese<br>*WB* | T.3Cy.18″,30″&48″–33″<br>132NHP<br>J.&J.Thomson,Glasgow | |

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~~* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued.~~

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'r Tonnage: Gross. / Under deck. / Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16672<br>20604<br>NJVM | **Genmei Maru** SteelSc<br>ssKob.No.1-21<br>*Elec.light* Wireless *2Dks(Stl)* | 3181<br>2674<br>1941 | ✠100A1<br>~~4,21~~ ~~10,20~~ 10,21<br>✠LMC~~10,20~~<br>10,21 | Kob | *u* | CL<br>10,20 | 1917<br>8mo<br>*Lloyd*'s*A&CP* | Mitsubishi<br>Dkyd&EWks<br>Kobe | UyenishiKisen<br>KabushikiKaisha | 305·0<br>P25'B94'F33'<br>FK<br>*CellDB*263'605t | 43·7 | 27·2 | Kobe<br>Japanese<br>5*BHCem*<br>*APT*55t | T.3Cy.19",32"&54"-48" (*s*)<br>200lb 270NHP<br>2SB,6*cf*,GS93,HS3704 FD<br>MitsubishiD&E.WksKobe | 27 ″ 3<br>s 4 ″ 4<br>23 ″ 3 | |
| 16673 | **Genoa Maru** SteelScSr<br>*Elec.light* *2Dks(Stl)&Shelter dk(Stl)*<br>Wireless | 6791<br>6491<br>5001 | ✠100A1<br>*Shelter dk withfreeboard*<br>11,21 ~~10,20~~<br>✠LMC~~10,20~~<br>11,21 | Yka<br>Osa | *a*† | ~~10,20~~<br>11,21 | 1919<br>6mo<br>*Lloyd*'s*A&CP* | Mitsubishi<br>Zosen<br>Kaisha,Ld.<br>Nagasaki | NipponYusen<br>KabushikiKaisha<br>*CellDB*349'1091t | 425·0<br>FK<br>*Collision*<br>*FPT*156t*APT*229t | 53·6 | 37·5 | Tokio<br>Japanese<br>*Cem*<br>*BH to Sh dk*<br>6 ,, ,, *U* ,, | T.3Cy.26½",44½"&75½"-48"<br>200lb (*s*) 518NHP<br>3SB,9*cf*,GS196,HS7104 FD<br>MitsubishiZosenKaisha Ld | 37 ″ 6<br>s 9 ″ 3½<br>28 ″ 7 | |
| 16674<br>HSNR | **Genoveva Fierro** SteelSc<br>(*ex*Macarena) *2Dks(UStl)*<br>*Well deck* | 1122<br>901<br>700 | ✠<br>7,99<br>✠ | Gmh | *n* | | 1894<br>1mo | Grngemth<br>DockyardCo.<br>Grngemouth | Cia.Naviera<br>Fierros,S.A. | 220·0<br>Q81'B54'F30'<br>BK8"<br>*CellDB*148'240t | 31·7 | 16·7 | Gijon<br>Spanish<br>4*BHCem*<br>*APT*28t | T.3Cy.17",27"&45"-33"<br>114NHP<br>1SB,3*pf*,GS60,HS1671<br>Hutson&Son,Glasgow | 17 ″ 9 | V |
| 16675<br>23903<br>RGVF | **Gentame Maru No. 1** WoodAux ScSr | 199<br>—<br>144 | | | | | 1918 | ................ | NozawaGenjiro | 100·7 | 27·1 | 11·3 | Kakezuka<br>Japanese | | | |
| 16676<br>20744<br>NKMB | **Genyo Maru** WoodSc | 198<br>—<br>121 | | | | | 1918 | ................ | OkadaKisen<br>KabushikiKaisha | 118·3 | 21·2 | 11·7 | Sakai-machi<br>Japanese | | | |
| 16677<br>22053<br>NSCL | **Genzan Maru** SteelSc<br>*Elec.light* *2Dks(Stl)&Web frames*<br>*Longitudinal framing* | 3179<br>2757<br>1990 | ✠100A1<br>5,21 ~~4,20~~<br>✠LMC~~5,20~~<br>5,21 | Kob | *t* | CL<br>5,20 | 1918<br>2mo<br>A&CP | OsakaIron<br>Works,Ld.<br>Innoshima | YamamotoKisen<br>KabushikiKaisha<br>*CellDB*255'519t*D* | 305·0<br>P19'B82'F32'<br>FK<br>*Ta*25'534t *FPT*112t | 43·7 | 27·2 | Habu<br>Japanese<br>5*BHCem*<br>*APT*20t | T.3Cy.22",37"&61"-42" (*s*)<br>180lb 288NHP<br>2SB,6*cf*,GS90,HS3824 FD<br>OsakaI.WksLd Innoshima | 27 ″ 3<br>s 4 ″ 4½<br>23 ″ 2 | |
| 16678<br>1485<br>HKGM | **Genzan Maru No. 2** SteelScSr<br>ssNag.No.3-7,96<br>(*ex*ArisouraMaru,*ex*Lauderdale)<br>*2Dks(UStl)* | 1775<br>1652<br>1065 | ✠<br>7,96 | Nag | *r* | | 1882<br>11mo | W.B.<br>Thompson<br>Glasgow | OnoShun-ichi | 265·7<br>P32'B52'F32'<br>BK9½"<br>*WB=Cell* | 35·4 | 21·1 | Sakai<br>Japanese<br>6*BHCem*<br>*DB*212'324t | C.2Cy.33⅜"&66¼"-42"<br>237NHP<br>2SB,6*pf*,GS132,HS2917<br>Rankin&Blackmore,Grk. | | |
| 16679<br>NMWO | **Georg** IronScSr<br>*Ref.Mchy.* *2Dks&Hur dk* | 772<br>636<br>468 | | | | | 1875 | Norddeut.<br>Schiffb.A.G.<br>Kiel | DetForenede<br>DampskibsSelsk. | 210·5 | 28·5 | 14·7<br>21·5 | Aalborg<br>Danish<br>*WB* | C.2Cy.30"&56"-36"<br>157NHP<br>Schweffel&Co.,Kiel | | |
| 16680<br>3758<br>JLRN | — IronScSr<br>ssSkm.3rdNo.3-5,14<br>ssMmo.No.1-19<br>*Well deck* (*ex*China) *1Dk* | 479<br>355<br>231 | ✠100A1<br>9,20<br>✠NB34 LMC4,19<br>BS~~5,20~~ 8,21 | Xia | *h* | 9,20 | 1877<br>10mo<br>A&CP | J.Readhead&Co.<br>S.Shields | RederiaktFalkvik<br>(N.Fremberg, *Mgr.*) | 169·6<br>Q77'B14'F19'<br>BK7"<br>*WB=* | 25·7 | 12·2 | Sölvesbrg<br>Swedish<br>5*BHCem*<br>*DBa*30'*f*52' | C.2Cy.22$\frac{5}{16}$"&40"-27" (*s*)<br>80lb *80lb* NDB05 80NHP<br>1SB,2*pf*,GS36,HS1600<br>J.Readhead&Co.S.Shields | 13 ″ 0<br>s 1 ″ 4<br>12 ″ 8 | |
| 16681 | — SteelSc<br>(*Trawler*)<br>*1Dk* | 199<br>161<br>59 | | | | | 1910 | G.Seebeck<br>Akt.Ges.<br>Geestemünde | Grundmann&<br>Gröschel | 117·1<br>Q60'F21' | 22·1 | 9·6 | Gstemnde<br>German<br>*WB* | C.2Cy.15"&27"-21½"<br>28NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 16682<br>MRBP | — WoodScCtr<br>(*Whaler*) *OilEng.*<br>*Mchy.Aft* *1Dk* | 104<br>97<br>59 | | | | | 1917 | A/S Hommelvik Værft<br>&Stoberi<br>Hommelvik | A.J.Nilsson | 79·0 | 20·5 | 9·0 | Trndhjem<br>Norwegian | Oil Engine<br>1Cy.<br>J&CGBolindersCoLd.Skm | | |
| 16683 | **Georg Hoffmann** SteelSc<br>*Renamed* "Kermelo," *See No.* 38083 *in Supplement*<br>(*Trawler*)<br>*1Dk* | 250<br><br>93 | | | | | 1918 | | | 125·0 | 23·0 | | French | T.3Cy.12⅓",20"&32⅓"-22"<br>4 HP | | |
| 16684 | **Georg Kimme** SteelAuxTwinSc<br>*OilEng.* 4MstSr<br>*1Dk*<br>(*See Sailing Ship Register*) | 786<br>692<br>588 | | | | | 19$_{20}$ | Akt.Ges.<br>"Weser"<br>Bremen | FriedrichKimme | 201·4<br>P27'F30' | 29·8 | 15·3 | Brmrhavn<br>German | Oil Engines 2 S.C.<br>4Cy.12⅔"-12⅔" 40NHP<br>*Emade&fitted*20<br>H.Callesen&Co.Apenrade | | |
| 16685 | **Georg Lionosoff** SteelTwinScSr<br>*OilEng.*<br>*Elec.light* *1Dk* | 115<br>68<br>69 | | | | | 1912 | Bergsunds<br>M.V.Aktieb.<br>Stockholm | G.S.Lionosoffs<br>Nachf. | 96·2<br>Q36'B23'F19' | 17·5 | 6·2 | Russian | Oil Engines 2S.C.SA<br>4Cy.13"-13⅜" 46NHP<br>J.&C.G.Bolinders,Skm. | | |
| 16686<br>1452 | **Georg Mahn** SteelScSr<br>*Now named* "MagdalenaFischer," *See No.* 38398 *in Supplement*<br>*Elec.light* | 1081<br>930<br>674 | | | | | 1893 | Akt.Ges.<br>"Neptun"<br>Rostock | ~~F.W.Fischer~~<br>F.Petersen | 234·1<br>B50' F22' | 34·4 | 14·0 | London<br>~~Rostock~~<br>~~German~~<br>British *WB* | T.3Cy.13¾",22½"&36½"-27½"<br>68RHP ~~68NHP~~<br>A.G."Neptun,"Rostock | | |
| 16687 | **Geo. Plate** SteelSc<br>(*Trawler*)<br>*Elec.light* *1Dk* | 218<br>193<br>82 | | | | | 1916 | Schiffb.Ges<br>Unterweser<br>m.b.H.<br>Lehe | Wilhelmshavener<br>Hochseefischerei,<br>A.G. | 128·2<br>Q75'F17' | 22·6 | 9·2 | Wilhelms-haven<br>German<br>*WB* | T.3Cy.12⅔",20½"&32¼"-22⅓"<br>50NHP<br>OttensenerMch.<br>G.m.b.H.Altona | | |
| 16688 | **Georg Robbert** SteelSc<br>(*ex*Admiral vonKnorr) (*Trawler*)<br>*Elec.light* *1Dk* | 215<br>191<br>81 | | | | | 1918 | Schiffb.Ges<br>Unterweser<br>m.b.H. Lehe | Hochseefisch.<br>J.WietingA.G. | 127·3<br>Q69'F19' | 22·6 | 9·2 | Brmrhavn<br>German<br>*Wb* | T.3Cy.12⅔",20½"&32¼"-22⅓"<br>Ottensener 50NHP<br>Maschf.G.m.b.H.Altona | | |
| 16689 | **Georg Rode** SteelSc<br>(*Trawler*) | 260<br>—<br>— | | | | | 1917 | Reiherst'g<br>Schiffsw.Abt.<br>Brandenburg<br>Hamburg | | 124·1 | 24·1 | 13·1 | ~~British~~<br>Spanish | T.3Cy. | | |
| 16690 | **Georg Siebs** SteelSc<br>(*Trawler*)<br>*1Dk* | 145<br>134<br>27 | | | | | 1895 | Akt.Ges.<br>"Weser"<br>Bremen | EideSiebs | 106·2 | 21·0 | 10·3 | Brmrhavn<br>German<br>*WB* | T.3Cy.12¼",19$\frac{1}{16}$"&31½"-21⅝"<br>NB19 46NHP<br>A.G."Weser,"Bremen | | |
| 16691<br>NTGD | **Georg Stage** IronAuxScS<br>*Motor*<br>(*ex*Steamer) Wireless *2Dks*<br>(*See Sailing Ship Register*) | 203<br>199<br>149 | | | | | 1882/1906 | Burmeister<br>&Wain<br>Copenhagen | StiftelsenGeorg<br>StagesMinde | 100·8 | 25·2 | 13·2 | Copnhagn<br>Danish | Motor 4S.C.<br>2Cy. NE16 14NHP<br>Houmöller,Fredrikshavn | | |
| 16692<br>97228 | **George** SteelScSp<br>*Mchy.Aft* *1Dk* | 155<br>151<br>78 | | | | | 1891 | W.Allsup&<br>Sons(Lim.)<br>Preston | J.Crosfield&Sons,<br>Ld. | 90·0 | 21·0 | 9·9 | Liverpool<br>British | C.2Cy.12"&24"-30"<br>24RHP<br>W.Allsup&Sns(Lim.),Prs. | | |
| 16693<br>964 | — SteelScSr<br>(*ex*Tweed)<br>*Mchy.Aft* *1Dk* | *117*<br>*89*<br>*43* | | | ... | | 1895 | J Fullerton<br>&Co.<br>Paisley | M.Weide | 90·0<br>Q12'F14'<br>BK6" | 18·6 | 7·8 | Riga<br>atvian<br>*WB* | C.2Cy.12"&24"-18"<br>28NHP<br>Fisher&Co.Paisley | 8 ″ 6 | |

| 1<br>Numéro d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pa. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16694<br>141953<br>KDRQ | **George Adgell** SteelScK<br>1*Dk*(*Stl*-ws) | 290<br>249<br>127 | ✠100A1<br>*StmTrawler*<br>3,21 ✠LMC2,20 | Flt | | 3,21 | 1919<br>12mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>'*sA&CP* | BlackburnTrawlers,Ld. (H. Blackburn *Mgr.*) | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | Fleetwood<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26"<br>180lb 86RHP<br>1SB,3pf,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 · 6 |
| 16695<br>[illegible] | **George Andrew** SteelScK<br>Now named "Lord Astor," See No.38183 in Supplement<br>*Mchy.Aft* 1*Dk* | 312<br>[illegible]<br>130 | ✠100A1<br>*StmTrawler*<br>11,17 ✠LMC11,17 | Hul | | CL | 1917<br>11mo<br>*Lloyd* | Cochrane &Sons,Ld. Selby<br>'*sA&CP* | ~~TheAdmiralty~~<br>Pickering&Haldane'sSteamTrawlingCo.Ld | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | Hull<br>~~London~~<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (s)<br>200lb 87NHP<br>1SB,3pf,GS48,HS1440<br>CampbllGasEngCoLdHfx | 13 · 6 |
| 16696<br>117960 | **George Armstrong** SteelPad<br>1*Dk* | 111<br>93<br>50 | | | | | 1904 | Hepple&Co.Ld. SouthShields | TyneImprovement Commissioners | 80·0 | 20·1 | 8·7 | N.Shields<br>British | C.D.4Cy.11½"&22"-30"<br>50RHP<br>Hepple&Co.Ld.S.Shields | |
| 16697<br>145079 | **George Aunger** SteelScK<br>ssMil.No.3-5,21<br>*Mchy.Aft* *Elec.light* 1*Dk* | 260<br>239<br>112 | ✠100A1<br>*StmTrawler*<br>2,22 ~~1,18~~ ✠LMC~~[illegible]~~<br>5,21 | Hul<br>Mil | | CL<br>5,21 | 1918<br>1mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>'*sA&CP* | TheAdmiralty | 125·4<br>Q71' | 22·7 | 12·2<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.12½",21½"&35½"-24"<br>200lb 62RHP (s)<br>1SB,3pf,GS48,HS1450<br>Amos&Smith,Ld.Hull | 13 · 1 |
| 16698<br>86671 | **George B. Leonard** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB* | 4037<br>—<br>2844 | | | | | 1902 | Chicago S.B.Co. Chicago | GreatLakesSS.Co. | 380·0<br>F48' | 50·0 | 23·6 | OswegoNY<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"-40"<br>213NHP<br>ChicagoS.B.Co.Chicago | |
| 16699<br>219874<br>LWHB | **George B. Mackenzie** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>Wireless *Longitudinal framing*<br>*Cargo battens not fitted* | 3212<br>2644<br>2002 | ✠100A1<br>5,20<br>✠LMC5,20 | Bal | *u* | CL | 1920<br>5mo | UnionS.B. Co. BaltimoreMd<br>A&CP | AmericanBauxite Co.(Aluminium Line,*Mgrs.*)<br>*CellDB*278'749*t* | 318·4<br>P36'B94'F36'<br>*FPT*69*t* *APT*252*t* | 46·2 | 21·9<br>FK | Phldlphia<br>Utd.States<br>5*BHptCem*<br>*ptAsp* | T.3Cy.22",37½"&60"-42" (s)<br>185lb 300NHP<br>2SB,6cf,GS159,HS5226<br>EllicottMach.Co. Baltimore,Md | 24 · 5<br>s 4 · 1½<br>20 · 7 |
| 16700<br>144324 | **George Bligh** SteelScK<br>ssLwt.No.1-21<br>*Mchy.Aft* 1*Dk*<br>*Elec.light* | 324<br>288<br>132 | ✠100A1<br>*StmTrawler*<br>3,21 ~~7,17~~ ✠LMC~~7,17~~<br>3,21 | Hul<br>Lwt | | CL<br>3,21 | 1917<br>7mo<br>*Lloyd* | Cochrane &Sons,Ld. Selby<br>'*sA&CP* | ~~TheAdmiralty~~<br>TheMinister of Agriculture & Fisheries | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (s)<br>200lb 87NHP<br>1SB,3pf,GS48,HS1440<br>CampbellGasEng.Co.Ld. Hfx | 13 · 6 |
| 16701<br>[illegible] | **George Borthwick** SteelScK<br>Now named "Annabelle," See No.36280 in Supplement<br>ssGms.No.1-21<br>1*Dk* | 216<br>199<br>93 | ✠100A1<br>*StmTrawler*<br>11,21 ~~1,20~~ ✠LMC~~8,17~~<br>11,21 | Mil<br>Gms | | CL<br>11,21 | 1917<br>8mo<br>*Lloyd* | Hall,Russell&Co.Ld. Aberdeen<br>'*sA&CP* | ConsolidatedSteamFishing&IceCo.(Grimsby)Ld. (J.D.Marsden,*Mgr.*) | 115·4 | 22·1 | 12·1<br>BK7½" | Grimsby<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"-23" (r)<br>180lb 57RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 · 0 |
| 16702<br>144281 | **George Burton** SteelScK<br>ssLon.No.3-6,20<br>1*Dk* | 203<br>100<br>78 | ✠100A1<br>*StmTrawler*<br>11,21 ~~6,20~~ ✠LMC5,20 | Lon<br>Abn | | CL<br>5,20 | 1917<br>12mo<br>*Lloyd* | Hall,Russell&Co.Ld. Aberdeen<br>'*sA&CP* | ~~TheAdmiralty~~<br>~~J.S.Boyle~~<br>~~MissW.Lewis~~<br>W.Gove | 115·4 | 22·1 | 12·1<br>BK7½" | Aberdeen<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"-23" (r)<br>180lb 74NHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 · 0 |
| 16703<br>140798 | **George Castle** SteelScK<br>1*Dk*(*Stl*) | 204<br>201<br>84 | ✠100A1<br>*StmTrawler*<br>7,21 ~~8,19~~ ✠LMC8,19 | Gls<br>Gms | | CL | 1919<br>8mo<br>*Lloyd* | R Williamson&Son Workington<br>'*sA&CP* | BeaconSteam FishingCoLd(W.F. Goodwin,*Mgr.*) | 115·2 | 22·1 | 12·2<br>BK7½" | Grimsby<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"-23" (s)<br>180lb 75NHP<br>1SB,3pf,GS40,HS1368<br>W.Beardmore&Co.Ld.Gls | 13 · 0 |
| 16704<br>143865 | **George Clarke** SteelScSr<br>ssCws.No.3-11,20<br>*Elec.light* 1*Dk* | 276<br>246<br>~~111~~<br>109 | 100A1<br>*StmTrawler*<br>1,22 ~~1,20~~ LMC8,20 | Cws<br>Pts | | CL<br>8,20 | 1917<br>*Lloyd* | J.P.Renoldson&Sns Ld.S.Shields<br>'*sA&CP* | TheAdmiralty | 125·3<br>Q72'F21' | 23·4 | 12·6<br>BK7½" | London<br>British<br>2*BHCem*<br>*WB* | T.3Cy.12½",21"&35"-26" (s)<br>180lb 87NHP<br>1SB,2cf,GS38,HS1665<br>J.P.Rennoldson&Sons,Ld. | 13 · 6 |
| 16705<br>144314 | **George Cochran** SteelScK<br>*Mchy.Aft* 1*Dk*(*Stl*) | ~~290~~ 294<br>249<br>~~127~~<br>121 | ✠100A1<br>3,20<br>✠LMC12,18 | Ips | | CL<br>3,20 | 1918<br>12mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>'*sA&CP* | ~~Phillips,Mills&Co.Ld.~~<br>Ontario FisheriesLd. | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.12½",21"&35"-26" (s)<br>180lb 86NHP<br>1SB,3pf,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 · 6<br>s 2 · 1<br>13 · 3 |
| 16706<br>144578 | **George Corten** SteelScK<br>Now named "Zencon," See No.40083 in Supplement<br>ssWyn.No.3-12,20<br>*Elec.light* 1*Dk* | 277<br>246<br>107 | 100A1<br>*StmTrawler*<br>~~[illegible]~~ ~~12,20~~<br>12,21 LMC1,21 | Wyn<br>Bgs | | CL<br>1,21 | 1919<br>*Lloyd* | Cox&Co. (Engineers) Ld. Falmouth<br>'*sA&CP* | ~~TheAdmiralty~~<br>KingstonSteam TrawlingCo.Ld. | 125·4<br>Q72'F17' | 23·5 | 12·6<br>BK7½" | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (s)<br>180lb 87RHP<br>1SB,3pf,GS50,HS1619<br>Cox&Co.(Engineers)Ld. | |
| 16707<br>143772 | **George Coulston** SteelScK<br>ssMil.No.3-10,20<br>1*Dk* | 213<br>208<br>84 ~~85~~ | 100A1<br>*StmTrawler*<br>11,21 ~~10,20~~ LMC10,20 | Mil | | CL<br>10,20 | 1918<br>*Lloyd* | A.Hall&Co.Ld. Aberdeen<br>'*sA&CP* | ~~TheAdmiralty~~<br>~~J.S.Boyle~~<br>MissH.W.Lewis | 115·3 | 22·6 | 12·2<br>BK7½" | Aberdeen<br>British<br>2*BHCem*<br>*DTf*5'11*t* | T.3Cy.12",20"&34"-24" (s)<br>180lb 57RHP<br>1SB,3pf,GS39,HS1347<br>A.Hall&Co.Ld.Aberdeen | 13 · 0 |
| 16708<br>141950 | **George Cousins** SteelScSr<br>1*Dk* | 276<br>245<br>122 | | | | | 1919 | AilsaS.B. Co.Ld. Ayr | H.Blackburn | 125·0 | 23·5 | 12·8 | Fleetwood<br>British<br>*WB* | T.3Cy.12½",21"&35"-26"<br>60RHP<br>AilsaS.B.Co.Ld.Troon | |
| 16709<br>85661 | **George Curtis** WoodSc | 182<br>—<br>53 | | | | | 1881 | ………………<br>Boothbay,Me | Fisheries Products Co. | 121·2 | 20·3 | 10·6 | Newport, R.I.<br>Utd.States | | |
| 16710<br>129360 | **George D. Irvin** SteelScK<br>1*Dk* | 194<br>191<br>75 | | | | … | 1911 | Hall,Russell&Co.Ld. Aberdeen | AlphaStm.TrawlingCo.Ld. (J.B. Graham,*Mgr.*) | 115·3 | 22·1 | 11·9<br>BK7½" | Hartlepool<br>British<br>*WB* | T.3Cy.12",20"&34"-24"<br>78RHP<br>Hall,Russell&Co.Ld.Abn. | 12 · 9 |
| 16711<br>145017 | **George Darby** SteelScK<br>ssMil.No.3-10,20<br>*Elec.light* 1*Dk* | 276<br>247<br>113 | 100A1<br>*StmTrawler*<br>1,22 ~~10,20~~ LMC10,20 | Mil | | CL<br>10,20 | 1918<br>*Lloyd* | Bow,McLachlan&Co. Ld. Paisley<br>'*sA&CP* | TheAdmiralty | 125·7<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (s)<br>180lb 61RHP<br>1SB,3pf,GS50,HS1619<br>FawcettPreston&CoLdLiv | 13 · 6 |
| 16712<br>86231 | **George Deakin** WoodScFlat | 105<br>98<br>71 | | | | | 1866 | AnnDeakn Winsford | LiverpoolLighterageCo.Ld. | 81·9 | 19·1 | 8·6 | Liverpool<br>British | I.2Cy.12"-14"<br>NE&B76 24RHP<br>G.Deakin,Winsford | |
| 16713<br>133224 | **George Dinsdale** SteelScSk<br>~~ssGmh.No.1-19~~<br>1*Dk*<br>ssGmh.No.2-21 | 105<br>89<br>— | ✠100A1<br>*For Towing purposes*<br>~~6,21 6,20~~ 3,22 BS~~6,21~~ 3,22<br>MS6,21 ~~BS6,20~~ ✠LMC~~[illegible]~~ | Gmh | | CL<br>~~5,19~~<br>~~6,21~~<br>3,22 | 1913<br>3mo<br>*Lloyd* | Scott&Sons Bowling<br>'*sA&CP* | Grangemouth&ForthTowngCo.Ld | 90·0 | 18·1 | 8·4<br>BK6"<br>*WB*= | Grngemth<br>British<br>4*BHCem*<br>*AP*78*t* | T.3Cy.12",18"&30"-21" (s)<br>160lb 60RHP<br>1SB,2pf,GS38,HS1182<br>Fishers,Ld.Paisley | 9 · 0<br>s · 9½<br>9 · 0 |
| 16714<br>143864 | **George Dixon** SteelScSr<br>sLon.No.3-12,20<br>*Elec.light* 1*Dk* | 280<br>250<br>~~117~~<br>110 | 100A1<br>*StmTrawler*<br>~~12,20~~<br>11,21 LMC8,20 | Lon | | CL<br>8,20 | 1917<br>*Lloyd* | G.Brown&Co. Greenock<br>'*sA&CP* | TheAdmiralty | 125·6<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (s)<br>180lb 83RHP<br>1SB,3pf,GS50,HS1619<br>Gauldie,Gillespie&Co. Ld.Gls | 13 · 6 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | Years Assigned now expired. Equipment | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16715<br>220760<br>MBSL | **George E. Weed** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks*<br>Sub.Sig. | 5976<br>4971<br>3710 | | | ... | | 1920 | Merchant S.B.Corp.<br>Chester,Pa. | UnitedStates ShippingBoard | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 30·4 | Phildlphia<br>Utd.States<br>*WB* | 2 Geared Turbines<br>635NHP<br>WestinghouseElectric &Mfg.Co.Essington,Pa. | | R |
| 16716<br>204225 | **George F. Baker** SteelScSr<br>*Elec.light* *Mchy.Aft* Sub.Sig. 1*Dk* | 7210<br>—<br>5459 | | | | | 1907 | Superior S.B.Co.<br>Superior,Wis | PittsburghS.S.Co. | 586·0 | 58·0 | 25·5 | Duluth<br>Utd.States<br>*WB* | T.3Cy.24",38"&65"–42"<br>274NHP<br>AmericanS.B.Co.Clevel'nd | | |
| 16717<br>86555 | **Geo.F.Haller** WoodSc<br>*Motor*<br>1*Dk* | 185<br>—<br>107 | | | | | 1901 | John Dickie,<br>Alameda,Cal. | Libby,McNeill& Libby | 101·0 | 21·5 | 8·5 | S.Frncisco<br>Utd.States | Motor | | |
| 16718<br>203325<br>KVML | **George F. McCaffrey** WoodScSr<br>(*ex*PlinyFisk)<br>1*Dk* | 156<br>—<br>106 | | | | | 1906 | ..................<br>Tompkins Cove,N.Y. | O.McCaffreySons, Inc. | 85·9 | 27·0 | 10·6 | NewYork<br>Utd.States | | | |
| 16719<br>146527 | **George Fenwick** SteelScK<br>ssSou.No.3–12,20<br>*Mchy.Aft* 1*Dk* | 324<br>288<br>132 | ✠100A1<br>*StmTrawler*<br>2,22 ~~12,20~~<br>✠LMC12,20 | Sou Pts | | CL<br>10,20 | 1918<br>1mo<br>*Lloyd* | Cochrane &Sons,Ld.<br>Selby<br>*'sA&CP* | TheAdmiralty | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 87RHP ~~87NHP~~<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | - |
| 16720<br>143467 | **George French** SteelScSr<br>Now named "Arlette," See No. 35284 in Supplement<br>*Mchy.Aft* 1*Dk* | 205<br><br>83 | ✠100A1<br>*StmTrawler*<br>11,21 ~~1,20~~<br>✠LMC6,18 | Mil Gms | | CL<br>11,21 | 1918<br>6mo<br>*Lloyd* | Murdoch & Murray,Ld.<br>PortGlasgow<br>*'sA&CP* | ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (J.D.Marsden,*Mgr*) | 115·3<br>BK7½"<br>*DBf*25'19*t* | 22·1 | 12·1 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12",20"&24"–23" (*r*)<br>180lb 57RHP<br>1SB,3*pf*,GS39,HS1347<br>Ross&Duncan,Gls. | 13 ″ 0 | |
| 16721<br>202088 | **George G. Barnum** SteelScSr<br>(*ex*Socapa)<br>*Elec.light* *Mchy.Aft* 1*Dk* | 6272<br>—<br>4826 | | | | | 1905 | WestBay CityS.B.Co.<br>W.BayCity | SuperiorS.S.Co. (G.A.Tomlinson, *Mgr.*) | 504·0 | 54·0 | 26·7 | Duluth<br>Utd.States<br>*WB* | T.3Cy.22½",36"&60"–42"<br>233NHP<br>DetroitS.B.Co.Detroit | | |
| 16722<br>204251 | **George G.Crawford** SteelScSr<br>(*ex*LeGrandS.DeGraff)<br>*Elec.light* *Mchy.Aft* Sub.Sig. 1*Dk* | 7971<br>—<br>6196 | | | | | 1907 | American S.B.Co.<br>Lorain | PittsburghS.S.Co. | 585·0 | 60·0 | 32·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.22¼",37½"&65"–42"<br>274NHP<br>AmericanSB.Co.Cleveland | | |
| * 16723<br>215154<br>LHFW | **George G. Henry** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | ~~6837~~<br>~~6444~~<br>~~4265~~<br>6265<br>6144<br>3849 | ✠NE12,19<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 6,17 *F.P. above* 150°F. | | ... | 12,19 | 1917<br>6mo | Union Iron WorksCo.<br>S.Francisco<br>A&CP | Pan-American Petroleum& TransportCo.Inc.<br>*CellDB uE&B* 64'197*t*<br>*DTf*56'1038*t* | 435·0<br>P106'B50'F42'<br>FK<br>*FPT*97*t* *APT*74*t* | 56·0 | 32·0 | L.Angeles Cal.<br>Utd.States<br>15*BHptAsp*<br>(11 ,, *toUdk*<br>4 ,, ,,2*nd*,,) | T.3Cy.27",45½"&76"–51"(*s*)<br>192lb 574NHP<br>3SB,9*cf*,HS8265 FD<br>SunS.B.Co.Chester,Pa. | 33 ″ 6<br>s 8 ″ 0½<br>25 ″ 10 | |
| 16724<br>136152 | **George Greaves** SteelScSr<br>(*Trawler*)<br>1*Dk* | 280<br>250<br>113 | | | | | 1919 | G.Brown& Co.<br>Greenock | IzaakWalton FishingCo.Ld. (C. Heron,*Mgr.*) | 125·6 | 23·5 | 12·7 | Swansea<br>British<br>*WB* | T.3Cy.12½",21"&35"–26"<br>83RHP<br>McKie&Baxter,Glasgow | | C |
| 16725<br>144117 | **George Greenfield** SteelScK<br>For full particulars See No. 37573 in Supplement<br>(*Trawler*)<br>1*Dk* | 280<br>250<br>123 | | | | | 1918 | G.Brown & Co.<br>Greenock | TheAdmiralty | 125·6 | 23·5 | 12·7 | London<br>British | T.3Cy.12½",21"&35"–26"<br>87RHP<br>Gauldie,Gillespie&Co.Gls. | | C |
| 16726<br>137382 | **George H. Hastie** SteelScK<br>1*Dk* | 229<br>214<br>89 | | | ... | | 1916 | A.Hall& Co.Ld.<br>Aberdeen | R.Hastie&Sons, Ld. | 117·0<br>BK7½" | 22·6 | 12·2 | N.Shields<br>British<br>*WB* | T.3Cy.13",21½"&35"–24"<br>83RHP<br>A.Hall&Co.Ld.Aberdeen | 13 ″ 0 | |
| * 16727<br>218629<br>LSFH | **Geo. H. Jones** SteelSc3Mst<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 6689<br>6133<br>4165 | ✠100A1<br>~~1,21~~ ~~2,20~~ 2,22<br>✠LMC9,19<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel*9,19 *F.P. above*150°F. | NYk | *b*† | CL<br>2,22 ~~2,20~~<br>~~N4,21~~ | 1919<br>9mo | TheSun S.B.Co.<br>Chester,Pa.<br>A&CP | StandardOilCo.of NewJersey<br>*CellDBuE&B*60'259*t* *DT*40'552*t* | 429·3<br>P133'B36'F40'<br>FK<br>*FPT*222*t* *APT*57*t* | 59·2 | 31·4 | NewYork<br>Utd.States<br>17*BHptCem*<br>13*BHtoUdk*<br>4 ,, ..2*nd* ,, | T.3Cy.27",45½"&76"–51"(*r*)<br>190lb 612NHP<br>3SB,9*cf*,GS207,HS9198 FD<br>TheSunS.B.Co.Chester,Pa | 33 ″ 3 | |
| 16728 | **George Harper** SteelSc<br>Now named "B.O.Borjesson," See No. 35552 in Supplement<br>*Elec.light* 1*Dk* | 1613<br>1336<br>991 | | | | | 1907 | Akt.Ges. "Neptun"<br>Rostock | RederiA/B Gefion(J.Gorthon, *Mgr.*) | 261·4<br>P12'Q84'B105'F28' | 38·1 | 16·5 | Hlsngborg<br>Swedish<br>*WB* | T.3Cy.17⅞",30½"&48"–33"<br>132NHP<br>A.G."Neptun,"Rostock | | |
| 16729 | **George Ireland** SteelK<br>Now named "Teviot," See No. 36542 in Supplement<br>Jet Propulsion<br>1*Dk* | 202 | ✠100A1<br>*StmTrawler*<br>5,18<br>✠NB6,19<br>*Mchy. Experimental* | Wvn | | | 1918<br>5mo<br>*Lloyd* | Rennie ForrestSB. E.&DD.CoLd<br>Wivenhoe<br>*'sA&CP* | TheAdmiralty | 115·4<br>BK7½" | 22·1 | 12·1 | London<br>British<br>3*BHCem*<br>*DBf*28'18*t* | 4Cy.11"&22"–10" (*s*)<br>Jet Propulsion 180lb<br>1SB,3*pf*,GS12,HS1347 | 13 ″ 0 | |
| 16730<br>206876<br>LBGS | **George L. Potter** SteelSc<br>(*Tug*)<br>1*Dk* | 220<br>—<br>149 | | | | | 1909 | SkinnerSB &D.D.Co.<br>Baltimore | Baltimore&Ohio R.R.Co. | 112·3 | 24·1 | 11·5 | Baltimore<br>Utd.States | C.2Cy.20"&40"–28"<br>49NHP | | |
| 16731<br>141051 | **George M. Cook** WoodScSr<br>*OilEng.*<br>1*Dk* | 195<br>175<br>133 | | | | | 1919 | Smith& Rhuland<br>Lunenburg, N.S. | A.Cook | 131·0 | 27·5 | 10·4 | Lunenburg,N.S.<br>British | Oil Engine<br>4Cy.10½"–12" 15NHP<br>SheffieldCarCo. ThreeRivers,Mich. | | |
| 16732 | **George M. Embiricos** SteelSc<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* | ~~6200~~<br>5728<br>5272<br>3445 | ✠100A1<br>*Shelterdk withfreeboard*<br>4,22 ~~9,21~~<br>✠LMC9,21<br>*Fitted for oil fuel*9,21 *F.P. above*150°F. | NNs<br>~~Bry~~ | *b*† | CL | ~~1921~~<br>1920<br>10mo | ShortBros. Ld.<br>Sunderland<br>*Lloyd'sA&CP* | S.G.Embiricos<br>*Collision BH to Shelter dk* 6 *BH to Uprdk*<br>*CellDB*379'1641*t* *MT*52 1232*t* | ~~441·0~~<br>441·5<br>FK<br>*FPT*134*t* *APT*219*t* | ~~56·4~~<br>56·3 | 28·2 | Andros<br>Greek<br>*Cem* | T.3Cy.28",46½"&77"–51"(*s*)<br>180lb 522NHP<br>3SB,12*cf*,GS234,HS8902<br>J.Dickinson&Sons,Ld.Sld | 30 ″ 9<br>s4 ″ 7½<br>26 ″ 6 | |
| 16733<br>56905<br>NJRV | **George Peabody** IronPad<br>ssLly.No.3–2,92<br>1*Dk* | 115<br>115<br>21 | *For Towing purposes*<br>1,92 | Lly | | | 1867<br>12mo | Readhead, Softley&Co.<br>S.Shields | TeesTowingCo.Ld. (Robinson&Crosthwaite,*Mgrs.*) | 100·4 | 18·3 | 9·9 | Middlsbro'<br>British<br>3*BHCem* | C.2Cy.27½"–48"<br>NB92 55RHP<br>2SB,4*pf*,GS50,HS972<br>Readhead,Softley&C.S.Shl | 10 ″ 3 | |
| 16734<br>220889<br>MCDQ | **George Peirce** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Web frames*<br>Wireless Sub.Sig. | 5976<br>4971<br>3710 | | | ... | | 1920 | Merchant S.B.Corp.<br>Chester,Pa. | UnitedStates ShippingBoard | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 30·4 | Phildlphia<br>Utd.States<br>*WB* | 2 SteamTurbines geared to 1Sc.Shaft 635NHP<br>WestinghouseElectric &Mfg.Co.Essington,Pa. | 32 ″ 10 | |
| 16735<br>201690<br>KTQB | **Geo. Randolph** SteelSc<br>(*Tug*)<br>1*Dk*<br>Should be "Geo.F.Randolph," See No. 37550 in Supplement | 211<br>—<br>144 | | | | | 1905 | Baltimore S.B.&D.D.Co.<br>BaltimoreMd | Baltimore&Ohio RailroadCo. | 112·0 | 23·0 | 11·2 | Baltimore<br>Utd. States | C.2Cy.20"&40"–28"<br>71NHP | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 Nom du Navire. — Visites Périodiques. | 3 Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ※ 16736<br>137377 | **George Scott** | SteelScK<br>ssShlNo.1-19<br>1Dk | 209<br>196<br>90 | ✠100A1<br>StmTrawler<br>8[illegible] ~~5,20~~<br>✠LMC7,19 | Nwc<br>Shl | | CL<br>7,19 | 1916<br>3mo<br>Lloyd | Hall,Russell&Co.Ld<br>Aberdeen<br>sA&CP | R.Irvin&Sons,Ld. | 115·4<br>BK7½" | 22·1 | 11·9 | N.Shields<br>British<br>3BHCem<br>DBf19'13t | T.3Cy.12",20"&34"-24" (r)<br>180lb 78RHP<br>1SB.3pf,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 12 ⸗ 9 |
| 16737<br>80367 | **George Stephenson**<br>Mchy.Aft Elec.light Sub.Sig. | SteelScSr<br>1Dk2trB | 4564<br>—<br>3503 | | | | | 1896 | F.W.Wheeler&Co.<br>W.BayCity | PittsburghS.S.Co. | 407·4 | 49·3 | 23·8 | Duluth<br>Utd.States<br>WB | T.3Cy.25",40"&67"-44"<br>298NHP<br>FWWheelr&C.W.BayCity | |
| 16738<br>123354 | **George Stroud**<br>(exLochEarn) | SteelScK<br>ssAbn.No.3-12,19<br>1Dk | 202<br>189<br>73 | ✠100A1<br>StmTrawler<br>3,22 ~~3,21~~<br>BS5,21 ✠LMC11,19 | Abn | | CL<br>N11,19 | 1906<br>5mo<br>Lloyd | A.Hall&Co.Ld.<br>Aberdeen<br>sA&CP | Stroud'sSteam FishingCo.Ld.<br>(H.E.Stroud,Mgr) | 115·4<br>BK7½" | 21·6 | 11·8 | Aberdeen<br>British<br>3BHCem<br>DTf5'12t | T.3Cy.11½",20"&33"-22"(r)<br>180lb 68RHP<br>A.Hall&Co.Ld.Aberdeen | 12 ⸗ 6 |
| 16739<br>133567<br>JKSF | **George V.**<br>Elec.light | SteelScSr<br>ssShl.No.1-19<br>1Dk | 224<br>192<br>3 | ✠100A1<br>For towing purposes<br>9,21 ~~9,20~~<br>✠LMC10,19<br>DS6,21 | Shl | | CL<br>10,19 | 1915<br>1mo<br>Lloyd | J.P.Rennoldson&Sns.Ld.,S.Shields<br>sA&CP | R.Redhead&Son Ld.<br>WB | 106·1<br>B15<br>BK7"<br>=DTf 7'19t FPT | 24·4 | 12·3 | Newcastle<br>British<br>4BHCem<br>6tAPT14t | T.3Cy.16",26"&43"-27" (s)<br>180lb 98RHP<br>1SB.3cf,GS64,HS2281<br>JPRennoldsn&SnsLdSShl | 13 ⸗ 3<br>⸗1 ⸗ 6<br>12 ⸗ 8 |
| ※ 16740<br>216388<br>LKSW | **George W. Barnes**<br>Elec.light<br>MchyAft<br>Wireless | SteelSc<br>2Dks(Stl)&Web frames<br>Longitudinal framing | 6531<br>5917<br>4703 | ✠100A1<br>~~6,21~~ ~~11,20~~ 9,21<br>✠LMC6,18<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 6,18 F.P. above 150° F. | NOs<br>~~NYk~~ | a† | CL<br>6,21 | 1918<br>6mo | Bethlehem S.B.Corp.Ld<br>Quincy,Mass<br>A&CP | Pan-American Petroleum& TransportCo.Inc.<br>CellDB u E& B50'<br>200tDTf420t | 416·8<br>P107'B35'F33'<br>FK<br>FPT229tAPT130t | 56·1 | 31·1 | L.Angeles, Cal.<br>Utd.States<br>16BHptCem<br>(12 to U dk 4 to2nd dk) | T.3Cy.26½",44"&74"-51" (s)<br>190lb 125lb 525NHP<br>3SB,9cf, HS7425 FD<br>BethlehemS.B.Corp.Ld. Quincy | 32 ⸗ 9 |
| 16741<br>85189<br>JLHW | **George W. Clyde** | IronScBkn<br>2Dks | 1849<br>—<br>1514 | | | | | 1872 | W.Cramp &Sons<br>Philadelphia | ClydeS.S.Co.Inc. | 256·0<br>len76 | 35·0 | 19·2 | NewYork<br>Utd.States | C.2Cy.24"&38"-36"<br>72NHP<br>W.Cramp&Sons,Phl. | |
| 16742<br>202166 | **George W. Perkins**<br>Elec.light Mchy.Aft Sub.Sig. | SteelScSr<br>1Dk | 6406<br>—<br>4922 | | | | | 1905 | Superior S.B.Co.<br>SuperiorWis. | PittsburghS.S.Co.<br>WB | 558·2 | 56·0 | 26·5 | Duluth, Minn.<br>Utd.States | T.3Cy.24",39"&65"-42"<br>274NHP<br>AmericanSB.Co.Cleveland | |
| 16743<br>219144<br>LTKS | **Geo. W. Stevens**<br>Elec.light | WoodSc<br>(exBullock)<br>1Dk | 177<br>—<br>80 | | | | | 1919 | Leatham& SmithTowng &WrckngCo.<br>SturgeonBay Wis. | UnitedStates ShippingBoard | 94·8 | 24·7 | 14·6 | NwprtNws<br>Utd.States | C.2Cy.18"&38"-26"<br>61NHP | |
| 16744<br>135261 | **George W. Yates**<br>(exNo.80) | SteelScSp<br>(Tug)<br>1Dk(Irn) | 111<br>105<br>3 | ✠<br>For River purposes only<br>6,14<br>✠ | Bel | | | 1913<br>2mo | G.Brown &Co.<br>Greenock | Canadian Government | 100·0<br>FK | 19·1 | 8·9 | Ottawa<br>British<br>4BHCem | T.3Cy.11½",20"&32"-22"<br>52RHP<br>1SB,2pf,GS35,HS1050<br>McKie&Baxter,Glasgow | 9 ⸗ 6 |
| 16745<br>136662<br>JFKV | **George Ward**<br>(exYt.Beryl.exPrincessAlice)<br>Elec.light Wireless | SteelSc<br>ssGls.2ndNo 3-1.21<br>1Dk(Stl-teak s) | 1068<br>930<br>367 | A1<br>CableShip<br>7,21 ~~1,21~~<br>LMC12,20 | Gls<br>Lon | | CL<br>N12,20 | 1898<br>Lloyd | Laird Bros.<br>Birkenhead<br>sA&CP | CommercialCable Co.Ld. | 251·0<br>P34'F35'<br>BK8" | 34·8 | 18·7 | Glasgow<br>British<br>5BHCem | T.3Cy.19",30"&46"-30" (s)<br>175lb 130lb 108NHP<br>2SB,6cf,GS99,HS1450<br>LairdBros.Birkenhead | 20 ⸗ 0<br>s 4 ⸗ 1<br>16 ⸗ 11 |
| 16746<br>215447<br>LHQF | **GeorgeWashington**<br>Elec.light Ref.Mchy Sub.Sig. Wireless | SteelTwinSc<br>5Dks&3Promdks | 25570<br>20816<br>15379 | | | | | 1908 | Akt.Ges. "Vulcan"<br>Stettin | UnitedStates ShippingBoard | 699·1<br>B367'F111' | 78·2 | 50·1 | NewYork<br>Utd.States<br>WB | Q.8Cy.38",57",80"&112"-67"<br>2052NHP<br>A.G."Vulcan,"Stettin | |
| ※ 16747<br>MPHV | —<br>Elec.light<br>Wireless | Steel<br>TwinSc3MstSr<br>OilEng.<br>ssS.Fo.No 1-20<br>2Dks(Stl)&Awng dk(Stl) | 7093<br>5165<br>4478 | ✠100A1<br>Awng dk withfreeboard<br>9,21 ~~8,21~~<br>DBS12,20 ✠LMC12,20 | SFo<br>Xia | a\| | CL<br>11,18 | 1916<br>11mo<br>Lloyd | Akt.Burmeistr&Wain<br>Copenhagen<br>sA&CP | A/S Borgå<br>(P.Olsen,Mgr.)<br>Cell D | 425·5<br>FK<br>B377'1266tFPT90t | 55·3 | 27·7 | Chrstiania<br>Norwegian<br>7BH pt Cem<br>APT82t | Oil Engines 4S.C.SA<br>12Cy.24⅜"-37⅛" 568NHP<br>DB100lb<br>Akt.Burmeistr&Wain,Cpn | 38 ⸗ 6<br>s 9 ⸗ 11<br>29 ⸗ |
| 16748<br>~~143785~~ | **George Westphall**<br>Mchy.Aft Elec.light | SteelScK<br>ssMil.No.3-7,21<br>1Dk(Steel-ws) ~~1Dk~~ | 324<br>288<br>150 | ✠100A1<br>Stm. Trawler<br>7,21 ~~3,18~~<br>✠LMC ~~5,18~~ 7,21 | Hul<br>Mil | | CL<br>7,21 | 1918<br>3mo<br>Lloyd | Cochrane& Sons,Ld.<br>Selby<br>sA&CP | ~~TheAdmiralty~~<br>Lerae,Leroy&Cie | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | French<br>BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87NHP<br>1SB,3pf,GS48HS1440<br>C.D.Holmes&Co.,Ld.,Hull | 13 ⸗ 6 |
| | Now named "Estelle-Yvonne," See No. 37196 in Supplement | | | | | | | | | | | | | | | |
| 16749<br>214587<br>LGNK | **Georgeanna Weems**<br>Elec.light Well deck | SteelScSr<br>ssNYk No 1-21<br>2Dks(Stl) | 2089<br>1273<br>1556 | ✠100A1<br>7,21 ~~6,20~~<br>✠LMC ~~11,16~~ 2,21 | NYk | q | CL<br>~~6,19~~<br>7,21 | 1916<br>11mo | Harlan& Hollings-worthCor.<br>Wlmgtn. Del.<br>A&CP | Baltimore& CarolinaS.S.Co. | 242·2<br>P&B191'F41'<br>FK<br>FPT32t | 39·0 | 18·0 | Baltimore<br>Utd.States<br>4BHCem<br>APT11t | T.3Cy.17",27"&44"-30" (s)<br>180lb 150NHP<br>2SB,4cf,GS87,HS2793<br>Harlan&HollingswrthCor | 19 ⸗ 4 |
| ※ 16750<br>OIBS | **Georges Clemenceau**<br>(exWarSelkirk)<br>Elec.light<br>Mchy.Aft Well deck | WoodSc<br>1Dk2trB<br>Salted&specially treated<br>Hardwood treenails | 2320<br>1726<br>1371 | ✠12A1<br>12,20<br>BS1,21 ✠LMC8,18 | Dnk | r | 12,20 | 1918<br>3mo<br>Lloyd | Western CanadaShip-yards,Ld.<br>Vancouver, B.C.<br>sA&CP | Cie.desCargos Français(E.J. Heinz,Mgr.) | 249·7<br>P&B138'F32' | 43·5 | 22·8 | Havre<br>French<br>6BH | T.3Cy.20",33"&55"-40" (s)<br>185lb FD 322NHP<br>2 Water Tube Boilers<br>Canadian GS120,HS5280<br>Allis-Chalmers. Ld.Tto | 25 ⸗ 6<br>s 3 ⸗ 5 |
| 16751<br>86467<br>KPJT | **Georges Creek**<br>Elec.light | WoodSc<br>(Tug)<br>1Dk2trB | 398<br>—<br>184 | | | | | 1899 | BurleeD.D. Co. Pt.Richmond,S.I,NY | Consolidation CoastwiseCo. | 128·9 | 28·7 | 16·7 | Boston<br>Utd.States | T.3Cy,16½",25"&43"-30"<br>101NHP<br>BurleeD.D.Co.Pt.Richmnd | |
| 16752<br>OICB | **Georges Faustin** | IronScSr<br>(exSaintDomingue)<br>1Dk&Awng dk | 1048<br>637<br>483 | | | ... | | 1879 | Forg.&Ch. de laMédit.<br>Havre | Faustin | 228·6 | 29·8 | 12·9<br>20·1 | LaRochlle<br>French | C.2Cy.27½"&55"-35½"<br>NB98 150NHP<br>Forg.&Ch de laMédit.Hav. | |
| ※ 16753 | **Georges Mandacas**<br>(exGeorgios)<br>Elec.light | SteelSc<br>1Dk(Stl) | 3231<br>2969<br>1953 | ✠100A1<br>3,21<br>✠LMC3,21<br>Fitted for oil fuel 3,21 F.P. above 150° F | PGl | v | CL | 1921<br>3mo<br>Lloyd | ClydeS.B. &Eng.Co.Ld.<br>PortGlasgow<br>sA&CP | V.G.Mandacas &Co.<br>Cell1 | 325·0<br>P29'B100'F34'<br>FK<br>B275'749tFPT110t | 47·2 | 24·2 | Andros<br>Greek<br>5BHCem<br>APT99t | T.3Cy.24",40"&65"-42" (s)<br>180lb 306NHP<br>3SB,9cf,GS150,HS4830<br>ClydeS.B.&E.Co.Ld.P.Gl. | 26 ⸗ 6<br>s 4 ⸗ 6½<br>22 ⸗ 4 |
| | Should be "GeorgiosMandacas," See No. 37503 in Supplement | | | | | | | | | | | | | | | |
| 16754<br>OIBV | **Georges & Henri**<br>Mchy.Aft | IronScSp<br>(exElaghCastle)<br>1Dk | 145<br>107<br>74 | | | ... | | 1879 | HM'Intyre &Co.<br>Paisley | Scotto,Ambrosino &Pugliese | 105·0<br>B5' F12'<br>BK6" | 17·6 | 8·2 | Oran<br>French | C.2Cy.13"&23½"-18"<br>NB9,97 31NHP<br>Muir&Houston,Glasgow | 8 ⸗ 10 |
| 16755<br>10328<br>LBPG | **Georgi Maru** | SteelScSr<br>(exGeorgi)<br>1Dk | 126<br>—<br>46 | | | | | 1894 | AkersMek. Værksted<br>Christiania | ToyoHogei KabushikiKaisha | 95·2 | 18·3 | 13·5 | Osaka<br>Japanese<br>WB | T.3Cy.11½",18½"&29"-20"<br>38NHP<br>Akers.Mek.Værksted | |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of B.of TradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16756 | **Georgia** SteelScSr<br>ssSpz.No.3–4,19<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl–ptws*)<br>&*deepframing* | 5380<br>4468<br>3538 | ✠100A1<br>*Spar dk*<br>9,20<br>~~BS10,20~~ ✠LMC4,19<br>BS12,21 | Tri | *z* | CL<br>4,19 | 1908<br>9mo | Russell&<br>Co.<br>Pt.Glasgow<br>*Lloyd*'*sA&CP* *W* | CosulichSoc.<br>TriestinadiNav.<br>*B=CellDBa*134'*u* | 400·0<br>P78'B120'F41' 27·3<br>FK<br>*E&B*43'*f*171'1264*t* | 52·0 | 18·9 | Trieste<br>Italian<br>6*BHCem*<br>*APT*35*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb *100lb* 2DB 502NHP<br>3SB,*9cf*,GS173,HS7305 FD<br>J.G.Kincaid&Co.Ld.Grk. | 30 ″ 0 | |
| 16757<br>2053-2<br>KWQL | — SteelScSr<br>*Carrying Petroleum in bulk*<br>(*ex*Texaco,*ex*Georgia, *Fitted for oil fuel*<br>*Elec.light* *ex*Texas) 1*Dk*&*Spar dk*<br>*Mchy.Aft* Sub.Sig. Wireless | 5106<br>—<br>3746 | | | | | 1908 | NwprtNws<br>S.B.&D.D.Co.<br>Newprt News | TheTexasCo.Inc. | 389·4 | 52·1 | 29·1 | Pt.Arthur<br>Texas<br>Utd.States | T.3Cy.27",44"&74"–51"<br>391NHP<br>NewportNewsSB.&DD.Co. | | V |
| 16758<br>85961 | — IronSc<br>Wireless 3*Dks* | 1749<br>—<br>1189 | | | | | 1887 | Harlan&<br>HollngswthC<br>WilmngtnDl. | Hartford&New<br>YorkTransprtn.<br>Co. | 280·0 | 40·0 | 15·0 | Baltimore<br>Utd.States | C.2Cy.34"&64"–42"<br>221NHP<br>Harlan&HollingswrthCo. | | |
| 16759 | — SteelSc<br>*Elec.light* *Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 885<br>627<br>459 | ✠100A1<br>10,20<br>✠LMC10,20<br>*Fitted for oil fuel* 10,20 | Slik-<br>kerver | *k* | *F.P. above* 1 | 1920<br>10mo<br>A&CP | W.C. Boele<br>&Zonen<br>Slikkerveer<br>50° F. A&CP | Soc.Ital.diNav.<br>G.Rossi<br>*CellDBuB*30'*f* | 200·0<br>Q122'B11'F23'<br>FK<br>121 252*t* *FPT*38*t* *A* | 30·2 | 12·9 | Rome<br>Italian<br>4*BHCem*<br>*PT*8*t* | T.3Cy.15",25"&40"–27" (*s*)<br>180lb 121NHP<br>2SB,*4cf*,HS2282<br>Verschure&CoAmsterdam | 15 ″ 0<br>s 4″11½<br>14 ″ 4 | |
| 16760<br>OICG | **Georgie** SteelScSr<br>*Elec.light* Wireless 2*Dks*&*Shelter dk* | 6669<br>6403<br>4224 | | | | | 1913 | Ch.deNor-<br>mandie<br>Gnd Quevilly | Cie.Générale<br>Transatlantique | 410·1 | 52·5 | 27·1 | Havre<br>French<br>*WB* | T.3Cy.27⅛",44½"&74⅛"–50⅛"<br>399NHP<br>Chant.de l'Atlantique,StN | | V |
| 16761 | **Georgie M. Morse** SteelScSr<br>*Elec.light*<br>*Longitudinal framing* | 6054<br>—<br>3800 | | | ... | | 1920 | Virginia<br>S.B.Co.<br>Alexandria,<br>Va. | UnitedStates<br>S.S.Co. | 402·6<br>P34'F38' | 53·2 | 34·5 | Alexndria,<br>Va.<br>Utd.States | T.3Cy.24½",41½"&72"–48"<br>415NHP<br>Hooven,Owens&Rentschler Co.Hamilton,O. | | |
| 16762<br>100<br>PACI | **Georgii** SteelTwinScSr<br>(*ex*Amur,*ex*<br>*Elec.light* Ochotsk,*ex*ChungKing) | 1298<br>—<br>777 | | | | | 1882 | Scott&Co.<br>Greenock | Stm.Nav.ofCount<br>H.H.Keyserling | 251·6 | 32·5 | 18·9 | Vladvostk<br>Russian | C.4Cy.25"&50"–30"<br>228NHP<br>Scott&Co.Greenock | | |
| 16763<br>1318<br>LRAC | — SteelTwinSc<br>1*Dk* | 716<br>—<br>468 | | | | | 1910 | ..................<br>Budapest | F.C.Svorono&<br>E.diPollone | 201·6 | 33·2 | 11·4 | Rostoff<br>Russian | C.4Cy.12"&22"–16"<br>32NHP | | |
| 16764<br>377 | — IronScSr<br>(*ex*NyaSöderhamn) 1*Dk* | 412<br>—<br>242 | | | | | 1865 | W.Lind-<br>bergsAktieb<br>Stockholm | G.Kuman,<br>Wolochin&Co. | 144·1<br>Q43'B66'H23*t*F38' | 24·0 | 10·9 | Odessa<br>Russian | C.2Cy.20"&41"–24"<br>69NHP<br>W.LindbergsAktieb.,Skm. | | |
| 16765<br>HBVF | **Georgina** SteelScK<br>(*Trawler*)<br>(*ex*Cairngorm) 1*Dk* | 218<br>—<br>98 | | | ... | | 1902 | J.Duthie,<br>Sons&Co.<br>Aberdeen | J.Carvalho,Ld. | 116·1<br>BK7½" | 21·7 | 11·8 | Lisbon<br>Portuguese<br>*WB* | T.3Cy.12",19½"&32"–22"<br>61NHP<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 16766<br>217442<br>LPKT | **Georgina Rolph** WoodSc<br>*Elec.light* Wireless 2*Dks* | 2354<br>—<br>1385 | | | | | 1918 | RolphS.B.<br>Co.<br>Rolph,Cal | RolphNav.&Coal<br>Co.Inc. | 245·2 | 45·4 | 28·2 | S.Frncisco<br>Utd.States | T.3Cy.16½",26"&44"–30"<br>106NHP | | R |
| 16767 | **Georgiy Sedoff** SteelSc<br>ssLiv.No.3–1,20<br>(*ex*Beothic) 1*Dk*(*Stl*)&*ShelterDk*(*Stl*)<br>*Elec.light* &*deep framing* | *1134*<br>*1028*<br>*464* | ✠~~100A1~~<br>*Shelter dk*<br>*withfreeboard*<br>7,21 ~~1,20~~<br>~~BS1,20~~ ✠~~LMC11,18~~ | Liv | *p* | CL<br>1,20 | 1909<br>2mo | D&WHen-<br>dersn&Co.Ld.<br>Glasgow<br>A&CP | RussianGovt.<br>*Cell DBa*65' *uE* | 240·7<br>FK<br>&*B*40'*f*94'331*tFPT* | 35·8 | 16·9 | Russian<br>5*BHCem*<br>32*tAPT*49*t* | T.3Cy.22",36"&59"–39" (*s*)<br>180lb GS150,HS5318 328NHP<br>2SB(FD)&1AuxSB,*8cf*,<br>D&W.Hendersn&CoLdGls | 19 ″ 2<br>s ″ 9½<br>18 ″ 8 | |
| 16768<br>143107<br>JWRT | **Gera** SteelSc<br>*Elec.light* 2*Dks*<br>Wireless<br>*Now named* "Orsino," *See No.* 38790 *in Supplement* | 7847<br>—<br>4890 | | | | | 1915 | Bremer<br>~~Vulkan~~<br>Vegesack | ~~TheShippingController (Philipps, Philipps&Co.Ld, Mgrs.)~~ DavidS.S.<br>Co.Ld. | 476·2<br>P27'B139'F84' | 60·7 | 32·9 | London<br>British<br>*WB* | T.3Cy.32⅜",52¾"&86⅝"–55"<br>554NHP<br>BremerVulkan,Vegesack | | |
| 16769<br>~~13835~~<br>~~TMQB~~ | **Geraldine Wolvin** WoodAux<br>TwinSc5MstSr<br>*Elec.light* SSCff.22 *Oil Eng.*<br>*Mchy.Aft* *Salted & specially treated*<br>Hard wood treenails ptGIB<br>(*See Sailing Ship Register*) | 1472<br>1324<br>1259 | ✠12 A1<br>3,22 ~~2,20~~<br>LMC~~7,19~~ 3,22 | Cff | *p* | ~~10,19~~<br>3,22 | 1917<br>3mo | Wallace<br>Shipyards,Ld<br>Vancouver,<br>B.C.<br>*Lloyd*'*sA&CP* | ~~CanadaWestCoast Nav.Co.Ld.~~<br>IbrahimBeySid<br>Ahmed | 240·0<br>P30'F30' | 43·9 | 19·0 | ~~Vancouver British~~<br>Alexandria<br>Egyptian | Oil Engines 2 S.C.SA<br>4Cy.16½"–18¹⁵⁄₁₆" 91NHP<br>DB*130lb*<br>J&CGBolindersCoLdSkm | 20 ″ 7 | |
| 16770 | **Gerania** SteelScSr<br>ssTri.No.3–7,20<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*deep framing* | 4940<br>4610<br>3143 | ✠100A1<br>*Spar dk*<br>7,20<br>✠LMC7,20<br>BS6,21 | Tri | *y* | CL<br>7,20 | 1909<br>10mo | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>*Lloyd*'*sA&CP* | GeraniaS.S.Co.Ld.<br>(D.Tripcovich)<br>*WB=CellDBa*132<br>*f*169'1010 | 390·0<br>P31'B112'F42'<br>*uE*24' FK<br>*t DTa*37' 915*t* *APT* | 52·5 | 27·1 | Trieste<br>Italian<br>6*BHCem*<br>50*t* | T.3Cy.26",42"&72"–48" (*s*)<br>180lb 415NHP<br>3SB,*9cf*,GS189,HS6738<br>N.E.MarineEngCoLd.Nwc | 29 ″ 8<br>s5 ″ 11<br>24 ″ 1 | |
| 16771<br>OICL | **Geranium** SteelSc<br>(*ex*DaichiMaru)<br>*Elec.light* 1*Dk* | 199<br>161<br>107 | | | | | 1908 | Osaka<br>IronWorks<br>Osaka | F.Anquetin | 110·6 | 20·7 | 10·7 | Dieppe<br>French | T.3Cy.11",18"&30"–22"<br>42NHP<br>OsakaIronWorks,Osaka | | V |
| 16772<br>144597<br>KFSQ | **Gerano** SteelScSr<br>(*ex*Stern)<br>*Elec.light* Wireless 1*Dk* | 2080<br>1403<br>1249 | | | | | 1914 | Stettiner<br>Oderwerke<br>Stettin | Westcott&<br>LauranceLine,Ld. | ~~257·4~~<br>P32'Q75'B&F164'<br>258·3 | ~~40·6~~<br><br>40·5 | ~~16·3~~<br><br>16·2 | London<br>British<br>*WB* | T.3Cy.20½",31½"&51⅓"–35⅔"<br>156NHP<br>StettinerOderwerke | | |
| 16773<br>176871<br>MDKW | **Gerarda I.** WoodSc<br>(*ex*ShinhoMaru)<br>1*Dk* | 333<br>285<br>172 | | | | | 1917 | ..................<br>Osaka | PabloVentura | 121·1 | 26·9 | 12·0 | Manila<br>Utd.States | C.2Cy.11½"&23"–18"<br>19NHP | | |
| 16774 | **Gerberdina & Johanna** IronScK<br>ssYmu.2ndNo.3–8,15<br>(*ex*Orinoco)<br>1*Dk* | 157<br>153<br>52 | ✠100A1<br>*StmTrawler*<br>6,17<br>✠NB8,15 | Ymu | 12,21<br>✠LMC~~8,15~~<br>~~BS6,16~~ | ~~6,17~~<br>11,21 | 1891<br>7mo | Cochrane,<br>Coopr&Scho-<br>field Beverley<br>*Lloyd*'*sA&CP* | N.V.Algemeene<br>Vissch.Maats. | 103·2<br>Q19'<br>BK7½" | 21·0 | 10·8 | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.12½",19½"&31½"–22½"<br>160lb (*s*) 50NHP<br>1SB,*2cf*,GS39,HS732<br>C.D.Holmes&Co.Hull | 11 ″ 7 | |
| 16775<br>OICN | **Gerbeviller** WoodAuxTwinSc<br>*StmEng.* 5MstSr<br>*Elec.light* *Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 2032<br>—<br>1414 | | | | | 1918 | Foundat'n<br>Co.<br>Tacoma,<br>Wash. | French<br>Government | 260·0<br>P&B118'F30' | 44·8 | 22·3 | Bordeaux<br>French | T.3Cy.10",16½"&26"–24"<br>66NHP<br>StatenIsl.S.B.Co.<br>Pt.Richmond,N.Y. | | V |
| 16776 | **Gerbrig** SteelScSr<br>ssYmu.No.3–10,17<br>1*Dk* | 222<br>210<br>63 | ✠100A1<br>*StmTrawler*<br>9,21 ~~3,21~~ ✠LMC3,21<br>BS6,21 | Ym | | ~~7,18~~<br>9,21 | 1904<br>8mo | Nederl.<br>Schps.Maats.<br>Amsterdam<br>*Lloyd*'*sA&CP* | N.V.Algemeene<br>Vissch.Maats. | 129·0<br>BK7½"<br>*WB=DBuBkr* | 22·2 | 8·4 | Ymuiden<br>Dutch<br>6*BHCem*<br>16'15*t* | T.3Cy.12",21"&32"–22½" (*s*)<br>160lb 67NHP<br>1SB,*2pf*,GS36,HS1300<br>NedFb.v.Wrk&Spoor,Ams | 12 ″ 0 | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16777<br>4807<br>JQSL | **Gerd** **SteelScSr**<br>ssSkmNo.1-20 ssOsc.No.3-2,15<br>*Elec.light* 1*Dk*(*Stl*)&*deepframing*<br>Wireless | 2092<br>1907<br>1227 | ✠100A1<br>11,21 ~~6,18~~<br>~~BS4,20~~ BS11,21 | Skm<br>✠LMC<br>MS6,20 | *s* | ~~11,19~~<br>11,21 | 1907<br>7mo<br>*Lloyd* | Murdoch<br>&Murray<br>Pt.Glasgow<br>'*sA&CP Inter* | StockholmsRederiaktiebSvea.<br>(H.Ericson, *Mgr.*)<br>*mediate BH in fore* | 285·3<br>P27'B74'F35'<br>FK<br>*holddispensedwith4*<br>*WB=CellDBa* | 42·1 | 19·6 | Stockholm<br>Swedish<br>*BHonlyCem*<br>82'*uE&B*53' | T.3Cy.21",35"&57"-39" (*s*)<br>180lb *100lb* 230NHP<br>2SB,6*cf*,GS107,HS3705<br>D.Rowan&Co.Glasgow<br>*f*108'567*tFPT*62*tAPT*72*t* | 22 , 0<br>s 3 , 1<br>19 , 1 | |
| 16778<br>5992<br>KCBJ | — **CompScSr**<br>1*Dk* | 196<br>160<br>110 | | | | | 1918 | Sixten<br>GrothsEftr.<br>Sjötorp | G.Groth | 100·9 | 22·6 | 9·5 | Sjötorp<br>Swedish | | | |
| 16779<br>NWTJ | **Gerda** **WoodAuxSc4MstSr**<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 338<br>304<br>254 | | | | | 1919 | Fredrksnd.<br>Skibsværft.<br>Frderikssund | DetBaltiske RederiA/S (S.L. Beldring, *Mgr.*) | 136·3 | 27·3 | 12·7 | Copnhagn<br>Danish | Motor<br>TuxhamA/SCopenhagen | | V |
| 16780<br>4334<br>JPBO | — **SteelScSr**<br>ssGot.No.3-5,18<br>(*ex*Tabano,*ex*Hamburgsund)<br>*Mchy.Aft* 1*Dk*(*Stl*) | 313<br>242<br>179 | ✠100A-<br>10,20<br>✠NB11,04<br>BS~~10,20~~5,22 | Got<br>LMC5,18 | | 10,20 | 1904<br>11mo | Klippans<br>VarfsAktieb.<br>Gothenburg | Rederiaktieb Ornen (A.Th. Assmundson, *Mgr*)<br>*Ce* | 125·8<br>P33'F13'len18<br>FK<br>*llDBf*25'30*tFPT*29 | 22·2 | 10·8 | Gothenbrg<br>Swedish<br>3*BHCem*<br>*tAPT*3*t* | C.2Cy.$11\frac{1}{8}$"&$25\frac{1}{2}$"-16" (*s*)<br>115lb *Emd*85*re-fd*04 28NHP<br>1SB,2*pf*,GS15,HS516<br>AkersMek.Værks.Xia. | 12 , 0<br>s 1 , 3<br>10 , 1 | |
| 16781 | — **SteelSc**<br>(*Trawler*)<br>(*ex*Finkenwärder) 1*Dk* | 228<br>214<br>87 | | | | | 1918 | H.C.Stülcken,Sohn<br>Hamburg | E.F.Hubert | 119·4<br>P18'H47' | 24·2 | 9·5 | Hamburg<br>German<br>*WB* | T.3Cy.13",$21\frac{1}{4}$"&$33\frac{2}{10}$"-22"<br>54NHP<br>H.C.Stülcken,Sohn,Ham. | | |
| 16782 | — **IronScK**<br>(*ex*Comus)<br>1*Dk* | 139<br>130<br>50 | | | ... | | 1891 | R.Dixon&<br>Co.<br>Middlesbro' | Fiskeriaktieb. Svea (And. Stönner, *Mgr.*) | 99·8<br>Q25'F14'<br>BK$7\frac{1}{2}$" | 20·3 | 10·7 | Gothenbrg<br>Swedish | T.3Cy.11",17"&28"-21"<br>36NHP<br>N.E.MarineEng.CoLd.Sld | 11 , 8 | |
| 16783 | — **SteelScK**<br>*OilEng.*<br>(*Trawler*) 1*Dk* | 136<br>128<br>90 | | | | | 1913 | C.Lühring<br>Hammelwarden | ElsfletherHeringsfischereiA.G. | 91·3<br>Q13' | 21·4 | 9·6 | Elsfleth<br>German<br>*WB* | Oil Engines 2S.C.SA<br>2Cy.$8\frac{7}{10}$"-$10\frac{1}{5}$" 11NHP<br>Gasmotorenfabriek "Deutz,"Cöln-Deutz | | |
| 16784 | **Gerda Kunstmann** **SteelSc**<br>(*ex*Vulcan)<br>*Elec.light* *Mchy.Aft* 1*Dk* | 676<br>559<br>320 | | | | | 1910 | Akt.Ges.<br>"Vulcan"<br>Stettin | W.Kunstmann | 166·1<br>P56'F26' | 32·0 | 14·1 | Stettin<br>German | 2Cy.$22\frac{7}{8}$"-$23\frac{5}{8}$"<br>39NHP<br>A.G."Vulcan,"Stettin | | |
| 16785 | **Gerda Vith** **SteelScSr**<br>*Elec.light* (*ex*MargareteGelpcke) 1*Dk* | 1777<br>1456<br>1073 | | | | | 1909 | Akt.Ges.<br>"Neptun"<br>Rostock | | 266·4<br>P12'Q89'B107'<br>F31' | 40·2 | 16·7 | *WB* | T.3Cy.$18\frac{3}{10}$",$20\frac{2}{10}$"&50"-$35\frac{3}{5}$"<br>149NHP<br>A.G."Neptun,"Rostock | | |
| 16786 | **Gerenot** **SteelScLr**<br>*OilEng.*<br>1*Dk* | 138<br>128<br>92 | | | | | 1911 | J.Frerichs<br>&Co.A.G.<br>Einswarden | Securitas-Werke A.G. | 90·8<br>Q22' | 21·4 | 9·9 | Harburg<br>German | Oil Engine 4S.C.<br>2Cy.$11\frac{4}{5}$"-$12\frac{3}{5}$" 18NHP<br>J.Frerichs&Co.A.G.Osthlz | | |
| 16787<br>95268<br>KTLS | **Gerent** **SteelScSr**<br>ssShl.No.3-12,16<br>Wireless 1*Dk*(*Irn*)2*trB*<br>*Cargo battens not fitted* | 2283<br>1941<br>1467 | ✠100A1<br>4,20<br>BS4,20 ✠LMC12,16 | Shl | *s* | 4,20 | 1888<br>8mo | ShortBros.<br>Sunderland<br>A&CP | J.Westoll | 290·0<br>P32' Q32' B74' F34'<br>BK10"<br>*WB=CellDB*(*Irn*) | 39·0 | 21·8 | Sunderlnd<br>British<br>4*BHCem*<br>210'367*t* | T.3Cy.$21\frac{1}{2}$",35"&58"-39" (*s*)<br>150lb *60lb* NDB02 205NHP<br>2SB,6*cf*,GS90,HS3120<br>J.Dickinson,Sunderland | 24 , 4<br>s 3 , 6<br>21 , 10 | |
| 16788<br>OICQ | **Gergovia** **IronScSr**<br>Wireless 2*Dks*3*trB* | 1981<br>1874<br>1269 | | | | | 1883 | Scott&Co.<br>Greenock | Cie.Française de Nav.àVap. (Cyp. Fabre, *Mgr.*) | 280·1<br>P33' H43' F24' | 36·7 | 24·6 | Marseilles<br>French<br>*WB* | C.2Cy.38"&68"-45"<br>NB04 258NHP<br>Scott&Co.Greenock | | V |
| 16789 | **Gerhard Barg** **SteelAuxSc3MstSr**<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 359<br>302<br>243 | | | | | 1920 | Akt.Ges.<br>"Neptun"<br>Rostock | OttoZelck | 123·2<br>P28'H12'F13' | 28·0 | 12·6 | Rostock<br>German | Motor 2S.C.SA<br>4Cy.$9\frac{4}{5}$"-$14\frac{3}{5}$" 27NHP<br>Benz&Cie.Mannheim | | |
| 16790<br>141503 | **Germain L.** **WoodAuxSc3MstSr**<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 148<br>138<br>121 | | | | | 1919 | LaCie.de<br>Nav.de<br>Gaspé<br>Ste.Anne des Monts,P.Q. | ~~G.Leclerc~~ A.Coté | 96·3 | 26·7 | 9·3 | Quebec<br>British | Oil Engines 2S.C.SA<br>4Cy.$10\frac{1}{2}$"-$12\frac{1}{2}$" 29NHP<br>FairbanksMorseCo.LdMtl | | |
| 16791 | **Germaine II.** **SteelSc**<br>(*ex*Plettenberg)<br>*Elec.light* | 116<br>111<br>39 | | | | | 1912 | Akers<br>Mek.Værks.<br>Christiania | Sté.Francaise deDragage | 93·8 | 18·5 | 11·5 | R.Grande do Sul<br>Brazil | T.3Cy.11",18"&29"-24"<br>41NHP<br>AkersMek.Værks.Xia. | | V |
| 16792 | **Germaine F.** **SteelSc**<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 224<br>200<br>74 | | | | | 1907 | DelaBrosse<br>&Fouché<br>Nantes | A.Fimbel (Castaing, *Mgr.*) | 118·1 | 22·0 | 12·3 | La Rochlle<br>French<br>*WB* | T3Cy$11\frac{13}{16}$",$19\frac{11}{16}$",$32\frac{21}{32}$"-$24\frac{13}{32}$"<br>52NHP<br>Atel.&Ch.de laLoire,Nts. | | |
| 16793<br>94058<br>KFWC | **Germania** **SteelScSr**<br>(*ex*Haverstoe)<br>*Well deck* 1*Dk*2*trB* | ~~1933~~ 1983<br>~~1660~~ 1702<br>~~1215~~ 1230 | | | ... | | 1887 | W.Doxford<br>&Sons<br>Sunderland | ~~H.H.Penman~~<br>~~MotorSchooners Ld.(H.H.Penman, Mgr.)~~ S.H.Biscoe | 275·0<br>P25'Q72'B68'F29'<br>FK | 39·5 | 18·6 | London<br>British<br>*WB* | T.3Cy.21",35"&57"-39"<br>NB13 205NHP<br>W.Doxford&Sons,Sld. | 20 , 11 | |
| 16794<br>131310 | — **SteelScSr** | 106<br>101<br>41 | | | | | 1903 | Akers<br>Mek.Værks.<br>Christiania | CanadianNorthrn. Steamships,Ld. | 94·3 | 16·8 | 10·0 | Toronto<br>British | T.3Cy.$10\frac{1}{2}$",15"&24"-17"<br>30RHP<br>AkersMek.Værks.Xia. | | |
| 16795<br>210760<br>LCQT | **Germantown** **SteelScSr**<br>(*Tug*)<br>*Elec.light* 1*Dk* | 619<br>564<br>384 | | | | | 1912 | Harlan&<br>HollingsworthCor.<br>Wlmgtn,Del. | ReadingCo. | 158·5 | 30·1 | 18·2 | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.18",28"&45"-30"<br>111NHP<br>Harlan&Hollingswrth.Cor | | |
| 16796<br>Wrecked 3,22 | **Germar** **IronSc**<br>(*ex*Gauss)<br>1*Dk*2*trB* | 442<br>337<br>255 | | | | | 1882 | Stettiner<br>Act.Ges.<br>Stettin | "Globus"Reed. G.m.b.H. | 147·6<br>Q49'B35'F20' | 22·5 | 13·7 | Bremen<br>German<br>*WB* | C.2Cy.$17\frac{1}{4}$"&30"-20"<br>NB99 34NHP<br>StettinerA.G.Stettin | | |
| 16797<br>PLWZ | **Gerolamo Ulloa** **SteelScSr**<br>ssRot.No.1-12<br>(*ex*Dan) 1*Dk*(*ptIrn*&*ptStl*)2*trB*<br>&*deepframing*3*Dk rule* | 4283<br>3411<br>2759 | ✠ —<br>5,20<br>✠ | Gms | *w* | | 1907<br>6mo | J.Readhead&Sons<br>SouthShields | Requisitioned by theItalianGovt.<br>*CellDBa* | 350·4<br>P41'B179'F32'<br>FK<br>115'*uE*21'*f*150'103 | 49·1 | 24·8 | Genoa<br>Italian<br>6*BHCem*<br>6*tAPT*136*t* | T.3Cy.$24\frac{1}{2}$",41"&66"-45"<br>326NHP<br>2SB,6*cf*,GS126,HS5210<br>J.Readhead&Sons,S.Shl. | 26 , 4 | |
| 16798<br>MKFJ | **Gerona** **SteelSc4MstSr**<br>1*Dk* | 1019<br>900<br>609 | | | | | 1914 | Akers<br>Mek.Værks.<br>Christiania | A/S Gerona (K.Andersen) | 225·0<br>P20'B59'F29' | 34·8 | 16·3 | Frdrikstad<br>Norwegian<br>*WB* | T.3Cy.$16\frac{1}{2}$",27"&45"-33"<br>116NHP<br>AkersMek.Værks.Xia. | | N |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / 3 Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16799 | **Gerrat** IronScSr<br>(*ex*Leander) 1*Dk*2*tr*B | 574<br>528<br>338 | | | | | 1883 | H.Koch<br>Lübeck | "Globus" Rhederei Ges.m.b.H. | 161·0<br>H33'F23' | 25·1 | 20·0 | Bremen<br>German<br>*WB* | T.3Cy.12",$19\frac{1}{2}$"&$31\frac{1}{2}$"-$21\frac{1}{2}$"<br>NE&B00 46NHP<br>Act.Ges."Weser,"Bremen | | |
| 16800 | **Gerrit** SteelSc<br>(*Tug*)<br>1*Dk* | 137<br>—<br>1 | | | | | 1902 | L.Smit&Zoon<br>Kinderdijk | W.Schuchmann | 105·4 | 20·4 | 9·8 | Gstemnde<br>German | T3Cy$11\frac{4}{5}$"$16\frac{9}{16}$"&$29\frac{9}{10}$"-$18\frac{1}{10}$"<br>38NHP<br>L.Smit&Zoon,Kinderdijk | | |
| 16801<br>86488<br>KPRB | **Gerry** WoodScSr<br>(*Tug*)<br>1*Dk* | 273<br>—<br>133 | | | | | 1900 | Jackson&SharpCo.<br>Wilmington,Del. | CahillTowingLine, Inc. | 102·0 | 24·0 | 10·5 | NewYork<br>Utd.States | C.2Cy.20"&40"-28"<br>71NHP | | |
| 16802<br>115333<br>HMTS | **Gertie** SteelScSr<br>*ss*Liv.No.3-7,19<br>*Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | 341<br>264<br>132 | ✠100A1<br>3,22 ~~7,10~~<br>~~B11,20~~<br>BS4,22 | Liv<br>✠LMC7,19 | *f* | 10,18 | 1902<br>11mo<br>*Lloyd'sA&CP* | Dublin DockyardCo.<br>Dublin | JamesHenry Monks(Preston)Ld | 150·0<br>Q54'B14'F28'<br>BK7"<br>*WB=* | 24·2 | 10·2 | Liverpool<br>British<br>3*BHCem*<br>*FPT'47t* | C.2Cy.20"&42"-27" (*s*)<br>130lb 94RHP<br>1SB,3*pf*,GS52,HS1621<br>Ross&Duncan,Glasgow | 11″8<br>s ″$8\frac{1}{2}$<br>11″8 | |
| 16803 | — SteelScSr<br>*Mchy.Aft* 1*Dk* | 257<br>208<br>153 | | | | | 1916 | Eriksbergs M.V.Aktieb.<br>Gothenburg | W.Hemsoth | 103·2<br>P30'F15'H11*t* | 22·5 | 11·4 | Emden<br>German<br>*WB* | C.2Cy.$11\frac{1}{4}$"&$24\frac{3}{4}$"-$16\frac{1}{2}$"<br>21NHP<br>EriksbergM.V.Aktieb.Got | | V |
| 16804<br>102054 | — WoodSc<br>*Mchy.Aft* | 114<br>106<br>55 | | | | | 1892 | J.Woodcock<br>Northwich | Exors.of I.Bradburn | 76·7 | 20·5 | 8·6 | Liverpool<br>British | C.2Cy.13"&26"-12"<br>Cleghorn& 32RHP<br>Wilkinson,Northwich | | |
| 16805<br>2978<br>JGSC | **Gertrud** IronScSr<br>6thSurvey,Got.1,07<br>3rdSurvey,Got.9,20<br>(*ex*MaudHartmann) *Well deck* 1*Dk*(*ptIrn ptStl*)2*tr*B<br>*Elec.light* Wireless | 1691<br>1412<br>999 | ✠ A1✱1<br>~~[illegible]~~3,22<br>~~BS11,18~~,21 | Got<br>Skm<br>LMC<br>MS4,21 | Lv | ~~4,20~~<br>3,22 | 1881<br>7mo | Schlesinger Davis&Co.<br>Newcastle | Ångf.Aktieb. Nordsjön(A.Bratt &Co.*Mgrs.*) | 260·2<br>Q167*t*B12*t*H14*t*<br>F27' ptND07 BK$7\frac{1}{2}$"<br>*WB=DBa&* | 35·2 | 20·9 | Gothenbrg<br>Swedish<br>4*BH* 1PBH<br>*f&uE APT* | C.2Cy.27"&59"-39" (*i*)<br>80lb *80lb* NDB00 181NHP<br>2SB,4*pf*,GS68<br>T.Clark&Co.,Newcastle | 22″2<br>s2″$10\frac{1}{2}$<br>20″1 | |
| 16806 | — SteelScSr<br>*Elec.light* 1*Dk* | 816<br>541<br>504 | | | | | 1899 | Flensburgr Schiffsb.Ges.<br>Flensburg | NeueDampfer-Co. Act.Ges. | 199·1<br>B115'F23' | 29·0 | 12·0 | Stettin<br>German<br>*WB* | C.2Cy.23"&42"-27"<br>76NHP<br>FlensburgerSchiffsb.Ges. | | |
| 16807 | — SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 244<br>216<br>94 | | | | | 1920 | Deutsche Werft A.G.<br>Hamburg | KielerHerings& Hochseefisch.A.G. | 126·3 | 23·8 | 13·0 | Kiel<br>German<br>*WB* | T3Cy.$12\frac{4}{5}$",$20\frac{7}{16}$"&$33\frac{1}{2}$"-$23\frac{3}{5}$"<br>GuteHoffnung- 55NHP<br>shütte,Oberhausen | | |
| 16808 | **Gertrud Salling** IronScSr<br>*ss*Stn.3rdNo.3-11,04<br>*ss*Stn.No.1-09<br>(*ex*Hansa, *ex*Hilda,*ex*Dunstanborough) 1*Dk*2*tr*B | 932<br>863<br>563 | ✠<br>7,09 | Rot | *m* | | 1871<br>2mo | T&WSmth<br>N.Shields | GustavSalling | 214·9<br>Q51*t*F31*t*<br>ND88 ptND09 BK8"<br>*W* | 30·7 | 17·5 | Flensburg<br>German<br>4*BHCem*<br>*B=DBa&f* | C.2Cy.27"&50"-27"<br>NDB88 109NHP<br>NB01<br>R.&W.Hawthorn,Nwc. | 18″6 | |
| 16809<br>123755 | **Gertrude** SteelTwinSc<br>1*Dk* | 255<br>211<br>159 | | | | | 1906 | A.W.Robertson&Co.<br>London | MidlandRlwy.Co. | 125·0<br>H44*t* | 26·7 | 8·5 | London<br>British | C.4Cy.12"&24"-18"<br>48RHP<br>A.W.Robertson&Co.Lon. | | BT till 9,21 |
| 16810<br>137106 | **Gertrude Cappleman** SteelScK<br>1*Dk* | 195<br>192<br>85 | | | ... | | 1915 | Hall,Russell&Co.Ld.<br>Aberdeen | J.B.Graham | 115·3<br>BK$7\frac{1}{2}$" | 22·1 | 11·9 | Hartlepool<br>British<br>*WB* | T.3Cy.12",20"&34"-24"<br>78RHP<br>Hall,Russell&Co.Ld.Abn. | 12″9 | |
| 16811 | **Gerty** SteelScSr<br>*ss*Tri.No.3-3,21<br>~~*ss*Tri.No.2-12~~<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing* | 4310<br>3195<br>2715 | ✠100A1<br>*Spar dk*<br>3,21 ~~7,16~~<br>*Carrying oil fuel F.P above 150°F. in DB* | Tri<br>✠LMC3,21 | *w* | CL<br>3,21 | 1903<br>6mo | JReadhead &Sons<br>SouthShields<br>*W* | CosulichSoc. Triestina diNav.<br>*B=Cell DBa* 118' | 346·0<br>P77'B&F217' 25·3<br>FK<br>*uE&B*42'*f*142'805*t* | 45·0 | 17·0 | Trieste<br>Italian<br>6*BHCem*<br>*APT*48*t* | T.3Cy.25",42"&68"-45"<br>160lb *160lb* (*r*)<br>NDB02/*fitted*04<br>2SB,6*cf*,GS121,HS5026 FD<br>J.Readhead&Sons,S.Shl. | 28″0 | |
| 16812<br>Wrecked 11,21 | **Gerwin** SteelScSr<br>(*ex*Jason)<br>1*Dk* | 344<br>289<br>197 | | | | | 1890 | Eriksbergs M.V.Aktieb.<br>Gothenburg | "Globus"Rhederei Ges.m.b.H. | 140·0<br>len93 | 22·3 | 11·8 | Bremen<br>German | C.2Cy.13"&26"-$17\frac{1}{2}$"<br>24NHP<br>EriksbergsMek.Werk.Got | | |
| 16813 | **Gesina** SteelScSr<br>1*Dk* | 183<br>—<br>79 | | | | | 1903 | Gebroeders Pot<br>Bolnes | Zeevissch.Maats. Rotterdam(Yzermans&Co.*Mgrs.*) | 111·5<br>*WB* | 21·6 | 11·6 | Vlaardingen<br>Dutch | T.3Cy.$10\frac{1}{4}$",17"&28"-18"<br>33NHP<br>Alblasserdam.Msch.Fab. | | |
| 16814<br>2602<br>JFRQ | **Gestrikland** IronScSr<br>*OilEng.*<br>(*ex*Bråviken) 1*Dk* | 362<br>192<br>265 | | | | | $18\frac{58}{73}$ | MotalaCo.<br>Norrköping | StockholmsRederi Aktieb.Svea(H.Ericson,*Mgr.*) | 141·7<br>P83'H19*t*F45' | 22·2 | 10·5 | Stockholm<br>Swedish | OilEngine 2S.C.SA 47NHP<br>4Cy.$11\frac{7}{16}$"-$16\frac{7}{8}$" *fitted*12<br>Diesels Motorer,Akt.Skm. | | |
| 16815<br>86417<br>KPJQ | **Gettysburg** SteelSc<br>(*Tug*)<br>2*Dks* | 558<br>—<br>352 | | | | | 1898 | Harlan&Hollingsworth Co.<br>Wlmgtn,Del. | ReadingCo. | 158·0 | 29·0 | 18·0 | Phildlphia<br>Utd.States | T.3Cy.18",28"&45"-30"<br>NB11 111NHP<br>Harlan&HollingsworthCo. | | |
| 16816<br>7<br>HVSP | **Gevalia** SteelScSr<br>*Cargo buttens not fitted* *ss*Skm.No.1-21<br>(*ex*Örnen) *ss*Nwc.2ndNo.3-2,16<br>1*Dk*(*Irn*)&*Web frames*(*ptIrn*) | 1188<br>1050<br>708 | ✠100A1<br>6,21 ~~10,19~~<br>~~BS4,19~~<br>~~DBS6,21~~<br>BS11,21 | Sws<br>Skm<br>✠LMC~~2,16~~<br>8,20 | *o* | 7,20 | 1891<br>7mo<br>A&CP | J.Blumer &Co.<br>Sunderland | Rederiaktieb. H.Modin (H.Modin,*Mgr.*)<br>*WB=C* | 236·4<br>B54'H32*t*F22'<br>FK<br>*ellDB*194'314*tFPT* | 34·1 | 16·6 | Stockholm<br>Swedish<br>4*BHCem*<br>64*tAPT*17*t* | T.3Cy.$18\frac{1}{2}$",30"&49"-33" (*s*)<br>160lb *100lb* NDB12 142NHP<br>2SB,4*rf*,GS68,HS2200<br>N.E.MarineEng.CoLd.Sld. | 19″0<br>s2″9<br>16″6 | |
| 16817<br>NPWM | **Geysir** SteelScSr<br>(*ex*Petrine Hansen,*ex*Nyköbing)<br>1*Dk* | 928<br>601<br>566 | | | | | 1906 | Helsingörs Jernsk&Msk<br>Elsinore | A/S D/S Thore (H.Hendriksen, *Mgr.*) | 201·2<br>Q71'B84'F23' | 31·6 | 11·3 | Thurö<br>Danish<br>*WB* | T.3Cy.15",24"&40"-27"<br>83NHP<br>HelsingörsJernsk.&Mskb. | | V |
| 16818<br>MVQC | **Gezina** SteelSc<br>*ss*Qns.No.3-5,20<br>(*ex*Lake Erie) 1*Dk*(*Stl*)<br>*Elec.light* | 1828<br>1585<br>1054 | ✠100A1<br>~~10,21~~5,20 3,22 | Qns<br>~~Gls~~ Bry<br>✠LMC5,20 | *r* | CL<br>~~5,20~~<br>3,22 | 1917<br>10mo<br>A&CP | Detroit S.B.Co.<br>Wyandotte | Rederiselskabet Gezina(ThBrövig)<br>*C* | 251·0<br>P25'B64'F23'<br>FK<br>*ellDB*208'497*tFPT* | 43·8 | 18·5 | Farsund<br>Norwegian<br>4*BHCem*<br>55*tAPT*69*t* | T.3Cy.20",33"&54"-40" (*s*)<br>180lb 274NHP<br>2SB,6*cf*.GS126,HS5246<br>DetroitS.B.Co.Detroit | 20″0<br>s2″10<br>17″6 | |
| 16819<br>OIDL | **Gharb** SteelTwinSc<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1129<br>811<br>627 | | | | | 1915 | Forg.&Ch. de la Médit.<br>LaSeyne | Cie.deTransp.Mar. &Fluv.(Leroux& Heuzey,*Mgrs.*) | 216·5<br>P75'F29' | 34·1 | 14·8 | Rouen<br>French<br>*WB* | T.6Cy.$12\frac{5}{16}$",$19\frac{11}{16}$"&$31\frac{15}{16}$"-$15\frac{4}{5}$"<br>80NHP<br>Forg.&Ch.de laMédit.Msl. | | V |
| 16820<br>141926<br>KCSB | **Gharinda** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 5306<br>4844<br>3212 | | | | | 1919 | Sunderlnd S.B.Co.Ld.<br>Sunderland | BritishIndiaStm. Nav.Co.Ld. | 400·0<br>P49'B113'F37' | 52·4 | 28·4 | Glasgow<br>British<br>*WB* | T.3Cy.27",44"&73"-48"<br>517NHP<br>N.E.MarineEng.Co.Ld.Sld. | | C |
| 16821<br>OIDP | **Ghislaine** WoodScSr<br>(*ex*EdnaChristensen)<br>*Elec.light* Wireless 1*Dk* | 1508<br>—<br>809 | | | | | 1917 | Wilmingtn S.B.Co.<br>Sn.Pedro,Cal | F.Mouton | 221·9 | 43·0 | 19·0 | Rouen<br>French | T.3Cy.16",27"&46"-33"<br>121NHP<br>MainStreetIronWks,S.Fo | | RV |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire. Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16822 | **Giacomo** SteelScSr<br>(*Tug*)<br>*Elec.light* 1*Dk* | 157<br>131<br>— | | | | | 1916 | NVScheep-swerf<br>"Baanhoek"<br>Sliedrecht | L.Gardella fuG. | 90·2 | 20·0 | 10·1 | Genoa<br>Italian<br>*WB* | T.3Cy.11$\frac{5}{16}$",18$\frac{9}{16}$"&31½"<br>-18$\frac{9}{16}$" 43NHP<br>J.&A.V.d.Schuyt,<br>Papendrecht | |
| 16823<br>808<br>PMCQ | **Giacomo Feltrinelli** SteelScSr<br>*Well deck* 1*Dk* | 1171<br>1027<br>654 | | | ... | | 1914 | Campbeltn<br>S.B.Co.<br>Campbelt'wn | TransportiMarittimiFeltrinelli<br>(Soc.Anon.A.<br>Parodi fuB. *Mgrs.*) | 229·8<br>Q79'B58'F28'<br>FK | 35·8 | 15·6 | Genoa<br>Italian<br>*WB* | T.3Cy.18½",27½"&45"-33"<br>138NHP<br>J.G.Kincaid&Co.Ld.Grk | 17 ' 7 |
| 16824<br>692 | **Gian Luigi** SteelSc3MstSr<br>*OilEng.*<br>(*ex*Aosta) *Mchy.Aft* 1*Dk* | 562<br>450<br>392 | | | | | 1913 | Cant.Offic.<br>Savoia<br>Cornigliano<br>Ligure | "IlMare" Soc.<br>Italiana diNav. | 185·1<br>P13'F30' | 28·3 | 10·4 | Genoa<br>Italian<br>*WB* | Oil Engine 6Cy.9⅝"-10½"<br>NE18<br>AnsaldoSanGiorgio,Turin | |
| 16825<br>88050 | **Giang Ann** SteelScSr<br>*ss*Sng.2ndNo.3–4,13<br>*ss*Sng.No.~~1–17~~2–21<br>1*Dk*(*ptStl*-ws)2*tr B* | 873<br>708<br>557 | ✠100A1<br>~~4,21~~ ~~8,20~~ 4,22<br>~~BS3,20~~ ✠LMC~~1,17~~<br>BS4,22 4,21 | Sng | *n* | ~~N1,10~~<br>4,21 | 1888<br>10mo<br>*Lloyd* | Wigham<br>Richrdsn&Co<br>Newcastle<br>'*sA&CP* | HeapEng.MohS.S.Co.Ld. | 230·0<br>P38'F56'<br>*pt Shade dk* BK8" | 31·1 | 15·2 | Singapore<br>British<br>4*BHCem* | T.3Cy.17½",27½"&46"-33" (*s*)<br>150lb *60lb* 120NHP<br>1SB,4*cf*,GS69,HS1888<br>WighmRichrdsn&Co.Nwc | 16 ' 0<br>2 . 5<br>11 ' 4 |
| 16826<br>105821 | **Giang Seng** SteelScSr<br>*ss*Sng.2ndNo.3-1,22 ~~*ss*Sng.No.3-3,00~~<br>*Elec.light* ~~*ss*Sng.No.2-16~~<br>1*Dk*(*ptStl*-teaks)2*tr B*&*Shade dk*(*Teak*) | 1208<br>992<br>737 | ✠100A1<br>*Shade dk*<br>1,22 ~~8,19~~<br>~~BS8,20~~ ✠LMC~~7,19~~ 1,22 | Sng | *o* | ~~8,19~~<br>1,22 | 1896<br>4mo | J.Scott&<br>Co.<br>Kinghorn<br>A&CP | HeapEng.MohS.S.Co.Ld. | 235·3<br>P44'B42'F54'<br>BK8" | 34·1 | 16·6 | Singapore<br>British<br>4*BHCem* | T.3Cy.19",31"&51"-36" (*s*)<br>160lb *80lb*NB1,22 173NHP<br>2SB,[illegible],HS2550<br>J.Scott&Co.Kinghorn | 17 ' 6 |
| 16827<br>10<br>PMNA | **Gianicolo** SteelTwinScCtr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 262<br>199<br>140 | | | | | 1907 | N.Odero<br>fuA.&Co.<br>SestriPnente | Soc.Italiana di Nav.Marittima e Fluviale | 139·1<br>P7'Q49'F19' | 24·8 | 7·7 | Rome<br>Italian | C.4Cy.12⅝"&24⅝"-15"<br>Soc.Ven.Ind.Nav. 38NHP<br>Mecc.Venice | |
| 16828<br><br>PMLZ | **Giannicola** SteelScSr<br>*ss*Gen.No.3-7,17<br>(*ex*Concordia,*ex*Lapad, 1*Dk*(*Irn*)<br>*Well deck* *ex*Ladas) | 754<br>578<br>467 | ✠100A<br>8,20 | Gen | ... | N8,20 | 1894<br>8mo | R.Craggs<br>&Sons<br>Middlesbro' | Soc.Anon diNav. ProraItalica | 188·1<br>Q98'B16'F23'<br>BK7½"<br>*D Ba*48'*f*37'147*tFPT* | 28·1 | 13·5 | Genoa<br>Italian<br>4*BHCem*<br>21*tAPT*10*t* | T.3Cy.14",22½"&37"-27"<br>150lb *50lb* NDB05 82NHP<br>1SB,2*pf*,GS37,HS1381<br>Wstgrth,English&Co.Mdb | 14 ' 2 |
| 16829<br>816<br>PMNA | **Giannina G.** SteelAuxScSr<br>*OilEng*<br>(*ex*MatildePoli) 1*Dk*<br>(*See Sailing Ship Register.*) | 240<br>216<br>153 | | | | | 1915 | Cant.Nav.<br>Poli<br>Chioggia | Armamenti Marittimi Nicolò Gavagnin fuG. | 107·4 | 23·0 | 12·6 | Genoa<br>Italian | Oil Engine 2S.C.<br>2Cy.13"-13$\frac{3}{16}$" 23NHP<br>J&CGBolindersCoLd Skm | |
| 16830<br><br>HDTG | **Gibara** SteelScSr<br>(*ex*Cecilia) *Fitted for liquid fuel*<br>1*Dk* | 1288<br>994<br>721 | | | | | 1906 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | EmpresaNaviera de Cuba,S.A. | 230·3<br>P22*t*H83*t*F32*t* | 36·1 | 14·4 | Havana<br>Cuban<br>*WB* | T.3Cy.16½",27"&44"-32"<br>109NHP<br>FredrikstadM.V.Frdstad. | |
| 16831<br>138922<br>TRCF | **Gibel Derif** SteelSc<br>(*ex*Maroc,*ex*Carrie,*ex*<br>KongHelge,*ex*Svionia) 1*Dk*&*Spar dk* | 899<br>872<br>565 | | | | | 1884 | Akt.Ges.<br>"Vulcan"<br>Stettin | M.H.Bland&Co.Ld | 202·6<br>H9' | 27·3 | 18·0 | Gibraltar<br>British | C.2Cy.25"&43$\frac{1}{16}$"-29½"<br>NB05 83RHP<br>A.G."Vulcan,"Stettin | |
| 16832<br>78608<br>RMHP | **Gibel Dersa** IronScSr<br>(*ex*Mastiff)<br>*Elec.light* | 890<br>693<br>370 | | | | | 1878 | J.&G.<br>Thomson<br>Clydebank | M.H.Bland&Co.Ld | 230·4<br>P124*t*F44*t* | 30·3 | 14·8 | Gibraltar<br>British | C.2Cy.37½"&67¼"-48"<br>NB91 261NHP<br>J.&G.Thomson,Clydebank | |
| 16833<br>113527<br>RSFG | **Gibel Gelahui** SteelSc<br>*ss*Gib.No.2-21 *ss*Bry.No.3-5,13<br>(*ex*Demetian) ~~*ss*Cff.No.1-17~~<br>*Well deck* 1*Dk*(*Irn*)&*deep framing* | 1106<br>820<br>682 | ✠100A1<br>12,21 ~~1,21~~<br>~~BS1,21~~ ✠LMC~~11,17~~ 12,21 | Bkn<br>Gib | *n* | ~~1,20~~<br>12,21 | 1900<br>6mo | W.Harkess<br>&Son<br>Middlesbro'<br>A&CP | M.H.Bland&Co.Ld | 225·0<br>P15'Q67'B57'F24'<br>FK<br>*DBa*&*uE*79'*uB*15'*f*92'350*tFPT*39*t* | 34·0 | 14·2 | Gibraltar<br>British<br>4*BHCem*<br>*APT*28*t* | T.3Cy.17",28½"&46"-33" (*s*)<br>180lb *100lb* NDB09 131NHP<br>1SB,3*cf*,GS59,HS2025<br>MacColl&Pollock,Sld. | 16 ' 6<br>1 . 3<br>15 ' 4 |
| 16834<br>111278<br>RSTP | **Gibel Habib** SteelSc3MstSr<br>*ss*Gib.2ndNo.3-8,21 ~~*ss*P.Gl.No.3-1,18~~<br>(*ex*CapeClear) ~~*ss*Gib.No.1-10~~<br>*Well deck* *Mchy.Aft* 1*Dk*(*Stl*) | 367<br>228<br>142 | ✠100A1<br>8,21 ~~3,19~~<br>✠NB10,06 ✠LMC8,21<br>~~MS2,13~~ ~~BS10,[illegible]~~ | Gib | *e* | CL<br>8,21 | 1900<br>7mo | SM'Knight<br>&Co.Ld.<br>Ayr<br>A&CP | M.H.Bland&Co.Ld | 141·2<br>Q77'B9'F28'<br>FK<br>*WB*=*FPT* | 23·6 | 9·9 | Gibraltar<br>British<br>3*BHCem*<br>50*tAPT*2*t* | C.2Cy.18¼"&40"-27" (*s*)<br>130lb 86RHP<br>1SB,2*pf*,GS41,HS1550<br>Ross&Duncan,Glasgow | 11 ' 1<br>4 . 0<br>10 ' 1 |
| 16835<br>136759<br>JHSM | **Gibel Hamam** SteelScSr<br>(*ex*Southford,*ex*<br>MelroseAbbey,*ex*FranzHorn) 1*Dk* | 1338<br>1058<br>821 | | | | | 1898 | Akt.Ges.<br>"Neptun"<br>Rostock | M.H.Bland&Co.Ld | 246·9<br>Q72'B112'F24' | 35·3 | 14·9 | Gibraltar<br>~~London~~<br>British<br>*WB* | T.3Cy.16⅛",25½"&41¾"-32¼"<br>99RHP<br>A.G."Neptun,"Rostock | |
| 16836<br>106375<br>QFNT | **Gibel Kebir** SteelScSr<br>*ss*Gib No.2-21 *ss*Bly.2ndNo.3-9,12<br>*Well deck* (*ex*Canisbay, ~~*ss*Cdz.No.1-17~~<br>*ex*Antverpia,*ex*Eugalia) 1*Dk*(*Irn*) | 551<br>439<br>331 | ✠100A1<br>7,21 ~~7,18~~<br>~~BS8,20~~ ✠LMC~~6,17~~ 7,21 | Cdz<br>Gib | *i* | ~~6,17~~<br>N7,21 | 1887<br>11mo | R.Dixon&<br>Co.<br>Middlesbro'<br>A&CP | M.H.Bland&Co.Ld | 175·0<br>Q105'F22'<br>BK7½"<br>*WB*=*CellDBa* 37'*f*66' | 26·6 | 12·3 | Gibraltar<br>British<br>4*BHptAsp*<br>102*t* *ptCem* | T.3Cy.15",25"&40"-30" (*s*)<br>160lb *80lb* NDB20 80RHP<br>1SB,2*cf*,GS36,HS1497<br>Blair&Co.Ld.Stockton | 14 ' 5<br>1 . 3<br>13 ' 1 |
| 16837<br>105975<br>NJGM | **Gibel Musa** SteelPadSr<br>*ss*Gib.2ndNo.3-1,22 ~~*ss*Gib.No.3-8,09~~<br>~~*ss*Cdz.No.2-19~~<br>1*Dk* | 374<br>295<br>180 | ✠100A1<br>~~3,21~~ ~~2,19~~ 1,22<br>~~BS12,20~~ ✠LMC~~2,18~~ 1,22 | Cdz<br>Gib | *f* | | 1896<br>1mo | R.Duncan<br>&Co.(Lim.)<br>PortGlasgow<br>A&CP | M.H.Bland&Co.Ld | 150·2<br>P16'<br>BK7" | 25·2 | 11·4 | Gibraltar<br>British<br>3*BHCem* | C.2Cy.23"&43"-45" (*s*)<br>100lb 79RHP<br>1SB,3*pf*,GS57,HS1580<br>Rankin&Blackmore,Grk. | 12 ' 3<br>1 . 8<br>11 ' |
| 16838<br>105590<br>QDPL | **Gibel Sarsar** SteelTwinSc<br>(*ex*Isis) 2*Dks*(1*Stl*-ws&1*ptStl*-ws)&*pt*<br>*Elec.light* Wireless *Awng dk*(*Stl*-ws) | 1559<br>1097<br>635 | ✠<br>*pt Awng dk*<br>*withfreeboard*<br>6,98 ✠ | Grk | *r* | | 1898<br>6mo | Caird&Co.<br>Ld.<br>Greenock | M.H.Bland&Co.Ld | 300·2<br>P59'F49' BK8"<br>*ptAwng dk*176'<br>*CellDBf*80' | 37·1 | 17·5 | Gibraltar<br>British<br>8*BHCem*<br>52*tFPT*12*t* | T.8Cy.24½",39"&(2)42"-36"<br>FD 755NHP<br>2D&2SB18*cf*GS365HS13037<br>Caird&Co.Ld.Greenock | 18 ' 6 |
| 16839<br>89761<br>SLBP | **Gibel-Tarik** SteelTwinScSr<br>~~*ss*Gib.2ndNo.3-3,08~~<br>~~*ss*Gib.No.2-16~~<br>*ss*Gib.3rdNo.3-1,21 1*Dk* | 228<br>196<br>123 | ✠100A1<br>~~4,21~~ ~~1,19~~<br>3,22 ✠LMC3,21<br>~~MS1,19~~ ~~BS1,20~~<br>BS3,22 | Gib | *d* | ~~1,19~~<br>3,21 | 1884<br>12mo<br>*Lloyd* | Armstrong<br>Mitchell&Co.<br>Ld.Newcstle<br>'*sA&CP* | M.H.Bland&Co.Ld | 135·0<br>F20'<br>FK<br>*WB* | 22·1 | 10·0 | Gibraltar<br>British<br>3*BHCem*<br>=*DBa*21'8*t* | C.4Cy.17"&32"-20" (*s*)<br>80lb 100RHP<br>1SB,3*pf*,GS34,HS1815<br>WallsendSlipwayCo.,Nwc. | 10 ' 6<br>1 . 6<br>9 ' 5 |
| 16840<br>106956<br>PMTS | **Gibel Yedid** SteelSc<br>*ss*Mdb.No.3-4,09<br>(*ex*Yearby) *ss*Mdb.No.2-17<br>Wireless 1*Dk*(*Irn*)&*Web frames* | 2639<br>2239<br>1665 | ✠100A1<br>*Trunk dk*<br>3,21 ✠LMC11,17<br>DBS11,20 MBS2,21 | Npt | *t* | N1,21 | 1896<br>12mo | Ropner&<br>Son<br>Stockton<br>A&CP | M.H.Bland&Co.Ld | 300·0<br>P27'B58'F35'<br>FK<br>*CellDBa*102'*u E*24' *f*114' | 45·0 | 20·4 | Gibraltar<br>~~London~~<br>British<br>5*BHCem*<br>600*tAPT*66*t* | T.3Cy.20",34"&58"-39" (*s*)<br>210lb *160lb*2NDB16 219NHP<br>2SB,6*rf*,GS83,HS3017<br>Blair&Co.Ld.Stockton | 22 ' 2<br>3 . 1<br>19 ' 5 |
| 16841 | **Gier** SteelSc<br>(*Trawler*) | 180 | 100A1<br>(*ClassContemplated*) | | | | 1921 | NV.Machf.<br>&Schpw."De Waal"<br>Nijmegen | Maats.Hera | 106·8 | 20·7 | 11·3 | Ymuiden<br>Dutch | Maats.Hera,Ymuiden | |
| 16842<br><br>MBFG | **Gifford Jones** IronSc<br>(*ex*Tayabas,<br>*ex*Camiguin,*ex*Calderon) | 194<br>—<br>121 | | | | | 1873 | Thompson<br>&Co.<br>Newcastle | AgusanCoconut Co. | 130·2 | 22·2 | 6·6 | Manila<br>Utd. States | C.2Cy.14"&26"-18"<br>24NHP<br>Thompson&Co.Nwc. | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. 3 Material Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16843<br>23218<br>SGWT | **Gifu Maru** SteelSc<br>Elec.light 2Dks(Stl) | 3180 2932<br>2673<br>1755 | ✠100A1<br>12,21<br>~~(ClassContem plated)~~<br>✠LMC10,21 | Kob | u | CL | 1921<br>12mo | Toba Shipyard<br>Toba<br>A&CP | Teikoku~~S.S.Co.~~ KisenKabushiki Kaisha<br>CellDB273'645tFPT31tAPT56t | 305·0<br>P23'B92'F33'<br>FK | 43·7 | 27·2 | Toba<br>Japanese<br>5BHCem | T.3Cy.23",38&64"–18" (s)<br>200lb FD 850NHP<br>KubotaIronWorks,Osa<br>2SB,6cf,GS110,HS1553 | 27 ″ 5 | |
| 16844 | **Giglio** SteelSc<br>(exWarGrange) 1Dk(Stl)<br>Elec.light Wireless | 3160<br>2843<br>1853 | ✠100A1<br>9,20<br>✠NE11,18 ✠LMC11,18 | Gen | u | CL<br>9,20 | 1917<br>12mo<br>Lloyd's A&CP | Armstrong Whitworth &Co.Ld.<br>Newcastle | E.Mazza<br>CellD | 331·0<br>P33'B98'F29'<br>FK<br>B284'714tFPT103t | 46·7 | 23·1 | Savona<br>Italian<br>7BHptCem<br>APT131t | T.3Cy.25",41"&68"–45" (s)<br>180lb 430NHP<br>3SB,9cf,GS155,HS6324 FD<br>~~N.E.MarineEngCoLd.Nwc~~<br>CaledonS.B.&E.Co.Ld. | 25 ″ 6<br>s4 ″ 1½<br>21 ″ 9 | |
| 16845<br>HNJQ | **Gijon** IronScK<br>ssHul.No.1-97<br>(exVivero,exHowdenshire) 1Dk(Irn)<br>Mchy.Aft | 162<br>139<br>87 | ✠<br>3,00<br>✠ | Lon | b | | 1893<br>1mo | Cochrane& Cooper<br>Beverley | F.Zarate | 100·7<br>Q10'F15'<br>BK7"<br>WB | 20·2 | 8·8 | S.Sebast'n<br>Spanish<br>3BHCem<br>=FPT15t | C.2Cy.14"&26"–20"<br>30NHP<br>1SB,2pf,GS23,HS560<br>C.D.Holmes&Co.Hull | 9 ″ 8 | |
| 16846<br>MVQS | **Gijonés** SteelSc<br>Elec.light Wireless 1Dk | 1591<br>1190<br>933 | | | | | 1920 | Laxevaags Msk.&Jrnskb<br>Bergen | Skibs-A/SMaderas | 245·8<br>P59'tH77tB124t<br>Q106t | 37·9 | 15·5 | Chrstiania<br>Norwegian<br>WB | T.3Cy.18",29"&49"–33"<br>138NHP<br>LaxevaagsMsk&Jrns.Bgn | | N |
| 16847<br>GKRD | **Gil Eanes** SteelScSr<br>(exLahneck)<br>Elec.light 1Dk&Shelter dk | 1775<br>1449<br>786 | Lis. ~~10,20~~7,21<br>(See footnote*) | | | CL | 1914 | G.Seebeck Akt.Ges.<br>Geestemünde | Requisitioned by thePortugueseGvt (TransportesMaritimos do Estado) | 278·2<br>F32' | 41·1 | 16·8 | Lisbon<br>Portuguese<br>WB | T.3Cy.23⅓",38⅔"&63"–43$\frac{3}{10}$"<br>261NHP<br>G.SeebeckA.G.Gst | | |
| 16848 | **Gilda** SteelSc<br>For full particulars See No. 37513 in Supplement<br>Elec.light | 5187<br>[illegible]<br>3111 | 100A1<br>Shelter dk<br>withfreeboard<br>(ClassContem plated) | | | | 1921 | Cantiere NavTriestino<br>Monfalcone | Cia.Italiana di Nav.eCommercio d'Oltremare "CINCO" | 362·0 | 49·3 | 35·2 | Rome<br>Italian | T.3Cy.24$\frac{1}{16}$",41"&68"–45"<br>UnitedMachineFactories, Prague | | |
| 16849<br>943<br>HBGL | — SteelScSr<br>ssLon.No.1-11<br>(exFoamQueen,exBoreas) 1Dk(Stl)<br>Well deck | *518*<br>*367*<br>*234* | ✠<br>1,13<br>✠ | Lon | g | | 1906<br>7mo | VanVliet &Co.<br>Hardinxveld | A.Haverbeck& Hijos | 159·0<br>Q82'B14'F18'<br>FK<br>WB=FPT56t | 26·3 | 11·2 | Valdivia<br>Chilian<br>4BHCem<br>APT58t | T.3Cy.13",21"&34"–24"<br>76NHP<br>1SB,3pf,GS44,HS1377<br>G.T.Grey,SouthShields | 12 ″ 0 | |
| 16850<br>105198<br>QFRN | **Gileston** SteelScSr<br>ssCff.No.3-11,10<br>(exEuston) ssBrs.No.2-20<br>Wireless 1Dk(Irn)2trB&Webframes<br>3Dk rule | 2728<br>2576<br>1747 | ✠100A1<br>withfreeboard<br>11,21 ~~3,20~~<br>✠LMC3,20<br>BS5,21 | Brs<br>Sws | u | CL<br>~~3,20~~<br>11,21 | 1898<br>7mo | Ropner& Son<br>Stockton<br>A&CP | AnneThomasSSCo. Ld. (EvanThomas, Radcliffe&Co.)<br>WB=CellD | 320·0<br>P29'B68'F37'<br>FK<br>Ba112'uE22'f126' | 44·0 | 21·9 | London<br>British<br>5BHCem<br>583tAPT44t | T.3Cy.22½",37"&61"–42" (s)<br>160lb 120lb NDB14 245NHP<br>2SB,6rf,GS100,HS3760<br>Blair&Co.Ld.Stockton | 24 ″ 3<br>s4 ″ 2½<br>20 ″ 5 | |
| 16851<br>139021<br>JLBW | **Gilgai** SteelScSr<br>ssAnt.No.2-21 ssHam.No.3-10,13<br>(exWildenfels) ~~ssSyd.No.1-17~~<br>Elec.light 1Dk(Stl)&Spar dk<br>Wireless (Stl-pt teaks)&Web frames | 5512<br>5295<br>3536 | ✠100A1<br>Spar dk<br>~~7,21~~ ~~3,20~~1,22<br>~~BS3,20~~ ✠~~LMC12,17~~<br>BS4,21 MS7,21 | Mel<br>Ant | | CL<br>~~3,20~~<br>N5,21 | 1901<br>4mo<br>Lloyd's A&CP | Wigham-Richrdsn&Co Ld Newcastle | Requisitioned by the Commonwealth ofAustralia<br>WB=CellDBa142'u | 420·3<br>P60'B96'F48' 28·7<br>BK11"<br>E27'f177'1115t'~~Tweendk tanks~~ | 55·2 | 20·5 | London<br>British<br>6BHCem | Q.4Cy.24",34",51"&74"–54"<br>210lb 120lb (r) 494NHP<br>3SB,9cf,GS150,HS6303 FD<br>WghmRchrdsn&C.LdNwc<br>~~a50'490tf46'570t~~APT40t | 31 ″ 4<br>s6 ″ 10½<br>25 ″ 7 | |
| 16852<br>120624 | **Gillygate** SteelScK<br>ssMil.No.3-4,19<br>1Dk | 207<br>184<br>81 | ✠100A1<br>StmTrawler<br>4,19<br>BS1,21 ✠LMC4,19 | Mil | | CL<br>4,19 | 1905<br>10mo<br>Lloyd's A&CP | Smith's DockCo.Ld.<br>NorthShields | PhœnixSteam TrawlingCo.Ld. (G.H.D.Birt,*Mgr.*) | 117·5<br>Q49'<br>BK7½" | 21·6 | 11·5 | London<br>British<br>3BHCem | T.3Cy.12",20"&32"–23" (s)<br>180lb 52RHP<br>1SB,2pf,GS35,HS1330<br>MacColl&Pollock,Ld.Sld. | 12 ″ 4 | |
| 16853<br>104748 | **Gilroy** IronPadCtr<br>(Tug)<br>1Dk | 151<br>136<br>58 | | | | | 1898 | J.P.Rennoldson&Sns<br>SouthShields | Trustees of the Harbour of Dundee | 105·0 | 19·7 | 9·8 | Dundee<br>British | L.2Cy.28"–50"<br>80RHP<br>J.P.Rennoldsn&Sns,S.Shl | | BT till 1,22 |
| 16854<br>MSRV | **Gimle** SteelScSr<br>ssRot.No.1-20<br>(exTroldheimen exFroland) 1Dk(Stl) | 1388<br>1120<br>817 | ✠100A1<br>2,22 ~~12,20~~<br>✠LMC12,20 | Rot<br>Gms | o | CL<br>12,20 | 1916<br>12mo<br>A&CP | Jonker& Stans<br>HendrikIdo Ambacht | D/S A/S Taormina (E.Evensen,*Mgr.*) | 238·2<br>P20'B59'F24'<br>FK<br>CellDB339tAPT | 36·5 | 15·8 | Chrstiania<br>Norwegian<br>4BHCem<br>37t | T3Cy17½",29⅓"&46$\frac{1}{16}$"–36$\frac{11}{16}$"<br>180lb (s) 177NHP<br>2SB,4cf,GS89,HS3260<br>Machinefabriek,Bolnes | 18 ″ 0<br>s2 ″ 4½<br>15 ″ 11 | |
| 16855 | **Gina** SteelAuxSc3MstSr<br>(exVolkerak) OilEng.<br>1Dk<br>(See Sailing Ship Register) | 337<br>295<br>241 | | | | | 1917 | J.Th.Wilmink&Co.<br>Gröningen | | 135·1<br>P32'F18' | 26·4 | 11·2 | Italian<br>WB | Oil Engines<br>2Cy.16"–18" 37NHP<br>D.Goedkoop,Jr.Amstrdam | | V |
| 16856<br>28181<br>SHJW | **Ginyo Maru** SteelTwinSc<br>2Dks(Stl)&<br>Elec.light Wireless Shltr dk(Stl-ws) | 8450<br>8600<br>7884<br>6255 | ✠100A1<br>Shelter dk<br>withfreeboard<br>8,21<br>✠LMC8,21<br>~~(ClassContem plated)~~<br>Fitted for oil fuel 9,21 F.P. above 150°F. | Yka | c† | CL | 1921<br>8mo | Asano S.B.Co.<br>Tsurumi<br>A&CP | ToyoKisenKaisha<br>CellDB336 1562tDTa15' | 445·0<br>~~F45~~F49'onShltr dk<br>-FK<br>393tMT15'430tFPT | 58·0 | 40·0 | Yokohama<br>Japanese<br>7BHtoSh.dk Cem<br>84tAPT66t | 4SteamTurbines geared to 2Sc.shafts 200lb (s) 965NHP<br>4SB12cf GS242 HS10844 FD<br>MidwestEng.Co. Indianopolis | 40 ″ 0<br>s12 ″ 6½<br>28 ″ 0 | |
| 16857<br>23126<br>RBNG | **Ginzan Maru** SteelSc | 1708<br>—<br>1007 | | | | | 1918 | ................ | HashimotoKisen KabushikiKaisha | 250·0 | 37·7 | 20·5 | Nagasaki<br>Japanese | | | |
| 16858<br>15214<br>MDKG | — SteelScSr<br>(exShinshoMaru)<br>1Dk | 440<br>—<br>256 | | | | | 1912 | S.Nagata<br>Osaka | KudoKichizo | 118·8 | 21·2 | 10·9 | Nishinomiya<br>Japanese | T.3Cy.11¾",19½"&32⅝"–22"<br>53NHP<br>S.Nagata,Osaka | | |
| 16859<br>72<br>PNBK | **Giovanna** IronScSr<br>Well deck (exMereia) 1Dk2trB | 1491<br>1276<br>934 | | ... | | | 1883 | Schlesingr Davis&Co.<br>Newcastle | G.Miceli&Co. | 248·6<br>Q99tB113tH22t<br>F34t BK8" | 34·7 | 20·5 | Palermo<br>Italian<br>WB | C.2Cy.29"&56"–42"<br>169NHP<br>NEMarineECo.(Lim.)Nwc | 21 ″ 11 | |
| 16860 | **Giovanna Florio** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl) | *5141*<br>*4900*<br>*3223* | ✠100A1<br>Shelter dk<br>withfreeboard<br>10,20 ✠LMC9,20<br>Fitted for oil fuel 9,20 F.P. above 150° F. | Nwc | x | CL | 1920<br>10mo<br>Lloyd's A&CP | Nthmblnd S.B.Co.Ld.<br>Newcastle | I.&V.Florio<br>CellDBa125'uE21'f | 375·0<br>F32'onShelter dk<br>FK<br>163'1040tAPT130t | 51·2 | 31·7 | Palermo<br>Italian<br>ptCem<br>4BHtoSh dk<br>2 „ „ U „ | T.3Cy.25",41"&69"–48" (s)<br>180lb 371NHP<br>3SB,9cf,GS156,HS5901<br>N.E.MarineEng.CoLdNwc | 34 ″ 1<br>s9 ″ 5<br>25 ″ 1 | |
| 16861 | **GiovannaVerderame** SteelAuxSc<br>OilEng. 3MstSr<br>Mchy Aft 1Dk<br>(See Sailing Ship Register) | 471<br>406<br>363 | | | | | 1920 | Gebr.G.& H.Bodewes<br>Martenshoek | E.V.Verderame | 147·7 | 26·7 | 13·0 | Viareggio<br>Italian | OilEngine<br>4Cy.<br>BronsMotorenfabriek, Appingedam | | IV |
| 16862<br>754<br>PNDC | **Giovanni Battista** IronScSr<br>(exWipper) 1Dk2trB | 511<br>366<br>316 | | | | | 1880 | Act.Ges. "Vulcan"<br>Stettin | F.Bensa | 168·1<br>Q94t | 23·6 | 11·5 | Genoa<br>Italian<br>WB | C.2Cy.21⅔"&39⅓"–27⅗"<br>NB93 68NHP<br>A.G."Vulcan,"Stettin | | V |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register. and a Certificate for six months issued

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Tirant d'eau correspondant pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16863<br>143807 | *Now named "Cymrea," See No. 36711 in Supplement*<br>**Giovanni Guinti** **SteelScK**<br>(*Fishing*)<br>1*Dk* | 277<br>247<br>113 | | | | | 1918 | AilsaS.B. Co.Ld.<br>Ayr | **CygnetSteam FishingCo.Ld. (T.Cardwell,*Mgr*)** | 125·5 | 23·5 | 12·8 | **Fleetwood**<br>British | T.3Cy.12½",21"&35"–26"<br>62NHP<br>Fawcett,Preston&Co.Liv. | |
| 16864<br>96<br>PNRV | **Giove** **SteelTwinScSr**<br>*CarryingOil in bulk*<br>*Elec.light* *Mchy.Aft* 2*Dks*<br>Wireless *Longitudinal framing* | 5088<br>4482<br>2614 | | | | | 1916 | Cantieri Navali Riuniti<br>Palermo | **ItalianGovernment** | 416·7<br>P59'B104'F56' | 51·2 | 28·3 | **Palermo**<br>Italian | T.6Cy.23⅝",38⅝"&63½"–35¼"<br>484NHP<br>Cant.Riuniti,Ancona | |
| 16865<br>143826 | **Girard** **SteelScK**<br>~~(*Fishing*)~~<br>(*ex*EdwardDruce) ~~1*Dk*~~<br>*ss*Hul.No.1-22 1*Dk*(*Stl*-ws) | 326<br>288<br>151 | 100A1<br>*StmTrawler*<br>1,22<br>✠LMC7,18 | Hul | | CL<br>1,22 | 1918<br>*Lloyd's* | GooleSB.& Repg.Co.Ld.<br>Goole<br>A&CP | **F.&T.RossLd.** | 138·5<br>Q84'F21'<br>BK7½ | 23·7 | 12·8 | **Hull**<br>British<br>4*BHCem* | T.3Cy.13,"23"&37"–26" (s)<br>200lb 87RHP ~~[illegible]~~<br>CampbellGasEng.Co.Ld. Halifax<br>1SB,3pf,GS48,HS1440 | 13 · 6 |
| 16866<br>104624<br>NVDH | **Girasol** **SteelSc3MstSr**<br>*ss*P.Gl.2ndNo.3-5,20<br>*Well deck* *Mchy.Aft* 1*Dk*(*Irn*)<br>*Elec.light* | 602<br>434<br>237 | ✠100A1<br>4,22~~5,20~~<br>✠NB5,20 ✠LMC5,20 | PGl.<br>Tru | *i* | CL<br>5,20 | 1895<br>5mo | Scott&S'ns<br>Bowling<br>A&CP | **W.Robertson** | 180·0<br>Q90'B11'F37'<br>BK7½"<br>*WB=CellDB*95' | 29·1 | 10·6 | **Glasgow**<br>British<br>3*BHCem*<br>140*tFPT*22*t* | T.3Cy.16",26"&42"–33" (s)<br>160lb 90RHP<br>1SB,3pf,GS58,HS1600<br>Muir&Houston,Gls. | 13 · 6<br>· 8<br>13 · 1 |
| 16867<br>130978 | **Girl Gladys** **WoodScDy**<br>(*Fishing*)<br>1*Dk* | 110<br>110<br>56 | | | | | 1917 | ColbyBros. Ld.<br>OultonBroad | **EastAnglianRed StarFishingCoLd. (J.V.Breach,*Mgr*)** | 88·5 | 19·6 | 9·9 | **Lowestoft**<br>British | C.2Cy.12"&26"–18"<br>40RHP<br>W.Burrell,Gt.Yarmouth | |
| 16868 | **Girl Hazel** **WoodSc**<br>(*Drifter*)<br>(*ex*Scend) 1*Dk* | 97<br>96<br>42 | ✠11A1<br>*Forfishing purposes*<br>10,20<br>✠LMC10,20 | Sou | | CL<br>10,20 | 1918<br>8mo<br>*Lloyd's* | ColbyBros. Ld.<br>Lowestoft<br>*A&CP* | **D.Ducker** | 87·5<br>9&12yrs.Mat. | 20·0 | 10·0 | **London**<br>British | T.3Cy.9½",15½"&26"–18" (s)<br>180lb 43NHP<br>1SB,2pf,GS36,HS814<br>J.Howden&Co.Ld.Gls. | 10 · 1 |
| 16869<br>OIEN | **Giroflée** **SteelSc**<br>(*ex*NagatoMaru)<br>*Elec.light* | 207<br>—<br>52 | | | | | 1911 | OsakaIron Works<br>Osaka | **Soc.desPêcheries Maritimes** | 112·1<br>F21' | 22·2 | 11·6 | **Lorient**<br>French | T.3Cy.11½",18"&29"–24"<br>41NHP<br>OsakaIronWorks,Osaka | |
| 16870<br>MBGU | **Gironde** **SteelSc**<br>*Elec.light* 2*Dks*(*Stl*) | 1754<br>1548<br>1023 | ✠100A1<br>4.21~~11,20~~<br>✠LMC11,20 | Ant | *q* | CL | 1920<br>11mo<br>*Lloyd's* | Antwerp Eng.Co.Ld.<br>Hoboken<br>*A&CP* | ~~**ArmementDeppe**~~<br>CieNationaleBelge deTransportsMarit (ArmementDeppe *Mgrs.*) | 249·3<br>P23'B60'F27'<br>FK<br>*CellDB*209'439*t* | 38·2 | 19·7 | **Antwerp**<br>Belgian<br>4*BHCem*<br>*APT*12*t* | T.3Cy.20",33"&54"–36" (s)<br>180lb 213NHP<br>2SB,6cf,GS92,HS3632<br>N.E.MarineEng.CoLd Sld. | 22 · 3<br>· 3 · 1<br>19 · 5 |
| 16871<br>OIEV | **Gisèle** **SteelSc**<br>(*Trawler*)<br>(*ex*Begonia) 1*Dk*<br>*Elec.light* | 220<br>181<br>67 | | | | | 1911 | OsakaIron Works,<br>Osaka | **J.Bouvier** | 106·8 | 21·0 | 10·7 | **Dieppe**<br>French<br>*WB* | T.3Cy.11",19"&32"–22"<br>48NHP<br>OsakaIronWorks,Osaka | |
| 16872<br>9121<br>JSOF | **Gishu Maru** **SteelScSr**<br>2*Dks* | 750<br>680<br>427 | | | | | 1904 | OsakaIron Works<br>Osaka | **OsakaShosen KabushikiKaisha** | 183·6<br>B42' | 27·3 | 18·2 | **Osaka**<br>Japanese<br>*WB* | T.3Cy.14½",24½"&39"–30"<br>83NHP<br>OsakaIronWorks,Osaka | |
| 16873<br>141082<br>KJHS | **Gitano** **SteelSc**<br>*CruiserStern*<br>*Elec.light* 2*Dks* | ~~3660~~<br>2787<br>2561 | 1670 | | | | 1921 | GooleS.B. &RepgCo.Ld.<br>Goole | **Ellerman'sWilson Line,Ld.** | ~~331·7~~<br>330·0<br>335·0 | ~~46·5~~<br>46·6 | ~~31·0~~<br>20·4 | **Hull**<br>British<br>*WB* | 2SteamTurbines<br>Earle'sCo Ld.Hull | |
| 16874<br>LBGH | **Gitterö** **SteelSc**<br>*Elec.light* 1*Dk* | 1291<br>1099<br>727 | | | | | 1920 | NV.Schps. Juliana<br>Papendrecht | **D/S A/S J.K. HaalandsRederi (JKHaaland*Mgr*)** | 236·3<br>P24'B73'F29' | 36·2 | 15·9 | **Haugesnd**<br>Norwegian<br>*WB* | T.3Cy.17½",29"&46"–36"<br>J.&A. 127NHP<br>v.d.Schuyt,Papendrecht | |
| 16875 | **Giuditta** **WoodSc**<br>(*ex*WarComox) 1*Dk*2*trB*<br>*Elec.light* Wireless *Mchy.Aft*<br>*Well deck* *Salted & specially treated* | *2337*<br>*1746*<br>*1436* | | | ... | CL<br>11,19 | 1918<br>4mo<br>*Lloyd's* | NewWestminsterCnst. &Eng.Co.Ld.<br>N.Westr.B.C.<br>*A&CP* | **Ravano&Corrado** | 249·1<br>P&B138'F32' | 43·7 | 23·0 | **Genoa**<br>Italian | T.3Cy.20",33"&54"–40" (s)<br>185lb 322NHP<br>2 Water Tube Boilers<br>GS120,HS5280 FD<br>CanadianAllis-Chalmers, Ld.Toronto | 25 ·<br>· 3 · 5½ |
| 16876 | **Giulia** **SteelScSr**<br>*ss*Tri.No.3-5,18<br>2*Dks*(*Stl*)&*deep framing*&<br>*Elec.light* *Shelter dk*(*Stl*-ws) | 4337<br>4113<br>2821 | ✠100A1<br>*Shelter dk withfreeboard*<br>7,21~~8,20~~<br>BS3,22 ✠LMC8,20 | Tri | *w* | CL<br>~~N8,20~~<br>7,21 | 1904<br>6mo<br>*Lloyd's* | Russell& Co<br>Pt.Glasgow<br>*A&CP* | **CosulichSoc. TriestinadiNav.**<br>*WB=CellDBa*98' | 346·1<br>FK<br>*uE&B*44' *f*140'742*t* | 45·0 | 25·3 | **Trieste**<br>Italian<br>6*BHCem*<br>*APT*30*t* | T.3Cy.26",42"&70"–48" (s)<br>180lb *180lb* 346NHP<br>2SB,8cf,GS163,HS5080<br>J.G.Kincaid&Co.Greenock | 28 · |
| 16877 | — **SteelSc**<br>*Should be* "Giulia Peirce," *See No. 37528 in Supplement*<br>*Elec.light* 1*Dk* | 2710<br>2385<br>1584 | | | | | 1921 | Bacini& ScaliNapoletani Naples | **SiculaAmericana (PeirceBros. *Mgrs.*)** | 300·0<br>P34'B71'F34' | 38·1 | 23·5 | **Naples**<br>Italian<br>*WB* | T.3Cy.19 1/16",23½"&37⅝"–36"<br>84NHP<br>Bacini&ScaliNapoletani | |
| 16878 | **Giulio Cesare** **SteelQuadScSr**<br>Wireless<br>*Elec.light* Sub.Sig.<br>~~*Ref.Mchy.*~~ *Cruiser Stern*<br>4*Dks*(*Stl*)&*Awng.dk*(*Stl*-teak s)&*Shade dk*(*Stl*-teak s)&*Web frames* | ~~21500~~<br>22076<br>16316<br>13702 | ✠100A1<br>*Awng dk withfreeboard*<br>11,21<br>~~(*ClassContemplated*)~~<br>✠LMC11,21 | Nwc | *o*† | CL | ~~1920~~<br>1921<br>11mo<br>*Lloyd's* | Swan,Hunter&Wigham Richardson, LdNewcastle<br>*A&CP* | **Nav.Gen.Italiana**<br>*CellDB*188'2655*tDTa*14'68*tDTf*24'281*t side tanks f*29'132*t* | ~~601·4~~<br>602·4<br>FK<br>*a*26'125*tFPT*153*tAPT*29*t* | ~~76·0~~<br>76·5 | ~~51·0~~<br>20·5 | Spezia<br>Italian<br>16*BHto*<br>*Awng.dk Cem* | ~~Steam Turbines~~ Geared SteamTurbines (s)<br>220lb FD 3620NHP<br>Wllsnd.Slpwy.Co.Ld.Nwc<br>4SB,12cf,GS255,HS41034 | 50 · 2<br>20 · 3½<br>30 · |
| 16879<br>681<br>PQBK | — **SteelScSr**<br>*ss*Sld.No.3-5,07<br>(*ex*Kurrachee) *ss*Shl.No.1-12<br>2*Dks*(1*Irn*&1*Stl*)&*Webframes* | 3447<br>3339<br>2169 | ✠<br>8,16<br>✠ | Cff | *w* | | 1894<br>2mo | Edwards' S.B.Co.Ld.<br>Newcastle | **G.Vitulli Montaruli** | 350·0<br>Q29'B70'F35'<br>FK<br>*WB=CellDB*278'568*tFPT* | 43·0 | 26·6 | **Genoa**<br>Italian<br>6*BHCem*<br>101*tAPT*73*t* | T.3Cy.24",40"&66"–45"<br>301NHP<br>2SB,6rf,GS119,HS4636<br>Blair&Co.Ld.Stockton | 29 · 3 IV |
| 16880<br>789<br>PQLT | **Giuseppe V.** **WoodAuxScBn**<br>*OilEng.*<br>(*ex*GiuseppeBoni) 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 181<br>179<br>155 | | | | | 1879 | F.Sirello<br>Savona | **G.DeBlaas** | 95·2 | 25·3 | 13·4 | **Genoa**<br>Italian | Oil Engine 2S.C.<br>2Cy.10½"–12½" 13NHP<br>NE1920<br>A/B.J.V.SvensonStockhlm | |
| 16881<br>810<br>PQLJ | **Giuseppe Beraldo** **SteelScSr**<br>*ss*Nap.No.3-5,13<br>(*ex*AmeliaCampisi, *ex*Osmo) *ss*Gen.No.1-17<br>1*Dk*(*Stl*)&*Web frames*<br>*Well deck* *Elec.light* | 1394<br>1129<br>823 | ✠100A1<br>3,20<br>~~[illegible]~~ ✠LMC8,17<br>~~[illegible]~~ BS4,21 | Gen | *p* | 3,20 | 1900<br>4mo | Craig, Taylor&Co.<br>Stockton<br>A&CP | ~~**Flli.Beraldo fu G.B.**~~<br>Villain&Fassio<br>*CellDB* | 245·0<br>Q97'B58'F26'<br>FK<br>*a*74'*uE*14' *f*94'291*t* | 37·3 | 15·6 | **Genoa**<br>Italian<br>4*BHCem*<br>*APT*91*t* | T.3Cy.18½",30"&49"–33" (s)<br>160lb *100lb* NDB12 162NHP<br>2SB,4f,GS68,HS2779<br>MacColl&Pollock,Sld. | 18 ·<br>· 1 · 7<br>16 · 8 |
| 16882<br>757<br>PQSW | **Giuseppe Verdi** **SteelTwinScSr**<br>*Elec.light* 2*Dks*&*Shelter dk*<br>Wireless | 9757<br>—<br>5965 | | | | | 1915 | Soc.EsercizioBacini<br>RivaTrigoso | **Soc.diNav.TransatlanticaItaliana** | 505·1<br>P103'B189'F136' | 59·6 | 25·5 | **Genoa**<br>Italian | Q8Cy25 3/16",37 7/16",53 13/16"&78 3/16"–53 3/16"<br>1512NHP<br>Soc.EsercizioBacini,Genoa | |
| 16883<br>29 | **Giuseppina G.** **IronSc**<br>(*ex*Levrier) | 168<br>—<br>97 | | | | | 1891 | ....................<br>Glasgow | **V.Giribaldi** | 135·1 | 17·2 | 11·1 | **Porto Maurizio**<br>Italian | C.2Cy.17½"&30"– | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16884<br>75 | **Giuseppina Ilardi** SteelScSr<br>(exWarPlatoon) 1Dk(Stl)<br>Elec.light Cargo battens not fitted<br>Well deck Wireless | 2332<br>1759<br>1445 | ✠100A1<br>9,19<br>BS5,21 ✠LMC12,18 | Mdb | s | CL<br>9,19 | 1918<br>12mo<br><br>Lloyd | ForthS.&E Co.Ld.<br>Alloa<br>'sA&CP | E.Ilardi&Figli | 285·5<br>P28'Q69'B64'F32'<br>FK<br>CellD B228'566t FPT108t | 41·9 | 19·1 | Messina<br>Italian<br>7BHptCem<br>APT238t | T.3Cy.25",41"&68"–45" (s)<br>180lb 496NH<br>2 Water Tube Boilers<br>GS232,HS7916 FD<br>McColl&Pollock,Ld.Sld. | 21 ″ 3<br>s2 ″ 3<br>19 ″ 3 | |
| 16885<br><br>OIFA | **Givenchy** WoodAuxTwinSc5Mst Sr<br>Wireless Stm.Eng.<br>Elec.light Mchy.Aft 1Dk2trB<br>(See Sailing Ship Register) | 2031<br>—<br>1393 | | | | | 1918 | Foundat'n Co.<br>Tacoma,Wsh. | French Government | 258·7<br>P118'F30' | 45·0 | 22·3 | Bordeaux<br>French | T.6Cy.10",16½"&26"–24"<br>66NHP<br>DominionBridgeCo.Montl. | | V |
| 16886<br>141343 | — SteelScSr<br>(Trawler)<br>1Dk | 357<br>304<br>136 | | | | | 1918 | Canadian Vickers,Ld<br>Montreal | CanadianGovernment | 130·0 | 25·0 | 13·0 | Ottawa<br>British | T.3Cy.12¾",21½"&35"–24"<br>CollingwoodS.B. 62RH<br>Co.Ld.Collingwood,Ont | | |
| 16887<br><br>OIFC | — SteelSc<br>(Trawler)<br>(exIroise,exMarieMarcelle) 1Dk | 223<br>—<br>67 | | | | | 1907 | A.Blasse& Fils<br>Nantes | Soc.Anon.de Pêche et d'Armement de l'Ouest | 125·0 | 20·5 | 10·8 | La Rochlle<br>French | T.3Cy.$12\frac{13}{16}$",$20\frac{9}{32}$"&32½"–$20\frac{1}{16}$" NB18 47NH<br>Maucour,Nantes | | V |
| 16888<br><br>MHSN | **Gjegnalund** WoodScSr<br>Mchy.Aft 1Dk | 146<br>133<br>80 | | | | | 1912 | G.Ottesen<br>Bergen | A.C.Normann | 105·5<br>Q16' | 23·6 | 10·6 | Aalesund<br>Norwegian | C.2Cy.9"&20"–14"<br>12NHP<br>Mjellem&Karlsen,Bergen | | N |
| 16889 | **Glacier** WoodScK<br>Now named "Girl Joey," See No. 37580 in Supplement<br>9&12yrs.Mat. 1Dk | 96<br><br>40 | ✠ 11A1<br>For fishing purposes<br>12,19 ✠LMC7,19 | Abn | | CL | 1918<br>12mo<br><br>Lloyd | J.&G. Forbes<br>Sandhaven<br>'sA&CP | TheAdmiralty | 87·1 | 19·7 | 10·0 | London<br>British | T.3Cy.9½",15½"&26"–18" (s)<br>180lb 43NH<br>1SB,2pf,GS30,HS814<br>Urquhart,Lindsay&Co.Ld.<br>Dundee | 10 ″ 4 | |
| 16890<br><br>OIFV | **Glacière** SteelSc<br>(exWarCountry) 1Dk(Stl)<br>Elec.light Wireless | 3099<br>2843<br>1866 | ✠100A1<br>8,19<br>✠LMC5,18 | Cff | u | CL<br>8,19 | 1918<br>3mo | W.Gray& Co.Ld.<br>WHartlepool<br>A&CP | FrenchGovernment | 331·2<br>P33'B100'F29'<br>FK<br>CellD B284'741t FPT105t | 46·7 | 23·2 | French<br>7BHptCem<br>APT130t | T.3Cy.25",41"&68"–45" (s)<br>180lb 430NH<br>3SB,9cf,GS153,HS6336 FD<br>Cen.Mar.Eng.WrksW.Hpl | 25 ″ 6<br>s4 ″ 1<br>21 ″ 9 | V |
| 16891<br>6010<br>KDBM | **Gladan** WoodAuxScSr<br>OilEng.<br>(See Sailing Ship Register) 1Dk | 217<br>180<br>104 | | | | | 1917 | Skebäcks Varf.<br>Skebäck | A/BP.Janson&Co.<br>(HugoBlom,Mgr.) | 94·4<br>P22'H9tF11' | 22·2 | 11·6 | Nrrköping<br>Swedish | Oil Engine 2S.C.SA<br>2Cy.13"–13⅜" 23NH<br>J&CGBolindersCoLd.Skm | | |
| 16892<br>135567<br>JFHG | **Gladiator** SteelScSr<br>ssLiv.No.1–18<br>(exSaintQuentin) 2Dks(Stl)&Shelter dk (Stl)&Webframes<br>Elec.light<br>Wireless Longitudinal framing<br>Carrying oil fuel F.P.above150°F.inDB | 5052<br>4732<br>3189 | ✠100A1<br>Shelter dk withfreeboard<br>10,21 ~~11,20~~<br>BS6,21<br>~~BS5,20~~ ✠LMC9,18 | Npt<br>Liv | z | CL<br>~~9,18~~<br>10,21 | 1914<br>4mo<br><br>Lloyd | W.Hamilton&Co.Ld.<br>Pt.Glasgow<br>'sA&CP | CharenteS.S.CoLd<br>(T.&J.Harrison, Mgrs.) | 405·1<br>FK<br>CellD Ba126'uE&B36' f1 | 52·0 | 27·4 | Liverpool<br>British<br>6BHCem<br>84'1103tDT | T.3Cy.27",44"&73"–48" (r)<br>180lb 458NH<br>3SB,9cf,GS181,HS7860<br>D.Rowan&Co.Glasgow<br>f30'824tFPT78tAPT29t | 30 ″<br>s4 ″ 1<br>26 ″ 3 | |
| 16893 | — IronSc<br>(Tug)<br>1Dk | 208<br>195<br>22 | | | | | 1892 | Schiffsw(v.J&Sch.)A.G.<br>Hamburg | BugsierReed.& BergungsA.-G. | 108·6<br>H8t | 21·6 | 13·1 | Hamburg<br>German<br>WB | C.2Cy.20"&38"–26"<br>HS1419 75NH<br>Schwft.(vJ&Sch)AGHam | | |
| 16894<br>57885 | **Gladisfen** IronScSr<br>(Tug)<br>1Dk | 118<br>118<br>59 | | | | | 1885 | J.H. Dialogue<br>Camden,N.J. | W.E.Meyer&Co. | 93·0 | 20·0 | 10·7 | Hamilton, Bermuda<br>British | C.2Cy.16"&32"–24"<br>33RHP<br>J.H.Dialogue,Camden,NJ. | | |
| 16895<br>137515<br>JMWK | **Gladstone** SteelScSr<br>ssSou.No.1–20<br>Elec.light Wireless 1Dk(Irn) | 214<br>197<br>79 | ✠100A1<br>For towing purposes<br>~~6,21~~ ~~3,20~~<br>3,22 ✠LMC3,20<br>BS3,22 | Sou<br>Liv | | ~~2,19~~<br>3,21 | 1916<br>7mo<br><br>Lloyd | J.Cran& Co.<br>Leith<br>'sA&CP | Alexandra Towing Co.Ld. | 100·1<br>B34'<br>BK7½" | 23·7 | 12·6 | Liverpool<br>British<br>4BHCem<br>APT3t | C.2Cy.21"&44"–27" (s)<br>130lb 104NH<br>1SB,3cf,GS66,HS1850<br>J.Cran&Co.Leith | 13 ″ 6<br>s1 ″ 7<br>12 ″ 8 | |
| 16896 | — SteelScSp<br>Elec.light 1Dk(Irn) | 214<br>197<br>78 | ✠<br>For towing purposes<br>7,15 ✠ | Lth | | | 1915<br>7mo | J.Cran& Co.<br>Leith | FrenchGovernment | 100·1<br>B18'<br>BK7½"<br>W | 23·7 | 12·7 | French<br>4BHCem<br>B=APT3t | C.2Cy.21"&44"–27"<br>104NH<br>1SB,3cf,GS66,HS1850<br>J.Cran&Co.Leith | 13 ″ 6 | |
| 16897<br>94022 | — SteelSc<br>Mchy.Aft 1Dk | 122<br>121<br>60 | | | | | 1885 | Fleming& Ferguson<br>Paisley | Wick&Pulteney Hrb'rTrustees (D. W.GeorgesonMgr) | 100·6 | 22·4 | 6·9 | Wick<br>British | C.2Cy.14"&28"–18"<br>NB04 45RHP<br>Fleming&Ferguson,Psly. | | |
| 16898<br><br>HQGF | **Gladys** SteelScSr<br>ssSng.No.2–18<br>1Dk(ptStl–teak s) | 358<br>236<br>173 | ✠100A1<br>withfreeboard<br>~~5,21~~ ~~5,20~~ 1,22<br>~~BS5,20~~ ✠LMC~~11,18~~ 1,22<br>Singapore, Pontianak& Brunei Bay | Kuching<br>Sng | f | CL<br>~~N5,20~~<br>1,22 | 1910<br>1mo<br><br>Lloyd | GooleS.B. &Repg.Co.Ld<br>Goole<br>'sA&CP | SarawakS.S.Co.Ld. | 150·5<br>P13'B63'F31'<br>FK<br>WB =DBa11'15t FPT | 25·1 | 8·2 | Kuching<br>Sarawak<br>4BHCem<br>30tAPT12t | C.2Cy.18"&36"–24" (r)<br>130lb 76RHP<br>1SB,3pf,GS53,HS1494<br>Richardsons,Westgarth& Co.Ld.Mdb. | 9 ″ 0<br>1 ″ 4<br>8 ″ 1 | |
| 16899<br>144800 | **Gladys & Violet** SteelScK<br>(exGreensea)<br>1Dk(Stl) | 95<br>95<br>40 | ✠100A1<br>For fishing purposes<br>~~6,21~~ ~~4,20~~<br>4,22 ✠LMC4,20 | ~~Lwt~~ Abn | | CL | 1919<br>9mo<br><br>Lloyd | Colby Bros.Ld.<br>Lowestoft<br>'sA&CP | ~~E.Mutton&P. Matthews (B. Allenby,Mgr.)~~<br>E.Mutten (B. Allenby,Mgr.) | 86·2<br>BK7½" | 18·5 | 9·3 | Aberdeen<br>British<br>3BHCem | T.3Cy.9½",15½"&26"–18" (s)<br>180lb 43NH<br>1SB,2pf,GS30,HS814<br>Pollet&Wigzell,Ld.<br>SowerbyBridge | | |
| 16900<br>220606<br>MBLC | **Gladysbe** SteelSc<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Wireless<br>Longitudinal framing | 5187<br>4522<br>3686 | ✠100A1<br>9,21 ~~9,20~~ ✠LMC9,20<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 9,20 F.P. above 50° F. | Sav<br>Gal | y | CL | 1920<br>9mo | TerryS.B. Corp.<br>Savannah,Ga<br>CP | UnitedStates MexicanOilCorp. | 391·9<br>P99'B34'F44'<br>FK<br>Cell DBuE&B71'235tDTf61'781tFPT | 51·0 | 28·5 | NewYork<br>Utd. States<br>14BHCem<br>(7 to U dk<br>7 ,, 2nd ,,)<br>88tAPT27t | T.3Cy.24½",41½"&72"–48"<br>210lb 190lb (r) 562NH<br>3SB,9cf,GS185,HS8331 FD<br>IngersolRandCo.<br>Phillipsburg,N.J. | 30 ″<br>s6 ″<br>24 ″ | |
| 16901<br>2190<br>JFBM | **Glafsfjorden** IronSc<br>(exVäddö,exArholma,exSkokloster, exOsthammar,exEnköping) 1Dk | 132<br>67<br>94 | | | | | 1868 | Oskrshmns M.V.Aktieb.<br>Oskarshamn | Ångbåtsaktieb. Byelfven (Johan Carlsson,Mgr.) | 95·8<br>Q23'B43'F11' | 17·8 | 6·8 | Arvika<br>Swedish | 1Cy.13½"–18"<br>6NHP<br>Oskarshamns.M.V.Aktieb. | | |
| 16902<br>2278<br>JFDV | **Glafva** CompScSr<br>Mchy.Aft 1Dk | 170<br>143<br>117 | | | | | 1891 | S.Groth<br>Sjötorp | Ångb.Aktieb.Hoppet (ViktorOlsson.Mgr.) | 100·5<br>B21' | 21·5 | 9·2 | Glafva<br>Swedish | C.2Cy.10¾"&18"–13¾"<br>10NHP<br>LundbyM.V.,Gothenburg | | |
| 16903<br><br>OIFZ | **Glaïeul** SteelSc<br>Foundered 10,21<br>(exSachiMaru)<br>Elec.light 1Dk | 199<br>156<br>107 | | | | | 1911 | OsakaIron Works<br>Osaka | Soc.Nationale du Cameroun | 109·1 | 21·2 | 10·8 | Duala<br>French | T.3Cy.11½",19"&32"–22"<br>18NH<br>OsakaIronWorks,Osaka. | | V |
| 16904<br>115719 | **Glamis Castle** SteelScK<br>(Trawler)<br>1Dk | 203<br>193<br>82 | | | | ... | 1902 | Mackie& Thomson<br>Glasgow | J.S.Boyle | 115·4<br>BK7½" | 21·6 | 11·9 | Glasgow<br>British | T.3Cy.12½",20"&33"–22"<br>55RHP<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 16905 | | | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ✻ 16906<br>142426<br>JTLO | **Glamorganshire** SteelTwinScSr<br>(*ex*WarArmour) Sub Sig. 2*Dks*(*Stl*)&<br>*Elec.light* Wireless *Shelter dk*(*Stl*) | 8192<br>7777<br>5045 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>7,21 ~~12,20~~<br>*Fitted for oil fuel*10,19 *F.P.above* 150°F. | Rot<br>Lon<br>✠LMC12,17 | c† | CL<br>10,19 | 1917<br>12mo | AsanoS.B.<br>Co.<br>Tsurumi<br>A&CP | RoyalMailSteam<br>PacketCo.<br>*CellD* | 445·0<br>B389'1347t*FPT*84t | 58·0 | 40·0<br>FK | London<br>British<br>7*BHCem*<br>*APT*32t | T.6Cy.22",36½"&61"–48" (s)<br>200lb 703NHP<br>1SB,*12cf*,GS232,HS9835 FD<br>Kobe Steel WorksLd.Kobe |
| 16907<br>[illegible]<br>JFTH | **Glan** IronScBr<br>*Now named "Signe," See No. 39359 in Supplement*<br>ssBly.3rdNo.3–11,20<br>(*ex*Edith,*ex*StorraLee) 1*Dk*(*Irn*)2*trB*<br>*Well deck* *Cargo battens not fitted*<br>Wireless | 1639<br>1305<br>975 | ✠100A1<br>11,20 | Bly<br>✠LMC11,20 | g | N11,20 | 1882<br>6mo | W.Gray&<br>Co.<br>WHartlepool<br>A&CP | Rederi A/B<br>MotalaStröm<br>(Rob.Göhle, *Mgr.*) | 257·5<br>Q103'B66'H28t<br>F28' ptND07 BK9"<br>*DBa* | 35·8 | 18·9 | Nrrköping<br>Swedish<br>4*BHCem*<br>82'*f*92'316t | C.2Cy.29½"&60"–39" (s)<br>80lb *80lb* NDB00 170NHP<br>2SB,*6pf*,GS79,HS2702<br>Blair&Co.(Lim.),Stockton |
| 16908<br>133374<br>HVJN | **Glanbrydan** SteelSc<br>ssSws.No.2-20 ~~ssBry.No.1-17~~<br>(*ex*Heoton) 1*Dk*(*Stl*)<br>*Well deck* *Elec.light* Wireless | 1892<br>1473<br>931 | ✠100A1<br>~~5,2010,18~~ 11,21 | Gmh<br>~~Sws~~ Npt<br>✠LMC5,20<br>BS7,21 | g | CL<br>~~5,20~~<br>N11,21 | 1912<br>2mo<br>*Lloyd* | SirR Dixon<br>&Co.Ld.<br>Middlesbro'<br>'*sA&CP* | HarriesBros.&Co.<br>*CellDB uE*21 | 265·3<br>Q110'B *on Q dk*46'<br>F24'<br>*f*106'232t*Tanks at* | 38·7 | 17·6<br>FK | Hull<br>British<br>4*BHCem*<br>*sides of Tun* | T.3Cy.21",34"&56"–36" (s)<br>180lb 228NHP<br>2SB,*6pf*,GS129,HS3850<br>G.Clark,Ld.Sunderland<br>*nels*480t*FPT*40t*APT*52t |
| 16909<br><br>OIGA | **Glaneuse** SteelScSr<br>*Mchy.Aft* 1*Dk* | 148<br>—<br>69 | | | | | 1888 | A.Hall&<br>Co.<br>Aberdeen | Sauvion&Co. | 95·0<br>Q38'B10'F20' | 20·1 | 7·9 | Brest<br>French | C.2Cy.15"&30"–20"<br>NB01 34NHP<br>A.Hall&Co.,Aberdeen |
| ✻ 16910<br>130060 | **Glanmor** SteelSc<br>*Cargo battens not fitted*<br>*Mchy.Aft* 1*Dk*(*Stl*) | 462<br>351<br>195 | ✠100A1<br>11,20<br>~~(*ClassContemplated*)~~ | Sld<br>✠LMC11,20 | g | CL | 1920<br>10mo<br>*Lloyd* | ColbyBros.<br>Ld.<br>Lowestoft<br>'*s'sA&CP* | GlanmorShipping<br>Co.Ld.(H.W.Lloyd<br>&F.Wood)<br>*CellD* | ~~157·7~~<br>P48'B10'F20'<br>157·5<br>*Bf*92'90t*FPT*31t*AP* | 25·0 | ~~11·1~~<br>10·9<br>FK | Llanelly<br>British<br>3*BHCem*<br>13t | T.3Cy.12½",21"&35"–26" (s)<br>180lb *100lb* 83NHP ~~80RHP~~<br>1SB,*3pf*,GS51,HS1494<br>MacColl&Pollock,Ld.Sld. |
| ✻ 16911<br>142859<br>KDSP | **Glanton** SteelScSr<br>(*ex*GlantonFirth)<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted*<br>*Now named "Ptarmigan," See No. 38919 in Supplement* | 499<br>336<br>204 | ✠100A1<br>2,20 | Ard<br>✠LMC2,20 | g | CL | 1920<br>2mo | Ardrossan<br>DD&SBCoLd<br>Ardrossan | CheviotCoasters<br>Ld.(G.T.Gillie,<br>Ld. *Mgrs.*)<br>*CellD* | 161·4<br>Q95'B9'F21'<br>*Bf*84'108t *FPT*40t | 25·2 | 9·7<br>BK8" | Newcastle<br>British<br>3*BHCem*<br>*APT*26t | T.3Cy.13"21"&34"–24" (s)<br>180lb 51RHP<br>1SB.*3cf*,GS49.HS1510<br>AitchisonBlair,Ld.Gls. |
| 16912<br>102662<br>NHDT | **Glasgow** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 1068<br>854<br>492 | | | ... | | 1894 | WBThmp-<br>son&Co.,Lim.<br>Dundee | G.Gibson&Co.Ld. | 240·0<br>P43'B76'F57' | 32·0 | 16·1<br>BK8" | Glasgow<br>British<br>*WB* | T.3Cy.21½",34"&56"–42"<br>228NHP<br>W.B.Thmpsn&Co.Ld.Dun. |
| ✻ 16913<br>24780<br>RKQW | **Glasgow Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) | 5864<br>5586<br>4259 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>~~5,2110,20~~<br>1,22 | Kob<br>~~Rot~~<br>✠LMC~~10,20~~<br>1,22 | y | ~~10,20~~<br>1,22 | 1919<br>4mo | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>A&CP | KokusaiKisen<br>KabushikiKaisha<br>*Colli*<br>*CellDB* | 385·0<br>*ionBH to Awng dk*<br>334'1118t*FPT*126t | 51·0 | 36·0<br>FK | Kobe<br>Japanese<br>*Cem*<br>5*BH to U dk*<br>*APT*93t | T.3Cy.26",43½"&72"–48" (s)<br>200lb 437NHP<br>2SB&1AuxSB,*8cf*,<br>GS154,HS5636 FD<br>KawasakiDkydCoLdKobe |
| ✻ 16914<br>84374<br>HTFJ | **Glassalt** IronScSr<br>ssBkn.3rdNo.3–4,19<br>*Well deck* 1*Dk*(*ptIrn*)2*trB* | 621<br>497<br>361 | ✠100A1<br>5,20<br>BS3,20 | Cff<br>✠LMC4,19 | j | 4,19 | 1883<br>6mo<br>*Lloyd* | J.Duthie<br>Sons&Co.<br>Aberdeen<br>'*sA&CP* | London Transport<br>Co.Ld.(E.J.Heinz,<br>*Mgr.*) | 183·1<br>Q50'B36'F21' | 26·3 | 14·1<br>BK7½"<br>*WB=* | London<br>British<br>5*BHCem*<br>*DBf*44'110t | C.2Cy.18½"&44"–30" (s)<br>100lb *65lb* NDB99 80RHP<br>NB91*fitted*19<br>1SB,*3cf*,GS60,HS1800<br>Hall,Russell&Co.,Abn. |
| ✻ 16915<br>141938<br>KDLC | **Glassford** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *CruiserStern*<br>*Cargo battens not fitted* | 2579<br>2238<br>1428 | ✠100A1<br>3,22 ~~10,20~~ | Npt<br>Shl<br>✠LMC12,19 | t | CL | 1919<br>12mo<br>*Lloyd* | Ardrossan<br>D.D.&S.B.<br>Co.Ld.<br>Ardrossan<br>'*sA&CP* | PenmanShipping<br>Co.Ld. (W.E.<br>Hinde&Co,*Mgrs.*)<br>*CellD* | 303·3<br>P33'B80'F32'<br>B260' 644t *FPT*68t | 43·0 | 20·7<br>FK | Glasgow<br>British<br>*BHCem*<br>*APT*172t | T.3Cy.22"36"&59"–39" (s)<br>180lb *100lb* 265NHP<br>2SB,*6cf*,GS124,HS4500<br>McKie&Baxter,Glasgow |
| 16916<br>134783<br>JGFC | **Glatian** SteelScK<br>ssGms.No.1–19<br>1*Dk* | 220<br>195<br>97 | ✠100A1<br>*StmTrawler*<br>10,20 | Gms<br>✠LMC10,20 | | CL<br>10,20 | 1913<br>8mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>'*sA&CP* | AldersydeSteam<br>FishingCo.Ld.<br>(E.Beacock,*Mgr.*) | 120·3<br>Q69'F20' | 21·6 | 11·5<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21½"&34"–24" (s)<br>180lb 70RHP<br>1SB,*2pf*,GS35,HS1340<br>Gt.CentrlCo-opEng.&Ship<br>RepairingCo.Ld.Gms. |
| 16917<br>145853<br>KJFM | **Glaucus** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | 7644<br>6300<br>4792 | | | | | ~~1920~~<br>1921 | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | OceanS.S.Co.Ld.<br>(A.Holt&Co.*Mgrs*) | 459·5<br>P53'B162'F57' | 56·3 | 32·5 | Liverpool<br>British<br>*WB* | ~~2 Steam Turbines~~ 1Geared<br>Stm.Turbine 1000NHP<br>Hwthrn,Leslie&CoLdNwc |
| 16918<br>68988<br>WVPN | **—** IronScSr<br>ssMel.3rdNo.3–12,12<br>*Well deck* ssMel.No.~~1–16~~2–21<br>1*Dk*(*Irn–pt* ws)2*trB* | 1363<br>1153<br>884 | ✠100A1<br>4,21 ~~9,10~~<br>~~BS9,10~~ | Mel<br>LMC~~1,18~~<br>4,21 | o | ~~1,18~~<br>4,21 | 1878<br>10mo | J.Laing<br>Sunderland<br>A&CP | H.B.Black&Co. | 238·5<br>Q92'B42'F22'<br>*WB=DBa*69'*f*24' | 34·2 | 18·0<br>BK8½" | London<br>~~Melbourne~~<br>British<br>4*BHCem*<br>250t*APT*30t | C.2Cy.31"&57"–36" (s)<br>80lb *60lb* NB90 162NHP<br>2SB,*4pf*,GS88 NDB90<br>G.Clark,Sunderland |
| 16919 | **Gleam** WoodSc<br>9&12yrs.Mat.<br>1*Dk* | 92<br>91<br>40 | ✠ 11A1<br>*For fishing purposes*<br>5,19 | Abn<br>✠LMC5,19 | | CL | 1918<br>10mo<br>*Lloyd* | J.&G.<br>Forbes<br>Fraserburgh<br>'*sA&CP* | TheAdmiralty | 87·1 | 19·6 | 9·6 | London<br>British | T.3Cy.9½",15½"&26"–18" (s)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>Cooper&Greig,Ld.Dundee |
| 16920<br>129325 | **Glen Avon** SteelPadSk<br>*Elec.light* 2*Dks* | 509<br>351<br>213 | | | | | 1912 | AilsaS.B.<br>Co.Ld.<br>Troon | P.&A.Campbell,<br>Ld. | 220·0<br>*Promenade dk* 205' | 27·1 | 8·9 | Newport,<br>Mon.<br>British | C.D.2Cy.26½"&52"–54"<br>165NHP<br>AilsaS.B.Co.Ld.Troon |
| 16921<br>84351<br>VKTP | **Glen Gelder** IronScSr<br>ssShl.3rdNo.3–3,16<br>*Well deck* ssAbn.No.1–19<br>1*Dk*(*Irn*)2*trB* | 746<br>560<br>453 | ✠100A1<br>11,20<br>✠NB3,99<br>BS~~11,20~~3,22 | Abn<br>✠LMC8,19 | k | CL<br>8,19 | 1881<br>2mo<br>*Lloyd* | A.Hall&Co<br>Aberdeen<br>'*sA&CP* | J.Cook&Son | 195·2<br>Q62'B40'F23'<br>*WB=DBa* | 31·2 | 13·5<br>FK | Aberdeen<br>British<br>5*BHCem*<br>37'*f*44'180t | C.2Cy.18"&49"–30" (s)<br>140lb *100lb* NDB95 99RHP<br>1SB,*3pf*,GS47,HS1457<br>Hall,Russell&Co.Abn. |
| 16922<br>87851<br>HSGJ | **Glen Head** IronScSr<br>ssBel.3rdNo.3–7,21 ~~ssTrn.2ndNo.3–1,08~~<br>(*ex*NantGwynant) ~~ssDub.No.1-12.~~<br>*Well deck* Wireless 1*Dk*(*Irn*)2*trB* | 1600<br>1247<br>995 | ✠100A1<br>~~7,214,18~~ 4,22<br>~~Examined11,19~~<br>~~BS1,10~~ | Trn<br>Bei<br>7,21<br>✠LMC~~9,17~~ | q | ~~9,17~~<br>7,21 | 1883<br>6mo<br>*Lloyd* | JReadhead<br>&Co.<br>S.Shields<br>'*sA&CP* | UlsterS.S.Co.Ld.<br>(G.Heyn&Sons,<br>*Mgrs.*)<br>*WB* | 256·5<br>Q95'B60'F30'<br>=*DBa*74'*f*104'&*u* | 34·5 | 17·9<br>BK9" | Belfast<br>British<br>4*BHCem*<br>*E&B*38'378t | C.2Cy.33"&61"–36" (s)<br>85lb 173NHP<br>2SB,*6pf*,GS81,HS2745<br>J.Readhead&Co.,S.Shields |
| 16923<br>138878<br>JTNM | **Glen Helen** SteelScK<br>(*ex*MaryAiston) 1*Dk*(*Stl*)<br>*Mchy.Aft* *Well deck* | 315<br>211<br>131 | ✠100A1<br>12,21 ~~1,20~~ | Yar<br>Liv<br>✠LMC7,18 | d | ~~10,19~~<br>12,21 | 1918<br>7mo<br>*Lloyd* | Crabtree&<br>Co.Ld.<br>Gt.Yarmouth<br>'*sA&CP* | WilsonBros.<br>BobbinCo.Ld.<br>(E.W.Turner,<br>*Mgr.*) | 130·5<br>Q44'B9'F16'<br>*FPT*22t | 23·2 | 9·5<br>BK5⅝" | Scarboro'<br>British<br>3*BHCem*<br>*APT*30t | C.2Cy.16"&33"–22" (s)<br>130lb 45RHP<br>1SB.*2pf*.GS37,HS1261<br>Crabtree&Co.Ld.Gt.Yar. |
| 16924<br>218656<br>LSGB | **Glen Ridge** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5104<br>—<br>3720 | | | | | 1919 | Standard<br>S.B.Corp.<br>Shooters<br>Island,N.Y. | UnitedStates<br>ShippingBoard | 377·0<br>P41'B106'F41' | 52·0 | 26·8 | NewYork<br>Utd.States<br>*WB* | T.3Cy.25",42"&70"–40'<br>310NHP<br>StandardS.B.Corp.<br>ShootersIsland,N.Y. |
| 16925<br>76161<br>RJVW | **Glen Rosa** IronPadSk | 323<br>228<br>122 | | | | | 1877 | Caird&Co.<br>Greenock | Pugsley&Co. | 206·1<br>Q29t | 20·1 | 7·5 | Bristol<br>British | D.1Cy.50"–72"<br>NB91 NE87 163NHP<br>Caird&Co.,Greenock |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16926<br>102599 | **Glen Rosa** | SteelPadSk<br>1Dk&Promenade dk | 306<br>269<br>116 | | | | | 1893 | J.&G.<br>Thomson,Ld.<br>Clydebank | Glasgow&South<br>WesternRlwy.Co. | 200·0<br>Promenadedk150' | 25·0 | 8·3 | Glasgow<br>British | C.D.2Cy.26"&55"–54"<br>185NHP<br>J&GThomson LdClydebnk | | |
| 16927<br>105174 | — | SteelSc<br>(Tug)<br>1Dk | 110<br>110<br>2 | | | ... | | 1895 | J.Shearer<br>&Son<br>Glasgow | TeesTowingCo.Ld.<br>(Robinson&<br>Crosthwaite,<br>Mgrs.) | 96·0<br>len96<br>BK6" | 18·5 | 9·7 | Middlsbro'<br>British | C.2Cy.19"&38"–24"<br>95RHP<br>Muir&Houston,Glasgow | 10 ″ 6 | |
| 16928<br>99814 | **Glen Sannox** | SteelPadSk<br>1Dk | 610<br>486<br>241 | | | | | 1892 | J.&G.<br>Thomson,Ld.<br>Clydebank | Glasgow&South<br>WesternRly.Co. | 260·5<br>H41t F20t | 30·1 | 10·1 | Glasgow<br>British | C.D.2Cy.34½"&74"–60"<br>353NHP<br>J&GThomsonLdClydebnk | | |
| 16929<br>139822 | **Glen Tanar**<br>Elec.light Mchy.Aft | SteelSc<br>1Dk | 876<br>627<br>427 | | | | | 1920 | W.Harkess<br>&Son,Ld.<br>Middlesbro' | J.Cook&Son | 198·0<br>Q111'B13'F25' | 30·6 | 12·5 | Aberdeen<br>British<br>WB | T.3Cy.16",27"&44"–30"<br>Richardsons, 106NHP<br>Westgarth&Co.Ld.Mdb. | | C |
| 16930<br>86110<br>HMPN | **Glen Tilt**<br>(exHartside)<br>Well deck | IronScSr<br>ssAbn.3rdNo.3–5,20<br>1Dk(Irn) | 666<br>524<br>398 | ✠100A1<br>6,21 ~~5,20~~<br>✠LMC5,20<br>BS6,21 | Abn | | CL<br>5,20 | 1883<br>2mo<br>Lloyd | D.Baxter&<br>Co.<br>Sunderland<br>'sA&CP | J.Cook&Son | 184·9<br>Q62'B45'F23'<br>FK<br>WB= | 29·2 | 13·1 | Aberdeen<br>British<br>4BHCem<br>DBa44' 75t | C.2Cy.25"&48"–30" (s)<br>80lb 100lb NDB08 95RHP<br>1SB,3pf,GS47,HS1678<br>R.&W.Hawthorn,Nwc. | 13 ″ 10<br>s 1 ″ 0½<br>13 ″ 1 | |
| 16931<br>135796 | **Glen Usk**<br>Elec.light | SteelPadSr<br>2Dks | 524<br>367<br>226 | | | | | 1914 | AilsaS.B.<br>Co.Ld.<br>Troon | P.&A.Campbell,Ld | 224·3<br>Promenade dk 212' | 28·1 | 8·9 | Newport<br>British | C.2Cy.26½"&52"–54"<br>165NHP<br>AilsaS.B Co.Ld.Troon | | BT<br>till<br>6,21 |
| 16932<br>216529<br>LMBT | **Glen White**<br>Elec.light Sub.Sig.<br>Wireless | SteelScSr<br>1Dk(Stl)&Web frames<br>Cargo battens not fitted | 5438<br>4795<br>3349 | ✠100A1<br>6,21 ~~5,20~~<br>✠LMC7,18 | NYk<br>NN | y | CL<br>6,21 | 1918<br>7mo | NewYork<br>S.B.Corp.<br>Camden,N.J.<br>A&CP | Castner,Curran&<br>Bullitt,Inc.<br>CellDB | 368·6<br>P27'B72'F31'<br>FK<br>320'1832t FPT220t | 55·2 | 30·5 | NewYork<br>Utd.States<br>7BHCem<br>APT201t | T.3Cy.25",41½"&70"–46" (r)<br>195lb 462NHP<br>3SB,9cf,GS154,HS6624 FD<br>NewYorkS.B.Cor.Camden | 34 ″ 5<br>s 7 ″ 10<br>27 ″ 0 | |
| 16933<br>86550<br>JHVS | **Glenaan**<br>(exTheme,exCultra,<br>exVolante,exTheme) | IronScSr<br>ssBel.3rdNo.3–7,20<br>1Dk(Irn) | 332<br>284<br>140 | ✠100A1<br>9,21 ~~7,20~~<br>✠LMC7,20<br>BS9,21 | Bel | g | N7,20 | 1884<br>3mo<br>Lloyd | M'Ilwaine,<br>Lewis&Co.<br>Belfast<br>'sA&CP | AntrimIronOreCo.<br>Ld. | 159·2<br>Q25'B42'F30'<br>BK7"<br>WB=FPT | 23·1 | 11·3 | Belfast<br>British<br>4BHCem<br>20tAPT22t | C.2Cy.19 3/16"&36"–30" (a)<br>85lb 60RHP<br>1SB,2cf,GS36,HS1089<br>M'Ilwaine,Lewis&Co.Bel. | 12 ″ 2<br>s ″ 11<br>11 ″ 11 | |
| 16934<br>141913<br>KBVD | **Glenade**<br>Elec.light<br>Wireless | SteelTwinScSr<br>OilEng.<br>2Dks(Stl)&Shelter dk(Stl) | 6802<br>4368<br>4144 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~6,21~~ 9,20 3,22<br>✠LMC7,~~10,19~~ 1,21<br>Carrying oil | Gls<br>~~Mdb~~ Yka<br>5,20<br>fuel F. | z<br>P. | CL<br>2,22<br>above1 | 1919<br>7mo<br>Lloyd<br>50° F. | Harland&<br>Wolff,Ld.<br>Glasgow<br>'sA&CP<br>in DB | GlenLine,Ld. | 406·2<br>P43'B81'F48'on<br>Shelter dk FK<br>CellDB3 | 54·2 | 23·6 | Glasgow<br>British<br>ptCem<br>7BHtoSh dk<br>48'1039t DT | Oil Engines 4S.C.SA<br>12Cy.26⅜"–39⅜" 655NHP<br>DB100lb<br>Harland&Wolff,Ld Gls.<br>a46'754tFPT116tAPT123t | 35 ″ 5<br>s8 ″ 10½<br>27 ″ 0 | |
| 16935<br>137080<br>KGBN | **Glenaen**<br>(exWelle) | SteelScK<br>1Dk | 126<br>123<br>63 | | | | | 1901 | Bremer<br>Vulkan<br>Vegesack | J.Milburn<br>(E.Milburn,Mgr.) | 87·0 | 21·5 | 9·8 | Whitby<br>British | C.2Cy.9"&16½"–12⅜"<br>NB11 12RHP<br>BremerVulkan,Vegesack | | |
| 16936<br>121213<br>HOBR | **Glenaffric**<br>Wireless Sub.Sig.<br>*Now named "SaxonPrince," See No. 39360 in Supplement* | SteelScSr<br>ssNYk No.1–21 ssLiv.No.3–10,17<br>2Dks(Stl)&deepframing | 4144<br>3913<br>2658 | ✠100A1<br>~~4,21~~ ~~9,20~~ 3,21<br>✠LMC9,21<br>~~MS10,17~~ ~~BS12,19~~<br>Carrying oil | NYk<br>fuel F. | x<br>P. | CL<br>~~12,19~~<br>9,21<br>above1 | 1905<br>3mo<br>Lloyd<br>50°F. | C.Connell<br>&Co.Ld.<br>Glasgow<br>'sA&CP<br>in DB&DT | RioCapeLine,Ld.<br>(Furness,Withy&<br>Co.Ld.,Mgrs.) WB<br>DBa110'u E&B42' | 376·9<br>P39'B112'F46'<br>=Cell FK<br>f173' 976t DTa33' | 49·5 | 26·3 | Newcastle<br>British<br>6BHCem<br>810tAPT32t | T.3Cy.25½",42"&68"–48" (s)<br>180lb 100lb 423NHP<br>2SB,6cf,GS118,HS6044 FD<br>Dunsmuir&Jackson LdGls | 28 ″ 10<br>s 5 ″ 5½<br>23 ″ 9 | |
| 16937<br>140469 | **Glenageary**<br>Elec.light<br>Mchy.Aft<br>Well deck | SteelSc<br>1Dk(Stl)<br>Cargo battens not fitted | 446<br>318<br>170 | ✠100A1<br>3,22 ~~12,20~~<br>✠LMC5,20 | Dub | y | CL<br>3,22 | 1920<br>5mo<br>Lloyd | Lytham<br>S.B.&Eng.<br>Co.Ld.<br>Lytham<br>'sA&CP | Alliance&Dublin<br>ConsumersGasCo. | 142·0<br>Q85'B9'F21'<br>BK6½"<br>DTf19'48tFPT12t | 25·8 | 11·5 | Dublin<br>British<br>4BHCem<br>APT21t | T.3Cy.14",22"&38"–24" (s)<br>180lb 88NHP<br>1SB,3pf,GS49,HS1520<br>LythamS.B.&Eng.Co.Ld. | 12 ″ 6<br>s 4 ″ 1<br>12 ″ 10 | |
| 16938<br>137826<br>JNKL | **Glenamoy**<br>Elec.light<br>Ref.Mchy. Wireless | SteelTwinScSr<br>ssNag.No.1–21 OilEng.<br>2Dks(Stl)&Shelter dk(Stl) | 7269<br>6837<br>4656 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,22 ~~8,20~~<br>✠LMC~~4,20~~ 5,21<br>~~Lloyd'sRMC11,20~~<br>~~DBS9,21~~<br>12,21 | Yka<br>~~Nag~~ Kob | b† | CL<br>2,21<br>DBS5,21 | 1916<br>10mo<br>Lloyd | Harland&<br>Wolff,Ld<br>Irvine<br>'sA&CP | GlenLine,Ld.<br>CellD | 436·0<br>B159'F43'onShelter<br>dk FK<br>B375'1081tFPT84t | 55·3 | 35·2 | Glasgow<br>British<br>7BHCem<br>APT54t | Oil Engines 4S.C.SA<br>12Cy.26⅜"–39⅜" 655NHP<br>DB-100lb<br>Burmeister&Wain,Gls. | 38 ″ 1<br>s 9 ″ 2<br>29 ″ 2 | |
| 16939<br>144230<br>KHJW | **Glenapp**<br>Elec.light<br>Wireless | SteelTwinSc<br>OilEng.<br>2Dks(Stl)&Awng dk(Stl)<br>Cargo battens not fitted in<br>Bridge & Forecastle | 9503<br>8534<br>5877 | ✠100A1<br>1,22 Awng dk<br>withfreeboard<br>~~7,21~~ 12,20<br>✠LMC~~12,20~~ 12.21<br>Carrying oil<br>in DB & in ta | Gls<br>~~Ant~~ Ham<br>fuel F.<br>nk bet | e†<br>P.<br>ween | CL<br>above1<br>tun | 1920<br>12mo<br>Lloyd<br>50° F.<br>nels | Harland&<br>Wolff,Ld.<br>Glasgow<br>'sA&CP | GlenLine,Ld.<br>CellDB422'1667t | 485·6<br>P40'B153'F58'on<br>Awng dk FK&BK2"<br>1BHdi<br>7BHonly,all<br>DTa30'706t FPT | 62·3 | 35·8 | ~~London~~ Glasgow<br>British<br>ptCem<br>spensed with<br>toAwng dk<br>130tAPT75t | Oil Engine<br>16Cy.29⅛"–45¼" 1144NHP<br>DB100lb<br>Harland&Wolff,Ld,Gls | 38 ″ 9<br>s 9 ″ 7½<br>29 ″ 6 | |
| 16940<br>141927<br>KORP | **Glenariffe**<br>Elec.light<br>Wireless | SteelTwinScSr<br>OilEng<br>2Dks(Stl)&Shelter dk(Stl) | 6795<br>6095<br>4126 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~7,21~~ 9,20 3,22<br>✠LMC~~10,19~~<br>Carrying oil | Yka<br>~~Shi~~ Kob<br>5,21<br>fuel F. | z<br>P | CL<br>above | 1919<br>10mo<br>Lloyd<br>150° F | Harland&<br>Wolff,Ld.<br>Glasgow<br>'sA&CP<br>.in DB | GlenLine,Ld.<br>CellDB348'1039t | 406·0<br>P43'B81'F48'on<br>Shelter dk FK<br>DTa46'706tFPT11 | 54·2 | 23·6 | Glasgow<br>British<br>ptCem<br>7BHtoSh dk<br>6tAPT123t | Oil Engines 4S.C.SA<br>12Cy.26⅜"–39⅜" 655NHP<br>DB-100lb<br>Harland&Wolff,Ld.Gls. | 35 ″ 5<br>s8 ″ 10½<br>27 ″ 0 | |
| 16941<br>137855<br>JQTD | **Glenavy**<br>Elec.light Wireless | SteelTwinScSr<br>OilEng.<br>3Dks(Stl) | 5075<br>4701<br>3208 | ✠100A1<br>9,20<br>✠LMC~~2,20~~<br>4,21 | Shi | y | CL<br>9,20 | 1917<br>9mo<br>Lloyd | Harland&<br>Wolff,Ld.<br>Glasgow<br>'sA&CP | GlenLine,Ld.<br>CellD | 385·1<br>P31'B84'F42'<br>FK<br>B330'980t FPT 55t | 52·2 | 30·3 | Glasgow<br>British<br>7BHptCem<br>APT46t | Oil Engines 4S.C.SA<br>12Cy.24 13/16"–33½"<br>DB-100lb 534NHP<br>Harland&Wolff,Ld.Gls. | 33 ″ 8<br>s 7 ″ 4½<br>26 ″ 7 | |
| 16942 | **Glenbeg**<br>Elec.light | SteelTwinSc<br>OilEng. | 9500<br>8340 | 100A1<br>Awng dk<br>withfreeboard<br>(Class Contemplated.) | | | | 1921 | Harland&<br>&Wolff,Ld.<br>Glasgow | GlenLine,Ld. | 485·6<br>P40'B146'F58'on<br>Awng dk | 62·3 | 27·8 | London<br>British | Oil Engines 4S.C.SA<br>16Cy.29⅛"–45⅜"<br>Harland&Wolff,Ld.Gls. | | |
| 16943<br>137805 | **Glenbervie** | SteelScK<br>ssBng.No.1–19<br>1Dk | 224<br>216<br>100 | ✠100A1<br>StmTrawler<br>7,19 ✠LMC7,19<br>BS9,21 | Liv | | CL<br>7,19 | 1915<br>9mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | HeskethSteam<br>Trawlers,Ld.(E.<br>Taylor,Mgr.) | 120·7<br>F18'<br>BK7½"<br>WB= | 22·7 | 12·2 | Fleetwood<br>British<br>3BHCem<br>DBf27'17t | T.3Cy.12",20"&34"–24" (r)<br>180lb 83RHP<br>1SB,3pf,GS46,HS1578<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 16944 | **Glenbrae**<br>Elec.light Mchy.Aft | SteelSc<br>(exBrazil)<br>1Dk2trB | 2350<br>2091<br>1423 | | | | | 1890 | UnionDry<br>DockCo.<br>Buffalo,N.Y. | GreatLakes<br>Trnsprtn.Co.Ld. | 276·0<br>WB | 40·0 | 21·3 | Midland,<br>Ont.<br>British | T.3Cy.19½",32"&52"–45"<br>137NHP<br>H.G.Trout,Buffalo | | L |
| 16945<br>131837<br>HTQS | **Glenbridge**<br>Wireless | SteelScSr<br>ssShl.No.2–18<br>1Dk(Stl) | 3845<br>3595<br>2431 | ✠100A1<br>7,21 ~~9,20~~<br>BS2,20 ✠LMC5,18 | Cff<br>Bry | w | CL<br>9,20 | 1911<br>8mo<br>Lloyd | IrvinesS.B<br>&D.D.Co.Ld.<br>WHartlepool<br>'sA&CP | LeestonShipping<br>Co.,Ld.<br>WB=CellD | 350·0<br>P31'B101'F34'<br>FK<br>Ba113'uE23'f156' | 51·1 | 23·9 | Whitby<br>British<br>6BHCem<br>808tFPT85t | T.3Cy.25",40"&67"–45" (s)<br>180lb 100lb 340NHP<br>2SB,6cf,GS112,HS5438<br>Richardsons,Westgarth&<br>APT117t Co.Ld.Hpl. | 26 ″ 8<br>s 4 ″ 6½<br>22 ″ 0 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire. Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16946<br>129732<br>HPRO | **Glenbrook** SteelScK<br>ssNwc.No.2-17<br>Well deck 1Dk(ptStl)<br>Mchy.Aft | 251<br>183<br>113 | ✠100A1<br>9,21 ~~9,18~~<br>~~[illegible]~~ ✠LMC8,17<br>BS4,21 | Nwc | c | CL<br>9,18 | 1909<br>9mo<br><br>Lloyd | Hepple&<br>Co.Ld.<br>SouthShields<br>'sA&CP | "T"Stm.Coasters, Ld. (Robinson, Brown&Co., Mgrs) | 120·2<br>Q39'B9'F17' | 21·6 | 8·9<br>FK<br>WB= | Newcastle<br>British<br>3BHCem<br>FPT42t | C.2Cy.14"&30"-24" (s)<br>130lb 50RHP<br>1SB.2pf,GS31,HS785<br>Hepple&Co.Ld.S.Shields | 10 " 0<br>s " 8<br>9 " 6 |
| 16947<br>133219 | **Glencadam** SteelSc<br>(exF.P.Jones)<br>Mchy.Aft Elec.light 1Dk | 1870<br>1578<br>1118 | | | | | 1913 | Detroit<br>S.B.Co.<br>Wyandotte | GlenTransportationCo.Ld(J.Playfair, Mgr.) | 244·0 | 43·0 | 18·2 | Mdlnd,Ont<br>British<br>WB | T.3Cy.18",29"&48"-40"<br>145NHP<br>DetroitS.B.Co.Detroit | L |
| 16948 | **Glencairn** SteelSc<br>(exGranvilleA Richardson,exGeorgeJ.Gould) 2Dks<br>Elec.light Mchy.Aft | 2152<br>1945<br>1633 | | | | | 1893 | UnionDry<br>DockCo.<br>Buffalo,N.Y. | GreatLakesTransportationCo.Ld. | 266·0 | 41·0 | 22·4 | Midland,<br>Ont.<br>British<br>WB | T.3Cy.18",30"&48"-42"<br>118NHP<br>KingIronWorks,Buffalo | L |
| 16949<br>111286 | **Glencarse** SteelScK<br>Now named "Claxby," See No. 35841 in Supplement<br>(Trawler) 1Dk | 188<br>1[illegible]<br>76 | | | ... | | 1900 | J.Duthie,<br>Sons&Co.<br>Aberdeen | ~~W.Hutchison~~<br>BostonDeepSea Fishing&IceCoLd (F.ParkesMgr.) | 115·6 | 20·7 | 11·2<br>BK7½" | Aberdeen<br>British | C.2Cy.14"&34"-22"<br>54RHP<br>J.Cran&Co.Leith | 12 " 0 |
| 16950<br>150232 | **Glenclova** SteelSc<br>Fitted for oil fuel<br>Elec.light Mchy.Aft 1Dk | 1925<br>1627<br>1092 | | | | | 1921 | Midland<br>S.B.Co.Ld.<br>Midland,Ont. | GlenTransportationCo.Ld. A.E. Matthews Mgr.) | 246·0<br>Q86'F40' | 42·5 | 18·5<br>WB | Midland,<br>Ont.<br>British<br>Rebuilt | T.3Cy.18",30"&50"-42"<br>162NHP<br>FrontierIronWrks.Detroit<br>byGtLakesFndry&MchCo | |
| 16951<br>99655 | — SteelScK<br>ssAbn.No.2-02<br>(exJohnBrown) 1Dk | 161<br>152<br>62 | ✠<br>StmTrawler<br>2,05 ✠ | Abn | | | 1894<br>5mo | Hall,Russell&Co.<br>Aberdeen | J.S.Boyle | 102·4 | 21·6 | 10·9<br>BK6½" | Glasgow<br>British<br>3BHCem | T.3Cy.13",19"&30"-21"<br>52RHP<br>1SB,2pf,GS31,HS868<br>Hall,Russell&Co.Abn. | 11 " 6 |
| 16952<br>111142<br>SKHT | **Glencoe** ssNFL No.2-20 SteelScSr<br>ssNFL.No.3-4,12<br>Elec.light ~~ssNFL.No.1-16~~<br>Wireless 2Dks&Web frames | 767<br>682<br>336 | ✠100A1<br>~~5,21~~ ~~6,19~~ 3,22<br>~~BS5,22~~ ✠LMC~~4,16~~ 5,21<br>BS3,22 | NFL | l | CL<br>N5,21 | 1899<br>12mo | A&J Inglis<br>Glasgow<br>A&CP | ReidNewfoundlandCo.<br>WB | 208·0<br>F29'<br>=CellDBa28'uE& | 30·1 | 16·7<br>BK8"<br>B39'f71'135tFPT | SJhnsNFL<br>British 150<br>5BHCem<br>17tAPT8t | T.3Cy.18",30"&50"-36" (s)<br>~~180lb~~ FD 185NHP<br>2SB,6cf,GS102,HS2650<br>A.&J.Inglis,Glasgow | 19 " 0<br>s2 " 11½<br>17 " 1 |
| 16953<br>6359<br>JNLV | — IronPadSk<br>(exMaryJane) | 226<br>223<br>122 | | | | | 1846 | Tod&<br>McGregor<br>Glasgow | David MacBrayne, Ld. | 165·4<br>len75 | 20·2 | 9·4 | Glasgow<br>British | 1Cy.56"-54"<br>NE80 NB88 177NHP<br>Tod&McGregor,Glasgow | |
| 16954<br>125436<br>HMCB | **Glencona** SteelScK<br>ssLiv.No.3-10,20<br>Mchy.Aft 1Dk(Stl) | 282<br>203<br>100 | ✠100A1<br>10,20<br>✠LMC10,20<br>BS1,22 | Bkn | d | CL<br>1,20 | 1907<br>12mo<br><br>Lloyd | Hepple&<br>Co.Ld.<br>SouthShields<br>'sA&CP | TheWilsonBros. BobbinCo.Ld. (E. W.Turner, Mgr.) | 125·5<br>Q42'F16' | 22·6 | 8·9<br>FK<br>WB | Liverpool<br>British<br>3BHCem<br>=FPT35t | C.2Cy.15"&32"-24" (s)<br>130lb 60RHP<br>1SB,2pf,GS30,HS912<br>Hepple&Co.Ld.S.Shl. | 10 " 0<br>s " 9½<br>9 " 5 |
| 16955<br>128493<br>HPCD | **Glencregagh** SteelScSr<br>(exRiverAvoca, ssLdy.No.3-3,20<br>exEdenside,exCardiffCity) 1Dk(Stl)<br>Well deck Mchy.Aft | 322<br>226<br>116 | ✠100A1<br>3,20<br>✠LMC3,20<br>BS3,22 | Ldy | f | CL<br>3,20 | 1909<br>4mo<br><br>Lloyd | J.Fuller-<br>ton&Co.<br>Paisley<br>'sA&CP | S.B.Stevenson | 142·2<br>Q51'B11'F22' | 23·6 | 10·4<br>BK6"<br>DBf28 | Lndnderry<br>British<br>3BHCem<br>38tFPT32t | C.2Cy.16"&34"-24" (s)<br>130lb 68RHP<br>1SB,2pf,GS40,HS1321<br>Ross&Duncan,Glasgow | 11 " 3<br>s " 9½<br>11 " 1 |
| 16956<br>124246<br>HLVP | **Glendevon** SteelScSr<br>Now named "SailorPrince," See No. [illegible] in Supplement<br>ssNwc.No.3-7,20<br>Elec.light 2Dks(Stl)&deepframing<br>Wireless Sub.Sig. | 4169<br>3925<br>2656 | ✠100A1<br>6,21 ~~12,20~~<br>✠LMC<br>MS7,20 BS1,21 | NYk | x | CL<br>~~7,20~~<br>6,21 | 1907<br>11mo<br><br>Lloyd | C.Connell<br>&Co.Ld.<br>Glasgow<br>'sA&CP | RioCapeLineLd. (Furness,Withy&Co.Ld.Mgrs.)<br>WB | 377·0<br>P38'B113'F34'<br>=CellDBa107'uE | 49·5 | 26·1<br>FK | Newcastle<br>British<br>6BHCem<br>&B42'f168' | T.3Cy.25½",42"&68"-48" (s)<br>180lb 100lb 422NHP<br>2SB,6cf,GS118,HS6044 FD<br>Dunsmuir&JacksonLd.Gls<br>976tDTa33'810tAPT32t | 28 " 10<br>s5 " 5½<br>23 " 9 |
| 16957<br>121277<br>HFBQ | **Glendhu** SteelScSr<br>ssMch.No.3-12,17<br>Elec.light 2Dks(Stl)&deepframing<br>Wireless Sub.Sig.<br>~~Carrying oil fuel F.P. above 150°F. in DB&DT~~ | 4129<br>3881<br>2629 | ✠100A1<br>10,21 ~~1,21~~<br>~~BS2,20~~ ✠LMC12,17<br>BS8,21<br>Now named "StuartPrince," See No. 39346 in Supplement | Mch | x | CL<br>6,20 | 1905<br>12mo<br><br>Lloyd | C.Connell<br>&Co.Ld.<br>Glasgow<br>'sA&CP Cell | RioCapeLineLd. (Furness,Withy&Co.Ld.Mgrs.)<br>DBa110'uE&B42' | 376·9<br>P39'B112'F46'<br>f173'976tDTa33'8 | 49·5 | 26·1<br>FK | Newcastle<br>British<br>6BHCem<br>12tAPT32t | T.3Cy.25½",42"&68"-48" (s)<br>180lb 100lb 423NHP<br>2SB,6cf,GS118,HS6044 FD<br>Dunsmuir&JacksonLdGls | 28 " 10<br>s5 " 5½<br>23 " 9 |
| 16958<br>217639<br>LQCG | **Glendola** SteelScSr<br>Fitted for liquid fuel<br>Elec.light Wireless 1Dk | 2740<br>1963<br>1683 | | | | | 1919 | AlbinaEng<br>&Machine<br>Works<br>Portland,Or. | GlendolaS.S.Corp. (AtlanticFruitCo. Inc.Mgrs.) | 289·0<br>P26'B148'F32' | 44·1 | 19·2 | NewYork<br>Utd.States | T.3Cy.22",36½"&60"-42"<br>313NHP<br>AlbinaEng.&<br>Mach.Wks.Portland,Or. | R |
| 16959<br>217687<br>LQJS | **Glendoyle** SteelScSr<br>Fitted for liquid fuel<br>Elec.light Wireless 1Dk | 2740<br>1963<br>1683 | | | | | 1919 | AlbinaEng<br>&Machine<br>Works<br>Portland,Or. | GlendoyleS.S.Corp (AtlanticFruitCo. Inc.Mgrs). | 289·0<br>P26'B148'F32' | 44·1 | 19·2 | NewYork<br>Utd.States | T.3Cy.22",36½"&60"-42"<br>313NHP<br>AlbinaEng.&<br>Mach.Wks.Portland,Or. | R |
| 16960<br>116003<br>VDGN | **Glendun** SteelScSr<br>ssBel.No.3-11,16<br>ssBel.No.1-19<br>Well deck 1Dk(Stl)&deep framing<br>Elec.light lower dk in No.1 hold | 1013<br>712<br>423 | ✠100A1<br>5,21 ~~11,19~~<br>BS2,21 ✠LMC11,19 | Bel | n | 11,19 | 1903<br>7mo<br><br>Lloyd | Londndrry<br>S.&E.Co.Ld.<br>Londonderry<br>'sA&CP WB | AntrimIronOre Co.Ld.<br>=Cell DBa 46'uE | 226·0<br>P25'Q106'B63'F50'<br>15'f98'195tFPT35t | 33·1 | 13·9<br>BK7" | Belfast<br>British<br>4BHCem<br>APT27t | T.3Cy.18",30"&50"-36" (s)<br>180lb 100lb 177NHP<br>1SB,4cf,GS84,HS2859<br>MacColl&Co.Ld.Belfast | 16 " 0<br>s1 " 1½<br>15 " 7 |
| 16961<br>88864<br>JVDF | **Gleneagles** IronScSr<br>Now named "Missir," See No. 38520 in Supplement<br>ssMlt.2ndNo.3-2,05<br>ssMlt.No.1-09<br>1Dk(Irn) | 207<br>204<br>93 | ✠<br>6,17<br>✠ | Mlt | d | | 1884<br>11mo | Hall,Russll<br>&Co.<br>Aberdeen | Cassar&Manara | 135·9 | 23·3 | 11·3<br>BK7"<br>WB | Malta<br>British<br>4BHCem<br>=MT10'24t | C.2Cy.22"&41"-27"<br>72RHP<br>1SB,3pf,GS42,HS1127<br>Hall,Russell&Co.Abn. | 11 " 9 V |
| 16962<br>135307<br>JDRW | **Glenearn** SteelScSr<br>ssNwc.No.1-19<br>Elec.light 2Dks(Stl)<br>Wireless | 4828<br>4588<br>3032 | ✠100A1<br>8,21 ~~3,21~~<br>~~[illegible]~~ ✠LMC5,19<br>BS8,21 | Cff<br>Npt | | CL<br>~~9,20~~<br>8,21 | 1914<br>1mo<br><br>Lloyd | Bartram&<br>Sons,Ld.<br>Sunderland<br>'sA&CP | WilliamThomas Shpg.Co.Ld. (R.J. Thomas&Co. Mgs)<br>WB=Cell<br>DBa135'uE23'f | 390·0<br>P33'B115'F36'<br>168'1036tFPT120t | 50·5 | 28·1<br>FK | London<br>British<br>6BHCem<br>APT188t | T.3Cy.26",43"&71"-48" (s)<br>180lb 401NHP<br>3SB,9cf,GS180,HS6483<br>J.Dickinson&Sons,Ld.Sld | 30 " 6<br>s6 " 1½<br>24 " 9 |
| 16963<br>128280<br>HNWT | **Gleneden** SteelScSr<br>ssIrv.No.3-6,21 ~~ssMsl.No.2-18~~<br>Elec.light 1Dk(Stl)&Spardk(Stl)<br>Wireless &deepframing | 4761<br>4490<br>3023 | ✠100A1<br>Spar dk<br>~~6,21~~ ~~1,21~~ 7,21 MS5,21<br>BS1,21 ✠LMC~~[illegible]~~ | Nwc<br>[illegible] | y | CL<br>~~4,19~~<br>7,21 | 1909<br>6mo<br><br>Lloyd | Scotts'S.B.<br>&Eng.Co.Ld.<br>Greenock<br>'sA&CP | GlenedenS.S.CoLd (J.Napier)<br>WB=Cell<br>DBa130'uE&B42' | 400·0<br>P36'B120'F48' 27·0<br>f180'1002tDTa32' | 52·0 | 17·8<br>FK | Glasgow<br>British<br>6BHCem<br>798tAPT20t | T.3Cy.27",43"&72"-48" (s)<br>180lb 100lb 526NHP<br>3SB,9cf,GS153,HS7989 FD<br>Scotts'SB&EngCoLd.Grk. | 29 " 7<br>s5 " 10½<br>24 " 1 |
| 16964<br>119169<br>HBKW | **Glenelg** SteelScSr<br>Now named "Norman Prince," See No. [illegible] in Supplement<br>ssShl.No.3-9,17<br>Wireless 2Dks(Stl)&deepframing<br>Sub.Sig. | 4160<br>3915<br>2669 | ✠100A1<br>8,21 ~~8,20~~<br>✠LMC<br>MS~~9,17~~ 12,21 BS~~5,20~~ 6,21 | Ant | x | CL<br>8,21 | 1904<br>10mo<br><br>Lloyd | C.Connell<br>&Co.Ld.<br>Glasgow<br>'sA&CP WB= | RioCapeLine,Ld. (Furness,Withy&Co.Ld., Mgrs.)<br>CellDBa110'uE&B | 376·8<br>P39'B112'F46'<br>42'f178'976tDTa33' | 49·5 | 26·2<br>FK | Newcastle<br>British<br>6BHCem<br>810tAPT32t | T.3Cy.25½",42"&68"-48" (s)<br>180lb 100lb 423NHP<br>2SB,6cf,GS118,HS6044 FD<br>Dunsmuir&JacksonLdGls | 28 " 9<br>s5 " 5½<br>23 " 8 |
| 16965<br>76187<br>WVNL | — IronSc3MstSr<br>Mchy.Aft 1Dk | 288<br>192<br>156 | | | | | 1878 | Blackwood<br>&Gordon<br>PortGlasgow | J.SmithCo.Ld. | 134·8<br>Q53' B62' | 22·2 | 9·1 | Auckland<br>British<br>WB | C.2Cy.22"&40"-27"<br>75RHP<br>Blackwood&Gordon,P.Gls | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Year Assigned now expired Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L, Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16966<br>112205 | **Glenellah** SteelScSr<br>*Elec.light Mchy.Aft* 2*Dks* | 2272<br>2041<br>1454 | | | | | 1905 | CaledonS. B.&E.Co.Ld.<br>Dundee | CanadaSteamship Lines,Ld. | 250·0\|43·2\|23·5<br>F37' | Hamilton, Ont.<br>British<br>*WB* | T.3Cy.19½",33"&54"-36"<br>175NH<br>CaledonSB.&E.Co.Ld.Dun | | C |
| 16967<br>124215 | **Glenesk** SteelScK<br>(*Trawler*)<br>1*Dk* | 226<br>208<br>88 | | | ... | | 1907 | A.Hall& Co.Ld.<br>Aberdeen | J.S.Boyle | 121·3\|22·0\|11·9<br>BK7½" | Glasgow<br>British<br>*WB* | T.3Cy.12",20"&33"-22"<br>61RHP<br>A.Hall&Co.Ld.Aberdeen | 12 " 6 | |
| 16968<br>129600<br>HTKW | **Glenetive** SteelScSr<br>Sub.Sig. ssNwc.No.2-20<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>*Carrying oil fuel F.P.above* 150°F.*inDB&DT*<br>Now named "Ocean Prince," See No. 38810 in Supplement | 5212<br>4960<br>3322 | ✠100A1<br>8,20<br>MS1,20 | Nwc<br>BS8,20 | *z* | CL<br>8,20 | 1911<br>9mo<br>*Lloyd* | C.Connell &Co.Ld.<br>Glasgow<br>'*sA&CP* | RioCapeLine,Ld. (Furness,Withy&Co.Ld.*Mgrs.*)<br>*WB=Cell*<br>*f*199'1143*tD* | 410·3\|52·3\|28·6<br>P35'B129'F44'<br>FK<br>*DBa*117'*uE&B*48'<br>*Ta*30' 865*t APT*40*t* | Newcastle<br>British *Cem*<br>6*BHonly*<br>5*BHtoUpdk*<br>1 ,, 2*nddk* | T.3Cy.26½",44"&73"-51" (*s*)<br>200lb *100lb* 536NHP<br>3SB,*9cf*,GS157,HS7680 FD<br>Dunsmuir&JacksonLd Gls | 31 " 2<br>s 6 " 0½<br>25 " 6 | |
| 16969<br>68036<br>MBGL | **Glenfalloch** IronSc3MstSr<br>ssSng.3rdNo.3-7,09<br>ssHKg.No2.-18<br>2*Dks*(1*Irn*&1*ptIrn*)3*trB* | 2180<br>2088<br>1434 | ✠100A1<br>10,20<br>✠NB5,89 | Hkg<br>LMC~~10,20~~<br>11,21 | *s* | ~~4,20~~<br>11,21 | 1873<br>5mo | Lon.&Gls. Co.(Lim)<br>Glasgow<br>A&CP | HoHongSS.Co.Ld. | 330·0\|34·3\|24·8<br>F41'<br>BK11" | Singapore<br>British<br>6*BHCem* | T.3Cy.21½",36"&58"-45" (*s*)<br>160lb *100lb* NDB03 223NH<br>1DB,*6rf*,GS110,HS3303<br>*Tpd*89Hall,Russell&C.Abn | 26 " 0<br>s 5 " 9<br>21 " 7 | |
| 16970<br>121296<br>HFND | **Glenfinlas** SteelScSr<br>ssNwc.No.3-6,18<br>Wireless 1*Dk*(*Stl*)&*deep framing* | 3095<br>2928<br>2015 | ✠100A1<br>~~BS21 12,20~~ 2,21<br>~~BS12,20~~<br>BS12,21 | Cff<br>~~Liv~~ Ham<br>✠LMC6,18 | *v* | CL<br>~~7,20~~<br>~~12,21~~<br>2,22 | 1906<br>2mo<br>*Lloyd* | A.Rodger &Co.<br>PortGlasgow<br>'*sA&CP* | S.S.GlenfinlasCo. Ld.(Easton,Greig &Co.)<br>*WB=Cell* | 320·0\|47·6\|23·1<br>B118'F30'<br>FK<br>*DBa&uE*124'*f*138' | Glasgow<br>British<br>6*BHCem*<br>798*tAPT*77*t* | T.3Cy.24",40"&65"-42" (*s*)<br>160lb *80lb* 278NHP<br>2SB,*6cf*,GS112,HS4240<br>A.Rodger&Co.Glasgow | 25 " 7<br>s 4 " 1½<br>21 " 10 | |
| 16971<br>126659 | **Glenfinnan** SteelSc<br>Wireless (*ex*Minnetonka,<br>*Mchy.Aft ex*Alva) 2*Dks* | 2406<br>2271<br>1472 | | | | | 1893 | Cleveland S.B Co.<br>Cleveland,O. | Gt.LakesTransportationCo.Ld. | 324·0\|42·0\|19·5<br>*WB* | Midland, Ont.<br>British | T.3Cy.24",38"&62"-42"<br>241NHP<br>Cleveland S.B.Co.Clevelnd | | L |
| 16972<br>101837<br>NDPM | **Glengariff** SteelScSr<br>ssLiv.2ndNo.3-3,19<br>*Ref.Mchy.*<br>*Elec.light* 2*Dks*(*UStl*-ws) | 1286<br>983<br>548 | ✠100A1<br>5,21 ~~3,20~~<br>✠NB6,03<br>BS~~3,20~~7,21 | Liv<br>✠LMC2,19 | *p* | CL<br>3,20 | 1893<br>8mo | Wigham Richrdsn&Co<br>Newcastle<br>A&CP | City of CorkSteam PacketCo.Ld. | 264·2\|35·2\|17·1<br>P36'B146'F40'<br>BK9"<br>*WB = CellDB*155' | Cork<br>British<br>6*BHCem*<br>148*tAPT*10*t* | T.3Cy.28",44"&72"-48" (*r*)<br>160lb *80lb* NDB03 419NHP<br>2DB,*12cf*,GS252,HS7175<br>WghmRchrdson&Co.Nwc. | 18 " 1<br>s 2 " 2½<br>17 " 2 | |
| 16973<br>146283 | **Glengarry** SteelTwinSc<br>*Cargo battens not fitted in B&F* *OilEng.*<br>*Elec.light* 2*Dks*(*Stl*)&*Awng.dk*(*Stl*) | ~~9150~~<br>9460<br>8534<br>5843 | ✠100A1<br>*Awng dk withfreeboard*<br>2,22<br>(*ClassContemplated*) | Gls<br>✠LMC2,22 | *c*† | CL | ~~1921~~<br>1922<br>2mo<br>*Lloyd* | Harland& Wolff,Ld.<br>Glasgow<br>'*sA&CP* | GlenLine,Ld.<br>1*BH dispensed*<br>*CellDB*422'1667*tD* | 485·6\|62·3\|35·8<br>P40'B153'F58'*on Awng.dk* FK&BK2"<br>*with 7BHonly a'l to*<br>*Ta*30'706*tFPT*130*t* | London<br>British<br>*ptCem*<br>*Awng.dk*<br>*APT*75*t* | Oil Engines 4S.C.SA<br>16Cy.29⅜"-45¼" 1144NHP<br>DB*100lb*<br>Harland&Wolff,Ld.Gls. | 38 " 9<br>s9 " 7½<br>29 · 6 | |
| 16974<br>109290<br>QJRW | **Glengorm Castle** SteelTwinScSr<br>(*ex*German)<br>*Ref.Mchy.* Sub.Sig. Wireless 3*Dks* | 6763<br>4036<br>4221 | | | | | 1898 | Harland& Wolff,Ld.<br>Belfast | TheUnion-Castle MailS.S.Co.Ld. | 440·3\|53·2\|21·6<br>P231*t*H297*t* 29·6<br>F113*t* | S'thamptn<br>British | T.6Cy.19",31"&52"-48"<br>375NHP<br>Harland&Wolff,Ld.Bel. | | |
| 16975<br>137487<br>JMCG | **Glengyle** SteelTwinScSr<br>ssGls.No.1-21 *OilEng.*<br>(*ex*Bostonian) 2*Dks*(*Stl*)&<br>*Elec.light* Wireless *Awng dk*(*Stl*) | 6225<br>5892<br>3964 | ✠100A1<br>*Awng dk withfreeboard*<br>~~6,21~~ ~~2,21~~ 1,22<br>DBS2,21 | Gls<br>Kob<br>✠LMC2,21 | *z* | CL<br>4,19 | 1915<br>12mo<br>*Lloyd* | Harland& Wolff,Ld.<br>Glasgow<br>'*sA&CP* | GlenLine,Ld.<br>*CellDB*338'1126*t* | 399·1\|52·2\|33·9<br>Ba69'*f*37'*onAwng dk* FK&BK2"<br>*DT a*28' 540*t FPT* | London<br>British<br>8*BHptCem*<br>90*tAPT*61*t* | Oil Engines 4S.C.SA<br>12Cy.24$\frac{13}{16}$"-33½" 534NHP<br>DB*100lb*<br>Burmeister&Wain,Gls. | 37 " 8<br>s 9 " 2<br>28 " 11 | |
| 16976<br>141252 | **Glenholme** WoodScSr<br>1*Dk* | 233<br>190<br>126 | | | | | 1919 | W.D. Sweeney<br>YarmouthNS | St.JohnSteamship Co.Ld. | 102·5\|30·5\|9·7 | YarmthNS<br>British | C.2Cy.12"&24"-18"<br>24RHP<br>W.&N.Moir,Halifax,N.S. | | |
| 16977<br>139052<br>JLGW | **Gleniffer** SteelTwinScSr<br>ssKob.No.1-19<br>*Elec.light* 2*Dks*(*Stl*)3*rd dk*(*Stl*)<br>*Ref.Mchy.* Wireless *in No.*6 *hold*<br>*Carrying oil fuel F.P.above* 150°F.*in DB* | 9429<br>8712<br>6021 | ✠100A1<br>2,22 ~~2,21~~<br>~~BS11,19~~<br>✠Lloyd'sRMC~~2,21~~ ~~9,21~~ 2,22<br>BS2,22 | Mdb<br>Ham<br>✠LMC12,18 | *f*† | CL<br>~~2,19~~<br>8,21 | 1915<br>6mo<br>*Lloyd* | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>'*sA&CP* | GlenLine,Ld.<br>*WB = CellDB* | 500·1\|62·3\|34·6<br>P60'B192'F88'<br>FK&BK2½"<br>*a*132'*uE*45'*f*195'15 | London<br>British<br>8*BHCem*<br>16*tFPT*174*t* | T.6Cy.24",40½"&68"-48"(*r*)<br>200lb 988NHP<br>5SB,*20cf*,GS380,HS14775FD<br>WllsndSlpwy.Co.Ld.Nwc.<br>*APT*49*tDTa*33'1170*t* | 37 " 6<br>s 8 " 5<br>29 " 7 | BT till 8,21 |
| 16978<br>138214 | **Glenisla** SteelScSr<br>(*ex*WesternStar)<br>*Mchy.Aft* Wireless 1*Dk*2*trB* | 4578<br>4334<br>3404 | | | | | 1903 | DetroitS.B Co.<br>Wyandotte | GreatLakes TransportationCo. Ld. | 400·0\|50·0\|24·3 | Midland, Ont.<br>British | T.3Cy.22",35"&58"-42"<br>218NHP<br>DetroitS.B.Co.Detroit | | L |
| 16979<br>144659<br>KGJD | — SteelScSr<br>(*ex*Bonn,*ex*HeinrichDiestel,*ex*Lena<br>*Elec.light.* Petersen) 1*Dk* | 1531<br>1259<br>943 | | | | | 1906 | Akt.Ges. "Neptun"<br>Rostock | J.Mitchell&Sons | 256·1\|37·6\|16·0<br>Q73'B108'F27' | Dundee<br>British<br>*WB* | T.3Cy.17$\frac{13}{16}$",30½"&48"-33$\frac{1}{16}$"<br>132NHP<br>A.G."Neptun,"Rostock | | |
| 16980<br>134261 | **Glenlivet** SteelScSr<br>(*ex*Wawatam)<br>*Mchy.Aft Elec.light* 2*Dks* | 1860<br>1738<br>1089 | | | | | 1891 | Cleveland S.B.Co.<br>Cleveland,O. | GreatLakesTransportationCo.Ld. | 266·0\|38·0\|20·0<br>*WB* | Midland, Ont.<br>British | T.3Cy.17",29"&47"-36"<br>133NHP<br>ClevelandS.B.Co.Clevelnd | | L |
| 16981<br>141941<br>KDLR | **Glenluce** SteelTwinSc<br>*OilEng.*<br>*Elec light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 6755<br>6095<br>4120 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~4,21~~ ~~10,20~~<br>1,22<br>DBS1,22 | Mdb<br>~~Lon~~ Kob<br>✠LMC~~1,20~~ 4,22 ~~4,21~~ | *z* | CL | 1920<br>1mo<br>*Lloyd* | Harland& Wolff,Ld.<br>Glasgow<br>'*sA&CP* | GlenLine,Ld.<br>*CellDB*348'<br>1039*t DTa* 46'706*t* | 405·9\|54·2\|32·9<br>P43'B81'F48'*on Shelter dk* FK<br>*FPT*116*tAPT*123*t* | Glasgow<br>British<br>*ptCem*<br>7*BHtoSh dk* | Oil Engines 4S.C.SA<br>12Cy.26⅜"-39⅜"<br>*100lb* 655NHP<br>Harland&Wolff,Ld.Gls. | 35 " 5<br>s 8 " 10½<br>27 " 0 | |
| 16982<br>143145<br>JWVQ | **Glenluss** SteelSc<br>ssGls.No.3-1,21<br>(*ex*Bosporus,*ex*Ursula Rickmers) 2*Dks*(*Stl*)& *Web frames*<br>*Elec.light* Sub.Sig. Wireless | 4273<br>3915<br>2696 | 100A1<br>9,21 ~~1,21~~ | Gls<br>LMC1,21<br>Cff | *x* | CL<br>3,20 | 1911 | Rickmers Akt.Ges.<br>Geestemünde<br>A&CP | S.S."Glensloy" Co.Ld.(Easton, Greig&Co.*Mgrs.*)<br>*CellDB*321'833*t D* | 368·0\|47·7\|27·5<br>P37'B99'F42'<br>FK<br>*Ta*28' 696*t FPT*57*t* | Glasgow<br>British<br>6*BHAsp*<br>*APT*38*t* | T 3Cy.23½",38½"&63"-43$\frac{3}{16}$"<br>180lb (*s*) 325NHP<br>3SB,*9cf*,GS167,HS5595<br>BremerVulkan,Vegesack | 30 " 0<br>s 6 " 1½<br>24 " 2 | |
| 16983<br>137859<br>JRBL | **Glenlyon** SteelScSr<br>Renamed "Indian Prince *See. No.* 37890 *in Supplement*<br>*Elec.light* Sub.Sig. Wireless 2*Dks*(*Stl*) | 4933<br>4639<br>3123 | ✠100A1<br>7,21 ~~1,21~~<br>MS7,21 | Mch<br>✠LMC9,17 | *y* | CL<br>5,20 | 1917<br>9mo<br>*Lloyd* | C.Connell &Co.Ld.<br>Glasgow<br>'*sA&CP* | RioCapeLine,Ld. (Furness,Withy&Co.Ld.*Mgrs.*)<br>*'Tween dk BH in after*<br>*CellDB* 344'1066*t D* | 400·3\|53·0\|27·3<br>P35'B121'F45'<br>FK<br>*hold dispensed with*<br>*Ta*33'890*tAPT*24*t* | Newcastle<br>British<br>*Cem*<br>5*BH to Udk*<br>1 ,, ,, 2*nd*,, | T.3Cy.27",43"&72"-48" (*s*)<br>180lb *100lb* 510NHP<br>3SB,*9cf*,GS150,HS7647 FD<br>Dunsmuir&JacksonLdGls<br>*only* | 29 " 7<br>s 5 " 10<br>24 " 2 | |
| 16984<br>126660 | — SteelSc3MstSr<br>Wireless<br>(*ex*Minnekahta,*ex*WilliamH.Gratwick)<br>*Elec.light Mchy.Aft* 1*Dk&Spar dk* | 2759<br>2396<br>1644 | | | | | 1893 | F.W. Wheeler&Co.<br>W.BayCity | GreatLakesTransportationCo.Ld. | 328·0\|42·5\|20·5 | Midland, Ont.<br>British<br>*WB* | T.3Cy.20",32"&54"-42"<br>NB08 189NHP<br>F.W.Wheeler&Co.West BayCity,Mich. | | L |
| 16985<br>136361 | **Glenmaroon** SteelSc3MstSr<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft Well deck* | 716<br>502<br>293 | ✠100A1<br>4,20 | Bel<br>✠LMC4,17 | *k* | CL<br>8,19 | 1917<br>4mo<br>*Lloyd* | J.Fullerton&Co.<br>Paisley<br>'*sA&CP* | JohnKelly,Ld.<br>*CellD* | 190·0\|29·6\|11·2<br>Q99'B9'F31'<br>FK<br>*Bf*109'164*tFPT*48*t* | Belfast<br>British<br>3*BHCem*<br>*APT*40*t* | T.3Cy.16",26"&44"-33" (*s*)<br>180lb 144NHP<br>1SB,*4cf*,GS75,HS2540<br>Ross&Duncan,Glasgow | 13 " 9<br>s4 " 10<br>13 " 2 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16986<br>133533<br>JOKR | **Glenmavis** SteelSc<br>*Mchy.Aft* *Elec.light* 1*Dk*<br>Wireless | 1686<br>1524<br>1055 | | | | | 1913 | N.ofIrelandSB.CoLd<br>Londonderry | GreatLakesTransportationCo.Ld.<br>(J.Playfair, *Mgr.*) | 250·0 | 42·5 | 17·4 | Midland, Ont.<br>British<br>*WB* | T.3Cy.16",26"&44"–30"<br>Richardsons, 96RHP<br>Westgarth&Co.Ld.Mdb. | | C |
| 16987<br>102899 | **Glenmay** SteelScSr<br>(*ex*Ready,*ex*Marche Droit,*ex*Ready) 1*Dk*<br>*Mchy.Aft* | 154<br>110<br>63 | | | ... | | 1894 | T.B.Seath &Co.<br>Glasgow | SolwayShipping Co.Ld(~~J.Beattie Mgr.)~~ | 101·6<br>Q34'F16'<br>len95 | 17·5 | 8·4<br>BK6" | Peel,I.M.<br>British<br>*WB* | C.2Cy.13½"&27"–18"<br>NB06 31RHP<br>Kincaid&Co.Ld.Greenock | 9 , 0 | |
| 16988<br>91460<br>JLMT | **Glenmona** SteelScK<br>*ss*Liv.No.1–17<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 217<br>158<br>80 | ✠100A1<br>9,20<br>~~BS12,16~~ ✠LMC12,17<br>BS4,21 | Liv | *c* | CL<br>~~3,20~~<br>10,21 | 1913<br>7mo<br>*Lloyd* | Cochrane &Sons,Ld.<br>Selby<br>*'sA&CP* | JohnPattinson&Son,Ld. | 112·3<br>Q39'B7'F19'<br>*WB=FPT22t* | 21·6 | 8·9<br>BK6" | Castletwn, I.M.<br>British<br>*3BHCem* | C.2Cy.15"&32"–22" (*s*)<br>140lb 56RHP<br>1SB.*2pf*,GS33,HS1040<br>C.D.Holmes&Co.Ld.Hull | 9 , 9<br>s , 6<br>9 , 10 | |
| 16989<br>124150<br>HJRN | **Glenmorag** SteelScSr<br>*ss*Sbl.No.3–2,20<br>Wireless 1*Dk*(*Stl*)&*deep framing* | 3553<br>3333<br>2278 | ✠100A1<br>7,21 ~~1,21~~<br>~~BS2,20~~ ✠LMC11,18<br>BS7,21 | Cff<br>Mch | *w* | CL<br>~~3,20~~<br>7,21 | 1906<br>11mo<br>*Lloyd* | A.Rodger &Co.<br>Pt.Glasgow<br>*'sA&CP* | S.S.GlenmoragCo.Ld.(Easton,Greig &Co.)<br>*WB=Cell* | 350·0<br>P25'B96'F38'<br>*DBa& uE133'f156* | 48·0 | 24·3<br>FK | Glasgow<br>British<br>*6BHCem*<br>*933tAPT86t* | T.3Cy.24",40"&65"–42" (*s*)<br>160lb ~~80lb~~ 300NHP<br>2SB,*6cf*,GS120,HS4720<br>A.Rodger&Co.Glasgow | 27 , 0<br>s4 , 10½<br>22 , 6 | |
| 16990<br>138235 | **Glenmount** CompSc<br>(*ex*Omega,*ex*FayetteBrown)<br>*Mchy.Aft* 1*Dk2trB* | 2111<br>1887<br>1217 | | | | | 1887 | Detroit DryDockCo.<br>Wyandotte | ~~MontrealTransportationCo.Ld.~~<br>CanadaSteamshipLines.Ld. | 291·2<br>len96 | 41·0 | 18·7 | Montreal<br>British | T.3Cy.19",30"&52"–40"<br>171NHP<br>DetroitDryDockCo.Det. | | L |
| 16991<br>137842<br>JPRN | **Glennevis** SteelScSr<br>Now named "African Prince," See No. 36262 in Supplement<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>Sub.Sig. | 5119<br>[illegible]<br>3245 | ✠100A1<br>[illegible]<br>✠LMC5,17 | Liv | *y* | CL<br>10,20 | 1917<br>5mo<br>*Lloyd* | Ayrshire Dckyd.Co.Ld<br>Irvine<br>*'sA&CP* *'Tween* | RioCapeLine,Ld.<br>(Furness,Withy& Co.Ld. *Mgrs.*)<br>*deck BH in after*<br>*Cell DB344'981tDTa* | 400·7<br>P35'B119'F46'<br>*hold dispensed with*<br>*33'867tAPT19t* | 53·4 | 27·3<br>FK | Newcastle<br>British<br>*Cem*<br>*5 BH to U dk*<br>*1 ,, ,, 2nd ,,* | T.3Cy.27",48"&72"–48" (*s*)<br>180lb *100lb* 510NHP<br>3SB,*9cf*,GS149,HS7647 FD<br>Dunsmuir&JacksonLd.Gls<br>*only* | 29 , 7<br>s5 , 10<br>24 , 1 | |
| 16992<br>115716 | **Glenogil** SteelScK<br>(*Trawler*)<br>1*Dk* | 203<br>193<br>82 | | | ... | | 1902 | Mackie& Thomson<br>Glasgow | A.A.Davidson | 115·4 | 21·6 | 11·9<br>BK7½" | Aberdeen<br>British | T.3Cy.12½",20"&33"–22"<br>55RHP<br>W.V.V.Lidgerwood,Gls. | 12 , 6 | |
| 16993<br>144217<br>KGMW | **Glenogle** SteelTwinSc<br>*OilEng.*<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*),<br>*Cargo battens not fitted in Bridge & Forecastle*<br>Wireless | 9513<br>8539<br>5880 | ✠100A1<br>*Awning dk with freeboard*<br>~~9,21~~ ~~2,21~~ 12,21<br>✠LMC~~8,20~~ 9,21 | Mdb<br>Ant | *e*† | CL | 1920<br>8mo<br>*Lloyd* | Harland& Wolff,Ld.<br>Glasgow<br>*'sA&CP* | GlenLine,Ld.<br>*1BH dispensed wi*<br>*Cell DB422' 1667t D* | 485·8<br>P40'B153'F58'<br>*th 7BH only, all to*<br>*Ta30'706tFPT130t* | 62·3 | 35·8<br>FK&BK2" | London<br>British<br>*ptCem*<br>*Awning dk*<br>*APT75t* | Oil Engine 4S.C.SA<br>16Cy.29½"–~~45~~ 45½<br>DB *100lb* 1144NHP<br>Harland&Wolff,Ld.Gls. | 38 , 9<br>s9 , 7½<br>29 , 6 | |
| 16994<br>220644<br>MBNR | **Glenora** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless *Longitudinal framing* | 4980<br>4213<br>3087 | | | | | 1920 | Bethlehem S.B.Corp.Ld.<br>Wilmington, Del. | UnitedStates ShippingBoard | 376·4<br>P40'B96'F38' | 52·3 | 27·0 | Wilmgton<br>Utd.States<br>*WB* | T.3Cy.24",41"&68"–48"<br>321NHP<br>BethlehemS.B.Corp.Ld. Wilmington,Del. | | R |
| 16995<br>138213 | **Glenorchy** SteelScSr<br>Wireless (*ex*A.E.Stewart)<br>*Mchy.Aft* *Elec.light* 1*Dk2trB* | 3871<br>3704<br>2465 | | | | | 1902 | WestBay CityS.B.Co.<br>WBayCity | GreatLakes Transportation Co.Ld. | 380·0<br>F48'<br>*WB* | 50·2 | 24·0 | Midland, Ont.<br>British | T.3Cy.20",33"&54"–42"<br>189NHP<br>DetroitS.B.Co.Detroit | | L |
| 16996<br>142260 | **Glenpark** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless ~~*Cargo battens not fitted*~~ | ~~2133~~ 1974<br>1789<br>~~1313~~<br>1194 | ✠100A1<br>3,22 ~~2,20~~<br>✠LMC7,18 | Bly | *r* | CL<br>N1,20 | 1918<br>7mo<br>*Lloyd* | Greenock& Grngemouth Dkyd.Co.Ld.<br>Grngemouth<br>*'sA&CP* | DenholmLine Steamers,Ld.<br>(J.&J.Denholm, *Mgrs.*)<br>*CellDBa70'uE* | 280·0<br>P21'B68'F29'<br>*28' f124' 523t FPT* | 41·9 | 18·9<br>FK | Greenock<br>British<br>*4BHCem*<br>*55tAPT46t* | T.3Cy.21",35"&57"–36" (*r*)<br>180lb *100lb* 231NHP<br>2SB,*6cf*,GS112,HS3796<br>Dunsmuir&Jackson,LdGls | 20 , 9<br>s3 , 0½<br>18 , 1 | |
| 16997<br>213369<br>LFKR | **Glenpool** SteelTwinScSr<br>*ss*N.Yk.No.2–21<br>(*ex*Hagen) 2*Dks*(*Stl*)&*Webframes*<br>*Elec.light* *Mchy.Aft* Wireless | 5774<br>5056<br>3608 | ✠100A1<br>10,21 ~~3,21~~ 4,22<br>✠LMC8,19<br>✠NE&B8,19 DBS~~1,21~~ 4,22<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 8,19 F.P. above 150° F.* | NYk | *z* | CL<br>SN10,21<br>P10,21 | 1913<br>3mo<br>*Lloyd* | Frd.Krupp Akt.Ges.<br>Kiel<br>*'sA&CP WB=* | StandardOilCo.<br>(NewJersey)<br>*Cell DBu E87'214t* | 400·0<br>P107'B42'F44'<br>*DT f86' 308t FPT* | 53·2 | 30·0<br>FK | NewYork<br>Utd.States<br>*14BHCem*<br>*159tAPT72t* | T.6Cy.18",30"&51"–36" (*s*)<br>190lb *100lb* DB13 474NHP<br>3SB,*9cf*,GS189,HS7200 FD<br>StatenIslandS.B.Co. | 32 , 4 | |
| 16998<br>136454 | **Glenreagh** WoodTwinScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 498<br>401<br>291 | | | | | 1919 | E.Wright<br>Tuncurry, N.S.W. | NorthCoastSteamNav.Co.Ld. | 154·5<br>F21' | 37·2 | 10·0 | SydneyNSW<br>British | T.6Cy.10",16½"&27"–22"<br>72RHP<br>Fleming&Ferguson,Psy. | | |
| 16999<br>125448<br>HNKQ | **Glenrose** SteelScK<br>*ss*Nwc.No.3–12,20<br>*Mchy.Aft* 1*Dk*(*Stl*) | 286<br>205<br>109 | ✠100A1<br>~~4,21~~ ~~12,20~~ 4,22<br>✠LMC12,20<br>BS4,21 | Nwc | *d* | CL<br>~~12,20~~<br>4,22 | 1908<br>12mo<br>*Lloyd* | Hepple& Co.Ld.<br>South Shields<br>*'sA&CP* | "T."Stm.Coasters,Ld. (Robinson, Brown&Co. *Mgrs.*) | 125·4<br>Q42'F16'<br>*WB* | 22·6 | 9·0<br>FK | Newcastle<br>British<br>*3BHCem*<br>*=FPT35t* | C.2Cy.15"&32"–24" (*s*)<br>130lb 60RHP<br>1SB.*2pf*,GS34,HS946<br>Hepple&Co.Ld.S.Shields | 10 , 0<br>s , 9½<br>9 , 5 | |
| 17000<br>105527 | **Glenroy** Iron&SteelScK<br>(*Trawler*)<br>1*Dk* | 137<br>133<br>55 | | | ... | | 1895 | SirRaylton Dixon&Co.<br>Middlesbro' | J.Coombes | 100·0<br>Q20'F20' | 20·4 | 10·6<br>BK7½" | Grimsby<br>British | T.3Cy.11",17"&30"–21"<br>NB14 40RHP<br>N.E.Mar.E.Co.(Lim.),Sld. | 11 , 8 | |
| 17001<br>142684<br>JVKN | **Glensanda** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&<br>Wireless (*ex*WarCourage) *Webframes*<br>*Longitudinal framing bevelled bilge*<br>*Cargo battens not fitted in Shelter 'tween dks* | 6625<br>6299<br>4068 | ✠100A1<br>*Shelter dk with freeboard*<br>~~3,21~~ ~~4,20~~ ✠LMC10,18<br>11,21<br>*Carrying oil fuel F.P. above 150° F. in DB* | Mdb<br>~~Kob~~Ham | *a*† | CL<br>3,21 | 1918<br>10mo<br>*Lloyd* | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>*'sA&CP* | GlenLine,Ld.<br>*CellDB308' 1460tD* | 412·2<br>*Ta81'1060tFPT141t* | 55·8 | 34·2<br>FK | London<br>British<br>*ptCem*<br>*6BHtoShdk*<br>*2 ,, ,, U ,,*<br>*APT144t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 518NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 38 , 1<br>s10 , 1<br>28 , 3 | |
| 17002<br>142765<br>JVWT | **Glenshane** SteelSc<br>(*ex*WarDream) 1*Dk*(*Stl*)&*Shelter dk*<br>*Elec.light* Wireless *CruiserStern* (*Stl*)<br>*Cargo battens not fitted in 'tween decks*<br>*Straight frames & bevelled bilge* | 6498<br>6230<br>4012 | ✠100A1<br>*Shelter dk with freeboard*<br>~~4,21~~ ~~5,20~~ ✠LMC1,19<br>1,22 | NYk<br>~~Rot~~<br>Yka | *a*† | CL<br>4,21 | 1919<br>1mo<br>*Lloyd* | Harland& Wolff,Ld.<br>Belfast<br>*'sA&CP*<br>*CellDB348'* | GlenLine,Ld.<br>*1571t DTa 23'858t* | 412·4<br>*FPT91tAPT126t* | 55·8 | 34·4<br>FK | London<br>British<br>*ptCem*<br>*6BHtoShdk*<br>*2 ,, ,, U ,,* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 38 , 0<br>s10 , 0½<br>28 , 5 | |
| 17003<br>134511 | **Glenshee** SteelScSr<br>*Elec.light* Wireless 1*Dk*<br>(*ex*HowardM.Hanna,Jr.) *Mchy.Aft* | 5667<br>5345<br>3789 | | | | | 1908 | American S.B Co.<br>Cleveland | GreatLakes TransportationCo.Ld. | 480·0 | 54·0 | 26·0 | MidlandOnt<br>British<br>*WB* | T.3Cy.22½",36"&60"–42"<br>American NB15 233NHP<br>S.B.Co.Cleveland | | L |
| 17004<br>102112<br>NGPW | **Glenshesk** SteelSc3MstSr<br>*ss*Bkn.2ndNo.3–9,14<br>(*ex*Calchfaen) *ss*Bel.No.1–18<br>*Well deck* *Mchy.Aft* 1*Dk*(*Irn*) | 421<br>306<br>163 | ✠100A1<br>3.21<br>BS3,21 ✠LMC10,18<br>✠NE10,92 refitted10,95<br>✠NB5,06 | Bel | *g* | CL<br>10,19 | 1893<br>10mo | AilsaS.B. Co.<br>Troon<br>A&CP | AntrimIronOreCo.Ld. | 160·0<br>Q84'B12'F26'<br>*FPT47t* | 24·6 | 10·8<br>BK7" | Belfast<br>British<br>*3BHCem*<br>*APT8t* | C.2Cy.19"&40"–27" (*s*)<br>115lb 66RHP<br>1SB,*3pf*,GS50,HS1484<br>Ross&Duncan,Glasgow | 11 , 9<br>s , 8½<br>11 , 9 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7a<br>Mean drafts. — Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom — Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17005<br>129423<br>HPNL | Now named "HighlandPrince," See No. 37781 in Supplement<br>**Glenshiel** SteelScSr<br>ssNpt.No.2-20<br>Elec.light 1Dk(Stl)&Spardk(Stl)<br>Sub.Sig. Wireless &deepframing | 4798<br>4549<br>3054 | ✠100A1<br>Spar dk<br>1,21<br>DBS10,20 ✠LMC<br>MBS1,21 MS1,21 | Mdb | y | CL<br>1,21 | 1909<br>8mo<br>Lloyd | C.Connell<br>&Co.Ld.<br>Glasgow<br>'sA&CP Cell | RioCapeLine,Ld.<br>(Furness,Withy&<br>Co.Ld. Mgrs.)<br>DBa118'uE&B50' | 400·0\|52·0\|26·9<br>P37'B120'F44'<br>FK<br>f180'1067t DTa34 | Newcastle<br>British<br>6BHCem<br>878tAPT29t | T.3Cy.27",43"&72"-48" (s)<br>180lb 100lb 513NHP<br>3SB,9cf,GS149,HS7680 FD<br>Dunsmuir&JacksonLd.Gls | 29 ″ 7<br>s5 ″ 11½<br>24 ″ 0 | |
| 17006<br>144938 | **Glenside** SteelScK<br>1Dk(Stl)<br>Mchy.Aft Welldeck | ~~540~~<br>554<br>380<br>244 | ✠100A1<br>8,21<br>~~(ClassContem-plated)~~<br>✠LMC8,21 | Goo | h | CL | 1921<br>8mo<br>Lloyd | GooleS.B.<br>&Repg.Co.Ld<br>Goole<br>'sA&CP | ~~A.Chester~~<br>GlensideSSCo.Ld<br>CellD | 165·0\|~~26·1~~\|~~13·0~~<br>Q94'B11'F23' 10·7<br>27·1 FK<br>Bf97'113tFPT37t | ~~Hull~~<br>British<br>Middlesbro<br>3BHCem | T.3Cy.13",21½"&35"-27" (s)<br>180lb ~~100lb~~ 85RHP<br>SB,3pf,GS17,HS1630<br>W.Beardmore&Co.Ld.<br>Coatbridge | 13 ″ 0<br>s 4 ″ 1<br>12 ″ 7 | |
| 17007<br>132986<br>HTPJ | **Glensloy** SteelScSr<br>ssCff.No.2-20<br>Wireless 1Dk(Stl) | 3674<br>3446<br>2342 | ✠100A1<br>~~7,21 10,20~~ 3,22<br>~~BS11,20~~ ✠LMC6,19<br>BS3,22 | Cff<br>~~Brs~~ | w | CL<br>~~N7,19~~<br>7,21 | 1911<br>10mo<br>Lloyd | A.Rodger<br>&Co.<br>Pt.Glasgow<br>'sA&CP | SS.GlensloyCo.Ld.<br>(Easton,Greig&<br>Co.)<br>WB=Cell | 360·3\|49·6\|23·5<br>P28'B93'F41'<br>FK<br>DBa&uE137' f160 | Glasgow<br>British<br>6BHCem<br>879tAPT78t | T.3Cy.24",40"&65"-42" (s)<br>180lb 100lb 318NHP<br>2SB,6cf,GS120,HS5196<br>A.Rodger&Co.Glasgow | 26 ″ 0<br>s 4 ″ 6½<br>21 ″ 9 | |
| 17008<br>[illegible]<br>HVFK | **Glenspean** SteelScSr<br>Now named "Welsh Prince," See No. 39977 in Supplement<br>ssNwc.No.2-20<br>Elec.light Wireless 2Dks(Stl)<br>Carrying oil fuelF.P.above150°F.inDB | 5221<br>4962<br>3322 | ✠100A1<br>[illegible] 11,21<br>✠LMC9,20<br>BS11,21 | Nwc<br>NYk | z | CL<br>9,20 | 1912<br>1mo<br>Lloyd | C.Connell<br>&Co.Ld.<br>Glasgow<br>'sA&CP | RioCapeLine,Ld.<br>(Furness,Withy<br>&Co.Ld. Mgrs.)<br>WB=CellDBa<br>f199'1143tDTa30' | 410·2\|52·3\|28·6<br>P35'B129'F44' FK<br>6B<br>117'uE&B48'<br>865tAPT40t 1 | Newcastle<br>British<br>H only Cem<br>5BH to U dk<br>BHto2nddk | T.3Cy.26½",44"&73"-51" (s)<br>200lb 100lb 536NHP<br>3SB,9cf,GS157,HS7680 FD<br>Dunsmuir&Jackson,LdGls | 31 ″ 2<br>s 6 ″ 0½<br>25 ″ 6 | |
| 17009<br>142726<br>JVSN | **Glenspey** SteelSc<br>Now named "King Bleddyn," See No. 38038 in Supplement<br>(exWarMusic) 1Dk(Stl)&Shelter dk<br>Elec.light Wireless CruiserStern (Stl)<br>Cargo battens not fitted in 'tween decks<br>Straight frames & bevelled bilge | 6498<br>6230<br>4040 | ✠100A1<br>Shelter dk<br>withfreeboard<br>5,20 ✠LMC12,18<br>Carrying oil | Lon<br>fuel F. P. | a† | CL<br>5,20<br>above 1 | 1918<br>12mo<br>Lloyd<br>50° F. | Harland&<br>Wolff,Ld.<br>Belfast<br>'sA&CP<br>in DB | KingLine,Ld.<br>(Philipps,Philipps<br>&Co.Ld.Mgrs.)<br>CellDB343'1571 | 412·4\|55·8\|34·4<br>FK<br>t DTa23' 858t FPT | London<br>British<br>ptCem<br>6BHtoSh dk<br>2 ″ ″ U ″<br>91tAPT126t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NH<br>3SB.9cf,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 38 ″ 0<br>s10 ″ 0½<br>28 ″ 3 | |
| 17010<br>142647<br>JVFS | **Glenstrae** SteelSc<br>Sub.Sig.<br>(exWarClimax) 1Dk(Stl)&Shelter dk<br>Elec.light Wireless (Stl)<br>Cargo battens not fitted inShltr'tween dks<br>Now named "Banbury Castle," See No. [illegible] in Supplement<br>Straight frames, bevelled bilge | 6429<br>6149<br>4002 | ✠100A1<br>Shelter dk<br>withfreeboard<br>5,20 ✠LMC10,18 | Mdb | a† | CL<br>3,21 | 1918<br>10mo<br>Lloyd | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld.Newcastle<br>'sA&CP | Union-CastleMail<br>S.S.Co.Ld.<br>CellDB326' 1485t L | 412·4\|55·8\|34·4<br>FK<br>Ta23' 844t FPT96t | S'thamptn<br>British<br>Cem<br>6BHtoSh dk<br>2 ″ ″ U ″<br>APT133t | T.3Cy.27",44"&73"-48" (s<br>180lb 517NH<br>3SB.9cf,GS190,HS7668 FD<br>Swan,Hunter&Wigham<br>Richardson,Ld.Nwc. | 38 ″ 1<br>s10 ″ 1<br>28 ″ 2 | |
| 17011 | **Glenstriven** SteelSc<br>(exAmerica)<br>Elec.light Mchy.Aft 1Dk2trB | 2152<br>1978<br>1585 | | | | | 1889 | UnionDry<br>DockCo.<br>Buffalo,N.Y. | GreatLakes<br>Trnsprtn.Co.Ld. | 274·7\|42·2\|20·5<br>WB | Midland,<br>Ont.<br>British | C.2Cy.27"&52"-48"<br>114NHP<br>KingIronWorks,Buffalo | | L |
| 17012<br>119711<br>HCPJ | **Glentaise** SteelScSr<br>ssLon.No.3-3,18<br>(exPloussa) 1Dk(Irn)&deep framing<br>Elec.light ssBel.No.1-22 | 1001<br>714<br>512 | ✠100A1<br>~~1,21 10,20~~ 4,22<br>~~BS11,20~~ ✠LMC5,18<br>BS2,22 MS4.22 | Mdb<br>Bel | n | CL<br>~~7,19~~<br>~~5,21~~<br>4,22 | 1905<br>5mo<br>Lloyd | Ramage&<br>Ferguson,Ld<br>Leith<br>'sA&CP | AntrimIronOreCo.<br>Ld.<br>CellDBa36 | 218·3\|33·1\|14·2<br>Q77'B63'F45'<br>FK<br>uE38'f82'269tFPT | Belfast<br>British<br>4BHCem<br>23tAPT21t | T.3Cy.18",30"&49"-33" (s)<br>170lb 155NHP<br>2SB,6rf,GS98,HS2542<br>Ramage&Fergusn,Ld.Lth. | 15 ″ 0<br>s1 ″ 2<br>14 ″ 1 | |
| 17013<br>144193<br>KFGL | **Glentara** SteelTwinSc<br>OilEng.<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless | 6754<br>6095<br>4123 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~5,21 10,20~~ ✠LMC~~4,20~~<br>12,21 5,21<br>Carrying oil | Lon<br>~~Rot~~<br>Mdb<br>fuel F.P. | z | CL<br>above | 1920<br>4mo<br>Lloyd<br>150° F | Harland&<br>Wolff,Ld.<br>Glasgow<br>'sA&CP<br>. in DB & in | GlenLine,Ld.<br>CellDB348'1039t<br>tank between tunnels | 406·0\|54·2\|32·9<br>P43'B81'F48' on<br>Shelter dk FK<br>DTa46'706tFPT11 | Glasgow<br>British<br>ptCem<br>7BHtoSh dk<br>6tAPT123t | Oil Engines 4S.C.SA<br>12Cy.26⅜"-39⅜"<br>DB100lb 652NHP<br>Harland&Wolff,Ld.Gls. | 35 ″ 5<br>s8 ″ 10½<br>27 ″ 0 | |
| 17014<br>99858 | **Glenthorpe** IronPadSp<br>(Tug)<br>(exFlyingMist) 1Dk | 149<br>134<br>16 30 | | | | | 1892 | J.P.Ren-<br>noldson&Sns<br>S.Shields | G.Alder | 108·0\|18·5\| 9·7 | Middlsbro'<br>British | L.1Cy.36"-54"<br>NB12 80RHP<br>J.P.Rennoldson&SnsS.Shl | | |
| 17015<br>106031<br>PLGH | **Glenturret** SteelScSr<br>(STRANDED 7,18)<br>ssAnt.No.3-3,09<br>Elec.light ssShi.No.2-17<br>2Dks(1Stl&UptStlptIrn-ptws)3trB | 4696<br>4418<br>3026 | ✠<br>6,18<br>✠ | BBl | y | | 1896<br>9mo | Lon.&Gls.<br>Co.(Lim.)<br>Glasgow | GlenLine,Ld.<br>WB | 400·0\|49·2\|29·6<br>B94'F52'<br>BK9"<br>=Cell DBa 113'uE | Glasgow<br>British<br>7BHCem<br>29'f136'835t | T.3Cy.29",47"&77"-54"<br>525NHP<br>3SB,9rf,GS157,HS7201 FD<br>Lon.&Gls.Co.(Lim.),Gls. | 31 ″ 2 | |
| 17016<br>144931<br>KHOD | **Glentworth** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 5677<br>5310<br>3510 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~6,21~~ 1,21 ✠LMC11,20<br>Fitted for oil | Nwc<br>~~Bkn~~ Shl<br>fuel 11 | b†<br>,20 | CL<br>F.P. a | 1920<br>11mo<br>Lloyd<br>bove 1 | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle<br>'sA&CP<br>50°F.<br>CellDBa150 | DalglieshSteam<br>ShippingCo.Ld.<br>(R.S.Dalgliesh,<br>Mgr.)<br>'uE29' f221' 1319 | 450·0\|55·0\|26·4<br>FK<br>Collisio<br>tDTa38'1445t FPT | Newcastle<br>British<br>Cem<br>n BH to S dk<br>6 ″ ″ U ″<br>133tAPT70t | 2 SteamTurbines geared to<br>1Sc.Shaft (s)<br>200lb 620NHP<br>3SB,12cf,GS214,HS8655 FD<br>Hwthrn,Leslie&CoLdNwc | 29 ″ 1<br>s 4 ″ 1<br>25 ″ 5 | |
| 17017<br>91867<br>KBQM | **Glint** IronScSr<br>6thSurvey,Gls.3,11<br>(exCartsdyke, 2ndSurvey,Shl.5,20<br>exOcta) Wireless 1Dk(Irn)2trB | 1654<br>1575<br>1041 | ✠A1* 1<br>6,21 5,20 | Shl | L | 17·20<br>18·31<br>19·42<br>20·52 | 1885<br>6mo | J.Laing<br>Sunderland<br>A&CP | GasLight&Coke<br>Co. (S.<br>Clarke&Co.Mgrs.) | 268·5\|36·3\|20·4<br>B52'F23'<br>BK8"<br>DBa&f | London<br>British<br>4BHCem<br>1PBH | C.2Cy.29½"&55"-36"<br>151NH<br>2SB,4pf,HS2372<br>G.Clark,Sunderland | 21 ″ 7<br>s 3 ″ 7<br>18 ″ 10 | |
| 17018 | — WoodScK<br>Now named "ProspectsAhead," See No. 38991 in Supplement<br>1Dk | 95<br>40 | ✠ 11 A1<br>rposes<br>12,19 LMC7,19 | Abn | | | 1919<br>8mo<br>Lloyd | J.&G.<br>Forbes<br>Sandhaven<br>'sA&CP | ~~TheAdmiralty~~<br>Wilson | 86·9\|19·8\| 9·9 | London<br>British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>BrownBros.Edinburgh | 10 ″ 4 | |
| 17019<br>127074<br>HQLD | **Glitra** SteelScSr<br>ssCff.No.2-19<br>(exGreldale,exSterndale) 1Dk(ptIrn<br>ptStl) | 2925<br>2689<br>1808 | ✠100A1<br>~~2,21~~ 12,21<br>~~BS8,20~~ ✠LMC8,19<br>BS1,22 | Cff<br>Syd | u | CL<br>8,20 | 1910<br>2mo<br>Lloyd | Richardsn,<br>Duck&Co.<br>Stockton<br>'sA&CP | Chr.Salvesen&Co.<br>CellDBa104'u | 331·1\|47·5\|20·6<br>P28'B202'F29'<br>FK<br>E26'f148'825tFPT | Leith<br>British<br>5BHCem<br>88tAPT68t | T.3Cy.24",40"&65"-42" (s)<br>160lb 90lb 292NHP<br>2SB,6cf,GS118,HS4658<br>Blair&Co.Ld.Stockton | 23 ″ 0<br>s2 ″ 9½<br>20 ″ 7 | |
| 17020<br>MTRQ | **Glittertind** SteelScSr<br>ssRot.No.3-4,14<br>(exSophia, ssBal.No.1-18<br>exBarendrecht) 1Dk(Stl)2trB&<br>Wireless Web frames | 3311<br>3095<br>2069 | ✠100A1<br>withfreeboard<br>~~5,21 2,21~~ 11,21<br>~~BS5,20~~ ✠LMC12,18<br>BS5,21 | NNs<br>~~Rot~~Npt | v | CL<br>~~3,21~~<br>11,21 | 1901<br>10mo<br>Lloyd | R.Craggs<br>&Sons<br>Middlesbro'<br>'sA&CP<br>WB= | KjeldStubsD/S<br>A/S (KjeldStub,<br>Mgr.)<br>Cell DBa 106'uE& | 330·7\|47·1\|24·0<br>P29'B180'F36'<br>FK<br>B42'f138'730t DTa | Chrstiania<br>Norwegian<br>6BHCem<br>24'475tAPT | T.3Cy.24",38"&64"-42" (s)<br>160lb ~~100lb~~ 284NHP<br>2SB,6cf,GS100,HS4531<br>Richardsons,Westgarth&<br>47t Co.Ld.Hpl. | 26 ″ 6<br>s 3 ″ 11<br>23 ″ 0 | |
| 17021<br>137519 | **Glitto** SteelSc<br>Mchy.Aft 1Dk | 166<br>147<br>102 | | | | | 1916 | W.J.Yar-<br>w&SoodnsLd<br>Northwich | J.Crosfield&<br>Sons,Ld. | 95·1\|21·6\| 9·1 | Liverpool<br>British<br>WB | C.2Cy.13"&27"-18"<br>30RHP<br>W.J.Yarwood&Sons,Ld. | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Speciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du Navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17022 | Now named "Nomentum," See letter N<br>**Globe** SteelScSr<br>ssBry.No.2–18<br>(exArdgoil) 1Dk(Stl)&Spar dk(Stl)<br>*Elec.light* Sub.Sig. *&deep framing*<br>Wireless | 4395<br>4100<br>2817 | ✠100A1<br>*Spar dk*<br>12,20<br>BS2,20 ✠LMC11,16 | Cff | x | CL<br>2,20 | 1909<br>7mo<br>*Lloyd*'sA&CP | Russell&<br>Co.<br>Pt.Glasgow | ItalianGovernment<br>*WB=CellDBa f*170'1071t*D* | 385·0<br>P30'B108'F45' 26·4<br>FK<br>126'*uE*24'<br>*Ta*32'760t*APT*45t | 49·8 | 18·4 | Rome<br>Italian<br>*Cem*<br>5*BHtoSp dk*<br>1 " "*M* " | T.3Cy.26",42"&70"–48' (s)<br>180lb *100lb* 411NHP<br>2SB,*6cf*,GS118,HS5534 FD<br>ClydeS.B.&E.Co.Ld.P.Gls. | 29 · 0<br>s 5 · 6<br>23 · 10 |
| 17023<br>123151<br>HFQR | **Glofield** SteelScSr<br>ssCff.No.3–12,19<br>(*ex*Achlibster) 1*Dk*(*Stl*)&2*trB*&<br>Wireless *deep framing 3Dk rule* | 4395<br>4113<br>2820 | ✠100A1<br>~~2,18,20~~ 7,21<br>3,22 ✠LMC6,19<br>BS10,20 3,22 | Cff<br>~~Rot.~~ | x | CHS<br>~~N4,21~~<br>N7,21 | 1906<br>2mo<br>*Lloyd*'sA&CP | Richardsn,<br>Duck&Co.<br>Stockton | GlobeShpg.Co.Ld.<br>(Humphries(Cardiff)Ld.*Mgrs.*)<br>*CellDBa*117' *uE&B* | 355·2<br>P27'B102'F30'<br>FK<br>44'*f*150'1104t*FPT*1 | 51·1 | 26·8 | Greenock<br>British<br>6*BHCem*<br>61t*APT*154t | T.3Cy.25",42"&68"–48' (s)<br>160lb ~~90lb~~ 75lb 355NHP<br>2SB,*6rf*,GS127,HS5860<br>Blair&Co.Ld.Stockton | 29 · 5<br>s 5 · 6<br>24 · 3 |
| 17024<br>Sunk | **Gloire de Marie** SteelScSr<br>(*Trawler*)<br>1*Dk* | 235<br>216<br>73 | | | | | 1912 | Crabtree&<br>Co.Ld.<br>Gt.Yarmouth | P.Sergent-Herbez | 119·6 | 22·5 | 10·7 | Boulogne<br>French<br>*WB* | T.3Cy.12",20"&34"–24"<br>56NHP<br>Crabtree&Co.Ld.GtYrmth | |
| 17025<br>MGLJ | **Glommen I.** SteelScSr<br>*Mchy.Aft* 1*Dk* | 137<br>103<br>67 | | | | | 1911 | MossVærft,<br>Bjg.&Dyk.Co<br>Moss | A/S Alpha<br>(J.Chr.Olsen,*Mgr*) | 91·1<br>P31t | 19·4 | 8·6 | Moss<br>Norwegian<br>*WB* | C.2Cy.9$\frac{1}{2}$"&19"–14"<br>11NHP<br>MossM.V.Moss | |
| 17026<br>MHPJ | **Glommen II.** SteelSc<br>*Mchy.Aft* 1*Dk* | 137<br>105<br>69 | | | | | 1912 | MossVærft,<br>Moss | A/S Alpha<br>(J.Chr.Olsen,*Mgr*) | 91·4<br>P26'F15' | 19·4 | 8·7 | Moss<br>Norwegian | C.2Cy.9$\frac{1}{2}$"&19"–14"<br>11NHP<br>MossJernst.&M.V.Moss | |
| * 17027<br>HNJK | **Gloria** SteelScSr<br>ssShl.No.3–5,09<br>(*ex*Nanette) ssBbo.No.2–18<br>Wireless 1*Dk*(*Irn*)&*W.b frames* | 2142<br>1975<br>1368 | ✠100A1<br>1,21<br>BS7,20 ✠LMC5,16 | Cff | s | CL<br>~~8,19~~<br>1,21 | 1896<br>1mo<br>A&CP | W.Gray&<br>Co.Ld.<br>WHartlepool | CiaNavVasconga-da(F.deAbasalo, *Mgr.*)<br>*WB=CellDB* | 295·0<br>P29'B69'F29'<br>FK<br>*a&uE*110'*f*120'607t | 42·0 | 19·3 | Bilbao<br>Spanish<br>5*BHCem*<br>*APT*54t | T.3Cy.22",35"&59"–39" (s)<br>160lb *100lb* NDB12 224NHP<br>2SB,*6rf*,GS73,HS3468<br>Cen.Mar.Eng.Wrks.WHpl | 21 · 9<br>s 3 · 6$\frac{1}{2}$<br>18 · 6 |
| 17028 | — WoodPadSr | 1867<br>—<br>1350 | | | | | 1873 | J.English<br>&Son<br>NewYork | Menendez&Co. | 232·6 | 34·1 | 12·7 | Cienfuegos<br>Cuban | 1Cy.54"–132"<br>258NHP<br>QuintardIronWorks | |
| * 17029<br>~~6312~~<br>~~KCPG~~ | — WoodAuxScSr<br>*OilEng.*<br>(*ex*Fjeldtind,*ex*AstriI.) Wireless<br>*Elec.light Salted* 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 1785<br>1570<br>1377 | ✠ ~~12 A1~~<br>9,2 ~~7,20~~<br>~~✠LMC~~ | Mmo | | CL<br>11,19 | 1917<br>5mo<br>A&CP | M'Eachern<br>ShipCo.<br>Astoria,Or. | ~~RhederiaktGloria (H.Swensson, Mgr.)~~ ~~A.A.Moller~~<br>ZodiacShipping Co Ld. | 245·6<br>P39'F46' | 44·5 | 19·7 | ~~Hlsngborg~~<br>~~Swedish~~<br>British | Oil Engines 2S.C.SA<br>8Cy.16$\frac{1}{2}$"–18$\frac{5}{16}$" 183NHP<br>J&CGBolindersCo.LdSkm | 22 · 1 |
| 17030 | — SteelScSr<br>Now named "Maréchal Lyautey," See No. 38385<br>*ex*Wearmouth) 1*Dk&Web frames*<br>*Well deck* | 980<br>[illegible]<br>687 | | | | | 1894 | Strand<br>Slipway Co.<br>Sunderland | Cie."LesAffréteursRéunis Belges"<br>(JeanStern) | 211·6<br>P22'Q46'B42'F28'<br>BK7" | 32·0 | 13·5 | Antwerp<br>Belgian<br>*WB* | T.3Cy.17",28"&46"–30'<br>120NHP<br>N.E.MarineEng.Co.Ld.Sld | 15 · 7 |
| 17031<br>870 | — WoodAuxSc3MstSr<br>*Elec.light Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 390<br>—<br>231 | | | | | 1918 | A.Terriz-<br>zano<br>Oneglia | G.Tosi | 140·2<br>Q27' | 29·6 | 15·1 | Genoa<br>Italian | C.2Cy.13$\frac{3}{4}$"&23$\frac{5}{8}$"–14$\frac{1}{16}$"<br>17NHP<br>KielverkeGes.Kiel | |
| 17032 | — SteelScSr<br>Now named "Angus," See No. 36315 in Supplement<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck Cargo battens not fitted* | 284<br>[illegible]<br>118 | ✠100A–<br>1,19<br>LMC1,19 | Gijon | | CL | 1918<br>11mo | Astilleros<br>Riera<br>Gijon | McLennan é Ybargarai | 120·0<br>Q46'B9'F21'<br>FK | 22·0 | 8·8 | Bilbao<br>Spanish<br>3*BHCem*<br>*FPT*19t | C.2Cy.14$\frac{3}{4}$"&25$\frac{5}{8}$"–15$\frac{9}{16}$" (s)<br>130lb 36NHP<br>1SB,*2pf*,GS27,HS750<br>AstillerosRiera,Barcelona | 9 · 9 |
| 17033<br>127409<br>HQLT | — SteelScK<br>ssGms.No.3–3,19<br>1*Dk* | 264<br>230<br>105 | ✠100A1<br>*StmTrawler*<br>7,20<br>BS7,20 ✠LMC3,19 | Gms | | CL<br>7,20 | 1907<br>12mo<br>*Lloyd*'sA&CP | Cochrane<br>&Sons<br>Selby | A.W.Green | 120·0<br>Q69'F18'<br>BK7$\frac{1}{2}$" | 22·0 | 12·1 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"–24' (s)<br>180lb 72RHP<br>1SB,*2pf*,GS37,HS1267<br>Amos&Smith,Hull | 13 · 0 |
| 17034<br>123382 | — SteelScK<br>ssLth.No.3–8,20<br>1*Dk* | 187<br>183<br>70 | ✠100A1<br>*StmTrawler*<br>8,20<br>BS2,21<br>~~BS12,10~~ ✠LMC5,19 | Lth | | 12,19 | 1907<br>4mo<br>*Lloyd*'sA&CP | Hall,Russell&Co.Ld.<br>Aberdeen | Paton'sTrawlers Ld.(C.F.Paton, *Mgr.*) | 115·4<br>BK7$\frac{1}{2}$"<br>*WB=* | 21·7 | 11·6 | Aberdeen<br>British<br>3*BHCem*<br>*DTf*4'8t | T.3Cy.11$\frac{1}{2}$",20"&33"–22" (r)<br>180lb 70RHP<br>1SB,*2pf*,GS34,HS1275<br>Hall,Russell&Co.Ld.Abn. | 12 · 6 |
| 17035<br>127922<br>HNBQ | **Gloria de Larrinaga** SteelScSr<br>ssMch.No.3–12,19<br>2*Dks*(*Stl*)&*deep framing*<br>&*Shelter dk*(*Stl*)<br>Wireless | 4649<br>4340<br>2972 | ✠100A1<br>*Shelter dk withfreeboard*<br>7,21 ~~11,20~~<br>BS3,22<br>~~BS11,20~~ ✠LMC12,19 | Mch<br>Bmn | z | CL<br>~~12,10~~<br>7,21 | 1908<br>9mo<br>*Lloyd*'sA&CP | Russell&<br>Co.<br>Pt.Glasgow | Miguel deLarrinagaS.S.Co.Ld.<br>(Larrinaga&Co. Ld.)<br>*WB* | 405·1<br>FK<br>=*CellDBa*137'*uE* | 52·0 | 25·6 | Liverpool<br>British<br>5*BHtoUdk*<br>1*toMdkCem*<br>&*B*46'*f*171' | T.3Cy.27$\frac{5}{8}$",44"&73"–48" (r)<br>180lb *110lb* 470NHP<br>2SB,*8cf*,GS113,HS6556 FD<br>D.Rowan&Co.Glasgow<br>1297t*DTa*43'1024t*APT*25t | 28 · 5<br>s 3 · 8$\frac{1}{2}$<br>25 · 1 |
| 17036<br>139991 | **Gloss** SteelScK<br>1*Dk*(*Stl*) | 97<br>—<br>42 | ✠100A1<br>*For fishing purposes*<br>7,19 ✠LMC7,19 | Lwt | | CL | 1919<br>6mo<br>*Lloyd*'sA&CP | ColbyBros.<br>Ld.<br>Lowestoft | ~~TheAdmiralty~~<br>~~LionFishingCoLd (E.Turrell, Mgr.)~~<br>Mrs.S.T.Hancock<br>(P.L.Hancock Mgr.) | 86·0<br>BK7$\frac{1}{2}$" | 18·6 | 8·8 | Lowestoft<br>British<br>3*BHCem* | T.3Cy.9$\frac{1}{2}$",15$\frac{1}{2}$"&26"–18' (s)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>Pollit&Wigzell,Ld.<br>SowerbyBridge | 10 · 0 |
| 17037<br>86269<br>KLTC | **Gloucester** SteelScSr<br>Wireless<br>*Elec.light* Sub.Sig. 3*Dks&Saloondk* | 2542<br>—<br>1977 | | | | | 1893 | Maryland<br>SteelCo.<br>Maryland | Merchnts&Miners<br>TransportationCo. | 272·7<br>H— | 42·0 | 16·0 | Baltimore<br>Utd.States | T.3Cy.28",45"&72"–48"<br>NB16 359NHP<br>MarylandSteelCo.,Md. | |
| 17038<br>217662<br>LQDP | — WoodSc<br>(*Trawler*)<br>*Cruiser Stern* 1*Dk* | 488<br>—<br>250 | | | | | 1919 | A.D.Story,<br>Essex,Mass. | CapeAnnOtter<br>TrawlCo. | 164·3<br>P93 | 29·1 | 14·2 | GlostrMas<br>Utd.States | T.3Cy.15",22"&38"–24"<br>71NHP<br>PortlandCo.Portland,Me. | |
| * 17039<br>132592<br>HTFW | **Gloucester Castle** SteelTwinScSr<br>ssGls No.3–10,20<br>*Ref.Mchy.* 2*Dks*(*Stl–Uteak*&<br>*Elec.light* 2*nd dk–ws*)&3*rd dk*(*Stl*)*in*<br>Sub.Sig. Wireless *Nos.*1,3,4&5 *holds* | 7999<br>6196<br>4845 | ✠100A1<br>~~7,21~~ ~~2,21~~ 4,22<br>✠LMC9,20<br>BS8,21 | Lon<br>Mdb | c† | CL<br>PN1,18<br>s1,18 | 1911<br>8mo<br>*Lloyd*'sA&CP | Fairfield<br>Co.Ld.<br>Glasgow | TheUnion-Castle MailS.S.Co.Ld.<br>*WB* = *Cell DBa*85'*u E* | 452·7<br>P&B272'F68'<br>FK&BK2"<br>87'*f*191'1103t*FPT* | 56·2 | 30·7 | London<br>British<br>8*BHCem*<br>75t*APT*80t | Q.8Cy.19$\frac{3}{4}$",28",41"&60"–48'<br>220lb (s) 722NHP<br>2D&1SB*15cf*GS325HS12570<br>FairfieldCo.Ld.Glasgow | 33 · 9<br>s 8 · 10<br>27 · 4 |
| 17040<br>135448<br>JBVQ | **Gloucester Coast** SteelScSr<br>ssShl.No.2–21<br>(*ex*SirWalterBacon) 1*Dk*(*Stl*)<br>*Elec.light Mchy.Aft Well deck* | 919<br>704<br>453 | ✠100A1<br>5,21 ~~3,21~~<br>✠LMC5,21<br>BS8,22 | Shl<br>Cff | m | CL<br>~~2,20~~<br>5,21 | 1913<br>3mo<br>*Lloyd*'sA&CP | G.Brown&<br>Co.<br>Greenock | CoastLines,Ld.<br>*WB=Cel* | 210·2<br>P&B124'F28'<br>FK<br>*lDBf*137'203t*FPT* | 33·2 | 13·3 | Liverpool<br>British<br>3*BHCem*<br>30t*APT*14t | T.3Cy.16",26"&44"–30' (s)<br>180lb 96RHP<br>2SB,*6pf*,GS99,HS2740<br>Ross&Duncan,Glasgow | 15 · 7<br>s 1 · 1<br>14 · 9 |
| * 17041<br>131296<br>HRSK | **Gloucestershire** SteelTwinScSr<br>ssBkn.No.2–19<br>*Elec.light* Sub.Sig. Wireless<br>*Ref.Mchy.* 3*Dks*(*Stl–Uws*)&*Webframes* | 8124<br>6310<br>5079 | ✠100A1<br>~~6,21~~ ~~7,20~~ 1,22<br>~~BS7,20~~ ✠LMC7,19<br>BS5,21<br>*Fitted for oil* | Liv<br>Bkn<br>*fuel* 7,19 | c† | CL<br>7,19<br>PC,21<br>*F. P.* | 1910<br>10mo<br>*Lloyd*'sA&CP<br>*above* | Harland&<br>Wolff,Ld.<br>Belfast<br>150° F. | BibbyS.S.Co.Ld.<br>(BibbyBros.&Co. *Mgrs.*) *WB=Cell DBa*115'*uE&B* | 467·2<br>P52'B243'F78'<br>FK<br>73'*f*207'1238t*FPT* | 54·3 | 31·7 | Liverpool<br>British<br>7*BHCem*<br>83t*APT*55t | Q8Cy.22",31$\frac{1}{2}$"46"&65$\frac{1}{2}$"–48'<br>215lb (s) HS14094 823NHP<br>2SB&2DB,*24cf*,GS372,<br>Harland&Wolff,Ld.Bel. | 35 · 1<br>s 7 · 8<br>27 · 10 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17042<br>139896<br>KHWQ | **Gloxinia** **SteelSc**<br>1*Dk*(*Stl*)<br>*Elec.light* Wireless &*Webframes*<br>*Longitudinalframing* | 3336<br>3038<br>1961 | ✠100A1<br>11,21 ~~9,21~~ ✠LMC8,21<br>*Carrying oil in bulk F.P. above150°F. also Molasses in bulk*<br>*Fitted for oil fuel 3,21 F.P.above150°F* | ~~Ham~~ S<br>~~Shl~~ | a1<br>v' | CL | ~~1921~~<br>1920<br>9mo<br>*Lloyd* | TyneIron<br>S.B.Co.Ld.<br>Newcastle<br>'*sA&CP CellD* | **StagLineLd.**<br>(J.Robinson&<br>Sons,*Mgrs.*)<br>*Ba19'uE&B39'f58* | 331·5\|47·9\|23·0<br>P34'B98'~~E29~~F29'<br>FK<br>*351tFPT82tAPT1* | **N.Shields**<br>British<br>12*BHptCem*<br>*63t* | T.3Cy.22½",36½"&62"–42"(*s*)<br>180lb 289NHP<br>2SB,*6cf*,GS124,HS1724<br>N.E.Marine EngCoLdNwc | 25 " 6<br>s 4 " 9<br>21 " 8 | |
| 17043 | **Glückauf** **SteelTwinSc**<br>*Elec.light* 1*Dk*&*Shade dk* | 689<br>508<br>276 | | | | | 1901 | Akt.Ges.<br>"Weser"<br>Bremen | **Norddeutscher**<br>**Lloyd** | 206·4\|41·7\|11·8<br>H42'F39' | **Bremen**<br>German<br>*WB* | T6Cy13¾",22$\frac{1}{10}$"&35$\frac{7}{16}$"–25⅝"<br>128NHP<br>A.G."Weser,"Bremen | | |
| 17044 | — **SteelScSr**<br>1*Dk* | 138<br>133<br>67 | | | | | 1907 | C.Lühring<br>Hammel-<br>warden | **BrakerHerings-**<br>**fischereiAct.Ges.** | 94·6\|21·4\|10·2<br>Q14' | **Brake**<br>German<br>*WB* | C.2Cy.9$\frac{1}{10}$"&18$\frac{1}{10}$"–11⅜"<br>VanDam 10NHP<br>&Gorter,Uithuizen | | G |
| 17045 | **Glücksburg** **SteelScSr**<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 219<br>201<br>77 | | | | | 1912 | J.H.N.<br>Wichhorst<br>Hamburg | **N.Ebeling** | 116·8\|22·2\|10·0<br>F15' | **Altona**<br>German<br>*WB* | T.3Cy.12⅜",20$\frac{1}{10}$"&32$\frac{3}{10}$"–<br>22$\frac{1}{10}$" 49NHP<br>J.H.N.Wichhorst,Ham. | | |
| 17046<br><br>LBKG | **Glutra** **WoodSc**<br>*OilEng.*<br>*Mach.Aft.* 1*Dk* | 422<br>325<br>230 | | | | | 1920 | Brastad<br>Skibsbyggeri<br>Vestnæs | **MoldeRederiA/S**<br>**(T.A.Taraldsen,**<br>*Mgr.*) | 123·3\|29·6\|14·0<br>P60*t*H7*t*F22*t* | **Molde**<br>Norwegian | Oil Engines 2S.C.SA<br>4Cy.15"–16$\frac{3}{20}$" 69NHP<br>J.&C.G.BolindersMek,<br>Verks,Skm. | | N |
| 17047<br>217972<br>LQWD | **Glymont** **SteelScSr**<br>Wireless *Fitted for liquid fuel*<br>*Elec.light* Sub.Sig 1*Dk* | 2722<br>1963<br>1672 | | | | | 1919 | AlbinaEng<br>&Machine<br>Works<br>Portland,Or. | **UnitedStates**<br>**ShippingBoard** | 289·0\|44·1\|19·2<br>P26'B148'F32' | **Portlnd Or**<br>Utd.States<br>*WB* | T.3Cy.22",36½"&60"–42"<br>313NHP<br>AlbinaEng.&<br>Mach.Wks.Portland,Or. | | R |
| 17048<br>145328 | **Glynarthen** **SteelSc**<br>(*ex*Kildress) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 825<br>677<br>415 | ✠100A1<br>10,20<br>✠LMC11,18 | Sou | *l* | CL | 1918<br>11mo<br>*Lloyd* | Cochrane<br>&Sons,Ld.<br>Selby<br>'*sA&CP* | **E.Jones** | 213·5\|30·0\|15·4<br>B44'F27'<br>len20 FK<br>*CellDBuE26'20t* | **S'thamptn**<br>British<br>5*BHCem*<br>*DTf42' 100t* | T.3Cy.16",26"&44"–26" (*s*)<br>200lb *100lb* NDB20 132NHP<br>1SB,*3cf*,GS51,HS1825 FD<br>MacColl&Pollock,Ld.Sld. | 16 " 5<br>s 2 " 2<br>14 " 5 | |
| 17049<br>218084<br>LRFH | **Glyndon** **SteelScSr**<br>Wireless *Fitted for liquid fuel*<br>*Elec.light* Sub.Sig. 1*Dk* | 2722<br>1963<br>1672 | | | | | 1919 | AlbinaEng<br>&Machine<br>Works<br>Portland,Or. | **GlyndonS.S.Corp**<br>**(AtlanticFruitCo.**<br>**Inc.***Mgrs.* | 289·0\|44·1\|19·2<br>P26'B148'F32' | **NewYork**<br>Utd.States<br>*WB* | T.3Cy.22",36½"&60"–42"<br>313NHP<br>AlbinaEng.&<br>Mach.Wks.Portland,Or. | | R |
| 17050<br>110509<br>RLTC | **Glynn** **SteelScSr**<br>*ss*Lth.No.3–3,10<br>*Well deck* *ss*Shl.No.2–18<br>1*Dk*(*Irn*)&*deep framing*<br>*Cargo battens not fitted* | 1106<br>805<br>450 | ✠100A1<br>11,21 ~~9,20~~<br>~~BS7,20~~ ✠LMC12,18<br>BS7,21 | Nwc | *n* | ~~9,20~~<br>10,21 | 1899<br>11mo | AilsaS.B.<br>Co.<br>Troon<br>A&CP | **NormandyShip-**<br>**pingCo.,Ld.(S.**<br>**Clarke&Co.***Mgrs.*)<br>*WB=CellDBa56'* | 230·3\|33·1\|16·0<br>P24'Q54'B53'F26'<br>FK&BK1"<br>*uE19'f84'330tFPT* | **London**<br>British<br>4*BHCem*<br>*57tAPT55t* | T.3Cy.17",28"&45"–33" (*s*)<br>170lb *100lb* NDB14 98RHP<br>1SB,*3cf*,GS59,HS2040<br>Muir&Houston,Ld.Gls. | 17 " 0<br>s1 " 5½<br>15 " 11 | |
| 17051<br>133376<br>HVNL | **Glynymel** **SteelSc**<br>*ss*Rot.No.2–21 ~~*ss*Bry.No.1–16~~<br>(*ex*Melton) Wireless 1*Dk*(*Stl*)<br>*Elec.light* *Well deck* | 1854<br>1429<br>1050 | ✠100A1<br>~~6,21~~ ~~5,19~~10,21<br>~~BS7,20~~ ✠LMC5,19<br>BS6,21 | Sws<br>~~Rot~~ Npt | *q* | CL<br>~~5,19~~<br>~~N6,21~~<br>10,21 | 1912<br>4mo<br>*Lloyd* | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>'*sA&CP* | **HarriesBros.&Co.**<br>*CellDBuE&B37'*<br>*f114'346* | 260·0\|38·5\|17·0<br>Q93'B52'F26'<br>FK<br>*t DTa69' 337t FPT* | **Hull**<br>British<br>4*BHCem*<br>*70tAPT40t* | T.3Cy.21",34"&56"–36" (*s*)<br>180lb 228NHP<br>2SB,*6pf*,GS129,HS3850<br>G.Clark,Ld.Sunderland | 19 " 3<br>s1 " 11½<br>17 " 7 | |
| 17052 | **Gneisenau** **SteelSc**<br>(*Trawler*)<br>1*Dk* | 215<br>171<br>84 | | | | | 1914 | Schiffb.Ges<br>Unterweser<br>m.b.H. Lehe | **F.Alb.Pust** | 127·6\|22·6\| 9·2<br>Q69'F19' | **Gstemnde**<br>German | T.3Cy.12⅔",19$\frac{3}{10}$"&31$\frac{9}{10}$"–22"<br>48NHP<br>OttensenerMaschf.Altona | | |
| 17053<br>139870 | **Go Ahead** **WoodScDy**<br>(*Fishing*)<br>1*Dk* | 100<br>99<br>43 | | | | | 1919 | ColbyBros.<br>Ld.<br>Oulton Broad | **EastAnglianRed**<br>**StarFishingCo.Ld.**<br>**(J.V.Breach,***Mgr*) | 89·9\|20·0\|10·0 | **Lowestoft**<br>British | T.3Cy.10",16½"&26½"–18"<br>44RHP<br>Wm.Burrill,Gt.Yarmouth | | |
| 17054<br><br>HGOA | **Goa** **SteelScSr**<br>*ss*Bom.No.3–7,16<br>(*ex*Lichtenfels) *ss*Lis.No.1–20<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes*&<br>Wireless *Spar dk*(*Stl–ptteak s*) | 5605<br>5353<br>3528 | ✠100A1<br>*Spar dk*<br>10,20 ✠LMC10,20 | Lis | *a*† | CL<br>10,20 | 1903<br>3mo<br>*Lloyd* | Flensburgr<br>Schiffsb.Ges.<br>Flensburg<br>'*sA&CP* | **Requisitioned by**<br>**thePortugueseGvt**<br>**(Transportes Mari**<br>**-timos doEstado)**<br>*CellD* | 425·0\|53·0\|21·2<br>P59'B119'F50' 29·4<br>FK&BK2½"<br>*Ba138'u E25'f184'* | Lisbon<br>~~**Marmagoa**~~<br>Portuguese<br>7*BHCem*<br>*1110t D T f* | Q.4Cy.24",34",51"&74"–54"<br>213lb *121lb* (*s*) 506NHP<br>3SB,*9cf*,GS145,HS6500 FD<br>FlensburgerSchiffsb.Ges.<br>31'820t*FPT*115t*APT*25t | 32 " 2<br>s 7 " 1<br>25 " 7 | |
| 17055<br>141914<br>KCDH | **Goalpara** **SteelScSr**<br>*Elec.light* Wireless 2*Dks* | 5314<br>4844<br>3216 | | | | | 1919 | Sunderl'nd<br>S.B.Co.Ld.<br>Sunderland | **BritishIndiaStm.**<br>**Nav.Co.Ld.** | 400·0\|52·4\|28·4<br>P49'B113'F37' | **Glasgow**<br>British<br>*WB* | T.3Cy.27",44"&73"–48"<br>517NHP<br>N.E.MarineEng.Co.Ld.Sld | | C |
| 17056 | **Gobeo** **SteelSc**<br>1*Dk*(*Stl*)<br>*Elec.light*<br>*Mchy.Aft.* | 3346<br>2889<br>2088 | ✠100A1<br>~~6,21~~ ~~3,21~~8,21<br>✠LMC8,21<br>*Carrying Pet* | PGl<br>Bkn<br>*roleum* | *v*<br>*in* | CL<br>*cylind* | 1921<br>3mo<br>*Lloyd*<br>*rical t* | R.Duncan<br>&Co.Ld.<br>PortGlasgow<br>'*sA&CP*<br>*anks* | **Cia.Cantabrica**<br>**deNav.**<br>*Ce* | 330·2\|47·8\|22·4<br>P38'B96'F23<br>FK<br>*ll DBuE26'f22'62t* | **Bilbao**<br>Spanish<br>7*BHptCem*<br>*APT68t* | T.3Cy.24",40"&65"–45" (*s*)<br>180lb *100lb* 309NHP<br>2SB,*6cf*,GS126,HS4786<br>ClydeS.B.&E.Co.Ld.P.Gl. | 24 " 8<br>s 3 " 6½<br>21 " 6 | |
| | | | *Fitted for oil* | *fuel* 3, | 21 | *F.P. a* | *bove* 1 | 50° F. | | | | | | |
| 17057 | **Gobernador** **SteelScSr**<br>(*ex*Fulton)<br>1*Dk* | 480<br>356<br>291 | | | | | 1891 | Stavanger<br>Stöberi&Dok<br>Stavanger | **VeraCruzS.S.Co.**<br>**(J.C.Caskey** *Mgr.*) | 162·0\|24·6\|12·6<br>Q37*t*B59*t*H6*t*F16*t* | **VeraCruz**<br>Mexican<br>*WB* | T.3Cy.11",18"&29"–24"<br>41NHP<br>AkersMek.Værks.Xia. | | |
| 17058 | **Gobernador Bories** **IronScSr**<br>*ss*Xia.2ndNo.3–10,06<br>(*ex*Wordsworth) *ss*Bkn.No.1–11<br>2*Dks*(1*Irn*)3*trB* | 2332<br>1866<br>1816 | ✠<br>9,13<br>✠ | Bkn | *s* | | 1882<br>10mo | W.Gray&<br>Co.<br>WHartlepool | **The Admiralty**<br>*WB=DBa90'f60'*<br>*295tDTanksf44'60* | 285·7\|36·0\|24·2<br>P26'B56'F30'<br>ptND93 BK9½"<br>*0tDTa32'299tFPT* | British<br>5*BHCem*<br>*51tAPT14t* | C.2Cy.36⅝"&67"–36"<br>NDB02 224NHP<br>2SB,*6pf*,GS94<br>TRichardson&Sons,WHpl | 25 " 6 | |
| 17059 | **Godafoss** **SteelSc**<br>*Elec.light* 2*Dks* | 1450<br>1350<br>900 | | | | | 1921 | Svendborg<br>Skbs.&Msk.<br>Svendborg | ~~**IslandsDamp-**~~<br>~~**skibsselskab**~~<br>A/SEinskipafelag | 235·0\|35·5\|23·7 | **Reykjavik**<br>Iceland<br>*WB* | T.3Cy.~~19½~~ 20",32"&53"–36"<br>A/SKjöbenhavns 168NHP<br>Flydedok.&Skibs.Cpn. | | |
| 17060<br>4965<br>JRKG | **Godhem** **SteelScSr**<br>*Mchy.Aft* 1*Dk* | 515<br>390<br>251 | | | | | 1908 | Göteborgs<br>Nya M.V.A.B<br>Gothenburg | **Ångf.Aktieb.**<br>**Nornan(O. Ahren-**<br>**berg,***Mgr.*) | 160·7\|27·5\|11·1<br>P50'H48*t*F23' | **Gothenbrg**<br>Swedish<br>*WB* | T.3Cy.13⅜",22¼"&37⅜"–23⅝"<br>68NHP<br>GöteborgsNya.M.V.Got. | | V |
| 17061 | **Gödöllö** **SteelScSr**<br>*ss*Fiu.No.3–6,13<br>*Elec.light* 2*Dks*(*Stl M ptteak s*)&<br>*Shade dk*(*Teak*) | 782<br>492<br>394 | ✠<br>*withfreeboard*<br>8,16 ✠ | Fiu | *m* | | 1902<br>2mo | Wigham-<br>Richrdsn&Co<br>Ld Newcastle | **Soc.Ungaro-**<br>**Croata diNav.**<br>**Maritt.aVap**<br>*WB=* | 225·0\|29·1\|12·6<br>BK7"<br>*CellDBa42'uE24'* | **Fiume**<br>5*BHCem*<br>*f66'95t* | Q.4Cy.17",24",36"&52"–36"<br>203NHP<br>2SB,*6cf*,GS116,HS3338<br>WghmRchrdsn&C.LdNwc | 15 " 1 | |
| 17062<br><br>WNDR | **Godösund** **SteelSc**<br>(*ex*KamishimaMaru)<br>*Elec.light* | 1232<br>1027<br>807 | | | | | 1918 | Toba<br>Shipyard<br>Toba | **A/S D/S Godösund**<br>**(WillyGilbert)** | 228·0\|33·0\|18·8<br>P16'B55'F40' | **Bergen**<br>Norwegian<br>*WB* | T.3Cy.15½",26"&42½"–32"<br>102NHP<br>TanakaEng.Works,Osaka | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Greement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17063<br>NJWB | **Godthaab** WoodSc3MatSr<br>1*Dk* | 287<br>210<br>162 | | | | | 1898 | C.Christen-sen<br>Sandefjord | Styrelsen af Kolonierne i Grönland | 112·4<br>P47′ | 25·1 | 12·7 | Copnhagn<br>Danish | C.2Cy.14″&28″–18″<br>28NHP<br>AkersMek.Verks.Xia. | | V |
| 17064<br>OIHT | **Goëland** SteelSc<br>(*Trawler*)<br>1*Dk* | 268<br>—<br>129 | | | | | 1906 | Bonn& Mees<br>Rotterdam | Soc.Française des Pêcheries à Vap. (Vve Christiaens& A.Bourgain *Mgrs.*) | 135·5 | 21·7 | 12·5 | Boulogne<br>French<br>*WB* | T.3Cy.13″,21″&35″–24″<br>60NHP<br>Alblasserdam.Msch.Fab. | | V |
| 17065<br>OIHS | — SteelScK<br>*ss*Bdx.No.2–19<br>*Elec.light* 1*Dk* | 264<br>220<br>62 | ✠100A1<br>*StmTrawler*<br>6,21 ~~12,19~~<br>LMC5,19<br>MSC,21 | Bdx | | ~~5,19~~<br>6,21 | 1910<br>10mo<br>*Lloyd* | Mackie& Thomson,Ld.<br>Glasgow<br>*'sA&CP* | A.Brière (V. Bousquet, *Mgr.*) | 125·4<br>Q70′F20′<br>BK7½″<br>*WB*= | 23·0 | 12·0 | La Rochlle<br>French<br>3*BHCem*<br>*DBf*28′32*t* | T.3Cy.13″,21″&34″–24″ (*s*)<br>180lb NB4,18 90NHP<br>1SB,3*cf*,GS59,HS1780<br>W.V.V.Lidgerwood,Gls. | 13 ' 0<br>s 2 ' 1<br>12 ' 9 | |
| 17066<br>OIHV | — Stee ScK<br>(*Trawler*)<br>(*ex*Verveine,*ex*YebisuMaruNo.1, *ex*YebisuMaru) *Elec.light* 1*Dk* | 186<br>—<br>52 | | | | | 1910 | Kawasaki DockydCoLd<br>Kobe | Pêcheries Modernes | 115·2<br>Q66′F18′ | 20·5 | 11·0 | Cette<br>French | T.3Cy.12½″,20″&33″–23″<br>52NHP<br>KawasakiDockyardCo.Ld. | | V |
| 17067<br>137432<br>JKRP | **Goëland II.** SteelScK<br>*ss*Liv.No.1–19<br>*Elec.light* 1*Dk* | 245<br>219<br>93 | ✠100A1<br>*StmTrawler*<br>2,22 ~~8,19~~<br>✠LMC8,19<br>BS9,21 | Liv<br>Flt | | CL<br>8,19 | 1915<br>3mo<br>*Lloyd* | A.Hall& Co.Ld.<br>Aberdeen<br>*'sA&CP* | Port St.MaryFishing&CuringCo.Ld. (J.A.Taylor, *Mgr.*) | 120·7<br>Q73′F18′<br>BK7½″<br>*WB*= | 22·6 | 12·1 | Fleetwood<br>British<br>3*BHAsp*<br>*DBf* 25′15*t* | T.3Cy.13″,22″&36″–27″ (*s*)<br>180lb 91RHP<br>1SB,3*cf*,GS50,HS1636<br>A.Hall&Co.Ld.Aberdeen | 13 ' 0 | |
| 17068<br>NTSL | **Goentoer** SteelTwinScSr<br>*Elec.light* Sub.Sig. Wireless 3*Dks* | 5891<br>4392<br>3706 | | | | | 1902 | Kon.Maats deSchelde<br>Flushing | Rotterdamsche Lloyd(W.Ruys& Zonen, *Mgrs.*) | 425·9<br>P82′B172′F84′ | 50·0 | 28·9 | Rottrdam<br>Dutch<br>*WB* | Q.8Cy.20½″,29″,43″&65″–45″<br>567NHP<br>Maats.deSchelde,Flushing | | V |
| 17069<br>PRDV | **Goffredo Mameli** SteelSc<br>(*ex*MariaRacich)<br>Wireless 1*Dk&Shelterdk* | 4102<br>3865<br>2563 | | | | | 1912 | WDoxford &Sons,Ld.<br>Sunderland | Soc.Anon.Co.-operativa Garibaldi | 370·3 | 50·3 | 25·0 | Genoa<br>Italian<br>*WB* | T.3Cy.25″,41″&68″–45″<br>310NHP<br>W.Doxford&Sons,Ld.Sld. | | |
| 17070<br>141915<br>KCFG | **Gogra** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5181<br>4747<br>3151 | ✠100A1<br>6,20<br>✠LMC8,19 | Mdb | *y* | CL | 1919<br>8mo<br>*Lloyd* | Workman, Clark&Co.Ld<br>Belfast<br>*'sA&CP* | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB* | 400·2<br>P49′B113′F39′<br>FK<br>347′ 1120*t FPT*115*t* | 52·3 | 28·4 | Glasgow<br>British<br>7*BHCem*<br>*APT*170*t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>WorkmanClark&CoLdBel | 31 ' 0<br>s 6 ' 1½<br>25 ' 3 | |
| 17071<br>16938<br>MLDR | **Gokensan Maru** SteelScSr<br>(*ex*Abchurch)<br>*Well deck* 1*Dk2trB* | 1638<br>1308<br>1167 | | | ... | | 1898 | Strand SlipwayCo.<br>Sunderland | MitsuiBussan Kaisha,Ld. | 257·9<br>P28′Q62′B50′F31′<br>FK | 36·5 | 19·0 | Kobe<br>Japanese<br>*WB* | T.3Cy.19″,31″&51″–33″<br>159NHP<br>N.E.MarineEng.CoLd.Sld | 19 ' 2 | |
| 17072<br>LBQR | **Golaa** SteelScSr<br>*ss*Xia.No.1–21<br>*Mchy Aft* Wireless 1*Dk*(*Stl*)<br>*Elec.light* *Fitted with cylindrical tanks for carrying Petroleum*<br>*Fitted for oil fuel* 6,17 *F.P. above* 150° F. | 6331<br>5057<br>3869 | ✠100A1<br>12,21 5,20<br>✠LMC~~6,17~~<br>12,21 | Brs<br>Xia | *z* | CL<br>~~5,20~~<br>12,21 | 1917<br>5mo | ChesterS.B Co.Ld.<br>Chester,Pa.<br>A&CP | D/S A/S Golaa (C.Wildhagen& Co.)<br>*CellDB* | 401·9<br>P99′B27′F50′<br>FK<br>350′1611*t FPT* 115*t* | 54·3 | 30·2 | Sandfjord<br>Norwegian<br>10*BH*<br>*APT*144*t* | 2 Steam Turbines geared to 1 screw shaft (*r*)<br>180lb 624NHP<br>3SB,9*cf*,GS176,HS8862 FD<br>WestinghouseMachineCo. E.Pittsburgh | 32 ' 9<br>s 7 ' 0½<br>26 ' 0 | |
| 17073<br>141919<br>KOLW | **Golconda** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>*Cargo battens not fitted in 'tween dks* | 5316<br>4850<br>3203 | ✠100A1<br>3,21<br>✠LMC9,19 | Mdb | *y* | CL | 1919<br>9mo<br>*Lloyd* | W.Gray& Co.(1918)Ld<br>Sunderland<br>*'sA&CP* | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB* | 400·0<br>P49′B113′F39′<br>FK<br>344′1073*t FPT*129*t* | 52·3 | 28·4 | Glasgow<br>British<br>7*BHptCem*<br>*APT*200*t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Cen.Mar.Eng.Wrks.WHpl | 31 ' 0<br>s 6 ' 2<br>25 ' 3 | |
| 17074<br>213873<br>LFSB | **Gold Shell** SteelScSr<br>*ss*H.Kg.No.1–20<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 2,16 *F.P. above* 150° F. | 5614<br>5310<br>3420 | ✠100A1<br>~~5,21~~ 10,20 1,22<br>MS10.20 ~~✠LMC4,20~~<br>BS5,21 | Rot<br>~~NN~~ Liv | *z* | CL<br>10,20 | 1916<br>2mo | Harlan& Hollings-worthCor.<br>Wlmgtn, Del.<br>A&CP | ShellCo.of California<br>*CellDBuE&B*74′<br>199*tDTf*32′337*t* | 411·6<br>P110′B29′F40′<br>FK<br>*FPT*114*t APT*106*t* | 53·4 | 29·8 | Wilmngton Del.<br>Utd.States<br>16*BHptCem*<br>(12 „ *to Udk*<br>4 „ *2nd* „) | T.3Cy.27″,45″&74″–48″ (*s*)<br>180lb 550NHP<br>3SB,9*cf*,GS192,HS8332 FD<br>Harlan&HollingswrthCor | 31 ' 0<br>s 6 ' 9½<br>24 ' 7 | |
| 17075<br>220371<br>MBOV | **Gold Star** SteelSc<br>*Fitted for liquid fuel*<br>2*Dks*<br>*Longitudinal framing*<br>*Elec.light* Wireless Sub.Sig. | 4871<br>—<br>3050 | | | | | 1920 | Bethlehem S.B.Corp.Ld.<br>Wilmington, Del. | UnitedStates ShippingBoard | 376·4<br>P40′B96′F38′ | 52·3 | 27·0 | Wilmgton<br>Utd.States<br>*WB* | T.3Cy.24″,41″&68″–48″<br>321NHP<br>BethlehemS.B.Corp.Ld. Wilmington,Del. | | R |
| 17076<br>144460 | **Goldaxe** SteelScK<br>(*Trawler*)<br>1*Dk*<br>*Now named "Garry," See No. 37506 in Supplement* | 292<br>263<br>127 | | | | | 1916 | Smith's DockCo.Ld<br>Middlesbro' | TheAdmiralty | 130·5 | 23·5 | 12·9 | London<br>British | T.3Cy.12½″,21″&35″–26″<br>87RHP<br>MacColl&Pollock,Ld.Sld. | | |
| 17077 | **Goldbutt** SteelSc<br>(*Trawler*)<br>1*Dk*<br>*Now named "Gadwall," See No. 37603 in Supplement* | 261<br>224<br>98 | | | | | 1916 | F.Frerichs A.G.Einswarden | | 130·0 | 23·0 | 11·2 | British | T.3Cy.13″,20½″&33–22½″<br>F.FrerichsAG.Einswarden | | |
| 17078<br>106711<br>QOMP | **Golden Crown** IronScK<br>*ss*Hul.No.3–2,08<br>1*Dk* | 184<br>169<br>66 | ✠<br>*Stm Trawler*<br>5,11<br>✠NB12,07✠ | Sng | | | 1896<br>8mo | Cochrane& Cooper<br>Beverley | Irvine&Johnson, Ld. | 110·2<br>Q20′<br>ptND08 BK7½″ | 21·0 | 11 4 | CapeTown<br>British<br>3*BHCem* | T.3Cy.13″,21″&34″–24″<br>60RHP<br>1SB,2*cf*,GS29,HS965<br>C.D.Holmes&Co.Hull | 12 ' 1 | |
| 17079<br>129003<br>HRJM | **Golden Eagle** SteelPad<br>*Elec.light* 1*Dk&Prom.dk* | 793<br>585<br>435 | | | ... | | 1909 | J.Brown& Co.Ld.<br>Clydebank | GeneralSteamNav. Co.Ld. | 275·7<br>Q16′<br>FK<br>*Promenade dk*259′ | 32·1 | 10·1 | London<br>British | D.3Cy.30½″,46½″&71″–60″<br>455NHP<br>J.Brown&Co.Ld.Clydebnk | 10 ' 9 | |
| 17080<br>MTPH | **Golden Gate** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>*Fitted for oil fuel* 5,17 *F.P. above* 150° F. | 4853<br>4446<br>3056 | ✠ ——<br>2,20<br>✠ | Bkn | *y* | | 1917<br>5mo | SeattleConstruction& DryDockCo<br>Seattle,Wash | D/S A/S Golden Gate(Knut Knutsen)<br>1*BH in after*<br>*CellDB* | 381·5<br>P40′B100′F41′<br>FK<br>*hold dispensed with*<br>325′ 960*t FPT*115*t* | 53·1 | 27·0 | Haugesund<br>Norwegian<br>*Cem*<br>5*BHonly*<br>*APT*264*t* | T.3Cy.24″,40″&70″–48″<br>472NHP<br>3SB,9*cf*,GS169,HS6831<br>SeattleConstruction& DryDockCo.Seattle,Wash | 29 ' 4 | N |
| 17081 | **Golden Grain** WoodSc<br>(*Drifter*)<br>9&12yrs.Mat. 1*Dk* | 94<br>84<br>40 | 11A-<br>*For fishing purposes*<br>5,18<br>✠LMC5,18 | Inv | | | 1918<br>3mo | RoseSt. Foundry& Eng.Co.<br>Inverness | ~~R.Tindall&Sons, Ld.~~ JamesSimpson | 86·2 | 18·8 | 9·0 | Buckie<br>British | T.3Cy.10″,16″&27″–18″ (*s*)<br>180lb 48RHP<br>1SB,2*pf*,GS29,HS815<br>RoseSt.Foundry&Eng.Co. | 9 ' 6 | |
| 17082<br>220485<br>MBGT | **Golden State** SteelTwinSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks&Shelter dk*<br>Sub.Sig. *3rd dk in holds&Web frames*<br>Wireless *Longitudinal framing* | 14300<br>12531<br>8200 | | | ... | | 1921 | NwprtNws S.B.&D.D.Co.<br>Newprt News | UnitedStates ShippingBoard | 517·0<br>B189′*on Shelter dk*<br>FK | 72·2 | 36·8 | S.Frncisco<br>Utd. States<br>*WB* | 4Steam Turbines geared to 2 Sc. Shafts 8105NHP<br>NewportNews S.B.&DDCo | 50 ' 0 | |

| 1 No. in Book.<br>Official No.<br>Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. 3 Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | Registers in which classed, if not in L.R. Dated B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17083<br>211466<br>LDOK | **Golden State** WoodAuxSc3MstSr<br>*PetrolMotor*<br>*Elec.light* 1*Dk*<br>(*See Sailing Ship Register*) | 354<br>279<br>224 | | | | | 1913 | W.F.Stone<br>Oakland,Cal. | UnionFishCo. | 128·2<br>B75*t* | 31·7 | 11·6 | S.Frncisco<br>Utd.States | Petrol Motor 4Cy.<br>43NHP<br>UnionGasEngineCo.S.Fo. | | |
| 17084<br>144433<br>KFBM | **Goldenfels** SteelScSr<br>*Elec.light* 2*Dks*(*Stl-U*teaks)<br>*Now named* "**Brocktown,**" *see Supplement* | 7433<br>7029<br>4708 | ✠<br>12,16<br>✠ | Ham | *c*† | | 1911<br>11mo | Swan,Hunter&Wigham<br>Richardson,<br>Ld Newcastle | BrockS.S.Co.Ld.<br>*WB=CellDBa*156'<br>*Tween dk tanks aft* | 468·3<br>P65'B131'F57'<br>FK<br>*uE*28' *f* 210'1435*t*<br>42' *forward*40'1150*t* | 58·4 | 32·0 | London<br>British<br>*Cem*<br>6*BHonly*<br>*APT*95*t* | Q4Cy.26½",39",56"&80"-54"<br>606NHP<br>3SB,9*cf*,GS189,HS7955 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 34 " 9 | |
| 17085<br>118345<br>VHPN | **Goldfinch** SteelScK<br>*Mchy.Aft* 1*Dk*(*Stl*) | 246<br>185<br>97 | ✠<br>1,05<br>✠ | Lon | *c* | | 1903<br>10mo | SelbyS.B.&E.Co.Ld.<br>Selby | GeneralStm.Nav.Co.Ld. | 118·7<br>Q40'F17'<br>FK<br>*WB=FPT*18*t* | 23·2 | 8·8 | London<br>British<br>4*BHCem* | C.2Cy.16½"&35"-24" 50RHP<br>1SB,3*pf*,GS47,HS1278<br>G.T.Grey,SouthShields | 9 " 9 | |
| 17086 | **Goldseeker** SteelScK<br>*ss*Lth.No.2-09<br>*Elec.light* 1*Dk* | 206<br>187<br>75 | ✠<br>*StmTrawler*<br>12,10<br>✠ | Lth | | | 1900<br>5mo | J.Duthie,<br>Sons&Co.<br>Aberdeen | FisheryBoard for Scotland | 116·7<br>Q21'<br>BK7½" | 21·8 | 11·5 | British<br>3*BHCem* | T.3Cy.11¾",20"&33"-22"<br>1SB,2*pf*,GS39,HS951 49RHP<br>S.&H.Morton&Co.Leith | 12 " 0 | |
| 17087<br>141009 | **Golfe St. Laurent** WoodScSr<br>*GasolineEng.*<br>1*Dk* | 112<br>105<br>81 | | | | | 1919 | LVerreault<br>Petits<br>Méchins,P.Q. | L.Verreault | 84·2 | 25·4 | 8·0 | Quebec<br>British | Gasoline Engine<br>3Cy.10½"-12½" 21NHP<br>CanadianFairbanks<br>MorseCo.Ld.Toronto | | |
| 17088<br>98997<br>MHTG | **Golfer** SteelSc3MstSr<br>*ss*Lth.2ndNo.3-4,16<br>*ss*Lth.No.1-20<br>*Well deck* 1*Dk*(*ptStl*)<br>*Mchy.Aft* *Cargo battens not fitted* | 377<br>299<br>189 | ✠100A1<br>9,20<br>✠NB2,12 ✠LMC9,20 | Lth | *f* | 9,20 | 1891<br>10mo<br>*Lloyd* | J.Duthie,<br>Sons&Co.<br>Aberdeen<br>*'sA&CP* | M.Taylor | 147·5<br>Q73'B6'F21'<br>BK7" | 23·1 | 12·0 | Methil<br>British<br>3*BHCem*<br>*WB* | T.3Cy.12¾",18¼"&30"-21"<br>160lb (*r*) 60RHP<br>1SB,2*pf*,GS33,HS900<br>GourlayBros.&Co.Dundee | 12 " 9<br>s 1 " 0<br>12 " 5 | |
| 17089<br>MBKS | **Golfo Nuevo** SteelAuxScBn<br>(*ex*PedroPiaggio, *OilEng.*<br>*ex*AdmiralWerner) 1*Dk*<br>(*See Sailing Ship Register*) | 207<br>—<br>146 | | | | | 1900 | G.H.Thyen<br>Brake | E.J.Vidal | 135·0 | 28·0 | 8·0 | M.Video<br>Uruguayan | Oil Engine<br>4Cy.10½"-12½" 29NHP<br>Fairbanks,MorseCo. | | |
| 17090<br>75819 | **Goliah** WoodScSr<br>1*Dk* | 147<br>147<br>100 | | | | | 1863 | ……………<br>Philadelphia | W.McFatridge | 88·4 | 18·4 | 14·7 | HalifaxNS<br>British | C.2Cy.18"&34"-26"<br>49NHP<br>A.Moir&Sons,Halifax,N.S. | | |
| 17091 | **Goliat** SteelSc<br>(*Tug&SalvageSteamer*)<br>1*Dk* | 237<br>206<br>24 | | | | | 1906 | Schiffsw(v.<br>J&Sch.) A.G.<br>Hamburg | Hamburg-Süd-Amerik.Dampf-schifffahrtsGes. | 110·0 | 22·4 | 13·2 | Bns.Ayres<br>Argentine | T.3Cy.13$\frac{9}{16}$",21⅝"&34¼"-23⅝"<br>57NHP<br>Schwft.(vJ&Sch)AG.Ham | | |
| 17092<br>95942 | **Goliath** Iron&SteelScSr<br>2*Dks*(*UIrn-LTeak*) | 498<br>475<br>244 | ✠<br>5,06<br>✠ | Nwc | | | 1906<br>5mo | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | RangoonPort Commissioners | 155·0<br>BK7½"<br>*WB* | 29·0 | 14·3 | Rangoon<br>British<br>4*BHCem*<br>*=FPT*24*t* | T.3Cy.12½",20"&33"-24"<br>72RHP<br>1SB,2*f*,GS35,HS1297<br>N.E.MarineEng.CoLdNwc | 15 " 0 | |
| 17093 | — SteelTwinSc<br>(*Tug*)<br>1*Dk* | 220 | | | | | 1902 | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley | CrownAgents for theColonies | 115·0 | 26·1 | 12·2 | Colombo<br>British<br>*WB* | C.4Cy.20"&42"-24"<br>144NHP<br>Bow,McLachln&CoLd.Psy | | |
| 17094 | **Golondrina** SteelTwinScSp<br>*Elec.light* 1*Dk*2*trB* | *706*<br>*439*<br>*422* | | | | | 1893 | Mackie&<br>Thomson<br>Glasgow | TheArgentineNav.Co.(NicolásMihanovich),Ld. | 200·0<br>*Shade dk*154' | 28·0 | 10·0 | Bns.Ayres<br>Argentine | T.6Cy.13",21"&33"-22"<br>NB11*fitted*13 102NHP<br>Muir&Houston,Glasgow | | |
| 17095<br>HNKP | **Gomera-Hierro** SteelScSr<br>*ss*LaP.No.2-20<br>*Elec.light* 1*Dk&Shelter dk*(*Teak*) | *447*<br>*270*<br>*237* | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,20<br>✠LMC8,20<br>BS12,21 | LaP | *h* | CL<br>8,20 | 1912<br>3mo<br>*Lloyd* | CaledonS.<br>B.&E.Co.Ld.<br>Dundee<br>*'sA&CP* | Cia.deVap.Correos Interinsulares Canarios<br>*WB=CellDBa* | 160·3<br>FK<br>29' *uE*16'*f*61'101*tF* | 26·0 | 10·1 | LasPalmas<br>Spanish<br>5*BHCem*<br>*PT*7*tAPT*8*t* | T.3Cy.13",21½"&35"-27" (*s*)<br>180lb *100lb* 100NHP<br>1SB,3*cf*,GS57,HS1964<br>CaledonS.B.&E.CoLd.Dun | 18 " 3<br>s 7 " 7<br>11 " 0 | |
| 17096<br>141936<br>KDJB | **Gondia** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5286<br>4800<br>3232 | ✠100A1<br>1,22 ~~4,21~~<br>✠LMC12,19 | Nwc<br>Bom | *z* | CL<br>4,21 | 1919<br>12mo<br>*Lloyd* | W.Gray&<br>Co.(1918)Ld.<br>WHartlepool<br>*'sA&CP* | BritishIndiaStm.Nav.Co.Ld. | 400·0<br>P49'B121'F39'<br>FK<br>*CellDB*344' 977*t* | 52·3 | 28·5 | Glasgow<br>British<br>7*BHCem*<br>*APT*61*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 577NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Cen.Mar.E.Wks.Ld.WHpl | 31 " 0<br>s 6 " 2<br>25 " 3 | |
| 17097<br>56141 | **Gondolier** IronPadSk | 173<br>167<br>80 | | | | | 1866 | J.&G.<br>Thomson<br>Glasgow | DavidMacBrayne.Ld. | 148·2 | 20·2 | 7·8 | Glasgow<br>British | O.2Cy.33"-39"<br>80RHP<br>J.&G.Thomson,Glasgow | | |
| 17098<br>220638<br>MBNJ | **Gonzaba** SteelSc<br>*Elec.light* Wireless<br>*Should be* "Washington," *See No.* 39932 *in Supplement* | 1669<br>1310<br>951 | 100A1<br>(*ClassContemplated*) | | | | 1920 | Dominion<br>S.B.&Repair<br>Co.Ld.<br>Toronto | GulfNavigationCo.Inc.(Gonzalo Abaunza, *Mgr.*) | 251·0<br>P21'B68'F23' | 39·5 | 16·3 | N.Orleans<br>Utd.States | T.3Cy.19",31"&50"-36"<br>DominionS.B.Co.Toronto | 19 " 4<br>s 2 " 7<br>17 " 0 | |
| * 17099<br>776<br>PRDW | **Gonzaga** SteelScSr<br>*ss*Gen.No.3-3,20<br>(*ex*Luna) 1*Dk*(*ptIrn&ptStl*)<br>*&deep framing* | 2765<br>2584<br>1779 | ✠100A1<br>10,21 ~~9,21~~<br>✠LMC3,20 | Gen | *u* | CL<br>2,21 | 1907<br>12mo<br>*Lloyd* | ClydeS.B.<br>&E.Co.Ld.<br>PortGlasgow<br>*'sA&CP* | Soc.Nazionale di Navigazione<br>*WB=CellDBa* | 315·1<br>P37'B94'F31'<br>FK<br>106'*uE*18'*f*134'703*t* | 46·5 | 21·0 | Genoa<br>Italian<br>5*BHCem*<br>*APT*54*t* | T.3Cy.23",38"&61"-42" (*s*)<br>180lb *100lb* 269NHP<br>2SB,6*cf*,GS120,HS4244<br>ClydeS.B.&EngCoLd.PGl | 23 " 4<br>s 3 " 8<br>20 " 0 | |
| 17100<br>218911<br>LSVJ | **Gonzalis** WoodSc<br>Wireless 1*Dk* | 2554<br>—<br>1534 | | | | | 1918 | Southern<br>D.D.&S.B.Co<br>Orange,Tex. | UnitedStates ShippingBoard | 267·3<br>P40'B66'F33' | 46·0 | 23·6 | Pt.Arthur<br>Tex.<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | |
| 17101<br>123265<br>JHPS | **Gonzalo** SteelScK<br>*ss*Hul.No.2-14<br>1*Dk*<br>*Now named* "**Honoria,**" *See No.* 37773 *in Supplement* | 173<br>166<br>68 | ✠ 2,21<br>*StmTrawler*<br>✠ | Hul | | | 1906<br>7mo | Cook,Wel-<br>t'n&Gemmell<br>Beverley | IsaacBunch(J.E.Rushworth, *Mgr.*) | 108·5<br>BK8"<br>*WB=* | 21·6 | 11·5 | Grimsby<br>British<br>4*BHCem*<br>*DTf*13'30*t* | T.3Cy.10",16¼"&27"-24"<br>45RHP<br>1SB,2*pf*,GS25,HS750<br>Amos&Smith,Hull | 12 " 4 | |
| 17102 | **Gonzenheim** SteelSc<br>(*ex*Rapot,*ex*Alamak)<br>*Elec.light* 1*Dk* | 1913<br>1660<br>1123 | | | | | 1918 | J.&A.van<br>derSchuyt<br>Papendrecht | Schleppsch.Ges. "Unterweser" | 268·8<br>P23'B68'F13' | 42·3 | 18·2 | Bremen<br>German<br>*WB* | T.Cy.17½",29"&46"-36"<br>127NHP<br>J.&A.van derSchuyt,Pap. | | V |
| 17103<br>116128<br>TVHR | **Good Hope** SteelScK<br>*ss*Gms.No.3-6,19<br>1*Dk* | 256<br>232<br>103 | ✠100A1<br>*StmTrawler*<br>9,21 ~~6,10~~<br>✠LMC6,19<br>BS10,20 | Hul<br>Gms | | CL<br>~~6,19~~<br>9,21 | 1903<br>2mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>*'sA&CP* | W.Power | 128·4<br>Q52'<br>BK7" | 22·0 | 12·0 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",22"&37"-27" (*s*)<br>200lb 75RHP<br>1SB,2*cf*,GS36,HS1288<br>C.D.Holmes&Co.Hull | 12 " 10 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant<br>pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17104<br>133406<br>HWTQ | **Good Luck** SteelScK<br>~~ssHul.No.1-19~~<br>1*Dk*<br>ssHul.No.2-19 | 294<br>261<br>131 | ✠100A1<br>*StmTrawler.*<br>8,21 ~~8,19~~<br>BS8,21<br>~~BS5,20~~ ✠LMC5,19 | Hul | | CL<br>~~3,19~~<br>8,21 | 1912<br>10mo<br><br>*Lloyd* | Cook,Wel-t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | FreshFishSupplies Ld. (T.Hamling& Co.Ld. *Mgrs.*) | 130·0<br>Q74'F19'<br>BK8"<br>*WB* | 23·5 | 12·2 | Hull<br>British<br>4*BHCem*<br>=*DTf*7'20*t* | T.3Cy.13",22½"&37"-24" (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS46,HS1390<br>Amos&Smith,Ld.Hull | 13 ' 8 |
| 17105<br>130056<br>KDFW | **Goodig** SteelScSr<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 749<br>512<br>338 | ✠100A1<br>4,21 ~~3,21~~<br>✠LMC12,19 | Sws<br>Lon | *k* | CL<br>~~3,21~~<br>4,21 | 1919<br>12mo<br><br>*Lloyd* | ForthS.B. &E.Co.Ld. (Jeffreys)<br>Alloa<br>'*sA&CP* | Stone&Rolfe<br>*CellD* | 191·0<br>Q108'B11'F28'<br>FK<br>*Bf*156'174*tFPT*49*t* | 29·2 | 11·3 | Llanelly<br>British<br>3*BHCem*<br>*APT*10*t* | T.3Cy.16",26½"&44"-30" (*s*)<br>180lb 127NHP<br>2SB,4*cf*,GS66,HS2128<br>ForthS.B.&Eng.Co.Ld. (Jeffreys)Alloa | 13 ' 8<br>s 4 ' 3<br>13 ' 1 |
| 17106<br>216971<br>LNBR | **Goodspeed** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>Sub.Sig. *Cargo battens not fitted* | 2395<br>2040<br>1463 | ✠100A1<br>4,20 | Bal | ... | CL | 1918<br>9mo | Detroit S.B.Co.<br>Wyandotte,<br>A&CP Mich. | UnitedStates ShippingBoard | 250·5<br>P25'B64'F23'<br>FK<br>*CellDB*208'539*tFPT* | 43·8 | 22·2 | NewYork<br>Utd.States<br>4*BHCem*<br>59*tAPT*93*t* | T.3Cy.20",33"&54"-40" (*r*)<br>185lb 267NHP<br>2SB,4*cf*,GS88,HS3999 FD<br>DetroitS.B.Co.Detroit | 24 ' 2<br>s 3 ' 5<br>21 ' 1 |
| 17107<br>134723<br>KDWN | **Goodwill of Bristol** SteelScSr<br>*Elec.light* 1*Dk*<br>*Mchy.Aft* | 871<br>628<br>426 | | | | | 1920 | W.Harkess &Son,Ld.<br>Middlesbro' | MainCollieryCo. Ld. | 198·0<br>Q112'B13'F25' | 30·6 | 12·5 | Bristol<br>British<br>*WB* | T.3Cy.16",27"&44"-30"<br>100RHP<br>Richardsons,Westgarth& Co.Ld.Mdb. | |
| 17108<br>137845<br>JPVM | **Goodwin** SteelScSr<br>*Elec.light* Wireless 2*Dks* | ~~1563~~<br>1570<br>1160<br>698 | | | | | 1917 | CaledonS. B.&E.Co.Ld.<br>Dundee | ClydeShppg.Co.Ld (W.Cuthbert *Mgr*) | 270·3 | 37·2 | 17·3 | Glasgow<br>British<br>*WB* | T.3Cy.21",34"&56"-39"<br>196NHP<br>CaledonSB.&E.Co.Ld.Dun | |
| * 17109<br>NTSV | **Gooiland** SteelScSr<br>ssAms.No.3-3,17<br>(*ex*KingRobert) Wireless 1*Dk*(*Stl*)&<br>*Elec.light* *Spar dk*(*Stl*)&*deep framing* | 3898<br>3641<br>2486 | ✠100A1<br>*Spar dk*<br>8,20<br>✠LMC<br>MS8,17 ~~BS8,20~~<br>BS10,21 | Ams | *w* | CL<br>5,19 | 1904<br>1mo<br><br>*Lloyd* | Russell& Co.<br>PortGlasgow<br>'*sA&CP* | Koninkl.Holland-scheLloyd<br>*WB=CellDBa* | 344·8<br>P26'B78'F37' 25·9<br>FK<br>112'*uE*24'*f*146'842*t* | 49·8 | 17·9 | Amstrdam<br>Dutch<br>6*BHCem*<br>*APT*71*t* | T.3Cy.25",41"&67"-45" (*s*)<br>180lb 335NHP<br>3SB,9*cf*,GS149,HS5274<br>D.Rowan&Co.Glasgow | 28 ' 5<br>s 5 ' 7½<br>23 ' 2 |
| * 17110<br>114046<br>VTLH | **Goole** SteelScSr<br>ssGoo.No.3-5,17<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 358<br>261<br>148 | ✠100A1<br>1,21<br>BS7,20 ✠LMC5,17 | Gms | *e* | CL<br>1,21 | 1904<br>7mo<br><br>*Lloyd* | J.P.Ren-noldson&Sns.<br>SouthShields<br>'*sA&CP* | Goole&HullSteam TowingCo.Ld. | 145·0<br>Q51'F20'<br>FK<br>*WB* | 24·6 | 10·0 | Goole<br>British<br>3*BHCem*<br>=*FPT*57*t* | C.2Cy.19"&40"-26" (*s*)<br>125lb *80lb* 75RHP<br>1SB,3*pf*,GS45,HS1419<br>J.P.Rennoldsn&Sns.S.Shl. | 10 ' 9<br>s 1 ' 1<br>9 ' 10 |
| 17111<br>67850<br>RKJC | **Goole No. 6** IronScK<br>1*Dk* | 108<br>99<br>11 | | | | | 1885 | T.Scott<br>Goole | Goole&HullSteam TowingCo.Ld. | 100·0 | 16·2 | 8·8 | Goole<br>British | C.2Cy.17"&34"-21"<br>NB01 50RHP<br>T.Scott,Goole | |
| 17112<br>90941<br>STKC | **Goole No. 7** SteelScSr<br>(*Tug*)<br>(*ex*Southesk) 1*Dk* | 184<br>173<br>19 | | | ... | | 1885 | JTEltring-ham<br>S.Shields | Goole&Hull Steam TowingCo.Ld. | 120·0 | 21·2 | 11·5 | Goole<br>British | C.2Cy.20"&40"-26"<br>NB04 65RHP<br>J.P.Rennoldsn&Sns,S.Shl. | 11 ' 10 |
| 17113<br>104213<br>PNJL | **Goole No. 10** IronScK<br>(*Tug*)<br>1*Dk* | 169<br>155<br>5 | | | ... | | 1896 | J.P.Ren-noldsn&Sons<br>SouthShields | Goole&HullSteam TowingCo.Ld. | 105·0<br>BK7" | 21·2 | 11·2 | Goole<br>British | T.3Cy.13½",22"&36"-24"<br>NB08 75RHP<br>JPRennoldson&Sons,SShl | 12 ' 0 |
| 17114<br>TGHK | **Goole Trader** SteelScSr<br>(*ex*Ouse) 1*Dk* | 738<br>601<br>442 | | | ... | | 1884 | W.Dobson &Co.<br>Newcastle | Ångf.Aktieb. Transito (H.Wilén, *Mgr.*) | 220·8<br>P29'B51'F28'<br>BK7" | 30·4 | 13·8 | Åbo<br>Finnish<br>*WB* | C.2Cy.28"&58"-33"<br>NB96 NDB02 163NHP<br>R.&W.Hawthorn,Nwc. | 14 ' 7 |
| 17115<br>106917<br>PTHQ | **Goorkha** SteelTwinSc3MstSr<br>3*Dks*<br>*Elec.light Ref.Mchy.* Sub.Sig. Wireless | 6335<br>5186<br>3931 | | | | | 1897 | Harland& Wolff(Lim.)<br>Belfast | TheUnion-Castle MailS.S.Co.Ld. | 430·0<br>P67'B172'F69' | 52·2 | 29·0 | S'thamptn<br>British<br>*WB* | T.6Cy.19",31"&52"-48"<br>375NHP<br>Harland&Wolff (Lim.),Bel | |
| 17116<br>124111<br>HRJN | **Goosander** SteelScK<br>ssLiv.No.3-10,19<br>*Elec.light* 1*Dk* | 238<br>200<br>90 | ✠100A1<br>*StmTrawler*<br>~~4,21~~ ~~7,20~~6,21<br>BS1,21 ✠LMC10,19 | Liv | | CL<br>10,19 | 1908<br>1mo<br><br>*Lloyd* | Smiths' DockCo.Ld<br>NorthShields<br>'*sA&CP* | Harley&Miller,Ld | 120·4<br>Q67'F20'<br>BK7½'<br>*WB*= | 21·6 | 11·6 | Liverpool<br>British<br>3*BHCem*<br>*DTf*4'15*t* | T.3Cy.12½",20"&34"-24" (*s*)<br>180lb 57RHP<br>1SB,2*pf*,GS38,HS1423<br>MacColl&Pollock,Ld.Sld. | 12 ' 6 |
| 17117<br>131308 | **Gopher** SteelScSp<br>ssHfx.No.2-20<br>1*Dk* | 198<br>185<br>4 | ✠100A1<br>*For towing purposes*<br>8,20<br>✠LMC8,20<br>BS11,21 | Qbc | | CL<br>8,20 | 1910<br>11mo<br><br>*Lloyd* | Garston G.D.&S.B.Co.<br>Ld. Garston<br>'*sA&CP* | QuebecSalvage& WreckingCo.Ld. | 100·3<br>BK6¾"<br>*WB* | 23·1 | 12·0 | Quebec<br>British<br>5*BHCem*<br>=*APT*19*t* | T.3Cy.16",26"&42"-27" (*s*)<br>180lb 90RHP<br>1SB,3*cf*,GS59,HS2115<br>Crabtree&Co.Ld.Gt.Yar. | 13 ' 1<br>s1 ' 5<br>12 ' 4 |
| 17118<br>141921<br>KCNR | **Gorala** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5221<br>4747<br>3155 | ✠100A1<br>1,21<br>✠LMC9,19 | NOs | *y* | CL | 1919<br>9mo<br><br>*Lloyd* | Workman, Clark&Co.Ld<br>Belfast<br>'*sA&CP* | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB* | 400·0<br>P49'B113'F39'<br>FK<br>347'1120*t FPT*115*t* | 52·3 | 28·4 | Glasgow<br>British<br>7*BHCem*<br>*APT*170*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Wrkman,Clark&Co.Ld Bel | 31 ' 0<br>s 6 ' 1<br>25 ' 3 |
| 17119<br>HNLP | **Gorbea Mendi** SteelScSr<br>Wireless ssBcl.No.1-17<br>*Elec.light* 1*Dk*(*ptStl*&*ptIrn*) | 4291<br>3949<br>2678 | ✠100A1<br>12,20<br>~~BS8,20~~ ✠LMC12,17<br>BS9,21 | Bbo | *w* | CL<br>12,20 | 1913<br>9mo<br><br>*Lloyd* | Cia.Euscal-duna deConst<br>Bilbao<br>'*sA&CP* | Cia.Nav.Sota y Aznar<br>*WB=CellDBa* | 365·0<br>P29'B99'F38'<br>FK<br>119'*uE*26'*f*162'884*t* | 50·2 | 25·2 | Bilbao<br>Spanish<br>6*BHCem*<br>*APT*152*t* | T.3Cy.27",44½"&73"-48" (*s*)<br>180lb 401NHP<br>3SB,9*cf*,GS189,HS6169<br>Blair&Co.Ld.Stockton | 27 ' 10<br>s 5 ' 5<br>22 ' 5 |
| 17120 | **Gorch Fock** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 229<br>214<br>88 | | | | | 1917 | H.C.Stülc-ken,Sohn<br>Hamburg | Altonaer Hochseefisch.A.-G. | 124·2 | 24·1 | 13·1 | Altona<br>German | T.3Cy.12⅝",21⅓"&33 3/10"-22"<br>H.C.StülckenSohn,Ham. | |
| * 17121<br>95534 | **Gordon** Iron&SteelPad<br>ssLon.No.3-10,08<br>*Elec.light* ssLon.No.2-14<br>1*Dk*(*ptStl*) *Steel plating Iron framing* | 493<br>362<br>311 | ✠ A1<br>4,16<br>Examined5,19 BS8,22<br>~~BS2,21~~ ✠LMC5,19<br>*For Woolwich* | Lon<br>*Ferry* | *purposes* | | 1889<br>2mo<br><br>*Lloyd* | R.&H. Green<br>London<br>'*sA&CP* | LondonCounty Council | 164·6<br>B60' | 42·1 | 6·3<br>FK | London<br>British<br>6*BHCem* | D.4Cy.33"-36" (*s*)<br>30lb 152NHP<br>2SB,4*pf*,GS88,HS2232<br>J.Penn&Son,Greenwich | 7 ' 0 |
| * 17122<br>114677<br>SJPG | **Gordon Castle** SteelScSr<br>ssLon.No.3-11,13<br>ssLiv.No.1-16<br>Sub.Sig. 2*Dks*(1*Stl*&*UptIrn*&*ptStl*)&<br>*Elec.light* Wireless *deep framing*<br>*Carrying oil fuel F.P. above* 150°F. *in DB* | 4408<br>4068<br>2824 | ✠100A1<br>~~3,21~~ ~~6,20~~10,21<br>~~BS6,20~~ ✠LMC8,16<br>BS10,21 | NYk | *x* | CL<br>3,20 | 1901<br>6mo<br><br>*Lloyd* | C.Connell &Co.<br>Glasgow<br>'*sA&CP* | TheUnion-Castle MailS.S.Co.Ld.<br>*WB=CellDBa*122'*uE&B* | 385·0<br>P40'B108'F50'<br>FK<br>43'*f*166'1008*tFPT* | 50·2 | 26·5 | London<br>British<br>6*BHCem*<br>75*tAPT*85*t* | T.3Cy.27",43"&72"-48" (*s*)<br>180lb 484NHP<br>2SB&1Aux.,11*cf*,GS186, HS7019 FD<br>Dunsmuir&JacksonLd.Gl | 29 ' 0<br>s 5 ' 7<br>23 ' 10 |
| 17123<br>216979<br>LNBS | **Goree** SteelScSr<br>*Elec.light* Wireless Sub.Sig. 1*Dk* | 2310<br>1982<br>1406 | | | ... | | 1918 | Detroit S.B.Co.<br>Wyandotte, Mich. | UnitedStates ShippingBoard | 250·5<br>P25'B64'F23'<br>FK | 43·8 | 22·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NHP<br>DetroitS.B.Co.Detroit | 24 ' 2 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17124<br>127935<br>HNFS | **Gorgon** SteelSc<br>*Elec.light* 2*Dks* | 2885<br>2297<br>1734 | | | | | 1908 | Scott'sS.B.<br>&Eng.Co.Ld<br>Greenock | OceanS.S.Co.Ld.<br>(A.Holt&Co.<br>*Mgrs.*) | 303·6<br>P40'B104'F36' | 42·2 | 23·8 | Liverpool<br>British<br>*WB* | T.3Cy.19½",33"&55"–39"<br>189NHP<br>Scott'sSB.&EngCoLd.Grk | | |
| 17125<br>213000 | **Gorgona** SteelSc<br>1*Dk* | 351<br>—<br>184 | | | | | 1915 | StatenIs-<br>landS.B.Co.<br>PRchmndNY | IsthmianCanal<br>Commission | 119·0 | 29·9 | 15·9 | NewYork<br>Utd.States | C.2Cy.24"&50"–30"<br>114NHP | | |
| 17126<br>146282 | **Gorilla** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | ~~750~~<br>772<br>599<br>351 | ✠100A1<br>2,22<br>~~(ClassContem-plated)~~<br>✠LMC2,22 | Gls | *k* | CL | ~~1921~~<br>1922<br>2mo<br>*Lloyd's A&CP Cell DB uE21'f120'193t FPT28t APT14t* | Harland&<br>Wolff,Ld.<br>Glasgow | G.&J.Burns,Ld. | 200·2<br>P74'F22' | 31·1 | ~~12·1~~<br>11 9<br>FK | Glasgow<br>British<br>3*BHCem* | T.3Cy.16",26"&42"–30" (*s*)<br>180lb 123NHP<br>2SB,*4cf*,GS71,HS2145<br>A.&J.Inglis,Ld.Glasgow | 14 ″ 4<br>s 1 ″ 9<br>12 ″ 10 | |
| 17127<br><br>OIJN | **Gorille** SteelScK<br>ssFlt.No.2–13<br>1*Dk*<br>(*ex*EggertOlafsson,<br>*ex*Invicta)<br>*Now named "Cyclone," See No. 36856 in Supplement* | 280<br><br>91 | ✠ 7.18<br>*StmTrawler*<br>✠ | Flt | | | 1906<br>5mo | Cook,Wel-<br>t'n&Gemmell<br>Beverley | H.L.Rivaille | 128·4<br>Q68" | 22·0 | 11·8<br>BK7½" | LaRochlle<br>French<br>4*BHCem* | T.3Cy.12½",22"&35"–24"<br>70NHP<br>1SB,*2cf*,GS33,HS1115<br>C.D.Holmes&Co.Hull | 12 ″ 7 | |
| 17128<br><br>NVHQ | **Gorm** SteelScSr<br>1*Dk* | 2130<br>1909<br>1282 | | | | | 1916 | Nylands<br>Værksted<br>Christiania | DetForenede<br>Dampskibsselskab | 289·7<br>P25'B144'F32' | 44·2 | 18·9 | Copnhagn<br>Danish<br>*WB* | T.3Cy.21½",34½"&60"–39"<br>225NHP<br>NylandsVærksted,Xania. | | N |
| 17129<br>24884<br>RLFS | **Goro Maru** WoodSc<br>*OilEng.*<br>2*Dks* | 1850<br>—<br>1206 | | | | | 1918 | Ohashi<br>Zosensho<br>Ise | MitsubishiShoji<br>KabushikiKaisha | 226·7 | 35·9 | 20·5 | Tokio<br>Japanese | Oil Engines<br>8Cy.16½"–19½" 178NHP | | |
| 17130<br><br>NTVO | **Gorontalo** SteelSc<br>*Elec.light* Wireless 3*Dks* | 5884<br>5653<br>3787 | | | | | 1908 | Bonn&<br>Mees<br>Rotterdam | Rotterdamsche<br>Lloyd(W.Ruys&<br>Zonen,*Mgrs.*) | 395·8 | 51·5 | 34·3 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.26½",43"&72"–48"<br>359NHP<br>MaatsdeSchelde,Flushing | | V |
| 17131<br><br>NTVF | **Gorredijk** SteelScSr<br>ssRot.No.3–7,15<br>ssRot.No.1–19<br>(*ex*Como)<br>*Elec.light* Wireless 2*Dks*(*Stl*)3*trB*<br>*&Shelter dk*(*Stl*) | 6463<br>6303<br>4154 | ✠100A1<br>*Shelter dk*<br>9,21 ~~1,21~~<br>~~BS11,20~~ ✠LMC9,19<br>BS10,21 | Rot | *z* | CL<br>11,20<br>— | 1902<br>7mo<br>*Lloyd's A&CP*<br>*WB= Cell DB a127' uE&B69'f148'908t DTf25t790tDTa29' 869tFPT77t APT46t* | Furness,<br>Withy&CoLd<br>WHartlepool | Nederl.Amerik.<br>Stoomv.Maats.<br>(Holland-Amerika<br>Lijn) | 401·0 | 52·1 | 29·3<br>FK | Rottrdam<br>Dutch<br>6*BHCem* | T.3Cy.28",46"&77"–48" (*s*)<br>180lb 489NHP<br>4SB,*12cf*,GS216,HS8140<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 32 ″ 1<br>s 3 ″ 11<br>28 ″ 7 | |
| 17132 | — SteelScSr<br>(*Trawler*)<br>1*Dk* | 221<br>205<br>76 | | | | | 1916 | Bonn&<br>Mees<br>Rotterdam | VisscherijMij.<br>VereenigdeSteen-<br>kolenhandel(W.H.<br>Arends,*Mgr.*) | 123·5 | 22·1 | 11·0 | Ymuiden<br>Dutch | T.3Cy.11",18"&30"–22"<br>42NHP<br>P.Smit,jr.Rotterdam | | V |
| 17133<br><br>OIJQ | **Gorze** WoodTwinSc<br>(*ex*C19)<br>*Mchy.Aft* 1*Dk*<br>*Elec.light* | 1153<br>827<br>668 | | | | | 1919 | DavieS.B.<br>&Repg.Co.<br>Lauzon,P.Q. | FrenchGovern-<br>ment | 195·6<br>P98'F28' | 40·5 | 15·2 | Havre<br>French | C.4Cy.12"&24"–16"<br>38NHP<br>TidewaterShipbuilders,<br>Ld.ThreeRivers,P.Q | | V |
| 17134<br>131480 | **Gosford II.** WoodScSr<br>1*Dk* | 100<br>89<br>40 | | | | | 1911 | W.Dunn<br>Brisbane<br>Water,NSW | C.Stephenson | 92·0 | 23·2 | 7·9 | SydnyNSW<br>British | C.2Cy.12"&24"–16"<br>25RHP<br>HallidayBros.Sydny NSW | | |
| 17135<br>106642 | **Gosforth** SteelScSr<br>ssHam.No.3–8,10<br>(*ex*Altona,*ex*Gosforth) ssSws.No.2–19<br>*Well deck* 1*Dk*(*Irn*)*&Web frames*<br>*Cargo battens not fitted* | 1077<br>857<br>644 | ✠100A1<br>12,21 ~~11,19~~<br>✠LMC11,19<br>BS4,21 | Sws<br>Nwc | *n* | CL<br>~~11,19~~<br>12,21 | 1898<br>8mo<br>*Lloyd's A&CP*<br>*WB = CellDBa48'uE& B35'f96'286tFPT 42tAPT63t* | WoodSkin-<br>ner&Co.Ld.<br>Newcastle | HarriesBros.&Co. | 220·0<br>Q109'B10'F26' | 33·1 | 14·3<br>FK | Newcastle<br>British<br>4*BHCem* | T.3Cy.17½",28"&46"–33" (*s*)<br>~~160~~ ~~140~~lb *100lb* NDB14 132NHP<br>1SB,*4pf*,GS ,HS2160<br>N.E.MarineEng.CoLdNwc | 16 ″ 6<br>s1 ″ 6½<br>15 ″ 2 | |
| 17136<br>113200<br>RVMP | **Goshawk II.** IronScK<br>(*Trawler*)<br>(*ex*Goshawk) 1*Dk* | 208<br>189<br>87 | | | ... | | 1900 | Cochrane&<br>Cooper,Ld.<br>Selby | Thomas Baskcomb<br>Ld.(T.W.Bask-<br>comb,*Mgr.*) | 117·0<br>Q48'F20' | 21·5 | 11·2<br>BK7½" | Grimsby<br>British | T.3Cy.12",21"&34"–24"<br>NB12 60RHP<br>C.D.Holmes&Co.Hull | 12 ″ 0 | |
| 17137<br>5943<br>KBGJ | **Gösta** WoodScSr<br>*OilEng.* | 287<br>236<br>170 | | | | | 1916 | Mälarevar-<br>fet<br>Vårby Hddge | Rederi-A/BSemele<br>(Jac.Svensson,<br>*Mgr.*) | 123·3<br>P27'H7*t* | 25·1 | 10·2 | Stockholm<br>Swedish | Oil Engines. 2 S.C.SA.<br>2Cy.15¾"–16½" 28NHP<br>J.V.SvenssonsMtrfab.Skm | | V |
| 17138<br>4904<br>JRDN | — SteelScSr<br>*Mchy.Aft* 1*Dk* | 310<br>257<br>193 | | | | | 1908 | Eriksbergs<br>M.V.Aktieb.<br>Gothenburg | Ångf.Aktieb.<br>Örnen (A.Th<br>Assmundson *Mgr*) | 126·2<br>P28'H18*t*F15' | 22·4 | 11·4 | Gothenbrg<br>Swedish<br>*WB* | C.2Cy.10"&22½"–15"<br>16NHP<br>EriksbergM.V.Aktieb.Got | | V |
| 17139<br>3777<br>JLSR | **Gösta Berling** SteelScSr<br>1*Dk* | 153<br>85<br>100 | | | | | 1900 | Aktieb.<br>Karlstad's<br>Mek.Verkst.<br>Karlstad | Ångb.Aktieb.<br>Fryksdalen<br>(N.Pehrsson,*Mgr*) | 96·3<br>Q24'B40'H11*t* | 20·5 | 8·2 | Fryksände<br>Swedish | C.2Cy.14$\frac{3}{16}$"&24½"–15¾"<br>20NHP<br>Aktieb.Karlstad'sM.V. | | |
| 17140<br>3310<br>JKBV | **Göta** IronScSr<br>ssNpt.No.3–8,89<br>(*ex*Rishanglys) ssShl.No.1–94<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1115<br>884<br>676 | ✠<br>3,97 | Shl | *o* | | 1877<br>3mo | JReadhead<br>&Co.<br>S.Shields | C.E.Berggren | 236·9<br>Q93'B49'H17*t*F31' | 31·0 | 15·2<br>BK8½"<br>*WB=* | Oskarshm<br>Swedish<br>4*BHCem*<br>*DB*172' | C.2Cy.26½"&51"–33"<br>NDB94 125NHP<br>1B,GS49<br>J.Readhead&Co.S.Shields | 18 ″ 4 | V |
| 17141<br>696<br>JBVN | — IronScSr<br>1*Dk* | 269<br>119<br>135 | | | | | 1877 | MotalaCo.<br>Norrköping | RederiAktieb.<br>Norden i<br>Norrköping (Hj.<br>Holmberg,*Mgr.*) | 105·3<br>P58' H18*t* F34' | 22·8 | 8·6 | Norköping<br>Swedish | C.2Cy.15½"&31"–22"<br>NE&B92 38NHP<br>MotalaCo.,Gothenburg | | |
| 17142 | — IronScK<br>(*Trawler*)<br>(*ex*Aldgate) 1*Dk* | *146*<br>*134*<br>*55* | | | ... | | 1895 | Edwards<br>Bros.<br>N.Shields | N.W.Stranne | 96·0<br>Q18'F17' | 20·7 | 11·0<br>BK7½" | Smögen<br>Swedish | T.3Cy.11",17"&30"–21"<br>41NHP<br>N.E.MarineEng.Co Ld.Sld | 11 ″ 10 | |
| 17143<br>2818<br>JGHV | — SteelScSp<br>1*Dk* | 121<br>57<br>84 | | | | | 1895 | Eriksbergs<br>M.V.Aktieb.<br>Gothenburg | GöteborgsNya<br>AngslupsAktieb.<br>(H.Kunze,*Mgr.*) | 92·5<br>B33' H20*t* F12' | 19·1 | 6·6 | Gothenbrg<br>Swedish | C.2Cy.14"&27"–18"<br>26NHP<br>EriksbergM.V.Aktieb,Got | | |
| 17144 | — SteelSc<br>(*Trawler*)<br>(*ex*NorthPole) 1*Dk* | *111*<br>*106*<br>*42* | | | ... | | 1889 | Hall,<br>Russell&Co.<br>Aberdeen | A.Ingmansson | 96·7<br>H5*t* | 19·6 | 10·1<br>BK6½" | Karlsham<br>Swedish | C.2Cy.17"&34"–24"<br>47NHP<br>Hall,Russell&Co.Abn. | 10 ″ 9 | |
| 17145<br>2359<br>JFKH | **Göta Kanal II.** Steel&IronScSr<br>1*Dk*<br>*Mchy.Aft* | 165<br>126<br>100 | | | | | 1888 | MotalaCo.<br>Gothenburg | Ångf.Aktieb.Göta<br>Kanal (A.Jonsson<br>jr.,*Mgr.*) | 97·3<br>H35*t* F13' | 22·4 | 8·1 | Gothenbrg<br>Swedish<br>*WB* | C.2Cy.11"&22"–16"<br>NB08 16NHP<br>MotalaCo.,Gothenburg | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 Nom du Navire. — Visites Périodiques. | 3 Matériaux Gréement, etc. — Ex-nom, s'il y a lieu. — Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane, Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17146<br>2205<br>JFON | **Göta Kanal IV.**<br>*Mchy.Aft* | SteelScSr<br>1*Dk* | 172<br>129<br>94 | | | | | 1892 | P.Larsson<br>Thorskog | Ångf.Aktieb.Göta Kanal (A.Jonsson jr., *Mgr.*) | 97·4<br>P27'H7*t*F13' | 22·0 | 8·1 | Gothenbrg<br>Swedish | C.2Cy.11¼"&18$\frac{1}{10}$"-15$\frac{1}{16}$"<br>Torskogs 11NHP<br>Mek.Værks.Torskog | |
| 17147<br>1837<br>HVFR | **Göta Kanal VI.**<br>*Mchy.Aft* | SteelScSr<br>1*Dk* | 160<br>129<br>94 | | | | | 1890 | MotalaCo.<br>Motala | Ångf.Aktieb.Göta Kanal (A.Jonsson jr., *Mgr.*) | 96·9<br>P30' H7*t* F14' | 21·8 | 8·2 | Gothenbrg<br>Swedish<br>*WB* | C.2Cy.10¾"&21½"-15¾"<br>15NHP<br>MotalaCo.,Motala | |
| ❋ 17148<br>4219<br>JNMH | **Götaland**<br>(*ex*RobertIrvine)<br>1*Dk*(*Irn*)2*trBdeep framing*&*Webframes*<br>Wireless *Elec.light* ~~*Cargo battens not fitted*~~ | SteelScSr<br>ssSws.No.3-8,20 | 3698<br>3341<br>2281 | ✠100A1<br>7,21 ~~11,20~~<br>BS6,21 ✠LMC8,20 | Mdb<br>Got | *w* | CL<br>11,20 | 1899<br>9mo | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool<br>A&CP *W* | Ångf.Aktieb.Tirfing (Dan Broström, *Mgr.*)<br>*B = Cell DBa* 115' | 340·0<br>FK<br>*uE&B*35'*f*140'909 | 48·0 | 25·0 | Gothenbrg<br>Swedish<br>6*BHCem*<br>*tAPT*82*t* | T.3Cy.24",39"&66"-45" (*s*)<br>180lb ~~90lb~~ 297NHP<br>2SB,6*cf*,GS100,HS4307<br>T.Richardson&Sns,Ld.Hpl | 27 • 9<br>s 5 •<br>22 • 1 |
| ❋ 17149<br><br>KOND | **Göte**<br>*Mchy.Aft*<br>(*See Sailing Ship Register*) | WoodAuxScSr<br>*Motor* | 114<br>—<br>77 | | | | | 1918 | Söderköping | C.N.Andersson | 88·6 | 20·2 | 8·2 | Gothenbrg<br>Swedish | Motor<br>2Cy.<br>ForsvikMek.VerksForsvik | |
| 17150<br>~~500~~<br>~~JBNR~~<br>RBKJ | **Göteborg**<br>*Well deck*<br>*Elec.light* | SteelScSr<br>ssGot.2ndNo.3-5,17<br>1*Dk*(*ptStl*)&*Webframes* | 902<br>704<br>424 | ✠100A1<br>4,20<br>~~BS5,20~~ ✠~~LMC5,17~~<br>~~BS8,21~~ 8,21 | Got | *n* | ~~4,20~~<br>8,21 | 1893<br>4mo<br>*Lloyd* | Act.Ges. "Neptun"<br>Rostock<br>'*sA&CP* | Aug.BoltenWm.Miller'sNachfolger | 219·0<br>P&B149'H34*t*F54'<br>FK<br>*WB = Cell* | 29·8 | 14·4 | Hamburg<br>German<br>5*BHCem*<br>*DB*186'237*t* | T3Cy20½"32$\frac{1}{16}$"&51$\frac{3}{16}$"-35$\frac{1}{16}$"<br>156lb (*s*) 181NHP<br>2SB,4*cf*,GS84,HS3075<br>A.G."Neptun,"Rostock | 16 • 1<br>s 1 • 7<br>15 • 6 |
| 17151<br>738<br>HVPO | — | SteelScSr<br>1*Dk*&*ptShelterdk* | 407<br>215<br>231 | | | | | 1891 | Bergsunds Mek.Verks.<br>Stockholm | Ångb.Aktieb.BohuslänskaKusten (C.Thorburn) | 148·6<br>H59*t*<br>*ptShelterdk*143*t* | 25·2 | 10·8<br>17·9 | Uddevalla<br>Swedish<br>*WB* | T.3Cy.15⅝",24⅝"&41"-27¼"<br>NB98 88NHP<br>BergsundsM.V.Stockholm | |
| 17152 | **Gotenhof**<br>*Elec.light* | SteelScSr<br>1*Dk* | 1449<br>1015<br>855 | | | | | 1914 | Stettiner Oderwerke<br>Stettin | NeueDampfer-Cie Akt.Ges. | 230·6<br>Q83'B101'F29' | 36·4 | 15·0 | Stettin<br>German | T3Cy16$\frac{9}{10}$",27⅝"&43$\frac{3}{10}$"-31½"<br>105NHP<br>StettinerOderwerke | |
| 17153 | **Gotha**<br>*Elec.light* Sub.Sig. | SteelScSr<br>2*Dks* | 6653<br>5130<br>4235 | | | | | 1907 | Bremer Vulkan<br>Vegesack | | 428·5<br>P&B285'F75' | 54·5 | 27·9 | *WB* | Q.4Cy.24",34⅝",50⅝"&72$\frac{11}{16}$"-53⅛"<br>387NHP<br>BremerVulkan,Vegesack | |
| 17154<br>2700<br>JGBD | **Götha**<br>Sub.Sig. | SteelScSr<br>1*Dk*2*trB* | 720<br>498<br>414 | | | | | 1895 | Act.Ges. "Neptun"<br>Rostock | FörnyadeÅngf.Aktieb.Götha (F.Sternhagen) | 186·2<br>P113' H29*t* F17' | 27·9 | 12·4 | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.16",26"&42"-29"<br>95NHP<br>A.G."Neptun,"Rostock | |
| 17155<br>2550<br>HFLR | **Göthe**<br>(*ex*Motala) | IronScSr<br>1*Dk* | 740<br>677<br>431 | | | | | 1870 | Motala M.V.Aktieb.<br>Norrköping | StockholmsRederiaktieb.Svea (H.Ericson, *Mgr*) | 192·4<br>B38'H9*t* | 27·2 | 18·0 | Stockholm<br>Swedish | T.3Cy.14⅝",22½"&37½"-27¼"<br>NE&B93 73NHP<br>BergsundsM.V.Skm. | |
| 17156<br>4671<br>JQGS | —<br>*ex*WilhelmLüdke) | SteelScSr<br>(*ex*Herma,<br>*Elec.light* 1*Dk* | 399<br>318<br>216 | | | | | 1892 | Nüscke &Co.<br>Stettin | KarlshamnsÅngb.Aktieb. (O.E.Lundström) | 154·9<br>Q58'B24'H13*t*F17' | 23·3 | 12·0 | Karlshmn<br>Swedish | C.2Cy.17¾"&30¾"-19¾"<br>DeutscheElbschifff.35NHP<br>Ges."Kette,"Uebigau | |
| ❋ 17157<br>5813<br>JVQM | **Gothia**<br>(*ex*Roxen)<br>*Elec.light* | SteelSc4MstSr<br>ssNyk.No.1-21<br>1*Dk*(*Stl*) | 1822<br>1621<br>1089 | ✠100A1<br>~~7,21 2,20~~ 3,22<br>✠~~LMC7,16~~ 7,21 | Sou<br>~~Nyk~~ | *r* | 10,20 | 1916<br>7mo | Lindholmens V.A.<br>Gothenburg | Rederiaktieb.SvenskaLloyd (H.Metcalfe, *Mgr*) | 262·0<br>P24'B65'F31'<br>FK<br>*CellDB*224'471*t* | 42·7 | 18·1 | Gothenbrg<br>Swedish<br>4*BHCem*<br>*APT*41*t* | T.3Cy.20½",33"&55"-36"(*s*)<br>185lb 214NHP<br>2SB.6*cf*.GS110,HS3500<br>LindholmensM.V.Got. | 20 • 6<br>s 2 • 10<br>18 • 0 |
| ❋ 17158<br>[illegible]<br>HGBP | **Gothic**<br>Now named "Boldway," See No. 3655 in Supplement<br>(*ex*Bessborough)<br>Wireless | SteelScSr<br>ssLiv.No.3-2,20<br>*Spar dk*(*ptIrn ptStl*)<br>2*trB*&*Web frames*<br>*Carrying oil fuel F.P. above* 150° F. *in D.B.* | 3807<br>[illegible]<br>2463 | ✠100A1<br>*Spar dk with freeboard*<br>7,21 ~~2,20~~<br>✠LMC<br>~~BS4,19~~ 8,21 MS9,19 | Liv<br>Cff | *w* | CL<br>~~9,19~~<br>8,21 | 1906<br>4mo<br>*Lloyd* | Furness, Withy&CoLd<br>WHartlepool<br>'*sA&CP* | St MaryS.S.Co.Ld (WilliamsBros. (Cardiff) Ld. *Mgrs*) | 340·0<br>P31'B105'F35'<br>FK<br>*WB = CellDBa*112'*uE&B*40'*f*142'708*t* | 47·0 | 20·4<br>27·4 | Hull<br>British<br>6*BHCem* | T.3Cy.24",39"&66"-45" (*s*)<br>180lb *90lb* 317NHP<br>2SB,6*cf*,GS105,HS4891<br>Richardsons,Westgarth&Co.Ld.Hpl.<br>*APT*31*t* | 29 • 10<br>s 5 • 8<br>24 • 6 |
| ❋ 17159<br>140719 | **Gothic Prince**<br>*Elec.light*<br>*Tonnage opening closed 1918* | SteelSc<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in 'tween dk*<br>&*Shelter 'tween dks*<br>Wireless Sub.Sig. | 8600<br>8123<br>5398 | ✠100A1<br>*Shelter dk with freeboard*<br>7,20 ✠LMC8,18<br>*Fitted for oil fuel* 10,21 *F.P. above* 150°F. | Nwc | *c*† | CL<br>11,19 | 1918<br>8mo<br>*Lloyd* | Palmers' Co.Ld.<br>Newcastle<br>'*sA&CP* | PrinceLine,Ld. (Furness,Withy &Co.Ld. *Mgrs.*)<br>*CellDB*380'1332*t* | 448·1<br>FK<br>*DTa*32'916*t FPT*109*t* | 57·2 | 39·3 | Newcastle<br>British<br>7*BHCem*<br>*APT*36*t* | Q.4Cy.25½",36½",52½"&76"-54" 220lb *130lb* (*r*) 667NHP<br>4SB,12*cf*,GS235,HS9728 FD<br>Palmers'Co.Ld.Newcastle | 40 • 9<br>s 13 • 2<br>27 • 11 |
| 17160<br><br>MBVR | **Gothland**<br>(*ex*Gothic,*ex*Gothland,*ex*Gothic)<br>*Elec.light* Sub.Sig. Wireless | SteelTwinSc4MstSr<br>3*Dks* | 7660<br>6644<br>5489 | | | | | 1893 | Harland& Wolff,Ld.<br>Belfast | Soc.Anon.deNav. Belge-Américaine | 490·7<br>P58'F61' | 53·2 | 33·5 | Antwerp<br>Belgian<br>*WB* | T.6Cy.26",42½"&70"-51"<br>FD 700NHP<br>Harland&Wolff,Ld.Bel. | |
| 17161<br>62298<br>KGPN | — | IronSc3MstSr<br>ssLiv.2ndNo.3-7,07<br>ssMch.No.1-12<br>1*Dk*&*Spardk for passengers only* | 1485<br>998<br>867 | —<br>5,20<br>*Spar dk* ✠<br>✠NE&B8,99 | Mch | *o* | | 1871<br>1mo | J.&G. Thomson<br>Glasgow | ClaudeLangdon, Ld. | 251·6<br>ND99<br>BK9" | 32·0 | 16·7<br>23·9 | Liverpool<br>British<br>5*BHCem* | T.3Cy.20½",34"&55"-39"<br>NDB99 199NHP<br>2SB,6*cf*,GS97,HS3110<br>D.Rollo&Sons,Liverpool | 25 • 3 |
| 17162 | **Gothmund**<br>(*Trawler*) | SteelSc<br>*OilEng.*<br>1*Dk* | 251<br>219<br>98 | | | | | 1920 | Werft. Nobiskrug<br>Rendsburg | Hochseefischerei A.G."Trave" | 129·2<br>Q71'F18' | 24·0 | 9·6 | Lübeck<br>German<br>*WB* | Oil Engines<br>4Cy.16$\frac{9}{10}$"-23⅝" 102NHP<br>A.Borsig,Berlin-Tigel | |
| 17163 | **Gotland**<br>*Elec.light* | SteelScSr<br>1*Dk* | 990<br>752<br>591 | | | | | 1913 | Antwerp Eng.Co.Ld<br>Hoboken | NordischesErzkontorG.m.b.H | 210·0<br>Q70'B50'F22' | 33·3 | 13·6 | Lübeck<br>German<br>*WB* | T.3Cy.15¾",26"&44"-27"<br>101NHP<br>MacColl&Pollock,Ld.Sld. | |
| 17164<br>1975<br>JDSC | — | IronScSr<br>1*Dk* | 299<br>171<br>212 | | | | | 1868 | Bergsunds Mek.Verks<br>Stockholm | Ångf.Aktieb.Gotland (CarlE. Ekman) | 120·7<br>Q40' B35' H27*t*<br>F29' | 24·6 | 10·5 | Visby<br>Swedish | C.2Cy.19½"&39"-23½"<br>61NHP<br>BrgsundsMk.Vrks.,Skm. | |
| 17165<br>3502<br>JKSC | **Gottfrid**<br>Wireless<br>*Elec.light* *Well deck*<br>*Cargo battens not fitted* | SteelScSr<br>ssCpn.No.3-4,12<br>ssSkm.No.2-20<br>1*Dk*(*Irn*)2*trB* | 1620<br>1264<br>938 | ✠100A1<br>7,20<br>✠LMC<br>BS1,20 MS7,20 | Skm | *q* | 7,20 | 1899<br>6mo | Strand SlipwayCo.<br>Sunderland<br>A&CP | Rederiaktieb.Gottfrid (G.Erstad, *Mgr.*)<br>*WB = CellDBa*68' | 258·0<br>P26'Q64'B50'F31'<br>FK<br>*uE&B*34'*f*112'476*t* | 36·8 | 16·7 | Långsele<br>Swedish<br>4*BHCem*<br>*APT*31*t* | T.3Cy.19¼",31"&51"-33" (*s*)<br>160lb *80lb* 159NHP<br>1SB,4*pf*,GS66,HS2535<br>N.E.MarineEng.Co.Ld.Sld. | 19 • 2<br>s 2 • 3<br>17 • 4 |
| 17166 | **Göttingen**<br>*Elec.light* Sub.Sig. | SteelScSr<br>2*Dks* | 5441<br>5127<br>3451 | | | | | 1907 | Bremer Vulkan<br>Vegesack | | 428·7<br>P&B285'F52' | 54·5 | 27·9 | *WB* | Q.4Cy.24",34⅝",50⅝"&72$\frac{11}{16}$"-53⅛"<br>387NHP<br>BremerVulkan,Vegesack | |
| 17167<br>136742<br>JHNQ | **Goulburn**<br>*Elec.light* | SteelScSr<br>ssMel.No.1-19<br>1*Dk*(*ptIrn,ptStl*) | 2363<br>2101<br>1412 | ✠100A1<br>6,21 ~~6,20~~<br>~~BS6,20~~ ✠~~LMC6,19~~<br>6,21 | Mel | *t* | CL<br>6,20 | 1915<br>1mo<br>*Lloyd* | Sunderlnd S.B.Co.Ld.<br>Sunderland<br>'*sA&CP* | HuddartParker, Ld.<br>*WB = CellDBa*94' | 295·0<br>P27'B68'F30'<br>FK<br>*uE&B*38'*f*124'675*t* | 45·0 | 20·1 | Melbourne<br>British<br>5*BHCem*<br>*APT*66*t* | T.3Cy.22½",37"&61"-42" (*r*)<br>180lb *100lb* 286NHP<br>2SB,6*cf*,GS128,HS4750<br>G.Clark,Ld.Sunderland | 22 • 3<br>s 3 • 5<br>19 • 2 |

| 1 | 2 3 Steamer's Name, Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7168<br>32295<br>VDB | **Gourko** SteelScSr<br>*CruiserStern*<br>*Elec.light Ref.Mchy.* Wireless 2*Dks* | 1975<br>1653<br>1073 | | | | | 1911 | Earle'sCo. Ld.<br>Hull | Ellerman'sWilson Line,Ld. | 318·0 | 42·2 | 17·3 | Hull<br>British<br>*WB* | T.3Cy.22",36"&60"-42"<br>233NHP<br>Earle'sCo.Ld.Hull | | C<br>BT<br>till<br>7,21 |
| 7169<br>OIJZ | **Gouverneur Ballay** IronScSr<br>(*ex*Mongibello,<br>*Well deck* *ex*Beny) 1*Dk*2*trB* | 1235<br>947<br>738 | | | ... | | 1882 | Whitehavn S.B.Co.Ld.<br>Whitehaven | Ch.Scholl | 220·7<br>Q103*t*B128*t*F44*t* | 33·3 | 15·8<br>FK | Bordeaux<br>French<br>*WB* | C.2Cy.23"&46"-36"<br>NB91 127NHP<br>J.Jones&Sons,Liverpool | 17 〃 4 | V |
| 7170<br>DIKA | **Gouverneur Beco** SteelScSr<br>(*ex*ReuéeAchaque<br>*ex*Malaga,*ex*Es sid et Turki)<br>1*Dk* | 458<br>—<br>307 | | | | | 1892 | Akt.Ges. "Weser"<br>Bremen | LloydFranco-Belge,Soc.Anon. | 157·1<br>Q28'B33'F19' | 26·8 | 10·5 | Havre<br>French<br>*WB* | T.3Cy.10 1/16",16½"&26⅝"-16½"<br>28NHP<br>A.G."Weser,"Bremen | | V |
| 7171<br>IBJG | **Gouverneur de Lantsheere** Steel<br>*ss*Ant.No.3-9,19 ScSr<br>(*ex*Mariana) 1*Dk*(*Stl*)&*Spardk*(*Stl*)&<br>Wireless *deep framing* | 4147<br>4009<br>2667 | ✠100A1<br>*Spar dk*<br>7,21 ~~11,20~~ ✠LMC<br>MS9,19 BS~~6,20~~9,21 | Ant | *x* | CL<br>~~9,19~~<br>9,21 | 1905<br>11mo | A.Rodger &Co.<br>Pt.Glasgow<br>*Lloyd's A&CP* | Cie.RoyaleBelgo-Argentine (ArmementDeppe, *Mgrs.*) *CellDB* | 359·7<br>P33'B92'F35'<br>*WB*=<br>*a&uE*140'*f*160'778*t* | 47·9 | 20·4<br>28·3<br>FK | Antwerp<br>Belgian<br>6*BHCem*<br>*APT*116*t* | T.3Cy.25",41"&68"-48" (*s*)<br>180lb 355NHP<br>3SB,9*cf*,GS162,HS5580<br>A.Rodger&Co.Glasgow | 30〃10<br>s 6 〃 5<br>24 〃 9 | |
| 7172<br>DLQ | **Gouverneur Generaal Daendels**<br>SteelSc<br>*Elec.light* 1*Dk*&*Awngdk* | 1265<br>—<br>773 | | | | | 1902 | Nederl. Schps.Maats.<br>Amsterdam | Koninkl.Paketv. Maats. | 224·0<br>P58'F50' | 36·0 | 15·0 | Batavia<br>Dutch<br>*WB* | T.3Cy.17",26¾"&46¼"-36"<br>127NHP<br>NedFb.v.Wrk&Spoor,Ams | | V |
| 7173<br>DIKB | **Gouverneur Ponty** SteelSc | 434<br>300<br>245 | | | | | 1908 | A.Dubigeon&fils<br>Nantes | Soc.Anon.des Messageries Africaines | 159·1<br>P39'H41'F37' | 24·6 | 11·5 | Dakar<br>French | C.2Cy.18⅛"&31½"-23⅝"<br>40NHP<br>Brissonneau etLotz,Nts. | | V |
| 7174<br>TVG | **Gouwestroom** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck* Wireless | 1432<br>1135<br>874 | ✠100A1<br>7,21 ~~8,20~~<br>✠LMC6,19<br>BS11,21 | Ams | *p* | N8,20 | 1918<br>1mo | Rotterdam Droogd.Maat<br>Rotterdam<br>*Lloyd's A&CP* | Hollandsche StoombootMaats. | 245·0<br>Q82'B61'F28'<br>*CellDB*208'319*t* | 37·3 | 15·9<br>FK | Amsterdm<br>Dutch<br>4*BHCem*<br>*APT*43*t* | T.3Cy.17½",28"&47"-36" (*s*)<br>180lb 155NHP<br>2SB,4*cf*,GS82,HS2534<br>RotterdamDroogd.Maats. | 17〃10<br>s 1 〃 6½<br>16 〃 7 | |
| 7175<br>TVH | **Gouwzee**<br>(*Tug*) | 172<br>—<br>1 | | | | | 1906 | L.Smit& Zoon<br>Kinderdijk | LSmit&Co'sSleepdienst,Ld. | 105·8 | 21·3 | 12·8 | Rottrdam<br>Dutch | T.3Cy.13½",21"&34⅝"-20½"<br>163·6lb HS1638 82NHP<br>L.Smit&Zoon,Kinderdijk | | |
| 7176 | **Goverdina** SteelSc<br>(*Fishing*)<br>1*Dk* | 143<br>—<br>47 | | | | | 1916 | Gebr.Boot<br>Leiderdorp | N.V.ScheepsExpl. Mij."DeMarezaten"(J.Polderman &F.C.Breitenstein Velsen, *Mgrs.*) | 102·0 | 20·4 | 10·2 | Ymuiden<br>Dutch | T.3Cy.9⅘",15¾"&27⅗"-21¼"<br>36NHP<br>N.V.Indust.MijHera,Ymu. | | |
| 7177 | **Governador** SteelTwinSc<br>ssBom.No.1-22 *ss*Bom.No.3-12,17<br>1*Dk*(*Stl*-ptteaks)<br>(*Sand Pump Hopper Dredger*) | 355<br>345<br>176 | ✠ A1<br>*HopperDredger*<br>3,22 ~~12,19~~<br>3,22<br>BS12,20 ✠LMC~~12,17~~ | Bom | | ~~12,19~~<br>N3,22 | 1908<br>11mo | W.Simons &Co.Ld.<br>Renfrew<br>*Lloyd's A&CP* | WestofIndia PortugueseRlwy. Co. | 138·0<br>P11' | 28·1 | 11·6<br>FK | Bombay<br>British<br>6*BHCem* | C.4Cy.13"&26"-15" (*s*)<br>140lb 56RHP<br>1SB,3*cf*,GS57,HS1460<br>W.Simons&Co.Ld.Rnf. | 12 〃 0<br>s 2 〃 5<br>9 〃 9 | |
| 17178<br>140587<br>JTSQ | **Governor** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)3*rd dk*(*Stl*)<br>Wireless *inNo.1hold* | ~~5980~~ 5571<br>5242<br>~~3773~~<br>3495 | ✠100A1<br>3,22 ~~1,21~~<br>✠LMC7,18<br>*Fitted for oil fuel* 7,20 *F.P. above* 150°F.<br>*Carrying oil fuel F.P. above* 150°F. *inDB* | Liv | *z* | CL<br>3,22 | 1918<br>7mo | D&WHendersn&Co.Ld<br>Glasgow<br>*Lloyd's A&CP* | CharenteS.S.Co. Ld. (T.&J. Harrison, *Mgrs.*)<br>*CellDB*344'111 | 410·3<br>P34'B136'F53'<br>7*tDTa*31'830*t FPT* | 52·2 | 30·2<br>FK | Liverpool<br>British<br>7*BHCem*<br>64*tAPT*24*t* | T.3Cy.24½",42½"&72-54"(*s*)<br>215lb 536NHP<br>2DB&1AuxSB,15*cf*,GS281.<br>HS9263<br>D&WHendersn&CoLdGls | 32 〃 7<br>s 6 〃 4½<br>26 〃 7 | |
| 17179<br>204314<br>WFN | — er Collision 4.21 SteelTwinScSr<br>*Fitted for oil fuel* 3*Dks*&<br>*Elec.light* Sub.Sig. Wireless *Shelterdk* | 5475<br>—<br>2550 | | | | | 1907 | NewYork S.B.Co.<br>Camden,N.J. | ÅdmiralLine (PacificS.S.Co.) | 391·9 | 48·2 | 19·7 | Tacoma<br>Utd.States | T.6Cy.25½",40½"&70"-48"<br>679NHP<br>NewYork S.B.Co. | | R |
| 17180<br>203584<br>KVQJ | **Governor Cobb** SteelTrpScSr<br>Wireless 1*Dk* | 2522<br>—<br>1556 | | | | | 1906 | Delaware RiverCo.<br>Chester,Pa. | Peninsular & OccidentalS.S.Co. Inc. | 289·1 | 54·0 | 18·0 | NewHaven<br>Utd.States<br>*WB* | SteamTurbines<br>W.&A.FletcherCo.Hn.N.J. | | |
| 17181<br>86483<br>KPLG | **Governor Dingley** SteelScSr<br>*Elec.light* Wireless 2*Dks*&*Hurricane dk* | 3826<br>—<br>2856 | | | | | 1899 | Delaware RiverCo.<br>Chester,Pa. | EasternSteamship LinesInc. | 298·9 | 60·8 | 17·8 | Boston<br>Utd.States<br>*WB* | T.3Cy.27½",44½"&70"-36"<br>294NHP<br>DelawareRiverCo. | | |
| 17182<br>216571<br>LMSV | **Governor John Lind** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>Sub.Sig. | 3431<br>2906<br>2039 | *Fitted for oil fuel* 8,18 *F.P. above* 150°F. | | ... | CL<br>2,21 | 1918<br>9mo | Hanlon D.D.&S.B.Co<br>Oakland,Cal.<br>A&CP | UnitedStates ShippingBoard<br>*Cell* | 305·0<br>P33'B79'F26'<br>*DB* 248' 564*t FPT* | 46·0 | 24·5<br>FK | S.Frncisco<br>Utd.States<br>5*BHptCem*<br>93*tAPT*88*t* | T.3Cy.24",39"&65"-42" (*s*)<br>200lb 382NHP<br>3WaterTubeBoilersHS6777<br>BethlehemS.B.Corp.Ld. Alameda,Cal. | 26 〃 9<br>s4 〃 8½<br>22 〃 5 | |
| 17183<br>220928<br>MCGB | **Governor Marshall** WoodSc<br>*Motor* | 131<br>—<br>60 | | | | | 1920 | ............<br>Essex,Mass. | J.M.Marshall | 107·6 | 24·0 | 11·1 | Gloucester Mass.<br>Utd.States | | | |
| 17184<br>121229 | **Gowan** SteelScK<br>*ss*Lth.No.3-9,19<br>1*Dk* | 173<br>173<br>69 | ✠100A1<br>*StmTrawler*<br>9,19<br>BS12,20 ✠LMC1,19 | Lth | | CL<br>9,19 | 1905<br>5mo | Mackie& Thomson<br>Glasgow<br>*Lloyd's A&CP* | Paton'sTrawlers, Ld. (C.F.Paton, *Mgr.*) | 110·4 | 21·0 | 11·0<br>BK7½"<br>*WB* | Glasgow<br>British<br>3*BHCem*<br>=*DTf*5'13*t* | C.2Cy.16"&34"-22" (*s*)<br>140lb 47RHP<br>1SB,2*pf*,GS37,HS1150<br>W.V.V.Lidgerwood,Gls. | 12 〃 0 | |
| 17185<br>131370<br>HTJB | **Gower Coast** SteelSc3MstSr<br>*ss*Liv.No.3-10,19<br>(*ex*Volhynia) 1*Dk*(*Stl*)<br>*Well deck Mchy.Aft* | 617<br>420<br>255 | ✠100A1<br>12,21 ~~10,20~~<br>~~BS9,20~~ ✠LMC10,19<br>BS1,22 | Liv | *i* | CL<br>~~10,19~~<br>1,22 | 1911<br>8mo | R.Williamson&Son<br>Workington<br>*Lloyd's A&CP* | CoastLines,Ld. | 175·0<br>Q105'B9'F22'<br>*DBf*101'123*t* | 27·1 | 11·1<br>BK7" | Liverpool<br>British<br>3*BHCem*<br>*FPT*53*t* | T.3Cy.14",24"&40"-27"(*s*)<br>180lb *75lb* 110NHP<br>1SB,3*cf*,GS56,HS1956<br>Ross&Duncan,Glasgow | 13 〃 4<br>s 〃 7½<br>13 〃 5 | |
| 17186<br>143531<br>KHPC | **Gowerian** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft Well deck* | 449<br>296<br>186 | ✠100A1<br>1,21<br>✠LMC1,21 | Bpl | | CL | 1921<br>1mo | TawShipyards,Ld.<br>Barnstaple<br>*Lloyd's A&CP* | CymricShipping Co.Ld.(Griffiths, Lewis&Evans, *Mgrs.*) | 142·2<br>Q84'B9'F17'<br>*FPT*49*t* | 25·6 | 11·4<br>FK | Cardiff<br>British<br>3*BHCem*<br>*APT*17*t* | T.3Cy.12",20"&32"-24" (*s*)<br>180lb 52RHP<br>1SB,3*cf*,GS47,HS1372<br>AitchisonBlairLdClydbnk | 12 〃 6<br>s 4 〃 5<br>12 〃 4 | |
| 17187<br>129243<br>HPVM | **Gowrie** SteelScSr<br>*ss*Hul.No.2-18<br>(*ex*Haller) 1*Dk*(*ptStl*)<br>*Elec.light Well deck* | 679<br>518<br>283 | ✠100A1<br>7,20<br>✠LMC<br>MS5,18 BS7,~~20~~ | Dun | *j* | CL<br>1,19 | 1909<br>9mo | Cochrane &Sons,Ld.<br>Selby<br>*Lloyd's A&CP* | Dundee,Perth& LondonShipping Co.Ld.<br>*CellDBa&* | 178·0<br>Q83'B12'F24'<br>*uE*33'*f*86'142*tFPT* | 30·0 | 12·3<br>FK | Dundee<br>British<br>4*BHCem*<br>28*tAPT*4*t* | T.3Cy.16⅛",26½"&43"-30"<br>180lb (*s*) 93RHP<br>2SB,4*pf*,GS66,HS2140<br>C.D.Holmes&Co.Ld.Hul | 14 〃 6<br>s 〃 11<br>13 〃 10 | |
| 17188 | **Goyaz** SteelScSr<br>Wireless *ss*NYk.No.2-11<br>(*ex*CastroAlves,*ex*Morea) 2*Dks*(*Stl*-*Uws*)&*Shelterdk*(*Stl*-ws)<br>*Ref.Mchy.* | 1851<br>1542<br>981 | ✠<br>*Shelter dk withfreeboard*<br>2,14 ✠ | NYk | *s* | | 1902<br>8mo | Craig, Taylor&Co.<br>Stockton<br>*WB*= | LloydBrasileiro<br>*CellDBa*74'*uE*&*B* | 280·2<br>36' *f*122' 446*t FPT* | 40·3 | 17·6<br>25·1<br>FK | R.Janeiro<br>Brazilian<br>4*BHCem*<br>49*tAPT*55*t* | T.3Cy.24",40"&65"-42"<br>291NHP<br>2SB,6*cf*,GS121,HS4610<br>Blair&Co.Ld.Stockton | 27 〃 6 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Grément, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17189 | **Goyaz** SteelTwinSc<br>*Elec.light* 1*Dk*&2*Shade dks* | 1491<br>1149<br>985 | | | | | 1912 | Jonker&<br>Stans<br>HendrikIdo<br>Ambacht | Cia.Commercio e<br>Navegaçao | 224·0 | 45·0 | 10·8 | R.Janiero<br>Brazilian | T.6Cy.14",23"&37½"–16½"<br>114NHP<br>Alblasserdam.Msch.Fab. | |
| 17190<br>21765<br>NQTW | **Goyei Maru No. 5** WoodAuxScSr | 135<br>—<br>105 | | | | | 1918 | ……………… | OkiKisen<br>KabushikiKaisha | 80·9 | 22·1 | 10·0 | Kiragawa<br>Japanese | | |
| 17191<br>24551<br>RJSP | **Goyei Maru No. 6** WoodAuxScSr | 131<br>—<br>109 | | | | | 1919 | ……………… | TakeiKatsukichi | 88·2 | 22·3 | 9·7 | Kiragawa<br>Japanese | | |
| 17192<br>11088<br>LFMH | **Goyo Maru** SteelTrpScSr<br>(*ex*SakuraMaru)<br>3*Dks* | 2944<br>—<br>1196 | | | | | 1908 | MitsuBishi<br>Dkyd&EWks<br>Nagasaki | GoyoShokai<br>KabushikiKaisha | 340·3 | 42·4 | 21·3 | Tokio<br>Japanese<br>*WB* | 3 Steam Turbines<br>MitsuBishiD.&E.Wks.Nag | |
| 17193<br>22317<br>NTDR | **Gozan Maru** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*) | 3201<br>2676<br>1960 | ✠100A1<br>8,21 ~~4,20~~ ✠LMC~~4,20~~<br>8,21 | Kob | *u* | CL<br>4,20 | 1919<br>1mo | Ishikawa-<br>jimaSBCoLd<br>Tokio<br>A&CP | KokusaiKisen<br>KabushikiKaisha<br>*CellDB*262'587*tFPT* | 305·0<br>P25'B94'F33' | 43·7 | 27·2<br>FK | Uraga<br>Japanese<br>5*BHCem*<br>58*tAPT*56*t* | T.3Cy.22",37"&61"–42" (*s*)<br>180lb 279NHP<br>2SB,6*cf*,GS93,HS3640 FD<br>IshikawajimaS.B.Co.Ld. | 27<br>4<br>23 |
| 17194<br>113639 | **Gozo** SteelScK<br>*ss*Hul.No.3–5,14<br>*ss*Hul.No.1–19<br>1*Dk* | 172<br>166<br>68 | ✠100A1<br>*StmTrawler*<br>~~2,11~~ ~~11,19~~ 2.22 BS8,21<br>~~BS5,20~~ ✠LMC2,19 | Hul | | CL<br>~~2,10~~<br>~~8,21~~<br>2,22 | 1902<br>4mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>'sA&CP | HullSteamFishing<br>&IceCo.Ld.<br>*WB=Deep tanks* | 108·4 | 21·3 | 11·2<br>BK7½" | Hull<br>British<br>4*BHCem*<br>*f*13'30*t* | T.3Cy.10",17"&28"–21" (*s*)<br>200lb 45RHP<br>1SB,2*pf*,GS24,HS740<br>Amos&Smith,Hull | 12 |
| 17195<br>NVBP | **Graaf Adolf** SteelSc2TwinMsts<br>*Now named "Margit Siemers," See No. 38438 in Supplement*<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | 1147<br>866<br>662 | ✠100A1<br>12,20<br>BS10,20 LMC5,18 | Ams | *n* | CL<br>10,20 | 1918<br>5mo | Wilton's E.<br>&SlipwayCo.<br>Rotterdam<br>A&CP | Scheepv.Maats.<br>"OranjeNassau"<br>(Th.vanSlooten,<br>*Mgr.*)<br>*CellDBuE* | 230·2<br>Q131'B13'F24'<br>23'*f*152'389*t FPT* | 34·0 | 13·2<br>FK | Rottrdam<br>Dutch<br>4*BHCem*<br>88*tAPT*48*t* | T.3Cy15½",25½"&41"–36"(*s*)<br>160lb *100lb* 124NHP<br>MB*made*93*refitted*2,18<br>1SB,3*rf*,GS63,HS2213<br>Wilton'sE.&SlpwyCo.Rot | 16<br>1<br>14 |
| 17196 | **Graaf Jan** SteelScSr<br>*Elec.light* | 1800 | 100A1<br>(*ClassContemplated*) | | | | 1921 | Burger-<br>houtsMach<br>fabriek<br>Rotterdam | Scheepv.Maats.<br>"OranjeNassau"<br>(Th.vanSlooten,<br>*Mgr.*) | 240·0 | 40·7 | 19·4 | Rottrdam<br>Dutch | T.3Cy.17 7/10",29½"&47½"–35½"<br>BurgerhoutsMach.<br>fabriek.Rotterdam | |
| 17197<br>NVCB | **Graaf Lodewijk** SteelSc2TwinMsts<br>*Now named "KurtHartwigSiemers," See No. 39058 in Supplement*<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | 1147<br>866<br>662 | ✠100A1<br>5,20<br>MBS7,19 LMC1,18 | Rot | *n* | CL<br>5,20 | 1918<br>1mo | Wilton's<br>E&SlpwyCo.<br>Rotterdam<br>A&CP | Scheepv.Maats.<br>"OranjeNassau"<br>(Th.VanSlooten,<br>*Mgr.*)<br>*CellDBu* | 230·2<br>Q131'B13'F24'<br>*B*23'*f*152'389*tFPT* | 34·0 | 13·2<br>FK | Rottrdam<br>Dutch<br>4*BHCem*<br>88*tAPT*48*t* | T.3Cy.15½",25½"&41"–36"<br>160lb *100lb* 124NHP (*s*)<br>1SB,3*rf*,GS63,HS2213<br>MainB*made*93*refitted*1,18<br>Wilton'sE&Slpwy.Co.Rot | 16<br>1<br>14 |
| 17198<br>101745<br>WHFC | **Gracchus** SteelScSr<br>*ss*Syd.No.2–10<br>*Elec.light* 2*Dks*(*Stl*)&*deep framing*<br>Wireless &*Shelter dk*(*ptStl*–teaks) | 3760<br>3398<br>2411 | ✠<br>*Shelter dk*<br>5,13 ✠ | Cal | *x* | | 1902<br>9mo | Palmers'<br>Co.Ld.<br>Newcastle | BritishIndiaStm.<br>Nav.Co.Ld.<br>*WB=CellDBa* | 360·7<br>116'*uE*&*B*48'*f*144' | 48·8 | 24·6<br>FK&BK1¾" | Glasgow<br>British<br>6*BHCem*<br>849*tAPT*21*t* | T.3Cy.27",45½"&74"–48"<br>483NHP<br>3SB,9*cf*,GS151,HS6768 FD<br>Palmers'Co.Ld.Newcastle | 27 |
| 17199<br>120469<br>HBMW | **Grace** SteelScSr<br>*ss*Goo No.3–2,17<br>*Well deck* *ss*Gms.No.1–21 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | 354<br>277<br>139 | ✠100A1<br>5,21 ~~10,19~~ ✠LMC5,21<br>~~MS11,17~~ ~~BS4,20~~ | Hul<br>Gms | *e* | CL<br>~~10,19~~<br>5,21 | 1904<br>11mo<br>*Lloyd* | GooleS.B.<br>&RpngCo.Ld<br>Goole<br>'sA&CP | Goole&HullSteam<br>TowingCo.Ld.<br>*WB=Cell* | 140·0<br>Q44'B11'F17' | 25·0 | 9·3<br>FK | London<br>British<br>3*BHCem*<br>*DBf*79'97*t* | C.2Cy.17"&38"–27" (*r*)<br>130lb 90RHP<br>1SB,3*pf*,GS58,HS1577<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 11<br>1<br>10 |
| 17200<br>122722 | **Grace Darling** SteelScSr<br>*Well deck* *Elec.light* 1*Dk* | ~~622~~<br>627 403<br>~~327~~<br>276 | | | … | | 1907 | VanVliet<br>&Co.<br>Hardinxveld | J.Darling&Son | 175·0<br>Q88'B23'F36' | 27·0 | 12·8<br>FK | P.Adelaide<br>British<br>*WB* | T.3Cy.15",25"&41"–27"<br>90RHP<br>G.T.Grey,SouthShields | 13 |
| 17201<br>142702<br>JVQM | **Grace Dollar** SteelSc<br>(*ex*WarMelody) 1*Dk*(*Stl*)&*Shelter dk*<br>*Elec.light* Wireless *CruiserStern* (*Stl*)<br>*Cargo battens not fitted in Shltr 'tween dks*<br>*Straight frames & bevelled bilge* | 6498<br>6250<br>4040 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21 ~~12,20~~ ✠LMC11,18<br>*Carrying oil fuel F.P. above 150° F. in DB*<br>*Fitted for oil fuel* 11,19 *F.P. above 150° F.* | NYk<br>HKg<br>BS5,21 | *a*† | CL<br>~~12,20~~<br>10,21 | 1918<br>11mo<br>*Lloyd* | Harland&<br>Wolff,Ld<br>Belfast<br>'sA&CP | ~~DollarSteamship Line(A.M.Dollar, Mgr.)~~ DollarS.S. Lines,Ld (A.M Dollar, Mgr)<br>*CellDB*343'1571 | 412·4<br>*tDTa*23' 858*t FPT* | 55·8 | 34·4<br>FK | ~~London~~ Vancouver<br>British<br>*ptCem*<br>6*BHtoSh dk*<br>2 " " *U* "<br>91*tAPT*126*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 38<br>10<br>28 |
| 17202<br>139794 | **Grace Wetherly** SteelScK<br>*ss*Abn.No.1–21<br>1*Dk* | 270<br>235<br>106 | ✠100A1<br>*StmTrawler*<br>~~6,21~~ ~~7,19~~ ✠LMC~~5,17~~<br>5,22 6,21 | Liv<br>Abn | | CL<br>~~7,19~~<br>6,21 | 1917<br>3mo<br>*Lloyd* | J.Duthie,<br>TorryS.B.Co<br>Aberdeen<br>'sA&CP | Wetherly'sSteam<br>FishingCo.Ld. (W.<br>R.Wetherly, *Mgr.*) | 121·7<br>Q72'F17' | 22·6 | 12·6<br>BK7½" | Aberdeen<br>British<br>3*BHCem*<br>*DTf*7'14*t* | T.3Cy.12",20"&34"–24" (*s*)<br>180lb 80RHP<br>1SB,3*pf*,GS54,HS1480<br>W.Beardmore&Co.Ld.Gls. | 13 |
| 17203<br>122835<br>HFBC | **Gracefield** SteelScSr<br>*ss*Hpl.No.3–5,19<br>1*Dk*(*pt1rn*&*ptStl*)&*deep framing*<br>Wireless *Cargo battens not fitted* | 2733<br>2523<br>1695 | ✠100A1<br>12,20<br>✠LMC<br>MS5,19 BS~~12,20~~2,22 | Hul | *u* | CL<br>11,18 | 1905<br>11mo<br>*Lloyd* | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>LdNewcastle<br>'sA&CP | EryldonS.S.Co.Ld. | 313·5<br>P30'B96'F35'<br>*CellDBa*98'*uE*&*B*<br>36'*f*136'770*t FPT* | 46·5 | 21·1<br>FK | Swansea<br>British<br>5*BHCem*<br>72*tAPT*93*t* | T.3Cy.22",37"&62"–42" (*r*)<br>180lb ~~*100lb*~~ *80lb* 267NHP<br>2SB,6*cf*,GS104,HS4070<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 23<br>3<br>19 |
| 17204<br>142482<br>JVPL | **Gracehill** SteelScSr<br>*Mchy.Aft* *Well deck* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 452<br>313<br>172 | ✠100A1<br>12,21 ~~8,20~~ ✠LMC10,18 | Bel | *g* | CL | 1918<br>9mo<br>*Lloyd* | ForthS.B.<br>&EngCo.Ld.<br>(Jeffrey's<br>Yard),Alloa<br>'sA&CP | HowdenBros. | 156·5<br>Q88'B9'F29'<br>*CellDBf*82'95*tFPT* | 25·2 | 9·8<br>BK7" | Belfast<br>British<br>3*BHCem*<br>26*t APT*7*t* | T.3Cy.15",25½"&42½"–27"<br>180lb (*s*) 52RHP<br>1SB,3*cf*,GS53,HS1860<br>ForthS.B.&Eng.Co.Ld.<br>(Jeffrey'sYard),Alloa | 12<br>3<br>12 |
| 17205 | **Gracia** SteelSc<br>*For full particulars See No. 37520 in Supplement*<br>*Elec.light* Wireless | 6000 | 100A1<br>(*ClassContemplated*) | | | | 1921 | Scotts'S.B.<br>&E.Co.Ld.<br>Greenock | DonaldsonBros.<br>Ld. | 414·5<br>P34'B148'F44' | 54·2 | 30·8 | Glasgow<br>British | 2 Geared Steam Turbines<br>Scotts'S.B.&E.Co.Ld.Grk. | |
| 17206<br>118054<br>VLSQ | **Graciana** SteelScSr<br>*ss*Liv.No.3–12,11<br>(*ex*SierraMorena) *ss*.Hpl.No.2–20<br>Wireless 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Elec.light* Sub.Sig. &*deep framing* | 3602<br>3346<br>2252 | ✠100A1<br>*Spar dk*<br>9,21 ~~10,20~~ ✠LMC10,20<br>LBS3,22 | Hpl<br>NYk | *x* | CL<br>10,20 | 1903<br>10mo<br>*Lloyd* | C.Connell<br>&Co.Ld.<br>Glasgow<br>'sA&CP | Furness,Withy&<br>Co.Ld.<br>*WB=CellDBa*<br>120'*uE*24'*f*146'72 | 361·0<br>P31'B200'F40' 25·6<br>9*tDT a*24'540*tFPT* | 46·2 | 17·7<br>FK | W.Hartlpl<br>British<br>6*BHCem*<br>99*tAPT*42*t* | T.3Cy.24",40"&67"–45" (*s*)<br>185lb *120lb* NDB20 364NHP<br>2SB,6*cf*,GS118,HS4856 FD<br>D.Rowan&Co.Glasgow | 28<br>4<br>24 |
| 17207<br>136226 | **Grackle** SteelScK<br>1*Dk* | 191<br>189<br>72 | | | … | | 1915 | GooleS.B.<br>&Rpg.Co.Ld.<br>Goole | KelsallBros.&<br>Beeching,Ld.<br>(JohnSlater,*Mgr*) | 110·2 | 21·6 | 12·0<br>BK7½" | Hull<br>British<br>*WB* | T.3Cy.12",21"&33"–21"<br>55RHP<br>Earle'sCo.Ld.Hull | 12·11 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17208<br>MTCB | **Grado** | **SteelScSr**<br>1*Dk* | 501<br>379<br>277 | | | | | 1918 | Johs.Berg<br>Delfzijl | **SkibsA/SGrado**<br>**(M.Thorvik)** | 160·4<br>P49'F15' | 25·9 | 12·0 | **Chrstiania**<br>Norwegian<br>*WB* | T.3Cy.12⅝",19$\frac{9}{16}$"&31½"-21⅝"<br>46NHP<br>Johs.Berg.Delfzijl | | |
| 17209<br>5740<br>JVKR | **Graecia**<br>(*ex*MariettaN.)<br>Wireless<br>*ss*Got.No.2-20 ~~*ss*Sws.No.1-15~~ | **SteelScSr**<br>1*Dk*(*ptIrn ptStl*) | 2951<br>2693<br>1727 | ✠100A1<br>~~U.20~~ 8,18 10,21<br>✠LMC1,20<br>BS4,21 | Rot<br>~~Got~~ NYk | *u* | CL<br>2,20 | 1911<br>11mo<br>*Lloyd's*A&CP | J.Blumer& Co.<br>Sunderland | **RederiaktSvenska**<br>**Lloyd(H.Metcalfe,**<br>*Mgr.*)<br>110'*uE&B* | 331·0<br>P28'B176'F38'<br>*WB*=*CellDBa* FK<br>43' *f* 137'915*tFPT* | 47·5 | 20·7 | **Gothenbrg**<br>Swedish<br>5*BHCem*<br>78*tAPT*110*t* | T.3Cy.23½",38"&64"-42" (*s*)<br>180lb *180lb* 294NHP<br>2SB,6*cf*,GS124,HS4619<br>J.Dickinson&Sons,Ld.Sld | 23 " 2<br>s2 " 10½<br>20 " 8 | |
| 17210 | **Graf Bothmer**<br>*Now named* "Star of Liberty," *See No.* 39157 *in Supplement*<br>*Elec.light* | **SteelSc**<br>(*Trawler*)<br>1*Dk* | 226<br>212<br>88 | | | | | 1918 | Reiherstieg<br>Schiffsw.Abt.<br>Brandenburg<br>Hamburg | | 120·0<br>F18' | 24·3 | 9·6 | British | T.3Cy.13",20½"&32¼"-22¼"<br>50NHP<br>ReiherstiegSchffw.&<br>Mschf.Ham. | | |
| 17211<br>40<br>HPRV | **Graf Ignatieff** | **IronPad**<br>1*Dk* | 205<br>—<br>22 | | | | | 1889 | J.Jones& Sons<br>Liverpool | **RussianDanube**<br>**Stm.Nav.Co.** | 143·4 | 20·2 | 7·9 | **Odessa**<br>Russian | C.D.4Cy.14½"&28"-42"<br>85NHP<br>J.Jones&Sons,Liverpool | | |
| 17212 | **Graf Luckner**<br>*Now named* "Alcyon," *See No.* 36194 *in Supplement* | **SteelSc**<br>(*Trawler*)<br>1*Dk* | 224<br>210<br>86 | | | | | 1919 | Nüscke&<br>Co.A.G.<br>Stettin | | 119·9<br>F18' | 24·2 | 9·5 | British<br>*WB* | T.3Cy.13",21¼"&33$\frac{9}{16}$"-22⅝"<br>Christiansen& 55NHP<br>Meyer,Harburg | | |
| 17213<br>272<br>HBCT | **Graf Platoff** | **SteelPadSr**<br>1*Dk* | 684<br>—<br>331 | | | | | 1894 | Stabilmnto<br>Tecnico<br>Trieste | **RussianStm.Nav.**<br>**&TradingCo.** | 211·6 | 26·0 | 10·8 | **Odessa**<br>Russian | C.2Cy.26½"&47"-50"<br>130NHP<br>StabilimentoTecnico,Tri. | | |
| 17214<br>946<br>TBCK | **Graf Schuwalow**<br>*Now named* "Turaida," *See No.* 39653 *in Supplement*<br>*Well deck* (*ex*Gorm) | **SteelSc3MstSr**<br>1*Dk*2*trB* | 1608<br>1214<br>950 | | | … | | 1889 | Lobnitz&<br>Co.<br>Renfrew | **Gebr.Seeberg** | 263·4<br>P172'F28'<br>BK8" | 35·0 | 17·8 | **Riga**<br>Latvian<br>*WB* | T.3Cy.20",33"&54"-39"<br>173NHP<br>Lobnitz&Co.Renfrew | 19 " 0 | V |
| 17215<br>903<br>HDFC | **Graf Tolstoi**<br>(*ex*Erato) | **IronScSr** | 1333<br>—<br>731 | | | … | | 1870 | Humphrys<br>&Co.<br>Hull | **Gebr.Seeberg** | 252·4<br>P139'H13*t*F32'<br>FK | 34·8 | 17·5 | **Riga**<br>Latvian | C.2Cy.32"&60"-33"<br>NB07 172NHP<br>Humphrys&Co.Hull | | |
| 17216<br>~~[illegible]~~<br>~~KDSG~~ | **Graf Waldersee**<br>Sub.Sig. Wireless<br>*Elec.light* | **SteelTwinScSr**<br>4*Dks* | 13193<br>10520<br>8375 | | | | | 1898 | Blohm&<br>Voss<br>Hamburg | ~~**T.W.Ward Ld.**~~<br>KöhlbrandWerft-<br>PaulBerendsohn | 561·2<br>B160' | 62·2 | 37·7 | Hamburg<br>German<br>*WB* | Q.8Cy.23",33",48"&69¾"-54"<br>714NHP<br>Blohm&Voss,Hamburg | | |
| 17217 | **Graf Wurmbrand**<br>*Now named* "Roma," *See No.* 39086 *in Supplement*<br>*Well deck*<br>*Elec.light*<br>*ss*Tri.2ndNo.3-3,14<br>*ss*Tri.No.3-6,20 | **SteelTwinScSr**<br>2*Dks*(*UStl-ws*) | 951<br>660<br>397 | ✠100A1<br>6,20<br>✠LMC6,20 | Tri | *n* | 6,20 | 1895<br>9mo<br>*Lloyd's*A&CP | Stabilmnto<br>Tecnico<br>Trieste | **Soc.Anon.diNav.**<br>**Rimorchi e Salva-**<br>**taggi(D.Tripco-**<br>**vich,***Mgr.***)** *WB* | 241·0<br>Q40'B58'F30'<br>FK<br>=*MT*11'50*tFPT*5*t* | 30·0 | 14·6 | **Trieste**<br>Italian<br>4*BHCem*<br>*APT*7*t* | T.6Cy.17½",28"&46"-30" (*s*)<br>165lb 343NHP<br>2DB,8*cf*,GS140 HS5400 FD<br>StabilimentoTecnico,Tri. | 15 " 6 | |
| 17218 | **Graf Zeppelin**<br>*Now named* "CaboBranco," *See No.* 36869 *in Supplement*<br>*Elec.light* | **SteelSc**<br>(*Trawler*)<br>1*Dk* | 262<br>234<br>99 | | | | | 1916 | Nordsee-<br>werke<br>Emden | | 127·0<br>H51'F19' | 23·0 | 12·0 | British<br>*WB* | T.3Cy.12⅝",20"&32¼"-22"<br>Gebr. 49NHP<br>SachsenbergA.-G.Rosslau | | |
| 17219<br>128774 | **Graffoe**<br>*For full particulars See No.* 37565 *in Supplement*<br>(*ex*Karl Hilbert) | **SteelScSr**<br>1*Dk*(*Stl*) | 202<br>199<br>88 | ✠100A1<br>2,19<br>LMC2,19 | Psy | | CL | 1919<br>2mo<br>*Lloyd's*A&CP | J Fullerton<br>&Co.<br>Paisley | **Stringer'sSteam**<br>**FishingCo.Ld. (A.**<br>**Stringer,***Mgr.***)** | 115·6<br>*DBf*29'20*t* BK7½" | 22·1 | 12·1 | **Boston**<br>British *Cem*<br>3*BH* *WB* | T.3Cy.12",20"&34"-23" (*s*)<br>180lb 57RHP<br>2SB,3*pf*,GS39,HS1347<br>Fleming&Ferguson,Ld.Psy. | 13 " 0 | |
| 17220<br>MHTL | **Graham**<br>(*Whaler*) | **SteelScSr**<br>1*Dk* | 163<br>154<br>53 | | | | | 1912 | Porsgrund<br>Mek Værks.<br>Porsgrund | **Hvalfanger**<br>**Akties.Sydhavet**<br>**TheSthnWhlgCo.**<br>**Ld.(P.Bogen***Mgr***)** | 104·0 | 20·1 | 11·8 | **Sandefjord**<br>Norwegian<br>*WB* | T.3Cy.12",20"&33"-24"<br>53NHP<br>BergensMekVærksBergen | | N |
| 17221<br>142141<br>JVNG | **Graig**<br>*Now named* "MariaVictoria," *See. No.* 38483 *in Supplement*<br>*Elec.light* (*ex*WarDown)<br>Wireless *Cargo battens not fitted* | **SteelSc**<br>1*Dk*(*Stl*) | 3099<br>2356<br>1857 | ✠100A1<br>10,18<br>BS10,19 ✠LMC12,18 | Shl<br>Bry | *u* | CL<br>~~8,20~~<br>1,22 | 1918<br>12mo<br>*Lloyd's*A&CP | WoodSkin-<br>ner&Co.Ld.<br>Newcastle | **GraigShippingCo.**<br>**Ld.(I.Williams,**<br>*Mgr.*)<br>*CellD* | 331·3<br>P33'B100'F27'<br>FK<br>*B*284'737*tFPT*112*t* | 46·9 | 23·1 | **London**<br>British<br>7*BHptCem*<br>*APT*128*t* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 429NHP<br>3SB,9*cf*,GS155,HS6324 FD<br>N.E.MarineEngCoLd Nwc | 25 " 6<br>s4 " 1½<br>21 " 9 | |
| 17222<br>126506 | **Grainer** | **WoodScSp**<br>1*Dk* | 144<br>125<br>88 | | | | | 1909 | D.J.Butler<br>Victoria,B.C. | **ButlerFreighting**<br>**&TowingCo.Ld.** | 100·5 | 23·0 | 8·0 | **Vict'riaBC**<br>British | C.2Cy.9"&22"-16"<br>19RHP<br>Ross&Duncan,Glasgow | | |
| *<br>17223<br>129766<br>HSKM | **Grainton**<br>*ss*Mch.No.3-7,18<br>Wireless<br>*Carrying fuel oil F.P.above*150°*F.inD.B.* | **SteelScSr**<br>1*Dk*(*Stl*)&*Awng dk*(*Stl*) | 6042<br>5877<br>4411 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>~~7,21 10,20~~ 10,21<br>3,22<br>BS11,20<br>~~BS7,18~~ ✠LMC7,18 | Cff<br>~~Nwc~~ ~~Shl~~ | *z* | CL<br>~~6,20~~<br>N3,22 | 1911<br>3mo<br>*Lloyd's*A&CP | Ropner&<br>Sons,Ld.<br>Stockton | **CarltonS.S.Co.Ld.**<br>**(R.Chapman&**<br>**Son,***Mgrs.***)**<br>*W* | 415·0<br>FK<br>*B*=*CellDBa*111'*u* | 55·0 | 30·6 | **Newcastle**<br>British<br>7*BHCem*<br>*E&B*56'*f*17 | T.3Cy.25",43"&71"-48" (*s*)<br>180lb *180lb* 380NHP<br>2SB,6*cf*,GS134,HS5801<br>Blair&Co.Ld.Stockton<br>1'1565*tFPT*377*tAPT*191*t* | 34 " 7<br>s8 " 7<br>26 " 4 | |
| 17224<br>124220<br>HLKW | **Grampian**<br>*Elec.light Ref.Mchy.* Sub.Sig. Wireless | **SteelTwinSc**<br>2*Dks&Shelter dk* | 10955<br>6712<br>7029 | | | | | 1907 | A.Stephen<br>&Sons,Ld.<br>Glasgow | **AllanLineSSCoLd**<br>**(CanadianPacific**<br>**SteamshipsLd.**<br>*Mgrs.*) | 485·7<br>P&B341'F58' | 60·2 | 38·1 | **Glasgow**<br>British<br>*WB* | T.6Cy.27",45"&75"-51"<br>825NHP<br>A.Stephen&Sons,Ld.Gls. | | C<br>BT<br>till<br>8,21 |
| 17225<br>140500<br>JSPM | **Grampian Range**<br>*Now named* "ManchesterSpinner," *See No.* 38332 *in Supplement*<br>*Elec.light* Wireless Sub.Sig. | **SteelSc**<br>1*Dk* | 4767<br>4372<br>2968 | | | | | 1918 | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool | **NeptuneStm.Nav.**<br>**Co.,Ld.(Furness,**<br>**Withy&Co.,Ld.**<br>*Mgrs.*) | 385·0<br>P36'B126'F38' | 52·0 | 27·0 | **Liverpool**<br>British<br>*WB* | T.3Cy.25",40"&68"-48"<br>Richardsons, 320NHP<br>Westgarth&Co.Ld.Hpl. | | C |
| 17226<br>101580 | **Grampus**<br>*Elec.light*<br>*ss*Nwc.2ndNo.3-6,20<br>*Cargo battens not fitted* | **SteelTwinSc**<br>1*Dk*(*Stl*) | 1020<br>924<br>603 | ✠ A1<br>6,20<br>✠LMC6,20<br>*Coasting U.K.*<br>(*Except West Coast, — from Cork to Pentland Firth*)<br>*and Continent Brest to Hamburg* | Nwc | | PN6,20<br>s6,20 | 1902<br>6mo<br>*Lloyd's*A&CP | W.Simons<br>&Co.Ld.<br>Renfrew | **LondonTransport**<br>**Co.Ld.(E.J.Heinz,**<br>*Mgr.*) | 218·2<br>Q71'RFD53'F28'<br>*Trunk* 116' FK<br>*FPT*69*t* | 36·6 | 14·9 | **London**<br>British<br>4*BHCem*<br>*APT*12*t* | T.6Cy.13½",24½"&39"-24" (*o*)<br>160lb *50lb* 164NHP<br>2SB,6*cf*,GS104,HS2670<br>W.Simons&Co.Ld.Rnf. | 15 " 7<br>s2 " 2<br>13 " 9 | |
| 17227<br>WMTK | **Gran**<br>(*ex*KamijiMaru)<br>*Elec.light* | **SteelSc**<br>1*Dk*(*Stl*) | 1983<br>1806<br>1152 | ✠100A1<br>~~5,20~~ 3,22<br>✠LMC7,19 | Sws<br>~~3,~~ NYk | *r* | CL | 1919<br>7mo<br>A&CP | Teikoku<br>S.S.Co.Ld.<br>Toba | **D/SA/SHassel**<br>**(A/SRederiet**<br>**Odfjell,***Mgrs.***)**<br>*Cell* | 270·0<br>P16'B65'F31'<br>FK<br>*DB*231'431*tFPT*60*t* | 39·0 | 23·9 | **Bergen**<br>Norwegian<br>4*BHCem*<br>*APT*73*t* | T.3Cy.20",33"&55"-39" (*s*)<br>180lb 254NHP<br>2SB,6*cf*,GS93,HS3680 FD<br>KobeSteelWks.Ld.Kobe | 23 " 11 | |
| 17228<br>MVPW | **Grana** | **SteelSc**<br>1*Dk*(*Stl*) | 1297<br>1115<br>728 | ✠100A1<br>5,21 6,20<br>✠LMC6,20 | Rot<br>Hul | *o* | CL | 1920<br>6mo<br>A&CP | N.V.Schbs.<br>"Baanhoek"<br>Sliedrecht | **Rederi-A/S**<br>**"Kragerö"(K.**<br>**Sandaas,***Mgr.***)**<br>*CellD* | 237·4<br>P23'B60'F24'<br>FK<br>*B*195' 324*t FPT* 30*t* | 36·7 | 15·9 | **Kragerö**<br>Norwegian<br>4*BHCem*<br>*APT*52*t* | T.3Cy.17¼",29"&47"-36" (*s*)<br>180lb 175NHP<br>2SB,4*cf*,GS86,HS3130<br>J&A.v.d.Schuyts'Mch.Fab | 18 " 0 | |
| 17229<br>144446<br>MTFS | —<br>*Mchy.Aft*<br>(*See Sailing Ship Register*) | **SteelAuxScSr**<br>*OilEng.*<br>1*Dk* | 214<br>186<br>158 | | | | | 1918 | Gebr.<br>Zwalsman<br>Ylst.Holland | **F.T.Everard** | 108·6<br>Q8*t*H12*t* | 23·1 | 10·0 | **London**<br>British<br>*WB* | Oil Engines 2S.C.<br>2Cy.13$\frac{3}{16}$"-13¾" 26NHP<br>Plenty&Son,Ld.Newbury | | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17230 | **Granada** SteelScSr<br>(*ex*Sestrorezk, *ex*Granada)<br>*2Dks&Webframes&Shelter dk*<br>*Elec.light* | 5144<br>4842<br>3284 | | | ... | | 1899 | J.Priest-man&Co.<br>Sunderland | | 395·9<br>B *on Shelter dk*102'<br>FK | 52·2 | 27·8 | German<br>*WB* | T.3Cy.27",43"&72"-48"<br>436NHP<br>T.Richardsn&Sns,Ld.Hpl. | 30·10 |
| 17231<br>732 | **Granaria** SteelSc<br>(*ex*Uruguay)<br>1*Dk* | 176<br>116<br>40 | | | | | 1914 | Cant.Nav. Riuniti<br>Ancona | Soc.Granaria Italiana | 89·0<br>P6' | 21·8 | 12·8 | Genoa<br>Italian<br>*WB* | C.2Cy.17 7/16"&36½"-26½"<br>52NHP<br>Cant.Nav.RiunitiAncona | |
| 17232<br>835<br>HBLG | **Grand Duchess Xenia** Steel TwinScSr<br>1*Dk*(*ptStl*)&*Awngdk*<br>*Elec.light* | 805<br>785<br>480 | ✠<br>*Awng dk withfreeboard*<br>1,01 ✠ | Nwc | *k* | | 1895<br>9mo | W.Dobson &Co.<br>Newcastle | ArchangelMourmanStm.Nav.Co.<br>*WB=Cell* | 206·6<br>*DBa&uE* 61' *f* 62' | 28·0 | 13·3<br>20·8<br>FK | Archangel<br>Russian<br>4*BHCem*<br>99*tAPT*15*t* | T.6Cy.12½",20"&33"-24"<br>122NHP<br>2SB,4*pf*,GS70,HS2060<br>N.E.MarineE.Co.Ld.Nwc. | 21·6 |
| 17233<br>138938 | **Grand Duke** SteelScK<br>ssSou.No.1-19<br>*Elec.light* 1*Dk* | 327<br>300<br>171 | ✠100A1<br>*StmTrawler*<br>1,21 ✠LMC7,19 | Gms | | CL<br>1,21 | 1915<br>10mo<br>*Lloyd* | Cochrane&Sons,Ld.<br>Selby<br>'*sA&CP* | DirectFishSupplies Ld. (G.W.P.Margarson, *Mgr.*) | 140·4<br>Q78'F21' | 24·2 | 12·8<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.13½",23"&37"-26" (*s*)<br>200lb 90RHP<br>1SB,3*pf*,GS44,HS1502<br>C.D.Holmes&Co.Ld.Hull | 13·6 |
| 17234<br>674<br>NACF | **Grand Duke Alexander Michailovitch** SteelTwinScSr<br>(*ex*PrinsessanMargareta)<br>*Elec.light* 2*Dks*3*trBShelter dk* | 1482<br>—<br>566 | | | | | 1907 | Kockums M.V.Aktieb.<br>Malmö | RussianDanube S.N.Co. | 243·3<br>H255*t* | 34·6 | 15·9 | Odessa<br>Russian<br>*WB* | T.6Cy.17½",27½"&47½"-27½"<br>230NHP<br>KockumsM.V.Akt.Malmö | |
| 17235<br>157<br>HQTL | **Grand Duke Alexis** SteelScSr<br>*Elec.light* 2*Dks*(1*Stl*)&*Awngdk* | 1850<br>—<br>1079 | ✠<br>*Awng dk withfreeboard*<br>8,90 ✠<br>*Coasting in the Black Sea* | Nwc | *r* | | 1890<br>8mo | R&WHawthorn,Leslie &Co.(Lim.)<br>Newcastle | RussianStm.Nav. &TradingCo. | 294·4 | 36·9 | 17·0<br>BK8" | Odessa<br>Russian<br>4*BHCem* | T.3Cy.30",46"&73"-48"<br>457NHP<br>4SB,12*pf*,GS234,HS6772 FD<br>Hwthrn,Leslie&C.Ld.Nwc | |
| 17236<br>147<br>HBOV | **Grand Duke Constantine** SteelScSr<br>2*Dks*(1*Stl*-ws)&*Awng dk*<br>*Elec.light* | 1915<br>1904<br>1122 | ✠<br>*Awng dk withfreeboard*<br>1,92 ✠<br>*Coasting in the Black Sea* | Nwc | *r* | | 1892<br>1mo | R&WHawthorn,Leslie &Co.(Lim.)<br>Newcastle | RussianStm.Nav. &TradingCo.<br>*WB=Cell* | 295·0 | 37·2 | 17·0<br>25·2<br>BK8" | Odessa<br>Russian<br>6*BHCem*<br>*DB*214'240*t* | T.3Cy.27",44"&71"-48"<br>NB10 445NHP<br>4SB,12*pf*,GS234,HS6718 FD<br>Hwthrn,Leslie&C.Ld.Nwc | |
| 17237<br>139350 | **Grand Fleet** SteelScK<br>1*Dk*(*Stl*) | 324<br>287<br>148 | ✠100A1<br>*StmTrawler*<br>~~[illegible]~~ ~~3,21~~<br>11,21 ✠LMC9,19 | Hul | | 3,21 | 1919<br>6mo<br>*Lloyd* | Cochrane &Sons,Ld.<br>Selby<br>'*sA&CP* | JutlandAmalgamatedTrawlers, Ld. (E.Cargill, *Mgr.*) | 138·3<br>Q78'F19' | 23·7 | 12·7<br>BK7½" | Hull<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS48,HS1440<br>C D.Holmes&Co.Ld.Hull | 13·6 |
| 17238<br>200007 | **Grand Haven** SteelTwinScSr<br>(*CarFerry*)<br>Wireless 2*Dks*3*trB* | 2320<br>—<br>1678 | | | | | 1903 | CraigS.B. Co.<br>Toledo,Ohio | GrandTrunkMilwaukeeCarFerry Co. | 306·0 | 54·4 | 17·3 | Milwaukee<br>Utd.States | T.6Cy.22",37"&61"-36"<br>447NHP<br>CraigS.B.Co.Toledo,O. | |
| 17239<br>202711 | **Grand Island** SteelScSr<br>(*ex*EugeneZimmerman)<br>*Mchy.Aft* *Elec.light* 1*Dk* | 5630<br>—<br>4772 | | | | | 1905 | CraigS.B. Co.<br>Toledo,O. | Cleveland Cliffs IronCo. | 488·6 | 52·0 | 31·0 | Marquette<br>Utd.States<br>*WB* | Q.4Cy.15",23",36"&55"-40"<br>191NHP<br>CraigS.B.Co.Toledo,O. | |
| 17240<br>130245 | **Grand Manan** WoodSc<br>2*Dks* | 363<br>146<br>179 | | | | | 1911 | DCMulhall<br>Liverpool,NS | A.C.Currie | 130·0 | 26·3 | 11·0 | St.JohnNB<br>British | C.2Cy.15"&27"-22"<br>E*made*93 82RHP<br>J.L.Sullivan,NewYork | |
| 17241<br>GQCD | **Grand Remorqueur** SteelTwinSc<br>(*Tug*)<br>Wireless 1*Dk* | 234<br>234<br>55 | | | | | 1898 | Maats de Maas.<br>Rotterdam | BelgianGovernment | 135·0 | 24·0 | 12·0 | Ostend<br>Belgian<br>*WB* | T.6Cy.11 13/16",18⅞"&29¼"-23¼"<br>85NHP<br>Maatschappij deMaas.Rot. | |
| 17242<br>OILG | **Grand St. Hubert** SteelSc<br>(*Trawler*)<br>1*Dk* | 215<br>—<br>62 | | | | | 1918 | Machfab. Delftshaven<br>H.deRidder<br>Rotterdam | Gournay-Boulanger | 115·7 | 21·7 | 11·8 | Boulogne<br>French | T.3Cy.<br>A.deJong,Vlaardingen | |
| 17243<br>LBDR | **Grande Gaard** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *Ref.Mchy.* 1*Dk&Shelter dk*<br>Sub.Sig. Wireless | 6564<br>6260<br>4046 | | | ... | | 1920 | W Doxford &Sons,Ld.<br>Sunderland | A/S "Hiskö" (H. Östervold, *Mgr.*) | 420·1 | 54·0 | 34·4<br>FK | Bergen<br>Norwegian<br>*WB* | T.3Cy.27",44½"&75"-54"<br>582NHP<br>W.Doxford&Sons,Ld.Sld | 37·0 |
| 17244<br>OILD | **Grandlieu** SteelSc<br>(*ex*WarDrummer) 1*Dk*(*Stl*)&*Web frames*<br>*Elec.light* Wireless | 3290<br>2814<br>2004 | ✠100A1<br>12,20<br>✠LMC6,19 | Alg | *u* | CL<br>9,19 | 1919<br>2mo<br>*Lloyd* | Hong K'ng &Whampoa DockCo.Ld.<br>HongKong<br>'*sA&CP* | Cie.Nantaise de Nav.àVap.<br>*Cell* | 325·0<br>P33'B90'F28'<br>*DB*274'644*t* *FPT* | 45·2 | 23·9<br>FK | Nantes<br>French<br>6*BHCem*<br>134*tAPT*93*t* | T.3Cy.23",38"&61"-42" (*s*)<br>180lb *100lb* 259NHP<br>2SB,6*cf*,GS124,HS3946<br>HongKong&Whampoa DockCo.Ld.HongKong | 26·0<br>4·4<br>22·0 |
| 17245 | **Grandon** SteelSc<br>(*ex*Talita)<br>*Mchy.Aft* 1*Dk* | 761<br>534<br>329 | | | | | 1918 | W.C. Boele &Zonen<br>Slikkerveer | RolandLinieA.G. | 181·5<br>Q112'F23' | 28·2 | 12·6 | Bremen<br>German<br>*WB* | T.3Cy.15",25"&40½"-24"<br>79NHP<br>Machinefabriek "De Biesbosch" Dordrecht | |
| 17246 | **Grane** SteelSc<br>*Elec.light* 1*Dk* | *1124*<br>*896*<br>*498* | | | | | 1921 | JohnCran &Somerville, Ld.<br>Leith | A.Schjeldrup | 235·2<br>P25'B63'F25' | 34·0 | 15·3 | Bergen<br>Norwegian<br>*WB* | T.3Cy.17½",28½"&47½"-28"<br>120NHP<br>JohnCran&Somerville,Ld. | |
| 17247<br>NOVQ | — SteelSc<br>(*Ice breaker&Tug*) | 120<br>120<br>12 | | | | | 1891 | Burmeister &Wain<br>Copenhagen | Kjöbenhavns Havneforvaltning | 83·2 | 21·9 | 11·1 | Copnhagn<br>Danish | C.2Cy.19"&37"-18"<br>48NHP<br>Burmeister&Wain,Cpn. | |
| 17248<br>MJNV | **Granfos** SteelScSr<br>1*Dk* | 1461<br>1327<br>890 | | | | | 1913 | Nylands Værksted<br>Christiania | Skibs.A/SThor ThoresensLinje (Otto & Thor Thoresen, A/S) | 254·2<br>P46*t*H78*t* | 39·2 | 16·5 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.19",31"&51½"-33"<br>152NHP<br>NylandsVærksted,Xania | |
| 17249<br>87721<br>JBWV | **Grange** IronSc<br>~~ssApl.2ndNo.3-8,08~~<br>(*ex*Cloch) ~~ssBrs.No.2-17~~<br>*Well deck* ssLth.3rdNo.3-4,21 1*Dk*2*trB* | 745<br>614<br>373 | ✠100A1<br>4,21 ~~5,20~~<br>~~BS6,20~~ ✠LMC~~6,17~~<br>BS4,22 4,21 | Lon<br>Lth | *m* | CL<br>5,20 | 1883<br>9mo<br>*Lloyd* | Dobie& Co.<br>Glasgow<br>*sA&CP* | CarronCo. | 216·0<br>P&B123'F23'<br>*DBa*36 | 28·7 | 15·0<br>BK8" | Grngemth<br>British<br>5*BHCem*<br>'39*tFPT*54*t* | C.2Cy.23"&46"-42" (*a*)<br>80lb *100lb* NDB11 105NHP<br>1SB,2*pf*&1*cf*,GS60,HS1716<br>J.&J.Thomson,Glasgow | 16·3 |
| 17250<br>82332 | — IronPadSp<br>(*ex*FlyingDutchman) | 125<br>112<br>16 | | | | | 1880 | JTEltringham<br>S.Shields | Y.A.Cappon | 100·0 | 18·1 | 9·4 | Dundee<br>British | L.1Cy.34"-54"<br>70RHP<br>J.P.Rennldsn&Son,S.Shl. | |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of [illegible] Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17251<br>124259<br>HMLB | **Grangemouth** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 1560<br>1187<br>656 | | | | | 1908 | Grngem'th &Greenock Dockyard Co. Grngemouth | G.Gibson&Co.Ld. | 275·2<br>P38'B96'F58' | 36·1 | 17·3 | Glasgow<br>British<br>*WB* | T.3Cy.25",42"&68"–45"<br>310NHP<br>Dunsmuir&JacksonLd Gls | | C |
| 17252<br>143746<br>KOTF | **Grangepark** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Platform dk*(*Stl*)<br>Wireless *inNos.1,2,4&5holds*<br>*Longitudinal framing in double bottom & at decks. Cargo battens not fitted* | 5132<br>4720<br>3172 | ✠100A1<br>5,20<br>✠LMC11,19 | Rot | *y* | CL<br>5,20 | 1919<br>11mo<br>*Lloyd* | Greenock Dkyd.Co.Ld. Greenock<br>'*sA&CP* | DenholmShipping Co.Ld.(J.&J.Denholm,Ld.*Mgrs.*)<br>*CellDB* | 400·4<br>P51'B114'F39'<br>FK<br>347' 1296*t FPT* 125 | 52·3 | 28·5 | Greenock<br>British<br>7*BHptCem*<br>*tAPT*200*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>J.G.Kincaid&Co.Ld.Grk. | 31 ″ 0<br>s6 ″ 1½<br>25 ″ 3 | |
| 17253 | **Grängesberg** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>*Cargo battens not fitted* | 4575<br>4130<br>2460 | ✠100A1 2,22<br>~~10,21~~ 3,21<br>✠LMC3,21 | Rot<br>Ant | *y* | 3,22 | 1921<br>3mo<br>*Lloyd* | NVLobithscheScheepsb MyGebr.Bodewes Lobith<br>'*sA&CP* | TrafikAktieb. Grängesberg-Oxelösund<br>*CellDBa*66' *uE&B*<br>667*tDTa*51'420*t* | 385·2<br>P42'B242'F42'<br>FK<br>45'*f*102'<br>*DTf*68' 595*t FPT* | 50·1 | 25·9 | Stockholm<br>Swedish<br>6*BHptCem*<br>*ptAsp*<br>106*tAPT*50*t* | T.3Cy.26",42"&70"–48" (*s*)<br>180lb 459NHP<br>3SB,9*cf*,GS148,HS6660 FD<br>Scheeps.Maats.Nieuwe Waterweg,Schiedam | 29 ″ 0<br>s4 ″ 6½<br>24 ″ 10 | |
| 17254<br>140286<br>JPNM | ~~**Grangetown**~~<br>**Grangewood** SteelScSr<br>ssCff No.1–21<br>*Elec.light* (exGrangetown) 1*Dk*(*Stl*) | 1574<br>1133<br>914 | ✠100A1 3,22<br>~~8,21~~ 8,20<br>✠LMC~~4,17~~<br>8,21 | ~~Sws~~<br>~~Cff~~ Gmh | *p* | CL<br>~~8,20~~<br>8,21 | 1917<br>4mo<br>*Lloyd* | Murdoch & Murray,Ld. PortGlasgow<br>'*sA&CP* | E.T.Lindley<br>~~TownLine(London)Ld(Harrison,Sons&Co.*Mgrs.*)~~<br>*CellDB*190'344*tD* | 257·2<br>Q188'F31'<br>FK<br>*Ta*29'125*t FPT*51*t* | 36·6 | 15·0 | London<br>British<br>4*BHCem*<br>*APT*71*t* | T.3Cy.19",31"&50"–36" (*s*)<br>180lb 196NHP<br>2SB,6*cf*,GS110,HS3478<br>Ross&Duncan,Glasgow | 17 ″ 2<br>s6 ″ 1<br>16 ″ 4 | |
| 17255 | **Granicos** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 3107<br>2895<br>1927 | | | | | 1919 | R.Duncan &Co.Ld PortGlasgow | EmbiricosBros. | 331·0<br>P33'B98'F30' | 46·8 | 24·4 | Andros<br>Greece<br>*WB* | T.3Cy.25",41"&68"–45"<br>310NHP<br>D.Rowan&Co.Ld.Glasgow | | C |
| 17256<br>LBRO | **Granit** SteelSc<br>*OilEng.*<br>1*Dk* | 599<br>471<br>298 | | | | | 1920 | Trosvik Mek.Verks. Brevik | A/S "HaraldGrenske"(H.Haraldsen *Mgr.*) | 165·0<br>P103*t*H8*t* | 28·1 | 14·5 | Skien<br>Norwegian<br>*WB* | Oil Engine<br>4Cy.14⅕",20 9/16"<br>A/SAtlasDiesel,Stockholm | | N |
| 17257<br>SQDV | — WoodScSr<br>(*ex*Sirius)<br>1*Dk* | 212<br>—<br>137 | | | | | 1886 | S.Groth Sjötorp | Aktieb.Granit (GustafZitting) | 99·7 | 22·5 | 13·0 | Helsingfrs<br>Finnish | C.2Cy.10½"&25½"–17½"<br>23NHP | | |
| 17258<br>84369 | **Granite City** WoodPad<br>(*Tug*)<br>1*Dk* | 113<br>109<br>8 | | | ... | | 1882 | Wouldhave &Johnson N.Shields | TeesTowingCoLd. (Robinson&Crosthwaite,*Mgrs.*) | 95·5 | 18·7 | 10·4 | Aberdeen<br>British | 1Cy.34¼"–52"<br>40RHP<br>R.B.Findlay&Sons,N.Shl. | | |
| 17259<br>221054<br>MOKW | **Granite State** SteelTwinSc<br>5TwinMsts<br>*Elec.light* *Fitted for oil fuel* 3*Dks*<br>*Ref.Mchy.* *CruiserStern* | 10533<br>—<br>6195 | | | | | 1921 | NewYork S.B.Corp. Camden,N.J. | UnitedStates ShippingBoard | 502·1<br>P23'B177'F40' | 62·2 | 28·3 | Phildlphia<br>Utd.States<br>*WB* | T.8Cy.(2)24",(2)40½"&(4) 54"–45" 781NHP<br>NewYorkS.B.Corp. Camden,N.J. | | |
| 17260<br>HGRN | **Granja** SteelScSr<br>ssLis.No 2–21<br>ssLorencoMarquesNo.1–18<br>(*ex*Picador) 1*Dk*(*Stl*) | 765<br>625<br>327 | ✠100A1<br>~~3,21 9,19~~ 1,22<br>✠LMC3,21 | Lis | *l* | N9,19 | 1912<br>11mo<br>*Lloyd* | SchffsbGes Unterweser Lehe<br>'*sA&CP* | Requisitioned by thePortuguese Government (TransportesMaritimos doEstado)<br>*CellD* | 204·5<br>P19'B&F161'<br>FK | 32·4 | 11·7 | Lisbon<br>Portuguese<br>4*BHCem*<br>*Ba*51' *uE*13' | T.3Cy.15",24⅝"&40 3/16"–24 7/16"<br>192lb (*s*) 120NHP<br>2SB,4*cf*,GS70,HS2271<br>OttenserMaschf.Altona<br>*f*88'225*tFPT*122*tAPT*12*t* | 13 ″ 9 | |
| 17261<br>MPWC | **Granli** SteelScSr<br>ssBbo.2ndNo.3–10,14<br>(*ex*Susana, *ex*Gotland,*ex*Ithamo) ssRot.No.1–20<br>1*Dk*(*Stl*)2*trB*<br>*Welldeck* *Floors ptIrn* | 2206<br>1741<br>1397 | ✠100A1<br>8,21 ~~7,20~~<br>MS10,19 ✠LMC<br>~~BS7,20~~<br>BS8,21 | Rot<br>Xia | *s* | CL<br>N7,20 | 1890<br>11mo | JPriestm'n &Co. Sunderland<br>A&CP | A/S "Rudolf" (Olsen&Ugelstad, *Mgrs.*) | 299·5<br>P25'Q38'B116'F25'<br>ptND05 BK10"<br>*WB=DBa* | 39·1 | 19·9 | Chrstiania<br>Norwegian<br>6*BHCem*<br>90'*f*86'490*t* | T.3Cy.22",36"&59"–39" (*s*)<br>160lb *80lb* NDB05 217NHP<br>2SB,6*pf*,GS90,HS3260<br>W.Allan&Co.Sunderland | 21 ″ 3<br>s2 ″ 2½<br>20 ″ 0 | |
| 17262<br>111364<br>SJQV | **Gransha** SteelScSr<br>ssLth.No.3–1,13<br>ssShl.No.1–19<br>1*Dk*(*Irn*)&*deep framing*<br>*Well deck* *Cargo battens not fitted* | 1192<br>879<br>487 | ✠100A1<br>11,20<br>~~BS7,20~~ ✠LMC3,19<br>BS9,21 | Shl | *n* | ~~11,20~~<br>3,21 | 1901<br>6mo | AilsaS.B. Co. Troon<br>A&CP | ShamrockShippg Co.Ld.(T.Jack, Mgr)<br>~~..., Mgrs.)~~<br>*WB=Cell DBa*56' | 235·5<br>P24'Q54'B55'F27'<br>FK&BK1"<br>*uE*21'*f*90'341*tFPT* | 33·1 | 16·6 | London<br>British<br>4*BHCem*<br>56*tAPT*50*t* | T.3Cy.17",28"&45"–33" (*s*)<br>180lb 98RHP<br>2SB,4*cf*,GS76,HS2800<br>Muir&Houston,Ld.Gls. | 17 ″ 6<br>s1 ″ 6½<br>16 ″ 4 | |
| 17263<br>127425<br>HMDS | **Grantley** SteelScSr<br>Wireless 1*Dk* | 1869<br>1733<br>1154 | | | | | 1908 | Osbourne, Graham&Co. Sunderland | ~~Furness,Withy&Co.Ld.~~<br>A.Capel&Co.Ld. | 279·1<br>P25'B60'F29' | 40·1 | 18·1 | W.Hartlpl<br>British<br>*WB* | T.3Cy.20½",33"&54"–36"<br>175NHP<br>MacColl&Pollock,Ld.Sld. | | C |
| 17264<br>131829 | **Granton N.B.** SteelScK<br>(*Trawler*)<br>1*Dk*<br>*Now named* "Curlew," *See No.*36800 *in Supplement* | 180<br>178<br>70 | | | ... | | 1912 | Hall,Russell&Co.Ld. Aberdeen | ~~Dow&Carnie~~<br>~~W.Carnie (T.T. Carnie.*Mgr*)~~<br>A.W.King | 110·1<br>BK7½" | 21·8 | 11·7 | Aberdeen<br>~~Granton~~<br>British<br>*WB* | T.3Cy.12½",20"&33"–21"<br>67RHP<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 7 | |
| 17265<br>129058<br>HQFC | **Grantully Castle** SteelTwinScSr<br>ssSou.No.2–19<br>*Well deck* 2*Dks*(*Stl*–*MwsUteaks*)&*deep framing*<br>*Ref.Mchy.* *Elec.light* Sub.Sig.<br>Wireless *Lowerdk*(*Stl*)*inNos.1,3&4holds* | 7612<br>5989<br>4798 | ✠100A1<br>~~7,21~~ 1,22<br>~~BS6,20~~ ✠LMC4,19<br>BS7,21 | Lon | *c*† | CL<br>~~5,17~~<br>P4,19<br>S7,21 | 1910<br>1mo<br>*Lloyd* | Barclay, Curle&Co.Ld Glasgow<br>'*sA&CP* | TheUnion-Castle MailS.S.Co.Ld.<br>*WB=CellDBa*128' | 450·7<br>P&B270'F66'<br>FK&BK2½"<br>*uE* 48' *f* 171' 1124*t* | 54·3 | 30·7 | London<br>British<br>8*BHCem*<br>*FPT*71*t* | Q.8Cy.18½",26¼",38¼"&56"–48" 220lb (*s*) 625NHP<br>2D&1SB,15*cf*,GS295, HS10847<br>Barclay,Curle&Co.Ld.Gls. | 33 ″ 6<br>s6 ″ 9<br>27 ″ 3 | BT till 5,21 |
| 17266<br>68127<br>HTRW | **Granville** IronPadSp<br>(*Tug*)<br>1*Dk* | 160<br>150<br>4 | ✠<br>5,76 | Lon | | | 1876<br>4mo | Westwood &Bailey London | SeahamHarbour DockCo. | 101·0 | 19·1 | 10·4 | Sundrland<br>British<br>3*BHAsp* | L.2Cy.30"–54"<br>B*made*91*fitted*07 70RHP<br>J.Stewart,London | | |
| 17267<br>122587 | — WoodScSr<br>1*Dk* | 140<br>100<br>60 | | | | | 1909 | J.McGill Shelburne, N.S. | F.W.Pickels | 90·0 | 22·0 | 9·0 | YarmthNS<br>British | C.2Cy.12"&24"–18"<br>NewBurrellJohnsn 25RHP IronCo.Ld.Yar.N.S. | | |
| 17268<br>141255 | **Granville III.** WoodScSr<br>1*Dk* | 125<br>90<br>64 | | | | | 1919 | R.H.Horn ConstrnCo. Meteghan River.N.S. | ValleySteamship Co.Ld. | 95·0 | 23·0 | 87 | YarmthNS<br>British | C.2Cy.10"&21"–18"<br>18RHP<br>F.Williams,St.John,N.B. | | |
| 17269<br>HNLK | **Grao** IronScSr<br>ssMsl.No.3–6,97<br>Wireless 1*Dk*(*Irn*)&*Spardk* | 1488<br>912<br>1110 | ✠<br>*Spar dk*<br>4,00 ✠ | Msl | *p* | | 1885<br>6mo | JReadhead &Co. S.Shields | Cia.Trasmediterranea<br>*WB* | 240·0<br>BK8"<br>= *DBa*25'*f*36'&*uE* | 32·6 | 15·4<br>22·6 | Valencia<br>Spanish<br>4*BHCem*<br>&*B*40'197*t* | C.2Cy.30"&56"–36"<br>NDB97 162NHP<br>2SB,6*pf*,GS120,HS2832<br>J.Readhead&Co.,S.Shields | | V |
| 17270<br>120714<br>HJDB | **Graphic** SteelTwinScSr<br>ssBel.No.3–7,18<br>*Elec.light* 2*Dks*(*UStl*–ws)<br>Wireless | 1871<br>1333<br>865 | 100A1<br>*withfreeboard*<br>3,22 ~~3,21~~<br>~~BS3,21~~ LMC~~7,18~~<br>3,22 | Liv | *t* | 3,21 | 1906<br>*Lloyd* | Harland& Wolff,Ld. Belfast<br>'*sA&CP* | BelfastS.S.Co.Ld.<br>*WB=CellDBa* | 320·2<br>P51'B160'F76'<br>FK&BK1½"<br>58' *uE*24'109*tFPT* | 41·3 | 16·8 | Belfast<br>British<br>6*BHCem*<br>15*tAPT*25*t* | Q8Cy21",29"41"&58"–36"(*s*)<br>215lb 788NHP<br>2DB(FD)&1AuxSB,19*cf*, GS374,HS13577<br>Harland&Wolff,Ld.Bel. | 18 ″ 2<br>s2 ″ 0½<br>16 ″ 6 | BT till 3,22 |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17271<br>140827 | **Grasbrook** SteelSc<br>(*Trawler*)<br>1*Dk* | 246<br>155<br>91 | | | | | 1916 | Rickmers Reederei& Schiffb.A.G.<br>Bremerhaven | North WesternStm FishingCo.Ld (Sir AlecBlack,Bart. *Mgr*) | 127·0 | 23·0 | 10·0 | Grimsby<br>British<br>~~British~~<br>~~Spanish~~ | T.3Cy.12½″,20½″&32⅜″–22½″<br>51RHP 51NHP<br>OttensenerEisenwerk A.G.Alcona,Ottensen | | |
| 17272 | **Gratia** SteelScSr<br>*Elec.light* Wireless 1*Dk&deepframing* | 2068<br>1780<br>1300 | | | | | 1905 | Eiderwerft Akt.Ges.<br>Tönning | | 274·0<br>P11′B82′F24′ | 39·7 | 15·8 | British<br>*WB* | T.3Cy.18½″,30½″&49½″–33½″<br>139NHP<br>EiderwerftA.G.Tönning | | |
| 17273 | **Gravenstein** SteelSc<br>(*Trawler*)<br>1*Dk* | 257<br>99 | *Now named* "Gamin," *See No.* 37541 *in Supplement* | | | | 1917 | ..................... | E.Laurens | 132·0 | 23·1 | | Cherbourg<br>French | T.3Cy.12½″,20½″&33″–23½″<br>53NHP | | |
| 17274<br>OILJ | **Graville** SteelTwinSc<br>(*ex*Ajusteur)<br>*Elec.light* Wireless *Mchy.Aft.* 1*Dk* | 1038<br>—<br>574 | | | | | 1919 | Ch.&Atel. deSt.Nazaire<br>St.Nazaire | Cie.Générale Transatlantique | 216·5<br>P74′F30′ | 34·1 | 13·5 | St.Nazaire<br>French<br>*WB* | C.4Cy.16½″&30½″–19⁵⁄₁₆″<br>68NHP<br>Ch.&Atel.deSt.Nazaire | | V |
| 17275<br>176439<br>MDLJ | **Gravina** WoodAuxSc<br>*OilEng.*<br>(*See Sailing Ship Register*) | 195<br>157<br>143 | | | | | 1918 | .....................<br>Manila | RioyOlabarrieta | 122·0 | 23·0 | 10·7 | Manila<br>Utd.States | Oil Engines<br>4Cy.12¼″–12¼″ 39NHP | | |
| ❋ 17276<br>124395<br>HNRK | **Gray** SteelSc3MstSr<br>*ss*Vcr.No.2–17<br>(*ex*Petriana) Wireless 1*Dk*(*Stl*)<br>*Well deck* *Mchy.Aft* | 707<br>511<br>280 | ✠100A1<br>6,19<br>✠LMC~~11,17~~<br>~~DBS6,20~~ ~~MBS6,20~~ | Vcr<br>5,21 | | CL<br>~~6,19~~<br>5,21 | 1909<br>3mo<br>*Lloyd* | R.William-son&Son<br>Workington<br>'*sA&CP* | Consolidated Whaling CorporationLd. | 182·7<br>Q101′B11′F22′<br>*WB=DBf*101′138*t* | 27·9 | 12·3<br>FK | Vict'riaBC<br>British 100<br>3*BHCem*<br>*FPT*53*t* | T.3Cy.14″,25½″&41″–30″ (*s*)<br>~~150lb~~ *90lb* 90RHP<br>1SB3*pf*GS58,HS2048<br>Ross&Duncan,Glasgow | 14 ꞏ 7<br>s ꞏ 10<br>14 ꞏ 0 | |
| ❋ 17277<br>218233<br>LRKV | **Gray Eagle** WoodTwinSc<br>*Elec.light* 2*Dks*<br>Wireless *Specially treated* | 2979<br>2456<br>1754 | ✠12 A–<br>8,19<br>LMC8,19 | Abn<br>Wash | | CL | 1919<br>1mo | GraysHar-borMotor-ShipCorp.<br>AbrdeenWsh<br>CP | UnitedStates ShippingBoard | 272·9<br>P22′B62′F34′ | 49·1 | 25·8 | Seattle<br>Utd.States | T.6Cy.15½″,26″&44″–26″ (*s*)<br>200lbGS156,HS5036 324NHP<br>2 Water Tube Boilers FD<br>Hewes&Phillips, Newark,N.J. | 28 ꞏ 2<br>s4 ꞏ 7 | |
| 17278<br>135691 | **Graygarth** SteelSc<br>*ss*Liv.No.1–20<br>1*Dk*(*Stl*) | 139<br>117<br>— | ✠100A1<br>*For towing purposes*<br>3,22 ~~2,21~~<br>~~BS2,21~~ ✠LMC1,20<br>BS3,22 | Liv | | ~~1,20~~<br>3,22 | 1915<br>9mo<br>*Lloyd* | LythamS. B.&E.Co.Ld<br>Lytham<br>'*sA&CP* | Rea,Ld. | 85·0<br>BK6″<br>*WB=FP* | 21·2 | 9·6 | S'thamptn<br>British<br>4*BHCem*<br>*T*5*tAPT*13*t* | C.2Cy.16″&34″–24″ (*s*)<br>140lb 80RHP<br>1SB,3*pf*,GS55,HS1616<br>LythamS.B.&E.Co Ld.Lyt | 10 ꞏ 0<br>s ꞏ 11<br>9 ꞏ 4 | |
| ❋ 17279<br>218223<br>LRKP | **Grayling** WoodTwinSc<br>*Elec.light* 2*Dks*<br>Wireless *Specially treated* | 2959<br>2433<br>1740 | ✠12 A1<br>3,20<br>LMC6,19 | NNs | *t* | CL | 1918<br>11mo | GraysHar-borMotor-ShipCorp.<br>AbrdeenWsh<br>CP | UnitedStates ShippingBoard | 273·3<br>P22′B62′F34′ | 49·2 | 25·6 | Seattle<br>Utd.States | T.6Cy.15½″,26″&44″–26″ (*s*)<br>200lb HS5036 324NHP<br>2WaterTubeBoilers FD<br>GraysHarborMotorShip Corp.Aberdeen,Wash. | 28 ꞏ 6<br>s4 ꞏ 6 | |
| 17280<br>204656<br>KWJL | **Grays Harbor** WoodScSr<br>1*Dk* | 659<br>—<br>374 | | | | | 1907 | J.Lind-strom<br>AbrdeenWsh | Sudden&Christ-ensonInc. | 172·0 | 38·0 | 12·4 | S.Frncisco<br>Utd.States | C.2Cy.14″&32″–24″<br>42NHP<br>WillametteI.&S.Wrks,Pld | | |
| 17281 | **Grayson** WoodScBk<br>(*ex*Diana)<br>*Mchy.Aft* 2*Dks* | *354*<br>*324*<br>*130* | | | | | 1871 | J.Jörgensn<br>Drammen | RussianGovt. (Ministry of Commerce) | 135·5 | 29·0 | 15·8 | Arch angel<br>Russian | C.2Cy.16″&24″–24″<br>McFarlane NB13 28NHP<br>*Cmp*.92 Machen&Co.Dun. | | |
| ❋ 17282 | **Graz** SteelScSr<br>*ss*Tri.No.3–5,19<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws)<br>Wireless *&deep framing* | 3904<br>2822<br>2347 | ✠100A1<br>*Spar dk*<br>~~5,21~~ ~~5,19~~ 3,22<br>~~BS6,20~~ ✠LMC4,19<br>~~BS6,21~~ 3,22 | Tri | *w* | CL<br>~~4,19~~<br>3,22 | 1908<br>4mo<br>*Lloyd* | Lloyd Austriaco<br>Trieste<br>'*sA&CP* | LloydTriestino<br>*WB=CellD* | 356·0<br>P&B246′F65′<br>*Ba*108′ *uE*38′ *f*142′ | 44·2 | 22·9<br>FK | Trieste<br>Italian<br>6*BHCem*<br>669*tAPT*21*t* | T.3Cy.26″,43½″&73″–48″ (*r*)<br>200lb 495NHP<br>3SB,9*cf*,GS165,HS6855 FD<br>LloydAustriaco,Trieste | 25 ꞏ 10 | |
| 17283<br>136829<br>JKNT | **Graziella** SteelSc4MstSr<br>*ss*Mdb.No.1–19<br>(*ex*Hebburn) 1*Dk*(*pt1rnptStl*)<br>*Elec.light* Wireless | 3900<br>3618<br>2413 | ✠100A1<br>8,20<br>✠LMC5,19 | Hpl | *x* | CL<br>10,19 | 1915<br>4mo<br>*Lloyd* | BlythS.B. &D.D.Co.Ld.<br>Blyth<br>'*sA&CP* | A.&C.Aboaf,Ld.<br>*CellDBa*115′*uE&* | 370·0<br>P30′B89′F30′<br>*B*47′*f*159′885*tFPT* | 51·0 | 25·0<br>FK | London<br>British<br>8*BHCem*<br>100*tAPT*85*t* | T.3Cy.25″,40″&68″–48″ (*r*)<br>180lb 370NHP<br>3SB,9*cf*,GS187,HS6025<br>Richardsons,Westgarth& Co.Ld.Sld. | 27 ꞏ 5<br>s5 ꞏ 0<br>22 ꞏ 9 | |
| 17284<br>MTVQ | — SteelScSr<br>(*ex*Keighley) 1*Dk*<br>*Elec.light* Wireless | 2137<br>1900<br>1274 | | | | | 1917 | Osbourne, Graham&Co.<br>Sunderland | Dampskibsinter-essentselskabet Garonne(Fearnley &Eger,*Mgrs.*) | 285·0<br>P26′B76′F33′ | 43·5 | 19·0 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.21″,34″&56″–39″<br>196NHP<br>Richardsons,Westgarth& Co.Ld.Sld. | | N |
| 17285<br>OILK | — SteelScK<br>(*ex*Star of Liberty)<br>1*Dk* | 241<br>—<br>53 | | | ... | | 1906 | J.Duthie TorryS.B.Co.<br>Aberdeen | RenéPetit | 120·6<br>BK7½″ | 22·9 | 13·2 | Dieppe<br>French | T.3Cy.12″,21″&34″–23″<br>55NHP<br>J.Abernethy&Co.Abn. | 13 ꞏ 9 | V |
| 17286<br>127825<br>JMTB | **Great Admiral** SteelScK<br>*ss*Gms.No.3–10,20<br>1*Dk*<br>*Elec.light* | 284<br>256<br>117 | ✠100A1<br>*StmTrawler*<br>7,21 ~~10,20~~<br>✠LMC10,20 | Gms | | CL<br>~~10,20~~<br>7,21 | 1908<br>2mo<br>*Lloyd* | Cook,Wel-t'n&Gemmell Ld. Beverley<br>'*sA&CP* | DirectFishSup-pliesLd.(G.W.P. Margarson,*Mgr.*) | 135·0<br>Q73′<br>BK8″ | 22·5 | 12·0 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13″,23″&37″–24″ (*s*)<br>200lb 82RHP<br>1SB,2*pf*,GS36,HS1338<br>C.D.Holmes&Co.Hull | 12 ꞏ 10 | |
| 17287<br>108586 | **Gt. Britain** SteelScK<br>(*ex*KnightPrendor, *ex*SirThomas,*ex*Knight Prender,*ex*MountViso)<br>1*Dk*<br>Wireless | 184<br>159<br>69 | | | ... | | 1898 | Cumming &Ellis<br>Inverkeithng | G.Brown | 109·0<br>BK7½″ | 21·1 | 10·4 | S.Shields<br>British | C.2Cy.20″&42″–24″<br>87RHP<br>Hutson&Son,Glasgow | 11 ꞏ 9 | |
| 17288<br>135958<br>JFGV | **Great City** SteelScSr<br>Wireless 1*Dk&Shelter dk* | 6999<br>5123<br>5319 | | | | | 1914 | Ropner& Sons,Ld.<br>Stockton | St.Just S.S.Co.Ld. (W.R.Smith&Sons *Mgrs.*) | 420·0 | 56·7 | 26·4 | Bideford<br>British<br>*WB* | T.3Cy.28″,46″&75″–48″<br>390NHP<br>Blair&Co.Ld.Stockton | | C |
| 17289<br>119907<br>JDMP | **Gt. Emperor** SteelScSp<br>*ss*Sh No.3–3,20<br>1*Dk*(*Stl*) | 171<br>149<br>6 | ✠100A1<br>*ForTowingpurposes*<br>5,21 ~~9,20~~<br>✠LMC3,20<br>BS5,21 | Shl | | CL<br>3,20 | 1909<br>1mo<br>*Lloyd* | JTEltring-ham&Co.<br>S.Shields<br>'*sA&CP* | JohnDrySteam Tugs,Ld. | 95·4<br>BK7½″<br>*WB* | 22·1 | 10·8 | S.Shields<br>British<br>4*BHCem*<br>=*APT*12*t* | C.2Cy.21″&43″–27″ (*s*)<br>125lb 80RHP<br>1SB,3*pf*,GS49,HS1700<br>BairdBros.NorthShields | 11 ꞏ 6<br>s1 ꞏ 4<br>10 ꞏ 10 | |
| 17290<br>LVSD | **Great Falls** SteelSc<br>*Now named* "Haiti," *See No.* 37819 *in Supplement*<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB*<br>Wireless | 2606<br>1612 | *Fitted for oil fuel* 4,20 | | | CL<br>*F.P. above* 150° F. | 1920<br>4mo<br>A&CP | McDougall DuluthCo.<br>Duluth,Minn. | UnitedStates ShippingBoard<br>*CellDB*204′436*t* | 251·0<br>P25′B64′F20′<br>*DTa*12′80*t* *FPT*72*t* | 43·7 | 25·8<br>FK | NewYork<br>Utd.States<br>4*BHCem*<br>*APT*96*t* | T.3Cy.21″,35″&59″–42″ (*r*)<br>185lb 352NHP<br>2SB,6*cf*,GS115,HS5467 FD<br>McDougalDuluthCo. | 28 ꞏ 2<br>s4 ꞏ 3<br>24 ꞏ 3 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Registd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17291 | **Great Northern** SteelTrpScSr<br>*Elec.light* Sub.Sig. 2*Dks*(*Stl*)3rd *dk*<br>*Ref.Mchy* Wireless (*Stl*)*forward&aft*<br>*Shade dk*(*Stl*) | 8255<br>4071<br>4184 | ✠<br>*withfreeboard*<br>5,17 ✠<br>*For service between San Francisco & Columbia River*<br>*Water Tube Main Boilers*<br>*Fitted for oil fuel 1,15 F.P. above 150°F.* | SFo | | | 1915<br>1mo | WCramp&SonsS&EBCo<br>Philadelphia | UnitedStates Government(War Department) | 509·5<br>*Prom dk*482'<br>=*CellDBa*90'*uE&* | 63·1 | 21·0<br>FK<br>WB | Utd. States<br>10*BHAsp*<br>*B* 178' *f*130 | 3 Steam Turbines<br>12B,HS59808 FD<br>W Cramp&SnsS&EBCPhl.<br>1005*tFPT*24*tAPT*69*t* | 34 ″ 6 | R |
| 17292<br>115823<br>TJSN | **Great Southern** SteelTwinScSr<br>*Elec.light* Wireless 2*Dks&Shelterdk* | 1225<br>960<br>501 | | | ... | | 1902 | LairdBros. Ld.<br>Birkenhead | Gt.WesternRly.Co | 275·8 | 36·3 | 15·2<br>FK | London<br>British<br>*WB* | T.4Cy.19",29½"&(2)33"–30"<br>443NHP<br>LairdBros.Ld.Birkenhead | 16 ″ 9 | |
| 17293<br>115805<br>THVN | **Great Western** SteelTwinScSr<br>*Elec.light* Wireless 2*Dks&Shelterdk* | 1225<br>960<br>501 | | | ... | | 1902 | Laird Bros. Ld.<br>Birkenhead | Gt.WesternRly.Co | 275·8 | 36·3 | 15·2<br>FK | London<br>British<br>*WB* | T.4Cy.19",29½"&(2)33"–30"<br>443NHP<br>LairdBros.Ld.Birkenhead | 16 ″ 9 | BT till 12,21 |
| 17294<br>110703 | **Greataxe** IronScK<br>(*ex*WindsorCastle)<br>1*Dk* | 181<br>175<br>84 | | | | | 1899 | D.Macgill<br>Govan<br>*Completed by*Cochrane&Cooper,Ld. Beverley | W.Masson | 115·0 | 21·1 | 11·0 | Aberdeen<br>British<br>*WB* | T.3Cy.12½",21½"&35"–24"<br>60RHP<br>ShanksAnderson&Co.Gls. | | |
| 17295<br>214625 | **Greater Macon** WoodSc<br>2*Dks*3*trB* | 604<br>—<br>448 | | | | | 1916 | Scofield&Son<br>Macon,Ga. | J.H.Rush | 149·7 | 32·1 | 5·2 | NewYork<br>Utd. States | T.6Cy.7",11½"&20"–14"<br>30NHP | | |
| 17296<br>102703 | **Greatham** IronPadSp<br>(*Tug*)<br>1*Dk* | 132<br>118<br>10 | | | | | 1893 | J.P.Renoldson&Sns.<br>S.Shields | N.EasternRly.Co. | 95·0<br>B15' | 19·1 | 9·8 | W.Hartlpl<br>British | L.2Cy.28"–50"<br>75RHP<br>J.P.Rennoldson&Ss.,S.Shl | | |
| 17297<br>94312<br>KRJM | **Grebe** SteelScSr<br>*Well deck* Wireless 1*Dk*2*trB* | 761<br>662<br>454 | | | ... | | 1887 | Gourlay Bros.&Co.<br>Dundee | GeneralStm.Nav. Co.Ld. | 210·0<br>P153'F31' | 30·1 | 15·0<br>BK7" | London<br>British<br>*WB* | T.3Cy.19",29"&48"–33"<br>112NHP<br>GourlayBros.&Co.,Dundee | 15 ″ 10 | |
| 17298<br>219827<br>LWFD | — SteelSc<br>(*Trawler*)<br>Wireless 1*Dk* | 414<br>—<br>209 | | | | | 1919 | Foundat'n Co.<br>Savannah,Ga | EastCoast FisheriesCo. | 139·4 | 25·2 | 14·2 | Rockland, Me.<br>Utd. States | T.3Cy. 12¾",21½"&35"–24"<br>60NHP | | |
| 17299<br>123597<br>HJSW | — SteelScK<br>*ss*Gms.No.3–10,20<br>*Elec.light* 1*Dk* | 265<br>243<br>108 | ✠100A1<br>*StmTrawler*<br>10,21 ~~10,20~~<br>BS10,21 ✠LMC10,20 | Gms | | CL<br>10,20 | 1906<br>12mo<br>*Lloyd's A&CP* | Cook,Welt'n&Gemmell<br>Ld. Beverley | ThomasBaskcomb Ld. (T.W.Baskcomb, *Mgrs.*) | 130·0<br>Q71' | 22·5 | 11·4<br>BK8" | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–24" (*s*)<br>180lb 80RHP<br>1SB,2*pf*,GS36,HS1338<br>C.D.Holmes&Co.Hull | 12 ″ 4 | |
| 17300<br>OILT | **Grèbe** SteelScK<br>(*Trawler*)<br>1*Dk* | 204<br>—<br>52 | | | | | 1907 | Smith's DockCo.Ld.<br>NorthShields | Cie.Lorientaise deChalutage | 112·0 | 21·0 | 10·9 | Lorient<br>French<br>*WB* | T.3Cy.12",19½"&32"–23"<br>49NHP<br>W.V.V.Lidgerwood,Gls. | | V |
| 17301<br>OILU | — SteelScK<br>*ss*Arc.No.3–8,10<br>(*ex*Lily) *ss*Bdx.No.2–19<br>1*Dk* | 181<br>163<br>45 | ✠100A1<br>*StmTrawler*<br>8,19<br>✠NB11,06 | Bdx | ... | 8,19 | 1898<br>7mo<br>*Lloyd's A&CP* | Earle'sCo. Ld.<br>Hull | Soc.desPêch.de l'Océan (C.Olivari, *Mgr.*) | 105·0<br>Q44'F18' | 21·0 | 11·2<br>BK7½" | Bordeaux<br>French<br>3*BHCem* | T.3Cy.10½",20"&32"–23" (*s*)<br>~~190lb~~ 170lb 56NHP<br>1SB,2*pf*,GS35,HS926<br>Earle'sCo.Ld.Hull | 12 ″ 0<br>s ″ 11¾<br>11 ″ 11 | |
| 17302<br>86491<br>KPSF | **Grecian** SteelScSr<br>3*Dks&Hurdk*<br>Sub.Sig. Wireless | 2827<br>1490<br>1994 | | | | | 1900 | Harlan&Hollingsworth Co.<br>Wlmgtn,Del. | Merchnts&Miners TransportationCo. Inc. | 265·0 | 42·0 | 36·0 | Baltimore<br>Utd. States<br>*WB* | T.3Cy.25",41½"&68"–42"<br>NB17 300NHP<br>Harlan &HollingswrthCo. Wilmington,Del. | | V |
| 17303<br>110750<br>RKVP | **Grecian Empire** IronScK<br>*ss*Hul.No.3–8,12<br>*ss*Hul.No.2–20<br>1*Dk* | 195<br>172<br>76 | ✠100A1<br>*StmTrawler*<br>~~7,21~~ ~~8,20~~ 3,22<br>✠LMC5,19<br>✠NB5,14 BS8,~~20~~ 7,21 | Hul | | CL<br>~~5,19~~<br>7,21 | 1899<br>11mo<br>A&CP | Cook,Welt'n&Gemmell<br>Hull | JutlandAmalgamatedTrawlers,Ld (E.Cargill, *Mgr.*) | 115·5<br>Q50'<br>ND12 | 21·0 | 11·2<br>BK7½"<br>*WB* | Hull<br>British<br>4*BHCem*<br>=*DBf*10'5*t* | T3Cy.12½",21½"&35"-24" (*s*)<br>200lb 63RHP<br>1SB,2*pf*,GS35,HS1022<br>C.D.Holmes&Co.Hull | 12 ″ 1 | |
| * 17304<br>142685<br>JVHR | **Grecian Prince** SteelSc<br>(*ex*War Hind) 2*Dks*(*Stl*)<br>*Cargo battens not fitted in 'tween decks*<br>*Elec.light* Wireless Sub.Sig. | 5263<br>4843<br>3214 | ✠100A1<br>3,21<br>✠LMC10,18<br>*Carrying oil fuel F.P. above 150°F. in DB* | Gls | *y* | CL<br>8,20 | 1918<br>10mo<br>*Lloyd's A&CP* | ShortBros. Ld.<br>Sunderland | PrinceLine,Ld. (Furness,Withy&Co.Ld.*Mgrs.*)<br>*CellDB* | 400·0<br>P49'B113'F40'<br>340'1067*tFPT*135*t* | 52·4 | 28·5<br>FK | Newcastle<br>British<br>7*BHptCem*<br>*APT*198*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>N.E.MarineEngCo.Ld.Sld. | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 17305<br>125361 | **Greek Fire** WoodScK<br>9&12yrs Mat. 1*Dk* | 94<br>93<br>39 | ✠ 11A1<br>*For fishing purposes*<br>6,20<br>✠LMC5,20 | Abn | | CL | 1919<br>12mo<br>*Lloyd's A&CP* | J.&G. Forbes<br>Fraserburgh | J.Duthie | 87·3 | 19·7 | 9·8 | London<br>British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb ~~160lb~~ 43NHP<br>1SB,2*pf*,HS814<br>Elliott&GarroodLdBeccles | 10 ″ 4 | |
| 17306<br>131339 | **Green** SteelScSp<br>(*Whaler*)<br>1*Dk* | 102<br>100<br>37 | | | | | 1910 | Akers Mek. Værks.<br>Christiania | Consolidated WhalingCorp.Ld. | 91·8 | 18·0 | 10·6 | Liverpool<br>British<br>*WB* | T.3Cy.12",18"&30"–18"<br>46RHP<br>AkersMek.Værks.Xia. | | |
| * 17307<br>125447<br>HNJW | **Greenbatt** SteelScSr<br>*ss*Nwc.No.3–4,21 ~~*ss*Nwc.No.2–17~~<br>*Well deck* 1*Dk*(*Stl*) | 1407<br>1118<br>842 | ✠100A1<br>1,22 ~~1,20~~ ~~10,21~~<br>~~BS2,20~~ ✠LMC~~4,17~~ 2,21<br>BS3,22 | Nwc<br>Shl | *o* | CL<br>~~2,20~~<br>~~10,21~~<br>1,22 | 1908<br>11mo<br>*Lloyd's A&CP* | J.Priestman&Co.<br>Sunderland | NewbiginSteam ShippingCo.Ld.(E.R.Newbigin, *Mgr.*)<br>*WB* =*CellDBa*70'*uE&* | 240·0<br>Q129'B10'F21'<br>*B*32'*f*96' 372*t* *FPT* | 36·0 | 15·8<br>FK | Newcastle<br>British<br>4*BHCem*<br>63*tAPT*94*t* | T.3Cy.19",31"&51"–36" (*s*)<br>180lb 180NHP<br>1SB,4*cf*,GS74,HS2938<br>N.E.MarineEng.Co.Ld.Sld | 17 ″ 8<br>s 2 ″ 0<br>15 ″ 11 | |
| 17308<br>144605<br>KFPQ | **Greenbrier** SteelSc<br>(*ex*Pungo)<br>*Elec.light* *Ref.Mchy.* 4*Dks* | 4722<br>4337<br>2966 | | | | | 1914 | J.C.TecklenborgA.G.<br>Geestemünde | Elders&Fyffes,Ld. | 389·0<br>B155'F53' | 49·4 | 29·9 | British<br>*WB* | T.3Cy.28$\frac{1}{16}$",45$\frac{3}{16}$"&74"–53½"<br>400NHP<br>J.C.TecklenborgAG.Gst. | | |
| 17309<br>113506<br>SGJR | **Greenisland** SteelScSr<br>*ss*Bel.2ndNo.3–5,19<br>*Mchy.Aft*<br>*Well deck* 1*Dk*(*Stl*) | 282<br>200<br>110 | ✠100A1<br>9.20<br>BS3,22<br>~~BS8,20~~ ✠LMC5,19 | Bel | *d* | CL<br>5,19 | 1901<br>1mo<br>A&CP | AilsaS.B. Co.<br>Troon | JohnKellyLd. (S.Kelly, *Mgr.*) | 145·3<br>Q42'B11'F23'<br>len06 | 22·1 | 9·1<br>FK&BK1"<br>*WB*=*FPT* | Belfast<br>British<br>3*BHCem*<br>24*tAPT*5*t* | C.2Cy.16"&34"–24" (*s*)<br>120lb 58RHP<br>1SB,2*pf*,GS36,HS1030<br>Wrkman,Clark&Co.Ld Bel | 10 ″ 0<br>s ″ 9½<br>9 ″ 6 | |
| 17310<br>219892<br>LWHJ | **Greenland** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Wireless Sub.Sig. | 5502<br>4971<br>3388 | ✠100A1<br>4,20<br>*Fitted for oil fuel 4,20 F.P. above 150°F.* | | ... | CL | 1920<br>4mo<br>A&CP | Merchant S.B.Corp.<br>Chester,Pa. | UnitedStates ShippingBoard<br>*CellDB*338'131 | 400·7<br>P36'B124'F44'<br>1*tMT*27'846*t* *FPT*1 | 54·2 | 30·4<br>FK | Phildlphia<br>Utd. States<br>6*BHptCem*<br>20*tAPT*143*t* | 2 Steam Turbines geared to 1 Sc. Shaft 635NHP<br>200lb HS9459 (*r*)<br>3 Water Tube Boilers FD<br>WestinghouseElectric &Mfg.Co.E.Pittsburg | 32 ″ 10<br>s 7 ″ 11½<br>25 ″ 2 | |
| 17311<br>132510<br>HWKF | **Greenore** SteelTrpSc<br>*Elec.light* Wireless 2*Dks*(*MptStl–ws*)<br>Sub.Sig. | 1488<br>1045<br>607 | ✠<br>*withfreeboard*<br>*For Irish Channel Service*<br>12,13 ✠<br>*Water Tube Boilers* | Bng | *s* | | 1912<br>7mo | Cammell Laird&Co.Ld<br>Birkenhead | L.&N.W.Rly.Co.<br>*WB*=*DTa*18' | 306·0<br>P75'B134'F67'<br>29*tDTf*10'63*tFPT* | 40·7 | 14·5<br>FK&BK1" | Dublin<br>British<br>8*BHAsp*<br>29*tAPT*12*t* | 3 Steam Turbines<br>967NHP<br>5B,GS538,HS15910 FD<br>CammellLaird&CoLd.Bkn | 15 ″ 6 | BT till 12,21 |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire, Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | 9<br>Par qui.<br>—<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17312<br>86228 | **Greensborough** WoodSc | 163<br>—<br>111 | | | | | 1892 | W.E.<br>Woodall&Co<br>Baltimore Md | D.S.Brockway | 117·5 | 21·5 | 6·8 | Wilmgton<br>(Del.)<br>Utd. States | C.2Cy.10"&18"–14"<br>10NHP | |
| 17313<br>117963<br>HBLD | **Greenwich** SteelScSr<br>ssBkn.No.3–1,20<br>(exSouthville) 1Dk(ptIrn&ptStl)2trB&<br>Wireless deepframing3Dkrule | 3518<br>3329<br>2266 | ✠100A1<br>2,21<br>MS1,20 ✠LMC<br>BS~~6,20~~7,21 | Bly | v | CL<br>2,21 | 1904<br>10mo<br>Lloyd | J Readhead<br>&Sons<br>South Shields<br>'sA&CP | BritainS.S.Co.Ld.<br>(Watts,Watts&<br>Co.Ld., Mgrs.)<br>WB=CellDBa | P41'B92'F32' FK<br>116'uE20'f142'826t | 46·6 | 25·9 | London<br>British<br>6BHCem<br>APT72t | T.3Cy.24",40"&65"–45" (5)<br>160lb 80lb 293NHP<br>2SB,6cf,GS90,HS4557<br>J.Readhead&Sons,S.Shl. | 27 ' 4<br>4 ' 11<br>22 ' 9 |
| 17314<br>85921<br>KDJL | **Greenwood** WoodSc<br>Wireless 1Dk | 196<br>—<br>144 | | | | | 1886 | C.G.White<br>S.Francisco | GreenwoodS.S.Co.<br>(T.P.H.Whitelaw) | 114·0 | 31·0 | 9·0 | S.Frncisco<br>Utd.States | C.2Cy.11"&22"–18"<br>17NHP<br>HinkleySpiers&HayesSFo | |
| 17315<br>OILZ | **Gréeur** SteelTwinSc<br>~~OilEng~~.<br>1Dk<br>Elec.light Mchy.Aft | 1065<br>750<br>588 | | | | | 1920 | Soc.Anon.<br>deTravaux<br>Dyle&Bacaln<br>Bordeaux | FrenchGovernment | 216·5<br>P75'F29' | 34·1 | 14·8 | Bordeaux<br>French<br>WB | T.6Cy.$12\frac{5}{8}$",$19\frac{7}{16}$"&$31\frac{1}{2}$"–$16\frac{1}{2}$"<br>80NHP<br>Atel.&Ch.delaLoire,St.N. | |
| 17316<br>98345<br>WOLG | **Gregory Apcar** SteelScSr<br>ssHKg.No.2–10<br>2Dks(Stl–U teaks)&<br>Elec.light deepframing | 4649<br>4328<br>2988 | ✠<br>10,11<br>✠ | HKg | y | | 1902<br>11mo | Workman,<br>Clark&Co.Ld<br>Belfast | BritishIndiaStm.<br>Nav.Co.Ld.<br>WB=Cell<br>DBa123'uE&B | 410·0<br>P45'B109'F46' FK<br>63'f150'1115tFPT | 49·2 | 27·6 | Calcutta<br>British<br>7BHCem<br>70tAPT45t | T.3Cy.28",47"&77"–60'<br>629NHP<br>2DB,12cf,GS230,HS9012 FD<br>Wrkman,Clark&Co.LdBel | 30 ' 6 |
| 17317<br>146084 | **Greif** SteelSc<br>Now named "Dunstanburgh," See No. 37039 in Supplement<br>Elec.light 1Dk | ~~998~~<br>828<br>~~335~~ | | | | | 1912 | Stettiner<br>Oderwerke<br>Stettin | ~~Dampfsch.Ges.~~<br>~~Argo~~ Tyne-Tees<br>SteamShippingCo<br>Ld. | 235·9<br>P&B146'F28' | 32·5 | 13·7 | Newcastle<br>~~British~~<br>WB | T3Cy.$21\frac{1}{2}$",$35\frac{4}{5}$"&$57\frac{3}{16}$"–$39\frac{1}{2}$"<br>206NHP<br>StettinerOderwerke | |
| 17318 | — SteelSc<br>1Dk | 617<br>476<br>337 | | | | | 1909 | Stettiner<br>Oderwerke<br>Stettin | Rud.Christ.Gribel | 177·8<br>Q52'B43'F21' | 29·0 | 11·5 | Stettin<br>German<br>WB | T.3Cy.14",22"&36"–25"<br>65NHP<br>StettinerOderwerke | |
| 17319 | **Greiffenfels** SteelSc<br>Now named "Flandres," See No. 37410 in Supplement<br>Elec.light 2Dks(Stl–Uteaks) | 5852<br>[illegible]<br>3661 | ✠<br>2,17<br>✠ | Bmn | a† | | 1914<br>3mo | Akt.Ges.<br>"Weser"<br>Bremen<br>WB=CellD | BelgianGovt.<br>1BHinforward<br>Ba139'uE23'f189' | 422·5<br>P60'B126'F54' FK<br>hold dispensed with<br>1187tFPT48tAPT | 56·2 | 29·6 | Antwerp<br>Belgian<br>Cem<br>6BHonly<br>56t'Tweendk | T.3Cy.$28\frac{3}{4}$",$46\frac{7}{8}$"&$75\frac{9}{16}$"–$53\frac{15}{16}$"<br>520NHP<br>3SB,9cf,GS148,HS6950 FD<br>A.G."Weser,"Bremen<br>tanksf36'494ta36'470t | 32 ' 6<br>6 ' 9<br>26 ' 1 |
| 17320<br>JSHW | **Greip** IronScK<br>(exCatherine)<br>1Dk | 110<br>103<br>42 | | | ... | | 1885 | T.Charlton<br>Grimsby | J.Orseth | 89·1<br>Q16'<br>BK8' | 19·5 | 10·3 | Xiansund<br>Norwegian | C.2Cy.$12\frac{1}{2}$"&26"–18"<br>NB03 26NHP<br>T.Charlton,Grimsby | 11 ' 1 |
| 17321<br>129066<br>HQJR | **Grelarlie** SteelScSr<br>ssCff.No.2–19<br>(exRachel) Wireless 1Dk(Stl) | 3584<br>3389<br>2244 | ✠100A1<br>5,21 ~~6,20~~<br>✠LMC9,19<br>BS5,21 | Sou<br>Npt | w | CL<br>~~6,20~~<br>5,21 | 1910<br>1mo<br>Lloyd | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'sA&CP | GouldSteamships<br>&Industrials,Ld.<br>~~(J.C.Gould&Co.~~<br>~~(Steamship~~<br>~~Managers)Ld.)~~ | 362·2<br>P27'B225'F41'<br>CellDBa119' FK<br>uE25'f158'1017t | 51·1 | 21·6 | London<br>British<br>6BHCem<br>APT78t | T.3Cy.25",$40\frac{1}{2}$"&67"–45" (s)<br>180lb 344NHP<br>3SB,9cf,GS152,HS5528<br>Cen.Mar.Eng.Wks.WHpl. | 24 ' 0<br>s3 ' 2<br>21 ' 2 |
| 17322<br>142460<br>JTNW | **Grelbank** SteelSc<br>(exWarLegate) 1Dk(Stl)<br>Elec.light Wireless | 5201<br>4763<br>3131 | ✠100A1<br>9,21 ~~12,20~~<br>✠LMC9,19 | Hul<br>Npt | y | CL<br>12,20 | 1918<br>6mo<br>Lloyd | Harland&<br>Wolff,Ld.<br>Glasgow<br>'sA&CP<br>Ce | GouldSteamships<br>&Industrials,Ld.<br>~~(J.C.Gould&Co.~~<br>~~(Steamship~~<br>~~Managers)Ld.)~~<br>llDB344'1136tDT | 400·3<br>P49'B112'F38' FK<br>a28'1200tFPT118t | 52·3 | 28·5 | London<br>British<br>7BHptCem<br>APT185t | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>D&WHendersn&CoLdGls | 31 ' 0<br>s6 ' 1<br>25 ' 3 |
| 17323<br>118651<br>HCFL | **Grelben** SteelScSr<br>ssShl.No.3–5,19<br>(exReliance) 1Dk(Stl)2trB&deep<br>Wireless framing<br>Now named "Deemster," See No. 37012 in Supplement | 3638<br>3388<br>2362 | ✠100A1<br>1,21<br>MBS1,21 ✠LMC6,19 | Gls | w | 1,21 | 1905<br>3mo<br>Lloyd | R.Stephen-<br>son&Co.Ld.<br>Newcastle<br>'sA&CP | MarineTransport<br>Co.Ld. (W.H.<br>Kelynack, Mgr.) | 343·3<br>P36'B165'F26' FK<br>CellDBa98'uE&B<br>44'f152'911tFPT | 50·1 | 23·5 | Newcastle<br>British<br>6BHCem<br>61tAPT188t | T.3Cy.25",42"&68"–45" (s)<br>180lb NDB19 100lb 335NHP<br>2SB,6cf,GS126,HS5150<br>Blair&Co.Ld.Stockton | 26 ' 3<br>s4 ' 1<br>22 ' 5 |
| 17324<br>135265<br>JDBH | **Grelcaldy** SteelScSr<br>ssMdb.No.1–18<br>(exCaldy) 1Dk(ptIrn ptStl)<br>Wireless | 4221<br>4001<br>2619 | ✠100A1<br>7,21 ~~10,20~~<br>✠LMC3,20<br>BS8,21 | Sou<br>Cff | x | CL<br>~~3,20~~<br>8,21 | 1913<br>9mo<br>Lloyd | Richardsn,<br>Duck&Co.Ld.<br>Stockton<br>'sA&CP<br>Cell | GouldSteamships<br>&Industrials,Ld.<br>~~(J.C.Gould&Co.~~<br>~~(Steamship~~<br>~~Managers)Ld.)~~<br>DBa 123'uE27'f | 380·0<br>P34'B240'F37' FK<br>173'1151tFPT136t | 51·0 | 24·8 | London<br>British<br>6BHCem<br>APT102t | T.3Cy.26",42"&70"–48" (s)<br>180lb 100lb 394NHP<br>3SB,9cf,GS178,HS6435<br>Blair&Co.Ld.Stockton | 27 ' 3<br>s3 ' 11<br>23 ' 8 |
| 17325<br>142382<br>JSPH | **Greldon** SteelSc<br>(exWarKinsman) 1Dk(Stl)<br>Elec.light Wireless | 5249<br>4760<br>3269 | ✠100A1<br>6,21 ~~9,19~~<br>✠LMC4,18 | Nwc<br>Cff | y | CL<br>~~4,20~~<br>6,21 | 1918<br>4mo<br>Lloyd | D&WHen-<br>dersn&Co.Ld.<br>Glasgow<br>'sA&CP | GouldSteamships<br>&Industrials,Ld.<br>~~(J.C.Gould&Co.~~<br>~~(Steamship~~<br>~~Managers)Ld.)~~ | 400·6<br>P49'B123'F38' FK<br>CellDB345' | 52·3 | 28·5 | London<br>British<br>7BHptCem<br>1132tDTa28 | T.3Cy.27",44"&73"–48" (s)<br>180lb 490NHP<br>3SB,9cf,GS190,HS7020 FD<br>D&WHendersn&CoLd.Gls<br>'1120tFPT114tAPT177t | 31 ' 0<br>s6 ' 1<br>25 ' 3 |
| 17326<br>135246<br>JCQP | **Greleden** SteelScSr<br>ssCff.No.1–18<br>(exAtherstone) 1Dk(Stl)<br>Wireless | 4168<br>3786<br>2570 | ✠100A1<br>7,20<br>~~BS[illegible]~~ ✠LMC2,18<br>BS4,21 | Rot | x | CL<br>7,20 | 1913<br>7mo<br>Lloyd | Craig, Tay-<br>lor&Co.Ld.<br>Stockton<br>sA&CP | GouldSteamships<br>&Industrials,Ld.<br>~~(J.C.Gould&Co.~~<br>~~(Steamship~~<br>~~Managers)Ld.)~~ | 370·0<br>P52'B&F289' FK<br>Cell DBa127'uE | 51·4 | 24·1 | London<br>British<br>6BHCem<br>&B40'F152' | T.3Cy.26"$42\frac{1}{2}$"&$69\frac{1}{2}$"–45"(s)<br>180lb 120lb 371NHP<br>2SB,6cf,GS123,HS5983<br>Blair&Co.Ld.Stockton<br>1152tFPT98tAPT207t | 26 ' 6<br>s3 ' 1<br>23 ' 9 |
| 17327 | **Grelfryda** SteelScSr<br>Now named "Utah," See No. 39785 in Supplement<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless Cargo battens not fitted in Shelter'tween dks | 5136<br>4936<br>3262 | ✠100A1<br>Shelter dk withfreeboard<br>1,21 ✠LMC8,17<br>Carrying oil | fuel F. | P. | CL<br>1,21<br>above 1 | 1917<br>8mo<br>Lloyd<br>50°F.i | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'sA&CP<br>nDB | HarlemS.S.Co.Ld.<br>(Brown,Jenkin-<br>son&Co.Mgrs.) | 375·2<br>FonShelter dk32' FK<br>CellDB329'1125t | 51·2 | 31·7 | ~~Cardiff~~ London<br>British<br>6BHCem<br>APT130t | T.3Cy.25",41"&69"–48" (s)<br>180lb 367NHP<br>3SB,9cf,GS159,HS5800<br>McColl&Pollock,Ld Sld. | 34 ' 1<br>9 ' 6<br>25 ' 0 |
| 17328<br>123736<br>HJND | **Grelgrant** SteelScSr<br>ssCff.No.3–6,19<br>(exHartland) 1Dk(Irn)2trB&deep<br>Wireless framing 3Dk rule | 4785<br>4395<br>3050 | ✠100A1<br>~~10,21~~ ~~3,21~~ 4,22<br>BS11,20 ✠LMC3,18<br>MBS4,23<br>Carrying oil | Gen<br>~~Cff~~ Npt<br>fuel F. | x<br>P. | CL<br>3,21<br>above 1 | 1906<br>11mo<br>Lloyd<br>50° F. | Richardsn,<br>Duck&Co.<br>Stockton<br>'sA&CP<br>in DB | GouldSteamships<br>&Industrials,Ld.<br>~~(J.C.Gould&Co.~~<br>~~(Steamship~~<br>~~Managers)Ld.)~~ | 369·2<br>P28'B104'F29' FK<br>Cell DBa126'uE | 50·8 | 27·6 | London<br>British<br>6BHCem<br>&B39'f165' | T.3Cy.26",42"&70"–48" (s)<br>180lb 100lb NDB18 371NHP<br>3SB,9cf,GS160,HS5750<br>Blair&Co.Ld.Stockton<br>1194tFPT167tAPT190t | 30 ' 3<br>s5 ' 11<br>24 ' 9 |
| 17329<br>139090<br>JLVC | **Grelhead** SteelScSr<br>ssCff.No.1–19<br>(exBeachyHead) Wireless 1Dk(Stl) | 4274<br>4001<br>2602 | ✠100A1<br>11,21 ~~3,21~~<br>DBS5,21 ✠LMC10,19<br>MBS11,21 | Cff<br>Npt | x | CL<br>3,21 | 1915<br>9mo<br>Lloyd | Richardsn,<br>Duck&Co.Ld.<br>Stockton<br>'sA&CP | GouldSteamships<br>&Industrials.Ld.<br>~~(J.C.Gould&Co.~~<br>~~(Steamship~~<br>~~Managers)Ld.)~~ | 380·0<br>P38'B244'F37' FK<br>CellDBa123' | 51·0 | 24·8 | London<br>British<br>6BHCem<br>uE27'f173' | T.3Cy.26",42"&70"–48" (s)<br>180lb 100lb 395NHP<br>3SB,9cf,GS178,HS6435<br>Blair&Co.Ld.Stockton<br>1151tFPT136tAPT154t | 27 ' 3<br>s3 ' 11<br>23 ' 9 |
| 17330<br>142452<br>JSLT | **Grelisle** SteelSc<br>(WarPainter) 1Dk(Stl)<br>Elec.light Wireless | 5208<br>4755<br>3172 | ✠100A1<br>~~6,21~~ ~~11,20~~ 4,22<br>✠LMC6,18 | Npt<br>~~Lon~~ Cff | y | CL<br>11,20 | 1918<br>6mo<br>Lloyd | Cammell<br>Laird&Co.Ld.<br>Birkenhead<br>'sA&CP | GouldSteamships<br>&Industrials,Ld.<br>~~(J.C.Gould&Co.~~<br>~~(Steamship~~<br>~~Managers)Ld.)~~ Cell | 400·0<br>P49'B113'F40' FK<br>DB343'1122tFPT1 | 52·4 | 28·4 | London<br>British<br>11BHptCem<br>13tAPT166t | T.3Cy.27",44"&73"–48" (s)<br>180lb 490NHP<br>3SB,9cf,GS190,HS7020 FD<br>CammellLaird&Co.LdBkn | 31 ' 0<br>s6 ' 1<br>25 ' 3 |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Nett. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 17331<br>120509<br>HCGQ | **Grelrosa** SteelScSr<br>ssSws.No.3-10,18<br>(exArosa) Wireless 1Dk(ptIrn&ptStl)<br>&deepframing | 2794<br>2616<br>1722 | ✠100A1<br>7,21 ~~9,20~~<br>~~BS9,20~~ ✠LMC5,18<br>BS1,22 | Cff | v | CL<br>9,19 | 1905<br>4mo | Richardsn,<br>Duck&Co.<br>Stockton<br>Lloyd'sA&CP | GouldSteamships<br>&Industrials,Ld.<br>~~(J.C.Gould&Co.~~<br>~~(Steamship~~<br>~~Managers)Ld.)~~ | 331·0<br>P30'B202'F29' | 47·5 | 20·0<br>FK<br>CellDBa108' | London<br>British<br>5BHCem<br>uE & B40' f | T.3Cy.23",38"&62½"–42" (s)<br>160lb 90lb NDB14 268NHP<br>2SB,6cf,GS123,HS4233<br>Blair&Co.Ld.Stockton<br>144'856tFPT80tAPT71t | 22 ″ 6<br>s 2 ″ 9<br>20 ″ 1 | |
| 17332<br>132748<br>HWKO | **Grelstone** SteelScSr<br>ssMch.No.2-21 ~~ssLiv.No.1-16~~<br>(exEddystone) 1Dk(ptIrnptStl)<br>Wireless | 4214<br>3993<br>2614 | ✠100A1<br>~~10,19~~10,21<br>~~BS8,20~~ ✠LMC~~12,18~~<br>10,21<br>~~Carrying oil fuel F. P. above 150°F. in DB~~ | Npt<br>Mch | x | CL<br>~~10,20~~<br>~~10,21~~<br>12,21 | 1912<br>7mo | Richardsn,<br>Duck&Co.Ld.<br>Stockton<br>Lloyd'sA&CP | GouldSteamships<br>&Industrials,Ld.<br>~~(J.C.Gould&Co.~~<br>~~(Steamship~~<br>~~Managers)Ld.)~~ | 380·0<br>P34'B240'F34' | 51·0 | 24·8<br>FK<br>CellDBa123' | London<br>British<br>6BHCem<br>u E27' f173 | T.3Cy.26",42"&70"–48" (s)<br>180lb 100lb 394NHP<br>3SB,9cf,GS178,HS6435<br>Blair&Co.Ld.Stockton<br>1151tFPT136tAPT102t | 27 ″ 3<br>s 3 ″ 11½<br>23 ″ 8 | |
| 17333<br>135765<br>JBGM | **Grelwen** SteelScSr<br>ssCff.No.2-22 ~~ssCff.No.1-18~~<br>(exTonwen, exTavian) 1Dk(Stl)&<br>Wireless Shelter dk (Irn)& Web frames<br>— Longitudinal framing | 4567<br>4337<br>2878 | ✠100A1<br>Shelter dk<br>with freeboard<br>3,22~~6,20~~<br>Carrying oil fuel F. P. above 150° F. in DB<br>~~BS6,20~~ ✠LMC~~5,16~~ 3,22 | Cff | y | CL<br>~~6,20~~<br>11,21 | 1912<br>12mo | Richardsn,<br>Duck&Co.Ld.<br>Stockton<br>Lloyd'sA&CP | GouldSteamships<br>&Industrials,Ld.<br>~~(J.C.Gould&Co.~~<br>~~(Steamship~~<br>~~Managers)Ld.)~~<br>Cell DBa126'u E&B | 390·0<br>44'f165'1174t FPT | 52·5 | 25·6<br>FK | London<br>British<br>6BHCem<br>85tAPT84t | T.3Cy.26",42"&70"–48" (s)<br>180lb 409NHP<br>3SB,9cf,GS193,HS6851<br>Blair&Co.Ld.Stockton | 28 ″ 0<br>s 3 ″ 6<br>24 ″ 10 | |
| 17334<br>MHTW | **Grena** SteelScSr<br>Elec.light Wireless 1Dk&Shelter dk | 6371<br>5586<br>3487 | | | | | 1912 | W.Doxford<br>&Sons,Ld.<br>Sunderland | A/S J.Ludvig<br>MovinckelsRederi | 439·5<br>P94'H313tF71' | 57·0 | 26·3 | Bergen<br>Norwegian<br>WB | T.3Cy.25",41"&70"–48"<br>340NHP<br>W.Doxford&Sons,Ld.Sld. | | N |
| 17335<br>NVFQ | **Grenaa** SteelScSr<br>(exLandskrona,<br>exHelsingborg) 1Dk | 193<br>144<br>91 | | | | | 1884 | Gōteborgs<br>M.V.Aktieb<br>Gothenburg | D/SOregonA/S<br>(Brödr. Bartholdy,<br>Mgrs.) | 144·4<br>P56'B8tF17'<br>len— | 20·8 | 9·5 | Copnhagn<br>Danish | C.4Cy.14"&28"–18"<br>NB98 55NHP<br>Burmeister&Wain,Cpn. | | V |
| * 17336<br>125077 | **Grenada** SteelScK<br>~~ssGms.No.1-11~~<br>ssGms.No 3-3,20 1Dk | 219<br>197<br>112 | ✠100A1<br>StmTrawler<br>8,20 | Gms | … | CL<br>~~11,14~~<br>8,20 | 1907<br>10mo | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>Lloyd'sA&CP | Grant&BakerStm.<br>FishingCo.Ld. | 117·0<br>Q67'F19' | 21·6 | 11·5<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.12",21"&34"–24" (s)<br>180lb 67RHP<br>1SB,2pf,GS32,HS1095<br>C.D.Holmes&Co.Hull | 12 ″ 3 | |
| 17337<br>124759 | — SteelScK<br>ssHul.No.3-9,19<br>1Dk | 183<br>176<br>72 | ✠100A1<br>StmTrawler<br>10,20<br>BS10,21<br>~~BS10,20~~ ✠LMC9,19 | Hul | | CL<br>10,20 | 1907<br>4mo | Earle'sCo.<br>Ld.<br>Hull<br>Lloyd'sA&CP | HullSteamFishing<br>&IceCo.Ld. | 110·6 | 21·6 | 11·8<br>BK8"<br>WB= | Hull<br>British<br>4BHCem<br>DTf13'33t | T.3Cy.10",17"&28"–24" (s)<br>200lb 49RHP<br>1SB,2pf,GS27,HS820<br>Earle'sCo.Ld.Hull | 12 ″ 7 | |
| 17338 | **Grenadier** SteelSc<br>Fitted for oil fuel<br>(exNanshon) 1Dk<br>Elec.light Longitudinal framing | 3483<br>—<br>2112 | | | | | 1920 | Bethlehem<br>S.B.Corp.Ld.<br>Elizabeth,<br>N.J. | LloydRoyalBelge,<br>Soc.Anon. | 328·0<br>P53'B110'F37' | 46·2 | 22·9 | Antwerp<br>Belgian<br>WB | T.3Cy.22",37½"&60"–42"<br>233NHP<br>Harlan&HollingsworthCo.<br>Wilmington,Del. | | RV |
| 17339<br>90038<br>JKLQ | — SteelPadSk | 357<br>300<br>148 | | | | | 1885 | J.&G.<br>Thomson<br>Clydebank | David MacBrayne,<br>Ld. | 222·9 | 23·1 | 9·3 | Glasgow<br>British | C.O.2Cy.30"&58"–51"<br>NB03 200NHP<br>J.&G.ThomsonClydebank | | BT<br>till<br>9,21 |
| 17340<br>78 | **Grenen** SteelScSr<br>1Dk | 217<br>—<br>98 | | | | | 1908 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | DagöDampfsch-<br>Ges. (A.Baron<br>Huene, Mgr.) | 122·5<br>Q40'B37'F17' | 20·8 | 11·3 | Dagö<br>Esthonian<br>WB | T.3Cy.12¼",19"&31"–18"<br>41NHP<br>Helsingörs Jernsk.&Mskb | | |
| 17341<br>JPBL | **Grenland** SteelScSr<br>ssBly.No.2-95<br>(exBjörn, exPierreAndré, exShearwater)<br>1Dk(Irn) Beams Stringers& Dbl Btm Iron | 966<br>763<br>568 | ✠<br>11,01<br>✠NB10,00✠ | Bgn | m | | 1888<br>7mo | HSEdwrds<br>&Sons<br>Newcastle | A/S Grenland<br>(H.Haraldsen) | 214·0<br>Q77'B51'F28'<br>WB=CellDB192' 290t FPT | 31·2 | 13·8<br>FK | Skien<br>Norwegian<br>4BHCem<br>36tAPT30t | T.3Cy.16",26½"&44"–33"<br>NDB00 108NHP<br>1SB,3pf,GS58,HS1500<br>E.Scott&Co.Newcastle | 16 ″ 3 | N |
| 17342<br>MVFJ | **Grenmar** WoodSc<br>OilEng.<br>Mchy.Aft | 605<br>478<br>408 | | | | | 1920 | Sandaasens<br>Verft,<br>Kragerö | SkibsA/SNord-<br>sjöfart<br>(LeifGrung, Mgr.) | 158·1<br>P47'F26' | 31·3 | 14·7 | Skien<br>Norwegian | Oil Engine 2S.C.SA<br>4Cy.16$\frac{11}{20}$"–18$\frac{9}{10}$" 91NHP<br>J&CGBolindersCoLd.Skm | | N |
| 17343<br>134547 | **Grenville** SteelScSr<br>Elec.light 1Dk(Stl-ws)<br>Mchy.Aft | 497<br>349<br>232 | ✠<br>9,15<br>✠ | Tto | h | | 1915<br>5mo | PolsonIron<br>WorksCo.Ld.<br>Toronto | CanadianGovern-<br>ment(Dept.Marine<br>&Fisheries) | 155·0<br>P&B78'F28' | 30·9 | 10·9<br>FK<br>W | Ottawa<br>British<br>6BHptAsp<br>ptCem<br>B=Cell DB | T.3Cy.14",22½"&38"–24"<br>75RHP<br>2SB,4cf,GS72,HS2594<br>PolsonI.W.Co.Ld.Toronto<br>f31'24tFPT30tAPT31t | 13 ″ 0 | |
| 17344<br>5623<br>JTVR | **Greta** SteelSc3MstSr<br>1Dk | 304<br>254<br>191 | | | | | 1914 | Eriksbergs<br>M.V.Aktieb.<br>Gothenburg | HugoSilvén | 127·4<br>P30'H18tF15' | 22·5 | 11·5 | Seffle<br>Swedish<br>WB | C.2Cy.11¼"&27¾"–16½"<br>26NHP<br>EriksbergM.V.Aktieb.Got | | V |
| 17345<br>105589<br>QCPF | — SteelSc<br>ssSou.No.3-8,09<br>(exYacht) 1Dk(ptStl-teaks)2trB<br>Elec.light | 292<br>138 | ✠<br>—<br>6,20<br>✠ | Bkn | | | 1898<br>4mo | Scott&Co.<br>Greenock | Egypt&Levant<br>S.S.Co.Ld.(T.B.<br>Rees&Co.Ld Mgrs) | 165·0 | 22·8 | 12·0 | Greenock<br>British<br>4BHCem | T.4Cy.12½",20"&(2)23"–26"<br>77NHP<br>1B,3cf,GS52,HS1473<br>Scott&Co.Greenock | | |
| 17346<br>Sunk 12,21 | — SteelSc<br>(Trawler)<br>(exElberfeld) 1Dk | 218<br>193<br>82 | | | | | 1917 | SchiffbGes.<br>Unterweser<br>m.b.H.Lehe | OttoBeucker | 127·7<br>Q69'F19' | 22·6 | 9·2 | Gstemnde<br>German | T.3Cy.12$\frac{3}{5}$",20½"&32¼"–22$\frac{4}{5}$"<br>50NHP<br>OttensenerMaschf.G.<br>m.b.H.,Altona | | |
| 17347<br>122946<br>HJLP | **Greta II.** SteelScK<br>(exGreta) 1Dk | 273<br>238<br>107 | | | … | | 1906 | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | G.Craig | 130·6<br>F21' | 22·3 | 12·2<br>BK7½" | Aberdeen<br>British | T.3Cy.12½",21"&34"–25"<br>73RHP<br>W.V.V.Lidgerwood,Gls. | 13 ″ 0 | |
| 17348 | **Gretchen Müller** SteelScSr<br>Elec.light Wireless 1Dk | 1421<br>1098<br>720 | | | | | 1909 | Akt.Ges.<br>"Neptun"<br>Rostock | O.A.Müller | 256·1<br>Q94'B59'F30' | 35·7 | 14·7 | Hamburg<br>German<br>WB | T.3Cy.17⅛",27$\frac{9}{16}$"&46⅞"–31½"<br>124NHP<br>A.G."Neptun,"Rostock | | |
| 17349<br>LBKH | **Grete** SteelSc<br>Now named "Dalhem," See No. 37070 in Supplement<br>Elec.light 1Dk | 1164<br>1017<br>685 | | | | | 1920 | Skiens<br>Verksted.A/S<br>Skien | L.Harboe-Jensen | 226·2<br>P43t H65t | 36·3 | 16·7 | Chrstiania<br>Norwegian<br>WB | T.3Cy.16",25"&42"–30"<br>97NHP<br>SkiensVerkstederA/S | | N |
| 17350 | **Grete Cords** SteelScSr<br>Elec.light 1Dk | 873<br>720<br>538 | | | | | 1903 | Akt.Ges.<br>"Neptun"<br>Rostock | FrenchGovern-<br>ment | 210·9<br>Q65'B57'F26' | 32·0 | 13·1 | French<br>WB | T.3Cy.14⅜",24$\frac{3}{16}$"&38$\frac{9}{16}$"–<br>26¾" 76NHP<br>A.G."Neptun,"Rostock | | V |
| 17351 | **Grete Frerichs** SteelScSr<br>(Trawler)<br>1Dk | 210<br>184<br>78 | | | | | 1913 | Schffb.Ges.<br>Unterweser<br>Bremerhaven | GeorgFrerichs'<br>Fischhallen | 124·2 | 22·6 | 9·0 | Gstemnde<br>German<br>WB | T3Cy.12⅜",19$\frac{5}{16}$"&31⅞"–22$\frac{1}{16}$"<br>48NHP<br>OttensenerMsch.Altona | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux. Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17352 | **Grete Hugo Stinnes 8** SteelScSr<br>Wireless<br>*Mchy.Aft Elec.light* Sub.Sig. 1*Dk* | 1551<br>1296<br>788 | | | | | 1911 | Flensburgr Schiffsb.Ges.<br>Flensburg | A.-G.HugoStinnes fürSeeschiff-u. Uberseehandel | 243·3<br>P70'F24' | 37·7 | 17·7 | Hamburg<br>German<br>*WB* | T.3Cy.17¾",29½"&48"–34$\frac{1}{16}$"<br>136NHP<br>FlensburgerSchiffsb.Ges. | |
| 17353 | **Greuvers** SteelScK<br>ssYmu.No.3–7,19<br>(*ex*Umtali) 1*Dk* | 188<br>170<br>57 | ✠100A1<br>*StmTrawler*<br>11,20<br>✠NB9,11 | Ams | ... | 11,20 | 1899<br>7mo<br>*Lloyd* | Earle'sCo. Ld.<br>Hull<br>'*sA&CP* | MaatsVooruitgang (v.d.Plats,Arnken &Klop,*Mgrs*) | 110·5<br>Q46'F18'<br>ND19 | 21·2 | 11·2<br>BK7½" | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.11",20"&32"–23" (*s*)<br>180lb 44NHP<br>1SB,2*pf*,GS30,HS1035<br>Earle'sCo.Ld.Hull | 12 " 0 |
| 17354<br><br>NVDH | **Grevelingen** SteelSc<br>*Now named "Carham," See No. 36756 in Supplement*<br>*Mchy.Aft* 1*Dk* | 634<br>[illegible]<br>271 | | | | | 1920 | Gebr. Volker<br>Sliedrecht | Maats.Zeevrachtvaart | 171·0<br>Q51'B18' | 28·2 | 12·4 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.13",20½"&34½"–19$\frac{7}{16}$"<br>52NHP<br>J.A.vdSchuytPapendrecht | V |
| 17355<br>130424 | **Grey Sea** SteelScK<br>ssIps.No.3–8,20<br>1*Dk*(*Stl*) | 98 ~~97~~<br>—<br>41 | ✠100A1<br>*For fishing purposes*<br>8,20 ✠LMC8,20 | Ips | | CL<br>8,20 | 1919<br>1mo<br>*Lloyd* | JWBrooke &Co.Ld.<br>Lowestoft<br>'*sA&CP* | ~~TheAdmiralty~~<br>J.T.Johnson(W. H.Johnson,*Mgr*) | 86·2 | 18·5 | 9·3<br>BK7½" | Brixham<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>Urquhart,Lindsay&Co.Ld. Dun. | 10 " 0 |
| 17356<br>128454 | **Grey Sky** WoodScK<br>9&12yrs.Mat. 1*Dk* | 96<br>95<br>40 | ✠11A1<br>*For fishing purposes*<br>7,20 ✠LMC12,19 | Abn | | CL | 1919<br>7mo<br>*Lloyd* | J.&G. Forbes<br>Sandhaven<br>'*sA&CP* | J.Watt | 86·8 | 19·7 | 9·9 | British | T.3Cy.9½",15½"&26½"–18"<br>180lb (*s*) 43NHP<br>1SB,2*pf*,GS30,HS814<br>Cooper&Greig,Ld.Dundee | 10 " 4 |
| 17357<br>86621 | **Greyhound** SteelPad<br>*Elec.light* | 1392<br>—<br>748 | | | | | 1902 | Detroit S.B.Co.<br>Wyandotte | WhiteStarLine (C.F.Bielman, *Mgr.*) | 276·0 | 38·0 | 15·0 | Detroit<br>Utd.States | 1Cy.60"–144"<br>E*blt*86 *fitted*02 332NHP<br>3B(2*blt*.86,*fttd*02&1*blt*.02)<br>S.F.Hodge&Co.Detroit | |
| 17358<br>104237 | — SteelPadSk | 556<br>372<br>227 | | | | | 1895 | J&GThomson (Lim.)<br>Clydebank | BlackpoolPassengerStmBt CoLd(T. Bickerstaffe,*Mgr.*) | 230·0<br>*Promenade dk*218' | 27·1 | 9·7 | Fleetwood<br>British | CD.4Cy.21"&45"–48"<br>NB18 234NHP<br>J&GThomson(Ld)Clydbk | |
| 17359 | — IronScK<br>1*Dk* | *140*<br>*140*<br>*60* | | | ... | | 1889 | Cook,Welt'n&Gemmell<br>Hull | | 100·6 | 20·9 | 10·9<br>BK7½" | | C.2Cy.17"&33"–22"<br>42NHP<br>Bailey&Leetham,Hull | 11 " 11 |
| 17360<br>142442<br>KFDH | **Greylight** SteelScSr<br>ssHpl.2ndNo.3–8,19<br>(*ex*Bessarabia,*ex*Selenga, 1*Dk*(*Irn*)<br>*ex*Claudius) *Cell side tanks amidships,*<br>*Elec.light deep framing &*<br>*2trB at ends3Dk rule* | 3529<br>3282<br>2241 | ✠100A1<br>~~12,21~~ 4,20 1,22<br>✠LMC<br>MS5,19 ~~BS5,21~~<br>BS5,22 | Hpl<br>Shl | *w* | CL<br>3,20 | 1899<br>4mo | W.Gray &Co.Ld.<br>WHartlepool<br>A&CP | StarlightS.S.Co. Ld.~~(H.A.Brightman&Co.Mgrs.)~~<br>(RegierShippingCoLd Mgrs) *CellDBa&u* | 338·0<br>P37'B130'F42'<br>*E129'f151'867tCel* | 51·1 | 24·4<br>FK | London<br>British<br>6*BHCem*<br>*l Side Tanks* | T.3Cy.25½",40½"&67"–45"<br>170lb (*s*) 312NHP<br>3SB,9*rf*,GS117,HS4770<br>Cen.Mar.Eng.Wrks.WHpl<br>191'722*tAPT*61*t* | 26 " 11<br>s4 " 8½<br>22 " 7 |
| 17361<br>120919<br>HFPC | **Greystoke Castle** SteelScSr<br>ssCff.No.3–6,19<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*deep framing* | 3828<br>3515<br>2432 | ✠100A1<br>*Spar dk*<br>~~7,21~~ ~~2,21~~ ✠LMC7,19<br>2,22<br>BS5,22 | Ant | *x* | CL<br>~~3,21~~<br>7,21 | 1906<br>2mo<br>*Lloyd* | W.Pickersgill&Sons<br>Sunderland<br>'*sA&CP* | LancashireShippingCo.Ld. (J.Chambers& Co. *Mgrs.*)<br>*WB* | 361·0<br>P29'B200'F39' 25·7<br>=*CellDBa* 110' *uE* | 46·3 | 17·7<br>FK | Liverpool<br>British<br>6*BHCem*<br>&*B*44' *f*154' | T.3Cy.24",40"&67"–45" (*s*)<br>180lb ~~100lb~~ FD 356NHP<br>2SB,4*pf*,2*cf*,GS108,HS4713<br>G.Clark,Ld.Sunderland<br>839*tDTf*28'638*tAPT*46*t* | 28 " 2<br>s4 " 3½<br>24 " 3 |
| 17362<br>128 | **Greza** SteelSc<br>1*Dk* | 150<br>—<br>17 | | | | | 1896 | Smit<br>Kinderdijk | Armavir-Touapse RailwayCo. | 106·3 | 20·8 | 11·0 | Odessa<br>Russian | T.3Cy.11",17"&29"–14"<br>31NHP | |
| 17363 | **Grh. Fr. August** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 254<br>223<br>97 | | | | | 1917 | J.Frerichs &Co.A.G.<br>Einswarden | Gemeinnützige Hochseef.G.m.b.H. "Gross-Berlin" | 129·9<br>Q71'F25' | 23·1 | 10·9 | Gstemnde<br>German<br>*WB* | T.3Cy.13",20¾"&33"–22½"<br>52NHP<br>GörlitzerMaschb.Görlitz | |
| 17364<br><br>WJLD | **Grib II.** SteelScK<br>(*Whaler*)<br>1*Dk* | 172<br>168<br>62 | | | | | 1911 | Smith's DockCo.Ld<br>Middlesbro' | A/S Örnen (S.L.Christensen, *Mgr.*) | 110·0 | 20·7 | 12·5 | Sandefjrd<br>Norwegian | T.3Cy.12½",20"&34"–24"<br>56NHP<br>W.V.V.Lidgerwood,Gls. | C |
| 17365<br>220642<br>MBNP | **Griffco** SteelSc<br>*Fitted for liquid fuel*<br>*Elec.light Mchy.Aft* 1*Dk*<br>Wireless | 1463<br>1200<br>858 | | | | | 1920 | J.F.Duthie &Co.<br>Seattle, Wash | J.Griffiths&Sons Inc. | 219·9<br>F22' | 40·1 | 18·5 | Seattle<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"–36"<br>188NHP<br>HendricksManufacturing Co.Seattle | C |
| 17366<br>220755<br>MBSH | **Griffdu** SteelSc<br>*Fitted for liquid fuel*<br>*Elec.light Mchy.Aft* 1*Dk*<br>Wireless | 1484<br>1200<br>828 | | | | | 1920 | J.F.Duthie &Co.<br>Seattle, Wash | UniversalS.S.& BargeCo.Inc.(J. Griffiths&Sons, *Mgrs.*) | 219·9<br>P66'B15'F20' | 40·1 | 18·5 | Seattle<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"–36"<br>188NHP<br>HendricksManufacturing Co.,Seattle | C |
| 17367<br>86140 | **Griffin** SteelSc3MstSr<br>*Mchy.Aft Elec.light* 2*Dks* | 1879<br>—<br>1526 | | | | | 1891 | Cleveland S.B.Co.<br>Cleveland,O. | CharcoalIronCo. | 266·0<br>H— F40' | 38·2 | 19·6<br>*WB* | Duluth<br>Utd.States | T.3Cy.17",29"&47"–36"<br>133NHP<br>ClevelandS.B.Co.,Clevelnd | L |
| 17368<br>113240 | — SteelScK<br>ssGms.No.3–7,15<br>ssGms.No.1–19<br>*Elec.light* 1*Dk* | 183<br>161<br>71 | ✠100A1<br>*StmTrawler*<br>10,21 ~~11,20~~<br>~~BS11,20~~ ✠LMC8,19<br>BS10,21 | Gms | | CL<br>~~9,18~~<br>10,21 | 1903<br>2mo<br>*Lloyd* | Smith's DockCo.Ld.<br>NorthShields<br>'*sA&CP* | Mackrill&Sons | 105·0<br>Q55'<br>ND20 | 21·0 | 11·0<br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.11½",20"&33"–22½" (*s*)<br>180lb 54RHP<br>1SB,2*pf*,GS29,HS940<br>N.E.MarineEng.Co.Ld.Sld | 11 " 10 |
| 17369<br>6064<br>KBNL | **Grim** SteelScSr<br>1*Dk*(*Stl*) | 1323<br>1139<br>758 | ✠100A1<br>11,2[illegible] ~~2,19~~<br>✠LMC2,19 | Mmo | *p* | | 1919<br>2mo | Kockums M.V.Aktieb<br>Malmö<br>A&CP | Stockholms Rederiaktieb.Svea (H.Ericson,*Mgr.*)<br>*CellDB*196'364*t* | 232·7<br>P17'B63'F25'<br>*FPT*44*tAPT*59*t* | 37·7 | 16·5<br>FK | Stockholm<br>Swedish<br>4*BHCem* | T.3Cy.18½"28¾"&48$\frac{3}{16}$"–31½"<br>185lb (*s*) 157NHP<br>2SB,4*cf*,GS70,HS2546<br>KockumsM.V.Akt.Malmö | 18 " 7<br>s2 " 4<br>16 " 7 |
| 17370<br>110878 | **Grimenco** Iron&SteelScK<br>ssGms.No.1–03<br>(*ex*Alroy) *Iron framing,Stl plating* 1*Dk* | 153<br>136<br>60 | ✠<br>*StmTrawler*<br>10,08 | Gms | | | 1899<br>4mo | Wood, Skinner&Co<br>Ld.Newcastle | Streonshalh Fshg. Co.Ld. (W.Barton, *Mgr.*) | 101·0<br>Q47'F18' | 20·5 | 10·7<br>BK7½" | Whitby<br>British<br>3*BHCem* | T.3Cy.11",17"&30"–21"<br>NB15 40RHP<br>N.E.MarineEng.Co.Ld.Sld | 11 " 6 |
| 17371 | **Grimm** SteelScSr<br>(*ex*Dalälfven,<br>*ex*Steinbeis) *Elec.light* 1*Dk*<br>Wireless | 1439<br>1174<br>896 | | | | | 1911 | Howaldtswerke<br>Kiel | Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amer. Linie) | 240·6<br>P13'Q73'B105'F29' | 36·1 | 17·1 | Hamburg<br>German<br>*WB* | C.3Cy.18$\frac{3}{32}$"&(2)26¾"–29½"<br>65NHP<br>Howaldtswerke,Kiel | |
| 17372<br>98719 | **Grimsby** SteelPadSp<br>*Elec.light* 1*Dk* | 351<br>233<br>161 | | | | | 1888 | Earle'sCo. (Lim.)<br>Hull | GreatCentralRly. | 180·0<br>*ptAwngdk*100' | 25·4 | 7·4 | Hull<br>British | CD.2Cy.32"&60"–48"<br>NB06 208NHP<br>Earle'sCo.(Lim.),Hull | |

Now named "Helens," See No. 37826 in Supplement

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material. Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 16 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17373<br>106689 | **Grimsby** SteelScYl<br>ssGms.2ndNo.3-9,21 ~~ssGms.No.3-3,09~~<br>~~ssGms.No.2-19~~<br>1Dk | 163<br>150<br>69 | ✠100A1<br>StmTrawler<br>9,21 ~~3,21~~<br>✠NB9,13 | Gms<br>9,21<br>✠~~LMC8,10~~<br>~~BS6,20~~ | | CL<br>~~9,18~~<br>9,21 | 1896<br>12mo | Mackie&Thomson<br>Glasgow<br>A&CP | ~~ConsolidatedStm Fishing&IceCo. (Gms.)Ld. (J.D. Marsden, Mgr.)~~<br>J.Paton&W.Gray | 104·2\|20·5\|10·7<br>Q17'F19'<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.10",16"&27"-20" (s)<br>180lb 45RHP<br>1SB,2pf,GS26,HS656<br>Muir&Houston(Lim.),Gls. | 11 ″ 7 | |
| 17374<br>MPBT | **Grimsöy** WoodScSr<br>(exHansavaag, OilEng.<br>exSailingVesselGungner) 1Dk | 173<br>154<br>110 | | | | | 1875 | ……………<br>Kragerö | Grimsöy'sRederi (ØysteinTorgersen) | 100·2\|23·3\|11·4<br>Q21tH11t | Haugesnd<br>Norwegian | Oil Engine 2S.C.SA 34NHP<br>2Cy.14$\frac{13}{20}$"-16$\frac{3}{20}$" NE16<br>J&CGBolindersCoLd.Skm | | |
| 17375<br>HDNL | **Grimstad** SteelScSr<br>1Dk<br>Mchy.Aft(exTransport,exTransportIII) | 263<br>205<br>128 | | | | | 1892 | Fredriks-stadsM.V.<br>Fredriksstad | D/S Veritas (BertrandJacobsen, Mgr.) | 122·8\|21·5\|10·7<br>P44tH9tF5t | Arendal<br>Norwegian<br>WB | C.2Cy.14½"&30"-18"<br>32NHP<br>VulkanMek.Værksted,Xia | | N |
| * 17376<br>133329 | **Grinkle** SteelScSp<br>ssShl.No.1-18<br>Mchy.Aft 1Dk(Stl) | 322<br>284<br>172 | ✠100A1<br>Lighter<br>8,21 ~~9,20~~<br>~~BS9,20~~ | Shl<br>BS8,21<br>✠LMC6,18 | e | CL<br>9,20 | 1914<br>8mo<br>Lloyd's A&CP | WoodSkinner&Co.Ld.<br>Newcastle | JarrowTug&LighterCo.Ld. (G.W.Todd, Mgr.) | 138·1\|26·1\| 9·2<br>F17'<br>FK<br>WB=FPT40t | N.Shields<br>British<br>3BHCem<br>APT23t | C.2Cy.12"&28"-18" (s)<br>140lb 35RHP<br>1SB,2pf,GS28,HS700<br>Lidgerwood,Ld.Glasgow | 10 ″ 3<br>s 1 ″ 4<br>9 ″ 2 | |
| 17377 | **Grip** SteelScSr<br>Elec.light 1Dk | 161<br>157<br>58 | | | | | 1915 | MossVærft<br>Moss | NorgesFyrvæsen | 108·3\|21·5\|11·2 | Chrstiania<br>Norwegian<br>WB | T.3Cy.11½",18½"&31"-22"<br>45NHP<br>MossVærft,Moss | | N |
| 17378<br>6254<br>KOJV | **Gripen** CompScSr<br>Mchy.Aft 1Dk | 773<br>629<br>429 | | | | | 1920 | A/B Östersjövarfvet<br>Norrköping | A/BNyman&Schultz(Jac. Svensson, Mgr.) | 189·8\|30·0\|13·6<br>P55'F22' | Nrrköping<br>Swedish<br>WB | T.3Cy.14$\frac{3}{16}$",22"&39"-23⅝"<br>62NHP<br>A/B.Götaverken,Got. | | V |
| * 17379<br>129760 | **Gripfast** SteelScSr<br>ssShl.No.2-19<br>1Dk(Stl) | 1109<br>903<br>636 | ✠100A1<br>~~5,21~~ ~~3,21~~ 10,21<br>~~BS5,20~~<br>BS6,21 | Nwc<br>Shl<br>✠LMC5,19 | n | CL<br>3,21 | 1910<br>9mo<br>Lloyd's A&CP | J.Crown&Sons,Ld.<br>Sunderland<br>WB | NewbiginSteamShippingCo.Ld.(E. R.Newbigin, Mgr.)<br>=Cell DBa 62'u E | 225·0\|35·6\|13·6<br>P19'B45'F24'<br>FK<br>&B32'f96'338tFPT | Newcastle<br>British<br>4BHCem<br>51tAPT49t | T.3Cy.18",30"&49"-33" (s)<br>180lb 100lb 164NHP<br>1SB,4cf,GS67,HS2732<br>N.E.MarineEng.Co.Ld.Sld | 15 ″ 8<br>s 2 ″ 0<br>13 ″ 11 | |
| 17380<br>2598<br>JFRM | **Gripsholm** IronSc<br>1Dk | 160<br>85<br>103 | | | | | 1878 | W.LindbergsAktieb.<br>Stockholm | Gripsholms-Mariefreds Angf.Aktieb (J.Norquist, Mgr.) | 108·2\|18·1\| 7·9<br>Q35' B42' H11t | Mariefred<br>Swedish | C.2Cy.16"&31"-21"<br>37NHP<br>W.LindbergsM.V.,Skm. | | |
| * 17381<br>115933<br>TSFQ | **Griqua** SteelScSr<br>ssLon.No.3-3,16<br>ssLon.No.1-20<br>Elec.light 1Dk(Stl)&Spar dk(Stl)<br>Wireless &deep framing | 3344<br>3054<br>2099 | ✠100A1<br>Spar dk<br>9,21 ~~3,21~~ | Lth<br>Mdb<br>✠LMC3,21 | w | CL<br>4,20 | 1902<br>12mo<br>Lloyd's A&CP | Armstrong Whitworth &Co.Ld.<br>Newcastle | Ellerman&BucknallS.S.Co.Ld.<br>WB= | 330·0\|45·2\|17·3<br>P33'B180'F39' 25·2<br>FK<br>CellDB a 90'uE&B | N.Shields<br>British<br>6BHCem<br>40'f140'602t | T.3Cy.23½",42"&68"-48" (r)<br>180lb 387NHP<br>3SB,9cf,GS108,HS5276 FD<br>N.E MarineEng.CoLdNwc<br>APT57t | 27 ″ 7<br>s 4 ″ 2<br>23 ″ 10 | |
| 17382 | **Gris-nez** WoodAuxScDy<br>OilEng.<br>1Dk<br>(SeeSailingShipRegisterSupplement) | 185<br>183<br>82 | | | | | 1920 | Ch.Marit. Paimpol&Fécamp<br>Fécamp | Soc.Française de Pêcheries à Vap. (VveChristiaens& A.Bourgain, Mgrs) | 104·7\|25·5\|11·6<br>Q43' | Boulogne<br>French | Oil Engine 2S.C.<br>2Cy.<br>Munktell,Eskilstuna | | V |
| 17383<br>6053<br>KBMS | **Grisslan** WoodAuxSc<br>Motor<br>(See Sailing Ship Register) | 227<br>187<br>116 | | | | | 1918 | Skeback | ÖrebroNyaRederi A/B(G.Tidholm, Mgr.) | 94·3\|22·3\|11·9<br>P22'H8t | Örebro<br>Swedish | Oil Engines 2Cy.13"-13⅜"<br>23NHP<br>J&CGBolindersCoLd.Skm | | V |
| 17384<br>WNOP | **Gro** SteelScSr<br>(exTenterden) 1Dk(Stl)<br>Elec.light Wireless | 4127<br>3811<br>2589 | ✠100A1<br>5,21 ~~3,20~~ | Cff<br>NNs<br>✠LMC10,17 | w | CL<br>3,20 | 1917<br>10mo<br>Lloyd's A&CP | JLThompson&Sons,Ld<br>Sunderland | A/S Gro(A/S J.R. Olsen)<br>Cell | 351·7\|50·9\|26·0<br>P23'B96'F31'<br>FK<br>DB310'1014tFPT | Bergen<br>Norwegian<br>6BHCem<br>79tAPT146t | T.3Cy.25",42"&68"-48" (s)<br>180lb 90lb 365NHP<br>2SB,8cf,GS147,HS5869<br>J.Dickinson&Sons,Ld.Sld. | 28 ″ 5<br>s 5 ″ 8<br>23 ″ 7 | |
| 17385<br>139340<br>KBQV | **Grodno** SteelScSr<br>Elec.light 1Dk(Stl)<br>Wireless CruiserStern | 2452<br>2270<br>1469 | ✠100A1<br>~~11,20~~ 8,21 | Liv<br>✠LMC6,19 | t | CL | 1919<br>6mo<br>Lloyd's A&CP | Wm.Gray &Co.Ld.<br>W Hartlepool | Ellerman'sWilson Line,Ld.<br>CellD | 303·0\|43·0\|20·8<br>P33'B162'F32'<br>FK<br>B260' 647t FPT70t | Hull<br>British<br>6BHptCem<br>APT60t | T.3Cy.22",36"&59"-39" (s)<br>180lb 266NHP<br>2SB,6cf,GS124,HS4500<br>Cen.Mar.Eng.WrksWHpl | 23 ″ 0<br>s 2 ″ 8½<br>20 ″ 8 | |
| 17386<br>PHJK | **Groenlo** SteelSc<br>(exKinheim)<br>1Dk | 1449<br>1129<br>852 | | | | | 1918 | Verschure &Co.<br>Amsterdam | Stoomv.Maats. "Noordzee" (A.Donker&J.C. Scheuer, Mgrs.) | 238·5\|36·7\|15·7<br>P23'B56'F20' | Amstrdam<br>Dutch | T.3Cy.17½",29"&46"-36"<br>127NHP<br>Verschure&Co.Amstrdam | | V |
| 17387<br>33 | **Gróf Khuen Héderváry** SteelScSr<br>Elec.light 1Dk(Stl) | 4988<br>3960<br>3241 | ✠<br>6,16 | Rot<br>✠ | x | | 1911<br>4mo | Armstrong Whitworth &Co.Ld.<br>Newcastle | SeaNav. AtlanticaFiume<br>CellDBa132'uE& | 378·2\|52·3\|23·9<br>P23'B201'F34'<br>FK<br>B78'f161'987tFPT | Volosca<br>Italian<br>6BHCem<br>131tAPT95t | T.3Cy.26",42"&68"-48"<br>391NHP<br>2SB,8cf,GS155,HS6624<br>Blair&Co.Ld.Stockton | 26 ″ 4 | |
| * 17388<br>29 | **Gróf Serényi Béla** SteelScSr<br>ssShl.No.1-11<br>Elec.light 1Dk(ptIrn& ptStl)2trB&deep framing | 3665<br>2929<br>2365 | ✠100A1<br>Examined4,19<br>MS12,19 | Toulon<br>✠LMC<br>BS~~5,20~~ 3,22 | v | CL<br>3,21 | 1907<br>4mo<br>Lloyd's A&CP | W.Gray &Co.Ld.<br>WHartlepool<br>WB= | SeaNav. AtlanticaFiume<br>Cell DBa112'uE& | 331·0\|48·3\|22·0<br>P25'B124'F30'<br>FK<br>B40'f142'922tFPT | Volosca<br>Italian<br>5BHCem<br>75tAPT45t | T.3Cy.24",40"&65"-42" (s)<br>180lb 120lb 292NHP<br>2SB,6rf,GS108,HS4424<br>Cen.Mar.Eng.Wrks.WHpl | 24 ″ 6 | |
| * 17389<br>25 | **Gróf Tisza István** SteelScSr<br>ssTri.No.2-13<br>Elec.light 1Dk(Stl)2trB& deepframing | 2939<br>2518<br>2203 | ✠100A1<br>Examined6,20<br>BS12,21 | Tri<br>✠LMC6,20 | u | ~~6,20~~<br>N4,21 | 1904<br>11mo<br>Lloyd's A&CP | W.Dobson &Co<br>Newcastle | ~~LevanteSoc.diNav Marittima~~ SeaNavLevantFiume<br>WB=Cell DBa96' | 319·3\|45·3\|21·4<br>P27'B96'F30'<br>FK<br>uE&B44'f 138'621t | Volosca<br>~~Fiume~~<br>Italian<br>5BHCem<br>APT45t | T.3Cy.23½",39"&66"-45" (s)<br>180lb 80lb 311NHP<br>2SB,6cf,GS128,HS4712<br>N.E.MarineEng.CoLdNwc | 23 ″ 9 | |
| 17390<br>WMDB | **Gromo** SteelAuxSc<br>OilEng.<br>(exIdeaal) 1Dk<br>(See Sailing Ship Register) | 108<br>—<br>98 | | | | | 1916 | H.van de Werf<br>Stadskanaal | C.B.Nielsen | 91·9\|17·1\| 5·9 | Skien<br>Norwegian | Oil Engine<br>1Cy.<br>D.Goedkoop,Amsterdam | | |
| 17391<br>OINH | **Grondin** SteelScK<br>(Trawler)<br>Elec.light (exRaven) 1Dk | 127<br>121<br>38 | | | … | | 1897 | SirRaylton Dixon&Co<br>Middlesbro' | L.Ballias&A.Mahé | 95·9\|20·4\|10·8<br>Q19'F17'<br>DptF&S09 BK7½" | Lorient<br>French | T.3Cy.10",17½"&30"-21"<br>NB04 40NHP<br>N.E.MarineEng Co.Ld.Sld | 11 ″ 8 | V |
| 17392 | **Gröning** SteelSc<br>(Trawler)<br>(exTimmendorf) 1Dk | 217<br>186<br>90 | | | | | 1917 | Schiffsw.v. H.KochA.G.<br>Lübeck | Hochseefischerei BremerhavenAkt. Ges. | 126·9\|22·6\| 9·1<br>Q69'F19' | Brmrhavn<br>German<br>WB | T.3Cy.12⅗",20½"&32¼"-22⅘"<br>50NHP<br>OttensenerMaschf.Altona | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 17393<br>TDML | **Groningen** SteelTwinSc<br>ssH.Kg.No.3-8,20 *OilEng.*<br>*Elec.light* *1Dk(Stl)* | 1578<br>962<br>905 | ✠100A1<br>*Barge*<br>8,21 ~~8,20~~<br>*CarryingPetroleum in bulk*<br>DBS2,22 | HKg<br>Sng<br>8,21<br>~~LMC8,20~~ | *q* | 8,20 | 1909<br>1mo<br>*Lloyd* | Nederl.<br>Schps.Maats.<br>Amsterdam<br>*'sA&CP* | Nederl.Indische Tankstoomboot Maats.(BataafschePetroleum Maats.*Mgrs.*) | 214·6<br>P64'F27'<br>*Trunk dk*124' FK | 40·1 | 13·3 | Batavia<br>Dutch<br>*9BHCem*<br>*APT36t* | Oil Engines 2S.C.SA<br>8Cy.16½"–18½" 183NHP<br>NE8,20 NDB20–*125lb*<br>Ruston&Hornsby,Ld. Grimsby | 14 ″ 2<br>s 1 ″ 4<br>13 ″ 1 |
| 17394 | — SteelSc<br>*Mchy.Aft* *1Dk* | 480<br>348<br>207 | | | | | 1918 | Erven<br>Aller<br>Hasselt | Cornellie's ShippingCo. | 149·2<br>B9'F16' | 24·8 | 11·0 | Antwerp<br>Belgian<br>*WB* | T.3Cy.10½",16¼",27½"–18"<br>32NHP<br>Mchfbk.Delfshaven,Rot. | |
| 17395 | — SteelSc<br>Wireless | 389<br>326<br>71 | | | | | 1920 | Gebr.<br>Volker,Afzn.<br>Sliedrecht | BureauWijsmuller | 139·3 | 25·1 | 13·5 | The Hague<br>Dutch<br>*WB* | T.3Cy.15",25"&40"–27"<br>83NHP<br>Mchfbk.Bolnes,Bolnes | |
| 17396<br>NVFD | — SteelSc<br>*1Dk* | 319<br>238<br>147 | | | | | 1920 | Schpsw.&<br>Maschfb.v/h<br>Botje,Ensing<br>&Co.Grningn | ZeevaartMaats. "Groningen"(R.I. Kramer,*Mgr.*) | 121·6<br>P39'F14' | 23·2 | 11·5 | Groningen<br>Dutch<br>*WB* | C.2Cy.12"&24"–15¾"<br>19NHP<br>Schpsw.&Maschfb. v/h Botje,Ensing&Co. | |
| 17397 | — SteelScSr<br>(*Trawler*) | 132<br>—<br>90 | | | | | 1916 | Botje,<br>Ensing&Co.<br>Groningen | DeZeeuw&van Raalte | 96·1 | 22·0 | 9·9 | Vlaardingen<br>Dutch | Botje,Ensing&Co. Groningen | |
| 17398 | **Grönland** SteelSc<br>(*Trawler*)<br>*1Dk* | 241<br>215<br>89 | | | | | 1914 | G.Seebeck<br>Akt.Ges.<br>Bremerhavn | Ludw.Janssen& Co. | 127·3<br>Q71'F21' | 23·4 | 10·3 | Gstemnde<br>German<br>*WB* | T.3Cy12⅝",19$\frac{7}{16}$"&31½"–23⅝"<br>48NHP<br>G.Seebeck A.G.Gstemnde. | |
| 17399<br>NTMR | **Grönsund** SteelScSr<br>ssOsc.2ndNo.3–1,17<br>(*ex*JacobKjellerup, *ex*Krete,*ex*Phyllis)<br>*Well deck* *1Dk(Irn)&Web frames* | 2406<br>1827<br>1504 | ✠100A1<br>8,20<br>BS6,20 ✠LMC1,17 | Cpn | *s* | 8,20 | 1891<br>6mo<br>*Lloyd* | Ropner&<br>Son<br>Stockton<br>*'sA&CP* | Dampsk.Selsk. "Gylfe" ~~(J.L. Didrichsen,Mgr.)~~ (T.C.Christensen,*Mgr.*) | 290·0<br>P29'Q88'B116'F31'<br>FK<br>*Cell DB*238' | 39·0 | 18·7 | Copnhagn<br>Danish<br>*5BHCem*<br>*454tAPT75t* | T.3Cy.19½",36"&59¼"–39"(*s*)<br>160lb *90lb* NDB08 221NHP<br>2SB,*6cf*,GS85,HS3372<br>T.Richardson&Sons,Hpl. | 21 ″ 10<br>s 1 ″ 9<br>20 ″ 2 |
| 17400<br>Missing since 3,22<br>MFWQ | **Gröntoft** SteelSScr<br>ssCff.2ndNo.3–4,17<br>(*ex*Mistral, *Elec.light* Wireless *ex*LiguriaP.,*ex*VirginiaPeirano)<br>*1Dk(Irn)&Webframes&ptAwngdk(Irn)* | 2056<br>1506<br>1264 | ✠~~100A1~~<br>*pt Awng dk withfreeboard*<br>3,21<br>✠~~LMC4,17~~<br>~~BS10,19~~ ~~MBS8,20~~ | Ham | *r* | N8,20 | 1891<br>7mo | J.Blumer<br>&Co.<br>Sunderland<br>A&CP | A/S Skoglands Linje(T.H.Skogland&SönA/S, *Mgrs.*) *WB* | 275·0<br>P27'Q86'<br>*ptAwngdk*162' FK<br>= *Cell DB*224'426*t* | 38·1 | 18·0 | Haugesnd<br>Norwegian<br>*4BHCem*<br>*APT35t* | T.3Cy.21",33"&54"–42" (*s*)<br>160lb *100lb* NDB15 194NHP<br>2SB,*6rf*,GS106,HS3000<br>Alley&MacLellanGlasgow | 20 ″ 3<br>s 7 ″ 10<br>19 ″ 8 |
| * 17401<br>MLPH | **Grorud** SteelScSr<br>ssXia.No.3–10,19<br>*Well deck* *1Dk(Stl)&deepframing*<br>(*ex*Tello,*ex*Allan) *Cargo battens not fitted* | 1315<br>1012<br>803 | ✠100A1<br>11,21 ~~7,20~~<br>~~BS1,21~~ ✠LMC10,19<br>BS3,22 | Mch<br>Shl | *o* | ~~7,20~~<br>11,21 | 1907<br>3mo<br>*Lloyd* | Mackay<br>Bros.<br>Alloa<br>*'sA&CP* | Skibs.A/S Fritzöe (Bugge&Olsen, *Mgrs.*)<br>*CellDBa*56' | 230·7<br>Q120'B10'F26'<br>FK<br>*uE*16'*f*99'236*tFPT* | 34·2 | 16·0 | Larvik<br>Norwegian<br>*4BHCem*<br>*46tAPT43t* | T.3Cy.18",30"&48"–33" (*s*)<br>180lb *80lb* 149NHP<br>1SB,*4cf*,GS72,HS2385<br>Hutson&SonsLd.Glasgow | 18 ″ 3<br>s 1 ″ 7<br>16 ″ 11 |
| 17402<br>OINK | **Gros Tenquin** WoodTwinSc<br>(*ex*Ribeauville, *ex*C.-32) *Elec.light* | 1179<br>837<br>696 | | | | | 1919 | W.Lyall<br>S.B.Co.<br>Vancuvr.B.C. | FrenchGovernment | 195·3 | 39·7 | 15·0 | Havre<br>French | C.4Cy.12"&24"–16"<br>38NHP<br>SorelMechanicalShopsQbc | |
| 17403<br>129281 | **Grosbeak** SteelScK<br>*1Dk* | 192<br>190<br>71 | ✠<br>*StmTrawler*<br>8,10<br>✠ | Goo | | | 1910<br>8mo | GooleS.B.<br>&RepgCo.Ld.<br>Goole | KelsallBros.& Beeching,Ld. (JohnSlater,*Mgr.*) | 110·1<br>BK7½"<br>*WB*= | 21·6 | 11·9 | Hull<br>British<br>*3BHCem*<br>*DTf*21'40*t* | T.3Cy.12",21"&33"–21"<br>55RHP<br>1SB,*2pf*,GS24,HS900<br>Earle'sCo.Ld.Hull | 12 ″ 11 |
| 17404<br>143942 | **Grosmont Castle** SteelScK<br>ssGms.No.1–20<br>(*ex*JohnPollard) *1Dk(Stl)* | 276<br>246<br>107 | 100A1<br>*StmTrawler*<br>~~5,21~~ ~~9,20~~11,21<br>LMC9,20 | Gms<br>Sws | | CL<br>9,20 | 1917<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>*'sA&CP* | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*) | 125·5<br>Q72'F21'<br>BK7½" | 23·4 | 12·8 | Swansea<br>British<br>*2BHCem* | T.3Cy.12½",21"&35"–26"(*s*)<br>180lb 62RHP<br>1SB,*3pf*,GS50,HS1616<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 |
| 17405 | **Gross Hansdorf** SteelSc<br>(*Trawler*)<br>*Elec.light* *1Dk* | 227<br>212<br>88 | | | | | 1915 | H.C.Stülcken,Sohn<br>Hamburg | Deutsche Seefisch. A.-G. | 119·6 | 24·1 | 9·4 | Hamburg<br>German<br>*WB* | T3Cy12⅝"21$\frac{3}{16}$"&33$\frac{9}{16}$"–22$\frac{1}{16}$"<br>53NHP<br>H.C.Stülcken,Sohn,Ham. | |
| 17406 | **Grossadmiral v. Tirpitz** SteelSc<br>(*Trawler*) | 240 | | | | | 1916 | ................ | | ................ | | | British | | |
| 17407 | **Grossfürst** IronScSr<br>(*ex*Storfursten)<br>*Well deck* *Elec.light* | 555<br>372<br>187 | | | ... | | 1875 | R.Dixon&<br>Co.<br>Middlesbro' | Stange&Dreyer | 170·6<br>P104'F25*t*<br>BK7" | 24·9 | 13·0 | Stettin<br>German | C.2Cy.25"&48"–30"<br>NB85 103NHP<br>Black,Hawthorn&Co.Gts. | |
| 17408<br>145444<br>KHJN | **Grossherzog Friedrich August**<br>*OilEng.* SteelAuxScBk<br>*Elec.light* *2Dks&Shelter dk*<br>(*See Sailing Ship Register*) | 1862<br>1580<br>1570 | | | | | 1914 | J.C.Tecklenborg A.G.<br>Geestemünde | J.Coull&Sons | ~~239·5~~<br>P88'F35'<br>257·4 | ~~41·3~~<br>41·5 | ~~24·0~~<br>21.4 | Newcastle<br>British | Oil Engine 2S.C.SA<br>4Cy.15$\frac{7}{16}$"–21$\frac{3}{5}$" 114NHP<br>J.C.TecklenborgA.G.Gst. | |
| 17409 | **Grossherzog Friedr. Franz IV.**<br>SteelScSr<br>*1Dk* | 954<br>724<br>538 | | | | | 1901 | Schömer&<br>Jensen<br>Tönning | F.W.Fischer | 201·0<br>Q71'B59'F18' | 32·2 | 14·4 | Rostock<br>German<br>*WB* | T.3Cy.16½",27"&44"–31½"<br>109NHP<br>Schömer&Jensen,Tönning | |
| * 17410<br>124107<br>JLVN | **Grosvenor** SteelScSr<br>~~ssIrv.No.2–17~~<br>*Well deck* ssShl.No.3–4,21 *1Dk(Stl)*<br>*Mchy.Aft* *Cargo battens not fitted* | 267<br>196<br>98 | ✠100A1<br>4,21 ~~11,19~~ 9,21<br>~~BS11,19~~ ✠LMC~~9,14~~<br>4,21 | Lon<br>Shl | *d* | ~~11,19~~<br>4,21<br>~~9,21~~ | 1908<br>1mo<br>*Lloyd* | Garston<br>G.D.&S.B.Co.<br>Ld. Garston<br>*'sA&CP* | ~~JohnHarrison,Ld.~~<br>~~Care&Perry~~<br>DeansgateSSCoLd<br>(Care&Perry *Mgrs*) | 120·1<br>Q48'B9'F25'<br>FK<br>*WB*= | 23·1 | 9·3 | Newcastle<br>British<br>*3BHCem*<br>*FPT20t* | C.2Cy.17"&35"–22" (*s*)<br>130lb 40RHP<br>1SB,*2pf*,GS33,HS1234<br>Crabtree&Co.Ld.Gt.Yar. | 10 ″ 5<br>s ″ 6<br>10 ″ 0 |
| * 17411<br>NVGR | **Grotius** SteelScSr<br>ssAms.No.3–11,19<br>*Elec.light* *2Dks(UStl–ws)3trB&*<br>Sub.Sig. *Shelter dk (Stl–teak s)*<br>Wireless | 5867<br>5144<br>3706 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~11,21~~3,21 2,22<br>~~BS9,20~~ ✠LMC7,19 | Sba<br>Ams<br>B11,21 | *a*† | CL<br>~~N11,19~~<br>11,21 | 1907<br>7mo<br>*Lloyd* | Maats.<br>Fyenoord<br>Rotterdam<br>*'sA&CP*<br>*WB=CellD* | Stoomv.Maats. "Nederland"<br>*Ba*106'*uE&B*83'*f* | 420·1<br>B102'F75'<br>FK&BK3"<br>148'657*tFWtanks o* | 48·0 | 35·0 | Amstrdam<br>Dutch<br>*6BHCem*<br>*n lower dk a* | Q.4Cy.28½",41",58"&88"–60"<br>210lb *210lb* (*s*) 805NHP<br>3DB,*18cf*,GS280HS10900 FD<br>Maats.Fyenoord,Rot.<br>29'100*tFPT43tAPT6t* | 37 ″ 6<br>s 11 ″ 1<br>27 ″ 3 |
| 17412<br>JTHG | **Grötö** IronScSr<br>*1Dk* | 103<br>76<br>49 | | | | | 1873 | Trndhjms<br>Mek.Verks<br>Trondhjem | A.Schönnings Sönner | 95·2<br>Q14' | 16·3 | 8·0 | Bodö<br>Norwegian | NB12 | |
| 17413<br>NBJK | **Grotum** IronSc<br>(*ex*Jouko) | 165<br>137<br>95 | | | | | 1893 | ................ | C.A.Söegaard | 100·2 | 21·7 | 8·0 | Aalborg<br>Danish | | |
| 17414<br>98646<br>MFRT | **Grouse** SteelScSr | 386<br>380<br>178 | | | | | 1891 | Caird&Co.<br>(Lim.)<br>Greenock | G.&J.Burns,Ld. | 175·4 | 28·0 | 11·9 | Glasgow<br>British | T.3Cy.15",24½"&40"–30"<br>85RHP<br>Caird&Co.(Lim),Greenock | |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17415<br>108525 | **Grouse** IronScK<br>(*Trawler*)<br>1*Dk* | 167<br>164<br>65 | | | ... | | 1897 | Edwards Bros.<br>NorthShields | KelsallBros.&Beeching,Ld.<br>(JohnSlater,*Mgr.*) | 118·3<br>Jen10<br>BK7½" | 20·5 | 11·0 | Hull<br>British<br>*WB* | T.3Cy.12",18"&30"–21"<br>41RHP<br>N.E.MarineEng.CoLd.Sld. | 11 ″ 10 | |
| 17416<br>HPCQ | **Grove** SteelScSr<br>(*ex*Aurora)<br>1*Dk*2*trB* | 1072<br>970<br>665 | | | ... | | 1902 | Fevigs<br>Jernskibsbyg<br>Fevig | H.Kuhnle | 225·1<br>P31'B59'F25'<br>FK | 34·2 | 17·1 | Bergen<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"–30"<br>Richardsons, 117NHP<br>Westgarth&Co.Ld.Mdb. | 18 ″ 3 | N |
| 17417<br>~~141310~~ | **Grulla** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 154<br>132<br>4 | ✠ A1<br>*For Towing purposes*<br>1,21<br>✠LMC6,20 | BAs | | 12,20 | 1920<br>5mo<br>*Lloyd* | Edwards &Co.Ld.<br>London<br>*sA&CP* | ~~ForestalLands, Timber&Railways Co.Ld.~~ CiaArgentina de Lanchas | 88·5<br>BK6"<br>*DTf*11'14*t* | 21·2 | 10·6 | Bns.Aires<br>Argentine<br>4*BHCem*<br>*APT*15*t* | C.2Cy.15"&32"–24" (*s*)<br>150lb 77NHP<br>1SB,3*pf*,GS56,HS1600<br>Plenty&Son,Ld.Newbury | 11 ″ 0<br>s 1 ″ 2½<br>10 ″ 5 | |
| 17418 | **Gruno** SteelSc<br>*Motor* | 130<br>—<br>94 | | | | | 1914 | ........<br>Martenshoek | G.Palmquist | 99·8 | 17·7 | 6·7 | Stockholm<br>Swedish | Motor<br>Kromhout<br>Motorenfab.Amsterdam | | |
| 17419 | **Grusin** SteelTwinSc<br>*Fitted for oil fuel* (*Tug*)<br>*Elec.light* 1*Dk* | 200 | | | | | 1917 | Motala<br>Vrk.NyaAkt.<br>Motala | NobelBros. | 120·0<br>B20' | 21·7 | 9·0 | Petrograd<br>Russian | C.4Cy.11¼"&23¼"–16½"<br>37NHP<br>MotalaV.NyaAkt.Motala | | |
| 17420 | **Grüss Gott** SteelTwinSc<br>Wireless<br>*Elec.light* | 725<br>560<br>302 | | | | | 1914 | Nüscke& Co.A.G.<br>Stettin | Norddeutscher Lloyd | 206·0<br>B45' | 41·3 | 12·8 | Bremen<br>German | T.6Cy.15",24⅔"&39⅔"–25⅔"<br>157NHP<br>BremerVulkan,Vegesack | | |
| 17421<br>130855 | **Gryme** WoodScSr<br>(*Fishing*) *PetrolMotor*<br>(*ex*Edrie) 1*Dk* | 110<br>72<br>75 | | | | | | ........<br>U.S.A. | Vancouver&San DiegoNav.Co.Ld. | 92·3 | 18·0 | 6·8 | Vancouver B.C.<br>British | Petrol Motor<br>4Cy.12"–16" 46NHP<br>UnionGasolineE.Co.S.Fo. | | |
| * 17422<br>HBGL | **Guadalquivir** SteelSc<br>*ss*Bbo.No.1–18<br>(*ex*Adelina) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | *3945*<br>*3706*<br>*2470* | ✠100A1<br>9,21 ~~1,21~~<br>~~BS1,21~~ ✠LMC7,18<br>BS1,22 | Cdz<br>Cff | *x* | CL<br>~~1,21~~<br>9,21 | 1914<br>4mo<br>*Lloyd* | Russell& Co.<br>PortGlasgow<br>*'sA&CP* | NavieraGuadalquivir,Soc.Anon.<br>(L.Orellana,*Mgr.*)<br>*CellDBa*115'*uE* | 359·7<br>P40'B102'F46'<br>FK<br>26'*f*145'789*tFPT*8 | 49·9 | 26·9 | Seville<br>Spanish<br>6*BHCem*<br>2*t APT*57*t* | T.3Cy.25",41"&68"–45" (*r*)<br>180lb *100lb* 375NHP<br>2DB,8*cf*,GS138,HS6300<br>Rankin&Blackmore,Grk. | 29 ″ 4<br>s 5 ″ 4½<br>24 ″ 4 | |
| 17423 | **Guadiamar** SteelScSr<br>*ss*Uraga2ndNo.3–4,19<br>(*ex*MayachiMaru, 1*Dk*(*Stl*)&*Spardk*<br>*ex*TamiMaru, (*Stl*–ws)&*deepframing*<br>*ex*Ettrickdale) Wireless | *3795*<br>*3379*<br>*2370* | ✠100A1<br>*Spar dk*<br>2,22 ~~1,20~~<br>~~BS1,20~~ ✠LMC4,19 | Sou<br>Bcl<br>BS1,22 | *w* | ~~4,19~~<br>2,22 | 1894<br>11mo<br>*Lloyd* | C.Connell &Co.<br>Glasgow<br>*'sA&CP* | NavieraGuadalquivir,Soc.Anon.<br>(L.Orellana,*Mgr.*)<br>*CellDBa* | 350·0<br>P40'B82'F36'<br>BK11"<br>120' *uE&B* 40'*f*132' | 43·0 | 19·7<br>27·0 | Seville<br>Spanish<br>6*BHCem*<br>757*tAPT*80*t* | T.3Cy.24½",40"&64"–45" (*s*)<br>160lb *160lb* NDB13 308NHP<br>2SB,4*rf*2*cf*GS100HS4092FD<br>D.Rowan&Son,Glasgow | 29 ″ 8<br>s 5 ″ 10½<br>24 ″ 11 | |
| 17424<br>OIPK | **Guadiana** SteelScBn<br>3*Dks* | 2573<br>—<br>1608 | | | | | 1888 | Forges &C. de la Médit.<br>Havre | MessageriesMaritimes | 334·6<br>B52' | 37·7 | 29·4 | Marseilles<br>French<br>*WB* | T.3Cy.25",37"&55"–43"<br>198NHP<br>Forges&C.delaMédit.,Hav | | V |
| 17425 | **Guajara** IronScSr<br>Wireless *ss*Liv.No.3–12,91<br>(*ex*Gregory, *ss*Liv.No.1–96<br>*ex*Laurium) 1*Dk*(*Irn*)&*Spar dk*3*trB* | *1498*<br>*1465*<br>*927* | ✠<br>*Spar dk*<br>11,00 | Rio | *q* | | 1879<br>8mo | Schlesinger Davis&Co<br>Newcastle | LloydBrasileiro<br>*WB=DBa* | 253·0<br>BK8½"<br>81'*f*92' &*uE&B*16' | 33·3 | 16·9<br>23·2 | Para<br>Brazilian<br>4*BHCem*<br>*APT FPT* | C.2Cy.30"&58"–36"<br>NDB89 168NHP<br>2B,GS90<br>R.&W.Hawthorn,Nwc. | 24 ″ 5 | V |
| 17426<br>11799<br>LFBG | **Guam Maru** WoodAuxScSr | 136<br>—<br>89 | | | | | 1909 | ........ | NanyoBoyeki KabushikiKaisha | 83·1 | 21·4 | 9·8 | Shinagawa<br>Japanese | | | |
| 17427 | **Guan Kim Seng** IronScSr<br>(*ex*Japara)<br>*Elec.light* 2*Dks*&*Shade dk* | 1198<br>—<br>748 | ✠<br>*Shade dk*<br>1,79 | Sng | | | 1876<br>6mo | Caird&Co.<br>Greenock | HahHimSeng | 256·2<br>P81'F78' | 31·6 | 17·3 | Singapore<br>British<br>4*BHCem* | C.2Cy.34"&60"–39"<br>NB92 187NHP<br>Caird&Co.,Greenock | | |
| 17428 | **Guana** SteelScCtr<br>*ss*B.As.No.3–10,20<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 599<br>517<br>308 | ✠ A–<br>*For River purposes only*<br>10,20<br>✠LMC10,20<br>BS2,22 | BAs | | CL<br>10,20 | 1911<br>9mo | J Fullerton &Co.<br>Paisley | C.Casado,Lda. | 195·1<br>F21'<br>FK<br>*WB* | 34·1 | 9·6 | Bns.Ayres<br>Argentine<br>3*BHCem*<br>=*FPT*107*t* | T.3Cy.13",22"&36"–24" (*s*)<br>180lb *90lb* 83NHP<br>1SB,3*pf*,GS52,HS1474<br>Ross&Duncan,Glasgow | 10 ″ 0 | |
| 17429 | **Guanabacoa** SteelSc<br>*Elec.light* (*Ferry*)<br>*Screws fore&aft* 1*Dk*&*Promenade dk* | *389*<br>*380*<br>*175* | | | ... | | 1909 | Cammell Laird&CoLd<br>Birkenhead | Cia.Habanera de Nav. | 138·8<br>FK | 38·1 | 13·1 | Havana<br>Cuban | C.2Cy.14"&42"–27"<br>Water tube boilers 146NHP<br>CammellLaird&CoLd.Bkn | 14 ″ 2 | |
| 17430 | **Guanabara** SteelSc<br>Wireless (*ex*DredgerMarechal<br>*Elec.light* Deodoro,*ex*AntwerpenII.) | 1278<br>—<br>765 | | | | | 1907 | L.Smit& Zoon<br>Kinderdijk | LloydNacional<br>(G.Martinelli&Co.<br>*Mgrs.*) | 205·1 | 34·5 | 14·8 | R.Janeiro<br>Brazilian | T.3Cy.16",25½"&43½"–23½"<br>92NHP<br>L.Smit&Zoon | | IV |
| 17431 | — SteelScSr<br>*Elec.light* 1*Dk*(*Teak*)&<br>*Promenade dk*(*Teak*) | *324*<br>*232*<br>*175* | ✠<br>*For River purposes only*<br>11,15<br>✠ | Dun | | | 1911<br>9mo | Dundee S.B.Co.Ld.<br>Dundee | | 140·5<br>FK<br>*WB=FPT*20*t* | 29·0 | 7·9 | Para<br>Brazilian<br>5*BHCem*<br>*APT*8*t* | T.3Cy.13½",21"&35"–24"<br>86NHP<br>1SB,3*pf*,GS58,HS1625<br>W.V.V.Lidgerwood,Gls. | 8 ″ 6 | |
| 17432<br>215508<br>LHSD | **Guanacaste** WoodAuxTwinSc<br>*OilEng.* 4MstSr<br>1*Dk*<br>(*See Sailing Ship Register*) | 632<br>—<br>455 | | | | | 1917 | Columbia Eng.Works<br>Portland,Or. | GuanacasteShip Corp. | 174·1 | 36·0 | 16·3 | Wilmgton (Del.)<br>Utd.States | Oil Engines<br>114NHP | | R |
| 17433<br>HBDQ | **Guanaco** SteelScSp<br>*ss*B.As.2ndNo.3–7,11<br>(*ex* Langosta) 1*Dk*(*Stl*)<br>*Mchy.Aft* | 369<br>331<br>210 | ✠<br>1,17<br>*River Plate & Coasting* | BAs | *f* | | 1889<br>12mo | Blackwood &Gordon<br>Pt.Glasgow | Soc.Anon.deNav. SudAtlantica | 153·0<br>F23'<br>FK<br>*WB* | 28·1 | 8·8 | Bns.Ayres<br>Argentine<br>4*BHCem*<br>=*FPT*20*t* | T.3Cy.9½",15"&25"–18"<br>26NHP<br>1SB,2*pf*,GS30,HS735<br>Blackwood&Gordon,P.Gl. | 9 ″ 4 | |
| 17434<br>HNPB | **Guanche** SteelScSr<br>*ss*LaP.No.3–8,16<br>*Well deck* 1*Dk*(*Stl–pt*ws)<br>*Mchy.Aft* *ss*La.P.No.~~1–20~~ | *257*<br>*176*<br>*58* | ✠NB7,11 ✠<br>✠100A1<br>8,21 ~~8,16~~<br>✠LMC MS12,20<br>~~BS6,20~~ 8,21 | LaP | *c* | CL<br>~~6,20~~<br>8,21 | 1904<br>2mo<br>*Lloyd* | R.Williamson&Son<br>Workington<br>*'sA&CP* | Cia.Maritima Canaria | 120·6<br>Q44'B9'F19'<br>BK7"<br>*WB=FPT*21*t* | 22·2 | 8·8 | SantaCruz Teneriffe<br>Spanish<br>3*BHCem* | C.2Cy.~~16"~~ 15"&34"–24" (*s*)<br>130lb 47NHP<br>1SB,2*pf*,GS36,HS1130<br>Ross&Duncan,Glasgow | 10 ″ 0<br>s ″ 9½<br>10 ″ 2 | |
| 17435<br>92454<br>LJTP | **Guanoco** SteelSc<br>(*ex*Mahoning)<br>*Mchy.Aft* Sub.Sig. 2*Dks* | 2308<br>—<br>1403 | | | | | 1892 | Detroit DryDockCo.<br>Wyandotte | BermudezTransportCo.Inc. | 274·0 | 40·2 | 23·2 | Phildlphia<br>Utd.States | T.3Cy.20",33"&54"–42"<br>189NHP<br>DryDockEng.Wks,Detroit | | R |
| 17436<br>212946<br>LFGB | **Guantanamo** SteelScSr<br>(*ex*Registan)<br>*Elec.light* Wireless 2*Dks* | 3292<br>3004<br>2076 | | | ... | | 1910 | W.Gray& Co.Ld.<br>WHartlepool | NewYork&Cuba MailSS.Co.Inc. | 350·7<br>P25'B86'F35<br>FK | 46·5 | 22·4 | NewYork<br>Utd.States<br>*WB* | T.3Cy.25",40"&65"–42"<br>FD 386NHP<br>Cen.Mar.Eng.Wrks.WHpl | 24 ″ 9 | R |
| 17437 | — SteelSc<br>*Elec.light* (*ex*Watauga,<br>*ex*GouverneurJaeschke) 1*Dk*&*Spar dk* | 1668<br>1310<br>917 | | | | | 1900 | Howaldtswerke<br>Kiel | EmpresaNaviera deCubaS.A. | 240·4<br>P22'B90'F38' | 36·0 | 20·9 | Havana<br>Cuban<br>*WB* | T.3Cy.22$\frac{1}{16}$",33½"&57$\frac{1}{16}$"–39⅜"<br>204NHP<br>Howaldtswerke,Kiel | | R |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Forme assignée maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17438 | **Guarany** SteelPad<br>*Elec.light* Wireless *2Dks* | 1200 | | | | | 1908 | A.&J. Inglis,Ld.<br>Glasgow | TheArgentine Nav.Co.(Nicolás Mihanovich)Ld. | 240·0 | 34·0 | 17·7 | Bns.Ayres<br>Argentine | T.3Cy.21",35"&54"-66"<br>320NHP<br>A.&J.Inglis,Ld.Glasgow | |
| 17439 | — SteelTwinScSk<br>*1Dk&Shadedk* | 325<br>240<br>229 | ✠<br>*For River purposes only*<br>10,90 ✠ | Grk | | | 1890<br>10mo | Scott&Co.<br>Greenock | AmazonRiverStm. Nav.Co.(1911) | 160·1<br>F23'<br>*WB=FPT*23*t* | 26·3 | 7·3<br>FK | Para<br>Brazilian<br>6*BHAsp* | T.6Cy.9",14"&22"-18"<br>1SB2*cf*GS37HS1106 57NHP<br>Scott&Co.,Greenock | 7 · 9 |
| 17440 | **Guaratuba** SteelScSr<br>(*ex*Corrientes)<br>*Elec.light* Wireless *2Dks&Webframes* | 3726<br>3042<br>2388 | | | | | 1894 | Blohm& Voss<br>Hamburg | Requisitioned by theBrazilianGovt. (Operated by the FrenchGovt.) | 342·8<br>P&B210'F41' | 42·1 | 26·4 | R.Janeiro<br>Brazilian<br>*WB* | T.3Cy.23 2/16",37½"&63"-42"<br>257NHP<br>Blohm&Voss,Hamburg | |
| 17441<br>HBGK | **Guardia Nacional** SteelScSr<br>*ss*B.As.No.3-4,20<br>(*ex*PingSuey) *2Dks*(*Stl-U*ws)3*trB* | 3079<br>2877<br>1982 | ✠100A1<br>4,20<br>✠NB07*fitted*7,11<br>✠LMC4,20 | BAs | *w* | 4,20 | 1890<br>5mo<br>*Lloyd's A&CP* | Barclay, Curle&Co.Ld.<br>Glasgow | ArgentineGovernment | 365·0<br>P21'B92'F48'<br>*WB=Cell* | 41·5 | 26·0<br>BK10" | Bns.Ayres<br>Argentine<br>6*BHCem*<br>*DB*244'386*t* | T.3Cy.32",49"&77"-48" (*s*)<br>160lb 515NHP<br>4SB,12*cf*,GS245,HS9280<br>Barclay,Curle&Co.Ld.Gls | 28 · |
| 17442<br>HLKN | **Guardian** SteelTwinScSr<br>*CableVessel* *ss*Crs.No.3-9,19<br>*1Dk(Stl)&Spar dk*<br>*Elec.light* (*Stl*-teak s)*deepframing amidships&lower dk(Stl)in holds*<br>Wireless | 1768<br>1655<br>981 | ✠100A1<br>*Spar dk*<br>7,21 ~~11,20~~<br>~~✠BS10,20~~ ✠LMC9,19<br>BS1,22 | Crs | *r* | CL<br>~~9,19~~<br>7,21 | 1907<br>9mo<br>*Lloyd's A&CP* | Swan,Hunter&Wigham<br>Richardson,<br>LdNewcastle | AllAmericanCablesInc.<br>*WB=CellDBa*33'<br>*Tank between* | 278·4<br>*uE*21'*f*134'250*t*<br>*tunnels* 23'27*tFPT* | 36·0 | 14·9<br>22·5<br>FK | NewYork<br>Utd.States<br>4*BHCem*<br>25*tAPT*30*t* | T.6Cy.15½",25"&43"-30" (*r*)<br>180lb *100lb* 265NHP<br>2SB,6*cf*,GS102,HS3762 FD<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 24 · 9<br>4 · 8<br>29 · 4 |
| 17443<br>96565<br>PLCS | — SteelSc3MstSr<br>*Mchy.Aft* *ss*Shl.2ndNo.3-5,20<br>*Well deck* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 381<br>259<br>162 | ✠100A1<br>10,20<br>✠LMC5,20<br>BS7,21 | Shl | *f* | CL<br>N5,20 | 1896<br>8mo | Cumming &Ellis<br>Inverkeithng<br>A&CP | G.T.Gillie&Co. | 146·0<br>Q77'B11'F25'<br>*WB=FPT* | 23·7 | 9·3<br>BK7" | Newcastle<br>British<br>3*BHCem*<br>30*tAPT*1*t* | C.2Cy.18½"&40"-30" (*s*)<br>125lb 64RHP<br>1SB,3*pf*,GS31,HS1268<br>Clyne,Mitchell&Co.,Abn. | 10 · 1<br>3 · 7<br>10 · 4 |
| 17444<br>218515<br>LSBF | — WoodSc<br>*Elec.light* 1*Dk* | 177<br>—<br>30 | | | | | 1919 | Northwest Eng.Works<br>GreenBay, Wis. | EastJerseyR.R.& TerminalCo. | 95·5 | 24·7 | 12·2 | NewYork<br>Utd.States | C.2Cy.18"&38"-26"<br>61NHP | |
| 17445<br>218770<br>LSMR | **Guardsman** WoodSc<br>(*Tug*)<br>*Elec.light* Wireless 1*Dk* | 360<br>—<br>199 | | | | | 1919 | M.M.Davis &SonsInc.<br>Solomons Is.Md. | T.A.ScottCo.Inc. | 126·0 | 29·9 | 13·7 | N.Lndn Cn<br>Utd.States | T.3Cy.18",28"&45"-30"<br>111NHP | |
| 17446<br>121068<br>HFVR | — SteelScK<br>*ss*Hul.No.3-2,15<br>*ss*Hul.No.2-21 ~~*ss*Hul.No.1-19~~<br>1*Dk* | 102<br>99<br>6 | ✠ A1<br>*For Towing purposes*<br>~~5,21 10,19~~ 9,21 5,21<br>✠NB6,20 ✠LMC~~10,14~~ | Hul | *s* | ~~10,19~~<br>5,21 | 1905<br>9mo<br>*Lloyd's A&CP* | AilsaS.B. Co,Ld.<br>Ayr | ~~T.Gray&Co.Ld.~~<br>UnitedTowing Co.,Ld. | 90·0<br>*WB=APT*11*t* | 18·1 | 9·6<br>BK6" | Hull<br>British<br>4*BHptCem*<br>*ptAsp* | C.2Cy.15"&32"-24" (*s*)<br>130lb 60RHP<br>1SB,2*pf*,GS35,HS1136<br>J.Ritchie,Glasgow | 10 · 4 |
| 17447<br>216079<br>LJVH | **Guaro** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>Sub.Sig. | 2873<br>2514<br>1658 | ✠100A1<br>11,19 | NY | ... | | 1918<br>3mo | Bethlehem S.B.Corp.Ld.<br>Wlmgtn,Del.<br>A&CP | UnitedStates ShippingBoard<br>*Cell* | 309·2<br>P25'B96'F38'<br>*DB*263'701*tFPT*78*t* | 48·2 | 21·5<br>FK | Wilmgton, Del.<br>Utd.States<br>7*BHCem* | T.3Cy.21½",35"&58"-42" (*r*)<br>190lb 329NHP<br>2SB,6*cf*,GS121,HS4970 FD<br>BethlehemS.B.Corp.Ld. | 24 ·<br>3·10<br>20 · 5 |
| 17448<br>110578<br>RFGJ | **Guatemala** SteelTwinScSr<br>Wireless 2*Dks* | 3327<br>2359<br>1757 | | | | | 1899 | Caird&Co. Ld.<br>Greenock | PacificStmNavCo. | 359·3<br>P34'F59' | 43·3 | 19·1 | Liverpool<br>British<br>*WB* | T.6Cy.19¾",32"&52"-36"<br>324NHP<br>Caird&Co.Ld.Greenock | 22 · |
| 17449 | **Guayaquil** SteelTwinSc<br>(*ex*Irene) | —<br>—<br>132 | | | | | | ................ | Rojas,Carrizo&Co | ........ | ........ | ........ | Valparaiso<br>Chilian | T.6Cy.8½",11"&23"-11½"<br>E *built* 01 36NHP<br>C.SeaburyCo.NewYork | |
| 17450<br>MJDN | **Gudmund** SteelScK<br>(*Trawler*)<br>(*ex*Strathspey) 1*Dk* | 150<br>150<br>58 | | | ... | | 1894 | Hall,Russell&Co.<br>Aberdeen | A/S Gudmund (G.Sandvik) | 102·5 | 21·7 | 11·0<br>BK6½" | Haugesnd<br>Norwegian | T.3Cy.13",19"&30"-21"<br>41NHP<br>Hall,Russell&Co.Abn. | 11 · 7 |
| 17451<br>6504 | **Gudmundrå** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | ~~1800~~<br>1772<br>1532<br>1239 | ✠100A1<br>*Shelter dk withfreeboard*<br>6.21 ✠LMC5,21<br>*Fitted for oil fuel*5,21*F.P.above* 150°F. | Skm | *s* | | 1921<br>6mo<br>*Lloyd's CP* | A/B Öresundsvarvet<br>Landskrona | Rederiaktieb. Fredrika (J.Mannerheim,*Mgr.*) | ~~275·0~~<br>273·3<br>*Collision BH to Shelter dk*<br>*CellDB*224'473*tFPT*58*tAPT*66*t* | ~~41·0~~<br>41·2 | ~~20·5~~<br>17·6<br>FK | Kramfors ~~Stockholm~~<br>Swedish<br>*ptCem*<br>3*BHtoUdk* | 2SteamTurbinesgearedto<br>1Sc.Shaft200lb(*s*)229NHP<br>2SB,4*cf*, HS3230 FD<br>A/BdeLavalsAngtrbnSkm | 20 · 6<br>1 · 3<br>19 · 6 |
| 17452<br>NLPB | **Gudrun** SteelScSr<br>*ss*Cpn.No.2-22 *ss*Cpn.No.3-1,14<br>(*ex*Gratia) ~~*ss*Kel.No.1-20~~<br>1*Dk*(*ptStl&ptIrn*)&*deep framing&ptAwng dk*(*Irn*) | 1906<br>1328<br>1172 | ✠100A1<br>*pt Awng dk withfreeboard*<br>4,22 ~~1,21~~<br>✠LMC~~4,20~~ 4,22 | Cpn | *q* | ~~5,20~~<br>4,22 | 1901<br>7mo | J.Crown<br>Sunderland<br>A&CP | DampskibsSelsk Torm(A.Schmiegelow&AKampen, Mgrs.)<br>*WB=CellDBa*68'*uE*18' | 257·8<br>Q82'<br>*ptAwng dk*174'<br>*f*116' 452*tFPT*31*t* | 38·0 | 16·2<br>FK | Copnhagn<br>Danish<br>4*BHCem*<br>*APT*48*t* | T3Cy.19½",32½"&53"-36"(*s*)<br>160lb *80lb* 174NHP<br>2SB,4*pf*,GS79,HS2700<br>G.Clark,Ld.Sunderland | 18 · 6<br>7 · 6<br>18 · 4 |
| 17453<br>5460<br>JTHG | — SteelScSr<br>(*ex*Moskov)<br>*Well deck* 1*Dk* | 928<br>802<br>485 | | | | | 1880 | Burmeister &Wain<br>Copenhagen | RederiA/B"Atlas" (K.Anchér,*Mgr.*) | 224·8<br>P113'H21*t*F29' | 30·1 | 15·5 | Stockholm<br>Swedish | C.4Cy.21"&42"-30"<br>161NHP<br>Burmeister&Wain,Cpn. | |
| 17454 | — SteelScK<br>*ss*Ham.No.1-11<br>*Elec.light* 1*Dk* | 219<br>204<br>86 | ✠<br>*Stm Trawler*<br>9,16 ✠ | Ham | | | 1907<br>9mo | J.Duthie, Sons&Co.Ld.<br>Aberdeen | ErnstF.Hubert | 120·5<br>*WB=* | 22·0 | 9·6<br>BK7½" | Altona<br>German<br>3*BHCem*<br>*DBf*18'20*t* | T.3Cy.12½",20"&34"-24"<br>72NHP<br>1SB,2*pf*,GS36,HS1245<br>W.V.V.Lidgerwood,Gls. | 13 · 0 |
| 17455<br>NCGL | **Gudrun Mærsk** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Awng dk*(*Stl*)<br>Wireless | 4932<br>4712<br>3037 | 100A1<br>*Awng dk withfreeboard*<br>5.21 ~~12,20~~ ✠LMC12,20<br>*Fitted for oil fuel*12,20*F.P.above*150°F | Dnz<br>Ham | *x* | CL<br>5,21 | 1920<br>12mo | F.Schichau<br>Danzig | D/SA/S Svendborg (P.M.Möller,*Mgr*)<br>*Cell*309'918*t MT*13'430*t* | 360·0<br>*FPT*110*tAPT*164*t* | 51·2 | 31·5<br>FK | Svendborg<br>Danish<br>*ptCem*<br>4*BHtoAwdk*<br>2 " " *U* " | 2SteamTurbinesgearedto<br>1Sc.Shaft185lb(*s*)357NHP<br>3SB,6*cf*,GS132,HS5700 FD<br>F.Schichau,Elbing | 34 ·<br>8 · 8<br>25 · 5 |
| 17456<br>MBLK | **Gudvangen** SteelScSr<br>1*Dk*&*Spar dk* | 572<br>530<br>335 | | | | | 1903 | Bergens Mek.Værks<br>Bergen | Fylkesbaatane i Sogn&Fjordane | 148·1<br>H43*t* | 25·1 | 12·9<br>19·0 | Bergen<br>Norwegian | T.3Cy.14",23½"&38"-27"<br>75NHP<br>BergensMekVærksBergen | |
| 17457<br>OIPR | **Guebwiller** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 2572<br>2248<br>1423 | ✠100A1<br>2,22 ~~1,21~~<br>✠LMC6,20<br>BS8,21 | Dnk<br>Ant | *t* | CL<br>~~1,21~~<br>2,22 | 1920<br>6mo<br>*Lloyd's A&CP* | Monmouth S.B.Co.Ld.<br>Chepstow | Soc.Anon.deNav. LesArmateurs Français<br>*CellD* | 303·0<br>P33'B80'F33'<br>*B*260'671*t FPT*70*t* | 43·0 | 20·7<br>FK | Rouen<br>French<br>5*BHptCem*<br>*APT*193*t* | 2 Steam Turbines geared to 1 Sc. Shaft 180lb *100lb*(*s*)<br>2 Water Tube Boilers<br>HS5526 322NHP<br>BritishWestinghouse Electric&Mfg.Co. | 23 · |

| 1 No. in Book. Official No. Code Letters. | 2-3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17458<br>135512<br>JDLC | **Guelder Rose** SteelSc4MstSr<br>*ss*Goo.No.1-19<br>*Welldeck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 700<br>504<br>302 | ✠100A1<br>1,19<br>~~BS8,20~~<br>BS10,21 | Goo<br>✠LMC~~1,19~~<br>MS3,22 | *j* | ~~1,19~~<br>3,22 | 1913<br>11mo<br>*Lloyd* | NVScheep.<br>DeMerwede<br>v/hVanVliet<br>&Co.<br>Hardinxveld<br>*'sA&CP* | ~~R.Leeson~~<br>R.Hughes&Co | 180·0<br>Q105'B11'F22'<br>*WB=CellDBf* | 28·1 | 12·2<br>FK | Liverpool<br>British<br>3*BHCem*<br>105'144*t FP* | T.3Cy.15",25"&40"-27" (*s*)<br>180lb 82RHP<br>2SB,4*pf*,GS59,HS1800<br>Earle'sCo.Ld.Hull<br>*T*63*tAPT*7*t* | 14 ″ 6<br>s ″ 8½<br>14 ″ 0 | |
| 17459 | **Güemes** IronSc<br>1*Dk* | 130<br>—<br>34 | | | | | 1884 | Blackwood<br>&Gordon<br>Pt.Glasgow | LiebigsExtract of<br>MeatCo.Ld. | 160·0 | 17·5 | 7·5 | Bns.Ayres<br>Argentine | C.2Cy.15¼"&30"-21"<br>NB01 34NHP<br>Blackwood&Gordon PtGls | | |
| 17460 | **Guerets** SteelSc<br>*ss*Sou.No.1-20<br>1*Dk*(*Stl*) | 78<br>76<br>— | ✠100A1<br>*For towing purposes*<br>10,20 | Sou<br>✠LMC10,20 | | 10,20 | 1917<br>8mo<br>*Lloyd* | Crabtree&<br>Co.Ld.<br>Gt.Yarmouth<br>*'sA&CP* | GueretsAnglo-<br>BrazilianCoaling<br>Co.Ld. | 75·2 | 18·1 | 9·2<br>BK6" | R.Janeiro<br>Brazilian<br>4*BHCem* | T.3Cy.10¾",17"&28"-18" (*s*)<br>190lb 48NHP<br>1SB,2*pf*,GS30,HS900<br>Crabtree&Co.Ld.Gt.Yar. | 9 ″ 6<br>s ″ 9<br>9 ″ 4 | |
| 17461 | **Guernica** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3660<br>2923<br>2437 | ✠100A-<br>3,22 ~~10,20~~ | Cdz<br>Bbo<br>✠LMC~~6,20~~<br>3,22 | | CL<br>3,22 | 1920<br>5mo | Soc.Anon.<br>Astilleros del<br>Nervion<br>Bilbao | Cia. Auxiliar<br>Maritima<br>*CellDB* | 325·4<br>P28'B100'F45'<br>279'743*tFPT*58*t A* | 46·9 | 22·2<br>FK | S.Sebast'n<br>Spanish<br>5*BHCem*<br>*PT*98*t* | T.3Cy.24",40"&65"-45" (*s*)<br>180lb 352NHP<br>3SB,9*cf*,GS174,HS6000<br>Astilleros delNervion,Bbo. | 24 ″ 10<br>s4 ″ 3½<br>20 ″ 11 | |
| 17462<br>HMJQ | **Guernsey** SteelScSr<br>*ss*Hpl.No.3-3,10<br>*ss*Xia.No.2-18<br>*Elec.light*<br>Wireless 2*Dks*(*Stl*)&*deepframing* | 4375<br>3702<br>2808 | ✠100A1<br>*Turret dk*<br>9,19<br>~~BS11,20~~ | Xia<br>BS11,21<br>✠LMC8,18 | *x* | CL<br>~~12,20~~<br>4,22 | 1898<br>8mo<br>A&CP | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>*Cell DB a* | D/S A/S Guernsey<br>(W.Wilhelmsen)<br>102'*uE&B*44'*f*162' | 365·6<br>F38'<br>1004*t MT* 44' 1042*t* | 50·3 | 26·5<br>FK | Tönsberg<br>Norwegian<br>6*BHCem*<br>*APT*73*t* | T.3Cy.26",43 3/16"&70"-45"(*s*)<br>180lb *90lb* NDB13 396NHP<br>2SB,6*cf*,GS112,HS5316 FD<br>W.Doxford&Sons,Ld.Sld. | 29 ″ 0 | |
| 17463<br>HNVT | **Guetaria** *ss*Bbo.No.2-21 SteelScSr<br>*ss*Shl.No.3-6,11<br>(*ex*Inés,*ex*Victorious) ~~*ss*Bel.No.1-16~~<br>1*Dk*(*ptIrn ptStl*)&*Spar dk*<br>(*ptIrn&Stl-pt*ws)3*trB* | 3696<br>3259<br>2305 | ✠100A1<br>*Spar dk*<br>7,21 ~~1,19~~<br>~~Examined9,19~~<br>~~MS4,16~~ | Bcl<br>Bbo<br>✠LMC 7,21<br>~~BS5,19~~ | *v* | CL<br>N7,21 | 1898<br>5mo<br>*Lloyd* | R.Stephen-<br>son&Co.Ld.<br>Newcastle<br>*'sA&CP* | Soc.Nav.Elcano<br>*Cell DBa*96' | 330·0<br>P24'F24'<br>*uE&B*46'*f* 136'657*t* | 46·1 | 18·0<br>25·8<br>FK | Bilbao<br>Spanish<br>5*BHCem*<br>*APT*44*t* | T.3Cy.24",40"&66"-45" (*s*)<br>165lb *100lb* 304NHP<br>2SB,6*cf*,GS122,HS4640<br>Blair&Co.Ld.Stockton<br>NDB92*refitted*21 | | |
| 17464<br>OIQA | **Guéthary** SteelScSr<br>*ss*Cff.No.1-22<br>*Welldeck* Wireless 1*Dk*(*Stl*) | 1720<br>1325<br>1041 | ✠100A1<br>2,22 ~~11,20~~<br>BS3,21 | Bry<br>Cff<br>✠LMC~~2,17~~<br>MS2,22 | *q* | CL<br>11,19 | 1916<br>12mo<br>*Lloyd* | WoodSkin-<br>ner&Co.Ld.<br>Newcastle<br>*'sA&CP* | Cie.desChargeurs<br>Français(Plisson&<br>Cie.*Mgrs.*)<br>*CellD* | 260·2<br>Q153'B*on*Q52'F29'<br>*B*214'422*t FPT*92*t* | 37·7 | 16·4<br>FK | Bayonne<br>French<br>4*BHCem*<br>*APT*101*t* | T.3Cy.20½",33"&54"-39" (*s*)<br>180lb 202NHP<br>2SB,6*pf*,GS112,HS3178<br>G.T.Grey&Co.Ld.S.Shl. | 18 ″ 7<br>s1 ″ 7<br>17 ″ 2 | |
| 17465 | **Guglielmina** SteelSc<br>(*Tug*)<br>1*Dk* | 141<br>136<br>3 | | | | | 1916 | A Pannevis<br>Alphen a/d<br>Rijn | L.Gardella fuG. | 95·5 | 21·2 | 9·6 | Genoa<br>Italian | T.3Cy.13",21"&34"-18"<br>Machine- 49NHP<br>fabriekBolnes,Bolnes | | V |
| 17466 | **Guglielmo Peirce** SteelTwinSc<br>(*ex*Corcovado,*ex*Sueh,<br>*ex*Corcovado) Sub.Sig. 2*Dks*<br>*Elec.light* Wireless | 8099<br>5757<br>4898 | | | | — | 1907 | Frd.Krupp<br>Akt.Ges.<br>Kiel | Soc.SiculaAmeri-<br>cana | 448·3<br>P290'F79' | 55·2 | 28·0 | Naples<br>Italian<br>*WB* | Q.8Cy.21⅝",31⅛",45 5/16"&65⅝"<br>-47¼" 592NHP<br>Frd.KruppA.G.Kiel | | |
| 17467<br>125603<br>HLDP | **Guiana** SteelScSr<br>*ss*N.Yk.No.3-7,20<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*ptStl&*<br>Wireless *ptIrn*)*ptdeep framing*<br>*lower dk beams inNos.*1,2&3*holds* | 3657<br>3001<br>2294 | ✠100A1<br>*Spar dk*<br>9,21 ~~1,21~~<br>MS1,20 | NYk<br>✠LMC<br>~~BS12,20~~<br>BS12,21 | *w* | CL<br>N1,21 | 1907<br>8mo | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>A&CP | QuebecS.S.Co.Ld.<br>*WB* | 345·0<br>P29'B138'F42'<br>= *Cell DBa* 96'*uE* | 44·2 | 16·8<br>24·8<br>FK | Montreal<br>British<br>6*BHCem*<br>*&B*58' *f*138 | T.3Cy.26",43"&71"-45" (*s*)<br>180lb 445NHP<br>3SB,9*pf*,GS174,HS6341 FD<br>G.Clark,Ld.Sunderland<br>696*tFPT*86*tAPT*39*t* | 27 ″ 6<br>s 4 ″ 9<br>23 ″ 2 | |
| 17468<br>98982<br>MHLF | **Guide** SteelScK<br>1*Dk* | 156<br>155<br>82 | | | ... | | 1891 | W.Denny<br>&Bros.<br>Dumbarton | A.Fournier | 114·3 | 21·0 | 11·4<br>BK6½" | Montreal<br>British | C.2Cy.12½"&24"-15"<br>24RHP<br>M.Paul&Co.,Dumbarton | 12 ″ 3 | |
| 17469<br>144063<br>KHLT | **Guido** SteelSc<br>*CruiserStern*<br>*Elec light* Wireless 1*Dk* | 2788<br>2561<br>1669 | | | | | 1920 | GooleS.B.<br>&RepgCo.Ld<br>Goole | Ellerman'sWilson<br>Line,Ld. | 333·0 | 46·6 | 20·4 | Hull<br>British<br>*WB* | 2 Steam Turbines geared<br>to 1 Sc Shaft<br>Earle'sCo.Ld.Hull | | C |
| 17470 | **Guido Möring** SteelScK<br>(*Trawler*)<br>*Mchy.Aft* 1*Dk* | 217<br>194<br>83 | | | | | 1914 | Schffb.Ges.<br>Unterweser,<br>m.b.H.,Lehe | Cuxhavener<br>Hochseefischerei<br>Akt.Ges. | 127·7<br>Q69'19 | 22·6 | 9·2 | Cuxhaven<br>German<br>*WB* | T.3Cy.12⅖",19 3/10"&31 9/10"-<br>22" 48NHP<br>OttensenerMsch.Fab.Alt. | | |
| 17471<br>132611<br>HTMN | **Guildford Castle** SteelTwinScSr<br>*ss*Lon.No.2-20<br>*Welldeck* 2*Dks*(*Stl-U*teaks,2*nddk*-ws)<br>*Elec.light* Sub.Sig. &3*rd dk*(*Stl*)*in*<br>*Ref.Mchy.* Wireless *Nos.*1,3,4&5*holds* | 8036<br>6242<br>5055 | ✠100A1<br>2,22 ~~4,21~~<br>MS9,19 | Lon<br>✠LMC<br>~~BS12,20~~<br>BS2,22 | *c*† | CL<br>2,20 | 1911<br>10mo<br>*Lloyd* | Barclay,<br>Curle&Co.Ld<br>Glasgow<br>*'sA&CP*<br>*WB* | TheUnion-Castle<br>MailS.S.Co.Ld.<br>= *Cell DBa*128'*uE* | 452·1<br>P&B272'F67'<br>43'*f*171' 1082*tFPT* | 56·2 | 30·8<br>FK&BK2" | London<br>British<br>8*BHCem*<br>68*tAPT*79*t* | Q.8Cy.19¾"28",41"&60"-48"<br>220lb (*s*) 720NHP<br>2D&1SB,15*cf*,GS323,<br>HS12540<br>Barclay,Curle& Co.Ld.Gls | 33 ″ 9<br>s 6 ″ 9½<br>27 ″ 4 | BT<br>till<br>12,21 |
| 17472<br>217555<br>LPTJ | **Guilford** WoodScSr<br>*Elec.light* Wireless 1*Dk*2*trB* | 2573<br>—<br>1511 | | | | | 1919 | Maryland<br>S.B.Co.<br>SollersPt.Md | UnitedStates<br>ShippingBoard | 267·3<br>P34'B64'F25' | 46·0 | 23·6 | Baltimore<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"-36"<br>188NHP<br>NordbergMfg.Co.<br>Milwaukee,Wis. | | R |
| 17473<br>216662<br>LMHB | **Guilford D. Pendleton** Wood<br>AuxTwinSc4MstSr<br>(*ex*GeorgeH.Barnes) *OilEng.*<br>*Elec.light* *Mchy.Aft*<br>(*See Sailing Ship Register*) | 1611<br>—<br>1353 | | | | | 1918 | Baxter<br>Shipyard,Inc<br>Jacksonville,<br>Fla. | F.S.Pendleton | 205·8 | 41·5 | 19·6 | NewYork<br>Utd.States | Oil Engine 2S.C.<br>4Cy.11⅘"-15 7/10" 63NHP<br>SkandiaPacificOilEng.Co.<br>Oakland,Cal. | | |
| 17474 | **Guillem Sorrolla** SteelScSr<br>*Elec.light* 3*Dks* | 3252<br>3012<br>2153 | | | | | 1919 | Cia Euscal-<br>duna deConst<br>Bilbao | Cia.Tras-<br>mediterranea | 316·0 | 44·2 | 26·6 | Valencia<br>Spanish<br>*WB* | T.3Cy.26",42"&70"-48"<br>339NHP<br>Cia.Euscalduna deConst. | | V |
| 17475<br>113204<br>RVNS | **Guillemot** SteelScYl<br>(*Trawler*)<br>1*Dk* | 208<br>165<br>90 | | | ... | | 1900 | Schofield,<br>Hagerup&<br>Doughty,Ld.<br>Grimsby | Thomas Baskcomb<br>Ld.(T.W.Baskcomb<br>*Mgr.*) | 116·1<br>Q48'F20' | 21·5 | 11·3<br>BK7½" | Grimsby<br>British | T.3Cy.12",21"&34"-24"<br>58RHP<br>C.D.Holmes&Co.Hull | 12 ″ 1 | |
| 17476 | **Guillermo** (*SUNK 3,21*) SteelScSr<br>(*ex*Bellailsa)<br>Wireless 2*Dks* | *3797*<br>*3384*<br>*2457* | | | | | 1896 | D&WHen-<br>derson&Co.<br>Glasgow | W.GonzalezGarra | 350·0<br>P39'B82'F42' | 45·4 | 25·8 | Vllagarcia<br>Spanish<br>*WB* | T.3Cy.24",40"&66"-48"<br>302NHP<br>D.&W.Henderson&Co.Gls. | | C |
| 17477<br>HNQC | **Guillermo Schulz** SteelScSr<br>*ss*Bbo.2ndNo.3-3,19<br>(*ex*Gatton) 1*Dk*(*ptStlptIrn*)<br>&*Webframes&ptAwng dk*(*Irn*) | 2538<br>1915<br>1473 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>4,22 ~~12,20~~<br>~~BS4,20~~<br>BS ~~1,21~~ 4,22 | Bcl<br>Bbo<br>✠LMC4,[illegible] | *s* | ~~12,20~~<br>N4,22 | 1892<br>7mo | R.Thomp-<br>son&Sons<br>Sunderland<br>A&CP | Cia.deNav "Vasco<br>Asturiana"(L.C.<br>delosCobos,*Mgr.*) | 295·0<br>P29'Q83'<br>*ptAwng dk*184'<br>*WB=CellDB*242' | 41·0 | 18·5<br>FK | Bilbao<br>Spanish<br>6*BHCem*<br>481*tAPT*51*t* | T3Cy23",37½"&61½"-39" (*r*)<br>155lb *80lb* NDB04 238NHP<br>2SB,6*pf*,GS108,HS3590<br>G.Clark,Ld.Sunderland | 21 ″ 0<br>s 8 ″ 0½<br>20 ″ 3 | |

| 1 Numero d'Ordre — Numero Officiel. — Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total — Sous le Pont — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17478<br>218042<br>LRCS | **Guimba** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Ref.Mchy.* Sub.Sig. &*Web frames*<br>Wireless *Longitudinal framing* | 6100<br>5657<br>4545 | ✠100A1 Shelter dk withfreeboard 11,19<br>*Fitted for oil* | *fuel* 6, | ...<br>19 | CL<br>*F.P. a* | 1919<br>1mo<br>*bove* 1 | MooreS.B. Co.<br>Oakland,Cal.<br>A&CP<br>50°F. *CellDB* | UnitedStates ShippingBoard<br>348'1351*t MT*30'5 | 402·5<br>P34'F39' *on Shelter dk* FK<br>54*tFPT*73*tAPT*148*t* | 53·0 | 32·0 | S.Frncisco Cal.<br>Utd.States<br>*ptCem*<br>4*BHtoSh dk*<br>3 ,, ,, *U* ,, | 2 Steam Turbines geared to 1 screw shaft (s)<br>225lb HS11132 652NHP<br>4 Water Tube Boilers<br>WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa. | 34<br>8<br>26 |
| 17479<br><br>HNQG | **Guipuzcoa** SteelScSr<br>(*ex*Geronimo,*ex*Eptalofos,*ex*Murillo)<br>Wireless 1*Dk*& *Webframes*&*ptAwng dk* | *2419*<br>*1851*<br>*1556* | | | ... | | 1893 | J.Priest-man&Co.<br>Sunderland | Cia.Naviera "Mundaca"Soc. Anon. (J.M. deArgacha,*Mgr.*) | 301·0<br>Q112'<br>*ptAwng dk*187' FK | 39·5 | 19·9 | S.Sebast'n<br>Spanish<br>*WB* | T.3Cy.22½",37"&61"–42"<br>242NHP<br>W.Allan&Co.Sunderland | 21 |
| ⁕ 17480<br><br>NSMC | **Gujarat** SteelScSr<br>Now named "Gorjistan," See No.37558 in Supplement<br>ssHKg.2ndNo.3–12,20<br>(*ex*Vincent,*ex*Fort *Ref.Mchy.*<br>*Elec.light* Salisbury) 2*Dks*(1*Stl*1*Irn*)<br>Wireless &*deepframing* 3*Dkrule* | 4435<br><br>2809 | ✠100A1<br>12,20 | HKg<br>Clo<br>✠LMC12,20 | *x* | CL<br>12,20 | 1895<br>3mo | Armstrong Mitchell&Co. Ld.Newcastle<br>A&CP<br>*WB=Cell* | H.M.H.Nemazee | 360·0<br>P38'B98'F39' FK<br>*DBa* 96' *uE&B* 58' | 47·0 | 27·8 | British<br>7*BHAsp*<br>*f* 142' 1005*t* | T.3Cy.28",50"&80"–54" (s)<br>180lb 578NHP<br>3SB,9*cf*,GS189,HS7875 FD<br>Hwthrn,Leslie&C.Ld.Nwc<br>*TunnelTank*130*tAPT*60*t* | 30<br>6<br>24 |
| 17481 | **Gul Bahtché** IronPadSp<br>(*ex*JohnBeaumont) | *165*<br>*147*<br>*36* | | | | | 1876 | J.Key& Sons<br>Kinghorn | HamidiehCo. | 125·4 | 24·3 | 7·4 | Smyrna<br>Turkish | C.D.2Cy.17"&32"–36"<br>NE80 NB77 51NHP<br>Lees,Anderson&Co.Gls. | |
| 17482 | **Gul-Djémal** IronSc4MstSr<br>(*ex*Ottawa,*ex*Germanic)<br>*Ref.Mchy.* *Elec.light* 3*Dks* | *5071*<br>*4736*<br>*2991* | | | | | 1874 | Harland& Wolff<br>Belfast | Administr. deNav. àVap.Ottomane | 455·0<br>P50'F104' *WB* | 45·2 | 34·0 | Constanpl<br>Turkish<br>8*BH*1PBH | T.3Cy.35½",58½"&96"–69"<br>NE&B95 765NHP<br>Harland&Wolff,Ld.Bel. | 36 |
| 17483 | **Gul-Nehad** SteelTwinScSr<br>(*ex*Cambridge) | 1259<br>906<br>598 | | | | | 1886<br>10mo | Earle's Shp Co.Ld.<br>Hull | Administr. deNav. àVapOttomane | 280·5 | 31·0 | 15·2 | Constanpl<br>Turkish | C.4Cy.30"&57"–36"<br>NB02 324NHP<br>Earle'sCo.Ld.Hull | |
| 17484<br><br>MFWK | **Gula** SteelScSr<br>*Elec.light* 1*Dk* | 264<br>147<br>130 | | | | | 1910 | Akers Mek.Værks<br>Christiania | Fylkesbaatane i Sogn&Fjordane | 117·0<br>Q18*t*B42*t*H21*t*F33*t* | 21·6 | 10·3 | Bergen<br>Norwegian<br>*WB* | T.3Cy.11",18"&29"–21"<br>38NHP<br>AkersMek.Værks.Xia. | |
| 17485<br>139889 | **Gulf Stream** SteelScK<br>1*Dk*(*Stl*) | 97<br>—<br>42 | ✠100A1<br>*For fishing pu*<br>9,19 | Lwt<br>*rposes*<br>✠LMC9,19 | | CL | 1919<br>9mo<br>*Lloyd* | Colby Bros. Ld.<br>Lowestoft<br>*'sA&CP* | J.H.Sheldon (G.Williams&J. Pease, *Mgrs.*) | 86·0<br>BK7½" | 18·5 | 8·8 | London<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"–18" (s)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>Pollit&Wigzell,Ld. SowerbyBridge | 10 |
| ⁕ 17486<br>215404<br>LHPQ | **Gulf of Mexico** SteelScSr<br>ssNYk.No.1–21<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Mchy.Aft* &*Web frames*<br>Wireless *Longitudinal framing* | 7807<br>7152<br>4867 | ✠100A1<br>*Shelter dk withfreeboard*<br>10,21 ~~2,21~~<br>*CarryingPetr*<br>*Fitted for oil* | NYk<br>✠LMC7,[illegible]<br>*oleum*<br>*fuel* 7 | *d*†<br>~~6,21~~<br>*in*<br>,17 | CL<br>~~5,20~~<br>8,21<br>*bulk*<br>*F.P. a* | 1917<br>8mo<br>*bove* 1 | NewYork S.B.Corp.<br>Camden,N.J.<br>A&CP<br>50° F. | Gulf RefiningCo. Inc.<br>*CellDBa*23' *uE&B DTf*40'441*tF* | 467·6<br>FK<br>76'463*t*<br>*PT*229*tAPT*131*t* | 62·7 | 32·0 | Pt.Arthur, Texas<br>Utd.States<br>16*BHptCem*<br>10,, ,, *toUdk*<br>6 ,, ,, *2nd* ,, | Q.4Cy.24",35",51"&75"–51"<br>220lb (r) 568NHP<br>3SB,9*cf*,GS177,HS7804 FD<br>NewYorkSBCorp.Camden | 32<br>5<br>27 |
| ⁕ 17487<br>81799<br>TGQW | **Gulf of Suez** IronScSr<br>ssLiv.3rdNo.3–9,18<br>*Well deck* 2*Dks*(*Irn*)3*trB*<br>*Elec.light*<br>Wireless | 1608<br>1439<br>991 | ✠100A1<br>4,21<br>✠NB5,87<br>MS1,18 | Liv<br>✠LMC<br>~~BS10,19~~<br>BS1,22 | *r* | 10,19 | 1880<br>5mo | W.Gray& Co.<br>W.Hartlpool<br>A&CP | EllermanLines,Ld | 260·0<br>P167'F35'<br>BK9"<br>*WB=Cell* | 34·0 | 21·7 | London<br>British<br>4*BHCem*<br>*DB*204'262*t* | T.3Cy.19½",32"&52"–39" (s)<br>160lb *100lb* NDB15 167NHP<br>2SB,4*cf*,GS58,HS2483<br>*Tpd*87Blair&Co.(Lim)Stk. | 24<br>2<br>22 |
| 17488<br><br>NCGK | **Gulfaxe** SteelSc<br>1*Dk* | 1654<br>1160<br>1017 | | | | | 1920 | Helsingörs Jernsk&Msk.<br>Helsingör | D/S A/SPrimula (SchachSteen-berg&Co. *Mgrs.*) | 249·5<br>P17'Q76'B96'F28' | 38·1 | 15·0 | Copnhagn<br>Danish<br>*WB* | T.3Cy.18",30"&50"–36"<br>150NHP<br>Helsingörs Jernsk.&Mskb. | |
| 17489<br>213099<br>LFHV | **Gulfcoast** SteelScSr<br>ssMob.No.1–20<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*<br>*Elec.light* *Longitudinal framing*<br>Wireless | 5189<br>4591<br>3202 | ✠100A1<br>11,21 ~~2,21~~<br>*CarryingPetr*<br>*Fitted for oil* | Mob<br>NYk<br>✠LMC5,20<br>BS11,21<br>*oleum*<br>*fuel* 5 | *y*<br>*in*<br>,15 | CL<br>~~5,20~~<br>11,21<br>*bulk*<br>*F.P. a* | 1915<br>5mo<br>*bove* 1 | NewYork S.B.Co.<br>Camden,N.J<br>A&CP<br>50° F.<br>*WB=Cell* | GulfRefiningCo. Inc.<br>*DBu E&B* 62' 222*t* | 383·0<br>P97'B34'F33' FK<br>*FPT*159*tAPT*30*t* | 51·2 | 30·1 | Pt.Arthur, Texas<br>Utd.States<br>14*BHCem*<br>8 ,, *toUprdk*<br>6 ,, ,, 2nd ,, | T.3Cy.27",45"&75"–48" (r)<br>190lb *120lb* 543NHP<br>3SB,9*cf*,GS173,HS7843 FD<br>NewYorkSBCoCamdenNJ | 30 |
| 17490<br>221[illegible]<br>MCJQ | **Gulfking** SteelSc<br>For full particulars See No.37512 in Supplement<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing* | 6560<br><br>4098 | 100A1<br>(*ClassContem*<br>*CarryingPetr* | *plated*<br>*oleum* | )<br>*in* | CL<br>*bulk* | 1921 | UnionS.B. Co.<br>Baltimore | GulfRefiningCo. Inc. | 419·5<br>P101'B36'F34' | 56·4 | 33·3 | Pt.Arthur, Texas<br>Utd. States | T.3Cy.27",45"&75"–51"<br>NewYorkSBCoCamdenNJ | 33<br>7 10<br>25 11 |
| 17491<br>216299<br>LKJQ | **Gulfland** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 5277<br>4646<br>3207 | ✠100A1<br>~~4,21~~ ~~8,20~~<br>12,21<br>*CarryingPetr*<br>*Fitted for oil* | NYk<br>✠LMC6,18<br>*oleum*<br>*fuel* 6, | *y*<br>*in*<br>18 | CL<br>4,21<br>*bulk*<br>*F.P. a* | 1918<br>6mo<br>*bove* 1 | NewYork S.B.Corp,<br>Camden,N.J.<br>A&CP<br>50° F. | Gulf RefiningCo. Inc.<br>*CellDBuE&B*62'222 | 391·1<br>P97'B34'F32' FK<br>*tFPT*159*tAPT*30*t* | 51·2 | 30·2 | Pt.Arthur, Texas<br>Utd.States<br>14*BHCem*<br>(8 ,, *to U dk*<br>6 ,, ,,*2nd* ,,) | T.3Cy.27",45"&75"–48" (r)<br>190lb *120lb* 543NHP<br>3SB,9*cf*,GS173,GS7843 FD<br>NewYk.SBCorCamdenNJ | 30<br>6 11<br>23 7 |
| 17492<br>212524<br>LDNR | **Gulflight** SteelScSr<br>ssNYk.No.1–20<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 5189<br>4591<br>3202 | ✠100A1<br>~~7,21~~ ~~11,20~~ 11,21<br>*Carrying Pet*<br>*Fitted for oil*<br>BS11,21 | NYk<br>Phl<br>✠LMC1,20<br>*roleum*<br>*fuel* 8 | *y*<br>*in*<br>,14 | CL<br>~~1,20~~<br>N7,21<br>*bulk*<br>*F P.* | 1914<br>8mo<br>*above* | NewYork S.B.Co.<br>Camden,N.J.<br>A&CP<br>150° F. | GulfRefiningCo. Inc.<br>*WB=CellDB uE&B*62'222*t* | 383·0<br>P97'B34'F32' FK<br>*FPT*159*tAPT*30*t* | 51·2 | 30·1 | Pt.Arthur, Texas<br>Utd.States<br>14*BHCem*<br>8 ,, *toUprdk*<br>6 ,, ,, *2nd* ,, | T.3Cy.27",45"&75"–48" (r)<br>~~160lb~~ *120lb* 543NHP<br>3SB,9*cf*,GS173,HS7843 FD<br>NewYorkSBCo.CamdnNJ | 30 |
| ⁕ 17493<br>214827<br>LGSV | **Gulfmaid** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 5225<br>4646<br>3248 | ✠100A1<br>12,20<br>*CarryingPetr*<br>*Fitted for oil*<br>~~MS[illegible]~~ | NYk<br>*oleum*<br>*fuel* 3<br>✠LMC~~5,17~~<br>12,21 | *y*<br>*in*<br>,17 | CL<br>12,21<br>*bulk*<br>*F.P. a* | 1917<br>3mo<br>*bove* 1 | NewYork S.B.Corp.<br>Camden,N.J.<br>50°F.<br>A&CP *Cell* | GulfRefiningCo. Inc.<br>*DBu E&B*62' 222*t* | 391·1<br>P97'B34'F32' FK<br>*FPT* 159*tAPT*30*t* | 51·2 | 30·2 | Pt.Arthur, Texas<br>Utd.States<br>14*BHCem*<br>8 ,, *toUprdk*<br>6 ,, ,, *2nd* ,, | T.3Cy.27",45"&75"–48" (r)<br>190lb *120lb* 543NHP<br>3SB,9*cf*,GS173,HS7843 FD<br>NewYorkSBCorp.Camden | 30 |
| ⁕ 17494<br>210514<br>LCNR | **Gulfoil** SteelScSr<br>ssNYk.No.2–20<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft*Wireless *Longitudinal framing* | 5189<br>4591<br>3202 | ✠100A1<br>~~9,21~~ ~~2,21~~ 5,22<br>BS9,21<br>~~BS[illegible]~~<br>*CarryingPetr*<br>*Fitted for oilf* | NYk<br>✠LMC<br>MS2,21<br>*oleum*<br>*uel* 12, | *y*<br>*in*<br>12 | 6,20<br>*bulk*<br>*F.P.a* | 1912<br>12mo<br>*bove* 1 | NewYork S.B.Co.<br>Camden,N.J.<br>A&CP<br>50° F. | GulfRefiningCo. Inc.<br>*WB=Cell DBuE&B*62'222*t* | 383·0<br>P98'B34'F32' FK<br>*FPT*159*tAPT*30*t* | 51·2 | 30·0 | Pt.Arthur, Texas<br>Utd.States<br>14*BHCem*<br>8 ,,*toUprdk*<br>6 ,, ,, *2nd* ,, | T.3Cy.27",45"&75"–48" (r)<br>190lb *120lb* 543NHP<br>3SB,9*cf*,GS173,HS7843 FD<br>NewYorkS.B.Co.Camden | 30 |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17495 | **Gulfport** SteelSc<br>(*ex*Locksun,*ex*AndréeRickmers)<br>*Elec.light* Wireless 2*Dks* | 1657<br>1528<br>1020 | | | | | 1902 | Rickmers Akt.Ges.<br>Bremerhaven | UnitedStates Govt.(NavyDept.) | 253·9<br>P&B61'F34' | 37·2 | 19·6 | Utd.States<br>*WB* | T3Cy$18\frac{5}{16}$"$30\frac{11}{16}$"&$49\frac{5}{16}$"-31½"<br>135NHP<br>Gebr.Sachsenberg,Rosslau | | |
| 17496<br>86656<br>KSFW | — SteelSc<br>(*Tug*)<br>1*Dk* | 224<br>—<br>152 | | | | | 1902 | Neafie& LevyCo.<br>Philadelphia | SinclairNav.Co. | 102·0 | 24·0 | 11·7 | NewYork<br>Utd.States | C.2Cy.18"&36"-26"<br>55NHP<br>Neafie&LevyS&EBCo.Phl. | | |
| 17497<br>221213<br>MCRQ | **Gulfprince** SteelSc<br>2*Dks*(*Stl*)&*Webframes*<br>*Elec.light* Wireless<br>*Mchy.Aft* *Longitudinal framing* | ~~6700~~ 6561<br>6048<br>4098 | ✠100A1<br>10,21<br>✠LMC1,22<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 4,21 *F.P. above* 150°F. | NYk | *a*† | CL | 1921<br>5mo | Union S.B. Co.<br>Baltimore Md<br>A&CP | GulfRefiningCo. Inc.<br>*CellDBuE&B65'* 272*t*<br>*FPT*305*tAPT*45*t* | 419·5<br>~~P101~~'B36'~~F34~~'F35'<br>P102' FK<br>14*BH*(9*toUdk*,5*to*2*nd dk*)*ptCem* | 56·4 | 33·3 | Pt.Arthur, Texas<br>Utd.States | T.3Cy.27",45"&75"-51" (*r*)<br>195lb 600NHP<br>3SB,9*cf*,GS190,HS8952 FD<br>NewYorkSBCo.CamdnNJ | 33 ″ 4<br>s7 ″ 10<br>25 ″ 11 | |
| 17498<br>217775<br>LQKM | **Gulfqueen** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 6796<br>6250<br>4904 | ✠100A1<br>~~8,21~~ ~~1,21~~ 11,21<br>✠LMC4,19<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 4,19 *F.P. above* 150° F. | NYk | *a*† | CL<br>8,21 | 1919<br>4mo | NewYork S.B.Corp.<br>Camden,N.J.<br>A&CP | GulfRefiningCo. Inc.<br>*CellDBuE&B65'*272*t* | 419·5<br>P101'B36'F34'<br>FK 14*BH*<br>*FPT*294*tAPT*46*t* | 56·5 | 31·7 | Pt.Arthur. Texas<br>Utd.States<br>*ptCem*<br>(9 *to Up dk*<br>5 „ 2*nd* „) | T.3Cy.27",45"&75"-51" (*r*)<br>195lb *120lb* 600NHP<br>3SB.9*cf*,GS190,HS8952 FD<br>NewYorkS.B.Corp.Cmdn. | 33 ″ 4<br>s8 ″ 2½<br>25 ″ 6 | |
| 17499<br>220575<br>MBKF | **Gulfstar** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 7239<br>6695<br>5316<br>- | ✠100A1<br>~~4,21~~ 8,20 ~~8,21~~<br>4,22<br>✠LMC8,20<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 8,20 *F.P. above* 150° F. | Phl<br>~~Mob~~ NYk | *b*† | CL<br>4,22 | 1920<br>8mo | SunS.B. Co.<br>Chester,Pa.<br>A&CP | GulfRefiningCo. Inc.<br>*CellDBuE*<br>&*B*59' 259*t* | 429·3<br>P103'B36'F40'<br>FK<br>*FPT*222*tAPT*57*t* | 59·2 | 33·2 | Pt.Arthur<br>Utd.States<br>15*BHptCem*<br>(11 *to U dk*<br>4 „ 2*nd* „) | T.3Cy.27",45½"&76"-51" (*r*)<br>190lb 612NHP<br>3SB,9*cf*,GS207,HS9195 FD<br>SunS.B.Co.Chester,Pa. | 33 ″ 3<br>s8 ″ 2½<br>25 ″ 5 | |
| 17500<br>212676<br>LDTH | **Gulfstream** SteelScSr<br>*ss*N.Yk.No.1-18<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Longitudinalframing*<br>Wireless | 5189<br>4591<br>3202 | ✠100A1<br>~~6,21~~ ~~1,21~~ 3,22<br>~~BS4,20~~ ✠LMC8,18<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 10,14 *F.P. above* 150°F.<br>BS~~6,22~~3,22 | NYk<br>Phl | *y* | CL<br>~~N4,20~~<br>6,21 | 1914<br>10mo | NewYork S.B.Co.<br>Camden,N.J.<br>A&CP | GulfRefiningCo. Inc.<br>*WB=CellDB*<br>*uE&B*62'222*t* | 383·0<br>P97'B34'F33'<br>FK<br>*FPT*159*tAPT*30*t* | 51·2 | 30·1 | Pt.Arthur, Texas<br>Utd.States<br>14*BHCem*<br>(8 „*toUprdk*<br>6 „ „ 2*nd* „) | T.3Cy.27",45"&75"-48" (*r*)<br>190lb *120lb* 543NHP<br>3SB,9*cf*,GS173,HS7843 FD<br>NewYorkSBCo.CamdnNJ | 30 ″ 2 | |
| 17501<br>219453<br>LVGJ | **Gulftrade** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Longitudinalframing*<br>Wireless | 6859<br>6334<br>4948 | ✠100A1<br>~~10,21~~ ~~2,21~~ 1,22<br>✠LMC1,20<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 1,20 *F.P.above* 150° F. | NYk<br>~~Phl~~ | *b*† | CL<br>1,22 | 1920<br>1mo | TheSun S.B.Co.<br>Chester,Pa.<br>A&CP | GulfRefiningCo. Inc.<br>*CellDBuE&B*60' 259*t* | 429·3<br>P103'B36'F40'<br>FK 15*BH*(<br>*FPT*222*tAPT*57*t* | 59·2 | 31·4 | Pt.Arthur,<br>Utd.States<br>*ptCem*<br>11*BHtoUdk*<br>4„ „2nd „) | T.3Cy.27",45½"&76"-51"(*r*)<br>190lb 612NHP<br>3SB,9*cf*,GS207,HS9198 FD<br>TheSunS.B.Co.,Chester,Pa | 33 ″ 3<br>s8 ″ 2½<br>25 ″ 5 | |
| 17502<br>MLSQ | **Gulhaug** SteelScSr<br>(*ex*Activ)<br>1*Dk* | 1243<br>960<br>741 | | | | | 1910 | Kjöbnhvns Flydk.&Skbs.<br>Copenhagen | D/S A/S Haug (L.Mæland,*Mgr.*) | 231·5<br>P12'Q73'B42'F26' | 36·2 | 14·4 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"-30"<br>106NHP<br>KjbnhavnsFlydk.&Skbsv. | | V |
| 17503<br>108533 | **Gull** IronScK<br>(*Trawler*)<br>1*Dk* | 166<br>163<br>67 | | | ... | | 1897 | Edwards Bros.<br>NorthShields | KelsallBros.& Beeching,Ld. (JohnSlater,*Mgr.*) | 118·1<br>len12<br>BK7½" | 20·5 | 11·0 | Hull<br>British<br>*WB* | T.3Cy.12",18"&30"-21"<br>41RHP<br>N.E.MarineCo.(Lim.),Sld. | 11 ″ 10 | |
| 17504<br>5149<br>JSCH | **Gullborg** SteelScSp<br>*ss*Skm.No.2-19<br>*Mchy.Aft* 1*Dk*(*Stl*) | 649<br>504<br>359 | ✠100A1<br>2,21<br>MS4,19 | Mmo<br>✠LMC<br>BS~~7,20~~ 10,21 | *i* | 2,21 | 1910<br>8mo<br>*Lloyd's A&CP* | Akers. Mek.Værks.<br>Christiania | StockholmsRederiaktiebolagSvea (H.Ericson,*Mgr.*)<br>*WB=CellDBuE*11'*f*112'152*tFPT* | 183·7<br>P64'F27'<br>FK | 29·0 | 12·3 | Stockhlm<br>Swedish<br>3*BHCem*<br>27*tAPT*18*t* | T3Cy.13½",22"&35¾"-26"(*e*)<br>185lb 86NHP<br>2SB,4*cf*,GS46,HS1514<br>Akers.Mek.Værks.Xia. | 14 ″ 3<br>s1 ″ 7½<br>12 ″ 10 | |
| 17505<br>LCDM | **Gullfoss** SteelScSr<br>*Elec.light* *Ref.Mchy.* Wireless 2*Dks* | 1414<br>1256<br>886 | | | | | 1915 | Kjöbnhvns Flydk.&Skbs.<br>Copenhagen | H/FEimskipafelag Islands | 230·1 | 25·2 | 21·1 | Reykjavik<br>Icelandic<br>*WB* | T.3Cy.20",32"&53"-36"<br>169NHP<br>KjbnhavnsFlydk.&Skbsv | | V |
| 17506<br>97071<br>VSPW | **Gulnare** SteelScSr<br>Wireless 2*Dks* | 262<br>248<br>106 | | | ... | | 1893 | C.Connell &Co.<br>Glasgow | Government of Canada | 137·0<br>BK7½" | 20·5 | 13·6 | Ottawa<br>British | T.3Cy.13",20"&33"-24"<br>64RHP<br>Dunsmuir&Jackson,Gls. | 14 ″ 4 | |
| 17507<br>MCBG | **Gulos** SteelScSr<br>1*Dk* | 132<br>80<br>69 | | | | | 1904 | Xiansands Mek.Værks.<br>Xiansand | GulosensAktiedampskibselskab (OleO.Stene,*Mgr.*) | 102·9<br>Q12*t*B33*t*H6*t* | 17·2 | 7·5 | Trondhjm<br>Norwegian | C.2Cy.12½"&26"-18"<br>24NHP<br>XiansandsM.V.Xiansand | | |
| 17508<br>131507<br>HVFN | **Gunbar** SteelTwinScSr<br>*Elec.light* *Ref.Mchy.* 1*Dk* | 482<br>319<br>196 | | | | | 1911 | Ardrossan S.B.Co.Ld.<br>Ardrossan | NorthCoastSteam Nav.Co.Ld. | 150·3<br>Q41'F27' | 30·0 | 8·7 | SydnyNSW<br>British<br>*WB* | C.4Cy.12½"&26"-18"<br>89RHP<br>Dunsmuir&Jackson,LdGls | | |
| 17509<br>5362<br>JSTP | Now named "Saya," See No. 39410 in Supplement<br>**Gunborg** SteelScSr<br>*ss*Osc.No.3-4,17<br>(*ex*MilesCoverdale) *ss*Shl.No.1-21<br>Wireless 1*Dk*(*Irn*)&*deep framing* | 2278<br>2106<br>1411 | ✠100A1<br>3,21<br>✠LMC3,21 | Shl | *s* | CL<br>3,21 | 1898<br>12mo | W.Gray& Co.Ld.<br>WHartlepool<br>A&CP | Ångf.Aktieb. Thorsten (G.Corin,*Mgr.*)<br>*WB=CellDB* | 302·0<br>P27'B69'F29'<br>FK<br>*a&uE*120'*f*124'643*t* | 43·0 | 19·9 | Gothenbrg<br>Swedish<br>5*BHCem*<br>*APT*40*t* | T.3Cy.22",35"&59"-39" (*s*)<br>160lb NDB13 *100lb* 223NHP<br>2SB,4*cf*,2*rf*,GS82,HS3445<br>Cen.Mar.Eng.Wrks WHpl | 22 ″ 3<br>s3 ″ 8<br>18 ″ 11 | |
| 17510<br>112530 | **Gundiah** WoodScSr<br>(*ex*Hastings)<br>1*Dk* | 193<br>157<br>95 | | | | | 1901 | D.Sullivan<br>Camden Haven,NSW. | J.Hay | 117·9 | 24·5 | 7·4 | Brisbane<br>British | C.2Cy.14"&28"-18"<br>47RHP<br>Chapman&Co.SydnyNSW | | |
| 17511<br>[illegible]<br>JWQD | Now named "King David," See No. 38031 in Supplement<br>**Gundomar** SteelScSr<br>*Welldeck* 2*Dks*(*Stl-Uws*)&*Webframes*<br>*Elec.light* Sub.Sig.*Longitudinal framing*<br>Wireless | 3786<br>[illegible]<br>2295 | ✠<br>✠ | Ham | *x* | | 1912<br>9mo | Akt.Ges. "Weser"<br>Bremen | TheShippingController(Lamport& Holt,Ld.*Mgrs.*)<br>*WB=CellDBa*116'*u* | 354·8<br>P226'F43'<br>FK<br>*E*26'*f*164'830*tFPT* | 50·3 | 23·3 | London<br>British<br>6*BHCem*<br>48*tAPT*14*t* | T.3Cy.$25\frac{9}{16}$",$41\frac{5}{16}$"&$67\frac{11}{16}$"-47¼"<br>432NHP<br>3SB,9*cf*,GS129,HS6135 FD<br>A.G."Weser,"Bremen | 26 ″ 0 | |
| 17512<br>102774<br>HWRN | **Gundreda** SteelScSr<br>*ss*Cff.2nd.No.3-6,19 ~~*ss*N.Yk.No.3-5,05~~<br>(~~*ex*Yacht)~~ ~~*ss*Wvn.No.1-11~~<br>*Elec.light* Wireless 2*Dks* | 311<br>282<br>114 | ✠100A1<br>*Yacht*<br>12,20<br>✠LMC6,19 | Wvn<br>Apl | | | 1893<br>3mo | Ramage& Ferguson,Ld.<br>Leith | AllSeasMarine& SalvageCo.Ld. (EasternShipping Agents,Ld.*Mgrs.*) | 171·8 | 22·0 | 13·5 | London<br>British<br>5*BHCem* | T.3Cy.15",24"&39"-24"<br>160lb 84NHP<br>1B,3*rf*,GS56,HS1400<br>Ramage&FergusnLd Leith | 14 ″ 4<br>s2 ″ 9<br>13 ″ 0 | |
| 17513<br>NWFD | **Gunhild** SteelScSr<br>1*Dk* | 1142<br>975<br>682 | | | | | 1918 | Fredrkstad Mek.Værks.<br>Fredrikstad | Dampskibsselskab Torm(Chr. Kraemer) | 230·4 | 36·0 | 14·6 | Copnhagn<br>Danish<br>*WB* | T.3Cy.16½"26"&44"-30"<br>110NHP<br>FredrikstadM.V.Frdstad | | N |
| 17514<br>6336<br>KCQM | — SteelSc<br>1*Dk*<br>*Mchy.Aft* | 678<br>507<br>352 | | | | | 1920 | Eriksbergs M.V.Aktieb.<br>Gothenburg | H.Silvén | 180·6<br>P53'H63*t*F21' | 28·9 | 11·6 | Säffle<br>Swedish<br>*WB* | T.3Cy.$14\frac{3}{16}$",$22\frac{7}{16}$"&36⅝"-24"<br>65NHP<br>EriksbergM.V.Aktieb.Got | | V |
| 17515<br>6331<br>KCQG | — SteelScSr<br>1*Dk* | 673<br>511<br>353 | | | | | 1920 | Kallund- borg Skibsværft<br>Kallundborg | AnchérsRederi& Handelsaktiebolag (K.Anchér,*Mgr.*) | 190·0<br>Q55'P12'B50'F24'<br>*WB* | 30·6 | 13·4 | Stockholm<br>Swedish | T.3Cy.$12\frac{3}{5}$",$20\frac{9}{10}$"&$33\frac{9}{10}$"-$19\frac{7}{10}$"<br>58NHP<br>Smith,Mygind&Hüttemeier,Copenhagen | | V |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17516<br>2569<br>JFQR | **Gunhild** IronSc<br>(exLjusterö,exBlidö,exEngsö)<br>1Dk | 111<br>58<br>82 | | | | | 1866 | Nyköpings M.V. Nyköping | Ångfartygsaktieb. Drottningholm-Fittja (J.W. Ricander, Mgr.) | 104·3<br>Q29'B36'H9tF11' | 16·7 | 6·4 | Stockholm<br>Swedish | 1Cy.14"-18"<br>NB93 6NHP<br>NyköpingsM.V.Nyköping | | |
| 17517<br>5920<br>KBDV | **Gunlög** SteelSc<br>Elec.light 1Dk | 1396<br>1105<br>770 | | | | | 1917 | J.&A.Van derSchuyt Papendrecht | StockholmsRederi Aktieb.Svea (H. Ericson, Mgr.) | 236·4<br>P27'B58'H107t<br>F20' | 36·7 | 15·4 | Stockholm<br>Swedish<br>WB | T.3Cy.17½",29"&46"-36"<br>127NHP<br>J.&A.Van derSchuyt | | V |
| 17518<br>6374<br>KCSN | — WoodSc<br>OilEng.<br>Mchy.Aft 1Dk | 432<br>318<br>268 | | | | | 1920 | Västerviks NyaVarvsakt Västervik | Västerviks Rederiaktieb. (N.F.Nord, Mgr.) | 137·2 | 26·5 | 12·7 | Västervik<br>Swedish | Oil Engines<br>4Cy.15"-16⅛"<br>J&CGBolindersCo.LdSkm | | |
| 17519<br>4472<br>JPLS | **Gunnar** SteelScSr<br>(exScotian) Well deck 1Dk | 1258<br>926<br>703 | | | ... | | 1901 | Mackie& Thomson Glasgow | TrelleborgsÅngf. NyaAktieb. (F.D. Malmros, Mgr.) | 227·9<br>P16'Q67'B59'F30'<br>FK | 34·5 | 14·4 | Trelleborg<br>Swedish | T.3Cy.17",27½"&46"-33"<br>135NHP<br>W.V.V.Lidgerwood,Gls. | 16 · 7 | V |
| * 17520<br>MKHR | — SteelScSr<br>ssRot.No.3-4,09<br>(exZuidHolland) ssXia.No.2-19<br>Well deck 1Dk(Stl)2trB<br>Cargo battens not fitted | 1164<br>938<br>714 | ✠100A1<br>12,19<br>~~MS9,17~~<br>MS6,21 | Xia<br>✠LMC6,21<br>~~BS5,20~~ | n | ~~3,19~~<br>6,21 | 1896<br>7mo | Sir Raylton Dixon&Co. Middlesbro'<br>A&CP | A/S Gunnar (Nilsen,Falck, Pedersen&Co.)<br>WB= | 220·0<br>Q83'B59'F26'<br>FK<br>Cell DBa 63' uE&B | 34·0 | 15·4 | Chrstiania<br>Norwegian<br>4BHCem<br>31'f83'285t | T3Cy19¼"31½"&51½"-36"(s)<br>170lb 100lb NDB08 163NHP<br>2SB,4pf,GS68,HS2460<br>N.E.MarineEng.Co Ld.Sld. | 17 · 6<br>s1 · 4½<br>16 · 5 | |
| 17521 | — IronScYl<br>(Trawler)<br>(exWasp) 1Dk | 160<br>142<br>58 | | | ... | | 1890 | Mackie& Thomson Glasgow | SvenP.Larsson | 100·5<br>Q19'F19'<br>BK7½" | 20·5 | 10·7 | Malmö<br>Swedish | O.2Cy.16"&32⅝"-22"<br>NB91 41NHP<br>Muir&Houston,Glasgow | 11 · 11 | |
| 17522<br>132765<br>KFJL | **Gunner** SteelScK<br>ssPly.No.1-20<br>Elec.light 1Dk | 291<br>257<br>108 | ✠100A1<br>5,21~~4,20~~<br>BS6,21 | Ply<br>Vcr<br>✠LMC4,20 | | CL<br>~~4,20~~<br>6,21 | 1915<br>2mo<br>Lloyd | Smith's DockCo.Ld. Middlesbro'<br>'sA&CP | C.O.Polkinghorne | 130·0<br>Q72'F21'<br>BK7½" | 23·5 | 12·8 | Plymouth<br>British<br>3BHCem<br>DTf19t | T.3Cy.12½",21"&35"-26" (s)<br>180lb 83NHP<br>1SB,3pf,GS50,HS1509<br>Smith'sDockCo.Ld.Mdb. | 13 · 9<br>s2 · 1<br>13 · 1 | |
| 17523<br>MVPG | **Gunny** SteelSc<br>Elec.light Wireless 1Dk | 2369<br>2116<br>1412 | | | | | 1920 | Eltringhams,Ld. Willington Quay | EliassensRederi A/S (J.Eliassen. Mgr.) | 290·4<br>P63tB74'F22t | 44·0 | 20·8 | Bergen<br>Norwegian<br>WB | T.3Cy.21",34½"&57"-39"<br>203NHP<br>Eltringhams,Ld. WillingtonQuay | | N |
| 17524<br>217973<br>LQWF | **Gunston Hall** SteelScSr<br>Longitudinal framing<br>1Dk&Shelter dk<br>Elec.light Sub.Sig. Wireless | 6182<br>—<br>3481 | | | ... | | 1919 | Virginia S.B.Corp. Alexandria, Va. | UnitedStates ShippingBoard | 402·5<br>P34'F38'<br>on Shelter dk<br>FK | 53·3 | 32·0 | Alexandria, Va.<br>Utd.States | T.3Cy.24½",41½"&72"-48"<br>580NHP<br>Hooven,Owens&Rentschler Co.Hamilton,Ohio | 34 · 6 | R |
| 17525 | **Gunther** SteelScLr<br>Mchy.Aft 1Dk | 137<br>129<br>70 | | | | | 1909 | J.Frerichs &Co.A.G. Einswarden | "Visurgis" Heringsfischerei Akt.Ges. | 91·0<br>Q21' | 21·4 | 9·9 | Nordenhm<br>German | C.2Cy.9 1/16"&16 13/32"-12 19/32"<br>J.Frerichs& 7NHP<br>Co.A.G.Osterholz | | |
| 17526 | **Gunundaal** SteelScK<br>1Dk | 217<br>191<br>83 | | | ... | | 1915 | Smith's DockCo.Ld. Middlesbro' | NewSouthWales Government (N.S.W.State TradingIndustry) | 115·0<br>Q68'F20'<br>BK7½" | 22·0 | 11·9 | SydnyNSW<br>British<br>WB | T.3Cy.12¼",20"&34"-24"<br>74NHP<br>Smith'sDockCo.Ld.Mdb. | 12 · 8 | |
| 17527<br>NBQH | **Gunver** SteelSc | 941<br>813<br>549 | | | | | 1920 | Atlas Werke Bremen | A/S D/S Vesterhavet(L.D. Lauritzen, Mgr.) | 224·3<br>P29'B120'F23' | 33·0 | 14·1 | Esbjerg<br>Danish<br>WB | T3Cy15 4/16",25 3/16"&41 3/4"-25 6/16"<br>88NHP<br>AtlasWerke,Bremen | | |
| 17528<br>6205<br>KCGQ | **Gunvor** WoodAuxSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 207<br>163<br>130 | | | | | 1919 | Vesterviks NyaVarfs A/B Vestervik | VästerviksRederi A/B(N.F.Nord, Mgr.) | 107·0 | 22·7 | 10·2 | Västervik<br>Swedish | Oil Engine<br>2Cy.15"-16⅛" 34NHP<br>T.&C.G.Bolinders,Skm. | | |
| 17529<br>141929<br>KCTL | **Gurna** SteelScSr<br>Elec.light Wireless 2Dks(Stl) | 5248<br>4754<br>3228 | ✠100A1<br>10,19 | Nwc<br>✠LMC10,19 | y | CL | 1919<br>10mo<br>Lloyd | Palmers' Co.Ld. Newcastle<br>'sA&CP | BritishIndiaStm. Nav.Co.Ld.<br>CellDB | 399·3<br>P49'B113'F39'<br>FK<br>344'1122t FPT122t | 52·2 | 28·5 | Glasgow<br>British<br>7BHCem<br>APT174t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Palmers'Co.Ld.Newcastle | 31 · 0<br>s6 · 1½<br>25 · 3 | |
| 17530<br>LBTF | **Gurth** SteelSc<br>(exHunsgate,exAltair)<br>Elec.light Wireless 2Dks | 3280<br>2888<br>1958 | | | | | 1911 | Bremer Vulkan Vegesack | A/SDetSelmerske Rederi | 366·0<br>P60tH123tF18t | 49·8 | 20·4 | Trndhjem<br>Norwegian | T.3Cy.23⅜",38⅛"&61⅝"-41 5/16"<br>244NHP<br>BremerVulcan,Vegesack | | |
| * 17531<br>118941<br>HBVJ | — SteelScK<br>ssGms.No.3-2,20<br>1Dk | 226<br>210<br>91 | ✠100A1<br>Stm Trawler<br>2,20<br>✠NB2,20 | Gms<br>✠LMC2,20 | | CL<br>2,20 | 1905<br>1mo<br>Lloyd | Cochrane& Sons Selby<br>'sA&CP | UnitedSteam FishingCo.Ld. | 123·2<br>Q48'F20'<br>BK7½" | 21·5 | 11·4 | Grimsby<br>British<br>4BHCem | T.3Cy.12",21"&34"-24" (s)<br>180lb 60RHP<br>1SB,2cf,GS33,HS1160<br>C.D.Holmes&Co.Hull | 12 · 4 | |
| 17532 | **Gurupy** SteelScSr<br>ssN.Yk.No.3-1,00<br>(exRomanPrince) ssMch.No.2-08<br>Welldeck Wireless 1Dk(Stl)2trB | *1934*<br>*1539*<br>*1221* | ✠<br>3,12 | Brs<br>✠ | r | | 1887<br>8mo | Short Bros. Sunderland | Cia.Commercio e Nav.<br>WB=Cell | 290·0<br>P33'Q68'B70'F27'<br>BK10"<br>DBa 80' 107t f 110' | 38·8 | 17·6 | R.Janeiro<br>Brazilian<br>4BHCem<br>159tAPT25t | T.3Cy.21",34"&56"-42"<br>NDB02 198NHP<br>NB12fitted14<br>2SB,6cf,GS116,HS3019<br>G.Clark,Sunderland | 20 · 0 | |
| 17533<br>5348<br>JSRT | **Gustaf** IronAuxScBk<br>OilEng.<br>(exSailingVessel,exFjeld, 1Dk<br>exElissaEliasson)<br>(See Sailing Ship Register) | 433<br>388<br>356 | | | ... | | 1877 | A.Hall& Co. Aberdeen | WilliamMillar | 144·3<br>Q28'H13tF19t<br>BK7' | 28·1 | 14·6 | Gothenbrg<br>Swedish | Oil Engine<br>2Cy.15⅝"-16½" 37NHP<br>Emade16fitted18 | 15 · 6 | V |
| 17534<br>4859<br>JRBM | — SteelScSr<br>1Dk | 194<br>155<br>119 | | | | | 1908 | Thorskogs Mek.Værks. Lödöse | Rederi A/B Örnen (A.Th. Assmundson, Mg.) | 99·4<br>P24'H12tF11' | 22·3 | 9·7 | Gothenbrg<br>Swedish<br>WB | C.2Cy.11"&18"-16"<br>11NHP<br>ThorskogsM.V.Lödöse | | |
| 17535<br>6390<br>KCTJ | **Gustaf Adolf** SteelSc<br>Elec.light 1Dk | 926<br>711<br>504 | | | | | 1920 | Hlsingbrgs Varfs.A.B. Helsingborg | Rederiaktieb. Nordsjön(A.Bratt &Co.Mgrs.) | 204·5<br>Q64'B56'F19' | 33·8 | 12·8 | Gothenbrg<br>Swedish<br>WB | T.3Cy.18⅛",29½"&46⅞"-27½"<br>112NHP<br>HelsinborgsVarfs.A.B. | | V |
| 17536<br>2282<br>JFGH | **Gustaf Lagerbjelke** SteelScSp<br>1Dk | 179<br>78<br>124 | | | | | 1890 | Bergsunds Mek.Verkst. Stockholm | ÖrebroNyaRederiaktieb. (G. Tidholm, Mgr.) | 96·4<br>B61'H22tF10' | 19·7 | 7·4 | Örebro<br>Swedish | C.2Cy.13¼"&23½"-17½"<br>19NHP<br>BergsundsMekVerkstSkm | | |
| 17537<br>2509<br>JFPG | **Gustaf Wasa** SteelScSr<br>1Dk<br>Elec.light | 479<br>350<br>283 | | | | | 1895 | Helsingörs Skibsbyggri Elsinore | StockholmRederiaktieb.Svea (H. Ericson, Mgr.) | 169·4<br>Q39'B51'H12tF26'<br>len04 | 25·0 | 12·0 | Stockholm<br>Swedish<br>WB | T.3Cy.13½",22"&37"-24"<br>67NHP<br>HelsingrsMskbyggeri | | V |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7"<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17538<br>2845<br>JGKR | **Gustaf Wasa** IronTwinScSp<br>(*ex*Osterdalarne) 1*Dk* | 127<br>74<br>89 | | | | | 1876 | W.Lind-bergsM.V.<br>Stockholm | Osterdalarnes Angb Aktieb.(B.A. Persson, *Mgr.*) | 94·5<br>Q34'B31'H6*t*F14' | 17·5 | 6·6 | Mora<br>Swedish | C.4Cy.$7\frac{3}{4}$"&$15\frac{1}{4}$"–$11\frac{3}{4}$"<br>NE&B97 13NHP<br>HernösandV.&V.Aktieb. | | |
| 17539<br>5185<br>JSFD | **Gustafsberg** SteelScSr<br>*Elec.light* 1*Dk* | 1379<br>1109<br>775 | | | | | 1910 | Oskrshmns M.V.Aktieb.<br>Oskarshamn | Akt.Gustafsbergs Fab.Intressenter (OWOdelberg,*Mg*) | 227·9<br>P26'B52'F28' | 36·8 | 15·9 | Gustafsbg<br>Swedish<br>*WB* | T.3Cy.$17\frac{1}{2}$",29"&48"–30"<br>126NHP<br>OskarshamnsM.V.Aktieb. | | V |
| 17540<br>2709<br>JGBN | **Gustafsberg II.** IronSc<br>1*Dk* | 152<br>70<br>93 | | | | | 1878 | MotalaCo.<br>Motala | Akt.Gustafsbergs Fab.Intressenter (OWOdelberg,*Mg*) | 83·2<br>B56'H20*t* | 18·7 | 7·5 | Gustafsbg<br>Swedish | C.2Cy.$10\frac{3}{4}$"&$21\frac{7}{8}$"–$17\frac{1}{2}$"<br>17NHP<br>MotalaCo.,Motala | | |
| 17541<br>4444<br>JPKB | **Gustafsberg III.** SteelSc<br>1*Dk* | 192<br>118<br>115 | | | | | 1905 | Bergsunds M.V.Aktieb.<br>Stockholm | Akt.Gustafsbergs Fab.Intressenter (OWOdelberg,*Mg*) | 106·1<br>B44'H16*t* | 21·8 | 9·2 | Gustafsbg<br>Swedish<br>*WB* | C.2Cy.$16\frac{3}{8}$"&$34\frac{1}{2}$"–$19\frac{1}{2}$"<br>43NHP<br>BergsundsM.V.Aktb.Skm. | | |
| 17542<br>2711<br>JGBQ | **Gustafsberg IV.** IronSc<br>1*Dk* | 118<br>80<br>79 | | | | | 1884 | Bergsunds Mek.Verks.<br>Stockholm | Akt.Gustafsbergs Fab.Intressenter (OWOdelberg,*Mg*) | 99·8<br>B25'H8*t* | 18·0 | 8·5 | Gustafsbg<br>Swedish | C.2Cy.$14\frac{1}{2}$"&$25\frac{1}{2}$"–$19\frac{1}{2}$"<br>24NHP<br>Bergsunds MekVrks.,Skm. | | |
| 17543<br>2712<br>JGBR | **Gustafsberg V.** IronSc<br>1*Dk* | 130<br>83<br>79 | | | | | 1888 | Bergsunds Mek.Verks.<br>Stockholm | Akt.Gustafsbergs Fab.Intressenter (OWOdelberg,*Mg*) | 102·1<br>B35'H10*t* | 18·6 | 8·6 | Gustafsbg<br>Swedish | C.2Cy.18"&32"–20"<br>38NHP<br>BergsundsMekVks.,Skm. | | |
| 17544<br>5323<br>JSQL | **Gustafsberg VII.** SteelScSr<br>*Elec.light* 1*Dk* | 313<br>151<br>193 | | | | | 1912 | Oskrshmns M.V.Aktieb.<br>Oskarshamn | Akt.Gustafsbergs Fab.Intressenter (OWOdelberg,*Mg*) | 112·4<br>B77'H55*t* | 23·3 | 9·4 | Gustafsbg<br>Swedish<br>*WB* | C.2Cy.$16\frac{13}{64}$"&$31\frac{1}{2}$"–$23\frac{5}{8}$"<br>48NHP<br>OskarshamnsM.V.Aktieb | | |
| 17545<br>NKRP | **Gustav** SteelScSr<br>*Mchy.Aft* 1*Dk* | 257<br>222<br>124 | | | | | 1899 | Kjöbnhvns Flydk.Skbsv.<br>Copenhagen | A/S DeDanske Sukkerfabrikker | 122·9<br>B22'F20' | 24·2 | 9·2 | Assens<br>Danish<br>*WB* | C.2Cy.12"&24"–15"<br>19NHP<br>KjöbnhvnsFlydkSkbsCpn | | V |
| 17546 | **Gustav Adolf** SteelAuxScSr<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 125<br>102<br>91 | | | | | 1920 | Frd.Krupp Akt.Ges.<br>Kiel | Jaenecke& Diedrich,G.m.b.H. | 91·6<br>Q11'H26' | 20·6 | 7·5 | Barth<br>German | Motor 2S C.<br>2Cy.$9\frac{4}{5}$"–$11\frac{2}{5}$" 12NHP<br>Allgem.Elekt.Ges.Berlin | | |
| 17547 | **Gustav Fischer** IronSc<br>(*ex*Birgit,*ex*Medina,*ex*PrinceMohamed Tewfik) 1*Dk*<br>*Mchy.Aft* | 310<br>249<br>167 | | … | | | 1867 | C.Mitchell &Co.<br>Newcastle | EugenSchnaas | 141·4<br>Q28*t*B20*t*F7*t*<br>FK | 22·0 | 11·3 | Stettin<br>German | 2Cy.$26\frac{1}{2}$"–24"<br>NB92 49NHP<br>J.Jamieson&Co.Nwc. | 12 ″ 6 | N |
| 17548<br>NOMD | **Gustav Salling** SteelScSr<br>(*ex*Hollandia,*ex*Henner, *ex*CarlMenzell) 1*Dk&deep framing*<br>*Elec.light* | 1398<br>1088<br>849 | | | | | 1903 | Flensburgr Schiffsb Ges.<br>Flensburg | A/S DetForenede Bugserselskab | 245·6<br>P14'Q58'B112'F27' | 35·6 | 15·3 | Aabenraa<br>Danish<br>*WB* | T.3Cy.15",$23\frac{5}{8}$"&$43\frac{5}{16}$"–$34\frac{7}{16}$"<br>110NH<br>FlensburgerSchiffsb.Ges. | | |
| 17549<br>MTRN | **Gustav Vigeland** SteelScSr<br>(*ex*JosephW.Fordney, *ex*Beaumont,*ex*Mira) 1*Dk*<br>*Mchy.Aft Elec.light* Wireless | 3916<br>3516<br>2381 | | | | | 1901 | C.S.Swan& Hunter,Ld.<br>Newcastle | OlafÖrvigsRederi (O.Örvig,*Mgr.*) | 344·5<br>P72'B24'F32' | 46·0 | 31·0 | Bergen<br>Norwegian<br>*WB* | T.3Cy.$23\frac{1}{2}$",39"&66"–48"<br>302NH<br>WllsndSlpwy.Co.Ld.Nwc. | | CR |
| * 17550<br>5540<br>JTNR | **Gustavsholm** SteelScSr<br>*ss*Got.No.3–7,20<br>(*ex*OscarTrapp,*ex*Marina) 1*Dk*(*ptIrn &ptStl*)*&deep framing*<br>Wireless | 2811<br>2661<br>1702 | ✠100A1<br>~~9,21~~7,20 | Got<br>Skm<br>✠LMC7,20<br>BS9,21 | *u* | CL<br>7,20 | 1907<br>4mo<br>*Lloyd* | R.Stephen-son&Co.Ld.<br>Newcastle<br>*'sA&CP* | Aktb.Svenska AmerikaMexiko Linien(Dan Broström, *Mgr.*)<br>*CellD* | 318·0<br>P30'B94'F30'<br>FK<br>*Ba*102' *uE*20' *f*138' | 46·6 | 20·8 | Gothenbrg<br>Swedish<br>4*BHCem*<br>740*tAPT*95*t* | T.3Cy.23",38"&62"–42" (*s*)<br>160lb *90lb* 262NHP<br>2SB,6*pf*,GS115,HS4140<br>Richardsons,Westgarth& Co.Ld.Sld | 23 ″ 3<br>s 3 ″ 9<br>19 ″ 10 | |
| 17551 | **Gutheil** SteelScLr | 136<br>130<br>66 | | | | | 1908 | C.Lühring<br>Hammel-warden | BrakerHerings-fischereiAkt.Ges. | 95·3<br>Q13' | 21·4 | 8·8 | Brake<br>German<br>*WB* | C.2Cy.$9\frac{5}{8}$"&$17\frac{5}{16}$"–$11\frac{7}{16}$"<br>9NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 17552<br>MTLF | **Guthorm Alsaker** WoodAuxSc<br>*OilEng.* 3MstSr<br>1*Dk*<br>(*See Sailing Ship Register*) | 298<br>246<br>219 | | | | | 1919 | H.Gravdal<br>Opsanger pr.Sande | A/S M/S Guthorm Alsaker(J.Tysland) | 124·4<br>Q23*t*H10*t*F9*t* | 26·4 | 12·2 | Bergen<br>Norwegian | OilEngine,2S.C.SA<br>2Cy.$17\frac{3}{4}$"–$21\frac{3}{5}$" 54NHP<br>Wichmann,M.Haldorsen& Sön,Rubbestadneset | | N |
| 17553 | **Gutierra Zamora** SteelSc<br>Should be "Stad Zwolle," See No. 38373 in Supplement<br>(*ex*StadZwolle)<br>*Elec.light* 1*Dk* | 2117<br>1794<br>1218 | | | | | 1919 | J.Meyer<br>Zaltbommel | M.LaFuente | 281·0 | 41·4 | 19·3 | VeraCruz<br>Mexican<br>*WB* | T.3Cy.$19\frac{7}{10}$",$32\frac{5}{16}$"&$53\frac{3}{16}$"–$36\frac{1}{5}$"<br>170NHP<br>Thyssen&Co.Müelheim | | |
| 17554<br>72799 | **Gutztaff** IronSc<br>1*Dk* | 136<br>119<br>18 | | | | | 1886 | Boyd&Co.<br>Shanghai | P.&O.Stm-Nav.Co. | 105·5 | 19·4 | 9·2 | Shanghai<br>British | C.2Cy.20"&38"–27"<br>65RHP<br>D.Rowan,Glasgow | | |
| 17555<br>MJGB | **Guvernören** SteelSc<br>Wrecked 11,21<br>Wireless (*ex*Imo,*ex*Tampican, *ex*Runic) 2*Dks3trB*<br>*Elec.light* | 5043<br>3405<br>3161 | | … | | | 1889 | Harland& Wolff,Ld.<br>Belfast | A/S Odd (Chr.Christensen, *Mgr.*) | 430·7<br>P41'B30'F48' | 45·2 | 30·3 | Sandefjord<br>Norwegian<br>*WB* | T.3Cy.27",$44\frac{1}{2}$"&74"–60"<br>NB99 424NHP<br>Harland&Wolff,Ld.Bel. | 33 ″ 8 | N |
| * 17556<br>6098<br>KBQR | **Guy** SteelSc<br>1*Dk*(*Stl*)<br>*Welldeck* | 796<br>613<br>426 | ✠100A1<br>3,22 ~~8,20~~ | Mmo<br>Cff<br>✠LMC2,19 | *k* | 3,22 | 1918<br>6mo | E J.Smit& Zoon<br>Hoogezand<br>A&CP | RhederiaktOcean (H.Persson&Co. *Mgrs.*)<br>*Ce* | 193·4<br>Q65'B49'F24'<br>FK<br>*llDB*153'223*t* *FPT* | 31·9 | 12·5 | Lndskrona<br>Swedish<br>4*BHCem*<br>39*tAPT*18*t* | T.3Cy.15",$23\frac{1}{4}$"&$39\frac{3}{8}$"–$23\frac{5}{8}$"<br>185lb (*s*) 106NHP<br>2SB,4*cf*,GS59,HS1937<br>E.J.Smit&ZoonHoogezand | 14 ″ 6<br>s 1 ″ 2<br>13 ″ 7 | |
| 17557<br>136247<br>JKVQ | **Guy Thorne** SteelScK<br>*ss*Hul.No.1–19<br>(*ex*SeawardHo) 1*Dk*<br>*Elec.light* | 331<br>298<br>138 | ✠100A1<br>*StmTrawler*<br>2,22 ~~3,21~~<br>BS8,21 | Hul<br>✠LMC8,19 | | CL<br>9,20 | 1915<br>5mo<br>*Lloyd* | Cook,Wel-t'n&Gemmell Ld. Beverley<br>*'sA&CP* | NewingtonSteam TrawlingCo.Ld. | 137·4<br>Q77'F20'<br>BK8" | 23·7 | 12·7 | Hull<br>British<br>4*BHCem* | T.3Cy.13",$22\frac{3}{4}$"&37"–26"(*s*)<br>200lb 90NHP<br>1SB,3*pf*,GS48,HS1511<br>Amos&Smith,Ld,Hull | 13 ″ 7 | |
| 17558<br>OIQP | **Guyane** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 2917<br>2640<br>2068 | | | | | 1907 | Swan,Hun-ter&Wigham Richardson, Ld Newcastle | Cie.Générale Transatlantique | 325·2<br>P15'B69'F38' | 43·7 | 23·3 | Havre<br>French<br>*WB* | T.3Cy.22",$36\frac{1}{2}$"&60"–42"<br>233NHP<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | | V |
| 17559<br>WJLC | **Gvas** SteelScK<br>(*Whaler*)<br>1*Dk* | 172<br>168<br>62 | | | | | 1911 | Smith's DockCo.Ld.<br>Middlesbro' | A/S Örnen (S.L.Christensen, *Mgr.*) | 110·0 | 20·7 | 12·5 | Sandefjrd<br>Norwegian | T.3Cy.$12\frac{1}{4}$",20"&34"–24"<br>56NHP<br>W.V.V.Lidgerwood,Gls. | | C |
| * 17560<br>4764<br>JQPO | **Gwalia** SteelScSr<br>*ss*Got.No.3–4,19<br>(*ex*Heimdal) 1*Dk*(*Stl*)*&deep framing* | 1258<br>830<br>722 | ✠100A1<br>*ptAwngdk*<br>*withfreeboard*<br>5,22 ~~4,22~~ ~~3,21~~<br>MS2,19 | Bkn<br>Got<br>✠LMC<br>~~BS8,20~~<br>BS9,21 | *n* | CL<br>~~3,21~~<br>4,22 | 1907<br>6mo<br>*Lloyd* | S.P.Austin &Son,Ld.<br>Sunderland<br>*'sA&CP* | Ångf.Aktieb.Göte-borg-Manchester (H.Metcalfe *Mgr.*)<br>*CellDBa*63'*uE&* | 221·5<br>P24'Q61'B124'<br>H53*t*<br>FK<br>B33'*f*88' 320*t* *FPT* | 34·5 | 14·1 | Gothenbrg<br>Swedish<br>4*BHAsp*<br>48*tAPT*50*t* | T.3Cy.17",28"&46"–33" (*s*)<br>180lb *90lb* 141NHP<br>1SB,3*cf*,GS58,HS2305<br>N.E.MarineEng.Co.Ld.Sld | 16 ″ 3<br>s ″ $9\frac{1}{2}$<br>15 ″ 9 | |

| 1 | 2 | 3 | 4 | 5 Détails de la Classification. | 6 | 7 | 7* | 8 Construit. | 9 | 10 | 11 Dimensions d'après la Douane. Superstructures, &c. | | | 12 | 13 | 14 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | Matériaux, Gréement, etc. | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré, Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. | |
| 17561 | **Gwendoline**<br>(exYacht) | SteelSc | 60<br>—<br>29 | 100A–<br>For Towing purposes<br>(Class Contemplated) | | | | 1896 | Crabtree&Co.<br>Gt.Yarmouth | E.Polack | 84·4 | 14·2 | 7·8 | Yarmouth<br>British | C.2Cy.11″&22″-14″<br>Crabtree&Co.GtYarmouth | | |
| 17562<br>142162 | **Gweneth** | SteelScSr<br>2Dks | 2179<br>1944<br>1297 | | | | | 1919 | Nicolas Tsu<br>Shanghai | HaichowS.S.Co.Ld. | 250·3 | 40·3 | 24·0 | Shanghai<br>British | T.3Cy.18¾″,31″&51″-39″<br>Bmade09-fitted19 156NHP<br>Nicolas<br>TsuEng.&S.B.Works,Shi | | V |
| 17563<br>128752 | **Gwenllian** | SteelScK<br>ssDub.No.2-19<br>1Dk | 220<br>193<br>85 | ✠100A1<br>StmTrawler<br>11,19<br>BS1,21 ✠LMC11,19 | Dub | | CL<br>11,19 | 1911<br>5mo<br>Lloyd | Smith's DockCo.Ld.<br>Middlesbro'<br>'sA&CP | NewDocksStm.TrawlingCo.(Fleetwood)Ld.<br>(J.A.Taylor, Mgr) | 114·7<br>Q67′F20′ | 21·6 | 11·8<br>BK7½″ | Fleetwood<br>British<br>3BHCem | T.3Cy.12″,20″&34″-24″ (r)<br>180lb 76RHP<br>1SB,2pf,GS37,HS1266<br>W.V.V.Lidgerwood,Gls. | 12 • 6 | |
| 17564<br>129159<br>HSBL | **Gwennith** | SteelScK<br>(Tug)<br>1Dk | 119<br>102<br>3 | | | | | 1910 | A.Pannivis<br>Alphen-on-Rhine | H.A.Foster | 85·4 | 18·1 | 9·1 | Ottawa<br>British<br>WB | T.3Cy.10¾″,17¾″&29½″-14″<br>50RHP<br>NVMachinefabriek,Bolnes | | |
| 17565<br>128484<br>HNDQ | **Gwladys**<br>Wireless | SteelScSr<br>ssCff.No.3-11,20<br>1Dk(ptIrn&ptStl)2trB<br>&deep framing3Dk rule | 3929<br>3648<br>2530 | ✠100A1<br>1,22 ~~1,20~~<br>~~BS5,20~~ MBS1,22 ✠LMC MS11,20 DBS9,21 | Cff | w | CL<br>11,20 | 1908<br>9mo<br>Lloyd | R.Stephenson&Co.Ld.<br>Newcastle<br>'sA&CP | UniversalStmNav.Co.Ld. (P.Samuel&Co.Ld., Mgrs.)<br>WB= | 340·6<br>P31′B96′F32′<br>CellDBa110′uE&B | 50·5 | 24·7<br>FK | London<br>British<br>6BHCem<br>42′f140′905t | T.3Cy.25″,40″&67″-45″ (r)<br>165lb 100lb 314NHP<br>2SB,6cf,GS113,HS4849<br>Richardsons,Westgarth&Co.Ld.Hpl.<br>APT168t | 27 • 2<br>25 • 0<br>22 • 6 | |
| 17566<br>122855<br>HJBC | **Gwynmead**<br>Turret deck Wireless | SteelSc<br>(exElgin)<br>1Dk | 3835<br>3132<br>2443 | | | | | 1906 | W.Doxford&Sons,Ld.<br>Sunderland | IslesStm.Shipping Co.Ld.(B.J.Sutherland&Co.Ld,Mgrs) | 350·5<br>P31′F31′ | 50·1 | 22·4 | ~~London~~ Newcastle<br>British<br>WB | T.3Cy.25″,41″&66″-45″<br>292NHP<br>W.Doxford&Sons,Ld.Sld. | | V |
| 17567<br>110088<br>RBGD | **Gwynwood**<br>Well deck | SteelScSr<br>ssSld.No.3-9,12<br>ssSld.No.2-20<br>1Dk(Irn)&Web frames<br>Cargo battens not fitted | 1084<br>882<br>674 | ✠100A1<br>5,20<br>✠NB10,15 ✠LMC5,20 | Sld | n | 5,20 | 1899<br>3mo | W.Dobson&Co.<br>Newcastle<br>A&CP WB | WFrance,Fenwick&Co.Ld.<br>=CellDBa48′uE& | 212·5<br>P18′Q44′B46′F24′<br>B27′f100′309tFPT | 35·0 | 13·9<br>FK | London<br>British<br>4BHCem<br>81tAPT26t | T.3Cy.18½″,30″&49″-33″ (r)<br>170lb 100lb 148NHP<br>1SB,4pf,GS62,HS2328 NDB15<br>N.E.MarineCo.Ld.Nwc. | 16 • 5<br>21 • 8<br>15 • 0 | |
| 17568<br>MDGK | **Gyldenlöve I.**<br>Mchy.Aft | SteelScSp<br>(exGyldenlöve)<br>1Dk | 121<br>102<br>52 | | | | | 1907 | Drammens Jernst&M.V.<br>Drammen | A/S Gyldenlöve (G.G.Amundsen, Mgr.) | 90·9<br>H6t | 19·8 | 8·8 | Drammen<br>Norwegian | C.2Cy.9½″&19″-13″<br>13NHP<br>Drammens Jernst.&M.V. | | N |
| 17569<br>MFVN | **Gyldenlöve II.**<br>Mchy.Aft | SteelSc<br>1Dk | 126<br>102<br>60 | | | | | 1910 | MossVærft Bj.&Dyk.Co. | A/S Gyldenlöve (G.G.Amundsen, Mgr.) | 90·8<br>P16tF3t | 19·3 | 8·7 | Drammen<br>Norwegian<br>WB | C.2Cy.9½″&19″-14″<br>11NHP<br>MossJernst.&M.V.Moss | | N |
| 17570<br>5641<br>JVBT | **Gylfe**<br>Mchy.Aft | SteelScSr<br>1Dk | 541<br>406<br>271 | | | | | 1914 | Göteborgs NyaVAktieb<br>Gothenburg | Ångf.Aktieb. Nornan(O. Ahrenberg, Mgr.) | 163·4<br>P23′H49tF50′ | 27·2 | 12·6 | Gothenbrg<br>Swedish<br>WB | T.3Cy.13⅜″,22¼″&37⅜″-23⅜″<br>68NHP<br>GöteborgsNyaVærks.Got. | | V |
| 17571<br>3661<br>NWSD | — | IronPadSr<br>1Dk | 360<br>296<br>196 | | | | | 1874 | Burmeister&Wain<br>Copenhagen | D/S Öresund (C.Paepcke, Mgr.) | 196·7<br>P33tB66′H101t | 23·1 | 10·2 | Copnhagn<br>Danish | C.4Cy.22″&44″-42″<br>209NHP<br>Burmeister&Wain,Cpn. | | |
| 17572<br>4478<br>JPMD | **Gylsboda**<br>Mchy.Aft Elec.light | SteelScSr<br>1Dk | 340<br>244<br>135 | | | | | 1905 | Act.Ges. "Neptun"<br>Rostock | SvenskaGranit-industriAktieb. (C.Fieber) | 131·7<br>Q50′H62tF20′ | 24·9 | 10·4 | Karlshmn<br>Swedish<br>WB | C.2Cy.14$\frac{3}{16}$″&27$\frac{3}{16}$″-19$\frac{11}{16}$″<br>27NHP<br>A.G."Neptun,"Rostock | | |
| 17573<br>137851<br>JQMD | **Gymeric**<br>Elec.light<br>Mchy.Aft<br>Wireless | SteelScSr<br>ssBel.No.1-22<br>2Dks(Stl)&Web frames<br>Longitudinal framing | 6138<br>5743<br>3838 | ✠100A1<br>2,22 ~~4,21~~<br>✠LMC~~8,17~~ 2,22<br>Carrying Petroleum in bulk F.P. above 150° F.<br>Fitted for oil fuel 8,17 | Sou<br>Bel | † | CL<br>~~7,20~~<br>2,22 | 1917<br>8mo<br>Lloyd | Hawthorn,Leslie&Co.Ld<br>Newcastle<br>'sA&CP | BankLine,Ld. (A.Weir&Co. Mgrs.)<br>CellDBuB41′<br>116tDTf46′577t | 420·3<br>P99′B30′F48′<br>FPT83tAPT37t | 54·6 | 32·3<br>FK | London<br>British<br>16BHp′ Cem<br>(9 „ to U dk<br>7 „ „ 2nd „) | T.3Cy.27″,45″&74″-48″ (r)<br>180lb 536NHP<br>3SB,9cf,HS7983 FD<br>Hwthrn,Leslie&CoLdNwc | 32 • 8<br>27 • 0<br>26 • 0 | |
| 17574<br>93376 | **Gyne**<br>Elec.light | SteelTwinScLr | 297<br>297<br>181 | | | | | 1887 | W.Denny&Bros.<br>Dumbarton | Irrawaddy Flotilla Co.Ld. | 165·3 | 27·2 | 9·2 | Glasgow<br>British | C.2Cy.21½″&38″-24″<br>42RHP<br>Denny&Co.Dumbarton | | |
| 17575<br>120863<br>HCTL | **Gyp**<br>(exKylestrome, exBallochmyle)<br>Wireless | SteelScSr<br>ssBkn.No.3-3,16<br>ssCff.No.1-20<br>1Dk(ptIrn&ptStl)2trB<br>&deep framing3Dk rule<br>Cargo battens not fitted | 3338<br>3108<br>2116 | ✠100A1<br>~~9,21~~ ~~2,21~~ 3,22<br>~~BS3,21~~ ✠LMC5,20<br>BS3,22 | Cff<br>~~Shl~~ Nwc | v | CL<br>~~2,21~~<br>~~7,21~~<br>3,22 | 1905<br>6mo<br>Lloyd | Craig,Taylor&Co.<br>Stockton<br>'sA&CP | PrestonStm.Nav.Co.Ld.(Becker&Co.Ld. Mgrs.)<br>WB=CellDBa10 | 340·0<br>P30′B94′F33′<br>4′uE&B38′f150′74 | 47·8 | 23·7<br>FK | London<br>British<br>6BHCem<br>8t FPT133t | T.3Cy.24″,40″&65″-45″ (r)<br>180lb 100lb NDB22 308NHP<br>2SB,6cf,GS140,HS4750<br>Richardsons,Westgarth&Co.Ld.Mdb<br>APT136t | 26 • 0<br>24 • 9<br>21 • 7 | |
| 17576<br>203583<br>KVQH | **Gypsum King**<br>Sub.Sig. | SteelScSr<br>(Tug)<br>1Dk | 581<br>—<br>331 | | | | | 1906 | BurleeD.D.Co. Port Richmnd.NY | J.B.KingTransportationCo. | 151·9 | 29·6 | 18·2 | NewYork<br>Utd.States | T.3Cy.17″,27″&45″-36″<br>122NHP | | R |
| 17577<br>OIRM | **Gyptis**<br>(exKingArthur. exSilvia) Well deck | SteelScSr<br>1Dk&Web frames | 1194<br>—<br>725 | | | … | | 1891 | Irvine&Co<br>WHartlepool | Ch.Scholl | 231·5<br>P27′Q61′B96′F30′ | 32·5 | 13·4<br>BK8″ | Bordeaux<br>French<br>WB | T.3Cy.16½″,26″&44″-33″<br>109NHP<br>Cen.Mar.Eng.Wks.W.Hpl. | 16 • 0 | |

⁂ Additional Ships are inserted in the Supplement at the end of the Register.

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N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17578<br>NCGS | **H. A. Hansen** SteelSc<br>1*Dk* | 1247<br>948<br>718 | | | | | 1920 | P.Ph.<br>Stuhr'sMsk&<br>SkbsAalborg | D/S A/S Thurö<br>(H.A.Hansen *Mgr*) | 238·7<br>P26'Q71'B99'F30' | 36·2 | 13·4 | Thurö<br>Danish<br>*WB* | T.3Cy.16½",25"&42½"-30"<br>99NHP<br>Akties.Frichs,Aarhus | | |
| 17579 | **H. A. Nolze** SteelScSr<br>1*Dk& Web frames* | 687<br>622<br>410 | | | | | 1893 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | Dampfschiffahrts<br>Ges.Neptun | 179·0<br>Q115' B46' F19' | 27·0 | 20·4 | Bremen<br>German<br>*WB* | T.3Cy.14",21½"&37"-24"<br>67NHP<br>FlensburgerSchiffsb.Ges. | | |
| 17580<br>138767 | **H. A. Walker** WoodScSr<br>(*Drifter*)<br>1*Dk* | 105<br>101<br>62 | | | | | 1917 | DavieS.B.<br>&Repg.Co.Ld<br>Lauzon,P.Q. | J.B.Patten | 81·0 | 19·5 | 10·5 | SJhns NFL<br>British | C.2Cy.12"&24"-16"<br>Goldie& 24RHP<br>McCulloughCo.Ld.Ont. | | |
| 17581<br>115056 | **H. B. Christian** CompScSr<br>1*Dk* | 106<br>97<br>13 | | | | | 1902 | Hawthorns<br>&Co.Ld.<br>Leith | UnionGovt.of S.<br>Africa(S.African<br>Railways&Harbours<br>Dept.P.El.) | 85·4 | 18·8 | 9·8 | P.Elizabth<br>British | C.2Cy.15"&31"-20"<br>56RHP<br>Hawthorns&Co.Ld.Lth. | | |
| 17582<br>206030 | **H. B. Kennedy** SteelSc<br>*Fitted for oil fuel*<br>2*Dks& Promenade dk& Hurricane dk* | 499<br>—<br>216 | | | | | 1909 | Willamette<br>Irn&StlWks<br>Portland,Or. | PagetSoundNav.<br>Co. | 179·2 | 28·1 | 11·3 | P.Twnsnd<br>Utd.States | T.4Cy.17",28"&(2)34"-24"<br>113NHP<br>WillametteIron&Stl.Wks. | | |
| 17583<br>216542<br>LMDC | **H. B. Lovejoy** WoodSc<br>*Elec.light Mchy.Aft* 1*Dk2trB* | 1067<br>—<br>768 | | | | | 1918 | Ballard<br>S.B.Co.<br>Seattle,Wash | Northwestern<br>ShippingCorp. | 202·0<br>P31'F36' | 40·1 | 16·2 | S'ttleWsh.<br>Utd.States | C.2Cy.18"&38"-30"<br>66NHP<br>UnionIronWorks,S.Fo. | | V |
| 17584<br>96477 | **H. B. Plant** SteelPad<br>*Elec.light* 1*Dk* | 189<br>—<br>70 | | | | | 1900 | Merrill-<br>Stevens E.Co.<br>Jacksonville | AtlanticLand&<br>ImprovementCo. | 125·5 | 21·7 | 7·4 | TampaFla.<br>Utd.States<br>*WB* | 1Cy.24"-60"<br>34NHP<br>Merrill-StevensEng.Co. | | |
| 17585<br>136772<br>KPMJ | **H. C. Cadmus** SteelSc<br>Wireless (*Tug*)<br>(*ex*JohnScully,*ex*Echo) 2*Dks* | 413<br>—<br>209 | | | | | 1899 | J.H.Dia-<br>logue&Son<br>Camden,N.J. | NeptuneLine,Inc. | 136·0 | 26·1 | 15·5 | NewYork<br>Utd.States | T.3Cy.16½",24"&41"-30"<br>92NHP<br>J.H.Dialogue&Sn,Camden | | |
| 17586<br>MFRQ | **H. C. Flood** SteelSc4MstSr<br>*Elec.light* Wireless 1*Dk2trB* | 1907<br>1678<br>1136 | | | | | 1917 | Bergens<br>Mek.Værks<br>Bergen | D/S A/S H.C.Flood<br>(K.Knutsen) | 266·9<br>P26'B67'F23' | 42·1 | 18·0 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.19½",30"&52"-36"<br>162NHP<br>BergensMekVærksBergen | | N |
| 17587<br>214615<br>LGNV | **H. C. Folger** SteelScSr<br>ssBos.No.1-21<br>*Elec.light* 2*Dks*(*Stl*)*& Web frames*<br>*Mchy.Aft Longitudinal framing*<br>Wireless | 7086<br>6444<br>4389<br>MS6,21 | ✠100A1<br>~~6,21~~ ~~5,20~~3,22<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel*12,16<br>*F.P. above* 150° F.<br>BS11,20 ✠LMC~~12,16~~ | NYk<br>~~Bos~~ | *b*† | CL<br>3,22<br>✠NE6,21 | 1916<br>12mo | UnionIron<br>WorksCo.<br>SanFrancisco<br>A&CP | AtlanticRefining<br>Co.Inc.<br>*CellDBuE&*<br>*B*64'197*tDT*56'10 | 435·0<br>P134'B50'F42'<br>38*tFPT*97*tAPT*74*t* | 56·0 | 32·0<br>FK | Phildlphia<br>Utd.States<br>15*BHptAsp*<br>10 ,, *toUdk*<br>5 ,, ,,*2nd*,, | 2SteamTurbines geared to<br>1Sc.Shaft 220lb (*s*)672NHP<br>3SB,9*cf*,GS165,HS8325 FD<br>DeLavalSteamTurbine<br>Co.Ld.TrentonN.J | 33 ″ 6<br>s7 ″ 10½<br>26 ″ 0 | |
| 17588<br>LBPN | **H. C. Hansen** WoodAuxTwinSc<br>*OilEng.* 5MstSr<br>*Elec.light* ptGIB 1*Dk2trB*<br>*Mchy.Aft Salted* Hardwood treenails<br>(*See Sailing Ship Register*) | 1660<br>1439<br>1331 | ✠12 A1<br>11,20 | Hul<br>LMC6,20 | *q* | N11,20 | 1917<br>5mo | Seaborn<br>S.B.Co.<br>Tacoma, Wsh<br>A&CP | A/SPorsgrunds<br>Motor&Seil(H.C.<br>Hansen&V.Holm,<br>*Mgrs.*) | 240·8<br>P42'F49' | 45·0 | 19·3 | Porsgrund<br>Norwegian | Oil Engines 2S.C.SA<br>8Cy.14$\frac{3}{16}$"-15¾" 137NHP<br>DB *160lb* NE(s)6,20<br>SkandiaPacificOilEng.Co.<br>Oakland,Cal. | 22 ″ 2<br>s 4 ″ 6 | |
| 17589<br>NJBK | **H. C. Örsted** IronScSr<br>*CableVessel*<br>Wireless | 716<br>544<br>353 | | | | | 1872 | Burmeister<br>&Wain<br>Copenhagen | A/S DetStore<br>NordiskeTelegraf<br>Selskab | 182·3<br>P94' F28' | 28·2 | 15·5 | Copnhagn<br>Danish<br>*WB* | C.4Cy.21"&44"-30"<br>NE04 176NHP<br>Burmeister&Wain,Cpn | | V |
| 17590<br>132439 | **H. C. Pigott** SteelScCtr<br>(*HopperBarge*)<br>1*Dk* | 495<br>460<br>200 | | | ... | | 1912 | Fleming&<br>Ferguson,Ld<br>Paisley | Melb'rneHarbour<br>TrustCommisionrs | 160·0 | 28·1 | 12·6<br>FK | Melbourne<br>British | C.2Cy.18"&36"-24"<br>54RHP<br>Fleming&Fergusn,Ld.Psy. | 13 ″ 3 | |
| 17591<br>126376<br>KDMB | **H. C. Rowe & Co.** WoodScSr<br>(*ex*Rosalie,*ex*City<br>of Bridgeport) 1*Dk&light dk* | 500<br>—<br>340 | | | | | 1886 | Bayles& Sn<br>Pt.Jefferson,<br>L.I. | H.GordonRowe | 144·8 | 28·4 | 10·0 | Nw. Haven<br>Conn.<br>Utd.States | C.2Cy.20"&34"-26"<br>49NHP<br>Neafie&Levy,Philadelphia | | |
| 17592 | **H. E. Stroud** SteelScK<br>ssAbn.No.1-20<br>1*Dk* | 214<br>211<br>79 | ✠100A1<br>*StmTrawler*<br>11,21 ~~8,20~~ | Abn<br>✠LMC8,20<br>BS10,21 | | CL<br>8,20 | 1915<br>4mo<br>*Lloyd's A&CP* | A.Hall&<br>Co.Ld.<br>Aberdeen | H.E.Stroud | 115·4 | 22·6 | 12·0<br>BK7½"<br>*WB*= | Aberdeen<br>British<br>3*BHCem*<br>*DTf*7'12*t* | T.3Cy.12",20"&34"-23" (*s*)<br>180lb 69RHP<br>1SB,3*pf*,GS44,HS1230<br>A.Hall&Co.Ld.Aberdeen | 13 ″ 0 | |
| 17593<br>141472 | **H. F. Bronson** CompTwinSc<br>1*Dk* | 199<br>138<br>35 | | | | | 1919 | Montreal<br>Transptn.Co.<br>Ld.Kingston,<br>Ont. | ~~MontrealTransportationCo.Ld.~~<br>CanadaSteamship<br>Lines,Ld. | 99·5 | 20·6 | 10·0 | Montreal<br>British<br>*WB* | C.2Cy.13½"&26"-20"<br>Selby& 57RHP<br>Yeldon,Kingston,Ont. | | |
| 17594<br>95803<br>KCMV | **H. F. Dimock** IronScSr<br>Sub.Sig. Wireless 2*Dks& Spar dk* | 2626<br>—<br>1786 | | | | | 1884 | W.Cramp<br>&Sons<br>Philadelphia | DimonLinc.Inc. | 271·8 | 41·6 | 19·2<br>29·9 | Boston<br>Utd.States<br>*WB* | C.2Cy.36"&68"-54"<br>283NHP<br>W.Cramp&Sons,Phl. | | |
| 17595<br>219017<br>LTDV | **H. F. Morse** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk& Shelter dk& Web frames*<br>Wireless *Longitudinal framing* | 6054<br>5559<br>3715 | | | ... | | 1919 | Virginia<br>S.B.Corp.<br>Alexandria,<br>Va. | UnitedStates<br>TransportCo.Inc. | 402·6<br>P34'F38'*onShelter dk* | 53·2 | 32·0<br>FK | NewYork<br>Utd.States<br>*WB* | T3Cy.24½",41½"&72"-48"<br>580NHP<br>Allis-ChalmersCo.<br>Hamilton,Ont. | 34 ″ 6 | R |
| 17596<br>143506<br>KFRG | **H. H. Asquith** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*)*&*<br>*Shelter dk*(*Stl*) | 5626<br>5298<br>3478 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~6,21~~ ~~10,20~~<br>2,22 | Rot<br>~~Hul~~ Cf<br>✠LMC6,20 | *y* | CL | 1920<br>6mo<br>*Lloyd's A&CP* | RopnerSB<br>&RepairngCo<br>(Stocktn)Ld.<br>Stockton | Williams &Mordey<br>*CellDB*341'1099*t* | 390·0<br>P34'F36' *on*<br>*Shelter dk*<br>*FPT*135*t APT*166*t* | 52·5 | 32·6<br>FK<br>*Collision* | Cardiff<br>British<br>*Cem*<br>*BH to Sh dk*<br>5 ,, ,, *U* ,, | T.3Cy.26",43"&71"-48" (*s*)<br>180lb 475NHP<br>3SB&1AuxSB,12*cf*,GS228,<br>HS8647<br>Blair&Co.Ld.Stockton | 35 ″ 3<br>s9 ″ 8½<br>25 ″ 11 | |
| 17597 | **H. H. Meier** SteelSc<br>(*Trawler*)<br>1*Dk* | 237<br>208<br>94 | | | | | 1906 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | Hochseefischerei<br>BremerhavenAkt.<br>Ges. | 127·0<br>F20' | 22·4 | 11·6 | Brmrhavn<br>German<br>*WB* | T.3Cy.11⅝",18¾"&30"-22"<br>42NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 17598<br>220605<br>MBKW | **H. H. Porter** SteelSc<br>*Elec.light Mchy.Aft* 1*Dk* | 8262<br>—<br>6436 | | | | | 1920 | American<br>S.B.Co.<br>Lorain,O. | AmericanS.B.Co. | 580·0 | 60·2 | 27·8 | Lorain,O.<br>Utd.States<br>*WB* | T.3Cy.24½",41"&65"-42"<br>274NHP<br>AmericanS.B.Co.Lorain,O. | | |
| 17599<br>214066<br>LGBH | **H. H. Rogers** SteelTwinSc3MstSr<br>ssBal.No.1-20<br>*Elec.light* 2*Dks*(*Stl*) *Shelter dk*(*Stl*)<br>*Mchy.Aft & Web frames*<br>Sub.Sig. Wireless *Longitudinal framing* | 10050<br>9825<br>7716 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~4,21~~ ~~7,20~~1,22<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 5,16<br>*F.P. above* 150° F. | Bal<br>NYk<br>✠LMC7,20 | *f*† | CL<br>~~S9,19~~<br>~~PN9,19~~<br>1,22 | 1916<br>5mo | NwprtNws<br>S.B.&D.D.Co.<br>Newprt News<br>A&CP | StandardOilCo.<br>(NewJersey)<br>*CellDBuE&B*57'184*t* | 500·0 | 68·0 | 35·5<br>FK | NewYork<br>Utd.States<br>19*BHCem*<br>15 ,, *to Udk*<br>4 ,, ,, *2nd*,,<br>*f*17'71*tDTf* | T.6Cy.20½",35"&60"-42" (*s*)<br>200lb *180lb* 628NHP<br>3SB,12*cf*,GS213,HS8700 FD<br>NewportNewsSB&DD.Co<br>54'673*tFPT*243*tAPT*127*t* | 38 ″ 3<br>s 11 ″ 5<br>27 ″ 3 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17600 | **H. Hohnholz** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 228<br>202<br>86 | | | | | 1920 | Schiffb.Ges<br>Unterweser<br>m.b.H. Lehe | Hochseefischerei<br>BremerhavenA.G. | 127·2<br>Q72'F18' | 23·9 | 9·3 | Brmrhavn<br>German<br>*WB* | T.3Cy.12⅝",20½"&33"–22½"<br>Ottensener 52NHP<br>Mch.G.m.b.H.Altona | |
| 17601<br><br>LBCG | **H. K. Waage** SteelSc<br>(*ex*IbukiMaru)<br>*Elec.light* Wireless | 2019<br>1824<br>1166 | | | | | 1919 | Harima<br>Dockyard<br>Harima | D/S A/S Fold<br>(M.Clausen, *Mgr.*) | 269·9<br>P46*t*H82*t*F42*t* | 39·2 | 21·6 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.18",30"&49"–39"<br>150NHP<br>KobeSteelWorks,Kobe | |
| * 17602<br>216456<br>LKV | **H. M. Flagler** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Mchy.Aft* &*Webframes*<br>Sub.Sig. *Longitudinal framing* | 8208<br>8017<br>6183 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~1,22~~ ~~3,21~~ 2,22 ✠LMC7,18<br>*CarryingPetr*<br>*Fitted for oil* | NYk<br><br><br><br>*oleum*<br>*fuel* 7, | *c*†<br><br><br><br>*in*<br>18 | CL<br>3,21<br><br><br>*bulk*<br>*F.P. a* | 1918<br>7mo<br><br><br><br>*bove* 1 | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews<br>A&CP<br>*CellDBa*17'<br>50° F. | StandardOilCo.<br>(NewJersey)<br><br><br>*uE*&*B*69'*f* 50' 452*t* | 461·6<br><br><br><br>*FPT*173*t* | 60·0<br><br><br><br>*APT*100*t* | 27·7<br><br>FK | Bayonne<br>Utd.States<br>18*BHptCem*<br>(3*BHtoS dk*<br>11 „ „ *U* „<br>4 „ „2*nd*„ | Q.4Cy.24",35",51"&75"–51"<br>220lb *180lb* (*s*) 533NHP<br>3SB,*9cf*,GS177,HS7035 FD<br>NewportNewsSB&DD.Co.<br><br>) | 37 ·<br>· 11 ·<br>26 · |
| 17603 | **H. M. Storey** SteelTwinSc<br>*Fitted for oil fuel*<br>*Elec.light* *Carrying Petroleum in bulk*<br>*Mchy.Aft* *Longitudinal framing*<br>2*Dks*&*Shelter dk* | 10600 | | | | | 1921 | Bethlehem<br>S.B.Corp.Ld.<br>Alameda,Cal. | StandardOilCo. | 500·0 | 68·0 | 37·7 | S.Frncisco<br>Utd. States<br>*WB* | T.6Cy.24",39"&65"–42"<br>548NHP<br>BethlehemS.B.Corp.Ld. | |
| 17604<br>96039<br>KHOD | **H. M. Whitney** IronScSr<br>2*Dks*&*Awngdk*<br>*Elec.light* Sub.Sig. Wireless | 2654<br>—<br>1642 | | | | | 1890 | W.Cramp<br>&SonsCo.<br>Philadelphia | WhitneyS.S.Corp. | 271·8 | 43·0 | 19·2<br>29·0 | NewYork<br>Utd. States<br>*WB* | T.3Cy.29",45"&74"–48"<br>NB05 379NHP<br>Wm.Cramp&SonsCo.Phl. | |
| 17605<br>203980 | **H. P. McIntosh** SteelScSr<br>*Mchy.Aft* *Elec.light* 1*Dk* | 6294<br>—<br>4910 | | | | | 1907 | WestBay<br>CityS.B.Co<br>W.BayCity | WilsonTransitCo. | 520·0 | 54·0 | 26·2 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.22½",36"&60"–42"<br>233NHP<br>DetroitS.B.Co.Detroit | |
| 17606<br>109729 | **H.P.&H.C.No.4** SteelTwinSc<br>*ss*Hpl.No.3–9,15<br>*ss*Hpl.No.1–20<br>1*Dk*(*Stl*) | 402<br>357<br>179 | ✠ A1<br>*Hopper Barge*<br>4,21<br>BS2,21 ✠LMC2,20 | Hpl | *e* | P4,21<br>S2,20 | 1906<br>5mo<br><br>*Lloyd* | JTEltring-<br>ham&Co.<br>S.Shields<br>'*sA*&*CP* | HartlepoolPort&<br>HarbourCommis-<br>sion | 127·0 | 29·1 | 11·4<br><br>FK | Hartlpool<br>British<br>4*BHCem* | C.4Cy.15"&32"–22" (*s*)<br>180lb 90RHP<br>1SB,*3cf*,GS52,HS1938<br>Hepple&Co.Ld.S.Shields | 12 · |
| 17607<br>137108 | **H.P.&H.C.No.5** SteelSc<br>*ss*Hpl.No.1–20<br>1*Dk*(*Stl*) | 540<br>514<br>226 | ✠100A1<br>*HopperBarge*<br>4,21 ✠LMC1,20 | Hpl | *h* | 1,20 | 1915<br>12mo<br><br><br>*Lloyd* | Jos.T.El-<br>tringham&<br>Co.Ld.Wil-<br>lingtonQuay<br>'*sA*&*CP* | HartlepoolPort&<br>HarbourCommis-<br>sion<br><br>*WB*= | 160·2<br><br><br>*DTf*13' | 30·0 | 13·4<br><br>FK | Hartlpool<br>British<br>4*BHCem*<br>62*tAPT*31*t* | T.3Cy.15",24½"&41"–27" (*s*)<br>180lb 113NHP<br>1SB.*3cf*,GS61,HS1999<br>J.T.Eltringham&Co.Ld. | 14 · |
| 17608<br><br>NMKG | **H. Pontoppidan** SteelScSr<br>*ss*Cpn.No.1–21 *ss*Cpn.No.3–6.16<br>(*ex*Olympic) 1*Dk*(*ptIrn*&*ptStl*)<br>Wireless &*deepframing* | 2235<br>2081<br>1360 | ✠100A1<br>~~5,21~~ ~~6,19~~ 4,22<br>~~BS8,20~~ ✠LMC6,16<br>~~MC[illegible]21~~ | Els<br>Cpn | *t*<br>5,21 | CL<br>N5,21 | 1903<br>8mo<br>*Lloyd* | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool<br>'*sA*&*CP* | Dpkselsk.Vendila<br>(Svendsen&<br>Christensen*Mgrs*)<br><br>*WB*= | 300·3<br>P21'B182'F34'<br><br><br>*Cell DBa* 96' *uE*&*B* | 45·1 | 18·1<br><br>FK | Copnhagn<br>Danish<br>5*BHCem*<br><br>34'*f*126'668*t* | T.3Cy.22",35"&59"–39" (*s*)<br>160lb *90lb* 223NHP<br>2SB,*6cf*,GS85,HS3431<br>Richardsons,Westgarth&<br>*APT*70*t* Co.Ld.Hpl | 20 ·<br>· 2 ·<br>18 · |
| 17609<br>218334<br>LRQJ | **H. R. Humphreys** WoodSc<br>*OilEng.*<br>1*Dk* | 219<br>—<br>115 | | | | | 1919 | Hum-<br>phrey's<br>Rlys.Inc.<br>Weems,Va. | Bellows&Squires<br>Co.Inc. | 126·1 | 20·7 | 9·7 | Reedville<br>Utd.States | Oil Engine<br>4Cy.14"–18" 62NHP | |
| 17610<br><br>MDNB | **H. S. Everett** SteelSc<br>(*ex*SailingShipJ.W.Wendt)<br>2*Dks* | 1805 | | | | | 1890 | J.Lange<br>Vegesack | Philippine<br>VegetableOilCo. | 244·1 | 39·4 | 23·0 | Manila<br>Utd. States | NE&B21 | |
| 17611<br>6088<br>KBPV | **H. Uner** SteelSc<br>(*ex*Vettern,*ex*Signe)<br>*Elec.light* Wireless 1*Dk* | 2339<br>2070<br>1537 | | | | | 1917 | NV.Boele's<br>Sch.Mschfbk<br>Bolnes | Rob.Göhle&E.<br>Beckman(R.Göhle,<br>*Mgr.*) | 292·0<br>P45'B86'F31' | 44·0 | 19·9 | Nrrköping<br>Swedish<br>*WB* | T.3Cy.22",37"&60"–39"<br>225NHP<br>Boele'sSch.&Mch.Bolnes | |
| * 17612<br><br>NPCJ | **H. V. Fisker** SteelScSr<br>*ss*Els.2ndNo 3–10,16<br>(*ex*Oaklands) *ss*Bry.No.1–20<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 1749<br>1432<br>1101 | ✠100A1<br>~~[illegible] 11,20 10,21~~ 2,22<br>✠LMC<br>MS7,20 BS11,20 | Cff<br>~~[illegible]~~ Bmn | *r* | ~~N7,20~~<br>10,21 | 1890<br>11mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | D/S A/S Atalanta<br>(M.Nissen,*Mgr.*)<br><br>*WB*= | 270·0<br>P29'Q72'B116'F31'<br><br>*DBa* 84' *f*104' 442*t* | 37·0 | 18·3<br><br>FK | Copnhagn<br>Danish<br>4*BHCem*<br>*APT*22*t* | T3Cy.20⅛",31⅝"&53"–36" (*s*)<br>160lb *100lb* NDB12 168NHP<br>2SB,*4cf*,GS65,HS2500<br>Cen.Mar.Eng.Wrks.WHpl | 20 ·<br>· 1 ·<br>19 · |
| 17613 | **H. & B. Rly. Dredger No. 4**<br>SteelSc<br>*ss*Hul.No.1–20<br>1*Dk*(*Stl*) | 336<br>318<br>133 | ✠100A1<br>*HopperBarge*<br>5,20 ✠LMC5,20<br>BS7,21 | Hul | *e* | CL<br>5,20 | 1914<br>10mo<br><br>*Lloyd* | Gebr.<br>Jonkers<br>Kinderdijk<br>'*sA*&*CP* | Hull&Barnsley<br>RailwayCo.<br><br>*WB*= | 125·0 | 28·6 | 11·8<br><br>FK | Hull<br>British<br>4*BHCem*<br>*FPT*90*t* | T.3Cy.13",18"&31"–21" (*s*)<br>180lb<br>1SB,*2pf*,GS37,HS1210<br>Earle'sCo.Ld.Hull | 12 · |
| 17614<br>143967<br>KGNP | **Haabet** SteelAuxSc3MstSr<br>*OilEng.*<br>(*ex*Gideon) 1*Dk*<br>(*See Sailing Ship Register*) | 394<br>340<br>293 | | | | | 1918 | J.Th.Wil-<br>mink&Co.<br>Gideon | JobBros.&Co.Ld. | 144·6<br>P29'F14' | 26·3 | 11·6 | SJhnsNFL<br>British | Oil Engines 2S.C.<br>2Cy.15⅗"–16⁷⁄₁₀" 36NHP<br>N.V.Steywal-Motorenfab.<br>Overschie | |
| 17615<br>67810 | **Haakon** IronPadSp<br>(*ex*GooleNo.1) | 110<br>110<br>20 | | | | | 1874 | J.Softley&<br>Co.<br>S.Shields | RidleyStm.TugCo.<br>Ld. (R.Ridley,<br>*Mgr.*) | 96·6 | 18·4 | 9·4 | Goole<br>British | L.2Cy.25⅝"–46"<br>40RHP<br>Hepple&Co.S.Shields | |
| 17616<br><br>JSMD | **Haakon Adalstein** IronScSr<br>2*Dks*&*Awngdk* | 710<br>681<br>430 | | | | | 1873 | Mitchell<br>&Co.<br>Newcastle | Nordenfjeldske<br>Dampskibsselskab | 180·2<br>H29*t* | 26·4 | 16·7<br>21·2 | Trondhjm<br>Norwegian<br>*WB* | T.3Cy.16½",26"&44"–30"<br>NE&B02 106NHP<br>TrondhjemsM.V.Dronth. | |
| 17617<br><br>JSPG | **Haakon Jarl** SteelScSr<br>2*Dks*&*Awngdk* | 899<br>843<br>548 | | | | | 1879 | MotalaCo.<br>Gothenburg | Nordenfjeldske<br>Dampskibsselskab | 197·3<br>H30*t*<br>len91 | 27·1 | 21·5 | Trondhjm<br>Norwegian<br>*WB* | T.3Cy.17",29"&47"–33"<br>NE&B06 127NHP<br>AkersMek.Værksted,Xia. | |
| 17618<br><br>MDGT | **Haakon VII.** SteelScSr<br>Wireless 1*Dk*&*Spar dk* | 1347<br>1258<br>831 | | | | | 1906 | Trondhjms<br>Mek.Værks.<br>Trondhjem | Nordenfjeldske<br>Dampskibsselskab | 250·3 | 33·2 | 21·6 | Trondhjm<br>Norwegian<br>*WB* | T.3Cy.22",35"&61"–36"<br>223NHP<br>TrondhjemsM.V.Trndhjm | |
| 17619<br><br>JTMH | **Haalogaland** SteelScSr<br>1*Dk* | 222<br>194<br>89 | | | | | 1891 | Fredrikstd<br>Mek Værkstd<br>Fredrikstad | Haalogalands<br>Dampskibsselsk. | 120·0<br>H8*t* | 19·0 | 12·9 | Harstad<br>Norwegian<br>*WB* | T.3Cy.12¼",19½"&31"–24"<br>47NHP<br>FredrikstadMekVærksted | |
| 17620 | **Haarlem** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 3689<br>3272<br>2291 | ✠100A1<br>~~8,21~~ ~~4,21~~ 5,22<br>✠LMC1,20<br>*Fitted for oil* | Ams<br>Ham<br><br>*fuel* 1, | *w*<br><br><br>20 | CL<br>5,22<br><br>*F.P. a* | 1920<br>1mo<br><br>*Lloyd*<br>*bove* 1 | Rotterdam<br>Droogd.Maat<br>Rotterdam<br>'*sA*&*CP*<br>50° F. | Koninkl.Nederl.<br>Stoomb.Maats.<br><br><br>*C* | 361·4<br>P25'B214'F36'<br><br><br>*ellDB*309'929*tFPT* | 49·8 | 22·0<br><br>FK | Amstrdam<br>Dutch<br>6*BHCem*<br><br>85*tAPT*127*t* | T 3Cy.25",40"&68"–45" (*s*)<br>180lb 386NHP<br>3SB,*9cf*,GS157,HS5297 FD<br>Rotterdam Droogd.Maats. | 24 · 6<br>s3 · 2<br>21 · |

| 1<br>No. in Book. Official No. Code Letters. | 2<br>Steamer's Name. Late Name if any. Special Surveys. | 3<br>Material, Rig, &c. No. of Decks, &c. | 4<br>Regist'd Tonnage Gross. Under deck. Net. | 5<br>Particulars of Classification Character. ✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built When. Ship. Engines | 9<br>By Whom. Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12<br>Port of Registry. Flag. | 13<br>Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17621 | **Haarlem**<br>(exBiene) | SteelSc<br>1Dk | 110<br>99<br>65 | | | | | 1895 | ……………<br>Alblasser-dam | L.deGroot | 115·6<br>Q28' | 17·8 | 6·4 | Zaandam<br>Dutch | C.D.2Cy.11⅜"&19$\frac{5}{16}$"–14$\frac{1}{16}$"<br>NoordNeder- NB08 12NHP<br>landMasch.Winschoten | | |
| 17622<br>HDTM | **Habana**<br>Elec.light | SteelScSr<br>Fitted for oil fuel<br>1Dk | 1501<br>1342<br>862 | | | | | 1906 | W.Hamil-ton&Co.Ld.<br>PortGlasgow | Empresa Naviera deCuba, S.A. | 235·0<br>P20'B165'F50' | 35·2 | 15·5 | Havana<br>Cuban | T.3Cy.19",32"&52"–36"<br>162NHP<br>Muir&Houston,Ld.Gls. | | C |
| 17623 | —<br>(exCrusader) | SteelScK<br>ssBcl.No.3–1,16<br>1Dk | 259<br>234<br>93 | ✠ —<br>8,19<br>StmTrawler<br>✠ | Bcl | | | 1904<br>1mo | Cook,Wel-t'n&Gemmell<br>Hull | Russian Government | 130·0<br>Q54' | 22·2 | 12·0<br>BK7" | Russian<br>4BHCem | T.3Cy.13",22"&37"–24"<br>82NHP<br>1SB,2cf,GS36,HS1330<br>C.D.Holmes&Co.Hull | 12″10 | |
| 17624 | **Habicht** | SteelScSr<br>1Dk | 157<br>131<br>65 | | | | | 1897 | Schiffsw(v.J&Sch.)A.G.<br>Hamburg | Ver.Flensbrg-Ekensundr&Sonder-burgerDampfs.G. | 120·8<br>Q46'B29'F13' | 20·1 | 9·8 | Flensburg<br>German<br>WB | C.2Cy.13¼"&25"–18"<br>NB11 22NHP<br>Schwft.(v.J&Sch)AGHam | | |
| 17625 | **Habsburg**<br>Now named "Teutonia," See No. 39594 in Supplement<br>Elec.light Sub.Sig. Wireless | SteelSc<br>2Dks | 6437<br>4787<br>4076 | | | | | 1906 | Bremer Vulkan<br>Vegesack | TheShippingCon-troller(Thos.Dun-lop&Sons,*Mgrs.*) | 409·8<br>P&B260'F48' | 52·8 | 28·0 | British<br>WB | Q.4Cy.24",34½",50⅜"&72⅞"–53⅞"<br>387NHP<br>Bremer Vulkan,Vegesack | | |
| 17626<br>16019<br>MFNL | **Hachiro Maru**<br>(exSultan,exVirginia) | SteelScSr<br>2Dks3trB | 2805<br>2328<br>1770 | | | | | 1891 | Blohm&Voss<br>Hamburg | NaguchiKisen KabushikiKaisha | 324·2<br>P&B202'F51' | 40·0 | 23·5 | Setoda<br>Japanese<br>WB | T.3Cy.25⅝",40⅛"&66"–42"<br>282NHP<br>Blohm&Voss,Hamburg | | |
| 17627<br>116764 | **Haddington**<br>Now named "Maplehill," See No. 38489 in Supplement<br>Elec.light | SteelSc<br>1Dk | 1603<br>1403<br>1010 | | | | | 1904 | BertramE.WorksCo.Ld.<br>Toronto | CanadaSteamship Lines,Ld. | 256·0 | 42·6 | 15·0 | Toronto<br>British<br>WB | T.3Cy.15",25"&42"–30"<br>87RHP<br>BertramE.W.Co.Ld.Trnto. | | |
| 17628<br>218631<br>LSFK | **Haddon**<br>Wireless<br>Elec.light<br>Sub.Sig. | SteelSc<br>Fitted for oil fuel<br>1Dk2ndtrB in fore& after holds&Web frames | 3545<br>3005<br>2174 | | | … | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | Newark<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric&Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 17629<br>220152 | **Haddon Heights**<br>Elec.light | SteelSc<br>Screws fore&aft (Ferry)<br>1Dk | 773<br>430<br>525 | | | | | 1920 | Pusey&JonesCo.<br>WlmngtnDel | TheReadingCo. | 158·9 | 35·1 | 14·8 | Wilmngtn Del.<br>Utd.States | C.4Cy.(2)16"&(2)32"–24"<br>84NHP<br>Pusey&JonesCo.Wmn,Del | | |
| * 17630 | **Haderslev**<br>Elec.light | SteelSc<br>1Dk(Stl) | ~~2115~~ 2101<br>~~1840~~ 1842<br>~~1236~~ 1205 | ✠100A1<br>3,22 ~~9.21~~<br>~~(ClassContem-plated)~~<br>✠LMC9,21 | Gls<br>Ham | s | CL | 1921<br>9mo | Yarrow&Co.Ld.<br>~~Scotstoun~~ Gls<br>Lloyd's A&CP | Nord-Östersö Akties.Rederiet. (A.Krohn,*Mgr.*) | 286·0<br>P27'B166'F31'<br>CellDBa86'uE18'f124'565t FPT | 43·4 | 18·7<br>FK | Copnhagn<br>Danish<br>5BHCem<br>8tAPT87t | T.3Cy.20½",33"&54"–36"(s)<br>180lb 208NHP<br>2SB,6cf,GS102,HS3452<br>Yarrow&Co.Ld.~~Scotstoun~~ Gls. | 21 ″ 0<br>s 2 ″ 1½<br>19 ″ 3 | |
| 17631<br>219063<br>LTCV | **Hadnot**<br>Wireless Sub.Sig.<br>Elec.light<br>Mchy.Aft | SteelSc<br>Fitted for oil fuel<br>2Dks<br>CarryingPetroleum in bulk | 6414<br>—<br>4609 | | | | | 1919 | Bethlehem S.B.Corp.Ld<br>Quincy,Mass. | UnitedStates ShippingBoard | 416·9<br>P91'B38'F33' | 56·2 | 31·0 | Boston<br>Utd.States<br>WB | T.3Cy.26½",44"&74"–51"<br>391NHP<br>BethlehemS.B.Corp.Ld. | | R |
| 17632<br>JTDL | **Hadsel** | Iron&SteelScSr<br>1Dk&Awngdk | 330<br>293<br>185 | | | | | 1892 | Trond-hjems M.V.<br>Trondhjem | Vesteraalens Dampskibsselskab | 129·2<br>H36t | 20·7 | 15·7 | Stkmrkns<br>Norwegian | T.3Cy.12",20"&32"–21"<br>47NHP<br>TrondhjemsMek.Verksted | | |
| 17633 | **Hae-an**<br>(exKungYi, exHae-an,exShingking) | IronScSr<br>2Dks | *1344*<br>*1033*<br>*837* | | | | | 1873 | A&J Inglis<br>Glasgow | ChinaMerchants' Stm.Nav.Co. | 244·0 | 33·0 | 18·2 | Shanghai<br>Chinese | T.3Cy.20",32"&52"–39"<br>169NHP<br>Lees,Anderson&Co.,Gls. | | |
| 17634<br>MTWF | **Hafnia** | SteelScSr<br>1Dk | 1315<br>1140<br>739 | | | | | 1920 | Verschure&Co'sScheep-swerf&Mach.Fabriek<br>Amsterdam | A/SD/SHafnia (WilliamHansen) | 239·2<br>P25'Q60' | 36·7 | 15·9 | Bergen<br>Norwegian | T.3Cy.17½",28$\frac{9}{10}$"&46$\frac{1}{10}$"–36"<br>127NHP<br>Verschure&Co'sScheeps-werf,Amsterdam | | N |
| 17635<br>5979<br>KBJS | **Hafsörnen**<br>(exWalwynsCastle) | IronScK<br>(Trawler)<br>1Dk | 152<br>139<br>58 | | | … | | 1898 | Cook,Wel-t'n&Gemmell<br>Hull | Trawl.A/BFisk-måsen (J.N.Sanne *Mgr.*) | 105·2<br>Q20' | 20·7 | 11·0<br>BK7½" | Uddevalla<br>Swedish | T.3Cy.12¼",19½"&32"–22½"<br>NB05 53NHP<br>C.D.Holmes&Co.Hull | 11″10 | |
| * 17636<br>5127<br>JRVS | **Hafsten**<br>ssGot.3rdNo.3-12,21 ~~ssNpt.2ndNo.3–1,09~~<br>(exAlassio)<br>Well deck | IronScSr<br>~~ssGot.No.2–17~~<br>1Dk(Irn)&Web frames | 1192<br>923<br>668 | ✠100A1<br>12,21 ~~5,20~~<br>~~BS5,20~~ ✠LMC~~9,17~~<br>12,21 | Got | n | 5,20 | 1883<br>9mo | Strand SlipwayCo.<br>Sunderland<br>A&CP | Aktieb.J.N.Sanne (J.N.Sanne,*Mgr.*) | 224·8<br>Q81'B46'F27'<br>WB=DBa57'f90' | 34·3 | 15·9<br>FK | Uddevalla<br>Swedish<br>4BHCem<br>338tAPT20t | C.2Cy.26½"&52"–36" (a)<br>80lb 80lb NDB02 135NHP<br>1SB,3pf,GS57<br>N.E.MarineEng.Co.Nwc. | 17 ″ 4<br>s 1 ″ 5<br>16 ″ 2 | |
| * 17637<br>6032<br>KBLS | **Haga** | SteelScSr<br>1Dk(Stl)<br>Cargo battens not fitted | 1296<br>1157<br>748 | ✠100A–<br>9,21 ~~8,20~~<br>✠LMC9,18 | Dnk<br>Hbg | p | 8,20 | 1918<br>8mo | Sölvesb'rgs Skeppsvarf<br>Sölvesborg | E.Banck | 242·7<br>P19'B59'F25'<br>CellDB201' 368t FPT | 36·2 | 16·0<br>FK | Hlsngborg<br>Swedish<br>4BHCem<br>46tAPT40t | T.3Cy.17½",29"&48"–30" (s)<br>200lb 159NHP<br>2SB,4cf,GS66,HS2624<br>SölvesborgsSkeppsvarf | 18 ″ 6<br>s 2 ″ 4<br>16 ″ 5 | |
| 17638<br>219287<br>LTVM | **Hagan**<br>Wireless<br>Elec.light<br>Mchy.Aft Sub.Sig. | SteelSc<br>Fitted for oil fuel<br>Carrying oil in bulk<br>2Dks | 6414<br>—<br>4609 | | | | | 1919 | Bethlehem S.B.Corp.Ld.<br>Quincy,Mass. | UnitedStates ShippingBoard | 416·9<br>P92'B39'F33' | 56·2 | 31·0 | Boston<br>Utd.States<br>WB | T.3Cy.26½",44"&74"–51"<br>391NHP<br>BethlehemS.B.Corp.Ld.Quincy,Mass. | | R |
| 17639 | **Hagen**<br>Elec.light | SteelSc<br>2Dks | 6900 | | | | | 1921 | Vulcan-Werke<br>Hamburg | Deutsch-Austral. Dmpfsch.Ges. | 450·0<br>P&B371' | 58·0 | 27·0 | Hamburg<br>German | T.3Cy.31½",52$\frac{1}{16}$"&84"–59$\frac{1}{10}$"<br>544NHP<br>Vulcan-Werke,Hamburg | | |
| 17640 | —<br>Elec.light<br>Wireless<br>Now named "Ægæon," See No. 36231 in Supplement | SteelScSr<br>ssHam.No.1–11<br>2Dks(Stl)&deepframing<br>Lower dk in Nos.1&3holds | *4210*<br>*3933*<br>*2625* | ✠<br>12,15<br>✠ | Ham | y | | 1906<br>11mo | Flensburgr Schiffsb.Ges.<br>Flensburg | Greek Government<br>*Mgrs.*) | 389·6<br>P&B315'F50'<br>WB=Cell DBa122' uE&B42' | 51·0 | 25·2<br>FK | Greek<br>7BHCem<br>f175'1040t | T.3Cy.27¾",46¼"&76"–48"<br>472NHP<br>3SB,9cf,GS147,HS6225 FD<br>FlensburgerSchiffsb.Ges. | 27 ″ 9 | |
| 17641 | —<br>Mchy.Aft | SteelScLr<br>1Dk | 137<br>129<br>70 | | | | | 1909 | J.Frerichs &Co.A.G.<br>Einswarden | "Visurgis" Heringsfischerei Akt.Ges. | 91·0<br>Q21' | 21·4 | 9·9 | Nordenhm<br>German | C.2Cy.9$\frac{1}{16}$"&16$\frac{17}{32}$"–12$\frac{19}{32}$"<br>J.Frerichs 7NHP<br>&Co.A.G.Osterholz | | |
| 17642<br>5851<br>JVSQ | **Hagfors** | SteelScSr<br>1Dk | 332<br>271<br>217 | | | | | 1916 | Eriksbergs M.V.Aktieb.<br>Gothenburg | UddeholmsAktieb. (A.Herlenius, *Mgr.*) | 102·8<br>P33'F14'H8t | 22·4 | 11·5 | Uddeholm<br>Swedish<br>WB | C.2Cy.11¼"&24¾"–16½"<br>21NHP<br>EriksbergsM V.AktiebGot | | V |
| 17643 | **Hagno**<br>Wireless<br>Elec.light | SteelSc<br>1Dk | 3530<br>3263<br>2132 | | | | | 1919 | Rotterdam Droogd.Mat.<br>Rotterdam | Maats."Zeevaart" (W.C.Hudig&J.C. Veder,*Mgrs.*) | 359·0<br>P31'B214'F36' | 49·7 | 24·5 | Rottrdam<br>Dutch<br>WB | T.3Cy.25",41"&68"–45"<br>310NHP<br>RotterdamDroogd.Maats. | | V |

| 1<br>Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17644<br>219418<br>LVFB | **Hagood** **SteelScSr**<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>Wireless *Longitudinal framing* | 6972<br>—<br>4293 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>Sparrows'<br>Point,Md. | **UnitedStates**<br>**ShippingBoard** | 435·6<br>P122'B50'F45' | 56·2 | 31·7 | **Baltimore**<br>Utd.States<br>*WB* | T.3Cy.27",47"&78"–48"<br>422NHP<br>BethlehemS.B.Corp.Ld. | |
| 17645 | **Hagoromo Maru** **SteelSc**<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 235 | | | | | 1920 | Ishikawaji-<br>maS.B.&E.Co<br>Ld. Tokio | **YunitsuShokuhin**<br>**&Co.Ld.** | 123·0 | 22·4 | 12·9 | **Tokio**<br>Japanese | T.3Cy.12",22"&36"–24"<br>635NHP<br>IshikawajimaS.B.&E.Co. | |
| ❋ 17646<br>26273<br>RVTB | **Hague Maru** **SteelSc**<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5813<br>5149<br>3591 | ✠100A1<br>~~5,21~~ ~~10,20~~ 2,21<br>✠LMC~~2,20~~<br>5,21 | Sba<br>~~Os~~ Kob | z | CL<br>5,21 | 1920<br>2mo | OsakaIron<br>Works,Ld.<br>Innoshima<br>A&CP | **OsakaShosen**<br>**KabushikiKaisha**<br>*CellDB*358'980*t* | 407·2<br>P40'B137'F46'<br>*DTa*27'767*tFPT*10 | 50·8 | 32·5<br>FK | **Osaka**<br>Japanese<br>7*BHCem*<br>6*tAPT*26*t* | T.3Cy.26½",44½"&74½"–51"<br>200lb (s) 559NHP<br>3SB,*9cf*,GS188,HS7988 FD<br>OsakaIronWorks,Ld. | 32 · 7<br>· 6 · 10<br>26 · 1 |
| 17647<br><br>OISD | **Haguenau** **WoodTwinSc**<br>*Mchy.Aft* 1*Dk*<br>*Elec.light* | 1159<br>835<br>689 | | | | | 1919 | DavieS.B.<br>&Repg.Co.<br>Lauzon,P.Q. | **FrenchGovern-**<br>**ment** | 196·2<br>P98'F28' | 41·0 | 15·2 | **Havre**<br>French | C.4Cy.12"&24"–16"<br>38NHP<br>TidewaterShipbuilders,<br>Ld.ThreeRivers,P.Q. | |
| 17648<br>219890<br>LWHG | **Hahatonka** **SteelScSr**<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>Wireless *Longitudinal framing* | 6972<br>—<br>4293 | | | | | 1920 | Bethlehem<br>S.B.Corp.Ld.<br>Sparrows'<br>Point,Md. | **UnitedStates**<br>**ShippingBoard** | 435·6<br>P122'B50'F45' | 52·2 | 31·7 | **Baltimore**<br>Utd.States | T.3Cy.27",47"&78"–48"<br>422NHP<br>BethlehemS.B.Corp.Ld<br>Sparrows'Point,Md. | |
| 17649<br>220242<br>LWSR | **Hahira** **SteelScSr**<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec light* *2Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>Wireless *Longitudinal framing* | 7235<br>—<br>4475 | | | | | 1920 | Bethlehem<br>S.B.Corp.Ld.<br>Sparrows'<br>Point,Md. | **UnitedStates**<br>**ShippingBoard** | 435·5<br>P122'B50'F45' | 56·2 | 33·5 | **Baltimore**<br>Utd.States | T.3Cy.27",47"&78"–48"<br>421NHP<br>BethlehemS.B.Corp.Ld.<br>Sparrows'Point,Md. | |
| 17650 | **Hai** **SteelScSr**<br>(*Trawler*)<br>*Elec.light* | 231<br>214<br>89 | | | | | 1915 | J.H.N.<br>Wichhorst<br>Hamburg | **H.Fock** | 119·5 | 23·9 | 13·1 | **Hamburg**<br>German<br>*WB* | T.3Cy.13⅜",20 1/10"&32 3/10"–<br>22½" 49NHP<br>J.H.N.Wickhorst,Ham. | |
| 17651<br><br>MFGR | — **SteelScSr**<br>(*Trawier*)<br>1*Dk* | 112<br>104<br>40 | | | | | 1908 | Aalesund<br>Mek.Værks.<br>Aalesund | **PederGodö** | 93·8 | 19·7 | 9·1 | **Aalesund**<br>Norwegian | C.2Cy.10⅝"&23"–18"<br>18NHP<br>AalesundMek.Værks. | |
| 17652<br>101726<br>PRTD | **Hai Hong** **SteelTwinScSr**<br>(*ex*Moura, 2*Dks*<br>*ex*NorthLyell) | 2067<br>1773<br>1270 | | | | | 1899 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | **DouglasS.S.Co.Ld.** | 300·0 | 40·6 | 20·1 | **HongKong**<br>British<br>*WB* | T.8Cy.(2)17"(2)27½"&(4)<br>31"–30" 210NHP<br>WighmRichrdsn&Co.Nwc | |
| 17653<br>123878 | **Hai Nam** **WoodScSr**<br>1*Dk* | 274<br>232<br>126 | | | | | 1903 | ..................<br>HongKong | **Syed Hussin bin**<br>**Gholand al**<br>**Bokharee** | 144·0<br>B41'F19' | 22·1 | 11·4 | **Singapore**<br>British | C.2Cy.14"&28"–18"<br>33RHP | |
| 17654<br>107029<br>PVND | **Haiching** **SteelScSr**<br>*Elec.light* 1*Dk*&*Spardk*3*trB* | 2080<br>1875<br>1267 | | | ... | | 1898 | DJ.Dunlop<br>&Co.<br>Pt.Glasgow | **DouglasS.S.Co.Ld.** | 280·9<br>P62'B70'F50' | 38·2 | 16·9<br>23·9<br>BK8" | **HongKong**<br>British<br>*WB* | T.3Cy.22",35"&57"–39"<br>239NHP<br>D.J.Dunlop&Co.P.Gl. | 25 · 0 |
| 17655<br>687<br>KHAC | **Haidamak** **SteelScSr**<br>(*IceBreaker*)<br>2*Dks* | 828<br>—<br>182 | | | | | 1898 | Howaldts-<br>werke<br>Kiel | **RussianGovern-**<br>**ment** | 188·0 | 42·0 | 19·0 | **Nicolaieff**<br>Russian<br>*WB* | T.3Cy.22",35"&57"–39½"<br>205NHP<br>Howaldtswerke,Kiel | |
| 17656 | **Haidar Pacha** **SteelPad**<br>(*ex*Number161)<br>1*Dk* | 285<br>*220*<br>*121* | | | | | 1894 | Gourlay<br>Bros.&Co.<br>Dundee | **Administr.deNav.**<br>**àVap.Ottomane** | 180·0 | 23·1 | 8·0 | **Constanpl**<br>Turkish | C.2Cy.22"&42"–48"<br>102NHP<br>GourlayBros.&Co.Dun. | |
| 17657<br>14370<br>KHMQ | **Haig Rose** **SteelSc4Mst**<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 1117<br>801<br>608 | ✠100A1<br>12,20<br>✠LMC12,20 | Gls | *m* | CL | 1920<br>12mo<br>*Lloyd* | J Fullerton<br>&Co.<br>Paisley<br>'*sA&CP* | **R.Hughes&Co.**<br>*CellDB* | 220·2<br>Q108'B15'F28'<br>*f*136' 215*t* *FPT*80*t* | 34·2 | 13·1<br>FK | **Liverpool**<br>British<br>3*BHCem*<br>*APT*34*t* | T.3Cy.16",26"&44"–33" (s)<br>180lb 96RHP<br>2SB,*4pf*,GS78,HS2550<br>W.Beardmore&Co.Ld.Gls. | 15 · 6<br>s1 · 3½<br>14 · 6 |
| ❋ 17658<br>123964<br>HQSL | **Haigtown** **SteelScSr**<br>*ss*Shl.No.2–19<br>(*ex*Dailwen,*ex*Mozart) 1*Dk*(*Stl*)<br>Wireless | 4427<br>4129<br>2750 | ✠100A1<br>5,21 ~~9,19~~<br>✠LMC9,19<br>BS5,21 | Shl<br>Cff | *x* | CL,<br>~~4,19~~<br>5,21 | 1910<br>3mo<br>*Lloyd* | Bartram&<br>Sons<br>Sunderland<br>'*sA&CP* | **TownLine(Lon-**<br>**don)Ld (Harrison,**<br>**Sons&Co.** *Mgrs.*)<br>*CellDBa*131'*uE*21'*f* | 375·0<br>P33'B113'F38'<br>164' 1183*t* *FPT*106*t* | 52·0 | 25·5<br>FK | **London**<br>British<br>6*BHCem*<br>*APT*145*t* | T.3Cy.26",42"&71"–48" (r)<br>180lb 404NHP<br>3SB,*pf*,GS166,HS6568<br>J.Dickinson&Sons,Ld.Sld. | 27 · 11<br>s5 · 2<br>23 · 1 |
| 17659<br>132642<br>HTVK | **Hailoong** **SteelTwinScSr**<br>(*ex*Morialta)<br>*Elec.light* ~~*Ref.Mchy.*~~ 1*Dk* | 1929<br>1628<br>1108 | | | | | 1911 | D&WHen-<br>dersn&Co.Ld.<br>Glasgow | **DouglasS.S.Co.**<br>**Ld.** | 240·0<br>P&B162'F42' | 40·3 | 22·1 | **HongKong**<br>British | T.6Cy.16",27"&43"–33"<br>212NHP<br>D&WHendersn&Co.LdGls | |
| 17660<br>98787<br>NWDF | **Hailsham** **SteelScSr**<br>*ss*Nwc.2ndNo.3–12,19<br>(*ex*Skinningrove) 1*Dk*(*Irn*)<br>*Well deck* *Cargo battens not fitted* | 516<br>369<br>217 | ✠100A1<br>5,20<br>✠LMC12,19<br>BS3,21 | Mch | *g* | N5,20 | 1895<br>7mo | JLThomp-<br>son&Sons,Ld<br>Sunderland<br>A&CP | **JohnHarrison,Ld.** | 155·0<br>P16'Q84'F19'<br>*DBa*38'46*tFPT* | 26·8 | 11·7<br>FK | **London**<br>British<br>4*BHCem*<br>81*tAPT*22*t* | T.3Cy.13",21"&34"–24" (s)<br>160lb *80lb* NDB12 60RHP<br>1SB,*2pf*,GS36,HS1085<br>J.Dickinson,Sunderland | 12 · 3<br>s · 7½<br>11 · 10 |
| 17661 | **Hailstorm** **WoodSc**<br>1*Dk*<br>9&12yrs.Mat. | 98<br>97<br>43 | ✠ 11A1<br>*For Fishing purposes*<br>6,21 ~~10,20~~<br>✠LMC9,20 | ~~Yar~~Shl | | CL<br>~~9,20~~<br>6,21 | 1918<br>9mo<br>*Lloyd* | S.Richards<br>&Co.Ld.<br>Lowestoft<br>'*sA&CP* | ~~**TheAdmiralty**~~<br>A.E.Harris | 87·3 | 19·8 | 9·7 | Yarmouth<br>British | T3Cy.9½",15½"&"26"–18"(s)<br>180lb 43NHP<br>1SB,*2pf*, GS36,HS814<br>S.Richards&Co.,Ld.,<br>Lowestoft | |
| ❋ 17662<br>14[illegible]<br>KJBD | **Haim Mazza** **SteelSc**<br>Now named "Zion," *See No.* 40078 *in Supplement*<br>(*ex*Minoru) 3*Dks*(*StlUpt*–ws)<br>*Elec.light* | 1399<br>[illegible]<br>873 | ✠ A1<br>*For Government Service*<br>8,19<br>✠LMC8,19 | Nwc | | CL | 1919<br>8mo<br>*Lloyd* | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld Newcastle<br>'*sA&CP* | **M.Mazza**<br>*CellDBuB* | 258·0<br>20'21*tDT*8'24*tFPT* | 34·8 | ~~23·5~~<br>23·7<br>FK | S'thamptn<br>British<br>8*BHptCem*<br>36*tAPT*22*t* | T4Cy.20½",33"&(2)37"–30"<br>180lb (s) 337NHP<br>2SB,*8cf*,GS156,HS6072 FD<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 24 · 6<br>s10 · 9<br>14 · 1 |
| 17663<br>[illegible]<br>KOLQ | **Haimon** **SteelScSr**<br>Now named "Quebec City," *See No.* 39030 *in Supplement*<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | 4936<br>[illegible]<br>3134 | ✠<br>*Shelter dk*<br>*with freeboard*<br>3,16<br>✠ | Rot | *z* | | 1911<br>2mo | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | **St.JustS.S.Co.Ld.**<br>(**W.R.Smith&**<br>**Sons,** *Mgrs.*)<br>*WB*= | 402·3<br>*CellDBa*131' *uE*20' | 54·0 | 26·7<br>FK | **London**<br>British<br>7*BHCem*<br>*f*185'1119*t* | T.3Cy.28⅝",47¼"&78"–54"<br>580NHP<br>3SB,*9cf*,GS189,HS8106 FD<br>FlensburgerSchiffsb.Ges. | 29 · 0 |
| 17664<br>95869<br>VJPW | **Hai-mun** **SteelScSr**<br>*Elec.light* 2*Dks* | 1316<br>1055<br>641 | | | ... | | 1896 | W.Hamil-<br>ton&Co.<br>PortGlasgow | **PoShunS.S.Co.Ld.** | 239·7<br>B60'F50'<br>*ptPromenade dk*80' | 35·6 | 17·8<br>BK6" | **HongKong**<br>British<br>*WB* | T.3Cy.22",35"&55"–36"<br>214NHP<br>Hutson&Son,Glasgow | 19 · 0 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>No. & Dia. of Cylinders … Boiler Pressure. NHP= … power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>… draught.<br>ft. in. | Ref. … class … Dated |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17665 | **Hainan** SteelScSr<br>1Dk&Awng dk | 270<br>—<br>130 | | | | | 1898 | A.Dubigeon<br>Nantes | MessageriesFluvialesdeCochinchine | 159·4<br>H7' | 23·2 | 8·5 | Saïgon<br>French | T.3Cy.11¾",19½"&31½"-20½"<br>45NHP<br>Brissonneau fils&Lotz,Nts. | | V |
| 17666<br>OISK | **Hai-phong** SteelSc<br>2Dks | 1493<br>—<br>874 | | | | | 1885 | Messgeries Maritimes<br>LaCiotat | MessageriesMaritimes | 278·5<br>H133t | 33·1 | 22·4 | Marseilles<br>French | C.2Cy.31½"&56¾"-48¾"<br>NB93 176NHP<br>MessageriesMar.LaCiotat | | V |
| 17667<br>88844<br>SLRO | **Haitan** SteelScBn<br>2Dks3trB | 1856<br>1657<br>1183 | | | … | | 1887 | R.Dixon&Co.<br>Middlesbro' | ManWingS.S.Co.Ld. | 275·0<br>B36'F56' | 35·0 | 24·0<br>BK10" | HongKong<br>British<br>WB | T.3Cy.21",42"&67"-42"<br>291NHP<br>T.Richardson&Sons,Hpl. | 26 ″ 1 | |
| 17668<br>OISM | **Haïti** SteelTwinScSr<br>Elec.light Wireless 5Dks | 6178<br>—<br>3712 | | | | | 1913 | Atel.&Ch.deProvence<br>PortdeBouc | Cie.GénéraleTransatlantique | 410·1<br>F45' | 51·2 | 29·1 | Havre<br>French | T.6Cy.22",34¼"&56¾"-39⅜"<br>400NHP<br>Atel.&Ch.deProvence,Msl. | | V |
| 17669<br>127001<br>VJPS | **Haiyang** SteelScSr<br>Elec.light 1Dk&Spar dk(Stl-teak s) 3trB | 2289<br>2033<br>1363 | ✠<br>Spar dk<br>7,10 ✠ | HKg | t | | 1908<br>9mo | D.J.Dunlop&Co.<br>PortGlasgow | DouglasS.S.Co.Ld.<br>WB=CellDBa84'u | 300·5<br>B71'F48'<br>E20'f124'390tFPT | 38·1 | 15·1<br>22·6<br>FK&BK1¼" | HongKong<br>British<br>5BHCem<br>45tAPT24t | T.3Cy.21½",35"&57"-39"<br>247NHP<br>2SB,6cf,GS120,HS4176<br>D.J.Dunlop&Co.Pt.Gls. | 25 ″ 0 | |
| 17670<br>5036<br>JRPH | **Hajen** IronScSr<br>(Trawler)<br>(exCuxhaven) 1Dk | 156<br>148<br>45 | | | | | 1891 | Act.Ges. "Neptun"<br>Rostock | A.Odenberg | 105·6<br>H8t | 20·7 | 10·5 | Smögen<br>Swedish | C.2Cy.17¾"&33½"-20"<br>42NHP<br>A.G."Neptun,"Rostock | | |
| 17671<br>83891<br>JMRK | **Håkan** IronScSr<br>Now named "Ferndene," See No. 37874 in Supplement<br>ssGot.2ndNo.3-4,04<br>(exMarieFleurie) ssGot.No.1-08<br>Well deck 1Dk(Irn) | 499<br>371<br>271 | ✠<br>✠NB6,00 ✠ | Gls | h | | 1880<br>7mo | J.T.Eltringham<br>SouthShields | ~~Wilson&Reid~~<br>A.McKay<br>(E.R.Newbigin Mgr.) | 166·0<br>Q84'B17'F22'<br>WB=DBa38' | 25·2 | 12·9<br>BK7" | London<br>British<br>3BHCem<br>59tFPT23t | C.2Cy.19"&40"-30"<br>NDB00 74RHP<br>1SB,3pf,GS46,HS1292<br>J.P.Rennoldson,S.Shields | 13 ″ 4 | |
| 17672<br>1661<br>HLBF | **Hakata Maru** StlTwinSc4MstSr<br>ssYka.2ndNo.3-4,21 ~~ssYka.No.3-4,09~~<br>Elec.light Wireless ~~ssYka.No.2-16~~<br>2Dks(Stl-Uteak s)&deepframing | 5977<br>5390<br>3599 | ✠100A1<br>4,21 ~~8,20~~<br>✠LMC~~2,20~~ 4,21 | Kob<br>Yka | a† | CL<br>~~P 2,20~~<br>SN8,20<br>P4,21 | 1897<br>2mo<br>Lloyd's A&CP | D&WHenderson&Co.<br>Glasgow | NipponYusenKabushikiKaisha<br>WB=Cell DBa125'u<br>E&B55'f190'1151t | 445·0<br>P36'B97'F57'<br>MT25' 441t FPT | 49·4 | 30·5<br>FK&BK1½" | Tokio<br>Japanese<br>8BHCem<br>110tAPT37t | T.6Cy.20",33½"&56"-48" (s)<br>200lb 550NHP<br>2D&2SB,18cf,GS300HS9157<br>D.&W.Henderson&Co.,Gls | 33 ″ 6 | |
| 17673<br>13407<br>LNCP | **Hakata Maru No. 1** SteelScSr<br>1Dk | 465<br>—<br>267 | | | | | 1910 | OsakaIronWorks<br>Osaka | OdagiriChuji | 109·1 | 21·2 | 10·8 | Kumihama<br>Japanese | T.3Cy.11½",19"&32"-22"<br>48NHP<br>OsakaIronWorks | | |
| 17674 | — SteelSc<br>(Trawler)<br>Elec.light 1Dk | 250 | | | | | 1920 | MatsuoIronWorks&Dkyd.<br>Nagasaki | HakataTrawlCo.Ld. | 123·0<br>Q77'F22' | 22·5 | 12·7 | Hakata<br>Japanese<br>WB | T.3Cy.13",22"&36"-27"<br>67NHP<br>MatsuoIronWorks&Dkyd.Nagasaki | | |
| 17675 | **Hakata-Maru No. 2** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 250 | | | | | 1920 | MatsuoIronWorks&Dkyd.<br>Nagasaki | HakataTrawlCo.Ld. | 123·0<br>Q77'F22' | 22·5 | 12·7 | Hakata<br>Japanese<br>WB | T.3Cy.13",22"&36"-27"<br>67NHP<br>MatsuoIronWorks&Dkyd.Nagasaki | | |
| 17676<br>15210<br>LWPM | **Hakata Maru No. 11** SteelScSr<br>(exHantaMaruNo.2) 1Dk | 477<br>—<br>268 | | | | | 1912 | Osaka Iron Works<br>Osaka | TanedaTokuhiko | 163·0<br>Q58'F21' | 23·0 | 16·5<br>WB | Nishinomiya<br>Japanese | T.3Cy.11½",19"&32"-22"<br>48NHP<br>OsakaIronWorks | | |
| 17677<br>26015<br>RQWF | **Hakodate Maru** SteelSc<br>Elec.light Wireless 2Dks(Stl) | 5285<br>4826<br>3254 | ✠100A1<br>7,21 ~~11,20~~<br>✠LMC11,20 | Yka | z | 11,20 | 1919<br>9mo<br>A&CP | Mitsubish ZosenKaisha,Ld.<br>Kobe | NipponYusenKabushikiKaisha<br>CellD | 400·0<br>P38'B121'F40'<br>B350'996tFPT132t | 54·5 | 30·0<br>FK | Tokio<br>Japanese<br>6BHCem<br>APT89t | T.3Cy.26½",43"&72"-48"(s)<br>180lb 510NHP<br>3SB,9cf,GS183,HS7618 FD<br>MitsubishiZosenKaishaLd | 30 ″ 0<br>s5 ″ 8½<br>24 ″ 8 | |
| 17678<br>22734<br>NVTP | — SteelScSr<br>1Dk | 1131<br>986<br>783 | | | | | 1918 | Hakodate Dockyd.Co.<br>Hakodate | K.Inukami | 215·0<br>B49'F29' | 31·5 | 18·5 | Hakodate<br>Japanese<br>WB | T.3Cy.13½",22½"&37½"-28"<br>74NHP<br>TakedaTekkoSho,Osaka | | |
| 17679 | **Hakone Maru** SteelTwinSc<br>Elec.light 2Dks(Stl-Uws)<br>Ref.Mchy. 3rddk(Stl)inNos.1,3&4holds | ~~10120~~<br>10423<br>8392<br>6300 | ✠100A1<br>11,21<br>~~(ClassContemplated)~~<br>✠Lloyd'sRMC10,21 ✠LMC11,21 | Nag | f† | CL | 1921<br>11mo<br>Lloyd's A&CP | Mitsubishi ZosenKaisha,Ld.<br>Nagasaki | NipponYusenKabushikiKaisha<br>Cell DB416'1877tTanks at sides of tnls 6'90tFPT | 495·0<br>~~P97'B150'F55'~~<br>P94'B186'F56' | 62·0 | 37·0<br>FK | Tokio<br>Japanese<br>9BHCem<br>168tAPT110t | 4 Steam Turbines geared to2Sc.Shfts 200lb (s) 1510NHP<br>7SB,21cf,GS448,HS18027 FD<br>MitsubishiZosenKaisha,Ld | 37 ″ 0<br>s9 ″ 5½<br>28 ″ 3 | |
| 17680<br>23837<br>RFTN | **Hakozaki Maru** SteelSc<br>Stranded & sunk 3,21 | 972<br>—<br>552 | | | | | 1918 | …………… | KitaNipponKisenKabushikiKaisha | 190·0 | 31·0 | 18·5 | Amagasaki<br>Japanese | | | |
| 17681<br>3863<br>HWDV | **Hakuai Maru** SteelScSr<br>ssYka.No.2-06<br>2Dks&Spar dk(Stl-teak s)<br>Elec.light | 2630<br>2484<br>1316 | ✠<br>Spar dk<br>11,06 ✠ | Yka | t | | 1898<br>12mo | Lobnitz&Co.Ld.<br>Renfrew<br>WB | NipponYusenKabushikiKaisha<br>=Cell DBa 90'uE | 312·0<br>B8'<br>&B90'f88'468tFPT | 39·2 | 18·7<br>26·2<br>BK10" | Tokio<br>Japanese<br>5BHCem<br>20tAPT14t | T.3Cy.25",42"&67"-48"<br>374NHP<br>2DB,12cf,GS233,HS6300<br>Lobnitz&Co.Ld.Renfrew | 29 ″ 6 | |
| 17682<br>17376<br>MPOG | **Hakusan Maru** SteelScSr<br>1Dk | 184<br>—<br>101 | | | | | 1914 | G.Namura<br>Osaka | GoshiKaishaSatoShokai | 110·6<br>F14' | 18·8 | 11·0<br>WB | Yoichi<br>Japanese | T.3Cy.9",15"&24½"-18"<br>23NHP<br>A.Yorita,Osaka | | |
| 17683<br>21621<br>NQGR | **Hakusan Maru No. 16** Wood AuxScSr | 243<br>—<br>166 | | | | | 1917 | …………… | MorikawaMatsunosuke | 94·2 | 27·2 | 11·7 | Higashino<br>Japanese | | | |
| 17684<br>20805<br>NKSQ | **Hakushika Maru** SteelTwinScSr<br>Elec.light 2Dks(Stl)&<br>Wireless Shelter dk(Stl-ws) | 8151<br>7734<br>5037 | ✠100A1<br>Shelter dk withfreeboard<br>6,21 ~~5,20~~<br>✠LMC~~6,20~~ 6,21 | Kob<br>Yka | c† | CL<br>6,20 | 1917<br>10mo<br>A&CP | AsanoS.B.Co.Ld.<br>Tsurumi | TatsuumaKisenKabushikiKaisha<br>CellDB | 445·0<br>389' 1318t FPT82t | 58·0 | 40·0<br>FK | Kobe<br>Japanese<br>7BH<br>APT32t | T.6Cy.22",36½"&61"-48" (s)<br>200lb 703NHP<br>4SB,12cf,GS233,HS9835 FD<br>IshikawajmaSB&ECTokio | 40 ″ 1<br>s12 ″ 1½<br>28 ″ 7 | |
| 17685<br>106<br>QBLC | **Hakushin Maru** SteelScSr<br>ssKobNo.1-19<br>1Dk(Stl)2nd dk(Stl)inNo.2hold only<br>Mchy.Aft Elec.light Cruiser Stern | 1482<br>1161<br>826 | ✠100A1<br>6,19<br>✠LMC6,19<br>BS9,21 | Kob | p | 6.19 | 1914<br>5mo<br>Lloyd's A&CP | MitsuBishi Dkyd&EWks<br>Kobe<br>WB | DairenKisenKabushikiKaisha<br>=CellDBuE&B35' | 253·9<br>P58'B15'F27'<br>f165' 587tFPT197t | 38·3 | 15·0<br>FK | Dairen<br>Japanese<br>4BHCem<br>APT107t | T.3Cy.16",26¼"&43"-30" (s)<br>200lb ~~130lb~~ 150NHP<br>2SB,4cf,GS82,HS2740<br>MitsuBishiD.&E.Wks.Kob | 17 ″ 8<br>s3 ″ 3½<br>14 ″ 9 | |
| 17686<br>12438<br>LKHR | **Hakuun Maru No. 1** SteelScSr<br>(Whaler)<br>(exFoula) 1Dk | 107<br>—<br>39 | | | | | 1906 | Akers.Mek.Værks.<br>Christiania | ToyoHogeiKabushikiKaisha | 95·6 | 17·3 | 10·4<br>WB | Nishinomiya<br>Japanese | T.3Cy.11",18"&29"-18"<br>36NHP<br>Akers.Mek.Værks.Xia. | | |
| 17687<br>12439<br>LKHS | **Hakuun Maru No. 2** SteelScSr<br>(Whaler)<br>(exBusta) 1Dk | 107<br>—<br>39 | | | | | 1906 | Akers.Mek.Værks<br>Christiania | ToyoHogeiKabushikiKaisha | 95·6 | 17·3 | 10·4<br>WB | Nishinomiya<br>Japanese | T.3Cy.11",18"&29"-18"<br>36NHP<br>Akers.Mek.Værks.Xia. | | |

| 1 Numero d'Ordre<br>Numero Officiel<br>Signaux | 2-3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7" Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pts. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17688<br>23108<br>RBLP | **Hakuyo Maru** WoodSc | 473<br>—<br>265 | | | | | 1918 | ................. | OkadaKisen<br>KabushikiKaisha | 148·7 | 24·5 | 13·5 | Sakai-machi<br>Japanese | | |
| 17689<br>TDNB | **Halaban** SteelSc<br>ssSng.No.3-3,10<br>ssSng.No.2-19<br>Mchy.Aft 1Dk(Stl)&ptShadedk(ptStl)<br>Elec.light | 624<br>405<br>395 | ✠100A1<br>ptShadedk<br>12,21 ~~1,20~~<br>BS12,21<br>~~BS11,20~~ ✠LMC3,19<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 8,97 F.P. above 150° F.<br>ForCoastingpurposes in the Indian Archipelago | Sng | h | CL<br>11,20 | 1897<br>8mo<br>Lloyd's A&CP | Rijkee&Co<br>Rotterdam | Nederl.Indische<br>Tankstoomboot<br>Maats. | 185·5<br>F20'<br>ptShadedk150' FK<br>WB | 25·9 | 10·3 | Batavia<br>Dutch<br>11BHCem<br>=FPT40t | T.3Cy.12½",20"&33¾"-21"(s)<br>175lb 90lb NDB00 64NHP<br>1SB,2cf,GS28,HS1115<br>Maatschappy deMaas,Rot | 11 , 0<br>8 , 6<br>10 , 5 |
| 17690<br>215998<br>LJRB | **Halco** WoodSc<br>Fitted for oil fuel<br>Elec.light 1Dk2trB | 970<br>—<br>552 | | | | | 1917 | Hammond<br>LumberCo.<br>Fairhavn,Cal | HammondLumber<br>Co. | 211·9 | 42·0 | 14·0 | S.Frncisco<br>Utd.States | T.3Cy.13½",22"&36"-24"<br>64NHP | |
| 17691<br>146134<br>KJRW | **Halcyon** SteelSc~~Sr~~<br>1566<br>Elec.light 1Dk(Stl)&Shelter dk(Stl-ws)<br>2nd Dk in No.1 hold | ~~1580~~<br>1105<br>~~900~~<br>929 | ✠100A1<br>Shelter dk<br>withfreeboard<br>10,21<br>✠LMC10,21<br>~~(ClassContemplated)~~<br>Fitted for oil fuel 10,21 F.P. above 150°F | Trn | r | CL | ~~1920~~<br>1921<br>10mo<br>Lloyd's A&CP | AilsaS.B.<br>Co Ld.<br>Troon | GeneralStm.Nav.<br>Co.Ld.<br>CellDB236'35t | ~~270·0~~<br>B78' onShelterdk<br>270·4 FK<br>FPT10tAPT18t | ~~39·1~~<br>39·2 | 14·9 | London<br>British<br>Cem<br>8BHtoShdk<br>2 „ „ U „ | T.3Cy.23",37½"&60"-39"(s)<br>180lb 292NHP<br>2SB 8cf,GS167,HS5154<br>AilsaS.B.Co.Ld.Troon | 17 , 0<br>8 , 9<br>16 , 4 |
| 17692<br>HCGD | **Halden** SteelScSr<br>Elec.light 1Dk&Awng dk | 329<br>137<br>174 | | | | | 1890 | Fredrkstds<br>Mek.Værkstd<br>Fredrikstad | ArendalsDamp-<br>skibsselskab | 128·5<br>P87tH25tF30t | 21·9 | 9·9<br>16·8 | Arendal<br>Norwegian<br>WB | T.3Cy.14",22"&37"-20"<br>61NHP<br>FredrikstadM.V. | |
| 17693 | — SteelScSr<br>1Dk | 200<br>88<br>103 | | | | | 1909 | Akers<br>Mek.Værks.<br>Christiania | | 110·5<br>P78tH9tF20t | 19·1 | 8·2 | Russian | T.3Cy.11",18"&29"-20"<br>38NHP<br>AkersMek.Værks.Xia. | |
| 17694<br>151436<br>~~HGDB~~ | **Haldis** SteelScSr<br>ssHKg.No.3-5,15<br>ssHKg.No.1-19<br>1Dk(Stl)&Spar dk(Stl-ws)&<br>deep framing<br>Elec.light | 1819<br>1577<br>1144 | ✠100A1<br>Spar dk<br>withfreeboard<br>6,21 ~~7,20~~ ✠LMC7,20<br>BS6,21 | HKg | r | 7,20<br>- | 1902<br>5mo<br>Lloyd's A&CP | J.Priest-<br>man&Co.<br>Sunderland | LuenHingS.S.Co.<br>Ld.<br>WB=CellDB | 265·0<br>B66'F24'<br>FK<br>a76'uE20'f108'336t | 37·0 | 12·2<br>19·8 | HongKong<br>British<br>4BHCem<br>APT70t | T.3Cy.20½",33"&56"-36"(s)<br>160lb 100lb 189NHP<br>2SB,4pf,GS82,HS2861<br>G.Clark,Ld.Sunderland | 22 ,<br>4 , 0<br>18 , |
| 17695<br>85958<br>NBHV | **Haldon** WoodAuxScK<br>Par.Mot.<br>Salted 9&12yrs.Mat. 1Dk<br>ptGIB HTLon.98<br>(See Sailing Ship Register) | 113<br>109<br>77 | ✠<br>10,99 | Ayr | 12 | | 1893<br>3mo | Hawke<br>Bros.<br>Plymouth | HookShippingCo.<br>(1920)Ld.(T.W.H.<br>Roberts,Mgr.) | 88·0 | 21·6 | 9·9 | Barnstple<br>British | Paraffin Motor<br>2Cy.9½"-11" 14NHP<br>InvincibleEngCoKeighley | 10 , 8 |
| 17696<br>219333<br>LVBK | **Haleakala** SteelSc<br>Wireless Fitted for oil fuel<br>2Dks<br>Elec.light Sub.Sig. | 5958<br>—<br>4512 | | | | | 1919 | Lng.Beach<br>S.B.Co.<br>LongBeach,<br>Cal. | UnitedStates<br>ShippingBoard | 410·5<br>P60'B114'F47' | 54·3 | 27·2 | L.Angeles<br>Utd.States | T.3Cy.24½",41½"&72"-48"<br>359NHP<br>Hooven,Owens&Rentsch-<br>lerCo.Hamilton,Ont. | |
| 17697 | **Halep** SteelPad<br>ssCpl.No.3-8,13<br>1Dk | 434<br>303<br>149 | 5,16<br>For service on the Bosphorus & Sea of Marmora | Cpl | | | 1904 | Howaldts-<br>werke<br>Kiel | Administr.deNav.<br>àVap.Ottomane | 189·0<br>H83'<br>BK6"<br>WB= | 24·0 | 9·2 | Constanpl<br>Turkish<br>4BHCem<br>DBuB6'5t | T.3Cy.20",32¼"&51⅝"-48"<br>139NHP<br>2SB,6cf,GS92,HS1360<br>Howaldtswerke,Kiel | 10 , 0 |
| 17698<br>142720<br>JVNW | **Haleric** SteelSc<br>(exWarSparrow) 2Dks(Stl)<br>Elec.light Wireless | 5169<br>4789<br>3217 | ✠100A1<br>1,22 ~~3,21~~<br>✠LMC11,18<br>Fitted for oil fuel 10,19 F.P. above 150° F. | NYk<br>Cff | y | CL<br>~~8,19~~<br>1,22 | 1918<br>11mo<br>Lloyd's A&CP | Palmers'<br>Co.Ld.<br>Newcastle | BankLine,Ld.<br>(A.Weir&Co.Mgs)<br>CellDB | 399·3<br>P49'B113'F30'<br>FK<br>344' 1109t FPT122t | 52·2 | 28·5 | London<br>British<br>7BHptCem<br>APT173t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Palmers'Co.Ld.Newcastle | 31 , 0<br>6 , 1<br>25 , 1 |
| * 17699<br>131427<br>HVLS | **Halesius** SteelScSr<br>ssLiv.No.2-21 ~~ssLiv.No.1-17~~<br>(exClanMacbeolan,exLordCromer)<br>Wireless 2Dks(Stl)&Webframes<br>Elec.light Longitudinal framing | 4652<br>4396<br>2903 | ✠100A1<br>10.21 ~~6,19~~<br>✠LMC4,20<br>BS10,21 | Liv | y | CL<br>~~4,20~~<br>10,21 | 1912<br>3mo<br>Lloyd's A&CP | Craig,Tay-<br>lor&Co.Ld.<br>Stockton | Brit.&S.American<br>StmNavCoLd(R.P<br>Houston&Co.Mgs)<br>CellDBa119'<br>uE&B36'f | 385·0<br>P32'B116'F36'<br>FK<br>173'1231t FPT130t | 51·5 | 27·4 | Liverpool<br>British<br>6BHCem<br>APT150t | T.3Cy.26",42"&70"-48" (s)<br>180lb 100lb 419NHP<br>3SB,9cf,GS178,HS7152<br>Blair&Co.Ld.Stockton | 29 , 11<br>5 , 8<br>24 , 7 |
| 17700<br>220194<br>LWRT | **Half Moon** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks<br>Sub.Sig. Wireless | 5675<br>—<br>3484 | | | | | 1920 | Newburgh<br>Shipyard,Inc.<br>Newburgh,<br>N.Y. | UnitedStates<br>ShippingBoard | 400·5<br>P36'B124'F43' | 54·2 | 30·4 | NewYork<br>Utd.States<br>WB | 2 Geared Steam Turbines<br>WestinghouseElectric&<br>Mfg.Co.Pittsburg,Pa. | |
| 17701<br>NWHQ | **Halfdan** SteelScSr<br>1Dk(Stl) | 1448<br>1151<br>859 | ✠100A1<br>6,20<br>✠LMC1,19 | Cpn | | 6,20 | 1919<br>1mo<br>Lloyd's A&CP | Kockums<br>M.V.Aktieb.<br>Malmö | DetForenede<br>DampskibsSelskab<br>CellDB196'364tFPT | 235·6<br>P17'B63'F35'<br>FK | 37·7 | 16·3 | Copnhagn<br>Danish<br>4BHCem<br>44tAPT59t | T.3Cy.18½",28¾"&48½"-(s)<br>31½" 185lb 157NHP<br>2SB,4cf,GS64,HS2546<br>KockumsM.V.Akt.Malmö | 18 , 7<br>1 , 6<br>17 , 2 |
| * 17702<br>[illegible]<br>JNCR | — IronScSr<br>Now named "F. G. Reinhold," See No. 37428 in Supplement<br>(exHighlands) ssNwc.No.2-19<br>Well deck 1Dk(Irn)2trB | 1249<br>[illegible]<br>758 | ✠100A1<br>pt Awning dk<br>withfreeboard<br>1,20 ✠LMC12,17<br>✠NB5,15 BS3,20 | Nwc | n | 7,19 | 1884<br>1mo<br>Lloyd's A&CP | A.Hall&Co<br>Aberdeen | Ångf.Aktieb.Sune<br>(Rob.Göhle,Mgr.)<br>WB=DBa | 230·0<br>Q90'B57'F24'<br>BK8" | 33·1 | 16·2 | Nrrköping<br>Swedish<br>4BHCem<br>71'f82'329t | C.2Cy.28"&54"-36" (s)<br>80lb 80lb NDB07 142NHP<br>1SB,3cf,GS90,HS2465<br>BlaikieBros.Aberdeen | 17 , 0<br>, 11<br>16 , 10 |
| * 17703<br>142832<br>KBGW | **Haliartus** SteelScSr<br>Elec.light (exDennistoun) 2Dks(Stl)<br>Cargo battens not fitted in 'tween dks<br>Wireless | 5294<br>4841<br>3255 | ✠100A1<br>3,21 ~~10,19~~<br>✠LMC5,19 | Lon<br>Liv | y | CL<br>~~10,19~~<br>4,21 | 1919<br>5mo<br>Lloyd's A&CP | JReadhead<br>&Sons,Ld.<br>SouthShields | Brit.&S.American<br>StmNavCoLd(R.P.<br>Houston&Co.Mgs)<br>CellDB | 400·2<br>P49'B113'F39'<br>FK<br>344'1085t FPT130t | 52·4 | 28·5 | Liverpool<br>British<br>7BHptCem<br>APT205t | T.3Cy.27",44"&73"-48" (s)<br>180lb 513NHP<br>3SB,9cf,GS190,HS7563 FD<br>JReadhead&Sons,Ld.S.Shl | 31 , 0<br>6 , 2<br>25 , 3 |
| 17704<br>OISX | **Halicor** SteelScK<br>ssArc.No.1-08<br>(exBenMacdhui) 1Dk | 198<br>195<br>57 | ✠<br>Stm Trawler<br>8,11 ✠ | Arc | | | 1903<br>3mo | Smith's<br>DockCo.Ld.<br>NorthShields | Vve.Cantagrel&<br>fils | 112·8<br>BK7½"<br>WB= | 21·6 | 12·0 | Boulogne<br>French<br>3BHCem<br>DTf5'8t | T.3Cy.12",19½"&34"-23"<br>68NHP<br>1SB,2pf,GS35,HS1213<br>ShieldsEng.Co.Ld.N.Shl. | 12 , 10 |
| 17705<br>129590<br>HTFN | **Halifax** SteelDoubleSc<br>(FerrySteamer)<br>Elec.light (Screws fore&aft) 1Dk | 595<br>339<br>268 | | | ... | | 1911 | Napier&<br>Miller,Ld.<br>Glasgow | DartmouthFerry<br>Commission | 125·1<br>BK7" | 48·1 | 12·5 | HalifaxNS<br>British | C.4Cy.12"&24"-18"<br>97NHP<br>AitchisonBlair,Ld.Gls. | 13 , 1 |
| * 17706<br>108485 | — SteelScYl<br>ssGms.No.3-5,10<br>ssGms.No.1-15<br>1Dk | 165<br>152<br>64 | ✠100A1<br>Stm Trawler<br>5,16 ✠LMC10,18<br>Examined10,18<br>✠NB6,15<br>~~BS12,20~~<br>BS10,21 | Gms | | CL<br>~~5,20~~<br>10,21 | 1897<br>11mo<br>A&CP | Mackie&<br>Thomson<br>Glasgow | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden,Mgr.) | 104·2<br>Q17'F19'<br>DptF&S10 BK7½" | 21·0 | 10·7 | Grimsby<br>British<br>4BHCem | T.3Cy.10",16"&27"-20" (s)<br>180lb 45RHP<br>1SB,2pf,GS26,HS656<br>Muir&Houston,Ld.Gls. | 11 , 7 |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | Registers in wh classed, if not in L DateofB.ofTradeC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17707<br>TDNQ | **Haliotis** SteelSc3MstSr<br>ssSng.No.3-10,10<br>ssHKg.No.2-18<br>1Dk(Stl)&Web frames<br>Mchy.Aft Elec.light | 1739<br>1320<br>1070 | ✠100A1<br>Trunk dk<br>~~12,20~~ 2,22<br>Carrying Petroleum in bulk<br>Fitted for oil fuel8,98 F.P.<br>BS1,21 ✠LMC6,18 | HKg | p | CL<br>~~6,18~~<br>6,21 | 1898<br>8mo<br>Lloyd<br>above | Armstrong<br>&Co.Ld.<br>Newcastle<br>'sA&CP<br>150° F. | Nederl.Indische<br>Tankstoomboot<br>Maats. | 242·0\|40·2\|17·3<br>P35'F37'<br>FK<br>WB=FPT101t | Batavia<br>Dutch<br>10BHCem<br>APT39t | C.2Cy.30"&63"-39" (s)<br>100lb 100lb NDB01 217NHP<br>2SB,6pf,GS123,HS3734<br>WallsndSlpwy Co.Ld.Nwc | 17 " 4<br>s 2 " 0½<br>15 " 10 | |
| 17708<br>·143626<br>KFDV | **Halizones** SteelScSr<br>Elec.light 2Dks(Stl)<br>Wireless | 5298<br>4787<br>3137 | ✠100A1<br>10,21 ~~4,21~~<br>✠LMC4,20 | Rot<br>Liv | y | CL<br>10,21 | 1920<br>4mo<br>Lloyd | Ayrshire<br>Dkyd.Co.Ld.<br>Irvine<br>'sA&CP | Brit.&S.American<br>StmNavCoLd(R.P.<br>Houston&Co.<br>Mgrs.) CellD | 400·7\|52·2\|28·5<br>P49'B113'F39'<br>FK<br>B340'1134tFPT128t | Liverpool<br>British<br>7BHCem<br>APT200t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Dunsmuir&JacksonLdGls | 31 " 0<br>s 6 " 1½<br>25 " 3 | |
| 17709<br>131549 | **Hall Caine** WoodTwinScSr<br>Mchy.Aft 1Dk | 214<br>177<br>98 | | | | | 1912 | D.Sullivan<br>Coopernook | HolymanBros.Ld. | 131·2\|29·0\| 7·2<br>F24' | SydnyNSW<br>British | C.4Cy.10"&20"-14"<br>33RHP<br>Poole&Steel,Balmain,Syd. | | |
| 17710 | — SteelScK<br>ssIps.No.3-8,20<br>(exDaybreak) 1Dk | 96<br>95<br>36 | ✠100A1<br>For fishing purposes<br>8,20<br>✠LMC8,20 | Ips | | CL<br>8,20 | 1918<br>8mo<br>Lloyd | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'sA&CP | | 86·0\|18·6\| 9·2 | British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 42NHP<br>1SB,GS30,HS814<br>W.Beardmore&CoLd.Gls. | 10 " 0 | |
| 17711<br>1326<br>HSBN | **Halland** SteelTwinScSr<br>1Dk&Awngdk | 420<br>244<br>196 | | | | | 1884 | Motala Co.<br>Gothenburg | ÅngfartygsA/B<br>Bore (H.Wilén,<br>Mgr.) | 158·8\|24·6\|10·6<br>P99'H18tF22' 18·5 | Åbo<br>Finnish | C.4Cy.20"&35"-35"<br>NB00 121NHP<br>Motala Co.,Motala | | V |
| 17712<br>MLTC | **Hallbjörg** SteelScSr<br>ssHam No.2-21 ssLiv.No.3-5,13<br>(exTanafjord,exCastaño) 1Dk(Stl)&<br>Spar dk(ptIrn&ptStl) & deep framing<br>Elec.light Wireless | 4513<br>3684<br>2835 | ✠100A1<br>Spar dk<br>5,21 ~~11,16~~<br>~~Examined2,20~~ 5,21<br>~~BS8,20~~ ✠LMC6,17 | NYk<br>Ham | x | CL<br>~~11,19~~<br>5,21 | 1900<br>10mo | Sir Raylton<br>Dixon&CoLd<br>Middlesbro'<br>A&CP | D/SA/S P.Kleppes<br>Rederi (A.<br>AnderssenMgr.)<br>CellDBa | 350·0\|47·7\|19·5<br>P&B218'F34' 27·5<br>FK<br>112'uE22'f144'733t | Bergen<br>Norwegian<br>6BHCem<br>APT62t | T.3Cy.25",40"&68"-48" (s)<br>190lb 381NHP<br>3SB,9cf,GS148,HS6189<br>SirC.Furness,Westgarth<br>&Co.Ld.Mdb. | 30 " 1<br>s 5 " 3½<br>25 " 1 | |
| 17713 | **Hallfried** SteelScSr<br>(DAMAGED BY FIRE, 4,20)<br>ssShl.No.2-14<br>(exMagdalene,exDuke of York)<br>Wireless 1Dk(Stl)deep framing | 3125<br>2907<br>1908 | ✠<br>9,18<br>✠ | Phl | u | | 1907<br>5mo | J.Blumer<br>&Co.<br>Sunderland<br>WB= | CellDBa116'uE& | 330·8\|47·8\|22·2<br>P30'B94'F31'<br>FK<br>B40'f139'801tFPT | 5BHCem<br>82tAPT106t | T.3Cy.24",39"&65"-42"<br>284NHP<br>2SB,6cf,GS99,HS4216<br>N.E.MarineEng.Co.Ld.Sld | 24 " 3 | |
| 17714<br>JSOF | **Hallgjerd** SteelSc<br>Elec.light Wireless 1Dk | 1621<br>1200<br>953 | | | | | 1917 | Laxevaags<br>Msk.&Jrnskb<br>Bergen | P.KleppesRederi<br>A/S (P.Kleppe,<br>Mgr.) | 246·0\|38·0\|15·6<br>P19'Q78'B55'F31' | Bergen<br>Norwegian<br>WB | T.3Cy.18⅜",29"&49"-33"<br>138NHP<br>Laxevaags Msk&Jrns.Bgn | | N |
| 17715<br>LBQS | **Hallgrim** SteelSc<br>6630<br>Elec.light 1Dk(Stl)&Shelter dk(Stl) | ~~6598~~<br>~~6260~~<br>~~4187~~<br>6273<br>4317 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,22 ~~9,21~~<br>~~(ClassContemplated)~~<br>Fitted for oil fuel 9,21 F.P. above 150°F.<br>✠LMC9,21 | Sld<br>~~Shl~~ Bgn | a† | CL | ~~1920~~<br>1921<br>~~9mo~~<br>Lloyd | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>'sA&CP | P.KleppesRederi<br>A/S ~~(P.Kleppe,~~<br>~~Mgr.)~~ (A,AnderssenMgr.)<br>IntermediateBHinforehold dispensed with 1<br>CellDB | 420·0\|54·0\|34·3<br>FK<br>360'1156tMT15'60tFPT105tAPT231t | Bergen<br>Norwegian<br>ptCem<br>BHtoSh dk<br>BHtoUdk | T.3Cy.27",44½"&75"-54"(s)<br>180lb 577NHP<br>3SB,9cf,GS189,HS8530 FD<br>W.Doxford&Sons,Ld.Sld. | 37 " 0<br>~~s 9 " 1½~~<br>~~28 " 4~~<br>s8"11½<br>28 " 4 | |
| 17716<br>LCMF | **Hallgyn** SteelSc<br>Elec.light 1Dk(Stl)&Sltrdk(Stl) | 6672<br>6315<br>4164 | ✠100A1<br>Shelter dk with freeboard<br>~~(ClassContemplated)~~<br>~~10,21~~ 3,22<br>Fitted for oil fuel 9,21 F.P. above 150°F<br>✠LMC9,21 | Shl | a† | CL | ~~1920~~<br>1921<br>10mo<br>Lloyd | W Doxford<br>&Sons,Ld.<br>Sunderland<br>'sA&CP<br>Intermediate B | P.KleppesRederi<br>A/S (A.Andersen<br>Mgr.)<br>Hinforehold dispensed with,1BHtoShltr.dk,5BHtoUdk | 420·0\|54·0\|34·3<br>FK<br>CellDB360'1156tMT15'606tFPT105tAPT231t | Bergen<br>Norwegian<br>ptCem | T.3Cy.27",44½"&75"-54"(s)<br>180lb 577NHP<br>3SB,9cf,GS189,HS8530 FD<br>W.Doxford&Sons,Ld.Sld. | 37 " 0<br>s8"11½<br>28 " 4 | |
| 17717<br>142841<br>KOMD | **Hallside** SteelScSr<br>Elec.light Wireless 1Dk(Stl) | 3037<br>2812<br>1855 | ✠100A1<br>~~6,21~~ ~~10,20~~ 1,22<br>✠LMC9,19 | Shl<br>Cff | u | CL<br>~~5,20~~<br>6,21 | 1919<br>9mo<br>Lloyd | TyneI.S.B.<br>Co.Ld.<br>Newcastle<br>'sA&CP | CharltonSteam<br>ShippingCo.Ld.<br>(Charlton,<br>McAllum&Co.Ld.<br>Mgrs.) CellDB | 331·2\|46·8\|23·1<br>P33'B101'F29'<br>FK<br>284' 724t FPT 110t | Newcastle<br>British<br>5BHptCem<br>APT41t | T.3Cy.25",41"&68"-45" (s)<br>180lb 358NHP<br>3SB,9cf,GS155,HS5829<br>N.E.MarineEngCoLdNwc | 25 " 6<br>s 4 " 1½<br>21 " 9 | |
| 17718 | **Halmstad** SteelScSr<br>Elec.light 1Dk | 814<br>625<br>471 | | | | | 1909 | Akt.Ges.<br>"Neptun"<br>Rostock | BissmarkLinie<br>G.m.b.H. | 216·1\|30·6\|12·0<br>P13'Q62'B52'F23' | Hamburg<br>German<br>WB | T.3Cy.16⅛",25⅝"&41¾"-29½"<br>95NHP<br>A.G."Neptun,"Rostock | | |
| 17719<br>MVOH | **Halnenut** WoodScSr<br>OilEng.<br>Mchy.Aft 1Dk | 475<br>366<br>314 | | | | | 1919 | Salteröd<br>Verft og<br>Verksted<br>Arendal | KarlJebsen | 144·2\|29·7\|14·0<br>F29tQ40tH28t | Bergen<br>Norwegian | Oil Engine<br>4Cy.14¾"-16⅛" 50NHP<br>A/S MotorfabrikenDiesel,<br>Aalborg | | N |
| 17720<br>220521<br>MBHS | **Halo** SteelScSr<br>Sub.Sig. Wireless Fitted for oil fuel<br>Mchy.Aft Carrying Petroleum in bulk<br>Elec.light Longitudinal framing 2Dks | 7257<br>—<br>4485 | | | | | 1920 | Bethlehem<br>S.B.Corp.Ld.<br>Alameda,Cal. | UnitedStates<br>ShippingBoard | 435·0\|56·0\|32·0<br>P123'B50'F33' | S.Frncisco<br>Utd.States<br>WB | T.3Cy.27",47"&78"-48"<br>421NHP<br>BethlehemS.B.Corp.<br>S.Francisco | | R |
| 17721<br>143426<br>KONV | — SteelScSr<br>Elec.light Wireless 1Dk(Stl)<br>Well deck Cargo battens not fitted | 2365<br>1780<br>1348 | ✠100A1<br>~~11,20~~ 11,21<br>LMC9,19 | Shl<br>Sld | s | CL | 1919<br>9mo<br>Lloyd | Dublin<br>Dkyd.Co.Ld<br>Dublin<br>'sA&CP | GasLight&Coke<br>Co.(S.Clarke&Co.<br>Mgrs.)<br>CellD | 284·4\|41·9\|19·0<br>PonQ28'Q98'B66'<br>F31' FK<br>B228'576tFPT102t | London<br>British<br>6BHCem<br>APT234t | T.3Cy.19",32"&52"-36" (s)<br>180lb 162NHP<br>1SB,3pf,GS98,HS2960<br>W.Beardmore&Co.Ld.Gls. | 21 " 3<br>s 2 " 3<br>19 " 3 | |
| 17722<br>141893 | **Halocrates** SteelSc<br>(exClanSkene) 2Dks(Stl)<br>Elec.light Wireless<br>Cargo battens not fitted in 'tween decks | 5257<br>4808<br>3222 | ✠100A1<br>~~7,21~~ ~~8,20~~ 5,22<br>✠LMC1,19<br>Carrying oil fuelF. P. above150° F. | Liv<br>Rot | y | CL<br>5,22 | 1919<br>1mo<br>Lloyd | C.Connell<br>&Co.Ld.<br>Glasgow<br>'sA&CP<br>in DB | Brit.&S.American<br>StmNavCoLd(R.P.<br>Houston&Co.Mgs)<br>CellDB | 401·0\|52·3\|28·5<br>P49'B113'F39'<br>FK<br>336'1088t FPT123t | Liverpool<br>British<br>7BHptCem<br>APT53t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>D.Rowan&Co.Ld.Glasgow | 31 " 0<br>s 6 " 2<br>25 " 3 | |
| 17723<br>220585<br>MBKJ | **Halsey** SteelScSr<br>Sub.Sig. Wireless Fitted for oil fuel<br>Mchy.Aft Carrying Petroleum in bulk<br>Elec.light Longitudinal framing 2Dks | 7225<br>—<br>4464 | | | | | 1920 | Bethlehem<br>S.B.Corp.Ld.<br>Alameda,Cal. | UnitedStates<br>ShippingBoard | 435·0\|56·0\|32·0<br>P128'B50'F33' | S.Frncisco<br>Utd.States<br>WB | T.3Cy.27",47"&78"-48"<br>421NHP<br>BethlehemS.B.Corp.<br>S.Francisco | | R |
| 17724<br>5369<br>JSVG | **Hälsingborg** SteelScSr<br>Elec.light 1Dk | 669<br>471<br>252 | | | | | 1912 | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen | SvenskaRederi-<br>aktieb.Öresund<br>(O.Persson,Mgr.) | 195·1\|33·0\|12·7<br>B69'H194tF28' | Malmö<br>Swedish | T.3Cy.16½",27"&44"-30"<br>106NHP<br>KjbnhavnsFlydk.&Skbsv. | | |
| 17725<br>118025<br>VOWP | **Halstead** SteelSc<br>Mchy.Aft 1Dk | 132<br>104<br>62 | | | ... | | 1903 | Cochrane&<br>Sons<br>Selby | JohnHolt&Co.<br>(Liverpool)Ld. | 95·0\|20·1\| 6·4<br>FK | Liverpool<br>British | C.2Cy.10"&20"-15"<br>20RHP<br>TindallEarle&Hutchinson<br>Ld.Hull | 7 " 0 | |

| 1<br>Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17726<br>135598<br>JFWR | **Halton** SteelSc3MstSr<br>(*exHeimat*) 1*Dk* | 460<br>317<br>191 | | | | | 1914 | Montrose<br>S.B.Co.<br>Montrose | OvertonS.S.Co.Ld.<br>(R.Clark, *Mgr.*) | 150·0 | 25·2 | 10·9 | Liverpool<br>British<br>*WB* | T.3Cy.13",22"&36"-24"<br>80RHP<br>Lidgerwood,Ld.Glasgow | |
| 17727<br>5812<br>JVQL | **Halvar** IronSc3MstSr<br>(*ex*ChristianIX) 1*Dk&Hur dk* | 1232<br>822<br>763 | ✠<br>5,79 | Lon | | | 1874<br>4mo | Burmeister<br>&Wain<br>Copenhagen | Svensk-Ryska<br>RederiA/B<br>(E.Sjödin, *Mgr.*) | 230·8<br>P&F291*t* | 30·1 | 16·5<br>23·3 | Stockholm<br>Swedish<br>6*BHCem* | 4Cy.21"&44"-30"<br>176NHP<br>Burmeister&Wain,Cpn. | |
| ※ 17728<br>~~HGDN~~ | **Halvard** SteelScSr<br>*ss*HKg.No.3-7,15<br>*ss*Lth.No.1-19<br>1*Dk(Stl)&Spar dk(Stl-ws)&*<br>*deep framing* | 1824<br>1584<br>1121 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>3,21<br>✠LMC1,21 | Sng | *r* | 11,19 | 1902<br>7mo<br>*Lloyd*'*sA&CP* | J.Priest-<br>man&Co.<br>Sunderland | ~~Bruusgaard,~~<br>~~KiösterudsD/S A/S~~<br>*WB=CellDB* | 265·0<br>B66'F24'<br>*a*76'*uE*20'*f*108'336*t* | 37·0 | 12·3<br>19·8<br>FK | L<br>Chinese<br>4*BHCem*<br>*APT*70*t* | T.3Cy.20½",33"&56"-36" (*s*)<br>60lb *120lb* NDB17 191NHP<br>2SB,4*pf*,GS82,HS2909<br>G.Clark,Ld.Sunderland | 22 · 1<br>3 · 5<br>18 · 11 |
| 17729<br>WMSQ | **Halvdan** SteelSc<br>*Elec.light* 1*Dk* | 1350<br>1136<br>761 | | | | | 1920 | NewEng.&<br>S.B.Works<br>Shanghai | Bruusgaard<br>KiösterudsD/S A/S<br>(BruusgaardKiös-<br>terud&Co.*Mgrs.*) | 242·6<br>B52'F23' | 37·1 | 15·0 | Drammen<br>Norwegian | T.3Cy.17½",28½"&48"-33"<br>NewEng.&S.B. 132NHP<br>Works,Shanghai | |
| 17730<br>220675<br>MBPV | **Halway** SteelScSr<br>Sub.Sig. Wireless *Fitted for oil fuel*<br>*Elec.light Carrying Petroleum in bulk*<br>*Mchy Aft. Longitudinalframing 2Dks* | 7216<br>—<br>4452 | | | | | 1920 | Bethlehem<br>S.B.CorpLd.<br>Alameda,Cal. | UnitedStates<br>ShippingBoard | 435·0<br>P122'B47'F43' | 56·0 | 32·0 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.27",47"&78"-48"<br>421NHP<br>BethlehemS.B.Corp.<br>S.Francisco | |
| ※ 17731<br>135908<br>JFWV | **Hambleton Range** SteelScSr<br>*ss*Nwc.No.1-20<br>1*Dk(Stl)&Shelter dk(Stl)*<br>*Tonnage opening closed* 1917<br>*Cargo buttens not fitted inShltr'tween dks*<br>Sub.Sig. Wireless | 4779<br>3386<br>3580 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~5,21~~ ~~4,20~~ 8,21<br>✠LMC10,19<br>BS1,21<br>*Carrying oil fuel F.P. above* 150° F. *in DB* | Nwc<br>Qns | *w* | CL<br>~~6,18~~<br>2,21 | 1914<br>7mo<br>*Lloyd*'*sA&CP* | Irvine's SB<br>&D.D.Co.Ld.<br>W Hartlepool | NeptuneStm.Nav.<br>Co.Ld.(Furness,<br>Withy&Co.Ld.<br>*Mgrs.*)<br>*WB=Cell DBa*113'*uE&B*44' *f*152' 838*tFPT*59*t APT*44*t* | 350·3<br>F34'*on Shelterdk* | 51·1 | 23·8<br>FK | W.Hartlpl<br>British<br>6*BHCem* | T.3Cy.25",40"&67"-45" (*s*)<br>180lb *100lb* 341NHP<br>2SB,6*cf*,GS118,HS5450<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 34 · 3<br>9 · 7<br>25 · 1 |
| ※ 17732<br>134464<br>TMKH | **Hamborn** SteelScSr<br>*ss*Cff.No.2-20<br>(*ex*Trim,*ex*Tenger) 1*Dk(Stl)&*<br>*Well deck deep framing*<br>*Cargo battens not fitted* | 1211<br>997<br>745 | ✠100A1<br>7,21 ~~1,20~~<br>✠LMC<br>MS1,20<br>~~BS10,20~~<br>BS9,21 | Cff | *o* | CL<br>~~7,19~~<br>7,21 | 1910<br>11mo<br>*Lloyd*'*sA&CP* | Antwerp<br>Eng.Co.Ld.<br>Hoboken | ~~CanadianGovernment~~<br>AngloPortuguese S.S.Co.Ld (M. Isaacs&Sons,Ld *Mgrs*)<br>*WB=Cell DBa*65'*uE&B*35'*f*92' 302*t FPT*52*t APT*33*t* | 229·1<br>Q87'B52'F25' | 35·8 | 14·9<br>FK | London<br>~~Halifax NS~~<br>British<br>4*BHCem* | T.3Cy.17",28"&46"-33" (*s*)<br>180lb *100lb* 142NHP<br>1SB,3*cf*,GS63,HS2316<br>N.E.MarineEng.CoLdNwc | 16 · 10<br>1 · 4<br>15 · 1 |
| 17733 | **Hambro** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>*Mchy.Aft Carrying Petroleum in bukl*<br>*Longitudinal framing* | 7400 | | | | | 1921 | Bethlehem<br>S.B.Corp.Ld.<br>Alameda,Cal. | UnitedStates<br>ShippingBoard | 435·0<br>P122'B47'F43' | 56·0 | 33 0 | S. Frncisco<br>Utd. States<br>*WB* | T.3Cy.27",47"&78"-48"<br>422NHP<br>BethlehemS.B.Corp.Ld. | |
| 17734 | **Hamburg** SteelSc<br>*For full particulars See No.37749 in Supplement*<br>*Elec.light* Wireless 2*Dks* | 5872<br>5423<br>3613 | | | | | 1920 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | Deutsch-Austral.<br>Dmpfsch.Ges. | 4496·<br>P&B378'F53' | 58·2 | 27·0 | Hamburg<br>German<br>*WB* | T.3Cy.30 5/16",50 9/16"&84"-54"<br>518NHP<br>FlensburgerSchiffsb.Ges | |
| 17735 | — SteelScSr<br>*ss*Ham.No.3-4,12<br>(*ex*Hebburn) 1*Dk(Irn)&deep framing*<br>*Well deck Cargo battens not fitted*<br>Wireless | 997<br>817<br>657 | ✠<br>4,16<br>✠ | Gms | *n* | | 1900<br>9mo | WoodSkin-<br>ner&Co.Ld.<br>Newcastle | L.Possehl&Co.<br>G.m.b.H.<br>*WB=Cell DBa* 52' *uE&B*33'*f*94'285*tFPT*42*tAPT*63*t* | 220·0<br>Q112'B10'F25' | 33·2 | 14·4<br>FK | Hamburg<br>German<br>4*BHCem* | T.3Cy.17½",28"&46"-33"<br>133NHP<br>1SB,4*pf*,GS58,HS2160<br>N.E.MarineEngCoLd.Nwc | 16 · 6 |
| 17736 | — SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 229<br>212<br>88 | | | | | 1917 | Reiherst'g<br>Schiffsb.Abt.<br>Brandenburg<br>Hamburg | N.Ebeling | 119·6<br>F18' | 23·8 | 10·5 | Altona<br>German | T.3Cy.13",20"&32¼"-22½"<br>50NHP<br>J.H.N.Wichhorst,Ham. | |
| 17737 | — SteelScLr<br>1*Dk* | 156<br>148<br>74 | | | | | 1908 | J.S.Figee<br>Vlaardingen | EmderHerings-<br>fischereiAct.Ges. | 96·2<br>Q21'H16' | 21·4 | 10·1 | Emden<br>German<br>*WB* | C.2Cy.9¼"&19"-10"<br>9NHP<br>Wilton'sE.&Slpwy.Co.Rot | |
| 17738<br>27468<br>SOTP | **Hamburg Maru** SteelSc<br>*Elec.light* 2*Dks(Stl)*<br>Wireless | 5220<br>4774<br>3159 | ✠100A1<br>~~9,21~~ ~~12,20~~ 3,22<br>✠LMC ~~12,20~~ 3,22<br>*Fitted for oil fuel F.P. above* 150° F. | Yka<br>~~HKg~~ Kob | *z* | CL<br>12,20 | 1920<br>12mo<br>A&CP | UchidaS.B<br>&Eng.Co.<br>Yokohama | OsakaShosen<br>KabushikiKaisha<br>*CellDB* 340'1106*t FPT*133*t APT*92*t* | 400·0<br>P39'B121'F40' | 54·5 | ~~27·2~~ 30·0<br>FK | Osaka<br>Japanese<br>6*BHCem* | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 513NHP<br>3SB,9*cf*,GS175,HS7376 FD<br>IshikawajimaSB&ECoTok | 30 · 0<br>5 · 8½<br>24 · 1 |
| 17739 | **Hamer** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>*Mchy.Aft Carrying Petroleum in bulk*<br>*Longitudinal framing* | 7400 | | | | | 1921 | Bethlehem<br>S.B.Corp.Ld.<br>Alameda,Cal. | UnitedStates<br>ShippingBoard | 435·0<br>P122'B47'F43' | 56·0 | 33·0 | S.Frncisco<br>Utd. States<br>*WB* | T.3Cy.27",47"&78"-48"<br>422NHP<br>BethlehemS.B.Corp.Ld. | |
| 17740<br>96439<br>KNWT | **Hamilton** SteelScSr<br>2*Dks&Awng dk*<br>*Elec.light* Sub.Sig. Wireless | 3723<br>—<br>2430 | | | | | 1899 | Delaware<br>RiverCo.<br>Chester,Pa. | OldDominionSS.Co<br>Inc. | 350·0<br>len06 | 42·0 | 17·0<br>27·0 | Norfolk<br>Utd.States<br>*WB* | T.3Cy.27",44½"&73"-54"<br>NB13 392NHP<br>DelawareRiverCo.Chester | |
| 17741<br>103842 | — SteelPad<br>2*Dks* | ~~320~~ ~~202~~ 344<br>~~133~~ ~~140~~ ~~202~~ 169<br>~~127~~ 146 | | | | | 1896 | Bertram E.<br>WorksCo.<br>SandPnt.Ont | UpperOttawa<br>ImprovementCo.<br>Ld. | ~~131·4~~<br>118·0 | ~~39·5~~<br>28·6 | 7·3 | Ottawa<br>British | C.2Cy.20"&38"-54"<br>75RHP<br>BertramE.WorksCo.,Tto. | |
| 17742<br>202921<br>KVGS | — IronScSr<br>(*ex*U.S.RevenueCutter) 1*Dk* | 229<br>—<br>166 | | | | | 1871 | ..................<br>Buffalo,N.Y. | Lee-Kimball<br>DredgingCo. | 136·0 | 22·8 | 13·0 | Mobile<br>Utd.States | | |
| ※ 17743<br>98334 | — SteelScK<br>~~*ss*Bwg.No.3-10,09~~<br>~~*ss*Bwg.No.2-17~~<br>*Mchy.Aft*<br>*Well deck ss*Bel No.3-12,20 1*Dk(Stl)* | 180<br>122<br>68 | ✠100A1<br>12,20 ~~2,20~~<br>~~BS12,20~~ ✠LMC~~6,17~~<br>12,20 | Ard<br>Bel | | CL<br>12,19 | 1905<br>12mo<br>*Lloyd*'*sA&CP* | Scott&<br>Sons<br>Bowling | J.Marshall&Sons | 97·5<br>Q30'B7'F14'<br>len08 | 20·1 | 8·2<br>BK6"<br>*WB=* | Stranraer<br>British<br>3*BHCem*<br>*FPT*17*t* | C.2Cy.12"&24"-18" (*s*)<br>120lb 32RHP<br>1SB,2*pf*,GS27,HS646<br>Gauldie,Gillespie&Co.Gls. | 9 · 0<br>· 7<br>9 · 1 |
| 17744<br>MNCH | **Hamlet** SteelTwinScSr<br>*OilEng.*<br>*Elec.light Carrying Petroleum in bulk*<br>*Mchy.Aft Longitudinal framing*<br>Wireless *Cruiser Stern* 1*Dk* | 5093<br>4364<br>2717 | | | | | 1915 | Göteborgs<br>M.V.Aktieb<br>Gothenburg | Bruusgaard,<br>KiösterudsD/S A/S<br>(BrusgaardKiös-<br>terud&Co.*Mgrs.*) | 355·1<br>P111'B31'F45' | 55·2 | 29·9 | Drammen<br>Norwegian<br>*WB* | Oil Engines 2S.C.SA<br>12Cy.23⅝"-35 7/16" 998NHP<br>Akt.DieselsMotorer,Skm. | |
| 17745<br>NBTS | — SteelScSr<br>*Elec.light* 2*Dks* | 1150<br>651<br>720 | | | | | 1889 | Helsingörs<br>Skibsbyggeri<br>Elsinore | A/S DetDansk-<br>NorskeDmpslsk.<br>(RARobbert,*Mgr*) | 225·6 | 32·2 | 18·7 | Vejle<br>Danish | T.3Cy.18",27½"&47"-33"<br>127NHP<br>HelsingörsMaskbyggeri | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17746<br>123228<br>HFPN | **Hamlet** SteelScK<br>ssLiv.No.3-11,19<br>1*Dk* | 328<br>260<br>124 | ✠100A1<br>12,20<br>BS3,21 ✠LMC11,19 | Hul | | CL<br>N12,20 | 1906<br>2mo | Earle'sCo.Ld.<br>Hull<br>*Lloyd'sA&CP* | Bird'sShippingCo.Ld.(W.Bird,*Mgr.*) | 148·4<br>Q64'F24'<br>BK9" | 23·0 | 11·2 | Guernsey<br>British<br>*4BHCem*<br>*FPT*12*t* | T.3Cy.14",23"&38"-27" (*s*)<br>185lb 96NHP<br>1SB,*3pf*,GS55,HS1665<br>Amos&Smith,Hull | 11 ″ 9<br>s 1 ″ 4<br>11 ″ 7 | |
| 17747 | **Hamlin** SteelSc<br>Sub.Sig. Wireless<br>*Elec.light* 1*Dk*(*Stl*)2*trBin fore &after holds& Web frames* | 3545<br>3005<br>2174 | ✠100A1<br>7,21 ~~11,19~~<br>BS7,21 ✠LMC11,19<br>*Fitted for oil fuel* 11,19 *F.P. above* 150° F. | Bcl | *v* | CL | 1919<br>11mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | M.Allende<br>*CellDB*251'827*t M* | 324·0<br>P30'B90'F35'<br>*T*20'394*t FPT*111*t* | 46·2 | 25·0<br>FK | M.Video<br>Uruguayan<br>*6BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb HS5800 (*s*) 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric&Mfg.Co.Essington,Pa. | 28 ″ 6 | |
| 17748<br>~~[illegible]~~<br>~~[illegible]~~ | **Hamm** SteelScSr<br>ssFal.No2-19<br>*Well deck* Wireless 2*Dks*(*Stl*)<br>*Elec.light lower dk beams in No.*1*hold* | 4598<br>4258<br>2870 | ✠100A1<br>11,20<br>BS1,21 ✠LMC8,19<br>*Carrying oil fuel F.P. above* 150°F. *in DB tank in way of holds* | Liv | *z* | CL<br>9,19 | 1910<br>6mo | Reiherst'g Schiffsw.<br>Hamburg<br>*Lloyd'sA&CP* | P.Margaronis &Sons<br>*WB=Cell* | 399·8<br>P&B329'F52'<br>*DBa*124'*uE&B*48' | 53·9 | 25·1<br>FK | Greek<br>~~British~~<br>*7BHAsp*<br>*f*182'1289*t* | T.3Cy.26",47¼"&76¾"-48" (*s*)<br>213lb 613NHP<br>3SB,*9cf*,GS192,HS8850 FD<br>Reiherst.Maschinenf.Ham. | 28 ″ 0<br>s 3 ″ 8½<br>24 ″ 8 | |
| 17749 | — SteelScSr<br>(*ex*Hestia)<br>1*Dk&deep framing&ptAwng dk* | 1245<br>868<br>788 | | | ... | | 1907 | WoodSkinner&Co.Ld.<br>Newcastle | DeutschAustralischeDampfsch.Ges. | 225·3<br>Q81'F28'RFD19'<br>*ptAwng dk*98' | 34·2 | 14·3<br>FK | Hamburg<br>German<br>*WB* | T.3Cy.17",28"&46"-33"<br>141NHP<br>N.E.MarineEng.Co Ld.Sld. | 16 ″ 6 | |
| 17750 | — SteelAuxSc3MstSr<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 456 | | | | | 1920 | Frd.Krupp Akt.Ges.<br>Kiel | Fried.KruppA.G. | 155·8<br>Q37'F17' | | | Hamburg<br>German<br>*WB* | Motor 4S.C.SA<br>6Cy.10¼"-14⅕" 44NHP<br>Mtrfb.Augsburg-Nürnberg Augsburg | | |
| 17751 | **Hammac** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light Carrying Petroleum in bulk*<br>*Mchy.Aft Longitudinal framing*<br>2*Dks* | 7400 | | | | | 1921 | Bethlehem S.B.Corp.Ld.<br>SanFrancisco | UnitedStates ShippingBoard | 435·0<br>P122'B47'F43' | 56·0 | 33·0 | S.Frncisco<br>Utd. States<br>*WB* | T.3Cy.27",47"&78"-48"<br>422NHP<br>BethlehemS.B.Corp.Ld. | | |
| 17752 | **Hamme** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 218<br>193<br>81 | | | | | 1916 | Schiffb.Ges Unterweser<br>Lehe | Barckhan&Horn | 127·7<br>Q75'F19' | 22·6 | 9·2 | Bremen<br>German<br>*WB* | T3Cy.12⅗",20½"&$32\frac{3}{10}$"-22⅘"<br>51NHP<br>OttensenerMaschf, Altona | | |
| 17753<br>JPBM | **Hammerö** IronScSr<br>(*ex*Vikingen)<br>1*Dk* | 117<br>72<br>68 | | | | | 1865 | Nylands Værksted<br>Christiania | SaltensDmpsk.Skp. | 120·3<br>Q12*t*B23*t*H6*t*F8*t* | 16·5 | 6·1 | Bodö<br>Norwegian | C.4Cy.11"&22"-15"<br>31NHP<br>NylandsVærksted,Xania | | |
| 17754<br>NMLW | **Hammershus** SteelScSr<br>ssNYk No 3-7,16<br>ssCpn.No.1-19<br>(*ex*Astoria) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Elec.light* Wireless *&deep framing* | 3939<br>3671<br>2510 | ✠100A1<br>*Spar dk*<br>8,21 ~~1,21~~<br>BS1,21 ✠LMC10,19 | Cpn<br>Abg | *w* | ~~N10,19~~<br>8,21 | 1903<br>6mo | Russell&Co.<br>Pt.Glasgow<br>*Lloyd'sA&CP* | DampskibsSelsk Dannebrog (C.K.Hansen,*Mgr.*)<br>*DBa*112'*uE&B*40' | 344·8<br>P20'B203'F37' 25·9<br>*WB=Cell*<br>*f*146' 899*t DTa* 36' | 49·9 | 17·9<br>FK | Copnhagn<br>Danish<br>*6BHCem*<br>816*tAPT*71*t* | T.3Cy.25⅝",41"&67"-45" (*s*)<br>180lb *90lb* 340NHP<br>2SB,*8pf*,GS142,HS5438<br>Rankin&Blackmore,Grk. | 28 ″ 5<br>s 4 ″ 6<br>24 ″ 4 | |
| 17755<br>NKQT | — SteelScSr<br>2*Dks*3*trB* | 237<br>143<br>110 | | | | | 1899 | Kjöbenhvn Flydedok& Skibsværft<br>Copenhagen | DetÖstbornhlmskeDampskibsSelskab (M.Sonne,*Mgr.*) | 127·0 | 20·8 | 9·3 | Nexö<br>Danish<br>*WB* | T.3Cy.12⅝",20"&33¾"-21"<br>51NHP<br>AktieselskabKjobenhavns Flydedok og Skibsværft | | V |
| 17756 | **Hammonia** IronScSr<br>(*ex*Mathilde)<br>1*Dk*2*trB* | 1113<br>867<br>689 | | | | | 1882 | Germania-Werft<br>Kiel | Hamburg-Danzig-Linie,G.m.b.H. | 225·3<br>Q77*t*B87*t*F36*t* | 32·9 | 15·4 | Danzig<br>*WB* | C.2Cy.30"&53"-36"<br>NB06 140NHP<br>MärkischeAct.Ges.Berlin | | |
| 17757<br>122553 | **Hamonic** SteelScSr<br>*Elec.light Mchy.Aft* Wireless 4*Dks* | 5265<br>5053<br>3295 | | | | | 1909 | Collingw'd S.B.Co.Ld.<br>Collingwood | CanadaSteamship Lines,Ld. | 349·7 | 50·0 | 32·0 | Collingw'd<br>British<br>*WB* | Q.4Cy.24",35",52"&80"-42"<br>415NHP<br>CollingwoodS.B.Co.Ld | | |
| 17758<br>211888<br>LDJB | **Hampden** SteelScSr<br>ssNYk.No.2-21 ~~ssN.Yk.No.1-18~~<br>*Elec.light* 1*Dk*(*Stl*)& *Web frames*<br>*Mchy.Aft* Sub.Sig. Wireless<br>*Cargo battens not fitted* | 4725<br>4108<br>2779 | ✠100A1<br>~~9,21~~ ~~1,21~~ 11,21<br>~~BS9,20~~ ✠LMC11,18<br>BS9,21 | NYk | *x* | CL<br>1,21 | 1914<br>1mo | NewYork S.B.Co.<br>Camden,N.J.<br>A&CP | CoastwiseTransportationCorp.<br>~~CoastwiseTransportationCo.Inc.~~<br>*WB=CellDBuE&*<br>~~[illegible] anS.S.Co.(United AmericanLinesInc.Mgrs.)~~ | 369·0<br>P80'B18'F34'<br>B43'*f*265'1636*t*<br>*MT*4'294*tFPT* | 50·1 | 28·0<br>FK | NewYork<br>~~Boston~~<br>Utd.States<br>*8BHCem*<br>300*tAPT*86*t* | T 3Cy.24¼",38½"&67"-45"(*r*)<br>185lb 357NHP<br>2SB,*8cf*,GS204,HS5838<br>NewYorkSBCo.Camdn,NJ | 32 ″ 0 | |
| 17759<br>123953<br>HNBF | **Hampshire** SteelScSr<br>~~ssBry.No.2-17~~<br>*Well deck* 1*Dk*(*Irn*)&*deepframing*<br>*Mchy.Aft* ssBry.No.3-8,20 | 833<br>595<br>393 | ✠100A1<br>9,218,~~20~~<br>✠LMC8,20<br>BS9,21 | Bry | *k* | CL<br>8,20 | 1908<br>8mo | J.Crown &Sons,Ld.<br>Sunderland<br>*Lloyd'sA&CP* | GowerShppngCo.Ld.(H.O.Jones,*Mgr.*)<br>*WB=Cell DB f*125 | 195·0<br>Q98'B13'F24'<br>222*tDT f*7'80*tFPT* | 32·6 | 11·9<br>FK | Sundrland<br>British<br>*6BHCem*<br>57*tAPT*19*t* | T3Cy.16½",26½"&45"-33"(*s*)<br>160lb 99RHP<br>2SB,*4pf*,GS53,HS2100<br>N.E.MarineEng Co.Ld.Sld. | 13 ″ 9<br>s ″ 11½<br>13 ″ 0 | |
| 17760<br>131387<br>JMFB | **Hampshire Coast** SteelScSr<br>ssLiv.No.3-12,15<br>*Well deck Mchy.Aft* ssLiv.No.1-19<br>*Elec.light* 1*Dk*(*Stl*) | 787<br>558<br>378 | ✠100A1<br>2,21<br>✠LMC<br>MS10,19 BS~~8,20~~12,21 | Liv | *k* | CL<br>2,21 | 1911<br>9mo | W.Harkess &Son,Ld.<br>Middlesbro'<br>*Lloyd'sA&CP* | CoastLinesLd.<br>*WB=Cell* | 195·0<br>Q109'B13'F33'<br>*DBf*117'158*t FPT* | 30·0 | 11·6<br>FK | Liverpool<br>British<br>*3BHCem*<br>39*tAPT*24*t* | T.3Cy.16",27"&44"-30" (*s*)<br>180lb 136NHP<br>2SB,*4cf*,GS72,HS2374<br>Richardsons,Westgarth&Co.Ld.Mdb. | 13 ″ 10<br>s ″ 9<br>13 ″ 4 | |
| 17761<br>106606<br>PMDG | **Hampstead** SteelScSr<br>(*ex*Vulcan) Wireless 1*Dk*2*trB* | 3471<br>3222<br>2211 | | | | | 1896 | Furness,Withy&CoLd<br>WHartlepool | Watts,Watts&Co.Ld. | 340·0<br>P31'B100'F34' | 45·1 | 25·3 | London<br>British<br>*WB* | T.3Cy.25",39"&66"-42"<br>SirC.Furness, 282NHP<br>Westgarth&Co.Ld.Mdb. | | C |
| 17762<br>106865<br>PSRB | **Hampstead Heath** SteelScSr<br>ssLiv.No.3-7,09<br>(*ex*Craftsman) ssLiv.No.2-18<br>*Elec.light* Wireless 2*Dks*(*Stl*)& *deep framing& Web frames* | 6196<br>5830<br>4030 | ✠100A1<br>7,21 ~~6,20~~<br>~~BS5,20~~ ✠LMC~~11,17~~<br>BS7,21 MS11,21 | NYk | *b*† | CL<br>~~6,19~~<br>7,21 | 1897<br>7mo | C.Connell &Co.<br>Glasgow<br>*Lloyd'sA&CP* | Stm.Nav.Co.of Canada,Ld.(Japp,Hatch&Co.*Mgrs.*)<br>*CellDBa*132'*uE* | 450·0<br>P35'B158'F34'<br>*&B*59' *f*200' | 52·5 | 30·7<br>FK | Liverpool<br>British<br>*9BHCem* | T.3Cy27½",45½"&75"-60"(*s*)<br>180lb *110lb* 583NHP<br>2DB,*12cf*,GS220,HS8400 FD<br>Dunsmuir&Jackson,Gls.<br>1464*tFPT*119*tAPT*56*t* | 33 ″ 9<br>s 7 ″ 10½<br>26 ″ 4 | |
| 17763<br>121834 | **Hampton** WoodPad<br>1*Dk&*2*Hur.dks* | 183<br>83<br>115 | | | | | 1905 | KennebecasisSS.CoLd<br>Hampton,NB | J.S.Gregory | 100·1 | 21·3 | 5·3 | StJohn NB<br>British | C.2Cy.14"&29"-48"<br>34RHP<br>J.Fleming,St.John,N.B. | | |
| 17764<br>220925<br>MCFT | **Hampton Roads** SteelScSr<br>Wireless Sub.Sig. *Fitted for oil fuel*<br>*Elec.light Carrying Petroleum in bulk*<br>*Mchy.Aft Longitudinal framing* 2*Dks* | 7641<br>—<br>4677 | | | | | 1920 | Baltimore D.D.&S.B.Co.<br>Baltimore,Md. | UnitedStates ShippingBoard | 431·0<br>P123'B37'F39' | 59·2 | 33·4 | Baltimore<br>Utd.States | 2 Steam Turbines<br>A.&W.FletcherEng.Works,Hoboken,N.J. | | |
| 17765 | **Han Ping** SteelTwinScSr<br>1*Dk*(*Stl*) | 952<br>793<br>581 | ✠<br>11,11<br>*Coasting HongKong &Tientsen* ✠ | Shi | *m* | | 1908<br>6mo | W.S.Bailey &Co.<br>HongKong | HanYehPingIron&CoalCo.Ld. | 223·0<br>F52'<br>*WB=FPT* | 36·2 | 13·5<br>FK&BK1⅛" | Shanghai<br>Chinese<br>*4BHCem*<br>52*tAPT*73*t* | C.4Cy.14"&32"-22" 125NHP<br>1SB,*3cf*,GS63,HS2459<br>HongKong&Whampoa DockCo.Ld.HongKong | 13 ″ 6 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux aux Quilles.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17766<br>142167 | **Han Wo** SteelTwinSc<br>(*Tug*)<br>1*Dk* | 248<br>202<br>50 | | | | | 1919 | NewEng.<br>&S.B.Works<br>Ld. Shanghai | Indo-ChinaSteam<br>Nav.Co.Ld. | 140·0 | 26·1 | 7·0 | Shanghai<br>British | T.3Cy.10",16"&26"–15"<br>69RHP<br>NewEng.&S.B.Works,Ld | | |
| 17767 | **Hanamet** IronSc4MstSr<br>6thSurveyBsb.2,04<br>(*ex*Macquarie,*ex*Duke of Sutherland)<br>*Ref.Mchy.* 3*Dks*(1*Irn*&1*Stl*) | *3302*<br>*2931*<br>*2073* | ✠<br>3,09 | Ham | *s*<br>Lv | | 1873<br>4mo | R.Duncan<br>&Co.<br>Pt.Glasgow | W.Katz | 379·8 | 38·3 | 28·5 | Shanghai<br>Utd. States<br>7*BHCem* | T.3Cy.26",42"&68½"–48"<br>NE&B93 388NHP<br>2SB,*6pf*,GS116,HS5284<br>Denny&Co.Dumbarton | | |
| 17768<br>130068<br>WRQV | **Hananui II.** SteelScK<br>*Mchy.Aft* 1*Dk* | 127<br>122<br>44 | | | | | 1910 | Smith's<br>DockCo.Ld.<br>Middlesbro' | F.H.&A.F.Jagger | 93·0 | 19·0 | 11·2 | AuklndNZ<br>British | T.3Cy.11",18"&30"–21"<br>58RHP<br>ShieldsEng.Co.Ld.N.Shl. | | |
| 17769<br>9999<br>JWFT | **Hanasaki Maru** SteelScSr<br>(*ex*Gisla) 1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws)<br>*Elec.light* Wireless &*deep framing* | 1456<br>1348<br>847 | ✠<br>*Spar dk withfreeboard*<br>5,07 ✠ | Yka | *p* | | 1905<br>12mo | Fevigs<br>Jernskibsbyg<br>Fevig | NipponYusen<br>KabushikiKaisha<br>*WB=Cell* | 235·0<br>B64'<br>*DBa* 61' *uE*19' *f*88' | 35·2 | 14·5<br>21·6<br>FK | Tokio<br>Japanese<br>4*BHCem*<br>304*t APT*15*t* | T.3Cy.16⅞",28"&48"–33"<br>176NHP<br>1SB,*3cf*,GS59,HS2417 FD<br>Richardsons,Westgarth&Co.Ld.Mdb. | 22 · 9 | |
| 17770 | **Hanau** SteelSc<br>For full particulars See No. 37715 in Supplement<br>*Elec.light* | 6900 | 100A1<br>(*Class Contemplated*) | | | | 1921 | Blohm&<br>Voss<br>Hamburg | Deutsch-Austral.<br>Dmpfsch.Ges. | 450·0<br>P&B371'F56' | 58·0 | 27·0 | Hamburg<br>German | 4 Geared Steam Turbines<br>Blohm&Voss,Hamburg | | |
| 17771<br>219355<br>LVCB | **Hancock County** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk2trB*<br>Wireless | 2606<br>2237<br>1612 | | | ... | | 1920 | Detroit<br>S.B.Co.<br>Wyandotte | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 26·1<br>FK | N.Orleans<br>Utd. States<br>*WB* | T.3Cy.21",35"&59"–42"<br>352NHP<br>Detroit S.B.Co.Detroit | 28 · 2 | R |
| 17772<br>NVLR | **Handel & Zeevaart** WoodScSr<br>*Oil Eng.*<br>1*Dk* | 129<br>—<br>100 | | | | | 1907 | J.Verwey<br>Vlaardingen | N.Parlevliet | 92·0 | 23·0 | 11·0<br>*WB* | Katwijk<br>a/Zee<br>Dutch | Oil Engine<br>2Cy.<br>J&CJBolindersCo.Ld.Skm | | |
| ✱ 17773 | **Handy** SteelTwinSc<br>*ss*P.Sd.No.1–20<br>Now named "Antonio Azambuja,, See No. 38140 in Supplement<br>1*Dk* | 232<br>—<br>— | ✠100A1<br>*For towing purposes*<br>6,20 ✠LMC11,20 | P.Sd | | 11,20 | 1915<br>7mo<br>*Lloyd's A&CP* | Bow,Mc-<br>Lachlan &Co.<br>Ld.Paisley | | 110·3<br>B36'<br>*CellDB*12'10*t FPT* | 24·1 | 10·6<br>BK6¾" | *BHCem*<br>32*t APT*32*t* | C.4Cy.14½"&30"–21" (*s*)<br>120lb 114NHP<br>1SB,*3cf*,GS80,HS2490<br>Bow,McLachln&CoLd Psy | 13 · 0<br>s1 · 5<br>12 · 1 | |
| 17774<br>128136<br>HVMW | **Handyman** SteelScK<br>*ss*Hul.No.3–4,18<br>*ss*Hul.No.1–20 1*Dk* | 86<br>85<br>— | ✠ A–<br>*For River purposes only*<br>7,21 ~~7,20~~ ✠LMC7,20<br>BS7,21 | Hul | | 7,20 | 1909<br>5mo | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley | ~~T.Gray&Co.Ld.~~<br>UnitedTowing<br>Co.,Ld. | 85·0<br>B10' | 17·1 | 9·6<br>BK6"<br>*WB=* | Hull<br>British<br>4*BHCem*<br>*APT*10*t* | C.2Cy.15"&32"–21" (*s*)<br>130lb 42RHP<br>1SB,*2pf*,GS34,HS1190<br>Vauxhall&WestHydraulic Co.Ld.Ltn. | 10 · 2 | |
| 17775<br>114779<br>SRNL | **Hang Sang** SteelScSr<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*–*pt* teak s)&<br>*Elec.light* Sub.Sig. *deep framing* | 2143<br>2010<br>1356 | ✠<br>*Spar dk*<br>10,01 ✠ | Gls | *s* | | 1901<br>10mo | Lon.&Gls.<br>Co.Ld.<br>Glasgow | Indo-ChinaSteam<br>Nav.Co.Ld.<br>*WB = Cell DBa*84'<br>*f*108'285*t* | 290·3<br>B60'F36'<br>*D T a* 20'358*t FPT* | 42·0 | 15·5<br>22·5<br>FK | London<br>British<br>5*BHCem*<br>25*t APT*22*t* | T.3Cy.21",34"&56"–42"<br>224NHP<br>1SB,*4cf*,GS71,HS2868 FD<br>London&Glas.Co.Ld.Gls. | 25 · 0 | |
| 17776<br>91878<br>KCPV | **Hangchow** SteelScSr | 1572<br>1491<br>999 | | | | | 1885 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 259·7<br>B52' F31' | 33·1 | 23·2 | London<br>British | C.2Cy.29"&58"–42"<br>182NHP<br>Scott&Co.,Greenock | | |
| 17777<br>VRFP | **Hanhi** SteelSc<br>Wrecked 10,21<br>1*Dk* | 207<br>—<br>134 | | | | | 1894 | Lehtoni'mi<br>Mek.Verk.<br>Jorois | Osakeyhtio<br>MantyluotoA/B | 95·2 | 23·1 | 11·8 | Björnebrg<br>Finnish | C.2Cy.10"&17"–15½"<br>NE&B09 10NHP<br>BjörneborgMek.Verk. | | |
| 17778<br>139617 | **Hani I.** SteelScCtr<br>Stranded 1,22<br>(*ex*Elena) 1*Dk* | 402<br>350<br>189 | | | ... | | 1904 | J Fullerton<br>&Co.<br>Paisley | PontcannaShip-<br>pingCo.Ld.(W.<br>Williams *Mgr.*) | 160·3 | 31·1 | 9·3<br>FK | British<br>*WB* | C.2Cy.13"&26"–18"<br>40RHP<br>C.Houston&Co.Glasgow | 9 · 10 | V |
| 17779<br>139631<br>JTHC | **Hani III.** SteelScSr<br>(*ex*B.A.H.W. No. 16)<br>*Mchy.Aft* 1*Dk* | 448<br>342<br>221 | | | ... | | 1913 | C.H.Wal-<br>ker&Co.Ld<br>Sudbrook | MolerFireproof<br>.Brick&Partition<br>Co.Ld | 158·0<br>Q56'B*on Qdk*13'<br>F20' | 29·7 | 8·3<br>FK | Cardiff<br>British | C.2Cy.15"&30"–20"<br>52RHP<br>Plenty&Son,Ld.Newbury | 9 · 4 | V |
| 17780<br>139633<br>JTRP | **Hani IV.** SteelScSr<br>(*ex*B.A.H.W.No.15) 1*Dk*(*Stl*)<br>*Mchy.Aft* | 449<br>342<br>222 | ✠<br>*For River purposes only*<br>2,13 ✠ | Npt | | | 1913<br>2mo | CHWalker<br>&Co.Ld.<br>Sudbrook | MolerFireproof<br>Brick&Partition<br>Co.Ld. | 158·0<br>Q56'B *on Qdk*13'<br>F20' | 29·7 | 8·3<br>FK<br>*FPT* | Cardiff<br>British<br>3*BHCem*<br>38*t APT*8*t* | C.2Cy.15"&30"–20"<br>52RHP<br>1SB,*2pf*,GS36,HS1054<br>Plenty&Son,Ld.Newbury | 9 · 4 | V |
| 17781<br>129404<br>HSQF | **Hanka** SteelScK<br>(*Whaler*)<br>1*Dk* | 110<br>108<br>38 | | | | | 1911 | Akers<br>Mek.Værks.<br>Christiania | Chr.Salvesen&Co. | 92·4 | 18·5 | 10·7 | Stanley<br>FalklandI.<br>British<br>*WB* | T.3Cy.11",18"&29"–18"<br>51RHP<br>AkersMek.Værks.Xia. | | |
| 17782<br>HOGL | **Hankö** SteelScSr<br>1*Dk*&*Awngdk* | 242<br>231<br>139 | | | | | 1890 | AkersMek<br>Værksted<br>Christiania | Nordmör<br>Dampskibsselskab | 130·0<br>H15*t* | 19·1 | 14·4 | Xiansund<br>Norwegian | T.3Cy.<br>Akrs.Mek.VærkChrstiania | | |
| ✱ 17783<br>25454<br>RNLV | **Hankow Maru** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Awng dk*(*Stl*) | 4104<br>3613<br>2524 | ✠100A1<br>*Awng dk withfreeboard*<br>~~5,21~~ ~~12,20~~ ✠LMC~~6,19~~ 5,21<br>10,21 | NYk<br>Kob | *v* | ~~6,20~~<br>5,21 | 1919<br>6mo<br>*Lloyd's A&CP* | Kwasaki<br>Dkyd.Co.Ld.<br>Kobe | KokusaiKisen<br>KabushikiKaisha<br>*CellDB*294'778*t F* | 345·0<br>P29'B74'F41'*on Awng dk*<br>*PT*62*t APT*31*t* | 48·0 | 30·0<br>FK | Kobe<br>Japanese<br>*Cem*<br>6*BHtoA dk* | T.3Cy.23½",39"&65"–48"(*s*)<br>200lb 356NHP<br>2SB,*6cf*,GS121,HS4610 FD<br>KawaskiDkydCo Ld.Kobe | 30 · 0<br>s 6 · 3<br>24 · 2 | |
| 17784<br>220936<br>MCGD | **Hanley** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*&*Shelter dk*<br>Wireless *Longitudinal framing* | 7583<br>—<br>4825 | | | | | 1920 | Bethlehem<br>S.B.Corp.Ld.<br>S.Francisco | UnitedStates<br>ShippingBoard | 440·0 | 56·0 | 35·2 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.27",47"&78"–48"<br>421NHP<br>BethlehemS.B.Corp.<br>S.Francisco | | R |
| 17/85 | **Hanna** SteelSc<br>(*ex*Margaretha) *Oil Eng.*<br>1*Dk* | 119<br>105<br>97 | | | | | 1915 | J.J.Pattje<br>&Zn.,<br>Waterhuizen | LeonhardMüller | 88·8<br>Q21'H14' | 21·2 | 8·0 | Hamburg<br>German | OilEngine 2S.C.<br>2Cy.13"–13⅜" 23NHP<br>J&CGBolindersCoLd Skm | | |
| 17786<br>MVOL | **Hanna Nielsen** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5748<br>5147<br>4269 | | | ... | CL<br>N4,20 | 1916<br>12mo | Skinner&<br>EddyCorpn.<br>Seattle,Wash<br>1*BHin fore*<br>A&CP | A/SHannaNielsen<br>(B.Stolt-Nielsen)<br>*hold*&1*BHinafter*<br>*CellD* | 409·6<br>P44'B115'F47'<br>*hold dispensed with*<br>B356' 1198*t FPT*12 | 54·0 | 27·1<br>FK | Haugesnd<br>Norwegian<br>*Cem*<br>5*BHonly*<br>0*t APT*140*t* | 1 Geared Steam Turbine<br>190lb (*s*) 472NHP<br>3SB,*9cf*,GS207,HS7509<br>GeneralElectricCo.<br>Schenectady,N.Y. | 29 · 9<br>s6 · 0½<br>24 · 1 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of LR of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17787<br>128827<br>JBWS | **Hannah** SteelScSr<br>ssNwc.No 2-21 ~~ssBln.No.1-18~~<br>1*Dk*(*ptIrnptStl*)<br>Wireless | 3697<br>3480<br>2321 | ✠100A1<br>10,21~~2,21~~<br>~~MS2,18~~ | Bry<br>Nwc<br>✠LMC10,21<br>~~BS10,20~~ | *w* | CL<br>~~3,19~~<br>10,21 | 1913<br>4mo<br>*Lloyd* | TyneI.S.B.<br>Co.Ld.<br>Newcastle<br>'*sA&CP* *W* | RahtkensShppg.<br>Co.Ld.<br>*B=Cell D B a*113' | 350·4<br>P44'B163'F36'<br>*uE*23'*f*152'908*t AP* | 50·0 | 23·8<br>FK | Middlsbro'<br>British<br>6*BHCem*<br>*T*142*t* | T.3Cy.25",42"&68"-45" (*o*)<br>180lb *100lb* 348NHP<br>2SB,*6cf*,GS139,HS5506<br>Blair&Co.Ld.Stockton | 26 " 1<br>s 3 " 8<br>22 " 9 | |
| 17788 | **Hannah Blumenthal** SteelScSr<br>(*ex*Holnis)<br>1*Dk* | 987<br>740<br>609 | | | | | 1891 | Flensburgr<br>Schiffsb. Ges.<br>Flensburg | Blumenthal&Böse | 219·1<br>Q78'B54'F27' | 32·3 | 13·2 | Altona<br>German | T.3Cy.15",22½"&43"-30"<br>101NHP<br>FlensburgerSchiffsb.Ges. | | |
| 17789<br>110646<br>RPGN | **Hannah Jolliffe** SteelScK<br>(*Tug*)<br>1*Dk* | 178<br>171<br>11 | | | | | 1900 | J.P.Rennoldson&Sns.<br>S.Shields | W.&T.Jolliffe,Ld. | 103·0 | 23·6 | 12·1 | Liverpool<br>British | T.3Cy.15½",25"&41"-27"<br>87NHP<br>J.P.Rennoldsn&Sns.S.Shl. | | |
| 17790<br>220769<br>MBST | **Hannawa** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk&Shelter dk*<br>Wireless *Longitudinal framing* | 7582<br>—<br>4826 | | | | | 1920 | Bethlehem<br>S.B.Corp.Ld.<br>S.Francisco | UnitedStates<br>ShippingBoard | 440·0 | 56·0 | 35·2 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.27",47"&78"-48"<br>421NHP<br>BethlehemS.B.Corp.<br>S.Francisco | | R |
| 17791<br>135157<br>JBDQ | **Hannington Court** SteelScSr<br>ssLon.No.2-20<br>Wireless 1*Dk*(*Stl*)2*trB* | 5166<br>4875<br>3217 | ✠100A1<br>~~5,21~~ ~~6,20~~3,22 | Lon<br>~~Hr~~Chb<br>✠LMC6,20<br>BS7,21 | *y* | CL<br>6,20 | 1912<br>11mo<br>*Lloyd* | J.Priestman&Co.<br>Sunderland<br>'*sA&CP* | CourtLine,Ld.<br>(Haldin&Co.Ld.<br>*Mgrs.*) *WB=*<br>*a*130'*uE*24'*f* | 400·0<br>P47'B124'F38'<br>*CellDB*<br>173' 1039*t FPT*120*t* | 53·5 | 26·6<br>FK | London<br>British<br>6*BHCem*<br>*APT*218*t* | T.3Cy.27",44½"&74"-48" (*s*)<br>180lb 440NHP<br>3SB,*9cf*,GS192,HS7158<br>Blair&Co.Ld.Stockton | 29 " 1<br>s 5 " 8½<br>23 " 9 | |
| 17792<br>~~143100~~<br>~~KCQT~~<br>QLHT | **Hannover** SteelTwinScSr<br>Wireless<br>*Elec.light* Sub.Sig. 2*Dks&Awng dk*4*trB* | 7305<br>5566<br>4635 | | | | | 1899 | Wigham-Richrdsn&Co<br>Ld Newcastle | Norddeutscher<br>Lloyd | 429·9 | 54·0 | 39·5 | Bremen<br>German<br>*WB* | Q.8Cy.19",26½"40½"&59"-42"<br>451NHP<br>WghmRchrdsn&C.LdNwc | | |
| 17793 | — SteelSc<br>*For full particulars See No.*37701 *in Supplement*<br>*Elec.light* 2*Dks* | 6900 | | | | | 1921 | Blohm&<br>Voss<br>Hamburg | Deutsch-Australische Dmpfsfahrts.<br>Ges. | 450·0<br>P&B371'F56' | 58·0 | 27·0 | Hamburg<br>German<br>*WB* | 4 Geared Steam Turbines<br>Blohm&Voss,Hamburg | | |
| 17794 | — SteelSc<br>(*ex*RichardWagner,<br>*ex*Maria) 1*Dk* | 151<br>142<br>93 | | | | | 1901 | F.Schichau<br>Elbing | A.Bähr | 114·9 | 19·7 | 6·9 | Hamburg<br>German | C.2Cy.10⅗"&18 9/10"-10⅕"<br>9NHP<br>F.Schichau,Elbing | | |
| 17795 | **Hanny** IronSc<br>(*Trawler*)<br>1*Dk* | 132<br>122<br>18 | | | | | 1892 | F.W.<br>Wencke<br>Bremerhaven | H.Siebert,Dampfhochseefischerei | 105·0 | 21·0 | 9·3 | Brmrhavn<br>German | C.2Cy.17½"&31½"-19½"<br>36NHP<br>R.Küchen,Bielefeldt | | |
| 17796<br>OITC | **Hanoï** SteelScSr<br>*Elec.light* 2*Dks* | 1208<br>—<br>630 | | | | | 1893 | Sundrland<br>SB.Co.(Lim.)<br>Sunderland | P.A.Lapicque&Co. | 240·0<br>H— | 32·0 | 17·3 | Haiphong<br>French<br>*WB* | T.3Cy.20",32½"&53"-36"<br>NB14 169NHP<br>N.E.Mar.E.Co.(Lim.),Sld. | | V |
| 17797<br>219098<br>LTHW | **Hanover** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Sub.Sig.<br>*Fitted for oil fuel* 10,19 *F.P. above* 150° F. | 5816<br>5479<br>3567 | | | | CL | 1919<br>10mo | SunS.B.Co.<br>Chester,Pa.<br>*CellDB*370' | UnitedStates<br>ShippingBoard<br>1 *Intermediate BH in after 'tween dks dispensed with Collision BH to Sh dk*<br>1355*t DTa*30' 882*t* | 434·3<br>*FPT*117*t APT*76*t* | 57·7 | 35·4<br>FK | Phildlphia<br>Utd.States<br>*ptCem*<br>5 ,, ,, *U* ,,<br>1 ,, ,,2*nd*,, | T.3Cy.27",45½"&76"-51" (*r*)<br>190lb 612NHP<br>3SB,*9cf*,GS207,HS9198 FD<br>TheSunS.B.Co.Chester,Pa. | 30 " 3<br>s 4 " 4½<br>26 " 1 | |
| 17798 | **Hans** SteelScSr<br>*Elec.light* 1*Dk* | 1518<br>1049<br>968 | | | | | 1899 | Akt.Ges.<br>"Neptun"<br>Rostock | FlensburgerDmpf.<br>Co.(H.Schuldt,<br>*Mgr.*) | 245·6<br>P15'Q58'B112'F27' | 35·4 | 15·3 | Flensburg<br>German<br>*WB* | T.3Cy.17",27⅗"&47"-33"<br>127NHP<br>A.G."Neptun,"Rostock | | |
| 17799<br>LNPC | — SteelSc<br>Wireless<br>*Elec.light Mchy.Aft* Sub.Sig. 1*Dk* | 651<br>534<br>343 | | | | | 1919 | Werfs.<br>Nobiksrug<br>Rendsborg | Röchling,<br>Menzell&Co. | 175·6<br>P&B116'F22' | 30·7 | 12·5 | Flensburg<br>German<br>*WB* | T3Cy.13⅓",20 9/10"&32 7/10"-22"<br>Steen& 50NHP<br>Kauffmann,Elmshorn | | |
| 17800<br>NBFK | — CompScSr<br>*OilEng.*<br>(*ex*Bjälbo) 1*Dk* | 199<br>158<br>135 | | | | | 1884 | S.Groth<br>Sjötorp | ~~RederiA/S Dragör~~<br>~~(J.Övrebeck, *Mgr*)~~<br>RederiAkties"Halla'<br>(TCChristensen,*Mgr*) | 99·6<br>P22'H9*t* | 23·6 | 10·1 | Copenhagn<br>Danish | 2Cy.<br>NE*fitted*17 | | |
| 17801<br>NPDR | **Hans Egede** SteelSc3MstSr<br>*Mchy.Aft* *Elec.light* 2*Dks* | 900<br>723<br>506 | | | | | 1904 | Akt.Burmeistr&Wain<br>Copenhagen | Styrelsen af<br>Kolonierne<br>iGrönland | 184·0<br>Q52'F24' | 40·2 | 20·0 | Copnhagn<br>Danish<br>*WB* | T.3Cy.14½",23"&40"-33"<br>92NHP<br>Akt.Burmeistr&Wain,Cpn | | V |
| 17802 | **Hans Fischer** SteelScSr<br>(*ex*FranziskaPodeus)<br>*Elec.light* 1*Dk&Web frames* | 1123<br>955<br>686 | | | | | 1895 | Akt.Ges.<br>"Neptun"<br>Rostock | F.W.Fischer | 234·2<br>P69'B58'F27' | 34·5 | 14·5 | Rostock<br>German<br>*WB* | T.3Cy.16¼",25⅝"&41¾"-31½"<br>98NHP<br>A. G." Neptun,"Rostock | | |
| 17802*<br>MTVS | **Hans Gude** SteelSc<br>*Elec.light* 1*Dk* | 1298<br>1123<br>735 | | | | | 1919 | Huiskens&<br>vanDijk<br>Dordrecht | D/S A/S Fane<br>(VilhelmTorkildsen<br>*Mgr.*) | 237·9<br>P21'B56'F21' | 37·2 | 16·0 | Bergen<br>Norwegian<br>*WB* | T.3Cy.17½",29"&45"-36"<br>121NHP<br>Huiskens&vanDijk | | N |
| 17803<br>102965<br>JLQM | **Hans Hemsoth** SteelScSr<br>ssHam.No.3-2,06<br>(*ex*EmilKirdorf, ssHam.No.1-11<br>*ex*Heimfeld,*ex*Amyl) 1*Dk*(*ptStlptIrn*)<br>*Well deck* Wireless &*Webframes* | 2477<br>1857<br>1644 | ✠<br>9,15 | Bmn<br>✠ | *s* | | 1894<br>8mo | JLThompson&Sons,Ld.<br>Sunderland | ~~Requisitioned by theAdmiralty (E.R.Newbigin,~~<br>S.Instone&Co.Ld.<br>*WB=CellDB* | 300·0<br>P24'Q90'B124'<br>F32'<br>*a*94'*f*112'413*tFPT* | 41·1 | 18·1<br>FK | London<br>British<br>6*BHCem*<br>89*tAPT*30*t* | T.3Cy.22½",36½"&60"-39"<br>224NHP<br>2SB,*6cf*,GS100,HS3358<br>Blair&Co.Ld.Stockton | 20 " 6 | |
| 17804<br>NVDH | **Hans Mærsk** SteelScSr<br>ssShl.No.1-21<br>Wireless 1*Dk*(*Stl*) | 1963<br>1775<br>1169 | ✠100A1<br>~~3,21~~ ~~1,20~~ ~~9,21~~<br>1,22<br>BS4,21 | Cpn<br>~~Shl~~Shl<br>✠LMC~~8,16~~<br>MS3,21 | *r* | CL<br>~~3,21~~<br>9,21 | 1916<br>8mo<br>*Lloyd* | A.Vuijk&<br>Zonen,Capelle a/dYsel<br>'*sA&CP* | Dpskslsk.af<br>1912(A.P.<br>Möller,*Mgr.*) | 281·3<br>P22'B74'F31'<br>*CellDB*252'535*tFPT* | 40·2 | 19·1<br>FK | Copnhagn<br>Danish<br>4*BHCem*<br>78*tAPT*82*t* | T.3Cy.20",31½"&53"-36" (*s*)<br>180lb *140lb* 187NHP<br>2SB,*2pf*,*2cf*,GS74,HS2940<br>G.Clark,Ld.Sunderland | 21 " 4<br>s 3 " 2<br>18 " 6 | |
| 17805<br>NMBR | **Hans Tavsen** SteelScSr<br>ssMmo.No.1-21 ssOpn.2ndNo.3-12,15<br>(*ex*Iona) 1*Dk*(*Stl*)&*Webframes*<br>*Well deck* | 1779<br>1281<br>1093 | ✠100A1<br>5,21~~11,19~~<br>~~BS11,19~~ | Cpn<br>Mmo<br>✠LMC~~6,15~~<br>7,21 | *q* | ~~11,19~~<br>5,21 | 1889<br>10mo | R.Thompson&Sons<br>Sunderland<br>A&CP | Dampskbs.Jutlandia(T.C.<br>Christensen,*Mgr.*)<br>*WB* | 269·0<br>P27'Q68'B112'F30'<br>= *Cell DB* 168' 303*t* | 36·5 | 17·0<br>BK9" | Copnhagn<br>Danish<br>4*BHCem*<br>*APT*120*t* | T.3Cy.20",32½"&53"-36" (*s*)<br>160lb 168NHP<br>2SB,*3pf&1rf*,GS70,HS2522<br>N.E.MarineEng.Co.Ld.Sld | 19 " 2<br>s 1 " 2<br>18 " 11 | |
| 17806<br>[illegible]<br>KBTC | **Hans Wilhelm Hemsoth** SteelSc<br>*Now named* "CapeCross," *See No.* 36703 *in Supplement*<br>Wireless 2*Dks* | 4081<br>3822<br>2549 | | | | | 1910 | Rickmers<br>Akt.Ges.<br>Geestemünde | BritishAfricaShipping&CoalingCo.<br>Ld.(Mitchell Cotts<br>&Co., *Mgrs.*) | 368·0 | 47·7 | 27·3 | London<br>British<br>*WB* | T.3Cy.23¼",38⅝"&63"-43¼"<br>261NHP<br>BremerVulkan,Vegesack | | |
| 17807<br>RLQD | **Hansa** SteelTwinSc<br>(*ex*VictoriaLuise.<br>*ex*Deutschland) 4*Dks&Promenade dk*<br>*Elec.light* Sub.Sig. Wireless | ~~16703~~<br>~~12342~~<br>~~8122~~<br>16333<br>12342<br>8320 | | | | | 1900 | Akt.Ges.<br>"Vulcan"<br>Stettin | Hamburg-Amerik.<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | 660·9<br>P108'B314'H93'<br>F117' | 67·3 | 40·3 | Hamburg<br>German<br>*WB* | Q.8Cy.33½",49⅗",70 1/10"&98⅗"-72⅘"<br>1652NHP<br>*Rebuilt*11Akt.Ges.<br>"Vulcan" | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4<br>Tonnage Officiel. Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit. Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12<br>Port d'Armement. — Pavillon. | 13<br>Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17808<br>MCTV | **Hansa** | **SteelScSr**<br>1*Dk* | 1137<br>1011<br>660 | | | | | 1906 | Trndhjms Mek.Værks.<br>Trondhjem | A/S D/SHansa (WilliamHansen) | 230·4\|35·2\|15·9<br>H53tF32t | Bergen<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"-30"<br>106NHP<br>TrondhjemsM.V.Trndhjm |
| 17809<br>118477<br>WJRH | —<br>*Elec.light* Sub.Sig. | **SteelScSr**<br>*ss*Sou.No.3-3,17<br>1*Dk*(*Stl*)&*deep framing*<br>*ss*Sou.No.1-21 | 880<br>750<br>516 | 100A1<br>10,21 ~~10,20~~<br>LMC<br>MS~~4,17~~5,21 BS~~9,20~~10,21 | Sou | *l* | ~~10,20~~<br>10,21 | 1904<br>8mo<br>*Lloyd*'*sA&CP* | Act.Ges. "Neptun"<br>Rostock<br>*WB* | TheUnionCastle MailSS.Co.Ld.<br>= *Cell DBa51' u E* | 215·0\|30·6\|14·1<br>B53'F20'<br>FK<br>& *B36' f87' 270t FPT* | London<br>British<br>4*BHCem*<br>15*t APT* 9*t* | T.3Cy.16 3/16",25 9/16"&41 11/16"-28¾" 170lb (*s*) 98RHP<br>2SB,4*cf*,GS61,HS2138<br>A.G."Neptun,"Rostock |
| 17810 | — | **SteelScSr**<br>(*ex*Praecis)<br>1*Dk* | 742<br>587<br>438 | | | | | 1908 | Nüscke& Co.A.G.<br>Stettin | DanzigerRhederei Akt.Ges. (Bohnke &Sieg, *Mgrs.*) | 202·9\|30·3\|12·5<br>Q69'B46'F24' | Danzig<br>*WB* | T.3Cy.13¾",21¾"&35¼"-23½"<br>DresdnerMasch. &Schiffsw.Uebigau,A.G.<br>62NHP |
| 17811 | —<br>*Elec.light* | **IronScSr**<br>(*ex*Lina)<br>1*Dk*&*Awng dk* | 585<br>421<br>348 | | | | | 1880 | F Schichau<br>Elbing | A.H.Schwedersky, Nachf. | 179·8\|25·3\|13·1<br>P&B97'F26' 21·1 | Memel | C.2Cy.22"&41"-25¼"<br>NB93 70NHP<br>F.Schichau,Elbing |
| 17812<br>3542<br>JKVH | —<br>Wireless | **SteelScSr**<br>1*Dk*&*Shelter dk* | 561<br>255<br>334 | | | | | 1899 | W.LindbergsAktieb.<br>Stockholm | Ångf.Aktieb.Gotland (CarlE. Ekman, *Mgr.*) | 157·2\|25·8\|11·4<br>H70*t* len04 18·4 | Visby<br>Swedish<br>*WB* | T.3Cy.15",24"&39"-26"<br>77NHP<br>W.LindbergsAktieb.Skm. |
| 17813 | —<br>*Elec.light* | **SteelSc**<br>(*Trawler*) | 238<br>224<br>93 | | | | | 1918 | R.Holtz<br>Harburg | "Hansa" HochseefischA.-G. | 121·0\|22·5\|10·4<br>P16' | Altona<br>German<br>*WB* | T.3Cy.12⅘",20⅒"&32¼"-22"<br>Gebr.SachsenbergA.-G., Rossla |
| 17814 | — | **SteelScSp**<br>*Motor*<br>1*Dk* | 100<br>—<br>91 | | | | | 1911 | D.W. KremerSohn<br>Elmshorn | Renck&Hessenmüller | 80·5\|20·7\|7·2<br>Q20'<br>len12 | Hamburg<br>German | Motor 4S.C.<br>3Cy.12½"-16" 30NHP<br>FredrikshavnsJernst&Msk |
| 17815 | **Hanseat** | **SteelSc**<br>(*Trawler*)<br>1*Dk* | 234<br>209<br>88 | | | | | 1917 | G.Seebeck Akt.Ges.<br>Bremerhaven | Hochseefischerei "Bremerhaven" A.-G. | 127·3\|23·0\|9·8<br>F20' | Brmrhavn<br>German<br>*WB* | T.3Cy.12⅝",20½"&33"-23⅝"<br>53NHP<br>G.SeebeckA.G.Bremerhvn |
| 17816 | —<br>*ex*VonThielen) | **SteelTwinScSr**<br>(*ex*Altenwerder,<br>1*Dk* | 133<br>107<br>69 | | | | | 1900 | Schömer& Jensen<br>Tönning | FriedrichJ. Schneider | 106·7\|20·0\|6·9<br>Q46'B15' | Hamburg<br>German<br>*WB* | C.4Cy.8"&15"-11"<br>6NHP<br>Schömer&Jensen,Tönning |
| 17817<br>MCWL | **Hanseat I.**<br>*ex*Dr.FriedrichWitte) | **IronScSr**<br>(*ex*Hanseat,<br>1*Dk* | 254<br>139<br>133 | | | | | 1887 | Rostocker Act.Ges.<br>Rostock | A/S Argo (Carl Fiskaaen, *Mgr.*) | 124·2\|22·0\|8·4<br>Q23*t*F84*t* | Haugesnd<br>Norwegian<br>*WB* | C.2Cy.18"&26¾"-18½"<br>25NHP<br>RostockerA.G.Rostock |
| * 17818<br>MHNQ | **Hanseat 2**<br>(*ex*Duddon)<br>*Well deck Mchy.Aft* | **IronScSr**<br>*ss*Xia.3rdNo.3-12,17<br>1*Dk* | 332<br>249<br>147 | ✠100A1<br>12,19<br>✠NB2,89 ✠LMC~~12,17~~ 2,22<br>~~BS10,20~~ 2,22 | Sws | | CL<br>~~N12,19~~<br>2,22 | 1882<br>10mo<br>*Lloyd*'*sA&CP* | R.Smith<br>Preston | A/S Argo (Carl Fiskaaen, *Mgr.*) | 144·6\|23·3\|10·6<br>Q79'B10'F19'<br>*DBa28' f54' 80t* | Haugesnd<br>Norwegian<br>3*BHCem* | C.2Cy.17½"&34"-24" (*s*)<br>100lb 45NHP<br>1SB,2*pf*,GS30<br>R.Smith,Preston |
| 17819<br>22496<br>ROHL | **Hanta Maru** | **WoodAuxScSr** | 198<br>—<br>144 | | | | | 1918 | ........................ | NanyoBoyeki KabushikiKaisha | 98·7\|24·5\|11·6 | Hanta<br>Japanese | |
| 17820<br>131803<br>HVRW | **Hantonia**<br>*Elec.light* Wireless Sub.Sig. | **SteelTwinSc**<br>*CruiserStern*<br>2*Dks* | 1560<br>957<br>662 | | | | | 1911 | Fairfield Co.Ld.<br>Glasgow | L.&S.W.Rlwy.Co. | 290·3\|36·1\|15·3<br>P46'B160'F48' | S'thamptn<br>British<br>*WB* | 2sets geared Stm.Turbines<br>FairfieldCo.Ld.Glasgow |
| 17821<br>114739<br>SNHD | **Hanyang**<br>*Elec.light* | **SteelScSr**<br>2*Dks* | 1956<br>1731<br>1207 | | | | | 1901 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 275·5\|38·2\|21·5<br>B70'F30' | London<br>British<br>*WB* | T.3Cy.19",31"&53"-39"<br>175NHP<br>Scott&Co.Greenock |
| 17822<br>130070 | **Hapai**<br>*ss*Auk.No.1-21<br>*Elec.light* | **SteelTwinScCtr**<br>(*BucketHopper Dredger*)<br>*ss*Auk.No.3-10,18<br>1*Dk*(*Stl*) | 867<br>865<br>364 | ✠ A1<br>*HopperDredger*<br>12,21 ~~12,20~~<br>✠LMC~~12,20~~<br>12,21 | Auk | | CL<br>~~PN~~<br>~~11,19~~<br>~~s12,20~~<br>12,21 | 1909<br>12mo<br>*Lloyd*'*sA&CP* | Fleming& Ferguson,Ld<br>Paisley | AucklandHarbour Board | 205·3\|40·1\|14·2<br>FK<br>*WB* = | AuklndNZ<br>British<br>5*BHCem*<br>*FPT*49*t* | T.6Cy.15",24"&39"-24" (*s*)<br>170lb 164NHP<br>2SB,4*cf*,GS96,HS2629<br>Fleming&FergusnLd.Psy. |
| 17823<br>~~[illegible]~~ | **Haparanda** | **SteelScSr**<br>1*Dk* | 999<br>708<br>533 | | | | | 1903 | Schiffsw.v. HenryKoch<br>Lübeck | H.M.Gehrckens | 210·6\|32·5\|12·8<br>Q62'B62'F28' | Hamburg<br>German<br>*WB* | T.3Cy.17¾",29½"&47¼"-33½"<br>130NHP<br>J.F.Ahrens,Altona |
| 17824<br>1422<br>JOTB | — | **SteelPadSp**<br>1*Dk* | 246<br>135<br>155 | | | | | 1894 | Bergsunds M.V.<br>Stockholm | TrafikAktieb. Haparanda (G. Edlund, *Mgr.*) | 122·0\|19·0\|7·6<br>Q44'B42'H31*t*F19' | Haparnda<br>Swedish | C.2Cy.19"&38"-29½"<br>65NHP<br>BrgsundM.V.Aktieb.Skm |
| 17825<br>136575 | **Happy Days** | **WoodScDy**<br>(*Fishing*)<br>1*Dk* | 101<br>100<br>49 | | | | | 1914 | Colby Bros.<br>Lowestoft | StrantonDrifters, Ld.(R.H.Davison, *Mgr.*) | 88·8\|19·3\|9·8 | Lowestoft<br>British | C.2Cy.11¼"&25"-16"<br>20RHP<br>Elliott&GarroodLdBeccles |
| 17826<br>25466<br>RNMQ | **Harada Maru No. 6** | **WoodSc** | 357<br>—<br>205 | | | | | 1918 | ........................ | KabushikiKaisha HaradaZosensho | 139·8\|23·6\|13·5 | Amagasaki<br>Japanese | |
| 17827<br>25469<br>RNMV | **Harada Maru No. 7** | **SteelSc** | 1270<br>—<br>862 | | | | | 1919 | ........................ | KabushikiKaisha HaradaZosensho | 224·8\|31·5\|19·0 | Amagasaki<br>Japanese | |
| 17828<br>NMJV | **Harald** | **SteelScSr**<br>*ss*Cpn.No.3-3,16<br>*ss*Els.No.1-20<br>1*Dk*(*Irn*)&*deep framing* | 1955<br>1704<br>1208 | ✠100A1<br>6,21 ~~9,20~~<br>✠LMC2,20<br>MBS5,21 DBS2,21 | Cpn<br>NYk | *r* | CL<br>7,19<br>6,21 | 1903<br>6mo<br>*Lloyd*'*sA&CP* | W.Gray& Co.Ld.<br>WHartlepool | DetForendeDampskibsSelskab<br>*WB = Cel* | 280·5\|40·3\|18·4<br>P24'B69'F29'<br>FK<br>*lDBa88' uE20' f118'* | Copnhagn<br>Danish<br>4*BHCem*<br>541*t APT*28*t* | T.3Cy.21",33"&56"-36" (*s*)<br>160lb *80lb* 194NHP<br>2SB,4*rf*,GS62,HS3008<br>Cen.Mar.Eng.Wrks.WHpl |
| 17829 | —<br>*Elec.light* | **SteelScSr**<br>*ss*Shl.No.2-12<br>1*Dk*(*Stl*)&*deepframing*<br>*Cargo battens not fitted* | 1866<br>1646<br>1128 | ✠<br>4,16<br>✠ | Bmn | *r* | | 1904<br>6mo | Craig,Taylor&Co.<br>Stockton | ~~TheShippingController(James Westoll, Mgr.)~~<br>Westfälische TransportA.G | 280·0\|38·3\|18·3<br>P26'B72'F28'<br>FK<br>*WB = CellD* | Emden<br>German<br>4*BHptCem*<br>*ptAsp*<br>*Ba90' uE16'* | T.3Cy.19",31"&51"-33"<br>167NHP<br>2SB,4*pf*,GS74,HS2654<br>N.E.MarineEng.CoLd.Sld.<br>*f116' 406t FPT 79t APT 87t* |
| 17830<br>5771<br>JVMT | —<br>*Elec.light* | **SteelSc4Mst**<br>1*Dk* | 1466<br>1319<br>891 | | | | | 1915 | Fredrkstad Mek.Værks.<br>Fredrikstad | Ångf.Aktieb. "Gefle" (E.Brodin, *Mgr.*) | 243·0\|39·2\|19·2<br>P26'B67'F29' | Torö<br>Swedish<br>*WB* | T.3Cy.18",29½"&49"-33"<br>138NHP<br>FredrikstadM.V.Frdstad. |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17831<br>JTSK | **Harald** SteelScSr<br>1Dk2trB | 818<br>601<br>495 | | | | | 1894 | Bergens<br>MekVerksted<br>Bergen | A/S D/S Harald<br>(O.&A.Irgens) | 211·7<br>Q60tB87tH42t F25t | 29·0 | 12·0 | Bergen<br>Norwegian<br>WB | T.3Cy.17",28½"&47"-33"<br>NB08 127NHP<br>BergensM.V.,Bergen | | N |
| 17832 | — IronSc<br>(exApollo)<br>1Dk&Spar dk | 678<br>622<br>392 | | | | | 1883 | Stettiner<br>Akt.Ges.<br>Stettin | A.Lüthke&Co. | 167·3<br>B7' | 25·8 | 11·3<br>18·0 | Hamburg<br>German<br>WB | T.3Cy.12",20"&32"-23"<br>NE&B01 49NHP<br>B.Wilton,Rotterdam | | |
| 17833 | — SteelScSr<br>1Dk | 632<br>512<br>367 | | | | | 1912 | Nüscke&<br>Co.Akt.Ges.<br>Stettin | RagnarNilsson | 191·5<br>Q48'B12'H48'F23' | 30·1 | 11·3 | Wismar<br>German<br>WB | T.3Cy.12⅝"22$\frac{1}{16}$"&36⅜"-21$\frac{7}{16}$"<br>61NHP<br>AtlasWerkeA.G.Bremen | | |
| 17834<br>5864<br>JVTH | — SteelScSr<br>(Tug)<br>Elec.light Wireless 1Dk | 188<br>176<br>48 | | | | | 1916 | Motala<br>Vrk.NyaAkt.<br>Motala | GöteborgBogseringsAktieb.<br>(K.Malmborg) | 104·8<br>B24' | 22·3 | 12·0 | Gothenbrg<br>Swedish<br>WB | T.3Cy.14",22$\frac{7}{16}$"&38"-26"<br>74NHP<br>MotalaV.NyaAkt.Motala | | V |
| 17835 | — SteelScSr<br>(Trawler)<br>1Dk | 181<br>175<br>68 | | | | | 1898 | J.C.TecklenborgA.G.<br>Geestemünde | Ed.Richardson<br>Herings-u.Hochseefischerei | 120·8 | 21·7 | 10·6 | Gstemnde<br>German<br>WB | T.3Cy.11¼",17$\frac{11}{16}$"&29⅝"-21$\frac{1}{16}$"<br>39NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 17836<br>MHFP | — WoodAuxScCtr<br>Stm.Eng.<br>1Dk<br>(See Sailing Ship Register) | 116<br>100<br>55 | | | | | 1903 | H.Gravdal<br>Opsanger | J.R.Rasmussen | 91·0<br>Q16t | 22·5 | 9·7 | Aalesund<br>Norwegian | C.2Cy.8$\frac{3}{16}$"&18$\frac{3}{16}$"-13"<br>NE&B12 10NHP<br>Mjellem&Karlsen,Bergen. | | N |
| 17837<br>142754<br>JVSP | **Harald Casper** SteelSc<br>(exWarReef) Elec.light 1Dk(Stl)<br>Wireless Cargo battens not fitted | 3104<br>2862<br>1865 | ✠100A1<br>12,20<br>✠LMC12,18 | Bkn | u | CL<br>12,20 | 1918<br>12mo<br>Lloyd | JLThompson&SonsLd<br>Sunderland<br>'sA&CP | SwiftS.S.Co.Ld.<br>(Hessler&Co. Mgrs.)<br>CellD | 331·3<br>P33'B98'F23'<br>FK<br>B274'727t FPT109 | 46·8 | 23·2 | W.Hartlpl<br>British<br>7BHptCem<br>tAPT132t | T.3Cy.25",41"&68"-45" (s)<br>180lb 430NHP<br>3SB,9cf,GS153,HS6304 FD<br>J.Dickinson&SonsLd.Sld. | 25 ″ 6<br>s4 ″ 1½<br>21 ″ 9 | |
| 17838<br>JGNO | **Harald Haarfager** IronScSr<br>(exFiskeren) 1Dk&Awng dk2trB | 475<br>464<br>288 | | | | | 1884 | Stavanger<br>Stöberi&Dok<br>Stavanger | A/S Christianssands Dmpskselsk<br>(BörreRosenkilde) | 153·8<br>H11t | 25·1 | 18·5 | Xiansand<br>Norwegian<br>WB | C.2Cy.16⅓"&40"-26"<br>NB95 68NHP<br>N.E.Mar.E.Co.(Lim.),Nwc | | N |
| 17839<br>MVHF | **Haraldshaug** SteelSc<br>Elec.light Wireless 1Dk | 1920<br>1688<br>1123 | | | | | 1920 | N.V.T.van<br>Duijvendijk's<br>Schepswerf<br>Lekkerkerk | D/S A/S Haug<br>(A/S Mercator, Mgr.) | 265·4<br>P64tH97tF8t | 42·2 | 18·6 | Haugesnd<br>Norwegian<br>WB | T.3Cy.19",31"&52"-36"<br>162NHP<br>H.Versteeg&Zonen,<br>Hardinxveld | | N |
| 17840 | **Harbin Maru** SteelTwinScSr<br>ssKob.No.1-19<br>Wireless 1Dk(Stl)Shelter dk(Stlws)<br>Elec.light &2ndDk(Stl)inNo.1hold | 5169<br>4102<br>3129 | ✠100A1<br>Shelter dk<br>withfreeboard<br>8,21 ~~8,20~~<br>✠LMC~~8,20~~ 8,21 | Kob | y | CL<br>~~8,19~~<br>8,21 | 1915<br>1mo<br>Lloyd | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>'sA&CP WB= | OsakaShosen<br>KabushikiKaisha<br>CellDBa102'u E& | 400·0<br>B170'F47'on<br>Shelter dk FK<br>B61'f174'686tFPT | 50·0 | 27·6 | Osaka<br>Japanese<br>BHCem<br>52tAPT50t | T.6Cy.21",35"&59"-48" (s)<br>200lb 659NHP<br>4SB,12cf,GS242,HS9219 FD<br>KawasakiDkydCoLdKobe | 30 ″ 0<br>s 6 ″ 3½<br>24 ″ 4 | |
| 17841 | **Harburg** SteelSc<br>ssHam No.3-11,21 ~~ssHam.No.1-12~~<br>1Dk(Stl)&Spar dk(Stl)<br>(exWorms) deep framing in Nos.2,4&5<br>Elec.light holds&lower dk(ptStl)in<br>Wireless Nos.1&3holds | ~~4428~~<br>~~4164~~<br>~~2778~~<br>4486<br>4164<br>2803 | ✠100A1<br>Spar dk<br>11,21 ~~6,16~~<br>✠LMC11,21 | Ham | z | 8,13 | 1907<br>10mo<br>Lloyd | Swan,Hunter&Wigham<br>Richardson,<br>Ld.Newcastle<br>sA&CP | Deutsch-Austral<br>Dmpfsch.Ges.<br>Cell | 401·0<br>P&B328'F48'<br>FK<br>DBa118' uE&B 42' | 52·4 | 17·5<br>25·3 | Hamburg<br>German<br>7BHCem<br>f186'985t | T.3Cy.27",45"&74"-54" (r)<br>180lb 523NHP<br>3SB,9cf,GS192,HS7390 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 28 ″ 0 | |
| 17842 | — SteelSc<br>(Trawler)<br>Elec.light 1Dk | 238<br>224<br>93 | | | | | 1918 | R.Holtz<br>Harburg | Freiwillige<br>Kriegshilfe | 121·0<br>F16' | 22·5 | 10·4 | Wlmshavn<br>German<br>WB | T.3Cy.13",21¼"&33$\frac{9}{16}$"-22⅛"<br>Christiansen 55NHP<br>&Meyer,Harburg | | |
| 17843<br>98515<br>MGBH | **Hardanger** SteelScSr<br>ssShl.2ndNo.3-4,16<br>Wireless ssShl.No.1-20<br>Well deck 1Dk(Stl)&Webframes | 2419<br>1881<br>1526 | ✠100A1<br>3,22 ~~9,20~~<br>✠LMC6,20 | Shl<br>Nwc | s | 6,20 | 1891<br>7mo | W.Gray&<br>Co.(Lim.)<br>WHartlepool<br>A&CP | G.B.Harland&Co.<br>WB= | 285·6<br>P27'Q92'B112'<br>F28' BK10"<br>DBa 94' f104' 530t | 39·0 | 21·3 | W.Hartlpl<br>British<br>5BHCem<br>APT20t | T.3Cy.22",35"&59"-39" (s)<br>160lb 100lb NDB16 215NHP<br>2SB,6cf,GS81,HS3200<br>Cen.Mar.Eng.Wrks.WHpl | 22 ″ 10<br>s 1 ″ 11<br>21 ″ 10 | |
| 17844<br>MCLB | — SteelScSr<br>1Dk | 1109<br>981<br>655 | | | | | 1905 | Bergens<br>Mek.Værks.<br>Bergen | WestfalLarsen&<br>Co.A/S | 226·8<br>P12t H45t F31t | 35·2 | 15·9 | Bergen<br>Norwegian<br>WB | T.3Cy.16",25"&43"-30"<br>106NHP<br>BergensMekVærksBergen | | N |
| 17845<br>JPTF | **Hardangeren** IronScSr<br>1Dk | 226<br>157<br>136 | | | | | 1869 | Bergens<br>Mek.Værks.<br>Bergen | Hardanger<br>Söndhordlandske<br>Dampskibsselskab | 144·4<br>Q28t H20t F21t | 19·7 | 9·6 | Bergen<br>Norwegian | C.2Cy.18⅖"&37⅕"-24"<br>NB90 56NHP<br>BergensMekVærksBergen | | |
| 17846<br>JPLB | **Hardangerfjord** IronScSr<br>(exKongCarl)<br>Elec.light 2Dks | 664<br>633<br>382 | | | | | 1868 | C.Mitchell<br>&Co.<br>Newcastle | Hardanger<br>Söndhordlandske<br>Dampskibsselskab | 170·2<br>H19t | 25·2 | 21·0 | Bergen<br>Norwegian<br>WB | T.3Cy.14½",23½"&38"-27"<br>NE&B05 61NHP<br>BergenMek.Værks.Bergen | | |
| 17847<br>113132 | **Hardback** SteelPadK<br>(Tug)<br>1Dk | 125<br>111<br>12 | | | | | 1901 | J.P.Renoldson&Sns<br>SouthShields | HodbarrowMining<br>Co.Ld.<br>(S.P.Wilson, Mgr) | 90·5 | 19·1 | 9·4 | Whitehvn<br>British | L.2Cy.25"-45"<br>50RHP<br>J.P.Rennoldsn&Sns,S.Shl. | | |
| 17848<br>~~WLDH~~ | **Harde** IronScSr<br>Wireless ssPir.2ndNo.3-6,14<br>ssBry.No.1-18<br>(exSundsvall,exZafirios 1Dk(Irn)2trB<br>Matsas,exLudovicoS.,exDenia,<br>Elec.light Well deck exWyndcliffe) | 1885<br>1421<br>1133 | ✠100A1<br>11,19<br>✠LMC12,18<br>DBS11,19 MBS4,20 | Cff | r | 3,19 | 1889<br>9mo<br>Lloyd | Craig,<br>Taylor&Co.<br>Stockton<br>'sA&CP | ~~H.Kuhnle~~ L.A<br>Cosachevici&Co.<br>WB | 269·8<br>Q102'B106'F31'<br>FK<br>=DBa80'f114'365tFPT66tAPT21t | 37·2 | 18·3 | Roumanian<br>4BHptAsp<br>ptCem | T.3Cy.20",33"&54"-36" (s)<br>150lb 100lb NDB14 175NHP<br>2SB,6f,GS72,HS2175<br>M.Pratt,Huddersfield | 19 ″ 8<br>s 1 ″ 8½<br>18 ″ 2 | |
| | Now named "Monica." | | See No.38403 in Supplement | | | | | | | | | | | | | |
| 17849 | **Hardi** SteelScK<br>(exSanJose,ex<br>Ref.Mchy. PrincessLouise) 1Dk | 250<br>228<br>85 | | | ... | | 1905 | A.Hall&<br>Co.Ld.<br>Aberdeen | FrenchGovernment | 131·0<br>Q51'<br>BK7½" | 22·2 | 12·0 | French<br>WB | T.3Cy.12¾",22"&36"-24"<br>73NHP<br>A.Hall&Co.Ld.Aberdeen | 12 ″ 8 | |
| 17850 | **Hardi No. 107** SteelSc<br>Elec.light 1Dk | 215<br>210<br>97 | | | | | 1912 | Lobnitz&<br>Co.Ld.<br>Renfrew | Cie.Universelle<br>duCanalMarit.de<br>Suez | 115·7 | 24·1 | 13·1 | PortSaid<br>Egyptian<br>WB | C.2Cy.22"&45"-30"<br>92NHP<br>Lobnitz&Co.Ld.Renfrew | | |
| 17851<br>135205<br>JBWM | **Hardinge** SteelTwinScSr<br>Fitted for oil fuel<br>Elec.light Wireless 1Dk | 652<br>563<br>262 | | | ... | | 1913 | A.&J.<br>Inglis,Ld.<br>Glasgow | SouthIndianRly.<br>Co.Ld. | 250·5<br>F41'<br>FK | 38·1 | 9·5 | London<br>British<br>WB | 4 Steam Turbines geared<br>to 2 Sc. Shafts 460NHP<br>A.&J.Inglis,Ld.Glasgow | 10 ″ 2 | |
| 17852<br>146177<br>KLFC | **Hardwicke Grange** SteelTwinSc<br>3Dks(Stl)&Shelter dk(Stl-ws)<br>Elec.light<br>Ref.Mchy. CruiserStern | ~~8980~~<br>~~7484~~<br>~~5790~~<br>9005<br>7466<br>5623 | ✠100A1<br>Shelter dk<br>withfreeboard<br>11,21<br>~~(ClassContemplated)~~<br>Fitted for oil fuel 11,21 F.P.above 150°F.<br>✠LMC11,21<br>✠Lloyd's RMC ~~11,21~~ 2,22 | PGl | c† | CL | 1921<br>10mo<br>Lloyd | W.Hamilton&Co.Ld.<br>PortGlasgow<br>sA&CP | ~~HoulderBros.&Co.Ld.~~ HoulderLine<br>Ld.(HoulderBros,<br>&Co.Ld.Mgrs.)<br>CellDB375'1188t | 430·0<br>B257'~~F37~~' F41' on<br>Shelterdk FK<br>FPT47tAPT132t | 61·1 | 35·7 | London<br>British<br>ptCem<br>7BHtoShdk | T.6Cy.25",~~41½~~"&70"-~~48~~"45"<br>200lb 42½"(s)1086NHP<br>5SB,20cf,GS404,HS16890FD<br>D.Rowan&Co.Ld.Gls. | 38 ″ 3<br>s 8 ″ 11½<br>29 ″ 8 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17853<br>MJVS | **Hareid** SteelScK<br>ssAbn.No.1–11<br>(exLochAvon) 1Dk | 189<br>175<br>70 | ✠<br>StmTrawler<br>1,15 ✠ | Abn | | | 1906<br>10mo | J.Duthie, Sons&Co.Ld. Aberdeen | Norsk Kjölekompani A/S | 116·1<br>BK7½″ WB= | 21·7 | 11·6 | Chrstiania<br>Norwegian<br>3BHCem<br>DTf5′10t | T.3Cy.12″,20″&33″–23″<br>69NHP<br>1SB,3pf,GS50,HS1252<br>W.V.V.Lidgerwood,Gls. | 12 6 |
| 17854<br>MQHL | **Hareidingen** SteelScCtr<br>(Fishing)<br>1Dk | 133<br>124<br>77 | | | | | 1916 | Rosenberg Mek.Verks. Stavanger | J.E.Hareide& K.Flö | 98·4 | 19·8 | 9·9 | Aalesund<br>Norwegian | C.2Cy.10½″&23″–18″<br>18NHP<br>RosenbergM.V.Stavanger | |
| 17855<br>JSWK | **Hårek** IronScSr<br>(exHansteen)<br>Elec.light | 165<br>155<br>85 | | | | | 1867 | Nylands Verksted Christiania | DetHelgelandske Dampskibsselskap | 122·6 | 19·0 | 12·9 | Sandnessjöen<br>Norwegian | C.2Cy.13½″&23½″–16″<br>19NHP<br>NylandsVerksted, Christiania | |
| 17856<br>109510<br>SNJV | **Harelda** SteelScSr<br>ssLiv.No.3–5,13<br>Well deck ssLiv.No.1–19<br>2Dks(UptStl&ptIrn) | 1288<br>1141<br>651 | ✠100A1<br>4,20<br>~~BS4,20~~ ✠LMC12,18<br>BS7,21 | Gls | p | CL<br>~~3,19~~<br>7,21 | 1901<br>8mo<br>Lloyd's A&CP | Wigham-Richrdsn&Co Ld Newcastle | CorkS.S.Co.Ld. | 255·0<br>P&B143′F26′<br>BK9″<br>CellDB a67′ f96′ 217t FPT | 33·7 | 18·6 | Cork<br>British<br>5BHCem<br>27tAPT17t | T.3Cy.21″,33½″&54″–39″ (s)<br>160lb 80lb 195NHP<br>NDB07fitted09<br>2SB,6pf,GS98,HS3120<br>WghmRchrdsn&C.LdNwc | 19 9<br>s 2 3<br>18 1 |
| 17857 | **Harenguier No. 1** WoodSc<br>OilEng.<br>Mchy.Aft 1Dk | 184<br>173<br>140 | | | | | 1920 | Ch.&Atel. de St.Malo St.Malo | FrenchGovernment | 97·3 | 26·1 | 11·0 | St.Malo<br>French<br>WB | Oil Engine<br>4Cy.<br>Chant.de l'Erdre,Nantes | |
| 17858 | **Harenguier No. 2** WoodSc<br>OilEng.<br>Mchy.Aft 1Dk | 184<br>173<br>140 | | | | | 1920 | Ch.&Atel. de St.Malo St.Malo | FrenchGovernment | 97·3 | 26·1 | 11·0 | St.Malo<br>French<br>WB | Oil Engine<br>4Cy.<br>Chant.de l'Erdre,Nantes | |
| 17859 | **Harenguier No. 3** WoodSc<br>OilEng.<br>Mchy.Aft 1Dk<br>*Now a Sailing Vessel— See Sailing Ship Register Supplement* | 184<br>173<br>140 | | | | | 1920 | Ch.&Atel. deSt.Malo St.Malo | FrenchGovernment | 97·3 | 26·1 | 11·0 | St.Malo<br>French<br>WB | Oil Engine<br>4Cy.<br>Chant.del'Erdre,Nantes | |
| 17860 | **Harenguier No. 4** WoodSc<br>OilEng.<br>Mchy.Aft 1Dk<br>*Now a Sailing Vessel— See Sailing Ship Register Supplement* | 184<br>173<br>140 | | | | | 1920 | Ch.&Atel. deSt.Malo St.Malo | FrenchGovernment | 97·3 | 26·1 | 11·0 | St.Malo<br>French<br>WB | Oil Engine<br>4Cy.<br>Chant.de l'Erdre,Nantes | |
| 17861 | **Harenguier No. 5** WoodSc<br>OilEng.<br>Mchy.Aft 1Dk<br>*Now a Sailing Vessel— See Sailing Ship Register Supplement* | 184<br>173<br>140 | | | | | 1920 | Ch.&Atel. deSt.Malo St.Malo | FrenchGovernment | 97·3 | 26·1 | 11·0 | St.Malo<br>French<br>WB | Oil Engine<br>4Cy.<br>Chant.del'Erdre,Nantes | |
| 17862 | **Harenguier No. 6** WoodSc<br>OilEng.<br>Mchy.Aft<br>*Now a Sailing Vessel— See Sailing Ship Register Supplement* | 184<br>173<br>140 | | | | | 1920 | Ch.&Atel. deSt.Malo St.Malo | FrenchGovernment | 97·3 | 26·1 | 11·0 | St.Malo<br>French<br>WB | Oil Engine<br>4Cy.<br>Chant.del'Erdre,Nantes | |
| 17863<br>141909<br>KBRG | **Haresfield** SteelScSr<br>Elec.light Wireless 1Dk(Stl)<br>Cargo battens not fitted | 5299<br>4830<br>3212 | ✠100A1<br>7,19<br>LMC7,19 | Sld | y | CL | 1919<br>7mo<br>Lloyd's A&CP | W.Doxford &Sons,Ld. Sunderland | BritishIndiaStm. Nav.Co.Ld. | 400·0<br>P49′B113′F38′<br>FK<br>CellDB 340′1098t FPT 133t | 52·4 | 28·5 | Glasgow<br>British<br>7BHptCem<br>APT204t | T.3Cy.27″,44″&73″–48″ (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7668 FD<br>W.Doxford&Sons,Ld.Sld. | 31 0<br>s 6 2<br>25 3 |
| 17864<br>131386 | **Harfat** SteelSc<br>1Dk | 128<br>115<br>82 | | | | | 1911 | W.J.Yarwood&SnsLd Northwich | CoastLinesLd. | 95·0 | 20·6 | 6·9 | Liverpool<br>British<br>WB | C.2Cy.10½″&21″–12″<br>W.J.Yarwood 18RHP<br>&Sons,Ld.Northwich | |
| 17865<br>114<br>QBLN | **Harima Maru** SteelScSr<br>ssKob.No.3–6,14<br>(exBorneo) ssKob.No.1–19<br>Elec.light Wireless 3Dk[illegible]<br>*Now named "New China," See No. 38643 in Supplement* | 4720<br>4085<br>2845 | ✠100A1<br>11,20<br>✠LMC11,20 | Kob | y | 11,20 | 1895<br>8mo<br>Lloyd's A&CP | Palmers' Co.Ld. Newcastle | ShinsanKisen KabushikiKaisha<br>WB=CellDBa | 401·3<br>P42′B140′F86′<br>BK9″<br>102′ f146′ 602t FPT | 46·8 | 27·9 | Dairen<br>Japanese<br>7BHCem<br>54tAPT63t | T.3Cy.28″,46″&77″–54″ (s)<br>160lb 160lb 506NHP<br>2DB,8cf,GS150,HS6925 FD<br>Palmers'Co.Ld.Newcastle | 31 0<br>s 6 6<br>25 8 |
| 17866<br>19710<br>NFCW | — WoodAuxScSr | 197<br>—<br>142 | | | | | 1917 | ……………… | Kobayashi Zenhachi | 103·5 | 23·3 | 12·1 | Ushioye<br>Japanese | | |
| 17867<br>217228<br>LNTC | **Harish** WoodScSr<br>Elec.light Wireless 1Dk2trB | 2551<br>—<br>1528 | | | | | 1918 | J.M.Murdock&Co. Jacksonville, Fla. | UnitedStates ShippingBoard | 267·3<br>P18′B67′F28′ | 46·0 | 23·6 | Jcksnville<br>Utd.States<br>WB | T.3Cy.19″,32″&56″–36″<br>188NHP<br>NordbergMnfg.Co. Milwaukee | |
| 17868<br>359 | **Harjuma** SteelAuxSc3MstSr<br>ParaffinMotor<br>(exLiss,exSwedishGunboatFenris)<br>(See Sailing Ship Register) | 134<br>127<br>107 | | | | | 1872/1907 | Bergsunds M.V.Aktieb. Stockholm | A.U.Hanko | 94·2<br>H12t | 18·8 | 9·2 | Reval<br>Esthonian | Paraffin Motor<br>1Cy.13″–14″ 10NHP<br>NEfitted07<br>BergsundsM.V.Aktb.Skm. | |
| 17869<br>122580 | **Harland** WoodTwinSc<br>1Dk | 352<br>352<br>217 | | | | | 1908 | NwBurrell JhnsnI.CoLd YrmouthN.S. | IslandTugCo. (H.V.Buntain) | 113·0 | 27·0 | 6·7 | Charlottetown P.E.I.<br>British | C.4Cy.10″&20″–16″<br>NewBurrell 33RHP<br>JohnsonI.CoLd.Yrmth,NS | |
| 17870<br>144798 | **Harlaw Plain** SteelSc<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 462<br>304<br>189 | ✠100A1<br>9,21 ~~1,21~~<br>✠LMC1,21 | Abn | g | CL | 1921<br>1mo<br>Lloyd's A&CP | J.Lewis& Sons,Ld. Aberdeen | J.&W.Henderson, Ld. | 150·1<br>Q86′B11′F24′<br>FK<br>CellDB f84′104t FPT40t A | 25·2 | 10·0 | Aberdeen<br>British<br>3BHCem<br>PT17t | T.3Cy.12½″,21″&34″–24″ (s)<br>180lb 65RHP<br>1SB,3pf,GS52,HS1573<br>J.Lewis&Sons,Ld.Abn. | 12 1<br>s 3 9<br>12 0 |
| * 17871<br>OITP | **Harle** SteelScK<br>ssToulonNo.1–18<br>Elec.light 1Dk | 265<br>233<br>106 | ✠100A1<br>StmTrawler<br>~~4,21~~ ~~9,20~~ 10,21<br>~~BS9,20~~ ✠LMC~~5,18~~<br>10,21 | LaR<br>Bdx | | CL<br>~~3,19~~<br>10,21 | 1913<br>10mo<br>Lloyd's A&CP | J.Duthie TorryS.B.Co. Aberdeen | Soc.dePêcheries Maritimes "Les Damiers" | 131·3<br>Q77′<br>BK7½″<br>WB= | 22·0 | 12·0 | Nantes<br>French<br>3BHCem<br>DB f30′ 25t | T.3Cy.12½″,21″&35″–27″ (s)<br>180lb 85NHP<br>1SB,3pf,GS54,HS1535<br>W.V.V.Lidgerwood,Gls. | 12 10<br>s 1 11<br>12 10 |
| * 17872<br>136729<br>JHLD | **Harlech** SteelScSr<br>ssSld.No.1–20<br>Well deck 1Dk(Stl)<br>Cargo battens not fitted | 1081<br>841<br>562 | ✠100A1<br>7,21 ~~3,20~~<br>✠LMC5,20<br>BS5,21 | Sld<br>Lon | m | CL<br>3,20 | 1914<br>12mo<br>Lloyd's A&CP | Osbourne, Graham&Co. Sunderland | Harrison's(London)Colliers,Ld. (J.Harrison,Mgr.)<br>WB=CellDBa50 | 210·0<br>Q108′B10′F20′<br>FK<br>uE21′ f90′ 243t FPT | 32·0 | 15·4 | London<br>British<br>4BHCem<br>26tAPT81t | T.3Cy.17″,28″&46″–30″ (s)<br>180lb 147NHP<br>2SB,4pf,GS76,HS2548<br>G.T.Grey,SouthShields | 17 6<br>s 1 6<br>16 8 |
| 17873<br>136136 | **Harlech Castle** SteelScK<br>ssGms.No.1–21<br>1Dk | 275<br>245<br>108 | ✠100A1<br>StmTrawler<br>12,21 ~~4,20~~<br>5,22<br>✠LMC~~4,18~~<br>12,21 | Gms<br>Sws | | CL<br>8,19 | 1916<br>4mo<br>Lloyd's A&CP | Smith's DockCo.Ld. Middlesbro' | ConsolidatedStm Fishing&IceCo. (Grimsby)Ld. (JDMarsden,Mgr) | 125·4<br>Q72′F21′<br>BK7½″ | 23·4 | 12·8 | Swansea<br>British<br>2BHCem | T.3Cy.12½″,21″&35″–26″ (s)<br>180lb 87RHP<br>1SB,3pf,GS50,HS1616<br>Smith'sDockCo.Ld.Mdb. | 13 6 |
| 17874<br>~~108770~~<br>~~QKHR~~ | **Harlem** SteelScSr<br>(exNeedles)<br>Wireless 2Dks<br>*Now named "Ohio," See No. 38813 in Supplement* | 4706<br>4489<br>2995 | | | | | 1898 | Lon.&Gls. Co.Ld. Glasgow | ~~HarlemS.S.Co.Ld.~~ ~~(Brown,Jenkinson &Co.)~~ CieGénérale Transatlantique | 401·7<br>P40′B115′F40′ | 49·2 | 27·7 | ~~London~~<br>~~British~~<br>French<br>WB | T.3Cy.27″,42″&69″–54″<br>350NHP<br>Lon.&Gls.Co.Ld.Glasgow | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17875 | **Harlingerland** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 224<br>205<br>83 | | | | | 1920 | Marine-Werft<br>Wilhelmshvn | StädtHochseefisch Gemeinnützige G.m.b.H. | 126·9<br>Q69'F19' | 22·6 | 10·1 | Brmrhavn<br>German<br>*WB* | T.3Cy.12$\frac{3}{5}$,20$\frac{1}{2}$"&32$\frac{1}{4}$"–22$\frac{1}{2}$"<br>50NH<br>Mar.Werft,Wilhelmshvn. | | |
| 17876<br>139062<br>JLKT | **Harlow** SteelScSr<br>*ss*Shl.No.1–20<br>*Well deck* 1*Dk*(*ptIrnptStl*)<br>Wireless *Cargo battens not fitted* | 1795<br>1341<br>881 | ✠100A1<br>8,21 7,20<br>BS5,21 | Shl<br>Lon<br>✠LMC7,20 | *p* | CL<br>7,20 | 1915<br>6mo<br>*Lloyd* | W.Gray&Co.Ld.<br>WHartlepool<br>*'sA&CP* | Harrison's(London)Colliers,Ld.<br>(J.Harrison,*Mgr.*)<br>*W B=CellDBa&uE* | 245·1<br>Q95'B58'F24'<br>FK<br>96'*f*96'384*tFPT*47*t* | 37·0 | 18·0 | London<br>British<br>4*BHCem*<br>*APT*133*t* | T.3Cy.19",30$\frac{1}{2}$"&51"–36" (*r*)<br>180lb *100lb* 202NHP<br>2SB,*6cf*,GS98,HS3568<br>Cen.Mar.Eng.Wks.W.Hpl | 20 ″ 0<br>s1 ″ 9$\frac{1}{2}$<br>18 ″ 6 | |
| 17877<br>125142<br>HMBG | **Harlseywood** SteelScSr<br>*ss*Rot.No.3–1,21<br>1*Dk*(*ptIrn&ptStl*)&*deep framing*<br>Wireless | 2701<br>2525<br>1694 | ✠100A1<br>7,21 1,21 | Rot<br>Hpl<br>✠LMC1,21 | *u* | N1,21 | 1907<br>12mo<br>*Lloyd* | Ropner&Son,Ld.<br>Stockton<br>*'sA&CP* | WoodLineLd.<br>(J.Constantine, *Mgr.*)<br>*W B=CellD* | 317·0<br>P31'B94'F37'<br>FK<br>*Ba*102'*uE*22'*f*134' | 46·0 | 20·9 | Middlsbro'<br>British<br>5*BHCem*<br>603*tAPT*44*t* | T.3Cy.22$\frac{1}{2}$",37"&61"–42" (*s*)<br>160lb *100lb* 247NHP<br>2SB,*6rf*,GS101,HS3786<br>Blair&Co.Ld.Stockton | 23 ″ 3<br>s 3 ″ 9$\frac{1}{2}$<br>19 ″ 10 | |
| 17878<br>140657 | **Harmodius** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5229<br>4737<br>3179 | ✠100A1<br>12,21~~1,21~~ | Gls<br>Liv<br>✠LMC10,19 | *y* | CL<br>11,21 | 1919<br>10mo<br>*Lloyd* | Ayrshire DkydCo.Ld<br>Irvine<br>*'sA&CP* | Brit.&S.American StmNavCoLd(R.P. Houston&Co.*Mgs*)<br>*CellDB* | 400·7<br>P42'B127'F39'<br>FK<br>340'1142*t FPT*121*t* | 52·3 | 28·5 | Liverpool<br>British<br>7*BHptCem*<br>*APT*177*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Dunsmuir&JacksonLdGls | 31 ″ 0<br>s 6 ″ 1$\frac{1}{2}$<br>25 ″ 3 | |
| 17879<br>143610<br>KDMP | **Harmonides** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5288<br>4775<br>3147 | ✠100A1<br>10.21~~5,20~~ | Liv<br>✠LMC1,20 | *y* | CL<br>10,21 | 1920<br>1mo<br>*Lloyd* | Ayrshire DkydCo.Ld.<br>Irvine<br>*'sA&CP* | Brit.&S.American StmNavCoLd(R.P. Houston&Co.*Mgs*)<br>*CellDB* | 400·2<br>P49'B113'F39'<br>FK<br>340' 1134*tFPT*128*t* | 52·3 | 28·5 | Liverpool<br>British<br>7*BHCem*<br>*APT*200*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190.HS7668 FD<br>J.G.Kincaid&Co.Ld.Grk. | 31 ″ 0<br>s 6 ″ 1$\frac{1}{2}$<br>25 ″ 3 | |
| 17880<br>75185<br>QCHM | **Harmony** WoodAuxScSr<br>*Salted Stm.Eng.*<br>(*ex*LornaDoone,*ex*Sailing) CF 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 403<br>352<br>223 | 6,95 | Mau | 12 | | 1876<br>8mo | TayS.B.Co<br>Dundee | MoravianChurch &MissionAgency (H.O.Essex) | 150·8<br>Q35'<br>alt95 | 26·4 | 15·4 | London<br>British | C.2Cy.17"&36"–24"<br>NE&B95 60RH<br>A.Hall&Co.Aberdeen | 16 ″ 9 | |
| 17881<br>139996 | **Harnser** WoodSc<br>(*Fishing*)<br>1*Dk* | 100<br>100<br>42 | | | | | 1919 | Colby Bros. Ld.<br>Oulton Broad | EastAnglianRed StarFishingCo.Ld. (J.V.Breach*Mgr.*) | 89·9 | 20·0 | 10·0 | Lowestoft<br>British | T.3Cy.9$\frac{1}{4}$",14$\frac{1}{2}$"&24"–18"<br>28RH<br>F.W.Carver&Co.Gt.Yar. | | |
| 17882<br>130304 | **Haro** WoodSc<br>*Salted*† *Roof* 1*Dk* | 233<br>193<br>159 | *ForTowingpurposes*<br>12,10 | Vcr | | | 1910<br>12mo | A.McDonald<br>Vancouvr BC | B.C.MillsTug& BargeCo.Ld. | 106·1 | 25·6 | 12·4 | Vancvr,BC<br>British | T.3Cy.10",17"&28"–20"<br>36RH<br>1SB,*2cf*,GS33,HS995<br>McKie&Baxter,Glasgow | | |
| 17883<br>95988<br>KRJL | **Harold** WoodSc | 186<br>—<br>93 | | | | | 1889 | ..................<br>NewLondon, Conn. | ThamesTowBoat Co. | 106·3 | 24·2 | 12·5 | N.Lndn Cn<br>Utd.States | C.2Cy.20"&40"–28"<br>71NHP | | |
| 17884<br>96635 | **Harold B. Nye** SteelScSr<br>*Elec.light Mchy.Aft* 1*Dk*2*trB* | 3851<br>—<br>2735 | | | | | 1902 | American S.B.Co.<br>Lorain,O. | PioneerS.S.Co. (Hutchinson&Co., *Mgrs.*) | 380·0 | 50·0 | 28·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"–40"<br>213NHP<br>AmericanSB.Co.Cleveland | | |
| 17885<br>129531<br>HRWQ | **Harold Dollar** SteelScSr<br>(*ex*Strathardle)<br>*Elec.light* 2*Dks* | 4377<br>4092<br>2823 | | | | | 1910 | AM'Millan &Son,Ld.<br>Dumbarton | DollarSteamship Lines,Ld. (Robert DollarCo.*Mgrs.*) | 376·5<br>P36'B100'F39' | 52·2 | 25·5 | Vancvr,BC<br>British<br>*WB* | T.3Cy.25",41"&68"–48"<br>320NHP<br>D.Rowan&Co.Glasgow | | C |
| 17886<br>215152<br>LHGC | **Harold Walker** SteelScSr<br>*ss*NYk.No.1–21 6353<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft Longitudinal framing*<br>Sub.Sig. Wireless | ~~6785~~<br>6056<br>~~4218~~<br>3925 | ✠100A1<br>~~4,21~~8,20 ~~9,21~~<br>4,22 ~~12,21~~<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel 6,17 F.P. above 150° F.* | NYk<br>~~Bos~~<br>✠LMC~~6,17~~ 9,21 | *b*† | CL<br>~~N4,20~~<br>N4,21 | 1917<br>6mo | WCramp&SonsS&EBCo<br>Philadelphia<br>A&CP | PanAmerican Petroleum& TransportCo.<br>*CellDB*61'<br>235*tDTf*45'629*t* | 430·0<br>P103'B36'F49'<br>FK<br>*FPT*246*tAPT*49*t* | 58·2 | 33·3 | L.Angeles<br>Utd.States<br>15*BHptCem*<br>(7 „ *to Udk*<br>8 „ „ *2nd* „) | T.3Cy.27",45$\frac{1}{2}$"&76"–51" (*r*)<br>~~100lb~~ *190lb*190lb 565NHP<br>3SB,*9cf*,GS185.HS8095 FD<br>WCramp&SnsS&EBC.Phi | 33 ″ 4<br>s 8 ″ 1<br>25 ″ 8 | |
| 17887<br>140480<br>KHPT | **Harparees** WoodScBarge<br>*OilEng.*<br>1*Dk* | 161<br>139<br>92 | | | | | 1920 | Wills&Packham<br>Sittingbo'rne | H.L.Rees | 94·0 | 23·5 | 8·2 | Gloucester<br>British | Oil Engine 2S.C.SA<br>2Cy.14"–16" 31NHP<br>Vickers,Petters,LdIpswich | | |
| 17888<br>120666<br>HFPB | **Harperley** SteelScSr<br>*ss*Hpl.No.3–3,17<br>1*Dk*(*ptIrn&ptStl*)&*deepframing*<br>Wireless *ss*Hpl.No.1,21 | 3990<br>3779<br>2566 | ✠100A1<br>6,21~~8,20~~2,22<br>~~BS6,19~~<br>BS8,20<br>*Carrying oil fuel F.P. above 150°F.* | Bkn<br>~~Hpl~~Bom<br>✠~~LMC3,17~~<br>MS6,21 | *x* | CL<br>~~N12,17~~<br>6,21 | 1906<br>2mo<br>*Lloyd* | W.Gray&Co.Ld.<br>WHartlepool<br>*'sA&CP* | WillisS.S.Co.Ld. (J.&C.Harrison (1920),Ld.*Mgrs.*)<br>*WB=CellDB in DBa*117'*uE*27'*f* | 360·3<br>P31'B227'F35'<br>FK<br>154' 1051*tFPT*158*t* | 50·1 | 25·7 | London<br>British<br>6*BHCem*<br>*APT*191*t* | T.3Cy.26",42"&70"–45" (*r*)<br>180lb *90lb* 358NHP<br>2SB,*6rf*,GS135,HS5542<br>Cen.Mar.Eng.Wrks.WHpl | 28 ″ 4<br>s 4 ″ 4<br>24 ″ 5 | |
| 17889<br>102768<br>NHGD | **Harrier** SteelScK<br>*Mchy.Aft* *ss*Bwg.2ndNo.3–6,18<br>1*Dk*(*Stl*) | 207<br>160<br>69 | ✠100A1<br>1,22 ~~1,21~~<br>~~BS10,20~~<br>SS9,21 | Liv<br>Bwg<br>✠LMC6,18 | *c* | CL<br>~~6,18~~<br>1,22 | 1892<br>9mo | Scott&Co.<br>Bowling<br>A&CP | Rt.Hon.Baron Penrhyn (TJWHumphreys *Mgr.*) | 120·0<br>Q38'B9'F161'<br>BK7"<br>*WB* | 20·1 | 9·4 | Beaumaris<br>British<br>3*BHCem*<br>=*FPT*28*t* | T.3Cy.11$\frac{1}{3}$",17"&28"–21" (*s*)<br>160lb 50RHP<br>1SB,*2pf*,GS30,HS722<br>Fisher&Co.,Paisley | 10 ″ 0 | |
| 17890<br>MLQS | **Harriet** SteelScSr<br>1*Dk* | 1629<br>1295<br>940 | | | | | 1915 | Laxevaags Jrnskb&Msk.<br>Bergen | A/S D/S Harriet (P.Kleppe) | 246·1<br>P17'Q71'B57'F31' | 37·9 | 16·8 | Bergen<br>Norwegian<br>*WB* | T3Cy.18$\frac{3}{8}$",29"&49"–33"<br>138NHP<br>LaxevaagsJrns.&MskBgn | | N |
| 17891<br>138214 | **Harriet B.** CompTwinSc<br>(*CarFerry*) (*ex*PereMarquette16, *ex*Muskegon,*ex*ShenangoNo.2.) | 1938<br>—<br>1317 | | | | | 1895 | CraigS.B. Co.<br>Toledo,O. | Hammermill PaperCo. | 282·6 | 53·0 | 19·4 | Erie,Pa.<br>Utd.States | C.4Cy·23"&46"–36"<br>212NHP<br>S.F.Hodge&Co.Detroit | | L |
| 17892 | **Harrington** SteelScSk<br>*Mchy.Aft* 1*Dk* | 237<br>236<br>97 | | | | | 1892 | W.Simons &Co.<br>Renfrew | HarringtonHarbourCommissioners | 120·0<br>F13' | 26·0 | 11·0 | Harringtn<br>British | C.2Cy.15"&30"–21"<br>34NHP<br>W.Simons&Co.,Renfrew | | |
| 17893<br>118051 | **—** SteelSc<br>*ss*Liv.No.3–8,16<br>*ss*Lth.No.1–19<br>1*Dk*(*Stl*) | 149<br>131<br>1 | ✠100A1<br>*ForTowingpurposes*<br>1,22~~12,20~~ | Sou<br>Liv<br>✠LMC12,20<br>BS1,22 | | ~~10,19~~<br>1,22 | 1903<br>9mo<br>*Lloyd* | JTEltringham&Co.<br>S.Shields<br>*'sA&CP* | Alexandra Towing Co.Ld. | 92·0<br>BK6$\frac{1}{2}$" | 20·1 | 10·9 | Liverpool<br>British<br>4*BHCem* | C.2Cy.16"&42$\frac{1}{2}$"–27" (*s*)<br>150lb 68RHP<br>1SB,*3cf*,GS57,HS1560<br>G.T.Grey,SouthShields | 12 ″ 0 | |
| 17894<br>MFPS | **Harris** SteelScSr<br>(*Whaler*)<br>1*Dk* | 130<br>127<br>45 | | | | | 1909 | Kaldnæs Mek.Værks.<br>Tönsberg | A/S Harpunen (H.Sandberg, *Mgr.*) | 95·7 | 19·0 | 11·2 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.11",18"&29"–20"<br>38NHP<br>AkersMek.Værks.Xia. | | |
| 17895<br>136089<br>KGQW | **Harrogate** SteelSc<br>*ss*Shl.No.3–8,20<br>(*ex*Kilchreest) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 644<br>491<br>283 | 100A1<br>4,22~~8,20~~ | Shl<br>Mbd<br>LMC8,20 | | CL<br>3,22 | 1918<br>*Lloyd* | Smith's DockCo.Ld.<br>Middlesbro'<br>*'sA&CP* | Coombes,Marshall &Co.Ld. | 175·4<br>B50'<br>FK<br>*CellDBuE*26'20*t* | 30·0 | 15·7 | Middlsbro'<br>British<br>5*BHCem*<br>*FPT*20*t* | T.3Cy.16",26"&44"–23" (*s*)<br>200lb 94RHP<br>1SB,*3cf*,GS51,HS1825<br>Smith'sDockCo.Ld.Mdb | 16 ″ 6<br>s1 ″ 10<br>14 ″ 11 | |
| 17896<br>2172<br>HRQK | **Harry** WoodScSr<br>*Mchy.Aft* (*ex*Svenborg) 1*Dk* | 186<br>146<br>116 | | | | | 1883 | P.Larsson<br>Thorskog | JönsPersson | 100·4<br>P20' H6*t* | 22·8 | 9·6 | Brantevik<br>Swedish | 2Cy.10$\frac{1}{4}$"&22"–14$\frac{1}{2}$"<br>NB11 15NHP<br>P.Larsson,Thorskog | | V |

| 1<br>Numéro d'Ordre<br>Numéro Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17897 | Missing since 12,21<br>**Harry Busse** SteelSc<br>1*Dk* | 205<br>186<br>51 | | | | | 1907 | Eiderwerft<br>Act.Ges.<br>Tönning | F.Busse | 120·3<br>F16' | 21·7 | 11·8 | Gstemnde<br>German | T3Cy.12¼",20½"&32¼"-22 1⁄16"<br>49NHP<br>EiderwerftA.G.Tönning | |
| 17898<br>202960 | **Harry Coulby** SteelScSr<br>*Mchy.Aft Elec.light* 1*Dk* | 6495<br>—<br>4939 | | | | | 1906 | DetroitS.B<br>Co.<br>Wyandotte | GreatLakes S.S.Co | 549·0 | 56·1 | 32·0 | Oswego<br>Utd.States<br>*WB* | T.3Cy.24",39"&65"-42"<br>274NHP<br>DetroitS.B.Co.Detroit | |
| 17899<br>120375 | **Harry Escombe** Steel&IronTwin ScSp<br>*Elec.light* 1*Dk*(*Teak*) | 505<br>437<br>13 | ✠<br>1,02<br>✠ | Dun | *h* | | 1902<br>1mo | Gourlay<br>Bros.&Co.<br>Dundee<br>*WB=DB* | UnionGovt.ofS.Africa(S.African Rys&HarbourDepartment,Durban)<br>*a17'CellDBuE25'* | 160·0<br>B53'<br>*39tDTf17'41tFPT* | 29·1 | 15·4<br>BK6" | PortNatal<br>British<br>*4BHCem*<br>*11tAPT14t* | T.6Cy.16",26½"&42"-27"<br>234NHP<br>2SB,*6cf*,GS122,HS3332 FD<br>GourlayBros.& Co.Dundee | 16′4 |
| ✳ 17900<br>210590<br>LOPM | **Harry Farnum** SteelScSr<br>ssNOs.No.2-21<br>(*ex*GeorgeE.Warren) 1*Dk*(*Stl*)<br>*Elec.light Cantilever framed*<br>*Mchy.Aft* Wireless *Topside tanks* | 3098<br>2156<br>2364 | ✠100A1<br>9,21 ~~1,21~~<br>✠LMC1,21<br>*Carrying Petroleum in bulk F.P. above 150°F.*<br>*Fitted for oil fuel 12,16* | NOs | *s* | CL<br>12,19 | 1912<br>10mo | Toledo<br>S.B.Co.<br>Toledo,Ohio<br>A&CP | ~~Sinclair Gulf Corp~~<br>SinclairNavigationCo.<br>*CellDBuE&B44'f167'580tFPT138tAPT24tTopside tanks 142'425t* | ~~346·7~~<br>P76'B19'F24'<br>304·0 | ~~43·8~~<br>44·2 | ~~25·3~~<br>24·7<br>FK | NewYork<br>Utd.States<br>*4BHCem* | T.3Cy.21",34½"&57"-42" (*s*)<br>175lb 275NHP<br>2SB,*4cf*,GS86,HS3954 FD<br>ToledoS.B.Co.Toledo,O | 27′6 |
| 17901<br>218875<br>LSRM | **Harry G. Lytle** WoodSc<br>1*Dk* | 266<br>—<br>135 | | | | | 1919 | Sharptown<br>MarineRlyCo<br>Sharptwn,Md | ErieBasinTowing&HoistingCo. | 121·3 | 28·8 | 12·5 | NewYork<br>Utd.States | | |
| ✳ 17902<br>218157<br>LBHP | **Harry Luckenbach** SteelTwinSc<br>6TwinMsts<br>(*ex*SolNavis)<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *CruiserStern* | 8713<br>8223<br>5489 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~6,21~~ ~~1,21~~ 1,22 BS8,21<br>~~BS7,20~~ ✠LMC7,19<br>*Fitted for oil fuel 7,19 F.P. above 150° F.* | NYk | *b*† | CL<br>4,20 | 1919<br>7mo | SunS.B.Co<br>Chester,Pa.<br>A&CP | LuckenbachS.S.Co.Inc.<br>*CellDB389'1831t 'tween dk tanks in E&B space 36'405tFPT281tAPT271t* | 448·9 | 60·2 | 37·8<br>FK | NewYork<br>Utd.States<br>*ptCem*<br>*6BHonly* | 4 Steam Turbines geared to 2 Screw Shafts 968NHP<br>300lb (*s*) HS8652<br>4 Water Tube Boilers FD<br>DeLavalSteamTurbineCo. Trenton,N.J. | 40′11<br>s10′2<br>31′1 |
| 17903<br>157696 | **Harry R. Jones** SteelScSr<br>Sub.Sig. (*ex*D.G.Kerr)<br>*Mchy.Aft Elec.light* 1*Dk2trB* | 5315<br>—<br>4160 | | | | | 1903 | Superior<br>S.B.Co.<br>WSuperiorW | InterlakeS.S.Co.(Pickands,Mather&Co.*Mgrs.*) | 468·0<br>F48' | 52·0 | 28·0 | Cleveland<br>Utd.States<br>*WB* | Q4Cy15",23¾",36½"&56"-40"<br>198NHP<br>SuperiorS.B CoWSuperior | |
| 17904<br>75798 | **Harry Randall** IronPad<br>(*ex*JohnW.Thompson) | 496<br>—<br>418 | | | | | 1875 | ..........<br>Camden,N.J. | E.S.Randall | 170·6 | 29·3 | 8·2 | Washngtn<br>Utd.States | | |
| 17905<br>114194 | **Harry Ross** SteelScK<br>(*Trawler*) 1*Dk* | 183<br>171<br>71 | | | ... | | 1901 | Hall,Russell&Co.Ld.<br>Aberdeen | J.W.Young | 110·4 | 21·2 | 11·5<br>BK7½" | Aberdeen<br>British<br>*WB* | T.3Cy.11",20"&33"-22"<br>62RHP<br>Hall,Russell&Co.Ld.Abn. | 12′1 |
| 17906<br>204987 | **Harry W. Croft** SteelScSr<br>Wireless (*ex*Fred.G.Hartwell)<br>*Elec.light Mchy.Aft* 1*Dk* | 6223<br>—<br>4865 | | | | | 1908 | ToledoS.B.<br>Co.<br>Toledo | HeadwaterS.S.Co.(H.H.Brown&Co.*Mgrs.*) | 514·0 | 58·0 | 25·6 | Duluth Mn<br>Utd.States<br>*WB* | Q.4Cy.20",29",42"&61"-42"<br>241NHP<br>ToledoS.B.Co.Toledo | L |
| 17907<br>207361 | **Harry Yates** SteelScSr<br>*Mchy.Aft Elec.light* Sub.Sig. | 6077<br>—<br>4927 | | | | | 1910 | Gt.Lakes<br>Eng.Works<br>St.Clair,Mich | AmericanS.S.Co.(Boland&Cornelius, *Mgrs.*) | 504·0 | 56·0 | 26·0 | Buffalo<br>Utd.States<br>*WB* | T.3Cy.23",37"&63"-42"<br>257NHP<br>Gt.LakesEng.Works. | |
| 17908<br>JTMC | **Harstad** Iron&SteelScSr<br>1*Dk* | 127<br>114<br>47 | | | | | 1889 | Trndhjms<br>Mek.Værks.<br>Trondhjem | A/S HaalogalandsDmpskselsk. | 108·3<br>H7*t* | 16·7 | 9·7 | Harstad<br>Norwegian | T.3Cy.10",15 5⁄16"&23"-18"<br>NB13 22NHP<br>TrondhjemsMV Trndhjem | |
| 17909 | **Harsteele** SteelSc<br>(*Tug*)<br>(*ex*GunboatGralBarhona) 1*Dk* | 183<br>—<br>59 | | | | | 1897 | Hawthorn<br>&Co.<br>Leith | Cia.deTrasportesIslandS.A. | 135·3 | 18·6 | 11·1 | Tampico<br>Mexican<br>*WB* | T.3Cy.11½",18½"&30"-22"<br>42NHP | |
| ✳ 17910<br>138998<br>JKVD | **Hartfield** SteelScSr<br>ssNpt.No.1-19<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 4661<br>4360<br>2882 | ✠100A1<br>~~6,21~~ 1,21 1,22<br>✠LMC7,19<br>BS6,21<br>*Carrying oil fuel F.P. above 150°F in DB* | NYk<br>~~Nwe~~ Bry | *y* | CL<br>~~7,19~~<br>5,21 | 1915<br>4mo<br>*Lloyd's A&CP* | Bartram&<br>Sons,Ld.<br>Sunderland | WoodfieldStm.ShippingCo.Ld.(Woods,Tylor&Brown,*Mgrs.*)<br>*WB=CellDBa140'uE&B43'f172'1034tFPT170tAPT172t* | 400·0<br>P29'B244'F37' | 52·1 | 25·7<br>FK | London<br>British<br>*6BHCem* | T.3Cy.27½",45"&75"-48"(*s*)<br>180lb *120lb* 461NHP<br>3SB,*9cf*,GS195,HS7638<br>J.Dickinson&Sons,Ld.Sld. | 28′2<br>s4′5<br>24′2 |
| 17911<br>219410<br>LVDP | **Hartford** SteelSc<br>*Elec.light* 2*Dks*&*Web framing*<br>Wireless *Longitudinal framing*<br>*Fitted for oil fuel* | 5703<br>5219<br>3504 | | | ... | | 1920 | Groton<br>IronWorks<br>Groton,Conn. | UnitedStatesShippingBoard | 409·6<br>P41'B121'F43' | 54·4 | 27·4<br>FK | N.Lndn Cn<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>629NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30′0 |
| 17912<br>96472 | — SteelTwinSc<br>1*Dk*&*SaloonDk* | 1488<br>—<br>1012 | | | | | 1899 | Columbian<br>I.W.&D.D.Co<br>Baltimore | Hartford&NewYorkTransptn.Co. | 243·3 | 45·7 | 12·5 | HartfdCon<br>Utd.States | C.4Cy.20"&40"-28"<br>NB13 141NHP<br>ColumbianIron Works&DryDockCo.Bal | |
| ✳ 17913<br>131426<br>HVQF | — SteelScK<br>ssLiv.No.2-20<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 407<br>291<br>156 | ✠100A1<br>2,21<br>✠LMC<br>BS~~4,20~~1,22 MS8,20 | Liv | *f* | CL<br>8,20 | 1912<br>4mo<br>*Lloyd's A&CP* | J.P.Rennoldsn&Sons<br>South Shields | NorthwichCarryingCo.Ld. | 144·0<br>Q47'B9'F26'<br>*WB=FPT30t* | 24·4 | 10·5<br>FK | Liverpool<br>British<br>*3BHCem*<br>*APT29t* | C.2Cy.17"&36"-24" (*s*)<br>130lb 75RHP<br>1SB,*3cf*,GS45,HS1405<br>J.P.Rennoldsn&Sns,S.Shl. | 11′9<br>s′10<br>11′1 |
| ✳ 17914<br>125598<br>HLDF | **Hartington** SteelScSr<br>ssShl.No.3-12,18<br>1*Dk*(*ptIrn*&*ptStl*)&*deep framing*<br>Wireless | 4043<br>3815<br>2500 | ✠100A1<br>7,21 ~~5,20~~<br>~~BS5,21~~ ✠LMC12,18<br>BS3,22 | Gms<br>Bry | *x* | CL<br>N5,20 | 1907<br>7mo<br>*Lloyd's A&CP* | W.Gray&<br>Co.Ld.<br>WHartlepool | WillisS.S.Co.Ld.(J.&C.Harrison(1920),Ld.*Mgrs.*)<br>*WB=CellDBa117'uE27'f154'1051tFPT158tAPT191t* | 360·0<br>P31'B227'F35' | 50·0 | 25·7<br>FK | London<br>British<br>*6BHCem* | T.3Cy.26",42"&70"-45" (*r*)<br>180lb *90lb* 358NHP<br>2SB,*6cf*,GS134,HS5542<br>Cen.Mar.Eng.Wrks.W.Hpl | 28′4<br>s4′4<br>24′5 |
| ✳ 17915<br>115162<br>VLSR | **Hartlepool** SteelScSr<br>ssHKg.No.3-6,17<br>*Elec.light* 1*Dk*(*Irn*)2*trB*&*Web frames* &*Trunk dk*(*ptIrn*&*ptStl*)3*Dk rule*<br>Wireless<br>Now named "Purpura," See No. 38911 in Supplement | 4409<br>3875<br>2729 | ✠100A1<br>*Trunk dk*<br>10,20<br>BS6,19 ✠LMC6,17<br>*Carrying oil fuel in bulk FP above 150°F in holds & DB*<br>*Fitted for oil fuel 6,18 F.P. above 150° F.* | Hkg | *x* | CL<br>2,20 | 1904<br>1mo<br>*Lloyd's A&CP* | Ropner&<br>Son<br>Stockton | Anglo-SaxonPetroleumCo.Ld.<br>*Middle line Bulkhead not oil-tight*<br>*WB=CellDBa110'uE25'f144'970tFPT214tAPT245t* | 349·5<br>P30'B69'F35' | 50·0 | 27·6<br>FK | London<br>British<br>*10BHCem* | T.3Cy.26",42"&70"-48" (*s*)<br>180lb *100lb* 371NHP<br>3SB,*9rf*,GS160,HS5750<br>Blair&Co.Ld.Stockton | 29′4<br>s5′1<br>24′9 |
| 17916<br>135334<br>JDPQ | **Hartmore** SteelScSr<br>ssCff.No.1-18<br>(*ex*HartlandPoint, 2*Dks*(*Stl*)<br>*Elec.light* *ex*Ardgorm)<br>Wireless Sub.Sig.<br>Now named "Sureway," See No. 59299 in Supplement | 5131<br>4762<br>3287 | ✠100A1<br>10,20<br>BS2,20 ✠LMC7,18 | Lth | *z* | CL<br>N9,19 | 1913<br>12mo<br>*Lloyd's A&CP* | R.Duncan<br>&Co.Ld.<br>PortGlasgow | JohnstonLine,Ld.(Furness,Withy&Co.Ld.*Mgrs.*)<br>*'Tween dk BH in after hold dispensed with {5BH to Upr dk, 1 " 2nd " only}*<br>*CellDBa131'uE25'f176'1103tDTa36'988tAPT36t* | 405·0<br>P42'B122'F35' | 53·0 | 27·2<br>FK | Liverpool<br>British<br>*Cem* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb *100lb* 475NHP<br>2SB,*8cf*,GS156,HS6697 FD<br>J.G.Kincaid&Co.Ld.Grk. | 29′9<br>s5′11<br>24′2 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17917<br>121307 | **Hartness** SteelSc<br>ssHpl.No.3-4,17<br>ssHpl.No.1-20<br>(BucketDredger) 1Dk(Stl-ptws) | 348<br>346<br>154 | ✠ A1<br>Dredger<br>3,21<br>✠NB(P)3,17<br>MS6,20 | Hpl<br>✠LMC<br>BS2,21 | | CL<br>6,18 | 1906<br>4mo<br>Lloyd | Fleming&<br>Ferguson,Ld.<br>Paisley<br>'sA&CP | HartlepoolPort&<br>Harbour<br>Commission | 156·2 | 30·2 | 11·3<br>FK | Hrtlepool<br>British<br>4BHCem | C.2Cy.20"&40"-24" (s)<br>120lb 67RHP<br>2SB,4cf,GS53,HS1196<br>Fleming&FergusonLdPsy | 12 ″ 0 | |
| 17918<br>125463<br>HPGC | **Hartside** SteelScSr<br>ssNwc.No.2-18<br>Elec.light 1Dk(Stl)&deepframing<br>Wireless | 2740<br>2584<br>1742 | ✠100A1<br>6,21~~1,21~~<br>~~BS6,20~~<br>~~BS7,21~~ | Nwc<br>Sws<br>✠LMC~~5,18~~<br>4,22 | u | CL<br>~~6,20~~<br>4,22 | 1909<br>7mo<br>Lloyd | ShortBros.<br>Ld.<br>Sunderland<br>'sA&CP | CharltonSShpgCo.<br>Ld.(Charlton,Mc-<br>Allum&Co.Mgrs.)<br>WB=CellD | 313·0<br>P27'B96'F33'<br>Ba106' uE22' f130' | 47·0 | 21·2<br>FK | Newcastle<br>British<br>5BHCem<br>709tAPT43t | T.3Cy.23",38"&62"-42" (s)<br>180lb 80lb 269NHP<br>2SB,6pf,GS112,HS4108<br>J.Dickinson&Sons,Ld.Sld | 23 ″ 0<br>s 3 ″ 6<br>20 ″ 0 | |
| 17919<br>214638<br>LGPF | **Hartwood** WoodScSr<br>Fitted for oil fuel<br>Elec.light Wireless 1Dk | 946<br>—<br>545 | | | | | 1916 | Matthews<br>S.B.Co.Ho-<br>quaim,Wash. | HartwoodLumber<br>Co. | 199·3<br>P15'B40'F36' | 42·0 | 14·1 | S.Frncisco<br>Utd.States | T.3Cy.13½",21"&36"-24"<br>63NHP<br>UnionIronWorksCo.S.Fo. | | R |
| 17920<br>17398<br>MPDR | **Haru Maru** SteelScSr<br>ssKob.No 1-20 ssYka.No.3-2,17<br>(exHaddonhall) 1Dk(Stl)&deepframing<br>&ptAwngdk(Irn) | 2678<br>1972<br>1664 | ✠100A1<br>ptAwng dk<br>withfreeboard<br>6,21~~11,19~~ | Sba<br>Kob<br>✠LMC~~5,20~~<br>6,21 | t | 5,20 | 1898<br>6mo | TyneI.S.B.<br>Co.Ld.<br>Newcastle<br>A&CP | TanakaKisen<br>KogyoKabushiki<br>Kaisha<br>WB=CellDBa | 290·0<br>P29'Q89'<br>ptAwng dk181'<br>&uE110'f116'549t | 43·0 | 19·5<br>FK | ~~Kobe~~Kono<br>Japanese<br>5BHCem<br>APT51t | T.3Cy.23 1/16",37"&61"-39"(s)<br>160lb 250NHP<br>2SB,6pf,GS102,HS4025<br>N.E.MarineEngCoLdNw | 22 ″ 0<br>s 8 ″ 2<br>21 ″ 2 | |
| 17921<br>23346<br>ROLV | — WoodAuxScSr | 198<br>—<br>112 | | | | | 1918 | .................. | ShimadaShingoro | 98·3 | 24·7 | 11·9 | Osaka<br>Japanese | | | |
| 17922<br>20856<br>NLBW | **Harukaze Maru No. 5** WoodAux<br>ScSr | 375<br>—<br>265 | | | | | 1917 | .................. | UchidaSeinosuke | 125·3 | 31·0 | 14·3 | Shimono-<br>seki<br>Japanese | | | |
| 17923<br>Checked 1,22<br>MNKH | **Haruna Maru** SteelSc<br>(exSaduMaruNo.2)<br>Wireless | 194<br>—<br>106 | | | | | 1914 | .................. | TokioSalvag<br>KabushikiK | 110·0 | 18·5 | 12·5 | Tokio<br>Japanese | | | |
| 17924<br>6<br>QBGW | **Harunasan Maru** SteelScSr<br>ssKob.No.2-21 ssNag.No.3-3,13<br>(exEdith) ~~ssKob.No.1-17~~<br>1Dk(Irn)2trB<br>&deep framing 3Dkrule | 2982<br>2748<br>1867 | ✠100A1<br>withfreeboard<br>6,21~~3,20~~ | Kob<br>✠LMC~~3,20~~<br>6,21 | u | ~~4,19~~<br>6,21 | 1901<br>10mo | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>A&CP | RyotoKisen<br>KabushikiKa<br>(MitsuiBussan<br>KaishaLd.Mgrs.)<br>WB=CellDBa102' | 323·0<br>P33'B88'F37' | 46·9 | 21·3<br>FK | Dairen<br>Japanese<br>5BHCem<br>uE&B32' f | T.3Cy.23⅜",38"&62"-42" (s)<br>160lb 90lb 270NHP<br>2SB,6pf,GS111,HS4360<br>N.E.MarineEng.CoLd.Sld.<br>142'773tFPT50tAPT52t | 23 ″ 9<br>s 3 ″ 10½<br>20 ″ 2 | |
| 17925<br>96507 | **Harvard** SteelSc<br>Mchy.Aft Elec.light Sub.Sig. 1Dk2trB | 5054<br>—<br>4061 | | | | | 1900 | Detroit<br>S.B.Co.<br>Wyandotte | PittsburghS.S.Co. | 461·0 | 50·2 | 29·5 | Duluth<br>Utd.States<br>WB | Q.4Cy.18",26¾",41"&63"-42"<br>257NHP<br>DetroitS.B.Co.Detroit | | |
| 17926<br>~~145205~~<br>~~KBFF~~ | **Harvestehude** SteelScSr<br>(exParanagua)<br>Elec.light Wireless 1Dk&Spar dk3tr B | 2823<br>2434<br>1726 | | | | | 1895 | Reiherst'g<br>Schiffsw.<br>Hamburg | ~~WhiteSeaS.S.&~~<br>~~TradingCo.Ld.~~<br>~~(A.Ikner,Mgr)~~ | ~~302·0~~<br>P40'B93'F38'<br>301·3 | 41·2 | 23·5 | Danzig<br>~~London~~<br>~~British~~<br>WB | T.3Cy.23⅛",36"&58"-42"<br>218NHP<br>Reiherst.Maschinenf.Ham. | | |
| 17927 | — SteelSc<br>(Trawler)<br>Elec.light 1Dk | 244<br>217<br>91 | | | | | 1916 | Rickmers<br>Akt.Ges.<br>Geestemünde | Wilhelmshavener<br>Hochseefischerei<br>A.G. | 127·0<br>Q69'F19' | 23·0 | 9·5 | Rüstrngen<br>German<br>WB | T.3Cy.12⅔",20½"&32¼"-22⅘"<br>50NHP<br>OttensenerMchFabAltona | | |
| 17928<br>220700<br>MBQT | **Harvester** SteelSc<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinal framing<br>Wireless | 6727<br>6071<br>5114 | ✠100A1<br>~~4,21~~ ~~12,20~~ ~~3,21~~<br>3,22<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 10,20 F.P. above 150° F. | Mob<br>NYk<br>✠LMC10,20 | a† | CL | 1920<br>10mo | TexasS.S.<br>Co.<br>Bath,Me.<br>A&CP | TheTexasCo.Inc.<br>CellDBu | 416·8<br>P107'B35'F33'<br>E&B209t FPT229t | 56·1 | 31·1<br>FK | NewYork<br>Utd.States<br>16BH<br>APT130t | T.3Cy.26½",44"&74"-51" (s)<br>190lb 549NHP<br>3SB,9cf,HS7979 FD<br>H.G.TroutCo.Buffalo,N.Y | 32 ″ 10 | |
| 17929 | — SteelSc<br>Elec.light 3Dks(Stl&ptws) | 1401<br>1348<br>610 | ✠ A1<br>For Government Service<br>12,18 | Gls<br>✠LMC12,18 | | CL | 1918<br>12mo<br>Lloyd | Barclay<br>Curle&Co.Ld.<br>Glasgow<br>'sA&CP | TheAdmiralty<br>CellDBinB20'21t | 258·1<br>DTf8'24tFPT36tA | 34·7 | 23·6<br>FK | British<br>8BHptCem<br>PT22t | T.4Cy.20½",33"&(2)37"-30"<br>180lb (s) 340NHP<br>2SB,8cf,GS156,HS6154 FD<br>Barclay,Curle&Co.Ld.Gls. | 24 ″ 6 | |
| 17930<br>202977 | **Harvey D. Goulder** SteelScSr<br>Mchy.Aft Elec.light 1Dk | 6617<br>—<br>5219 | | | | | 1906 | American<br>S.B.Co.<br>Lorain | ColumbiaS.S.Co.<br>(W.C.Richardson<br>&Co.Mgrs.) | 525·0<br>F46' | 55·0 | 31·0 | Fairprt,O.<br>Utd.States<br>WB | T.3Cy.24",39"&65"-42"<br>273NHP<br>AmericanS.B.CoCleveland | | L |
| 17931<br>138231 | **Harvey H. Brown** SteelScSr<br>Sub.Sig. (exHarryA.Berwind)<br>Elec.light Mchy.Aft Wireless 1Dk | 6634<br>—<br>4927 | | | | | 1908 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | HeadwaterS.S.<br>Co.(H.H.Brown&<br>Co.Mgrs.) | 532·0 | 58·3 | 32·0 | DuluthMn<br>Utd.States<br>WB | T.3Cy.24",38"&65"-42"<br>274NHP<br>GtLakesEngWrks.Detroit | | L |
| 17932<br>26261 | — SteelSc<br>Mchy.Aft Elec.light | 2674<br>—<br>1874 | | | | | 1894 | DetroitDry<br>DockCo.<br>Wyandotte | Castner,Curran&<br>Bullitt,Inc. | 351·1 | 40·8 | 21·6 | Boston<br>Utd.States<br>WB | T.3Cy.22",35"&56"-44"<br>208NHP<br>DetroitDryDockCo. | | |
| 17933<br>74437<br>QRCT | **Harwich** WoodPad | 132<br>122<br>3 | | | | | 1877 | Vaux<br>Harwich | CoulsonTugCo.<br>(J.C.Coulson,<br>Mgr.) | 100·6 | 18·9 | 10·4 | Harwich<br>British | L.2Cy.27"-46"<br>NB02 50RHP<br>J.Stewart,London | | |
| 17934 | **Harz** SteelSc<br>(exHermine<br>Hessenmüller,exMiddlehamCastle)<br>Elec.light 1Dk&deepframing&ptAwng dk | 3064<br>2240<br>1922 | | | | ... | 1897 | Pickersgill<br>&Sons<br>Sunderland | | 324·0<br>P33'Q38'<br>ptAwng dk254' | 43·0 | 19·2<br>FK | WB | T.3Cy.21½",36"&60"-42"<br>254NHP<br>G.Clark,Ld.Sunderland | 21 ″ 9 | |
| 17935<br>10152<br>JWVC | **Hashidate Maru No. 2** WoodSc | 157<br>—<br>85 | | | | | 1906 | OnoShip-<br>buildingCo.<br>Osaka | Government<br>Railways | 110·2 | 16·4 | 12·1 | Tokio<br>Japanese | | | |
| 17936<br>13704<br>LPBN | **Hashidate Maru No. 3** SteelSc | 139<br>—<br>68 | | | | | 1910 | Uraga<br>Dockyard Co.<br>Uraga | Government<br>Railways | 100·0 | 18·0 | 10·0 | Tokio<br>Japanese | | | |
| 17937<br>143605 | **Haslam** SteelSc<br>1Dk | 163<br>148<br>99 | | | | | 1919 | W.J.Yar-<br>wood&Sons,<br>LdNorthwich | J.Crosfield&Sons,<br>Ld.(G.Hunt,Mgr.) | 95·7 | 21·7 | 8·9 | Liverpool<br>British<br>WB | C.2Cy.13"&27"-18"<br>30RHP<br>W.J.Yarwood&Sons,Ld. | | |
| 17938<br>219495<br>LVJC | **Haslehurst** SteelSc<br>Sub.Sig. Fitted for oil fuel<br>Elec.light 1Dk2trB in fore&<br>Wireless afterholds&Webframes | 3545<br>3005<br>2174 | | | | ... | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>WB | 1Geared Steam Turbine<br>386NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 ″ 6 | R |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. 3 Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | 5 Détails de la Classification.<br>Cote.<br>—<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8 Construit.<br>Quand.<br>Navire.<br>—<br>Mach. | 9<br>Par qui.<br>—<br>Où. | 10<br>Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>—<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NH=Force en chevaux d'après les formules de la Société.<br>RH=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ✻ 17939<br><br>WKML | **Hassel** **SteelScSr**<br>ssGls.No.3-10,13<br>ssBdx.No.1-18<br>(exMerity, *Spar dk(Stl)2trB&*<br>*Elec.light* exKingArthur) *Webframes*<br>Wireless *Cargo battens not fitted* | 3968<br>3682<br>2589 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>7,21 ~~4,20~~<br>MS5,18 ✠LMC<br>BS~~1,2~~7,21 | Rot<br>Bly | *w* | CL<br>4,20 | 1905<br>4mo<br><br>*Lloyd* | R.Stephen-son&Co.Ld.<br>Newcastle<br>'sA&CP | A/S D/S Hassel<br>(A/S Rederiet Odfjell)<br>*WB=CellDBo* | 340·7<br>P26'B93'F33'<br><br>110'uE23'f138'682t | 47·1 | 20·0<br>27·3<br>FK | Bergen<br>Norwegian<br>6*BHCem*<br>*APT*181t | T.3Cy.25",41"&67"-45" (s)<br>180lb *100lb* 322NHP<br>2SB,6cf,GS124,HS4900<br>Blair&Co.Ld.Stockton | 29 » 1<br>s 5·10<br>24 » 1 |
| 17940 | **Hastier** **SteelSc**<br>Wireless ssNwc.No.3-6,98<br>(exMcClellan,exPortVictor)<br>*Ref.Mchy.* 1*Dk&Spar dk*3*trB* | 3006<br>—<br>1870 | ✠ | | | | 1885<br>8mo | A.Leslie &Co.<br>Newcastle | LloydRoyalBelge Soc.Anon. | 336·0<br>B76'F42' | 38·2 | 27·5<br>BK10" | Antwerp<br>Belgian<br>6*BHCem*<br>*WB* | T.3Cy.27",42"&70"-48"<br>NB07 362NHP<br>Wighm,Rchrdsn&Co.Nwc | 21 » 0 |
| 17941<br>220551<br>MBJK | **Hastings** **SteelSc**<br>*Elec.light* 2*Dks(Stl)&Web frames*<br>Wireless | 5401<br>4942<br>3364 | ✠100A1<br>11,20<br>*Fitted for oil* | Pns<br>*fuel*11,20 | | CL<br>*F.P. above* 1 | 1920<br>11mo<br><br>50° F. | Pensacola S.B.Co.<br>Pensacola<br>CP | UnitedStates ShippingBoard<br>*CellDB*338'1305t *M* | 400·7<br>P36'B124'F44'<br>*T*27' 830t *FPT*104t | 54·2 | 30·2<br>FK | Pensacola<br>Utd.States<br>7*BHCem*<br>*APT*136t | 2 SteamTurbines geared to 1Sc.Shaft (r)<br>225lb HS8745 674NHP<br>3 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.E.Pittsburg,Pa | 32 » 1 |
| 17942<br>219545<br>LVMJ | **Hastnai** **WoodSc**<br>Wireless<br>*Carrying oil in bulk* 1*Dk* | 1111<br>—<br>958 | | | | | 1919 | Continent'l S.B.Co.<br>YonkersN.Y. | NationalOil TransportCo.Inc. | 198·5 | 36·5 | 20·0 | P.Arthr,Tx<br>Utd.States | | |
| 17943<br>132864<br>HVQS | **Hatano** **SteelScK**<br>ssCff.No.2-19<br>1*Dk* | 255<br>228<br>100 | ✠100A1<br>*StmTrawler*<br>10,19 ✠LMC11,19<br>BS8,21 | Cff | | CL<br>11,19 | 1912<br>4mo<br><br>*Lloyd* | Smith's DockCo.Ld.<br>Middlesbro'<br>'sA&CP | Neale&West,Ld. | 125·0<br>Q74'F21' | 23·0 | 12·3<br>BK7½" | Cardiff<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26" (s)<br>180lb 82RHP<br>1SB,3pf,GS51,HS1445<br>Smith'sDockCo.Ld.Mdb. | 13 » 0 |
| ✻ 17944<br>140430<br>JRVK | **Hatarana** **SteelTwinScSr**<br>ssMdb.No.1-21<br>(exWarSailor) 2*Dks(Stl)*<br>*Elec.light*<br>Wireless | 7522<br>6476<br>4592 | ✠100A1<br>~~3,21~~ 11,~~19~~1,22<br>✠LMC8,21<br>~~*Carrying oil*~~ | Cal<br>~~Mdb~~Cff<br>~~✠LMC~~<br>~~BS8,21~~<br>~~*fuel F.P.*~~ | *b*† | ~~6,18~~<br>P1,22<br>SN1 22<br>~~*above* 1~~ | 1917<br>8mo<br><br>*Lloyd*<br>~~50° F.~~ | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>'sA&CP<br>~~*in DB*~~ | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB*375'1192t*D* | 445·0<br>P34'B138'F37'<br>*Ta*42'1312t*FPT*55t | 58·3 | 31·3<br>FK | London<br>British<br>7*BHCem*<br>*APT*60t | T.6Cy.21",35"&59"-48" (s)<br>200lb 659NHP<br>4SB,12cf,GS242,HS9219 FD<br>KawasakiDkyd.Co.Ld. | 34 »<br>s 7 » 1<br>26 » 5 |
| ✻ 17945<br>145893<br>KLCP | **Hatasu** **SteelSc**<br>3198<br>*Elec.light* 1*Dk(Stl)&Shelter dk(Stl)* | ~~3195~~<br>2915<br>1890 | ✠100A1<br>*Shelter dk with freeboard*<br>11,21 ✠LMC11,21<br>~~(ClassContemplated)~~ | Sld | *w* | CL | 1921<br>11mo<br><br>*Lloyd* | J.Blumer& Co.Ld.<br>Sunderland<br>'sA&CP | MossS.S.Co.Ld.<br>*Coll*<br>*CellDB*304' | 352·7<br><br>*isionBHtoShdk*6*B*<br>76t*DTa*25'750t*FPT* | 50·4 | 21·9<br>FK | Liverpool<br>British *Cem*<br>*HtoUpprdk*<br>95t*APT*21t | T.3Cy.25",41"&68"-45" (s)<br>180lb 367NHP<br>3SB,9cf,GS162,HS6072<br>J.Dickinson&Sons,Ld.Sld. | 25 »<br>s 2 » 5<br>22 » 1 |
| 17946<br>218764<br>LSMH | **Hatchie** **SteelScSr**<br>Sub.Sig. *Fitted for oil fuel*<br>Wireless *Longitudinal framing*<br>*Elec.light* 1*Dk&Shelter dk* | 5989<br>—<br>4431 | | | | | 1919 | UnionCon-structionCo.<br>Oakland,Cal. | UnitedStates ShippingBoard | 402·5<br>P46'B81'F38' | 53·0 | 32·0 | S.Frncisco<br>Utd.States<br>*WB* | 1 Steam Turbine<br>KerrTurbineCo.<br>Wellsville,N.Y. | |
| 17947<br>145880<br>KJTM | **Hatchmere** **SteelSc**<br>345<br>*Mchy.Aft* *Welldeck* 1*Dk(Stl)* | ~~425~~<br>221<br>133 | ✠100A1<br>11,21~~10,21~~<br>~~(ClassContemplated)~~<br>✠LMC10,21 | Hul<br>Liv | *e* | CL | 1921<br>9mo<br><br>*Lloyd* | Cook, Wel-t'n&Gemmell<br>Ld. Beverley<br>'sA&CP | Northwich CarryingCo.Ld. | 135·0<br>~~Q49'B9'F22'~~<br>Q50'F21'<br>*FPT*38t*APT*1t | 23·1 | ~~10·2~~<br>9·0<br>FK | Liverpool<br>British<br>3*BHCem* | T.3Cy.12",21&34"-24" (s)<br>180lb 73RHP<br>1SB,2pf,GS34,HS1271<br>C.D.Holmes&Co.Ld.Hull | 10 »<br>s 7½<br>9 » 1 |
| 17948<br>218977<br>LTCF | **Hathaway** **SteelScSr**<br>Sub.Sig. *Fitted for oil fuel*<br>Wireless *Longitudinal framing*<br>*Elec.light* 1*Dk&Shelter dk* | 5991<br>—<br>4434 | | | | | 1919 | UnionCon-structionCo.<br>Oakland,Cal. | UnitedStates ShippingBoard | 402·5<br>P46'B81'F38' | 53·0 | 32·0 | S.Frncisco<br>Utd.States<br>*WB* | 1 Steam Turbine<br>KerrTurbineCo.<br>Wellsville,N.Y. | |
| 17949 | **Hathi** **SteelSc**<br>(*AnchorHoy*)<br>ssKrh.No.3-10,19<br>1*Dk* | | ✠ A-<br>*For Harbour*<br>10,19 ✠LMC10,19<br>✠NB3,21 | Krh<br>*purposes*<br><br>BS3,22 | | ~~10,19~~<br>~~1,22~~<br>3,22 | 1909<br>9mo | G.Rennie& Co.<br>London<br>*Completed by* | KarachiPortTrust<br>B.R.H.Hennan& | ……………<br><br>Co.Krh. | …… | ……<br>FK<br>*WB=* | Karachi<br>British<br>4*BHAsp*<br>*DTf*24'150t | C.2Cy.11"&22"-16" (s)<br>125lb<br>1SB,2pf,~~GS24,HS531~~<br>Campbell&CalderwoodPsy<br>GS25,HS533 | 10 » 0 |
| 17950<br>142722<br>JVNR | **Hatimura** **SteelSc**<br>(exWarOpal) 1*Dk(Stl)&Shelterdk(Stl)*<br>*Elec.light* *Cargo battens not fitted*<br>Wireless *in Shelter 'tween dks* | 6666<br>6398<br>4169 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,21 ~~3,20~~ ✠LMC12,18<br>*Carrying oil* | Mdb<br>Shl<br><br><br>*fuel F.P.* | *a*† | CL<br>7,20<br><br><br>*above* 1 | 1918<br>12mo<br><br>*Lloyd*<br>50° F. | JLThomp-son&Sons,Ld<br>Sunderland<br>'sA&CP<br>*in DB,DT&F* | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB*366'1362t<br>*Ptank* *MT*27'994t | 412·5<br>F*onShelter dk*36'<br><br><br>*FPT*154t*APT*224t | 55·5 | 34·4<br>FK | London<br>British<br>*ptCem*<br>6*BHtoSh dk*<br>2 " " *U* " | T.3Cy.27",45"&75"-54" (s)<br>180lb 566NHP<br>3SB,12cf,GS200,HS8287 FD<br>J.Dickinson&Sons,Ld.Sld. | 37 »<br>s 8 » 11<br>28 » |
| ✻ 17951<br>142417<br>JTKD | **Hatipara** **SteelTwinScSr**<br>(exWarLance) 2*Dks(Stl)&Shelter*<br>*Elec.light* Wireless *dk(Stl)* | 7764<br>7877<br>4893 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,21 ~~3,21~~ ✠LMC2,18 | Mdb<br>Bry | *c*† | CL | 1918<br>2mo | Asano S.B. Co.Ld.<br>Tsurumi<br>A&CP | BritishIndia SteamNav.Co.Ld.<br>*CellD* | 445·0<br><br><br>*B*389'1347t *FPT*84t | 58·0 | 40·0<br>FK | <br>British<br>7*BHCem*<br>*APT*32t | T.6Cy.22",36½"&61"-48" (s)<br>200lb 703NHP<br>4SB,12cf,GS232,HS9835 FD<br>IshikawajimaS.B.Co.Ld. | 40 » 1<br>s 11 » 10<br>28 » 7 |
| 17952<br>98352 | **Hatiya** **SteelSc**<br>1*Dk* | 146<br>129<br>73 | | | | | 1907 | Turner, Morrison&Co<br>Calcutta | RiversStm.Nav.Co Ld.(Macneill&Co. *Mgrs.*) | 110·6 | 22·2 | 7·5 | Calcutta<br>British | C.2Cy.14"&30"-18"<br>35RHP<br>Campbell&Calderw'd,Psy. | |
| ✻ 17953<br>142301<br>JSGT | **Hatkhola** **SteelSc**<br>ssBom.No.1-22<br>(exWarHero) 2*Dks(Stl)&*<br>*Elec.light* Wireless *Awng dk(Stl)* | 5875<br>5604<br>4278 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>2,22 ~~8,19~~ ✠LMC~~10,17~~<br>*Carrying oil* | Gls<br>Bom<br>1,22<br><br>*fuel F.P.* | *y* | ~~6,19~~<br>1,22<br><br><br>*above* 1 | 1917<br>10mo<br><br>*Lloyd*<br>50°F. | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>'sA&CP<br>*in DB* | BritishIndiaS.N. Co.Ld.<br>*CellDB* | 385·3<br><br><br>334'1118t *FPT*126t | 51·2 | 25·5<br>FK | London<br>British<br>6*BHCem*<br>*APT*93t | T.3Cy.26",43½"&72"-48" (s)<br>200lb 440NHP<br>2SB&1AuxSB,8cf,GS154, HS5741 FD<br>KawasakiDkydCoLdKobe | 36 » 0<br>s 9 » 3<br>27 » 1 |
| 17954<br>19245<br>NBWP | **Hatsu Maru** **WoodSc** | 719<br>—<br>390 | | | | | 1916 | ……………… | SanyoKisen KabushikiKaisha | 181·9 | 30·0 | 17·1 | Amagasaki<br>Japanese | | |
| 17955<br>20614<br>NJWL | — **WoodAuxScSr** | 199<br>—<br>141 | | | | | 1917 | ……………… | TanakaKozan KabushikiKaisha | 105·3 | 24·1 | 11·9 | Shinagawa<br>Japanese | | |
| 17956<br>1093<br>HGQJ | — **IronTwinScSp**<br>(exNagataMaruNo.22,<br>exNatorigawaMaru) 2*Dks* | 149<br>129<br>92 | | | | | 1888 | Y.Sayama<br>Osaka | K.Miyoshi | 108·4 | 15·3 | 11·4 | Osaka<br>Japanese | C.4Cy.8"&19⅝"-12"<br>22NHP<br>OsakaIronWorks | |
| 17957<br>14372<br>MHTL | **Hatsuho Maru** **WoodScSr**<br>1*Dk* | 199<br>185<br>123 | | | | | 1914 | B.Take-mori<br>Otaru | GoshiKaishaSato Shokai | 116·2 | 17·7 | 12·0 | Yoichi<br>Japanese | C.2Cy.13⁵⁄₁₆"&26⅝"-15"<br>E*made*98*refitted*14 27NHP<br>B*made*95*refitted*14<br>S.Ono,Osaka | |
| 17958<br>143502 | **Hatsuse** **SteelScK**<br>*Elec.light* 1*Dk* | 282<br>251<br>110 | ✠100A1<br>*StmTrawler*<br>2,21 ✠LMC5,20 | Cff | | CL<br>3,20 | 1920<br>3mo<br><br>*Lloyd* | Cook,Wel-t'n&Gemmell<br>Ld. Beverley<br>'sA&CP | Neale&West,Ld. | 128·5<br>Q75'F23' | 23·5 | 12·6<br>BK7½" | Cardiff<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (s)<br>180lb 85RHP<br>1SB,3pf,GS50,HS1530<br>C.D.Holmes&Co.Ld.Hull | 13 » 6 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17959<br>215865<br>LJMC | **Hatteras** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Wireless Sub.Sig. *Longitudinal framing* | 4920<br>4214<br>3836 | ✠100A1<br>10,20 | NY | [illegible] | CL | 1917<br>12mo | Bethlehem S.B.Corp.Ld<br>Sparro'PtMd<br>A&CP | UnitedStates ShippingBoard | 376·4\|52·3\|27·0<br>P54'B94'F39'<br>*CellDB* FK<br>342'1133*t* *FPT*11 | Baltimore<br>Utd.States<br>6*BHCem*<br>6*t APT*206*t* | T.3Cy.23",39"&64½"–45" (*s*)<br>200lb 410NHP<br>2SB,*6cf*,GS132,HS6010 FD<br>BethlehemS.B.Corp.Ld. | 29 ″ 6 | |
| 17960<br>141716<br>KQVF | **Hattie Luckenbach** SteelScSr<br>(*ex*Lyra) *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*&*Hurdk*4*trB*<br>Wireless | 4510<br>—<br>3450 | | | | | 1901 | Maryland SteelCo.<br>Sparrow's Point,Md | LuckenbachS.S. Co.,Inc. | 331·5\|47·0\|25·0 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&56"–42"<br>203NHP<br>MarylandSteelCo. Sparrow'sPoint,Md. | | R |
| 17961<br>MGKP | **Haugarland** SteelScSr<br>(*ex*Sandefjord)<br>*Elec.light* 1*Dk*&*Shelter dk*<br>Wireless *Longitudinal framing* | 6026<br>5419<br>3578 | | | | | 1911 | Armstrong Whitworth&<br>Co.Ld.Nwc. | A/S Corona (H.M.Wrangell& Co.Akties, *Mgrs.*) | 440·0\|58·1\|24·6<br>P138*t*H353*t*F28*t* | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.28½",47"&78"–54"<br>447NHP<br>N.E.MarineEngCoLdNwc. | | N |
| 17962<br>MKVC | **Haugen** WoodScK<br>1*Dk* | 101<br>90<br>48 | | | | | 1914 | ..................<br>Rosendal | PartrederietS/S Haugen (S.S.Brandal) | 86·4\|20·9\| 9·3<br>Q9*t* | Aalesund<br>Norwegian | C.2Cy. | | |
| 17963<br>WLGN | **Haugland** SteelScSr<br>(*ex*Andros,*ex*Ardova) *ss*Bry.No.3–1,10<br>Wireless *ss*Bal.No.2–17<br>1*Dk*(*Irn*)2*trB*&*Web frames*3*Dk rule* | 3194<br>2914<br>1989 | ✠100A1<br>*with freeboard* [illegible] | [illegible] | ... | CL<br>N12,19 | 1896<br>11mo | BlythS.B. Co.Ld.<br>Blyth<br>A&CP | NielsRögenæs<br>*CellDB* | 324·5\|47·0\|22·2<br>P27'B70'F34'<br>FK<br>*a&uE*130'*f*130'705*t* | Haugesnd<br>Norwegian<br>*BHCem*<br>*APT*48*t* | T.3Cy.24",40"&65"–42" (*r*)<br>160lb *100lb* NDB13 281NHP<br>2SB,*6rf*,GS119,HS4324<br>Blair&Co.Ld.Stockton | 24″10<br>s4 ″ 4½<br>20 ″ 10 | |
| 17964<br>130093 | **Hauiti** WoodScSr<br>1*Dk* | 148<br>102<br>82 | | | | | 1911 | G.Nicoll<br>Auckland | NorthernSSCo.Ld. | 100·2\|20·0\| 7·4 | Auckland<br>British<br>*WB* | C.2Cy.13"–16"<br>32RHP<br>W.Cable&Co.Wellington | | |
| 17965 | **Haukefjell** SteelSc<br>*Elec.light* Wireless 1*Dk* | 2520<br>2200<br>1440 | | | | | 1921 | ForthS.B. &Eng.Co.Ld.<br>Alloa | A/S Luksefjell (Olsen&Ugelstad, *Mgrs.*) | 295·7\|43·6\|20·6<br>P27'B90'F31' | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.20½",33"&54"–39"<br>182NHP<br>ForthS.B.&E.Co.Ld.Alloa | | N |
| 17966<br>JWFH | **Haukelid** IronScSr<br>1*Dk* | 143<br>89<br>82 | | | | | 1869 | Bergens Mek.Verkst.<br>Bergen | DetStavangerske Dampskibsselskab | 107·8\|17·5\| 8·1<br>Q18*t*H16*t*F18*t* | Stavanger<br>Norwegian | C.2Cy.18"&34¼"–22"<br>NB96 46NHP<br>BergensMekVærksBergen | | |
| 17967<br>WJLB | **Hauken II.** SteelScK<br>(*Whaler*)<br>1*Dk* | 172<br>168<br>62 | | | | | 1911 | Smith's DockCo.Ld.<br>Middlesbro' | A/S Örnen (S.L.Christensen, *Mgr.*) | 110·0\|20·7\|12·5 | Sandefjrd<br>Norwegian | T.3Cy.12¼",20"&34"–24"<br>56NHP<br>W.V.V.Lidgerwood,Gls. | | C |
| 17968<br>13<br>NTBH | **Haukur** SteelAuxSc4MstSr<br>*OilEng.*<br>(*ex*Phönix) 1*Dk*<br>(*See Sailing Ship Register*) | 357<br>328<br>269 | | | | | 1914 | J.R.Andersen<br>Svendborg | FiskeriA/S Haukur(P.J.Thorsteinsson, *Mgr.*) | 139·4\|29·6\|10·5 | Reykjavik<br>Iceland | Oil Engines 4S.C.SA<br>4Cy.11$\frac{3}{16}$"–16½" 28NHP<br>HolebyMasch.Holeby | | |
| 17969<br>MKRS | **Haus** SteelScSr<br>1*Dk* | 135<br>105<br>53 | | | | | 1914 | Mjellem& Karlsen<br>Bergen | IndreNordhordlandsDmpskselsk. (BSamuelsen*Mgr*) | 100·8\|19·0\| 9·5 | Bergen<br>Norwegian | T.3Cy.9½",15"&25"–18"<br>27NHP<br>Mjellem&Karlsen,Bergen | | N |
| 17970 | **Haussa** SteelSc<br>*Elec.light Mchy.Aft* 1*Dk* | 387<br>289<br>199 | | | | | 1913 | Reiherst'g Schiffsw.<br>Hamburg | FrenchGovernment | 145·6\|26·0\| 9·2<br>Q47' | Duala<br>French | C.2Cy.14½"&26"–21⅗"<br>26NHP<br>Reiherst.Maschinenf.Ham | | |
| 17971<br>OIUC | **Haussmann** WoodSc<br>(*ex*WarNiagara) 1*Dk*2*trB*<br>*Elec.light* Wireless<br>*Well deck* *Salted* | *2319*<br>*1804*<br>*1403* | ✠12A1<br>11,20<br>~~BS7,20~~ ✠~~LMC6,19~~ 11,19<br>BS7,20 | Sws | *r* | CL<br>11,19 | 1918<br>9mo | Fraser, Brace&Co.<br>Montreal<br>*Lloyd's A&CP* | Soc.Anon.deNav. "LesArmateurs Français" | 250·3\|43·0\|22·9<br>P&B136'F30' | Dunkirk<br>French | T.3Cy.20",33"&54"–40" (*s*)<br>185lb HS5280 322NHP<br>2 Water Tube Boilers FD<br>RobbEngineWorks, Amherst,N.S | 25 ″ 5<br>s3 ″ 6½ | |
| 17972<br>OIUD | **Haut-Brion** SteelScSr<br>1*Dk*2*trB* | 966<br>—<br>538 | | | | | 1901 | W.Dobson &Co.<br>Newcastle | Worms&Co. | 210·0\|30·0\|17·3<br>Q46'B18'F28' | Havre<br>French | C.2Cy.24"&48"–27"<br>100NHP<br>Wllsnd Slpwy.Co.Ld.Nwc. | | V |
| 17973<br>ecked<br>HFRT | **Hav** IronScSr<br>12,21 *ss*Xia.3rdNo.3–4,15<br>(*ex*Rodny,*ex*Roald, *ss*Bgn.No.1–19<br>*ex*Staincliffe) *Well deck* 1*Dk*(*Irn*)2*trB* | 1254<br>996<br>760 | ✠~~100A1~~<br>11,21 ~~9,20~~<br>✠NB9,98 ~~LMC4,19~~<br>~~BS8,20 11,21~~ | Bgn | *o* | 9,20<br>N11,21 | 1877<br>6mo | M.Pearse &Co.<br>Stockton<br>A&CP | A/SKistransport (Thv.Halvorsen, *Mgr.*) | 244·0\|32·0\|18·2<br>Q94'B60'F35'<br>BK8½"<br>*WB=DBa* | Bergen<br>Norwegian<br>4*BHCem*<br>73'*f*92'303*t* | C.2Cy.27¼"&56"–33" (*s*)<br>80lb *100lb* NDB14 135NHP<br>2SB,*4pf*,GS52,HS2155<br>T.Richardson&Sons,Hpl. | 19 ″ 6 | |
| 17974<br>26750<br>RVTQ | **Havana Maru** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5823<br>5149<br>3590 | ✠100A1<br>6,21 ~~3,21~~<br>✠~~LMC3,20~~ 6,21 | Ant<br>Kob | *z* | CL<br>6,21 | 1920<br>4mo | OsakaIron Works,Ld.<br>Innoshima<br>A&CP | OsakaShosen KabushikiKaisha<br>*CellDB*358'980*tD* | 407·2\|50·8\|30·0<br>P40'B137'F46'<br>FK<br>*Ta*27'767*tFPT*106*t* | Osaka<br>Japanese<br>7*BHCem*<br>*APT*26*t* | T.3Cy.26½",44½"&74½"–51"<br>200lb (*s*) 559NHP<br>3SB,*9cf*,GS183,HS7988 FD<br>OsakaIronWrks.Ld.Osaka | 32 ″ 7<br>s6 ″ 10<br>26 ″ 1 | |
| 17975<br>MKFR | **Havbryn** SteelScSr<br>(*Fishing*)<br>1*Dk* | 149<br>141<br>54 | | | | | 1914 | Xiansands Mek.Værks.<br>Xiansand | AalesundsFiskeriselskap A/S (EliasO.Roald*Mg*) | 105·3\|20·3\|10·4<br>H8*t* | Aalesund<br>Norwegian | T.3Cy.10",16"&27"–15"<br>28NHP<br>XiansandsM.V.Xiansand | | N |
| 17976<br>MOVL | **Havdrot** SteelScSr<br>(*ex*HildaLea.<br>*Elec.light* *ex*Cygnus) 1*Dk* | *1186*<br>*1073*<br>*713* | | | | | 1906 | WoodSkinner&Co.Ld.<br>Newcastle | A/S Hav. (H. Staubo&Co.*Mgrs*) | 235·0\|36·3\|15·8<br>P22*t*H47*t*F30*t* | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.18½",30"&49"–33"<br>138NHP<br>N.E.MarineEng.CoLdNwc | | N |
| 17977<br>JTFC | **Havellen** SteelScSr<br>(*Fishing*)<br>1*Dk* | 101<br>93<br>43 | | | | | 1899 | Porsgrund Mek.Værks<br>Porsgrund | A/S Havellen (N.Brandtzæg) | 102·3\|17·3\| 8·4 | Namsos<br>Norwegian | C.2Cy.9½"&19$\frac{3}{16}$"–14$\frac{1}{16}$"<br>12NHP<br>PorsgrundM.V.Porsgrund | | N |
| 17978<br>8449 | **Haven** WoodSc<br>(*ex*ErastusCorning) | 930<br>—<br>632 | | | | | 1857 | ..................<br>BrooklynNY | JohnM.Emery | 175·6\|34·7\|10·4 | NewYork<br>Utd.States | | | |
| 17979<br>113489<br>SNQH | **Haverford** SteelTwinSc4MstSr<br>*ss*Liv.No.3–8,13<br>*Ref.Mchy.* *ss*Bel.No.1–18<br>*Elec.light* 3*Dks*(*Stl*)&*Web frames*<br>Wireless Sub.Sig. &*Shelter dk*(*ptStl*) | 11635<br>10771<br>7493 | ✠100A1<br>*Shelter dk with freeboard*<br>11,20<br>BS2,21<br>~~BS1,20~~ ✠LMC3,18 | Liv | *g*† | CL<br>11,20 | 1901<br>8mo | J.Brown& Co.Ld.<br>Clydebank<br>*Lloyd's A&CP*<br>*WB* | InternationalNav. Co.Ld.<br>=*CellDBa*150'*uE* | 531·0\|59·2\|27·2<br>42·8<br>*BonShelter dk*150'<br>FK&BK3"<br>&*B*75'*f*208'1326*tD* | Liverpool<br>British<br>10*BHAsp*<br>*Ta*50'1180*t* | T.6Cy.27½",46½"&75"–51"(*s*)<br>160lb*100lb*HS14738 893NHP<br>2DB&2SB,*24cf*,GS500,<br>J.Brown&Co.Ld.Clydebnk<br>*DT f*45'1310*tAPT*163*t* | 39 ″ 0<br>s7″10½<br>31″10 | BT till 11,21 |
| 17980<br>217239<br>LNTK | **Haverhill** WoodSc<br>*Elec.light* Wireless 1*Dk* | 2551<br>—<br>1528 | | | | | 1918 | L.H.Shattuck,Inc.<br>Portsmouth, N.H. | UnitedStates ShippingBoard | 267·3\|46·0\|23·6<br>P39'B66'F29' | Prtlnd,Me.<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chandières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chandières & Foyers<br>Nom du Constructeur des machines. | 14<br>[illegible] sur Quille<br>Franc-bord au milieu du navire<br>Tirant d'eau correspondant<br>pds. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17981<br>NBRG | **Havet** WoodAuxSc3MstSr<br>*Oil Engine*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 341<br>296<br>272 | | | | | 1920 | V.Kragh Christensen<br>Kolding | A/S Havet<br>(C.Örum) | 129·8 | 28·9 | 13·0 | Copnhagn<br>Danish | Oil Engine 2Cy.<br>J.&C.G.BolindersMek. Verks.,Skm. | | V |
| 17982<br>MPCQ | **Havfru** SteelSc<br>(*ex*Rannveig,*ex*Gudrun) 1*Dk* | 841<br>724<br>483 | | | | | 1916 | Schiffsbau Ges.<br>Unter-weser, Lehe | A/SHav(Helmer Staubo&Co.*Mgrs*) | 211·8<br>P31'B60'F21' | 31·3 | 13·3 | Christiania<br>Norwegian<br>*WB* | T.3Cy.14½",22"&35½"–23½"<br>62NHP<br>Christiansen&Meyer, Harburg | | N |
| 17983<br>JVQD | **Havhesten** SteelScSr<br>1*Dk* | 105<br>99<br>41 | | | | | 1902 | Xiansands Mek.Værks.<br>Xiansand | A/S Havfisk.dmp. Havhesten<br>(C.Fredriksen) | 98·7 | 18·0 | 8·6 | Melbu<br>Norwegian | C.2Cy.10"&19½"–12"<br>11NHP<br>XiansandsM.V.Xiansand | | N |
| 17984<br>219725<br>LVWJ | **Havilah** SteelScSr<br>*Fitted for oil fuel*<br>Sub.Sig. *Longitudinalframing*<br>*Elec.light* Wireless 1*Dk*&*Shelterdk* | 6045<br>—<br>3745 | | | | | 1920 | UnionConstructionCo.<br>Oakland,Cal. | UnitedStates ShippingBoard | 402·5<br>P46'B81'F38' | 53·0 | 32·0 | S.Frncisco<br>Utd.States<br>*WB* | 1 Steam Turbine<br>KerrTurbineCo. Wellsville,N.Y. | | R |
| ❊ 17985<br>131334<br>HSPD | **Havildar** SteelScSr<br>*ss*Cal.No.2–19<br>*Elec.light* Wireless 2*Dks*(*Stl*&*U*–teak s) | 4911<br>4589<br>3086 | ✠100A1<br>10,21 ~~1,21~~<br>~~BS1,21~~<br>BS1,22 | Cal<br>✠LMC11,19 | *y* | CL<br>5,20 | 1911<br>4mo<br>*Lloyd* | C.Connell &Co.Ld.<br>Glasgow<br>'*sA*&*CP* | AsiaticStm.Nav. Co.Ld.<br>*WB*=*Cell*<br>*DBa*119'*uE*&*B*46' | 400·5<br>P40'B132'F46'<br>*f*182'1087*tFPT*11 | 51·9 | 28·2<br>FK | Liverpool<br>British<br>6*BHCem*<br>1*tAPT*75*t* | T.3Cy.25",42"&70"–48" (*r*)<br>200lb *100lb* 455NHP<br>2SB,6*cf*,GS115,HS6324 FD<br>Dunsmuir&Jackson,LdGls | 30′9<br>s 6′7½<br>24′6 | |
| 17986<br>MDHS | **Havlid** IronScSr<br>(*Trawler*)<br>(*ex*Argus,*ex*Conger) 1*Dk* | 129<br>129<br>45 | | | ... | | 1891 | J.P.Renoldson&Sns<br>S.Shields | D/S A/S Havlid<br>(H.Henriksen) | 95·1 | 20·3 | 10·6<br>BK7" | Haugesnd<br>Norwegian | C.2Cy.16⅛"&32¼"–21"<br>44NHP<br>J.P.Rennoldsn&Sns,S.Shl. | 10′9 | |
| 17987<br>NVLQ | **Havmaagen** SteelAuxScLr<br>(*ex*Geziena) *Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 156<br>130<br>123 | | | | | 1912 | J.W. Boerma<br>Martenshoek | A/S Havmaagen<br>(Aa.Vollmond, *Mgr.*) | 97·0 | 20·9 | 8·0 | Aalborg<br>Danish | Motor<br>13NHP<br>D.GoedkoopJun.,Ams. | | V |
| 17988<br>NVKF | **Havmanden** SteelAuxScSr<br>*Motor*<br>(*ex*SailingVesselJanna) 1*Dk*<br>(*See Sailing Ship Register*) | 156<br>122<br>111 | | | | | 1895 | Scheeps.v/h Wed.A.van Duivendijk<br>Papendrecht | A/S Havmaagen<br>(Aa.Vollmond, *Mgr.*) | 109·7 | 20·6 | 6·2 | Aalborg<br>Danish | Petrol Motor<br>3Cy.8"–9 7/16"<br>*Efitted*17 16NHP<br>Gardner,Manchester | | V |
| 17989<br>MKVR | **Havmann** SteelScSr<br>1*Dk* | 186<br>169<br>68 | | | | | 1915 | Rosenberg Mek.Værks.<br>Stavanger | AalesundsFiskeriselskapAkties.<br>(EliasO.Roald *Mg*) | 114·9<br>H8*t* | 21·4 | 10·9 | Aalesund<br>Norwegian | T.3Cy.10",16"&26"–18"<br>29NHP<br>RosenbergsMek.Verksted | | N |
| 17990<br>MSVP | **Havmöy** SteelSc<br>(*ex*Frank)<br>*Mchy.Aft* 1*Dk* | 942<br>627<br>460 | | | | | 1918 | Porsgrund Mek.Værks.<br>Porsgrund | A/S Havtor<br>(P.Meyer, *Mgr.*) | 202·0<br>P119*t*Q69*t*B21*t*<br>H37*t*F26' | 32·1 | 12·0 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.14",23"&38"–27"<br>75NHP<br>PorsgrundM.V.Porsgrund | | N |
| 17991<br>MGNT | **Havö** SteelScSr<br>(*ex*Bra-Kar)<br>*Elec.light* Wireless 2*Dks* | 4861<br>4506<br>2992 | | | | | 1911 | TyneI.S.B. Co.Ld.<br>Newcastle | HenrikÖstervolds RederiA/S(Henrik Östervold, *Mgr.*) | 385·0<br>P27*t*H98*t*F52*t* | 51·0 | 27·6 | Bergen<br>Norwegian<br>*WB* | T.3Cy.26",42"&71"–48"<br>349NHP<br>J.Dickinson&Son,Sld. | | N |
| 17992<br>MGDT | **Havörn** SteelScLr<br>(*Whaler*)<br>1*Dk* | 121<br>118<br>41 | | | | | 1910 | Framnæs Mek.Værks<br>Sandefjord | A/S Örnen(Sören L.Christensen, *Mgr.*) | 92·1 | 18·2 | 11·4 | Sandefjrd<br>Norwegian<br>*WB* | T.3Cy.11",18"&29"–20"<br>38NHP<br>Akers.Mek.Værks.Xia. | | N |
| 17993<br>MHNO | **Havörn II** SteelSc<br>(*Whaler*)<br>(*ex*Juarez,*ex*LingaII) 1*Dk* | 157<br>151<br>55 | | | | | 1912 | Nylands Værksted<br>Christiania | A/S"ÖrnenII"<br>(SörenL.Christensen, *Mgr.*) | 101·1<br>H6*t* | 20·1 | 11·7 | Sandefjrd<br>Norwegian<br>*WB* | T.3Cy.12",19½"&33"–24"<br>53NHP<br>NylandsVærksted,Xania. | | N |
| ❊ 17994<br>OIUG | **Havraise** SteelScSr<br>*ss*Msl.No.3–2,16<br>Wireless *ss*Hav.No.1–19<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>&*Shelter dk*(*ptStl*–ws) | 4649<br>3427<br>3552 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,22 ~~4,21~~<br>~~MBS4,20~~ | Hav<br>Cff<br>MBS4,21<br>✠LMC8,19 | *x* | CL<br>N4,21 | 1903<br>3mo<br>*Lloyd* | SirJ.Laing &Sons,Ld.<br>Sunderland<br>'*sA*&*CP* | Cie.HavraisePén. deNav.àVap.<br>*WB*=*CellDBa* | 372·3<br>112'*uE*18'*f*156'690*t* | 46·7 | 24·9<br>FK | Havre<br>French<br>6*BHCem*<br>*APT*23*t* | T.3Cy.25",41"&67"–45" (*s*)<br>180lb *100lb* NDB19 373NHP<br>3SB,6*pf*,GS121,HS5142 FD<br>G.Clark,Ld.Sunderland | 27′10<br>s 2′8½<br>25′6 | |
| ❊ 17995<br>118720<br>HDLB | **Havre** SteelScSr<br>*ss*Sng.No.3–6,18<br>*Mchy.Aft* 1*Dk*(*Stl*)&*deepframing*<br>*Elec.light* Wireless | 2073<br>1828<br>1201 | ✠100A1<br>11,21 ~~11,20~~<br>BS11,20<br>*Fitted for oil* | Sng<br>LMC6,18<br>DBS11,21<br>*fuel* 5, | *s*<br>12 | CL<br>12,19<br>*F.P. a* | 1905<br>9mo<br>*Lloyd*<br>*bove* 1 | W.Gray& Co.Ld<br>WHartlepool<br>'*sA*&*CP* *Interm*<br>50°F. | Anglo-Saxon PetroleumCo.Ld.<br>*ediate Bulkhead in*<br>*WB*=*CellDB* | 288·0<br>P67'B14'F35'<br>*forehold dispensedw*<br>*f*184'456*tFPT*224*t* | 39·0 | 22·4<br>FK | London<br>British<br>*ith*,4*BHonly*<br>*APT*36*t* | T.3Cy.22",35"&59"–39" (*s*)<br>180lb *100lb* NDB11 274NHP<br>2SB,6*pf*,GS103,HS3650 FD<br>NB8,18*refitted*11,20<br>Cen.Mar.Eng.Wrks.WHpl | 22′4<br>s 3′5<br>19′1 | |
| ❊ 17996<br>26757<br>RVWG | **Havre Maru** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5821<br>5149<br>3588 | ✠100A1<br>~~7,21~~ ~~5,20~~ 2,22 | Kob<br>✠LMC5,20<br>7,21 | *z* | CL<br>7,21 | 1920<br>5mo | OsakaIron Works,Ld.<br>Innoshima<br>A&CP | OsakaShosen KabushikiKaisha<br>*CellDB*358'980 | 407·2<br>P40'B137'F46'<br>*t* *DTa*27'767*t* *FPT* | 50·8 | 30·0<br>FK | Osaka<br>Japanese<br>7*BHCem*<br>106*tAPT*26*t* | T3Cy26½"44½"&74½"–51" (*s*)<br>200lb 559NHP<br>3SB,9*cf*,GS183,HS7988 FD<br>OsakaIronWorksLd.Osaka | 32′7<br>s 6′10<br>26′1 | |
| ❊ 17997<br>27164<br>SBNT | — SteelSc<br>*Elec.light* 2*Dks*(*Stl*) | 5467<br>4996<br>3409 | ✠100A1<br>~~6,21~~ ~~5,20~~ 8,21 | Yka<br>✠LMC5,20<br>5,21 | *z* | CL | 1920<br>5mo | AsanoS.B. Co.<br>Tsurumi<br>A&CP | KokusaiKisen Kaisha | 400·0<br>P33'B124'F41'<br>*CellDB*339'941*t* | 53·2 | 29·4<br>FK | Yokohama<br>Japanese<br>5*BHCem*<br>*APT*28*t* | T.3Cy.26",43½"&72"–48" (*s*)<br>200lb 513NHP<br>3SB,9*cf*,GS175,HS7376 FD<br>KubotaIronworks,Osaka | 32′0<br>s 6′7<br>25′9 | |
| 17998<br>MDFW | **Havskaaren** SteelScSr<br>(*Fishing*)<br>1*Dk* | 102<br>95<br>38 | | | | | 1907 | Xiansands Mek.Værks.<br>Xiansand | Chr.Frederiksen | 97·8 | 19·1 | 8·7 | Melbo<br>Norwegian | C.2Cy.9"&20"–17"<br>14NHP<br>XiansandsM.V.Xiansand | | N |
| 17999<br>JRWV | **Havtor** IronScSr<br>(*ex*BankchefFasting,<br>*Well deck* *ex*GeneralRoberts) 1*Dk*2*trB* | 1427<br>1163<br>899 | | | ... | | 1881 | Palmers' Co.(Lim.)<br>Newcastle | A/S Havtor<br>(P.Meyer, *Mgr.*) | 248·9<br>Q110*t* | 35·2<br>B97*t* | 16·7<br>F30*t* | Chrstiania<br>Norwegian<br>*WB* | C.2Cy.24"&54"–36"<br>NB95 146NHP<br>Palmers'Co.(Lim.),Nwc. | 19′0 | N |
| ❊ 18000<br>MPKF | **Havur** SteelScSr<br>*ss*Phl.No.3–3,19<br>(*ex*EleniBistis,*ex*Eftikhia) 1*Dk*(*Stl*)<br>Wireless &*deep framing* | 3270<br>3032<br>2073 | ✠100A1<br>10,21 7,~~20~~<br>~~BS5,20~~<br>BS10,21 | NYk<br>Shl<br>✠LMC1,18 | *v* | CL<br>6,20 | 1905<br>1mo<br>*Lloyd* | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>'*sA*&*CP* | Torp&Wiese<br>*WB*=<br>*Cell DBa* 110 | 331·3<br>P28'B148'F35'<br>*uE*&*B*38'*f*142'969*t* | 49·0 | 22·7<br>FK | Bergen<br>Norwegian<br>5*BHCem*<br>*APT*34*t* | T.3Cy.23",38"&64"–45" (*s*)<br>180lb *75lb* 304NHP<br>2SB,6*cf*,GS129,HS4770<br>N.E.MarineEngCoLdNwc | 25′3<br>s 3′11½<br>21′8 | |
| ❊ 18001<br>18436<br>MTQL | **Hawaii Maru** SteelTwinSc<br>*ss*Kob.No.1–20<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws)<br>*Elec.light* 3*rd dk*(*Stl*)*inNos*.1&4*holds*<br>*Ref.Mchy.* Wireless | 9467<br>8830<br>5949 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~5,21~~ ~~2,21~~<br>12,21<br>Lloyd'sRMC ~~[illegible] 12,21~~ | HKg<br>~~Kob~~<br>✠LMC~~6,20~~<br>5,21<br>1,22 | *d*† | 5,20 | 1915<br>8mo<br>*Lloyd* | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>'*sA*&*CP* | OsakaShosen KabushikiKaisha<br>*WB*=*CellD* | 475·0<br>P33'B30'F46' *on*<br>*Shelter dk*<br>*Ba*144' *uE*&*B* 84' *f* | 61·0 | 32·7<br>FK | Osaka<br>Japanese<br>8*BHCem*<br>180' 1819*t* *D* | T.6Cy.26",43½"&73"–48" (*s*)<br>200lb 895NHP<br>5SB,15*cf*,GS302,HS11524 FD<br>KawasakiDkydCoLdKobe<br>*Ta*45'785*tFPT*97*tAPT*53*t* | 40′9<br>s 13′8<br>27′9 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>When.<br>Ship.<br>Engines | 9<br>Built.<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade C't. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18002<br>96534<br>KQMW | **Hawaiian**<br>Sub.Sig.<br>*Elec.light*<br>Wireless | **SteelScSr**<br>ssN.Yk.No.3-12,12<br>ssN.Yk.No.2-20<br>2*Dks*(*Stl*)&*deep framing*<br>*lower beams in No.* 1 *hold* | 5670<br>5089<br>3556 | ✠100A1<br>8,21 ~~10,20~~<br>BS9,21 ✠LMC10,20 | NYk<br>Ham | *z* | CL<br>~~N10,20~~<br>8,21 | 1901<br>1mo | Delaware RiverISBCo.<br>Chester,Pa.<br>A&CP | American-HawaiianS.S.Co.<br>(UnitedAmerican Lines,Inc.*Mgrs.*) | 406·8\|51·1\|30·3<br>P52'B100'F42'<br>FK<br>*CellD B a*131'*uE&B*63'*f* 161'1060*t FPT* 102*t* | NewYork<br>Utd.States<br>6*BHCem*<br>*APT*63*t* | T.3Cy.28",46"&75"-48" (*s*)<br>180lb 470NHP<br>4SB,*12cf*,GS288,HS8268<br>DelawareRiverCo.Chester | 33 " 6<br>s 7 " 4<br>26 " 6 | |
| 18003<br>219924<br>LWJG | **Hawarden**<br>*Elec.light*<br>Wireless | **SteelScSr**<br>*Fitted for oil fuel*<br>1*Dk*&*Shelter dk*<br>*Longitudinal framing* | 6042<br>—<br>3745 | | | | | 1920 | Union Constrctn.Co<br>Oakland, Cal. | UnitedStates ShippingBoard | 402·5\|53·0\|32·0<br>P46'B81'F38' | S.Frncisco<br>Utd.States<br>*WB* | 1 Steam Turbine<br>KerrTurbineCo. Wellsville,N.Y. | | R |
| 18004<br>121387<br>QCVL | **Hawera**<br>*Ref.Mchy.* | **WoodScSr**<br>1*Dk* | 174<br>129<br>92 | | | | | 1912 | W.H. Brown<br>Aucklnd,N.Z | SouthTaranaki ShippingCo.Ld.<br>(F.W.Grainger, *Mgr.*) | 106·0\|20·0\| 7·9<br>Q50'B13'F16' | Wellingtn, N.Z.<br>British | C.2Cy.12"&28"-18"<br>31RHP<br>G.Fraser&Sons,Auk. | | |
| 18005<br>220101<br>LWPQ | **Hawk**<br>*Elec.light* | **WoodSc**<br>(*Tug*)<br>1*Dk* | 174<br>—<br>101 | | | | | 1920 | GibbGas EngineCo.<br>JcksnvilleFla | UnitedStates ShippingBoard | 88·0\|25·5\|13·3 | Jcksnville<br>Utd.States | C.2Cy.18"&38"-26"<br>61NHP | | R |
| 18006<br>112598 | —<br>1*Dk* | **WoodScSr** | 139<br>111<br>63 | | | | | 1903 | R.Davis<br>Brisbane Water,NSW | LeversPacific PlantationsLd. | 94·5\|21·1\| 6·7 | SydnyNSW<br>British | C.2Cy.12"&24"-16"<br>20RHP<br>Ross&Duncan,Glasgow | | |
| 18007<br>220149<br>LWQV | — | **SteelSc**<br>(*Whaler*)<br>1*Dk* | 111<br>106<br>23 | | | | | 1904 | Nylands Værksted<br>Christiania | CaliforniaSea ProductsCo. | 93·2\|17·6\|10·5 | S.Frncisco<br>Utd.States | T.3Cy.10½",17"&28½"-20"<br>50RHP<br>NylandsVærksted,Xania. | | |
| 18008<br>220987<br>ICHW | **Hawkeye State.**<br>*Elec.light*<br>Sub.Sig. | **SteelTwinSc**<br>*Fitted for oil fuel*<br>4*Dks*<br>*Cruiser Stern* | 14123<br>—<br>8393 | | | | | 1921 | Bethlehem S.B.Corp.Ld.<br>Sparrows Point,Md. | UnitedStates ShippingBoard | 517·0\|72·2\|27·6<br>B229' | Baltimore<br>Utd.States<br>*WB* | 4 Steam Turbines<br>BethlehemS.B.Corp.Ld. Quincy,Mass | | |
| 18009<br>142853<br>KDCT | **Haworth**<br>*Elec.light* Wireless | **SteelScSr**<br>2*Dks* | 1383<br>1084<br>555 | | | | | 1919 | Napier& Miller,Ld.<br>Glasgow | R.S.Dalgliesh<br>(RobertStanley Shppg.CoLd *Mgr.*) | 207·2\|38·2\|16·1 | Newcastle<br>British | T.3Cy.21",34"&56"-39"<br>196NHP<br>Dunsmuir&Jackson,LdGls | | |
| 18010<br>118754<br>JLFM | **Hawthorn**<br>*Well deck*<br>*Mchy.Aft* | **SteelScK**<br>ssHull.No.3-6,15<br>ssLon.No.1-20<br>1*Dk*(*Stl*) | 298<br>217<br>122 | ✠100A1<br>8,21 ~~1,20~~<br>BS4,21 ✠LMC1,20 | Lon<br>Hul | *d* | CL<br>N1,20 | 1903<br>7mo | G.Brown& Co.<br>Greenock<br>Lloyd's*A&CP* | T.Walker&Co.<br>(Hull 1920)Ld. | 130·2\|24·1\| 9·8<br>Q55'F18'<br>BK7"<br>*WB=FPT* | Hull<br>British<br>3*BHCem*<br>43*tAPT*25*t* | T.3Cy.11",17"&28"-22" (*r*)<br>180lb *80lb* 47RHP<br>1SB,*2pf*,GS30,HS830<br>Muir&Houston,Ld.Gls. | 10 " 6<br>s " 8½<br>10 " 6 | |
| 18011<br>113228 | —<br>1*Dk* | **SteelScK** | 179<br>160<br>69 | | | ... | | 1902 | Cook,Welt'n&Gemmell<br>Beverley | W.Grant | 108·7\|21·0\|11·2<br>Q56'F19'<br>BK7" | Grimsby<br>British | T.3Cy.11½",19½"&32"-23"<br>55RHP<br>C.D.Holmes&Co.Hull | 11"11 | |
| 18012<br>220088<br>LWPM | **Haxtum**<br>Sub.Sig.<br>*Elec.light*<br>Wireless | **SteelScSr**<br>*Fitted for oil fuel*<br>1*Dk*&*Shelter dk*<br>*Longitudinal framing* | 6041<br>—<br>3746 | | | | | 1920 | UnionConstructionCo.,<br>Oakland,Cal. | UnitedStates ShippingBoard | 402·5\|53 0\|32·0<br>P46'B81'F38' | S.Frncisco<br>Utd.States<br>*WB* | Steam Turbine<br>KerrTurbineCo. Wellsville,N.Y. | | R |
| 18013<br>20272<br>NKRB | **Hayabusa Maru**<br>(*ex*Orcas)<br>*Mchy.Aft* | **WoodAuxTwin ScSr**<br>1*Dk* | 568<br>456<br>398 | | | | | 1917 | SeabornCo.<br>Tacoma | MasudaGomei Kaisha | 158·0\|36·9\|14·3 | Yokohama<br>Japanese | C.4Cy.8¼"&19"-16"<br>Washington 24NHP<br>IronWorks,Seattle | | V |
| 18014<br>25998<br>RQTS | **Hayama Maru** | **SteelSc** | 221<br>—<br>86 | | | | | 1919 | ............... | KyogoGyogyo KabushikiKaisha | 118·0\|22·3\|12·7 | Habu<br>Japanese | | | |
| 18015<br>8741<br>JRND | **Hayami Maru No. 3** | **WoodScSp**<br>2*Dks* | 153<br>135<br>94 | | | | | 1903 | S.Matsuda<br>Hiroshima | K.Hayami | 109·2\|15·3\|11·8 | Hiroshima<br>Japanese | T.3Cy.9$\frac{9}{16}$",14⅛"&23$\frac{13}{16}$"-16"<br>23NHP<br>C.Ishii | | |
| 18016<br>220255<br>LWTJ | **Hayden**<br>Sub.Sig.<br>*Elec.light*<br>Wireless | **SteelScSr**<br>*Fitted for oil fuel*<br>1*Dk*&*Shelterdk*<br>*Longitudinal framing* | 6042<br>—<br>3746 | | | | | 1920 | UnionConstructionCo.,<br>Oakland,Cal. | UnitedStates ShippingBoard | 402·5\|53·0\|32·0<br>P46'B81'F38' | S.Frncisco<br>Utd. States<br>*WB* | Steam Turbine<br>KerrTurbineCo. Wellsville,N.Y. | | R |
| 8017<br>96562<br>HCB | **Hayle**<br>ssHay.No.2-21<br>*Mchy.Aft*<br>*Well deck* | **SteelSc3MstSr**<br>ssPnz.2ndNo.3-6,13<br>~~ssHay.No.1-17~~<br>1*Dk*(*Irn*) | 475<br>347<br>207 | ✠100A1<br>12,21 ~~7,20~~<br>~~MS5,17~~ ~~BS7,20~~ ✠LMC 12,21 | Hay | *h* | CL<br>7,20 | 1893<br>7mo | Harvey& Co.(Lim.)<br>Hayle<br>Lloyd's*A&CP* | Harvey&Co.Ld. | 183·2\|24·1\|10·1<br>Q120'B9'F25'<br>len01 BK7"<br>*WB=FPT*30*t* | Penzance<br>British<br>4*BHCem*<br>*APT*4*t* | T.3Cy.15",23"&38"-30" (*s*)<br>160lb 70RHP<br>1SB,*3pf*,GS56,HS1703<br>Harvey&Co.(Lim.),Hayle | 11 " 0<br>s 4 " 4½<br>11 " 4 | |
| 8018<br>20411<br>BDW | **Haymon**<br>Sub.Sig.<br>*Elec.light*<br>Wireless | **SteelScSr**<br>*Fitted for oil fuel*<br>1*Dk*&*Shelter dk*<br>*Longitudinal framing* | 6042<br>—<br>3746 | | | | | 1920 | Union Constrn.Co.<br>Oakland,Cal. | UnitedStates ShippingBoard | 402·5\|53·0\|32·0<br>P46'B81'F38' | S.Frncisco<br>Utd.States<br>*WB* | 1 Steam Turbine<br>KerrTurbineCo. Wellsville,N.Y | | R |
| 8019<br>20502<br>BHL | **Haynie**<br>Sub.Sig.<br>*Elec.light*<br>Wireless | **SteelScSr**<br>*Fitted for oil fuel*<br>1*Dk*&*Shelter dk*<br>*Longitudinal framing* | 6037<br>—<br>3754 | | | | | 1920 | Union Constrn.Co.<br>Oakland,Cal. | UnitedStates ShippingBoard | 402·5\|53·0\|24·0<br>P46'B81'F38' | S.Frncisco<br>Utd.States<br>*WB* | 1 Steam Turbine<br>KerrTurbineCo. Wellsville,N.Y. | | R |
| 8020 | **Hayo Maru**<br>*For full particulars See No.37702 in Supplement*<br>*Elec.light* | **SteelSc** | 5467 | 100A1<br>(*ClassContemplated*) | | | | 1921 | AsanoS.B. Co.<br>Tsurumi | ToyoKisen KabushikiKaisha | 400·0\|53·0\|32·0<br>P33'B124'F41' | Yokohama<br>Japanese | T.3Cy.26",43½"&72"-48"<br>IshikawajimaSB&ECoTok | 32 " 0<br>s 6 " 7<br>25 " 9 | |
| 8021<br>21283<br>FJB | **Hazel Branch**<br>(*ex*Bellgrano)<br>*Elec.light* Wireless | **SteelScSr**<br>2*Dks* | 4734<br>4318<br>3047 | | | | | 1906 | Napier& Miller,Ld.<br>Glasgow | NautilusStmShpg Co.Ld. (F.&W. Ritson, *Mgrs.*) | 400·4\|51·2\|26·6<br>P48'B97'F50' | Glasgow<br>British<br>*WB* | T.3Cy.27",45"&75"-48"<br>390NHP<br>D.Rowan&Co.Glasgow | | C |
| 8022<br>04266<br>PDJ | **Hazelmoor**<br>(*STRANDED 1,20 & REFLOATED.*)<br>Wireless | **SteelScSr**<br>ssShl.No.3-5,07<br>ssShl.No.2-15<br>1*Dk*(*ptStlptIrn*)2*trB*&*deep framing*<br>&*ptAwng dk*(*Irn*) | 3096<br>2395<br>1979 | ✠<br>*pt Awng dk withfreeboard*<br>4,19 ✠ | Hul | *u* | | 1894<br>11mo | JReadhead &Sons<br>S.Shields | | 321·0\|41·5\|21·9<br>P29'Q90'B138'F34'<br>RFD30' FK<br>*WB=CellDBa*104'*uE&B* | London<br>British<br>5*BHCem*<br>44'*f*128'672*t* | T.3Cy.24",40"&64"-42"<br>NDB08 281NHP<br>2SB,*6rf*,GS89,HS4445<br>J.Readhead&Sons,S.Shl. | 24 " 4 | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 Nom du Navire. 3 Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18023<br>142839<br>KCGQ | **Hazelside** SteelScSr<br>Elec light 1Dk(Stl)<br>Wireless | 3045<br>2826<br>1840 | ✠100A1<br>~~7,21 11,20~~ 11,21<br>✠LMC8,19 | Hul<br>Cff | u | CL<br>~~11,20~~<br>7,21 | 1919<br>8mo<br>Lloyd | BlythS.B.<br>&D.D.Co.Ld.<br>Blyth<br>'sA&CP | CharltonSteam ShippingCo.Ld.<br>CellDb | 331·3<br>P33′B98′F29′<br>FK<br>284′ 734t FPT110t | 46·7 | 23·2 | Newcastle<br>British<br>7BHptCem<br>APT44t | T.3Cy.25″,41″&68″–45″ (s)<br>180lb 368NHP<br>3SB,9cf,GS155,HS6090<br>Richardsons,Westgarth&Co.Ld.Hpl | 25 ′ 6<br>s4 ′ 1<br>21 ′ 9 |
| ✳ 18024 | **Hazenkamp** IronScK<br>ssAms.No.3–7,10<br>(exDaggry, ssYmu.No.2–18<br>exAmazon) 1Dk | 160<br>156<br>58 | ✠100A1<br>Stm Trawler<br>4,21<br>✠NB3,09 | Ams<br>✠LMC6,18<br>BS1,21 | | 4,21 | 1891<br>3mo<br>Lloyd | Cochrane,<br>Coopr&Schofi'ld,Beverley<br>'sA&CP | Naam.Venn.Maats "Hazenkamp" (JVisserHzn Mgr) | 104·0<br>Q20′<br>ptND99 BK7½″ | 21·0 | 11·0 | Ymuiden<br>Dutch<br>3BHCem | T.3Cy.12½″,19½″&31½″–22½″<br>160lb (s) 52NHP<br>1SB,2pf,GS32,HS890<br>Amos&Smith,Hull | 11 ′ 10 |
| | Should be "Hasenkamp," See No: 37782 in Supplement | | | | | | | | | | | | | | |
| ✳ 18025<br>134963<br>JLHF | **Headcliffe** SteelScSr<br>ssShl.No.1–19<br>1Dk(ptIrn ptStl)<br>Wireless | 3654<br>3455<br>2323 | ✠100A1<br>~~3,21 8,18~~ 7,21<br>BS~~6,19~~4,21 | Cff<br>~~Shl~~ Nwc<br>✠LMC<br>MS9,19 | v | CL<br>9,19 | 1915<br>6mo<br>Lloyd | JReadhead<br>&Sons,Ld.<br>SouthShields<br>'sA&CP | CliffeS.S.Co.Ld. (G.T.Readhead&Co.Mgrs.)<br>WB=CellDBa | 347·4<br>P32′B93′F33′<br>FK<br>110′uE23′f151′796t | 49·2 | 25·2 | S.Shields<br>British<br>6BHCem<br>APT124t | T.3Cy.24½″,41″&66″–45″(r)<br>180lb 90lb 324NHP<br>2SB,6cf,GS120,HS5100<br>JReadhead&Sons,Ld.SShl | 26 ′ 8<br>s4 ′ 10<br>22 ′ 3 |
| 18026<br>119159 | **Headlight** SteelSc<br>(Lighter)<br>(exAilsa) 1Dk | 100<br>81<br>39 | | | | | 1904 | W.Denny<br>&Bros.<br>Dumbarton | "Light"Shipping Co.Ld.(Ross&Marshall,Ld.Mgr.) | 66·5 | 18·3 | 8·8 | Greenock<br>British<br>WB | C.2Cy.10″&20″–16″<br>7RHP<br>Denny&Co.Dumbarton | |
| 18027 | **Heather** SteelScSr<br>Elec.light 2Dks(Stl–Uws) | 1200 | ✠<br>10,16<br>✠ | Gmh | | | 1916<br>10mo | Greenock&<br>Grangemth<br>Dyd.Co.Ld.<br>Grangemouth | F.E.Beane<br>CellDBuB20tDTf | 255·3<br>F63′P31′<br>FK<br>21tFPT13tAPT14t | 33·6 | 17·2 | British<br>12BHCem | T4Cy22½″36½″&(2)42″-30″<br>369NHP<br>2SB,8cf,GS160,HS6341 FD<br>Cooper&Greig,Ld.,Dundee | 18 |
| 18028<br>119183 | — SteelScK<br>(Trawler)<br>1Dk | 179<br>169<br>67 | | | ... | | 1904 | Mackie&<br>Thomson<br>Glasgow | A.G.Brown | 110·5<br>BK7½″ | 20·9 | 11·0 | Fleetwood<br>British<br>WB | T.3Cy.11½″,18″&31″–22″<br>47RHP<br>W.V.V.Lidgerwood,Gls. | 12 |
| ✳ 18029<br>143510<br>KGJL | **Heather King** SteelSc<br>ssSbl.No.3–7,20<br>(exKilgarven) 1Dk(Stl)<br>Cargo battens not fitted | 622<br>491<br>274 | 100A1<br>10,21 ~~1,21~~ | Cff<br>Npt<br>LMC7,20 | | CL | 1918<br>Lloyd | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'sA&CP | GlanhurstShppg. Co.Ld.(Lawson, Elias&Schofield, Mgrs.) | 175·2<br>B50′<br>FK<br>CellDBuE26′20t | 30·0 | 15·7 | Cardiff<br>British<br>5BHCem<br>FPT20t | T.3Cy.16″,26″&44″–26″ (s)<br>200lb 116NHP<br>1SB,3cf,GS51,HS1825<br>N.E.MarineEng.Co.Ld.Sld | 16 ′ 6<br>s1 ′ 10<br>14 ′ 11 |
| 18030<br>119077<br>VLJS | **Heathercock** SteelScSp<br>(exTorbayScout,<br>exFlyingSwift) 1Dk | 182<br>175<br>3 | | | | | 1903 | Ferguson<br>Bros.<br>Pt.Glasgow | Liv.ScrewTowing &LighterageCo(G. R.Nicholson,Mgr.) | 107·3 | 23·1 | 9·1 | Liverpool<br>British<br>WB | C.2Cy.20″&42″–27″<br>99RHP<br>Muir&Houston,Ld.Gls. | |
| 18031<br>143495<br>KDOB | **Heatherlea** SteelSc<br>(exOverveen)<br>Mchy.Aft 1Dk | 315<br>239<br>155 | | | | | 1918 | Gebr.E&M<br>Coops<br>Hoogezand | GlanhurstShppg. Co.Ld.(Lawson, Elias&Schofield, Mgrs.) | 121·0 | 22·7 | 11·0 | Cardiff<br>British<br>WB | C.2Cy.12″&24″–15¾″<br>19RHP<br>Botje,Ensing&Co.Grningn | |
| 18032<br>131243 | **Heathery Brae** SteelScK<br>1Dk | 90<br>89<br>37 | | | ... | | 1910 | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | A.Innes(J.Wood, Mgr.) | 86·0<br>BK7″ | 18·1 | 8·7 | Banff<br>British<br>3BHCem | T.3Cy.8½″,14″&23″–16″<br>37RHP<br>J.Lewis&Sons,Aberdeen | 9 ′ 6 |
| 18033<br>109457<br>JWFR | **Heathmore** SteelScSr<br>Wireless 1Dk | 3175<br>2958<br>2012 | | | | | 1898 | Workman,<br>Clark&Co.Ld<br>Belfast | W.R.DaviesS.S.Co | 331·0 | 46·3 | 24·2<br>WB | Liverpool<br>British | T.3Cy.22½″,39½″&67″–42″<br>285NHP<br>DavidRollo&Sons,Liv. | |
| 18034<br>143497<br>KDTJ | **Heathside** SteelScSr<br>(exPortscatho)<br>Elec.light 1Dk(Stl)<br>Wireless | 3071<br>2838<br>1851 | ✠100A1<br>5,20<br>✠LMC2,20 | Liv | u | | 1920<br>2mo<br>Lloyd | IrvinesS.B.<br>&D.D.Co.Ld.<br>WHartlepool<br>'sA&CP | CharltonSteam ShippingCo.Ld. (Charlton,McAllum&Co.Ld.Mgrs)<br>CellDB | 331·1<br>P33′B100′F28′<br>FK<br>284′699tFPT110tA | 46·8 | 23·1 | Newcastle<br>British<br>5BHCem<br>PT121t | T.3Cy.25″,41″&68″-45″ (s)<br>180lb 361NHP<br>3SB,9cf,GS165,HS5925<br>Richardsons,Westgarth&Co.Ld.Hp. | 25 ′ 6<br>s4 ′ 1<br>21 ′ 9 |
| 18035 | **Heatwave** WoodSc<br>9&12yrs.mat. 1Dk | 98<br>98<br>43 | ✠ 11A1<br>For fishing purposes<br>11,20 ✠LMC11,20 | Gms | | CL<br>9,20 | 1918<br>9mo<br>Lloyd | S.Richards<br>&Co.Ld.<br>Lowestoft<br>'sA&CP | TheAdmiralty | 87·7 | 19·8 | 9·7 | London<br>British | T.3Cy.9½″,15½″&26″–18″ (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>S.Richards&Co.Ld.Lwt. | 10 |
| 18036<br>143085<br>JWQT | **Hebe** SteelScSr<br>Dismantled 5,21<br>(exWm.Eisenach,<br>Elec.light exCaledonia, 2Dks3trB<br>Wireless exTotmes,exBanda) | 3035<br>2895<br>1949 | | | ... | | 1890 | C.Connell<br>&Co.<br>Glasgow | ForthShipbreakingCo.Ld. | 339·3<br>B80′F42′<br>BK10″ | 42·1 | 26·4 | London<br>British<br>WB | T.3Cy.24½″,37″&64″–48″<br>302NHP<br>D.Rowan&Son,Glasgow | 29 |
| 18037<br>OIUV | — SteelSc<br>Well deck 1Dk(Stl)<br>Elec.light Cargo battens not fitted | 1646<br>1263<br>972 | ✠100A1<br>~~6,21~~ 6,20<br>2,22<br>✠LMC5,20 | Bly<br>Rot | q | CL<br>2,22 | 1920<br>6mo<br>Lloyd | BlythS.B.<br>&D.D.Co.Ld.<br>Blyth<br>'sA&CP | Soc.Nav.Caennaise(G.Lamy&Co.Mgrs.)<br>CellDB180′381tD | 260·3<br>P22′Q100′B54′<br>F24′ FK<br>Ta36′118tFPT114t | 37·3 | 16·4 | Caen<br>French<br>4BHCem<br>APT110t | T.3Cy.21″,34″&56″–36″ (s)<br>190lb 244NHP<br>2SB,6cf,GS106HS4224<br>N.E.MarineEng.Co.Ld.Sld | 18 ′ 7<br>s1 ′ 7<br>17 ′ 3 |
| 18038<br>NVTH | — SteelSc<br>Cruiser Stern<br>Elec.light 2Dks | 1140<br>—<br>628 | | | | | 1916 | Boele's<br>Schpsw&Mch<br>Bolnes | Koninkl.Nederl. Stoomb.Maats. | 250·0 | 36·5 | 23·0 | Amsterdm<br>Dutch<br>WB | T.3Cy.18½″,30″&48″–36″<br>138NHP<br>Boele'sSchps&Mch Bolnes | |
| 18039<br>NSDQ | — SteelScSr<br>Ref.Mchy. Elec.light 2Dks | 957<br>689<br>441 | | | | | 1912 | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen | DetForenede DampskibsSelsk. | 232·1 | 33·9 | 21·2 | Copnhagn<br>Danish<br>WB | T.3Cy.19½″,32″&53″–36″<br>169NHP<br>KjbnhavnsFlydk.&Skbsv | |
| ✳ 18040 | — ssSkm.2ndNo.3–8,21 SteelSc<br>~~ssSkm No.3–11,10~~<br>(exBoreI.exBore) ~~ssHfs No.1–15~~<br>Elec.light 1Dk(Stl)&ptAwngdk | ~~723~~<br>~~300~~<br>791<br>335<br>421 | ✠ 100A1<br>ptAwngdk<br>8,21 LMC9,21 | Skm | i | 8,21 | 1898<br>1mo | Helsingörs<br>Jernsk&Msk.<br>Elsinore<br>A&CP | FinskaÅngfartygs Aktiebolaget<br>DB | 180·7<br>F16′<br>BK7½″<br>uE&B51′21tFPT | 29·6 | 13·1 | Helsinfors<br>Finnish<br>5BHCem<br>50tAPT18t | T.3Cy.18½″,28″&47″–27″ (s)<br>180lb 180 ~~174~~NHP<br>2SB,6rf,GS92,HS~~3234~~ 3548<br>HelsingörsJernsk&Mskb.<br>NB10refitted21 | 13 ′ 11 |
| ✳ 18041<br>TDPL | — SteelTwinScSr<br>ssSng.No.1–20<br>Elec.light OilEng.<br>Mchy.Aft 1Dk(Stl) | 635<br>500<br>356 | ✠100A1<br>~~5,21 8,20~~ 11,21<br>~~DBS8,20~~ ✠LMC~~8,20~~ 11,21 | Sng | j | ~~11,17~~<br>~~P11,17~~<br>S5,21<br>P11,21 | 1916<br>9mo | N.V.Schps.<br>Dordrecht<br>Dordrecht<br>A&CP | Nederl.Indische Tankstoomboot Maats.<br>Cell | 180·3<br>F23′<br>FK<br>DBf59′75t FPT | 30·0 | 12·0 | Batavia<br>Dutch<br>5BHCem<br>8tAPT24t | Oil Engines 2S.C.SA<br>8Cy.$13\frac{3}{16}$″–13¾″ 103NHP<br>DB100lb<br>D.Goedkoop,jr.Ams. | 13<br>s1 ′ 8<br>11 ′ 7 |
| 18042<br>91261<br>KCQD | — IronScSp | 545<br>430<br>346 | | | | | 1885<br>10mo | Scott&Co.<br>Greenock | StraitsS.S.Co.Ld. | 190·0<br>P26′ F26′ | 30·6 | 11·5 | Singapore<br>British | C.2Cy.21″&38″–30″<br>90RHP<br>Scott&Co.Greenock | |
| 18043<br>220651<br>MBPO | **Heber** SteelScSr<br>Wireless Fitted for oil fuel<br>Elec.light 1Dk&Shelter dk<br>Sub.Sig. Longitudinal framing | 6041<br>—<br>3746 | | | | | 1920 | Union<br>Constrn.Co.<br>Oakland,Cal. | UnitedStates ShippingBoard | 402·5<br>P34′F38′ | 53·0 | 32·0 | S.Frncisco<br>Utd.States<br>WB | 1 Steam Turbine<br>KerrTurbineCo.<br>Wellsville,N.Y. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters | 2<br>Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7a<br>Mean drafts<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18044<br>108735<br>JKWN | **Hebrides**<br>Elec.light | SteelScSr<br>ssGrk.No.3-5,11<br>ssGls.No.2-20 ~~ssPGl.No.1-15~~<br>2Dks | 585<br>428<br>234 | ✠100A1<br>3,22 ~~2,19~~<br>✠LMC5,20<br>BS~~8,18~~22 | Gls<br>PGl | i | ~~3,20~~<br>N3,22 | 1898<br>5mo<br>A&CP | AilsaS.B. Co.<br>Troon | J.McCallum&Co.<br>(H.Young.) | 180·0<br>P50'B70'F46' | 28·1 | 13·2<br>BK7½"<br>WB= | Glasgow<br>British<br>4BHCem<br>FPT16t | T.3Cy.16",26"&42"-30" (s)<br>160lb 80lb 90RHP<br>1SB,3rf,GS54,HS1555<br>A.&J.Inglis,Glasgow | 13″10<br>s1″5<br>13″5 | BT till 3.22 |
| 18045 | **Hecht**<br>Elec.light | SteelSc<br>(Trawler) | 222<br>207<br>85 | | | | | 1915 | Schiffsw(v. J.&Sch.)A.G.<br>Hamburg | H.Fock | 120·7<br>F18' | 22·8 | 11·5 | Hamburg<br>German | T.3Cy.13",20½"&32½"-22"<br>49NHP<br>Schwft.(vJ&Sch)AG Ham | | |
| 18046<br>102191<br>NRGL | **Hector**<br>Ref.Mchy. Wireless | SteelScSr<br>2Dks | 4660<br>3961<br>3006 | | | | | 1895 | Workman, Clark&Co Ld.<br>Belfast | OceanS.S.Co.Ld.<br>(A.Holt&Co. Mgrs.) | 391·5<br>P34'B103'F47' | 47·2 | 26·1 | Liverpool<br>British<br>WB | T.3Cy.25",42"&68½"-54"<br>344NHP<br>Wrkman,Clark&Co.Ld Bel | | BT till 3,22 |
| 18047<br>NVTM | —<br>Wireless<br>Elec.light | SteelScSr<br>(exSoembawa)<br>1Dk&Spar dk3trB | 3375<br>3201<br>2573 | | | | | 1899 | Nederl. Schps.Maats.<br>Amsterdam | Koninkl.Nederl.<br>Stoomb.Maats. | 322·0<br>B78'F40' | 44·0 | 23·0 | Amstrdam<br>Dutch<br>WB | T.3Cy.24",36"&60"-42"<br>233NHP<br>NedFb.v.Wrk&SpoorAms | | V |
| 18048 | —<br>Well deck | SteelScSr<br>(exDoelwijk)<br>1Dk(Irn)&deepframing | 872<br>610<br>527 | | | … | | 1890 | Bonn& Mees<br>Rotterdam | Dampfschifffahrts<br>Ges.Neptun | 199·1<br>P127'F54' | 31·2 | 12·7<br>BK7½" | Bremen<br>German<br>WB | T.3Cy.15",24"&45"-30"<br>NB08 114NHP<br>Knik.Mts.deScheldeFlsng | 15″3 | |
| 18049<br>114589<br>VDJM | — | SteelTwinScCtr<br>1Dk | 316<br>278<br>35 | | | … | | 1903 | Day,Summers&Co.Ld.<br>Southampton | Sou.I.ofWight&<br>S.ofEng.Royal<br>Mail StmPktCo.Ld | 129·5<br>B33' | 25·1 | 11·9<br>BK9" | S'thamptn<br>British<br>WB | C.4Cy.19"&38"-30"<br>184NHP<br>Day,Summers&Co.Ld.Sou. | 12″6 | |
| 18050 | — | SteelSc<br>(Tug)<br>1Dk | 175<br>150<br>— | | | | | 1919 | ……………<br>Alphen a/d Rijn | BureauWijsmuller | 96·1 | 21·4 | 10·0 | TheHague<br>Dutch | | | |
| 18051<br>81977 | — | WoodPadSp | 101<br>101<br>15 | | | | | 1882 | J.R.Maxwell<br>S.Shields | CoulsonTugCo. Ld.<br>(J C Coulson, Mgr) | 94·3 | 18·3 | 9·9 | S.Shields<br>British | L.1Cy.34"-51"<br>38RHP<br>Baird&Barnsley, N.Shields | | |
| 18052<br>MSPD | **Hedvig**<br>(exProvident) Mchy.Aft.<br>(See Sailing Ship Register) | WoodAux3MstScSr<br>OilEng.<br>1Dk | 215<br>166<br>154 | | | | | 1918 | Vikkilens Skibsbyggeri<br>Grimstad | SkibsA/S"Hedvig"<br>(Andr.Hannestad) | 109·7<br>F19'P27' | 23·3 | 11·5 | Frdrikstad<br>Norwegian | Oil Engines<br>4Cy.10¼"-11½" 28NHP<br>LysekilsMek.Verkstads A/BLysekil | | N |
| 18053 | **Hedwig**<br>Elec.light Mchy.Aft | SteelSc<br>1Dk | 571<br>494<br>337 | | | | | 1913 | H.C.StülckenSohn<br>Hamburg | | 170·0<br>F16' | 27·9 | 13·0 | | C.2Cy.13⅜"&26¾"-18⅛"<br>25NHP<br>H.C.StülckenSohn,Ham. | | |
| 18054 | —<br>(exSailingVessel,exSusi)<br>(See Sailing Ship Register) | SteelAuxSc3MstSr<br>OilEng.<br>1Dk | 270<br>240<br>237 | | | | | 1912 | J.J.Pattje &Zoon,<br>Waterhuizen | Schiffahrts<br>Betrieb G.m.b.H. | 123·2<br>Q19' | 24·6 | 10·7 | Hamburg<br>German | Oil Engines<br>Fitted 18 | | |
| 18055 | **Hedwig Fischer**<br>exTimandra) | SteelScSr<br>(exRuthKayser,<br>1Dk2trB | 993<br>918<br>613 | | | | | 1898 | Schiffsw. v. HenryKoch<br>Lübeck | Schröder,Hölken<br>&Fischer | 224·6<br>P&B134'F23' | 33·2 | 15·2 | Hamburg<br>German<br>WB | T.3Cy.16½"28,"&44⅛"-27½"<br>102NHP<br>H.Paucksch,Landsberg | | |
| 18056<br>~~143337~~<br>~~KBVP~~ | **Hedwig Heidmann**<br>Elec.light Wireless<br>Renamed "RoseMarieHölken," See No. 39106 in Supplement | SteelSc5MstSr<br>1Dk<br>Cantileverframed topside tanks | 2084<br>1753<br>998 | | | | | 1903 | SirRaylton Dixon&Co Ld<br>Middlesbro' | ~~TheShippingController(A.Crawford&Co.Mgrs.)~~<br>Schroeder,Hoelken<br>&Fischer | 289·7<br>½P14'B59'F28' | 40·5 | 18·9 | ~~London~~<br>~~British~~<br>German WB | T.3Cy.20½",34"&56"-36"<br>188NHP<br>N.E.MarineEng.CoLd.Sld. | | |
| 18057<br>~~98808~~<br>JPSK | **Hedworth**<br>"Assos," See No. 36273 in Supplement<br>Well deck | IronScSr<br>1Dk(Irn)&Webframes | 1081<br>862<br>652 | ✠<br>7,87 | Sld | Lv | 14·33<br>15·24<br>16·50<br>17·06 | 1884<br>9mo | S.P.Austin &Son<br>Sunderland | Tanfield SS.Co.Ld. | 225·0<br>Q123' H46t F26'<br>WB=DBa&f | 33·5 | 16·2 | Sundrland<br>British<br>5BH | C.2Cy.28½"&53"-33"<br>134NHP<br>Blair&Co.(Lim.),Stockton | 17″7 | |
| 18058<br>~~NVTR~~ | **Heelsum** | SteelSc<br>ssAms.No.3-12,11<br>ssRot.No.2-19<br>1Dk(Stl)&deep framing | 1396<br>1260<br>874 | ✠100A1<br>5,22 ~~8,20~~<br>✠NB8,15 ✠LMC4,19<br>~~DBS8,20~~ BS5,22 | Rot<br>Ams | p | CL<br>~~N8,20~~<br>5,22 | 1899<br>5mo<br>A&CP | Nederl. Scheepsbouw Maats.<br>Amsterdam | ~~OffeneHandelsgesellschaft~~<br>W.Kunstmann<br>WB=CellDBa | 239·6<br>B58'F31'<br>68'u E 18'f 100'375t | 37·0 | 17·4<br>FK | Stettin<br>German<br>4BHCem<br>APT66t | T.3Cy.18⅛",29⅛"&47¼"-36"<br>160lb 100lb (s) 156NHP<br>2SB,4pf,GS77,HS2700<br>NedFab.vWerk.&Spr.Ams | 20″0<br>s2″8½<br>17″7 | |
| 18059 | **Heemskerk** | IronScK<br>ssYmu.No.3-8,12<br>ssYmu.No.1-17<br>1Dk | 177<br>166<br>50 | ✠<br>StmTrawler<br>12,18<br>✠NB7,14 ✠ | Ams | | | 1899<br>12mo | Cochrane& Cooper,Ld.<br>Selby | N.V.Scheeps<br>ExploitatieMij<br>Zandvoort | 115·5<br>Q49'<br>ptND18 | 21·6 | 11·5<br>BK7½"<br>WB= | Ymuiden<br>Dutch<br>4BHCem<br>DBf17'13t | T.3Cy.13",21"&34"-24"<br>64NHP<br>1SB,2pf,GS32,HS1018<br>SirC.Furness,Westgarth &Co.Ld.Mdb. | 12″3 | |
| 18060<br>NVWL | **Heenvliet**<br>Elec.light | SteelScSr<br>1Dk | 1016<br>794<br>577 | | | | | 1920 | DeHaan& Oerlemans<br>Hensden | NationaleStoomv.<br>Maats. (Soetemer,<br>Fekkes&Co. Mgrs) | 216·6<br>Q51' | 34·6 | 13·4 | Rottrdam<br>Dutch<br>WB | T.3Cy.15¾",25⅗"&41⅓"-27⅗"<br>90NHP<br>NVBurgerhoutsSchps.Rot | | V |
| 18061 | **Heerenveen**<br>Mchy.Aft | SteelSc<br>1Dk | 744<br>533<br>328 | | | | | 1919 | DeGroot& vanVliet<br>Slikkerveer | Scheepsv.Maats.<br>"Neerlandia" | 180·8<br>Q112'B12'F20' | 28·3 | 12·4 | Rottrdam<br>Dutch<br>WB | T.3Cy.15",24"&40"-24"<br>Overschiesche 78NHP<br>Motorenfabrick,Overschie | | V |
| 18062<br>217952<br>LQVN | **Heffron**<br>Elec.light<br>Sub.Sig.<br>Wireless | SteelScSr<br>Fitted for oil fuel<br>1Dk&Shelter dk&<br>Web frames<br>Longitudinal framing | 7611<br>7553<br>4886 | | | … | | 1919 | Bethlehem S.B.Corp.Ld.<br>Alameda,Cal. | UnitedStates<br>ShippingBoard | 440·0 | 56·0 | 35·2<br>FK | S.Frncisco<br>Utd. States<br>WB | T.3Cy.27",47"&78"-48"<br>598NHP<br>BethlehemS.B.Corp.Ld. | 38″0 | R |
| 18063 | **Hegedüs Sándor**<br>ssFiu.No.2-21<br>Elec.light | SteelSc<br>ssFiu.No.3-2,13<br>~~ssFiu.No.1-16~~<br>1Dk(Stl-ws)&Shade dk | 928<br>901<br>450 | ✠100A1<br>Shade dk<br>4,22 ~~1,20~~<br>~~BS11,16~~ ✠LMC~~8,16~~<br>~~BS5,21~~ 11,21 | Fiu | l | ~~N11,16~~<br>4,22 | 1900<br>7mo<br>A&CP | Oderwerke Mas.Sch.A.G<br>Grabow,a/O | Soc.inAzioni<br>Ungaro-Croata di<br>Nav.Maritt.aVap<br>WB | 209·8<br>=Cell DBa 40'f70' | 30·0 | 13·5<br>FK | Fiume<br>5BHCem<br>93tFPT17t | T.3Cy.19$\frac{11}{16}$",31½"&51$\frac{3}{16}$"-35$\frac{7}{16}$" (s) 170lb 202NHP<br>2SB,6cf,GS114,HS3661<br>Oderwerke,Grabowa/O | 14″0 | |
| 18064<br>218209<br>LRKH | **Hegira**<br>Elec.light<br>Sub.Sig.<br>Wireless | SteelScSr<br>Fitted for oil fuel<br>1Dk&Shelter dk<br>&Web frames<br>Longitudinal framing | 7890<br>7553<br>5054 | | | … | | 1919 | Bethlehem S.B.Corp.Ld.<br>Alameda,Cal. | UnitedStates<br>ShippingBoard | 440·0 | 56·0 | 35·2<br>FK | S.Frncisco<br>Utd. States<br>WB | T.3Cy.27",47"&78"-48"<br>598NHP<br>BethlehemS.B.Corp.Ld. | 38″0 | R |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Speciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 18065<br>MNKD | **Hegre** SteelScSr<br>ssHam.2ndNo.3-6,14<br>ssBgn.No.1.-20.<br>(exLarsLea,exFollo,exCiscar, exLissabon) 1*Dk*(*Stl*) & *Spar dk*(*Irn*)3trB | 1528<br>1387<br>915 | ✠100A1<br>*Spar dk withfreeboard*<br>~~7,21~~ ~~3,20~~2,22<br>BS7,21<br>~~BS3,20~~ ✠LMC6,18 | Bgn<br>~~Ham~~Liv | *q* | CL<br>~~3,20~~<br>2,22 | 1892<br>3mo | J.Blumer &Co.<br>Sunderland<br>A&CP | A/S D/S LarsLea (Björnstad& Brœkhus,*Mgrs.*) | 250·0<br>B57'F32'<br>*Cell DB*201' 266t | 33·4 | 13·8<br>21·5<br>BK8½" | Bergen<br>Norwegian<br>4*BHCem*<br>*APT*22t | T.3Cy.20",32"&52"–39" (r)<br>160lb *100lb* NDB12 185NHP<br>2SB,*6pf*,GS95,HS3004<br>G.Clark,Ld.Sunderland | 23 . 9<br>5 . 5½<br>19 . 2 |
| 18066<br>467<br>POTV | **Heian Maru** SteelSc<br>2*Dks* | 1580<br>—<br>923 | | | | | 1917 | Kawasaki Dkyd.Co.Ld.<br>Kobe | ChosenYusen KabushikiKaisha | 240·0<br>P14'B44'F32' | 36·0 | 21·0 | Jinsen<br>Japanese<br>*WB* | T.3Cy.16",26"&43"–30"<br>101NHP<br>KawasakiDkydCoLd.Kobe | |
| 18067<br>10334<br>LBPN | **Heian Maru No. 8** SteelScSr<br>2*Dks* | 550<br>520<br>326 | | | | | 1907 | J.Harada<br>Osaka | KusakabeKabushikiKaisha | 174·8 | 23·8 | 17·2 | Minamitonda<br>Japanese | T.3Cy.13¾",21½"&34¼"–24"<br>*Eblt*90 *fitted*07 57NHP | |
| 18068<br>21397<br>NPHV | **Heian Maru No. 9** WoodSc | 377<br>—<br>210 | | | | | 1917 | ................ | KasaharaShoji KabushikiKaisha | 143·4 | 23·8 | 12·7 | Nishinomiya<br>Japanese | | |
| 18069<br>22564<br>NVFG | **Heian Maru No. 10** WoodSc | 402<br>—<br>226 | | | | | 1918 | ................ | KasaharaShoji KabushikiKaisha | 141·0 | 23·7 | 13·1 | Nishinomiya<br>Japanese | | |
| 18070<br>24470<br>RJLT | **Heian Maru No. 11** WoodSc | 664<br>—<br>446 | | | | | 1918 | ................ | KasaharaShoji KabushikiKaisha | 171·5 | 28·7 | 15·7 | Osaka<br>Japanese | | |
| * 18071<br>24961<br>RLMG | **Heijin Maru** SteelSc<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames*<br>*Elec.light* *Longitudinal framing*<br>Wireless | 4364<br>3677<br>2719 | ✠100A1<br>*Shelter dk withfreeboard*<br>5,21 ~~7,20~~<br>✠LMC~~5,19~~<br>5,21 | Npt<br>Kob | *w* | CL<br>5,21 | 1919<br>5mo | OsakaIron Works,Ld.<br>Osaka<br>A&CP<br>*CellDB*294' | TaiyoKisen KabushikiKaisha<br>(KatsudaKisen KabushikiKaisha. *Mgrs*)<br>1097t *DT a*32' 690t | 345·0<br>P30'B98'F34' *on Shelter dk* FK<br>*FPT*115t*APT*29t | 49·8 | 28·1 | Shinhama<br>Japanese<br>*Cem*<br>1*BHtoSh dk*<br>5 ,, ,, *U dk* | T.3Cy.24",41"&67"–48" (s)<br>180lb 390NHP<br>2SB,*6cf*,GS128,HS5407 FD<br>OsakaIronWorksLd Osaka | 28 . 2<br>4 . 10<br>23 . 8 |
| 18072<br>309<br>PCGM | **Heijo Maru** SteelScSr<br>2*Dks* | 1127<br>—<br>638 | | | | | 1903 | Kawasaki Dkyrd Co.Ld.<br>Kobe | ChosenYusen KabushikiKaisha | 212·0<br>B48' | 31·5 | 20·0 | Jinsen<br>Japanese<br>*WB* | T.3Cy.17⅞",28¼"&46 1/16"–33"<br>123NHP<br>KawasakiDockyardCo.Ld. | |
| 18073<br>22383<br>NTKQ | **Heijun Maru** SteelScSr<br>(*ex*BinhThuan)<br>*Elec.light* 1*Dk*&*Spar dk* | 1618<br>—<br>965 | | | | | 1902 | N.Odero& Co.<br>Genoa | MatsumotoKisen KabushikiKaisha | 246·5<br>P25'B43'F26' | 34·7 | 20·1 | Nagasaki<br>Japanese<br>*WB* | T3Cy18 1/16",29⅝"&47¼"–35 1/16"<br>133NHP<br>N.Odero&Co.Genoa | |
| 18074 | **Heilbutt** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 260<br>224<br>96 | | | | | 1916 | Union-Giesserei<br>Königsberg | | 129·9<br>Q72'F25' | 23·1 | 11·0 | British<br>*WB* | T.3Cy.13",20¼"&33"–22⅝"<br>Union-Giesserei,Köningsberg 52NHP | |
| 18075<br>MFGB | **Heilhorn** SteelScSr<br>1*Dk*&*ptAwngdk* | 191<br>183<br>110 | | | | | 1908 | Örens Mek. Værksted<br>Trondhjem | A/S Torghatten (U.Qvale,*Mgr.*) | 101·0 | 18·1 | 14·4 | Brönöysnd<br>Norwegian | T.3Cy.9",14½"&24"–16"<br>23NHP<br>ÖrensMek.VærksTrndhjm | |
| 18076<br>HFTB | **Heim** SteelScSr<br>1*Dk*&*ptAwngdk* | 1195<br>774<br>757 | | | | | 1898 | Framnes Mek.Verk.<br>Sandefjord | And.Jacobsen | 222·0<br>Q65tH57t<br>*ptAwng dk*166' | 33·7 | 12·5 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"–30"<br>106NHP<br>AkersMek.Verks.Xia. | |
| 18077 | **Heimat** SteelAuxSc3MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 145 | | | | | 1920 | H.Brandt<br>Oldenburg | F.H.Bertling | 95·8<br>Q20'H7' | | | Lübeck<br>German | OilEngines<br>DeutscheKromhout-Mtrfb. A.G.Brake | |
| 18078<br>NSQR | **Heimdal** SteelScSr<br>*Elec.light* 2*Dks* | 935<br>462<br>520 | | | | | 1914 | Akt.Burmeistr&Wain<br>Copenhagen | Dampskselsk.paa Bornholm af 1866 (T.H.Lund,*Mgr.*) | 209·6 | 34·2 | 18·6 | Rönne<br>Danish<br>*WB* | T.3Cy.16½",27"&45"–27"<br>105NHP<br>Akt.Burmeistr&Wain,Cpn | |
| 18079 | — SteelScSr<br>(*ex*Mönchgut)<br>*Elec.light* 1*Dk* | 158<br>142<br>60 | | | | | 1898 | Schiffsw. v. Henry Koch<br>Lübeck | Ver.Flensburg-Ekensunder&SonderburgDampfs.G | 115·1<br>B41'F24' | 21·8 | 8·6 | Snderborg<br>Danish<br>*WB* | C.2Cy.15"&27⅛"–19¾"<br>27NHP<br>J.F.Ahrens,Altona | |
| 18080<br>JOQH | — SteelScSr<br>1*Dk* | 135<br>107<br>60 | | | | | 1888 | ChristiansandM.V.<br>Christiansnd | Haalogalands Dampskibsselskab | 98·3<br>B28t<br>len.94 | 16·1 | 10·3 | Harstad<br>Norwegian<br>*WB* | C.2Cy.12½"&21½"–18"<br>NB02 16NHP<br>ChristiansandM.V. | |
| 18081<br>5715<br>JVHF | **Heimdall** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 1322<br>742<br>623 | | | | | 1914 | Oskrshmns M.V.Aktieb.<br>Oskarshamn | Stockholms Rederiaktieb.Svea (H.Ericson,*Mgr.*) | 225·0<br>P&B147'F47' | 36·0 | 14·4 | Stockholm<br>Swedish<br>*WB* | T.3Cy.21½",35½"&58½"–36"<br>205NHP<br>OskarshamnsM.V.Aktieb. | |
| 18082<br>24982<br>RLNQ | **Heimei Maru** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless &*Web frames*<br>*Longitudinal framing* | ~~4366~~<br>4364<br>3677<br>~~2728~~<br>2734 | ✠100A1<br>*Shelter dk withfreeboard*<br>1,22 ~~9,20~~<br>✠LMC~~9,20~~<br>1,22 | Kob | *w* | CL<br>1,22 | 1919<br>9mo | OsakaIron Works,Ld.<br>Osaka<br>A&CP<br>*CellDB*294' | TaiyoKisen KabushikiKaisha<br>(KatsudaKisen KabushikiKaisha *Mgrs*)<br>1120t *DT a*32'690t | 345·0<br>P30'B98'F34' *on Shelter dk* FK<br>*Collision*<br>*FPT*114t*APT*29t | 49·8 | 28·1 | Mitsugahama<br>Japanese<br>*Cem*<br>*BH to Sh dk*<br>5 ,, ,, *U* ,, | T.3Cy.24",41"&67"–48" (s)<br>180lb 390NHP<br>2SB,*6cf*,GS126,HS5400 FD<br>OsakaIronWrks.Ld.<br>Innoshima | 28 . 2<br>4 . 10<br>23 . 3 |
| 18083 | **Hein Godenwind** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 228<br>214<br>88 | | | | | 1917 | H.C.Stülcken,Sohn<br>Hamburg | GermanGovernment | 120·0<br>H47'F18' | 24·2 | 9·6 | Hamburg<br>German | T.3Cy.12⅝",21½"&33 9/16"–22"<br>H.C.StülckenSohn,Ham. | |
| 18084<br>MJVP | **Heina** SteelScSr<br>Wireless ssNYk.No.3-6,18<br>(*ex*KingArthur *ex*Kingsland) 1*Dk*(*ptIrn*&*ptStl*) &*deep framing*<br>Now named "Strudsholm," See No 3929 in Supplement | 2876<br>2652<br>1797 | ✠100A1<br>1,21 | Shl | *u* | CL<br>7,20 | 1905<br>9mo | Sunderlnd S.B.Co.Ld.<br>Sunderland<br>Lloyd's A&CP | A/S J.Ludwig Mowinckels Rederi<br>*WB=CellD* | 314·0<br>P27'B90'F30' FK<br>*Ba*104'*u E*18'*f*130' | 48·0 | 20·6 | Bergen<br>Norwegian<br>5*BHCem*<br>697t*APT*96t | T.3Cy.23",38"&62"–42" (s)<br>160lb *100lb* 262NHP<br>2SB,*6pf*,GS130,HS4124<br>N.E.MarineEng.Co.Ld Sld | 23 . 6<br>3 . 7<br>19 . 7 |
| 18085<br>24975<br>RLNF | **Heinan Maru** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames*<br>Wireless *Longitudinal framing* | 4364<br>3677<br>2719 | ✠100A1<br>*Shelter dk withfreeboard*<br>6,21 ~~3,20~~<br>✠LMC~~3,20~~<br>6,21 | Kob | *w* | CL<br>3,20 | 1919<br>8mo | OsakaIron Works,Ld.<br>Osaka<br>A&CP<br>*CellDB*294' | TaiyoKisen KabushikiKaisha<br>(KatsudaKisen KabushikiKaisha *Mgrs*)<br>1097t *DTa* 32' 690t | 345·0<br>P30'B98'F34' *on Shelter dk* FK<br>*Collision*<br>*FPT*115t*APT*29t | 49·8 | 28·1 | Mitsugahama<br>Japanese<br>*Cem*<br>*BH to Sh dk*<br>5 ,, ,, *U* ,, | T.3Cy.24",41"&67"–48" (s)<br>180lb 382NHP<br>2SB,*6cf*,~~GS122~~ GS12½,HS5186 FD<br>OsakaIronWrks,Ld.Osaka | 28 . 2<br>4 . 10<br>23 . 8 |
| 18086 | **Heinr. Augustin** SteelSc<br>(*Trawler*)<br>1*Dk* | 160<br>145<br>28 | | | | | 1904 | G.Seebeck Act.Ges.<br>Bremerhaven | F.A.Pust | 108·3<br>Q27'F20' | 21·3 | 11·1 | Gstemnde<br>German<br>*WB* | T3Cy.10 1/16",17⅞"&26 1/16"–21½"<br>32NHP<br>G.Seebeck A.G.Bremerhvn | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18087 | Heinrich SteelScSr<br>1Dk | 107<br>103<br>24 | | | | | 1899 | Howaldts-werke<br>Kiel | A.C.Hansen | 78·6 | 22·1 | 9·4 | Wellngdrf<br>German | C.2Cy.15"&26⅜"–13¾"<br>21NHP<br>Howaldtswerke,Kiel | | |
| 18088 | Heinrich Fröhlke SteelSc<br>(Trawler)<br>1Dk | 220<br>205<br>82 | | | | | 1921 | G.Seebeck Akt.Ges.<br>Geestemünde | Grundmann&<br>Gröschel | 280·0<br>Q75'F21' | 22·9 | 12·0 | Gstemnde<br>German<br>WB | T.3Cy.12⅗",20½"&33"–23⅝"<br>38NHP<br>G.Seebeck A.G.Gstemünde | | |
| 18089<br>144645<br>KGFP | Heinrich Hugo Stinnes 7<br>SteelScSr<br>Mchy.Aft Elec.light 1Dk<br>Sub.Sig.<br>Now named "Cavehill," See No. 36680 in Supplement | 1563<br>[illegible]<br>796 | | | | | 1911 | Flensburgr Schiffsb.Ges.<br>Flensburg | J.Kelly,Ld.(S. Kelly,Mgr.) | 244·8<br>P74'F24' | 37·7 | 17·7 | London<br>British<br>WB | T.3Cy.17¾",29⅛"& 48"–$34\frac{7}{16}$"<br>136NHP<br>FlensburgerSchiffsb.Ges. | | |
| 18090 | Heinrich Jenevelt SteelSc<br>(Trawler)<br>Elec.light | 227<br>214<br>88 | | | | | 1916 | H.C.Stülcken,Sohn<br>Hamburg | AltonaerHochseefisch.A.-G. | 119·7<br>H47'F18' | 24·2 | 9·5 | Hamburg<br>German | T.3Cy.12⅗",21¼"&$33\frac{9}{10}$"–22"<br>54NHP<br>H.C.StülckenSohn,Ham. | | |
| 18091 | Heinrich Schmidt SteelSc<br>(Trawler)<br>Elec.light (exAdmiralE.Schmidt) 1Dk | 251<br>232<br>93 | | | | | 1918 | Schiffsw.& Mch."Hansa"<br>Tönning | Grundmann&<br>Gröschel | 125·3<br>F21' | 23·2 | 10·6 | Gstemnde<br>German<br>WB | T.3Cy.13",20¼"&33"–22⅘"<br>Görlitzer 52NHP<br>Maschb.Anstalt,Görlitz | | |
| 18092 | Heinrich Schuldt SteelScSr<br>1Dk | 991<br>742<br>612 | | | | | 1891 | Flensburgr Schiffsb.Ges.<br>Flensburg | H.Schuldt | 218·9<br>Q78' B54' F27' | 32·3 | 13·2 | Flensburg<br>German | T.3Cy.15",22½"&43"–30"<br>101NHP<br>FlensburgerSchiffsb.Ges. | | |
| 18093<br>9977<br>LGHD | Heion Maru WoodScSp<br>(exNihonkaiMaruNo.5)<br>1Dk | 199<br>188<br>121 | | | | | 1908 | Niigata IronWorks<br>Niigata | M.Takahashi | 117·8 | 16·8 | 12·5 | Hakodate<br>Japanese | C.2Cy.14½"&24½"–14"<br>E&B made—reftd08 19NHP | | |
| 18094 | Heiren SteelTwinSc<br>OilEng.<br>Elec.light Mchy.Aft 1Dk | 1208 | | | | | 1921 | Randolph A/S Skibs.<br>Fevig | A/S Cygnus | 225·0<br>P38'F33' | 37·6 | 22·0 | Chrstiania<br>Norwegian<br>WB | Oil Engines<br>8Cy.<br>J&CGBolindersCoLdSkm | | |
| 18095<br>16005<br>MFLN | Heishin Maru SteelScSr<br>ssKob.2ndNo.3–6,16<br>(exUnkaiMaruNo.4, exLonsdale, exVilleduHavre)<br>1Dk(Irn)&Spar dk (Stl–ws)3trB | 3145<br>2829<br>2276 | ✠100A1<br>Spar dk<br>6,19 | Kob | ... | 6,20 | 1889<br>1mo<br>Lloyd | J.Laing<br>Sunderland<br>'sA&CP | NaniwaKisen<br>KabushikiKaisha | 340·0<br>B78'F34'<br>CellDBa110'uE26' | 41·0 | 18·6<br>26·4 | Kobe<br>Japanese<br>6BHCem<br>f106'370t | T.3Cy.24½",40"&66"–45" (r)<br>160lb 130lb NDB15 292NHP<br>2DB,8cf<br>G.Clark,Ld.Sunderland | 29 " 2<br>s 6 " 5<br>24 " 0 | |
| 18096<br>14<br>QBCV | Heito Maru SteelTwinSc<br>Elec.light (Bucket Dredger) 1Dk(Teak) | 569<br>—<br>220 | ✠<br>Dredger<br>3,11<br>✠ | Sng | i | | 1910<br>5mo | Ferguson Bros.<br>Pt.Glasgow | Minamimanshu<br>TetsudoKabushiki<br>Kaisha | 170·0 | 35·1 | 12·4<br>FK | Dairen<br>Japanese<br>4BHCem | C.4Cy.20"&40"–24" 139NHP<br>2SB,4pf,GS77,HS2200<br>FergusonBros.Pt.Glasgow | 13 " 0 | |
| 18097<br>19722<br>NFHW | Heiun Maru WoodAuxScBkn | 338<br>—<br>229 | | | | | 1916 | ................ | S.Nakamura | 123·9 | 27·2 | 15·1 | Amagasaki<br>Japanese | | | |
| 18098<br>17385<br>MPCT | Heiwa Maru SteelScSr<br>(exBrand)<br>1Dk&Spar dk | 1993<br>1879<br>1484 | | | | | 1890 | R.Duncan &Co.<br>P.Glasgow | ShumizuKisen<br>KabushikiKaisha | 269·9<br>P31tH87tF5t | 37·1 | 23·2 | Kono<br>Japanese<br>WB | T.3Cy.21",35"&56"–39"<br>196NHP<br>Muir&Houston,Glasgow | | |
| 18099<br>25989<br>RQTF | — WoodSc<br>Burnt & Sunk 2,21 | 433<br>—<br>231 | | | | | 1919 | ................ | KabushikiKaisha<br>OnomichiSenkyo<br>Zosensho | 123·0 | 26·2 | 14·8 | Onomichi<br>Japanese | | | |
| 18100<br>23629<br>RDVG | Heiyei Maru No. 1 WoodSc | 840<br>—<br>488 | | | | | 1918 | ................ | KabafutoKisen<br>KabushikiKaisha | 197·2 | 30·3 | 17·7 | Nishinomiya<br>Japanese | | | |
| 18101<br>23046<br>RBGT | Heiyei Maru No. 2 SteelSc<br>Wrecked 8,21 | 1142<br>—<br>664 | | | | | 1918 | ................ | KabafutoKisen<br>KabushikiKaisha | 224·5 | 33·0 | 18·7 | Osaka<br>Japanese | | | |
| 18102<br>24225<br>RHLC | Heiyei Maru No. 3 SteelSc<br>1Dk | 1719<br>1410<br>1017 | | | | | 1919 | Hakodate Dkyd.Co.<br>Hakodate | KabafutoKisen<br>KabushikiKaisha | 242·0<br>P23'B61'F30' | 36·0 | 21·6 | Hakodate<br>Japanese<br>WB | T.3Cy.18",29"&49"–33"<br>138NHP<br>HakodateDkyd.Co. | | V |
| 18103<br>24078<br>RGTD | Heiyu Maru SteelSc | 976<br>—<br>552 | | | | | 1918 | ................ | KabushikiKaisha<br>HeiwaShokai | 199·2 | 31·5 | 18·0 | Nishinomiya<br>Japanese | | | |
| 18104<br>20908<br>NMFH | — WoodSc | 350<br>—<br>206 | | | | | 1917 | ................ | H.Kato | 133·0 | 25·5 | 13·4 | Osaka<br>Japanese | | | |
| 18105<br>133352<br>TVRK | Hejaz SteelScSr<br>ssBom.2nd.No.3–7,19<br>(exAlfeld,exMemphis)<br>Elec.light 2Dks(Stl-Uptws)& Webframes | 3875<br>3106<br>2483 | ✠100A1<br>~~8,21 12,20~~ 4,22<br>~~BS12,20~~ ✠LMC7,19<br>BS4,22 | Bom | w | CL<br>12,20 | 1894<br>6mo<br>Lloyd | Reiherst'g Schiffsw.<br>Hamburg<br>'sA&CP | ArabSteamers,Ld. | 343·1<br>P&B206'F46'<br>WB = Cell | 43·5 | 25·8<br>FK | Bombay<br>British<br>6BHCem<br>DB290'610t | T3Cy 25½",41"&65¼"–42"(s)<br>167lb 80lb NDB05 329NHP<br>2DB,8cf,GS160,HS5670<br>Reiherst.Maschinenf.Ham. | 28 " 6<br>s 4 " 8<br>24 " 6 | |
| 18106<br>MJST | Hekkingen SteelScSr<br>Elec.light 1Dk | 165<br>157<br>61 | | | | | 1913 | MossVærft<br>Moss | NorgesFyrvæsen | 105·5<br>H8t | 21·4 | 11·5 | Chrstiania<br>Norwegian<br>WB | T.3Cy.11½",18½"&31"–22"<br>45NHP<br>MossJernst.&M.V.Moss | | N |
| 18107<br>NBVL | Hekla SteelSc<br>1Dk(Stl) | 1412<br>1183<br>815 | ✠100A1<br>6,~~21~~ ~~10,20~~ 4,22 ~~NOs~~<br>✠LMC9,20 | Cpn | o | | 1920<br>10mo<br>Lloyd | Akt. Kalundborg Skibsv.<br>Kalundborg<br>'sA&CP | A/S D/S "Thore"<br>(H.Hendriksen, Mgr.) | 233·3<br>P12'B50'F29'<br>CellDB196'409t FP1 | 37·1 | 16·6<br>FK | Copnhagn<br>Danish<br>4BHCem<br>63tAPT28t | T.3Cy.$16\frac{9}{16}$",25⅜"&47⅛"–29½"<br>185lb (s) 134NHP<br>2SB,4cf,GS67,HS2086<br>Steen&Kaufmann, Elmshorn | 18 " 8<br>s 2 " 1½<br>16 " 10 | |
| 18108<br>LBSW | — SteelSc<br>1Dk | 944<br>680<br>540 | | | | | 1920 | Pusnæs Stöberi&M.V<br>Arendal | W.Hansen | 210·0<br>B50'Q77'F29' | 33·0 | 14·5 | Bergen<br>Norwegian<br>WB | T.3Cy.15",25"&40"–30<br>88NHP<br>PusnæsStöberi&Mek.Vrks | | |
| 18109 | Hektor SteelSc<br>For full particulars See No. 37711 in Supplement<br>Elec.light | 5160<br>4430<br>3300 | 100A1<br>(Class Contemplated) | | | | 1921 | HongKong &Whampoa DockCo.Ld.<br>HongKong | Bruusgaard,<br>Kiösterud&Co. | 400·0<br>P49'B113'F40' | 52·2 | 28·5 | Drammen<br>Norwegian | T.3Cy.27",44"&73"–48"<br>HongKong&Whampoa DockCo.Ld. | | |
| 18110 | Hektos SteelScSr<br>ssHfs.No.3–8,15<br>1Dk(Stl)&Webframes& pt Awng dk(Stl)<br>Elec.light | 2224<br>1524<br>1271 | ✠<br>9,19<br>pt Awng with freeboard dk<br>✠ | Hfs | s | | 1903<br>3mo | R.Craggs& Sons,Ld.<br>Middlesbro' | WB = CellDBa | 280·0<br>Q103'<br>pt Awng dk 175'<br>88'uE24'f114'457t | 39·9 | 17·2<br>FK | 4BHCem<br>APT15t | T.3Cy.21",34"&56"–39"<br>217NHP<br>2SB,6pf,GS108,HS3542<br>N.E.MarineEng.CoLdNwc | 19 " 6 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Grément, etc.<br>*Ex-nom, s'il y a lieu.*<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire<br>Tirant d'eau correspondant<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18111 | **Hela**<br>*Elec.light* | **SteelSc**<br>1*Dk* | | | | | | 1920 | Vulcan WerkeA.G.<br>Stettin | NeueDampfer-Cie. Akt.Ges. | 183·7<br>P20'Q55'B44'F21' | | | Stettin<br>German<br>*WB* | T 3Cy.13½",21 1/16"&35½"–25½"<br>Vulcan- 62NHP<br>Werke,A.G.Stettin | |
| 18112 | —<br>Now named "HansHerbert," See No. 37776 in Supplement<br>*Elec.light* | **SteelTwinSc**<br>2*Dks* | 409<br>[illegible]<br>160 | | | | | 1910 | J.W.Klawitter<br>Danzig | DanzigerDampfschiff&Seebad, A.G."Weichsel" | 164·2<br>B138' | 25·2 | 11·3 | Danzig<br>*WB* | T.6Cy.13",20 1/8"&31½"–15½"<br>NB14 79NHP<br>J.W.Klawitter,Danzig | |
| 18113<br>132078<br>JFPN | **Helcion**<br>*Elec.light*<br>*Mchy.Aft* Wireless | **SteelSc**<br>(*ex*JollyHelen, *ex*Steelton) 1*Dk* | 1753<br>1478<br>958 | | | | | 1914 | Sunderlnd S.B.Co.Ld.<br>Sunderland | AngloSaxonPetroleumCo.Ld. | 250·0<br>Q97'F37' | 42·7 | 16·4 | London<br>British<br>*WB* | T.3Cy.17",28"&46"–33"<br>127NHP<br>N.E.MarineEng.Co.Ld.Sld. | |
| 18114<br>NWDJ | **Helder**<br>*Elec.light*<br>Wireless | **SteelSc**<br>2*Dks(Stl)&Shelter dk(Stl)* | 3623<br>3272<br>2229 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~2,21~~ 4,22<br>✠LMC6,20<br>*Fitted for oil fuel*,6,20 *F.P.above* 150°F. | Ams<br>Ham | *w* | CL<br>2,21 | 1920<br>6mo<br>*Lloyd*'*sA&CP* | Rotterdam Droogd. Maats.<br>Rotterdam | Koninkl.Nederl. Stoomb.Maats. | 361·5<br>FK<br>*Collision*<br>*CellD B*309' 929*t FPT*85*t* | 49·8 | 22·0 | Amstrdam<br>Dutch<br>*Cem*<br>*BHtoSh dk*<br>5 " " *U dk*<br>*APT*127*t* | T.3Cy.25",41"&68"–45" (s)<br>180lb 389NHP<br>3SB,9*cf*,GS154,HS5379 FD<br>RotterdamDroogd.Maats. | 24 ' 6 |
| 18115<br>MVLN | —<br>*Elec.light* | **IronScSr**<br>(*ex*Sirius,*ex*Madura)<br>1*Dk&Spar dk*3*tr B* | 3433<br>3236<br>2596 | | | | | 1897 | Nederl. Schps.Maats<br>Amsterdam | A/S Jac.Engers Dpsk.Selskap(Jac. Enger,*Mgr.*) | 322·1<br>H95*t*F59*t* | 44·0 | 28·3 | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.24",36"&60"–42"<br>233NHP<br>Ned.Fab.v.Werk.Mat.Ams. | |
| 18116<br>NWDH | —<br>*Mchy.Aft* | **SteelScSr**<br>*OilEng.*<br>1*Dk* | 198<br>170<br>141 | | | | | 1917 | R.Brandsma&Zonen<br>Francker | ZeevaartMaats. "Groningen" (R.Kramer,*Mgr.*) | 109·1<br>H23'F11' | 22·0 | 10·0 | Groningen<br>Dutch | Oil Engine,2S.C.<br>2Cy.13½"–13½" 26NHP<br>D.Goedkoop,Jr. Ams. | |
| * 18117<br>214503<br>LGKP | **Helen**<br>Wireless<br>*Elec.light* Sub.Sig. | **SteelScSr**<br>*ss*NYk.No.1–21<br>2*Dks(Stl)&Web frames*<br>*Longitudinal framing* | 3129<br>2620<br>1944 | ✠100A1<br>~~1,21 7,20 12,21~~<br>1,22<br>✠LMC~~10,16~~ 4,21<br>*Fitted for oil fuel* 10,16 *F.P.above* 150°F. | NYk | *u* | CL<br>4,19 | 1916<br>10mo<br>A&CP | Bethlehem SteelCo.<br>Sparro'Pt Md | Bull Insular SteamshipCo. (A.H.Bull&Co.*Mgrs.*)<br>*CellDB*255' 662*t* | 327·7<br>P38'B94'F37'<br>FK<br>*FPT*50*t APT*145*t* | 46·7 | 23·5 | NewYork<br>Utd.States<br>6*BHCem* | T.3Cy.24½",41"&68"–48" (s)<br>200lb 487NHP<br>3SB,9*cf*,GS169,HS7237 FD<br>BethlehemStl.Co.Sparr'Pt | 26 ' 3 |
| 18118 | **Helen B. Sterling**<br>Abandoned at Sea 1,22<br>(*ex*Tacoma) *Elec.light*<br>*Mchy.Aft*<br>(*See Sailing Ship Register*) | **WoodAuxSc**<br>*OilEng.* 4MstSr<br>1*Dk*2*tr B* | 1608<br>1426<br>1343 | | | | | 1917 | Washingtn Shipping Corp.<br>Seattle,Wash | . | 220·0 | 43·0 | 21·0 | British | Oil Engines 2S.C.SA<br>8Cy.14"–18½" 137NHP<br>A.MeitzCorp.Seattle,Wash. | |
| 18119<br>96270<br>MRHC | **Helen Craig**<br>*Well deck* | **SteelScSr**<br>*ss*Bel.2ndNo.3–10,20<br>1*Dk(ptStl&ptIrn)* | 417<br>307<br>169 | ✠100A1<br>10,20<br>✠LMC10,20<br>BS10,21 | Bel | *g* | 10,20 | 1891<br>1mo<br>*Lloyd*'*sA&CP* | Workman, Clark&CoLd.<br>Belfast | H.Craig&Co.<br>*WB=CellD* | 165·3<br>Q91'B44'F24'<br>BK6"<br>*B* 74'70*t deep tank a* | 24·1 | 9·9 | Belfast<br>British<br>4*BHCem*<br>28*t APT*11*t* | C.2Cy.21"&42"–30" (s)<br>100lb 68RHP<br>1SB,3*pf*,GS58,HS1425<br>V.Coates&Co.,Belfast | 12 ' 3<br>' 8<br>12 ' 1 |
| 18120<br>219330<br>LVCM | **Helen L. Tracy**<br>*Elec.light* | **WoodSc**<br>(*ex*Allouez)<br>1*Dk* | 176<br>—<br>29 | | | | | 1919 | Northwest Eng.Works<br>GreenBay, Wis. | UnitedStates ShippingBoard | 95·5 | 24·7 | 12·2 | NewYork<br>Utd. States | C.2Cy.18"&38"–26"<br>61NHP<br>NationalS.B.Co.Goderich, Ont. | |
| 18121<br>134400 | **Helen M. Coolen** | **WoodTwinScSr**<br>*OilEng.*<br>1*Dk* | 117<br>107<br>77 | | | | | 1914 | J.McLean &Sons<br>MahoneBay, N.S. | W.Duff | 97·6 | 25·0 | 10·0 | Halifax NS<br>British | Oil Engines<br>4Cy.8½"–10" 14NHP<br>SheffieldCarCo.Three Rivers,Michigan,U.S.A. | |
| 18122<br>86362<br>SLDT | **Helen Nicoll**<br>*Well deck* | **IronScSr**<br>1*Dk(ptIrn)* | 397<br>272<br>192 | ✠<br>3,82<br>✠ | Dun | *f* | | 1882<br>2mo | Gourlay, Bros.&Co.<br>Dundee | JonesBros.<br>*WB=DBa*16'15*t* | 157·0<br>Q63' B31' F16'<br>*FPT*13*t* FK | 22·0 | 10·3 | SydnyNSW<br>British<br>4*BHCem* | C.2Cy.21"&36"–24"<br>65RHP<br>GourlayBros.&Co.,Dundee | |
| 18123<br>162281<br>KTPG | **Helen P. Drew**<br>*Fitted for oil fuel* | **WoodScSr**<br>1*Dk* | 309<br>—<br>142 | | | | | 1904 | J.R.Hitchings<br>Hquiam,Wsh. | GoodyearRedwood Co. | 134·6 | 32·2 | 10·5 | S.Frncisco<br>Utd.States | C.2Cy.12"&26"–20"<br>25NHP | |
| * 18124<br>84984 | **Helen Peele**<br>*Elec.light* | **SteelTwinSc**<br>*ss*Sws.No.3–5,13<br>~~*ss*Sws.No.1–17~~<br>*ss*Cws.No.2–21 | 133<br>—<br>16 | ✠100A1<br>*For Towing purposes*<br>6,21 ~~4,19~~<br>BS6,21<br>~~BS5,20~~ ✠LMC4,19 | ~~Sws~~ Cws | | CL<br>PN4,19<br>S4,19 | 1901<br>6mo<br>*Lloyd*'*sA&CP* | Ramage& Ferguson,Ld.<br>Leith | RoyalNational LifeboatInstitution | 95·5<br>F34'<br>BK5¾" | 19·6 | 10·7 | Padstow<br>British<br>6*BHCem* | C.4Cy.11"&22"–15"<br>100lb 55RHP<br>1SB,2*pf*,GS36,HS1043 FD<br>Ramage&FergusonLd.Lth. | |
| 18125<br>144584 | **Helen Swanzy**<br>(*See Sailing Ship Register*) | **WoodAuxTwinSc**<br>*OilEng.* 4MstSr<br>1*Dk* | 763<br>643<br>569 | | | | | 1918 | Stockton SpringsSBCo<br>Stockton Springs,Me. | Millers,Ld.(H.C. Hutchinson,*Mgr.*) | 185·5 | 37·6 | 14·5 | London<br>British | Oil Engines 2S.C.SA<br>8Cy.10½"–12½" 57NHP<br>Fairbanks-Morse Co. Chicago | |
| 18126<br>NWDT | **Helena** | **SteelScSr**<br>2*Dks* | 1146<br>927<br>694 | | | | | 1899 | Rijkee&Co<br>Rotterdam | Koninkl.Nederl. Stoomb.Maats. | 228·0<br>B55'F27' | 32·0 | 18·5 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.17½",28"&45"–36"<br>121NHP<br>Maats.deMaas.Rot. | |
| 18127 | —<br>*Mchy.Aft* | **IronSc3MstSr**<br>(*Barge*)<br>1*Dk* | 312<br>280<br>173 | | | ... | | 1889 | T.A. Walker<br>Sudbrook | E.Bianchi | 150·4<br>FK | 26·3 | 8·0 | R.Janeiro<br>Brazilian | Q.4Cy.9",12",16"&25"–21½"<br>29NHP<br>Fleming&Ferguson,Psy. | 8 ' 6 |
| 18128 | —<br>*Elec.light* | **SteelSc**<br>(*Tug*)<br>1*Dk* | 299<br>228<br>204 | | | ... | | 1907 | Collingw'd S.B.Co.Ld.<br>Collingwood | CanadianGovernment | 108·8<br>FK | 23·3 | 14·0 | StJohn NB<br>British<br>*WB* | T.3Cy.15",25"&41"–25"<br>81RHP<br>CollingwoodS.B.Co.Ld. | 13 ' 0 |
| 18129<br>NWDS | —<br>(*See Sailing Ship Register*) | **SteelAuxScSr**<br>*OilEng.*<br>1*Dk* | 205<br>178<br>149 | | | | | 1917 | Gebr.Grol<br>Veendam | Vrachtv.Maats. "Neerlandia" | 110·9<br>Q23'F12' | 22·6 | 10·0 | Rottrdam<br>Dutch | Oil Engines 2S.C.<br>2Cy.13½"–13½" 26NHP<br>D.Goedkoop,jr.Ams. | |
| 18130<br>NWFJ | **Helenaveen** | **SteelSc**<br>1*Dk* | 304<br>236<br>142 | | | | | 1918 | Gebr. Fikkers<br>Muntendam | Vrachtv.Maats. "Neerlandia" | 121·6<br>P39'F17' | 22·6 | 10·8 | Rottrdam<br>Dutch | C.2Cy.12"&24"–15¾"<br>Botje, 19NHP<br>Ensing&Co.Groningen | |
| 18131<br>~~[illegible]~~ | **Helene**<br>(*ex*Druidstone,*ex*Queenmoor) | **SteelScSr**<br>*ss*Shl.No.3–5,11<br>1*Dk(Irn)&deepframing* | 2097<br>1952<br>1307 | ✠<br>7,16<br>✠ | Cff | *s* | | 1898<br>9mo | J.Blumer& Co.<br>Sunderland | ~~Board of Trade~~<br>H.W.Christophersen<br>*WB=CellDBa* | 290·0<br>P27'B75'F31'<br>FK<br>90'*u E*20' *f*114' 527*t* | 42·0 | 19·2 | ~~Flensburg~~<br>~~German~~<br>5*BHCem*<br>*APT*43*t* | T.3Cy.22",36"&59"–39"<br>227NHP<br>2SB,6*pf*,GS102,HS3525<br>J.Dickinson&Sons,Ld.Sld. | 21 ' 6 |
| 18132<br>203859<br>KVTS | — | **WoodScSr**<br>1*Dk* | 672<br>—<br>307 | | | | | 1906 | G.F. Matthews,<br>Hoquiam, Wash. | E.T.Kruse | 172·1 | 38·0 | 13·2 | S.Frncisco<br>Utd.States | C2Cy.14"&32"–24"<br>42NHP | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8133<br>96500<br>PWT | **Helene** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk* | 618<br>—<br>392 | | | | | 1897 | UnionIron Works<br>SanFrancisco | InterIslandSteam Nav.Co.Ld. | 170·6\|30·8\|14·8 | Honolulu<br>Utd.States | T.3Cy.12¾",19"&32"–24"<br>50NHP<br>UnionIronWorks,S.Frisco. | | |
| 8134 | — IronScSr<br>*Elec.light* 1*Dk* | 273<br>227<br>162 | | | | | 1881 | G.Howaldt<br>Kiel | Sartori&Berger | 125·3\|21·1\|12·3<br>len90 | Kiel<br>German | C.2Cy.15"&21"–14"<br>NB98 14NHP<br>Gebr.Howaldt,Kiel | | |
| 8135 | — SteelAuxScSr<br>*Motor*<br>(*See Sailing Ship Register*) | | | | | | 1920 | Schiffsw(v.J.&Sch.)A.G.<br>Hamburg | MaxBurchard | 106·6\|<br>Q30' | Kiel<br>German<br>*WB* | Motor 2S.C.SA<br>2Cy.11⅓"–14⅓" 19NHP<br>Farzeugfabr.Eisenach, Eisenach | | |
| 8136 | — SteelScLr<br>1*Dk* | 153<br>146<br>73 | | | | | 1906 | Danziger, Schfw&Msch<br>Danzig | LeererHerings-fischereiAct.Ges. | 93·5\|21·4\|9·8<br>Q15' | Leer<br>German | C.2Cy.9½"&18"–12½"<br>10NHP<br>Christiansen&Meyer,Hrbg | | |
| 8137 | **Helene Blumenfeld** SteelScSr<br>*w named* "JacobSchröder" *See No.*3794 *in Supplement*<br>*Elec.light* Wireless 1*Dk* | 2115<br>[illegible]<br>968 | | | | | 1905 | Schiffsw.v. HenryKoch<br>Lübeck | ~~B.Blumenfeld~~<br>~~Schoeder&Kayser~~<br>Schroeder,Hoelken &Fischer | 295·9\|40·7\|18·<br>P26'B84'F28' | German<br>*WB* | T.3Cy.27⅛",43⅜"&69"–41⅜"<br>312NHP<br>J.F.Ahrens,Altona | | |
| 8138 | **Helene Russ** SteelScSr<br>*Elec.light* 1*Dk* | 993<br>788<br>577 | | | | | 1909 | Stettiner Oderwerke<br>Stettin | ErnstRuss | 211·0\|33·9\|13·4<br>P12'Q59'B57'F21' | Hamburg<br>German | T.3Cy.15$\frac{7}{16}$",25⅓"&41$\frac{3}{16}$"–29½"<br>93NHP<br>StettinerOderwerke | | |
| 8139<br>IWH | **Helengallus** SteelScSr<br>(*ex*WarVixen)<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2165<br>1876<br>1304 | ✠100A1<br>2,20<br>✠LMC1,20 | Bry | *r* | CL | 1919<br>9mo<br>*Lloyd's A&CP* | Canadian AllisChalmers,Ld.<br>Bridgeburg, Ont. | Société du Pacifique<br>*CellD* | 252·0\|43·6\|21·0<br>P27'B64'F24'<br>FK<br>*B*210' 553*t* *FPT*66*t* | Marseilles<br>French<br>4*BHAsp*<br>*APT*66*t* | T.3Cy.20",33"&54"–40" (*s*)<br>180lb 274NHP<br>2SB,6*cf*,GS115,HS4180 FD<br>CanadianAllisChalmersLd<br>Toronto,Ont. | 23″0<br>s 3″1½<br>20″2 | |
| 8140<br>35519<br>DMW | **Helenus** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 7555<br>6306<br>4810 | | | | | 1913 | Scotts'S.B. &Eng.Co.Ld.<br>Greenock | OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*) | 455·2\|56·2\|32·5<br>P54'B162'F60' | Liverpool<br>British<br>*WB* | T.3Cy.31",51½"&86"–60"<br>572NHP<br>Scotts'SB.&Eng.CoLdGrk | | BT till 8,2 |
| 8141 | **Helfrid Bissmark** SteelScSr<br>1*Dk* | 479<br>357<br>290 | | | | | 1892 | Helsingörs Jrnsk&Mskb<br>Elsinore | BissmarkLinie G.m.b.H. | 167·8\|26·0\|11·7<br>Q78' B17' F18' | Hamburg<br>German<br>*WB* | C.2Cy.19"&35"–21"<br>47NHP<br>HlsngörsJrnsk&Mskb | | |
| 8142<br>NCBP | **Helga** WoodAuxSc4MstSr<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 357<br>330<br>277 | | | | | 1920 | FanöSkibs-Værft<br>NordbyF. | Rederiet "Falken" A/S (E.B. Kromann, *Mgr.*) | 132·3\|30·3\|12·7 | Marstal<br>Danish | Motor 2S.C.<br>Brödr.Jörgensen,Horsens | | |
| 8143<br>123137<br>HMTP | — SteelTwinScSr<br>*ss*Dub.No.3-6,17<br>*Elec.light* *ss*Dub.No.1-20<br>2*Dks*(*ptStl*–ws) | 323<br>265<br>111 | ✠ A1<br>*withfreeboard*<br>8,211,~~21~~<br>*For Irish Channel service*<br>✠LMC9,20<br>BS8,21 | Dub | *g* | CL<br>5,19 | 1908<br>7mo<br>*Lloyd's A&CP* | Dublin Dockyard Co.<br>Dublin | Dpt.ofAgriculture &TechnicalInstrc-tion forIreland FisheriesBranch | 155·6\|24·6\|12·6<br>F34' BK6½"<br>*WB*=*Deeptanks f*<br>7'19*t*&17'36*tFPT*9*t* | Dublin<br>British<br>5*BHCem*<br>*APT*9*t* | T.6Cy.12½",20"&32"–22" (*s*)<br>185lb 140NHP<br>1SB,3*cf*,GS58,HS2096 FD<br>D.Rowan&Co.Glasgow | 13″6<br>s 2″9½<br>11″7 | |
| 18144<br>3948<br>MLN | — IronScK<br>(*Trawler*)<br>(*ex*Bangkok) 1*Dk* | 190<br>180<br>69 | | | ... | | 1897 | Cochrane& Cooper<br>Beverley | Fiskeriaktieb. Avance (A. Nilsson, *Mgr.*) | 112·9\|20·7\|11·6<br>Q30'H5*t*<br>BK7½" | Gothenbrg<br>Swedish | T.3Cy.12¼",20"&32"–23"<br>NB05 55NHP<br>Bailey&Leetham,Hull | 12″3 | |
| 18145<br>NWSG | **Helge** SteelScSr<br>Wireless 1*Dk*&*Webframes* | 2057<br>1412<br>1258 | | | | | 1895 | Helsingörs Jerns.Mask<br>Elsinore | DpskslskNorden (P.Brown,Jun.& Co.,*Mgrs.*) | 271·6\|38·1\|23·5<br>P17'Q80'B116'F32' | Copnhagn<br>Danish<br>*WB* | T.3Cy.18½",30"&49"–36"<br>144NHP<br>HelsingörsJrnsk&Mskbyg | | V |
| 18146<br>761<br>JODV | — CompScSp<br>*Mchy.Aft* 1*Dk* | 170<br>140<br>96 | | | | | 1890 | S.Groth<br>Sjötorp | Ångf.Aktieb.Helge (J.E.Manne) | 99·1\|22·5\|8·8<br>P21' | Gothenbrg<br>Swedish | C.2Cy.9¾"&17¼"–14⅝"<br>9NHP<br>GöteborgsMV.Aktieb.Got | | |
| 18147<br>LBJV | **Helgehorn** WoodAuxSc<br>(*Trawler*) *OilEng.*<br>*Mchy.Aft.* 1*Dk*<br>(*SeeSailingShipRegisterSupplement*) | 143<br>129<br>59 | | | | | 1920 | Tangens Skibsbyg A/S<br>Drammen | HenrikAall | 97·0\|22·1\|10·3<br>Q11*t* | Aalesund<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.14$\frac{13}{20}$"–16$\frac{3}{20}$"<br>J.&C.J.BolindersMek. Verks.Skm. | | N |
| 18148<br>MCHG | **Helgeland** SteelScSr<br>1*Dk*&*Awngdk* | 242<br>231<br>139 | | | | | 1905 | Akers Mek.Værks.<br>Christiania | DetHelgelandske Dmpskselskap | 117·5\|20·1\|15·4<br>H11*t* | Sandnessjöen<br>Norwegian | T.3Cy.11",18"&29"–18"<br>36NHP<br>AkersMek.Værks.Xia. | | |
| 18149<br>NRDM | **Helgenæs** SteelScSr<br>1*Dk* | 184<br>126<br>78 | | | | | 1908 | Schiffsw.v. HenryKoch<br>Lübeck | AarhusBugtens Dampskibselskab (J.P.Petersen, *Mgr.*) | 105·8\|20·7\|8·6<br>Q29'B32'F24' | Aarhus<br>Danish<br>*WB* | C.2Cy.13¾"&27½"–17¾"<br>27NHP<br>OttenserMachf.Altona | | |
| 18150<br>LODV | **Helgi Magri** IronSc<br>(*Trawler*)<br>(*ex*Lilly) 1*Dk* | 136<br>—<br>51 | | | | | 1891 | J.C.Tecklenborg<br>Geestemünde | A.Petursson | 106·0\|20·9\|9·7 | Akreyri<br>Icelandic | C.2Cy.17¾"&32¾"–22½"<br>42NHP<br>J.C.Tecklenborg,Gstmnde | | |
| 18151 | **Helgoland** SteelScSr<br>*Elec.light* *ss*Goo.2ndNo3-9,11<br>(*ex*NormanQueen,*ex*Abbotshall)<br>*Mchy.Aft* *Well deck* 1*Dk*(*Irn*) | 498<br>393<br>243 | ✠<br>3,16<br>✠ | Lbc | *h* | | 1890<br>1mo | J.Scott& Co.<br>Kinghorn | Lübeck-Koldinger Dmp.G.m.b.H. | 189·6\|25·1\|12·3<br>Q59'B48'F54'<br>len20' BK7"<br>*WB*=*DBf*35' | Lübeck<br>German<br>5*BHCem*<br>27*tFPT*33*t* | T.3Cy.16",25"&42"–30"<br>110NHP<br>1SB,3*cf*,GS54,HS1636<br>J.Scott&Co.Kirkcaldy | 12″10 | |
| 18152 | — SteelAuxSc3MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 470<br>401<br>337 | | | | | 1918 | Ver.Elbeu. Norderwerft<br>Boizenburg | W.Schuchmann | 158·4\|27·7\|12·5<br>Q35'F24' | Gstemnde<br>German | Oil Engines<br>2Cy.16½"–18$\frac{9}{10}$" 46NHP<br>J&CGBolindersCoLdSkm. | | |
| 18153 | — SteelTwinSc<br>1*Dk* | 410<br>307<br>141 | | | | | 1919 | J.C.TecklenborgA.G.<br>Geestemünde | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 185·0\|24·0\|10·7<br>F58' | Hamburg<br>German | T.6Cy.13⅜",19$\frac{7}{10}$"&30$\frac{7}{10}$"–17$\frac{7}{10}$"<br>79NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 18154<br>124584<br>KCRH | — Iron&SteelAuxTwinScBn<br>(*ex*SailingVessel,*ex*Vooruitgang,*ex*HoogezandII.) *OilEng.*<br>(*See Sailing Ship Register*) 1*Dk* | 221<br>204<br>167 | | | | | 1895 | Niestern& TeVelde<br>Martenshoek | ~~ZenithShippingCo. Ld. (R.H.Leane& J.R.Williams *Mgrs*)~~<br>J.Hyland | 122·9\|23·3\|9·8 | Plymouth<br>British | Oil Engines 4S.C.SA<br>2Cy.11½"–14" 29NHP<br>BergiusLaunch&Eng.Co. Glasgow | | |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
| 18155 | **Helgoland** **IronSc**<br>(*Tug*)<br>1*Dk* | 203<br>184<br>— | | | | | 1891 | J.C.Tecklenborg<br>Geestemünde | DeutscheDmpfsfahrts.Ges.Hansa | 114·1<br>B9' H– | 22·1 | 12·2 | Bremen<br>German<br>*WB* | C.2Cy.22¾"&39"–25½"<br>NB08 64NHP<br>H.PauckschLandsbergA. |
| 18156<br>MKNS | **Helgöy** **SteelScSr**<br>(*ex*Freda)<br>1*Dk* | 1814<br>1619<br>1098 | | | | | 1914 | Fredrkstad Mek.Værks.<br>Fredrikstad | A/SöyII (Klüver &Co.*Mgrs.*) | 265·0<br>P22'B71'F29' | 42·1 | 17·9 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.20½",33"&56"–36"<br>188NHP<br>FredrikstadM.V.Frdstad. |
| 18157<br>WMPF | **Helikon** **SteelScSr**<br>*Elec.light* 2*Dks*(*Stl U*–teak s) | 2232<br>1786<br>1385 | ✠100A1<br>6,21 ~~9,20~~<br>✠LMC9,17 | NYk<br>Bal | *r* | CL<br>6,21 | 1917<br>9mo<br>*Lloyd* | HongK'ng & Whampoa DockCo.Ld.<br>HongKong<br>'*sA&CP* | Bruusgaard, Kiösteruds D/S A/S (Bruusgaard,Kiösterud&Co.*Mgrs.*)<br>*CellD* | 270·6<br>P26'B76'F26'<br>FK<br>*B*231' 442*t FPT*34*t* | 40·1 | 19·4 | Drammen<br>Norwegian<br>4*BHCem*<br>*APT*71*t* | T.3Cy.20",33"&54"–39" (*s*)<br>180lb 215NHP<br>2SB,6*cf*,GS119,HS3552<br>HongKong&Whampoa DockCo.Ld.HongKong |
| 18158 | **Helios** **SteelSc3MstSr**<br>(*ex*A. C. O.)<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Elec.light* Wireless &*Web frames*<br>Now named "Vampa," *See No.* 39336 *in Supplement* | 3477<br>3109<br>2211 | ✠<br>*Spar dk*<br>9,97 ✠<br>*Carrying Cotton* | Rot<br>*onSeed* | *w*<br>*Oil* | *in bulk* | 1894<br>3mo | DavidJ. Dunlop&Co.<br>PortGlasgow | French Government<br>*WB=CellD* | 332·2<br>P96'B30'F48' 29·0<br>FK<br>*B*68' 192*t FPT*200*t* | 43·1 | 21·6 | French<br>12*BHCem*<br>*APT*125*t* | T.3Cy.25",40½"&65"–48"<br>351NHP<br>2DB,12*rf*,GS148,HS6127<br>DavidJ.Dunlop&Co.P.Gl. |
| 18159<br>SQLB | — **SteelScSr**<br>*ss*Hul.2ndNo.3–5,14<br>(*ex*Barraclough) *ss*Hfs.No.1–18<br>*Well deck Elec.light* 1*Dk*(*Irn*)2*trB* | 1769<br>1452<br>1148 | ✠100A1<br>~~12,20~~10,21<br>BS3,21 ✠LMC9,18 | Hpl<br>Sld | *q* | 1,20 | 1889<br>11mo | Ramage& Ferguson<br>Leith<br>A&CP | ÅngfAktiebFinska Lloyd (E.Krogius, *Mgr.*)<br>*WB=Cell* | 260·1<br>P32'Q72'B100'<br>F31' BK9½"<br>*DB*184'293*tFPT*34 | 37·1 | 17·1 | Helsingfrs<br>Finnish<br>4*BHCem*<br>*tAPT*27*t* | T.3Cy.19",30"&51"–39" (*s*)<br>160lb *100lb* NDB14 165NHP<br>2SB,4*rf*,GS84,HS2501<br>Ramage&Ferguson,Leith |
| 18160<br>4433<br>JPHL | — **IronScSr**<br>*ss*Hbg2ndNo3–4,12<br>(*ex*Tremayne) *ss*Gmh.No.2–21<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1527<br>1240<br>935 | ✠100A1<br>3,21<br>✠LMC<br>MS8,20 BS3,21 | Gmh | *q* | 3,21 | 1886<br>6mo<br>*Lloyd* | JReadhead &Co.<br>S.Shields<br>'*sA&CP* | RederieA/BNordsjöen i Helsingborg (A.T.Jonasson *Mgr.*) | 259·0<br>Q100'B64'F33'<br>BK9"<br>*WB=DBa*78' | 36·0 | 17·9 | Råå<br>Swedish<br>4*BHCem*<br>*f*72 340*t* | C.2Cy.30"&58"–36" (*s*)<br>80lb *80lb* NDB99 160NHP<br>2SB,4*pf*,GS70,HS2701<br>J.Readhead&Co.,S.Shields |
| 18161 | — **SteelPadSr**<br>Wireless 3*Dks* | *1520*<br>*707*<br>*957* | | | | | 1892 | Scotswood S.B.Co(Lm.)<br>Newcastle | TheArgentine Nav.Co.(Nicolás Mihanovich)Ld. | 260·0 | 32·0 | 12·0 | M.Video<br>Uruguayan | T.3Cy.30",49"&75"–84"<br>516NHP<br>A.&J.Inglis,Glasgow |
| 18162<br>MCLS | — **SteelScSr**<br>1*Dk* | 1380<br>1240<br>860 | | | | | 1905 | WoodSkinner&Co.Ld.<br>Newcastle | Bruusgaard,Kiösteruds D/S A/S | 260·0<br>P19*t*H63*t*F26*t* | 38·0 | 15·5 | Drammen<br>Norwegian<br>*WB* | T.3Cy.19",31"&51"–36"<br>156NHP<br>G.Clark,Ld.Sunderland |
| 18163 | — **SteelScSr**<br>*Well deck* 1*Dk* | 797<br>611<br>473 | | | ... | | 1898 | Wood, Skinner&Co.<br>Ld.Newcastle | Dampfschifffahrts Ges.Neptun | 221·5<br>Q92'B16'F27'<br>len01 FK | 29·1 | 11·9 | Bremen<br>German<br>*WB* | T.3Cy.15",25"&40"–27"<br>93NHP<br>N.E.MarineCo.Ld.Nwc. |
| 18164<br>2851<br>JGLC | — **SteelScSr**<br>*Elec.light* (*SalvageSteamer*) 1*Dk* | 300<br>288<br>116 | | | | | 1896 | Oskrshmns M.V.Aktieb<br>Oskarshamn | BergningsochDykeriaktieb.Neptun (W.R.Edlind,*Mg.*) | 145·0<br>H10*t* | 24·4 | 12·4 | Stockholm<br>Swedish | C.2Cy.31"&53"–36"<br>140NHP<br>OskrshamnsM.V.Aktieb. |
| 18165<br>113238 | — **SteelScK**<br>*ss*GmsNo.3–11,18<br>1*Dk* | 201<br>179<br>78 | ✠100A1<br>*StmTrawler*<br>9.21 ~~3,21~~<br>✠NB11,18 ✠LMC11,18 | Gms | . | CL<br>~~11,18~~<br>9,21 | 1903<br>1mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Hull<br>'*sA&CP* | Roberts&Ruthven Ld. | 115·0<br>Q49'F19'<br>ND BK7" | 21·5 | 11·2 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12",19½"&32"–23"<br>180lb (*s*) 55RHP<br>1SB,2*pf*,GS29,HS980<br>C.D.Holmes&Co.Hull |
| 18166<br>OIWF | **Heliotrope** **SteelSc**<br>(*Trawler*)<br>*Elec.light* (*ex*SeiryoMaru) 1*Dk* | 213<br>—<br>44 | | | | | 1912 | OsakaIron Works<br>Osaka | Soc.desPêcheries Maritimes | 118·5<br>F20' | 22·2 | 11·5 | Lorient<br>French<br>*WB* | T.3Cy.12",20"32"22"<br>48NHP<br>OsakaIronWorks,Osaka |
| 18167<br>137548<br>JPGR | **Helium** **SteelScK**<br>*ss*Liv.No.1–21<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 301<br>206<br>113 | ✠100A1<br>3,22 ~~2,21~~<br>✠LMC2,21 | Bkn | *e* | CL<br>~~2,21~~<br>3,22 | 1917<br>5mo<br>*Lloyd* | Cochrane Sons,Ld.<br>Selby<br>'*sA&CP* | UnitedAlkaliCoLd | 135·2<br>Q50'B9'F21'<br>FK | 23·1 | 9·4 | Liverpool<br>British<br>3*BHCem*<br>*FPT*38*t* | T.3Cy.12",20"&34"–24' (*s*)<br>180lb 69RHP<br>1SB,2*cf*,GS33,HS1175<br>ShieldsEng.Co.Ld.N.Shl. |
| 18168<br>216467<br>LKWF | **Helja Silva** **WoodSc**<br>*Motor* | 140<br>—<br>77 | | | | | 1918 | ..................<br>Essex,Mass. | Gorton-Pew VesselsCo. | 107·6 | 25·1 | 11·8 | Glo'strMas<br>Utd.States | Motor |
| 18169<br>MONW | **Hellas** **SteelScSr**<br>1*Dk* | 1380<br>1237<br>849 | | | | | 1905 | WoodSkinner&Co.Ld.<br>Newcastle | Bruusgaard,Kiösteruds D/S A/S | 260·0<br>P19*t*H75*t*F27*t* | 38·0 | 15·5 | Drammen<br>Norwegian<br>*WB* | T.3Cy.19",31"&51"–36'<br>156NHP<br>G.Clark,Ld.Sunderland |
| 18170<br>113410<br>RVJM | **Hellenes** **SteelScSr**<br>*ss*Liv.No.3–7,12<br>*ss*Liv.No.2–21~~*ss*Hul.No.1–17~~<br>*Elec.light* Wireless 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*deepframing* | 3332<br>3089<br>2029 | ✠100A1<br>*Spar dk*<br>4,21~~7,20~~<br>~~BS11,19~~ ✠LMC9,~~17~~ 3,21<br>BS4,22 | NYk<br>Liv | *w* | CL<br>~~4,19~~<br>3,21 | 1900<br>9mo | A.McMillan&Son,Ld.<br>Dumbarton<br>A&CP | Brit.&S.American StmNavCoLd(R.P. Houston&Co.*Mgs*) | 350·2<br>P32'B164'F94' 25·0<br>FK<br>*WB=CellDBa*98' | 47·0 | 17·0 | Liverpool<br>British<br>6*BHCem*<br>*uE&B*62'*f* | T.3Cy.26",43½"&72½"–48"<br>180lb (*s*) 493NHP<br>3SB,9*cf*,GS165,HS7175 FD<br>D.Rowan&Co.Glasgow<br>132'705*tFPT*122*tAPT*38*t* |
| 18171<br>4990<br>JRLG | **Hellenic** **SteelScSr**<br>*ss*Cpn.No.3–4,19<br>*Elec.light* 2*Dks*(*Stl*)&*deep framing*<br>Wireless &*Shelter dk*(*Stl*)<br>*Ref.Mchy. Tonnage opening closed* 1918 | 5469<br>4046<br>3447 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~7,21~~ ~~1,21~~ 4,22 BS9,21<br>~~BS6,20~~ ✠LMC4,19<br>~~✠Lloyd'sRMC2,21~~ | Got | *y* | CL<br>1,21 | 1909<br>2mo<br>*Lloyd* | Hawthorn, Leslie&CoLd<br>Newcastle<br>'*sA&CP* | Rederiaktieb. Transatlantic (G.Carlsson, *Mgr.*)<br>*WB=CellDBa* | 380·2<br>FK<br>119'*uE&B*64'*f* 150' | 52·0 | 25·7 | Gothenbrg<br>Swedish<br>6*BHCem*<br>972*tAPT*30*t* | T.3Cy.27½",46"&76"–48" (*s*)<br>180lb 492NHP<br>2DB(FD)&1Aux.SB,10*cf*, GS184,HS7949<br>Hwthrn,Leslie&C.Ld.Nwc |
| 18172<br>130192 | **Hellespont** **SteelSc**<br>*ss*Ply.No.1–19<br>(*ex*Dartmothian) 1*Dk* | 50<br>49<br>2 | ✠100A–<br>*For towing purposes*<br>10,19 ✠LMC10,19<br>BS3,21 | Ply | | CL<br>10,19 | 1915<br>5mo | Philip& Son,Ld.<br>Dartmouth | OceanSalvageCo. Ld. | 63·2<br>BK6" | 15·0 | 7·9 | London<br>British<br>4*BHCem*<br>*FPT*5*t* | C.2Cy.11"&23"–16" (*s*)<br>150lb 60RHP<br>1SB,2*pf*,GS26,HS774<br>Philip&Son,Ld.Dartmouth |
| 18173<br>NMFQ | **Hellig Olav** **SteelTwinScSr**<br>Sub.Sig. 2*Dks*&*AwngdkWeb frames*<br>*Elec.light Ref.Mchy.* Wireless | 10112<br>6527<br>5996 | | | | | 1902 | A.Stephen &Sons,Ld.<br>Glasgow | DetForenede DampskibsSelsk. | 500·8<br>P44'B176'F59' | 58·3 | 37·6 | Copnhagn<br>Danish<br>*WB* | T.6Cy.30",50"&80"–54"<br>940NHP<br>A.Stephen&Sons,Ld.Gls. |
| 18174 | **Hellmuth** **SteelScSr**<br>*Elec.light* 1*Dk* | 774<br>599<br>478 | | | | | 1899 | Nüscke& Co.<br>Grabow | OstseeDmpfschifffahrtsGes. | 199·8<br>Q56'B52'F31' | 29·1 | 13·0 | Stettin<br>German<br>*WB* | T.3Cy.16¾",26½"&43"–28"<br>"Kette,"Deutsche 98NHP<br>Elbschifff.Ges.Uebigau |
| 18175<br>96411<br>LTQQ | **Hellopes** **SteelScSr**<br>*ss*Dun.2ndNo.3–3,18<br>(*ex*Arbroath,*ex*Perth)<br>*Elec.light* 2*Dks*(*Stl–U*ws) | 1703<br>1257<br>839 | ✠100A1<br>5,20<br>✠NB5,18 ✠LMC5,18 | Liv | *r* | CL<br>4,20 | 1890<br>7mo<br>*Lloyd* | WBThompson&Co.Ld.<br>Dundee<br>'*sA&CP* | Brit.&S.American StmNavCoLd (R.P Houston&Co.*Mgs*) | 280·0<br>P61'B73'F61'<br>BK9½"<br>*WB=CellDB*138' | 36·6 | 16·9 | Liverpool<br>British<br>5*BHCem*<br>130*tFPT*24*t* | T.3Cy.24",39"&64"–48" (*r*)<br>180lb 354NHP<br>3SB,10*cf*,GS195,HS6100<br>WBThompson&CoLd.Dun |
| 18176<br>MTKJ | **Helma** **WoodScSr**<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 325<br>274<br>245 | | | | | 1919 | Gunvald Ottesen<br>Sagvaag | K.S.Nordgreen | 125·0<br>P20'Q30'F24' | 27·5 | 13·1 | Bergen<br>Norwegian | Oil Engines<br>2Cy13"–14½" 24NHP<br>A/SNorskMotor,Bergen |

| 1<br>No. in Book. | Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18177 | NPJK | **Helmer Mörch** SteelScSr<br>*ss*Cpn.No.3-9,19<br>*Elec.light* 1*Dk*(*Stl*)&*deep framing* | 2127<br>1971<br>1349 | ✠100A1<br>~~5,21~~ ~~9,19~~ 3,22<br>✠LMC9,19<br>BS~~3,21~~ 3,22 | Cpn | *t* | CL<br>~~7,19~~<br>3,22 | 1905<br>8mo<br>*Lloyd* | ClydeS.B.<br>&E.Co.Ld.<br>Pt.Glasgow<br>'*sA&CP* | DetForenede<br>Damps.Selskab.<br>*WB=CellDBa*86' | 295·1\|42·0\|19·5<br>P27'B172'F33'<br>FK<br>*uE&B*34'*f*130'605*t* | Copenhgn<br>Danish<br>5*BHCem*<br>*APT*65*t* | T.3Cy.22",35"&59"-39" (*s*)<br>180lb *100lb* 219NHP<br>2SB,6*cf*,GS106,HS3300<br>ClydeS.B.&E.Co.Ld.PtGls | 22 " 0<br>s 2 " 5<br>19 " 11 | |
| 18178 | 123188<br>HLPG | **Helmsdale** SteelScSr<br>*ss*BryNo.3-12,19<br>*Elec.light* Wireless *Spar dk*(*Stl*)2*trB*&<br>*deepframing Main dk inNos.*1 & 4 *holds* | 3149<br>2991<br>1998 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>8,21 ~~10,20~~<br>BS9,21<br>✠LMC1,20 | Bry | *v* | CL<br>~~N1,20~~<br>9,21 | 1907<br>10mo<br>*Lloyd* | A.Rodger<br>&Co.<br>PortGlasgow<br>'*sA&CP* | StrathS.S.Co.Ld.<br>(E.C.Downing,<br>*Mgr.*)<br>*WB=Cell* | 330·5\|49·0\|14·4<br>P21'B92'F35' 22·3<br>FK<br>*DBa&u E*126'*f*146' | Cardiff<br>British<br>5*BHCem*<br>846*tAPT*69*t* | T.3Cy.24",40"&65"-42" (*s*)<br>180lb *80lb* 305NHP<br>2SB,6*cf*,GS128,HS4786<br>A.Rodger&Co.Glasgow | 24 " 9<br>s4 " 1½<br>21 " 0 | |
| 18179 | 132888<br>JDLM | **Helmsloch** SteelScSr<br>*ss*Cff.No.1-19<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 4160<br>3905<br>2575 | ✠100A1<br>8,21 ~~9,20~~<br>~~BS9,20~~<br>BS8,21<br>✠LMC5,19 | Bry | *x* | CL<br>~~5,19~~<br>8,21 | 1913<br>9mo<br>*Lloyd* | W.Pickersgill&Sons,Ld<br>Sunderland<br>'*sA&CP* | StrathS.S.Co.Ld.<br>(E.C.Downing,<br>*Mgr.*)<br>*DBa*129' *uE&B*40' | 380·0\|52·2\|22·9<br>P31'B221'F36'<br>*WB=Cell* FK<br>*f*167'1178*tFPT*145 | Cardiff<br>British<br>6*BHCem*<br>*tAPT*181*t* | T.3Cy.26",42"&71"-48" (*s*)<br>180lb *120lb* 395NHP<br>2SB,8*cf*,GS170,HS6312<br>J.Dickinson&Sons,Ld.Sld. | 25 " 5<br>s 3 " 7<br>22 " 3 | |
| 18180 | 118279<br>VBTK | **Helmsman** SteelSc3MstSr<br>*ss*Abn.No.3-3,19<br>*Well deck* 1*Dk*(*Irn*)<br>*Mchy.Aft* *Elec.light* | 458<br>311<br>207 | ✠100A1<br>3,19<br>~~BS3,20~~<br>BS1,22<br>✠LMC5,18 | Abn | *g* | CL<br>4,21 | 1903<br>5mo<br>*Lloyd* | WoodSkinner&Co.Ld.<br>Newcastle<br>'*sA&CP* | C.Rowbotham<br>&Sons | 160·0\|25·0\|10·2<br>Q68'B15'F20'<br>FK<br>*WB=DBf*96'98*t* | London<br>British<br>3*BHCem*<br>*FPT*31*t* | T.3Cy.13$\frac{13}{16}$",22"&36"-27" (*s*)<br>180lb *90lb* 75RHP<br>1SB,3*pf*,GS39,HS1200<br>N.E.MarineEng.CoLdNwc | 12 " 6<br>s " 10<br>11 " 11 | |
| 18181 | | **Helouan** SteelTwinScSr<br>*ss*Tri.No.2-19<br>*Elec.light* 2*Dks*(*UStl*-ws)&*Awng dk*<br>Wireless (*Stl*-ws)3*rd dh*(*Stl*)*in holds* | 7458<br>5988<br>~~3097~~<br>3009 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>~~8,21~~ ~~3,21~~ 3,22<br>BS9,21<br>~~BS7,20~~<br>✠LMC4,19<br>*Trieste & Alexandria*<br>*Fitted for oil fuel* 1,12 *F.P. above* 150° F | Tri | *b*† | CL<br>~~1,19~~<br>3,22 | 1912<br>1mo<br>*Lloyd* | Lloyd<br>Austriaco<br>Trieste<br>'*sA&CP* | LloydTriestino | 442·7\|53·4\|28·5<br>55·7<br>FK<br>*WB=CellDBa*94' | Trieste<br>Italian<br>8*BHCem*<br>*uE&B*168'*f* | Q.8Cy.27½",39",56"&80"-54"<br>215lb (*r*) FD 1580NHP<br>8SB,32*cf*,GS560,HS24000<br>LloydAustriaco,Trieste<br>115'1001*tFPT*49*tAPT*43*t* | 40 " 6 | |
| 18182 | 68324<br>NRFH | **Helper** IronPadSp<br>(*ex*SirFrancisDrake) | 173<br>171<br>78 | | | | | 1873 | W.Allsup<br>Preston | AlderneySteam<br>PacketCo.Ld. | 131·3\|20·1\|10·0 | Wymouth<br>British | D.2Cy.30"-48"<br>NB96 80RHP<br>W.Allsup,Preston | | |
| 18183 | 118860<br>HJRG | **Helredale** SteelScSr<br>*ss*Nwc.No.3-11,19<br>1*Dk*(*ptIrn&ptStl*)&*deep framing*<br>Wireless | 3567<br>3351<br>2253 | ✠100A1<br>1,22 ~~3,21~~<br>BS3,21<br>✠LMC12,19 | Nwc<br>Cff | *w* | ~~12,19~~<br>1,22 | 1906<br>11mo<br>*Lloyd* | R.Craggs<br>&Sons,Ld.<br>Middlesbro'<br>'*sA&CP* | TurnbullScott<br>ShippingCo.Ld.<br>(Turnbull,Scott<br>&Co.*Mgrs.*)<br>*WB=CellDBa*110'*u* | 346·5\|50·6\|23·1<br>P31'B175'F32'<br>FK<br>*E&B*48'*f*142'1036*t* | Whitby<br>British<br>6*BHCem*<br>*APT*114*t* | T.3Cy.25",41"&67"-45" (*s*)<br>180lb *90lb* 340NHP<br>2SB,6*rf*,GS127,HS5440<br>Blair&Co.Ld.Stockton | 25 " 6<br>s 3 " 9<br>22 " 2 | |
| 18184 | | **Helsingborg** SteelScSr<br>*ss*Ham.No.3-7,12<br>*Well deck* 1*Dk*(*Stl*)&*deep framing* | 1121<br>845<br>571 | ✠ ——<br>8,19<br>✠ | Ham | *n* | | 1901<br>3mo | Grngem'th<br>&Greenock<br>DockyardCo.<br>Greenock | *WB= CellDBa*33' | 224·9\|34·2\|13·9<br>Q77'B59'F23'<br>FK<br>*uE&B*50'*f*96' 316*t* | 4*BHCem*<br>*APT*22*t* | T.3Cy.17",27"&44"-33"<br>124NHP<br>1SB,3*cf*,GS57,HS1948<br>Hutson&Sons,Ld.Glasgow | 16 " 1 | |
| 18185 | NMBV | — SteelSc<br>(*Ferry*)<br>(*Screws fore and aft*) 1*Dk* | 530<br>490<br>213 | | | | | 1902 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | DeDanskeStatsbaner | 177·0\|32·1\|13·9 | Copnhagn<br>Danish<br>*WB* | C.4Cy.19"&38"-20"<br>108NHP<br>HelsingörsJernsk &Mskb. | | |
| 18186 | SNGR | **Helsingfors** SteelTwinScSr | 131<br>52<br>75 | | | | | 1901 | W.Rosenlew&Co.<br>Bjorneborg | WakkaSuomen<br>Höyrylaim o/y | 95·9\|18·1\|6·7 | Borgå<br>Finnish<br>*WB* | C.4Cy.8⅔"&17⅓"-11"<br>16NHP<br>W.Rosenlew&Co. | | |
| 18187 | 139934 | **Helvetia** SteelScK<br>*ss*Gms.No.1-21<br>*Elec.light* 1*Dk* | 260<br>228<br>102 | ✠100A1<br>*StmTrawler*<br>12,21 ~~3,21~~<br>✠LMC~~4,17~~ 12,21 | Gms | | CL<br>7,19 | 1917<br>3mo<br>*Lloyd* | Cook, Welt'n&Gemmell<br>Ld.Beverley<br>'*sA&CP* | GreatGrimsby&<br>EastCoastSteam<br>FishingCo.Ld. | 120·0\|22·5\|12·0<br>Q67'<br>BK8" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",21½"&35¼"-24"<br>180lb (*s*) 74RHP<br>1SB,2*pf*,GS38,HS1267<br>Amos&Smith,Ld.Hull | 12 " 10 | |
| 18188 | 132655 | — SteelScK<br>*ss*CochinNo.2-20<br>1*Dk*(*Teak*) | 30<br>27<br>12 | ✠ 100A-<br>*For Towing purposes*<br>4,20<br>✠LMC4,20<br>BS10,21 | Cochn | | CL<br>4,20 | 1911<br>12mo | Smith's<br>DockCo.Ld.<br>Middlesbro' | VolkartBros. | 56·2\|12·7\|6·0<br>BK4" | Cochin<br>British<br>3*BHCem* | C.2Cy.10"&20"-14" (*s*)<br>130lb 21RHP<br>1SB,2*pf*,GS22,HS459<br>Miller&Macfie,Ld.Gls. | 6 " 6 | |
| 18189 | | **Helvetier** SteelScSr<br>1*Dk*(*Stl*) | *1481*<br>*1313*<br>*783* | ✠100A1<br>6,21 ~~5,19~~<br>✠LMC5,19 | Gls<br>Ant | *p* | CL | 1919<br>5mo<br>*Lloyd* | Lloyd<br>RoyalBelge<br>(Gt.Britain)<br>Ld.Glasgow<br>'*sA&CP* | LloydRoyalBelge<br>Soc.Anon.<br>*CellDB* | 240·4\|36·1\|19·1<br>B52'F23'<br>FK<br>198' 297*t FPT* 84*t* | Antwerp<br>Belgian<br>4*BHCem*<br>*APT*60*t* | T.3Cy.18",30"&50"-33" (*s*)<br>180lb 172NHP<br>2SB,6*cf*,GS97,HS2886<br>NorthBritishDieselEng.<br>Co.Ld.Glasgow | 21 " 3<br>s 2 " 11<br>18 " 7 | |
| 18190 | HQMG | **Helvig** IronScSp<br>(*ex*Bratsberg)<br>1*Dk* | 101<br>43<br>54 | | | | | 1884 | MossJrnst.<br>&Mek.Værks<br>Moss | A/SBundefjord-<br>Helvig(A.Hennum,<br>*Mgr.*) | 77·4\|16·4\|6·2<br>P43*t*H6*t*F8*t* | Chrstiania<br>Norwegian | C.2Cy.11$\frac{3}{10}$"&19⅘"-15"<br>NB*built*94,*fitted*05 18NHP<br>HelsansMek.Værks.Hbg. | | |
| 18191 | 115741<br>TSWD | **Hematite** SteelScSr<br>*ss*AyrNo.3-10,19<br>*Mchy.Aft* 1*Dk*(*Irn*)<br>*Well deck* *Elec.light* | 722<br>517<br>302 | ✠100A1<br>2,21<br>~~BS2,21~~<br>BS5,22<br>✠LMC10,19 | Sws | *k* | CL<br>10,19 | 1903<br>1mo<br>*Lloyd* | Scott&<br>Sons<br>Bowling<br>'*sA&CP* | W.Robertson<br>*WB=Cell* | 195·7\|30·1\|11·2<br>Q103'B11'F35'<br>BK7½"<br>*DBf*117'185*tFPT* | Glasgow<br>British<br>3*BHCem*<br>70*tAPT*11*t* | T.3Cy17$\frac{5}{16}$"27½"&44"-33"(*s*)<br>160lb *100lb* NDB14 98RHP<br>1SB,3*pf*,GS61,HS1840<br>Ross&Duncan,Glasgow | 13 " 6<br>s " 8½<br>13 " 7 | |
| 18192 | 2937<br>JGRH | **Hemland** IronScSr<br>Now named "Allegro," See No. 36200 in Supplement<br>(*ex*Midas) *ss*Got.3rdNo.3-3,18<br>Wireless 1*Dk*(*Irn*)2*trB* | 1916<br>1646<br>1161 | ✠100A1<br>~~3,18~~<br>✠NB5,03<br>✠LMC3,18<br>BS~~6,20~~ 8,21 | Got | *r* | 3,18<br>8,21 | 1883<br>5mo | T.&W.<br>Smith<br>N.Shields<br>A&CP | Ångf.Aktieb.Tirfing(DanBroström<br>*Mgr.*)<br>*WB=DBa*82'*f*28'& | 276·0\|36·7\|21·2<br>P29'B64'F29'<br>FK<br>*uE&B*40'297*tFPT* | Gothenbrg<br>Swedish<br>4*BHCem*<br>24*tAPT*17*t* | T.3Cy.19½",32"&56"-40" (*s*)<br>160lb *80lb* NDB00 180NHP<br>1SB,3*cf*,GS60,HS2417<br>*Tpd*03 LindholmnsMVGot | 22 " 6<br>s 3 " 6½<br>19 " 3 | |
| 18193 | 204346 | **Hemlock** SteelScSr<br>Sub.Sig.<br>*Elec.light* *Mchy.Aft* 1*Dk* | 4796<br>—<br>3501 | | | | | 1907 | WestBay<br>CityS.B.Co.<br>W.BayCity | InterlakeS.S.Co.<br>(Pickands,Mather<br>&Co.*Mgrs.*) | 420·0\|52·0\|24·4 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"-42"<br>218NHP<br>DetroitS.B.Co.Detroit | | |
| 18194 | MQVW | **Hemnafjeld** WoodScCtr<br>(*ex*SailVesselAnna) *Motor* | 102<br>86<br>65 | | | | | 1904 | Hommelvik | Alf.Halvorsen | 69·3\|26·4\|8·6 | Trondjem<br>Norwegian | Motor | | |
| 18195 | OIWP | **Hendaye** SteelScSr<br>Wireless *ss*Bbo.2ndNo.3-12,15<br>(*ex*Treglisson) *ss*Cff.No.1-20<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 2281<br>1729<br>1407 | ✠100A1<br>2,21<br>MS6,19<br>✠LMC<br>~~BS2,20~~<br>BS6,21 | Cff | *s* | 2,20 | 1889<br>10mo | J Readhead<br>&Sons<br>S.Shields<br>A&CP | Cie.desChargeurs<br>Français (Plisson<br>&Co.*Mgrs.*)<br>*WB* | 290·2\|39·1\|18·8<br>P29'Q82'B118'<br>F33' BK10"<br>= *Cell D B*250'500*t* | Bayonne<br>French<br>6*BHCem*<br>*APT*40*t* | T.3Cy.23"37½"&61½"-39" (*r*)<br>160lb *100lb* NDB16 234NHP<br>2SB,6*rf*,GS104,HS3490<br>J.Readhead&Sons,S.Shl. | 21 " 5<br>s 1 " 8½<br>20 " 8 | |
| 18196 | | | | | | | | | | | | | | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18197<br>6004<br>KDBC | **Henderika** SteelAuxScSr<br>*OilEng*<br>(*See Sailing Ship Register*) | 147<br>115<br>101 | | | | | 1909 | ..................<br>Delfzijl | RederiA/BKustfart(W.Lindh, *Mgr.*) | 99·7\|19·9\| 6·8 | Södertälje<br>Swedish | Oil Engines<br>OlsonMotorfabrSödertälje | |
| 18198<br>203424 | **Hendrick Hudson** SteelPad | 2847<br>—<br>1598 | | | | | 1906 | T S.Marvel &Co. Newburgh,N.Y. | HudsonRiverDay Line | 379·1\|45·1\|13·4 | NewYork<br>Utd.States | C.3Cy.45"&(2)70"–84"<br>750NHP<br>W&AFletcherCoHbkn.NJ | |
| 18199<br>LBRJ | **Hendrika** SteelScK<br>*Motor*<br>1*Dk* | 105<br>85<br>84 | | | | | 1912 | ..................<br>Groeningen | H.Wersland | 96·2\|16·3\| 6·4<br>H7*t* | Stavanger<br>Norwegian | Motor | |
| 18200 | **Hene Castle** SteelScK<br>ssSws.No.1–20<br>1*Dk*<br>Now named "Chanchardon II.," See No. 36715 in Supplement | 274<br>245<br>108 | ✠100A1<br>*Stm Trawler*<br>12,21 ~~6,20~~<br>✠LMC6,20 | Sws | | CL<br>~~6,20~~<br>5,21 | 1915<br>12mo<br>*Lloyd* | Smith's DockCo.Ld. Middlesbro'<br>'*sA&CP* | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden, *Mgr.*) | 125·0\|23·5\|12·8<br>Q72'F21'<br>BK7½" | Swansea<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 87RHP<br>1SB,*3pf*,GS51,HS1619<br>Smith'sDockCo.Ld.Mdb. | 13 · 6 |
| 18201<br>NWKB | **Hengelo** SteelScSr<br>(*ex*Noordzee)<br>*Mchy.Aft* 1*Dk* | 725<br>512<br>312 | | | | | 1916 | N.V.Schp. deMewerde Hardinxveld | Stoomv.Maats. "Noordzee" (A. Danker&J.C. Scheuer, *Mgrs.*) | 180·1\|28·1\|12·2<br>B11'Q104'F19' | Amstrdam<br>Dutch<br>*WB* | T.3Cy.15",25"&40"–27"<br>83NHP<br>Verschurs&Co.Ams. | |
| 18202<br>NQKH | **Hengest** IronScS<br>2*Dks&Hur dk* | 700<br>601<br>379 | | | | | 1876 | Lobnitz, Coulborn&Co Renfrew | DetForenede DampskibsSelsk. | 211·9\|27·4\|15·8<br>P34' F37' 22·7 | Aarhus<br>Danish<br>*WB* | C.2Cy.22"&54"–42"<br>NB87 158NHP<br>Lobnitz,Coulborn&Co.Rnf | |
| 18203<br>MBGW | **Henningsvær** WoodScK<br>(*ex*Palander,*ex*Lark)<br>1*Dk* | 104<br>96<br>15 | | | | | 1897 | A.Marr Leith | A/S Fisk (Knoph&Östrem, *Mgrs.*) | 90·0\|20·0\|10·2<br>H8*t* | Kopervik<br>Norwegian | C.2Cy.13"&26"–22"<br>29NHP<br>King&Sons,Glasgow | |
| 18204 | **Henny** SteelSc<br>*Elec.light* 1*Dk* | 764<br>600<br>450 | | | | | 1906 | Stettiner Oderwerke Stettin | Rud.Christ.Gribel | 202·9\|30·3\|12·4<br>Q64'B45'F22' | Stettin<br>German<br>*WB* | T.3Cy.14",22"&35"–26"<br>62NHP<br>StettinerOderwerke | |
| 18205 | **Henny Pickenpack** SteelScK<br>(*Trawler*)<br>(*ex*Geier) *Elec.light* 1*Dk* | 262<br>234<br>99 | | | | | 1916 | Nordsee-werkeA.-G. Emden | J.Pickenpack | 126·9\|23·0\|12·0<br>H51'F19 | Altona<br>German<br>*WB* | T.3Cy,13½",20½"&32¼"–22"<br>Christiansen& 49NHP<br>Meyer,Harburg | |
| 18206<br>OIWV | **Henri** WoodAuxScSr<br>(*ex*Geertje) *Motor*<br>(*See Sailing Ship Register*) | 141<br>—<br>122 | | | | | 1910 | L.Smit Sappemeer | G.Dupuy | 97·5\|20·3\| 7·9 | LaRochlle<br>French | Motor<br>2Cy.13$\frac{1}{16}$"–15"<br>Motorenfb."DeIndustrie," Alphen a/d.Rijn | |
| 18207<br>MBJT | **Henri Gerlinger** SteelScSr<br>ssAnt.No.3–3,20<br>*Well deck* 1*Dk*(*Stl*)&*deep framing*<br>*Partial lower dk*(*Stl*)*at ends* | *1219*<br>*1013*<br>*755* | ✠100A1<br>4,22 ~~3,21~~<br>~~[illegible]~~ ✠LMC5,19<br>BS5,22 | Ant | 0 | CL<br>4,21 | 1906<br>9mo<br>*Lloyd* | Chant.Nav Anversois Hoboken<br>'*sA&CP* | ~~ArmementDeppe~~<br>CieNationaleBelge deTransportsMarit (ArmementDeppe *Mg.s.*)<br>*WB*=*Cell* | 229·7\|35·7\|14·7<br>Q87'B54'F26'<br>FK<br>*DB a* 65'*uE* 27'*f* 92' | Antwerp<br>Belgian<br>4*BHCem*<br>317*tAPT*12*t* | T.3Cy.17",28"&46"–33" (*s*)<br>160lb *100lb* 133NHP<br>1SB,*3cf*,GS57,HS2159<br>N.E.MarineEng.CoLd.Sld. | 17 ·<br>1 ·<br>16 · |
| 18208<br>210772<br>LORD | **Henrico** WoodScSr<br>(*Tug*) (*ex*JohnT.Donohue)<br>1*Dk* | 179<br>—<br>122 | | | | | 1912 | N.Brusster Weems,Va. | SouthernTransportationCo. | 104·3\|23·1\|10·8 | Phildlphia<br>Utd.States | C.2Cy.16½"&34"–26"<br>49NHP | |
| 18209<br>37614 | **Henricus** SteelScK<br>Now named "LePearey," See No. 38185 in Supplement<br>(*ex*WilliamKnight) 1*Dk*(*Stl*) | 276<br>247<br>118 | ✠100A1<br>*Stm Trawler*<br>12,19<br>LMC6,19 | Hul | | | 1919<br>6mo<br>*Lloyd* | J.Duthie Torry S.B.Co. Aberdeen<br>'*sA&CP* | ~~EastHullStm. FishingCo.~~ | 125·6\|23·6\|12·7<br>Q72'F22'<br>BK7½" | French<br>2*BHCem*<br>*MT*4'12*t* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 87RHP<br>1SB,*3pf*,GS49,HS1590<br>Fawcett,Preston&Co. | 13 · 6 |
| 18210<br>NRHD | **Henriette** SteelTwinScSr<br>*Mchy.Aft* 1*Dk* | 379<br>316<br>156 | | | | | 1909 | Helsingörs Jernsk&Msk. Elsinore | A/S DeDanske Sukkerfabrikker | 152·5\|27·0\| 8·6<br>B29' | Nakskov<br>Danish<br>*WB* | C.4Cy.11"&22"–14"<br>30NHP<br>HelsingörsJernsk.&Mskb. | |
| 18211<br>OIXD | — SteelSc<br>(*Trawler*)<br>*Elec.light* Wireless 1*Dk* | 261<br>—<br>84 | | | | | 1906 | Bonn& Mees Rotterdam | G.Vidor fils&Co. | 146·5\|21·7\|13·0 | Boulogne<br>French<br>*WB* | T.3Cy.13",22"&36"–24"<br>63NHP<br>Amos&Smith,Hull | |
| 18212 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 177<br>159<br>67 | | | | | 1904 | J.C.Tecklenborg A.G. Geestemünde | Hochseefischerei NordsternAkt.Ges. | 113·7\|22·6\|10·7<br>Q51'F21' | Gstemnde<br>German<br>*WB* | T.3Cy.11$\frac{3}{16}$",17$\frac{11}{16}$"&29⅝"–21⅝"<br>40NHP<br>J.C.TecklenborgA.G.Gst. | |
| * 18213 | — SteelScK<br>ssAms.No.3–5,19<br>(*ex*Aurora) 1*Dk* | 164<br>156<br>58 | ✠100A1<br>*Stm Trawler*<br>12,21 ~~5,19~~<br>✠LMC5,19<br>✠NB11,16 BS10,20 | Ams | | N5,19 | 1899<br>4mo | Ramage& Ferguson,Ld. Leith<br>A&CP | N.V.ZeevisMaats. "Henriette" (A.Donker&J.C. Scheuer) | 105·2\|20·6\|10·9<br>Q21'F20'<br>BK7"<br>*WB* | Amsterdam ~~Ymuiden~~<br>Dutch<br>4*BHCem*<br>=*FPT*18*t* | T.3Cy.11",19"&30"–21" (*s*)<br>180lb 41NHP<br>1SB,*2pf*,GS31,HS970<br>Ramage&Fergusn,Ld.Lth. | 11 · 10 |
| 18214 | **Henriette D.** WoodSc<br>(*ex*Raymond J.Anderton)<br>*Elec.light* 1*Dk* | 300<br>264<br>105 | | | | | 1911 | R Palmer& SonS.B.& M.Rly.Co. Noank, Conn. | Ph.Deros | 139·6\|23·7\|11·6 | Brest<br>French | C.2Cy.18"&38"–26"<br>61NHP<br>A.Miller&Bro JrseyCtyNJ | |
| 18215 | **Henriette Elise** SteelScK<br>ssAms.No.3–9,12<br>~~ssAms.No.1–10~~<br>(*ex*Strathnaver)<br>ssYmu.No.2–21 1*Dk* | 187<br>185<br>54 | ✠100A1<br>*Stm Trawler*<br>11,21 ~~5,19~~ 5,22<br>BS7,21<br>~~[illegible]~~ ✠LMC5,~~16~~<br>MS11,21 | Ymu | | ~~5,19~~<br>5,22 | 1902<br>8mo<br>*Lloyd* | Mackie& Thomson Glasgow<br>'*sA&CP* | ~~N.V.Stoomvissch. "ViribusUnitus"~~<br>AlgemeeneVisscherijMaats | 110·7\|21·7\|11·6<br>BK7½" | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.10½",18"&31"–22" (*s*)<br>160lb 66NHP<br>1SB,*2pf*,GS43,HS1306<br>McKie&Baxter,Glasgow | 12 · 3 |
| 18216<br>123743 | **Henriette Jacoba** SteelScK<br>ssYmu.No.3–12,17<br>(*ex*Arabia) 1*Dk*<br>ssYmu.No.1–21 | 211<br>182<br>70 | ✠100A1<br>*Stm Trawler*<br>9,21 ~~3,21~~<br>~~MS12,11~~ ✠LMC9,21 ~~BS~~ | Ymu<br>Ams | | ~~N2,21~~<br>5,21 | 1906<br>11mo<br>*Lloyd* | Smith's DockCo.Ld NorthShields<br>'*sA&CP* | N.V.Maats.tot Exploit. van de TrawlerHenriette Jacoba(Algemeene Vissch.Maats.) | 117·3\|21·5\|11·5<br>Q50'F20'<br>BK7½" | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.12",20"&32"–23" (*s*)<br>180lb 71NHP<br>1SB,*2pf*,GS35,HS1330<br>MacColl&Pollock,Ld.Sld. | 12 · 4 |
| 18217<br>WMSP | **Henrik** SteelSc<br>*Elec.light* 1*Dk* | 1350<br>1136<br>761 | | | | | 1920 | NewEng. &Shipbldg. Works,Ld. Shanghai | Bruusgaard-Kiösteruds D/SA/S (Bruusgaard,Kiösterud&Co. *Mgrs.*) | 242·7\|37·2\|15·0<br>P24'B62'F24' | Drammen<br>Norwegian<br>*WB* | T.3Cy.17½",28½"&48"–33"<br>132NHP<br>NewEng.&S.B.Works,Ld. Shanghai | |
| * 18218<br>MDBG | **Henrik Ibsen** SteelScSr<br>ssXia.No.1–21 ssNYk.No.3–7,18<br>1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*)<br>Wireless &*deep framing* | 4578<br>~~4306~~<br>~~8960~~<br>4658<br>4356<br>2941 | ✠100A1<br>*Spar dk*<br>7,21 ~~8,20~~ 10,21<br>~~BS8,20~~ ✠LMC7,18<br>7,21 | Shl<br>~~Xia~~ | *y* | CL<br>~~8,20~~<br>7,21 | 1906<br>12mo<br>*Lloyd* | SirRaylton Dixon&CoLd Middlesbro'<br>'*sA&CP* | A/S D/S Henrik Ibsen(V.Torkildsen)<br>*WB*=*CellD* | 383·9\|52·8\|17·7<br>P33'B114'F36' 25·7<br>FK<br>*Ba*126'*uE* 20'*f* 174' | Bergen<br>Norwegian<br>6*BHCem*<br>1060*t D Tf* | T.3Cy.25",41"&67"–45" (*s*)<br>180lb HS6484 376NHP<br>2S&1AuxSB,*11cf*,GS197,<br>N.E.MarineEng.CoLdNwc<br>40'950*t FPT*55*tAPT*158*t* | 28 · 4<br>5 · 6<br>23 · 2 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R.<br>Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18219<br>MFRQ | **Henrik Ibsen** SteelScSr<br>Elec.light 2Dks | 179<br>158<br>84 | | | | | 1909 | Akers<br>Mek.Værks.<br>Christiania | A/SHortens Motorfart iLikv.(T O.Hannevig, *Mgr.*) | 97·7<br>H21*t* | 18·5 | 13·6 | Horten<br>Norwegian<br>*WB* | T.3Cy.11",18"&30"-18"<br>38NHP<br>AkersMek.Værks.Xia. | | |
| 18220<br>WMLV | **Henrik Lund** SteelScSr<br>ssNYk.No.3-4,18<br>(*ex*Huttonwood) *Spar dk*(*Stl*)2*tr B*<br>Wireless *&deep framing* | *3903*<br>*3636*<br>*2532* | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>~~10,20~~ 2,21<br>3,22<br>BS3,20 ✠LMC3,19<br>MS12,21 MBS3,22 DBS7,21 | Bry<br>Xia<br>~~BS4,21~~ | *w* | CL<br>~~10,20~~<br>~~7,21~~<br>12,21<br>3,22 | 1905<br>10mo<br>*Lloyd's A&CP* | R.Stephenson&Co.Ld.<br>Newcastle | A/S D/S Henry Lund(W.Gilbert) | 340·2<br>P26'B96'F33'<br>*CellD Ba*110' *uE*23'*f* 138' | 47·2 | 20·0<br>27·3<br>FK | Bergen<br>Norwegian<br>6*BHCem*<br>682*tAPT*18*t* | T.3Cy.25",41"&67"-45" (*s*)<br>160lb *100lb* 314NHP<br>2SB,6*rf*,GS124,HS4900<br>Blair&Co.Ld.Stockton | 29″10<br>s 5″10½<br>24″ 3 | |
| 18221<br>JGLS | **Henrik Wergeland** IronScSr<br>1*Dk&Awngdk* | 488<br>475<br>283 | | | | | 1883 | G.Howaldt<br>Kiel | Nordenfjeldske Dampskibsselskab | 150·5<br>H15*t* | 24·5 | 19·1 | Trndhjem<br>Norwegian<br>*WB* | C.2Cy.21½"&35½"-23½"<br>NB92 51NHP<br>GebrüderHowaldt,Kiel | | |
| 18222 | **Henry** SteelScCtr<br>*Mchy.Aft* ssCorunnaNo.3-9,17<br>1*Dk*(*ptStl*-ws) | *209*<br>*198*<br>*101* | ✠<br>2,21<br>*For River purposes only* | Cor-unna | | | 1907<br>7mo | Bow,Mc-Lachlan&Co. Ld.<br>Paisley | Hijos deThomas Guyatt (H.Guyatt, *Mgr.*) | 98·6 | 25·1 | 9·7<br>FK | Corunna<br>Spanish<br>2*BHptCem*<br>*ptAsp* | C.2Cy.9½"&20"-14"<br>130lb 22NHP<br>1SB,2*pf*,GS19,HS477<br>Bow McLachln&CoLd.Psy | 10″3 | |
| 18223<br>202443 | **Henry C. Frick** SteelScSr<br>*Mchy.Aft* *Elec.light* Sub.Sig. 1*Dk* | 6490<br>—<br>5016 | | | | | 1905 | WestBay CityS.B.Co.<br>W.BayCity | PittsburghS.S.Co. | 549·0 | 56·0 | 26·4 | Duluth<br>Utd.States<br>*WB* | T.3Cy.24",39"&65"-42"<br>274NHP<br>AmericanS.B.Co.Clevelnd | | |
| 18224<br>130274<br>KBQO | **Henry C. Rowe** WoodScSr<br>(*ex*Nonowantuc) 1*Dk* | 220<br>—<br>136 | | | | | 1883 | Mather& Wood<br>Pt.Jefferson | ClydeLighterage Co.Inc. | 120·6 | 23·4 | 8·5 | N.London<br>Utd.States | | | |
| 18225<br>143808 | **Henry Chevallier** SteelScK<br>ssMil.No.3-10,20<br>*Elec.light* 1*Dk* | 277<br>247<br>114 | 100A1<br>*StmTrawler*<br>10,20<br>LMC10,20 | Mil | | CL<br>10,20 | 1918<br>4mo<br>*Lloyd's A&CP* | Bow,Mc-Lachlan&Co. Ld. Paisley | TheAdmiralty | 125·6<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 61RHP<br>1SB,3*pf*,GS50,HS1619<br>Bow,McLachln&Co LdPsy | 13″6 | |
| 18226<br>217794<br>LQMC | **Henry Clay** SteelSc<br>*Elec.light* 1*Dk&Shelter dk*<br>Sub.Sig. *&Webframes*<br>Wireless *Longitudinal framing* | 8167<br>7190<br>6309 | | | ... | | 1919 | ThePusey &JonesCo.<br>Gloucester City,N.J. | UnitedStates ShippingBoard | 439·6<br>P41'B134'F46'*on Shelter dk* | 60·2 | 33·7<br>FK | Phildlphia<br>Utd.States<br>*WB* | 1GearedSteamTurbine<br>614NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 36″8 | R |
| 18227<br>150587 | **Henry Cort** SteelSc<br>(*ex*Pillsbury)<br>*Whaleback* *Mchy.Aft* 1*Dk* | 2234<br>—<br>1572 | | | | | 1892 | American Stl.BargeCo.<br>Superior,Wis | Pittsburgh S.S.Co. | 320·0 | 42·0 | 25·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.23",37"&62"-42"<br>249NHP<br>S.F.Hodge&Co.,Detroit | | |
| 18228<br>219231<br>LTQP | **Henry County** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2593<br>2243<br>1613 | | | ... | | 1920 | American S.B.Co.<br>Lorain,O. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 26·1<br>FK | Bostn,Mas.<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>AmericanS.B.Co.Lorain,O. | 28″2 | R |
| 18229<br>145173 | **Henry Cramwell** SteelScK<br>1*Dk*(*Stl*) | 330<br>292<br>137 | ✠100A1<br>*StmTrawler*<br>12,18 ✠LMC12,18 | Rnf | | CL<br>10,21 | 1918<br>12mo<br>*Lloyd's A&CP* | Lobnitz& Co.Ld.<br>Renfrew | ~~TheAdmiralty~~<br>J.SamuelWhite& Co.Ld. | 138·8<br>Q77'F20' | 23·7 | 12·9<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 69RHP<br>1SB,3*pf*,GS48,HS1440<br>Lobnitz&Co.Ld.Renfrew | 13″6 | |
| 18230<br>221211<br>MCRN | **Henry D. Whiton** SteelTwinSc<br>1*Dk*(*Stl*)<br>*Elec.light* *Cargobattens not fitted* | ~~4500~~<br>4438<br>3977<br>2733 | ✠100A1<br>12,21 ✠LMC5,21<br>~~(ClassContem plated)~~<br>*Fitted for oil fuel* 5,21 *F.P. above* 150°F. | NYk | *x* | CL | 1921<br>5mo<br>A&CP | Newburgh Shipyards, Inc.<br>Newbrgh,NY | UnionSulphurCo. | 356·0<br>~~P19'F25'~~<br>Q19'F23'<br>*CellDB*209'1186*tTopside tanks*304'1368*tFPT*178*tAPT*152*t* | ~~51·5~~<br>51·6 | ~~32·4~~<br>30·0<br>FK | NewYork<br>Utd.States<br>7*BHCem* | 2 Geared Steam Turbines<br>210lb (*s*) 663NHP<br>3SB,9*cf*, HS8916 FD<br>W&AFletcherCo Hoboken | 32″5 | |
| 18231<br>146053<br>KJLH | **Henry Deutsch de la Meurthe**<br>2*Dks*(*Stl*)& SteelSc<br>*Elec.light* Wireless *Webframes*<br>*Mchy.Aft* *Longitudinal framing* | ~~6500~~<br>6042<br>5284<br>3564 | ✠100A1<br>5,21 ✠LMC4,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 4,21 *F.P. above* 150°F. | Bal | *z* | CL | 1921<br>5mo<br>A&CP | Bethlehem S.B.Corp.Ld<br>Sparrow's Point,Md. | Lutetian Nav.Co. Ld. (Davies& NewmanLd, *Mgrs*) | 412·0<br>P125'B32'F43'<br>16*BH*(11 *to Uk*,5 *to 2nd dk*)<br>*CellDB*63'185*tDTf*32'322*tFPT*98*tAPT*102*t* | 53·2 | 30·9<br>FK | London<br>British<br>*ptCem,ptAsp* | T.3Cy.27",45"&74"-48" (*s*)<br>180lb 552NHP<br>3SB,9*cf*,GS193,HS5358 FD<br>BethlehemS.B.Corp.Ld. | 31″0<br>s6″10<br>24″7 | |
| 18232<br>145018 | **Henry Flight** SteelScK<br>ssMil.No.3-9,20<br>1*Dk* | 206<br>202<br>94 | 100A1<br>*StmTrawler*<br>1,22 ~~9,20~~<br>LMC9,20 | Mil | | CL<br>9,20 | 1918<br>*Lloyd's A&CP* | I.J.Abdela &Mitchell,Ld<br>Queensferry | ~~TheAdmiralty~~ | 115·5 | 22·1 | 12·4<br>BK7½" | Grimsby<br>British<br>3*BHCem*<br>*DBf*20'20*t* | T.3Cy.12",20"&34"-23" (*s*)<br>180lb 57RHP<br>1SB,3*pf*,GS39,HS1347<br>I.J.Abdela&Mitchell,Ld.<br>Brunscombe | 13″0 | |
| | *Now named* "Yesso," *See No.* 40096 *in Supplement* | | | | | | | | | | | | | | | |
| 18233<br>~~145115~~ | **Henry Ford** SteelScK<br>ssMil.No.3-7,21<br>1*Dk* | 324<br>288<br>134 | ✠100A1<br>*StmTrawler*<br>7,21 ~~1,18~~ ✠LMC1,18 | Hul<br>Mil | | CL<br>7,21 | 1918<br>1mo<br>*Lloyd's A&CP* | Cochrane &Sons,Ld.<br>Selby | ~~TheAdmiralty~~<br>V.Bourgain | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | French<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 69RHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13″6 | |
| | *Now named* "Duperré," *See No.* 37041 *in Supplement* 7,21 | | | | | | | | | | | | | | | |
| 18234<br>OIXZ | **Henry Fraissinet** SteelScSr<br>Wireless<br>*Elec.light* 1*Dk&Awng dk* | 2642<br>—<br>1668 | | | | | 1903 | Ch.&Atel. deProvence<br>Port de Bouc | Cie.Marseillaisede Nav.àVap. (Fraissinet&Co. *Mgrs.*) | 285·2<br>H— | 40·1 | 25·8 | Marseilles<br>French<br>*WB* | T.3Cy.23⅝"35$\frac{13}{16}$"&59$\frac{13}{16}$"-43⅓"<br>233NHP<br>Ch.&Atel.deProvence,Msl. | | V |
| 18235<br>HBCZ | **Henry-Frank I.** SteelTwinScSr<br>(*ex*America)<br>*Elec.light* 1*Dk* | 666<br>—<br>380 | | | | | 1907 | J.Frerichs &Co.A.G.<br>Einswarden | HenryFrank | 162·2 | 30·0 | 6·6 | Bns.Ayres<br>Argentine | C.4Cy.11¼"&20½"-15¾"<br>28NHP<br>J.Frerichs&Co.Osterholz | | V |
| 18236<br>136782<br>JHWB | **Henry Fürst** SteelScSr<br>ssShl.No.3-6,20<br>1*Dk*(*Stl*)*&deepframing* | 1500<br>1338<br>950 | ✠100A1<br>6,20 ✠LMC6,20 | Shl | *q* | CL<br>10,19 | 1905<br>6mo<br>*Lloyd's A&CP* | Osbourne, Graham&Co. | Requisitioned by the Admiralty (E.R.Newbigin, *Mgr.*) | 250·3<br>P23'B66'F28'<br>*WB=CellDBa*<br>82'*uE&B*26'*f* 100' | 37·5 | 17·2<br>FK | London<br>British<br>4*BHCem*<br>410*tAPT*54*t* | T.3Cy.19",30"&50"-36" (*s*)<br>160lb 151NHP<br>2SB,4*pf*,GS75,HS2294<br>G.Clark,Ld.Sunderland | 19″6<br>s2″6<br>17″4 | |
| | *Now named* "Livingstone," *See No.* 38153 *in Supplement* | | | | | | | | | | | | | | | |
| 18237<br>214051 | **Henry G. Dalton** SteelScSr<br>*Mchy.Aft* 1*Dk*(*Stl*)*&Web frames*<br>*Elec.light* Sub.Sig.*Longitudinal framing* | 7810<br>7445<br>6092 | ✠100A-<br>5,16<br>*For Service on the Great Lakes*<br>✠LMC5,16 | Clv | | | 1916<br>5mo | American S.B.Co.<br>Lorain,O. | InterlakeSteamshipCo. | 580·0<br>F33' | 60·0 | 32·0<br>FK | Fairport<br>Utd.States<br>3*BH* | T.3Cy.24½",41"&65"-42" (*s*)<br>180lb 414NHP<br>3SB,6*cf*,GS137,HS6405 FD<br>AmericanS.B.Co.Lorain,O. | 32″0 | |
| | | | | | | | | *Cell* | *DB uE&B* 55' *f &* | *in Hopper side tanks* 479' 8724*tFPT* 299*tAPT* 59*t* | | | | | | |
| 18238<br>113243<br>HKSV | **Henry Grattan** SteelScK<br>ssDub.No.3-11,19<br>(*ex*Diadem) 1*Dk* | 212<br>190<br>84 | ✠100A1<br>*StmTrawler*<br>9,21 ~~,20~~ ✠LMC11,19<br>BS1,21 | Dub | | CL<br>11,19 | 1903<br>5mo<br>*Lloyd's A&CP* | G.Cooper<br>Hull | DublinStmTrawlingCo.Ld. (A. Richardson, *Mgr.*) | 118·2<br>Q48'F20' | 21·5 | 11·2<br>BK7½" | Dublin<br>British<br>4*BHCem*<br>*DTf*9' | T.3Cy.12",21"&34"-24" (*s*)<br>190lb 60RHP<br>1SB,2*pf*,GS32,HS1060<br>C.D.Holmes&Co.Hull | 12″1 | |
| 18239<br>203332 | **Henry H. Rogers** SteelScSr<br>*Elec.light* Sub.Sig. *Mchy.Aft* 1*Dk* | 7053<br>—<br>5444 | | | | | 1906 | Chicago S.B.Co.<br>Chicago | PittsburghS.S.Co. | 580·0 | 58·0 | 27·4 | Duluth<br>Utd.States<br>*WB* | T.3Cy.24",39"&65"-42"<br>274NHP<br>AmericanSB.Co.Cleveland | | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux aux Quilles. Franc-bord au milieu du navire. Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 18240<br>115760<br>VBTJ | **Henry Holmes** SteelTwinScSr<br>*Cable Vessel* *ss*Trd.No.3–9,20<br>2*Dks*(*UTeak*)<br>*Well deck Elec.light* Wireless | 978<br>785<br>493 | ✠100A1<br>9,20<br>BS1,22 ✠LMC8,20 | Trd | *m* | 8,20 | 1903<br>5mo<br>*Lloyd* | Napier& MillerLd.<br>Glasgow<br>'*sA&CP* | W.India&Panama TelegraphCo.Ld.<br>*WB=CellDBuE* | 221·0<br>Q77'B33'F44'<br>13'*f*88'111*t FPT*11*t* | 31·6 | 15·5<br>BK8" | London<br>British<br>3*BHCem*<br>*APT*20*t* | T.3Cy.14",22½"&36"–27" (*s*)<br>160lb 168NHP<br>1SB,3*cf*,GS59,HS2434 FD<br>D.Rowan&Co.Glasgow | 17·10<br>s2·4<br>16·7 |
| 18241<br>~~16100~~ | **Henry Horn** SteelScSr<br>*Elec.light* 1*Dk* | 1287<br>1051<br>818 | | | | | 1898 | Akt.Ges. "Neptun"<br>Rostock | ~~H.C.Horn Board of Trade~~<br>H.C.Horn | 245·6<br>Q72'B112'F24' | 35·4 | 15·1 | Flensburg<br>German<br>*WB* | T.3Cy.16½",25½"&41¾"–32¼"<br>99RHP ~~90NHP~~<br>A.G."Neptun,"Rostock | |
| 18242<br>211608<br>LDFS | **Henry J. Biddle** WoodSc<br>(*Tug*)<br>Wireless 1*Dk* | 229<br>—<br>151 | | | | | 1913 | J.H.Price<br>St.Helens,Or. | California& HawaiianSugar RefiningCorp. | 106·8 | 30·0 | 11·4 | S.Frncisco<br>Utd.States | C.2Cy.18"&38"–28"<br>64NHP | |
| 18243 | **Henry Jennings** SteelK<br>Jet Propulsion<br>1*Dk*<br>Now named "Ure," See No.39784 in Supplement | 202 | ✠100A1<br>*StmTrawler*<br>7,19<br>✠NB5,19<br>*Mchy. Experimental* | Wvn | | | 1918<br>9mo<br>*Lloyd* | Rennie ForresttS.B. E.&DD.CoLd<br>Wivenhoe<br>'*sA&CP* | TheAdmiralty | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3*BHCem*<br>*DBf*28'18*t* | 4Cy.11"&22"–10" (*s*)<br>Jet Propulsion 180lb<br>1SB,3*pf*,GS42,HS1347 | 13·6 |
| 18244<br>151424 | **Henry Keswick** SteelTwinSc<br>(*Tug&SalvageVessel*)1*Dk*(*Stl*) 671<br>*Elec.light* *Cargo battens not fitted* | ~~675~~<br>535<br>53 | ✠100A1<br>5,21<br>~~(Class Contemplated)~~<br>✠LMC5,21 | HKg | | CL | 1921<br>6mo<br>*Lloyd* | Hong K'ng &Whampoa DockCo.Ld.<br>HongKong<br>'*sA&CP* *CellDB* | HongKong& WhampoaDock Co.Ld.<br>12'52*tDTa*18 35*t* | 165·2<br>F29'<br>*DTf*24'89*tFPT*16*t* | 34·5 | 14·0<br>BK8" | HongKong<br>British<br>4*BHCem*<br>*APT*74*t* | T.6Cy.15¾",26½"&43"–30" (*s*)<br>180lb 239NHP<br>2SB,6*cf*,GS124,HS3946<br>HongKong&Whampoa DockCo.Ld | 17·0 |
| 18245<br>145251 | **Henry Lancaster** SteelScK<br>*ss*Abn.No.3–11,21<br>*Elec.light* 1*Dk*(*Stl-ptws*) ~~1*Dk*(*Stl*)~~ | ~~326~~ 337<br>287<br>~~153~~<br>143 | ✠100A1<br>*ForSalvage& Towing purposes*<br>11,21<br>✠LMC11,21 | Selby<br>Abn | | 11,21 | 1919<br>2mo<br>*Lloyd* | Cochrane &Sons,Ld.<br>Selby<br>'*sA&CP* | AberdeenMutual& GeneralMarine InsuranceCo.Ld (D.Rennie, *Mgr.*) | 138·3<br>Q78'F19' | 23·7 | 12·7<br>BK7½" | Aberdeen<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 87RHP ~~87NHP~~<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13·6 |
| 18246 | **Henry Lütgens** SteelSc<br>*Elec.light* 2*Dks* | | | | | | 1920 | Nuscke& Co.A.G. | BugsierReed.u. BergungsA.G. | 249·3<br>F25'P&B192' | | | Hamburg<br>German<br>*WB* | T3Cy16$\frac{1}{10}$",26⅝"&43$\frac{3}{16}$"–27½"<br>Christiansen 97NHP<br>&Meyer,Harburg | |
| 18247<br>212286<br>LFBN | **Henry M. Flagler** SteelTwinScSr<br>(*CarFerry*)<br>*Elec.light* Wireless 3*Dks* | 2699<br>—<br>878 | | | | | 1914 | W.Cramp& SonsS&EBCo<br>Philadelphia | FloridaEastCoast CarFerryCo. | 336·8 | 59·0 | 18·8 | NewYork<br>Utd.States<br>*WB* | T.6Cy.20",32½"&54"–36"<br>350NHP<br>W.Cramp&SnsS&EBCPhl | |
| 18248 | **Henry P. Newman** SteelScK<br>(*Trawler*)<br>1*Dk* | 217<br>193<br>83 | | | | | 1914 | Schffb.Ges. Unterweser<br>Lehe | Cuxhavener Hochseefischerei Akt.Ges. | 127·7<br>Q69'F19' | 22·6 | 9·2 | Cuxhaven<br>German<br>*WB* | T.3Cy.12⅝",19$\frac{3}{16}$"&31$\frac{9}{16}$"–22"<br>Ottensener 48NHP<br>Maschinfabrik,Altona | |
| 18249<br>204136 | **Henry Phipps** SteelScSr<br>*Elec.light* Sub.Sig. *Mchy.Aft* 1*Dk* | 7240<br>—<br>5450 | | | | | 1907 | W.BayCity S.B.Co. West BayCityMich | PittsburghS.S.Co. | 580·0 | 58·0 | 27·5 | Duluth<br>Utd.States<br>*WB* | T.3Cy.24",39"&65"–42"<br>274NHP<br>AmericanSB.Co.Cleveland | |
| 18250<br>214458<br>LGJQ | **Henry R. Mallory** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 3*Dks* | 6063<br>—<br>4519 | | | | | 1916 | NwprtNws S.B.&D.D.Co.<br>NewprtNews | MallorySteamshipCo.Inc. | 424·3 | 54·5 | 22·3 | NewYork<br>Utd.States<br>*WB* | T.3Cy.29",49"&84"–54"<br>518NHP<br>NewportNewsSB&DD.Co. | |
| 18251<br>220879<br>MODB | **Henry S. Grove** SteelSc<br>2*Dks&Shelter dk*<br>*Elec.light* 3*rd dk in No.1 hold only*<br>Wireless *Longitudinal framing* | 6220<br>5850<br>3812 | | | ... | | 1920 | W Cramp& SonsS&EBCo<br>Philadelphia | UnitedStates ShippingBoard | 404·6<br>F31' | 53·9 | 34·2<br>FK | Phildlphia<br>Utd.States | Q4Cy25½",37",52½"&76"–54"<br>424NHP<br>W.Cramp&SonsS&E.BCo. | 36·9 |
| 18252<br>219993<br>LWMH | **Henry Steers** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks& Web frames*<br>Wireless Sub.Sig. | 5980<br>4971<br>3713 | | | ... | | 1920 | Merchant S.B.Corp.<br>Chester,Pa. | UnitedStates ShippingBoard | 400·7<br>P36'B124'F44' | 54·2 | 30·4<br>FK | Phildlphia<br>Utd.States<br>*WB* | 2SteamTurbines geared to 1ScShaft 676NHP<br>WestinghouseElectric& Mfg.Co.E.Pittsburg,Pa. | 32·10 |
| 18253<br>96584 | **Henry Steinbrenner** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB* | 4719<br>—<br>3955 | | | | | 1901 | JenksS.B. Co.<br>PortHuron | KinsmanTransit Co. (H.Steinbrenner, *Mgr.*) | 420·0 | 50·0 | 24·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.23",38"&63"–40"<br>251NHP<br>JenksS.B.Co. | |
| 18254<br>211015<br>LOTQ | **Henry T. Scott** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1597<br>1335<br>916 | | | | | 1913 | Union Iron Works<br>SanFrancisco | FredLinderman | 234·5 | 42·7 | 14·5 | S.Frncisco<br>Utd.States | T3Cy.19",31"&50"–40"<br>158NHP<br>UnionIronWorks | |
| 18255<br>NSPW | **Henry Tegner** SteelScSr<br>*ss*Cpn.No.1–19<br>*Well deck* 1*Dk*(*Stl*) | 1457<br>1158<br>865 | ✠100A1<br>3,21 ~~10,19~~ ~~10,21~~<br>✠LMC8,19<br>BS3,22 | Cpn | *p* | 10,19 | 1914<br>3mo<br>*Lloyd* | Helsingörs Jernsk&Msk.<br>Elsinore<br>'*sA&CP* | Dampskibsselsk. Progress(Marius Nielsen&Sön, *Mgrs.*)<br>*WB=CellDBa* | 249·2<br>P16'Q79'B96'F31' | 38·1 | 15·1<br>FK | Copnhagn<br>Danish<br>4*BHCem*<br>77'*uE&B*31' | T.3Cy.18",30"&50"–36" (*s*)<br>170lb 158NHP<br>2SB,4*cf*,GS56,HS2430<br>HelsingörsJernsk.&Mskb.<br>*f*100'421*t FPT*31*tAPT*76*t* | 17·6<br>s1·2<br>16·7 |
| 18256 | **Hentsch** SteelSc<br>(*ex*RichardHentsch,*ex*Oda)<br>1*Dk* | 854<br>731<br>497 | | | | | 1917 | Schiffb. Ges. Unterweser m.b.H.Lehe | DeutschePetroleumAkt.Ges. | 212·3<br>P29'B63'F21' | 31·6 | 13·2 | Hamburg<br>German<br>*WB* | T.3Cy14⅝",22$\frac{1}{10}$"&35½"–23½"<br>62NHP<br>Christiansen&Meyer, Harburg | |
| 18257<br>123433<br>HPSG | **Henzada** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 5829<br>5050<br>3735 | | | | | 1909 | W.Denny &Bros.<br>Dumbarton | British&Burmese S.N.Co.Ld.(P.Henderson&Co.*Mgrs.*) | 431·0<br>P61'B143'F44' | 53·0 | 28·4 | Glasgow<br>British<br>*WB* | T.3Cy.28½",46½"&76"–54"<br>422NHP<br>Denny&Co.,Dumbarton | |
| 18258<br>124312 | **Heortnesse** SteelScK<br>(*Trawler*)<br>1*Dk* | 198<br>196<br>77 | | | ... | | 1911 | Hall,Russell&Co.Ld.<br>Aberdeen | HartnessStm. FishingCo.Ld. (J.Graham&Sons, *Mgrs.*) | 112·7 | 22·1 | 11·9<br>BK7½" | Hartlepool<br>British<br>*WB* | T.3Cy.12",20"&34"–23"<br>75RHP<br>Hall,Russell&Co.Ld.Abn. | 12·9 |
| 18259 | **Heppens** SteelSc<br>1*Dk* | 170<br>158<br>35 | | | | | 1897 | Akt.Ges. "Neptun"<br>Rostock | | 110·8 | 21·0 | 10·5 | *WB* | C.2Cy.17¾"&33½"–22"<br>44NHP<br>A.G."Neptun,"Rostock | |
| 18260<br>90419 | **Her Majesty** IronPadSk | 235<br>200<br>131 | | | | | 1885 | Barclay, Curle&Co.<br>Glasgow | Sou.I.ofWight& S.of Eng.Royal MailStmPktCo.Ld | 185·2<br>B107' | 20·1 | 8·3 | S'thamptn<br>British | C.2Cy.25"&47"–54"<br>NB01 135NHP<br>Barclay,Curle& Co.,Gls. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth | 12<br>Port of Registry.<br>Flag. | Engin<br>No. & Dia. of Cylinders.—<br>Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Corresponding draught.<br>ft. in. | Registers classed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18261 | **Hera** SteelScSr<br>ssNYk.No.3-11,20<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinalframing<br>Wireless | 4705<br>4196<br>2912 | ✠100A1<br>10,21 ~~11,20~~<br>✠LMC11,20<br>BS10,21<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 7,12 F.P. above | NYk | x | CL<br>11,20 | 1912<br>7mo | Greenock&<br>Gr'ngemouth<br>Dckyd Co.Ld.<br>Greenock<br>Lloyd'sA&CP<br>150°F. | StandardOilCo.<br>(NewJersey)<br>WB=CellDB<br>uE&B78'123t | 374·3\|51·0\|29·0<br>P103'B28'F42'<br>FK<br>FPT138tAPT90t | NewYork<br>Utd.States<br>16BHCem<br>(15 to U Dk<br>& 1 „ 2nd „) | T.3Cy.27",44"&73"-48" (r)<br>180lb 120lb 470NHP<br>3SB,9cf,GS195,HS8202<br>Rankin&Blackmore,Grk. | 29 ″ 2 | |
| 18262<br>SRGB | — IronScSr<br>ssSkm.3rdNo.3-8,19<br>(exCairnalt,exSarah)<br>1Dk(Irn)2trB | *1410*<br>*1122*<br>*886* | ✠100A1<br>9,21 ~~5,20~~<br>~~BS12,20~~ ✠LMC8,19<br>BS11,21 | Brs<br>Bly | p | CL<br>N10,19 | 1882<br>5mo | JReadhead<br>&Co.<br>SouthShields<br>Lloyd'sA&CP | Rederiaktieb.<br>Fylgia(V.Damström,Mgr.) | 248·8\|36·1\|17·5<br>Q96'B52'F31'<br>ptND08 BK9"<br>WB=DBa 74'f100'371t | Helsingfrs<br>Finnish<br>4BHCem | C.2Cy.29"&54"-36" (i)<br>80lb 100lb NDB13 135NHP<br>1SB,4pf,GS61,HS2196<br>J.Readhead&Co.S.Shields | 18 ″ 7<br>s 1 ″ 7½<br>17 ″ 11 | |
| 18263<br>JPBG | — SteelScSr<br>(exJuno)<br>Elec.light Ref.Mchy. 1Dk&Awng dk2trB | 1080<br>625<br>617 | | | | | 1889 | Earle'sCo.<br>Ld.<br>Hull | DetBergenske<br>Dampskibsselskab | 215·1\|30·4\|14·7<br>H52t 22·2 | Bergen<br>Norwegian | T.3Cy.20½",31½"&54"-33"<br>NB06 168NHP<br>Earle'sCo.Ld.Hull | | |
| 18264<br>NWTD | — SteelTwinSc<br>OilEng.<br>ssRot.No.1-20<br>Elec.light<br>Mchy.Aft 1Dk(Stl) | 538<br>377<br>188 | ✠100A1<br>5,21 ~~8,20~~<br>CarryingPetroleum in bulk<br>DBS[illegible]21 ~~DBS9,20~~ ✠LMC~~9,20~~6,21 | Rot | h | CL<br>s5,21<br>P9,20 | 1915<br>12mo | NV Schwp.<br>Dordrecht<br>Dordrecht<br>A&CP | Nederl.Indische<br>Tankstoomboot<br>Maats. | 163·4\|28·7\|11·4<br>P61'F24'<br>FK<br>WB=APT24t | s'Gravenhage<br>Dutch<br>9BHptCem | Oil Engines 2S.C.SA<br>8Cy.15¾"-17¾" 148NHP<br>DB100lb<br>D.Goedkoop,jr. Amstrdam | 12 ″ 0<br>s ″ 10<br>11 ″ 5 | |
| 18265<br>4139<br>JNFQ | — SteelScSr<br>Mchy.Aft 1Dk | 234<br>182<br>96 | | | | - | 1903 | Eriksbergs<br>M.V.Aktieb.<br>Gothenburg | Rederiaktibolaget<br>Teutonia<br>(E.Roberg) | 101·5\|22·5\|11·2<br>B35'H6tF12' | Gothenbrg<br>Swedish<br>WB | C.2Cy.11¼"&24¾"-16½"<br>21NHP<br>EriksbergM.V.Aktieb.Got | | V |
| 18266 | **Heraclia** SteelSc<br>(exBeshiktash,exDragon)<br>Well deck Mchy.Aft 1Dk | *290*<br>*219*<br>*156* | | | ... | | 1893 | Anderson,<br>Laverick&Co<br>LdNewcastle | Anastasiades&<br>Fotiadis | 125·0\|24·1\|9·4<br>Q39'B9'F21'<br>BK7" | Constanpl<br>Turkish<br>WB | C.2Cy.14"&28"-22"<br>43NHP<br>Hedley&Boyd,N.Shields | 10 ″ 2 | |
| 18267<br>MHVB | **Herakles** SteelSc<br>1Dk&Shelter dk | 4339<br>4096<br>2724 | | | | | 1912 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Bruusgaard,<br>KiösterudsD/S A/S | 390·0\|54·1\|24·5 | Drammen<br>Norwegian<br>WB | T.3Cy.26",42"&70"-48"<br>339NHP<br>W.Doxford&Sons,Ld.Sld. | | CN |
| 18268<br>4818<br>JQTD | — SteelSc<br>(SalvageSteamer)<br>Elec.light 1Dk | 508<br>437<br>87 | | | | | 1908 | Akt.Burmeistr&Wain<br>Copenhagen | Bergnings&Dykeriaktieb.Neptun<br>(W.R.Edlind,Mg.) | 185·0\|27·8\|12·2<br>B36'F25' | Stockholm<br>Swedish<br>WB | T.3Cy.16½",27"&45"-27"<br>110NHP<br>Akt.Burmeistr&Wain,Cpn | | |
| 18269<br>124072<br>HKTJ | **Herald** SteelSc<br>ssShl.No.3-9,19<br>(Tug)<br>Elec.light 1Dk | 367<br>309<br>4 | ✠100A1<br>9,19<br>BS2,21 ✠LMC9,19<br>Fitted for oil fuel 9,19 F.P. above | Shl | f | 2,21 | 1907<br>6mo | JTEltringham&Co.<br>S.Shields<br>Lloyd'sA&CP<br>150° F. | ~~BritishTanker Co.Ld.~~ Petroleum<br>S.S.Co.Ld. | 125·3\|28·2\|13·0<br>Promenadedk101'<br>BK7"<br>WB=FPT16t APT11t | London<br>British<br>5BHCem | T.3Cy.17",28½"&46"-30" (s)<br>180lb 132NHP<br>1SB,3cf,GS60,HS2143<br>G.T.Grey,SouthShields | 14 ″ 3<br>s 3 ″ 3½<br>11 ″ 10 | |
| 18270<br>128853 | — SteelAuxTwinSc<br>ssBng.No.3-5,19<br>1Dk(Stl) | 347<br>347<br>117 | | | ... | 5,19 | 1910<br>3mo | Dublin<br>Dockyard Co.<br>Dublin | L.&N.W.RlwyCo. | 146·5\|27·0\|11·2<br>FK | Dublin<br>British<br>4BHAsp | C.4Cy.6¼"&12½"-8½"<br>90lb 19RHP<br>1B,GS15<br>Fishers,Ld.Paisley | 11 ″ 6 | |
| 18271<br>84157 | **Herald of Peace** IronScFlat | 111<br>106<br>71 | | | | | 1877 | J.Thompson&Sons<br>Northwich | SaltUnion,Ld. | 84·6\|19·9\|8·2 | Liverpool<br>British | D.2Cy.13"-14"<br>27RHP<br>Watt Bros.,Liverpool | | |
| 18272 | **Heraldo** Iron&SteelSc3MstSr<br>(exLaFrance) | 336<br>—<br>225 | | | | | 1889 | Edwards&<br>Symes<br>London | TheArgentine<br>Nav.Co.(Nicholás<br>Mihanovich).Ld. | 149·9\|24·9\|8·9 | Bns.Ayres<br>Argentine | C.2Cy.17"&34"-22"<br>45NHP<br>Pratt,Huddersfield | | |
| 18273<br>87320<br>LBVP | **Herbert** IronScSr<br>Well deck 1Dk(Irn) | 302<br>211<br>132 | ✠<br>11,84<br>✠ | Bsb | c | | 1884<br>6mo | M'Intyre<br>&Co.<br>Newcastle | TheAdelaide<br>SteamshipCo.Ld.<br>WB=FPT45tAPT6t | 140·1\|25·0\|7·3<br>Q48'B10'F24'<br>len99 | Adelaide<br>British<br>4BHCem | C.2Cy.18"&34"-24"<br>60RHP<br>R.H.Pearson&Co.Gls. | 8 ″ 0 | |
| 18274<br>93846 | — WoodScFlat | 105<br>100<br>72 | | | | | 1878 | W.Bracegirdle<br>Northwich | KymoShipping<br>Co.,Ld.(SirH.M.<br>Grayson,K.B.E.<br>Mgr.) | 81·9\|20·3\|8·4 | Liverpool<br>British | D.2Cy.15"-18"<br>30RHP<br>Hartley&Co.,Stoke-on-Trt | | |
| 18275<br>214466 | **Herbert F. Black** SteelScSr<br>Elec.light Sub.Sig. 1Dk&Webframes<br>Mchy.Aft Longitudinalframing | 6262<br>6017<br>4824 | | | ... | | 1916 | American<br>S.B.Co.<br>Lorain,O. | DonnerSSCo(M.A.<br>Hanna Co.Mgrs.) | 504·0\|54·0\|30·0<br>F44'<br>FK | Cleveland<br>Utd.States<br>WB | T.3Cy.23½",38"&65"-42"<br>385NHP<br>AmericanS.B.Co.Lorain,O | 30 ″ 0 | L |
| 18276 | **Herbert Fischer** SteelScSr<br>(exElisePodeus)<br>Elec.light 1Dk | *938*<br>*761*<br>*560* | | | | | 1901 | Schömer<br>&Jensen<br>Tönning | L.Liano&CoS.enC. | 211·3\|32·3\|13·3<br>Q79'B55'F17' | Spanish<br>WB | T.3Cy.15",24⅞"&40⅛"-28"<br>89NHP<br>Schömer&Jensen,Tönning | | |
| 18277<br>212697<br>LDTR | **Herbert G. Wylie** SteelScSr<br>ssNYk.No.2-20<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinalframing<br>Wireless Sub.Sig. | 4292<br>3860<br>2579 | ✠100A1<br>~~8,21~~ ~~1,21~~ 2,22<br>✠LMC8,20<br>BS8,21<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 12,12 F.P. above | NYk | w | CL<br>~~6,19~~<br>N2,22 | 1912<br>12mo | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>A&CP<br>150°F. | PanAmerican<br>Petroleum&<br>TransportCo.<br>WB=CellDBuB<br>22'50tDTf37'415t | 360·0\|50·2\|28·7<br>P83'B25'F36'<br>FK<br>FPT58tAPT19t | LosAngels<br>Cal.<br>Utd.States<br>14BHCem<br>(9 to Upr dk<br>5 to 2nd dk) | T.3Cy.23½",38½"&64"-45"(s)<br>180lb 330NHP<br>2SB,6cf,GS109,HS4420 FD<br>WllsndSlpwy.Co.Ld.Nwc. | 27 ″ 9<br>s 5 ″ 5½<br>22 ″ 8 | |
| 18278<br>141574 | **Herbert Green** WoodScSr<br>1Dk | 283<br>237<br>205 | | | | | 1919 | B.N.Melanson<br>Gilbert's<br>Cove,N.S. | ~~B.N.Melanson~~<br>J.T.Moulton | 116·0\|28·4\|10·6 | Weymuth,<br>N.S.<br>British | C.2Cy.10"&20"-20"<br>16RHP<br>UnionFoundryMach.Co.<br>St.John,N.B. | | V |
| 18279 | **Herbert Horn** SteelSc<br>Wireless<br>1Dk&ptAwngdk | 2315<br>1597<br>1493 | | | | | 1898 | Schiffswrft<br>vonH.Koch<br>Lübeck | H.C.Horn | 290·8\|41·2\|16·7<br>P14'Q102'<br>ptAwngdk174' | Flensburg<br>German<br>WB | T.3Cy.20⅞",35⅜"&56"-35⅜"<br>186NHP<br>H.Paucksch,Landsberg | | L |
| 18280<br>204393 | **Herbert K. Oakes** SteelScSr<br>(exMilinokett)<br>Mchy.Aft Elec.light 1Dk | 6215<br>—<br>4947 | | | | | 1907 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich | BeaverS.S.Co.<br>(H.K.Oakes,Mgr.) | 504·0\|52·2\|31·0 | Duluth<br>Utd.States<br>WB | T.3Cy.23",37"&63"-42"<br>257NHP<br>Gt.LakesEng.Works,Det. | | |
| 18281<br>215969<br>LJQD | **Herbert L. Pratt** SteelScSr<br>ssNNs.No.1-22<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinalframing<br>Wireless | 7111<br>6444<br>5338<br>BS4,22 | ✠100A1<br>5,21 ~~12,20~~ 4,22<br>~~BS2,21~~ ✠~~LMC3,18~~<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 3,18 F.P. above<br>✠NE5,21 MS5,21 | NNs<br>~~NYk~~ | b† | CL<br>11,20 | 1918<br>2mo | Bethlehem<br>S.B.Corp.<br>Alameda,Cal.<br>A&CP<br>150° F. | AtlanticRefining<br>Co.Inc.<br>CellDBuE&B57'<br>179tDT56'1038t | 435·0\|56·0\|32·0<br>P122'B50'F42'<br>FK<br>FPT97tAPT74t | Phldlphia<br>Utd.States<br>15BHptAsp<br>(11 to U dk<br>4 „ 2nd „) | 1 Geared Steam Turbine<br>250lb HS9750 763NHP<br>3 Water Tube Boilers FD<br>~~GeneralElectricCo.~~<br>~~Schenectady N.Y.~~<br>DeLavalSteamTurbineCo.<br>TrentonN.J. | 33 ″ 6 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18282<br>208887<br>LCBD | **Herbert N. Edwards** WoodSc<br>1*Dk* | 323<br>—<br>145 | | | | | 1911 | Cobb,<br>Butler&Co.<br>Rockland,Me | FisheriesProducts Co. | 155·6\|23·1\|12·9 | Newport, R.I.<br>Utd.States | | |
| 18283<br>218819 | **Herbert Parker** WoodAuxScSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 139<br>127<br>78 | | | | | 1919 | A.D.Story<br>Essex,Mass. | B.A.Smith | 105·3\|25·2\|11·9<br>F42′ | Gloucestr Mas.<br>Utd.States | Oil Engines<br>FairbanksMorseCo. ThreeRivers,Mich. | |
| 18284 | **Hercegovina** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*) | 664<br>554<br>332 | ✠100A1<br>Examined8,19<br>~~BS8,19~~ ✠LMC8,18<br>BS12,20 | Tri | *k* | CL<br>~~8,19~~<br>12,21 | 1913<br>12mo<br>*Lloyd*'*sA&CP* | Akers<br>Mek.Værks.<br>Christiania | Soc.Anon.diNav. aVap.Dalmatia<br>*WB=CellDBa*35′ | 184·2\|30·1\|14·2<br>P22′B54′F27′<br>FK<br>*uE*22′*f*66′136*tFPT* | Trieste<br>Italian<br>4*BHCem*<br>18*tAPT*16*t* | T.3Cy 13½″,22″&37½″–28″<br>180lb (*s*) 115NHP<br>2SB,2*cf*,GS40,HS1801 FD<br>AkersMek.Værks.Xia. | 14·11<br>1·6<br>13·8 |
| 18285 | **Herculaneum** SteelScSp<br>(*Tug*)<br>*Elec.light* 1*Dk* | 201<br>174<br>21 | | | ... | | 1905 | J.Cran&<br>Co.<br>Leith | TheAdmiralty | 101·0\|22·6\|11·3<br>BK7½″ | British<br>*WB* | C.2Cy.17½″&47″–27″<br>124NHP<br>J.Cran&Co.Leith | 12·6 |
| 18286<br>127966<br>HNQK | — SteelScSp<br>*ss*Liv.No.2-17<br>1*Dk*(*Irn*) | 172<br>165<br>64 | ✠100A1<br>*For Towing purposes*<br>2,21 ✠LMC<br>MS5,17 BS10,20 12,21 | Sou | | CL<br>1,20 | 1909<br>3mo<br>*Lloyd*'*sA&CP* | J.Cran&<br>Co.<br>Leith | Alexandra Towing Co.Ld. | 92·5\|22·6\|12·3<br>BK7½″<br>*WB* | Liverpool<br>British<br>4*BHCem*<br>=*APT*5*t* | C.2Cy.21″&44″–27″ (*s*)<br>120lb 79RHP<br>1SB,3*cf*,GS61,HS1672<br>J.Cran&Co.Leith | 13·6<br>1·5<br>12·9 |
| 18287<br>OIYN | **Hercule** SteelSc<br>(*ex*WarGlen)<br>*Elec.light* Wireless 1*Dk* | 2965<br>2699<br>1756 | | | | | 1918 | W.Dobson<br>&Co.<br>Newcastle | Soc."LesAffréteursRéunis" (JeanStern) | 331·0\|47·7\|24·5<br>P33′B100′F32′ | Rouen<br>French<br>*WB* | T.3Cy.25″,41″&68″–45″<br>430NHP<br>N.E.MarineEngCoLd.Nwc | |
| 18288 | — SteelTwinScSp<br>(*Tug*)<br>*Elec.light* 1*Dk*&*deep framing* | 605<br>584<br>21 | | | ... | | 1907 | J.P.Renoldson&Sns<br>SouthShields | Cie.Universelle du CanalMarit de Suez | 158·5\|32·1\|16·2<br>BK8″ | PortSaid<br>Egyptian<br>*WB* | T.6Cy.20″,33″&54″–33″<br>FD 446NHP<br>J.P.Rennoldsn&Sns,S.Shl. | 17·0 |
| 18289<br>OIYL | — SteelSc<br>(*Tug*)<br>(*ex*Tartar) 1*Dk* | 122<br>103<br>— | | | ... | | 1904 | A.Hall&<br>Co.<br>Aberdeen | Soc.Dunkerquoise deRemorq.&de Sauvetage | 85·1\|17·0\|10·3<br>BK7½″ | Dunkirk<br>French<br>*WB* | C.2Cy.17″&34″–24″<br>47NHP<br>A.Hall&Co.Aberdeen | 11·0 |
| 18290 | **Hercules** SteelSc<br>*Elec.light*<br>*CruiserStern* | 6500 | 100A1<br>*Shelter dk*<br>(*ClassContemplated*) | | | | 1921 | Ayrshire<br>Dkyd.Co.Ld.<br>Irvine | Cayzer,Irvine& Co.Ld. | 415·0\|53·2\|28·0<br>F45′ | Glasgow<br>British | T.3Cy.27½″,46½″&78″–54″<br>Dunsmuir&JacksonLdGls | |
| 18291<br>HNRG | — SteelScSr<br>*ss*Bbo.No.3-10,12<br>*ss*Bbo.No.1-18<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)3*trB*<br>Wireles | 3967<br>3570<br>2499 | ✠100A1<br>*Spar dk*<br>3,20 ✠LMC1,18<br>MBS3,20 DBS9,20 | Gls | *x* | CL<br>~~3,20~~<br>5,22 | 1900<br>1mo<br>A&CP | R.Craggs<br>&Sons<br>Middlesbro′<br>*WB=C* | Cia.Anon. Maritima "Union"(J.M. Garteiz, *Mgr.*)<br>*ellDBa* 120′*uE*&*B* | 360·0\|48·1\|20·3<br>P29′B86′F35′ 28·2<br>FK<br>40′*f*146′ 767*t FPT* | Bilbao<br>Spanish<br>6*BHCem*<br>83*tAPT*10*t* | T.3Cy.25″,40$\frac{7}{16}$″&68″–48″(*r*)<br>180lb NDB00*refitted*22 342NHP<br>3SB,6*rf*,GS120,HS5196 80lb<br>SirC.Furness,Westgarth &Co.Ld.Mdb. | 30·10<br>6·8<br>24·6 |
| 18292<br>MBTN | — SteelScSr<br>*ss*HKg.No.3-4,15<br>*ss*Shl.No.1-20<br>Wireless 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Elec.light* &*deep framing* | 3789<br>3570<br>2439 | ✠100A1<br>*Spar dk*<br>~~5,20~~ ✠LMC<br>MS6,19 ~~BS5,20 8,21~~<br>BS8,22 | Shl<br>Rot | *w* | CL<br>~~8,20~~<br>8,21 | 1903<br>2mo<br>*Lloyd*'*sA&CP* | Osbourne,<br>Graham&Co.<br>Sunderland<br>*WB* | ~~NorgeMexicoGulf Linjen (Wilh. Wilhelmsen, *Mgr.*)~~<br>A/SNeptun(B.Han[illegible]n *Mgr*<br>=*CellDBa*102′*uE* | 339·0\|48·0\|17·9<br>P34′B204′F39′ 26·4<br>FK<br>&*B*40′*f* 144′ 787*t*′*tw* | ~~Tonsberg~~ Christiania<br>Norwegian<br>6*BHCem*<br>*een dk tanks* | T.3Cy.24″,40″&66″–48″ (*s*)<br>180lb *90lb* 315NHP<br>2SB,8*pf*,GS143,HS4704<br>G.Clark,Ld.Sunderland<br>*a*50′460*tf*26′268*tAPT*83*t* | 29·0<br>4·5<br>24·11 |
| 18293<br>NWVK | — SteelScSr<br>*Elec.light* Wireless 3*Dks* | 2286<br>2056<br>1372 | | | | | 1913 | A.Vuijk&<br>Zonen, Capelle a/dYsel | Koninkl.Nederl. Stoomb.Maats. | 326·9\|45·1\|18·5 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.21½″,34″&56″–42″<br>203NHP<br>G.T.Grey,SouthShields | |
| 18294<br>OIYP | — SteelSc<br>*Now named* "Tordis," *See No.* 39651 *in Supplement*<br>1*Dk* | 1255<br>847<br>789 | | | | | 1903 | J.C.TecklenborgA.G.<br>Geestemünde | FrenchGovernment | 230·0\|36·2\|15·0<br>Q82′B56′F26′ | French<br>*WB* | T.3Cy.17″,28″&45″–33″<br>116NHP<br>J.C.TecklenborgA.G.,Gst. | |
| 18295<br>94188 | — SteelTwinSc<br>1*Dk* | 895<br>840<br>347 | | | | | 1900 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | Government of Queensland | 230·5\|39·3\|11·0 | Brisbane<br>British<br>*WB* | T.6Cy.10″,16″&28″–18″<br>100RHP<br>WllsndSipwy.Co.Ld.Nwc. | |
| 18296<br>113463 | — SteelTwinSc<br>*ss*Liv.No.3-1,20<br>1*Dk* | 652<br>603<br>309 | ✠ A-<br>*CraneBarge*<br>*For River purposes*<br>7,21 ~~1,20~~ ✠LMC<br>MS12,19 ~~BS6,20~~ 8,21 | Liv | | ~~12,19~~<br>8,21 | 1901<br>2mo | ClydeSB.&<br>E.Co.Ld.<br>Pt.Glasgow | MerseyDocks& HarbourBoard | 150·6\|50·1\| 9·6<br>FK | Liverpool<br>British<br>6*BHCem* | C.4Cy.13$\frac{7}{16}$″&30″–21″ (*s*)<br>130lb 123NHP<br>2SB,4*rf*,GS98,HS2692<br>ClydeS.B.&E.Co.Ld.P.Gls | 10·2 |
| 18297<br>204801<br>KWLQ | — SteelScSr<br>(*Tug*)<br>1*Dk* | 414<br>—<br>221 | | | | | 1907 | J.H.Dialogue&Son<br>Camden,N.J. | MooreS.B.Co. | 134·9\|26·1\|15·5 | S.Frncisco<br>Utd.States | T.3Cy.17″,24″&41″–30″<br>92NHP<br>JHDialogue&Sn,CmdnNJ | |
| 18298<br>114905<br>HJSM | — SteelTwinScSp<br>*Elec.light*<br>(*ex*LadyCrundall) 1*Dk* | 366<br>352<br>146 | | | ... | | 1906 | J.P.Renoldson&Sns.<br>South Shields | CrownAgents for theColonies | 130·0\|28·1\|13·8<br>BK7″ | British<br>*WB* | C.4Cy.22″&46″–30″<br>235NHP<br>J.P.Rennoldsn&Sns,S.Shl. | 15·0 |
| 18299<br>118419 | — SteelTwinSc<br>(*CraneBarge*)<br>1*Dk* | 310<br>310<br>176 | | | ... | | 1903 | Thames<br>IronWks.Ld<br>London | Port of London Authority | 110·2\|44·2\| 7·8<br>FK | London<br>British | H.4Cy.12″–15″<br>24RHP<br>Hunter&English,London | 8·8 |
| 18300 | — SteelScK<br>*ss*Ymu.No.3-6,18<br>(*ex*MarshalOyama) 1*Dk*<br>*ss*Ymu.No.1-21 | 255<br>236<br>95 | ✠100A1<br>*StmTrawler*<br>11,21 6,20 ✠LMC11,21<br>~~MS6,19~~ ~~BS12,20~~ | Ymu | | CL<br>~~1,20~~<br>11,21 | 1905<br>10mo<br>*Lloyd*'*sA&CP* | Earle'sCo.<br>Ld.<br>Hull | N.V.Exploit. en Admin.Maats. "ShamrockI" (S.Koster, *Mgr.*) | 130·0\|22·1\|11·8<br>Q63′F22′<br>BK8″ | Ymuiden<br>Dutch<br>4*BHCem* | T.3Cy.12¾″,22″&36″–24″ (*s*)<br>200lb 77NHP<br>1SB,3*pf*,GS43,HS1250<br>Earle'sCo.Ld.Hull | 12·10 |
| 18301<br>97218<br>LWNY | — SteelTwinScSk<br>(*Tug*)<br>1*Dk* | 234<br>232<br>97 | | | ... | | 1890 | Barclay,<br>Curle&Co.Ld.<br>Glasgow | Sou.I.ofWight& S.ofEng.Royal MailStmPktCo.Ld | 135·5\|24·1\|11·0<br>BK7″ | S'thamptn<br>British | T.6Cy.15″,24″&39″–28″<br>NB03 161NHP<br>BarclayCurle&Co(Lm)Gls | 11·6 |
| 18302<br>122217 | — SteelSc<br>1*Dk* | 234<br>212<br>137 | | | | | 1906 | PolsonIron<br>WorksCo.Ld.<br>Toronto | CanadianGovernment | 100·0\|23·1\|11·6 | Toronto<br>British | T.3Cy.13½″,22″&36″–21″<br>65RHP<br>PolsonI.W.Co.Ld.Toronto | |
| 18303<br>90028<br>KRFM | — IronTwinSc<br>(*Tug*) | 225<br>197<br>26 | | | | | 1885 | Napier,<br>Shanks&Bell<br>Glasgow | OceanTransport Co.Ld. (C.Payne, *Mgr.*) | 125·0\|21·6\|11·2 | Glasgow<br>British | C.2Cy.23″&42″–30″<br>98RHP<br>Rankin&Blackmore,Gnk. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R.<br>Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18304<br>63575<br>RMJL | **Hercules** IronScSr | 199<br>183<br>90 | | | | | 1870 | T.B.Seath<br>&Co.<br>Glasgow | HerculesS.S.Co.Ld. (W.G.Thomas, *Mgr.*) | 120·5 | 20·2 | 10·6 | Liverpool<br>British | 2Cy.18"–20"<br>NB92 21RHP<br>D.Rowan,Glasgow | | |
| 18305<br>TDQK | — SteelScCtr<br>*ss*Sng.No.3–11,19<br>1*Dk*(*ptStl–pt Wood*) | 185<br>177<br>3 | ✠100A1<br>*For towing purposes*<br>7,21 ~~1,21~~<br>BS1,21 ✠LMC11,19 | Sng | | CL<br>11,19 | 1907<br>6mo<br>*Lloyd* | Scott&<br>Sons<br>Bowling<br>'*sA&CP* | Ned.IndischeTank StoombootMaats. | 107·1 | 23·2 | 11·1<br>BK7" | Batavia ~~Sabang~~<br>Dutch<br>4*BHCem* | C.2Cy.20"&42"–27 (*s*)<br>120lb 96NHP<br>1SB,2*pf*,GS58,HS1750<br>Muir&Houston,Ld.Gls. | 12 ″ 3<br>s 1 ″ 3<br>11 ″ 8 | |
| 18306 | — SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 184<br>161<br>4 | ✠<br>*For towing purposes*<br>10,16 ✠ | Ams | | | 1911<br>9mo | Nederl.<br>Schps.Maats.<br>Amsterdam | UruguayanGovt. | 89·7 | 24·0 | 12·9<br>FK<br>*WB=DTf*11' | M.Video<br>Uruguayan<br>4*BHCem*<br>19*tAPT*17*t* | C.2Cy.16¾"&33½"–23⅝"<br>91NHP<br>1SB,3*cf*,GS66,HS2150<br>Alblasserdam.Msch.Fab. | 12″11 | |
| 18307 | — SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 173<br>—<br>100 | | | | | 1906 | J.L.Meyer<br>Papenburg | ArgentinaCia. General de Nav. S.A.(A.M.Delfino y Cia.*Mgrs.*) | 100·5 | 21·1 | 8·9 | Bns.Ayres<br>Argentine | C.2Cy.$15\frac{5}{16}$"&30¾"–22"<br>37NHP<br>J.L.Meyer,Papenburg | | |
| 18308<br>610 | — SteelScSp<br>*ss*Cff.2ndNo.3–4,11<br>1*Dk* | 170<br>162<br>72 | ✠ —<br>8,19<br>✠ | Oda | *b* | | 1890<br>3mo | Cox&Co.<br>Falmouth | G.Kremer | 115·0 | 20·5 | 10·9<br>BK7" | Odessa<br>Russian<br>4*BHCem* | T.3Cy.14",22"&36"–22"<br>71NHP<br>1SB,2*pf*,GS37,HS1251<br>Cox&Co.Falmouth | 11 ″ 0 | |
| 18309<br>77489 | — IronPadSp | 145<br>145<br>23 | | | | | 1877 | J.T.El-<br>tringham<br>S.Shields | Lawson-Batey Tugs,Ld. | 105·3 | 19·2 | 10·6 | S.Shields<br>British | L.2Cy.34"–60"<br>NB13 80RHP<br>J.P.Rennoldson,S.Shields | | |
| 18310 | — IronScSr<br>(*Tug*) (*ex*Unterweser 18, *ex*Stör,*ex*SirCharlesWhetham) 1*Dk* | 145<br>132<br>14 | | | ... | | 1882 | CastleStl&<br>IronWrksCo.<br>Milford | W.Kunstmann | 104·0 | 19·7 | 11·2<br>BK7" | Stettin<br>German | C.2Cy.$17\frac{7}{10}$"&31½"–$19\frac{7}{10}$"<br>NB89 NE91 51NHP<br>R.Küchen,Bielefeld | | |
| 18311<br>437 | — SteelSc<br>(*Tug*)<br>1*Dk* | 136<br>—<br>56 | | | | | 1884 | MotalaMk<br>Werkstad<br>Motala | RigaerBörsen Comité | 97·4<br>H25' | 21·9 | 11·4 | Riga<br>Latvian | 2Cy.24"&44"–23½"<br>78NHP<br>MotalaM.W.Motala | | |
| 18312<br>JVWT | — WoodScSr<br>(*Salvage Steamer*)<br>*Elec.light* 1*Dk* | 128<br>120<br>35 | | | | | 1888 | C.Trumpy<br>Bergen | A/S Norsk Bjergningskompagnie (E.Jacobsen,*Mgr.*) | 99·5<br>H5*t*<br>len90 | 19·0 | 10·5 | Bergen<br>Norwegian | C.2Cy.17"&32"–21"<br>E*blt*75,*fttd*09 NB91 39NHP<br>GöteborgsM.V.Gothenbrg | | N |
| 18313 | — SteelScSp<br>*ss*HavanaNo.2–19<br>(*ex*Heracles) 1*Dk*(*Stl*–teaks) | *115*<br>*86*<br>*11* | ✠100A–<br>*For towing purposes*<br>4,19<br>BS2,21 ✠LMC4,19 | Havana | | CL<br>4,19 | 1910<br>8mo | Cammell<br>Laird&Co.Ld.<br>Birkenhead | Cia.Habanera de Vap.yLanchas | 81·0 | 19·1 | 8·9<br>BK<br>*WB=FPT* | Havana<br>Cuban<br>3*BHCem*<br>6*tAPT*9*t* | C.2Cy.15"&32"–21" (*s*)<br>140lb 63NHP<br>1SB,2*cf*,GS40,HS1272<br>VauxhallEngCo.Ld.Luton | 9 ″ 7<br>s 1 ″ 1<br>9 ″ 2 | |
| 18314<br>109811<br>QNSV | **Hercules II.** SteelScK<br>(*Trawler*)<br>(*ex*Hercules) 1*Dk* | 165<br>158<br>65 | | | ... | | 1898 | Edwards<br>Bros.<br>NorthShields | Trawlers(White Sea&Grimsby)Ld ~~(H.Bacon,*Mgr.*)~~ (J.N&H.Bacon,*Mgrs*) | 111·8<br>Q18'F20' | 20·9 | 11·2<br>BK7½" | Grimsby<br>British | T.3Cy.11½",18½"&30"–22"<br>NB13 45RHP<br>Gt.Centrl.Co-opEng&Ship RepairingCo.Gms. | 11″10 | |
| 18315<br>118780<br>VHKP | **Hercules IV.** SteelScK<br>*ss*Flt.No.3–5,19<br>(*ex*Hercules) 1*Dk* | 261<br>232<br>103 | ✠100A1<br>*StmTrawler*<br>5,22 ~~6,20~~ ✠LMC5,19<br>✠NB11,14 BS~~6,20~~ 9,21 | Flt | | CL<br>5,19 | 1903<br>10mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Beverley<br>'*sA&CP* | LancashireSteam FishingCo.Ld. (J.A.Robertson, *Mgr.*) | 128·3<br>Q51' | 22·0 | 12·0<br>BK7" | Fleetwood<br>British<br>4*BHCem* | T.3Cy.13",22"&36"–24" (*s*)<br>200lb 70RHP<br>1SB,3*pf*,GS45,HS1240<br>C.D.Holmes&Co.Hull | 12″10 | |
| 18316<br>129008 | **Hercules No. 7** SteelSc<br>*ss*Vcr.No.3–7,19<br>1*Dk*(*Stl*) | 349<br>349<br>196 | ✠ A1<br>*Hopper Barge*<br>8,20 ✠LMC6,19 | Vcr | | 6,19 | 1909<br>6mo<br>*Lloyd* | Lobnitz&<br>Co.Ld.<br>Renfrew<br>'*sA&CP* | SirJohnJackson, Ld. | 145·5 | 27·6 | 10·1<br>FK | London<br>British<br>5*BHCem* | C.2Cy.14"&32"–21" (*s*)<br>150lb 50RHP<br>1SB,2*cf*,GS35,HS835<br>Lobnitz&Co.Ld.Renfrew | 10 ″ 6<br>s 2 ″ 0<br>8 ″ 7 | |
| 18317<br>MLHW | **Herdebred** SteelScSr<br>(*ex*Alliance, *ex*DorteJensen,*ex*Vordingborg, *ex*Urania)<br>1*Dk* | 1382<br>927<br>1015 | | | | | 1894 | Flensburg<br>Schiffsb.Ges.<br>Flensburg | A/S Herdebred (H.H.Holta) | 232·0<br>Q71'H107'F24' | 34·3 | 13·7 | Skien<br>Norwegian<br>*WB* | T.3Cy.16",26"&43"–33"<br>106NHP<br>FlensburgerSchiffsb.Ges. | | V |
| 18318<br>212605<br>LDRC | **Heredia** SteelScSr<br>Wireless<br>*Elec.light Ref.Mchy.* 2*Dks*&2*ptDks* | 4943<br>3936<br>3106 | | | | | 1908 | Workman,<br>Clark&CoLd.<br>Belfast | HerediaS.S.Corp. UnitedFruitCo. Inc. | 378·8<br>B154'F44' | 49·8 | 29·6 | NewYork<br>Utd.States<br>*WB* | T.3Cy.27",45"&75"–54"<br>413NHP<br>Wrkman,Clark&Co.Ld.Bel | | C |
| 18319<br>120903<br>HFBD | **Herefordshire** SteelTwinSc<br>*ss*Bel.No.1–21 4MstSr<br>*Elec.light* Sub.Sig. *ss*Bom.No.3–1,18<br>Wireless 3*Dks*(*Stl–Uws*)&*Webframes* | 7217<br>5905<br>4490 | ✠100A1<br>~~1,21~~ ~~1,20~~ ✠LMC1,21<br>9,21 ~~MS5,16~~ ~~BS12,16~~<br>BS12,21<br>*Fitted for oil fuel* 1,20 | Liv ~~Bel~~ | *c*† | CL<br>~~7,18~~<br>P 1,21<br>SN9,21<br>*F.P. above* 150°F. | 1905<br>11mo<br>*Lloyd* | Harland&<br>Wolff,Ld.<br>Belfast<br>'*sA&CP* | BibbyS.S.Co.Ld. (BibbyBros.&Co. *Mgrs.*) *WB=Cell DBa*100' *uE&B*75' | 452·3<br>P51'B223'F53'<br>*f*173'1145*tFPT*76*t* | 54·3 | 30·6<br>FK | Liverpool<br>British<br>7*BHCem*<br>*APT*50*t* | Q.8Cy.22"31½"46"&65½"–48"<br>215lb (*s*) 833NHP<br>2D&2SB24*cf*GS423HS14360<br>Harland&Wolff,Ld.Bel. | 34 ″ 0<br>s 7 ″ 7½<br>27 ″ 0 | BT till 1,22 |
| 18320<br>93138<br>KRWV | **Hereward** IronScSp<br>1*Dk* | 108<br>108<br>16 | ✠<br>*For towing purposes*<br>5,88 ✠ | Hul | *s* | | 1888<br>5mo | Cook,Wel-<br>t'n&Gemmell<br>Hull | P.&O.Stm.Nav.Co. | 98·2 | 18·9 | 10·0<br>BK6½" | London<br>British<br>4*BHCem* | T.3Cy.12½",19½"&31½"–22½"<br>1SB,2*rf*,GS28,HS798 60RHP<br>C.D.Holmes&Co.Hull | 10 ″ 5 | |
| 18321<br>LBPG | **Herfinn** SteelSc<br>*Mchy.Aft* 1*Dk* | 860<br>627<br>483 | | | | | 1920 | Porsgrund<br>MekVærks.<br>Porsgrund | A/S Herdebred (H.H.Holta, *Mgr.*) | 202·4<br>Q113*t*H32*t*B21*t*<br>F27*t* | 32·0 | 12·1 | Skien<br>Norwegian<br>*WB* | T.3Cy.14",23"&38"–27"<br>75NHP<br>PorsgrundsMekVærks. | | N |
| 18322<br>79679 | **Herga** IronScSr<br>*Mchy.Aft* 1*Dk* | 221<br>192<br>135 | | | | | 1878 | Cunliffe&<br>Dunlop<br>Pt.Glasgow | R.W.Miller | 125·2<br>Q17' F18' | 21·2 | 10·6 | SydnyNSW<br>British<br>*WB* | C.2Cy.20"&35"–24"<br>NB94 55RHP<br>Cunliffe&Dunlop,Pt.Gls. | | |
| 18323 | **Heringsdorf** SteelScSr<br>*Elec.light* 1*Dk* | 225<br>178<br>102 | | | | | 1891 | Stettiner<br>A.G.<br>Stettin | Swinemünder Dmpfsfahrts.A.G. | 144·2<br>B40'F15' | 21·6 | 11·1 | Swnemnde<br>German<br>*WB* | C.2Cy.17⅜"&31½"–21⅝"<br>NB05 38NHP<br>StettinerA.G.Stettin | | |
| 18324<br>118708<br>HDGK | **Heriot** SteelScSr<br>*ss*Nwc.No.3–8,19<br>*Well deck* 1*Dk*(*Stl*)&*deepframing*<br>*Elec.light* | 1239<br>1005<br>738 | ✠100A1<br>10,20<br>BS10,20 ✠LMC8,19 | Gmh | *o* | CL<br>10,20 | 1905<br>9mo<br>*Lloyd* | Osbourne,<br>Graham&Co.<br>Sunderland<br>'*sA&CP* | G.Gibson&Co.Ld.<br>*WB=CellDBa* | 235·5<br>Q123'B10'F25'<br>80'*f*102' 313*t FPT* | 33·8 | 15·0<br>FK | Leith<br>British<br>4*BHCem*<br>59*tAPT*78*t* | T.3Cy.18½",30"&49"–33" (*s*)<br>180lb *80lb* 157NHP<br>1SB,3*cf*,GS61,HS2530<br>Richardsons,Westgarth& Co.Ld.Sld. | 17 ″ 3<br>s 1 ″ 9½<br>15 ″ 9 | |
| 18325<br>MFJC | **Herkules** SteelScSr<br>(*Whaler*)<br>1*Dk* | 158<br>151<br>55 | | | | | 1908 | Akers<br>Mek,Værks<br>Christiania | TönsbergsHvalfangeri | 101·1<br>H7*t* | 19·1 | 12·1 | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.12",20"&32"–24"<br>50NHP<br>G.T.Grey,S.Shields | | N |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NH<sup>P</sup>=Force en chevaux d'après les formules de la Société.<br>RH<sup>P</sup>=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18326 | **Herkules**<br>(*ex*Adolph) Wireless | **SteelSc**<br>(*Tug*)<br>1*Dk* | 155<br>144<br>— | | | | | 1912 | C.Gips&Zonen<br>Dordrecht | **BugsierReed.&BergungsA.-G.** | 96·2<br>B18' | 21·2 | 10·8 | Hamburg<br>German | T.3Cy.11¾",19¾"&32½"–18"<br>45NHP<br>C.Gips&Zonen,Dordrecht | | |
| 18327<br>4782<br>JQRC | —<br>(*ex*Alpha,*ex*Fyris) | **IronScSr**<br>1*Dk* | 128<br>83<br>36 | | | | | 1863 | ..................<br>Gothenburg<br>*Rebuilt*1885 | **TrävaruAktieb. Norrland** (N. Scherman,*Mgr.*)<br>byW.LindbergsM | 97·3<br>Q25'B31'H6*t*F12'<br>V. Stockholm | 19·1 | 10·1 | Hernösand<br>Swedish | T.3Cy.10",15"&24"–16"<br>NE&B96 23NHP<br>AkersVerksted,Xia. | | |
| 18328<br>JTCL | **Herlaug** | **SteelScSr**<br>1*Dk&Awng dk* | 178<br>168<br>103 | | | | | 1891 | AkersMek.Værksted<br>Christiania | **Namdalens Aktiedmpskselsk.** (OlafLöfsnœs*Mgr*) | 107·7<br>H10*t*<br>len10 | 17·0 | 13·3 | Namsos<br>Norwegian<br>*WB* | C.2Cy.11½"&25½"–18"<br>NB10 23NHP<br>AkersMek.Værksted,Xia. | | N |
| 18329<br>JQFH | **Herlö** | **WoodSc**<br>(*Fishing*)<br>1*Dk* | 102<br>97<br>47 | | | | | 1902 | K.Flage<br>Bergen | **Ragnv.Kvalsvik** | 98·2 | 19·9 | 8·7 | Aalesund<br>Norwegian | C.2Cy.8½"&20"–17"<br>14NHP<br>Mjellem&Karlsen,Bergen | | N |
| 18330 | **Herma**<br>*Elec.light* | **SteelScSr**<br>1*Dk* | 519<br>408<br>311 | | | | | 1905 | Howaldtswerke<br>Kiel | **Sartori&Berger** | 165·3<br>Q43'B39'F20' | 27·1 | 12·7 | Kiel<br>German<br>*WB* | T.3Cy.11 13/16",18¾"&29½"–17¾"<br>37NHP<br>Howaldtswerke,Kiel | | |
| 18331<br>129389<br>HRDS | — | **SteelScSr**<br>1*Dk* | 115<br>114<br>41 | | | | | 1910 | Akers Mek.Værks.<br>Christiania | **Chr.Salvesen&Co.** | 92·0 | 18·0 | 10·3 | Stanley,F.I.<br>~~Leith~~<br>British<br>*WB* | T.3Cy.11",18"&29"–18"<br>50RHP<br>Akers.Mek.Værks.Xia. | | |
| 18332<br>91705<br>KCQH | **Herman**<br>(*ex*MorningStar)<br>(*See Sailing Ship Register*) | **WoodAuxScBkn**<br>*Stm.Eng.*<br>1*Dk* | 410<br>—<br>229 | | | | | 1884 | NewEng. S.B.Co.<br>Bath,Me. | **H.Liebes&Co.** | 131·3 | 29·9 | 12·2 | S.Frncisco<br>Utd.States | C.2Cy.12"&24"–18"<br>NB92 20NHP<br>GossMarineI.Works,Bath | | |
| 18333<br>[illegible]<br>MCDW | **Herman Fraseh**<br>*For full particulars See No. 37713 in Supplement*<br>*Elec.light* Wireless | **SteelTwinSc**<br>1*Dk*(*Stl*) | 4421<br><br>2778 | 100A1<br>(*ClassContemplated*) | | | | 1920 | Newburgh Shipyrds,Inc.<br>Newburgh, N.Y. | **UnionSulphurCo. Inc.** | 356·0<br>P19'F25'<br>FK | 51·6 | 30·0 | NewYork<br>Utd.States | 2 Geared Steam Turbines<br>W.&A.Fletcher,Hoboken | 32 , 5<br>7 , 5<br>25 , 4 | |
| 18334<br><br>KBND | **Herman Sauber**<br>*For full particulars See No. 37804 in Supplement*<br>*Mchy.Aft Elec.light* Wireless | **SteelSc**<br>1*Dk* | ~~2940~~<br>2966<br>~~2627~~<br>2626<br>~~1613~~<br>1626 | | | | | 1912 | W.Doxford&Sons,Ld.<br>Sunderland | LowlandsSteam ShipgCo.Ld. (J. Crass&Co,*Mgrs.*) | 315·0<br>Q49'F30' | 43·7 | 23·3 | London<br>British<br>*WB* | T.3Cy.20½",34"&57"–36"<br>195NHP<br>W.Doxford&Sons,Ld Sld. | | |
| 18335<br>95903<br>KDPV | **Herman Winter**<br>Sub.Sig. Wireless | **IronScSr**<br>2*Dks&Spardk* | 2626<br>—<br>1769 | | | | | 1886 | W.Cramp &Ss.S.&E.Co.<br>Philadelphia | **DimonLine,Inc.** | 271·8<br>- | 41·6 | 19·2<br>29·9 | Boston<br>Utd.States<br>*WB* | C.2Cy.38"&68"–54"<br>283NHP<br>W.Cramp&SonsCo.Phl. | | |
| 18336 | **Hermann**<br>*Elec.light* | **SteelSc**<br>(*Trawler*)<br>1*Dk* | 197<br>160<br>67 | | | | | 1908 | G.Seebeck Akt.Ges.<br>Bremerhaven | **Grundmann&Gröschel** | 117·1<br>Q64'F18' | 22·1 | 8·7 | Gstemnde<br>German<br>*WB* | T3Cy.10 13/16",17 13/16"&28¾"–21¼"<br>38NHP<br>G.Seebeck A.G.Bremerhvn | | |
| 18337 | **Hermann Löns** | **SteelSc**<br>(*Trawler*)<br>1*Dk* | 218<br>193<br>82 | | | | | 1917 | Schiffb.Ges Unterweser m.b.H. Lehe | **Grundmann&Gröschel** | 127·6<br>Q75'F19' | 22·6 | 9·2 | Gstemnde<br>German<br>*WB* | T.3Cy.12⅝",20½"&32¼"–22¼"<br>50NHP<br>OttensenerMaschf.Altona | | |
| 18338 | **Hermann Siebert**<br>*Elec.light* | **SteelSc**<br>(*Trawler*)<br>1*Dk* | 249<br>218<br>93 | | | | | 1920 | J.C.TecklenborgA.G.<br>Geestemünde | **" DieSee "Fisch. G.m.b.H.** | 127·3<br>Q70'F20' | 23·5 | 9·7 | Gstemnde<br>German<br>*WB* | T.3Cy.12⅝",20½"&32¼"–22¼"<br>50NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 18339<br>~~WMPD~~<br>LCFJ | **Hermelin**<br>*Elec.light*<br>Wireless | **SteelScSr**<br>2*Dks*(*Stl–U*teak s) | ~~2232~~ 2236<br>2019 ~~1766~~<br>~~1677~~<br>1766<br>1163 | ✠100A1<br>~~2,2~~10,21<br>✠LMC9,19 | Ams<br>HKg | *r* | CL<br>9,19 | 1918<br>1mo<br>*Lloyd* | HongK'ng &Whampoa DockCo.Ld.<br>HongKong<br>'*sA&CP* | **Bruusgaard, KiösterudsD/S A/S**<br>*CellD* | 270·6<br>P26'B76'F26'<br>FK<br>*B*231' 442*t FPT*34*t* | 40·1 | 19·4 | Drammen<br>Norwegian<br>4*BHCem*<br>*APT*71*t* | T.3Cy.20",33"&54"–39" (*s*)<br>180lb 215NHP<br>2SB,6*cf*,GS119,HS3552<br>HongKong&Whampoa DockCo.Ld.HongKong | 21 , 6<br>s 3 ,<br>18 , 1 | |
| 18340 | **Hermes**<br>*Elec.light* | **SteelSc**<br>*CruiserStern* | 6500 | 100A1<br>*Shelter dk*<br>(*ClassContemplated*) | | | | 1921 | Ayrshire Dkyd.Co.Ld.<br>Irvine | **Cayzer,Irvine&Co.Ld.** | 415·0<br>F45' | 53·2 | 28·0 | Glasgow<br>British | T.3Cy.27½",46½"&78"–54"<br>Dunsmuir&JacksonLdGls | | |
| 18341<br><br>MCKQ | —<br>Wireless | **SteelScSr**<br>*ss*Cff.No.3–9,18<br>1*Dk*(*pt Irn pt Stl*)2*trB deep framing &Webframes* 3*Dk rule* | 3914<br>3639<br>2515 | ✠100A1<br>8,21 ~~1,20~~<br>~~BS12,20~~ ✠LMC9,18<br>BS12,21 | Bgn<br>Bmn | *w* | CL<br>12,20 | 1905<br>10mo<br>*Lloyd* | JLThompson&Sons,Ld.<br>Sunderland<br>'*sA&CP* | **Bruusgaard, KiösterudsD/S A/S**<br>*WB=CellDBa* | 346·0<br>P31'B104'F31'<br>FK<br>115'*uE*23'*f*150'892*t* | 49·6 | 26·5 | Drammen<br>Norwegian<br>6*BHCem*<br>*APT*170*t* | T.3Cy.25",41"&67"–45" (*s*)<br>180lb ~~90lb~~ 72lb 329NHP<br>2SB,8*pf*,GS148,HS5100<br>G.Clark,Ld.Sunderland | 27 , 11 | |
| 18342<br><br>PBDC | —<br>*Elec.light* Wireless<br>*Mchy.Aft* | **SteelTwinScSr**<br>*ss*Sng.No.1–18<br>*OilEng.*<br>2*Dks*(*Stl*)&*Webframes* | 3768<br>3373<br>2313 | ✠100A1<br>8,21 ~~[illegible]~~<br>~~DBS3,20 ✠LMC3,20~~<br>*CarryingPetroleum in bulk*<br>~~DBS3,21 ✠LMC3,21~~ | HKg | *v* | CL<br>P8,19<br>s3,20 | 1914<br>10mo<br>*Lloyd* | Palmers' Co.Ld.<br>Newcastle<br>'*sA&CP*<br>*WB=Cell* | **PetroleumMaats. "LaCorona"**<br>*DBuE*44'55*t DTf* | 344·6<br>H73'F34'<br>FK<br>30'270*tAPT*70*t* | 46·1 | 25·5 | s'Gravenhage<br>Dutch<br>14*BHptCem*<br>11*BHtoUdk*<br>3 „ „ 2*nd*„ | Oil Engines 4S.C.SA<br>12Cy.20½"–35 7/16" 375NHP<br>DB120*lb*<br>NedFb.v Wrk&Spoor,Am | 27 , 7<br>s 5 , 8<br>22 , | |
| 18343 | —<br>Wireless<br>*Elec.light CruiserStern* | **SteelSc**<br>*Fitted for oil fuel*<br>3*Dks* | 2739<br>2392<br>1670 | | | | | 1919 | NVBoele's Schps.&Mchf<br>Bolnes | **Koninkl.Nederl. Stoomb.Maats.** | 345·8 | 48·3 | 18·6 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.23",37"&61"–45"<br>250NHP.<br>N.V.Boele'sSchp.& Machf | | |
| 18344<br>5779<br>JVNK | —<br>*Elec.light* | **SteelSc4Mst**<br>1*Dk* | 1478<br>1290<br>846 | | | | | 1915 | Fredrkstad Mek.Værks.<br>Fredrikstad | **Ångf.Aktieb.Gefle** (E.Brodin,*Mgr.*) | 243·0<br>P26'B67 F29' | 39·2 | 19·2 | Torö<br>Swedish<br>*WB* | T.3Cy.18",29½"&49"–33"<br>138NHP<br>FredrikstadM.V.Frdstad. | | N |
| 18345<br>[illegible] | —<br>*Now named* "Glendoon." *See No.* 37534 *in Supplement*<br>*Well deck* | **SteelScSr**<br>1*Dk&Webframes* | 1180<br>[illegible]<br>675 | | | ... | | 1899 | AilsaS.B. Co.<br>Troon | Calvert SSCo.Ld. (J.S Calvert,*Mgr*) | 228·6<br>Q85'B54'F28'<br>FK | 34·1 | 15·3 | London<br>British<br>*WB* | T.3Cy.17",28"&45"–33"<br>137NHP<br>Muir&Houston,Ld.Gls. | 17 , 9 | |
| 18346 | —<br>(*ex*Mina) | **SteelSc**<br>1*Dk* | 712<br>524<br>296 | | | | | 1919 | J.Meyer's S.B.Co.<br>Leeuwen | **A.M.Coulouthros** | 180·8<br>Q52'B53'F22' | 28·2 | 12·7 | Andros<br>Greek<br>*WB* | T.3Cy.15¾",25½"&39½"–23¼"<br>Gebr.Storcks&Co's MaschinsfabrickHengelo | | N |
| 18347<br>1674<br>HVFB | —<br>*Elec.light* (*ex*Meteor) | **SteelScSr**<br>1*Dk*<br>*SalvageSteamer* | 430<br>365<br>130 | | | | | 1888 | MotalaCo.<br>Gothenburg | **Bergnings ochDykeriaktiebNeptun** (W.R.Edlind*Mgr*) | 148·2<br>H33*t*F20' | 25·7 | 13·4 | Stockholm<br>Swedish | C.2Cy.22"&44"–27"<br>84NHP<br>MotalaCo.Motala | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18348<br>2579<br>JFQV | **Hermes** IronScSr<br>1*Dk* | 226<br>190<br>98 | | | | | 18$\frac{67}{89}$ | Bergsund<br>Mek.Verks.<br>Stockholm | G.Månson | 102·2<br>B30'H6*t* | 22·0 | 12·2 | Krstnhmn<br>Swedish | C.2Cy.12"&14"–20"<br>7NHP<br>BergsndMek.Vrkst.Skm. | | |
| 18349<br>NDSF | **Hermia** SteelScSr<br>1*Dk&Spar dk* | 1046<br>538<br>650 | | | | | 1891 | Howaldts-werke<br>Kiel | Dpsk.Selsk.Torm<br>(C.Kraemar, *Mgr.*) | 211·2<br>B46' | 29·3 | 19·6<br>17·9 | Copnhagn<br>Danish | T.3Cy.14¼",22¼"&36½"–19¾"<br>59NHP<br>Howaldtswerke,Kiel | | V |
| 18350 | — SteelScSr<br>*Elec.light* 1*Dk* | 997<br>897<br>604 | | | | | 1909 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | A.Kirsten | 226·3<br>P&B139'F30' | 33·3 | 15·2 | Hamburg<br>German<br>*WB* | T.3Cy.16",26⅔"&44"–33"<br>111NHP<br>FlensburgerSchiffsb.Ges. | | |
| 18351<br>110950<br>RPNM | — SteelScK<br>*ss*Gms.No.3–5,15<br>*ss*Flt.No.1–19<br>1*Dk* | 210<br>187<br>83 | ✠100A1<br>*StmTrawler*<br>10,20<br>✠NB5,15 | Flt<br>✠LMC2,19<br>BS~~6,20~~11,21 | | CL<br>N2,19 | 1900<br>4mo<br>*Lloyd* | Menzies&<br>Co.Ld.<br>Inverkeithng<br>'*sA&CP* | Mersey Steam<br>Trawlers, Ld.<br>(E.Taylor, *Mgr.*) | 120·0<br>Q67'F21'<br>BK7½" | 21·7 | 11·0 | Fleetwood<br>British<br>3*BHCem* | T.3Cy.12½",21½"&35"–24"(*s*)<br>180lb 61RHP<br>1SB,*2pf*,GS33,HS1190<br>Shanks,Anderson&Co.Gls. | 12 ″ 0 | |
| 18352<br>6133<br>KBTD | **Hermina** SteelAuxSc3MstSr<br>*ParaffinMotor*<br>(*ex*Rebecca) 1*Dk*<br>(*See Sailing Ship Register*) | 337<br>300<br>192 | | | | | 1917 | J.J.Patjé&<br>Zonen<br>Waterhuizen | RederiA/BHermina (AxelE. Andersson, *Mgr.*) | 141·0<br>P26' | 27·0 | 10·9 | Hernösand<br>Swedish | Paraffin Motor<br>2Cy.15¾"–17¾" 37NHP<br>D.Goedkoop,Jr.Ams. | | V |
| 18353<br>MJKG | **Hermion** SteelSc<br>Wireless 1*Dk&Shelterdk* | 4342<br>4096<br>2726 | | | | | 1913 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Bruusgaard,<br>KiösterudsD/S A/S | 389·8<br>P102*t*H125*t* | 54·1 | 24·6 | Drammen<br>Norwegian<br>*WB* | T.3Cy.26",42"&70"–48"<br>339NHP<br>W.Doxford &Sons,Ld.Sld. | | NC |
| 18354<br>124120<br>HMJC | **Hermione** SteelScSr<br>*ss*Mdb.No.3–4,18<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Webframes*<br>*Elec.light* Wireless | 5200<br>4829<br>3201 | ✠100A1<br>5,21~~8,20~~<br>*CarryingPetroleum in bulk*<br>~~BS5,18~~ ✠LMC7,17<br>*Fitted for oil fuel* 5,21 *F.P. above* 150°F | NNs<br>Shl<br>BS5,21 | *y* | CL<br>N5,21 | 1908<br>2mo<br>*Lloyd* | Swan,Hunter&Wigham<br>Richardson,<br>Ld Newcastle<br>'*sA&CP* | OilTankS.S.Co.Ld.<br>(C.T.Bowring&Co. Ld.*Mgrs.*)<br>*WB=CellDBuB*<br>40'92*tDTf*40'407*t* | 385·5<br>P96'B25'F42'<br>FK<br>*FPT*61*tAPT*29*t* | 50·5 | 30·3 | Liverpool<br>British<br>14*BHCem*<br>8*BHtoUdk*<br>6*BHtoMdk* | T.3Cy.26",43"&72"–48" (*r*)<br>180lb 434NHP<br>3SB,*9cf*,GS195,HS7281<br>N.E.MarineEngCoLd Nwc | 31 ″ 10<br>s6 ″ 8<br>25 ″ 6 | |
| 18355<br>6074<br>KBPD | **Hermod** SteelScSr<br>1*Dk* | 1495<br>1223<br>771 | | | | | 1919<br>– | Södra<br>VarfetsA/B<br>Stockholm | Stockholms Rederi A/BSvea (H. Ericson, *Mgr.*) | 246·8<br>P33'B140'F9'H145*t* | 38·3 | 16·0 | Stockholm<br>Swedish | T.3Cy.18",30"&49"–33"<br>Lindholmens 138NHP<br>M.V.A/B Gothenburg | | V |
| 18356<br>HKMD | **Hermopolis** IronScSr<br>(*ex*Wicklow,*ex*Galatea) *ptAwngdk*<br>*Elec.light* Wireless | 780<br>617<br>493 | | | | | 1869 | Blackwood<br>&Gordon<br>Pt.Glasgow | HellenicCo.of MaritimeEnterprises | 221·0<br>P199*t* F26*t* | 29·3 | 15·1<br>22·2 | Piræus<br>Greek | C.2Cy.29½"&57"–36"<br>162NH<br>R.Steele&Co.Greenock | | |
| 18357<br>96611<br>KRPV | **Hermosa** WoodScSr<br>Wireless 1*Dk* | 483<br>—<br>334 | | | | | 1902 | ..................<br>Wilmington,<br>Cal. | Wilmington<br>Transprtn.Co. | 139·0 | 28·0 | 11·5 | LsAngeles<br>Cal.<br>Utd.States | | | |
| 18358<br>HNRM | **Hernani** IronScSr<br>1*Dk* | 420<br>—<br>267 | | | | | 1876 | Cunliffe&<br>Dunlop<br>Pt.Glasgow | Fabrica Municipal de Gas | 160·4<br>P74*t* F19*t* | 24·3 | 11·8 | S.Sebast'n<br>Spanish | C.2Cy.23"&40"–27"<br>NB90 69NHP<br>Cunliffe&Dunlop,Pt.Glas. | | V |
| 18359<br>PBFD | **Hernodia** SteelSc<br>*Elec.light Ref.Mchy.* 1*Dk* | 1288<br>1124<br>741 6<br>~~7416~~ | | | | | 1918 | Huiskens<br>&VanDyk<br>Dordrecht | N.V.Maats.S.S.<br>"Hernodia"<br>(J.deJong) | 238·5 | 37·2 | 16·0 | Rottrdam<br>Dutch | T.3Cy.17½",29"&46"–36"<br>127NH<br>Eluishens&VanDyk | | N |
| 18360 | **Hernösand** SteelScSr<br>1*Dk2trB* | 953<br>792<br>569 | | | | | 1894 | Helsingörs<br>Skibsbyggeri<br>Elsinore | H.M.Gehrckens | 224·9<br>Q68'B105'F24' | 33·1 | 13·5 | Hamburg<br>German<br>*WB* | T.3Cy.18",27½"&47"–33"<br>127NHP<br>HelsingörsMaskinbyggeri | | |
| 18361<br>2520<br>HBSQ | **Hernösand II.** IronScSr<br>1*Dk* | 465<br>289<br>324 | | | | | 1865 | Bergsund<br>MekVerkst<br>Stockholm | Stockholms RederiaktiebSvea (H.Ericson, *Mgr.*) | 160·6<br>Q47'B51'H35*t*F40' | 24·4 | 12·4 | Stockholm<br>Swedish | C.2Cy.24"&42"–26"<br>75NHP<br>W.LindbergsM.V.Skm. | | |
| 18362<br>WMHJ | **Hero** SteelScSr<br>1*Dk* | 1375<br>1136<br>823 | | | | | 1918 | NewEng.<br>&S.B.Works<br>Shanghai | Bruusgaard,<br>KiösterudsD/S A/S | 242·7 | 37·2 | 14·7 | Drammen<br>Norwegian<br>*WB* | T.3Cy.17½",28½"&48"–33"<br>NewEngineering 132NHP<br>&S.B.Works,Shanghai | | N |
| 18363<br>105043<br>NVJO | — SteelScSr<br>*Well deck* 1*Dk*(*Irn*) | 771<br>578<br>326 | ✠<br>7,95<br>*Water Tube Boilers*<br>✠ | Hul | *l* | | 1895<br>6mo | Earle'sCo.<br>(Lim.)<br>Hull | Wilsons&N.E.Rly.<br>ShippingCo.Ld.<br>*WB=D* | 216·5<br>Q61'B55'F29'<br>FK<br>*Ba*38'*f*42'74*t FPT* | 30·0 | 13·6 | Hull<br>British<br>5*BHCem*<br>18*tAPT*7*t* | T.3Cy.18½",31"&53"–33"<br>239NHP<br>2SB,*4pf*,GS88,HS4400<br>Earle'sCo.(Lim.),Hull | 14 ″ 3 | C |
| 18364<br>127403 | — SteelScK<br>*ss*Cws.No.3–5,20<br>1*Dk* | 226<br>192<br>85 | ✠100A1<br>*StmTrawler*<br>10,20 | Flt<br>✠LMC5,20 | | 5,20 | 1907<br>11mo<br>*Lloyd* | Dundee<br>S.B.Co.Ld.<br>Dundee<br>'*sA&CP* | CliftonSteam<br>Trawlers,Ld.<br>(J.A.Taylor, *Mgr.*) | 120·0<br>Q67'F22'<br>BK7½" | 21·6 | 11·4 | Fleetwood<br>British<br>3*BHCem* | T.3Cy.12¼",20"&34"–24" (*r*)<br>180lb 71RHP<br>1SB,*2pf*,GS35,HS1175<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 18365<br>101078<br>PVHJ | — IronScSp<br>*ss*Syd.2ndNo.3–10,16<br>1*Dk*(*ptIrn*) | 161<br>147<br>1 | ✠100A–<br>10,19 | Syd<br>✠LMC11,20 | | CL<br>~~9,18~~<br>8,21 | 1892<br>7mo | J.P.Rennoldson&Sns.<br>S.Shields | J.Fenwick&Co.Ld. | 105·2<br>BK7"<br>*WB=FPT* | 19·6 | 11·2 | SydnyNSW<br>British<br>4*BHCem*<br>10*tAPT*7*t* | T.3Cy.14",23"&37"–24" (*s*)<br>160lb 70RHP<br>1SB,*3pf*,GS43,HS1255<br>J.P.Rennoldsn&Sns,S.Shl. | 11 ″ 9 | |
| 18366<br>1698<br>JDKG | — SteelScSr<br>(*Tug*)<br>1*Dk* | 109<br>89<br>44 | | | | | 1874 | MotalaCo.<br>Motala | StockholmsTransport och BogseringsAktieb. (J.A. Appelqvist, *Mgr.*) | 85·4<br>H14*t* | 20·0 | 9·3 | Stockholm<br>Swedish | C.2Cy.14¾"&27"–18"<br>NE&B02 26NHP<br>W.LindbergsAktieb.Skm. | | |
| 18367<br>120712<br>HJOW | **Heroic** SteelTwinScSr<br>*ss*Pts.No.3–6,20<br>*Elec.light* Wireless 2*Dks*(*UStl*–ws) | 1869<br>1333<br>782 | 100A1<br>*withfreeboard*<br>~~4,21~~ ~~6,20~~ 4,22<br>BS~~3,21~~ 4,22 | Pts<br>Liv<br>LMC6,20 | *t* | 6,20 | 1906<br>*Lloyd* | Harland&<br>Wolff,Ld.<br>Belfast<br>'*sA&CP* | BelfastS.S.Co.Ld.<br>*WB=CellDBa* | 320·3<br>P51'B160'F76'<br>FK&BK1½"<br>58'*u*E24'109*tFPT* | 41·3 | 16·8 | Belfast<br>British<br>6*BHCem*<br>15*tAPT*25*t* | Q.8Cy.21",29",41"&58"–36'<br>215lb (*s*) 804NHP<br>2DB(FD)&1AuxSB,*19cf*,<br>GS374,HS13577<br>Harland&Wolff,Ld.Bel. | 18 ″ 2<br>s2 ″ 0½<br>16 ″ 6 | BT<br>till<br>6,21 |
| 18368<br>107487<br>KPJB | **Heroine** SteelAuxScBn<br>(*LOST*) *Stm.Eng.*<br>*Elec.light* (*ex*YachtAloha) 1*Dk*<br>(*See Sailing Ship Register*) | 296<br>—<br>149 | | | | | 1899 | Jn.Robins<br>Co.<br>BrooklynNY | Commonwealth<br>FisheriesCo.Inc. | 136·0 | 26·3 | 16·3 | Boston<br>Utd.States | T.3Cy.12½",22"&36"–24"<br>63NHP | | |
| 18369<br>125192 | — SteelScSp<br>(*Tug*)<br>*Elec.light* 1*Dk* | 207<br>192<br>3 | | | | | 1909 | Ferguson<br>Bros.<br>Pt.Glasgow | J.Fenwick&Co.Ld. | 115·1 | 23·6 | 10·3 | SydnyNSW<br>British<br>*WB* | C.2Cy.20"&42"–27"<br>99RHP<br>FergusonBros.P.Gls. | | C |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Tirant d'eau correspondant.<br>pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18370<br>144503<br>KFJV | **Heron** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)&*2nd dk*(*Stl*)*inNo.*1*hold*<br>*Ref.Mchy.* | 1314<br>1026<br>515 | ✠100A1<br>*Shelter dk withfreeboard*<br>6,21 ~~4,20~~<br>✠Lloyd's RMC ~~1,22~~ | Trn<br>Lon<br>✠LMC4,20<br>6,22 | *q* | CL | 1920<br>4mo<br>*Lloyd* | AilsaS.B. Co.Ld.<br>Troon<br>'*sA&CP* *CellD* | GeneralStm.Nav. Co.Ld.<br>*B213'338tFPT17t* | 245·1\|39·2\|15·0<br>B63'*on Shelter dk*<br>FK<br>*APT19t Collision* | London<br>British<br>*Cem*<br>*BHto Sh dk*<br>4 ,, ,, *U* ,, | T.3Cy.23",37½"&60"–39" (*s*)<br>180lb 292RHP<br>2SB,8*cf*,GS167,HS5154<br>AilsaS.B.Co.Ld.Troon | 17 ' 0<br>s ' 8½<br>16 ' 7 |
| 18371<br>219623<br>LVQJ | — SteelSc<br>(*Trawler*)<br>Wireless 1*Dk* | 411<br>—<br>208 | | | | | 1919 | Founda-tionCo.<br>Savannah,Ga | EastCoast FisheriesCo. | 139·4\|25·2\|14·2 | Rockland, Me.<br>Utd.States | T.3Cy.12¾",21½"&35"–24"<br>60NHP | |
| 18372<br>1 13230<br>TQBC | — SteelScK<br>*ss*Hul.No.3–9,09<br>*ss*Liv.No.2–19<br>1*Dk* | 223<br>207<br>95 | ✠100A1<br>*StmTrawler*<br>11,20<br>✠NB12,11 | Gms<br>LMC8,19<br>BS11,20 | | CL<br>11,20 | 1902<br>9mo<br>*Lloyd* | G.Cooper<br>Hull<br>'*sA&CP* | ThomasBaskcomb, Ld.(T.W.Baskcomb *Mgr.*) | 126·6\|21·5\|11·2<br>Q48'F20'<br>len09ptND09 BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"–24" (*s*)<br>180lb 60RHP<br>1SB,2*pf*,GS33,HS990<br>C.D.Holmes&Co.Hull | 12 ' 1 |
| 18373<br>67977 | — IronTwinSc<br>1*Dk*<br>*Mchy.Aft* | 141<br>134<br>56 | | | | | 1872 | Lon.&Gls. Co.<br>Glasgow | TakuTug&Lighter Co.Ld. | 120·1\|20·0\| 8·1 | Shanghai<br>British | 2Cy.24"–24"<br>60RHP<br>Lon.&Gls.Co.,Gls. | |
| 18374<br>115150<br>VDTJ | **Heronspool** SteelSc<br>*ss*Shl.No.3–10,16<br>1*Dk*(*ptIrn&ptStl*)2*trB&Web frames*<br>Wireless *ss*[illegible]No.1-21 3*Dk rule* | 3276<br>2770<br>2105 | ✠100A1<br>*Trunk dk*<br>8,21 ~~7,20~~<br>~~BS12,16~~ | Bry<br>Cff<br>✠LMC~~10,16~~ | *v*<br>8,21 | CL<br>~~7,20~~<br>8,21 | 1903<br>9mo<br>*Lloyd* | Ropner& Son<br>Stockton<br>'*sA&CP* *WB=* | PoolShippg.Co.Ld. (Sir R.Ropner&Co. *Mgrs.*)<br>*CellDBa106'uE24'* | 325·0\|48·1\|22·9<br>P31'B65'F32'<br>FK<br>*f134'700tFPT156t* | W.Hartlpl<br>British<br>5*BHCem*<br>*APT151t* | T.3Cy.24½",41⅝"&66½"–42"<br>180lb *110lb* (*s*) 302NHP<br>2SB,6*rf*,GS118,HS4530<br>Blair&Co.Ld.Stockton | 24 ' 3<br>s 3 ' 8<br>21 ' 1 |
| 18375 | **Heros** SteelScK<br>*ss*Bcl.No.3–4,15<br>(*ex*Araña,*ex*Dane) 1*Dk* | *267*<br>*241*<br>*100* | ✠100A1<br>*StmTrawler*<br>8,18<br>BS8,18 | Bcl<br>✠LMC4,15 | | CL<br>3,18 | 1903<br>4mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Beverley<br>'*sA&CP* | FrenchGovernment | 130·0\|22·0\|12·1<br>Q53'<br>BK7" | LaRochlle<br>French<br>4*BHCem* | T.3Cy.13",21½"&35"–24" (*s*)<br>200lb 79NHP<br>1SB,2*cf*,GS37,HS1345<br>Amos&Smith,Hull | 12 ' 10 |
| 18376<br>~~135591~~<br>~~JFTV~~ | **Herschel** SteelScSr<br>*ss*Liv.No.1–20<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 6293<br>5269<br>3945 | ✠100A1<br>*Shelter dk withfreeboard*<br>9,21 ~~9,21~~<br>~~BS10,20~~<br>*Carrying oil f* | Liv<br>BS7,21<br>✠LMC10,18<br>*uelF.P* | *b*†<br>*.ab* | CL<br>2,21<br>*ove150* | 1914<br>6mo<br>*Lloyd*<br>°*F.in* | D&WHendersn&CoLd.<br>Glasgow<br>'*sA&CP*<br>*WB=CellD*<br>*DB* | Liv.Brazil&River PlateStm.Nav.Co. Ld. (Lamport& Holt,Ld.*Mgrs.*)<br>*Ba139'uE&B82'f* | 435·0\|55·2\|27·4<br>B144'F45'*on Shelter dk*<br>FK<br>166' 1312*t FPT*119*t* | Liverpool<br>British<br>7*BHCem*<br>*APT22t* | Q4Cy.25¼",36"51"&73½"–54"<br>215lb (*s*) 685NHP<br>3DB&1AuxSB, 21*cf*,GS350,HS13183<br>D&WHendersn&CoLdGls | 30 ' 0<br>s 4 ' 4<br>26 ' 0 |
| 18377<br>~~143223~~<br>~~KBJT~~ | **Hersfeld** SteelScSr<br>(*ex*Woglinde, *ex*Meissen) *ss*Ham.No.3–4,10<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Well deck* Wireless *Elec.light* 3*trB*<br>[illegible]d "RuthKayser," *See No.*39107 *in Supplement* | 4487<br>4247<br>2855 | ✠<br>*Spar dk*<br>11,15 | Ham<br>✠ | *y* | | 1897<br>7mo | Flensburgr Schiffsb. Ges.<br>Flensburg | H.Kayser&Sohn G.m.b.H.<br>*WB=* | 389·7\|48·0\|28·2<br>P&B232'F46'<br>FK<br>*Cell DBa94'u E&B* | Hamburg<br>German<br>7*BHCem*<br>*62'f 164'895t* | T.3Cy.28½",47½"&78"–54"<br>554NHP<br>4SB,12*rf*,GS185,HS9800<br>FlensburgerSchiffsb.Ges. | 31 ' 0 |
| 18378 | **Hertha** SteelSc<br>1*Dk* | 1300<br>1240<br>870 | | | | | 1917 | Verschure &Co.<br>Amsterdam | W.Hansen | 237·0\|36·6\|18·0<br>P33'B61'F26' | Bergen<br>Norwegian<br>*WB* | T.3Cy.17½",29"&46"–36"<br>127NHP<br>Verschure&CoAmsterdam | |
| 18379 | — SteelTwinSc<br>*Elec.light* Wireless 1*Dk&Hur.dk*3*trB* | 1257<br>633<br>419 | | | | | 1905 | Stettiner Oderwerke<br>Stettin | Stettiner Dampfsch.Ges.J.F. BraeunlichG.m.bH | 250·3\|33·9\|13·4<br>H117' 21·8 | Stettin<br>German<br>*WB* | T.6Cy.18",28"&46"–28"<br>224NHP<br>StettinerOderwerkeStettin | |
| 18380 | — WoodAuxScBk<br>*Stm.Eng.*<br>*Mchy.Aft* 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 253<br>221<br>127 | | | | | 1884 | C.Christnsen<br>Sandefjord | RussianGovernment | 117·8\|25·3\|13·1<br>Q35' | Archangel<br>Russian | C.2Cy.16"&28 9/10"–18½"<br>30NHP<br>NylandsVærksted,Xania | |
| 18381 | — IronScSr<br>(*ex*Winterphil, *ex*Albatross,*ex*Steinwärder,*ex*Livadia, *ex*Uddeholm) 1*Dk* | 241<br>192<br>136 | | | | | 1868 | ................<br>Gothenburg | Rob.M.Spethmann | 120·0\|21·9\|10·0<br>Q34'B21'F27'<br>len17 | Hamburg<br>German | C.2Cy.11¾"&26½"–18"<br>NB85 25NHP<br>GöteborgsMek.Verks., Gothenburg | |
| 18382<br>NCVB | — IronScSr<br>1*Dk* | 127<br>104<br>64 | | | | | 1877 | Eriksbergs M.V.Aktieb.<br>Gothenburg | Ver.FlensburgEkensunder&SonderburgerDmpfs. Ges. | 105·8\|18·5\| 9·6 | Sönderbrg<br>Danish | C.2Cy.17¾"&35⅝"–19⅝"<br>NB13 46NHP<br>EriksbergsM.V.Aktieb. | |
| 18383 | **Herzog Johann Albrecht** Steel ScSr<br>*Elec.light* 1*Dk* | 1130<br>964<br>681 | | | | | 1898 | Act.Ges. "Neptun"<br>Rostock | BelgianGovt. | 233·6\|35·3\|14·4<br>Q70'B108'F25' | Antwerp<br>Belgian<br>*WB* | T.3Cy.16½",25½"&41¾"–31½"<br>98NHP<br>A.G."Neptun,"Rostock | |
| 18384<br>133508<br>HWKB | **Hesleyside** SteelScSr<br>*ss*Shl.No.2–21<br>1*Dk*(*Stl*)&*Web frames*<br>Wireless *Longitudinal framing* | 3994<br>3755<br>2518 | ✠100A1<br>9,21 ~~2,21~~<br>BS2,22 | Shl<br>✠LMC2,21 | *w* | CL<br>2,21 | 1912<br>7mo<br>*Lloyd* | ShortBros. Ld.<br>Sunderland<br>'*sA&CP* *Int* | CharltonSShpg.Co Ld.(Charlton, Mc Allum&Co.*Mgrs.*)<br>*ermediateBH in af* | 363·0\|50·0\|25·6<br>P34'B117'F36'<br>FK<br>*ter hold dispensed w*<br>*WB=CellDBa113'* | Newcastle<br>British<br>*Cem*<br>*ith5BHonly*<br>*uE&B41' f* | T.3Cy.25",41"&68"–48" (*s*)<br>180lb 365NHP<br>3SB,9*cf*,GS151,HS5874<br>N.E.Marine Eng.Co.Ld.Sld<br>161' 1172*tFPT78tAPT100t* | 28 ' 4<br>s 5 ' 2<br>23 ' 6 |
| 18385<br>144694<br>KGMT | **Hesperides** SteelSc<br>(*ex*Fatima)<br>*Elec.light* Wireless 2*Dks*<br>*For full particulars See No.*37718 *in Supplement* | 3923<br>[illegible]<br>2392 | | | | | 1919 | Flensburgr Schiffsb.Ges.<br>Flensburg | British&South American Stm.Nav Co.Ld. (R.P.Houston&Co.*Mgrs.*) | ~~384·2\|52·8\|22·2~~<br>382·4\|52·7\|22·5 | Liverpool<br>British<br>*WB* | T.3Cy.28¾",46⅝"&76"–48"<br>399NHP<br>FlensburgerSchiffsb.Ges. | |
| 18386<br>HNSP | — SteelScSr<br>*Elec.light* Wireless 1*Dk*2*trB&Awngdk* | 907<br>771<br>577 | | | ... | | 1892 | Wigham Richrdsn&Co<br>Newcastle | Cia.Trasmediterranea | 195·0\|29·0\|14·5<br>B46' 21·6<br>BK7½" | Barcelona<br>Spanish<br>*WB* | T.3Cy.21",33"&54"–36"<br>NDB99 187NHP<br>WighamRichrdsn&C. Nwc | 22 ' 3 |
| 18387<br>MJNR | **Hesperos** SteelScSr<br>1*Dk&Shelter dk* | 4341<br>4096<br>2722 | | | | | 1913 | W.Doxford &Sons,Ld.<br>Sunderland | Bruusgaard, Kiösteruds D/S A/S | 389·8\|54·1\|24·6<br>P102*t*H124*t* | Drammen<br>Norwegian<br>*WB* | T.3Cy.26",42"&70"–48"<br>339NHP<br>W.Doxford&Sons,Ld.Sld. | |
| 18388<br>144661<br>KGJF | **Hesperus** SteelSc<br>(*ex*Patria)<br>*Elec.light* Wireless 2*Dks*<br>*Should be* "Hesperia," *See No.*37705 *in Supplement* | 3922<br>3630<br>2406 | | | | | 1919 | Flensburgr Schiffsb.Ges.<br>Flensburg | British&South American Stm.Nav Co.Ld. (R.P.Houston&Co.*Mgrs.*) | 384·2\|52·8\|22·4 | Liverpool<br>British<br>*WB* | T.3Cy.28¾",46⅝"&76"–48"<br>399NHP<br>FlensburgerSchiffsb.Ges. | |
| 18389<br>104924<br>PMRW | — SteelTwinScSr<br>*Well deck* *Elec.light* 2*Dks* | 584<br>443<br>235 | | | ... | | 1896 | Gourlay Bros.&Co.<br>Dundee | Commissioners of NorthernLighthouses | 175·0\|28·1\|13·8<br>Q53'B51'F27'<br>BK6" | Leith<br>British<br>*WB* | T.6Cy.14",23"&37"–24"<br>166NHP<br>GourlayBros.&Co.,Dun. | 14 ' 7 |
| 18390<br>215699<br>LJCQ | — WoodSc<br>*Motor*<br>1*Dk* | 137<br>—<br>79 | | | | | 1917 | ................<br>Essex,Mass. | RobertsonGiffin | 106·3\|25·5\|11·8 | Gloucester Mass.<br>Utd. States | Motor | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18391<br>MTWQ | **Hessa** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2366<br>1990<br>1467 | ✠100A1<br>~~11,21~~ ~~1,21~~ ~~2,22~~<br>6,22 ✠LMC10,19 | Shl<br>~~Gms.~~ Sld | *r* | CL<br>~~12,20~~<br>10,21 | 1919<br>10mo<br>*Lloyd* | Dominion<br>S.B.Co.Ld.<br>Toronto<br>'*sA&CP* | Aalesunds<br>Dampskibsrederi<br>A/C (H.Wesenberg<br>*Mgr.*) *Ce* | 251·6\|43·9\|22·3<br>P25'B64'F20'<br>FK<br>*llDB*208' 536*t FPT* | Aalesund<br>Norwegian<br>4*BHCem*<br>60*tAPT*76*t* | T.3Cy.20",33"&54"–40" (*s*)<br>180lb 328NHP<br>2SB,6*cf*,GS115,HS5467 FD<br>JohnInglisCo.Ld.Toronto | 24 ″ 3<br>s 3 ″ 5½<br>21 ″ 1 | |
| 18392<br>84975<br>HMVD | **Hessam** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 645<br>640<br>375 | ✠<br>*HopperBarge*<br>4,11 ✠ | Brw | *j* | | 1908<br>2mo | W.Simons<br>&Co.Ld.<br>Renfrew | MidlandRailway<br>Co. | 180·0\|34·2\|12·2<br>F29'<br>FK<br>*WB*= | Lancaster<br>British<br>4*BHCem*<br>*DTf*13'82*t* | C.2Cy.22"&44"–24"<br>80RHP<br>2SB,4*cf*,GS78,HS2200<br>W.Simons&CoLd.Renfrew | 13 ″ 1 | |
| 18393<br>2675<br>JFVC | **Hesselby** IronSc<br>(*ex*Hillersjö) 1*Dk* | 160<br>91<br>116 | | | | | 1884 | Aktiebo-<br>lagetAtlas<br>Gefle | Ångf.AktiebDrott-<br>ningholm-Fittja<br>(J.W.Rickander,<br>*Mgr.*) | 98·7\|18·7\| 8·3<br>B48'H20*t*F10' | Stockholm<br>Swedish<br>*WB* | C.2Cy.13¾"&27½"–17¾"<br>27NHP<br>Aktieb.Atlas,Stockholm | | |
| 18394<br>122962<br>HLGR | **Hessle** SteelScSr<br>*ss*Cff.No.3–7,19<br>*Elec.light* 1*Dk*(*Stl*)&*deep framing* | 952<br>742<br>470 | ✠100A1<br>~~9,21~~ 6,20<br>~~BS6,20~~ ✠LMC7,19<br>BS9 21 | Bry<br>Sws | *m* | 9,21 | 1907<br>7mo<br>*Lloyd* | W.Pickers-<br>gill&Sons<br>Sunderland<br>'*sA&CP* *WB* | StrathS.S.Co.Ld<br>(E.C.Downing,<br>*Mgr.*)<br>= *Cell DBa* 44' *uE* | 215·0\|32·2\|12·8<br>P21'B62'F25'<br>FK<br>18'*f*99'232*tFPT*19*t* | Swansea<br>British<br>4*BHCem*<br>*APT*23*t* | T.3Cy.17",28½"&46"–33" (*s*)<br>180lb 137NHP<br>2SB,4*pf*,GS65,HS2181<br>G.Clark,Ld.Sunderland | 15 ″ 3<br>s 1 ″ 8½<br>13 ″ 10 | |
| 18395<br>MGWP | **Hestmanden** SteelScSr<br>*Elec.light* *Mchy.Aft* 2*Dks* | 979<br>921<br>671 | | | | | 1911 | Laxevaags<br>Msk.&Jrnskb<br>Bergen | Vesteraalens<br>Dampskibsselskab | 186·1\|30·1\|20·4<br>H39*t*<br>*WB* | Stokmark-<br>næs<br>Norwegian | T.3Cy.14½",23"&39"–27"<br>79NHP<br>LaxevaagsMsk&Jrns.Bgn | 22 ″ 8 | N |
| 18396<br>Wrecked 10,21 | **Hettie** SteelAuxSc3MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 462<br>—<br>329 | | | | | 1918 | Wortelboer<br>&Co.<br>Westerbroek | Vve.P.LeBorgne<br>&G.Tocque | 154·6\|26·3\|12·4<br>P29'F13' | Fécamp<br>French | Oil Engines 4S.C.<br>4Cy.12⅓"–13⅓" 36NHP<br>AppingedamerBrons-<br>moteren-FabrikAppngdm | | V |
| 18397<br>74428<br>WVML | **Hetty** WoodAuxScSr<br>*Par.Mot.*<br>9&12yrs.Mat. HTFoy.94<br>ptIB *Salted*† 1*Dk*<br>(*See Sailing Ship Register*) | 107<br>107<br>67 | ✠<br>5,94 | Foy | 12<br>C8 | | 1877<br>9mo | J.Stephens<br>Flock,<br>Cornwall | A.Williams | 87·2\|20·7\|11·2 | Falmouth<br>British | Paraffin Motor<br>2Cy.13"–15" NE19 21NHP<br>Robey&Co.Ld.Lincoln | | |
| 18398<br>137104 | **Heugh** SteelScK<br>1*Dk* | 200<br>197<br>78 | | | ... | | 1914 | A.Hall&<br>Co.Ld.<br>Aberdeen | HeughSteam<br>TrawlingCo.Ld.<br>(J.Graham&Sons) | 115·5\|22·1\|12·0<br>BK7½" | Hartlpool<br>British<br>*WB* | T.3Cy.12",20"&34"–24"<br>78RHP<br>A.Hall&Co.Ld.Aberdeen | 12 ″ 9 | |
| 18399<br>95855 | **Heung-Shan** SteelTwinSc<br>2*Dks*&*Shade dk* | 1985<br>1006<br>957 | | | | | 1890 | Ramage&<br>Ferguson<br>Leith | HongKong,Canton<br>&MacaoStm.Boat<br>Co.Ld. | 290·0\|54·0\|10·0<br>B240*t* H688*t* F63*t* | HongKong<br>British | T.6Cy.20",31"&49"–27"<br>NB10 249NHP<br>Ramage&Ferguson,Leith | | |
| 18400 | **Hever** SteelScSr<br>(*ex*Adjutor,<br>*Mchy.Aft* *ex*Alliance) 1*Dk* | 441<br>328<br>228 | | | | | 1909 | Stavanger<br>Stöberi& Dok<br>Stavange. | BugsierReed.&<br>Bergungs A.-G. | 141·5\|27·0\|10·7<br>P84*t*H6*t*F8*t* | Hamburg<br>German<br>*WB* | T.3Cy.11¼",17½"&30"–20"<br>40NHP<br>StavangerStöberi&Dok | 13 ″ 0 | |
| 18401<br>110355<br>RTGB | **Heworth** SteelScSr<br>*ss*Shl.No.3–2,13<br>*ss*Nwc.No.2–19<br>*Well deck* 1*Dk*(*Irn*)&*deep framing*<br>*Cargo battens not fitted* | 1043<br>818<br>656 | ✠100A1<br>~~1,22~~ ~~12,20~~ 2,22<br>~~BS2,20~~ ✠LMC1,19<br>BS7,~~21~~ 2,22 | Nwc<br>~~Bmn~~ | *n* | CL<br>~~11,20~~<br>2,22 | 1900<br>8mo | WoodSkin-<br>ner&Co.Ld.<br>Newcastle<br>A&CP *WB* | NewbiginSteam<br>ShippingCo.Ld.<br>(E.R.Newbigin)<br>=*CellDBa*52'*uE*& | 220·0\|33·2\|14·4<br>Q112'B10'F25'<br>FK<br>B33'*f*94'285*t FPT* | Newcastle<br>British<br>4*BHCem*<br>42*tAPT*63*t* | T.3Cy.17½",28"&46"–33" (*s*)<br>160lb *80lb* NDB13 133NHP<br>1SB,4*pf*,GS58,HS2160<br>N.E.MarineCo.Ld.Nwc. | 16 ″ 6<br>s 1 ″ 6<br>15 ″ 3 | |
| 18402<br>129546<br>HSGF | **Hexham** SteelScSr<br>*ss*Syd.No.2–19<br>(*ex*Amphion) 1*Dk*(*Stl*)&*deep framing*<br>*Elec.light* | 2931<br>2785<br>1835 | ✠100A1<br>~~9,20~~ 11,21<br>~~BS10,20~~ ✠LMC9,19<br>BS11,21 | Syd<br>NSW | *u* | ~~9,19~~<br>11,21 | 1911<br>2mo<br>*Lloyd* | Cmpbltwn<br>S.B.Co.<br>Campbeltwn<br>'*sA&CP* *WB*= | J.&A.Brown<br>*CellDBa*102'*uE*20 | 331·4\|45·5\|22·0<br>P29'B178'F33'<br>FK<br>'*f* 146'686*tAPT*95*t* | Newcastle<br>N.S.W.<br>British<br>5*BHCem* | T.3Cy.24",40"&65"–42" (*s*)<br>180lb *90lb* 287NHP<br>2SB,6*cf*,GS129,HS4278<br>D.Rowan&Co.Glasgow | 24 ″ 7<br>s 3 ″ 2½<br>21 ″ 9 | |
| 18403<br>144969 | **Hibernia** SteelTwinSc<br>*Upper dk*(*ptStl*–ws)*Shelter dk*(*ptStl*–<br>*Elec.light* ws)&*2nd dk*(*Stl*)*at ends*<br>Wireless Sub.Sig. | 3458<br>181 ~~3000~~<br>1408 | | | ... | CL | 1920<br>9mo | W.Denny<br>&Bros.Ld.<br>Dumbarton | L.&N.W.Rly.Co.<br>*MT*10'71*tDTa*24' | 380·6\|45·2\|17·2<br>BK7"<br>*Collision*<br>80*tFPT*34*tAPT*68*t* | Dublin<br>British<br>*Asp*<br>*BHto Sh dk*<br>10*BHtoU* ,, | 4 Steam Turbines geared<br>to 2 Sc. Shafts (*s*)<br>200lb HS33916 2714NHP<br>9 Water Tube Boilers FD<br>W.Denny&Bros.Ld.Dmb. | 18 ″ 6<br>s 5 ″ 8<br>13 ″ 9 | BT<br>till<br>11,21 |
| 18404<br>6306<br>KCNT | — SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)<br>*CruiserStern*<br>Wireless | 2500<br>1512<br>1521 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,21 ~~7,20~~ ✠LMC7,20 | Got<br>NYk | *s* | | 1920<br>7mo<br>*Lloyd* | Eriksbergs<br>M.V.Aktieb.<br>Gothenburg<br>'*sA&CP* *Inter* | Rederiaktieb<br>SvenskaLloyd<br>(H.Metcalf,*Mgr.*)<br>*mediateBH in fore*<br>*CellDB*256'54 | 299·9\|43·2\|23·3<br>FK<br>*hold dispensed with*<br>0*t FPT*29*t APT*31*t* | Gothenbrg<br>Swedish<br>*Cem*<br>1*BHtoSh dk*<br>3 ,, ,, *U* ,, | T.3Cy.22½",35½"&58½"–36"<br>185lb *100lb* (*s*) 274NHP<br>2SB,6*cf*,GS103,HS3910 FD<br>EriksbergM.V.Aktieb.Got | 26 ″ 0<br>s 6 ″ 6<br>19 ″ 10 | |
| 18405<br>70651 | — IronAuxScSp<br>*Motor*<br>1*Dk*<br>(*SeeSailingShipRegister*) | 260<br>237<br>190 | | | | | 1874 | Westwood,<br>Baillie&Co.<br>Poplar | Brito-Franco<br>ShippingCo.Ld.<br>(A.Tate,*Mgr.*) | 135·0\|21·2\|11·4 | Blyth<br>British | Motor<br>4Cy.12"–14" 54NHP<br>Petters,Ld.Yeovil | | |
| 18406<br>123803 | — SteelScK<br>*ss*Dub.No.3–9,19<br>1*Dk* | 216<br>190<br>82 | ✠100A1<br>*StmTrawler*<br>9,19 BS8,21<br>~~BS9,20~~ ✠LMC9,19 | Dub | | CL<br>9,19 | 1907<br>3mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>NorthShields<br>'*sA&CP* | MerseySteam<br>TrawlersLd.<br>(E.Taylor,*Mgr.*) | 117·5\|21·5\|11·5<br>Q48'F20'<br>BK7½" | Fleetwood<br>British<br>3*BHCem* | T.3Cy.12",20"&32"–23" (*s*)<br>180lb 52RHP<br>1SB,2*pf*,GS35,HS1330<br>MacColl&Pollock,Ld.Sld. | 12 ″ 4 | |
| 18407<br>89622<br>JPWG | — IronSc | 210<br>186<br>12 | | | | | 1884 | Maats.de<br>Maas<br>Delfshaven | WilliamWatkins<br>Ld.(J.S.Watkins,<br>*Mgr.*) | 121·0\|22·1\|12·5 | London<br>British | C.2Cy.23"&47"–24"<br>NB05 120RHP<br>Maats.deMaas,Delfshaven | 13 ″ 3 | |
| 18408 | — SteelSc<br>(*Fishing*)<br>1*Dk* | 145<br>—<br>47 | | | | | 1916 | Gebr.Boot<br>Leiderdorp | N.V.Exploit.&<br>Admin.Maats.<br>"Shamrock I"<br>(S.Koster,*Mgr.*) | 102·0\|20·4\|10·2 | Ymuiden<br>Dutch | T.3Cy.9⅘",15¾"&27⅗"–21¼"<br>36NHP<br>N.V.Indust MyHera, Ymu | | |
| 18409<br>19190<br>NBRW | **Hibira Maru No. 2** WoodAuxScSr | 122<br>—<br>64 | | | | | 1917 | ................ | KurokiShokichi | 93·8\|20·5\|10·0 | Tomi<br>Japanese | | | |
| 18410 | | | | | | | | | | | | | | |

| 1 Numerc l'Ordre. — Numero Officiel. — ignaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18411 | **Hibueras** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk* | 1445<br>1391<br>819 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,22 ~~11,21~~ ~~2,21~~ ✠LMC8,20<br>*Fitted for oil* | N Os<br><br><br><br>*fuel 8,* | *o*<br><br><br><br>20 | CL<br><br><br><br>*F.P. a* | 1920<br>8mo<br><br><br>*bove 1* | Standard<br>S.B.Corp.<br>Shooters<br>Island,N.Y.<br>50° F. A&CP | NewOrleans-<br>BluefieldsFruit&<br>TransportationCo.<br>*CellDB*197'306*t* | 234·3<br>B88'<br><br>*FPT*34*tAPT*36*t* | 34·1 | 20·8<br><br>FK | P'toCortez<br>Honduras<br>*ptCem*<br>2*BHtoSh dk*<br>2 „ „ *U* „ | T.3Cy.19",30"&50"–33" (*s*)<br>185lb 200NHP<br>2SB,*6cf*,GS120,HS3660<br>H.G.TroutCo.Buffalo,N.Y. | 23 , 6<br>s 8 , 3<br>15 , 9 | |
| 18412<br>217170<br>LNPT | **Hickman** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 4860<br>4287<br>2975 | | | … | | 1918 | Standard<br>S.B.Corp.<br>Shooter'sIsl.<br>N.Y. | UnitedStates<br>ShippingBoard | 377·0<br>P25'B106'F34' | 52·2 | 26·8<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"–48"<br>478NHP<br>StandardS.B.Corp. | 29 , 0 | R |
| 18413<br>142314 | **Hickorol** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing* | 1176<br>858<br>451 | ✠100A1<br>*withfreeboard*<br>3,19 ✠LMC5,18<br>*CarryingPetr*<br>*Fitted for oil* | Sld<br><br><br>*oleum*<br>*fuel 3,* | *n*<br><br><br>*in*<br>18 | CL<br><br><br>*bulk*<br>*F.P. a* | 1918<br>3mo<br><br>*Lloyd*<br>*bove 1* | A.McMil-<br>lan&Son,Ld.<br>Dumbarton<br>'*sA&CP*<br>50° F. *Cell* | TheAdmiralty<br><br><br>*Middle line Bulkh*<br>*DBuE&B*39' 64*tD* | 210·2<br>P62'F57'<br><br>*ead not oil-tight*<br>*T f*30'243*t FPT*33*t* | 34·7 | 16·6<br><br>FK | London<br>British<br>12*BBptCem*<br><br>*APT*29*t* | T.3Cy.15",25½"&41"–30" (*s*)<br>180lb 141NHP<br>2SB,*4cf*,HS2202 FD<br>J.G.Kincaid&Co.Ld.Grk. | 16 , 6<br>s 3 , 1<br>13 , 6 | |
| 18414<br>217484<br>LPNW | **Hico** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk*2*trBin fore*<br>Sub.Sig. &*after holds*&*Web frames* | 3545<br>3005<br>2179 | | | … | | 1918 | Submarine<br>BoatCorp<br>Port Newark,<br>N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br><br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 , 6 | R |
| 18415<br>11113<br>LFMS | **Hidaka Maru No. 5** SteelScSp<br>2*Dks* | 229<br>—<br>137 | | | | | 1908 | S.Ono<br>Osaka | HakodateShosen<br>KabushikiKaisha | 114·0 | 16·3 | 12·4 | Hakodate<br>Japanese | T.3Cy.9¼",15"&24½"–18"<br>25NHP | | |
| 18416<br>17048<br>MLKC | **Hidaka Maru No. 6** SteelScSp<br>2*Dks* | 199<br>173<br>116 | | | | | 1914 | Goshi<br>KaishaHar-<br>adaShoko<br>Osaka | HakodateShosen<br>KabushikiKaisha | 109·0 | 17·4 | 11·8 | Hakodate<br>Japanese | T.3Cy.8½",13¾"&22⅝"–18"<br>E *made*05 *refitted*14 21NHP<br>S.Ono,Osaka | | |
| 18417<br><br>MHLK | **Hidalgo** SteelScSr<br>(*Whaler*)<br>(*ex*LingaI.) 1*Dk* | 156<br>151<br>56 | | | | | 1912 | Nylands<br>Værksted<br>Christiania | A/SSandefjord<br>Hvalfangerslsk<br>(P.Bogen,*Mgr.*) | 101·1 | 20·1 | 11·7 | Sandefjrd<br>Norwegian<br>*WB* | T.3Cy.12",19½"&33"–24"<br>53NHP<br>NylandsVærksted,Xania | | N |
| 18418<br>100<br>HBTW | **Hideyoshi Maru** IronScSr<br>(*ex*Orduna) 1*Dk*2*trB* | 708<br>—<br>419 | | | … | | 1877 | W.F.Pile&<br>Co.<br>Sunderland | I.Amagasaki | 191·2<br>Q26'F23' | 26·4 | 11·4<br><br>BK7" | Osaka<br>Japanese<br>*WB* | C.2Cy.24¼"&44½"–30"<br>NB86 90NHP<br>Pattison&Atkinson,Sld. | 14 , 4 | |
| 18419<br>24560<br>RJTG | **Hideyoshi Maru No. 3** Wood<br>AuxScSr<br>(*See Sailing Ship Register*) | 187<br>—<br>134 | | | | | 1916 | …………… | Kanemasu<br>UraokaGomei<br>Kaisha | 101·6 | 23·6 | 11·9 | Ushioye<br>Japanese | | | |
| 18420<br>[illegible] | **Highbridge** SteelSc<br>(*Barge*)<br>1*Dk* | 128<br>114<br>79 | | | | | 1915 | Lvngstone<br>&Cooper<br>Hessle,Hull | ~~EclipseShipping~~<br>~~&TradingCo.Ld.~~<br>~~(J.J.Thomas *Mgr*)~~ | 118·5 | 16·1 | 6·9 | ~~Cardiff~~<br>~~British~~<br>Italian | C.2Cy.9"&19"–12"<br>18RHP<br>ShieldsEng.Co.Ld.N.Shl. | | |
| 18421<br>133072<br>HWQB | **Highland Coast** SteelSc<br>(*ex*PrincessMelita)<br>*Elec.light* 1*Dk* | 1094<br>916<br>453 | | | | | 1912 | Ramage&<br>Ferguson,Ld.<br>Leith | CoastLines,Ld.<br>(M.Langlands&<br>Sons,Ld.*Mgrs.*) | 240·0<br>P&B148'F58' | 34·1 | 16·5 | Liverpool<br>British<br>*WB* | T.3Cy.20",33"&54"–36"<br>175NHP<br>Ramage&Fergusn,Ld.Lth. | | C |
| 18422<br>115967<br>TVWC | **Highland Enterprise** SteelScSr<br>*ss*Liv.No.3–6,14<br>2*Dks*(*Stl*)&*deep framing*&<br>*Ref.Mchy.* Wireless *Shelter dk*(*Stl*) | 5165<br>3672<br>3327 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>9,17<br>Examined9,19<br>BS7,20 ✠LMC6,19<br>Lloyd'sRMC2,21 | Alx | *y* | CL<br>6,19 | 1903<br>3mo<br><br>*Lloyd* | Russell&<br>Co.<br>Pt.Glasgow<br>'*sA&CP* *WB=* | NelsonLine(Liver-<br>pool)Ld. (H.&W.<br>Nelson,Ld.*Mgrs.*)<br>*Cell DBa*110' *uE&* | 385·0<br><br><br>*B*46'*f*160'904*tFPT* | 51·0 | 24·0<br><br>FK | London<br>British<br>6*BHCem*<br>88*tAPT*25*t* | T.3Cy.28",45"&75"–54" (*s*)<br>180lb 546NHP<br>3SB,*9cf*,GS168,HS7830 FD<br>Rankin&Blackmore,Grk. | 26 , 9<br>s 3 , 1<br>24 , 0 | |
| 18423<br>129139<br>HRSF | **Highland Glen** SteelScSr<br>*ss*Lon.No.2–19<br>*Elec.light* 3*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Ref.Mchy.* Wireless | 7598<br>6489<br>4793 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~1,21~~ 12,21 BS6,21<br>~~BS4,20~~ ✠LMC4,19<br>✠Lloyd'sRMC1,21 ~~6,21~~<br>~~[illegible]~~ 10,21 3,22 | Lon | *a*† | CL<br>1,21 | 1910<br>10mo<br><br>*Lloyd* | Russell&<br>Co.<br>Pt.Glasgow<br>'*sA&CP*<br>*WB=C* | NelsonStm.Nav.Co<br>Ld. (H.&W.Nelson,<br>Ld.*Mgrs.*)<br><br>*ellDBa*121' *uE&B* | 414·0<br><br><br>*Collision BH toU*<br>43'*f*180'1206*tFPT* | 56·3 | 27·1<br><br>FK | London<br>British<br>8*BHCem*<br>*pper dk only*<br>91*tAPT*45*t* | T.3Cy.31",51"&86"–54" (*s*)<br>210lb 837NHP<br>3SB(FD)&1AuxSB,*16cf*,<br>GS387,HS12914<br>Rankin&Blackmore,Grk. | 29 , 8<br>s 3 , 10<br>26 , 2 | |
| 18424<br>118453<br>VTCM | **Highland Heather** SteelScSr<br>*ss*Lon.No.3–1,18<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* *Ref.Mchy.* &*deep framing*<br>Wireless | 6036<br>4354<br>3837 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,20 2,22<br>~~BS12,20~~ ✠LMC~~5,16~~<br>Lloyd'sRMC~~12,20~~ 1,22 | Liv | *z* | CL<br>~~1,20~~<br>2,22 | 1904<br>6mo<br><br>*Lloyd* | Russell&<br>Co.<br>Pt.Glasgow<br>'*sA&CP*<br>*WB=Ce* | NelsonLine(Liver-<br>pool)Ld. (H.&W.<br>Nelson,Ld.*Mgrs.*)<br><br>*ll DBa*106' *uE&B* | 390·1<br>*Promenade dk on*<br>*Shelter dk*121'<br><br>78'*f*134'1109*t FPT* | 52·5 | 26·7<br><br>FK | London<br>British<br>6*BHCem*<br><br>67*tAPT*51*t* | T.3Cy.28",47"&78"–54" (*s*)<br>200lb 640NHP<br>3SB&1Aux.SB,*12cf*,GS224,<br>HS9560 FD<br>Rankin&Blackmore,Grk. | 29 , 6<br>s 3 , 11<br>25 , 11 | |
| 18425<br>129082<br>HQND | **Highland Laddie** SteelScSr<br>*ss*Lon.No.2–19<br>*Elec.light* 3*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Ref.Mchy.* Wireless | 7381<br>6336<br>4659 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,21 ~~12,20~~<br>BS3,21 ✠LMC3,18<br>✠Lloyd'sRMC~~8,21~~ ~~8,21~~ 1,21<br>8,22 | Lon | *a*† | CL<br>~~4,19~~<br>8,21 | 1910<br>4mo<br><br>*Lloyd* | Cammell<br>Laird&Co.Ld<br>Birkenhead<br>'*sA&CP*<br>*WB=C* | NelsonStm.Nav.<br>Co.Ld. (H.&W.<br>Nelson,Ld.*Mgrs.*)<br><br>*ell DBa*115' *uE&B* | 405·8<br><br><br><br>65'*f*163'1190*t FPT* | 56·1 | 26·9<br><br>FK | London<br>British<br>7*BHCem*<br><br>60*tAPT*40*t* | T.3Cy.31",51"&86"–54" (*s*)<br>210lb 855NHP<br>3SB(FD)&1AuxSB,*16cf*,<br>GS312,HS13474<br>CammellLaird&CoLd.Bkn | 29 , 6<br>s 3 , 9<br>26 , 0 | |
| 18426<br>110576 | **Highland Laird** SteelScSr<br>*Ref.Mchy.* Wireless 2*Dks* | 4132<br>3830<br>2655 | Lloyd'sRMC~~9,20~~ 5,21 | | | | 1899 | R.Duncan<br>&Co.Ld.<br>Pt.Glasgow | NelsonLine(Liver-<br>pool)Ld. (H.&W.<br>Nelson.Ld.*Mgrs.*) | 375·2<br>P38'B100'F38' | 48·0 | 26·3 | London<br>British<br>*WB* | T.3Cy.26",42"&69"–48"<br>330NHP<br>Rankin&Blackmore,Grk. | | C |
| 18427<br>129182<br>HSJD | **Highland Loch** SteelScSr<br>*ss*Lon.No.2–19<br>*Elec.light* 3*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Ref.Mchy.* Wireless | 7493<br>6539<br>4730 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>7,21 ~~5,21~~ BS11,21<br>~~BS11,20~~ ✠LMC7,19<br>✠Lloyd'sRMC~~2,21~~ ~~1,21~~ 1,22<br>5,22 | Lon | *a*† | CL<br>5,20 | 1911<br>3mo<br><br>*Lloyd* | Cammell<br>Laird&Co.Ld<br>Birkenhead<br>'*sA&CP*<br>*WB=C* | NelsonStm.Nav.<br>Co.Ld. (H.&W.<br>Nelson,Ld.*Mgrs.*)<br><br>*ell DBa*130'*uE&B* | 413·8<br><br><br>*Collision Bulkheadt*<br>63'*f*167'1234*t FPT* | 56·2 | 27·1<br><br>FK | London<br>British<br>8*BHCem*<br>*oUprdk only*<br>129*tAPT*23*t* | T.3Cy.31",51"&86"–54" (*s*)<br>210lb 872NHP<br>3SB&1AuxSB,*16cf*,GS319,<br>HS13821 FD<br>CammellLaird&Co.LdBkn | 29 , 8<br>s 3 , 10<br>26 , 2 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18428<br>132559<br>HTBL | **Highland Piper** SteelScSr<br>*ss*Lon.No.2–20<br>*Elec.light* Wireless 3*Dks*(*Stl*)&<br>*Ref.Mchy.* *Shelter dk*(*Stl*) | 7490<br>6539<br>4728 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~1,21~~12,21<br>~~BS1,20~~ ✠LMC4,19<br>✠Lloyd'sRMC~~7,21~~ ~~9,21~~<br>3,22 ~~12,21~~ | Lon<br>BS9,21 | *a*† | CL<br>12,19 | 1911<br>7mo<br>*Lloyd* | Cammell<br>Laird&Co.Ld.<br>Birkenhead<br>*'sA&CP* | NelsonStm.Nav.<br>Co.Ld. (H.&W.<br>Nelson,Ld.*Mgrs.*)<br>*WB=C* | 413·8<br>*CollisionBulkheadt*<br>*ellDBa*130'*uE&B*6 | 56·2 | 27·1<br>FK | London<br>British<br>8*BHCem*<br>*oUprdk only*<br>3'*f*167'1234*t* | T.3Cy.31",51"&86"–54" (*s*)<br>210lb HS13821 FD 872NHP<br>3SB&1AuxSB,*16cf*,GS319,<br>CammellLaird&Co.Ld.Bkn<br>*FPT*129*tAPT*23*t* | 29 ″ 8<br>s3 ″ 10<br>26 ″ 2 |  |
| 18429<br>129086<br>HQRT | **Highland Pride** SteelScSr<br>*ss*Lon.No.2–18<br>*Elec.light* 3*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Ref.Mchy.* Wireless | 7469<br>6386<br>4706 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~6,21~~ 6,20 4,22<br>~~BS6,20~~ ✠LMC4,18<br>✠Lloyd'sRMC~~8,21~~ ~~8,21~~<br>4,22 ~~11,21~~ | Lon<br>BS8,21 | *a*† | CL<br>~~6,20~~<br>~~8,21~~<br>~~2,22~~<br>N4,22 | 1910<br>4mo<br>*Lloyd* | Russell<br>&Co.<br>PortGlasgow<br>*'sA&CP* | NelsonStm.Nav.<br>Co.Ld. (H.&W.<br>Nelson,Ld.*Mgrs.*)<br>*WB=C* | 405·0<br>*ellDBa*117'*uE&B* | 56·2 | 34·8<br>FK<br>43'*f*178'1213*tFPT* | London<br>British<br>8*BHCem*<br>100*tAPT*50*t* | T.3Cy.~~31"~~ 30½",51"&86"–54" (*s*)<br>210lb 830NHP<br>3SB(FD)&1AuxSB,*16cf*,<br>GS307,HS12738<br>Rankin&Blackmore,Grk. | 29 ″ 6<br>s 3 ″ 9½<br>26 ″ 1 | BT<br>till<br>6,21 |
| 18430<br>129067<br>HQJN | **Highland Rover** SteelScSr<br>*ss*Lon.No.2–18<br>*Ref.Mchy.* 3*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Wireless | 7490<br>6386<br>4721 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>7,21 ~~8,20~~<br>~~BS5,20~~ ✠LMC4,18<br>✠Lloyd'sRMC~~2,21~~ ~~7,21~~ (10,21)<br>4,22 ~~1,22~~ | Lon<br>BS7,21 | *a*† | CL<br>8,20 | 1910<br>2mo<br>*Lloyd* | Russell<br>&Co.<br>Pt.Glasgow<br>*'sA&CP* | NelsonStm.Nav.<br>Co.Ld. (H.&W.<br>Nelson,Ld.*Mgrs.*)<br>*WB=C* | 405·0<br>*ellDBa*117'*uE&B* | 56·2 | 34·8<br>FK<br>43'*f*178'1213*tFPT* | London<br>British<br>8*BHCem*<br>100*tAPT*50*t* | T.3Cy.31",51"&86"–54" (*s*)<br>210lb 830NHP<br>3SB(FD)&1AuxSB,*16cf*,<br>GS307,HS12738<br>Rankin&Blackmore,Grk. | 29 ″ 6<br>s 3 ″ 9½<br>26 ″ 1 | BT<br>till<br>8,21 |
| 18431<br>116006<br>VDPS | **Highland Star** SteelScSr<br>*ss*Npt.No.3–8,15<br>(*ex*Star of Ireland) *ss*Bry.No.1–19<br>*Ref.Mchy.* 2*Dks*(*Stl-Uptws*)<br>*Elec.light* Wireless &*deepframing* | 4331<br>4083<br>2743 | ✠100A1<br>8,20<br>BS3,21 ✠LMC11,19<br>✠Lloyd'sRMC8,21 | Ant | *y* | CL<br>3,18 | 1903<br>8mo<br>*Lloyd* | Workman,<br>Clark&Co.Ld<br>Belfast<br>*'sA&CP* | NelsonS.N.Co.Ld.<br>(H.&W.Nelson,Ld.<br>*Mgrs.*)<br>*CellDBa*108'*uE&* | 380·0<br>P35'B116'F107'<br>*B*46'*f*169'925*tFPT* | 48·7 | 28·3<br>FK | London<br>British<br>6*BHCem*<br>55*tAPT*60*t* | T.3Cy.25⅛",43"&72"–48" (*s*)<br>200lb 452NHP<br>3SB,*9cf*,GS150,HS6000 FD<br>Wrkman,Clark&Co.LdBel | 31 ″ 3<br>s5 ″ 7½<br>26″ 0 |  |
| 18432<br>144671<br>KGMD | **Highland Warrior** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&<br>*Ref.Mchy.* Wireless *Shelter dk*(*Stl*)<br>*CruiserStern* | 8442<br>7795<br>5337 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,21~~3,21~~ ✠LMC7,20<br>✠Lloyd'sRMC~~3,21~~ ~~11,21~~ ~~9,22~~<br>5,22 | Liv<br>Lon | *c*† | CL | 1920<br>7mo<br>*Lloyd* | Barclay<br>Curle&Co.Ld<br>Glasgow<br>*'sA&CP* | NelsonS.N.Co.Ld.<br>(H.&W.Nelson,Ld.<br>*Mgrs.*)<br>*CellDB* | 450·4<br>P31'F43'*onShelter*<br>*dk*<br>383'1730*tFPT*110*t* | 58·2 | 37·2<br>FK | London<br>British<br>*Cem*<br>7*BHtoSh dk*<br>*APT*75*t* | 2 SteamTurbines geared to<br>1 Sc. Shaft<br>210lb (*s*) 1005NHP<br>5SB,*20cf*,GS358,HS14592<br>FD<br>Barclay,Curle&Co.Ld. Gls. | 40 ″ 0<br>s11 ″ 1½<br>29 ″ 3 |  |
| 18433<br>118403<br>VPWJ | **Highland Watch** SteelScSr<br>*ss*Liv.No.1–21 *ss*Liv.No.3–3,16<br>2*Dks*(*Stl*)&*deepframing*&*Shelter*<br>*Ref.Mchy.* *Elec.light* *dk*(*Stl*)<br>Wireless | 6031<br>4354<br>3863 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21~~10,19~~<br>BS1,21 ✠LMC10,19<br>Lloyd'sRMC~~1,21~~10,21 | Liv<br>Lon | *z* | CL<br>1,21 | 1904<br>3mo<br>*Lloyd* | Russell&<br>Co.<br>Pt.Glasgow<br>*'sA&CP* | NelsonLine(Liverpool)Ld. (H.&.W.<br>Nelson,Ld.*Mgrs.*)<br>*WB* | 390·0<br>*Promenade dk on*<br>*Shelter dk*121'<br>=*Cell DBa*106' *uE* | 52·5 | 34·8<br>FK | London<br>British<br>6*BHCem*<br>*B& Bkr*78'*f* | T.3Cy.28",47"&78"–54" (*s*)<br>200lb HS9560 FD 640NHP<br>3SB&1Aux.SB,*12cf*,GS224,<br>Rankin&Blackmore,Grk.<br>134'1109*tFPT*67*tAPT*51*t* | 29 ″ 6<br>s 3 ″ 11<br>25 ″ 11 | BT<br>till<br>1,22 |
| 18434<br>81809 | **Highlander** SteelPad<br>(*ex*Bridgeport,*ex*WilliamG.Payne)<br>2*Dks*,*Saloon dk*&*Promenade dk* | 1310<br>—<br>854 |  |  |  |  | 1902 | Harlan&<br>Hollings-<br>worthCo.<br>Wlmgtn,Del. | McAllisterSteamboatCo. | 243·3 | 36·9 | 14·6 | N.London<br>Utd. States | C.2Cy.35"&72"–72"<br>366NHP<br>Harlan&HollingsworthCo |  |  |
| 18435<br>137187<br>JMKL | — SteelScSr<br>*ss*Dun.No.1-20<br>*Well deck* 2*Dks*(*UStl*–ws)<br>*Elec.light* Wireless | 1202<br>825<br>574 | ✠100A1<br>4,22~~4,21~~<br>✠LMC6,20 | Abn<br>BS4,22 | *p* | ~~6,20~~<br>4,22 | 1916<br>2mo<br>*Lloyd* | CaledonSB<br>&E.Co.Ld.<br>Dundee<br>*'sA&CP* *W* | Aberdn,Newcastle<br>&HullS.S.Co.Ld.<br>*B=Cell DBa* 54'*u* | 243·3<br>P&B161'F64'<br>*E*20'*f*92'160*t FPT* | 34·9 | 15·2<br>BK8" | Aberdeen<br>British<br>4*BHCem*<br>14*tAPT*5*t* | T.3Cy.18",30½"&50"–36" (*r*)<br>185lb *110lb* 214NHP<br>2SB,*6cf*,GS126,HS3967<br>CaledonS.B.&ECo.Ld.Dun | 16 ″ 3<br>s 1 ″ 6½<br>15 ″ 5 | BT<br>till<br>6,21 |
| 18436<br>[illegible]<br>~~JWCH~~ | **Highmead** SteelSc<br>renamed "Astoi-Mendi," *See No.* 36312 *in Supplement*<br>(*ex*Cromarty,*ex*WarJasmine) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 5263<br>4817<br>3211 | ✠100A1<br>2,22~~12,20~~<br>✠LMC1,19 | Shl<br>Ant | *y* | CL<br>~~9,19~~<br>2,22 | 1919<br>1mo<br>*Lloyd* | Harland&<br>Wolff,Ld.<br>Glasgow<br>*'sA&CP* | ~~IsleStm.Shippg~~<br>~~Co.Ld.,(B.J.Suther-~~<br>~~land&Co.Ld.,Mgrs.)~~,<br>*CellDB* | 400·9<br>P49'B113'F39'<br>342'1062*tFPT*127*t* | 52·3 | 28·5<br>FK | Spanish<br>7*BHptCem*<br>*APT*218*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Gls. | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 |  |
| 18437<br>219581<br>LVNP | **Higho** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 4828<br>4265<br>2988 |  |  |  |  | 1920 | ToddDry<br>Dock&Const.<br>Corp.<br>Tacoma | UnitedStates<br>ShippingBoard | 380·5<br>P39'B102'F41' | 53·1 | 27·0 | Tacoma<br>Utd. States<br>*WB* | T.3Cy.24",40"&70"–48"<br>340NHP<br>Skinner&EddyCpn.<br>Seattle,Wash. |  | R |
| 18438<br>[illegible] | **Hightide** SteelScK<br>1*Dk*(*Stl*)<br>*Should be* "High Tide," *See No.* 37788 *in Supplement* | 97 | ✠100A1<br>*For Fishing purposes*<br>10,19<br>✠LMC10,19 | Lwt |  | CL | 1919<br>10mo<br>*Lloyd* | ColbyBros.<br>Ld.<br>Lowestoft<br>*'sA&CP* | ~~TheAdmiralty~~<br>W.Smith | 86·0 | 18·5 | 9·4<br>BK7½" | Banff<br>~~London~~<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>Pollit&Wigzell,Ld.<br>SowerbyBridge |  |  |
| 18439<br>1018<br>HGKJ | **Higo Maru** SteelScSr<br>*ss*Kob.No.3–1,97<br>*ss*Hak.No.2–06<br>1*Dk*(*Stl*)&*Awngdk*3*trB* | 1291<br>1269<br>737 | ✠<br>*Awng dk*<br>*withfreeboard*<br>5,06<br>✠ | Hak | *o* |  | 1884<br>8mo | Lon.&Gls.<br>Co.(Lim.)<br>Glasgow | NipponYusen<br>KabushikiKaisha<br>*WB=DBa* | 235·0 | 33·1 | 22·7<br>BK8" | Tokio<br>Japanese<br>5*BHCem*<br>65'*f*53'250*t* | C.2Cy.30"&56"–39"<br>163NHP<br>2SB,*6pf*,GS108<br>Lon.&Gls.Co.(Lim.),Gls. | 23 ″ 8 |  |
| 18440<br>22808<br>NWFS | **Hikoshima Maru** SteelSc | 951<br>—<br>648 |  |  |  |  | 1918 | ................ | MojiShosen<br>KabushikiKaisha | 208·0 | 31·0 | 18·4 | Moji<br>Japanese |  |  |  |
| 18441<br>109538<br>QFHM | **Hilaria** SteelScSr<br>*ss*Gms.No.1–02<br>1*Dk* *Floors*(*Irn*) | 207<br>189<br>90 | ✠<br>*For fishing pu*<br>11,04 | Gms<br>*rposes* |  |  | 1898<br>6mo | Dundee<br>Shipbuilders'<br>CoLd.Dundee | IsaacBunch<br>(J.E.Rushworth,<br>*Mgr.*) | 112·0<br>Q59'F19' | 21·5 | 11·5<br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.10¾",19"&32"–22"<br>NB06 57RHP<br>Cooper&Greig,Dundee | 12 ″ 6 |  |
| 18442 | **Hilario** SteelScSp<br>*Elec.light* 1*Dk*(*Teak*)<br>&*Promenade dk*(*Teak*) | *120*<br>76<br>46 | ✠<br>2,12<br>*For River pur*<br>✠ | Bkn<br>*poses o* | *nly* |  | 1907<br>8mo | Tranmere<br>BayDevelop-<br>mentCo.Ld.<br>Birkenhead | J.Mendes<br>Cavalleiro | 85·0 | 20·0 | 6·1<br>FK | Manaos<br>Brazilian<br>4*BHAsp* | C.2Cy.12"&24"–16"<br>26NHP<br>1SB,*2pf*,GS26,HS506<br>Plenty&Son,Ld.Newbury | 6 ″ 6 |  |
| 18443<br>136654<br>JFGB | **Hilarius** SteelSc<br>*ss*Gls.No.1–18<br>(*ex*ClanKeith, 1*Dk*(*Stl*)&*Shltr dk*(*Stl*)<br>*ex*Etonian) *Carrying oil fuel F.P.above*<br>*Elec.light* Wireless 150° F. *in DB* | 4306<br>4089<br>2685 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,21<br>BS2,21 ✠LMC7,18 | NYk | *y* | CL<br>6,20 | 1914<br>3mo<br>*Lloyd* | Bartram&<br>Sons,Ld.<br>Sunderland<br>*'sA&CP* | British&South<br>AmericanStm.Nav<br>Co.Ld.(R.P.Houston&Co.*Mgrs.*) | 385·0<br>*CellDBa*133'*uE* | 52·0 | 25·1<br>FK | Liverpool<br>British<br>6*BHCem*<br>23'*f*168'908*t* | T.3Cy.26",43"&71"–48" (*s*)<br>180lb 401NHP<br>3SB,*9cf*,GS180,HS6483<br>J.Dickinson&Sons,Ld.Sld.<br>*FPT*130*tAPT*104*t* | 27 ″ 8<br>s 3 ″ 4½<br>24 ″ 8 |  |
| 18444<br>4511<br>JPQC | **Hild** IronScSr<br>*ss*Els.2ndNo.3–2,06<br>(*ex*Pontus, *ss*Nwc.No.1–10<br>*ex*IoloMorganwg) 1*Dk*(*Irn*)2*trB* | 1222<br>1077<br>725 | ✠<br>4,15<br>✠ | Sws | *o* |  | 1882<br>12mo | Palmers'<br>Co.<br>Newcastle | Rederiaktieb.Hild<br>(Ericsson&Horndahl,*Mgrs.*)<br>*WB=D* | 241·3<br>P21'B45'F26'<br>*Ba*73'*uE&B*34'*f*48' | 33·2 | 18·0<br>BK8½" | Nrrköping<br>Swedish<br>4*BHCem*<br>318*tAPT*12*t* | C.2Cy.24$\frac{3}{16}$"&54"–36"<br>NDB10 122NHP<br>1SB,*4pf*,GS62,HS1745<br>Palmers'Co.Ld.Newcastle | 19 ″ 0 | V |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18445<br>MBHR | Now named "Iwar," See No. 37884 in Supplement<br>**Hild** SteelScSr<br>1*Dk* | 1144<br>920<br>719 | | | | | 1903 | Hasseldal's Jernskibsb.<br>Grimstad | D/S A/S Lövland (M.H. Gundersen, *Mgr.*) | 231·4\|34·2\|13·5<br>Q133*t*H20*t*F31*t* | Christiania<br>Norwegian<br>*WB* | T.3Cy.16½″,27″&44″–30″<br>106NHP<br>N.E.MarineEng.CoLd.Sld. | | N |
| 18446<br>[illegible]<br>[illegible] | **Hilda** SteelScSr<br>(*ex*HildaHorne,*ex*AndréeRickmers)<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 4173<br>3869<br>2673 | | | | | 1907 | Rickmers Akt.Ges.<br>Bremerhaven | ~~TheShippingController(R.Gordon &Co.Mgrs.)~~<br>NorddeutscherLloyd | 367·1\|47·7\|27·4<br>B91′F44′ | ~~London~~<br>~~British~~<br>German *WB* | T.3Cy.23¼″,38$\frac{5}{16}$″&63″–43¼″<br>265NHP<br>BremerVulcan,Vegesack | 30 ′<br>s 6 ′ 4<br>25 ′ | |
| 18447<br>113968<br>SMKP | — SteelScSr<br>*ss*PGl.No.3–3,14<br>*ss*PGl.No.1–18<br>*Well deck*<br>1*Dk(Irn)&deep framing*<br>*Cargo battens not fitted* | 1092<br>844<br>649 | ✠100A1<br>1,22 2,21<br>BS2,21 ✠LMC12,18 | Cff<br>Brs | *n* | CL<br>2,21 | 1901<br>5mo | BlythS.B.Co.<br>Blyth<br>A&CP *WB* | J.&P.Hutchison, Ld.<br>= *CellDBa54′uE&* | 220·0\|33·0\|14·5<br>Q110′B10′F26′<br>FK<br>*B61′f65′315tFPT* | Glasgow<br>British<br>4*BHCem*<br>73′*APT72t* | T.3Cy.18″,29″&48″–33″ (*s*)<br>160lb *60lb* 141NHP<br>1SB,*4pf*,GS64,HS2240<br>N.E.MarineEng.CoLdNwc | 16 ′ 9<br>s 1 ′ 5½<br>15 ′ 7 | |
| 18448<br>Wrecked 11,21<br>JDNP | — CompScSr<br>(*ex*Ester, *ex*Aranäs) *Mchy.Aft* 1*Dk* | 181<br>147<br>101 | | | | | 1874 | J.Olsson<br>Sjötorp | JohanR.Svensson | 100·2\|22·0\|8·5<br>B22′H6*t* | Gothenbrg<br>Swedish | C.2Cy.10¾″&21½″ 17½″<br>NB01 16NHP<br>MotalaCo.Motala | | V |
| 18449 | — SteelScK<br>*ss*Ams.No.3–6,14<br>(*ex*Johanna,*ex*Nidd) *ss*Ymu.No.1–19<br>1*Dk* | 163<br>159<br>66 | ✠100A1<br>*StmTrawler*<br>~~3,21~~ ~~3,20~~ 11,21<br>✠NB6,14 ✠LMC5,18 | Ams<br>BS5,21 | | ~~3,19~~<br>~~6,21~~<br>11,21 | 1900<br>3mo<br>*Lloyd* | Mackie& Thomson<br>Glasgow<br>'*sA&CP* | Stoomv.Maats. Hilda(WedS.J. Groen) | 105·6\|21·0\|10·7<br>Q18′F17′<br>BK7½″<br>*WB=* | Ymuiden<br>Dutch<br>4*BHCem*<br>*DTf*14′25*t* | T.3Cy.10″,16″&27″–20″ (*s*)<br>200lb 39NHP<br>1SB,*2cf*,GS32,HS1022<br>Muir&Houston,Ld.Gls. | 11 ′ 7 | |
| 18450<br>96284 | — WoodSc<br>*ParaffinMotor*<br>1*Dk* | 111<br>110<br>79 | | | | | 1893 | Ferguson & Baird Connah'sQuay | R.B.M.McBirney | 94·8\|22.0\|9·3 | Swansea<br>British | Paraffin Motor 10NHP<br>4Cy.5¾″–5⅞″ NE*fitted*20<br>GlenifferMotorsCo.Gls. | | |
| 18451<br>131329<br>HSKW | **Hildebrand** SteelTwinScSr<br>*ss*Grk.No.3–6,19<br>*Elec.light Ref.Mchy.* 2*Dks(Stl–ws)*<br>Wireless *&Shelter dk(Stl–ws)* | 6995<br>6184<br>4205 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,22~~1,21~~<br>~~PS0,20~~ ✠LMC6,19 | Liv<br>BS4,22 | *b*† | CL<br>~~SN7,19~~<br>~~PG,20~~<br>PN4.22<br>S4.22 | 1911<br>4mo<br>*Lloyd* | Scott'sS.B. & Eng.Co.Ld.<br>Greenock<br>'*sA&CP* | BoothS.S.Co.Ld.<br>*WB=CellDBa*<br>93′*uE&B*78′*f*143′ | 440·3\|54·1\|27·3<br>FK<br>948*tDTa*17′54*tFPT* | Liverpool<br>British<br>8*BHCem*<br>65*tAPT*61*t* | Q.8Cy.22¼″,32″,46½″&67″–48″ 220lb FD (*r*) 946NHP<br>2D&2SB*18cf*GS336HS13568<br>Scott'sS.B.&E.Co.Ld.Grk. | 30 ′<br>s 4 ′ 0<br>25 ′ 4 | [illegible] |
| 18452 | **Hildebrandt** SteelScLr<br>(*ex*MotorVessel)<br>1*Dk* | 149<br>126<br>59 | | | | | 1911 | J.Frerichs &Co.A.G.<br>Einswarden | Securitas-Werke A.-G. | 90·8\|21·4\|9·9<br>Q22′ | Harburg<br>German | C.2Cy.11″&20$\frac{9}{16}$″–15″<br>NE20 14NHP<br>Christiansen&Meyer,Har. | | |
| 18453<br>4295<br>JNSV | **Hildegard** IronSc<br>(*ex*Hudiksvall, *ex*Supernal) 1*Dk*3*trB&Web frames* | 1173<br>1150<br>715 | | | … | | 1873 | Bartram, Haswell& Co.<br>Sunderland | Rederi.A/B Baltic-France (J.Källman,*Mgr.*) | 231·3\|30·2\|22·9<br>BK8½″ | Gothenbrg<br>Swedish<br>*WB* | C.2Cy.27″&51″–33″<br>NB83 124NHP<br>J.Dickinson,Sunderland | 24 ′ 2 | V |
| 18454<br>MRKN | — SteelAuxSc3MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 371<br>335<br>289 | | | | | 1917 | Kaldnæs M.V.<br>Tönsberg | A/S Hildegard (O.Drolshammer) | 140·4\|28·6\|11·3<br>F13′ Q28′ | Sndefjord<br>Norwegian | OilEngines 2S.C.SA<br>2Cy 16½″–18$\frac{9}{16}$″ 46NHP<br>J&CGBolindersM.V.Skm. | | S |
| 18455<br>2392<br>JFKV | **Hilding** WoodScSp<br>1*Dk* | 184<br>152<br>112 | | | | | 1884 | J.Andersson<br>Tössebäcken | P.Kallin | 100·5\|22·8\|9·6<br>P18′H10*t* | Gothenbrg<br>Swedish | | | |
| 18456<br>1361<br>HVNO | **Hildring** WoodScSp<br>(*ex*Amål,*ex*Byelfven) 1*Dk* | 206<br>165<br>99 | | | | | 1889 | FOJohansson Dottevik,Wermln. | BillerudsAktieb. (C.Storjohann, *Mgr.*) | 101·1\|22·7\|10·1<br>P19′Q5′H8*t*F8′ | Säffle<br>Swedish | C.2Cy.11¾″&16½″–14½″<br>9NHP<br>GöteborgsMekVerks.Got. | | |
| 18457<br>MDVJ | **Hildur** SteelScSr<br>(*Fishing*)<br>1*Dk* | 126<br>116<br>49 | | | | | 1908 | ÖrensMek. Verk.<br>Trondhjem | A/SAalesunds Fangst&FiskeCo. (OleLarsen,*Mgr.*) | 106·7\|19·3\|9·5<br>H10*t* | Aalesund<br>Norwegian | T.3Cy.9″,14½″&24″–16″<br>23NHP<br>ÖrensM.V.Trondhjem | | N |
| 18458<br>LBHP | **Hill** WoodSc<br>1*Dk* | 552<br>379<br>323 | | | | | 1920 | Tvdestrnds Verk.A/S<br>Tvedestrand | M.B.Bakke& SönnersRederiA/S | 149·1\|29·7\|14·2<br>Q49*t*B55*t*H32tF22*t* | Arendal<br>Norwegian | T.3Cy.13$\frac{4}{10}$″,21$\frac{3}{10}$″&35$\frac{5}{10}$″–25$\frac{4}{10}$″ 65NHP<br>E*made*05 *fitted*20<br>QvillebäckensMek. Verksted,Gothenburg | | N |
| 18459<br>PBMQ | **Hillegom** SteelSc<br>*Elec.light* Wireless 1*Dk* | 2152<br>1711<br>1222 | | | | | 1916 | A.F.Smulders<br>Schiedam | N.V.Maats.S.S. "Hillegom"(Gebr. vanUden) | 269·0\|42·1\|18·1<br>P27′B78′F24′ | Rottrdam<br>Dutch<br>*WB* | T.3Cy.20″,32″&52″–39″<br>169NHP<br>A.F.Smulders,Schiedam | | V |
| 18460<br>119966<br>HBWF | **Hillhouse** SteelScSr<br>*ss*Shl.No.3–8,20<br>Wireless *Spar dk(Stl)2trB& deepframing* | 3049<br>2833<br>1973 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>8,20<br>✠LMC9,20<br>MBS3,22 | Shl | *u* | CL<br>N9,20 | 1905<br>2mo<br>*Lloyd* | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>'*sA&CP* | Orders&Handford S.S.Co.Ld. (J.Cory&Sons,Ld. *Mgrs.*)<br>*WB=CellDBa* | 325·0\|48·0\|21·8<br>P26′B168′F31′<br>FK<br>*&uE*128′*f*146′714*t* | Cardiff<br>British<br>5*BHCem*<br>*APT*68*t* | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *90lb* NDB18 279NHP<br>2SB,*6cf*,GS104,HS4300<br>Richardsons,Westgarth& Co.Ld.Sld. | 24 ′ 3<br>s 3 ′ 3½<br>21 ′ 4 | |
| 18461<br>121178 | **Hillmeads** WoodScCtr<br>1*Dk* | 206<br>176<br>84 | | | | | 1907 | E.Pritchard,Jervis Bay,N.S.W. | W.A.Pilbeam&Co. Ld. | 126·4\|27·5\|8·5 | Launcestn Tas.<br>British | C.2Cy.12″&24″–16″<br>28RHP<br>Chapman&Co.Sydney | | |
| 18462<br>214694<br>LGQM | **Hillsborough** WoodSc<br>*OilEng.*<br>*Elec.light* 1*Dk* | 330<br>—<br>295 | | | | | 1916 | FAVerdon &CoW.Brighton,N.Y. | J.B.KingTransportationCo. | 105·9\|30·8\|11·8 | NewYork<br>Utd.States | Oil Eng.<br>3Cy.14″–18½″ 43NHP | | E |
| 18463<br>218240<br>LRMH | **Hillsborough County** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trBin fore*<br>Wireless *&after holds&Web frames* | 3286<br>3005<br>2003 | | | … | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0\|46·2\|25·0<br>P30′B90′F35′<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ′ 6 | E |
| 18464 | **Hilma Bissmark** SteelScSr<br>*ss*Ham.No.3–3,08<br>(*ex*Norman) *ss*Ham.No.1–12<br>*Well deck* 1*Dk(Stl)* | 652<br>502<br>270 | ✠<br>12,16<br>✠ | Ham | *k* | | 1896<br>11mo | Sunderlnd SB.Co.Ld.<br>Sunderland | BissmarkLinie G.m.b.H. | 206·0\|29·0\|12·4<br>Q105′B15′F23′<br>BK6″<br>*WB=CellDBa* | Hamburg<br>German<br>4*BHCem*<br>37′*f*79′130*t* | T.3Cy.17″,28″&46″–30″<br>184NHP<br>1SB,*3rf*,GS48,HS2225<br>N.E.MarineCo.Ld.Sld. | 13 ′ 2 | |
| 18465<br>4919<br>JRFL | **Hilmer** CompScSr<br>*Mchy.Aft* 1*Dk* | 183<br>153<br>86 | | | | | 1908 | S.Groth<br>Sjötorp | Västkustens Transport A/B (G. Lundahl,*Mgr.*) | 100·4\|23·1\|9·8<br>P20′H8*t* | Gothenbrg<br>Swedish | C.2Cy.9½″&21″–13½″<br>13NHP<br>LundbyM.V.Aktieb.Got. | | |
| 18466 | **Hilmir** SteelScK<br>*ss*Hul.No.1–20<br>(*ex*T.R.Ferens) 1*Dk* | *307*<br>*270*<br>*124* | ✠100A1<br>*StmTrawler*<br>3,21<br>BS5,21 ✠LMC7,18 | Hul | | CL<br>2,20 | 1913<br>12mo<br>*Lloyd* | Cochrane& Sons,Ld.<br>Selby<br>'*sA&CP* | Fiskveidafjelagid "Hilmir" Inc. | 136·7\|23·2\|12·3<br>Q74′F19′<br>BK7½″ | Reykjavik<br>Iceland<br>4*BHCem* | T.3Cy.13″,22¾″&37″–26″(*s*)<br>200lb 93RHP<br>1SB,*3pf*,GS48,HS1511<br>Amos&Smith,Ld.Hull | 13 ′ 0 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18467<br>208889<br>LOBH | **Hilton** SteelScSr<br>Wireless ssNYk.No.2-19<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes*<br>Sub.Sig. *Longitudinal framing* | 3102<br>2698<br>2423 | ✠100A1<br>~~8,21~~ ~~11,20~~ 4,22<br>✠LMC4,20<br>BS8,21 | NYk | | CL<br>11,20 | 1911<br>7mo | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews<br>A&CP | A.H.BullS.S.Co.<br>Inc.<br>*WB=*<br>*CellDBa*102'*u* | 313·6\|46·1\|22·1<br>P36'B94'F37'<br>FK<br>E20'*f*134'671*tFPT* | NewYork<br>Utd.States<br>5*BHCem*<br>70*tAPT*248*t* | T.3Cy.22",37"&60"-42" (*s*)<br>180lb *180lb* 271NHP<br>2SB,*6cf*,GS149,HS4400<br>NewportNewsSB&DDCo. | 24 " 3 | |
| 18468<br><br>PBMW | **Hilversum** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 3720<br>3349<br>2254 | ✠100A1<br>5,21 ~~9,20~~<br>✠LMC9,20 | Ams<br>Rot | *w* | · | 1920<br>9mo<br>A&CP | A.Vuijk&<br>Zonen<br>Capelle a/d<br>Ysel | Stoomv.Maats.<br>Oostzee<br>*Intermediate*<br>*BH in after* | 359·9\|48·3\|23·0<br>P30'B229'F27'<br>FK<br>*hold dispensed with* | Amstrdam<br>Dutch<br>*Cem*<br>5*BH to Udk* | T.3Cy.25",41"&67"-45" (*s*)<br>180lb 388NHP<br>3SB,*6cf*,GS144,HS5490 FD<br>Kon.Maats.deSchelde,<br>Vlissingen | 25 " 3<br>s 3 · 6½<br>22 " 1 | |
| | | | *Fitted for oil* | *fuel* 9,20 | | *F.P. a* | *bove* 1 | 50° F. | *CellD* | *B*312' 950*t FPT*74*t* | *APT*81*t* | | | |
| 18469<br>99776<br>MQDN | **Himalaya** SteelSc4MstSr<br>ssPly.2nd.No.3-6,19<br>*Elec.light* 2*Dks*(*Stl*-ws)&<br>Wireless *Spar dk*(*Stl*-ws)4*trB* | 6929<br>5666<br>3706 | ✠~~100A1~~<br>*Spar dk*<br>9,21 ~~12,20~~<br>~~✠LMC~~ | Lon<br>Sou | *c*† | 12,20 | 1892<br>6mo<br><br>*Lloyd* | Caird&Co.<br>(Lim.)<br>Greenock<br>'*sA&CP* | ~~P.&O.Stm.Nav.Co.~~<br>Stelp&Leighton<br>Ld. | 465·6\|52·2\|26·4<br>P40'B232' 34·7<br>F73' BK9"<br>*WB= CellDBa* | Greenock<br>British<br>8*BHCem*<br>101'*f*45'271*t* | T.3Cy.42",67"&108"-72" (*s*)<br>160lb *90lb* FD 1356NHP<br>3D&3SB*27cf*GS495HS20665<br>Caird&Co.(Lim.)Greenock | 36 " 7 | |
| 18470<br>23554<br>RDNS | **Himalaya Maru** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5229<br>4844<br>3187 | ✠100A1<br>~~7,21~~ ~~1,21~~ 2,22<br>✠LMC~~1,21~~<br>2,22 | Osa<br>Yka | *z* | ~~1,21~~<br>2,22 | 1918<br>9mo | Mitsubishi<br>ZosenKaisha<br>Ld.Nagasaki<br>A&CP | OsakaShosen<br>KabushikiKaisha<br><br>*Cell* | 400·0\|54·5\|30·0<br>P39'B121'F40'<br>FK<br>*DB* 350'1075*t FPT* | Osaka<br>Japanese<br>6*BHCem*<br>130*tAPT*87*t* | T.3Cy26½",44½"&75"-48" (*s*)<br>200lb 494NHP<br>3SB,*9cf*,GS163,HS6591 FD<br>MitsubishiZosenKaisha | 30 " 0<br>s 5 " 8½<br>24 " 8 | |
| 18471<br>20450<br>NJGL | **Himedo Maru No. 1** WoodAuxSc Sr | 180<br>—<br>107 | | | | | 1918 | ................ | SakaguchiJingo | 102·1\|25·1\|11·8 | Yatsu-<br>shiro<br>Japanese | | | |
| 18472<br>1124<br>HGSK | **HimejiMaruNo.1** WoodTwnScSr<br>2*Dks* | 126<br>—<br>77 | | | | | 1888 | Mayeda<br>Unosuke<br>Osaka | OsagawaGisuke | 102·4\|14·3\|12·3 | Hakodate<br>Japanese | 2Cy.13"-12"<br>9NHP | | |
| 18473<br>1384<br>HJTQ | **Himekawa Maru** SteelScSp<br>(*ex*Miyagawa Maru) 2*Dks* | 414<br>389<br>244 | | | | | 1894 | OsakaIron<br>Works<br>Osaka | OsakaShosen<br>KabushikiKaisha | 165·1\|20·8\|15·4 | Osaka<br>Japanese | T.3Cy.14$\frac{5}{16}$",22$\frac{1}{8}$"&36$\frac{1}{8}$"-24"<br>63NHP<br>OsakaIronWorks,Osaka | | |
| 18474<br>14664<br>LTJW | **Himeshima Maru** SteelSc<br>1*Dk* | 104<br>—<br>31 | | | | | 1911 | MitsuBishi<br>Dkyd&EWks<br>Kobe | MitsubishiShoji<br>KaishaLd. | 90·4\|16·5\| 8·9<br>*WB* | Waka-<br>matsu<br>Japanese | T.3Cy.11",18"&29"-18"<br>36NHP<br>MitsuBishiD.&E.Wks.Kob | | |
| 18475<br>218422<br>LRTG | **Himoto** WoodSc<br>*Elec.light* Wireless 1*Dk* | 2554<br>2064<br>1513 | | | | | 1919 | Sloan<br>Shipyards Co<br>OlympiaWsh | UnitedStates<br>ShippingBoard | 268·0\|45·2\|26·0<br>P55'B65'F24' | Seattle<br>Wash.<br>Utd.States | T.3Cy.19",32"&56"-36"<br>Allis-Chalmers 188NHP<br>Mfg.Co.Milwaukee | | R |
| 18476<br>119875<br>HOVT | **Hin Sang** SteelScSr<br>(*ex*Parklands)<br>*Elec.light* 1*Dk*2*trB*&*Webframes* | 2929<br>2789<br>1885 | | | ... | | 1905 | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool | Indo-ChinaSteam<br>Nav.Co.Ld. | 339·9\|48·0\|20·8<br>P34'B200'F32'<br>FK | London<br>British<br>*WB* | T.3Cy.23½",39"&64"-42"<br>291NHP<br>Blair&Co.Ld.Stockton | 23 " 2<br>s 2 " 11<br>20 " 8 | |
| 18477<br><br>OJBF | **Hinano** WoodAuxScSr<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 119<br>85<br>100 | | | | | 1908 | PcificShip-<br>yrd&WaysCo<br>Alameda,Cal. | Comptoirs<br>Français de<br>l'Océanie | 80·0\|23·0\| 8·0 | Papeete,<br>Tahiti<br>French | Motor | | |
| 18478<br>219953<br>LWKM | **Hinckley** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 4755<br>—<br>2912 | | | | | 1920 | Standard<br>S.B.Corp.<br>Shooters<br>Island | UnitedStates<br>ShippingBoard | 377·0\|52·0\|26·8<br>P41'B106'F41' | NewYork<br>Utd.States<br>*WB* | T.3Cy.25",42"&70"-48"<br>339NHP<br>StandardS.B.Corp.<br>ShootersIsland | | R |
| 18479 | **Hindenburg** SteelSc4MstSr<br>*Elec.light* 2*Dks* | 7878<br>7392<br>4855 | | | | | ~~1917~~<br>1921 | Bremer<br>Vulkan<br>Vegesack | ~~ArtusReederei~~<br>A.G.HugoStinnes<br>fürSeeschiff<br>Ueberseehandel | 467·3\|58·2\|33·0<br>P60'B100'F44' | ~~Danzig~~<br>Hamburg<br>German | T.3Cy.32$\frac{3}{10}$",53¼",&86½,<br>-55$\frac{3}{10}$" 554NHP<br>BremerVulkan,Vegesack | | |
| 18480<br><br>MPGL | **Hindholmen** SteelSc<br>1*Dk* | 111<br>108<br>38 | | | | | 1916 | Xiansands<br>Mek.Værks.<br>Xiansand | AalesundsFiskeri-<br>selskapA/S<br>(EliasO.Roald,<br>*Mgr.*) | 98·0\|19·1\| 9·6 | Aalesund<br>Norwegian | T.3Cy.9$\frac{1}{10}$",14$\frac{3}{5}$"&24"-15"<br>22NHP<br>XiansandsM.V.Xiansand | | N |
| 18481<br><br>JTGO | **Hindö** IronScSr | 135<br>127<br>56 | | | | | 1884 | AkersMek.<br>Værks.<br>Christiania | HindöDpskselsk.<br>(J.Ellingsen) | 98·0\|17·2\| 8·0<br>Q7*t*H6*t* | Sigerfjord<br>Norwegian | C.2Cy. | | |
| 18482<br>123214<br>HFGR | **Hindoo** SteelScSr<br>Wireless 2*Dks* | ~~4959~~ 5007<br>4677<br>~~3186~~ 3167 | | | | | 1905 | Earle'sCo.<br>Ld.<br>Hull | Ellerman'sWilson<br>Line,Ld. | 398·0\|50·2\|29·4<br>P29'B121'F38' | Hull<br>British<br>*WB* | Q.4Cy.21",30"42½"&62"-48"<br>266NHP<br>Earle'sCo.Ld.Hull | | C |
| 18483<br><br>MSWB | **Hindöy** SteelScSr<br>*Elec.light* 1*Dk* | 1315<br>1127<br>742 | | | | | 1918 | Stavanger<br>Stöberi&Dok<br>Stavanger | A/S "ÖyII."<br>(Klüver&Co.<br>*Mgrs.*) | 242·3\|37·2\|16·0<br>P53*t*B60'F14*t*H71*t* | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.17½",28½"&48"-33"<br>132NHP<br>StavangerStöberi&Dok | | N |
| 18484<br>102861<br>WONS | **Hindu** SteelScSr<br>ssCal.No.1-98<br>*Elec.light* 1*Dk*(*Stl*-ws)&<br>Wireless *Shadedk*(*Teak*) | 770<br>558<br>321 | ✠<br>*Shade dk*<br>*withfreeboard*<br>10,01 ✠ | Cal | *m* | | 1894<br>4mo | J.Laing<br>Sunderland | BritishIndiaStm.<br>Nav.Co.Ld. | 220·0\|31·2\|12·8<br>FK<br>*WB= Cell* | Glasgow<br>British<br>4*BHCem*<br>*DB*55'50*t* | T.3Cy.21",34"&56"-42"<br>258NHP<br>2SB,*6pf*,GS82,HS3746 FD<br>G.Clark(Lim.),Sunderland | 13 " 6 | |
| 18485<br>142827<br>JWHN | **Hindustan** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5217<br>4845<br>3242 | ✠100A1<br>~~9,21~~ 3,21 ~~11,21~~<br>5,22<br>✠LMC3,19 | ~~Bly~~ Shl<br>~~Shl Cf~~ | *y* | CL<br>5,20 | 1919<br>3mo<br><br>*Lloyd* | ShortBros.<br>Ld.<br>Sunderland<br>'*sA&CP* | HindustanStm.<br>ShippingCo.Ld.<br>(CommonBros.)<br>*CellD* | 400·0\|52·4\|28·5<br>P49'B113'F40'<br>FK<br>*B*340'1067*tFPT*135 | Newcastle<br>British<br>7*BHptCem*<br>*tAPT*198*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS189,HS7668 FD<br>N.E.MarineEng.Co.LdSld. | 31 " 0<br>s 6 " 2<br>25 " 3 | |
| 18486<br>106041 | — SteelPad<br>1*Dk* | 1227<br>1227<br>895 | | | | | 1896 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.Ld. | 310·0\|46·0\|10·7 | Glasgow<br>British | T.3Cy.28",41½"&60"-66"<br>292NHP<br>Denny&Co.Dumbarton | | |
| 18487<br>69016<br>QHWD | **Hinemoa** IronSc3MstSr<br>2*Dks* | 542<br>478<br>282 | ✠<br>6,76 | Cly | | | 1876<br>5mo | Scott&Co.<br>Greenock | Governmentof<br>NewZealand<br>(MarineDeptmt.) | 207·4\|25·2\|15·2 | Wellingtn<br>British[N.Z.<br>4*BHCem* | C.2Cy.33"&58"-36"<br>168NHP<br>GreenockFndry.Co.Grk. | | |
| 18488 | **Hing Lee** WoodTwinSc<br>(*ex*TakHing) 2*Dks* | *617*<br>*608*<br>*395* | | | | | 1903 | Kwong<br>HepLoong<br>HongKong | | 153·3\|25·3\|10·7 | Chinese | C.4Cy.12"&24"-16"<br>38NHP<br>KwongHepLoong,H.Kg. | | |
| 18489<br>22897<br>ROMF | **Hinode Maru** WoodSc | 408<br>—<br>241 | | | | | 1918 | ................ | TokiowanKisen<br>KabushikiKaisha | 152·6\|22·7\|14·9 | Shimoda<br>Japanese | | | |

| 1<br>Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7ᵇ<br>Tirant d'eau Moyen. | Dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Construit.<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18490<br>9321<br>JSWN | **Hinode Maru** WoodTwinSc<br>2*Dks* | 151<br>—<br>80 | | | | | | 1905 | Tokiowan<br>KisenKabushikiKaisha<br>Tokio | SanrikuKisen<br>KabushikiKaisha | 106·6 | 15·8 | 12·2 | Kamaishi<br>Japanese | C.4Cy.10"&20"–12"<br>12NHP<br>UragaDockCo.Ld.Uraga | |
| 18491<br>19705<br>NFCQ | **Hinode Maru No. 3** WoodSc | 192<br>—<br>110 | | | | | | 1917 | ........................ | GoshiKaisha<br>MuraseShokai | 100·0 | 23·4 | 11·6 | Nagoya<br>Japanese | | |
| 18492<br>19744<br>NFKG | **Hinoki Maru** WoodSc | 946<br>—<br>555 | | | | | | 1916 | ........................ | MuraiKisenGomei<br>Kaisha | 210·2 | 34·1 | 16·8 | Tsuruga<br>Japanese | | |
| 18493<br>23724<br>RHMG | **Hinoyama Maru** WoodAuxScSr | 166<br>—<br>84 | | | | | | 1918 | ........................ | NanyoBoyeki<br>KabushikiKaisha | 88·4 | 22·6 | 10·9 | Toba<br>Japanese | | |
| 18494 | **Hinrich** SteelScSr<br>(*ex*Roon)<br>*Elec.light* 1*Dk* | 523<br>389<br>308 | | | | | | 1909 | Nüscke&<br>Co.<br>Stettin | Sartori&Berger | 167·8<br>Q48'B41'F18' | 26·7 | 11·1 | Kiel<br>German<br>*WB* | C.2Cy.18"&31"-20<br>36NHP<br>OttensenerMasch Ottensen | |
| 18495<br>11066<br>LFJR | **Hirafu Maru** SteelTrpScSr<br>*Elec.light* 1*Dk*(*ptStl*–ws)& *Awng dk* (*ptStl*–teak s) *lower dk in fore & after holds* | 1531<br>—<br>721 | ✠<br>*withfreeboard*<br>10,07 ✠<br>*For Service in Tsugaru Strait, Japan* | Dmb | | | | 1907<br>10mo | W.Denny<br>&Bros.<br>Dumbarton | Government<br>Railways | 280·6<br>*WB = Side tanks in boiler space* | 35·1 | 13·4<br>20·8<br>BK6' | Tokio<br>Japanese<br>5*BHCem* | 3 SteamTurbines<br>454NHP<br>2SB,6*cf*,GS150,HS5491<br>Denny&Co.Dumbarton<br>12'53*t FPT*20*t APT*25*t* | 14 |
| 18496<br>MVRL | **Hiram II.** SteelSc<br>*Elec.light* 1*Dk* | 1540<br>1356<br>889 | | | | | | 1920 | Akers<br>Mek.Værks.<br>Christiania | A/S Hiram<br>(N.Mjelde) | 255·6<br>P22'B64'F25' | 39·8 | 17·6 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.19",31"&53"–36"<br>506NHP<br>AkersMek.Værks.Xia. | |
| 18497<br>126530 | **Hiram Robinson** SteelSc<br>2*Dks* | 203<br>112<br>118 | | | | | | 1910 | Collingwd<br>S.B.Co.Ld.<br>SandPnt.Ont | UpperOttawa<br>ImprovementCo.<br>Ld. | 110·0 | 23·6 | 6·7 | Ottawa<br>British | C.2Cy.15"&30"–24"<br>37RHP<br>CollingwoodS.B.Co.Ld. | |
| 18498<br>19224<br>NBVG | **Hirano Maru** SteelScSr<br>*Elec.light* 1*Dk* | 1200<br>1006<br>842 | | | | | | 1916 | OsakaIron<br>Works,Ld.<br>Osaka | MeijiKaiun<br>KabushikiKaisha | 220·0<br>P24'B35'F30' | 33·5 | 18·5 | Amagasaki<br>Japanese<br>*WB* | T.3Cy.13½",23"&38"–30"<br>79NHP<br>OsakaIronWks.Ld.Osaka | |
| 18499<br>13905<br>LRNP | **Hirato Maru** SteelScSr<br>(*ex*Hydra)<br>1*Dk* | 1441<br>1270<br>885 | | | | | | 1899 | WoodSkinner&Co.Ld.<br>Newcastle | NoguchiKisen<br>KabushikiKaisha | 240·8<br>H74*t*F31*t* | 35·1 | 18·0 | Setoda<br>Japanese<br>*WB* | T.3Cy.18¾",30"&49"–33"<br>138NHP<br>N.E.MarineEngCoLd.Nwc | 20 |
| 18500<br>18530<br>MTJN | **Hiro Maru** WoodAuxScSr | 153<br>—<br>81 | | | | | | 1915 | ........................ | NipponGyogyo<br>KabushikiKaishi | 97·2 | 18·1 | 11·5 | Amagasaki<br>Japanese | | |
| 18501<br>19993<br>NFGL | — WoodAuxScSr | 108<br>—<br>103 | | | | | | 1916 | ........................ | SagaraKogyo<br>KabushikiKaisha | 103·0 | 20·0 | 12·2 | Sagara<br>Japanese | | |
| 18502 | **Hirondelle** IronScSr<br>(*ex*Damaskini,*ex*Itumba) 1*Dk*(*Irn*) | 310<br>—<br>118 | ✠<br>3,85 | Brw | Lv | 8·34<br>8·83<br>9·32<br>9·81 | | 1885<br>2mo | Barrow<br>S.B.Co.Ld.<br>Barrow | Soc.Anon.des<br>Messageries<br>Africaines | 130·0<br>P33*t*F23*t* | 25·2 | 9·2 | St.Louis<br>French | C.2Cy.20"&40"–24"<br>65NHP<br>BarrowS.B.Co.Ld.Barrow | 10 |
| 18503<br>OJCF | — IronScSr<br>*ss*Gls.No.3–3,86<br>*ss*Bdx.No.2–95<br>(*ex*Strathspey, *ex*Kelburne) 1*Dk* | 213<br>175<br>99 | 3,95 | Bdx | *d* | | | 1878<br>10mo | Abercorn<br>S.B.Co.<br>Paisley | Transp.Côtiers à<br>Vap.(Nicolas<br>Mazzella,*Mgr.*) | 130·9<br>Q44'F17' | 20·8 | 9·9<br>BK6½" | Oran<br>French<br>4*BHCem*<br>*WB=FPT* | C.2Cy.18"&33"–24"<br>NB01 44NHP<br>J.&T.Young,Ayr | 10 |
| 18504<br>OJCD | — IronPadSr<br>1*Dk* | 168<br>—<br>59 | | | | | | 1875 | A.Normnd<br>Havre | Cie.Normande de<br>Nav.àVap. | 145·0 | 19·0 | 9·6 | Havre<br>French | C.2Cy.29½"&47½"–38"<br>NB07 115NHP<br>A.Normand,Havre | |
| 18505<br>9981<br>JVSK | **Hirosaki Maru** SteelScSr<br>(*ex*Ohio No.4,*ex*NordI.)<br>*Elec.light* 1*Dk*& *Spar dk* | 1349<br>1119<br>718 | | | | | | 1902 | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | NipponYusen<br>KabushikiKaisha | 243·8<br>P24'B74'F40' | 34·2 | 20·5 | Tokio<br>Japanese<br>*WB* | T.3Cy.22",35"&59"–39"<br>Richardsons, 217NHP<br>Westgarth&Co.Ld.Mdb. | |
| 18506<br>143532 | **Hirose** SteelScK<br>*Elec.light* 1*Dk* | 282<br>251<br>110 | ✠100A1<br>*StmTrawler*<br>2,21<br>✠LMC2,21 | Hul | | CL | | 1921<br>2mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | Neale&West,Ld. | 128·5<br>Q75'F23' | 23·5 | 12·6<br>BK7½" | Cardiff<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 85RHP<br>1SB,3*pf*,GS50,HS1530<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 18507<br>215758<br>LJFN | **Hisko** SteelSc<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk*<br>*Mchy.Aft* *Fitted with cylindrical tanks for carrying petroleum* | 5665<br>4550<br>3516 | | | ... | | | 1917 | Chester<br>S.B.Co.Ld.<br>Chester,Pa. | UnitedStates<br>ShippingBoard | 400·8<br>P99'B27'F50' | 54·3 | 31·4<br>FK | Phildlphia<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Screw Shaft<br>628NHP<br>WestinghouseMachineCo.<br>EastPittsburg | 32 |
| 18508<br>MFOL | **Hisö** WoodAuxScGl<br>(*Trawler*) *Stm.Eng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 112<br>110<br>55 | | | | | | 1908 | H.Kallevig<br>Arendal | A/SAalesunds<br>Fangst&FiskeCo.<br>(OleLarsen,*Mgr.*) | 84·4 | 22·7 | 11·5 | Aalesund<br>Norwegian | C.2Cy.7½"&15½"–12"<br>8NHP<br>ArendalsM.V.Arendal | |
| 18509<br>5396<br>JTCB | **Hispania** SteelScSr<br>*Elec.light* 2*Dks* | 1283<br>1096<br>591 | | | | | | 1912 | Antwerp<br>Eng.Co.Ld<br>Hoboken | RederiAktieb.<br>SvenskaLloyd<br>(H.Metcalfe, *Mgr*) | 236·8<br>H95*t* | 37·3 | 16·2<br>23·2 | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.20",33"&54"–36"<br>175NHP<br>N.E.MarineEngCoLd Nwc | |
| 18510<br>21235<br>NPRH | **HisshoMaru No.1** WoodAuxScSr | 310<br>—<br>214 | | | | | | 1917 | ........................ | FujitaKogyo<br>KabushikiKaisha | 114·0 | 27·0 | 13·3 | Ominato<br>Japanese | | |
| 18511<br>105364<br>PFHG | **Historian** SteelSc4MstSr<br>*ss*Liv.No.3–5,08<br>*ss*Liv.No.2–17<br>*Elec.light* Wireless 2*Dks*(*Stl*)3*trB* | 6889<br>4545<br>4442 | ✠100A1<br>7,19<br>~~RS9,19~~ ✠LMC~~6,17~~ 3,18<br>*Carrying oil fuel F. P. above 150°F in DB* | Liv | *b*† | CL | ~~N6,20~~<br>10,21 | 1896<br>1mo<br>*Lloyd* | Harland&<br>Wolff(Lim.)<br>Belfast<br>'*sA&CP* | HajeeM.H.Nemazee<br>~~CharenteS.S.CoLd~~<br>~~(T.&J.Harrison, Mgrs.)~~<br>*WB=Cell DBa*134'*f*120'*uE & B*100' 1275*t FPT* 103*t APT*43*t* | 460·7<br>P36'B95'F42' | 55·2 | 31·5<br>FK&BK3" | Liverpool<br>British<br>8*BHCem* | T.3Cy.27½",45½"&75"–54"<br>180lb (*s*) 570NHP<br>2D&1SB15*cf*GS292 HS1051<br>Harland&Wolff(Lim.),Bel | 34<br>8<br>26 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 Steamer's Name. Material, Rig, &c<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 3 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of T. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18512<br>8124<br>JPLO | **Hitaka Maru** SteelScSr<br>1*Dk&Awng dk* | 730<br>687<br>396 | | | ... | | 1901 | Kawasaki<br>DockyardCo.<br>Ld.Kobé | OsakaShosen<br>KabushikiKaisha | 188·5\|25·5\|12·8<br>19·8<br>BK7" | Osaka<br>Japanese<br>*WB* | T.3Cy.16¼",26"&43"–30"<br>118NHP<br>KawasakiDockydCo.Kobe | 13 ″ 8 | |
| 18513<br>IFQH | **Hitra** SteelScSr<br>(*ex*Verma)<br>2*Dks* | 282<br>271<br>148 | | | | | 1909 | Akers<br>Mek.Værks.<br>Christiania | FosensAktie-<br>Dmpskslsk. (Joh.<br>Garmo,*Mgr.*) | 132·6\|20·6\| 9·1<br>H9*t* | Trndhjem<br>Norwegian | T.3Cy.13½",22"&33¾"–21"<br>58NHP<br>AkersMek.Værks.Xia. | | N |
| 18514<br>MPTG | **Hitteröy** SteelScSr<br>*ss*Bbo.2ndNo.3–9,15<br>(*ex*L.O.Stensland,*ex*Arcotes, *ex*Manchester) 1*Dk*(*Irn*) *&Web frames*<br>*Well deck* *Cargo battens not fitted* | 2062<br>1589<br>1270 | ✠100A1<br>2,19<br>Examined3,20<br>BS8,19 | Bry<br>✠LMC~~9,18~~<br>MS6,21 | *r* | CL<br>~~3,19~~<br>6,21 | 1890<br>8mo<br>*Lloyd* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>*'sA&CP* | D/SA/SBris (N.M.<br>Thomas,*Mgr.*) | 275·0\|37·2\|20·0<br>P27'Q86'B106'F28'<br>BK9½"<br>*WB* =*DBa*88'*f*102'477*t* | Chrstiania<br>Norwegian<br>4*BHCem*<br>*APT*20*t* | T.3Cy.21½",34"&57"–39" (*s*)<br>160lb *100lb* NDB04 207NHP<br>2SB,*6rf*,GS82,HS3180<br>Cen.Mar.Eng.Wrks.WHpl | 21 ″ 10<br>s 1 ″ 7<br>21 ″ 2 | |
| 18515<br>OJCS | **Hiver** SteelScK<br>*ss*Hav.No.3–3,19<br>1*Dk* | 277<br>233<br>92 | ✠100A1<br>*Stm Trawler*<br>7,21 ~~7,20~~ | Rou<br>LMC3,19 | | CL<br>3,19 | 1906<br>12mo<br>*Lloyd* | Scott&<br>Sons<br>Bowling<br>*'sA&CP* | Soc.Industrielle<br>Nationale dePêche<br>et d'Armement | 130·4\|22·6\|11·6<br>Q70'F22'<br>BK7" | Dieppe<br>French<br>3*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb NB16*fitted*18 81NHP<br>1SB,*2cf*,GS42,HS1441<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 18516<br>19748<br>NFKM | **Hiyei Maru** WoodSc | 127<br>—<br>73 | | | | | 1916 | ............ | NipponKaiji<br>KogyoKabushiki<br>Kaisha | 85·6\|19·8\| 9·5 | Nishino-<br>miya<br>Japanese | | | |
| 18517<br>22320<br>TDW | **Hiyeizan Maru** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*) | 4614<br>3927<br>3322 | ✠100A1<br>6,21 ~~4,20~~ | Kob<br>✠LMC~~4,20~~<br>6,21 | *x* | CL<br>4,20 | 1919<br>2mo | Uraga<br>DockCo.Ld.<br>Uraga<br>A&CP | ~~HashimotoKisen~~<br>~~KabushikiKaisha~~<br>KokusaiKisen<br>KabushikiKaisha | 360·0\|51·2\|25·4<br>P21'B91'F35'<br>FK<br>*CellDB*291'919*tFPT* | Uraga<br>Japanese<br>6*BHCem*<br>114*tAPT*46*t* | T.3Cy.24½",40½"&67"–48"<br>180lb (*s*) 377NHP<br>3SB,*9cf*,GS180,HS6381<br>UragaDockCo.Ld.Uraga | 28 ″ 4<br>s 5 ″ 7½<br>23 ″ 1 | |
| 18518<br>21809<br>NSQH | **Hiyoriyama Maru** WoodSc | 382<br>—<br>247 | | | | | 1918 | ............ | OsakiChoroku | 134·8\|27·4\|13·1 | Osaka<br>Japanese | | | |
| 18519<br>14353<br>LPVK | **Hiyoshi Maru** SteelScSr<br>(*ex*Kowloon,*ex*Babitonga)<br>2*Dks* | 2357<br>2137<br>1476 | | | | | 1893 | Reiherst'g<br>Schiffsw.<br>Hamburg | Nakamura<br>Seishichiro | 286·3\|38·2\|23·5<br>P19'H75'F36' | Tarumi<br>Japanese<br>*WB* | T.3Cy.21",34"&55"–42"<br>196NHP<br>Reiherst.Maschinenf.Ham | | |
| 18520<br>24710<br>RKFT | — WoodAuxScSr | 328<br>—<br>211 | | | | | 1918 | ............ | MiwaKisen<br>KabushikiKaisha | 113·9\|25·6\|12·9 | Osaka<br>Japanese | | | |
| 18521<br>9449<br>JTFC | **Hizen Maru** SteelScSr<br>(*ex*Mathilde)<br>1*Dk&Spar dk* | 941<br>—<br>680 | | | | | 1891 | Blohm&<br>Voss<br>Hamburg | ShimataniKisen<br>KabushikiKaisha | 222·1\|29·3\|17·0<br>B31'H— | Nishnmiya<br>Japanese<br>*WB* | T.3Cy.15¼",24$\frac{5}{16}$"&39½"–33"<br>90NHP<br>Blohm&Voss,Hamburg | | |
| 18522<br>1482<br>HKGF | — WoodSc<br>2*Dks* | 127<br>—<br>75 | | | | | 1895 | S.Ikeda<br>Tokitsu | KyushuKisen<br>KabushikiKaisha | 101·7\|15·5\|11·5 | Tokitsu<br>Japanese | C.2Cy.10¼"&21½"–13"<br>NB02 14NHP | | |
| 18523<br>MDKR | **Hizon Rodriguez** WoodSc<br>(*ex*HamashimaMaru) | 296<br>239<br>129 | | | | | 1919 | ............<br>Hamashima | Hizon&Rodriguez | 126·6\|23·1\|12·6 | Manila<br>Utd.States | C.2Cy.13"&28"–18"<br>28NHP | | |
| 18524<br>NTSH | **Hjalmar** IronPad<br>(*Ferry*)<br>*Elec.light* 1*Dk* | 332<br>320<br>135 | | | | | 1883 | F.Schichau<br>Elbing | DeDanskeStats-<br>baner | 166·0\|26·6\|11·7<br>H23*t* | Frdericia<br>Danish | C.2Cy.32"&62"–45½"<br>216NHP<br>F.Schichau,Elbing | | |
| 18525<br>1708<br>JDKH | — WoodScSp<br>(*ex*Westergötland)<br>*Mchy.Aft* 1*Dk* | 190<br>156<br>96 | | | | | 1879 | S.Groth<br>Sjötorp | RederiA/BKri-<br>stinehamnstrafik<br>(AlbSvensson *Mgr*) | 101·9\|22·5\| 9·8<br>H8*t* | Krstnhmn<br>Swedish | C.2Cy.11¾"&23¾"–14½"<br>17NHP<br>EriksbergM.V.Aktieb.Got | | |
| 18526<br>[illegible]<br>KCRP | **Hjalmar Blomberg** SteelSc<br>[illegible] "Hedrun," *See No.* 37733 *in Supplement*<br>*Elec.light* 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)<br>Wireless *CruiserStern* | 2325<br>2044<br>1311 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>9,20 | Mmo<br>✠LMC9,20 | *u* | | 1920<br>9mo | Aktb.Ore-<br>sundsvarvet<br>Landskrona<br>*Intermediate* | Stockholms<br>Rederiaktiebolag<br>Svea(Hans<br>Ericson,*Mgr.*)<br>*BHin fore hold dis*<br>*CellDB*262'546*t* | 317·5\|44·9\|19·4<br>FK<br>*pensed with Collisio*<br>*FPT*91*tAPT*106*t* | Stockholm<br>Swedish<br>*Cem*<br>*nBHtoSh dk*<br>3 „ „ *U* „ | 2 Steam Turbines geared to 1 Sc Shaft (*s*)<br>200lb 252NHP<br>2SB,*6cf*,GS82,HS3533 FD<br>A.B.deLavalsÅngturbin, Skm. | 22 ″ 0<br>s 1 ″ 8<br>20 ″ 8 | |
| 18527<br>NLKF | **Hjelm** SteelScSr<br>*Mchy.Aft* 1*Dk* | 295<br>242<br>146 | | | | | 1901 | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen | DetForenede<br>DampskibsSelsk. | 133·6\|25·1\| 9·6<br>P54'F17' | Odense<br>Danish<br>*WB* | C.2Cy.14⅜"&28"–18"<br>28NHP<br>KjbnhavnsFlydk.&Skbsv. | | V |
| 18528<br>MGFP | **Hjelmeland** SteelScSr<br>1*Dk* | 191<br>111<br>104 | | | | | 1910 | Stavanger<br>Stöberi&Dok<br>Stavanger | DetStavangerske<br>Dampskibsselskab | 113·2\|20·1\| 9·1<br>Q23*t*B38*t*H21*t*F5*t* | Stavanger<br>Norwegian | T.3Cy.10",15½"&25"–18"<br>27NHP<br>StavangerStöberi&Dok | | |
| 18529<br>MRHO | **Hjelmen I.** WoodScSr<br>1*Dk* | 163<br>135<br>60 | | | | | 1917 | ............<br>Xiansund | S.Hamnes | 101·3\|22·6\|10·1<br>Q11'H7*t*F7' | Xiansund<br>Norwegian | C.2Cy. | | N |
| 18530<br>NPKO | **Hjortholm** SteelScSr<br>*ss*Cpn.No.3–6,16<br>*ss*Cpn.No.1–20<br>*Well deck* 1*Dk*(*Stl*)*&deep framing* | 1471<br>1286<br>866 | ✠100A1<br>7,21 ~~7,20~~<br>BS7,21 | Cpn<br>Gls<br>✠LMC7,20 | *q* | ~~CL~~<br>~~7,20~~<br>N7,21 | 1905<br>8mo<br>*Lloyd* | WoodSkin-<br>ner&Co.Ld.<br>Newcastle<br>*'sA&CP* *WB*= | DetForenede<br>DampskibsSelsk.<br>*CellDBa*70'*uE&B* | 252·0\|38·2\|16·2<br>P&B198'F24'<br>FK<br>30'*f*111'413*tFPT*68 | Copnhagn<br>Danish<br>4*BHCem*<br>*tAPT*30*t* | T.3Cy.19",31"&51"–33" (*s*)<br>170lb 168NHP<br>2SB,*4cf*,GS66,HS2714<br>N.E.MarineEng.CoLdNwc | 18 ″ 6<br>s 1 ″ 5<br>17 ″ 4 | |
| 18531<br>LBNQ | **Hjortnæs** SteelScSr<br>*ss*Cff.No.3–5,12<br>(*ex*Zulma,*ex*Parana) 1*Dk*(*Irn*)2*trB&*<br>Wireless *Web frames*3*Dk rule* | 3140<br>2892<br>1939 | ✠<br>5,12 | Cff<br>✠ | *u* | | 1899<br>6mo | W.Gray&<br>Co.Ld.<br>WHartlepool | D/SA/SLloydI.<br>(LouisPoulsen&<br>Co.*Mgrs.*)<br>*DBa* | 325·2\|47·1\|23·3<br>P30*t*H78*t*F44*t*<br>FK<br>108'354*tf*126'418*t* | Chrstiania<br>Norwegian<br>5*BHCem*<br>*APT*149*t* | T.3Cy.24",38"&64"–42"<br>258NHP<br>2SB,*6rf*,GS96,HS3784<br>Cen.Mar.Eng.Wrks.WHpl | 24 ″ 10 | V |
| 18532<br>MBJT | **Hjörungavaag** IronScSr<br>(*ex*Christianssund)<br>*Well deck* 1*Dk&Awng dk* | 669<br>648<br>395 | | | | | 1881 | Lobnitz<br>&Co.<br>Renfrew | LeifBull (C.<br>Haraldsen,*Mgr.*) | 180·9\|25·3\|13·0<br>P133*t*H20*t*F70*t*20·2 | Skien<br>Norwegian | C.2Cy.24"&44"–30"<br>88NHP<br>Lobnitz&Co.,Renfrew | | |
| 18533<br>95943 | **Hlaing** Steel&IronSc<br>1*Dk* | 216<br>188<br>7 | | | | | 1906 | Irrawaddy<br>FlotillaCo Ld<br>Rangoon | RangoonPort<br>Commissioners | 120·0\|22·0\|13·0 | Rangoon<br>British | T.3Cy.15¾",28"&48"–28"<br>E*made*88*fitted*06 92RHP<br>Cox&Co.Falmouth | | |
| 18534<br>119072 | **Hlawga** SteelTwinSc<br>1*Dk* | 125<br>125<br>64 | | | | | 1903 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.Ld. | 98·6\|22·1\| 7·9 | Glasgow<br>British<br>*WB* | C.4Cy.16"&32"–21"<br>25RHP<br>Denny&Co.Dumbarton | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18535<br>115138<br>TQRK | **Hobart** SteelScSr<br>*ss*Mel.No.3–5,15<br>*ss*Mel.No.1–19<br>*Elec.light* 1*Dk*(*Irn*)&*deep framing* | 2463<br>2268<br>1577 | ✠100A1<br>4,21 ~~5,20~~<br>~~BS5,20~~ ✠LMC~~9,19~~<br>4,21 | Mel | *t* | CL<br>8,19 | 1902<br>10mo<br>*Lloyd's A&CP* | W.Gray&Co.Ld.<br>WHartlepool | MelbourneS.S.Co.Ld. | 306·4<br>P25'*ptShltr dk a* 18'<br>B80'*ptShltr dk f* 18'<br>F31' FK<br>*WB=* | 45·1 | 20·1 | Melbourne<br>British<br>5*BHCem*<br>*CellDBa*98' | T.3Cy.22",35"&59"–39" (s)<br>180lb *80lb* 231NHP<br>2SB,6*rf*,GS91,HS3510<br>Cen.Mar.EngWrks.WHpl.<br>*uE*22'*f*128'671*tAPT*129*t* |
| 18536<br>116076 | — SteelScK<br>*ss*Hul.No.3–7,14<br>*ss*Hul.No.1–19<br>1*Dk* | 172<br>166<br>67 | ✠100A1<br>*StmTrawler*<br>11,21 ~~10,19~~<br>~~BS7,21~~ ✠LMC10,19 | Hul<br>BS3,22 | | CL<br>~~10,19~~<br>11,21 | 1902<br>7mo<br>*Lloyd's A&CP* | CookWelton&Gemmell<br>Hull | HullSteamFishing&IceCo.Ld. | 108·4<br>BK7½"<br>*WB=Dtanks f* 13'30*t* | 21·3 | 11·2 | Hull<br>British<br>4*BHCem* | T.3Cy.10",17"&28"–21" (s)<br>200lb 45RHP<br>1SB,2*pf*,GS25,HS690<br>Amos&Smith,Hull |
| 18537<br>MSWN | **Hobby** WoodScSr<br>*OilEng.*<br>*Elec.light* 1*Dk* | 298<br>249<br>148 | | | | | 1918 | A/SBarbu Fabrikker Dyvik,<br>Arendal | D/S A/SBristol (Johnsen&Kildal A/S,*Mgrs.*) | 130·2<br>F10*t*P19*t* | 24·4 | 12·3 | Tromsö<br>Norwegian | Oil Engine 2S.C.SA<br>4Cy.16½"–18 9/16" 91NHP<br>J.&C.G.Bolinders,Skm. |
| 18538<br>65581<br>JRLH | **Hobgoblin** IronTwinSc<br>(*ex*TheLady Carmichael,*ex*SailingLighter) *OilEng.* | 387<br>354<br>235 | | | | | 1871 | A.McMillan&Son<br>Dumbarton | Brito-Franco ShippingCo.Ld. (A.Tate&Co *Mgrs*) | 161·8 | 25·3 | 11·9 | Blyth<br>British | Oil Engines<br>8Cy.12"–14" NE20 88NHP<br>Vickers, PettersLd.Ipswch |
| 18539<br>220600<br>MBKV | **Hoboken** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Wireless *Longitudinal framing* | 4754<br>4274<br>2987 | ✠100A-<br>2,22 ~~8,20~~<br>*Fitted for oil fuel* 8,20 *F.P. above* 150° F. | ~~Tacoma~~ NYk<br>✠LMC8,20 | | CL | 1920<br>9mo | ToddD.D.&Const.Corp.<br>TacomaWash<br>*CellDB* | ErieBasinTowing&HoistingCo.Inc.<br>328'1069*t MT*24'66 | 380·4<br>P38'B102'F42' FK<br>6*tFPT*91*tAPT*318*t* | 53·1 | 27·0 | NewYork<br>Utd.States<br>6*BHptCem* | T.3Cy.24",40"&70"–48" (s)<br>190lb 472NHP<br>3SB,9*cf*,GS169,HS6831 FD<br>ToddD.D.&Const.Corp. |
| 18540<br>219649<br>LVRP | — WoodSc<br>(*ex*Highflyer) 1*Dk* | 173<br>—<br>118 | | | | | 1920 | J.W.Sullivan&Co. New Brighton,NY | UnitedStates ShippingBoard | 94·9 | 24·8 | 13·0 | NewYork<br>Utd.States | C.2Cy.18"&38"–26"<br>61NHP |
| 18541 | **Hobsons Bay** SteelTwinSc<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws)<br>*Elec.light* 3*rd dk*(*Stl*)*in forward holds*<br>*Ref.Mchy.* Wireless | ~~14400~~<br>13837<br>11883<br>8440 | ✠100A1<br>*Shelter dk withfreeboard*<br>2,22<br>*Fitted for oil fuel* 1,22 *F.P. above* 150°F. | Bkn<br>✠LMC1,22<br>✠Lloyd'sRMC1,22 | *i*† | CL | ~~1921~~<br>1922<br>1mo<br>*Lloyd's A&CP* | Vickers,Ld.<br>Barrow<br>*CellDB*458'2228*tMT*24'1016*t* | Commonwealth Government ~~of Australia~~ Line of Steamers | 530·6<br>B208'F78'*onShelter dk* FK<br>*Tanksbetweentunnels*51 | 68·3 | 39·9 | Melbourne<br>British<br>*ptCem*<br>9*BH toShelter dk*<br>195*tFPT*128*t* | 4 Steam Turbinesgeared to 2Sc.Shfts220lb(*r*)1977NHP<br>3DB&2SB,32*cf*,GS503,HS[illegible]<br>Vickers,Ld.Barrow<br>*APT*142*t* |
| 18542<br>132818<br>HVMS | **Hochelaga** SteelSc2TwinMsts<br>*Cantilever framed, topside tanks*<br>Sub.Sig. 1*Dk* | 4681<br>4335<br>2601 | | | | | 1912 | SirR Dixon&Co.Ld.<br>Middlesbro' | HochelagaS.S.Co.Ld.(DominionCoalCo.Ld.) | 375·3<br>P25'B99'F28' | 52·0 | 27·6 | Montreal<br>British<br>*WB* | T.3Cy.26",44"&73"–48"<br>369NHP<br>Richardsons,Westgarth&Co.Ld.Mdb. |
| 18543 | **Hochkamp** SteelSc<br>(*Trawler*)<br>1*Dk* | 225<br>210<br>86 | | | | | 1916 | Schiffsw(v.J.&Sch.)A.G.<br>Hamburg | AltonaerHochseefischereiA.-G. | 122·0<br>H47'F18' | 24·1 | 9·8 | Altona<br>German<br>*WB* | T.3Cy.13¼",20½"&32¾"–22"<br>50NHP<br>Schwft.(vJ&Sch)AGHam. |
| 18544 | **Hochland** SteelSc<br>*Elec.light* 1*Dk* | 1308<br>1118<br>721 | | | | | 1914 | Nevsky-Werft<br>Petrograd | ReedereiRöchling,Menzell&Co. | 225·8<br>P109'B12'F39' | 36·1 | 17·2 | Hamburg<br>German<br>*WB* | T 3Cy.16⅝,26⅜"&42 9/16"–30 5/16"<br>102NHP<br>NewskyWerft, Petrograd |
| 18545 | **Hock Lee** SteelScSr<br>2*Dks* | *422*<br>*392*<br>*233* | | | | | 1908 | Bow,McLachlan&Co.Ld. Paisley | TsangKokWah | 135·0<br>P24'F20'<br>*Shade dk*66' | 22·2 | 16·0 | Macao<br>Portuguese<br>*WB* | C.2Cy.16"&34"–24"<br>47RHP<br>Bow,McLachln&CoLdPsy. |
| 18546<br>102730<br>TMKG | **Hocking** SteelScSr<br>*ss*Rot.No.2–03<br>(*ex*Grönland,*ex*Ameland,*ex*Parklands)<br>Wireless 1*Dk*(*Irn*)2*trB*&*Web frames* | 2554<br>2273<br>1632 | ✠<br>*withfreeboard*<br>11,06<br>✠ | Rot | *t* | | 1895<br>5mo | W.Gray&Co.Ld.<br>W Hartlepool | Orders&Handford S.S.Co.Ld.(J.Cory&Sons,Ld.*Mgrs*) | 304·0<br>P27'B68'F31'<br>*WB=CellD* FK<br>*Ba* 102'*u E* 22'*f*120' | 44·0 | 20·7 | Cardiff<br>British<br>5*BHCem*<br>654*tAPT*59*t* | T.3Cy.23",36½"&62"–39"<br>239NHP<br>2SB,6*rf*,GS79,HS3580<br>Cen.Mar.Eng.Wrks.WHpl. |
| 18547<br>128872<br>HQLN | **Hodder** SteelScSr<br>*ss*Lon.No.2–19<br>*Elec.light* 1*Dk*(*Stl*)&*deep framing* | 1016<br>833<br>421 | ✠100A1<br>7,21 ~~7,20~~<br>~~BS7,20~~ ✠LMC5,19<br>BS7,21 | Goo | *o* | 3,19 | 1910<br>2mo<br>*Lloyd's A&CP* | W.Dobson&Co.Ld.<br>Newcastle | ~~Lancashire&YorkshireRly.Co.~~<br>L.&N.W Rlwy.Co<br>*WB=CellDBa*58' | 240·2<br>P38'B88'F35' FK<br>*uE*15'*f*91'182*tFPT* | 34·2 | 15·4 | Goole<br>British<br>5*BHCem*<br>14*tAPT*31*t* | T.3Cy.22",36"&61"–39" (r)<br>180lb 331NHP<br>2SB,6*cf*,GS124,HS4948 FD<br>WllsndSlpwy.Co.Ld.Nwc. |
| 18548<br>23617<br>RDTK | **Hoden Maru** WoodSc | 679<br>—<br>372 | | | | | 1917 | ................ | IharaMotii | 176·8 | 28·8 | 15·0 | Nishinomiya<br>Japanese | |
| 18549<br>87849 | **Hodgson** IronTwinScSp<br>1*Dk* | 110<br>109<br>8 | | | ... | | 1883 | R.&J.Evans&Co.<br>Liverpool | AlexandraTowingCo.Ld. | 90·0<br>BK6" | 18·2 | 8·9 | Liverpool<br>British<br>*WB* | C.4Cy.15"&30"–18"<br>80RHP<br>J.Jack&Co.Liverpool |
| 18550<br>PBQO | **Hoek van Holland** SteelSc<br>(*Tug*)<br>1*Dk* | 102<br>87<br>— | | | | | 1917 | DeGroot&vanVliet<br>Slikkerveer | N.V.Sleepboot “Hoek van Holland” | 77·3<br>H28'F6' | 19·4 | 9·3 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.9",14⅗"&24"–18⅕"<br>24NHP<br>Löhnis&Co.Rotterdam |
| 18551<br>3293 | **Höfding** IronScSp<br>(*Tug*)<br>1*Dk* | 103<br>85<br>— | | | | | 1893 | FredrkstadMek.Verkst.<br>Fredrikstad | Rederiaktieb.Höfding(E.A.Enhörning) | 85·0<br>H18*t* | 17·5 | 9·5 | Kubikenborg<br>Swedish | |
| 18552<br>24035<br>RGPH | **Hofuku Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>Wireless | 5857<br>5586<br>4259 | ✠100A1<br>*Awng dk withfreeboard*<br>11,20 | Cff<br>✠LMC6,20 | *y* | | 1918<br>11mo | KawasakiDkyd.Co.Ld.<br>Kobe<br>A&CP | KawasakiDkyd.Co.Ld. | 385·0 FK<br>*Collision BH to Awng dk*<br>*CellDB*334'1118*tFPT* | 51·0 | 36·0 | Kobe<br>Japanese<br>*Cem*<br>5*BH to U dk*<br>126*tAPT*93*t* | T.3Cy.26",43½"&72"–48"(s)<br>200lb 436NHP<br>2SB&1AuxSB,8*cf*,GS154,HS5636 FD<br>KawasakiDkydCoLdKobe |
| 18553<br>218991<br>LTDB | **Hog Island** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5590<br>—<br>3453 | | | | | 1919 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0 | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine |
| 18554<br>145890<br>KLGF | **Hogarth** SteelScSr<br>2*Dks*(*Stl*-*Upt* ws)&*Shelter dk*(*Stl*-ws)<br>*Elec.light* Wireless *CruiserStern* | ~~7500~~<br>8109<br>7057<br>5050 | ✠100A1<br>*Shelter dk withfreeboard*<br>12,21<br>*Fitted for oil fuel* 12,21 *F.P. above* 150°F. | Gls<br>✠LMC12,21 | *b*† | CL | 1921<br>12mo<br>*Lloyd's A&CP* | D&WHendersn&Co.Ld.<br>Glasgow<br>*CellDB*3[illegible]'1479*tMT*31'15[illegible] | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt, ~~Mgrs.~~) Ld, *Mgrs.*) | ~~442·0~~<br>442·3<br>B159'F43'*onShltr dk* FK<br>*DTa*24'1015*tFPT* | ~~55·3~~<br>55·4 | ~~27·7~~<br>35·7 | Liverpool<br>British<br>*Cem*<br>7*BHtoSh dk*<br>18*tAPT*20*t* | 2Steam ~~Geared~~ Turbines geared to 1Sc.shaft 215lb(*s*)758NHP<br>3D&1AuxSB,21*cf*,GS850,HS18197<br>Harland&Wolff,Ld.Bel. |
| 18555<br>10915<br>LDHM | **Hogei Maru No. 3** SteelScSp<br>(*ex*Selvik)<br>1*Dk* | 101<br>—<br>35 | | | | | 1902 | Akers Mek.Værks.<br>Christiania | ToyoHogei KabushikiKaisha | 95·4 | 17·2 | 10·5 | Nishinomiya<br>Japanese | T.3Cy.10½",15"&24"–17"<br>24NHP<br>AkersMek.Værks.Xia. |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18556<br>5593<br>JTMS | **Hogland** SteelScSr<br>(exRyton)<br>*Turret deck* 1*Dk*2*trB* | 4132<br>3373<br>2470 | | | | | 1905 | W.Doxford &Sons,Ld.<br>Sunderland | Ångf.Aktieb. Tirfing(DanBroström, *Mgr.*) | 350·2\|51·1\|24·0<br>P28'F41' | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.26",42"&68"-45"<br>310NHP<br>W.Doxford&Sons,Ld.Sld. | | V |
| 18557 | — SteelScSr<br>(*ex*Adonis,*ex*EinarSimers) 2*Dks* | 574<br>545<br>316 | | | | | 1895 | Akers Mek.Værks.<br>Christiania | RussianEast AsiaticS.S.Co.Ld. (BalticLine) | 164·2\|26·2\|17·5<br>H5*t* | Riga<br>Latvian<br>*WB* | T.3Cy.12",20"&32"-27"<br>53NHP<br>AkersMek.Verks.Xia. | | |
| 18558<br>128722<br>VJQP | **Högni** SteelScSr<br>(*Whaler*)<br>1*Dk* | 127<br>127<br>45 | | | | | 1911 | Nylands Værksted<br>Christiania | GrindrodWhaling Co.(J.E.Grindrod, *Mgr.*) | 88·7\|17·3\|12·5 | Durban<br>British<br>*WB* | T.3Cy.11½",18½"&31"-20"<br>62NHP<br>NylandsVærksted,Xia. | | |
| 18559<br>MQDP | **Hogstad** SteelSc3MstSr<br>*Elec.light Mchy.Aft* 1*Dk* | 688<br>527<br>366 | | | | | 1917 | LarvikS. &Værksted<br>Larvik | Skibs A/S Fritzöe (Bugge&Olsen) | 179·2\|30·2\|12·4 | Larvik<br>Norwegian<br>*WB* | T.3Cy.14",23½"&38"-27"<br>75NHP<br>BergensMekVærksBergen | | N |
| 18560<br>1383<br>HJTP | **Hogyo Maru** WoodScSr<br>2*Dks* | 172<br>—<br>102 | | | | | 1894 | Mihara Mannosuke<br>Osaka | HirooKisen KabushikiKaisha | 105·5\|15·5\|11·7 | Hakodate<br>Japanese | C.2Cy.12"&24"-14"<br>18NHP<br>OnoSeikichi,Osaka | | |
| 18561<br>145027<br>KGLB | **Hohenfels** SteelScSr<br>*Now named "Cape Recife," See No. 36769 in Supplement*<br>ssHam.No.3-4,10<br>1*Dk*(*Stl*)&*Spar dk*(*Stl-pt*teak s) &*Web frames*<br>*Elec.light* Wireless | 5329<br>5115<br>3408 | ✠<br>*Spar dk*<br>12,15 | Rot<br>✠ | z<br>11 | | 1898<br>5mo | Wigham Richrdsn&Co<br>Newcastle | BritishAfricaShipping&CoalingCo, Ld. | 418·3\|54·0\|20·1<br>P60'B94'F48' 28·1<br>BK11"<br>*WB*= *CellDBa*138'*uE*28' | London<br>British<br>6*BHCem*<br>*f*172'1015*t* | Q.4Cy.24",34",51"&74"-54"<br>494NHP<br>3SB,9*rf*,GS146,HS6300 FD<br>WighmRichrdsn&Co.Nwc | 31 ″ 0 | |
| 18562 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 190<br>170<br>72 | | | | | 1906 | G.Seebeck Akt.Ges.<br>Bremerhaven | DeutscheDmpfischerei Ges.Nordsee | 118·7\|22·1\|10·9<br>Q73'F17' | Nordnham<br>German<br>*WB* | T.3Cy.11¾",18⅗"&30½"-22"<br>44NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 18563<br>OJDU | **Hohenlinden** SteelScSr<br>*Elec.light Mchy.Aft* 1*Dk* | 355<br>303<br>102 | ✠100A1<br>*Stm Trawler*<br>8,19 | Sav<br>✠LMC8,19 | | CL | 1919<br>8mo | Foundat'n Co.<br>SavannahGa.<br>A&CP | FrenchGovernment | 150·0\|25·0\|14·6<br>Q79'F26'<br>BK7"<br>*FPT*6*t* | French<br>4*BHCem*<br>*APT*8*t* | T.3Cy.12¾",21½"&35"-24"<br>180lb (*r*) 89NHP<br>1SB,3*pf*,GS58,HS1700<br>HarrisburgFoundry& Mach.Wrks.Harrisburg | 14 ″ 8<br>s 2 ″ 5½<br>14 ″ 1 | |
| 18564<br>MCDH | **Hoi Ching** CompTwinScSr<br>(*ex*Swift,*ex*H.M.S.Swift) 2*Dks* | 478<br>444<br>195 | | | | | 1879 | R.&H. Green<br>London | ChanYakPang HopOnS.S.Co. | 164·7\|26·7\|13·2 | Macao<br>Portuguese | C.2Cy.28"&48"-18"<br>82NHP<br>Rennie&Co.London | | |
| 18565 | **Hoi Lee** IronSc<br>(*ex*Butuan)<br>1*Dk*&*Awngdk* | 534<br>—<br>342 | | | ... | | 1873 | Gourlay Bros.&Co.<br>Dundee | HoiLeeS.S.Co. (YuenHungLee& Co.) | 160·0\|24·1\|11·0<br>17·8<br>BK6" | Canton<br>Chinese | C.2Cy.27"&48"-24"<br>NB98 97NHP<br>GourlayBros.&Co.Dundee | | |
| 18566 | **Hoi Ming** WoodTwinScSr<br>*Now named "TinSing," See No. 39608 in Supplement*<br>2*Dks* | 613<br>380 | | | | | 1907 | Kwong TakHing<br>HongKong | | 182·6\|32·7\|10·2 | Chinese | C.4Cy.14"&28"-18½"<br>56NHP<br>KwongTakHing,H.Kg. | | |
| 18567<br>120992 | **Hoi Sang** WoodSc | 457<br>—<br>284 | | | | | 1906 | ..................<br>HongKong | WoFatS.S.Co.,Ld. | 165·1\|28·0\|10·0 | HongKong<br>British | | | |
| 18568 | **Hoi Tung** WoodTwinSc<br>(*ex*YingKing)<br>2*Dks* | 781<br>391<br>468 | | | | | 1903 | Kwong TakCheong<br>HongKong | | 200·6\|33·3\|10·1 | Chinese | C.4Cy.16"&33"-22"<br>43NHP<br>TinHingCo.HongKong | | |
| 18569 | **Hoi Wa** WoodSc<br>1*Dk* | 305<br>187<br>100 | | | | | 1913 | Kwong TakHing<br>HongKong | | 136·4\|28·2\| 7·5 | Chinese | C.2Cy.14"&28"-18"<br>28NHP<br>KwongTakHing,H.Kg. | | |
| 18570<br>82800<br>TNBP | **Hoihow** IronScSr | 1411<br>1354<br>896 | | | | | 1880 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 248·9\|31·3\|23·2 | London<br>British | C.2Cy.28"&56"-42"<br>169NHP<br>Scott&Co.,Greenock | | |
| 18571 | **Hok Canton** CompScSr<br>HTSng.82 CF<br>(*ex*Egeron) SSSng.84 2*Dks* | 756<br>707<br>556 | ✠<br>1,84 | Sng | 18 | | 1875<br>2mo | J.Elder& Co.<br>Glasgow | LeungTatCho | 176·0\|26·0\|21·5<br>P32*t*H30*t*F24*t*<br>Iron frameplanked | Canton<br>Chinese | C.2Cy.22"&40"-24"<br>NB94 65RHP<br>J.Elder&Co.,Glasgow | | |
| 18572<br>216803<br>LMQG | **Hokah** WoodSc<br>*Elec.light* Wireless 1*Dk* | 2551<br>—<br>1528 | | | | | 1918 | Groton IronWorks<br>Noank,Conn. | UnitedStates ShippingBoard | 267·3\|46·0\|23·6 | N.London<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>WorthingtonCo.Buffalo, N.Y. | | R |
| 18573<br>110429 | **Hokendauqua.** WoodScTug<br>(*ex*RobertLockhart) | 137<br>—<br>68 | | | | | 1880 | ..................<br>Newburgh N.Y. | T.J.Scully | 123·0\|22·8\|10·0 | NewYork<br>Utd.States | C.2Cy.24"&42"-28"<br>78NHP | | |
| 18574<br>98<br>QBKM | **Hokkai Maru** SteelScSr<br>ssKob.No.3-1,19<br>(*ex*Vennachar) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*deep framing* | 4431<br>4105<br>2744 | ✠100A1<br>*Spar dk*<br>5,21 ~~8,20~~ | Shl<br>Kob<br>✠LMC~~8,20~~<br>5,21 | *x* | CL<br>~~1,19~~<br>5,21 | 1904<br>11mo<br>*Lloyd* | Russell& Co.<br>PortGlasgow<br>'*sA&CP* | TaishoKisen KaishaLd.(Meiji KaiunKaishaLd. *Mgrs.*)<br>*WB*= *CellDBa*114'*uE*26 | 369·7\|49·8\|19·0<br>P36'B108'F44' 27·0<br>FK<br>'*f*160' 942*t* *DTa*28' | Dairen<br>Japanese<br>6*BHCem*<br>686*tAPT*45*t* | T.3Cy.26",42"&70"-48" (*s*)<br>180lb *100lb* 410NHP<br>2SB,6*cf*,GS118,HS5523 FD<br>Rankin&Blackmore,Grk. | 29 ″ 8 | |
| 18575<br>1148<br>HGTW | — WoodScSr<br>(*ex*TozuMaruNo.3, *ex*KandaMaru) 1*Dk* | 130<br>—<br>72 | | | | | 1889 | Haruki Tojiro<br>Osaka | TokiowanKisen KabushikiKaisha | 108·6\|16·2\| 8·4 | Shimoda<br>Japanese | C.2Cy.13½"&26"-15"<br>22NHP | | |
| 18576<br>21766<br>NQVB | **Hokoku Maru** WoodSc | 290<br>—<br>162 | | | | | 1918 | .................. | Yamazaki Toyokichi | 125·9\|24·3\|12·8 | Kochi<br>Japanese | | | |
| 18577<br>9970<br>LGFR | — SteelAuxScSr | 151<br>—<br>86 | | | | | 1908 | .................. | TanakaKozan KabushikiKaisha | 85·3\|20·0\|14·4 | Yokohama<br>Japanese | | | |
| 18578<br>633<br>PDNK | **Hokuan Maru** WoodSc | 477<br>—<br>204 | | | | | | .................. | MichimoriKichizo | 152·5\|24·5\|16·6 | Fusan<br>Japanese | | | |
| 18579<br>13094<br>LMJO | **Hokushin Maru** SteelScSr<br>2*Dks* | 469<br>—<br>277 | | | | | 1910 | S.Ono<br>Osaka | Y.Fujiyama | 156·4\|22·8\|16·1 | Otaru<br>Japanese | T.3Cy.12",19½"&31½"-22"<br>E&B*made*03*reftd*10 47NHP<br>S.Ono,Osaka | | |

| 1 Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18580<br>20429<br>NVWM | **Hokusho Maru** WoodSc | 338<br>—<br>194 | | | | | 1918 | …………… | KaikokuKisen KabushikiKaisha | 134·4 | 24·6 | 13·0 | Hakodate<br>Japanese | | |
| 18581<br>7090<br>JMSQ | **Hokuto Maru** SteelScSr<br>ssKob.No.3–4,09<br>(*ex*Claverhill) ssKob.No.2–17<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing* | 3045<br>2759<br>2261 | ✠100A1<br>*Spar dk*<br>4,20 ✠LMC~~4,20~~ 3,21 | Kob | *u* | ~~1,19~~<br>3,21 | 1896<br>6mo | C.S.Swan& Hunter,Ld.<br>Newcastle<br>A&CP | ItayaShosen KabushikiKaisha<br>*WB=CellDB* | 310·0<br>P70'B86'F34'<br>*a*96'*uE&B*38'*f*128' | 42·0 | 16·8<br>24·8<br>FK | Nishino-miya<br>Japanese<br>5*BHCem*<br>620*t APT*27*t* | T.3Cy.23",38"&61"-39' (*r*)<br>NDB01*refitted*16<br>160lb *120lb* 254NHP<br>2SB,6*pf*,GS97,HS4080<br>N.E.MarineEng.CoLdNwc | 27<br>5<br>21 |
| 18582<br>19249<br>NBWT | — WoodSc | 790<br>—<br>478 | | | | | 1916 | …………… | Yamamoto Kyuichiro | 187·3 | 31·2 | 16·6 | Amagasaki<br>Japanese | | |
| 18583<br>18561<br>MVCG | — SteelSc | 199<br>—<br>70 | | | | | 1915 | …………… | KabushikiKaisha OsakaTekkosho | 115·0 | 22·5 | 12·2 | Habu<br>Japanese | | |
| 18584<br>1253<br>HJGW | **Hokuyetsu Maru No. 1** WoodScSr<br>2*Dks* | 162<br>155<br>95 | | | | | 1891 | Toba Tekkosho<br>Toba | GomeiKaisha FujitaKaisobu | 111·8 | 15·2 | 12·6 | Niigata<br>Japanese | C.2Cy.14¾"&27"-15"<br>24NHP<br>TobaIronWorks,Toba | |
| 18585<br>1625<br>HKTR | **Hokuyetsu Maru No.2** WoodScSr<br>2*Dks* | 183<br>—<br>109 | | | | | 1896 | Kojima Kuramatsu<br>Niigata | GomeiKaisha FujitaKaisobu | 115·9 | 15·3 | 12·6 | Niigata<br>Japanese | C.2Cy.15$\frac{1}{12}$"&29"-18"<br>Ishikawajima 30NHP<br>S.B.&E.Co.Ld.Tokio | |
| 18586<br>9131<br>JRQK | **Hokuyo Maru** IronScSr<br>(*ex*IkutaMaruNo.2, *ex*Patani,*ex*Hecate) 1*Dk* | 997<br>901<br>602 | | | | | 1885 | WH Potter &Sons<br>Liverpool | YamamotoAtuzo | 235·9<br>P24'B57'F40' | 33·3 | 15·7 | Nana-o<br>Japanese | C.2Cy.23"&46"-36'<br>106NHP<br>Fawcett,Preston&Co.Liv. | |
| 18587 | **Holanda** SteelScSr<br>(*ex*Falucho) 1*Dk* | *696*<br>*577*<br>*397* | | | … | | 1907 | J.Fullerton&Co.<br>Paisley | TheArgentine Nav.Co. (Nicolás Mihanovich)Ld. | 200·7<br>F32' | 36·1 | 10·1<br>FK | Bns.Ayres<br>Argentine<br>*WB* | C.2Cy.15"&32"-24'<br>65NHP<br>McKie&Baxter,Glasgow | 10 |
| 18588<br>137420<br>JHMT | **Holbein** SteelScSr<br>ssMch.No.1-20<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 6278<br>5259<br>3908 | ✠100A1<br>*Shelter dk withfreeboard*<br>1,22 ~~4,21~~ ✠LMC2,19<br>B[illegible]1,22 | Liv<br>Gls | *b*† | CL<br>3,20 | 1915<br>1mo<br>*Lloyd* | D&WHendersn&Co.Ld<br>Glasgow<br>'*sA&CP* | LivBrazil&RPlate S.N.Co.Ld. (Lamport&HoltLd*Mgs*)<br>*WB=CellDBa*139' | 435·8<br>B144'F45'*on Shelter dk* | 55·2 | 27·4<br>FK | Liverpool<br>British<br>7*BHCem*<br>*uE&B*82'*f* | Q4Cy25¼",36",51"&73½"-54"<br>215lb (*s*) HS13183 685NHP<br>3DB&1SB,21*cf*,GS350, FD<br>D&W.Hendersn&CoLdGl<br>166'1312*t FPT*119*t APT*22 | 30<br>4<br>26 |
| 18589<br>140409<br>JRQT | **Holbrook** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless Sub.Sig. | 6655<br>6382<br>4155 | ✠100A1<br>*Shelter dk withfreeboard*<br>5,20 ✠LMC11,17<br>*Carrying oil fuel FP. above 150° F. in DB* | Rot | *z* | CL<br>5,20 | 1917<br>11mo<br>*Lloyd* | JLThompson&Sons,Ld<br>Sunderland<br>'*sA&CP* | CanadianPacific RailwayCo. (Canadian PacificStmshipsLd,*Mgrs*)<br>*CellDB*366' 1360*t DT* | 412·3<br>*a*27'1090*t FPT*101*t* | 55·5 | 34·4<br>FK | London<br>British<br>7*BHCem*<br>*APT*229*t* | T.3Cy.27½",45"&76"-54"(*r*)<br>180lb 558NHP<br>4SB,12*cf*,GS248,HS9932<br>Blair&Co.Ld.Stockton | 37<br>11<br>26 |
| 18590<br>216830<br>LMRH | — WoodTwinScSr<br>*Elec.light* Wireless 2*Dks* | 3019<br>—<br>1752 | | | | | 1918 | Grant, Smith,Porter ShipCo.<br>Portland,Or. | UnitedStates ShippingBoard | 272·9<br>B142'F27' | 46·1 | 24·1 | Portlnd Or<br>Utd.States | T.6Cy.15",26"&44"-26'<br>196NHP<br>E.I.CoddCo.Baltimore | |
| 18591<br>214673<br>LGPV | **Holden Evans** SteelTwinScSr<br>*OilEng.*<br>ssMob.No.1-20<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*<br>*Elec.light* *Longitudinal framing*<br>Wireless | 3254<br>2994<br>2025 | ✠100A1<br>6,20<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel 2.17 F.P. above 150° F.*<br>DBS6,20 ✠LMC6,20 | Mob | *t* | 6,20 | 1917<br>2mo | Baltimore D.D.&S.B.Co<br>BaltimoreMd<br>A&CP | HoldenEvansSSCo | 292·3<br>P76'F26'<br>*FPT*73*t APT*117*t* | 47·2 | 26·9<br>FK | NewYork<br>Utd.States<br>11*BHptCem*<br>7 „ *toUdk*<br>4 „ „*2nd*„ | Oil Engines 2 S.C. SA<br>8Cy.20½"-29½" 286NHP<br>PDB17-*150lb*<br>SDB01*refitted*4,19-*145lb*<br>J&CGBolindersCoLdSkm | 28<br>5<br>23 |
| 18592<br>PBQK | **Holendrecht** SteelSc<br>1*Dk* | 468<br>336<br>238 | | | | | 1918 | J.Th.Wilmink&Co.<br>Groningen | NVMaats."Kustvaart" (Phs.van Ommeren,*Mgr.*) | 153·3<br>B36'F16' | 25·2 | 11·9 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.11",18"&20½"-19½<br>17NHP<br>F.&D.H.Landeweer &Zn.Martenshoek | |
| 18593 | **Holger** SteelScSr<br>ssBhn.No.1-11<br>*Elec.light* 2*Dks*(*Stl*)&*deepframing* | 5555<br>5316<br>3609 | ✠<br>12<br>✠ | Bmn | *a*† | | 1906<br>5mo | Swan,Hunter&Wigham Richardson,<br>Ld Newcastle | ~~[illegible]~~ Roland-LinieA.G.<br>*WB=CellDB* | 425·6<br>P37'B181'F44' | 53·1 | 29·2<br>FK | Bremen<br>German<br>~~British~~<br>8*BHCem*<br>*a*150'*uE*23*f* | T.3Cy.28",46"&77"-54'<br>556NHP<br>3SB,9*cf*,GS191,HS7785 FD<br>WllsndSlpwy.Co.Ld.Nwc.<br>181'1049*t FPT*83*t APT*25*t* | 32 |
| 18594 | — SteelSc<br>(*ex*JohannW.Jens, *ex*Beta,*ex*Kiel) 1*Dk* | 474<br>405<br>249 | | | | | 1889 | Akt.Ges. "Neptun"<br>Rostock | Matth.Nielsen | 144·8 | 25·3 | 14·0 | Flensburg<br>German<br>*WB* | C.2Cy.18$\frac{3}{10}$"&34½"-16$\frac{1}{10}$'<br>39NHP<br>J.Spengel&Sons,Ld.Nwc. | |
| 18595<br>[illegible]<br>JVPS | — WoodScSr<br>Condemned after Collision 11,21<br>*OilEng.*<br>1*Dk* | 147<br>112<br>99 | | | | | 1916 | Akt.Erik Ohlsson<br>Stockholm | FraktakiebHolger (J.O.W.Nilsson, *Mgr.*) | 95·2<br>P19'H13*t* | 22·5 | 7·6 | Gothenbrg<br>Swedish | Oil Eng.<br>2Cy. | |
| 18596 | **Holland** SteelSc<br>*Now named* "Honorine Achaque," *See No. 3775 in Supplement* | 752<br>401<br>233 | | | | | 1919 | N.V. Werf. Zeeland<br>Hansweert | N.V.Maats.S.S. "Oeconomie" | 153·6<br>Q86'B9'F27' | 26·1 | 12·2 | Rottrdam<br>Dutch | T3Cy11⅓",17$\frac{7}{10}$"&31½'-17$\frac{1}{10}$"<br>N.V.Mach. 42NHP<br>Fulton,Hoogezand | |
| 18597<br>OJDZ | — SteelTwinScSp<br>ssBou.No.3-7,14<br>ssRot.No.1-19<br>*Elec.light* 1*Dk* | 446<br>348<br>140 | ✠100A1<br>1,21<br>BS1,21 ✠LMC4,19 | Bou | *g* | ~~N4,10~~<br>10,21 | 1902<br>4mo<br>*Lloyd* | JTEltringham&Co.<br>SouthShields<br>'*sA&CP* | Cie.Franco-Hollando-Américaine<br>*WB=* | 150·0<br>B112'<br>*DeepTanks f*11'15*t* | 28·1 | 12·3<br>BK7" | Boulogne<br>French<br>4*BHCem*<br>&16'20*t* | T.6Cy.13",21"&35"-24" (*s*)<br>180lb 143NHP<br>2SB,4*cf*,GS70,HS2482<br>G.T.Grey,SouthShields | 13<br>2<br>11 |
| 18598 | — SteelSc<br>1*Dk* | 262<br>224<br>25 | ✠100A1<br>*For towing purposes*<br>5.20<br>BS6,20 ✠LMC7,19<br>✠NB99*refitted*19 | Rot | | 6,20 | 1919<br>7mo | J.&A.v.d. Schuyt<br>Papendrecht<br>A&CP | N.V.Scheepv. Transport enZeesleepvaartMaats. (N.V.BureauWysmuller,*Mgrs.*) | 111·7<br>B26'F9' | 24·5 | 12·2<br>BK7" | s'Gravenhage<br>Dutch<br>5*BHCem* | C.2Cy.20½"&40"-27" (*s*)<br>117lb 99NHP<br>1SB,3*pf*,GS50,HS1610 FD<br>Kon.Maats.deSchelde, Flushing | 13<br>1<br>12 |
| 18599<br>128778 | — SteelScK<br>(*Fishing*)<br>1*Dk* | 202<br>199<br>88 | | | | | 1919 | Montrose S.B.Co.<br>Montrose | ~~BostonDeepSea Fishing&IceCo.Ld (F.Parkes,*Mgr.*)~~<br>A.Mitchell.Jnr. | 115·1 | 22·1 | 12·1 | Boston<br>British<br>*WB* | T.3Cy.12",20"&34"-23'<br>W.Beardmore 74RHP<br>&Co.Ld.Coatbridge | |
| 18600<br>115801 | — SteelTwinSc<br>(*Tug*)<br>1*Dk* | 152<br>144<br>— | | | … | | 1902 | Allsup&Co Ld.<br>Preston | Port of London Authority | 90·4 | 21·1 | 11·4<br>BK6½" | London<br>British<br>*WB* | C.4Cy.19"&40"-24"<br>201NHP<br>Allsup&Co.Ld.Preston | 12 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built. When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18601 | **Holland I.** Iron&SteelScK<br>ssAms.No.3-5,10<br>ssYmu.No.2-20<br>1*Dk*<br>*Frames&platingIron* | 171<br>160<br>95 | ✠100A1<br>*StmTrawler*<br>10,21 ~~7,20~~<br>MS7,20 ✠LMC<br>~~BS2,21~~<br>BS10,21 | Ymu | | ~~7,20~~<br>10,21 | 1898<br>1mo<br>*Lloyd* | Edwards<br>Bros.<br>NorthShields<br>'*sA&CP* | Naaml.Ven.Zee-<br>vissch.Maats.<br>"Holland"(J.Prins<br>&G.Carst,*Mgrs.*) | 107·0<br>Q20'F23' | 20·8 | 11·0<br>BK7½" | Amstrdam<br>Dutch<br>3*BHCem* | T.3Cy.9",20"&32"-23" (*s*)<br>180lb 60NHP<br>1SB,2*pf*,GS35,HS1000<br>McColl&Pollock,Sld. | 11″10 | |
| 18602 | **Holland II.** SteelScSr<br>ssAms.No.3-8,10<br>ssYmu.No.2-18<br>1*Dk* | 170<br>154<br>43 | ✠100A1<br>*StmTrawler*<br>7,20<br>BS4,21 ✠LMC11,18 | Ams | | 7,20 | 1898<br>8mo<br>*Lloyd* | J.Duthie,<br>Sons&Co.<br>Aberdeen<br>'*sA&CP* | Naaml.Ven.Zee-<br>vissch.Maats.<br>"Holland"(J.Prins<br>&G.Carst,*Mgrs.*) | 108·4<br>Q33' | 20·8 | 11·1<br>BK7½" | Amstrdam<br>Dutch<br>3*BHCem* | T.3Cy.9",19½"&32"-22" (*s*)<br>180lb 61NHP<br>1SB,2*pf*,GS33,HS1060<br>Whyte&Mair,Dundee | 11″9 | |
| 18603 | **Holland III.** SteelScK<br>ssAms.No.3-9,12<br>ssYmu.No.2-21 ~~ssYmu.No.1-17~~<br>1*Dk* | 173<br>151<br>90 | ✠100A1<br>*StmTrawler*<br>6,21 ~~8,20~~<br>~~BS6,20~~ ✠LMC~~7,17~~<br>BS7,21 MS11,21 | Ymu | | ~~8,20~~<br>10,21 | 1899<br>5mo<br>*Lloyd* | J.Duthie,<br>Sons&Co.<br>Aberdeen<br>'*sA&CP* | Naaml.Ven.Zee-<br>vissch.Maats.<br>"Holland"(J.Prins<br>&G.Carst,*Mgrs.*) | 108·8<br>Q23'F23' | 21·0 | 10·5<br>BK7½"<br>*WB*= | Amstrdam<br>Dutch<br>3*BHCem*<br>~~*DBf*33'30*t*~~<br>*DTf*24'22*t* | T.3Cy.11",18¾"&32"-22½"(*s*)<br>200lb 68NHP<br>1SB,2*cf*,GS30,HS1206<br>Whyte&Mair,Dundee | 11″6 | |
| 18604 | **Holland IV.** SteelScK<br>ssAms.No.3-8,12<br>ssYmu.No.2-19 1*Dk* | 173<br>151<br>90 | ✠100A1<br>*StmTrawler*<br>5,21 ~~4,15~~ ✠LMC5,19<br>~~Examined6,14~~<br>~~MS11,16~~ BS~~6,16~~5,21 | Ymu | | CL<br>~~11,16~~<br>9,20 | 1899<br>5mo<br>*Lloyd* | J.Duthie,<br>Sons&Co.<br>Aberdeen<br>'*sA&CP* | Naaml.Ven.Zee-<br>vissch.Maats.<br>"Holland"(J.Prins<br>&G.Carst,*Mgrs.*) | 108·8<br>Q23'F23' | 21·0 | 10·5<br>BK7½"<br>*WB*= | Amstrdam<br>Dutch<br>3*BHCem*<br>*DBf*33'30*t* | T.3Cy11",18¾"&32"-22½"(*s*)<br>200lb 68NHP<br>1SB,2*cf*,GS30,HS1206<br>Whyte&Mair,Dundee | 11″6 | |
| 18605 | **Holland V.** SteelSc<br>ssYmu.No.1-21<br>1*Dk* | 139<br>126<br>30 | ✠100A1<br>*For fishing purposes*<br>~~9,20~~ 5,22<br>MS7,2[illegible] ~~BS2,21~~ ✠LMC<br>BS2,22 | Ams<br>Ymu | | CL<br>~~9,20~~<br>5,22 | 1916<br>10mo | Arnhem-<br>scheStmslp.<br>Arnhem<br>A&CP | Naaml.Ven.Zee-<br>vissch.Maats.<br>"Holland"(J.Prins<br>&G.Carst,*Mgrs.*) | 95·1 | 19·8 | 9·3<br>BK6¼" | Ymuiden<br>Dutch<br>4*BHCem*<br>*DTf*13'8*t* | T.3Cy.10",16"&26"-18" (*r*)<br>180lb 45NHP<br>1SB,2*cf*,GS28,HS892<br>ArnhemscheStmslphlg. | 9″10 | |
| 18606 | **Holland VI.** SteelSc<br>ssYmu.No.1-21<br>1*Dk* | 137<br>124<br>30 | ✠100A1<br>*For fishing purposes*<br>5,22 ~~1,21~~ ✠LMC~~1,17~~<br>7,21 | Ams<br>Ymu | | CL<br>~~7,20~~<br>1,22 | 1917<br>4mo | Arnhem-<br>scheStmslp.<br>Arnhem<br>A&CP | Naaml.Ven.Zee-<br>vissch.Maats.<br>"Holland"(J.Prins<br>&G.Carst,*Mgrs.*) | 94·9 | 19·9 | 9·3<br>BK6¼" | Ymuiden<br>Dutch<br>3*BHCem*<br>*DTf*12'8*t* | T.3Cy.10",16"&26"-18" (*r*)<br>180lb 45NHP<br>1SB,2*cf*,GS28,HS892<br>ArnhemscheStmslphg. | 9″10 | |
| 18607 | **Holland VII.** SteelSc<br>1*Dk* | 139<br>126<br>32 | 100A-<br>*For fishing purposes*<br>~~9,21~~ ~~9,18~~ ✠LMC9,18<br>4,22 | Ams<br>Ymu | | CL<br>9,21 | 1918<br>9mo | Arnhem-<br>scheStoom<br>Sleephelling<br>My.Arnhem | Naaml.Ven.Zee-<br>vissch.Maats.<br>"Holland"(J.Prins<br>&G.Carst,*Mgrs.*) | 95·1 | 19·8 | 9·3<br>K6¼" | Ymuiden<br>Dutch<br>4*BHCem*<br>*DTf*12'8*t* | T.3Cy.10",16"&26"-18" (*r*)<br>180lb 45NHP<br>1SB,2*cf*,GS28,HS892<br>ArnhemscheStooms.My. | 9″10 | |
| 18608<br>26199<br>RSLM | **Holland Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>Wireless | 5870<br>5590<br>4266 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>12,21 ~~6,20~~ ✠LMC<br>12,21 | Kob | *y* | 12,21 | 1920<br>1mo | Kawasaki<br>DockydCoLd<br>Kobe<br>A&CP | KawasakiKisen<br>KabushikiKaisha<br>*CellDB*334'1118 | 385·0<br>*tFPT*126*tAPT*93*t* | 51·0 | 36·0<br>FK<br>*Collision* | Kobe<br>Japanese<br>*Cem*<br>*n BHto A dk*<br>5 „ „ *U* „ | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 437NHP<br>2SB&1Aux.SB,8*cf*, FD<br>GS154,HS5741<br>KawasakiDckydCoLdKob. | 36″0<br>s9″3½<br>27″1 | |
| 18609<br>~~PBRH~~ | **Hollandia** SteelTwinScSr<br>*Now named "Hammonia." See No. 31198 in Supplement*<br>ssAms.No.3-7,21 ~~ssAms.No.2-18~~<br>2*Dks*(*Stl*-ws)&*deepframing*<br>*Elec.light* &*Shelter dk*(*Stl*-teak s)<br>*Ref.Mchy.* Sub.Sig. Wireless | 7291<br>6000<br>4603 | ✠100A1<br>*withfreeboard*<br>~~7,21~~ ~~12,20~~ 2,22<br>~~BS6,20~~ ✠LMC~~10,19~~<br>BS7,21 MS4,21 | Ams | *b*† | CL<br>~~6,20~~<br>~~PN7,21~~<br>2,22 | 1909<br>3mo<br>*Lloyd* | A.Stephen<br>&Sons,Ld.<br>Glasgow<br>'*sA&CP* *Cell* | Hamburg-Amerikanische Packet-fahrt ActGes(Ham-Amer.Linie)<br>*DBa*110'*uE&B*98' | 419·7<br>P55'B171'F66'<br>*f*142'986*tFPT*129*t* | 54·2 | 34·4<br>FK | Hamburg<br>German<br>7*BHCem*<br>*APT*106*t* | T6Cy.23½",39½"&66"-48"(*r*)<br>200lb *100lb* FD 945NHP<br>3DB,18*cf*,GS331,HS14307<br>A.Stephen&Sons,Ld.Gls. | 37″6<br>s10″7½<br>27″5 | |
| 18610<br>OJEA | **—** SteelScSr<br>(*ex*Audace,*ex*Bendi)<br>*Well deck* *Elec.light* 1*Dk*3*trB* | 3133<br>2756<br>1924 | | | | ... | 1890 | Schlesinger<br>Davis&Co.<br>Newcastle | ~~FrenchGovernment~~ Soc.Lalande<br>Lefebre | 342·8<br>P19'Q118'B140'<br>F39' | 43·2 | 20·9<br>FK | French<br>*WB* | T.3Cy.22⅝",42"&64"-45"<br>NB96*fitted*08 260NHP<br>N.E.MarineEngCoLd.Nwc | 24″1 | V |
| 18611<br>PBRJ | **Hollandia I.** SteelSc3MstSr<br>ssRot.No.1-22<br>*Elec.light* *Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 733<br>512<br>314 | ✠100A-<br>~~1,22~~ ~~2,21~~ 3,22<br>✠LMC~~10,17~~<br>1,22 | Rot<br>Kel | | CL<br>~~1,20~~<br>~~1,22~~<br>3,22 | 1917<br>10mo | NVScheep.<br>DeMerwede<br>Hardinxveld | N.V.Scheepv.<br>Maats.<br>"Hollandia"<br>*Cell* | 180·2<br>Q105'B13'F23'<br>*DBf*103'146*tFPT* | 28·1 | 12·4<br>FK | Rottrdam<br>Dutch<br>3*BHCem*<br>63*tAPT*7*t* | T3Cy13½",22½"&36"-27" (*s*)<br>180lb 100NHP<br>2SB,4*cf*,GS62,HS1905<br>Penn&Bauduin,Dordrecht | 14″6<br>s″8½<br>14″0 | |
| 18612<br>PBRK | **Hollandia II.** SteelSc<br>(*ex*Falkaas)<br>1*Dk* | 727<br>555<br>378 | | | | | 1918 | N.V.Werf<br>Zeeland<br>Hansweert | N.V.Scheepv.<br>Maats.<br>"Hollandia" | 179·1<br>Q60'B41'F22' | 30·2 | 12·5 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.15½",25½"&47½"-27"<br>117NHP<br>Schippers&v.Dongen | | N |
| 18613 | **Hollands Trouw** SteelAuxScSr<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 205<br>177<br>182 | | | | | 1919 | W. Richter<br>Uitden-<br>bogaardt<br>Maasluis | W.Richter<br>Uitdenbogaardt | 190·0<br>P21' | 21·5 | 11·5 | Schiedam<br>Dutch | Motor | | |
| 18614<br>PBRT | **Hollandsch Diep** SteelScSr<br>1*Dk* | 1447<br>1127<br>836 | | | | | 1918 | Verschure<br>&Co.<br>Amsterdam | Hollandsche<br>Vrachtv.Maats. | 238·9<br>P23'B56'F20' | 36·8 | 15·8 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.17",28¾"&46"-36"<br>127NHP<br>Verschure&CoAmsterdam | | V |
| 18615<br>132803<br>HTLF | **Hollinside** SteelScSr<br>ssMdb.No.2-20<br>(*ex*RobertCoverdale) 1*Dk*(*Stl*)<br>Wireless | 3722<br>3478<br>2337 | ✠100A1<br>~~9,21~~ ~~4,21~~ ~~11,21~~<br>3,22 ~~1,22~~<br>BS7,21 ✠LMC6,20 | Hul<br>~~Shl~~ Hpl | *w* | ~~6,20~~<br>~~N11,21~~<br>~~1,22~~<br>3,22 | 1911<br>9mo<br>*Lloyd* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>*sA&CP* | CharltonSteam<br>ShippingCo.Ld.<br>(Charlton,McAll-<br>um&Co.*Mgrs.*) | 350·2<br>P23'B101'F34'<br>*CellDBa*<br>113'*uE*25'*f*154'927*t* | 50·1 | 23·6<br>FK | Newcastle<br>British<br>6*BHCem*<br>*APT*175*t* | T.3Cy.25",40½"&67"-45" (*s*)<br>180lb *100lb* 336NHP<br>2SB,6*cf*,GS132,HS5303<br>Cen.Mar.Eng.Wrks.WHpl | 25″11<br>s4″9½<br>21″6 | |
| 18616<br>118627<br>VMJQ | **Hollypark** SteelSc<br>ssGmh.No.3-11,20<br>(*ex*Lodorer, *Spar dk*(*Stl*)2*trB*&<br>*ex*Sandyford) *Webframes*<br>Wireless | 3207<br>3024<br>2053 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>11,20 ✠LMC11,20<br>BS2,22 | Gmh | *v* | CL<br>11,20 | 1904<br>1mo<br>*Lloyd* | J.Priest-<br>man&Co.<br>Sunderland<br>'*sA&CP* | DenholmShpngCo.<br>Ld(J.&J.Denholm<br>Ld.*Mgrs.*) | 325·0<br>P&B213'F36'<br>*DBa*98'*f*136' | 48·0 | 16·9<br>24·9<br>.FK | Greenock<br>British<br>5*BHCem*<br>759*tAPT*94*t* | T.3Cy.25",41"&67"-45" (*s*)<br>160lb *100lb* NDB10 312NHP<br>2SB,8*pf*,GS128,HS4840<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 26″0<br>s3″5<br>22″11 | |
| 18617<br>220527<br>MBJD | **Hollywood** SteelSc<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks* | 5945<br>—<br>4074 | | | | | 1920 | South-Wes-<br>ternS.B.Co.<br>L.AngelesCal | UnitedStates<br>ShippingBoard | 410·5<br>P43'B114'F46' | 54·3 | 27·2 | L.Angeles<br>Utd. States | T.3Cy.24½",41½"&72"-48"<br>359NHP | | R |
| 18618<br>60309<br>KFDC | **Holman Sutcliffe** IronSc3MstSr<br>(*ex*LadyAliceKenlis)<br>*Mchy.Aft* 1*Dk* | 203<br>163<br>76 | | | | ... | 1867 | SwanBros<br>Maryhill | Mrs.M.J.Peters<br>(F.E.Peters,*Mgr.*) | 130·5 | 19·6 | 9·8 | Bristol<br>British | C.2Cy.16"&32"-18"<br>NE78NB89 50RHP<br>R.Smith,Preston | | |
| 18619<br>MBFS | **Holmborg** SteelScSr<br>ssStv.No.1-21 ssBal.No.3-7,16<br>(*ex*Harald) 1*Dk*(*ptIrn&ptStl*)2*trB*&<br>*deep framing*3*Dk rule*<br>Wireless | 2987<br>2781<br>1921 | ✠100A1<br>9,21 ~~3,20~~<br>~~BS12,18~~ ✠LMC~~7,15~~<br>~~MBS1,20~~ ~~MS3,21~~ 9,21 | Shl<br>Stv | *u* | CL<br>2,21 | 1903<br>6mo<br>*Lloyd* | J.Thomp-<br>son&Sons,Ld<br>Sunderland<br>'*sA&CP* | ~~DampskibsRing-berg(J.Ringen,~~<br>~~*Mgr.*)~~ Brunsgard,<br>KlösterudsDamp-<br>skibsA/S | 325·0<br>P31'B98'F32'<br>*CellDB* | 48·0 | 21·6<br>FK | Drammen ~~Haugesund~~<br>Norwegian<br>5*BHCem*<br>*a*100 *uE*24' | T.3Cy.24",39"&65"-42" (*s*)<br>180lb *120lb* NDB17 285NHP<br>2SB,8*pf*,GS127,HS4230<br>G.Clark,Ld.Sunderland<br>*f*142'745*tFPT*86*tAPT*119*t* | 24″0<br>~~s3″8½~~<br>~~20″8~~ | |
| 18620<br>79128<br>KNBO | **Holme Force** Stl&IrnSc3MstSr<br>*Mchy.Aft* 1*Dk* | 269<br>225<br>106 | | | | ... | 1887 | R.William-<br>son&Son<br>Workington | Corporation of<br>Preston | 144·0<br>Q46'B7'F19' | 23·0 | 8·6<br>BK7" | Preston<br>British<br>*WB* | T.3Cy.12½",20"&33"-24"<br>NB02 55RHP<br>Dunsmuir&Jackson,Gls. | 11″1 | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18621<br>84636<br>HVWN | **Holme Wood** IronScSr<br>ssPnz.3rdNo.3–3,19<br>(exScaleForce) 1*Dk*(*Irn*)<br>*Well deck* *Mchy.Aft* | 258<br>192<br>100 | ✠100A1<br>*Coasting*<br>4,21<br>BS11,21<br>~~BS7,20~~ ✠LMC3,19<br>✠NB11,91 *refitted*5,94 | Pnz | *d* | 4,21 | 1883<br>7mo | R.William-son&Son<br>Workington<br>A&CP | Bain,Sons&Co. | 144·1<br>Q67'B10'F18'<br>len92 BK6½"<br>*WB=* | 21·2 | 7·5 | Hull<br>British<br>3*BHCem*<br>*DBf*80'75*t* | C.2Cy.18"&34"–24" (*s*)<br>80lb 50RHP<br>1SB,*2pf*,GS30,HS813<br>J.&T.Young,Ayr | 9 ′ 8<br>· ′ 8<br>9 ′ 7 |
| 18622<br><br>LBCW | **Holmen** SteelSc<br>Now named "Eidsvold," See No 37223 in Supplement<br>1*Dk* | 1371<br>1136<br>799 | | | | | 1917 | NV.Boele's<br>Sch.Mschfbk<br>Slikkerveer | D/SA/SHolmen<br>(BrödreneOlsen) | 240·2<br>P33'B63'F25' | 36·2 | 16·8 | Stavanger<br>Norwegian<br>*WB* | T.3Cy.18",30"&48"–36"<br>138NHP<br>MaschenfabriekBolnes | |
| 18623<br>5702<br>JVGK | **Holmen II.** SteelScK<br>ssSkm.No.3–1,21<br>(*ex*Rotesand,*ex*DouglasII.)<br>1*Dk* | 160<br>115<br>17 | ✠100A1<br>*For towing purposes*<br>1,21<br>✠LMC1,21<br>BS4,22 | Skm | | N1,21 | 1906<br>8mo | W.Chal-mers&Co.Ld.<br>Rutherglen<br>A&CP | HolmensBruks&<br>Fabriks A/B<br>(C.Wahren,*Mgr.*) | 101·4<br>B29'H6*t*<br>BK6½"<br>*WB* | 19·0 | 10·0 | Nrrköping<br>Swedish<br>4*BHCem*<br>=*APT*10*t* | T.3Cy.11½",20"&32"–23" (*s*)<br>180lb 55NHP<br>1SB,*2cf*,GS30,HS877<br>Bailey&Leetham,Hull | 10 ′ 6 |
| 18624<br>5983<br>KBGV | **Holmen III.** SteelSc<br>(*Tug*)<br>(*ex*Gebr.BodewesVI.) 1*Dk* | 158<br>129<br>12 | | | | | 1916 | Gebr.G&H<br>Bodewes<br>Martenshoek | HolmensBruks&<br>Fabriks A/B<br>(C.Wahren,*Mgr.*) | 96·9<br>H20*t* | 19·9 | 10·2 | Nrrköping<br>Swedish | T.3Cy.12½",19¾"&33"–19½"<br>48NHP<br>N.V.Masch.Fulton<br>Martenshoek | |
| 18625<br>5751<br>JVLM | **Holmengrå** SteelSc<br>ssGot.No.3–12,21 (*ex*Elfsborg,<br>*ex*G.P.Braathen,*ex*HelenHeidmann)<br>*Elec.light* *Well deck* 1*Dk* (*Stl*)<br>*Cargo battens not fitted* | 1748<br>1395<br>946 | 100A1<br>12,21<br>~~(*Class Contemplated*)~~<br>LMC12,21 | Got | *q* | CL<br>12,21 | 1904 | Schiffsw.v.<br>HenryKoch<br>Lübeck<br>*Lloyd's A&CP* | Aktieb.Nordiska<br>Lloyd (R.Frodi,<br>*Mgr.*)<br>*Ce* | 264·4<br>P15'Q59'B68'<br>~~H133~~F21' FK<br>*llDB*225'543*tFPT*5 | 38·4 | 16·7 | Gothenbrg<br>Swedish<br>5*BHCem*<br>1*APT*67*t* | T.3Cy.19¾",32¼"&51¼"–33½"<br>185lb (*s*) 187NHP<br>2SB,*4cf*,GS90,HS5104<br>J.F.Ahrens, Altona | 19 ′ 9 |
| 18626<br><br>MDNV | **Holmestrand** SteelScSr<br>1*Dk* | 179<br>81<br>100 | | | | | 1907 | Nylands<br>Værksted<br>Christiania | Dampskibsselskbt<br>Juno (A.Steen,<br>*Mgr.*) | 109·1<br>Q21*t*B69*t*H6*t* | 18·6 | 7·8 | Holmstrnd<br>Norwegian | T.3Cy.10½",17"&28½"–20"<br>36NHP<br>NylandsVærksted,Xania. | |
| 18627<br>6003<br>KCBV | **Holmia** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 2187<br>2032<br>1293 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>7,21 ~~10.20~~<br>✠LMC6,18 | Stn<br>NYk | *r* | 10,20 | 1918<br>6mo | Aktieb.<br>FinnbodaVarf<br>Stockholm<br>*Lloyd's A&CP* | Rederiaktieb.<br>SvenskaLloyd<br>(H.Metcalfe,*Mgr.*)<br>*CellD* | 269·9<br>FK<br>*B*237'473*t FPT*44*t* | 41·2 | 23·0 | Gothenbrg<br>Swedish<br>4*BHCem*<br>*APT*20*t* | T.3Cy.22",35½"&58½"–36"<br>185lb *100lb* (*s*) 270NHP<br>2SB,*6cf*,GS98,HS3800 FD<br>Bergsunds.M.V.Aktb.Skm | 25 ′ 6<br>6·10<br>18·11 |
| 18628<br>101826<br>NBTP | **Holmside** SteelScSr<br>ssNwc.2ndNo.3–4,19<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*Cargo battens not fitted* | 842<br>681<br>531 | ✠100A1<br>11.20<br>~~BS2,20~~ ✠LMC4,19<br>BS3,21 | Nwc | *l* | CL<br>10,20 | 1893<br>5mo | Wood,<br>Skinner&Co.<br>Newcastle<br>A&CP | W.Swanston&<br>Sons<br>*WB=Ce* | 206·7<br>Q98'B18'F22'<br>FK<br>*llDB*170'246*tFPT* | 30·2 | 13·6 | Newcastle<br>British<br>4*BHCem*<br>31*tAPT*22*t* | T.3Cy.17",28"&46"–30" (*s*)<br>150lb ~~90lb~~ NDB03' 99RHP<br>1SB,*3pf*,GS51,HS1670<br>N.E.Mar.E.Co.(Lim.),Nwc | 16 ′ 6<br>1 · 4<br>14 · 11 |
| 18629<br>144505<br>KFGV | **Holsatia** IronScSr<br>Broken up<br>Wireless 2*Dks* | 1820<br>1698<br>1156 | | | ... | | 1880 | Reiherst'g<br>Schiffsw.<br>Hamburg | T.Young | 280·2<br>P16'H—F32' | 34·1 | 23·6 | London<br>British<br>*WB* | C.2Cy.34"&62"–42"<br>NB95 208NHP<br>Reiherst.Maschinenf.Ham. | |
| 18630 | **Holstein** SteelScSr<br>2*Dks*&<br>*Elec.light* Sub.Sig. Wireless *Shelterdk* | 4932<br>4647<br>3053 | | | | | 1911 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | | 402·3 | 54·0 | 26·5 | *WB* | T.3Cy.28⅝",47¼"&78"–54"<br>447NHP<br>FlensburgerSchiffsb.Ges. | |
| 18631 | — SteelSc<br>(*ex*Steinbeiss) (*Trawler*)<br>*Elec.light* 1*Dk* | 261<br>224<br>98 | | | | | 1916 | J.Frerichs<br>&Co.A.G.<br>Einswarden | DeutscheDmpfischereiGes.<br>"Nordsee" | 129·9<br>Q72'F25' | 23·1 | 10·9 | Nordnham<br>German<br>*WB* | T.3Cy.13",20½"&33"–22½"<br>52NHP<br>GörlitzerMaschb.Anstalt,<br>Görlit | |
| 18632 | — SteelSc<br>*Elec.light* 1*Dk* | 128<br>100<br>55 | | | | | 1907 | Howaldts-Werke<br>Kiel | NeueDampfer-Co.<br>Akt.Ges. | 93·4<br>F33' | 21·4 | 8·9 | Kiel<br>German<br>*WB* | C.2Cy.14 9/16"&27 9/16"–13¾"<br>26NHP<br>Howaldtswerke,Kiel | |
| 18633<br>127446<br>HPND | **Holtby** SteelScSr<br>Wireless 1*Dk* | ~~3675~~ 3681<br>3384<br>~~2262~~ 255 | | | | | 1909 | Ropner&<br>Sons,Ld.<br>Stockton | RopnerShipping<br>Co.Ld. | 346·5<br>P23'B98'F36' | 51·0 | 23·3 | W.Hartlpl<br>British<br>*WB* | T.3Cy.25",41"&67"–45"<br>301NHP<br>Blair&Co.Ld.Stockton | |
| 18634<br><br>MNBH | **Holum** SteelScSr<br>(*ex*Brita) ssStv.No.3–3,21<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 235<br>182<br>108 | ✠100A1<br>3,21<br>✠LMC<br>BS10,20 MS5,21 | Stv | *c* | 3,21 | 1909<br>12mo | Aktieb.<br>LödöseVarf<br>Lödöse<br>*Lloyd's A&CP* | G.Stene<br>~~IsfjordensRederi A/S (Herman Balstad, Mgr.)~~<br>~~(E.O.Kaali, Mgr.)~~ | 101·1<br>P26'RFD13'<br>FK<br>*WB=FPT* | 22·5 | 11·3 | Drontheim<br>~~Molde~~<br>Norwegian<br>3*BHCem*<br>27*tAPT*6*t* | C.2Cy.10"&22½"–15" (*s*)<br>120lb 20NHP<br>1SB,*1cf*,GS12,HS363<br>Aktieb.LödöseVarfLödöse | 12 ′ 0<br>1 · 0<br>11 · 2 |
| 18635<br>106630<br>QBGM | **Holyhead** SteelScK<br>ssLiv.No.3–10,16<br>ssLiv.No.1–20<br>(*ex*Elswick) *Well deck* 1*Dk*(*Irn*)<br>*Mchy.Aft* *Iron framing Steel plating* | 196<br>143<br>81 | ✠100A1<br>12,20<br>✠NB8,15 ✠LMC12,20 | Liv | *b* | CL<br>12,20 | 1898<br>3mo | Wood,<br>Skinner&Co.<br>Ld Newcastle<br>A&CP | H.&C.Grayson,Ld. | 112·0<br>Q37'B9'F15'<br>FK | 20·0 | 9·0 | Liverpool<br>British<br>3*BHCem*<br>*FPT*25*t* | C.2Cy.15"&28"–20" (*s*)<br>100lb 50RHP<br>1SB,*2pf*,GS26,HS656<br>N.E.MarineEngCoLdNwc | 9 ′ 8<br>· 11<br>8 · 11 |
| 18636<br>219588<br>LVPB | **Holyoke Bridge** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)2*trB in fore*&<br>*after holds*& *Web frames*<br>Sub.Sig. Wireless | 3545<br>3005<br>2174 | *Fitted for oil* | *fuel* 5, | 20 | ...<br>CL<br>*F.P. above* 1 | 1920<br>5mo<br>50° F. | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard<br>*CellDB*251'827*t* | 324·0<br>P30'B90'F35'<br>FK<br>*MT*20'394*t FPT*11 | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>6*BHptCem*<br>1*tAPT*69*t* | 1 Geared Steam Turbine<br>200lb HS5800 386NHP (*s*)<br>2 Water Tube Boilers FD<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 ′ 6 |
| 18637<br>136013 | **Holyrood** SteelScK<br>ssGms.No.1–19<br>1*Dk* | 210<br>191<br>96 | ✠100A1<br>*StmTrawler*<br>9,21 ~~7,20~~<br>BS9,21<br>~~BS7,20~~ ✠LMC6,19 | Gms | | CL<br>6,19 | 1914<br>6mo | Cochrane&<br>Sons,Ld.<br>Selby<br>*Lloyd's A&CP* | QueenStm.Fishing<br>Co.Ld. | 115·2<br>Q69'<br>BK7½" | 21·6 | 11·5 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"–24" (*s*)<br>180lb 66RHP<br>1SB,*2pf*,GS33,HS1070<br>C.D.Holmes&Co.Ld.Hull | 12 ′ 3 |
| 18638<br>123951<br>HLTF | **Holywell** SteelScSr<br>ssMdb.No.3–10,20<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&<br>*Elec.light* Wireless *deep framing* | 4867<br>4513<br>3059 | ✠100A1<br>*Spar dk*<br>11,21 ~~10,20~~<br>✠LMC10,20<br>BS11,21<br>*Fitted for oil fuel* | Mdb<br>3,19 *F.* | *y*<br>*P.* | CL<br>10,20<br>*above* | 1907<br>11mo<br>150°F. | Hawthorn,<br>Leslie&CoLd<br>Newcastle<br>*Lloyd's A&CP* | T.&J.Brocklebank<br>Ld. | 401·8<br>P30'B112'F42' 27·1<br>FK<br>*WB=CellDBa*140' | 50·8 | 17·8 | Sundrland<br>British<br>6*BHCem*<br>*uE&B*42'*f* | T.3Cy.27½",45"&76"–48" (*s*)<br>180lb ~~180lb~~ 120lb 520NHP<br>3SB,*9cf*,GS172,HS7380 FD<br>N.E.MarineEngCoLdNwc<br>168'1006*tFPT*100*tAPT*30*t* | 29 ′ 9<br>6 · 0<br>24 · 2 |
| 18639<br>123769<br>HJWG | **Holywood** SteelScSr<br>ssSld.No.3–10,19<br>*Well deck* 1*Dk*(*Stl*)&*deep framing*<br>*Cargo battens not fitted* | 1545<br>1222<br>965 | ✠100A1<br>10,21 ~~11,20~~<br>~~BS11,20~~ ✠LMC10,19<br>BS2,22 | Sld<br>Shl | *p* | ~~9,19~~<br>10,21 | 1907<br>1mo | J.Blumer<br>&Co.<br>Sunderland<br>*Lloyd's A&CP* *W* | WFrance,Fenwick<br>&Co.Ld.<br>*B=CellDBa*74'*uE* | 244·4<br>P20'Q76'B50'F24'<br>FK<br>&*B*32'*f*96'490*tFPT* | 38·0 | 15·8 | London<br>British<br>4*BHCem*<br>71*tAPT*44*t* | T.3Cy.20",33"&54"–36" (*s*)<br>190lb 214NHP<br>2SB,*6pf*,GS94,HS3534<br>N.E.MarineEng.Co.Ld.Sld | 17 ′ 11<br>1 · 7<br>16 · 7 |
| 18640<br>20737<br>NKLP | **Homanzan Maru No. 1** WoodSc | 287<br>—<br>187 | | | | | 1917 | .................... | IzumiSenpaku<br>KabushikiKaisha | 125·6 | 22·9 | 12·3 | Sakai<br>Japanese | | |
| 18641<br>23096<br>RBKT | **Homanzan Maru No. 2** Wood<br>AuxScSr | 183<br>—<br>119 | | | | | 1918 | .................... | IzumiSenpaku<br>KabushikiKaisha | 102·5 | 25·0 | 11·4 | Sakai-machi<br>Japanese | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Dts when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18642<br>143404<br>KOJQ | **Homayun** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 4514<br>4075<br>2732 | ✠100A1<br>4,21 ~~11,20~~<br>✠LMC9,19 | Bom | *x* | CL | 1919<br>9mo<br>*Lloyd* | W.Gray&<br>Co.(1918)Ld.<br>WHartlepool<br>'*sA&CP* | Bombay&Persia<br>Stm.Nav.Co.Ld.<br>*CellD* | 376·0<br>P41'B117'F39'<br>FK<br>*B*321'984t*FPT*114t | 51·9 | 26·5 | Bombay<br>British<br>7*BHCem*<br>*APT*66t | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Cen.Mar.Eng.Wrks WHpl | 29 ″ 0 | |
| 18643<br>108180<br>PNSO | — SteelScSr<br>*ss*Liv.No.3–7,08<br>*ss*Bom.No.1–12<br>(*ex*Biafra,*ex*Léopoldville)<br>*Well deck* 2*Dks*(*UStl*–ws)&*Web frames*<br>*Elec.light Frames&reverse frames pt Iron* | 3363<br>2561<br>2155 | ✠<br>8,15<br>✠ | Bom | *v* | | 1895<br>1mo | SirRaylton<br>Dixon&Co.<br>Middlesbro' | TheAdmiralty<br>*WB*= | 332·0<br>P217'F47'<br>FK<br>*Cell D Ba* 74'*u*E22' | 43·2 | 23·0 | British<br>5*BHCem*<br>*f*150'512t | T.3Cy.24$\frac{1}{16}$″,39″&67″–45″<br>308NHP<br>2SB,*6cf*,GS126,HS4495<br>T.Richardsn&Sns,Ld.Hpl. | 25 ″ 6 | |
| 18644<br>113024<br>NTJK | **Home** SteelScSr<br>*ss*NFL.No.3–5,13<br>*Elec.light* *ss*NFL.No.2–20<br>1*Dk&Web frames,lower dk in main hold* | 439<br>343<br>200 | ✠100A1<br>4,21 ~~4,20~~<br>✠LMC4,20<br>BS1,21 | NFL | *g* | CL<br>4,21 | 1900<br>10mo | A.&J.<br>Inglis<br>Glasgow<br>A&CP | ReidNewfound-<br>landCo. Ld.<br>*WB* | 154·7<br>F15'<br>BK7″<br>=*CellDBa&uE&B* | 25·1 | 12·6 | SJhnsNFL<br>British 140<br>4*BHCem*<br>47'*f*61'84t | T.3Cy.15″,24″&40″–30″ (*s*)<br>~~145~~lb 99RHP<br>1SB,*3rf*,GS51,HS1325 FD<br>A.&J.Inglis,Glasgow | 15 ″ 0<br>s 2 ″ 1½<br>13 ″ 10 | |
| 18645<br>138212 | **Home Smith** SteelSc<br>(*ex*WilliamS.Mack)<br>*Elec.light Mchy.Aft* 1*Dk*2*trB* | 3495<br>3318<br>2526 | | | | | 1901 | American<br>S.B.Co.<br>Lorain,O. | AlgomaCentral&<br>HudsonBay<br>RailwayCo. | 346·0 | 48·0 | 28·0 | Midland,<br>Ont.<br>British *WB* | T.3Cy.20″,33½″&55″–40″<br>191NHP<br>AmericanS.B.CoCleveland | | L |
| 18646<br>139910<br>KGHL | **Homecliffe** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 4914<br>4498<br>3011 | ✠100A1<br>~~5,21~~ ~~10,20~~ 5,22<br>✠LMC7,20 | Shl<br>Hul | *y* | CL | 1920<br>7mo<br>*Lloyd* | JReadhead<br>&Sons,Ld.<br>S.Shields<br>'*sA&CP* | CliffeS.S.Co.Ld.<br>(G.T.Readhead<br>&Co.*Mgrs.*)<br>*CellD* | 385·5<br>P36'B119'F41'<br>FK<br>*B*334'1100t*FPT*94t | 53·6 | 27·1 | S.Shields<br>British<br>6*BHCem*<br>*APT*147t | T.3Cy.26½″,44″&73″-48″ (*r*)<br>180lb 433NHP<br>3SB,*9cf*,GS180,HS7110<br>J.Readhead&SonsLd.S.Shl | 29 ″ 8<br>s 5 ″ 7<br>24 ″ 6 | |
| 18647<br>OJED | **Homecourt** SteelScSr<br>*ss*Cff.No.2–19<br>Wireless 1*Dk*(*Stl*)&*deep framing* | 2387<br>1958<br>1486 | ✠100A1<br>2,21<br>~~BS11,20~~ ✠LMC7,19<br>BS3,22 | Cff | *s* | CL<br>~~7,19~~<br>5,22 | 1910<br>2mo | Atel.&Ch.<br>deFrance<br>Dunkirk<br>A&CP *W* | Cie.desChargeurs<br>Français(Plisson&<br>Co.*Mgrs.*)<br>*B*= *Cell DBa* 84' *u* | 288·7<br>P19'B74'F33'<br>FK<br>*E*20'*f*120'610t*FPT* | 42·8 | 19·3 | Bayonne<br>French<br>5*BHCem*<br>120t*APT*80t | T.3Cy.21″,33″&56″–36″ (*r*)<br>180lb *100lb* 208NHP<br>2SB,*6rf*,GS100,HS3255<br>Atel.&Ch.deFrance,Dnk. | 22 ″ 6<br>s2 ″ 11½<br>19 ″ 9 | |
| 18648<br>141900<br>KBDO | **Homefield** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 5324<br>4822<br>3228 | ✠100A1<br>8,19<br>✠LMC5,19 | Lon | *y* | CL | 1919<br>5mo<br>*Lloyd* | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>'*sA&CP* | BritishIndiaStm.<br>Nav.Co.Ld.<br>*CellD* | 400·0<br>P49'B113'F38'<br>FK<br>*B*340'1098t*FPT*133 | 52·4 | 28·5 | Glasgow<br>British<br>7*BHptCem*<br>t*APT*204t | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS189,HS7668 FD<br>Blair&Co.Ld.Stockton | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 18649<br>144906<br>KGLF | **Homeford** SteelSc<br>*ss*Nwc.No.3–7,20<br>(*ex*Killygordon) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 629<br>492<br>287 | 100A1<br>~~12,21~~ ~~9,20~~ 3,22 | Nwc<br>Cff<br>LMC7,20 | | CL<br>3,22 | 1918<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | BeadonLineLd.<br>(W.H.Kelynack<br>(Cardiff)Ld.*Mgrs.*) | 175·4<br>B50'<br>FK<br>*CellDBuE*26' | 30·0 | 15·7 | Newcastle<br>British<br>5*BHCem*<br>20t*FPT*20t | T.3Cy.16″,26″&44″–26″ (*s*)<br>200lb 94RHP<br>1SB,*3cf*,GS51,HS1825<br>N.E.MarineEng.Co.Ld.Sld | 16 ″ 6<br>s 1 ″ 10<br>14 ″ 11 | |
| 18650<br>96142<br>KLOH | **Homer** WoodTwinSc<br>Wireless 2*Dks* | 501<br>457<br>331 | | | | | 1891 | H.R.Reed<br>Coquille,Or. | D.J.Hanlon | 146·0 | 33·8 | 17·0 | S.Frncisco<br>Utd.States | C.2Cy.12″&24″–20″<br>21NHP<br>FultonE.&S.B.Works,S.Fo | | |
| 18651<br>135728<br>JKRH | — SteelSc<br>*ss*Nwc.No.1–19<br>1*Dk* | 157<br>139<br>10 | ✠100A1<br>*For Towing p*<br>3,22 ~~1,21~~<br>~~BS1,21~~ ✠LMC8,19<br>BS4,22 | Shl<br>*urpose* | *s* | CL<br>~~8,19~~<br>4,22 | 1915<br>3mo<br>*Lloyd* | Ardrossan<br>DD&SBCoLd<br>Ardrossan<br>'*sA&CP* | Lawson-Batey<br>Tugs,Ld. | 95·3<br>BK6¼″<br>*WB*= | 22·1 | 10·9 | Ardrossan<br>British<br>4*BHCem*<br>*APT*3t | T.3Cy.13″,21″&34″–24″ (*s*)<br>180lb 95RHP<br>1SB,*3pf*,GS52,HS1600<br>Aitchison,Blair,Ld.Gls. | 11 ″ 9<br>s 1 ″ 3<br>11 ″ 4 | |
| 18652<br>135961<br>JHTQ | **Homer City** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 4914<br>4533<br>3051 | | | | | 1914 | Ropner&<br>Sons,Ld.<br>Stockton | St.JustS.S.Co.Ld.<br>(W.R.Smith&<br>Sons,*Mgrs.*) | 384·9<br>P37'B125'F39' | 53·0 | 27·0 | Bideford<br>British<br>*WB* | T.3Cy.26″,43″&71″–48″<br>349NHP<br>Blair&Co.Ld.Stockton | | C |
| 18653 | **Homer D. Williams** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>Sub.Sig.*Mchy.Aft Longitudinal framing* | 7742<br>7471<br>6029 | ✠100A–<br>6,21 ~~6,17~~<br>*For Service on*<br>BS6,20 ✠LMC~~6,17~~ | Clv<br>*the Gr* | *eat* | *Lakes*<br>MS4,21 | 1917<br>6mo | American<br>S.B.Co.<br>Lorain,O. | PittsburghSteam-<br>shipCo.<br>*CellDBuE&B*55'<br>*hopper side tanks* | 580·0<br>F53'<br>230t*f&in* FK<br>479'8724t*FPT*299t | 60·0 | 32·0 | Duluth<br>Utd.States<br>3*BH*<br>*APT*59t | T.3Cy.24½″,41″&65″–42″ (*s*)<br>180lb 414NHP<br>3SB,*6cf*,GS137,HS6405 FD<br>AmericanS.B.Co.Lorain,O | 32 ″ 0 | |
| 18654<br>95920<br>KDTG | **Homer Ramsdell** IronSc<br>1*Dk* | 1181<br>—<br>823 | | | | | $\frac{1887}{1912}$ | T.S.Marvel<br>S.B.Co.<br>Newbrgh,NY | CentralHudson<br>SteamboatCo. | 225·0 | 32·5 | 11·8 | NewYork<br>Utd.States | C.2Cy.28″&52″–36″<br>*Ealtered*11 135NHP | | |
| 18655<br>217643<br>LQCM | **Homestead** SteelScSr<br>Wireless *Fitted for oilfuel*<br>*Elec.light* Sub.Sig. 1*Dk&Shelter*<br>*dk&Web frames*<br>*Longitudinal framing* | 6629<br>5895<br>4122 | | | ... | | 1919 | Federal<br>S.B.Co.<br>Kearny,N.J. | UnitedStates<br>ShippingBoard | 395·5<br>P45'B110'F38'*on*<br>*Shelter dk* FK | 55·0 | 31·4 | Newark<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>619NHP<br>GeneralElectricCo.<br>Schenectady,N.Y | 34 ″ 11 | R |
| 18656<br>MVBQ | **Homledal** SteelScSr<br>(*ex*Haslemere)<br>*Elec.light* Wireless 1*Dk* | 2129<br>1900<br>1279 | | | | | 1917 | S.P.Austin<br>&Son,Ld.<br>Sunderland | A/S Glittre<br>(Fearnley&Eger,<br>*Mgrs.*) | 285·0<br>P27'B76'F32' | 43·5 | 18·9 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.21″,35″&57″–39″<br>Richardsons, 203NHP<br>Westgarth&Co.Ld.Sld. | | N |
| 18657<br>73451 | **Honam** SteelPadSr<br>1*Dk,Shade dk&*<br>*Promenade dk* | 1743<br>930<br>951 | | | | | 1882 | A.&J.<br>Inglis<br>Glasgow | HongKong,Canton<br>&MacaoStm.Boat<br>Co.Ld. | 270·0 | 38·1 | 13·1<br>21·9 | HongKong<br>British | C.2Cy.40″&72″–120″<br>473NHP<br>A.&J.Inglis,Glasgow | | |
| 18658<br>132132<br>HVRQ | **Hondo** SteelScK<br>*Elec.light* 1*Dk* | 229<br>205<br>118 | ✠<br>8,20<br>*StmTrawler*<br>✠ | Gms | | | 1912<br>5mo | Cochrane<br>&Sons<br>Selby | H.L.Taylor | 119·2<br>Q66'<br>BK7½″ | 22·0 | 11·5 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12″,21″&34″–24″<br>66RHP<br>1SB,*2pf*,GS32,HS1020<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 3 | |
| 18659<br>OJEH | **Honduras** SteelSc<br>*Elec.light* Wireless 3*Dks* | 5903<br>5561<br>3743 | | | | | 1909 | Chant.de<br>Normandie<br>Rouen | Cie.Générale<br>Transatlantique | 387·1 | 51·4 | 28·2 | Havre<br>French<br>*WB* | T.3Cy.23½″,38$\frac{13}{16}$″&64″–42″<br>NB20 265NHP<br>Ch.&Atel.deSt.Nazaire | | V |
| 18660<br>MLRD | — SteelSc<br>*Elec.light* 2*Dks* | 1255<br>1091<br>704 | | | | | 1915 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | A/SHonduras<br>(S.Dreyer,*Mgr.*) | 235·0 | 33·5 | 21·2 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.20½″,33″&56″–36″<br>188NHP<br>FredrikstadM.V.Frdstad. | | N |
| 18661<br>96660<br>KSFG | **Honeybrook** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 373<br>—<br>253 | | | | | 1902 | Neafie&<br>LevyCo.<br>Philadelphia | Lehigh&Wilkes-<br>BarreCoalCo. | 126·2 | 26·0 | 15·2 | NewYork<br>Utd.States | T.3Cy.16½″,24″&41″–30″<br>92NHP<br>Neafie&LevyS&EBCo.Phl | | |
| 18662<br>132148 | **Honeydew** SteelScK<br>1*Dk* | 99<br>98<br>36 | ✠<br>8,18<br>*For fishing pu*<br>✠ | Abn<br>*rposes* | | | 1911<br>6mo | Mackie&<br>Thomson,Ld.<br>Glasgow | J.Cowie | 87·5<br>BK7½″ | 18·5 | 8·8 | Buckie<br>British<br>3*BHCem* | T.3Cy.9½″,15½″&26″–18″<br>40RHP<br>1SB,*2pf*,GS29,HS770<br>W.V.V.Lidgerwood,Gls. | 9 ″ 6 | |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | Détails de la Classification.<br>Cote.<br>—<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | Par qui.<br>—<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>—<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | Creux sur Quille<br>Franc-bord au milieu du navire<br>Tirant d'eau correspondant<br>pds. ps. | |
| 18663<br>OJEL | **Honfleur**<br>SteelSc<br>*OilEng.*<br>1*Dk* | 124<br>—<br>59 | | | | | 1913 | A.Nor-<br>mand&Cie.<br>Havre | Cie.Normande de Nav.àVap. | 93·5<br>F16' | 19·0 | 8·2 | Havre<br>French | Oil Engines<br>2Cy.15¾"–15¾" 23NHP | | V |
| 18664<br>OJEK | —<br>SteelSc<br>(*Tug*) | 107<br>84<br>— | | | | | 1898 | Cie.Gen.<br>deNav.<br>Rouen | Chambre de Commerce | 82·0 | 19·4 | 11·1 | Honfleur<br>French | C.2Cy.17¾"&32½"–23½"<br>42NHP<br>Dubus&Dupont,Havre | | V |
| 18665<br>73818<br>PLHB | **Hong Bee**<br>IronScSr<br>*ss*H.Kg.3rdNo.3–3,17<br>(*ex*City of London) 3*Dks*<br>*Elec.light* (2*Irn-U*ws) | 3229<br>3076<br>2056 | ✠100A–<br>6,20<br>✠NB11,85 ✠LMC6,20 | Sng | | CL<br>~~4,10~~<br>7,21 | 1876<br>1mo | C.Connell<br>&Co.<br>Glasgow | HoHongS.S.Co.Ld. | 381·6<br>B39'&29'F37'<br>BK11" | 38·8 | 29·0 | Singapore<br>British<br>5*BHCem* | C.2Cy.52"&89"–48" (*s*)<br>75lb *75lb* NDB07*refitted*20 449NHP<br>2DB,*12pf*,GS262,HS8000<br>J.&G.Thomson,Glasgow | 30 • 1<br>s 7 • 2<br>24 • 3 | |
| 18666<br>109707<br>RNDV | **Hong Ho**<br>SteelScSr<br>*ss*Sng.No.2–07<br>(*ex*Braeside) 1*Dk*(*Stl*)<br>*Mchy.Aft* | 248<br>180<br>96 | ✠<br>9,12<br>✠ | Sng | *d* | | 1900<br>2mo | R.William-<br>son&Son<br>Workington | LimChuriChian | 129·1<br>Q45'B9'F19'<br>FK<br>*WB*= | 20·2 | 9·4 | Singapore<br>British<br>3*BHCem*<br>*FPT22t* | C.2Cy.15"&32"–24"<br>NDB03 42RHP<br>1SB,*2pf*,GS33,HS915<br>McKie&Baxter,Glasgow | 10 • 4 | |
| 18667<br>84284<br>VFHB | **Hong Hwa**<br>IronSc3MstSr<br>*ss*Mel.2ndNo.3–4,05<br>(*ex*Kalgoorlie,*ex*Glenfruin) 2*Dks*<br>*Elec.light* (*Irn-U*ws)3*trB* | 3081<br>2696<br>1924 | ✠<br>7,10<br>✠NB10,91 ✠ | Mel | *w* | | 1880<br>11mo | Lon.&Gls.<br>Co.Ld.<br>Glasgow | HoHongS.S.Co.Ld | 360·4<br>P49'B103'F50'<br>BK11"<br>*CellDB a*94'*uE*3 | 43·3 | 24·5 | Singapore<br>British<br>5*BHCem*<br>8'*f*106'324*t* | T.3Cy.23½",36½"&62"–39"<br>247NHP<br>*Tpd*91 NDB91 E*made*93<br>2SB,*6rf*,GS105,HS5110 FD<br>CentralMarineEng.Works | 27 • 4 | |
| 18668<br>150098 | **Hong Keat**<br>WoodTwinSc<br>*OilEng.*<br>1*Dk* | 141<br>125<br>65 | | | | | 1919 | Graham<br>Hutchison<br>Singapore | HoHongS.S.Co.Ld. | 115·0<br>B42'F13' | 20·5 | 8·7 | Singapore<br>British | Oil Engines<br>2Cy.12¾"–14½" 22NHP<br>J.Birch&Co.London | | |
| 18669<br>~~93210~~<br>~~LBFS~~ | **Hong Kheng**<br>SteelSc3MstSr<br>(*ex*Oriental) 2*Dks*(*UStl*-ws)&*Spar dk*<br>*Elec.light* (*Stl*-ws)4*trB* | 5284<br>4747<br>3085 | ✠<br>*Spar dk*<br>10,90 ✠ | Lon | *z* | | 1889<br>2mo | Caird&Co.<br>Ld.<br>Greenock | P.A.Lapicque&Co. | 410·5<br>34·3<br>BK9"<br>*WB*=*DBa*43' | 48·0 | 26·0 | HongKong<br>French<br>8*BHCem*<br>52*tFPT*26*t* | T.3Cy.38",59½"&96"–66"<br>749NHP<br>3D&2SB*24cf* GS260 HS13415<br>Caird&Co.Ld.Greenock | 36 • 0 | V |
| 18670<br>123923 | **Hong Lee**<br>SteelScSr<br>1*Dk* | 121<br>94<br>48 | | | | | 1900 | Tanjong<br>PagarDk.Co.<br>Ld.Singapore | HongLeeSS.Co.Ld<br>(LeeLongGuan&<br>Co.) | 95·0 | 18·0 | 8·4 | Singapore<br>British | C.2Cy.12"&22"–14"<br>E*made*82B*made*05 21RHP<br>Fenwick&Morrison,H.Kg. | | |
| 18671 | **Hong Lian**<br>SteelScK<br>1*Dk* | 116<br>82<br>43 | | | | | 1902 | Wm.Chal-<br>mers&Co.<br>Glasgow | LimHoPuah | 90·0<br>Q51'B11'F13' | 18·0 | 7·4 | Singapore<br>British | C.2Cy.14"&28"–20"<br>29NHP<br>McKie&Baxter,Glasgow | | |
| 18672<br>Wrecked 3,21<br>WDSP | **Hong Moh**<br>IronSc<br>*Elec.light* (*ex*City of Calcutta) 3*Dks* | 3954<br>2620<br>2562 | | | ... | | 1881 | C.Connell<br>&Co.<br>Glasgow | HoHongSS.Co.Ld. | 400·0<br>F34'<br>BK11" | 42·1 | 30·1 | Singapore<br>British | T.3Cy.31",50$\frac{1}{12}$"&85$\frac{1}{12}$"–60"<br>NB16 560NHP<br>*Tpd*.16 HongKong&<br>WhampoaDockCo.Ld. | 31 • 4 | C |
| 18673<br>73866<br>QJPK | **Hong Wan I.**<br>IronSc3MstSr<br>(*ex*City of Edinburgh)<br>*Elec.light* 3*Dks* | 3230<br>3069<br>2060 | | | ... | | 1876 | C.Connell<br>&Co.<br>Glasgow | HoHongSS.Co.Ld. | 381·5<br>F28'<br>BK11" | 38·5 | 29·0 | Singapore<br>British<br>*WB* | T.3Cy.30",44"&73"–48"<br>NB04 369NHP<br>*Tpd*.86J.&J.Thomson,Gls. | 30 • 1 | C |
| 18674 | **Hongisto**<br>WoodAuxScSr<br>*OilEng*<br>(*ex*Kontro,*ex*CarlAmeln) 1*Dk*<br>*Mchy.Aft*<br>(*See Sailing Ship Register*) | 437<br>313<br>272 | | | | | 1917 | F.Börjes-<br>son<br>Norrköping | WiipurinSaha<br>Osakeyhtiö | 139·4<br>P51'F26' | 28·4 | 11·2 | Viborg<br>Finnish | Oil Engines 2S.C.SA<br>3Cy.17$\frac{7}{10}$"–18½" 69NHP<br>J.V.SvensonsMotorf.Skm. | | V |
| 18675<br>3241<br>HSNL | **Hongkong Maru**<br>SteelTwinScSr<br>*ss*H.Kg.No.3–12,10<br>*Elec.light* *ss*Kob.No.2–20<br>Wireless 2*Dks*(*Stl–U*teak s)&*Web*<br>*frames&lower dk in* No.1*hold* | 6007<br>4388<br>3199 | ✠100A1<br>20 | Kob | | CL<br>S6.19<br>P7,20 | 1898<br>10mo | SirJ.Laing<br>Sunderland<br>A&CP<br>*WB*= | OsakaShosen<br>KabushikiKaisha<br>*CellDBa*98'*uE&B* | 431·0<br>P78'B221'F54'<br>FK&BK1½"<br>144'*f*119'751*tFPT* | 50·7 | 29·7 | Osaka<br>Japanese<br>7*BHCem*<br>69*tAPT*80*t* | T.6Cy.28¼",46"&75"–48" (*s*)<br>180lb 1058NHP<br>4D&1SB*27cf* GS648 HS19293<br>G.Clark,Ld.Sunderland | 32 • 6<br>s 6 • 5<br>26 • 9 | |
| 18676<br>139620<br>JRFG | **Honjo**<br>SteelScK<br>1*Dk* | 275<br>233<br>108 | ✠100A1<br>*StmTrawler*<br>3.20 ✠LMC9,17 | Flt | | CL<br>3,20 | 1917<br>9mo<br>*Lloyd* | A.Hall&<br>Co.Ld.<br>Aberdeen<br>'*sA&CP* | ~~J.T.Barrett(J.A.<br>Taylor,*Mgr.*)~~<br>SwanTrawlersLd.<br>(J.A.Taylor,*Mgr*) | 125·7<br>Q70'F17'<br>BK7½" | 22·7 | 12·1 | Fleetwood<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"–24" (*s*)<br>180lb 82RHP<br>1SB,*3pf*,GS46,HS1510<br>A.Hall&Co.Ld.Aberdeen | 13 • 0 | |
| 18677<br>220237<br>LWSP | **Honnedaga**<br>SteelSc<br>*Elec.light* Sub.Sig.<br>Wireless *Longitudinal framing* | 6216<br>—<br>3805 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>(*ClassContem* | *plated*) | | CL | 1920 | Groton<br>Ironworks<br>Groton,Conn. | UnitedStates<br>ShippingBoard | 402·0<br>P48'F48' | 53·2 | 32·0 | N.Lndn Cn<br>Utd.States | 2 Steam Turbines geared<br>to 1 Sc. Shaft<br>WB.Fletcher&Co.Hoboken | | |
| 18678<br>215710<br>LJOW | **Honolulu**<br>SteelScSr<br>*ss*Ham.No.1–09<br>(*ex*Itasca,*ex*Setos)<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws)&<br>*Elec.light* Wireless Sub.Sig.*deepframing* | 6097<br>—<br>4428 | ✠<br>*Shelter dk*<br>*withfreeboard*<br>1,16 ✠ | Ham | *z* | | 1905<br>8mo | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | UnitedStates<br>ShippingBoard | 400·0<br>FK<br>*CellDBa*129'*u* | 51·0 | 27·3 | S.Frncisco<br>Utd.States<br>6*BHCem* | T.3Cy.27",45"&75"–48"<br>467NHP<br>3SB,*9cf*,GS171,HS6260 FD<br>Wllsnd.Slpwy.Co.Ld.Nwc.<br>*E&B*48'*f*173'1033*tAPT*47*t* | 30 • 0 | E |
| 18679<br>26771<br>SORG | **Honolulu Maru**<br>SteelSc<br>*Elec.light* 2*Dks*(*Stl*) | 5751<br>5149<br>3541 | ✠100A1<br>8,21 ~~7,20~~<br>✠LMC~~7,20~~ 8,21<br>✠NE&B09*refitted*20 | Inno-<br>shima | *z* | CL | 1920<br>7mo | OsakaIron<br>Works,Ld.<br>Innoshima<br>A&CP | OsakaShosen<br>Kaisha<br>*CellDB*362'1098*tD* | 407·2<br>P40'B137'F46'<br>FK<br>*Ta*27'756*tFPT*106*t* | 50·8 | 30·0 | Osaka<br>Japanese<br>7*BHCem*<br>*APT*26*t* | T.3Cy27$\frac{9}{16}$",46½"&76¾"–47½"<br>200lb (*s*) 651NHP<br>4SB,*12cf*,GS234,HS10032FD<br>F.Schichau,Elbing | 32 • 7<br>s 6 • 10<br>26 • 1 | |
| 18680<br>137091 | **Honor Storey**<br>SteelScCtr<br>*Mchy.Aft* 1*Dk* | 129<br>—<br>52 | | | | | 1915 | Abdela&<br>Mitchell<br>Queensferry | Darwin&Mostyn<br>IronCo.Ld. | 85·0 | 20·6 | 8·1 | Chester<br>British<br>*WB* | C.2Cy.13"&27"–18"<br>50RHP<br>ADodman&CoKing'sLynn | | |
| 18681<br>110594<br>RGVT | **Honorius**<br>SteelScSr<br>*ss*Liv.No.2–21 *ss*Npt.No.3–8,12<br>*Elec.light* ~~*ss*Liv.No.1–19~~<br>Wireless 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&<br>*deepframing* | 3476<br>3214<br>2126 | ✠100A1<br>*Spar dk*<br>5,21 ~~12,19~~<br>~~BS12,19~~ ✠LMC~~1,15~~5,21 | NYk<br>Liv | *w* | CL<br>~~1,19~~<br>5,21 | 1899<br>7mo | A.McMil-<br>lan&Son,Ld<br>Dumbarton<br>A&CP *WB*= | Brit.&S.American<br>StmNavCoLd(R.P.<br>Houston&Co.*Mgs*)<br>*CellDBa* 100'*uE&* | 350·0<br>P32'B164'F94' 25·0<br>FK<br>*B*62'*f*132'724*tFPT* | 47·0 | 17·0 | Liverpool<br>British<br>6*BHCem*<br>170*tAPT*49*t* | T.3Cy.26",43½"&72½"–48"<br>180lb (*s*) 438NHP<br>3SB,*9cf*,GS189,HS7373<br>D.Rowan&Co.Glasgow | 27 • 8<br>s 3 • 11<br>23 • 11 | |
| 18682 | **Hontestroom**<br>SteelSc<br>*Elec.light* 1*Dk*<br>*Ref.Mchy.* Wireless | 1857<br>1496<br>1075 | | | | | 1920 | N.V.Haar-<br>lemsche<br>Scheepsb.My.<br>Haarlem | Hollandsche<br>Stoomb.Maats. | 265·5<br>Q88'*ptAwng dk*176' | 37·2 | 20·2 | Amstrdam<br>Dutch | T.3Cy.21",33"&57"–39"<br>203NHP<br>MyFeijenoord,Rotterdam | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18683<br>19231<br>NBVQ | **Honto Maru** WoodSc<br>1*Dk* | 794<br>691<br>482 | | | | | 1916 | S.Nagata<br>Osaka | KitaNipponKisen<br>KabushikiKaisha | 182·3<br>B46' | 29·8 | 17·8 | Nishino-miya<br>Japanese | T.3Cy.13",21½"&36⅛"-24"<br>64NHP<br>S.Nagata,Osaka | | |
| 18684 | **Honved** SteelScSr<br>*ss*Bgn.2ndNo.3-5,11<br>(*ex*Nella,*ex*Athalie) 1*Dk*(*Irn*)2*trB*<br>&*Webframes* | 2216<br>1978<br>1380 | ✠ —<br>8,20<br>*withfreeboard*<br>✠ | Gen | *s* | | 1889<br>4mo | Strand<br>SlpwayCo.Ld<br>Sunderland | Soc.Anon.diNav.<br>Marittima<br>Atlantica<br>*CellDB*(*Irn*)236'521t *FPT*103t | 289·7<br>P24'B60'H34*t*F29*t* | 36·5 | 21·3<br>BK9½" | Fiume<br>5*BHCem*<br>*APT*27*t* | T.3Cy.21½",35"&58"-39"<br>255NHP<br>2SB,*6cf*,GS90,HS4500<br>N.E.MarineEng.Co.Ld.Sld | 24 // 11 | |
| 18685<br>143791 | **Hood** SteelScK<br>(*ex*GeorgeHodges) 1*Dk* | 203<br>201<br>78 | ✠100A1<br>*StmTrawler*<br>1,20 ✠LMC6,18 | Mil | | CL<br>4,22 | 1918<br>6mo<br>*Lloyd*'*sA&CP* | Hawthorns<br>&Co.Ld.<br>Leith | VanessaFishingCo<br>Ld. (L.C.Cockrell,<br>*Mgr.*) | 115·4 | 22·2 | 12·1<br>BK7½" | London<br>British<br>3*BHCem*<br>*DBf*29'20*t* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb 57RHP<br>1SB,*3pf*,GS39,HS1347<br>Hawthorns&Co.Ld.Leith | 13 // 0 | |
| 18686<br>~~PBSM~~ | **Hoogkarspel** SteelScSr<br>*Mchy.Aft* 1*Dk* | 188<br>172<br>106 | | | | | 1902 | J.S.Figee<br>Vlaardingen | ~~BertusBernhard~~<br>C.Ellis&Co Ld. | 113·1 | 22·2 | 10·9 | ~~Rottrdam~~<br>~~Dutch~~ Hull<br>British *WB* | T.3Cy.8¼",13¾"&22"-16"<br>20NHP | | |
| 18687<br>PBSN | **Hoogland** SteelScSr<br>*ss*Els.No.1-21<br>*Well deck* 1*Dk*(*Stl*) | 1298<br>961<br>783 | ✠100A1<br>1,22 ~~2,21~~<br>~~BS3,21~~ ✠LMC4,19<br>BS1.22 | Els<br>Rot | *o* | 2,21 | 1916<br>4mo | N.V.Werf<br>DeNoord<br>Alblasserdam<br>A&CP | Scheepvaart en<br>SteenkolenMaats. | 232·0<br>Q79'B56'F26'<br>*DB*188'272*tFPT* | 34·6 | 15·2<br>FK | Rottrdam<br>Dutch<br>4*BHCem*<br>41*tAPT*22*t* | T.3Cy.17½",29⅛"&46"-36"<br>180lb (*s*) 172NHP<br>2SB,*4cf*,GS86,HS3144<br>Alblasserdam.Msch.Fab. | 17 // 3<br>s 1 // 4<br>16 // 3 | |
| 18688<br>PBST | **Hoogvliet** SteelSc3MstSr<br>*Mchy.Aft* (*ex*Zeehond) 1*Dk* | 833<br>593<br>387 | | | | | 1918 | WerfGusto<br>Schiedam | Nationale Stoomv.<br>Maats. (Soeter-meer,Fekkes&Co.,<br>*Mgrs.*) | 184·0<br>Q108'B11'F23' | 30·0 | 12·9 | Rottrdam<br>Dutch<br>*WB* | T3Cy.14$\frac{3}{16}$",23⅝"&39⅜"-23⅝"<br>75NHP<br>WerfGusto,Schiedam | | V |
| 18689<br>218947<br>LSWQ | **Hoosac** WoodScSr<br>*Elec.light* Wireless 1*Dk*2*trB* | 2565<br>—<br>1575 | | | | | 1919 | Tampa<br>DockCo.<br>Tampa,Fla. | UnitedStates<br>ShippingBoard | 267·3<br>P18'B67'F28' | 46·0 | 23·6 | Tampa,Fla<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 18690 | **Hoosier State** SteelTwinSc4Mst<br>*Fitted for liquid fuel*<br>*Elec.light* 2*Dks,Shelter dk&Shade dk*<br>*Carrying Petroleum in bulk*<br>*CruiserStern* | 15000<br>7050 | | | | | 1920 | NewYork<br>S.B.Corp.<br>Camden,N.J. | UnitedStates<br>ShippingBoard | 518·0<br>P186' | 72·0 | 32·0 | CamdenNJ<br>Utd.States<br>*WB* | 4 Steam Turbines geared to 2 Sc. Shafts<br>ForeRiverS.B.Co.<br>Quincy,Mass. | | |
| 18691<br>202033 | **Hoover & Mason** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 5841<br>—<br>4578 | | | | | 1905 | Gt.Lakes<br>Eng.Works,<br>Ecorse,Mich. | ZenithSS.Co.(G.A.<br>Tomlinson,*Mgr.*) | 504·0 | 54·2 | 31·0 | Duluth<br>Utd.States<br>*WB* | Q.4Cy.18",27",40"&62"-42"<br>NB11 249NHP<br>Gt.LakesEng.Wks.Detroit | | |
| 18692<br>WLQS | **Hop** SteelScSr<br>1*Dk* | 1353<br>1170<br>792 | | | | | 1916 | N V Boele's<br>Scheepsw.<br>Slikkerveer | A/S Hop (Laur.<br>Christiansen) | 237·9<br>P32'B60'F25' | 36·0 | 16·8 | Bergen<br>Norwegian<br>*WB* | T.3Cy.18½",30"&48"-36"<br>138NHP<br>MachinefabriekBolnes | | VN |
| 18693<br>114748<br>SNPB | **Hop Sang** SteelScSr<br>1*Dk*(*Stl*)&*Spar dk*(*Stl-pt* teak s)&<br>*deep framing* | 2149<br>2016<br>1359 | ✠<br>*Spar dk*<br>9,01 ✠ | Gls | *s* | | 1901<br>9mo | Lon.&Gls.<br>Co.Ld.<br>Glasgow | Indo-ChinaSteam<br>Nav.Co.Ld.<br>*WB=Cell*<br>*DBa*84'*f*108'285*t* | 290·0<br>B60'F36'<br>*DTa*20'358*tFPT* | 42·0 | 15·4<br>22·5<br>FK | London<br>British<br>5*BHCem*<br>25*tAPT*22*t* | T.3Cy.21",34"&56"-42"<br>224NHP<br>1SB,*4rf*,GS71,HS2868 FD<br>London&Glas.Co.Ld.Gls. | 25 // 0<br>s4 // 8½<br>20 // 8 | |
| 18694<br>220804<br>MBVG | **Hopatcong** SteelSc<br>2*Dks&Shelter dk*<br>*Elec.light* Sub.Sig. *Fitted for oil fuel*<br>Wireless *Longitudinal framing* | 6216<br>5702<br>3805 | | | ... | | 1920 | Groton<br>Iron Works<br>Groton,Conn. | UnitedStates<br>ShippingBoard | 402·6<br>P48'F37' | ~~53·2~~<br>53·0 | ~~32·0~~<br>33·2 | NwLondon<br>Conn.<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Sc. Shaft<br>467NHP<br>~~W&BFletcherCo.Hoboken~~<br>VulcanIronWorks,Inc,<br>JerseyCity | 34 // 6 | |
| 18695<br>140706<br>JSHV | **Hopelyn** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted*<br>Wireless | 2348<br>1864<br>1301 | (C<br>✠100A1<br>7,21 ~~10,20~~<br>✠LMC2,18 | Sld<br>Nwc | *s* | CL<br>2,20 | 1918<br>2mo<br>*Lloyd*'*sA&CP* | Swan,Hun-ter&Wigham<br>Richardson,<br>LdSunderlnd | HopemountShppg.<br>Co.Ld. (Stamp.<br>Mann&Co.Ld.*Mgrs*)<br>*CellDB*236'587*t*<br>*Side tanks in Engine space* 206*t FP*11 | 285·3<br>*Pon*Q24'Q146'B12'<br>F31' | 41·5 | 19·1<br>FK | Newcastle<br>British<br>4*BHCem*<br>11*tAPT*199*t* | T.3Cy.22",35"&58"-39" (*s*)<br>180lb *100lb* 249NHP<br>2SB,*6cf*,GS130,HS4124<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 21 // 4<br>s2 // 7<br>19 // 1 | |
| 18696<br>92874 | **Hopetoun** SteelScSr<br>(*ex*Isabella)<br>1*Dk* | 127<br>117<br>62 | | | | – | 1886<br>3mo | CulzeanSB<br>&Eng.Co.<br>Culzean<br>rebuilt12 | TheGrainElevat-ing&Automatic<br>WeighingCo.Ld.<br>(J.E.Kerr,*Mgr.*) | 95·0<br>Q38' F18' | 18·0 | 10·2<br>*WB* | Bristol<br>British<br>=*FPT*14*t* | C.2Cy.15"&29"-21"<br>35RHP<br>J.&T.Young,Ayr | | |
| 18697<br>91464<br>SVMH | **Hopewell** SteelScSr<br>*Mchy.Aft Well deck* 1*Dk* | 337<br>232<br>135 | | | ... | | 1900 | J.Fullerton<br>&Co.<br>Paisley | HopewellSteam<br>ShippingCo.Ld.<br>(Hyne&Son) | 145·0<br>Q54'B8'F24' | 24·1 | 8·3<br>BK6" | Maryboro'<br>British<br>*WB* | T.3Cy.12",19½"&32"-22"<br>65RHP<br>Ross&Duncan,Glasgow | 10 // 8 | |
| 18698 | **Hopper No. 1** SteelScSp<br>*ss*BBl.No.1-10<br>1*Dk*(*Stl*) | 433<br>412<br>194 | ✠<br>*Hopper Barge*<br>10,10 ✠ | BBl | | | 1906<br>12mo | CHWalker<br>&Co.Ld.<br>Sudbrook | B.AyresG.S'thern<br>Rly.Co.Ld. | 164·0 | 27·1 | 10·7<br>FK | Bns.Ayres<br>Argentine<br>5*BHCem* | T.3Cy.13",22"&34"-22½"<br>69NHP<br>1SB,*2pf*,GS40,HS1248<br>Plenty&Son,Ld.Newbury | 11 // 6 | |
| 18699<br>119062 | **Hopper No. 2** SteelTwinScSk<br>1*Dk* | 830<br>793<br>331 | | | | | 1903 | Fleming&<br>Ferguson,Ld.<br>Paisley | Trustees of the<br>ClydeNavigation | 199·5 | 35·1 | 14·8 | Glasgow<br>British<br>*WB* | T.6Cy.15",24"&39"-24"<br>149NHP<br>Fleming&Fergusn.Ld.Gls. | | |
| 18700<br>112603 | — IronSc<br>1*Dk* | 267<br>255<br>147 | | | | | 1892 | W.Simons<br>&Co.<br>Renfrew | Corporation of<br>Preston | 131·3 | 25·1 | 9·2 | Preston<br>British | C.2Cy.21"&38"-18"<br>60RHP<br>W.Simons&Co.Renfrew | | |
| 18701<br>89970 | **Hopper No. 3** IronSc<br>1*Dk* | 225<br>225<br>112 | | | | | 1863 | W.Simons<br>&Co.<br>Renfrew | Corporation of<br>Preston | 133·0 | 23·1 | 9·5 | Preston<br>British | 2Cy.22"-21"<br>40RHP<br>W.Simons&Co.Renfrew | | |
| 18702<br>123994 | **Hopper No. 4** SteelTwinSc<br>(*HopperBarge*)<br>1*Dk* | 842<br>837<br>333 | | | | | 1911 | Lobnitz&<br>Co.Ld.<br>Renfrew | Trustees of the<br>ClydeNavigation | 200·2<br>F26' | 35·1 | 14·8 | Glasgow<br>British<br>*WB* | T.6Cy.15½",24"&39"-24"<br>150NHP<br>Lobnitz&Co.Ld.Renfrew | | |
| 18703<br>112606 | — IronSc<br>(*HopperBarge*) | 256<br>255<br>115 | | | | | 1891 | S.&H.<br>Morton<br>Leith | Corporation of<br>Preston | 130·0 | 24·4 | 9·0 | Preston<br>British | C.2Cy.21"&38"-16"<br>40RHP<br>S.&H.Morton&Co.Leith | | |
| 18704<br>121306 | **Hopper No. 5** SteelTwinScSk<br>(*HopperBarge*)<br>1*Dk* | 831<br>795<br>328 | | | | | 1906 | Fleming&<br>Ferguson,Ld.<br>Paisley | Trustees of the<br>ClydeNavigation | 199·7<br>F24' | 35·1 | 14·8 | Glasgow<br>British<br>*WB* | T.6Cy.15",24"&39"-24"<br>149NHP<br>Fleming&Fergusn,Ld.Psy | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18705<br>112607 | **Hopper No. 5** | IronSc<br>(HopperBarge) | 256<br>255<br>115 | | | | | 1891 | S.&H. Morton&Co.<br>Leith | Corporation of Preston | 130·0 | 24·4 | 9·0 | Preston<br>British | C.2Cy.21"&38"–16"<br>40RHP<br>S.&H.Morton&Co.Leith | |
| 18706<br>[illegible] | **Hopper No. 6**<br>Now named "Bevash," See No.36594 in Supplement | SteelTwinScSk<br>1Dk | ~~830~~<br>~~793~~<br>372 ~~331~~ | | | | | 1903 | Fleming& Ferguson,Ld.<br>Paisley | ~~TheShipping Controller~~<br>FrankBevisLd. | 199·5 | 35·1 | 14·8 | Glasgow<br>British<br>WB | T.6Cy.15",24"&39"–24"<br>149NHP<br>Fleming&Ferguson,Ld.Psy | |
| 18707<br>112604 | — | IronSc<br>1Dk | 255<br>255<br>106 | | | | | 1891 | W.Simons &Co.<br>Renfrew | Corporation of Preston | 131·2 | 25·1 | 9·2 | Preston<br>British | C.2Cy.21"&38"–18"<br>63RHP<br>W.Simons&Co.Renfrew | |
| 18708<br>133012 | **Hopper No. 7** | SteelTwinSc<br>(HopperBarge)<br>1Dk | 842<br>837<br>333 | | | | | 1911 | Lobnitz& Co.Ld.<br>Renfrew | Trustees of the ClydeNavigation | 200·2<br>F26' | 35·1 | 14·8 | Glasgow<br>British<br>WB | T.6Cy.15½",24"&39"–24"<br>150NHP<br>Lobnitz&Co.Ld.Renfrew | |
| 18709<br>138889 | — | IronSc<br>1Dk | 249<br>249<br>97 | | | | | 1891 | W.Simons &Co.<br>Renfrew | Corporation of Preston | 130·6 | 24·8 | 9·0 | Preston<br>British | C.2Cy.21"&38"–18"<br>63RHP<br>W.Simons&Co.Renfrew | |
| 18710<br>133037 | **Hopper No. 8** | SteelTwinSc<br>(HopperBarge)<br>1Dk | 842<br>837<br>333 | | | | | 1912 | Lobnitz& Co.Ld.<br>Renfrew | Trustees of the ClydeNavigation | 200·3<br>F26' | 35·1 | 14·8 | Glasgow<br>British<br>WB | T.6Cy.15½",24"&39"–24"<br>149NHP<br>Lobnitz&Co.Ld.Renfrew | |
| 18711<br>133055 | **Hopper No. 10** | SteelTwinSc<br>(HopperBarge)<br>1Dk | 842<br>837<br>333 | | | | | 1912 | Lobnitz& Co.Ld.<br>Renfrew | Trustees of the ClydeNavigation | 200·3<br>F26' | 35·1 | 14·8 | Glasgow<br>British<br>WB | T.6Cy.15½",24"&39"–24"<br>149NHP<br>Lobnitz&Co.Ld.Renfrew | |
| 18712<br>119102 | **Hopper No. 24** | SteelTwinScSk<br>1Dk | 830<br>793<br>331 | | | | | 1904 | Fleming& Ferguson,Ld.<br>Paisley | Trustees of the ClydeNavigation | 199·5 | 35·1 | 14·8 | Glasgow<br>British<br>WB | T.6Cy.15",24"&39"–24"<br>149NHP<br>Fleming&FergusonLd.Gls | |
| 18713<br>203508<br>KVPM | **Hoquiam** | WoodSc3MstSr<br>Fitted for oil fuel<br>1Dk | 644<br>—<br>440 | | | | | 1906 | M.Turner<br>Fairhaven, Cal. | Bowes&Andrews | 174·0 | 38·2 | 13·3 | S.Frncisco<br>Utd.States | C.2Cy.14"&32"–24"<br>42NHP | |
| 18714 | — | SteelSc<br>(Whaler)<br>Fitted for oil fuel<br>1Dk | 130<br>—<br>83 | | | | | 1912 | SeattleConstruction& DryDockCo.<br>Seattle,Wash | CanadianNorth PacificFisheriesCo | 91·5 | 19·5 | 11·1 | Seattle, Wash.<br>Utd.States | T.3Cy.11",18"&29"–18"<br>36NHP<br>SeattleConstruction& DryDockCo.Seattle,Wash | |
| 18715<br>115178 | **Horace**<br>Elec.light | SteelTwinScSp<br>ssNpt.No.3–11,16<br>ssNpt.No.1–20<br>1Dk | 141<br>118<br>— | ✠100A1<br>6,20<br>BS8,21 | Npt<br>✠LMC6,20 | | SCL<br>6,20 | 1904<br>7mo<br>Lloyd | Garston GravingDock &S.B.Co.Ld.<br>Garston<br>'sA&CP | Alexandra(Newport&S.Wales) Dks.&Rly.Co. (J.H.Vickery, Mgr.) | 90·3<br>B26' | 20·1 | 10·4<br>BK6½"<br>WB | Newport<br>British<br>4BHCem<br>=DTf5'6t | C.4Cy.15"&30"–21" (s)<br>100lb 75RHP<br>1SB,3cf,GS48,HS1530<br>D.Rollo&Sons,Liverpool | 11 · 0 |
| 18716<br>215122 | **Horace S. Wilkinson**<br>Elec.light<br>Mchy.Aft | SteelScSr<br>1Dk(Stl)&Webframes | 8338<br>—<br>6879 | ✠100A–<br>5,17<br>For service on Great Lakes | Toledo<br>✠LMC5,17 | | | 1917<br>5mo | ToledoS.B. Co.<br>Toledo,O.<br>CellD | GreatLakes SteamshipCo.<br>B528'3960tHopper | 588·3<br>F61' | 60·0 | 27·0<br>FK<br>sidetanks438'2866t | Oswego<br>Utd.States<br>3BH<br>FPT375t | Q.4Cy.20½"30½"43"&61"–42"<br>220lb (s) 402NHP<br>3SB,6cf,GS132,HS6033 FD<br>ToledoS.B.Co.Toledo,O. | 32 · 0 |
| 18717<br>129341 | **Horace Stroud** | SteelScK<br>ssHul.No.2–19<br>1Dk | 207<br>203<br>78 | ✠100A1<br>StmTrawler<br>7,19<br>BS11,20 | Hul<br>✠LMC7,19 | | CL<br>7,19 | 1910<br>9mo<br>Lloyd | A.Hall &Co.Ld.<br>Aberdeen<br>'sA&CP | F.Crimlis | 115·0 | 22·5 | 12·4<br>BK7½"<br>WB | Hull<br>British<br>3BHCem<br>=DTf5'16t | T.3Cy.11½",20"&33"–23" (r)<br>180lb 66RHP<br>1SB,3pf,GS51,HS1149<br>A.Hall&Co.Ld.Aberdeen | 13 · 0 |
| 18718<br>215342<br>LHMT | **Horace X. Baxter**<br>Wireless | WoodSc | 1293<br>—<br>700 | | | | | 1917 | Kruse& Banks,<br>NorthBend, Or. | J.H.Baxter&Co. | 214·0 | 42·0 | 17·0 | S.Frncisco<br>Utd.States | T.3Cy.14",23"&40"–30"<br>88NHP | |
| 18719<br>217609<br>LPWS | **Horado**<br>Elec.light Mchy.Aft<br>Well deck Wireless | WoodSc<br>2Dks | 3354<br>2735<br>2033 | ✠ 10A–<br>3,20<br>BS4,20 | Bkn<br>✠LMC4,19 | | CL<br>4,20 | 1918<br>11mo | National S.B.Co.<br>Orange,Texas | UnitedStates ShippingBoard | 298·6<br>P&B105'F42' | 49·9 | 25·9 | Pt.Arthur, Texas<br>Utd.States | T.3Cy.19",32"&54"–36" (s)<br>200lb 296NHP<br>GS174,HS5800<br>2 Water Tube Boilers<br>VulcanIronWorks,Inc.<br>JerseyCity,N.Y. | 29 · 2 |
| 18720<br>1446<br>HKOT | **Horai Maru** | WoodScSp<br>2Dks | 198<br>182<br>103 | | | | | 1894 | Ishikawa-jimaS.B.Yard<br>Tokio | TsushimaUnyu KabushikiKaisha | 123·9 | 16·2 | 13·6 | Nishino-miya<br>Japanese | C.2Cy.15"&28"–15"<br>25NHP<br>ShibauraSeisakusho,Tokio | |
| 18721<br>21365<br>NPFH | **Horaisan Maru**<br>Elec.light Wireless | SteelSc<br>2Dks(Stl) | 6071<br>5171<br>4433 | ✠100A1<br>4,21 ~~9,20~~ | Kob<br>✠LMC~~4,21~~<br>12,21 ~~4,21~~ | z | CL<br>~~4,20~~<br>~~1,21~~<br>12,21 | 1917<br>11mo<br>Lloyd | OsakaIron Works,Ld.<br>Osaka<br>'sA&CP | MitsuiBussan Kaisha,Ld.<br>CellDB360'982tDTa27'767tFPT106t | 407·2<br>P40'B137'F46' | 50·8 | 32·5<br>FK | Kobe<br>Japanese<br>7BHCem<br>APT26t | T.3Cy.27",45"&75"–51" (s)<br>180lb 120lb 553NHP<br>3SB,9cf,GS190,HS8100 FD<br>OsakaIronWrks,Ld.Osaka | 32 · 7<br>s 6 · 10<br>26 · 1 |
| 18722<br>123239 | **Horatio** | SteelScK<br>ssMil.No.3–12,19<br>1Dk | 174<br>167<br>67 | ✠100A1<br>StmTrawler<br>11,21 ~~7,20~~ | Gms<br>✠LMC7,20<br>BS11,21 | | CL<br>~~2,19~~<br>11,21 | 1906<br>4mo<br>Lloyd | Mackie& Thomson<br>Glasgow<br>'sA&CP | DobsonSteam FishingCo.Ld.<br>(C.Dobson, Mgr.) | 109·0 | 21·4 | 11·2<br>BK8"<br>WB=DeepTanksf13'31t | Grimsby<br>British<br>4BHCem | T.3Cy.10",16½"&27"–24" (s)<br>200lb 45RHP<br>1SB,2pf,GS25,HS750<br>W.V.V.Lidgerwood,Gls. | 12 · 4 |
| 18723<br>MVHG | **Horda**<br>Elec.light<br>Wireless | SteelSc<br>1Dk(Stl) | 4301<br>3980<br>2606 | ✠100A1<br>~~12,21 12,20~~<br>Fitted for oil fuel10,20 | NFL<br>Rot<br>✠LMC7,20 | y | CL<br>F.P.above150° F. | 1920<br>7mo<br>Lloyd | W.Gray& Co.(1918)Ld.<br>WHartlepool<br>'sA&CP | A/SJ.Ludwig Mcwinckel's Rederi<br>CellD B338'1172tFPT96t | 380·1<br>P27'B230'F36' | 53·5 | 24·1<br>FK | Bergen<br>Norwegian<br>6BHCem<br>APT130t | T.3Cy.25",41"&68"–48" (s)<br>180lb 413NHP<br>3SB,9cf,GS184.HS7278<br>Cen.Mar.Eng.Wrks.WHpl | |
| 18724<br>JQVS | **Hordaland** | IronScSr<br>1Dk | 148<br>103<br>73 | | | | | 1879 | Kockums Mek.Verks.<br>Malmö | Hardanger-Söndhordlandske Dampskibsselskab | 111·4<br>Q32' | 18·6<br>B28' | 9·5<br>F30' | Bergen<br>Norwegian | C.2Cy.17"&34½"–19½"<br>Bmade03,fitted09 44NHP | |
| 18725<br>133583<br>JNBF | **Horden**<br>Well deck<br>Wireless | SteelScSr<br>ssNwc.No.1–21<br>1Dk(Stl)<br>Cargo battens not fitted | 2677<br>2150<br>1607 | ✠100A1<br>~~1,22 2,21~~ | Nwc<br>✠LMC2,21 | t | CL<br>1,21 | 1916<br>8mo<br>Lloyd | WoodSkinner&Co.Ld.<br>Newcastle<br>'sA&CP | BurnettS.S.Co.Ld. (Burnett&Co. Mgrs.)<br>Intermediate BH in fore hold dispensed with | 321·0<br>BonQ63'Q186' F32' | 43·2 | 19·5<br>FK | Newcastle<br>British<br>Cem<br>4BH only<br>Cell DB263'695t | T.3Cy.24",40"&65"–42" (s)<br>180lb 100lb 329NHP<br>2SB,8cf,GS149,HS5524<br>N.E.MarineEngCoLd.Nwc<br>FPT180tAPT151t | 21 · 9<br>s 7 · 2<br>19 · 2 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18726<br>144322<br>KDML | **Horley** SteelSc<br>(exWaterweg) 1*Dk*<br>*Mchy.Aft* | 311<br>233<br>197 | | | | | 1919 | E.&M.<br>Coops<br>Hoogezand | J.Harrison,Ld. | 121·3\|22·6\|10·7<br>P36'F19' | London<br>British<br>*WB* | T.3Cy.10⅘",17 3/10"&27 9/10"–<br>17 3/10" 32NHP<br>Boon,Molema&deCock,<br>Hoogezand | | |
| 18727<br>128882<br>JOWF | **Horn** SteelSc3MstSr<br>*ss*Ply.No.3–2,13<br>*Well deck* *Mchy.Aft* *ss*Cff.No.1–18<br>*Cargo battens not fitted* 1*Dk*(*Stl*) | 641<br>467<br>250 | ✠100A1<br>8,20<br>~~BS8,20~~ ✠LMC9,17<br>BS6,21 | Goo | *i* | N10,19 | 1901<br>5mo<br>*Lloyd* | R.William-<br>son&Son<br>Workington<br>'*sA&CP* | E.Johnson&Co.Ld | 183·5\|28·0\|11·1<br>Q94'B10'F20'<br>BK7"<br>*WB*=*DBf*95'134*t* | Goole<br>British<br>3*BHCem*<br>*FPT*50*t* | T.3Cy.14",22½"&37"–27" (*s*)<br>165lb 69RHP<br>2SB,4*pf*,GS58,HS1852<br>Ross&Duncan,Glasgow | 13 ″ 6<br>s ″ 10<br>13 ″ 4 | |
| 18728<br>99741<br>MNFV | **Horn Shell** SteelTwinSc4MstSr<br>Now a Depot Ship 10,21<br>*OilEng.*<br>(*ex*SailingVessel Howth) *ss*N.Yk.2ndNo.3–2,18<br>1*Dk*(*Stl–ptws*)2*nddk*<br>*Mchy.Aft* (*Stl*)*inwayoffrwd.oil*<br>Wireless *tanks,& Webframes* | 2413<br>2117<br>1507 | ✠~~100A1~~<br>1,20<br>~~BS8,20~~ ~~LMC8,20~~<br>*Carrying Homogeneous Cargo of Petroleum* | HKg | *w* | CL<br>8,20 | 1892<br>3mo<br>*Lloyd* | Workman<br>Clark&Co.Ld.<br>Belfast<br>'*sA&CP* | Anglo-Saxon<br>PetroleumCo.Ld.<br>*MiddlelineBulkheadnotoil-tight*<br>*CellDBuMachy.*38'92*tDTf*12'146*tAPT*185*t* | 284·4\|41·9\|24·5<br>P39'F28'<br>BK10" | London<br>British<br>10*BH*<br>(6*toUpprdk*<br>4 ,, 2*nd dk*) | Oil Engines 2S.C.S.A.<br>16Cy.14½"–15" 325NHP<br>1DB DB*120lb* NE5,19<br>Vickers,Ld.,Barrow NDB19 | 26 ″ 0<br>s 4 ″ 6<br>22 ″ 6 | |
| 18729<br>144064 | **Hornbill** SteelSc<br>*Elec.light* Wireless 1*Dk* | 316<br>278<br>136 | ✠100A1<br>*StmTrawler*<br>1,21<br>✠LMC12,20 | Hul | | CL | 1920<br>12mo<br>*Lloyd* | Ferguson<br>Bros.(Port<br>Glasgow) Ld.<br>Port Glasgow<br>'*sA&CP* | KelsallBros.&<br>Beeching,Ld.<br>(J.Slater,*Mgr.*) | 140·4\|23·1\|12·4<br>F21'<br>BK7½" | Hull<br>British<br>3*BHCem* | T.3Cy.13½",22"&37½"–26"<br>180lb (*s*) 73RHP<br>1SB,3*cf*,GS60,HS1655<br>FergusonBros.(Port<br>Glasgow)Ld.Pt.Gl. | 13 ″ 6 | |
| 18730<br>127904<br>JGWB | **Hornby** SteelScSp<br>*ss*Liv.No.3–12,20<br>1*Dk*(*Irn*) | 168<br>150<br>3 | ✠100A1<br>*For Towing purposes*<br>3,22 ~~12,20~~ ✠LMC<br>~~BS5,20 5,21~~ MS12,20<br>BS3,22 | Liv | | ~~7,18~~<br>3,22 | 1908<br>2mo<br>*Lloyd* | J.Cran&<br>Co.<br>Leith<br>*sA&CP* | Alexandra Towing<br>Co.Ld. | 92·1\|21·1\|12·0<br>BK7½"<br>*WB*= | Liverpool<br>British<br>4*BHCem*<br>*APT*5*t* | C.2Cy.21"&44"–27" (*s*)<br>120lb 79RHP<br>1SB,3*cf*,GS61,HS1672<br>J.Cran&Co.Leith | 13 ″ 3<br>s 2 ″ 6<br>11 ″ 6 | |
| 18731<br>136206<br>JGMS | **Hornby Castle** SteelScSr<br>*ss*Shl.No.1–20<br>(*ex*Pacific) 1*Dk*(*ptStl ptIrn*)<br>*Elec.light* Wireless | 4211<br>3881<br>2615 | ✠100A1<br>~~4,21~~ 7,20 3,22<br>✠LMC7,20 | Shl<br>~~Lon~~ Ant | *x* | CL<br>7,20 | 1914<br>9mo<br>*Lloyd* | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>'*sA&CP* | LancashireShppg.<br>Co.Ld. (J.Chambers&Co.*Mgrs.*)<br>*CellDBa*117'*u* | 370·0\|53·5\|24·5<br>P33'B234'F33'<br>FK<br>*E*26*f*'164'987*tFPT* | Liverpool<br>British<br>6*BHCem*<br>82*tAPT*131*t* | T.3Cy.25",42"&68"–48" (*s*)<br>180lb *100lb* 377NHP<br>2SB,6*cf*,GS140,HS6214<br>Blair&Co.Ld.Stockton | 27 ″ 0<br>s 3″11½<br>23 ″ 5 | |
| 18732<br>143340<br>KCBQ | **Hornchurch** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted*<br>Wireless | 2162<br>1735<br>1250 | ✠100A1<br>7,~~21~~ ~~9,20~~ 5,22<br>✠LMC7,19 | Shl | *r* | CL<br>7,21 | 1919<br>7mo<br>*Lloyd* | Osbourne,<br>Graham&<br>Co.Ld.<br>Sunderland<br>'*sA&CP* | HudsonS.S.Co.Ld.<br>*CellDB*196'472*tDTa*42'153*tFPT* | 280·0\|40·5\|18·5<br>P23'Q94'B52'F27'<br>FK | London<br>British<br>6*BHptCem*<br>95*tAPT*120*t* | T.3Cy.21",35"&58"–39" (*s*)<br>180lb 231NHP<br>2SB,6*pf*,GS119,HS3616<br>MacColl&Pollock,Ld.Sld. | 20 ″ 9<br>s 2 ″ 2<br>18 ″ 11 | |
| 18733<br>JQBN | **Hornelen** IronScSr<br>1*Dk* | 261<br>176<br>136 | | | | | 1866 | C.Mitchell<br>&Co.<br>Newcastle | Fylkesbaatane i<br>Sogn ogFjordane | 130·4\|20·8\|11·2<br>Q18*t*B37'H26*t*F33*t* | Bergen<br>Norwegian | C.2Cy.16⅝"&34¼"–24"<br>NB04 47NHP<br>NylandsVerks,Christiania | | |
| 18734<br>203617<br>LJCN | **Hornet** WoodScSr<br>*Fitted for oil fuel* | 697<br>538<br>397 | | | | | 1906 | Lindstrom<br>S.B.Co.<br>Abrdeen Wsb | S.E.Slade | 176·0\|38·0\|12·5 | S.Frncisco<br>Utd.States | C.2Cy.14"&32"–24"<br>42NHP<br>UnitedEng.WorksS.Frsco. | | |
| 18735<br>110761<br>JGHB | **Hornsea** Iron&SteelScK<br>*ss*Hul.No.3–6,12<br>*ss*Liv.No.2–19<br>*Well deck* 1*DkStl plating&Irn framing* | 305<br>257<br>126 | ✠100A1<br>*StmTrawler*<br>4,22 ~~1,21~~ BS1,22<br>~~BS1,21~~ ✠LMC12,19 | Hul | | CL<br>~~N12,19~~<br>4,22 | 1900<br>1mo | Cook, Wel-<br>t'n&Gemmell<br>Hull<br>A&CP | HullSteamFishing<br>&IceCo.Ld. | 148·7\|22·8\|11·2<br>Q60'F24'<br>ptND12 BK8"<br>*WB*= | Hull<br>British<br>4*BHCem*<br>*DBf*13'9*t* | T.3Cy.13",22"&36"–27" (*s*)<br>200lb 85RHP<br>1SB,3*rf*,GS51,HS1430<br>Amos&Smith,Hull | 11 ″ 9 | |
| 18736<br>143146<br>JWRV | **Hornsee** SteelScSr<br>Lost by Fire 12,21<br>*Elec.light* Wireless 1*Dk&Shelter dk* | 2702<br>2553<br>1681 | ~~Lon.12,20~~ Mes.4,21<br>(*See footnote**) | | | | 1905 | Akt.Ges.<br>"Neptun"<br>Rostock | RadnorS.S.Co.Ld.<br>(H.H.Penman *Mgr.*) | 292·0\|44·0\|16·6<br>23·6 | London<br>British<br>*WB* | T.3Cy.20½",35 7/16"&55⅞"–37⅜"<br>192NHP<br>A.G."Neptun,"Rostock | | |
| 18737 | **Hornsriff** SteelSc<br>(*Trawler*)<br>1*Dk* | 226<br>199<br>86 | | | | | 1920 | Schiffb.Ges<br>Unterweser<br>m.b.H.<br>Lehe | Nordd.Hochsee-<br>fischereiA.G. | 127·0\|23·9\|9·4<br>Q73'F17' | Gstemnde<br>German<br>*WB* | T.3Cy.12⅗",20⅕"&33"–22⅘"<br>52NHP<br>OttensenerMch.G.m.b.H.<br>Altona | | |
| 18738 | **Hörnum** SteelTwinSc<br>1*Dk* | 412<br>307<br>142 | | | | | 1919 | J.C.Teck-<br>lenborgA.G.<br>Geestemünde | Liverpool&North<br>WalesS.S.Co.Ld<br>Ham. Amr. Line | 185·0\|24·0\|10·7<br>F58' | ~~Hamburg~~<br>~~German~~<br>British | T6Cy13⅗"19 7/10"&30 7/10"–17 7/10"<br>79NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 18739<br>132757<br>JFRH | **Hororata** SteelTwinScSr<br>2*Dks&Shelter dk*<br>*Elec.light* *Ref.Mchy.* Wireless | 11243<br>8246<br>7184 | | | | | 1914 | W.Denny&<br>Bros.<br>Dumbarton | NewZealand<br>ShippingCo.Ld. | 511·1\|64·2\|32·0<br>P37'B189'F67' *on Shelter dk* | Plymouth<br>British<br>*WB* | Q.4Cy.26",37",53"&76"–48"<br>800NHP<br>Denny&Co.Dumbarton | | C |
| 18740<br>117706<br>VFLM | **Horseferry** SteelScSr<br>*ss*Brs.No.3–9,16<br>(*ex*Hero) *ss*Shl.No.1–20<br>1*Dk*(*Stl*)2*trB forehold,*<br>Wireless *deep framing aft* | 1812<br>1714<br>1164 | ✠100A1<br>6,21 ~~6,20~~<br>✠LMC6,20<br>BS7,21 | Shl | *r* | CL<br>8,19 | 1903<br>6mo<br>*Lloyd* | Campbel-<br>townS.B.Co.<br>Campbeltwn<br>'*sA&CP* | ~~GasLight&Coke~~<br>~~Co.(S.Clarke&Co.~~<br>~~*Mgrs.*)~~ ManorLine<br>(London)Ld (C.<br>Angel&Co*Mgrs*) | 272·2\|40·0\|20·5<br>P29'B60'F32'<br>FK<br>*CellDBa*66'*f*114' | Bristol<br>British<br>4*BHCem*<br>340*tAPT*65*t* | T.3Cy.22",36"&59"–39" (*s*)<br>180lb 264NHP<br>2SB,6*cf*,GS138,HS4470<br>D.Rowan&Co.Glasgow | 21 ″ 8<br>s 2 ″ 11½<br>19 ″ 1 | |
| 18741<br>NHFT | **Horsens** IronScSr<br>1*Dk* | 230<br>184<br>135 | | | | | 18 7/8 2/2 | Burmeister<br>&Wain<br>Copenhagen | DetForenede<br>DampskibsSelsk. | 152·7\|20·1\|9·3<br>Q41'B8'F19' | Aalborg<br>Danish | C.4Cy.15"&30"–20"<br>67NHP<br>Burmeister&Wain,Cpn. | | |
| 18742<br>NRKJ | — SteelSc | 122<br>79<br>47 | | | | | 1910 | Werf<br>Hubertia<br>Haarlem | HorsensDmpbaads<br>Slsk. (H.Meulengracht,*Mgr.*) | 85·6\|19·4\|7·1 | Horsens<br>Danish<br>*WB* | C.2Cy.12"&24"–16"<br>34NHP<br>Werf Hubertia,Haarlem | | |
| 18743<br>128966<br>HQLM | **Horsham** SteelSc3MstSr<br>*ss*Hul.No.2–19<br>(*ex*Glanoventa) 1*Dk*(*Stl*)<br>*Well deck* *Mchy.Aft* | 401<br>279<br>156 | ✠100A1<br>10,21 ~~12,20~~<br>~~BS8,20~~ ✠LMC10,18<br>BS7,21 | Lon<br>Mdb | *f* | CL<br>12,20 | 1910<br>2mo<br>*Lloyd* | R.William-<br>son&Son<br>Workington<br>'*sA&CP* | Thos.Walker&Co.<br>(Hull1920)Ld. | 141·6\|24·3\|11·0<br>Q81'B9'F20'<br>FK<br>*WB*= | London<br>British<br>4*BHCem*<br>*FPT*30*t* | C.2Cy.17½"&38"–27" (*s*)<br>130lb 87RHP<br>1SB,3*pf*,GS45,HS1656<br>Ross&Duncan,Glasgow | 12 ″ 0<br>s ″ 6½<br>11 ″ 8 | |
| 18744 | **Horst** SteelSc<br>1*Dk* | 220<br>158<br>98 | | | | | 1907 | J.W.Kla-<br>witter<br>Danzig | Zerssen&Co. | 113·2\|19·9\|11·0<br>P36'B32'F20' | Rendsbrg<br>German<br>*WB* | T.3Cy.9⅜",14½"&23 15/16"–13⅜"<br>21NHP<br>J.W.Klawitter,Danzig | | |
| 18745 | **Horta** SteelSc<br>1*Dk* | 1722<br>1202<br>882 | | | | | 1901 | Schiffsw.v.<br>HenryKoch<br>Lübeck | | 250·9\|36·9\|16·1<br>P14'Q62'B114'F26' | *WB* | T.3Cy.16 5/16",28¾"&45⅝"–33"<br>120NHP<br>H.Pauksch,Landsberg | | |
| 18746 | **Horten** SteelScSr<br>1*Dk* | 244<br>—<br>84 | | | | | 1892 | Nylands<br>Værksted<br>Christiania | Cie.Française<br>Minérallurgique | 121·8\|19·6\|12·4<br>P86'H15*t*F23*t* | Fort de<br>France<br>French | T.3Cy.11¼",17½"&30"–24"<br>NB09 44NHP<br>NylandsVærkstd,Xia. | | V |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7″<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18747<br>HMGS | **Horten** | **SteelScSr**<br>1*Dk* | 212<br>98<br>125 | | | | | 1897 | Akers<br>Mek.Værks.<br>Christiania | Tönsbrg&Hortens<br>Dampskibsselskab | 118·2<br>P81*t*H12*t*F21*t* | 19·2 | 8·2 | Tönsberg<br>Norwegian | T.3Cy.11″,18″&28″–20″<br>35NHP<br>AkersMek.Værks.Xia. | |
| 18748<br>125066<br>HLFJ | **Hortensia**<br>(*ex*Conquest) | **SteelScK**<br>*ss*Gms.No.3–12,18<br>1*Dk* | 244<br>224<br>118 | ✠100A1<br>*StmTrawler*<br>11,21 ~~9,19~~<br>BS11,21 ~~B9,20~~ ✠LMC11,18 | Gms | | CL<br>~~11,18~~<br>11,21 | 1907<br>7mo<br>*Lloyd* | Dundee<br>S.B.Co.Ld.<br>Dundee<br>'*sA&CP* | J.Coombes | 120·5<br>Q69′F18′<br>BK7½″ | 22·1 | 12·3 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12½″,22″&35″–24″ (*s*)<br>200lb 76RHP<br>1SB,2*cf*,GS36,HS1267<br>C.D.Holmes&Co.Hull | 13 ' 4 |
| 18749<br><br>OJEV | —<br>*Elec.light* | **SteelSc**<br>(*ex*HatsuharuMaru)<br>1*Dk* | 188<br>—<br>40 | | | | | 1910 | OsakaIron<br>Works<br>Osaka | Soc.Française<br>d'Entreprises<br>Maritimes | 109·1 | 21·2 | 10·8 | Lorient<br>French | T.3Cy.11½″,19″&32″–22″<br>48NHP<br>OsakaIronWorks | |
| 18750<br>110606<br>RHND | **Hortensius**<br>*Elec.light* Wireless | **SteelScSr**<br>*ss*Rot.2ndNo.3–2,22 ~~*ss*Bkn.No.3–5,13~~<br>~~*ss*Liv.No.1–19~~<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing* | 3472<br>3214<br>2125 | ✠100A1<br>*Spar dk*<br>2,22 ~~2,20~~<br>✠LMC2,22<br>~~MS12,16~~ ~~BS6,20~~ | NYk<br>Rot | *w* | CL<br>~~5,19~~<br>2,22 | 1899<br>9mo | AM'Millan<br>&Son,Ld.<br>Dumbarton<br>A&CP *WB*= | Brit.&S.American<br>StmNavCoLd(R.P.<br>Houston&Co.*Mgs*)<br>*CellD Ba* 100′ *uE&* | 350·0<br>P32′B164′F94′ 25·0<br>FK<br>*B*62′*f*132′724*t FPT* | 47·0 | 17·0 | Liverpool<br>British<br>6*BHCem*<br>170*tAPT*49*t* | T.3Cy.26¼″,43½″&72½″–48″<br>180lb (*s*) 405NHP<br>3SB,9*cf*,GS189,HS7373<br>D.Rowan&Co.Glasgow | 27 ' 6<br>s 3 ' 11½<br>23 ' 11 |
| 18751<br>110909<br>RMQC | **Horus**<br>*Now named* "Dalby," *See No. 37054 in Supplement* | **IronScK**<br>*ss*Gms.No.3–7,13<br>1*Dk* | 173<br>155<br>68 | ✠100A1<br>*StmTrawler*<br>8,15<br>✠NB7,13 ✠LMC7,12 | Gms | | CL<br>8,15 | 1899<br>9mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>'*sA&CP* | ~~Roberts&Ruthven,Ld.~~ BostonDeep<br>SeaFishing&Ice<br>Co.Ld(F.Parkes<br>*Mgr.*) | 108·8<br>Q47′F19′<br>ND13 BK7½″<br>*WB* | 21·0 | 11·0 | Grimsby<br>British<br>3*BHCem*<br>=*DBf*5′3*t* | T.3Cy.12¼″,19½″&32″–22½″<br>180lb (*s*) 50RHP<br>1SB,2*pf*,GS888,HS896<br>C.D.Holmes&Co.Hull | 11 ' 10 |
| 18752<br><br>MGWQ | **Hosanger** | **SteelScSr**<br>1*Dk* | 1591<br>1197<br>927 | | | | | 1911 | Bergens<br>Mek.Værk.<br>Bergen | WestfalLarsen&<br>Co.A/S | 244·6<br>P25*t*Q105*t*B121*t*<br>H77*t*F32*t* | 37·7 | 15·6 | Bergen<br>Norwegian<br>*WB* | T.3Cy.18″,29″&49″–33″<br>138NHP<br>BergensMekVærksBergen | |
| 18753<br>21737<br>NQSC | **Hosei Maru**<br>(*ex*NichiroMaru,*ex*<br>Leonora) | **SteelScSr**<br>*ss*Rot.No.3–5,08<br>*ss*Kob.No.2–16<br>1*Dk*(*Stl*)2*trB*&*Web frames* | 2658<br>2441<br>1633 | | | ... | 1,18 | 1895<br>9mo<br>*Lloyd* | Richardsn,<br>Duck&Co.<br>Stockton<br>'*sA&CP* | EiwaShokai<br>(MuraoShokai,<br>*Mgrs.*)<br>*CellDBa* | 315·0<br>P29′B62′F33′<br>FK<br>104′*uE&B*40′*f*126′ | 43·0 | 21·1 | Amagasaki<br>Japanese<br>5*BHCem*<br>624*tAPT*73*t* | T.3Cy.23″,37″&61 5/16″–42″(*s*)<br>160lb 246NHP<br>2SB,6*cf*,GS104,HS3760<br>Blair&Co.Ld.Stockton | 23 ' 8<br>s 4 ' 5<br>19 ' 7 |
| 18754<br>22580<br>NVGT | — | **WoodSc** | 709<br>—<br>422 | | | | | 1918 | ……………… | ShiribeshiShosen<br>KabushikiKaisha | 186·7 | 29·4 | 15·9 | Nishino-<br>miya<br>Japanese | | |
| 18755<br>27762<br>SDWQ | **Hoshu Maru**<br>*Now named* "Fukuyo Maru," *See No. 37372 in Supplement*<br>*Elec.light*<br>Wireless | **SteelSc**<br>2*Dks*(*Stl*) | 5463<br>[illegible]<br>3405 | ✠100A1<br>12,20<br>✠LMC12,20 | Yka | *z* | CL | 1920<br>12mo | AsanoS.B.<br>Co.<br>Tsurumi<br>A&CP | | 400·0<br>P33′B124′F41′<br>FK<br>*CellDB*339′944*t* | 53·2 | 29·4 | Yokohama<br>Japanese<br>6*BHCem*<br>*APT*28*t* | T.3Cy.26″,43½″&72″–48″ (*s*)<br>200lb 513NHP<br>3SB,9*cf*,GS175,HS7376 FD<br>KubotaIronWorks,Osaka | 32 ' 0<br>s 6 ' 7<br>25 ' 9 |
| 18756<br>126551 | **Hosmer** | **WoodSc**<br>1*Dk* | 154<br>100<br>105 | | | | | 1909 | J.M.Bulger<br>Nelson,B.C. | CanadianPacific<br>RailwayCo. | 109·8 | 20·9 | 8·4 | Vancouver<br>British | C.2Cy.14″&30″–20″<br>36RHP<br>PolsonI.W.Co.Ld.Toronto | |
| 18757<br>113374<br>RSHK | **Hostilius**<br>*Elec.light*<br>Wireless | **SteelScSr**<br>*ss*Liv.No.3–4,13<br>*ss*Liv.No.1-18<br>1*Dk*(*Stl*)&*Spardk*(*Stl*)&*deep framing* | 3322<br>3082<br>2089 | ✠100A1<br>*Spar dk*<br>3,20<br>✠LMC ~~MS11,17~~ BS8,20<br>MS6,21 | NYk | *w* | CL<br>~~2,19~~<br>6,21 | 1900<br>7mo | A.McMil-<br>lan&Son,Ld.<br>Dumbarton<br>A&CP *WB*= | Brit.&S.American<br>StmNavCoLd(R.P.<br>Houston&Co.*Mgs*)<br>*CellDBa*98′*uE&B* | 350·0<br>P32′B164′F95′24·9<br>FK<br>62′*f*132′ 705*t FPT* | 47·0 | 17·0 | Liverpool<br>British<br>6*BHCem*<br>122*tAPT*38*t* | T.3Cy.26⅝″,43½″&72½″–48″<br>180lb (*s*) 493NHP<br>3SB,9*cf*,GS165,HS7175 FD<br>D.Rowan&Co.Glasgow | 27 ' 6<br>s 3 ' 11½<br>23 ' 11 |
| 18758<br>21697<br>NQPD | **Hotaka Maru** | **WoodAuxScSr**<br>*OilEng.* | 1025<br>—<br>851 | | | | | 1917 | Okashi<br>Zosensho<br>Ise. | MitsubishiShoji<br>KabushikiKaisha | 207·8 | 35·5 | 16·8 | Tokio<br>Japanese | Oil Engine<br>2Cy16″–16½″ | |
| 18759<br>22553<br>NVDR | **Hotei Maru** | **WoodAuxScSr** | 479<br>—<br>337 | | | | | 1918 | ……………… | MiyoshiToku-<br>matsu | 152·9 | 26·5 | 14·5 | Yuda<br>Japanese | | |
| 18760<br>36<br>KBFL | **Hoten Maru** | **SteelScSr**<br>(*ex*Mukden,*ex*Shen<br>Yang,*ex*Mukden,*ex*LordAilsa)<br>*Well deck* 1*Dk*&*Shelter dk*&*Web frames* | 1640<br>1575<br>969 | | | ... | | 1891 | AilsaShip-<br>buildingCo.<br>Troon | Government of<br>Formosa<br>(OsakaShosen<br>Kaisha,*Mgrs.*) | 253·7<br>BK8½″ | 33·1 | 22·6 | Kiirun,<br>Formosa<br>Japanese<br>*WB* | T.3Cy.18″,29″&48″–36″<br>NB02 155NHP<br>Dunsmuir&Jackson,Gls. | 18 ' 5 |
| 18761<br>108302 | **Hotspur** | **SteelTwinSc**<br>(*Tug*)<br>1*Dk* | 192<br>185<br>— | | | ... | | 1897 | W.Simons<br>&Co.,Ld.<br>Renfrew | MaritimeSalvors,<br>Ld.(M.Rush,*Mgr.*) | 109·5<br>*Raised dk*17′<br>BK7″ | 21·1 | 11·4 | London<br>British<br>*WB* | C.4Cy.19″&40″–24″<br>175NHP<br>W.Simons&Co.,Ld.,Rnf. | 12 ' 0 |
| 18762<br>132113 | **Houbara**<br>*Elec.light* | **SteelScK**<br>*ss*Gms.No.2–19<br>1*Dk* | 293<br>270<br>128 | ✠100A1<br>*StmTrawler*<br>7,21 ~~8,15~~<br>~~Examined6,19~~ BS7,21<br>~~BS9,20~~ ✠LMC6,19 | Sws<br>Gms | | CL<br>6,19 | 1911<br>10mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld.Beverley<br>'*sA&CP* | ThomasBaskcomb,<br>Ltd.(T.W.Bask-<br>comb,*Mgr.*) | 135·2<br>Q73′<br>BK8″ | 22·7 | 11·7 | Grimsby<br>British<br>5*BHCem* | T.3Cy.13″,23″&37″–24″ (*s*)<br>198lb 80RHP<br>1SB,3*pf*,GS45,HS1260<br>C.D.Holmes&Co.Ld.Hull | 12 ' 7 |
| 18763<br>118629 | **Houghton** | **IronPadSp**<br>(*Tug*)<br>1*Dk* | 133<br>123<br>12 | | | | | 1904 | Hepple&<br>Co.Ld.<br>South Shields | Lambton&Hetton<br>Collieries,Ld.<br>(E.T.Nisbet,*Mgr.*) | 96·0<br>B15′ | 20·0 | 9·7 | Newcastle<br>British | L.2Cy.28″–48″<br>75RHP<br>Hepple&Co.Ld.S.Shields | |
| 18764<br>217744<br>LQJK | **Houma**<br>*Elec.light* *Mchy.Aft*<br>Wireless. Sub.Sig. | **SteelScSr**<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* | 7069<br>—<br>4306 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>Sparrow's Pt.<br>Md. | UnitedStates<br>ShippingBoard | 435·0<br>P92′B50′F42′ | 56·0 | 33·5 | Baltimore<br>Utd. States<br>*WB* | T.3Cy.27″,47″&78″–48″<br>422NHP<br>BethlehemS.B.Cor.Ld.<br>Sparrow'sPt.Md. | |
| 18765<br>1220<br>HJDS | **Houn-Maru**<br>*Mchy.Aft* | **IronScCtr**<br>1*Dk* | 524<br>—<br>368 | | | | | 1890 | Kawasaki<br>Dkyd.Co.Ld<br>Kobe | Yasuda Zenzaburo | 160·8 | 27·2 | 13·4 | Tokio<br>Japanese | C.2Cy.21″&39″–24″<br>62NHP<br>KawasakiDkydCoLdKobe | |
| 18766<br>22864<br>NWKH | **Houn-Maru No. 2** | **WoodAuxScSr** | 259<br>—<br>191 | | | | | 1918 | ……………… | MorikamiUhei | 108·7 | 28·7 | 13·0 | Misumi<br>Japanese | | |
| 18767<br>99892<br>NBMG | **Hound**<br>*Elec.light* Wireless | **SteelScSr**<br>*ss*Gls.2ndNo.3–2,18<br>2*Dks*(*UptStl*–ws)<br>*ss*Ard.No.1–22 | 1009<br>799<br>418 | ✠100A1<br>~~3,21~~ ~~4,20~~ 3,22<br>✠NB12,05 ✠LMC ~~1,17~~<br>~~BS4,20~~ BS3,22 3,21 | Gls<br>Ard | *n* | ~~4,20~~<br>3,22 | 1893<br>4mo | Fairfield<br>Co.(Lim.)<br>Glasgow<br>A&CP | G.&J.Burns,Ld. | 250·3<br>P78′B80′F48′<br>ND05 BK8½″<br>*WB* | 32·1 | 15·5 | Glasgow<br>British<br>4*BHCem*<br>=*APT*30*t* | T.3Cy.26½″,42″&68″–42″(*s*)<br>155 ~~160lb~~ *75lb* NDB05 359NHP<br>2DB,12*cf*,GS97,HS5790<br>FairfieldCo.(Lim.),Gls | 16 ' 8<br>s 1 ' 11½<br>15 ' 5 |
| 18768<br>106997<br>RDLT | **Hounslow**<br>(*ex*Barton)<br>Wireless | **SteelScSr**<br>*ss*Off.No.3–7,11<br>*ss*Mdb.No.2–20<br>1*Dk*(*pt Irn pt Stl*)2*trB*&*Web frames*3*Dk rule* | 3768<br>3258<br>2337 | ✠100A1<br>*Trunk dk*<br>*with freeboard*<br>10,20 ✠LMC11,20<br>MDS3,22 | Mdb | *w* | 11,20 | 1899<br>5mo | Ropner&<br>Son<br>Stockton<br>A&CP | BritainS.S.Co.Ld.<br>(Watts,Watts&Co<br>Ld.*Mgrs.*)<br>*CellDBa*98′ | 330·1<br>P33′B68′F37′<br>FK<br>*uE&B*24′*f*142′ 625*t* | 47·1 | 25·8 | London<br>British<br>5*BHCem*<br>*APT*108*t* | T.3Cy.24″,40¼″&65¾″–42″(*s*)<br>160lb *100lb* NDB20 281NHP<br>2SB,6*cf*,GS122,HS4325<br>Blair&Co.Ld.Stockton | 27 ' 4<br>s 4 ' 5½<br>23 ' 5 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines. | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18769<br>143298<br>KBPD | **Housatonic** SteelSc<br>(*ex*WarDogra) 1*Dk*(*Stl*)2*trB*&<br>*Elec.light* *Web frames*<br>Wireless *Longitudinal framing* | 5559<br>4696<br>3425 | ✠100A1<br>~~11,21~~~~11,20~~2,22<br>✠LMC6,19<br>*Carrying oils in bulk*<br>*Fitted for oil fuel* 6,19 | Lon<br>~~Liv~~ Bkn | z | CL<br>10,20<br>*F.P. above* 150° F.<br>*F.P. above* 150° F. | 1919<br>7mo<br>*Lloyd* | W.Hamilton&Co.Ld.<br>Pt.Glasgow<br>'*sA&CP* | Anglo-American OilCo.Ld. (J. Hamilton, *Mgr.*) | 400·3\|52·2\|28·4<br>P50'B121'F39'<br>FK<br>*Middle line Bulkhead*<br>*CellDBuE&B* | London<br>British<br>10*BHptCem*<br>*not oil-tight*<br>64' 277*t f*50' | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>D.Rowan&Co.Ld.Glasgow<br>63*tFPT*97*tAPT*13*t* | 31 ″ 0<br>s 5 ″ 9½<br>25 ″ 7 | |
| 18770 | **Houston** SteelScSr<br>*ss*Ham.No.2–11<br>(*ex*Liebenfels) 2*Dks*(*Stl–U* teak s)&<br>*Elec.light* Wireless *Web frames* | 4525<br>4198<br>2830 | ✠<br>7,16<br>✠ | Ham | *y* | | 1903<br>6mo | Bremer Vulkan<br>Vegesack | UnitedStates Govt.(NavyDept.)<br>*CellDBa* 103' *u E & B*50'*f*109' 914*t* | 375·7\|50·7\|27·3<br>P49'B111'F52'<br>BK11"<br>*DTf*38'800*tFPT*50 | Utd.States<br>7*BHCem*<br>*tAPT* 26*t* | Q.4Cp.23¼",33⅞50","&72$\frac{13}{16}$"–53½" 502NHP<br>3SB,9*cf*,GS149,HS6426 FD<br>BremerVulkan,Vegesack | 30 ″ 0 | |
| 18771<br>220490<br>MBHC | — SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk* | 3545<br>3005<br>2179 | | | | | 1920 | MobileS.B.Co.<br>Mobile | UnitedStates ShippingBoard | 324·0\|46·2\|25·0<br>P41'B90'F32' | Mobile<br>Utd.States<br>*WB* | T.3Cy.22",37½&60"-42"<br>233NHP<br>EllicottMachineCorp. Baltimore | | R |
| 18772<br>TDVC | **Houtman** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* *Ref.Mchy.* 2*Dks*3*trB*<br>Wireless | 5041<br>3817<br>3161 | | | | | 1913 | Nederl. Schps.Maats.<br>Amsterdam | Koninkl.Paketv. Maats. | 391·6\|49·3\|25·8<br>P19'B146'F41' | Batavia<br>Dutch<br>*WB* | T.3Cy.29¼",48½"&80"–54"<br>470NHP<br>NedFb.v.Wrk&Spoor,Ams | | V |
| 18773<br>125166 | **Houto** WoodScSr<br>*OilEng.*<br>1*Dk* | 153<br>125<br>88 | | | | | 1908 | Davies& Howatt<br>Sydney,NSW | Briscoe&Co.Ld. | 97·4\|26·7\| 7·0 | Auklnd NZ<br>British | Oil Engine 4Cy.7¼"–9"<br>RegalGasoline 13NHP<br>EngineCo.Coldwater,Mich | | |
| 18774<br>MDTQ | **Hövding** SteelSc<br>1*Dk* | 105<br>94<br>36 | | | | | 1908 | Xiansands Mek.Værks.<br>Xiansand | E.Ohna | 94·1\|18·8\| 8·7 | Florö<br>Norwegian | C.2Cy.9$\frac{3}{16}$"&20"–17"<br>14NHP<br>XiansandsM.V.Xiansand | | N |
| 18775<br>133629<br>JCRP | **Hove** SteelScSr<br>*ss*Sld.No.1–18<br>(*ex*Collairnie) 1*Dk*(*Stl*)<br>*Well deck* *Mchy.Aft* | 435<br>311<br>170 | ✠100A1<br>7,21~~10,20~~<br>✠LMC<br>MS8,18 BS10,20 | Sld | *g* | CL<br>~~10,20~~<br>N7,21 | 1913<br>7mo<br>*Lloyd* | Ardrossan DD&SBCoLd<br>Ardrossan<br>'*sA&CP* | StephensonClarke &Co. | 155·8\|25·2\|10·8<br>Q91'B9'F21'<br>BK7" | London<br>British<br>3*BHCem*<br>*FPT*54*t* | T.3Cy.12½",21½"&34"–24"<br>180lb *100lb* (*s*) 59RHP<br>1SB,2*pf*,GS36,HS1354<br>W.V.V.Lidgerwood,Gls. | 11 ″ 8<br>s 3 ″ 8½<br>12 ″ 2 | |
| 18776<br>217905<br>LQSP | **Hoven** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* *Carrying Petroleum in bulk* 2*Dks*<br>*Mchy.Aft* Sub.Sig. *Longitudinal framing* | 7071<br>—<br>4306 | | | | | 1919 | Bethlehem S.B.Corp.Ld.<br>SparrowsPt. | UnitedStates ShippingBoard | 434·8\|56·2\|31·8<br>P92'B50'F42' | Baltimore<br>Utd.States<br>*WB* | T.3Cy.27",47"&78"–48"<br>422NHP<br>BethlehemS.B Corp.Ld. | | R |
| 18777<br>MQDB | **Hovland** SteelScSr<br>Wireless *ss*Xia.No.2–20 *ss*Pir.No.3–3,12<br>(*ex*Cleanthis, ~~*ss*Xia.No.1–17~~<br>*ex*Cynthia) 1*Dk*(*ptIrn&ptStl*)2*trB*<br>*Elec.light* &*deep framing* 3*Dk rule* | 3060<br>2858<br>1949 | ✠100A1<br>4,22 ~~5,19~~<br>✠LMC6,20<br>BS4,22 | Xia | *u* | CL<br>~~5,19~~<br>N4,22 | 1898<br>12mo | JLThompson &Sons,Ld<br>Sunderland<br>A&CP | Alf Lunde<br>*CellDBa*104'*u* | 325·0\|45·5\|23·7<br>P23'B88'F32'<br>FK<br>*E&B* 38' *f*136' 660*t* | Larvik<br>Norwegian<br>6*BHCem*<br>*APT* 26*t* | T.3Cy.23",38"&62"–42" (*s*)<br>160lb 258NHP<br>2SB,6*pf*,GS91,HS4000<br>J.Dickinson&Sons,Ld.Sld. | 26 ″ 4<br>s 4 ″ 8<br>22 ″ 1 | |
| 18778<br>96308<br>KMHN | **Howard** SteelScSr<br>Wireless<br>*Elec.light* Sub.Sig. 3*Dks*&*Hurricane dk* | 3581<br>—<br>2278 | | | | | 1895 | Harlan& Hollingsworth Co.<br>Wilm.,Del. | Merchnts&Miners TransportationCo. | 310·5\|42·0\|26·0<br>len09 | Baltimore<br>Utd.States | T.3Cy.28",46"&72"–48"<br>NB09 359NHP<br>Harlan&HollingsworthCo. | | |
| 18779<br>96524 | **Howard L. Shaw** SteelScSr<br>*Mchy.Aft* *Elec.light* Sub.Sig. 1*Dk*2*trB* | 4901<br>—<br>3802 | | | | | 1900 | Detroit S.B.Co.<br>Wyandotte | PittsburghS.S.Co. | 435·5\|51·5\|28·0<br>*WB* | Duluth, Minn.<br>Utd.States | T.3Cy.22",35"&58"–42"<br>218NHP<br>DetroitS.B.Co.Detroit | | |
| 18780<br>212353 | **Howard M. Hanna, Junior** SteelSc<br>*Mchy.Aft* *Elec.light* 1*Dk* | 6204<br>—<br>4689 | | | | | 1914 | American S.B.Co.<br>Cleveland,O. | ColumbiaS.S.Co. (W.C.Richardson &Co.*Mgrs.*) | 504·0\|54·0\|30·0<br>F60' | Fairport<br>Utd.States<br>*WB* | T.3Cy.23½",38"&63"–42"<br>257NHP<br>AmericanS.B.Co.Lorain,O | | L |
| 18781<br>127441<br>HNWQ | **Howden** SteelScSr<br>1*Dk* | 1020<br>802<br>608 | | | | | 1909 | Osbourne, Graham&Co.<br>Sunderland | Tyne-Tees Stm.Shpg.Co.Ld. | 210·5\|33·2\|13·6<br>Q108'B10'F20' | W.Hartlpl<br>British<br>*WB* | T.3Cy.16",27"&44"–30"<br>160NHP<br>Richardsons,Westgarth& Co.Ld.Sld. | | C |
| 18782<br>212693<br>LDQF | **Howick Hall** SteelScSr<br>*ss*N.Yk.No.2–19<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Wireless *Longitudinal framing* | 5096<br>4460<br>3131 | ✠100A1<br>~~4,21~~~~3,20~~<br>10,21<br>✠LMC<br>MS5,19 ~~BS9,20~~10,21 | SFo<br>NOs | z | CL<br>3,20 | 1910<br>10mo<br>*Lloyd* | W.Hamilton&Co.Ld.<br>Pt.Glasgow<br>'*sA&CP* | United StatesSteel ProductsCo.Inc.<br>*WB=Cell DBa* 107' | 400·8\|51·5\|27·0<br>P39'B&F323'<br>FK<br>*uE&B*59'*f*174'1027*t* | NewYork<br>Utd.States<br>6*BHCem*<br>*APT*24*t* | T.3Cy.27½",45"&75"–51" (*s*)<br>180lb 507NHP<br>4SB,12*cf*,GS215,HS8800<br>D.Rowan&Co.Glasgow | 29 ″ 7<br>s 4 ″ 1<br>25 ″ 10 | |
| 18783<br>218221<br>LRKM | **Hoxbar** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>Sub.Sig. *Longitudinal framing* | 7156<br>—<br>4364 | | | | | 1919 | Bethlehem S.B.Corp.Ld.<br>SparrowsPt. Md. | UnitedStates ShippingBoard | 434·8\|56·2\|31·8<br>P92'B50'F42' | Baltimore<br>Utd.States | T.3Cy.27",47"&78"–48"<br>422NHP<br>BethlehemS.B.Corp.Ld. SparrowsPoint,Md. | | R |
| 18784<br>217616<br>LQBF | **Hoxie** SteelScSr<br>*Elec.light* Wireless 2*Dks*<br>Sub.Sig. *Longitudinal framing* | 4623<br>4213<br>2328 | | | | | 1919 | Bethlehem S.B.Corp.Ld.<br>Sparrows Pt. Md. | UnitedStates ShippingBoard | 377·0\|52·0\|29·5<br>P41'B94'F38' | Baltimore<br>Utd.States<br>*WB* | T.3Cy.24",41"&68"–48"<br>320NHP<br>BethlehemS.B.Corp.Ld. | | R |
| 18785<br>26007<br>RVLJ | **Hoyei Maru** SteelSc | 219<br>—<br>84 | | | | | 1919 | .................. | KyodoGyogyo KabushikiKaisha | 118·0\|22·3\|12·7 | Habu<br>Japanese | | | |
| 18786<br>23650<br>RDWN | **Hoyeisan Maru** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 6079<br>5183<br>3850 | ✠100A1<br>7.21~~8,20~~<br>✠LMC~~10,19~~<br>7,21 | Rio<br>Kob | z | CL<br>7,21 | 1918<br>10mo | OsakaIron Works,Ld.<br>Innoshima<br>A&CP | Mitsuibussan KabushikiKaisha<br>*CellDB*360' 980*t D* | 407·2\|50·8\|32·5<br>P40'B138'F46'<br>FK<br>*Ta*27' 767*tFPT*106*t* | Kobe<br>Japanese<br>7*BHCem*<br>*APT*26*t* | T.3Cy.27",45"&75"–51" (*s*)<br>180lb *120lb* 553NHP<br>3SB,9*cf*,GS190,HS8100 FD<br>OsakaIronWorks,Ld. | 32 ″ 7<br>s 6 ″ 10<br>26 ″ 1 | |
| 18787<br>23473<br>RDGS | **Hoyo Maru** WoodSc | 497<br>—<br>299 | | | | | 1918 | .................. | ToyoReizoKisen KabushikiKaisha | 172·7\|25·0\|15·3 | Niigata<br>Japanese | | | |
| 18788<br>22541<br>NVCW | — WoodAuxScSr | 479<br>—<br>338 | | | | | 1918 | .................. | TashiroMagoichi | 140·6\|28·2\|15·7 | Hashihama<br>Japanese | | | |
| 18789<br>14483<br>LSGJ | — SteelSc<br>(*Trawler*)<br>1*Dk* | 185<br>—<br>69 | | | | | 1912 | Kawasaki DkyardCo Ld<br>Kobe | MeijiGyogyo KabushikiKaisha | 116·5\|20·5\|10·8<br>F16' | Kobe<br>Japanese<br>*WB* | T.3Cy.12½",20"&33"–23"<br>52NHP<br>KawasakiDkydCoLdKobe | | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 3<br>Nom du Navire. Matériaux, Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18790<br>10349<br>LBQM | **Hozan Maru** SteelScSr<br>*Elec.light* Wireless *2Dks* | 2341<br>1945<br>1385 | | | | | 1907 | Kawasaki<br>DckyrdCo.Ld<br>Kobe | OsakaShosen<br>KabushikiKaisha | 305·9<br>P25'B106'F41' | 39·7 | 21·6 | Osaka<br>Japanese<br>*WB* | T.3Cy.23",38"&63"-39"<br>248NHP<br>KawasakiDkydCoLdKob | |
| 18791<br>16928<br>MLDB | — SteelScSr<br>*1Dk* | 1170<br>1029<br>836 | | | | | 1914 | OsakaIron<br>Works<br>Osaka | HayashiKisen<br>KubushikiKaisha | 218·7 | 32·2 | 17·3<br>*WB* | Nishino-miya<br>Japanese | T.3Cy.13½",23"&38"-30"<br>79NHP<br>OsakaIronWorks,Osaka | |
| 18792<br>22707<br>RBHM | — WoodAuxScSr | 482<br>—<br>303 | | | | | 1918 | ................ | MeijiGyogyo<br>KabushikiKaisha | 139·0 | 31·2 | 16·5 | Shina-gawa<br>Japanese | | |
| 18793<br>14323<br>LRND | **Hozen Maru** WoodTwinSc<br>*1Dk* | 164<br>134<br>98 | | | | | 1911 | Tokyowan<br>KisenKabu.<br>Kaisha,Tokio | AmakusaShosen<br>KabushikiKaisha | 116·5 | 16·3 | 10·2 | Tokio<br>Japanese | C.4Cy.11"&22"-14"<br>B *made*96,*refitted*11 30NHP | |
| 18794<br>1565<br>HKPS | **Hozukawa Maru** WoodScSr<br>*1Dk&Awngdk* | 331<br>291<br>194 | | | | | 1896 | OsakaIron<br>Works<br>Osaka | OsakaShosen<br>KabushikiKaisha | 143·0 | 18·9 | 14·8 | Osaka<br>Japanese | T.3Cy.11⅝",16⅝"&26¼"-20"<br>30NHP<br>Ross&Duncan,Glasgow | |
| 18795 | **Hrvat** SteelScSr<br>*1Dk* | 180<br>—<br>99 | | | | | 1902 | Stabilmnto<br>Tecnico<br>Trieste | Soc.inAzioni<br>Ungaro-Croata di<br>Nav.Maritt.aVap. | 126·4 | 18·5 | 8·8 | Fiume | C.2Cy.15"&30"-18"<br>32NHP<br>StabilimentoTecnico,Tri. | |
| 18796 | **Hrvatska** SteelScSr<br>*Elec.light* *1Dk* | 199<br>—<br>76 | | | | | 1904 | DittaGiov.<br>Poli<br>Chioggia | Soc.Croata diNav.<br>Maritt.aVap. | 135·1<br>Q39' | 18·7 | 11·5 | Segna | C.2Cy.15"&34"-22"<br>45NHP<br>McKie&Baxter,Glasgow | |
| 18797 | **Hsin Chang** SteelScSr<br>*Elec.light* *2Dks* | *2000*<br>—<br>*1258* | | | | | 1905 | Napier&<br>Miller,Ld.<br>Glasgow | ChinaMerchants'<br>SteamNav.Co. | 270·3<br>P30'B88'F38' | 40·1 | 20·3 | Shanghai<br>Chinese<br>*WB* | T.3Cy.19½",31½"&52"-36"<br>162NHP<br>Dunsmuir&Jackson,LdGl | |
| 18798 | **Hsin Chi** SteelScSr<br>(*ex*ShengYi,*ex*HsinChi) *2Dks* | *1846*<br>*1547*<br>*1385* | | | | | 1892 | Napier,<br>Shanks&Bell<br>Glasgow | ChinaMerchants'<br>Stm.Nav.Co. | 260·0<br>*Shade dk*92' | 37·0 | 21·3 | Shanghai<br>Chinese | T.3Cy.19",31"&50"-36"<br>150NHP<br>Dunsmuir&Jackson,Gls. | |
| 18799 | **Hsin-Fou** WoodAuxTwinSc<br>*OilEng.* 5MstSr<br>*Elec.light* *2Dks*<br>(*See Sailing Ship Register*) | 1796<br>1574<br>1210 | | | | | 1919 | Brossard,<br>Mopin&Co.<br>Hsinho China | Soc.des Transports<br>MaritimesdeChine | 232·9<br>P48'F36' | 45·9 | 21·9 | Saigon<br>French | OilEngines<br>6Cy.13"-17" 104NHP<br>Rathburn,Toledo,O. | |
| 18800 | **Hsin-Fung** SteelScSr<br>(*ex*MingYi,*ex*HsinFung) *2Dks* | *1846*<br>*1547*<br>*1385* | | | | | 1891 | Napier,<br>Shanks&Bell<br>Glasgow | ChinaMerchants'<br>Stm.Nav.Co. | 260·0<br>*Shade dk*92' | 37·0 | 21·3 | Shanghai<br>Chinese<br>*WB* | T.3Cy.19",31"&50"-36"<br>150NHP<br>Dunsmuir&Jackson,Gls. | |
| 18801 | **Hsin Kong** SteelScSr<br>*Elec.light* *2Dks* | *2146*<br>*1771*<br>*1262* | | | | | 1906 | Farnham,<br>Boyd&Co.Ld.<br>Shanghai | ChinaMerchants'<br>Stm.Nav.Co. | 270·0<br>P30'B88'F38' | 40·1 | 20·3 | Shanghai<br>Chinese<br>*WB* | T.3Cy.19½",31¾"&52"-36"<br>162NHP<br>Farnham,Boyd&Co.Ld.Sh | |
| 18802 | **Hsin-Liang** WoodAuxSc5MstSr<br>*OilEng.*<br>*Elec.light* *2Dks*<br>(*See Sailing Ship Register*) | 1441<br>1230<br>750 | | | | | 1920 | Brossard<br>Mopin&Co.<br>Hsinho China | Soc.desTransports<br>MaritimesdeChine | 238·6<br>P48'F36' | 42·7 | 21·6 | Saigon<br>French | Oil Engines<br>4Cy.13½"-21" 83NHP<br>SülzerBros.Winterthur | |
| 18803 | **Hsin Ming** SteelScSr<br>(*ex*HsinTsieh)<br>*Elec.light* *2Dks* | 2133<br>1603<br>1428 | | | | | 1907 | Napier&<br>Miller<br>Glasgow | ChinaMerchants'<br>Stm.Nav.Co. | 270·0 | 41·2 | 20·2 | Shanghai<br>Chinese<br>*WB* | T.3Cy.24",39"&64"-42"<br>265NHP<br>Dunsmuir&Jackson,LdGls | |
| 18804 | **Hsin Ningshao** SteelTwinSc<br>ssShi.No.2-21 ~~ssShi.No.1-18~~<br>*Elec.light* *1Dk(ptStl-teaks)&2nddk*<br>*(Stl)&Promenadedk&Webframes* | 3407<br>2401<br>2151 | ✠ A1<br>10.21~~8,18~~<br>*ForServicebetween*<br>*Shanghai&Ningpo* | Shi | ✠LMC~~8,18~~<br>10,21 | ~~N8,18~~<br>9,21 | 1914<br>11mo | NewEng.&<br>S.B.Wks.Ld.<br>Shanghai<br>*Lloyd's*A&CP | NingpoShaoshing<br>Stm.Nav.Co.Ld.<br>*WB=DTa*18'88*t* | 289·5<br>FK<br>*DTf*20'118*tFPT*48 | 46·0 | 15·0 | Shanghai<br>Chinese<br>6*BHCem*<br>*tAPT*28*t* | T.6Cy.16",27"&43"-30" (*s*)<br>180lb *100lb* 325NHP<br>2SB,6*cf*,GS120,HS5174 FD<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 23 |
| 18805 | **Hsin-Pao** WoodAuxSc5MstSr<br>*OilEng.*<br>*Elec.light* *2Dks*<br>(*See Sailing Ship Register*) | 1441<br>1230<br>750 | | | | | 1920 | Brossard,<br>Mopin&Co.<br>Hsinho China | Soc.des Transports<br>MaritimesdeChine | 238·6<br>P48'F36' | 42·7 | 21·9 | Saigon<br>French | OilEngines<br>4Cy.13½"-21" 83NHP<br>SülzerBros.Winterthur | |
| 18806<br>127228 | **Hsin Peking** SteelTwinSc<br>*1Dk&Spar dk3trB*<br>*Elec.light* (*ex*Li-Ta) *Prom.dk&Shade dk* | 2866<br>2270<br>1724 | | | | | 1906 | Atel.&Ch.<br>deFrance<br>Dunkirk | ChinaNav.Co.Ld. | 278·2 | 43·0 | 24·8 | London<br>British<br>*WB* | T.6Cy.15",24"&39"-20"<br>136NHP<br>Caillard&Co.Havre | |
| 18807 | **Hsin Ping An** SteelSc | 1100 | | | | | 1919 | ................ | PingAnS.S.Co. | 245·0 | 34·0 | 20·5 | Shanghai<br>Chinese<br>*WB* | C.2Cy.26½"&36"-48"<br>75NHP | |
| 18808 | **Hsin-Shoun** WoodSc<br>*Elec.light* *2Dks* | 1762<br>1513<br>1066 | | | | | 1920 | Brossard,<br>Mopin&Co.<br>HsinhoChina | Soc.desTransports<br>MaritimesdeChine | 240·4<br>P38'B69'F24' | 45·9 | 23·6 | Saigon<br>French | T.3Cy.16",27"&43"-30"<br>101NHP | |
| 18809<br>Stranded & Sunk 11,20 | **Hsin Tah** SteelScSr<br>*Elec.light* *2Dks* | 2230<br>1840<br>1340 | | | | | 1918 | ShanghaiE<br>S.B.&D.CoLd<br>Shanghai | ChinaMerchants'<br>Stm.Nav.Co. | 270·0<br>P30'B90'F38' | | | Shanghai<br>Chinese<br>*WB* | T.3Cy.19½",31¾"&52"-36"<br>162NHP<br>ShanghaiE.S.B.&DDCoLd | |
| 18810<br>Foundered 4,21 | **Hsin-Tien** WoodSc<br>*Elec.light* *2Dks* | 1403<br>1172<br>783 | | | | | 1919 | Brossard<br>Mopin&Co.<br>HsinhoChina | Soc.desTransports<br>MaritimesdeChine | 237·8<br>P38'B69'F28' | 38·7 | 21·8 | Saigon<br>French<br>*WB* | T.3.Cy.17",27"&44"-35"<br>114NHP | |
| 18811 | **Huallaga** SteelTwinScSr<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks&Shade dk* | 4403<br>2329<br>2090 | | | | | 1911 | Chantiers<br>deNormandie<br>Rouen | Cia.Peruana de<br>Vap.yDique del<br>Callao | 360·0 | 44·7 | 21·3 | Callao<br>Peruvian<br>*WB* | T.6Cy.20",33"&55"-40"<br>384NHP<br>Ch.&Atel.deSt.Nazaire | |
| 18812<br>124078<br>HLGP | **Huanchaco** SteelScSr<br>ssLiv.No.3-8,20<br>*Elec.light* *2Dks(Stl)&Shelter dk(Stl)*<br>Sub.Sig. *Lower dk(Stl)inNo.1hold*<br>Wireless | 4573<br>4130<br>2874 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~8,218,20~~<br>1,22 | Liv<br>~~Gls~~ | *y*<br>Lth<br>✠LMC8.20<br>BS8,21 | CL<br>8,20 | 1907<br>8mo | W.Beard-<br>more&Co.Ld.<br>Glasgow<br>*Lloyd's*A&CP | PacificStmNavCo.<br>*WB=Cell*<br>*DBa*102'*uE&B* | 390·6<br>FK&BK2"<br>63'*f*167'925*tFPT* | 50·2 | 25·7 | Liverpool<br>British<br>7*BHCem*<br>69*tAPT*52*t* | T.3Cy.25½",42"&70"-51" (*s*)<br>190lb 463NHP<br>3SB,12*cf*,GS220,HS8121<br>W.Beardmore&Co.Ld.Gls | 28<br>3<br>25 |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8813<br>743<br>BGS | **Huasco** SteelSc3MstSr<br>*Elec.light* *2Dks&deep framing*<br>Wireless *Promenade dk&Shade dk* | 3798<br>2575<br>2272 | | | … | | 1906 | J.Reid&Co.<br>Glasgow | CompaniaSud Americana deVap. | 379·7 | 44·3 | 21·5<br>BK11″ | Valparaiso<br>Chilian<br>*WB* | T.3Cy.29″,47″&78″–57″<br>596NHP<br>Dunsmuir&Jackson LdGls | 25 ″ 0 | |
| 8814<br>45131<br>HNM | **Hubbastone** SteelSc<br>*Elec.light* *Mchy.Aft* *1Dk(Stl)*<br>*Well deck* | 873<br>592<br>431 | ✠100A1<br>12,21~~1,21~~ | Bid<br>Npt<br>✠LMC1,21 | *k* | CL | 1921<br>1mo<br>*Lloyd* | HansenSB&ShipRep.Co.Ld.<br>Bideford<br>*'sA&CP* | HansenShipping Co.Ld.(Hansen Bros.Ld.*Mgrs.*)<br>*CellDBf126'*<br>*239tFWtank in* | 190·0<br>Q120'B*on*Q14'F26'<br>*break 7'14tFPT53t* | 30·1 | 12·6<br>FK | London<br>British<br>3*BHCem*<br>*APT30t* | T.3Cy.15″,25″&41″–27″ (*s*)<br>180lb 51RHP<br>2SB,*4cf*,GS69,HS1824<br>LythamS.B.&Eng.Co.Ld. | 14 ″ 6<br>s4 ″ 9<br>14 ″ 0 | |
| 8815<br>128035<br>HQRJ | **Hubert** SteelScSr<br>*ss*Liv.No.2–19<br>*Elec.light* *2Dks(Stl)&deep framing*<br>Wireless *&Shelter dk(Stl)* | 3930<br>3378<br>2486 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~5,21~~ ~~2,20~~12,21<br>MS1,19<br>*Carrying oil fuel F.P. above 150°F. inDB* | Liv<br>NYk<br>✠LMC<br>BS~~2,20~~5,21 | *x* | CL<br>~~1,19~~<br>5,21 | 1910<br>4mo<br>*Lloyd* | Barclay, Curle&Co.Ld<br>Glasgow<br>*'sA&CP* | BoothS.S.Co.Ld.<br>*WB=CellD* | 355·0<br>*Ba107'uE22'f154'* | 49·2 | 24·2<br>FK | Liverpool<br>British<br>7*BHCem*<br>*773tDTa32'* | T.3Cy.24″,40″&67″–48″ (*r*)<br>180lb *100lb* 401NHP<br>2SB,*6cf*,GS129,HS5638 FD<br>Barclay,Curle&Co.Ld.Gls.<br>*615tFPT77tAPT26t* | 26 ″ 6<br>s2 ″ 11<br>23 ″ 11 | |
| 18816 | **Hubro** SteelSc<br>*Elec.light* Wireless *1Dk* | 1700 | | | | | 1921 | OuseS.B.Co.Ld.<br>Goole | BergenLloydA/R (Björnstad& Brækhus) | 255·0<br>P28'Q82'B57'F21' | 44·0 | | Bergen<br>Norwegian<br>*WB* | T.3Cy.19½″,31″&53″–36″<br>169NHP<br>Earle'sCo.Ld.Hull | | N |
| 18817 | **Hudavendighiar** IronSc<br>(*ex*Omiros,*ex*Laffitte)<br>*1Dk2trB* | 858<br>713<br>502 | ✠<br>2,78 | Sld | | | 1877<br>12mo | R.Thompson,jun.<br>Sunderland | G.Gaetanos<br>*WB=DB* | 210·4<br>P71'B40'F40'<br>*a49'&uE&B42'162t* | 29·5 | 16·0<br>FK | Constanpl<br>Turkish<br>4*BHCem* | C.2Cy.28″&51″–33″<br>125NHP<br>J.Dickinson,Sunderland | | |
| 18818<br>109774<br>QKHV | **Huddersfield** SteelScSr<br>*ss*Sou.No.3–11,10<br>(*ex*Stellina,*ex*Dawlish) *ss*Bry.No.2–19<br>*Elec.light* *1Dk(Irn)2trB&Web frames*<br>*3Dk rule* | 3438<br>3165<br>2182 | ✠100A1<br>9,21 ~~10,20~~<br>~~MBS10,20~~ | Liv<br>Sld 10,20<br>✠LMC6,19<br>~~MS10,20~~ | *v* | 10,20 | 1898<br>11mo | Richardsn, Duck&Co.<br>Stockton<br>A&CP | St.MaryS.S.Co.Ld (WilliamsBros (Cardiff)Ld,*Mgs.*)<br>*CellDBa110'uE* | 339·1<br>P33'B91'F32'<br>*22'f146'810tFPT* | 46·0 | 24·6<br>FK | Cardiff<br>British<br>6*BHCem*<br>*115tAPT83t* | T.3Cy.24″,40″&66″–45″ (*s*)<br>160lb *100lb* NDB17 306NHP<br>2SB,*6cf*,GS132,HS4800<br>Blair&Co.Ld.Stockton | 27 ″ 3<br>s4 ″ 11<br>22 ″ 9 | |
| 18819<br>136456<br>TMNC | — WoodAuxSc3MstSr<br>*OilEng.*<br>*1Dk*<br>(*See Sailing Ship Register*) | 174<br>157<br>112 | | | | | 1919 | J.Dent<br>JervisBay, N.S.W. | S.Moore | 107·3<br>P26' | 27·0 | 8·8 | SydnyNSW<br>British | Oil Engine<br>2Cy.13¼″–15″ 23NHP<br>LysekilsM.V.Lysekils | | |
| 18820 | **Hudiksvall** SteelScSr<br>*1Dk* | 782<br>589<br>487 | | | | | 1892 | Burmeister&Wain<br>Copenhagen | H.M.Gehrckens | 201·0<br>Q74' B53' F25' | 31·1 | 13·2 | Hamburg<br>German | C.2Cy.25½″&46″–30″<br>97NHP<br>Burmeister&Wain,Cpn. | | |
| 18821<br>OJFY | **Hudson** SteelSc<br>*Elec.light* Wireless *3Dks* | 5564<br>—<br>3524 | | | | | 1904 | Ch.&Atel.deSt.Nazaire<br>Rouen | Cie.Générale Transatlantique | 391·0<br>P—H91'F48' | 50·5 | 28·5 | Havre<br>French<br>*WB* | T.3Cy.27″,43″&72″–48″<br>359NHP<br>Ch.&Atel.deSt.Nazaire | | V |
| 18822 | — SteelSc<br>(*Tug*)<br>*Mchy.Aft* (*ex*Lexmond) *1Dk* | 176<br>160 | | | | | 1918 | NVBurgerhoutsM.&F.<br>Rotterdam | Internationale Sleepdienst Maats. | 100·2<br>F8' | 22·0 | 10·5 | Rottrdam<br>Dutch | T.3Cy.13″,20½″&34¼″–16″<br>51NHP<br>BurgerhoutsMach.FabRot | | |
| 18823<br>100181 | — CompPad | 158<br>136<br>80 | | | | | 1891 | L.Braulac<br>Sorel,Quebec | Sincennes McNaughtonLine, Ld. | 128·5 | 25·1 | 6·4 | Montreal<br>British | 2Cy.22″&42″–72″<br>75RHP<br>J.&A.Pontbriand,Sorel | | |
| 18824<br>13897<br>LRNV | **Hudson Maru** SteelScSr<br>(*ex*Hudson) *ss*Kob.No.3–6,11<br>Wireless *ss*Kob.No.2–20<br>*1Dk(Stl)&Spardk(Stl)&deepframing* | 3894<br>3476<br>2731 | ✠100A1<br>*Spar dk*<br>2,22 ~~1,21~~ | Kob<br>✠LMC~~1,21~~<br>2,22 | *w* | CL<br>~~1,20~~<br>2,22 | 1900<br>5mo | Sunderlnd S.B.Co.Ld.<br>Sunderland<br>A&CP | TatsuumaKisen KabushikiKaisha<br>*WB=* | 356·0<br>P39'B92'F42'<br>*CellDBa110'uE&B* | 45·2 | 18·7<br>26·7<br>FK | Kobe<br>Japanese<br>6*BHCem*<br>*34'f154'631t* | T.3Cy.24″,40″&64″–42″ (*s*)<br>170lb ~~*100lb*~~ 288NHP<br>2SB,*6cf*,GS116,HS4572<br>N.E.MarineEng.Co.Ld.Sld | 29 ″ 4<br>s5 ″ 10<br>23 ″ 10 | |
| 18825<br>219592<br>LVPG | **Hudsonian** SteelSc<br>(*ex*Salinas) *Fitted for oil fuel*<br>*Carrying Petroleum in bulk* *3Dks*<br>*Elec.light* *Longitudinal framing*<br>Wireless | 8246<br>8017<br>6258 | | | | | 1920 | NwprtNws S.&D.D.Co<br>Newport Nws | UnitedStates ShippingBoard | 461·6 | 60·0 | 27·7 | NwprtNws<br>Utd. States | Q.4Cy.24″,35″,51″&75″–51″<br>401NHP<br>NewportNewsS.&D.D.Co. | | R |
| 18826<br>LBPR | **Hufterö** SteelSc<br>(*ex*Hiskö)<br>*Elec.light* *2Dks* | 5487<br>5248<br>3440 | | | | | 1920 | W.Pickersgill&Sons,Ld.<br>Sunderland | HenrikÖstervolds Dampskibsselskap A/S (H.Östervold, *Mgr.*) | 380·4 | 52·3 | 32·1 | Bergen<br>Norwegian<br>*WB* | T.3Cy.25″,41″&69″–48″<br>330NHP<br>Richardsons,Westgarth& Co.Ld.Sld | | N |
| 18827<br>MPCL | **Huggeren** WoodTwinScK<br>(*ex*Skaareholm, (*Trawler*)<br>*ex*Selene,*ex*YachtFrances) *1Dk* | 138<br>128<br>62 | | | | | 1899 | Beeching Bros.Ld.<br>Gorleston | StavangerSkibsophugningsCo. A/S | 93·6 | 22·8 | 11·3 | Stavanger<br>Norwegian | C.4Cy.10⅓″&20″–12″<br>23NHP<br>Crabtree&Co.GtYarmouth | | V |
| 18828<br>144294 | **Hugh Black** SteelScK<br>*Mchy.Aft* *1Dk*<br>*Elec.light* | 265<br>242<br>107 | ✠100A1<br>*StmTrawler*<br>8,17 | Hul<br>✠LMC8,17 | | CL | 1917<br>8mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld.Beverley<br>*'sA&CP* | TheAdmiralty | 125·5<br>Q66'F16' | 22·0 | 12·8<br>BK7½″ | London<br>British<br>4*BHCem* | T.3Cy.12½″,21½″&35¼″–24″<br>200lb (*s*) 83NHP<br>1SB,*3pf*,GS48,HS1450<br>Amos&SmithLd.Hul. | 13 ″ 7 | |
| 18829<br>203906 | **Hugh Kennedy** SteelScSr<br>*Mchy.Aft* *Elec.light* *1Dk* | 7064<br>—<br>5500 | | | | | 1907 | American S.B.Co.<br>Lorain | BuffaloS.S.Co. (J. Mitchell, *Mgr.*) | 532·0 | 56·0 | 31·0 | Cleveland<br>Utd. States<br>*WB* | T.3Cy.23½″,38″&63″–42″<br>257NHP<br>AmericanS.B.Co.Clevelnd. | | L |
| 18830<br>202783<br>KVFG | **Hugh L. Bond, Jr.** SteelSc<br>(*Tug*)<br>*1Dk* | 212<br>—<br>144 | | | | | 1906 | Baltimore S.B.&D.D.Co.<br>Baltimore Md | Baltimore&Ohio RailroadCo. | 112·0 | 23·1 | 11·2 | Baltimore<br>Utd. States | C.2Cy.20″&40″–28″<br>71NHP<br>BaltimoreS.B.&D.D.Co. | | |
| 18831<br>143225<br>KBLC | **Hughli** SteelSc<br>*ss*Lon.No.3–12,20<br>(*ex*Valencia) *2Dks(Stl)–U*ws)<br>*Elec.light* Wireless *3rd dk in No.1hold* | 5232<br>4589<br>3164 | 100A1<br>~~7,21~~ ~~12,20~~3,22<br>BS12,21 | Lon<br>~~Bom~~ Cal<br>LMC12,20 | | CL<br>12,20 | 1913<br>*Lloyd* | Akt.Ges. "Neptun"<br>Rostock<br>*'sA&CP* | JamesNourse,Ld.<br>*Ce* | 356·6<br>B104'<br>*llDB312'898tFPT* | 50·9 | 29·7<br>FK | London<br>British<br>6*BHCem*<br>*55tAPT40t* | T.3Cy.$28\frac{15}{16}$″,46⅝″&76¾″–48″<br>190lb (*s*) 516NHP<br>3SB,*9cf*,GS148,HS7025 FD<br>A.G."Neptun,"Rostock | 32 ″ 6<br>s7 ″ 1½ | BT till 10,21 |
| 18832<br>104821<br>NQFK | — (*SUNK4,19*) SteelTwinScSk<br>*ss*Cal.No.3–4,07<br>*Elec.light* *1Dk(Stl–*teak s) | 513<br>465<br>124 | ✠<br>2,09 | Pir<br>✠ | *j* | | 1894<br>12mo | R.Duncan&Co.(Lim.)<br>Pt.Glasgow | R.A.Grech | 200·3<br>F31'<br>*WB=CellDBa24'* | 27·7 | 14·0<br>BK7½″ | London<br>British<br>5*BHCem*<br>*24tFPT13t* | C.4Cy.24″&46″–36″<br>227NHP<br>2SB,*6cf*,GS134,HS4026<br>Rankin&Blackmore,Grk. | 14 ″ 9 | |
| 18833 | **Hugin** SteelScSr<br>*ss*Xia.No.2–14<br>(*ex*Haarfagre,*ex*Alma)<br>*Elec.light* *Mchy.Aft* *2Dks* | 571<br>468<br>275 | ✠<br>9,19 | ✠ | | | 1906<br>5mo | Lödöse VarfAktieb.<br>Lödöse | GermanGovernment | 167·8<br>P52'H32tF23'<br>*DBf83'164tFPT20t* | 28·1 | 17·8<br>BK7¼″ | German<br>3*BHCem*<br>*APT24t* | C.2Cy.16½″&36″–24″<br>66NHP<br>2SB,*4cf*,GS60,HS1165<br>LödöseVarfAtkiebLödöse | 13 ″ 4 | |

| 1<br>Numero l'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18834<br>NBPR | **Hugin** WoodAuxSc3MstSr<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 268<br>249<br>216 | | | | | 1919 | Odense<br>Skibsværft<br>Odense | RederiA/SMunin<br>(C.Rasmussen, *Mgr.*) | 121·1 | 28·6 | 12·4 | Marstal<br>Danish | Motor<br>4Cy.12½"-18¾" 45NHP<br>FabrikkenDensil | |
| 18835<br>MOTS | — SteelScSr<br>1*Dk* | 111<br>103<br>47 | | | | | 1906 | Mjellem&<br>Karlsens M.V<br>Bergen | LarsBakke | 94·9 | 19·1 | 9·0 | Aalesund<br>Norwegian | C.2Cy.9"&20"-17"<br>14NHP<br>Mjellem&KarlsensM.V. | |
| 18836<br>NQFJ | **Hugo** SteelScSr<br>*Elec.light* 1*Dk* | 1422<br>1166<br>869 | | | | | 1907 | Howaldts-<br>werke<br>Kiel | Dmpskslsk.Myren<br>(Holm&Wonsild) | 241·2<br>P13'Q71'B63'F30' | 36·1 | 16·5 | Copnhagn<br>Danish<br>*WB* | T.3Cy.16¾",26 9/16"&42¼"-29¼"<br>97NHP<br>Howaldtswerke,Kiel | |
| 18837<br>5630<br>JVBH | **Hugo Tamm** SteelScSp<br>*Elec.light* 1*Dk* | 260<br>124<br>166 | | | | | 1914 | Bergsunds<br>M.V.Aktieb.<br>Stockholm | Ångf.Akt.Drottningholm Fittja (J.W Rickander, *Mgr*) | 115·7<br>B77'H41*t* | 21·0 | 8·7 | Stockholm<br>Swedish | C.2Cy.13 9/16"&28¾"-20½"<br>31NHP<br>Bergsunds M.V.Aktb.Skm | |
| 18838 | **Hugo Toelle** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 216<br>191<br>81 | | | | | 1919 | Schiffb.<br>Ges."Unter-<br>weser"Lehe | O.Beucker | 127·6<br>P127'Q70'F19' | 22·6 | 9·2 | Gstemnde<br>German | T3Cy.12⅝",20½"&32¼"-22¼"<br>Ottensener 50NHP<br>Maschf.G.m.b.H.Altona | |
| 18839<br>218579<br>LSOM | **Hugoton** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* *Mchy.Aft* 2*Dks*<br>Sub.Sig. *Carrying Petroleum in bulk*<br>*Longitudinal framing* | 7009<br>—<br>4311 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>Sparrows Pt.<br>Md. | UnitedStates<br>ShippingBoard | 434·8<br>P122'B56'F33' | 56·2 | 31·7 | Baltimore<br>Utd.States<br>*WB* | T.3Cy.27",47"&78"-48"<br>422NHP<br>BethlehemS.B.Corp.Ld.<br>SparrowsPoint,Md. | |
| 18840<br>218771<br>LSMT | **Huguenot** SteelScSr<br>Sub.Sig. Wireless *Fitted for oil fuel*<br>*Elec.light* *Carrying Petroleum in bulk*<br>*Mchy.Aft* *Longitudinal framing* 2*Dks* | 6964<br>—<br>4282 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>Sparrows Pt.<br>Md. | UnitedStates<br>ShippingBoard | 434·8<br>P122'B50'F45' | 56·2 | 31·7 | Baltimore<br>Utd.States<br>*WB* | T.3Cy.27",47"&78"-48"<br>422NHP<br>BethlehemS.B.Corp.Ld.<br>SparrowsPoint,Md. | |
| 18841<br>102268<br>TMRH | **Huia** WoodAuxScSr<br>*OilEng.*<br>(*See Sailing Ship Register*) 1*Dk* | 224<br>195<br>199 | | | | | 1894 | J.Barbour<br>Aratapu,<br>Kaipara | Nobel'sExplosives<br>Co.Ld. | 115·1 | 25·2 | 11·5 | AuklndNZ<br>British | Oil Engines<br>13NHP | |
| 18842<br>78367<br>SBPK | — IronScSr<br>1*Dk* | 129<br>98<br>65 | | | | | 1878 | R.H.<br>Yeoman<br>Auckland | WellingtonS.S.Co.<br>Ld(A.Dunn, *Mgr.*) | 113·2<br>H35*t* | 16·0 | 8·7 | Wellingtn<br>British | C.2Cy.13"&23"-15"<br>25RHP<br>Masefield&Co.Auckland | |
| 18843<br>120615<br>HDQC | **Huichow** SteelScSr<br>*Elec.light* | 2001<br>1728<br>1222 | | | | | 1905 | Scott'sS.B.<br>&E.Co.Ld.<br>Greenock | ChinaNav.Co.Ld. | 267·0<br>B81'F34' | 40·2 | 21·7 | London<br>British<br>*WB* | T.3Cy.20",33½"&56"-39"<br>196NHP<br>Scott'sS.B.&E.Co.Ld.Grk. | |
| 18844<br>218026<br>LROD | **Hukey** SteelSc<br>(*Tug*)<br>Wireless 1*Dk* | 418<br>—<br>190 | | | | | 1919 | Whitney<br>Bros.Co.<br>Superior,Wis | UnitedStates<br>ShippingBoard | 142·0 | 27·5 | 14·6 | Duluth<br>Utd.States | T.3Cy.17",25"&43"-30"<br>102NHP | |
| 18845<br>218981<br>LTCK | **Hulaco** SteelScSr<br>Sub.Sig. Wireless *Fitted for oil fuel*<br>*Elec.light* *Carrying Petroleum in bulk*<br>*Mchy.Aft* *Longitudinal framing* 2*Dks* | 6972<br>—<br>4293 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>Sparrows Pt.<br>Md. | UnitedStates<br>ShippingBoard | 435·6<br>P122'B58'F45' | 56·2 | 31·7 | Baltimore<br>Utd.States<br>*WB* | T.3Cy.27",47"&78"-48"<br>422NHP<br>BethlehemS.B.Corp.Ld.<br>SparrowsPoint,Md. | |
| 18846<br>NRWF | **Hulda Mærsk** SteelScSr<br>(*ex*N.A.Christensen) 1*Dk* | 891<br>674<br>493 | | | | | 1912 | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen | Dmpskselsk.af<br>1912(A.P.Möller, *Mgr.*) | 218·2<br>Q56'P17'B86'F29' | 32·5 | 12·0 | Svendborg<br>Danish<br>*WB* | T.3Cy.14",22½"&37"-24"<br>67NHP<br>KjbnhavnsFlydk.&Skbsv. | |
| 18847<br>MKGV | **Huldra** SteelScSr<br>*ss*Shl.2ndNo.3-7,18<br>(*ex*Emma,*ex*Trinidad)<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 1253<br>1012<br>752 | ✠100A1<br>2,21<br>BS12,20 ✠LMC7,18 | PGl | *o* | 5,20 | 1890<br>5mo | J.Blumer<br>Co.<br>Sunderland<br>A&CP | Bugge&Co.<br>*DBa*71'*f*90 | 239·9<br>Q87'B61'F28'<br>'284*t* *APT*44*t* | 34·0 | 16·9 | Mandal<br>Norwegian<br>4*BHCem* | T.3Cy.18",30"&48"-36" (*s*)<br>160lb *90lb* NDB00 139NHP<br>2SB,4*pf*,GS77,HS2084<br>Alley&Maclellan,Glasgow | 18 |
| 18848<br>124752<br>HKMJ | **Hull** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 1132<br>879<br>451 | | | | | 1907 | CaledonS.<br>B.&E.Co.Ld<br>Dundee | Wilsons&North<br>EasternRwy.<br>Shpg.Co.Ld. | 255·7<br>P&B172'F29' | 36·2 | 14·8 | Hull<br>British<br>*WB* | T.3Cy.23½",38"&62"-39"<br>240NHP<br>CaledonSB.&E.Co.Ld.Dun | |
| 18849<br>136190<br>JFNV | **Hullman** SteelScSp<br>*ss*Shl.No.1-19<br>1*Dk* | 171<br>151<br>10 | ✠100A1<br>*For towing purposes*<br>7,21 ~~9,19~~<br>BS11,21 ~~BS11,20~~ ✠LMC8,19 | Shl<br>Hul | | 8,19 | 1914<br>5mo<br>Lloyd | Hepple&<br>Co.Ld.<br>South Shields<br>'s A&CP | ~~T.Gray&Co.Ld.~~<br>UnitedTowingCo Ld | 101·2 | 23·6 | 10·4<br>BK7" | Hull<br>British<br>4*BHCem* | T.3Cy.14",22"&36"-24" (*s*)<br>175lb 90RHP<br>1SB,3*pf*,GS44,HS1745<br>Hepple&Co.Ld.S.Shields | 11<br>1<br>11 |
| 18850<br>218074<br>LRDV | **Hulver** SteelSc<br>(*Tug*)<br>Wireless 1*Dk* | 418<br>—<br>190 | | | | | 1919 | Whitney<br>Bros.Co.<br>Superior,Wis | UnitedStates<br>ShippingBoard | 142·0 | 27·5 | 14·6 | NwOrleans<br>Utd.States | T.3Cy.17",25"&43"-30"<br>102NHP | |
| 18851<br>218071<br>LRDQ | **Humaconna** SteelSc<br>(*Tug*)<br>Wireless 1*Dk* | 418<br>—<br>190 | | | | | 1919 | Whitney<br>Bros.Co.<br>Superior,Wis. | UnitedStates<br>ShippingBoard | 142·0 | 27·5 | 14·6 | Duluth<br>Utd.States | T.3Cy.17",25"&43"-30"<br>102NHP | |
| Sunk 4,21<br>18852 | **Humaitá** SteelPad<br>*Elec.light* Wireless 1*Dk*&*Shade dk* | 457<br>240<br>347 | | | ... | | 1911 | Dundee<br>S.B.Co.Ld.<br>Dundee | TheArgentineNav.<br>Co.(NicholasMihanovich)Ld. | 165·0<br>P45'F28' | 26·1 | 7·1<br>FK | Bns.Ayres<br>Argentine | T.3Cy.15",24"&39"-48"<br>96NHP<br>Campbell&Calderw'd,Psy. | 7 |
| 18853 | **Humaytha** SteelTwinScSr<br>*ss*Pra.No.3-2,03<br>(*ex*Juruá) *ss*Pra.No.1-06<br>1*Dk*&*Promenade dk* | *417*<br>*330*<br>*284* | ✠<br>12,09<br>*For River purposes only*<br>✠ | Pra | | | 1893<br>10mo | Murdoch&<br>Murray<br>Pt.Glasgow | Montenegro&Co. | 150·0<br>F16' | 33·0 | 9·8<br>FK | Manaos<br>Brazilian<br>5*BHCem* | T.6Cy.10",16"&26"-21"<br>85NHP<br>1SB,3*rf*,GS50,HS1578<br>Kincaid&Co.Ld.Greenock | 10 |
| 18854<br>NGCD | **Humber** SteelScSr<br>*ss*Rot.No.3-2,19<br>(*ex*Atlas) (*Tug*) 1*Dk*(*Stl*-ws)2*trB*<br>*Elec.light* Wireless | 519<br>449<br>7 | ✠100A1<br>~~4,21~~ ~~4,20~~ 3,22<br>~~BS1,21~~ ✠LMC1,19<br>BS8,22 | Rot | *j* | CL<br>~~4,20~~<br>~~1,21~~<br>3,22 | 1907<br>3mo<br>Lloyd | Rijkee&<br>Co.<br>Rotterdam<br>'s A&CP | InternationalTug<br>Co.<br>*DBuE*24'27*t*<br>*DTanks a*26' 59*t D* | 163·0<br>B56'F20'<br>*Tanks f*17'102*t* *FPT* | 28·4 | 16·0<br>BK7½" | Rotterdam ~~Amstrdam~~<br>Dutch<br>6*BHCem*<br>49*t* *APT*15*t* | T.3Cy.18",28"&46"-36" (*s*)<br>180lb 209NHP<br>2SB,6*cf*,GS115,HS4210<br>Maats.Fyenoord,Rot. | 17<br>1<br>15 |
| 18855<br>105206 | — IronPadSp<br>(*ex*Wm.Stephenson) 1*Dk* | 131<br>119<br>54 | | | | | 1895 | JTEltring-<br>ham&Co.<br>S.Shields | J.Turner | 100·0 | 19·0 | 9·4 | Grimsby<br>British | 1Cy.35"-52"<br>40RHP<br>Hepple&Co.S.Shields | |
| 18856<br>96354<br>KMWP | **Humboldt** WoodSc<br>Wireless | 1076<br>—<br>689 | | | | | 1896 | Bendixen<br>Eureka,Cal. | WhiteFlyerLine<br>(J.Jerome, *Mgr.*) | 213·0 | 31·0 | 15·7 | S.Frncisco<br>Utd.States | C.2Cy.22½"&59"-36"<br>174NHP<br>FultonIronWorks,S.Fo. | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18857<br>136622 | **Humorous** SteelScK<br>1*Dk* | 101<br>94<br>39 | | | ... | | 1916 | Charlton &Co.Ld.<br>Grimsby | G.T.Hume | 87·5 | 18·5 | 9·0<br>BK7½″ | Lowestoft<br>British<br>*WB* | C.2Cy.11″&28″–16″<br>36RHP<br>Charlton&Co.Ld.Grimsby | 9 〃 10 | |
| 18858<br>143961 | **Humphrey** SteelScK<br>(*Fishing*)<br>(*ex*RobertFarecloth) 1*Dk* | 206<br>202<br>79~~94~~ | | | | | 1918 | I.J.Abdela &Mitchell,Ld<br>Queensferry | F.&T.Ross,Ld. | 115·7 | 22·1 | 12·2 | London<br>British<br>*WB* | T.3Cy.12″,20″&34″–23″<br>I.J.Abdela & 57RHP<br>Mitchell,Ld.Brimscombe | | C |
| 18859<br>218072<br>LRDS | **Humrick** SteelSc<br>(*Tug*)<br>Wireless 1*Dk* | 418<br>—<br>190 | | | | | 1919 | Whitney Bros.Co.<br>Superior,Wis | UnitedStates ShippingBoard | 142·0 | 27·5 | 14·6 | Duluth<br>Utd.States | T.3Cy.17″,25″&43″–30″<br>102NHP | | |
| 18860<br>104835<br>NRBP | **Hunan** SteelScSr<br>2*Dks* | 1862<br>1670<br>1143 | | | | | 1895 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 260·0<br>P9′B56′F29′ | 38·1 | 21·3 | London<br>British<br>*WB* | T.3Cy.20″,32″&52″–39″<br>169NHP<br>Scott&Co.,Greenock | | |
| 18861<br>MVLJ | **Hundvaagö** SteelScSr<br>(*ex*KaheiMaru) 1*Dk* | 2449<br>2248<br>1458 | | | | | 1919 | Yoshiura ShipbldngYd<br>Yoshiura | A/S D/S Hundvaagö(Henrik Östervold) | 290·1<br>P42*t*H69*t*F38*t* | 41·0 | 22·7 | Bergen<br>Norwegian | T.3Cy.19½″,32″&55″–36″<br>181NHP<br>TakasIronWorks,Kobe | | V |
| 18862<br>~~142155~~ | **Hung Fok** SteelTwinSc<br>1*Dk*& *Shade dk* | 403<br>147<br>198 | | | | | 1918 | SingFah Yung&CoLd<br>Shanghai | ~~SzechuenSSCo.Ld. Shanghai~~ CieSino Française deNav. (Racine&Co.*Mgrs.*) | 135·0 | 21·0 | 7·0 | ~~Shanghai~~<br>~~British~~<br>Shanghai<br>French | T.6Cy.9¼″,14½″&24″–14″<br>2WaterTubeBoilers 58NHP<br>SingFahYung&Co.Ld.Shi. | | |
| 18863<br>~~[illegible]~~ | **Hung Kiang** SteelTwinSc<br>ıade k | 369<br>162<br>159 | | | | | 1919 | SingFah Yung&CoLd.<br>Shanghai | ~~SzechuenSSCo.Ld. Shanghai~~ CieSino Française deNav. (Racine&Co.*Mgrs.*) | 135·0 | 21·0 | 7·0 | ~~Shanghai~~<br>~~British~~<br>Shanghai<br>French | T.6Cy.9¼″,14½″&24″–14″<br>2WaterTubeBoilers 58NHP<br>SingFahYung&Co.Ld.Shi. | | |
| 18864 | **Hungaria** SteelTwinScSr<br>*Elec.light* 2*Dks*(*Stl–U* ws)&*Shelter dk*<br>Wireless (*Stl*-ws) | 7077<br>5441<br>~~4267~~<br>4201 | ✠100A1<br>*Shelter dk with freeboard*<br>7,20<br>✠LMC7,20<br>Examined10,19 | Tri | *a*† | CL<br>7,20 | 1916<br>9mo<br>Lloyd's*A&CP* | Cantiere SanRocco<br>Trieste | LloydTriestino<br>*Collis ionBHto Shelter dk CellDB*345′1091*t* | 398·0<br>B190′F83′ *on Shelter dk* | 51·1 | 33·0<br>FK | Trieste<br>Italian<br>*Cem*<br>6*BH to U dk*<br>*APT*46*t* | T.6Cy.25½″,40½″&66″–48″<br>180lb (*r*) 853NHP<br>5SB,*15cf*,GS314,HS12735 FD<br>StabilimentoTecnico,Tri. | 28 〃 6<br>s3 〃 1<br>26 〃 0 | |
| 18865 | — SteelScSr<br>*Elec.light* | 980 | 100A1<br>*Shade dk with freeboard*<br>*For Service in the Mediterranean (Class Contemplated)* | | | | 1920 | M.U. Martinolich<br>Lussnpiccolo | Soc.inAzioni Ungaro-Croata diNav.Maritt.a Vap. | 215·0 | 30·5 | 15·0 | Fiume | | | |
| 18866<br>113739 | **Hungarian** SteelScK<br>*ss*Bos.No.3–11,13<br>*ss*Bos.No.1–19<br>1*Dk* | 186<br>171<br>75 | ✠100A1<br>*Stm Trawler*<br>12,20<br>BS12,20 ✠LMC5,19 | Bos | | CL<br>N10,19 | 1900<br>10mo<br>Lloyd's*A&CP* | Smith's DockCo.Ld.<br>NorthShields | BostonDeepSea Fishing&IceCoLd (F.Parkes,*Mgr.*) | 116·0<br>Q48′F20′ | 21·1 | 11·0<br>BK7½″ | Boston<br>British<br>3*BHCem* | T.3Cy.12″,20″&32″–22½″ (*s*)<br>180lb 52RHP<br>1SB,*2pf*,GS29,HS1066<br>N.E.MarineCo.Ld.Sld. | 12 〃 0 | |
| 18867<br>OJGK | **Huningue** WoodTwinSc<br>*Mchy.Aft* 1*Dk*<br>*Elec.light* | 1166<br>831<br>477 | | | | | 1919 | DavieS.B. &Repg.Co.<br>Lauzon,P.Q. | FrenchGovernment | 195·0<br>P98′F28′ | 41·1 | 15·3 | Havre<br>French | C.4Cy.12″&24″–16″<br>38NHP<br>TidewaterShipbuilders, Ld.ThreeRivers,P.Q. | | V |
| 18868<br>139038<br>JLFG | **Hunnie** SteelScSr<br>*ss*Lon.No.2–20<br>(*ex*Steinturm) 2*Dks*(*Stl–U* teak s)&<br>*Elec.light* Wireless *Web frames*<br>*Longitudinal framing*<br>*Carrying oil fuel F.P. above* 150°F.*in DB* | 5266<br>4928<br>3314 | ✠100A1<br>4,21 ~~9,20~~<br>✠LMC<br>MS2,20 BS5,20 | Gms<br>Hul | *z* | 10,20 | 1911<br>9mo<br>Lloyd's*A&CP* | Akt.Ges. "Weser"<br>Bremen | TheShippingController (Director, IndiaOfficeShipping,*Mgr.*)<br>*WB* = *CellDBa*111′*uE* 30′*f*180′979*t*′*Tween dk tank a*40′ *f*45′826*t FPT*134*tAPT*52*t* | 401·0<br>P50′B121′F51′ | 53·5 | 28·5<br>FK | London<br>British<br>6*BHCem* | T.3Cy.28⅜″,45¼″&74″–53⅛″<br>192lb *120lb* (*r*) 474NHP<br>3SB,*9cf*,GS129,HS6136 FD<br>A.G."Weser,"Bremen | 31 〃 0<br>s 6 〃 6<br>25 〃 2 | |
| 18869<br>~~[illegible]~~<br>~~PHKL~~ | **Hunslet** SteelScSr<br>Now named "Usambara," See No. 39785 in Supplement<br>*ss*Ham.No.3–10,09<br>(*ex*Basilan,*ex*Tannenfels) 1*Dk*(*Stl*)&<br>*Elec.light* *Spar dk*(*Stl–pt* teak s)&<br>Wireless *Web frames* | 5632<br>5120<br>3687 | ✠100A1<br>*Spar dk*<br>10,13<br>✠LMC7,20<br>Examined9,19 | Ham | *z* | CL<br>9,19 | 1898<br>3mo<br>Lloyd's*A&CP* | Wigham Richrdsn&Co<br>Newcastle | ~~Requisitioned by Government (Union-CastleMail S.S.Co.Ld.*Mgrs.*)~~<br>WoermanLinie Akt.Ges.<br>*WB*= *Cell DBa*138′*uE* 28′*f*172′1015*t* | 418·0<br>P60′B94′F48′ | 54·0 | 20·1<br>28·2<br>BK11″ | German<br>6*BHCem* | Q.4Cy.24″,34″,51″&74″–54″<br>210lb *120lb* (*s*) 494NHP<br>3SB,*9cf*,GS146,HS6300 FD<br>Wighm Richrdsn&Co.Nwc | 31 〃 0<br>s6〃10½<br>25 〃 3 | |
| 18870<br>14284<br>KCÇR | **Hunstanworth** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *Cruiser Stern*<br>*Cargo battens not fitted* | 2579<br>2236<br>1435 | ✠100A1<br>~~7,21 6,20~~2,22<br>✠LMC10,19 | Gls<br>~~Bry~~Trn | *t* | CL | 1919<br>10mo<br>Lloyd's*A&CP* | Ardrossan DD&SBCoLd<br>Ardrossan | RobertStanley ShippingCo.Ld. (R.S.Dalgleish, *Mgr.*)<br>*Cell DB*260′644*tFPT*68*tAPT*172*t* | 303·1<br>P33′B80′F32′ | 43·0 | 20·7<br>FK | Newcastle<br>British<br>6*BHCem* | T.3Cy.22″,36″&59″–39″ (*s*)<br>180lb *100lb* 265NHP<br>2SB,*6cf*,GS124,HS4500<br>McKie&Baxter,Glasgow | 23 〃 0<br>s 3 〃 6½<br>19 〃 10 | |
| 18871 | **Hunte** SteelScSr<br>(*Trawler*)<br>1*Dk* | 233<br>217<br>85 | | | | | 1911 | J.Frerichs &Co.A.G.<br>Einswarden | DeutscheDmpfischereiGes.Nordsee | 118·2<br>F18′ | 22·6 | 12·5 | Nordenhm<br>German<br>*WB* | T.3Cy.12⅗″,19½″&31½″–22″<br>47NHP<br>J.Frerichs&CoAGOsterhlz | | |
| 18872<br>121177 | **Hunter** SteelTwinScSr<br>*Elec.light* 2*Dks* | 1840<br>1555<br>985 | | | | | 1907 | Ramage& Ferguson,Ld.<br>Leith | Newcastle&Hunter RiverS.S.Co.Ld | 255·0 | 40·2 | 20·7 | SydnyNSW<br>British<br>*WB* | T.6Cy.17½″,28½″&48″–30″<br>252NHP<br>Ramage&Fergusn,Ld.Lth. | | |
| 18873<br>118166 | — SteelScK<br>(*Trawler*)<br>1*Dk* | 185<br>184<br>72 | | | ... | | 1903 | Hall,Russell&Co.Ld.<br>Aberdeen | J.Inglis (T.L.& R.D.Devlin,*Mgrs.*) | 112·2 | 21·6 | 12·1<br>BK7½″ | Granton<br>British<br>*WB* | T.3Cy.12″,20″&33″–22″<br>71RHP<br>Hall,Russell&Co.Ld.Abn | 12 〃 7 | |
| 18874<br>84684<br>VBKF | **Hunterfield** SteelScSr<br>*ss*Shl.No.3–11,15<br>*ss*Lth.No.1–19<br>*Well deck* 1*Dk*(*Irn*)&*deep framing* | 1454<br>1078<br>828 | ✠100A1<br>4,21<br>BS11,20 ✠LMC10,19 | Gmh | *o* | CL<br>12,20 | 1903<br>5mo<br>Lloyd's*A&CP* | AilsaS.B. Co.Ld.<br>Ayr | G.Gibson&Co.Ld.<br>*WB* = *Cell DBa*63′ *uE* 17′ *f*96′ 315*tFPT*43*tAPT*33*t* | 240·1<br>P16′Q71′B59′F31′ | 36·2 | 17·1<br>FK | Leith<br>British<br>4*BHCem* | T.3Cy.18″,30″&48″–33″ (*s*)<br>180lb *90lb* 145NHP<br>1SB,*3cf*,GS60,HS2260<br>Muir&Houston,Ld.Gls. | 18 〃 0<br>s 1 〃 5<br>16 〃 10 | |
| 18875<br>t 4-21<br>138763<br>TNVJ | **Huntley** WoodTwinScSr<br>*OilEng.*<br>1*Dk* | 607<br>473<br>520 | | | | | 1918 | D.A.Huntley<br>Parrsboro'NS | HuntleyShipping Co.Ld. (C.W.G. Tessier,*Mgr.*) | 175·8 | 37·0 | 12·7 | SJhnsNFL<br>British | Oil Engines<br>2.Cy.14″–15¾″<br>13NHP<br>SkandiaPacificOilEngine Co.Oakland,Cal. | | V |
| 18876<br>137680<br>THKM | **Huntress** SteelScSr<br>~~*ss*Nwc.No.1–19~~<br>(*ex*Frisia) 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Wireless *ss*PN1.No.2–22<br>*Carrying oil fuel F.P. above* 150°F.*in DB* | 4997<br>4696<br>3135 | ✠100A1<br>*Shelter dk with freeboard*<br>4,22 ~~8,20~~<br>~~BS1,21~~ ✠LMC~~3,19~~ 4,22 | CTn<br>PN1 | *z* | CL<br>~~4,19~~<br>4,22 | 1914<br>4mo<br>Lloyd's*A&CP* | Nthmblnd S.B.Co.Ld.<br>Newcastle | UnionGovernment of SouthAfrica<br>*CellD Ba*141′ *uE&B* 48′*f* 168′ 1188*t DTa* 37′ 910*tAPT*92*t* | 410·1 | 51·9 | 28·5<br>FK | London<br>British<br>7*BHCem* | T.3Cy.28″,46½″&78″–54″(*s*)<br>200lb 586NHP<br>3SB,*9cf*,GS184,HS7995 FD<br>Blair&Co.Ld.Stockton | 31 〃 0<br>s 4 〃 5<br>26 〃 11 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. / Mach. | 9 Construit. Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18877<br>~~139167~~<br>~~JMFC~~ | Now named "Sultan," See No. 39287 in Supplement<br>**Huntscastle** SteelScSr<br>(exErna Woermann, exLouisiana)<br>*Elec.light* Wireless 2*Dks* | 5528<br>4276<br>3482 | | | | | 1902 | Flensburgr Schiffsb.Ges Flensburg | Woermann Linie, Akt. Ges. | 403·2<br>P&B253'F50' | 49·4 | 27·0 | ~~London~~<br>~~British~~<br>German *WB* | Q4Cy23¼"33¾"49½"&72"-54"<br>381NHP<br>FlensburgerSchiffsb.Ges. | |
| 18878<br>~~[illegible]~~<br>~~[illegible]~~ | **Huntsclyde,** SteelScSr<br>Now named "Ostsee," See No. 38791 in Supplement<br>(exAthena, exRegina)<br>*Elec.light2Dks&Shelter dk&deepframing*<br>Wireless | 2736<br>2596<br>2001 | | | | | 1904 | Flensburgr Schiffsb.Ges. Flensburg | ~~TheShippingController(ClydeShippingCo.Ld. *Mgrs.*)~~<br>F.G.Reinhold | 292·0<br>H27' | 41·4 | 18·9<br>25·9 | ~~London~~<br>~~British~~<br>*WB* | T3Cy20⅞",35$\frac{7}{16}$"&55¼"-35$\frac{7}{16}$"<br>180NHP<br>FlensburgerSchiffsb.Ges | |
| 18879<br>136828<br>JKQR | **Huntsend** SteelTwinSc<br>(exLützow)<br>*Elec.light* Sub.Sig. Wireless 3*Dks* | 8826<br>7313<br>5116 | | | | | 1908 | Akt.Ges. "Weser" Bremen | Requisitioned by Government (Union-CastleMail S.S.Co.Ld., *Mgrs.*) | 462·1<br>P83'F40' | 57·5 | 35·7 | London<br>British<br>*WB* | Q.8Cy.23$\frac{5}{12}$",34¼",50"&72$\frac{7}{24}$"-53$\frac{9}{64}$" NB17 756NHP<br>A.G."Weser,"Bremen | |
| 18880<br>139066<br>JLWI | **Huntsgreen** SteelTwinSc<br>(exDerfflinger)<br>*Elec.light* Sub.Sig. Wireless 4*Dks* | 9144<br>7531<br>5148 | ~~Lon. 9,20~~<br>~~(*See footnote**)~~ | | | CL | 1907 | F.Schichau Danzig | Requisitioned by Government (OrientSteamNav. Co.Ld., *Mgrs.*) | 463·0<br>P88'B196'F91' | 57·7 | 35·8 | London<br>British<br>*WB* | Q.8Cy.24⅝",36½",55$\frac{5}{12}$"&75½"-53"<br>820NHP<br>F.Schichau,Danzig | |
| * 18881<br>~~[illegible]~~<br>137736 | **Huntshead** SteelScSr<br>Now named "SanPaul," See No. 3[illegible]401 in Supplement<br>~~ssTri.No.3-5,14~~<br>(exKorana) ssCff.No.1-19<br>Wireless 1*Dk*(*Stl*)&*Spar dk*(*Stl*)3*trB* | 3779<br>3573<br>2387 | ✠100A1<br>*Spar dk*<br>10,21 ~~11,20~~<br>✠LMC8,17<br>~~BS9,18~~<br>MBS11,20<br>BS12,21 | Bry<br>Cff | *w* | 11,20 | 1901<br>12mo | J.Priestman&Co. Sunderland<br>*Lloyd*'sA&CP | ~~HamburgAmerik Packetf.A.G. (Ham.AmerLinie)~~<br>~~*DBa114*~~<br>MifsudBros. | 350·0<br>P35'B110'F39'<br>*DBa*114<br>*u E*24' *f* 146' 1091*t* | 46·5 | 21·2<br>28·5<br>FK | London<br>British<br>6*BHCem*<br>*APT*93*t* | T.3Cy.25",41"&67"-45" (*s*)<br>160lb *100lb* NDB17 312NHP<br>2SB,*6cf*,GS115,HS4840<br>Richardsons,Westgarth&Co.Ld.Sld | 29·3<br>55·7<br>24·4 |
| * 18882<br>145805<br>KLDJ | **Huntsman** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)3*rd dk*(*Stl*)<br>*in No.1 hold* | ~~8250~~<br>8196<br>7383<br>5241 | ✠100A1<br>2,22 ~~11,21~~<br>~~(*Class Contemplated*)~~<br>✠LMC11,21 | Gls<br>Liv | *d*† | CL | 1921<br>11mo | C.Connell &Co.Ld. Glasgow<br>*Lloyd*'sA&CP | CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*)<br>*CellDB*422'155 | ~~482·3~~<br>P54'B188'F51'<br>482·0<br>1*tDTa*38'1324*tFPT* | 58·3 | 33·4<br>FK | Liverpool<br>British<br>9*BHCem* 2<br>101*t APT*49*t* | 2 Steam Turbines geared to1Sc.Shft200lb871NHP(*s*)<br>D&2SB,*18cf*,GS379,HS13452<br>Dunsmuir&Jackson,LdGls | 35·1<br>7·<br>28·7 |
| 18883<br>~~[illegible]~~<br>JLHQ | **Huntspill** SteelTwinScSr<br>Now named "Asia," See No. 36220 in Supplement<br>(exKoerber) 1*Dk*(*Stl*-ws)&*Spar dk*<br>*Elec.light* (*Stl*-ws)3*trB*&*Shade dk*<br>Wireless (*ptStl*-teak s) | 5440<br>4038<br>3136 | ✠<br>*Spar dk with Shade dk with freeboard*<br>1,04<br>✠ | Tri | *z* | | 1904<br>1mo | Lloyd Austriaco Trieste | Requisitioned by Government (BritishIndiaStm. Nav. Co.Ld. *Mgrs.*)<br>*WB = CellDBa* | 399·7<br>P70'B154'F84' | 49·0 | 23·8<br>31·5<br>FK | London<br>British<br>6*BHCem*<br>84'*uE&B*92' | T.8Cy.22½"37¼"&(2)44"-48"<br>788NHP<br>4SB,*16cf*,GS284,HS11548FD<br>LloydAustriaco,Trieste<br>*f*154'784*tFPT*57*tAPT*143*t* | 30· |
| 18884<br><br>PCBR | **Hunze IX.** SteelSc<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light* | 445<br>286<br>234 | ✠100A1<br>6,20<br>✠LMC10,17 | Lon | *f* | 2,20 | 1917<br>9mo | N.V.Werf Hubertina Haarlem<br>A&CP | GroningerRotterdammerStoomboot Maats.<br>*CellD* | 141·1<br>Q51 B44'F15'<br>*BuE*12'16*t FPT*10*t* | 23·9 | 10·8<br>FK | Groningen<br>Dutch<br>4*BHCem*<br>*APT*11*t* | T.3Cy.11⅝",17⅜"&29½"-24'<br>185lb (*s*) 59NHP<br>1SB,*2cf*,GS35,HS1069<br>NVWrfHubertinaHaarlm | 11· |
| 18885<br>114774<br>SRCD | **Hupeh** SteelScSr<br>*Elec.light* 2*Dks* | 1951<br>1728<br>1205 | | | | | 1901 | Scott&Co. Greenock | ChinaNav.Co.Ld. | 275·2<br>B70'F30' | 38·2 | 21·5 | London<br>British<br>*WB* | T.3Cy.19",31"&53"-39"<br>175NHP<br>Scott&Co.Greenock | |
| 18886 | **Huracan** WoodSc<br>(exFortuna) | 374<br>—<br>206 | | | | | 1880 | GBHilman Camden,N.J. | Government of Uruguay | 170·4 | 22·0 | 11·9 | M.Video<br>Uruguayan | Levy&Co.Philadelphia | |
| 18887<br>96669 | **Hurlbut W. Smith** SteelScSr<br>*Mchy.Aft* *Elec.light* 1*Dk*2*trB* | 4662<br>—<br>3415 | | | | | 1903 | American S.B.Co. Lorain,O. | GreatLakesS.S.Co. | 414·0<br>F48' | 50·0 | 28·0 | OswegoNY<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"-40"<br>213NHP<br>AmericanSBCo.ClevelndO | |
| 18888<br>110751<br>RLQM | **Hurliness** SteelScSr<br>(exGeneralGordon, exKilnsea) 1*Dk*2*trB&deep framing*<br>Wireless | 2994<br>2812<br>1945 | | | ... | | 1899 | W.Gray& Co.Ld. WHartlepool | Cornborough ShippingLine,Ld. (W.R.Smith& Sons(London)Ld. *Mgrs.*) | 325·0<br>P29'B92'F30' | 47·1 | 22·4<br>FK | Swansea<br>British<br>*WB* | T.3Cy.24",38"&64"-42"<br>264NHP<br>Cen.Mar.Eng.Wrks.WHpl | 24·10 |
| 18889<br>215456<br>LHQT | **Huron** SteelTwin ScSr<br>(exFriedrich der Grosse)<br>*Fitted for oil fuel*<br>*Ref.Mchy.* *Elec.light* 4*Dks*<br>Sub.Sig. Wireless | 10688<br>8807<br>6240 | | | | | 1896 | Act.Ges. "Vulcan" Stettin | UnitedStates ShippingBoard | 523·0<br>P82'B262'F66' | 60·1 | 34·8 | NewYork<br>Utd.States<br>*WB* | Q.8Cy.25¼",38¼",52⅝",&75½"-55"<br>845NHP<br>A.G."Vulcan,"Stettin | |
| 18890<br>212080 | — SteelScSr<br>*Mchy.Aft* *Elec.light* *Dk* | 4810<br>—<br>3051 | | | | | 1914 | Gt.Lakes Eng.Works. Detroit | Wyandotte TransportationCo. | 415·0<br>F60' | 56·0 | 27·5 | Detroit, Mich.<br>Utd.States<br>*WB* | Q.4Cy19½",28¼",41"&60"-42"<br>233NHP<br>Gt.Lakes Eng.Wks.Detroit | |
| 18891<br>96658<br>KSDT | — SteelScSr<br>*Elec.light* Wireless 3*Dks* | 3318<br>—<br>2590 | | | | | 1902 | WCramp & SonsS&EBCo Philadelphia | ClydeS.S.Co.Inc. | 291·2 | 43·1 | 20·6 | NewYork<br>Utd.States | T.3Cy.21",34"&56"-36"<br>188NHP<br>W.Cramp&SnsS&EBCPhl | |
| 18892<br>71216 | — IronTwinSc<br>(*CarFerry*)<br>1*Dk* | 1052<br>1052<br>688 | | | | | 1875 | JohnSmith Pnt-Edward, Ont. | GrandTrunkRly. Co. | 238·5 | 53·9 | 12·8 | Sarnia,Ont<br>British | 2Cy.30"-30"<br>NB86 300RHP<br>T.Wilson&Co.Dundas,Ont | |
| 18893<br>157173 | — IronPad<br>(exDariusCole) | 538<br>—<br>402 | | | | | 1885 | GlobeIron WorksCo. Cleveland,O. | DariusColeTransportationCo. | 201·4 | 32·5 | 9·4 | Detroit<br>Utd.States | B.1Cy.46½"-120"<br>177NHP<br>Fletcher&Co.Hoboken,NJ. | |
| * 18894<br>137450<br>JKTV | **Huronian** SteelTwinScSr<br>ssLiv.No.1-19<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Wireless | 8766<br>8310<br>5634 | ✠100A1<br>*Shelter dk withfreeboard*<br>8,21 ~~10,20~~<br>✠LMC5,19<br>BSS,21 | Nwc<br>Liv | *d*† | CL<br>~~9,19~~<br>8,21 | 1915<br>4mo | D&WHendersn&Co.Ld. Glasgow<br>*Lloyd*'sA&CP | F.Leyland&Co.Ld.<br>*WB = CellDBa*142' | 475·6<br>B*on Shelter dk*125'<br>*uE&B*71'*f*201'1480*t* | 58·1 | 37·5<br>FK&BK3" | Liverpool<br>British<br>8*BHCem*<br>*DeepTank a* | Q.8Cy.22½"32¼"47"&67"-48"<br>215lb (*s*) 855NHP<br>2D&2SB*18cf*GS405,HS14571<br>D&W.Hendersn&CoLdGls<br>28'775*tFPT*133*tAPT*33*t* | 40·3<br>s10·<br>30· |
| 18895<br>107168 | **Huronic** SteelScSr<br>2*Dks&Awng dk*<br>*Elec.light* Wireless | 3330<br>3330<br>2211 | | | | | 1902 | Collingwood S.B.Co. Collingwood | CanadaSteamship Lines,Ld. | 321·0 | 43·0 | 23·4<br>*WB* | Collingwd Ont.<br>British | T.3Cy.26",42"&70"-42"<br>318NHP<br>J.Inglis&Sons,Toronto | |
| 18896<br>141664 | **Huronton** SteelSc<br>(exHuron)<br>*Mchy.Aft* *Elec.light* 1*Dk&Spar dk* | 2072<br>1896<br>1242 | | | | | 1898 | Cleveland S.B.Co. Lorain,O. | A.E.Mathews& J.Playfair | 238·0 | 42·0 | 22·4 | Toronto<br>British<br>*WB* | T.3Cy.18½",31"&51"-36"<br>156NHP<br>ClevelndS.B.CoClevelndO | |

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* ~~This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register.~~

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Freeboard amidships.<br>Corresponding draught.<br>ft. in. | Registers classed, if not Date of R. of T. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18897 | **Hurricane** IronScSr<br>1Dk(Irn)2trB<br>Elec.light | 950<br>962<br>562 | ✠<br>4,83 | Lth | n |  | 1878<br>6mo | R.Napier<br>&Sons<br>Glasgow |  | 231·2<br>F23'<br>WB=DBa56'f69' | 32·2 | 18·0 | 5BHCem | T.3Cy.17½",28"&48"–39"<br>NB98 Tpd.89 144NHP<br>R.Napier&Sons,Glasgow |  |  |
| 18898<br>137714 | **—** WoodSc<br>1Dk<br>9&12yrs.Mat. | 99<br>98<br>42 | ✠ 11A1<br>For fishing purposes<br>3,19 | Lwt<br>✠LMC3,19 |  | CL | 1919<br>1mo<br>Lloyd | S.Richards<br>&Co.Ld.<br>Lowestoft<br>'sA&CP | EastKentSteam FishingCo.Ld.(H. Goodbourn,Mgr.) | 87·8 | 19·8 | 9·8 | London<br>British | T.3Cy.9½",15½"&26"–18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>S.Richards&Co.Ld.Lwt. | 10 ″ |  |
| 18899<br>145100<br>KHFP | **Hurunui** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless | 9266<br>8959<br>5876 | ✠100A1<br>Shelter dk<br>with freeboard<br>~~7,21~~ ~~1,21~~<br>10,21 | Shl<br>~~Syd~~ Liv<br>✠LMC1,21 | e† | CL<br>~~N7,21~~<br>10,21 | 1920<br>10mo<br>Lloyd | Sir Raylton<br>Dixon&Co Ld<br>Middlesbro'<br>'sA&CP | FederalSteam Nav.Co.Ld.<br>CellDB390'1385t | 470·0<br>B150'F47' on Shelter dk FK<br>Collision<br>FPT173tAPT65t | 62·5 | 37·7 | London<br>British<br>Cem<br>BH to Sh dk<br>6BH to U ″ | 2 SteamTurbines geared to 1Sc.Shaft 190lb1018NHP(s)<br>5SB,15cf,GS325,HS13335FD<br>Richardsons,Westgarth &Co.Ld.Hpl. | 40 ″ 9<br>s 9 ″ 11<br>31 ″ 2 |  |
| 18900<br>115299 | **Huskisson** SteelScSp<br>ssLiv.No.3-10,14<br>ssLiv.No.1-19<br>(exSandon) 1Dk(Stl) | 126<br>126<br>9 | ✠100A1<br>For Towing purposes<br>8,21 ~~4,20~~<br>~~BS11,20~~ | Liv<br>BS10,21<br>✠LMC10,18 |  | ~~N3,19~~<br>8,21 | 1902<br>6mo<br>Lloyd | Dundee<br>Shipbuilders'<br>CoLd Dundee<br>'sA&CP | AlexandraTowing Co.Ld. | 92·0<br>B28'<br>BK6½"<br>WB | 20·2 | 10·7 | Liverpool<br>British<br>4BHCem<br>=APT2t | C.2Cy.16"&42½"–27" (s)<br>150lb 98RHP<br>1SB,3cf,GS60,HS1593<br>J.Cran&Co.Leith | 12 ″ 0 |  |
| 18901<br>MFTS | **Husvik** SteelScSr<br>(Whaler)<br>1Dk | 129<br>127<br>45 |  |  |  |  | 1909 | Kaldnæs<br>Mek.Værks.<br>Tönsberg | TönsbergsHval-fangeri(O.Hytten Mgr.) | 95·4 | 19·0 | 11·0 | Tönsberg<br>Norwegian<br>WB | T.3Cy.11",18"&29"–24"<br>41NHP<br>AkersMek.Værks.Xia. |  |  |
| 18902<br>219741<br>LVWK | **Hutchinson** SteelScSr<br>Fitted for oil fuel<br>Elec.light Wireless 1Dk2trB | 3545<br>3005<br>2179 |  |  |  |  | 1920 | MobileS.B.<br>Co.<br>Mobile,Ala. | UnitedStates ShippingBoard | 324·0<br>P41'B90'F34' | 46·2 | 25·0 | Mobile,Ala<br>Utd.States<br>WB | T.3Cy.22",37½"&60"–42"<br>233NH<br>EllicottMachineCorp.Bal. |  | R |
| 18903<br>102827 | **Hutton** SteelPad<br>ssLon.No.3-12,12<br>1Dk(ptStl) | 554<br>375<br>256 | ✠ A1<br>1,14<br>For Woolwich Ferry purposes<br>Examined10,18<br>BS6,20 | Lon<br>✠LMC10,18 |  |  | 1893<br>11mo<br>Lloyd | W.Simons<br>&Co.<br>Renfrew<br>'sA&CP | LondonCounty Council | 170·0<br>B58'<br>FK | 42·1 | 6·5 | London<br>British<br>6BHCem | D.4Cy.33"–36" (s)<br>40lb 95RHP<br>2SB,4pf,GS90,HS2644<br>W.Simons&Co.Renfrew | 7 ″ 3 | BT till 6,21 |
| 18904<br>110925<br>RPWF | **Huxley** SteelScK<br>ssGms.No.3-6,10<br>(exKhedive) ssGms.No.2-20<br>Elec.light 1Dk | 191<br>176<br>74 | ✠100A1<br>StmTrawler<br>12,20 | Gms<br>✠LMC8,20 |  | CL<br>N12,20 | 1899<br>12mo<br>Lloyd | Smith's<br>DockCo.Ld.<br>NorthShields<br>'sA&CP | HeadwaySteam FishingCo.Ld.(W. Jagger,Mgr.) | 115·7<br>Q56'F20'<br>BK7½" | 21·1 | 11·2 | Grimsby<br>British<br>3BHCem | T.3Cy.12¼",19½"&32"–22½"<br>180lb (s) 52RH<br>1SB,2pf,GS34,HS1048<br>G.T.Grey,SouthShields | 12 ″ |  |
| 18905 | **Hvalen** IronScK<br>(Trawler)<br>(exMartha,exViola) 1Dk | 138<br>126<br>44 |  |  | … |  | 1894 | Cochrane<br>&Cooper<br>Beverley | A.Odenberg | 101·4<br>Q17'F18'<br>BK7½" | 20·5 | 11·0 | Smögen<br>Swedish | T.3Cy.11½",18"&30"–22"<br>50NHP<br>Amos&Smith,Hull | 11 ″ 1 |  |
| 18906<br>3650<br>JLHN | **Hven** IronScSr<br>1Dk<br>Elec.light | 230<br>147<br>100 |  |  |  |  | 1882 | MotalaCo.<br>Gothenburg | SvenskaRederiak-tieb.Öresund (O.Persson,Mgr.) | 137·1<br>Q43'B60tH30t | 22·6 | 8·7 | Malmö<br>Swedish | C.2Cy.23½"&42¾"–23½"<br>NB03 74NHP<br>MotalaCo.,Gothenburg |  |  |
| 18907<br>NBWT | **Hvidehavet** SteelSc<br>Elec.light Wireless ssHpl.No.3-1,12<br>(exAlderney) ssCpn.No.2-20<br>1Dk(Irn)2trB&deep framing3Dk rule | 3079<br>2839<br>1905 | ✠100A1<br>3,22 ~~9,20~~ | Cpn<br>✠LMC9,20<br>MBS3,22 | u | CL<br>9,20 | 1899<br>8mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | Dampsk.Selsk. Atlanterhavet ~~(O.J.Eskildsen, Mgr.)~~<br>CellDB | 325·0<br>P27'B84'F30'<br>FK<br>a&uE130'f136'763t | 48·5 | 21·7 | Copnhagn<br>Danish<br>5BHCem<br>APT53t | T.3Cy.24 7/16",38"&64"–42"(s)<br>160lb 120lb NDB20 280NHP<br>2SB,6rf,GS108,HS4400<br>Cen.Mar.Eng.Wrks.WHp | 24 ″<br>s4 ″ 0½<br>20 ″ 4 |  |
| 18908<br>MRWQ | **Hvitefjeld** WoodScK<br>1Dk | 115<br>103<br>56 |  |  |  |  | 1916 | T.Skaal-uren<br>Rosendal | A/S Vestlandske Sælfangstkompani (LStrömmen Mgr) | 91·7 | 21·5 | 10·0 | Aalesund<br>Norwegian | C.2Cy.8½"&19"–12½"<br>J.Storviks, 11NHP<br>Mek.Verk.Kristiansund |  |  |
| 18909<br>MQDF | **Hvithavet** WoodScCtr<br>(Fishing)<br>(exMaaleggen) 1Dk | 131<br>117<br>59 |  |  |  |  | 1916 | H.Gravdal<br>Opsanger | A/S Ishavet (M.Knutsen,Mgr.) | 97·3 | 21·9 | 10·3 | Aalesund<br>Norwegian | C.2Cy.10"&21"–12"<br>12NHP<br>AalesundsMek.Verks. |  |  |
| 18910 | **Hwah Chie** SteelSc<br>(exKäthe)<br>Elec.light 2Dks | 1962<br>1753<br>1209 | Shi. 11,20<br>(See footnote†) |  |  |  | 1911 | Howaldts-werke<br>Kiel | YuFongS.S.Co. | 271·0<br>P23'B76'F39' | 39·1 | 20·8 | Shanghai<br>Chinese<br>WB | T.3Cy.20 1/16",32 5/16"&52 1/16"–35⅜"<br>161NHP<br>Howaldtswerke,Kiel |  |  |
| 18911 | **Hwah Hsin** SteelScSr<br>(exSexta)<br>Elec.light 1Dk&Spar dk | 1643<br>1442<br>992 |  |  |  |  | 1905 | Schiffsw.v.<br>HenryKoch<br>Lübeck | ChineseGovernment(Steamship Administration) | 265·7<br>P30'B75'F38' | 37·8 | 18·3 | Shanghai<br>Chinese<br>WB | T.3Cy.20½",33½"&53¼"–33½"<br>164NHP<br>J.F.Ahrens,Altona |  |  |
| 18912 | **Hwah Jah** SteelScSr<br>ssTri.No.3-5,14<br>ssShi.No.1-17<br>(exChina) 1Dk(Stl)&Spar dk(Stl-ptws)<br>Elec.light 3trB | 6026<br>5244<br>3871 | ✠100A1<br>Spar dk<br>1,22 ~~12,20~~<br>~~BS4,20~~<br>BS4,21 | Shi<br>HKg<br>✠LMC11,17 | z | CL<br>4,20 | 1900<br>4mo<br>Lloyd | Wigham<br>Richarsn&Co<br>LdNewcastle<br>'sA&CP | YuFongS.S.Co.<br>CellDBa | 417·0<br>P40'B120'F48' 20·3<br>FK<br>133'uE38'f175'1125 | 52·6 | 28·5 | Shanghai<br>Chinese<br>6BHCem<br>tAPT50t | Q.4Cy.24",34",51"&74"–54"<br>210lb (s) 495NHP<br>3SB,9cf,GS159,HS6309 FD<br>WghmRchrdsn&C.LdNwc | 31 ″ 4 |  |
| 18913 | **Hwah Jen** SteelScSr<br>(exTriumpf)<br>1Dk2trB | 1242<br>1126<br>769 |  |  |  |  | 1901 | Howaldts-werke<br>Kiel | ChineseGovernment(Navy Department) | 218·6<br>B54'H16tF31' | 33·1 | 20·4 | Shanghai<br>Chinese | T.3Cy.17",26⅜"&43 5/16"–24¾"<br>93NHP<br>Howaldtswerke,Kiel |  |  |
| 18914 | **Hwah Kun** SteelScSr<br>(exKeongWai)<br>2Dks | 1777<br>1638<br>1115 |  |  |  |  | 1895 | Fairfield<br>Co.Ld.<br>Glasgow | ChineseGovernment(Steamship Administration) | 289·0<br>P10'B22'F42' | 37·8 | 21·5 | Shanghai<br>Chinese | T.3Cy.22",36"&57"–42"<br>211NHP<br>FairfieldCo.Ld.Glasgow |  |  |
| 18915 | **Hwah Kwei** SteelScSr<br>(exHelene)<br>1Dk&Spar dk | 1237<br>1120<br>771 | Shi. 1,21<br>(See footnote*) |  |  |  | 1903 | Howaldts-werke<br>Kiel | YuFongS.S.Co. | 218·8<br>B62'F31' 20·4 | 33·1 | 11·8 | Shanghai<br>Chinese<br>WB | T.3Cy.17",26⅜"&45 5/16"–24¾"<br>102NHP<br>Howaldtswerke,Kiel |  |  |
| 18916 | **Hwah Lee** SteelTwinSc<br>(exMeiLee) | 1682<br>710<br>1151 |  |  |  |  | 1900 | S.C.Farn-ham&Co.Ld.<br>Shanghai | ChineseGovernment(Steamship Administration) | 247·7 | 30·0 | 11·9 | Shanghai<br>Chinese | T.6Cy.11",18"&30"–21"<br>82NHP<br>S.C.Farnham&Co.Ld.Shi. |  |  |
| 18917 | **Hwah Ping** SteelScSr<br>ssShi.No.3-3,18<br>(exBohemia) 2Dks(1Stl-ws)&Spardk (Stl-teak s)<br>Elec.light | 4284<br>3463<br>2305 | ✠100A1<br>Spar dk<br>11,20<br>~~BS4,20~~ | HKg<br>BS5,21<br>✠LMC3,19 | x | 3,20 | 1896<br>12mo | Lloyd<br>Austriaco<br>Trieste | ChineseGovernment(Steamship Administration)<br>Cel | 375·4<br>P78'B95'F87'<br>FK<br>lDBa52'uE&B108' | 44·0 | 19·5 | Shanghai<br>Chinese<br>6BHCem<br>f125'518t | T.3Cy.35½",57"&92"–54" (s)<br>170lb 795NHP<br>4SB,16rf,GS280,HS11400FD<br>LloydAustriaco,Trieste | 30 ″ 6 |  |
| 18918 | **Hwah Ta** SteelTwinSc<br>(exMeiDah) | 1682<br>710<br>1151 |  |  |  |  | 1900 | S.C.Farn-ham&Co.Ld.<br>Shanghai | ChineseGovernment(Steamship Administration) | 247·7 | 30·0 | 11·9 | Shanghai<br>Chinese | T.6Cy.11",18"&30"–21"<br>82NHP<br>S.C.Farnham&Co.Ld.Shi. |  |  |
| 18919 | **Hwah Ting** SteelSc<br>(exDeikeRickmers)<br>Elec.light Sub.Sig. 2Dks | 4176<br>3864<br>2657 | Shi. ~~6,20~~ 9,21<br>(See footnote*) |  |  |  | 1908 | Rickmers<br>Akt.Ges.<br>Bremerhaven | ChineseGovernment(Steamship Administration) | 367·2<br>B91'F44' | 47·7 | 27·3 | Shanghai<br>Chinese<br>WB | T.3Cy.23¼",38 9/16"&62"–43¼"<br>253NHP<br>OttenserMasch,Ottensen |  |  |

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† This vessel, which was classed in another Register, has now been Surveyed by the Surveyors to Lloyd's Register, and found in fit condition to run for a period of six months from the date of Survey.

* This vessel, which was classed in another Register, has now been Surveyed by the Surveyors to Lloyd's Register. certificate for six months issued

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18920 | **Hwah Wu** SteelScSr<br>ssRot.No.3–10,11<br>ssShi.No.1–18<br>(exAlbenga,exMayflower) 1Dk(Stl)&<br>Spar dk(Stl) & Web frames | 4249<br>3955<br>2769 | ✠~~100A1~~<br>Spar dk<br>9,21 ~~9,19~~ ~~✠LMC~~ | Kob | x | CL<br>9,19 | 1898<br>11mo | Craig,<br>Taylor&Co.<br>Stockton<br>A&CP Cell | YuFongS.S.Co.<br>DBa118'uE&B38' | 360·2\|48·2\|20·3<br>P31'B86'F38' 28·3<br>FK<br>f148'830tFPT188t | Shanghai<br>Chinese<br>6BHCem<br>APT59t | T.3Cy.23½",38½"&68"–48"<br>200lb. (s) 359NHP<br>3SB,9rf,GS141,HS5440<br>W.Allan&Co.Ld.Sld. | 30 |
| 18921 | **Hwah Yih** SteelScSr<br>ssTri.No.3–1,14<br>ssShi.No.1–17<br>(exSilesia) 1Dk(Stl)&Spar dk(ptIrn&<br>Elec.light ptStl)&Web frames | 5174<br>4584<br>3318 | ✠100A1<br>Spar dk<br>4,21 ~~12,19~~<br>~~BS12,19~~ ✠LMC12,17<br>BS4,21 | Shi | y | CL<br>12,19 | 1899<br>2mo | Wigham<br>Richrdsn&Co<br>Newcastle<br>A&CP | ChineseGovernment(Steamship Administration) | 400·0\|49·0\|19·9<br>P40'B103'F44' 27·7<br>FK<br>Cell DBa 128'uE | Shanghai<br>Chinese<br>6BHCem<br>32'f166'955t | Q.4Cy.23",31½",48"&71"–45"<br>210lb (r) 421NHP<br>3SB,9cf,GS141,HS5427 FD<br>WighmRichrdsn&Co.Nwc. | 30 |
| 18922<br>115279<br>TJMF | **Hyacinthus** SteelSc4MstSr<br>ssNYk.No.3–4,16<br>2Dks(Stl)deepframing&Shelterdk(Stl)<br>Elec.light Wireless hold beams forehold | 5785<br>5428<br>3693 | ✠100A1<br>Shelter dk<br>7.19<br>BS1,20 ✠LMC8,18<br>Carrying oil | Gls<br><br><br><br>fuelF. | b†<br><br><br><br>P. | CL<br>8,18<br><br><br>above | 1902<br>5mo<br><br>Lloyd<br>150°F. | Palmers'<br>Co.Ld.<br>Newcastle<br>'sA&CP<br>in DB&DT | Brit.&S.American StmNavCoLd(R.P. Houston&Co.Mgs)<br>WB=CellDBa | 452·0\|52·2\|28·3<br>Shade dk on Shelter dk132'<br>FK<br>115'uE&B89'f178' | Liverpool<br>British<br>7BHCem<br>1207tDTa | T.3Cy.30",50"&81½"–54" (s)<br>180lb 642NHP<br>3DB,18cf,GS336,HS11442<br>Palmers'Co.Ld.Newcastle<br>30'763tFPT170tAPT60t | 31 |
| 18923<br>96503<br>KPVW | **Hyades** SteelScSr<br>Elec.light Wireless 2Dks | 3753<br>3329<br>2932 | | | | | 1900 | Maryland<br>SteelCo.<br>SparrowsPnt | MatsonNav.Co.<br>Inc. | 331·5\|47·0\|25·0<br>P40'B75'F35' | S.Frncisco<br>Utd.States<br>WB | T.3Cy.21",35"&56"–42"<br>203NHP<br>MarylandStlCo.Baltimore | |
| 18924<br>206094<br>KWVP | **Hyak** WoodScSr<br>1Dk | 195<br>—<br>118 | | | | | 1909 | J.Supple<br>Portland,<br>Or. | KitsapTransportationCo. | 134·0\|22·2\|5·5 | Seattle<br>Utd.States | T.3Cy.12",18½"&32"–18"<br>43NHP | |
| 18925<br>218423<br>LRTH | **Hyannis** WoodSc<br>Elec.light Wireless 1Dk2trB | 2556<br>2064<br>1515 | | | | | 1919 | SloanShipyardsCorp.<br>OlympiaWsb | UnitedStates<br>ShippingBoard | 266·9\|46·4\|23·8<br>P55'B65'F24' | Seattle<br>Utd.States | T.3Cy.19½",32"&56"–36"<br>188NHP | |
| 18926<br>110565<br>RBSQ | **Hyanthes** SteelScSr<br>ssLiv.No.3–10,18<br>Wireless 1Dk(Irn)&Spar dk(Irn)<br>Elec.light &deep framing | 4352<br>3171<br>2769 | ✠100A1<br>Spar dk<br>12,21 ~~9,20~~<br>~~BS3,20~~ ✠LMC10,18 | Gls<br><br>BS6,21 | w | CL<br>~~10,18~~<br>12.21 | 1899<br>4mo | Bartram&<br>Sons<br>Sunderland<br>A&CP WB | Brit.&S.American StmNavCoLd(R.P Houston&Co.Mgs)<br>=CellDBa96'uE& | 350·0\|47·0\|32·3<br>P32'B166'F80'<br>FK<br>B60'f134'767tFPT | Liverpool<br>British<br>6BHCem<br>134tAPT44t | T3Cy.26",43½"&72½"–48"(s)<br>180lb 431NHP<br>3SB,9cf,GS189,HS7150<br>J.Dickinson&Sons,Ld.Sld. | 27 |
| 18927<br>220435<br>MBFN | **Hybert** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)&<br>Sub.Sig. Wireless Web frames<br>Longitudinal framing | 6502<br>5630<br>4017 | <br><br><br><br>Fitted for oil | <br><br><br><br>fuel 9,2 | ...<br><br><br><br>0 F | CL<br><br><br><br>.P. ab | 1920<br>9mo<br><br><br>ove 15 | G.A.Fuller<br>Co.<br>Wilmington,<br>CP N.C<br>0° F. | UnitedStates<br>ShippingBoard<br>CellDB321'1528tF | 395·5\|55·0\|34·9<br>P45'B110'F38' on Shelter dk<br>FK<br>PT194tAPT142t | Wilmngtn,<br>N.C.<br>Utd.States<br>Cem<br>7BHtoSh dk | T.3Cy.24½",41½"&72"–48"<br>210lb HS9150 (s) 596NHP<br>3 Water Tube Boilers FD<br>BadenhausenCo.Buffalo | 34 |
| 18928<br>108840<br>RFJT | **Hydaspes** SteelSc4MstSr<br>ssIrv.No.2–21 ssLiv.No.3–6,12<br>(exManchesterPort) ~~ssBkn.No.1–17~~<br>Ref.Mchy. 2Dks(Stl)&deepframing&<br>Elec.light Wireless Shelter dk(Irn) | 5730<br>5363<br>3642 | ✠100A1<br>Shelter dk<br>8,21 ~~6,19~~<br>~~MS12,16~~<br>MS5,21 | Liv<br>Liv<br>✠LMC<br>~~BS10,20~~<br>BS12,21 | b† | CL<br>~~10,20~~<br>8,21 | 1899<br>6mo | Palmers'<br>Co.Ld.<br>Newcastle<br>A&CP | Brit.&S.American StmNavCoLd(R.P Houston&Co.Mgs)<br>WB=CellDBa | 452·0\|52·2\|28·2<br>FK<br>115'uE&B88'f179' | Liverpool<br>British<br>7BHCem<br>1207tDTa3 | T.3Cy.30⅝",50"&81½"–54"(s)<br>180lb 642NHP<br>3DB,18cf,GS336,HS11679<br>Palmers'Co.Ld.Nwc<br>0'763tAPT60t | 31 |
| 18929 | **Hydra** SteelSc<br>ssHul.No.2–20 ssShl.No.3–8,12<br>(exNormanPrince) ~~ssMch.No.1–16~~<br>Elec.light Wireless 1Dk(Stl)&Spar dk<br>(Stl)&deep framing | 3464<br>3278<br>2235 | ✠100A1<br>Spar dk<br>~~7,21~~ ~~1,20~~ 9,21<br>~~BS5,19~~<br>BS7,21 | Mch<br>~~Pir~~ Ant<br>✠LMC~~2,17~~<br>7,20 | w | CL<br>1,20 | 1900<br>5mo | ShortBros.<br>Sunderland<br>A&CP | G.Coulouras<br>CellDBa | 352·7\|45·1\|18·7<br>P35'B95'F40' 26·7<br>FK<br>111'uE24'f137'810t | Hydra<br>Greek<br>6BHCem<br>APT65t | T.3Cy.24½",40"&66"–45" (s)<br>180lb 100lb NDB20 313NHP<br>2SB,8pf,GS125,HS4780<br>N.E.MarineEngCo.Ld.Sld | 27 |
| 18930<br><br>HKLT | — IronScSr<br>Elec.light Wireless 1Dk | 347<br>—<br>218 | | | | | 1856 | Blackwood<br>&Gordon<br>Pt.Glasgow | HellenicCo.ofMaritimeEnterprises | 148·3\|21·9\|12·5 | Piræus<br>Greek | C.4Cy.15"&32"–24"<br>84NHP | |
| 18931<br><br>HQDF | — SteelSc<br>1Dk | 220<br>—<br>114 | | | | | 1899 | Stabilmnto<br>Tecnico<br>Trieste | E.J.Leousi&Co. | 140·0\|20·0\|11·6<br>F20' | Piræus<br>Greek | T.3Cy.13",20½"&34¼"–20½"<br>53NHP<br>StabilimentoTecnico,Tri. | |
| 18932<br>123595 | — SteelScK<br>ssGms.No.3–2,19<br>1Dk | 214<br>193<br>99 | ✠100A1<br>StmTrawler<br>~~5,21~~ ~~3,21~~ 11,21<br>~~BS10,20~~ ✠LMC2,19 | Gms<br><br>BS11,21 | | CL<br>~~3,21~~<br>N5,21 | 1906<br>11mo<br><br>Lloyd | Smith's<br>DockCo.Ld.<br>NorthShields<br>'sA&CP | Mackrill&Sons | 117·9\|21·5\|11·2<br>Q65'F20'<br>BK8" | Grimsby<br>British<br>3BHCem | T.3Cy.12",20"&32"–23" (s)<br>180lb 52RHP<br>1SB,2pf,GS35,HS1312<br>MacColl&Pollock,Ld.Sld. | 12 |
| 18933<br><br>MGFR | — CompScSr<br>(exTrolfjord,<br>Mchy.Aft exAlexander) 1Dk | 212<br>163<br>130 | | | | | 1901 | J.O.<br>Johansson<br>G'mlaLödöse | Haraldsens RederiA/S (Wald Haraldsen,Mgr.) | 101·8\|22·1\|9·9<br>P39tF6t | Tönsberg<br>Norwegian | C.2Cy.11"&18"–16"<br>11NHP<br>ThorskogsM.V.Thorskog | |
| 18934<br>455 | — SteelTwinScSk<br>(exArrow)<br>(Tug) 1Dk | 122<br>—<br>56 | ✠<br>1,89 ✠ | Dun | a | | 1889<br>1mo | WBThmpson&Co.Ld.<br>Dundee | Charagaroski | 103·8\|21·2\|7·8<br>BK6½" | Kertch<br>Russian<br>4BHCem | T.6Cy.9",13"&24"–14"<br>1SB,2pf,GS30,HS890 43NHP<br>WBThompsn&Co.Ld.Dun | 8 |
| 18935<br><br>WMHK | **Hydra II** SteelScSr | 1375<br>1136<br>823 | | | | | 1919 | TheNew<br>Eng.&S.B.<br>Wks.Ld.<br>Shanghai | Bruusgaard KiösterudsD/SA/S (BruusgaardKiösterud&Co.Mgrs.) | 272·7\|37·2\|15·0 | Drammen<br>Norwegian<br>WB | T.3Cy.17½",28"&48"–33"<br>132NHP<br>TheNewEng.&S.B.<br>Wks.Ld.Shanghai | |
| 18936<br>151413<br>THNW | **Hydrangea** SteelSc<br>Cruiser Stern 2Dks(Stl–Uws) | 1131<br>879<br>561 | ✠<br>For Government Serv<br>5,16 ✠ | Gls<br><br>ice | | | 1916<br>5mo | C.Connell<br>&Co.Ld.<br>Glasgow | ~~KwokLaiPan~~<br>ChinOnS.S.Co.Ld<br>CellDBuB | 255·2\|33·5\|16·7<br>B47'F63'<br>FK<br>20tDTf21tFPT11t | HongKong<br>British<br>12BHptCem<br>APT18t | T.3Cy.22½",36½"&60"–27"<br>187NHP<br>2SB,6cf,GS147,HS6000 FD<br>D.Rowan&Co.Glasgow | |
| 18937 | **Hydria** SteelScCtr<br>ssCorunna No.3–9,17<br>Mchy.Aft 1Dk(Stl) | 80<br>78<br>45 | ✠<br>2,21<br>For River pur<br>✠ | Cor-<br>unna<br>poses o | <br><br>nly | | 1912<br>3mo | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley | H.Guyatt | 70·7\|19·9\|7·1<br>BK6" | Corunna<br>Spanish<br>3BHptCem<br>ptAsp | C.2Cy.8"&16"–12"<br>15NHP<br>1SB,1pf,GS15,HS361<br>Bow,McLachln&CoLdPsy | 7 |
| 18938<br>211524 | **Hydro** SteelSc<br>1Dk | 1282<br>—<br>872 | | | | | 1913 | Manitowoc<br>S.B.&D.D.Co.<br>ManitowocW | HydraulicSand&<br>TransitCo. | 172·0\|40·6\|19·0 | Chicago Ill<br>Utd.States | C.2Cy.18"&38"–30"<br>66NHP | |
| 18939 | — SteelTwinScSr<br>Elec.light 1Dk | 493<br>461<br>173 | | | | | 1914 | Akers<br>Mek.Værks.<br>Christiania | NorskTransport<br>A/S | 167·4\|32·7\|10·8 | Chrstiania<br>Norwegian<br>WB | T.6Cy.11",18"&29"–18"<br>71NHP<br>AkersMek.Værks,Xia. | |
| 18940<br>92929 | **Hydrus** SteelSc<br>(exM.A.Hanna)<br>Mchy.Aft Elec.light 1Dk2trB | 4661<br>—<br>3116 | | | | | 1899 | GlobeIron<br>WorksCo.<br>Cleveland,O. | InterlakeS.S.Co. | 410·0\|50·0\|24·5 | Cleveland<br>Utd.States<br>WB | T.3Cy.23",37½"&63"–42"<br>257NHP<br>GlobeIronWorks,Clevelnd | |

| 1<br>o. in ook.<br>ecial No.<br>ode tters. | 2 Steamer's Name. 3 Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When.<br>Ship.<br>Engines | 9 By Whom.<br>Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12 Port of Registry.<br>Flag. | 13 Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15 Registers in which classed, if not in L. R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8941<br>86709<br>VORM | **Hye Leong** IronScSr<br>1*Dk* | 494<br>406<br>302 | | | ... | | 1882 | Blackwood<br>&Gordon<br>Pt.Glasgow | StraitsS.S.Co.Ld. | 180·6<br>H61*t* F24' | 25·0 | 12·0<br><br>FK | Singapore<br>British | C.2Cy.28"&50"–30"<br>NB01 114NHP<br>Blackwood&Gordon,P.Gl. | | |
| 8942<br>95969 | **Hygeia** SteelPadSr | 987<br>769<br>427 | | | | | 1890 | Napier,<br>Shanks&Bell<br>Glasgow | BaySteamers,Ld. | 300·0 | 32·0 | 11·3 | Melbourne<br>British | T.4Cy.(2)28",56"&86"–66"<br>NB10 FD 601NHP<br>Rankin&Blackmore,Grk. | | |
| 8943<br>20730<br>TVPB | **Hymettus** SteelScSr<br>ssSyd.No.1–10<br>Wireless 2*Dks*(*Stl*)&*deep framing*&<br>*Elec.light* *Shelter dk*(*pt.Stl*–teak s) | 4606<br>4118<br>2985 | ✠<br>*Shelter dk*<br>*withfreeboard*<br>2,13 ✠ | Cal | *z* | | 1906<br>1mo | Palmers'<br>Co.Ld.<br>Newcastle<br>*WB=* | BritishIndiaStm.<br>Nav.Co.Ld.<br>*Cell DBa*135'*uE*2 | 400·4<br><br>7'*f*161'896*tAPT*31*t* | 52·2 | 24·9<br>FK&BK1¾" | Glasgow<br>British<br>6*BHCem* | T.3Cy.28",46"&76"–51"<br>HS8886 FD 580NHP<br>3SB&1AuxSB,*11cf*,GS202,<br>Palmers'Co.Ld.Newcastle | 27 " 8 | |
| 8944<br>25465<br>NMP | **Hyogo Maru** SteelSc | 977<br>—<br>580 | | | | | 1919 | ...................... | HashimotoKikuo | 196·0 | 31·5 | 18·0 | Nishino-<br>miya<br>Japanese | | | |
| 8945<br>115246<br>TFQM | **Hypatia** SteelScSr<br>*ss*NYk.No.3–6,16<br>*ss*Gls.No.1–20<br>Wireless<br>*Elec.light* 2*Dks*(*Stl*)&*deep framing*<br>&*Shelter dk*(*Stl*)*holdBeams fore hold* | 5687<br>5371<br>3589 | ✠100A1<br>*Shelter dk*<br>1,22 ~~11,20~~ ✠LMC11,20<br>BS12,21 | Gls<br>Bry | *b*† | CL<br>11,20 | 1902<br>1mo<br><br>*Lloyd* | Palmers'<br>Co.Ld.<br>Newcastle<br>'*sA&CP* | Brit.&S.American<br>StmNavCoLd(R.P.<br>Houston&Co.*Mgs*)<br>*WB=CellDBa* | 452·0<br><br>*Shade dk on*<br>*Shelter dk*132'<br>115'*uE&B*89'*f*178' | 52·2 | 28·3<br><br>FK | Liverpool<br>British<br>7*BHCem*<br><br>1207*t D T a* | T.3Cy.30",50"&81½"–54" (*s*)<br>180lb 642NHP<br>3DB,*18cf*,GS336,HS11442<br>Palmers'Co.Ld.Newcastle<br>30'763*tFPT*170*tAPT*60*t* | 31 " 2<br>s4 " 11½<br>26 " 8 | |
| 8946<br>551<br>HSKR | **Hyperion** IronScSr<br>(*ex*Transit 5)<br>1*Dk*&*Shelterdk* | 616<br>37<br>364 | | | | | 1884 | MotalaCo.<br>Norrköping | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson,*Mgr.*) | 166·9<br>H42*t* | 25·0 | 12·3<br>19·4 | Stockholm<br>Swedish | C.2Cy.16 15/16"&37¾"–26½"<br>NE&B03 72NHP<br>MotalaCo.,Motala | | |
| 8947 | **Hypolite Worms** IronSc3MstSr<br>2*Dks*<br><br>Wireless | 1025<br>—<br>615 | | | ... | | 1882 | Lobnitz&<br>Co.<br>Renfrew | Worms&Cie. | 238·0<br>P42'B81'F39' | 31·6 | 16·8 | Havre<br>French<br>*WB* | C.2Cy.32"&62"–42"<br>NB97 208NHP<br>Lobnitz&Co.,Renfrew | | V |
| 8948<br>125740<br>HNGF | **Hyrcania** SteelScSr<br>~~ssNwc.No.2-18~~<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* Wireless *ss*Lon.No 3–3,21 | 5227<br>4740<br>3168 | ✠100A1<br>4,22 ~~9,20~~<br>BS12,18 ✠LMC3,21<br><br>*CarryingPetr*<br>*Fitted for oil* | HKg<br>Shl<br><br><br>*oleum*<br>*fuel*10, | *y*<br><br><br><br>*in*<br>08 | CL<br>3,21<br><br><br>*bulk*<br>*F. P.* | 1908<br>10mo<br><br><br>*Lloyd*<br>*above* | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>'*sA&CP*<br>150°F. | CaspianOilCo.Ld.<br><br><br><br>*WB=CellDBuB* | 385·0<br>P95'B25'F42'<br><br><br>40'96*tDTf*38'335*tF* | 50·7 | 30·4<br><br>FK<br>9*to* | London<br>British<br>15*BHptCem*<br>*Udk*6*toMdk*<br>*PT*53*tAPT*1 | T.3Cy.26",44"&72"–48" (*s*)<br>180lb *120lb* 443NHP<br>3SB,*12cf*,GS208,HS7569<br>N.E.MarineEngCoLd.Nwc<br>06*t* | 31 " 10<br>s 6 " 8½<br>25 " 6 | |
| 8949<br>112633<br>RKPT | **Hyson** SteelScSr<br>*ss*Lon.No.3–2,12<br>*ss*Bkn.No 2–20<br>2*Dks*(*Stl*)*deep framing*&<br>*Elec.light* Wireless *Webframes* | 6686<br>5966<br>4195 | ✠100A1<br>~~7,21~~ ~~2,21~~2,22<br>MS5,20 ✠LMC<br>~~DBS5,20~~<br>~~DBS[illegible]~~ BS7,21 | Liv<br>~~Ham~~Hul<br><br>~~MBS9,20~~ | *b*† | CL<br>9,20 | 1899<br>11mo<br><br>*Lloyd* | D&WHen-<br>derson&Co.<br>Glasgow<br>'*sA&CP* | ChinaMutualStm.<br>Nav.Co.Ld. (A.<br>Holt&Co.*Mgrs.*)<br><br>*WB=CellD* | 450·0<br>P35'B169'F44'<br><br><br>*Ba* 121' *uE&B* 59'*f* | 53·2 | 31·1<br><br>FK | Liverpool<br>British<br>7*BHCem*<br><br>206' 1459*t D* | T.3Cy.28½",47"&78"–60" (*s*)<br>180lb *90lb* 626NHP<br>2DB*8pf4cf*GS220HS8988 FD<br>D.&W.Henderson&Co.Gls.<br>*Ta*30'985*tFPT*90*t* | 34 " 0 | BT<br>till<br>5,21 |
| 18950<br>3284<br>HSRJ | **Hyuga Maru** WoodSc<br>(*ex*HiugaMaruNo.2)<br>2*Dks* | 274<br>244<br>170 | | | | | 1898 | Noguchi<br>Takazumi<br>Osaka | Y.Fujiyama | 129·0 | 18·3 | 14·5 | Otaru<br>Japanese | C.2Cy.16"&31"–21"<br>37NHP<br>OsakaIronWorks,Osaka | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18951<br>220513<br>MBHN | **I. C. White** **SteelSc**<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Sub.Sig. Wireless | 7035<br>6453<br>5059 | ✠100A1<br>~~6,21 8,20 12,21~~<br>2,22 ✠LMC8,20<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 8,20 *F.P. above* 150°F. | ~~Ches-~~<br>~~NY~~ NN | *b*† | CL<br>~~N3,21~~<br>4,21 | 1920<br>8mo | SunS.B.<br>Co.<br>Chester,Pa.<br>A&CP<br>*CellDB* | PanAmerican<br>Petroleum&<br>TransportCo.Inc.<br>*uE&B*59' *f*41' 408*t* | 429·3<br>P133'B36'F40'<br>FK<br>*FPT*222*tAPT*57*t* | 59·2 | 33·2 | Ls.Angeles<br>Utd.States<br>16*BHptCem*<br>(12 *to U dk*<br>4 „ 2*nd* „) | T.3Cy.27",45½"&76"-51" (*r*)<br>190lb 612NHP<br>3SB,*9cf*,GS207,HS9198 FD<br>SunS.B.Co.Chester,Pa. | 33<br>8<br>25 |
| 18952<br><br>NPOK | **I. D. S. Adolph** **SteelScSr**<br>Wireless 1*Dk* | 1770<br>1241<br>1086 | | | | | 1904 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | Dampskibsselskbt<br>Vendila(Svendsen<br>&Christensen) | 249·1<br>P16'Q78'B106'F27' | 37·5 | 15·9 | Copnhagn<br>Danish<br>*WB* | T.3Cy.19",32"&53"-36"<br>169NHP<br>HelsingörsJernsk.&Mskb. | |
| 18953<br>127146 | **I. F. S.** **SteelScK**<br>(*ex*TarbatNess)<br>1*Dk* | 95<br>95<br>35 | | | ... | | 1908 | Charlton&<br>Doughty,Ld.<br>Grimsby | J.T.C.Salmon | 86·2<br>BK7½" | 18·5 | 9·0 | Yarmouth<br>British<br>*WB* | C.2Cy.11"&28"-16"<br>40RHP<br>VauxhallEngCo.Ld.Luton | 9 |
| 18954<br>219487<br>LVJB | **I. J. Merritt** **WoodSc**<br>Wireless 2*Dks* | 794<br>—<br>396 | | | | | 1919 | A.C.Brown<br>&Sons<br>Tottenville,<br>N.Y. | Merritt&Chap-<br>manDerrick&<br>WreckingCo.<br>Inc. | 163·0 | 35·0 | 18·3 | NewYork<br>Utd.States | T.3Cy.18",27"&45"-30"<br>111NHP | |
| 18955<br><br>NQBT | **I. P. Justesen** **SteelScSr**<br>*ss*Hpl.2ndNo.3-10,20<br>(*ex*DavidMainland)<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 1896<br>1415<br>1183 | ✠100A1<br>7,~~21 3,21~~3,22<br>✠LMC11,20 | Grk<br>~~Ham~~ Mdb | *r* | ~~N3,21~~<br>3,22 | 1893<br>10mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | Dmpsksselsk.Atalanta (M.Nissen,<br>*Mgr.*)<br>*WB*= | 270·0<br>P27'Q74'B116'<br>F27' FK<br>*DBa*84' *f*106' 463*t* | 37·0 | 18·4 | Copnhagn<br>Danish<br>4*BHCem*<br>*APT*25*t* | T.3Cy.19",31½"&51"-36" (*s*)<br>160lb *100lb* NDB13 156NHP<br>2SB,*4rf*,GS48,HS2330<br>Cen.Mar.Eng.Wrks.WHpl | 19<br>1<br>18 |
| 18956 | **Iacuhy** **SteelSc** | 4300 | | | | | 1919 | G.Seebeck<br>A.G.<br>Geestemünde | | 360·0<br>B107'F43' | | | | T3Cy.24⅔",40 1/16"&65"-47 1/16"<br>291NHP<br>G.SeebeckA.G.Gstmnde | |
| 18957<br>124794<br>JHPW | **Iago** **SteelScK**<br>*ss*Mil.No.3-10,20<br>1*Dk* | 206<br>193<br>75 | ✠100A1<br>*StmTrawler*<br>10,20 ✠LMC10,20<br>BS3,22 | Mil | | CL<br>2,19 | 1907<br>10mo<br>*Lloyd*'*sA&CP* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley | IagoSteam<br>TrawlerCo.Ld.(E.<br>D.W.Lawford,<br>*Mgr.*) | 110·5<br>BK8"<br>*WB*= | 22·3 | 11·7 | Hull<br>British<br>3*BHCem*<br>*DTf*15'33*t* | T.3Cy.10",16¾"&28"-24" (*s*)<br>200lb 50RHP<br>1SB,*2pf*,GS27,HS840<br>Amos&Smith,Hull | 12 |
| 18958<br>136637<br>JDWB | **Ialine** **SteelTwinSc**<br>*OilEng.*<br>*ss*Lon.No.1-19<br>*Mchy.Aft* 1*Dk*(*Stl*) | 183<br>154<br>78 | ✠100A1<br>*Barge*<br>12,20 ✠LMC12,20<br>*CarryingPetroleum in bulk* | Lon | *c* | N12,20 | 1913<br>12mo<br>*Lloyd*'*sA&CP* | A.deJong<br>Vlaardingen | Burt,Boulton&<br>Haywood,Ld. | 105·0<br>Q33'F20'<br>FK<br>*WB=DTf*5' | 22·0 | 8·6 | London<br>British<br>7*BHptCem*<br>13*tFPT*22*t* | Oil Engines 2S.C.SA<br>4Cy.15"-16⅛" 69NHP<br>J.&C.G.Bolinders,Ld.Skm | 9<br>1<br>8 |
| 18959<br>134696<br>HWVN | **Ianthe** **SteelAuxSc3MstSr**<br>*OilEng.*<br>(*ex*HeikaHarmanna) 1*Dk*<br>(*See Sailing Ship Register*) | 212<br>176<br>154 | | | | | 1910 | Gebr.<br>Niestern<br>Delfzijl | Strauss&Co.Ld.<br>(W.E.Dawson,<br>*Mgr.*) | 112·7 | 23·3 | 9·3 | Bristol<br>British | Oil Engines 2S.C.SA<br>2Cy.12"-12½"NE19 19NHP<br>InvincibleEngineCo.<br>Keighley | |
| 18960 | **Ianthis** **SteelSc**<br>(*ex*Bergeronnette)<br>*Elec.light* | 318 | | | | | 1918 | Forg.&Ch.<br>delaMédit.<br>Havre | Kallistris | 132·3 | 24·0 | 12·0 | Piræus<br>Greek | C.2Cy.18"&36"-24"<br>29NHP<br>Forg.&Ch.delaMédit.Hav. | |
| 18961<br><br>PFBH | **Iasi** **SteelScSr**<br>*Elec.light* *Fitted for oil fuel* | *2269*<br>*2088*<br>*1452* | | | | | 1897 | R.Napier<br>&Sons,Ld.<br>Glasgow | RoumanianState<br>MaritimeService | 300·0<br>P22'B92'F28' | 39·7 | 22·1 | Braila<br>Roumanian<br>*WB* | T.3Cy.22",35"&58"-39"<br>NB11 210NHP<br>R.Napier&Sons,Ld.Gls. | |
| 18962<br>127915<br>HMSQ | **Ibadan** **SteelTwinSc**<br>*ss*LagosNo.3-5,21 ~~ssLiv.No.2-17~~<br>(*ex*Bida) 1*Dk*(*Stl*-ws)<br>*Elec.light* | 963<br>803<br>554 | ✠90A1<br>5,21~~12,17~~<br>~~BS10,19~~ ✠LMC~~12,17~~<br>5,21 | Liv<br>Lagos | *n* | CL<br>5,21 | 1908<br>7mo<br>*Lloyd*'*sA&CP* | W.Harkess<br>&Son,Ld.<br>Middlesbro' | AfricanS.S.Co.<br>(Elder,Dempster&<br>Co.Ld.*Mgrs.*) | 225·0<br>P32'B58'F35'<br>FK<br>*FPT* | 36·2 | 13·1 | Liverpool<br>British<br>4*BHCem*<br>41*tAPT*44*t* | T.6Cy.13",21"&34"-24" (*s*)<br>160lb 133NHP<br>2SB,*4rf*,GS73,HS2265<br>MacColl&Pollock,Ld.Sld. | 14<br>2<br>12 |
| 18963<br><br>HNTC | **Ibaizabal** **IronAuxTwinSc3MstSr**<br>*OilEng.*<br>(*ex*Paysandu, *ss*Ard.2ndNo.3-11,00<br>*ex*Bk.Pasqualino) *ss*Gen.No.2-09<br>*ex*LillianMorris) Wireless 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 843<br>749<br>669 | ✠<br>8,09 | Gen | | | 1875<br>7mo | W.Doxford<br>&Sons<br>Sunderland | Hernandez,<br>Mendirichaga&Co. | 195·3<br>BK9" | 31·3 | 19·1 | Bilbao<br>Spanish | Oil Engines 2S.C.SA<br>4Cy.13"-13⅝" 46NHP<br>NE*fitted*17<br>BolindersMek.Verk.Skm. | 20 |
| 18964<br>113486 | **Ibeno** **SteelScSr**<br>*ss*ForcadosNo.2-09<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 261<br>170<br>115 | ✠<br>8,14<br>✠ | For-<br>cados | *c* | | 1901<br>7mo | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley | African&Eastern<br>TradeCorp.Ld.<br>(J.Tunnicliffe,<br>*Mgr.*) | 120·0<br>Q37'F18'<br>FK<br>*WB=FPT* | 24·0 | 7·3 | Liverpool<br>British<br>3*BHCem*<br>39*tAPT*8*t* | C.2Cy.13"&26"-18"<br>28RHP<br>1SB,*2pf*,GS29,HS696<br>Bow,McLachln&CoLdPsy | 8 |
| 18965<br>633<br>PTNH | **Iberia** **IronScBn**<br>(*ex*Flowergate) 2*Dks*3*trB* | 1982<br>1835<br>1240 | | | ... | | 1884 | TTurnbull<br>&Son<br>Whitby | FederazioneIta-<br>liana deiConsorzi<br>Agrari | 286·0<br>P26'B68'F35'<br>BK9½" | 36·0 | 24·1 | Genoa<br>Italian<br>*WB* | C.2Cy.34½"&64"-42"<br>NDB00 205NHP<br>Blair&Co.Ld.Stockton | 25 |
| 18966<br>4199<br>JNLC | **—** **SteelScSr**<br>*ss*Got.No.3-2,16<br>*ss*Got.No.1-20<br>1*Dk*(*Stl*)&*deep framing*<br>*Elec.light* *Well deck* | 1415<br>971<br>760 | ✠100A1<br>~~3,21~~ ~~1,21~~4,22<br>MS2,20 | Bkn<br>~~Liv~~ Cpn<br>✠LMC<br>~~BS3,20~~<br>BS11,21 | *p* | 7,20 | 1903<br>9mo<br>*Lloyd*'*sA&CP* | Lindhol-<br>mensV.A.<br>Gothenburg | Rederiaktieb.<br>SvenskaLloyd<br>(H.Metcalfe,*Mgr.*)<br>*WB=CellDBa*58' | 237·3<br>P&B148'H78*t*F69'<br>FK<br>*uE&B*38'*f*106'345*t* | 35·3 | 15·3 | Gothenbrg<br>Swedish<br>4*BHCem*<br>*FPT*37*tAP* | T3Cy.19½",31½"&53"-36"(*s*)<br>175lb *80lb* 186NHP<br>2SB,*4cf*,GS80,HS2950<br>MotalaV.NyaAkt.Motala<br>*T*48*t* | 17<br>1<br>16 |
| 18967<br><br>OJIE | **—** **SteelTwinScSr**<br>*Elec.light* Wireless 1*Dk*&*Awng dk* | 1295<br>1235<br>510 | | | | | 1904 | Cie.Franç.<br>deNav.&de<br>Const.Nav.<br>Nantes | Cie.MarseillaisedeNav.àVap. (Frais-<br>sinet&Co.*Mgrs.*) | 260·7<br>H- | 28·5 | 16·2<br>22·9 | Marseilles<br>French | T.6Cy.19 11/16",31½"&51 31/32"-<br>31½" 305NHP<br>Cie.Franç.deNav.&de<br>Const.Nav.Lyons | |
| 18968<br><br>PCFB | **—** **SteelSc**<br>*ss*Rot.2ndNo.3-1,10<br>*Elec.light* *ss*Rot.No.2-18<br>1*Dk*(*Irn*)2*trB* | 1267<br>1075<br>761 | ✠100A1<br>1,22 ~~2,21~~<br>✠NB90*refitted*10,14<br>MS7,18 | Rot<br>✠LMC<br>BS~~9,20~~2,21 | *n* | 2,21 | 1884<br>6mo | L.Smit&<br>Zoon<br>Kinderdyk<br>A&CP | W.H.Müller&Co.'s<br>Alg'meeneScheepv<br>Maats.(W.H.Mül-<br>ler&Co.*Mgrs.*) *W* | 255·7<br>B60'F26'<br>len87 ptND02 BK8"<br>*B=DBa* 63'*f*88'&*u* | 33·0 | 15·9 | Rottrdam<br>Dutch<br>4*BHCem*<br>*E&B*40'285*t* | C.2Cy.27⅝"&52"-33" (*s*)<br>90lb 151NHP<br>2SB,*6cf*,GS90,HS2940<br>KonMaats.deSchld.Flshng | 18<br>3<br>16 |
| 18969<br>728<br>PTNK | **—** **WoodSc**<br>(*Tug*) | 100<br>85<br>15 | | | | | 1914 | ABagnasco<br>Varazze | Soc.Rimorchiatori<br>Genovesi | 82·7 | 19·2 | 11·7 | Genoa<br>Italian | C.2Cy.15⅓"&30 7/16"-21¼"<br>36NHP<br>D.Toriani,Sampierdarena | |
| 18970 | **Iberier** **SteelScSr**<br>(*ex*LakeFelicity) 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted* | 1949<br>1576<br>1157 | ✠100A1<br>3,20<br>✠LMC5,18 | NYk | *r* | CL<br>3,20 | 1918<br>5mo | Detroit<br>S.B.Co.<br>Wyandotte,<br>A&CP Mich. | LloydRoyalBelge<br>Soc.Anon. | 251·0<br>P25'B64'F23'<br>FK<br>*CellDB*208'538*tFPT* | 43·8 | 18·5 | Antwerp<br>Belgian<br>6*BHCem*<br>55*tAPT*69*t* | T.3Cy.20",33"&54"-40" (*s*)<br>180lb 274NHP<br>2SB,*6cf*,GS126,HS5246<br>DetroitS.B.Co.Detroit | 20<br>2<br>17 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>*Late Name if any.*<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18971<br>OJIG | **Ibérique**<br>(*ex*Daim,*ex*Active) | IronScK<br>*ss*Cff.No.2-06<br>1*Dk* | 171<br>—<br>49 | ✠<br>*StmTrawler*<br>11,10 | Cff | | | 1898<br>5mo | Edwards Bros.<br>N.Shields | L.Gouriou& J.O.Rousset | 106·0\|20·9\|11·0<br>Q19'F21'<br>BK7½" | Marseilles<br>French<br>3*BHCem* | T.3Cy.12",18"&30"-21"<br>53NHP<br>1SB,2*pf*,GS29,HS935<br>Baird&Barnsley,N.Shields | 11 ″ 10 | V |
| 18972<br>98375<br>MGWB | **Ibex**<br>*Elec.light* Wireless | SteelTwinScSr<br>2*Dks* | 951<br>706<br>388 | | | … | | 1891 | Laird Bros.<br>Birkenhead | Gt.WesternRly.Co | 265·0\|32·6\|14·2<br>P58'B&F180'<br>BK7" | Milford<br>British<br>*WB* | T.6Cy.22",34"&51"-33"<br>299NHP<br>LairdBros.,Birkenhead | 15 ″ 6 | |
| 18973 | **Ibiapaba**<br>Wireless | SteelTwinScSr<br>1*Dk* | *1810*<br>*1673*<br>*1082* | | | | | 1907 | Craig, Taylor&Co.Ld.<br>Stockton | LloydBrasileiro | 275·0\|44·8\|16·5<br>F28' | R.Janeiro<br>Brazilian<br>*WB* | T.6Cy.14",22"&37"-24"<br>134NHP<br>Blair&Co.Ld.Stockton | | C |
| 18974<br>145103<br>KHDN | **Ibicuhy**<br>*Now named* "Santa Aurora," *See No.* 39269 *in Supplement*<br>*Elec.light* Wireless | SteelSc<br>2*Dks* | 4294<br>3873<br>2597 | | | | | 1919 | G.Seebeck A.-G.<br>Geestemünde | EagleOilTransport Co.Ld. | 366·2\|51·2\|26·4<br>B107'F43' | London<br>British | T.3Cy.24⅘",40⅒"&65"-$47\frac{3}{16}$"<br>291NHP<br>G.Seebeck,A.-G.Gstemnde | | |
| 18975<br>WMJB | **Ibis** | SteelSc<br>1*Dk* | 1370<br>1188<br>811 | | | | | 1918 | N.V.Werf DeNoord<br>Alblasserdm. | A/S D/SIbis(J. Larsen) | 239·0\|36·2\|17·0<br>P21'B66'F23' | Bergen<br>Norwegian<br>*WB* | T.3Cy.17½",29"&46"-36"<br>127NHP<br>NVAlblasserdamMschFab | | N |
| 18976<br>82554<br>HWML | — | IronSc<br>1*Dk* | 171<br>146<br>64 | | | | | 1881 | J.Payne<br>Bristol | RibbleShipping Co.Ld.(J.S.Sellers &Co.*Mgrs.*) | 110·2\|20·1\| 9·0<br>Q8*t* | Garston<br>British | C.2Cy.14"&27"-20"<br>NE&B90 35RHP<br>Muir&Houston,Gls. | | |
| 18977<br>118773 | — | SteelScK<br>(*Trawler*)<br>1*Dk* | 168<br>160<br>63 | | | … | | 1903 | GooleS.B. &Repairing Co.Ld. Goole | KelsallBros.& Beeching,Ld. (John Slater *Mgr.*) | 110·3\|20·9\|11·1<br>BK7½" | Hull<br>British<br>*WB* | T.3Cy.12",18"&30"-21"<br>45RHP<br>C.D.Holmes&Co.Hull | 12 ″ 0 | |
| 18978<br>OJIH | —<br>(*ex*Swift) | SteelScK<br>*ss*Gms.No.3-9,07<br>*ss*Bdx.No.2-15<br>1*Dk* | *137*<br>*126*<br>*33* | ✠~~100A1~~<br>*StmTrawler*<br>9,21 1.18<br>✠NB93*refitted*08 ~~BS8,21~~ | Arc | ~~✠LMC7,20~~ | N7,20 | 1894<br>9mo | Earle'sCo. Ld.<br>Hull<br>*Lloyd'sA&CP* | Soc.desPêcheries del'Océan (C.Olivari,*Mgr.*) | 94·0\|20·7\|10·6<br>Q18'<br>ptND07 BK7½" | Arcachon<br>French<br>3*BHCem* | T.3Cy.11",17"&30"-21" (*s*)<br>140lb 47NHP<br>1SB,2*pf*,GS28,HS792<br>Earle'sCo.Ld.Hull | 11 ″ 3<br>s ″ 9½<br>11 ″ 4 | |
| 18979<br>MBKO | **Ibis V.** | SteelScK<br>~~ssMil.No.2-16~~<br>1*Dk*<br>*ss*Ost No.3-8,21 | 196<br>188<br>53 | ✠100A1<br>*StmTrawler*<br>8,21 ~~5,20~~<br>MS~~9,17~~6,20 | Ant<br>Ost | ✠LMC<br>BS~~6,20~~8,21 | CL<br>~~N6,19~~<br>8,21 | 1908<br>8mo | GooleS.B. &RepgCo.Ld.<br>Goole<br>*Lloyd'sA&CP* | "L'Ibis"Société Co-operative,Ld. (J.Bauwens,*Mgr.*) | 115·0\|21·6\|11·8<br>BK7½"<br>*WB*= | Ostend<br>Belgian<br>4*BHCem*<br>*DBf*21'15*t* | T.3Cy.12",20"&32"-23" (*s*)<br>180lb 65NHP<br>1SB,2*pf*,GS31,HS1150<br>Earle'sCo.Ld.Hull | 12 ″ 9 | |
| 18980<br>MBKL | **Ibis VI.** | SteelScSr<br>1*Dk* | 196<br>—<br>50 | | | | | 1909 | Soc.Anon.' JhnCockerill<br>Hoboken | "L'Ibis"Société Co-operative,Ld. (J.Bauwens,*Mgr.*) | 115·0\|21·6\|12·6 | Ostend<br>Belgian<br>*WB* | T.3Cy.12",20"&32"-23"<br>49NHP<br>Soc.An.J.Cockerill,Seraing | | |
| 18981<br>HBQP | **Ibo**<br>*Elec.light*<br>*Mchy.Aft* | SteelScSp<br>1*Dk&Awngdk*(*Stl*-teak s) | 884<br>—<br>558 | ✠<br>*Awngdk withfreeboard*<br>11,07 | Mdb | *k*<br>✠ | | 1907<br>11mo | SirRaylton Dixon&CoLd<br>Middlesbro' | Cia.Nacional de Navegaçâo<br>*WB=CellDBuE&B* | 200·2\|30·1\| 9·2<br>16·2<br>FK<br>37' *f*128' 206*t* *FPT* | Lisbon<br>Portuguese<br>4*BHCem*<br>108*tAPT*6*t* | T.3Cy.13",21"&35"-24"<br>84NHP<br>1SB,3*cf*,GS44,HS1530<br>N.E.MarineEng.CoLdNwc | 18 ″ 7 | |
| 18982<br>1541<br>HKND | **Ibuki Maru**<br>(*ex*Else) | SteelScSr<br>1*Dk&Awngdk* | 978<br>—<br>685 | | | | | 1888 | Blohm& Voss<br>Hamburg | ShimataniKisen KabushikiKaisha | 212·3\|29·4\|19·8<br>B28'<br>*WB* | Nishino-miya<br>Japanese | T.3Cy.15¼",24⅜"&39½"-33"<br>90NHP<br>Blohm&Voss,Hamburg | | |
| 18983<br>25995<br>RQTM | — | SteelSc | 225<br>—<br>77 | | | | | 1919 | ……………… | KyodoGyogyo KabushikiKaisha | 118·0\|22·3\|12·7 | Habu<br>Japanese | | | |
| 18984 | **Ibukisan Maru**<br>*Elec.light* | SteelSc | 5860 | 100A1<br>*Awngdk*<br>(*ClassContemplated*) | | | | 1921 | MitsuiBussanKaisha Ld<br>TamaDkyd | MitsuiBussan Kaisha,Ld. | 385·0\|51·0\|33·7 | Japanese | | | |
| 18985<br>216290<br>LKJH | **Ice King**<br>(*ex*Passaic) Sub.Sig.<br>*Elec.light* *Ref.Mchy.* | SteelSc<br>2*Dks*(*Stl*)<br>Wireless | 4715<br>4282<br>2848 | | | … | CL<br>4,21 | 1918<br>5mo | Standard S.B.Corp.<br>Shooter'sIsld<br>A&CP | UnitedStates ShippingBoard | 377·0\|52·0\|26·8<br>P25'B104'F34'<br>FK<br>*CellDB*322'995*tFPT* | NewYork<br>Utd.States<br>7*BHCem*<br>88*tAPT*50*t* | T.3Cy.24",40"&70"-48" (*s*)<br>190lb 485NHP<br>3SB,9*cf*,GS186,HS7128 FD<br>StandardS.B.Corp. | 29 ″ 0<br>s 5 ″ 7½<br>23 ″ 8 | |
| 18986<br>87322 | **Iceberg** | IronScCtr<br>1*Dk* | ~~285~~ 289<br>239<br>~~168~~<br>156 | | | | | 1882 | J.W.Suttn &Co.<br>Brisbane | Australian Steam-shipsProprietary Ld.(*Man.Agents* HowardSmithLd) | 127·5\|25·0\| 9·2 | Melbourne<br>British | T.3Cy.10",16"&26"-18"<br>E *made* 86 NB15 40RHP<br>Maats.deSchelde,Flushing | | |
| 18987 | **Iceblink**<br>*Now named* "StarDivine," *See No.* 39381 *in Supplement*<br>9&12yrs.Mat | WoodSc<br>1*Dk* | 94<br>94<br>40 | ✠11A1,<br>*For fishing purposes*<br>2,20 | Abn | LMC2,20 | | 1919<br>7mo | Jones' BuckieSlip& Shipyard,Ld.<br>Buckie<br>*Lloyd'sA&CP* | TheAdmiralty | 87·0\|19·7\|10·0 | London<br>British | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>BrownBros.&Co.Ld. Edinburgh | 10 ″ 4 | |
| 18988 | **Icefield**<br>*Now named* "JessieWatson," *See No.* 37966 *in Supplement* | SteelScSr<br>1*Dk*(*Stl*) | 96<br>95<br>37 | ✠100A1<br>*For fishing purposes*<br>2,20 | Goo | ✠LMC2,20 | | 1919<br>10mo | OuseS.B. &Eng.Co.Ld.<br>Goole<br>*Lloyd'sA&CP* | TheAdmiralty | 86·2\|18·5\| 9·2<br>BK7½' | London<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 42NHP<br>1SB,2*pf*GS30,HS810<br>UrquhrtLndsy&Co.LdDun | 10 ″ 0 | |
| 18989<br>219153<br>LTMD | **Iceland**<br>*Elec.light*<br>Wireless Sub.Sig. | SteelSc<br>*Fitted for oil fuel*<br>2*Dks&*<br>*Web frames* | 5460<br>4971<br>3365 | | | … | | 1919 | Merchant S.B.Corp.<br>Chester,Pa. | UnitedStates ShippingBoard | 400·7\|54·2\|30·4<br>P36'B124'F44'<br>FK | Phildlphia<br>Utd.States<br>*WB* | 2 SteamTurbines geared to 1Sc.Shaft 676NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 32 ″ 10 | R |
| 18990<br>144633<br>KGDL | —<br>(*ex*Delia)<br>*Elec.light* *Well deck* | SteelSc<br>*ss*Bkn.No.3-12,20<br>1*Dk*(*Stl*) | 1236<br>1091<br>723 | 100A1<br>*withfreeboard*<br>3,21 | Bkn | LMC12,20 | CL<br>12,20 | 1914 | Schiffsw.v. HenryKoch<br>Lübeck<br>*Lloyd'sA&CP* | Leith,Hull&Ham-burgS.P.Co.Ld. (J.Currie&Co. *Mgrs.*)<br>*CellDBa*56'*uE*20 | 241·4\|36·2\|15·6<br>P&B186'F34'<br>FK<br>'*f*108' 312*t* *FPT*56*t* | London<br>British<br>4*BHCem*<br>*APT*17*t* | T.3Cy 18⅛",29⅞"&$46\frac{15}{16}$"-32½"<br>199lb (*s*) 76RHP<br>2SB,4*cf*,GS72,HS2715<br>OttensenerMasch.f.b.Ham | 18 ″ 0<br>s 1 ″ 8<br>16 ″ 8 | |
| 18991 | — | CompSc<br>(*ex*Triton)<br>1*Dk* | 567<br>518<br>346 | | | | | 1873 | J.Bang<br>Thorskog | Dampskselsk. IcelandA/S (K.Hansen) | 165·2\|27·3\|16·3 | Strynö<br>Danish | C.2Cy.17½"&34"-24"<br>NB84 47NHP<br>MotalaV.NyaAkt.Motala | | |
| 18992<br>77438<br>QWKS | **Ich Dien** | IronScSk<br>*ss*Lon.4thNo.3-4,14<br>*ss*Lon.No.2-20<br>1*Dk* | 87<br>87<br>33 | ✠ A1<br>*For Tug purposes*<br>4,21 ~~4,20~~<br>BS~~4,21~~4,22 | Lon | LMC5,20 | ~~6,19~~<br>5,21 | 1877<br>8mo | Cunliffe& Dunlop<br>Pt.Glasgow<br>A&CP | AberdeenStm Nav. Co. | 94·8\|17·1\| 8·7<br>ND96 BK6" | Aberdeen<br>British<br>3*BHCem* | C.2Cy.17"&30"-20" (*i*)<br>65lb 40RHP<br>1SB,2*pf*,GS27,HS648<br>Cunliffe&Dunlop,P.Gls. | | |

| Numero d'Ordre<br>Numero Officiel<br>Signaux | Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total.<br>Sous le Pont.<br>Net. | Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18993<br>144937 | **Ichaboe** **SteelSc**<br>1*Dk* | 135<br>116<br>89 | | | | | 1915 | GooleS.B.<br>&Repg.Co.Ld<br>Goole | **BellBros.Ld.**<br>**(F.W.Kirby,***Mgr.***)** | 118·4 | 16·2 | | Middlsbro'<br>British | C.2Cy.9"&18"–12"<br>13RHP<br>Earle'sCo.Ld.Hull | |
| 18994<br>108353<br>QOVF | **Ichang** **SteelScSr**<br>2*Dks* | 1984<br>1777<br>1228 | | | | | 1898 | Scott&Co.<br>Greenock | **ChinaNav.Co.Ld.** | 275·5<br>P20'B70'F30' | 38·2 | 21·4 | London<br>British<br>*WB* | T.3Cy.20",32"&52"–39"<br>169NHP<br>Scott&Co.Greenock | |
| 18995<br>18850<br>MWJP | **Ichi Maru** **SteelScSr**<br>(*ex*Volga,*ex*Schleswig, *ex*Hailoong) 1*Dk & Spar dk & Web frames* | 1235<br>1083<br>560 | | | … | | 1888 | Ramage&<br>Ferguson<br>Leith | **SenkaiKisen**<br>**GoshiKaisha** | 230·0<br>B35'F42' | 33·2 | 13·2<br>20·9<br>BK6½" | Susumi<br>Japanese<br>*WB* | T.3Cy.22 5/16",37½"&59⅜"–39"<br>238NHP<br>Ramage&Ferguson,Leith | 20 |
| 18996<br>20842<br>NQMB | **Ichiro Maru** **WoodScSr**<br>*OilEng*<br>*Mchy.Aft* 1*Dk* | 850<br>792<br>646 | | | | | 1917 | Mitsubishi<br>Zosen Kaisha<br>Nagasaki | **MitsubishiShoji**<br>**Kaisha,Ld.** | 180·0<br>H20' | 32·0 | 21·3 | Tokio<br>Japanese | Oil Engines 2 S.C.SA<br>4Cy.16½"–19" 91NHP<br>IkegaiIronWorks,Tokio | |
| 18997<br>JWHF | **Iciar** **SteelScSr**<br>(*ex*MagnusBarfod,*ex*Strathcathro)<br>*Well deck* 1*Dk*(*Stl*) | 485<br>361<br>187 | ✠<br>12,87<br>✠ | Ayr | *h* | | 1884<br>4mo | JM'Arthur<br>&Co.<br>Paisley | **Hijo de Julian de**<br>**Salazar,S.enC.**<br>*WB*=*DBa*42'70*t* | 160·3<br>Q60'B42'H16*t*F22'<br>*FPT*44*tAPT*9*t* | 27·2 | 11·6 | S.Sebast'n<br>Spanish<br>4*BHCem* | C.2Cy.24"&48"–30"<br>105NHP<br>Walker,Hendersn&Co.Gls | 12 |
| 18998<br>218804<br>LSPF | **Iconium** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless *Longitudinal framing* | 6032<br>5600<br>4517 | | | | | 1919 | Seattle<br>NorthPacific<br>S.B.Co.<br>Seattle,Wash | **UnitedStates**<br>**ShippingBoard** | 401·9<br>P34'F38' | 53·1 | 32·0 | Seattle<br>Utd.States | 2 Steam Turbines<br>VulcanTurbineCo.<br>JerseyCity,N.J. | |
| 18999<br>41<br>PTQN | **Ida** **SteelScBn**<br>(*ex*Fido,*ex*Libano,*ex*Sabah, *ex*Reichstag,*ex*Eduard-Bohlen)<br>*Elec.light* Wireless 1*Dk & Spar dk* | 2313<br>1745<br>1431 | | | | | 1889 | Blohm&<br>Voss<br>Hamburg | **Soc.Italiana di**<br>**Armamenti e Nav.** | 323·1<br>P79'B88'F38' | 38·2 | 20·6 | Rome<br>Italian<br>*WB* | T.3Cy.24",38"&63"–42"<br>257NHP<br>Blohm&Voss,Hamburg | |
| 19000 | — **IronScSr**<br>(*ex*Zealous) *ss*Hbg.3rdNo.3–3,15<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*Cargo battens not fitted* | 1324<br>1064<br>794 | ✠ —<br>12,19<br>✠ | Skm | *p* | | 1877<br>5mo | R.Dixon&<br>Co.<br>Middlesbro' | | 250·0<br>Q99'B59'F26'<br>BK9"<br>*W B*=*DBa*80'*f*78'&*u* | 32·8 | 16·8 | 4*BHCem*<br>*E&B*40'322*t* | C.2Cy.31"&55⅝"–36"<br>NDB04 143NHP<br>1DB,4*pf*,GS48,HS2453<br>Blair&Co.(Lim.),Stockton | 19 |
| 19001<br>115956<br>TVCK | — **SteelTwinSc**<br>1*Dk* | 322<br>265<br>159 | | | | | 1903 | Lobnitz<br>&Co.Ld.<br>Renfrew | **African&Eastern**<br>**TradeCorp.Ld.** | 145·0<br>B20'F18' | 26·4 | 8·9 | London<br>British | C.4Cy.10"&22"–18"<br>51RHP<br>Lobnitz&Co.Ld.Renfrew | |
| 19002<br>JNLO | — **SteelAuxScSr**<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 199<br>163<br>150 | | | | | 1915 | W.Rubertus<br>Groningen | **Soc.LeBois**<br>**(Dahan&Maillard,**<br>*Mgrs.***)** | 112·0 | 22·2 | 8·9 | Algiers<br>French<br>*WB* | Oil Engines<br>2Cy.11 13/16"–12 9/16" 20NHP<br>D.Goedkoop,Jr.Amsterdm | |
| 19003<br>OJIV | — **WoodScK**<br>(*ex*BillieBarlow) | *134*<br>*106*<br>*84* | | | | | 1892 | R.Davis<br>Brisbane<br>Water | **JeanMorin** | 92·0<br>F7*t* | 21·6 | 6·0 | Noumea<br>French | T.3Cy.6½",10"&17"–14"<br>11NHP<br>Plenty&Sons,Newbury | |
| 19004<br>5169<br>JSDK | — **SteelAuxScSr**<br>*PetrolMotor*<br>(*ex*Mathilde,*ex*Rensiena) 1*Dk*<br>(*See Sailing Ship Register*) | 127<br>110<br>98 | | | | | 1898 | J.van<br>Diepen<br>Waterhuizen | **P.O.Silfverskiöld** | 96·8 | 18·0 | 7·6 | Malmö<br>Swedish | Petrol Motor<br>2Cy.12⅓"–13⅔" 17NHP<br>A/B J.V.Svenssons<br>Motorfabrik,Skm. | |
| 19005<br>88564 | — **WoodSc**<br>1*Dk & Spardk* | 111<br>84<br>76 | | | | | 1884 | RathbnCo.<br>Desernto,Ont | **J.T.Lemaye** | 95·6<br>H59*t* | 20·6 | 6·2 | Ottawa<br>British | 1Cy.12"–14"<br>75RHP<br>Black Bros.,Brockvlle,Ont. | |
| 19006<br>121615<br>JFLM | **Ida Adams** **SteelScK**<br>*ss*Lan.No.3–9,19<br>(*ex*Ruby) 1*Dk* | 275<br>239<br>104 | ✠100A1<br>*Stm Trawler*<br>~~11,21~~ ~~3,20~~ 3,22<br>BS12,20 ✠LMC9,19 | Flt | | CL<br>N3,20 | 1907<br>3mo<br>*Lloyd* | Cochrane<br>&Sons<br>Selby<br>'*sA&CP* | **VulcanSteam**<br>**Trawlers,Ld.**<br>**(J.A.Taylor,***Mgr.***)** | 125·0<br>Q59'F19'<br>BK7½" | 22·5 | 11·9 | Fleetwood<br>British<br>4*BHCem* | T.3Cy.13",22½"&37"–24" (*s*)<br>180lb 83RHP<br>1SB,2*cf*,GS41,HS1425<br>Amos&Smith,Hull | 13 |
| 19007 | **Ida Z.O.** **SteelSc**<br>*Elec.light Mchy.Aft* 1*Dk* | 5783<br>4519<br>3543 | | | | | 1920 | N.Odero&<br>Co.<br>Genoa | **N.Odero&Co.** | 385·9<br>P246'F34' | 51·5 | 30·2 | Genoa<br>Italian<br>*WB* | T.3Cy.26",42½"&69⅝"–48"<br>335NHP<br>N.Odero&Co.Genoa | |
| 19008<br>115378<br>KDGN | **Ida Zelck** **SteelScSr**<br>(*ex*Portland) *ss*Shl.No.2–11<br>*Elec.light* 1*Dk*(*ptIrn&ptStl*)<br>Wireless *deep framing & Web frames*<br>*Now named* "Ingeborg Larssen," *See No.* 37836 *in Supplement* | 2831<br>2619<br>1754 | ✠ —<br>8,19<br>✠ | Ros | *u* | | 1903<br>7mo | J.Blumer&<br>Co.<br>Sunderland | **CalvertS.S.Co Ld.**<br>**(J.S.Calvert,***Mgr***)**<br>*FPTW B*=*Cell DBa*110' | 320·0<br>P28'B90'F32'<br>FK<br>*uE&B*40'*f*124'802*t* | 46·0 | 21·2 | London<br>British<br>5*BHCem*<br>*APT*110*t* | T.3Cy.23",38"&62"–42"<br>258NHP<br>2SB,6*pf*,GS111,HS3957<br>J.Dickinson&Sons,Ld.Sld. | 23 |
| 19009<br>118786<br>VJPH | **Idaho** **SteelSc4MstSr**<br>2*Dks & Shelter dk*<br>*Elec.light Ref.Mchy.* Wireless | 4887<br>4572<br>3093 | | | | | 1903 | Earle'sCo.<br>Ld.<br>Hull | **Ellerman'sWilson**<br>**Line,Ld.** | 400·3 | 50·3 | 29·3 | Hull<br>British<br>*WB* | Q.4Cy.24",33½",48"&70"–51"<br>350NHP<br>Earle'sCo.Ld.Hull | |
| 19010<br>214627<br>LGPB | — **WoodScSr**<br>*Elec.light* 1*Dk*<br>*Fitted for oil fuel* | 1047<br>—<br>558 | | | | | 1916 | Aberdeen<br>S.B.Co.<br>Aberdeen<br>Wash. | **WilsonBros.&Co.** | 205·5 | 41·4 | 14·8 | S.Frncisco<br>Utd.States | T.3Cy.13",21"&36"–24"<br>64NHP<br>MainStreetIronWrks.S.Fo | |
| 19011<br>136446 | **Idant** **WoodScK**<br>1*Dk* | 121<br>95<br>56 | | | | | 1918 | P.Callen<br>Newcastle,<br>N.S.W. | **L.Blackwood** | 92·0 | 24·0 | 6·6 | SydnyNSW<br>British | C.2Cy.12"&24"–16"<br>24RHP<br>Chapman&Co.Sydney | |
| 19012<br>119947<br>VTMO | **Iddesleigh** **SteelScSr**<br>*ss*Bry.No.3–6,17<br>Wireless 1*Dk*(*ptIrn&ptStl*)2*trB*<br>*&deep framing3Dk rule* | 4027<br>3778<br>2582 | ✠100A1<br>10,19<br>BS10,19 ✠LMC10,16 | Lon | *x* | CL<br>3,20 | 1904<br>7mo<br>*Lloyd* | Richardsn<br>Duck&Co<br>Stockton<br>'*sA&CP* | **Mediterranean**<br>**Cargo SteamersLd**<br>*WB*=*CellDB* | 355·0<br>P35'B213'F34'<br>FK<br>*a*113'*uE&B*42'*f*158' | 48·7 | 25·9 | Cardiff<br>British<br>7*BHCem*<br>997*tDTf*21' | T.3Cy.26",42½"&69½"–45"(*s*)<br>160lb *90lb* 349NHP<br>2SB,6*cf*,GS129,HS5620<br>Blair&Co.Ld.Stockton<br>726*tFPT*137*tAPT*168*t* | 28<br>24 |
| 19013<br>112791<br>SDKT | **Iddo** **SteelTwinScSr**<br>*ss*Rot.No.3–3,19<br>1*Dk*(*Stl*–ws) | 965<br>829<br>588 | ✠90A1<br>3,19<br>BS12,20 ✠LMC3,19 | Rot | *m* | 3,19 | 1901<br>1mo<br>*Lloyd* | Lndnderry<br>SB.&E.Co.Ld<br>Londonderry<br>'*sA&CP* | **AfricanS.S.Co.**<br>**(Elder,Dempster&**<br>**Co.Ld.** *Mgrs.***)** | 219·8<br>P29'B57'F29'<br>FK<br>*WB*=*FPT*73*t* | 36·2 | 13·1 | London<br>British<br>5*BHCem*<br>*APT*42*t* | C.4Cy.18"&36"–24" (*s*)<br>100lb 114NHP<br>2SB,4*pf*,GS76,HS1968<br>McKie&Baxter,Glasgow | 14<br>12 |
| 19014 | **Ideale** **SteelScK**<br>*ss*Hul.No.3–10,19<br>(*ex*Macbeth) 1*Dk* | 311<br>261<br>125 | ✠100A1<br>*For fishing purposes*<br>10,19 ✠LMC10,19 | Hul | *e* | CL<br>10,19 | 1906<br>3mo<br>*Lloyd* | Mackie&<br>Thomson<br>Glasgow<br>'*sA&CP* | **G.Molfino&Co.** | 148·8<br>Q64'F24'<br>BK9" | 23·0 | 11·0 | Genoa<br>Italian<br>4*BHCem* | T.3Cy.14",23"&38"–27" (*s*)<br>185lb 75NHP<br>1SB,3*pf*,GS55,HS1665<br>W.V.V.Lidgerwood,Gls. | 11<br>11 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Late Name if any. Special Surveys. | 3<br>Material, Rig, &c. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19015 | **Idefjord**<br>Elec.light Wireless | SteelSc<br>*Fitted for oil fuel*<br>2*Dks* | 4250<br>3800<br>3000 | | | | | 1921 | Canadian Vickers.Ld.<br>Montreal | A/S DenNorske Amerikalinje | 365·0<br>P44'B125'F34' | 49·5 | 26·2 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.27",43"&70"–48"<br>339NHP<br>CanadianVickers,Ld. | | |
| 19016<br>110555<br>QVSR | **Idomeneus**<br>Wireless | SteelScSr<br>2*Dks* | ~~6692~~ 64[illegible]8<br>5290<br>~~4250~~ 4059 | | | | | 1899 | Scott&Co.<br>Greenock | OceanS.S.Co.Ld.<br>(A.Holt&Co*Mgrs*) | 441·8<br>P50'B154'F58' | 52·6 | 30·3 | Liverpool<br>British<br>*WB* | T.3Cy.29",50"&82"–60"<br>521NHP<br>Scott&Co.Greenock | | BT till 6,22 |
| 19017<br>139<br>PTVF | **Idra**<br>(*ex*WarMohawk)<br>*Elec.light Well deck Salted* | WoodSc<br>1*Dk*2*trB* | 2090<br>1172<br>1312 | | | ... | | 1918 | Quinlan& RobertsonLd<br>Montreal | Soc.Italiana di Armamento e di Nav. | 249·7<br>P&B136'F30' | 43·5 | 22·6 | Venice<br>Italian | T.3Cy.20⅓",33"&54"–40"<br>322NHP<br>InternationalEng.Works Ld.Amherst,N.S | 25 〃 5 | I |
| 19018<br>MQHT | **Idræt**<br>*Elec.light* | SteelScSr<br>1*Dk* | 1068<br>825<br>620 | | | | | 1917 | Stavanger Stöperi&Dok<br>Stavanger | D/S A/S"Idræt"<br>(GeorgT.Monsen) | 225·1<br>P20*t*Q118*t*H46*t* B46*t*F33*t* | 33·1 | 13·2 | Stavanger<br>Norwegian<br>*WB* | T.3Cy.17½",28"&48"–33"<br>132NHP<br>StavangerStöperi&Dok | 15 〃 8 | N |
| 19019 | **Idumata**<br>*Mchy.Aft* | SteelScSr<br>(*ex*Martha)<br>1*Dk* | 301<br>229<br>157 | | | | | 1905 | Nüscke& Co.<br>Stettin | FrenchGovernment | 157·2<br>P30'F16' | 23·1 | 10·5 | French<br>*WB* | C.2Cy.15"&26"–16"<br>22NHP<br>Schwft.Uebigau,Dresden | | |
| 19020 | **Idumeja** | SteelScSr<br>(*Tug*)<br>1*Dk* | 163<br>—<br>47 | | | | | 1899 | .................<br>Helsingfors | RussianGovernment(Roads Department) | 109·6 | 20·0 | 10·0 | Russian | | | |
| 19021 | **Iela**<br>*Elec.light* | SteelScSr<br>(*ex*Yacht,*ex*Mira) | 252<br>—<br>138 | | | ... | | 1891 | D.J.Dunlop &Co.<br>Pt.Glasgow | C.Toyias | 154·0 | 21·6 | 12·3 | Piræus<br>Greek | T.3Cy.14",22"&36"–24"<br>75NHP<br>D.J.Dunlop&Co.Pt.Gls. | | |
| 19022<br>DJKR | **Iena**<br>(*ex*Cerberus) | IronScYl<br>(*Trawler*)<br>1*Dk* | 150<br>—<br>59 | | | ... | | 1891 | Mackie& Thomson<br>Glasgow | Huret-Sauvage | 100·5<br>Q19'F19' | 20·5 | 10·7<br>BK7½" | Boulogne<br>French<br>*WB* | T.3Cy.11",16½"&27"–22"<br>*NB*08 34NHP<br>Muir&Houston,Glasgow | 11〃11 | V |
| 19023<br>108819<br>RLWS | **Ierne** | SteelTwinScSr<br>1*Dk* | 213<br>209<br>84 | | | | | 1898 | Blackwood &Gordon<br>Pt.Glasgow | Commissioners of IrishLights | 126·2<br>B25' | 23·0 | 11·4 | Dublin<br>British | C.4Cy.13"&30"–21"<br>71RHP<br>Blackwood&Gordon,P.Gls | | |
| 19024<br>136674<br>JFMT | **Ife**<br>*Mchy.Aft* | SteelTwinSc<br>*OilEng.*<br>1*Dk* | 299<br>258<br>198 | | | | | 1914 | Hawthorns &Co.Ld.<br>Leith | AfricanS.S.Co.<br>(ElderDempster& Co.Ld.*Mgrs.*) | 134·9 | 25·1 | 9·1 | London<br>British<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.15"–16⅛" 69NHP<br>J&CGBolinder&CoLd.Skm | | |
| 19025<br>20826<br>JKTV | **Igeta Maru No. 2** | WoodAux ScSr | 184<br>—<br>127 | | | | | 1917 | ................. | GoshiKaishaIgeta Shokai | 94·4 | 25·9 | 11·7 | Shinagawa<br>Japanese | | | |
| 19026<br>20825<br>JKTS | **Igeta Maru No. 3** | WoodAuxScSr | 223<br>—<br>155 | | | | | 1917 | ................. | GoshiKaishaIgeta Shokai | 96·1 | 27·9 | 12·1 | Shinagawa<br>Japanese | | | |
| 19027 | **Ignacio**<br>(*ex*YerimoMaru,*ex*KinshoMaru, *ex*Siam,*ex*Resolve)<br>Wireless | SteelScSr<br>*ss*HKg.2ndNo.3–11,17<br>1*Dk*(*Stl*) &*Spar dk*(*ptStl*)3*trB* | 3218<br>3020<br>2335 | ✠100A1<br>*Spar dk*<br>12,19 ✠LMC4,19 | Shl | *u* | 12,19 | 1893<br>2mo | R.Stephenson&Co.Ld.<br>Newcastle<br>A&CP | Comunidad de los Vapores "Ignacio" y "Agustin" | 324·7<br>P36'B14'F34'<br>*CellDB*222'510*t FPT* | 42·2 | 18·4<br>26·4<br>BK10" | Bilbao<br>Spanish<br>7*BHCem*<br>73*t APT*55*t* | T.3Cy.23½",39"&64"–42" (*s*)<br>170lb *80lb* 273NHP<br>2SB,*6cf*,GS136,HS4125<br>Blair&Co.Ld.Stockton | 29 〃 2<br>s6 〃2½<br>24 〃 0 | |
| 19028<br>268<br>IQVF | **Ignatius Prohoroff**<br>(*ex*Wearmouth)<br>*Well deck* | SteelScSr<br>*ss*Sld.No.1–90<br>1*Dk*(*Irn*)2*trB* | 1369<br>—<br>773 | ✠<br>7,95 | Shl | *n* | | 1886<br>8mo | Strand SlipwayCo.<br>Sunderland<br>*WB=D* | Sch.&E.Karapatnitsky | 228·1<br>P29'Q52'B46'F34'<br>*Ba*54'*f*54'256*tFPT* | 34·1 | 16·5<br>BK8" | Odessa<br>Russian<br>4*BHCem*<br>44*tAPT*44*t* | T.3Cy.17½",29"&47"–33"<br>NB01 119NHP<br>NE.MarineE.Co(Lim.)Sld. | 17 〃 8 | |
| 19029 | **Ignazio Florio**<br>*Elec.light* | SteelSc<br>1*Dk*(*Stl*)&*Awng dk*(*Stl*) | 5387<br>5207<br>3392 | ✠100A1<br>*Awng dk withfreeboard*<br>11,21 ~~10,20~~ ✠LMC10,20<br>*Fitted for oil fuel* 10,20 *F.P. above* 150° F. | Sld<br>Pal | *x* | CL<br>11,21 | 1920<br>10mo | R.Thompson&Sons,Ld<br>Sunderland<br>*Lloyd's A&CP*<br>*Collision*<br>*CellDB* | I.&V.Florio | 370·3<br>F *on Awng dk* 30'<br>*sion BH to Awng dk*<br>317'1116*tFPT*167*t* | 51·6 | 32·5<br>FK | Palermo<br>Italian<br>*ptCem*<br>5*BH to U dk*<br>*APT*155*t* | T.3Cy.25",41"&69"–48" (*s*)<br>180lb 379NHP<br>3SB,*9cf*,GS159,HS6120<br>N.E.MarineEngCoLd.Sld. | 35 〃 0<br>s8 〃11<br>26 〃 6 | |
| 19030<br>124212<br>ILGT | **Ignifer**<br>*Mchy.Aft* | SteelScSr<br>(*ex*Carleton) | 1351<br>1137<br>830 | | | | | 1907 | Grngem'th &Greenock DockyardCo.<br>Greenock | TheGeorgeHall CoalCo.ofCanada, Ld(L.H.G.Walford *Mgr.*) | 240·0 | 41·0 | 14·2 | Montreal ~~London~~<br>British<br>*WB* | T.3Cy.17",28"&45"–33"<br>116NHP<br>Muir&Houston,Ld.Gls. | | C |
| 19031<br>NTM | **Igotz Mendi**<br>*Elec.light* Wireless | SteelScSr<br>*ss*Bbo.No.3–9,18<br>1*Dk*(*ptIrn*&*ptStl*) | 4648<br>4293<br>2877 | ✠100A1<br>5,22 ~~11,20~~ ~~12,21~~<br>~~BS10,20~~ ✠LMC~~9,18~~ 5,22<br>~~BS12,21~~ | Bbo<br>~~Hul~~ | *x* | CL<br>~~11,20~~<br>5,22 | 1916<br>1mo | CiaEuskalduna deConst<br>Bilbao<br>*Lloyd's A&CP* *WB=* | Cia.Nav.Sota y Aznar(Sota y Aznar,*Mgrs.*)<br>*Cell DB a*132' *uE*2 | 385·0<br>P30'B101'F41'<br>6'*f*166' 1104*t FPT*1 | 50·2 | 25·8<br>FK | Bilbao<br>Spanish<br>6*BHCem*<br>13*tAPT*174*t* | T.3Cy.27",44½"&73"–48" (*s*)<br>180lb 401NHP<br>3SB,*9cf*,GS190,HS6169<br>Blair&Co.Ld.Stockton | 28 〃 4<br>s 5 〃 9<br>22 〃 11 | |
| 19032 | **Iguassú**<br>*Elec.light* Wireless | SteelScSr<br>(*ex*SantaRosa)<br>2*Dks* | 3797<br>3383<br>2355 | | | | | 1912 | Flensburger Schiffsb. Ges.<br>Flensburg | Requisitioned by theBrazilianGovt. (Operated by the FrenchGovt.) | 351·0<br>P24'B222'F42' | 50·2 | 23·7 | R.Janeiro<br>Brazilian<br>*WB* | T.3Cy.22",36⅗"&59⅘"–40⅕"<br>220NHP<br>FlensburgerSchiffsb.Ges. | | V |
| 19033 | **Ihla Mexiana** | SteelSc<br>2*Dks* | 120<br>99<br>76 | | | | | 1898 | J.Jones& Sons<br>Liverpool | PomboBros. | 80·0 | 18·0 | 8·6 | Para<br>Brazilian | C.2Cy.11"&24"–16"<br>19NHP<br>J.Jones&Sons,Liverpool | | |
| 19034 | **Ihsan**<br>*Elec.light* | SteelPad<br>1*Dk* | 375<br>256<br>262 | | | | | 1903 | Danubius Schoenichen HartmnnA.G<br>Budapest | Administr.deNav. àVap.Ottomane | 180·4 | 22·0 | 9·5 | Constanpl<br>Turkish | C.2Cy.26¾"&42$\frac{1}{10}$"–48"<br>102NHP<br>DanubiusSchoenichen-HartmannA.G.Budapest | | |
| 19035<br>131483<br>TMK | **Ihumata**<br>*Elec.light*<br>*Well deck* | SteelScSr<br>1*Dk* &*deep framing* | ~~1156~~ 1160<br>975<br>~~680~~ 653 | | | ... | | 1911 | Antwerp Eng.Co.Ld.<br>Hoboken | IhumataS.S.ProprietaryCo.Ld.(R. S.Lamb&Co.Ld.) | 229·3<br>Q87'B52'F23' | 35·8 | 14·9<br>FK | SydnyNSW<br>British<br>*WB* | T.3Cy.17",28"&46"–33"<br>142NHP<br>N.E.MarineEngCoLd.Nwc | 16〃10 | |
| 19036<br>143517 | **Ijuin**<br>*Elec.light* | SteelScK<br>1*Dk* | 282<br>251<br>110 | ✠100A1<br>*StmTrawler*<br>9,20 ✠LMC9,20 | Beverley | | CL | 1920<br>9mo | Cook, Welt'n&Gemmell<br>Ld.Beverley<br>*Lloyd's A&CP* | Neale&West,Ld. | 128·5<br>Q75'F23' | 23·5 | 12·6<br>BK7½" | Cardiff<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"–26"(*s*)<br>180lb 85RHP<br>1SB,*3pf*,GS50,HS1530<br>C.D.Holmes&Co.Ld.Hull | 13 〃 6 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques, Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Equipement | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19037<br>113479<br>SMPQ | **Ikala** **SteelScSr**<br>(exPlanetNeptune) Wireless 2*Dks* | 4322<br>4037<br>2821 | | | | | 1901 | Napier&Miller,Ld.<br>Glasgow | IndustryS.S.Co.Ld.(J.H.Welsford&Co.Ld.*Mgrs.*) | 385·1<br>P38'B104'F38' | 48·7 | 27·0 | Liverpool<br>British<br>*WB* | T.3Cy.27″,43″&72″-48″<br>NB14 359NHP<br>Dunsmuir&Jackson,Gls. | |
| 19038<br>9043<br>JMNG | **Iki Maru** **SteelTwinScSr**<br>Wireless 2*Dks* | 1600<br>1434<br>776 | | | | | 1905 | MitsuBishi<br>Dkyd&EWks<br>Nagasaki | ImperialGovernmentRailways | 270·3 | 34·8 | 21·2 | Tokio<br>Japanese<br>*WB* | T.6Cy.16″,26″&43½″-30″<br>205NHP<br>MitsuBishiD.&E.Wks.Nag | |
| 19039<br>21544<br>NPWQ | — **WoodAuxScSr** | 122<br>—<br>65 | | | | | 1917 | ................ | Hashimoto Tatsujiro | 89·5 | 20·0 | 10·1 | Nagasaki<br>Japanese | | |
| 19040<br>19230<br>NBVP | **Ikomasan Maru** **SteelScSr**<br>ssKob.No.1-20<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>Wireless *Longitudinal framing* | 3179<br>2757<br>1971 | ✠100A1<br>~~11,20~~12,21<br>✠LMC~~11,20~~<br>12,21 | Kob | *t* | CL<br>11,20 | 1916<br>8mo<br>*Lloyd* | OsakaIron Works,Ld.<br>Innoshima<br>'sA&CP *C* | MitsuiBussan Kaisha,Ld.<br>*ellDB*255'518*t DT* | 305·0<br>P19'B82'F32'<br>*a*25' 534*t FPT*112*t* | 43·7 | 27·2<br>FK | Kobe<br>Japanese<br>5*BHCem*<br>*APT*20*t* | T.3Cy.22″,37″&61″-42″ (*s*)<br>180lb 288NHP<br>2SB,6*cf*,GS90,HS3824 FD<br>OsakaIronWorksLdOsaka | 27<br>4<br>23 |
| 19041<br>25508<br>RNTB | **Ikomayama Maru** **WoodSc** | 654<br>—<br>369 | | | | | 1919 | ................ | Aoyama Shinsaburo | 169·2 | 28·1 | 16·0 | Osaka<br>Japanese | | |
| 19042<br>1645<br>HKWC | **Ikuta Maru No. 1** **WoodScSr**<br>2*Dks* | 173<br>161<br>102 | | | | | 1897 | Mayegawa.<br>Tomekichi.<br>Osaka | TsushimaUnyu KabushikiKaisha | 112·3 | 15·8 | 12·6 | Nishinomiya<br>Japanese | C.2Cy.14½″&28″-18″<br>28NHP<br>OnoSeikichi,Osaka | |
| 19043<br>1546<br>HKNM | **Ikutagawa Maru** **WoodScSp**<br>2*Dks* | 173<br>156<br>103 | | | | | 1895 | OsakaIron Works<br>Osaka | SetsuyoShosen KabushikiKaisha | 117·0 | 16·6 | 10·9 | Sumoto<br>Japanese | C.2Cy.14″&28″-15″<br>25NHP<br>OsakaIronWorks,Osaka | |
| 19044<br>9434<br>JSVO | **Ikutama Maru** **SteelScSr**<br>1*Dk*&*Shadedk*<br>*Elec.light* (*ex*Medan) | 887<br>—<br>547 | | | | | 1889 | KoninFab. v.Stoom&c.<br>Amsterdam | M.Ikutama | 195·7 | 30·2 | 10·3<br>19·3 | Amagasaki<br>Japanese | C.2Cy.20″&38″-28″<br>64NHP<br>Kon.Fab.v.Stoom.,Ams. | 11 |
| 19045<br>135568<br>JFHM | **Ila** **SteelTwinSc**<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 299<br>258<br>198 | | | | | 1914 | Hawthorns &Co.Ld.<br>Leith | British&African S.N.Co.Ld.(Elder, Dempster&Co.Ld. *Mgrs.*) | 135·0<br>F20' | 25·1 | 9·1 | Liverpool<br>British<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.15″-16½″ 69NHP<br>J&CGBolindersCoLd.Skm | |
| 19046<br><br>PTVM | **Ilaria** **WoodSc**<br>(*ex*WarNicola) 1*Dk*2*trB*<br>*Elec.light* *Salted & specially treated*<br>*Well deck* | 2293<br>1743<br>1416 | ✠12A1<br>3,20<br>BS7,20 ✠LMC10,18 | Gls | *r* | 2,20 | 1918<br>6mo<br>*Lloyd* | Wm.Lyall S.B.Co.<br>N.Vancouver B.C.<br>'sA&CP | GiuliaS.A.di Armamento | 249·5<br>P&B136'F31' | 43·4 | 22·8 | Trieste<br>Italian | T.3Cy.20½″,33″&54″-40″ (*s*)<br>185lb 322NHP<br>2 Water Tube Boilers FD<br>GS120,HS5280<br>J.Inglis&Co.Ld.Toronto | 25<br>3 |
| 19047 | **Ile de Ceylan** **WoodAuxTwinSc**<br>*Stm.Eng.* **5MstSr**<br>*Mchy.Aft* (*ex*Seaborn) 1*Dk*2*trB*<br>(*See Sailing Ship Register*)<br>*Now named "Sierra Nevada" See No.* [illegible] *in Supplement* | 1325<br>—<br>947 | | | | | 1916 | Seaborn ShipyardsCo.<br>Tacoma | Soc.Transocéanique de Transports (R.vanHemelryck &Co.*Mgrs.*) | 220·7<br>P36'F46' | 43·4 | 17·2 | Antwerp<br>Belgian | C.4Cy.10¼″&23½″-18″<br>39NHP<br>Washington IronWks.Sea. | |
| 19048 | **Ile de Java** **WoodTwinScSr**<br>*OilEng.*<br>*Elec.light* (*ex*Alabama) 2*Dks* | 2888<br>1824<br>1654 | | | | | 1918 | Alaska PacificNav. Co.<br>Seattle, Wash | Soc.Transocéanique de Transports (R.vanHemelryck &Co.*Mgrs.*) | 256·6<br>P60'F30' | 46·0 | 26·6 | Antwerp<br>Belgian | Oil Engines 4S.C.SA<br>12Cy.16″-24″ 188NHP<br>McIntosh&Seymour Corp., Auburn | |
| 19049<br><br>OJLY | **Ile de la Réunion** **SteelScSr**<br>ssHav.No.3-5,20<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>Wireless &*Shelter dk*(*Stl*) | 4842<br>4354<br>3015 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~9,21~~ ~~2,21~~<br>MS9,19 ✠LMC BS~~9,20~~8,21 | Hav<br>~~Lon~~ | *x* | CL<br>~~7,18~~<br>9,21 | 1907<br>9mo | Atel.&Ch. deFrance<br>Dunkirk<br>A&CP | Cie.HavraisePén. deNav.àVap.<br>*WB=CellDB* | 348·0<br>P38'B104'F34'<br>*a*90'*uE*26'*f*146'636*t* | 46·2 | 25·5<br>FK | Havre<br>French<br>6*BHCem*<br>*APT*24*t* | T.3Cy.24½″,40″&66″-45″<br>185lb *100lb* (*s*) 325NHP<br>3SB,~~6*pf*~~,GS159,HS3990 FD<br>Caillard&Co.Havre<br>*4pf 3cf* | 28<br>2<br>26 |
| 19050 | — **WoodTwinSc**<br>*ex*AlfredMitchell) | 1751<br>—<br>1550 | | | | | 1900 | ................<br>St.Clair, Mich | Soc.Transocéanique de Transports (R.vanHemelryck &Co.*Mgrs.*) | 255·0 | 39·5 | 21·0 | Antwerp<br>Belgian | C.4Cy.23″&48″-40″<br>242NHP<br>S.F.Hodge&Co.Detroit, Mich. | |
| 19051 | **Ile de Sumatra** **WoodTwinSc**<br>(*ex*Oakwood)<br>*Elec.light* 2*Dks* | 1951<br>1815<br>1331 | | | | | 1918 | Pacific American Fisheries<br>S Bellingham | Soc.Transocéanique de Transports (R.vanHemelryck &Co.*Mgrs.*) | 242·1<br>P50' | 42·0 | 24·3 | Antwerp<br>Belgian | T.6Cy.13″,21″&35″-24″<br>120NHP<br>SeattleMachineWorks,Sea | |
| 19052<br>114765<br>SPTW | **Ilford** **SteelScSr**<br>ssBkn.No.3-9,14<br>Wireless ssHul.No.1-20<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames* | 4277<br>4092<br>2713 | ✠100A1<br>*Spar dk*<br>3,21<br>BS2,21 ✠LMC3,20 | Cff | *x* | N3,21 | 1901<br>10mo | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>A&CP | BritainS.S.Co.Ld. (Watts,Watts&Co. Ld*Mgs*) *WB=CellDBa*114'*uE&B*42' | 360·0<br>P32'B90'F33'<br>*f*154'840*tFPT*110*t* | 48·0 | 20·2<br>28·1<br>FK | London<br>British<br>6*BHCem*<br>*APT*150*t* | T3Cy.24½″,38½″&68″-48″(*s*)<br>180lb 349NHP<br>3SB,9*cf*,GS174,HS5418<br>N.E.MarineEngCoLd.Nwc | 30<br>6<br>25 |
| 19053<br>108486 | **Ilfracombe** **SteelScYl**<br>ssGms.No.3-5,10<br>ssGms.No.2-19<br>1*Dk* | 165<br>152<br>64 | ✠100A1<br>*Stm Trawler*<br>~~11,19~~11,21<br>✠NB3,15 | Gms<br>Lwt<br>BS11,21<br>✠LMC11,19 | | CL<br>~~12,18~~<br>11,21 | 1897<br>11mo | Mackie& Thomson<br>Glasgow<br>A&CP | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*) | 104·2<br>Q17'F18'<br>DptF&s10 | 21·0 | 10·7<br>BK7½″ | Grimsby<br>British<br>4*BHCem* | T.3Cy.10″,16½″&27″-20″ (*s*)<br>180lb 45RHP<br>1SB,2*pf*,GS26,HS656<br>Muir&Houston,Ld.Gls. | 11 |
| 19054 | **Ilheos** **SteelTwinScSr**<br>*Elec.light* 1*Dk*(*Teak*)&*Shadedk*(*Teak*)<br>Wireless | *760*<br>*481*<br>*394* | ✠<br>*withfreeboard*<br>*Brazilian Coasting*<br>8,10 ✠ | Trn | *l* | | 1910<br>8mo | AilsaS.B. Co.Ld.<br>Troon | Empreza deNav. Bahiana | 200·0<br>*WB=FPT*36*t* | 32·1 | 11·1<br>FK | Bahia<br>Brazilian<br>4*BHCem*<br>*APT*15*t* | T.6Cy.13½″,22″&36″-24″<br>152NHP<br>1SB,3*cf*,GS65,HS2542<br>AilsaS.B.Co.Ld.Troon | 11 |
| 19055 | **Ilia Morosoff** **IronTwinScSr**<br>Lost 11,21 (*Now named* 'Angheliki Samathraky)<br>1*Dk* | 350<br>—<br>210 | | | | | 1869 | Mayer<br>Linz | Ch.A.Theofani | 203·0 | 24·5 | 7·7 | Rostoff<br>Russian | | |
| 19056 | **Ilia Muromets** **SteelTwinScSr**<br>*Elec.light* 1*Dk*(*Stl*)&*Awng dk*(*Stl*-ws)<br>2*nd dk*(*Stl*)*in fore&after holds* | *1651*<br>*1613*<br>*653* | ✠~~100A1~~<br>*Awng dk*<br>*withfreeboard*<br>7,21 ~~10,18~~ ✠~~LMC12,16~~ | Shl | *q* | CL<br>12,18 | 1915<br>12mo<br>*Lloyd* | Swan,Hunter&Wigham Richardson Ld Newcastle<br>'sA&CP | Russian Government<br>*WB=CellDBuE* | 200·1<br>&*B*80'*f*56'230*tFPT* | 50·5 | 18·1<br>FK | Russian<br>6*BHCem*<br>30*tAPT*94*t* | T6Cy21½″,35½″&58″-36″ (*s*)<br>180lb 721NHP<br>6SB,18*cf*,GS308,HS12000FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 27<br>8<br>19 |
| 19057<br><br>JOQF | — **SteelScSr**<br>*Elec.light* 1*Dk*(*Teak*) | 444 | ✠<br>*For towing purposes*<br>5,16 ✠ | Shi | *g* | | 1916<br>5mo | Shanghai Dk&En.CoLd<br>Shanghai | Russian Government<br>*Tank at* | *sides of tunnel* 24'20*t* | | BK8″ | Vladvostk<br>Russian<br>5*BHCem*<br>*FPT*20*t* | T.3Cy.17½″,28″&46″-33″<br>190NHP<br>2SB,6*cf*,GS120,HS3740<br>ShanghaiDk.&Eng.Co.Ld | 17 |
| 19058<br>100680 | **Illinois** **SteelSc**<br>*Mchy.Aft* Wireless<br>*Elec.light* 1*Dk*&*Shadedk*&*Promenadedk* | 2427<br>—<br>1468 | | | | | 1899 | Chicago S.B.Co.<br>Chicago | NorthernMichigan Transportn.Co. | 225·0 | 40·0 | 24·7 | Duluth<br>Utd.States | T.3Cy.20″,33″&54″-36″<br>175NHP<br>ChicagoS.B.Co.Chicago | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 3<br>Regist'd Tonnage.<br>Gross. — Under deck. — Net. | 4-5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When. — Ship. — Engines | 9<br>By Whom. — Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9059<br>QSFO | **Ilma** **IronScSr** | 140<br>—<br>101 | | | | | 1874 | ....................<br>Stockholm | **KimitoÅngbåts**<br>**A/B (H.Neberman,**<br>***Mgr.*)** | 102·8 | 18·3 | 7·1 | **Kimito**<br>Finnish | | | |
| 9060 | **Ilmar** **SteelSc2TwinMsts**<br>(*ex*Menkar) 1*Dk*(*Stl*)<br>*Well deck Mchy.Aft* | 1148<br>866<br>661 | | | ‥ | CL<br>9,20 | 1918<br>3mo | Wilton's E.<br>&Slipwy.Co.<br>Rotterdam<br>A&CP | **Roland-LinieA.G.**<br>*CellDBu B23'f152'389tFPT* | 230·2<br>Q131'B13'F24' FK | 34·0 | 13·2 | **Bremen**<br>German<br>4*BHCem*<br>88*tAPT*48*t* | T.3Cy.15½"25½"&41"-36"(*s*)<br>160lb *100lb* 124NHP<br>1SB,3*rf*,GS63,HS2213<br>MB*made*93*refitted*2,18<br>Wilton'sE.&SlpwyCo.Rot | 16″0<br>s 1″5<br>14″10 | |
| 9061<br>~~[illegible]~~<br>~~[illegible]~~ | **Ilmenau** **SteelScSr**<br>*Elec.light* } Wireless 1*Dk&Spar dk* | 2635<br>2466<br>1652 | ~~Lon. 3,21~~<br>(*See footnote**) | Tri. 10,21 | | | 1906 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | ~~**SagacityS.S.Co. Ld.(H.H.Penman, *Mgr.*)**~~<br>L.G.Salvagno | 292·7 | 44·0 | 23·5 | ~~**London**~~<br>~~British~~<br>Italian | T.3Cy.20$\frac{1}{16}$",33½"&55⅞"-37½"<br>192NHP<br>Flensburger.Schiffsb.Ges. | | |
| 9062<br>27905<br>IMKJ | **Ilorin** **SteelTwinScSr**<br>*ss*ForcadosNo.2-16<br>(*ex*Baro) 1*Dk*(*Stl*-ws)<br>*Elec.light* | 957<br>801<br>551 | ✠90A1<br>6,16<br>~~BS8,20~~ ✠LMC~~4,19~~<br>1,22 | For-<br>cados | *n* | CL<br>~~S4,19~~<br>~~PN9,19~~<br>1,22 | 1908<br>3mo<br>*Lloyd* | W.Harkess<br>&Son,Ld.<br>Middlesbro'<br>'*sA&CP* | **British&African S.N.Co.Ld. (Elder, Dempster&Co.Ld.** *Mgrs.*) | 225·0<br>P32'B58'F35' FK<br>*FPT*41*t* | 36·2 | 13·1 | **Liverpool**<br>British<br>4*BHCem*<br>*APT*44*t* | T.6Cy.13",21"&34"-24" (*s*)<br>160lb 132NHP<br>2SB,4*rf*,GS73,HS2265<br>MacColl&Pollock,Ld.Sld. | 14″0<br>s 2″2<br>12″3 | |
| 9063<br>IABE | **Ilse** **IronScSr**<br>*ss*Ham.No.3-2,83<br>(*ex*Trave) *Well deck* 1*Dk* | 588<br>—<br>309 | 2,83 | Ham | *i* | | 1872<br>10mo | Reiherst'g<br>Schiffsw.<br>Hamburg | **Russian Government** | 192·5<br>P110' F14' FK | 25·0 | 19·7 | Russian<br>5*BH* | C.2Cy.21"&38"-26"<br>NB92 61NHP<br>Reiherst.Maschinenf.Ham. | | |
| 9064<br>4098<br>JNOK | **—** **SteelScSr**<br>~~*ss*Got.No.3-9,08~~<br>(*ex*Sailing Vessel) ~~*ss*Got.No.2-17~~<br>*Mchy.Aft ss*Got.2ndNo.3-3,21 1*Dk*(*Stl*) | 427<br>360<br>298 | ✠100A1<br>3,21 ~~4,20~~ 3,22<br>✠NE&B~~9,08~~ 3,21<br>~~BS11,19~~ ✠LMC~~9,17~~ | Got | *f* | ~~6,20~~<br>4,20 | 1902<br>12mo | AktLödöse<br>Varf<br>Lödöse<br>A&CP | **RederiAktieb. Unda (J.A.Waller,** *Mgr.*)<br>*WB=* | 135·2<br>P38'F18'<br>len08 BK7"<br>*CellDBf*19'30*tFPT* | 26·2 | 12·6 | **Gothenbrg**<br>Swedish<br>3*BHCem*<br>21*tAPT*11*t* | C.2Cy.12"&27"-18" (*s*)<br>125lb 31NHP<br>1SB,2*cf*,GS25,HS522<br>Akt.LödöseVarf,Lödöse | 15″3<br>s 1″4<br>14″8 | |
| 9065 | **Iltis** **SteelScLr**<br>1*Dk* | 137<br>129<br>64 | | | | | 1909 | Bremer<br>Vulkan<br>Vegesack | **Hochseefischerei Bremerhaven Akt.Ges.** | 90·8<br>Q14' | 21·3 | 9·8 | **Brmrhavn**<br>German | C.2Cy.9$\frac{1}{16}$"&16$\frac{9}{16}$"-12⅝"<br>23NHP<br>BremerVulkan,Vegesack | | |
| 9066<br>INTQ | **Iluntzar Mendi** **SteelScSr**<br>*ss*Bbo.2nd.No.3-9,20 ~~*ss*Bbo.No.3-7,07~~<br>(*ex*Alemania, ~~*ss*Bbo.No.2-16~~<br>*ex*Kirkwall) 1*Dk*(*Irn*)&*Web frames*<br>Wireless &*ptAwng dk*(*Irn*) | 2098<br>1547<br>1255 | ✠100A1<br>*ptAwng dk withfreeboard*<br>7,21 ~~4,18~~ BS8,23<br>~~BS2,22~~ ✠LMC1,20 | Bbo | *r* | CL<br>1,20 | 1894<br>10mo | BlythS.B.<br>Co.Ld.<br>Blyth<br>A&CP | **Cia.NavieraSota y Aznar (Sota y Aznar,** *Mgrs.*)<br>*CellDB* | 275·0<br>P27'Q80'<br>*ptAwng dk*168' FK<br>*a*90'*uE*18'*f*108'394*t* | 37·7 | 18·4 | **Bilbao**<br>Spanish<br>5*BHCem*<br>*APT*22*t* | T.3Cy.20",33"&54"-36" (*s*)<br>160lb *80lb* 179NHP<br>2SB,6*pf*,GS81,HS2740<br>N.E.MarineEng.CoLdNwc | 20″9<br>s 7″10<br>20″3 | |
| 9067<br>LBRN | **Imacos** **SteelSc**<br>*Elec.light* 1*Dk* | 1143<br>980<br>673 | | | | | 1920 | A/S Moss<br>Værft<br>Moss | **BechsRederiA/S (C.Bech&Co.** *Mgrs.*) | 226·4<br>P41*t*H75*t* | 36·6 | 15·9 | **Tvedstrnd**<br>Norwegian<br>*WB* | T.3Cy.16",25"&42"-30"<br>97NHP<br>A/S MossVærft.Moss. | | N |
| 9068<br>71230<br>ICDR | **Iman** **WoodSc**<br>(*ex*Matipid) | 245<br>—<br>113 | | | | | 1902 | BorneoS.B.<br>Co.<br>Sandakan | **PhilippineGovt. (Dept.of Mindanao &Sulu)** | 115·0 | 25·5 | 11·0 | **Manila**<br>Utd. States | C.2Cy.11¼"&22¼"-15"<br>NB19 16NHP | | |
| 9069<br>06885<br>VLG | **Imani** **SteelScSr**<br>*ss*Grk.2ndNo.3-11,19<br>*Elec.light* Wireless<br>2*Dks*(*Stl*)3*tr B* | 4590<br>4451<br>2977 | ✠100A1<br>3,21<br>BS4,22 ✠LMC<br>MS2,19 ~~MBS12,20~~ | Cal | *y* | CL<br>11,19 | 1897<br>11mo<br>*Lloyd* | Harland &<br>Wolff,Ld.<br>Belfast<br>'*sA&CP* | **T.&J.Brocklebank Ld.**<br>*WB=CellDBa* | 400·2<br>P40'B78'F45'<br>FK&BK2½"<br>104'*uE&B*63'*f*150' | 46·2 | 29·2 | **Liverpool**<br>British<br>6*BHCem*<br>941*tAPT*63*t* | T.3Cy.26",45"&73"-54" (*o*)<br>180lb *120lb*NDB19 455NHP<br>2DB,12*cf*,GS225,HS7444<br>D.Rowan&Son,Glasgow | 32″0<br>s 7″6<br>25″3 | |
| 9070<br>TBOE | **Imanta** **SteelSc**<br>*ss*Rga.No.3-4,22 ~~*ss*Kel.No.2-11~~<br>(*ex*Kildin,*ex*Laboe, 1*Dk*(*Stl*)&<br>*Well deck ex*Scheldestad) *deep framing* | 1247<br>1005<br>731 | ✠100A1<br>4,22<br>✠LMC4,22 | Stn<br>Rga | *o* | 4,22 | 1903<br>7mo<br>*Lloyd* | Cmpbltwn<br>S.B.Co.<br>Campbeltwn<br>'*sA&CP* | **LatvianGovernment**<br>*CellDBa*54' *f*94'224*t* | 230·4<br>Q79'B58'F29' FK | 34·5 | 17·3 | **Riga**<br>Latvian<br>4*BHCem*<br>*APT*86*t* | T.3Cy.18",27½"&45"-33"(*a*)<br>160lb *80lb* 120NHP<br>1SB,3*rf*.GS65,HS1871<br>Hutson&Sons,Ld.Glasgow | 18″3 | |
| 9071 | **Imatra** **SteelSc**<br>(*ex*Alcor)<br>*Elec.light* 1*Dk* | 3233<br>2949<br>2006 | | | | | 1912 | Rotterdam<br>Droogd.Maat<br>Rotterdam | **J.W.Paulin&Co.** | 332·0<br>P37'B100"F31' | 48·1 | 22·1 | **Wiborg**<br>Finnish<br>*WB* | T.3Cy.23",38"&62"-42"<br>249NHP<br>RotterdamDroogd.Maats. | | |
| 9072<br>32187 | **Imbat** **WoodSc**<br>1*Dk* | 92<br>91<br>40 | ✠11A1<br>*For fishing purposes*<br>9,20<br>✠LMC9,20 | Gms | | CL<br>9,20 | 1918<br>8mo<br>*Lloyd* | Jones'<br>BuckieSlip&<br>Shipyard<br>Ld.Buckie<br>'*sA&CP* | **P.Cowie** | 87·1<br>9&12yrs.Mat. | 19·7 | 10·0 | British | T.3Cy.9½",15½"&26"-18' (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>Urquhart,Lindsay&Co.Ld.<br>Dun. | 10″3 | |
| 9073<br>35716<br>FCP | **Imber** **SteelScSr**<br>*ss*Spz.No.1-19<br>*Elec.light* 1*Dk*(*ptIrnptStl*)<br>Sub.Sig. 2*nd dk*(*Stl*)*inNo.1hold*<br>Wireless | 2154<br>1862<br>1186 | ✠100A1<br>10,19<br>BS3,21 ✠LMC5,18 | Bkn | *s* | CL<br>10,19 | 1914<br>3mo<br>*Lloyd* | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>LdNewcastle<br>'*sA&CP* | **CorkS.S.Co.Ld.**<br>*WB=Cell DBa*75'*uE*34'*f*128'495*t FPT*61*t* | 300·0<br>P&B174'F76' FK | 40·0 | 20·9 | **Cork**<br>British<br>5*BHCem*<br>*APT*36*t* | T.3Cy.22½",37"&62"-42"(*r*)<br>180lb *80lb* 370NHP<br>2SB,6*cf*,GS136,HS5640 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 22″3<br>s 2″4<br>20″3 | |
| 9074<br>99710<br>FGT | **Imbricaria** **IronScK**<br>(*Trawler*)<br>1*Dk* | 150<br>139<br>66 | | | ... | | 1893 | Cochrane<br>&Cooper<br>Beverley | **CanadianFishing Co.Ld. (A.L.Hager,** *Mgr.*) | 101·0<br>Q17'F18'<br>BK7½" | 20·5 | 11·0 | **Vancouvr, B.C.**<br>British | T.3Cy.11½",18"&30"-22"<br>NB11 45RHP<br>C.D.Holmes&Co.Hull | 11″10 | |
| 9075<br>36894 | **Imelda** **SteelScK**<br>*ss*Flt.No.1-19<br>1*Dk* | 251<br>230<br>97 | ✠100A1<br>*StmTrawler*<br>6,21 ~~12,20~~<br>~~BS5,20~~ ✠LMC4,19<br>BS6,21 | Flt | | CL<br>4,19 | 1914<br>7mo<br>*Lloyd* | Dundee<br>S.B.Co.Ld.<br>Dundee<br>'*sA&CP* | **LancashireSteam FishingCo.Ld. (J.A.Robertson,** *Mgr.*) | 126·8<br>Q72'F20'<br>BK7½" | 23·0 | 12·1 | **Fleetwood**<br>British<br>4*BHCem* | T.3Cy.12¾",22"&36"-24" (*s*)<br>180lb 80RHP<br>1SB,3*pf*,GS49,HS1438<br>Lidgerwood,Ld.Glasgow | 13″0 | |
| 9076<br>JMQ | **Imerina** **SteelScSr**<br>Wireless (*ex*Sparta)<br>*Elec.light* 1*Dk&Spar dk&Web frames* | 2830<br>2606<br>1755 | | | ... | | 1899 | Richardsn,<br>Duck&Co.<br>Stockton | **Messageries Maritimes** | 299·0<br>F34'<br>FK | 42·1 | 17·2<br>25·5 | **Marseilles**<br>French<br>*WB* | T.3Cy.24",40"&65"-42"<br>279NHP<br>Blair&Co.Ld.Stockton | 27″11 | V |
| 9077<br>3039<br>BGK | **Imizu Maru** **SteelSc** | 981<br>—<br>558 | | | | | 1918 | .................... | **HottaZen-ichiro** | 202·0 | 29·0 | 18·7 | **Osaka**<br>Japanese | | | |
| 9078<br>5230<br>NSK | **Imizu Maru No. 2** **SteelSc** | 1225<br>—<br>820 | | | | | 1919 | .................... | **HottaZen-ichiro** | 215·5 | 32·0 | 19·0 | **Osaka**<br>Japanese | | | |
| 9079<br>8859<br>SRB | **Imlay** **SteelScSr**<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft Longitudinal framing*<br>Wireless | 7005<br>6535<br>4352 | *CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 9,19 *F.P. above* 150° F. | | ... | CL | 1919<br>9mo | Moore S.B.<br>Co.<br>Oakland,Cal.<br>A&CP | **UnitedStates ShippingBoard**<br>*CellDBuE&B*61'143*tDTf*43'540*tAPT*28*t* | 425·8<br>P106'B40'F41' FK | 57·0 | 31·2 | **S.Frncisco**<br>Utd.States<br>*ptAsp*<br>9*BH to U dk*<br>7 „ „2*nd*„ | 2 Steam Turbines geared to 1 Sc Shaft 210lb (*s*)<br>3SB,9*cf*,HS8244 615NHP FD<br>WestinghouseElectric&<br>Mfg.Co.E.Pittsburgh | 33″0<br>s 7″9<br>25″8 | |
| 9080 | | | | | | | | | | | | | | | | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register ~~and a certificate for six months issued~~.

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19081 | **Immacolata** SteelScSr<br>ssTri.No.3-6,13<br>1Dk(Irn)2trB&deep framing<br>*Elec.light* 3Dk rule | 3271<br>3099<br>2069 | ~~✠100A1~~<br>11,21<br>~~Examined1,20~~<br>✠LMC<br>~~MS8,19~~ ~~BS2,19~~ | Shl | v | CL<br>6,13 | 1900<br>8mo | R.Thompson&Sons<br>Sunderland<br>A&CP | ~~Requisitioned by the French Government~~<br>Soc.Anon di Nav a Vap "Perseveranza" | 326·0<br>P31'B102'F36'<br>FK<br>WB=CellDBa100' | 48·0 | 23·7 | Trieste<br>Italian<br>~~French~~<br>5BHCem<br>uE24' f134' | T.3Cy.24",39"&64"–42" (s)<br>160lb 285NHP<br>2SB,6pf,GS122,HS4574<br>G.Clark,Ld.Sunderland<br>794tFPT 86tAPT169t | 25 |
| 19082<br>28<br>PVHW | — IronScSr<br>(exAmphitrite)<br>1Dk | 217<br>173<br>99 | | | | | 1873 | ..................<br>Italy | MariaG.Esposito | 135·5 | 18·0 | 10·3 | Cstllmare<br>Italian | O.2Cy.14⅝"&27⅝"–24"<br>31NHP<br>Emade—cpd73 | |
| 19083 | **Immelmann** SteelSc<br>(Trawler)<br>1Dk<br>*Elec.light* | 262<br>234<br>99 | | | | | 1916 | Nordseewerke<br>Emden | Wilhelmshavener Hochseef.-A.G. | 127·0<br>H51'F19' | 23·0 | 12·0 | Rüstrngen<br>German<br>WB | T.3Cy13½",20 9/16"&32 7/16"–22"<br>50NHP<br>Steen&Kaufmann, Elmshorn | |
| 19084<br>Now named "Amaler," See No. 36180 in Supplement<br>JTNB | **Immeln** SteelScSr<br>ssSld.No.3-5,14<br>(exConsulCorfitzon, ssGot.No.1-19<br>exMelobesia) 1Dk(Stl)2trB&<br>Wireless deep framing 3 Dk rule | 2806<br>[illegible]<br>1656 | ✠100A1<br>10,20<br>BS10,20 ✠LMC8,19 | Got | u | 8,19 | 1901<br>11mo<br>Lloyd's A&CP | Craig, Taylor&Co.<br>Stockton | Rederiaktieb-Transatlantic<br>(G.Carlsson, Mgr)<br>CellDBa102'uE | 320·2<br>P31'B84'F31'<br>FK<br>20'f 134' 592t FPT | 46·4 | 21·4 | Gothenbrg<br>Swedish<br>5BHCem<br>88tAPT131t | T.3Cy.23½",39"&64"–42" (s)<br>160lb 100lb 278NHP<br>2SB,6cf,GS123,HS4345<br>Blair&Co.Ld.Stockton | 23<br>14<br>29 |
| 19085 | **Immo** SteelSc<br>*Elec.light* 1Dk | 667<br>522<br>349 | | | | | 1921 | J.Frerichs &Co.A.G.<br>Einswarden | Hamburg-Bremer AfrikaLinieA.G. | 184·8<br>P66'F19' | 29·7 | 11·8 | Bremen<br>German<br>WB | T.3Cy.15 9/16",24"&39½"–26¾"<br>80NHP<br>J.Frerichs&Co.A.G. Osterholz-Schrambeck | |
| 19086<br>Wrecked 10,21<br>86666<br>WKTS | **Imogene** ~~WoodAuxTwinSc3MstSr~~<br>WoodTwinSc OilEng.<br>(exStrathendrick) HTFoy.16 cf Salted<br>~~(See Sailing Ship Register)~~ 1Dk | 194<br>177<br>99 | ✠ ~~[illegible]~~<br>SSLth.20-4yrs | Foy<br>Lth | 11<br>C7<br>C4 | | 1882<br>6mo | TroonS.B.Co.<br>Troon | E.T.Willows | 113·1<br>Q14t ND96 | 22·2 | 11·9 | London<br>British | Oil Engines 2S.C.S.A<br>4Cy.12¾"–[illegible] 41 ~~43~~NHP<br>Ruston&Hornsby,Ld. Lincoln<br>NE8,20 | 13 |
| 19087 | **Imperador** SteelTwinScSr<br>ssPra.No.3-7,09<br>(exMontenegro) 1Dk(Teak)&<br>*Elec.light* Promenade dk(Teak) | 402<br>316<br>282 | ✠<br>For River purposes only<br>7,09 ✠ | Pra | | | 1900<br>2mo | Murdoch & Murray<br>Pt.Glasgow | Soc.Anon.Moinho Santesta | 150·0<br>F16'<br>FK | 33·0 | 9·8 | SaoPaulo<br>Brazilian<br>5BHCem | T.6Cy.10",16½"&26½"–21"<br>80NHP<br>1SB,3rf,GS60,HS1369<br>D.Rowan&Co.Glasgow | 10 |
| 19088 | **Imperator** SteelTwinScSr<br>*Elec.light* Wireless 1Dk&Spardk | 1079<br>914<br>453 | | | | | 1897 | Oderwerke<br>Grabow, Stettin | FrenchGovernment | 218·8 | 32·9 | 19·3 | French | T.6Cy.16½",26"&42"–24"<br>173NHP<br>Oderwerke,Grabow | |
| 19089<br>MCFR | — SteelScSr<br>1Dk | 982<br>875<br>618 | | | | | 1904 | Stavanger Stöberi&Dok<br>Stavanger | D/S A/S Svithun<br>(Holdt&Isachsen A.S.Mgrs.) | 231·4<br>P12tH44tF29t | 33·2 | 15·1 | Stavanger<br>Norwegian<br>WB | T.3Cy.17",28"&47"–33"<br>127NHP<br>StavangerStöberi&Dok | |
| 19090 | **Imperatriz Theresa** IronPad | 481<br>—<br>341 | | | | | 1883 | LairdBros.<br>Birkenhead | AmazonRiverStm. Nav.Co.(1911)Ld. | 180·0 | 30·0 | 9·5 | Para<br>Brazilian | C.2Cy.32"&52"–54"<br>166NHP<br>LairdBros.Birkenhead | |
| 19091<br>980<br>HDEG | **ImperatrizaAlexandra** SteelScSr<br>(exWologda)<br>*Elec.light* 2Dks&Awng dk | 2387<br>2191<br>1447 | | | | | 1903 | CaledonSB &E.Co.Ld.<br>Dundee | RussianGovernmt. | 290·0<br>F35' | 40·0 | 25·6 | Russian<br>WB | T.3Cy.21½",36"&62"–45"<br>258NHP<br>CaledonS.B.&E.Co.Ld.Dun | |
| 19092<br>PGBJ | **Imperatul Traïan** SteelTwinSc<br>2Dks&Awng dk<br>*Elec.light* Wireless Fitted for oil fuel | 3068<br>—<br>1143 | | | | | 1906 | Atel.&Ch. de laLoire<br>St.Nazaire | RoumanianState MaritimeService | 356·9 | 41·9 | 27·5 | Constanza<br>Roumanian<br>WB | T.6Cy.24½",38½"&64½"–39⅜"<br>524NHP<br>Atel.&Ch.de laLoire,Nts. | |
| 19033<br>134749<br>JBCV | **Imperia** SteelScK<br>~~ssGms.No.1-19~~<br>*Elec.light* ssGms.No.2-21 1Dk | 213<br>206<br>88 | ✠100A1<br>StmTrawler<br>6,21 ~~5,20~~<br>~~BS1,20~~ ~~✠LMC~~ | Gms<br>6,21 | | CL<br>~~5,20~~<br>6,21 | 1912<br>11mo<br>Lloyd's A&CP | Cook,Welton&Gemmell<br>Ld. Beverley | Trawlers(White Sea&Grimsby)Ld<br>~~(H.Bacon, Mgr.)~~<br>J.N&H.Bacon,Mgrs) | 117·2<br>Q61'<br>BK7½" | 21·5 | 12·1 | Grimsby<br>British<br>4BHCem | T.3Cy.12",21"&34"–24" (s)<br>200lb 58RHP<br>1SB,2pf,GS32,HS1086<br>Amos&Smith,Ld.Hull | 13 |
| 19094<br>903<br>HOBL | **Imperial** SteelSc3MstSr<br>Wireless 2Dks(1Stl-ws)&Shade dk | 2729<br>1804<br>1633 | ✠<br>Shade dk<br>3,89<br>Valparaiso & Panama | Liv | | | 1889<br>3mo | LairdBros.<br>Birkenhead | CompañiaSud Americana deVap. | 336·8<br>F57'<br>BK10"<br>WB=CellDB280'373t | 41·2 | 18·7 | Valparaiso<br>Chilian<br>5BHCem | T.3Cy.31",49"&75"–54"<br>NB14 413NHP<br>LairdBros.,Birkenhead | 22 |
| 19095<br>121045 | — Iron&SteelPad<br>3Dks | 1098<br>726<br>578 | | | | | 1907 | SLawrence Canadi'nNCo<br>Ld. Sorel,PQ | A.Desmarteau | 200·0 | 41·9 | 7·6 | Sorel,P.Q.<br>British | B.Cy.34"–96"<br>E&Bmade88 fitted07 38RHP<br>G.Brush&Co.Montreal | |
| 19096 | — SteelScSr<br>1Dk2trB | 906<br>649<br>562 | | | | | 1890 | Rostocker Act.Ges.<br>Rostock | Paulsen&Ivers | 201·2<br>P123' H52' F56' | 31·5 | 13·0 | Kiel<br>German<br>WB | T.3Cy.14",22"&36"–27"<br>NB05 67NHP<br>RostockerA.G.,Rostock | |
| 19097<br>108346<br>QCPJ | — SteelScSr<br>(exMinoco)<br>*Elec.light* 1Dk&Webframes<br>*Mchy.Aft* Carrying Petroleum in bulk | 796<br>671<br>412 | | | ... | | 1898 | TyneI.S.B. Co.Ld.<br>Newcastle | ImperialOilLd.<br>(C.O.Stillman, Mgr.) | 200·0<br>P35'F23'<br>FK | 32·0 | 14·4 | Sarnia,Ont<br>British<br>WB | T.3Cy.17",26"&45"–30"<br>129NHP<br>WallsndSlpwyCo.Ld.Nwc | 15 |
| 19098<br>200905<br>KTOP | — WoodSc<br>(Tug)<br>1Dk | 160<br>—<br>109 | | | | | 1904 | T.McClosker&Co.<br>Baltimore | CahillTowing Line Inc. | 107·5 | 21·6 | 11·0 | New York<br>Utd.States<br>WB | C.2Cy.15"&30"–22"<br>35NHP<br>JamesClarkCo.Baltimore | |
| 19099<br>886<br>HBCS | — WoodSc | 105<br>—<br>52 | | | | | 1903 | Rio<br>Imperial | A.Holmberg | 89·6 | 19·0 | 7·9 | Castro<br>Chilian | | |
| 19100<br>109904 | **Imperial Prince** SteelScK<br>(Trawler)<br>1Dk | 128<br>119<br>50 | | | ... | | 1899 | J.T.Eltringham&Co<br>South Shields | A.Walker | 96·0<br>BK6½" | 19·1 | 10·7 | Aberdeen<br>British | C.2Cy.16"&34"–22"<br>47RHP<br>G.T.Grey,SouthShields | 11 |
| 19101<br>135209<br>JBWD | **Imperoyal** SteelScSr<br>~~ssN.Yk.No.1-17~~<br>*Elec.light* ssHfx,No.2-21 1Dk(Stl)&<br>*Mchy.Aft* Wireless Web frames | 2253<br>1734<br>1384 | ✠100A1<br>5,21 ~~10,20~~<br>~~[illegible]~~ ✠LMC[illegible]<br>Carrying Petroleum in bulk<br>BS4,22 | Mtl<br>Hfx | r | CL<br>~~5,19~~<br>N5,21 | 1913<br>4mo<br>Lloyd's A&CP | Greenock&Grngemouth DckydCo.Ld.<br>Grngemouth | ImperialOilLd.<br>(C.O.Stillman, Mgr.) | 249·5<br>P77'F37'<br>FK<br>WB= | 43·1 | 19·7 | Sarnia,Ont<br>British<br>10BHCem<br>CellDBuE& | T.3Cy.21",34"&56"–36" (s)<br>180lb 224NHP<br>2SB,6cf,GS116,HS3716<br>Cooper&Greig,Dundee<br>B48'102tFPT360tAPT44t | 21<br>3<br>19 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Stranded 4,21 In port damaged<br>19102<br>135238<br>JONM | **Impoco** SteelSc<br>ssShl.No 1-18<br>1Dk(Stl)& Web frames<br>Elec.light<br>Mchy.Aft Wireless | 2257<br>1740<br>1383 | ✠~~100A1~~<br>2,21<br>✠~~LMC~~<br>Carrying Petroleum in bulk<br>Fitted for oil fuel, 2,20 F.P. above 150° F. | NYk | r | CL<br>2,21 | 1913<br>7mo<br>Lloyd's A&CP | Greenock& Grngemouth DkyrdCo.Ld.<br>Grngemouth | ImperialOilLd.<br>(C.O.Stillman, Mgr.) | 249·5<br>P77'F37'<br>FK<br>WB = CellD | 43·1 | 19·7 | Sarnia,Ont<br>British<br>10BHCem<br>BuE & B48' | T.3Cy.21",34"&56"-36" (s)<br>180lb 90lb NDB20 224NHP<br>2SB,6cf,GS116,HS3716<br>Cooper&Greig,Dundee<br>102tFPT360tAPT44t | 21 ″ 1<br>s 2 ″ 3<br>19 ″ 2 | |
| 19103<br>POJN | **Import** SteelScSr<br>ssRot.No.3-7,14<br>ssRot.No.1-18<br>1Dk(Stl)2trB<br>Well deck | 847<br>646<br>513 | ✠100A1<br>~~7,21~~ ~~8,20~~ 1,22<br>BS6,21 ✠LMC7,18<br>~~BS6,20~~ 6,21 ~~MBS8,20~~ | Rot | l | 8,20 | 1902<br>10mo | Rijkee&Co<br>Rotterdam<br>A&CP | N.V.Rotterdam-LondonStoomv.<br>Maats. | 206·9<br>Q68'B51'F24'<br>WB= FK<br>CellDBa 45'uE&B | 31·1 | 13·2 | Rottrdam<br>Dutch<br>4BHCem<br>28'f94'204t | T.3Cy.15⅝",25"&40"-36" (s)<br>160lb 80lb 113NHP<br>1SB,3cf,GS54,HS1952<br>Maats.Fyenoord,Rot. | 15 ″ 6<br>s 1 ″ 0½<br>14 ″ 8 | |
| 19104<br>130031 | **Impregnable** SteelScK<br>(Fishing)<br>1Dk | 108<br>107<br>48 | | | | | 1911 | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | WilliamRobbens<br>&Sons,Ld. | 86·5 | 18·6 | 8·8 | Lowestoft<br>British | T.3Cy.9¼",15½"&26"-18"<br>42RHP<br>W.V.V.Lidgerwood,Gls. | | |
| 19105<br>Now named | **Imricq** IronScSr<br>"Espoir," See No.37259 in Supplement<br>ssGls.No.[illegible]<br>(exCraigendoran) ssGls.No.2-03<br>Well deck 1Dk(Irn)2trB | 1471<br>1155<br>943 | ✠<br>3,09<br>✠NB6,05 ✠ | Gls | p | | 1883<br>10mo | Ramage& Ferguson<br>Leith | J.M.Rabinovitch<br>&Co. | 250·0<br>Q89'B72'F25<br>FK<br>WB= | 34·2 | 17·7 | Odessa<br>Russian<br>4BHCem<br>MT22'200t | C.2Cy.30"&56"-39"<br>NDB05 161NHP<br>1DB,4pf,GS74,HS2672<br>Ramage&Ferguson,Leith | 18 ″ 9 | V |
| 19106<br>6144<br>KBTR | **Ina** SteelAuxSc3MstSr<br>OilEng.<br>(exVelox)<br>(See Sailing Ship Register) | 353<br>298<br>247 | | | | | 1919 | Scheepswrf "DeHoop"<br>J.J.Bodewes<br>Pannerden | NilsTörnblom<br>(O.Hellsten, Mgr.) | 134·0<br>Q33'H31tF23' | 26·5 | 10·9 | Stockholm<br>Swedish<br>WB | Oil Engine<br>2Cy.15¾"-16½"<br>J.V.SvenssonsMotorfrbk.<br>Augustendal | | V |
| 19107 | **Ina Adam** WoodScK<br>(exThunderbolt) 1Dk<br>9&12yrs.Mat. | 97<br>97<br>41 | ✠ 11A1<br>For fishing purposes<br>9,20<br>✠LMC3,20 | Abn | | CL | 1919<br>12mo<br>Lloyd's A&CP | G.Innes<br>Macduff | ~~T.Adam~~<br>~~(MoffBros.Mgrs.)~~<br>GrimsbySeineFishingCo.(S.FranklinMgr) | 87·0 | 19·8 | 10·0 | British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>Yeaman&Baggesn,Tayprt. | 10 ″ 4 | |
| 19108<br>~~144565~~<br>~~PNQ~~ | **Ina Blumenthal** SteelSc<br>(exFinnland)<br>Elec.light Wireless 1Dk<br>Now named "Gottfried Poppe," See No 37527 in Supplement | 2229<br>1512<br>1441 | | | | | 1898 | Bremer<br>Vulkan<br>Vegesack | ~~TheShippingController(Mann MacNeal&Co.Ld.~~<br>Shoeder&Kayser | 282·3<br>Q92'B25' | 41·8 | 16·2 | German<br>WB | T.3Cy.18$\frac{15}{16}$" 30$\frac{11}{16}$"&49"-31½"<br>135NHP<br>BremerVulkan,Vegesack | | |
| 19109<br>1717<br>HLFV | **Inaba Maru** SteelTwinScSr<br>ssYka.2ndNo.3-2,10<br>Wireless ssYka.No.2-18<br>2Dks(StlU-teaks)&deep framing<br>Elec.light | 5950<br>5394<br>3680 | ✠100A1<br>~~4,21~~ ~~11,20~~ 9,21<br>✠LMC~~6,20~~<br>4,21 | Yka | a† | CL<br>6,20 | 1897<br>8mo<br>Lloyd's A&CP | D&W Henderson&Co.<br>Glasgow | NipponYusen<br>KabushikiKaisha<br>WB = Cell DBa | 445·0<br>P60'B110'F58'<br>FK&BK1½"<br>115'uE&B55'f 200' | 49·4 | 30·5 | Tokio<br>Japanese<br>8BHCem<br>1142tMT28' | T.6Cy.20¼",33½"&56"-48"(s)<br>200lb 550NHP<br>2D&2SB,18cf,GS300HS9157<br>D.&W.Henderson&Co.,Gls<br>495tFPT110tAPT36t | 33 ″ 6<br>s 8 ″ 0<br>26 ″ 3 | |
| 19110<br>19782<br>NFMS | **Inabasan Maru** SteelSc | 983<br>—<br>692 | | | | | 1916 | ................. | Kusakabe<br>KabushikiKaisha | 190·0 | 32·0 | 18·5 | Kobe<br>Japanese | | | |
| 19111<br>Wrecked 1,22<br>13294<br>LMQG | **Inaho Maru** SteelScSr<br>ssKob.No.3-10,10<br>(exMorven) ssKob.No.2-18<br>Wireless 2Dks(Stl-Uws)&Webframes | 3939<br>3337<br>2887 | ✠~~100A1~~<br>7,21 ~~6,20~~<br>✠~~LMC6,20~~<br>~~7,21~~ | Kob | w | CL<br>~~8,19~~<br>7,21 | 1895<br>10mo<br>Lloyd's A&CP | C.Connell &Co.<br>Glasgow | ItayaShosen<br>KabushikiKaisha<br>WB=CellDB<br>a114'uE&B38' | 344·0<br>P36'B86'F39'<br>FK<br>f144'768tAPT70t | 44·5 | 25·9 | Nishino-miya<br>Japanese<br>6BHCem | T.3Cy.25",40"&66"-45" (s)<br>170lb 160lb NDB21 354NHP<br>2SB,6cf,GS94 HS4900 FD<br>Dunsmuir&Jackson,Gls. | 28 ″ 6<br>s 5 ″ 2<br>23 ″ 8 | |
| 19112<br>10419<br>JMQP | **Inatsuma Maru** SteelScSp<br>(Whaler)<br>1Dk | 116<br>103<br>62 | | | | | 1906 | Akers<br>Mek.Værks.<br>Christiania | ToyoHogei<br>KabushikiKaisha | 91·6 | 18·1 | 10·5 | Osaka<br>Japanese | T.3Cy.11",18"&29"-18"<br>36NHP<br>AkersMek.Værks.Xia. | | |
| 19113<br>102124<br>NGHB | **Inca** SteelScSr<br>Wireless 2Dks3trB | 3590<br>3339<br>2291 | | | | | 1893 | Harland& Wolff(Lim.)<br>Belfast | PacificStmNavCo. | 360·6<br>P40'B96 F42' | 43·2 | 27·3 | Liverpool<br>British<br>WB | T.3Cy.24",39½"&66"-48"<br>302NHP<br>Harland&Wolff(Lim.)Bel. | | |
| 19114<br>213730<br>LFQH | **—** SteelScSr<br>ssNYk.No.1-20<br>Elec.light 1Dk(Stl) | 1414<br>1172<br>948 | ✠100A1<br>7,21 ~~8,20~~<br>✠LMC8,20 | NYk | | ~~9,18~~<br>7,21 | 1915<br>11mo<br>A&CP | Gt.Lakes Eng.Works<br>Ecorse,Mich.<br>WB= | ClydeS.S.Co.Inc.<br>Cell DBa 66' uE& | 246·0<br>B65'F25<br>FK<br>B34' f50' 425tFPT | 38·4 | 15·5 | NewYork<br>Utd.States<br>4BHCem<br>32tAPT34t | T.3Cy.17",28½"&48"-36" (s)<br>190lb 200NHP<br>2SB,4cf,GS73,HS2952<br>Gt.LakesEngWrksDetroit | 18 ″ 0 | |
| 19115<br>978<br>HBGD | **—** SteelSc<br>(exHunzeIX.) 1Dk(Stl)<br>Well deck | 434<br>286<br>268 | ✠100A1<br>2,22 11,16<br>✠~~LMC7,16~~ | Ams | f | | 1916<br>8mo<br>A&CP | N.V.Werf "Hubertina"<br>v.WH.Jacobs<br>Haarlem | Cia.General<br>Comercial | 140·7<br>Q56'B44'F14'<br>FK<br>CellDBuE | 23·9 | 10·7 | Valparaiso<br>Chilian<br>4BHCem<br>12'16tFPT | T3Cy.11$\frac{7}{16}$",17$\frac{11}{16}$"&29½"-24"<br>185lb (s) 59NHP<br>1SB,2cf,GS35,HS1069<br>N.V.Werf."Hubertina,"<br>10tAPT10t Haarlem | 11 ″ 6<br>s ″ 6<br>11 ″ 2 | |
| 19116<br>OJNA | **—** SteelScSr<br>(exMaywood)<br>Elec.light 2Dks | 398<br>—<br>309 | | | | | 1905 | Manitowoc<br>DryDockCo.<br>Manitowoc | FrenchGovernment | 130·0 | 28·0 | 17·0 | Brest<br>French | T.3Cy.14",22"&36"-24"<br>63NHP<br>MarineIronWrks.Chicago | | V |
| 19117 | **—** Steel | 275 | | | | | 1905 | ................. | AmazonRiver<br>S.N.Co.(1911)<br>Ld. | ........ | ........ | ........ | Para<br>Brazilian | | | |
| 19118<br>143716<br>KHRQ | **Incemore** SteelSc<br>Sub.Sig. Wireless Fitted for oil fuel<br>Elec.light 1Dk2trB | 4098<br>3573<br>2356 | | | | | 1920 | Irvine's SB &D.D.Co.Ld.<br>W Hartlepool | JohnstonLineLd.<br>(Furness,Withy& Co.Ld.Mgrs.) | 360·0<br>P35'B171'F32' | 52·0 | 24·6 | Liverpool<br>British<br>WB | T.3Cy.26",43"&73"-48"<br>Richardsons, 369NHP<br>Westgarth&Co.Ld.Hpl. | | |
| 19119<br>124459<br>HPDM | **Inchbrayock** SteelSc3MstSr<br>Mchy.Aft 1Dk | 363<br>276<br>161 | | | | | 1909 | Montrose<br>S.B.Co.<br>Montrose | InchbrayockS.S.Co.Ld(Alfred Park &Henderson,Ld. Mgrs) | 140·2 | 23·7 | 11·0 | Grngem'th<br>British<br>WB | C.2Cy.17"&36"-24"<br>60RHP<br>W.V.V.Lidgerwood,Gls. | | C |
| 19120<br>139793 | **Inchgarth** SteelScK<br>ssFlt.No.1-21<br>1Dk | 226<br>213<br>87 | ✠100A1<br>StmTrawler<br>8,21 ~~4,20~~<br>✠LMC~~3,17~~<br>8,21 | Flt | | CL<br>5,19 | 1917<br>3mo<br>Lloyd's A&CP | A.Hall& Co.Ld.<br>Aberdeen | GarthStm.Trwlng Co.Ld. (J.A. Taylor,Mgr.) | 121·0<br>BK7½" | 22·2 | 12·1 | Fleetwood<br>British<br>3BHCem<br>DTf5'11t | T.3Cy.12",20"&34"-24" (s)<br>180lb 71RHP<br>1SB,3pf,GS44,HS1230<br>A.Hall&Co.Ld.Aberdeen | 13 ″ 0 | |
| 19121<br>123021 | **Inchkeith** SteelScK<br>(Trawler)<br>1Dk | 174<br>172<br>69 | | | ... | | 1906 | Mackie& Thomson<br>Glasgow | R.L.Mitchell | 112·5<br>BK8" | 21·0 | 10·9 | Peterhead<br>British<br>WB | T.3Cy.12",20"&33"-22"<br>44RHP<br>Allan,Anderson&Co.Gls. | 12 ″ 0 | |
| 19122<br>112697<br>RPMW<br>Now named | **Inchmead** SteelSc<br>ssCff.No.3-2,13<br>(exInchmoor) Wireless ssBkn.No.1-17<br>1Dk(Irn)2trB&Web frames3Dk rule<br>"Jose," See No. 37930 in Supplement | 3445<br>3214<br>2214 | ✠100A1<br>withfreeboard<br>3,20<br>MS5,17 ✠LMC<br>BS10,18 MBS12,19 | Npt | v | CL<br>~~3,20~~<br>2,22 | 1900<br>4mo<br>A&CP | Ropner& Son<br>Stockton | ~~WesternCounties ShippingCo.Ld. (E.EdwardsSons& Co.Ld.Mgrs.)~~<br>F.V. Eberhardt& Co Ld.<br>CellD | 330·5<br>P28'B85'F37'<br>FK<br>Ba 104' uE24'f136' | 46·6 | 24·4 | London<br>British<br>5BHCem<br>657tAPT96t | T.3Cy.24",40"&65"-42" (s)<br>160lb 100lb NDB15 281NHP<br>2SB,6cf,GS121,HS4325<br>Blair&Co.Ld.Stockton | 27 ″ 0<br>s4 ″ 11½<br>22 ″ 5 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19123<br>87704 | **Inchmurren** IronScSk<br>Mchy.Aft 1Dk | 108<br>87<br>59 | | | | | 1883 | Burrell&<br>Son<br>Glasgow | F.C.Minoprio<br>(J.Evans,Mgr.) | 82·6<br>len00 | 18·3 | 7·9 | Glasgow<br>British | C.2Cy.11″&20″–16″<br>18RHP<br>D.Gordon,Pt.Glasgow | |
| 19124 | **Incomati** SteelTwinSc<br>(exLeutnant)<br>Elec.light 1Dk | 340<br>277<br>118 | | | | | 1912 | Gebr.Sach-senbergA.G.<br>Cöln/Deutz | Requisitioned by thePortuguese Government | 129·6<br>Q18'H59'F17' | 25·7 | 12·0 | Portuguese | C.4Cy.13″&25½″–16½″<br>43NHP<br>Gebr.SachsenbergA.G. | |
| 19125 | **Indalsälfven** SteelScSr<br>ssBmn.No.2–12<br>(exMatador) 1Dk(Stl) | 658<br>521<br>292 | ✠<br>9,16 | Gst<br>✠ | *i* | | 1904<br>6mo | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | BaltischeReed.<br>*WB=CellDBa40'* | 185·6<br>P16'B&F152'<br>FK<br>*uE&B28' f81'* 181t | 29·4 | 11·9 | Hamburg<br>German<br>4*BHCem*<br>*APT*16t | T.3Cy.15⅝″,24″&39⅝″–28″<br>112NHP<br>2SH,4cf,GS60,HS2314<br>G.SeebeckA.G.Bremerhvn | 13 |
| ❋ 19126 | **Indeficienter** SteelScSr<br>ssTri.No.3–4,13<br>ssRot.No.1–19<br>1Dk(Stl)&Webframes | 2333<br>1951<br>1451 | ✠100A1<br>9,20<br>MS11,19 | Msl<br>✠LMC<br>BS9,20 | *s* | CL<br>~~N11,19~~<br>9,21 | 1901<br>4mo | Craig,<br>Taylor&Co.<br>Stockton<br>A&CP | ~~FrenchGovernment~~ ItalianGovernment<br>*WB=CellD* | 289·0<br>P27'B74'F33'<br>FK<br>*Ba90' uE20' f114'* | 43·1 | 20·2 | Italian<br>5*BHCem*<br>493t*APT*42t | T.3Cy.21″,35″&57″–39″<br>160lb *100lb* NDB12 216NHP<br>2SB,6pf.GS106,HS3432<br>MacColl&Pollock,Sld. | 21 |
| 19127 | **Independance** SteelScSr<br>Now named "Mavis," See No.38380 in Supplement<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 501<br>[illegible]<br>226 | ✠100A1<br>3,21 ~~1,21~~<br>✠LMC1,19 | Ant | *g* | CL<br>3,21 | 1919<br>2mo<br>Lloyd | Ardrossan<br>D.D &S.B.<br>Co.Ld.<br>Ardrossan<br>'sA&CP | ~~"Neptunus" Soc. d'Armement(M. Smits&Co.Mgrs.)~~<br>GeneralStm.Nav.Co.Ld. | 142·4<br>Q83'B10'F27'<br>BK7″<br>*FPT*51t | 26·1 | 10·9 | British<br>3*BHCem*<br>*APT*26t | C.2Cy.18″&38″–27″ (s)<br>130lb 91NHP<br>1SB,3cf,GS59,HS1786<br>Aitcheson,Blair&CoLdGls. | 12<br>4<br>12 |
| 19128<br>217172<br>LNPW | **Independence** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Sub.Sig. Wireless &Web frames<br>Longitudinal framing | 7597<br>7553<br>4753 | ✠100A1<br>Shelter dk<br>withfreeboard<br>5,20<br>*Fitted for oil* | Bal<br>*fuel*11 | ...<br>,18 | CL<br>5,20<br>*F.P. a* | 1918<br>11mo<br>*bove* 1 | Bethlehem<br>S.B.Corp.<br>Alameda,Cal.<br>A&CP<br>50° F. | UnitedStates<br>ShippingBoard<br>*CellDB*370' 1969t*DT* | 440·0<br>FK<br>*a* 20' 909t*FPT* 138t | 56·0 | 35·2 | S.Frncisco<br>Utd.States<br>*ptAsp*<br>3*BHtoSh dk*<br>6 „ „ *U* „<br>*APT*159t | 1 Geared Steam Turbine<br>215lb (s) 637NHP<br>3SB,9cf,GS184,HS8250 FD<br>GeneralElectricCo.<br>Schenectady,N.Y. | 38<br>9<br>28 |
| 19129<br>220447<br>MBFW | **Independence Hall** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5050<br>4598<br>3076 | | | | | 1920 | American<br>International<br>Corp.<br>HogIslnd.Pa. | UnitedStates<br>ShippingBoard | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 19130<br>208322<br>LBSW | **Independent** WoodScSr<br>1*Dk* | 263<br>—<br>151 | | | | | 1911 | ..................<br>Tacoma | J.W.Jones (Weid-ing & Independent FishCo. *Mgrs.*) | 125·5 | 25·8 | 11·4 | Seattle<br>Utd.States | | |
| 19131<br>219047<br>LTFW | **Independent Bridge** SteelSc<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trBin fore&*<br>Wireless *after holds&Web frames* | 3545<br>3005<br>2174 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared SteamTurbine<br>386NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 |
| 19132<br><br>TFBG | **India** SteelTwinScSr<br>ssRot.No.1–20<br>(exBoxleaf) 2*Dks*(*Stl*)&*Webframes*<br>*Elec.light* Wireless | ~~7339~~<br>~~5872~~<br>~~4431~~<br>7283<br>6872<br>4580 | ✠100A1<br>9,21 ~~1,21~~<br>*CarryingPetr*<br>*Fitted for oil* | Ams<br>✠LMC5,20<br>*oleum*<br>*fuel*5, | *c*†<br>*in*<br>20 | CL<br>s5,20<br>P9,20<br>*bulk*<br>*F.P. a* | 1917<br>2mo<br>*Lloyd*<br>*bove* 1 | Barclay,<br>Curle&CoLd<br>Glasgow<br>'sA&CP<br>50° F. | NVInsulindeTank-stoomb.Mij.(J.A. Stokmans,*Mgr.*)<br>*CellDBuE&B*<br>70'308t*DTf*27'291 | 450·5<br>P44'B161'F42'<br>FK<br>t*FPT*124t*APT*70t | 58·2 | 32·7 | Bandoeng<br>~~Amstrdam~~<br>Dutch<br>22*BHptCem*<br>(21 „ *to U dk*<br>1 „ „ 2*nd*„) | T.6Cy.21″,35½″&61″–45″ (s)<br>215lb 900NHP<br>4SB&1Aux SB,18cf,<br>GS338,HS14156 FD<br>Barclay,Curle&Co.Ld.Gls. | 35<br>8<br>27 |
| 19133<br><br>HIND | — SteelScSr<br>Damaged by Fire 10,21-Now in port<br>(*ex*Vorwaerts) ssBom.No.3–4,17<br>2*Dks*(*Stl*)3*trB&Shelter dk*(*Stl*–teaks)<br>*Elec.light* Wireless *lower dk*(*Stl*)*forwd* | 5990<br>4941<br>3727 | ~~✠100A1~~<br>*Shelter dk*<br>*withfreeboard*<br>7,20<br>✠NE7,19 | Rot<br>~~[illegible]~~<br>✠~~LMC4,17~~ | *b*† | CL<br>N2,19 | 1906<br>12mo<br>*Lloyd* | Lloyd<br>Austriaco<br>Trieste<br>'*sA&CP* | Requisitioned by thePortuguese Government (TransportesMaritimos doEstado) | 444·2<br>FK<br>*CellDBa* | 53·2 | 26·0 | Lisbon<br>Portuguese<br>7*BHCem*<br>125' *uE*46' *f* | T.3Cy.27″,44″&73″–48″ (r)<br>200lb *180lb* 617NHP<br>4SB,12cf,GS242,HS9624 FD<br>Markham&CoLdChstrfield<br>172'1125t*APT*35t | 30<br>4<br>25 |
| 19134<br>119671 | — SteelPad<br>1*Dk* | 1162<br>1162<br>732 | | | | | 1903 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 312·4 | 46·6 | 10·7 | Glasgow<br>British | T.3Cy.28″,42½″&60″–66″<br>292NHP<br>Denny&Co.Dumbarton | |
| 19135<br>107735 | — CompSc<br>1*Dk* | 976<br>887<br>573 | | | | | 1899 | CalvinCo.<br>Ld. Garden<br>Island,Ont. | ~~MontrealTransportationCo.Ld.~~<br>CanadaSteamship Lines,Ld. | 215·9 | 36·4 | 15·0 | Montreal<br>British | T.3Cy.18″,30″&48″–30″<br>126NHP<br>CalvinCo.Ld.GardenI.Ont | |
| 19136<br>95836<br>MVDT | — IronScK<br>ssHul.No.1–94<br>1*Dk* | 194<br>177<br>88 | ✠<br>*Trawler*<br>1,95 | Hul | | | 1890<br>6mo | Cochrane,<br>Coopr&Scho-field Beverley | SirAlecBlack,Bart | 119·6<br>Q21'F20'<br>len94ptND94BK7½″ | 21·0 | 11·0 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12½″,19½″&31½″–22½″<br>NB06 50RHP<br>C.D.Holmes&Co.Hull | 11·10 |
| 19137<br>99720<br>NGTQ | — IronScK<br>1*Dk* | 190<br>178<br>93 | | | ... | | 1894 | Cochrane&<br>Cooper<br>Beverley | T.W.Baskcomb | 115·6<br>Q17'B19'<br>len00 BK7½″ | 21·0 | 11·5 | Grimsby<br>British | T.3Cy.12½″,19½″&32″–22½″<br>NB06 50RHP<br>C.D.Holmes&Co.Hull | 12 |
| 19138<br>221086<br>MCLT | **India Arrow** SteelSc<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 8327<br>7542<br>5176 | 100A1<br>*Shelter dk*<br>*with freeboard*<br>For full particulars See No.37851 in Supplement<br>*CarryingPetr*<br>(*ClassContem* | *oleum*<br>*plated* | *in*<br>) | *bulk* | 1920 | Bethlehem<br>S.B.Corp.Ld.<br>Quincy,Mass. | StandardTransportationCo. | 468·3 | 62·7 | 32·0 | NewYork<br>Utd.States | Q.4Cy.24″,35″,51″&75″–51″<br>BethlehemS.B.Corp.Ld. | |
| ❋ 19139<br>26813<br>RWPI | **India Maru** SteelSc<br>2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>*Elec.light* Wireless | 5873<br>5590<br>4254 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>12,21 ~~12,20~~ | Gib<br>Kob<br>✠LMC ~~[illegible]~~<br>12,21 | *y* | | 1920<br>6mo | Kawasaki<br>Dkyd Co. Ld.<br>Kobe<br>A&CP | KawasakiKisen KabushikiKaisha<br>*Cell DB*334' 1118t | 385·0<br>FK<br>*Collision*<br>*FPT*126t *APT*93t | 51·0 | 36·0 | Kobe<br>Japanese<br>*Cem*<br>*BH to Awdk*<br>5 „ „ *U* „ | T.3Cy.26″,43½″&72″–48″ (s)<br>200lb HS5636 440NHP<br>2SB&1AuxSB,8cf,GS154 FD<br>KawasakiDkyd.Co.Ld. | 36<br>9<br>27 |
| ❋ 19140<br>113436<br>SCQJ | **Indian** SteelTwinSc4MstSr<br>ssNwc.No.3–12,10<br>*Elec.light* ssLiv.No.2–19<br>Sub.Sig. 2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>Wireless &*Web frames* | 9121<br>8836<br>5991 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>7,21 ~~4,20~~<br>MS1,20<br>*Carrying oil* | Liv<br>✠LMC<br>BS ~~4,20~~ 7,21<br>*fuelF* | *d*†<br>*P.* | CL<br>4,20<br>*above* | 1900<br>12mo<br>*Lloyd*<br>150°F. | Workman,<br>Clark &Co.Ld<br>Belfast<br>'*sA&CP*<br>*in DB* | F.Leyland&Co. Ld.<br>*WB=CellDBa* | 482·9<br>B113' 39·7<br>FK&BK3″<br>137' *uE&B* 74' *f*200' | 57·2 | 31·8 | Liverpool<br>British<br>7*BHCem*<br>1390t *D Ta* | T.6Cy.21″,35″&58″–48″ (s)<br>180lb *100lb* 604NHP<br>2D&1SB15rf GS316 HS10677<br>Wrkman,Clark&Co.Ld Bel<br>34'940t*FPT*125t*APT*65t | 42<br>11<br>31 |
| 19141<br>100465<br>KGVF | — IronScSr<br>Sub.Sig. 2*Dks&Hur.dk* | 1955<br>—<br>1135 | | | | | 1890 | Harlan&<br>Hollings-worthCo.<br>Wlmngtn,Dl | Merchants& MinersTransprtn. Co.Inc. | 267·0<br>len00 | 38·0 | 26·0 | Baltimore<br>Utd.States | T.3Cy.22″,36″&55″–48″<br>NB05 210NHP<br>Harlan&HollingsworthCo<br>Wilmington,Del. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19142<br>140860<br>KFCW | **Indian City** SteelSc<br>1*Dk&Shelter dk*<br>*Elec.light*<br>Wireless | 6221<br>5960<br>3889 | | | | | 1919 | RopnerS.B<br>&Repg.Co.<br>(Stockton)<br>Ld. Stockton | St.JustS.S.Co.Ld.<br>(W.R.Smith&Sons<br>Ld.*Mgrs.*) | 411·7\|54·5\|33·6<br>F36' | Bideford<br>British<br>*WB* | T.3Cy.28",46"&75"-51"<br>401NHP<br>Blair&Co.Ld.Stockton | | C |
| 19143<br>124787<br>HLMV | **Indian Empire** SteelScK<br>*ss*Flt.No.3-3,19<br>1*Dk* | 289<br>254<br>116 | ✠100A1<br>*StmTrawler*<br>1,20<br>BS6,20 ✠LMC3,19 | Flt | | CL<br>3,19 | 1907<br>9mo<br>*Lloyd* | Cochrane<br>&Sons<br>Selby<br>*'sA&CP* | M.Wilkins | 135·0\|22·5\|12·2<br>Q72'F21'<br>BK8" | Fleetwood<br>~~Grimsby~~<br>British<br>4*BHCem* | T.3Cy.13½",22½"&37"-24"(*s*)<br>200lb 84RHP<br>1SB,2*cf*,GS39,HS1400<br>Amos&Smith,Hull | 13 ″ 1 | |
| 19144 | **Indian Summer** SteelScK<br>1*Dk* | 97<br>96<br>33 | ✠100A1<br>*For fishing purposes*<br>2,18<br>✠LMC2,18 | Abn | | CL | 1918<br>2mo<br>*Lloyd* | J.Lewis&<br>Sons,Ld.<br>Aberdeen<br>*'sA&CP* | TheAdmiralty | 85·8\|18·6\| 9·2<br>BK7½" | British<br>3*BHCem* | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>J.Lewis&Sons,Ld.Abn. | 10 ″ 0 | |
| 19145<br>127456<br>HQVM | **Indian Transport** SteelScSr<br>*ss*Liv.No.2-19<br>1*Dk*(*Stl*)<br>Wireless | 4111<br>3949<br>2653 | ✠100A1<br>9,20<br>BS9,20 ✠LMC4,19 | Npt | *x* | 4,19 | 1910<br>5mo<br>*Lloyd* | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>*'sA&CP* | EmpireTransp.Co.<br>Ld.(HoulderBros.<br>&Co.Ld.*Mgrs.*)<br>*WB=CellDBa* | 365·0\|51·4\|25·9<br>P24'B91'F32'<br>FK<br>119' *uE&B*43'*f*159' | W.Hartlpl<br>British<br>6*BHCem*<br>927*tAPT*48*t* | T.3Cy.25",40"&67"-45" (*s*)<br>180lb 335NHP<br>3SB,9*cf*,GS140,HS5295<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 28 ″ 4<br>s 5 ″ 5½<br>23 ″ 3 | |
| 19146<br>530<br>PVRO | **Indiana** SteelTwinScSr<br>*Ref.Mchy.* *Elec.light* Wireless 3*Dks* | 5012<br>4544<br>3051 | | | | | 1905 | Soc.Eser-<br>cizioBacini<br>RivaTrigoso | Nav.Gen.Italiana | 393·7\|48·1\|25·7 | Genoa<br>Italian | T.6Cy.21¼",33½"&59½"-39⅜"<br>222NHP<br>Soc.EsercizioBacini,Genoa | | I |
| 19147<br>219242<br>LTRF | **Indiana Bridge** SteelSc<br>*Fitted for oil fuel*<br>Sub.Sig.<br>1*Dk2trB in fore&*<br>*Elec.light*<br>Wireless *after holds&Web frames* | 3545<br>3005<br>2174 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0\|46·0\|25·0<br>P30'B90'F35'<br>FK | Newark<br>Utd.States<br>*WB* | 2Steam Turbines geared to<br>1Sc.Shaft 386NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 19148<br>219573<br>LVNH | **Indiana Harbor** SteelSc<br>*Fitted for oil fuel*<br>1*Dk2trB*<br>*Elec.light*<br>Sub.Sig. Wireless | 2612<br>2243<br>1626 | | | ... | | 1920 | American<br>S.B.Co.<br>Lorain,O. | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·1<br>P25'B64'F23'<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42<br>352NHP<br>AmericanS.B.Co.Lorain,O. | 28 ″ 2 | R |
| 19149<br>217165<br>LPQN | **Indianapolis** SteelSc<br>Sub.Sig. 1*Dk&Shelterdk*<br>*Elec.light* *&Web frames*<br>Wireless *Longitudinal framing* | 8134<br>7190<br>6121 | | | ... | | 1918 | Pusey&<br>JonesCo.<br>Gloucester<br>City,N.J. | UnitedStates<br>ShippingBoard | 439·6\|60·2\|36·6<br>P41'B134'F46' *on*<br>*shelter dk* FK | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>614NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 36″8 | R |
| 19150<br>200920<br>KVDJ | — SteelSc<br>*Elec.light* 2*Dks* | 765<br>—<br>520 | | | | | 1904 | CraigS.B.<br>Co.<br>Toledo,O. | PugetSoundNav.<br>Co.<br>(J.Green,*Mgr.*) | 180·0\|32·0\|18·6 | Seattle,<br>Wash.<br>Utd.States | T.3Cy.18",30"&50"-30"<br>137NHP<br>CraigS.B.Co.Toledo | | |
| 19151<br>4883<br>JRCT | **Indianic** SteelScSr<br>*ss*Mmo.No.3-2,19<br>*Elec.light* 2*Dks*(*Stl*)*&deep framing*<br>Wireless *&Shelter dk*(*Stl*) | 4360<br>4026<br>2712 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~1,2~~ ~~3,20~~ 2,22 BS2,22<br>~~BS9,20~~ ✠LMC2,19 | Got<br>~~NNs~~ | *y* | CL<br>~~2,19~~<br>2,22 | 1908<br>6mo<br>*Lloyd* | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle<br>*'sA&CP* | Rederiaktieb.<br>Transatlantic<br>(G.Carlsson,*Mgr.*) | 380·4\|52·0\|25·7<br>*WB=CellDB* FK<br>*a*119'*uE&B*64'*f*150' | Gothenbrg<br>Swedish<br>6*BHCem*<br>972*tAPT*30*t* | T.3Cy.27½",46"&76"-48" (*s*)<br>180lb GS184,HS7949,492NHP<br>2SB(FD)&1AuxSB,10*cf*,<br>Hwthrn,Leslie&C.Ld.Nwc. | 28 ″ 6<br>s 3 ″ 7<br>25 ″ 3 | |
| 19152<br>131414<br>HVMK | **Indianola** SteelScSr<br>*ss*Hul.No.2-19<br>1*Dk*(*Stl*)*&Shelter dk*(*Irn*)*&Web frames*<br>*Elec.light* *Longitudinal framing*<br>Wireless | 4603<br>4333<br>2865 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,21 ~~9,20~~ BS9,21<br>~~BS7,20~~ ✠LMC5,19 | Lon<br>Liv | *y* | CL<br>~~5,19~~<br>9,21 | 1912<br>1mo<br>*Lloyd* | Richardsn,<br>Duck&Co.<br>Stockton<br>*'sA&CP*<br>*WB=* | TheGulfTransport<br>Co.(Liverpool)Ld.<br>(J.H.Welsford&<br>Co.Ld.*Mgrs.*)<br>*CellDBa*136'*uE&B* | 390·0\|52·5\|25·6<br>FK<br>44'*f*155' 1173*tFPT* | Liverpool<br>British<br>6*BHCem*<br>85*tAPT*84*t* | T.3Cy.26",42"&70"-48" (*s*)<br>180lb 409NHP<br>3SB,9*cf*,GS193,HS6851<br>Blair&Co.Ld.Stockton | 28 ″ 0<br>s 3 ″ 6<br>24 ″ 10 | |
| 19153<br>NCBT | **Indien** SteelTwinSc3Mst<br>*OilEng.*<br>*Elec.light* 1*Dk*(*Stl*)*&Awng dk*(*Stl*)<br>Wireless | 5702<br>5390<br>3583 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>7,21 ~~10,20~~ ✠LMC10,20 | Cpn | *y* | CL | 1920<br>10mo<br>*Lloyd* | A/SNak-<br>skovSkibs.<br>Nakskov<br>*'sA&CP* | A/SDampskibs-<br>selskabetOrient<br>*CellDB*342'1140*t*<br>*between tunnels*68*t* | 390·7\|53·2\|33·7<br>F36' *onShelter dk*<br>FK<br>*Collision*<br>*FPT*70*tAPT*110*t* | Copnhagn<br>Danish<br>*ptCem*<br>*BHtoAw dk*<br>4 „ „ *U* „ | Oil Engines 4S.C.SA<br>12Cy.24$\frac{3}{16}$"-37$\frac{3}{16}$" 568NHP<br>DB 100*lb*<br>Akt.Burmeistr&Wain,Cpn. | 36 ″ 6<br>s 9 ″ 9<br>27 ″ 2 | |
| 19154 | **Indier** SteelSc<br>(*ex*WarRedcap)<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | *5192*<br>*4765*<br>*3197* | ✠100A1<br>6,21 ~~9,19~~<br>✠LMC7,18<br>*Carrying oil fuelF. P. above150° F. inDB.*<br>*Cargo battens not fitted in 'tween decks* | Ant | *y* | CL<br>6,21 | 1918<br>8mo<br>*Lloyd* | J.Priest-<br>man&Co.<br>Sunderland<br>*'sA&CP* | LloydRoyalBelge<br>Soc.Anon. | 400·3\|52·3\|28·4<br>P49'B113'F40'<br>FK | Antwerp<br>Belgian<br>7*BHptCem* | T.3Cy.27",44"&73"-48"(*s*)<br>180lb 517NHP<br>3*SB*,9*cf*,GS190,HS7668 FD<br>G.Clark,Ld.Sunderland | 31 ″ 0<br>s6 ″ 1½<br>25 ″ 3 | |
| 19155 | **Indio do Brazil** SteelTwinScSr<br>*Elec.light* 1*Dk* | *405* | | | | | 1905 | Murdoch&<br>Murray<br>Pt.Glasgow | AmazonRiverStm.<br>Nav.Co.(1911)Ld. | 150·0\|33·0\| | Para<br>Brazilian | T.6Cy.10",16½"&26½"-21"<br>64NHP<br>D.Rowan&Co.Glasgow | | |
| 19156<br>14350<br>LPVG | **Indo Maru** SteelScSr<br>*ss*Kob.No.3-7,11<br>(*ex*Indrapura) *ss*Kob.No.2-20<br>Wireless 2*Dks*(*Stl*)*&deepframing* | 5001<br>4587<br>3559 | ✠100A1<br>~~5,21~~ ~~11,20~~ 8,21<br>✠LMC~~7,20~~<br>5,21 | Ham<br>~~Kob~~ Sng | *y* | 7,20 | 1897<br>8mo<br>*Lloyd* | C.Connell<br>&Co.<br>Glasgow<br>*'sA&CP* | OsakaShosen<br>KabushikiKaisha<br>*WB=Cell*<br>*DBa*109'*uE&B* | 400·0\|49·2\|28·3<br>P29'B135'F50'<br>FK<br>52'*f*183'1189*t FPT* | Osaka<br>Japanese<br>6*BHCem*<br>137*tAPT*53*t* | T.3Cy.26",44"&73"-48" (*s*)<br>200lb ~~80lb~~ 70lb 476NHP<br>3SB,6*cf*,GS109,HS6439 FD<br>D.Rowan&Son,Glasgow | 31 ″ 3<br>s 6 ″ 8½<br>24 ″ 11 | |
| 19157<br>OJNI | **Indochine** SteelScSr<br>(*ex*UnkaiMaruNo.2, 2*Dks*<br>*Elec.light* *ex*ChingWo) | 3873<br>3623<br>2853 | | | ... | | 1894 | Workman,<br>Clark&Co.Ld<br>Belfast | FrenchGovern-<br>ment | 370·0\|45·3\|27·0<br>P26'B73'F42'<br>BK9" | French<br>*WB* | T.3Cy.26",42"&71"-48"<br>398NHP<br>Wrkman,Clark&Co.LdBel | 29 ″ 9 | V |
| 19158<br>109447<br>QFKN | **Indore** SteelScSr<br>*ss*Liv.No.3-7,11<br>*ss*Gls.No.2-19<br>2*Dks*(*Stl*)*&Spar dk*(*Irn*)4*trB*<br>*Ref.Mchy.* *Elec.light* Wireless | 7300<br>6982<br>4775 | ✠100A1<br>*Spar dk*<br>6,21 ~~12,19~~<br>BS3,20 ✠LMC2,19 | Liv<br>Brs | *c*† | CL<br>~~2,19~~<br>6,21 | 1898<br>7mo<br>*Lloyd* | Workman,<br>Clark&Co.Ld<br>Belfast<br>*'sA&CP* | Elder,Dempster&<br>Co.Ld. | 480·0\|52·3\|27·0<br>P28'B127' 34·7<br>F41' FK<br>*WB=CellDBa*135' | Liverpool<br>British<br>7*BHCem*<br>*uE & B*90'*f* | T.3Cy.29½",50"&82"-60" (*s*)<br>200lb 665NHP<br>2D&2SB18*cf*GS346HS11130<br>Wrkman,Clark&Co.LdBel<br>197'1202*tFPT*85*tAPT*40*t* | 38 ″ 0 | |
| 19159 | **Indorita** SteelSc<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 201<br>167<br>99 | ✠100A1<br>2,22 ~~2,21~~<br>LMC2,21 | Chs<br>Bkn | *b* | | 1920<br>8mo<br>*Lloyd* | I.J.Abdela<br>&Mitchell,Ld<br>QueensFerry<br>*'sA&CP* | J.Summers&Sons,<br>Ld. | 108·6\|22·1\| 9·4<br>Q35'F21'<br>BK6"<br>*FPT*30*t* | Chester<br>British<br>3*BH*<br>*APT*25*t* | Oil Engines 2S.C.SA<br>2Cy.16½"-18$\frac{15}{16}$" 46NHP<br>J&CGBolindersCo.LdSkm | 10 ″ 6<br>s 1 ″ 1½<br>10 ″ 0 | |
| 19160<br>TFBJ | **Indragiri** SteelScSr<br>*Elec.light* 1*Dk* | 346<br>274<br>161 | | | | | 1911 | Wilton'sE.<br>&SlipwayCo.<br>Rotterdam | Koninkl.Paketv.<br>Maats. | 153·0\|26·2\| 8·9<br>F20' | Batavia<br>Dutch | C.2Cy.11⅘"&23⅗"-17$\frac{7}{10}$"<br>19NHP<br>Wilton'sE.&Slpwy.Co.Rot | | V |

| 1 Numero d'Ordre<br>Numero Officiel<br>ignaux | 2 / 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19161<br>106024<br>PKWL | **Indravati** SteelScSr<br>ssBom.2ndNo.3–12,20<br>*Elec.light*<br>*1Dk&Spardk(Teak)&deepframing* | 1053<br>963<br>513 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>12,21 ~~12,20~~ | Bom<br>BS12,21<br>✠LMC12,20 | *m* | CL<br>12,20 | 1896<br>6mo | AilsaS.B.<br>Co.<br>Troon<br>A&CP | BombayS.Nav.Co.<br>Ld. | 211·8<br>20·2<br>BK7½"<br>*WB=FPT* | 31·1 | 12·9 | Bombay<br>British<br>*6BHCem*<br>*25tAPT20t* | T.3Cy.18",29"&48"–30" (s)<br>180lb 156NHP<br>2SB,6cf,GS102,HS2678<br>Dunsmuir&Jackson,Gls. |
| ※ 19162<br>OJNM | **Indret** SteelScSr<br>ssNts.2ndNo.3–10,20<br>(exNicolaosMichalos,<br>exStefanoDandria, *1Dk(Irn)2trB&*<br>exThyra) *Webframes&ptAwng dk(Irn)* | 3406<br>2619<br>2244 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>5,21 ~~10,20~~<br>BS12,21 | Nts<br>Msl<br>✠LMC10,20 | *u* | 10,20 | 1892<br>3mo | W.Gray&<br>Co.Ld<br>W Hartlepool<br>A&CP | FrenchGovernment | 330·0<br>Q131' BK11"<br>*ptAwng dk199'*<br>*CellDB 266'726t* | 43·1 | 21·6 | Marseilles<br>French 135<br>*5BHCem*<br>*APT37t* | T.3Cy.24",38"&64"–42" (s)<br>~~180lb~~ *100lb* NDB14 [illegible]<br>~~2SB,4rf&2cf,GS84,HS3700~~<br>Cen.Mar.Eng.Wrks.WHpl<br>1SB,*2rf&1cf*,GS42,HS1850 |
| 19163<br>JSWG | **Indtrönderen** SteelScSr<br>*2Dks* | 205<br>197<br>118 | | | | | 1889 | AkersMek.<br>Værks<br>Christiania | NamsosDpskselsk.<br>(ThSommerschield<br>*Mgr.*) | 121·9<br>H8t | 18·4 | 13·9 | Namsos<br>Norwegian | T.3Cy.11",18"&29"–18"<br>NB09 36NHP<br>Akers.Mek.Værksted |
| 19164<br>98564<br>MGOB | **Induna** SteelScSr<br>*Well deck Elec.light 1Dk* | 678<br>515<br>372 | | | … | | 1891 | Hall,Russell&Co.<br>Aberdeen | PatrickS.S.Co.Ld. | 190·6<br>Q51'B59'F22'<br>FK | 28·5 | 11·2 | SydneyNSW<br>British<br>*WB* | T.3Cy.15",24"&39"–30"<br>98RHP<br>Hall,Russell&Co.Abn. |
| 19165<br>KCSM | **Indus** SteelSc<br>*Elec.light 2Dks(Stl)*<br>Wireless | 5772<br>5106<br>4068 | ✠100A1<br>8,21 ~~10,20~~ | Got<br>✠LMC7,20 | *z* | CL | 1920<br>7mo | J Coughlan<br>&Sons,Ld.<br>Vancouver, B.C.<br>A&CP | Aktieb.Svenska<br>Ostasiatiska Komp<br>(D.Broström *Mgr*)<br>*CellDB359'1287* | 410·5<br>P44'B115'F47'<br>FK<br>*tFPT131tAPT87t* | 54·1 | 27·5 | Gothenbrg<br>Swedish<br>*ptCem*<br>*5BH to Udk* | T.3Cy.27",44"&73"–48" (s)<br>185lb 420NHP<br>3SB,9cf,GS181,HS6954 FD<br>Vickers,Ld.Barrow-in-Furness |
| | | | *Fitted for oil* | *fuel* 7,20 | | *F.P. a* | *Inter*<br>*bove 1* | *mediateBH in*<br>*50° F.* | *foreholds&interme*<br>*in after* | *diate'tween dk BH*<br>*holds dispensedwith* | | | *1 „ „2nd „* | *only* |
| 19166<br>141717 | — SteelScSr<br>(exLakeShore)<br>*Elec.light Mchy.Aft 1Dk2trB* | 3871<br>—<br>2997 | | | | | 1901 | W.BayCity<br>S.B.Co.<br>W.BayCity | InterlakeS.S.Co.<br>(Pickands,Mather<br>&Co.*Mgrs.*) | 356·0<br>*WB* | 50·0 | 28·0 | Fairport,<br>Ohio<br>Utd.States | T.3Cy.22",35"&58"–42<br>218NHP<br>DetroitS.B.Co.Detroit |
| 19167 | — SteelSc<br>*Elec.light Mchy.Aft Cruiser Stern 1Dk* | 730<br>590<br>360 | | | | | 1920 | Bergsunds<br>M.V.Aktieb.<br>Stockholm | Rederiaktieb.<br>Stjernan (J.<br>Bergendorff, *Mgr.*) | 193·2<br>P—F— | 30·4 | 12·4 | Swedish<br>*Wb* | T.3Cy.13",21¼"&34⅝"–23⅝"<br>58NHP<br>BergsundsM.V.Aktb.Skm |
| ※ 19168<br>21782<br>NQWL | **Indus Maru** SteelSc<br>*Elec.light 1Dk(Stl)&Shelter dk(Stl)*<br>*Longitudinal framing &Web frames*<br>Wireless | 4366<br>3677<br>2705 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,21 ~~2,20~~ | Osa<br>Kob<br>✠LMC~~2,20~~<br>3,21 | *w* | CL<br>2,20 | 1918<br>2mo | OsakaIron<br>Works,Ld.<br>Innoshima<br>A&CP *C* | OsakaShosen<br>KabushikiKaisha<br>*ellDB298' 1123t D* | 345·0<br>P30'B99'F34' *on*<br>*Shelter dk* FK<br>*Ta32'693tFPT115t* | 49·8 | 28·1 | Osaka<br>Japanese<br>*6BHCem*<br>*APT29t* | T.3Cy.24",41"&67"–48" (s)<br>180lb 390NHP<br>2SB,6cf,GS126,HS5400 FD<br>OsakaIrnWksLdInnoshma |
| 19169 | **Industria** SteelScSr<br>ssStn.2ndNo.3–6,13<br>(exUnionist) *1Dk(Irn)2trB&*<br>*Webframes* | 2199<br>1962<br>1276 | ✠<br>*withfreeboard*<br>1,17<br>✠NB6,13 ✠ | Stn | *s* | | 1888<br>10mo | Strand<br>SlipwayCo.<br>Sunderland | *WB=CellDB* | 285·3<br>P28'B56'F34'<br>ptND07 BK9½"*4BH*<br>*(Irn)236'521tFPT* | 37·2 | 22·1 | *ptAsp,ptCem*<br>*103tAPT27t* | T.3Cy.21½",35"&58"–39"<br>NDB12 223NHP<br>2SB,6cf,GS104,HS3488<br>N.E.MarineE.Co.Ld.Sld. |
| ※ 19170<br>4728<br>JQMC | — SteelScSr<br>ssGot.No.1-22 ssEls.3rdNo.3–3,17<br>(exNils,exWinnie) *1Dk(Irn)*<br>*Well deck &Web frames*<br>*Cargo battens not fitted* | 1857<br>1382<br>1149 | ✠100A1<br>5,22 ~~3,21~~<br>✠NB5,08<br>BS9,20 | NOs<br>Got<br>✠LMC~~5,17~~<br>5,22 | *r* | ~~10,19~~<br>5,22 | 1889<br>6mo | Grangemth<br>Dockyard Co.<br>Grngemouth<br>A&CP | RederiAktieb.<br>SvenskaLloyd<br>(H.Metcalfe, *Mgr*) | 270·3<br>P25'Q78'B114'F33'<br>BK9½"<br>*CellDB228'* | 36·9 | 17·1 | Gothenbrg<br>Swedish<br>*4BHCem*<br>*387t&uE96'* | T.3Cy.19¾",31"&51"–36"(a)<br>160lb *80lb* NDB01 167NHP<br>2SB,4cf,GS68,HS2680<br>Hutson&Corbett,Glasgow<br>*f112'340tFPT74tAPT45t* |
| 19171<br>OJNQ | — SteelSc<br>(exKishiniMaruNo.3)<br>*1Dk* | 925<br>—<br>509 | | | | | 1917 | Matsuda<br>KisenKabushikiKaisha<br>Osaka | Cie.deVapeurs<br>Français(Jean<br>Stern) | 199·9<br>P27'B50'F21' | 32·5 | 17·0 | Marseilles<br>French<br>*WB* | T.3Cy.14½",24"&40"–30"<br>88NHP<br>OkamotoKosakushoOsaka |
| 19172<br>POKH | — SteelSc<br>*1Dk* | 428<br>275<br>210 | | | | | 1918 | F.vanDyk<br>WrfHollnd<br>Spaarndam | N.V.Nederl.<br>Stoomv.Maats.<br>"Bestevaer"<br>(C.Goudriaan&Co.<br>*Mgrs.*) | 150·0 | 23·8 | 8·7 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.15",25"&40"–36"<br>N.V.Machf.de 96NHP<br>Holl.Ysel,Oudewater |
| 19173<br>OJNS | **Industrie** SteelScDy<br>(*Tug*)<br>*1Dk* | 103<br>99<br>— | | | | | 1909 | Wed.C.<br>Boele&Zonen<br>Slikkerveer | "Sénégal,"Soc.<br>d'approvisionnement | 85·3 | 18·0 | 9·8 | Dakar<br>French<br>*WB* | C.2Cy.15"&30"–20"<br>40NHP<br>Alblasserdam.Mch.Fab. |
| 19174<br>Now a Lighter<br>1627<br>JDGS | **Industrien** WoodAuxScK<br>*OilEng.*<br>*1Dk*<br>(*See Sailing Ship Register*) | 102<br>96<br>85 | | | | | 1891 | Södra<br>GarnsVarf.<br>SödraGarn | Ahlgren&Sjöbeck | 77·9<br>H6t | 22·9 | 9·2 | Stockholm<br>Swedish | Oil Engine<br>2Cy. *Emade*16<br>Brödr.Nilsson&<br>Co.Västervik |
| 19175<br>123329<br>HNMJ | **Industry** SteelScSr<br>ssDun.No.2–17<br>(exTay&Tyne) *1Dk(ptStl)*<br>*Elec.light lower dk inNo.1hold* | 556<br>402<br>237 | ✠<br>3,17<br>✠ | Dun | *i* | | 1909<br>1mo | Dundee<br>S.B.Co.Ld.<br>Dundee | *CellD* | 180·1<br>P31'B46'F62'<br>BK7"<br>*Ba32'f30'51t FPT* | 26·1 | 12·4 | London<br>British<br>*5BHCem*<br>*37tAPT15t* | T.3Cy.16½",27"&44"–30"<br>97RHP<br>1SB,3cf,GS53,HS1664<br>Cooper&Greig,Dundee |
| 19176<br>203782<br>KVSR | — SteelSc<br>(*Tug*)<br>*1Dk* | 163<br>—<br>111 | | | | | 1906 | Burlee<br>D.D.Co.<br>Pt.Richmond<br>N.Yk. | Havemeyers&<br>Elder | 87·0 | 23·6 | 12·0 | NewYork<br>Utd.States | |
| 19177<br>81084 | — SteelTwinScSp<br>(*Tug*)<br>*1Dk* | 148<br>148<br>18 | | | | | 1896 | Lobnitz&<br>Co.(Lim.)<br>Renfrew | D.Rockwood | 105·6 | 20·2 | 8·6 | Colombo<br>British | T.6Cy.8",13"&20"–16"<br>23RHP<br>Lobnitz&Co.(Lim.),Rnf. |
| 19178<br>125918 | — SteelScK<br>(*Fishing*)<br>*1Dk* | 100<br>92<br>36 | | | … | | 1907 | Hall,Russell&Co.Ld.<br>Aberdeen | R.Irvin&Sons,Ld. | 86·3<br>BK7½" | 18·6 | 9·1 | Peterhead<br>British<br>*WB* | C.2Cy.12"&30"–18"<br>41RHP<br>Hall,Russell&Co.Ld.Abn. |
| 19179 | **Ineboli** SteelScSr<br>(exTrojan)<br>*Well deck 1Dk* | *240*<br>*168*<br>*88* | | | … | | 1885 | Murdoch&<br>Murray<br>Pt.Glasgow | Administr. deNav.<br>àVap.Ottomane | 130·6<br>Q37'B42'F18' | 21·1 | 9·8 | Constanpl<br>Turkish<br>*WB* | C.2Cy.20"&38"–24"<br>59NHP<br>W.King&Co.,Glasgow |
| 19180<br>112179 | **Inenew** SteelSc<br>(*Barge*)<br>*1Dk* | 109<br>94<br>46 | | | | | 1902 | PolsonIron<br>WorksCo.Ld.<br>Toronto | Hudson'sBayCo. | 86·5 | 18·0 | 7·7 | Toronto<br>British | C.2Cy.8"&18"–12"<br>13RHP<br>PolsonI.W.Co.Ld.Toronto |
| 19181<br>601<br>NSHF | **Ines** IronScSr<br>6thSurvey,Sld.5.04<br>(exDedenne,ex 2ndSurvey,Gen.5,13<br>Consent) *Well deck 1Dk(Irn-ptws)2trB* | 1239<br>1043<br>767 | ✠ —<br>5,20 | Gen | Lv | | 1879<br>4mo | Bartram,<br>Haswell&Co.<br>Sunderland | Soc.Lombarda<br>Ligure perTrasportiMaritimi<br>Ronchi&Co. | 251·0<br>P28'Q60'B60'F29'<br>BK8½"<br>*D* | 34·1 | 18·2 | Genoa<br>Italian<br>*3BH*1FBH<br>*Ba&fAPT* | C.2Cy.32"&59"–33"<br>NB04 167NHP<br>1SB.*4pf*<br>T.Richardson&Sons,Hpl. |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19182<br>OJNW | **Inés** SteelScSr<br>(Trawler)<br>1Dk<br>Wireless | 344<br>282<br>120 | | | | | 1912 | Crabtree&<br>Co.Ld.<br>Gt.Yarmouth | Soc.Française des Pêcheries àVap | 140·9<br>B47'F18' | 22·8 | 12·0 | Boulogne<br>French<br>*WB* | T.3Cy.13¼",22"&36"–25"<br>65NHP<br>Crabtree&Co.Ld.Gt.Yar. | | V |
| 19183<br>HNVW | **Ines Fierro** WoodScSr<br>(*ex*España) | 272<br>123<br>162 | | | | | 1917 | ErasoyCia.<br>Pasajes | SociedadVetusta | 122·8 | 22·3 | 10·7 | Gijon<br>Spanish | C.2Cy.16"&32"–20"<br>E*built*75 *refitted*17 38NHP<br>W.B.Thompson,Dundee | | V |
| 19184<br>HPBF | **Infanta Isabel** SteelTwinScSr<br>ssBcl No 2-21 ~~ssN.Os.No.1-17~~<br>3*Dks*(*Stl–U*ws)&*Shade dk*(*Stl*–ws)<br>*4th dk in No.1hold*<br>*Elec.light* Wireless | 8182<br>5552<br>4118 | ✠100A1<br>*Shade dk*<br>9,21 ~~9,19~~<br>~~BS3,21~~ ✠LMC~~1,17~~ 3,21 | NOs<br>Msl | *c*† | CL<br>~~9,18~~<br>9,21 | 1912<br>9mo<br>*Lloyd* | Russell&<br>Co.<br>PortGlasgow<br>'s*A&CP* | Pinillos,Izquierdo &Co.S.enC.<br>*WB=CellDB*<br>*a*133'*uE&B* | 459·5<br>F45'<br>77'*f*176'1169*tFPT* | 58·2 | 29·3<br>FK | Cadiz<br>Spanish<br>7*BHCem*<br>98*tAPT*77*t* | Q.8Cy.24½",35",50"&72"–51"<br>215lb (*s*) 1134NHP<br>3D&2SB*30cf*GS572HS20610<br>D.Rowan&Co.Glasgow | 32 ″ 0<br>s 6 ″ 6<br>26 ″ 1 | |
| 19185<br>HPBG | **Infanta Isabel De Borbon**<br>SteelTrpScSr<br>ssBcl.No.2-21 ~~ssB.As.No.1-17~~<br>*Elec.light* 3*Dks*(*Stl–U*teaks)&<br>Sub.Sig. Wireless *Shade dk*(*Stl*–teaks) | 10348<br>7225<br>5740 | ✠100A1<br>*Shade dk*<br>~~12,20~~12,21<br>~~BS8,20~~ ~~BS5,21~~ ✠LMC~~9,17~~ 6,21 | BAs<br>Bcl | *e*† | CL<br>SN4,19<br>P5,20<br>C5,20 | 1913<br>3mo<br>*Lloyd* | W.Denny<br>&Bros.<br>Dumbarton<br>'s*A&CP* | Cia.Trasatlantica<br>*WB=CellDB*<br>*uE&B*123' | 481·9<br>*a*122'<br>*f*188'1087*t FPT*90*t* | 61·3<br>FK&BK1" | 32·7 | Barcelona<br>Spanish<br>8*BHCem*<br>*APT*65*t* | T.6Cy.28",43"&66"–45"&<br>1L.P.Turbine 200lb (*r*)<br>3DB&2SB,*24cf*,GS540,<br>HS22816 FD<br>Denny&Co.Dumbarton | 35 ″ 9 | |
| 19186<br>136623 | **Infinitive** WoodScDy<br>(*Fishing*)<br>1*Dk* | 103<br>102<br>49 | | | | | 1916 | ColbyBros.<br>Ld.<br>OultonBroad | C.&R.Harvey,Ld. | 88·7 | 19·4 | 10·0 | Lowestoft<br>British | C.2Cy.11¾"&26"–18"<br>26RHP<br>F.W.Carver&Co.Gt.Yar. | | |
| 19187<br>86193 | **Inflexible** WoodScSr | 127<br>120<br>86 | | | | | 1878 | AnnDeakn<br>Winsford | SaltUnion,Ld. | 87·6 | 20·7 | 19·0 | Liverpool<br>British | 2Cy.12"–14"<br>24RHP<br>G.Deakin,Winsford | | |
| 19188 | **Ingá** SteelScSr<br>(*ex*Etruria)<br>Wireless 2*Dks&deep framing* | 4437<br>4192<br>2855 | | | ... | | 1900 | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle | Requisitioned by theBrazilian Government (Operated by the FrenchGovt.) | 378·4<br>P27'B93'F32' | 48·0 | 27·8<br>FK | R.Janeiro<br>Brazilian<br>*WB* | T.3Cy.26",42"&70"–48"<br>393NHP<br>Blair&Co.Ld.Stockton | 30 ″ 10 | V |
| 19189<br>6005<br>KDBF | **Inga** SteelScSr<br>*Elec.light* 1*Dk* | 1259<br>796<br>715 | | | | | 1918 | Oskrshmns<br>M.V.Aktieb.<br>Oskarshamn | Rederi.Aktieb. Atran (F. Hultman,*Mgr.*) | 226·0<br>Q61'B112'F28' | 32·8 | 12·8 | Falkenbrg<br>Swedish<br>*WB* | T.3Cy.16$\frac{1}{16}$",24"&35$\frac{3}{5}$"–25$\frac{3}{5}$"<br>E&B*made*11,*refitted*18<br>64NHP<br>G.SeebeckA.G.Bremerhvn | | V |
| 19190<br>125234 | — SteelScSr<br>*Well deck* 1*Dk&deepframing* | 948<br>714<br>570 | | | ... | | 1904 | A.Vuijk<br>Capelle a/d<br>Ysel | IngaS.S.ProprietaryCo.Ld.(R. S.Lamb&Co.Ld.) | 215·3<br>Q73'B57'F25' | 31·5 | 14·6<br>FK | SydnyNSW<br>British<br>*WB* | T.3Cy.15¼",25"&42"–30"<br>160NHP<br>G.T.Grey&Co.S.Shl. | 15 ″ 6 | |
| 19191<br>MSJB | **Inga I.** SteelSc<br>1*Dk* | 1183<br>1000<br>689 | | | | | 1918 | A/SMoss<br>Værft,<br>Moss | A/SD/SIngaI. (JohanEliassen) | 226·8<br>P41*t*H68*t*F32*t* | 36·6 | 15·7 | Bergen<br>Norwegian<br>*WB* | T.3Cy.16",25"&42"–30"<br>97NHP<br>A/SMossVærft,Moss | | N |
| 19192 | **Inga Kunstmann** Steel&IronScSr<br>(*ex*Oste,<br>*ex*BremenII,*ex*OuseHopperNo.4.) 1*Dk* | 567<br>515<br>231 | | | ... | | 1886 | W.Dobson<br>&Co.<br>Newcastle | W.Kunstmann | 167·7<br>B49'H38'F7' | 28·8 | 12·6<br>BK6" | Stettin<br>German<br>*WB* | C.2Cy.22"&44"–30"<br>NB00 97NHP<br>N.E.MarineCo.Ld.Nwc. | 13 ″ 6 | |
| 19193<br>4849<br>JQVR | **Ingeborg** SteelScSr<br>2*Dks* | 1156<br>676<br>676 | | | | | 1908 | Lindhol-<br>mensV.A.<br>Gothenburg | RederiA/BSvenska Lloyd (H.Metcalfe, *Mgr.*) | 203·6 | 33·1 | 13·2<br>20·9 | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.16",26½"&44"–30"<br>106NHP<br>LindholmensV.A.Got. | | V |
| 19194 | — SteelAuxSc4MstSr<br>*OilEng.*<br>*Mchy.Aft* (*ex*NielsHansen) 1*Dk*<br>(*See Sailing Ship Register*) | 378<br>329<br>264 | | | | | 1916 | RingAndr-<br>sensStaalskbs<br>Svendborg | RederiA/BHansa (NilsHammar, *Mgr.*) | 141·8<br>Q25' | 29·6 | 10·7 | Helsingbrg<br>Swedish<br>*WB* | Oil Engines 4S.C.SA<br>4Cy.11$\frac{13}{16}$"–16⅛" 28NHP<br>H.Christoffersen,Holeby | | V |
| 19195<br>NTSP | — IronPad<br>(*Ferry*)<br>1*Dk* | 332<br>320<br>132 | | | | | 1883 | F.Schichau<br>Elbing | DeDanskeStatsbaner | 166·0<br>H23*t* | 26·2 | 11·3 | Fredericia<br>Danish | C.2Cy.32"&62"–45½"<br>216NHP<br>F.Schichau,Elbing | | |
| 19196<br>JMQW | — WoodScSr<br>1*Dk* | 209<br>158<br>119 | | | | | 1870 | J.Ohlsson<br>Gothenburg | S.Staalesen | 100·9<br>Q15*t*B33*t* | 22·9 | 11·4 | Haugesnd<br>Norwegian | C.2Cy.10¼"&22½"–16½"<br>NB10 17NHP<br>GöteborgsMek.Verks.Got. | | |
| 19197<br>1774<br>JDML | — CompScSp<br>1*Dk* | 177<br>140<br>110 | | | | | 1887 | J.A.Svens-<br>son<br>SödraGarn | Rederiaktieb. Unda (J.A. Waller,*Mgr.*) | 99·5<br>Q43'B19'H11*t*F11' | 22·9 | 9·0 | Gothenbrg<br>Swedish | C.2Cy.8"&18"–12"<br>Wilhelms- NB09 9NHP<br>bergsMek.Werk.Akt.Got. | | |
| 19198<br>6290<br>KONM | — WoodAuxSc3MstSr<br>*OilEng.*<br>*Mchy.Aft*<br>(*See Sailing Ship Register*) | 171<br>149<br>121 | | | | | 1920 | Timmer-<br>nabbensVarv.<br>Timmer-<br>nabben | S.OhlssonsSöner | 104·3 | 24·4 | 9·7 | Timmer-<br>nabben<br>Swedish | Oil Engine<br>2Cy.11⅘"–12$\frac{3}{16}$"<br>J&CGBolindersCo.LdSkm | | V |
| 19199<br>MGVQ | **Ingeborg I.** SteelScSr<br>(*Whaler*)<br>1*Dk* | 160<br>155<br>56 | | | | | 1911 | Akers<br>Mek.Værks.<br>Christiania | Bryde&Dahls Hvalfangerselskab | 104·1 | 20·3 | 11·9 | Sandefjrd<br>Norwegian<br>*WB* | T.3Cy.12",20"&33"–24"<br>53NHP<br>Akers.Mek.Værks.Xia. | | N |
| 19200<br>MVHP | **Ingeborg Bakkevig** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 811<br>582<br>462 | | | | | 1919 | Xiansands<br>Mek.Værks.<br>Xiansand | D/S A/SAre (L.Bakkevig,*Mgr*) | 186·0<br>B48'RQD59'F27' | 31·2 | 12·0 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.14",23½"&38"–27"<br>75NHP<br>XiansandsM.V.Xiansand | | N |
| 19201<br>5486<br>JTKR | **Ingegerd** SteelScSr<br>*Mchy.Aft* 1*Dk* | 228<br>186<br>137 | | | | | 1913 | P.Larsson<br>Thorskog | GötaSulfitaktieb. (O.Lindstedt*Mgr*) | 101·1<br>P21'H14*t*F10' | 22·4 | 9·7 | Göta<br>Swedish<br>*WB* | C.2Cy.11"&18"–16"<br>25NHP<br>P.Larsson,Thorskog | | |
| 19202<br>HBGX | **Ingeniero Luis A. Huergo** Steel ScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* Wireless | 3327<br>2986<br>1993 | | | ... | CL | 1917<br>4mo | ForeRiver<br>S.B.Corp.<br>Quincy,Mass.<br>A&CP | ArgentineGovt. | 329·1<br>P71'B27'F31' | 46·2 | 25·7<br>FK<br>*CellD* | Bns.Ayres<br>Argentine<br>12*BHptCem*<br>(8 „ *toU dk*<br>4 „ „*2nd*„)<br>*Bu E&B* 56' | T.3Cy.22",37"&60"–42" (*s*)<br>190lb 317NHP<br>2SB,*6cf*,HS4528 FD<br>ForeRiverS.B.Cor.Quincy<br>*f* 44'211*tFPT*84*tAPT*82*t* | 27 ″ 0<br>s 5 ″ 2<br>22 ″ 2 | |
| | | | *Carrying fuel or other oils having a flash point above 150° F.*<br>*Fitted for oil fuel* 4,17 *F.P. above* 150° F. | | | | | | | | | | | | | |
| 19203<br>MDPN | **Inger** SteelScSr<br>1*Dk* | 1135<br>908<br>681 | | | | | 1907 | Trndhjms<br>Mek.Værks.<br>Trondhjem | A/S D/S Inger. (Bachke&Co.) | 231·4<br>Q86*t*H50*t*'F33*t* | 34·1 | 13·7 | Trndhjem<br>Norwegian<br>*WB* | T.3Cy.16",25½"&44"–30"<br>106NHP<br>TrondhjemsM.V.Trndhjm | | N |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19204<br><br>MKTC | **Inger Benedicte** IronScSr<br>ssBgn.3rdNo.3-3 22 ~~ssGls.2ndNo.3-3,09~~<br>(*ex*Fernside,*ex* ~~ssGrk.No.2-18~~<br>Triumph) *Well deck* 1*Dk*(*Irn*)2*trB*<br>Wireless *Cargo battens not fitted* | *1924*<br>*1571*<br>*1197* | ✠100A1<br>3,22~~10,20~~<br>✠NB12,96<br>~~[illegible]~~ | Bgn<br><br>✠LMC~~[illegible]~~<br>3,22 | *r* | ~~5,19~~<br>3,22 | 1883<br>9mo | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>A&CP | A/S D/S Inger<br>Benedicte(Jacob<br>KjödeA/S *Mgrs.*) | 280·0\|37·1\|20·5<br>P26′Q74′B74′F35′<br>ptND09<br>*WB=DB* | Bergen<br>Norwegian<br>6*BHCem*<br>*a*84′*f*60′283*t* | C.2Cy.32″&62″–42″ (*s*)<br>90lb 203NHP<br>2SB,6*pf*,GS99,HS3360<br>N.E.MarineEng.Co.Ld.Sld |
| 19205<br><br>MKWB | **Inger Elisabeth** SteelScSr<br>ssBgn.No.3-8,19<br>(*ex*Arthur) 1*Dk*(*Stl*)&*deep framing*<br>*Well deck* *Cargo battens not fitted* | 1287<br>1037<br>751 | ✠100A1<br>~~10,20~~11,21<br>~~BS11,20~~ ✠LMC8,19<br>BS11,21 | Npt<br>Bgn | *o* | 11,20 | 1908<br>11mo<br><br>*Lloyd* | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool<br>'*sA&CP* | A/S JacobKjödes<br>Rederi(Jacob<br>KjödeA/S *Mgrs.*)<br><br>*WB=CellD* | 230·4\|36·1\|15·0<br>Q86′B52′F25′<br>FK<br>*Ba*67′*uE*&*B*31′*f*94′ | Bergen<br>Norwegian<br>4*BHCem*<br>321*tFPT*48*t* | T.3Cy.19″,31″&51″–36″ (*s*)<br>160lb *80lb* 159NHP<br>1SB,3*pf*,GS55,HS2424<br>Richardsons,Westgarth&<br>*APT*75*t* Co.Ld.Hpl. |
| 19206<br>84621<br>VSKQ | **Ingerid** IronScSr<br>ssRot.No.3-6,94<br>ssC.Tn.No.2–03<br>*Well deck* 1*Dk*2*trB* | 693<br>485<br>415 | ✠<br>7,03<br>✠NB4,98 ✠ | CTn | *i* | | 1882<br>3mo | H. Murray<br>&Co.<br>Pt.Glasgow | ~~IngeridS.S.Co.Ld.~~<br>~~(Thesen&Co.Ld.)~~<br>Thesen'sS.S.CoLd<br>*WB* | 191·2\|26·7\|13·4<br>Q58′B51′F25′<br>ptND98len89 BK7½″<br>= *DBa*37′30*t FPT* | CapeTown<br>British<br>6*BHCem*<br>28*tAPT*20*t* | C.2Cy.17″&34″–36″<br>NDB98 85RHP<br>1SB,3*pf*,GS43,HS1465<br>Paul&Co.Dumbarton |
| 19207<br>411 | **Ingerman** IronScSr<br>(*ex*Norrköping) 1*Dk* | 252<br>—<br>167 | | | | | 1886 | MotalaCo.<br>Motala | JohnJ.Paurman | 117·8\|22·5\| 8·4<br>P68′H21*t*F34′<br>len86 | Petrograd<br>Russian | C.2Cy.16″&29″–20″<br>31NHP<br>MotalaCo.Motala |
| 19208<br><br>MSJH | **Ingjerd** WoodAuxSc3MstSr<br>*OilEng.*<br>*Mchy.Aft*<br>(*See Sailing Ship Register*) | 117<br>100<br>83 | | | | | 1918 | Moens<br>Verft<br>Risör | A/S"Ingjerd"<br>(N.Halvorsen) | 83·5\|21·6\| 9·5<br>Q5*t*H8*t* | Porsgrund<br>Norwegian | OilEngineS.A.2SC.<br>1Cy.13″–13⅔″ 11NHP<br>J.&C.G.BolindersMek.<br>Verk.A/BStockholm |
| 19209<br>124339<br>HLDJ | **Ingleby** SteelScSr<br>*Trunk deck* Wireless 1*Dk* | 3815<br>3115<br>2313 | | | | | 1907 | Ropner&<br>Son<br>Stockton | RopnerShipping<br>Co.Ld. | 350·0\|50·1\|23·0<br>F33′ | W.Hartlpl<br>British<br>*WB* | T.3Cy.25″,41″&67″–45″<br>301NHP<br>Blair&Co.Ld.Stockton |
| 19210<br><br>OJPA | **Ingo** SteelScSr<br>ssMsl.No.2-20<br>*Well deck* 2*Dks*(*Stl U*–ws)<br>*Elec.light* Sub.Sig. | 3682<br>3389<br>2227 | ✠100A1<br>4,22~~10,20~~ | Msl<br><br>✠LMC9,20<br>BS9,21 | *w* | CL<br>9,20 | 1912<br>3mo<br><br>*Lloyd* | Akt.Ges.<br>"Neptun"<br>Rostock<br>'*sA&CP* *WB* | Cie.Marseillaise de<br>Nav.àVap.<br>Fraissinet&Co.<br>*Mgrs.*)<br>= *Cell DBa*97′*uE* | 361·5\|50·0\|23·7<br>P&B234′F45′<br>FK<br>&*B*42′*f*164′940*tFP* | Marseilles<br>French<br>7*BHCem*<br>*T*80*t APT*8*t* | T.3Cy.29$\frac{9}{16}$″,41″&68⅞″–47½″<br>200lb (*s*) 470NHP<br>3SB,9*cf*,GS148,HS6387 FD<br>A.G."Neptun," Rostock |
| 19211<br>217242<br>LNTV | **Ingold** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*ndtrB in fore&after*<br>Wireless Sub.Sig. *holds& Web frames* | 3545<br>3005<br>2179 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0\|46·2\|25·0<br>P30′B90′F35′<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1GearedSteamTurbine<br>386NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. |
| 19212 | **Ingolfur Arnarson** SteelScK<br>Now named "Royndin," See No. 39149 in Supplement<br>*Elec.light* 1*Dk* | *335*<br>*286*<br>*163* | ✠100A1<br>*StmTrawler*<br>6,20 | Selby<br><br>✠LMC5,20 | | | 1920<br>5mo<br><br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>'*sA&CP* | ~~Fiskiveidafjelad-~~<br>~~idHaukur~~<br>A/STjaldur | 140·3\|24·0\|10·9<br>Q80′F22′<br>BK7½″<br>*DBf*56′48*t* | Reykjavik<br>Icelandic<br>4*BHCem*<br>*APT*8*t* | T.3Cy.13½″,22½″&37″–26″<br>180lb (*s*) 97NHP<br>1SB,3*pf*,GS56,HS1788<br>Amos&Smith,Ld.Hull |
| 19213<br>135475<br>JONL | **Ingoma** SteelScSr<br>ssLiv.No.2-21 ~~ssP.Nl.No.1-18~~<br>*Elec.light* 2*Dks*(*Stl*)&3*rd dk*(*Stl*)<br>Wireless *inNo.1hold* | 5686<br>4599<br>3566 | ✠100A1<br>9,21~~7,20~~<br>~~BS1,21~~ | Lon<br>Liv<br>✠LMC~~2,18~~<br>9,21 | *z* | CL<br>~~11,10~~<br>9,21 | 1913<br>7mo<br><br>*Lloyd* | D&WHen-<br>dersn&Co.Ld.<br>Glasgow<br>'*sA&CP* | CharenteS.S.Co.Ld<br>(T.&J.Harrison,<br>*Mgrs.*) *WB*=<br>*uE*&*B*67′*f*163′96 | 400·6\|52·2\|28·3<br>P34′B160′F50′<br>*CellDBa*102′ FK<br>6*t DTa*26′615*t FPT* | Liverpool<br>British<br>8*BHCem*<br>63*tAPT*22*t* | T.3Cy.26½″,46″&76″–54″ (*s*)<br>215lb HS10850 616NHP<br>2DB&1SB,15*cf*,GS316<br>D&WHendersn.&CoLdGls |
| 19214<br>118934 | **Ingomar** SteelScK<br>(*Trawler*)<br>1*Dk* | 217<br>191<br>87 | | | ... | | 1904 | Cochrane&<br>Sons<br>Selby | TheExor.of Sir<br>G.F.Sleight,Bart. | 115·0\|21·5\|11·5<br>Q62′F21′<br>BK7½″ | Grimsby<br>British | T.3Cy.11½″,21″&33″–24″<br>60RHP<br>Gt.CentrlCo-opEng.&Ship<br>RepairingCo.Ld.Gms. |
| 19215<br>201383<br>KTJH | — WoodSc<br>*Motor*<br>(*ex*SailingVessel) 1*Dk* | 143<br>—<br>85 | | | | | 1904 | Tarr&<br>James<br>Essex,Mass. | Gorton-Pew<br>VesselsCo. | 104·8\|25·7\|11·4 | Gloucester<br>Utd.States | Motor |
| 19216 | **Ingrid** WoodAux3MstSr<br>Now named "Rigdin," See No. 39087 in Supplement<br>*OilEng.*<br>(*See Sailing Ship Register*) | 305<br><br>291 | | | | | 1907 | E.Soder-<br>ström<br>Geta | | 132·0\|27·0\|13·0 | <br>British | OilEngine |
| 19217<br>3909<br>JMHG | — CompScSr<br>*Mchy.Aft* 1*Dk* | 204<br>154<br>98 | | | | | 1901 | Aktieb.<br>LödöseVarf.<br>GamlaLödöse | Rederiaktieb.<br>Unda (J.A.<br>Waller,*Mgr.*) | 100·4\|23·0\|10·2<br>B24′H17*t*F13′ | Gothenbrg<br>Swedish | C.2Cy.9½″&21″–13½″<br>14NHP<br>LundbyMek.Verks.Got. |
| 19218<br><br>JSGT | — WoodAuxSc<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 101<br>—<br>82 | | | | | 1894 | Söndhord-<br>land | O.F.Grönberg | 83·5\|22·6\| 9·3 | Sundsvall<br>Swedish | Motor<br>1Cy.11$\frac{9}{16}$″–15″<br>Motorfbrk Ideal,Lysekil |
| 19219<br>6023<br>KBLG | **Ingrid Brodin** SteelScSr<br>*Elec.light* 1*Dk* | 1809<br>1601<br>1062 | | | | | 1918 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | ErikBrodins<br>Rederiaktieb.<br>(E.Brodin,*Mgr.*) | 265·0\|42·1\|17·9<br>P23′B71′F29′ | Torö<br>Swedish<br>*WB* | T.3Cy.18½″,29½″&50″–36″<br>150NHP<br>FredrikstadM.V.Frdstad |
| 19220<br><br>MQSF | **Ingunn** SteelSc4MstSr<br>ssBgn.No.1-21<br>*Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | 721<br>499<br>328 | ✠100A1<br>~~10,20~~10,21 | Bgn<br><br>✠LMC~~5,17~~<br>10,21 | *j* | CL<br>~~11,10~~<br>10,21 | 1917<br>3mo<br><br>A&CP | NVSchp de<br>Merwede v/n<br>VanVliet&Co<br>Hardinxveld | A/SSjöfart(Sverre<br>HansenA/S,*Mgr.*)<br><br>*Cell* | 180·0\|28·1\|12·5<br>Q103′B15′F23′<br>FK<br>*DBf*103′146*tFPT*6 | Bergen<br>Norwegian<br>3*BHCem*<br>3*tAPT*7*t* | T.3Cy.15″,25″&40″–27″ (*s*)<br>180lb 111NHP<br>2SB,4*cf*,GS64,HS2032<br>Verschure&Co.Ams. |
| 19221<br>1445<br>HCQR | **Ingvar** IronScSr<br>(*ex*PrinsOscar) ssHbg.4thNo.3-9,18<br>1*Dk*&*Awng dk*3*trB* | 1257<br>819<br>855 | ✠90A1<br>*Awng dk*<br>*withfreeboard*<br>4,22~~9,20~~<br>✠NB4,00 | Hbg<br>Mmö<br><br>✠LMC9,18<br>~~[illegible]~~<br>BS1,22 | *n* | ~~10,10~~<br>4,22 | 1868<br>12mo | Schlesnger,<br>Davis&Co.<br>Newcastle | Rederiaktieb.<br>Ingvar ~~(P.~~<br>~~Ingvarsson,*Mgr.*)~~<br>(T.Hillerström) | 233·0\|28·5\|16·2<br>Q38′H29*t*F33′ 23·6<br>len79<br>*MT*39′ | Malmö<br>Swedish<br>4*BHCem*<br>300*t* *Tpd*00 | T.3Cy.16¾″,26″&50″–33″<br>150lb *100lb* NDB10 136NHP<br>1SB,2*f*,GS41,HS2010 NE79<br>LindholmensM.V.Got. |
| 19222<br><br>HINB | **Inhambane** SteelScSr<br>ssNts.No.2-21<br>(*ex*Essen) *Well deck* 2*Dks*(*Stl*)&3*rd dk*<br>*Elec.light* Wireless *inNo.1hold only* | 5878<br>5490<br>3719 | ✠100A1<br>4,21 | Ham<br><br>✠LMC4,21 | *b*† | CL<br>12,20 | 1912<br>8mo<br><br>*Lloyd* | J.C.Teck-<br>lenborgA.G.<br>Geestemünde<br>'*sA&CP* | Requisitioned by<br>thePortuguese<br>Government<br>*Cell* | 450·8\|57·2\|27·0<br>P&B392′F45′<br>FK<br>*DBa*146′*uE*&*B*71′ | <br>Portuguese<br>9*BHCem*<br>*f*190′1453*t* | T.3Cy.27$\frac{5}{16}$″,46$\frac{13}{16}$″&78¾″–<br>53$\frac{5}{16}$″ 206lb (*s*) 703NHP<br>4SB,12*cf*,GS236,HS10334FD<br>J.C.TecklenborgA.G.Gst. |
| 19223<br>93805<br>KTRM | **Inishboffin** SteelScSr<br>ssLiv.2ndNo.3-4,13<br>(*ex*Traveller) ssLiv.No.1-18<br>1*Dk*(*Irn*)&*Spardk*(*Stl*–ws)3*trB*<br>Wireless | 3042<br>2883<br>1931 | ✠100A1<br>*Spar dk*<br>12,20 | Shl<br><br>✠LMC12,20 | *u* | 12,20 | 1888<br>8mo | C.Connell<br>&Co.<br>Glasgow<br>A&CP | LimerickS.S.CoLd | 330·0\|40·0\|28·0<br>B80′F40′<br>BK10″<br>*WB*= | Limerick<br>British<br>6*BHCem*<br>*MT*32′420*t* | T.3Cy.24″,40″&66″–48″ (*s*)<br>160lb *70lb* NDB00 315NHP<br>2DB,8*cf*,GS145,HS4922<br>J.&J.Thomson,Glasgow |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19224<br>785<br>PWBL | Iniziativa IronScSr | 419<br>373<br>219 | | | | | 1886 | J.Knox&Co.<br>Sunderland | CuginiBianchi | 154·8<br>P53'B24'F19' | 23·3 | 13·2 | Genoa<br>Italian<br>*WB* | C.2Cy.21″&38″-26″<br>61NHP<br>G.Clark,Sunderland | | V |
| 19225 | Inkeri WoodAuxScSr<br>*Motor*<br>(*ex*SailingVesselRonis) 1*Dk*<br>(*See Sailing Ship Register*) | 147<br>—<br>116 | | | | | 1901 | A.Karlin<br>Markgrafen | J.Nurminen | 88·7<br>H16' | 28·0 | 10·2 | Raumo<br>Finnish | Motor 4Cy.<br>E *fitted* 1914<br>BjörneborgsMek.<br>Werkstad,Björneborg | | |
| 19226<br>109335<br>RLFJ | Inkula SteelScSr<br>*ss*Hul.No.3-6,19<br>2*Dks*(*Stl*)3*tr B*&<br>(*ex*Pallanza) *Shelter dk*(*Stl*)<br>*Elec.light* Wireless | 5171<br>4910<br>3280 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,22 ~~10,20~~<br>~~BS6,20~~ BS10,21<br>✠LMC6,19 | Lon<br>Fal | *z* | CL<br>~~6,10~~<br>2,22 | 1904<br>9mo | Cant.Nav.<br>diMuggiano<br>Spezia<br>*Lloyd*'*sA&CP*<br>*WB=Cell* | TheGulfTransport<br>Co.(Liverpool)Ld.<br>(J.H.Welsford&Co<br>Ld.,*Mgrs.*)<br>*DBa*127'*uE&B*70' | 401·0<br>*f*146'909*t DTa*29' | 52·1 | 29·3 | Liverpool<br>British<br>FK 6*BHCem*<br>810*tFPT*90*t* | T.3Cy.28″,46″&77″-48″ (*s*)<br>180lb 493NHP<br>4SB,12*cf*,GS187,HS8259<br>Richardsons,Westgarth<br>*APT*45*t* &Co.Ld.Hpl | 32 ″ 1<br>s4 ″ 11<br>27 ″ 7 | |
| 19227 | Inkum SteelSc<br>*For full particulars See No.37860 in Supplement*<br>*Elec.light* | 4550<br>4202<br>2800 | 100A1<br>(*Class Contemplated*) | | | | 1921 | Richardsn,<br>Duck&Co.Ld<br>Stockton | | 400·3 | 52·0 | 24·9 | Liverpool<br>British | T.3Cy.26″,42″&70″-48″<br>Blair&Co.Ld.Stockton | | |
| 19228<br>5047<br>JRPT | Inland SteelScSr<br>*Turret deck* 1*Dk* | 2294<br>1885<br>1399 | | | | | 1909 | W.Doxford<br>&Sons,Ld.<br>Sunderland | ÅngfAktiebTirfing<br>(DanBroström,<br>*Mgr.*) | 290·1<br>P35'B81'H109*t*F33' | 43·6 | 18·7 | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.22½″,37″&60″-39″<br>225NHP<br>W.Doxford&Sons,Ld.Sld. | | V |
| 19229<br>100589<br>LGDH | — SteelSc<br>(*ex*I.W.Nicholas)<br>*Elec.light Mchy.Aft* 2*Dks* | 1888<br>—<br>1098 | | | | | 1894 | Cleveland<br>S.B.Co.<br>Cleveland,O. | Consolidation<br>CoastwiseCo. | 328·3<br>len.14 | 42·0 | 21·9 | Boston<br>Utd.States<br>*WB* | T.3Cy.20″,33″&54″-42″<br>189NHP<br>ClevelandS.B.Co.Clvlnd O | | R |
| 19230<br>1175<br>JOKS | — SteelScSr<br>1*Dk*&*Awngdk* | 158<br>107<br>116 | | | | | 1891 | Göteborgs<br>M.V.<br>Gothenburg | MarstrandsNya<br>Ångf.Aktieb(E.<br>Rutgerson,*Mgr.*) | 100·4<br>B38'H8*t* | 18·6 | 9·6 | Marstrand<br>Swedish | C.2Cy.13¾″&22½″-13¾″<br>NB01 16NHP<br>GöteborgsM.V.,Got. | | |
| 19231<br>HQNS | — IronScSp<br>1*Dk*&*Awng dk* | 139<br>133<br>77 | | | | | 1876 | ………<br>Gothenburg | Skien-Telemar-<br>kensD/S A/S | 94·0<br>H7*t* | 17·9 | 6·6 | Skien<br>Norwegian | C.2Cy.12½″&23½″-16″<br>NE93NB12 18NHP<br>PorsgrundsM.V.Porsgrnd | | |
| 19232<br>MKVW | Inna SteelScSr<br>(*ex*Birgit)<br>*Mchy.Aft* 1*Dk* | 314<br>249<br>158 | | | | | 1913 | Lindhol-<br>mensV.A.<br>Gothenburg | IndherredsAktie<br>Dmpskibsselskab. | 123·8<br>P40'H2*t*F6' | 22·6 | 9·9 | Stenkjær<br>Norwegian<br>*WB* | C.2Cy.13″&27″-20″<br>29NHP<br>LindholmensV.A.Got. | | V |
| 19233<br>89430<br>SKLJ | Innamincka SteelScSr<br>*Renamed* "Seistan," *See No.393*[illegible] *in Supplement*<br>1*Dk*&*Webframes*<br>*Well deck Elec.light* | 2539<br>[illegible]<br>1421 | | | … | | 1890 | Napier,<br>Shanks&Bell<br>Glasgow | HajeeM.H.<br>Nemazee | 305·0<br>P162'B84'F75'<br>FK | 40·0 | 19·8 | HongKong<br>British<br>*WB* | T.3Cy.28″,46″&75″-54″<br>477NHP<br>Bow,M'Lachlan&Co.Psy. | 22 ″ 8 | V |
| 19234<br>107036 | Innergellie WoodScK<br>1*Dk* | 100<br>93<br>37 | | | … | | 1897 | W.Jarvis<br>Anstruther | R.T.Moore | 91·4 | 19·1 | 10·0 | Lowestoft<br>British | C.2Cy.14″&29″-20″<br>38RHP<br>J.Cran&Co.,Leith | | |
| 19235<br>MTSG | Inneröy SteelScSr<br>*ss*Lon.2ndNo.3-2,21 ~~*ss*Ams.No.3-11,00~~<br>~~*ss*Shl.No.2-19~~<br>(*ex*Volendam,*ex*<br>Narva,*ex*Alpha) 1*Dk*(*Stl*)&*deep*<br>Wireless *framing*&*ptAwng dk*(*Irn*) | 1994<br>1376<br>1211 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>~~2,21~~ ~~10,20~~ ~~8,21~~<br>3,22 ~~BS6,20~~ BS8,21<br>✠LMC~~5,19~~<br>MS1,21 | Hpl<br>~~Lon~~<br>X12 | *r* | ~~N3,20~~<br>~~1,21~~<br>3,22 | 1897<br>9mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | D/S A/S "ÖyII."<br>(Klüver&Co.<br>*Mgrs.*) | 270·0<br>P17'Q86'<br>*ptAwngdk*167' FK | 39·2 | 15·9 | Chrstiania<br>Norwegian<br>4*BHCem*<br>*CellD Ba&u* | T.3Cy.19″,30½″&51″-36″ (*s*)<br>160lb 156NHP<br>2SB,4*rf*,GS54,HS2330<br>Cen.Mar.Eng.Wrks.WHpl<br>*E*106' *f*112'478*tAPT*69*t* | 18 ″ 2<br>s7 ″ 7½<br>17 ″ 10 | |
| 19236<br>142838<br>KOGD | Innerton SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 5276<br>4827<br>3241 | ✠100A1<br>10,21 ~~4,21~~<br>✠LMC8,19 | Rot<br>Mtl | *y* | CL<br>10,21 | 1919<br>8mo | Ropner&<br>Sons,Ld.<br>Stockton<br>*Lloyd*'*sA&CP* | R.Chapman&Son | 400·1<br>P49'B113'F40'<br>FK<br>*CellDB* 340'1072*tFPT*131*t* | 52·3 | 28·5 | Newcastle<br>British<br>7*BHptCem*<br>*APT*214*t* | T.3Cy.26″,44″&73″-48″ (*s*)<br>180lb 452NHP<br>3SB,9*cf*,GS190,HS7668<br>Blair&Co.Ld.Stockton | 31 ″ 0<br>s6 ″ 2<br>25 ″ 3 | |
| 19237<br>131515<br>HVNC | Innisfail SteelTwinScSr<br>*ss*Tns.No.2-17<br>(*ex*Blaxland) 1*Dk*(*Stl-ws*)<br>*Elec.light Mchy.Aft* | 399<br>300<br>144 | ✠ A1<br>4,21 ~~7,19~~<br>*New South Wales Coasting*<br>~~BS1,21~~ ~~BS3,20~~<br>✠LMC~~7,19~~ 4,21 | Tns<br>Bsb | | CL<br>~~7,19~~<br>4,21 | 1912<br>4mo | Mackie &<br>Thomson,Ld.<br>Glasgow<br>*Lloyd*'*sA&CP* | AustralianSteam-<br>shipsProprietary,<br>Ld.(HowardSmith,<br>Ld.*Man.Agents*) | 144·5<br>B13'F26<br>FK<br>*FPT* | 32·2 | 7·2 | Melbourne<br>British<br>3*BHCem*<br>45*tAPT*32*t* | C.4Cy.12″&24″-16″ (*s*)<br>120lb 48RHP<br>1SB,3*cf*,G56,HS1400<br>J.Ritchie,Glasgow | 8 ″ 0<br>s1 ″ 4<br>7 ″ 1 | |
| 19238 | Innisglora SteelScSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | *117*<br>*94*<br>*77* | | | | | 1913 | P.Mc-<br>Gregor&Sons<br>Kirkintilloch | RussianGovern-<br>ment | 74·7<br>Q16'F13' | 18·3 | 8·7 | Russian<br>*WB* | Oil Engines 2 S.C.SA<br>2Cy.$13\frac{3}{16}$″-13¾″ 26NHP<br>D.Goedkoop,Jr.Ams. | 9 ″ 5 | |
| 19239<br>133156 | Innishowen SteelScSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 118<br>94<br>79 | | | | | 1913 | P.Mc-<br>Gregor&Sons<br>Kirkintilloch | J.Summers&Sons,<br>Ld. | 74·7<br>Q16'F13' | 18·3 | 8·7 | Glasgow<br>British<br>*WB* | Oil Engines 2S.C.SA<br>2Cy.$13\frac{3}{16}$″-13¾″ 26NHP<br>D.Goedkoop,Jr.Ams. | 9 ″ 5 | |
| 19240<br>133135 | Innisinver SteelSc<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 127<br>100<br>65 | | | | | 1913 | A.Jeffrey&<br>Co.<br>Alloa | ~~TheAdmiralty~~<br>A.Fergusson | 74·2<br>Q17'F14' | 18·7 | 8·8 | ~~Glasgow~~<br>British<br>London *WB* | Oil Engines<br>2Cy. 26NHP<br>TuxhamEng.Co.Cpn. | | |
| 19241 | Innislargie SteelScSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | *165*<br>*128*<br>*94* | | | | | 1912 | J.Cran&<br>Co.<br>Leith | RussianGovern-<br>ment | 99·0<br>P20'F11' | 18·8 | 8·4 | Russian<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.9″-13″ 37NHP<br>W.Beardmore&Co.Ld.Gls. | | |
| 19242 | Innismurray SteelScSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | *169*<br>*134*<br>*95* | | | | | 1912 | A.Jeffrey&<br>Co.<br>Alloa | RussianGovern-<br>ment | 100·1<br>Q25'F15' | 18·8 | 8·6 | Russian<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.9″-13″ 37NHP<br>W.Beardmore&Co.Ld.Gls. | | |
| 19243 | Innisnee SteelSc<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | *169*<br>*135*<br>*95* | | | | | 1912 | A.Jeffrey&<br>Co.<br>Alloa | RussianGovern-<br>ment | 100·3<br>Q25'F15' | 18·9 | 8·6 | Russian<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.9″-13″ 37NHP<br>W.Beardmore&Co.Ld.Gls. | | |
| 19244<br>133128 | Innisshannon SteelScSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 238<br>189<br>143 | | | | | 1913 | W.Chal-<br>mers&Co.Ld.<br>Glasgow | TheAdmiralty | 115·7<br>Q27'F28' | 21·6 | 9·6 | Glasgow<br>British<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.14″-14½″ 57NHP<br>W.Beardmore&Co.Ld.Gls. | | |
| 19245<br>133144 | Innistrahull SteelScSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 238<br>189<br>143 | | | | | 1913 | W.Chal-<br>mers&Co.Ld.<br>Glasgow | CoastingMotor<br>ShippingCo.Ld. | 115·8<br>Q27'F28' | 21·6 | 9·6 | Glasgow<br>British<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.14″-14½″ 57NHP<br>W.Beardmore&Co.Ld.Gls. | | |
| 19246<br>136338 | Innisulva SteelScSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 255<br>195<br>124 | | | | | 1914 | W.Chal-<br>mers&Co.Ld<br>Glasgow | MizelShippingCo.<br>Ld.(H.Davies&<br>R.J.Frisk,*Mgrs.*) | 115·8<br>Q28'B27' | 21·6 | 9·5 | Glasgow<br>British<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.14″-14½″ 57NHP<br>W.Beardmore&Co.Ld.Gls | | C |

| 1 Numero d'Ordre. — Numer Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Construit. Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19247<br>218699<br>LSHM | **Innoko** SteelScSr<br>*Elec.light* 1*Dk&Shelter dk*<br>Sub.Sig. Wireless *&Webframes*<br>*Longitudinal framing* | 6517<br>5609<br>4045 | | | ... | | 1919 | Federal<br>S.B.Co.<br>KearnyN.J. | UnitedStates<br>ShippingBoard | 395·5<br>P45'B110'F38' *on Shelter dk* FK | 55·0 | 31·4 | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>619NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. |
| 19248 | **Innsbruck** SteelTwinScSr<br>*Elec.light* 2*Dks*(*Stl–U* ws)<br>Wireless *&Shelter dk*(*Stl*–ws)<br>*Now named* "Aquileia," *see Supplement.* | 7077<br>5441<br>4267 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,20<br>BS1,20 ✠LMC10,16 | Bom | | CL<br>1,20 | 1916<br>11mo | Cantiere<br>SanRocco<br>Trieste<br>*Lloyd'sAP* | LloydTriestino | 398·0<br>B190'F83' *on Shelter dk* FK<br>*CellDB* 345'1091*t APT*46*t* | 51·2 | 24·1 | Trieste<br>Italian<br>*Cem*<br>*Collision BHtoSh dk*<br>6 „ „ *U* „ | T.6Cy.25½",40½"&66"–48"<br>180lb (r) 853NHP<br>5SB,*15cf*,GS314,HS12735FD<br>StabilimentoTecnico,<br>Triestino,Tri. |
| 19249<br>111302<br>RKGB | **Ino** SteelScSr<br>*ss*Off.No.3–3,12<br>*ss*Brs.No.2–20<br>1*Dk*(*Stl*)*&deep framing*<br>*&ptAwng dk*(*Stl–pt*ws) | 1240<br>897<br>778 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>9,20<br>✠NB4,30 ✠LMC<br>~~DBS6,20~~ MS2,20<br>DBS9,21 MBS9,20 | Brs | *n* | CL<br>~~2,20~~<br>2,22 | 1899<br>10mo | Campbel-<br>townS.B.Co.<br>Campbeltwn<br>A&CP | BristolStm.Nav.<br>Co.Ld. | 229·8<br>Q79'<br>*ptAwng dk* 151' FK<br>*WB=CellDB a* 53' *uE&B* 38' *f* 94' | 32·8 | 15·0 | Bristol<br>British<br>4*BHCem*<br>270*t APT*80*t* | T.3Cy.18",27½"&45"–33" (s)<br>160lb NDB00 *refitted* 19<br>*85lb* 99RHP<br>1SB,*3cf*,GS55,HS1943<br>Hutson&Sons,Ld.Glasgow |
| 19250 | **—** SteelScSr<br>(*ex*Feijenoord) 1*Dk* | 709<br>524<br>290 | | | | | 1918 | J.Meyers<br>S.B.Co.<br>Leeuwen | Koninkl.Nederl.<br>Stoomb.Maats. | 180·9<br>Q51'B54'F22' | 28·2 | 12·7 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.15 1/16" 25⅝"&39⅝"–23½"<br>Gebrs.Storck 75NHP<br>&Co's.Mchfab.Hengelo |
| 19251<br>20981<br>NLKW | **Ino Maru** WoodSc | 403<br>—<br>297 | | | | | 1917 | ................ | GoshiShosen<br>KaishaMutsumi<br>Shokai | 134·6 | 27·3 | 14·4 | Tsumori<br>Japanese | |
| 19252 | **Inocencio Figaredo** SteelScSr<br>*ss*Liv.No.3–8,10<br>*ss*Bbo.No.2–20<br>(*ex*Olavarriaga, *ex*HolmsIsland,*ex* Grelford,*ex*Nancy Lee,*ex*Minterne)<br>*Spar dk*(*Irn*)2*trB&*<br>*deep framing* | *2823*<br>*2647*<br>*1802* | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>4,22 ~~1,21~~<br>MBS3,21 ✠LMC1,17 | Psa<br>Bbo | *u* | CL<br>12,19 | 1898<br>4mo | ShortBros.<br>Sunderland<br>A&CP | L.Ibran | 316·0<br>P31'B78'F31' 24·1<br>FK<br>*CellD Ba* 100' *uE* 24' *f* 124' | 42·1 | 17·0 | Aviles<br>Spanish<br>6*BHCem*<br>723*t APT*75*t* | T.3Cy.23",38"&62"–42" (s)<br>160lb *180lb* NDB20 256NHP<br>2SB,*6pf*,GS117,HS3950<br>J.Dickinson&Sons,Ld.Sld. |
| 19253<br>23261<br>RDJB | **Inosan Maru** WoodAuxScSr | 177<br>—<br>102 | | | | | 1918 | ................ | TanakaBunshichi | 95·4 | 24·0 | 11·2 | Itosaki<br>Japanese | |
| 19254 | **Insel Poel** SteelSc<br>*Elec.light* 1*Dk* | 111<br>103<br>37 | | | | | 1911 | Atk.Ges.<br>"Neptun"<br>Rostock | Gebr.Steinhagen | 85·8 | 19·7 | 8·6 | Wismar<br>German<br>*WB* | C.2Cy.11½"&22 1/16"–13"<br>15NHP<br>A.G."Neptun,"Rostock |
| 19255<br>~~[illegible]~~ | **Inski** SteelAuxScK<br>*Paraffin Motor* (*not classed*)<br>*ss*Nts.No.3–1,20<br>(*ex*TheMotoketch) 1*Dk*(*Stl*)<br>(*See Sailing Ship Register*)<br>*Now named* "Florette," *See No.* 37430 *in Supplement* | 116<br>104<br>80 | ✠100A1<br>4,22 ~~1,20~~ | Nts<br>Ply | *b* | | 1910<br>7mo | Edwards&<br>Co.<br>London<br>*Lloyd'sA&CP* | ~~R.Corssy-Cauvin~~<br>P.W.Richmond | 78·0<br>BK6" | 20·2 | 9·0 | Plymouth<br>British<br>2*BHCem* | Paraffin Motor 4S.C.SA<br>9 1/16"–11 13/16" 11NHP<br>D.Goedkoop,Jr.Ams. |
| 19256<br>219159<br>LTMN | **Inspector** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5036<br>4572<br>3076 | | | | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P50'B121'F40' | 54·0 | 32·0 | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.J |
| 19257 | **—** IronScSr<br>(*ex*Ornen)<br>1*Dk* | 108<br>90<br>61 | | | | | $18\frac{64}{72}$ | ................<br>Norrköping | | 125·0<br>Q31'F33' | 18·5 | 8·6 | Finnish | C.2Cy.12"&24"–17½"<br>20NHP<br>MotalaCo.Gothenburg |
| 19258 | **Instituto de Pesca No. 1** SteelScK<br>*ss*BAs.No.2–14<br>(*ex*Diez,*ex*PrincessRoyal) 1*Dk*<br>*Elec.light* | *284*<br>*254*<br>*97* | ✠<br>*Stm Trawler*<br>10,14 | BAs | | | 1906<br>11mo | A.Hall&<br>Co.Ld.<br>Aberdeen | Uruguayan<br>Government | 140·2<br>Q51'F20'<br>BK7½"<br>*DBf*30'17*t* | 23·1 | 12·2 | Montvideo<br>Uruguayan<br>4*BHCem*<br>*DTf*10'13*t* | T.3Cy12½",22½"&37"–24"<br>86NHP<br>1SB,*3pf*,GS54,HS1512<br>A.Hall&Co.Ld.Aberdeen |
| 19259<br>145138<br>KHQB | **Inston** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck* Wireless | 1834<br>1360<br>1054 | ✠100A1<br>10,21 ~~1,21~~<br>✠LMC1,21 | Shl<br>Bkn | *q* | CL | 1921<br>1mo | C.Rennold-<br>son&Co.<br>SouthShields<br>*Lloyd'sA&CP* | S.Instone &Co.Ld. | 270·2<br>Q102'*Pon*Q22'B56'<br>F26' FK<br>*CellD* B234' 536*t FPT*46*t* | 38·2 | 16·7 | London<br>British<br>4*BHCem*<br>*APT*8*t* | T.3Cy.20",33"&54"–36" (s)<br>190lb *100lb* 235NHP<br>2SB,*6cf*,GS116,HS4164<br>MacColl&Pollock,Ld.Sld. |
| 19260<br>POLG | **Insulinde** SteelTwinScSr<br>Wireless<br>*Elec.light* Sub.Sig. 3*Dks* | 9615<br>7248<br>5949 | | | | | 1913 | Kon.Maats<br>deSchelde<br>Flushing | Rotterdamsche<br>Lloyd(W.Ruys&<br>Zonen,*Mgrs.*) | 480·0<br>P150'B187'F84' | 57·2 | 34·9 | Rottrdam<br>Dutch<br>*WB* | T.6Cy.29",47"&81"–52"<br>942NHP<br>Maats.deSchelde,Flushing |
| 19261<br>129345<br>HRTQ | **Intaba** SteelScSr<br>*ss*.Lon.No.2–20<br>*Eleclight*2*Dks*(*Stl-Uteak* s)*&Webframes*<br>Wireless *Longitudinal framing* | 4835<br>3907<br>3040 | ✠100A1<br>~~[illegible]~~ ~~2,21~~ 2,22<br>~~BS3,21~~ ✠LMC4,19<br>BS2,22 | Lon | *y* | CL<br>2,20 | 1910<br>10mo | Hall,Rus-<br>sell&Co.Ld<br>Aberdeen<br>*Lloyd'sA&CP* | CharenteSSCo.Ld.<br>(T.&J.Harrison,<br>*Mgrs.*) | 386·1<br>P62'B145'F40<br>FK&BK2½"<br>*WB=CellDBa*114'*uE&B* | 48·2 | 27·1 | Aberdeen<br>British<br>6*BHCem*<br>70'*f*145'795*t* | T.3Cy27½",45½"&75"–48"(r)<br>180lb 572NHP<br>6SB,*18cf*,GS360,HS10866<br>Hall,Russell&Co.Ld.Abn. |
| 19262<br>218137<br>LRHC | **Intan** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks&Web frames*<br>Sub.Sig. Wireless | 5490<br>5090<br>3374 | | | ... | | 1919 | Merchant<br>S.B.Corp.<br>Harriman Pa. | UnitedStates<br>ShippingBoard | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 30·4 | Phildlphia<br>Utd.States<br>*WB* | 2 Steam Turbines geared<br>to 1 Screw Shaft 645NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. |
| 19263<br>217302<br>LPBW | **Integrity** SteelSc<br>(*ex*Cockamong)<br>1*Dk* | 192<br>—<br>40 | | | | | 1918 | NorthWest<br>Eng.Works<br>Co. Green<br>Bay,Wis. | Havemeyers&<br>Elder | 95·5 | 24·2 | 13·0 | NewYork<br>Utd.States | C.2Cy.18"&38"–26"<br>61NHP |
| 19264 | **International** SteelTwinSc<br>*Fitted*<br>*Elec.light* *CarryingPetroleum in bulk*<br>*Mchy.Aft* *Longitudinal framing*<br>*Should be* "G. Harrison Smith," *See No.* 37522 *in Supplement* | 12000 | | | | | 1921 | Bethlehem<br>S.B.Corp.Ld.<br>Sparrows<br>Point,Md. | OreSteamship<br>Corp. | 551·0<br>P139'B22'F50' | 72·0 | 44·0 | NewYork<br>Utd. States | T.3Cy.25",41"&68"–48"<br>320NHP<br>BethlehemS.B.Corp. |
| 19265<br>100462<br>KGTW | **—** IronSc<br>(*Tug*)<br>*Elec.light* 1*Dk*2*trB* | 400<br>—<br>200 | | | | | 1890 | Neafie&<br>Levy<br>Philadelphia | ReadingCo. | 130·0 | 26·0 | 16·2 | Phildlphia<br>Utd.States | T.3Cy.16",24"&41"–30"<br>NB03 92NHP<br>Neafie&Levy,Philadelphia |
| 19266<br>202072 | **Interstate No. 2** SteelSc<br>(*ex*W.B.Sanders)<br>(*Tug*) 1*Dk* | 103<br>—<br>45 | | | | | 1905 | American<br>S.B.Co.<br>Cleveland | W.E.Streeter&<br>Sons | 85·0 | 21·0 | 12·0 | NewYork<br>Utd.States | C.2Cy.20"&40"–30"<br>73NHP<br>AmericanSBCo.Cleveland |
| 19267<br>100754<br>KRJT | **Interstate No. 3** WoodSc<br>(*ex*Islander)<br>1*Dk* | 248<br>—<br>168 | | | | | 1901 | ................<br>Tomkins<br>Cove,N.Y | Interstate<br>Lighterage&<br>TransportCo. | 119·1 | 29·0 | 9·3 | NewYork<br>Utd.States | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name, Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19268<br>131443<br>HWGD | Intombi SteelScSr<br>*ss*Lon.No.~~1-18~~2-20<br>2*Dks*(*Stl*)&*Webframes*<br>*Elec.light* *Longitudinal framing*<br>Wireless | 3903<br>~~4253~~<br>3689<br>~~2743~~<br>2505 | ✠100A1<br>8,21~~8,20~~<br>BS~~5,20~~8,21 ✠LMC | Mdb<br>Ant<br>MS12,20 | *w* | CL<br>~~12,20~~<br>8,21 | 1912<br>7mo<br>*Lloyd* | W.Hamilton&Co.Ld.<br>PortGlasgow<br>'*sA&CP* *WB*= | CharenteS.S.CoLd<br>(T.&J.Harrison,<br>*Mgrs.*)<br>*CellDBa*111*uE&B* | 365·0<br>P33'B108'F38'<br>FK<br>56' *f* 147'829*t FPT* | 47·0 | 27·0 | Liverpool<br>British<br>6*BHCem*<br>64*tAPT*15*t* | T.3Cy.22",37"&62"-48" (*s*)<br>215lb 364NHP<br>3SB,9*cf*,GS173,HS6255<br>Dunsmuir&JacksonLdGls | 29 " 6<br>s 5 " 6<br>24 " 3 | |
| 19269<br>127421 | Intrepid WoodSc<br>(*Tug*)<br>(*ex*CharlesCounselman) | 123<br>—<br>55 | | | | | 1900 | ……………<br>Ballard,W'sh | Shipowners&<br>MerchantsTug<br>BoatCo. | 85·5 | 21·2 | 10·3 | S.Frncisco<br>Utd.States | | | |
| 19270<br>3547<br>HTSV | Inushima Maru No. 1 SteelScSp<br>1*Dk* | 580<br>583<br>321 | | | | | 1898 | OsakaIron<br>Works<br>Osaka | MitsuiBussan<br>Kaisha,Ld. | 169·0 | 30·0 | 14·1 | Kobe<br>Japanese | T.3Cy.14",22"&37"-27"<br>71NHP<br>*WB* OsakaIronWorks,Osaka | | |
| 19271<br>3547<br>HVFQ | Inushima Maru No. 2 SteelSc | 616<br>—<br>335 | | | | | 1899 | …………… | HamaguchiKisen<br>KabushikiKaisha | 164·0 | 30·6 | 14·8 | Amaga-saki<br>Japanese | | | |
| 19272<br>4403<br>JOLT | Inushima Maru No. 4 SteelScSr<br>1*Dk* | 581<br>—<br>294 | | | | | 1899 | OsakaIron<br>Works<br>Osaka | MitsuiBussan<br>Kaisha,Ld. | 169·0 | 30·0 | 14·1 | Kobe<br>Japanese | T.3Cy.14",22"&37"-27"<br>71NHP<br>*WB* OsakaIronWorks,Osaka | | |
| 19273<br>4522<br>JOPM | Inushima Maru No. 6 SteelScSp<br>1*Dk* | 584<br>546<br>306 | | | | | 1899 | Ishikawa-<br>jimaSBCoLd.<br>Tokio | S.Ikeda<br>*WB* | 165·8 | 29·5 | 13·3 | Nishino-miya<br>Japanese | T.3Cy.14½",22"&37"-27"<br>71NHP<br>IshikawajimaCo.Tokio | | |
| 19274<br>217301<br>LPBV | Invader SteelSc<br>(*ex*IndustryNo.2,*ex*Cocheco)<br>1*Dk* | 192<br>—<br>40 | | | | | 1918 | Northwest<br>Eng.Works<br>GreenBay,<br>Wis. | UnitedStates<br>ShippingBoard | 95·5 | 24·2 | 13·0 | NewYork<br>Utd.States | C.2Cy.18"&38"-26"<br>61NHP | | |
| 19275<br>131287<br>HRPO | Inventor SteelSc4MstSr<br>*ss*Liv.No.2-19<br>2*Dks*(*Stl*)&3*rdDk*(*Stl*)*inNo.*1*hold*<br>*Elec.light* Wireless | 7851<br>6993<br>5027 | ✠100A1<br>9,21 ~~6,20~~<br>MS11,18 ✠LMC<br>*Fitted for oil* | Liv<br>~~BS1,21~~<br>*fuel* 1, | *c*†<br>~~8,22~~<br>21 | CL<br>~~11,18~~<br>9,21<br>*F.P. a* | 1910<br>9mo<br>*Lloyd*<br>*bove* 1 | D&WHendersn&Co.Ld.<br>Glasgow<br>'*sA&CP* *WB*<br>50°F. | CharenteS.S.CoLd<br>(T.&J.Harrison,<br>*Mgrs.*)<br>=*Cell DBa*128'<br>*uE*64' *f* 207'1590 | 469·5<br>P53'B172'F51'<br>FK<br>*tDTa*30'1012*t FPT* | 58·0 | 32·1 | Liverpool<br>British<br>9*BHCem*<br>76*tAPT*34*t* | Q.4Cy.25½",36½",52"&74"-54" 215lb (*s*) 604NHP<br>2DB&1AuxSB,15*cf*,GS315,<br>HS10850<br>D&W.Hendersn&CoLdGls | 34 " 10<br>s 7 " 10½<br>27 " 4 | |
| 19276 | — IronSc3MstSr | 2291<br>2170<br>1445 | | | … | | 1878 | Aitken&<br>Mansel<br>Glasgow | D.Escobar y Cia. | 325·8<br>F28' | 34·0 | 25·8 | Valparaiso<br>Chilian | C.2Cy.35"&70"-48"<br>283NHP<br>J.&J.Thompson,Glasgow | | |
| 19277<br>142489<br>KOBG | Inver SteelScSr<br>1*Dk*(*Stl*)<br>*Elec.light*<br>*Well deck* | 1543<br>1151<br>732 | ✠100A1<br>~~4,21~~7,19 12,21<br>✠LMC7,19 | Lth<br>~~Nwc~~ | *p*<br>Cff | CL<br>4,21 | 1919<br>7mo<br>*Lloyd* | Ramage&<br>Ferguson,Ld.<br>Leith<br>'*sA&CP* *Cell* | ShamrockShippg.<br>Co.Ld.(T.Jack,<br>*Mgr.*)<br>*DB u E*20'*f*92'231 | 250·7<br>P20'Q77'B48'F27'<br>FK<br>*t DTa* 73'307*t FPT* | 36·2 | 17·2 | Belfast<br>British<br>5*BHCem*<br>41*tAPT*33*t* | T.3Cy.18",30"&49"-33" (*r*)<br>180lb 178NHP<br>2SB,6*cf*,GS98,HS3149<br>Ramage&Fergusn,Ld.Lth. | 18 " 3<br>s 1 " 7½<br>16 " 11 | |
| 19278<br>119622 | — SteelScK<br>(*ex*Grateful)<br>1*Dk* | 100<br>99<br>39 | | | | | 1907 | J.Duthie<br>Sons&Co.Ld.<br>Aberdeen | A.Matthews | 89·3 | 19·1 | 8·7 | Belfast<br>British | C.2Cy.11½"&26"-18"<br>AberdeenTrawl 38RHP<br>Owners&TradersE.CoAbn | | |
| 19279<br>145070<br>KHCJ | Inverampton SteelSc<br>1*Dk*(*Stl*)<br>*Mchy.Aft*<br>*Elec.light* | 715<br>631<br>419 | ✠ A1<br>*For Coasting*<br>*vice Glasgo*<br>5,22~~2,21~~ ✠LMC11,20<br>*Carrying oil*<br>*Fitted for oil* | Bwg<br>& *Chan*<br>*w to Bel*<br><br>*fuel in*<br>*fuel* 11, | *l*<br>*nel Ser-*<br>*fast*<br><br>*bulk*<br>20 | CL<br><br><br><br>*F.P.*<br>*F.P. a* | 1920<br>11mo<br><br>*Lloyd*<br>*above*<br>*bove* 1 | Harland&<br>Wolff,Ld.<br>Glasgow<br>'*sA&CP*<br>150°F ~~in DB~~<br>50° F. | BritishMexican<br>PetroleumCo.Ld.<br>(A.Weir&Co.<br>*Mgrs.*) | 180·0<br>FK | 40·1 | 12·2 | London<br>British<br>7*BHptCem* | C.2Cy.13½"&27"-18" (*s*)<br>100lb 62RHP<br>1SB,3*cf*,HS1654<br>A.&J.Inglis,Ld.Glasgow | 12 " 9<br>s 4 " 10<br>8 " 1 | |
| 19280<br>143371<br>KBWS | Inverarder SteelSc<br>(*ex*WarHagara) 1*Dk*(*Stl*)&*Webframes*<br>*Elec.light* *Longtitudinal framing*<br>Wireless | 5578<br>4713<br>3367 | ✠100A1<br>5,21~~8,20~~<br>✠LMC7,19<br><br>*Carrying oil*<br>*Fitted for oil* | Liv<br>Nwc<br><br><br>*fuel in*<br>*fuel* 7, | *z*<br><br><br><br>*bulk*<br>19 | CL<br>~~3,20~~<br>5,21<br><br>*F.P.*<br>*F.P. a* | 1919<br>7mo<br><br>*Lloyd*<br>*above*<br>*bove* 1 | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>'*sA&CP*<br>150° F.<br>50° F. | BritishMexican<br>PetroleumCo.Ld.<br>*M*<br>*CellDBuE&B* | 400·0<br>P49'B121'F45'<br>FK<br>*iddle line bulk head*<br>71'274*tDT f*49'286*t* | 52·4 | 28·5 | London<br>British<br>11*BHptCem*<br>*not oil tight*<br>*DTa*35' 187*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS189 HS7668 FD<br>G.Clark,Ld.Sunderland<br>*FPT*100*tAPT*80*t* | 31 " 0<br>s 5 " 9½<br>25 " 7 | |
| 19281<br>135097<br>JFRT | Inverawe SteelScSr<br>*ss*Lth.No.3-3,21<br>Wireless 1*Dk*(*Stl*) | 2196<br>2020<br>1349 | ✠100A1<br>3,21<br>✠LMC3,21 | Lth | *s* | CL<br>3,21 | 1914<br>5mo<br>*Lloyd* | Mackay<br>Bros.<br>Alloa<br>'*sA&CP* *WB* | Leith,Hull&Ham.<br>Stm.Pkt.Co.Ld.(J.<br>Currie&Co. *Mgrs.*)<br>= *Cell DBa* 83'*u E* | 285·0<br>P24'B72'F32'<br>FK<br>20' *f*116'418*t FPT* | 42·6 | 20·2 | Leith<br>British<br>4*BHCem*<br>90*tAPT*25*t* | T.3Cy.21",35"&57"-36" (*s*)<br>180lb *100lb* 230NH<br>2SB,6*pf*,GS107,HS3800<br>Earle'sCo.Ld.Hull | 22 " 6<br>s 3 " 3<br>19 " 7 | |
| 19282<br>84489<br>WLSR | Invercargill SteelScSr<br>*ss*Ddn.2ndNo.3-2,10<br>*ss*Ddn.No.1-14<br>*Well deck* 1*Dk* | 224<br>149<br>123 | ✠ ——<br>2,19 | Ddn | | | 1885<br>9mo | Kincaid<br>M'Queen&Co.<br>Dunedin | SteamshipInvercargill,Ld.<br>(Johnston&Co.<br>Ld.) | 128·7<br>Q55'B19'F25'<br>FK | 20·1 | 8·7 | Dunedin<br>British<br>4*BHCem* | C.2Cy.15"&33"-21"<br>NDB14 50RHP<br>1SB,2*cf*,GS39 NB8,04<br>KincaidM'Queen&CoDdn. | 9 " 3 | |
| 19283<br>142412 | Invercorrie SteelTwinSc<br>*OilEng.*<br>(*ex*Palmol) 1*Dk*(*Stl*)&*Web frames*<br>*Elec.light* *Longitudinal framing*<br>*Mchy.Aft* | 1144<br>876<br>521 | ✠100A1<br>*withfreeboard*<br>5,18 LMC5,18<br>*CarryingPetr* | Hpl<br><br><br>*oleum* | <br><br><br>*in* | CL<br>8,20<br><br>*bulk* | 1918<br>5mo<br><br>*Lloyd* | W.Gray<br>&Co.Ld.<br>WHartlepool<br>'*sA&CP* | A.Weir&Co.<br>*CellDBuE*34' | 210·0<br>P53'F41'<br>FK<br>63*tDTf*194*tFPT*35 | 34·6 | 16·6 | London<br>British<br>12*BHptCem*<br>*tAPT*66*t* | Oil Engines 2S.C.SA<br>8Cy.16½"-18$\frac{15}{16}$"<br>DB*100lb* 183NHP<br>J&CGBolindersCoLd.Skm | 16 " 6<br>s 3 1<br>13 " 7 | |
| 19284<br>141901 | Inverdee SteelScSr<br>(*Trawler*)<br>1*Dk* | 280<br>250<br>113 | | | | | 1919 | G.Brown&<br>Co.<br>Greenock | OnwardStmTrawlers(Fleetwood)Ld<br>(W.Morley,*Mgr.*) | 125·6 | 23·5 | 12·7 | Glasgow<br>British | T.3Cy.12½",21"&35"-26"<br>83RHP<br>*WB* McKie&Baxter,Govan | | |
| 19285<br>142268 | Inverdon SteelScSr<br>(*Trawler*)<br>1*Dk* | 278<br>247<br>121 | | | | | 1919 | AilsaS.B.<br>Co.Ld.<br>Troon | PearlStmTrwlgCo<br>Ld.(B.Simpson,jr.<br>&F.Crimlis*Mgrs.*) | 125·5 | 23·5 | 12·8 | Scarboro'<br>British | T.3Cy.12½",21"&35"-26"<br>83RHP<br>*WB* Smith'sDockCo.Ld.Mdb. | | C |
| 19286<br>98565<br>JWKP | Inveresk SteelS Sr<br>*ss*Bkn.No.2-12<br>(*ex*SailingVessel) Wireless 1*Dk*2*trB*<br>*Elec.light. Mchy.Aft* | 1537<br>1306<br>855 | ✠<br>11,15 | | | | 1891<br>10mo | A.McMillan&Son,Ld.<br>Dumbarton | ~~Scandinavian~~<br>~~ShippingCo.Ld.~~<br>~~(Glen&Co.*Mgrs.*)~~ | 237·5<br>P29'F34'<br>BK9" | 36·2 | 21·5 | London<br>British | T.3Cy.16",27"&43¼"-30"<br>NE03*fitted*19 NB18 102NHP<br>*WB* Earle'sCo.Ld.Hull | 23 " 1 | C |
| 19287<br>~~113994~~<br>~~TOJV~~ | Inveric SteelScSr<br>*ss*Shl.No.3-1,14<br>*Elec.light* *ss*Liv.No.1-19<br>Wireless 2*Dks*(*Stl*)&*deep framing* | 4789<br>4387<br>3113 | ✠100A1<br>~~4,21~~12,21<br>MBS1,21 ✠LMC2,19 | Cal<br>Shl | *x* | CL<br>~~2,19~~<br>12,21 | 1901<br>12mo | W.Hamilton&Co.<br>PortGlasgow<br>A&CP *WB* | ~~SteamshipInveric~~<br>~~Co.Ld.(A.Weir&~~<br>~~Co.)~~ T.Yamamoto<br>=*CellDBa*117'*uE* | 369·5<br>P33'B114'F38'<br>FK<br>27'*f*154'914*tDTa*27' | 52·1 | 27·2 | ~~Glasgow~~<br>Japanese<br>6*BHCem*<br>730*tAPT*29*t* | T.3Cy.27½",43½"&72½"-48"<br>180lb *90lb* NDB16(*s*)405NHP<br>2SB,6*cf*,GS123,HS5122 FD<br>D.Rowan&Co.Glasgow | 29 " 11<br>s 5 " 10½<br>24 " 5 | |

named "Asama Maru," *See No.* 36318 *in Supplement*

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7"<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane, Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19288<br>145044 | **Inveritchen** SteelSc<br>Mchy.Aft 1Dk(Stl)<br>Elec.light | 708<br>631<br>419 | ✠ A1<br>For Harbour & River purposes only<br>9,20 ✠LMC10,20<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 10,20 F.P. above 150° F. | Gls | l | CL | 1920<br>9mo<br>Lloyd's A&CP | Harland& Wolff,Ld.<br>Glasgow | British-Mexican PetroleumCo.Ld.<br>(AWeir&Co Mgrs) | 180·0 | 40·1 | 12·2<br>FK | London<br>British<br>7BHptCem | C.2Cy.13½"&27"–18" (s)<br>100lb 62RHP<br>1SB,3cf, HS1654<br>A.&J.Inglis,Ld.Glasgow | 12 |
| 19289<br>145166<br>KHSM | **Inverleith** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless Straight frames<br>bevelled bilge<br>Cruiser Stern | 6958<br>6241<br>4270 | ✠100A1<br>Shelter dk with freeboard<br>10,21 ~~5,21~~ ✠LMC5,21<br>Carrying oil fuel F.P. above 150° F. in DB & in circular tanks fitted in holds<br>Fitted for oil fuel 3,21 F.P. above 150° F. | Bel<br>NWC | a† | CL | 1921<br>2mo<br>Lloyd's A&CP | Harland& Wolff,Ld.<br>Belfast | BritishMexican PetroleumCo.Ld.<br>(A.Weir&Co. Mgrs.) | 412·6<br>F40'on Shelter dk | ~~53·8~~<br>55·8 | 34·4<br>FK<br>CellDBu | London<br>British<br>7BHCem<br>E&B84'440t | T.3Cy.27",44"&73"–48" (s)<br>180lb 531NHP<br>4SB,12cf,GS251,HS9992<br>Harland&Wolff,Ld.Bel.<br>FPT87t APT126t | 38<br>9<br>23 |
| 19290<br>114423<br>THRK | **Inverness** SteelScSr<br>Turret deck Wireless 1Dk2trB | 3734<br>3133<br>2401 | | | | | 1902 | W.Doxford &SonsLd.<br>Sunderland | Anglo-CelticShpg. Co.Ld.(Griffiths, Payne&Co.Ld. Mgrs.) | 342·6 | 46·7 | 24·8 | London<br>British<br>WB | T.3Cy.26",42"&68"–42"<br>300NHP<br>W.Doxford&SonsLd.Sld. | |
| 19291<br>142270 | **Inverspey** SteelScSr<br>(Trawler)<br>1Dk | 280<br>250<br>113 | | | | | 1919 | G.Brown& Co.<br>Greenock | PearlSteam Trwlg Co.Ld.(B.Simpson, jr.&F.Crimlis, Mgrs.) | 125·6 | 23·5 | 12·7 | Scarboro'<br>British<br>WB | T.3Cy.12½",21"&35"–26"<br>83RHP<br>McKie&Baxter,Glasgow | |
| 19292<br>145101 | **Invertest** SteelSc<br>1Dk(Stl)<br>Mchy.Aft | 259<br>207<br>111 | ✠100A1<br>9,21 ✠LMC11,20<br>Carrying oil fuel in bulk 11,20 F.P. above 150° F.<br>Fitted for oil fuel 11,20 F.P. above 150° F. | Shl | c | 9,21 | 1920<br>11mo<br>Lloyd's A&CP | H.Scarr, Ld.<br>Hessle | BritishMexican PetroleumCo.Ld.<br>(A.Weir&Co.Mgrs.) | 120·2<br>F20' | 23·1 | 9·3<br>BK7½"<br>FPT36t | London<br>British<br>6BHptCem<br>APT22t | T.3Cy.9½",15"&24"–18" (s)<br>180lb 40RHP<br>1SB,2pf,GS30,HS814<br>Crabtree&Co.Ld.Yar. | 10<br>11<br>9 |
| 19293<br>145041 | **Invertyne** SteelSc<br>1Dk(Stl)<br>Mchy.Aft | 259<br>207<br>111 | ✠100A1<br>10,21 ~~1,21~~<br>✠LMC10,20<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 10,20 F.P. above 150° F. | Shl | c | 10,21 | 1920<br>10mo<br>Lloyd's A&CP | Henry Scarr,Ld.<br>Hessle | BritishMexican PetroleumCo.Ld.<br>(A.Weir&Co. Mgrs.) | 120·2<br>F20' | 23·1 | 9·3<br>BK7½"<br>FPT36t | London<br>British<br>6BHptCem<br>APT22t | T.3Cy.9½",15"&24"–18" (s)<br>180lb 40RHP<br>1SB,2pf,GS30,HS814<br>Crabtree&Co.Ld.Gt.Yar. | 10<br>11<br>9 |
| 19294<br>142269 | **Inverythan** SteelScSr<br>(Trawler)<br>1Dk | 278<br>247<br>121 | | | | | 1919 | AilsaS.B. Co.Ld.<br>Troon | OnwardSteam Trawlers(Fleetwood)Ld. (W. Morley,Mgr.) | 125·5 | 23·5 | 12·8 | Aberdeen<br>British<br>WB | T.3Cy.12½",21"&35"–26"<br>Fawcett, 83RHP<br>Preston&Co.Ld.Liv. | |
| 19295<br>120560<br>HORN | **Invicta** SteelTrpScSr<br>Wireless 2Dks&Awng dk | 1680<br>1162<br>695 | | | | | 1905 | W.Denny &Bros.<br>Dumbarton | S.Eastrn&Chathm RlyCo.'sManaging Committee | 311·2 | 40·1 | 15·8 | London<br>British<br>WB | 3 Steam Turbines<br>W.Denny&Co.Dumbarton | |
| 19296 | **Invierno** IronScK<br>ssYmu.2ndNo.3–6,19<br>(exComrade) 1Dk | 168<br>163<br>66 | ✠100A1<br>Stm Trawler<br>6,19<br>BS10,20 ✠LMC6.19 | Ymu | | N1,17 | 1896<br>11mo<br>Lloyd's A&CP | Cook,Wel-t'n&Gemmell<br>Hull | Naam.Ven.Vissch. Maats."Pesca"<br>(P.J.Bakker, Mgr.) | 105·5<br>Q24' | 20·7 | 11·0<br>BK7½" | Ymuiden<br>Dutch<br>3BHCem | T.3Cy.12¼",19½"&32"–22½"<br>170lb (s) 51NHP<br>1SB,2cf,GS23,HS876<br>C.D.Holmes&Co.Hull | 11 |
| 19297<br>217093<br>LNJQ | **Invincible** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless Sub.Sig. &Web frames<br>Longitudinal framing | 7889<br>7553<br>4961 | Fitted for oil fuel 10,18 F.P. above 150° F. | | ... | CL | 1918<br>10mo<br>A&CP | Bethlehem S.B.Corp.Ld.<br>Alameda,Cal. | UnitedStates ShippingBoard<br>CellDB370'1969t<br>DTa20'909t | 440·0 | 56·0 | 35·2<br>FK<br>FPT138t APT159t | S.Frncisco<br>Utd. States<br>ptAsp<br>3BHtoSh dk<br>6 „ „ U „ | 1 Geared Steam Turbine<br>215lb (s) 637NHP<br>3SB,9cf,GS184,HS8250 FD<br>GeneralElectricCo.<br>Schenectady,N.Y | 38<br>9<br>28 |
| 19298<br>211825<br>LDHP | — SteelSc<br>(Tug)<br>1Dk | 231<br>—<br>135 | | | | | 1913 | Skinner S.B.&D.D.Co.<br>Baltimore | Havemeyers& Elder | 95·1 | 26·3 | 12·1 | NewYork<br>Utd. States | C.2Cy.19"&40"–28"<br>71NHP | |
| 19299<br>23092<br>RBKN | **Inyo Maru** WoodSc | 191<br>—<br>128 | | | | | 1918 | ................. | OkadaKisen KabushikiKaisha | 118·4 | 21·4 | 11·5 | Sakai-machi<br>Japanese | | |
| 19300 | **Ioannina** IronScSr<br>(exMacedonia,exPanorimitis,<br>Elec.light exZingara,exYacht) | 427<br>—<br>268 | | | ... | | 1875 | R.Steele& Co.<br>Newcastle | Nav.àVap.Ionienne G.Yannoulato Frères | 186·3 | 25·1 | 15·1 | Piræus<br>Greek | C.2Cy.24"&43"–30"<br>NB92 84NHP<br>R.Steele&Co.Greenock | |
| 19301<br><br>HQKN | **Ioannis** SteelScSr<br>ssGen.No.3–3,17<br>(exAttiki)<br>1Dk(Stl)2trB&Web frames<br>Wireless 3Dk rule | 2382<br>—<br>1720 | ✠100A1<br>with freeboard<br>12,20<br>BS12,20 ✠LMC3,17 | Pir | u | CL<br>~~6,19~~<br>~~9,21~~<br>11,21 | 1902<br>4mo<br>Lloyd's A&CP | R.Craggs& Sons<br>Middlesbro'<br>WB=Cell | National Stm. Nav. Co.Ld.ofGreece<br>(Embiricos Bros. Mgrs.)<br>DBa102'u E&B40' | 330·1<br>P27'B166'F35'<br>f140' 747t DT a12' | 46·0 | 22·2<br>FK | Andros<br>Greek<br>5BHCem<br>432t FPT86t | T.3Cy.24",38"&64"–42" (r)<br>160lb 120lb NDB20 289NHP<br>2SB,6cf,GS175,HS4677<br>Richardsons,Westgarth& Co.Ld.Mdb.<br>APT45t | 24<br>3<br>21 |
| 19302 | — WoodSc<br>1Dk | —<br>60<br>— | ~~9A–~~<br>For towing purposes<br>5,22 ~~6,17~~<br>~~LMC6,17~~ | Syr | | | 1917<br>4mo | Forg.&Ch. deSyra<br>Syra | PandelisBros. | 68·0 | 14·0 | 8·0 | Salonica<br>Greek | C.2Cy.11"&21½"–13" (s)<br>75lb 22NHP<br>1SB,2pf,GS27,HS533<br>Forges&Ch.deSyra | 8 |
| 19303<br><br>HTJV | **Ioannis Vatis** SteelScSr<br>ssMsl.No 1–18<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless Tonnage opening closed 1918 | 3702<br>3527<br>2324 | ✠100A1<br>Shelter dk with freeboard<br>10,21 ~~1,21~~<br>BS11,20 ✠LMC5,19 | N.Ns<br>Bbn | w | CL<br>5,19 | 1914<br>5mo<br>Lloyd's A&CP | J.Priest-man&Co.<br>Sunderland | D.J.Vatis<br>WB=Cell<br>DBa106'uE25'f1 | 350·0<br>54'863t DT a29'936t | 50·9 | 24·5<br>FK | Syra<br>Greek<br>7BHCem<br>APT106t | T.3Cy.25",41"&67"–45" (s)<br>180lb 327NHP<br>3SB,9pf,GS156,HS5044<br>G.Clark,Ld.Sunderland | 33<br>9<br>24 |
| 19304<br>134514 | **Iocolite** SteelScSr<br>ssDet.No.1–20<br>Elec.light 1Dk(Stl)&Web frames<br>Mchy.Aft Wireless | 2060<br>1530<br>1549 | ✠100A–<br>12.20 BS3,22<br>~~BS..~~ ✠LMC5,20<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 12,16 F.P. above 150° F. | Det | | CL<br>N3,19 | 1916<br>9mo | Collingw'd S.B.Co.Ld.<br>Collingwood, Ont. | ImperialOilLd. | 250·0<br>P63'F43' | 43·1 | 16·6<br>FK<br>CellDB | Sarnia,Ont<br>British 130<br>13BH<br>uE&B42'108t FPT210t APT51t | T.3Cy.16",26"&44"–36" (r)<br>~~170~~lb 100lb 96RHP<br>1SB,3cf,GS72,HS2443<br>CollingwoodS.B.Co.Ld. | 18<br>2<br>16 |
| 19305<br>132745<br>HWJN | **Iocoma** SteelScSr<br>Fitted for oil fuel<br>Elec.light Carrying Petroleum in bulk<br>Mchy.Aft Longitudinal framing 1Dk | 1669<br>1386<br>1035 | | | ... | | 1912 | CaledonS. B.&ECo.Ld.<br>Dundee | Imperial OilLd.<br>(C.O.Stillman, Mgr.) | 248·2<br>P63'F39' | 42·6 | 15·6<br>FK | Sarnia Ont<br>British<br>WB | T.3Cy.16",24"&41"–36"<br>84RHP<br>CaledonSB.&.ECo.Ld.Dun | 18 |
| 19306 | **Iolcos** SteelScSr<br>(exMeandros) 2Dks(Stl)<br>Elec.light Wireless | 5176<br>4733<br>3192 | ✠100A1<br>9,21 ~~11,20~~<br>✠LMC7,19 | Ant<br>Brs | y | CL | 1919<br>8mo<br>Lloyd's A&CP | HongKong &Whampoa DockCo.Ld.<br>HongKong | HellenicTransport SSCo.(S.Iossifoglu Mgr.)<br>CellDB | 400·0<br>P49'B113'F40'<br>340' 1120t FPT123t | 52·2 | 28·5<br>FK | Piræus<br>Greek<br>7BHCem<br>APT175t | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,6cf,GS190,HS7668 FD<br>HongKong&Whampoa DockCo.Ld.HongKong | 31<br>6<br>25 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19307<br>48932<br>VWSO | **Iona** IronPadSk | 396<br>387<br>169 | | | | | 1864 | J.&G. Thomson<br>Glasgow | David MacBrayne, Ld. | 255·5 | 25·6 | 9·0 | Glasgow<br>British | C.2Cy.50½″–51″<br>NB91 280NHP<br>alt91Hutson&Corbett,Gls. | | BT till 3,22 |
| 19308<br>1191 | — IronScSr<br>(exViking,exGermania, exHögbo)<br>1Dk | 363<br>—<br>258 | | | | | $18\frac{64}{88}$ | Nyköping Mek.Verk.<br>Nyköping | I.Burkoff | 152·1<br>P39′B44′H11tF28′<br>len88 | 24·6 | 11·0 | Archangel<br>Russian | C.2Cy.13″&32″–20″<br>38NHP<br>NyköpingM.V.Nyköping | | |
| 19309<br>73659<br>KLPH | — IronPadK<br>(exBenNevis) | 203<br>177<br>4 | | | | | 1876 | Hall,Russell&Co.<br>Aberdeen | G.Alder,Ld. | 121·7 | 21·2 | 11·0 | London<br>British | L.2Cy.34½″–60″<br>NB99 NE84 138NHP<br>T.A.Young&Son,London | | |
| 19310<br>118843<br>JMSD | — SteelScK<br>ssHul.No.3–10,16<br>1Dk<br>ssHul.No.1–20 | 187<br>180<br>73 | ✠100A1<br>StmTrawler<br>~~8,21~~ ~~7,20~~<br>3,22<br>✠LMC7,20<br>BS8,21 | Hul | | CL<br>~~7,20~~<br>3,22 | 1904<br>11mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Beverley<br>'sA&CP | HullSteamFishing &IceCo.Ld. | 108·4<br>BK7″<br>WB= | 21·5 | 11·5 | Hull<br>British<br>4BHCem<br>DTf13′30t | T.3Cy.10″,17″&28″–21″ (s)<br>200lb 45RHP<br>1SB,2pf,GS25,HS750<br>Amos&Smith,Hull | 12 ″ 4 | |
| 19311<br>HTNQ | **Ionia** SteelScSr<br>ssNap.No.1–19<br>(exConstantinosXII.) 1Dk(Stl)<br>Elec.light | 3892<br>3647<br>2351 | ✠100A1<br>12,21 ~~10,20~~<br>~~BS10,20~~ ✠LMC5,19<br>BS12,21 | Lgn<br>Cff | x | CL<br>~~2,20~~<br>12,21 | 1914<br>1mo<br>Lloyd | J.Priestman&Co.<br>Sunderland<br>'sA&CP CellD | HellenicTransport S.S.Co. (S. Iossifoglu, Mgr.)<br>Ba127′uE&B42′f | 380·0<br>P37′B238′F41′<br>FK<br>165′ 1529tFPT154t | 51·5 | 22·1 | Piræus<br>Greek<br>6BHCem<br>APT217t | T.3Cy.26″,42″&70″–48″ (s)<br>180lb 380NHP<br>3SB,9cf,GS184,HS6024<br>Blair&Co.Ld.Stockton | 25 ″ 6<br>s 3 ″ 6<br>22 ″ 4 | |
| 19312 | **Ionian** Iron&SteelSc<br>Should be "Ionion," See No. [illegible] in Supplement<br>ssLth.3rdNo.3–4,20<br>(exOthalia, exDowlais) 1Dk(ptIrnptStl)2trB<br>WellDk | 1164<br>925<br>713 | ✠100A1<br>8,21 ~~4,20~~<br>✠LMC4,20<br>BS7,21 | Lth<br>Bry | o | ~~CL~~<br>N4,20 | 1880<br>11mo<br>Lloyd<br>New | Palmers' Co.<br>Newcastle<br>'sA&CP<br>after end (Stl) 20 Hawthorns & Co.Ld.Leith | A.D.Callinicos | 241·0<br>Q89′B49′F26′<br>FK | 33·2 | 14·5 | Ithaca<br>Greek<br>4BHCem<br>CellDB193′ | C.2Cy.26″&54″–36″ (s)<br>80lb 80lb NB05 120NHP<br>1SB,3pfGS65HS1800NDB01<br>PalmersCo.Newcastle<br>341tFPT34tAPT20t | 17 ″ 0<br>s 1 ″ 8<br>15 ″ 7 | |
| 19313<br>115337<br>TSFH | **Ionic** SteelTwinSc4MstSr<br>4Dks<br>Ref.Mchy. Elec.light Sub.Sig. Wireless | 12352<br>11395<br>7623 | ✠Lloyd'sRMC~~8,21~~ ~~10,21~~<br>3,22 | | | | 1902 | Harland&Wolff,Ld.<br>Belfast | OceanicStmNavCo Ld. (WhiteStar Line) | 500·3 | 63·3 | 45·0 | Liverpool<br>British<br>WB | Q.8Cy.22″,31½″,46″&66″–48″<br>604NHP<br>Harland&Wolff,Ld.Bel. | | BT till 9,21 |
| 19314<br>96224<br>LSQN | — IronScK<br>ssGms.2ndNo.3–4,10<br>ssFlt.No.2–18<br>1Dk | 159<br>142<br>64 | ✠100A1<br>StmTrawler<br>4,21 ~~4,20~~<br>✠NB12,13 ✠LMC8,18<br>BS~~4,20~~ 4,21 | Flt | | 4,20 | 1890<br>6mo<br>Lloyd | Earle'sCo. (Lim.)<br>Hull<br>'sA&CP | GrimsbySteam FishingCo.Ld. (G,E.J.Moody, Mgr.) | 101·0<br>Q44′F19′<br>ptND02 BK7½″ | 20·6 | 10·7 | Grimsby<br>British<br>3BHCem | T.3Cy.12¾″,20″&32″–22″ (s)<br>150lb 55RHP<br>1SB,2pf,GS30,HS780<br>Earle'sCo.(Lim.),Hull | 11 ″ 7 | |
| 19315<br>142297<br>JSFT | **Ionicstar** SteelSc<br>(exRubiera)<br>2Dks(Stl)&Shelterdk(Stl–ptws)<br>Elec.light Ref.Mchy. CruiserStern<br>Wireless | 5594<br>5187<br>3549 | ✠100A1<br>Shelter dk withfreeboard<br>7,20<br>✠LMC3,18<br>✠Lloyd'sRMC~~11,20~~ ~~3,21~~ 6,21<br>Fitted for oil fuel 6,21 F.P. above 150° F. | Rot | y | CL<br>7,20 | 1917<br>12mo<br>Lloyd | Russell&Co.<br>PortGlasgow<br>'sA&CP | UnionColdStorage Co.Ld.(BlueStar Line(1920)Ld. Mgrs.)<br>CellD | 389·8<br>F50′onShelter dk<br>FK<br>B342′912t FPT48t | 53·2 | 32·9 | London<br>British<br>6BHCem<br>APT24t | T.3Cy.24½″,41½″&70″–48″<br>200lb (r) 556NHP<br>3SB,9cf,GS150,HS8613 FD<br>D.Rowan&Co.Ld.Glasgow | 36 ″ 0<br>s 9 ″ 2<br>27 ″ 1 | |
| 19316<br>OJQB | **Ionie** SteelSc<br>Elec.light Wireless 2Dks | 4455<br>3642<br>2837 | | | | | 1907 | Forg.&Ch. de la Médit.<br>LaSeyne | Cie.deNavigation Paquet | 380·6<br>P66′B128′F60′ | 45·9 | 29·7 | Marseilles<br>French<br>WB | T.3Cy.28″,44½″&74″–47½″<br>376NHP<br>Forg.&Ch.delaMédit.Msl. | | V |
| 19317<br>219925<br>LWJH | **Ionier** SteelSc<br>(exFishersIsland) 2Dks(Stl)<br>Elec.light Wireless | 2951<br>2443<br>1750 | ✠100A1<br>5,20<br>✠LMC4,20 | Wmn,<br>Del. | t | CL | 1920<br>5mo | ThePusey &JonesCo.<br>Wlmgtn,Del.<br>CP | LloydRoyalBelge (Soc.Anon.)<br>CellDB244′ 644t | 300·0<br>P37′B76′F29′<br>FK<br>DTa12′43t FPT64t | 44·1 | 22·9 | Antwerp<br>Belgian<br>6BHCem<br>APT99t | T.3Cy.19¾″,31½″&54¼″–36″<br>200lb (r) 305NHP<br>2SB,6cf,GS118,HS4842 FD<br>Pusey&JonesCo.Wlmngtn | 25 ″ 0<br>s 4 ″ 0½<br>21 ″ 3 | |
| 19318 | **Ionis** IronSc3MstSr<br>(exBotnia,exLovisa-WesijarviII exCam)<br>Mchy.Aft 1Dk | 180<br>148<br>91 | | | ... | | 1883 | J.M'Arthr &Co.<br>Paisley | C.Tampakis | 120·4<br>Q35′F14′<br>BK6½″ | 20·1 | 9·6 | Piræus<br>Greek<br>WB | C.2Cy.15″&27″–21″<br>NB91 28NHP<br>J.Gilmour&Co.Glasgow | 10 ″ 6 | |
| 19319 | **Ionopolis** SteelTwinScSr<br>(exYunnan)<br>Elec.light 2Dks&Awngdk | 6474<br>—<br>4214 | | | | | 1903 | Forges&C. de la Médit.<br>Havre | HellenicTransport S.S.Co. (S.Iossifoglu, Mgr.) | 414·4<br>H— | 50·6 | 29·5<br>37·5 | Piræus<br>Greek<br>WB | T.6Cy.21⅝″,33″&52″–35¼″<br>322NHP<br>Forges&C.delaMédit.Hav. | | |
| 19320 | **Iossifoglu** SteelScSr<br>ssPir.No.2–21 ~~ssPir.No.1–18~~<br>Elec.light 1Dk(Stl) | 3560<br>3276<br>2167 | ✠100A1<br>~~6,21~~ ~~12,20~~ 5,22<br>~~BS1,21~~ ✠~~LMC7,19~~<br>BS5,22 MS6,21 | NNs<br>~~Pir~~ Npt | w | CL<br>~~N3,19~~<br>5,22 | 1913<br>3mo<br>Lloyd | R.Thompson&Sons,Ld<br>Sunderland<br>'sA&CP WB= | HellenicTransport SSCo.(S.Iossifoglu Mgr.)<br>CellDBa108′uE23′f | 350·0<br>P35′B210′F36′<br>FK<br>150′952tFPT105t | 50·0 | 22·5 | Piræus<br>Greek<br>6BHCem<br>APT144t | T.3Cy.24½″,40″&66″–45″ (s)<br>180lb ~~100lb~~ 331NHP<br>2SB,6cf,GS130,HS5300<br>N.E.MarineEng.Co.Ld.Sld | 25 ″ 0<br>s 3 ″ 2½<br>22 ″ 2 | |
| 19321<br>212144<br>LDKR | **Iowan** SteelScSr<br>ssBal.No.1–19<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>3rd dk in No.1 hold<br>Sub.Sig. Wireless &Web frames<br>Longitudinal framing | 6547<br>6423<br>4053 | ✠100A1<br>Shelter dk withfreeboard<br>~~7,21~~ 4,20 11,21<br>BS2,21 ✠LMC9,19<br>Fitted for oil fuel 5,14 F.P. above 150° F. | NYk<br>Bal | a† | CL<br>~~4,20~~<br>11,21 | 1914<br>5mo | Maryland SteelCo.<br>Sparro'PtMd<br>A&CP | American-HawaiianS.S.Co. (UnitedAmerican Lines,Inc.Mgrs.)<br>Intermediate 'tween dk BH in No.2 hold dispensed with<br>WB=CellDBa | 407·7<br>FK<br>122′uE&B54′f166′1 | 53·7 | 36·1 | NewYork<br>Utd.States<br>Cem<br>{6 BHtoUprdk<br>1 ,, 2nd dk only}<br>234t DTf30′ | Q4Cy25½″37″53½″&78″–54″<br>215lb (s) 704NHP<br>3SB(FD)&1AuxSB,14cf, GS241,HS10618<br>MarylandStl.Co.Sparr'.Pt.<br>866tFPT125tAPT52t | 39 ″ 6<br>s10 ″ 3½<br>29 ″ 6 | |
| 19322<br>110544<br>QSLR | **Iperia** SteelScSr<br>Wireless ssCff.No.3–12,10<br>(exLynalder) ssN.Yk.No.2–19<br>1Dk(Stl)&Spar dk(Irn)& deep framing | 3362<br>2988<br>2147 | ✠100A1<br>Spar dk<br>11,20<br>BS4,22<br>~~BS11,20~~ ✠LMC9,19 | Phl | v | CL<br>N9,19 | 1899<br>2mo | R.Thompson&Sons<br>Sunderland<br>A&CP | AllianceS.S.Co.Ld.<br>WB=CellDBa | 340·2<br>P29′B74′F37′<br>FK<br>112′uE22′f136′791t | 45·0 | 15·3<br>23·0 | Montreal<br>British<br>6BHCem<br>APT48t | T.3Cy.23″,39″&65″–42″ (s)<br>180lb 80lb 289NHP<br>2SB,8pf,GS120,HS4428<br>N.E.MarineEngCo.Ld.Sld. | 25 ″ 9<br>s 4 ″10<br>21 ″ 3 | |
| 19323<br>123905<br>WDJG | **Ipoh** SteelSc<br>Elec.light 1Dk&Shade dk | 1279<br>888<br>528 | | | | | 1908 | CaledonS.B.&E.Co.Ld.<br>Dundee | StraitsS.S.Co.Ld. | 244·2 | 35·1 | 14·9 | Singapore<br>British<br>WB | T.3Cy.20¾″,33″&54″–36″<br>175NHP<br>CaledonSB.&E.Co.Ld.Dun | | |
| 19324<br>218293<br>LRPG | **Ipswich** SteelScSr<br>Elec.light Sub.Sig. 2Dks(Stl)<br>Wireless | 6214<br>5212<br>3751 | ✠100A1<br>~~3,21~~ 12,21<br>~~BS6,20~~ ✠LMC6,19<br>BS7,21<br>Fitted for oil fuel 6,19 F.P. above 150° F. | NYk | z | CL<br>~~N3,21~~<br>12,21 | 1919<br>7mo | Chester S.B.Co.Ld.<br>Chester,Pa.<br>A&CP | ShawmutS.S.Co. (UnitedAmerican Lines,Inc.Mgrs.)<br>CellDB | 400·7<br>P36′B123′F43′<br>FK<br>338′1387t FPT147t | 54·2 | 30·1 | NewYork ~~Boston~~<br>Utd.States<br>6BHptCem<br>APT180t | 2 Steam Turbines geared to 1ScShaft (s)<br>200lb HS8700 522NHP<br>3 Water Tube Boilers<br>WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa. | 32 ″ 9<br>s 7 ″ 6½<br>25 ″ 7 | |
| 19325<br>106692 | — SteelScYl<br>ssGms.No.3–4,09<br>ssLiv.No.2–19<br>1Dk | 161<br>148<br>63 | ✠100A1<br>StmTrawler<br>11,19<br>BS9,21<br>✠NB6,13 ✠LMC11,19 | Liv | | CL<br>~~11,19~~<br>8,21 | 1896<br>12mo | Mackie& Thomson<br>Glasgow<br>A&CP | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,Mgr.) | 104·2<br>Q17′F19′<br>BK7½″ | 20·5 | 10·7 | Grimsby<br>British<br>4BHCem | T.3Cy.10″,16″&27¼″–20″ (s)<br>180lb 45RHP<br>1SB,2pf,GS26,HS656<br>Muir&Houston(Lim.),Gls. | 11 ″ 7 | |
| 19326<br>138991<br>JKTH | **Ipu** SteelTwinScSr<br>1Dk | 686<br>597<br>369 | | | | | 1905 | Fredrkstad Mek.Værks.<br>Fredrikstad | Union-CastleMail S.S.Co.Ld. | 191·1<br>P15′B26′F20′ | 33·1 | 11·0 | London<br>British<br>WB | T.6Cy.10″,16″&27″–18″<br>36RHP<br>FredrikstadM.V.Frdstad | | N |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Speciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19327 | **Iquitos**<br>(*ex*Veronique<br>*ex*HarlechCastle)<br>*Elec.light* | **SteelScSr**<br>*ss*Callao2ndNo.3-7,15<br>*ss*Liv.No.1-20<br>2*Dks*(1*Stl*-ptws&*U*<br>*Stl*-teak s)3*trB* | *3264*<br>*2987*<br>*2083* | ✠100A1<br>3,20<br>✠LMC3,20 | Liv | *w* | 3,20 | 1894<br>5mo | Barclay,<br>Curle&Co.Ld<br>Glasgow<br>A&CP | ~~PeruvianGovern-ment~~<br>CiaPeruana de Vap y Dique del Callao | 350·0<br>B109'F41'<br>*WB=CellDB*287' | 42·5 | 25·8 | Callao<br>Peruvian<br>7*BHCem*<br>632*tFPT*69*t* | T.3Cy.26½",44"&70"-45" (o)<br>160lb 367NHP<br>3SB,*10cf*,GS193,HS6076<br>Barclay,Curle&Co.Ld.Gls | 28<br>5<br>23 |
| 19328 | **Iracema**<br><br>*Elec.light* | **SteelTwinScSr**<br>1*Dk*&*Promenade dk*<br>(*ex*CidadedePorto deMoz) | *433*<br>*333*<br>*294* | | | ... | | 1898 | Murdoch&<br>Murray<br>Pt.Glasgow | Leite&Co. | 150·3<br>F16'<br>FK | 33·0 | 9·8 | Pará<br>Brazilian | T.6Cy.10",16½"&26½"-21"<br>79NHP<br>D.Rowan&Son,Glasgow | 10 |
| 19329<br>218747<br>LSKN | **Irages**<br><br><br>(*See Sailing Ship Register*) | **WoodAuxTwinSc**<br>*OilEng.*<br>1*Dk* | 436<br>363<br>319 | | | | | 1919 | Bullock&<br>Caldwell<br>Milton,Fla. | SegariExport&<br>ImportCo. | 134·3 | 31·2 | 11·6 | N.Orleans<br>Utd.States | 2 Oil Engines<br>8Cy.10½"-12½" 29NHP<br>Fairbanks,Morse&Co.<br>ThreeRivers | |
| 19330<br>~~[illegible]~~<br>~~[illegible]~~ | **Iran**<br>(*ex*Paroo)<br>*Elec.light* | **SteelScSr**<br>1*Dk*&*Spar dk*&<br>*deep framing* | 2665<br>2240<br>1719 | | | ... | | 1897 | Russell&<br>Co.<br>PortGlasgow | ~~PersianGulfSteam Nav.Co.Ld.~~<br>G.Nakamura | 315·6<br>B92' FK 22·1<br>P36'*Shade dk a*24'<br>F35'*Shade dk f*28' | 40·1 | 14·6 | ~~Bombay~~<br>~~British~~<br>*WB*<br>Japanese | T.3Cy.25",40"&64"-45"<br>291NHP<br>Hutson&Son,Glasgow | 24 |
| 19331<br>134756 | **Iranian** | **SteelScK**<br>*ss*Gms.No.1-19<br>1*Dk* | 202<br>185<br>89 | ✠100A1<br>*StmTrawler*<br>1,22 ~~5.20~~<br>BS5,21<br>~~BS5,20~~ ✠LMC3,19 | Gms | | CL<br>3,19 | 1913<br>1mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | SirT.Robinson | 115·4<br>Q57'<br>BK7½" | 21·6 | 11·5 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12",21"&34"-24" (s)<br>180lb 67RHP<br>1SB,*2pf*,GS33,HS1044<br>C.D.Holmes&Co.Ld.Hull | 12 |
| 19332<br>98641 | **Ireland** | **IronPadSp**<br>1*Dk* | ~~245~~ 263<br>213<br>108 ~~95~~ | | | | | 1891 | J.P.Ren-<br>noldson&Sns<br>S.Shields | ClydeShppg.Co.Ld<br>(W.Cuthbert,<br>*Mgr.*) | 131·8 | 22·6 | 10·6 | Glasgow<br>British | 1Cy.41"-60"<br>98RHP<br>J.P.Rennoldson&Ss.,S.Shl. | |
| 19333 | **Irena**<br>(*ex*IrenePry,*ex*EigenHulpVI.)<br>*Mchy.Aft* | **SteelSc**<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 512<br>403<br>282 | ✠100A1<br>9.21 ~~3.20~~<br>BS5,20 ✠LMC7,18<br>✠NB*made*99*refitted*7,18 | Ant | *h* | CL<br>~~3,20~~<br>9,21 | 1918<br>7mo | Wilton's<br>E.&SlpwyCo.<br>Rotterdam<br>A&CP | Soc.Belge d'Arme-mentMaritime | 163·9<br>Q48'F22'<br>FK<br>*CellDBf*97'120*t* | 25·1 | 12·2 | Antwerp<br>Belgian<br>3*BHCem*<br>*FPT*51*t* | T.3Cy.12¼",20"&33"-25" (s)<br>160lb 81NHP<br>1SB,*3pf*,GS49,HS1610<br>Wilton'sE.&SlpwyCo.Rot. | 14<br>1<br>12 |
| 19334<br>131293<br>JMDV | —<br>*Mchy.Aft* | **SteelScK**<br>1*Dk* | 260<br>193<br>96 | | | | | 1910 | J.P.Ren-<br>noldson&Sns.<br>South Shields | MonroeShippg.Co.<br>Ld. | 114·0<br>Q43'B8'F15' | 23·2 | 10·2 | Liverpool<br>British | C.2Cy.15½"&33"-24"<br>50RHP<br>J.P.Rennoldsn&Sns,S.Shl. | |
| 19335<br>3500<br>JKRV | **Irene**<br>*ss*Hbg.2ndNo.3-4,22<br>Wireless | **SteelScSr**<br>~~*ss*Osc.No.3-11,09~~<br>~~*ss*Hbg.No.2-19~~<br>1*Dk*(*Stl*)&*deep framing* | 1836<br>1642<br>1088 | ✠100A1<br>4,22 1,21<br>✠LMC4,22<br>~~MS6,19~~ ~~BS1,21~~ | Hbg | *r* | CL<br>~~1,21~~<br>4,22 | 1899<br>6mo | Grangmth<br>DockyardCo.<br>Gr'ngemouth<br>A&CP | Rederiet för<br>AngarenIrene<br>~~*Mgr.*)~~ (SvenRedig<br>*WB=Cell DBa*76' | 270·0<br>P23'B54'F32'<br>*Mgr*) FK<br>*uE&B*36'*f*104'477*t* | 40·6 | 18·5 | Hlsngborg<br>Swedish<br>4*BHCem*<br>*APT*24*t* | T.3Cy.20",32½"&53"-36" (a)<br>160lb *65lb* 177NHP<br>2SB,*4pf*,GS71,HS2790<br>Hutson&Sons,Ld.Glasgow | 20<br>3<br>17 |
| 19336 | — | **SteelSc3MstSr**<br>1*Dk*&*Awngdk* | *1343*<br>*1329*<br>*826* | | | ... | | 1890 | Napier,<br>Shanks&Bell<br>Glasgow | ChinaMerchants'<br>Stm.Nav.Co. | 219·0<br>FK | 40·0 | 12·5<br>19·4 | Shanghai<br>Chinese<br>*WB* | T.3Cy.18",29"&48"-30"<br>NB12 142NHP<br>Dunsmuir&Jackson,Gls. | |
| 19337<br>PCLM | —<br>*Elec.light* | **SteelSc**<br>2*Dks*<br>*CruiserStern* | 1153<br>966<br>637 | | | | | 1918 | A.Vuijk&<br>Zonen<br>Capelle a/d<br>Ysel | Koninkl.Nederl.<br>Stoomb.Maats. | 255·7 | 36·6 | 13·6 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.18½",30"&48"-36"<br>138NHP<br>J.&H.Suyver,Ams. | |
| 19338<br>3553<br>JLBO | —<br>*Elec.light* | **SteelScSr**<br>1*Dk* | 680<br>417<br>397 | | | | | 1899 | Nylands<br>Værksted<br>Christiania | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson,*Mgr.*) | 174·6<br>P120'B48'F16' | 28·2 | 10·8 | Stockholm<br>Swedish<br>*WB* | T.3Cy.15¼",25"&40½"-30"<br>90NHP<br>NylandsVærksted,Xia. | |
| 19339 | — | **SteelSc**<br>1*Dk* | 660<br>519<br>364 | | | | | 1911 | Akt.Ges.<br>"Weser"<br>Bremen | Dampfschiffahrts<br>Ges.Neptun | 179·9<br>Q50'B45'F22' | 28·1 | 12·9 | Bremen<br>German<br>*WB* | T.3Cy.13",21 1/16"&34 1/16"-23⅝"<br>57NHP<br>A.G."Weser."Bremen | |
| 19340<br>93811 | — | **WoodScFlat** | 109<br>102<br>74 | | | | | 1886 | J.Cawley<br>Northwich | Leeds&Liverpool<br>CanalCo(A.Peploe,<br>*Mgr.*) | 84·3 | 19·8 | 8·6 | Liverpool<br>British | C.2Cy.12"&20"-16"<br>18RHP<br>W.Allen,Manchester | |
| 19341<br>137103 | **Irene Wray** | **SteelScK**<br>*ss*Gms.No.1-20<br>1*Dk* | 216<br>211<br>82 | ✠100A1<br>*StmTrawler*<br>7,21 ~~8,20~~ ✠LMC<br>MS5,20 BS8,20 | Gms | | CL<br>N8,20 | 1914<br>12mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | J.Harris | 117·0<br>BK7½"<br>*WB*= | 22·0 | 12·7 | Grimsby<br>British<br>2*BHCem*<br>*DTf*5' 14*t* | T.3Cy.12¼",20"&34"-24" (s)<br>180lb 78RHP<br>1SB,*3pf*,GS44,HS1398<br>Smith'sDockCo.Ld.Mdb. | 13 |
| 19342 | **Iridescence** | **WoodSc**<br>1*Dk* | 88<br>87<br>37 | 10A1<br>*For fishing purposes*<br>12.17 ✠LMC12,17 | Abn | | | 1917<br>8mo<br>*Lloyd* | G.Innes<br>Macduff<br>'*sA&CP* | TheAdmiralty | 87·9<br>9 & 12 yrs. Mat. | 19·5 | 9·0 | British | T.3Cy.8½",14"&23"-16" (s)<br>180lb 35NHP<br>1SB,*2pf*,GS27,HS718<br>J.Lewis&Sons.Ld.Abn. | 9 |
| 19343<br>45 | **Irina**<br>(*ex*PaoloT.,*ex*LochRannoch) | **SteelScSr**<br>2*Dks*3*trB* | 1634<br>1513<br>965 | | | ... | | 1880 | Gourlay<br>Bros.&Co.<br>Dundee | RussianGovern-ment | 256·2<br>P11'B24'F42'<br>FK | 35·6 | 24·0 | Sebastopl<br>Russian<br>*WB* | C.2Cy.29"&56½"-48"<br>176NHP<br>GourlayBros.&Co.Dundee | 26 |
| 19344 | **Iris**<br>*Elec.light* | **SteelSc** | 8800 | | | | | 1915 | J.C.Teck-<br>lenborgA.G.<br>Geestemünde | | 476·0<br>P39'B136'F52' | 62·0 | 34·9 | | T3Cy29 9/16"48⅘"&80 7/16"-55 1/16"<br>483NHP<br>J.C.Tecklenborg,Gstmnde | |
| 19345 | —<br><br><br>*Elec.light* | **SteelScSr**<br>*ss*Tri.No.3-9,20<br>1*Dk*(*Stl*)&2*nd dk*(*Stl*)<br>*in E&B space* 2*trB in fore hold* | 6827<br>5280<br>4186 | ✠100A1<br>223,21<br>✠LMC9,20<br>BS1,22 | Tri<br>Cff | *a*† | CL<br>3,21 | 1914<br>1mo<br>*Lloyd* | Cant.Nav.<br>Triestino<br>Monfalcone<br>'*sA&CP*<br>15 | Soc.Anon.diNav.<br>MarcoU.Martino-lich<br>*WB=CellDBa*<br>0'*uE&B*44'*f*179'15 | 422·0<br>54·0<br>P33'B286'F40' FK<br>04*t DTa* 1370*tFPT* | 52·1 | 27·4 | Lusinpiclo<br>8*BHCem*<br>130*tAPT*38*t* | T.3Cy.27",44"&73"-48" (s)<br>180lb 519NHP<br>3SB,*9cf*,GS177,HS7701 FD<br>D.Rowan&Co.Glasgow | 30<br>5<br>25 |
| 19346<br>POLT | —<br>*Elec.light*<br>*Mchy.Aft* | **SteelScSr**<br>2*Dks*(*Stl*)&<br>*Web frames* | 3887<br>3312<br>2214 | ✠100A1<br>5 ~~2,19,20~~ 12,21 HKg<br>✠LMC1,19<br>*CarryingPetroleum in bulk F.P. above* 150°F<br>*Fitted for oil fuel* 1,19 | Rot | *v* | CL<br>8,19 | 1918<br>2mo | Gebr.Pot<br>Bolnes<br>A&CP<br><br>*Cell* | PetroleumMaats.<br>"LaCorona"<br><br><br>*DBu E&B*71'124*t* | 327·0<br>P90'B27'F51'<br>FK<br>*FPT*104*t APT*13*t* | 48·7 | 25·5 | 'sGrvnhge<br>Dutch<br>14*BHCem*<br>(10 ,, *to Udk*<br>4 ,, 2*nd* ,,) | T.3Cy.25",41"&68"-45" (s)<br>200lb *100lb* 428NHP<br>2SB,*6cf*,GS212,HS6035 FD<br>RotterdamDroogd.Maats. | 27<br>4<br>22 |
| 19347<br>92794 | —<br>*Elec.light*<br>Wireless | **IronScBn**<br>(*ex*Menemsha,*ex*Dryden)<br>2*Dks*3*trB* | 2830<br>—<br>1996 | 12,97 | NYk | | | 1885<br>7mo | A.Leslie&<br>Co.<br>Newcastle | PacificTransport<br>Co.Inc. (Swayne&<br>Hoyt,Inc.*Mgrs.*) | 310·6<br>BK10" | 38·8 | 27·0 | S.Frncisco<br>Utd.States<br>*WB* | C.2Cy.30½"&70"-48"<br>283NHP<br>R.&W.Hawthorn,Nwc. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7a<br>Mean drafts. Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of T. cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19348 | **Iris** SteelTwinScSr<br>*Cable Vessel* ssAuk.No.3-1,15<br>ssAuk.No.1-18<br>*Elec.light* 1*Dk*(*Stl-pt* ws)&*Spar dk*<br>Wireless (*Stl*-teak s)&*Web frames* | 2253<br>1938<br>985 | ✠100A1<br>*Spar dk*<br>~~3,21~~ ~~8,20~~<br>3,22 ~~9,21~~ | Auk<br>✠LMC8,20<br>9,21 | | 8,20 | 1902<br>10mo<br><br>*Lloyd* | D.J.Dunlop<br>&Co.<br>Pt.Glasgow<br>*'sA&CP* | PacificCableBoard<br><br><br>*WB = CellDBa*26' | 295·0\|40·7\|15·1<br>*Promenade dk*108' 22·8<br>FK&BK3"<br>*uE&B*62' *f* 108'399*t* | <br>British<br>6*BHCem*<br>*FPT*20*t* | T.6Cy.18½",31"&51"-39" (*s*)<br>190lb 459NHP<br>3SB,9*cf*,GS153,HS6706 FD<br>D.J.Dunlop&Co.Pt.Gls. | 25 ″ 0<br>s 5 ″ 3<br>20 ″ 6 | |
| 19349<br>54<br>QGHD | — IronAuxTwinScBk<br>ssLon.2ndNo.3-8,08 *OilEng.*<br>(*ex*LochGarve, 6thSurvey8,08 2*Dks*<br>*ex*Elmhurst) *ss*Gen.No.2-20<br>*Elec.light* 2ndSurvey3,20<br>(*See Sailing Ship Register*) | 1742<br>1605<br>1635 | ✠~~100A1~~<br>~~A1~~ 1<br>10,21 ~~3,20~~<br>✠NE3,20<br>~~[illegible]~~ | Gen<br>✠~~LMC3,20~~ | *u*<br>Lv | N3,20<br>19 92<br>21·02<br>22·12<br>23·22 | 1883<br>8mo<br><br>*Lloyd* | R.Duncan<br>&Co.<br>Pt.Glasgow<br>*'sA&CP* | E.Mazza fu P | 264·9\|39·8\|23·4<br>P33'F39' BK9½" | Savona<br>Italian | Oil Engines 2S.C.SA<br>8Cy.14$\frac{9}{16}$"-17$\frac{11}{16}$" 115NHP<br>NDB90 ~~80H~~<br>GiovanniBas,Savona | 25 ″ 0<br>s4″10½<br>21 ″ 4 | |
| 19350 | — SteelTwinScSr<br>Wireless<br>2*Dks*(*UptStl*-ws) | *1430*<br>*1347*<br>*899* | ✠<br>3,91 | Cff | *p* | | 1891<br>1mo | Blackwood<br>&Gordon<br>P.Glasgow | LloydBrasileiro | 259·7\|34·0\|18·5<br>B58'<br>FK<br>*WB = APT* | R.Janeiro<br>Brazilian<br>4*BHAsp*<br>40*tTa*58' 76*t* | T.6Cy.15½",25"&40"-27"<br>NB07 166NHP<br>Blackwood&Gordon,P.Gls | 19 ″ 7 | |
| 19351<br><br>MDHL | — SteelScSr<br>(*ex*Ingerid)<br>*Elec.light* Wireless 2*Dks* | 1200<br>769<br>663 | | | | | 1901 | Gourlay<br>Bros.&Co.<br>Dundee | DetBergenske<br>Dampskibsselskab | 236·4\|32·3\|15·5<br>P319*t*H57*t*F30*t* | Bergen<br>Norwegian<br>*WB* | T.3Cy.21",34"&55"-36"<br>NB12 181NHP<br>GourlayBros.&Co.Dundee | | |
| 19352 | — SteelScSr<br>*ss*Fln.2ndNo.3-4,13<br>(*ex*EngineerAvdakov,*ex*Washington)<br>*Elec.light* *Well deck* 1*Dk*(*Irn*)2*trB* | 1177<br>915<br>722 | ✠<br>11,15<br>✠NB4,07 | Hpl<br>✠ | *n* | | 1889<br>5mo | StrandSlp-<br>wayCo.Ld.<br>Sunderland | A.Hansen<br><br><br>*WB = Ce* | 227·0\|34·2\|15·0<br>P27'Q61'B46'F30'<br>BK8"<br>*llDB*182'368*t FPT* | Snderborg<br>Danish<br>4*BHCem*<br>44*tAPT*25*t* | T.3Cy.18",29"&50"-30"<br>NDB97 132NHP<br>1SB,3*cf*,GS53,HS1900<br>N.E.MarineCo.Ld.Sld. | 17 ″ 7 | |
| 19353<br><br>POLS | — SteelScSr<br>Wireless 2*Dks* | 1174<br>955<br>720 | | | | | 1893 | Rijkee&<br>Co.<br>Katendrecht | Koninkl.Nederl.<br>Stoomb.Maats. | 228·0\|32·0\|18·5<br>H55' F27' | Amstrdam<br>Dutch<br>*WB* | T.3Cy.17½",28"&45"-36"<br>121NHP<br>Maatschppij'DeMaas,'Rot. | | V |
| 19354<br><br>QTNV | — IronScSr | 457<br>331<br>261 | | | | | 1884 | H.Koch<br>Lübeck | WasaNordsjöÅngf<br>Aktieb. (Karl<br>Kurten, *Mgr.*) | 164·3\|24·3\|12·9<br>Q41' H49' F21' | Wasa<br>Finnish<br>*WB* | C.2Cy.18"&31"-22"<br>38NHP<br>O.Henniges&Co.Berlin | | |
| 19355<br>768<br>HRVN | — IronScSr<br>1*Dk*2*trB* | 354<br>296<br>169 | | | | | 1884 | Göteborgs<br>Mek. Verks.<br>Gothenburg | RederiA/BEgon<br>(SMStjerna,*Mgr.*) | 134·5\|22·8\|13·3<br>B41' H6*t* | Malmö<br>Swedish | C.2Cy.16"&28"-20"<br>29NHP<br>GöteborgsMek.Vrks.Got. | | V |
| 19356 | — SteelScSr<br>1*Dk* | 343<br>289<br>201 | | | | | 1890 | Eriksberg<br>Mek.Werk.<br>Gothenburg | Dampfschiffahrts<br>Ges.Neptun | 140·7\|22·5\|11·8<br>Q26'B26'F13'<br>len95 | Bremen<br>German | C.2Cy.13⅕"&26⅓"-17½"<br>24NHP<br>EriksbergMek.Wrk.Got. | | |
| 19357<br>5887<br>KBOL | — WoodAuxScK<br>Now named "Pooldoy," *See No.* 38901 *in Supplement*<br>1*Dk*<br>(*See Sailing Ship Register*) | 191<br>[illegible]<br>142 | | | | | 1904 | Sixten<br>[illegible]<br>Sjötorp | K.Levin | 100·3\|22·4\| 9·4 | Stockholm<br>Swedish | Oil Engine<br>17NH<br>2Cy.11$\frac{3}{16}$"-13⅕" NE*fitted*16<br>A/BGulbrandsen&SonGot | | V |
| 19358<br><br>OJRF | — SteelSc<br>(*Trawler*)<br>(*ex*ChidoriMaru) 1*Dk* | 172<br>—<br>28 | | | | | 1911 | OsakaIron<br>Works<br>Osaka | B.A.Duchesne | 109·1\|21·2\|10·8 | Havre<br>French | T.3Cy.11½",19"&32"-22"<br>48NHP<br>OsakaIronWorks,Osaka | | |
| 19359<br>124133<br>HJDR | **Irish Monarch** SteelScSr<br>Wireless 2*Dks* | 4296<br>4030<br>2792 | | | | | 1906 | Napier&<br>Miller<br>Glasgow | MonarchS.S.CoLd<br>(Raeburn&Verel,<br>Ld.*Mgrs.*) | 385·4\|48·7\|27·2<br>P37'B104'F38' | Glasgow<br>British<br>*WB* | T.3Cy.27",44"&73"-48"<br>369NHP<br>D.Rowan&Co.Glasgow | | C |
| 19360<br>110511<br>RKWJ | **Irishman** SteelTwinSc4MstSr<br>(*ex*Michigan) 4*Dks*&<br>*Ref.Mchy. Elec.light* Wireless *Shade dk*<br>Sub.Sig. | 9540<br>6727<br>6139 | | | | | 1899 | Harland&<br>Wolff,Ld.<br>Belfast | F.Leyland&Co.Ld. | 500·7\|62·4\|34·0 | Liverpool<br>British<br>*WB* | Q8Cy.21¼",31½"46"&66"-48"<br>604NHP<br>Harland&Wolff,Ld.Bel. | | |
| 19361<br>111189 | — SteelScYl<br>*ss*Bwg.No.3-3,11<br>*Well deck* *ss*Bel.No.2-20<br>*Mchy.Aft* 1*Dk*(*Stl*) | 216<br>163<br>85 | ✠100A1<br>~~3,21~~ ~~5,20~~ 6,21<br>✠NB3,17 | Bel<br>✠LMC5,20 | *c* | CL<br>~~5,20~~<br>3,21 | 1899<br>5mo | IrvineS.B.<br>&E.Co.Ld.<br>Irvine<br>A&CP | A.Montgomery,Ld<br>(A.Montgomery,<br>*Mgr.*) | 120·0\|21·5\| 8·9<br>Q37'B7'F23'<br>BK7"<br>*WB* | Glasgow<br>British<br>3*BHCem*<br>= *FPT*25*t* | C.2Cy.16"&32"-22" (*s*)<br>120lb 45RHP<br>1SB,2*pf*,GS32,HS860<br>Muir&Houston,Ld.Gls. | 9 ″ 7<br>s ″ 9½<br>9 ″ 6 | |
| 19362<br>113128 | **Irlam** SteelPadSp<br>1*Dk* | 165<br>146<br>10 | | | ... | | 1903 | J.P.Ren-<br>noldson&Sns.<br>SouthShields | ManchesterShip<br>CanalCo. | 100·0\|20·1\|10·2<br>BK6" | Manchestr<br>British | L.2Cy.30"-54"<br>80RHP<br>J.P.Rennoldsn&Sns,S.Shl. | 10 ″ 4 | |
| 19363<br><br>MOHD | **Irma** SteelScSr<br>*Elec.light* Wireless 1*Dk*&*Spar dk*3*trB* | 1322<br>1210<br>760 | | | ... | | 1905 | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | Borgenske<br>Dampskibsselskab | 244·0\|32·8\|13·3<br>21·1<br>BK8" | Bergen<br>Norwegian | T.3Cy.22",36"&60"-36"<br>243NHP<br>J.Dickinson&Sons,Ld.Sld. | 23 ″ 3 | |
| 19364<br>5150<br>JSCK | — IronScSr<br>(*ex*Beamish)<br>*Well deck* 1*Dk*2*trB* | 1244<br>964<br>728 | | | ... | | 1883 | J.Read-<br>head&Co.<br>S.Shields | ErikBanck | 237·5\|36·1\|15·5<br>Q91'B50'H41*t*F30' | Hlsngborg<br>Swedish<br>*WB* | C.2Cy.30"&57"-36"<br>146NHP<br>J.Readhead&Co.S.Shields | 17 ″ 0 | V |
| 19365<br><br>MDRF | — IronScSr<br>(*ex*JamesSpeir)<br>*Well deck* 1*Dk* | 536<br>395<br>291 | | | ... | | 1890 | R.Craggs<br>&Sons<br>Stockton | Ö.Torgersen | 165·0\|26·1\|12·2<br>Q86'B17'F23'<br>BK7" | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.12",20"&32"-24"<br>52NHP<br>E.Scott&Co.Newcastle | 12″11 | N |
| 19366 | **Irma Woermann** SteelScSr<br>*Elec.light* 2*Dks* | 2304<br>2119<br>1454 | | | | | 1901 | Blohm&<br>Voss<br>Hamburg | FrenchGovern-<br>ment | 300·7\|38·3\|23·4<br>H86'F29' | <br>French<br>*WB* | T.3Cy.19",30"&50"-39⅗"<br>157NHP<br>Blohm&Voss,Hamburg | | V |
| 19367 | **Irmfried** SteelScSr<br>Now named "Gatinais" *See No.* 37530 *in Supplement*<br>*Elec.light* Sub.Sig. 1*Dk*&*Spar dk* | 2765<br>[illegible]<br>1754 | | | | | 1907 | Akt.Ges.<br>"Neptun"<br>Rostock | Cie.Générale<br>Transatlantique | 291·5\|44·0\|16·9<br>H73' 24·2 | <br>French<br>*WB* | T3Cy26½",36$\frac{7}{16}$"&59$\frac{9}{16}$"-37⅗"<br>230NHP<br>A.G."Neptun,"Rostock | | |
| 19368 | **Irmgard** SteelSc<br>*Elec.light* 1*Dk* | 900 | — | | | | 1920 | Schiffsw.u.<br>Maschf.A.G.<br>Hamburg | OceanDampfer.<br>A.G. | 209·4\|<br>Q73'B56'F28' | Flensburg<br>German<br>*WB* | T3Cy16$\frac{9}{16}$",27"&43$\frac{3}{16}$"-33½"<br>108NHP<br>Gall&Seitz,Hamburg | | |
| 19369 | — SteelSc<br>*Elec.light* | 867<br>654<br>477 | | | | | 1911 | Stettiner<br>Oderwerke<br>Stettin | L.F.Mathies&Co. | 210·8\|30·8\|12·8<br>P14'Q41'B72'F24' | Hamburg<br>German<br>*WB* | T3Cy 18$\frac{1}{16}$"25⅕"&41$\frac{3}{16}$"-29½"<br>93NHP<br>StettinerOderwerke | | |
| 19370 | | | | | | | | | | | | | | |

| 1 Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Grément, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Ferme assigné maintenant expiré, Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit.<br>Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19371 | **Irmgard** SteelSc<br>(*Trawler*)<br>1*Dk* | 197<br>183<br>74 | | | | | 1906 | J.C.TecklenborgA.G.<br>Geestemünde | O.Boucker | 117·7<br>Q64'F18' | 22·6 | 11·2 | Gstemnde<br>German<br>*WB* | T.3Cy.11$\frac{7}{16}$",17$\frac{11}{16}$"&29$\frac{11}{16}$"–21$\frac{5}{8}$"<br>89NHP<br>J.C.TecklenborgA.G.Gst. | |
| 19372 | **Irmgard Horn** SteelScSr<br>*Elec.light* 1*Dk* | 1484<br>1351<br>936 | | | | | 1902 | Act.Ges.<br>"Neptun"<br>Rostock | H.C.Horn | 260·6<br>P25'B165'F30' | 37·2 | 17·1 | Schleswig<br>German<br>*WB* | T.3Cy.17$\frac{11}{16}$",30½"&48"–33$\frac{1}{16}$"<br>136NHP<br>A.G."Neptun,"Rostock | |
| 19373<br>HQFN | **Iro** SteelScSr<br>*ss*Nap.No.3–6,11<br>(*ex*Normanton) *ss*Pir.No.2–20<br>Wireless 1*Dk*(*Stl*)2*tr B&deep framing* | *2491*<br>*2372*<br>*1600* | ✠100A1<br>*Spar dk withfreeboard*<br>10,20<br>~~BS3,16~~<br>MS4,20 | Shp<br>BS3,22<br>✠LMC<br>MBS11,20 | *t* | 4,20 | 1899<br>1mo | A.Rodger &Co.<br>Pt.Glasgow<br>A&CP | P.Margaronis& Sons<br>*WB=Cell* | 314·2<br>P29'B79'F29'<br>FK<br>*DBa*102' *f*130'583*t* | 43·9 | 20·7 | Piræus<br>Greek<br>5*BHCem*<br>*APT*34*t* | T.3Cy.22½",37"&61"–42" (*s*)<br>160lb *100lb* NDB16 251NHP<br>2SB,*6pf*,GS105,HS3912<br>Hall-Brwn,Buttery&C.Gls | 23<br>s3,11<br>19 |
| 19374<br>16682<br>MLHC | **Iro Maru** SteelSc | 663<br>—<br>411 | | | | | 1913 | .................. | IguchiKumekichi | 175·2 | 27·1 | 13·0 | Nishino-miya<br>Japanese | | |
| 19375<br>97391 | **Iron** SteelPadSk | 118<br>118<br>15 | | | | | 1890 | JTEltringham&Co.<br>S.Shields | FranceFenwick Tyne&WearCo.Ld<br>(J.E.Dawson,*Mg.*) | 95·2 | 19·1 | 9·9 | W.Hartlpl<br>British | L.2Cy.28"–50"<br>75RHP<br>J.P.Rennoldson&Ss.S.Shl. | |
| 19376<br>132010<br>HTMG | **Iron Baron** SteelSc<br>(*ex*Kilbaha, *ss*Syd.No.2–21<br>*ex*EmeraldWings) 1*Dk*(*Stl*)&*deep framing*<br>*Elec.light* | 3139<br>2933<br>1985 | ✠100A1<br>~~6,21~~ 1,21 11,21<br>BS11,21 | Syd<br>✠LMC1,21 | *v* | CL<br>8,20 | 1911<br>9mo<br>*Lloyd* | Russell& Co.<br>Pt.Glasgow<br>'*sA&CP* | BrokenHill ProprietaryCo.Ld.<br>*CellDBa* | 331·3<br>P31'B98'F38'<br>FK<br>104'*uE*18'*f*150' 932 | 49·0 | 21·8 | SydneyNSW<br>British<br>5*BHCem*<br>*tAPT*83*t* | T.3Cy.23",37"&61"–42" (*s*)<br>180lb *180lb* 287NHP<br>2SB,*6cf*,GS126,HS4786<br>ClydeS.B.&E.Co.Ld.P.Gls. | 24<br>s4<br>20 |
| 19377<br>18587<br>MNKC | **Iron Duke** IronScSp | 146<br>118<br>62 | | | | | 1857 | T.Wingate &Co.<br>Glasgow | AlfredJ.Smith,Ld. | 108·3 | 19·2 | 9·0 | Bristol<br>British<br>*WB* | C.2Cy.12"&24"–18"<br>NE&B01*fitted*02 24RHP<br>Lees,Anderson&Co.Gls. | |
| 19378<br>132450<br>JDVT | **Iron Monarch** SteelScSr<br>*ss*Syd.No.1–17<br>(*ex*Koolonga) 1*Dk*(*ptIrn ptStl*)<br>*Elec.light* | 4260<br>3926<br>2632 | ✠100A1<br>6,21 ~~11,20~~<br>~~BS11,20~~ | Syd<br>✠LMC~~11,17~~<br>3,22 | *x* | CL<br>11,20 | 1914<br>2mo<br>*Lloyd* | Sunderlnd S.B.Co.Ld.<br>Sunderland<br>'*sA&CP* | Scott,Fell&Co.<br>*Cell DBa*117' *uE&* | 364·0<br>P29'B106'F33'<br>FK<br>*B*40' *f*159'899*tFPT* | 50·7 | 26·1 | SydneyNSW<br>British<br>6*BHCem*<br>99*tAPT*151*t* | T.3Cy.25",42"&68"–45" (*s*)<br>180lb *100lb* 344NHP<br>2SB,*6cf*,GS124,HS5400<br>N.E.MarineEng.Co.Ld.Sld | 28<br>s5<br>23 |
| 19379<br>125786<br>HNVS | **Iron Prince** SteelSc<br>*ss*Syd.No.3–11,20<br>(*ex*Aughinish,*ex* 1*Dk*(*Stl*)&*deep*<br>Auchinish,*ex*BrightWings) *framing* | 3116<br>2933<br>1992 | ✠100A1<br>~~6,21~~ ~~11,20~~10,21<br>BS11,21 | Syd<br>✠LMC11,20 | *v* | CL<br>11,20 | 1909<br>5mo<br>*Lloyd* | Russell& Co.<br>Pt.Glasgow<br>'*sA&CP* | BrokenHillProprietaryCo.Ld.<br>*CellDBa* | 331·5<br>P31'B99'F38'<br>FK<br>104'*uE&B*34' *f*150' | 49·0 | 21·8 | SydneyNSW<br>British<br>5*BHCem*<br>996*tAPT*83*t* | T.3Cy.23",37"&61"–42" (*s*)<br>180lb 276NHP<br>2SB,*6cf*,GS115,HS4448<br>J.G.Kincaid&Co.Ld.Grk. | 24<br>s4<br>20 |
| 19380<br>124667<br>HLQP | **Iroquois** SteelTwinScSr<br>*ss*Rot.No.3–5,21 ~~*ss*NYk.No.2–16~~<br>*Elec.light* 2*Dks*(*Stl*)3*trB&*<br>*Mchy.Aft* Sub.Sig. Wireless *Web frames* | 9202<br>8086<br>5772 | ✠100A1<br>5,21 ~~8,19~~<br>~~BS7,18~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 2,16 *F.P. above* 150° F. | Mdb<br>Rot 5,21<br>✠LMC~~2,16~~ | *d*† | CL<br>~~8,19~~<br>N5,21 | 1907<br>10mo<br>*Lloyd* | Harland& Wolff,Ld.<br>Belfast<br>'*sA&CP* | Anglo-American OilCo.Ld.<br>(J.Hamilton,*Mgr*)<br>*WB=Ce* | 476·3<br>P131 B30'F43'<br>FK<br>*llDBuE&B* 98' 523*t* | 60·3 | 33·5 | Belfast<br>British<br>17*BHCem*<br>*DTf*39' 962*t* | Q.8Cy.21",30",43½"&62"–42"<br>215lb *215lb* (*s*) 748NHP<br>4SB,*16cf*,GS302,HS10760FD<br>Harland&Wolff,Ld.Bel.<br>*FPT*194*tAP Tanks* 340*t* | 35<br>s8<br>27 |
| 19381<br>100438<br>KGCN | **—** SteelScSr<br>2*Dks&Awngdk*<br>Wireless | 3602<br>2191<br>2873 | | | | | 1888 | W.Cramp &Sons<br>Philadelphia | ClydeS.S.Co.Inc. | 324·0<br>len01 | 46·3 | 19·1<br>28·5 | NewYork<br>Utd.States | T.3Cy.23",36"&60"–36"<br>NB06 216NHP<br>Wm.Cramp&SonsCo.Phl. | |
| 19382<br>100730 | **—** SteelSc<br>*Elec.light* Wireless 2*Dks&Awngdk* | 1182<br>—<br>803 | | | | | 1901 | CraigS.B. Co.<br>Toledo,O. | Chicago&South HavenS.S.Co.Inc. | 214·0 | 34·4 | 21·2 | Chicago Ill.<br>Utd.States | T.3Cy.21",34"&58"–30"<br>184NHP<br>CraigS.B.Co. | |
| 19383<br>OJRI | **Irouleguy** SteelScSr<br>Wireless *ss*Rot.No.3–5,12<br>(*ex*Arabie,*ex*Hermina, *ss*Lis.No.1–15<br>*Mchy.Aft* *ex*Albatross) 1*Dk*(*Stl*) | 677<br>545<br>379 | ✠ —<br>11,20 | Cff<br>✠ | *i* | | 1899<br>7mo | R.Craggs& Sons<br>Middlesbro' | Cie.desChargeurs Français(Plisson &Cie.*Mgrs.*) | 180·0<br>B16'F26'<br>FK | 30·0 | 12·9 | Bayonne<br>French<br>3*BHCem*<br>*DBf* 33'78*t* | T.3Cy.15½",25"&41"–27"<br>94NHP<br>1SB,*3pf*,GS47,HS1510<br>MacColl&Pollock,Sld. | 14 |
| 19384<br>133354<br>JDLG | **Irrawadi** SteelScSr<br>*ss*Bom.No.2–22 ~~*ss*Bom.No.1–17~~<br>*Elec.light* 1*Dk*(*Teak*)&<br>*2nd dk in No.1 hold* | 1243<br>1138<br>634 | ✠100A1<br>4,22 ~~1,21~~<br>~~BS1,21~~ | Bom<br>✠LMC~~9,17~~<br>4,22 | *n* | CL<br>1,21 | 1913<br>11mo<br>*Lloyd* | AilsaS.B. Co.Ld.<br>Troon<br>'*sA&CP* | BombayS.Nav.Co. Ld. | 225·0<br>BK8¼"<br>*WB=FPT*24*t* | 34·1 | 18·8 | Bombay<br>British<br>4*BHCem*<br>*APT*30*t* | T.3Cy.18½",31"&52"–36" (*s*)<br>200lb 193NHP<br>2SB,*6cf*,GS112,HS3064<br>Dunsmuir&JacksonLdGls | 20<br>s3<br>17 |
| 19385<br>87172<br>HWSQ | **Irresistible** SteelScSr<br>1*Dk* | 136<br>132<br>93 | | | | | 1883 | Edwards& Symes<br>London | J.Brown | 109·0 | 21·0 | 9·0 | SydneyNSW<br>British | C.2Cy.18"&33"–24"<br>NB*made*11*fitted*13 90RHP<br>Plenty&Sons,Newbury | |
| 19386<br>RMGF | **Irtysh** SteelScSr<br>(*ex*Dortmund) Wireless<br>*Elec.light* *Trunk deck* 1*Dk* | 5236<br>4375<br>3398 | | | | | 1901 | SirJ.Laing &Sons,Ld.<br>Sunderland | Russian Volunteer FleetAssociation | 375·7<br>P18'B83'F36' | 55·1 | 26·1 | Russian<br>*WB* | T.3Cy.27",43"&72"–45"<br>348NHP<br>G.Clark,Ld.Sunderland | |
| 19387<br>68807 | **Irvine** SteelTwinScCtr<br>~~*ss*AyrNo.2–18~~<br>(*Bucket Dredger*) 1*Dk*(*Stl*)<br>*ss*Irv.No.3–4,21 | 530<br>496<br>249 | ✠ A1<br>4,22*Dredger*<br>4,21 ~~12,18~~<br>~~MS1,18~~ | Ayr<br>Irv<br>✠LMC4,21<br>~~BS10,20~~ | *n* | ~~12,18~~<br>4,21 | 1911<br>12mo<br>*Lloyd* | Fleming,& FergusonLd.<br>Paisley<br>'*sA&CP* | IrvineHarbour Co. | 161·4<br>F16'<br>FK | 32·1 | 12·3 | Irvine<br>British<br>5*BHCem* | C.4Cy.14½"&30"–20" (*r*)<br>130lb 74RHP<br>1SB,*3cf*,GS60,HS1615<br>Fleming&Ferguson,LdPsy | 13<br>s2<br>10 |
| 19388<br>219066<br>LTHC | **Irvington** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks&Webfrms*<br>Wireless | 5584<br>5045<br>3447 | | | ... | | 1919 | Newburgh Shipyds,Inc.<br>Newburgh, N.Y. | UnitedStates ShippingBoard | 400·5<br>P36B124'F44'<br>FK | 54·2 | 31·0 | NewYork<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1Sc. Shaft<br>676NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 32 |
| 19389<br>122954<br>HGNB | **Irwell** SteelScSr<br>*ss*Goo.No.3–4,18<br>*Elec.light* 1*Dk*(*Irn-ptws*)<br>&*deep framing* | 1040<br>887<br>441 | ✠100A1<br>11,21 ~~7,20~~<br>~~BS7,20~~<br>BS11,21 | Goo<br>✠LMC4,18 | *p* | 7,20 | 1906<br>6mo<br>*Lloyd* | Swan,Hunter&Wigham Richardson,<br>Ld Newcastle<br>'*sA&CP* | ~~Lancashire& YorkshireRly.Co.~~<br>L.&N.W.Rlwy.Co<br>*WB=Cell DB a*48'*u* | 255·0<br>P38'B90'F32'<br>FK<br>*E*31'*f*110'175*tFPT* | 36·1 | 16·4 | Goole<br>British<br>4*BHCem*<br>12*tAPT*17*t* | T.3Cy.23",38"&62"–42" (*r*)<br>180lb 343NHP<br>2SB,*8cf*,GS144,HS5026 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 17<br>s2<br>15 |
| 19390<br>113181<br>HCFT | **—** IronScK<br>*ss*Gms.No.3–1,13<br>*ss*Gms.No.2–20<br>1*Dk* | 197<br>179<br>79 | ✠100A1<br>*StmTrawler*<br>12,21 ~~9,20~~<br>✠NB8,11 | Gms<br>✠LMC9,20<br>BS12,21 | | N9,20 | 1900<br>9mo | J.Duthie& Co.<br>Montrose<br>A&CP | G.W.Jeffs | 111·1<br>Q50'F23'<br>BK7½" | 21·3 | 11·5 | Grimsby<br>British<br>3*BHCem* | T.3Cy.10¾",20"&32"–23" (*s*)<br>180lb 55RHP<br>1SB,*2pf*,GS32,HS993<br>Tindall,Earle&Hutchinsn Ld.Hull | 12 |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built: When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c.: Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19391<br>MBTJ | **Isa** SteelScK<br>~~ssMil.No.1-17~~<br>ssAnt.No.2-21 1Dk | 217<br>194<br>100 | ✠100A1<br>StmTrawler<br>5,21 ~~7,17~~ ✠LMC<br>MS~~7,17~~5,21 BS~~10,10~~1,21 | Mil<br>Ant | | CL<br>~~7,17~~<br>5,21 | 1912<br>10mo | Cochrane &Sons<br>Selby<br>Lloyd'sA&CP | Pêcheries à Vap., Soc.Anon. (John Bauwens, Mgr.) | 115·0<br>Q65' | 21·5 | 11·7<br>BK7½" | Ostend<br>Belgian<br>3BHCem | T.3Cy.12",20"&32"-23" (s)<br>180lb 70NHP<br>1SB,2cf,GS32,HS1300<br>Earle'sCo.Ld.Hull | 12 " 6 | |
| 19392<br>144282 | **Isaac Arthan** SteelScK<br>"Amber," See No. 36283 in Supplement<br>Mchy.Aft 1Dk(Stl) | ~~290~~ 277<br>248<br>~~127~~<br>110 | ✠100A1<br>StmTrawler<br>11,21 ~~11,20~~ LMC8,20 | ~~Lon~~<br>Bgs | | 8,20 | 1919<br>11mo | Cook,Welton&Gemmell Ld.Beverley<br>Lloyd'sA&CP | ~~TheAdmiralty~~<br>KingstonStm. TrawlingCo.Ld. | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | London<br>British<br>3BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 86NHP<br>1SB,3pf,GS49,HS1590<br>Fraser&ChalmersLd Erith | 13 " 6 | |
| 19393 | **Isaac Chant** SteelScSr<br>Now named "Colne," See No. 36871 in Supplement<br>1Dk(Stl) | 330<br>[illegible]<br>150 | ✠100A1<br>StmTrawler<br>9,18 ✠LMC9,18 | Rnf | | CL | 1918<br>9mo | Lobnitz& Co.Ld.<br>Renfrew<br>Lloyd'sA&CP | TheAdmiralty | 138·8<br>Q77'F20' | 23·7 | 12·9<br>BK7½" | London<br>British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87NHP<br>1SB,3pf,GS48,HS1440<br>Lobnitz&Co.Ld.Renfrew | 13 " 6 | |
| 19394<br>143833 | **Isaac Heath** SteelScK<br>(Fishing)<br>1Dk | 276<br>246<br>109 | | | | | 1918 | J.P.Rennoldson&Sns. Ld. S.Shields | SkomerSteam ShippingCo.Ld. (L.Bull, Mgr.) | 125·2 | 23·4 | 12·6 | Milford<br>British<br>WB | T.3Cy.12½",21"&35"-26"<br>61RHP<br>J.P.Rennoldson &Sons,Ld. | | C |
| 19395<br>100707 | **Isaac L. Elwood** SteelSc<br>Elec.light Mchy.Aft Sub.Sig. 1Dk2trB | 5904<br>—<br>4526 | | | | | 1900 | WestBay CityS.B.Co.<br>W.BayCity | PittsburghS.S.Co. | 478·0<br>Q72'B47'F30' | 52·0 | 30·0 | Duluth<br>Utd.States<br>WB | Q.4Cy.16½",25½",38½"&60"-40"<br>228NHP<br>AmericanSB.Co.Cleveland | | |
| 19396<br>95923 | **Isaac Wilson** SteelPadSk | 123<br>123<br>35 | | | | | 1889 | Hepple& Co.<br>N.Shields | TeesConservancy Commissioners | 101·0 | 18·9 | 9·5 | Stockton<br>British | L.2Cy.26"-48"<br>45RHP<br>Hepple&Co.,N.Shields | | |
| 19397<br>109434<br>JNFM | **Isabel** SteelScSr<br>1Dk | 234<br>190<br>92 | | | | | 1898 | Scott& Sons<br>Bowling | Mellonie&Goulder Ld. (F.B.Snell, Mgr.) | 100·0 | 23·1 | 10·8 | Liverpool<br>British<br>WB | C.2Cy.14"&29"-20"<br>39RHP<br>Ross&Duncan,Glasgow | | C |
| 19398<br>123240<br>JHQB | — SteelScK<br>ssHul.No.3-7,20<br>1Dk | 174<br>166<br>67 | ✠100A1<br>StmTrawler<br>8,21 ~~11,20~~ ✠LMC7,20<br>BS8,21 | Hul | | CL<br>11,20 | 1906<br>5mo | Mackie& Thomson<br>Glasgow<br>Lloyd'sA&CP | StorrsSteam TrawlingCo.Ld. (J.W.Storr, Mgr.) | 109·0 | 21·4 | 11·2<br>BK8" | Hull<br>British<br>4BHCem<br>DTf10'14t | T.3Cy.10",16¼"&27"-24" (s)<br>200lb 45RHP<br>1SB,2pf,GS25,HS750<br>W.V.V.Lidgerwood,Gls. | 12 " 4 | |
| 19399<br>208911<br>LCBM | **Isabela** SteelScSr<br>ssNYk.No.2-19<br>Elec.light Wireless 2Dks(Stl) | 3110<br>2890<br>1920 | ✠100A1<br>~~6,21 4,20~~ 4,22<br>~~BS8,20~~ ✠LMC2,19<br>BS10,21 | NYk<br>NOs | u | CL<br>~~2,19~~<br>4.22 | 1911<br>8mo | NwprtNws S.B.&D.D.Co.<br>NewprtNews<br>A&CP | NewYork&Porto RicoS.S.Co.Inc.<br>WB=CellDBa95' uE&B41'f147'845t | 335·0<br>FPT85tAPT43t | 46·8 | 22·7<br>FK | NewYork<br>Utd.States<br>Cem<br>4BH to Udk<br>1 " "2nd " | T.3Cy.21½",36"&63"-42" (s)<br>190lb 309NHP<br>3SB,9cf,GS184,HS5040<br>NewportNewsSB.&DD.Co | 25 " 0 | |
| 19400 | — WoodScSr<br>(exMontserrat,exChinShan) 1Dk | 222<br>131<br>126 | | | | | 1892 | Kwang TakHing<br>HongKong | E.Veloso | 120·5<br>H9t | 18·6 | 9·4 | Cebu<br>Utd.States | C.2Cy.14"&28"-16"<br>26NHP<br>KwangNamSing,H.Kg. | | |
| 19401<br>143740 | **Isabeletta** SteelSc<br>1Dk(Stl)<br>Mchy.Aft Well deck<br>Cargo battens not fitted above close ceiling | ~~470~~<br>419<br>294<br>157 | ✠100A1 –<br>2,22 ~~7,21~~<br>~~(Class Contemplated)~~<br>~~LMC7,21~~ | ~~Chs~~<br>Liv | f | CL | 1921<br>5mo | J.Crichton &Co.Ld.<br>Chester<br>Lloyd'sA&CP | ~~J.H.Monks (Preston),Ld.~~<br>JamesHenryMonks (Preston),Ld.<br>DTf15'33t | ~~143·0~~<br>B9'F23'Q87'<br>143·2<br>FPT9tAPT28t | ~~24·0~~<br>24·1 | ~~12·0~~<br>10·8<br>FK | Liverpool<br>British<br>4BHCem | T.3Cy.13",21"&34"-24" (s)<br>180lb 80NHP<br>1SB,3pf,GS49,HS1520<br>Hawthorns&Co.Ld.Leith | 12 " 0<br>s 3 " 2<br>11 " 7 | |
| 19402<br>MBIA | **Isabella** SteelSc<br>(exScheveningen) 1Dk<br>Mchy.Aft | 368<br>265<br>154 | | | | | 1917 | N.V.v.d. Kuy&v.d. Ree'sSchpsw<br>Rotterdam | Soc.Belge d'Armement Maritime | 132·3<br>Q56'B9'F15' | 23·1 | 11·0 | Antwerp<br>Belgian<br>WB | T.3Cy.9⅛",15¾"&26¾"-20"<br>32NHP<br>N.V.v.d.Kuy&v.d.Ree's Mch.Rot. | | V |
| 19403<br>112556<br>NTMG | **Isabella de Fraine** WoodAuxScK<br>OilEng.<br>(See Sailing Ship Register) 1Dk | 110<br>107<br>76 | | | | | 1902 | J.W.Davies<br>Balmain | EastCoast ShippingCo.Ld. | 94·2 | 25·4 | 6·8 | SydnyNSW<br>British | Oil Engines 17NHP<br>4Cy8¾"-12" Emade&fitted12<br>StandardGasEng.Co.S.Fo. | | |
| 19404<br>129371 | **Isabella Fowlie** SteelScK<br>1Dk | 196<br>193<br>76 | | | ... | | 1911 | Hall,Russell&Co.Ld.<br>Aberdeen | HartnessSteam FishingCo.Ld. (J.Graham&Sons, Mgrs.) | 115·2 | 22·1 | 11·9<br>BK7½" | Hartlepool<br>British<br>WB | T.3Cy.12",20"&34"-24"<br>78RHP<br>Hall,Russell&Co.Ld.Abn. | 12 " 9 | |
| 19405<br>OJRT | **Isabelle** SteelScK<br>ssBou.No.2-21 ssBou.No.3-3,13<br>(exMersey) ~~ssBrestNo.1-18~~<br>1Dk | 177<br>162<br>67 | ✠100A1<br>StmTrawler<br>8,21 ~~6,20~~<br>~~BS6,20~~ ✠LMC~~1,18~~ 8,21 | Bou | | CL<br>6,20 | 1900<br>1mo | Mackie& Thomson<br>Glasgow<br>Lloyd'sA&CP | J.B.Delpierre | 105·6<br>Q18'F17' | 21·0 | 10·7<br>BK7½"<br>WB= | Boulogne<br>French<br>4BHCem<br>DTf14'25t | T.3Cy.10",16"&27"-20" (s)<br>200lb 40NHP<br>1SB,2pf,GS26,HS462<br>Muir&Houston,Ld.Gls. | 11 " 7 | |
| 19406<br>95948 | — SteelScSr<br>1Dk(Teak) | 104<br>103<br>40 | ✠<br>For towing purposes<br>11,08 ✠ | Psy | | | 1908<br>11mo | Fleming& Ferguson,Ld.<br>Paisley | RangoonPort Commissioners<br>WB | 85·2<br>=APT14t Balance | 20·1 | 8·8<br>FK | Rangoon<br>British<br>3BHCem<br>TanksP4tS4t | T.3Cy.10",16½"&27"-22"<br>37RHP<br>1SB,2cf,GS30,HS710<br>Fleming&Fergusn,Ld.Psy | 9 " 6 | |
| 19407<br>MDGQ | **Isafold** SteelScSr<br>1Dk<br>(Fishing) | 115<br>103<br>42 | | | | | 1907 | Aalesund Mek.Verks.<br>Aalesund | A/S Isafold (N.Volckmar) | 93·5 | 19·4 | 9·0 | Xiansund<br>Norwegian | C.2Cy.10"&22"-15"<br>15NHP<br>AalesundMek.Verks. | | N |
| 19408<br>216975<br>LNBT | **Isanti** SteelScSr<br>Elec.light Sub.Sig. 2Dks<br>Wireless Fitted for oil fuel | 5713<br>5058<br>4129 | | | | | 1918 | Western Pipe&Steel Co.<br>SanFrancisco | UnitedStates ShippingBoard | 410·0<br>P43'B115'F47' | 54·2 | 27·2 | S.Frncisco<br>Utd.States<br>WB | 1 Steam Turbine<br>Gen.Elec.Co.Schenectady, N.Y. | | R |
| 19409<br>10067<br>JBVR | **Isao Maru** WoodAuxScSr | 175<br>—<br>142 | | | | | 1906 | .................... | HosokawaIkuji | 101·7 | 25·3 | 9·9 | Yoshiura<br>Japanese | | | |
| 19410<br>MDLQ | **Isbjörn** SteelScSr<br>ssCff.No.3-8,20<br>1Dk | 579<br>470<br>295 | ✠100A1<br>8,20<br>BS6,21 ✠LMC8,20 | Cff | i | 7,19 | 1907<br>7mo | Fevigs Jernskibsbyg<br>Fevig<br>Lloyd'sA&CP | A/SIsbjörn (J.T.Östbö)<br>WB | 169·5<br>B48'F22'<br>=CellDBa33'f72' | 27·1 | 14·0<br>FK | Stavanger<br>Norwegian<br>4BHCem<br>109tAPT9t | T.3Cy.12",20"&32"-24" (s)<br>180lb 80lb 70NHP<br>1SB,3pf,GS50,HS1281<br>Richardsons,Westgarth& Co.Ld.Mdb. | 14 " 11 | |
| 19411<br>HKJO | — SteelScSr<br>(Icebreaker)<br>1Dk | 436<br>346<br>174 | | | | | 1894 | AkersMek. Verksted<br>Christiania | Christiania Havnevæsen | 117·8<br>B91t | 32·8 | 16·7 | Chrstiania<br>Norwegian<br>WB | C.2Cy.26"&52"-30"<br>123NHP<br>AkersMek.Værk.,Xia. | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 3<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 4 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7ᵃ<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19412<br>MRNT | **Isblomsten** **WoodScK**<br>1*Dk* | 114<br>101<br>45 | | | | | 1916 | LBradstad Jr.<br>Romsdalen | Fugleberg&<br>Tösse | 88·1<br>Q7'H4*t* | 22·1 | 9·3 | Aalesund<br>Norwegian | C.2Cy.9"&18½"–12"<br>A.M.Liaaens 10NHP<br>Sk.&.M.V.Aalesund |
| 19413<br>3098<br>JHGF | **Isbrytaren** **SteelScSp**<br>(*Icebreaker*)<br>2*Dks* | 442<br>343<br>122 | | | | | 1896 | Kockums M.V.Aktieb<br>Malmö | StockholmHarbourCommissionrs<br>(J.Akerman, *Mgr.*) | 143·5<br>B47' H6*t* | 31·2 | 15·4 | Stockholm<br>Swedish<br>*WB* | T.3Cy.18",29"&50"–36"<br>150NHP<br>KockumsAktieb.,Malmö |
| 19414<br>5788<br>JVNT | — **SteelSc**<br>(*Tug&Icebreaker*)<br>1*Dk* | 126<br>111<br>1 | | | | | 1903 | Kockums M.V.Aktieb<br>Malmö | HolmensBruks<br>&FabriksA/B<br>(C.Wahren,*Mgr.*) | 89·3<br>H9*t* | 21·7 | 11·8 | Nrrköping<br>Swedish<br>*WB* | C.2Cy.16⅛"&33½"–20½"<br>42NHP<br>KockumsM.V.Akt. Malmö |
| 19415<br>5678<br>JVFC | **Isbrytaren II.** **SteelScSr**<br>(*Icebreaker*)<br>*Elec.light* (*Screws fore & aft*) 2*Dks*<br>Wireless | 1616<br>1511<br>546 | | | | | 1914 | Bergsunds M.V.Aktieb.<br>Stockholm | StockholmHarbourCommissionrs<br>(J.Akerman, *Mgr.*) | 197·0<br>H105*t* | 55·8 | 26·6 | Stockholm<br>Swedish<br>*WB* | T3Cyfd15 3/16"25⅝"&41⅝"–17¼"<br>T3Cy.a.23¼"37 3/8"&61"–39⅜"<br>Fwd.72NHP Aft 233NHP<br>BergsundsM.V.Aktb.Skm. |
| 19416<br>5767<br>JVMP | — **IronScSp**<br>(*Ice breaker*)<br>1*Dk* | 546<br>446<br>221 | | | | | 1895 | LindholmensV.A.<br>Gothenburg | GothenburgHarbourCommissionrs | 139·0<br>B40' H9*t* | 35·5 | 17·2 | Gothenbrg<br>Swedish | C.2Cy.26"&54"–30"<br>134NHP<br>MotalaCo.,Motala |
| 19417<br>5841<br>JVSG | — **SteelSc**<br>(*Icebreaker*)<br>1*Dk* | 220<br>207<br>80 | | | | | 1916 | Bergsunds M.V.Aktieb.<br>Stockholm | NorrköpingHarb'r Commissioners<br>(G.Johansson, *Mgr.*) | 101·5<br>H13*t* | 31·1 | 14·6 | Nrrköping<br>Swedish | T.3Cy.14 9/16",22 7/16"&39 9/16"–27 5/16"<br>68NHP<br>Bergsunds M.V.Aktb.Skm |
| 19418<br>5945<br>KBGN | **Isbrytaren III.** **SteelSc**<br>(*Icebreaker*)<br>*CruiserStern* 1*Dk* | 161<br>143<br>28 | | | | | 1917 | Motala Vrk.NyaAkt.<br>Motala | Gothenburg Harbour Commissioners | 90·5<br>P14' | 21·5 | 12·6 | Gothenbrg<br>Swedish<br>*WB* | C.2Cy.18 5/16"&33 1/16"–21⅛"<br>51NHP<br>MotalaV.NyaAkt.Motala |
| 19419<br>67<br>PWKL | **Ischia** **SteelScSr**<br>Wireless 1*Dk2trB&deep*<br>*Elec.light* *framing&Shelter dk* | 4050<br>—<br>2481 | | | | | 1902 | Cant.Nav. diMuggiano<br>Spezia | SocietàMarittima Italiana | 343·3 | 48·0 | 22·3 | Genoa<br>Italian<br>*WB* | T.3Cy.24",40"&66"–48"<br>302NHP<br>R.FonderiaOreteaPalermo |
| 19420<br>127133 | **Isco** **SteelScK**<br>1*Dk* | 100<br>92<br>42 | ✠<br>*For fishing purposes*<br>12,10 ✠ | Abn | | | 1907<br>10mo | J.Duthie<br>TorryS.B.Co<br>Aberdeen | E.Souter | 86·2<br>BK7" | 18·2 | 8·8 | Inverness<br>British<br>3*BHCem* | C.2Cy.11"&27"–16"<br>1SB,2*pf*,GS24,HS685 28RHP<br>J.Abernethy&Co.Abn. |
| 19421<br>812<br>HFMP | **Ise Maru** **IronScSr**<br>Wrecked 5,21<br>*ss*Yka.2ndNo.3–9,07<br>1*Dk(ptIrn)&Awngdk3trB* | 1227<br>1199<br>717 | ✠<br>*Awng dk*<br>9,07 ✠ | Yka | *n* | | 1883<br>4mo | HM'Intyre &Co.<br>Paisley | NipponYusen KabushikiKaisha | 226·0<br>ND96 BK8"<br>*WB=FPT*21*t* | 32·0 | 21·2 | Tokio<br>Japanese<br>4*BHCem*<br>*MT*19'130*t* | C.2Cy.28⅝"&52¼"–36"<br>NDB94 128NHP<br>2SB,4*cf*,GS140,HS2122<br>Hutson&Corbett,Glasgow |
| 19422<br>25709<br>RTNM | — **WoodAuxScBkn** | 498<br>—<br>339 | | | | | 1919 | ................ | NanyoBoyeki KabushikiKaisha | 135·1 | 33·1 | 16·1 | Toba<br>Japanese | |
| 19423<br>17305<br>MNPB | — **WoodTwinScSr**<br>1*Dk* | 197<br>—<br>118 | | | | | 1914 | Y.Matsuzaki<br>Ominato | TokyowanKisen KabushikiKaisha | 124·0 | 18·2 | 12·7 | Shimoda<br>Japanese | C.4Cy.9"&18"–12"<br>Tsukijima 22NHP<br>KikaiSeisakusho,Tokio |
| 19424<br>117714<br>HOBP | **Iselgarth** **SteelSc**<br>*ss*Brs.No.1-21 *ss*Brs.No.3–2,17<br>1*Dk*(*Stl*) | 93<br>91<br>— | ✠100A1<br>*For Towing purposes*<br>5,21 ~~4,20~~<br>~~BS4,20~~ ✠LMC~~3,16~~ 5,21 | Brs | | 4,20 | 1904<br>5mo<br>Lloyd'sA&CP | Lytham S.B.&E.CoLd<br>Lytham | R.&J.H.Rea,Ld. | 81·6<br>BK6" | 17·6 | 9·9 | Bristol<br>British<br>4*BHCem* | C.2Cy.15"&32"–21" (*s*)<br>130lb 60RHP<br>1SB,2*pf*,GS33,HS1220<br>LythamS.B.&E.Co.Ld.Lyt |
| 19425<br>110887<br>JLMF | **Isernia** **IronScK**<br>(*Trawler*)<br>1*Dk* | 198<br>178<br>79 | | | ... | | 1899 | Cook,Welt'n&Gemmell<br>Hull | StrandSteam FishingCo.Ld.<br>(H.C.Baker,*Mgr.*) | 114·0<br>Q49'F19'<br>BK7½" | 21·0 | 11·3 | Grimsby<br>British<br>*WB* | T.3Cy.11⅞",20"&32"–24"<br>NB14 50RHP<br>Amos&Smith,Hull |
| 19426<br>MSFJ | **Isfjeld** **WoodScK** | 160<br>140<br>71 | | | | | 1918 | K. Skaaluren<br>Rosendal | E.Nesheim | 94·0<br>Q13'H6*t* | 23·0 | 11·0 | Haugesnd<br>Norwegian | C.2Cy. |
| 19427<br>MVKQ | **Isfjord** **WoodSc**<br>*Mchy.Aft* 1*Dk* | 425<br>302<br>252 | | | | | 1920 | Bolsönes Skbsb.&M.V.<br>Molde | SkibsA/S Isfjord<br>(J.Knoph) | 133·4<br>F23*t*P70*t*H19*t* | 26·7 | 13·7 | Tromsö<br>Norwegian | C.2Cy.16"&28 9/16"–18½"<br>E*made*84 *fitted*20 30NHP<br>NylandsVerksted, Christiania |
| 19428<br>MQKH | **Isflaamann** **WoodAuxScSr**<br>*Stm.Eng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 149<br>135<br>64 | | | | | 1917 | E.Lindstöl<br>Risör | A/S Sæl(N.J. Ræstad,*Mgr.*) | 101·8 | 22·3 | 10·6 | Aalesund<br>Norwegian | C.2Cy.9"&21"–15"<br>Rosenbergs 14NHP<br>Mek.Værks.Stavanger |
| 19429 | **Ishavet** **WoodScCtr**<br>(*Whaler*)<br>1*Dk* | 129 | | | | | 1916 | H. Gravdal<br>Opsanger | A/S Ishavet<br>(M.Knutsen) | 110·0 | 22·0 | 11·5 | Aalesund<br>Norwegian | C.2Cy.9"&20"–15"<br>13NHP<br>Mjellem&Karlsen,Bgn. |
| 19430<br>10109<br>JWST | **Ishikari Maru** **SteelScSr**<br>2*Dks* | 1256<br>1240<br>706 | | | | | 1906 | Kawasaki Dckyd.Co.Ld<br>Kobe | NipponYusen KabushikiKaisha | 237·0 | 31·7 | 21·5 | Tokio<br>Japanese<br>*WB* | T.3Cy.17½",28"&46"–33"<br>E*made*01,B03 122NHP<br>KawasakiDkydCoLdKobe |
| 19431<br>24034<br>RGPF | **Ishiyama Maru** **WoodSc** | 380<br>—<br>191 | | | | | 1918 | ................ | Nakayama Otohachiro | 125·0 | 24·0 | 13·8 | Nishinomiya<br>Japanese | |
| 19432<br>20312<br>NHRJ | **Isho Maru** **WoodAuxScSr** | 183<br>—<br>112 | | | | | 1917 | ................ | NakamuraShoji GoshiKaisha | 96·7 | 24·3 | 10·9 | Amagasaki<br>Japanese | |
| 19433<br>203364 | **Ishpeming** **SteelScSr**<br>*Elec.light* *Mchy.Aft* 1*Dk* | 6924<br>—<br>5476 | | | | | 1906 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | ClevelandCliffs IronCo. | 530·0 | 56·2 | 32·0 | Marquette<br>Utd. States<br>*WB* | T.3Cy.23",37"&63"–42"<br>257NHP<br>GtLakesEng.Wks,Detroit |
| 19434<br>24148<br>RHCW | **Ishu Maru** **WoodSc** | 297<br>—<br>177 | | | | | 1919 | ................ | KyushuKisen KabushikiKaisha | 125·8 | 21·0 | 15·1 | Misumi<br>Japanese | |
| 19435 | **Iside** **SteelSc**<br>(*ex*Città diPalermo,*ex* WarMagic) 1*Dk*(*Stl*)<br>*Elec.light* | *2324*<br>*1876*<br>*1396* | ✠100A1<br>4,20<br>✠LMC1,20 | Liv | *r* | CL<br>4,20 | 1920<br>1mo<br>Lloyd'sA&CP | Canadian AllisChalmers,Ld.<br>Bridgeburg, Ont. | Soc.Italiana di Armamento e Nav. | 252·0<br>P27'B64'F24'<br>FK *CellD* B210' 553*t* *FPT*66*t* | 43·6 | 21·0 | Rome<br>Italian<br>4*BHAsp*<br>*APT*66*t* | T.3Cy.20",33"&54"–40" (*s*)<br>180lb 274NHP<br>2SB,6*cf*,GS115,HS4180 FD<br>CanadianAllisChalmersLd |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 16 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19436<br>MBDV | **Isidoro Pons** SteelScSr<br>(exTarlac,exIsidoroPons)<br>Elec.light 1Dk2trB | 1027<br>—<br>553 | | | | | 1895 | Cia.Tras-atlantica<br>Cadiz | Cia.Gen.deTabacos deFilipinas | 209·9<br>P35'H44'F34' | 31·9 | 18·5 | Manila<br>Utd.States<br>WB | T.3Cy.16",27"&43"-33"<br>NB11 105NHP<br>SocArsenalCivil,Barcelna | | V |
| 19437 | **Isinglass** SteelSc<br>Elec.light 3Dks(StlUpt-ws) | 1400<br>1365<br>568 | ✠ A1<br>ForGovernmentService<br>11,19 | Gmh<br>✠LMC11,19 | | CL | 1919<br>9mo<br>Lloyd | Grngemt'h Dkyd.Co.Ld.<br>Grngemouth<br>'sA&CP | TheAdmiralty<br>CellDBuB20' | 258·0<br>21t DTf8'24t | 34·8 | 23·7<br>FK<br>FPT | London<br>British<br>8BHptCem<br>36tAPT22t | T.4Cy.20½",33"&(2)37"-30"<br>180lb (s) 340NHP<br>2SB,8cf,GS156,HS6154 FD<br>Dunsmuir&JacksonLdGls | 24 " 6 | |
| 19438<br>[illegible]<br>JWTQ | **Isis** SteelScSr<br>d"Malvolio," See No. 38369 in Supplement<br>Elec.light Wireless 3Dks | 8833<br>[illegible]<br>5564 | | | | | 1915 | J.C.TecklenborgA.G.<br>Geestemünde | ~~TheShippingController(Philipps, Philipps&Co.Ld.~~<br>DavidS.S.Co.Ld. | 476·6<br>P39'B136'F52' | 62·4 | 34·9 | London<br>British | T3Cy$29\frac{9}{10}$",48½"&$80\frac{7}{10}$"-$55\frac{1}{10}$"<br>483NHP<br>J.C.TecklenborgGstemnde | | |
| 19439<br>HCDK | — WoodAuxSc<br>OilEng.<br>(exGinita,exVictoria)<br>(See Sailing Ship Register) | 213<br>—<br>170 | | | | | 1917 | Oettinger &Co.<br>Valdivia | Montval&Co. | 96·4 | 24·5 | 13·1 | Valparaiso<br>Chilian | Oil Engine | | |
| 19440<br>110883 | — IronScK<br>ssGms.No.3-8,11<br>ssGms.No.2-19<br>1Dk | 175<br>157<br>70 | ✠100A1<br>StmTrawler<br>7,20<br>✠NB8,11 | Gms<br>✠LMC7,19<br>BS7,20 | | CL<br>7,20 | 1899<br>5mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Hull<br>'sA&CP | G.Pearce | 108·1<br>Q47'F19' | 21·0 | 11·0<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.12¼",19½"&32"-22½"<br>180lb (s) 50RHP<br>1SB,2pf,GS30,HS888<br>C.D.Holmes&Co.Hull | 11"10 | |
| 19441 | — SteelScK<br>ssHul.No.3-4,11<br>(exSulAmerica,exMaria Angelina,exGaribaldi,exIsis) 1Dk | 168<br>155<br>60 | ✠<br>StmTrawler<br>12,13<br>✠ | Hul | | | 1899<br>9mo | Mackie& Thomson<br>Glasgow | | 105·6<br>Q18'F17'<br>ptND11 | 21·0 | 10·7<br>BK7½" | 4BHCem | T.3Cy.10",16"&27"-20"<br>39NHP<br>1SB,2pf,GS26,HS642<br>Muir&Houston,Ld.Gls. | 11 " 7 | |
| 19442 | **Iskendéroun** SteelScSr<br>ssCpl.No.2-03 | 142<br>—<br>30 | ✠<br>8,04 | Cpl | | | 1895<br>3mo | JFullerton &Co<br>Paisley | Régie co-intéressée desTabacsde l'EmpireOttoman | 115·3 | 19·1 | 11·1 | Constanpl<br>Turkish | C.I.2Cy.19"&38"-24"<br>59NHP<br>Ross&Duncan.Glasgow | | |
| 19443 | **Iskra** SteelScSr<br>ssNap.No.3-5,19<br>(exManaton) Spar dk(ptStl&ptIrn)<br>2trB&Web frames | 4150<br>3329<br>2655 | ✠100A1<br>Spar dk withfreeboard<br>~~4,21~~ ~~5,19~~ 12,21<br>BS8,20 | Cff<br>~~Pal~~ Gen<br>✠LMC5,19 | w | CL<br>~~5,19~~<br>12,21 | 1902<br>3mo<br>Lloyd | J.Priestman&Co.<br>Sunderland<br>'sA&CP | Nav.Libera GiovanniRacich&Ci.<br>WB= | 345·0<br>P31'B106'F35'<br>DBa110'f142'876t | 48·8 | 20·9<br>28·9<br>FK | Dubrovnik<br>~~Ragusa~~<br>Jugo-Slav<br>6BHCem<br>APT125t | T.3Cy.24",41"&67"-45" (a)<br>160lb 312NHP<br>2SB,6pf,GS120,HS4870<br>G.Clark,Ld.Sunderland | 30 " 2<br>s5 " 9½<br>24 " 10 | |
| 19444 | — SteelPad<br>(exLikhoy)<br>Elec.light 1Dk | 367<br>—<br>176 | | | | | 1899 | Soc.Anon. Jhn.Cockerill<br>Hoboken | RussianStm.Nav.&TradingCo. | 181·0 | 24·9 | 7·5 | Odessa<br>Russian | C.2Cy.24⅓"&$42\frac{1}{10}$"-36"<br>89NHP<br>SocAn.J.Cockerill,Seraing | | |
| 19445 | — SteelScK<br>Elec.light 1Dk | 278<br>250<br>80 | ✠<br>7,19<br>StmTrawler<br>✠ | Mdb | | | 1913<br>11mo | Smith's DockCo.Ld.<br>Middlesbro' | RussianGovt. | 140·0<br>F22' | 24·4 | 12·1<br>BK7½" | Vladvostk<br>Russian<br>4BHCem | T.3Cy.14",23"&39"-27"<br>114NHP<br>1SB,3cf,GS61,HS2154<br>Smith'sDockCo.Ld.Mdb. | 12 " 9 | |
| 19446 | **Isla** IronScSk<br>Mchy.Aft | 109<br>103<br>74 | | | | | 1885 | Blackwood &Gordon<br>Pt.Glasgow | Cia.deEmbarcacionesCanarias | 78·3 | 22·0 | 8·1 | LasPalmas<br>Spanish | C.2Cy.11½"&19¼"-16"<br>12NHP<br>Cmp.88White&Coopr,Dun. | | |
| 19447<br>tranded 3,20<br>MCJP | **Isla de Leyte** IronScSr<br>(exApari,exMely, exAscension,exRajah,exRajaKongsse Atjeh,exRajah) 2Dks&Awng dk | 434<br>—<br>248 | | | | | 1873 | W.Hamilton&Co.<br>Pt.Glasgow | SiyCongBieng&Co Inc. | 170·5<br>P28'Q68'F16' | 23·1 | 13·4<br>20·1 | Manila<br>Utd.States<br>WB | C.2Cy.22⅜"&40"-30"<br>NB01 73NHP<br>J.&T.Young,Ayr | | |
| 19448<br>HPLO | **Isla de Menorca** Iron&SteelSc<br>Elec.light (exTheseus) 2Dks | 1003<br>881<br>773 | | | | | 1883 | Forges&C. delaMédit.<br>LaSeyne | Cia.Trasmediterranea | 230·0 | 29·9 | 16·8 | Barcelona<br>Spanish | C.2Cy.27"&50"-30"<br>Bblt88fitted98 114NHP<br>Forges&C.delaMédit.Msl. | | V |
| 19449<br>HPLG | **Isla de Panay** IronScBn<br>ssFerrol3rdNo.3-2,20<br>Elec.light Wireless 2Dks(1Irn&1pt Irn-Uptws)3trB<br>Sub.Sig. | 3484<br>3373<br>2087 | ✠100A1<br>~~6,21~~ ~~2,21~~ 2,22<br>✠NE&B4,94<br>BS2,21 | Cdz<br>~~Blo~~<br>✠LMC2,20 | w | 2,20 | 1882<br>6mo<br>Lloyd | Scott&Co.<br>Greenock<br>'sA&CP | Cia.Trasatlantica | 362·4<br>B86'F55'<br>ND94 | 43·2 | 29·2<br>BK11"<br>DB | Barcelona<br>Spanish<br>6BHCem<br>286'559t | T.3Cy.30½",49"&80"-54" (s)<br>170lb 170lb NDB94 582NHP<br>3DB,18rf,GS288,HS8160 FD<br>WighamRichrdsn&CNwc | 31 " 3<br>s 6 " 9<br>25 " 11 | |
| 19450<br>MOTH | **Islændingen** SteelScSr<br>(Fishing) 1Dk | 111<br>102<br>46 | | | | | 1906 | Mjellem& KarlsensM.V<br>Bergen | JohanHareide (EliasE.Hareide, Mgr.) | 94·9 | 19·1 | 9·0 | Aalesund<br>Norwegian | C.2Cy.9"&20"-17"<br>Mjellem& 14NHP<br>KarlsensM.V.Bgn. | | |
| 19451 | **Island** SteelScSr<br>named"Fasolt," See No. 37422 in Supplement<br>ssRot.No.3-10,06<br>(exEsrom,exIsland, ssCpn.No.2-16<br>exEsrom,exGranaria,exHeathdene,ex Strathcarron) 1Dk(Stl)&Spar dk(Irn)<br>Wireless &deep framing | 3208<br>3061<br>2040 | ✠<br>12,19<br>Spar dk<br>✠ | Cpn | v | | 1894<br>6mo | A.Rodger &Co.<br>PortGlasgow | ~~GermanGovernment~~ EmilR.Retzlaff | 325·6<br>P27'B84'F29'<br>CellDB274'684t | 43·2 | 18·6<br>26·4<br>FK | German<br>5BHCem<br>APT66t | T.3Cy.25",39"&64¼"-45"<br>357NHP<br>2SB,6rf,GS94,HS4942 FD<br>Dunsmuir&Jackson,Gls. | 29 " 0 | |
| 19452<br>NTHQ | — SteelScSr<br>Elec.light Ref.Mchy. 2Dks&Awng dk | 1774<br>1039<br>1061 | | | | | 1915 | Helsingörs Jernsk&Msk.<br>Elsinore | DetForenede DampskibsSelsk. | 251·2 | 38·0 | 23·5 | Copnhagn<br>Danish<br>WB | T.3Cy.22",36"&60"-42"<br>233NHP<br>HelsingörsJernsk.&Mskb. | | V |
| 19453 | — SteelScSr<br>(Trawler)<br>1Dk | 218<br>193<br>84 | | | | | 1916 | Schiffb.Ges Unterweser<br>Lehe | Ludw.Janssen&Co. | 127·7<br>Q69'F19' | 22·6 | 9·2 | Gstemnde<br>German<br>WB | T.3Cy12⅗",20½"&$32\frac{3}{10}$"-22⅘"<br>49NHP<br>OttensenerMaschf.Altona | | |
| 19454<br>4966<br>JRKH | — IronScYl<br>(exPisces)<br>(Trawler) 1Dk | 165<br>154<br>70 | | | ... | | 1890 | Mackie& Thomson<br>Glasgow | Westerberg& Berglund | 100·5<br>Q19'F19' | 20·5 | 10·7<br>BK7½" | Gothenbrg<br>Swedish | T.3Cy.11",16½"&27"-22"<br>34NHP<br>Muir&Houston,Glasgow | 11"11 | |
| 19455<br>77035 | **Island Belle** WoodSc<br>(exJuliette)<br>1Dk | 132<br>—<br>78 | | | | | 1892 | ..................<br>Bath,Me. | EasternS.S.Lines, Inc. | 95·6 | 23·1 | 7·5 | Boston<br>Utd.States | | | |
| 19456<br>10315<br>LBNJ | **Island Maru** SteelScSr<br>(exIsland)<br>1Dk | 105<br>—<br>38 | | | | | 1903 | Akers Mek.Værks.<br>Christiania | ToyoHogei KabushikiKaisha | 95·8 | 16·9 | 10·2 | Nishinomiya<br>Japanese<br>WB | T.3Cy.10½",15"&24"-17"<br>24NHP<br>Akers.Mek.Værks.Xia. | | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 3 Matériaux, Gréement, etc | 4 Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit.<br>Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19457<br>127116 | Stranded 11,20 Now Sailing<br>**Island Prince**<br>~~(STRANDED 11.20 IN PORT DAMAGED.)~~ | SteelScK<br>*ss*Shl.No.2-19<br>1*Dk* | 205<br>201<br>80 | ✠<br>*For fishing purposes*<br>9,20<br>✠ | Shl | | | 1911<br>3mo | JTEltringham&Co.<br>S.Shields | Rayner&Boyle,Ld<br>(R.Boyle, *Mgr.*) | 115·3 | 22·2 | 11·7<br>BK7½" | N.Shields<br>British<br>3*BHCem* | T.3Cy.12",20"&34"-24"<br>74RHP<br>1SB,3*pf*,GS50,HS1414<br>ShieldsEng.Co.Ld.N.Shl. | 12 |
| 19458<br>138784 | **Island Princess**<br>(*ex*Daily) | WoodSc<br>1*Dk* | 339<br>120<br>203 | | | | | 1913 | ……………<br>Tacoma | CanadianPacific<br>RailwayCo. | 116·2 | 25·1 | 8·5 | Vict'riaBC<br>British | T.3Cy.11½",18"&29"-18"<br>43RHP<br>S.F.Hodge,Detroit | |
| 19459<br>145082<br>KHDL | **Island Queen**<br>*Well deck* | SteelSc<br>1*Dk*(*Stl*) | 689<br>500<br>355 | ✠100A1<br>11,20<br>✠LMC11,20 | Nwc | *i* | CL | 1920<br>11mo<br>*Lloyd* | WearConcreteBldg.<br>Co.Ld.<br>Sunderland<br>'*sA&CP* | London&Channel<br>IslandsS.S.Co.Ld.<br>(Cheeswright&<br>Ford, *Mgrs.*) | 173·5<br>Q86'B15'F25<br>*CellDB*40'42*tFPT* | 28·1 | 12·9<br>FK | London<br>British<br>4*BHCem*<br>47*tAPT*11*t* | T.3Cy.13½",22"&36"-30" (*s*)<br>180lb *100lb* 97RHP<br>1SB,3*cf*,GS58,HS1775<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 14<br>13 |
| 19460<br>120667<br>HFQC | **Islander**<br>*Elec.light* | SteelTwinScSr<br>1*Dk*&*deep framing* | 1105<br>893<br>481 | | | … | | 1906 | D&WHendersn&Co.Ld.<br>Glasgow | ChristmasIsland<br>PhosphateCo.Ld. | 231·2<br>P24'B&F156' | 34·0 | 16·5<br>FK | London<br>British<br>*WB* | T.6Cy.14½",24½"&38"-33'<br>218NHP<br>D&W.Hendersn&CoLdGls | 18 |
| 19461<br>111567 | —<br>*Mchy.Aft* | SteelSc<br>1*Dk* | 165<br>76<br>78 | | | | | 1900 | PolsonIron<br>Works<br>Toronto | MuskokaLakes<br>Nav.&HotelCo.Ld. | 100·0 | 17·4 | 5·7 | Toronto<br>British | C.2Cy.9"&18"-14"<br>13RHP<br>PolsonIronWrks.Toronto | |
| 19462<br>119890<br>JMPH | **Islandia**<br>(*ex*Mangoro,*ex*Annapolis,<br>*ex*Capri,*ex*Diana)<br>*Elec.light* Wireless | SteelScSr<br>1*Dk*&*Spar dk*3*trB* | 2069<br>1858<br>1325 | | | | | 1889 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | LauriumTransportCo.Ld.(L.<br>Walford(London)<br>Ld. *Mgrs.*) | 284·1<br>B100'F39' | 36·0 | 24·3 | London<br>British<br>*WB* | T.3Cy.22½",35"&64"-42"<br>265NHP<br>FlensburgerSchiffsb.Ges. | |
| 19463<br>111275<br>JMSP | **Islandmagee**<br>(*ex*Bonahaven)<br>*Mchy.Aft* *Well deck* | SteelScYl<br>*ss*Trn.No.3-11,12<br>*ss*Ldy.No.2-19<br>1*Dk*(*Irn*) | 227<br>173<br>85 | ✠100A1<br>5,21 ~~11,20~~<br>~~BS11,20~~ ✠LMC11,19<br>BS5,22 | Ldy | *c* | CL<br>~~11,19~~<br>5,21 | 1900<br>7mo | Scott&<br>Sons<br>Bowling<br>A&CP | S.B.Stevenson | 117·0<br>Q42'B8'F24'<br>*FPT*21*tAPT*7*t* | 21·5 | 9·4<br>BK7" | Lndnderry<br>British<br>3*BHptAsp*<br>*ptCem* | C.2Cy.14"&29"-21" (*s*)<br>120lb 35RHP<br>1SB,2*pf*,GS31,HS770<br>Muir&Houston,Ld.Gls. | 10 |
| 19464 | **Islas Filipinas**<br>(*ex*Bunuan,*ex*Bawean)<br>*Well deck* | SteelScSr<br>1*Dk*2*trB* | 1068<br>—<br>649 | | | … | | 1886 | J.Laing<br>Sunderland | FernandezHnos. | 210·0<br>P140'F32' | 30·5 | 13·8<br>FK | Manila<br>Utd.States | T.3Cy.19",31"&51"-33'<br>149NHP<br>G.Clark,Sunderland | 14 |
| 19465<br>99825 | **Isle of Arran** | SteelPadSk | 313<br>254<br>126 | | | | | 1892 | T.B.Seath<br>&Co.<br>Rutherglen | Williamson-BuchananSteamers,<br>Ld.(J.Williamson<br>&Co. *Mgrs.*) | 210·0<br>H13*t* | 24·1 | 7·4 | Glasgow<br>British | 1Cy.52"-60"<br>NB11 161NHP<br>W.King&Co.,Glasgow | |
| 19466<br>89918 | **Isle of Cumbrae**<br>(*ex*Duchess of York,*ex*JeanieDeans) | Irn&StlPadSk | 258<br>234<br>91 | | | | | 1884 | Barclay,<br>Curle&Co.<br>Glasgow | Williamson-BuchananSteamers,<br>Ld.(J.Williamson<br>&Co. *Mgrs.*) | 210·0<br>Q70'B68' | 20·1 | 7·6 | Glasgow<br>British | D.Cy.50"-72"<br>NB01 163NHP<br>Barclay,Curle&Co.Gls. | |
| 19467<br>93286 | **Isle of Skye**<br>(*ex*MadgeWildfire) | SteelPadSk | 211<br>196<br>84 | | | | | 1886 | SM'Knight<br>&Co.<br>Ayr | Williamson-BuchananSteamers,<br>Ld.(J.Williamson<br>&Co. *Mgrs.*) | 190·0<br>B55' | 20·0 | 7·1 | Glasgow<br>British | C.D.2Cy.27"&49"-60"<br>NB03NE91 FD 155NHP<br>Rankin&Blackmore,Grk. | |
| 19468<br>123211 | **Isle of Wight** | SteelScK<br>*ss*Hul.No.3-11,19<br>1*Dk* | 176<br>169<br>69 | ✠100A1<br>*StmTrawler*<br>~~4,21 9,20~~ 11,21<br>BS3,21 ✠LMC11,19 | Hul | | CL<br>~~9,20~~<br>11,21 | 1905<br>12mo<br>*Lloyd* | Earle'sCo.<br>Ld.<br>Hull<br>'*sA&CP* | HullSteamFishing<br>&IceCo.Ld. | 108·4<br>*WB*= | 21·6 | 11·6<br>BK8" | Hull<br>British<br>4*BHCem*<br>*DTf*13'34*t* | T.3Cy.10",17"&28"-22" (*s*)<br>200lb 45RHP<br>1SB,2*pf*,GS25,HS750<br>Earle'sCo.Ld.Hull | 12 |
| 19469<br>133101 | **Isleford**<br>*Mchy.Aft* | SteelScSr<br>*OilEng.*<br>1*Dk*(*Stl*) | 414<br>303<br>205 | ✠<br>2,13<br>✠ | Ard | *f* | | 1913<br>2mo | Ardrossan<br>DD&SBCoLd<br>Ardrossan | TheAdmiralty | 149·8<br>Q58'F27'<br>*WB*=*FPT* | 25·6 | 10·0<br>FK | Glasgow<br>British<br>3*BHAsp*<br>56*tAPT*24*t* | Oil Engines 2S.C.SA<br>4Cy.16½"-18⅞" 91NHP<br>DB09 *refitted* 13<br>BolinderOilEng.Co.Skm. | 11 |
| 19470 | **Islendingur**<br>(*ex*Osprey) | IronScK<br>*ss*Hul.No.3-8,06<br>1*Dk* | *151*<br>*140*<br>*64* | ✠<br>*StmTrawler*<br>1,12<br>✠NB8,03 ✠ | Hul | | | 1893<br>9mo | Cook, Welt'n&Gemmell<br>Hull | A/S Fram<br>(E.Stefánsson,<br>*Mgr.*) | 101·5<br>Q24'<br>ptND06 | 20·6 | 11·0<br>BK7½" | Reykjavik<br>Icelandic<br>3*BHCem* | T.3Cy.11½",18"&30"-22"<br>44NHP<br>1SB,2*pf*,GS37,HS695<br>C.D.Holmes&Co.Hull | 11 |
| 19471<br>HPLJ | **Isleño**<br>(*ex*PrincessAlice)<br>*Elec.light* Wireless | IronScSr | 606<br>531<br>314 | | | | | 1866 | Tod&<br>McGregor<br>Glasgow | IsleñaMaritima,<br>Cia.Mallorquina<br>deVap. | 199·9<br>Q31*t*F20*t* | 28·1 | 15·1 | Palma<br>Spanish | C.2Cy.22"&42"-42"<br>NE83 NB98 95NHP<br>Barclay,Curle&Co.,Gls. | |
| 19472 | **Isles of Kerguelen**<br>(*ex*Yves deKerguelen,<br>*ex Yacht*Sunrise)<br>(*See Sailing Ship Register*) | CompAux<br>ScBkn<br>*Stm.Eng.* | 219<br>—<br>77 | | | … | | 1877 | J.S.White<br>Cowes | Walker&Anderson | 133·8 | 24·3 | 13·3 | CapeTown<br>British | C.2Cy.19"&33"-21"<br>NB97 43NHP<br>J.Penn&Sons,Greenwich | |
| 19473<br>OJSH | **Isly**<br>*Elec.light* | SteelSc<br>1*Dk* | 355<br>303<br>102 | ✠100A1<br>*StmTrawler*<br>9,19 ✠LMC9,19 | Sav | | CL | 1919<br>9mo | Foundati'n<br>Co.<br>Savannah,Ga<br>A&CP | FrenchGovernment | 140·2<br>Q79'F26'<br>*FPT*6*t* | 25·0 | 14·6<br>BK7" | French<br>4*BHCem*<br>*APT*8*t* | T.3Cy.12¾",21½"&35"-24"<br>180lb (*r*) 89NHP<br>1SB,3*pf*,GS53,HS1700<br>J.InglisCo.Ld.Toronto | 14<br>14 |
| 19474<br>MPCS | **Islys** | WoodSc | 133<br>117<br>58 | | | | | 1916 | Lindstöl<br>Risör | P.P.Brandal | 96·8 | 21·1 | 10·5 | Aalesund<br>Norwegian | C.2Cy.$9\frac{3}{10}$"&$20\frac{7}{10}$"-15"<br>14NHP<br>PusnæsStöberi&Mek.<br>Værksted,Arendal | |
| 19475<br>74<br>HJWT | **Ismail**<br>(*ex*TheodoreR.,<br>*ex*HaraldRoper)<br>*Mchy.Aft* | IronScSr | 384<br>~~—~~<br>217 | | | | | 1880 | Osbourne,<br>Graham&Co<br>Sunderland | Mme.S.B.Falz-Fein | 146·5 | 22·2 | 12·2 | Odessa<br>Russian<br>*WB* | C.2Cy.20"&40"-30"<br>73NHP<br>Geo.Clark,Sunderland | |
| 19476<br>~~111976~~<br>~~BSPK~~ | **Ismaila**<br>*Elec.light* Wireless | SteelScSr<br>2*Dks*(*Stl*-*U* teak s)&*Web frames* | 5265<br>4984<br>3381 | ✠<br>7,00<br>✠ | Mdb | *z* | | 1900<br>7mo | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | ~~BritishIndiaStm. Nav.Co.Ld.~~<br>TokaiKisen<br>Kaisha,Ld<br>*WB*=*CellDBa* | 410·4<br>B92'F60'<br>117'*uE*&*B*44'*f*198' | 50·8 | 29·0<br>FK | Japanese<br>6*BHCem*<br>1198*t DTf* | T.3Cy.26½",42"&66½"-51"<br>405NHP<br>2SB,6*cf*,GS123,HS5928 FD<br>T.Richardsn&Sns,Ld.Hpl.<br>29'835*tFPT*173*tAPT*137*t* | 32 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19477<br>82849<br>VKFB | Now named "Brunette," See No. 36409 in Supplement<br>**Ismailia**<br>(exGarthCastle)<br>*Elec.light* Wireless | **IronScSr**<br>ssGls.No.3–4,93<br>ssLon.No.2–01<br>2*Dks*(*Irn–Uws*)3*trB* | 3704<br>3537<br>2336 | ✠<br>4,05<br>✠NB2,85✠ | Cpl | *w* |  | 1880<br>12mo | J.Elder&Co.<br>Glasgow | KhedivialMailS.S.&GravingDockCo.Ld. (LordE.Hamilton,*Mgr.*)<br>*WB=DBa*40′160 | 365·0<br>B96′F48′<br>BK11″ | 43·5 | 31·3 | London<br>British<br>8*BHCem*<br>*t* ~~*MT20′220t*~~ | T.3Cy.33″,55″&88″–57″<br>NDB00 585NHP<br>3DB,*12cf*,GS234<br>*Tpd*88TRchrdsn&SonsHpl | 32 ″ 7 | V |
| 19478<br><br>HRTL | **Ismene**<br>(*ex*Alligator)<br>*Elec.light* Wireless | **IronScSr** | 1023<br>—<br>481 |  |  |  |  | 1881 | Barclay,Curle&Co.<br>Glasgow | HellenicCoofMaritimeEnterprises | 250·2<br>P154*t*F38*t* | 30·0 | 14·7 | Piræus<br>Greek | C.2Cy.38½″&69″–48″<br>NB91 275NHP<br>Barclay,Curle&Co.Gls. |  | V |
| 19479<br><br>HRVB | **Ismini**<br>(*ex*S.Raissis,*ex*SeaNymph)<br>*Mchy.Aft* | **IronSc3MstSr**<br>ssNwc.2ndNo.3–7,03<br>1*Dk* | 227<br>*170*<br>*130* | ✠<br>10,08<br>✠ | Nwc | *c* |  | 1878<br>10mo | A.Leslie&Co.<br>Newcastle | OrientalShippg.CoLd.(A.A.Capparis,*Mgr.*) | 120·3<br>Q56′F13′<br>BK6½″ | 20·7 | 9·7 | Piræus<br>Greek<br>4*BHCem*<br>*WB=FPT* | C.2Cy.18″&32″–24″<br>NB86 43NHP<br>1SB,*2pf*,GS13,HS790 NDB88<br>N.E.MarineEng.Co.Ld.Sld. | 10 ″ 6 |  |
| 19480<br>[illegible] | Now named "Rudolf Frisch," See No. 39113 in Supplement<br>**Isolde**<br>(*ex*CarlLevers)<br>*Elec.light* | **SteelScSr**<br>1*Dk* | 1530<br>1154<br>966 |  |  |  |  | 1905 | Nüscke&Co.<br>Stettin | ~~GustavSalling~~<br>([illegible]rison Shipping)Ld |  247·4<br>P25′Q92′B67′F26′ | 36·8 | 16·6 | ~~Flensburg~~<br>~~German~~<br>London<br>British *WB* | T.3Cy.17¾″,28¾″&46″–32″<br>120NHP<br>Schiffs.Uebigau,Dresden |  |  |
| 19481 | **Isole** | **SteelScK**<br>(*Trawler*)<br>1*Dk* | 215<br>210<br>72 |  |  |  |  | 1908 | A.Dubigeon et fils<br>Nantes | PêcheMaritimeFrancaise,Soc.Anon. | 124·5 | 21·3 | 12·5 | Lorient<br>French<br>*WB* | T3Cy12 13/32″20 7/8″&33 15/32″–24 13/32″<br>53NHP<br>BrissonneauetLotz,Nantes |  | V |
| OJSL<br>19482<br>215055<br>LHOR | **Isonomia**<br>(*ex*Nassovia)<br>*Elec.light* Wireless Sub.Sig. | **SteelScSr**<br>2*Dks*(1*Stl*&*UIrn*)&*deep framing* | 3902<br>3607<br>2475 | ✠<br>1,01<br>✠ | Hpl | *w* |  | 1900 | W.Gray&Co.Ld.<br>WHartlepool | UnitedStatesShippingBoard<br>*WB=CellDBa* | 350·2<br>P27′B92′F40′<br>FK<br>116′*u*E24′*f*148′886*t* | 49·7 | 25·5 | NewYork<br>Utd.States<br>6*BHCem*<br>*APT*33*t* | Q.5Cy.17″,24″,34″&(2)42″–42″<br>274NHP<br>2SB,*6cf*,GS90,HS3010 FD<br>Cen.Mar.Eng.Wrks.WHpl | 28 ″ 3 | R |
| 19483 | **Isonzo**<br>For full particulars See No. 37865 in Supplement<br>*Elec.light* | **SteelScSr** | 5400<br>5022<br>3319 | 100A1<br>*Shelter dk withfreeboard*<br>(*ClassContemplated*) |  |  |  | 1920 | Cantiere SanRocco S.A.<br>Trieste | NavigazioneLiberaTriestina | 390·0 | 53·7 | 32·0 | Trieste<br>Italian | T.3Cy.27″,42″&68″–48″<br>StabilimentoTecnico,Tri. |  |  |
| 19484<br>867 | —<br>*Elec.light* | **SteelTwinScCtr**<br>*OilEng.*<br>1*Dk* | 1053<br>916<br>578 |  |  |  |  | 1918 | Cant.Offic.Savoia<br>Cornigliano Ligure | Soc.NazionalediNavigazione | 225·9<br>P58′F24′ | 31·7 | 15·2 | Genoa<br>Italian<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.13⅘″–21¼″ 165NHP<br>Cant.OfficineSavoia<br>SulzerBros.Zurig |  | I |
| 19485 | — | **SteelScSp**<br>(*ex*Albion)<br>1*Dk* | 222<br>—<br>88 |  |  |  |  | 1907 | VnDamme Frères&Adam<br>Baesrode | A.G.&V.Cosulich | 100·4 | 20·1 | 8·5 | Trieste<br>Italian<br>*WB* | C.2Cy.11″&22″–15″<br>19NHP<br>F&J.Hosking,Bermondsey |  |  |
| 19486 | **Isotta**<br>(*ex*CarloPoma, *ex*Gisela)<br>*Elec.light* | **SteelSc**<br>ssTri.No.3–2,03<br>2*Dks*(*Stl*–ws)3*trB* | 4117<br>3934<br>2542 | ✠<br>9,04<br>✠ | Tri | *x* |  | 1892<br>10mo | JLThompson&Sons<br>Sunderland | Soc.ItalianadiArmamento e Nav. | 385·0<br>B137′F46′<br>FK<br>*CellDB*304′633*t* | 46·5 | 28·2 | Rome<br>Italian<br>6*BHCem*<br>*APT*62*t* | T.3Cy.27½″,44″&70″–54″<br>NDB03 416NHP<br>2DB,*12cf*,GS190,HS6920<br>J.Dickinson,Sunderland | 31 ″ 1 | I |
| 19487<br>15926<br>MCJF | **Isoura Maru** | **WoodSc**<br>1*Dk* | 191<br>—<br>111 |  |  |  |  | 1912 | I.Ohashi<br>Ominato | IgarashiShin-Ichi | 118·0 | 16·0 | 12·0 | Rumoye<br>Japanese | C.2Cy.$13\frac{9}{16}$″&$27\frac{1}{16}$″–18″<br>E&B*made*06*fitted*12 26NHP<br>T.Izumi |  |  |
| 19488<br><br>OJSN | **Ispahan**<br>(*ex*Arracan)<br>*Elec.light* Wireless | **SteelScSr**<br>2*Dks* | 4170<br>—<br>2667 |  |  |  |  | 1900 | W.Denny&Bros.<br>Dumbarton | MessageriesMaritimes | 360·0<br>P40′B108′F35′ | 45·2 | 26·4 | Marseilles<br>French<br>*WB* | T.3Cy.26½″,42″&66½″–51″<br>316NHP<br>Denny&Co.Dumbarton |  | V |
| 19489 | **Israel**<br>(*ex*SailingVessel, *ex*TerraNova,*ex*Skog)<br>(*See Sailing Ship Register*)<br>Now Sailing Vessel "Aldebaran," See No. 06023 in Sailing Ship Register Supplement | **WoodAuxSc3MstSr**<br>*Pet.Mot.*<br>1*Dk* | 366<br>—<br>308 |  |  |  |  | 1906 | A.H.Früsö<br>Arendal | J.QuintinodeAvelar | 141·1 | 26·6 | 14·0 | Lisbon<br>Portuguese | Petrol Motor<br>4Cy.$6\frac{5}{16}$″–$7\frac{1}{16}$″<br>9NHP |  | V |
| 19490<br>144370 | **Israel Aldcroft**<br>Renamed "GeorgeR.Purdy." See No. 37526 in Supplement | **SteelScK**<br>ssLon.No 3–3,20<br>1*Dk* | 224<br>209<br>90 | ✠100A1<br>*StmTrawler*<br>9,20<br>✠LMC3,20 | Shl |  | CL | 1917<br>8mo<br>*Lloyd's A&CP* | J.Duthie TorryS.B.Co<br>Aberdeen | TheAdmiralty | 115·0<br>BK7½″ | 22·6 | 12·1 | London<br>British<br>3*BHCem*<br>*DTf*7′15*t* | T.3Cy.11½″,20″&34″–23″ (*s*)<br>180lb 79NHP<br>1SB,*2pf*,GS38,HS1470<br>W.Beardmore&Co.Ld.Gls. | 13 ″ 0 |  |
| 19491<br>217177<br>LNQO | **Issaquena**<br>*Elec.light* Wireless | **WoodScSr**<br>1*Dk*2*trB* | 2583<br>2089<br>1526 |  |  |  |  | 1918 | St.HelensS.B.Co.<br>St.Helens,Or. | UnitedStatesShippingBoard | 266·0<br>P28′B67′F29′ | 46·1 | 23·8 | Portland, Or.<br>Utd.States | T.3Cy.19″,32″&56″–36″<br>188NHP<br>NordbergEngCo.Mlwukee |  | R |
| 19492<br>107<br>QBLD | **Isshin Maru**<br>*Elec.light*<br>*Mchy.Aft* | **SteelScSr**<br>ssKob.No 1–20<br>1*Dk*(*Stl*)<br>&2*nd dk*(*Stl*)*inNo.2 hold* | 1440<br>1229<br>841 | ✠100A1<br>5,20<br>BS9,21 ✠LMC5,20 | Kob | *p* | CL<br>5,20 | 1914<br>5mo<br>*Lloyd's A&CP* | OsakaIronWorks<br>Osaka | DairenKisenKabushikiKaisha<br>*WB=CellDBuE&* | 245·7<br>P54′B15′F30′<br>FK<br>B38′*f*167′561*t**FPT* | 36·9 | 15·9 | Dairen<br>Japanese<br>4*BHCem*<br>160*t**APT*61*t* | T.3Cy.16″,27″&45″–30″ (*s*)<br>200lb 147NHP<br>2SB,*4cf*,GS80,HS2526<br>OsakaIronWorks,Osaka | 18 ″ 3<br>s 2 ″ 10½<br>15 ″ 8 |  |
| 19493<br>14360<br>LSCB | **Issin Maru** | **SteelSc** | 490<br>—<br>290 |  |  |  |  | 1911 | ................... | AmagasakiIsaburo | 167·6 | 22·1 | 17·0 | Nishinomiya<br>Japanese |  |  |  |
| 19494<br><br>PWLJ | **Issoria**<br>(*ex*WarGaspe) *Salted*<br>*Elec.light* *Well deck*<br>Wireless | **WoodSc**<br>1*Dk*2*trB* | ~~2269~~<br>2172<br>~~1784~~<br>~~1368~~<br>1784<br>1274 | ✠12A1<br>6,20<br>BS8,20 ✠LMC7,19 | Cff | *t* | CL<br>1,20 | 1918<br>7mo<br>*Lloyd's A&CP* | Quinlan&RobertsonLd<br>Quebec | GiuliaS.A.diArmamento | 250·6<br>P&B136′F30′ | 43·5 | 22·5 | Trieste<br>Italian | T.3Cy.20″,33″&54″–40″ (*r*)<br>185lb HS5280 322NHP<br>2 Water Tube Boilers FD<br>RobbEng.Works,Ld.<br>Amherst,N.S | 25 ″ 6<br>s 3 ″ 4½ |  |
| 19495 | **Isspurven** | **WoodScSr**<br>1*Dk* | 130<br>120<br>65 |  |  |  |  | 1916 | SkaalurensBaatbyggeri<br>Rosendal | J.Hess | 100·0 | 20·3 | 10·0 | Bergen<br>Norwegian | C.2Cy.9″&20″–15″<br>14NHP<br>Mjellem&Karlsen,Bergen |  |  |
| 19496 | **Ista 1**<br>*Elec.light* *Mchy.Aft* | **SteelSc**<br>*Fitted for oil fuel*<br>1*Dk* | 250 |  |  |  |  | 1921 | NVSchpswDeVlyt<br>Martenshoek | BataafschePetroleumMaats. | 131·3<br>P43′Q42′F18′ | 23·6 | 11·8 | Dutch | C.2Cy.13″&26″–15″<br>Machfab. 22NHP<br>Straatman,Dordrecht |  |  |
| 19497 | **Istina** | **SteelSc**<br>1*Dk* | 3544<br>3269<br>2261 |  |  |  |  | 1910 | W.Doxford&Sons,Ld.<br>Sunderland | Nav.LiberaGiovanniRacich&Ci. | 360·0<br>P26′B231′F32′ | 50·3 | 21·5 | Dubrovnik<br>~~Ragusa~~<br>Jugo-Slav. | T.3Cy.26″,42″&68″–42″<br>300NHP<br>W.Doxford&Sons,Ld.Sld. |  | A<br>C I |
| 19498<br><br>MVHN | **Istind** | **WoodScSr**<br>1*Dk* | 206<br>189<br>98 |  |  |  |  | 1920 | Jörgensen&ViksBaatbyggeri<br>Grimstad | SkibsA/SIstind(Jörgensen&Vik) | 106·1<br>Q16*t* | 24·5 | 12·5 | Grimstad<br>Norwegian | C.2Cy.10⅓″&20″–15″<br>13NHP<br>GlommensM.V.Frdrikstad |  | N |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NH'=Force en chevaux d'après les formules de la Société.<br>RH'=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19499<br>LBFR | **Istra** SteelTwinSc<br>OilEng.<br>Mchy.Aft 1Dk | 465<br>372<br>306 | | | | | 1920 | A/SKalundborgSkbs<br>Kalundborg | A/SMoldeRederiII<br>(T.A.Taraldsen, Mgr.) | 141·4<br>P60tF14t | 30·1 | 10·5 | Molde<br>Norwegian<br>WB | Oil Engine<br>SCy.12 1/16"-12" 69NHP<br>FrederikshavnsJrn.&Mak |
| 19500 | **Istria** SteelSc<br>For full particulars See No. 37866 in Supplement<br>Elec.light | 5400<br>[illegible]<br>3318 | 100A1<br>Shelter dk<br>withfreeboard<br>(ClassContemplated) | | | | 1921 | Stabilmnto Tecnico<br>Trieste | Navigazione LiberaTriestina | 390·0 | 53·7 | 32·0 | Trieste<br>Italian | T.3Cy.27",42"&68"-48"<br>StabilimentoTecnico,Tri. |
| 19501 | — SteelScSr<br>Elec.light 1Dk | 268<br>—<br>125 | | | | | 1906 | Stabilmnto Tecnico<br>Trieste | Soc.diNav.aVap. Istria-Trieste | 153·0<br>Q70'B38'F23' | 21·6 | 11·4 | Trieste<br>Italian | T.3Cy.14",22½"&37"-24"<br>67NHP<br>StabilimentoTecnico,Tri. |
| 19502 | **Istrian** SteelSc | 319<br>311<br>195 | | | | | 1900 | Danubius Schoenichen Hartmann<br>Budapest | RussianGovernment | 150·0 | 29·5 | 11·5 | Nicolaieff<br>Russian<br>WB | C.2Cy.21"&32"-18"<br>36NHP<br>DanubiusSchoenichen Hartmann,Budapest |
| 19503 | **Istriano** SteelSc<br>1Dk | 157<br>—<br>96 | | | | | 1904 | Stabilmnto Tecnico<br>Trieste | Soc.inAzioni Ungaro-Croatadi Nav.Maritt.aVap. | 123·0<br>Q54' | 19·0 | 10·0 | Fiume | T.3Cy.11¾",18¾"&30"-17½"<br>38NHP<br>StabilimentoTecnico,Tri. |
| ※ 19504 | **Istros** SteelScSr<br>(exOrmidale) ssMsl.2ndNo.3-11,20<br>Elec.light 2Dks(1Irn&UStl-ws)<br>Wireless &deep framing,3Dk rule | 3560<br>3324<br>2305 | ✠100A1<br>11,20<br>✠LMC11,20 | Msl | w | 11,20 | 1893<br>9mo<br>Lloyd | Workman, Clark&Co.Ld<br>Belfast<br>'sA&CP | P.D.Barounos | 361·0<br>P25'B76'F47'<br>BK10"<br>CellDB290' | 44·5 | 26·5 | Piræus<br>Greek<br>6BHCem<br>700tAPT46t | T.3Cy.25",42"&68"-48" (s)<br>180lb 80lb NDB06 369NHP<br>2SB,6pf,GS115,HS4775 FD<br>Wrkman,Clark&Co.LdBel. |
| 19505<br>200400 | **Istrouma** SteelSc<br>(Tug) | 435<br>—<br>296 | | | | | 1902 | ..................<br>Shooter's Island,N.Y | StandardOilCo.(La) | 147·7 | 28·1 | 15·2 | N.Orleans<br>Utd.States | |
| 19506<br>8009<br>JQFV | **Isuzugawa Maru** WoodScSp<br>2Dks | 109<br>102<br>62 | | | | | 1904 | TobaTekko GoshiKaisha<br>Toba | OkaduKisen KabushikiKaisha | 97·6 | 14·1 | 10·5 | Sakai<br>Japanese | C.2Cy.12"&24"-15"<br>19NHP |
| 19507<br>128485<br>HNKF | **Ita** SteelSc<br>ssDub.No.3-3,12<br>(exRosaleen) ssBkn.No.2-20<br>Well deck Mchy.Aft 1Dk(Stl) | 409<br>298<br>163 | ✠100A1<br>11,20<br>✠LMC11,20<br>BS1,22 | Bkn | g | 11,20 | 1908<br>10mo<br>Lloyd | Dublin Dockyard Co.<br>Dublin<br>'sA&CP | MichaelMurphy, Ld. (J.O'Dowd, Mgr.) | 155·0<br>Q86'B9'F22'<br>BK7"<br>DBf81'75tFPT | 23·9 | 9·9 | Cardiff<br>British<br>3BHCem<br>25tAPT1t | C.2Cy.19"&38"-27" (s)<br>130lb 87RHP<br>1SB,3pf,GS53,HS1657<br>Ross&Duncan,Glasgow |
| ※ 19508 | **Itabera** SteelTwinScSr<br>ssRio.No.1-18<br>Ref.Mchy. 1Dk(Stl-teak s)<br>Elec.light Wireless &pt2nd dk | 2162<br>1653<br>1201 | ✠ A1<br>BrazilianCoasting<br>11,20<br>✠LMC7,18 | Rio | s | CL<br>7,18 | 1916<br>11mo<br>Lloyd | AilsaS.B. Co.Ld.<br>Troon<br>'sA&CP | Cia.Nacional de Nav.Costeira<br>CellD | 287·8<br>F45'<br>Prom.dk192' FK<br>Ba76'152tFPT26t | 43·2 | 17·6 | R.Janeiro<br>Brazilian<br>5BHAsp<br>APT27t | T.6Cy.16",26"&42"-30" (s)<br>180lb HS6041 304NHP<br>2SB&1Aux.SB,8cf,GS169,<br>AilsaS.B.Co.Ld.Troon |
| 19509 | **Itabira** SteelScSr<br>(exCabral) | 753<br>687<br>467 | | | | | 1888 | Scott&Co.<br>Greenock | | 231·1<br>P16'B46'F19' | 33·1 | 12·8 | Brazilian | T.3Cy.16",26"&43"-30"<br>NB03 101NHP<br>Scott&Co.,Greenock |
| 19510 | **Itacolomi** Steel&IronTwinScSr<br>(exAntoinette) | 738<br>589<br>569 | | | | | 1889 | T.&W. Smith<br>N.Shields | Cia.Nacional de Nav.Costeira | 224·0<br>Q16'B50 F21' | 34·0 | 9·5 | R.Janeiro<br>Brazilian | T.6Cy.11",17"&28"-21"<br>72NHP<br>E.Scott&Co.,Newcastle |
| 19511 | **Itagiba** SteelTwinScSr<br>ssRio.No.2-19<br>Elec.light 1Dk(Stl-teak s)&pt2nd dk<br>Ref.Mchy. Wireless | 2169<br>1659<br>1221 | ✠ A1<br>BrazilianCoasting<br>9,21 ~~11,19~~<br>✠LMC11,19<br>BS9,21 | Rio | s | CL<br>~~11,19~~<br>9,21 | 1913<br>6mo<br>Lloyd | AilsaS.B. Co.Ld.<br>Troon<br>'sA&CP | Cia.Nacional de Nav.Costeira<br>WB=Ce | 288·3<br>F45'<br>Prom dk192' FK<br>llDBa76'152tFPT | 43·2 | 17·6 | R.Janeiro<br>Brazilian<br>5BHAsp<br>26t APT27t | T.6Cy.16",26"&42"-30" (s)<br>180lb HS6041 304NHP<br>2SB&1AuxSB,8cf,GS169,<br>AilsaS.B.Co.Ld.Troon |
| 19512 | **Itaipava** SteelScSr<br>(exOndina) Wireless | 904<br>744<br>707 | | | | | 1891 | Scott&Co.<br>Greenock | Cia.Nacional de Nav.Costeira | 230·7 | 33·2 | 13·7 | R.Janeiro<br>Brazilian | T.3Cy.16",26"&43"-30"<br>NB03 101NHP<br>Scott&Co.,Greenock |
| 19513 | **Itaituba** SteelScSr<br>(exCoritiba) Wireless | 918<br>743<br>717 | | | | | 1891 | Scott&Co.<br>Greenock | Cia.Nacional de Nav.Costeira | 230·7 | 33·2 | 13·7 | R.Janeiro<br>Brazilian | T.3Cy.16",26"&43"-30"<br>101NHP<br>Scott&Co.,Greenock |
| 19514<br>14306<br>JWLG | **Itajahy** SteelScSr<br>Now named "Hesione," See No. 37704 in Supplement<br>Elec.light Wireless 2Dk | 4155<br>3755<br>2535 | | | | | 1915 | Reiherst'g Schiffsw.<br>Hamburg | R.P.Houston&Co. | 361·6<br>H-F39' | 51·2 | 25·7 | London<br>British | T.3Cy.24⅗",40⅒"&66⅒"-47⅕"<br>300NHP<br>ReiherstiegSchffw.& Mschf,Ham. |
| 19515 | **Itajuba** SteelTwinScSr<br>ssRio.No.3-3,18<br>Elec.light 1Dk(Stl-teak s)<br>Ref.Mchy. lower dk in Nos.1,2&3holds<br>Wireless Web frames in No.4hold | 1817<br>1480<br>958 | ✠ A1<br>withfreeboard<br>10,20<br>BrazilianCoasting<br>BS11,20 ✠LMC3,18 | Rio | q | CL<br>11,20 | 1908<br>6mo<br>Lloyd | AilsaS.B. Co.Ld.<br>Troon<br>'sA&CP | Cia.Nacionalde Nav.Costeira<br>WB=Ce | 270·4<br>F43' FK<br>Promenade dk172'<br>llDBa64'116tFPT | 42·1 | 17·4 | R.Janeiro<br>Brazilian<br>5BHCem<br>30tAPT32t | T.6Cy.16",26"&42"-30" (s)<br>180lb 180lb HS5118 273NHP<br>2SB&1AuxSB,6cf,GS135,<br>AilsaS.B.Co.Ld.Troon |
| 19516<br>155<br>PWNT | **Italia** SteelTwinScSr<br>Elec.light Wireless 3Dks | 5018<br>—<br>3087 | | | | | 1905 | N.Odero &Co.<br>Genoa | TransoceanicaSoc. Italiana di Nav. | 393·7<br>P65'B150'F30' | 47·8 | 27·0 | Naples<br>Italian | T.6Cy.23½",38"&63"-47¼"<br>545NHP<br>N.Odero&Co.Genoa |
| 19517<br>119084<br>VNOM | — SteelScSr<br>Elec.light Wireless 2Dks&deep framing | 4806<br>4103<br>3005 | | | | | 1903 | D&WHendersn&Co.Ld.<br>Glasgow | AnchorLine(HendersonBros.)Ld. | 400·0<br>P40'B170'F55' | 49·2 | 27·7 | Glasgow<br>British<br>WB | T.3Cy.30",50½"&85"-54"<br>530NHP<br>D&W.Henderson&Co.Gls. |
| 19518<br>219876<br>LWHD | — SteelSc<br>Elec.light 1Dk(Stl)2trB in fore&<br>Wireless after holds&Webframes | 3545<br>3005<br>2174 | ✠100A1<br>6,20<br>BS8,21 ✠LMC6,20<br>Fitted for oil fuel 6,20 F.P. above 150° F. | NewarkNJ | v | | 1920<br>6mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat Corporation<br>CellD | 324·0<br>P30'B90'F35'<br>FK<br>B251'827tFPT111t | 46·2 | 25·0 | NewYork<br>Utd.States<br>6BHptCem<br>APT69t | 1 Geared Steam Turbine<br>200lb (s) HS5800 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa |
| 19519<br>OJSX | — SteelScSr<br>ssAnt.No.3-2,11<br>(exDromore) 1Dk(Irn)2trB&Web<br>Elec.light Wireless frames3Dk rule | 3063<br>2911<br>1974 | ✠<br>3,16<br>✠ | Stn | v | | 1898<br>6mo | Richardsn. Duck&Co.<br>Stockton<br>WB= | French Government<br>CellDBa114'uE& | 330·8<br>P15'B96'F38'<br>FK<br>B44'f128'785tFPT | 46·0 | 24·1 | French<br>5BHCem<br>65tAPT26t | T.3Cy.22½",39½"&67"-42"<br>303NHP<br>2SB,6cf,GS116,HS4300<br>Blair&Co.Ld.Stockton |
| ※ 19520<br>6201<br>KCGH | — SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 2287<br>2105<br>1357 | ✠100A1<br>Shelter dk<br>withfreeboard<br>12,21~~3,21~~<br>✠LMC12,18 | NOs<br>Phl | r | ~~CL~~<br>12,21 | 1919<br>12mo<br>Lloyd | Eriksbergs M.V.Aktieb.<br>Gothenburg<br>'sA&CP | Rederiaktieb. SvenskaLloyd (H.Metcalfe,Mgr.)<br>CellDB242'479t | 283·1<br>FK<br>Collision<br>FPT44tAPT20t | 41·3 | 23·2 | Gothenbrg<br>Swedish<br>Cem<br>BH to Sh dk<br>3 " " U " | T.3Cy.22½",35½"&58½"-36"<br>185lb 100lb (s) 274NHP<br>2SB,6cf,GS269,HS3910 FD<br>EriksbergM.V.Aktieb.Got. |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in R. Date of R. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19521 | **Italia** WoodAuxSc4Mst<br>*OilEng.*<br>*Elec.light YM over iron bolts 1Dk2trB*<br>*(SeeSailingShipRegisterSupplement)* | 1598<br>1456<br>1056 | ✠12A1<br>1,21<br>DBS1,21<br>✠DB19,06refitted1,21 | Rio<br>LMC1,21 | *q* | CL | 1920<br>5mo<br>*Lloyd* | Empreza Brazileira deConst.Nav. RioJaneiro<br>*'sA&CP* | LloydNacional | 222·0 | 43·0 | 23·3 | R.Janeiro<br>Brazilian | Oil Engines 2S.C.SA<br>4Cy.13⅜"-21¼" 82NHP<br>DB*80lb*<br>SulzerBros.,Winterthur | 23 ״ 8 | |
| 19522<br>52<br>LJAK | — SteelScSr<br>1*Dk*<br>*Elec.light* | 1007<br>903<br>607 | | | | | 1904 | Napier& Miller,Ld.<br>Glasgow | F.C.Svorono&E di Pollone | 245·4<br>B61'F27' | 36·2 | 14·2 | Mariupol<br>Russian<br>*WB* | T.3Cy.18½",30"&50"-33"<br>144NHP<br>D.Rowan&Co.Glasgow | | |
| 19523<br>609<br>WRM | — SteelScSr<br>1*Dk*<br>*Elec.light* | 256<br>217<br>49 | | | ... | | 1913 | Soc.Co-op. diProduzione<br>Samprdarena | Soc.Rimorchiatori Genovesi | 122·4<br>B36'F12' | 23·0 | 12·4<br>BK6¾" | Genoa<br>Italian<br>*WB* | T 3Cy.15",23$\frac{13}{16}$"&39⅜"-27$\frac{9}{16}$"<br>120NHP<br>Soc.Co.-op.diProduzione | 13 ״ 1 | |
| 19524<br>101836<br>NDMB | **Italian Prince** SteelScSr<br>(*BURNT 11,20*)<br>*ss*Sou.2ndNo.3-8,17<br>*Elec.light 1Dk(Stl)&Spardk*<br>Wireless *(Stl-ws)&deep framing* | 3083<br>2914<br>1998 | ✠<br>*Spar dk*<br>8,20 ✠ | | *v* | | 1893<br>9mo | Short Bros.<br>Sunderland<br>*WB* = | PrinceLine,Ld. (Furness,Withy& Co.Ld., *Mgrs.*)<br>*Cell DBa95'uE16'* | 338·9<br>P39'B92'F33'<br>*f*130'543*t FPT*161*t* | 42·2 | 18·2<br>26·2<br>FK | Newcastle<br>British<br>6*BHCem*<br>*APT72t* | T.3Cy.25",40"&66"-45"<br>NDB10 301NHP<br>2SB,*6cf*,GS122,HS4636<br>Blair&Co.(Lim.),Stockton | 28 ״ 9 | |
| 19525<br>ecked 1,22<br>HPLN | **Italica** IronScSr<br>*ss*Bbo.2ndNo.3-7,09<br>*ss*Bbo.No.2-17<br>*Well deck* 1*Dk2trB* | 1070<br>877<br>766 | ✠~~90A1~~<br>10,20<br>~~MS11,17~~ | Bbo<br>✠~~LMC~~<br>~~BS1,21~~ | *n* | 10,20 | 1884<br>3mo | J.L.Thmp- son&Sons<br>Sunderland<br>A&CP | Ybarra&Co.<br>*D* | 220·0<br>P127'F27'<br>*Ba53'f87'240tFPT* | 31·3 | 16·6<br>BK8" | Seville<br>Spanish<br>5*BHCem*<br>*52tAPT15t* | C.2Cy.27"&50½"-33" (*b*)<br>80lb *60lb* 113NHP<br>1SB,*3pf*,GS47,HS1841<br>Blair&Co.(Lim.),Stockton | 17 ״ 7<br>s1 ״ 8½<br>16 ״ 8 | |
| 19526<br>OJSY | **Italie** SteelScBkn<br>*2Dks&Spar dk*<br>*Elec.light* Wireless *Ref.Mchy.* | 3966<br>—<br>2472 | ✠Lloyd'sRMC2,21 | | | | 1894 | Forges&C. de la Médit.<br>LaSeyne | Soc.Gén.deTransp. Mar.àVapeur | 399·4<br>H174'F89' | 42·0 | 30·4 | Marseilles<br>French<br>*WB* | T.3Cy.32¾",51⅛"&82⅓"-41"<br>NB19 434NHP<br>Forges&C.delaMédit.,Msl. | | V |
| 19527<br>MBQN | **Italier** SteelScSr<br>(*ex*Wolhandel,*ex*Ganda)<br>*Elec.light* Wireless 1*Dk* | *1905*<br>*1776*<br>*1167* | | | | | 1908 | ShortBros. Ld.<br>Sunderland | LloydRoyalBelge Soc.Anon. | 281·0<br>P22'B165'F30' | 41·0 | 18·1 | Antwerp<br>Belgian<br>*WB* | T.3Cy.21",33"&56"-36"<br>188NHP<br>N.E.MarineEng.Co.Ld.Sld | | V |
| 19528<br>26163<br>RSJD | **Italy Maru** SteelScSr<br>Wireless<br>*Elec.light 2Dks(Stl)&Awng dk(Stl)* | 5859<br>5586<br>4258 | ✠100A1<br>*Awng dk withfreeboard*<br>8,~~21 8,20~~<br>12,21 ✠LMC~~10,19~~ 12,21 | Kob<br>~~Lon~~ | *y* | 12,21 | 1919<br>10mo<br>*Lloyd* | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>*'sA&CP* | KawasakiKisen KabushikiKaisha<br>*CellDB334'1118t* | 385·0<br>*FPT126tAPT93t* | 51·0 | 36·0<br>FK<br>*Collision* | Kobe<br>Japanese<br>*Cem*<br>*BH to Awdk*<br>5 ״ ״ *U* ״ | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 437NHP<br>2SB&1Aux.SB,*8cf*,GS154,<br>HS5636 FD<br>KawasakiDkydCoLdKobe | 36 ״ 0<br>s9 ״ 3½<br>27 ״ 1 | |
| 19529 | **Itamaraca** SteelAuxSc3MstSr<br>(*ex*SailingVesselParkdale) *OilEng.*<br>*ss*Rio.2ndNo 3-8,18<br>*Elec.light* Wireless 1*Dk2trB*<br>(*See Sailing Ship Register*) | 1480<br>1398<br>1383 | ✠100A1<br>9,20<br>DBS9.20 | Rio<br>LMC9.20 | *t* | 9,20 | 1891<br>9mo<br>*Lloyd* | C.J.Bigger<br>Londonderry<br>*'sA&CP* | Cia.Nacional de Nav.Costeira | 249·0<br>Q19'F27' | 37·5 | 21·7<br>BK9½" | R.Janeiro<br>Brazilian<br>1*BHCem* | Oil Engines 2S.C.SA<br>3Cy.11"-16½" 93NHP<br>NE14 NDB09 *100lb*<br>Gebr.Sulzer,Winterthur | 23 ״ 2 | |
| 19530 | **Itamaraty** SteelPadSr | *401*<br>—<br>*253* | | | | | 1885 | J.&G. Thomson<br>Clydebank | LeopoldinaRly.Co. | 200·5<br>H101*t* | 30·4 | 7·5 | R.Janeiro<br>Brazilian | 2Cy.47"-48"<br>235NHP<br>J.&G.Thomson,Clydebank | | |
| 19531<br>217187<br>LNQS | **Itanca** WoodScSr<br>*Elec.light* Wireless 1*Dk2trB* | 2537<br>2052<br>1501 | | | | | 1918 | Grant, Smith,Porter<br>Co.Aberdeen, Wash. | UnitedStates ShippingBoard | 266·9<br>P38'B63'F29' | 46·1 | 24·2 | Seattle<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>AllisChalmersMfg.Co. Milwaukee | | R |
| 19532 | **Itanema** SteelScSr<br>(*ex*Upanema) | *813*<br>*763*<br>*553* | | | | | 1891 | Hawthorn, Leslie&Co,Ld<br>Newcastle | Cia.Nacional de Nav.Costeira | 205·0<br>Q25' F33' | 31·2 | 14·3 | R.Janeiro<br>Brazilian<br>*WB* | T.3Cy.15",25"&41"-27"<br>87NHP<br>Ross&Duncan,Glasgow | | |
| 19533 | **Itapacy** SteelScSr<br>(*ex*Guanabara) Wireless | *914*<br>*742*<br>*717* | | | | | 1891 | Scott&Co.<br>Greenock | Cia.Nacional de Nav.Costeira | 230·4 | 33·3 | 13·7 | R.Janeiro<br>Brazilian | T.3Cy.16",26"&43"-30"<br>101NHP<br>Scott&Co.,Greenock | | |
| 19534 | **Itapagipe** SteelSc<br>*ss*Bah.No.2-18<br>1*Dk(ptStl)* | 50<br>49<br>— | ✠100A1<br>*ForTowingpurposes*<br>9,19<br>BS5,21 | Bah<br>✠LMC9,19 | | ~~4,18~~<br>5,21 | 1910<br>3mo<br>*Lloyd* | Mach.Fab. Delfshaven<br>Rotterdam<br>*'sA&CP* | Soc.deConstruction du Port deBahia | 60·8 | 15·5 | BK5"<br>*WB* | Bahia<br>Brazilian<br>1*BHCem*<br>=*APT3t* | C.2Cy.11"&22"-12" (*s*)<br>146lb 27NHP<br>1SB,*2pf*,GS27,HS589<br>Mach.Fab.Delfshaven,Rot | 8 ״ 1<br>s1 ״ 4<br>7 ״ 3 | |
| 19535 | **Itapema** SteelTwinScSr<br>*ss*Rio.No.3-9,19<br>Wireless 1*Dk(Stl-*teaks*)*<br>*Elec.light Lower dk inNos.1,2&3holds*<br>*Ref.Mchy. &deep framing inNo.4 hold* | *1843*<br>*1470*<br>*910* | ✠ A1<br>*withfreeboard*<br>9,19<br>*BrazilianCoasting* | Rio<br>✠LMC9,19<br>BS6,21 | *q* | CL<br>9,19 | 1909<br>8mo<br>*Lloyd* | AilsaS.B. Co.Ld.<br>Troon<br>*'sA&CP* | Cia.Nacional de Nav.Costeira<br>*WB=CellD* | 270·6<br>F43'<br>*Promenade dk166'*<br>*Ba64' 116t FPT30t* | 42·2 | 17·5<br>FK | R.Janeiro<br>Brazilian<br>5*BHAsp*<br>*APT35t* | T.6Cy.16",26"&42"-30" (*s*)<br>180lb *180lb* 273NHP<br>2SB,*6cf*,GS135,HS5118<br>AilsaS.B.Co.Ld.Troon | 18 ״ 6<br>s5 ״ 5½<br>13 ״ 6 | |
| 19536 | **Itaperuna** SteelScSr<br>(*ex*Tramandahy) Wireless | *909*<br>—<br>*713* | | | | | 1891 | Scott&Co.<br>Greenock | Cia.Nacional de Nav.Costeira | 231·0 | 33·0 | 13·4 | R.Janeiro<br>Brazilian | T.3Cy.16",26"&43"-30"<br>101NHP<br>Scott&Co.,Greenock | | |
| 19537 | **Itapoan** SteelScSr<br>2*Dks* | *752*<br>*687*<br>*512* | | | | | 1891 | Scott&Co.<br>Greenock | Cia.Nacional de Nav.Costeira | 230·8 | 33·2 | 12·6 | R.Janeiro<br>Brazilian | T.3Cy.16",26"&43"-30"<br>101NHP<br>Scott&Co.,Greenock | | |
| 19538 | **Itapuca** SteelTwinScSr<br>*ss*Rio.No.3-5,18<br>*Elec.light* 1*Dk(Stl-*teak s*)lower dk in*<br>*Nos.1,2&3holds&deepframinginNo.4hold*<br>*Ref.Mchy.* Wireless *ss*Rio.No 1-21 | 1849<br>1471<br>978 | ✠ A1<br>*withfreeboard*<br>7,21 ~~5,20~~<br>*BrazilianCoasting*<br>~~BS12,17~~ | Rio<br>✠LMC~~5,18~~ 7,21 | *q* | CL<br>~~P5,18~~<br>~~S5,20~~<br>7,21 | 1909<br>5mo<br>*Lloyd* | AilsaS.B. Co.Ld.<br>Troon<br>*'sA&CP* | Cia.Nacional de Nav.Costeira<br>*WB=C* | 270·2<br>F43'<br>*Prom.dk166'*<br>*ellDBa64'116tFPT* | 42·2 | 17·5<br>FK | R.Janeiro<br>Brazilian<br>5*BHAsp*<br>*30tAPT32t* | T.6Cy.16",26"&42"-30" (*s*)<br>180lb *180lb* 273NHP<br>2SB,*6cf*,GS135,HS5118<br>AilsaS.B.Co.Ld.Troon | 18 ״ 6 | |
| 19539 | **Itapuhy** SteelTwinScSr<br>*ss*Rio.No.2-19<br>*Elec.light* 1*Dk(Stl-*teak s*)&pt2nd dk*<br>*Ref.Mchy.* Wireless | *2172*<br>*1660*<br>*1230* | ✠ A1<br>*BrazilianCoasting*<br>12,19 | Rio<br>✠LMC12,19<br>BS6,21 | *s* | CL<br>12,19 | 1912<br>12mo<br>*Lloyd* | AilsaS.B. Co.Ld.<br>Troon<br>*'sA&CP* | Cia.Nacional de Nav.Costeira<br>*WB=Ce* | 288·3<br>F45'<br>*Prom.dk192'*<br>*llDBa 76'152tFPT* | 43·2 | 17·6<br>FK | R.Janeiro<br>Brazilian<br>5*BHAsp*<br>*26tAPT27t* | T.6Cy.16",26"&42"-30" (*s*)<br>180lb HS6041 304NHP<br>2SB&1AuxSB,*8cf*,GS169,<br>AilsaS.B.Co.Ld.Troon | 18 ״ 9<br>s5 ״ 7<br>13 ״ 8 | |
| 19540 | **Itapura** SteelTwinScSr<br>*ss*Rio.No.3-7,21 ~~*ss*Rio.No.2-18~~<br>*Elec.light* 1*Dk(Stl-*teak s*)&pt2nddk*<br>*Ref.Mchy.* Wireless | *2119*<br>*1604*<br>*1179* | ✠ A1<br>*withfreeboard*<br>7,21 ~~7,20~~<br>*BrazilianCoasting*<br>~~MS3,18~~ | Rio<br>✠LMC 7,21<br>~~BS7,20~~ | *s* | CL<br>~~7,20~~<br>7,21 | 1912<br>4mo<br>*Lloyd* | AilsaS.B. Co.Ld.<br>Troon<br>*'sA&CP* | Cia.Nacional de Nav.Costeira<br>*WB=C* | 288·2<br>F45'*Prom.dk192'*<br>*ellDBa76'135tFPT* | 43·2 | 17·4<br>FK | R.Janeiro<br>Brazilian<br>5*BHAsp*<br>*26tAPT27t* | T.6Cy.16",26"&42"-30" (*s*)<br>180lb HS6005 304NHP<br>2SB&1AuxSB,*8cf*,GS165,<br>AilsaS.B.Co.Ld.Troon | 18 ״ 9<br>s5 ״ 7<br>13 ״ 8 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Grément, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7ª<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ✻ 19541<br>361<br>HRNC | **Itaquatia** SteelTwinSc<br>Wireless 1Dk(Stl-teaks)&pt 2nd dk<br>Elec.light Ref.Mchy. | 2162<br>1653<br>1250 | ✠ A1<br>BrazilianCoa<br>11,21 ~~1,20~~<br>✠LMC4,20 | Rio<br>sting | s | CL | 1920<br>4mo<br>Lloyd | Lage Irmaos<br>RioJaneiro<br>'sA&CP | Cia.Nacional de Nav.Costeira<br>CellD | 288·0\|43·2\|17·6<br>F45'<br>Prom.dk192' FK<br>Ba76' 155t FPT28t | R.Janeiro<br>Brazilian<br>5BHAsp<br>APT29t | T.6Cy.16",26"&42"-30" (s)<br>180lb HS6041 304NHP<br>2SB&1Aux.SB,8cf,GS169<br>AilsaS.B.Co.Ld.Troon |
| 19542 | **Itaquera** SteelTwinScSr<br>ssRio.No.2-19<br>Elec.light 1Dk(Stl-teaks)&pt2nd dk<br>Ref.Mchy. Wireless | 2209<br>1691<br>1254 | ✠ A1<br>BrazilianCoa<br>6,20<br>BS2,22<br>~~[illegible]~~ ✠LMC9,19 | Rio<br>sting | s | CL<br>9,19 | 1913<br>2mo<br>Lloyd | Mackie& Thomson,Ld<br>Glasgow<br>'sA&CP | Cia.Nacional de Nav.Costeira<br>WB=C | 288·3\|43·2\|17·4<br>F45'<br>FK<br>ellDBa76'172tFPT | R.Janeiro<br>Brazilian<br>5BHAsp<br>36tAPT36t | T.6Cy.16",26"&42"-30" (s)<br>180lb HS5826 298NHP<br>2SB&1AuxSB,8cf,GS163,<br>Muir&Houston,Ld.Gls. |
| 19543 | **Itaqui** SteelScSr<br>2Dks | 754<br>687<br>512 | | | | | 1891 | Scott&Co.<br>Greenock | Cia.Nacional de Nav.Costeira | 230·8\|33·2\|12·6 | R.Janeiro<br>Brazilian | T.3Cy.16",26"&43"-30"<br>101NHP<br>Scott&Co.,Greenock |
| 19544 | **Itassucê** SteelTwinScSr<br>~~ssRio.No.2-18~~<br>Elec.light 1Dk(Stl-teaks)&pt2nd dk<br>Ref.Mchy. Wireless ssRio.No.3-5,22 | 2123<br>1606<br>1175 | ✠ A1<br>withfreeboard<br>5,22 ~~10,20~~ ~~5,21~~<br>BrazilianCoa<br>~~BS10,20~~ ✠LMC6,18<br>5,22 | Rio<br>sting | s | CL<br>~~10,20~~<br>~~5,21~~<br>5,22 | 1912<br>10mo<br>Lloyd | AilsaS.B. Co.Ld.<br>Troon<br>'sA&CP | Cia.Nacional de Nav.Costeira<br>WB=CellD | 288·2\|43·2\|17·4<br>F45' FK<br>Promenade dk192'<br>Ba76' 135t FPT26t | R.Janeiro<br>Brazilian<br>5BHAsp<br>APT27t | T.6Cy.16",26"&42"-30" (s)<br>180lb HS6005 304NHP<br>2SB&1AuxSB,8cf,GS165<br>AilsaS.B.Co.Ld.Troon |
| 19545 | **Itatiaya** SteelScSr<br>(exOanning) | 645<br>588<br>403 | | | | | 1883<br>7mo | Scott&Co.<br>Greenock | Cia.Nacional de Nav.Costeira | 213·2\|32·1\|12·6<br>Q5t | R.Janeiro<br>Brazilian | C.2Cy.23"&50"-30"<br>114NHP<br>Scott&Co.,Greenock |
| ✻ 19546 | **Itatinga** SteelTwinScSr<br>~~ssRio.No.2-18~~<br>Elec.light 1Dk(Stl-teaks)&pt2nd dk<br>Ref.Mchy. Wireless ssRio.No.3-9,21 | 2114<br>1605<br>1181 | ✠ A1<br>withfreeboard<br>9,21 ~~5,20~~<br>BrazilianCoa<br>~~[illegible]~~ ✠LMC~~5,19~~ 9,21 | Rio<br>sting | s | CL<br>~~5,20~~<br>9,21 | 1912<br>6mo<br>Lloyd | AilsaS.B. Co.Ld.<br>Troon<br>'sA&CP | Cia.Nacional de Nav.Costeira<br>WB=CellD | 288·0\|43·2\|17·4<br>F45' FK<br>Promenade dk192'<br>Ba76' 135t FPT26t | R.Janeiro<br>Brazilian<br>5BHAsp<br>APT27t | T.6Cy.16",26"&42"-30" (s)<br>180lb HS6005 304NHP<br>2SB&1AuxSB,8cf,GS165<br>AilsaS.B.Co.Ld.Troon |
| 19547 | **Itauba** SteelTwinScSr<br>ssRio.No.3-12,18<br>Elec.light 1Dk(Stl-teaks)Lower dk in Nos.1,2&3holds&deepframing inNo.4hold<br>Ref.Mchy. Wireless | 1851<br>1471<br>826 | ✠ A1<br>withfreeboard<br>8,20<br>BrazilianCoa<br>BS10,20 ✠LMC12,18 | Rio<br>sting | q | CL<br>12,18 | 1910<br>4mo<br>Lloyd | AilsaS.B. Co.Ld.<br>Troon<br>'sA&CP | Cia.Nacional de Nav.Costeira<br>WB=C | 270·1\|42·2\|17·5<br>F43' FK<br>Promenade dk166'<br>ellDBa64'116tFPT | R.Janeiro<br>Brazilian<br>5BHAsp<br>30tAPT32t | T.6Cy.16",26"&42"-30" (s)<br>180lb 180lb 273NHP<br>2SB,6cf,GS135,HS5118<br>AilsaS.B.Co.Ld.Troon |
| 19548 | **Itauña** SteelScSr<br>(exChatham) | 647<br>589<br>401 | | | | | 1883 | Scott&Co.<br>Greenock | Cia.Nacional de Nav.Costeira | 213·2\|32·1\|12·6<br>B5t | R.Janeiro<br>Brazilian | C.2Cy.23"&50"-30"<br>114NHP<br>Scott&Co.,Greenock |
| 19549<br>~~[illegible]~~<br>~~[illegible]~~ | **Itaura** SteelScSr<br>Now named "Kenkyu Maru," See No. 38105 in Supplement<br>2Dks(Stl-Uteaks)3trB&Webframes<br>Elec.light<br>Wireless | 5197<br>4906<br>3363 | ✠<br>1,00<br>✠ | Lon | z | | 1899<br>12mo | W.Denny &Bros.<br>Dumbarton | ~~BritishIndiaStm. Nav.Co.Ld.~~<br>NichimanKisen Kaisha<br>WB=CellDBa | 410·0\|50·7\|28·9<br>B90'F56'<br>FK<br>123'uE&B48'f185' | Japanese<br>6BHCem<br>1087tMT30 | T.3Cy.26½",42"&66½"-51"<br>390NHP<br>2SB,6pf,GS122,HS5566 FD<br>Denny&Co.Dumbarton<br>903tFPT234tAPT179t |
| 19550 | **Itauri** SteelSc<br>Now named "Carlier," See No. 36878 in Supplement<br>Elec.light 2Dks&Shelter dk | 7228<br>[illegible]<br>4437 | | | | | 1915 | Flensburger Schiffsb.Ges.<br>Flensburg | BelgianGovernment | 471·1\|60·9\|28·6<br>H36'F54' | Antwerp<br>Belgian | T.3Cy.31⅒",50⅗"&84"-53⅗"<br>518NHP<br>FlensburgerSchiffsb.Ges. |
| 19551 | **Ithaki** SteelScSr<br>(exYachtSafa-el-Bahr) 2Dks<br>Elec.light | 491<br>—<br>219 | | | | 12,10 | 1894<br>5mo | A&J.Inglis Ld.<br>Glasgow | G.C.Dracoulis | 200·0\|27·0\|15·3 | Ithaka<br>Greek | T.3Cy.18",29"&48"-36"<br>146NHP<br>A.&J.Inglis,Ld.Glasgow |
| 19552<br>~~[illegible]~~<br>~~RSFD~~ | **Itola** SteelScSr<br>Now named "Hakuho Maru," See No. 3782[illegible] in Supplement<br>2Dks(Stl-Uteaks)3trB& Web frames<br>Elec.light<br>Wireless | 5257<br>4906<br>3402 | ✠<br>6,00<br>✠ | Dmb | z | | 1900<br>6mo | W.Denny &Bros.<br>Dumbarton | ~~BritishIndiaStm. Nav.Co.Ld.~~<br>TatsuumaKisen KabushikiKaisha<br>WB=CellDBa | 410·0\|50·7\|28·9<br>B90'F56'<br>FK<br>122'uE&B48'f185' | Japanese<br>6BHCem<br>1087tMT30' | T.3Cy.26½",42"&66½"-51"<br>390NHP<br>2SB,6pf,GS122,HS5566 FD<br>Denny&Co.Dumbarton<br>903tFPT234tAPT179t |
| 19553<br>217677<br>LQFJ | **Itompa** WoodSc<br>Well deck 2Dks<br>Elec.light Mchy.Aft<br>Wireless | 3349<br>2735<br>2038 | ✠ ~~10A~~ -<br>3,22 ~~6,20~~<br>✠~~LMC6,19~~ | Gib | | CL<br>1,20 | 1919<br>2mo | National S.B.Co.<br>Orange,Tex. | UnitedStates ShippingBoard | 298·6\|49·9\|25·9<br>P&B105'F42' | Pt.Arthur<br>Texas<br>Utd.States | T.3Cy.19",32"&54"-36" (s)<br>200lb HS5800 296NHP<br>2 Water Tube Boilers<br>VulcanIronWorks,Inc.<br>JerseyCity,N.Y. |
| ✻ 19554<br>PWRT | **Itonia** WoodSc<br>Elec.light (exWarMatane) 1Dk2trB<br>Well deck Salted | ~~2259~~<br>2106 ~~1781~~<br>~~1304~~<br>1781<br>1294 | ✠12 A1<br>2,20<br>BS7,20 ✠LMC10,19 | Gls | r | 1,20 | 1918<br>9mo<br>Lloyd | Quinlan& Robertson Ld<br>Quebec<br>'sA&CP | GiuliaS.A.diArmamento | 249·6\|43·6\|22·6<br>P&B136'F30' | Trieste<br>Italian | T.3Cy.20",33"&54"-40" (s)<br>185lb HS5280 322NHP<br>2 Water Tube Boilers FD<br>CanadianIgersollRandCo.<br>Ld.Sherbrooke |
| 19555<br>136015<br>JLQR | **Itonian** SteelScK<br>ssHul.No.1-20<br>Elec.light 1Dk | 288<br>264<br>150 | ✠100A1<br>Stm Trawler<br>1,22 ~~11,20~~<br>~~BS7,20~~ ✠LMC4,19 | Hul | | CL<br>7,20 | 1914<br>7mo<br>Lloyd | Cochrane &Sons,Ld.<br>Selby<br>'sA&CP | PenguinSteam FishingCo.Ld.<br>~~(J.Johnson,Mgr.)~~<br>(HudsonBros,Mgrs.) | 137·0\|23·0\|12·2<br>Q75'F22'<br>BK7½" | Grimsby<br>British<br>4BHCem | Q.4Cy.11¾",18",25"&37"-24"<br>220lb (s) 80RHP<br>1SB,3pf,GS43,HS1179<br>Gt.CentrlCo-opEng.&Ship<br>RepairingCo.Ld.Gms. |
| ✻ 19556 | **Itororo** SteelTwinSc<br>1Dk(Stl)2trB<br>Elec.light<br>Ref.Mchy. Mchy.Aft | ~~1400~~<br>1625<br>1445<br>962 | BS7,21<br>✠A1<br>For River purposes only<br>11,20 ✠LMC11,20<br>Fitted for oil fuel11,20F<br>~~[illegible]~~ | NYk | | CL<br>P.above | 1920<br>11mo<br>150°F. | Bethlehem S.B Corp.Ld.<br>(MoorePlnt)<br>ElizabethPrt, N.J.<br>A&CP | International ProductsS.S.Co. Ld.<br>FPT45tA | 245·0\|~~40·0~~\|~~18·5~~<br>40·1\|17·8<br>F32'<br>FK<br>PT26t | Asuncion<br>Paraguayan<br>7BHptCem | T.6Cy.11",18"&29"-20"(s)<br>2WaterTubeBoilers<br>200lb HS8220 FD 400NHP<br>~~G.H.TroutCo.Buffalo,N.Y.~~<br>H.G.TroutCo.Buffalo,N.Y. |
| 19557<br>24296<br>RHSF | **Itosaki Maru** WoodSc | 473<br>—<br>274 | | | | | 1918 | ......... | WadaHyozo | 149·4\|26·8\|15·1 | Itosaki<br>Japanese | |
| 19558<br>23658<br>RFBG | **Itsukushima Maru** SteelScSr<br>ssYka.2ndNo.3-2,11<br>(exDuke of Fife, ssUraga.No.2-18<br>exFifeshire) 2Dks(Stl)&Webframes<br>Well deck | 3860<br>3159<br>2809 | ✠~~100A1~~<br>2,22 ~~9,20~~ 10,21<br>✠~~[illegible]~~<br>~~15,21~~ | Kob | w | 9,20 | 1887<br>7mo | C.S.Swan& Hunter<br>Newcastle<br>A&CP | ShimizuKisen KabushikiKaisha<br>(KuharaShoji KabushikiKaisha, Mgrs.)<br>WB=Cell | 345·0\|47·6\|24·1<br>P206'F48'<br>BK11" | Higashitomita<br>Japanese<br>6BHCem<br>DB276'615t | T.3Cy.27",44"&71½"-48" (s)<br>160lb 429NHP<br>3DB,12pf,GS162,HS7623<br>Blair&Co.Ld.Stockton |
| 19559<br>POMB | **Ittersum** SteelScSr<br>ssAms.No.3-10,14<br>ssAms.No.1-19<br>1Dk(Stl)&deep framing | 1282<br>1167<br>789 | ✠100A1<br>5,20<br>~~BS5,16~~ ✠LMC4,15<br>BS3,21 | Rot | p | CL<br>N5,20 | 1902<br>9mo<br>Lloyd | Russell&Co<br>Pt.Glasgow<br>'sA&CP | Stoomv.Maats. "Oostzee"(Vinke& Co.Mgrs.)<br>WB=Cell | 245·5\|36·2\|16·2<br>P20'B64'F29'<br>FK<br>DBa66'uE20'f108' | Amstrdam<br>Dutch<br>4BHCem<br>372tAPT68t | T.3Cy.18½",30"&50"-33" (s)<br>160lb ~~80lb~~ NDB21 144NHP<br>1SB,3pf,GS59,HS2166<br>D.Rowan&Co.Glasgow |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification. Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built. When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19560 | **Ittihad** IronScSr<br>ssBcl.2ndNo.3–7,03<br>(*ex*PrincipessaSophia, ssPir.No.1–08<br>*ex*Mallorca,*ex*Dynamic) 2*Dks*(1*ptIrn*) | 921<br>746<br>472 | ✠<br>7,13 | Pir | *n* | | 1883<br>9mo | Harland&<br>Wolff<br>Belfast | | 243·3\|31·9\|15·3<br>P35'F29'<br>BK8"<br>*WB=Tanksa*15 | 5*BHCem*<br>&21'57&35*t* | C.2Cy.35"&70"–45"<br>288NHP<br>2DB,8*cf*,GS185,HS4894<br>Harland&Wolff,Belfast | 16 ″ 3 | |
| 19561 | **Itú** SteelScSr<br>(*ex*CapRoca)<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 5786<br>4595<br>3690 | | | | | 1900 | Reiherst'g<br>Schiffsw.<br>Hamburg | BrazilianGovernment(Operated by the French Government) | 411·4\|48·3\|29·0<br>P&B263'F52' | R.Janeiro<br>Brazilian<br>*WB* | Q.4Cy.24½",35½",51½"&75"–54" 413NHP<br>Reiherst.Maschinenf.Ham | | V |
| 19562<br>459<br>PWSB | **Itu** SteelScSr<br>*Well deck* (*ex*Throstlegarth) 1*Dk* | 1153<br>—<br>696 | | | ... | | 1895 | Palmers'<br>Co.Ld.<br>Newcastle | LloydMediterraneoSocItaliana diNav. | 250·8\|36·3\|18·3<br>Q96'B48'F28'<br>FK | Genoa<br>Italian<br>*WB* | T.3Cy.20",33"&54"–36"<br>191NHP<br>Palmers'Co.Ld.Newcastle | 19 ″ 7 | |
| 19563<br>o named | **Ituri-Mendi** SteelTwinScK<br>"Triana " *See No.30658 in Supplement*<br>ssBbo.No.1–19<br>(*Tug*) 1*Dk*(*Stl*) | 160<br><br>39 | ✠100A–<br>~~11,19~~ 1,22<br>MS11,19 | Bbo<br>~~BS5,20~~<br>BS7,21 | | ~~10,19~~<br>1,22 | 1915<br>6mo | HijosdeA.<br>Cortadi y Cia.<br>Bilbao | Cia.deRemolcadores"Ibaizabal" (Sota yAznar, *Mgrs.*) | 94·2\|20·0\|9·2<br>FK | Bilbao<br>Spanish<br>6*BHCem* | C.4Cy.11"&26"–18" (*s*)<br>95lb NB03*refitted*15 64NHP<br>E*refitted*15<br>1SB,2*cf*,GS30,HS1350 | 9 ″ 6<br>s 1 ″ 2½<br>8 ″ 6 | |
| 19564 | **Iturri-Aurre** IronScSr<br>Wireless (*ex*Ybai-Aurre,<br>*Well deck* *ex*Donato) 1*Dk*2*trB* | 810<br>659<br>456 | ✠<br>11,82<br>✠ | Liv | *m* | | 1880<br>2mo | Lon.&Gls.<br>Co.<br>Glasgow | Cia.Naviera "Iturri" | 210·0\|28·8\|16·0<br>Q80'B44'F35'<br>*DBa*60'*FPT* | Bilbao<br>Spanish<br>4*BHCem* | C.2Cy.25"&46"–36"<br>107NHP<br>London&Glas.Co.Ld.Gls. | | V |
| 19565 | **Iturri-Azkar** SteelScSr<br>Wireless ssLiv.No.2–04<br>(*ex*Tibulado,*ex*Coruña, 1*Dk*(*ptStl*–ws)<br>*Elec.light* *ex*Huascar) &*Webframes* | 960<br>—<br>519 | ✠<br>2,09<br>✠ | Liv | *m* | | 1896<br>3mo | Sunderlnd.<br>S.B.Co.Ld.<br>Sunderland | Cia.Naviera "Iturri" | 215·0\|31·1\|14·6<br>P22'B44'F29'<br>FK<br>*CellDBa*61' | Bilbao<br>Spanish<br>4*BHCem*<br>60*tFPT*34*t* | T.3Cy.16",26"&43"–30"<br>113NHP<br>1SB,3*pf*,GS54,HS1820<br>N.E.MarineEng.Co.Ld.Sld | 15 ″ 6 | |
| 19566 | **Iturri-Ederri** SteelScSr<br>ssBcl.2ndNo.3–1,16<br>(*ex*SantiagoMumbrú,*ex*Enriqueta de Mallol,*ex*Nautik) 1*Dk*(*ptIrn pt*<br>*Well deck* Wireless *Stl*)&*Web frames* | 1081<br>830<br>686 | ✠ —<br>9,20<br>✠ | Bbo | *n* | | 1897<br>6mo | Carmichael<br>Maclean &Co.<br>Greenock | Cia.Naviera "Iturri" | 225·8\|34·1\|14·0<br>Q81'B54'F27'<br>FK<br>*CellDBa&uE*71'*f*90'253*tFPT* | Bilbao<br>Spanish<br>4*BHCem*<br>31*tAPT*16*t* | T.3Cy.17",27½"&44"–33"<br>NDB05 114NHP<br>1SB,3*pf*,GS61,HS1756<br>Hutson&Son,Glasgow | 16 ″ 0 | V |
| 19567 | **Iturri Gane** SteelScSr<br>(*ex*Ybai-Gane,<br>*ex*JankoAma) 1*Dk*&*deep framing* | 399<br>177<br>222 | | | | | 1918 | Bengoe-cheaHnos.<br>Bilbao | Rodriguez&Co. | 118·1\|26·0\|14·2 | Alicante<br>Spanish | C.2Cy.<br>E&B*made*—*refitted*18 | | |
| 19568 | **Iturri Gazte** SteelScSr<br>(*ex*JacintoSuarez,*ex*Piles) 1*Dk* | 410<br>341<br>257 | | | | | 1874 | Gourlay<br>Bros.&Co.<br>Dundee | Rodriguez&Co. | 149·7\|22·9\|11·7<br>P72'B14'F20' | Alicante<br>Spanish | C.2Cy.17"&24"–34"<br>NE&B92 28NHP<br>Hedley&Boyd,N.Shields | | V |
| 19569 | **Iturri-Gorri** IronScSr<br>(*ex*Rocha,*ex*Albertina)<br>*Elec.light* *Well deck* Wireless 1*Dk* | 688<br>526<br>419 | | | ... | | 1882 | D.Baxter<br>&Co.<br>Sunderland | Cia.Naviera "Iturri" | 185·0\|30·3\|13·0<br>Q95'B18'F22'<br>BK7½" | Bilbao<br>Spanish<br>*WB* | T.3Cy.14¼",20¼"&40"–33"<br>NB99 90NHP<br>Douglas&Grant,Krkcldy. | 13″10 | |
| 19570 | **Iturri Luze** IronScSr<br>ssBcl.3rdNo.3–2,16<br>(*ex*Ybai-Luze,*ex*Lerida,*ex*Ugo,1*Dk*2*trB*<br>*Well deck* *ex*Antwerpen,*ex*Pierremont)<br>Wireless | 1276<br>1033<br>709 | ✠ —<br>3,21<br>✠NB3,90 ✠ | Alg | *o* | | 1877<br>4mo | W.Gray&<br>Co.<br>WHartlepool | Soc.Anon.Nav. Rontegui (J.Rubiera,*Mgr.*) | 248·0\|32·0\|18·4<br>Q84'B59'F34'<br>ptND03 BK8½"<br>*DBa*69'*f*63'250*t* | Barcelona<br>Spanish<br>4*BHCem* | C.2Cy.29"&55"–33"<br>NDB00 138NHP<br>2SB,4*pf*,GS60,HS2330<br>T.Richardson&Sons,Hpl. | 19 ″ 3 | |
| 19571<br>HNJF | **Iturri Patxo** SteelScSr<br>ssBbo.No.3–9,18<br>(*ex*Ybai-Patxo,*ex* 1*Dk*(*ptIrn*&*ptStl*)<br>Arza-Mendi,*ex*Getso) &*Webframes*<br>*Well deck* Wireless | 1235<br>—<br>632 | ✠100A1<br>2.22~~11,20~~<br>~~BS11,20~~ ✠<br>BS2,22 | Bbo<br>LMC9,18 | *o* | 11,20 | 1905<br>6mo<br>*Lloyd'sA&CP* | Cia.Euscalduna deCon.y Rp.deBuques<br>Bilbao | Cia.Naviera "Iturri" | 226·0\|34·0\|15·1<br>Q87'B59'F24'<br>FK<br>*CellL Ba*67'*uE&B*29'*f*86' | Bilbao<br>Spanish<br>4*BHCem*<br>301*tAPT*57*t* | T.3Cy.16½",26"&44"–33" (*s*)<br>180lb *65lb* 114NHP<br>1SB,3*pf*,GS44,HS1673<br>Cen.Mar.Eng.Wrks.WHpl | 17 ″ 6<br>s1 ″ 5½<br>16 ″ 3 | |
| 19572<br>JFNL | **Iturri Ripa** IronScSr<br>ssBgn.3rdNo.3–4,14<br>(*ex*Ripa,*ex*Vicenta, ssBbo.No.1–19<br>*ex*VascoAndaluz) 1*Dk*2*trB* | 429<br>293<br>249 | ✠ Ⓐ1<br>9,19<br>MS9,19 | Bbo<br>BS9,20 | | 9.19 | 1861<br>8mo | Tod&<br>M'Gregor<br>Glasgow | Cia.Naviera "Iturri" | 168·8\|25·1\|11·5<br>P48'B45'F28'<br>DF&S08 | Bilbao<br>Spanish<br>4*BHCem* | C.2Cy.20¾"&39½"–20"<br>60lb 58NHP<br>1SB,2*pf*,GS32HS1135 NB89 | 12 ″ 1<br>s 1 ″ 2<br>11 ″10 | |
| 19573 | **Iturri Urdiña** IronSc3MstSr<br>Wireless (*ex*John,*ex*Vera,<br>*Well deck* *ex*Rolf) 1*Dk* | 1101<br>788<br>613 | | | ... | | 1870 | Burmeister<br>&Wain<br>Copenhagen | Cia.Naviera "Iturri" | 219·7\|30·1\|15·6<br>P143'H11*t*F29*t* | Bilbao<br>Spanish | C.4Cy.21"&42"–30<br>NB86 161NHP<br>Burmeister&Wain,Cpn. | 17 ″ 0 | |
| 19574 | **Iturri-Zuri** IronScSr<br>(*ex*Ybaizuri,*ex*Ermodo,<br>*ex*FranciscoGarcia,*ex*España,*ex*Gerona,<br>*ex*Westbury) *Well deck* 1*Dk* | 390<br>—<br>170 | | | ... | | 1884 | C.Hill&<br>Sons<br>Bristol | Rodriguez&Co. | 151·5\|22·4\|11·6<br>Q80'B14'F20'<br>BK7" | Alicante<br>Spanish<br>*WB* | C.2Cy.21"&37"–26"<br>NB93*refitted*01 67NHP<br>Plenty&Son,Ld.Newbury | 12 ″ 2 | |
| 19575 | **Iva** WoodAuxScSr<br>*Stm.Eng.*<br>(*ex*Yacht Pogon,*ex*Roseneath,*ex*Ellida)<br>(*See Sailing Ship Register*) | 112<br>—<br>49 | ✠<br>4,00<br>✠NB1,05 | Msl<br>C | 15<br>10 | | 1875<br>6mo | M.E.<br>Ratsey<br>Cowes | Wladikine | 107·0\|20·6\|12·2 | Varna<br>Bulgarian | C.2Cy.10"&20"–18"<br>1B,2*pf*,GS19 14NHP<br>Day,Summers&Co.,Sou. | | |
| 19576 | **Ivan Susanin** SteelSc<br>(*ex*Minto)<br>*Elec.light* Wireless 2*Dks* | 1090<br>900<br>446 | | | | | 1899 | Gourlay<br>Bros.&Co.<br>Dundee | RussianGovernment | 225·0\|32·7\|18·0<br>BK7" | Russian<br>*WB* | T.3Cy.26",41"&65"–39"<br>FD 451NHP<br>GourlayBros.& Co.Dundee | 20 ″ 6 | |
| 19577<br>122547 | **Ivanhoe** WoodSc<br>*Elec.light* GIB *Salted*† 1*Dk* | 182<br>141<br>123 | ✠<br>7,09<br>✠ | Vcr | | | 1907<br>11mo | Wallace<br>Shipyards,Ld<br>Vancouver | KingcomeNav. Co.Ld. | 99·7\|21·9\|10·9<br>H41*t* | Vancouver<br>British | T.3Cy.10",17"&28"–20"<br>39RHP<br>1SB,2*cf*,GS33,HS995<br>McKie&Baxter,Glasgow | 13 ″ 0 | |
| 19578<br>NVSW | **Ivar** SteelScSr<br>*Elec.light* 1*Dk* | 2144<br>1909<br>1290 | | | | | 1917 | Nylands<br>Værksted<br>Christiania | DetForenede Dampskibsselskab | 289·7\|40·2\|18·9<br>P25'B144'F32' | Copnhagn<br>Danish<br>*WB* | T.3Cy.21½",34½"&60"–39"<br>225NHP<br>NylandsVærksted,Xania | | N |
| 19579<br>JNKV | **Ivar Aasen** IronScSr<br>*Mchy.Aft* (*ex*Karmt,*ex*OlafKyrre) 1*Dk* | 230<br>140<br>134 | | | | | 1867 | C.Mitchell<br>&Co.<br>Newcastle | A/S Kysttransport(S.Faye&T. Jensen,*Mgrs.*) | 123·6\|20·2\|9·8<br>Q25*t*B41*t*F22*t* | Bergen<br>Norwegian<br>*WB* | C.2Cy.12⅗"&32"–21"<br>NB05 39NHP<br>Thompson,Boyd&Co.Nwc | | N |
| 19580<br>MVKN | **Ivar Dingen** WoodScSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 153<br>125<br>78 | | | | | 1919 | I.Dingen<br>Sogn | I.Dingen | 88·5\|21·6\|10·9<br>P22*t* | Bergen<br>Norwegian | Oil Engines<br>2Cy.14$\frac{19}{20}$"–15$\frac{7}{20}$" 32NHP<br>NilsFinnöyMotorfbrk.<br>Finnöy | | |
| 19581 | | | | | | | | | | | | | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19582<br>98274<br>QRFL | **Iveagh**<br>*Elec.light* | SteelScSr<br>2*Dks* | 550<br>458<br>225 | | | ... | | 1892 | A.&J. Inglis<br>Glasgow | Dundalk&Newry Stm.Pkt.Co.Ld.(W H.Patterson *Mgr.*) | 190·0\|29·0\|14·0<br>P39'B64'F59'<br>BK6" | Newry<br>British<br>*WB* | T.3Cy.16⅝",29"&48"-36"<br>NB11 148NHP<br>A.&J.Inglis,Glasgow |
| 19583<br>113497<br>TPJB | **Iver Heath**<br>(*ex*LakeManitoba)<br>*Elec.light* 2*Dks*(*StlU-ptws*)3*trB&deep*<br>Wireless *framing&Shelterdk*(*Stl-ptws*)<br>*Tonnage opening closed 1920* | SteelTwinSc4MstSr<br>ssHfx.No.3-10,19<br>Sub.Sig. | 9170<br>8603<br>5853 | ✠100A1<br>*Shelter dk*<br>9,20 ✠LMC10,19<br>BS5,21<br>*Carrying oil* | NYk<br>*fuel F.* | *e*†<br>*P.* | CL<br>10,19<br>*above* | 1901<br>9mo<br>150°F | C.S.Swan&Hunter,Ld.<br>Newcastle<br>A&CP<br>*inDB* | ~~BishopNavigation Co.Ld.~~ Canada SteamshipLinesLd<br>*Cell DBa*143'*u E&B* | 469·5\|56·2\|31·9<br>B *on Shelter dk*124'<br>FK<br>59'*f*195'1497*tDTa*3 | Montreal<br>British<br>7*BHCem*<br>0'845*tDT f*2 | T.6Cy.23½",P38¼"S38"&64"-45" (*s*) 180lb 832NHP<br>5SB,*15cf*,GS295,HS12862FD<br>Richardsons,Westgarth&Co.Ld.Hpl.<br>6'918*tAPT*85*t* |
| 19584<br>6411<br>KOVQ | **Ivernia**<br>*Elec.light* | SteelSc<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*CruiserStern* | 2120<br>1945<br>1251 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~2,21~~ 2,21 ✠LMC2,21<br>12,21 | Got<br>~~Got~~ Els | *r* | | 1921<br>1mo | Oskrshmns M.V.Aktieb.<br>Oskarshamn<br>A&CP | Rederiaktieb SvenskaLloyd (H.Metcalfe,*Mgr.*)<br>*CellDB*229'451*t* | 274·0\|40·7\|23·5<br>FK<br>*Collision*<br>*FPT*34*tAPT*36*t* | Gothenbrg<br>Swedish<br>*Cem*<br>*BHto Sh dk*<br>3 „ *U* „ | T.3Cy.19",31½"&51½"-33"<br>185lb *100lb* (*s*) 226NHP<br>2SB,*6cf*,GS75,HS3442 FD<br>OskarshamnsM.V.Aktieb. |
| 19585 | — | SteelScK<br>ssShl.No.3-10,12<br>1*Dk* | *155*<br>*144*<br>*61* | ✠<br>*StmTrawler*<br>7,16<br>✠NB10,12✠ | Shl | | | 1900<br>2mo | Hall,Russell&Co.Ld.<br>Aberdeen | TurkishGovt. | 103·2\|20·4\|11·0<br>BK7½" | Turkish<br>3*BHCem* | T.3Cy.11½",18"&31"-21"<br>44NHP<br>1SB2*pf*,GS29,HS925<br>Hall,Russell&Co.Ld.Abn. |
| 19586 | **Ivo**<br>*Elec.light* | SteelSc<br>1*Dk* | 667<br>522<br>349 | | | | | 1920 | J.Frerichs &Co.A.G.<br>Einswarden | Hamburg-Bremer AfrikaLinie | 184·8\|29·7\|11·8<br>P67'F19' | Bremen<br>German<br>*WB* | T.3Cy.15³⁄₁₆",24"&39⅝"-25¼"<br>79NHP<br>J.Frerichs&Co.A.G.Ost. |
| 19587 | **Ivy**<br>*Elec.light* | SteelScSr<br>2*Dks*(*Stl-Uws*) | 1293<br>844<br>565 | ✠<br>*For Government*<br>4,18 ✠ | Bly<br>*nt Serv* | *ice* | | 1918<br>4mo | BlythS.B. &D.D.Co.Ld.<br>Blyth | TheAdmiralty<br>*CellDBuB*27*tDTf* | 254·1\|35·1\|17·4<br>P17'B152'F22'<br>FK<br>24*tFPT*14*tAPT*20*t* | British<br>12*BHptCem* | T.4Cy.22",35"&(2)40"-30"<br>385NHP<br>2SB,*6cf*,GS154,HS6894 FD<br>Richardsons,Westgarth &Co.Ld.Hpl. |
| 19588 | —<br>*Elec.light* | CompTwinScSr<br>(*Yacht*)<br>2*Dks* | 870<br>702<br>337 | | | ... | | 1895 | Earle'sS.B. &E.Co.Ld.<br>Hull | Government of SouthernNigeria | 220·0\|33·8\|15·4<br>*Steel frame planked* | British | T.6Cy.13¾",22¾"&35"-27"<br>NB07 180NHP<br>Earle'sCo.(Lim.),Hull |
| 19589<br>115631<br>HFKM | **Ivytown**<br>(*ex*Abbot)<br>*Mchy.Aft. Well deck*<br>*Cargo battens not fitted* | SteelScSr<br>ssCff.No.3-6,15<br>ssCff.No.1-19<br>1*Dk*(*Stl*) | 264<br>212<br>104 | ✠100A1<br>3,21<br>BS5,21 ✠LMC12,19 | Cff | *e* | CL<br>3,21 | 1903<br>4mo<br>*Lloyd* | J Fullerton &Co.<br>Paisley<br>'*sA&CP* | TownLine(London)Ld.(Harrison, Son&Co.*Mgrs.*) | 142·5\|21·3\|10·2<br>Q46'B7'F25'<br>BK8" | London<br>British<br>3*BHCem*<br>*FPT*34*t* | C.2Cy.16"&34"-24" (*s*)<br>130lb 61RHP<br>1SB,*2pf*,GS39,HS1110<br>A.Rodger&Co.Glasgow |
| 19590<br>15206<br>LWPC | **Iwai Maru**<br>Wrecked 11,20 | SteelScSr<br>1*Dk* | 475<br>—<br>266 | | | | | 1912 | GomeiKaishaShirato Zosensho<br>Osaka | HakodateShosen KabushikiKaisha | 113·5\|21·2\|10·8 | Kono<br>Japanese | T.3Cy.11",18"&30"-22"<br>42NHP<br>Y.Hashimoto,Osaka |
| 19591<br>10574<br>LOBQ | — | SteelScSr<br>1*Dk* | 199<br>163<br>100 | | | | | 1906 | Uraga DockCo.Ld<br>Uraga | TokiowanKisen KabushikiKaisha | 121·3\|17·6\|11·5 | Shimoda<br>Japanese | T.3Cy.10",16½"&28"-18"<br>Ishikawajima 33NHP<br>S.B.&.E.Co.Ld.,Tokio |
| 19592<br>15824<br>MDLF | **Iwai Maru No. 3** | SteelScSr<br>1*Dk* | 499<br>—<br>275 | | | | | 1912 | GomeiKaishaShirato Zosensho<br>Osaka | K.Yamada | 164·2\|22·5\|16·5 | Tarumi<br>Japanese | T.3Cy.11³⁄₁₆",18¼"&30¼"-22"<br>42NHP<br>Y.Hashimoto,Osaka |
| 19593<br>11995<br>LJBV | **Iwaishima Maru** | SteelScSr<br>(*ex*NagatoMaruNo 1)<br>1*Dk* | 155<br>—<br>52 | | | | | 1909 | OsakaIron Works<br>Osaka | MitsubishiShoji Kaisha,Ld. | 101·0\|19·3\|10·3 | Osaka<br>Japanese | T.3Cy.11",18"&30"-22"<br>42NHP<br>OsakaIronWorks |
| 19594 | **Iwalani** | WoodScSr<br>1*Dk* | 588<br>434<br>240 | | | | | 1881 | DickieBrs.<br>S.Francisco | | 147·0\|27·5\|11·5<br>Q28' B10' F10' | British | C.2Cy.12"&24"-20"<br>E&B*made*98*fitted*00 21NHP<br>FultonE.&S.B.Wrks.SFo. |
| 19595<br>18987<br>MBFS | **Iwami Maru** | SteelScSr<br>1*Dk* | 773<br>703<br>441 | | | | | 1916 | GoshiKaishaHarada Shoko,Osaka | OsakaShosen KabushikiKaisha | 187·8\|25·5\|18·5<br>F44' | Osaka<br>Japanese | T.3Cy.13",21½"&36"-24"<br>GoshiKaisha 64NHP<br>HaradaShoko |
| 19596 | **Iwate Maru**<br>For full particulars See No.37852 in Supplement<br>*Elec.light* | SteelSc | 3180<br>2670<br>1940 | 100A1<br>(*ClassContem* | *plated*) | | | 1921 | Harima Dockyard<br>O'Harima | TeikokuKisen Kaisha | 305·0\|43·7\|27·2<br>P22'B91'F32' | O'Harima<br>Japanese | T.3Cy.23",38"&64"-48"<br>KubotaIronWorks,Osaka |
| 19597<br>38029<br>SGDN | **Iwatesan Maru**<br>*Elec.light* | SteelSc<br>2*Dks*(*Stl*)&*Awngdk*(*Stl*) | ~~5860~~<br>5834<br>5527<br>4094 | ✠100A1<br>*Awng dk with freeboard*<br>8,21 ✠LMC7,21<br>~~(*ClassContemplated*)~~ | Kob | *y* | CL | 1921<br>8mo | MitsuiBussanKaisha<br>TamaDkyd.<br>A&CP | MitsuiBussan Kaisha.Ld.<br>*CellDB* | 385·0\|51·0\|~~36·0~~ 33·5<br>FK<br>*Collision BHto Awng.dk & BHto Uppr dk*<br>*DTa*28'625*tFPT*119*tAPT*58*t* | Kobe<br>Japanese<br>*Cem* | T.3Cy.26",43½"&72"-48"(*s*)<br>200lb 488NHP<br>3SB,*9cf*,GS165,HS6836 FD<br>MitsuiBussanKaisha.Ld. |
| 19598<br>5643<br>JVOD | **Ixia** | SteelScK<br>(*Trawler*)<br>1*Dk* | 148<br>132<br>57 | | | ... | | 1896 | Edwards Bros.<br>NorthShields | Rederib.Ixia (Aug.Carlsson) | 106·0\|20·6\|11·0<br>H16*t*<br>BK7½" | Gothenbrg<br>Swedish | T.3Cy.12",18"&30"-21"<br>41NHP<br>N.E.MarineCo.(Lim.),Sld. |
| 19599<br>135431<br>JBKS | **Ixion**<br>*Elec.light* Wireless | SteelTwinSc2TwinMsts<br>3*Dks* | 10229<br>9577<br>6520 | | | | | 1912 | Scotts'S.B. &Eng.Co.Ld.<br>Greenock | China MutualStm. Nav.Co.Ld. (A. Holt&Co.,*Mgrs.*) | 506·0\|60·3\|39·5<br>F75' | Liverpool<br>British<br>*WB* | T.6Cy.23",38½"&65"-48"<br>586NHP<br>Scotts'S.B.&E.Co.Ld.Grk. |
| 19600<br>7577<br>JNTD | **Iyo Maru**<br>*Elec.light*<br>Wireless | SteelTwinScSr<br>ssYka.No.3-2,14<br>ssKob.No.1-17<br>2*Dks*(*Stl-Uteak s*)<br>&*deep framing* | 5962<br>5241<br>3691 | ✠100A1<br>~~6,21 12,20~~ 10,21<br>✠LMC~~12,20~~<br>10,21 | Yka | *a*† | CL<br>S9,19<br>P10,21 | 1901<br>11mo<br>*Lloyd* | MitsuBishi Dkyd&EWks<br>Nagasaki<br>'*sA&CP*<br>*WB* | NipponYusen KabushikiKaisha<br>= *Cell DBa* 143'*u* | 445·3\|49·5\|30·4<br>P56'B120'F58'<br>FK<br>*E&B* 53'*f*200'1178*t* | Tokio<br>Japanese<br>7*BHCem*<br>*DTa*28'490*t* | T.6Cy.20",33½"&56"-48" (*s*)<br>200lb 580NHP<br>2D&2SB*18cf*GS320HS10000<br>MitsuBishiD.&E.Wks.Nag<br>*FPT*100*tAPT*30*t* |
| 19601<br>124717 | **Izaak Walton** | SteelScK<br>ssMil.No.3-2,19<br>1*Dk* | 252<br>211<br>97 | ✠100A1<br>*StmTrawler*<br>2,21<br>BS9,20 ✠LMC2,19 | Sws | | CL<br>1,20 | 1907<br>8mo<br>*Lloyd* | Smith's DockCo.Ld<br>North Shields<br>'*sA&CP* | IzaakWalton FishingCo.Ld. (C.Heron) | 120·4\|22·1\|11·7<br>Q66'F19'<br>BK7½"<br>*WB*= | Swansea<br>British<br>3*BHCem*<br>*DBf*16'15*t* | T.3Cy.12½",20"&34"-24" (*s*)<br>180lb 68RHP<br>1SB,*2pf*,GS38,HS1230<br>ShieldsEng.Co.Ld.N.Shl. |
| 19602 | | | | | | | | | | | | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R of Trade Cert |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19603 | **Izabal** SteelScSr<br>1*Dk* | 203<br>—<br>127 | | | | | 1897 | Union Iron Works<br>SanFrancisco | M.C.Keith | 103·6 | 22·5 | 11·0 | PntaArnas<br>Costa Rican | C.2Cy. | | |
| 9603*<br>96 | **Izabella** SteelScSr<br>1*Dk* | 101<br>—<br>41 | | | | | 1890 | ..................<br>Portsmouth | RussianGovernment (Department of Roads) | 87·0 | 17·5 | 10·0 | Russian | | | |
| 19604<br>HPLR | **Izaro** *ss*Bbo.2ndNo.3-3,15 SteelScSr<br>*Well deck* (*ex*Garlands) *ss*Bbo.No.1-21<br>1*Dk*(*Stl*) ~~1*Dk*~~ & *Webframes pt Ironfloors* | 1987<br>1627<br>1173 | ✠100A1<br>2,22 ~~5,21~~<br>✠LMC ~~3,21~~ 3,22 | Bbo | r | ~~5,21~~<br>3,22 | 1889<br>8mo<br>A&CP | W.Gray& Co.Ld.<br>WHartlepool | Zugadi&Co.<br>*DBa*84'*f*104'400*t* | 270·0<br>P27'Q82'B106'F31' | 36·5 | 20·0<br>BK9½" | Bilbao<br>Spanish<br>4*BHCem* *WB* | T.3Cy.[illegible]31½"&53"-36" (*s*)<br>154lb *90lb* NDB02 165NHP<br>2SB,4*rf*,GS72,HS2500<br>Cen.Mar.Eng.Wrks.,W.Hpl. | 21 ″ 6 | |
| 19605<br>HPLQ | **Izarra** IronScSr<br>5thSurvey,Hpl.12,87<br>(*ex*Mercedes,*ex*PedroPi,*ex*Cartagena, *ex*Ana deRamos,*ex*Filey)<br>1*Dk*2*trB*<br>*Well deck* | 1138<br>986<br>713 | ✠<br>5,91 | Nwc | Lv | | 1870 | Schlesingr, Davis&Co<br>Newcastle | Cia.deNav.Bengolea(I Asteinza, *Mgr.*) | 230·4<br>P140'H11*t*F37' | 32·2 | 17·6 | Bilbao<br>Spanish<br>4*BHCem*<br>*WB* | C.2Cy.29"&55"-30"<br>NB92 136NHP<br>Thompson,Boyd&Co.Nwc | | V |
| 19606<br>LDHQ | **Izmir** SteelSc<br>Now named "Gartland," See No. [illegible] in Supplement<br>(*ex*Aegina)<br>*Elec.light* Wireless 1*Dk*2*trB* | 1832<br>1678<br>1166 | | | | | 1906 | Bremer Vulkan<br>Vegesack | T.W.Whimster | 261·2<br>P37'B65'F22' | 37·2 | 21·7 | British<br>*WB* | T3Cy19$\frac{11}{16}$",32$\frac{11}{16}$"&53⅛"-39⅜"<br>176NHP<br>BremerVulkan,Vegesack | | |
| 19607 | **Izvor** SteelScSr<br>*ss*Tri.No.3-5,11<br>*ss*Nap.No.2-19<br>(*ex*Taunton) *Spar dk*(*Stl*)2*trB*& *Web frames* | 4176<br>3583<br>2701 | ✠100A1<br>*Spar dk withfreeboard*<br>3,22 ~~3,21~~<br>BS5,21 ✠LMC4,19 | Ven<br>Tri | *w* | ~~11,19~~<br>3,22 | 1898<br>9mo<br>A&CP | Furness, Withy&CoLd<br>WHartlepool<br>*W* | Nav.LiberaGiovanniRacich&Ci.<br>*B*=*Cell D Ba* 107' | 340·0<br>P31'B105'F31'<br>*uE*&*B*47'*f*121'707*t* | 47·1 | 27·2<br>FK | Dubrovnik ~~Ragusa~~<br>Jugo-Slav.<br>6*BHCem*<br>*APT*33*t* | T.3Cy.24",40"&66"-45" (*a*)<br>160lb *100lb* NDB14 300NHP<br>2SB,6*rf*,GS106,HS4640<br>Blair&Co.Ld.Stockton | 29 ″ 10 | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19608<br>216768<br>LMNJ | **J. A. Bisso** SteelSc<br>(*Tug*)<br>(*ex*Alaska) 1*Dk* | 246<br>194<br>144 | | | | | 1906 | LaCie.<br>Pontbriand,<br>Ld.Sorel,P.Q. | BissoTowboatCo.<br>Inc. | 102·3 | 23·7 | 14·2 | N.Orleans<br>Utd.States<br>*Tpd.*11 | T.3Cy.15½",24"&40"-30"<br>88NHP<br>LaCie.PontbriandLd.Sorel |
| 19609<br>216608<br>LMFQ | **J. A. Bostwick** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Mchy.Aft* &*Web frames*<br>Sub.Sig. *Longitudinal framing*<br>Wireless | 7930<br>7667<br>5866 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~7,21~~ ~~3,21~~3,22 ✠LMC7,18<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 7,18 *F.P. above* 150° F. | NYk<br>NNs | c† | CL<br>~~3,21~~<br>3,22 | 1918<br>7mo | Bethlehem<br>S.B.Corp.Ld.<br>Wlmgtn,Del.<br>A&CP | StandardOilCo.<br>(NewJersey)<br>*CellDB*88 351*t* *DTf*50'223*t* *FPT* 175*t* *APT*28*t* | 465·2 | 60·0 | 26·4<br>34·2<br>FK | NewYork<br>Utd.States<br>18*BHptCem*<br>(14 ,, *to Udk*<br>4 ,, ,, 2*nd*,,) | Q.4Cy.24",35",51"&75"-51"<br>220lb *180lb* (*r*) 557NHP<br>3SB,*9cf*,GS531,HS7553 FD<br>B'thleh'mSBCorLd.Wlmg |
| 19610<br>132461 | **J. A. Boyd** SteelScSp<br>*Elec.light* 1*Dk*(*Stl*-ws) | 390<br>293<br>134 | ✠<br>*For towing purposes*<br>11,15 ✠ | Mel | | | 1915<br>3mo | StateS.B.<br>Yard<br>Williamstwn,<br>Victoria | Melbourne<br>HarbourTrust<br>Commissioners | 137·0 | 23·1 | 12·6<br>BK7"<br>*FPT* | Melbourne<br>British<br>4*BH*<br>15*t* *APT*14*t* | T.3Cy.19",31"&50"-33"<br>197NHP<br>2SB,*6cf*,GS115,HS3612<br>McKie&Baxter,Gls. |
| 19611<br>211453 | **J. A. Campbell** SteelSc<br>(*ex*AltonC.Dustin) 1*Dk*(*Stl*)&*Web frames*<br>*Elec.light* Sub.Sig.<br>*Mchy.Aft* *Longitudinalframing* | 7978<br>7769<br>5609 | ✠100A-<br>7,13<br>*ForService on the Great Lakes*<br>BS9,20 ✠LMC7,15 | Clv | | | 1913<br>7mo | American<br>S.B.Co.<br>Lorain,O. | InterlakeS.S.Co.<br>(Pickands,Mather<br>&Co.*Mgrs.*)<br>*CellDB*&*side tanks f* 402'5250*t* *CellDBuE*&*B* *cross bunker* 69'350*t* *FPT* 260*t* *APT*50*t* | 525·0<br>F48' | 58·1 | 27·8<br>FK | Cleveland<br>Utd.States<br>4*BH* | T.3Cy.23",37"&63"-42" (*r*)<br>180lb 388NHP<br>2SB,*6cf*,GS126,HS5998 FD<br>AmericanSBCo.Cleveland |
| 19612<br>125442<br>HNOB | **J. A. McKee** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk*<br>Wireless | 2158<br>1942<br>1375 | | | | | 1908 | Swan,Hunter&Wigham<br>Richardson,<br>Ld.Newcastle | ~~CanadianGovt.~~<br>J.A.McKee,Ld<br>(CanadianGovernmentMerchant<br>Marine,Ld.) | 248·0<br>F36' | 43·1 | 22·5 | SaultSte.<br>Marie<br>British *WB* | T.3Cy.20½",33"&54"-36"<br>175NHP<br>N.E.MarineEng.CoLdNwc |
| 19613<br>221521<br>MDBS | **J. A. Moffett Jr.** SteelTwinSc<br>2*Dks*(*Stl*)&*Shelterdk* 10397<br>*Elec.light* (*Stl*)&*Webframes* 10062<br>*Mchy.Aft*<br>*Longitudinal framing* | ~~10800~~<br>—<br>~~8188~~<br>7725 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,21 ✠LMC8,21<br>~~(*ClassContemplated*)~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8,21 *F.P. above* 150°F | Kearny | *f*† | CL | 1921<br>8mo | Federal<br>S.B.Co.<br>Kearny,N.J.<br>A&CP | StandardOilCo.of<br>N.J.<br>19*BH*(4*toShltrdk*,11*toUdk*,4*to2nd dk* *pt Asp,ptCem*<br>*CellDBuE*&*B*68'199*t* *DTf*54'646*t* *FPT*258*t* *APT*142*t* | ~~500·0~~<br>499·2 | ~~68·0~~<br>68·1 | 38·9<br>FK | Bayonne,<br>N.J.<br>Utd.States | T.~~3Cy.~~3Cy.20½",35"&60"-42"<br>210lb *180lb* (*s*) 676NHP<br>3SB,*12cf*, HS9618 FD<br>FederalSB.Co.KearnyNJ |
| 19614<br>212994<br>LFGW | **J. A. Moffett** SteelSc3MstSr<br>*ss*Sea.No.1-20<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless Sub.Sig. | 6521<br>5846<br>4012 | ✠100A1<br>3,21 ~~8,20~~ ✠LMC1,20<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 3,15 *F.P. above* 150° F. | SFo | | CL<br>N1,20 | 1915<br>3mo | Union Iron<br>WorksCo.<br>SanFrancisco<br>A&CP | StandardOilCo.of<br>California<br>*WB*=*Cell DBuE*&*B*78' 263*t* *DTf*45'834*t* *FPT*184*t* *APT*60*t* | 419·4<br>P101'B35'F44' | 54·2 | 31·6<br>FK | S.Frncisco<br>Utd.States<br>15*BH*<br>10,,*to U dk*<br>5,,*to2nd dk* | Q.4Cy.23",32¾",49"&71½"-51" 220lb (*r*) 540NHP<br>3SB,*9cf*,HS9525<br>UnionIronWorksCo.S.Fo. |
| 19615<br>117107 | **J. A. Mumford** WoodSc<br>1*Dk* | 115<br>83<br>9 | | | | | 1903 | J.Spicer<br>Spencer'sIsld<br>N.S. | GypsumPacketCo.<br>Ld. | 80·5 | 20·2 | 9·4 | WndsorNS<br>British | C.2Cy.15"&34"-24"<br>NE&B08 40RHP<br>McKie&Baxter,Glasgow |
| 19616 | **J. A. S.** SteelSc<br>1*Dk* | 54<br>54<br>19 | ✠ 8,19<br>*For towing purposes*<br>✠ | Hul | | | 1915<br>6mo | H.Scarr,<br>Ld.<br>Hull | RussianGovernment | 63·2 | 16·0 | 7·8<br>BK7½" | Russian<br>3*BHCem* | C.2Cy.13"&28"-18"<br>38NHP<br>1SB,*2pf*,GS28,HS700<br>F.T.Harker,Stockton |
| 19617<br>PHGQ | **J. B. Aug. Kessler** StlSc3MstSr<br>*ss*HKg.No.3-12,14<br>Wireless *ss*Shl.No.1-17<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)4*trB*<br>*Elec.light* | 5104<br>4645<br>3198 | ✠100A1<br>*Spar dk*<br>~~5,21~~ ~~10,19~~ 1,22 BS5,21<br>✠NE12,17 ✠LMC12,17<br>~~DBS10,19~~ ~~MBS6,20~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 12,02 *F.P. above* 150° F. | Shi<br>~~Rot~~ Cff | *x* | CL<br>~~6,20~~<br>N5,21 | 1902<br>12mo | Maats.<br>Feyenoord<br>Rotterdam<br>A&CP | PetroleumMaats.<br>"LaCorona"<br>*CellDBuE*34'70*t* | 377·0<br>P88'B28'F42' | 50·0 | 21·7<br>29·6<br>FK | TheHague<br>Dutch<br>10*BHCem* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb *180lb* 393NHP<br>NB18 *refitted*21<br>3SB,*9cf*,GS154,HS5475 FD<br>RotterdamDroogdok<br>Maats.Rot. |
| 19618<br>HPLV | **J. B. Llovera** IronSc3MstSr<br>(*Yacht*)<br>(*ex*YachtAsteria,*ex*Louise,*ex*Amy)<br>*Elec.light* Wireless 2*Dks* | 754<br>—<br>363 | | | ... | | 1880 | Cunliffe&<br>Dunlop<br>PortGlasgow | Cia.Trasmediterranea | 187·5<br>len81 | 27·4 | 14·6 | Valencia<br>Spanish | C.2Cy.26"&46"-27"<br>NB93 85NHP<br>Cunliffe&Dunlop,P.Gl. |
| 19619<br>137147<br>JGBM | **J. B. Paddon** SteelScSr<br>*ss*Nwc.No.1-19<br>(*ex*Starbeam) 1*Dk*(*Stl*)<br>*Well deck* *Mchy.Aft* | 570<br>401<br>250 | ✠100A1<br>9,21 ~~9,20~~<br>~~BS9,20~~ ✠LMC8,19<br>BS10,21 | Sld<br>Nwc | *i* | CL<br>9,20 | 1914<br>7mo | Ardrossan<br>DD&SBCoLd<br>Ardrossan<br>*Lloyd*'s*A&CP* | Stephenson Clarke<br>&Co.<br>*CellDBf*99'130*t* *FPT*32*t* *APT*8*t* | 175·6<br>Q101'B11'F22' | 27·0 | 10·4<br>BK7¼" | London<br>British<br>3*BHAsp* | T.3Cy.13½",22"&36"-24" (*r*)<br>180lb ~~160lb~~ *80lb* 82RHP<br>1SB,*3cf*,GS52,HS1520<br>Lidgerwood,Ld.Glasgow |
| 19620<br>202687<br>KVDP | **J. B. Stetson** WoodScSr<br>*Fitted for oil fuel*<br>Wireless 1*Dk* | 837<br>—<br>521 | | | | | 1905 | HallBros.<br>Winslow,<br>Wash. | PacificMercantile<br>MarineCo. | 181·0 | 39·4 | 13·4 | S.Frncisco<br>Utd.States | T.3Cy.12½",20½"&34"-24"<br>57NHP<br>RisdonIronWorks,S.Fo. |
| 19621<br>139260<br>JMDF | **J. Baels-Mauricx** SteelScK<br>(*Trawler*)<br>1*Dk* | 211<br>191<br>82 | | | ... | | 1906 | Mackie&<br>Thomson<br>Glasgow | MelvilleSteam<br>TrawlingCo.Ld.<br>(H.M.Johns, *Mgr*) | 118·9<br>Q67' | 21·7 | 11·3<br>BK8" | Fleetwood<br>British<br>*WB* | T.3Cy.12½",20"&33"-23"<br>55RHP<br>W.V.V.Lidgerwood,Gls. |
| 19622<br>215852<br>LJKT | **J. C. Donnell** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Mchy.Aft* &*Web frames*<br>Wireless *Longitudinal framing* | 10215<br>10001<br>7833 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,21 ~~10,20~~ ✠LMC1,18<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 1,18 *F.P. above* 150° F. | NNs<br>Phl | *f*† | CL<br>~~0,1~~<br>8,21 | 1918<br>1mo | NwprtNws<br>S.B.&D.D.Co<br>NewprtNews<br>A&CP | AtlanticRefining<br>Co.Inc.<br>*CellDBuE*&*B*59' 184*t* *f* 1771*t* *DTf*54' 673*t* *FPT*243*t* *APT*127*t* | 500·0 | 68·2 | 35·5<br>FK | Phildlphia<br>Utd.States<br>19*BHptCem*<br>(15,, *to Udk*<br>4,, ,,2*nd*,,) | Q.4Cy.26",38",55"&81"-51"<br>220lb *180lb* (*s*) 644NHP<br>3SB,*12cf*,GS215,HS8700 FD<br>NewportNewsSB&DDCo. |
| 19623<br>138888 | **J. C. Hamilton** SteelSc<br>(*Sand Pump Hopper Dredger*)<br>1*Dk* | 1148<br>957<br>442 | | | | | 1915 | Lobnitz&<br>Co.Ld.<br>Renfrew | Corporation of<br>Preston | 200·5 | 36·2 | 16·3 | Preston<br>British<br>*WB* | T.3Cy.15",25"&40"-30"<br>88NHP<br>Lobnitz&Co.Ld.Renfrew |
| 19624<br>NBRK | **J. C. Jacobsen** SteelScSr<br>1*Dk*&*Spar dk* | 1221<br>694<br>740 | | | | | 1889 | Burmeister<br>&Wain<br>Copenhagen | DetForenede<br>DampskibsSelsk. | 219·3<br>H52' | 31·1 | 20·1<br>20·1 | Copnhagn<br>Danish<br>*WB* | T.3Cy.16",27"&45"-33"<br>116NHP<br>Burmeister&Wain,Cpn. |
| 19625<br>NLJW | **J. C. la Cour** SteelScSr<br>1*Dk*&*Awngdk*<br>*Ref.Mchy.* *Elec.light* | 1629<br>967<br>681 | | | | | 1901 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | DetForenede<br>DampskibsSelsk. | 270·7 | 36·7 | 15·0<br>22·9 | Esbjerg<br>Danish<br>*WB* | T.3Cy.31",53"&84"-42"<br>457NHP<br>HelsingörsJernsk.&Mskb. |
| 19626<br>88778 | **J. C. Stevenson** IronPadSp<br>*ss*Nwc.4thNo.3-3,20<br>1*Dk* | 183<br>153<br>94 | ✠80A—<br>*For Tug purposes*<br>8,22 ~~2,21~~ ✠LMC3,20<br>✠NE3,14 ~~BS3,12~~ | Nwc | | | 1883<br>8mo | Hepple&<br>Co.<br>N.Shields | Tyne Improvement<br>Commissioners | 115·2 | 19·7 | 10·0<br>BK6½" | Newcastle<br>British<br>3*BHCem* | L.2Cy.30¼"-48" (*o*)<br>45lb NB14 60RHP<br>2SB,*4pf*,GS64,HS1223<br>Hepple&Co.,N.Shields |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19627 | J. Constant I. SteelScSp<br>(HopperBarge)<br>1Dk | 483<br>416<br>236 | | | ... | | 1910 | C.H.Walker&Co.Ld<br>Sudbrook | FrenchGovernment | 164·0 | 27·1 | 10·8<br>FK | Havre<br>French | T.3Cy.13",22"&34"-22½"<br>67NHP<br>Plenty&Son,Ld.Newbury | 11 " 6 | |
| 19628 | J. Constant II. SteelScSp<br>(HopperBarge)<br>1Dk | 494<br>416<br>236 | | | ... | | 1910 | C.H.Walker&Co.Ld.<br>Sudbrook | FrenchGovernment | 164·0 | 27·1 | 10·8<br>FK | Havre<br>French | T.3Cy.13",22"&34"-22½"<br>67NHP<br>Plenty&Son,Ld.Newbury | 11 " 6 | |
| 19629<br>136938<br>JHCP | J. Duncan SteelScSr<br>ssCff.No.1-19<br>1Dk(Stl)<br>Elec.light<br>Well deck Wireless | 1832<br>1354<br>757 | ✠100A1<br>1,21<br>BS10,20 ✠LMC10,19 | Cff | q | CL<br>10,19 | 1914<br>10mo<br>Lloyd's A&CP | Dublin Dkyd.Co.Ld.<br>Dublin | J.DuncanSSCo.Ld.<br>(J.T.Duncan&Co.)<br>WB=CellDB<br>uE&B43'f97' 258t | 260·1<br>Q98'B58'F31'<br>DTa72' 401t FPT | 38·3 | 16·3<br>FK | Cardiff<br>British<br>5BHCem<br>55tAPT31t | T.3Cy.19",31"&52"-36" (s)<br>180lb 213NHP<br>2SB,6pf,GS110,HS3792<br>MacColl&Pollock,Ld.Sld. | 18 " 7<br>s 1 " 5½<br>17 " 5 | |
| 19630<br>215903<br>LJNK | J. E. O'Neil SteelScSr<br>2Dks(Stl)&Web frames<br>Elec.light<br>Mchy.Aft Longitudinal framing<br>Wireless | 7116<br>6444<br>5361 | ✠100A1<br>4,21 ~~4,20~~<br>✠NE4,21 ✠LMC~~1,18~~<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 1.18 F.P. above 150° F. | NNs<br>Bos 4,21 | b† | CL<br>~~4,20~~<br>4,21 | 1918<br>1mo<br>A&CP | Bethlehem S.B.Corp.<br>Alameda,Cal. | AtlanticRefining Co.Inc.<br>CellDBuE&B<br>57' 179tDTf56'10 | 435·0<br>P122'B50'F42'<br>68tFPT97tAPT74t | 56·0 | 32·0<br>FK | Phildlphia<br>Utd.States<br>15BHptAsp<br>(11 ,, to Udk<br>4 ,, ,, 2nd,,) | 2 SteamTurbines geared to<br>1Sc.Shaft 250lb(s)672NHP<br>3WaterTubeBlrs. HS9750<br>DeLavalTurbineCo., FD<br>Trenton,N.J. | 33 " 6<br>s7"10½<br>26 " 0 | |
| 19631<br>205033 | J. E. Upson SteelScSr<br>Sub.Sig.<br>Elec.light Mchy.Aft 1Dk | 6309<br>—<br>4853 | | | | | 1908 | American S.B.Co.<br>Cleveland,O. | WilsonTransitCo. | 504·0 | 54·0 | 30·0 | Cleveland<br>Utd.States<br>WB | T.3Cy.23",38"&63"-42"<br>257NHP<br>AmericanS.B.Co. | | L |
| 19632<br>205160 | J. F. Durston SteelScSr<br>Elec.light Mchy.Aft 1Dk | 4791<br>—<br>3500 | | | | | 1908 | Superior S.B.Co.<br>Superior | GreatLakesS.S.Co. | 432·0 | 52·0 | 28·0 | Oswego<br>Utd.States<br>WB | T.3Cy.22",35"&58"-42"<br>218NHP<br>SuperiorS.B.Co.Superior | | |
| 19633<br>219932<br>LWJN | J. F. Penrose WoodSc<br>OilEng.<br>Mchy.Aft 1Dk2trB<br>Elec.light Wireless | 3379<br>—<br>2807 | | | | | 1920 | National S.B.Co.of Texas<br>Orange,Tex. | NationalOil TransportCo. Inc. | 229·5 | 49·3 | 31·2 | Pt.Arthur, Tex.<br>Utd.States<br>WB | Oil Engine<br>6Cy.22"&32" 205NHP<br>McIntoshSeymourCorp.<br>Auburn,N.Y. | | |
| 19634<br>221150<br>MCW[illegible] | J. Fletcher Farrell SteelSc<br>2Dks(Stl)&Webframes<br>Elec.light Wireless<br>Mchy.Aft Longitudinal framing | ~~7000~~<br>7061<br>6422<br>4350 | ✠100A1<br>9,21<br>✠LMC7,21<br>Fitted for oil fuel 7,21 F.P. above 150°F<br>Carrying Petroleum in bulk | Phl | b† | CL<br>9,21 | 1921<br>7mo<br>A&CP | Bethlehem S.B.Corp.Ld.<br>Quincy,Mass. | SinclairNav.Co.<br>CellDBuE&B62'200tDTf40' | ~~430·0~~<br>P134'B37'F40'<br>430·3<br>88tFPT228tAPT7[illegible]t | ~~59·0~~<br>59·3 | 33·2<br>FK | NewYork<br>Utd.States<br>17BHptCem<br>(12,, to Udk<br>5 ,, 2nd,,) | T.3Cy.26½",44"&74"-51" (s)<br>200lb 586NHP<br>3SB,9cf,HS8829 FD<br>BethlehemS.B.Corp. | 33 " 3<br>s7"10½<br>25 " 9 | |
| 19635<br>130776 | J. Frater Taylor SteelSc<br>(exSaturn)<br>Mchy.Aft Elec.light 1Dk2trB | 3429<br>3178<br>2030 | | | | | 1901 | American S.B.Co.<br>Lorain,O. | AlgomaCentral& Hudson BayRR.Co | 346·0 | 48·0 | 24·1<br>WB | Sault St.Marie<br>British | T.3Cy.22",35"&58"-42"<br>218NHP<br>AmericanS.B.CoCleveland | | |
| 19636<br>122251 | J. G. Witherbee IronSc<br>1Dk | 165<br>116<br>82 | | | | | 1872 | Neafie& Levy<br>Philadelphia | CanadianGovernment | 111·2 | 22·0 | 9·8 | Quebec<br>British | C.2Cy.18"&34"-24"<br>Lang& E&Bmade91 94RHP<br>Goodhue,Burlington,Vt. | | |
| 19637<br>76573<br>LGSJ | J. H. Devereux IronSc<br>Mchy.Aft Sub.Sig. | 1619<br>—<br>1312 | | | | | 1885 | GlobeIron WorksCo.<br>Cleveland,O. | MetropolitanCoal Co. | 243·3 | 37·0 | 19·4 | Boston<br>Utd.States<br>WB | C.2Cy.27"&50"-36"<br>NB97 125NHP<br>GlobeIrnWksCo.,Clevelnd | | |
| 19638<br>134250 | J. H. G. Hagarty SteelScSr<br>Wireless<br>Elec.light Mchy.Aft 1Dk | 7462<br>7078<br>5704 | | | | | 1914 | Collingwd S.B.Co.Ld.<br>Collingwood | Canada Steamship Lines,Ld. | 536·0<br>F47' | 58·3 | 27·3 | Toronto<br>British<br>WB | T.3Cy.24",40"&66"-42"<br>282NHP<br>CollingwoodS.BCoLd Ont. | | L |
| 19639<br>TFGS | J. H. Menten SteelTwinSc<br>ssSng.No.1-18<br>Elec.light Mchy.Aft 1Dk(Stl-teak s) | ~~482~~ 333<br>333<br>~~147~~<br>180 | ✠100A1<br>~~3,21~~12,21<br>BS3,21 ✠LMC11,18<br>Fitted for oil fuel 6,14 F.P. above 150° F. | Sng | g | CL<br>3,21 | 1914<br>6mo<br>Lloyd's A&CP | Werf Conrad<br>Haarlem | BataafschePetroleumMaats. | 160·0<br>P51'B21'F19' | 26·1 | 11·1<br>FK | Balik Papan<br>Dutch<br>4BHCem=FPT22tAPT16t | C.4Cy.14¾"&22¾"-17¾" (s)<br>130lb 78NHP<br>1SB,3cf,HS1830<br>GebroedersStork,Hengelo | 12 " 0<br>s1" 2½<br>11 " 2 | |
| 19640<br>203628 | J. H. Sheadle SteelScSr<br>Sub.Sig.<br>Elec.light Mchy.Aft 1Dk | 6924<br>—<br>5476 | | | | | 1906 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | ClevelandCliffs IronCo. | 530·0 | 56·2 | 32·0 | Marquette<br>Utd.States<br>WB | T.3Cy.23",37"&63"-42"<br>257NHP<br>Gt.LakesEng.Wks.Detroit | | L |
| 19641<br>134616 | J. H. Wade SteelSc<br>Mchy.Aft 2Dks | 2301<br>2125<br>1389 | | | | | 1890 | Cleveland S.B.Co.<br>Cleveland,O. | WadeS.S.Co.Ld. | 265·6<br>H—F40' | 38·1 | 23·1<br>WB | Montreal<br>British | T.3Cy.17",29"&47"-36"<br>133NHP<br>ClevelandS.B.Co.,Clevelnd | | L |
| 19642<br>204993 | J. J. H. Brown SteelScSr<br>Elec.light Mchy.Aft 1Dk | 5069<br>—<br>3787 | | | | | 1908 | American S.B.Co.<br>Lorain | BrownS.S.Co.<br>(Brown&Co. Mgrs.) | 432·0 | 52·0 | 28·0 | Buffalo<br>Utd.States<br>WB | T.3Cy.22",35"&58"-42"<br>218NHP<br>AmericanS.B.Co. | | |
| 19643<br>HPRF | J. J. Sister SteelTwinSc<br>(exGalileoGalilei)<br>Elec.light Wireless 2Dks | 1511<br>—<br>714 | | | | | 1896 | N.Odero fuA.<br>SestriPnente | Cia.Trasmediterranea | 283·3<br>P50'Q42'B112'F42' | 36·9 | 18·7 | Valencia<br>Spanish | T.6Cy.23",35"&60"-37⅜"<br>442NHP<br>N.Odero fuA.SestriPnente | | V |
| 19644<br>204624 | J. J. Sullivan SteelScSr<br>Sub.Sig.<br>Elec.light Mchy.Aft 1Dk | 7077<br>—<br>5541 | | | | | 1907 | American S.B.Co.<br>Cleveland,O. | PioneerS.S.Co.<br>(Hutchinson&Co. Mgrs.) | 532·0 | 56·0 | 31·0 | Cleveland<br>Utd.States<br>WB | T.3Cy.23½",38"&63"-42"<br>257NHP<br>AmericanSB.Co.Cleveland | | |
| 19645<br>203377 | J. J. Turner SteelScSr<br>(exJ.Q.Riddle)<br>Elec.light 1Dk | 6832<br>—<br>5376 | | | | | 1906 | American S.B.Co.<br>Lorain,O. | ScottS.S.Co.<br>(M.A.Hanna &Co. Mgrs.) | 532·0 | 56·0 | 31·0<br>WB | Fairport, Ohio<br>Utd.States | T.3Cy.23½",38"&63"-42"<br>257NHP<br>AmericanSB.Co.Cleveland | | L |
| 19646<br>HRDJ | J. Jover Serra SteelScBg<br>ssGen.No.3-7,01<br>(exPortCaroline) 1Dk(Stl-ws)<br>Elec.light &Spar dk(ptStl-ws)3trB | 3706<br>3248<br>2063 | ✠<br>Spar dk<br>6,10 ✠ | Bcl | w | | 1889<br>2mo | W.Dobson &Co.<br>Newcastle | Hijos deJoséTaya, S.enC.<br>WB=DBa78'&u | 378·5<br>P64'B84'<br>F55'<br>E&B64'296t | 44·1 | 20·8<br>28·2<br>BK11" | Barcelona<br>Spanish<br>6BHptCem<br>ptAsp | T.3Cy.30",49"&82"-60"<br>NDB97 521NHP<br>3DB,18pf,GS270<br>WghmRchrdson&Co.Nwc. | | |
| 19647<br>143953<br>KDGL | J. L. Lassen SteelScSr<br>"Dernes," See No. 37078 in Supplem<br>Wireless 1Dk | 2053<br>1785<br>1309 | | | | | 1904 | Schömer& Jensen<br>Tönning | CalvertS.S.Co.Ld<br>(JSCalvert,Mgr.) | 274·0<br>P12'Q149'B83'F29' | 39·8 | 20·0 | London<br>British<br>WB | T.3Cy.19¾",32¼"&53⅛"-36¼"<br>169NHP<br>Schömer&Jensen,Tönning | | |
| 19648<br>77536<br>KRSN | J. L. Luckenbach SteelScSr<br>(exSaale)<br>Elec.light Sub.Sig. 3Dks&Spardk<br>Wireless | 4920<br>3386<br>3192 | | | | | 1886 | Fairfield Co(Lim.)<br>Glasgow | LuckenbachS.S. Co.Inc. | 428·9<br>P19'F62' | 47·7 | 34·4 | NewYork<br>Utd.States | T.3Cy.26",44"&70"-48"<br>NE02 NB97 340NHP<br>Townsend&DowneyS.B. Co.N.Yk. | | |
| 19649<br>14081 | J. L. Mitchell SteelScK<br>(exChimera) 1Dk(Stl) | 95<br>95<br>42 | ✠<br>For fishing purposes<br>7,20 ✠ | Hul | | | 1920<br>7mo | Brown's SB&DDCoLd<br>Hull | ~~J.Mitchell~~<br>TheAdmiralty | 86·2 | 18·5 | 9·2<br>BK7½" | London<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18"<br>43NHP<br>1SB,2pf,GS30,HS1810<br>Pollit&Wigzell,Ld.<br>SowerbyBridge | 10 " 0 | |

| 1 Numero l'Ordre — Numero Officiel — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total — Sous le Pont — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19650<br>202875 | **J. L. Reiss** SteelSc<br>Wireless (exW.K.Bixby)<br>*Elec.light Mchy.Aft* 1*Dk* | 5712<br>—<br>4407 | | | | | 1906 | Detroit<br>S.B.Co.<br>Wyandotte | | 480·0 | 52·2 | 30·0 | Detroit<br>Utd.States<br>*WB* | T.3Cy.22½",36"&60"–42"<br>233NHP<br>DetroitS.B.Co.Detroit | |
| 19651<br>SNJB | **J. L. Runeberg** SteelTwinScSr<br>*Elec.light* 1*Dk* | 282<br>144<br>161 | | | | | 1914 | Eriksbergs<br>M.V.Aktieb.<br>Gothenburg | BorgåÅngfartygs<br>Aktieb. | 121·7<br>B62'H65*t* | 22·4 | 9·6 | Borgå<br>Swedish<br>*WB* | C.4Cy.12½"&26½"–16½"<br>47NHP<br>EriksbergM.V.Aktieb.Got | |
| 19652<br>203184 | **J. Leonard Replogle** SteelScSr<br>(exCharlesWeston)<br>*Elec.light Mchy.Aft* 1*Dk* | 6996<br>—<br>5511 | | | | | 1906 | W.BayCity<br>S.B.Co. West<br>BayCityMich | JohnstownS.S.Co.<br>(M.A.HannaS.S.<br>Co.*Mgrs.*) | 549·0 | 56·0 | 26·6<br>*WB* | Niagara<br>Falls,N.Y.<br>Utd.States | T.3Cy.24",39"&65"–42"<br>274NHP<br>DetroitS.B.Co.Detroit | |
| 19653<br>214311<br>LGFK | **J. M. Danziger** SteelScSr<br>ssNYk.No.1–20<br>*Elec.light* 2*Dks(Stl)&Webframes*<br>*Mchy.Aft Longitudinal framing*<br>Sub.Sig. Wireless | 6093<br>5699<br>3738 | ✠100A1<br>8,21 ~~1,21~~<br>*Carrying Petroleum in bulk*<br>✠LMC7,20 | NYk<br>NOs | *b*† | CL<br>8,21 | 1916<br>8mo | W Cramp&<br>SonsS&EBCo<br>Philadelphia<br>A&CP | PanAmerican<br>Petroleum&<br>TransportCo.<br>*CellDB*61'235*t*<br>*DT f* 45'629*t* | 430·0<br>P103'B36'F49'<br>*FPT*246*t APT*49*t* | 58·2 | 33·3<br>FK | LosAngels<br>Utd.States<br>15*BHptCem*<br>7 „ *toU dk*<br>8 „ „*2nd*„ | T.3Cy.27",45½"&76"–51" (r)<br>190lb *190lb* 565NHP<br>3SB,9*cf*,GS185,HS8095 FD<br>W.Cramp&SnsS&EBCPhl | 33 |
| 19654<br>77519<br>KRNL | **J. M. Guffey** SteelScSr<br>(exM.S.Dollar)<br>*Carrying Oil in bulk Elec.light* 1*Dk2trB*<br>*Fitted for oil fuel* Wireless | 2520<br>2261<br>1593 | | | | | 1902 | NewYork<br>S.B.Co.<br>Camden,N.J. | GulfRefiningCo.<br>Inc. | 292·2<br>P27'B58'F28' | 40·2 | 23·5 | Pt.Arthur<br>Utd.States<br>*WB* | T.3Cy.22",36"&59"–42"<br>226NHP<br>NewYorkS.B.Co.Camden | |
| 19655<br>133540<br>JDLH | **J. Oswald Boyd** SteelTwinScCtr<br>ssLon.No.1–18<br>*Elec.light* 1*Dk(Stl)&Webframes*<br>*Mchy.Aft* | 1806<br>1558<br>1274 | ✠100A–<br>6,21 ~~1,21~~<br>~~BS4,20~~ ✠LMC10,18<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 11,13 F.P. above* 150° F. | NOs<br>BS6,21 | | SN<br>11,20<br>P1,21 | 1913<br>11mo | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley | Petroleum<br>Carriers,Ld.<br>(J.Boyd,*Mgr.*)<br>*WB=Cell DBuE&B* 22'41*t DT f* 20'391*t FPT*162*t* | 244·8<br>P19'F48' | 44·1 | 17·8<br>FK | Newcastle<br>British<br>11*BHptCem* | C.4Cy.18"&26"–18" (s)<br>120lb 85NHP<br>2SB,4*pf*, HS1922<br>Bow,McLachln&CoLd.Psy | 19<br>3<br>15 |
| 19656<br>207250 | **J. P. Morgan, Jr.** SteelSc<br>*Mchy.Aft Elec.light* Sub.Sig. 1*Dk* | 7521<br>—<br>5824 | | | | | 1909 | American<br>S.B.Co.<br>Lorain,O. | Pittsburgh S.S.Co. | 580·0 | 58·0 | 32·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.24",39"&65"–42"<br>274NHP<br>AmericanSB.Co.Clevlnd,O | |
| 19657<br>NSVD | **J. P. Petersen** SteelScSr<br>*Elec.light* 1*Dk2trB* | 187<br>126<br>83 | | | | | 1914 | PPhStuhrs<br>Msk.&Skbs<br>Aalborg | Aarhusbugtens<br>Dampskibsselskab<br>(J.P.Petersen) | 115·0<br>Q35'B32'F29' | 20·5 | 9·5 | Aarhus<br>Danish<br>*WB* | C.2Cy.13½"&25½"–17$\frac{7}{16}$"<br>23NHP<br>Steen&Kaufmann,Elmshn | |
| 19658<br>203155 | **J. Pierpont Morgan** SteelScSr<br>*Elec.light Mchy.Aft* Sub.Sig. 1*Dk* | 7161<br>—<br>5530 | | | | | 1906 | Chicago<br>S.B.Co.<br>Chicago | PittsburghS.S.Co. | 580·0 | 58·0 | 27·4 | Duluth<br>Utd.States<br>*WB* | T.3Cy.24",39"&65"–42"<br>274NHP<br>AmericanSB.Co.Cleveland | |
| 19659<br>219221<br>LTQD | **J. R. Gordon** SteelSc<br>*Elec.light* 2*Dks(Stl)*<br>Wireless | 5746<br>5139<br>3550 | ✠100A1<br>11,21 ~~8,21~~<br>✠LMC11,19<br>*Fitted for oil fuel 11 19 F.P. above* 150° F. | Phl<br>NYk | *z* | CL | 1919<br>11mo | Northwest<br>SteelCo.<br>Portland,Or.<br>A&CP | UnionSulphurCo.<br>Inc.<br>*CellDB*355'1139*t MT*29'745*t FPT* 132*t APT*143*t* | 409·8<br>P44'B115'F47' | 54·2 | 27·7<br>FK | NewYork<br>Utd.States<br>7*BHptCem* | T3Cy.24½",41½"&72"–48" (s)<br>210lb 582NHP<br>3SB,9*cf*,GS196,HS8780 FD<br>Hooven,Owens&RentschlerCo.Hamilton,Ohio | 30<br>6<br>24 |
| 19660<br>206695 | **J. S. Ashley** SteelScSr<br>*Mchy.Aft Elec.light* 1*Dk* | 6361<br>—<br>4789 | | | | | 1909 | American<br>S.B.Co.<br>Lorain,O. | KinneyS.S.Co.<br>(ATKinney,*Mgr*) | 504·0 | 54·0 | 30·0 | Duluth,Mn<br>Utd.States<br>*WB* | Q.4Cy.18",26¾",41"&63"–42"<br>257NHP<br>AmericanS.B.Co.Lorain,O. | |
| 19661 | **J. T. Horne** SteelSc<br>(*Tug&IceBreaker*)<br>*Elec.light Mchy.Aft* 1*Dk* | 428<br>350<br>291 | | | | | 1913 | Western<br>D.D.&S.B.Co.<br>P.Arthur,Ont | Russian<br>Government | 128·6 | 28·0 | 14·4 | Russian | T.3Cy.18",30"&48"–30"<br>126NHP<br>J.Englis&Son,Toronto | |
| 19662<br>77457 | **J. T. Hutchinson** SteelSc<br>*Elec.light Mchy.Aft* 1*Dk2trB* | 3300<br>—<br>2015 | | | | | 1901 | American<br>S.B.Co.<br>Cleveland | PioneerS.S.Co.<br>(Hutchinson&Co.<br>*Mgrs.*) | 346·0 | 48·0 | 28·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"–42"<br>218NHP<br>AmericanS.B.Co. | |
| 19663<br>200980<br>KTDP | **J. T. Morse** WoodPad<br>2*Dks* | 780<br>—<br>410 | | | | | 1904 | WmMcKie<br>Boston | EasternS.S.Lines<br>Inc. | 199·0 | 31·0 | 12·1 | Boston<br>Utd.States | B.1Cy.51"–108"<br>208NHP<br>W.&A.FletcherCo.Hbkn. | |
| 19664<br>75773 | **J. W. French** WoodSc | 129<br>—<br>66 | | | | | 1875 | ..................<br>Damariscotta<br>Me. | Fisheries<br>ProductsCo. | 114·0 | 18·5 | 9·2 | Newport,<br>R.I.<br>Utd.States | | |
| 19665<br>139285 | **J. W. N.** SteelScSp<br>*Mchy.Aft* 1*Dk* | 185<br>141<br>81 | | | | | 1916 | W.H.<br>Warren<br>NewHolland | W.Nettleton | 103·0<br>Q36'F14' | 20·0 | 8·3 | Hull<br>British<br>*WB* | C.2Cy.13"&27"–18"<br>A.Dodman NB18 30RHP<br>&Co.Ld.King'sLynn | |
| 19666<br>128737 | **J. W. Sauer** SteelTwinScSp<br>ssCTn.No.1–18<br>*Elec.light* (*Tug*)<br>1*Dk*(*Stl*–teak s) | 255<br>253<br>96 | ✠100A1<br>9,18<br>~~BS11,20~~ ✠LMC9,18<br>BS~~5,21~~4,22 | CTn | *e* | CL<br>~~9,18~~<br>4,22 | 1915<br>3mo<br>*Lloyd's A&CP* | Ferguson<br>Bros.(Port<br>Glasgow)Ld.<br>Pt.Glasgow | UnionGovernment<br>ofS.Africa(S.Afcn<br>Railways&Har-<br>boursDept.C.Tn.)<br>*WB=CellDBuE*24'19*t DTa*11'8*t DTf*13 13*t FPT*15*t* | 116·0 | 25·1 | 14·0<br>FK | CapeTown<br>British<br>5*BHCem* | T.6Cy.13½",21½"&36"–24"<br>180lb (s) 166NHP<br>2SB,6*cf*,GS108,HS2942<br>FergusonBros.(Port Glasgow),Ld.Pt.Gls. | 15<br>1<br>13 |
| 19667<br>201360<br>KTJB | **J. W. Terry** SteelSc<br>(*Tug*)<br>(exT.J.Scully) 1*Dk* | 130<br>—<br>88 | | | | | 1904 | BurleeDry<br>DockCo.<br>PtRichmond,<br>N.Y. | Gulf&Interstate<br>R.R.Co. | 85·5 | 22·1 | 10·3 | Galveston<br>Utd.States | C.2Cy.16"&32"–24"<br>42NHP<br>BurleeD.D.Co.Pt.Richm'd | |
| 19668<br>214715<br>LGQS | **J. W. Van Dyke** SteelSc3MstSr<br>2*Dks(Stl)&Webframes*<br>*Elec.light Longitudinal framing*<br>*Mchy.Aft* Wireless<br>ssPhl.No.1–21 | 7155<br>6444<br>4425 | ✠100A1<br>7,21 ~~7,20~~<br>✠NE10,19 ✠LMC<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 2,17 F.P. above* 150°F. | NYk<br>Phl | *b*† | CL<br>N7,20 | 1917<br>2mo | UnionIron<br>WorksCo.<br>SanFrancisco<br>A&CP | AtlanticRefining<br>Co.Inc<br>*CellDBuE&B* 64'197*t DTf*56'1038*t FPT*97*t APT*74*t* | 435·0<br>P134'B50'F42' | 56·0 | 32·0<br>FK | Phildlphia<br>Utd.States<br>15*BHptAsp*<br>11 „ *toUdk.*<br>4 „ „ *2nd*„ | T.3Cy.27",45½"&76"–51"<br>192lb 576NHP<br>SunS.B.Co.Chester,Pa. | 33<br>7·10<br>26 |
| 19669<br>127960 | **J. & J. Monks** SteelScSr<br>*Well deck Mchy.Aft* 1*Dk* | 283<br>224<br>98 | | | ... | | 1909 | Scott&<br>Sons<br>Bowling | J.H.Monks<br>(Preston)Ld. | 130·2<br>Q46'B10'F23' | 23·1 | 10·8<br>BK7" | Liverpool<br>British<br>*WB* | C.2Cy.17"&36"–24"<br>77RHP<br>Ross&Duncan,Glasgow | 11 |
| 19670<br>128306<br>HTRK | **Jabiru** SteelScSr<br>ssMch.No.2–19<br>*Well deck* 1*Dk(ptIrn ptStl)*<br>*Elec.light Stl lower dk in fore hold*<br>Wireless | 1703<br>1466<br>873 | ✠100A1<br>11,21 ~~9,20~~<br>✠LMC<br>MS11,19 BS~~9,20~~11,21 | ~~PG~~<br>PG1 | *r* | CL<br>9,20 | 1911<br>11mo<br>*Lloyd's A&CP* | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld Newcastle | CorkS.S.Co.Ld.<br>*WB=Cell DBa* 70'*uE*32'*f*120'385*t FPT*33*t APT*44*t* | 285·0<br>P&B166'F61' | 36·1 | 19·5<br>BK8" | Cork<br>British<br>5*BHCem* | T.3Cy.21½",34"&56"–42" (r)<br>160lb *80lb* 254NHP<br>2SB,6*cf*,GS129,HS4578<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc | 20<br>2<br>19 |

| 1 No. in Book. Official No. Code Letters. | 2–3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19671 | **Jaboatão** SteelScSr<br>(*ex*ArnoldAmsinck)<br>*Elec.light* Wireless 2*Dks* | 4526<br>—<br>2896 | ~~Ant.7,20~~<br>(~~Seefootnote*~~) | | | | 1907 | Bremer Vulkan Vegesack | Requisitioned by theBrazilianGovt. (Operated by the FrenchGovt.) | 386·7<br>P261'F29' | 51·7 | 25·9 | R.Janeiro<br>Brazilian<br>*WB* | Q.4Cy.22⅝",32⅞",49$\frac{1}{16}$"&70"<br>-49$\frac{3}{16}$" 345NHP<br>BremerVulkan,Vegesack | | V |
| 19672 | **Jaboatao** SteelSc<br>(*Tug*)<br>1*Dk* | 142<br>133<br>11 | | | | | 1912 | Jonker& Stans,Hndrik Ido-Ambacht | J.Constant, Kievits&Co.Ld. | 98·6 | 20·0 | 9·4 | Dordrecht<br>Dutch | T.3Cy.12¼",20"&34"-20"<br>52NHP | | |
| 19673 | **Jaboo** SteelScK<br>*ss*Liv.No.1-02<br>*Elec.light* 1*Dk* | 167<br>142<br>41 | ✠<br>*StmTrawler*<br>9,05 ✠ | Liv | | | 1898<br>5mo | Ritson&Co Maryport | | 108·2<br>Q20'F22'<br>BK7" | 20·5 | 10·8 | 3*BHCem*<br>*DBf*18'16*t* | T.3Cy.12",19½"&32"-22"<br>1SB2*pf*GS33HS959 48NHP<br>Ross&Duncan,Glasgow | 11 ″ 7 | |
| 19674<br>137453<br>JLFQ | **Jaboo II.** SteelScK<br>*ss*Liv.No.1-19<br>*Elec.light* 1*Dk* | 236<br>210<br>102 | ✠100A1<br>*StmTrawler*<br>8,19 ✠LMC8,19 | Liv | | CL<br>8,19 | 1915<br>5mo | Hall,Russell&Co.Ld. Aberdeen<br>*Lloyd*'*sA&CP* | PortSt.MaryFishing&Curing Co.Ld (J.A.Taylor, *Mgr.*) | 120·7<br>Q75'F20'<br>BK7½"<br>*WB*= | 22·6 | 12·0 | Fleetwood<br>British<br>3*BHCem*<br>*DBf*25'17*t* | T.3Cy.12½",21"&35"-25" (*r*)<br>180lb 88RHP<br>1SB,3*cf*,GS46,HS1650<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 19675 | **Jacatra** SteelScSr<br>(*ex*Westmark)<br>*Elec.light* Wireless 2*Dks* | 5883<br>5469<br>3708 | | | | | 1914 | Akt.Ges. "Weser" Bremen | Rotterdamsche Lloyd(Wm.Ruys& Zonen, *Mgrs.*) | 422·5<br>P60'B126'F52' | 56·2 | 29·6 | Rottrdam<br>Dutch<br>*WB* | T3Cy28$\frac{7}{16}$",46⅘"&75⅗"-53$\frac{9}{16}$"<br>418NHP<br>A.G."Weser,"Bremen | | |
| 19676<br>133206<br>JMOW | **Jacinta** SteelScK<br>*ss*Ply.No.1-20<br>*Elec.light* 1*Dk* | 289<br>266<br>115 | ✠100A1<br>*StmTrawler*<br>4,20 ✠LMC4,20<br>BS10,21 | Ply | | CL<br>4,20 | 1915<br>12mo | Cochrane &Sons,Ld. Selby<br>*Lloyd*'*sA&CP* | J.Marr&Son,Ld. (J.A.Robertson, *Mgr.*) | 130·2<br>Q73'F19'<br>BK7½" | 23·5 | 12·8 | Fleetwood<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-24" (*s*)<br>200lb 84RHP<br>1SB,3*pf*,GS46,HS1370<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 19677<br>95079<br>LOJH | **Jacinth** IronSc3MstSr<br>*ss*Bwg.2ndNo.3-10,13<br>*Mchy.Aft* *ss*Bwg.No.1-18<br>1*Dk*(*Irn*) | 502<br>357<br>213 | ✠100A1<br>~~3,21~~ ~~12,18~~ 8,21<br>✠NB10,13 ✠LMC~~12,18~~ 3,21<br>~~BS2,20~~ | Bwg<br>Ayr | *h* | CL<br>~~12,18~~<br>N3,21 | 1888<br>8mo | J.Fullerton&Co. Paisley<br>A&CP | W.Robertson | 175·2<br>Q84'B10'F26'<br>BK7½"<br>*WB*=*CellDB*94' | 26·5 | 10·5 | Glasgow<br>British<br>5*BHCem*<br>144*tFPT*33*t* | T3Cy.15$\frac{5}{16}$",24"&40"-33"(*s*)<br>160lb 80RHP<br>1SB,3*pf*,GS54,HS1664<br>W.King&Co.,Glasgow | 13 ″ 0<br>s ″ 9½<br>13 ″ 0 | |
| 19678<br>136181<br>JFBO | — SteelScK<br>*ss*Lon.No.1-19<br>1*Dk* | 248<br>226<br>98 | ✠100A1<br>*StmTrawler*<br>9,21 ~~2,21~~<br>~~BS7,20~~ ✠LMC7,19<br>BS8,21 | Hul | | CL<br>~~7,19~~<br>N9,21 | 1914<br>2mo | Cochrane & Sons,Ld. Selby<br>*Lloyd*'*sA&CP* | KingstonSteam TrawlingCo.Ld. | 121·9<br>Q70'F20'<br>BK7½" | 22·1 | 12·2 | Hull<br>British<br>4*BHCem* | T.3Cy.13",21½"&35"-24" (*s*)<br>200lb 76RHP<br>1SB,3*pf*,GS43,HS1250<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 0 | |
| 19679<br>76743<br>QMJW | — WoodAuxScSr<br>*Salted* cf *ParaffinMotor*<br>(*See Sailing Ship Register*) 1*Dk* | 115<br>114<br>86 | ✠<br>9,12 | Ply | 11<br>C7 | | 1877<br>3mo | Duncan Kingston | P.G.Camilleri | 86·3 | 21·7 | 10·5 | Plymouth<br>British | Paraffin Motor 4S.C.SA<br>4Cy.5½"-7" 30RHP<br>BergiusLnch&Eng.Co.Gls | 11 ″ 4 | |
| 19680<br>HRDL | **Jacinto** IronScSr<br>*ss*Bbo.3rdNo.3-11,16<br>(*ex*Juan,*ex*Käthe,*ex*Horden) 1*Dk*2*trB*<br>*Well deck* | 1579<br>1259<br>990 | ✠100A-<br>11,19<br>✠NB7,99 LMC11,19 | Ctg | | 10,19 | 1877<br>3mo | W.Gray& Co. WHartlepool | V.SerratAndreu | 263·0<br>Q100'B62'F36'<br>BK9"<br>*DBa*84'*f*92'*u* | 33·0 | 20·0 | Bilbao<br>Spanish<br>4*BHCem*<br>*E&B*33'358*t* | C.2Cy.28½"&58½"-33" (*i*)<br>80lb 176NHP<br>2SB,4*pf*,GS60,HS2122<br>T.Richardson&Sons,Hpl. | 21 ″ 3<br>s 2 ″ 1½<br>20 ″ 0 | |
| 19681 | **Jacinto Suarez** SteelSc<br>*ss*Bbo.3rdNo.3-6,21 (*ex*Felix,*ex*Kaprino, *ex*Capto,*ex*Nordkap) *Welldk* 1*Dk*(*Stl*)2*trB* | 2730<br>1586<br>1424 | ✠100A1<br>*pt Awngdk with freeboard*<br>6,21 ✠LMC6,21 | Bbo | *r* | 6,21 | 1888<br>9mo<br>A&CP | R.Dixon &Co. Middlesbro' | J.Suarez<br>*CellDB*226'390*t* | 275·2<br>P24'Q78'B118'<br>F28' BK9½" | 37·0 | 19·0 | Bilbao<br>Spanish<br>~~*WB*~~ | T.3Cy.20",33"&54"-39" (*s*)<br>160lb *100lb* NDB14 185NHP<br>2SB,6*cf*,GS82,HS2805<br>J.Dickinson,Sunderland | 21 ″ 9<br>s8 ″ 4½<br>21 ″ 4 | |
| 19682<br>HPMS | **Jacinto Verdaguer** SteelScSr<br>*ss*Shl.No.3-12,13<br>(*ex*Cid) *ss*Bcl.No.1-18<br>2*Dks*(1*Stl*&*UIrn*)&*deepframing* | 1641<br>1438<br>1019 | ✠100A1<br>2,21<br>~~BS2,21~~ ✠LMC~~5,18~~<br>3,22 | Bcl | *q* | CL<br>2,21 | 1900<br>10mo | W.Hamilton&Co. Pt.Glasgow<br>A&CP | Cia.Trasmediterranea<br>*DBa*50 | 245·2<br>P34'B65'F53'<br>FK<br>*uE&B*34'*f*106'327*t* | 35·7 | 21·7 | Barcelona<br>Spanish<br>4*BHCem*<br>*APT*12*t* | T.3Cy.20",31"&51"-33" (*r*)<br>165lb *80lb* 155NHP<br>1SB,4*pf*,GS66,HS2413<br>D.Rowan&Co.Glasgow | 23 ″ 11<br>s 3 ″ 0<br>21 ″ 3 | |
| 19683<br>219095 | **Jack O'Lantern** WoodSc | 1018<br>—<br>956 | | | | | 1903 | ................ Boston, Mass. | B.C.Purdy | 210·3 | 33·4 | 7·0 | Boston<br>Utd.States | | | |
| 19684<br>116139 | **Jackdaw** SteelScK<br>*Mchy.Aft* 1*Dk* | 250<br>213<br>107 | ✠<br>1,07<br>✠ | Hul | *d* | | 1903<br>3mo | GooleSB.&R.Co.Ld. Goole | KelsallBros.& Beeching,Ld (JohnSlater, *Mgr.*) | 130·0<br>Q53'B7'F16'<br>BK7" | 21·0 | 10·6 | Hull<br>British<br>3*BHCem* | T.3Cy.12½",20"&33"-24"<br>1SB2*pf*GS32HS1156 67RHP<br>N.E.MarineEng.CoLd.Sld. | 11 ″ 6 | |
| 19685<br>218246<br>LRMS | **Jackson** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trBin fore&after*<br>Sub.Sig. Wireless *holds&Web frames* | 3545<br>3005<br>2179 | | | ... | | 1919 | Submarine BoatCorp. Port Newark, N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | Newark NJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 19686<br>219089<br>LTHR | **Jacksonville** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*&*Webframes*<br>Wireless *Longitudinal framing* | 3513<br>3216<br>2144 | | | ... | | 1919 | Merrill-StevensS.B. Corp. Jacksonville | UnitedStates ShippingBoard | 333·8<br>P26'B97'F35'<br>FK | 48·0 | 24·9 | Jacksnvlle<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Sc Shaft 445NHP<br>MerrillStevensS.B.Crp.Jck | 27 ″ 6 | R |
| 19687<br>129568 | **Jackstay** SteelScCtr<br>*ss*P.Sd.No.2-19<br>1*Dk* | 44<br>38<br>3 | ✠100A-<br>*For Towing purposes*<br>6,19<br>~~BS12,20~~ ✠LMC6,19<br>BS3,22 | PSd | | CL<br>6,19 | 1911<br>5mo | Bow,McLachlan& Co.Ld. Paisley | Hull,Blyth&Co. (PortSaid)Ld. | 55·0<br>BK5" | 15·0 | 7·4 | Glasgow<br>British<br>4*BHCem* | C.2Cy.11"&21"-15" (*r*)<br>120lb 18RHP<br>1SB,1*pf*,GS19,HS500<br>Bow,McLachln&CoLdPsy | 8 ″ 0<br>s ″ 7½<br>7 ″ 10 | |
| 19688<br>MNWK | **Jacob** IronScK<br>*ss*Gms.No.3-5,08<br>(*ex*Alpha,*ex*Valur, *ss*Bgn.No.2-16<br>*ex*Northwold) 1*Dk* | 121<br>115<br>45 | ✠~~100A1~~<br>*StmTrawler*<br>9,21 ~~7,16~~ ✠~~LMC7,16~~<br>✠NB3,10 ~~BS2,21~~ | Bgn | | CL<br>6,18 | 1894<br>8mo | Cochrane& Cooper Beverley<br>*Lloyd*'*sA&CP* | A/S Gudmund (G.Sandvik, *Mgr.*) | 92·5<br>Q17'<br>ptND08 | 20·5 | 11·0 | Haugesnd<br>Norwegian<br>3*BHCem* | T.3Cy.10",16"&25½"-20" (*s*)<br>180lb 29NHP<br>1SB,2*pf*,GS27,HS700<br>Amos&Smith,Hull | 11 ″ 10 | |
| 19689<br>LBJT | **Jacob Christensen** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3594<br>3284<br>2179 | ✠100A1<br>~~4,21~~ ~~11,20~~ 1,22 ~~[illegible]~~ Cff<br>✠LMC11,20 | Sld | *w* | CL | 1920<br>11mo | J.Blumer &Co.Ld. Sunderland<br>*Lloyd*'*sA&CP* | A/SAugust (J.Christensen, *Mgr.*) | 356·3<br>P35'B170'F30'<br>FK<br>*CellDB*308'853*t FPT* | 48·7 | 23·9 | Bergen<br>Norwegian<br>6*BHCem*<br>67*tAPT*109*t* | T.3Cy.24",40"&66"-45" (*s*)<br>180lb *120lb* 311NHP<br>2SB,6*cf*,GS120,HS4704<br>N.E.MarineEng.Co.Ld.Sld | 25 ″ 11 | |
| 19690<br>204819 | **Jacob T. Kopp** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 6035<br>—<br>4530 | | | | | 1907 | Gt.Lakes Eng.Works Ecorse,Mich. | AmericanS.S.Co. (Boland& Cornelius, *Mgrs.*) | 480·0 | 54·2 | 31·2 | Buffalo<br>Utd.States<br>*WB* | T.3Cy.22½",36"&60"-42"<br>233NHP<br>Gt.LakesEng.Wks.Detroit | | |
| 19691 | **Jacob van Heemskerck** SteelSc<br>For full particulars See No. 37933 in Supplement<br>*Elec.light* Wireless | 350 | 100A1<br>(*ClassContemplated*) | | | | 1921 | Jonker& Stans,Hndrik Ido-Ambacht | BureauWijsmuller | 150·1 | 28·1 | 14·9 | Dutch | T.3Cy.17",27½"&45¼"-29½"<br>AlblasserdamMsch.Fab. Alblasserdam | | |
| 19692 | **Jacoba** SteelScSr<br>1*Dk* | 571<br>325<br>352 | | | | | 1891 | Akt.Ges. "Neptun" Rostock | L.F.Mathies&Co. | 189·0<br>Q122' F21'<br>len00 | 24·4 | 10·4 | Hamburg<br>German<br>*WB* | C.2Cy.22"&36"-23"<br>52NHP<br>A.G."Neptun,"Rostock | | |

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* ~~This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register.~~

| 1 Numero d'Ordre<br>Numero Officiel.<br>ignaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit.<br>Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane.<br>Longueur. | Largeur. | Creux. | Superstructures, &c. | 12 Port d'Armement.<br>Pavillon. | 13 Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19693<br>144045<br>KFHW | **Jacobus** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>*CruiserStern*<br>*Cargo battens not fitted* | 1262<br>1088<br>756 | ✠100A1<br>3,21<br>✠LMC5,20 | Hul | *o* | 4,21 | 1920<br>5mo<br>*Lloyd* | Living-stone&Cooper,Ld.<br>Hessle<br>*'sA&CP* | SirE.O.Ohlson, Bart. (T.Oliver *Mgr.*) | 230·4 | 36·7 | 15·8 | P19'P69'F28' FB<br>*CellDB*196' 424*t* | Hull<br>British<br>4*BHCem*<br>*APT*54*t* | T.3Cy.18",30"&50"-33" (*s*)<br>180lb 199NHP<br>2SB,6*pf*,GS108,HS3672<br>ShieldsEng.&D.D.Co.Ld.<br>N.Shl. | 18<br>2<br>16 |
| 19694<br>217597<br>LPWF | **Jacona** SteelSc<br>*Fitted for liquid fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless *Longitudinal framing* | 4843<br>—<br>3006 | | | | | 1919 | ToddD.D.&Const.Corp.<br>Tacoma,Wsh | UnitedStates ShippingBoard | 380·5 | 53·0 | 27·0 | P39'B102'F41' | Tacoma<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"-48"<br>339NHP<br>Skinner&EddyCorp.<br>Seattle | |
| 19695<br>217502<br>LPQV | **Jacox** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*<br>Wireless Sub.Sig. | 2648<br>1963<br>1621 | | | | | 1919 | AlbinaEng&Machine Works<br>Portland,Or. | UnitedStates ShippingBoard | 289·0 | 44·1 | 19·2 | P26'B148'F32' | Portlnd,Or<br>Utd.States<br>*WB* | T.3Cy.22",37"&60"-42"<br>313NHP<br>EllicottMachineCorpn,<br>Baltimore,M. | |
| 19696 | **Jacqueline Clasine** SteelScK<br>*ss*Ymu.No.3-12,17<br>(*ex*Persia) 1*Dk* | 213<br>193<br>62 | ✠100A1<br>*Stm Trawler*<br>3,21 ✠LMC<br>MS12,17 BS7,~~20~~ 8,2 | Ymu | | CL<br>~~9,20~~<br>N1,22 | 1906<br>10mo<br>*Lloyd* | Smith's DockCo.Ld<br>NorthShields<br>*'sA&CP* | N.V.Algem.Vissch Maats. | 117·4 | 21·5 | 11·5 | Q50'F20'<br>BK7½ | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.12",20"&33"-23" (*s*)<br>180lb 75NHP<br>1SB,2*pf*,GS35,HS1330<br>MacColl&Pollock,Ld.Sld. | 12 |
| 19697<br><br>OJUG | **Jacques Cartier** SteelTwinSc<br>4MstSr<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 9717<br>—<br>6137 | ✠100A1<br>*Shelter dk withfreeboard*<br>3,22 ~~11,20~~ ✠NB(1)9,21<br>MS10,20 ✠LMC5,19 | Ham<br>Hav | *d*† | CL<br>10,20 | 1918<br>10mo<br>*Lloyd* | Atel.&Ch. deFrance<br>Dunkirk<br>*'sA&CP* | Cie.Générale Transatlantique<br>*CellDB* | 472·1 | 59·7 | 36·6 | B189'F48' *on Shelter dk* FK<br>*Collision BH to Shelter dk*<br>388' 1494*t FPT*101*t* | Havre<br>French<br>*Cem*<br>6*BH to U dk*<br>*APT*75*t* | T6Cy23",38½"&64½"-45" (*r*)<br>200lb FD 968 ~~884~~NHP<br>~~1SB,16cf,GS266,HS13268~~<br>Ateliers etChantiers de France<br>5SB,20*cf*,GS357,HS15373 | 39<br>9<br>30 |
| 19698<br><br>OJUH | — SteelTwinScSr<br>1*Dk* | 116<br>103<br>39 | | | | | 1903 | ADubigeon<br>Nantes | Soc.Anon.des Messageries Africaines | 91·9 | 18·9 | 7·7 | P30'B33' | St.Louis, Sénégal<br>French | C.4Cy.9⅝"&16¾"-11½"<br>8NHP<br>Brissonneau&Lotz,Nantes | |
| 19699<br><br>OJUL | **Jacques Fraissinet** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 3953<br>3098<br>2380 | | | | | 1914 | Soc.Anon. des Ch.&Atel. deSt.Nazaire (Penhöet)<br>GrndQuévlly | Cie.Marseillaise de Nav.àVap. (Fraissinet&Co. *Mgrs.*) | 351·0 | 46·0 | 25·9 | P23'B98'F49' | Marseilles<br>French | T3Cy.25"40$\frac{9}{20}$"&66$\frac{9}{20}$"-43$\frac{3}{20}$"<br>288NHP<br>Soc.Anon.desChantiers& Ateliers deSaintNazaire (Penhöet)SaintNazaire | |
| 19700 | **Jacuhy** SteelTwinScSr<br>*ss*Rio.No.2-20<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>*Ref.Mchy.* | *1951*<br>*1599*<br>*1182* | ✠ A1<br>*Brazilian Coasting withfreeboard*<br>5,20 ✠LMC6,20 | Rio | *r* | CL<br>5,20 | 1912<br>5mo<br>*Lloyd* | Mackie&Thomson,Ld.<br>Glasgow<br>*'sA&CP* | Pereira,Carneiro &Cia.Ld.<br>*WB=CellDB*<br>*a*86'*uE*14' | 276·7 | 45·2 | 15·4 | P27'B61'F22' FK<br>*f*114'569*t FPT*126*t* | R.Janeiro<br>Brazilian<br>6*BHCem*<br>*APT*127*t* | T.6Cy.15",25"&40"-27" (*s*)<br>180lb HS4620 243NHP<br>2SB&1AuxSB,8*cf*,GS137,<br>Muir&Houston,Ld.Gls. | 17<br>s2<br>15 |
| 19701<br>219335<br>LVBM | **Jadden** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*&*Shelter dk* | 6869<br>6616<br>5258 | | | | | 1919 | Skinner&EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 410·5 | 54·2 | 35·1 | P27'B19' | Seattle<br>Utd.States<br>*WB* | T.3Cy.25",42"&72"-48"<br>359NHP<br>Skinner&EddyCorp. | 35 |
| 19702<br><br>OJUR | **Jade** SteelScSr<br>(*ex*ChiyoMaru)<br>1*Dk* | 1075<br>920<br>689 | | | | | 1916 | Tochigi ShojiKabushikiKaisha<br>Yawata | Soc.Minière& Métallurgique de Pannaroya (Cie. Française de Marine&deComm. *Mgrs.*) | 198·0 | 31·2 | 19·0 | P8'B49'F23' | Marseilles<br>French<br>*WB* | T.3Cy.13½",21½"&42½"-30"<br>95NHP<br>K.Okamoto,Osaka | |
| 19703<br><br>OJUS | — SteelScSr<br>*Elec.light* 2*Dks* | 598<br>567<br>386 | | | | | 1913 | HongKong&WhampoaDockCo.Ld.<br>HongKong | Soc.desDragages deCochinchine | 158·0 | 27·3 | 17·2 | | Saigon<br>French<br>*WB* | T.3Cy.13",22"&35"-30"<br>67NHP<br>HongKong&Whampoa DockCo.Ld.HongKong | |
| 19704 | — SteelSc<br>*Elec.light* Wireless 1*Dk* | 536<br>435<br>268 | | | | | 1912 | Stettiner Oderwerke<br>Stettin | | 165·8 | 28·6 | 11·6 | B112'F22' | British<br>*WB* | C.2Cy.17$\frac{3}{16}$"&31½"-21⅔"<br>38NHP<br>StettinerOderwerke | |
| 19705 | — SteelSc<br>1*Dk* | 170<br>158<br>37 | | | | | 1897 | Akt.Ges. "Neptun"<br>Rostock | F.Busse | 110·7 | 20·9 | 10·5 | | Gstemnde<br>German<br>*WB* | C.2Cy.17¾"&33½"-22"<br>44NHP<br>A.G."Neptun,"Rostock | |
| 19706 | **Jadera** SteelScSr<br>*ss*Msl.No.3-1,12<br>*ss*Tri.No.2-19<br>(*ex*Broadwater,*ex*Candleshoe)<br>*Spar dk*(*Stl*)2*tr B*&*Web frames* | 3827<br>3583<br>2379 | ✠100A1<br>*Spar dk withfreeboard*<br>5,21 ~~12,20~~ ✠LMC6,19<br>~~BS12,20~~ 11,21 | Tri<br>Nap | *w* | CL<br>N12,20 | 1899<br>1mo | Furness,Withy&CoLd<br>WHartlepool<br>A&CP | Soc.Anon.d'Armamento"Oceania"<br>A.Ioetta<br>*WB* = *CellDBa*107' *u* | 340·0 | 47·1 | 19·9 | P31'B105'F31' 27·2 FK<br>*E*&*B*46' *f*121' 700*t* | Trieste<br>Italian<br>6*BHCem*<br>*APT*32*t* | T.3Cy.25",40"&66"-45" (*r*)<br>160lb *80lb* NDB14 307NHP<br>2SB,8*pf*,GS134,HS4832<br>SirC.Furness,Westgarth& Co.Ld.Mdb. | 29 10 |
| 19707 | **Jadran** SteelScSr<br>*ss*Tri.No.3-4,13<br>(*ex*Speedy) *ss*Tri.No.1-18<br>*Mchy.Aft Well deck* 1*Dk*(*Stl*) | 346<br>253<br>130 | ✠100A1<br>11,18 ✠LMC<br>MS11,18 BS7,20 | Tri | *f* | ~~11,18~~<br>2,22 | 1901<br>6mo | J.Meyer<br>ZaltBommel<br>A&CP | Soc.Croata diNav. aVap.Jadran<br>~~V.Plazibat&Co~~ | 146·3 | 23·1 | 9·8 | Q84'B11'F22' FK<br>*WB*= | Spalato<br>3*BHCem*<br>*FPT*47*t* | T.3Cy.12¼",20"&32"-23" (*s*)<br>~~180lb~~100lb 65NHP<br>1SB,2*pf*,GS36,HS1175<br>G.T.Grey,SouthShields | 10 |
| 19708 | **Jadro** IronScSr<br>(*ex*Barone dePino,*ex*Salve) 1*Dk* | 237<br>199<br>129 | | | | | 1883 | Stabilmnto Tecnico<br>Trieste | Soc.Anon.diNav. aVap."Dalmatia" | 140·1 | 17·0 | 11·0 | | Makarska | C.2Cy.18¼"&32"-21"<br>B*made*89 *refitted*12 39NHP<br>StabilimentoTecnico,Tri. | 12 |
| 19709 | **Jaegersberg** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 120<br>102<br>— | | | | | 1914 | Lübecker Maschb.Ges.<br>Lübeck | NeueDampferCo. A.G. | 82·8 | 19·8 | 9·7 | H29' | Kiel<br>German | T3Cy.12⅝"18$\frac{7}{16}$"&29½"-15$\frac{1}{16}$"<br>34NHP<br>LübeckerMaschb.Ges. Lübeck | |
| 19710<br><br>NWFK | **Jægersborg** SteelScSr<br>1*Dk* | 1254<br>948<br>727 | | | | | 1917 | Stuhr's Mask&Skibs Akt.Aalborg | A/SD/SDannebrog (C.K.Hansen) | 238·7 | 36·2 | 13·4 | P14'Q71'B94'F29' | Copnhagn<br>Danish<br>*WB* | T.3Cy.15",24"&40"-27"<br>83NHP<br>A/S"Frichs,"Aarhus | |
| 19711<br>3204<br>JHQF | **Jaffa** SteelScSr<br>*ss*Rot.No 3-3,10<br>(*ex*Roland,*ex*Emanuel) *ss*Got.No.2-19<br>1*Dk*(*Irn*)&*deep framing* | 1612<br>1483<br>1090 | ✠100A1<br>3,22 ~~1,21~~ ✠LMC<br>MS4,18 ~~BS4,20~~<br>11,21 | Got | *q* | ~~7,20~~<br>3,22 | 1898<br>4mo | W.Gray&Co.Ld.<br>W Hartlepool<br>A&CP | Rederiaktb. Sverige-Levanten (DanBroström, *Mgr.*)<br>*CellDB* | 265·0 | 38·5 | 17·4 | B68'H121*t*F27' FK<br>*a*82'*uE*&*B*36' *f*106' | Gothenbrg<br>Swedish<br>4*BHCem*<br>475*t APT*41*t* | T.3Cy.19",30½"&51"-36" (*s*)<br>160lb *80lb* 150NHP<br>1SB,3*rf*,GS51,HS2140<br>Cen.Mar.Eng.Wrks.W Hpl | 19<br>3<br>17 |
| 19712 | **Jaffari** IronScSr<br>(*ex*Cato) | *1094*<br>*877*<br>*700* | | | ... | | 1867 | Lon.&Gls. Co.<br>Glasgow | AgaMohamed Jaffer | 245·4 | 29·5 | 16·2 | Q34*t*B163*t*F13*t*<br>len76 FK | Busrah | C.2Cy.24"&48"-26"<br>NB98 98NHP<br>*Cmp.*76 Amos&Smith,Hull | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 3 Regist'd Tonnage. Gross. Under deck. Net. | 4 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 5 Port of Survey. | 6 Years Assigned now expired. Equipment Letter. | 7 Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19713 | **Jagersfontein** SteelSc<br>(exKaiyeiMaru) 2Dks(Stl)<br>Elec.light Wireless | 6081<br>5183<br>3906 | ✠100A1<br>11,21 ~~10,20~~<br>✠LMC8,18 | Sou<br>Ham | z | CL<br>10,20 | 1918<br>8mo | OsakaIron Works,Ld.<br>Osaka<br>A&CP | N.V.Hollandsche Zuid-Afrikaansche Stoomv.Maats. (HollandZuid-AfrikaLijn) | 407·3<br>P40'B137'F46' FK<br>CellDB360' 982t | 51·1 | 30·1 | Amstrdam<br>Dutch<br>7BHCem<br>DTa27' 767t | T.3Cy.27",45"&75"–51" (s)<br>180lb 120lb 553NHP<br>3SB,9cf,GS190,HS8100 FD<br>OsakaIronWrks,Ld.Osaka<br>FPT106tAPT26t | 32 " 7<br>s6 " 10<br>26 " 1 | |
| 19714<br>OJUX | **Jaguar** SteelScSr<br>(Tug)<br>(exNorrönna) 1Dk | 116<br>106<br>41 | | | | | 1903 | Nylands Værksted<br>Christiania | Valoussière | 91·9 | 17·9 | 10·8 | Marseilles<br>French | T.3Cy.10½",17"&28½"–20"<br>36NHP<br>NylandsVærksted,Xiania | | V |
| 19715 | **Jaguaribe** IronScSr<br>ssLiv.No.3–12,95<br>(exCanoè,exFlaxman) ssRioNo.2–05<br>Wireless 2Dks(1Irn&1ptIrn)3trB | 2168<br>2018<br>1356 | ✠<br>2,11<br>✠ | Rio | s | | 1882<br>8mo | Oswald, Mordnt&Co.<br>Southampton | Cia.Commercio e Navegação | 299·3<br>B48'<br>BK10" | 36·1 | 23·9 | R.Janeiro<br>Brazilian<br>5BHCem | C.2Cy.32"&64"–42"<br>NDB92 217NHP<br>2SB,6pf,GS116,HS3600<br>Oswald,Mordaunt&Co.Son | | |
| 19716<br>MDLU | **Jaime** WoodAuxScSr<br>OilEng.<br>(See Sailing Ship Register) | 247<br>—<br>129 | | | | | 1920 | ................ | M.deCortubitarte | .................. | | | Manila<br>Utd. States | Oil Engine | | |
| 19717<br>HPNS | **Jaime Girona** SteelScSr<br>ssBbo.2ndNo.3–9,17<br>(exTrece,exElwick) 1Dk(Irn)<br>Welldeck Wireless &Webframes | 2434<br>1841<br>1577 | ✠100A1<br>9,20<br>BS2,21 ✠LMC9,17 | Gls | s | ~~9,20~~<br>N10,21 | 1891<br>11mo | Ropner& Son<br>Stockton<br>A&CP | AltosHornos de Vizcaya | 290·0<br>P29'Q92'B116'<br>F31' BK10"<br>Cell DB238'502t | 39·0 | 18·6 | Bilbao<br>Spanish<br>5BHCem | T3Cy.22½",36½"&60"–39"(s)<br>160lb 80lb NDB09 224NHP<br>2SB,5cf,1rf,GS89,HS3358<br>Blair&Co.Ld.Stockton | 21 " 10<br>s1 " 8½<br>21 " 0 | |
| 19718 | **Jaime Vaño** Wood | 136<br>—<br>71 | | | | | 1902 | ................ | Smith,Bell&Co. | 107·8 | 19·7 | 8·1 | Manila<br>Utd. States | | | |
| 19719<br>HPMG | **Jaiz Kibel** | 178<br>—<br>115 | | | | | | ................ | JavierArcelus | 92·5 | 22·3 | 9·4 | S.Sebast'n<br>Spanish | T.3Cy.7½"12"&19¾"–12"<br>13NHP<br>Soc.Anon.Astilleros Andonaigui,Pasajes | | |
| 19720<br>1206<br>LRDJ | **Jakob** IronTwinScSr<br>Mchy.Aft | 374<br>—<br>263 | | | | | 1883 | Stabilmuto Tecnico<br>Trieste | RussianExportCo. | 179·5 | 27·2 | 8·4 | Rostoff<br>Russian | C.4Cy.11"&21"–18"<br>31NHP<br>StabilimentoTecnico,Tri. | | |
| 19721<br>220707<br>MBRC | **Jalapa** SteelScSr<br>Fitted for oil fuel<br>Elec.light Wireless 1Dk&Shelter dk<br>Sub.Sig. Longitudinal framing | 6085<br>—<br>4386 | | | | | 1920 | MooreS.B. Co.<br>Oakland,Cal. | UnitedStates ShippingBoard | 402·6<br>P34'F38' | 53·0 | 32·2 | S.Frncisco<br>Utd.States<br>WB | 2 Steam Turbines<br>Fletcher&Co.Hoboken,NJ | | R |
| 19722 | **Jalisco** SteelScSr<br>ssN.Os.No.1-21<br>Elec.light 2Dks(Stl) | 2585<br>2203<br>1558 | ✠100A1<br>9,21 ~~12,19~~<br>✠LMC ~~4,16~~ 8,21<br>Fitted for oil fuel 4,16 F.P. above 150° F. | NOs | t | N3,22<br>~~N4,19~~<br>~~8,21~~ | 1916<br>4mo<br>A&CP | WCramp& SonsS&EBCo<br>Philadelphia | Cia.Naviera MexicanaS.A. | 304·6<br>B90'F36' FK<br>CellDB248' 605t FPT 108t | 45·2 | 20·1 | VeraCruz<br>Mexican<br>7BHCem<br>APT148t | T.3Cy.20",33"&55"–36" (r)<br>175lb 175lb 262NHP<br>2SB,6cf,GS108,HS3994 FD<br>W.Cramp&SnsS&EBCPhl | 22 " 8 | |
| 19723<br>215493<br>LHRQ | **Jamaica** SteelTwinScSr<br>(exTacony, exStaatssekretärKraetke)<br>Elec.light Wireless 2Dks | 1962<br>1637<br>1133 | | | | | 1905 | Howaldts-werke<br>Kiel | JamaicaNavCoInc (BluefieldsFruit & S.S.Co.Mgrs.) | 261·2<br>P40'B160'F28' | 40·2 | 19·6 | N.Orleans<br>Utd.States<br>WB | T6Cy.14⅜,23¼"&38 3/16"–25 9/16"<br>148NHP<br>Howaldtswerke,Kiel | | R |
| 19724<br>127063<br>HNFK | **—** SteelScSr<br>ssCrs.No.3-4,21 ~~ssPna.No.2-16~~<br>Elec.light 2Dks(MStl-ws)<br>Wireless | 1138<br>832<br>602 | ✠100A1<br>6,21 ~~8,18~~<br>~~BS3,20~~ ✠LMC ~~4,18~~<br>~~BS4,21~~ 4,21 | Pna<br>Crs | n | CL<br>8,18<br>~~6,21~~<br>N11,21 | 1908<br>10mo<br>Lloyd | W.Harkess &Son,Ld.<br>Middlesbro'<br>'sA&CP | PacificSteamNav. Co. | 220·0<br>P24'B79'F28' FK<br>WB=DBf42' 49tFPT | 34·0 | 14·9 | Liverpool<br>British<br>4BHCem<br>47tAPT43t | T.3Cy.18",29"&48"–33" (s)<br>180lb 171NHP<br>2SB,4rf,GS83,HS3000<br>MacColl&Pollock,Ld.Sld. | 16 " 0<br>s2 " 2½<br>14 " 3 | |
| 19725<br>136220<br>JNOV | **—** SteelScK<br>ssHul.No.1–19<br>1Dk | 204<br>204<br>77 | ✠100A1<br>StmTrawler<br>11,20<br>BS3,21 ✠LMC4,19 | Hul | | CL<br>11,20 | 1914<br>12mo<br>Lloyd | Cochrane &Sons,Ld.<br>Selby<br>'sA&CP | HullSteamFishing &IceCo.Ld. | 112·2<br>BK8"<br>WB= | 22·5 | 12·4 | Hull<br>British<br>4BHCem<br>DTf13'30t | T.3Cy.10",17"&28"-24" (s)<br>200lb 55RHP<br>1SB,2pf,GS27,HS835<br>C.D.Holmes&Co.Ld.Hull | 13 " 2 | |
| 19726<br>210912 | **James A. Farrell** SteelScSr<br>Elec.light Longitudinalframing<br>Mchy.Aft Sub.Sig. 1Dk(Stl)& Webframes | 7705<br>7277<br>5967 | ✠100A-<br>6,18<br>For Service on the Great Lakes<br>~~BS12,19~~ ✠LMC4,15<br>BS4,21 | Det | | | 1913<br>3mo | American S.B.Co.<br>Lorain,O. | PittsburghS.S.Co.<br>WB = CellDBuE& | 580·0<br>F54' FK<br>B55' f&in Hopper side tanks 479' | 58·0 | 32·0 | Duluth<br>Utd.States<br>4BH | T.3Cy.24",39"&65"–42" (s)<br>170lb 170lb 406NHP<br>2SB,6cf,GS132,HS6338 FD<br>AmericanS.B.Co.Clevel'nd<br>8549tFPT259tAPT59t | 32 " 0 | |
| 19727 | **James Adams** SteelScK<br>named "Pilot Boat No. 5," See. No. 38999 [illegible]<br>Mchy.Aft 1Dk | 324<br>288<br>133 | ✠100A1<br>StmTrawler<br>10,17<br>✠LMC10,17 | Hul | | CL | 1917<br>10mo<br>Lloyd | Cochrane &Sons,Ld.<br>Selby<br>'sA&CP | ~~TheAdmiralty~~<br>BelgianPilotage Service | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | Belgian<br>4BHCem | T.3Cy.13",23"&37"–26" (s)<br>200lb 87NHP<br>1SB,3pf,GS48,HS1440<br>CrossleyBros.Ld.Mch. | 13 " 6 | |
| 19728<br>144325 | **James Aldridge** SteelScK<br>ssMil.No.3–9,20<br>1Dk | 221<br>206<br>89 | ✠100A1<br>StmTrawler<br>9,20<br>✠LMC9,20 | Mil | | CL<br>9,20 | 1917<br>5mo<br>Lloyd | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'sA&CP | ~~TheAdmiralty~~<br>Brand&Curzon | 115·6<br>BK7½" | 22·1 | 12·0 | London<br>British<br>3BHCem<br>DTf5'12t | T.3Cy.12",20"&33"–22" (s)<br>180lb 57RHP<br>1SB,2pf,GS37,HS1250<br>J.Abernethy&Co.Ld.Abn. | 12 " 9 | |
| 19729<br>144306 | **James Archibald** SteelScK<br>ssMil.No.3–8,20<br>1Dk | 210<br>206<br>78 | ✠100A1<br>StmTrawler<br>8,20<br>✠LMC8,20 | Mil | | CL<br>8,20 | 1917<br>5mo<br>Lloyd | J.Duthie<br>TorryS.B.Co<br>Aberdeen<br>'sA&CP | ~~TheAdmiralty~~<br>Brand&Curzon | 115·6<br>BK7½" | 22·1 | 12·0 | London<br>British<br>3BHCem<br>DTf5'12t | T.3Cy.12",20"&33"–22" (s)<br>180lb 69NHP<br>1SB,2pf,GS39,HS1243<br>W.Beardmore&Co.Ld.Gls. | 12 " 9 | |
| 19730<br>86307 | **James B. Eads** SteelSc<br>Sub.Sig. (exGlobe)<br>Mchy.Aft Elec.light 1Dk&Spar dk | 2704<br>—<br>1610 | | | | | 1894 | GlobeIron WorksCo.<br>Cleveland, O. | PittsburghS.S.Co. | 400·5<br>len99' H— | 42·8 | 24·3 | Duluth<br>Utd.States<br>WB | T.3Cy.24",39"&63"–42"<br>NB15 257NHP<br>GlobeIrnWksCo.ClvlndO. | | |
| 19731<br>124314 | **James B. Graham** SteelScK<br>ckad 1,22 1Dk | 198<br>196<br>78 | ✠<br>StmTrawler<br>3,14<br>✠ | Abn | | | 1914<br>3mo | Hall,Rus-sell&Co.Ld.<br>Aberdeen | HartnessSteam FishingCo.Ld. | 115·5<br>BK7½"<br>WB= | 22·1 | 11·9 | Hartlepool<br>British<br>3BHCem<br>DTf19'13t | T.3Cy.12",20"&34"–24"<br>78RHP<br>1SB,3pf,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 12 " 9 | |
| 19732<br>81373 | **James B. Neilson** SteelSc<br>(exWashburne)<br>Mchy.Aft Whaleback 1Dk | 2234<br>—<br>1572 | | | | | 1892 | American Stl.BargeCo.<br>Superior,Wis | PittsburghS.S.Co. | 320·0 | 42·0 | 25·0 | Duluth<br>Utd.States<br>WB | T.3Cy.23",37"&62"–42"<br>249NHP<br>S.F.Hodge&Co.Detroit | | |
| 19733 | **James Bashford** SteelScK<br>1Dk(Stl)<br>Now named "Strathrannoch," See letter S. | 202<br>200<br>88 | ✠100A1<br>StmTrawler<br>7,19<br>✠LMC7,19 | Abn | | | 1919<br>7mo<br>Lloyd | Hall,Rus-sell&Co.Ld.<br>Aberdeen<br>'sA&CP | TheAdmiralty | 115·0<br>BK7½" | 22·0 | 12·1 | London<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"–23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 " 0 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19734<br>143845 | Now named "Loch Blair," See No. 38239 in Supplement<br>**James Beagan** SteelScK<br>ssMil.No.3–6,20<br>1Dk | 203<br>200<br>82 | ✠100A1<br>StmTrawler<br>12,21 ~~6,20~~ ✠LMC6,20 | Mil<br>Abn | | CL<br>6,20 | 1917<br>11mo<br>Lloyd | Hall,Russell&Co.Ld<br>Aberdeen<br>'sA&CP | BonaccordStm.<br>FishingCo.Ld<br>~~J.D.Marsden,Mgr.~~ | 115·4 | 22·1 | 12·1<br>BK7½" | Aberdeen<br>~~London~~<br>British<br>3BHCem<br>DT/29'19t | T.3Cy.12",20"&34"–23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 19735<br>[illegible] | **James Bentole** SteelScK<br>Now named "FortRobert," See No. [illegible] in Supplement<br>ssMil.No.3–6,20<br>1Dk | 203<br>[illegible]<br>82 | ✠100A1<br>StmTrawler<br>12,21 ~~6,20~~ ✠LMC6,20 | Mil<br>Abn | | CL<br>6,20 | 1917<br>8mo<br>Lloyd | Hall,Russell&Co.Ld<br>Aberdeen<br>'sA&CP | ~~ConsolidatedStm.FishingIceCo.(Grimsby)Ld.~~<br>~~(J.D.Marsden,Mgr.)~~<br>A.J.W.Lewis | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3BHCem<br>DB/29'19t | T.3Cy.12",20"&34"–23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 19736<br>145066 | **James Berry** SteelScK<br>ssPly.No.3–10,20<br>Mchy.Aft Elec.light 1Dk | 269<br>237<br>109 | ✠100A1<br>StmTrawler<br>6,21 ~~10,20~~ ✠LMC10,20 | Ply | | CL<br>10,20 | 1917<br>9mo<br>Lloyd | Cook,Welt'n&Gemmell Ld. Beverley<br>'sA&CP | TheAdmiralty | 125·4<br>Q66' | 22·5 | 12·2<br>BK7½" | London<br>British<br>4BHCem | T3Cy12½"21½"&35½"–24"(s)<br>200lb 83RHP<br>1SB,3pf,GS48,HS1450<br>Amos&Smith,Ld.Hull | 13 |
| 19737<br>144274 | **James Brodigan** SteelScK<br>1Dk(Stl) | 203<br>200<br>88 | ✠100A1<br>StmTrawler<br>9,21 ~~10,20~~ ✠LMC12,18 | Hul | | CL<br>~~10,20~~<br>9,21 | 1918<br>12mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | HullNorthern FishingCo.Ld. | 115·4 | 22·1 | 12·1<br>BK7½" | Hull<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"–23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 19738<br>143888 | **James Buchanan** SteelScK<br>ssPly.No.3–10,20<br>Mchy.Aft Elec.light 1Dk | 324<br>288<br>132 | ✠100A1<br>StmTrawler<br>7,21 ~~10,20~~ ✠LMC10,20 | Ply | | CL<br>10,20 | 1917<br>12mo<br>Lloyd | Cochrane&Sons,Ld.<br>Selby<br>'sA&CP | TheAdmiralty | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4BHCem | T.3Cy.13",23"&37"–26" (s)<br>200lb 87NHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 19739<br>201821 | **James C. Wallace** SteelScSr<br>Mchy.Aft Elec.light 1Dk | 6684<br>—<br>5403 | | | | | 1905 | AmericanS.B.Co.<br>Lorain | InterlakeS.S.Co.<br>(Pickands,Mather&Co.Mgrs.) | 532·1 | 56·0 | 31·0 | Cleveland<br>Utd.States<br>WB | Q.4Cy.18½",28½",43½"&66"–42" 282NHP<br>AmericanSB.Co.Cleveland | |
| 19740<br>134748<br>JBCS | **James Carruthers** SteelScK<br>ssVcr.No.2–21<br>Elec.light 1Dk | 233<br>207<br>97 | ✠100A1<br>StmTrawler<br>1,21 ✠LMC1,21 | Vcr | | CL<br>1,21 | 1912<br>10mo<br>Lloyd | Cook,Welt'n&Gemmell Ld. Beverley<br>'sA&CP | CanadianFish&ColdStorageCo.<br>Ld.(T.H.Johnson,Mgr.) | 118·0<br>Q62'F19' | 22·0 | 11·5<br>BK7½"<br>WB= | Grimsby<br>British<br>4BHCem<br>DBf15'16t | T.3Cy.12",21"&34"–24" (s)<br>180lb 58RHP<br>1SB,3pf,GS48,HS1290<br>C.D.Holmes&Co.Ld.Hull | 12<br>s1·0<br>12 |
| 19741<br>146160 | **James Caton** SteelSc~~Sr~~ K<br>ssBgs.No.1–21<br>Elec.light 1Dk(Stl-ws) ~~1Dk(Stl)~~<br>wnamed "Emilie-Pierre," See No. 37218 in Supplement | 330<br>292<br>150 | ✠100A1<br>StmTrawler<br>10,21 ~~9,18~~ ✠LMC~~9,18~~ 8,21 | Rnf<br>Bgs | | 8,21 | 1918<br>9mo<br>Lloyd | Lobnitz&Co.Ld.<br>Renfrew<br>'sA&CP | ~~TheAdmiralty~~ | 138·8<br>Q77'F20' | 23·7 | 12·9<br>BK7½" | London<br>British<br>4BHCem | T.3Cy.13",23"&37"–26" (s)<br>200lb 87NHP<br>1SB,3pf,GS48,HS1440<br>Lobnitz&Co.,Ld.Renfrew | 13 |
| 19742<br>143859 | **James Cepell** SteelScK<br>ssMil.No.3–10,20<br>Elec.light 1Dk | 281<br>250<br>116 | 100A1<br>StmTrawler<br>10,20 LMC10,20 | Mil | | CL<br>10,20 | 1918<br>4mo<br>Lloyd | G.Brown&Co.Ld.<br>Greenock<br>'sA&CP | TheAdmiralty | 125·6<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | London<br>British<br>2BHCem<br>WB | T.3Cy.12½",21"&35"–26" (s)<br>180lb 87RHP<br>1SB,3pf,GS50<br>Gauldie,Gillespie&Co.Gls. | 13 |
| 19743<br>143827 | **James Christopher** SteelScK<br>(Fishing)<br>1Dk | 276<br>246<br>109 | | | | | 1918 | JPRenoldson&Son,Ld<br>SouthShields | SkomerSteamShippingCo.Ld.<br>(L.Bull,Mgr.) | 125·3 | 23·4 | 12·6 | London<br>British<br>WB | T.3Cy.12½",21"&35"–26"<br>87RHP<br>J.P.Rennoldson&Sons,Ld | |
| 19744<br>[illegible] | **James Connor** SteelScK<br>Now named "Waveney," See No. [illegible] in Supplement<br>1Dk | 277<br>246<br>109 | | | | | 1917 | W.Harkess&Sons,Ld.<br>Middlesbro' | TheAdmiralty | 125·4 | 23·5 | 12·8 | London<br>British | T.3Cy.12½",21"&35"–26"<br>87NHP<br>Belliss&Morcom,Ld.Birm | |
| 19745<br>143936 | **James Cosgrove** SteelScK<br>1Dk | 277<br>247<br>121 | 100A1<br>StmTrawler<br>~~12,20~~ 11,21 LMC~~5,20~~ 11,21 | Auk | | CL<br>3,20 | 1918<br>9mo<br>Lloyd | AilsaS.B.Co.Ld.<br>Ayr<br>'sA&CP | Sandford,Ld. | 125·5<br>Q72'F21' | 23·5 | 12·8<br>BK7½" | Auckland<br>British<br>2BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 61RHP<br>1SB,3pf,GS51,HS1619<br>AilsaS.B.Co.Ld.Troon | 13 |
| 19746<br>~~144673~~ | **James Curry** SteelScK<br>ssWvn.No.3–7,20<br>1Dk | 205<br>201<br>89 | ✠100A1<br>StmTrawler<br>7,20 ✠LMC7,20 | Wvn | | CL<br>7,20 | 1917<br>12mo<br>Lloyd | Murdoch&Murray,Ld.<br>PortGlasgow<br>'sA&CP | ~~TheAdmiralty~~ | 115·3 | 22·1 | 12·1<br>BK7½" | London<br>Belgian<br>3BHCem<br>DBf25'19t | T.3Cy.12",20"&34"–23" (r)<br>180lb 59RHP<br>1SB,3pf,GS39,HS1347<br>Ross&Duncan,Glasgow | 13 |
| 19747<br>220802 | **James Davidson** SteelSc<br>Elec.light 1Dk<br>Mchy.Aft ptLongitudinalframing | 8349<br>—<br>6387 | | | | | 1920 | DetroitS.B.Co.<br>Wyandotte,Mich | GlobeS.S.Co. | 587·1<br>F54' | 60·0 | 27·8 | Duluth<br>Utd.States<br>WB | T.3Cy.24½",41"&65"–42"<br>274NHP<br>AmericanS.B.Co.Lorain,O | |
| 19748<br>76392 | **James Dempsey** SteelSc<br>(exCharlesHorn)<br>Elec.light | 847<br>—<br>682 | | | | | 1883 | Wolf&Davidson<br>Milw'kee Wis | NessenTransportationCo. | 182·8 | 42·9 | 13·0 | Manistee<br>Utd.States | C.2Cy.20"&40"–30"<br>NE94 NB98 73NHP<br>Wilsn&Hendrie,Montagu | |
| 19749<br>217663<br>LQDR | **James Dougherty** WoodSc<br>(Tug)<br>1Dk | 263<br>—<br>141 | | | | | 1919 | EasternShoreS.B.Co.<br>Sharpt'wnMd | EricBasinTowing&HoistingCo. | 121·6 | 20·4 | 12·0 | NewYork<br>Utd.States | C.2Cy.18"&38"–26"<br>61NHP | |
| 19750<br>201961 | **James E. Davidson** SteelScSr<br>Mchy.Aft Elec.light 1Dk | 6206<br>—<br>4943 | | | | | 1905 | Gt.LakesEng.Works<br>Ecorse,Mich | Inter-OceanS.S.Co(G.A.TomlinsonMgr.) | 504·0 | 54·2 | 31·0 | Duluth<br>Utd.States<br>WB | Q.4Cy.18",27",40"&62"–42"<br>NB12 249NHP<br>Gt.LakesEng.Wks.Detroit | |
| 19751<br>144461 | **James Evans** SteelScK<br>ssWvn.No.3–12,20<br>1Dk | 206<br>202<br>79 | 100A1<br>StmTrawler<br>2,22 ~~12,20~~ ✠LMC12,20 | Wvn<br>Bgs | | CL<br>12,20 | 1918<br>Lloyd | I.J.Abdela&Mitchell,Ld.<br>Chester<br>'sA&CP | TheAdmiralty | 115·7 | 22·1 | 12·2<br>BK7½" | London<br>British<br>3BHCem<br>DBf29'20t | T.3Cy.12",20"&34"–23" (r)<br>180lb 59RHP<br>1SB,3pf,GS39,HS1347<br>FairfieldS.B.&E.Co.Ld.Gls | 13 |
| 19752<br>143866 | **James Green** SteelScK<br>ssLon.No.3–2,20<br>1Dk | 275<br>246<br>107 | 100A1<br>StmTrawler<br>2,20 LMC2,20 | Lon | | CL<br>2,20 | 1917<br>Lloyd | Smith'sDockCo Ld.<br>Middlesbro'<br>'sA&CP | TheAdmiralty | 125·5<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 87RHP<br>1SB,3pf,GS49,HS1590<br>Smith'sDockCo.Ld.Mdb. | 13 |
| 19753<br>145866 | **James H. Beazley** SteelSc<br>Elec.light 1Dk(Teak)<br>~~CruiserStern~~ | ~~350~~<br>459<br>317<br>188 | ✠100A1<br>3,22 ~~9,21~~<br>~~(ClassContemplated)~~<br>✠LMC9,21 | Drt<br>Bkn | | CL | 1921<br>9mo<br>Lloyd | Philip&SonLd.<br>Dartmouth<br>'sA&CP | MerseyDocks&HarbourBoard | 144·7<br>B&F78'<br>DT/13'45t | ~~27·5~~<br>27·7 | ~~14·0~~<br>12·8<br>BK8" | Liverpool<br>British<br>4BHCem | T.3Cy.13½",22"&36"–24"(s)<br>180lb 66RHP<br>1SB,3cf,GS57,HS1844<br>Philip&Son,Ld.Dartmouth | 14 |
| 19754<br>77541 | **James H. Hoyt** SteelScSr<br>Mchy.Aft Elec.light 1Dk2trB | 4364<br>—<br>3234 | | | | | 1902 | SuperiorS.B.Co.<br>W.Superior | InterlakeS.S.Co.<br>(Pickands,Mather&Co.Mgrs.) | 411·2<br>F40'<br>len10 | 50·0 | 23·0 | Cleveland<br>Utd.States | T.3Cy.17",31"&55"–40"<br>191NHP<br>SuperiorS.B.Co. | |
| 19755<br>77589 | **James H. Reed** SteelScSr<br>Mchy.Aft Elec.light Sub.Sig. 1Dk2trB | 5207<br>—<br>3841 | | | | | 1903 | DetroitS.B.Co.<br>Wyandotte | InterlakeS.S.Co.<br>(Pickands,Mather&Co.Mgrs.) | 448·0<br>F48' | 52·2 | 25·3 | Cleveland<br>Utd.States<br>WB | Q.4Cy.15",23¾",36½"&56"–40"<br>198NHP<br>DetroitS.B.Co.Detroit | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions<br>Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Regis<br>Flag. | 13<br>RHP<br>Particulars of<br>Engine Maker | 14<br>Moulded | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19756<br>144326 | "Georgette," See No. 37589 in Supplement<br>James Hartwell SteelScSr<br>ssMil.No.3-11,20<br>Mchy.Aft 1Dk(Stl-ws) ~~1Dk(Stl)~~ | ~~206~~ 203<br>199<br>81 ~~87~~ | ✠100A1<br>StmTrawler<br>11,21 ~~11,20~~ ✠LMC11,20 | Mil | | CL<br>11,20 | 1918<br>11mo<br>Lloyd | OuseS.B.<br>Co.Ld.<br>Goole<br>'sA&CP | ~~TheAdmiralty~~<br>ConsolidatedStm.<br>Fishing&IceCo.<br>(Grimsby)Ld.<br>(J.D.MarsdenMgr.) | 115·4<br>BK7½" | 22·1 | 12·1 | London<br>British<br>3BHCem<br>DTf29'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 57RHP<br>1SB,3pf,GS39,HS1347<br>A.G.Mumford,Ld.Col. | 13 ″ 0 | |
| 19757<br>ecked 10,21<br>HPNM | James Haynes IronScSr<br>(exTanger,exJamesHaynes) 1Dk | 210<br>—<br>118 | | | ... | | 1875 | J Fullerton<br>&Co.<br>Paisley | M.Campos | 129·6<br>P35' | 19·5 | 10·0 | Seville<br>Spanish<br>WB | C.2Cy.20"&35"-24"<br>NB05 50NHP<br>W.King&Co.,Glasgow | | V |
| 19758<br>139338 | James Hines SteelScK<br>1Dk | 203<br>201<br>88 | ✠100A1<br>StmTrawler<br>4,21 ~~5,20~~ ✠LMC5,19 | Hul | | CL<br>~~5,20~~<br>4,21 | 1919<br>4mo<br>Lloyd | Hawthorns<br>&Co.Ld.<br>Leith<br>'sA&CP | HollinwoodSteam<br>TrawlingFishing<br>Co.Ld.(B.Knowles,<br>Mgr.) | 115·4<br>BK7½" | 22·2 | 12·1 | Hull<br>British<br>3BHCem<br>DBf29'20t | T.3Cy.12",20"&34"-23" (r)<br>180lb 57RHP<br>1SB,3pf,GS39,HS1347<br>Hawthorns&Co.Ld.Leith | 13 ″ 0 | |
| 19759 | James Hulbert SteelScSr<br>1Dk(Stl) | 330<br>292<br>153 | ✠100A1<br>StmTrawler<br>9,19 ✠LMC9,19 | Rnf | | CL | 1919<br>9mo<br>Lloyd | Lobnitz&<br>Co.Ld.<br>Renfrew<br>'sA&CP | E.WallisSynd.Ld. | 138·7<br>Q70'F20'<br>BK7½" | 23·7 | 12·9 | British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87NHP<br>1SB,3pf,GS48,HS1440<br>Lobnitz&Co.Ld.Renfrew | 13 ″ 6 | |
| 19760<br>143786 | James Hunniford SteelScK<br>med "Cremlyn." See No. 36712 in Supplement<br>ssFlt.No.1-21<br>1Dk | 276<br>246<br>107 | ✠100A1<br>StmTrawler<br>5,21 ~~2,20~~ ✠LMC~~3,17~~<br>5,21 | Flt | | CL<br>2,20 | 1917<br>3mo<br>Lloyd | Smith's<br>DockCo.Ld.<br>Middlesbro<br>'sA&CP | BrooklynFishing<br>Co.Ld. (T.<br>Cardwell, Mgr.) | 125·5<br>Q72'F21'<br>BK7½" | 23·4 | 12·8 | Fleetwood<br>British<br>3BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 87NHP<br>1SB,3pf,GS50,HS1616<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 | |
| 19761<br>1452<br>HJNL | James J. Dickson IronScSr<br>1Dk | 857<br>603<br>529 | | - | | | 1872 | Earle'sCo.<br>Ld.<br>Hull | FovnyadeÅngf.<br>A/BGöta (F.<br>Sternhagen, Mgr.) | 196·3<br>P115'H22tF28' | 28·0 | 15·0 | Gothenbrg<br>Swedish | C.2Cy.17$\frac{9}{10}$"&39$\frac{3}{5}$"-23$\frac{3}{5}$"<br>NE&B02 63NHP<br>Göteborg,M.V.Gothenbrg. | | |
| 19762<br>77409 | James J. Hill SteelSc<br>Mchy.Aft Elec.light Sub.Sig. 1Dk2trB | 6025<br>—<br>4578 | | | | | 1900 | American<br>S.B.Co.<br>Lorain,O. | PittsburghS.S.Co. | 478·0<br>Q72'B47'F30' | 52·0 | 30·0 | Duluth<br>Utd.States<br>WB | Q.4Cy.16½",25½",38½"&60"-40" 228NHP<br>AmericanSB.Co.Cleveland | | |
| 19763<br>202937<br>LHWC | James J. McNally WoodSc<br>(exPrudence)<br>1Dk | 101<br>—<br>69 | | | | | 1905 | ..................<br>Baltimore | C.Gring | 87·2 | 20·0 | 9·0 | Phildlphia<br>Utd.States | | | |
| 19764<br>143262 | James Johnson SteelScK<br>Mchy.Aft 1Dk(Stl-ws) | 325<br>287<br>149 | ✠100A1<br>StmTrawler<br>6,19 ✠LMC6,19 | Hul | | | 1919<br>4mo<br>Lloyd | Cochrane&<br>Sons,Ld.<br>Selby<br>'sA&CP | JamesJohnson<br>(HudsonBros,<br>Mgrs,) | 138·3<br>Q78'F19'<br>BK7½" | 23·7 | 12·7 | Scarboro'<br>British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87NHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 19765 | James Jones SteelScK<br>renamed "Cherwell," See No. 36872 in Supplement<br>Mchy.Aft 1Dk(Stl) | 324<br>[illegible]<br>149 | ✠100A1<br>StmTrawler<br>11,18 ✠LMC11,18 | Hul | | CL | 1918<br>11mo<br>Lloyd | Cochrane&<br>Sons,Ld.<br>Selby<br>'sA&CP | TheAdmiralty | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | London<br>British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87NHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 19766<br>203056 | James Laughlin SteelScSr<br>Mchy.Aft Elec.light 1Dk | 6939<br>—<br>5492 | | | | | 1906 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | InterstateS.S.Co.<br>(W.H.Becker,<br>Mgr.) | 530·0 | 56·2 | 32·0 | Duluth<br>Utd.States<br>WB | T.3Cy.23",37"&63"-42"<br>257NHP<br>Gt.LakesEng.Wks.Detroit | | |
| 19767<br>144360 | James Lavenny SteelScK<br>ssPly.No.3-10,20<br>1Dk(Stl) | 274<br>245<br>106 | ✠100A1<br>StmTrawler<br>7,21 ~~10,20~~ LMC10,20 | Ply | | 10,20 | 1919<br>9mo<br>Lloyd | J.Cham-<br>bers,Ld.<br>Lowestoft<br>'sA&CP | TheAdmiralty | 125·0<br>Q72'F17'<br>BK7½" | 23·5 | 12·5 | London<br>British<br>3BHCem | T.3Cy,12½,21"&35"-26" (s)<br>180lb 99RH<br>1SB,<br>Fraser&Chalmers,Erith | | |
| 19768<br>143834 | James Lay SteelScK<br>Mchy.Aft 1Dk(Stl) | 278<br>248<br>121 | ✠100A1<br>StmTrawler<br>10,21 ~~10,18~~ ✠LMC10,18 | Lon<br>Mil | | CL<br>5,22 | 1918<br>10mo<br>Lloyd | FletchrSon<br>&FearnallLd.<br>London<br>'sA&CP | Rt.Hon.Lord<br>Invernairn(C.<br>Curzon, Mgr.) | 125·0<br>Q73'F21'<br>BK7½" | 23·5 | 12·7 | London<br>British<br>3BHCem | T.3Cy.12½",21"&35"-26"<br>61RHP<br>Fraser&ChalmersLd.Erith | | |
| 19769<br>140786 | James Long SteelScK<br>1Dk | 326<br>287<br>150 | ✠100A1<br>StmTrawler<br>10,21 ~~1,20~~ ✠LMC5,19 | Hul | | | 1919<br>3mo<br>Lloyd | Cochrane<br>&Sons,Ld<br>Selby<br>'sA&CP | HellyerBros.Ld. | 138·3<br>Q78'F19'<br>BK7½" | 23·7 | 12·7 | Hull<br>British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87RHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 19770 | James Ludford SteelScK<br>1Dk(Stl) | 326<br>287<br>153 | ✠100A1<br>StmTrawler<br>4,19 ✠LMC5,19 | Hul | | | 1919<br>2mo<br>Lloyd | Cochrane<br>&Sons,Ld.<br>Selby<br>'sA&CP | TheAdmiralty | 138·3<br>Q78'F19'<br>BK7½" | 23·7 | 12·7 | London<br>British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87RHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 19771<br>202057 | James M. Gifford WoodSc<br>1Dk | 168<br>—<br>106 | | | | | 1905 | ..................<br>Greenport,<br>N.Y. | LewesOil&<br>Chemical Co.<br>(WCLofland, Mgr) | 128·0 | 19·2 | 10·0 | Wilmgton<br>(Del.)<br>Utd.States | | | |
| 19772<br>214816<br>LGSP | James McGee SteelTwinSc3MstSr<br>ssNYk.No.1-21<br>Elec.light 2Dks(Stl)&Web frames&<br>Mchy.Aft Wireless Shelter dk(Stl)<br>Sub.Sig. Longitudinal framing | 10678<br>10434<br>8115 | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,22 ~~4,21~~ ~~3,20~~ ✠LMC~~3,17~~ 4,21<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 3,17 F.P. above150° F. | NYk<br>NNs | f† | CL<br>~~3,20~~<br>~~4,21~~<br>2,22 | 1917<br>3mo | Bethlehem<br>SteelCo.<br>Sparro'PtMd<br>A&CP | StandardOilCo.<br>(NewJersey) | 499·1<br>FK<br>(<br>CellDBa17'uE& | 68·2 | 35·9 | NewYork<br>Utd.States<br>19BHptCem<br>15 „ to Udk<br>4 „ 2nd „)<br>B68'275tDT | T.6Cy.20½",35"&60"-42" (s)<br>200lb 200lb 652NHP<br>3SB,12cf,GS220,HS9228 FD<br>BethlehemStl.Co.Sparr'Pt<br>/54'745tFPT244tAPT108t | 38 ″ 0<br>s11 ″ 5<br>27 ″ 3 | |
| 19773<br>110541 | James McWilliams WoodScTug<br>(exRobert<br>Mchy.Aft A.Parker,exCheektowaga) | 149<br>—<br>74 | | | | | 1882 | ..................<br>Newburgh,<br>N.Y. | J.McWilliams<br>Towing Line | 118·6 | 22·2 | 10·4 | NewYork<br>Utd.States | C.2Cy.20"&40"-28"<br>NE&B05 70NHP<br>T.Smith&SnsCo.JersyCty | | |
| 19774 | James Makee WoodScSr<br>(Motor)<br>(exIris) 1Dk | 223<br>—<br>130 | | | | | 1879 | HallBros.<br>PortLudlow,<br>Wash. | | 118·7<br>Q24'F14' | 26·2 | 10·2 | Manila<br>Utd.States | Motor | | |
| 19775<br>220441<br>MBFT | James Otis SteelSc<br>Fitted for oil fuel<br>Elec.light 1Dk&Shelter dk&2nd dk<br>Sub.Sig. forward&Web frames<br>Wireless Longitudinal framing | 8293<br>7203<br>6168 | | | ... | | 1920 | ThePusey<br>&JonesCo.<br>Gloucester,<br>N.J. | UnitedStates<br>ShippingBoard | 439·6<br>P41'B134'F46'on<br>Shelter dk FK | 60·2 | 33·7 | Phildlphia<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>627NHP<br>DeLavalSteam TurbineCo<br>Trenton,N.J. | 36 ″ 8 | R |
| 19776<br>201811 | James P. Walsh SteelSc<br>Elec.light Mchy.Aft 1Dk | 5326<br>—<br>3925 | | | | | 1905 | CraigS.B.<br>Co.<br>Toledo,O. | PioneerS.S.Co.<br>(Hutchinson&Co.<br>Mgrs.) | 488·6 | 52·0 | 31·0 | Fairport<br>Utd.States<br>WB | T.3Cy.22½",36"&60"-42"<br>233NHP<br>CraigS.B.Co.Toledo | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19777<br>101744 | **James Paterson** SteelScSr<br>ssMel.No.3–9,14<br>*Elec.light* ssMel.No.1–18<br>1*Dk*(*Teak*) | 247<br>241<br>6 | ✠100A1<br>*For Towing purposes*<br>7,21 ~~7,20~~<br>✠LMC ~~[illegible]~~ 1,21 | Mel | *d* | CL<br>8,20 | 1902<br>9mo | J.P.Rennoldson&Sns.<br>SouthShields<br>*Lloyd'sA&CP* | JamesPaterson&Co.ProprietaryLd. | 125·0 | 24·1 | 12·5<br>BK7"<br>*WB=FPT* | Melbourne<br>British<br>5*BHCem*<br>12*tAPT*18*t* | T.3Cy.16⅝",28"&46"–30" (*s*)<br>180lb 98RHP<br>2SB,6*cf*,GS87,HS2790<br>J.P.Rennoldsn&Sns,S.Shl. | 13 |
| 19778<br>143846 | **James Peake** SteelScK<br>ssMil.No.3–1,21<br>*Elec.light* 1*Dk* | 275<br>246<br>107 | 100A1<br>*StmTrawler*<br>1,22 ~~1,21~~<br>LMC1,21 | Pem | | CL<br>1,21 | 1917 | Smith's DockCo.Ld.<br>Middlesbro'<br>*Lloyd'sA&CP* | TheAdmiralty | 125·5<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 61RHP<br>1SB,3*pf*,GS50,HS1619<br>Smith'sDockCo.Ld.Mdb. | 13 |
| 19779<br>127127 | **James Pitchers** SteelScK<br>1*Dk* | 197<br>195<br>75 | | | … | | 1911 | Hall,Russell&Co.Ld.<br>Aberdeen | R.Irvin&Sons,Ld. | 115·5 | 22·1 | 11·8<br>BK7½" | N.Shields<br>British<br>*WB* | T.3Cy.12",20"&34"–24"<br>78RHP<br>Hall,Russell&Co.Ld.Abn | 12 |
| 19780<br>143847 | **James Robertson** SteelScK<br>ssMil.No.3–3,20<br>1*Dk*<br>named "Capstone," See No 36845 in Supplement | 275<br>246<br>107 | 100A1<br>*StmTrawler*<br>3,20<br>LMC3,20 | Mil | | CL<br>3,20 | 1917 | Smith's DockCo.Ld.<br>Middlesbro'<br>*Lloyd'sA&CP* | ~~TheAdmiralty~~<br>D.Pettit,Ld.<br>(D.Pettit,*Mgr*) | 125·5<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 61RHP<br>1SB,3*pf*,GS49,HS1590<br>Hwthrn,Leslie&CoLdNwc | 13 |
| 19781<br>203658 | **James S. Dunham** SteelScSr<br>*Elec.light Mchy.Aft* 1*Dk* | 4795<br>—<br>3644 | | | | | 1906 | W.BayCity S.B.Co. West<br>BayCityMich | ChicagoNav.Co.<br>(D.Sullivan&Co. *Mgrs.*) | 420·0 | 52·0 | 24·3 | Duluth<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"–42"<br>218NHP<br>AmericanS.B.Co.Clevland | |
| 19782<br>129363<br>HTGM | **James S. Melville** SteelScK<br>1*Dk* | 211<br>208<br>81 | | | … | | 1911 | A.Hall&Co.Ld.<br>Aberdeen | A.G.Brown | 117·5 | 22·3 | 12·3<br>BK7½" | Aberdeen<br>British<br>*WB* | T.3Cy.12",20"&33"–23"<br>66RHP<br>A.Hall&Co.Ld.Aberdeen | 13 |
| 19783<br>77434<br>KQHS | **James S. Whitney** SteelScSr<br>Sub.Sig. Wireless 2*Dks&Hurdk* | 2615<br>1705<br>1933 | | | | | 1900 | Harlan&Hollingsworth Co.<br>Wlmgtn,Del. | AcmeS.S.Corp. | 278·5 | 43·0 | 29·0 | NewYork<br>Utd.States | T.3Cy.29",46"&75"–48"<br>390NHP<br>Harlan&HollingsworthCo Wilmington,Del | |
| 19784<br>101833<br>NDBL | **James Tennant** SteelScK<br>ssNwc.2ndNo.3–9,18<br>*Mchy.Aft*<br>1*Dk*(*Irn*) | 203<br>154<br>97 | ✠100A1<br>2,21<br>✠LMC<br>MS9,18 BS~~[illegible]~~2,21 | Shl | *c* | CL<br>~~2,21~~<br>N6,21 | 1893<br>8mo | Wood,Skinner&Co.<br>Newcastle<br>A&CP | Robinson,Brown&Co. | 120·0<br>Q37'B9'F16' | 20·1 | 9·0<br>FK<br>*WB=* | Newcastle<br>British<br>3*BHCem*<br>*FPT*32*t* | C.2Cy.15"&28"–20" (*s*)<br>100lb 50RHP<br>1SB,2*pf*,GS25,HS730<br>N.E.Mar.E.Co.(Lim.)Nwc. | 9 |
| 19785<br>216016<br>LJRV | **James Timpson** WoodTwinSc ~~WoodSc~~<br>SSCrs.22 *OilEng.*<br>*Salted&speciallytreated* 1*Dk*2*trB*<br>*Elec.light* *pt*GIB Hardwood treenails<br>Wireless | 2016<br>1767<br>1646 | ✠12 A1<br>~~8,21~~ ~~1,21~~ 2,22<br>✠NDB19 ✠LMC~~[illegible]~~ 8,21<br>DBS11,21 | NOs<br>~~NYk~~ Crs | *s* | | 1917<br>9mo<br>A&CP | G.M.Standefer Con.Corp.<br>Portland,Or. | ResolvedCorporation | 260·8 | 45·0 | 21·0 | NewYork<br>Utd.States<br>2*BH* | 2 Geared Oil Engines<br>12Cy.12 5/16"–18" 4S.C.SA<br>(WaterTube) 107NHP<br>*225lb*<br>WintonEngWksClvlandO | 25 |
| 19786<br>84859<br>WFBP | **James Turpie** IronScSr<br>2*Dks*3*trB* | 1732<br>1567<br>1082 | | | … | | 1881 | A.Leslie&Co.<br>Newcastle | TheSouthGeorgia Co.Ld.(C.Salvesen &Co.*Mgrs.*) | 270·8<br>P46'B50'F36' | 34·7 | 23·0<br>BK9½" | N.Shields<br>British<br>*WB* | C.2Cy.32"&61"–36"<br>172NHP<br>N.E.MarineE.Co.(Lim)Sld | 24 |
| 19787<br>144892 | **JamesTyrrell** WoodAuxSc3MstSr<br>Sunk by Collision 12,21<br>*OilEng.*<br>(*ex*Magallanes) *Mchy.Aft*<br>(*See Sailing Ship Register*) | 201<br>163<br>151 | | | | | 1919 | Ormestad Slip&Båtb.<br>Sandefjord | R.Tyrrell | 112·0<br>Q27*t* | 23·0 | 9·4 | Chester<br>British | Oil Engine<br>2Cy.11½"–12¼" 20NHP<br>Gullaison,Christiania | |
| 19788<br>77236 | **James Watt** SteelSc<br>*Mchy.Aft Elec.light* Sub.Sig. 1*Dk*2*trB* | 4090<br>—<br>3105 | | | | | 1896 | Cleveland S.B.Co.<br>Cleveland | PittsburghS.S.Co. | 405·0 | 48·0 | 23·5 | Duluth<br>Utd.States<br>*WB* | T.3Cy.25",40"&68"–42"<br>300NHP<br>ClevelandS.B.Co.,Clevelnd | |
| 19789<br>121709 | **James Whalen** SteelSc<br>1*Dk* | 313<br>262<br>156 | | | | | 1905 | Bertram E. WorksCo.Ld.<br>Toronto | CanadianTowing &WreckingCo.Ld. | 108·0 | 24·0 | 13·0 | Pt.Arthur, Ont.<br>British | C.2Cy.20"&40"–36"<br>67RHP<br>BertramE.W.Co.Ld.Trnto. | |
| 19790 | **James Wright** SteelScK<br>ssBgs.No.1–21<br>*Mchy.Aft Elec.light* 1*Dk*(*Stl*) | 325<br>288<br>149 | ✠100A1<br>*StmTrawler*<br>10,21 ~~3,18~~<br>✠LMC~~[illegible]~~ 8,21 | Hul.<br>Bgs | | CL<br>8,21 | 1918<br>3mo | Cochrane&Sons Ld.<br>Selby<br>*Lloyd'sA&CP* | TheAdmiralty | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 19791<br>77127<br>KLVJ | **Jamestown** SteelScSr<br>2*Dks&Awngdk*<br>*Elec.light* Sub.Sig. Wireless | 2898<br>2853<br>2126 | | | | | 1894 | Delaware RiverCo.<br>Chester,Pa. | OldDominionSS.Co Inc. | 299·5 | 40·0 | 16·8<br>26·9 | NewYork<br>Utd.States<br>*WB* | T.3Cy.28",44½"&73"–54"<br>NB03 392NHP<br>Del.RiverWorks,Chester | |
| 19792 | **Jaminauá** SteelScSr<br>1*Dk*(*Teak*)&*Promenadedk*(*Teak*)<br>*Elec.light* | 192<br>110<br>144 | ✠<br>*For River purposes only*<br>7,09 ✠ | PGl | | | 1909<br>7mo | Murdoch&Murray<br>Pt.Glasgow | Peixoto&Cia. | 105·1<br>F15' | 24·1 | 5·8<br>FK | Para<br>Brazilian<br>5*BHCem* | C.2Cy.12½"&26"–18"<br>39NHP<br>1SB,2*pf*,GS33,HS820<br>J.G.Kincaid&Co.Ld.Grk. | 6 |
| 19793<br>NWJK | **Jan** SteelScSr<br>1*Dk* | 1739<br>1376<br>1036 | | | | | 1918 | KjöbnhvnsFlydk.&Skbs.<br>Copenhagen | D/S A/S Myren<br>(Holm&Wonsild, *Mgrs.*) | 261·1<br>P15'Q77'B106'F31' | 40·1 | 16·9 | Copnhagn<br>Danish<br>*WB* | T.3Cy.18",29"&48"–33"<br>132NHP<br>KjbnhavnsFlydk.&Skbsv. | |
| 19794<br>LBOV | — SteelScSr<br>*Elec.light* 1*Dk* | 1310<br>1125<br>727 | | | | | 1917 | Shanghai Dock&Eng.Co.Ld.<br>Shanghai | A/S D/S Jan<br>(Torp&Wiese) | 242·7<br>P53*t*H67*t*F29*t* | 37·1 | 15·9 | Bergen<br>Norwegian<br>*WB* | T.3Cy.17½",28½"&48"–33"<br>132NHP<br>ShanghaiDock&EngCoLd | |
| 19795<br>GQDH | **Jan Breydel** SteelTrpScSr<br>*Elec.light* Wireless 3*Dks* | 1767<br>1254<br>827 | | | | | 1909 | Soc.Anon.Jhn Cockerill<br>Hoboken | BelgianGovernment | 348·0<br>B218' | 40·0 | 23·2 | Ostend<br>Belgian | 3 Steam Turbines<br>SocAn.J.Cockerill,Seraing | |
| 19796<br>PDKB | **Jan Pieterszoon Coen** SteelTwinSc<br>ssAms.No.1–19<br>2*Dks*(*Stl*)&*Shelterdk*(*Stl*–teaks)<br>*Elec.light* Wireless 3*rdtrBinNo.*1*hold* | 11692<br>8350<br>7019 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~12,20~~ 6,2[illegible] 12,21<br>BS9,21<br>~~BS[illegible]~~ ✠LMC11,19 | Ams<br>Gen | *f*† | CL<br>~~2,19~~<br>8,21 | 1915<br>6mo | Nederl.Schps.Maats<br>Amsterdam<br>*Lloyd'sA&CP* *WB* | Stoomv.Maats. "Nederland"<br>*=CellDBa*115'*ub* | 503·2<br>P43'B140'F77'*on Shelter dk*<br>53'*f*128' 977*t FPT* | 60·5 | 35·8<br>FK | Amstrdam<br>Dutch<br>8*BHCem*<br>87*tAPT*71*t* | T.6Cy.26¾",44 1/16"&74 1/8"–49½" (*s*) 213lb 1364NHP<br>8SB,24*cf*,GS470,HS21176FD<br>NedFb.v.Wrk&Spoor,Ams | 39<br>13<br>26 |
| 19797<br>PDNB | **Jan Schippers** SteelScSr<br>(*Fishing*) *Pet.Mot*<br>*Mchy.Aft* (*ex*Eliane) 1*Dk* | 136<br>—<br>88 | | | | | 1911 | Gebroeders Boot<br>Leiderdorp | N.V.Hollandsche Zeevisscherij (J. Schippers,*Mgr.*) | 92·4 | 22·7 | 10·1 | Vlaardngn<br>Dutch | Petrol Motor<br>N.E.*fitted* 15<br>Steyaard&J.Walen,Rot. | |
| 19798 | **Jan Ubel** SteelSc3MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 270<br>—<br>190 | | | | | 1919 | G.J.vanderWerff<br>Hoogezand | | 111·5 | 23·0 | 11·0 | Hoogezand<br>Dutch | Oil Engine<br>RennesMachfbrk.Utrecht | |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. Under deck. Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Equipment Letter. | Date when tail shaft last seen. | When. Ship. Engines | By Whom. Where. | Owners. | Length. | Breadth. | Depth | Port of Registry. Flag. | Engines. | Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9799<br>PDFB | **Jan van Nassau** SteelScSr<br>ssBhn.No.2–21<br>Elec.light 1Dk(Stl)&Awngdk(Stl)<br>&Web frames<br>Wireless Longitudinal framing | 3330<br>3110<br>2081 | ✠100A1<br>Awng dk<br>withfreeboard<br>6,21~~1,21~~<br>✠LMC1,21<br>Fitted for oil fuel 1,21 F.P. above 150°F | Bhn<br>Ham | v | CL<br>1,21 | 1913<br>5mo | W.Hamilton&Co.Ld.<br>Pt.Glasgow<br>A&CP | KoninklijkeWest-Indische Maildienst | 346·2<br>BonAwngdk103'<br>FK&BK1⅞"<br>CellDB274'826tFPT | 44·3 | 25·3 | Amstrdam<br>Dutch<br>6BHAsp<br>39tAPT28t | T.3Cy.25",41½"&68"–51" (s)<br>180lb 503NHP<br>3SB,9cf,GS173,HS7800 FD<br>D.Rowan&Co.Glasgow | 28 ″ 5<br>s 6 ″ 1½<br>22 ″ 11 | |
| 9800<br>814<br>GHQ | **Jane** IronScSr<br>1Dk2trB<br>(exJaneCory) | 840<br>629<br>421 | | | ... | | 1870 | Withy, Alexandr&Co<br>Hartlepool | W.Millar | 197·3<br>Q79'B40'H25tF24'<br>BK8" | 28·3 | 15·1 | Gothenbrg<br>Swedish<br>WB | 2Cy.18"&36"–30"<br>NB05 77NHP<br>G.Clark,Sunderland | 16 ″ 7 | V |
| 9801 | — SteelSc<br>(Trawler)<br>1Dk<br>Elec.light | 244<br>216<br>94 | | | | | 1920 | Deutsche Werft.A.-G.<br>Hamburg | KielerHerings-u. Hochseef.A.G. | 126·3 | 23·8 | 13·0 | Kiel<br>German | T3Cy.12⅘",20$\frac{7}{10}$"&33½"–23⅗"<br>GuteHoffnung-shütteOberhausen 55NHP | | |
| 9802<br>18009 | — SteelScSr<br>1Dk | 223<br>178<br>87 | | | | | 1903 | Scott& Sons<br>Bowling | MonroeShipping Co.Ld.(Monroe Bros.Mgrs.) | 100·4<br>F17' | 23·2 | 10·6 | Liverpool<br>British<br>WB | C.2Cy.14"&30"–24"<br>37RHP<br>Fisher&Co.Paisley | | |
| 9803 | — IronScSr<br>(exHattieFullerton) | —<br>—<br>155 | | | | | 1884 | Pusey &JonesCo.<br>Wlmgtn,Del. | J.C.deMesquita | 100·0 | 18·6 | 9·0 | Manaos<br>Brazilian | C.2Cy.17"&32"–28"<br>45NHP<br>Pusey&JnesCo.,Wlmngtn. | | |
| 9804<br>13524 | — SteelScK<br>1Dk<br>Mchy.Aft | 104<br>90<br>40 | | | ... | | 1901 | Ardrossan D.D.&S.B.Co.<br>Ld Ardrossan | ~~D.MacIver~~<br>~~N.MacIver~~<br>DuncanMacIverLd | 91·8<br>Q40'<br>BK6" | 19·1 | 7·5 | Strnoway<br>British<br>WB | C.2Cy.12"&24"–18"<br>24RHP<br>Fisher&Co.Paisley | 9 ″ 0 | |
| 9805<br>14195 | **Jane Ross** SteelScK<br>(Trawler)<br>1Dk | 184<br>174<br>69 | | | ... | | 1901 | A.Hall& Co.<br>Aberdeen | E.Dodds | 110·1<br>BK7½" | 21·2 | 11·6 | Aberdeen<br>British | T.3Cy.12",20"&33"–22"<br>56RHP<br>A.Hall&Co.Aberdeen | 12 ″ 3 | |
| 9806<br>20794<br>MBTS | **Janelew** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 1Dk&Shelter dk<br>Wireless Longitudinal framing | 6085<br>—<br>4391 | | | | | 1920 | MooreS.B. Co.<br>Oakland,Pa. | UnitedStates ShippingBoard | 402·6<br>P34'F38' | 53·0 | 32·2 | S.Frncisco<br>Utd.States<br>WB | 2 Steam Turbines<br>Fletcher&Co.Hoboken,NJ | | |
| 9807<br>43894 | **Janera** SteelSc<br>(exJohnCollins)<br>1Dk | 310<br>247<br>110 | | | | | 1917 | AilsaS.B. Co.Ld.<br>Troon | Anglo-Egyptian Oilfields,Ld. (A.Agnew,Mgr.) | 125·6 | 23·5 | 12·8 | London<br>British | T.3Cy.12½",21"&35"–26"<br>62NHP<br>AilsaS.B.Co.Ld.Troon | | C |
| 9808<br>24148<br>HJPR | **Janeta** SteelScSr<br>ssGls.No.3–9,17<br>Elec.light 2Dks(Stl)&deep framing<br>Wireless | 4271<br>4063<br>2779 | ✠100A1<br>12,20<br>BS3,21 ✠LMC9,17 | Cff | x | CL<br>4,20 | 1906<br>11mo | A.Stephen &Sons,Ld.<br>Glasgow<br>Lloyd'sA&CP | S.S.JanetaCo.Ld. (Maclay& McIntyre) | 385·5<br>P47'B113'F38' FK<br>4BH to Upper Dk<br>2BH to Middle Dk Cem<br>WB=Cell DBa121'uE&B38'f169' | 50·0 | 26·0 | Glasgow<br>British | T.3Cy.25",41"&67"–48" (s)<br>175lb 80lb 390NHP<br>2SB,6cf,GS128,HS5450 FD<br>A.Stephen&Sons,Ld.Gls.<br>902tFPT123tAPT268t | 28 ″ 8<br>s 5 ″ 6<br>23 ″ 6 | |
| 9809<br>DJVE | **Janine** SteelScSr<br>1Dk(Stl)<br>(exTours)<br>Elec.light | 2034<br>1213<br>1658 | ✠100A1<br>1,20<br>✠LMC2,20 | Cff | ... | CL<br>2,20 | 1917<br>7mo | Toledo S.B.Co.<br>Toledo,Ohio<br>Lloyd'sA&CP | Soc.Auxiliaire d'Importations et deTransports | 251·0<br>P21'B64'F30'<br>FK<br>CellDB208' 490t FPT 60t | 43·8 | 18·9 | Rouen<br>French<br>4BHCem<br>APT50t | T.3Cy.20½",33"&54"–40" (s)<br>180lb 260NHP<br>2SB,6cf,GS126,H4828<br>ToledoS.B.Co.Toledo | 21 ″ 0 | |
| 9810 | **Jannakis** SteelSc<br>Mchy.Aft 1Dk | 654<br>—<br>283 | | | | | 1919 | N.V.Schps. My.deYssel<br>Gonderak | Dr.N.Logothetopoulos | 171·0<br>Q51'B27'F24' | 28·2 | 14·2 | Greek<br>WB | T.3Cy.13",20½"&35"–20"<br>N.V. v.d. 55NHP<br>Kuy&v.d.Rees,Rottrdam | | V |
| 9811<br>TFGM | **Janssens** SteelSc<br>Fitted for oil fuel<br>Elec.light 1Dk&Awngdk | 1331<br>—<br>803 | | | | | 1902 | Kon.Maats deSchelde<br>Flushing | Koninkl.Paketv. Maats. | 222·6<br>P58'F49' | 36·0 | 15·0 | Batavia<br>Dutch | T.3Cy.17",26¾"&46½"–36"<br>129NHP<br>Maats.deSchelde,Flushing | | V |
| 9812<br>PFBK | **Jantje** SteelAuxScCtr<br>OilEng.<br>(exSailingVessel) 1Dk<br>(See Sailing Ship Register) | 132<br>110<br>109 | | | | | 1909 | Gebr. Niestern<br>Delfzijl | J.Koopman | 97·3 | 19·6 | 6·6 | Groningen<br>Dutch | Oil Engines<br>1Cy.13⅗"–13⅘" 13NHP<br>NE fitted17<br>D.Goedkoop,Jr.Ams. | | V |
| 19813<br>120765<br>THLC | **Janus** SteelScSr<br>2Dks(Stl)&Shelter dk(Stl–teaks)<br>Elec.light Wireless | 4824<br>4189<br>3078 | ✠<br>Shelter dk<br>withfreeboard<br>5,13<br>✠ | Syd | z | | 1910<br>6mo | Palmers' Co.Ld.<br>Newcastle | BritishIndiaStm. Nav.Co.Ld. | 400·0<br>FK&BK1¾"<br>WB=CellDBa134'uE23'f159'896tDTa21' | 53·1 | 24·7 | Glasgow<br>British<br>6BHCem<br>520tAPT31t | T.3Cy.28",46"&76"–51"<br>539NHP<br>3SB,9cf,GS168,HS7650 FD<br>Palmers'Co.Ld.Newcastle | 27 ″ 6 | |
| 19814<br>122692<br>HDFK | **Janus II.** SteelScK<br>ssGms.No.3–10,10<br>(exJanus) ssLon.No.2–19<br>1Dk | 240<br>222<br>98 | ✠100A1<br>StmTrawler<br>8,20<br>✠LMC2,20<br>BS2,22 | Gms | | CL<br>8,20 | 1905<br>8mo | Cochrane& Sons<br>Selby<br>Lloyd'sA&CP | DirectFishSuppliesLd.(G.W.P. Margarson,Mgr.) | 123·6<br>Q69'F20'<br>BK8" | 22·0 | 11·5 | Grimsby<br>British<br>4BHCem | T.3Cy.12¼",22"&35"–24" (s)<br>185lb 70RHP<br>1SB,2pf,GS32,HS1148<br>Gt.CentrlCo-opEng.&Ship RepairingCo.Ld.Gms. | 12 ″ 4 | |
| 19815<br>121105<br>VBJQ | **Jap** WoodTwinSc<br>(exSailingVessel) 1Dk | 246<br>—<br>— | | | | | 1905 | H.M. Breckenridge<br>Failford,NSW | J.Breckenridge& Sons,Ld. | 124·8 | 29·0 | 7·0 | SydnyNSW<br>British | C.4Cy.<br>NE&B fitted11<br>Chapman&Co.,Sydney | | |
| 19816<br>98349<br>WCLJ | **Japan** SteelScSr<br>ssHKg.No.1–10<br>Elec.light 2Dks(Stl–U teaks)&<br>Wireless deep framing | 6052<br>5654<br>3837 | ✠<br>8,13<br>✠ | HKg | b† | | 1906<br>9mo | Workman, Clark&Co.Ld<br>Belfast | BritishIndiaStm. Nav.Co.Ld. | 450·2<br>P43'B140'F59'<br>FK<br>WB=CellDBa124'uE&B85'f178'1243tFPT | 56·4 | 29·6 | Calcutta<br>British<br>7BHCem<br>57tAPT20t | T.3Cy.31",52½"&88"–60"<br>FD 996NHP<br>3D&1SB21cfGS414HS15531<br>Wrkman,Clark&CoLd.Bel | 32 ″ 8 | |
| 19817<br>5260<br>JSLR | — SteelScSr<br>ssGot.No.2–20<br>Well deck 2Dks(Stl–Uws)<br>Elec.light Wireless | 5230<br>4903<br>3262 | ✠100A1<br>3,21 ~~9,20~~<br>✠LMC2,20<br>BS6,21 | Got | a† | CL<br>8,20 | 1911<br>12mo | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>Lloyd'sA&CP | Aktieb.Svenska OstasiatiskaKomp (DanBroström, Mgr.) | 425·0<br>P&B349'F44'<br>FK<br>WB=Cell DBa122'uE29'f212'990tFPT | 54·1 | 26·9 | Gothenbrg<br>Swedish<br>7BHCem<br>82tAPT25t | T.3Cy.27",45"&75"–51" (s)<br>180lb 581NHP<br>3SB(FD)&1AuxSB,11cf,<br>GS212,HS8980<br>N.E.MarineEngCoLd.Nwc | 29 ″ 6<br>s 4 ″ 9<br>25 ″ 1 | |
| 19818<br>119190 | — SteelPad<br>1Dk | 1320<br>1320<br>832 | | | | | 1904 | W.Denny &Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 328·5 | 46·1 | 10·7 | Glasgow<br>British | T.3Cy.28",41½"&60"–66"<br>292NHP<br>Denny&Co.Dumbarton | | |
| 19819<br>220831<br>MBWJ | **Japan Arrow** SteelSc3Mst<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)&<br>Mchy.Aft Web frames<br>Longitudinal framing<br>Sub.Sig. Wireless | 8327<br>7542<br>5176 | ✠100A1<br>Shelter dk<br>withfreeboard<br>11,21~~11,20~~<br>✠LMC11,20<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 11,20 F.P. above 150° F. | ~~Quin~~<br>NYkcy | d† | CL | 1920<br>11mo | Bethlehem S.B.Corp.Ld.<br>Quincy,Mass.<br>A&CP | Standard TransportationCo. Inc. | 468·3<br>FK<br>CellDBuE&B80'285tDTf40'518tFPT270t APT131t | 62·7 | 32·0 | NewYork<br>Utd.States<br>17BHptCem<br>(1 „ to Sh dk<br>10 „ „ U „<br>6 „ „2nd „) | Q.4Cy.24",35",51"&75"–51"<br>220lb 125lb (r) 636NHP<br>3SB,9cf,HS9315 FD<br>BethlehemS.B.Corp.Ld. | 32 ″ 0<br>s 5 ″ 4<br>27 ″ 1 | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Donane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19820<br>4718<br>JQLK | **Jarl** SteelScSr<br>(exIdaZschimmer,exCambrian)<br>*Well deck* 1*Dk* | 880<br>621<br>374 | | | ... | | 1900 | Mackie&Thomson<br>Glasgow | TrelleborgsNya Angf.A.B. (F.D. Malmros,*Mgr.*) | 207·4\|30·6\|12·2<br>Q63'B64'F22'<br>FK | Trelleborg<br>Swedish<br>*WB* | T.3Cy.18",29"&48"–33"<br>158NHP<br>A.Stephen&Sons,Glasgow | 14 |
| 19821<br><br>JWPN | — IronScSr<br>1*Dk*2*trB* | 434<br>326<br>256 | | | | | 1889 | Stavanger Stöberi&Dok<br>Stavanger | Ö.Torgersen | 147·9\|24·8\|12·6<br>Q35tB46tH10t F16t | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.11",18"&29"–24"<br>NB01 41NHP<br>AkersMek.Verkst.,Xia. | |
| 19822<br>4780<br>JQRB | — SteelScSr<br>1*Dk* | 245<br>122<br>171 | | | | | 1907 | Oscrshmns M.V.Aktieb.<br>Oscarshamn | Oscarshamns Ångf.Aktieb. (J. Rühling,*Mgr.*) | 107·6\|22·4\| 8·9<br>Q28'B55'F26' | Oscrshmn<br>Swedish | C.2Cy.13⅝"&28¾"–20½"<br>31NHP<br>OskarshamnsM.V.Aktieb. | |
| 19823<br><br>OJVL | **Jarlot** SteelScSr<br>ssMsl.No.3–3,18<br>1*Dk*(*Stl*)&*deep framing*<br>*Elec.light* Wireless | 1078<br>738<br>652 | ✠100A1<br>6,21 ~~5,10~~<br>~~BS5,20~~ ✠LMC5,18<br>BS6,21 | Msl | *m* | CL<br>6,21 | 1906<br>2mo<br>*Lloyd* | ClydeS.B &Eng.Co.Ld.<br>PortGlasgow<br>'*sA&CP* | Cie.deNav.Paquet<br>*WB = CellD* | 210·3\|35·2\|12·5<br>Q66'B60'F23'<br>FK<br>*Ba46'uE&B31'f98'* | Marseilles<br>French<br>4*BHCem*<br>304*tAPT*20*t* | T.3Cy.17",27"&45"–33" (*s*)<br>180lb *100lb* 135NHP<br>1SB,3*cf*,GS61,HS2193<br>ClydeSB.&Eng.CoLd.P.G | 14<br>1<br>13 |
| 19824<br><br>MHRK | **Jarlsberg** SteelSc<br>*Elec.light* 1*Dk* | 328<br>142<br>129 | | | | | 1912 | Lindholmens V.A.<br>Gothenburg | Tönsberg& HortensDampskibsselskab | 136·1\|23·7\| 8·7 | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.14¾",24"&40"–24"<br>78NHP<br>LindholmensV.A.Got. | |
| 19825<br>97750<br>LNTS | **Jarnac** SteelScSr<br>ssLiv.2ndNo.3–8,13<br>ssLiv.No.1–17<br>1*Dk*(*Irn*)&*Webframes* | 618<br>561<br>370 | ✠100A1<br>6,20<br>~~BS1,20~~ ✠LMC11,17<br>BS3,21 | Liv | *j* | 6,20 | 1890<br>2mo | S.&H. Morton<br>Leith<br>A&CP | CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*)<br>*WB* | 185·0\|28·1\|14·3<br>P18'B41'F24'<br>BK7½"<br>*= DB a46'35t FPT* | Liverpool<br>British<br>4*BHCem*<br>33*tAPT*10*t* | C.2Cy.17½"&38"–30" (*s*)<br>110lb *90lb* 80RHP<br>1SB,2*rf*,GS35,HS1184<br>S.&H.Morton&Co.,Leith | 15<br>1<br>14 |
| 19826<br><br>MJTG | **Jarnbarden** SteelScSr<br>(*Fishing*)<br>1*Dk* | 145<br>138<br>51 | | | | | 1913 | Xiansands Mek.Værks.<br>Xiansand | A/S Aalesunds Fangst&Fiske Co. (OleLarsen,*Mgr.*) | 104·9\|20·0\|10·3 | Aalesund<br>Norwegian | T.3Cy.10",16"&27"–15"<br>28NHP<br>XiansandsM.V.Xiansand | |
| 19827<br>139308<br>JNRW | **Jarrix** SteelSc3MstSr<br>ssHul.No.1–21<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 429<br>303<br>203 | ✠100A1<br>1,21<br>✠LMC1,21 | Hul | *g* | CL<br>11,20 | 1917<br>2mo<br>*Lloyd* | Cochrane& Sons,Ld.<br>Selby<br>'*sA&CP* | HumberSteam Coasters,Ld. (R.Rix&Sons, *Mgrs.*) | 150·2\|24·6\|11·0<br>Q86'B9'F18'<br>BK7½"<br>*FPT*53*t* | Hull<br>British<br>3*BHCem*<br>*APT*7*t* | T.3Cy.12",20"&34"–24' (*s*)<br>180lb 69RHP<br>1SB,2*pf*,GS33,HS1175<br>ShieldsE.&DDCo.Ld.NShl | 12<br>3<br>12 |
| 19828<br>115297<br>TMON | **Jason** SteelScSr<br>Wireless 2*Dks* | 7450<br>6045<br>4800 | | | | | 1902 | Workman, Clark&Co.Ld<br>Belfast | OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*) | 454·7\|54·1\|32·3<br>P53'F57' | Liverpool<br>British<br>*WB* | T.3Cy.28",48"&82"–60"<br>521NHP<br>Wrkman,Clark&Co.LdBel | |
| 19829<br><br>PFHN | — SteelSc2TwinMsts<br>(*ex*Charon) *Longitudinal framing*<br>*Elec.light* Wireless 2*Dks* | 3209<br>2915<br>1989 | | | | | 1912 | Wrf.voorh. Rijkee&Co<br>Rotterdam | Koninkl.Nederl. Stoomb.Maats. | 346·7\|48·5\|21·7<br>P24'B208'F43' | Amstrdam<br>Dutch<br>*WB* | T.3Cy.23",37"&62"–42"<br>249NHP<br>Maats.Fyenoord,Rot. | |
| 19830 | — IronScSr<br>(*ex*Belle ofDunkerque) 1*Dk* | 407<br>330<br>237 | | | | | 1876 | Blackwood &Gordon<br>Pt.Glasgow | Soc.Anon.diNav.a Vap."Dalmatia" | 169·0\|25·2\|12·2<br>P35' F26' | Lissa | C.2Cy.22"&40"–27"<br>NB83 69NHP<br>Blackwood&Gordon,P.Gls | 12 |
| 19831<br><br>MFJH | — SteelScSr<br>(*SalvageVessel*)<br>*Elec.light* Wireless 1*Dk* | 295<br>229<br>113 | | | | | 1908 | Framnes Mek.Værks<br>Sandefjord | NorskBjergnings kompagni | 131·3\|23·1\|11·2<br>B44' | Bergen<br>Norwegian<br>*WB* | T.3Cy.12⅝",21½"&35"–24"<br>E*made*91 *fitted*08 60NHP<br>C.D.Holmes&Co.Ld.Hull | |
| 19832<br>99543<br>MTJV | **Jasper** IronScK<br>ssHul.2ndNo.3–6,16<br>1*Dk*<br>*Now named* "Polemarch," *See No.* 38928 *in Supplement* | 156<br>143<br>64 | ✠100A1<br>*StmTrawler*<br>11,19 ✠LMC6,19<br>✠NB9,96*refitted*12 | Gms | | 11,19 | 1891<br>10mo<br>*Lloyd* | Cochrane, Coopr&Schofield Beverley<br>'*sA&CP* | ~~C.D.Lane~~<br>C.H.Legard | 101·0\|20·5\|11·0<br>Q19'F18'<br>ptND12 BK7½" | Grimsby<br>British<br>3*BHCem* | C.2Cy.12¾"&32"–22" (*s*)<br>150lb 45RHP<br>1SB,2*pf*,GS27,HS830<br>Amos&Smith,Hull | 11 |
| 19833<br>135274 | — SteelSc<br>(*Tug*)<br>1*Dk* | 108<br>107<br>29 | | | | | 1912 | Jonker& Stans<br>H.I.Ambacht | S.Pearson&Son, Ld. | 82·0\|20·1\| 9·6 | London<br>British | T.3Cy.12",17¼"&29¼"–15"<br>43RHP<br>J.H.VanCappellen Naam.Venn.Mch.F.Bns. | |
| 19834<br><br>HPNK | **Jata-Mendi** SteelScSr<br>ssBbo.No.3–6,10<br>(*ex*Netberton) ssBcl.No.2–18<br>Wireless 1*Dk*(*Stl*)&*Spar dk*<br>(*ptIrn&ptStl*)&*deepframing* | 4250<br>4085<br>2746 | ✠100A1<br>*Spar dk*<br>1,21<br>~~BS1,21~~ ✠LMC~~4,18~~<br>3,22 | Ant | *x* | ~~N8,10~~<br>3,22 | 1905<br>2mo<br>*Lloyd* | Nthmblnd S.B.Co.Ld<br>Newcastle<br>'*sA&CP* | Cia.Nav.Sota y Aznar(Sota y Aznar,*Mgrs.*)<br>*WB = CellDBa* | 360·3\|48·0\|20·2<br>P32'B92'F32' 28·0<br>FK<br>116' *uE&B*42' *f*154' | Bilbao<br>Spanish<br>6*BHCem*<br>855*tAPT*85*t* | T.3Cy.24½",40"&68"–48" (*s*)<br>180lb 350NHP<br>3SB,9*cf*,GS156,HS5715<br>N.E.MarineEngCoLd Nwc | 30<br>6<br>25 |
| 19835<br><br>HPNR | **Jativa** IronScSr<br>ssMsl.No.3–5,93<br>*Elec.light* ssGen.No.2–01<br>Wireless 1*Dk*(*Irn*)&*Spardk* 3*trB* | 1203<br>748<br>793 | ✠<br>8,06<br>✠ | Gen | *n* | | 1880<br>9mo | JReadhead &Co.<br>S.Shields | Cia.Trasmediterranea<br>*W* | 222·0\|31·0\|15·1<br>22·4<br>BK8"<br>*B = DB a25' f 33' &u* | Valencia<br>Spanish<br>4*BHCem*<br>*E&B*31'109*t* | C.2Cy.28"&50"–36"<br>NDB04 126NHP<br>2SB,4*pf*,GS60,HS2497<br>J.Readhead&Co.,S.Shields | |
| 19836<br>105823<br>PHSM | **Jattra** SteelTwinScSr<br>1*Dk* | 371<br>280<br>151 | | | | | 1896 | R.Duncan &Co.(Lim.)<br>PortGlasgow | BritishIndiaSteam Nav.Co.Ld. | 150·9\|26·1\|10·3<br>P15'F26' | Calcutta<br>British<br>*WB* | T.4Cy.(2)11",23"&38"–26"<br>74RHP<br>Rankin&Blackmore,Grk. | |
| 19837<br>141515<br>KFJS | **Jaunty** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 606<br>502<br>57 | ✠ A1<br>*For towing purposes*<br>4,20<br>✠LMC4,20 | Gls | | | 1919<br>3mo<br>*Lloyd* | Ritchie, Graham& Milne<br>Glasgow<br>'*sA&CP* | TheShippingController(Alexandra TowingCoLd*Mgrs*)<br>*CellDBu*<br>*cross bunker*14' 15*t* | 155·1\|31·1\|15·6<br>B&F93'<br>FK<br>*f*18' 10*t FPT*15*t A* | London<br>British<br>5*BHCem*<br>*PT*35*t* | T.3Cy.18¼",28½"&48¼"–28"<br>180lb (*s*) 217NHP<br>2SB,6*cf*,GS132,HS3600 FD<br>Campbell&CalderwoodPsy | 17<br>1<br>15 |
| 19838<br><br>NCLV | **Java** SteelTwinSc<br>Wireless ~~4Mst~~ *OilEng.*<br>*Elec.light* 2*Dks*(*Stl*,& ~~*AwngDk*(*Stl*)~~<br>*Shelter dk*(*Stl*) | 8681<br>8189<br>5525 | ✠100A1<br>*Shelter dk with freeboard*<br>5,22 ✠LMC9,21<br>~~(*ClassContemplated*)~~ | Cpn | *c* | CL | 1921<br>7mo<br>*Lloyd's* | Nakskov Skibsværft<br>Nakskov<br>*A&CP* | A/S DetÖstasiatiskeKompagni<br>*CellDB* | 445·8\|60·3\|39·1<br>F77' *on Awng dk*<br>FK<br>*CollisionBH to Awng dk*<br>392'1500*t Tank between tunnels* 46'131*tFPT* | Copnhagn<br>Danish<br>*ptCem*<br>*BH to Upr dk*<br>105*tAPT*115*t* | Oil Engines 4S.C.SA<br>12Cy.29⅛"–45¼" 857NHP<br>DB*100lb*<br>Akt.Burmeistr&Wain,Cpn | 42<br>10<br>31 |
| 19839<br><br>PFJN | — SteelSc<br>*Elec.light* Wireless 3*Dks* | 4832<br>4147<br>3090 | | | | | 1902 | Nederl. Schps.Maats.<br>Amsterdam | Stoomv.Maats. "Nederland" | 370·0\|48·6\|31·6<br>P52'B86'F50' | Amstrdam<br>Dutch<br>*WB* | T.3Cy.23⅝",39½"&65"–47½"<br>291NHP<br>NedFb.v.Wrk&Spoor,Ams | |
| 19840 | — SteelSc<br>ssFiu.No.3–4,11<br>ssRot.No.2–19<br>1*Dk*(*Irn*)2*trB&Webframes*3*Dk rule* | 4020<br>3233<br>2598 | ✠100A1<br>*withfreeboard*<br>7,20<br>BS6,20 ✠LMC4,19 | Mes | *w* | CL<br>7,20 | 1899<br>5mo | Ropner& Son<br>Stockton<br>A&CP *WB* | Soc.Anon.d'Armamento Maritt. Oriente<br>*= CellDBa*106'*uE* | 336·5\|46·6\|24·7<br>P33'B180'F31'<br>FK<br>22'*f*136'708*t FPT* | Fiume<br><br>6*BHCem*<br>174*tAPT*96*t* | T.3Cy.24",40"&66"–45" (*s*)<br>160lb NDB21 *100lb* 300NHP<br>2SB,6*rf*,GS119,HS4640<br>Blair&Co.Ld.Stockton | 27 |
| 19841<br>119137 | — SteelPad<br>1*Dk* | 1321<br>1321<br>832 | | | | | 1904 | WmDenny &Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 328·5\|46·1\|10·7 | Glasgow<br>British | T.3Cy.28",41"&60"–66"<br>292NHP<br>Denny&Co.Dmb. | |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19842 | Java<br>~~Jaunty~~<br>SteelScYl<br>(*Fishing*)<br>1*Dk* | 139<br>—<br>49 | | | | | 1917 | Gebr.Boot<br>Leiderdorp | N.V.Oceaan<br>Vissch.Maats. | 100·1 | 20·3 | 10·0 | Ymuiden<br>Dutch | T.3Cy.10″,16″&26″–20″<br>30NHP<br>NV.Mach.Overryn, Leiden | | |
| 19843<br>120611<br>HDPL | —<br>SteelScSr<br>*ss*Lon.No.3–5,19<br>1*Dk*<br>*Mchy.Aft* | 128<br>126<br>6 | ✠100A1<br>*For Towing purposes*<br>5,19<br>✠LMC5,19<br>BS5,21 | Lon | | 5,19 | 1905<br>10mo<br>*Lloyd's A&CP* | Cochrane<br>&Sons<br>Selby | WilliamWatkins,<br>Ld.(J.S.Watkins,<br>*Mgr.*) | 94·0 | 19·6 | 10·9<br>BK6½″ | London<br>British<br>4*BHCem* | T.3Cy.13″,21″&34″–24″ (*s*)<br>160lb 99RHP<br>1SB,2*pf*,GS38,HS1050<br>G.T.Grey,SouthShields | 11 ″ 6<br>s1 ″ 2½<br>11 ″ 1 | |
| 19844 | —<br>SteelSc<br>(*Tug*) | 114<br>—<br>25 | | | | | 1898 | Dessiennes<br>&Delsaux<br>Boom | Soc.Anon.deRe-<br>morq.àHélice | 89·9 | 19·0 | 9·0 | Antwerp<br>Belgian | C.2Cy.19″&37″–20″<br>NB08 51NHP<br>DeVille-Châtel,Brussels | | |
| 19845<br>211372<br>MCST | (*ex*Sultan)<br>Java Arrow<br>SteelSc3MstSr<br>2*Dks*(*Stl*)&<br>*Elec.light* *Shelter dk*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | ~~8403~~ 8327<br>7542<br>~~5228~~<br>5176 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>5,21<br>✠LMC5,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 5,21 *F.P. above* 150°F | Bos | *d*† | CL | 1921<br>5mo | Bethlehem<br>S.B.Corp.Ld.<br>Quincy,Mass.<br>A&CP<br>*CellDBuE&B* | StandardTrans-<br>portationCo.<br>8C′285*tDTf*40′518*t* | 468·3 | 62·7 | 32·0<br>FK<br>*FPT*270*tAPT*131*t* | NewYork<br>Utd.States<br>17*BHptCem*<br>(1*BHtoShdk*<br>10 ,, ,, *U* ,,<br>6 ,, ,, 2*nd* ,,) | Q.4Cy.24″,35″,51″&75″–51″<br>220lb *125lb* (*r*)636NHP<br>3SB,9*cf*, HS9315 FD<br>BethlehemS.B.Corp.Ld. | 32 ″ 0<br>s5 ″ 4<br>27 ″ 1 | |
| 19846<br>16872<br>MKNB | Java Maru<br>*ss*Yka.No.2–21 *ss*Kob.No.3–12,13<br>~~*ss*Kob.No.1–17~~<br>Wireless<br>(*ex*Oriana) 2*Dks*(*Stl*)&*Web frames*<br>&*Shelter dk*(*Stl*) | 4606<br>4316<br>2885 | ✠100A1<br>*Shelter dk*<br>8,21 ~~2,21~~<br>LMC~~8,20~~<br>8,21 | Ham<br>Yka | *y* | CL<br>N8,20 | 1902<br>8mo<br>*Lloyd's A&CP* | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle | OsakaShosen<br>KabushikiKaisha<br>*WB=CellDBa* | 382·0<br>135′*uE&B*42′*f*156′ | 48·1 | 28·0<br>FK | Osaka<br>Japanese<br>6*BHCem*<br>956*tAPT*58 | T.3Cy.25$\frac{1}{16}$″,41⅛″&68″–48″<br>180lb (*s*) 414NHP<br>3SB&1Aux.SB4,04,11*cf*,<br>GS201,HS7191<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 31 ″ 0<br>s4 ″ 5½<br>26 ″ 11 | |
| 19847<br>143356<br>KCRH | Javary<br>*Now named* "T.H.Skogland," *See No.* 39593 *in Supplement*<br>SteelScSr<br>*Elec.light* Wireless 3*Dks* | 4198<br>3813<br>2569 | | | | — | 1915 | Blohm&<br>Voss<br>Hamburg | ValhalS.S.Co.Ld.<br>(T.W.Purchas<br>*Mgr.*) | 361·1<br>H F43′ | 51·0 | 25·6 | ~~London~~<br>British<br>Newcastle | T3Cy.24″,38⅗″&63″–48″<br>275NH<br>Blohm&Voss,Ham. | | |
| 19848 | —<br>SteelTwinScSr<br>*Elec.light* Wireless 2*Dks* | *1295*<br>*717*<br>*793* | | | | | 1907 | Cammell<br>Laird& CoLd<br>Birkenhead | LloydBrasileiro | 243·0 | 36·0 | 12·0 | R.Janeiro<br>Brazilian | T.3Cy.15″,23″&38″–30″<br>79NHP<br>CammellLaird&CoLdBkn. | | R |
| 19849<br>212821<br>LDVC | —<br>SteelScSr<br>*ss*NYk.No.3–10,10<br>(*ex*Harlech) *ss*Shi.No.2–18<br>*Well deck* 1*Dk*(*Irn*)&*Web frames* | 1249<br>917<br>782 | ✠100A1<br>~~12,19~~ 9,20 4,22<br>~~BS9,20~~ ✠LMC9,18<br>BS12,21<br>*Fitted for oil fuel* 7,14 *F.P. above* 150°F. | NYk<br>~~Bal~~ | *n* | CL<br>12,19 | 1898<br>10mo<br>A&CP | S.P.Austin<br>&Son,Ld.<br>Sunderland | ~~Garland.S.SCorp.~~<br>JavaryS.S.Corp.<br>*WB=CellDBa*57′*uE&* | 235·5<br>P26′Q56′B46′F25′<br>*B*35′*f*96′366*tFPT* | 34·3 | 14·5<br>FK | NewYork<br>Utd.States<br>4*BHCem*<br>22*tAPT*46*t* | T.3Cy.19″,31″&51″–33″ (*s*)<br>160lb *90lb* 156NHP<br>1SB,3*pf*,GS69,HS2450<br>G.Clark,Ld.Sunderland | 17 ″ 3<br>s1 ″ 9<br>15 ″ 9 | |
| 19850<br>204429 | Jay C. Morse<br>SteelScSr<br>*Mchy.Aft* *Elec.light* 1*Dk* | 6649<br>—<br>5087 | | | | | 1907 | American<br>S.B.Co.<br>Cleveland,O. | InterlakeS.S.Co.<br>(Pickands,Mather<br>&Co.,*Mgrs.*) | 532·0 | 58·0 | 31·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.23″,38″&63″–42″<br>257NHP | | |
| 19851<br>133361 | Jayanti<br>SteelTwinScSr<br>*Elec.light* 1*Dk*(*ptStl*–ws)&*Shade dk* | 317<br>280<br>111 | ✠ A1<br>*Coasting—Bombay&Goa*<br>1,20 ✠LMC11,19 | Bom | | CL | 1919<br>11mo<br>*Lloyd's A&CP* | Dublin<br>Dkyd.Co.Ld.<br>Dublin | BombayStm.Nav.<br>Co.Ld. | 176·1 | 28·1 | 8·9<br>FK<br>*FPT*15*t* | Bombay<br>British<br>5*BHCem*<br>*APT*9*t* | T.6Cy.12″,20″&32″–21″ (*s*)<br>180lb 141NHP<br>1DB,4*cf*,GS68,HS2752 FD<br>Ross&Duncan,Glasgow | 9 ″ 7<br>s2 ″ 6<br>7 ″ 5 | |
| 19852<br>206563<br>LBFG | Jean<br>*ss*N.Yk.No.3–8,21 ~~*ss*N.Yk.No.2–19~~<br>SteelScSr<br>*Elec.light* Sub.Sig. *Spar dk*(*Stl*)2*trB*<br>Wireless &*deep framing* | 3126<br>2688<br>2391 | ✠100A1<br>*Spar dk*<br>8,21 ~~12,20~~<br>~~BS5,20~~ ✠LMC~~5,19~~ 8,21 | Bal<br>NYk | *u* | CL<br>~~5,19~~<br>8,21 | 1909<br>8mo<br>A&CP | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews | A.H.BullS.S.Co.<br>Inc.(A.H.Bull&Co.<br>*Mgrs.*)<br>*WB=Cell DB a* 90′*u* | 311·0<br>P36′B94′F33′<br>*E*24′*f*136′538*tFPT* | 46·1 | 21·8<br>FK | NewYork<br>Utd.States<br>5*BHCem*<br>71*tAPT*117*t* | T.3Cy.22″,37″&60″–42″ (*s*)<br>180lb 271NHP<br>2SB,6*cf*,GS149,HS4400<br>NewportNewsSB&DD.Co. | 24 ″ 3 | |
| 19853<br>OJWX | —<br>WoodAuxScSr<br>*PetrolMotor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 206<br>—<br>139 | | | | | 1902 | Level<br>Boulogne | Emile Altazin&Co. | 106·6 | 26·8 | 13·4 | Boulogne<br>French | Petrol Motor<br>4Cy.13¾″–15¾″ 43NHP<br>DupleixCo.,Ferrières-<br>laGrande | | V |
| 19854<br>OJWV | —<br>SteelScK<br>*ss*Bou.No.3–12,13<br>(*ex*RobRoy) *ss*Bou.No.2–20<br>1*Dk* | 164<br>—<br>66 | ✠100A1<br>*StmTrawler*<br>7,21 ~~9,20~~<br>✠NB12<br>~~BS5,20~~ BS7,21<br>✠LMC<br>MS9,20 | Bou | | CL<br>3,19 | 1898<br>12mo<br>*Lloyd's A&CP* | Hawthorns<br>&Co.Ld.<br>Leith | Fourny-Truquet | 106·3<br>Q21′F20′ | 20·5 | 10·4<br>BK7½″<br>*WB=DBu* | Boulogne<br>French<br>3*BHCem*<br>*Bkrs*11′15*t* | T.3Cy.11¼″,18″&30″–21″ (*s*)<br>170lb 41NHP<br>1SB,2*pf*,GS31,HS916<br>Hawthorns&Co.Ld.Lth. | 11 ″ 3 | |
| 19855<br>OJYD | Jean d'Ust<br>SteelAuxTwinSc<br>(*ex*Sævareid) 3MstSr<br>1*Dk*<br>(*See Sailing Ship Register*) | 210<br>185<br>161 | | | | | 1908 | Marstal<br>Staalskibs-<br>byggeri<br>Marstal | PaulBesset | 116·8<br>Q15*t* | 26·0 | 8·6 | Algiers<br>French<br>*WB* | C.2Cy.8″&16″–6$\frac{7}{10}$″<br>NE16 7NHP | | V |
| 19856<br>OJYB | Jean Doré<br>SteelSc<br>(*Trawler*)<br>1*Dk* | 253<br>—<br>99 | | | | | 1905 | Bonn&<br>Mees<br>Rotterdam | L.Bouclet | 135·5 | 21·7 | 12·5 | Boulogne<br>French<br>*WB* | T.3Cy.13″,21½″&35″–24″<br>60NHP<br>Alblasserdam.Msch.Fab. | | V |
| 19857<br>OJYF | Jean Edmée<br>IronScK<br>(*Trawler*)<br>(*ex*Chieftain) 1*Dk* | 136<br>—<br>30 | | | ... | | 1893 | Cook,Wel-<br>t'n&Gemmell<br>Hull | Ch.Prentout | 88·5<br>Q18′ | 20·1 | 10·7<br>BK7½″ | Fécamp<br>French | C.2Cy.16⅜″&32¼″–21″<br>NB07 43NHP<br>C.D.Holmes&Co.Hull | 11 ″ 4 | V |
| 19858<br>~~134653~~<br>~~TMWN~~ | Jean Steedman<br>WoodAuxTwin<br>SSCff.22 Sc5MstSr<br>*Elec.light* *OilEng.*<br>*Mchy.Aft* Salted ptGIB 1*Dk*2*trB*<br>Hardwood treenails<br>(*See Sailing Ship Register*) | 1577<br>1413<br>1253 | ✠ 12A1<br>3,22 ~~12,19~~<br>✠LMC~~10,19~~<br>3,22 | Cff | *q* | ~~12,19~~<br>3,22 | 1917<br>9mo<br>*Lloyd's A&CP* | Cameron<br>GenoaMills<br>Shipyard'sLd<br>Victoria B.C | ~~CanadaWestCoast~~<br>~~Nav.Co.Ld.~~<br>IbrahimBeySid<br>Ahmed | 245·7<br>P30′F30′ | 43·8 | 21·0 | ~~Vict'riaBC~~<br>~~British~~<br>Alexandria<br>Egyptian | Oil Engines 2S.C.SA<br>4Cy.16½″–18$\frac{15}{16}$″ 91NHP<br>*130lb* DB<br>J.&C.G.BolindersLd.Skm. | 22 ″ 4 | |
| 19859 | Jean Stern<br>SteelScSr<br>1*Dk*(*Stl*)<br>*Elec.light* Wireless 2*nd dk*(*Stl*)*in holds* | ~~5000~~<br>~~4999~~<br>4100<br>3155 | ✠100A1<br>7,21<br>~~(*Class Contemplated*)~~<br>✠LMC2,21 | Msl | *y* | CL<br>7,21 | ~~1920~~<br>1921<br>2mo<br>*Lloyd's A&CP* | Atel.&Ch.<br>duSud-Ouest<br>Bordeaux | Soc."LesAffré-<br>teursRéunis"<br>(JeanStern)<br>*CellDB*340′12 | 386·4<br>P35′*Ba*21′*Bf*21′<br>F46′<br>70*tFPT*85*tAPT*30*t* | 52·4 | 25·0<br>FK | ~~Bordeaux~~<br>French<br>Rouen<br>6*BHCem* | T.3Cy.25½″,42″&70″–48″(*s*)<br>180lb 433NHP<br>3SB,9*cf*,GS171,HS7577<br>N.E.MarineEng.CoLdNwc | 28 ″ 4 | |
| 19860<br>73863<br>SMGB | Jeanie<br>WoodAuxScSk<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 30<br>30<br>22 | 9,93 | Ard | 10<br>C7 | | 1876 | W.Fife<br>&Sons<br>Fairlie | J.D.Clucas<br>(J.Todd,*Mgr.*) | 49·1 | 14·6 | 7·8 | Ramsey,<br>I.O.M.<br>British | Oil Engines 18RHP<br>2Cy.5¾″–7″ NE*fitted*17<br>GlenifferMotors,Ld.Gls. | | |
| 19861<br>139827 | Jeanie Stewart<br>SteelScK<br>*ss*Shl.No.1–20<br>1*Dk* | 210<br>196<br>91 | ✠100A1<br>*StmTrawler*<br>11,21 ~~7,20~~ ✠LMC7,20 | Shl<br>Abn | | CL<br>7,20 | 1916<br>6mo<br>*Lloyd's A&CP* | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen | R.Irvin&Sons,Ld. | 115·7 | 22·3 | 11·9<br>BK7½″ | N.Shields<br>British<br>3*BHCem*<br>*DTf* 19′13*t* | T.3Cy.12″,20″&34″–24″ (*r*)<br>180lb 78RHP<br>1SB,3*pf*,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 9 | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 |
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| Numero l'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | Matériaux, Gréement, etc.<br>Nombres des Ponts | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | |
| 19862<br>308<br>QBSR | **Jeanne**<br><br>*ex*JohnP.Best,*ex*Egypte) | IronScSr<br>(*ex*Hammonia,<br>2*Dks*3*tr B* | 1845<br>1817<br>1163 | | | ... | | 1875 | J.Cockerill<br>Antwerp | LloydMediterraneoSoc.Italiana diNav. | 277·5<br>BK10" | 34·5 | 25·4 | Genoa<br>Italian<br>*WB* | C.2Cy.39"&63"–36"<br>NB89 212NHP<br>J.Cockerill,Antwerp | |
| 19863<br><br>OJZB | — | SteelScSr<br>(*Trawler*) | 125<br>—<br>30 | | | | | 1898 | EdelaBrosse&Fouché<br>Nantes | Soc.Gén.d'Armement (G.Belot, *Mgr.*) | 105·4<br>P37'F17' | 20·5 | 10·4 | Arcachon<br>French<br>*WB* | C.2Cy.$17\frac{23}{32}$"&$29\frac{1}{2}$"–$16\frac{1}{32}$"<br>31NHP<br>E.delaBrosse&Fouché,Nts | |
| 19864<br><br>OJZT | **Jeanne d'Arc**<br>(*ex*Taurus)<br>Wireless | IronScBn<br>*ss*Msl.No.3–2,96<br>1*Dk*(*Irn*)&*Spar dk*3*tr B* | 1752<br>1542<br>1102 | ✠<br>*Spar dk*<br>5,96 | Msl | *r* | | 1882<br>10mo | A.M'Millan&Son<br>Dumbarton | Cie.Générale Transatlantique | 260·0<br>P24'B28'F29' 23·0<br>BK8" | 37·1 | 15·3 | Marseilles<br>French<br>6*BHCem* | C.2Cy.36½"&63"–48"<br>NB01 229NHP<br>Denny&Co.Dumbarton | |
| 19865<br><br>OJZX | — | SteelScSr<br>(*Trawler*) | 200<br>—<br>72 | | | | | 1904 | Germe&Co<br>Boulogne s/mer | Th.Huret | 112·7 | 23·1 | 12·2 | Boulogne s/mer<br>French *WB* | C.2Cy.14"&27½"–16"<br>25NHP<br>Germe&CoBoulogne s/mer | |
| 19866<br>126146 | — | WoodSc<br><br>1*Dk* | 105<br>73<br>69 | | | | | 1908 | A Thiaville<br>Sorel | C.Lebœuf | 96·2 | 22·3 | 6·5 | Sorel<br>British | 1Cy.10"–10"<br>*E made*94*B made*95 3RHP<br>Pelessier,Montreal | |
| 19867<br><br>OKBR | **Jeanne Marie**<br><br>Wireless | SteelScK<br>(*Trawler*)<br>1*Dk* | 314<br>—<br>96 | | | | | 1919 | Germe&Jouy<br>Boulogne | F.Fourny&fils | 139·7 | 23·6 | 13·2 | Boulogne<br>French<br>*WB* | T.3Cy.13",22"&36"–24"<br>63NHP<br>Amos&Smith,Ld.Hull | |
| 19868<br>694<br>QBSZ | **Jeanne R.**<br><br>(*ex*Giannutri,*ex*Liguria) | IronScSr<br>*ss*Gen.No.3–79<br>2*Dks* | 506<br>480<br>247 | ✠<br>6,79 | Gen | *j* | | 1862<br>5mo | C.Mitchell &Co.<br>Newcastle | OrtensiaPlessia inRossi | 183·8<br>Q27*t* H31*t* F9*t*<br>*WB*=*DB*42' | 24·7 | 18·0 | Genoa<br>Italian<br>4*BHCem* | C.2Cy.21"&40"–30"<br>*Cmp.*79 NB92 73NHP<br>PioFerro&Co.Gen. | |
| 19869 | **Jeannette**<br><br>*Mchy.Aft* *Elec.light* | SteelTwinSc<br><br>1*Dk* | 519<br>431<br>272 | | | | | 1910 | Howaldtswerke<br>Kiel | SifneoFrères | 193·4<br>Q46' | 31·0 | 8·9 | Mytilene<br>Greek | T.6Cy.9¼",14¾"&24⅝"–$13\frac{25}{32}$"<br>44NHP<br>Howaldtswerke,Kiel | |
| 19870<br><br>OKBV | —<br><br>*Elec.light* | SteelScSr<br>(*Trawler*)<br>1*Dk* | 295<br>—<br>78 | | | | | 1906 | DelaBrosse &Fouché<br>Nantes | Soc.Gén.d'Armement (G.Belot, *Mgr.*) | 139·8<br>Q53' | 22·0 | 10·8 | Arcachon<br>French | T3Cy.$11\frac{13}{16}$"$19\frac{11}{16}$"$32\frac{9}{32}$"-$24\frac{13}{32}$"<br>52NHP<br>De laBrosse&Fouché,Nts. | |
| 19871<br>215542<br>LHSP | **Jeannette Skinner**<br><br>*Elec.light* Wireless | SteelScSr<br><br>2*Dks*(*Stl*) | 5715<br>5020<br>4385 | *Fitted for oil fuel* 8,17 *F.P. above* 150° F. | | | CL<br>4,18 | 1917<br>8mo | Skinner& EddyCorp.<br>Seattle,Wash<br>A&CP | UnitedStates ShippingBoard<br>1*BH in forehold &* | 409·6<br>P44'B115'F47'<br>FK<br>1*BH in after hold dispensed with* | 54·0 | 27·1 | Seattle<br>Utd.States<br>*Cem*<br>5*BH only*<br>*CellDB*355' | 1 Geared Steam Turbine<br>210lb (*r*) 507NHP<br>3SB,9*cf*,GS195,HS8055<br>GeneralElectricCo. Schenectady,N.Y.<br>1198*t* *FPT t*120 *APT*340*t* | 29<br>s6<br>24 |
| 19872<br>119614 | **Jeannies** | SteelScK<br><br>1*Dk* | 100<br>92<br>39 | ✠<br>*For fishing purposes*<br>4,12 ✠ | Abn | | | 1907<br>2mo | Hall,Russell&Co.Ld.<br>Aberdeen | W.Duncan | 86·2<br>BK7½"<br>*WB*= | 18·6 | 9·1 | Peterhead<br>British<br>3*BHCem*<br>*FPT*8*t* | C.2Cy.13"&28"–18"<br>38RHP<br>1SB,2*pf*,GS27,HS724<br>Hall,Russell&Co.Ld.Abn. | 9 |
| 19873<br><br>OKBZ | **Jeannot**<br><br>Wireless | SteelScSr<br>(*Trawler*)<br>1*Dk* | 204<br>179<br>16 | | | | | 1899 | E.Lucas &Co.<br>Dieppe | VictorFourny | 120·0<br>F15' | 21·0 | 13·6 | Boulogne<br>French | T.3Cy.12½",19"&29"–18"<br>NB02 36NHP<br>E.Lucas&Co.Dieppe | |
| 19874<br>142300<br>JSFW | **Jebba**<br><br>(*ex*WarLion) 2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>*Elec.light* Wireless | SteelScSr | 5875<br>5604<br>4278 | ✠100A1<br>*Awng dk*<br>*with freeboard* BS11.21<br>7,20 ✠LMC9,17<br>*Carrying oil fuel F.P. above* 150° F. *in DB* | Liv | *y* | 7,20 | 1917<br>9mo | Kawasaki<br>Dckyd.Co.Ld<br>Kobe<br>*Lloyd*'sA&CP | AfricanS.S.Co.<br>(Elder,Dempster&<br>Co.Ld.*Mgrs.*)<br>*CellDB* | 385·3<br>FK<br>334'1118*t* *FPT*126*t* | 51·2 | 25·5 | London<br>British<br>6*BHCem*<br>*APT*93*t* | T.3Cy.26",43½"&72"–48" (*s*)<br>200lb 440NHP<br>2SB&1AuxSB,8*cf*,GS154,<br>HS5741 FD<br>KawasakiDkydCoLdKobe | 36<br>s8<br>27 |
| 19875<br>102400<br>PBWV | **Jeddah**<br><br>(*ex*Palawan)<br>*Elec.light* | SteelScSr<br>*ss*Bom.2ndNo.3–4,15<br>*ss*Bom.No.1–19<br>2*Dks*(1*Stl*–*ws* &*UStl*–*teak s*)3*tr B* | 4683<br>4107<br>2923 | ✠100A1<br>~~2,19 6,21~~<br>~~BS1,20~~ ✠LMC2,19<br>BS5,21 4,22 | Bom | *y* | CL<br>~~2,19~~<br>4,22 | 1895<br>10mo | Caird&Co. Ld.<br>Greenock<br>*Lloyd*'sA&CP | ArabSteamers,Ld.<br>*WB*=*CellDB*a94'*uE*& | 400·1<br>P48'B140'F86'<br>BK9"<br>*B*79'*f*136'732*t* *FPT* | 46·7 | 28·0 | Bombay<br>British 150<br>7*BHCem*<br>59*t* *APT*58*t* | T.3Cy.28",46"&77"–54" (*s*)<br>~~180lb~~ *125lb* 496NHP<br>2DB,8*cf*,GS155,HS6682 FD<br>Caird&Co.Ld.Greenock | 31 |
| 19876<br>135287<br>JDLV | **Jedmead**<br><br>(*ex*Jedmoor)<br>Wireless<br>*Now named "Linkmoor," See No. 38240 in Supplement* | SteelSc<br>*ss*Bry.No.1–18<br>1*Dk*(*Stl*) | 3175<br>2986<br>1973 | ✠100A1<br>1,21 ~~5,19~~<br>BS5,20 ✠LMC~~11,18~~<br>MS1,2[illegible] | Mch<br>Npt | *u* | CL<br>~~11,18~~<br>1,21 | 1913<br>11mo | J.Blumer &Co.<br>Sunderland<br>*Lloyd*'sA&CP | WesternCounties ShippingCo.Ld.<br>(E.EdwardsSons& Co.Ld.*Mgrs.*)<br>*CellDB*a | 331·0<br>P27'B95'F29'<br>FK<br>112'*uE*24'*f*136'830*t* | 47·7 | 22·5 | London<br>British<br>5*BHCem*<br>*APT*182*t* | T.3Cy.24",39"&65"–42" (*s*)<br>180lb *100lb* 291NHP<br>2SB,6*cf*,GS111,HS4400<br>N.E.MarineEng.Co.Ld.Sld | 24<br>s3<br>21 |
| 19877<br>221112<br>MONR | **Jeff Davis**<br><br>*Elec.light* | SteelSc<br>*Fitted for oil fuel*<br>2*Dks* | 6171<br>—<br>3797 | | — | | | 1921 | Doullut& WilliamsS.B. Co.Inc.<br>NewOrleans | UnitedStates ShippingBoard | 395·5<br>P60'B109'F37' | 55·0 | 31·4 | N.Orleans<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>VulcanIronWork, JerseyCity,N.J. | |
| 19878<br>77356<br>KPOM | **Jefferson**<br>Wireless<br>*Elec.light* Sub.Sig. | SteelScSr<br><br>2*Dks*&*Awngdk* | 3723<br>—<br>2392 | | | | | 1899 | Delaware RiverCo.<br>Chester,Pa. | Old Dominion S.S. Co.Inc. | 351·8<br>len07 | 42·0 | 17·0<br>27·0 | NewYork<br>Utd.States | T.3Cy.27",44½"&73"–54"<br>NB15 392NHP<br>DelawareRiverCo.Chester | |
| 19879<br>201073<br>KSTP | —<br><br>Wireless | WoodScSr<br><br>2*Dks* | 1615<br>1278<br>895 | | | | | 1904 | E.W.Heath<br>Tacoma, Wash. | AlaskaS.S.Co.Inc. | 207·0 | 40·0 | 22·7 | P.Twnsnd, Wash.<br>Utd.States | T.3Cy.18½",31"&51"–36"<br>156NHP<br>HeffernanE.Wks.Seattle | |
| 19880<br>218238<br>LRMF | **Jefferson County**<br>Wireless<br>*Elec.light* Sub.Sig. | SteelSc<br>*Fitted for oil fuel*<br>1*Dk*2*tr B*<br>*in fore&after holds & Web frames* | 3545<br>3005<br>2179 | | | ... | | 1919 | Submarine BoatCorp.<br>Newark, N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 |
| 19881<br>142316<br>JSKT | **Jekri**<br><br>(*ex*WarPilot) 2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>*Elec.light* Wireless | SteelSc | 5875<br>5604<br>4278 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>9,21 ~~7,20~~ ✠LMC11,17 | NYk<br>Liv | *y* | 1,20 | 1917<br>11mo | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>*Lloyd*'sA&CP | British&African S.N.Co.Ld.(Elder, Dempster&Co.Ld. *Mgrs.*)<br>*CellDB* | 385·3<br>FK<br>334'1118*t* *FPT*126*t* | 51·2 | 25·5 | Liverpool<br>British<br>6*BHCem*<br>*APT*93*t* | T.3Cy.26",43½"&72"–48"(*s*)<br>200lb 440NHP<br>2SB&1AuxSB,8*cf*,GS154,<br>HS5741 FD<br>KawasakiDkydCoLdKobe | 36<br>s9<br>27 |
| 19882<br>217602<br>LPWM | **Jekyl**<br>Wireless<br>*Elec.light* Sub.Sig. | SteelScSr<br>*Fitted for oil fuel*<br>1*Dk*2*tr B*<br>*in fore&after holds& Web frames* | 3289<br>3005<br>2004 | | | ... | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>*WB* | 1GearedSteamTurbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19883<br>143642<br>KFVN | **Jellicoe Rose** SteelSc<br>1Dk(Stl)<br>Mchy.Aft<br>Well deck | 1118<br>800<br>609 | ✠100A1<br>6,20<br>✠LMC6,20 | Psy | n | CL | 1920<br>6mo<br>Lloyd | J.Fullerton&Co.<br>Paisley<br>'sA&CP | R.Hughes&Co.<br>CellDB | 220·2<br>B15'Q108'F28'<br>f136'215tFPT80t | 34·2 | 13·1<br>FK | Liverpool<br>British<br>3BHCem<br>APT34t | T.3Cy.16",26"&42"-27" (s)<br>180lb 80lb 117NHP<br>1SB,3cf,GS65,HS2030<br>Aitchison,Blair,Ld.Gls. | 15 " 6<br>s 1 " $3\frac{1}{2}$<br>14 " 6 | |
| 19884<br>NPVR | **Jelling** SteelScSr<br>ssRot.No.3-8,19<br>(exFrumentia) 1Dk(Stl)&deepframing<br>Elec.light Wireless &Shltr dk(Stl) | 1909<br>1728<br>1172 | ✠100A1<br>Shelter dk<br>withfreeboard<br>10,21 ~~1,21~~<br>~~BS10,20~~ BS10,21 ✠LMC8,19 | Els<br>Abg | s | CL<br>10,20 | 1906<br>10mo | Howaldtswerke<br>Kiel<br>Intermediat<br>A&CP | DampskibsSelsk<br>Dannebrog<br>(C.K.HansenMgr)<br>e bulkhead in fore | 285·6<br>hold dispensed with | 42·0 | 18·5<br>26·0<br>FK<br>WB | Copnhagn<br>Danish<br>Cem<br>4BHonly<br>= Cell DBa | T.3Cy.$20\frac{7}{8}$",$33\frac{1}{16}$"&$55\frac{1}{8}$"-$35\frac{1}{2}$"<br>185lb 100lb (s) 206NHP<br>2SB,6cf,GS100,HS3279<br>Howaldtswerke,Kiel<br>88'uE20'f124'551tAPT150t | 20 " 7<br>s 1 " $4\frac{1}{2}$<br>19 " 6 | |
| 19885<br>MDLW | **Jelö** SteelScSr<br>1Dk | 654<br>546<br>348 | | | | | 1907 | Akers<br>Mek.Værks.<br>Christiania | A/S Nordsjöen<br>(Rich.Peterson,<br>Mgr.) | 197·7<br>P20tH41t | 28·4 | 14·1 | Chrstiania<br>Norwegian<br>WB | T.3Cy.14",24"&37"-27"<br>71NHP<br>AkersMek.Værks.Xia. | | N |
| 19886<br>OKDH | **Jemmapes** SteelScSr<br>Elec.light 1Dk | 355<br>303<br>102 | ✠100A1<br>StmTrawler<br>8,19 ✠LMC2,19 | Sav | | CL | 1919<br>4mo | Foundat'n Co.<br>Savannah<br>A&CP | FrenchGovernment | 150·0<br>Q79'F26' | 25·0 | 14·7<br>BK7"<br>FPT6t | French<br>4BHCem<br>APT8t | T.3Cy.$12\frac{3}{4}$",$21\frac{1}{2}$"&35"-24"<br>180lb (s) 89NHP<br>1SB,3pf,GS53,HS1700<br>Goldie&McCullochCo. Ld.<br>Galt.Ont. | 14 " 8<br>s 2 " $5\frac{1}{2}$<br>14 " 1 | |
| 19887 | **Jenfeld** SteelScSr<br>renamed "Real," See No. 39130 in Supplement ssHam.No.3-6,07<br>(exHathor) ssHam.No.1-12<br>Elec.light 2Dks(Stl-Uws)&Webframes | 3610<br>2997<br>2298 | ✠<br>7,16<br>✠ | Ham | w | | 1895<br>3mo | Wigham Richrdsn&Co<br>Newcastle | Paulsen&Iver<br>WB= | 340·5<br>P197'F47'<br>Cell D Ba 84'uE&B | 44·3 | 25·0<br>FK | German<br>6BHCem<br>68'f126'644t | Q.4Cy.$20\frac{1}{2}$",$29\frac{1}{2}$",$43\frac{1}{2}$"& 63"-42"<br>283NHP<br>3SB,9rf,GS131,HS4218<br>WighmRichrdsn&CoNwc | 27 " 11 | |
| 19888<br>118004 | **Jennie** SteelScSr<br>1Dk | 223<br>177<br>87 | | | | | 1903 | Scott&Sons<br>Bowling | MonroeShppngCo.<br>Ld.(MonroeBros,<br>Mgrs.) | 100·4<br>F17' | 23·2 | 10·6 | Liverpool<br>British<br>WB | C.2Cy.14"&30"-24"<br>37RHP<br>Fisher&Co.Paisley | | |
| 19889 | — WoodTwinScSr<br>1Dk | 127<br>115<br>69 | | | | | 18$\frac{88}{96}$ | M.Turner<br>Benicia,Cal. | | 99·5 | 22·3 | 8·6 | Mexican | C.4Cy.7"&14"-12"<br>11NHP | | |
| 19890<br>219842<br>LWFQ | **Jennie R. Morse** SteelScSr<br>Fitted for oil fuel<br>Elec.light Wireless 1Dk&Shelter dk<br>Sub.Sig. Longitudinal framing | 6061<br>5559<br>3758 | | | ... | | 1920 | Virginia S.B.Corp.<br>Alexandria,<br>Va. | UnitedStates<br>ShippingBoard | 402·6<br>P34'F38' on Shelter dk | 53·2 | 32·0<br>FK | Alexndria,<br>Va.<br>Utd.States<br>WB | T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"-48"<br>359NHP<br>Hooven,Owens&RentschlerCo.Hamilton,Ont. | 34 " 6 | R |
| 19891<br>NBKM | **Jenny** SteelScSr<br>1Dk | 843<br>722<br>493 | | | | | 1918 | Schiffsbau<br>Gesellschaft<br>Unterweser<br>Lehe | A/S D/S Vesterhavet(L.D.LauritzenMgr) | 212·9 | 31·4 | 13·2 | Esbjerg<br>Danish<br>WB | T.3Cy.$14\frac{3}{8}$",$21\frac{7}{8}$"&$35\frac{3}{4}$"-$23\frac{5}{8}$"<br>88NHP<br>Christiansen&Meyer,<br>Harburg | | |
| 19892 | -- SteelSc<br>(Tug) | 101 | | | | | 1902 | ..............<br>Holland | TheArgentine<br>NavigationCo.<br>(NicholasMihanovich,Ltda.) | 70·0 | 17·6 | 8·4 | Bns.Ayres<br>Argentine | C.2Cy.14"&31"-21"<br>37NHP | | |
| 19893<br>220759<br>MBSK | **Jeptha** SteelScSr<br>Fitted for oil fuel<br>Elec.light 2Dks<br>Sub.Sig. Wireless | 3475<br>2991<br>2066 | | | ... | | 1920 | Hanlon<br>D.D.&S.B.Co.<br>Oakland,Cal. | UnitedStates<br>ShippingBoard | 320·7<br>P26'B79'F34' | 46·0 | 24·4<br>FK | S.Frncisco<br>Utd.States<br>WB | T.3Cy.24",39"&65"-42"<br>274NHP<br>AllisChalmersMfg.Co.<br>Milwaukee,Wis. | | R |
| 19894 | **Jequitinhonha** SteelTwinScSr<br>Elec.light Wireless 1Dk&Shelter dk | 750<br>481<br>383 | | | ... | | 1906 | AilsaS.B.<br>Co.Ld.<br>Troon | Empreza deNav.<br>Bahiana | 200·4 | 32·2 | 11·2<br>FK | Bahia<br>Brazilian<br>WB | T.6Cy.$13\frac{1}{2}$",22"&36"-24"<br>151NHP<br>Muir&Houston,Ld.Gls. | 11 " 10 | |
| 19895<br>139921 | **Jeria** SteelScK<br>ssGms.No.1-20<br>Elec.light 1Dk | 344<br>296<br>138 | ✠100A1<br>Stm Trawler<br>3,22 ~~11,20~~ ✠LMC11,20 | Gms | | CL<br>11,20 | 1916<br>12mo<br>Lloyd | Cook,Welton&Gemmell<br>Ld.Beverley<br>'sA&CP | Gt.Gms.&E.Coast<br>Stm.FishingCo.Ld | 135·4<br>Q74' | 23·5 | 12·7<br>BK8" | Grimsby<br>British<br>4BHCem | T.3Cy.$13\frac{1}{2}$",$22\frac{1}{2}$"&37"-24"<br>185lb (s) 89RHP<br>1SB,3pf,GS49,HS1595<br>Amos&Smith,Ld.Hull | 13 " 7 | |
| 19896<br>JSHP | **Jern** IronSc<br>ssNwc.3rd.No.3-5,20<br>(exRebekka,exQuarnero,<br>exWelshPrinceexTyneside)<br>Well deck 1Dk(Irn)&Web frames | 875<br>713<br>529 | ✠100A1<br>8.21 ~~5,20~~<br>✠LMC5,20<br>BS8,21 | Nwc<br>Bgn | m | ~~2,19~~<br>8.21 | 1883<br>7mo | C.S.Swan&Hunter<br>Newcastle<br>A&CP | D/S A/S Kistransport(T.Halvorsen,<br>Mgr.)<br>WB | 215·2<br>Q73'B48'F23'<br>= Cell DB170'242t | 30·8 | 13·9<br>FK | Bergen<br>Norwegian<br>4BHCem<br>APT18t | C.2Cy.27"&50"-36" (s)<br>80lb 60lb NDB97 120NHP<br>1SB,3pf,GS56,HS1975<br>N.E.MarineEngCoLd.Nwc | 16 " 10 | |
| 19897 | **Jeronimo Ibran** SteelScSr<br>Elec.light 1Dk(Stl)<br>Well deck Wireless | 919<br>768<br>696 | ✠100A1<br>9,20<br>✠LMC3,20 | Bbo | k | CL | 1920<br>3mo<br>Lloyd | Astilleros<br>Ardanaz<br>Bilbao<br>'sA&CP | LuisIbran<br>Cell | 198·0<br>Q104'B15'F23'<br>DB155'181tFPT43 | 30·7 | 15·1<br>FK | Aviles<br>Spanish<br>4BHCem<br>tAPT8t | T.3Cy.13",$20\frac{1}{2}$"&$34\frac{1}{2}$"-$23\frac{5}{8}$"<br>180lb 90lb (s) 107NHP<br>1SB,3cf,GS52HS1808 FD<br>AstillerosArdanaz,Bilbao | 14 " 6<br>s 5 " $0\frac{1}{2}$<br>13 " 10 | |
| 19898<br>NABY | **Jerousalim** SteelScSr<br>(exLombardia)<br>Elec.light Wireless 3Dks | 5104<br>—<br>2738 | | | | | 1901 | G.Ansaldo<br>&Co.<br>SestriPnente | RussianStm.Nav.<br>&TradingCo. | 403·0<br>P55'B155'F48' | 46·6 | 27·7 | Odessa<br>Russian<br>WB | T.3Cy.$29\frac{1}{3}$",$47\frac{3}{5}$"&$77\frac{3}{5}$"-$53\frac{1}{5}$"<br>439NHP<br>G.Ansaldo&Co.SestriP'nte | | V |
| 19899<br>OKDX | **Jersey** SteelPadSp<br>(exLordNelson)<br>1Dk | 235<br>—<br>44 | | | | | 1896 | Allsup&<br>Co.Ld.<br>Preston | Cie.Rouennaise de<br>Nav. | 133·3 | 21·2 | 9·6 | Rouen<br>French | D.2Cy.30"-48"<br>96NHP<br>Allsup&Co.Ld.Preston | | V |
| 19900<br>140861<br>KFRJ | **Jersey City** SteelScSr<br>Elec.light Wireless 2Dks | 6322<br>6055<br>3937 | | | | | 1920 | JLThompson&Sons,Ld<br>Sunderland | St.JustS.S.Co.Ld.<br>(W.R.Smith&Sons<br>Mgrs.) | 411·8<br>F36' | 55·0 | 33·6 | Bideford<br>British<br>WB | T.3Cy.28",46"&75"-51"<br>402NHP<br>Blair&Co.Ld.Stockton | | C |
| 19901<br>128094<br>HMVN | **Jervaulx Abbey** SteelScSr<br>ssHul.No.3-11,19<br>Elec.light 1Dk(Irn)&deep framing<br>Well deck Wireless Lower dk inNo.1hold | 1188<br>827<br>506 | ✠100A1<br>12,21 ~~11,20~~<br>~~BS11,20~~ ✠LMC11,19<br>BS12,21 | Hul | p | ~~11,19~~<br>11,21 | 1908<br>7mo<br>Lloyd | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'sA&CP | Hull&Netherlands<br>S.S.Co.Ld. ~~(H.Allaway,Mgr.)~~<br>WB = CellDBa | 255·1<br>P29'Q40'B92'F34'<br>42'f61'119tFPT13t | 33·7 | 15·5<br>BK7" | Hull<br>British<br>5BHCem<br>APT7t | T3Cy.$25\frac{1}{4}$",$40\frac{1}{2}$"&67"-42"(s)<br>185lb 504NHP<br>3SB,9rf,GS176,HS8223 FD<br>Cen.Mar.Eng.Wrks.WHpl | 16 " 3<br>s 1 " 6<br>15 " 9 | BT<br>till<br>11,21 |
| 19902 | **Jervis Bay** SteelTwinSc<br>Elec.light<br>Ref.Mchy. | 14400 | 100A1<br>Shelter dk<br>withfreeboard<br>(ClassContem | plated) | | | 1921 | VickersLd.<br>Barrow | Commonwealth<br>Government ~~of Australia~~ Line of<br>Steamers | 530·0<br>B259'F109' | 68·0 | 39·2 | Sydney<br>British | 4SteamTurbines<br>Vickers,Ld.Barrow | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19903<br>114025<br>TGLP | **Jeseric** SteelScSr<br>ssHpl.No.3–11,13<br>*Elec.light* ssCal.No.1–17<br>Wireless *2Dks(Stl)&deep framing*<br>*&Shelter dk(Stl)* | 4816<br>4392<br>3114 | ✠100A1<br>*Shelter dk*<br>~~12,20~~ 7,21<br>BS4,20 ✠LMC5,17<br>MBS7,21 | Cal<br>NNs | *y* | CL<br>11,20 | 1902<br>3mo<br><br>*Lloyd* | W.Hamilton&Co.<br>Pt.Glasgow<br>*'sA&CP* *WB* | BankLine,Ld.<br>(AWeir&Co *Mgrs*)<br><br>*= Cell DBa117'uE* | 370·2<br><br><br>*27'f154'914tDTa27'* | 52·1 | 27·2<br><br>FK | Glasgow<br>British<br>*6BHCem*<br>*730tAPT29t* | T.3Cy.27",43½"&72½"-48"(*s*)<br>180lb *130lb* NDB18 405NHP<br>2SB,*6cf*,GS123,HS5122 FD<br>D.Rowan&Co.Glasgow | 29<br>4<br>26 |
| 19904<br>122823<br>HDBN | **Jesmond** SteelScK<br>ssShl.No.3–6,13<br>*Well deck* ssLon.No.1–17<br>*Mchy.Aft* *1Dk(Irn)* | 192<br>139<br>89 | ✠100A1<br>2,20<br>✠LMC<br>MS12,17 ~~BS~~ 1,21 | Npt | *c* | N2,20 | 1905<br>7mo<br><br>*Lloyd* | Smith's DockCo.Ld<br>North Shields<br>*'sA&CP* | ~~KelstonShipping Co.Ld.~~ I.Milne | 112·7<br>Q37'B9'F16' | 20·2 | 8·9<br><br>FK<br>*WB=* | Newcastle<br>British<br>*3BHCem*<br>*FPT27t* | C.2Cy.14"&30"–20" (*s*)<br>125lb 55RHP<br>1SB,*2pf*,GS30,HS736<br>ShieldsEng.Co.Ld.N.Shl. | 9<br>9 |
| 19905 | **Jessica** SteelSc<br><br>*Elec.light* *1Dk* | 1047<br>897<br>601 | | | | | 1908 | Flensburgr Schiffsb. Ges.<br>Flensburg | A.Kirsten | 226·3<br>P&B140'F30' | 33·4 | 15·3 | Hamburg<br>German<br>*WB* | T.3Cy.16",36¾"&44"–36"<br>116NHP<br>FlensburgerSchiffsb.Ges. | |
| 19906<br>123232 | — SteelScK<br>ssMil.No.3–5,19<br>*1Dk* | 173<br>166<br>68 | ✠100A1<br>*StmTrawler*<br>8,20<br>BS8,20 ✠LMC5,19 | Gms | | CL<br>5,19 | 1906<br>3mo<br><br>*Lloyd* | Cook,Welt'n&Gemmell<br>Beverley<br>*'sA&CP* | DobsonSteam FishingCo.Ld.<br>(C.Dobson, *Mgr.*) | 108·5 | 21·6 | 11·5<br><br>BK8"<br>*WB=* | Grimsby<br>British<br>*4BHCem*<br>*DTf13'30t* | T.3Cy.10",16¼"&27"–24" (*s*)<br>200lb 45RHP<br>1SB,*2pf*,GS25,HS750<br>Amos&Smith,Hull | 12 |
| 19907<br><br>MJTV | **Jessie** SteelScSr<br>ssSws.No.3–12,13<br>ssShl.No.1–18<br>(*ex*Katina,*ex*Manor,*ex*Dowgate)<br>*1Dk(ptStl&ptIrn)2trB&deepframing*<br>*Elec.light* Wireless *3Dk rule* | 2922<br>2749<br>1841 | ✠100A1<br>*withfreeboard*<br>3.21<br>~~BS1,20~~ ✠LMC10,18<br>BS3,22 | Xia | *u* | CL<br>3,21 | 1895<br>1mo<br><br>*Lloyd* | C.S.Swan &Hunter<br>Newcastle<br>*'sA&CP* | A/S "Leander"<br>(LouisWetlesen, *Mgr.*)<br>*WB=* | 326·7<br>P24'B60'F34'<br><br>*CellDBa100'uE&B* | 41·0 | 24·5<br><br>FK | Chrstiania<br>Norwegian<br>*5BHCem*<br>*38'f140'624t* | T.3Cy.23¾",38"&61"–39" (*s*)<br>160lb *100lb* NDB13 252NHP<br>2SB,*6pf*,GS97,HS4080<br>N.E.MarineEng.CoLdNwc | 27<br>5<br>22 |
| 19908<br>115940<br>JBNM | — SteelScSr<br><br>*1Dk* | 167<br>115<br>65 | | | | | 1902 | Ardrossan DD&SBCoLd<br>Ardrossan | GrecianMarbles (Marmor)Ld.<br>(Bawtree&Jarman, *Mgrs.*) | 100·0<br>Q36'F19' | 20·6 | 7·2 | London<br>British<br>*WB* | C.2Cy.12"&24"–18"<br>24RHP<br>J.Menzies&Co.,Ld.,Leith | |
| 19909<br>89414 | **Jessie Darling** IronScSr<br>ssAdl.No.1–89<br>*Mchy.Aft* *1Dk(Irn)* | 289<br>231<br>158 | ✠<br>5,89<br>✠ | Adl | *d* | | 1884<br>9mo | Murdoch& Murray<br>Port Glasgow | J.Darling&Son<br><br>*WB* | 125·3<br>Q43' B8' F18'<br>*=FPT37tAPT4t* | 23·2 | 10·4 | P.Adelaide<br>British<br>*3BHCem* | C.2Cy.20"&40"–27"<br>NB08 66RHP<br>Kincaid&Co.,Greenock | 11 |
| 19910<br>~~138366~~<br>~~TMQD~~ | **Jessie Norcross** WoodAuxTwin<br>SSCff.22 Sc5MstSr<br>*Elec.light* *1Dk2trB* *OilEng*<br>*Mchy.Aft* *Salted* Hardwood treenails<br>(*See Sailing Ship Register*) | 1481<br>1330<br>1268 | ✠12 A1<br>2,22 ~~5,20~~<br>LMC ~~1,20~~ 3,22<br>DBS3,22 | Cff | *p* | CL<br>6,20 | 1917<br>4mo | Wallace Shipyards,Ld<br>Vancouver<br>A&CP | ~~CanadaWestCoast Nav.Co.Ld.~~<br>IbrahimBeySid Ahmed | 240·5<br>P36'F45' | 43·6 | 19·3 | ~~Vancouver~~<br>~~British~~<br>Alexandria<br>Egyptian | Oil Engines 2S.C.SA<br>4Cy.16½"–18 15/16"<br>DB*130lb* 91NHP<br>J&CGBolindersCoLd.Skm | 21<br>4 |
| 19911<br>62698<br>KWSR | Burnt 3.21<br>**Jessie Sinclair** WoodAuxSc<br>*Motor* 3MstSr<br>*1Dk*<br>(*See Sailing Ship Register*) | 124<br>123<br>92 | | Lengthened | | | 1871<br><br>1916 | J.Webster<br>Fraserburgh<br>by W.Qualtrough,PortSt.Mary | W.Qualtrough | 103·3 | 21·0 | 9·9 | Castletwn I.O.M.<br>British | Motor<br>4Cy.5¾"–7" 14NHP<br>GlenifferMotorCo.Gls. | |
| 19912<br>143608<br>KDMJ | **Jessie Summerfield** SteelScK<br>*Mchy.Aft* *1Dk(Stl)*<br>*Well deck* *Cargo battens not fitted* | 423<br>314<br>162 | ✠100A1<br>12,20<br>✠LMC12,19 | Bkn | *f* | CL<br>12,20 | 1919<br>12mo<br><br>*Lloyd* | AilsaS.B. Co.Ld.<br>Ayr<br>*'sA&CP* | SummerfieldS.S. Co.Ld. | 143·2<br>P48'B10'F23' | 25·1 | 12·0<br><br>BK7"<br>*FPT* | Liverpool<br>British<br>*3BHCem*<br>*36tAPT4t* | C.2Cy.18"&36"–27" (*s*)<br>130lb 54RHP<br>1SB,*3pf*,GS53,HS1827<br>AilsaS.B.Co.Ld.Troon | 12<br>12 |
| 19913 | **Jessmore** SteelSc<br>*Should be* "Peruviana," *See No. 38893 in Supplement*<br>*Fitted for oil fuel 11*<br>*Elec.light* Wireless *1Dk2trB* | 3975<br><br>2475 | | | | | 1920 | IrvinesS.B. &D.D.Co.Ld.<br>WHartlepool | Furness,Withy& Co.Ld. | 360·0<br>P35'B171'F32' | 52·0 | 24·5 | Liverpool<br>British<br>*WB* | T.3Cy.26",43"&73"–48"<br>Richardsons, 369NHP<br>Westgarth&Co.Ld.Hpl. | |
| 19914<br>145083<br>KHDQ | **Jetblack** SteelSc<br>*Elec.light* *1Dk(Stl)*<br>*Cargo battens not fitted* | 1560<br>1354<br>828 | ✠100A1<br>12,21 ~~9,20~~<br>✠LMC11,20 | Dub<br>Nwo | *p* | CL | 1920<br>9mo<br><br>*Lloyd* | Dublin Dkyd.Co.Ld.<br>Dublin<br>*'sA&CP* | GasLight&Coke Co.Ld.(StephensonClarke&Co. *Mgrs.*)<br>*CellDB171'316tD* | 240·3<br>B52'F23'<br><br>*Ta29' 128t FP779t* | 36·2 | 19·1<br><br>FK | London<br>British<br>*4BHCem*<br>*APT36t* | T.3Cy.18",30"&50"–33" (*s*)<br>180lb 172NHP<br>2SB,*6cf*,GS97,HS2886<br>J.G.Kincaid&Co.Ld.Grk. | 21<br>2<br>18 |
| 19915<br><br>MOFB | **Jethou** SteelScSr<br>ss.N.Yk.No.3–4,18<br>*Elec.light* *2Dks(1Stl&UptIrn&ptStl)&*<br>*deepframing* | 4284<br>4066<br>2781 | ✠100A1<br>3,22 ~~7,20~~<br>✠LMC<br>MS6,17 BS3,20<br>~~MBS4,21~~ | NYk | *x* | CL<br>~~6,19~~<br>~~6,21~~<br>3,22 | 1905<br>2mo<br><br>*Lloyd* | W.Gray& Co.Ld.<br>WHartlepool<br>*'sA&CP*<br>*WB=* | D/S A/S Jethou<br>(W.Wilhelmsen)<br><br>*CellDBa90'uE&u* | 370·4<br>P27'B110'F35' | 50·0 | 25·8<br><br>FK | Tönsberg<br>Norwegian<br>*6BHCem*<br>*DT69'f152'* | T.3Cy.26",42"&70"–45" (*s*)<br>180lb *180lb* NDB21 372NHP<br>2SB,*8cf*,GS147,HS5935<br>Cen.Mar.Eng.Wrks.WHpl<br>*1037tDTa42'1000tAPT53t* | 28<br>5<br>23 |
| 19916 | **Jever** SteelScSr<br>(*Trawler*)<br>*1Dk* | 210<br>185<br>79 | | | | | 1912 | Unterweser Schiffsb.Ges.<br>Lehe | Hochseefischerei J.Wieting,Akt. Ges. | 124·2<br>Q67'F20' | 22·6 | 9·0 | Brmrhavn<br>German<br>*WB* | T.3Cy.12",18½"&30¾"–22"<br>44NHP<br>J.C.TecklenborgA.G.Gst. | |
| 19917 | **Jeverland** SteelSc<br>(*Trawler*)<br>*Elec.light* *1Dk* | 224<br>205<br>83 | | | | | 1920 | Marinewerft<br>Wilhelmshvn | EmderHochseefischereiA.G. | 126·8<br>Q70'F19' | 22·6 | 10·2 | Emden<br>German<br>*WB* | T.3Cy.12⅝",20½"&32¼"–22¼"<br>50NHP<br>Marinewerft,Wilhelmshvn | |
| 19918<br>137273<br>KFPG | **Jeypore** SteelSc<br>*Elec.light* Wireless *2Dks(Stl)*<br>*Cargo battens not fitted in 'tween dks* | 5318<br>4850<br>3209 | ✠100A1<br>~~6,21~~ ~~5,20~~ 4,22<br>✠LMC5,20 | Sld<br>Bom | *y* | CL | 1920<br>5mo<br><br><br><br>*Lloyd* | Wear Shipyard of W. Gray&Co. (1918),Ld.<br>Sunderland<br>*'sA&CP* | P.&O.Stm.Nav.Co.<br><br>*CellDB* | 400·0<br>P49'B113'F39'<br><br>*344'1073t FPT129t* | 52·3 | 28·4<br><br>FK | Sundrland<br>British<br>*7BHptCem*<br>*APT200t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB.*9cf*,GS190,HS7668 FD<br>Cen.Mar.Eng.Wrks.W Hpl | 31<br>6<br>25 |
| 19919 | **Jhr. Carel Herman van der Brandeler** SteelScLr<br>*1Dk* | 202<br>200<br>107 | | | | | 1903 | W.C.Boele &Zonen<br>Slikkerveer | NaamloozeVen. "Nationale-Stoomvisscherij" | 119·1 | 21·7 | 11·9 | Ymuiden<br>Dutch<br>*WB* | T.3Cy.9¾",15¾"&25"–15"<br>24NHP<br>Wilton'sMach.&Schps.Rot | |
| 19920 | **Jim Butler** WoodScSr<br><br>*1Dk* | 642<br>—<br>343 | | | | | 1906 | Lindstrom S.B.Co.<br>AberdeenWh | Cie.duBoleo | 180·0 | 38·0 | 12·6 | French | C.2Cy.14"&32"–24"<br>WillametteIron& 42NHP<br>SteelWorks,Portland,Or. | |
| 19921<br>[illegible]<br>KQVW | **Jim McCausland** SteelTwinScSr<br>*Now named* "Trustee," *See No. 39654 in Supplement*<br>(*ex*FlyingSerpent) *1Dk* | 262<br>259<br>102 | | | | | 1886 | R.Duncan &Co.<br>Pt.Glasgow | ArdrossanSalvage Co.Ld. (Mann, Macneal&Co.Ld., *Mgrs.*) | 134·9 | 24·0 | 11·9 | Glasgow<br>British | C.2Cy.25"&48"–30"<br>NB10 98RHP<br>Rankin&Blackmore,Grk. | |
| 19922<br>218775<br>LSMV | **Jim Sid** SteelSc<br>Wireless *1Dk* | 209<br>—<br>101 | | | | | 1919 | ……<br>Mobile,Ala. | GulfBarge& TowingCo. | 101·8 | 21·2 | 11·0 | N.Orleans<br>Utd.States | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L. R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9923<br>89140 | **Jin Ho** IronScSr<br>1*Dk* | 209<br>161<br>93 | ✠<br>8,86 ✠ | Grk | *c* | | 1886<br>6mo | Blackwood<br>&Gordon<br>Pt.Glasgow | EasternShipping<br>Co.Ld. | 119·7\|22·1\| 9·0<br>P16'B13'F22'<br>FK | Penang<br>British<br>4*BHCem* | C.2Cy.17"&31"–21"<br>42RHP<br>Blackwood&Gordon,P.Gls | 9 ″ 6 | |
| 9924<br>9906<br>JSKT | **Jindai Maru** IronScSr<br>*ss*Sng.No.2–83<br>(*ex*GouverneurGeneraal van Lansberge,<br>*ex*Puttialla) 2*Dks*&*Awng dk* | 973<br>—<br>696 | ✠<br>8,83 | Sng | *n* | | 1875<br>6mo | Caird&Co.<br>Greenock | I.Amagasaki | 227·7\|27·4\|16·2<br>P51'F42' | Osaka<br>Japanese<br>7*BHCem* | C.2Cy.32"&54⅝"–36"<br>B*made—refitted*13 149NHP<br>Caird&Co.,Greenock | | |
| 9925<br>122996 | **Jinga** SteelTwinSc<br>(*SuctionDredger*)<br>1*Dk*(*Stl*) | 892<br>831<br>401 | ✠<br>*Dredger*<br>8,08 | Rnf | | | 1908<br>8mo | W.Simons<br>&Co.Ld.<br>Renfrew | ~~Government of India~~ TilburyContracting&Dredging Co.Ld. | 203·4\|42·1\|12·4<br>F24'<br>FK | London<br>~~Bombay~~<br>British<br>5*BHCem* | C.4Cy.16½"&33"–21" 90RHP<br>4SB,*12cf*,GS255,HS9272 FD<br>W.Simons&CoLd.Renfrew | 13 ″ 0 | |
| 9926<br>added 6,20<br>9540<br>JTLS | **Jingi Maru No. 3** IronScSr<br>(*ex*Kelantan,*ex*Medusa) | 991<br>835<br>595 | | | | | 1886 | WH Potter<br>&Sons<br>Liverpool | Y.Fujiyama | 235·8\|33·4\|14·2 | Otaru<br>Japanese | C.2Cy.23¼"&46"–36"<br>106NHP<br>Fawcett,Preston&Co.Liv. | | |
| 9927<br>16341<br>HNK | **Jinju Maru** SteelScSr<br>(*ex*Gladestry)<br>*Well deck* 1*Dk*&*Web frames* | 2359<br>1824<br>1705 | | | ... | | 1890 | Irvine&Co.<br>W Hartlepool | Z.Oiye | 290·6\|38·0\|19·3<br>P29'Q84'B118'F34'<br>BK10" *WB* | Nishino-<br>miya<br>Japanese | T.3Cy.21½",35½"&58½"–39"<br>212NHP<br>Blair&Co.Ld.Stockton | 22 ″ 2 | |
| 19928<br>13490<br>LSRT | — WoodAuxScBkn | 192<br>—<br>97 | | | | | 1912 | ............ | NanyoBoyeki<br>KabushikiKaisha | 93·7\|25·7\|11·9 | Tokio<br>Japanese | | | |
| 19929<br>9680<br>JTVL | **Jinsei Maru** WoodTwinScSp<br>2*Dks* | 333<br>321<br>200 | | | | | 1905 | D.Kishi-<br>moto<br>Osaka | Y.Fujiyama | 143·0\|19·1\|15·6 | Otaru<br>Japanese | C.4Cy.11"&22"–15"<br>31NHP | | |
| 19930<br>21513<br>NPTJ | **Jinsha Maru** WoodAuxScSr | 394<br>—<br>331 | | | | | 1918 | ............ | NanyoBoyeki<br>KabushikiKaisha | 134·3\|27·6\|14·8 | Tokio<br>Japanese | | | |
| 19931<br>24726<br>RKMH | **Jinsho Maru** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Wireless *Longitudinal framing* | 3195<br>2757<br>1972 | ✠100A1<br>10,21 ~~9,20~~<br>✠LMC ~~9,20~~<br>10,21 | Kob | *t* | CL<br>9,20 | 1919<br>2mo | OsakaIron<br>Works,Ld.<br>Innoshima<br>A&CP | TaiyoKisenKabushikiKaisha,Ld.<br>(KatsudaKisen Kabushiki Kaisha,*Mgrs*)<br>C | 305·0\|43·7\|27·2<br>P19'B82'F32'<br>FK<br>*ellDB*255'518*tFP1* | Kobe<br>Japanese<br>5*BHCem*<br>76*tAPT*20*t* | T.3Cy.22",37"&61"–42" (*s*)<br>180lb 288NHP<br>2SB,*6cf*,GS90,HS3824 FD<br>OsakaIronWorks,Ld. | 27 ″ 3<br>s 4 ″ 4½<br>23 ″ 2 | |
| 19932<br>22243<br>NSVL | **Jiro Maru** WoodScSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk.* | 850<br>785<br>645 | | | | | 1918 | Mitsubishi<br>ZosenKaisha<br>Ld.Nagasaki | MitsubishiShoji<br>Kaisha,Ld. | 180·0\|32·0\|22·0 | Tokio<br>Japanese | Oil Engine<br>4Cy.16½"–19" 91NHP<br>NiigataIronWorksNiigata | | |
| 19933<br>560<br>PHBS | **Jiul** SteelScSr<br>*ss*Hpl.No.1–18<br>(*ex*EcateriniMatsouki) 1*Dk*(*Stl*) | 3115<br>2925<br>1900 | ✠100A1<br>11,20<br>✠LMC6,18<br>BS7,21 | MVo | *v* | CL<br>6,18 | 1913<br>8mo<br>*Lloyd* | J.Priest-<br>man&Co.<br>Sunderland<br>*'sA&CP* | RomaniaPrima<br>Soc.Nationala de<br>Nav.Marit.<br>*'Tween*<br>*hold*<br>*WB=C* | 345·0\|48·0\|21·1<br>P29'B206'F37'<br>FK<br>*dk BH in after* { 5*B*<br>*dispensed with* { 1*B*<br>*ellDBa*110'*uE*22'*f* | Braila<br>Roumanian<br>*Cem*<br>*H to Upr dk*<br>*H to 2nd dk*<br>146'727*t DT* | T.3Cy.23½",39"&64"–42" (*s*)<br>180lb *120lb* 302NHP<br>2SB,*6cf*,GS124,HS4820<br>N.E.MarineEng.Co.Ld.Sld<br>*only*<br>*a*32'525*tFPT*103*tAPT*71*t* | 23 ″ 6<br>s 3 ″ 0½<br>20 ″ 9 | |
| 19934<br>21763<br>NQTS | **Jiyu Maru No. 3** WoodAuxScSr | 198<br>—<br>141 | | | | | 1918 | ............ | GomeiKaisha<br>GodaiYoko | 98·8\|24·2\|11·7 | Shina-<br>gawa<br>Japanese | | | |
| 19935<br>MSTG | **Jo** SteelSc<br>(*ex*Kristofa,*ex*Soesterberg) 1*Dk*(*Stl*)<br>*Well deck* | 481<br>362<br>265 | ✠100A1<br>6,21 5,20<br>BS11,21<br>✠LMC6,17 | Sws<br>Rot | *g* | 12,19 | 1917<br>6mo | E.J.Smit<br>&Zoon<br>Hoogezand<br>A&CP | BergenLloyd<br>Aktierederi(Björnstad&Brækhus,<br>*Mgrs*) *CellDBa*34' | 156·6\|26·1\|12·6<br>Q53'B28'F21'<br>FK<br>*uE*11'*f*54'110*t FPT* | Bergen<br>Norwegian<br>4*BHCem*<br>18*t APT* 11*t* | T.3Cy.12¼",19$\frac{5}{16}$"&32$\frac{11}{16}$"–<br>17$\frac{11}{16}$" 185lb (*s*) 72NHP<br>1SB,*2cf*,GS41,HS1399<br>E.J.Smit&Zoon,Hoogeznd | 13 ″ 0<br>s ″ 8<br>12 ″ 7 | |
| 19936<br>named "Jan Van Ryswyck" See No 3768 Supplement | **Joachim Zelck** SteelScSr<br>*ss*Ant.No.3–12,19<br>(*ex*BalticSea) 1*Dk*(*Stl*)&*deep framing* | *2152*<br>*1993*<br>*1311* | ✠100A1<br>7,21 ~~12,19~~<br>✠LMC12,19<br>BS7,21 | Ant | *s* | CL<br>~~N12,19~~<br>7,21 | 1907<br>8mo<br>*Lloyd* | Craig,Tay-<br>lor&Co.Ld.<br>Stockton<br>*Intermediat*<br>*'sA&CP* | BelgianGovernment (Assoc.Mar Belge,*Mgrs.*)<br>*e bulkhead in fore* | 287·0\|44·0\|19·8<br>P26'B70'F32'<br>FK<br>*hold dispensed with*<br>*WB=CellD* | Antwerp<br>Belgian<br>*Cem*<br>4*BH only*<br>*Ba*92'*uE*16 | T.3Cy.21",35"&57"–39" (*s*)<br>160lb *90lb* 210NHP<br>2SB,*6pf*,GS84,HS3248<br>N.E.MarineEng.Co Ld.Sld<br>*f*114'549*tFPT*82*tAPT*100*t* | 21 ″ 1<br>s 3 ″ 3<br>18 ″ 2 | |
| 19937<br>118612<br>VCRS | **Joan Craig** SteelScSr<br>(*ex*Bentinck)<br>*Well deck* 1*Dk*&*Webframes* | ~~1148~~ 1199<br>916<br>~~723~~ 698 | | | ... | | 1903 | WoodSkin-<br>ner&Co.Ld.<br>Newcastle | JoanCraigSS.ProprietaryCoLd(R.S.Lamb&CoLd*Mgs.*) | 229·0\|33·5\|14·7<br>Q120'B10'F25'<br>FK | SydnyNSW<br>British<br>*WB* | T.3Cy.18½",30"&49"–33"<br>151NHP<br>N.E.MarineEng.CoLdNwc | 16 ″ 10 | |
| 19938<br>21810<br>NSQJ | **Joan Maru** WoodSc | 404<br>—<br>233 | | | | | 1917 | ............ | MurakiYoshita | 145·5\|25·6\|13·4 | Osaka<br>Japanese | | | |
| 19939 | **João Alfredo** SteelScSr<br>(*ex*Olinda) 2*Dks*(1*pt Stl*–ws)&*Shade dk*<br>*Elec.light* | *2020*<br>*1582*<br>*1240* | ✠<br>*Shade dk with freeboard*<br>10,91 ✠<br>*Coasting Rio* | Gls<br>*de Ja* | *s*<br>*ne* | *ro & P* | 1891<br>10mo<br>*ara* | J.&G.<br>Thomson,Ld.<br>Clydebank | LloydBrasileiro | 282·0\|38·1\|20·7<br>F48'<br>BK7'<br>*CellDBa*76' | R.Janeiro<br>Brazilian<br>4*BHCem*<br>124*tAPT*23*t* | T.3Cy.27",40½"&61"–45"<br>318NHP<br>2DB,*12cf*,GS202,HS5986<br>J.&G.Thomson,Ld.<br>Clydebank | 22 ″ 0 | |
| 19940 | — SteelTwinScSr<br>1*Dk*&*Shade dk* | 556<br>*415*<br>*378* | ✠<br>*For River pur*<br>12,88 ✠ | Cly<br>*poses o* | *nly* | | 1888<br>12mo | Russell&<br>Co.<br>Pt.Glasgow | AmazonRiverStm.<br>Nav.Co.(1911)Ld. | 200·6\|34·3\| 9·7<br>F28' FK<br>*WB=APT*5*t* | Para<br>Brazilian<br>7*BH Asp* | T.6Cy.13",20"&32"–24"<br>1DB,*4cf*,GS75 100NHP<br>Rankin & Blackmore,Grk. | 10 ″ 1 | |
| 19941 | **João Coutinho** Iron&Steel<br>TwinScCtr<br>(*ex*Inganė) (*Tug*) 1*Dk* | *216*<br>*182*<br>*18* | | | ... | | 1902 | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen | TheGovernorGeneral of the Province of Mozambique | 110·1\|23·1\|11·0<br>BK7½"<br>*WB* | Lourenço<br>Marques<br>Portuguese | C.4Cy.11½"&27"–20"<br>148NHP<br>Hall,Russell&Co.Ld.Abn. | 11 ″ 6 | |
| 19942<br>HPRS | **Joaquin del Piélago** SteelScSr<br>*Elec.light* 1*Dk*&*Awngdk* | 759<br>—<br>306 | | | | | 1892 | Compania<br>Trasatlantica<br>Cadiz | Cia.Trasatlantica | 192·2\|27·4\|20·9 | Barcelona<br>Spanish<br>*WB* | T.3Cy.18",30"&48"–36"<br>NB07 138NHP<br>ArsenalCivil,Barcelona | | V |
| 19943 | **Joazeiro** SteelScSr<br>(*ex*SantaLucia)<br>*Elec.light* Wireless 2*Dks* | 4238<br>3121<br>2701 | | | | | 1907 | J.C.Teck-<br>lenborgA.G.<br>Geestemünde | Requisitioned by theBrazilianGovt. (Operated by the FrenchGovt.) | 350·2\|47·2\|23·4<br>P38'B207'F47' | R.Janeiro<br>Brazilian<br>*WB* | T.3Cy.20½",35"&57"–41⅜"<br>208NHP<br>J.C.TecklenborgA.G.Gst. | | V |
| 19944<br>PFRB | **Jobshaven** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 3528<br>3263<br>2151 | | | | | 1916 | Rotterdam<br>Droogd.Maat<br>Rotterdam | N.V.Maats.S.S.<br>"Jobshaven"<br>(Gebr.vanUden) | 359·2\|49·9\|22·1<br>P24'Q34'B214' | Rottrdam<br>Dutch<br>*WB* | T.3Cy.25",41"&67"–45"<br>301NHP<br>RotterdamDroog.Maats. | | V |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19945<br>OKIZ | **Jocelyn** SteelAuxScSr<br>OilEng.<br>(exRotterdam) Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 222<br>—<br>152 | | | | | 1918 | NVSchpsw<br>Welgelegen<br>Harlingen | Courset&Co. | 103·3\|22·7\|10·5<br>P23'F13' | Lorient<br>French<br>WB | Oil Engines 2S.C.SA<br>2Cy.11$\frac{1}{16}$"–12$\frac{3}{16}$" 20NHP<br>D.Goedkoop,Jr.Amsterdm |
| 19946<br>203908 | **Joe S. Morrow** SteelSc<br>Elec.light Mchy.Aft 1Dk | 4895<br>—<br>3606 | | | | | 1907 | American<br>S.B.Co<br>Lorain | MasabaS.S.Co. | 420·0\|52·0\|28·0 | Duluth<br>Utd.States<br>WB | T.3Cy.22",35"&58"–40"<br>213NHP<br>AmericanS.B.Co.Clevelnd |
| 19947<br>135730<br>JMQN | **Joffre** SteelSc<br>ssShl.No.1-20<br>Elec.light Wireless 1Dk | 260<br>240<br>3 | ✠100A1<br>For towing purposes<br>9,21 ~~12,20~~ ✠LMC12,20<br>✠NB05refitted16 | Shl | | CL<br>12,20 | 1916<br>5mo<br>Lloyd | Ardrossan<br>DD&SBCoLd<br>Ardrossan<br>'sA&CP | Lawson-Batey<br>TugsLd. | 115·0\|26·1\|11·7<br>BK7"<br>FPT7t | Ardrossan<br>British<br>4BHCem<br>APT13t | T.3Cy.18",28½"&46"–30" (s)<br>150lb 177NHP<br>1SB, GS75,HS3700<br>J.G.Kincaid&Co.Ld.Grk. |
| 19948<br>216314<br>LKJW | — WoodAuxSc<br>(Motor)<br>(See Sailing Ship Register) | 138<br>—<br>80 | | | | | 1918 | A.D.Story<br>Essex,Mass. | P.L.DavisCo. | 105·5\|25·2\|11·8 | Gloucest'r<br>Utd.States | Motor |
| 19949<br>137458<br>JLKD | **Joffre Rose** SteelScSr<br>ssGoo.No.1-20<br>Well deck 1Dk(ptStl)<br>Mchy.Aft | 715<br>503<br>344 | ✠100A1<br>2,20<br>✠LMC10,19<br>BS10,21 | Goo | j | CL<br>2,20 | 1915<br>6mo<br>Lloyd | C Rennold-<br>son&Co.<br>S.Shields<br>'sA&CP | ~~R.Leeson~~<br>R.Hughes&Co.<br>WB=C | 180·3\|28·2\|12·4<br>Q105'B11'F23'<br>FK<br>ellDBf103'155t FP | Liverpool<br>British<br>3BHCem<br>T63tAPT4t | T.3Cy.14½",24"&39"–27" (s)<br>180lb 77RHP<br>2SB,4pf,GS60,HS1982<br>MacColl&Pollock,Ld.Sld. |
| 19950<br>21874<br>NRHW | **Jogusan Maru** SteelSc | 1257<br>—<br>865 | | | | | 1917 | ………………… | YamaichiKisen<br>KabushikiKaisha | 229·1\|33·0\|18·0 | Nishino-<br>miya<br>Japanese | |
| 19951<br>6155<br>KBVM | **Johan Abraham** WoodAuxScSr<br>Motor<br>1Dk<br>(See Sailing Ship Register) | 200<br>152<br>87 | | | | | 1919 | Löfholms-<br>varfvet<br>Stockholm | ErikOhlssons<br>TrävaruA/B | 99·2\|22·8\|9·3 | Stockholm<br>Swedish | Motor 2Cy.15"–16½"<br>34NHP<br>J&CGBolindersCoLd.Skm |
| 19952<br>PFRH | **Johan de Witt** SteelTwinSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl-teak s)3trB in forehold<br>Wireless Sub.Sig.<br>CruiserStern | 10519<br>7890<br>6300 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~[illegible]~~ 3,22 ✠LMC8,20<br>Fitted for oil fuel 8,20 F.P. above 150° F. | Sba<br>Ams | e† | CL | 1920<br>2mo<br>Lloyd | Nederl.<br>Schps. Maats.<br>Amsterdam<br>'sA&CP | Stoomv.Maats.<br>"Nederland"<br>CellDB404'1385t | 482·2\|59·2\|34·8<br>P&B358'F77' on<br>Shelter dk FK<br>FPT114tAPT201t | Amstrdam<br>Dutch<br>Cem<br>10BHtoS dk<br>1 „ „ U „ | T.3Cy.26",42½"&72½"–49½"<br>213lb (s) 1171NHP<br>6SB,18cf,HS17820 FD<br>Werkspoor,Amsterdam |
| 19953<br>3940<br>JMLB | **Joh. Jeansson** SteelSc3MstSr<br>ssGot.No.2-22 ssOsc.No.3-6,14<br>Mchy.Aft ~~ssLon.No.1-18~~<br>Well deck 1Dk(Irn) | 654<br>472<br>320 | ✠100A1<br>~~3,22~~10,20 4,22<br>~~BS9,20~~ ✠LMC4,18<br>3,22 | Osc<br>~~Got~~Shl | i | CL<br>9,20 | 1901<br>10mo<br>Lloyd | IrvineS.B.<br>&E.Co.Ld.<br>Irvine<br>'sA&CP | Ångb.Aktieb.<br>Kalmarsund<br>(J.Jeansson,Mgr)<br>WB=Cell | 180·0\|29·1\|11·2<br>Q88'B22'F26'<br>FK<br>DBf112'200t FPT | Kalmar<br>Swedish<br>3BHCem<br>42tAPT4t | T.3Cy.15½",25"&40"–27" (s)<br>160lb 80lb 96NHP<br>1SB,3pf,GS60,HS1630<br>McKie&Baxter,Glasgow |
| 19954<br>JTSD | **Johan Jebsen** SteelScSr<br>2Dks | 188<br>176<br>107 | | | | | 1894 | Anderson,<br>Laverick&<br>Co.Ld.<br>Newcastle | IndreNordhord-<br>landsDmpskselsk.<br>(B.Samuelsen,<br>Mgr.) | 110·5\|20·3\|11·8<br>H8t<br>Shade dk35' | Bergen<br>Norwegian | C.2Cy.11⅜"&26"–18"<br>NB13 24NHP<br>Hedley&Boyd,N.Shields |
| 19955<br>WKCM | **Joh.Ludw.Mowinckel** SteelScSr<br>ssNYk.No.3-6,19<br>(exSpennymoor) 1Dk(ptIrn ptStl)&<br>Wireless deepframing | 2733<br>2555<br>1723 | ✠100A1<br>1,22 ~~2,20~~ ~~10,21~~<br>~~BS7,20~~ ✠LMC6,19<br>BS10,21 | Cpn<br>~~Liv~~NNs | t | CL<br>~~1,20~~<br>~~10,21~~<br>2,22 | 1905<br>5mo<br>Lloyd | J.Blumer&<br>Co.<br>Sunderland<br>'sA&CP | ÖrvigsDampskibs.<br>(O.Örvig,Mgr.)<br>WB=CellD | 314·0\|46·5\|20·6<br>P28'B90'F32'<br>FK<br>Ba104' uE22'f128' | Bergen<br>Norwegian<br>~~5BHCem~~<br>673tAPT75t | T.3Cy.23",38"&62"–42" (s)<br>160lb ~~80lb~~ 257NHP<br>2SB,6pf,GS111,HS3974<br>J.Dickinson&Sons,Ld.Sld. |
| 19956<br>202560<br>KVOP | **Johan Poulsen** WoodScSr<br>1Dk | 650<br>586<br>423 | — | | | | 1906 | G.I.White<br>Everett,Wsh. | Wm.Chatham | 179·1\|39·1\|13·5 | S.Frncisco<br>Utd.States | T.3Cy.13",22"&36"–24"<br>63NHP<br>UnitedEng.Works,S.Fo. |
| 19957<br>5629<br>JVBG | **Johan Sanne** SteelScSr<br>ssGot.No.1-18<br>Elec.light 1Dk(Stl) | 1372<br>1154<br>766 | ✠100A1<br>~~8,21~~ ~~4,20~~ 5,22<br>~~BS8,20~~ ✠LMC5,18<br>BS8,21 | Hpl<br>Got | p | 4,20 | 1914<br>9mo<br>Lloyd | Kockums<br>M.V.Aktieb.<br>Malmö<br>'sA&CP | Aktieb.J.N.Sanne<br>(J.N.Sanne,Mgr.)<br>WB=Cell<br>DBa69'uE19' | 233·1\|37·8\|16·3<br>P18'B63'F26'<br>FK<br>f93' 364t FPT44t | Uddevalla<br>Swedish<br>4BHCem<br>APT59t | T.3Cy18⅝",28¾"&48$\frac{13}{16}$"–31½"<br>185lb (s) 156NHP<br>2SB,4cf,GS75,HS2546<br>KockumsM.V.Akt.Malmö |
| 19958<br>NGQW | **Johan Siem** IronScSr<br>Now named "Iris." See No. 37899 in Supplement<br>(exCathay) Wireless ~~ssBly.No.2-20~~<br>Well deck 1Dk(ptIrn ptStl)2trB | 1660<br>1299<br>1031 | ✠100A1<br>~~8,21~~ ~~10,20~~ 1,22<br>✠LMC5,20<br>BS6,21 | Cpn | q | CL<br>~~5,20~~<br>1,22 | 1883<br>12mo | W.Gray&<br>Co.<br>WHartlepool<br>A&CP | DetForenede<br>Damps.Selskab. | 257·4\|34·7\|19·7<br>P38'Q66'B66'F62'<br>BK9"<br>WB=DBa78'f96' | Copnhagn<br>Danish<br>4BHCem<br>333tAPT35t | C.2Cy.32½"&60"–39" (b)<br>80lb 80lb NDB02 167NHP<br>2SB,4pf,GS66,HS2580<br>Blair&Co.(Lim.),Stockton |
| 19959 | **Johann Hinrich** SteelScSr<br>(Trawler)<br>Elec.light 1Dk | 220<br>209<br>85 | | | | | 1914 | H.C.Stülc-<br>kenSohn<br>Hamburg | HansaHochsee-<br>fischereiAkt.Ges. | 119·3\|24·0\|9·4<br>F18' | Altona<br>German | T.3Cy.12⅝",21½"&33½"–22"<br>54NHP<br>H.C.StülckenSohn,Ham. |
| 19960 | **Johann N. Klein** SteelScK<br>ssYmu.No.3-12,18<br>(exJohannaHenriette, 1Dk<br>exGraceWetherly) | 231<br>214<br>54 | ✠100A1<br>StmTrawler<br>3,21 ~~7,20~~<br>~~BS1,20~~ ✠LMC12,18<br>BS~~7,21~~5,22 | Ams | | 3,21 | 1907<br>9mo<br>Lloyd | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen<br>'sA&CP | J.N.Klein&L.<br>Parlevliet | 115·6\|22·6\|12·0<br>BK7½"<br>WB= | Ymuiden<br>Dutch<br>3BHCem<br>DTf19t | T.3Cy.12",20"&34"–23" (r)<br>180lb 75NHP<br>1SB,3pf,GS44,HS1374<br>Hall,Russell&Co.Ld.Abn. |
| 19961<br>RSMO | **Joh. Reinecke** SteelSc<br>(Tug)<br>1Dk | 110<br>—<br>— | | | | | 1912 | J.Oelkers<br>Neuhof<br>Hamburg | J.A.Reinecke | 82·5\|19·2\|10·2 | Hamburg<br>German | C.2Cy.14⅜"&26⅜"–18$\frac{1}{16}$"<br>24NHP<br>J.Oelkers,Neuhof,Ham. |
| 19962 | **Johann Stadtlander** SteelSc<br>(Trawler)<br>(exKnurrhahn) | 261<br>224<br>98 | | | | | 1916 | J.Frerichs<br>&Co.A.-G.<br>Einswarden | Kohlenberg&Putz | 129·9\|23·1\|10·9<br>Q72'F25' | Gstemnde<br>German | T.3Cy.13",20¼"&33"–22⅜"<br>A.-G Görlitzer 52NHP<br>Maschb.Anstalt,Görlitz |
| 19963 | **Joh. Vester** SteelSc<br>(Trawler) | 229<br>212<br>87 | | | | | 1916 | Schiffsw(v.<br>J.&Sch.)A.G.<br>Hamburg | N.Ebeling | 122·1\|22·9\|9·9<br>H46'F18' | Altona<br>German | T.3Cy.13",20½"&32¼"–22"<br>49NHP<br>Schwft.(vJ&Sch)AGHam |
| 19964<br>PFRS | **Johanna** SteelScSr<br>ssRot.No.1-21<br>Mchy.Aft Elec.light Wireless 1Dk(Stl)<br>Well deck Cargo battens not fitted | 2076<br>1568<br>1243 | ✠100A-<br>~~7,20~~12,21<br>~~BS4,19~~ ✠LMC~~8,~~<br>12,21 | Rot | | CL<br>~~4,19~~<br>12,21 | 1917<br>8mo | Jonker&<br>Stans<br>HendrikIdo<br>Ambacht | N.V.Maats.S.S.<br>"Johanna"(Jos.<br>dePoorter)<br>CellDBuB24' | 275·0\|40·2\|17·0<br>Q157'B14'F22'<br>FK<br>f192' 712t FPT80t | Rottrdam<br>Dutch<br>4BHCem<br>APT67t | T.3Cy.19",32"&51"–36" (s)<br>180lb 206NHP<br>2SB,6cf,GS120,HS3710<br>Wilton'sE.&Slpy.Co.Rot. |
| 19965 | — SteelSc<br>Elec.light 1Dk | 860<br>649<br>472 | | | | | 1912 | Stettiner<br>Oderwerke<br>Stettin | L.F.Mathies&Co. | 210·8\|30·8\|12·8<br>P14'Q39'B74'F26' | Hamburg<br>German<br>WB | T.3Cy.15¾"25½"&41$\frac{5}{16}$"–29½"<br>93NHP<br>Stettiner,Oderwerke |
| 19966<br>PFSB | — SteelAuxSc3MstSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 338<br>290<br>244 | | | | | 1918 | Gebr. van<br>Diepen<br>Waterhuizen | Vrachtv.Maats.<br>"Neerlandia" | 134·8\|25·3\|11·8<br>Q29'F8' | Rottrdam<br>Dutch | Oil Engines 2S.C.<br>2Cy.15⅝"–16$\frac{7}{16}$" 34NHP<br>Steijaard&Jannette<br>Walen,Overschie |

| No. in Reg. / Official No. / Signal Letters | Steamer's Name. Material, Rig, &c / Late Name if any / Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. — Under deck. — Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter | Date when tail shaft last seen. | Built. When. — Ship. — Engines | By Whom. — Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships Corresponding draught. ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19967 | **Johanna** SteelScSr<br>1*Dk* | 179<br>—<br>86 | | | | | 1901 | P.Smit,Jr.<br>Rotterdam | Reed."DeIndustrie"(A.Hoogendijk,Jz.*Mgr.*) | 110·0\|23·0\|11·5 | Vlaardngn<br>Dutch | T.3Cy.9",14"&23"–16"<br>21NHP<br>P.Smit,Jr.Rotterdam | | |
| 19968 | **Johanna Adriana** SteelSc | 135<br>—<br>66 | | | | | 1918 | Gebr.van derWindt<br>Vlaardingen | J.S.Figee | 94·2\|21·0\|10·1 | Vlaardngn<br>Dutch | C.2Cy. | | |
| PFTB<br>19969 | **Johanna Bertha** SteelScK<br>(*Trawler*)<br>(*ex*Challenger) 1*Dk* | *183*<br>*175*<br>*56* | | | ... | | 1899 | Earle'sCo. Ld.<br>Hull | N.V.StoomvMaats "DeHoop" (MevrouwA.van Voorst-Westerwal *Mgr.*) | 110·5\|21·2\|11·2<br>Q46'F18'<br>BK7½" | Ymuiden<br>Dutch | T.3Cy.11",20"&32"–23"<br>56NHP<br>Earle'sCo.Ld.Hull | 12 ″ 0 | |
| 19970 | **Johanna Blumberg** SteelScSr<br>*ss*Msl.No.3–5,10<br>*ss*Mch.No.1–18<br>(*ex*Crest,*ex*Dorotea, *ex*Crest) 1*Dk*(*Irn*)2*trB* & *deep framing* 3*Dk rule*<br>*Now named "Thraki," See No. 39626 in Supplement* | 2920<br>2667<br>1830 | ✠<br>7,16<br>✠ | Bkn | *u* | | 1897<br>11mo | Wood Skinner&Co.<br>Newcastle | GreekGovernment | 320·0\|46·0\|21·4<br>P29'B96'F36'<br>FK<br>*WB=Cell DBa* 100' *uE*24'*f*132'698*tAPT*62*t* | Greek<br>6*BHCem* | T.3Cy.23",37½"&61½"–39"<br>NDB09 240NHP<br>2SB,6*rf*,GS87,HS3660<br>Blair&Co.Ld.Stockton | 23 ″ 9 | |
| 19971 | **Johanna Elisabeth** SteelScSr<br>*ss*Ymu.No.3–12,17<br>1*Dk* | 222<br>210<br>63 | ✠100A1<br>*StmTrawler*<br>9,21 ~~3,21~~ ✠LMC3,21<br>BS9,21 | Ymu | | ~~8,19~~<br>9,21 | 1904<br>7mo | Nederl. Schps.Maats.<br>Amsterdam<br>*Lloyd*'*sA&CP* | N.V.Algemeene Vissch.Maats. | 129·0\|22·2\| 8·4<br>BK7½"<br>*WB=DBu* *Bkr*16'15*t* | Ymuiden<br>Dutch<br>6*BHCem* | T.3Cy.12",21"&32"–22½" (*s*)<br>160lb 68NHP<br>1SB,2*pf*,GS36,HS1300<br>NedFb.v.Wrk&Spoor,Ams | 12 ″ 6 | |
| 19972 | **Johanna Lehmann** SteelScSr<br>*ss*Ham.No.2–12<br>(*ex*Towneley) 1*Dk*(*Irn*)&*Webframes*<br>*Well deck* | 1214<br>964<br>735 | ✠<br>11,16<br>✠ | Shl | *o* | | 1904<br>10mo | WoodSkinner&Co.Ld.<br>Newcastle | F.W.G.Lehmann | 235·0\|33·6\|15·1<br>Q123'B10'F25'<br>FK<br>*WB=CellDBa*63'*uE*&*B*33'*f*99'358*tFPT*4 4*tAPT*71*t* | Hamburg<br>German<br>4*BHCem* | T.3Cy.18½",30"&49"–33"<br>156NHP<br>1SB,4*cf*,GS66,HS2507<br>N.E.MarineEng CoLdNwc | 17 ″ 3 | |
| 19973 | **Johanna Nicoletta** SteelSc<br>(*Trawler*)<br>(*ex*Judith) | 190<br>171<br>97 | | | | | 1898 | Bonn& Mees<br>Rotterdam | N.V.Stoomv.Letty (J.N.Klein,*Mgr.*) | 109·9\|20·6\|12·2 | Ymuiden<br>Dutch | T.3Cy.12¼",20"&32"–22"<br>48NHP<br>Earle'sCo.Ld.Hull | | |
| 19974 | **Johanna Oelssner** SteelScSr<br>*Elec.light* 1*Dk* | 1426<br>1248<br>850 | | | | | 1912 | Stettiner Oderwerke<br>Stettin | Gerhard&Hey | 255·8\|37·9\|15·7<br>P&B201'H–F28' | Hamburg<br>German<br>*WB* | T.3Cy.19$\frac{7}{10}$",31½"&51½"–35⅗"<br>156NHP<br>StettinerOderwerke | | |
| 19975<br>215021<br>LHOD | **Johanna Smith** WoodScSr<br>(*ex*SailingBarge)<br>Sub.Sig. Wireless 1*Dk* | 1921<br>—<br>1084 | | | | | 1917 | Kruse& Banks<br>NrthBend,Or. | CoosBayLumber Co.Inc. | 257·2\|50·5\|15·4 | MrshfldOr.<br>Utd.States | Steam Turbine<br>NE&B19 | | |
| 19976<br>NBKQ | **Johanne** SteelScSr<br>1*Dk* | 941<br>813<br>549 | | | | | 1920 | Atlas Werke A/G<br>Bremen | A/S D/S Vesterhavet (L.D.Lauritzen,*Mgr.*) | 224·3\|33·0\|14·1 | Esbjerg<br>Danish<br>*WB* | T3Cy.15⅜",25$\frac{3}{16}$",41¾"–25⅝"<br>112NHP<br>AtlasWerke,Bremen | | |
| 19977<br>WKCH | **Johanne Dybwad** SteelSc<br>*ss*NYk.No.3–10,17<br>(*ex*Nepos, *ex*Arranmore) 1*Dk*(*ptIrn*&*ptStl*) &*deep framing*<br>~~*Now named "Nepos," See No. 39656 in Supplement*~~ | 2735<br>2557<br>1721 | ✠100A1<br>7,20<br>✠LMC.<br>MS10,18 BS~~3,20~~5,21 | Cpn | *t* | CL<br>N9,19 | 1904<br>10mo | J.Blumer& Co.<br>Sunderland<br>*Lloyd*'*sA&CP* | ÖrvigsDampskibs. A/S (OlafOrvig, *Mgr.*) | 314·0\|46·5\|20·7<br>P28'B90'F32'<br>FK<br>*CellDBa*104'*uE*22'*f*128'673*t* | Bergen<br>Norwegian<br>5*BHCem*<br>*APT*75*t* | T.3Cy.23",38"&62"–42" (*s*)<br>160lb *100lb* 257NHP<br>DB*made*10,*fitted*17<br>2SB,6*pf*,GS111,HS3974<br>J.Dickinson&Sons,Ld.Sld. | 23 ″ 0<br>s 3 ″ 6½<br>19 ″ 10 | |
| 19978 | **Johanne Elisabeth** SteelAuxSc<br>*OilEng.* 3MstSr<br>1*Dk*<br>(*See Sailing Ship Register*) | 143<br>130<br>86 | | | | | 1914 | GebrG.&H. Bodewes<br>Martenshoek | ChristophMeyer | 99·5\|18·2\| 8·5<br>H9' | Bützfleth<br>German | OilEngine 4S.C.<br>2Cy.11⅘"–11⅘" 17NHP<br>E*made*12*fitted*—<br>J.Frerichs&Co.A.G.Ost. | | |
| 19979<br>MRVG | **Johannes** SteelAuxSc3MstSr<br>*OilEng.*<br>(*ex*SailingVessel)<br>(*See Sailing Ship Register*) | 323<br>295<br>261 | | | | | 1902 | Bornhoms Maskinfal<br>Rönne. | A/S Johannes (Abrahamsen& Sommerfelt) | 125·1\|29·2\|12·0<br>F10'Q6' | Porsgrund<br>Norwegian | Oil Engines<br>2Cy.14"–16" NE17 29NHP<br>LysekilsMek.Verksted Lysekil | | V |
| 19980<br>NTFH | **Johannes Mærsk** SteelScSr<br>*ss*Rot.No.3–7,16<br>*ss*Cpn.No 1–21<br>(*ex*Grovehurst) 1*Dk*(*Stl*)&*Webframes*<br>*Well deck* *Cargo battens not fitted* | 1337<br>1032<br>814 | ✠100A1<br>2,21<br>✠LMC5,21 | Cpn | *o* | 3,21 | 1903<br>5mo | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool<br>*Lloyd*'*sA&CP* | A/S Dmpsksselsk. af 1912 (A.P. Möller,*Mgr*) | 230·5\|36·1\|14·8<br>P22'Q65'B52'F25'<br>FK<br>*WB=CellDBa*67'*uE*&*B*31'*f* 94' 348*t* *FPT* 49*tAPT*16*t* | Copnhagn<br>Danish<br>4*BHCem* | T.3Cy.19",31"&51"–36" (*s*)<br>160lb *80lb* 160NHP<br>1SB,3*pf*,GS55,HS2462<br>Richardsons,Westgarth& Co.Ld.Hpl. | 17 ″ 2<br>s 1 ″ 6<br>15 ″ 11 | |
| 19981<br>116117 | **Johannesburg** SteelScK<br>*ss*Hul.No.3–11,19<br>1*Dk* | 181<br>171<br>71 | ✠100A1<br>*StmTrawler*<br>11,19<br>BS4,21 ✠LMC11,19 | Hul | | CL<br>11,19 | 1903<br>1mo | Cook,Welt'n&Gemmell<br>Beverley<br>*Lloyd*'*sA&CP* | HullSteamFishing &IceCo.Ld. | 109·0\|21·5\|11·2<br>Q19'<br>BK7"<br>*WB=Deep tanks* *f*13'30*t* | Hull<br>British<br>4*BHCem* | T.3Cy.10",17"&28"–21" (*s*)<br>200lb 45RHP<br>1SB,2*pf*,GS25,HS750<br>Amos&Smith,Hull | 12 ″ 1 | |
| 19982<br>JNPL | **Johannisborg** SteelScSr<br>*ss*Shl.2ndNo.3–6,20<br>(*ex*Ella,*ex*A.R.Thorp, *ex*Kathleen) 1*Dk*(*Stl*)&*Web frames*<br>*Well deck*<br>*Now named "Erna," See No. 39038 in Supplement* | 1027<br>822<br>614 | ✠100A1<br>2,21<br>✠LMC6,20 | Bly | *m* | 6,20 | 1894<br>8mo | Craig, Taylor&Co.<br>Stockton<br>A&CP | Rederiakt.Borg (Rob.Göhle, *Mgr.*) | 218·0\|33·1\|13·8<br>Q73'B46'F27'<br>FK<br>*Cell DBa* 52' *uE*&*B* 26'*f*90'255*t* | Nrrköping<br>Swedish<br>4*BHCem* | T3Cy.17½",29"&47"–33" (*s*)<br>160lb *100lb* NDB13 130NHP<br>2SB4*pf*,GS62,HS2000<br>J.Dickinson,Sunderland | 16 ″ 0<br>s 1 ″ 6<br>14 ″ 9 | |
| 19983<br>110059<br>ROPW | **John** SteelScSp<br>*ss*Gms.No.3–5,10<br>*ss*Wln.No.2–19<br>*Elec.light* 1*Dk*(*Irn*)<br>*Mchy.Aft* *Cargo battens not fitted* | 339<br>246<br>134 | ✠100A1<br>~~11,19~~ 11,21<br>✠NB11,11 ✠LMC11,19<br>~~BS12,20~~<br>BS11,21 | Wln | | 10,17 | 1899<br>3mo | T Turnbull &Son<br>Whitby<br>A&CP | TheJohn,Ld. | 125·0\|25·3\| 9·9<br>Q45'F24'<br>FK<br>*WB=FPT*46*tAPT*5*t* | Wellngtn, N.Z.<br>British<br>2*BHCem* | C.2Cy.15"&32"–24" (*s*)<br>130lb *80lb* NDB11 90RHP<br>1SB,2*pf*,GS32,HS950<br>Whyte&Mair,Dundee | 10 ″ 11<br>s 1 ″ 3<br>9 ″ 11 | |
| 19984<br>HGWL | — SteelScSr<br>(*Whaler*)<br>(*ex*Klo) 1*Dk* | 152<br>—<br>34 | | | | | 1910 | Akers Mek.Værks.<br>Christiania | Cia.dePesca de Baleia em Mossamedes(JAFerreira &Cia.eCta.*Mgrs.*) | 99·2\|18·4\|10·8 | Lisbon<br>Portuguese | T.3Cy.11",18"&29"–24"<br>41NHP<br>AkersMek.Værks.Xia. | | |
| 19985<br>26709 | — IronScSp | 141<br>132<br>73 | | | | | 1849 | J.T.Price<br>NeathAbbey | AlfredJ.Smith,Ld. | 90·4\|19·0\|10·1 | Bristol<br>British | C.2Cy.12"&17"–18"<br>NB02 14RHP<br>E.*made*69 *Compd.*09<br>E.Roach&Co.,Bristol | | |
| 19986<br>205220 | **John A. Donaldson** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 4315<br>—<br>3110 | | | | | 1908 | American S.B.Co.<br>Lorain | ValleyS.S.Co. (W.H.Becker, *Mgr.*) | 380·0\|50·0\|28·0 | Cleveland<br>Utd.States<br>*WB* | T3.Cy.20",33"&55"–40"<br>191NHP<br>AmericanS.B.CoCleveland | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19987<br>77542<br>KRVO | **John A. Hughes** SteelSc<br>*(Tug)*<br>1*Dk* | 157<br>—<br>107 | | | | | 1902 | J.H.Dialogue&Sons<br>Camden,N.J. | JohnA.Hughes TugCo. | 90·0 | 20·5 | 10·8 | Phildlphia<br>Utd.States | C.2Cy.15"&30"-22"<br>35NHP<br>J.H.Dialogue&Sons | |
| 19988<br>219406<br>LVDJ | **John Adams** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk&Shelter dk*<br>Sub.Sig. *&Web frames*<br>Wireless *Longitudinal framing* | 7809<br>—<br>4969 | | | ... | | 1919 | ThePusey&JonesCo.<br>Gloucester City,N.J | UnitedStates ShippingBoard | 439·5<br>P41'B134'F44' *on Shelter dk* | 60·0 | 36·6<br>FK | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>627NHP<br>DeLavalStm.TurbineCo.<br>Trenton,N.J. | 36 |
| 19989<br>143469 | **John Appleby** SteelScK<br>*ss*.Sou.No.3-11,20<br>*Mchy.Aft* *Elec.light* 1*Dk* | 286<br>263<br>112 | ✠100A1<br>*StmTrawler*<br>2,22 ~~11,20~~ ✠LMC11,20 | Sou<br>Pts | | CL<br>6,20 | 1917<br>5mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>'*sA&CP* | TheAdmiralty | 130·2<br>Q72' | 23·0 | 12·2<br>BK8" | London<br>British<br>4*BHCem* | T.3Cy.13½",22½"&37"-24"(*s*)<br>185lb 68RHP<br>1SB,3*pf*,GS49,HS1595<br>Amos&Smith,Ld.Hull | 13 |
| 19990<br>143963 | **John Arthur** SteelScK<br>*Mchy.Aft* 1*Dk* | 286<br>263<br>112 | ✠100A1<br>*StmTrawler*<br>6,17 ✠LMC6,17 | Hul | | CL | 1917<br>6mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>'*sA&CP* | TheAdmiralty | 130·2<br>Q72' | 23·0 | 12·2<br>BK8" | London<br>British<br>4*BHCem* | T.3Cy.13½",22½"&37"-24"(*s*)<br>185lb 68RHP<br>1SB,3*pf*,GS47,HS1595<br>Amos&Smith,Ld.Hull | 13 |
| 19991<br>77463<br>KQTF | **John B. Collins** WoodSc<br>2*Dks* | 325<br>—<br>238 | | | | | 1901 | ..................<br>Tottenville, N.Y. | J.B.Collins | 117·3 | 22·8 | 10·9 | Perth Amboy,NJ<br>Utd.States | | |
| 19992<br>207277 | **John B. Cowle** SteelSc<br>*Mchy.Aft* *Elec.light* 1*Dk* | 6614<br>—<br>5134 | | | | | 1910 | American S.B.Co.<br>Lorain,O. | GreatLakesS.S.Co. | 525·0 | 58·0 | 31·0 | Oswego<br>Utd.States<br>*WB* | T.3Cy.23½",38"&63"-42"<br>257NHP<br>AmericanS.B.Co.Lorain,O. | |
| 19993<br>130435 | **John B. Ketchum 2nd** SteelSc<br>*Mchy.Aft* 1*Dk2trB* | 1109<br>806<br>763 | | | | | 1892 | Craig S.B.Co.<br>Toledo,O. | Geo.HallCoalCo. ofCanada,Ld. | 193·0 | 40·5 | 12·3 | Montreal<br>British | C.2Cy.22"&42"-32"<br>77RHP<br>DryDockEng.Works,Det. | |
| 19994<br>143835 | **John Baptish** SteelScK<br>*Mchy.Aft* 1*Dk*(*Stl*) | 290<br>249<br>127 | ✠100A1<br>*StmTrawler*<br>7,18 ✠LMC7,18 | Hul | | CL<br>3,22 | 1918<br>7mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>'*sA&CP* | SkomerSteam ShippingCo.Ld.<br>~~(L.Bull,Mgr.)~~<br>~~(Brand&Curzon Ld.Mgrs)~~ (L.Bull,Mgr.) | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | Milford<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26"(*s*)<br>180lb 61RHP<br>1SB,3*pf*,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 |
| 19995<br>144328 | **John Barry** SteelScK<br>Now named "Christabelle," *See No.* 36876 *in Supplement*<br>*ss*Ply.No.3-6,20<br>1*Dk* | 203<br>[illegible]<br>78 | ✠100A1<br>*StmTrawler*<br>9,21 ~~6,20~~ ✠LMC6,20 | Ply | | CL<br>6,20 | 1917<br>8mo<br>*Lloyd* | Hall,Russell&Co.Ld<br>Aberdeen<br>'*sA&CP* | ~~TheAdmiralty~~<br>ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (J.D.MarsdenMgr.) | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"-23"(*r*)<br>180lb 57RHP<br>1SB,3*pf*,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 19996<br>145061 | **John Bateman** SteelScK<br>*ss*Ply.No.3-10,20<br>*Mchy.Aft* *Elec.light* 1*Dk*(*Stl*) | 277<br>249<br>110 | ✠100A1<br>*StmTrawler*<br>7,21 ~~10,20~~ ✠LMC10,20 | Ply | | CL<br>10,20 | 1918<br>8mo | Cook,Welt'n&Gemmell Ld. Beverley | ~~TheAdmiralty~~<br>BostonDeepSea Fishing&IceCo.Ld. (F.Parkes,*Mgr.*) | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | London<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26"(*s*)<br>180lb 86RHP<br>1SB,3*pf*,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 |
| 19997<br>63729 | **John Batey** IronPadSp | 115<br>109<br>4 | | | | | 1884 | Hepple&Co.<br>N.Shields | ~~Lawson-Batey Tugs,Ld.~~<br>Grangemouth&Forth TowingCoLd | 96·3 | 18·4 | 9·0 | Grangemouth ~~Newcastle~~<br>British | L.2Cy.28"-54"<br>NB05 40RHP<br>R.B.Findlay&Son,N.Shlds. | |
| 19998<br>144600 | **John Bell** SteelScK<br>*ss*Lon.No.3-5,20<br>1*Dk* | 203<br>200<br>78 | ✠100A1<br>*StmTrawler*<br>3,22 ~~11,20~~ ✠LMC5,20 | Shl<br>Bgs | | CL<br>5,20 | 1918<br>2mo<br>*Lloyd* | Hall,Russell&Co.Ld<br>Aberdeen<br>'*sA&CP* | TheAdmiralty | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"-23"(*r*)<br>180lb 74RHP<br>1SB,3*pf*,GS39,HS1347<br>W.H.Allen,Son&CoLdBed. | 13 |
| 19999<br><br>MKGF | **John Blumer** SteelScSr<br>*Elec.light* 1*Dk* | 2488<br>2215<br>1481 | | | | | 1914 | J.Blumer&Co.<br>Sunderland | D/S A/S "John Blumer" (C.H. Sörensen&Sönner) | 310·0<br>P29'B81'F27' | 43·5 | 20·7 | Arendal<br>Norwegian<br>*WB* | T.3Cy.23",39"&64"-42"<br>265NHP<br>G.Clark,Ld.Sunderland | |
| 20000<br>[illegible] | **John Bomkworth** SteelScK<br>Now named "Wear," *See No.* 39963 *in Supplement*<br>1*Dk*(*Stl*) | 290<br>249<br>127 | ✠100A1<br>*StmTrawler*<br>7,18 ✠LMC7,18 | Hul | | CL | 1918<br>7mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>'*sA&CP* | TheAdmiralty | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | London<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26"(*s*)<br>180lb 87NHP<br>1SB,3*pf*,GS49,HS1590<br>Amos&Smith,Ld. Hull | 13 |
| 20001 | **John Bowler** SteelScK<br>1*Dk* | 203<br>200<br>85 | ✠100A1<br>*StmTrawler*<br>3,18 ✠LMC5,18 | Abn | | CL | 1918<br>3mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | TheAdmiralty | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"-23"(*r*)<br>180lb 74NHP<br>1SB,3*pf*,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 20002<br>[illegible] | **John Braskett** SteelScK<br>Abandoned 11,21<br>*ss*Ply.No.3-8,20<br>1*Dk* | 203<br>200<br>81 | ✠~~100A1~~<br>*StmTrawler*<br>5,21 ~~8,20~~ ~~✠LMC8,20~~ | Ply | | CL<br>8,20 | 1917<br>10mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | ~~TheAdmiralty~~<br>ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (J.D.MarsdenMgr.) | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"-23"(*s*)<br>180lb 57RHP<br>1SB,3*pf*,GS32,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 20003<br>145080 | **John Brennan** SteelScK<br>*ss*Mil.No.3-4,21<br>*Mchy.Aft* *Elec.light* 1*Dk* | 260<br>239<br>112 | ✠100A1<br>*StmTrawler*<br>~~4,21 11,18~~ 3,22 ✠LMC~~11,18~~ 4,21 | Hul<br>Mil | | CL<br>4,21 | 1918<br>1mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>'*sA&CP* | ~~TheAdmiralty~~ | 125·4<br>Q71' | 22·7 | 12·2<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.12½",21½"&35¼"-24"<br>200lb 62RHP<br>1SB,3*pf*,GS48,HS1450<br>Amos&SmithLd.Hull | 13 |
| 20004<br>[illegible] | **John Brice** SteelScK<br>Now named "Derwent," *See No.* 37071 *in Supplement*<br>*Mchy.Aft* 1*Dk* | 273<br>[illegible]<br>109 | ✠100A1<br>*StmTrawler*<br>1,18 ✠LMC1,18 | Hul | | CL | 1918<br>1mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>'*sA&CP* | TheAdmiralty | 125·4<br>Q71' | 22·7 | 12·2<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.12½",21½"&35¼"-24"<br>200lb (*s*) 83NHP<br>1SB,3*pf*,GS48,HS1450<br>Amos&Smith,Ld.Hull | 13 |
| 20005 | **John Brinckman** SteelSc<br>(*ex*Gertrud) 1*Dk* | 186<br>153<br>131 | | | | | 1899 | H.C.StülckenSohn<br>Hamburg | W.Biesterfeld | 113·9<br>H29' | 22·3 | 8·8 | Hamburg<br>German<br>*WB* | C.2Cy.7½"&14⅗"-9 9/16"<br>6NHP<br>H.C.StülckenSohn,Ham. | |
| 20006 | **John Britton** SteelScK<br>1*Dk*(*Stl*) | 202<br>200<br>88 | ✠100A1<br>*StmTrawler*<br>5,19 ✠LMC5,19 | Abn | | | 1919<br>5mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | ~~TheAdmiralty~~<br>R.W.Crawford | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"-23"(*r*)<br>180lb 74NHP<br>1SB,3*pf*,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 20007 | | | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | Registers in which classed, if not in. Date of B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20008<br>146195<br>KLJJ | Now named "Obsidian," See No. 38828 in Supplement<br>John Brooker SteelScK<br>ssBgs.No.3-8,21<br>Mchy.Aft Elec.light 1Dk | 248<br>~~259~~<br>237<br>~~109~~<br>102 | ✠100A1<br>StmTrawler<br>~~8,21~~ ~~12,17~~<br>12,21 | Hul<br>Bgs | ✠LMC~~11,17~~<br>8,21 | CL<br>8,21 | 1917<br>12mo<br>Lloyd | Cook,Welt'n&Gemmell Ld.Beverley<br>'sA&CP | ~~TheAdmiralty~~<br>KingstonSteam TrawlingCo.Ld. | 125·4\|22·5\|12·2<br>Q66'<br>BK7½" | London<br>British<br>4BHCem | T.3Cy.12½",21½"&35¼"-24"<br>200lb (s) 83½RHP<br>1SB,3pf,GS48,HS1450<br>Amos&Smith,Ld.Hull | 13 ʺ 1 | |
| 20009 | John Brown SteelScK<br>ssYmu.No.1-21 ssAms.No.3-11,16<br>1Dk | 182<br>179<br>45 | ✠100A1<br>StmTrawler<br>~~6,21~~ 9,20 12,21 | Ams<br>Ymu | MS9,21<br>~~BS11,20~~ ✠LMC~~11,16~~<br>BS12,21 | ~~11,20~~<br>9,21 | 1904<br>11mo<br>Lloyd | Smith's DockCo.Ld. NorthShields<br>'sA&CP | N.V.Algemeene Vissch.Maats. | 110·1\|20·8\|8·8<br>BK7½"<br>WB= | Ymuiden<br>Dutch<br>3BHCem<br>DBf18'15t | T.3Cy.10 5/16",18"&30"-21" (s)<br>180lb 56NHP<br>1SB,2rf,GS33,HS1030<br>MacColl&Pollock,Sld. | 12 ʺ 4 | |
| 20010 | John Bull IronSc<br>(Tug)<br>Now named "Revenger," See No. 39096 in Supplement | 165<br>—<br>42 | | | | | 1880 | D.Dekker &Co. Antwerp | Soc.Anon.de Remorq.à Hélice | 103·0\|21·0\|11·0 | Antwerp<br>Belgian | T.3Cy.14",24"&39"-24"<br>NB02 75NHP<br>Tpd.02byGTGreySShields | | |
| 20011<br>144275 | John Buller SteelScK<br>1Dk(Stl-ws) | 203<br>200<br>87 | ✠100A1<br>StmTrawler<br>4,21 | Hul | ✠LMC10,18 | CL<br>4,21 | 1918<br>10mo<br>Lloyd | Hall,Russell&Co.Ld. Aberdeen<br>'sA&CP | HullNorthern FishingCo.Ld. (W.R.Nowell Mgr) | 115·4\|22·1\|12·1<br>BK7½" | Hull<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23" (s)<br>180lb 57RHP<br>1SB,3pf,GS39,HS1347<br>J.Abernethy&Co.Ld.Abn. | 13 ʺ 0 | |
| 20012<br>~~144506~~ | John Bullock SteelScK<br>ssSou.No.3-5,20<br>1Dk<br>Now named "FiliepCoenen," See No. 37390 in Supplement | 275<br>246<br>107 | 100A1<br>StmTrawler<br>2,21 | Sws | LMC5,20 | CL<br>5,20 | 1917<br>Lloyd | C.Renoldson&Son S.Shields<br>'sA&CP | ~~TheAdmiralty~~<br>Armement Ostendais | 125·5\|23·5\|12·7<br>Q72'F21'<br>BK7½" | Belgian<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 87RHP<br>1SB,3pf,GS55,HS1276<br>ShieldsEng.&D.D.Co.Ld. N.Shields | 13 ʺ 6 | |
| 20013<br>137359 | John C. Meikle SteelSc<br>1Dk | 194<br>191<br>86 | | | ... | | 1914 | Jos.T.Eltringham&Co.Ld.WillingtonQuay | Irvin&JohnsonLd | 115·8\|22·0\|11·9<br>BK7½" | CapeTown<br>British<br>WB | T.3Cy.12",20"&34"-24"<br>80RHP<br>ShieldsEng.Co.Ld.N.Shl. | 12 ʺ 9 | |
| 20014<br>135195 | John Calderwood SteelSc<br>Mchy.Aft 1Dk | 147<br>136<br>100 | | | | | 1913 | W.J.Yarwood&SnsLd Northwich | Price'sPatent CandleCo. (J.Findlater,Mgr) | 85·6\|21·1\|9·8 | London<br>British | C.2Cy.10"-13"<br>7RHP<br>W.J.Yarwood&Sons,Ld. | | |
| 20015<br>144329 | John Callaghan SteelScK<br>ssMil.No.3-4,20<br>1Dk | 205<br>201<br>82 | ✠100A1<br>StmTrawler<br>4,20 | Mil | ✠LMC4,20 | CL<br>4,20 | 1917<br>12mo<br>Lloyd | Murdoch&Murray,Ld. PortGlasgow<br>'sA&CP | ~~TheAdmiralty~~<br>J.A.Marr | 115·3\|22·1\|12·1<br>BK7½" | London<br>British<br>3BHCem<br>DBf25'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 57RHP<br>1SB,3pf,GS39,HS1347<br>Ross&Duncan,Gls. | 13 ʺ 0 | |
| 20016<br>144276 | John Casewell SteelScK<br>Wrecked 10,21<br>Wireless ssPly.No.3-8,20<br>1Dk | 277<br>247<br>121 | ~~100A1~~<br>StmTrawler<br>8,20 | Ply | ~~LMC8,20~~ | CL<br>8,20 | 1917<br>Lloyd | AilsaS.B.Co.Ld. Troon<br>'sA&CP | H.Ford(~~J.M.Jones Mgr.~~) (J.Nierinck Mgr.) | 125·5\|23·5\|12·7<br>Q72'F21'<br>BK7½" | Plymouth<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 87NHP<br>1SB,3pf,GS51,HS1619<br>AilsaS.B.Co.Ld.Troon | 13 ʺ 6 | |
| 20017<br>143892 | John Cattling SteelScK<br>ssMil.No.3-6,20<br>1Dk | 276<br>247<br>113 | 100A1<br>StmTrawler<br>6,20 | Mil | LMC6,20 | CL<br>6,20 | 1918<br>4mo<br>Lloyd | Bow,McLachlan&Co.Ld. Paisley<br>'sA&CP | "Iago"Steam TrawlerCo.Ld. (C.Curzon,Mgr.) | 125·7\|23·4\|12·8<br>Q72'F21'<br>BK7½" | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 87NHP<br>1SB,3pf,GS50,HS1619<br>Bow,McLachln&CoLdPsy. | 13 ʺ 6 | |
| 20018<br>140791<br>KBRP | John Charlton SteelAuxScSr<br>OilEng.<br>(exEuropa) 1Dk(Stl)<br>(See Sailing Ship Register) | 145<br>126<br>105 | A–<br>2,20<br>✠NE12,19 | Nwc | ✠LMC~~12,19~~ 4,21 | N12,19 | 1918 | J.J. Bodewes Pannerden | Hazell&Newton (~~J.D.W.Howell, Mgr.~~) | 92·8\|21·1\|8·5<br>Q18'<br>FK | Grimsby<br>British<br>3BHCem | Oil Engines 2S.C.SA<br>2Cy.13 3/16"-13¾" 26NHP<br>Plenty&Son,Ld.Newbury | 9 ʺ 2<br>s1 ʺ 9<br>7 ʺ 8 | |
| | | | Coasting—England, Scotland (E.& S.W.) Ireland (N.E., E &S.) Continental Ports Brest to Hamburg | | | | | | | | | | | |
| 20019<br>148621 | John Chivers SteelScK<br>(Fishing)<br>Now named "Erne," See No. 37244 in Supplement<br>1Dk | 276<br>247<br>126 | | | | | 1917 | Bow,McLachlan&Co.Ld. Paisley | TheAdmiralty | 125·7\|23·4\|12·8 | London<br>British | T.3Cy.12½",21"&35"-26"<br>62NHP<br>Bow,McLachln&CoLd Psy | | C |
| 20020<br>144544 | John Church SteelScK<br>(Fishing)<br>1Dk | 276<br>247<br>113 | | | | | 1917 | Bow,McLachlan&Co.Ld. Paisley | C.L.Mason | 125·7\|23·4\|12·8 | London<br>British | T.3Cy.12½",21"&35"-26"<br>61RHP<br>Bow,McLachlan&Co.Ld. | | C |
| 20021<br>145260 | John Clavell SteelScK<br>1Dk(ptStl) | 276<br>246<br>113 | 100A1<br>StmTrawler<br>1,22 ~~10,20~~ | Shl<br>Bgs | LMC10,20 | CL | 1919<br>Lloyd | Hepples (1919)Ld. South Shields<br>'sA&CP | TheAdmiralty | 125·3\|23·4\|12·6<br>Q72'F21t<br>BK7½" | London<br>British<br>2BHCem<br>APT2t | T.3Cy.12½",21"&35"-26" (s)<br>180lb 87NHP<br>1SB,3pf,GS50,HS1619<br>ShieldsEng.Co.Ld.N.Shl. | 13 ʺ 6 | |
| 20022<br>143893 | John Clay SteelScK<br>ssLon.No.3-10,20<br>1Dk<br>Now named "Braconash," See No. 36488 in Supplement | 212<br>208<br>78 | 100A1<br>StmTrawler<br>10,20 | Lon | LMC6,20 | CL | 1918<br>Lloyd | A.Hall&Co.Ld. Aberdeen<br>'sA&CP | ~~TheAdmiralty~~<br>J.S.Doeg | 115·3\|22·6\|12·2<br>BK7½" | Aberdeen<br>~~London~~<br>British<br>2BHCem<br>DTf5'11t | T.3Cy.12",20"&34"-24" (r)<br>180lb 75NHP<br>1SB,3pf,GS30,HS1347<br>A.Hall&Co.Ld.Aberdeen | 13 ʺ 0 | |
| 20023<br>144414 | John Conne SteelScK<br>ssBgs.No.3-1,21<br>1Dk(Stl-ws) ~~1Dk(Stl)~~<br>Now named "Braconbush," See No. 36499 in Supplement | 203<br>201<br>88 | ✠100A1<br>StmTrawler<br>5,21 ~~1,21~~ | Bgs | ✠LMC5,20 | | 1919<br>11mo<br>Lloyd | Hawthorns&Co.Ld. Leith<br>'sA&CP | ~~TheAdmiralty~~ | 115·4\|22·2\|12·1<br>BK7½" | London<br>British<br>3BHCem<br>DBf20'20t | T.3Cy.12",20"&34"-23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hawthorns&Co.Ld.Lth. | 13 ʺ 0 | |
| 20024<br>143461 | John Cooper SteelScK<br>ssPts.No.3-12,20<br>1Dk | 277<br>246<br>108 | 100A1<br>StmTrawler<br>1,22 ~~12,20~~ | Pts | LMC8,20 | CL<br>8,20 | 1917<br>Lloyd | W.Harkess&Son,Ld. Middlesbro'<br>'sA&CP | TheAdmiralty | 125·5\|23·4\|12·8<br>Q72'F21'<br>BK7½" | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 87NHP<br>1SB,2cf,GS38,HS1619<br>Belliss&Morcom,Ld. Birmingham | 13 ʺ 6 | |
| 20025<br>143867 | John Cormack SteelScK<br>ssLon.No.3-12,20<br>Mchy.Aft 1Dk | 324<br>288<br>~~133~~<br>130 | ✠100A1<br>StmTrawler<br>10,21 ~~12,20~~ | Lon | ✠LMC9,20 | CL<br>9,20 | 1917<br>12mo<br>Lloyd | Cochrane&Sons,Ld. Selby<br>'sA&CP | TheAdmiralty | 138·5\|23·7\|12·8<br>Q78'F19'<br>BK7½" | London<br>British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87RHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ʺ 6 | |
| 20026<br>145152 | John Curran SteelScK<br>ssQns.No.3-12,20<br>1Dk | 203<br>199<br>78 | 100A1<br>StmTrawler<br>1,22 | Qns<br>Mil | LMC11,20 | ~~9,20~~ | 1918<br>Lloyd | Montrose S.B.Co. Montrose<br>'sA&CP | TheAdmiralty | 115·4\|22·1\|12·1<br>BK7½" | London<br>British<br>3BHCem<br>DBj29'20t | T.3Cy.12",20"&34"-23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>WHAllenSn&CoLdBedfrd | 13 ʺ 0 | |
| 20027 | John D. Archbold SteelTwinSc<br>Fitted for oil fuel<br>Elec.light 3Dks<br>Mchy.Aft CarryingPetroleum in bulk<br>Longitudinal framing | 13500 | | | | | 1921 | NwprtNws S.B.&D.D.Co. NewportNws | StandardOilCo.of NewJersey | 555·0\|75·0\|43·2 | Bayonne, N.J.<br>Utd.States | T.6Cy.23",39"&68"-45"<br>310NHP<br>NewportNewsSB&DD.Co. | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20028<br>212517<br>LDNQ | **John D. Rockefeller** SteelScSr<br>ssNYk.No.3–12,20<br>2Dks(Stl)&Shelter dk(Stl)&Web frames<br>Elec.light Longitudinal framing<br>Mchy.Aft Wireless Sub.Sig. | 8374<br>8276<br>6364<br>4,22 | ✠100A1<br>Shelter dk<br>withfreeboard<br>8,21 ~~12,20~~<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 10,18 F.P. above 150° F. | NYk | c†<br>[illegible]<br>✠LMC12,20 | CL<br>~~12,20~~<br>8,21 | 1914<br>9mo | NwprtNws<br>S.B.&D.D.Co<br>NewprtNews<br>A&CP | StandardOilCo.<br>(NewJersey)<br>WB=CellDB<br>65' f 50'546t | 458·3<br>a17'uE&B<br>FPT190tAPT94t | 60·0 | 28·6<br>FK | NewYork<br>Utd.States<br>14BHptCem<br>11 " to Udk<br>3 " " 2nd " | Q4Cy24"35"51"&75"-51"(s)<br>220lb 180lb 533NHP<br>3SB,9cf,GS177,HS7035 FD<br>NewportNewsSB&DD.Co | 36<br>10<br>26 |
| 20029<br>~~145092~~ | **John Davis** SteelScK<br>ssWvn.No.3–11,20<br>Elec.light 1Dk<br>Now named "CesarDePaepe," See No. 36815 in Supplement | 276<br>247<br>118 | 100A1<br>StmTrawler<br>10,21 ~~11,20~~ | Wvn | LMC11,20 | CL<br>11,20 | 1918<br>Lloyd | Bow,Mc-<br>Lachlan& Co<br>Ld. Paisley<br>'sA&CP | ~~TheAdmiralty~~<br>Armament<br>Ostendais | 125·7<br>Q72'F17' | 23·4 | 12·8<br>BK7½" | ~~London~~<br>Belgian<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 61RHP<br>1SB,3pf,GS50,HS1619<br>Fraser&Chalmers,Erith | |
| 20030<br>137356 | **John Donovan** SteelScSr<br>1Dk | 206<br>203<br>78 | | | ... | | 1914 | JTEltring-<br>ham&Co.Ld.<br>Newcastle | R.Hastie&Sons | 117·0 | 21·6 | 12·3<br>BK7½" | N.Shields<br>British<br>WB | T.3Cy.13",21½"&35"-24"<br>82RHP<br>JT.Eltringhm&CoLd.Nwc | 13 |
| 20031<br>144361 | **John Dormond** SteelScK<br>ssWvn.No.3–12,20<br>1Dk | 276<br>246<br>108 | 100A1<br>StmTrawler<br>12,20 | Wvn | LMC12,20 | CL<br>12,20 | 1919<br>Lloyd | J.P.Ren-<br>noldson&Sns.<br>Ld. S.Shields<br>'sA&CP | TheAdmiralty | 125·4<br>Q72'F21' | 23·4 | 12·6<br>BK7½" | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 86RHP<br>1SB,3pf,GS49,HS1590<br>JPRennoldsn&SnsLdSSh | 13 |
| 20032<br>143875 | **John Dunkin** SteelScK<br>ssLon.No.3-5,20<br>1Dk | 202<br>199<br>7788 | 100A1<br>StmTrawler<br>5,20 | Lon | LMC5,20 | CL<br>5,20 | 1918<br>Lloyd | Fleming&<br>Ferguson,Ld.<br>Paisley<br>'sA&CP | ~~Minesweepers~~<br>~~Co-operative~~<br>~~TrawlingSociety~~<br>J.S.Boyle | 115·9 | 22·2 | 12·1<br>BK7½" | ~~London~~ Glasgow<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 75NHP<br>1SB,3pf,GS39,HS1347<br>Fleming&Fergusn,Ld.Py. | 13 |
| 20033<br>143937 | **John Dunn** SteelScSr<br>ssMil No.3-7,21<br>Elec light 1Dk | 330<br>293<br>141 | ✠100A1<br>StmTrawler<br>2,22 ~~5,18~~ | PGl<br>Mil | ✠LMC~~5,18~~<br>7,21 | CL<br>7,21 | 1918<br>5mo<br>Lloyd | Ferguson<br>Bros.(Port<br>Glasgow)Ld.<br>PortGlasgow<br>'sA&CP | TheAdmiralty | 138·9<br>Q78'F20' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 69RHP<br>1SB,3pf,GS47,HS1467<br>FergusonBros.(P.Gls.)Ld. | 13 |
| 20034<br>204973 | **John Dunn, Jr.** SteelScSr<br>Elec.light Mchy.Aft 1Dk | 6160<br>—<br>4802 | | | | | 1908 | ToledoS.B.<br>Toledo | GreatLakesS.S.Co. | 514·0 | 58·0 | 25·0 | Oswego<br>Utd.States<br>WB | Q.4Cy.20",29",42"&61"-42"<br>241NHP<br>ToledoS.B.Co.Toledo | |
| 20035<br>145029 | **John Dupuis** SteelScK<br>ssPly.No.3–10,20<br>Elec.light 1Dk | 203<br>200<br>77 | 100A1<br>StmTrawler<br>7,21 ~~10,20~~ | Ply | LMC10,20 | CL<br>10,20 | 1918<br>Lloyd | I.J.Abdela<br>&Mitchell,Ld<br>Queensferry<br>'sA&CP | TheAdmiralty | 115·4 | 22·1 | 12·1<br>BK7½"<br>DBf29' | London<br>British<br>3BHCem<br>20t | T.3Cy.12",20"&34"-23" (r)<br>180lb 74NHP<br>1SB,3pf,GS39,HS1347<br>W.Beardmore&Co.Ld.<br>Coatbridge | 13 |
| 20036<br>145253 | **John Dutton** SteelScSr<br>ssPts.No.3–11,20<br>Elec.light 1Dk | 330<br>293<br>142 | ✠100A1<br>StmTrawler<br>10,21 ~~11,20~~ | Pts | ✠LMC11,20 | CL<br>2,20 | 1918<br>4mo<br>Lloyd | Ferguson<br>Bros.(Port<br>Glasgow)Ld.<br>PortGlasgow<br>'sA&CP | TheAdmiralty | 138·9<br>Q78'F20' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4BHCem | T.3Cy.13" 23"&37"-26" (s)<br>200lb 69RHP 88NHP<br>1SB,3pf,GS47,HS1467<br>FergusonBros.(P.Gls.)Ld. | 13 |
| 20037 | **John Ebbs** SteelScK<br>Now named "Pilot Boat No. 4," See No. 38[illegible] in Supplement<br>Mchy.Aft 1Dk | 324<br>288<br>132 | ✠100A1<br>StmTrawler<br>12,17 | Hul | ✠LMC12,17 | CL | 1917<br>12mo<br>Lloyd | Cochrane<br>&Sons,Ld.<br>Selby<br>'sA&CP | ~~TheAdmiralty~~<br>BelgianPilotage<br>Service | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | ~~London~~<br>Belgian<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87NHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 20038<br>[illegible] | **John Edmund** SteelScK<br>Now named "Foyle," See No. 37407 in Supplement<br>(Fishing)<br>1Dk | 325<br>288<br>150 | | | | | 1918 | GooleS.B.<br>&Repg.Co.Ld<br>Goole | TheAdmiralty | 138·5 | 23·7 | 12·8 | London<br>British | T.3Cy.13",23"&37"-26"<br>W.Beardmore& 87NHP<br>Co.Ld.Coatbridge | |
| 20039<br>143265 | **John Elliott** SteelScSr<br>1Dk | 206<br>202<br>94 | | | | | 1919 | I.G.Abdela<br>&Mitchell,Ld<br>Queensferry,<br>Flint. | Co-operative<br>FishingSociety,Ld.<br>(C.Naylor,Mgr.) | 115·7 | 22·1 | 12·2 | Scarboro'<br>British | T.3Cy.12",20"&34"-23"<br>80RHP<br>I.G.Abdela&Mitchell,<br>Ld.Brinscombe | |
| 20040<br>220545<br>MBJG | **John Englis** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks&Web frames<br>Sub.Sig. Wireless | 5976<br>4971<br>3710 | | | ... | | 1920 | Merchant<br>S.B.Corp.<br>Chester,Pa. | UnitedStates<br>ShippingBoard | 400·7<br>P36'B124'F44' | 54·2 | 30·4<br>FK | Phildlphia<br>Utd.States<br>WB | 2 Steam Turbines geared to 1 Screw Shaft 676NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 32 |
| 20041<br>77226 | **John Ericsson** SteelSc<br>(Whaleback)<br>Mchy.Aft Elec.light 1Dk2trB | 3201<br>—<br>2378 | | | | | 1896 | American<br>Stl.BargeCo.<br>W.Superior | PittsburghS.S.Co. | 390·0 | 48·0 | 27·0 | Duluth<br>Utd.States<br>WB | T.3Cy.25",40"&63"-42"<br>257NHP<br>ClevelandS.B.Co.,Clevelnd | |
| 20042<br>4357<br>JPOD | **John Eriksson** CompScSr<br>Mchy.Aft 1Dk | 191<br>167<br>94 | | | | | 1904 | Sixten<br>Groth<br>Sjötorp | Ångf.Aktieb.John<br>(A.Svensson) | 100·1<br>B18'H5t | 22·7 | 9·9 | Gothenbrg<br>Swedish | C.2Cy.9½"&21"-13½"<br>13NHP<br>LundbyM.V.Gothenburg | |
| 20043<br>144312 | **John Evans** SteelScK<br>Now named "Harry Melling," See No. 37785 in Supplement<br>1Dk(Stl-ws) | 275<br>246<br>113 | ✠100A1<br>StmTrawler<br>3,20 | Shl | LMC3,20 | CL | 1919<br>11mo<br>Lloyd | C.Rennold-<br>son&Co.<br>SouthShields<br>'sA&CP | ~~TheAdmiralty~~<br>MellingTrawlers,<br>Ld.(H.Melling,<br>Mgr) | 125·3<br>Q72'F22' | 23·4 | 12·6<br>BK7½" | London<br>British<br>2BHCem<br>APT3t | T.3Cy.12½",21"&35"-26" (s)<br>185lb 87RHP<br>1SB<br>Smith'sDockCo.Ld.Mdb. | 13 |
| 20044<br>200557<br>KSTR | **John F. Lewis** SteelSc<br>(Tug)<br>1Dk | 157<br>—<br>107 | | | | | 1903 | J.H.Dia-<br>logue&Son<br>Camden,N.J. | Tug"JohnF.<br>Lewis"Co.Inc. | 90·0 | 20·5 | 10·8 | Phildlphia<br>Utd.States | C.2Cy.15"&30"-22"<br>35NHP<br>JHDialogue&Son,Camden | |
| 20045<br>141758 | **John F. Morrow** SteelScSr<br>(exEdwardN.Breitung,<br>exJohnW.Moore) 2Dks<br>Elec.light Mchy.Aft | 1840<br>—<br>1154 | | | | | 1890 | Craig<br>S.B.Co.<br>Toledo,O. | GeorgeHallCoal<br>Co.ofCanada,Ld. | 246·0 | 40·6 | 20·7<br>WB | Montreal<br>British | C.2Cy.26"&50"-42"<br>135NHP<br>S.F.Hodge&Co.Detroit | |
| 20046<br>143895 | **John Felton** SteelScK<br>Mchy.Aft 1Dk | 324<br>288<br>132 | ✠100A1<br>StmTrawler<br>9,19 | Wvn | ... | CL | 1918<br>2mo<br>Lloyd | Cochrane&<br>Sons,Ld.<br>Selby<br>'sA&CP | ~~TheAdmiralty~~<br>FisheryBoard for<br>Scotland | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87RHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 20047<br>145185 | **John Fitzgerald** SteelScK<br>1Dk | 235<br>232<br>90 | ✠100A1<br>StmTrawler<br>1,18 | Abn | ... | CL | 1918<br>1mo<br>Lloyd | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'sA&CP | ~~TheAdmiralty~~<br>R.Hastie&SonsLd | 120·0 | 22·6 | 12·6<br>BK | ~~London~~ N.Shields<br>British<br>3BHCem<br>DTf5'12t | T.3Cy.12",20"&34"-24" (s)<br>180lb 57RHP<br>1SB,3pf,GS47,HS1415<br>J.Abernethy&Co.Ld.Abn. | 13 |

| | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 7 Port of Survey. Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 48<br>315 | John Francois SteelScSr<br>ssLon.No.3-4,20<br>Mchy.Aft 1Dk | 205<br>201<br>79 | ✠100A1<br>StmTrawler<br>3,22 ~~4,20~~ ✠LMC4,20 | Lon<br>Bgs | CL<br>4,20 | 1918<br>8mo<br>Lloyd | Murdoch&<br>Murray,Ld.<br>PortGlasgow<br>'sA&CP | TheAdmiralty | 115·3 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3BHCem<br>DBf25'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 75RHP<br>1SB,3pf,GS39,HS1347<br>Ross&Duncan,Gls. | 13 ″ 0 | |
| 49<br>543<br>JN | John G. Chandler WoodSc<br>(Tug)<br>1Dk | 110<br>—<br>56 | | | | 1902 | Kelley,<br>SpearCo.<br>Bath,Me. | L.Boyers'SonsCo. Inc. | 91·0 | 20·2 | 11·4 | NewYork<br>Utd. States | C.2Cy.15"&34"-22"<br>45NHP<br>BathIronWorks,Bath | | |
| 050<br>384 | John G. Watson SteelScK<br>ssShl.No.1-21<br>1Dk | 235<br>221<br>102 | ✠100A1<br>StmTrawler<br>~~6,21~~ 1,21 ✠LMC1,21<br>1,22 | Shl | CL<br>1,21 | 1916<br>9mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | R.Irvin&Sons,Ld. | 122·6 | 22·2 | 12·3<br>BK7½" | N.Shields<br>British<br>3BHCem<br>DBf22'14t | T.3Cy.12",20"&34"-24" (r)<br>180lb 78RHP<br>1SB,3pf,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 3 | |
| 051<br>471<br>PB | John Garret WoodSc<br>(exE.Luckenbach) (Tug)<br>Mchy.Aft | 118<br>—<br>79 | | | | 1880 | Hildeb'ndt<br>Newburgh,<br>N.Y. | J.McWilliams<br>TowingLine | 90·4 | 19·4 | 11·1 | NewYork<br>Utd. States | C.2Cy.18"&36"-26"<br>NE&B06 55NHP<br>TSmith&Sns'Co.JrsyCity | | |
| 052<br>3896 | John Geoghan SteelScK<br>ssLon.No.3-11,20<br>Elec.light 1Dk | 278<br>247<br>121 | 100A1<br>StmTrawler<br>~~8,21~~ ~~11,20~~ 3,22 LMC8,20 | Lon<br>Bgs | CL | 1918<br>Lloyd | AilsaS.B.<br>Co.Ld.<br>Troon<br>'sA&CP | TheAdmiralty | 125·6<br>Q72'F21' | 23·5 | 12·8<br>BK7½" | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26"(s)<br>180lb 87NHP<br>1SB,3pf,GS51,HS1619<br>Fawcett,Preston&Co.<br>Ld.Liv. | 13 ″ 6 | |
| 053<br>4586 | John Gillman SteelScK<br>ssAbn.No.1-20<br>1Dk | 236<br>231<br>106 | ✠100A1<br>StmTrawler<br>11,21 ~~3,21~~ ✠LMC9,20 | Abn | CL<br>9,20 | 1917<br>3mo<br>Lloyd | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'sA&CP | R.W.Lewis | 117·4 | 22·6 | 13·1<br>BK7½" | Aberdeen<br>British<br>3BHCem<br>DBf21'13t | T.3Cy.12¼",20"&34"-24" (s)<br>180lb 78RHP<br>1SB,3pf,GS44,HS1440<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 10 | C |
| 054 | John Graham SteelScK<br>"Ruby," See No. 39131 in Supplement<br>ssLon.No.3-12,20<br>Mchy.Aft 1Dk(Stl) | 277<br>243<br>108 | ✠100A1<br>StmTrawler<br>12,21 ~~12,20~~ ✠LMC8,20 | Lon<br>Bgs | CL<br>8,20 | 1919<br>1mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | ~~TheAdmiralty~~<br>KingstonStm.<br>TrawlingCo.Ld | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | London<br>British<br>3BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 86RHP<br>1SB,3pf,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 ″ 6 | |
| 055<br>13776 | John Gray SteelScK<br>1Dk | 203<br>199<br>89 | ✠100A1<br>StmTrawler<br>6.21 ~~12,19~~ ✠LMC6,18 | Shl<br>Gms | CL<br>6,21 | 1918<br>6mo<br>Lloyd | Scott&<br>Sons<br>Bowling<br>'sA&CP | CanuteSteam<br>TrawlingCo.Ld.<br>(W.Smith, Mgr.) | 115·6 | 22·2 | 12·2<br>BK7½" | Grimsby<br>British<br>3BHCem<br>DBf29'20t | T.3Cy.12",20"&34"-23" (s)<br>180lb 57RHP<br>1SB,3pf,GS39,HS1347<br>Plenty&Son,Ld.Newbury | 13 ″ 0 | |
| 056<br>25254<br>BND | John Gully IronSc<br>1Dk | 141<br>—<br>71 | | | | 1883 | ..................<br>Chester,Pa. | J.DanielGully | 125·6 | 20·6 | 10·0 | NewYork<br>Utd. States | | | |
| 057<br>3925 | John H. McLean SteelScSr<br>(exBransford)<br>Mchy.Aft<br>Elec.light 1Dk2trB | 4657<br>—<br>3386 | | | | 1902 | WestBay<br>CityS.B.Co.<br>W.BayCity,<br>Mich. | PittsburghS.S.Co. | 414·0 | 50·0 | 29·0 | Duluth<br>Utd. States<br>WB | T.3Cy.22",35"&58"-42"<br>218NHP<br>AmericanS.B.CoCleveland | | |
| 0058 | John Haile SteelScK<br>1Dk | 204<br>201<br>86 | ✠100A1<br>StmTrawler<br>5,18 ✠LMC5,18 | Lth | CL | 1918<br>5mo<br>Lloyd | Hawthorns<br>&Co.Ld.<br>Leith<br>'sA&CP | TheAdmiralty | 115·4 | 22·2 | 12·1<br>BK7½" | London<br>British<br>3BHCem<br>DBf29'20t | T.3Cy.12",20"&34"-23" (r)<br>80RHP<br>1SB,3pf,GS39,HS1347<br>Hawthorns&Co.Ld.Lth. | 13 ″ 0 | |
| 0059<br>44467<br>KFGJ | John Harrison SteelSc<br>"Winmark," See No. 39970 in Supplement<br>(exParaskevi, exGeervliet, exMillingen) 1Dk<br>Mchy.Aft | 347<br>261<br>213 | | | | 1918 | N.V.Kuy&<br>Ree'sMch.&<br>Schpsw.<br>Rotterdam | ~~J.Harrison,Ld.~~<br>~~J.Harrison(Shipping)Ld.~~<br>S.A.Bryan | 133·0<br>Q59'B9'F15' | 23·2 | 10·7 | London<br>British | T.3Cy.10",16"&27"-20"<br>32NHP<br>N.V.Kuy&Ree'sMch.&<br>Schpsw.Rot. | | V |
| 0060 | John Hedley SteelScK<br>ssGms.No.3-8,20<br>(exCalm) 1Dk | 96<br>95<br>36 | ✠100A1<br>For fishing purposes<br>7,21 ~~8,20~~ ✠LMC8,20<br>1,22 | Shl | CL<br>8,20 | 1918<br>6mo<br>Lloyd | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'sA&CP | ~~TheAdmiralty~~<br>W.Hedley | 86·0 | 18·6 | 9·2<br>BK7½" | N.Shields<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43RHP<br>1SB.2pf,GS30,HS814<br>W.Beardmore&Co.Ld.Gls | 10 ″ 0 | |
| 20061<br>44362 | John Howard SteelScK<br>named "Evelina," See No. 37249 in Supplement<br>1Dk(Stl-ws) | 202<br>199<br>77 | ✠100A1<br>StmTrawler<br>6,21 ~~10,20~~ ✠LMC7,19 | Wvn | CL<br>5,21 | 1919<br>7mo<br>Lloyd | Rennie<br>Forrestt&Co.<br>Ld.Wivenhoe<br>'sA&CP | ~~TheAdmiralty~~<br>ConsolidatedStm.<br>Fishing&IceCo.<br>(Grimsby)Ld.<br>(J.D.Marsden, Mgr | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3BHCem<br>DBf18'19t | T.3Cy.12",20"&34"-23" (s)<br>180lb 75RHP<br>1SB,3pf,GS42,HS1347<br>A.G.Mumford,Ld.Col. | | |
| 20062<br>138466 | John Hunsader WoodSc<br>(Tug)<br>named "Puckasaw," See No. 38891 in Supplement<br>2Dks | 235<br>175<br>97 | | | | 1910 | Laythem&<br>Smith Sturgeon<br>BayWis | SpanishRiverPulp<br>&PaperMills,Ld. | 96·0 | 26·0 | 12·4 | SaultSte.<br>Marie<br>British | C.2Cy.18½"&40"-30"<br>Cayuga Bmade92 65RHP<br>Eng.Works,Detroit,Mich. | | |
| 20063<br>143802 | John Hunter SteelScK<br>named "Delila," See No. [illegible] in Supplement<br>ssPly.No.3-6,20<br>Mchy.Aft 1Dk(Stl) | 202<br>199<br>77 | ✠100A1<br>StmTrawler<br>7,21 ~~6,20~~ ✠LMC6,20 | Ply | CL<br>6,20 | 1919<br>2mo<br>Lloyd | Rennie,<br>ForresttS.B.<br>E.&D.DckCo.<br>Ld.Wivenhoe<br>'sA&CP | ~~TheAdmiralty~~<br>ConsolidatedStm.<br>Fishing&IceCo.<br>(Grimsby)Ld.<br>J.D.Marsden, Mgr | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23" (s)<br>180lb 56RHP<br>1SB,3pf,GS42,HS1347<br>A.G.Mumford,Ld.<br>Colchester | | |
| 20064<br>206279 | John J. Barlum SteelSc<br>Mchy.Aft Elec.light 1Dk | 6419<br>—<br>4924 | | | | 1909 | American<br>S.B.Co.<br>Cleveland | BarlumS.S.Co.<br>(J.J.Barlum, Mgr) | 504·0 | 54·0 | 30·0 | Detroit<br>Utd. States<br>WB | T.3Cy.23½",38"&63"-42"<br>257NHP<br>AmericanSB.Co.Cleveland | | |
| 20065<br>204563 | John J. Boland SteelScSr<br>Mchy.Aft Elec.light 1Dk | 6035<br>—<br>4530 | | | | 1907 | Gt. Lakes<br>Eng. Works<br>Ecorse,Mich. | AmericanS.S.Co.<br>(Boland&<br>Cornelius, Mgrs.) | 480·0 | 54·2 | 31·2 | Buffalo<br>Utd. States<br>WB | T.3Cy.22½",36"&60"-42"<br>233NHP<br>Gt.LakesEng.Wks.Detroit | | |
| 20066<br>143876 | John Jackson SteelScK<br>ssLon.No.3-6,20<br>Mchy.Aft 1Dk | 202<br>199<br>77 | ✠100A1<br>StmTrawler<br>11,21 ~~10,20~~ ✠LMC6,20 | Hul<br>Gms | CL<br>10,20 | 1918<br>9mo<br>Lloyd | Rennie,<br>ForresttS.B.<br>E.&D.DckCo.<br>Ld.Wivenhoe<br>'sA&CP | ~~TheAdmiralty~~<br>CrampinStmFishingCo.Ld. (H.G.<br>Crampin, Mgr) | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3BHCem<br>DBf29'15t | T.3Cy.12",20"&34"-23" (s)<br>180lb 75NHP<br>1SB,3pf,GS42,HS1347<br>A.G.Mumford,Ld.<br>Colchester | | |
| 20067<br>144330 | John Jacob SteelScK<br>ssCws.No.3-3,21<br>Mchy.Aft<br>Elec.light 1Dk(Stl-ws) | 325<br>288<br>150 | ✠100A1<br>StmTrawler<br>2,22 ~~3,21~~ ✠LMC3,21 | Cws<br>Pts | CL<br>3,21 | 1918<br>4mo<br>Lloyd | Cochrane&<br>Sons,Ld.<br>Selby<br>'sA&CP | TheAdmiralty | 138·5<br>Q77'F19' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 69RHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 20068<br>220211<br>LWSJ | John Jay SteelSc<br>Fitted for oil fuel<br>Sub.Sig. 1Dk&Shelter dk<br>Elec.light forwardWeb frames<br>Wireless Longitudinal framing | 8293<br>7203<br>6164 | | ... | | 1920 | Pusey&<br>JonesCo.<br>Gloucester<br>City | UnitedStates<br>ShippingBoard | 439·6<br>P41'B134'F46' on Shelter dk | 60·2 | 33·7<br>FK | Phildlphia<br>Utd. States<br>WB | 1 Geared Steam Turbine<br>648NHP<br>DeLavalSteamTurb.Co.<br>Trenton,N.J. | 36 ″ 8 | R |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20069<br>144277 | **John Jefferson** SteelScK<br>*Elec light* ssSou.No.3-9,21<br>*Mchy.Aft* 1*Dk*(*Stl-ws*) ~~1*Dk*(*Stl*)~~ | 324<br>288<br>131 | ✠100A1<br>*StmTrawler*<br>9,21 ~~4,18~~<br>~~✠LMC4,18~~ 9,21 | Hul<br>Sou | | CL<br>12,20 | 1918<br>4mo<br>*Lloyd* | Cochrane&Sons,Ld.<br>Selby<br>'*sA&CP* | TheAdmiralty | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy 13",23"&37"-26" (s)<br>200lb 69RHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 20070<br>143856 | **John Johnson** SteelScK<br>*Mchy.Aft* 1*Dk*(*Stl*) | 324<br>288<br>~~150~~<br>134 | ✠100A1<br>*StmTrawler*<br>4,18<br>✠LMC4,18 | Hul | | CL | 1918<br>4mo<br>*Lloyd* | Cochrane&Sons,Ld.<br>Selby<br>'*sA&CP* | TheAdmiralty | 138·5<br>Q77'F19' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (s)<br>200lb 69RHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 20071<br>131285 | **John Joyce** SteelTwinSc<br>*Elec.light* 1*Dk*(*Teak*)&<br>*Promenade dk*(*Teak*) | 439<br>437<br>163 | ✠<br>*ForFerry purposes*<br>7,12<br>✠ | Bkn | | | 1910<br>9mo | Cammell Laird&Co.Ld.<br>Birkenhead | TheMayor,Aldermen&Burgesses of theBorough of Wallasey *WB*= | 152·3<br>*DTa*11'26*tMT*7'18 | 38·6 | 10·9<br>FK | Liverpool<br>British<br>5*BHAsp*<br>*tDTf*13'60*t* | T.3Cy.16",24"&41"-21"<br>207NHP<br>2SB,6*cf*,GS107,HS3743<br>CammellLaird&CoLd.Bkn | 11 |
| 20072<br>216692<br>LMHT | **John L. Cann** WoodScSr<br>1*Dk* | 166<br>118<br>77 | | | | | 1891 | H.B.Cann<br>Yarmouth, N.S. | AmericanStar Line | 97·8<br>H48*t* | 19·8 | 9·0 | NewYork<br>Utd.States | C.2Cy.16"&28"-18"<br>28NHP<br>B.JohnsonI.Co.Ld.,Yar. | |
| 20073 | **John Langshaw** SteelScK<br>*Now named* "Ethel Crawford," *See letter* E<br>1*Dk*(*Stl*) | 200<br>197<br>87 | ✠100A1<br>*StmTrawler*<br>4,19<br>✠LMC4,19 | Bwg | | CL | 1919<br>4mo<br>*Lloyd* | Scott&Sons<br>Bowling<br>'*sA&CP* | TheAdmiralty | 115·8 | 22·2 | 12·2<br>BK7½" | London<br>British<br>3*BHCem*<br>*DBf*29'20*t* | T.3Cy.12",20"&34"-23" (s)<br>180lb 75NHP<br>1SB,3*pf*,GS40,HS1368<br>W.H.AllanSon&CoLdBed | 13 |
| 20074<br>144298 | **John Lyons** SteelScK<br>ssPts.No.3-11,20<br>1*Dk* | 276<br>246<br>107 | 100A1<br>*StmTrawler*<br>11,20<br>LMC9,20 | Pts | | CL<br>9,20 | 1917<br>*Lloyd* | Smith's DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | TheAdmiralty | 125·5<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (s)<br>180lb 87NHP<br>1SB,3*pf*,GS55,HS1276<br>Smith'sDockCo.Ld.Mdb. | 13 |
| 20075<br>216213<br>LKNT | **John M. Connelly** SteelSc<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless *CarryingPetroleum in bulk* | 4939<br>4449<br>2969 | | | ... | | 1918 | Pennsylvania S.B.Co.<br>Gloucester, N.J. | UnitedStates ShippingBoard | 364·9<br>P95'B34'F31' | 51·0 | 29·5<br>FK | Phildlphia<br>Utd.States<br>*WB* | 1GearedSteamTurbine<br>445NHP<br>GeneralElectricCo. Schenectady,N.Y. | 31 |
| 20076<br>218424<br>LRTJ | **John M. Emery** WoodSc<br>*Elec.light* 1*Dk*2*trB* | 1560<br>—<br>924 | | | | | 1919 | Nw.Jersey DD&TrnsCo.<br>Elizabeth,NJ | MooreTimberCo. | 227·5<br>B35'F36' | 41·6 | 19·7 | NewYork<br>Utd.States | T.3Cy.16",27"&42"-28"<br>93NHP | |
| 20077<br>203204 | **John M. McKerchey** SteelSc<br>1*Dk* | 732<br>—<br>443 | | | | | 1906 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | UnitedFuel&SupplyCo. | 161·0 | 37·1 | 11·0 | Detroit<br>Utd.States | C.2Cy.11"&23"-14"<br>16NHP<br>Gt.LakesEng.Wks.Det. | |
| 20078<br>201699 | **John M. Worth** WoodTwinSc | 442<br>—<br>379 | | | | | 1905 | ..................<br>Tottenville, N.Y. | NewEnglandS.S. Co. | 139·7 | 30·0 | 10·8 | NewYork<br>Utd.States | C.4Cy.11"&29"-18"<br>60NHP | |
| 20079<br>145087 | **John Mason** SteelScK<br>ssLon.No.3-10,20<br>(*ex*JohnAbbott) 1*Dk*<br>*Now named* "ChristaniaT.Purdy," *See No.* 36819 *in Supplement* | 213<br>209<br>80 | ✠100A1<br>*StmTrawler*<br>10,21 ~~10,20~~<br>✠LMC10,20 | Lon<br>Shl | | CL<br>10,20 | 1917<br>9mo | J.Duthie TorryS.BCo.<br>Aberdeen | ~~TheAdmiralty~~<br>G.R.PurdyTrawlersLd. | 115·0 | 22·6 | 12·1<br>BK7½" | N.Shields<br>~~London~~<br>British<br>3*BHCem*<br>*DTf*7'15*t* | T.3Cy.11½",20"&34"-23" (s)<br>180lb 79RHP<br>1SB,2*pf*,GS38,HS1470<br>W.Beardmore&Co.Ld.Gls | 13 |
| 20080 | **John P. Frisch** SteelSc<br>(*ex*Günther,*ex* PräsidentKoch) 1*Dk* | 111<br>101<br>47 | | | | | 1896 | Howaldtswerke<br>Kiel | Hamburgische Hochseefisch.A.-G | 94·7<br>P8'Q34'F13' | 21·4 | 9·3 | Hamburg<br>German | T.3Cy.9½",14¾"&24½"-13¾"<br>NB98 22NHP<br>Howaldtswerke,Kiel | |
| 20081<br>207251 | **John P. Reiss** SteelSc<br>Wireless<br>*Mchy.Aft* *Elec.light* 1*Dk* | 6432<br>—<br>4963 | | | | | 1910 | American S.B.Co.<br>Lorain,O. | NorthAmericanSS Co.(R.A.Williams, *Mgr.*) | 504·0 | 54·0 | 30·0 | Milwaukee<br>Utd.States<br>*WB* | T.3Cy.23½",38"&63"-42"<br>257NHP<br>AmericanSB.Co.Clevlnd,O | |
| 20082<br>145084 | **John Pasco** SteelScK<br>ssPly.No.3-10,20<br>*Mchy.Aft* *Elec.light* 1*Dk* | 325<br>288<br>131 | ✠100A1<br>*StmTrawler*<br>,21 ~~10,20~~<br>✠LMC10,20 | Ply | | CL<br>10,20 | 1917<br>7mo<br>*Lloyd* | Cochrane&Sons,Ld.<br>Selby<br>'*sA&CP* | TheAdmiralty | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (s)<br>200lb 87RHP<br>1SB,3*cf*,GS48,HS1440<br>CampbllGasEngCoLd.Hfx | 13 |
| 20083<br>127073<br>HQRS | **John Payne** SteelScSp<br>(*Tug*)<br>1*Dk* | 145<br>130<br>5 | | | | | 1909 | J.Payne<br>Bristol | J.Payne | 88·5 | 18·4 | 12·0 | Bristol<br>British<br>*WB* | C.2Cy.19¼"&40"-24"<br>95RHP<br>J.Payne,Bristol | 12 |
| 20084<br>112729<br>RSMH | **John Pender** SteelTwinScSr<br>*CableVessel* ssNwc.No.3-11,12<br>ssPly.No.2-19<br>*Elec.light* 1*Dk*(*Stl-ws*)&*Spar dk*<br>Wireless (*Stl*-teaks)3*trB* | 2352<br>2240<br>1067 | ✠100A1<br>*Spar dk*<br>4,22 ~~2,21~~<br>~~SS6,20~~ ✠LMC5,19 | Pts<br>Ply<br>SS8,21 | *t* | ~~5,19~~<br>4,22 | 1900<br>6mo<br>*Lloyd* | R.Napier &Sons,Ld.<br>Glasgow<br>'*sA&CP* *WB* | EasternTelegraph Co.Ld.<br>=*CellDBa*22'*f*64' | 317·8<br>184*t D Tanks a* 46' | 41·2 | 17·7<br>25·5<br>FK | London<br>British<br>5*BHCem*<br>106*tFPT*27*t* | T.6Cy.22",35"&58½"-36" (o)<br>175lb *175lb* 547NHP<br>3SB,9*cf*,GS175,HS7941 FD<br>R.Napier&Sons,Ld.Gls. | 26<br>s6<br>20 |
| 20085<br>130521 | **John Pratt** SteelSc<br>1*Dk* | 166<br>128<br>78 | | | | | 1911 | Sincennes McNaughton Line,Ld.<br>Sorel,P.Q. | Sincennes McNaughtonLine, Ld. | 80·5 | 22·1 | 11·4 | Montreal<br>British<br>*WB* | C.2Cy.18"&36"-24"<br>54RHP<br>Cie.PontbriandLdSorelPQ | |
| 20086 | **John Quilliam** SteelScK<br>*Now named* "Dana," *See No.* 37034 *in Supplement*<br>1*Dk*<br>*Mchy.Aft* | 324<br>288<br>131 | ✠100A1<br>*StmTrawler*<br>7,17<br>✠LMC6,17 | Hul | | CL | 1917<br>7mo<br>*Lloyd* | Cochrane&Sons,Ld.<br>Selby<br>'*sA&CP* | | 138·2<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | Danish<br>4*BHCem* | T.3Cy.13",23"&37"-26" (s)<br>200lb 87NHP<br>1SB,3*pf*,GS48,HS1440<br>Richardsons,Westgarth&Co.Ld.Mdb | 13 |
| 20087<br>218139<br>LRHD | **John R. Baylis** WoodSc<br>*Now named* "Henry W. Conant," *See No.* 37758 *in Supplement*<br>1*Dk* | 226<br><br>178 | | | | | 1919 | ..................<br>Milford,Del. | ChincoteagueFish Oil&GuanoCo. | 124·4 | 22·3 | 10·1 | CpeChrles Va.<br>Utd.States | | |
| 20088<br>220320<br>LWVS | **John R. Gibbons** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>Wireless *Longitudinal framing*<br>*Cargo battens not fitted* | 3212<br>2644<br>1998 | ✠100A1<br>1,22 ~~7,20~~<br>✠LMC6,20 | Bal<br>NYk | *u* | CL | 1920<br>7mo | UnionS.B. Co.<br>BaltimoreMd<br>A&CP | AmericanBauxite Co.(Aluminium Line, ~~*Mgrs.*~~)<br>*CellD* | 318·4<br>P36'B94F36'<br>*B*278' 749*t FPT*69*t* | 46·2 | 21·9<br>FK | Phildlphia<br>Utd.States<br>5*BHptCem*<br>*ptAsp*<br>*APT*252*t* | T.3Cy.22",37½"&60"-42" (s)<br>185lb 300NHP<br>2SB,6*cf*,GS159,HS5226<br>ElliottMachineCorp.Bal. | 24<br>s4<br>20 |
| 20089<br>117121<br>Wrecked | **John Randall** CompSc<br>11,20 1*Dk* | 133<br>94<br>53 | | | | | 1905 | W.Robinson<br>KingstonOnt | H.F.Randall | 104·4 | 22·5 | 6·3 | Kingston, Ont.<br>British | 2Cy.9"&18"-12"<br>NB12 13RHP<br>Selby&Youlden,Kngstn,O. | |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 When. Ship. Engines | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20090<br>219397<br>LVOT | **John Roach** SteelSc<br>*Fitted for oil fuel*<br>*2Dks& Web frames*<br>*Elec.light* Sub.Sig. Wireless | 5980<br>4971<br>3713 | | | ... | | 1919 | Merchant<br>S.B.Corp.<br>Chester,Pa. | UnitedStates<br>ShippingBoard | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 30·4 | Phildlphia<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Sc Shaft<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 32″10 | R |
| 20091<br>141375 | **John Rugee** WoodSc<br>1*Dk* | 1261<br>1135<br>765 | | | | | 1888 | Milwaukee<br>ShipyardCo.<br>Milwaukee,<br>Wis. | A.Hutchinson | 223·5 | 35·3 | 18·8 | Montreal<br>British | C.2Cy.22″&40″-42″<br>NB08 69RHP<br>H.G.Trout,Buffalo,N.Y. | | |
| 20092<br>145102<br>KHON | **John S. Calvert** SteelSc<br>(*ex*Eider,*ex*Gertrude,*ex*Marianne)<br>*Elec.light Well deck* 1*Dk* | 1040<br>838<br>610 | | | | | 1907 | Nüscke&<br>Co.<br>Stettin | AlfredCalvert<br>(Shipping)Ld.<br>(A.Calvert,*Mgr.*) | ~~218·8~~<br>219·6<br>Q75'B51'F26' | 34·7 | 13·8 | Goole<br>British<br>*WB* | T.3Cy.14⅘″,23⅗″&38⅕″-27⅗″<br>90 ~~75~~RHP<br>DresdenMchf.Sch.Uebigau | | |
| 20093<br>95284<br>LBMS | **John Sanderson** SteelScSr<br>*ss*Sld.2ndNo.3-4,14<br>*ss*Nwc.No.1-19<br>1*Dk*(*Stl*)& *Spardk3trB* | 3271<br>3026<br>2081 | ✠100A1<br>*Spar dk*<br>7,21 ~~2,21~~<br>✠NB4,98 | Sld<br>Bom<br>✠LMC10,19<br>BS2,21 | *u* | 2,21 | 1889<br>2mo | Short Bros.<br>Sunderland<br>A&CP | ~~MirzaMhd.~~<br>~~Shirazie~~<br>H.M.H.Nemazee | 335·3<br>B64'F34'<br>BK10″<br>*WB=CellDBa96'* | 42·1 | 27·3 | HongKong<br>British<br>6*BHCem*<br>*f*116'390*t* | T.3Cy.24″,39″&64″-42″ (*s*)<br>160lb NDB00 263NHP<br>2SB,6*pf*,GS117,HS3935<br>J.Dickinson,Sunderland | 29″10<br>s6″10½<br>24″2 | |
| 20094<br>128825<br>JBMN | **John Shaw** SteelScSr<br>*ss*Cff.No.2-21 ~~*ss*Gmh.No.1-18~~<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1487<br>1145<br>873 | ✠100A1<br>10,21 ~~10,20~~<br>BS10,21<br>~~BS10,20~~ | Cff<br>Shl<br>✠LMC<br>MS2,21 | *p* | 2,21 | 1913<br>1mo<br>*Lloyd* | W.Harkess<br>&Son,Ld.<br>Middlesbro'<br>'*sA&CP* | TempleS.S.Co.Ld<br>(TempleThomson&Clark,*Mgrs.*)<br>*WB=CellDBa36'* | 247·0<br>Q144'F28'<br>FK<br>*f*169'441*tFPT*168*t* | 38·0 | 14·6 | Middlsbro'<br>British<br>4*BHCem*<br>*APT*45*t* | T.3Cy.18″,29″&48″-33″ (*s*)<br>180lb 175NHP<br>2SB,4*pf*,GS79,HS3128<br>MacColl&Pollock,Ld.Sld. | 16″9<br>s1″9<br>15″3 | |
| 20095<br>202910 | **John Sherwin** SteelScSr<br>Sub.Sig.<br>*Elec.light Mchy.Aft* 1*Dk* | 6979<br>—<br>5565 | | | | | 1906 | WestBay<br>CityS.B.Co.<br>W.BayCity,<br>Mich. | InterlakeS.S.Co.<br>(Pickands,Mather<br>&Co.*Mgrs.*) | 514·0 | 54·0 | 27·1 | Fairport<br>Utd.States<br>*WB* | T.3Cy.22½″,36″&60″-42″<br>233NHP<br>DetroitS.B.Co.Detroit | | |
| 20096<br>202494 | **John Stanton** SteelScSr<br>*Elec.light Mchy.Aft* 1*Dk* | 6129<br>—<br>4668 | | | | | 1905 | American<br>S.B.Co.<br>Lorain,O. | PioneerS.S.Co.<br>(Hutchinson&Co.<br>*Mgrs.*) | 504·0 | 54·0 | 30·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.23½″,38″&63″-42″<br>257NHP<br>AmericanSB.CoCleveland | | L |
| 20097<br>220660<br>MBPH | **John Stevens** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light 2Dks& Web frames*<br>Wireless Sub. Sig. | 5976<br>4971<br>3710 | | | ... | | 1920 | Merchant<br>S.B.Corp.<br>Chester,Pa. | UnitedStates<br>ShippingBoard | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 30·4 | Phildlphia<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Sc. Shaft 676NHP<br>WestinghouseElectric<br>&Mfg.Co.Essington,Pa. | 32″10 | R |
| 20098<br>124313 | **John T. Graham** SteelScK<br>1*Dk* | 198<br>196<br>77 | | | ... | | 1912 | Hall,Russell&Co Ld.<br>Aberdeen | J.Graham&Sons | 113·0<br>BK7½″ | 22·1 | 11·8 | Hartlepool<br>British<br>*WB* | T.3Cy 12″,20″&34″-23″<br>76RHP<br>Hall,Russell&Co.Ld.Abn. | 12″9 | |
| 20099<br>143964 | **John Thorling** SteelScK<br>*ss*Mil.No.3-12,20<br>*Elec.light* 1*Dk* | 276<br>250<br>107 | 100A1<br>*Stm Trawler*<br>12,20 | Mil<br>LMC12,20 | | CL<br>12,20 | 1917<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | ~~TheAdmiralty~~<br>W.H.East | 125·5<br>Q72'F21'<br>BK7½″ | 23·4 | 12·8 | London<br>British<br>2*BHCem* | T.3Cy.12½″,21″&35″-26″ (*s*)<br>180lb 87NHP<br>1SB,3*pf*,GS50,HS1619<br>Smith'sDockCo.Ld.Mdb. | 13″6 | |
| 20100<br>77407 | **John W. Gates** SteelSc<br>Sub.Sig.<br>*Elec.light Mchy.Aft* 1*Dk2trB* | 5946<br>—<br>4440 | | | | | 1900 | American<br>S.B.Co.<br>Lorain,O. | PittsburghS.S.Co. | 478·0<br>Q72'B47'F30' | 52·0 | 30·0 | Duluth<br>Utd.States<br>*WB* | Q.4Cy.16½″,25½″,38½″&60″-40″<br>228NHP<br>AmericanSB.Co.Cleveland | | |
| 20101<br>143266 | **John W. Johnson** SteelScK<br>*Mchy.Aft* 1*Dk*(*Stl*) | 324<br>287<br>148 | ✠100A1<br>*Stm Trawler*<br>4,22 ~~11,20~~ | Hul<br>✠LMC7,19 | | ~~11,20~~<br>N4,22 | 1919<br>6mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>'*sA&CP* | J.Johnson<br>(HudsonBros<br>*Mgrs*) | 138·3<br>Q78'F19'<br>BK7½″ | 23·7 | 12·7 | Scarboro'<br>British<br>4*BHCem* | T.3Cy.13″,23″&37″-26″ (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13″6 | |
| 20102<br>143926 | **John Welstead** SteelScK<br>*ss*Bgs.No.1-21<br>*Elec.light* 1*Dk*<br>*Mchy.Aft* | 324<br>288<br>132 | ✠100A1<br>*StmTrawler*<br>10,21 ~~2,18~~ | Hul<br>Bgs<br>✠LMC ~~2,18~~<br>8,21 | | CL<br>8,21 | 1918<br>2mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>'*sA&CP* | TheAdmiralty | 138·5<br>Q78'F19'<br>BK7½″ | 23·7 | 12·8 | London<br>British<br>4*BHCem* | T.3Cy.13″,23″&37″-26″ (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.,Hull | 13″6 | |
| 20103<br>102847<br>NHLK | **John Williams** SteelScSr<br>*ss*Syd.2ndNo.3-2,18<br>2*Dks*(*UTeak*) | 663<br>545<br>370 | ✠100A1<br>~~4,21~~ ~~3,21~~ 10,21<br>~~BS3,21~~<br>2,22 | Syd<br>✠LMC ~~2,20~~<br>2,22 | *j* | CL<br>1,20 | 1894<br>3mo<br>*Lloyd* | R.Napier&<br>Sons<br>Glasgow<br>'*sA&CP* | LondonMissionary<br>Society<br>Corporation<br>*WB=Cell* | 188·6<br>B75'F25'<br>BK7½″<br>*DB*145'167*tAPT*6*t* | 32·0 | 13·5 | London<br>British<br>5*BHptAsp*<br>*ptCem* | T.3Cy.15″,24″&39″-27″ (*s*)<br>175lb *80lb* NDB16 80RHP<br>1SB,3*cf*,GS63,HS1679<br>R.Napier&Sons,Glasgow | 16″0<br>s2″0½<br>15″0 | |
| 20104<br>77176<br>KMGV | **John Wise** WoodSc<br>1*Dk* | 251<br>—<br>171 | | | | | 1895 | A.D.Story<br>Essex,Mass. | Christina<br>Arbuckle | 124·0 | 28·0 | 10·9 | NewYork<br>Utd. States | | | |
| 20105<br>220946<br>MCGN | **John Worthington** SteelSc<br>*Elec.light 2Dks*(*Stl*)& *Shelter dk*<br>*Mchy.Aft* (*Stl*)& *Web frames*<br>Wireless *Longitudinal framing* | 8194<br>7852<br>5935 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>9,21 ~~12,20~~<br>*Carrying Petroleum in bulk F.P. above 150° F.*<br>*Fitted for oil fuel*12,20 | Pld<br>NYk<br>✠LMC12,20 | *c*† | CL | 1920<br>12mo | GMStandiferCnst.Corp.<br>Vancouver,<br>Wash.<br>A&CP<br>*CellDBu* | StandardOilCo.<br>(NewJersey)<br>*E&B&Bunkers* 86' | 462·4<br>FK<br>280*tDTf*50'335*t*'*Tween dk tanks* | 60·2 | 36·5 | NewYork<br>Utd.States<br>18*BHpt Cem*<br>(3 *to Sh dk*<br>11 „ *U* „<br>4 „*2nd* „) | Q.4Cy.24″,35″,51″&75″-51″<br>220lb *180lb* (*s*) 552NHP<br>3SB,9*cf*,HS7434 FD<br>Hooven,Owens&Rentschler Co.Hamilton,O.<br>*a*9'67*tFPT*179*tAPT*103*t* | 37″3<br>s11″2<br>26″6 | |
| 20106<br>130522 | **John Young** SteelTwinSc<br>2*Dks* | 170<br>114<br>77 | | | | | 1910 | Cie.Pontbriand,Ld.<br>Sorel,P.Q. | HarbourCommissioners of<br>Montreal | 84·5 | 22·0 | 8·1 | Montreal<br>British<br>*WB* | C.4Cy.12″&24″-18″<br>48RHP<br>Cie.PontbriandLdSorelPQ | | |
| 20107<br>~~144208~~ | **John Yule** SteelScK<br>1*Dk*<br>*Mchy.Aft* | 324<br>288<br>132 | ✠100A1<br>*StmTrawler*<br>3,20<br>BS3,20 | Mil<br>✠LMC7,17 | | CL | 1917<br>7mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>'*sA&CP* | ~~TheAdmiralty~~<br>Gournay-Delpierre&Co | 138·5<br>Q78'F19'<br>BK7½″ | 23·7 | 12·8 | French<br>4*BHCem* | T.3Cy.13″,23″&37″-26″ (*s*)<br>200lb 69RHP<br>1SB,3*pf*,GS48,HS1440<br>Richardsons,Westgarth&<br>Co.Ld.,Mdb. | 13″6 | |
| 20108<br>137754 | **Johnnie** SteelSc<br>*Motor*<br>(*ex*Mollou) 1*Dk* | 142<br>126<br>120 | | | | | 1918 | T.H.Scarr<br>Howden | Hoare,Sykes&Co.Ld<br>~~Sykes&Son,Ld.~~<br>(A.Piggott,*Mgr.*) | 120·9 | 16·3 | 6·9 | Dover<br>British<br>*WB* | Motor<br>C.4Cy.7½″-10″ 14NHP<br>BergiusLaunchCo.Gls. | | |
| 20109<br>218239<br>LRMG | **Johnson City** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless *1Dk2trBin fore*<br>Sub.Sig. *&after holds& Web frames* | 3659<br>3005<br>2256 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28″6 | R |
| 20110<br>115386<br>VQKL | **Johnstown** SteelScK<br>*ss*Hul.No.1-21<br>*ss*Cff.No.3-2,17<br>(*ex*Salvus,*ex*LoyalBriton) 1*Dk*(*Stl*)&<br>Wireless *deep framing* | 2259<br>2100<br>1401 | ✠100A1<br>9,21 ~~10,20~~<br>~~BS10,20~~ | Cff<br>Hul<br>✠LMC ~~2,17~~<br>9,21 | *s* | CL<br>~~10,20~~<br>9,21 | 1904<br>4mo<br>*Lloyd* | J.Blumer&<br>Co.<br>Sunderland<br>'*sA&CP* | TheTownLine<br>(London)Ld.<br>(Harrison,Sons&<br>Co.*Mgrs.*)<br>*Cell DBa* 96' | 295·0<br>P28'B70'F34'<br>FK<br>*uE&B*40'*f*116'633*t* | 42·0 | 20·5 | London<br>British<br>5*BHCem*<br>*APT*77*t* | T.3Cy.22½″,37½″&61″-42″(*s*)<br>160lb *100lb* 250NHP<br>2SB,6*pf*,GS111,HS3894<br>J.Dickinson&Sons,Ld.Sld. | 23″0<br>s3″7½<br>19″8 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20111<br>Sunk | **Johs. Thode** SteelSc<br>(*Trawler*)<br>*Elec.light* | 225<br>209<br>86 | | | | | 1915 | J.H.N.<br>Wichhorst<br>Hamburg | N.Ebeling | 120·2<br>F18' | 22·6 | 10·0 | Altona<br>German<br>*WB* | T.3Cy.13½",20$\frac{1}{16}$"&32[illegible]<br>23NHP<br>J.H.N.Wichhorst,Ham. | |
| 20112 | **Jokai** SteelScSr<br>ssFiu.No.3–8,11<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)&<br>*deep framing*<br>*Now named* "Manzoni," *See No.*38366 *in Supplement* | 2742<br>2425<br>1677 | ✠100A1<br>*Spar dk*<br>4,16<br>Examined11,19<br>BS4,19 | Cff<br>✠LMC<br>MS5,20 | *u* | CL<br>12,19 | 1899<br>7mo | R.Craggs&<br>Sons<br>Middlesbro'<br>A&CP *WB*= | AdriaSoc.Anon.di<br>Nav.Marittima<br>*Cell DBa* 102'*uE*& | 320·0<br>P38'B112'F35'<br>*B*40'*f*130'639*tFPT* | 42·5 | 13·1<br>21·1<br>FK | Fiume<br>6*BHCem*<br>44*tAPT*13*t* | T.3Cy.21"37"&62"–42" (*s*)<br>200lb *90lb* 2NDB13 269NHP<br>2SB,6*rf*,GS106,HS3940<br>N.E.MarineCo.Ld.Nwc. | 24 |
| 20113<br>3451<br>JKPD | **Jokkmokk** SteelScSr<br>(*ex*Eva) ssNwc.2ndNo.3–3,14<br>ssOsc.No.3–5,15<br>*Well deck* ssKel.No.1–20<br>*Cargo battens not fitted* 1*Dk*(*Irn*)2*trB* | 1321<br>1011<br>800 | ✠100A1<br>~~3,21~~ ~~5,20~~ 1,22<br>✠NB3,14 | Kel<br>~~Shl~~ Got<br>✠LMC5,20<br>BS7,21 | *o* | ~~5,20~~<br>1,22 | 1889<br>7mo | Strand<br>SlipwayCo.<br>Sunderland<br>A&CP | Rederiaktieb.<br>Fredrika (J.Mannerheim,*Mgr.*)<br>*CellDB*192' | 242·0<br>P29'Q59'B48'F33'<br>422*t FPT* 65*t APT* | 34·9 | 14·9<br>BK8" | Hernösand<br>Swedish<br>4*BHpt Asp*&<br>18*t ptCem* | T.3Cy.18½",30"&49"–33" (*s*)<br>160lb *87lb* NDB07 128NHP<br>1SB,3*pf*,GS54,HS1760<br>NEMarineEng.Co.Ld.Sld. | 17<br>1<br>16 |
| 20114<br>JNHK | **Jökul** IronScSr<br>1*Dk* | 324<br>210<br>165 | | | | | 1891 | MossJernstöberi&M.V<br>Moss | D/S A/S Partagas<br>(H.B.Arnesen, *Mgr.*) | 132·0<br>P110*t* F14*t* | 22·1 | 9·9 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.11¼",18"&29½"–22"<br>41NHP<br>MossJernstöberi&Mk.Vk. | |
| 20115<br>4<br>QBTR | **Jolanda** SteelTwinSc<br>1*Dk* | 210<br>—<br>102 | | | | | 1902 | Flli.<br>Orlando<br>Leghorn | Soc.Anon.diNav.a<br>Vap.Puglia | 137·3 | 26·3 | 5·1 | Bari<br>Italian<br>*WB* | C.4Cy.11"&19$\frac{7}{16}$"–11"<br>22NHP<br>Flli.Orlando,Leghorn | |
| 20116<br>NWQK | **Jolantha** IronScSr<br>ssNwc.No.1–88<br>(*ex*Iolantha) 1*Dk*(*Irn*)<br>*Well deck* | 714<br>554<br>421 | ✠<br>5,88 | Nwc | *j* | | 1884<br>1mo | BlythS.B.<br>Co.<br>Blyth | DetForenede<br>DampskibsSelsk.<br>*WB*= *DBa*46'*f* | 187·6<br>P24'Q42'B42'F18'<br>18'&*uE* & *B*29'134*t* | 29·9 | 12·5 | Copnhagn<br>Danish<br>4*BHCem*<br>*APT*21*t* | C.2Cy.25½"&48"–33"<br>110NHP<br>Black,Hawthorn&Co.,Gts. | 14 |
| 20117<br>220185<br>LWRQ | **Jolee** SteelSc<br>Sub.Sig. Wireless *Fitted for oil fuel*<br>*Elec.light* 2*Dks* | 5543<br>4598<br>3400 | | | | | 1920 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 20118<br>143338<br>KBTS | **Jolly Angela** SteelScSr<br>1*Dk* | 511<br>374<br>286 | | | | | 1919 | J.Berg<br>Delfzijl | WalfordLines,Ld.<br>(LeopoldWalford<br>(London)Ld*Mgrs*) | 160·2<br>P65*t*H5*t*F19*t* | 25·5 | 12·0 | London<br>British<br>*WB* | T3Cy12$\frac{9}{16}$",19$\frac{7}{8}$"&31$\frac{7}{16}$"–21$\frac{1}{4}$"<br>56RHP<br>J.Berg,Delfzijl | |
| 20119<br>143355<br>KBTR | **Jolly Basil** SteelSc<br>1*Dk* | 342<br>238<br>232 | | | | | 1919 | N.V.v.d.<br>Kuy &<br>v.d.Ree<br>Rotterdam | WalfordLines,Ld.<br>(LeopoldWalford<br>(London)Ld*Mgrs*) | 119·4 | 23·8 | 10·4 | London<br>British<br>*WB* | T.3Cy.9$\frac{7}{8}$",15$\frac{3}{4}$"&25$\frac{5}{8}$"–20"<br>29NHP<br>N.V.v.d.Kuy& v.d.Ree.<br>Rotterdam | |
| 20120<br>143345<br>KCBD | **Jolly Christine** SteelSc<br>(*ex*Tine) 1*Dk*<br>*Elec.light* *Mchy.Aft* | 313<br>210<br>168 | | | | | 1918 | Schps.<br>Baanhoek<br>v/hTNederlof<br>Sliedrecht | WalfordLines,Ld.<br>(LeopoldWalford<br>(London)Ld*Mgrs*) | 125·7 | 21·5 | 10·1 | London<br>British<br>*WB* | C.2Cy.8"&22"–12½"<br>14NHP<br>J&A v.d.SchuytPapndrcht | |
| 20121<br>143346<br>KCBF | **Jolly Diana** SteelSc<br>(*ex*Willy)<br>1*Dk* | 241<br>170<br>97 | | | | | 1917 | WerfHubertina<br>Haarlem | WalfordLines,Ld.<br>(LeopoldWalford<br>(London)Ld*Mgrs*) | 107·5 | 21·2 | 9·7 | London<br>British | C.2Cy.14"&28"–18"<br>27NHP<br>WerfHubertina,Haarlem. | |
| 20122<br>143328<br>KBTW | **Jolly Esmond** SteelSc<br>(*ex*Mies)<br>*Mchy.Aft* 1*Dk* | 237<br>169<br>104 | | | | | 1918 | N.V.v.d.<br>Kuy &<br>v.d.Ree<br>Rotterdam | WalfordLines,Ld.<br>(LeopoldWalford<br>(London)Ld*Mgrs*) | 107·7<br>Q38'B9'F14' | 21·8 | 9·9 | London<br>British<br>*WB* | C.2Cy.<br>N.V.v.d.Kuy&v.d.Ree,<br>Rotterdam | |
| 20123<br>143329<br>KBTV | **Jolly Frank** SteelScSr<br>(*ex*Feducia)<br>*Mchy.Aft* 1*Dk* | 239<br>170<br>104 | | | | | 1918 | N.V.v.d.<br>Kuy &<br>v.d.Ree<br>Rotterdam | WalfordLines,Ld.<br>(LeopoldWalford<br>(London)Ld*Mgrs*) | 107·7<br>Q38'B9'F14' | 21·8 | 9·9 | London<br>British | C.2Cy.<br>N.V.v.d.Kuy&v.d.Ree,<br>Rotterdam | |
| 20124<br>109419<br>QDBH | **Jolly George** SteelScSr<br>ssSld.2ndNo.3–1,21<br>(*ex*Balboa) 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&<br>*Web frames* | 1328<br>1282<br>817 | ✠100A1<br>*Spar dk*<br>*with freeboard*<br>11,21 ~~1,21~~<br>✠NB12,20<br>BS4,19 | Sld<br>Sws<br>✠LMC<br>MS11,19 | *o* | ~~N5,18~~<br>12,20 | 1894<br>11mo | Wood,<br>Skinner&Co.<br>Newcastle<br>A&CP | EntenteS.S.Co.Ld.<br>(LeopoldWalford<br>(London)Ld*Mgrs*)<br>*Cell DBa*57 | 239·0<br>B11'<br>*uE*&*B*33'*f*95'256*tA* | 33·2 | 12·5<br>20·3<br>BK8" | Liverpool<br>British<br>4*BHCem*<br>*PT*35*t* | T.3Cy.19",31"&51"–33" (*s*)<br>160lb 171NHP<br>2SB,6*cf*,GS86,HS2900<br>N.E.MarineEngCo.Ld.Sld. | 22<br>4<br>18 |
| 20125<br>144390<br>KDTV | **Jolly Helen** SteelSc<br>(*ex*Farnham) 1*Dk*(*Stl*)<br>*Elec.light Well deck* | 404<br>289<br>204 | ✠100A1<br>~~3,21~~ ~~3,20~~ 3,22 | Ams<br>~~Cff~~ Bel<br>✠LMC3,20 | *f* | | 1920<br>1mo | N.V.Werf<br>Hubertina<br>Haarlem<br>A&CP | WalfordLines,Ld.<br>(LeopoldWalford<br>(London)Ld*Mgrs*)<br>*Cell* | 140·6<br>Q51'B42'F18'<br>*DBu E*17' 24*t FPT* | 23·8 | 10·9<br>FK | London<br>British<br>4*BHCem*<br>29*tAPT*34*t* | T.3Cy.11$\frac{3}{8}$",17$\frac{7}{16}$"–29½"–24"<br>185lb (*s*) 61NHP<br>1SB,2*cf*,GS36,HS1119<br>N.V.WerfHubertina,<br>Haarlem | 11<br>5<br>11 |
| 20126<br>106605<br>PLTK | **Jolly Inez** SteelSc3MstSr<br>(*ex*Vickerstown.<br>*ex*TurretChief) 1*Dk*<br>*Turret deck* Wireless | 1850<br>1806<br>1150 | | | | | 1896 | W.Doxford<br>&Sons,Ld.<br>Sunderland | WalfordLinesLd.<br>~~EntenteS.S.Co.Ld.~~<br>(LeopoldWalford<br>(London)Ld*Mgrs*) | 253·0<br>F25*t* | 44·0 | 19·7 | Newcastle<br>British<br>*WB* | T.3Cy.20",34"&57"–39"<br>NB15 203NHP<br>W.Doxford&Sons,Ld.Sld. | |
| 20127<br>143957<br>KDGP | **Jolly James** SteelSc<br>(*ex*Amsteldiep) 1*Dk* | 542<br>373<br>234 | | | | | 1919 | Schpsw.<br>"DeVooruitgang"(D.<br>Boot)Alphen<br>a/dRijn | WalfordLines,Ld.<br>(LeopoldWalford<br>(London)Ld*Mgrs*) | 165·4 | 25·5 | 10·9 | London<br>British<br>*WB* | T.3Cy.14",22½"&37"–24"<br>79RHP<br>Machnfb."Delftshaven,"<br>(H.deRidder),Rotterdam | |
| 20128<br>143962<br>KDGQ | **Jolly Kate** SteelScSr<br>(*ex*Marsdiep)<br>*Mchy.Aft* 1*Dk* | 538<br>377<br>218 | | | | | 1918 | D.Boot<br>Alphen a/d<br>Rijn | WalfordLines,Ld.<br>(LeopoldWalford<br>(London)Ld*Mgrs*) | 164·9<br>Q98'B11'F23' | 25·5 | 10·8 | London<br>British | T.3Cy.14",22"&31"–24"<br>79RHP<br>N.V.Machinefabriek<br>"Delftshaven"Rotterdam | |
| 20129<br>144508<br>KFHL | **Jolly Laura** SteelSc<br>(*ex*Mickleham) 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted*<br>*Well deck* | 366<br>265<br>147 | ✠100A1<br>~~5,21~~ ~~4,20~~ 2,22 | Nwc<br>~~Hul~~ Nlt<br>✠LMC4,20 | *e* | CL<br>~~6,21~~<br>2,22 | 1920<br>4mo | J.&D.<br>Morris,Ld.<br>Newcastle<br>*Lloyd*'*sA&CP* | WalfordLines,Ld.<br>(LeopoldWalford<br>(London)Ld*Mgrs*) | 135·5<br>Q44'B8'F18'<br>*FPT*35*t* | 23·6 | 10·0<br>FK | London<br>British<br>3*BHCem*<br>*APT*12*t* | C.2Cy.17"&34"–24" (*s*)<br>130lb 62RHP<br>1SB,2*pf*,GS40,HS1109<br>ShieldsE&DDCo.Ld.N.Shl. | 11<br>10 |
| 20130<br>145026 | **Jolly Marie** SteelSc<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 366<br>265<br>147 | ✠100A1<br>12,21 ~~9,20~~ | Nwc<br>Liv<br>✠LMC9,20 | | CL | 1920<br>9mo | J.&D.<br>Morris,Ld.<br>Newcastle<br>*Lloyd*'*sA&CP* | WalfordLines,Ld.<br>(LeopoldWalford<br>(London)Ld*Mgrs*) | 135·2<br>Q44'B8'F18'<br>*FPT*35*t* | 23·6 | 10·0<br>FK | London<br>British<br>3*BHCem*<br>*APT*12*t* | C.2Cy.17"&34"–24" (*s*)<br>130lb 48RH<br>1SB,2*pf*,GS36,HS1180<br>G.T.Grey&Co.Ld.S.Shields | 11<br>10 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. DateofL.ofTradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20131<br>143438<br>KCPL | **Jolly Norman** SteelSc<br>Mchy.Aft (exChelsham) 1Dk(Stl)<br>Well deck Cargo battens not fitted | 366<br>264<br>146 | ✠100A1<br>2,22 ~~10,19~~<br>✠LMC9,19 | Nwc<br>Liv | e | CL<br>2,22 | 1919<br>10mo | J.&D. Morris,Ld.<br>PelawMain-on-Tyne<br>Lloyd'sA&CP | WalfordLines,Ld.<br>(LeopoldWalford (London)LdMgrs) | 135·5<br>Q44'B8'F18' | 23·6 | 10·0<br><br>FK<br>FPT | London<br>British<br>3BHCem<br>35tAPT12t | C.2Cy.17"&34"-24" (s)<br>130lb 62RHP<br>1SB,2pf,GS34,HS1109<br>ShieldsEng.&DryDock Co.Ld.N.Shl | 11 ″ 0<br>s ″ 10½<br>10 ″ 4 | |
| 20132<br>MVPQ | **Jomaas** SteelScSr<br>Now named "Swiftsure," See No. 39318 in Supplement<br>Mchy.Aft 1Dk | 1437<br>1032<br>808 | | | | | 1920 | G.Brown&Co.<br>Greenock | A/S Rundtur<br>(OlafChristensen, Mgr.) | 235·0<br>Q213tP83tH42t | 35·3 | 15·1 | Arendal<br>Norwegian<br>WB | T.3Cy.19",31"&52"-33"<br>155NHP<br>McKie&Baxter,Glasgow | | N |
| 20133<br>219713<br>LVTR | **Jomar** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5620<br>4598<br>3452 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B121'F43' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>WB | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 20134<br>NHTR | **Jomsborg** SteelScSr<br>ssEls.2ndNo.3-9,19<br>Elec.light 1Dk(Irn)&deepframing<br>Wireless | 1902<br>1736<br>1177 | ✠100A1<br>4,22 ~~4,21~~<br>✠LMC<br>MS9,19 BS~~4,21~~ 4,22 | Els<br>Cpn | r | CL<br>~~4,21~~<br>N4,22 | 1896<br>10mo | W.Gray& Co.(Lim.)<br>WHartlepool<br>A&CP | DampskibsSelsk. Dannebrog (C.K. Hansen, Mgr.)<br>WB=CellDB | 280·0<br>P17'B72'F29'<br><br>a88'uE&B36'f116' | 39·2 | 19·0<br><br>FK | Copnhagn<br>Danish<br>4BHCem<br>560tAPT55t | T.3Cy.20",31½"&53"-36" (s)<br>160lb 100lb NDB09 188NHP<br>2SB,4rf,GS63,HS3110<br>Cen.Mar.Eng.Wrks.WHpl | 21 ″ 4<br>s 3 ″ 3½<br>18 ″ 4 | |
| 20135<br>LBJT | **Jon Forseti** SteelScK<br>ssShl.No.3-9,14<br>ssBkn.No.2-20<br>1Dk | 233<br>233<br>92 | ✠100A1<br>StmTrawler<br>2,22 ~~2,20~~<br>✠LMC2,20<br>✠NB1,08fitted9,14 BS9,21 | Bkn<br>Gms | | 2,20 | 1907<br>1mo | Scott& Sons<br>Bowling<br>Lloyd'sA&CP | Fiskiveidafjelagid Alliance | 130·6<br>F24' | 22·6 | 11·6<br><br>BK7"<br>WB= | Reykjavik<br>Iceland<br>4BHCem<br>DBf15'13t | T.3Cy.13",21"&34"-24" (s)<br>185lb 77NHP<br>1SB,2cf,GS40,HS1384<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 20136<br>MDWF | **Jona** SteelScSr<br>(Fishing)<br>1Dk | 110<br>107<br>37 | | | | | 1908 | Rosenbergs Mek.Verk.<br>Stavanger | F.Waage | 94·1 | 19·0 | 9·8 | Aalesund<br>Norwegian | C.2Cy.10½"&23"-15"<br>7NHP<br>RosenbergsMek.Værksted | | |
| 20137<br>213803<br>LFRB | **Jonancy** SteelScSr<br>Wireless ssNYk.No.1-20<br>Elec.light Mchy.Aft 1Dk(Stl)<br>Sub.Sig. Cargo battens not fitted | 3289<br>2973<br>1980 | ✠100A1<br>9,21 ~~11,20~~<br>✠LMC6,20 | NYk | v | CL<br>6,20 | 1915<br>12mo | NewYork S.B.Co.<br>Camden,N.J.<br>A&CP CellD | PocahontasFuel Co.Inc.<br>BuE&B53'f216'12 | 318·5<br>P79'B18'F31'<br><br>54tDT13'412tFPT | 49·5 | 24·2<br><br>FK | Boston<br>Utd.States<br>7BHCem<br>293tAPT92t | T.3Cy.21",35"&58"-42" (r)<br>200lb 318NHP<br>2SB,6cf,GS110,HS4643 FD<br>NewYorkSBCo.CamdnNJ | 27 ″ 6<br>s 5 ″ 6<br>22 ″ 4 | |
| 20138<br>JQLW | **Jonas Lie** IronScSr<br>1Dk&Awngdk3trB | 626<br>607<br>348 | ✠<br>Awng dk with load line<br>12,77 | Bgn | | | 1875<br>6mo | Bergens Mek.Verks.<br>Bergen | DetBergenske Dampskibsselskab | 166·5<br>H16t | 24·8 | 13·3<br>20·2 | Bergen<br>Norwegian<br>5BHCem | C.2Cy.17½"&40½"-24"<br>78NHP<br>E alt02 B made74 refitted02<br>BergensM.Verkst. | | |
| 20139 | **Jonas Rein** SteelSc<br>Now named "Rubfred," See No. 39122 in Supplement<br>Elec.light 1Dk | 786<br>[illegible]<br>435 | | | | | 1915 | J.Meyer's S.B.Co.<br>Zalt-Bommel | D/S A/S JonasRein<br>(Bruun&v.d. Lippe, Mgrs.) | 200·4<br>Q68'B53'F23' | 31·5 | 12·4 | Tönsberg<br>Norwegian<br>WB | T.3Cy.14",23"&38"-27"<br>75NHP<br>RotterdamDroog.Maats. | | N |
| 20140 | **Jonas Sell** SteelSc<br>1Dk | 720<br>578<br>429 | | | | | 1906 | Nüscke& Co.<br>Stettin | Gustav Salling | 203·0<br>Q62'B46'F23' | 30·2 | 12·5 | Flensburg<br>German<br>WB | T.3Cy.14",21"&36"-24"<br>63NHP<br>Schwft.Uebigau,Dresden | | |
| 20141 | **Jonathan Collins** SteelScYl<br>Should be "St.Minver," See No. 29607 in letter S<br>Mchy.Aft 1Dk | 326<br>288<br>175 | | | | | 1919 | GooleS.B. &RepgCo.Ld.<br>Goole | TheAdmiralty | 138·5<br>Q84'F21' | 23·7 | 12·8 | London<br>British | T.3Cy.13",23"&37"-26"<br>70NHP<br>C.D.Holmes&Co.Ld.Hull | | |
| 20142<br>140798 | **Jonathan Grieg** SteelScK<br>1Dk(Stl) | 203<br>201<br>88 | ✠100A1<br>StmTrawler<br>11,20<br>✠LMC9,19 | Gms | | CL | 1919<br>6mo | Hawthorns &Co.Ld.<br>Leith<br>Lloyd'sA&CP | BeaconSteam FishingCo.Ld. (W. F.Goodwin, Mgr.) | 115·4 | 22·2 | 12·1<br><br>BK7½" | Grimsby<br>British<br>3BHCem<br>DBf29'20t | T.3Cy.12",20"&34"-23" (r)<br>180lb 57RHP<br>1SB,3pf,GS39,HS1347<br>Hawthorns&Co.Ld.Leith | 13 ″ 0 | |
| 20143<br>[illegible] | **Jonathan Hardy** SteelScK<br>ssMil.No.3-8,20<br>1Dk(Stl)<br>Now named "RocheBleue," See No. 39125 in Supplement | 202<br>199<br>81 | ✠100A1<br>StmTrawler<br>8,20<br>✠LMC8,20 | Mil | | CL<br>8,20 | 1918<br>11mo | J Fullerton &Co.<br>Paisley<br>Lloyd'sA&CP | ~~TheAdmiralty~~<br>Soc.Nouvelle des Pêcheries à Vap. deNantes | 115·7 | 22·1 | 12·1<br><br>BK7½" | ~~London~~<br>French<br>3BHCem<br>DBf29'20t | T.3Cy.12",20"&34"-23" (r)<br>180lb 57RHP<br>1SB,3cf,GS39,HS1347<br>Fleming&FergusonLdPsy | 13 ″ 0 | |
| 20144 | **Jonathas Pedroza** SteelSc<br>(exAltoPurus) 1Dk(Teak)&<br>Elec.light Promenade dk(Teak) | 141<br>101<br>96 | ✠<br>9,14<br>For River purposes only<br>✠ | PGl | | | 1910<br>6mo | Murdoch& Murray<br>Pt.Glasgow | H.Lima | 100·2<br>P12'F20' | 23·1 | 5·8<br><br>FK | Manaos<br>Brazilian<br>5BHCem | C.2Cy.11½"&23"-16"<br>30NHP<br>1SB,2pf,GS28,HS668<br>Ross&Duncan,Glasgow | 6 ″ 0 | |
| 20145<br>18<br>PWDR | **Jonio** SteelTwinScSr<br>Elec.light 2Dks | 1447<br>1030<br>902 | | | | | 1912 | Mackie& Thomson,Ld.<br>Glasgow | Soc.diNav.aVap. Puglia | 224·0<br>P31'F32' | 33·9 | 19·0 | Bari<br>Italian<br>WB | T.6Cy.13½",22"&36"-24"<br>126NHP<br>Muir&Houston,Ld.Gls. | | I |
| 20146<br>145698 | **Jonita** SteelTwinSc<br>OilEng.<br>Mchy.Aft 1Dk | 151<br>130<br>69 | | | | | ~~1921~~<br>1920 | J. Crichton &Co.Ld.<br>Chester | J.Summers&Sons Ld. | 125·7 | ~~16·4~~<br>16 5 | 7·3 | Chester<br>British<br>WB | Oil Engine<br>2Cy.[illegible] 29NHP<br>J&CGBolindersCoLd.Skm | | |
| 20147<br>5178<br>JSDR | **Jönköping** CompScSr<br>Mchy.Aft | 197<br>166<br>116 | | | | | 1910 | Sixten Groth<br>Sjötorp | Aktieb.Sigfrid<br>(J.E.Manne, Mgr.) | 100·8<br>B19'H7t | 22·6 | 10·0 | Gothenbrg<br>Swedish | C.2Cy.$9\frac{9}{16}$"&21"-13"<br>13NHP<br>LundbyM.V.Aktieb.Got | | |
| 20148<br>99187<br>MJVR | **Jonquil** IronScK<br>(Trawler)<br>(exLynbrook) 1Dk | 143<br>138<br>54 | | | | ... | 1891 | A.W.Robertson&Co.<br>London | T.W.Baskcomb | 96·5<br>Q16'F20' | 20·1 | 10·9<br>BK7½"<br>WB | Grimsby<br>British<br>3BHCem | T.3Cy.10½",18"&30"-22"<br>NE&B02 45RHP<br>G.T.Grey,SouthShields | 11 ″ 10 | |
| 20149<br>HPTK | **Jorge Juan** SteelScSr<br>(exIona)<br>Elec.light Wireless 2Dks | 1259<br>—<br>718 | | | | ... | 1883 | J.&G. Thomson<br>Clydebank | Cia.Trasmediterranea | 260·7<br>P66'B62'F70' | 32·1 | 18·2<br><br>BK7" | Valencia<br>Spanish<br>WB | T.3Cy.27",45"&75"-48"<br>NB96 FD 461NHP<br>Tpd96S&HMorton&C.Lth. | 19 ″ 4 | V |
| 20150 | **Jörgen Mærsk** SteelScSr<br>1Dk | 1300<br>1100<br>800 | | | | | 1919 | Kjöbnhvns Flydk.&Skbs.<br>Copenhagen | A.P.Möller | 240·0<br>P17'B50'F27' | 36·0 | 16·3 | Danish<br>WB | T.3Cy.16½",27"&44"-30"<br>106NHP<br>KjbnhavnsFlydk&Skbsv. | | |
| 20151<br>VGLJ | **Jorma** IronSc | 164<br>—<br>91 | | | | | 1907 | ..................<br>Björneborgs Lndsfrsmling | A.AhlströmO.Y. | 93·9 | 21·3 | 10·3 | Nyslott<br>Russian | | | |
| 20152<br>MSGL | **Jörn** WoodAuxScSr<br>Oil Eng.<br>Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 174<br>153<br>97 | | | | | 1918 | Salterød Verft&Verk-<br>stedSalteröd | L.Jörgensen | 90·8 | 24·6 | 11·4 | Xiansand<br>Norwegian | Oil Engines 2S.C.SA<br>4Cy.$12\frac{13}{16}$"-13⅜" 40NHP<br>A/SMotorfab.Densil,Abg. | | |
| 20153<br>MDFV | **Jos. J. Cuneo** SteelScSr<br>Elec.light 1Dk&Spar dk | 874<br>802<br>547 | | | | | 1907 | Nylands Værksted<br>Christiania | A/S Ocean<br>(J.P.Pedersen& Sön, Mgrs.) | 201·3<br>H57t | 30·3 | 17·7 | Chrstiania<br>Norwegian<br>WB | T.3Cy.16½",27"&46"-33"<br>122NHP<br>NylandsVærksted,Xania | | N |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Grèement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. \| Largeur. \| Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20154<br>MDVP | **José** SteelScSk<br>*Elec.light* 1*Dk&Spar dk2trB* | 1512<br>1297<br>930 | | | | | 1908 | Framnes Mek.Værks<br>Sandefjord | A/S Vestheim (H. Ditlev-Simonsen &Co. *Mgrs.*) | 243·6\|33·7\|20·5<br>P53*t*B78*t*H46*t*F23*t* | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.20½",33"&56"-36"<br>188NHP<br>FredrikstadM.V.Frdstad | |
| 20155 | **Jose Acosta** WoodAuxScSr<br>*Par.Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 192<br>—<br>144 | | | | | 1918 | Blandy y Cia.<br>LasPalmas | Blandy y Cia. | 95·0\|26·5\|12·0 | LasPalmas<br>Spanish | ParaffinMotor<br>4S.C. | |
| 20156 | **Jose de C.** SteelSc<br>(*Trawler*)<br>*Elec.light* (*ex*EmmaOetken) 1*Dk* | 216<br>191<br>82 | | | | | 1920 | Schiffb.Ges Unterweser m.b.H Lehe | RamonCarranza | 127·6\|22·6\|9·2<br>Q69'F19' | Cadiz<br>Spanish<br>*WB* | T.3Cy.12⅔",20½"&32½"-22½"<br>Ottensener 50NHP<br>Mch.G.m.b.H.Altona | |
| 20157 | **Josè Estruch** SteelSc<br>*ss*Bcl.No.2-21<br>(*ex*Borinquen) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 2551<br>2198<br>1993 | ✠ ——<br>4,21<br>✠ | Bcl | *s* | | 1911<br>11mo | Gt.Lakes Eng.Works<br>Ecorse | Cia.Anon.deNav. Bengolea<br>*CellDBa56'uE&* | 247·0\|43·7\|29·3<br>P19'B68'F23'<br>*B42'f*110'404*tFPT* | Bilbao<br>Spanish<br>4*BHCem*<br>44*tAPT*22*t* | T3Cy.21½",35½"&58"-42'<br>303NHP<br>2SB,6*cf*,GS105,HS4458 FD<br>Gt.LakesEng.Wks.Detroit | 28 |
| 20158 | **José Garcia** WoodPadSr<br>(*ex*Villaclara) | 1532<br>—<br>1195 | | | | | 1866 | John English&Co.<br>NewYork | Menendez&Co. | 219·1\|36·7\|11·3 | Cienfueg's<br>Cuban | 1Cy.52"-132"<br>239NHP<br>QuintardIronWorks | |
| 20159 | **José Jardon** WoodSc | 133<br>—<br>52 | | | | | 1906 | L.Jardon<br>Navia | | 91·9\|18·4\|8·1 | | AncellyViard,Burdios | |
| 20160<br>HPTR | **José Maria** IronSc<br>(*ex*BenjaminHaynes, *ex*RiodeOro,*ex*Guadalete) 1*Dk2trB* | 399<br>—<br>216 | | | ... | | 1861 | Henderson &Son<br>Renfrew | V.SerratAndreu | 173·5\|23·1\|13·1<br>P30'F20'<br>BK6" | Carthagna<br>Spanish | C.2Cy.20"&41"-24"<br>NE74 NB90 69NHP<br>Portilla,White&Co.Seville | 13 |
| 20161 | — SteelScK<br>*ss*Gms.No.2-20<br>(*ex*Corythaix) 1*Dk*<br>*Elec.light* | *280*<br>*257*<br>*119* | ✠100A1<br>*StmTrawler*<br>9,21 ~~3,20~~<br>✠LMC1,20<br>BS7,21 | Gms<br>Bcl | | CL<br>1,20 | 1910<br>10mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>'*sA&CP* | Soc.Anon.Pesca y Nav. | 131·6\|22·5\|11·7<br>Q73'<br>BK8" | S. Sebast'n<br>Spanish<br>5*BHCem* | T.3Cy.13",23"&37"-24" (*s*)<br>198lb 80RHP<br>1SB,3*pf*,GS45,HS1350<br>C.D.Holmes&Co.Ld.Hull | 12 |
| 20162 | **Jose Martins** SteelScSr<br>*Elec.light* 1*Dk*(*Teak*)& *Promenade dk*(*Teak*) | *141*<br>*100*<br>*83* | ✠<br>*For River purposes only*<br>7,08<br>✠ | Liv | | | 1908<br>5mo | LythamSB &E.Co.Ld.<br>Lytham | A.A.Martins | 101·1\|20·1\|6·6<br>F16'<br>FK | Manaos<br>Brazilian<br>4*BHCem* | T.3Cy.11",17¼"&29"-22"<br>56NHP<br>1SB,2*pf*,GS31,HS1045<br>LythamS.B.&E.Co.Ld.Lyt | 7 |
| 20163 | **José Menendez** SteelTwinSc<br>*Elec.light*<br>*CruiserStern* | 4570<br>2750<br>2660 | 100A1<br>*Shelter dk withfreeboard*<br>(*ClassContemplated*) | | | | 1921 | AilsaS.B. Co.Ld.<br>Troon | SociedadExport. yImport.de la Patagonia | 345·0\|48·2\|22·1 | Bns.Ayres<br>Argentine | T.6Cy.18½",30"&48"-30"<br>AilsaS.B.Co.Ld.Troon | |
| 20164 | **José Rosas** SteelTwinSc<br>*Elec.light* | 190<br>—<br>— | | | | | 1909 | Claparède Frères<br>Argenteuil | L.B.Bittencourt | 131·3\|26·3\|6·9 | Manaos<br>Brazilian | C.4Cy.13½"&24"-15½"<br>38NHP<br>ClaparèdeFrères | |
| * 20165 | **José Tayá** SteelSc<br>Wireless 2*Dks*(*Stl*)3*trB* | 4594<br>3557<br>3345 | ✠100A1<br>6,20<br>✠LMC10,19 | Bcl | *w* | CL | 1919<br>8mo<br>*Lloyd* | CiaEuskalduna deConst<br>Bilbao<br>'*sA&CP* | Hijos de JoséTayá, S.enC.<br>*CellD* | 355·0\|49·2\|25·3<br>P39'B102'F35'<br>FK<br>*B*304' 812*t FPT*86*t* | Barcelona<br>Spanish<br>6*BHCem*<br>*APT*86*t* | T.3Cy.24",40"&65"-45' (*o*)<br>180lb *100lb* 300NHP<br>2SB,6*cf*,GS124,HS4506<br>J.G.Kincaid&Co.Ld.Grk. | 27<br>4<br>23 |
| 20166<br>HQCB | **José Vilallonga** SteelScSr<br>*ss*Bbo.No.3-4,12<br>(*ex*Arechondo) *ss*Bbo.No.2-20<br>Wireless 1*Dk*(*Stl*)&*deepframing* | 2099<br>1925<br>1230 | ✠100A1<br>3,21<br>✠LMC9,20<br>MBS10,21 | Bbo | *s* | N9,20 | 1899<br>10mo<br>A&CP | Craig, Taylor&Co.<br>Stockton | AltosHornosDe Vizcaya<br>*CellDB* | 289·0\|43·2\|20·1<br>P27'B66'F32'<br>FK<br>*a*88'*uE*22'*f*114'493*t* | Bilbao<br>Spanish<br>5*BHCem*<br>*APT*42*t* | T.3Cy.21",35"&57"-39" (*s*)<br>160lb*100lb*NDB18 209NHP<br>2SB,4*pf*,GS93,HS3230<br>J.Dickinson&Sons,Ld.Sld | 21<br>3<br>18 |
| 20167 | **Josefa** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2325<br>1969<br>1389 | ✠100A1<br>9,20<br>✠LMC9,20<br>*Fitted for oil fuel* 9,20 *F.P. above* 150° F. | Dul | *r* | CL | 1920<br>9mo<br>A&CP | McDougall DuluthSBCo<br>Duluth,Minn | Perez y deAndres<br>*CellDB* | 251·0\|43·7\|22·2<br>P25'B64'F22'<br>FK<br>208'525*tFPT* | Vigo<br>Spanish<br>4*BHptCem*<br>60*tAPT*82*t* | T.3Cy.19",32½"&54"-40"<br>190lb (*s*) 262NHP<br>2SB,4*cf*,GS100,HS3828 FD<br>McDougall-DuluthSBCo. | 24<br>3<br>21 |
| 20168<br>HPWD | — IronScSp<br>*ss*Bbo.2ndNo.3-4,06<br>(*ex*Valeria) *ss*Bbo.No.2-14<br>*Mchy.Aft* 1*Dk*(*Irn*) | 248<br>215<br>152 | ✠ ——<br>8,19<br>✠NB10,89 | Bbo | *d* | | 1881<br>11mo | C.Hill& Sons<br>Bristol | Hijos deAngel Perez y Cia. | 120·4\|23·2\|9·7<br>Q37'F15'<br>BK6½"<br>*WB* | Bilbao<br>Spanish<br>4*BHCem*<br>=*FPT*22*t* | T.3Cy.10",15"&24"-18"<br>NE90 24NHP<br>1SB,2*pf*,GS14 NDB08<br>Shanks & Co.Dundee | 10 |
| * 20169<br>76981<br>VJQG | **Josefina** IronScSr<br>*ss*HKg.3rdNo.3-11,13<br>(*ex*Chingchow, *ss*HKg.No.1-17 *ex*Consuelo,*ex*Mandal,*ex*Jerseymoor,*ex* Vindolana) 2*Dks*(1*Irn*)3*trB* | 1917<br>1731<br>1123 | ✠100A1<br>1,20<br>✠NB5,95<br>~~BS7,19~~<br>LMC~~12,15~~<br>10,21 | Cal | *s* | ~~N10,20~~<br>10,21 | 1877<br>4mo<br>A&CP | R.Dixon &Co.<br>Middlesbro' | Madrigal&Co. | 286·4\|34·8\|23·8<br>P36'F32'<br>BK9½"<br>*DB* | Manila<br>Utd.States<br>5*BHCem*<br>*a*76'*f*70'244*t* | C.2Cy.28"&64¾"-42" (*r*)<br>90lb *100lb* NDB13 191NHP<br>1SB,4*pf*,GS70,HS2607<br>N.E.MarineEng.Co.Ld.Sld | 25<br>4<br>22 |
| * 20170 | **Josefita** IronScSr<br>*ss*Bbo.3rdNo.3-3,10<br>(*ex*Hermia,*ex*Rouen)*ss*Cdz.No.2-18<br>1*Dk*(*Irn*)2*trB* | 712<br>649<br>432 | ✠90A1<br>3,18<br>✠NB5,87<br>BS4,20<br>LMC3,18 | Cdz | *l* | 5,19 | 1876<br>6mo<br>A&CP | J.Laing<br>Sunderland | ~~R.Ferreiros~~<br>J.Garcia | 203·8\|29·5\|15·5<br>Q26'F20'<br>FK<br>*WB*= | Cadiz<br>Spanish<br>5*BHCem*<br>*DBa*60'*f*40' | C.2Cy.26"&47"-36"<br>80lb NDB87 110NHP<br>1SB,3*pf*,GS49<br>R.&W.Hawthorn,Nwc. | 16<br>2<br>14 |
| 20171<br>145022 | **Joseph Annison** SteelScK<br>*ss*Lon.No.3-12,20<br>1*Dk* | 285<br>232<br>90 | ✠100A1<br>*StmTrawler*<br>~~9,21~~ ~~12,20~~<br>2,22<br>✠LMC7,20 | Lon<br>Bgs | | CL<br>5,21 | 1917<br>11mo<br>*Lloyd* | J.Duthie<br>TorryS.B.Co<br>Aberdeen<br>'*sA&CP* | TheAdmiralty | 119·8\|22·6\|12·6<br>BK7½" | London<br>British<br>3*BHCem*<br>*DTf*5'12*t* | T.3Cy.11½",20"&34"-23" (*s*)<br>180lb 71RHP<br>1SB,3*pf*,GS38,HS1250<br>W.Beardmore&Co.Ld. Gls. | 13 |
| 20172<br>143800 | **Joseph Barratt** SteelScK<br>*Mchy.Aft* 1*Dk* | 290<br>249<br>119 | ✠100A1<br>*StmTrawler*<br>3,18<br>✠LMC3,18 | Hul | | CL<br>1,22 | 1918<br>3mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>'*sA&CP* | SkomerSteam ShippingCo.Ld.<br>(~~L.Bull, Mgr.)~~<br>~~(Brand&Curzon Ld.Mgrs.)~~ (L.Bull Mgr) | 125·5\|23·5\|12·7<br>Q72'F21'<br>BK7½" | London<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 60RHP<br>1SB,3*pf*,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 |
| 20173<br>204631 | **Joseph Block** SteelScSr<br>Sub.Sig. (*ex*ArthurH.Hawgood)<br>*Elec.light Mchy.Aft* 1*Dk* | 6486<br>—<br>4939 | | | | | 1907 | WestBay CityS.B.Co.<br>W.BayCity | InlandS.S.Co. (Hutchinson&Co. *Mgrs.*) | 549·0\|56·0\|26·5 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.24",39"&65"-42"<br>274NHP<br>AmericanSBCo.Cleveland | |
| * 20174<br>143470 | **Joseph Burgin** SteelScK<br>1*Dk* | 203<br>200<br>87 | ✠100A1<br>*StmTrawler*<br>5,20<br>✠LMC2,20 | Goo | | CL | 1918<br>3mo<br>*Lloyd* | HallRussell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | GrimsbySteam FishingCo.Ld. (G.E.J.Moody, *Mgr.*) | 115·4\|22·1\|12·1<br>BK7½" | Grimsby<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb 57RHP<br>1SB,3*pf*,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20175<br>143829 | Joseph Button SteelScK<br>Mchy.Aft 1Dk | 290<br>249<br>119 | ✠100A1<br>StmTrawler<br>4,18<br>✠LMC4,18 | Hul | | CL<br>5,22 | 1918<br>4mo<br>Lloyd | Cook,Welt'n&Gemmell Ld. Beverley<br>'sA&CP | SkomerSteam ShippingCo.Ld. (L.Bull, Mgr.) | 125·5 | 23·5 | 12·7<br>BK7½" | London<br>British<br>3BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 60RHP<br>1SB,3pf,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 〃 6 | |
| 20176 | Joseph Coates, SteelScK<br>renamed "Aigrette," See No.36279 in Supplement<br>ssPly.No.3-7,20<br>Mchy.Aft 1Dk | 205<br>201<br>81 | ✠100A1<br>StmTrawler<br>~~7,21~~ ~~7,20~~.22<br>✠LMC7,20 | Ply<br>Gms | | CL<br>7,20 | 1918<br>5mo<br>Lloyd | Murdoch & MurrayLd. Pt.Glasgow<br>'sA&CP | ~~TheAdmiralty~~<br>ConsolidatedStm Fishing&IceCo. (Grimsby)Ld. (J.D.Marsden Mgr.) | 115·3 | 22·5 | 12·1<br>BK7½" | London<br>British<br>3BHCem<br>DBf19t | T.3Cy.12",20"&34"–23" (r)<br>180lb 59RHP<br>1SB,3pf,GS39,HS1347<br>Ross&Duncan,Glasgow | 13 〃 0 | |
| 20177<br>144308 | Joseph Connell SteelScK<br>ssPly.No.3-10,20<br>Elec.light 1Dk | 280<br>250<br>113 | 100A1<br>StmTrawler<br>6,21 ~~10,20~~<br>LMC10,20 | Ply | | CL<br>10,20 | 1918<br>Lloyd | G.Brown & Co. Greenock<br>'sA&CP | TheAdmiralty | 125·6<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | London<br>British<br>2BHCem<br>WB | T.3Cy.12½",21"&35"–26" (s)<br>180lb 87NHP<br>1SB,3pf,GS50,HS1619<br>Gauldie,Gillespie&Co.Ld. Gls. | 13 〃 6 | |
| 20178<br>128826 | Joseph Constantine SteelScSp<br>1Dk | 153<br>146<br>67 | ✠<br>1,15<br>✠ | Mdb | b | | 1913<br>3mo | J.P.Renoldson&Sns. South Shields | TeesConservancy Commissioners | 100·2 | 22·1 | 10·9<br>BK7"<br>WB | Middlsbro'<br>British<br>4BHCem<br>=APT9t | C.2Cy.20"&42"–27"<br>90RHP<br>1SB,3pf,GS52,HS1780<br>J.P.Rennoldsn&Sns,S.Shl. | 12 〃 0 | |
| 20179<br>106807<br>JLWT | Joseph Crosthwaite SteelScSp<br>(Tug)<br>(exHuskisson) 1Dk | 149<br>131<br>2 | | | ... | | 1896 | J.Cran& Co. Leith | JosephCrosthwaite | 92·3 | 20·1 | 10·9<br>BK6½" | N.Shields<br>British | C.2Cy.21"&42"–27"<br>75RHP<br>J.Cran&Co.Leith | 12 〃 0 | |
| 20180<br>202635 | Joseph G. Butler, Jr. SteelScSr<br>Sub.Sig.<br>Elec.light Mchy.Aft 1Dk | 6588<br>—<br>5174 | | | | | 1905 | American S.B.Co. Lorain,O. | PioneerS.S.Co. (Hutchinson&Co. Mgrs.) | 525·0 | 55·0 | 31·0 | Cleveland<br>Utd.States<br>WB | T.3Cy.23½",38"&63"–42"<br>257NHP<br>AmericanS.B.Co.Clevelnd | | |
| 20181<br>145119 | Joseph Giddice SteelScK<br>(Trawler)<br>For full particulars See No. 37962 in Supplement<br>1Dk | 280<br>250<br>116<br>109 | | | | | 1918 | G.Brown & Co. Greenock | TheAdmiralty | 125·6 | 23·5 | 12·7 | London<br>British | T.3Cy.12½",21"&35"–26"<br>87RHP<br>Gauldie,Gillespie&Co.Gls. | | C |
| 20182<br>143792 | Joseph Gordon SteelScK<br>ssPts.No.3-11,20<br>1Dk | 280<br>250<br>113 | 100A1<br>StmTrawler<br>11,21 ~~11,20~~<br>LMC8,20 | Pts | | CL<br>8,20 | 1918<br>Lloyd | G.Brown& Co. Greenock<br>'sA&CP | TheAdmiralty | 125·6<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 87NHP<br>1SB,3pf,GS55,HS1619<br>GauldieGillespie& Co.Ld.Gls. | 13 〃 6 | |
| 20183<br>139809 | Joseph Hodgkins SteelScK<br>Collision 12,21<br>(Fishing)<br>1Dk | 276<br>246<br>120 | | | | | 1919 | Hepple& Co(1919)Ld. South Shields | S&BTrawlingCo. Ld(W.Morley Mgr) | 125·0 | 23·4 | 12·6 | Aberdeen<br>British | T.Cy.12½",21"&35"–26"<br>Belliss& 62NHP<br>Morcom,Ld.Birmingham | | C |
| 20184<br>220956<br>MCGW | Joseph M. Cudahy SteelSc<br>Wireless 2Dks(Stl)&Webframes<br>Elec.light Sub.Sig.<br>Mchy.Aft Longitudinal framing | 7053<br>6465<br>5125 | ✠100A1<br>~~6,21~~ ~~2,21~~3,22<br>✠LMC2,21 | Phl<br>NYk | d† | CL<br>6,21 | 1921<br>2mo | SunS.B. Co. Chester,Pa.<br>A&CP | SinclairNav.Co. Inc. | 430·2<br>P133'B36'F40' | 59·2 | 32·8<br>FK | NewYork<br>Utd.States<br>16BHptCem<br>12BHtoUdk | T.3Cy.27",45½"&76"–51" (r)<br>190lb 612NHP<br>3SB,9cf,GS207,HS9198 FD<br>SunS.B.Co.Chester,Pa. | 33 〃 3<br>s 8 〃 0<br>25 〃 7 | |
| | CarryingPetroleum in bulk<br>Fitted for oil fuel 2,21 F.P.above 150° F. CellD BuE&B59'f41'408t FPT222t APT57t 4 ,, ,,2nd ,, | | | | | | | | | | | | | | | |
| 20185<br>123345 | Joseph Philip SteelSc<br>~~ssDunNo.1-18~~<br>ssDun.No.2-22 1Dk(Stl) | 623<br>596<br>243 | ✠100A1<br>HopperBarge<br>3,22 ~~5,18~~<br>~~BS2,21~~ ✠LMC5,18 3,22 | Dun | i | CL<br>~~5,18~~<br>3,22 | 1914<br>11mo<br>Lloyd | Fleming& Ferguson,Ld. Paisley<br>'sA&CP | Trustees of the Harbour of Dundee | 170·0 | 30·1 | 14·2<br>FK | Dundee<br>British<br>4BHAsp | T.3Cy.15",24"&40"–27" (r)<br>180lb 80RHP<br>1SB,3cf,GS56,HS1860<br>Fleming&Fergusn,Ld.Psy | 15 〃 0<br>s 2 〃 1½<br>13 〃 0 | |
| | WB=FPT45t Wing Tanks 54'178t | | | | | | | | | | | | | | | |
| 20186<br>214493<br>LGKM | Joseph R. Parrott SteelTwinSc<br>Fitted for oil fuel<br>Elec.light Wireless 3Dks | 2406<br>—<br>1114 | | | | | 1916 | W Cramp& SonS&EBCo. Philadelphia | FloridaEastCoast CarFerryCo. | 336·7 | 59·0 | 18·5 | NewYork<br>Utd.States | T.6Cy.20",33"&55"–35⅘"<br>362NHP<br>W.Cramp&SonsCo. | | V |
| 20187<br>220787<br>MBTP | Joseph Seep SteelSc3Mst<br>Fitted for oil fuel<br>Elec.light CarryingPetroleum in bulk<br>Mchy.Aft Longitudinal framing 2Dks<br>Sub.Sig. Wireless | 7110<br>6452<br>5188 | | | | | 1920 | SunS.B. Co. Chester,Pa. | StandardOilCo.of NewJersey | 429·3<br>P133'B36'F40' | 59·2 | 33·2 | NewYork<br>Utd.States<br>WB | T.3Cy.27",45½"&76"–51"<br>412NHP<br>SunS.B.Co.Chester,Pa. | | R |
| 20188<br>202825 | Joseph Sellwood SteelScSr<br>Sub.Sig.<br>Elec.light Mchy.Aft 1Dk | 6741<br>—<br>5269 | | | | | 1906 | American S.B.Co. Lorain | InterlakeS.S.Co. (Pickands, Mather&Co.Mgrs) | 525·0<br>F46' | 55·0 | 31·0 | Cleveland<br>Utd.States<br>WB | T.3Cy.22½",36"&60"–42"<br>233NHP<br>AmericanS.B.Co.Clevelnd | | |
| 20189<br>105679 | JosephThompson StlTwinScSp<br>ssMch.No.3-2,10<br>Elec.light(SludgeVessel) ssMch.No.2-18<br>Mchy.Aft 1Dk(Stl)&Webframes | 995<br>985<br>586 | ✠100A-<br>~~3,21~~ ~~3,21~~ 11,2<br>1,22<br>~~BS11,20~~ ✠LMC~~9,18~~<br>9,21 | Mch<br>~~Bkn~~ | | 3,21 | 1897<br>8mo | Vickers, Sons&Co.,Ld. Barrow | ManchesterCorporation | 234·0 | 38·2 | 13·8<br>FK<br>WB=FPT | Manchestr<br>British<br>6BHCem<br>157tAPT6t | T.6Cy.15",23"&35"–24" (s)<br>150lb 150NHP<br>2SB,6cf,GS108,HS2804<br>Vickers,Sons&Co.Ld. Brw. | 14 〃 6 | |
| 20190<br>201047<br>KTDW | Joseph Wharton WoodSc<br>(Tug)<br>1Dk | 245<br>—<br>101 | | | | | 1904 | American Car&FoundryCo. Wilmington | McNeal,Edwards Co. | 126·0<br>Q63'F21' | 22·3 | 9·8<br>WB | Reedville, Va.<br>Utd.States | C.2Cy.16"&32"–24"<br>NB11 42NHP<br>Pusey&JonesCo.Wlmngtn | | |
| 20191<br>207422 | Joseph Wood SteelScSr<br>Mchy.Aft Elec.light 1Dk | 6360<br>—<br>4921 | | | | | 1910 | American S.B.Co. Lorain | EasternS.S.Co. (M.A.Hanna&Co. Mgrs.) | 504·0 | 54·0 | 30·0 | Cleveland<br>Utd.States<br>WB | T.3Cy.23½",38"&63"–42"<br>357NHP<br>AmericanS.B.Co.,Lorain | | L |
| 20192<br>115923<br>TRQL | Joseph & Sarah Miles SteelScK<br>~~ssYar.No.2-10~~<br>Elec.light ssLon.No.3-5,20 1Dk | 272<br>254<br>100 | ✠100A1<br>StmTrawler<br>~~11,20~~ ~~1,14~~ 1,22<br>BS7,21 ~~BS1,15~~ ✠LMC~~10,19~~ 5,20 | Yar<br>~~Bwt~~ | | ~~2,15~~<br>~~No5,20~~<br>6,21 | 1902<br>11mo<br>Lloyd | Hawthorns &Co.Ld. Leith<br>'sA&CP | RoyalNational Missionto DeepSea Fishermen | 135·0<br>Q29'F21' | 22·5 | 13·8<br>BK7½"<br>WB=DTanks | London<br>British<br>4BHCem<br>f'616t&7'10t | T.3Cy.13",21"&34"–24" (s)<br>180lb 65RHP<br>1SB,2cf,GS36,HS1040<br>Hawthorns&Co.Ld.Leith | 14 〃 6 | |
| 20193<br>127570 | Josephine I. SteelScK<br>(exSparrow,exJosephineI.)<br>1Dk | 266<br>235<br>103 | ✠<br>StmTrawler<br>2,11<br>✠ | Abn | | | 1908<br>12mo | GooleS.B. &Repg.Co.Ld Goole | C.L.Mason | 130·1<br>Q74'F22' | 23·1 | 12·0<br>BK7⅛" | London<br>British<br>4BHCem | T.3Cy.12½",21"&35"–26"<br>1SB,3pf,GS47,HS1600<br>Earle'sCo.Ld.Hull | 13 〃 0 | |
| 20194<br>NQBS | Josey SteelScSr<br>ssKel.No.3-5,20<br>1Dk(Stl)&deepframing<br>Elec.light &Awngdk(Stl) | 2625<br>2481<br>1671 | ✠100A1<br>Awngdk withfreeboard<br>8,20<br>✠LMC5,20 | Cpn | s | CL<br>5,20 | 1907<br>2mo | Howaldtswerke Kiel<br>A&CP | Dampskibs.Myren (Holm&Wonsild, Mgrs.) | 284·0 | 42·0 | 18·4<br>25·9<br>FK | Copnhagn<br>Danish<br>Cem | T.3Cy.20⅞"33 1/16"&55⅛"–35½"<br>185lb 100lb (s) 210NHP<br>2SB,6cf,GS92,HS3390<br>Howaldtswerke,Kiel | 28 〃 1<br>s 7 〃 0<br>21 〃 5 | |
| | Intermediate bulkhead in fore hold dispensed with, 4BH only WB=Cell DBa88' uE20'f124' 551t APT150t | | | | | | | | | | | | | | | |
| 20195 | Joshé-Mari WoodAuxTwinSc<br>Motor 3MstSr<br>(See Sailing Ship Register) | 329<br>318<br>237 | | | | | 1919 | Querejeta &Hijos Zumaya | Cia.Valenciana de Nav. | 111·6<br>P17' | 28·7 | 13·5 | Valencia<br>Spanish | Motor<br>8Cy.6 1/16"–8 1/16" 21NHP<br>Jeregui&Cia.Zumaya | | V |

| 1 Numero 'Ordre — umero fficiel. — ignaux | 2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20196<br>HQBW | **Joshepa Antoni** IronScSr<br>(exBanner)<br>Mchy.Aft 1Dk | 196<br>—<br>122 | ✠<br>10,83 | Gls | d | | 1881<br>9mo | J Fullerton &Co.<br>Paisley | Viuda y Sobrinos deM.Camara | 130·0<br>Q47'F17'<br>WB=FPT22t | 21·1 | 9·9 | S.Sebast'n<br>Spanish<br>4BHCem | C.2Cy.18"&34"-28"<br>51NHP<br>ScottBros.,Glasgow | |
| 20197 | **Joshua Budget** SteelScK<br>1Dk(Stl) | 202<br>200<br>88 | ✠100A1<br>StmTrawler<br>5,19<br>✠LMC5,19 | Abn | | | 1919<br>5mo<br>Lloyd'sA&CP | Hall,Russell&Co.Ld.<br>Aberdeen | ~~TheAdmiralty~~<br>R.W.Crawford | 115·4<br>BK7½" | 22·1 | 12·1 | London<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 74NHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 20198<br>76782 | **Joshua Lovett** WoodSc<br>(Tug) | 169<br>—<br>84 | | | | | 1888 | ……………<br>Boston | TaylorDredging Co. | 111·2 | 22·0 | 11·9 | NewYork<br>Utd.States | | |
| 20199<br>203473 | **Joshua W. Rhodes** SteelScSr<br>Elec.light 1Dk | 4871<br>—<br>3586 | | | | | 1906 | American S.B.Co.<br>Lorain,O. | ValleyS.S.Co. (W.H.BeckerMgr) | 420·0<br>WB | 52·0 | 28·0 | Cleveland<br>Ohio<br>Utd.States | T.3Cy.22",35"&50"-40"<br>158NHP<br>AmericanS.B.Co.Cleveland | |
| 20200<br>215180<br>LHGR | **Josiah Macy** SteelScSr<br>ssNYk.No.1-21<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinal framing<br>Sub.Sig. Wireless | 6899<br>6150<br>5297 | ✠100A1<br>~~5,21~~ ~~11,20~~ 2,22<br>✠LMC6,17<br>CarryingPetroleum in bulk F.P. above 150° F.<br>Fitted for oil fuel 6,17 | Bal<br>NYk | a†<br>6,21 | CL<br>2,22 | 1917<br>6mo<br>A&CP | Skinner&EddyCorp.<br>Seattle,Wash | StandardOilCo. (NewJersey)<br>CellDBa12'uE&B63'188tD | 419·4<br>P98'B41'F37'<br>FK<br>Tf36'457tFPT199t | 57·2 | 29·8 | NewYork<br>Utd.States<br>18BHptCem<br>APT66t | 1 Geared Steam Turbine<br>210lb 180lb (r) 507NHP<br>3SB,9cf,GS195,HS8055<br>GeneralElectricCo. Schenectady,N.Y. | 31<br>6<br>25 |
| 20201<br>71<br>QBTN | **Josto** IronScSr<br>(exIona)<br>Elec.light Wireless 1Dk2trB | 1022<br>792<br>542 | | | … | | 1866 | J.&G. Thomson<br>Glasgow | SiciliaSocietà di Navigazione | 239·6<br>P53' B53' F64' | 30·1 | 17·6 | Palermo<br>Italian | T.3Cy.22½",36⅝"&60½"-36"<br>NE&B99 220NHP<br>FonderiaOrotea,Palermo | 18 |
| 20202 | **Jotun** SteelScSr<br>1Dk | 534<br>392<br>308 | | | | | 1892 | Stavanger Stöberi&Dok<br>Stavanger | A/S Jotun (Madsen &Jespersen) | 172·5<br>Q54' B47' F24' | 24·7 | 12·9 | Stavanger<br>Norwegian<br>WB | T.3Cy.11¼",17½"&30"-24"<br>Emade89 NB04 44NHP<br>NylandsVærksted,Xiania | |
| 20203<br>MNFL | **Jotunfjell** SteelScSr<br>(exMorrisAdler)<br>Elec.light Mchy.Aft 1Dk<br>Cantilever framed topside tanks | 2622<br>2172<br>1392 | | | … | | 1915 | Gt.Lakes Eng.Works<br>Ashtabula,O. | A/S Luksefjell (Olsen &Ugelstad Mgrs.) | 253·6<br>P97'F26'<br>FK | 43·6 | 25·1 | Chrstiania<br>Norwegian<br>WB | T.3Cy.21",34½"&57"-42"<br>284NHP<br>Gt.LakesEngWrksDetroit | 27 |
| 20204<br>JVGK | **Jotunheim** IronScSr<br>Elec.light 1Dk | 293<br>149<br>173 | | | | | 1890 | Trondhjem MekVækstd<br>Trondhjem | A/S Söndmöre Dampskibsselskab | 137·9<br>P105t H11t F28t | 20·6 | 9·0 | Aalesund<br>Norwegian | T.3Cy.12½",19½"&32"-24"<br>NB11 50NHP<br>TrondhjemsMekVærksted | |
| 20205 | **Joulan** SteelScSr<br>ssMmo.No.3-5,19<br>(exPeruviana) 1Dk(ptIrn&ptStl)2trB<br>&deep framing 3Dkrule | 3779<br>2978<br>2439 | ✠100A1<br>9,20<br>BS9,20 ✠LMC3,19 | Hfs | w | CL<br>9,20 | 1905<br>9mo<br>Lloyd'sA&CP | Ropner&Son<br>Stockton | Finnish Government<br>WB=CellD | 350·0<br>P29'B190'F35'<br>FK<br>Ba108'uE26'f148' | 46·1 | 23·6 | Helsingfrs<br>Finnish<br>6BHCem<br>617tAPT58t | T.3Cy.24",40"&65"-42" (s)<br>180lb 80lb 308NHP<br>2SB,6cf,GS126,HS4900<br>Blair&Co.Ld.Stockton | 26<br>4<br>22 |
| 20206<br>143814 | **Joule** SteelScK<br>(exJohnFisser) (Fishing)<br>1Dk | 202<br>199<br>70 ~~88~~ | | | | | 1918 | RitchieGraham&Milne<br>Glasgow | F.&T.Ross,Ld. | 115·8 | 22·2 | 12·1 | British<br>WB | T.3Cy.12",20"&34"-23"<br>57RHP<br>FairfieldCo.Ld.Glasgow | |
| 20207<br>Sunk 4,21<br>HQBT | **Jovellanos** IronScSr<br>(exRomeo)<br>Well deck 1Dk | 453<br>—<br>269 | | | … | | 1873 | M'Kellar, McMillan&C<br>Dumbarton | BrúHermanos | 170·2<br>P117tF16t | 26·2 | 11·6 | Barcelona<br>Spanish | C.2Cy.22"&40"-27"<br>NB95 73NHP<br>Kincaid,Donald&Co.Grk. | 12 |
| 20208<br>283<br>PBVJ | **Joyo Maru** WoodSc | 186<br>—<br>96 | | | | | 1911 | …………… | ChosenYusen KabushikiKaisha | 113·8 | 17·6 | 13·4 | Juisen, Corea<br>Japanese | | |
| 20209 | **Jozef Pilsudski** SteelSc4MstSr<br>(exMitau, ~~ssCpn.No.3-9,08~~<br>exBirma, ~~ssCpn.No.1-12~~<br>exArundelCastle) 2Dks(UStl-teaks &1Stl-ws)<br>Elec.light ssKel2ndNo3-6,21 | 4818<br>3341<br>~~2979~~ | ✠100A1<br>6,21 ~~9,13~~<br>~~Examined1,20~~<br>✠LMC 6,21<br>~~MS1,15~~ ~~BS7,15~~ | Cpn<br>Kel | x | ~~11,18~~<br>11,20 | 1894<br>12mo<br>Lloyd'sA&CP | Fairfield Co.Ld.<br>Glasgow | PolishNavigation Co.Inc.<br>WB=CellD | 415·0<br>P60'B132'F49'<br>FK<br>Ba98'uE&B68' | 45·7 | 27·9 | Dantzig<br>~~Utd.States~~<br>8BHCem<br>f175'723t | T.3Cy.30",49½"&80"-54" (s)<br>165lb 568NHP<br>3SB,12rf,GS282,HS9870<br>FairfieldCo.Ld.Glasgow | 31 |
| 20210<br>MDWP | **Juan** SteelScSr<br>Elec.light 1Dk&Spar dk | 1493<br>1191<br>840 | | | | | 1908 | Nylands Værksted<br>Christiania | A/S Vestheim (H.Ditlev-Simonsen&Co,Mgrs.) | 243·4<br>P55tB170tH20t<br>F29t | 33·7 | 21·7 | Chrstiania<br>Norwegian<br>WB | T.3Cy.20½",33"&56"-36"<br>188NHP<br>NylandsVærksted,Xania. | |
| 20211 | **Juan Abrizqueta** SteelSc<br>ssBcl.No.3-3,98<br>(exMiguelM.Pinillos) ssGen.No.1-03<br>Wireless 1Dk(Irn)&Spar dk(Stl)3trB | 2998<br>—<br>2125 | ✠<br>Spar dk<br>7,07<br>✠NB5,94 ✠ | Gen | v | | 1885<br>8mo | J.Laing<br>Sunderland | Abrizqueta&Co. Ltda. | 330·4<br>B74'F39'<br>BK10"<br>DBa | 41·8 | 28·6 | Bilbao<br>Spanish<br>5BHCem<br>100'f60'338t | T.3Cy.25",40"&66"-45"<br>NDB94 305NHP<br>2DB,8cf,GS44,HS4944<br>J.Dickinson,Sunderland | |
| 20212<br>Lost 3,22<br>HRGT | **Juan de Joanes** SteelScSr<br>ssShl.No.1-95<br>(exCarmen,exBenWyvis)<br>Welldeck 2Dks(UIrn)&Webframes | 916<br>722<br>633 | ✠<br>2,98<br>✠ | Gmh | l | | 1891<br>2mo | R.Thompsons&Sons<br>Sunderland | Cia.Trasmediterranea<br>D | 205·0<br>Q70'B49'F24'<br>BK7½"<br>Ba48'f42'143tFPT | 31·1 | 14·8 | Valencia<br>Spanish<br>5BHCem<br>41tAPT62t | T.3Cy.16½",26½"&43½"-30'<br>108NHP<br>1SB,3rf,GS50,HS1706<br>N.E.MarineEng.Co.Ld.Sld | 15 |
| 20213<br>HRDT | **Juan Garcia** IronScSr<br>(exGarciaNo.3,exLuisPinzon,<br>exJuana,exAndaluz,exPedro)<br>1Dk | 181<br>—<br>110 | | | | | 1865 | Caird&Co.<br>Greenock | F.Garcia | 117·3 | 17·1 | 10·4 | Bilbao<br>Spanish | 4Cy.9"&18"-20"<br>24NHP | |
| 20214 | **Juan Luis** WoodAuxScSr<br>Motor<br>(See Sailing Ship Register) | 141<br>128<br>123 | | | | | 1918 | Alberdi, Beascoechea y Cia.<br>Bilbao | Alberdi,Beascoechea y Cia. | 91·7 | 21·4 | 9·2 | Bilbao<br>Spanish | Motor | |
| 20215<br>JBLR | **Juan Manuel Urquijo** SteelScSr<br>ssBbo.2ndNo.3-4,19<br>(exOiz, 1Dk(Irn)&deepframing<br>exNovocastria) 3Dkrule | 1922<br>1684<br>1077 | ✠100A1<br>3,21<br>BS5,21 ✠LMC4,19 | Bbo | r | 12,19 | 1894<br>4mo<br>A&CP | Short Bros.<br>Sunderland | Cia.Naviera Fierros,S.A.<br>CellD | 270·0<br>P32'B62'F36'<br>FK<br>B202'447tAPT50t | 38·2 | 19·3 | Gijon<br>Spanish<br>4BHptAsp ptCem | T.3Cy.21",33"&54½"-39" (s)<br>160lb 100lb NDB13 192NHP<br>2SB,6pf,GS97,HS2988<br>Black,Hwthrn&Co.Ld.Gts | 21<br>s3<br>18 |
| 20216<br>HRDW | **Juan Maragall** SteelScSr<br>ssBcl.No.2-22 ssBkn.No.3-8,13<br>(exPinta) ~~ssBcl.No.1-18~~<br>Wireless 1Dk(Stl)&Spardk(Irn)<br>&deepframing | 1470<br>1381<br>916 | ✠100A1<br>Spar dk<br>withfreeboard<br>2,22 ~~7,20~~<br>~~BS7,20~~ ✠~~LMC6,18~~ | Bkn<br>Bcl | p | 7,20 | 1898<br>2mo<br>A&CP | A.Rodger &Co.<br>Pt.Glasgow | Cia.Trasmediterranea<br>DBa56' | 245·0<br>B57'<br>BK8"<br>uE&B33'f106'258t | 34·1 | 21·1 | Barcelona<br>Spanish<br>4BHCem<br>APT21t | T.3Cy.19",31"&51"-33" (s)<br>160lb 100lb NDB11 155NHP<br>1SB,4pf,GS64,HS2420<br>Hall-Brwn,Buttry&CoGls | 23<br>s3<br>20 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20217 | Juan Nuñez **SteelSc**<br>(FOUNDERED 4,21)<br>1*Dk* | 289<br>234<br>156 | | | | | 1919 | Soc.Anon<br>LaMaquinistaModerna<br>Bilbao-Deusto | Soc.Anon."La Maquinista Moderna" (J.M.Cepido,*Mgr*) | 124·7<br>P36'B9'F20' | 19·7 | 10·7 | Bilbao<br>Spanish | C.2Cy.14½"&24¼"-14½"<br>22NHP<br>S A.LaMaquinista<br>Moderna,Bilbao-Deusto | | V |
| 20218 | Juan Olavarriaga **SteelSc**<br>(*ex*Mercedes)<br>*Mchy.Aft Elec.light* Wireless 1*Dk* | *4519*<br>*4211*<br>*2931* | | | | | 1902 | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle | J.Olavarriaga | 351·0<br>F36' | 50·8 | 28·3 | Bilbao<br>Spanish<br>*WB* | T.3Cy.27",43"&72"-48"<br>359NHP<br>N.E.MarineEng.CoLdNwc | 31 ″ 0<br>s 7 ″ 4½<br>23 ″ 11 | C |
| 20219<br>HBFM | Juan Traverso **SteelSc**<br>*OilEng.* | 385<br>—<br>311 | | | | | 1917 | ..................<br>Slikkerveer | J.Traverso | 147·8 | 25·6 | 12·1 | Bns.Aires<br>Argentine | OilEngine<br>4Cy. | | |
| 20220 | Juan Uravain **WoodSc** | 393<br>—<br>184 | | | | | 1919 | M.VictorianoUravain<br>SanEstebandePravia | M.Victoriano Uravain | 127·9 | 23·6 | 14·4 | Gijon<br>Spanish | C.2Cy.16"&32"-24"<br>42NHP<br>M.VictorianoUravain,<br>S.Esteban dePravia | | |
| 20221<br>96686<br>LNCT | Juba **SteelScSr**<br>*Elec.light* 1*Dk*&*Shadedk* | 506<br>398<br>204 | ✠<br>*Shade dk withfreeboard*<br>12,89 ✠ | Cly | *i* | | 1889<br>12mo | AilsaS.B.Co.<br>Troon | BombayS.Nav.Co.Ld. | 190·0<br>P25*t* | 29·0 | 11·6<br>BK7½" | Bombay<br>British<br>5*BHCem* | T.3Cy.16",26"&42"-30"<br>90RHP<br>1DB,4*cf*,GS78,HS2304<br>Dunsmuir&Jackson,Gls. | 12 ″ 3 | |
| 20222<br>OKMJ | Jubarte **SteelScK**<br>*ss*Dnk.No.3-11,16<br>(*ex*LochTorridon) 1*Dk* | 199<br>187<br>47 | ✠<br>10,20<br>*StmTrawler*<br>✠ | Dnk | | | 1903<br>1mo | J.Duthie,Sons&Co.<br>Aberdeen | G.Trouselle | 115·9 | 21·6 | 11·8<br>BK7½"<br>*WB*= | Boulogne<br>French<br>3*BHCem*<br>*DBf*16'18*t* | T.3Cy.12",19½"&32"-22"<br>68NHP<br>1SB,2*pf*,GS36,HS1243<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 20223<br>106[illegible]<br>PLDM | Jubilee **WoodAuxTwinScSr**<br>since 8,20<br>*OilEng.*<br>(*See Sailing Ship Register*) 1*Dk* | 140<br>110<br>105 | | | | | 1897 | D.Drake<br>Balmain | NineIsland ShippingCo.Ld. | 95·3 | 24·1 | 7·6 | AuklndNZ<br>British | Oil Engines<br>T.6Cy.6½"-8" 10NHP | | |
| 20224<br>118481 | — **SteelSc**<br>1*Dk* | 136<br>125<br>85 | | | | | 1904 | W.J.Yarwood<br>Northwich | Price'sPatent CandleCo.Ld. (J. Findlater, *Mgr.*) | 85·3 | 20·9 | 9·1 | London<br>British | 2Cy.10"-12"<br>7RHP<br>W.J.Yarwood,Northwich | | |
| 20225 | Jucar **SteelScSr**<br>*Elec.light* 1*Dk* | 234<br>—<br>173 | | | | | 1915 | Talleres Gomez<br>Valencia | | 113·1 | 21·0 | 9·4 | | C.2Cy.15"&30"-17¾"<br>31NHP<br>TalleresGomez,Valencia | | V |
| 20226 | Jucaro **SteelSc**<br>*ss*HavanaNo.2-20 ~~*ss*HavanaNo.1-17~~<br>1*Dk* | 73<br>65<br>— | ✠100A1<br>*ForTowingpurposes*<br>10,20<br>~~BS10,20~~ ✠LMC~~12,17~~ 10,20 | Havana | | CL<br>10,20 | 1912<br>11mo | Scott&Sons<br>Bowling<br>*Lloyd's* A&CP | Cia.Maritima Cubana (Munsen S.S.Line,*Mgrs.*) | 75·2 | 17·1 | 7·8<br>BK5"<br>*WB*= | Havana<br>Cuban<br>4*BHCem*<br>*APT*5*t* | C.2Cy.13"&28"-18" (*s*)<br>140lb 42NHP<br>1SB,2*pf*,GS29,HS800<br>Gauldie,Gillespie&Co.Gls. | 8 ″ 6<br>s ″ 9<br>8 ″ 6 | |
| 20227 | Judith **SteelScSr**<br>(*Trawler*)<br>(*ex*Nordsee) | 149<br>141<br>45 | | | | | 1895 | Akt.Ges."Neptun"<br>Rostock | C.J.Anderson | 111·4<br>H7*t* | 21·3 | 10·6 | Smögen<br>Swedish<br>*WB* | C.2Cy.17"&33"-22"<br>43NHP<br>A.G."Neptun,"Rostock | | |
| 20228<br>24724<br>RKMF | Jufuku Maru **SteelScSr**<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>Wireless | 5859<br>5586<br>4293 | ✠100A1<br>*Awng dk withfreeboard*<br>6,21 ~~9,20~~ ✠LMC9,20 | Kob<br>Sou | *y* | | 1919<br>2mo | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>A&CP | KokusaiKisen KabushikiKaisha<br>*Coll* | 385·0<br>*isionBHtoAwngdk*<br>*CellDB*334'1118*tFPT*126*tAPT*93*t* | 51·0 | 36·0<br>FK | Kobe<br>Japanese<br>*Cem*<br>5*BHtoUDk* | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 444NHP<br>2SB,6*cf*,GS126,HS5809 FD<br>KawasakiDkydCoLdKobe | 36 ″ 0<br>s 9 ″ 3½<br>27 ″ 1 | |
| 20229 | Jugoslaven Prvi **SteelScSr**<br>*ss*Nwc.2ndNo.3-5,20<br>(*ex*Huntsgulf, 1*Dk*&*Spar dk*3*trB*<br>*ex*Seriphos,*ex*Rio,*ex*BranksomeTower) | *3185*<br>*2796*<br>*2034* | ✠100A1<br>*Spar dk.*<br>2,21 ✠LMC2,21 | Liv | | CL<br>5,20 | 1892<br>5mo | Edwards' S.B.Co.Ld.<br>Newcastle<br>A&CP | P.Mitrovich | 325·9<br>P46'B83'F35' | 40·2 | 19·1<br>26·6 | Dubrovnik<br>*WB* | T.3Cy.23",38"&61"-45" (*s*)<br>160lb *60lb* 274NHP<br>2SB,6*cf*,GS126,HS4472<br>WllsndSlpwy.Co.Ld.Nwc. | 29 ″ 4<br>s 6 ″ 0<br>24 ″ 7 | |
| 20230<br>9357<br>JSRW | Juho Maru **SteelScSr**<br>(*ex*Activ)<br>*Well deck* 1*Dk*&*Webframes* | 1404<br>1108<br>860 | | | ... | | 1889 | Wood, Skinner&Co.<br>Newcastle | Yamazaki KabushikiKaisha | 249·3<br>Q92'B58'F31' | 33·8 | 15·3<br>BK9" | Hakodate<br>Japanese<br>*WB* | T.3Cy.18½",30⅛"&49¼"-33"<br>138NHP<br>N.E.MarineEngCoLdNwc | 18 ″ 0 | |
| 20231<br>19695<br>NFBW | — **WoodSc** | 197<br>—<br>111 | | | | | 1917 | .................. | T.Irimajiri | 104·4 | 22·5 | 11·2 | Ushioye<br>Japanese | | | |
| 20232<br>24565<br>RJTN | Juho Maru No. 1 **WoodSc** | 328<br>—<br>178 | | | | | 1919 | .................. | InouyeTokuma | 130·9 | 24·2 | 12·6 | Ushioye<br>Japanese | | | |
| 20233<br>23681<br>RFCQ | Juho Maru No. 2 **WoodSc** | 332<br>—<br>176 | | | | | 1918 | I.Yamamoto<br>Nagao | T.Irimajiri | 129·4 | 24·0 | 13·0 | Ushioye<br>Japanese | | | |
| 20234<br>16455<br>MHSW | Juho Maru No.12 **WoodAuxScSr** | 156<br>—<br>108 | | | | | 1915 | .................. | IkegawaRikitaro | 93·5 | 23·2 | 11·0 | Misato<br>Japanese | | | |
| 20235<br>14932<br>LWHS | Juho Maru No. 14 **WoodAuxScSr** | 180<br>—<br>106 | | | | | 1912 | .................. | IkegawaRikitaro | 96·6 | 22·7 | 11·0 | Misato<br>Japanese | | | |
| 20236 | Juist **SteelPad**<br>*Elec.light* 1*Dk* | 169<br>151<br>95 | | | | | 1902 | J.L.Meyer<br>Papenburg | Akt.Ges."Reed. Juist" | 140·0 | 18·6 | 7·3 | Norden<br>German | C.2Cy.17½"&32½"-35⅗"<br>52NHP<br>Jos.L.Meyer,Papenburg | | |
| 20237<br>JTSM | Jules Hauzeur **SteelScSr**<br>(*ex*Porvenir,*ex*Candelaria,<br>*ex*Jan vanRijswick)<br>*Elec.light* 2*Dks* | 1187<br>1014<br>699 | | | | | 1900 | Rijkee&Co<br>Rotterdam | Cie.Royale Asturienne des Mines | 231·6<br>B60'F30' | 34·0 | 15·3 | Antwerp<br>Belgian<br>*WB* | T.3Cy.17½",28"&45"-36"<br>122NHP<br>Maats.Fyenoord,Rot. | | V |
| 20238<br>OKNF | Jules Henry **SteelTwinSc**<br>*OilEng.*<br>(*ex*SailingVessel) *Elec.light* 2*Dks*<br>*Mchy.Aft Carrying Petroleum in bulk* | 2505<br>2148<br>1417 | | | | | 1900 | Forg.&Ch. de la Médit.<br>Havre | A.Vimont&Co. | 303·8<br>P58'B24'F62'<br>len13 | 40·0 | 23·5 | Marseilles<br>French | 2 Oil Engines 4S.C.SA<br>12Cy.16½"-23⅗" 198NHP<br>NE*fitted*13<br>NedFb.v.Wrk&Spoor,Ams | | V |

| 1<br>Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20239<br>QKNG | **Jules Rueff** SteelSc<br>*Elec.light* *3Dks* | 671<br>—<br>320 | | | | | 1920 | Chantiers deProvence<br>PortdeBouc | Messageries Fluviales de Cochinchine | 190·2 | 28·5 | 14·3 | Saigon<br>French<br>*WB* | T.3Cy.$14\frac{1}{2}$",$21\frac{1}{2}$"&$37\frac{1}{2}$"–$23\frac{1}{2}$"<br>70NHP<br>Chantiers deProvence,Msl. | |
| 20240<br>HFKP | **Julia** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks&Awngdk* | 1744<br>1529<br>1133 | | | ... | | 1891 | DavidJ. Dunlop&Co.<br>Pt.Glasgow | EmpresaNaviera deCubaS.A. | 260·3<br>*ptShade dk*175'23·4 | 36·1 | 15·9<br>BK8" | Havana<br>Cuban<br>*WB* | T.3Cy.$26\frac{11}{16}$",$42\frac{1}{2}$"&$65\frac{1}{2}$"–42"<br>NB00 339NHP<br>DavidJ.Dunlop&Co.P.Gls. | |
| 20241 | — IronScSr<br>3rdSurveyLiv.8,92<br>(*ex*EssereDjidid,*ex*Barnesmore)<br>*Well deck* *1Dk2trB* | *1518*<br>*1262*<br>*981* | ✠<br>2,95 | Liv | Lv | | 1880<br>5mo | T.Royden &Sons<br>Liverpool | Requisitioned by the Roumanian Government | 259·5<br>Q89'B55'F33' | 33·9 | 17·9<br>FK | Roumanian<br>*WB* | C.2Cy.28"&56"–39"<br>163NHP<br>J.Jack&Sons,Liverpool | 20 , |
| 20242<br>197 | — IronScSr<br>5thSurvey,Npt.8,90<br>(*ex*Z.M.Chrissoveloni,*ex*Circassian)<br>*Well deck* *1Dk(Irn)2trB* | 1296<br>1054<br>725 | ✠<br>9,92 | Bla | Lv | | 1872<br>2mo | R.Thompson,jun.<br>Sunderland | Mrs.N.Dmitrieff (G.Margolin, *Mgr.*) | 234·8<br>P203*t*F18*t* | 32·3 | 17·4<br>*WB=* | Odessa<br>Russian<br>*4BHCem*<br>*DBa&f* | C.2Cy.29"&55"–33"<br>*Bmade—,refitted*13 145NHP<br>N.E.MarineCo.Ld.Sld. | |
| 20243<br>989 | — IronTwinSc | 427<br>—<br>295 | | | | | 1883 | Stbilimnto Tecnico<br>Trieste | SifneoFrères | 192·0 | 27·6 | 8·5 | Rostoff<br>Russian | C.4Cy.13"&24"–20"<br>NB00 43NHP<br>StabilimentoTecnico,Tri. | |
| 20244<br>111393 | — SteelSc<br>*Mchy.Aft* *1Dk* | 194<br>155<br>78 | | | | | 1904 | Mordey, Carney(Sou.)<br>Ld.Sthamptn | L.&S.W.Rly.Co.& MidlandRly.Co. JointCommittee | 105·3<br>Q41'F14' | 21·1 | 9·1 | Bridgwatr<br>British<br>*WB* | C.2Cy.14"&30"–22" 44RHP<br>Mordey,Carney NB20<br>(Southampton),Ld.Sou. | |
| 20245 | — IronScK<br>(*ex*Notus) *1Dk* | *138*<br>*138*<br>*75* | | | | | 1878 | BalticEng. Works<br>Hull | J.Vardavas | 108·2<br>len91 | 20·2 | 9·7 | Syra<br>Greek | T.3Cy.9",14"&23"–18"<br>23NHP<br>Stewart&Co.London | |
| 20246 | **Julia C. Moran** SteelSc<br>(*Tug*)<br>(*ex*HarryG.Runkle) *1Dk* | 192<br>155<br>49 | | | | | 1902 | Neafie& LevyCo.<br>Philadelphia | TheAdmiralty | 96·0 | 22·1 | 10·9 | British<br>*WB* | C.2Cy.16"&32"–24"<br>43RHP<br>Neafie&LevyS&EBCo.Phl. | |
| 20247<br>214677<br>LGPW | **Julia Luckenbach** SteelScSr<br>*ss*Bal.No.1-19<br>*Elec.light* *2Dks(Stl)&Shelter dk(Stl)*<br>Sub.Sig. *CruiserStern*<br>Wireless | 7943<br>7749<br>5934 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~7,21~~ 3,21 ✠LMC11,19<br>12,21<br>*Fitted for oil fuel* 1,17 | NYk | *b*† | CL<br>11,19<br>*F.P.* | 1917<br>1mo<br>*above* | ForeRiver S.B.Corp.<br>Quincy, Mass<br>A&CP<br>*CellD*<br>150° F. | LuckenbachS.S. Co.Inc.<br>*1BH in forehold*<br>*B* 383' 1651*t'tween* | *dispensed with 6BH*<br>*deck tanks in E&B* | | FK | *ptCem*<br>*only*<br>*space*51'598*t* | 1 Geared Steam Turbine(*r*)<br>195lb *125lb* 874NHP<br>3SB,*12cf*,HS10640 FD<br>Gen. Elec.Co.Schenectady.<br>*FPT*196*tAPT*319*t* N.Y. | 41 ,<br>10,<br>31 , |
| 20248<br>HFKS | **Julian Alonso** SteelScSr<br>*Well deck* *Elec.light* *Mchy.Aft* *1Dk* | 1027<br>812<br>403 | | | | | 1908 | Montrose S.B.Co.<br>Montrose | EmpresaNaviera deCubaS.A. | 230·0<br>P&B170'F46' | 36·7 | 10·6 | Havana<br>Cuban<br>*WB* | T.3Cy.19",31"&51"–33"<br>149NHP<br>Hutson&Sons,Ld.Glasgow | |
| 20249<br>HRPQ | **Juliana** SteelScSr<br>*ss*Bbo.No.1-18<br>*Elec.light* Wireless *2Dks(Stl)* | *2376*<br>2226<br>*1481* | ✠100A1<br>~~11,21~~ ~~12,20~~ 2,22<br>BS12,20 ✠LMC2,18 | Bcl | *t* | CL<br>10,19 | 1914<br>3mo<br>*Lloyd* | Russell& Co.<br>Pt.Glasgow<br>*'sA&CP* | Cia.Barcelonesa deNav.<br>*WB=CellDBa*<br>*90'uE&B36'* | 310·0<br>P33'B76'F39'<br>*f*138' 594*t* | 44·7 | 21·2<br>FK<br>*FPT*41 | Bilbao<br>Spanish<br>*5BHCem*<br>*APT*29*t* | T.3Cy.21",35"&58"–42" (*r*)<br>180lb *100lb* 296NHP<br>2SB.*6cf*,GS106,HS5380<br>D.Rowan&Co.Glasgow | 23 ,<br>s 3 ,<br>20 , |
| 20250 | — SteelScK<br>*ss*Ams.2ndNo.3-7,09<br>(*ex*Killarney) *ss*Ymu.No.2-17<br>*1Dk* | 156<br>132<br>42 | ✠NB7,12*refitted*3,17 | | ... | ~~1,20~~<br>10,21 | 1897<br>2mo<br>*Lloyd* | Edwards Bros.<br>N.Shields<br>*'sA&CP* | ~~N.V.Maats."de Vooruitgang"~~<br>~~(J.VisserHzn, *Mgr.*)~~<br>MaatsVooruitgang(v.d. Plas,Arnken&Klop *Mgrs.*) | 96·0<br>Q18'F19'<br>ND17 | 20·7 | 10·9<br>BK7½" | Ymuiden<br>Dutch<br>*3BHCem* | T.3Cy.10",$17\frac{1}{2}$"&30"–21" (*s*)<br>180lb 55NHP<br>1SB,*2pf*,GS28,HS990<br>N.E.MarineEng.Co.Ld.Sld | 11 , |
| 20251 | **Julianapark** SteelSc<br>*Elec.light* *1Dk* | 946<br>789<br>518 | | | | | 1920 | Bremer Vulkan<br>Vegesack | Scheepv.-en TransportMij "Atlantica" | 237·7<br>P12'B&F217' | 34·2 | 11·9 | Rotterdam<br>Dutch<br>*WB* | T.3Cy.$16\frac{3}{16}$",$26\frac{3}{4}$"&$44\frac{1}{16}$"–$29\frac{1}{2}$"<br>106NHP<br>BremerVulkan,Vegesack | |
| 20252 | **Julie Streiff** IronScK<br>*ss*Ymu.2ndNo.3-9,19<br>(*ex*Sölöven,*ex*Lucania) *1Dk* | 149<br>143<br>52 | ✠100A1<br>*StmTrawler*<br>4,22 ~~4,20~~ ✠LMC9,19<br>✠NB1,15 ~~BS1,20~~ 4,22 | Ams<br>Ymu | | ~~N5,20~~<br>12,21 | 1894<br>11mo<br>*Lloyd* | Edwards Bros.<br>NorthShields<br>*'sA&CP* | N.V.Vissch.Maats "JulieStreiff" (N.V.Expl Mij."De Marezaten") | 101·0<br>Q17'F19'<br>DF&S06 | 20·5 | 10·8<br>BK7½" | Ymuiden<br>Dutch<br>*3BHCem* | T.3Cy.$10\frac{3}{4}$",17"&30"–21" (*s*)<br>160lb 47NHP<br>1SB,*2pf*,GS28,HS800<br>N.E.MarineEng.Co.Ld.Sld | 11 , |
| 20253<br>123246 | **Juliet** SteelScK<br>*ss*Gms.No.3-4,20<br>*1Dk* | 173<br>166<br>68 | ✠100A1<br>*StmTrawler*<br>9,21 ~~4,20~~ BS9,21<br>~~BS4,20~~ ✠LMC3,19 | Gms | | CL<br>~~3,19~~<br>9,21 | 1906<br>4mo<br>*Lloyd* | Cook, Welt'n&Gemmell<br>Beverley<br>*'sA&CP* | DobsonSteam FishingCo.Ld. (C.Dobson, *Mgr.*) | 108·5 | 21·6 | 11·5<br>BK8"<br>*WB=* | Grimsby<br>British<br>*4BHCem*<br>*DTf*13'30*t* | T.3Cy.10",$16\frac{1}{4}$"&27"–24" (*s*)<br>200lb 45RHP<br>1SB,*2pf*,GS25,HS750<br>Amos&Smith,Hull | 12 , |
| 20254<br>MSLD | **Juliette** WoodAuxScSr<br>(*Lighter*) *OilEng.*<br>*1Dk*<br>(*See Sailing Ship Register*) | 119<br>102<br>90 | | | | | 1861 | ................<br>Boulogne | Skibs.A/S Juliette (Fr.O.Sælen) | 82·4<br>H9*t* | 21·5 | 11·0 | Bergen<br>Norwegian | Oil Engine | |
| 20255<br>96294<br>LOMD | **Juliston** SteelScSr<br>*ss*Gls.2ndNo.3-7,14<br>(*ex*Edenmore) *ss*Trn.No.1-19<br>*Well deck* *1Dk(Irn)&Webframes*<br>Wireless *FloorsIrn* | 2459<br>1940<br>1564 | ✠100A1<br>~~8,21~~ ~~7,20~~ 3,22<br>✠LMC<br>MS5,19 MBS~~1,21~~<br>3,22 | Trn | *t* | CL<br>~~5,19~~<br>9,21 | 1889<br>4mo | Bartram, Haswell&Co.<br>Sunderland<br>A&CP | ~~JulistonS.S.Co.Ld.~~<br>~~(W.S.Miller&Co.)~~<br>H.Harrison(Shipping)Ld.<br>*WB* | 300·0<br>Q98'B144'F40'<br>*=Cell DB*246'546*t* | 41·2 | 18·9<br>FK | Glasgow<br>British<br>*6BHCem*<br>*APT*34*t* | T.3Cy.$23\frac{13}{16}$",38"&63"–42"(*s*)<br>160lb *100lb* NDB19 268NHP<br>2SB.*6cf*,GS125,HS4180<br>J.Dickinson,Sunderland | 22 ,<br>s 1 ,<br>20 , |
| 20256<br>Wrecked 11,20 | **Julius** SteelTwinSc<br>*Motor*<br>*Elec.light* *1Dk* | 598<br>531<br>333 | | | | | 1920 | Reiherst'g Schiffsw.<br>Hamburg | H.Klinck | 185·8<br>H46' | 24·0 | 15·8 | Kiel<br>German | Motor 4S.C.SA<br>12Cy.$13\frac{3}{4}$"–$13\frac{3}{4}$" 105NHP<br>*Emade*18<br>Vulkan-Werke,Hamburg | |
| 20257<br>NJSK | **Julius Holmblad** SteelScSr<br>*ss*Cpn.No.3-6,11<br>*ss*Shl.No.2-20<br>*Elec.light* *1Dk(Stl)&deepframing*<br>*Cargo battens not fitted* | 1464<br>1269<br>925 | ✠100A1<br>11,21 ~~2,21~~<br>✠LMC<br>MS4,20 ~~BS12,20~~<br>BS11,21 | Cpn | *p* | 4,20 | 1898<br>5mo | W.Hamilton&Co.<br>Pt.Glasgow<br>A&CP | DetDanskeKulkompagni<br>*WB=Cell* | 249·3<br>P9'B50'F25'<br>*DBa*36'*uE*20'*f*138' | 36·0 | 16·7<br>FK | Copnhagn<br>Danish<br>*6BHCem*<br>361*tAPT*57*t* | T.3Cy.18",29"&47"–33" (*s*)<br>165lb *100lb* NDB05 137NHP<br>1SB,*3cf*,GS66,HS2200<br>Blackwood&Gordon,P.Gls | 19 , 1<br>s 2 , 8<br>16 , 8 |
| 20258<br>141837<br>TPSM | **Julius Kessler** SteelSc<br>*Elec.light* *1Dk(Stl)*<br>Sub.Sig. Wireless | 2456<br>2010<br>1472 | ✠100A1<br>5,21 ~~7,20~~<br>✠LMC7,20<br>*CarryingMolasses in bulk*<br>*Fitted for oil fuel* 7,20 | Dul<br>Bkn | *r* | CL<br>*F.P.* | 1920<br>7mo<br>*above* | McDougall-DuluthSBCo<br>Duluth,Minn<br>A&CP<br>150° F. | S.S.JuliusKessler Corp.Ld. | 251·0<br>P25'B64'F22'<br>*CellDB*206'537*t* *FPT*160*t* | 43·7 | 22·2<br>FK | Montreal<br>British<br>*10BH*<br>*APT*82*t* | T.3Cy.19",$32\frac{1}{2}$"&54"–40" (*s*)<br>190lb 262NHP<br>2SB,*4cf*,GS100,HS3828 FD<br>McDougall-DuluthS.B.Co. Dul. | 24 , 3<br>s 3 , 4<br>21 , 2 |
| 20259 | **Julius Ruetgers** SteelSc<br>*Elec.light* *Mchy.Aft* *1Dk*<br>*CarryingPetroleum in bulk* | 854<br>730<br>443 | | | | | 1908 | J.C.TecklenborgA.G<br>Geestemünde | RuetgerswerkeA.G.(Lehnkering& Co.A.-G.*Mgrs.*) | 210·9<br>B44'F21' | 30·3 | 14·3 | Emden<br>German | T.3Cy.13",$21\frac{1}{16}$"&$34\frac{1}{16}$"–$22\frac{11}{16}$"<br>57NHP<br>J.C.TecklenborgA.G.Gst. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Part of B of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20260 | **Julius Zelck** **SteelScSr**<br>(exWangard,exIngo,<br>exElsaMenzell) 1Dk&deepframing<br>Elec.light Sub.Sig. Wireless | 2068<br>1891<br>1263 | | | | | 1903 | Akt.Ges.<br>"Neptun"<br>Rostock | BelgianGovt<br>~~TheShippingController(Mann,~~<br>~~McNeal&Co.Ld~~<br>~~Mgrs.~~ | 291·3<br>P28'B125'F34' | 41·2 | 18·8 | ~~London~~<br>~~British~~<br>Belgian WB | T.3Cy.19$\frac{1}{16}$",35$\frac{3}{8}$"&55$\frac{1}{8}$"-35$\frac{3}{8}$"<br>180NHP<br>A.G."Neptun,"Rostock | | |
| 20261 | **Julnar** **SteelTwinSc**<br>1Dk | 884<br>700<br>665 | | | | | 1909 | G.Rennie<br>&Co.<br>Greenwich | | 210·6 | 36·7 | 6·7 | | T.3Cy.14$\frac{1}{2}$",21"&32"-16"<br>82NHP<br>Yarrow&Co.Ld.Glasgow | | |
| 20262<br>19917<br>NJBG | **Jun Maru** **SteelSc** | 997<br>—<br>670 | | | | | 1917 | Goshi<br>Kaisha<br>HaradaShoko<br>Osaka | **NiigataKisen**<br>**KabushikiKaisha** | 202·0 | 29·1 | 18·6 | **Miyazu**<br>Japanese | | | |
| 20263<br>139324 | **Junco** **SteelScK**<br>ssHul.No.1-21<br>1Dk | 191<br>188<br>72 | ✠100A1<br>StmTrawler<br>6,21 ~~12,17~~<br>✠LMC~~12,17~~<br>6,21 | Goo<br>Hul | | 6,21 | 1917<br>12mo | GooleS.B.<br>&RepgCo.Ld<br>Goole<br>Lloyd'sA&CP | **KelsallBros.&**<br>**Beeching,Ld.**<br>**(JohnSlater,Mgr)** | 110·2<br>BK7$\frac{1}{2}$" | 21·6 | 12·0 | **Hull**<br>British<br>3BHCem<br>DTf21'30t | T.3Cy.12",21"&33"-21" (s)<br>160lb 55RHP<br>1SB,2pf,GS24,HS900<br>Earle'sCo.Ld.Hull | 12″11 | |
| 20264<br>TOPW | **June** **WoodAuxTwinSc3MstSr**<br>ed on Fire 11,21<br>OilEng.<br>1Dk<br>(See Sailing Ship Register.) | 485<br>425<br>356 | | | | | 1916 | St.Helens<br>S.B.Co.<br>StHelens,Or. | **W.B.Grieve** | 159·0<br>P34'F19' | 35·3 | 13·6 | **SJhnsNFL**<br>British | Oil Engines<br>8Cy.10$\frac{1}{2}$"-12$\frac{1}{2}$" 57NHP<br>FairbanksMorseCo.<br>ThreeRivers,Mich. | | R |
| 20265<br>204945<br>LJQB | **Juneau** **SteelScSr**<br>(exBurlington)<br>Elec.light Wireless Mchy.Aft 2Dks | 2382<br>—<br>1805 | | | | | 1908 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | **AlaskaS.S.Co.Inc.** | 244·0<br>WB | 43·2 | 27·0 | **P.Twnsnd**<br>**Wash**<br>Utd.States | Q4Cy.16$\frac{3}{4}$",24",35"&51"-36"<br>156NHP<br>Gt.LakesEng.WksDetroit | | |
| 20266<br>117426<br>TQSC | **Junee** **SteelScSr**<br>ssSyd.No.3-8,19<br>Elec.light 1Dk(Stl)&deepframing&<br>Shelter dk(Stl) | 2251<br>1912<br>1263 | ✠100A1<br>Shelter dk<br>withfreeboard<br>9,21 ~~2,21~~<br>~~BS2,20~~ BS9.21<br>✠LMC8,19 | Syd | t | CL<br>~~6,18~~<br>9,21 | 1907<br>2mo | Mackie&<br>Thomson<br>Glasgow<br>Lloyd'sA&CP W | ~~AdelaideSS Co.Ltd.~~<br>TheAdelaide<br>SteamshipCo.Ld.<br>B=Cell DBa84'u | 301·0<br>FK<br>E20'f132'637tFPT | 42·2 | 18·6 | **Adelaide**<br>British<br>6BHCem<br>83tAPT125t | T.3Cy.22",36"&59"-39" (s)<br>180lb 90lb 276NHP<br>2SB,6cf,GS123,HS4800<br>D.Rowan&Co.Glasgow | 21″0<br>s1″9<br>19″7 | |
| 20267<br>NQDS | **Jungshoved** **SteelScSr**<br>ssCpn.No.3-12,13<br>Wireless Elec.light ssBal.No.1-18<br>(exPhiladelphia,exPennmanor)<br>1Dk(Stl)&Spardk(ptStl ptIrn)<br>&deepframing—lower dk in No.1hold | 3841<br>3634<br>2461 | ✠100A1<br>Spar dk<br>2,21 ✠LMC<br>MS8,18 BS~~7,20~~ 7,21 | Cpn | w | CL<br>6,19 | 1901<br>1mo | J.Blumer<br>&Co.<br>Sunderland<br>A&CP W | **DampskibsSelsk**<br>**Dannebrog (C.K.**<br>**Hansen,Mgr.)**<br>B=Cell DBa108' | 350·0<br>P30'B110'F35'26·7<br>FK<br>uE&B42'f148'928t | 46·5 | 18·8 | **Copnhagn**<br>Danish<br>6BHCem<br>APT82t | T.3Cy.25",42"&68"-48" (s)<br>180lb 80lb 346NHP<br>2SB,8pf,GS152,HS5150<br>J.Dickinson&Sons,Ld.Sld. | 29″6<br>s5″6<br>24″5 | |
| 20268<br>MOGL | **Juni** **SteelScSr**<br>(exBluefields)<br>Elec.light 1Dk | 1002<br>729<br>630 | | | | | 1905 | Bergens<br>Mek.Værks.<br>Bergen | **D/S A/S Juni**<br>(C.Schoubye) | 224·0<br>Q78'B31'F35' | 31·3 | 14·6 | **Chrstiania**<br>Norwegian<br>WB | T.3Cy.19",30"&50"-33"<br>144NHP<br>BergensMekVærksBergen | | N |
| 20269<br>201768 | **Juniata** **SteelScSr**<br>Wireless<br>Elec.light Mchy.Aft 2Dks&Awng dk | 4333<br>—<br>2619 | | | | | 1905 | American<br>S.B.Co.<br>Cleveland | **Gt.LakesTransit**<br>**Corp.** | 346·0 | 45·0 | 28·0 | **Buffalo**<br>Utd.States<br>WB | Q.4Cy.22",31$\frac{1}{2}$",45"&65"-42"<br>274NHP<br>DetroitS.B.Co.Detroit | | |
| 20270<br>77274<br>KNFH | — **SteelScSr**<br>3Dks&Promenade dk<br>Elec.light Sub.Sig. Wireless | 3465<br>—<br>2537 | | | | | 1897 | Harlan&<br>Hollings-worthCo.<br>Wlmgtn,Del. | **Merchnts&Miners**<br>**TransportationCo.** | 310·0<br>len07 | 42·0 | 26·0 | **Baltimore**<br>Utd.States | T.3Cy.28",45"&72"-48"<br>NB07 359NHP<br>Harlan&Hollingswrth Co.,<br>Wilmington,Del. | | |
| 20271<br>142289 | — **SteelTwinScSr**<br>ssSld.No.1-21 OilEng.<br>Elec.light (exSprucol)<br>Mchy.Aft 1Dk(Stl)&Webframes<br>Longitudinal framing | 1137<br>880<br>584 | ✠100A1<br>withfreeboard<br>12,21 ~~2,21~~ LMC~~2,21~~<br>DBS12,21 12.21<br>CarryingPetroleum in bulk | Lon<br>Sld | n | ~~2,21~~<br>11,21 | 1918<br>1mo | ShortBros.<br>Ld.<br>Sunderland<br>Lloyd'sA&CP | **Anglo-American**<br>**OilCo.Ld. (J.**<br>**Hamilton,Mgr.)**<br>Middle line bulkhead not oil-tight<br>CellDBuE34'55t | 210·0<br>P70'F57'<br>FK<br>DTf21'189tFPT35t | 34·8 | 16·6 | **London**<br>British<br>12BHptCem<br>APT71t | OilEngines 2S.C.SA<br>8Cy.16$\frac{9}{16}$"-18$\frac{7}{8}$" 183NHP<br>100lb<br>J&CGBolindersCoLdSkm. | 16″6<br>s4″1<br>13″6 | |
| 20272<br>124088<br>HLNT | **Junin** **SteelScSr**<br>ssLiv.No.3-9,19<br>Wireless 2Dks(Stl)&deep framing<br>Elec.light Sub.Sig. &Shelter dk(Stl) | 4612<br>4134<br>2894 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~9,21~~ ~~2,21~~ 1,22<br>BS4,21 ✠LMC3,20 | Lon<br>~~Liv~~ | y | CL<br>4,21 | 1907<br>9mo | W.Beard-more&Co.Ld.<br>Glasgow<br>Lloyd'sA&CP WB= | **PacificStm.NavCo**<br>Cell DBa102'uE& | 391·5<br>FK&BK2"<br>B63'f167'925tFPT | 50·2 | 25·7 | **Liverpool**<br>British<br>7BHCem<br>69tAPT52t | T.3Cy.25$\frac{1}{2}$",42"&70"-51" (s)<br>190lb 463NHP<br>3SB,12cf,GS220,HS8121<br>W.Beardmore&Co.Ld.Gls. | 28″6<br>s3″8<br>25″4 | |
| 20273<br>HRQK | **Junio** **SteelScSr**<br>Now named "Orio," See No 38803 in Supplement<br>Wireless 1Dk&Spardk3trB | 2182<br>2115<br>1261 | | | ... | | 1888 | W.Dox-ford&Sons<br>Sunderland | **Cia.Nav.**<br>**Baracaldesa** | 275·0<br>23·7<br>FK | 39·5 | 16·7 | **Bilbao**<br>Spanish<br>WB | T.3Cy.21",35"&57"-39"<br>203NHP<br>W.Doxford&Sons,Sld. | 26″0 | V |
| 20274<br>MVQL | **Junior** **WoodTwinSc**<br>OilEng.<br>Mchy.Aft 1Dk | 462<br>368<br>346 | | | | | 1920 | Vikkilens<br>Skibsbyggeri<br>Fjære | **A/S Janna**<br>**(D.Steen,Mgr.)** | 129·0<br>F38tP44t | 30·0 | 14·6 | **Chrstiania**<br>Norwegian | Oil Engines 2S.C. SA<br>4Cy.15$\frac{3}{4}$"-17$\frac{1}{3}$"<br>Lysekils mek.Verk.<br>A/B,Lysekil | | N |
| 20275 | — **SteelSc**<br>(Tug)<br>1Dk | 107<br>94<br>— | | | | | 1909 | Stettiner<br>Oderwerke<br>Stettin | **Pommerscher**<br>**IndustrieVerein**<br>**aufActien** | 88·9<br>H7' | 18·1 | 8·4 | **Lebbin**<br>German<br>WB | T.3Cy.9$\frac{9}{10}$",16$\frac{1}{5}$"&25$\frac{3}{5}$"-13$\frac{4}{5}$"<br>24NHP<br>Stettiner,Oderwerke | | |
| 20276<br>3<br>QBVD | **Juno** **SteelScSr**<br>ssOff.No.3-12,07<br>1Dk(Stl)&Spardk(Stl)3trB<br>Wireless | 4069<br>3564<br>2496 | ✠<br>Spar dk<br>8,09 | Gen | w | | 1901<br>1mo | Flli.<br>Orlando<br>Leghorn | **Nav.Gen.Italiana**<br>WB=Cell<br>DBa76'uE&B44 | 340·9<br>P46'B63'F42' 27·0<br>FK<br>f124'765t DTf28' | 45·1 | 19·9 | **Genoa**<br>Italian<br>6BHCem<br>750tAPT68t | T.3Cy.22$\frac{4}{5}$",37$\frac{2}{5}$"&61$\frac{4}{5}$"-39$\frac{2}{5}$"<br>NB10 260NHP<br>Flli.Orlando,Leghorn | 29″8 | CI |
| 20277<br>TFJD | — **SteelScSr**<br>ssShi.No 2-20 OilEng.<br>~~ssNNs.No.1-16~~<br>Mchy.Aft<br>Elec.light Wireless 1Dk(Stl)&Trunk dk | 2345<br>1662<br>1385 | ✠100A1<br>9,21 7,20<br>CarryingPetroleum in bulk<br>DBS~~7,20~~ ✠LMC~~7,20~~9,21<br>9,21 | Shi<br>Sng | r | CL<br>9,21 | 1912<br>11mo | Nederl.<br>Schps.Maats.<br>Amsterdam<br>Lloyd'sA&CP | **Nederl.Indische**<br>**Tankstoomboot**<br>**Maats.**<br>WB=CellDBa33'36t | 257·6<br>P73'F26'<br>FK | 43·1 | 18·6 | **Batavia**<br>Dutch<br>13BHCem<br>APT65t | Oil Engines 4S.C.SA<br>6Cy.22"-39$\frac{3}{8}$" 228NHP<br>DB100lb<br>Ned.Fb.v.Wrk&SpoorAms | 19″10<br>s1″11$\frac{1}{2}$<br>18″1 | |
| 20278<br>PHOB | — **SteelSc4TwinMasts**<br>Elec.light 2Dks | 1753<br>1577<br>1079 | | | | | 1908 | Wrf.voorh.<br>Rijkee&Co.<br>Rotterdam | **Konink.Nederl.**<br>**Stoomb.Maats.** | 276·5<br>P&B162'F36' | 39·2 | 18·8 | **Amstrdam**<br>Dutch<br>WB | T.3Cy.21",32$\frac{1}{2}$"&55"-35$\frac{1}{2}$"<br>360NHP<br>NedFb.v.Wrk&Spoor,Ams | | V |
| 20279<br>SQTP | — **SteelScSr**<br>ssHfs.No.3-12,19<br>Elec.light 1Dk(Stl)&deepframing | 1181<br>985<br>675 | ✠100A1<br>6,21 ~~12,19~~<br>BS5,21 ✠LMC12,19 | Hfs | n | ~~12,19~~<br>N6,21 | 1906<br>3mo | Laxevaags<br>Msk.&Jrnskb<br>Bergen<br>Lloyd'sA&CP | **FinskaÅngfAktieb**<br>WB=Cell<br>DBa63'f119'285t | 226·4<br>P19'B61'F25'<br>FK<br>FPT40tAPT51t | 33·5 | 15·9 | **Helsingfrs**<br>Finnish<br>4BHptCem<br>ptAsp | T.3Cy.16",25$\frac{1}{2}$"&43"-30" (s)<br>175lb 80lb 114NHP<br>1SB,3pf,GS55,HS1824<br>LaxevaagsMsk.&Jrns.Bgn | 16″10<br>s2″1$\frac{1}{2}$<br>15″0 | |
| 20280<br>23<br>HTDK | — **IronScSr**<br>6thSurvey,Got.11,08<br>(exLurline) 3rdSurvey,Skm.11,19<br>Welldeck 1Dk(ptStl)2trB<br>Now named "Bellweiler," See No. 36465 in Supplement | 1043<br>812<br>629 | ✠ A1,1<br>8,20<br>✠NB7,97 LMC<br>MS11,19 BS8,20 | Got | Lv | 10,19 | 1871<br>9mo | Readhead,<br>Softley&Co.<br>S.Shields | **RedriaktbCordelia**<br>**(G.E.Sandström,**<br>**Mgr.)** | 225·0<br>Q94'B45'H29tF29'<br>ptND04 BK8"<br>WB=DBa&f | 30·3 | 17·2 | **Gothenbrg**<br>Swedish<br>3BH1PBH<br>Cem | C.2Cy.22$\frac{3}{4}$"&48$\frac{1}{3}$"-33" (s)<br>100lb NDB04 111NHP<br>1SB,3cf,GS56,HS1730<br>Readhead,Softley&C.S.Shl | 18″6<br>s1″10$\frac{1}{2}$<br>17″6 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20281<br>113557<br>RQJV | **Juno** | SteelScSr<br>1*Dk* | 905<br>768<br>390 | | | | | 1900 | Earle'sCo. Ld.<br>Hull | Wilsons&North-EasternRy.Shppg. Co.Ld. | 235·0<br>P146'F25' | 32·0 | 15·0 | Hull<br>British<br>*WB* | T.3Cy.18",30"&50"–33"<br>144NHP<br>Earle'sCo.Ld.Hull |
| 20282<br>108746 | — | SteelPadSr<br>2*Dks* | 592<br>437<br>229 | | | | | 1898 | Clydebank E.&SB.Co.Ld<br>Clydebank | Glasgow&South WesternRlwy.Co. | 245·0<br>Q20'<br>*Promenade dk*232' | 29·1 | 9·7 | Glasgow<br>British | C.2Cy.33"&71"–60"<br>Clydebank 325NHP<br>E&SBCoLd.Clydebank |
| 20283 | — | SteelScSr<br>1*Dk*2*trB* | 558<br>434<br>327 | | | | | 1902 | Akt.Ges. Weser<br>Bremen | Dampfschiffahrts Ges.Neptun | 179·8<br>Q56'B41'F22' | 26·1 | 11·8 | Bremen<br>German | T3Cy12 3/16",19 11/16"&31½"–21¼"<br>46NHP<br>A.G.Weser,Bremen |
| 20284<br>1840<br>HNMF | — | Iron&SteelScSp<br>1*Dk&Shelterdk* | 266<br>114<br>178 | | | | | 1874 | MotalaCo.<br>Motala | Ångf.Aktieb.Göta Kanal (A. Jonsson,jr.*Mgr.*) | 97·3<br>H39*t* | 22·1 | 9·3<br>15·9 | Gothenbrg<br>Swedish | C.2Cy.17"&35"–22"<br>NB93 48NHP<br>MotalaCo.Motala |
| 20285<br>117416<br>VLSM | — | SteelScSr<br>1*Dk* | 241<br>155<br>102 | | | ... | | 1903 | G.Brown & Co.<br>Greenock | CoastSteamships, Ld. | 129·9<br>P&*Prom.dk*76'<br>FK&BK7½" | 23·1 | 8·5 | P.Adelaide<br>British<br>*WB* | C.2Cy.17½"&36"–24"<br>84RHP<br>Muir&Houston,Ld.Gls. |
| 20286<br>OKNS | **Junon** | SteelSeSr<br>2*Dks*(*Stl*) | 2482<br>2149<br>1567 | ✠100A1<br>7,21 ~~12,18~~<br>✠LMC12,18 | Nwc | *s* | CL<br>3,19 | 1918<br>2mo | Jos.T.Eltringham & Co.Ld.WillingtonQuay<br>*Lloyd's A&CP* | Soc.Les"Affréteurs Réunis" (Jean Stern)<br>*CellDB* | 290·5<br>P24'B90'F31'<br>FK<br>*a*83'*uE*18'*f*128'600*t* | 43·9 | 20·8 | Rouen<br>French<br>5*BHCem*<br>*APT*39*t* | T.3Cy.21",34½"&57"–39" (*s*)<br>180lb *100lb* 232NHP<br>2SB,8*cf*,GS110,HS3750<br>Jos.T.Eltringham&Co.Ld. |
| 20287<br>98<br>PBJF | **Junten Maru**<br>(*ex*MiyazuMaruNo.2, *ex*HiugaMaruNo.1) | WoodScSr<br>2*Dks* | 105<br>—<br>61 | | | | | 1898 | T.Noguchi<br>Osaka | ChosenYusen KabushikiKaisha | 90·5 | 15·1 | 10·9 | Jinsen<br>Japanese | C.2Cy.11"&21½"–14"<br>14NHP |
| 20288<br>22495<br>ROHK | **Juntsu Maru** | WoodSc | 197<br>—<br>115 | | | | | 1918 | ................ | NishinoTooru | 124·5 | 20·0 | 12·5 | Ominato<br>Japanese | |
| 20289<br>HRQL | **Jupiter**<br>Wireless | SteelScSr<br>*ss*Bbo.No.3-9,13<br>*ss*Bbo.No.1-19<br>2*Dks*(*Stl*)&*deepframing* | *4896*<br>*4516*<br>*3217* | ✠100A1<br>12,20<br>MBS11,20 ✠LMC11,19 | Cff | *y* | CL<br>11,19 | 1900<br>8mo | Russell& Co.<br>Pt.Glasgow<br>A&CP | Cia.Anon.Marit. Union(JM.Garteiz *Mgr.*) *WB=Cell DBa*131'*uE&B*42' | 389·2<br>P31'B112'F40'<br>FK<br>*f*167'1244*t DTa*31' | 52·1 | 27·1 | Bilbao<br>Spanish<br>7*BHCem*<br>800*t APT*56*t* | T.3Cy.27",43"&72"–48" (*s*)<br>184lb *120lb* NDB19 403NHP<br>2SB,6*cf*,GS122,HS5121 FD<br>Rankin&Blackmore,Grk. |
| 20290<br>7<br>HBDS | —<br>*Elec.light* | SteelScSr<br>*ss*Nwc.No.3-4,12<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*deep framing* | 3976<br>3197<br>2438 | ✠100A1<br>*Spar dk*<br>4,14<br>Examined10,19<br>MBS6,20 ✠LMC10,19 | Oda | *w* | 10,19 | 1900<br>7mo | Howaldtswerke<br>Kiel<br>A&CP | RussianStm.Nav. &TradingCo.<br>*WB=CellDBa*102'*uE&* | 350·0<br>P31'B150'F46' 25·9<br>FK<br>*B*66'*f*128'670*t FPT* | 47·0 | 17·9 | Odessa<br>Russian<br>6*BHCem*<br>28*t APT*19*t* | T3Cy.27½",44½"&72 9/16"–47¼"<br>168lb *125lb* (*s*) 443NHP<br>3SB,9*cf*,GS155,HS6039 FD<br>Howaldtswerke,Kiel |
| 20291<br>77458 | —<br>*Mchy.Aft* *Elec.light* | SteelScSr<br>1*Dk*2*trB* | 3719<br>—<br>2769 | | | | | 1901 | American S.B.Co.<br>Lorain,O. | InterlakeS.S.Co. (Pickands,Mather &Co.,*Mgrs.*) | 346·0 | 48·0 | 28·0 | Fairport<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"–42"<br>218NHP<br>AmericanS.B.CoCleveland |
| 20292<br>OKNV | —<br>(*ex*Sobo)<br>*Elec.light* Wireless | SteelSc<br>*ss*Liv.No.3-12,11<br>*ss*Liv.No.2-20<br>1*Dk*(*ptStl*)&*Spar dk*(*Stl*–ws)<br>&*deep framing* | 3673<br>2751<br>2264 | ✠100A1<br>*Spar dk*<br>2,22 ~~6,20~~ ✠LMC6,20<br>BS9,21 | Liv<br>Msl | *v* | CL<br>6,20 | 1899<br>1mo | Barclay, Curle&Co.Ld<br>Glasgow<br>A&CP | Soc.les Affréteurs Reunis(Jean Stern)<br>*Cell DB a*76'*u* | 345·0<br>P&B226'F41' 23·2<br>FK<br>*E*24'*f*158'539*t FPT* | 44·0 | 14·3 | Havre<br>~~Rouen~~<br>French<br>6*BHCem*<br>76*t APT*44*t* | T.3Cy.25",41"&67"–48" (*s*)<br>180lb 370NHP<br>3SB,11*cf*,GS212,HS6190<br>Barclay,Curle&Co.Ld.Gls. |
| 20293<br>MSTR | —<br>*Elec.light* Wireless | SteelScSr<br>1*Dk* | 2625<br>1558<br>1030 | | | | | 1915 | LindholmensM.V.<br>Gothenburg | DetBergenske Dampskibsselskab | 305·7<br>P202'F70' | 41·7 | 18·8 | Bergen<br>Norwegian<br>*WB* | T.3Cy.26",42"&69"–42"<br>309NHP<br>LindholmensM.V.Got. |
| 20294 | — | SteelScSr<br>1*Dk&deep framing&*<br>*ptAwng dk* | 2027<br>1374<br>1312 | | | ... | | 1899 | Flensburgr Schiffsb.Ges.<br>Flensburg | | 267·0<br>P16'Q84'<br>*ptAwngdk*168' FK | 38·9 | 16·0 | *WB* | T.3Cy.19",31½"&51"–36"<br>170NHP<br>FlensburgerSchiffsb.Ges. |
| 20295 | — | WoodSc<br>1*Dk* | 693 | | | | | 1921 | Soc.Cons. deNav.Ld.<br>S.Martinho DoPorto | Soc.Constructora de Navios,Ld. | | | | Portuguese | C.2Cy. |
| 20296 | — | SteelScSr<br>1*Dk* | 560<br>436<br>329 | | | | | 1901 | Akt.Ges. "Weser"<br>Bremen | Dampfschifffahrts Ges.Neptun | 179·8<br>Q58'B41'F21' | 26·1 | 11·8 | Bremen<br>German<br>*WB* | T.3Cy.12 3/16",19 11/16"&31½"–21⅝"<br>46NHP<br>A.G."Weser,"Bremen |
| 20297<br>220107<br>LWQB | —<br>*Elec.light* | WoodSc<br>(*Tug*)<br>*Fitted for oil fuel*<br>1*Dk* | 539<br>—<br>366 | | | | | 1920 | James Shewan& Son,Inc.<br>Brooklyn NY | NeptuneLine,Inc. | 154·7 | 30·6 | 16·7 | New York<br>Utd.States | T.3Cy.17"27"&45"–36"<br>J.Shewan&Sons,Inc. Brooklyn,N.Y. |
| 20298 | — | SteelTwinScCtr<br>(*SandPumpHopperDredger*)<br>1*Dk* | 537<br>467<br>162 | | | | | 1892 | W.Simons &Co.<br>Renfrew | Government of NewSouthWales | 160·2<br>Q66'F41' | 32·1 | 11·2 | SydnyNSW<br>British | T.6Cy.11½",18½"&30"–24"<br>88NHP<br>W.Simons&Co.Renfrew |
| 20299<br>106005 | — | SteelPad<br>1*Dk* | 394<br>359<br>145 | | | | | 1896 | J.&G. Thomson,Ld.<br>Clydebank | Glasgow&South WesternRlwy.Co. | 230·0<br>H14*t*F22*t* | 28·1 | 9·0 | Glasgow<br>British | C.2Cy.30½"&65"–60"<br>273NHP<br>J&GThomsonLdClydebnk |
| 20300<br>6024<br>KOBR | —<br>(*See Sailing Ship Register*) | SteelAuxScSr<br>*OilEng.*<br>1*Dk* | 355<br>297<br>276 | | | | | 1917 | J.Th.Wilmink&Co.,<br>Groningen | ÅngfartygsAktieb Frigga(C.Abrahamsen,*Mgr.*) | 132·9<br>P29'Q39'H36*t*F21' | 26·4 | 11·2 | Stockholm<br>Swedish | Oil Engines<br>2Cy.15 13/16"–17 13/16" 37NHP<br>KromhoutMotoren-fabriek,Amsterdam |
| 20301<br>OKNW | —<br>Wireless | SteelScK<br>*ss*Bdx.No.3-3,19<br>1*Dk* | 260<br>230<br>91 | ✠100A1<br>*StmTrawler*<br>~~3,21 5,20~~ 4,22<br>~~BS5,19~~ ✠LMC5,19<br>~~BS6,21~~ 4,22 | Hav | | CL<br>~~3,19~~<br>~~6,21~~<br>4,22 | 1907<br>2mo | Scott& Sons<br>Bowling<br>*Lloyd's A&CP* | ~~L.Doro~~ Soc.Havraise de Peche | 130·0<br>Q70'F24'<br>BK7'<br>*WB=* | 22·6 | 11·5 | Havre<br>French<br>3*BHCem*<br>*DBf*8'8*t* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 83NHP<br>1SB,3*pf*,GS51,HS1499<br>W.V.V.Lidgerwood,Gls. |
| 20302 | —<br>(*ex*RioGuadiana, *ex*Chire,*ex*Hebden)<br>*Elec.light* | SteelScK<br>*ss*Lis.No.1-13<br>1*Dk* | *256*<br>*224*<br>*97* | ✠<br>*StmTrawler*<br>11,15 ✠ | Lis | | | 1908<br>11mo | J.Duthie TorryS.B.Co.<br>Aberdeen | Cia.Portugueza de Pesca | 126·2<br>Q70'F20'<br>BK7½"<br>*WB=* | 2·6 | 12·0 | Lisbon<br>Portuguese<br>3*BHCem*<br>*FPT*14*t* | T3Cy.12½",21"&35"–25"<br>73NHP<br>1SB,3*pf*,GS43,HS1284<br>W.V.V.Lidgerwood,Gls. |
| 20303<br>5677<br>JVFB | —<br>*Mchy.Aft* | CompScSr<br>1*Dk* | 205<br>173<br>124 | | | | | 1914 | S.Groth<br>Sjötorp | Ångf.Aktieb.John (A.Svensson,*Mgr*) | 107·0 | 23·5 | 10·0 | Gothenbrg<br>Swedish | C.2Cy.9½"&21"–13½"<br>13NHP<br>LundbyM.V.Aktieb.Got. |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20304 | **Jupiter** SteelScLr<br>1*Dk* | 176<br>172<br>90 | | | | | 1901 | M.van der Kuijl<br>Slikkerveer | L.J.vanGelderen | 109·0 | 22·2 | 11·2 | Vlaardngn<br>Dutch<br>*WB* | T.3Cy.8½",14"&25⅗"–17$\frac{7}{10}$"<br>28NHP<br>Elliott&Garrood,Beccles | | |
| 20305<br>1263 | — SteelPad<br>1*Dk* | 160<br>—<br>73 | | | | | 1893 | Union Works<br>Königsberg | NewAzoff S.N.Co. | 148·0 | 18·6 | 7·0 | Rostoff<br>Russian | C.2Cy.15"&27"–36"<br>36NHP | | |
| 20306<br>4<br>QBVM | — IronScK<br>ssTri.No.3–6,09 (*Tug*)<br>ssTri.No.1–14 1*Dk* | 138<br>134<br>29 | ✠<br>8,20 ✠ | Ven | *b* | | 1896<br>12mo | J.P.Rennoldson&Sns<br>SouthShields | EttoreDallaZonca | 100·4 | 20·2 | 10·6<br>BK7" | Chioggia<br>Italian<br>4*BHCem* | C.2Cy.18"&38"–24"<br>65NHP<br>1SB,*2pf*,GS37,HS1052<br>J.P.Rennoldson&Sons,Shl | 11 ″ 0 | |
| 20307 | — SteelSc<br>(*Tug*)<br>(*ex*Foremost) 1*Dk* | *123*<br>*109*<br>*22* | | | | | 1915 | J.Constant Kievits&Co.<br>LdDordrecht | Empreza deTransporteFluvias&Maritimos | 93·8 | 19·3 | 8·6 | Lisbon<br>Portuguese | T.3Cy.12",18"&30"–16"<br>MachineFabriek,Bolnes | | |
| 20308<br>68184 | — IronPadSp | 102<br>102<br>19 | | | | | 1876 | J.T.Eltringham<br>S.Shields | R.Bell (S.Fisher, *Mgr.*) | 96·1 | 17·9 | 9·2 | Blyth<br>British | L.1Cy.33½"–50"<br>NB89 40RHP<br>Hepple&Co.S.Shields | | |
| 20309 | — SteelSc<br>ssBdx.No.1–20<br>(*ex*Tribesman) 1*Dk*(*Stl*) | *70*<br>*69*<br>— | ✠100A1<br>*For towing purposes*<br>11,21 ~~12,20~~ | Bdx<br>✠LMC6,20<br>BS11,21 | | 6,20 | 1916<br>6mo | Crabtree&Co.Ld.<br>Gt.Yarmouth<br>A&CP | UnionCommercial de Bordeaux<br>Bassens | 72·0 | 18·0 | 8·7<br>BK6" | Bordeaux<br>French<br>4*BHCem* | T.3Cy.10¾",17"&28"–18" (*s*)<br>180lb 48NHP<br>1SB,*2pf*,GS31,HS900<br>Crabtree&Co.Ld.Gt.Ymth | 9 ″ 1 | |
| 20310<br>~~[illegible]~~<br>~~[illegible]~~ | **Jura** SteelScSr<br>ssNwc.No.3–4,20<br>(*ex*IsleofLewis) 1*Dk*(*ptIrn&ptStl*)<br>Wireless 2*trB&deepframing*3*Dk rule*<br>[illegible]med "Omona Maru," See No. 38341 in Supplement | 3067<br>2923<br>1981 | ✠100A1<br>*withfreeboard*<br>6,21 ~~4,20~~ | Nwc<br>Bly<br>✠LMC4,20<br>BS6,21 | *u* | CL<br>4,20 | 1903<br>7mo<br>*Lloyd* | TyneIron S.B.Co.Ld.<br>Newcastle<br>'*sA&CP* | NoguchiKisen KabushikiKaisha<br>*CellDBa* | 323·0<br>P31'B92'F34'<br>100'*uE*24'*f*134'662*t* | 47·0 | 22·5<br>FK | Japanese<br>6*BHCem*<br>*APT*81*t* | T.3Cy.24",40"&64"–42" (*r*)<br>160lb ~~*90lb*~~ *60lb* 283NHP<br>2SB,*8rf*,GS135,HS4512<br>N.E.MarineEngCoLd.Nwc | 25 ″ 0<br>s 4 ″ 1½<br>21 ″ 3 | |
| 20311<br>OKPA | — SteelSc<br>(*ex*WarTabard) 1*Dk*(*Stl*)<br>*Elec.light*<br>*Well deck* *Cargo battens not fitted* | 2280<br>1761<br>1298 | ✠100A1<br>7,21 ~~10,19~~ | Brs<br>Cff<br>✠LMC6,18 | *s* | CL<br>7,21 | 1918<br>6mo<br>*Lloyd* | Harland&Wolff,Ld.<br>Belfast<br>'*sA&CP* | Cie.Générale d'Armements Maritimes<br>*CellD* | 285·0<br>P29'Q68'B65'F32'<br>*B*228'572*tFPT*105*t* | 42·0 | 19·0<br>FK | Havre<br>French<br>7*BHptCem*<br>*APT*226*t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 411NHP<br>2SB,*8cf*,GS148,HS5882 FD<br>Harland&Wolff,Ld.Bel. | 21 ″ 2<br>s 2 ″ 3<br>19 ″ 3 | |
| 20312<br>HFPV | **Juraj Subic** SteelScSr<br>ssHav.No.3–10,06<br>(*ex*Drugi,*ex*YachtMargherita)<br>*Elec.light* | 105<br>—<br>66 | ✠<br>*Yacht*<br>10,06 | Hav | | | 1894<br>10mo | R.Duncan&Co.Ld.<br>Pt.Glasgow | Ing.Linardovic | 99·4 | 18·0 | 8·9 | Spalato<br>3*BHCem* | T.3Cy.9",13½"&21"–16"<br>24NHP<br>1SB,*2pf*,GS21,HS464<br>Muir&Houston,Glasgow | | |
| 20313 | **Juratê** SteelSc<br>*Motor*<br>1*Dk* | 139<br>121<br>98 | | | | | 1920 | Frd.Krupp Akt.Ges.<br>Kiel | LietuvosGarlaivin Bendrove | 99·0<br>Q20'H8' | 22·2 | 7·3 | Jurburgas<br>Latvian | Motor 2S.C.<br>2Cy.8¼"–9⅘" 8NHP<br>HanseatMotoren,G.m.b.H.<br>Bergedorf | | |
| 20314<br>724 | **Juri** CompScSr<br>1*Dk* | 187<br>—<br>96 | | | | | 1899 | W.Tichonoff<br>Kherson | S.Sysoyeff | 115·0 | 20·5 | 10·6 | Odessa<br>Russian | C.2Cy.23"&42"–23¼"<br>NB13 71NHP | | |
| 20315 | **Jurua** SteelTwinScSr<br>*Elec.light* 1*Dk&Promenade dk* | *327*<br>*262*<br>*223* | | | | | 1899 | Murdoch&Murray<br>PortGlasgow | A.Cruz&Co. | 140·0<br>F16' | 30·0 | 8·7<br>FK | Manaos<br>Brazilian | T.6Cy.10",16"&26"–18"<br>70NHP<br>J.G.Kincaid&Co.Greenock | 9 ″ 0 | |
| 20316 | **Jurupary** SteelTwinScSr<br>ssPra.No.3–9,09<br>1*Dk*(*Teak*)*&Promenade dk*(*Teak*)<br>*Elec.light* | 310<br>—<br>207 | ✠<br>*For River purposes only*<br>11,12 ✠ | Pra | | | 1899<br>12mo | Murdoch&Murray<br>PortGlasgow | Coutinho&Co. | 145·4<br>F16' | 31·0 | 6·2<br>FK | Para<br>Brazilian<br>5*BHCem* | C.4Cy.12"&24"–18"<br>55NHP<br>1SB,*2pf*,GS39,HS1040<br>Lese,Anderson&Co.Gls. | 6 ″ 6 | |
| 20317<br>OKPE | **Justice** WoodAuxTwinSc5MstSr<br>*Stm.Eng.*<br>*Elec.light* *MchyAft* 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 2138<br>1850<br>1601 | | | | | 1918 | Foundat'n Co.<br>Tacoma,Wsh. | FrenchGovernment | 258·8<br>P118'F30' | 45·2 | 22·3 | Bordeaux<br>French | T.3Cy.10",16½"&26"–24"<br>66NHP<br>HarrisburgFoundry&MachineWorks,Harrisburg | | V |
| 20318<br>118128<br>HBJW | **Justin** SteelScSr<br>ssBrs.No.3–8,18<br>2*Dks*(*Stl*)*&deepframing*<br>*Elec.light* *&Shelter dk*(*Stl*)<br>Wireless | 3809<br>3301<br>2424 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,21 ~~5,20~~ 12,21<br>~~BS5,21~~<br>*Carrying oil fuel F.P. above 150°F. in DB, DT& APT* | NYk<br>Liv<br>12,21<br>✠LMC~~3,16~~ | *x* | CL<br>~~5,20~~<br>12,21 | 1904<br>9mo | Barclay,Curle&Co.Ld<br>Glasgow *W*<br>A&CP | BoothS.S.Co.Ld.<br>*B*=*CellDBa*110'*uE*22'*f*132'698*t* | 355·0<br>*DTa* 32' 630*t FPT* | 48·7 | 24·0<br>FK | Liverpool<br>British<br>6*BHCem*<br>82*tAPT*37*t* | T.3Cy.25",41"&68"–48" (*r*)<br>180lb ~~*90lb*~~ 400NHP<br>2SB,*6cf*,GS129,HS5514 FD<br>Barclay,Curle&Co.Ld.Gls.<br>*100lb*NDB21 | 26 ″ 6<br>s 2 ″ 11<br>24 ″ 0 | |
| 20319<br>214026<br>LFWK | — SteelScSr<br>ssCff.No.3–10,97<br>*Elec.light* *Well deck* 1*Dk*<br>*Fitted for oil fuel* | 2321<br>—<br>1779 | ✠<br>10,97 | Cff | | | 1891<br>2mo | R.Dixon&Co.<br>Middlesbro' | GarlandS.S.Corp. | 277·0 | 39·0 | 19·9<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&57"–39"<br>201NHP<br>Blair&Co.Ld.Stockton | | V |
| 20320 | — SteelSc<br>named "Olympia," See No. 38835 in Supplement<br>(*ex*Mirfak, *ex*Ed.Munch) 1*Dk* | 1360<br>1170<br>790 | | | | | 1918 | NVBoele's Scheepsw.<br>Slikkerveer | Roland-LinieA.G. | 239·6<br>P30'B60'F26' | 36·3 | 16·7 | Bremen<br>German<br>*WB* | T.3Cy.18½",30"&48"–36"<br>138NHP<br>NVBoele'sSheepswBolnes | | V |
| 20321<br>NSOP | **Jutlandia** SteelTwinSc3MstSr<br>*OilEng.*<br>*Elec.light* Wireless 2*Dks&Awng dk* | 4874<br>4239<br>3121 | | | | | 1912 | Barclay,Curle&Co.Ld.<br>Glasgow | A/S DetÖstasiatiskeKompagni | 370·4<br>P25'F34'<br>B(*aft*)25'(*fore*)78' | 53·2 | 27·1 | Copnhagn<br>Danish<br>*WB* | Oil Engines 4S.C.SA<br>16Cy.20⅞"&28¾" 468NHP<br>Barclay,Curle&Co.Ld.Gls. | | C |
| 20322 | **Juustila** IronSc | 109<br>—<br>65 | | | | | 1904 | ................<br>Warkaus | | 85·8 | 21·9 | 6·3 | | | | |
| 20323<br>219951<br>LWKH | **Juvigny** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2310<br>1949<br>1440 | ✠100A1<br>5,20<br>*Fitted for oil fuel* 5,20 *F.P. above* 150° F. | Wyandotte<br>✠LMC5,20 | *r* | CL | 1920<br>5mo<br>A&CP | Detroit S.B.Co.<br>Wyandotte | IndependentS.S.Co.Inc.<br>*CellD* | 251·0<br>P27'B64'F26'<br>*B*204' 531*t FPT*58*t* | 43·6 | 22·2<br>FK | Detroit<br>Utd. States<br>4*BHptCem*<br>*APT*89*t* | T.3Cy.20",33"&54"–40" (*r*)<br>185lb 265NHP<br>2SB,*4cf*,GS88,HS3940 FD<br>DetroitS.B.Co.Detroit. | 24 ″ 2<br>s 3 ″ 4½<br>21 ″ 2 | |
| 20324<br>NGVP | **Jylland** SteelSc<br>(*Icebreaker&Ferry*)<br>*Elec.light* 1*Dk* | 749<br>721<br>299 | | | | | 1894 | Burmeister&Wain<br>Copenhagen | DeDanskeStatsbaner | 180·0 | 36·0 | 17·9 | Korsör<br>Danish<br>*WB* | C.2Cy.30½"&57"–33"<br>156NHP<br>Burmeister&Wain,Cpn. | | |
| 20325<br>MBGJ | — SteelScSr<br>(*ex*Sönderjylland) 1*Dk&Awngdk* | 539<br>265<br>297 | | | | | 1887 | Burmeister&Wain<br>Copenhagen | A/S ChristiansandsDmpskslsk. (BörreRosenkilde, *Mgr.*) | 166·1<br>H22*t* | 23·9 | 17·7 | Xiansand<br>Norwegian<br>*WB* | T.3Cy.14½",23"&36"–24"<br>63NHP<br>Burmeister&Wain,Cpn. | | N |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 3 Nom du Navire. Matériaux. Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres —Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20326<br>215800<br>LJGS | **K. I. Luckenbach** SteelTwinScSr<br>*Elec.light* *2Dks(Stl)&Shelter dk(Stl)*<br>Sub.Sig. Wireless | ~~7822~~ 7882<br>7684<br>~~4951~~<br>5007 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~7,2 10,20~~ ~~10,21~~ BS1,22<br>1,22 ~~BS2,21~~ ✠LMC2,20 | Rot<br>~~NYk~~<br>NNs | *b*† | 10,20 | 1918<br>2mo | Bethlehem S.B.Corp.Ld. Quincey, Mass.<br>A&CP | LuckenbachS.S. Co.Inc. | 446·0 | 56·1 | 27·8<br>FK | NewYork<br>Utd. States<br>*ptCem* | 2 Steam Turbines geared to 2 sc. shafts 1070NHP<br>195lb 4B,HS15520 FD<br>BethlehemS.B.Corp.Ld. Quincey,Mass. | 40<br>10<br>30 |
| | | | | | | | | *CellDB356' 1631t DTa30'165tTopside tanks24'445tFPT220tAPT240t* | *1BHinforward hold dispensed with 6BHonly inE&Bspace* | | | | | | |
| | | | *Water tube boilers Fitted for oil fuel 2,18 F.P. above 150° F.* | | | | | | | | | | | | |
| 20327 | **K. M. Hardy** SteelScSr<br>(*ex*PeterHoffman) *1Dk(Stl)* | 329<br>231<br>153 | ✠100A1<br>*StmTrawler*<br>11,20 3,20<br>✠LMC7,19 | Abn | | CL<br>3,20 | 1919<br>7mo<br>*Lloyd's A&CP* | Lobnitz& Co.Ld. Renfrew | ~~SouthFleetwood FishingCo.Ld.(A. Reid, Mgr.)~~ | 138·8<br>Q70'F20' | 23·7 | 12·9<br>BK7½" | French<br>*4BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 87RHP<br>1SB,*3pf*,GS48,HS1440<br>Lobnitz&Co.Ld.Renfrew | 13 |
| | *Now named "Biganon," See No. 36590 in Supplement* | | | | | | | | | | | | | | |
| 20328 | **K. R. Kingsbury** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *Carrying Petroleum in bulk*<br>*Mchy.Aft* *Longitudinal framing*<br>*2Dks&Shelter dk* | 8700 | | | | | 1921 | Bethlehem S.B.Corp.Ld. Alameda,Cal. | StandardOilCo. | 440·0 | 58·0 | 40·7 | S. Frncisco<br>Utd. States<br>*WB* | Q.4Cy.24",34",51"&74"–54"<br>402NHP<br>BethlehemS.B.Corp.Ld. | |
| 20329 | **Ka Ho** SteelTwinScSr<br>(*ex*TooSui,*ex*Tsintau, *ex*Santelmo) *1Dk&Awng dk* | 1680<br>1521<br>1038 | | | ... | | 1891 | Blackwood &Gordon Pt.Glasgow | Moller&Co. (Shanghai),Ld. | 239·3<br>*ptShade dk38'* | 38·0 | 13·4<br>20·5<br>FK | Shanghai<br>Chinese<br>*WB* | T.6Cy.14",22½"&36"–24"<br>NB16 159NHP<br>Blackwood&Gordon,P.Gls | 21 |
| 20330<br>9142<br>JSGF | **Kabafuto Maru** IronScSr<br>*ss*Gen.No.3–10,96<br>(*ex*S.Gottardo) *ss*Gen.No.1–01<br>*Elec.light* *2Dks(Irn)3trB* | 2884<br>2445<br>1784 | ✠<br>5,01<br>✠NB10,96 ✠<br>Emade80fitted84 | Gen | *u* | | 1884<br>5mo | G.Ansaldo &Co. Sampierdrna | YagiKamesaburo | 344·5<br>P40'B22'F46'<br>*WB=CellDB232'* | 38·1 | 24·5<br>BK6' | Tarumi<br>Japanese<br>*6BHCem*<br>390*t* *Tp* | T.3Cy.25",40"&68"–45"<br>NDB92 *refitted*03 294NHP<br>2SB,*6pf*,GS112,HS4171<br>d96D.Torriani&Co.Sprdna | |
| 20331<br>9915<br>JVTC | — WoodScSr<br>*2Dks* | 198<br>176<br>118 | | | | | 1906 | U.Nakamura Osaka | M.Kaneko | 114·9<br>B16' | 17·5 | 12·2 | Otaru<br>Japanese | C.2Cy.13"&27¼"–18"<br>26NHP | |
| 20332<br>125599<br>HLOS | **Kabinga** SteelScSr<br>*ss*Lth.No.3–2,21<br>*Elec.light* *2Dks(Stl)&deepframing*<br>Wireless *&Shelter dk(Stl)* | 4657<br>4430<br>2925 | ✠100A1<br>*Shelter dk withfreeboard*<br>12,21 ~~2,24~~ ✠LMC2,21 | Lth<br>NYk | *z* | CL<br>N2,21 | 1907<br>7mo<br>*Lloyd's A&CP* | Armstrong Whitworth &Co.Ld. Newcastle | Ellerman& BucknallSSCo.Ld. | 400·0 | 52·1 | 27·0<br>FK | London<br>British<br>*6BHCem* | T.3Cy.27",45"&75"–48" (*s*)<br>180lb 477NHP<br>3SB,*9cf*,GS173,HS6492 FD<br>N.E.MarineEng.CoLdNwc | 29<br>4<br>26 |
| | | | | | | | | | *WB=CellDBa123' uE&B63'f154'971tAPT29* | | | | | | |
| 20333<br>114009 | **Kaboung** SteelSc<br>*1Dk* | 151<br>151<br>68 | | | | | 1901 | W.Denny &Bros. Dumbarton | IrrawaddyFlotilla Co.Ld. | 135·5 | 25·0 | 6·6 | Glasgow<br>British | C.2Cy.14"&26"–18"<br>14RHP<br>Denny&Co.Dumbarton | |
| 20334<br>129453 | **Kabul** SteelPad<br>*1Dk* | 283<br>245<br>160 | | | | | 1909 | W.Denny& Bros. Dumbarton | IrrawaddyFlotilla Co.Ld. | 176·3 | 28·1 | 7·1 | Glasgow<br>British | C.2Cy.17¼"&34½"–60"<br>50RHP<br>Denny&Co.Dumbarton | |
| 20335 | **Kadett** SteelSc<br>(*Tug*)<br>*Elec.light* *1Dk* | 226<br>181<br>31 | | | | | 1902 | Schiffsw(v. J.&Sch.)A.G. Hamburg | Requisitioned by thePortuguese Government | 115·5<br>H19'F9' | 22·8 | 11·0 | Portuguese | C.2Cy.15¾"&31½"–19⅝"<br>37NHP<br>Schwft.(vJ.&Sch)AGHam | |
| 20336 | **Kadi-Keuy** SteelTwinScSp<br>*Elec.light* *1Dk* | 697<br>—<br>337 | | | ... | | 1912 | Ch.&Atel. deProvence PortdeBouc | Administr.deNav. àVap.Ottomane | 201·0 | 30·0 | <br>FK | Constanpl<br>Turkish | T.6Cy.13",20½"&33"–21⅝"<br>158NHP<br>Ch.&Atel.deProvence Msl. | 11 |
| 20337<br>161082<br>KMQV | **Kadiak** WoodScSr | 114<br>106<br>58 | | | | | 1896 | Hay& Wright Alameda,Cal. | AlaskaPackers Association | 106·0 | 22·5 | 9·7 | S.Frncisco<br>Utd.States | | |
| 20338<br>108188<br>PSMG | **Kadina** SteelScSr<br>*1Dk2trB* | ~~2709~~ 2723<br>2513<br>~~1707~~ 1673 | | | ... | | 1897 | W.Dobson &Co. Newcastle | ~~AdelaideS.S.Co.Ld~~<br>TheAdelaide SteamshipCo Ld | 325·5<br>P33'B&F262' | 45·1 | 21·0<br>FK | Adelaide<br>British<br>*WB* | T.3Cy.23",38"&61"–42"<br>251NHP<br>WllsndSlpwyCo.,Ld.,Nwc | 22 |
| 20339<br>128029<br>HQPD | **Kaduna** SteelScSr<br>*Elec.light* *Ref.Mchy.* *2Dks&Shelter dk*<br>Wireless *Cantilever framed,topside tanks* | 4454<br>4126<br>2308 | | | | | 1910 | SirRaylton Dixon&CoLd Middlesbro' | ImperialDirect LineLd. (Elder, Dempster&Co.Ld. *Mgrs.*) | 360·1 | 52·0 | 34·9 | Liverpool<br>British<br>*WB* | T.3Cy.26",42"&70"–48"<br>339NHP<br>Richardsons,Westgarth& Co.Ld.Mdb. | |
| 20340<br>141637 | **Kaduskak** WoodAuxScSr<br>*OilEng.*<br>*1Dk*<br>(*See Sailing Ship Register*) | 196<br>178<br>109 | | | | | 1920 | Southern SalvageCoLd Liverpool,NS | SouthernSalvage Co.Ld. | 125·8 | 27·6 | 11·0 | LaHaveNS<br>British | Oil Engine<br>4Cy.10½"–12½" 29NHP<br>FairbanksMorseCo.Ld. ThreeRivers,Mich. | |
| 20341 | **Kæthe** SteelSc<br>(*ex*HansHenning)<br>*Elec.light* *1Dk* | 1046<br>834<br>642 | | | | | 1905 | Nüscke& Co. Stettin | JohnWeiss | 218·1<br>Q81'B51'F26' | 34·7 | 13·9 | Memel<br>*WB* | T.3Cy.15",24"&38"–27"<br>75NHP<br>Schiffsw.Uebigau Dresden | |
| 20342<br>6542<br>JPKN | **Kaga Maru** SteelTwinScSr<br>*ss*Yka.No.3–5,14<br>*ss*Yka.No.2–21<br>*2Dks(Stl–U* teak s)*&deep framing*<br>*Elec.light* Wireless | 5857<br>5270<br>3603 | ✠100A1<br>~~6,21~~ ~~1,21~~ 2,22<br>✠LMC1,21<br>3,22 | Yka | *a*† | CL<br>~~3,20~~<br>P1,21<br>S3,22 | 1901<br>5mo | MitsuBishi Dkyd&EWks Nagasaki<br>A&CP | NipponYusen KabushikiKaisha | 445·3<br>P51'B120'F58' | 49·5 | 30·4<br>FK | Tokio<br>Japanese<br>*7BHCem* | T.6Cy.20 7/16",20 5/16"&56"–48"<br>200lb (*s*) 580NHP<br>2D&2SB*18cf*GS320HS10000<br>MitsuBishiD.&E.Wks.Nag | 33<br>7·11<br>26 |
| | | | | | | | | | *WB=CellDBa143' uE&B53'f200'1178t DTa28'490tFPT100tAPT30t* | | | | | | |
| 20343<br>7933<br>JOHP | — SteelScSr<br>(*ex*MarieJebsen) *2Dks&Webframes* | 2244<br>2102<br>1783 | | | | | 1894 | Howaldtswerke Kiel | SanyuKisen KabushikiKaisha | 293·4<br>B40'F32' | 39·4 | 21·6<br>*WB* | Nishinomiya<br>Japanese | T.3Cy.21",31½"&51¼"–35½"<br>156NHP<br>Howaldtswerke,Kiel | |
| 20344<br>9349<br>JSRC | **Kagawa Maru** IronScSr<br>*ss*Lon.No.1–85<br>(*ex*Kangra) *2Dks(UIrn–ws)3Dk rule* | 2058<br>1904<br>1494 | ✠<br>2,86<br>✠ | Lon | *s* | | 1880<br>12mo | W.Denny &Bros. Dumbarton | TanakaKozan KabushikiKaisha<br>*WB* | 284·7<br>P14'B32'F37'<br>*=CellDB244'383t* | 35·2 | 23·8 | Shinagawa<br>Japanese<br>*5BHCem* | C.2Cy.34"&60"–42"<br>NDB92 194NHP<br>Denny&Co.Dumbarton | 26 |
| 20345<br>OKRV | **Kagera** SteelSc<br>*Elec.light* *2Dks* | 5617<br>5126<br>3491 | | | | | 1915 | Bremer Vulkan Vegesack | FrenchGovernment | 420·2<br>P&B333'F58' | 56·2 | 28·3 | French | Q.4Cy.24",34 7/16",50⅜&72⅜–53½<br>386NHP<br>BremerVulkan,Bremen | |
| | *Now named "Indiana," See No. 37900 in Supplement* | | | | | | | | | | | | | | |
| 20346<br>MNTH | **Kaggefos** SteelScSr<br>*Elec.light* Wireless *1Dk&Shelter dk* | 2107<br>1889<br>1299 | | | | | 1916 | Nylands Værksted Christiania | Skibs.A/SThor. ThoresensLinje (Otto&Thor Thoresen,Akties, *Mgrs.*) | 304·2<br>P25'B&F272' | 44·6 | 18·3 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.21½",34½"&60"–39"<br>225NHP<br>NylandsVærksted,Xania | |
| | *Now named "Fördefjord," See No. 37399 in Supplement* | | | | | | | | | | | | | | |

| 1 | 2 / 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired, Equipment Letter. | Date when tail shaft last seen. | Built.<br>When.<br>Ship.<br>Engines | By Whom.<br>Where. | Owners. | Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
| 20347<br>10366<br>LBRN | **Kagi Maru** **SteelScSr**<br>*Elec.light* Wireless 2*Dks* | 2347<br>1956<br>1369 | | | | | 1907 | Kawasaki<br>DockydCoLd<br>Kobe | OsakaShosen<br>KabushikiKaisha | 305·9\|39·7\|21·6<br>P38'B111'F41' | Osaka<br>Japanese<br>*WB* | T.3Cy.23″,38″&63″–39″<br>248NHP<br>Kawasaki DockyardCo.Ld. | | |
| 20348<br>86723 | **Kah-Byoo** **SteelPad** | 279<br>279<br>226 | | | | | 1882 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.Ld. | 170·0\|30·1\| 7·1 | Glasgow<br>British | C.H.2Cy.24″&42″–72″<br>75RHP<br>Denny&Co.,Dumbarton | | |
| 20349<br>113133<br>TPMF | **Kahika** **SteelScSr**<br>*ss*Syd.No.2–12<br>(*ex*Ennerdale) 1*Dk*(*Stl*)*&deep framing*<br>*Elec.light Well deck* | 1172<br>859<br>528 | ✠<br>4,14<br>✠ | Wln | *n* | · | 1902<br>5mo | AilsaS.B.<br>Co.Ld.<br>Troon | UnionS.S.Co.of<br>NewZealand,Ld.<br>*WB=CellDBa*59' | 230·3\|33·7\|16·1<br>Q78'B51'F26'<br>FK<br>*uE*17'*f*92'229*tFPT* | Wellingtn<br>British<br>4*BHCem*<br>48*tAPT*36*t* | T.3Cy.17″,28″&45″–33″<br>98RHP<br>1SB,3*cf*,GS59,HS2040<br>Muir&Houston,Ld.Gls. | 17″0 | |
| 20350<br>37116<br>SONM | **Kahu** **Steel&IronScSr**<br>1*Dk* | 179<br>138<br>82 | | | | | 1886 | H.S.Ed-<br>wards&Sons<br>Newcastle | Sanford,Ld. | 115·0\|19·1\| 8·8<br>Q42' B20' F17' | Napier<br>British | C.2Cy.17″&32″–24″<br>40RHP<br>N.E.MarineEng.Co.,Nwc. | | |
| 20351<br>~~[illegible]~~ | **Kai Hwen** **SteelTwinSc**<br>*ParaffinMotors*<br>(*Barge*) 1*Dk* | 239<br>220<br>148 | | | | | 1911 | Kiangnan<br>Dock&Eng.<br>Wks.<br>Shanghai | ~~AsiaticPetroleum~~<br>~~Co.(N.China)Ld.~~ | 150·0\|27·0\| 6·4 | ~~Shanghai~~<br>~~British~~<br>French | 2ParaffinMotors<br>69NHP<br>L.Gardiner&Sons,Mch. | | |
| 20352 | **Kai-Ling** **SteelTwinSc**<br>(*Icebreaker*)<br>*Elec.light* 1*Dk* | 141<br>104<br>48 | | | ... | | 1913 | Kiangnan<br>Dk.&Eng.Co<br>Shanghai | Hai-hoConser-<br>vancy | 85·0\|20·0\| 8·5<br>F15'<br>FK | Tientsin<br>Chinese | C.4Cy.12″&25″–15″<br>69NHP<br>KiangnanDock&Eng.Co. | 8″11 | |
| 20353 | **Kai Pan** **SteelTwinScSr**<br>1*Dk* | *270*<br>*226*<br>*110* | ✠<br>3,88<br>✠ | Nwc | *e* | | 1888<br>3mo | Armstrong<br>Mitchell&Co.<br>LdNewcastle | TheAdmiralty | 135·0\|23·1\|11·4<br>P18' B16' F26'<br>FK | British<br>5*BHCem* | T.6Cy.12″,19½″&32″–20″<br>92NHP<br>WllsndSlpwyCo.Ld.Nwc. | 12″0 | |
| 20354<br>23864<br>RFWD | **Kaian Maru** **SteelScSr**<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5732<br>4826<br>3583 | ✠100A1<br>5,21 ~~3,20~~<br>✠LMC ~~3,20~~ 5,21 | Kob | *z* | 5,21 | 1919<br>3mo | Mitsubishi<br>ZosenKaisha.<br>Ld. Nagasaki<br>A&CP | KatsudaKisen<br>KabushikiKaisha<br>*CellDB*350'1075*t* | 400·0\|54·5\|30·0<br>P39'B121'F40'<br>FK<br>*FPT*129*tAPT*87*t* | Kobe<br>Japanese<br>6*BHCem* | T.3Cy.~~26¼″,44½″~~ 27⅝″,46⅜″&75″–48″(*s*)<br>200lb 490NHP<br>3SB,9*cf*,GS163,HS6499 FD<br>MitsubishiZosenKaishaLd | 30″0<br>s 5″8½<br>24″8 | |
| 20355<br>117592<br>WPHK | **Kaiapoi** **SteelScSr**<br>*ss*Syd.No.1–11<br>*Elec.light* 1*Dk*(*Stl*)*&Web frames*<br>Wireless | 2003<br>1754<br>1247 | ✠<br>1,14<br>✠ | Auk | *r* | | 1906<br>10mo | Osbourne,<br>Graham&Co.<br>Sunderland | UnionS.S.Co.of<br>NewZealand,Ld.<br>*WB=Cell* | 279·2\|40·1\|18·1<br>P25'B64'F28'<br>FK<br>*DBa&uE*110'*f*110' | Dunedin<br>British<br>4*BHCem*<br>458*tAPT*29*t* | T.3Cy.20½″,33″&54″–39″<br>194NHP<br>2SB,6*pf*,GS86,HS2940<br>N.E.MarineEng.Co.Ld.Sld | 20″6 | |
| 20356<br>21729<br>NQRL | **Kaicho Maru** **WoodSc** | 774<br>—<br>454 | | | | | 1917 | ............... | MitsuiBussan<br>KabushikiKaisha | 192·4\|29·5\|16·2 | Kobe<br>Japanese | | | |
| 20357<br>95430<br>KSNB | **Kaifong** **SteelTwinScSr** | 1622<br>1471<br>987 | | | | | 1888 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 256·3\|36·3\|21·6<br>B56' F29' | London<br>British | T.6Cy.14″,23″&37″–30″<br>150NHP<br>Scott&Co.,Greenock | | |
| 20358<br>19783<br>NFMT | **Kaifuku Maru** **SteelSc**<br>*ss*Kob.No.1–20<br>*Elec.light* 2*Dks*(*Stl*)*&Web frames*<br>Wireless *Longitudinal framing* | 3181<br>2757<br>~~1974~~<br>1969 | ✠100A1<br>1,22 ~~12,20~~<br>✠LMC ~~12,20~~ 1,22 | Kob | *t* | CL<br>12,20 | 1917<br>4mo | OsakaIron<br>Works,Ld.<br>Innoshima<br>*Lloyd'sA&CP* | KatsudaKisen<br>KabushikiKaisha<br>*CellDB*255'474*t DT* | 305·0\|47·3\|27·2<br>P19'B82'F32'<br>FK<br>*a*25' 534*t FPT* 112*t* | Kobe<br>Japanese<br>5*BHCem*<br>*APT*20*t* | T.3Cy.22″,37″&61″–42″ (*s*)<br>180lb 288NHP<br>2SB,6*cf*,GS90,HS3824 FD<br>OsakaIronWorksLdOsaka | 27″3<br>s 4″4½<br>23″2 | |
| 20359<br>21367<br>NPFK | **Kaigen Maru** **SteelSc**<br>Wireless | 298<br>—<br>148 | | | | | 1902 | ............... | MitsuiBussan<br>KabushikiKaisha | 140·5\|24·5\|11·7 | Kobe<br>Japanese | | | |
| 20360<br>9733<br>JTWH | **Kaihei Maru** **WoodScSp**<br>2*Dks* | 151<br>—<br>90 | | | | | 1905 | T.Maye<br>Kawa<br>Osaka | FunkawanKisen<br>KabushikiKaisha | 105·0\|15·6\|12·4<br>B19' | Kamaishi<br>Japanese | T.3Cy.8¼″,13″&15″–14″<br>8NHP | | |
| 20361<br>20741<br>NKLT | **Kaiho Maru** **WoodSc** | 508<br>—<br>345 | | | | | 1918 | ............... | TaniTokutaro | 157·6\|25·9\|16·0 | Nishino-<br>miya<br>Japanese | | | |
| 20362<br>9746<br>JVGF | **Kaijo Maru** **SteelScSr**<br>*Elec.light* 1*Dk&Spar dk* | 2015<br>1656<br>1126 | | | | | 1906 | Kawasaki<br>DockydCoLd<br>Kobe | OsakaShosen<br>KabushikiKaisha | 285·2\|38·0\|20·5<br>P40'B90'F40' | Osaka<br>Japanese<br>*WB* | T.3Cy.21¾″,36″&60″–39″<br>225NHP<br>KawasakiDkydCoLdKobe | 23″1 | |
| 20363<br>21209<br>NRWM | — **SteelScSr**<br>*Elec.light* 1*Dk* | 1518<br>—<br>886 | | | | | 1918 | Yokohama<br>DockCo.Ld.<br>Yokohama | SettsuKisen<br>KabushikiKaisha | 240·0\|33·5\|22·5<br>P24'B46'F30' | Hikata<br>Japanese<br>*WB* | T.3Cy.15½″,25½″&42″–30″<br>97NHP<br>YokohamaDockCo.Ld. | | |
| 20364<br>8684<br>JQSL | — **WoodScSp**<br>2*Dks* | 263<br>—<br>156 | | | | | 1902 | SaraNizo<br>Osaka | HakodateShosen<br>KabushikiKaisha | 128·3\|18·5\|14·2 | Hakodate<br>Japanese | C.2Cy.14¼″&28½″–18″<br>28NHP | | |
| Wrecked 6,21<br>20365<br>[illegible]<br>NSWH | **Kaika Maru** **WoodSc**<br>1*Dk* | 1082<br>925<br>643 | | | | | 1918 | UnoMitsui<br>S.B.Yard<br>Uno | MitsuiBussan<br>KabushikiKaisha | 210·5\|35·0\|18·2 | Kobe<br>Japanese | T.3Cy.13½″,22½″&31½″–28″<br>52NHP<br>Osaka | | |
| 20366<br>13698<br>LPSR | **Kaiko Maru** **IronScSr**<br>(*ex*Holstein)<br>1*Dk&Spar dk*3*trB* | 1568<br>1493<br>948 | | | | | 1882 | G.Howaldt<br>Kiel | KaikoKabushiki<br>Kaisha | 264·5\|31·4\|23·1<br>P11'F35' | Hakodate<br>Japanese<br>*WB* | C.2Cy.27⅞″&51¾″–43¼″<br>144NHP<br>Gebr.Howaldt,Kiel | | |
| 20367<br>24049<br>RGQF | — **WoodSc** | 1095<br>—<br>632 | | | | | 1918 | ............... | MitsuiBussan<br>KabushikiKaisha | 212·5\|35·2\|18·2 | Kobe<br>Japanese | | | |
| 20368<br>20523<br>NJPC | — **WoodSc** | 467<br>—<br>280 | | | | | 1917 | ............... | S.Koizumi | 158·9\|24·2\|17·0 | Hakodate<br>Japanese | | | |
| 20369 | — **SteelSc**<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 235 | | | | | 1921 | Ishikawa-<br>jima<br>S.B.&E.Co.<br>Tokio | | 123·0\|22·2\|12·7 | Japanese | T.3Cy.12″,22″&36″–24″<br>63NHP<br>Ishikawajima,S.B.&E.Co.<br>Tokio | | |
| 20370<br>24727<br>RKMJ | — **WoodAuxScSr** | 136<br>—<br>101 | | | | | 1918 | ............... | OtaniToyokichi | 83·8\|22·1\|10·5 | Iwaya<br>Japanese | | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20371<br>23098<br>RBKW | **Kaikoku Maru** WoodSc | 689<br>—<br>471 | | | | | 1918 | …………… | SatoKuniichi | 175·5\|30·3\|16·4 | Nishitonda<br>Japanese | | |
| 20372<br>142416<br>JSHK | **Kaikorai** SteelSc<br>(exCapeNatal,exWarFoam) 1Dk(Stl)<br>*Elec.light* *Cargo battens not fitted*<br>Wireless | ~~3096~~ 3151<br>2839<br>1860 | ✠100A1<br>~~4,21 11,20~~ 1,22<br>✠LMC6,18 | NYk<br>~~Dun~~ Syd | *u* | CL<br>~~4,20~~<br>4,21 | 1918<br>5mo<br><br>*Lloyd* | W.Gray& Co.Ld.<br>WHartlepool<br>*'sA&CP* | UnionS.S.Co.of NewZealand,Ld.<br>*Cell* | 331·1\|46·7\|23·2<br>P33'B100'F29'<br>FK<br>*DB284'741tFPT71* | London<br>British<br>*7BHptCem*<br>*tAPT130t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 430NH<br>3SB,*9cf*,GS153,HS6336 FD<br>Cen.Mar.Eng.Wrks.WHpl | 25 r<br>4 r<br>21 r |
| 20373<br>114629<br>VFPR | **Kaikoura** SteelTwinSc4MstSr<br>ssLon.No.3–8,19<br>*Ref.Mchy.* *2Dks(Stl)&deep framing*<br>*Elec.light* *&Shelter dk(Stl–ws)*<br>Wireless | 8731<br>6548<br>5631 | ✠100A1<br>*Shelter dk*<br>5,22 ~~8,21~~<br>~~BS6,20~~ BS10,21<br>✠LMC8,19 | Lon<br>Glg | *d*† | CL<br>ss8,20<br>PN6,20 | 1903<br>9mo<br><br>*Lloyd* | J.Brown& Co.Ld.<br>Clydebank<br>*'sA&CP* | NewZealand ShippingCo.Ld.<br>*W* | 460·0\|58·2\|30·9<br>FK<br>*B = Cell DBa 113'* | Plymouth<br>British<br>*7BHCem*<br>*uE& B 63' f* | T.6Cy.25",42"&69"–48" (*r*)<br>180lb 918NH<br>5SB,*15rf*,GS295,HS13560 FD<br>J.Brown&Co.Ld.Clydebnk<br>*225'1418tFPT124tAPT70t* | 42<br>14<br>29 |
| 20374<br>9280<br>JSPK | **Kaikwo Maru** WoodScSr<br>1*Dk* | 161<br>136<br>87 | | | | | 1904 | Ominato S.B.Co.<br>Ominato | K.Matsumori | 104·6\|19·0\|10·2 | Osaka<br>Japanese | T.3Cy.10",15¾"&26½"–17"<br>29NH | |
| 20375<br>24965<br>RLMN | **Kaikyu Maru** SteelTwinScSr<br>*2Dks(Stl)&Shelter dk(Stl)*<br>*Elec.light* Wireless | 8134<br>7732<br>5046 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,21 ~~10,20~~<br>✠LMC ~~10,20~~ 12,21 | Kob | *c* † | CL<br>10,20 | 1919<br>5mo | AsanoS.B. Co.Ld.<br>Tsurumi<br>A&CP | KatsudaKisen KabushikiKaisha<br>*CellDB389'1368* | 445·0\|58·0\|~~32·0~~<br>40·0<br>FK<br>*tFPT84tAPT34t* | Kobe<br>Japanese<br>*Cem*<br>*4BHtoSh dk*<br>3 „ „ *U* „ | T.6Cy.22",36½"&61"–48" (*s*)<br>200lb 703NH<br>4SB,*12cf*,GS233,HS9835 FD<br>KubotaIronWorks,Osaka | 40<br>10<br>30 |
| 20376<br>135822 | **Kailan** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 229<br>165<br>97 | | | … | | 1914 | Kiangnan D.&E.Wks.<br>Shanghai | ChineseEng.& MiningCo.Ld. | 105·0\|22·1\|10·8<br>F18'<br>FR | Shanghai<br>British<br>*WB* | C.2Cy.14"&28"–18"<br>33RH<br>KiangnanD.&E.Wks Shi. | 11 |
| 20377<br>117618 | **Kailoa** WoodScCtr<br>(*ex*GreyhoundII.)<br>1*Dk* | 122<br>109<br>12 | | | | | 1902 | Allan& Hunter<br>Sydney NSW | J.Fenwick&Co. Ld. | 96·6\|21·2\|9·5 | SydneyNSW<br>British | C.2Cy.14"&28"–20"<br>33RH<br>McKie&Baxter,Glasgow | |
| 20378<br>143299<br>KBQF | **Kaimanawa** SteelSc4Mst<br>(*ex*JohnHeidmann)<br>*Elec.light* Wireless 1*Dk*<br>Sub.Sig. *Cantilever framing* | 2416<br>2083<br>~~1295~~<br>1247 | ~~Lon.12.20~~<br>~~(*See footnote**)~~ | | | | 1909 | Flensburger Schiffsb.Ges.<br>Flensburg | UnionS.S.Co.of NewZealand,Ld. | 320·0\|42·0\|19·0<br>P24'B70'F29' | London<br>British<br>*WB* | T.3Cy.21¼",$35\frac{7}{16}$"&59"–37⅜"<br>213NH<br>FlensburgerSchiffsb.Ges. | |
| 20379<br>121391<br>JWKL | **Kaione** SteelTwinSc<br>(*SuctionHopperDredger*)<br>*Elec.light* 1*Dk*(*Stl*) | 830<br>817<br>347 | ✠ A1<br>*Hopper Dredger*<br>9,19<br>✠LMC12,18 | Wln | | | 1918<br>12mo<br><br>*Lloyd* | Fleming& Ferguson,Ld.<br>Paisley<br>*'sA&CP* | WanganuiHarbourBoard,N.Z. | 190·3\|35·3\|15·9<br>P10'<br>FK | Wellington<br>British<br>*6BHCem*<br>*DTa6'25t* | C.8Cy.13"&26"–15" (*s*)<br>130lb 158NH<br>2SB,*6cf*,GS110,HS3514<br>Fleming&Fergusn,Ld.Psy | 16<br>s2<br>13 |
| 20380<br>120589<br>HDBV | **Kaiping** SteelScSr<br>ssShi.No.1–21<br>ssShi.No.3–3,17<br>*Elec.light* 1*Dk*(*Stl*)&<br>Wireless *Spar dk*(*Stl*–teak s) | 2563<br>2287<br>1605 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>~~3,21 6,20~~ 3,22<br>3,21<br>✠LMC~~6,20~~<br>BS3,22 | Shi | *t* | CL<br>~~N4,18~~<br>~~3,21~~<br>3,22 | 1905<br>8mo<br><br>*Lloyd* | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>*'sA&CP* | ChineseEngineering&MiningCo. Ld. (A.W.Berry, *Mgr.*)<br>*WB=* | 312·0\|44·3\|13·2<br>B80'F44' 20·8<br>FK<br>*Cell DBa92' uE 22'* | London<br>British<br>*5BHCem*<br>*f126'482t D* | T.3Cy.25½",41½"&68"–45"(*s*)<br>180lb *90lb* 407NH<br>2SB,*6cf*,GS132,HS5812 FD<br>Wllsnd Slpwy.Co.Ld.Nwc.<br>*Ta36'548tFPT61tAPT27t* | 23<br>s4<br>19 |
| 20381<br>25026<br>RLSH | **Kairin Maru** WoodSc | 882<br>—<br>662 | | | | | 1918 | …………… | FukugawaKisen KabushikiKaisha | 193·4\|31·4\|18\|6 | Igata<br>Japanese | | |
| 20382<br>9442<br>JTDP | **Kairyo Maru** WoodSc | 179<br>—<br>105 | | | | | 1893 | …………… | HasegawaSuyekichi | 101·7\|17·0\|13·5 | Hakodate<br>Japanese | | |
| 20383<br>128653<br>JGTR | **Kaisar-I-Hind** SteelTwinScSr<br>*Elec.light* *4Dks(3Stl–ws)&*<br>Wireless *Shade dk(Stl–teak s)* | 11430<br>7547<br>5989 | ✠<br>*Shade dk*<br>10,14<br>✠ | Lon | *i* † | | 1914<br>10mo | Caird&Co. Ld.<br>Greenock | P.&O.Stm.Nav.Co.<br>*WB=CellDB a95'uE&B160'* | 520·0\|61·2\|33·1<br>*BonShade dk*261'<br>FK&BK2"<br>*f178'1435tFPT57t* | Greenock<br>British<br>*10BHCem*<br>*APT72t* | Q.8Cy.30½",44"61"&87"–54"<br>1964NH<br>4D&4SB,*36cf*,GS743, FD<br>HS30568<br>Caird&Co.Ld.Greenock | 37 |
| 20384<br>22259<br>NWLP | **Kaisei Maru No. 7** WoodAuxScSr | 199<br>—<br>143 | | | | | 1918 | …………… | MurayamaSuteji | 99·3\|25·0\|11·5 | Shimoda<br>Japanese | | |
| 20385 | **Kaiser** SteelTwinScSr<br>*Elec.light* Wireless *2Dks3trB* | 1916<br>1043<br>550 | | | | | 1905 | Akt.Ges. "Vulcan"<br>Stettin | HamburgAmerik. Packetf.A.G. (Ham-AmerLinie) | 303·1\|38·4\|13·3 | ~~British~~<br>German *WB* | 2 Steam Turbines<br>Allgem.Electr.Ges.Berlin | |
| 20386 | **Kaiser Leopold** SteelSc<br>(*Trawler*) | 227<br>213<br>88 | | | | | 1916 | H.C.Stülcken,Sohn<br>Hamburg | "Hansa"Hochseefisch.A.-G. | 119·7\|24·2\|9·5<br>F19' | Hamburg<br>German | T.3Cy.12⅜",21¼"&$33\frac{9}{16}$"–22"<br>49NH<br>H.C.StülckenSohn,Ham. | |
| 20387 | **KaiserWilhelmII.** SteelTwinSc<br>1*Dk* | 184<br>138<br>60 | | | | | 1897 | G.Seebeck Act.Ges.<br>Bremerhaven | BorkumerKleinbahn&Dampfsch. Akt.Ges. | 121·3\|20·7\|8·6<br>H68' | Emden<br>German<br>*WB* | C.4Cy.10⅞"&$20\frac{1}{16}$"–13⅞"<br>NB03 25NH<br>G.Seebeck A.G.Geestmnde | |
| 20388<br>144375<br>HDRP | **Kaiserin Auguste Victoria**<br>SteelTwinSc4MstSr<br>*Elec.light* *5Dks&4Shade dks*<br>*Ref.Mchy.* Sub.Sig. Wireless | 24581<br>20401<br>14847 | Renamed "Empress of Scotland," See 37168 in Supplement | | | | 1905 | Akt.Ges. "Vulcan"<br>Stettin | CanadianPacific OceanServices,Ld. | 677·5\|77·3\|50·2<br>B354'F84' | London<br>British<br>*WB* | Q.8Cy.36",53",75"&106"–65"<br>1810NH<br>A.G."Vulcan,"Stettin | |
| 20389<br>21538<br>NVCD | **Kaisho Maru** SteelSc<br>*Elec.light* *2Dks(Stl)*<br>Wireless | 6071<br>5171<br>4424 | ✠100A1<br>3,21 ~~2,20~~<br>✠LMC~~2,20~~<br>3,21 | Kob | *z* | CL<br>2,20 | 1918<br>6mo | OsakaIron Works,Ld.<br>Osaka<br>A&CP | KatsudaKisen KabushikiKaisha<br>*CellDB360'982t*<br>*DTa27'767* | 407·2\|50·8\|32·5<br>P40'B137'F46'<br>FK<br>*tFPT106tAPT26t* | Kobe<br>Japanese<br>*7BHCem* | T.3Cy.27",45"&75"–51" (*s*)<br>180lb *120lb* 553NH<br>3SB,*9cf*,GS190,HS8100 FD<br>OsakaIronWrks.Ld.Osaka | 32<br>s6<br>26 |
| 20390<br>22585<br>NVGP | — WoodSc | 757<br>—<br>448 | | | | | 1917 | …………… | MitsuiBussan KabushikiKaisha | 201·2\|32·0\|16·2 | Kobé<br>Japanese | | |
| 20391<br>20423<br>NVWF | — WoodSc | 200<br>—<br>122 | | | | | 1918 | …………… | NipponKaiji KabushikiKaisha | 111·2\|21·8\|12·3 | Hakodate<br>Japanese | | |
| 20392<br>181<br>PBNS | **Kaishu Maru** SteelTwinScSr<br>(*ex*KusanagiMaruNo.2)<br>2*Dks* | 257<br>—<br>138 | | | | | 1907 | F.Matsui<br>Osaka | ChosenYusen KabushikiKaisha | 122·6\|19·1\|13·4 | Jinsen<br>Japanese | C.4Cy.10"&20½"–15"<br>27NH | |

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~~* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued.~~

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Dateof R.of TradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20393<br>133<br>QBMT | Kaishu Maru | WoodSc | 172<br>—<br>75 | | | | | 1913 | ................ | DairenKisen KabushikiKaisha | 112·2 | 17·3 | 13·4 | Dairen<br>Japanese | | | |
| 20394<br>137187 | Kai-Tai | IronSc<br>(*Tug*)<br>1*Dk* | 116<br>83<br>20 | | | | | 1884 | Boyd&Co.<br>Shanghai | TakuTug&Lighter Co.Ld. | 93·0<br>H— | 19·5 | 6·7 | Shanghai<br>British<br>*WB* | C.2Cy.16″&36″–24″<br>52RHP<br>A.&J.Inglis,Glasgow | | |
| 20395<br>125625<br>HLQF | Kaitangata<br>(*ex*Ladywood)<br>*Elec.light* Wireless | SteelScSr<br>*ss*Ddn.No.1–12<br>1*Dk*(*Stl*)&*Webframes* | 2005<br>1722<br>1195 | ✠<br>7,14<br>✠ | Syd | *r* | | 1907<br>10mo | Osbourne, Graham&Co.<br>Sunderland | UnionS.S.Co.of NewZealand,Ld.<br>*WB*=*Cell* | P25′B64′F28′<br>FK<br>*DBa&uE*110′*f*110′ | 40·2 | 18·1 | DunedinNZ<br>British<br>4*BHCem*<br>458*tAPT*29*t* | T.3Cy.20½″,33″&54″–39″<br>198NHP<br>2SB,6*pf*,GS90,HS3038<br>G.Clark,Ld.Sunderland | 20 ″ 6 | |
| 20396<br>19799<br>NFPV | Kaiten Maru | WoodScSr<br>2*Dks* | 922<br>840<br>554 | | | | | 1917 | S.Ichikawa<br>Ominato,Ise | MitsuiBussan Kaisha,Ld. | 212·9<br>B52′ | 30·1 | 18·6 | Kobe<br>Japanese | C.2Cy.21½″&52½″–45″<br>154NHP<br>Owaki&Co.Tokio | | |
| 20397<br>93995<br>SVFT | Kaitoa<br>*Well deck*<br>*Elec.light* | SteelTwinScSr<br>1*Dk* | 319<br>194<br>141 | ✠<br>7,09<br>✠ | Gls | *d* | | 1909<br>7mo | Mackie& Thomson,Ld.<br>Glasgow | AnchorShipping& FoundryCo.Ld.<br>*W* | 130·0<br>Q67′B14′F22′<br>FK<br>*B*= *DTa*12′ 22*t FP* | 22·5 | 8·3 | Nelson,NZ<br>British<br>4*BHCem*<br>*T*13*tAPT*7*t* | C.4Cy.10¾″&24″–18″<br>65RHP<br>1SB,2*pf*,GS39,HS1297<br>Ross&Duncan,Glasgow | 9 ″ 0 | |
| 20398<br>142710<br>JVKF | Kaitoke<br>(*ex*CapeColony,*ex*WarPalace)<br>*Elec.light* Wireless<br>*Cargo battens not fitted* | SteelSc<br>1*Dk*(*Stl*) | ~~3112~~ 3167<br>2859<br>1862 | ✠100A1<br>~~,2110,208,21~~<br>1,22<br>✠LMC11,18 | Lyt<br>~~NN~~s<br>Ddn ~~Syd~~ | *u* | CL<br>~~10,20~~<br>3,21 | 1918<br>11mo<br>*Lloyd*'*sA&CP* | SirR Dixon &Co.Ld.<br>Middlesbro' | UnionS.S.Co.of NewZealand,Ld.<br>*CellD* | 331·3<br>P33′B98′F29′<br>FK<br>*B*284′736*tFPT*112*t* | 46·8 | 23·2 | London<br>British<br>7*BHptCem*<br>*APT*112*t* | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb 434NHP<br>3SB,9*cf*,GS155,HS6420 FD<br>Richardsons,Westgarth& Co.Ld.Mdb. | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |
| 20399<br>21056<br>NLVQ | Kaitsu Maru | SteelSc | 432<br>—<br>255 | | | | | 1901 | ................ | HisaTakeji | 150·0 | 26·0 | 13·0 | Minami-tonda<br>Japanese | | | |
| 20400<br>18040<br>MRVK | — | SteelSc | 169<br>—<br>62 | | | | | 1915 | ................ | HiroshimaKen | 105·0 | 25·0 | 8·5 | Hiroshima<br>Japanese | | | |
| 20401<br>120467<br>HBLW | Kaituna<br>(*ex*Needwood)<br>Wireless | SteelScSr<br>*ss*Auk.No.2–12<br>1*Dk*(*Stl*)&*Web frames* | 2042<br>1759<br>1208 | ✠<br>9,14 | Syd | *r* | | 1904<br>10mo | Osbourne, Graham&Co.<br>Sunderland | UnionS.S.Co.of NewZealand,Ld.<br>*WB*=*CellDBa* | 279·5<br>P25′B65′F27′<br>FK<br>&*uE* 110′*f*110′ 458*t* | 40·1 | 18·1 | Dunedin<br>British<br>4*BHCem*<br>*APT*29*t* | T.3Cy.20½″,33″&54″–39″<br>194NHP<br>2SB,6*pf*,GS86,HS2940<br>N.E.MarineEng.Co.Ld.Sld | 20 ″ 6 | |
| 20402<br>161133<br>KPNF | Kaiulani | WoodScSr<br>1*Dk* | 384<br>310<br>243 | | | | | 1899 | Hay& Wright<br>Alameda,Cal. | Inter-IslandS.N. Co.Ld. | 140·5 | 30·0 | 12·0 | Honolulu<br>Utd.States | C.2Cy.13″&28″–21″<br>30NHP<br>UnionIronWorks,S.Frisco | | |
| 20403<br>9358<br>JSTB | Kaiun Maru<br>(*ex*Walker)<br>*Well deck* | SteelScSr<br>*ss*Qns.No.3–4,04<br>1*Dk*(*Irn*) | 640<br>—<br>370 | ✠<br>12,04<br>✠ | Qns | *j* | | 1890<br>3mo | Wood, Skinner&Co.<br>Newcastle | YamadaShoji KabushikiKaisha<br>*WB*=*Ce* | 185·0<br>P19′Q70′B7′F19′<br>FK<br>*ll DB*138′ 195*t FPT* | 30·0 | 11·9 | Tarumi<br>Japanese<br>5*BHCem*<br>40*tAPT*22*t* | T.3Cy.16″,26″&43″–30″<br>NDB04 103NHP<br>1SB,3*pf*,GS50,HS1503<br>N.E.MarineEngCoLd.Nwc | 14 ″ 3 | |
| 20404<br>20530<br>NJPM | — | WoodSc | 416<br>—<br>319 | | | | | 1918 | ................ | SatoDaishichi | 140·8 | 28·8 | 13·0 | Niigata<br>Japanese | | | |
| 20405<br>21650<br>NQJP | Kaiun Maru No. 1 | SteelSc | 676<br>—<br>337 | | | | | 1890 | ................ | OsakaKaiun KabushikiKaisha | 168·6 | 27·6 | 18·0 | Nishino-miya<br>Japanese | | | |
| 20406<br>22357<br>NTHS | — | WoodSc<br>*Par.Mot.*<br>1*Dk* | 317<br>278<br>183 | | | | | 1918 | K.Kuho<br>Nagasaki | KyushuShosen KabushikiKaisha | 111·0 | 25·5 | 13·9 | Fukuoka<br>Japanese | Paraffin Motor 2S.C.SA<br>3Cy.17″–19″ 57NHP<br>KobeHatsudokiCo.Kobe | | |
| 20407<br>24181<br>RHGN | Kaiun Maru No. 2<br>*Mchy.Aft* | WoodSc<br>*Par.Mot.*<br>1*Dk* | 316<br>278<br>208 | | | | | 1918 | KuboIron Works<br>Nagasaki | KyushuShosen KabushikiKaisha | 113·0 | 25·5 | 13·4 | Sasebo<br>Japanese | Paraffin Motor 2S.C.SA<br>3Cy.17″–19″ 57NHP<br>KobeHatsudokiShijosho | | |
| 20408<br>24058<br>RGQT | Kaiun Maru No. 3 | WoodSc | 664<br>—<br>377 | | | | | 1918 | ................ | YamadaKoji | 179·5 | 29·2 | 15·6 | Nishino-miya<br>Japanese | | | |
| 20409<br>23502<br>RDKO | Kaiwa Maru | Steel ~~Wood~~Sc | 951<br>—<br>649 | | | | | 1918 | Bingo Dockyard<br>Innoshima | NipponKaijiKogyo KabushikiKaisha | 208·0 | 31·0 | 18·4 | Nishino-miya<br>Japanese | | | |
| 20410<br>143324<br>KOBT | Kaiwarra<br>*Elec.light* Wireless | SteelScSr<br>1*Dk*(*Stl*) | 3051<br>2830<br>1847 | ✠100A1<br>~~6,215,20~~12,21<br>✠LMC5,20<br>6,21 | Auk<br>~~Ddn~~ Syd | *u* | CL<br>12,21 | 1919<br>7mo<br>*Lloyd*'*sA&CP* | J.Blumer &Co.<br>Sunderland | UnionS.S.Co.of NewZealand,Ld.<br>*C* | 331·3<br>P33′B98′F28′<br>FK<br>*ellDB*276′734*tFPT* | 46·8 | 23·2 | London<br>British<br>7*BHCem*<br>105*tAPT*42*t* | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb 358NHP<br>3SB,9*cf*,GS153,HS5817<br>J.Dickinson&Sons,Ld.Sld. | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |
| 20411<br>19226<br>NBVJ | Kaiwo Maru | SteelScSr<br>1*Dk* | 2148<br>1886<br>1283 | | | | | 1916 | Uraga DockCo.Ld.<br>Uraga | FurukawaShoji Kaisha | 268·0<br>P13′B58′F27′ | 40·7 | 23·6 | Kobe<br>Japanese<br>*WB* | T.3Cy.19″,31½″&52″–39″<br>169NHP<br>UragaDockCo.Ld.Uraga | 23 ″ 6 | |
| 20412<br>15816<br>MFJS | — | SteelSc<br>1*Dk* | 638<br>—<br>376 | | | | | 1912 | ................ | SanyoKisen KabushikiKaisha | 184·0 | 26·0 | 17·2 | Amagasaki<br>Japanese | | | |
| 20413<br>22222<br>NSRV | Kaiwo Maru No. 2 | SteelSc | 441<br>—<br>248 | | | | | 1902 | ................ | SatoMasataka | 158·0 | 22·5 | 16·7 | Sakai<br>Japanese | | | |
| 20414<br>14475<br>LSFT | Kaiyo Maru | SteelScSr<br>1*Dk* | 194<br>—<br>78 | | | | | 1911 | Kawasaki Dkyd.Co.Ld.<br>Kobe | KyodoGyogyo KabushikiKaisha | 116·5 | 20·5 | 10·8 | Kobe<br>Japanese<br>*WB* | T.3Cy.12½″,20″&33″–23″<br>52NHP<br>KawasakiDkyd CoLdKobe | | |
| 20415 | Kajak<br>(*ex*Gagara,*ex*Zand-bergen,*ex*Bacchus)<br>*Elec.light* | SteelScSr<br>*ss*Liv.No.3–9,12<br>*ss*RgaNo.2–20<br>1*Dk*(*Stl*)&*deep framing* &*Web frames* 3*Dk rule* | 3145<br>2852<br>1984 | ✠100A1<br>2,20<br>✠LMC2,20<br>BS4,21 | Rga | *u* | 11,19 | 1902<br>7mo | R.Duncan &Co.Ld.<br>Pt.Glasgow | Esthonian Government<br>*CellDBa*11 | 325·2<br>P29′B92′F36′<br>FK<br>0′*uE*&*B*38′*f*140′ 78 | 48·7 | 21·4 | Reval<br>Esthonian<br>6*BHCem*<br>6*t Poop tank* | T.3Cy.24″,40″&65″–42″ (*s*)<br>180lb *80lb* 294NHP<br>2SB,6*pf*,GS118,HS4508<br>D.Rowan&Co.Glasgow<br>12′62*tFPT* 100*tAPT*119*t* | 24 ″ 0<br>s 4 ″ 0½<br>20 ″ 4 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20416<br>139556<br>TWMB | **Kajang** SteelScSr<br>*Elec.light* *2Dks* | 2077<br>1838<br>1276 | | | | | 1916 | Taikoo<br>Dckyrd&Eng<br>Co.ofHKgLd.<br>HongKong | StraitsS.S.Co.Ld. | 279·0<br>F24' | 41·1 | 20·5 | HongKong<br>British | T.3Cy.18",29"&48"-33"<br>132NHP<br>TaikooDockyard&Eng.Co.<br>ofHongKong,Ld. | |
| 20417<br>140027 | **Kajeruna** CompScSr<br>*1Dk* | 147<br>121<br>100 | | | | | 1902 | J.N Robins<br>Co.<br>Brooklyn,NY | J.S.Webster | 131·2 | 17·6 | 10·3 | KingstnJa<br>British<br>*WB* | Q4Cy.12",18"&(2)20"-15"<br>31NHP<br>J.Sullivan,NewYork | |
| 20418<br>[illegible]<br>JQGR | **Kajsa** SteelScSr<br>*Now named* "Bolten," *See No.* 36474 *in Supplement*<br>(*ex*Svenske,*ex*Ilsenstein) *1Dk* | 1535<br><br>1043 | | | | | 1898 | Howaldts-<br>werke<br>Kiel | Rederiaktieb.<br>Tertia<br>(I.Lignell,*Mgr.*) | 243·6<br>Q76'B112'H92*t*F27' | 35·3 | 14·8 | Gothonbrg<br>Swedish<br>*WB* | T.3Cy.17½",27⅝"&43¼"-27⅝"<br>98NHP<br>Howaldtswerke,Kiel | |
| 20419<br>129661 | **Kaka** SteelPadSr<br>*1Dk* | 396<br>273<br>224 | | | | | 1901 | ClydeS.B.&<br>E.Co.Ld.<br>Pt.Glasgow | StraitsS.S.Co.Ld. | 175·0<br>P21'B44'F20' | 25·2 | 8·2 | Singapore<br>British | C.2Cy.20"&34"-42"<br>62RHP<br>ClydeS.B.&E.Co.Ld.PtGls | |
| 20420 | **Kakali** SteelSc<br>(*Fishing*)<br>(*ex*Hans,*ex*Olympic) *1Dk* | 106<br>106<br>40 | | | | | 1913 | Gebr.Boot<br>Leiderdorp | F.C.Löwe | 89·7 | 20·1 | 9·1 | Reykjavik<br>Icelandic | T.3Cy.9⅝",15⅝"&25⅝"-18 1/16"<br>42NHP<br>Burgerhout'sMacfab.,Rot. | |
| 20421<br>115362<br>SRNV | **Kakapo** SteelScSr<br>(*ex*Scarisbrick) *1Dk&deep framing* | 1521<br>1369<br>949 | | | ... | | 1901 | Grngem'th<br>&Greenock<br>DockyardCo.<br>Greenock | UnionS.S.Co.of<br>NewZealand,Ld. | 258·2<br>P23'B56'F28'<br>FK | 36·7 | 18·0 | Dunedin<br>British<br>*WB* | T.3Cy.19",31"&51"-36"<br>150NHP<br>Hutson&Sons,Ld.Glasgow | 20 |
| 20422<br>1367<br>HJSN | **Kakogawa Maru** WoodSc | 206<br>—<br>123 | | | | | 1893 | ................ | SetsuyoShosen<br>KabushikiKaisha | 120·5 | 18·2 | 12·8 | Sumoto<br>Japanese | | |
| 20423<br>22909<br>NWPF | **Kakujo Maru** WoodScSr<br>*1Dk* | 995<br>814<br>719 | | | | | 1918 | Nihon<br>ZosenSho<br>Wakamatsu | KobeKisen<br>Shintaku<br>KabushikiKaisha | 200·0<br>P32'B49'F22' | 31·0 | 18·2 | Nishi-<br>tonda<br>Japanese | T.3Cy.13",22"&36"-27"<br>67NHP<br>AsaiTikkosho,Osaka | |
| 20424<br>13062<br>LHPT | **Kakurei Maru** SteelScSr<br>(*ex*OnoMaruNo.6)<br>*2Dks* | 742<br>—<br>521 | | | | | 1909 | S.Ono<br>Osaka | TaiyoShosen<br>KabushikiKaisha | 180·0 | 26·7 | 18·1 | Kagoshima<br>Japanese | T.3Cy.14",23"&37"-26"<br>70NHP<br>S.Ono,Osaka | |
| 20425 | **Kalamish** IronPadSr<br>(*ex*HaidarPacha) | 342<br>265<br>257 | | | | | 1882 | Samuda<br>Bros.<br>London | Administ.deNav.<br>àVap.Ottomane | 151·6 | 22·0 | 9·6 | Constanpl<br>Turkish | O.2Cy.37"-36"<br>63NHP<br>MaudslaySons&Field,Lon. | |
| 20426<br>219175<br>LTMW | **Kaleen** SteelScSr<br>*Elec.light* Sub.Sig. Wireless *1Dk* | 427<br>—<br>187 | | | | | 1919 | Whitney<br>Bros.<br>Superior.Wis | UnitedStates<br>ShippingBoard | 142·0 | 27·6 | 14·8 | Duluth<br>Utd.States | T.3Cy.17",25"&43"-30"<br>101NHP<br>Filer&Stowell,Milwaukee | |
| 20427<br>365<br>IACE | **Kaleva** IronSc3MstSr<br>(*ex*Eestimaa,*ex*Onyx,<br>*Mchy.Aft* *ex*Strathness) *1Dk* | 376<br>306<br>211 | | | ... | | 1883 | Burrell&S.<br>Dumbarton | Höyrylaiva o/y<br>OtavaA/B (John<br>Nurminen,*Mgr.*) | 160·3<br>Q47'B7'F26'<br>BK7' | 24·7 | 11·1 | Raumo<br>Finnish<br>*WB* | C.2Cy.19"&38"-30"<br>NB94 63NHP<br>Hutson&Corbett,Glasgow | 11 |
| 20428 | **Kalevi poeg** SteelSc<br>(*ex*Alexeyex<br>Nordkusten) *1Dk* | 510<br>—<br>383 | | | | | 1892 | OA.Brodin<br>Gefle | H.D.Schmidt | 160·3<br>P106'H42*t*F17' | 25·0 | 10·7 | Pernau<br>Esthonian | T.3Cy.14⅝",23⅝"&38"-28⅝"<br>NB09 73NHP<br>NyaAktieb."Atlas,"Skm. | |
| 20429<br><br>WLNC | **Kalfarli** SteelScSr<br>*ss*N.Yk.No.2-20<br>(*ex*Georgian) *2Dks(Stl)&deep framing*<br>*Elec.light* Wireless *&Shelter dk(Stl)*<br>Sub.Sig. | 6577<br>4970<br>4081 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,22 ~~2,20~~<br>MS2,20 | NYk<br>~~Ant~~Bkn<br>BS7,21<br>✠LMC | *a*†<br><br><br><br>~~BS7,20~~ | CL<br>~~2,20~~<br>7,21 | 1910<br>8mo | Maryland<br>SteelCo.<br>Sparro'PtMd.<br>A&CP | Skibs-A/S<br>Kalfarli(D.Steen)<br>*CellDBa123'uE&* | 414·5<br>FK<br>*B60'f162'1259tDT* | 53·7 | 28·1 | Bergen<br>Norwegian<br>*7BHptCem*<br>*a46'291tDT* | Q.4Cy.25",36",52"&76"-54"<br>215lb *215lb* 618NHP<br>3SB,*12cf*,GS200,HS8721 FD<br>MarylandStl.Co.Sparr'.Pt.<br>*f27'778tFPT158tAPT27t* | 39<br>s10<br>29 |
| 20430<br>145180<br>KHVN | **Kalgan** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks* | 2655<br>2225<br>15[illegible] | | | | | 1921 | Scotts'S.B.<br>&Eng.Co.Ld.<br>Greenock | ChinaNav.Co.Ld. | 310·3 | 44·2 | 20·9 | London<br>British<br>*WB* | 2SteamTurbines geared to<br>1 Sc. Shaft<br>Scotts'S.B.&Eng.Co.Ld. | |
| 20431<br>120809 | **Kalika** SteelScSr<br>*1Dk&Promenade dk* | 294<br>208<br>105 | | | | | 1907 | Philip&<br>Son,Ld.<br>Dartmouth | BombayS.Nav.Co.<br>Ld. | 150·0 | 26·0 | 7·7 | Bombay<br>British | T.3Cy.12",20"&34"-20"<br>57RHP<br>Philip&Son,Ld.Dartmouth | |
| 20432<br>136276<br>JFDN | **Kalimba** SteelScSr<br>*ss*Gls.No.1-18<br>*Elec.light* Wireless *2Dks(Stl)* | 4982<br>4706<br>3177 | ✠100A1<br>5,21 ~~1,20~~<br>BS3,21<br>*Carrying oil* | Gls<br>✠LMC4,18<br>*fuelF.* | *y*<br>*P.* | CL<br>9,20<br>*above* | 1914<br>3mo<br>*Lloyd*<br>50°F. | D&WHen-<br>dersn&Co.Ld.<br>Glasgow<br>*'sA&CP*<br>*inD.B.* | GlasgowUnited<br>Shpg.Co.Ld.<br>(Maclay&<br>McIntyre,*Mgrs.*)<br>*WB* | 402·9<br>P45'B126'F38'<br>FK<br>*=CellDBa123'uE* | 52·3 | 27·3 | Glasgow<br>British<br>*6BHCem*<br>*&B36'f182* | T.3Cy.25",41¼"&67"-51"(*s*)<br>175lb 435NHP<br>3SB,*9cf*,GS146,HS6397 FD<br>D&W.Hendersn&CoLdGls<br>*1054tFPT96tAPT218t* | 29<br>s 5<br>24 |
| 20433<br>89946<br>JNSP | **Kalinadi** IronScSr<br>*Elec.light* *1Dk* | 255<br>209<br>89 | | | | | 1884<br>7mo | R.Duncan<br>&Co.<br>Pt.Glasgow | BombayS.Nav.Co.<br>Ld. | 158·7<br>len97 | 26·3 | 9·2 | Bombay<br>British | T.3Cy.12",20"&34"-27"<br>NB96 49RHP<br>Dunsmuir&Jackson,Gls. | |
| 20434<br>5401<br>JTCK | **Kalix** SteelScSr<br>*Elec.light* Wireless *1Dk&Shelter dk* | 2734<br>2436<br>1460 | | | | | 1912 | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | Trafikaktiebolget<br>Grängesberg-<br>Oxelösund<br>(G.Dillner,*Mgr.*) | 310·0<br>H186*t* | 46·4 | 21·6<br>28·9 | Stockholm<br>Swedish<br>*WB* | T.3Cy.23½",33"&64"-42"<br>265NHP<br>N.E.MarineEngCoLd.Nwc | |
| 20435<br><br>TGDP | **Kalk** SteelAuxScSr<br>*Stm.Eng.*<br>*Mchy.Aft* (*ex*Glückauf) *1Dk*<br>(*See Sailing Ship Register*) | 179<br>143<br>133 | | | | | 1898 | F.W.<br>Wencke<br>Bremerhaven | PargasKalkbergs<br>Aktieb. | 107·7<br>Q25' | 21·3 | 7·7 | Åbo<br>Finnish<br>*WB* | C.2Cy.7 1/10"&11⅕"-7⅛"<br>5NHP<br>J.Frerichs&Co.Osterholz | |
| 20436<br>93230<br>VSWQ | **Kallatina** SteelScSr<br>*Elec.light* *1Dk*<br>*Well deck* | 550<br>628 390<br>3[illegible] 292 | ✠<br>6,90<br><br>✠ | Cly | *i* | | 1890<br>6mo | DavidJ.<br>Dunlop&Co.<br>Pt.Glasgow | ~~NorthCoastSteam~~<br>~~Nav.Co.Ld.~~<br>JohnBurke,Ld | 179·1<br>P&B112'F48'<br>FK<br>*WB=FPT* | 28·2 | 11·4 | SydnyNSW<br>British<br>*4BHCem*<br>*41tAPT30t* | T.3Cy.15",23"&38"-27"<br>88RHP<br>1SB*3rf*GS52HS1517<br>DavidJ.Dunlop&Co.P.Gls. | 12 |
| 20437<br>1452[illegible] | **Kalliope** SteelScSr<br>*Now named* "AgnesHarrison," *See No.* 36186 *in Supplement*<br>*Well deck* *1Dk(Stl)* | 1434<br>[illegible]<br>886 | ✠<br><br>✠ | Ant | *p* | | 1914<br>6mo | Antwerp<br>Eng.Co.Ld.<br>Hoboken | H.Harrison(Ship-<br>ping)Ld.<br>*WB=Cell*<br>*DBa75'uE* | 242·8<br>P18'Q79'B50'F24'<br>FK<br>*&B35'f96'444tFPT* | 38·2 | 15·9 | London<br>British<br>*4BHCem*<br>*49tAPT51t* | T.3Cy.19",31"&51"-36"<br>185NHP<br>2SB,*4cf*,GS66,HS3090<br>N.E.MarineEng.Co.Ld.Sld | 18 |
| 20438<br><br>HQOK | **Kallirroi Saparis** SteelSc<br>(*ex*Polymitis)<br>*Turret deck* Wireless *1Dk* | 3388<br>2883<br>2177 | | | | | 1898 | W.Doxford<br>&Sons,Ld.<br>Sunderland | J.Saparis | 335·0<br>P37'F35' | 46·1 | 24·1 | Piræus<br>Greek<br>*WB* | T.3Cy.24½",40"&66"-42"<br>282NHP<br>W.Doxford&Sons,Ld.Sld. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20439 | Now named "Alfieri" See No. 36162 in Supplement<br>**Kalman Kiraly** SteelScSr<br>*ss*Fiu.2ndNo.3-2,19<br>2*Dks*(*Stl-Uws*)&*Web frames* | 2224<br>2011<br>1386 | ✠100A1<br>2,19<br>MS2,19 | Fiu<br>✠LMC<br>BS5,20 | *s* | CL<br>2,19 | 1893<br>7mo | Wigham<br>Richrdsn&Co<br>Newcastle<br>A&CP | AdriaSoc.Anon.di<br>Nav.Marittima | 285·3\|38·2\|23·0<br>P30'B60'F37'<br>FK<br>*WB = Cell DB*232' 422*t* | Fiume<br>5*BHCem*<br>*APT*49*t* | T.3Cy.22",36"&59"-39" (*s*)<br>165lb *80lb* 230NHP<br>NDB92*re-fitted*08<br>2SB,*6rf*,GS99,HS3808<br>WghamRchrdsn&Co.Nwc. | 25 ″ 6 | |
| 20440 | **Kalmar** SteelScSr<br>1*Dk*&*Web frames* | 965<br>801<br>580 | | | | | 1895 | Germania-<br>Werft<br>Kiel | **H.M.Gehrckens** | 224·1\|32·9\|13·5<br>Q67'B105'F25' | **Hamburg**<br>German<br>*WB* | T.3Cy.17¾",28¾"&45¼"-40¾"<br>115NHP<br>A.G."Germania,"Berlin | | |
| 20441<br>2504<br>JFPC | **Kalmarsund N:r6** IronScSr<br>1*Dk* | 176<br>82<br>120 | | | | | 1888 | MotalaCo.<br>Motala | **Ångb.Aktieb.**<br>**Kalmarsund**<br>**(J.Jeansson,***Mgr.***)** | 92·9\|22·1\|7·2<br>Q24' B47' H12*t*<br>F24' | **Kalmar**<br>Swedish | C.2Cy.16"&29¼"-19½"<br>31NHP<br>MotalaCo.,Motala | | |
| 20442<br>4015<br>JMRD | **Kalmarsund VII** SteelScSr<br>1*Dk* | 223<br>116<br>148 | | | | | 1902 | W.Lind-<br>bergsAktieb.<br>Stockholm | **Ångb.Aktieb.**<br>**Kalmarsund**<br>**(J.Jeansson,***Mgr.***)** | 105·7\|21·6\|8·9<br>Q30'B50'H16*t*F27' | **Kalmar**<br>Swedish<br>*WB* | C.2Cy.14⅜"&26¼"-17½"<br>24NHP<br>W.LindbergsAktieb.,Skm. | | |
| 20443<br>4389<br>JPDT | **Kalmarsund VIII** SteelScSr<br>1*Dk* | 197<br>98<br>132 | | | | | 1905 | Oskrshmns<br>M.V.Aktieb.<br>Oskarshamns | **Ångb.Aktieb.**<br>**Kalmarsund**<br>**(J.Jeansson,***Mgr.***)** | 98·8\|21·0\|8·3<br>Q25'B49'H16*t*F26' | **Kalmar**<br>Swedish<br>*WB* | C.2Cy.14"&28"-18"<br>28NHP<br>OskarshamnsM.V.Aktieb. | | |
| 20444<br>6387<br>KOTH | **Kalmarsund IX** SteelSc<br>*OilEng.*<br>(*ex*Hans) 1*Dk* | 160<br>135<br>112 | | | | | 1920 | Marstals<br>Staal-Skibs-<br>byggeri<br>Marstal | **ÅngbAktieb**<br>**Kalmarsund**<br>**(J.Jeansson,***Mgr.***)** | 86·9\|22·6\|8·8<br>Q20'H13*t*F15' | **Kalmar**<br>Swedish<br>*WB* | Oil Engine<br>2Cy.15"-16⅓" 34NHP<br>J&CGBolindersCoLd.Skm | | V |
| 20445<br>5705<br>JVGN | **Kalmarsund X** SteelScSr<br>*Elec.light* 1*Dk* | 1225<br>906<br>859 | | | | | 1915 | Oskrshmns<br>M.V.Aktieb.<br>Oskarshamns | **Ångb.Aktieb.**<br>**Kalmarsund**<br>**(J.Jeansson,***Mgr.***)** | 224·0\|35·7\|16·0<br>P21'B57'F25' | **Kalmar**<br>Swedish<br>*WB* | T.3Cy.17½",29"&48"-30"<br>126NHP<br>OskarshamnsM.V.Aktieb. | | V |
| 20446<br>108430 | **Kalmia** SteelScSr<br>*ss*Shl.No.3-9,09<br>*ss*Mil.No.1-14<br>1*Dk* | 184<br>166<br>73 | ✠<br>3,20<br>*Stm Trawler*<br>✠NB9,09 ✠ | Mil | | | 1898<br>8mo | J.Duthie,<br>Sons&Co.<br>Aberdeen | **RainbowStm.**<br>**Fishg.Co.Ld.**<br>**(A.W,Rainbow,**<br>***Mgr.*)** | 111·0\|20·8\|11·3<br>Q23'<br>BK7½" | **Milford**<br>British<br>3*BHCem* | T.3Cy.12",19½"&32"-22"<br>61RHP<br>1SB,*2pf*,GS34,HS1080<br>Whyte&Mair,Dundee | 12 ″ 0 | |
| 20447<br>TFKL | **Kalmoa** SteelScSr<br>*Mchy.Aft* 1*Dk* | 336<br>274<br>170 | | | | | 1908 | Bonn&<br>Mees<br>Rotterdam | **Koninkl.Paketv.**<br>**Maats.** | 152·8\|26·1\|12·1<br>F20' | **Batavia**<br>Dutch<br>*WB* | C.2Cy.11$\frac{13}{16}$"&23⅝"-17¾"<br>19NHP<br>Wilton'sE.&SlpwyCo.Rot | | V |
| 20448<br>123777<br>HKBR | **Kalomo** SteelScSr<br>*ss*Nwc.No.3-11,10<br>*ss*Lth.No.2-20<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*<br>*Elec.light* Wireless | 5019<br>4799<br>3209 | ✠100A1<br>*Spar dk*<br>12,21 ~~1,21~~<br>BS7,21 | NYk<br>Npt<br>✠LMC5,20 | *z* | CL<br>5,20 | 1907<br>2mo | R.Duncan<br>&Co Ld.<br>PortGlasgow<br>*Lloyd*'*sA&CP* | **Ellerman&Buck-**<br>**nallS.S.Co.Ld.** | 400·0\|52·3\|20·1<br>P41'B112'F46' 28·1<br>FK<br>*WB=CellDBa*132'*uE&B*42' *f*174' 1185*t* | **N.Shields**<br>British<br>6*BHCem*<br>*APT*131*t* | T.3Cy.28",45"&75"-51" (*s*)<br>180lb *100lb* 401NHP<br>3SB,*9cf*,GS168,HS7819 FD<br>Rankin&Blackmore,Grk. | 30 ″ 9<br>s **6** ″ 4½<br>24 ″ 9 | |
| 20449<br>110911 | **Kalso** SteelScK<br>*ss*Gms.No.3-6,11<br>*ss*Gms.No.2-20<br>1*Dk* | 179<br>165<br>70 | ✠100A1<br>*StmTrawler*<br>11,20<br>✠NB2,17 | Gms<br>BS7,21<br>✠LMC3,20 | | CL<br>N 3,20 | 1899<br>10mo | Smith's<br>DockCo.Ld.<br>N.Shields<br>*Lloyd*'*sA&CP* | **SpurnStmFishing**<br>**Co.Ld.(A.Bannis-**<br>**ter,***Mgr.***)** | 110·7\|21·1\|11·0<br>Q48'F20'<br>BK7½" | **Grimsby**<br>British<br>3*BHCem* | T.3Cy.12",19"&31"-24" (*s*)<br>180lb 52RHP<br>1SB,*2pf*,GS34,HS1074<br>Shanks,Anderson&Co.Gls. | 12 ″ 0 | |
| 20450<br>137449<br>JKTQ | **Kalyan** SteelTwinScSr<br>*Elec.light* 3*Dks*(*Stl-U* teak s)<br>Wireless | 9062<br>7615<br>5628 | ✠<br>5,18 | Npt<br>✠ | *d*† | | 1915<br>3mo | Cammell<br>Laird&Co.Ld<br>Birkenhead | **P.&O.Stm.Nav.Co.** | 480·4\|58·2\|33·7<br>P83'B176'F88'<br>FK&BK2"<br>*WB = Cell DBa*124'*f*196'1147*t* | **Liverpool**<br>British<br>8*BHCem*<br>*APT*120*t* | Q.8Cy.23½",34½",48½"&70"-54" 1204NHP<br>2DB,2SB,*24cf*,GS440,<br>HS18300 FD<br>CammellLaird&CoLd.Bkn | 36 ″ 6 | |
| 20451 | **Kalypso Vergotti** SteelSc<br>(*ex*WarServer) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | *5219*<br>*4776*<br>*3181* | ✠100A1<br>6,21 ~~2,20~~ | Rot<br>Alg<br>LMC8,18 | *y* | CL<br>2,20 | 1918<br>7mo | A.McMil-<br>lan&Son,Ld.<br>Dumbarton<br>*Lloyd*'*sA&CP* | **PanaghisVergottis** | 400·4\|52·3\|28·5<br>P49'B113'F39'<br>FK<br>*CellDB*345'1167*t FPT*123*t* | **Argostoli**<br>Greek<br>7*BHptCem*<br>*APT*198*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 490NHP<br>3SB,*9cf*,GS190,HS7020 FD<br>D.Rowan&Co.Ld.Glasgow | 31 ″ 0<br>s **6** ″ 1½<br>25 ″ 3 | |
| 20452<br>1689<br>HLDB | **Kamakura Maru** SteelTwinSc<br>*ss*Yka.2ndNo.3-11,21 4MstSr<br>*Elec.light* ~~*ss*Yka.No.3-4,09~~<br>Wireless ~~*ss*Kob.No.2-16~~<br>2*Dks*(*Stl-U*teak s)&*deepframing* | 5829<br>5386<br>3644 | ✠100A1<br>11,21 ~~11,20~~ | Kob<br>Yka<br>✠LMC~~11,20~~<br>11,21 | *a*† | SCL<br>~~S1,19~~<br>~~P5,20~~<br>11,21 | 1897<br>5mo | Workman,<br>Clark&Co.Ld<br>Belfast<br>A&CP | **NipponYusen**<br>**KabushikiKaisha** | 445·0\|49·7\|30·4<br>P35'B97'F57'<br>FK&BK1½"<br>*WB = Cell DBa*145' *uE&B* 53' *f* 190' 1150*t* | **Tokio**<br>Japanese<br>8*BHCem* | T.6Cy.20",33½"&56"-48" (*s*)<br>200lb 554NHP<br>2D&2SB,*18cf*GS313,HS9271<br>Barclay,Curle&Co.Ld.Gls.<br>*MT*25'480*tFPT*95*tAPT*45*t* | 33 ″ 6<br>s **8** ″ 1<br>26 ″ 2 | |
| 20453<br>108666 | **Kamarima** SteelScBkn<br>*ss*Hfx 2ndNo.3-5,20<br>(*ex*Salamis) 2*Dks*(*Stl-Uws*)&*Spar dk*<br>*Elec.light* (*Stl*-teak s)<br>Wireless | 4617<br>2764<br>2883 | ✠100A1<br>*Spar dk*<br>5,20<br>✠NB1,14 | Hfx<br>✠LMC5,20<br>BS11,20 | *y* | N 5,20 | 1899<br>7mo | Hall,<br>Russell&Co.<br>Aberdeen<br>*Lloyd*'*sA&CP* | **CanadaSteamship**<br>**Lines,Ld.** | 392·7\|47·2\|21·5<br>P60'B150'F48' 29·5<br>BK9"<br>*Cell DBuE*46'*f*48'289*t DTf*42'840*t* | **Glasgow**<br>British<br>7*BHCem*<br>*APT*65*t* | T.3Cy.29",50"&80½"-54" (*s*)<br>200lb 643NHP<br>2DB,*12cf*,GS214,HS8985 FD<br>Hall,Russell&Co.Abn. | 32 ″ 2<br>s **6** ″ 3½<br>27 ″ 2 | |
| 20454<br>PHDN | **Kambangan** SteelSc<br>*ss*Ams.No.2-20<br>*Elec.light* 2*Dks*(*Stl*)&<br>Wireless *Shelter dk*(*Stl*-teak s) | 6917<br>6652<br>4390 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,21 ~~4,21~~ | Ams<br>BS11,21<br>✠LMC8,20 | *a*† | CL<br>4,21 | 1911<br>12mo | Rotterdam<br>Droogd.Maat<br>Rotterdam<br>*Lloyd*'*sA&CP* | **Stoomv.Maats.**<br>**"Nederland"** | 430·5\|55·3\|34·6<br>FK<br>*WB = Cell DBa*106'*uE&B*60' *f*163' 1030*t DTa*24' | **Amstrdam**<br>Dutch<br>7*BHCem*<br>913*tAPT*80*t* | T.3Cy.27$\frac{9}{16}$",47¼"&82$\frac{11}{16}$"-53⅛" 213lb (*s*) 562NHP<br>2DB&1SB,*15cf*,GS208,<br>HS8683 FD<br>RotterdamDroogd.Maats. | 37 ″ 3<br>s **9** ″ 6<br>28 ″ 4 | |
| 20455<br>145346<br>KBPJ | Lost by Fire 4.21<br>**Kamchatka** WoodAuxSc3MstSr<br>(*ex*Thrasher) Wireless *OilEng.*<br>*Mchy.Aft* *Elec.light* 2*Dks*<br>(*See Sailing Ship Register*) | 553<br>444<br>415 | | | | | 1883 | Goss&<br>Sawyer<br>Bath,Me | **HibbardSwenson**<br>**Co.** | 144·6\|31·5\|16·4<br>P42'F41' | **Seattle**<br>Utd.States<br>*WB* | Oil Engine<br>6Cy.12"-18" NE20<br>McIntosh&Seymour<br>NewYork | | |
| 20456<br>138754<br>JVBS | **Kamenetz-Podolsk** SteelScSr<br>*ss*Bry.No.1-18<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 5079<br>4697<br>3145 | ✠100A1<br>6,20<br>BS9,19 | NNs<br>✠LMC5,18 | *y* | CL<br>6,20 | 1915<br>10mo | Bartram&<br>Sons,Ld.<br>Sunderland<br>*Lloyd*'*sA&CP* | **TheShppgControl-**<br>**ler(RoyalMailStm**<br>**PacketCo.***Mgrs.***)** | 400·0\|52·4\|28·0<br>P36'B119'F40'<br>FK<br>*CellDBa*137'*uE*26'*f*176'1053*tFPT* 191*t* | **London**<br>British<br>6*BHCem*<br>*APT*168*t* | T.3Cy.27½",45"&75"-48" (*s*)<br>180lb *120lb* 476NHP<br>3SB,*9cf*,GS204,HS8055<br>J.Dickinson&Sons,Ld.Sld. | 30 ″ 6<br>s **6** ″ 0½<br>24 ″ 10 | |
| 20457 | **Kámentxo** IronScK<br>(*Trawler*)<br>(*ex*Oregon) 1*Dk* | 162<br>151<br>64 | | | ... | | 1893 | Cochrane<br>&Cooper<br>Beverley | | 108·0\|21·0\|11·0<br>Q20'<br>BK7½" | **S.Sebast'n**<br>Spanish | T.3Cy.13",21"&34"-24"<br>57NHP<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |
| 20458<br>131560 | **Kameruka** WoodSc<br>(*Ferry*)<br>*Elec.light* (*Screws fore&aft*) 1*Dk* | 144<br>144<br>98 | | | | | 1913 | Morrison<br>&Sinclair<br>Balmain | **SydneyFerries,Ld** | 112·0\|25·8\|10·2 | **SydnyNSW**<br>British | T.3Cy.12",20"&32½"-18"<br>53RHP<br>Campbell&Calderw'd,Psy. | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Press.on des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20459<br>217488<br>LPQD | **Kamesit** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*&*Shelter dk*&*Web frames*<br>Wireless *Longitudinal framing*<br>Sub.Sig. | 6070<br>5721<br>4412 | | | ... | | 1919 | MooreS.B. Co.<br>Oakland,Cal. | UnitedStates ShippingBoard | 402·5\|53·0\|32·0<br>P34'F39'<br>*On shelter dk* FK | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"-48"<br>587NHP<br>Hooven,Owens&Rentschler Co.Hamilton,Ohio | 34 |
| 20460<br><br>MQTJ | **Kamfjord** SteelScSr<br>ssXia.No.2-21 ssBbo.No.3-4,12<br>(*ex*Achecolanda) ~~ssXia.No.1-17~~<br>Wireless 1*Dk*(*Stl*)&*deep framing* | 2201<br>1962<br>1374 | ✠100A1<br>7,21 ~~11-19-10,21~~<br>4,22<br>~~BS9,20~~<br>BS10,21 | Sld<br>~~Xia~~ Sbl<br>✠LMC ~~5,17~~<br>MS7,21 | *s* | ~~N8,20~~<br>4,22 | 1899<br>8mo | W.Pickersgill&Sons<br>Sunderland<br>A&CP | D/SA/S Cordial II.<br>(F.S.Thorn&Co. *Mgrs.*)<br>*WB=Cell* | 286·0\|43·2\|18·7<br>P23'B56'F27'<br>FK<br>*DBa*&*uE*110'*f*108' | Christiania<br>Norwegian<br>5*BHCem*<br>575*tAPT*54*t* | T.3Cy.21",35"&57½"-39" (*r*)<br>160lb *100lb* NDB11 210NHP<br>2SB,*6pf*,GS99,HS3221<br>G.Clark,Ld.Sunderland | 21<br>3<br>18 |
| 20461 | **Kami** SteelSc<br>(*Fishing*)<br>1*Dk* | 143<br>—<br>47 | | | | | 1916 | Gebr.Boot<br>Leiderdorp | N.V.ScheepsExploi.Maats. "Velzen" | 102·0\|20·4\|10·2 | Ymuiden<br>Dutch | T.3Cy.9⅝",15¾"&27½"-21½"<br>36NHP<br>N.V.Indust.MyHera, Ymu | |
| 20462<br>25193<br>RPLF | **Kamiji Maru** SteelSc | 1983<br>—<br>1152 | | | | | 1919 | ................ | TeikokuKisen KabushikiKaisha | 270·6\|39·0\|23·9 | Toba<br>Japanese | | |
| 20463<br>131516 | **Kamiri** WoodSc<br>(*Screws fore*&*aft*)<br>1*Dk* | 144<br>144<br>98 | | | | | 1912 | Morrison&Sinclair<br>Balmain | SydneyFerries,Ld. | 112·0\|25·8\|10·2 | SydnyNSW<br>British | T.3Cy.12",20"&32"-18"<br>E&B*made*09 53RHP<br>Campbell&Calderw'd,Psy. | |
| 20464<br>21740<br>NQSG | **Kamiyoshi Maru** SteelSc | 974<br>—<br>558 | | | | | 1917 | ................ | GomiyaShintaro | 190·9\|31·0\|18·5 | Kobe<br>Japanese | | |
| 20465<br>127814<br>TVSN | **Kamo** SteelScSr<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light* | 1236<br>1124<br>725 | ✠<br>9,14 | Wln<br>✠ | *o* | | 1913<br>6mo | Campbeltown S.B.Co.<br>Campbltown | UnionS.S.Co.of NewZealand,Ld.<br>*WB=CellDB* | 229·5\|35·8\|15·6<br>Q79'B58'F32'<br>FK<br>*a*56' *uE*&*B*33' *f*102' | Dunedin<br>British<br>4*BHCem*<br>395*tAPT*85*t* | T.3Cy.18",27½"&45"-33"<br>159NHP<br>2SB,*4cf*,GS73,HS2324 FD<br>Rankin&Blackmore,Grk. | 17 |
| 20466<br>11082<br>LFKT | **Kamo Maru** SteelTwinScSr<br>ssKob.No.3-1,20<br>*Elec.light* Wireless 2*Dks*(*Stl-U* teak s)<br>*deep framing*&*Web frames lower dk*(*Stl*)<br>*inNos.*1&3*holds* | 7951<br>6730<br>4940 | ✠100A1<br>4,21 ~~11,20~~ 9,21 | Yka<br>✠LMC ~~11,20~~<br>9,21 | *d*† | CL<br>11,20 | 1908<br>6mo | MitsuBishi Dkyd&EWks<br>Nagasaki<br>A&CP | NipponYusen KabushikiKaisha<br>*WB=CellDBa* | 473·4\|54·1\|30·8<br>P61'B176'F54'<br>FK<br>139'*u E*&*B* 85'*f*180' | Tokio<br>Japanese<br>7*BHCem*<br>1609*t FPT* | T.6Cy.25",41½"&69"-48" (*s*)<br>200lb 973NHP<br>6SB,*18cf*,GS338,HS14276 FD<br>MitsuBishiD.&E.Wks Nag<br>143*tAPT*48*tDTa*26'561*t* | 34<br>8<br>27 |
| 20467 | — SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 235 | | | | | 1920 | Ishikawajima SB&ECo Ld. Tokio | YunitsuShokukin &Co. | 123·0\|22·4\|12·9 | Tokio<br>Japanese | T.3Cy 12",22"&36"-24"<br>63NHP<br>IshikawajimaSB&ECo.Ld. | |
| 20468<br>1164<br>HGWB | **Kamogawa Maru** IronScSp<br>2*Dks* | 414<br>403<br>242 | | | | | 1889 | Kawasaki DockyardCo.<br>Ld.Kobé | OsakaShosen KabushikiKaisha | 156·1\|20·3\|16·5 | Osaka<br>Japanese | T.3Cy.14½",22"&36"-24"<br>NE92 64NHP<br>KawasakiDkydCoLdKobé | |
| 20469<br>23282<br>RCGH | **Kamoi Maru** WoodSc | 199<br>—<br>117 | | | | | 1918 | ................ | SambashoKisen KabushikiKaisha | 117·5\|20·3\|12·0 | Hakodate<br>Japanese | | |
| 20470<br>101486<br>PRTF | **Kamona** SteelScSr<br>ssDdn.No.3-1,14<br>*Well deck* 1*Dk*(*Stl*)&*deep framing* | 1425<br>1136<br>903 | ✠<br>1,15 | Wln<br>✠ | *p* | | 1901<br>4mo | Grngem'th &Greenock DockyardCo.<br>Grngemouth | UnionS.S.Co.of NewZealand,Ld.<br>*WB=CellDBa*54' | 245·0\|36·1\|16·0<br>Q85'B56'F24'<br>FK<br>*uE*&*B*34' *f*106'375*t* | Dunedin<br>British<br>4*BHCem*<br>*APT*40*t* | T.3Cy.18",30"&48"-33"<br>148NHP<br>1SB,*3cf*,GS68,HS2294<br>W.V.V.Lidgerwood,Gls. | 18 |
| 20471<br><br>HFPW | **Kamor** SteelScSr<br>1*Dk*&*Spar dk*<br>*Elec.light* &*deepframing* | 1529<br>1423<br>949 | | | ... | | 1902 | Fevigs Jernskibsbyg<br>Fevig | A/S Uto(C.Eitzen &Co.*Mgrs.*) | 245·0\|36·0\|12·7<br>19·7<br>FK | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.17½",27"&47"-36"<br>150NHP<br>Richardsons,Westgarth&Co.Ld.Mdb. | 22 |
| 20472<br>131384<br>HTMJ | **Kamouraska** SteelScSr<br>ssHul.No.2-19<br>Wireless 1*Dk*(*Stl*)&*Web frames*<br>Sub.Sig. *Longitudinal framing*<br>*TopsideTanks* | 4903<br>4519<br>2673 | ✠100A1<br>~~4,21~~ 7,19 ~~[illegible]~~<br>3,22<br>~~BS10,20~~<br>~~BS4,21~~ | Hul<br>~~Hfx~~ Shl<br>✠LMC 3,22<br>~~MS11,20~~ | *x* | CL<br>~~8,19~~<br>~~4,21~~<br>3,22 | 1911<br>9mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>*Lloyd*'*sA*&*CP* | KamouraskaShippingCo.Ld.(A.L. Hamilton,*Mgr.*) | 375·0\|52·0\|28·1<br>P29'B100'F36'<br>FK<br>*WB=CellDBa*126' *uE*&*B*42' *f*159'1018*tTopsideTanks*326' | HalifaxN.S.<br>~~Liverpool~~<br>British<br>6*BHCem* | T.3Cy.26",44"&73"-48" (*s*)<br>180lb 479NHP<br>3SB,*9cf*,GS160,HS6767 FD<br>G.Clark,Ld.Sunderland<br>1024*tFPT*215*tAPT*240*t* | 30<br>6<br>24 |
| 20473<br><br>MHFW | **Kamp** WoodScSr<br>1*Dk* | 131<br>114<br>50 | | | | | 1912 | K.Skaaluren<br>Rosendal | AalesundsFangst &FiskeCo(OleLarsen,*Mgr.*) | 105·7\|19·6\| 9·8<br>Q10*t* | Aalesund<br>Norwegian | C.2Cy.8½"&20"-17"<br>E&B*made*97*fitted*12 14NHP<br>Mjellem&Karlsen,Bergen | |
| 20474<br>136519 | **Kampar** SteelScSr<br>*Elec.light* 1*Dk* | 971<br>796<br>499 | | | | | 1915 | Hong K'ng &Whampoa DockCo.Ld.<br>HongKong | StraitsS.S.Co.Ld. | 223·2\|36·0\|13·2 | Singapore<br>British<br>*WB* | T.3Cy.17",27"&44"-30"<br>106NHP<br>HongKong&Whampoa DockCo.Ld.HongKong | |
| 20475<br><br>LBJH | **Kampen** SteelSc<br>Now named "Glenora," See No. 37532 in Supplement<br>1*Dk* | 1453<br>1281<br>824 | | | | | 1920 | Gebroeder Jonker<br>Kinderdijk | D/S A/SKampen (Brödr.Olsen, *Mgrs.*) | 241·8\|37·1\|16·9<br>P58*t*H105*t* | Stavanger<br>Norwegian | T3Cy.17$\frac{7}{10}$",29$\frac{1}{10}$"-46$\frac{1}{10}$"-36"<br>127NHP<br>Alblasserdam.Msch.Fab. | |
| 20476 | **Kampot** IronScSr<br>(*ex*Numidie,*ex*Isonzo,<br>*ex*Zeus,*ex*Santiagueña) 1*Dk*&*Spardk* | 849<br>—<br>415 | | | | | 1883 | J.C.Tecklenborg<br>Geestemünde | Cie.Thai-Thuan (Yeng-Seng,*Mgr.*) | 191·0\|26·9\|13·5<br>20·7 | Saïgon<br>French<br>*WB* | C.2Cy.22"&39"-26"<br>65NHP<br>O.Henniges&Co.Berlin | |
| 20477<br>23283<br>RCGJ | **Kamui Maru** SteelScSr<br>(*WRECKED 8,20*)<br>1*Dk* | 1674<br>1415<br>1194 | | | | | 1918 | Hakodate DockCo.<br>Hakodate | KusakabeKabushikiKaisha | 242·0\|36·0\|21·6<br>P12'B61'F30' | Hakodate<br>Japanese<br>*WB* | T.3Cy.18",29"&49"-33"<br>138NHP<br>HakodateDockCo. | |
| 20478<br>139557<br>THMF | **Kamuning** SteelScSr<br>*Elec.light* 2*Dks* | 2076<br>1838<br>1275 | | | | | 1916 | Taikoo Dckyrd&Eng Co.of HKgLd<br>HongKong | StraitsS.S.Co.Ld. | 279·0\|41·1\|20·5<br>F24' | HongKong<br>British<br>*WB* | T.3Cy.18",29"&48"-33"<br>132NHP<br>TaikooDockyard&Eng.Co. ofHongKong,Ld. | |
| 20479<br>~~216089~~<br>~~LNCB~~<br>138925<br>~~TRCJ~~<br>TRCJ | **Kanabec** CompScSr<br>*Elec.light* Wireless 2*Dks* | 2474<br>2011<br>~~1457~~<br>1458 | | | | | 1918 | Merrill-StevensS.B. Corp.<br>Jcksnvlle,Fla | ~~KanabecSSCo.Inc.~~<br>~~(FrenchAmerican LineInc.*Mgrs.*)~~<br>J.A.Imossi | 270·0\|~~46·0~~\|~~22·4~~ \|24·3<br>P24'B69'F34' \|45·3 | ~~Jcksnville (Fla.)~~<br>~~Utd.States~~<br>Gibraltar<br>British | T.3Cy.19",33"&55"-36"<br>181NHP<br>HardyTyneMfg.Co. Birmingham,Ala. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 3<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 4–5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20480<br>1847<br>HKWF | **Kanagawa Maru** SteelTwinSc<br>ssKob.2ndNo.3–5,20 4MstSr<br>~~ssYka.No.3–4,09~~<br>~~ssYka.No.2–16~~<br>Elec.light<br>Wireless<br>2Dks(Stl–Uteak s)&deep framing | 5838<br>5420<br>3584 | ✠100A1<br>~~8,21~~ ~~2,21~~ 3,22 | Yka<br>✠LMC~~5,20~~ | a†<br>8,21 | CL<br>~~P1,19~~<br>~~S5,20~~<br>P8,21<br>S3,22 | 1896<br>12mo<br>Lloyd'sA&CP | D&WHenderson&Co.<br>Glasgow | NipponYusen<br>KabushikiKaisha<br>WB=CellD | 445·0<br>P36'B97'F57'<br>FK&BK1½"<br>Ba 125' uE&B55'f | 49·4 | 30·5 | Tokio<br>Japanese<br>8BHCem<br>190' 1151tM | T.6Cy.20",33½"&56"–48" (s)<br>200lb 550NHP<br>2D&2SB,18cfGS300,HS9157<br>D.&W.Henderson&Co.,Gls<br>T25'441tFPT110tAPT37t | 33 ″ 6 | |
| 20481<br>211001<br>LOTP | **Kanak** SteelTwinScSr<br>ssSFo.No.2–22 ~~ssS.Fo.No.1–17~~<br>Elec.light Wireless 1Dk(Stl) | 235<br>199<br>121 | ✠100A1<br>3,22 ~~3,20~~<br>~~BS4,20~~<br>~~BS[illegible],21~~ | SFo<br>✠LMC~~3,17~~ | 3,22 | PCL<br>PN4,20<br>~~S2,19~~<br>S3,22 | 1913<br>3mo | United<br>Eng.Works<br>Alameda,Cal.<br>A&CP | AlaskaPackers<br>Association | 110·8<br>RFD20'<br>FK<br>WB=FPT | 25·4 | 9·8 | S.Frncisco<br>Utd.States<br>4BHCem<br>20tAPT20t | C.4Cy.10½"&24"–14" (s)<br>160lb 68NHP<br>1SB,2cf,GS35,HS1393<br>UnitedEWks.AlamedaCal | 10 ″ 9 | |
| 20482<br>217342<br>LPDS | **Kanakee** WoodScSr<br>Elec.light<br>Wireless<br>1Dk2trB | 2594<br>2071<br>1523 | | | | | 1918 | Grant<br>SmithPorter<br>ShipCo.Portland,Or. | UnitedStates<br>ShippingBoard | 267·5<br>P27'B67'F29' | 46·4 | 23·9 | Portlnd,Or<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>AllisChalmersMfg.Co.<br>Milwaukee,Wis. | | R |
| 20483 | **Kanal II.** SteelSc<br>Mchy.Aft<br>1Dk&ptAwngdk | 216<br>173<br>114 | | | | | 1898 | Schiffsw.v.<br>HenryKoch<br>Lübeck | VerFlensburg Ekensunder&SonderburgerDmpfs.Ges. | 110·1<br>P&B56'F42' | 23·6 | 9·9 | Snderborg<br>Danish<br>WB | C.2Cy.13¾"&24¾"–17¾"<br>22NHP<br>J.F.Ahrens,Ottensen | | |
| 20484 | **Kanal III.** SteelScSr<br>Mchy.Aft<br>1Dk | 290<br>214<br>166 | | | | | 1904 | Schiffsw.v.<br>HenryKoch<br>Lübeck | Ver.FlensburgEkensunder&SonderburgerDmpfs.Ges. | 125·5<br>P61'F49' | 24·1 | 10·3 | Flensburg<br>German<br>WB | C.2Cy.14⅝"&26⅜"–17¾"<br>NB09 24NHP<br>J.F.Ahrens,Altona | | |
| 20485 | **Kanal IV.** SteelSc<br>Mchy.Aft<br>1Dk | 262<br>190<br>102 | | | | | 1907 | Schiffsw.v.<br>HenryKoch<br>Lübeck | Ver.FlensburgEkensunder&SonderburgerDmpfs.Ges. | 125·5<br>P&B61'F50' | 24·1 | 10·4 | Snderborg<br>Danish<br>WB | C.2Cy.14½"&26½"–17¾"<br>29NHP<br>J.F.Ahrens,Altona | | |
| 20486 | **Kanala** IronScYl<br>ssGms,No.3–9,10<br>(exFourmi,exArcadia) 1Dk | *155*<br>*149*<br>*57* | ✠<br>StmTrawler<br>5,10 | Shl | | | 1891<br>6mo | Mackie&<br>Thomson<br>Glasgow | B.Papadopoulos | 100·5<br>Q19'F19'<br>ND04 BK7½" | 23·5 | 10·7 | Piræus<br>Greek<br>3BHCem | T.3Cy.10¾",15⅝"&27¼"–22"<br>1SB,2pf,GS26,HS617 35NHP<br>Muir&Houston,Glasgow | 11 ″ 11 | V |
| 20487 | **Kanan Maru** SteelSc<br>Elec.light 2Dks(Stl–U ws) | 2567<br>2009<br>1583 | ✠100A1<br>1,22 ~~12,20~~ | Osaka<br>Kob<br>✠LMC~~2,21~~ | s<br>1,22 | CL | 1920<br>12mo | OsakaIronworks,Ld.<br>Osaka<br>A&CP | OsakaShosen<br>KabushikiKaisha<br>CellDB240'624tD | 284·5<br>P41'B100'F34'<br>FK<br>Ta18' 232t FPT36t | 42·5 | 23·0 | Osaka<br>Japanese<br>5BHCem<br>APT22t | T.3Cy.21",35"&58"–39" (s)<br>200lb 288NHP<br>2SB,6cf,GS99,HS4046 FD<br>OsakaIronWorksLd.Osaka | 23 ″ 0 | |
| 20488<br>131544 | **Kanangra** SteelSc<br>(Screwsfore&aft) (Ferry)<br>Elec.light 1Dk | 295<br>250<br>201 | | | | | 1912 | Mort'sDck<br>&Eng.Co.Ld.<br>SydneyNSW | SydneyFerries,<br>Ld. | 149·2 | 31·7 | 10·9 | SydnyNSW<br>British | T.3Cy.14",22¼"&37"–21"<br>68RHP<br>Mort'sDk.&E.CoLdBalmn | | |
| 20489<br>102122<br>NGOW | **Kanawha** SteelScSr<br>ssLon.2ndNo.3–8,19<br>Elec.light Wireless 2Dks(Stl)3trB | 3884<br>3670<br>2488 | ✠100A1<br>8,20<br>BS9,20 | Lon<br>✠LMC8,19 | x | CL<br>8,20 | 1893<br>12mo | A.Stephen<br>&Sons<br>Glasgow<br>A&CP | Furness,Withy&<br>Co.Ld. | 370·0<br>P48'B128'F56'<br>ptShltrdk80'BK11"<br>WB=Cell | 44·0 | 28·6 | Liverpool<br>British<br>6BHCem<br>DB280'616t | T.3Cy.28",46"&75"–54" (s)<br>160lb 90lb NDB14 491NHP<br>2DB,12cf,GS270,HS8520<br>A.Stephen&Sons,Glasgow | 31 ″ 6<br>s 6 ″ 4½<br>26 ″ 3 | |
| 20490<br>1040<br>HGLS | **Kanazawa Maru** IronScSr<br>(exAtalanta)<br>2Dks | 1246<br>—<br>756 | ✠<br>4,72 | Hpl | | | 1872<br>3mo | Denton,<br>Gray&Co.<br>WHartlepool | K.Hachiuma | 235·7<br>P83' B26t H204t<br>F27' WB | 28·9 | 22·5 | Nshnmiya<br>Japanese<br>4BHCem | C.2Cy.26½"&49⅛"–33"<br>NB05 115NHP<br>T.Richardson&Sons,Hpl. | | |
| 20491<br>120621<br>HDRN | **Kanchow** SteelScSr<br>Elec.light | 2001<br>1728<br>1222 | | | | | 1905 | Scotts'S.B.<br>&E.Co.Ld.<br>Greenock | ChinaNav.Co.Ld. | 267·2<br>B81'F34' | 40·2 | 21·7 | London<br>British<br>WB | T.3Cy.20",33½"&56"–39"<br>196NHP<br>Scotts'S.B.&E.Co.Ld.Grk. | | |
| 20492<br>133318<br>JOWH | **Kandahar** SteelScSr<br>ssHul.No.1–18<br>Elec.light Wireless 2Dks(Stl)<br>CruiserStern | 6415<br>6107<br>4153 | ✠100A1<br>8,21 ~~12,20~~<br>~~BS6,20~~<br>BS7,21 | NYk<br>Mch<br>✠LMC12,17 | b† | CL<br>12,19 | 1913<br>9mo<br>Lloyd'sA&CP | Swan,Hunter&Wigham<br>Richardson,<br>LdNewcastle | Ellerman&<br>BucknallS.S.Co.Ld | 434·6<br>P90'B174'F87'<br>FK<br>WB=CellDB | 55·6 | 31·5 | N.Shields<br>British<br>7BHCem<br>a148' uE&B | T.3Cy.25½"43½"&76"–51"(s)<br>220lb 568NHP<br>3SB,12cf,GS220,HS7676 FD<br>WllsndSlpwy.Co.Ld.Nwc.<br>42'f194'1155tDTa33'445t | 33 ″ 10<br>s6 ″ 6<br>27 ″ 8 | |
| 20493<br>844 | **Kandalaksha** SteelSc<br>(Barge)<br>Mchy.Aft 1Dk | 211<br>167<br>85 | | | | | 1896 | W.Dobson<br>&Co.<br>Newcastle | ArchangelMourmanStm.Nav.Co. | 115·0<br>Q39'F24' | 21·1 | 8·8 | Archangel<br>Russian<br>WB | C.2Cy.17"&32"–20"<br>38NHP<br>WllsndSlpwyCo.Ld.,Nwc. | | |
| 20494<br>~~130036~~<br>~~JLPC~~ | **Kandy** SteelScSr<br>ssHam.No.2–12<br>(exMoltkefels) 1Dk(Stl)&Spar dk<br>Elec.light (Stl–pt ws)&deep framing<br>Wireless | 4921<br>4646<br>3084 | ✠100A1<br>Spar dk<br>8,16<br>Examined5,18<br>MS1,17 | Npt<br>✠LMC<br>BS7,20 | z | CL<br>7,20 | 1904<br>8mo<br>Lloyd'sA&CP | Flensburgr<br>Schiffsb.Ges.<br>Flensburg<br>WB=C | ~~JosephChadwick&Sons~~ Rethymnis<br>&Kulukundis<br>ellDBa120'uE23'f | 389·8<br>P51'B119'F50' 28·5<br>FK&BK2"<br>175'1155t'Tween dk | 53·2 | 20·5 | Greek<br>6BHCem<br>tanks a42'41 | Q4Cy23¼",33¾",49¼"&72"–54"<br>213lb ~~100lb~~ (s) 501NHP<br>3SB,9cf,GS154,HS6660 FD<br>FlensburgerSchiffsb.Ges.<br>0tf40'440tFPT85tAPT40t | 31 ″ 2 | |
| 20495<br>9968<br>LGFP | **Kane Maru No. 1** WoodAuxScSr | 181<br>—<br>131 | | | | | 1908 | ................ | NipponKigawa<br>KabushikiKaisha | 96·6 | 24·0 | 12·2 | Hakodate<br>Japanese | | | |
| 20496<br>131682<br>JLVW | **Kangaroo** SteelTwinScSr<br>OilEng.<br>ssGls.No.1–19<br>Elec.light Wireless 2Dks(Stl)<br>3rd dk in No.2 hold | 4433<br>3912<br>2706 | ✠100A1<br>5,21 ~~12,19~~<br>DBS5,21<br>✠Lloyd'sRMC5,21<br>Carrying oil fuel F.P. above 150° | NYk<br>Sou 5,21<br>✠LMC5~~,19~~ | w<br>3,22 | PCL<br>~~P5,19~~<br>~~s11,17~~<br>5,21 | 1915<br>10mo<br>Lloyd'sA&CP in M.T. | Harland&<br>Wolff,Ld.<br>Irvine | Govt.ofWestern<br>Australia<br>WB=CellDBa88'<br>uE42'f174'770t | 365·2<br>P22'B91'F36'<br>FK<br>FPT49tAPT50t<br>Tanksbetween Tunnels81' 190t | 50·1 | 26·5 | Fremantle<br>British<br>5BH toU dk;<br>APBHto2nd<br>dkonly | Oil Engines 4S.C.SA<br>12Cy.22"–29¹⁵⁄₁₆" 398NHP<br>DB80lb<br>Burmeister&Wain,Ld.Gls.<br>~~only~~ | 29 ″ 2<br>s 6 ″ 3<br>23 ″ 5 | |
| 20497<br>PHDQ | **Kangean** SteelScSr<br>ssHam.No.2–20<br>2Dks(Stl)&Shelter dk(Stl–teak s)<br>Elec.light Wireless | 6857<br>6585<br>4368 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~9,21~~ ~~2,21~~ 2,22<br>~~BS8,20~~ | Ams<br>BS9,21<br>✠LMC8,19 | a† | 8,20 | 1912<br>4mo<br>Lloyd'sA&CP | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle | Stoomv.Maats.<br>"Nederland"<br>WB=Cell<br>DBa110'uE&B91' | 430·5<br>FK<br>f170' 1225tDTa24' | 55·3 | 26·9 | Amstrdam<br>Dutch<br>8BHCem<br>975tFPT60t | T.3Cy27½",46½"&80"–54"(s)<br>214lb HS10450 FD 719NHP<br>2DB&2AuxSB,18cf,GS255,<br>N.E.MarineEng CoLdNwc | 37 ″ 3<br>s9 ″ 5½<br>28 ″ 4 | |
| 20498<br>217356<br>LPFH | **Kangi** WoodTwinScSr<br>Elec.light<br>Wireless 1Dk2trB | 2573<br>2073<br>1507 | | | | | 1918 | GMStandiferConstructionCorpn.<br>Vancvr,Wsh. | UnitedStates<br>ShippingBoard | 266·6<br>P27'B67'F29' | 46·2 | 23·9 | Portlnd,Or<br>Utd.States | T.6Cy.15½",26"&44"–26"<br>196NHP<br>GeneralOrdnanceCo.<br>Denver,Colorado | | R |
| 20499<br>recked 4,22<br>OKRL | **Kangourou** SteelSc<br>(Trawler)<br>(exRosarioII.,exPalomita, exHelgoland) 1Dk | 155<br>140<br>27 | | | | | 1896 | G.Seebeck<br>Akt.Ges.<br>Geestemünde | Soc.Gén.d'Armement<br>(G.Bélot,Mgr.) | 106·0<br>B31' | 21·0 | 10·2 | Arcachon<br>French | C.3Cy.17⁵⁄₁₆"&32⅝"–22"<br>41NHP<br>G.SeebeckA.G.Gstemnde | | V |
| 20500<br>84490<br>SLPB | **Kanieri** SteelScSr<br>Well deck<br>1Dk | 203<br>135<br>115 | | | | | 1886<br>10mo | W.Denny<br>&Bros.<br>Dumbarton | NorthernSS.Co.Ld | 105·0<br>Q36' B34' F13' | 21·1 | 8·7 | Auckland<br>British | C.2Cy.15"&26"–15"<br>20RHP<br>Denny&Co.,Dumbarton | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20501<br>125223 | **Kanimbla** WoodSc<br>*Screws fore and aft*<br>1*Dk* | 156<br>156<br>106 | | | | | 1909 | Morrison&<br>Sinclair<br>Sydney,NSW | SydneyFerries,Ld. | 116·2 | 28·7 | 9·7 | SydnyNSW<br>British | T.3Cy.12",20"&32½"–18"<br>55RHP<br>Mort'sDk.&E.Co.Ld.Syd. | |
| 20502<br>8953<br>JRPV | **Kanju Maru** SteelScSr<br>(*ex*PhraChomKlao) 2*Dks* | 1597<br>1484<br>941 | | | ... | | 1882 | Caird&Co.<br>Greenock | HashiyaKabushiki<br>Kaisha | 267·9<br>F43'<br>FK | 34·0 | 20·5 | Hashidate<br>Japanese<br>*WB* | C.2Cy.35⅛"&68⅛"–42"<br>251NHP<br>Caird&Co.Greenock | 23 |
| 20503<br>180<br>PBNR | **Kankyo Maru** SteelScSr<br>(*ex*SeishiMaruNo.5)<br>2*Dks* | 750<br>—<br>442 | | | | | 1908 | OsakaIron<br>Works<br>Osaka | ChosenYusen<br>KabushikiKaisha | 180·0<br>B31'F21' | 27·2 | 18·1 | Jinsen<br>Japanese | T.3Cy.13",21½"&36"–27"<br>67NHP<br>OsakaIronWorks,Osaka | |
| 20504<br>127809<br>TVSH | **Kanna** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 1948<br>1651<br>1049 | ✠<br>5,14<br>✠ | Syd | *r* | | 1911<br>6mo | Ramage&<br>Ferguson,Ld.<br>Leith | UnionS.S.Co.of<br>NewZealand,Ld.<br>*WB*= *Cell D B a*69'*uE* & | 272·1<br>P22'B78'F26'<br>FK&BK1½"<br>*B*39'*f*108'458*tFPT* | 41·2 | 17·9 | Dunedin<br>British<br>6*BHCem*<br>55*tAPT*125*t* | T.3Cy.21",34"&56"–36"<br>264NHP<br>2SB,6*cf*,GS126,HS4897<br>Ramage&Fergusn,Ld.Lth. | 19·1 |
| 20505<br>WLTB | **Kannik** SteelScSr<br>Now named "Speed," See No. 39377 in Supplement<br>*Elec.light* 1*Dk* | 1337<br>1160<br>744 | | | | | 1917 | Gebr.<br>Jonker<br>Kinderdijk | D/S A/SKannik<br>(BrödreneOlsen) | 237·9<br>P33'B62'F26' | 36·0 | 18·9 | Stavanger<br>Norwegian<br>*WB* | T3Cy.14",22"&36"–27"<br>67NHP<br>Alblasserdam.Msch.Fab. | |
| 20506<br>115743<br>TSWR | **Kanowna** SteelTwinScSr<br>Ref Mchy.<br>*Elec.light* 2*Dks*(*StlU*–ws)3trB&<br>Wireless *Shelter dk*(*Stl*–teak s) | ~~6942~~ 6986<br>6363<br>~~4370~~<br>4334 | ✠<br>*Shelter dk*<br>1,03<br>✠ | Dmb | *b*† | | 1903<br>1mo | W.Denny<br>&Bros.<br>Dumbarton | AustralasianUnited SteamNav.Co.Ld.<br>*WB*=*CellDBa*<br>106' *uE*&*B*110' | 415·6<br>FK&BK1"<br>*f*154'905*tFPT*118*t* | 52·2 | 28·6 | Adelaide<br>~~Glasgow~~<br>British<br>7*BHCem*<br>*APT*93*t* | Q.8Cy(2)23"(2)37½"&(4)43"–48"<br>770NHP<br>4SB,16*rf*,GS300,HS11857FD<br>Denny&Co.Dumbarton | 31 |
| 20507<br>15179<br>LWKM | **Kansai Maru No. 1** SteelSc | 483<br>—<br>273 | | | | | 1912 | ............... | KagitomiSansaku | 170·0 | 22·0 | 17·0 | Tarumi<br>Japanese | | |
| 20508<br>127112<br>HRLN | **Kansas** SteelScSr<br>Wireless | 6074<br>5805<br>3941 | | | | | 1910 | Workman,<br>Clark&Co.Ld<br>Belfast | Ellerman&Bucknall<br>S.S.Co.Ld. | 431·7<br>P78'B139'F90' | 54·9 | 30·9 | N.Shields<br>British<br>*WB* | T.3Cy.25½",43¾"&75½"–51"<br>403NHP<br>Wrkman,Clark&Co.LdBel | |
| 20509<br>20402<br>NJCP | **Kansei Maru** WoodSc | 110<br>—<br>62 | | | | | 1917 | ............... | H.Sagiike | 102·0 | 16·0 | 9·6 | Shimonoseki<br>Japanese | | |
| 20510<br>104857<br>NSPV | **Kansu** SteelScSr<br>2*Dks* | 1862<br>1670<br>1143 | | | | | 1895 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 259·5<br>P9'B56'F29 | 38·1 | 21·3 | London<br>British<br>*WB* | T.3Cy.20",32"&52"–39"<br>169NHP<br>Scott&Co.,Greenock | |
| 20511<br>144024 | **Kanuck** SteelScK<br>1*Dk*(*Stl*) | 324<br>287<br>148 | ✠100A1<br>*StmTrawler*<br>8,21 ~~12,20~~ ✠LMC11,19 | Hul | | | 1919<br>11mo | Cochrane&<br>Sons,Ld.<br>Selby<br>*Lloyd*'*sA&CP* | EastRidingSteam<br>FishingCo.Ld.<br>(HudsonBros.<br>*Mgrs*) | 138·3<br>Q78'F19'<br>BK7½" | 23·7 | 12·7 | Hull<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 20512<br>OKRN | **Kaolack** SteelTwinScSr<br>*Ref.Mchy* 1*Dk*<br>*Elec.light Mchy.Aft* | 1772<br>1534<br>1063 | ✠Lloyd'sRMC11,20 | | | | 1916 | Atel.&Ch.<br>de la Loire<br>St.Nazaire | Cie.Française du<br>FroidSec | 265·8<br>P59'B39'F41' | 35·8 | 22·0 | Havre<br>French<br>*WB* | C.4Cy.20"&35½"–24½"<br>103NHP<br>Atel.&Ch.de la Loire,Nts. | |
| 20513<br>MSKL | **Kap Flora** WoodScSr<br>(*Whaler*)<br>*Mchy.Aft* 1*Dk* | 114<br>102<br>34 | | | | | 1917 | Skaalurens<br>Skibsbyggeri<br>Rosendal | P.Vaagsholm | 90·9<br>Q10*t* | 21·4 | 10·1 | Aalesund<br>Norwegian | C.2Cy.8½"&19"–12"<br>10NHP<br>StorviksM.V.Xiansund | |
| 20514<br>MPNT | **Kap Nora** WoodScSr<br>(*Whaler*)<br>(*ex*Skumur) 1*Dk* | 107<br>94<br>37 | | | | | 1916 | O.M.Karlsen<br>Bergen | A.C.Normann | 92·3<br>Q7' | 22·3 | 9·6 | Aalesund<br>Norwegian | C,2Cy.9½"&19"–14"<br>11NHP<br>BergensMekVærksBergen | |
| * 20515<br>MLVT | **Kapana** SteelScSr<br>*ss*Bly.No.3–5,08<br>*ss*Xia.No.2–16<br>(*ex*Gesto,*ex*Bifrost,<br>*ex*Richmond) 1*Dk*(*ptStlptIrn*)<br>*ptAwngdk*(*Irn*)&*Webframes* | 2135<br>1502<br>1306 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>10,19<br>BS1,20 ✠LMC12,16 | Mch | *r* | 1,19 | 1896<br>1mo | Ropner&<br>Son<br>Stockton<br>*Lloyd*'*sA&CP* | D/S A/S Kap<br>(CarlWildhagen<br>&Co. *Mgrs.*)<br>*CellDB* | 279·9<br>P27'Q80'<br>*ptAwngdk*173' FK<br>*a*90'*f*112'*uE*&*B*20' | 40·0 | 15·6 | Sandefjrd<br>Norwegian<br>4*BHCem*<br>398*tAPT*28*t* | T.3Cy.21",34"&56"–36" (*r*)<br>160lb 80*lb* 187NHP<br>2SB,4*cf*,GS64,HS2780<br>Blair&Co.Ld.Stockton | 18<br>7·8<br>18·1 |
| 20516<br>122748 | **Kapara** SteelScSr<br>*ss*Syd.No.3–11,18<br>*Mchy.Aft* 1*Dk*(*Stl*) | ~~842~~ 846<br>642<br>~~405~~<br>403 | ✠100A1<br>5,20<br>BS1,21 ✠LMC11,18 | Adl | *k* | CL<br>5,20 | 1914<br>2mo | J.Crown&<br>Sons,Ld.<br>Sunderland<br>*Lloyd*'*sA&CP* | AdelaideSteam<br>TugCo.Ld. | 195·0<br>Q61'B11'F22'<br>FK<br>*FPT* | 32·1 | 12·6 | P.Adelaide<br>British<br>3*BHCem*<br>60*tAPT*17*t* | T.3Cy.14½",24"&39"–27" (*s*)<br>180lb 100*lb* 77RHP<br>1SB,3*pf*,GS52,HS1692<br>MacColl&Pollock,Ld.Sld. | 13 |
| 20517<br>MTGC | **Kaparika** SteelScSr<br>1*Dk* | 1592<br>1177<br>922 | | | | | 1919 | Laxevaags<br>Msk.&Jrnskb<br>Bergen | D/S A/S Kap(Carl<br>Wildhagen&Co.<br>*Mgrs.*) | 245·7<br>P39*t*Q108*t*H68*t*<br>B126*t*F40*t* | 37·9 | 15·5 | Sandefjord<br>Norwegian<br>*WB* | T.3Cy.18⅝",29"&49"–33"<br>138NHP<br>LaxevaagsMsk&Jrns.Bgn | |
| * 20518<br>LBDG | **Kapduen** SteelScK<br>*ss*Mil.No.3–11,19<br>(*ex*Viola) 1*Dk* | 166<br>166<br>59 | ✠100A1<br>*StmTrawler*<br>11,21 ~~11.19~~ ✠LMC<br>MS11,19 BS8~~,20~~ 8,21 | Mil<br>Xia | | CL<br>~~8,19~~<br>11,21 | 1906<br>2mo | Cook, Welt'n&Gemmell<br>Beverley<br>*Lloyd*'*sA&CP* | A/S Sandefjord<br>Trawlfiskeselskap<br>(A.H.Andersen,<br>*Mgr.*) | 108·5<br>BK8"<br>*WB*= | 21·6 | 11·5 | Sandefjord<br>Norwegian<br>4*BHCem*<br>*DTf*13'30*t* | T.3Cy.10",16¼"&27"–24" (*s*)<br>200lb 45NHP<br>1SB,2*pf*,GS25,HS750<br>Amos&Smith,Hull | 12 |
| 20519<br>MVSR | **Kapela** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 1435<br>1173<br>835 | ✠100A1<br>11,21 ~~4,21~~<br>✠LMC8,20 | Xia<br>Gls | *p* | 4,21 | 1920<br>8mo | Kockums<br>M.V.Aktieb.<br>Malmö<br>*Lloyd*'*sAP* | D/S A/S Kap(Carl<br>Wildhagen&Co.<br>*Mgrs.*)<br>*CellD* | 235·5<br>P17'B64'F25'<br>FK<br>*B*196' 364*t FPT*44*t* | 37·7 | 16·5 | Sandefjrd<br>Norwegian<br>4*BHCem*<br>*APT*59*t* | T3Cy.18⅛",28⅞"&48⅛"–31½"<br>185lb (*s*) 157NHP<br>2SB,4*cf*,GS70,HS2546<br>KockumsM.V.Akt.Malmö | 18·7 |
| 20520<br>PHDW | **Kapelle** SteelScSr<br>1*Dk* | 1345<br>1160<br>776 | | | | | 1917 | Gebr.<br>Jonker<br>Kinderdijk | N.V.Maats.S.S.<br>" Kapelle "(Gebr.<br>vanUden) | 240·0<br>P30'B60'F24' | 36·2 | 16·7 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.17½",29"&46"–36"<br>127NHP<br>AlblasserdamMsch.Fab. | |
| 20521<br>HQBN | **Kaphirefs** IronScSr<br>(*ex*YachtSeaMaid,*ex*Sölyst,*ex*Xantha) | *204*<br>—<br>*104* | 10,00 | Lth | | | 1867 | Palmer&<br>Co.<br>Newcastle | L.Boyazides<br>Brother&Co. | 148·4<br>H14*t*<br>len&alt88 | 19·3 | 9·9 | Volo<br>Greek | T.4Cy.13",21"&(2)24"–18"<br>49NHP<br>*Tpd*88E.Scott,Newcastle | |
| 20522 | **Kapitän B. Grundmann** SteelSc<br>(*Trawler*)<br>*Elec.light* (*ex*Hildesheim) 1*Dk* | 257<br>237<br>99 | | | | | 1916 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | Grundmann&<br>Gröschel | 131·9<br>F21' | 23·4 | 10·3 | Gstemnde<br>German<br>*WB* | T.3Cy.12⅝",20½"&33"–23½"<br>53NHP<br>G.Seebeck,A.G.Bremerhvn | |
| 20523<br>108078<br>QHWN | **Kapiti** SteelScSr<br>*Well deck Elec.light* 1*Dk* | 242<br>166<br>114 | ✠<br>11,02<br>✠ | Psy | *b* | | 1902<br>11mo | J Fullerton<br>&Co.<br>Paisley | CoastalShipping<br>Co.Ld.<br>*WB*= | 119·4<br>Q51'B11'F17'<br>len06 FK<br>*DBa*18'27*tFPT*10*t* | 21·2 | 8·8 | Wellingtn<br>N.Z.<br>British<br>4*BHCem* | C.2Cy.14"&29"–20"<br>35RHP<br>1SB,2*pf*,GS31,HS698<br>Ross&Duncan,Glasgow | 9·8 |

| 1 No. in Book. / Official No. / Code Letters | 2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20524<br>MBVF | **Kapland** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 1630<br>1191<br>958 | | | | | 1918 | Bergens<br>Mek.Værks.<br>Bergen | D/S A/S Kap<br>(C.Wildhagen<br>*Mgr.*) | 244·7\|37·9\|15·6<br>P16'Q73'B65'F27' | Sandefjrd<br>Norwegian<br>*WB* | T.3Cy.18",29"&49"–33"<br>138NHP<br>BergensMekVærksBergen | | N |
| 20525<br>MJRN | **Kapolna** SteelSc4Mst<br>(*ex*Gogsjö,*ex*Libra)<br>*Elec.light* Wireless 1*Dk* | 1882<br>1645<br>1135 | | | | | 1913 | Sörlandets<br>Skibsbyggeri<br>Fevig | D/S A/S Kap(Carl<br>Wildhagen&Co.<br>*Mgrs.*) | 265·0\|42·1\|17·9<br>P50*t*H56*t*F29' | Sandefjrd<br>Norwegian<br>*WB* | T.3Cy.20½",33"&56"–36"<br>219NHP<br>FredrikstadM.V.Frdstad | | N |
| 20526 | **Kappeln** SteelSc<br>(*ex*Podbielski) (*Trawler*)<br>1*Dk* | 120<br>111<br>41 | | | | | 1899 | Howaldts-<br>werke<br>Kiel | P.Kruse | 98·2\|21·0\|8·8 | Kappeln<br>German<br>*WB* | T.3Cy.9½",14⅘"&24⅖"–12"<br>20NHP<br>Howaldtswerke,Kiel | | |
| 20527<br>MDPQ | **Kaprino** SteelScSr<br>Wireless (*ex*Ocland)<br>*Elec.light Mchy.Aft* 1*Dk* | 3201<br>2462<br>1874 | | | | | 1907 | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland | D/S A/S Kap(Carl<br>Wildhagen&Co.,<br>*Mgrs.*) | 306·6\|47·0\|22·3<br>P187*t*H20*t* | Sandefjrd<br>Norwegian<br>*WB* | T.3Cy.24",40"&65"–42"<br>274NHP<br>N.E.MarineEng.Co.Ld.Sld | | N |
| 20528<br>121382<br>QHWT | **Kapuni** WoodScSr<br>1*Dk* | 188<br>129<br>97 | | | | | 1909 | WHBrown<br>Auckland,<br>N.Z. | SouthTaranaki<br>ShippingCo.Ld.(F.<br>W.Grainger, *Mgr.*) | 100·6\|19·9\|10·7 | Wellingt'n<br>British | C.2Cy.12"&28"–18"<br>30RHP<br>Ross&Duncan,Glasgow | | |
| 20529<br>95024<br>KPVJ | **Kapurthala** SteelScSr<br>Wireless<br>*Elec.light* 2*Dks*(*UptStl* -ws)&*Shadedk* | 1180<br>915<br>721 | ✠<br>*Shade dk*<br>12,87 | Dmb | *p* | | 1887<br>12mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndiaStm.<br>Nav.Co.Ld. | 240·2\|34·2\|16·3<br>P44' B72' F53'<br>*WB* = *CellDB*62'104*t* | Glasgow<br>British<br>4*BHCem* | T.3Cy.20",33½"&54"–42"<br>NB01 189NHP<br>Denny&Co.,Dumbarton | 19 " 0 | |
| 20530 | **Kara Deniz** SteelScSr<br>(*ex*Darmstadt)<br>*Elec.light* Wireless 4*Dks* | *5012*<br>*4333*<br>*3161* | | | | | 1890 | Fairfield<br>Co.Ld.<br>Glasgow | | 413·3\|48·0\|29·8<br>P62'B180'F76' | | T.3Cy.31",52"&83"–54"<br>506NHP<br>FairfieldCo.Ld.Glasgow | | |
| 20531<br>144569<br>KGQS | **Karachi** SteelScSr<br>*ss*Hul.No.3-9,20<br>(*ex*GeorgeHarris) 1*Dk*<br>*Cargo battens not fitted* | 278<br>246<br>124 | 100A1<br>9,21 ~~12,20~~<br>LMC9,20 | Bom | *e* | CL | 1918 | Hepple&<br>Co.Ld.<br>SouthShields<br>*Lloyd*'*sA&CP* | A.M.Jeevanjee | 124·6\|23·4\|12·6<br>Q72'F21' | Bombay<br>~~London~~<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 87RHP<br>1SB,3*pf*,GS50,HS1619<br>Bellis&Morcom,Ld.Bmn. | 13 " 6<br>s 1 " 11<br>13 " 1 | |
| 20532<br>25486<br>RNQB | **Karachi Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>Wireless | 5860<br>5586<br>4259 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>~~4,21~~ ~~4,20~~ 1,22<br>✠LMC~~4,20~~<br>1,22 | Kob<br>~~Bry~~ | *y* | ~~4,21~~<br>1,22 | 1919<br>8mo | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>*Lloyd*'*sA&CP* | KokusaiKisen<br>KabushikiKaisha | 385·0\|51·0\|36·0<br>FK<br>*Collision BH to A dk*<br>5 ,, ,, *U* ,,<br>*CellDB*334'1118*t FPT*126*t* | Kobe<br>Japanese<br>*pt Cem*<br>*APT*93*t* | T.3Cy.26",43½"&72"–48" (*s*)<br>200lb 437NHP<br>2SB&1AuxSB,8*cf*,GS154,<br>HS5636 FD<br>KawasakiDkydCoLdKobe | 36 " 0<br>s 9 " 3½<br>27 " 1 | |
| 20533<br>8014<br>JQGD | **Karafuto Maru** WoodScSr<br>2*Dks* | 526<br>—<br>314 | | | | | 1906 | Toba<br>TekkoGoshi<br>Kaisha,Toba | Y.Fujiyama | 175·6\|23·0\|16·5<br>B19' | Otaru<br>Japanese | C.2Cy.20"&40"–24"<br>65NHP<br>TobaTekkoGoshiKaisha | | |
| 20534<br>137841<br>JPNQ | **Karagola** SteelTwinScSr<br>Wireless<br>*Elec.light* 1*Dk*(*Stl*)&*Awngdk*(*Stl-teak s*)&2*nd dk*(*Stl*)*inNos.*1&2*holds*<br>*CruiserStern* | 7053<br>5316<br>3647 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>4,17<br>✠LMC4,17 | Nwc | *a*† | CL | 1917<br>4mo | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>LdNewcastle<br>*Lloyd*'*sA&CP* | BritishIndiaStm.<br>Nav.Co.Ld. | 425·0\|55·8\|31·2<br>P35'B163'F46'<br>FK<br>*Cell DB*355'825*tFPT*52*t* | Glasgow<br>British<br>7*BHCem*<br>*APT*60*t* | T.6Cy.25½",43"&73"–48" (*s*)<br>215lb FD 1410NHP<br>8SB,24*cf*,GS460,HS22696<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 33 " 10<br>s 8 " 0½<br>26 " 5 | |
| 20535<br>156<br>HDCZ | **Karaks** SteelScSr<br>1*Dk* | 1029<br>836<br>556 | | | | | 1903 | Soc.Anon.<br>Jhn.Cockerill<br>Hoboken | RussianStm.Nav.<br>&TradingCo. | 221·8\|37·0\|13·5<br>Q51'B42'F27' | Odessa<br>Russian<br>*WB* | T.3Cy.16¾",26"&41 3/10"–29½"<br>93NHP<br>SocAn.J.Cockerill,Seraing | | |
| 20536<br>110264<br>RKLV | **Karamea** SteelSc4MstSr<br>*ss*Lon.No.3-9,12<br>*ss*Lon.No.2-19<br>*Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing*&<br>*Elec.light* Wireless *Shelter dk*(*ptStl*–ws) | 5627<br>5203<br>3466 | ✠100A1<br>*Shelter dk*<br>~~2,21~~ 4,22<br>BS5,21 ✠LMC6,19<br>✠Lloyd'sRMC~~4,21~~ ~~10,22~~<br>5,22 | Lon<br>Ant | *a*† | CL<br>~~6,17~~<br>4,22 | 1899<br>11mo | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle<br>A&CP | Shaw,Savill&<br>AlbionCo.Ld. | 420·0\|54·0\|28·6<br>FK<br>*WB*= *CellDBa*100'*uE*30'*f*195'972*tFPT*130*t* | S'thamptn<br>British<br>7*BHCem*<br>*APT*25*t* | T.3Cy.30",48"&78"–54" (*s*)<br>160lb *160lb* 505NHP<br>3SB,9*cf*,GS180,HS6754 FD<br>Hwthrn,Leslie&C.Ld.Nwc | 32 " 0<br>s 5 " 0<br>27 " 4 | |
| 20537<br>127812<br>TVSM | **Karamu** SteelScSr<br>*Renamed "Gale," See No. 37590 in Supplement*<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck Mchy.Aft* | 934<br>664<br>453 | ✠<br>10,14<br>✠ | Wln | *l* | | 1912<br>6mo | Ramage&<br>Ferguson,Ld.<br>Leith | UnionS.S.Co.of<br>NewZealand,Ld. | 205·0\|32·1\|12·7<br>P12'Q94'B26'F34'<br>FK<br>*WB*= *Cell DBf*126'203*t FPT* | Dunedin<br>British<br>3*BHCem*<br>62*tAPT*7*t* | T.3Cy.17",27"&45"–33"<br>172NHP<br>2SB,6*cf*,GS102,HS3284<br>Ramage&Fergusn,Ld.Lth. | 15 " 0 | |
| 20538<br>137801<br>JLRV | **Karapara** SteelTwinScSr<br>*ss*Nwc.No.1-19<br>*Elec.light* 1*Dk*(*Stl*)&*Awng dk*<br>(*Stl*-*teaks*)&2*nd dk*(*Stl*)*inNos.*1&2*holds*<br>Wireless *Cruiser Stern* | 7117<br>5339<br>3722 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>1,22 ~~6,19~~<br>✠LMC6,19<br>BS1,22 | Nwc<br>Bom | *a*† | CL<br>6,19 | 1915<br>8mo | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld Newcastle<br>*Lloyd*'*sA&CP* | BritishIndiaStm.<br>Nav.Co.Ld.<br>*WB*= *Cell*<br>*DBa*82'*uE&B* | 425·0\|55·6\|31·4<br>P35'B163'F46'<br>FK<br>147'*f*130 825*t FPT* | Glasgow<br>British<br>7*BHCem*<br>52*tAPT*60*t* | T.6Cy.25½",43"&73"–48" (*s*)<br>215lb FD 1410NHP<br>8SB,24*cf*,GS519,HS22696<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 34 " 0<br>s 8 " 2½<br>26 " 5 | |
| 20539<br>123729<br>VHDJ | damaged<br>**Karatara** IronScSr<br>(*ex*Espoir,<br>*Well deck ex*H.A.Hartmann) 1*Dk*2*trB* | 540<br>417<br>323 | | … | | | 1882 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | Thesen&Co.Ld. | 167·7\|24·8\|13·8<br>Q47'B45'F23'<br>BK6½" | CapeTown<br>British<br>*WB* | C.2Cy.22½"&42"–27"<br>NB06 68RHP<br>FlensburgerSchiffsb.Ges. | | |
| 20540<br>117428 | **Karatta** SteelScSr<br>*Elec.light* 1*Dk* | 493<br>553 ~~317~~<br>350 229<br>239 | ✠<br>9,07<br>✠ | Grk | *i* | | 1907<br>9mo | G.Brown&<br>Co.<br>Greenock | CoastSteamships,<br>Ld. | 175·0\|28·1\|11·4<br>P&B106'F27'<br>BK7"<br>*WB*=*FPT* | P.Adelaide<br>British<br>4*BHCem*<br>18*tAPT*1*t* | T.3Cy.15",25"&40"–27"<br>82RHP<br>1SB,3*cf*,GS51,HS1964<br>Muir&Houston,Ld.Gls. | 12 " 0 | |
| 20541<br>5976<br>KBJP | **Kare** SteelScSr<br>(*ex*Luleå)<br>1*Dk*&*pt Awng dk* | 1497<br>992<br>892 | | | | | 1902 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | Stockholms<br>Rederiaktieb. Svea<br>(H.Ericson, *Mgr.*) | 238·4\|35·5\|14·2<br>Q78'H85*t*<br>*pt Awng dk*163' | Stockholm<br>Swedish<br>*WB* | T.3Cy.17",27½"&47"–33"<br>127NHP<br>HelsingörsJernsk.&Mskb. | | V |
| 20542<br>NVKW | **Karen** SteelSc<br>*ss*Cpn.No.1-21<br>1*Dk*(*Stl*) | 1207<br>999<br>731 | ✠100A1<br>8,21 5,20<br>8,21<br>✠LMC6,17 | Els<br>Cpu | *o* | ~~11,18~~<br>8,21 | 1917<br>6mo | Kjöbnhvns<br>Flydk.&Skbs<br>Copenhagen<br>*Lloyd*'*sA&CP* | Dampsk.Progress<br>(M.Nielsen&Sön,<br>*Mgrs.*)<br>*CellDBa*71'*uE*26' | 239·9\|35·7\|14·5<br>P27'B54'F25'<br>FK<br>*f* 100'358*t FPT* | Copnhagn<br>Danish<br>4*BHCem*<br>19*tAPT*18*t* | T.3Cy.14",24"&40"–27" (*s*)<br>185lb 98NHP<br>2SB,4*cf*,GS48,HS1604<br>KjbnhavnsFlydk.&Skbsv. | 17 " 3<br>s 2 " 0<br>15 " 6 | |
| 20543<br>MSFQ | — SteelSc<br>(*ex*Hauk,<br>*ex*Brisling,*ex*Helvetia,*ex*Natale)<br>*Mchy.Aft* 1*Dk* | 811<br>697<br>426 | | | | | 1906/1918 | Soc.Eser-<br>cizioBacini<br>RivaTrigoso | Skibs.A/S SundII<br>(W.Gilbert, *Mgr.*) | 178·5\|30·6\|15·6<br>H54*t*F35*t* | Bergen<br>Norwegian<br>*WB* | T3Cy.11 13/16",18½"&29⅞"–21⅝"<br>40NHP<br>Soc.EsercizioBacini,Gen. | | N |
| 20544<br>WNHL | *Wrecked 10,21*<br>**Karen Rögenæs** SteelSc<br>(*ex*NoordBrabant)<br>*Elec.light* Wireless 1*Dk* | 2331<br>2070<br>1359 | | | | | 1916 | N.V.Boeles<br>Schp.&Mch.<br>Bolnes | A/S Baltic (Nils<br>Rögenæs, *Mgr.*) | 294·0\|44·2\|19·7<br>P35'B87'F30' | Haugesnd<br>Norwegian | T.3Cy.22",37"&60"–39"<br>225NHP<br>NVBoelesSch&MchBolnes | | N |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 Nom du Navire. Visites Periodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Official. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20545<br>MNOF | Kari | SteelScSr<br>1*Dk* | 561<br>412<br>302 | | | | | 1916 | Göteborgs NyaVerk.<br>Gothenburg | Friis&Lunds Rederi (F.Friis& C.O.Lund, *Mgrs.*) | 167·0 | 27·3 | 11·1 | Drammen<br>Norwegian<br>*WB* | T.3Cy.$13\frac{3}{8}$",22"&$37\frac{1}{2}$"–$23\frac{1}{2}$"<br>68NHP<br>GöteborgsNyaVerk.Got. | |
| 20546 | Kari Sölmundarson | SteelScK<br>1*Dk* | *342*<br>*301*<br>*177* | ✠100A1<br>*StmTrawler*<br>7,20 ✠LMC7,20 | Hul | | CL | 1920<br>7mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld.Beverley<br>'*sA&CP* | Fiskeveidahlutafjelagid "Kari" | 140·0<br>Q76'F22'<br>BK$7\frac{1}{2}$"<br>*DBu bunkers* | 25·1 | 10·8 | Rejkjavik<br>Icelandic<br>4*BHCem*<br>21'30*t* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 92NHP<br>1SB,*3pf*,GS48,HS1557<br>C.D.Holmes&Co.Ld.Hull | |
| 20547<br>PHDT | Karimata<br>*Elec.ligh*<br>Wireless | SteelScSr<br>*ss*Ams.No.2–20<br>2*Dks*(*Stl*)&<br>*Shelter dk*(*Stl*–teak s) | 6939<br>6666<br>4433 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~4,22~~ ~~7,20~~ ✠LMC<br>MS7,20 BS~~9,19~~ ~~3,21~~ 9,21 | Ams<br>~~NYk~~ | *a*† | CL<br>~~7,20~~<br>4,22 | 1911<br>12mo<br>*Lloyd* | W.Hamilton&Co.Ld.<br>PortGlasgow<br>'*sA&CP*<br>*WB=Cell* | Stoomv.Maats. "Nederland"<br>*DBa*102'*uE&B*95' | 430·7<br>FK<br>*f*168'1157*tDTa*24' | 55·3 | 26·9 | Amstrdam<br>Dutch<br>7*BHCem*<br>954*tFPT*86*t* | T3Cy.$27\frac{9}{16}$"$47\frac{1}{2}$"&$82\frac{11}{16}$"–$53\frac{1}{4}$"<br>215lb (*s*) 736NHP<br>2DB&2SB,*18cf*,GS259 FD<br>HS10494<br>Dunsmuir&Jackson,LdGl | 37<br>9<br>28 |
| 20548<br>PHDS | Karimoen<br>*Elec.light*<br>Wireless | SteelScSr<br>*ss*Sba No.2–20 ~~*ss*Ams.No.1–17~~<br>2*Dks*(*Stl*)&<br>*Shelter dk*(*Stl*–teak s) | 6940<br>6663<br>4441 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~6,21~~ ~~4,19~~ 11,21 ✠LMC6,20<br>BS6,21 | Sba<br>Ams | *a*† | CL<br>~~4,19~~<br>~~6,21~~<br>11,21 | 1911<br>8mo<br>*Lloyd* | W.Hamilton&Co.Ld.<br>Pt.Glasgow<br>'*sA&CP*<br>*WB=Cell* | Stoomv.Maats. "Nederland"<br>*DBa*102'*uDTa&uE* | 430·8<br>FK<br>*&B*95'*f*168' | 55·3 | 26·9 | Amstrdam<br>Dutch<br>7*BHCem* | T3Cy.$27\frac{9}{16}$"$47\frac{7}{8}$"&$82\frac{11}{16}$"–$53\frac{1}{4}$"<br>215lb HS10494 (*s*) 736NHP<br>2DB&2SB,*18cf*,GS259 FD<br>Dunsmuir&JacksonLd.Gl<br>1157*tDTa*24'954*tFPT*86*t*- | 37<br>9<br>28 |
| 20549<br>305<br>JBLC | Karin<br>(*ex*Union) | IronScSr<br>*ss*Got.2ndNo.3–4,05<br>1*Dk*(*Irn*) | 353<br>300<br>196 | ✠<br>3,08<br>✠NB5,00 ✠ | Got | *f* | | 1883<br>9mo | G.Howaldt<br>Kiel | RederiAktieb. Lister (S.P. Nordgren, *Mgr.*)<br>*W* | 142·6<br>B28'H7*t*F15'<br>BK7"<br>*B=DBuE&B*21'30 | 23·0 | 13·3 | Mjällby<br>Swedish<br>4*BHCem*<br>*tMT*17'60*t* | T.3Cy.10",$16\frac{1}{4}$"&$27\frac{3}{4}$"–$15\frac{1}{2}$"<br>34NHP<br>1SB,*2cf*,GS19,HS581<br>*Tpd*00GoteborgsM.V.Got. | 13 |
| 20550<br>3718<br>JLPM | —<br>*Mchy.Aft* | CompScSr<br>1*Dk* | 215<br>166<br>123 | | | | | 1900 | Aktieb. LödöseVarf<br>Lödöse | Rederiaktieb. Unda (J.A.Waller, *Mgr.*) | 99·9<br>B22'H16*t*F13' | 22·4 | 10·1 | Gothenbrg<br>Swedish | C.2Cy.$11\frac{3}{8}$"&$19\frac{1}{2}$"–$11\frac{3}{4}$"<br>11NHP<br>AktiebWilhlmsbgMV.Got | |
| 20551<br>131565 | Karingal | WoodSc<br>(*Screws fore & aft*)<br>1*Dk* | 106<br>106<br>72 | | | | | 1913 | Morrison & Sinclair<br>Balmain | SydneyFerries,Ld. | 104·1 | 25·2 | 9·1 | SydnyNSW<br>British | C.2Cy.13"&26"–18"<br>E&B*made*92 28RHP<br>Bow,McLachln&CoLdPsy | |
| 20552<br>Wrecked<br>TWPL | Karitane<br>12,21<br>(*ex*Cavalier) | SteelScSr<br>*ss*Syd.No.2–11<br>1*Dk*(*Stl*)&<br>*Web frames* | 1376<br>1240<br>847 | ✠<br>7,14<br>✠ | Syd | *p* | | 1903<br>4mo | S.P.Austin &Son,Ld.<br>Sunderland<br>*WB=CellDB* | UnionS.S.Co.of NewZealand,Ld. | 247·0<br>P25'B48'F28'<br>FK<br>*a*70'*uE&B*30'*f*100' | 36·5 | 16·8 | Dunedin<br>British<br>4*BHCem*<br>392*tAPT*53*t* | T.3Cy.20",33"&54"–36"<br>211NHP<br>2SB,*6pf*,GS99,HS3538<br>N.E.Marine Eng.Co.Ld.Sld | 19 |
| 20553 | Karjala<br>*Elec.light* | SteelSc<br>1*Dk&Shade dk* | 143<br>112<br>93 | | | | | 1910 | Nyslotts Mek.Værks.<br>Nyslott | | 86·4 | 21·3 | 9·9 | | C.2Cy.$11\frac{1}{8}$"&$21\frac{7}{8}$"–$15\frac{3}{4}$"<br>16NHP<br>NyslottsM.V.Nyslott | |
| 20554<br>NBFP | Karl<br>(*ex*Motala) | WoodSc<br>*OilEng.*<br>1*Dk* | 362<br>316<br>240 | | | | | 1916 | F.Borjesson,<br>Norrköping | RederiA/SDragör (in liq.) | 141·1<br>P24'H20*t* | 28·1 | 11·2 | Copnhagn<br>Danish | Oil Engines•<br>3Cy.$14\frac{9}{16}$"–15" 39NHP<br>J.V.SvensonsMotorf.Skm | |
| 20555 | — | SteelSc<br>(*Whaler*)<br>1*Dk* | 173<br>157<br>43 | | | | | 1907 | Framnes Mek.Værks.<br>Sandefjord | Cia.Argentina de PescaS.A. | 100·1 | 19·8 | 11·8 | Bns.Ayres<br>Argentine | T.3Cy.11",18"&29"–24"<br>41NHP<br>G.T.Grey,SouthShields | |
| 20556<br>MSWJ | Karl I.<br>(*ex*Karl)<br>*Mchy.Aft* | SteelScSr<br>*Motor*<br>1*Dk* | 100<br>83<br>51 | | | | | 1915 | L.Mulder<br>Martenshoek | BergensKommune | 80·3<br>Q5*t*H3*t* | 19·0 | 7·6 | Bergen<br>Norwegian | Motor<br>2Cy.$13\frac{1}{8}$"–$13\frac{3}{4}$" 26NHP<br>KromhoutMotornFab Ams | |
| 20557 | Karl Grammerstorf 1<br>(*ex*Oudwosin,*ex*West)<br>*Elec.light* | SteelSc<br>(*Tug*)<br>1*Dk* | 122<br>78<br>19 | | | | | 1907 | Akt.Ges. "Neptun"<br>Rostock | K.Grammerstorf | 78·6<br>H59' | 19·8 | 9·1 | Kiel<br>German | C.2Cy.$12\frac{13}{16}$"&$23\frac{1}{4}$"–$13\frac{13}{16}$"<br>16NHP<br>A.G."Neptun,"Rostock | |
| 20558 | Karl Grammerstorf 2<br>*Elec.light* (*ex*Ost) | SteelSc<br>(*Tug*)<br>1*Dk* | 112<br>78<br>20 | | | | | 1907 | Akt.Ges. "Neptun"<br>Rostock | K.Grammerstorf | 78·6<br>H59' | 19·8 | 9·1 | Kiel<br>German | C.2Cy.$12\frac{3}{16}$"&$23\frac{1}{4}$"–$13\frac{13}{16}$"<br>16NHP<br>A.G."Neptun,"Rostock | |
| 20559 | Karl Grammerstorf 3<br>*Elec.light* (*ex*Nord) | SteelSc<br>(*Tug*)<br>1*Dk* | 110<br>78<br>17 | | | | | 1907 | Akt.Ges. "Neptun"<br>Rostock | K.Grammerstorf | 78·6<br>H59' | 19·8 | 9·0 | Kiel<br>German | C.2Cy.$12\frac{3}{16}$"&$23\frac{1}{4}$"–$13\frac{13}{16}$"<br>17NHP<br>A.G."Neptun,"Rostock | |
| 20560 | Karl Kölln | SteelSc<br>(*Trawler*)<br>1*Dk* | 226<br>—<br>87 | | | | | 1920 | R.Holtz<br>Harburg | Hamburgische Hochseefischerei A.G. | 119·9<br>F17' | 23·9 | 9·1 | Hamburg<br>German<br>*WB* | T.3Cy.$12\frac{5}{8}$",$21\frac{1}{4}$"&$33\frac{9}{16}$"–22"<br>54NHP<br>R.Holtz,Harburg | |
| 20561 | Karl Leonhardt<br>*Now named* "Efxiros," *See No.* 372[illegible] *in Supplement*<br>*Elec.light* | SteelScSr<br>(*ex*Hornburg)<br>1*Dk&Spar dk* | 3129<br>2965<br>1999 | | | | | 1904 | Akt.Ges. "Neptun"<br>Rostock | GreekGovt. | 302·6<br>25·8 | 45·3 | 18·9 | Greek<br>*WB* | T.3Cy.$20\frac{7}{8}$",$35\frac{7}{16}$"&$55\frac{7}{8}$"–$37\frac{7}{8}$"<br>192NHP<br>A.G."Neptun,"Rostock | |
| 20562<br>NODW | Karla | SteelSc<br>1*Dk* | 932<br>807<br>539 | | | | | 1920 | Atlas-WerkeA.G.<br>Bremen | A/S D/S Vesterhavet (L.D.Lauritzen *Mgr.*) | 224·0<br>P29'B120'F23' | 33·0 | 14·2 | Esbjerg<br>Danish<br>*WB* | T.3Cy.$15\frac{1}{16}$",$25\frac{1}{8}$"&$41\frac{7}{16}$"–$25\frac{9}{16}$"<br>89NHP<br>Atlas-WerkeA.G.Bremen | |
| 20563 | Karlsbad<br>*Elec.light*<br>*Now named* "Campidoglio," *see Supplement* | SteelScSr<br>*ss*Tri.No.2–18<br>1*Dk*(*Stl*)&*Awng dk*(*Stl*–ws)3*trB* | 3819<br>3082<br>2358 | ✠100A1<br>*Awng dk withfreeboard*<br>11,20<br>BS2,20 ✠LMC10,18 | Tri | *v* | CL<br>10,20 | 1909<br>11mo<br>*Lloyd* | Lloyd Austriaco<br>Trieste<br>'*sA&CP*<br>*WB=CellDB* | LloydTriestino | 344·5<br>B160'<br>FK<br>*a*98'*uE*36'*f*122'476*t* | 45·5 | 25·9 | Trieste<br>Italian<br>6*BHCem*<br>*APT*64*t* | T.3Cy.$23\frac{1}{4}$",39"&66"–48" (*r*)<br>200lb *180lb* 390NHP<br>2SB,*6cf*,GS126,HS5379 FD<br>LloydAustriaco,Trieste | 28 |
| 20564 | Karlsburg<br>*Elec.light* | SteelSc<br>(*Trawler*)<br>1*Dk* | 214<br>188<br>67 | | | | | 1907 | G.Seebeck Akt.Ges.<br>Bremerhaven | Hochseefischerei BremerhavenAkt.Ges. | 126·9<br>Q73'F19' | 22·5 | 8·7 | Brmrhavn<br>German | T.3Cy.$11\frac{5}{8}$",$18\frac{11}{16}$"&$30\frac{5}{16}$"–$22\frac{1}{16}$"<br>44NHP<br>G.SeebeckA.G.Bremerhvn | |
| 20565 | Karlsruhe<br>*Elec.light* | SteelTwinScSr<br>1*Dk*2*trB* | 897<br>707<br>528 | | | | | 1905 | G.Seebeck Akt.Ges.<br>Bremerhaven | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 217·5<br>Q78'B43'F22' | 33·2 | 12·0 | Hamburg<br>German<br>*WB* | T.6Cy.$9\frac{5}{8}$",$16\frac{1}{8}$"&$25\frac{5}{8}$"–$16\frac{1}{2}$"<br>53NHP<br>G.SeebeckA.G.Bremerhvn | |
| 20566<br>1832<br>JDNR | Karlstad<br>*Mchy.Aft* | IronScSp<br>1*Dk* | 209<br>165<br>124 | | | | | 1887 | P.Larsson<br>Thorskog | VermlandsRederi A/B (J.Bergendorff, *Mgr.*) | 100·6<br>B33'H5*t*F11' | 22·2 | 10·2 | Karlstad<br>Swedish | C.2Cy.13"&24"–$17\frac{1}{2}$"<br>NB02 20NHP<br>P.Larsson,Thorskog | |
| 20567<br>5446<br>JTGK | Karlsvik<br>Wireless<br>(*ex*Alida,<br>*ex*Atheniana,*ex*Athinaia,*ex*Atheniana) | SteelScSr<br>*ss*Cpn.No.3–4,15<br>*ss*Stn.No.1–19<br>1*Dk*(*Irn*)&*deepframing* | 2373<br>2111<br>1399 | ✠100A1<br>3,22 ~~1,21~~<br>✠LMC<br>MS11,19 BS1,21 | Brs<br>Osc | | CL<br>~~11,10~~<br>3,22 | 1902<br>5mo<br>*Lloyd* | W.Gray& Co.Ld.<br>WHartlepool<br>'*sA&CP*<br>*CellDB* | Norrköpings Rederiaktieb (K. Henningson, *Mgr.*) | 302·4<br>P27'B69'F29'<br>FK<br>*a&uE*120'*f*124'621*t* | 43·2 | 19·8 | Nrrköping<br>Swedish<br>5*BHCem*<br>*APT*40*t* | T.3Cy.22",35"&59"–39" (*s*)<br>160lb *80lb* 221NHP<br>2SB,*6pf*,GS84,HS3383<br>Cen.Mar.Eng.Wrks.WHpl | 22<br>3<br>18 |

| 1 No. in Book. Official No. Code Letters | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20568<br>MHNV | **Karma** SteelScSr<br>1Dk | 1102<br>988<br>663 | | | | | 1912 | Bergens<br>Mek.Værks.<br>Bergen | Th.Nordbö | 226·3<br>P10'B51'F26' | 36·4 | 15·8 | Haugesnd<br>Norwegian<br>WB | T.3Cy.17",26½"&46"-30"<br>115NHP<br>BergensMekVærksBergen | | N |
| 20569<br>135590<br>JFTB | **Karmala** SteelTwinScSr<br>Elec.light 3Dks(StlU-teak s)<br>Wireless Sub.Sig.<br>Carrying oil fuel F.P.above 150°F.in DB | ~~8983~~<br>9098<br>7618<br>~~5687~~<br>5355 | ✠<br>5,17 ✠ | Lon | d† | | 1914<br>6mo | Cammell<br>Laird&Co.Ld<br>Birkenhead | P.&O.Stm.Nav.Co<br>WB=Cell | 480·0<br>P93'B176'F88'<br>FK&BK2"<br>DBa124'f196'1147t | 58·2 | 33·8 | Liverpool<br>British<br>8BHCem<br>APT120t | Q8Cy23½"34½"48½"&70"-54"<br>1204NHP<br>2DB&2SB,24cf,GS440,<br>HS18300 FD<br>CammellLaird&CoLd.Bkn | 36 ″ 6 | BT<br>till<br>9,21 |
| 20570<br>LBNR | **Karmöy** SteelSc<br>Elec.light Wireless 1Dk | 2503<br>2200<br>1440 | | | | | 1920 | Forth<br>S.&E.Co.Ld.<br>Alloa | J.K.Haaland | 295·7<br>P84tH123t | 43·6 | 20·6 | Haugesnd<br>Norwegian<br>WB | T.3Cy.20½",33"&54"-39"<br>182NHP<br>ForthS.&E.Co.Ld.Alloa | | N |
| 20571<br>MBWF | **Karmsund** SteelScSr<br>1Dk | 286<br>263<br>159 | | | | | 1904 | Trndhjms<br>Mek.Værks.<br>Trondhjem | A/S Haugesunds Dampskibsselskab (S.Lothe, Mgr.) | 125·9<br>P70tF31t | 21·2 | 8·4 | Haugesnd<br>Norwegian | T.3Cy.12½",20"&33"-21"<br>50NHP<br>Trondhjems M.V.Trndhjm | | |
| 20572 | **Karnafuli 1** SteelTwinSc<br>(Sand Pump and Bucket Hopper Dredger)<br>Elec.light 1Dk(Stl) | 810<br>786<br>543 | ✠<br>Hopper Dredger<br>11,06 ✠ | Rnf | | | 1906<br>11mo | W.Simons<br>&Co.Ld.<br>Renfrew | Trustees of the Port of Chittagong | 190·0<br>P13'F20'<br>FK | 36·1 | 14·9 | Chittag'ng<br>British<br>7BHCem | C.4Cy.18"&36"-24"<br>148NHP<br>2SB,6cf,GS114,HS2920<br>W.Simons&Co.Ld.Rnf. | 15 ″ 6 | |
| 20573 | **Karnak** SteelScSr<br>ow named "Schlesien," See No. 39387 in Supplement<br>Elec.light Wireless 3Dks | 7044<br>6545<br>4437 | | | | | 1912 | J.C.Tecklenborg<br>Geestemunde | Norddeutcher Lloyd | 471·9<br>F50' | 61·0 | 28·5 | German | T.3Cy.30",48⅞"&80¾"-55⅛"<br>482NHP<br>J.C.TecklenborgGstemnde | | |
| 20574<br>133991<br>HGWF | — SteelScSr<br>Elec.light 2Dks | 3171<br>2965<br>2006 | | | | | 1906 | J.Blumer<br>&Co.<br>Sunderland | MossS.S.Co.Ld.(J.Moss&Co.Mgrs.) | 336·0<br>P28'B100'F36' | 47·0 | 24·0 | Liverpool<br>British<br>WB | T.3Cy.24",40"&67"-42"<br>291NHP<br>N.E.MarineEng.CoLd.Sld. | | C |
| 20575<br>NBCP | **Karnio** WoodScSr<br>1Dk | 267<br>237<br>200 | | | | | 1917 | ..................<br>Wiborg | RederiA/SKolding (J.E.D.Petersen, Mgr.) | 115·1 | 27·9 | 10·3 | Kolding<br>Danish | C.2Cy.10"&18"-12"<br>Emade78fitted17 9NHP | | |
| 20576<br>137791<br>JKHV | **Karoa** SteelTwinScSr<br>Elec.light 1Dk(Stl)&Awng dk<br>(Stl-teak s)2nd dk(Stl)inNos.1&2holds<br>Wireless CruiserStern | 7009<br>5339<br>3607 | ✠<br>Awng dk<br>withfreeboard<br>3,19 ✠ | Ant | a† | | 1915<br>3mo | Swan,Hunter&Wigham<br>Richardson,<br>Ld.Newcastle<br>WB= | BritishIndiaSteam Nav.Co.Ld.<br>CellDBa82'uE&B | 425·0<br>P35'B163'F46'<br>FK<br>147'f130'825tFPT | 55·6 | 31·4 | Glasgow<br>British<br>7BHCem<br>52tAPT60t | T.6Cy.25½",43"&73"-48"<br>FD 1410NHP<br>8SB,24cf,GS519,HS22696<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 34 ″ 0 | |
| 20577<br>1208<br>LRBE | **Karolevitch Alexander** IronPad<br>(exYeisk)<br>1Dk | 267<br>—<br>125 | | | | | 1901 | ..................<br>Rostoff | Azoff-BlackSea S.S.Co. | 171·8 | 22·3 | 8·2 | Rostoff<br>Russian | C.2Cy.20"&34"-42"<br>62NHP | | |
| 20578<br>146175<br>KLDR | **Karonga** SteelSc<br>6616<br>Elec.light 2Dks(Stl) CruiserStern | ~~6600~~<br>6246<br>~~4300~~<br>4190 | ✠100A1<br>4.21 ~~11,21~~<br>✠LMC11,21<br>~~(ClassContemplated)~~<br>Fitted for oil fuel 11,21 F.P.above 150°F | Lth<br>~~Sld~~ | b† | CL | 1921<br>6mo | W.Gray&<br>Co.(1918)Ld.<br>Sunderland<br>Lloyd'sA&CP | Ellerman&Bucknall S.S.Co.Ld. | 433·0<br>P89'B&F308'<br>FK<br>CellDB385'1468tDTa27'778t | 57·4 | 30·2 | London<br>British<br>7BH<br>ptCem | 2 Steam Turbines geared to 1 Sc. Shaft 225lb 721NHP<br>3SB,12cf,GS231,HS8946 FD (s)<br>CenMarE.Wrks.Ld.W Hpl | 32 ″ 10<br>s5 ″ 5½<br>27 ″ 9 | |
| 20579<br>120759<br>HPDL | **Karoola** SteelTwinScSr<br>ssSyd.No.2--19<br>Elec.light 2Dks(Stl)&Orlop dk(Stl)<br>Ref.Mchy. inNo.1hold&deep framing<br>Wireless &Awng dk(Stl-pt teak s) | 7391<br>5903<br>4324 | ✠100A1<br>Awng dk<br>withfreeboard<br>3,21 ~~10,20~~<br>MS7,21<br>✠LMC ~~10,20~~<br>BS6,21 | Syd | b† | CL<br>~~S10,19~~<br>P3,21<br>S9,21 | 1909<br>7mo | Harland&<br>Wolff,Ld.<br>Belfast<br>Lloyd'sA&CP | McIlwraith, McEacharn's Line, Proprietary,Ld. | 420·5<br>B229'F81' 33·8<br>FK&BK2"<br>WB=CellDBa104' | 56·3 | 24·5 | Melbourne<br>British<br>7BHCem<br>uE&B 84' f | Q.8Cy.23",33½",48"&69"-54"<br>215lb HS17094 (s) 1140NHP<br>2D&2SB,18cf,GS393, FD<br>Harland&Wolff,Ld.Bel.<br>135'918tFPT61tAPT62t | 36 ″ 10<br>s11 ″ 11½<br>25 ″ 5 | |
| 20580<br>118306<br>VDHP | **Karori** SteelScSr<br>ssSyd.No.2-11<br>(exMinas) 1Dk(Stl)&Webframes<br>Wireless | 1863<br>1687<br>1194 | ✠<br>3,13 ✠ | Ddn | r | | 1902<br>2mo | Craig,<br>Taylor&Co.<br>Stockton<br>W | UnionS.S.Co.of NewZealand,Ld.<br>B = Cell DBa82'u | 269·4<br>P27'B68'F27'<br>FK<br>E20'f100'416tFPT | 40·8 | 19·4 | Dnedin,NZ<br>British<br>4BHAsp<br>143tAPT92t | T.3Cy.20",33"&54"-39"<br>189NHP<br>2SB,6pf,GS82,HS2940<br>N.E.MarineEng.Co.Ld.Sld | 20 ″ 6 | |
| 20581<br>16498<br>MHWV | **Karorin Maru** WoodAuxScBn | 192<br>—<br>136 | | | | | 1913 | .................. | UyedaShin-ichi | 94·5 | 25·0 | 11·9 | Shinagawa<br>Japanese | | | |
| 20582 | **Karpfanger** SteelScK<br>(Trawler)<br>Elec.light 1Dk | 217<br>184<br>48 | | | | | 1913 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | HansaHochseefischereiAkt.Ges. | 123·7<br>B68'F19' | 22·6 | 8·4 | Hamburg<br>German<br>WB | T.3Cy.12⅘",19⁷⁄₁₀"&31½"-23⅗"<br>48NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 20583<br>131583 | **Karrabee** WoodSc<br>(Screws fore&aft)<br>Elec.light 1Dk | 107<br>107<br>73 | | | | | 1913 | Morrison&<br>Sinclair<br>Balmain | SydneyFerries,Ld | 107·5 | 25·5 | 8·6 | SydneyNSW<br>British | T.3Cy.11",17"&26"-18"<br>Emade89 Bmade03 36RHP<br>Hwthorn,Leslie&Co Nwc. | | |
| 20584<br>MHQT | **Karrakatta** SteelScSr<br>(Whaler)<br>1Dk | 179<br>171<br>64 | | | | | 1912 | Akers<br>Mek.Værks.<br>Christiania | Hvalfangerselsk. Vestfold A/S (P.Bogen,Mgr.) | 106·4 | 21·5 | 12·3 | Larvik<br>Norwegian<br>WB | T.3Cy.13½",22"&37½"-24"<br>69NHP<br>AkersMek.Værks.Xia | | N |
| * 20585<br>133310<br>JOFG | **Karroo** SteelScSr<br>ssNpt.No.1-18<br>Elec.light Wireless 2Dks(Stl) | 6127<br>5849<br>3941 | ✠100A1<br>7,20<br>MS5,18 ✠LMC<br>BS~~6,20~~ 5,21 | CTn | a† | CL<br>11,20 | 1913<br>5mo | Palmers'<br>Co.Ld.<br>Newcastle<br>Lloyd'sA&CP W | Ellerman&Bucknall S.S.Co.Ld.<br>B = Cell DBa 147' | 430·8<br>P71'B171'F42'<br>FK<br>uE&B36'f182'1159t | 54·1 | 31·2 | N.Shields<br>British<br>7BHCem<br>DTa33'98t | T.3Cy.25½",43½"&76"-51"<br>220lb (s) 601NHP<br>3SB,11cf,GS210,HS8401 FD<br>Palmers'Co.Ld.Newcastle | 33 ″ 7<br>s6 ″ 10<br>27 ″ 1 | |
| 20586<br>MDON | **Karsten** SteelScSr<br>1Dk | 128<br>121<br>52 | | | | | 1906 | Aalesunds<br>Mek.Værkst.<br>Aalesund | AalesundsFangst &FiskeCo.(Ole Larsen,Mgr.) | 107·6<br>B33tlen10 | 19·1 | 8·9 | Aalesund<br>Norwegian<br>WB | C.2Cy.10"&22"-15"<br>16NHP<br>AalesundsMek.Værkst. | | N |
| 20587 | **Kartal** SteelTwinScSr<br>Elec.light Mchy.Aft 1Dk | 350 | | | | | 1914 | J.W.<br>Klawitter<br>Danzig | Admin.deNav. Ottomane | 175·5 | 25·6 | 11·5 | Constanpl<br>Turkish<br>WB | T.6Cy.16½",22⅘"&37⅗"-21⅗"<br>130NHP<br>J.W.Klawitter,Danzig | | |
| 20588<br>117677 | **Karu** SteelAuxSc3MstSr<br>(exHolmdale,exTorgauten)<br>Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 267<br>233<br>197 | | | | | 1901 | MossJrnst.<br>&Mek.Værks<br>Moss | UnionS.S.Co.of NewZealand,Ld. | 137·6<br>H34t | 24·1 | 10·2 | Wellingtn, N.Z.<br>British<br>WB | C.2Cy.10"&22"-16"<br>27RHP<br>MossJernst.&M.V.Moss | | |
| 20589<br>125178 | **Karuah** SteelTwinScSr<br>Wireless<br>Elec.light Ref.Mchy. 1Dk | 399<br>185<br>185 | | | | | 1908 | Ramage&<br>Ferguson,Ld.<br>Leith | Commonwealth Government | 130·2<br>P&B77'F30' | 27·1 | 7·9 | Brisbane<br>British<br>WB | T.6Cy.9",14½"&24"-18"<br>58RHP<br>Ramage&Fergusn,Ld.Lth. | | C |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>IHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20590<br>10179<br>LBJR | **Kasado Maru** **SteelTwinScSr**<br>*ss*Kob.No.3–4,10<br>(*ex*Kazan) *ss*Kob.No.2–19<br>*Elec.light* 1*Dk*(*Stl*–ws)<br>Wireless &*Spar dk*(*Stl*)&*Web frames*<br>&*Shade dk*(*Stl*–ws) | 6023<br>4363<br>3560 | 100A1<br>*Spar dk*<br>*withfreeboard*<br>0,21 ~~10,20~~ LMC~~10,20~~<br>9,21 | Kob | *z* | CL<br>10,20 | 1900<br><br><br>*Lloyd* | Wigham-<br>Richrdsn&Co<br>Ld Newcastle<br>'*sA&CP* | OsakaShosen<br>KabushikiKaisha<br><br>*Cell DBa* 117′ | 400·5\|50·4\|19·0<br>26·9<br>FK<br>*uE&B* 65′ *f* 158′ 870*t* | **Osaka**<br>Japanese<br>6*BHCem*<br>*FPT*100*t* | T.6Cy.20½″,34″&57″–40″ (*s*)<br>185lb *110lb* 600NHP<br>3SB,*12cf*,GS219,HS9088 FD<br>WghmRchrdsn&C.LdNwc |
| 20591<br>21379<br>NPGF | —<br>**SteelScSr**<br>(*ex*Caroline)<br>1*Dk* | 169<br>157<br>86 |  |  | ... |  | 1902 | D.Goed-<br>koop,jun.<br>Amsterdam | NipponKisen<br>KabushikiKaisha | 118·1\|19·6\| 9·1<br>FK | **Amaga-<br>saki**<br>Japanese | C.2Cy.12 3/16″&20⅞″–17¾″<br>NB04 43NHP<br>NedFb.v.Wrk&Spoor.Ams |
| 20592<br>11735<br>LFPT | **Kasai Maru** **WoodScSp**<br>1*Dk* | 120<br>107<br>67 |  |  |  |  | 1908 | S.Hamada<br>Osaka | HamaokaSuke-<br>katsu | 103·0\|14·4\|10·5<br>B16′ | **Hakodate**<br>Japanese | C.2Cy.12″&25″–15″<br>20NHP |
| 20593<br>123796<br>HKFV | **Kasama** **SteelScSr**<br>*ss*Hul.No.3–11,19<br>*Elec.light* 1*Dk*(*Stl*)&*Spardk*(*Stl*)<br>Wireless &*deepframing* | 4635<br>4393<br>2945<br>11,21 | ✠100A1<br>*Spar dk*<br>~~4,21~~ ~~7,20~~ ✠LMC<br>MS11,19 BS7,20 10,21 | Mch<br>~~NYk~~Gls | *z* | CL<br>N~~11,19~~<br>11,21 | 1907<br>3mo<br><br>*Lloyd* | A.McMil-<br>lan&Son,Ld<br>Dumbarton<br>'*sA&CP* | Ellerman&Buck-<br>nallS.S.Co.Ld.<br><br>*WB=CellDBa* | 400·6\|50·0\|18·0<br>P36′B229′F38′ 26·9<br>FK<br>123′ *uE&B*42′ *f* 181 | **N.Shields**<br>British<br>6*BHCem*<br>975*tAPT*20*t* | T.3Cy.26″,44″&73″–48″ (*s*)<br>180lb HS8297 FD 478NHP<br>2SB&1AuxSB,*9cf*,GS179<br>Dunsmuir&JacksonLd.Gls |
| 20594<br><br>NTRV | **Kasan** **SteelScSr**<br>*Well deck* 2*Dks* | 1115<br>796<br>676 |  |  |  |  | 1883 | Burmeister<br>&Wain<br>Copenhagen | DetForenede<br>DampskibsSelsk. | 236·3\|30·1\|14·9<br>P159′ F32′ | **Copnhagn**<br>Danish<br>*WB* | C.4Cy.24″&48″–32″<br>217NHP<br>Burmeister&Wain,Cpn. |
| 20595<br>97616<br>LQKJ | **Kasara** **SteelScSr**<br>Wireless<br>*Elec.light* 2*Dks*(*UptStl*–ws)&*Shelterdk* | 1195<br>923<br>505 | ✠<br>*Shelter dk*<br>*withfreeboard*<br>4,90 ✠ | Cly | *o* |  | 1890<br>4mo | AilsaS.B.<br>Co.<br>Troon | BritishIndiaStm.<br>Nav.Co.Ld. | 239·8\|34·1\|16·6<br>BK8½″ | **Glasgow**<br>British<br>4*BHCem* | T.3Cy.25″,40″&65″–42″<br>274NHP<br>2DB,*8cf*,GS156<br>Dunsmuir&Jackson,Gls. |
| 20596<br>144555<br>KFLP | **Kasenga** **SteelSc**<br>(*ex*Drachenfels) *ss*Ham.No.3–6,11<br>Wireless *ss*Lth.No,2–20<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*<br>(*Stl*–*pt* teaks)&*Web frames* | 7160<br>6770<br>4634 | ✠100A1<br>*Spar dk*<br>8,21 ~~12,20~~ ✠LMC12,20<br>BS1,22 | Lth<br>Mdb | *b*† | CL<br>N8,21 | 1899<br>12mo | Wigham<br>Richrdsn&Co<br>Ld.Newcastle<br>A&CP | Ellerman&Buck-<br>nallS.S.Co.Ld.<br><br>*Cell* | 456·0\|58·1\|22·5<br>P62′B110′F51′ 30·6<br>BK10″<br>*DBa*154′*uE&B*48′ | **London**<br>British<br>6*BHCem*<br>*f*186′1455*t* | Q4Cy26½″,36½″,56″&82″–54″<br>210lb *120lb* (*r*) 588NHP<br>3SB,*9cf*,GS180,HS7326 FD<br>WghmRchrdsn&C.LdNwc |
| 20597<br>128654<br>JHKT | **Kashgar** **SteelTwinScSr**<br>*Elec.light* Sub.Sig. 3*Dks*(*Stl*–*U*teaks)<br>Wireless | 8840<br>7497<br>5538 | ✠<br>4,15<br>✠ | Lon | *d*† |  | 1914<br>12mo | Caird&Co.<br>Ld.<br>Greenock | P.&O.Stm.Nav.Co.<br><br><br>*WB=Cell* | 479·9\|58·2\|33·7<br>P93′B176′F88′<br>FK&BK2″<br>*DBa*128′*f*196′1141*t* | **Greenock**<br>British<br>8*BHCem*<br>*APT*115*t* | Q8Cy.23½″34½″48½″&70″–54″<br>1200NHP<br>2DB&2SB,*24cf*,GS441, FD<br>HS18188<br>Caird&Co.Ld.Greenock |
| 20598<br>9368<br>JSTP | **Kashi-i Maru** **IronScSr**<br>(*ex*PuloRiman,*ex*Orawaiti)<br>1*Dk* | 486<br>—<br>253 |  |  | ... |  | 1882 | HM'Intyre<br>&Co.<br>Paisley | TanakaKozan<br>KabushikiKaisha | 170·2\|26·1\|11·2<br>Q84′F19′ | **Kamaishi**<br>Japanese<br>*WB* | C.2Cy.20″&40″–30″<br>B*made*08*refitted*14 73NHP<br>Fleming&Ferguson,Psy. |
| 20599<br>16491<br>MHWL | **Kashima Maru** **SteelTwinScSr**<br>*ss*H.Kg.No.2–21 ~~*ss*Kob.No.1–17~~<br>*Elec.light* 2*Dks*(*StlU*–ws)<br>Wireless 3*rd dk*(*Stl*)*inNos.*1,3&4*holds* | 9908<br>8110<br>6210 | ✠100A1<br>~~4,21~~ ~~10,20~~ ~~9,21~~<br>4,22<br>✠LMC~~6,20~~<br>4,22 | Kob<br>~~H.Kg~~ Yka | *e*† | CL<br>6,19 | 1913<br>10mo<br><br>*Lloyd* | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>'*sA&CP* | NipponYusen<br>KabushikiKaisha<br>*WB=Cell*<br>*DBa*150′*uE&B* | 501·5\|59·6\|33·9<br>P96′B181′F53′<br>FK<br>88′*f*189′1897*tFPT* | **Tokio**<br>Japanese<br>8*BHCem*<br>155*tAPT*36*t* | T.6Cy.27″,45½″&76″–54″ (*s*)<br>200lb 1152NHP<br>7SB,*21cf*,GS423,HS16075 FD<br>KawasakiDkydCoLdKobe |
| 20600<br>9225<br>JSMK | — **SteelScSr**<br>*ss*Lon.No.3–6,96<br>(*ex*Hampstead) *ss*P.Nl.No.1–01<br>1*Dk*(*ptIrnptStl*)&*ptAwng dk*(*Irn*) | 2351<br>1763<br>1473 | ✠<br>*pt Awng dk*<br>*withfreeboard*<br>3,03 ✠ | Hpl | *s* |  | 1887<br>7mo | W.Gray<br>&Co.<br>WHartlepool | SakaiShoten<br>KabushikiKaisha | 282·3\|37·6\|19·5<br>P29′Q78′ BK10″<br>*ptAwng dk*175′<br>*pt*ND96 *WB=Cell* | **Kshiwazki**<br>Japanese<br>5*BHCem*<br>*DB*236′500*t* | T.3Cy.22″,36″&59″–39″<br>NDB92 219NHP<br>2SB,*6cf*,GS92,HS3300<br>Blair&Co.Ld.Stockton |
| 20601<br>17108<br>MLPT | — **SteelScK**<br>(*Trawler*)<br>1*Dk* | 265<br>234<br>101 |  |  |  |  | 1914 | MitsuBishi<br>Dkyd&EWks<br>Nagasaki | KiheiGoshiKaisha | 129·2\|22·5\|13·0<br>Q74′F21′ | **Nagasaki**<br>Japanese | T.3Cy.12″,20″&33″–24″<br>53NHP<br>MitsuBishiD &E Wks.Nag |
| 20602<br>20692<br>NLPD | — **WoodAuxScSr** | 124<br>—<br>85 |  |  |  |  | 1917 | .................. | Yamaguchi<br>Masakichi | 80·2\|22·5\| 9·8 | **Tanabe**<br>Japanese |  |
| 20603<br>27141<br>SDBO | **Kashin Maru** **SteelSc**<br>*Elec.light* 1*Dk*(*Stl*) | 2428<br>2041<br>1425 | ✠100A1<br>10,21 ~~2,21~~<br>✠LMC~~9,20~~<br>10,21 | Yka<br>Kob | *s* | CL | 1920<br>9mo | MitsuiBus-<br>sanKaisha,Ld<br>Uno<br>A&CP | HokaiTanko<br>Kaisha<br><br>*C* | 284·5\|42·5\|21·0<br>P26′B66′F35′<br>FK<br>*ellDB*238′564*tFPT* | **Itosaki**<br>Japanese<br>4*BHCem*<br>98*tAPT*137*t* | T.3Cy.21″,34″&57″–42″ (*s*)<br>180lb 272NHP<br>2SB,*6cf*,GS89,HS3824 FD<br>MitsuiBussanKaisha,Ld.<br>Uno |
| 20604<br>1219<br>HJDR | — **IronScSr**<br>(*ex*SetsuyoMaru,*ex*Kiel)<br>2*Dks* | 1098<br>—<br>781 |  |  |  |  | 1885 | G.Howaldt<br>Kiel | KaioKisen<br>KabushikiKaisha | 220·5\|29·7\|21·0<br>*WB* | **Ninami-<br>tonda**<br>Japanese | C.2Cy.26″&43½″–30″<br>1NB09 85NHP<br>Geb.Howaldt,Kiel |
| 20605<br>104869<br>NTRV | **Kashing** **SteelScSr**<br>2*Dks* | 1862<br>1670<br>1143 |  |  |  |  | 1895 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 259·5\|38·1\|21·3<br>B66′F30′ | **London**<br>British<br>*WB* | T.3Cy.20″,32″&52″–39″<br>169NHP<br>Scott&Co.,Greenock |
| 20606<br>128655<br>JKNC | **Kashmir** **SteelTwinScSr**<br>*Elec.light* 3*Dks*(*StlU*–teaks)<br>Wireless | 8960<br>7481<br>5489 | ✠<br>12,18<br>✠ | Gls | *d*† | 4,18 | 1915<br>4mo | Caird&Co.<br>Ld.<br>Greenock | P.&O.Stm.Nav.Co.<br><br><br>*WB=Cell* | 480·0\|58·2\|33·7<br>P93′B176′F88′<br>FK&BK2″<br>*DBa*129′*f*196′1141*t* | **Greenock**<br>British<br>8*BHCem*<br>*APT*115*t* | Q.8Cy.23½″,34½″,48½″&70″–<br>54″ 1200NHP<br>2DB&2SB,*24cf*,GS440,<br>HS18188 FD<br>Caird&Co.Ld.Greenock |
| 20607<br>26430<br>RVBT | **Kashu Maru** **SteelScSr**<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 5460<br>4988<br>3404 | ✠100A1<br>7,21 ~~3,21~~<br>✠LMC~~12,19~~<br>7,21 | Cff<br>Kob | *z* | CL | 1919<br>12mo | AsanoS.B.<br>Co.Ld.<br>Tsurumi<br>A&CP | KokusaiKisen<br>Kaisha | 400·0\|53·2\|29·4<br>P33′B124′F41′<br>FK<br>*CellDB*339′942*t* | **Yokohama**<br>Japanese<br>6*BHCem*<br>*APT*27*t* | T.3Cy.26″,43½″&72″–48″ (*s*)<br>200lb 513NHP<br>3SB,*12cf*,GS175,HS7376 FD<br>KubotaIronWorks,Osaka |
| 20608<br>216553<br>LMGT | **Kaskaskia** **WoodTwinSc**<br>(DAMAGED BY FIRE 2,20—NOW IN PORT)<br>*Elec.light* 2*Dks*<br>*Specially treated* | 2934<br>2443<br>1723 | 4,19 | Sea | *t* |  | 1918<br>5mo | Gray's<br>HarborMotor<br>-shipCorp.<br>Aberdeen,<br>Wash. | UnitedStates<br>ShippingBoard | 273·0\|48·9\|25·6<br>P22′B62′F34′ | **Seattle,**<br>Utd.States | T.6Cy.15½″,26″&44″–26″<br>324NHP<br>2WaterTubeBoilers<br>HS5036 FD<br>BuckeyeEngWks.SalemO. |
| 20609<br>216550<br>LMCQ | **Kasota** **WoodTwinScSr**<br>*Elec.light* Wireless 2*Dks* | 3017<br>2343<br>1752 |  |  |  |  | 1918 | Gr'ntSmith<br>PorterShip<br>Co.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 272·9\|46·1\|24·1<br>B142′F27′ | **Prtlnd.Or.**<br>Utd.States | T.6Cy.15½″,26″&44″–26″<br>196NHP<br>BuckeyeEngineCo.<br>Salem,Ohio |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | *Now named* "Tiepolo," *See No.* | 39615 | *in Supplement* | | | | | | | | | | | | | |
| 20610 | **Kassa** SteelScSr<br>*ss*Fiu.No.3–5,19<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>&*deep framing* | 1587<br>1470<br>981 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>11.20<br>BS10,20 ✠LMC5,19 | Fiu | *q* | CL<br>3,19 | 1902<br>1mo<br><br>*Lloyd* | W.Dobson<br>&Co.<br>Newcastle<br>'*sA&CP* | AdriaSoc.Anon.di<br>Nav.Marittima<br><br>*WB=CellDB* | 250·3<br>B81'F33'<br><br>*a*75'*uE&B*33'*f*107' | 35·6 | 12·6<br>20·5<br>FK | Fiume<br><br>6*BHCem*<br>290*tAPT*18*t* | T.3Cy.18½",32"&54"–36" (*r*)<br>200lb *90lb* 207NHP<br>2SB,6*rf*,GS146,HS3292<br>N.E.MarineEng.CoLdNwc | 22 ″ 9 | |
| 20611<br>108687<br>PVDF | **Kassala** SteelScSr<br>*ss*Gls.No.3–7,17<br>*Elec.light* Wireless<br>2*Dks*(*UIrn*&1*Stl*)&*deep framing* | 3862<br>3618<br>2502 | ✠100A1<br>12,20<br>✠NB7,17 ✠LMC7,17<br>DBS~~1,20~~7,21 | Cff | *w* | 1,20 | 1897<br>10mo | Lon.&Gls.<br>Co.,Ld.<br>Glasgow<br>A&CP | MerlinShippgCo.<br>Ld. (Roberts,Price<br>&Phillips,*Mgrs.*)<br>*WB=CellDBa* | 370·0<br>P24'B94'F40'<br><br>106'*uE*22'*f*162'751*t* | 48·1 | 24·4<br><br>FK | Glasgow<br>British<br>6*BHCem*<br>*APT*182*t* | T.3Cy.23½",39"&64"–48" (*s*)<br>180lb *100lb* NDB14 350NHP<br>2SB,6*cf*,GS121,HS4770 FD<br>Lon.&Gls.Co.Ld.,Glasgow | 27 ″ 6<br>s 5 ″ 3½<br>22 ″ 8 | |
| 20612<br><br>HSVM | **Kassiani** SteelScSr<br>(*ex*Orbo) *ss*Pir.2ndNo.3–10,13<br>*Well deck* 1*Dk*(*Stl*)2*trB* | *1821*<br>*1412*<br>*1178* | ✠ ~~——~~<br>11,18<br>✠ | Bbo | *r* | | 1888<br>9mo | W.Hamil-<br>ton&Co.<br>Port Glasgow | L.Embiricos<br>(Olivier&Co.<br>*Mgrs.*) | 264·3<br>Q96'B100'F38'<br><br>*WB=Cell* | 37·1 | 17·7<br><br>FK | Piræus<br>Greek<br>4*BHCem*<br>*DB*218'307*t* | T.3Cy.21",33"&54"–39"<br>NDB04 204NHP<br>2SB,6*rf*,GS103,HS3387<br>W.Kemp,Glasgow | 19 ″ 11 | |
| 20613<br>141923<br>KOPT | **Kastalia** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 4663<br>4293<br>2886 | ✠100A1<br>7,21 ~~10,20~~<br>✠LMC10,19 | Gls<br>Liv | *y* | CL<br>10,20 | 1919<br>10mo<br><br>*Lloyd* | Lithgows,<br>Ld.<br>Port Glasgow<br>'*sA&CP* | DonaldsonLine,Ld<br>(DonaldsonBros.<br>Ld.*Mgrs.*)<br>*CellDB*331'985 | 384·9<br>P49'B113'F38'<br><br>*t DTf* 30' 808*t FPT* | 52·0 | 26·7<br><br>FK | Glasgow<br>British<br>7*BHCem*<br>132*tAPT*20*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Rankin&BlackmreLdGrk. | 29 ″ 3<br>s 5 ″ 8<br>24 ″ 0 | |
| 20614<br><br>MBPT | **Kastfjord** SteelScSr<br>(*Fishing*)<br>(*ex*Aurora) 1*Dk* | 121<br>94<br>55 | | | | | 1904 | Xiansands<br>Mek.Værks.<br>Xiansand | A/S Harstad<br>Dpskselsk.<br>(B.Z.Nilsen, *Mgr.*) | 99·8<br>B20'H6*t* | 17·2 | 8·6 | Harstad<br>Norwegian | C.2Cy.10"&19½"–12"<br>11NHP<br>XiansandM.V.Xiansand | | N |
| 20615<br>139930 | **Kastoria** SteelScK<br>*ss*Gms.No.1–21<br>*Elec.light* 1*Dk* | 307<br>263<br>121 | ✠100A1<br>*StmTrawler*<br>10.21~~5,19~~ ✠LMC~~1,17~~<br>10,21 | Gms | | CL<br>5,19 | 1917<br>1mo<br><br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld.Beverley<br>'*sA&CP* | Gt.Gms.&E.Coast<br>Stm.FishingCo.Ld | 130·2<br>Q72' | 23·0 | 12·2<br><br>BK8" | Grimsby<br>British<br>4*BHCem* | T.3Cy.13½",22½"&37"–24"<br>185lb (*s*) 89RHP<br>1SB,3*pf*,GS49,HS1595<br>Amos&Smith,Ld.Hull | 13 ″ 1 | |
| 20616 | **Kastytis** SteelSc<br>*Motor*<br>1*Dk* | 139<br>121<br>98 | | | | | 1920 | Frd.Krupp<br>Akt.Ges.<br>Kiel | LietuvosGarlaivin<br>Bendrove | 99·0<br>Q20'H8' | 22·2 | 7·3 | Jurburgas<br>Latvian | Motor 2S.C.<br>2Cy.8¼"–9¾" 8NHP<br>HanseatMotoren,G.m.b.H.<br>Bergedorf | | |
| 20617<br>2683<br>HQGJ | **Kasuga Maru** SteelScSr<br>*ss*Yka.No.3–3,10<br>Wireless *ss*Kob.No.2–17<br>2*Dks*(*Stl*–1*pt*ws*U*teak s)&*Web frames*<br>*Elec.light* *lower dk*(*Stl*)*forehold* | 3492<br>2843<br>2107 | | | ... | CL<br>3,20 | 1898<br>6mo<br><br>*Lloyd* | R.Napier&<br>Sons,Ld.<br>Glasgow<br>'*sA&CP* | NipponYusen<br>KabushikiKaisha<br>*WB=*<br>*CellDBa*104'*uE&B* | 375·0<br>P64'B152'F43'<br><br>82' *f*148'570*tFPT* | 44·1 | 25·0<br><br>BK11" | Tokio<br>Japanese<br>7*BHCem*<br>34*tAPT*15*t* | T.3Cy.29 3/16",48"&79"–54"(*s*)<br>185lb 580NHP<br>2D&1SB,15*cf*,GS280HS9981<br>R.Napier&Sons,Ld.Gls. | 28 ″ 0<br>s 5 ″ 5<br>23 ″ 11 | |
| 20618<br>19235<br>NBVW | — SteelSc<br>1*Dk* | 1369<br>1143<br>960 | | | | | 1916 | S.Ono<br>Osaka | ShimataniKisen<br>KabushikiKaisha | 225·0 | 33·9 | 20·0 | Nshinmya<br>Japanese | T. | | |
| 20619<br>21779<br>NQVT | **Kasuga Maru No. 4** WoodAux<br>ScSr | 199<br>—<br>118 | | | | | 1918 | ............... | YokeChonosuke | 100·6 | 24·4 | 11·8 | Muroto<br>Japanese | | | |
| 20620<br>9112<br>JRSM | **Kasugayama Maru** WoodScSr<br>(*ex*NagataMaruNo.15)<br>2*Dks* | 329<br>321<br>232 | | | | | 1904 | S.Nagata<br>Osaka | NaoyetsuShosen<br>KabushikiKaisha | 136·4<br>B18' | 19·7 | 15·8 | Naoyetsu<br>Japanese | | | |
| 20621<br>203425<br>KVNW | **Katahdin** SteelScSr<br>Sub.Sig. *Elec.light* 3*Dks* | 2696<br>—<br>2155 | | | | | 1906 | WCramp&<br>SonsS&EBCo<br>Philadelphia | ClydeS.S.Co.<br>Inc. | 275·9 | 40·1 | 19·5<br>29·7 | NewYork<br>Utd.States | T.3Cy.18",30"&49"–30"<br>131NHP<br>WCramp&SnsS&EBC Phl | | R |
| 20622<br><br>HRQS | **Kataliñ** SteelScSr<br>(*ex*Chimbo,*ex*Argus)<br>*Mchy.Aft* 1*Dk* | 198<br>149<br>76 | | | ... | | 1883 | J Fullerton<br>&Co.<br>Paisley | SantosLopez&Cia. | 115·0<br>Q42'F18' | 21·1 | 9·0<br><br>BK6" | Bilbao<br>Spanish<br>*WB* | C.2Cy.17"&30"–22"<br>NB07 39NHP<br>W.King&Co.,Glasgow | | V |
| 20623<br>113943<br>SGBT | **Katanga** SteelScSr<br>*ss*Cal.No.3–7,13<br>Wireless *ss*Shl.No.2–22 ~~*ss*Shl.No.1–19~~<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*deep framing* | 3316<br>3048<br>2160 | ✠100A1<br>*Spar dk*<br>3,22 ~~12,20~~<br>~~BS10,20~~ ✠LMC~~10,19~~<br>3,22 | Cff<br>Shl | *v* | CL<br>~~12,20~~<br>3,22 | 1901<br>3mo | Russell&<br>Co.<br>Pt.Glasgow<br>A&CP | Chr.Salvesen&Co.<br><br><br>*WB=CellDBa* | 330·1<br>P20'B74'F33'<br><br>102'*uE&B*40'*f*140' | 48·0 | 16·0<br>23·5<br>FK | Glasgow<br>British<br>5*BHCem*<br>877*tAPT*63*t* | T.3Cy.24",40"&65"–42" (*s*)<br>180lb *80lb* 290NHP<br>2SB,6*cf*,GS130,HS4360<br>J.G.Kincaid&Co.Greenock | 26 ″ 0<br>s 5 ″ 0<br>21 ″ 4 | |
| 20624 | **Kate** SteelSc<br>(*ex*WarEnvoy) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | *5197*<br>*4767*<br>*3158* | ✠100A1<br>~~6,21~~ ~~1,21~~ 2,22<br>MS7,19 ✠LMC9,18<br>*Fitted for oil* | Shl<br>Cff<br><br>*fuel* | *y*<br><br><br>11,19 | CL<br>1,21<br><br>*F.P.* | 1918<br>9mo<br><br>*Lloyd*<br>*above* | Harland&<br>Wolff,Ld.<br>Glasgow<br>'*sA&CP*<br>150° F. | N.D.Lykiardopulo<br><br><br>*Middle*<br>*CellDB*345'1136*tDT* | 400·6<br>P49'B112'F38'<br><br>*line Bulkhead not*<br>*a*28'1200*t FPT* 118 | 52·3 | 28·5<br><br>FK | Argostoli<br>Greek<br>7*BHptCem*<br>*oil-tight*<br>*tAPT*185*t* | T.3Cy27",44 7/16"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Gls. | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 20625<br>90136 | — SteelTwinSc<br>(*ex*SuctionDredger)<br>1*Dk* | 1154<br>1034<br>542 | | | *R* | *ebuilt i* | 1897<br><br><br>*n* 1921 | W.Simons<br>&Co.Ld.<br>Renfrew<br>*by* G.Hamer& | C.G.Smith&Co.Ld.<br><br><br>Co.Ld.Durban | 200·5 | 39·2 | 13·9 | Durban<br>British<br>*WB* | T.6Cy.14½",23"&36"–24"<br>98RHP<br>WSimons&Co.Ld.Renfrew | | |
| 20626 | — SteelScSr<br>*Elec.light* 1*Dk* | 448<br>351<br>267 | | | | | 1899 | Nüscke&<br>Co.<br>Grabow | Sartori&Berger | 152·9<br>Q46'B39'F18' | 25·2 | 10·9 | Kiel<br>German<br>*WB* | C.2Cy.17¾"&30¾"–19¾"<br>"Kette"Deutsche 35NHP<br>Elbsch.Ges.Uebigau | | |
| 20627<br>70473 | — WoodAuxScSr<br>*OilEng.*<br>IB 1*Dk*<br>(*See Sailing Ship Register*) | 104<br>103<br>75 | 2,75 | Brw | 9 | | 1874<br>11mo | White<br>Ulverston | L.Aldridge | 82·8 | 20·8 | 9·7 | Barrow<br>British | Oil Engine<br>1Cy.12"–13" NE20 11NHP<br>H.Weddop&Co.Keighley | | |
| 20628 | — SteelSc<br>(*Tug*) | 101<br>—<br>— | | | | | | ...............<br>Holland | TheArgentineNav.<br>Co. (Nicholas<br>Mihanovich)Ld. | 70·0 | 17·6 | 8·4 | Bns.Ayres<br>Argentine | C.2Cy.14"&31"–21"<br>37NHP | | |
| 20629<br>14374 | **Kate Jones** IronSc<br>(*ex*GeneralAyres, (*Tug*)<br>*ex*Seminole,*ex*KateJones) | 122<br>—<br>61 | | | | | 1897 | ...............<br>Camden,N.J. | G.H.Breymann&<br>Bros. | 102·5 | 20·0 | 10·6 | Toledo<br>Utd.States | | | |
| 20630 | **Kate Lewis** SteelScK<br>1*Dk* | 207<br>205<br>79 | ✠<br>*StmTrawler*<br>10,16 ✠ | Abn | | | 1916<br>8mo | Cochrane&<br>Sons,Ld.<br>Selby | TheAdmiralty | 117·7 | 22·2 | 12·3<br><br>BK7½" | <br>British<br>3*BHCem*<br>*DTf*5'11*t* | T.3Cy.12",20"&34"–24"<br>80RHP<br>1SB,3*pf*,GS47,HS1430<br>J.Abernethy&Co.Ld.Abn. | 13 ″ 0 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme auquel maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20631 | **Käte Martha**<br><br>*Elec.light* | SteelScSr<br><br>1*Dk* | 1192<br>965<br>692 | | | | | 1914 | Nüscke&<br>Co.<br>Stettin | Johs.Thode | 233·5<br>P10'Q61'B57'F26' | 35·6 | 14·4 | Altona<br>German<br>*WB* | T.3Cy.16",26½"&43½"-27½"<br>99NHP<br>Christiansen&Meyer,Har. |
| 20632 | **Käte Vick**<br><br>*Elec.light* | SteelScSr<br><br>1*Dk* | 656<br>501<br>349 | | | | | 1904 | Act.Ges.<br>"Neptun"<br>Rostock | F.W.Fischer | 171·4<br>Q53'B58'F19' | 28·7 | 12·7 | Rostock<br>German<br>*WB* | T.3Cy.12⅝",19½"&33½"-23½"<br>55NHP<br>A.G."Neptun,"Rostock |
| 20633<br>119173 | **Katha** | SteelPad<br><br>1*Dk* | 217<br>211<br>131 | | | | | 1904 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.Ld. | 140·6 | 29·0 | 5·8 | Glasgow<br>British | H.2Cy.17½"&32"-57"<br>70RHP<br>Denny&Co.Dumbarton |
| ✻ 20634<br>115780<br>VDTQ | **Katharine Park**<br><br>*Mchy.Aft*<br>*Elec.light*<br>Wireless | SteelScSr<br>ssGls.No.3-12,15<br>ssBal.No.1-20<br>2*Dks*(*Stl*)&*Web frames*<br>&*Shelter dk* | 4834<br>4266<br>2996 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~4,21~~ ~~8,20~~ 1,22<br>MS1,20<br>*Carrying oil*<br>*Fitted for oil* | Sws<br>~~Bly~~<br>Bry<br>✠LMC<br>~~BS2,20~~ 5,21<br>*fuel F.*<br>*fuel* | *y*<br><br><br><br><br>*P.*<br>1,2 | CL<br>8,20<br><br><br><br>*above*<br>0 *F.P.* | 1903<br>8mo<br><br>*Lloyd*<br><br>150°F.<br>*above* | Napier&<br>Miller,Ld.<br>Glasgow<br>'*sA&CP*<br><br>*inDB*<br>150°F. | New Pensacola Trading<br>~~Pensacola Trading~~<br>Co.Ld.(S.&J.<br>Thompson,*Mgrs.*)<br>*WB=* | 382·2<br><br>*Cell DBa 86'u E&B* | 52·2 | 26·0<br>FK | Glasgow<br>British<br>6*BHCem*<br>65'*f*188'1229 | T.3Cy.25",42"&70"-48" (*s*)<br>180lb *100lb* 414NHP<br>2SB,*6cf*,GS115,HS5577 FD<br>Dunsmuir&JacksonLd.Gl<br>*tDTf*628*tFPT*150*tAPT*48*t* |
| 20635 | **Katheen**<br><br><br>(*See Sailing Ship Register*) | WoodAuxSc3MstSr<br>*OilEng.*<br>1*Dk* | *491*<br>*356*<br>*403* | | | | | 1918 | NorrisArm<br>S.B.Co.Ld.<br>NorrisArm,<br>N.F.L. | | 142·7 | 32·8 | 12·5 | Greek | Oil Engine<br>2Cy.14½"-17" 34NHP<br>SkandiaPacificOilEng.<br>Co.SanFrancisco |
| ✻ 20636<br><br>HMJD | **Katherina**<br><br>(*ex*Ionia) | SteelScSr<br>*ss*Tri.2ndNo.3-8,14<br>*ss*Sld.No.1-20<br>2*Dks*(*UptStl*-ws) | *1481*<br>*1261*<br>*881* | ✠100A1<br>4,22 2,20<br>✠NB9,09<br>BS~~4,20~~11,21 | Sld<br>Alx<br>✠LMC8,19 | *q* | ~~1,20~~<br>4,22 | 1887<br>3mo | A.M'Mil-<br>lan&Son<br>Dumbarton | Pandeli Bros. | 264·0<br>P26'B74'F59' | 34·0 | 19·8<br>BK9" | Piræus<br>Greek<br>5*BHCem* | T.3Cy.25",38"&61"-42" (*r*)<br>150lb *60lb* NDB02 2[illegible]4NHP<br>2DB,*8cf*,GS125,HS3558<br>D.Rowan&Son,Glasgow |
| ✻ 20637<br>213896<br>LFSK | **Katherine**<br><br>(*ex*SailingVessel,<br>*ex*County of Linlithgow)<br>*Elec.light*<br>*Mchy.Aft* Wireless<br>(*See Sailing Ship Register*) | IronAuxTwinSc<br>*OilEng.* 4MstSr<br>*ss*Vcr.2ndNo.3-1,13<br>*ss*S.Fo.No.1-19<br>2*Dks*(*Stl*)&*Web frames* | 2296<br>2056<br>1673 | ✠100A1<br>1,21<br>DBS1,21<br><br>*CarryingPetr* | NYk<br><br>LMC1,21<br><br>*oleum* | *w*<br><br><br><br>*in* | 1,21<br><br><br><br>*bulk* | 1887<br>5mo<br><br>*Lloyd* | Barclay,<br>Curle&Co.Ld<br>Glasgow<br>'*sA&CP* | PhilippineVeget-<br>ableOilCo.Inc. | 286·9<br>P77'F45'<br><br><br>*CellDBuE30'f30'* | 43·5 | 24·1<br>BK10"<br>11*BH* | Manila<br>Utd.States<br>*ptCem*<br>(*2 toUpr dk*<br>9 „ *2nd* „)<br>155*t* | Oil Engines 2S.C.SA<br>8Cy.16½"-18 5/16" 183NHP<br>NE9,19<br>2NDB06*refitted*19 *90lb*<br>J&CGBolindersCoLdSkm |
| 20638<br>205002<br>KWNB | — | WoodScSr<br><br>1*Dk* | 531<br>—<br>292 | | | | | 1908 | J.Lind-<br>strom<br>Fairhaven,<br>Cal. | RedwoodS.S.Co. | 160·4 | 36·0 | 12·5 | S.Frncisco<br>Utd.States | T.3Cy.11½",19"&30"-24"<br>37NHP |
| 20639<br>81535 | —<br><br>*Mchy.Aft* *Well deck* | SteelScSr<br><br>1*Dk* | 238<br>174<br>96 | | | ... | | 1898 | J Fullerton<br>&Co.<br>Paisley | JamesHenry<br>Monks(Preston)<br>Ld. | 113·0<br>Q38'B7'F21' | 23·0 | 9·7<br>FK | Liverpool<br>British<br>*WB* | C.2Cy.16"&32"-24"<br>NB13 43RHP<br>Ross&Duncan,Glasgow |
| ✻ 20640<br>104874<br>NTVM | **Kathiawar**<br><br>(*ex*Buluwayo)<br>*Elec.light*<br>Wireless | SteelScSr<br>*ss*Ant.No.3-9,07<br>*ss*Cal.No.2-15<br>2*Dks*(1*Stl*&1*Irn*)&<br>*deep framing*3*Dk rule* | 4405<br>3826<br>2753 | ✠100A1<br>2,19<br>Examined10,19 | Cal<br><br>✠LMC10,19 | *x* | CL<br>10,19 | 1895<br>5mo<br><br><br>*Lloyd* | Armstrong<br>Mitchell&<br>Co.Ld.<br>Newcastle<br>'*sA&CP* | BankLine,Ld.(A.<br>Weir&Co.*Mgrs.*)<br><br><br>*WB=CellDBa96'* | 360·0<br>P38'B98'F39'<br><br><br>*uE&B58'f142'1005t* | 47·0 | 27·8<br>FK | Glasgow<br>British<br>7*BHAsp*<br><br>*APT60tTun* | T.3Cy.30",50"&80"-54" (*s*)<br>180lb 578NHP<br>3SB,*9cf*,GS189,HS7875 FD<br>Hwthrn,Leslie&CoLdNwc<br>*nelTank*130*t* |
| ✻ 20641<br>133316<br>JCRK | **Kathlamba**<br><br>*Elec.light*<br>Wireless | SteelScSr<br>*ss*Sws.No.1-17<br>2*Dks*(*Stl*)<br>*Cruiser Stern* | 6382<br>6105<br>4104 | ✠100A1<br>4,21 ~~2,20~~<br>~~BS2,20~~<br>BS5,21<br>*Fitted for oil*<br>*Carrying oil* | Rot<br>NYk<br>✠LMC~~10,17~~<br>MS11,21<br>*fuel*10<br>*fuel F* | *b*†<br><br><br><br>,18<br>.*P.* | CL<br>2,20<br><br><br>*FPabo*<br>*above* | 1913<br>8mo<br><br>*Lloyd*<br>*ve*150°<br>150°F. | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'*sA&CP* *W*<br>F.<br>*in DB&DT* | Ellerman&<br>BucknallS.S.CoLd<br><br>*B=CellDBa159'u* | 434·0<br>P77'B165'F81'<br><br>*E&B42'f183'1450t* | 54·7 | 31·2<br>FK | N.Shields<br>British<br>7*BHCem*<br>*DTa24'793t* | T.3Cy.25¾",44½"&77"-51"<br>220lb (*s*) 586NHP<br>3SB,*12cf*,GS214,HS7938 FD<br>Cen.Mar.Eng.Wrks.WHpl |
| 20642<br>113519<br>VDKS | **Kathleen**<br><br>*Mchy.Aft*<br>*Well deck* | SteelSc3MstSr<br>*ss*Bel.No.3-8,14<br>*ss*Bel.No.1-19<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 738<br>536<br>316 | ✠100A1<br>7,21 ~~7,20~~<br>✠NB11,09<br>BS~~4,20~~6,21 | Bel<br><br>✠LMC5,19 | *k* | CL<br>~~6,18~~<br>7,21 | 1902<br>4mo<br><br>*Lloyd* | AilsaS.B.<br>Co.Ld.<br>Ayr<br>'*sA&CP* | J.Milligen&Co.<br>Ld.<br><br>*WB=* | 200·0<br>Q103'B13'F36'<br><br>*DBf114'163t FPT* | 30·4 | 12·0<br>BK7½" | Belfast<br>British<br>4*BHCem*<br>88*tAPT*8*t* | T3Cy.17⅝",27½"&44"-33"(*s*)<br>160lb 135NHP<br>1SB,*3cf*,GS65,HS2394<br>Ross&Duncan,Glasgow |
| 20643<br>137102 | **Kathleen Burton** | SteelScK<br>*ss*Shl.No.1-19<br>1*Dk* | 197<br>195<br>86 | ✠100A1<br>*StmTrawler*<br>~~12,20~~5,22 | Hpl<br>~~Shl~~<br>✠LMC2,20<br>BS5,21 | | CL<br>6,20 | 1914<br>10mo<br><br>*Lloyd* | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | DorisBurtonStm.<br>TrawlingCo.Ld.<br>(R.H.Davison&Co.<br>*Mgrs.*) | 115·4 | 22·1 | 11·9<br><br>BK7½"<br>*WB=* | Hartlpool<br>British<br>3*BHCem*<br>*DB f 19'13t* | T.3Cy.12",20"&34"-24" (*s*)<br>180lb 57RHP<br>1SB,*3pf*,GS47,HS1480<br>J.Abernethy &Co.Ld.Abn. |
| 20644<br>141639 | **Kathleen Conrad**<br><br><br>(*See Sailing Ship Register*) | WoodAuxScSr<br>*OilEng.*<br>1*Dk* | 141<br>127<br>132 | | | | | 1920 | O.Ham<br>YarmouthNS | J.Conrad | 113·8 | 26·0 | 10·3 | LaHave NS<br>British | Oil Engine<br>2Cy.8½"-9" 14NHP<br>J&CGBolindersCoLd.Skm |
| 20645<br>91302<br>KJSD | **Kathleen Lily**<br>Stranded 12,21<br>*Mchy.Aft* | Irn&ptStlScSr<br>*ss*Gms.2ndNo.3-2,18<br>(*ex*Ouse Hopper No. 1)<br>1*Dk*(*Stl*) | 510<br>440<br>254 | ✠~~100A1~~<br>4,20<br>✠NB5,02*refitted*4,20<br>~~BS4,20~~ | Gms<br><br><br>✠~~LMC~~ | | 2,21 | 1885<br>8mo<br><br>*Lloyd* | W. Dobson<br>&Co.<br>Newcastle<br>'*sA&CP* | BargateSteam<br>ShippingCo.Ld.<br>(F.A.Hobbs,*Mgr.*) | 158·6<br>F24'<br><br>*DBf39'67t FPT32t* | 28·8 | 12·0<br><br>BK6" | Grimsby<br>British<br>3*BHCem*<br>*APT5t* | C.2Cy.22½"&44½"-30" (*s*)<br>90lb 80RHP<br>1SB,*3pf*,GS49,HS1350<br>N.E.MarineEngCoLd Nwc |
| 20646<br>107435 | **Kathleen Roberts**<br><br>(*ex*ArthurW.Palmer) | WoodSc<br>(*Tug*)<br>1*Dk* | 117<br>—<br>80 | | | | | 1899 | P.Magee<br>Athens,N.Y. | AlphaTowing&<br>TransportationCo. | 81·3 | 22·0 | 9·6 | NewYork<br>Utd. States | 1Cy.20"-26"<br>NE&B03 16NHP<br>J.W.Sullivan,NewYork |
| 20647 | **Katiagallus**<br><br>*Elec.light* Wireless | WoodSc<br>(*ex*Katia)<br>2*Dks* | 2239<br>1299<br>1358 | | | | | 1918 | Kiernan&<br>KernS.B.Co.<br>Portland,Or. | KatiaS.S.Corp.<br>(Soc. duPacifique,<br>*Mgrs.*) | 229·8 | 44·7 | 25·9 | Marseilles<br>French | T.3Cy.20½",33"&54"-40"<br>184NHP<br>ToledoS.B.Co.Toledo,Or. |
| ✻ 20648<br>142391<br>JTCS | **Katie**<br><br><br>Wireless | SteelScSr<br>*ss*Rga.No.3-8,12<br>*ss*Shl.No.1-17<br>1*Dk*(*Stl*)&*deepframing* | 2352<br>1987<br>1448 | ✠100A1<br>7,20 | Mch<br><br>✠LMC11,19 | *s* | 11,19 | 1900<br>2mo | Helsingörs<br>Jernsk&Msk.<br>Elsinore<br>A&CP | Ellerman'sWilson<br>Line,Ld. | 291·5<br>Q16'B70'F36'<br><br>*WB=CellDBa* | 42·7 | 19·2<br>FK | Hull<br>British<br>5*BHCem*<br>58'*a*&*uE*54' | T.3Cy.20½",35"&57"-39" (*s*)<br>180lb *90lb* 215NHP<br>2SB,*6rf*,GS76,HS3247<br>HelsingörsJernsk.&Mskb.<br>*f*120'578*tFPT*58*tAPT*44*t* |
| 20649<br>80410<br>WBFN | —<br><br><br>(*See Sailing Ship Register*) | WoodAuxScSr<br>*OilEng.*<br>1*Dk* | 116<br>116<br>76 | | | | | 1881 | J.Cowl&<br>Sons<br>Padstow | A.Williams | 88·5 | 23·0 | 10·8 | Padstow<br>British | Oil Engine<br>2Cy.11"-13" 50RHP<br>Roby&Co.Ld.Lincoln |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L. R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20650<br>76393 | **Katie** IronScCtr<br>*Mchy.Aft* | 107<br>107<br>73 | | | | | 1875 | Harland&Wolff<br>Belfast | TheGrainElevating&AutomaticWeighingCo.Ld.<br>(J.E.Kerr,*Mgr.*) | 76·2 | 18·8 | 9·5 | London<br>British | I.2Cy.11"-17"<br>NB05 20RHP<br>Harland&Wolff,Belfast | | |
| 20651<br>HRQT | **Katina** IronSc3MstSr<br>(*ex*Sirius)<br>*Mchy.Aft* 1*Dk*2*trB* | 597<br>502<br>358 | | | | | 1877 | Scott&Co.<br>Greenock | G.Samathraky | 201·5 | 24·0 | 14·1 | Piræus<br>Greek | C.2Cy.21"&42"-36"<br>NB93 88NHP<br>Scott&Co.Greenock | | |
| 20652<br>127811<br>TVSK | **Katoa** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2484<br>2122<br>1382 | | | | | 1912 | Osbourne,Graham&Co.<br>Sunderland | UnionS.S.Co.ofNewZealand,Ld. | 298·0<br>P21'B80'F29' | 45·3 | 20·0 | Dunedin<br>British<br>*WB* | T.3Cy.24",40"&65"-42"<br>274NHP<br>G.Clark,Ld.Sunderland | | |
| 20653<br>217428<br>LPJW | **Katonah** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2559<br>—<br>1530 | | | | | 1919 | MidlandBridgeS.B.Co<br>Houston,Tex | UnitedStatesShippingBoard | 267·3 | 46·0 | 23·5 | Houston,Tex.<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 20654 | — SteelSc<br>(*Tug*) *Fitted for oil fuel*<br>*Elec.light* 1*Dk* | 150 | | | | | 1921 | TaikooDkyd.&E.Co.ofH.Kg.Ld.<br>HongKong | StandardOilCo.ofNewYork | 90·0<br>Q23'B30'F26' | 21·5 | 10·5 | HongKong<br>British | C.2Cy.15"&32"-24"<br>TaikooDkyd.&E.Co.Ld.HongKong | | |
| 20655<br>137689<br>TWLG | **Katong** SteelTwinScSr<br>*Elec.light* 1*Dk&Promenade dk* | 1461<br>1056<br>863 | | | | | 1915 | HongK'ng&WhampoaDockCo.Ld.<br>HongKong | StraitsS.S.Co.Ld. | 250·0 | 38·1 | 15·8 | Singapore<br>British<br>*WB* | T.6Cy.17",27"&44"-30"<br>212NHP<br>HongKong&WhampoaDockCo.Ld.HongKong | | |
| 20656<br>132443<br>JOPH | **Katoomba** SteelTrpScSr<br>*ss*Syd.No.1-17<br>2*Dks*(*Stl*)&3*rd dk*(*Stl*)*inNo.1hold*<br>*Elec.light* &*Awng dk*(*Stl-pt*teaks)<br>*Ref.Mchy.* Wireless | 9424<br>6826<br>5499 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>3,21 ~~9,20~~<br>~~BS5,20~~ ✠LMC~~6,15~~ | Syd<br>BS3,22<br>3,21 | *d*† | CL<br>~~s9,18~~<br>c2,20<br>P5,19<br>s11,21 | 1913<br>7mo | Harland&Wolff,Ld.<br>Belfast<br>*Lloyd's*A&CP *WB=* | McIlwraith,McEacharn'sLine,Proprietary,Ld.<br>*CellDBa89'uE&B* | 450·4<br>B257'F83'*on Awng dk* FK&BK2"<br>122'*f*171'1062*tFPT* | 60·3 | 34·2 | Melbourne<br>British<br>7*BHCem*<br>71*tAPT*54*t* | T.8Cy.(2)24",(2)38½"&(4)44"-48"&1L.P.Turbine<br>215lb (*s*)<br>6SB,*24cf*,GS472,HS20376 FD<br>Harland&Wolff,Ld.Bel. | 37″9<br>s 11″3½<br>26″11 | |
| 20657<br>16494<br>MHWQ | **Katori Maru** SteelTrpScSr<br>*ss*Kob No.2-21 ~~*ss*Hkg.No.1-18~~<br>*Elec.light* Wireless 2*Dks*(*Stl*)*U*-ws<br>3*rdDk*(*Stl*)*inNos.*1,3&4*holds* | 9835<br>8060<br>6145 | ✠100A1<br>4,21 ~~6,20~~<br>~~BS4,20~~ ✠LMC~~4,19~~<br>BS3,22 4,21 | HKg<br>Kob | *e*† | CL<br>P&S<br>6,20<br>~~C4,19~~<br>C4,21 | 1913<br>9mo | MitsuBishiDkyd&EWks<br>Nagasaki<br>*Lloyd's*A&CP | NipponYusenKabushikiKaisha<br>*WB= Cell DB a*147' *uE&B* 93'*f* | 499·8<br>P97'B180'F54' FK<br>186'1864*tFPT*152*t* | 59·9 | 33·9 | Tokio<br>Japanese<br>8*BHCem*<br>*APT*44*t* | T.6Cy.27",42"&66"-48"&<br>1 low pressureTurbine<br>200lb (*s*)<br>6SB,*18cf*,GS379,HS16921FD<br>MitsuBishiD&E.Wks.Nag | 36″6<br>s 8″8<br>28″6 | |
| 20658<br>9550<br>JTML | — IronScSr<br>*ss*Lon.No.1-84<br>(*ex*Kerbela) 2*Dks*(*Ulrn-pt*ws)3*Dk rule* | 2069<br>1924<br>1528 | ✠<br>4,86<br>✠ | Lon | *s* | | 1880<br>10mo | W.Denny&Bros.<br>Dumbarton | TatsuumaKisenKabushikiKaisha<br>*WB* | 284·7<br>P14'B32'F37'<br>=*CellDB*244'383*t* | 35·2 | 23·8 | Nishinomiya<br>Japanese<br>5*BHCem* | C.2Cy.34"&60"-42"<br>NDB92 194NHP<br>Denny&Co.Dumbarton | 26″8 | |
| 20659<br>10143<br>JVTM | — WoodScSp<br>2*Dks* | 213<br>—<br>125 | | | | | 1905 | T.Mayekawa<br>Osaka | I.Amagasaki | 111·5 | 15·7 | 12·5 | Osaka<br>Japanese | C.2Cy.13⅜"&26⅛"-18"<br>24NHP | | |
| 20660<br>19299<br>NCJS | — WoodAuxScSr | 188<br>—<br>98 | | | | | 1917 | .............. | KosakaIchitaro | 99·4 | 24·7 | 11·7 | Shinagawa<br>Japanese | | | |
| 20661<br>97579<br>LKQT | **Katoria** SteelScSr<br>*Elec.light* 2*Dks*(*UptStl*-ws)&*Shade dk* | 1127<br>919<br>664 | ✠<br>*Shade dk*<br>11,89 ✠ | Dmb | *p* | | 1889<br>11mo | W.Denny&Bros.<br>Dumbarton | BritishIndiaStm.Nav.Co.Ld.<br>*WB=CellDBuE* | 240·3<br>P48'B72'F48'<br>&*B*62'104*t* BK8½" | 34·1 | 16·4 | Glasgow<br>British<br>4*BHCem* | T.3Cy.20",33½"&54"-42"<br>1DB,*6cf*,GS106 189NHP<br>Denny&Co.,Dumbarton | 19″0 | |
| 20662<br>139830 | **Katreen** WoodScDy<br>(*Drifter*)<br>1*Dk* | 104<br>103<br>45 | | | | | 1916 | ColbyBros.Ld.<br>OultonBroad<br>Lowestoft | A.R.Sutton | 88·3 | 20·0 | 10·0 | Hartlpool<br>British | T.3Cy.10½",15"&24"-16"<br>33RHP<br>Crabtree&Co.Ld.Gt.Yar. | | |
| 20663<br>216090<br>LJVN | **Katrina Luckenbach** SteelTwinScSr<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Sub.Sig. *CruiserStern*<br>Wireless | 7822<br>7684<br>4951 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~4,21~~ ~~2,21~~ 9,21<br>~~BS6,20~~ ✠LMC~~5,18~~<br>*Water Tube Boilers*<br>*Fitted for oil fuel* 5,18 *F.P. above* 150°F. | NYk<br>SFo<br>9,21 | *b*† | CL<br>s6,20<br>P2,21 | 1918<br>5mo | BethlehemS.B.Corp.Ld.<br>Quincy,Mass.<br>A&CP | LuckenbachS.S.Co.,Inc.<br>*CellDB*356'<br>1631*tDTa*30'165*t* | 446·0<br>FK<br>1*BHinforward hold*<br>*dispensed with* 6*BH*<br>'*Tween dk tanks in* | 56·1 | 27·8 | NewYork<br>Utd.States<br>*only ptCem*<br>*E&Bspace*24'445*tFPT*220*tAPT*240*t* | 2SteamTurbines geared to<br>2 screw shafts 195lb (*s*)<br>4B,HS15520 FD 1070NHP<br>BethlehemS.B.Corp.Ld.<br>Quincy,Mass. | 40″8<br>s10″6½<br>30″6 | |
| 20664<br>5631<br>JVBK | **Katrinefors** CompScSr<br>1*Dk* | 196<br>163<br>125 | | | | | 19$\frac{07}{14}$ | S.Groth<br>Sjötorp | KatrineforsAktieb<br>(C.Sandels) | 100·4 | 22·9 | 10·3 | Mariestad<br>Swedish | C.2Cy.10½"&16$\frac{3}{16}$"-11⅛"<br>A/B.C.J.VennbergsM.V.<br>Karlstad 9HP | | |
| 20665<br>16448<br>MHSL | **Katsu Maru No.1** WoodAuxScSr | 148<br>—<br>118 | | | | | 1913 | .............. | IkkaGoshiKaisha | 90·5 | 22·7 | 10·3 | Ushioye<br>Japanese | | | |
| 20666<br>1321<br>HJPM | **Katsuragawa Maru** WoodTwinScSr<br>2*Dks* | 206<br>189<br>124 | | | | | 1892 | NakamuraHanyemon<br>Osaka | SetsuyoShosenKabushikiKaisha | 124·3 | 17·0 | 12·5 | Sumoto<br>Japanese | C.4Cy.11"&22"-18"<br>34NHP<br>OsakaIronWorks,Osaka | | |
| 20667<br>21315<br>NPBG | **Katsuragi Maru No. 2** WoodAuxScSr | 114<br>—<br>65 | | | | | 1917 | .............. | KurahashiYoshizo | 78·5 | 23·0 | 9·5 | Itozaki<br>Japanese | | | |
| 20668<br>19283<br>NOHP | **Katsuura Maru** SteelScSr<br>*ss*Kob.No.1-21<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light* | 1725<br>1278<br>1023 | ✠100A1<br>2,22 ~~1,21~~<br>✠LMC~~1,21~~ 2,22 | Osa<br>Kob | *q* | ~~1,21~~<br>2,22 | 1916<br>7mo | MitsuBishiDkyd&EWks<br>Kobe<br>*Lloyd's*A&CP | MitsubishiShojiKaisha,Ld.<br>*CellDB*207'332*t FPT* | 250·0<br>P&B125'F28'<br>FK | 37·7 | 20·5 | Tokio<br>Japanese<br>4*BHCem*<br>47*tAPT*31*t* | T.3Cy.17",28½"&48"-36"(*s*)<br>200lb *100lb* 168NHP<br>1SB,*3cf*,GS54,HS2165 FD<br>MitsuBishiD.&E.WksKob | 20″6<br>s 2″6<br>18″4 | |
| 20669<br>24244<br>RHMW | — WoodAuxScSr | 178<br>—<br>126 | | | | | 1918 | .............. | TeikokuKisenKabushikiKaisha | 93·9 | 24·8 | 11·8 | Toba<br>Japanese | | | |
| 20670<br>NKVP | **Kattegat** IronScSr<br>(*SalvageSteamer*)<br>1*Dk* | 285<br>265<br>95 | | | | | 1873 | Burmeister&Wain<br>Copenhagen | Em.Z.Svitzer'sBjerg.Entreprise | 139·1<br>B11*t* | 25·2 | 12·3 | Copnhagn<br>Danish<br>*WB* | C.4Cy.21"&44"-24"<br>158NHP<br>Burmeister&Wain,Cpn. | | |

Now named "Star of Erin," See No. 39240 in Supplement

| 1 Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20671 | **Kattegat** SteelSc<br>(*Trawler*)<br>1*Dk* | 237<br>—<br>90 | | | | | 1916 | Stettiner Oderwerke<br>Stettin | | 124·6 | 23·0 | 12·7 | British | T.3Cy.13⅝",20½"&32⅜"-22"<br>49NHP<br>StettinerOderwerkeStettin | |
| 20672<br>123809<br>HKND | **Katuna** SteelScSr<br>ssLth.No.3-7,20<br>*Elec.light* 2*Dks*(*Stl*)&*deep framing*<br>Wireless &*Shelter dk*(*Stl*) | 4641<br>4411<br>2927 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~8,21~~ ~~2,21~~<br>8,22<br>✠LMC7,20<br>BS8,21 | NYk<br>~~Ham~~ | *z* | CL<br>1,20 | 1907<br>4mo<br>*Lloyd* | Armstrong Whitworth&Co.Ld. Nwc.<br>'*sA&CP* | Ellerman&BucknallSSCo.Ld.<br>*WB=CellDBa* | 400·0<br>123' *uE&B*63' *f*154' | 52·1 | 27·0<br>FK | London<br>British<br>6*BHCem*<br>971*tAPT*29*t* | T.3Cy.27",44½"&75"-48" (s)<br>180lb 478NHP<br>3SB,9*cf*,GS175,HS6504 FD<br>WllsndSlpwy.Co.Ld.Nwc. | 29<br>4<br>26 |
| ✻<br>20673 | **Katwijk** SteelSc<br>Wireless<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*) | 1589<br>1379<br>929 | ✠100A1<br>1,22 ~~2,21~~<br>✠LMC2,21 | Rot | *g* | CL | 1921<br>2mo<br>A&CP | Jonker&Stans,<br>HendrikIdo Ambacht | N.V.Maats. Stoomv. "Katwijk"<br>*CellDB* | 253·5<br>P20'B60'F24'<br>211'471*tFPT*78*t* *A* | 38·2 | 17·0<br>FK | Rottrdam<br>Dutch<br>4*BHAsp*<br>*PT*43*t* | T3Cy17½",29½"&46½"-36½"<br>180lb (s) 177NHP<br>2SB,4*cf*,GS89,HS3250<br>Maschf.Bolnes,Bolnes | 19<br>2<br>16 |
| 20674<br>PHFN | — SteelSc<br>(*Tug*)<br>1*Dk* | 192 | | | | | 1915 | H.J. Koopman<br>Dordrecht | Boomkens&Co. | 71·1 | 18·0 | 13·0 | Rottrdam<br>Dutch | C.2Cy.<br>H.J.Koopman,Dordrecht | |
| 20675<br>MTLG | **Kaupanger** WoodAuxScSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 118<br>112<br>81 | | | | | 1918 | B. Havner-aas<br>Kaupanger, Sogn. | N.Knagenhjelm | 82·0 | 22·3 | 10·5 | Bergen<br>Norwegian | Oil Engines 2S.C.SA<br>2Cy.14⅓"-15¾" 34NHP<br>LysekilMek.Verkstads A/B.Lysekil | |
| 20676<br>120501<br>HBWP | **Kauri** SteelScSr<br>(*ex*Harmony) 1*Dk*&*deepframing*<br>Wireless | 2833<br>2697<br>1830 | | | ... | | 1905 | Furness, Withy&CoLd<br>WHartlepool | UnionS.S.Co.of NewZealand,Ld. | 325·1<br>P24'B94'F32' | 47·0 | 22·3<br>FK | Dunedin<br>British<br>*WB* | T.3Cy.23",40"&65"-42"<br>304NHP<br>Richardsons,Westgarth&Co.Ld.Hpl | 24 |
| 20677<br>96043<br>LBRM | **Kaveri** IronScSr<br>ssBom.2ndNo.3-4,15<br>ssBom.No.1-18<br>1*Dk*&*Awngdk* | 909<br>839<br>553 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>9,21 ~~10,20~~<br>✠NB1,05<br>✠LMC8,18<br>BS~~9,20~~ 9,21 | Bom | *j* | CL<br>10,20 | 1889<br>2mo | Whitehavn S.B.Co.Ld.<br>Whitehaven<br>A&CP | BombayStm.Nav. Co.Ld. | 180·0 | 29·1 | 12·5<br>19·5<br>BK7½"<br>*WB=FPT* | Bombay<br>British<br>6*BHCem*<br>25*tAPT*34*t* | T.3Cy.16",26"&40"-30" (s)<br>180lb 84RHP<br>1SB,3*cf*,GS57,HS1575 FD<br>Dunsmuir&Jackson,Gls. | 20<br>7<br>13 |
| 20678 | **Kavkas** IronScSr<br>ssCpn.2ndNo.3-5,97<br>(*ex*Heinrich&Robert, ssBdx.No.1-02<br>*ex*Ebba,*ex*Morglay) 2*Dks*(1*Irn*)3*trB* | 1501<br>—<br>936 | ✠<br>7,05 | Cff | *q* | | 1877<br>1mo | M.Pearce&Co.<br>Stockton | SpolianskySuccessors(C.Arvanitidi&Faerman, *Mgrs.*) | 269·3<br>H53*t* | 32·8 | 22·7<br>BK9' | Russian<br>4*BHCem*<br>*DBa*82'121*t* | C.2Cy.29½"&57"-40"<br>171NHP<br>2SB,GS79<br>N.E.MarineEng.CoLd.Sld. | 24 |
| ✻<br>20679<br>1684<br>HLOR | **Kawachi Maru** StlTwnSc4MstSr<br>ssYka No.3-4,21 ~~ssYka.No.3-12,09~~<br>*Elec.light* ~~ssYka.No.2-17~~<br>2*Dks*(*Stl-U*teaks)&*deep framing*<br>Wireless | 5879<br>3529<br>3654 | ✠100A1<br>~~4,10,20~~ 10,21<br>✠LMC~~6,20~~<br>4,21 | Kob<br>Yka | *a*† | CL<br>12,19 | 1897<br>4mo<br>*Lloyd* | Napier, Shanks&Bell<br>Glasgow<br>'*sA&CP* | NipponYusenKabushikiKaisha<br>*WB=CellDBa*148'<br>*uE&B*65'*f*180'1149 | 445·0<br>P36'B97'F55'<br>*tDTa* 25' 460*tFPT* | 49·4 | 30·5<br>FK&BK1½" | Tokio<br>Japanese<br>8*BHCem*<br>88*tAPT*51*t* | T.6Cy.20",33½"&56"-48" (s)<br>200lb 544NHP<br>2D&2SB,18*cf*,GS306,HS9002<br>Dunsmuir&Jackson,Gls. | 33<br>8<br>25 |
| 20680<br>25468<br>RNMT | **Kawakamigawa Maru** WoodSc | 833<br>—<br>495 | | | | | 1919 | .................. | FukagawaKisen KabushikiKaisha | 192·9 | 27·3 | 18·1 | Nishinomiya<br>Japanese | | |
| ✻<br>20681<br>136153 | **Kawatiri** SteelSc<br>(*ex*Shahristan) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 3127<br>2850<br>~~1857~~<br>1856 | ✠100A1<br>8,21 ~~11,20~~<br>✠LMC7,19 | Ddn<br>Syd | *u* | CL<br>11,20 | 1919<br>7mo<br>*Lloyd* | J.Priestman&Co.<br>Sunderland<br>'*sA&CP* | UnionS.S.Co.of NewZealand,Ld.<br>*CellD* | 331·3<br>P33'B98'F28'<br>*B*278'749*tFPT*113*t* | 46·8 | 23·2<br>FK | London<br>British<br>5*BHptCem*<br>*APT*122*t* | T.3Cy.25",41"&68"-45" (s)<br>180lb 429NHP<br>3SB,9*cf*,GS156,HS6321 FD<br>G.Clark,Ld.Sunderland | 25<br>4<br>21 |
| 20682<br>219154<br>LTMF | **Kaweah** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* *Carrying Petroleum in bulk*<br>*Mchy.Aft* 2*Dks*<br>Wireless *Longitudinal framing* | 7253<br>6236<br>5402 | | | | | 1919 | WCramp&SonsS&EBCo<br>Philadelphia | UnitedStates ShippingBoard | 430·0<br>P116'B36'F49' | 58·2 | 31·5 | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.27",45½"&76"-51"<br>412NHP<br>W.Cramp&SnsS&EBCPhl | |
| 20683<br>PHGB | **Kawi** SteelSc<br>*Elec.light* Sub.Sig. Wireless 3*Dks* | 4872<br>3640<br>3018 | | | | | 1907 | Kon.Maats deSchelde<br>Flushing | RotterdamscheLloyd (W.Ruys&Zonen, *Mgrs.*) | 394·2<br>P80'B180'F78' | 47·1 | 27·2 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.28½",48"&82"-60"<br>521NHP<br>Maats.deSchelde,Flushing | |
| 20684<br>133158 | **Kawlin** SteelPad<br>1*Dk* | 289<br>289<br>182 | | | | | 1913 | W.Denny&Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 186·2 | 30·0 | 7·1 | Glasgow<br>British | O.2Cy.17¼"&34½"-60"<br>50RHP<br>Denny&Co.Dumbarton | |
| 20685<br>11916<br>LJMT | **Kayo Maru** SteelScSr<br>(*ex*Sultan) 1*Dk*&*Spar dk* 3*trB*<br>*Elec.light* | 2026<br>1683<br>1443 | | | ... | | 1894 | Workman, Clark&Co.Ld<br>Belfast | OakiGoshiKaisha | 258·5<br>P57'B52' | 38·0 | 13·9<br>21·8 | Yokohama<br>Japanese<br>*WB* | T.3Cy.19",32"&52"-40"<br>206NHP<br>Wrkman,Clark&Co.Ld Bel | 24 |
| 20686<br>219319<br>LTWQ | **Kayseeka** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Web frames*<br>Sub.Sig. Wireless | 5990<br>4971<br>3709 | | | ... | | 1919 | Merchant S.B.Corp.<br>Harriman,Pa. | UnitedStates ShippingBoard | 400·7<br>P36'B124'F44' | 54·2 | 30·4<br>FK | Phildlphia<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Sc Shaft 645NHP<br>WestinghouseElectric&Mfg.Co.Essington,Pa | 32 |
| ✻<br>20687<br>123820<br>HKPN | **Kazembe** SteelScSr<br>ssLth.No.3-9,20<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*deepframing* | 4676<br>4347<br>2938 | ✠100A1<br>*Spar dk* 3,22<br>~~PH~~ 9.20<br>✠LMC<br>al35,19<br>BS~~9,20~~ 9,21 | Lth<br>~~NYk~~ ~~NOs~~<br>Ham | *z* | CL<br>~~9,20~~<br>3,22 | 1907<br>5mo<br>*Lloyd* | A.Stephen &Sons,Ld.<br>Glasgow<br>'*sA&CP* | Ellerman&BucknallS.S.Co.Ld.<br>*WB=CellDB* | 400·3<br>P37'B230'F39'<br>*a*120'*uE&B*46'*f*180' | 50·0 | 17·1<br>27·1<br>FK | N.Shields<br>British<br>6*BHCem*<br>992*tAPT*67*t* | T.3Cy.26",44"&73"-48" (s)<br>180lb HS7974 FD 514NHP<br>2SB&1Aux.SB,9*cf*,GS178,<br>A.Stephen&Sons,Ld.Gls. | 29<br>5<br>25 |
| 20688 | **Ke-Au-Hou** WoodScSr<br>(*ex*Eyas)<br>1*Dk* | 263<br>—<br>193 | | | | | 1894 | HallBros.<br>PortBlakely | LuzonNav.Co. | 117·5 | 28·5 | 9·0 | Manila<br>Utd.States | C.2Cy.12"&24"-20"<br>21NHP<br>FultonS.B.&E.Wrks.S.Fo. | |
| 20689<br>HQCL | **Kea** IronSc<br>(*ex*Julia,*ex*Thessaloniki,*ex*Omonia)<br>Wireless | 504<br>—<br>317 | | | | | 1858 | ..................<br>Pt.Glasgow | NationalS.N.Co. Ld.ofGreece (EmbiricosBros. *Mgrs.*) | 184·3 | 24·9 | 15·0 | Syra<br>Greek | C.2Cy.25"&53"-30"<br>128NHP | |
| 20690<br>219275<br>LTSW | **Kearny** SteelScSr<br>*Elec.light* Wireless<br>Sub.Sig. 1*Dk*&*Shelter dk*&*Web frames*<br>*Longitudinal framing* | 6517<br>5579<br>4045 | | | ... | | 1919 | Federal S.B.Co.<br>Kearny,N.J. | UnitedStates ShippingBoard | 395·5<br>P45'B110'F38'*on Shelter dk* | 55·0 | 31·4<br>FK | Newark<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Sc Shaft 645NHP<br>MidwestEng.Co. Indianapolis,Ind. | 34 |

| 1<br>No. in Book.<br>Official No.<br>Code letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke<br>Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register.<br>Particulars of Boilers & Furnaces<br>Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R.<br>Dateof B.ofTradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20691<br>161061 | **Kearsarge** SteelScSr<br>Mchy.Aft Elec.light 2Dks | 3093<br>2866<br>2721 | | | | | 1894 | Chicago<br>S.B.Co.<br>S.Chicago | CanadaAtlantic<br>TransitCo. | 328·0 | 44·2 | 23·0 | Duluth<br>Utd.States<br>WB | T.3Cy.23",38"&62"-40"<br>243NHP<br>ClevelandS.B.Co.,Clevelnd | | |
| 20692<br>118743 | **Keats** ssNts.No.3-12,20 SteelScSr<br>~~ssHam.No.2-13~~<br>(exIllyria,exDenofKelly) 1Dk(Stl)&<br>Elec.light Spar dk(Irn)&deep framing | 4336<br>3992<br>2722 | ✠100A1<br>Spar dk<br>4,22 6,21<br>~~Examined 11,19~~<br>✠LMC~~12,20~~ | Ham<br>Npt | x<br>6,21 | ~~12,20~~<br>6,21 | 1905<br>3mo<br>Lloyd | Gourlay<br>Bros.&Co.<br>(Dundee)Ld.<br>Dundee<br>'sA&CP | ShakespearShip-<br>pingCo.Ld.(Glover<br>Bros.Mgrs.)<br>WB=CellDBa | 380·5<br>P37'B106'F36'<br>118'uE&B40'f164' | 47·5 | 19·0<br>27·5<br>FK | London<br>British<br>6BHCem<br>924tAPT32t | T.3Cy.26",43"&70"-48" (s)<br>130lb 100lb 414NHP<br>2SB,6cf,GS124,HS5610 FD<br>GourlayBros.&Co.<br>(Dundee)Ld.Dun. | 30 ″ 2 | |
| 20693<br>89151 | **Kedah** SteelSc<br>Elec.light 1Dk&Shadedk | 205<br>168<br>94 | | | ... | | 1910 | Kwong<br>TakCheong<br>HongKong | EasternShipping<br>Co.Ld. | 131·6 | 20·8 | 8·5<br>FK | Penang<br>British<br>WB | C.2Cy.14½"&30"-19"<br>37RHP<br>TinHingEng.Co.H.Kg. | 8 ″ 7 | |
| 20694<br>PHGK | **Kediri** SteelScSr<br>Elec.light Wireless 1Dk | 3594<br>3263<br>2202 | | | | | 1918 | Rotterdam<br>DroogdMaat.<br>Rotterdam | Rotterdamsche<br>Lloyd(W.Ruys&<br>Zonen,Mgrs.) | 361·5<br>P24'B214'F34' | 49·9 | 22·1 | Rottrdam<br>Dutch<br>WB | T.3Cy.25",41"&68"-45"<br>310NHP<br>RotterdamDroogd.Maats. | | V |
| 20695<br>131584 | **Kedumba** WoodSc<br>(Screws fore & aft)<br>Elec.light 1Dk | 294<br>286<br>120 | | | | | 1913 | D.Drake<br>Sydney,<br>N.S.W | SydneyFerries,Ld | 131·5 | 36·3 | 10·4 | SydnyNSW<br>British | T.3Cy.14",22¼"&37"-21"<br>48RH<br>Mort'sDk.&E.CoLd.Balmn | | |
| 20696<br>632<br>HOLV | **Keel Row** SteelScSr<br>Mchy.Aft Well deck 1Dk(Stl) | 164<br>128<br>132 | ✠<br>1,97<br>✠ | Lon | b | | 1894<br>2mo | Anderson,<br>Laverick&Co<br>LdNewcastle | Braun&Blanchard<br>WB=FPT24t | 111·0<br>Q37'B7'F15'<br>len95 | 20·2 | 7·6<br>BK6" | PtaArenas<br>Chilian<br>3BHCem | C.2Cy.13"&28"-18"<br>1SB,2pf,GS24,HS601 32NHP<br>Hedley&Boyd,N.Shields | 8 ″ 6 | |
| 20697<br>d 7,21 | **Keelby** SteelScK<br>(Trawler)<br>(exBürgemeisterSmidt) 1Dk | 132<br>132<br>47 | | | | | 1894 | G.Seebeck<br>Geestemünde | KeelbyStm.Fish-<br>ingCo.Ld.(J.R.E.<br>Mordaunt,Mgr.) | 107·3 | 21·0 | 10·0 | Grimsby<br>British | C.2Cy.18"&33"-22"<br>43NHP<br>G.Seebeck,Geestemünde | | |
| 20698<br>143445<br>KCPF | **Keelung** SteelSc<br>Elec.light Wireless 2Dks | 5186<br>4817<br>3199 | | | | | 1919 | Earle's<br>Co.Ld.<br>Hull | Ellerman&Buck-<br>nallS.S.Co.Ld. | 400·4<br>P116'F44' | 52·2 | 28·5 | London<br>British<br>WB | T.3Cy.27",44"&73"-48"<br>368NHP<br>Earle'sCo.Ld.Hull | | C |
| 20699<br>1648<br>HKWG | **Keelung Maru** SteelScSr<br>ssKob.No.3-1,10<br>Elec.light ssNag.No.1-14<br>1Dk(Stl)&Spar dk&deep framing | 1570<br>1434<br>963 | ✠<br>Spar dk<br>withfreeboard<br>2,14 ✠ | Nag | q | | 1896<br>12mo | JLThomp-<br>son&Sons,Ld.<br>Sunderland<br>WB | OsakaShosen<br>KabushikiKaisha<br>=CellDBa72'uE& | 252·0<br>P20'B66'F35'<br>B36'f100'259tFPT | 35·0 | 13·7<br>20·7<br>FK | Osaka<br>Japanese<br>4BHCem<br>31tAPT11t | T.3Cy.21½",36"&59"-39"<br>241NHP<br>2SB,6cf,GS100,HS3800<br>J.Dickinson&Sons.Ld.,Sld | 23 ″ 0 | |
| 20700<br>115327<br>TRGK | **Keemun** SteelTwinScSr<br>ss Ams.No.3-2,15<br>Elec.light ssLiv.No.1-20<br>Wireless 2Dks(Stl)&deepframing | 9087<br>7333<br>5853 | ✠100A1<br>~~5,21~~ 12,20 11,21<br>~~BS12,20~~ ✠LMC12,18<br>BS11,21 | Ham<br>~~Lon~~ | e † | CL<br>1,20 | 1902<br>10mo<br>Lloyd | Workman,<br>Clark&Co.Ld<br>Belfast<br>'sA&CP<br>WB | ChinaMutualStm.<br>Nav.Co.Ld(A.Holt<br>&Co.Mgrs.)<br>=CellDBa152'uE | 482·0<br>P&B338'F79'<br>&B61'f200'1730tD | 58·2 | 32·8<br>FK | Liverpool<br>British<br>9BHptCem<br>Ta35' 1130t | T.6Cy.22",37"&63"-48" (r)<br>200lb 100lb 801NHP<br>3DB,18rf,GS292HS11670FD<br>Wrkman,Clark&Co.LdBel<br>FPT110'APT80t | 35 ″ 10<br>s6·10½<br>29 ″ 4 | BT<br>till<br>12,21 |
| 20701<br>103680 | **Keenora** SteelSc<br>2Dks | 486<br>477<br>269 | | | | | 1897 | Bertram<br>E.Wks.Co.Ld<br>Toronto | J.F.Wallar | 119·9 | 28·0 | 8·3 | Toronto<br>British | C.4Cy.10"&22"-14"<br>39RHP<br>BertramE.Wks.Co.Ld.Tto | | |
| 20702<br>125985 | **Keewatin** SteelSc3MstSr<br>Mchy.Aft 1Dk(Stl)&deepframing<br>Elec.light &Awngdk(Stl-ws)<br>Wireless | 3856<br>2613<br>2470 | ✠<br>Awng dk<br>withfreeboard<br>12,07 ✠<br>CanadianLakes | NYk | w | | 1907<br>9mo | Fairfield<br>Co.Ld.<br>Glasgow | CanadianPacific<br>RailwayCo. | 336·5<br>B&F295' | 43·8 | 15·4<br>23·6<br>FK<br>WB | Montreal<br>British<br>6BHCem<br>= Cell DBu | Q4Cy.23½",34",48½"&70"-45"<br>524NHP<br>4SB,12cf,GS299,HS9627<br>FairfieldCo.Ld.Glasgow<br>E&B113'f185'720tFPT24t | 26 ″ 9 | |
| 20703 | **Kehdingen** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 280<br>—<br>100 | | | | | 1919 | Nordsee-<br>werke<br>Emden | "Hansa"<br>HochseefischA.-G. | 132·3<br>H56'F24' | 23·8 | 12·5 | Altona<br>German<br>WB | T.3Cy.$13\frac{3}{5}$"$20\frac{9}{10}$"&$32\frac{7}{10}$"-$18\frac{2}{5}$"<br>Steen& 46NHP<br>Kaufmann,Elmshorn | | |
| 20704 | **Kehrewieder** SteelPad<br>1Dk | 477<br>364<br>223 | | | | | 1890 | J.C.Teck-<br>lenborg<br>Geestemünde | HugoPeters | 185·2<br>H— | 26·0 | 10·3 | Hamburg<br>German | C.4Cy.24½"&45"-33⅓"<br>Maschinenfab. 196NHP<br>Buchau,Magdeburg | | |
| 20705 | — SteelScLr<br>Mchy.Aft 1Dk | 136<br>130<br>66 | | | | | 1908 | C.Lühring<br>Hammel-<br>warden | BrakerHerings-<br>fischereiAkt.Ges. | 95·3<br>Q13' | 21·4 | 8·8 | Brake<br>German<br>WB | C.2Cy.9⅝"&$17\frac{5}{16}$"-$11\frac{7}{16}$"<br>8NHP<br>G.SeebeckA.G.Bremerhvn. | | |
| 20706 | **Kehrwieder** SteelTwinSc<br>(Tug)<br>Elec.light 1Dk | 495<br>390<br>197 | | | | | 1900 | G.Seebeck<br>Act.Ges.<br>Bremerhaven | FrenchGovern-<br>ment | 170·9<br>P75'F20' | 29·8 | 13·2 | French<br>WB | T6Cy$14\frac{3}{16}$"$22\frac{1}{16}$"&$38\frac{3}{16}$"-23⅝"<br>141NHP<br>G.SeebeckA.G.Bremerhvn | | V |
| 20707 | — SteelScLr<br>(exStaar)<br>1Dk | 217<br>195<br>163 | | | | | 1907 | Bremer<br>Vulkan<br>Vegesack | HeinrichSchacht | 124·2<br>Q21'<br>len20 | 21·4 | 9·8 | Hamburg<br>German | C.2Cy.$9\frac{1}{10}$"&16½"-12⅝"<br>8NHP<br>BremerVulkan,Vegesack | | |
| 20708<br>219919<br>LWJF | **Kehuku** SteelSc<br>Fitted for oil fuel 2Dks<br>Elec.light Carrying Petroleum in bulk<br>Mchy.Aft Longitudinal framing<br>Wireless Sub.Sig. | 5109<br>—<br>3541 | | | | | 1920 | Bethlehem<br>S.B.Corp.Ld.<br>WlmngtnDel | UnitedStates<br>ShippingBoard | 391·6<br>P89'B33'F43' | 51·2 | 28·6 | Wilmgton<br>(Del.)<br>Utd.States<br>WB | T.3Cy.27",45"&75"-48"<br>390NHP<br>BethlehemS.B.Corp.Ld. | | R |
| 20709<br>24077<br>RGTC | **Keifuku Maru** SteelSc<br>Elec.light 2Dks(Stl)&Awngdk(Stl)<br>Wireless | 5857<br>5586<br>4259 | ✠100A1<br>Awng dk<br>withfreeboard<br>~~5,21~~ ~~8,20~~ 11,21<br>~~MS8,19~~ ✠LMC~~4,19~~ | Npt<br>~~NYk~~ Kob | y<br>11,21 | 11,21 | 1919<br>1mo | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>A&CP | ~~KawasakiDkyd.~~<br>~~Co.Ld.~~Kokusai<br>KisenKabushikiKaisha<br>CollisionBHtoAwngdk5BHtoUdk<br>CellDB334'1118tFPT 126tAPT93t | 385·0 | 51·0 | 36·0<br>FK | Kobe<br>Japanese<br>Cem | T.3Cy.26",43½"&72"-48" (s)<br>200lb 436NHP<br>2SB&1AuxSB8cf,GS154,<br>FD HS5636<br>KawasakiDkyd.Co.Ld. | 36 ″ 0<br>s9 ″ 3½<br>27 ″ 1 | |
| 20710<br>33<br>PBHJ | **Keiho Maru** Wood<br>(exMeijoMaru)<br>2Dks | 177<br>—<br>99 | | | | | 1898 | ..........<br>Osaka | ChosenYusen<br>KabushikiKaisha | 106·0 | 17·6 | 13·2 | Jinsen,<br>Corea<br>Japanese | | | |
| 20711<br>8681<br>JQSG | **Keijo Maru** SteelScSr<br>ssKob.No.3-2,14<br>Elec.light 2Dks(1Stl&U Teak) | 1163<br>964<br>616 | ✠<br>2,14<br>✠ | Kob | n | | 1902<br>12mo | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | KitaNipponKisen<br>KabushikiKaisha<br>WB=Cell<br>DBa42'uE&B | 218·4<br>B48'F29'<br>&Bnkr58'160tFPT | 30·4 | 18·6<br>FK | Nishino-<br>miya<br>Japanese<br>4BHCem<br>27tAPT19t | T.3Cy.18",29"&50"-33"<br>177NHP<br>2SB,4cf,GS87,HS2991<br>KawasakiDkydCoLdKobe | 20 ″ 0 | |
| 20712<br>421<br>PCQK | **Keiki Maru** SteelSc<br>Elec.light 2Dks | 994<br>—<br>563 | | | | | 1914 | OsakaIron<br>Works,Ld.<br>Osaka | ChosenYusen<br>KabushikiKaisha | 195·0<br>B71'F29' | 30·5 | 19·0 | Jinsen,<br>Corea<br>Japanese<br>WB | T.3Cy.13½",23"&38"-30"<br>79NHP<br>OsakaIronWks.Ld.Osaka | | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20713<br>4463<br>JONF | **Keiki Maru** WoodSc<br>2*Dks* | 529<br>—<br>385 | | | | | 1899 | Nakamura<br>Ushitaro<br>Osaka | NichiyoKisen<br>KabushikiKaisha | 174·8 | 22·9 | 18·3 | Hakodate<br>Japanese | C.2Cy.20¾"&41⅝"–27"<br>74NHP |
| 20714<br>34<br>PBHK | **Keiko Maru** WoodScSp<br>(*ex*FukushoMaru)<br>2*Dks* | 199<br>—<br>112 | | | | | 1904 | INakajima<br>Osaka | ChosenYusen<br>KabushikiKaisha | 110·1 | 18·4 | 12·8 | Jinsen<br>Japanese | C.2Cy.13½"&27"–18"<br>26NHP |
| 20715 | **Keilberg** IronScSr<br>(*ex*Antonie)<br>*Mchy.Aft* *Elec.light* 1*Dk* | 179<br>148<br>103 | | | | | 1879 | G.Howaldt<br>Kiel | ArnoldBernstein | 95·9<br>P44' | 20·9 | 12·1 | Hamburg<br>German | C2Cy.13"&21"–14"<br>NB97 14NHP<br>Schweffel&Howaldt |
| 20716 | **Keilehaven** SteelSc<br>*Elec.light* Wireless | 2968<br>2713<br>1783 | | | | | 1918 | NV.C.Van<br>derGiessen&<br>ZonensSchps<br>Krimpen | N.V.Maats.S.S.<br>"Keilehaven"<br>(Gebr.vanUden) | 327·3<br>P26'B91'F28 | 47·3 | 21·8 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.23",37½"&63"–42"<br>257NHP<br>RotterdamDroogd.Maats. |
| 20717<br>116<br>QBLR | **Keishin Maru** SteelScSr<br>*ss*Shl.No.3–8,10<br>(*ex*Puritan) *ss*Kob.No.2–19<br>Wireless 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*Webframes* | 4286<br>3770<br>2665 | ✠100A1<br>*Spar dk*<br>5,21 ~~10,20~~<br>✠LMC~~3,20~~ 5,21 | Kob | *w* | N3,20 | 1897<br>9mo | Craig,Taylor&Co.<br>Stockton<br>A&CP | GoshiKaisha<br>TatsuumaShokai<br>(TatsuumaKisen<br>KabushikiKaisha,<br>*Mgrs.*) | 356·0<br>P25'B84'F37' 27·9<br>FK<br>*WB*=*CellDBa*118' | 45·2 | 20·0 | Dairen<br>Japanese<br>6*BHCem*<br>*uE*&*B*38'*f* | T.3Cy.25",40"&67"–45" (*s*)<br>160lb 325NHP<br>2SB,*8pf*,GS138,HS5340<br>W.Allan&Co.Ld.Sld.<br>144' 772*t* *FPT* 192*t* *APT*30*t* |
| 20718<br>1531<br>HKMN | — WoodScSr<br>2*Dks* | 369<br>343<br>223 | | | | | 1895 | Mayeda<br>Unosuke<br>Osaka | Amagasaki<br>Isaburo | 142·6 | 21·8 | 15·8 | Osaka<br>Japanese | C.2Cy.17½"&34½"–24"<br>47NHP<br>OnoSeikichi,Osaka |
| 20719<br>1868<br>HLTW | **Keishin Maru No. 3** WoodScSr<br>2*Dks* | 374<br>—<br>218 | | | | | 1898 | Nakajima<br>Tobei<br>Osaka | Amagasaki<br>Isaburo | 145·6 | 21·3 | 16·2 | Osaka<br>Japanese | C.2Cy.17½"&34¼"–22"<br>46NHP<br>Tomonaga Genzaburo,Osk. |
| 20720<br>134170 | **Keith Cann** WoodScSr<br>1*Dk* | 299<br>195<br>177 | | | | | 1917 | Shelburne<br>Shipbldrs,Ld.<br>ShelburneNS | H.Cann&Son,Ld. | 120·0 | 25·8 | 11·8 | YarmthNS<br>British | T.3Cy.12½",20"&32"–22"<br>E&B*made*98 58RHP<br>Plenty&Son,Newbury |
| 20721<br>Stranded 11,21 | **Keith Hall** SteelScK<br>(*Trawler*)<br>(*ex*Darmstadt) 1*Dk* | 152<br>141<br>66 | | | | | 1896 | Bremer<br>Vulkan<br>Vegesack | W.Meff | 106·8 | 21·0 | 10·1 | Aberdeen<br>British<br>*WB* | C2.Cy.15 3/16"&27¾"–21 7/16"<br>47RHP<br>BremerVulkan,Vegesack |
| 20722<br>NPLM | **Kejserinde Dagmar** SteelScSr<br>*ss*Cpn.No.3–1,19<br>(*ex*Almeriana) 1*Dk*(*Stl*)&*deep framing*<br>*Cargo battens not fitted* | 1597<br>1494<br>987 | ✠100A1<br>~~9,21~~~~2,20~~ 3,22<br>BS5,20 ✠LMC1,19 | Els<br>Cpn | *q* | ~~2,20~~<br>8,21 | 1905<br>8mo<br>Lloyd | R.Duncan<br>&Co.Ld.<br>Pt.Glasgow<br>'*sA&CP* | D/S A/S Skagerak<br>(M.Nielsen&Sön,<br>*Mgrs.*)<br>*WB*=*Cell* | 260·2<br>P23'B67'F27'<br>FK<br>*DBa*80'*uE* 18'*f*114' | 37·2 | 18·0 | Copnhagn<br>Danish<br>4*BHCem*<br>471*t* *APT*56*t* | T.3Cy.19½",32"&53"–36" (*s*)<br>180lb *50lb* 192NHP<br>2SB,*6pf*,GS99,HS3078<br>Rankin&Blackmore,Grk. |
| 20723<br>143049<br>JWCD | **Kekerangu** SteelSc<br>(*ex*Cosmos,*ex*WarCoast) 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted*<br>Wireless | 3146<br>2849<br>1866 | ✠100A1<br>~~2,21~~ ~~5,20~~1,22<br>✠LMC5,19 | Liv<br>~~DdnMel~~ | *u* | CL<br>2,21 | 1919<br>3mo<br>Lloyd | TyneI.S.B.<br>Co.Ld.<br>Newcastle<br>'*sA&CP* | UnionS.S.Co.of<br>NewZealand,Ld.<br>*CellD* | 331·3<br>P33'B100'F29'<br>FK<br>*B*284' 724*t* *FPT*110 | 46·6 | 23·1 | British<br>7*BHptCem*<br>*tAPT*123*t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 429NHP<br>3SB,*9cf*,GS155,HS6324 FD<br>N.E.MarineEngCoLd.Nwc |
| 20724<br>217777<br>LQKP | **Keketticut** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&<br>Sub.Sig. Wireless *Webframes*<br>*Longitudinalframing* | 6072<br>5721<br>3740 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>10,19 | Liv | ... | CL<br>10,19 | 1919<br>4mo | Moore<br>S.B.Co.<br>Oakland,Cal.<br>A&CP | UnitedStates<br>ShippingBoard | 402·5<br>P34'F39' *onShelter dk*<br>FK | 53·0 | 32·0 | S.Frncisco<br>Utd.States<br>*pt Cem*<br>4*BHtoSh dk*<br>3 „ „ *U* „ | T.3Cy.24½",41½"&72"–48"<br>210lb HS11132 (*s*) 587NHP<br>4 Water Tube Boilers<br>Hooven,Owens&Rentschler Co.Hamilton,O. |
| | | | *Fitted for oil* | *fuel* 6, | 19 | *F.P. a* | *bove* 1 | 50° F. | *Cell DB*348'1351*t* | *MT*30'554*tFPT*73*t* | | | *APT*48*t* | |
| 20725<br>220686<br>MBQK | **Kekoskee** SteelSc<br>Sub.Sig. Wireless *Fitted for oil fuel*<br>*Elec.light* *CarryingPetroleum in bulk*<br>*Mchy.Aft* *Longitudinal framing* 2*Dks* | 5124<br>—<br>3558 | | | | | 1920 | Bethlehem<br>S.B.Corp.Ld.<br>Wlmgtn,Del. | UnitedStates<br>ShippingBoard | 391·8<br>P99'B34'F44' | 51·3 | 28·8 | Wilmgton<br>(Del.)<br>Utd.States<br>*WB* | T.3Cy.27",45"&75"–48"<br>390NHP<br>BethlehemS.B.Corp.Ld.<br>Wilmington,Del. |
| 20726<br>151479<br>TWSG | **Kelantan** SteelTwinSc<br>*Fitted for oil fuel*<br>*Elec light* 2*Dks* | 1192<br>661<br>472 | | | | | 1921 | Caledon<br>S.B.&E.CoLd<br>Dundee | StraitsS.S.Co.Ld. | ~~230·0~~<br>230·4 | 37·1 | 9·7 | Singapore<br>British<br>*WB* | T.3Cy.12",20"&(2)24"–24<br>113NHP<br>CaledonSB&EngCoLd,Du |
| 20727<br>129454 | **Kelat** SteelPad<br>1*Dk* | 283<br>245<br>160 | | | | | 1909 | W.Denny&<br>Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.Ld. | 176·3 | 28·1 | 7·1 | Glasgow<br>British | C.2Cy.17¼"&34½"–60"<br>50RHP<br>Denny&Co.Dumbarton |
| 20728<br>PHGM | **Kelbergen** SteelScSr<br>*Elec.light* Wireless 1*Dk* | *4751*<br>*4511*<br>*2964* | | | | | 1914 | W.Pickersgill&Sons,Ld.<br>Sunderland | N.V.ZuidHollandscheScheepsv.<br>Maats.(N.V.FurnessScheepv.en<br>AgentuurMaats.,<br>*Mgrs.*) | 385·0<br>P36'B119'F41' | 52·1 | 27·2 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.25",40"&68"–48"<br>Richardsons, 320NHP<br>Westgarth&Co.Ld.Sld. |
| 20729<br>98655<br>JGCD | **Kelburne** SteelScSr<br>*ss*Cff.3rdNo.3–7,19<br>*Mchy.Aft* 1*Dk*(*Stl*) | 200<br>142<br>79 | ✠100A1<br>8,19<br>✠NB5,04 ✠LMC8,20 | Bkn | *b* | 8,20 | 1891<br>7mo<br>Lloyd | JM'Arthur<br>&Co.<br>Paisley<br>'*sA&CP* | J.Gale&Co. | 114·0<br>Q35'B10'F16' | 19·6 | 8·8<br>BK6"<br>*WB* | Preston<br>British<br>3*BHCem*<br>=*FPT*28*t* | C.2Cy.13¼"&26"–18" (*s*)<br>120lb 35RHP<br>1SB,*2cf*,GS22,HS560<br>Bow,M'Lachlan&Co.,Psy. |
| 20730<br>24<br>JLCF | **Kelet** SteelScSr<br>*ss*Fiu.No.3–2,17<br>*Elec.light* 1*Dk*(*Stl*)&*deep framing*<br>*ss*Cpl.No.1–21 | 942<br>717<br>535 | ✠100A1<br>5,22 ~~8,19~~<br>~~DBS1,20~~ ~~MBS3,20~~ | Tri<br>✠LMC~~8,19~~<br>~~DBS1,21~~ | *l*<br>12,21 | ~~8,19~~<br>4,22 | 1904<br>5mo | W.Dobson<br>&Co.<br>Newcastle<br>A&CP | ~~LevanteSoc.di~~<br>~~Nav.Marittima~~<br>SeaNavLevanteFiume<br>*WB*=*CellDBa*54' | 205·8<br>B63'F25'<br>FK<br>*uE*&*B*38' *f*81' 223*t* | 32·0 | 13·9 | Fiume<br>Italian<br>4*BHCem*<br>*APT*15*t* | T.3Cy.17",28"&46"–33" (*s*)<br>180lb *90lb* 134NHP<br>1SB,*3cf*,GS60,HS2115<br>N.E.MarineEng.CoLdNwc |
| 20731 | **Kellersee** IronScSr<br>(*ex*Curonia)<br>1*Dk*2*trB* | 521<br>362<br>307 | | | | | 1883 | Act.Ges.<br>"Vulcan"<br>Stettin | LübeckerOstsee<br>Schiff.Ges.<br>(Paulsen&Ivers,<br>*Mgrs.*) | 163·0<br>P&B94'F27' | 24·4 | 12·7 | Lübeck<br>German<br>*WB* | C.2Cy.21½"&39½"–27½"<br>NB02 68NHP<br>A.G."Vulcan,"Stettin |
| 20732<br>212301 | **Kelley Island** SteelSc<br>1*Dk* | 881<br>—<br>414 | | | | | 1914 | American<br>S.B.Co.<br>Lorain,O. | KelleyIsland<br>Lime&Transp.Co. | 155·0 | 38·0 | 11·0 | Sandusky,<br>Ohio<br>Utd.States | C.2Cy.20"&40"–30"<br>73NHP<br>AmericanS.B.Co.,Lorain |
| 20733 | **Kelso** SteelScK<br>*Elec.light* 2*Dks*&*Shelter dk*<br>*CruiserStern* | 3660 | | | | | 1921 | GooleS.B.<br>&RepgCo.Ld.<br>Goole | Ellerman'sWilson<br>Line,Ld. | 331·7 | 46·5 | 31·0 | Hull<br>British<br>*WB* | 2 Geared Steam Turbines<br>Earle'sCo.Ld.Hull |

| 1 No. in Book. Official No. Code Letters. | 2–3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 When. Ship. Engines | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | Now named "Kelsomoor," See No. | 38088 | in Supplement |  |  |  |  |  |  |  |  |  |  |  |
| 20734<br>135316<br>JDTH | Kelsomead SteelSc<br>ssMch.No.1–18<br>(exKelsomoor) Wireless 1Dk(Stl) | 3174<br>2986<br>1962 | ✠100A1<br>12,20<br>BS1,21 ✠LMC11,18 | Cff | u | CL<br>12,19 | 1914<br>1mo<br>Lloyd | J.Blumer&Co.<br>Sunderland<br>'sA&CP | WesternCounties ShippingCo.Ld. (E.EdwardsSons&Co.Ld.Mgrs.) | 331·2\|47·7\|22·5<br>P27'B95'F29'<br>FK<br>CellDBa112' | London<br>British<br>5BHCem<br>uE24'f136' | T.3Cy.24",39"&65"–42" (s)<br>180lb 100lb 291NHP<br>2SB,6cf,GS111,HS4400<br>N.E.MarineEng.Co.Ld.Sld<br>830tAPT182t | 24 ″ 6<br>s 3 ″ 11<br>21 ″ 0 |  |
| 20735 | Keltier SteelScSr<br>(exWarDaffodil) 1Dk(Stl)<br>Elec.light Wireless | 5199<br>4731<br>3216 | ✠100A1<br>7,21 ~~4,19~~<br>✠LMC12,17<br>Carrying oil | Hul<br>Ant<br>fuelF. | y<br>P. | CL<br>4,19<br>above1 | 1917<br>12mo<br>Lloyd<br>50° F. | Swan,Hunter&Wigham Richardson,Ld Newcastle<br>'sA&CP<br>in D.B. | LloydRoyalBelge Soc.Anon.<br>CellDB | 400·2\|52·3\|28·4<br>P49'B113'F39'<br>FK<br>34' 1115t FPT 119t | Antwerp<br>Belgian<br>7BHptCem<br>APT175t | T.3Cy.27",44"&73"–48" (s)<br>180lb 518NHP<br>3SB,9cf,GS189,HS7668 FD<br>Hwthrn,Leslie&Co Ld.Nwc | 31 ″ 0<br>s 6 ″ 1<br>25 ″ 3 |  |
| 20736<br>139351<br>KOTJ | Kelvin SteelScK<br>1Dk(Stl) | 324<br>287<br>~~148~~<br>130 | ✠100A1<br>StmTrawler<br>12,21 ~~2,21~~<br>✠LMC10,19 | Hul |  | 2,21 | 1919<br>10mo<br>Lloyd | Cochrane &Sons,Ld.<br>Selby<br>'sA&CP | F.&T.Ross,Ld. | 138·3\|23·7\|12·7<br>Q78'F19<br>BK7½" | Hull<br>British<br>4BHCem | T.3Cy.13",23"&37"–26" (s)<br>200lb 87NHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 |  |
| 20737<br>135615<br>HLKQ | Kelvinbrae SteelScSr<br>ssLiv.No.3–11,19<br>(exPortPirie) 2Dks(Stl)&deepframing<br>Elec.light Wireless &Shelter dk(Stl) | 5162<br>3816<br>3318 | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,21<br>BS8,20 ✠LMC6,19 | Gls | y | CL<br>7,18 | 1907<br>9mo<br>Lloyd | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>'sA&CP | RomneyS.S.Co.Ld. (Fawcett,Coverdale&Co.Mgrs.)<br>WB=CellD | 380·3\|49·0\|25·7<br>FK<br>Ba120'uE28'f168' | Glasgow<br>British<br>6BHCem<br>813tAPT21t | T.3Cy.27",45"&74"–48" (s)<br>180lb 180lb 435NHP<br>2SB,8cf,GS137,HS5634 FD<br>N.E.MarineEngCoLdNwc. | 36 ″ 1<br>s10″1½<br>26 ″ 4 |  |
| 20738<br>109000<br>NHVC | Kelvinside SteelScCtr<br>ssLon.No.3–7,05<br>(exHare) 1Dk(Stl)<br>Mchy.Aft | 219<br>165<br>88 | ✠<br>3,09<br>✠NB8,02 ✠ | Lon | c |  | 1892<br>8mo | Scott&Co.<br>Bowling | GeneralStm.Nav. Co.Ld. | 120·0\|20·1\| 9·4<br>Q38'B5'F16'<br>BK6½"<br>WB | London<br>British<br>3BHCem<br>=FPT28t | T.3Cy.11",17"&28"–21"<br>NDB09 50RHP<br>1SB,2pf,GS28,HS816<br>Fisher&Co.,Paisley | 10 ″ 5 |  |
| 20739 | Kemi II. SteelScSp<br>Elec.light 1Dk | 127<br>102<br>23 |  |  |  |  | 1912 | Motala Vrk.Nya Akt<br>Motala | SvenskaTrävaruaktieb.Kemi i Haparanda | 88·2\|20·5\| 8·9<br>H13t<br>WB | Haparanda<br>Swedish | C.2Cy.13¾"&29½"–18⅞"<br>31NHP<br>MotalaV.NyaAkt.Motala |  |  |
| 20740<br>142492<br>KOVS | Kenbane Head SteelSc<br>Elec.light Wireless 2Dks(Stl)<br>Cargobattens not fitted in DT&'tween dks | 5225<br>4749<br>3259 | ✠100A1<br>~~6,21 7,20~~ 5,22<br>✠LMC11,19 | Bel | z | CL | 1919<br>11mo<br>Lloyd | Workman, Clark&Co.Ld<br>Belfast<br>'sA&CP | UlsterS.S.Co.Ld. (G.Heyn&Sons, Mgrs.) | 400·3\|52·3\|28·4<br>P49'B123'F77'<br>FK<br>CellDB338'1085t | Belfast<br>British<br>6BHCem<br>DTa28' 735t | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Wrkman,Clark&Co.LdBel | 31 ″ 0<br>s 5 ″ 8½<br>25 ″ 8 |  |
| 20741<br>145028<br>KGRF | Kendal Castle SteelSc<br>(exU[illegible]tor)<br>2Dks | 6024<br>[illegible]<br>3751 | For full particulars See No. 38030 in Supplement |  |  |  | 1920 | Nordd. Werft G.m.b.H.<br>Geestemünde | LancashireShppg. Co.Ld.(J.Chambers&Co.Mgrs.) | 419·3\|55·7\|29·4<br>P72'B139'F46' | London<br>British | T.3Cy.28¾",48"&75⅝"–54"<br>Emade15 414NHP<br>G.Seebeck A.G.Gst. |  |  |
| 20742<br>143495 | Kendy SteelSc<br>1Dk | 139<br>118<br>72 |  |  |  |  | 1919 | J.Crichton &Co.Ld.<br>SaltneyChstr | WestvilleShipping Co.Ld. (G.H.Allen,Mgr.) | 93·4\|18·6\| 8·5 | Cardiff<br>British<br>WB | C.2Cy.10"&20"–14"<br>12NHP<br>Rutherford&Co.Bkn. |  | C |
| 20743<br>88868<br>KDGJ | Keneh IronScSr<br>(exMatabele)<br>Elec.light Wireless 1Dk&Spardk3trB | 1618<br>1449<br>1000 |  |  | ... |  | 1885 | Hall, Russell&Co<br>Aberdeen | KhedivialMailS.S. &GravingDockCo. Ld. (Lord E.Hamilton,Mgr.) | 250·3\|35·2\|15·5<br>B51'F19' 22·2<br>FK | London<br>British<br>WB | T.3Cy.19",30"&50"–36"<br>NB16 139NHP<br>Hall,Russell&Co.Abn. | 23 ″ 1 | V |
| 20744<br>139458 | Kenfinch SteelSc<br>1Dk | 113<br>95<br>53 |  |  |  |  | 1920 | P.McGregor&Son<br>Kirkintilloch | T.Rigby&SonLd. | 75·3\|18·6\| 8·9 | Liverpool ~~Newport~~<br>British<br>WB | C.2Cy.10"&20"–16"<br>30RHP<br>G'ldie,Gillespie&CoLd.Gls |  |  |
| 20745<br>140709 | Kenilworth SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Cruiser Stern Cargo battens not fitted<br>Wireless in'tween decks | 5457<br>5096<br>3288 | ✠100A1<br>Shelter dk<br>withfreeboard<br>1,22 ~~10,20~~ ✠LMC3,18<br>Carrying oil | Nwc<br>Cff<br>fuelF. | a†<br>P. | CL<br>3,20<br>above1 | 1918<br>3mo<br>Lloyd<br>50° F. | Richardsn, Duck&Co.Ld.<br>Stockton<br>'sA&CP<br>in DB | DalgliehSteam ShippingCo.Ld. (R.S.Dalgliesh, Mgr.)<br>CellDBa165'uE24'f | 430·2\|55·0\|26·6<br>FK<br>171'1338t FPT145t | Newcastle<br>British<br>7BHCem<br>APT202t | T.3Cy.28",46½"&78"–54" (s)<br>180lb 615NHP<br>3SB,12cf,GS216,HS9006 FD<br>Blair&Co.Ld.Stockton | 29 ″ 1<br>s 3 ″ 11<br>25 ″ 7 |  |
| 20746<br>108729 | — SteelPadSk<br>1Dk | 390<br>262<br>152 |  |  |  |  | 1898 | A&J Inglis<br>Glasgow | NorthBritishRailwayCo. | 215·0\|23·1\| 7·6<br>Q18'<br>Promenadedk145' | Glasgow<br>British | D.1Cy.52"–72"<br>NB15 176NHP<br>A.&J.Inglis,Glasgow |  |  |
| 20747<br>118433<br>VRFP | Kenilworth Castle SteelTwin<br>ssPly.No.3–10,18 ScSr<br>3Dks(Stl-MwsUteaks)Orlopdk(Stl)<br>Elec.light Ref.Mchy. inNos.1,2&3holds<br>Sub.Sig. Wireless | 12975<br>10612<br>7185 | ✠100A1<br>~~1,21 4,21~~<br>10,21 ~~BS8,20~~ ✠LMC9,18<br>BS6,21 | Sou | l† | CL<br>9,18 | 1904<br>5mo<br>Lloyd | Harland&Wolff,Ld.<br>Belfast<br>'sA&CP | TheUnion-Castle MailS.S.Co.Ld.<br>WB=CellDBa 127'uE&B201' | 570·2\|64·7\|38·7<br>P78'B302'F116'<br>FK&BK3"<br>f152'1782tFPT81t | London<br>British<br>9BHCem<br>APT102t | Q.8Cy.32",46",66½"&96"–60"<br>220lb (s) 2174NHP<br>6D&4SB,52cf,GS1019, HS38982<br>Harland&Wolff,Ld.Bel. | 42 ″ 5<br>s 11″10<br>31 ″ 6 | BT till 7,21 |
| 20748<br>9212<br>JSLN | Kenkon Maru IronScSr<br>ssNwc.No.3–6,93<br>(exDante,exLéon Reveilhac,exInchgarvie) ssGen.No.2–01<br>2Dks(1Irn&1ptIrn)3trB | 2707<br>2544<br>1728 | ✠<br>12,03<br>✠ | Gen | u |  | 1882<br>10mo | Armstrong Mitchell&Co.<br>Newcastle | InuiGomeiKaisha (InuiShinbeiMgr)<br>WB | 310·5\|39·0\|25·2<br>P26'B58'F33'<br>FK<br>=Cell DB208' 324t | Kono<br>Japanese<br>5BHCem<br>APT15t | C.2Cy.37"&72"–48"<br>NDB97 334NHP<br>2SB,8pf,GS164,HS4800 FD<br>R.&W.Hawthorn,Nwc. | 28 ″ 1 |  |
| 20749<br>13245<br>LNTB | Kenkon Maru No. 3 SteelScSr<br>(exAilsacraig)<br>2Dks&deepframing | 3596<br>3404<br>2303 |  |  | ... |  | 1890 | WBThmpson&Co.<br>Dundee | InuiGomeiKaisha (InuiShinbeiMgr) | 351·8\|44·7\|25·6<br>P47'B76'F39' | Futami<br>Japanese<br>WB | T.3Cy.24",39"&63"–54"<br>292NHP<br>WBThompson&Co LdDun | 28″10 | C |
| 20750<br>13909<br>LRPN | Kenkon Maru No. 5 SteelScSr<br>ssKob.2ndNo.3–4,15<br>(exMacduff) ssKob.No.1–20<br>2Dks(UIrn-ws&1Stl)3trB | 2913<br>2547<br>2109 | ✠100A–<br>11,21 ~~6,18~~<br>✠LMC~~5,20~~ 11,21 | Kob |  | CL<br>5,20 | 1890<br>12mo | W.Gray&Co.Ld<br>WHartlepool | InuiGomeiKaisha (InuiShinbeiMgr) | 320·0\|40·7\|24·5<br>P31'B72'F37'<br>BK10"<br>WB=Cell | Takasago<br>Japanese<br>5BHCem<br>DB272' 559t | T.3Cy.25",40"&65"–42" (s)<br>160lb 80lb 288NHP<br>NDB93refitted13<br>2SB,6cf,GS112,HS4530<br>Cen.Mar.Eng.Wrks.WHpl | 27 ″ 0 |  |
| 20751<br>44<br>QBFW | Kenkon Maru No. 8 SteelScSr<br>ssKob.No.2–21 ssKob.No.3–12,12<br>(exVerona) ~~ssKob.No.1–17~~<br>2Dks(Stl)&Webframes | 4668<br>4424<br>3448 | ✠100A1<br>10,21 ~~5,20~~<br>✠LMC~~5,20~~ 10,21 | Kob | x | ~~5,20~~<br>N10,21 | 1899<br>12mo | Furness, Withy&CoLd<br>WHartlepool<br>A&CP | KwantoKisen GoshiKaisha<br>WB = Cell D B a 119' | 370·5\|51·2\|28·1<br>P40'B112'F34'<br>FK<br>uE&B44'f142'875t | Dairen<br>Japanese<br>6BHCem<br>APT53t | T.3Cy.25",40"&68"–48" (r)<br>180lb 321NHP<br>3SB,6cf,GS120,HS4572<br>SirC.Furness,Westgarth &Co.Ld.Mdb. | 30″10<br>s 6 ″ 2½<br>25 ″ 0 |  |
| 20752<br>82<br>QBJL | Kenkon Maru No. 12 SteelScSr<br>(exVadala)<br>3Dks(UStl-ws&1ptStl-ws) | 3390<br>3112<br>2044 | ✠<br>9,90<br>✠ | Dmb | v |  | 1890<br>9mo | W.Denny &Bros.<br>Dumbarton | InuiGomeiKaisha (InuiShinbeiMgr) | 340·0\|43·1\|26·0<br>P52'B16'F46'<br>FK<br>WB=Cell | Dairen<br>Japanese<br>6BHCem<br>DB294'826t | Q.4Cy.24",36",48"&70"–48"<br>315NHP<br>2DB,8cf,GS134,HS4114<br>Denny&Co.,Dumbarton | 29 ″ 0 |  |
| 20753<br>21803<br>NRBW | Kenkyu Maru SteelSc | 1225<br>—<br>827 |  |  |  |  | 1917 | ............... | Kuribayashi ShosenKabushiki Kaisha | 218·0\|32·2\|19·0 | Tarumi<br>Japanese |  |  |  |

| 1 | 2 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré, Lettre d'Equipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | Par qui.<br>—<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
| 20754<br>23451<br>RDMS | **Kenkyu Maru No. 2** WoodSc | 716<br>—<br>421 | | | | | 1918 | …………… | Nakamura<br>Seishichiro | 186·0 | 30·0 | 15·8 | Tarumi<br>Japanese | |
| 20755<br>24326<br>RJMF | **Kenkyu Maru No. 3** WoodSc | 708<br>—<br>411 | | | | | 1918 | …………… | Nakamura<br>Seishichiro | 186·0 | 30·0 | 15·8 | Yoshiura<br>Japanese | |
| ※ 20756<br>106505<br>TJVB | **Kenmare** SteelScSr<br>(exKinross, ssShl.No.3-4,14<br>exKingfield) ssShl.No.1-20<br>Wireless 1Dk(ptIrn&ptStl)2trB<br>&Web frames3Dk rule | 3028<br>2885<br>1930 | ✠100A1<br>3,22 ~~3,21~~<br>MBS3,21 ✠LMC4,20 | Cff<br>Mch | u | 4,20 | 1902<br>5mo<br><br>Lloyd | Richardsn.<br>Duck&Co.<br>Stockton<br>'sA&CP | MerlinShipping<br>Co.Ld.<br><br>CellDBa | 325·0<br>P27'B164'F31'<br>FK<br>108' u E& B40' f138' | 47·0 | 22·4 | Newcastle<br>British<br>5BHCem<br>740tAPT95t | T.3Cy.23",38"&62½"–42" (s)<br>160lb 90lb NDB18 256NHP<br>2SB,6cf,GS109,HS3900<br>Blair&Co.Ld.Stockton |
| 20757<br>143487<br>KLDB | — SteelSc<br>2Dks(UptStl)&Shelter dk(ptStl)<br>Elec.light Wireless | ~~1600~~<br>1675 ~~1150~~<br>~~700~~<br>1143<br>694 | ✠100A1<br>Shelter dk<br>withfreeboard<br>11,21 ✠LMC11,21<br>Fitted for oil fuel 11,21 F.P. above | Ard | r | CL | 1921<br>1mo<br><br>Lloyd<br>150 F | Ardrossan<br>D.D.Co.Ld.<br>Ardrossan<br>'sA&CP | CityofCorkSteam<br>PacketCo.Ld.<br>(CoastLines,Ld.)<br><br>CellDBa87'uE27'f89'213tAPT12t | 274·5<br>~~274·0~~<br>~~B48'F45'~~ 605' B100<br>F45'onShltrdk FK | 37·9<br>~~37·8~~ | 17·2 | Cork<br>British<br>Cem<br>2BHtoSh.dk<br>3 " " C " | T.4Cy.26",42"&(2)48½"–42"<br>200lb (r) 553NHP<br>4SB,12cf,GS214,HS8932 FD<br>~~J.&G.~~Kincaid&Co.Ld.Grk<br>J.G. |
| 20758<br>143361<br>KOBV | **Kennebec** SteelSc<br>(exWarMogul) 1Dk(Stl)2trB<br>Elec.light &Web frames<br>Wireless Longitudinal framing | 5548<br>4696<br>3422 | ✠100A1<br>6,21 ~~11,20~~<br>✠LMC8,19<br>Carrying oils in bulk F.P. above 150°F.<br>Fitted for oil fuel 8,19 F.P. above 150° F. | Shl<br>Lon | z | CL<br>~~11,20~~<br>5,21 | 1919<br>8mo<br><br>Lloyd | R.Duncan<br>&Co.Ld.<br>PortGlasgow<br>'sA&CP | Anglo-American<br>OilCo.Ld. (J.<br>Hamilton,Mgr.)<br>Middle line Bulkhead not oil-tight | 400·3<br>P50'B121'F40'<br>FK<br>CellDBuE&B | 52·2 | 28·4 | London<br>British<br>10BHptCem<br>68'f50'329t | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>D.Rowan&Co.Ld.Glasgow<br>FPT95tAPT80t |
| 20759<br>161178<br>KQTW | — SteelScSr<br>Foundered 6,21<br>Mchy.Aft Elec.light 1Dk2trB | 2183<br>—<br>1913 | | | | | 1901 | JenksS.B.<br>Co.<br>Port Huron | Seaboard&Gulf<br>S.S.Co.Inc. | 243·5 | 43·2 | 24·0 | NewYork<br>Utd.States<br>WB | T.3Cy.17½",28"&47"–40"<br>140NHP<br>JenksS.B.Co.PortHuron |
| 20760<br>221096<br>MONF | **Kennecott** SteelTwinSc<br>OilEng.<br>Elec.light 2Dks<br>Longitudinal framing | 3620<br>3406<br>2242 | | | | | 1921 | ToddDD&<br>Constn.Corp.<br>Tacoma | AlaskaS.S.Co. | 345·3<br>P16'B117'F22' | 49·6 | 24·3 | Seattle<br>Utd.States<br>WB | Oil Engines<br>12Cy.22"–32" 410NHP<br>McIntoshSeymourCorp.<br>Aubury,N.Y. |
| 20761<br>52361 | **Kennedy** IronTwinScSr<br>1Dk | 226<br>176<br>131 | | | | | 1865 | Australian<br>S.N.Co.<br>Sydney | ManawataShppg.<br>Co.Ld. | 138·4 | 19·4 | 9·0 | Nelson,NZ<br>British | C.4Cy.10"&22"–14"<br>38RHP<br>Fraser&Tinne,Auckland |
| 20762<br><br>PHGN | **Kennemerland** SteelScSr<br>ssAms.No.3-6,19<br>(exCara) 1Dk(Stl)&Spar dk(Stl)<br>Wireless &deep framing<br>Elec.light | 4074<br>3767<br>2587 | ✠100A1<br>Spar dk<br>5,22 ~~3,21~~ ✠LMC9,20<br>BS11,21 | Ams | x | CL<br>3,21 | 1905<br>12mo<br><br>Lloyd | W.Hamil-<br>ton&Co.Ld.<br>PortGlasgow<br>'sA&CP | Koninkl.Holland-<br>scheLloyd<br><br>WB=CellDBa122'uE24'f | 360·1<br>P31'B105'F31'25·0<br>FK | 50·3 | 17·0 | Amstrdam<br>Dutch<br>6BHCem<br>146'843t FP | T.3Cy.25",41"&67"–45" (s)<br>180lb 100lb 364NHP<br>2SB,6pf,GS119,HS4906 FD<br>D.Rowan&Co.Glasgow<br>T127tAPT30t |
| 20763<br>110763 | **Kennet** SteelScYl<br>(WRECKED 2,21)<br>ssGms.2ndNo.3-9,20<br>1Dk | 163<br>154<br>63 | ✠<br>9,20<br>✠ | Gms | | | 1899<br>11mo | IrvineS.B.<br>&E.Co.Ld.<br>Irvine | T.A.Shackles | 105·6<br>Q17'F19'<br>BK7½" | 21·0 | 10·7 | Grimsby<br>British<br>4BHCem<br>DTf7'10t | T.3Cy.10",16"&27"–20"<br>45RHP<br>1SB,2pf,GS26,HS642<br>Muir&Houston,Ld.Gls. |
| ※ 20764<br>136000<br>JFCQ | **Kennymore** SteelScK<br>ssGls.No.1-19<br>1Dk | 225<br>217<br>112 | ✠100A1<br>StmTrawler<br>12,21 ~~2,20~~ ✠LMC10,19<br>BS1,22 | Gms | | CL<br>10,19 | 1914<br>3mo<br><br>Lloyd | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'sA&CP | T.W.Baskcomb | 117·0<br>Q61'F16'<br>BK7½" | 22·0 | 12·7 | Grimsby<br>British<br>4BHCem | T.3Cy.12",21"&34"–24" (s)<br>200lb 67RHP<br>1SB,3pf,GS41,HS1056<br>C.D.Holmes&Co.Ld.Hull |
| 20765<br>124235<br>HLRN | **Kenora** SteelScSr<br>Elec.light Mchy.Aft 2Dks | 1979<br>1802<br>1289 | | | | | 1907 | AM'Millan<br>&Son,Ld.<br>Dumbarton | Canada Steamship<br>Lines,Ld. | 249·9<br>F36' | 42·6 | 20·5 | Toronto<br>British<br>WB | T.3Cy.17",28"&46"–33"<br>122NHP<br>Muir&Houston,Ld.Gls. |
| 20766<br>217190<br>LNQW | **Kenosha** WoodSc<br>Wireless 1Dk2trB<br>Elec.light | 2548<br>2091<br>1553 | | | | | 1919 | Sanderson<br>&Porter<br>WillagraHar-<br>bor,Wash. | UnitedStates<br>ShippingBoard | 265·3<br>P23'B65'F24' | 46·2 | 23·9 | Seattle<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>Puget Sound Mchy.Depot,<br>Seattle,Wash. |
| 20767<br>219408<br>LYDM | **Kenowis** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks<br>Sub.Sig. Wireless | 5107<br>4598<br>3129 | | | | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>WB | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. |
| 20768<br>143520 | **Kenrhos** SteelSc<br>(exKilfinny) 1Dk(Stl)<br>Cargo battens not fitted | 823<br>677<br>411 | ✠100A1<br>11,21 ~~10,20~~<br>✠LMC1,19 | Sou<br>Sws | l | | 1918<br>11mo<br><br>Lloyd | Cochrane<br>&Sons,Ld.<br>Selby<br>'sA&CP | AshburnhamS.S.<br>Co.Ld.(P.E.Fry,<br>Mgr.) | 213·5<br>B44'F27'<br>len.20 FK<br>CellDBuE26'20t | 30·0 | 15·4 | Cardiff<br>British<br>5BHptCem<br>DTf42'100t | T.3Cy.16",26"&44"–26" (s)<br>200lb 100lb NDB20 116NHP<br>1SB,3cf,GS51,HS1825<br>MacColl&Pollock,Ld.Sld. |
| 20769<br>114079<br>KJGW | **Kenrix** Steel Sc3Mst ~~SteelSc~~<br>Elec.light Well deck 1Dk(Stl<br>Mchy.Aft | ~~450~~<br>692<br>479<br>317 | ✠100A1<br>3,22 ~~8,21~~<br>~~(Class Contemplated)~~<br>LMC8,21 | Hull | j | CL<br>3,22 | 1921<br>5mo<br><br>Lloyd | Cochrane &<br>Sons,Ld.<br>Selby<br>'sA&CP | R.Rix&Sons | 175·0<br>Q99'B11'F23'<br>FK<br>CellDBf99 | ~~29·0~~<br>29·1 | ~~11·6~~<br>11·3 | Hull<br>British<br>4BHCem<br>140tFPT27t | T.3Cy.13",~~22~~ 23"&37"–26" (s)<br>200lb 96RHP<br>1SB,2pf,GS48,HS1683<br>J.Lewis&Sons,Ld.Abn. |
| 20770<br>113163 | **Kensington** IronScK<br>ssGms.No.3-6,14<br>ssGms.No.1-19<br>1Dk | 172<br>153<br>67 | ✠100A1<br>StmTrawler<br>8,21 ~~4,20~~ ✠LMC5,19<br>✠NB10,15 BS4,20 8,21 | Gms | | CL<br>3,19 | 1900<br>5mo<br><br>Lloyd | Cochrane&<br>Cooper,Ld.<br>Beverley<br>'sA&CP | QueenStm.Fishing<br>Co.Ld. | 100·7<br>Q45'F17'<br>BK7½" | 21·0 | 11·0 | Grimsby<br>British<br>3BHCem | T.3Cy.12",21"&32"–23" (s)<br>180lb 57RHP<br>1SB.2pf,GS34,HS1030<br>J.Cran&Co.Ld.Leith |
| ※ 20771<br>142611<br>JVDQ | **Kent** SteelScSr<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Ref.Mchy. Wireless CruiserStern | 9857<br>8212<br>7447<br>3,22 | ✠100A1<br>Shelter dk<br>withfreeboard<br>8,21 ~~2,21~~ ✠LMC8,18<br>✠Lloyd'sRMC2,21<br>3,22 | NYk<br>~~Lon~~ Brs | d† | CL<br>11,19 | 1918<br>6mo<br><br>Lloyd | Palmers'<br>Co.Ld.<br>Newcastle<br>'sA&CP | FederalSteamNav.<br>Co.Ld.<br><br>Collision BH to Shelter dk<br>CellDB382' 1403t DTa23'170tFPT128t | 460·6<br>B275'F49'on<br>Shelter dk FK | 62·8 | 34·9 | London<br>British<br>Cem<br>6BHtoUdk<br>APT32t | 2 Steam Turbines Geared<br>to 1 Screw shaft<br>180lb (s) 973NHP<br>4SB,16cf,GS320,HS13572 FD<br>Palmers' Co.Ld.Newcastle |
| 20772<br>137715 | **Kentish Belle** WoodSc<br>For full particulars See No. 38072 in Supplement<br>1Dk | 100<br>59<br>42 | | | | | 1918 | J.Cham-<br>bers,Ld.<br>Lowestoft | EastKentSteam<br>FishingCo.Ld. (H.<br>Goodbourn,Mgr.) | 87·0 | 20·1 | 10·1 | Ramsgate<br>British | T.3Cy.9½",15½"&26"–18"<br>Pollit& 42RHP<br>Wigzell,SowerbyBridg |
| 20773<br>137435<br>JKWS | **Kentish Coast** SteelScSr<br>ssLon No.3-5,20 ~~ssBkn.No.2-15~~<br>(exHinderton,exLaFlandre) 1Dk(Stl)<br>Well deck Mchy.Aft | 758<br>540<br>388 | ✠100A1<br>7,21 ~~5,20~~<br>✠LMC5,20<br>BS7,21 | Lon | j | 4,19 | 1908<br>7mo<br><br>Lloyd | Dundee<br>S.B.Co.Ld.<br>Dundee<br>'sA&CP | CoastLines,Ld.<br><br>WB=CellDBa55'f59'160tFPT | 185·0<br>Q98'B15'F19'<br>FK | 30·1 | 11·6 | Liverpool<br>British<br>3BHCem<br>56tAPT42t | T.3Cy.15",25"&41"–27" (s)<br>180lb 100lb 110NHP<br>1SB,3cf,GS50,HS1915<br>N.E.MarineEng.Co.LdSld. |

| 1<br>No. in Book. Official No. Signal Letters. | 2<br>Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage. Gross. Under deck. Net. | 5<br>Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built. When. Ship. Engines | 9<br>By Whom. Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12<br>Port of Registry. Flag. | 13<br>Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0774<br>7489<br>BMV | **Kentuckian** SteelScSr<br>ssNYk.No.2-19<br>Elec.light 2Dks(Stl)&deepframing<br>Sub.Sig. Wireless &Shelter dk(Stl) | 6432<br>4970<br>4007 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~10,21 3,21~~ 4,22<br>Fitted for oil<br>~~BS1,21~~ ✠LMC11,19 | NYk<br>BS10,21<br>fuel 6,10 | a† | CL<br>~~11,19~~<br>10,21<br>F.P. a | 1910<br>6mo<br>bove 1<br>WB= | Maryland SteelCo.<br>Sparro'Pt.Md<br>A&CP<br>50°F. | American-HawaiianS.S.Co.<br>(UnitedAmerican Lines,Inc.Mgrs.)<br>CellDBa123'uE& | 414·5<br>B60'f162'1259tDT | 53·7 | 28·1<br>FK | NewYork<br>Utd.States<br>7BHptCem<br>a46'291tDT | Q.4Cy.25",36",52"&76"-54"<br>200lb 215lb (s) 618NHP<br>3SB,12cf,GS200,HS8721<br>FD<br>MarylandStlCo.Sparro'Pt.<br>f27'778tFPT158tAPT27t | 39 ″ 0<br>s10 ″ 0<br>29 ″ 5 | |
| 0775<br>33304<br>BDF | **Kentucky** SteelScSr<br>Elec.light Wireless 2Dks | ~~7169~~ 6002<br>6314<br>425 0 ~~4673~~ | | | | | 1912 | Workman Clark&Co.Ld.<br>Belfast | Ellerman&BucknallS.S.Co.Ld. | 447·3<br>P99'B153'F92' | 56·4 | 31·4 | N.Shields<br>British<br>WB | Q.4Cy.25",36",52½"&76"-51"<br>412NHP<br>Wrkman,Clark&Co.Ld.Bel | | C |
| 0776<br>KSB | **—** SteelSc<br>Elec.light 3Dks | 6772<br>—<br>4039 | | — | | | 1920 | Ch.deNormandie<br>Grnd-Quvilly | Cie.Gén.Transatlantique | 397·0<br>F43' | 53·7 | 37·9 | French | T.3Cy.27½",44½"&75"-51"<br>402NHP<br>Ch.etAtl.deSt.Nazaire,<br>Penhoet | | |
| 0777<br>JFK | **—** SteelScSr<br>Elec.light 2Dks&Awng dk | 3666<br>2577<br>2312 | | | ... | | 1897 | Akt.Bur-m'str&Wains<br>Mas.&Skibs.<br>Copenhagen | DetForenede DampskibsSelsk. | 330·3<br>P77' | 45·2 | 21·4<br>29·2<br>FK | Copnhagn<br>Danish<br>WB | T.3Cy.24",40"&64"-42"<br>280NHP<br>Akt.Burmeister&Wains<br>Maskin ogSkib.,Cpn | 31 ″ 10 | V |
| 0778<br>42862<br>KFOD | **Kentyne** WoodScK<br>Par.Motor<br>1Dk | 180<br>154<br>102 | | | | | 1918 | Salteröd<br>Werf.&Verks<br>Salteröd | A.Nicholls | 88·4 | 24·6 | 11·2 | Newcastle<br>British | Paraffin Motor 2S.C.<br>50RHP<br>A/S Densil,Aalborg | | N |
| 0779<br>24090<br>HLRP | **Kenuta** SteelScSr<br>ssLiv.No.3-1,20 ~~ssLiv.No.2-17~~<br>Elec.light 2Dks(Stl)&deepframing&<br>Sub.Sig. Wireless Shelter dk(Stl) | 5045<br>4440<br>3183 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~8,21 7,19~~ 1,22<br>✠LMC<br>MS1,20 | Liv<br>BS~~9,20~~1.22 | z | CL<br>~~2,18~~<br>8,21 | 1907<br>10mo<br>Lloyd | J.Brown&Co.Ld.<br>Clydebank<br>'sA&CP | PacificSteamNav.Co.<br>WB=Cell<br>DBa114'uE&B | 401·3<br>63'f169'1022tFPT | 52·2 | 25·8<br>FK&BK2" | Liverpool<br>British<br>7BHCem<br>67tAPT45t | T.3Cy.26",43"&71"-51" (s)<br>190lb 485NHP<br>3SB,12rf,GS234,HS8596<br>J.Brown&Co.Ld.Clydebnk | 28 ″ 6<br>s 3 ″ 8½<br>25 ″ 4 | |
| 20780<br>216835<br>MRN | **Keota** WoodScSr<br>Elec.light Wireless 1Dk2trB | 2572<br>—<br>1527 | | | | | 1918 | Hammond LumberCo.<br>Humboldt Bay,Cal. | UnitedStates ShippingBoard | 266·5<br>P27'B66'F28' | 46·0 | 24·1 | S.Frncisco<br>Utd.States | T3.Cy.19",32"&56"-36"<br>188NHP<br>LlewellynIronWorks,<br>LosAngeles,Cal. | | R |
| 20781<br>IRQW | **Kephalinia** IronScSr<br>(exArgostoli,exPolisMyteline,<br>exVilledeCette) 2Dks | 1074<br>937<br>686 | | | ... | | 1880 | Hodgson&Soulsby<br>Blyth | Nav.àVap.<br>"Ionienne"G.<br>YannoulatoFrères | 221·5<br>P36'B52'F29' | 31·3 | 18·3<br>BK8" | Argostoli<br>Greek<br>WB | C.2Cy.29½"&55"-36"<br>NB95 141NHP<br>Black,Hawthorn&Co.Gts. | | |
| 20782<br>139562<br>THKV | **Kepong** SteelScSr<br>Elec.light 2Dks | 1874<br>1700<br>1322 | | | | | 1916 | Taikoo Dckyrd&Eng<br>Co.ofHKgLd.<br>HongKong | StraitsS.S.Co.Ld. | 251·0<br>F33' | 41·1 | 21·0 | HongKong<br>British | T.3Cy.18",29"&48"-33"<br>132NHP<br>TaikooDockyard&Eng.Co.<br>ofHongKong,Ld. | | |
| 20783<br>139223<br>JNQR | **Kepwickhall** SteelScSr<br>Renamed "Marnetown," See No. 38379 in Supplement<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless Tonnage opening closed 1917<br>Carrying oil fuel F.P.above 150°F.in DB | 5322<br>5126<br>4011 | ✠100A1<br>Shelter dk<br>withfreeboard<br>12,20<br>✠LMC12,16 | Cff | x | CL<br>12,20 | 1916<br>12mo<br>Lloyd | Irvine'sSB&D.D.Co.Ld.<br>WHartlepool<br>'sA&CP | TownLine(Lond.)Ld(Harrison,Sons&Co.Mgrs.)<br>CellDB | 380·0<br>333' 964t FPT104t | 51·4 | 23·7<br>FK | London ~~W.Hartlpl~~<br>British<br>6BHCem<br>APT76t | T.3Cy.26",42"&70"-48" (s)<br>180lb 405NHP<br>3SB,9cf,GS167,HS6733<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 34 ″ 3<br>s 9 ″ 5<br>25 ″ 3 | |
| 20784<br>98358 | **Kerala** SteelScK<br>OilEng.<br>(exNautilus) 1Dk | 110<br>110<br>75 | | | | | 1913 | Hooghly Dk.&E.Co.Ld<br>Calcutta | AsiaticPetroleum Co.(India)Ld. | 106·0 | 17·8 | 7·0 | Calcutta<br>British | Oil Engines<br>2Cy.11 13/16"-12 3/16" 20NHP<br>Plenty&Son,Ld.Newbury | | |
| 20785 | **Keramies** SteelSc<br>Elec.light 2Dks(Stl) | 5126<br>4711<br>3338 | ✠100A1<br>5,20<br>✠LMC5,20<br>Fitted for oil | HKg<br>fuel 5,20 | y | CL<br>F.P. a | 1920<br>5mo<br>Lloyd<br>bove 1 | Taikoo Dkyd.&E.Co.<br>ofH.KngLd.<br>HongKong<br>'sA&CP<br>50° F. | N.E.Ambatielos<br>CellDB | 400·2<br>P47'B113'F40'<br>334' 1004t FPT123t | 52·3 | 28·5<br>FK | Argostoli<br>Greek<br>7BHCem<br>APT175t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>TaikooDkyd.&Eng.Co.Ld. | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 20786<br>102274 | **Kerepeehi** WoodScK<br>(exWeka)<br>1Dk | 127<br>83<br>75 | | | | | 1894 | W.Holmes<br>Auckland | McCallumBros. | 96·3<br>H32t | 17·1 | 6·7 | Auckland<br>British | C.4Cy.9"&18"-12"<br>27RHP<br>Fraser&Sons,Auckland | | |
| 20787<br>~~215399~~<br>~~LHPJ~~ | **Keresaspa** SteelSc<br>Renamed "Pannonia," See No. 38970 in Supplement<br>ssPhl.No.3-10,17<br>(exFranconia) 1Dk(Stl)&<br>Spar dk(Stl)&Web frames | 4637<br>4125<br>3019 | ✠100A1<br>Spar dk<br>9,19<br>BS6,20 ✠LMC10,17 | NYk | x | 2,21 | 1903<br>4mo | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>A&CP | AmericanShip&CommerceNavCpn<br>~~(UnitedAmerican Lines,Inc.Mgrs.)~~<br>OceanaSea Nav.Co.Ld.<br>CellD | 360·8<br>P32'B96'F33'<br>Ba118'uE24'f160' | 48·0 | 20·2<br>28·1<br>FK | ~~NewYork~~<br>Hungarian<br>6BHCem<br>822tAPT63t | T.3Cy.24½",40"&68"-48" (s)<br>180lb 357NHP<br>3SB,9cf,GS162,HS5629<br>N.E.MarineEng.CoLdNwc | 30 ″ 10 | |
| 20788<br>1135 | **Keret** SteelScSr<br>Elec.light 1Dk(Stl)&Awng dk | 841<br>742<br>472 | ✠<br>Awng dk<br>withfreeboard<br>6,10<br>✠ | Nwc | k | | 1910<br>6mo | W.Dobson &Co.<br>Newcastle | ArchangelMourmanStm.Nav.Co.<br>WB=Cell | 195·6<br>DBa57'uB20'f73' | 30·0 | 17·0<br>FK | Archangel<br>Russian<br>4BHCem<br>162tAPT23t | T.3Cy.16",26"&43"-30"<br>133NHP<br>2SB,4cf,GS73,HS2358<br>N.E.MarineEng.CoLdNwc | 19 ″ 0 | |
| 20789<br>219724<br>LVWH | **Kerhonkson** SteelScSr<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 4768<br><br>2920 | | | | | 1920 | Standard S.B.Corp.<br>Shooters Island | UnitedStates ShippingBoard | 377·0<br>P39'B105'F40' | 52·0 | 26·8 | NewYork<br>Utd.States<br>WB | T.3Cy.25",42"&70"-48"<br>339NHP<br>StandardS.B.Corp.<br>ShootersIsland | | R |
| 20790 | **Kerkerak** SteelTwinScSr<br>(exPrinzHeinrich)<br>Elec.light 1Dk | 358<br>273<br>63 | | | | | 1904 | Stettiner Oderwerke<br>Stettin | J.Groenewegen | 165·0<br>B21'H39'F18' | 25·1 | 10·8 | Dordrecht<br>Dutch | | | |
| 20791<br>ded 2,22<br>KBTD | **Kerkyra** SteelScSr<br>ssNap.No 3-12,21 ~~ssRot.No.1-12~~<br>(exNeuenstein) 2Dks(Stl)<br>Elec.light Wireless &deepframing | 2590<br>2401<br>1641 | ✠~~100A1~~<br>12,21<br>✠~~LMC12,21~~ | Nap | t | CL<br>12,21 | 1907<br>4mo<br>Lloy | Chant.Nav Anversois<br>Hoboken<br>d'sA&CP | RadnorS.S.Co.Ld.<br>(H.H.Penman, Mgr.)<br>WB=Cell | 317·3<br>P25'B86'F30'<br>DBa94'uE | 44·6 | 21·0<br>FK | London<br>British<br>5BHCem<br>&B40'f136'654tAPT76t | T.3Cy.22½",37"&61"-42"(s)<br>180lb 90lb 198NHP<br>2SB,6cf,GS115,HS2185<br>N.E.MarineEng.CoLdNwc | 23 ″ 6<br>s 3 ″ 11<br>19 ″ 11 | |
| 20792<br>133495 | **Kermandie** WoodAuxSc4MstSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 343<br>298<br>222 | | | | | 1920 | C.M.McKay<br>Hobart,Tas. | LimeTimber&TradingCo.Ld. | 141·9 | 35·0 | 11·0 | Hobart<br>British | Oil Engines<br>2Cy.12"-15" 20NHP<br>Thompsn&Co.Castlemaine | | |
| 20793<br>~~215401~~<br>~~LHPM~~ | **Kermanshah** SteelSc<br>ssNYk.No.3-2,18<br>(exHimalaia) 1Dk(Stl)&Spardk<br>(Stl)&deepframing<br>Elec.light<br>Now named "Oceana," See No. 38833 in Supplement | 4948<br>4609<br>3152 | ✠100A1<br>Spar dk<br>8,20<br>✠LMC2,18<br>BS9,20 | Ham | y | CL<br>9,20 | 1910<br>1mo<br>Lloyd | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>'sA&CP<br>CellDBa132' | OceanaSeaNav.Co.Ld.<br>uE24'f169'1010tD | 390·0<br>P31'B112'F42'<br>Ta37'915tFPT110t | 52·5 | 27·1<br>FK | Hungarian<br>6BHCem<br>APT50t | T.3Cy.26",42"&72"-48" (s)<br>180lb 415NHP<br>3SB,9cf,GS189,HS6738<br>N.E.MarineEng.CoLdNwc | 29 ″ 8 | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register, and a Certificate for six months issued.

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20794<br>215616<br>LHVN | **Kermit** SteelSc<br>(exAppeles,exElsass) 3Dks<br>Elec.light Ref.Mchy. Wireless Sub.Sig. | 6646<br>—<br>4119 | | | | | 1912 | Bremer "Vulkan"<br>Vegesack | UnitedStates ShippingBoard | 471·2 | 59·1 | 28·9 | NewYork<br>Utd.States | T.3Cy.28",52½"&86½"–55⅛"<br>560NHP<br>Bremer"Vulkan"Vegesck |
| 20795<br>~~[illegible]~~<br>~~LHPG~~ | **Kermoor** SteelSc<br>ssBal.No.3–4,19<br>1Dk(Stl)2trB deep framing&Webframes<br>(exMorawitz)<br>Elec.light 3Dkrule<br>Now named "Morawitz," See No. 38[illegible] in Supplement | 4796<br>4642<br>3106 | ✠100A1<br>1,20<br>✠LMC4,19 | NYk | x | CL<br>4,19 | 1907<br>7mo | JLThompson&Sons,Ld.<br>Sunderland<br>A&CP | ~~AmericanShip&CommerceNav.Cpn (UnitedAmerican Lines,Inc. Mgrs.)~~<br>OceanaSea Nav.Co.Ld.<br>Cell lDBa135'uE&B44' f155' 1053t FPT127tAPT27t | 378·0<br>P23'B119'F30' | 52·3 | 24·4<br>FK | New York<br>~~Hungarian~~<br>6BHCem | T.3Cy.26",42"&68"–48" (s)<br>180lb 120lb 392NHP<br>2SB,8cf,GS143,HS6650<br>Blair&Co.Ld.Stockton |
| 20796<br><br>OKTC | **Kernevel** SteelScK<br>1Dk | 192<br>182<br>59 | | | | | 1906 | Hall,Russell&Co.Ld.<br>Aberdeen | Soc.Anon.des Chalutiers de l'Ouest | 112·3 | 21·6 | 11·6 | St.Nazaire<br>French<br>WB | T.3Cy.12",20"&34"–23"<br>55NHP<br>Hall,Russell&Co.Ld.Abn. |
| 20797<br>135630<br>KHSJ | **Kerrymore** SteelSc<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 509<br>338<br>211 | ✠100A1<br>~~5,21~~ ~~2,21~~ 7,21<br>✠LMC2,21 | Bel | h | CL<br>10,21 | 1921<br>2mo<br>Lloyd'sA&CP | LarneS.B.Co.Ld.<br>Larne | R.McCowen&Sons Ld.<br>CellD Bf97'104tFPT36tAPT2t | 165·2<br>Q95'B11'F22' | 25·3 | 9·5<br>FK | Tralee<br>British<br>3BHCem | T.3Cy.13",21"&34"–24" (s)<br>180lb 62RHP<br>1SB,3cf,GS52,HS1439<br>Campbell&Caldrw'd,Psy. |
| 20798 | **Kersaint** SteelSc<br>Elec.light Ref.Mchy. 3Dks | 9200 | | | | | 1921 | Atel.&Ch. de laLoire<br>Nantes | ChargeursRéunis | 415·0<br>B148'F45' | 55·0 | 27·6 | French<br>WB | 3 Geared Steam Turbines<br>Atel.&Ch.de laLoire,StNa |
| 20799<br>161119<br>KNWB | **Kershaw** SteelScSr<br>Sub.Sig. Wireless 3Dks&Awngdk | 2600<br>—<br>1768 | | | | | 1899 | Harlan&HllngswthC<br>Wlmgtn,Del. | Merchnts&Miners TransportationCo. Inc. | 274·0 | 42·0 | 26·0<br>34·0 | Baltimore<br>Utd.States | T.3Cy.28",45"&72"–54"<br>381NHP<br>Harlan&HollingsworthCoWlmgtn,Del |
| 20800 | **Kersten Miles** SteelScK<br>(Trawler)<br>Elec.light 1Dk | 224<br>210<br>86 | | | | | 1914 | H.C.StülckenSohn<br>Hamburg | HansaHochseefischereiAkt.Ges. | 119·8<br>F18' | 24·0 | 9·4 | Hamburg<br>German | T.3Cy.12⅝",21½"&33½"–22"<br>54NHP<br>H.C.StülckenSohn,Ham. |
| 20801 | **Kerveros** SteelSc<br>OilEng. | 166<br>—<br>98 | | | | | 1914 | Lubeck Mach.Bau. Ges.<br>Lubeck | G.C.Stringo | 105·3 | 25·0 | 7·7 | Piræus<br>Greek | Oil Engines<br>2Cy.13 3/16"–13 1/8"<br>23NHP |
| 20802<br><br>OKTH | **Keryado** SteelSc<br>(exChimpanzee,exThorstein Ingolffson,exSilvain) (Trawler)<br>1Dk | 249<br>—<br>99 | | | | | 1904 | M.van der Knijl<br>Slikkerveer | Soc.Anon.Chalutiers de l'Ouest | 137·8 | 21·7 | 10·3 | St.Nazaire<br>French<br>WB | T.3Cy.12½",20"&32"–23"<br>49NHP<br>Wilton'sE.&SlpwyCo.Rot. |
| 20803<br>218727<br>LSJQ | **Keshena** SteelScSr<br>Wireless Sub.Sig.<br>Elec.light 1Dk | 427<br>—<br>137 | | | | | 1919 | Whitney Bros.Co.<br>Superior,Wis | UnitedStates ShippingBoard | 142·0 | 27·5 | 14·6 | Duluth<br>Utd.States | T.3Cy.17",23"&43"–30"<br>101NHP<br>Filer&Stowell,Milwaukee |
| 20804 | **Keskul** SteelScSr<br>(exBartin,exEuxine)<br>1Dk | 166<br>137<br>84 | ✠<br>7,92<br>✠ | Cpl | b | | 1888<br>10mo | J.F.Waddington&Co.<br>Seacombe | ManiZadéHadji IbrahimEdem | 120·0<br>P26'F18' | 20·0 | 8·5 | Constanpl<br>Turkish<br>3BHCem | C.2Cy.13"&26"–18"<br>24NHP<br>J.F.Waddington&Co. |
| 20805<br>143471 | **Kesteven** SteelScK<br>1Dk(Stl)<br>Now named "Imprévu," See No. 37859 in Supplement | 290<br>249<br>127 | ✠100A1<br>StmTrawler<br>10,19<br>✠LMC10,19 | Beverley | | | 1919<br>9mo<br>Lloyd'sA&CP | Cook,Welt'n&Gemmell Ld.Beverley | BostonDeepSea Fishing&IceCo.Ld | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | Boston<br>British<br>3BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 86RHP<br>1SB,3pf,GS49,HS1590<br>Amos&Smith,Ld.Hull |
| Broken up<br>20806<br>116332 | **Kestrel** WoodScSr<br>Elec.light 1Dk | 311<br>241<br>188 | | | ... | | 1903 | A.Wallace<br>Vancouver, B.C. | FanningIslandLd. | 126·0<br>F25' | 24·0 | 12·2 | Ottawa<br>British | C.2Cy.18"&38"–24"<br>59RHP<br>PolsonIronWorksToronto |
| 20807<br>136740<br>KQGJ | **Ketchikan** SteelScSr<br>Wireless (exEureka)<br>Mchy.Aft Elec.light 1Dk2trB | 2373<br>—<br>1679 | | | | | 1899 | Cleveland S.B.Co.<br>Lorain,O. | AlaskaS.S.Co. Inc. | 237·5 | 42·0 | 23·4 | P.Twnsnd<br>Utd.States<br>WB | T.3Cy.18½",31½"&51"–36"<br>156NHP<br>ClevelandS.B.Co.,Clevelnd |
| 20808<br>218740<br>LSKH | **Kewanee** SteelSc<br>Wireless Fitted for oil fuel<br>Elec.light 1Dk&Webframes<br>Mchy.Aft Sub.Sig.<br>Carrying Petroleum in bulk | 3550<br>2910<br>2125 | | | ... | | 1919 | Bethlehem S.B.Corp.Ld. (MoorePlnt)<br>ElizabethPrt, NJ | UnitedStates ShippingBoard | 318·4<br>P94'B36'F40' | 46·0 | 23·5<br>FK | NewarkNJ<br>Utd.States<br>WB | T.3Cy.22½",39"&63"–48"<br>382NHP<br>BethlehemS.B.Corp.Ld. (MoorePlant) |
| * 20809<br>~~WLVG~~<br>LCBF | **Key West** SteelScSr<br>ssBgn.No.1-22<br>Elec.light Wireless 2Dks(Stl) | ~~4787~~ 4810<br>~~4467~~<br>~~3014~~<br>4408<br>2917 | ✠100A1<br>2,22 ~~11,20~~<br>~~BS6,17~~ ✠LMC6,17<br>2,22<br>Fitted for oil fuel 6,17 F.P. above 150° F. | Bal<br>Shl | y | CL<br>~~5,20~~<br>2,22 | 1917<br>6mo<br>A&CP | SeattleConstruction&DryDockCo.<br>Seattle,Wash | D/S A/S KeyWest (K.Knutsen)<br>One Bulkhead in after hold dispensed with<br>CellD B325'960tFPT115tAPT264t | 380·0<br>P40'B100'F41' | 53·2 | 27·0<br>FK | Haugesnd<br>Norwegian<br>Cem<br>5 BH only | T.3Cy.24",40"&70"–48" (s)<br>190lb 472NHP<br>3SB,9cf,GS169,HS6831 FD<br>SeattleConstruction&DryDockCo.Seattle,Wash. |
| 20810<br>131111 | **Keybell** SteelScSr<br>1Dk | 1730<br>1544<br>1254 | | | | | 1912 | Collingw'd S.B.Co.Ld.<br>Collingwood | KeystoneTransports,Ld. | 258·0 | 42·6 | 17·2 | Montreal<br>British<br>WB | T.3Cy.16",26"&44"–36"<br>96RHP<br>CollingwoodS.B.Co.Ld. |
| 20811<br>39341<br>KBQT | **Keyes** SteelScK<br>(exTimothyBrannon) 1Dk | 203<br>200<br>87 | ✠100A1<br>StmTrawler<br>7,19 ✠LMC5,18 | Ips | | CL<br>7,19 | 1918<br>5mo<br>Lloyd'sA&CP | Hall,Russell&Co.Ld.<br>Aberdeen | VanessaFishing Co.Ld.<br>(LCCockrellMgr.) | 115·4 | 22·1 | 12·1<br>BK7½" | Hull<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"–23" (r)<br>180lb 74NHP<br>1SB,3pf,GS39,HS1347<br>W.H.Allen,Son&Co.Ld. Bedford |
| * 20812<br>122966<br>HMFV | **Keyingham** SteelScSr<br>ssBry.No.3–4,21 ~~ssCff.No.2–17~~<br>1Dk(ptIrn&ptStl)2trB deep framing<br>Wireless &Webframes 3Dkrule<br>Cargo battens not fitted | 3699<br>3444<br>2335 | ✠100A1<br>6,21 ~~11,19~~<br>~~BS7,19~~ ✠LMC~~10,17~~<br>BS1,22 4,21 | Lon<br>~~Bry Qbc~~ Shl | w | CL<br>~~6,20~~<br>4,21 | 1908<br>1mo<br>Lloyd'sA&CP | JLThompson&Sons,Ld<br>Sunderland | WoodpulpTransportCo.Ld.<br>(H.Tyrer,Mgr.)<br>WB=CellDBa119'uE&B40')146'880tAPT94t | 346·5<br>P23'B92'F32' | 50·8 | 22·9<br>FK | London<br>British<br>6BHCem | T.3Cy.25",41"&67"–45" (s)<br>180lb 90lb 329NHP<br>2SB,8pf,GS148,HS5100<br>G.Clark,Ld.Sunderland |
| 20813<br>136810<br>JKHG | **Keynes** SteelScSr<br>ssSld.No.1–19<br>Well deck Wireless 1Dk(Stl) | 1706<br>1326<br>1021 | ✠100A1<br>4,20<br>✠LMC12,19<br>BS9,21 | Sld | q | CL<br>~~12,19~~<br>6,21 | 1915<br>3mo<br>Lloyd'sA&CP | WoodSkinner&Co.Ld.<br>Newcastle<br>WB=CellDBa77'uE&B34'f102'465tFPT92tAPT101t | StephensonClarke &Co. | 260·1<br>Q153'BonQ52'F29' | 37·7 | 16·4<br>FK | London<br>British<br>4BHCem | T.3Cy.20",35"&54"–36" (s)<br>180lb 207NHP<br>2SB,6cf,GS99,HS3436<br>N.E.MarineEng.CoLdNwc |
| * 20814<br>133558<br>JFRP | **Keynor** SteelScSr<br>Elec.light 1Dk(Stl)&Webframes<br>Mchy.Aft | 1806<br>1628<br>1090 | ✠100A1<br>withfreeboard<br>6.14<br>BS5,20 ✠LMC6,14<br>For Service on the River St. Lawrence & Great Lakes | Ldy | | CL<br>12,20 | 1914<br>6mo<br>Lloyd'sA&CP | NofIreland S.B.Co.Ld.<br>Londonderry | KeystoneTransports,Ld.<br>WB=CellDBuE&B46'f166'671tFPT372tAPT8t | 250·0<br>F39' | 42·5 | 17·4<br>FK | Newcastle<br>British<br>3BHptCem | T.3Cy.16",26"&44"–36" (s)<br>180lb 163NHP<br>2SB,4cf,GS71,HS2407 FD<br>J.G.Kincaid&Co.Ld.Grk. |

| ficial No. ode tters | 2 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c. | 3 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0815<br>25459<br>NWL | **Keyport** SteelScSr<br>1*Dk*<br>*Mchy.Aft*<br>*Elec.light* | 1721<br>1546<br>1298 | | | | | 1909 | Swan,Hunter&Wigham Richardson, Ld Newcastle | KeystoneTransports,Ld. | 250·1<br>F40' | 42·5 | 17·9 | Newcastle<br>British<br>*WB* | T.3Cy.15",25"&42"-30"<br>97NHP<br>N.E.MarineEngCoLd.Nwc | | C |
| 20816 | **Keystone State** SteelTwinSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&<br>*Cruiser Stern Ref.Mchy. Shade dk*(*Stl*) | 15000<br>7050 | | | | | 1920 | NewYork S.B.Corp. Camden,N.J. | UnitedStates ShippingBoard | 518·0<br>B186' | 72·0 | 32·0 | Camden NJ<br>Utd.States | 4 Geared Steam Turbines<br>BethlehemSteelCorp. ForeRiver,Quincey,Mass. | | |
| 20817<br>128830<br>JDBC | **Keyvive** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1768<br>1580<br>1045 | | | ... | | 1913 | Smith's DockCo.Ld. Middlesbro' | KeystoneTransports,Ld. | 250·0<br>F40'<br>FK | 42·5 | 17·4 | Middlsbro'<br>British<br>*WB* | T.3Cy.16",26"&43"-33"<br>157NHP<br>Smith'sDockCo.Ld.Mdb. | 20 ″ 0 | C |
| 20818<br>125458<br>HNJV | **Keywest** SteelScSr<br>1*Dk*<br>*Mchy.Aft*<br>*Elec.light* | 1725<br>1549<br>1298 | | | | | 1909 | Swan,Hunter&Wigham Richardson, Ld Newcastle | KeystoneTransports,Ld. | 250·0<br>F40' | 42·5 | 18·0 | Newcastle<br>British<br>*WB* | T.3Cy.15",25"&42"-30"<br>97NH<br>N.E.MarineEngCoLd.Nwc | | C |
| 20819 | **Khalifa** SteelScSr<br>*ss*Abn.No.2-11<br>(*ex*SaintGiles) 1*Dk*(*Stl*-ws)<br>*Elec.light* &*Shelter dk* | 609<br>426<br>300 | ✠<br>*Shelter dk with freeboard*<br>9,12<br>✠ | Abn | *k* | | 1903<br>6mo | Hall,Russell&Co.Ld. Aberdeen | Govt.of Zanzibar<br>*WB=Cell* | 190·4<br>BK7"<br>*DBa*33'*uE*18'*f*62' | 28·2 | 13·3 | Zanzibar<br>4*BHCem*<br>101*tFPT*19*t* | T.3Cy.17½",28"&47"-33"<br>164NHP<br>1SB,3*cf*,GS53,HS2265 FD<br>Hall,Russell&Co.Ld.Abn. | 14 ″ 1 | |
| 20820<br>118742 | **Khargpur** SteelPad<br>*Elec.light* 1*Dk* | 1219<br>1169<br>532 | | | | | 1904 | Caledon S.B.&E.CoLd Dundee | Bengal-Nagpur Rly.Co.Ld. | 289·8 | 55·1 | 10·9 | Calcutta<br>British<br>*WB* | C.D.4Cy.25"&50"-61"<br>390NHP<br>CaledonS.B &E.CoLd.Dun | | |
| 20821<br>112680 | **Kharki** SteelScSr<br>*Well deck* 1*Dk* | 681<br>491<br>340 | | | ... | | 1900 | IrvineS.B. &E.Co.Ld. Irvine | TheAdmiralty | 185·2<br>Q100'B15'F26'<br>FK | 29·1 | 11·8 | London<br>British<br>*WB* | T.3Cy.15",25"&40"-27"<br>80RHP<br>McKie&Baxter,Glasgow | 14 ″ 0 | |
| 20822<br>98954<br>MFTW | **Khartum** SteelSc3MstSr<br>*ss*Liv.2ndNo.3-3,17<br>(*ex*Harmonides,*ex*Woolloomooloo)<br>*Ref.Mchy.* 2*Dks*(1*Stl*&*UptStl*-ws)3*trB*<br>Wireless | 3521<br>3239<br>2221<br>BS11,21 | ✠100A1<br>8,19<br>~~BS12,20~~ ✠LMC2,17<br>Lloyd'sRMC~~1,21~~ ~~6,21~~<br>2,22 ~~11,21~~ ~~8,21~~ | Bry | *w* | CL<br>4,21 | 1891<br>7mo | Wigham Richrdsn&Co Newcastle<br>A&CP | The"K"S.S.Co.Ld. (Kaye,Son&Co. Ld.*Mgrs.*)<br>*WB=Cell* | 360 0<br>P36"B98'F38'<br>BK10"<br>*DB*280' 560*t* *FPT* | 44·4 | 26·0 | London<br>British<br>6*BHCem*<br>65*tAPT*20*t* | T.3Cy.28",45"&73"-54" (*s*)<br>155lb 445NH<br>2DB,16*pf*,GS221,HS7600<br>WighmRichrdsn&Co.Nwc. | 29 ″ (<br>s 5 ″ 10<br>24 ″ 6 | |
| 20823<br>119272 | **Kheng Seng** WoodScYl | 128<br>95<br>47 | | | | | 1903 | Singapore SlipwayCo. Singapore | TanKeongKiam | 107·0 | 18·5 | 7·5 | Singapore<br>British | C.2Cy.15"&30"-16"<br>38RH<br>TanjongPagarDk.Co.Sng | | |
| 20824<br>62<br>HBCP | **Kherson** SteelTwinSc3MstSr<br>*ss*Cpn.No.3-11,07<br>(*ex*Lena,*ex*Kherson) Wireless<br>*Elec.light* 3*Dks*(*Stl*-ws*U*teak s)4*trB* | 6707<br>5787<br>2861 | ✠<br>11,07<br>✠NB11,07✠<br>Now named "Raetoria," See No. 39108 in Supplement | Cpn | *c*† | | 1896<br>4mo | R&WHawthorn,Leslie &Co.(Lim.) Newcastle | RussianVolunteer FleetAssociation<br>*WB=Cell* | 471·0<br>P52'B97'F67'<br>FK<br>*DBa*78' *uE*&*B* 152' | 54·2 | 34·1 | Odessa<br>Russian<br>10*BHCem*<br>*f*126'850*t* | T.6Cy.36",57"&92"-54"<br>FD 1028NH<br>8SB,24*cf*,GS498,HS17216<br>Hwthrn,Leslie&C.Ld.Nw | 37 ″ 3 | |
| 20825<br>135533<br>JDRS | **Khiva** SteelTwinScSr<br>*Elec.light* Wireless 3*Dks*(*Stl*-*U*teak s) | ~~9017~~ 9097<br>7592<br>~~5703~~<br>5565 | ✠<br>2,15<br>✠ | Mdb | *d*† | | 1914<br>1mo | Cammell Laird&Co.Ld. Birkenhead | P.&O.Stm.Nav.Co.<br>*WB=Cell* | 480·5<br>P93'B176'F88'<br>FK&BK2"<br>*DBa*124'*f*196'1147 | 58·2 | 33·7 | Liverpool<br>British<br>8*BHCem*<br>*tAPT*120*t* | Q8Cy23½"34½",48½"&70"-54"<br>HS18300 1204NHP<br>2D&2SB,24*cf*,GS440, FD<br>CammellLaird&Co.LdBkn | 36 ″ 6 | BT till 6,21 |
| 20826<br>OKTV | **Khmer** SteelSc<br>1*Dk*&*Awng dk* | 313<br>—<br>159 | | | | | 1904 | A.Dubigeon Chantenay | Messageries Fluviales de Cochinchine | 158·6<br>H— | 23·4 | 15·4 | Saïgon<br>French | T.3Cy.11¾",19¾"&31½"-20½"<br>45NH<br>Brissonneau &Lotz,Nantes | | V |
| 20827<br>95937<br>SGLJ | **Khodoung** SteelSc3MstSr<br>*ss*Cal No.2-21 *ss*Cal.No.3-4,13<br>~~*ss*Nwc.No.1-19~~<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Elec.light* &*Web frames* | 1460<br>1340<br>887 | ✠100A1<br>*Spar dk*<br>9,21 ~~10,20~~ 9,21<br>~~BS10,20~~ ✠LMC~~5,19~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel*12,00 *F.P. above*150°F. | Cal | *p* | CL<br>~~10,20~~<br>9,21 | 1900<br>12mo | Armstrong Whitworth &Co.Ld. Newcastle<br>A&CP | BurmaOilCo.Ld. (1902)<br>*WB=Cell* | 235·0<br>P23'B23'F34' 22·6<br>FK<br>*DBuB*31' 35*t FPT* | 34·2 | 15·6 | Rangoon<br>British<br>10*BHCem*<br>61*tAPT*5*t* | T.3Cy.18½",31"&51"-36"(*r*)<br>180lb *120lb* 174NHP<br>2SB,4*cf*,GS88,HS2760<br>WllsndSlpwy.Co.Ld.Nwc. | 23 ″ 6<br>s3 ″ 11<br>19 ″ 10 | |
| 20828<br>TFLW | **Khoen-Foeng** SteelSc<br>*ss*Sng.No.2-20<br>*Elec.light* 1*Dk*(*Stl*-teak s) | 901<br>595<br>533 | ✠100A1<br>~~1,21~~<br>BS1,21 ✠LMC1,20<br>BS9,21 | Sng | *l* | CL<br>~~1,20~~<br>N9,21 | 1911<br>3mo | J.W.Klawitter Danzig<br>*Lloyd*'*sA&CP* | Maats.TongEk (TongEk,*Mgr.*)<br>*WB= CellDBuE*15 | 201·3<br>B100'F31'<br>FK | 33·1 | 10·8 | Pontianak<br>Dutch<br>4*BHCem*<br>27*t FPT*69*t* | T.3Cy.16⅛",24⅝"&38¼"-21¾"<br>200lb (*s*) 110NH<br>2SB,4*cf*,GS71,HS2131<br>J.W.Klawitter,Danzig | 11 ″ (<br>s1 ″ 6<br>10 ″ ( | |
| 20829<br>~~106837~~<br>~~SGPH~~ | **Khosrou** SteelScSr<br>*ss*Liv.No.3-6,10<br>*ss*Bom.No.2-19<br>(*ex*Sekondi,*ex*Léopoldville)<br>*Well deck* 2*Dks*(1*ptStl*-ws&*UStl*-ws)&<br>*Elec.light* *deep framing* | 3780<br>2854<br>2422 | ✠100A1<br>12,21 ~~11,20~~<br>~~BS6,20~~ ✠LMC5,19<br>BS11,21 | Bom | *w* | 3,19 | 1897<br>1mo | SirRaylton Dixon&Co. Middlesbro'<br>A&CP | ~~Bombay&Persia Stm.Nav.Co.Ld.~~<br>Mirao Yasuzo | 352·0<br>P&B239'F45'<br>FK | 44·2 | 23·4 | ~~Bombay~~<br>Japanese<br>6*BHCem*<br>*WB=Cell* | T3Cy.25 11/16",43"&72"-48"(*s*)<br>180lb *180lb* 419NHP<br>2SB,6*cf*,GS116,HS5504 FD<br>T.Richardsn&Sns,Ld,Hpl.<br>*DBa*80'*uE*22'*f*162'575*t* | 26 ″ (<br>s 4 ″ 1½<br>22 ″ ( | |
| 20830<br>135564<br>JFDG | **Khyber** SteelTwinScSr<br>*Elec.light* 3*Dks*(*Stl*-*U*teak s)<br>Wireless | 9014<br>7585<br>5685 | ✠<br>2,16<br>✠ | Syd | *d*† | | 1914<br>3mo | Cammell Laird&Co.Ld. Birkenhead | P.&O.Stm.Nav.Co.<br>*WB=Cell* | 480·4<br>P93'B176'F88'<br>FK&BK2"<br>*DBa*124'*f*196'1147*t* | 58·2 | 33·7 | Liverpool<br>British<br>8*BHCem*<br>*APT*120*t* | Q8Cy23½"34½",48½"&70"-54"<br>FD 1204NHP<br>2D&2SB24*cf*GS440HS1200(<br>CammellLaird&Co.Ld.Bkn | 36 ″ 6 | BT till 9.21 |
| 20831<br>124487<br>HLVS | **Kia Ora** SteelTwinScSr<br>*ss*Lon.No.3-3,21 ~~*ss*Lon.No.2-15~~<br>*Elec.light* 2*Dks*(*Stl*-*Upt*ws)&*deep*<br>*Ref.Mchy.* *framing*&*Shelter dk*(*Stl*-ws)<br>Wireless *Tonnage opening closed* 1917 | 8031<br>6073<br>5166 | ✠100A1<br>*Shelter dk with freeboard*<br>~~3,21~~ ~~3,19~~ 11,21<br>4,21<br>~~BS5,20~~ ✠LMC1~~4,15~~<br>✠Lloyd'sRMC~~1,21~~ 12,21 | Liv<br>Lon | *c*† | CL<br>~~5,17~~<br>12,20 | 1907<br>11mo | Workman, Clark&Co.Ld Belfast<br>*Lloyd*'*sA&CP* | Shaw,Savill& AlbionCo.Ld.<br>*WB=CellDBa*95' | 448·3<br>FK&BK1 13/20"<br>*uE*&*B*80'*f* 191'1305 | 56·5 | 30·5 | S'thamptn<br>British<br>7*BHCem*<br>*tAPT*54*t* | T.6Cy.22"37"&63"-48" (*s*)<br>205lb 810NHP<br>5SB,15*cf*,GS289,HS11755FD<br>Wrkman,Clark&Co.Ld Bel | 42 ″ 0<br>s12 ″ 10<br>29 ″ 11 | |
| 20832<br>112587<br>VBJN | **Kiama** SteelScSr<br>*Well deck* *Mchy.Aft* 1*Dk* | 358<br>282<br>191 | | | ... | | 1902 | Mackie& Thomson Glasgow | NewSouthWales Govt. | 140·3<br>Q46'B14'F22'<br>BK7" | 26·2 | 10·7 | SydnyNSW<br>British<br>*WB* | C.2Cy.16"&36"-24"<br>52RHP<br>McKie&Baxter,Glasgow | 11 ″ 6 | |
| 20833<br>120177 | **Kian** SteelTwinSc<br>1*Dk* | 1195<br>1018<br>729 | | | | | 1907 | ShanghaiE S.B.&D.CoLd Shanghai | ChinaNav.Co.Ld. | 220·0 | 40·0 | 9·5 | London<br>British | T.6Cy.9",14"&23"-15"<br>54RHP<br>ShanghaiE.S.B.&DDCoLd | | |
| 20834<br>131487 | **Kiandra** WoodSc<br>*Screws fore*&*aft*<br>1*Dk* | 257<br>220<br>175 | | | | | 1911 | Morrison& Sinclair Sydney,NSW | SydneyFerries,Ld. | 140·0 | 30·1 | 10·8 | SydnyNSW<br>British | T.3Cy.14",22¼"&37"-21"<br>70RHP<br>Mort'sDk.&E.CoLd.Balmn | | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20835 | Kiang foo | CompPad<br>(exNankin)<br>1Dk&2Hurdks | 2330<br>—<br>1468 | | | | | 1874 | ShanghaiS. Nav.Co.<br>Shanghai | ChinaMerchants' Stm.Nav.Co. | 295·5 | 50·0 | 11·5 | Shanghai<br>Chinese | 1Cy.80"–132"<br>566NHP<br>M.Coryell,Shanghai | |
| 20836 | Kiang Hsin | SteelTwinScSr<br>3Dks | 3372<br>1501<br>2101 | | | | | 1905 | S.C.Farnham&Co.Ld.<br>Shanghai | ChinaMerchants' Stm.Nav.Co. | 325·0 | 44·0 | 14·6 | Shanghai<br>Chinese | T.6Cy.19",31½"&52"–33"<br>311NHP<br>S.C.Farnham&Co.Ld.Shi. | |
| 20837 | Kiang teen | IronPad<br>(exMoning)<br>1Dk&2Hurdks | 2012<br>—<br>1368 | | | | | 1870 | A.&J. Inglis<br>Glasgow | ChinaMerchants' Stm.Nav.Co. | 273·2 | ... | 13·9 | Shanghai<br>Chinese | C.2Cy.29"&57¾"–144"<br>333NHP<br>A.&J.Inglis,Glasgow | |
| 20838 | Kiang tung | IronPad<br>(exHonan)<br>1Dk&2Hurdks | 566<br>—<br>340 | | | | | 1871 | ShanghaiS. Nav.Co.<br>Shanghai | ChinaMerchants' Stm.Nav.Co. | 218·0 | 31·2 | 9·0 | Shanghai<br>Chinese | 1Cy.50"–96"<br>188NHP<br>NewYork | |
| 20839 | Kiang Wah<br>*Elec.light* | SteelTwinSc<br>*3Dks* | 3692<br>—<br>2321 | | | | | 1912 | Kiangnan Dock&E.Co<br>Shanghai | ChinaMerchants' Stm Nav.Co. | 340·0 | 46·0 | | Shanghai<br>Chinese<br>*WB* | T.6Cy.18",29"&48"–30"<br>175NHP<br>KiangnanDock&E.Co.Shi. | |
| 20840<br>72909<br>TFRH | Kiang Wo | SteelTwinSc<br>*2Dks&Promenadedk* | 2209<br>1680<br>1388 | | | | | 1901 | Boyd&Co. Ld.<br>Shanghai | Indo-ChinaSteam Nav.Co.Ld. | 280·0 | 42·1 | 17·2 | London<br>British | T.3Cy.12",21"&34"–27"<br>124NHP<br>Farnham,Boyd&CoLd.Shi | |
| 20841 | Kiang yu | SteelPad<br>*1Dk&2Hurdks* | 3098<br>—<br>2270 | | | | | 1883 | A.&J. Inglis<br>Glasgow | ChinaMerchants' Stm.Nav.Co. | 300·0 | 42·0 | 13·4<br>29·9 | Shanghai<br>Chinese | C.2Cy.40"&75"–96"<br>459NHP<br>A.&J.Inglis,Glasgow | |
| 20842 | Kiang yung | IronPad<br>*1Dk&2Hurdks* | —<br>—<br>1451 | | | | | 1876 | A.&J. Inglis<br>Glasgow | ChinaMerchants' Stm.Nav.Co. | 300·0<br>len- | 40·2 | 12·7 | Shanghai<br>Chinese | C.2Cy.38"&69¼"–84"<br>366NHP<br>A.&J.Inglis,Glasgow | |
| 20843 | Kiangping<br>*Well deck* | SteelSc3MstSr<br>(exRosario) | *1862*<br>*1403*<br>*1222* | | | ... | | 1883 | Earle'sCo. Ld.<br>Hull | Tungkee&Co. | 275·3<br>P176'F29t | 34·3 | 19·2 | Shanghai<br>Chinese | T.3Cy.20½",33"&58"–36"<br>202NHP<br>Earle'sCo.Ld.Hull | 21 |
| 20844<br>146157<br>KJWS | ~~Kiangso~~Kiangsu<br>*Elec.light* | SteelSc<br>*Fitted for oil fuel*<br>*2Dks* | 2661<br>2237<br>1555 | | | | | 1921 | Caledon S.B.&E.CoLd<br>Dundee | ~~J.Swire&Sons,Ld.~~<br>ChinaNav.Co.Ld. | 310·0<br>P&B187'F42' | ~~44·1~~<br>44·2 | ~~20·8~~<br>20·9 | London<br>British<br>*WB* | 2SteamTurbinesgearedto 1ScShaft<br>Scots'SB&Eng.Co.Ld,Grk. | |
| 20845<br>19221<br>NBVC | Kibi Maru | SteelScSr<br>*1Dk* | 1177<br>1109<br>802 | | | | | 1916 | Harima S.B.Co.Ld.<br>Harima | TakutsujiYeitaro | 223·0<br>P21'B43'F32' | 33·0 | 17·9 | Amagasaki<br>Japanese<br>*WB* | T.3Cy.14½",24⁵⁄₁₆"&40"–30"<br>B*made*08*refitted*16 88NHP<br>T.Okamoto,Osaka | |
| 20846<br>19753<br>NFKT | Kibi Maru No. 2 | SteelSc | 999<br>—<br>678 | | | | | 1916 | .................. | S.Yoshida | 215·0 | 21·0 | 17·5 | Amagasaki<br>Japanese | | |
| 20847<br>24286<br>RHQM | Kibi Maru No. 6<br>*Elec.light* Wireless | SteelSc | 3293<br>2747<br>2041 | | | | | 1918 | Bingo Dck. Co.<br>Bingo | ToyosakiKisen KabushikiKaisha | 305·0 | 44·5 | 27·3 | Mitsu-nosho<br>Japanese | T.3Cy.22",37"&61"–42"<br>E*made*98*refitted*18 241NHP<br>KobeSteelWorks,Kobe | |
| 20848<br>24178<br>RJKH | Kibi Maru No. 11 | SteelSc | 1351<br>—<br>769 | | | | | 1918 | .................. | ToyosakiKisen KabushikiKaisha | 220·0 | 32·5 | 21·0 | Nishitonda<br>Japanese | | |
| 20849<br>Wrecked1,21<br>[illegible]<br>RLVP | Kibi Maru No. 12 | SteelSc | 1351<br>—<br>773 | | | | | 1918 | .................. | ToyosakiKisen KabushikiKaisha | 220·0 | 32·5 | 21·0 | Sakai<br>Japanese | | |
| 20850<br>25009<br>RMPO | Kibi Maru No. 15<br>*Elec.light* | SteelSc<br>(exTokoMaru)<br>*2Dks* | 2845<br>—<br>1757 | | | | | 1919 | Yokohama DockCo.<br>Yokohama | ToyosakiKisen KabushikiKaisha | 310·0<br>P25'B98'F33' | 43·0 | 26·0 | Yokohama<br>Japanese<br>*WB* | T.3Cy.22",37"&61"–42"<br>241NHP<br>YokohamaDockCo.Yka. | |
| 20851<br>10410<br>JMQF | Kichirin Maru<br>(exGirin,exBlairmount) | Steel&IronScSr<br>*ss*Nag.No.3–3,02<br>*1Dk(Irn)&*<br>*Web framesBeamsIrn* | 1484<br>1025<br>889 | ✠<br>*ptAwngdk*<br>*withfreeboard*<br>3,02<br>✠ | Nag | *o* | | 1889<br>6mo | Sunderlnd S.B.Co.Ld.<br>Sunderland | JapaneseGovt. (Dept.ofAgriculture&Commerce) | 242·7<br>P29'Q53' | 33·2 | 15·1<br>BK7" | Yawata<br>Japanese<br>*WB* | T.3Cy.18½",30"&49"–33"<br>138NHP<br>N.E.MarineEng.Co.LdSld. | 17 |
| 20852<br>216701<br>LMHW | Kickapoo<br>*Elec.light* | WoodTwinSc<br>*2Dks* | 3002<br>—<br>1723 | | | | | 1918 | Kruse& Banks<br>NorthBendOr | UnitedStates ShippingBoard | 275·2<br>B144'F24' | 46·0 | 24·2 | Marshfield<br>Utd.States | T.3Cy.15½",26"&44"–26"<br>197NHP<br>MainIronWrks.S.Frncisco | |
| 20853<br>15866<br>MGTW | Kidan Maru | SteelScSp<br>*2Dks* | 305<br>278<br>173 | | | | | 1913 | OsakaIron Works<br>Osaka | OsakaShosen KabushikiKaisha | 135·2 | 22·3 | 13·2 | Osaka<br>Japanese | C2Cy14¾"&30½"–21" 35NHP<br>E&B*made*05*refitted*13<br>K.Nakajima,Osaka | |
| 20854<br>142858<br>KDVG | Kidderpore<br>*Elec.light* Wireless | SteelScSr<br>*2Dks(Stl)* | 5334<br>4819<br>3263 | ✠100A1<br>~~2,20~~ 4,22<br>✠LMC2,20 | Nwc<br>~~Kob~~Bom | *y* | CL | 1920<br>2mo<br>*Lloyd's*A&CP | Swan,Hunter&Wigham Richardson, Ld Newcastle | P.&O.Stm.Nav.Co.<br>*CellDB* | 400·4<br>P49'B113'F40'<br>345' 1025*t* *FPT*130*t* | 52·4 | 28·4<br>FK | Newcastle<br>British<br>*7BHptCem*<br>*APT*204*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS189,HS7668 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 31<br>6<br>25 |
| 20855<br>22925<br>NWQG | Kido Maru No. 1 | WoodAuxScSr | 171<br>—<br>87 | | | | | 1918 | .................. | AwaDenkiKido KabushikiKaisha | 97·1 | 22·5 | 10·8 | Muya<br>Japanese | | |
| 20856<br>24750<br>RKNM | Kido Maru No. 5 | WoodAuxScSr | 109<br>—<br>57 | | | | | 1918 | .................. | AwaDenkiKido KabushikiKaisha | 91·0 | 20·0 | 8·3 | Muya<br>Japanese | | |
| 20857<br>124712 | Kidwelly Castle | SteelScK<br>*ss*Sws.No.3–3,19<br>*1Dk* | 259<br>222<br>100 | ✠100A1<br>*StmTrawler*<br>9,21 ~~6,20~~<br>~~BS6,20~~ | Sws<br>Gms<br>BS9,21<br>✠LMC5,19 | *y* | CL<br>2,19 | 1907<br>4mo<br>*Lloyd's*A&CP | W.Walker<br>Maryport | ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (JDMarsden, *Mgr*) | 120·0<br>Q67'F19' | 22·0 | 11·7<br>BK7½" | Swansea<br>British<br>*3BHCem* | T.3Cy.12½",20"&34"–24" (*s*)<br>180lb 54RHP<br>1SB,2*pf*,GS38,HS1423<br>MacColl&Pollock,Ld.Sld. | 12 |
| 20858 | Kiel<br>*Elec.light* | SteelSc<br>*1Dk* | 113<br>89<br>10 | | | | | 1907 | Stocks& Kolbe<br>Kiel | Hafenrundfahrt Akt.Ges. | 85·4 | 21·4 | 8·6 | Kiel<br>German | C.2Cy.12½"&22½"–15¾"<br>17NHP<br>Steen&Kaufmann,Elmshn | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage Gross. / Under deck. / Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired, Equipment Letter. | Date when tail shaft last seen. | Built. When. Ship. Engines | By Whom. Where. | Owners. | Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. | Moulded depth. Freeboard amidships. Corresponding draught. ft. in. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20859<br>113065 | **Kielder Castle** SteelScK (*Trawler*)<br>1*Dk* | 129<br>115<br>50 | | | ... | | 1900 | Cleland's G.Dck.&Slip-wayCo.Ld<br>Newcastle | GarthSteam TrawlingCo.Ld. (J.A.Taylor,*Mgr.*) | 96·7<br>Q25'<br>BK7½" | 19·4 | 10·4 | Fleetwood<br>British | C.2Cy.16"&34"-22"<br>50RHP<br>TweedyBros.N.Shields | 11 ″ 0 |
| 20860<br>1107<br>LRBJ | **Kiev** SteelPad<br>Wireless 1*Dk* | 580<br>—<br>377 | | | | | 1892 | Stablimnto Tecnico<br>Trieste | Azoff-BlackSea S.S.Co. | 203·3 | 27·0 | 11·2 | Rostoff<br>Russian | C.2Cy.26½"&47"-50"<br>130NHP<br>StabilimentoTecnico,Tri. | |
| 20861<br>NSVL | **Kiew** SteelScSr<br>*Well deck* Wireless 2*Dks* | 1115<br>796<br>690 | | | | | 1881 | Burmeister &Wain<br>Copenhagen | GermanGovern-ment | 236·6<br>P154'B29*t*F33' | 30·1 | 14·9 | German<br>*WB* | C.4Cy.24"&48"-32"<br>217NH<br>Burmeister&Wain,Cpn. | |
| 20862<br>23665<br>RFBP | **Kifuku Maru** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>Wireless | 5853<br>5585<br>4259 | ✠100A1 *Awng dk withfreeboard* ~~5,21~~ ~~9,20~~ 3,21<br>✠LMC9,20 | Kob<br>~~Bal~~ Msl | *y* | 8,21 | 1918<br>11mo | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>A&CP | KawasakiDkyd. Co.Ld.<br>*Colli* | 385·0<br>FK<br>*sion BH to Awng dk*<br>*CellDB* 334' 1118*t* *FPT*126*t* | 51·0 | 36·0 | Kobe<br>Japanese<br>*Cem*<br>5*BH to Udk*<br>*APT*93*t* | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 440NH<br>2SB&1AuxSB,8*cf*,GS154, HS5741 FD<br>KawasakiDkydCoLdKobe | 36 ″ 0<br>s 9 ″ 3½<br>27 ″ 1 |
| 20863<br>22575<br>NVFW | **Kifune Maru** SteelSc | 1614<br>—<br>954 | | | | | 1918 | ........................ | Kusakabe KabushikiKaisha | 240·0 | 36·1 | 20·9 | Kobe<br>Japanese | | |
| 20864<br>24164<br>RHFL | **Kifune Maru No. 3** SteelScSr<br>*Elec.light* 2*Dks* | 1614<br>1333<br>1140 | | | | | 1918 | Fujinagata Zosensho<br>Osaka | Kusakabe KabushikiKaisha | 240·0<br>P25'B54'F25' | 36·0 | 20·8 | Kobe<br>Japanese<br>*WB* | T3Cy14$\frac{31}{32}$",24$\frac{11}{16}$"&40$\frac{13}{32}$"-27'<br>85NHP | |
| 20865<br>24718<br>RLVH | **Kifune Maru No. 5** SteelSc | 1617<br>—<br>1145 | | | | | 1918 | ........................ | Kusakabe KabushikiKaisha | 240·0 | 36·0 | 20·9 | Minami-tonda<br>Japanese | | |
| 20866<br>21554<br>NQBK | **Kifunezan Maru No. 2** SteelSc<br>*Elec.light* 2*Dks*(*Stl*) | 3205<br>2675<br>1944 | ✠100A1 4,21 ~~1,21~~<br>✠LMC~~2,19~~ 4,21 | Bry<br>Kob | *u* | CL<br>~~8,19~~<br>4,21 | 1918<br>1mo | OsakaIron Works,Ld.<br>Osaka<br>A&CP | KokusaiKisen KabushikiKaisha<br>*CellD* | 305·0<br>P25'B94'F33'<br>FK<br>*B*263' 605*t* *FPT*59*t* | 43·7 | 27·2 | Nagasaki<br>Japanese<br>5*BHCem*<br>*APT*56' | T.3Cy.22",37"&61"-42" (*s*)<br>180lb 280NHP<br>2SB,6*cf*,GS90,HS3652<br>OsakaIronWrks.Ld.Osaka | 27 ″ 8<br>s 4 ″ 4<br>23 ″ 3 |
| 20867<br>25081<br>RMBC | **Kiho Maru** SteelSc | 1246<br>—<br>713 | | | | | 1918 | ........................ | KabushikiKaisha HaraZosenTek-kosho | 220·0 | 33·0 | 18·7 | Yokosuka<br>Japanese | | |
| 20868<br>22654<br>NVMQ | — WoodSc | 407<br>—<br>229 | | | | | 1918 | ........................ | ShoshoYoko KabushikiKaisha | 147·1 | 26·7 | 14·1 | Kobe<br>Japanese | | |
| 20869<br>17383<br>MPCR | **Kiku Maru** SteelScSr<br>*ss*Kob.2ndNo.3-11,19<br>(*ex*Cromwell) 1*Dk*(*Stl*)2*tr B*&*Web frames*&*ptAwng dk*(*Irn*) | 3125<br>2300<br>1959 | ✠100A1 *ptAwng dk withfreeboard* 10,21 ~~11,19~~<br>✠LMC~~11,19~~ 10,21 | Kob | *u* | ~~11,19~~<br>10,21 | 1894<br>11mo | JLThomp-son&Sons,Ld<br>Sunderland<br>A&CP | KobeShosenKabu-shikiKaisha<br>*WB* | 312·0<br>P23'Q88'<br>*ptAwng dk*201' FK<br>= *CellDBa*90'*f*130' | 43·0 | 21·1 | Higashi-tonda<br>Japanese<br>6*BHCem*<br>528*t* *APT*29*t* | T.3Cy.23½",38"&62"-42" (*s*)<br>160lb *100lb* NDB11 263NHP<br>2SB,6*pf*,GS104,HS4150<br>J.Dickinson,Sunderland | 23 ″ 8<br>s 8 ″ 0½<br>22 ″ 6 |
| 20870<br>22483<br>NTVL | — WoodAuxScSr | 300<br>—<br>212 | | | | | 1918 | ........................ | HokuyoShosen KabushikiKaisha | 141·1 | 25·8 | 14·0 | Nanao<br>Japanese | | |
| 20871<br>11734<br>LFPS | **Kikusui Maru** SteelScSr<br>2*Dks* | 337<br>—<br>203 | | | | | 1908 | I.Amaga-saki<br>Osaka | I.Amagasaki | 147·0 | 19·6 | 14·5 | Osaka<br>Japanese | C.2Cy.16¼"&32¼"-22"<br>*Emade*95—*fitted*08 41NHP | |
| 20872<br>62<br>KBHD | **Kikyu Maru** WoodAuxScSr | 119<br>—<br>61 | | | | | 1918 | ........................ | KabushikiKaisha UnsenShokai | 90·6 | 18·2 | 9·0 | Kiirun<br>Formosa<br>Japanese | | |
| 20873<br>209401<br>LOGD | **Kilauea** SteelScSr<br>*Elec.light* | 1338<br>929<br>806 | | | | | 1911 | UnionIron Works<br>SanFrancisco | InterIslandSteam Nav.Co.Ld. | 240·6 | 36·1 | 17·0 | Honolulu<br>Utd.States | T.4Cy.25",41"&(2)48"-30"<br>253NH<br>UnionIronWorksS.Frisco. | |
| 20874<br>135145<br>HWSJ | **Kilcloher** SteelSc<br>*ss*Liv.No.2-21<br>(*ex*ChannelQueen) 1*Dk*(*Stl*)<br>*Well deck* | 670<br>438<br>327 | ✠100A1 3,22 ~~1,21~~<br>✠LMC1,21<br>BS2,22 | Liv | *i* | ~~7,20~~<br>N2,22 | 1912<br>10mo | GooleS.B. &RepgCo.Ld.<br>Goole<br>*Lloyd's* A&CP | LimerickS.S.Co. Ld.<br>*C* | 175·0<br>P19'Q33'B51'F26'<br>BK7"<br>*ellDBa* 29' 28*t* *FPT* | 27·9 | 12·4 | Limerick<br>British<br>4*BHCem*<br>42*t* *APT*30*t* | T.3Cy.15",25"&40"-27" (*s*)<br>180lb *100lb* 82RHP<br>1SB,3*cf*,GS60,HS1952<br>Earle'sCo.Ld.Hull | 13 ″ 5<br>s ″ 7½<br>13 ″ 6 |
| 20875<br>139886 | **Kildalkey** SteelSc<br>1*Dk*(*Stl*) | 624<br>495<br>271 | ✠100A1 8,20<br>LMC7,18<br>*Carrying whale oil in bulk* | Shl | | CL<br>8,20 | 1918<br>7mo | Cochrane &Sons,Ld.<br>Selby<br>*Lloyd's* A&CP | Irvin&Johnson,Ld | 175·3<br>FK<br>*CellDBuE*26'20*t* | 30·0 | 15·8 | N.Shields<br>British<br>9*BHptCem*<br>*FPT*12*t* | T.3Cy.16",26"&44"-26" (*s*)<br>200lb 94RHP<br>NB18*refitted*20<br>1SB,3*cf*,GS51,HS1825 FD<br>C.D.Holmes&Co.Ld.Hull | 16 ″ 6<br>s 1 ″ 10<br>14 ″ 11 |
| 20876<br>112615<br>RJTP | **Kildonan Castle** SteelTwinSc<br>Wireless *ss*Pts.2ndNo 3-1,22 3MstSr<br>*Elec.light* Sub.Sig. ~~*ss*Sou.No.3-5,11~~<br>*Ref.Mchy.* 3*Dks*(2*Stl*-ws&*UStl*teaks)<br>&*Webframes Orlop dk in Nos.*1&2*holds* | ~~9692~~<br>~~7661~~<br>~~5130~~<br>9688<br>7661<br>4987 | ✠100A1 1,22 ~~4,14~~<br>~~Examined3,20~~<br>✠LMC~~3,10~~ 1,22 | Sou<br>Pts | *f*† | CL<br>~~88,16~~<br>~~PN11,18~~<br>1,22 | 1899<br>10mo | Fairfield Co.Ld.<br>Glasgow<br>*Lloyd's* A&CP | TheUnion-Castle MailS.S.Co.Ld.<br>*WB* = *Cell* | 515·3<br>P36'F100'<br>*Promenade dk*261'<br>FK&BK3½"<br>*D Ba* 81'*uE*&*B*203' | 59·2 | 34·7 | London<br>British<br>10*BHCem*<br>*f*146'1643*t* | Q.8Cy.28",39¾",57½"&83½"-60" 210lb (*o*) 1663NH<br>4D&2SB40*cf*,GS880HS33187<br>FairfieldCo.Ld.Glasgow | 38 ″ 9 |
| 20877<br>139893<br>KHFL | **Kilfenora** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 610<br>491<br>274 | 100A1 11,20<br>LMC11,20<br>✠NB7,18*refitted*20<br>*Carrying whale oil in bulk* | Shl | | CL<br>11,20 | 1918<br>1mo | Smith's DockCo.Ld.<br>Middlesbro'<br>*Lloyd's* A&CP | Irvin&Johnson, Ld. | 174·8<br>B53'<br>FK<br>*CellDBuE*26'20*t* | 30·0 | 15·7 | N.Shields<br>British<br>9*BHCem*<br>*FPT*12*t* | T.3Cy.16",22"&44"-26" (*s*)<br>200lb 94RHP<br>1SB,3*cf*,GS51,HS1832 FD<br>Smith'sDockCo.Ld.Mdb. | 16 ″ 7<br>s 1 ″ 10<br>15 ″ 0 |
| 20878<br>144293 | **Kilgerran Castle** SteelScK<br>*ss*Gms.No.1-20<br>(*ex*DanielHenley) 1*Dk* | 276<br>246<br>107 | ✠100A1 *StmTrawler* ~~6,21~~ ~~9,20~~ 1,22<br>✠LMC9,20 | Gms<br>Sws | | CL<br>9,20 | 1917<br>3mo | Smith's DockCo.Ld.<br>Middlesbro'<br>*Lloyd's* A&CP | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*) | 125·5<br>Q72'F21'<br>BK7½" | 23·4 | 12·8 | Swansea<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 87NHP<br>1SB,3*pf*,GS50,HS1616<br>Smith'sDkCoLdMddlsbro' | 13 ″ 6 |
| 20879<br>HQNK | **Kilikia** IronSc3MstSr<br>1*Dk*&<br>(*ex*ElisaAnna,*ex*Cordova) *Awngdk*3*trB* | 1435<br>1425<br>782 | | | | | 1864 | Malcom-sonBros.<br>Waterford | G.B.Mavroleon | 246·0<br>H10*t* | 30·2 | 17·0<br>23·6 | Piræus<br>Greek | C.2Cy.30"&56"-36"<br>NE74NB90 157NHP<br>J.Jones&Sons,Liverpool | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux. | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20880<br>143958<br>KGNB | **Kilindini** SteelScK<br>(exGriffithGriffith) 1Dk(Stl)<br>Elec.light | 296<br>249<br>129 | ✠100A1<br>9,21 ~~8,20~~<br>✠LMC5,19 | Hul<br>Bom | | CL | 1919<br>2mo<br>Lloyd | Cook,Wel-t'n&Gemmell<br>Ld. Beverley<br>'sA&CP | A.M.Jeevanjee | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | Bombay<br>~~London~~<br>British<br>3BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 86RHP<br>1SB,3pf,GS49,HS1590<br>Amos&Smith,Ld.Hull |
| 20881<br>125222 | **Killara** WoodSc<br>Screws fore and aft<br>1Dk | 309<br>301<br>210 | | | | | 1909 | D.Drake<br>Sydney,<br>N.S.W. | SydneyFerries,Ld. | 131·2 | 36·9 | 10·7 | SydnyNSW<br>British | T.3Cy.13",21"&34"–21"<br>56RHP<br>Mort'sDk.&E.Co.Ld.Syd. |
| 20882<br>215079<br>LNDK | **Killarney** WoodAuxScSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 153<br>143<br>80 | | | | | 1917 | A.D.Story<br>Essex,Mass. | Gorton-Pew<br>VesselsCompany | 108·3<br>F41' | 23·8 | 10·8 | GlostrMas<br>Utd.States | Oil Engines 4S.C.SA<br>6Cy.9"–12½" 51NHP<br>NewLondonShip&Engine Company,Groton,Conn. |
| 20883<br>133460 | **Killdeer** SteelScK<br>Sunk by collision 11.19<br>(Trawler)<br>1Dk | 192<br>189<br>73 | | | ... | | 1913 | GooleS.B.<br>&RepgCo.Ld.<br>Goole | KelsallBros.&<br>Beeching,Ld.<br>(JohnSlater, Mgr) | 110·0 | 21·6 | 12·0<br>BK7½" | Hull<br>British | T.3Cy.12",21"&33"–21"<br>55RHP<br>Earle'sCo.Ld.Hull |
| 20884<br>143968<br>KHMV | **Killerig** SteelSc<br>1Dk | 524<br>493<br>197 | | | | | 1918 | Smith's<br>DockCo.Ld.<br>Middlesbro' | Lindsay,Swan,<br>Hunter,Ld. | 172·2 | 30·0 | 15·7 | Swansea<br>British<br>WB | T.3Cy.16",26"&44"–26"<br>99NHP<br>N.E.MarineEng.CoLdNw |
| 20885<br>132130<br>HVPT | **Killingholme** SteelPad<br>(Ferry)<br>Elec.light 1Dk | 508<br>355<br>217 | | | | | 1912 | Earle'sCo.<br>Ld.<br>Hull | GreatCentralRly. | 195·0 | 31·1 | 8·7 | Grimsby<br>British<br>WB | C.D.2Cy.25"&48"–45"<br>98RHP<br>Earle'sCo.Ld.Hull |
| 20886<br>14366 | **Kilmarnock** SteelSc<br>1Dk | 614<br>491<br>261 | | | | | 1919 | Smith's<br>DockCo.Ld<br>Middlesbro' | KyleTransportCo.<br>Ld.(A.Bicket Mgr) | 170·0 | 30·0 | 15·7 | Liverpool<br>British<br>WB | T.3Cy.16",26"&44"–26"<br>99NHP<br>Smith'sDockCo.Ld.Mdb. |
| 20887 | **Kilmore** SteelScSr<br>Elec.light 1Dk | 522<br>490<br>229 | | | | | 1920 | Smith's<br>DockCo.Ld.<br>Middlesbro' | | 170·0<br>B27'F29' | 29·8 | 16·5 | British | T.3Cy.16",26"&44"–26"<br>99NHP<br>Smith'sDockCo.Ld.Mdb. |
| 20888<br>125170 | **Kiltobranks** WoodScSr<br>1Dk | 272<br>232<br>148 | | | | | 1908 | R.Davis<br>Blackwall,<br>N.S.W. | ~~Gibson&Murdoch, Ld.~~<br>G.T.Bell | 133·7 | 28·0 | 8·8 | Melbourne<br>British | C.2Cy.16"&34"–22"<br>45RHP<br>Ross&Duncan,Glasgow |
| 20889 | **Kim Kiat** WoodScSr<br>(exDonFrancisco)<br>1Dk | 108<br>—<br>67 | | | | | 1893 | G.Fenwick<br>&Co.Ld.<br>HongKong | ChuaGocPin&Co. | 102·4 | 18·3 | 8·0 | Manila<br>Utd.States | C.2Cy.12"&24"–17"<br>NB04 20NHP<br>G.Fenwick&Co.H.Kg. |
| ※ 20890<br>113227<br>HRBV | **Kimberley** IronScK<br>ssLiv.No.3–11,19<br>1Dk | 190<br>176<br>74 | ✠100A1<br>StmTrawler<br>10,21 ~~10,20~~<br>✠NB12,12 ✠LMC10,19 | Gms<br>BS8,21 | | CL<br>10,19 | 1902<br>7mo<br>Lloyd | Cochrane&<br>Sons<br>Selby<br>'sA&CP | Taylor&Staff | 110·5<br>Q56'F19' | 21·5 | 11·2<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.11½",19½"&32"–23"(s)<br>180lb 55RHP<br>1SB,2pf,GS34,HS820<br>C.D.Holmes&Co.Hull |
| 20891<br>116111<br>JNCW | — SteelScK<br>ssHul.No.3–6,16<br>ssHul.No.1–20<br>1Dk | 181<br>171<br>71 | ✠100A1<br>Stm Trawler<br>11,20<br>BS2,22 | Hul<br>✠LMC11,20 | | CL<br>5,20 | 1902<br>12mo<br>Lloyd | Cook,Wel-t'n&Gemmell<br>Beverley<br>'sA&CP | HullSteamFishing<br>&IceCo.Ld. | 109·0<br>Q19'<br>WB=Deep tanks | 21·5 | 11·2<br>BK7" | Hull<br>British<br>4BHCem<br>f13'30t | T.3Cy.10",17"&28"–21" (s)<br>200lb 45RHP<br>1SB,2pf,GS25,HS750<br>Amos&Smith,Hull |
| 20892<br>125833 | — SteelScK<br>1Dk | 102<br>94<br>39 | | | ... | | 1907 | Hall,Rus-sell&Co.Ld.<br>Aberdeen | J.Mitchell&<br>J.Falconer (R.L.<br>Mitchell,Mgr.) | 86·6 | 18·6 | 9·1<br>BK7½" | Peterhead<br>British<br>WB | C.2Cy.13"&28"–18"<br>38RHP<br>Hall,Russell&Co.Ld.Abn. |
| 20893<br>24071<br>RGSP | **Kimi Maru** SteelScSr<br>Elec.light 2Dks(Stl)&Web frames<br>Wireless Longitudinal framing | 3194<br>2757<br>1982 | ✠100A1<br>1,22 ~~1,21~~<br>✠LMC12,18<br>6,21 | Bom<br>Kob | t | CL<br>~~12,19~~<br>1,22 | 1918<br>12mo | OsakaIron<br>Works,Ld.<br>Innoshima<br>A&CP | KobeShosen<br>KabushikiKaisha<br>Ce | 305·0<br>P19'B82'F32'<br>llDB255' 519tFPT | 43·9 | 27·3<br>FK | Kobe<br>Japanese<br>5BHCem<br>76tAPT20t | T.3Cy.22",37"&61"–42" (s)<br>180lb 288NHP<br>2SB,6cf,GS90,HS3824 FD<br>OsakaI.Wks.LdInnoshima |
| 20894<br>10296<br>LBMF | **Kimigayo Maru** SteelScSr<br>(exSwaerdecroon)<br>1Dk&Awng dk | 660<br>623<br>409 | | | | | 1891 | Maats.de<br>Maas<br>Rotterdam | I.Amagasaki | 175·9 | 26·3 | 17·1 | Osaka<br>Japanese<br>WB | T.3Cy.15⅞",24⅝"&40"–36"<br>96NHP<br>Maats.deMaas.Rotterdam |
| 20895<br>TFVK | **Kimito** SteelScSr<br>1Dk | 150<br>—<br>87 | | | | | 1899 | W.Lind-berg'sCo.<br>Stockholm | ÅboSkärgårds<br>AngbåtsAktieb.<br>(HNeberman Mgr) | 95·6<br>B42' | 21·2 | 8·6 | Åbo<br>Finnish | C.2Cy.12½"&24"–16"<br>19NHP<br>W.Lindberg'sCo.Skm. |
| 20896<br>139158 | **Kimmerol** SteelScSr<br>ssPts.No.1–22<br>Elec.light 1Dk(Stl)&Web frames<br>Mchy.Aft Longitudinal framing | 1172<br>850<br>601 | ✠100A1<br>withfreeboard<br>1,22 ~~10,16~~<br>CarryingPetr<br>Fitted for oil | Stk<br>Pts<br>✠LMC1,22<br>oleum<br>fuel10 | n<br>in<br>,16 | 1,22<br>bulk<br>F.P. a | 1916<br>10mo<br>Lloyd's<br>bove 1 | Craig,<br>Taylor&Co.<br>Ld.Stockton<br>A&CP<br>50° F. Cell | TheAdmiralty<br>Middle<br>DBuE&B36' 62tD | 210·0<br>P45'F40'<br>line Bulkhead not o<br>Tf21'162tFPT32t | 34·7 | 16·5<br>FK | London<br>British<br>13BHptCem<br>il tight<br>APT25t | T.3Cy.15",25"&40"–27" (s)<br>180lb 135NHP<br>2SB,4cf,HS2200 FD<br>Mackie&Baxter,Glasgow |
| 20897<br>22721<br>NVSR | **Kimpo Maru** WoodSc | 983<br>—<br>572 | | | | | 1918 | ................ | SasakiGyogyo<br>KisenKabushiki<br>Kaisha | 204·4 | 34·0 | 10·0 | Hakodate<br>Japanese | |
| 20898<br>218061<br>LRDF | **Kimta** WoodScSr<br>Fitted for liquid fuel<br>Elec.light 1Dk | 2556<br>—<br>1512 | | | | | 1919 | BeniciaSB<br>Corpn.<br>Benicia,Cal. | UnitedStates<br>ShippingBoard | 266·5<br>P26'B66'F29' | 46·0 | 24·1 | S.Frncisco<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP |
| 20899<br>NRQH | **Kina** SteelScSr<br>ssCpn.No.2–19<br>Elec.light 2Dks(Stl)&<br>Shelter dk(Stl–teaks)<br>Tonnage opening closed 1918 | 5973<br>4475<br>4585 | ✠100A1<br>Shelter dk<br>withfreeboard<br>7,21 ~~10,20~~<br>MS7,19 | Cpn<br>Bmn<br>✠LMC<br>~~BS11,18~~<br>BS4,21 | y | CL<br>10,20 | 1911<br>6mo<br>Lloyd | Swan Hun-ter&Wigham<br>Richardson,<br>Ld Newcastle<br>'sA&CP | D/S A/S Orient<br>WB=CellD | 385·2<br>Ba130' uE20'f152' | 53·3 | 28·1<br>FK | Copenhagn<br>Danish<br>6BHCem<br>903tFPT90t | T.3Cy.27",44"&73"–48" (r)<br>180lb 491NHP<br>4SB,12cf,GS240,HS8810<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. |
| ※ 20900<br>135727<br>JHMD | **Kinabalu** SteelScSr<br>ssSandakanNo.1–19<br>Elec.light 1Dk(Stl–ws)<br>Mchy.Aft | 429<br>303<br>196 | ✠100A1<br>11,19 | Sand-akan<br>✠LMC11,18<br>BS9,21 | g | CL<br>~~11,19~~<br>N9,21 | 1914<br>12mo<br>Lloyd | Ardrossan<br>DD&SBCoLd<br>Ardrossan<br>'sA&CP | SabahS.S.Co.Ld.<br>(Darby&Co.<br>Mgrs.) | 150·4<br>P19'F19'<br>WB=FPT18t | 26·0 | 10·6<br>FK | Ardrossan<br>British<br>3BHCem<br>APT15t | T.3Cy.13",21"&34"–24" (s)<br>180lb 59RHP<br>1SB,3pf,GS55,HS1699<br>McKie&Baxter,Glasgow |
| 20901<br>137148 | **Kinaldie** SteelScK<br>ssAbn.No.1–19<br>1Dk | 197<br>195<br>86 | ✠100A1<br>StmTrawler<br>4,22 ~~4,19~~<br>~~BS12,20~~ | Abn<br>BS4,22<br>✠LMC5,19 | | CL<br>~~4,19~~<br>4,22 | 1914<br>7mo<br>Lloyd | Hall,Rus-sell&Co.Ld.<br>Aberdeen<br>'sA&CP | G.W.&J.Leiper<br>~~(G.Leiper, Mgr.)~~<br>~~R.Irvin&Sons, Mgrs.)~~<br>(G.Leiper Mgr.) | 115·3 | 22·1 | 11·9<br>BK7½"<br>WB= | Aberdeen<br>British<br>3BHCem<br>DBf19'13t | T.3Cy.12",20"&34"–24" (r)<br>180lb 78RHP<br>1SB,3pf,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2–3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20902 | **Kinali** SteelTwinScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 531<br>314<br>223 | | | | | 1914 | J.W.<br>Klawitter<br>Danzig | Admin.deNav.<br>Ottomane | 175·5\|25·6\|11·5<br>H81'B39'F16' | Constanpl<br>Turkish<br>*WB* | T.6Cy.16½",22⅘"&37⅗"-21⅗"<br>130NHP<br>J.W.Klawitter,Danzig | | |
| 20903<br>161157<br>KQBP | **Kinau** IronScSr<br>*Elec.light* 2*Dks* | 975<br>—<br>773 | | | | | 1883 | W.Cramp<br>&Sons<br>Philadelphia | Inter-Island<br>S.N.Co.Ld. | 195·0\|33·0\|16·0 | Honolulu<br>Utd.States | C.2Cy.24"&44"-36"<br>NB02 97NHP<br>WCramp&Sons,Phildlpha | | |
| 20904<br>126828 | **Kinburn** WoodScSr<br>1*Dk* | 168<br>119<br>79 | | | | | 1910 | A.Ernst<br>MahoneBay,<br>N.S. | NorthBayS.S.Co.<br>Ld. | 104·2\|24·6\|10·5 | Lunenbrg,<br>N.S.<br>British | C.2Cy.13"&26"-18" 28RHP<br>NewBurrellJohnson<br>IronCo.Yarmouth,N.S | | |
| 20905<br>144904 | **Kincardine** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 6503<br>6264<br>4088 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>6,21 ~~12,20~~ ✠LMC7,20 | Nwc<br>NNs | *z* | CL | 1920<br>7mo<br>*Lloyd* | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>*Inter*<br>'*sA&CP* | GrindonS.S.Co.Ld.<br>(B.J.Sutherland<br>&Co.Ld.*Mgrs.*)<br>*mediate BH in fore*<br>*CellDB*364'1179*t* | 420·0\|54·0\|34·3<br>FK<br>*hold dispensed with*<br>*FPT*109*t* *APT*123*t* | Newcastle<br>British<br>*Cem*<br>1*BHto Shdk*<br>5 ,, ,, *U* ,, | T.3Cy.27",44½"&75"-54" (*s*)<br>180lb 565NHP<br>3SB,*9cf*,GS186,HS8271 FD<br>W.Doxford&Sons,Ld.Sld. | 37 ″ 0<br>s9 ″ 1<br>28 ″ 4 | |
| 20906<br>136402 | **Kinchela** WoodTwinScK<br>(*ex*Tamban)<br>*Elec.light* *Ref.Mchy.* 1*Dk* | 369<br>304<br>209 | | | | | 1914 | Morrison&<br>Sinclair<br>Sydney | MacleayRiver<br>Co.-op.Steamship<br>Co.Ld. | 145·0\|31·0\| 9·5<br>P16'B48'F26' | SydnyNSW<br>British<br>*WB* | C.4Cy.12"&24"-18"<br>48RHP<br>Campbell&Calderw'd,Psy. | | |
| 20907<br>127165 | **Kincorth** SteelScK<br>*ss*Brw.No.2-19<br>1*Dk* | 148<br>148<br>57 | ✠100A1<br>*For fishing purposes*<br>11,19<br>✠LMC11,19<br>BS11,21 | Brw | | CL<br>11,19 | 1909<br>5mo<br>*Lloyd* | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'*sA&CP* | G.W.&J.Leiper<br>~~(J.H.Irvin,*Mgr.*)~~<br>(G.Leiper*Mgr.*) | 100·6\|20·4\|10·8<br>BK7"<br>*WB* | Aberdeen<br>British<br>3*BHCem*<br>=*DBf* 16'9*t* | T.3Cy.10½",18"&31"-21" (*s*)<br>160lb 46RHP<br>1SB,*2pf*,GS29,HS1063<br>J.Abernethy&Co.Abn. | 11 ″ 6 | |
| 20908<br>PHJF | **Kinderdijk** SteelSc4MstSr<br>Wireless*ss*Rot.No 3-7,20 ~~*ss*Rot.No.1-20~~<br>(*ex*Nassau) 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in*<br>*Elec.light* *Ref.Mchy.* *No.*1*hold* | 7651<br>7244<br>4796<br>— | 100A –<br>~~5,21~~ ~~8,20~~ 1,22<br>LMC7,20<br>BS1,22 | Rot | | CL<br>6,20 | 1914 | Bremer<br>Vulkan<br>Vegesack | Nederl.-Amerik<br>Stoomv.Maats.<br>(Holland-Amerika<br>Lijn) *Cel* | 469·7\|58·2\|32·5<br>P55'B120'F56'<br>FK<br>*lDB*422'1845*tFPT*2 | Rotterdam<br>Dutch<br>8*BHCem*<br>43*tAPT*45*t* | T.3Cy32 5⁄16",52¾"&86⅝"-55⅛"<br>200lb (*s*) 696NHP<br>4SB,*12cf*,GS280,HS9200 FD<br>BremerVulkan,Vegesack | 35 ″ 0<br>s 8 ″ 5<br>26 ″ 11 | |
| 20909<br>PHJG | — SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3683<br>3403<br>2237 | ✠100A1<br>10,21 ~~2,21~~<br>LMC12,19 | Rot | *w* | CL<br>1,21 | 1919<br>12mo | WerfGusto<br>Firma A.F.<br>Smulders<br>Schiedam | Solleveld,van der<br>Meer&T.H.Van<br>Hattum'sStoomv.<br>Maats. *Cell* | 358·8\|50·3\|22·0<br>P25'B216'F34'<br>FK<br>*DB*310'933*tFPT*81 | Rottrdam<br>Dutch<br>6*BHCem*<br>*tAPT*116*t* | T.3Cy.25",41"&67"-45" (*s*)<br>180lb 340NHP<br>3SB,*9cf*,GS168,HS5418<br>WerfGusto,FirmaA.F.<br>Smulders,Schiedam | 24 ″ 6<br>s 3 ″ 3½<br>21 ″ 7 | |
| 20910<br>WLRG | — SteelSc | 1380<br>1192<br>803 | | | | | 1916 | L.Smit&<br>Zoon<br>Kinderdijk | A/S D/S Ageröen<br>(H.E.Hansen-<br>Tangen,*Mgr.*) | 238·0\|36·0\|16·8<br>P23'B62'F24' | Xiansand<br>Norwegian<br>*WB* | T.3Cy.17",29"&46"-36"<br>127NHP<br>L.Smit&Zoon,Kinderdijk | | V |
| 20911<br>139799 | **Kinellar** SteelScK<br>*ss*Abn.No.1-21<br>1*Dk* | 216<br>203<br>84 | ✠100A1<br>*StmTrawler*<br>~~11,21~~ ~~3,19~~<br>4,22<br>✠LMC5,17<br>11,21 | Abn | | CL<br>~~3,19~~<br>9,21 | 1917<br>5mo<br>*Lloyd* | A.Hall&<br>Co.Ld<br>Aberdeen<br>'*sA&CP* | Leiper&Irvin<br>~~(G.Leiper,*Mgr.*)~~<br>~~(R.Irvin&SonsLd,~~<br>~~*Mgrs.*)~~(G.Leiper *Mgr.*) | 117·5\|22·3\|11·8<br>BK7½" | Aberdeen<br>British<br>3*BHCem*<br>*DBf* 19'12*t* | T.3Cy.12",20"&34"-24" (*s*)<br>180lb 78RHP<br>1SB,*3pf*,GS46,HS1433<br>A.Hall&Co.Ld.Aberdeen | 12 ″ 9 | |
| 20912<br>216940<br>LMWP | **Kineo** WoodTwinScSr<br>*Elec.light* Wireless 2*Dks* | 2574<br>2073<br>1507 | | | | | 1918 | GMStandi-<br>ferCons.Corp.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 266·6\|46·2\|23·9<br>P27'B67'F20' | Portlnd Or<br>Utd.States | T.6Cy.15½",26"&44"-26"<br>196NHP<br>GeneralOrdnanceCo.,<br>Denver,Col. | | R |
| 20913<br>161216<br>KRPJ | — WoodSc<br>*Motor*<br>1*Dk* | 122<br>—<br>71 | | | | | 1902 | John<br>Bishot<br>Gloucester,<br>Mass. | GortonPew<br>VesselsCo. | 98·0\|24·0\|10·6 | Gloucester<br>Mass.<br>Utd.States | Motor | | |
| 20914<br>110173<br>RHON | **KinfaunsCastle** StlTwnSc3MstSr<br>*ss*Sou.No.3-5,11<br>*Elec.light* *ss*Gls.No.2-19<br>3*Dks*(2*Stl*-ws&*UStl*-teaks)<br>*Ref.Mchy.* &*Web frames,Orlop dk in*<br>Sub.Sig. Wireless *Nos.*1&2*holds* | 9656<br>7654<br>4908 | ✠100A1<br>~~12,21~~ ~~3,21~~ 5,22<br>~~BS8,20~~ ✠LMC12,19<br>BS10,21 | Sou | *f*† | CL<br>~~6,18~~<br>5,22 | 1899<br>8mo<br>*Lloyd* | Fairfield<br>Co.Ld.<br>Glasgow<br>'*sA&CP* | TheUnion-Castle<br>MailS.S.Co.Ld.<br>*WB*=*Cell* | 515·3\|59·2\|34·7<br>P113'F38'<br>FK&BK3½"<br>*Promenade dk*261'<br>*DBa*81'*uE*&*B*203' | London<br>British<br>10*BHCem*<br>*f*146'1643*t* | Q.8Cy.28",39¾",57½"&83½"-<br>60"] 210lb (*o*) 1663NHP<br>4D&2SB*40cf*GS880HS31187<br>FairfieldCo.Ld.Glasgow | 38 ″ 9 | BT<br>till<br>10,21 |
| 20915<br>144470<br>KDRF | **King Alexander** SteelTwinSc<br>(*ex*Mobile,*ex*Cleveland)<br>*Ref.Mchy.* 3*Dks*&*Shelter dk*4*trB*<br>*Elec.light* Sub.Sig. Wireless | 15746<br>13330<br>9487 | ~~Sou. 11,20~~<br>(*See footnote**) | Pir. 8,21 | — | | 1908 | Blohm&<br>Voss<br>Hamburg | ByronS.S.Co.Ld. | 588·9\|65·3\|46·7<br>B209' | London<br>British<br>*WB* | Q.8Cy29½",42 15⁄16",61 7⁄16"&86⅝"<br>-55⅛" 1098NHP<br>Blohm&Voss,Hamburg | | |
| 20916<br>137268<br>KONL | **King Alfred** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 5275<br>4796<br>3195 | ✠100A1<br>~~8,21 2,20~~ 4,22<br>✠LMC9,19 | Nwc<br>~~Cff~~ Rot | *y* | CL<br>4,22 | 1919<br>9mo<br>*Lloyd* | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>'*sA&CP* | KingLine,Ld.<br>(Philipps, Philipps<br>&Co.Ld.*Mgrs.*)<br>*CellDB* | 400·0\|52·4\|28·5<br>P49'B113'F38'<br>FK<br>340'1098*t* *FPT*133*t* | Sundrland<br>British<br>7*BHptCem*<br>*APT*204*t* | T.3Cy.27",44"&73"-48" (*s*)<br>~~150lb~~ 180lb 517NHP<br>3SB,*9cf*,GS189,HS7668 FD<br>W.Doxford&Sons,Ld.Sld. | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 20917<br>110880<br>RCVW | **King Arthur** SteelScYl<br>*ss*Gms.No.3-5,12<br>*ss*Gms.No.2-20<br>1*Dk* | 159<br>154<br>70 | ✠100A1<br>*Stm Trawler*<br>11,21 ~~4,20~~<br>✠NB5,13 ✠LMC4,20<br>BS11,21 | Gms | | CL<br>4,20 | 1899<br>5mo<br>*Lloyd* | Schofield,<br>Hagerup&<br>Doughty,Ld.<br>Grimsby<br>'*sA&CP* | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden,*Mgr.*) | 105·7\|21·1\|10·7<br>Q18'F21'<br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.11",17"&28"-20" (*s*)<br>180lb 40RHP<br>1SB,*2pf*,GS28,HS807<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 20918<br>110923<br>SHFR | **King Canute** SteelScYl<br>*ss*Gms.No.3-10,11<br>*ss*Gms.No.2-20<br>1*Dk* | 195<br>188<br>98 | ✠100A1<br>*StmTrawler*<br>2,22 ~~10,20~~<br>✠NB10,16 ✠LMC10,20 | Gms | | CL<br>10,20 | 1899<br>10mo<br>*Lloyd* | Schofield,<br>Hagerup&<br>Doughty,Ld.<br>Grimsby<br>'*sA&CP* | CanuteStmTraw-<br>lingCo.Ld.<br>(W.Smith,*Mgr.*) | 116·9\|21·1\|11·0<br>Q18'F21'<br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.11",17"&28"-20" (*s*)<br>180lb 40RHP<br>1SB,*2pf*,GS28,HS807<br>Muir&Houston,Ld.Gls. | 11 ″ 10 | |
| 20919<br>120528<br>HONG | **King City** SteelScSr<br>(*ex*Quarrydene)<br>Wireless 1*Dk*&*deep framing* | 2883<br>2722<br>1822 | | | ... | | 1905 | Bartram&<br>Sons<br>Sunderland | St.JustS.S.Co.Ld.<br>(W.R.Smith&<br>Sons,*Mgrs.*) | 331·0\|48·0\|21·5<br>P29'B190'F37'<br>FK | Bideford<br>British<br>*WB* | T.3Cy.23½",39"&64"-42"<br>291NHP<br>Blair&Co.Ld.Stockton | 24 ″ 0 | |
| 20920<br>120671<br>HFQM | **King Edward** SteelScSr<br>*ss*Cff.No.3-6,19<br>Wireless 1*Dk*(*Stl*)2*trB*&*deep framing*<br>3*Dk rule* | 4357<br>4081<br>2832 | ✠100A1<br>10,21 ~~11,20~~<br>~~BS12,18~~ ✠LMC8,18<br>MBS5,21 DBS11,20 | Mch<br>Cff | *r* | CL<br>~~6,20~~<br>N10,21 | 1906<br>2mo<br>*Lloyd* | R.Stephen-<br>son&Co.Ld.<br>Newcastle<br>'*sA&CP* *W* | KingLine,Ld.<br>(Philipps,Philipps<br>&Co.*Mgrs.*)<br>*B*=*CellDBa* 117'*u* | 355·4\|50·1\|27·6<br>P46'B98'F34'<br>FK<br>*E*23'*f*150'910*tFP*1 | London<br>British<br>6*BHCem*<br>58*tAPT*202*t* | T.3Cy.26",42½"&69½"-45"(*s*)<br>180lb *100lb* 358NHP<br>2SB,*6cf*,GS127,HS5620<br>Blair&Co.Ld.Stockton | 30 ″ 2<br>s5 ″ 10½<br>24 ″ 8 | |
| 20921<br>113963 | — SteelTrpSc<br>3*Dks* | 551<br>456<br>222 | | | | | 1901 | W.Denny<br>&Bros.<br>Dumbarton | TurbineSteamers<br>Ld.(J.Williamson<br>&Co.*Mgrs.*) | 250·5\|30·1\|10·0 | Glasgow<br>British | 3SteamTurbines<br>Parsons'Mar.S.<br>TurbineCo.Ld.Nwc. | | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued.

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20922<br>113201 | **King Edward** SteelScYl<br>ssGms.No.3-3,18<br>ssQns.No.2-19 ~~ssQns.No.1-1[illegible]~~<br>1Dk | 163<br>157<br>73 | ✠100A1<br>StmTrawler<br>~~8,21~~ ~~5,20~~ 4,22<br>✠NB11,15 ✠LMC5,19<br>BS~~4,20~~6,21 | Gms | | CL<br>~~8,19~~<br>4,22 | 1900<br>9mo<br>Lloyd | Schofield,<br>Hagerup&<br>Doughty,Ld.<br>Grimsby<br>'sA&CP | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,Mgr.) | 105·6<br>Q18'F21' | 21·1 | 10·6<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11",17"&28"-20" (s)<br>180lb 40RHP<br>1SB,2pf,GS28,HS807<br>Muir&Houston,Ld.Gls. | 11 |
| 20923<br>111083 | **King Edward VII.** SteelPadK<br>(Tug)<br>1Dk | 138<br>123<br>51 | | | | | 1901 | J.P.Renoldson&Sns.<br>SouthShields | J.Irwing | 100·0 | 19·1 | 9·2 | Sundrland<br>British | L.2Cy.25"-45"<br>50RHP<br>J.P.Rennoldsn&Sns,S.Shl | |
| 20924<br>110884 | **King Egbert** SteelScYl<br>ssGms.No.3-9,11<br>ssHul.No.2-20<br>1Dk | 159<br>154<br>66 | ✠100A1<br>StmTrawler<br>8,21 ~~4,20~~<br>✠NB11,15 ✠LMC4,20 | Hul<br>Gms<br>BS8,21 | | CL<br>N4,20 | 1899<br>5mo<br>Lloyd | Schofield,<br>Hagerup&<br>Doughty,Ld.<br>Grimsby<br>'sA&CP | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,Mgr.) | 105·7<br>Q18'F21' | 21·1 | 10·7<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11",17"&28"-20" (s)<br>180lb 40RHP<br>1SB,2pf,GS28,HS807<br>Muir&Houston,Ld.Gls. | 11 |
| 20925<br>136221<br>JHMW | **King Emperor** SteelScK<br>ssMil.No.1-19<br>Elec.light 1Dk | 246<br>227<br>96 | ✠100A1<br>StmTrawler<br>7,21 ~~3,19~~ ✠LMC<br>MS3,19 | Mil<br>Hul<br>BS~~9,20~~7,21 | | CL<br>~~3,19~~<br>7,21 | 1914<br>12mo<br>Lloyd | Dundee<br>S.B.Co.Ld.<br>Dundee<br>'sA&CP | Hull&DistrictStm TrawlingCo.Ld. (H.L.S Knell,Mgr) | 120·4<br>Q67'F19' | 22·6 | 12·4<br>BK8" | Hull<br>British<br>4BHCem | T.3Cy.12½",21"&35"-24" (s)<br>200lb 76RHP<br>1SB,3pf,GS43,HS1285<br>Lidgerwood,Ld.Glasgow | 13 |
| 20926<br>110879 | **King Erik** IronScK<br>ssGms.2ndNo.3-10,19<br>1Dk | 228<br>208<br>90 | ✠100A1<br>StmTrawler<br>5,20 ✠LMC10,19<br>✠NB10,11 BS4,21 | Gms | | CL<br>4,20 | 1899<br>4mo<br>Lloyd | Cochrane&<br>Cooper,Ld.<br>Selby<br>'sA&CP | DirectFishSuppliesLd. (G.W.P. Margarson,Mgr.) | 114·0<br>Q47'F20' | 21·6 | 12·0<br>BK7½" | Grimsby<br>British<br>5BHCem | T.3Cy.12",20"&33"-24" (s)<br>200lb 54RHP<br>1SB,2pf,GS33,HS1060<br>C.D.Holmes&Co.Hull | 12 |
| 20927<br>137026 | **King Frederik III.** SteelScK<br>ssGms.No.2-19<br>(exKongFrederik III.) 1Dk | 260<br>238<br>103 | ✠100A1<br>StmTrawler<br>4,21<br>BS8,20 ✠LMC10,19 | Gms | | CL<br>4,21 | 1909<br>8mo<br>Lloyd | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'sA&CP | DirectFishSupplies,Ld. (G.W.P. Margarson,Mgr.) | 125·3<br>Q68' | 22·1 | 11·7<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.12¼",22"&35"-21" (s)<br>200lb 76RHP<br>1SB,3pf,GS43,HS1272<br>Gt.CentrlCo-opEng.&Ship RepairingCo.Ld.Gms | 12 |
| 20928 | **King George** SteelTwinSc<br>(Bucket Hopper Dredger)<br>Elec.light 1Dk(ptStl-ptws) | 634<br>594<br>339 | ✠<br>HopperDredger<br>5,11 ✠ | Rnf | | | 1911<br>5mo | Lobnitz&<br>Co.Ld.<br>Renfrew | Government of SouthernNigeria | 170·7<br>F16' | 34·1 | 12·8<br>FK | British<br>5BHCem | T.6Cy.13",22"&34"-22"<br>137NHP<br>2SB,4cf,GS86,HS2500<br>Lobnitz&Co.Ld.Renfrew | 13 |
| 20929<br>110868 | **King Harald** IronScK<br>ssGms.No.3-8,18<br>1Dk | 227<br>208<br>93 | ✠100A1<br>StmTrawler<br>9,21 ~~8,20~~ ✠LMC8,18<br>✠NB2,12 | Bos<br>Gms<br>BS~~8,20~~9,21 | | CL<br>8,20 | 1899<br>3mo<br>Lloyd | Cochrane&<br>Cooper,Ld.<br>Selby<br>'sA&CP | DirectFishSuppliesLd. (G.W.P. Margarson,Mgr.) | 114·0<br>Q47'F20' | 21·6 | 12·0<br>BK7½" | Grimsby<br>British<br>5BHCem | T.3Cy.12",20"&32"-24" (s)<br>200lb 55RHP<br>1SB,2pf,GS33,HS1060<br>Amos&Smith,Hull | 12 |
| 20930<br>113175 | **King Henry** SteelScK<br>ssGms.No.3-5,13<br>ssGms.No.1-16<br>1Dk | 162<br>156<br>72 | ✠100A1<br>StmTrawler<br>10,19<br>✠NB4,16 ✠LMC4,16 | Gms | | CL<br>~~11,18~~<br>2,22 | 1900<br>5mo<br>Lloyd | Schofield,<br>Hagerup&<br>Doughty,Ld.<br>Grimsby<br>'sA&CP | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,Mgr.) | 105·7<br>Q18'F21' | 21·1 | 10·7<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11",17"&28"-20" (s)<br>180lb 45RHP<br>1SB,2pf,GS27,HS807<br>Muir&Houston,Ld.Gls. | 11 |
| 20931<br>128543 | **King Herring** SteelScK<br>1Dk | 100<br>92<br>37 | ✠<br>For fishing purposes<br>1,12 ✠ | Gms | | | 1909<br>10mo | CaledonS.<br>B.&E.Co.Ld.<br>Dundee | GreatYarmouth SteamTrawlers, Ld.(G.H.Hansell, Mgr.) | 87·2 | 18·5 | 9·1<br>BK6"<br>W | GtYarmth<br>British<br>3BHCem<br>B=FPT8t | C.2Cy.13"&28"-18"<br>82RHP<br>1SB,2pf,GS27,HS716<br>CaledonSB.&E.Co.Ld.Dun | 9 |
| 20932<br>123234<br>HFTM | **King Lear** SteelScK<br>ssHul.No.3-9,19<br>Cargo battens not fitted 1Dk<br>Wireless (SalvageVessel) | 309<br>260<br>134 | ✠100A1<br>11,21 ~~5,20~~<br>~~BS12,20~~ ✠LMC9,19<br>BS11,21 | Mdb<br>Cpl | | CL<br>9,19<br>11,21 | 1906<br>3mo<br>Lloyd | Earle'sCo.<br>Ld.<br>Hull<br>'sA&CP | OceanSalvageCo. Ld. (J.Wilson Potter,Mgr.) | 148·4<br>Q64'F24' | 23·0 | 11·2<br>BK9" | London<br>British<br>4BHCem | T.3Cy.14",23"&38"-27" (s)<br>185lb 96NHP<br>1SB,3pf,GS55,HS1665<br>Amos&Smith,Hull | 11<br>s 1<br>11 |
| 20933<br>118608<br>JFPC | **King Orry** SteelTwinScSr<br>ssBkn.No.2-19<br>Elec light 2Dks&Shelter dk<br>Sub.Sig. Wireless (ptStl-ws) | 1877<br>1187<br>762 | ✠ A1<br>Shelter dk with freeboard<br>~~6,21~~ ~~5,20~~ 8,21<br>~~BS5,20~~ ✠LMC6,19<br>For Service in the Irish Channel | Bkn<br>~~Grw~~<br>BS6,21 | | ~~6,19~~<br>6,21 | 1913<br>7mo<br>Lloyd | Cammell<br>Laird&Co.Ld.<br>Birkenhead<br>'sA&CP | Isle ofManSteam PacketCo.Ld.<br>WB=CellDBa48' | 300·0<br>Promenade dk 198'<br>B56' FK&BK1¼"<br>uE44'f64'216tFPT | 43·1 | 15·9 | DouglasIM<br>British<br>9BHAsp<br>26tAPT36t | 4 Steam Turbines geared to 2 screw shafts<br>170lb 100lb (r) FD HS14385<br>2DB&1SB,15cf,GS383<br>1114NHP<br>CammellLaird&Co.LdBkn | 16<br>s 3<br>14 |
| 20934<br>113186 | **King Richard** SteelScK<br>ssGms.No.3-9,13<br>ssLon.No.1-19<br>1Dk | 162<br>156<br>73 | ✠100A1<br>StmTrawler<br>3,21 ✠LMC12,19<br>✠NB12,14 BS5,21 | Gms | | CL<br>12,19 | 1900<br>6mo<br>Lloyd | Schofield,<br>Hagerup&<br>Doughty,Ld.<br>Grimsby<br>'sA&CP | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,Mgr.) | 105·5<br>Q18'F21' | 21·1 | 10·6<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11",17"&28"-20" (s)<br>180lb 45RHP<br>1SB,2pf,GS28,HS807<br>Muir&Houston,Ld.Gls. | 11 |
| 20935<br>105771<br>PDTK | **King Sing** SteelScSr<br>Elec.light 1Dk&Spar dk&Web frames | 1983<br>1740<br>1223 | | | ... | | 1895 | Hall,<br>Russell&Co.<br>Aberdeen | Indo-ChinaSteam Nav.Co.Ld. | 260·8<br>B72'F31' | 38·2 | 15·0<br>22·0<br>FK | London<br>British<br>WB | T.3Cy.22½",37"&60"-39"<br>295NHP<br>Hall,Russell&Co.Abn. | 22 |
| 20936<br>219306<br>LTWJ | **Kingfisher** SteelSc<br>(exMarignam) 1Dk<br>Elec.light Wireless | 355<br>303<br>102 | ✠100A1<br>StmTrawler<br>9,19 ✠LMC9,19 | Sav | | CL | 1919<br>9mo | Foundat'n<br>Co.<br>SavannahGa.<br>A&CP | EastCoast FisheriesCo. | 140·2<br>Q79'F26' | 25·0 | 14·6<br>BK7"<br>FPT6t | RcklndMe.<br>Utd. States<br>4BHCem<br>APT8t | T.3Cy.12¾",21½"&35"-24"<br>180lb (r) 89NHP<br>1SB,3pf,GS53,HS1700<br>JohnInglisCo.Ld.Toronto | 14<br>s 2<br>14 |
| 20937<br>161217<br>KRWC | — SteelSc<br>Elec.light (Tug)<br>1Dk | 301<br>—<br>152 | | | | | 1902 | Risdon<br>IronWorks<br>SanFrancisco | AndrewHudson | 130·0 | 24·0 | 14·5 | Galveston<br>Tex.<br>Utd. States | T.3Cy.14",22"&36"-24"<br>64NHP | |
| 20938<br>135280<br>JDNB | — SteelScSp<br>ssBly.No.1-18<br>Welldeck 1Dk(Stl)<br>Mchy.Aft | 289<br>224<br>114 | ✠100A1<br>7,21 ~~12,19~~<br>BS~~12,19~~ ✠LMC5,18<br>7,21 | Lon | e | CL<br>~~12,19~~<br>7,21 | 1913<br>10mo<br>Lloyd | G.Brown &<br>Co.<br>Greenock<br>'sA&CP | GeneralStm.Nav. Co.Ld. | 140·0<br>Q51'B11'F20' | 24·1 | 10·0<br>FK<br>WB | London<br>British<br>4BHCem<br>=FPT16t | C.2Cy.19"&42"-27" (s)<br>130lb 70RHP<br>1SB,3cf,GS69,HS2050<br>McKie&Baxter,Glasgow | 11<br>s<br>10 |
| 20939 | **Kinghorn** SteelSc<br>1Dk(Stl)&Shelter dk(Stl)<br>Elec.light Straight frames & bevelled bilge | ~~6590~~<br>6505<br>6156<br>3990 | ✠100A1<br>Shelter dk with freeboard<br>2,22 ~~9,21~~ ✠LMC9,21<br>~~(ClassContemplated)~~ | Nap | a† | CL | 1921<br>5mo<br>Lloyd | Kinghorn<br>S.B.Co.<br>Kinghorn<br>'sA&CP | D/S A/S Britannia (L.Christiansen Mgr.) | 412·3<br>F40' on Shelter dk<br>CellDBa125'uE26<br>1175'1482tDTa23 840tFPT97tAPT110t | 55·6 | 34·3<br>FK | Bergen<br>Norwegian<br>Cem<br>5BHtoShdk | 2 Steam Turbines geared to 1Sc.Shaft<br>200lb HS9636 (s) 678NHP<br>3WaterTubeBoilers FD<br>Howden&Co.Ld.Glasgow | 38<br>s 10<br>28 |
| 20940<br>137028<br>JKTL | **Kings Grey** SteelScK<br>ssGms.No.1-20<br>Elec.light 1Dk | 338<br>318<br>189 | ✠100A1<br>StmTrawler<br>1,22 ~~9,20~~<br>~~BS9,20~~ ✠LMC6,19<br>BS12,21 | Gms<br>Hul | | CL<br>~~6,19~~<br>1,22 | 1915<br>4mo<br>Lloyd | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'sA&CP | ~~Sir A.Black,Bart.~~<br>HellyerBros,Ld | 140·3<br>Q76'F23' | 25·1 | 13·0<br>BK8" | Hull<br>British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 92RHP<br>1SB,3pf,GS41,HS1557<br>C.D.Holmes&Co.Ld.Hull | 13<br>10 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20941<br>77334<br>TNMW | *Now named* "Dubrovnik," *See No.* 37053 *in Supplement*<br>**King's Lynn** IronScSr<br>*ss*Liv.3rdNo.3-10,17<br>1*Dk*(*Irn*)2*trB* | 556<br>445<br>336 | ✠100A1<br>10,20<br>✠NB11,18 ✠LMC10,17 | Bry | *i* | 10,20 | 1880<br>8mo | R.Craggs&Sons<br>Middlesbro'<br>A&CP | EirinnSteamersCo<br>W | 180·6<br>Q88'B11'F23'<br>BK7½"<br>*B=DBa* 17' *uE&B* | 25·5 | 13·9 | Glasgow<br>British<br>4*BHCem*<br>29' *f* 21' 88*t* | C.2Cy.23½"&44"-30" (*i*)<br>80lb 75RHP<br>1SB,3*cf*,GS46,HS1581<br>Blair&Co.(Lim.),Stockton | 14″10<br>s 1″4<br>14″3 | |
| 20942<br>123116 | **Kingsbridge Packet** Iron&SteelScSr<br>1*Dk*<br>*Iron plating&Stl framing* | 229<br>165<br>118 | ✠<br>1,08<br>*Coasting, Plymouth & Kingsbridge*<br>✠ | Fal | | | 1908<br>1mo | Cox&Co.<br>Falmouth | Richards(Cardiff)<br>Steamers,Ld. (W.<br>Richards,*Mgr.*) | 132·8<br>Q26'B21' len20<br>BK6½" | 19·7 | 8·8 | Salcombe<br>British<br>4*BHCem* | C.2Cy.16"&30"-21"<br>38RH<br>1SB,2*pf*,GS31,HS725<br>Cox&Co.Falmouth | 9″6 | |
| 20943<br>119954<br>WMBD | **Kingsbury** SteelScSr<br>*ss*Cff No.1-21 *ss*Cff.No.3-6,17<br>(*ex*Ilwen) 1*Dk*(*ptIrn&ptStl*)2*trB&*<br>Wireless *Web frames3Dk rule* | 4072<br>3800<br>2616 | ✠100A1<br>4,21 ~~3,21~~<br>~~BS6,20~~ ✠LMC~~6,17~~<br>12,21 | Shl<br>Cff | *w* | CL<br>~~6,20~~<br>12,21 | 1904<br>7mo<br>*Lloyd* | J.Readhead&Sons<br>SouthShields<br>'*sA&CP* | AlexanderShippingCo.Ld(Capper<br>Alexander&Co.<br>*Mgrs.*) | 355·0<br>P30'B106'F35'<br>FK<br>*CellDBa*115'*uE&B* | 48·9 | 25·7 | London<br>British<br>6*BHCem*<br>42'*f*154'995*t* | T.3Cy.25",42"&68"-45" (*s*)<br>160lb 329NHP<br>3SB,9*cf*,GS150,HS5240<br>J.Readhead&Sons,S.Shl.<br>~~*DT f* 29' 691*t*~~ *APT*132*t* | 28″5<br>s 5″4<br>23″6 | |
| 20944<br>83903<br>VPWI | **Kingsley** IronScSr<br>*ss*Sws.3rdNo.3-7,19<br>1*Dk*(*Irn*)<br>*Cargo battens not fitted* | 633<br>528<br>342 | ✠100A1<br>10,21 ~~7,19~~<br>BS1,21 ✠LMC7,19 | Sws | *j* | ~~7,19~~<br>10,21 | 1881<br>4mo<br>*Lloyd* | T.&W.Smith<br>N.Shields<br>'*sA&CP* | HarriesBros.&Co.<br>*WB=1* | 181·2<br>P29'B44'F23'<br>BK7"<br>*Ba*44' *f*66' 181*t FP* | 30·2 | 13·6 | Newcastle<br>British<br>4*BHCem*<br>*T*13*t APT*7*t* | C.2Cy.25"&48"-30" (*s*)<br>75lb *100lb* NDB11 90RH<br>1SB,3*pf*,GS48,HS1706<br>R.&W.Hawthorn,Nwc. | 14″4<br>s 1″9½<br>13″6 | |
| 20945<br>13678<br>JKFQ | **Kingsmere** SteelScSr<br>*ss*Bom.No.3-10,18<br>(*ex*Lindenfels) 1*Dk*(*Stl*)&*Spar dk*(*Stl-pt teak s*)&*deep framing*<br>*Elec.light*<br>*Carrying oil fuel F.P.above* 150°F.*in DB &'tween deck tanks*<br>Wireless | 5476<br>5225<br>3525 | ✠100A1<br>*Spar dk*<br>4,22 ~~10,20~~ ✠LMC<br>MS6,17 ~~BS10,20~~<br>BS1,22 | Gls<br>Bom | *a*† | CL<br>2,20 | 1906<br>12mo<br>*Lloyd* | Swan,Hunter&Wigham<br>Richardson,<br>LdNewcastle<br>*sA&CP* | Secretary of State<br>forIndia inCouncil<br>(Director,India<br>OfficeShipping,*Mgr.*)<br>*WB=CellDBa*<br>*f*186'1100*t Tween* | 421·9<br>P61'B123'F46' 28·4<br>FK&BK2½"<br>138'*uE*25'<br>*dk tanks a* 46'470*t f* | 55·3 | 20·3 | London<br>British<br>6*BHonly Cem*<br>42'480*t FPT* | Q.4Cy.24",34",51"&74"-54"<br>213lb *120lb* (*r*) 528NHP<br>3SB,9*cf*,GS168,HS7014 FD<br>Swan,Hunter&Wigham Richardson,Ld.Nwc<br>65*t* | 31″2<br>s 6″7¼<br>25″1 | |
| 20946<br>111654 | **Kingston** SteelPad<br>Wireless 1*Dk* | 2925<br>1609<br>1909 | | | | | 1901 | Bertram E.W.Co.Ld<br>Toronto | Canada Steamship<br>LinesLd. | 288·0 | 36·2 | 13·3 | Toronto<br>British | T.3Cy.28",44"&74"-72"<br>461NHP<br>BertramE.W.Co.Ld.Trnto | | |
| 20947<br>157607 | — WoodSc<br>(*ex*Defiance) | 171<br>—<br>116 | | | | | 1901 | ..................<br>TacomaWash | PugetSoundNav.<br>Co.(J.Green,<br>*Mgr.*) | 93·0 | 24·5 | 6·7 | Seattle<br>Utd.States | | | |
| 20948<br>108442 | — SteelScYl<br>*ss*Liv.2ndNo.3-10,19 ~~*ss*Gms.No.3-7,09~~<br>~~*ss*Liv.No.2-19~~<br>1*Dk* | 161<br>148<br>63 | ✠100A1<br>*StmTrawler*<br>2,22 ~~1,21~~<br>✠NB9,14 ✠LMC10,19<br>BS~~1,21~~ 2,22 | Gms | | CL<br>~~10,19~~<br>2,22 | 1897<br>1mo | Mackie&Thomson<br>Glasgow<br>A&CP | ~~ConsolidatedStm.Fishing&IceCo.(Gms.)Ld. (J.D.Marsden,*Mgr.*)~~<br>T.W.Mason | 104·2<br>Q17'F19'<br>Dpts&F09 BK7½" | 20·5 | 10·7 | Grimsby<br>British<br>4*BHCem* | T.3Cy.10",16"&27½"-20" (*s*)<br>180lb 45RHP<br>1SB,2*pf*,GS26,HS656<br>Muir&Houston(Lim.),Gls. | 11″7 | |
| 20949<br>12886<br>HRFK | **Kingstown** SteelSc3MstSr<br>*ss*Cff.No.2-19<br>*Mchy.Aft* 1*Dk*(*ptIrn ptStl*)<br>*Welldeck* | 628<br>434<br>237 | ✠100A1<br>4,21<br>~~BS5,20~~ ✠LMC6,19<br>BS4,21 | Npt | *j* | CL<br>3,20 | 1910<br>5mo<br>*Lloyd* | Ramage&Ferguson,Ld.<br>Leith<br>'*sA&CP* | HiberniaS.S.Co.<br>Ld. (J.Weatherill<br>&Sons,*Mgrs.*)<br>*WB=CellD* | 181·0<br>Q103'B11'F32'<br>FK<br>*B/* 99' 160*t FPT*66*t* | 27·7 | 10·8 | Dublin<br>British<br>3*BHCem*<br>*APT*39*t* | T.3Cy.15",25"&40"-30" (*s*)<br>180lb *100lb* 81RHP<br>1SB,3*cf*,GS62,HS2045<br>Ramage&Fergusn,Ld.Lth. | 13″6<br>s ″7½<br>13″1 | |
| 20950<br>12293 | **Kingsway** SteelScK<br>*ss*Flt.No.1-09<br>1*Dk* | 247<br>217<br>100 | ✠<br>*StmTrawler*<br>8,15<br>✠NB06 | Flt | | | 1906<br>4mo | LythamS.B.&E.Co.Ld.<br>Lytham | CanadianFishing<br>Co.Ld. | 125·9<br>Q67'F18'<br>BK7½" | 22·1 | 11·6 | Vancouver<br>British<br>3*BHCem* | T.3Cy.12",20"&33½"-22"<br>NE00 *refitted*06 55RHP<br>1SB,2*pf*,GS40,HS1400<br>W.Beardmore&Co.Ld.Gls. | 12″6 | |
| 20951<br>118940<br>HFWP | — SteelScK<br>*ss*Gms.No.3-5,19<br>1*Dk* | 211<br>194<br>83 | ✠100A1<br>*Stm Trawler*<br>7,21 ~~2,20~~ BS7,21<br>~~BS2,20~~ ✠LMC5,19 | Gms | | CL<br>~~5,19~~<br>7,21 | 1905<br>1mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Beverley<br>'*sA&CP* | StrandStm.<br>FishingCo.Ld.<br>(H.C.Baker,*Mgr.*) | 115·4<br>Q58'F19'<br>BK7" | 21·6 | 11·5 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>180lb 65RHP<br>1SB,2*pf*,GS32,HS1050<br>Amos&Smith,Hull | 12″3 | |
| 20952<br>124617<br>HNWJ | **Kingswear** SteelScSr<br>*ss*Sws No.3-8,21 ~~*ss*Lth.No.2-18~~<br>*Elec.light* 1*Dk*(*ptIrnptStl*)&*deep*<br>*Mchy.Aft framing*<br>*Cargo battens not fitted* | 1457<br>1220<br>828 | ✠100A1<br>8,21 ~~1,21~~<br>~~BS1,20~~ ✠LMC~~10,18~~<br>BS4,21 MS8,21 | Bry<br>Sws | *p* | CL<br>~~2,20~~<br>8,21 | 1909<br>4mo<br>*Lloyd* | WoodSkinner&Co.Ld.<br>Newcastle<br>'*sA&CP*<br>*WB=Cell* | King&Co.(Cardiff)<br>Ld.(H.O.King,<br>*Mgr.*)<br>*DBuE&B*36'52*t f* | 245·3<br>P71'B12'F22'<br>FK<br>168' 414*t FPT* 135*t* | 36·5 | 16·6 | Drtmouth<br>British<br>4*BHCem*<br>*APT*63*t* | T.3Cy.19",31"&51"-36" (*s*)<br>180lb 185NHP<br>2SB,6*cf*,GS92,HS3064<br>N.E.MarineEng.CoLdNwc | 18″10<br>s 2″6<br>16″7 | |
| 20953<br>104337<br>NKPD | **Kini** SteelScSr<br>(*ex*Ella)<br>*Welldeck* 1*Dk*2*trb* | 1122<br>842<br>702 | | | ... | | 1894 | Short Bros.<br>Sunderland | UnionS.S.Co.of<br>NewZealand,Ld. | 218·2<br>P24'Q50'B46'F23'<br>FK | 33·1 | 13·7 | Dunedin<br>British<br>*WB* | T.3Cy.17½",29"&47"-33"<br>130NHP<br>J.Dickinson.Sunderland | 16″0 | |
| 20954<br>25681<br>RPLS | **Kinjo Maru** SteelSc | 1410<br>—<br>951 | | | | | 1919 | .................. | ToyoKogyo<br>Kabushiki Kaisha | 227·2 | 34·0 | 20·4 | Nagoya<br>Japanese | | | |
| 20955<br>23261<br>RCFG | — WoodAuxScSr | 199<br>—<br>112 | | | | | 1918 | .................. | HashimotoKyushiro | 111·6 | 21·4 | 11·2 | Hakodate<br>Japanese | | | |
| 20956<br>23274<br>ROFQ | **Kinjo Maru No. 2** WoodAuxScSr | 198<br>—<br>113 | | | | | 1918 | .................. | NagataTaro | 111·5 | 22·5 | 10·8 | Hakodate<br>Japanese | | | |
| 20957<br>455<br>POTD | **Kinkai Maru** WoodSc | 217<br>—<br>124 | | | | | 1916 | .................. | ChosenYusen<br>KabushikiKaisha | 117·7 | 18·4 | 13·5 | Jinsen<br>Japanese | | | |
| 20958<br>14164<br>LQPG | **Kinkasan Maru** SteelScSr<br>*ss*Kob.No.2-20<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>*Cantilever framed topside tanks* | 4971<br>4535<br>2613 | ✠100A1<br>~~4,21~~ 2,20 ✠LMC~~2,20~~<br>12,21 12,21<br>~~BS6,21~~ | Kob<br>~~Cff~~ | *y* | CL<br>~~2,20~~<br>12,21 | 1911<br>7mo<br>*Lloyd* | Sir Raylton<br>Dixon&CoLd<br>Middlesbro'<br>'*sA&CP* | MitsuiBussan<br>Kaisha,Ld.<br>*WB=CellDBa*126<br>*Topsidetanks* | 380·0<br>P38'B111'F39' FK<br>'*uE*24'*f* 167'1042*t*<br>316'1252*t FPT*103*t* | 53·5 | 27·2 | Kobe<br>Japanese<br>6*BHCem*<br>*APT*227*t* | T.3Cy.26",42"&70"-48" (*s*)<br>180lb 417NHP<br>3SB,9*cf*,GS190,HS7114<br>Blair&Co.Ld.Stockton | 29″7<br>s 5″10<br>24″2 | |
| 20959<br>6961<br>JOTD | **Kinki Maru** WoodPad<br>1*Dk* | 119<br>43<br>67 | | | | | 1896 | M.Amaga<br>Osaka | YadogawaUnso<br>KabushikiKaisha | 99·0 | 13·7 | 3·7 | Osaka<br>Japanese | C.2Cy.10½"&19½"-14¼"<br>12NH<br>Y.Yamada,Osaka | | |
| 20960<br>11139<br>LFNV | **Kinki Maru No. 2** SteelScSr<br>(*ex*Progress)<br>1*Dk&Spar dk* | 998<br>906<br>721 | | | | | 1892 | FlensburgrSchiffsb.Ges.<br>Flensburg | KaizumiShin-ichi | 211·6<br>B58'F26' | 30·2 | 17·2 | Hakodate<br>Japanese<br>*WB* | T.3Cy.15¼",24⅝"&43"-27"<br>96NH<br>FlensburgerSchiffsb.Ges. | | |
| 20961<br>19687<br>NFBL | **Kinko Maru No. 2** WoodSc | 245<br>—<br>142 | | | | | 1916 | .................. | SunadaYaichiro | 105·8 | 24·0 | 12·7 | Amag'saki<br>Japanese | | | |

| 1<br>Numero l'Ordre<br>Numero Officiel<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20962<br>19698<br>NFCG | **Kinko Maru No. 3** | WoodSc | 240<br>—<br>140 | | | | | 1917 | ................ | KoikeKehei | 107·5 | 23·8 | 12·5 | Niigata<br>Japanese | |
| 20963<br>21751<br>NQTB | **Kinko Maru No. 5** | WoodSc | 296<br>—<br>174 | | | | | 1917 | ................ | TosaKisenKabushikiKaisha | 125·9 | 23·9 | 13·3 | Urado<br>Japanese | |
| 20964<br>11061<br>LFJK | **KinkwasanMaru** | WoodAuxScBkn<br>*Stm.Eng.*<br>2*Dks* | 341<br>310<br>232 | | | | | 1907 | C.Yendo<br>Tokio | S.Hirose | 112·5 | 28·1 | 14·7 | Amag'saki<br>Japanese | C.2Cy.12"&24 1/16"-16"<br>19NHP<br>C.Yendo,Tokio |
| 20965<br>16773<br>MGLV | — | WoodAuxScSr | 104<br>—<br>74 | | | | | 1913 | ................ | TsutsumiSaichi | 78·4 | 21·8 | 8·7 | Osaka<br>Japanese | |
| 20966<br>77620<br>RQTD | **Kinloch** | IronScSr<br>2*Dks* | 427<br>343<br>176 | ✠<br>7,78 | Gls | Lv | | 1878<br>5mo | A&JInglis<br>Glasgow | Campbeltn&Gls.S.Pkt.JointStockCo. | 205·0<br>Q23*t* | 24·1<br>F25*t*<br>*WB=APT* | 12·7 | Campbeltn<br>British<br>4*BH* 3PDH | C.2Cy.29"&54"-42"<br>NB14 158NHP<br>A.&J.Inglis,Glasgow |
| 20967<br><br>JTPK | **Kinn**<br>(*ex*Albert) | CompScSr<br>1*Dk* | 218<br>180<br>122 | | | | | 1890 | G.Persson<br>Rättaregården | A/S D/S Kinn<br>(Ö.Hansen,*Mgr.*) | 98·9<br>P32*t*H5*t* | 22·5 | 11·4 | Bergen<br>Norwegian | C.2Cy.13¾"&26¼"-17½"<br>NB14 24NHP<br>EriksbergM.V.,Gothenbrg |
| 20968 | **Kinnaird Head**<br>*Now named "Iris," See No. 37853 in Supplement*<br>*Mchy Aft*<br>*Well deck* | SteelSc<br>1*Dk*(*Stl*) | 415<br>[illegible]<br>160 | ✠100A1<br>3,21<br>✠LMC5,21 | Liv | *f* | CL | 1921<br>3mo | J.Crichton &Co.Ld.<br>Connah's Quay<br>*Lloyd*'*sA&CP* | GeneralStm.Nav.Co.Ld. | 142·8<br>Q86'B9'F24' | 24·1 | 10·8<br>FK<br>*FPT*44*t* | London<br>British<br>3*BHCem*<br>*APT*28*t* | C.2Cy.17"&36"-24" (*s*)<br>130lb 50RHP<br>1SB,*3pf*,GS48,HS1490<br>J.Crichton&Co.Ld.Chester |
| 20969<br>27166<br>SBNW | **Kinno Maru**<br>*Elec.light* | SteelSc<br>2*Dks*(*Stl*) | 3826<br>3460<br>2336 | ✠100A1<br>9,21 ~~5,20~~<br>✠LMC5,20 | Yka<br>Kob | *w* | CL | 1920<br>5mo | Yokohama DockCo.<br>Yokohama<br>A&CP | FurukawaShoji KabushikiKaisha | 345·0<br>P33'B77'F41'<br>*Cell DB*316'793*t* | 50·0 | 29·0<br>FK<br>*FPT* | Yokohama<br>Japanese<br>6*BHCem*<br>56*t* *APT*29*t* | T.3Cy.23",38"&64"-48" (*s*)<br>200lb 343NHP<br>2SB,*6cf*,GS105,HS4414<br>YokohamaDockCo. |
| 20970<br>6445<br>JDLV | **Kinryo Maru** | SteelSc | 623<br>—<br>391 | | | | | 1901 | ................ | YamamotoTokujiro | 165·3 | 25·2 | 20·3 | Hakodate<br>Japanese | |
| 20971<br>17309<br>MNPG | — | SteelSc<br>1*Dk* | 130<br>117<br>45 | | | | | 1914 | Kiangnang D.&E.Works<br>Shanghai | NipponYusen KabushikiKaisha | 99·8 | 19·3 | 9·6 | Tokio<br>Japanese<br>*WB* | C.2Cy.13"&26"-18"<br>Kiangnang 24NHP<br>D.&E.Works,Shanghai |
| 20972<br>105850<br>PKGN | **Kinsale**<br>Wireless | SteelScSr<br>*ss*Cff.No.3-4,09<br>*ss*Gls.No.2-17<br>1*Dk*(*Stl*)2*trB* | 2412<br>2250<br>1538 | ✠100A1<br>1,21<br>MS8,19<br>✠LMC<br>~~BS11,20~~<br>BS11,21 | Gls | *t* | ~~2,20~~<br>N4,22 | 1896<br>8mo | Richardsn, Duck&Co.<br>Stockton<br>*Lloyd*'*sA&CP* | AngloSicilianS.S.Co.Ld. (Harris & DixonLd.*Mgrs.*)<br>*WB=CellDBa* | 310·0<br>P31'B60'F32'<br>104'*uE&B*40'*f*120' | 44·0 | 20·4<br>FK | London<br>~~Glasgow~~<br>British<br>5*BHCem*<br>689*t* *APT*71*t* | T.3Cy.22½",37"&61"-42" (*s*)<br>160lb *100lb* NDB14 246NHP<br>2SB,*6cf*,GS104,HS3778<br>Blair&Co.(Lim.),Stockton |
| 20973<br>20900<br>NLDS | **Kinsei Maru** | WoodSc | 310<br>—<br>215 | | | | | 1917 | ................ | H.Munakata | 133·8 | 25·0 | 13·3 | Sakai<br>Japanese | |
| 20974<br>23688<br>RFDG | — | WoodAuxScSr | 129<br>—<br>77 | | | | | 1918 | ................ | KabushikiKaisha HamasakiZosensho | 87·9 | 20·1 | 11·0 | Urato<br>Japanese | |
| 20975<br>25080<br>RMLK | **Kinsei Maru No. 1** | WoodAuxScSr | 153<br>—<br>95 | | | | | 1918 | ................ | Kawasaki GomeiKaisha | 96·5 | 23·0 | 9·9 | Tsumori<br>Japanese | |
| 20976<br>109872 | **Kinshan** | SteelTwinSc<br>1*Dk Saloon dk & Shade dk* | 2007<br>1019<br>1184 | | | | | 1903 | Hong K'ng &Whampoa DockCo.Ld.<br>HongKong | HongKong,Canton &MacaoStm.Boat Co.Ld. | 290·0 | 54·1 | 10·1 | HongKong<br>British | T.6Cy.20",31"&50"-27"<br>260NHP<br>HongKong&Whampoa DockCo.Ld.HongKong |
| 20977<br>137412 | **Kinshasa**<br>*Mchy.Aft* | SteelSc<br>1*Dk* | 154<br>142<br>103 | | | | | 1914 | W.J.Yarwood&Sons, LdNorthwich | LeverBros.Ld. | 90·0 | 21·7 | 9·5 | Liverpool<br>British | C.2Cy.13"&27"-18" 30RHP<br>W.J.Yarwood&Sons, Ld.Northwich |
| 20978<br>24553<br>RJST | **Kinsho Maru** | WoodAuxScSr | 194<br>—<br>118 | | | | | 1918 | ................ | MiwaKisen KawasakiKaisha | 101·9 | 24·4 | 12·0 | Ushioye<br>Japanese | |
| 20979<br>23683<br>RFCT | — | WoodAuxScSr | 186<br>—<br>110 | | | | | 1918 | ................ | SakamotoKato | 96·2 | 25·4 | 12·2 | Tano<br>Japanese | |
| 20980<br>1722<br>HLGF | — | WoodScSr<br>2*Dks* | 144<br>—<br>79 | | | | | 1897 | Ikeda Shozaburo<br>Tokitsu | KyushuKisen KabushikiKaisha | 105·4 | 15·1 | 12·0 | Tokitsu, Hizen<br>Japanese | C.2Cy.10¾"&21½"-15"<br>15NHP<br>KuboKamekichi,Tokitsu |
| 20981<br>31<br>KBFO | **Kinshu Maru** | Wood<br>1*Dk* | 305<br>—<br>182 | | | | | 1904 | ................<br>HongKong | YoMushi | 115·2 | 20·3 | 16·0 | Tansui, Formosa<br>Japanese | |
| 20982<br>124821<br>HMNF | **Kinsman** | SteelScK<br>*ss*Hul.No.3-5,19<br>1*Dk* | 119<br>116<br>7 | ✠ A-<br>*For River purposes only*<br>9,20<br>BS9,20 ✠LMC5,19 | Hul | | N9,20 | 1908<br>4mo | Cook,Welt'n&Gemmell Ld. Beverley | ~~T.Gray&Co.Ld.~~<br>United Towing Co.Ld | 95·0 | 19·0 | 10·0<br>BK6"<br>*WB* | Hull<br>British<br>4*BHCem*<br>=*APT*12*t* | C.2Cy.17"&36"-24" (*s*)<br>130lb 53RHP<br>1SB,*2pf*,GS35,HS1306<br>Vauxhall&WestHydraulic Eng.Co.Ld.Luton |
| 20983<br>123851<br>WDJF | **Kinta**<br>Wireless | SteelSc<br>1*Dk* | 1220<br>834<br>509 | | | | | 1907 | CaledonS. B.&E.Co.Ld.<br>Dundee | StraitsS.S.Co. | 244·2 | 35·1 | 13·8 | Singapore<br>British<br>*WB* | T.3Cy.20¾",33"&54"-36"<br>175NHP<br>CaledonSB.&E.Co.Ld.Dun |
| 20984<br>116150<br>VDNK | **Kintore**<br>*Well deck* | SteelScK<br>*ss*Adl.No.3-6,16<br>*ss*Mel.No.1-19<br>1*Dk*(*Stl*) | 231<br>166<br>112 | ✠100A1<br>~~11,20~~11,21<br>✠NB5,05 LMC11,19<br>~~BS11,20~~<br>BS11,21 | Syd | *c* | ~~11,19~~<br>11,21 | 1903<br>5mo | T.Dobson &Co.<br>Hull<br>*Lloyd*'*sA&CP* | AustralianSteamshipsProprietary, Ld.(*Man.Agents*, HowardSmith,Ld) | 112·4<br>Q36'B8'F15' | 21·0 | 9·2<br>BK7½"<br>*WB*= | SydnyNSW<br>British<br>3*BHCem*<br>*FPT*25*t* | C.2Cy.14"&28"-20" (*s*)<br>110lb NE95 *fitted*03 30RHP<br>1SB,*2pf*,GS36,HS765<br>J.Windas,London |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20985<br>20733<br>NKLG | **Kinyo Maru** WoodSc | 364<br>—<br>218 | | | | | 1917 | ................ | OkadaKisen<br>KabushikiKaisha | 142·5 | 23·0 | 12·5 | Sakai<br>Japanese | | | |
| 20986<br>3134<br>JGLN | **Kinyo Maru No. 2** WoodScSp<br>2*Dks* | 121<br>—<br>58 | | | | | 1905 | Hakodate<br>SenkioKabushikiKaisha<br>Hakodate | K.Yamamoto | 98·8 | 13·9 | 11·3 | Hakodate<br>Japanese | C.2Cy.12"&25"–16"<br>21NHP<br>HakodateSenkioKaisha | | |
| 20987<br>22390<br>NTLD | **Kinzan Maru** SteelSc | 1704<br>—<br>1007 | | | | | 1918 | ................ | HashimotoKisen<br>KabushikiKaisha | 250·0 | 37·7 | 20·5 | Nagasaki<br>Japanese | | | |
| 20988<br>218728<br>LSJR | **Kiokee** SteelScSr<br>Sub.Sig. Wireless<br>*Elec.light* 1*Dk* | 427<br>—<br>187 | | | | | 1919 | Whitney<br>Bros.Co.<br>Superior, Wis | United States<br>ShippingBoard | 142·0 | 27·5 | 14·6 | Duluth<br>Utd. States | T.3Cy.17",23"&43"–30"<br>101NHP<br>Filer&Stowell,Milwaukee | | |
| 20989 | **Kios** SteelScSr<br>*ss*Gen.2ndNo.3–4,13<br>(*ex*Mikado) 1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>&*Webframes* | *3557*<br>*3369*<br>*2306* | ✠<br>*Spar dk*<br>3,16<br>✠ | Cff | *w* | | 1894<br>1mo | Richards'n<br>Duck&Co.<br>Stockton | Soc.AnonMaritimeLascarides | 346·0<br>B102'F39'<br>*WB*=*CellDB*288' | 43·1 | 19·1<br>27·0<br>BK10" | Piræus<br>Greek<br>6*BHCem*<br>625*t APT*23*t* | T.3Cy.23$\frac{11}{16}$",39⅜"&64$\frac{3}{16}$"–42"<br>278NHP<br>3SB,6*cf*,GS123,HS4140<br>Blair&Co.Ld.Stockton | 29 ″ 9 | V |
| 20990<br>140571<br>JTDN | **Kioto** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cruiser Stern* *Cargo battens not fitted*<br>Wireless *in Shelter 'tween dks* | 4397<br>4209<br>2777 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,21 ~~1,21~~<br>✠LMC4,18 | Mdb<br>Lon | *v* | CL<br>1,21 | 1918<br>4mo<br>*Lloyd* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>*'sA&CP* | EllermanLines,Ld<br>(HallLine,Ld.<br>*Mgrs.*) | 333·8<br>*CellDB*294'859*t* | 46·6 | 24·4<br>FK | Liverpool<br>British<br>6*BHCem*<br>*APT*19*t* | T.3Cy.21",36"&62"–45" (*s*)<br>220lb *112lb* 384NHP<br>2SB,8*cf*,GS139,HS5433 FD<br>Cen.Mar.Eng.Wrks.WHpl | 26 ″ 9<br>s 2 ″ 10<br>24 ″ 4 | |
| 20991<br>220780<br>MBTH | **Kiowa** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2310<br>1949<br>1440 | ✠100A1<br>11,20<br>✠LMC11,20<br>*Fitted for oil* | Wyan-dotte<br>*fuel* 11 | *r*<br>,20 | CL<br>*F.P.* | 1920<br>11mo<br>&CP<br>*bove* 1 | Detroit<br>S.B.Co.<br>Wyandotte<br>50° F. | IndependentS.S.<br>Co.Inc.<br>*CellD* | 251·0<br>P27'B64'F26'<br>*B*204' 531*t FPT*58*t* | 43·6 | 22·2<br>FK | Detroit<br>Utd. States<br>4*BHptCem*<br>*APT*89*t* | T.3Cy.20",33"&54"–40" (*r*)<br>185lb 265NHP<br>2SB,4*cf*,GS88,HS3940 FD<br>DetroitS.B.Co.Detroit | 24 ″ 2<br>s 3 ″ 4½<br>21 ″ 2 | |
| 20992<br>215375<br>LHNS | — SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 2039<br>1679<br>1263 | ✠100A1<br>2,20<br>✠LMC~~7,17~~<br>1,22 | NYk | *r* | CL<br>2,20 | 1917<br>7mo | American<br>S.B.Co.<br>Cleveland,O.<br>A&CP | ClydeS.S.Co.Inc.<br>*CellD* | 251·0<br>P27'B64'F26'<br>*B*222' 478*t FPT*67*t* | 43·5 | 20·0<br>FK | NewYork<br>Utd. States<br>4*BHCem*<br>*APT*77*t* | T.3Cy.20",33"&54"–40" (*s*)<br>180lb 272NHP<br>2SB,6*cf*,GS126,HS5246<br>AmericanS.B.Co.Clevelnd | 20 ″ 2<br>s 2 ″ 9<br>17 ″ 9 | |
| 20993<br>131534 | **Kirawa** SteelTwinSc<br>(*Screws fore & aft*) (*Ferry*)<br>*Elec.light* 1*Dk* | 295<br>250<br>201 | | | | | 1912 | Mort'sDck<br>&Eng.Co.Ld.<br>SydneyNSW | SydneyFerries,<br>Ld. | 149·2 | 31·7 | 10·9 | SydnyNSW<br>British | T.3Cy.14",22¼"&37"–21"<br>68RHP<br>Mort'sDk&ECoLd.Balmn | | |
| 20994 | **Kirchwärder** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 215 | | | | | 1920 | Deutsche<br>WerkeA.G.<br>Rüstringen | DeutscheSeefischereiA.G. | 127·3<br>Q69'F19' | | | Cuxhaven<br>German<br>*WB* | T.3Cy.12⅗",20½"&32¼"–22⅕"<br>DeutscheWerke, 50NHP<br>A.G.Rüstringen | | |
| 20995 | — SteelSc<br>(*Tug*)<br>1*Dk* | 152<br>137<br>4 | | | | | 1900 | Act.Ges.<br>"Neptun"<br>Rostock | Hamburg-Amerik.<br>Packetf.Act.Ges.<br>(Ham.-Amr.Linie) | 83·8 | 20·7 | 12·1 | Hamburg<br>German | C.2Cy.17"&32¼"–21¼"<br>40NHP<br>A.G."Neptun,"Rostock | | |
| 20996 | **Kirim** IronSc<br>*ss*Bel.No.3–79<br>(*ex*Libau,*ex*Times) 2*Dks* | 264<br>—<br>138 | <br>6,82 | Cly | | | 1851 | ................<br>Glasgow | KalkavanZadeM.<br>Riza&Sons | 156·4<br>B28'<br>DF&S81 | 21·0 | 13·5 | Constanpl<br>Turkish<br>4*BHCem* | C.2Cy.18¼"&32"–24"<br>NE68NB12 42NHP<br>Blackwood&Gordon,P.Gls | 14 ″ 3 | |
| 20997<br>8964<br>JNGO | **Kirin Maru** SteelScSr<br>*ss*Kob.2nd.No.3–5,19<br>(*ex*Afridi) 2*Dks*(*Stl–U*teak s)&<br>Wireless *Web frames* | 3772<br>3380<br>2735 | ✠100A1<br>6,21 ~~6,20~~<br>✠NB9,12 | Yka<br>✠LMC~~6,20~~<br>6,21 | *w* | ~~6,20~~<br>6,21 | 1895<br>6mo | SirRaylton<br>Dixon&Co.<br>Middlesbro'<br>A&CP | NipponYusen<br>KabushikiKaisha<br>*WB* | 360·7<br>P41'B78'F51'<br>= *CellDBa*112' *uE* | 44·5 | 25·3<br>FK | Tokio<br>Japanese<br>5*BHCem*<br>20'*f*148'641*t* | T.3Cy.27¼",44"&72"–48" (*s*)<br>170lb *80lb* 390NHP<br>2SB,6*cf*,GS116,HS4880 FD<br>WllsndSlpwy.Co.Ld.Nwc. | 28 ″ 4<br>s 6 ″ 0<br>22 ″ 11 | |
| 20998<br>23362<br>RONF | **Kirishima Maru** WoodAuxScSr | 170<br>—<br>132 | | | | | 1918 | ................ | HamadaBuhei | 95·8 | 23·5 | 12·5 | Shinagawa<br>Japanese | | | |
| 20999<br>20608<br>NJVS | **Kirishima Maru No. 5** WoodSc<br>1*Dk* | 385<br>—<br>219 | | | | | 1917 | ................ | MatsudaKisen<br>KabushikiKaisha | 151·7 | 24·0 | 13·3 | Nishinomiya<br>Japanese | C.2Cy.15¼"&30"–19"<br>B*made*06*refitted*17 33NHP<br>NiigataIrn.Fndry.Niigata | | |
| 21000<br>24270<br>RMJQ | **Kirishima Maru No. 6** SteelSc<br>1*Dk* | 1282<br>—<br>705 | | | | | 1919 | Matsuda<br>S.S.Co.Ld.<br>Osaka | MatsudaKisen<br>KabushikiKaisha | 221·0 | 32·8 | 20·5<br>*WB* | Nishinomiya<br>Japanese | T.3Cy.16",26"&42"–30"<br>97NHP<br>MatsudaSSCo.Ld.Osaka | | |
| 21001<br>23047<br>RBGV | **Kirishima Maru No. 10** SteelSc<br>1*Dk* | 993<br>861<br>665 | | | | | 1918 | ................ | MatsudaKisen<br>KabushikiKaisha | 204·5 | 32·5 | 17·5<br>*WB* | Nishinomiya<br>Japanese | T.3Cy.13½",22"&37"–27"<br>B*made*08*refitted*18 71NHP<br>MatsudaCo.Osaka | | |
| 21002<br>22918<br>NWPS | **Kirishima Maru No. 12** WoodSc<br>1*Dk* | 931<br>765<br>673 | | | | | 1918 | OkiuraCo.<br>Okiura | MatsudaKisen<br>KabushikiKaisha | 197·3 | 31·1 | 17·5 | Nishinomiya<br>Japanese | C.2Cy,21"&42½"–28"<br>95NHP<br>DaikoIrn.Fndry.Osaka | | |
| 21003<br>22298<br>NTOL | **Kirishima Maru No. 15** WoodSc<br>1*Dk* | 945<br>807<br>561 | | | | | 1918 | MatsudaCo<br>Nagoya | MatsudaKisen<br>KabushikiKaisha | 205·0 | 31·0 | 17·8 | Nishinomiya<br>Japanese | T.3Cy.13¾",22"&37"–27"<br>71NHP<br>MatsudaCo.Osaka | | |
| 21004<br>20549<br>NJQT | **Kirishima Maru No. 16** WoodSc<br>1*Dk* | 641<br>—<br>455 | | | | | 1918 | S.Matsunaga<br>Niigata | MatsudaKisen<br>KabushikiKaisha | 178·0 | 28·5 | 17·1 | Nishinomiya<br>Japanese | C.2Cy.18"&39"–27"<br>B*made*91*refitted*18 66NHP<br>NagaokaIrn.Fndry.Nag. | | |
| 21005<br>23465<br>RDGH | **Kirishima Maru No. 18** WoodSc<br>1*Dk* | 673<br>—<br>489 | | | | | 1919 | Nagamatsu<br>S.B.Yard<br>Niigata | MatsudaKisen<br>KabushikiKaisha | 175·0 | 28·5 | 17·7 | Nishinomiya<br>Japanese | C.2Cy.18"&39"–27"<br>66NHP<br>NagaokaIrn.Fndry,Nag. | | |
| 21006<br>23352<br>RDNH | **Kirishima Maru No. 20** SteelSc<br>1*Dk* | 940<br>800<br>633 | | | | | 1918 | NamuraCo<br>Osaka | MatsudaKisen<br>KabushikiKaisha | 190·0 | 31·0 | 18·5<br>*WB* | Nishinomiya<br>Japanese | T.3Cy.13½",22¼"&37½"–27"<br>73NHP<br>NagaokaIrn.Fndry.Nag. | | |
| 21007<br>23846<br>RHDG | **Kirishima Maru No. 22** SteelSc<br>1*Dk* | 1284<br>—<br>716 | | | | | 1918 | Matsuda<br>Co.Osaka | MatsudaKisen<br>KabushikiKaisha | 221·0 | 32·7 | 20·5<br>*WB* | Nishinomiya<br>Japanese | T.3Cy.16",26"&42"–30"<br>B*made*—*refitted*18 97NHP<br>MatsudaCo.Osaka | | |
| 21008<br>24243<br>RHMV | **Kirishima Maru No. 23** WoodSc<br>1*Dk* | 737<br>—<br>439 | | | | | 1919 | Matsuda<br>S.S.Co.Ld.<br>Nagoya | MatsudaKisen<br>KabushikiKaisha | 175·0 | 28·5 | 17·7 | Nishinomiya<br>Japanese | T.3Cy.11½",19"&32"–24"<br>B*made*—*fitted*19 52NHP<br>MatsudaSSCo.Ld.Osaka | | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total<br>Sous le Pont<br>Net | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand<br>Navire<br>Mach. | 9<br>Par qui<br>Où | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21009<br>121592 | **Kiritona** WoodScK<br>OilEng<br>1Dk | 136<br>114<br>75 | | | | | 1909 | C.Bailey,jr.<br>Auckland,NZ | NewZealand ShippingCo.Ld. | 87·0 | 24·5 | 8·5 | Napier,NZ<br>British | Oil Engine<br>6Cy.9½"–10" 43NHP<br>StandardOilE.Co.S.Fo. | |
| 21010<br>117571<br>TSRQ | **Kirkcaldy** SteelScSr<br>ssLon.No.3–7,14<br>Mchy.Aft Well deck ssLon.No.1–18<br>Elec.light 1Dk(ptStl) | 493<br>387<br>218 | ✠100A1<br>3,22 ~~5,20~~<br>MS5,18 | Bel<br>Liv<br>✠LMC<br>~~BS11,19~~<br>BS11,20 | i | ~~3,19~~<br>3,22 | 1903<br>1mo<br>Lloyd | Gourlay<br>Bros.&Co.<br>Dundee<br>'sA&CP | SligoS.N.Co.Ld.<br>WB | 180·0<br>Q44'B39'F68'<br>=DBf49'52tFPT | 26·8 | 12·2<br>BK7" | Sligo<br>British<br>4BHCem<br>12tAPT8t | T.3Cy.17",28"&46"–30" (s)<br>180lb 100lb 134NHP<br>1SB,3cf,GS62,HS2182<br>GourlayBros.&Co.Dundee | 13 |
| 21011<br>105919 | **Kirkham** SteelTwinScK<br>Mchy.Aft 1Dk | 319<br>268<br>144 | | | | | 1896 | Murdoch&<br>Murray<br>Pt.Glasgow | ~~Lan&Yorks.&Lon.&N.W.Rlwy.Cos.~~<br>L.&N.W.Rlwy.Co. | 136·0 | 25·1 | 9·5 | Fleetwood<br>British<br>WB | T.4Cy.(2)9",18"&32"–22"<br>50RHP<br>Rankin&Blackmore,Grk. | |
| 21012<br><br>MSQV | **Kirkholmen** SteelScSr<br>(Fishing)<br>Elec.light 1Dk | 140<br>137<br>52 | | | | | 1918 | A/SAalesundsM.V.<br>Aalesund | AalesundsFiskeriselskap A/S (E.O.Roald,Mgr.) | 105·5<br>B15' | 20·1 | 10·4 | Aalesund<br>Norwegian | T.3Cy.9½",15"&23"–18"<br>22NHP<br>A/SAalesundsM.V. | |
| 21013<br>143771 | **Kirkland** SteelScK<br>ssMil.No.3–11,19<br>1Dk | 275<br>246<br>107 | 100A1<br>StmTrawler<br>11,19 | Mil<br>LMC11,19 | | CL<br>3,20 | 1917<br><br>Lloyd | Smith's<br>DockCo.Ld<br>NorthShields<br>'sA&CP | R.D.T.Birt | 125·5 | 23·4 | 12·8<br>BK7½" | London<br>British<br>2BHCem | T.3Cy.12½"21"&35"–26" (s)<br>180lb 61RHP<br>1SB,3pf,GS51,HS1619<br>Hwthrn,Leslie&C.Ld.Nwc | 13 |
| 21014<br>137375<br>JMGN | **Kirklinton** SteelScK<br>ssFlt.No.1–20<br>Now named "Eamont," See No.37197 in Supplement | 227<br>222 | ✠100A1<br>StmTrawler | Flt<br>✠LMC6,20 | | CL<br>6,19 | 1916<br>2mo<br>Lloyd | Smith's<br>DockCo.Ld<br>Middlesbro'<br>'sA&CP | WyreStm.Trwlg.Co.Ld. (J.N.Ward &Son,Mgrs.) | 117·4 | 22·5 | 13·0<br>BK7½"<br>WB= | Fleetwood<br>British<br>2BHCem<br>DBf21'10t | T.3Cy.12¼",20"&34"–24" (s)<br>180lb 80RHP<br>1SB,3pf,GS42,HS1480<br>Smith'sDockCo.Ld.Mdb. | 13 |
| 21015<br><br>KDLF | **Kirkstall Abbey** SteelSc<br>Now named "Koudekerk," See No.38076 in Supplement<br>(exKandelfels) 2Dks(Stl-U teak s)<br>Elec.light Wireless | 5792<br>3447<br>3650 | Rot.8,21<br>✠ ~~Npt.2,21~~<br>(See footnote*) | Ham | a† | | 1912<br>7mo | Akt.Ges.<br>"Weser"<br>Bremen<br>1BH<br>CellDBa | DavidS.S.Co.Ld.<br>in lower hold forw<br>141'uE&B48'f207' | 421·2<br>P60'B125'F58'<br>ard dispensed with<br>1217t'Tween dk tan | 55·5 | 28·8<br>FK | London<br>British<br>Cem<br>6BH only<br>ks a 42' 432t | Q.4Cy.24",34 1/16",51"&74"<br>–53⅝" 518NHP<br>3SB,9cf,GS171,HS6781 FD<br>A.G."Weser,"Bremen<br>f40'514tFPT90tAPT24t | 31<br>8<br>25 |
| 21016<br>113731<br>TKDQ | **Kirktown** SteelScSr<br>ssSld.No.1–22 ssNwc.No.3–7,16<br>(exBroomfield) 1Dk(Irn)&Webframe<br>Wireless | 2386<br>2232<br>1526 | ✠100A1<br>1,22 ~~11,19~~<br>~~BS10,20~~ | Cff<br>Sld<br>✠LMC~~7,16~~<br>1,22 | t | ~~11,19~~<br>1,22 | 1902<br>5mo<br>Lloyd | T Turnbull<br>&Son<br>Whitby<br>'sA&CP | TownLine(Lon.) Ld.(Harrison,Sons &Co.Mgrs.) | 301·7<br>P29'B84'F33'<br>DBa94'uE24'f118' | 44·0 | 21·8<br>FK | London<br>British<br>6BHCem<br>626tAPT62t | T.3Cy.22½",36½"&60"–39" (s)<br>160lb ~~80lb~~ 224NHP<br>2SB,6cf,GS97,HS3350<br>Blair&Co.Ld.Stockton | 23<br>3<br>19 |
| 21017<br>129163<br>HSBR | **Kirkwood** SteelScSr<br>ssSld.No.2–19<br>Well deck 1Dk(Stl)<br>Wireless Cargo battens not fitted | 1674<br>1284<br>1012 | ✠100A1<br>9,21 ~~10,20~~ | Cff<br>Shl<br>✠LMC11,19<br>BS2,21 | q | ~~11,19~~<br>9,21 | 1911<br>1mo<br>Lloyd | R.Thompson&Sons,Ld.<br>Sunderland<br>'sA&CP WB= | W France,Fenwick &Co.Ld.<br>CellDBa84'uE&B | 265·0<br>PonQ18'Q108'B54'<br>F24'<br>35'f106'565tFPT | 38·0 | 15·6<br>FK | London<br>British<br>4BHCem<br>33tAPT130t | T.3Cy.21½",36"&59"–39" (s)<br>180lb 100lb 246NHP<br>2SB,6cf,GS101,HS3922<br>N.E.Marine Eng.CoLd.Sld. | 18<br>1<br>16 |
| 21018 | **Kirman** SteelScSr<br>(exBussard,<br>exMarieLouise) 1Dk | 740<br>708<br>453 | | | | | 1889 | Rostocker<br>Act.Ges.<br>Rostock | Cie.Perso-OttomanedeNav.àVap.(S.Atychides& Th.B.Vahratoglou) | 180·2<br>P&B106'F53' | 26·6 | 11·7 | Bunder Abbas<br>Persian<br>WB | T.3Cy.13",20"&34"–24"<br>57NHP<br>RostockerA.G.Rostock | |
| 21019<br>113910<br>HOVF | **Kirnwood** SteelScSr<br>ssNwc.No.3–9,20<br>1Dk(ptIrn&ptStl)2trBdeepframing<br>Elec.light &Webframes3Dkrule<br>Wireless | 3071<br>2849<br>1950 | ✠100A1<br>~~5,21~~ ~~9,20~~12,21 | Nwc<br>~~Rot~~Npt<br>✠LMC9,20<br>BS8,21 | v | ~~2,20~~<br>~~9,21~~<br>12,21 | 1905<br>7mo<br>Lloyd | R.Craggs<br>&Sons,Ld.<br>Middlesbro'<br>'sA&CP | ~~JosephConstantine~~<br>WoodLineLd (J.Constantine, Mgr.)<br>WB=CellD | 330·1<br>P30'B166'F32'<br>Ba102'uE26'f140' | 47·0 | 22·2<br>FK | Middlsbro'<br>British<br>5BHCem<br>695tAPT92t | T.3Cy.28½",39"&64"–42" (s)<br>160lb 80lb 273NHP<br>2SB,6rf,GS119,HS4200<br>Blair&Co.Ld.Stockton | 24<br>3<br>21 |
| 21020<br>218729<br>LSJT | **Kiron** SteelScSr<br>Elec.light Sub.Sig. Wireless 1Dk | 427<br>—<br>187 | | | | | 1919 | WhitneyCo<br>Bros.<br>Superior,Wis | UnitedStates ShippingBoard | 142·0 | 27·5 | 14·6 | Duluth<br>Utd.States | T.3Cy.17",28"&43"–30"<br>101NHP<br>Filer&Stowell,Milwaukee | |
| 21021<br>125247 | **Kirrule** WoodSc<br>Screws fore & aft<br>1Dk | 258<br>220<br>175 | | | | | 1910 | Morrison&<br>Sinclair<br>Balmain | SydneyFerries,Ld. | 140·0 | 30·1 | 10·7 | SydneyNSW<br>British | T.3Cy.14",22¼"&37"–21"<br>70RHP<br>Mort'sDk.&E.CoLd.Syd. | |
| 21022<br><br>NWLV | **Kirsten** SteelScSr<br>1Dk | 1196<br>913<br>705 | | | | | 1919 | Kjöbnhvns<br>Flydk.&Skbs<br>Copenhagen | Dmpselsk.Torm (C.Kraemer,Mgr.) | 235·4<br>P13'Q69'B98'F29' | 36·2 | 13·7 | Copnhagn<br>Danish<br>WB | T.3Cy.15",24"&40"–27"<br>83NHP<br>KjbnhavnsFlydk.&Skbsv. | |
| 21023<br><br>NCGT | **Kirsten Mærsk** SteelSc<br>Elec.light | 2252<br>1914<br>1355 | | | | | 1920 | Odense<br>Staalskibs.<br>Odense | Dampskibsselskabet af1912 (A.P.Möller,Mgr.) | 284·9 | 42·4 | 19·6 | Copnhagn<br>Danish<br>WB | T.3Cy.20½",33½"&55½"–35½"<br>Christiansen& 179NHP<br>Meyer,Harburg | |
| 21024<br>93404<br>LMQH | **Kirton** IronSc<br>(Trawler)<br>1Dk | 125<br>120<br>55 | | | ... | | 1886 | Cochrane,<br>Coopr&Schofield Beverley | W.High | 92·3<br>F17' | 21·0 | 10·9<br>BK7½" | Granton<br>British | C.2Cy.15"&29"–21"<br>35RHP<br>C.D.Holmes&Co.,Hull | 11 10 |
| 21025 | **Kiruna** SteelSc<br>For full particulars See No.38026 in Supplement<br>Elec.light<br>CruiserStern | 5500 | 100A1<br>(ClassContemplated) | | | | 1921 | Akt.<br>Götaverken<br>Gothenburg | Trafikaktieb. Grängesberg-Oxelösund (P.A. Welin,Mgr.) | 385·0 | 53·4 | 26·1 | Stockholm<br>Swedish | T.3Cy.28",42¼"&72 1/16"–48"<br>LindholmensV.A.Motala | 34<br>9<br>25 |
| 21026<br><br>MKTR | **Kis** SteelScSr<br>ssCpn.2ndNo.3–2,12<br>ssNwc.No.2–20<br>(exHöidal,exEllenJensen,exHundborg,<br>exEdison,exStjerneborg,exRosario)<br>Well deck 1Dk(Stl)&Webframes<br>FloorsIron | 1221<br>941<br>734 | ✠100A1<br>~~8,20~~ 12,21 | Nwc<br>Bgn<br>✠LMC7,20<br>BS12,21 | n | 7,20 | 1888<br>6mo<br>Lloyd | Richardsn,<br>Duck&Co.<br>Stockton<br>'sA&CP | D/S A/S Kistransport(T.Halvorsen, Mgr.) | 232·0<br>P27'Q59'B49'F28'<br>ptND03<br>WB=CellDB194' | 33·3 | 15·1<br>BK8½" | Bergen<br>Norwegian<br>4BHCem<br>319tAPT7t | T3Cy.17",28½"&46½"–33" (s)<br>160lb 100lb NDB12 122NHP<br>1SB,3cf,GS57,HS1812<br>N.E.MarineEngCoLdNwc | 17 |
| 21027<br>Sunk 12,21<br>[illegible]<br>RBNH | **Kise Maru** WoodSc | 933<br>—<br>576 | | | | | 1918 | .............. | HashimotoKizo | 205·0 | 33·5 | 18·3 | Nagasaki<br>Japanese | | |
| 21028<br>22928<br>NWQK | **Kisei Maru** WoodAuxScSr | 137<br>—<br>77 | | | | | 1918 | .............. | KwobunTohachi | 91·8 | 17·8 | 8·5 | Aki<br>Japanese | | |
| 21029<br>218039<br>LRCP | **Kishacoquillas** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks&Webframes<br>Sub.Sig. Wireless | 5039<br>4572<br>3046 | | | ... | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43' | 54·2 | 27·6<br>FK | Phildlphia<br>Utd.States<br>WB | 1GearedSteamTurbine<br>600NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 32 |

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* This vessel, the class of which has lapsed, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21030<br><br>IWAF | **Kishinev** SteelScSr<br>ssYka.No.1-15<br>(exJakut) 1Dk(Stl)&Awngdk<br>Elec.light Wireless (ptStl-teak s) | 2372<br>2082<br>1453 | ✠~~100A1~~<br>Awng dk<br>withfreeboard<br>~~11,21~~ ~~12,18~~<br>~~Examine12,20~~<br>~~BS3,19~~ ✠~~LMC5,17~~ | SFo | s | CL<br>3,19 | 1910<br>3mo<br>Lloyd | Akt.Burmeistr&Wain<br>Copenhagen<br>'sA&CP W | RussianVolunteer<br>FleetAssociation<br>B= Cell DBa 84' u | 280·6\|41·8\|15·2<br>BonAwgdk78' 22·7<br>FK<br>E18'f117'457tFPT | Vladvostk<br>Russian<br>4BHCem<br>27tAPT26t | T.3Cy.20",33"&55"-36" (s)<br>180lb 214NHP<br>2SB,6cf,GS95,HS3540<br>Akt.Burmeistr&Wain,Cpn | 25 " 6<br>s 6 " 9½<br>19 " 0 | |
| 21031<br>24041<br>RGPQ | **Kishiwada Maru** WoodSc | 792<br>—<br>469 | | | | | 1918 | ............ | YamashitaKisen<br>KabushikiKaisha | 185·6\|28·5\|19·3 | Nishino-miya<br>Japanese | | | |
| 21032<br>22108<br>NTMD | **Kisho Maru** WoodSc | 827<br>—<br>430 | | | | | 1918 | ............ | GoshiKaisha<br>Mitsubayashi<br>Shokai | 186·3\|30·7\|17·4 | Nakano<br>Japanese | | | |
| 21033 | **Kishu Maru** SteelSc<br>Elec.light 2Dks(Stl-Uws) | 2568<br>2009<br>1567 | ✠100A1<br>11,21 ~~12,20~~<br>✠~~LMC12,20~~<br>11,21 | Osaka<br>HK5 | s | CL | 1920<br>12mo<br>A&CP | OsakaIron Works,Ld.<br>Osaka | OsakaShosen<br>KabushikiKaisha<br>CellDB240'624t L | 284·5\|42·5\|23·0<br>P45'B100'F34'<br>FK<br>Ta18'232t FPT36t | Osaka<br>Japanese<br>5BHCem<br>APT22t | T.3Cy.21",35"&58"-39" (s)<br>200lb 288NH<br>2SB,6cf,GS99,HS4046 FD<br>OsakaIronWrksLd.Osaka | 23 " 0 | |
| 21034<br>23120<br>RBMT | **Kishun Maru** SteelScSr<br>Elec.light Wireless 1Dk | 1862<br>—<br>1094 | | | | | 1918 | Mitsubishi<br>Zosen Kaisha,<br>Ld.Nagasaki | TatsuumaKisen<br>KabushikiKaisha | 250·0\|37·7\|20·5<br>P&B132'F32' | Nishino-miya<br>Japanese<br>WB | T.3Cy.17",28½"&48"-36"<br>138NH<br>MitsubishiZosenKaishaLd | | |
| 21035<br>218185<br>LRJM | **Kisnop** SteelScSr<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5874<br>5172<br>4536 | | | | | 1919 | Atlantic<br>Corporation<br>Portsmouth,<br>N.H. | UnitedStates<br>ShippingBoard | 410·5\|54·2\|27·0<br>P60'B115'F47' | Portsmth,<br>N.H.<br>Utd.States<br>WB | T.3Cy.24½",41½"&72"-48"<br>359NHP<br>AtlanticCorporation,<br>Taunton,Mass. | | R |
| 21036<br>27113<br>SBKF | **Kiso Maru** SteelSc<br>Elec.light Wireless 2Dks(Stl) | 4066<br>3504<br>2527 | ✠100A1<br>9.21 ~~6,20~~<br>✠LMC~~6,20~~<br>9,21 | Kob | w | CL | 1920<br>6mo<br>A&CP | Mitsui<br>Bussan<br>Kaisha<br>Tama,Uno | TokioKaiun<br>KabushikiKaisha<br>CellI | 345·0\|50·0\|26·6<br>P33'B77'F40'<br>FK<br>B283'780t FPT56t | Itosaki<br>Japanese<br>6BHCem<br>APT26t | T.3Cy.23",38"&64"-48" (s)<br>200lb 350NH<br>2SB,6cf,GS109,HS4558 FD<br>MitsuiBussanKaisha,Tama | 29 " 0<br>s 5 " 6<br>23 " 11 | |
| 21037<br>9226<br>JSML | **Kisshin Maru** SteelScSr<br>(exVasna) 1Dk&Awngdk<br>Elec.light | 927<br>—<br>555 | ✠<br>Awng dk<br>withfreeboard<br>6,90 ✠ | Cly | j | | 1890<br>6mo | AilsaShip-buildingCo.<br>Troon | KitanihonKisen<br>KabushikiKaisha | 200·0\|29·0\|12·0<br>19·3<br>BK7½" | Nishino-miya<br>Japanese<br>4BHCem | T.3Cy.17",27"&44"-30"<br>130NHP<br>1DB,4cf,GS78,HS2304<br>Dunsmuir&Jackson,Gls. | | |
| 21038<br>8702<br>JQTN | **Kissho Maru** IronScSr<br>(exKutSang,<br>exDryburghAbbey) 1Dk&Spar dk | 2239<br>—<br>1388 | | | ... | | 1881 | Wigham-Richrdsn&Co<br>Newcastle | KobeTowaKisen<br>KabushikiKaisha | 297·5\|36·1\|19·5<br>B76' 27·1 | Amagasaki<br>Japanese<br>WB | C.2Cy.35¼"&70"-48"<br>283NHP<br>WighamRichdsn&CoNwc. | | |
| 21039<br>95078<br>KTLB | **Kistna** up 7,21<br>SteelScSr<br>Elec.light 2Dks(1ptStl-ws)&Shelter dk | 1182<br>904<br>524 | ✠<br>Shelter dk<br>withfreeboard<br>8,88 ✠ | Cly | o | | 1888<br>8mo | AilsaS.B.<br>Co.<br>Troon | BritishIndiaStm.<br>Nav.Co.Ld. | 240·2\|33·2\|16·5<br>P46'B74'F51' | Glasgow<br>British<br>4BHCem | T.3Cy.25",40"&65"-42"<br>274NHP<br>D.Rowan&Son,Glasgow | 17 " 6 | |
| 21040 | **Kit** Steel Sc3MstSr<br>(Whaler)<br>Elec.light Mchy.Aft 2Dks | 540<br>450<br>246 | | | | | 1911 | Akers<br>Mek.Værks.<br>Christiania | Russian<br>Government | 162·3\|28·1\|14·6<br>Q52tF17t | Petrograd<br>Russian<br>WB | T.3Cy.15½",25"&42"-30"<br>97NHP<br>AkersMek.Værks.Xia. | | |
| 21041<br>22479<br>NTVG | **Kita Maru** WoodScSr | 389<br>—<br>274 | | | | | 1918 | ............ | HokuyoShosen<br>KabushikiKaisha | 126·1\|28·6\|15·0 | Nanao<br>Japanese | | | |
| 21042<br>23553<br>RDNQ | **Kitakawa Maru** WoodSc | 387<br>—<br>274 | | | | | 1918 | ............ | SugitaShokichi | 144·9\|25·6\|13·3 | Minami-tonda<br>Japanese | | | |
| 21043<br>1784<br>HLNJ | **Kitami Maru** SteelScSr<br>(exIyoMaru) 2Dks | 702<br>685<br>386 | | | | | 1897 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobé | NipponYusen<br>KabushikiKaisha | 187·6\|25·9\|19·5 | Tokio<br>Japanese<br>WB | T.3Cy.16⅜",26¼"&43⅛"-30"<br>101NHP<br>KawasakiDkydCoLdKobé | | |
| 21044<br>11609<br>LHDQ | **Kitano Maru** SteelTwinScSr<br>ssYka.No.3-3,21 ~~ssYka.No.2-17~~<br>Elec.light 2Dks(Stl-U teak s)<br>Wireless deepframing&Web frames,<br>Lowerdk(Stl)inNos.1&3holds | 7951<br>6723<br>4942 | ✠100A1<br>~~3,21~~ ~~10,20~~ ~~9,21~~<br>1,22 ✠LMC~~10,20~~<br>2,22 ~~3,21~~ | Yka | d† | CL<br>~~P2,19~~<br>S5,20<br>P3,21 | 1909<br>5mo<br>~~Lloyd~~ | MitsuBishi<br>Dkyd&EWks<br>Nagasaki<br>~~'sA&CP~~ A&CP | NipponYusen<br>KabushikiKaisha<br>WB=Cell | 473·9\|54·7\|31·3<br>P61'B176'F54'<br>FK<br>DBa139'uE&B85'f | Tokio<br>Japanese<br>7BHCem<br>180' 1609tD | T.6Cy.25",41½"&69"-48" (s)<br>200lb 973NHP<br>6SB,18cf,GS338,HS14276 FD<br>MitsuBishiD.&E.WksNag<br>Ta26'561tFPT143tAPT48t | 34 " 6<br>s 8 " 1½<br>27 " 1 | |
| 21045<br>218730<br>LSJV | **Kitchi** SteelSc<br>Sub.Sig. Wireless 1Dk | 427<br>—<br>187 | | | | | 1919 | Whitney<br>Bros.Co.<br>Superior, Wis | UnitedStates<br>ShippingBoard | 142·0\|27·5\|14·6 | Duluth<br>Utd.States | T.3Cy.17",23"&43"-30"<br>101NHP<br>Filer&Stowell, Milwaukee,<br>Wis. | | |
| 21046<br>118781 | **Kite** SteelScK<br>(Trawler)<br>1Dk | 168<br>160<br>63 | | | ... | | 1903 | GooleSB.&<br>RepairingCo.<br>Ld. Goole | KelsallBros.&<br>Beeching,Ld.<br>(JohnSlater, Mgr) | 110·3\|20·9\|11·1<br>BK7½" | Hull<br>British<br>WB | T.3Cy.12",18"&30"-21"<br>45RHP<br>C.D.Holmes&Co.Hull | 12 " 0 | |
| 21047<br>106640<br>QGVD | **Kittawa** SteelScSr<br>(exGlosterhill)<br>Well deck 1Dk&Webframes | 1253<br>909<br>708 | | | ... | | 1898 | Osbourne,<br>Graham&Co<br>Sunderland | UnionS.S.Co.of<br>NewZealand,Ld. | 225·2\|36·0\|13·3<br>Q75'B65'F29'<br>FK | DunednNZ<br>British<br>WB | T.3Cy.18½",30"&49"-33"<br>149NHP<br>G.Clark,Ld.Sunderland | 15 " 6 | |
| 21048<br>218698<br>LSHK | **Kittegaun** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks&Webframes<br>Wireless | 5989<br>5090<br>3707 | | | ... | | 1919 | Merchant<br>S.B.Corp.<br>Harriman,Pa | UnitedStates<br>ShippingBoard | 400·7\|54·2\|29·9<br>P36'B124'F44'<br>FK | Phildlphia<br>Utd.States<br>WB | 2 Steam Turbines geared to<br>1ScrewShaft200lb 645NHP<br>WestinghouseElectric<br>&Mfg.Co.Essington,Pa | 32 " 10 | R |
| 21049 | **Kittery** SteelTwinSc<br>(exPräsident)<br>Elec.light Wireless 1Dk&deepframing | 1849<br>1198<br>924 | | | | | 1905 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | UnitedStates<br>Govt.(NavyDept.) | 282·2\|40·6\|13·0<br>P53'F24' | Utd.States<br>WB | T.6Cy.15¾",26"&43 5/16"-27½"<br>196NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 21050<br>135724<br>KCHR | **Kittiwake** SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 1896<br>1629<br>982 | ✠100A1<br>Shelter dk<br>withfreeboard<br>8,21 ~~6,20~~ ✠LMC8,19 | Mch<br>Grk | s | CL | 1919<br>8mo<br>Lloyd | Swan,Hunter&Wigham<br>Richardson,<br>Ld.Newcastle<br>'sA&CP | CorkS.S.Co.Ld.<br>CellDB248'399t | 290·3\|42·5\|18·9<br>FK<br>Collision<br>FPT31tAPT39t | Cork<br>British<br>Cem<br>BH to Sh dk<br>5 " " U " | T.3Cy.20½",34"&56"-42" (s)<br>180lb 318NHP<br>3SB,6cf,GS126,HS5000 FD<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 21 " 2<br>s 1 " 6½<br>20 " 0 | |

| 1 Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 Nom du Navire.<br>Visites Périodiques. | 3 Matériaux, Grément, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21051<br>106018<br>JGOH | **Kittiwake**<br>*ss*Liv.2nd.No.3-8,21 | **SteelScSr**<br>~~ssLiv.No.3-7,08~~<br>~~ssLiv.No.3-16~~<br>1*Dk* | 366<br>291<br>148 | ✠100A1<br>8,21 ~~4,20~~<br>~~[illegible]~~<br>BS11,19<br>MS8,21 | Liv<br>✠LMC<br>MBS1,21 | *g* | 4,20 | 1896<br>7mo | Scott&<br>Sons<br>Bowling<br>A&CP | Dundalk&Newry Stm.Pkt.Co.Ld. (W.H.Patterson, *Mgr.*) | 170·0<br>P38'B51'F39' | 22·6 | 12·2<br>BK7" | Dundalk<br>British<br>*4BHCem* | C.2Cy.22"&44"–30" (a)<br>100lb *100lb* NDB15 81RHP<br>1SB,*3pf*,GS52,HS1555<br>Hutson&Son,Glasgow |
| 21052<br>98747<br>MSPV | — | **IronScK**<br>(*Trawler*)<br>1*Dk* | 153<br>143<br>63 |  |  | ... |  | 1891 | Cochrane,<br>Coopr&Schofield Beverley | W.L.Mullender | 101·0<br>Q19' | 20·5 | 11·0<br>BK7½" | Lowestoft<br>British | C.2Cy.16½"&33"–22"<br>45RHP<br>C.D.Holmes&Co.,Hull |
| 21053<br>106545<br>PRQO | **Kitty** | **SteelScSr**<br>1*Dk* | 135<br>128<br>49 |  |  | ... |  | 1897 | A.Hall&<br>Co.<br>Aberdeen | J.H.Waite | 96·7 | 20·1 | 10·5<br>BK7½" | Yarmouth<br>British | C.2Cy.13½"&32"–21"<br>50RHP<br>A.Hall&Co.,Aberdeen |
| 21054<br>108357<br>QDFN | **Kiukiang** | **SteelScSr**<br>2*Dks* | 1985<br>1777<br>1228 |  |  |  |  | 1898 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 275·8<br>P20'B70'F30' | 38·2 | 21·4 | London<br>British<br>*WB* | T.3Cy.20",32"&52"–39"<br>169NHP<br>Scott&Co.Greenock |
| 21055<br>23107<br>RBLN | **Kiye Maru** | **WoodAuxScSr** | 193<br>—<br>135 |  |  |  |  | 1918 | .................. | FukukawaRinyo KabushikiKaisha | 99·9 | 25·1 | 11·5 | Nishino-<br>miya<br>Japanese |  |
| 21056<br>12994<br>LKOF | **Kiyo Maru**<br>*Mchy.Aft*<br>*Elec.light*<br>Wireless | **SteelSc**<br>*ss*Yka.No.3–12,20<br>2*Dks*(*Stl*)&*Webframes*<br>&*Shelter dk*(*Irn*–ws) | 9058<br>—<br>6479<br>12,21 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~5,21~~ ~~12,20~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 1,10 *F.P. above* 150°F, | Yka<br>~~Cre~~<br>✠LMC~~10,20~~ | *d*†<br>11,21 | CL<br>~~10,20~~<br>11,21 | 1910<br>1mo | MitsuBishi<br>Dkyd&EWks<br>Nagasaki<br>*Lloyd*'*sA&CP* | ToyoKisen KabushikiKaisha | 476·7<br>B20'<br>*WB=CellDBuE* | 55·3 | 31·2<br>FK&BK1½" | Yokohama<br>Japanese<br>15*BHCem*<br>13 *to Udk*<br>2 *to Mdk*<br>&*B*98'244*tD* | T.3Cy.29",48"&78"–54" (s)<br>200lb 640NHP<br>4SB,*12cf*,GS231,HS9219 FD<br>MitsuBishi D&E.Wks.Nag<br>*Tf*50'702*tFPT*109*tAPT*19 |
| 21057<br>9217<br>JSLV | — | **SteelScSr**<br>(*ex*Else)<br>1*Dk*&*Spar dk*3*tr B* | 1424<br>1277<br>1058 |  |  |  |  | 1896 | Howaldts-<br>werke<br>Kiel | KitaNipponKisen KabushikiKaisha | 238·5<br>B51'F27' | 32·4 | 20·7<br>*WB* | Amaga-<br>saki<br>Japanese | T.3Cy 17⅛",27⅝"&43⅜"–24⅞"<br>94NHP<br>Howaldtswerke,Kiel |
| 21058<br>15017<br>MFLJ | — | **SteelScSr**<br>1*Dk* | 286<br>236<br>154 |  |  |  |  | 1913 | Mitsubishi<br>GoshiKaisha<br>Kobe | S.Uchida | 127·0 | 22·0 | 12·0 | Karatsu<br>Japanese | T.3Cy.14¼",23½"&38"–24"<br>71NHP<br>MitsubishiGoshiKaisha |
| 21059<br>23471<br>RDGP | **Kiyo Maru No. 1** | **WoodSc** | 1192<br>—<br>685 |  |  |  |  | 1919 | .................. | KiyoTekkoUnyu KabushikiKaisha | 221·4 | 31·7 | 21·0 | Wakayama<br>Japanese |  |
| 21060<br>22779<br>NWOT | — | **WoodAuxScSr** | 247<br>—<br>191 |  |  |  |  | 1918 | .................. | SakaiSuzuo | 120·5 | 25·5 | 11·4 | Higashino<br>Japanese |  |
| 21061<br>22449<br>NTQV | **Kiyo Maru No. 2** | **WoodAuxScSr** | 246<br>—<br>184 |  |  |  |  | 1917 | .................. | SenjuKisaku | 120·0 | 25·4 | 11·3 | Higashino<br>Japanese |  |
| 21062<br>25069<br>RLWQ | — | **WoodAuxScLr** | 103<br>—<br>74 |  |  |  |  | 1919 | .................. | FujitaKijiro | 87·4 | 19·8 | 8·1 | Takarke<br>Japanese |  |
| 21063<br>23479<br>RDHF | **Kiyo Maru No. 3** | **WoodAuxScSr** | 342<br>—<br>235 |  |  |  |  | 1919 | .................. | KiyoTekkoUnyu KabushikiKaisha | 125·5 | 28·3 | 12·3 | Wakayama<br>Japanese |  |
| 21064<br>23496<br>RDJQ | — | **WoodAuxScSr** | 248<br>—<br>197 |  |  |  |  | 1918 | .................. | SenjuKisaku | 119·3 | 25·3 | 11·3 | Higashino<br>Japanese |  |
| 21065<br>23308<br>ROJN | **Kiyo Maru No. 8** | **WoodAuxScSr** | 194<br>—<br>107 |  |  |  |  | 1918 | .................. | TodaHyakujiro | 99·2 | 24·1 | 11·8 | Nishino-<br>miya<br>Japanese |  |
| 21066<br>7284<br>JMWS | **Kiyomasa Maru** | **WoodAuxScSr** | 194<br>—<br>130 |  |  |  |  | 1902 | .................. | TakeiChukichi | 112·0 | 22·9 | 11·1 | Hakodate<br>Japanese |  |
| 21067<br>QBWG | **Kizicos**<br>(*ex*City of Malaga,<br>*Well deck* *ex*Borthwick) | **IronScSr**<br>6thSurvey,Gls.9,92<br>5thSurvey,Brs.2,08<br>1*Dk*2*tr B* | 1018<br>806<br>604 | ✠<br>2,13 | Sws | Lv |  | 1872<br>6mo | JLThomp-<br>son<br>Sunderland | Requisitioned by theItalianGovt. | 220·0<br>P207*t*F24*t*<br>ND88 | 30·2 | 16·9<br>BK8" | Genoa<br>Italian<br>*4BH*<br>*DBa&f* | C.2Cy.27"&50"–30"<br>NB82 114NHP<br>G.Clark,Sunderland |
| 21068 | **Kizil-irmak**<br>(*ex*SallyMærsk,<br>*ex*Winifred) | **SteelScSr**<br>*ss*Nwc.No.3–7,10<br>*ss*Rot.No.1-14<br>1*Dk*(*Irn*)&*deep framing* | *2794*<br>*2569*<br>*1802* | ✠<br>———<br>8,19 | Rot<br>✠ | *u* |  | 1898<br>9mo | Irvine'sS.B<br>&D.Dk.Co.Ld<br>WHartlepool | Administration de Nav.àVap. Ottomane<br>*WB=CellDBa* | 324·0<br>P9'B160'F33'<br>&*uE*124'*f* 136'675*t* | 46·0 | 20·5<br>FK | Constanpl<br>Turkish<br>5*BHCem*<br>*APT*47*t* | T.3Cy.24",38"&64"–42"<br>267NHP<br>2SB,*6cf*,GS89,HS4030<br>T.Richardsn & Sns.Ld.Hpl. |
| 21069<br>1080<br>HGPL | **Kizukawa Maru** | **IronScSr**<br>2*Dks* | 140<br>127<br>86 |  |  |  |  | 1888 | Kawasaki<br>DockyardCo.<br>Ld. Kobe | Sumitomo Kichizayemon | 107·4 | 14·6 | 11·7 | Shinhama<br>Japanese | C.2Cy.12¼"&24¼"–18"<br>20NHP<br>KawasakiDkydCoLdKobe |
| 21070<br>LBKT | **Kjell**<br>(*ex*Anund,*ex*Chr.Gylstorff)<br>*Well deck* *ss*Xia.No 1-21 | **SteelSc**<br>*ss*Got.No.3–6,17<br>1*Dk*(*Stl*)&<br>*deep framing* | 912<br>659<br>487 | ✠100A1<br>6,21 ~~11,20~~<br>~~BS8,20~~ | Got<br>X1a<br>✠LMC~~6,17~~<br>~~MS6,21~~ 6,21 | *l* | ~~9,19~~<br>6,21 | 1905<br>5mo<br>~~Lloyd's A&CP~~ | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>&CP | D/S A/S Ryvarden (K.I.Bredsdorff&N Chr.Sorensen,*Mgrs*)<br>*CellDBa*42' *uE&B* | 195·0<br>P14'Q46'B81'F21'<br>31'*f*86'203*tFPT*26*t* | 32·0 | 13·5<br>FK | Kragerø<br>~~Christiania~~<br>Norwegian<br>4*BHCem*<br>*APT*31*t* | T.3Cy 16½",26"&43"–30" (s)<br>180lb 123NHP<br>2SB,*4cf*,GS60,HS2064<br>N.E.Marine Eng.CoLd.Sld. |
| 21071<br>LBWJ | **Kjellbergen**<br>(*ex*SachiMaru) Wireless<br>*Elec.light* | **SteelSc**<br>2087<br>1*Dk*(*Stl*) | ~~2205~~<br>~~1889~~<br>~~1364~~<br>1874<br>1242 | 100A1<br>10,19<br>MS5,19 | Nag<br>LMC8,18 | *r* | 10,19 | 1918<br>8mo | Fujinagata<br>Dockyard<br>Osaka<br>CP | ~~T.Evers~~<br>D/SA/S Vosbergen (T.Evers *Mgr.*)<br>*CellDBa*86'*u* | 272·0<br>P16'B60'F34'<br>*E*20'*f*112'455*tFPT* | 40·0 | 24·1<br>FK | Haugesnd<br>Norwegian<br>4*BHCem*<br>102*tAPT*34*t* | T.3Cy.18½",30½"&51½"–36"<br>180lb (s) 189NHP<br>2SB,*4cf*,GS100,HS3135<br>FujinagataDockyrd Osaka |
| 21072<br>NWGV | **Kjøbenhavn**<br>*Elec.light* | **SteelScSr**<br>3*Dks* | 1670<br>928<br>920 |  |  |  |  | 1917 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | DetForenede Dampskibs.Selsk. | 270·4<br>F52' | 40·2 | 14·3 | Copnhagn<br>Danish<br>*WB* | T4Cy25½",41½"&(2)48"–39"<br>288NHP<br>HelsingörsJernsk.&Mskb. |
| 21073<br>NHKF | —<br>*Elec.light* | **SteelPad**<br>(*Ferry*)<br>1*Dk* | 1091<br>1013<br>438 |  |  |  |  | 1895 | Burmeister<br>&Wain<br>Copenhagen | DeDanske Statsbaner | 274·0 | 34·0 | 15·2 | Copnhagn<br>Danish | C.4Cy.34"&62"–54"<br>470NHP<br>Burmeister&Wain,Cpn. |

| | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 74<br>796<br>HK | **Klamath** **WoodTwinScSr**<br>*Elec.light* Wireless 2*Dks* | 3020<br>2343<br>1765 | | | | | 1919 | McEach-<br>ernShipCo.<br>Astoria,Or. | UnitedStates<br>ShippingBoard | 272·8\|46·1\|24·1<br>B142'F27' | Astoria<br>Utd. States | T.6Cy.15½",26"&44"-26"<br>Builders'Iron 196NHP<br>Foundry,Providence,R.I | | R |
| 75<br>678<br>LC | **Klang** **SteelSc**<br>*Elec.light* 2*Dks* | 1451<br>1064<br>733 | | | | | 1911 | CaledonS.<br>B.&E.Co.Ld<br>Dundee | StraitsS.S.Co.Ld. | 274·0\|38·1\|15·9 | Singapore<br>British<br>*WB* | T.3Cy.22",36"&58"-42"<br>218NHP<br>CaledonSB.&E.Co.Ld.Dun | | |
| 76<br>183<br>SG | **Klaran** **CompScSr**<br>(*ex*Paul,*ex*Klaran,*ex*Agnhammar)<br>*Mchy.Aft* 1*Dk* | 176<br>148<br>112 | | | | | 1883 | J.H.Selden<br>Orust | NordiskaTrans-<br>port A/B (Gust. E.<br>Sandström, *Mgr.*) | 100·9\|22·3\| 8·8 | Gothenbrg<br>Swedish | C.2Cy.10½&"22½"-15"<br>16NHP<br>P.Larsen,Thorskog | | |
| 77<br>461<br>PR | **Klarelfven** **CompScSr**<br>*Mchy.Aft* | 179<br>139<br>82 | | | | | 1899 | P.Larsson<br>Thorskog | Ångb.Actieb.<br>Venern<br>(A.Svensson,*Mgr*) | 99·5\|22·3\| 9·3<br>B30'H7*t*F10' | Karlstad<br>Swedish | C.2Cy.11"&18"-16"<br>11NHP<br>P.Larsson,Thorskog | | |
| 78<br>032<br>TKI | **Klas** **IronScSp**<br>(*ex*Hugo)<br>*Mchy.Aft* 1*Dk* | 197<br>167<br>100 | | | | | 1887 | Göteborgs<br>M.V.<br>Gothenburg | Göteborg-<br>Kristinehamns<br>Rederiaktieb(T.<br>Jonsson,*Mgr.*) | 102·8\|21·9\|10·7<br>B24'H4*t* | Gothenbrg<br>Swedish | C.2Cy.12"&23¼"-20"<br>20NHP<br>KristinehamnsM.V. | | |
| 079<br>PDG | **Klaus** **SteelAuxSc3MstSr**<br>*OilEng.*<br>*Mchy.Aft* (*ex*Alpha) 1*Dk*<br>(*See Sailing Ship Register*) | 105<br>88<br>52 | | | | | 1914 | PPhStuhrs<br>Msk.&Skb<br>Aalborg | A/S Oljetransport<br>(A.Philipsen,*Mgr*) | 88·9\|21·2\| 6·7 | Bergen<br>Norwegian | Oil Engines 2S.C.SA<br>2Cy.10⅔"-11⅔" 15NHP<br>TuxhamEng.Co.Cpn | | V |
| 080 | **Kleist** **SteelTwinSc**<br>amed "Yoshino Maru," See No. [illegible] in Supplement<br>*Elec.light* Sub.Sig. Wireless 4*Dks* | 8959<br>7465<br>5127 | Lon. 11,20<br>(*See footnote**) | | | | 1906 | F.Schichau<br>Danzig | JapaneseGovt.<br>(NipponYusen<br>KabushikiKaisha,<br>*Mgrs.*) | 463·3\|57·7\|35·8<br>P88'B196'F91' | Japanese<br>*WB* | Q.8Cy 24⅖",36⅓",55$\frac{9}{10}$"&75⅘"<br>-53" 820NHP<br>F.Schichau,Danzig | 39 ″ 0<br>s10 ″ 9½<br>28 ″ 10 | |
| 1081<br>VHB | **Klem** **SteelSc**<br>(*Whaler*)<br>(*ex*Bouledogne) Wireless 1*Dk* | 158<br>148<br>54 | | | | | 1911 | Akers<br>Mek. Værks.<br>Christiania | Hvalfangerselk.<br>"Nordhavet" A/S<br>(H.Pedersen *Mgr*) | 104·2\|20·1\|11·9<br>H10*t* | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.12",20"&33"-24"<br>53NHP<br>AkersMek.Værks.Xia. | | N |
| 1082 | **Kleoniki** **SteelSc**<br>(*ex*Yt.Madrigal,*ex*Mandolin) | 109<br>—<br>58 | ✠<br>5,20 | | | | 1901<br>5mo | Day,Sum-<br>mers&Co.<br>Southampton | LycourisBros. | 114·0\|17·0\| 9·2 | Piræus<br>Greek | C.2Cy.13"&26"-21"<br>38NHP<br>Day,Summers&Co.Sou. | | |
| 1083<br>TGK | **Kleven** **SteelScSr**<br>amed "Vanja," See No 39852 in Supplement<br>*Elec.light* 1*Dk* | 1367<br>1197<br>790 | | | | | 1918 | T.van<br>Duijvendijk<br>Lekkerkerk | D/S A/S Kleven<br>(Brödr.Olsen) | 238·8\|36·5\|16·9<br>F27'B60'P22' | Stavanger<br>Norwegian<br>*WB* | T.3Cy.17½",29"&46"-36"<br>128NHP<br>Penn&Bauduin, Dordrecht | | N |
| 1084<br>MSJP | **Klinken** **WoodAuxSc**<br>(*Lighter*) *Motor*<br>(*ex*Trafik) 1*Dk*<br>(*See Sailing Ship Register*) | 112<br>99<br>74 | | | | | 1874 | ..................<br>Kragerö | BöTeglverkA/S.<br>(ChrMagnus*Mgr*) | 79·2\|21·8\|10·2 | Bergen<br>Norwegian | Motor | | |
| 1085<br>1976<br>JDSF | **Klintehamn** **IronScSr**<br>1*Dk&Shelter dk* | 314<br>155<br>232 | | | | | 1876 | OABrodin<br>Gefle | Ångf.Aktieb.Got-<br>land (CarlE.<br>Ekman,*Mgr.*) | 121·4\|21·6\| 9·7<br>H12*t* 16·6 | Wisby<br>Swedish | C.2Cy.13¾"&28¾"-20"<br>31NHP<br>O.A.Brodin,Gefle | | |
| 1086 | **Klio** **SteelScSr**<br>*Well deck* 1*Dk&deep framing* | 1463<br>1086<br>889 | | | ... | | 1906 | Mackay<br>Bros.<br>Alloa | FrenchGovern-<br>ment | 234·1\|36·1\|16·3<br>Q87'B56'F29'<br>FK | French<br>*WB* | T.3Cy.18",29"&48"-33"<br>146NHP<br>MacColl&Pollock,Ld.Sld. | 18 ″ 6 | V |
| 21087<br>LBMQ | **Klippan** **SteelScSr**<br>*Mchy.Aft* 1*Dk* | 548<br>400<br>278 | | | | | 1907 | Göteborgs<br>M.V.Aktieb.<br>Gothenburg | A/S Salvesens<br>Rederi(A.Salvesen<br>*Mgr.*) | 160·7\|27·4\|11·3<br>P69*t*H30*t*F24*t* | Chrstiania<br>Norwegian<br>*WB* | T3Cy.14$\frac{3}{16}$",22¼"&37$\frac{7}{16}$"-23⅝"<br>68NHP<br>GöteborgsMV.Aktieb.Got | | V |
| 21088<br>MHJK | **Klo II.** **SteelScSr**<br>(*Whaler*)<br>*Elec.light* (*ex*Tangalane) 1*Dk* | 174<br>169<br>60 | | | | | 1912 | Framnes<br>Mek.Værks.<br>Sandefjord | A/S Örnen (S.L.<br>Christensen,*Mgr.*) | 111·5\|20·1\|12·1 | Sandefjrd<br>Norwegian<br>*WB* | T.3Cy.12",20"&33"-24"<br>53NHP<br>AkersMek.Værks.Xia. | | N |
| 21089<br>MHPD | **Klosterfos** **SteelScSr**<br>(*ex*HildePodeus)<br>*Elec.light* Wireless 1*Dk* | 1649<br>—<br>978 | | | | | 1908 | Nordsee-<br>werke<br>Emden | SkibsA/S Thor<br>ThoresensLinje<br>(Otto & Thor<br>Thoresen Akties,<br>*Mgrs.*) | 271·1\|39·7\|15·5<br>P12'Q96'B108'F32' | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.20½",33½"&53"-33½"<br>163NHP<br>OttenserMasch.Ottensen | | N |
| 21090<br>6365<br>KCSB | **Knäppingsborg** **SteelSc**<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 1885<br>1621<br>1068 | ✠100A1<br>10,20 | Got<br>✠LMC10,20 | *r* | | 1920<br>10mo<br>A&CP | Akt.Lind-<br>holmen-<br>Motala<br>Gothenburg | Aktieb.H.Unér<br>(R.Göhle,*Mgr.*) | 262·0\|42·7\|18·1<br>P24'B151'F26'<br>FK<br>*CellDB*223 | Nrrköping<br>Swedish<br>4*BHCem*<br>470*tAPT*41*t* | T.3Cy.21½",33"&55"-36" (*s*)<br>185lb 216NHP<br>2SB,4*cf*,GS66,HS2850 FD<br>Akt.Lindholmen-Motala | 20 ″ 6<br>s 2 ″ 0½<br>18 ″ 9 | |
| 21091<br>142856<br>KDJH | **Knebworth** **SteelScSr**<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>*CruiserStern* | 2555<br>2244<br>1410 | ✠100A1<br>~~5,21~~ ~~9,20~~<br>5,22 10,21 | Brs<br>✠LMC12,19<br>~~Bry~~Nwc | *t* | CL | 1919<br>12mo<br>Lloyd | Dunlop,<br>Bremner&<br>Co.Ld.<br>PortGlasgow<br>'s*A&CP* | RobertStanley<br>ShippingCo.Ld.<br>(R.S.Dalgliesh,<br>*Mgr.*) *CellD* | 302·9\|42·9\|20·7<br>P33'B80'F32'<br>FK<br>*B*260' 669*t* *FPT*72*t* | Newcastle<br>British<br>5*BHptCem*<br>*APT*170*t* | T.3Cy.22",36"&59"-39" (*s*)<br>180lb *100lb* 262NHP<br>2SB,6*cf*,GS124,HS4426<br>Dunlop,Bremner&Co.Ld. | 23 ″ 0<br>s3 ″ 6½<br>19 ″10 | |
| | | | *Fitted for oil fuel 12,19 F.P. above 150° F. whilst carrying coal and ore cargoes* | | | | | | | | | | | |
| 21092 | **Kniáz Pojársky** **SteelTrpScSr**<br>(*Icebreaker*)<br>*Elec.light* 1*Dk*(*Stl*)&*Awng dk*(*Stl-teak s*)2*nd dk*(*Stl*)<br>*CruiserStern* 2 *Screws aft & 1 forward* | 2432<br>2372<br>891 | ✠~~100A1~~<br>*Awng dk*<br>*withfreeboard*<br>7,21 12,19 | Nwc<br>✠~~LMC12,19~~ | *s* | 11,19 | 1916<br>12mo<br>Lloyd | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>LdNewcastle<br>'s*A&CP* | RussianGovern-<br>ment<br>*CellDB*147'361*t* Side<br>*trimming tanksf*51' | 236·0\|57·1\|27·3<br>FK<br>355*t* *a*55' 286*t* *FPT* | Petrograd<br>Russian<br>5*BHCem*<br>94*tAPT*97*t* | T6Cy21½"35½"&58"-36"(aft)<br>T3Cy18½"30½"&50"-36"(frd)<br>180lb (*s*) 904NHP<br>6SB,18*cf*,GS352,HS14478FD<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 30 ″ 4<br>s 8″10½<br>22 ″ 0 | |
| 21093<br>203772<br>KVSM | **Knickerbocker** **WoodSc**<br>1*Dk* | 310<br>—<br>192 | | | | | 1907 | ..................<br>Noank,Conn. | NewYork&<br>HastingsSteam-<br>boatCo. | 130·0\|32·9\|10·0 | NewYork<br>Utd. States | | | |
| 21094<br>135469<br>JOKV | **Knight Companion** **SteelScSr**<br>*ss*Sou.No.1-18<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 7362<br>6821<br>4509 | ✠100A1<br>1,21<br>~~BS1,21~~ | Liv<br>✠~~LMC10,19~~<br>4,22 | *c*† | CL<br>~~N 5,18~~<br>4,22 | 1913<br>6mo<br>Lloyd | C.Connell<br>&Co.Ld.<br>Glasgow<br>'s*A&CP* | OceanS.S.Co.Ld.<br>(A.Holt&Co.<br>*Mgrs.*) | 470·4\|58·0\|32·0<br>P87'B167'F99'<br>FK | Liverpool<br>British<br>8*BHCem* | T.3Cy.26½",45"&75"-48" (*r*)<br>200lb *110lb* 557NHP<br>2DB,12*cf*,GS203,HS10030<br>D.Rowan&Co.Glasgow | 34″10<br>s 7 ″ 0<br>28 ″ 3 | |
| | | | *Carrying oil fuel F.P. above 150° F. inDB* | | | | | | *WB=CellDBa158'uE&B60'f196'1564tDTa37'1230tFPT86tAPT59t* | | | | | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21095<br>120861<br>HDBR | **Knight Errant** SteelScSr<br>ssBkn.No.3-8,20<br>Wireless 1*Dk*(*Stl*-ws) | 148<br>139<br>57 | ✠100A1<br>*For Towing purposes*<br>10,21 ~~8,20~~<br>✠NB6,05 | Bkn<br>BS9,21<br>LMC3,20 | | ~~8,20~~<br>10,21 | 1905<br>7mo<br>*Lloyd* | Lytham<br>S.B.&E.CoLd<br>Lytham<br>'*sA&CP* | West CoastTowage &SalvageCo.Ld.<br>(J.Prendiville& Co.*Mgrs.*) | 96·0 | 22·1 | 11·0<br>BK6½″ | Liverpool<br>British<br>5*BHCem* | T.3Cy.12″,20″&33½″–22″ (r)<br>220lb 99RHP<br>NE00*re-fitted*05<br>1SB,3*cf*,GS49,HS1575<br>LythamS.B.&E.Co.Ld.Lyt. |
| * 21096<br>115346<br>TSKJ | **Knight of the Garter** SteelScSr<br>ssCff.No.3–6,14<br>*Elec.light* ssLiv.No.1–19<br>Wireless 2*Dks*(*Stl*)&*Web frames*<br>*Carrying oil fuel F.P. above*150°F. *in DB* | 6689<br>6277<br>4277 | ✠100A1<br>~~✠12,20~~ 3,22<br>MS8,18 | Gls<br>~~Bkn~~ NYk<br>✠LMC<br>~~BS~~ 3,21 | *b*† | CL<br>~~6,20~~<br>3,22 | 1902<br>12mo<br>*Lloyd* | C.Connell &Co.Ld.<br>Glasgow<br>'*sA&CP*<br>*WB=Cell* | ChinaMutualS.N. Co.Ld.(A.Holt& Co.*Mgrs.*)<br>*DBa*147′*uE&B*52′ | 456·0<br>P38′B164′F51′<br>*f* 202′1629*t DTa*35′ | 55·2 | 30·7<br>FK | Liverpool<br>British<br>6*BHCem*<br>1023*t FPT*9 | T.3Cy.26½″,46″&76″–51″ (r)<br>200lb *100lb* 552NHP<br>3SB,9*cf*,GS142,HS7653 FD<br>D.Rowan&Co.Glasgow<br>4*t APT*56*t* |
| * 21097<br>120900<br>HDVT | **Knight Templar** SteelScSr<br>ssBkn.No.3-2,19<br>*Elec.light* 2*Dks*(*Stl*)&<br>Wireless *deep framing*<br>*Carrying oil fuel F.P. above* 150°F. *in DB* | 7203<br>6856<br>4616 | ✠100A1<br>1,22 ~~4,21~~ 4,22<br>~~BS4,20~~<br>BS1,22 | Liv<br>~~NYk~~<br>✠LMC8,18 | *c*†<br>Shi | CL<br>~~4,21~~<br>4,22 | 1905<br>11mo<br>*Lloyd* | C.Connell &Co.Ld.<br>Glasgow<br>'*sA&CP* | OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)<br>*WB=CellDBa* | 470·0<br>P38′B169′F51′<br>160′*uE&B*52′*f*202′ | 58·0 | 31·8<br>FK | Liverpool<br>British<br>7*BHCem*<br>1700*t DTa*43′ | T.3Cy.27″,46″&76″–51″ (r)<br>200lb *100lb* 596NHP<br>3SB,9*cf*,GS148,HS8613 FD<br>D.Rowan&Co.Glasgow<br>1457*t FPT*129*t APT*53*t* |
| 21098<br>102094<br>NCPQ | — SteelScSr<br>(*ex*SirBrian,*ex*KnightTemplar)<br>1*Dk* | 146<br>128<br>61 | | | ... | | 1893 | Mackie& Thomson<br>Glasgow | West CoastTowage &SalvageCoLd.(J. Prendiville&Co. *Mgrs.*) | 95·2 | 20·7 | 10·5<br>BK7½″ | Liverpool<br>British<br>*FPT*13*t* | T.3Cy.12″,20″&34″–24″<br>99RHP<br>Dunsmuir&Jackson,Gls. |
| * 21099 | **Knin** SteelScSr<br>ssFiu.No.1–17<br>*Well deck* 1*Dk*<br>*Elec.light* | 284<br>204<br>157 | ✠100A1<br>*withfreeboard*<br>6,20<br>BS12,20<br>*For Service in the Adriatic* | Fiu<br>✠LMC1,17 | *f* | 6,20 | 1913<br>10mo<br>*Lloyd* | M.U.Mar- tinolich<br>Lussnpiccolo<br>'*sA&CP* | Soc.inAzioni Ungaro-Croata di Nav.Maritt.aVap. | 155·0<br>Q58′B37′F31′ | 20·8<br>21·6 | 10·2<br>BK6″ | Fiume<br>5*BHCem* | T.3Cy.13½″,23″&35″–18″ (s)<br>185lb 83NHP<br>1SB,2*cf*,GS33,HS1325 FD<br>Plenty&Son,Ld.Newbury |
| 21100 | **Knock** SteelScSr<br>*Elec.light* 1*Dk* | 258<br>236<br>— | | | | | 1907 | Akt.Ges. "Weser"<br>Bremen | EmsLotsen Gesellschaft | 128·0<br>B13′F20′ | 23·8 | 13·3 | Emden<br>German<br>*WB* | T3Cy13¾″22 1/16″&35 1/16″-25<br>64NHP<br>A.G."Weser,"Bremen |
| 21101<br>138911<br>KCQV | **Knockfierna** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 5285<br>4815<br>3208 | | | | | 1919 | Napier& Miller,Ld.<br>Glasgow | LimerickS.S.Co. Ld. | 400·1<br>P49′B112′F39 | 52·3 | 28·5 | Limerick<br>British<br>*WB* | T.3Cy.27″,44″&73″–48″<br>360NHP<br>Dunsmuir&Jackson,LdGls |
| * 21102<br>122960<br>HKVL | **Knottingley** SteelScSr<br>ssCff.No.3–7,19<br>*Well deck* 1*Dk*(*Irn*)&*deepframing*<br>*Elec.light Mchy.Aft* | 824<br>584<br>417 | ✠100A1<br>7,21 ~~7,20~~<br>~~BS7,20~~<br>BS8,21 | Cff<br>✠LMC7,19 | *k* | N8,19 | 1907<br>6mo<br>*Lloyd* | J.Crown& Sons,Ld.<br>Sunderland<br>'*sA&CP* | CambeShipping Co.Ld.(Morgan& CadoganLd *Mgrs.*)<br>*WB=Cell* | 195·0<br>Q98′B13′F24′<br>*DBf*125′ 222*t FPT* | 32·6 | 11·6<br>FK | Goole<br>British<br>4*BHCem*<br>57*t APT*5*t* | T.3Cy.15¾″,25½″&45″–33″(s)<br>160lb 99RHP<br>2SB,4*pf*,GS53,HS2100<br>N.E.MarineEng.Co.Ld.Sld |
| 21103<br>128871<br>HNQM | **Knowl Grove** SteelScSr<br>ssGoo.No.2–17<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Cargo buttens not fitted* | 370<br>265<br>155 | ✠100A1<br>4,17<br>BS11,20 | Goo<br>✠LMC4,17 | *e* | CL<br>4,17 | 1909<br>3mo<br>*Lloyd* | J.P.Ren- noldson&Sns<br>SouthShields<br>'*sA&CP* | Goole&Hull Steam TowingCo.Ld. | 145·2<br>Q49′F20′ | 24·6 | 10·1<br>FK<br>*W* | Goole<br>British<br>3*BHCem*<br>*B=FPT*40*t* | C.2Cy.19″&40″–26″ (s)<br>125lb 75RHP<br>1SB,3*pf*,GS44,HS1404<br>J.P.Rennoldsn&Sns,S.Shl |
| 21104<br>118058<br>VJGD | **Knowsley Hall** SteelScSr<br>*Elec.light* 2*Dks*<br>Wireless | 4190<br>3945<br>2705 | | | | | 1903 | Swan,Hun- ter&Wigham Richardson, Ld Newcastle | HallLine,Ld. | 373·0<br>P35′B93′F42′ | 46·7 | 27·7 | Liverpool<br>British<br>*WB* | T.3Cy.23½″,39″&68″–48″<br>320NHP<br>WllsndSlpwy.Co.Ld.Nwc. |
| 21105<br>218207<br>LRKF | **Knoxville** SteelSc<br>*Elec.light* *Fitted for oil fuel*<br>Sub.Sig. 1*Dk*2*trB in fore&after*<br>Wireless *holds&Webframes* | 3283<br>3005<br>2001 | | | ... | | 1919 | Submarine BoatCorp.<br>Port Newark. N.J | UnitedStates ShippingBoard | 324·0<br>P30′B90′F35′ | 46·2 | 25·0<br>FK | Newark NJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. |
| * 21106<br>NLFM | **Knud II.** SteelScSr<br>ssShl.No.3–2,14<br>*Elec.light* ssNYk.No.1–18<br>1*Dk*(*Irn*)&*deep framing* | 1946<br>1687<br>1189 | ✠100A1<br>12,20<br>~~BS12,20~~ | Els<br>✠LMC~~5,18~~<br>4,22 | *r* | N6,20 | 1900<br>10mo | W.Gray& Co.Ld.<br>WHartlepool<br>A&CP | DetForenede Dampskibs Selskab<br>*WB=Cell* | 279·7<br>P25′B69′F29′<br>*DBa*88′*uE*20′*f*118′ | 40·0 | 18·3<br>FK | Copnhagn<br>Danish<br>4*BHCem*<br>541*t APT*35*t* | T.3Cy.21″,33″&56″–36″ (s)<br>160lb ~~80lb~~ 194NHP<br>2SB,4*rf*,GS70,HS3008<br>Cen.Mar.Eng.Wrks.WHpl |
| 21107<br>In port damaged<br>4243<br>NWVT | **Knut** WoodAuxSr<br>*Motor*<br>(*See Sailing Ship Register*) 1*Dk* | 123<br>114<br>94 | | | | | 1875 | ..................<br>Nysted | RederiA/SKolding (J.DamkierPeter- sen,*Mgr.*) | 91·2 | 21·7 | 9·8 | Kolding<br>Danish | |
| 21108<br>MNOL | **Knut Hamsun** SteelScSr<br>ssKel.No.3–10,21 ~~ssXia.No.2–16~~<br>(*ex*Bintang) 1*Dk*(*Stl*)&*deep framing*<br>*Elec.light* &*Awng dk*(*Stl*)<br>Wireless | 2902<br>2728<br>1850 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>10,21 ~~7,19~~<br>~~MS7,19~~ | Hfx<br>Kel<br>BS10,21<br>✠LMC1,21<br>~~BS2,20~~ | *t* | CL<br>~~N7,19~~<br>N5,21 | 1907<br>11mo | Akt.Bur- meistr&Wain<br>Copenhagen<br>A&CP *W* | A/S D/S Knut Hamsun(O.Örvig)<br>*B=CellDBa*96′*u* | 310·0<br>RFD33′<br>*E*18′*f*138′535*t FPT* | 44·2 | 17·5<br>25·2<br>FK | Bergen<br>Norwegian<br>5*BHCem*<br>30*t APT*15*t* | T3Cy.21½″,34½″&60″–39″(r)<br>~~180lb~~ 252NHP<br>~~2SB~~,6*cf*,GS100,HS4000<br>Akt.Burmeistr&Wain,Cpn |
| * 21109<br>WMDV | **Knut Jarl** SteelScSr<br>(*ex*LauraMærsk, ssLiv.No.3–11,10<br>*ex*Laura) ssNwc.No.2–20<br>Wireless 1*Dk*(*Irn*)&*deep framing* | 2793<br>2569<br>1765 | ✠100A1<br>3,22 ~~2,21~~<br>MBS3,21 | Npt<br>Bry<br>✠LMC5,20 | *u* | CL<br>~~2,21~~<br>3,22 | 1898<br>6mo | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool<br>A&CP | Nordenfjeldske Dampskibsselskab<br>*CellDB* | 324·0<br>P9′B160′F33′<br>*a&uE*124′*f*136′675*t* | 46·0 | 20·5<br>FK | Trondhjm<br>Norwegian<br>5*BHCem*<br>*APT*47*t* | T.3Cy.24″,38″&64″–42″ (s)<br>160lb *145lb* NDB16 267NHP<br>2SB,6*cf*,GS89,HS4030<br>T.Richardsn&Sns.Ld.Hpl |
| 21110<br>HTPF | **Knut Skaaluren** WoodScSr<br>1*Dk*2*trB* | 687<br>547<br>398 | | | | | 1899 | Knut Skaaluren<br>Rosendal | D/S A/S Mai (G. Hvistendahl,*Mgr.*) | 171·0<br>Q41*t*B62*t*H8*t*F24*t* | 29·6 | 16·4 | Tönsberg<br>Norwegian | T.3Cy.13″,21″&33″–27″<br>57NHP<br>AkersMek.Verks.Xia. |
| 21111<br>NBDL | **Knuthenborg** WoodAuxSc4MstSr<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 342<br>317<br>270 | | | | | 1919 | Bandholm Skibsværft<br>Bandholm | HolgerNisted | 137·8 | 30·4 | 13·0 | Copnhagn<br>Danish | Motor<br>TuxhamA/S.Copenhagen |
| 21112<br>137695 | **Ko Chow** SteelSc<br>1*Dk*&*Shade dk* | 348<br>239<br>182 | | | | | 1915 | Kwong TakCheong<br>HongKong | KoChowS.S.Co.Ld. | 150·4 | 25·0 | 9·6 | HongKong<br>British | C.2Cy.17″&36″–22″<br>52RHP<br>KioongTuckChiongH.Kg |
| 21113<br>9454<br>JTHG | **Koan Maru** SteelSc<br>ssKob.No.3–3,11<br>(*ex*Grosmont) ssKob.No.2–19<br>Wireless *Elec.light* 1*Dk*(*Irn*)2*trB*&<br>*Webframes*3*Dk rule* | 3399<br>2661<br>~~2116~~<br>2117 | ✠100A1<br>*withfreeboard*<br>12,21 ~~11,20~~ | Kob<br>✠LMC~~11,~~<br>12,21 | *v* | CL<br>~~11,19~~<br>12,21 | 1899<br>7mo | Ropner& Son<br>Stockton<br>A&CP | KatsudaKisen KabushikiKaisha<br>*WB=CellDBa* | 325·0<br>P29′B172′F36′<br>108′*uE*22′*f*126′571*t* | 46·0 | 24·7<br>FK | Kobe<br>Japanese<br>5*BHCem*<br>*APT*64*t* | T.3Cy.22″,38″&63″–42″ (s)<br>210lb *80lb* 275NHP<br>2SB,6*rf*,GS105,HS3880<br>Blair&Co.Ld.Stockton |
| 21114<br>618<br>HDQR | — WoodScSr<br>2*Dks* | 135<br>—<br>71 | | | | | 1881 | Nagata Sanjuro<br>Osaka | K.Izumi | 100·5 | 14·4 | 11·6 | Sakai- machi<br>Japanese | 2Cy.15″–15″<br>NB88 Eb*lt*65 14NHP<br>Randolph,Elder&Co.Gls. |

| | 2 Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built.<br>When.<br>Ship.<br>Engines | 9 By Whom.<br>Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth | 12 Port of Registry.<br>Flag. | 13 Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 115<br>1099<br>MCP | **Koan Maru** WoodAuxScSr | 111<br>—<br>62 | | | | | 1917 | ................ | HamazakiTojiro | 92·0 | 18·2 | 8·6 | Nawa<br>Japanese | | | |
| 1116<br>2836<br>WHJ | **Koan Maru No. 2** WoodAuxScSr | 186<br>—<br>108 | | | | | 1918 | ................ | HamazakiTojiro | 93·7 | 23·4 | 12·1 | Nawa<br>Japanese | | | |
| 1117<br>1596 | **Koau** WoodTwinScCtr<br>*OilEng.*<br>1*Dk* | 144<br>126<br>77 | | | | | 1917 | Brown&<br>Sons<br>LeKokum | Richardson&Co.<br>Ld. | 87·7 | 22·0 | 9·5 | Napier,N.Z<br>British | Oil Engines<br>8Cy.9″-11″ 46NHP<br>UnionGasEng.Co.S.Fo. | | |
| 1118 | **Kobe** SteelScSr<br>*ss*Fiu.No.3-1,13<br>*ss*Hav.No.1-19<br>1*Dk*(*Stl*)&*Spardk*(*Stl*)&*Webframes* | 4579<br>4091<br>2929 | ✠100A1<br>*Spar dk*<br>6,20<br>BS6,20 ✠LMC6,19 | Tri | *x* | 3,20 | 1901<br>1mo | Craig,<br>Taylor&Co.<br>Stockton<br>A&CP<br>*W* | Soc.Anon.<br>d'Armamento<br>Maritt.Oriente<br>*B=CellDBa*118′*u* | 360·0<br>P31′B90′F38′<br>*E&B*38′*f*148′830*t* | 48·4 | 20·4<br>28·4<br>FK | Fiume<br>6*BHCem*<br>*FPT*188*t A* | T.3Cy.25½″,40½″&68″-48″<br>160lb (*s*) 332NHP<br>3SB,*9cf*,GS129,HS5146<br>Richardsons,Westgarth<br>*PT*59*t* &Co.Ld.Hpl. | 30 ″ 11 | |
| 1119<br>28192 | — SteelPad<br>1*Dk* | 197<br>197<br>124 | | | | | 1908 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.Ld. | 177·4 | 25·1 | 6·2 | Glasgow<br>British | C.4Cy.14½″&26″-60″<br>49RHP<br>Denny&Co.Dumbarton | | |
| 1120<br>1105<br>IGRC | **Kobe Maru** SteelScSr<br>*ss*Yka.No.3-10,00<br>*ss*Nag.No.1-06<br>*Elec.light*<br>Wireless *2Dks*(*UStl*-ws)&*Spardk* | 2923<br>2586<br>1537 | ✠<br>*Spar dk*<br>4,07<br>✠<br>✠NB05*refitted*4,06 | Kob | *u* | | 1888<br>8mo<br>*BHds* | Lon.&Gls.<br>Co.(Lim.)<br>Glasgow<br>*extend to main* | NipponYusen<br>KabushikiKaisha<br>*WB=Ce*<br>*dkonlyinforehold* | 325·0<br>F38′<br>*Shade dk*198′BK10″<br>*llDB*246′447*tFPT* | 41·2 | 18·9<br>26·5 | Tokio<br>Japanese<br>6*BHAsp*<br>42*tAPT*12*t* | T.3Cy.$34\frac{7}{32}$″,54″&87″-54″<br>561NHP<br>2D&2SB,*18cf*,GS280HS8557<br>Lon.&Gls.Co.(Lim.),Gls. | 29 ″ 0 | |
| 21121<br>21841<br>NRFJ | **Kobe Maru No. 1** WoodSc | 292<br>—<br>214 | | | | | 1917 | ................ | KatoTatsuza | 117·2 | 25·5 | 13·1 | Mukaishi-<br>mahigashi<br>Japanese | | | |
| 21122<br>23228<br>RBWS | **Kobe Maru No. 2** WoodSc | 292<br>—<br>219 | | | | | 1918 | ................ | KatoTatsuza | 117·0 | 25·5 | 13·1 | Itosaki<br>Japanese | | | |
| 21123<br>NDBV | **København** SteelAuxSc<br>5MstBk *OilEng*<br>*Elec.light* *Mchy.Aft* 2*Dks*(*UStl*-ws)<br>(*See Sailing Ship Register*) | 3901<br>3410<br>3329 | ✠100A1<br>3,22 ~~9,21~~<br>~~(*ClassContemplated*)~~<br>✠LMC9,21 | Lth<br>SFo | *z* | CL | 1921<br>9mo<br>*Lloyd'* | Ramage&<br>Ferguson,Ld.<br>Leith<br>*sA&CP* | A/S DetÖstasia-<br>tiskeKompagni<br>*CellD* | 368·9<br>P75′B47′F30′<br>*Ba*33′226*tMT*46′124 | 49·3 | 26·9<br>BK11″ | Copnhagn<br>Danish<br>1*BHptCem*<br>5*tAPT*24*t* | Oil Engine 4S.C.SA<br>4Cy.~~19″~~-26″ 91NHP<br>18⅞″<br>Akt.Burmeistr&Wain,Cpn | 28 ″ 7<br>s6 ″ 0½<br>24 ″ 1 | |
| 21124 | — SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk* | 1705<br>1415<br>875 | | | | | 1912 | G.Seebeck<br>Akt.Ges.<br>Geestemnde | | 259·5 | 38·2 | 18·1 | *WB* | T.3Cy.18″,28⅜″&44½″-35½″<br>117NHP<br>G.SeebeckA.G.Gst. | | |
| 21125<br>131471 | **Kobiloko** WoodScK<br>1*Dk* | 170<br>150<br>63 | | | | | 1910 | F.T.Morri-<br>son&Sinclair<br>Sydney NSW | Lever'sPacific<br>Plantations,Ld. | 108·6 | 24·0 | 9·0 | SydnyNSW<br>British | C.2Cy.12″&24″-18″<br>24RHP<br>Mort'sDk&E.CoLd.Balm | | |
| 21126<br>26842<br>RWGK | **Kochi Maru** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 2919<br>2688<br>1758 | ✠100A1<br>11,21 ~~11,20~~<br>✠LMC~~11,20~~<br>11,21 | ~~Hari-~~<br>Kob~~ma~~ | *u* | CL | 1920<br>11mo | Teikoku<br>S.S.Co.Ld.<br>O'Harima<br>A&CP | TeikokuKisen<br>Kaisha<br>*Cell* | 305·0<br>P23′B92′F33′<br>*DB*263′645*tFPT*53 | 43·7 | 27·2<br>FK | O'Harima<br>Japanese<br>5*BHCem*<br>*tAPT*56*t* | T.3Cy.23″,38″&64″-48″ (*s*)<br>200lb 352NHP<br>2SB,*6cf*,GS110,HS4558 FD<br>TanakaEng.Works, Osaka | 27 ″ 3<br>s 4 ″ 4<br>23 ″ 3 | |
| 21127<br>10344<br>LBQF | — SteelScSr<br>1*Dk* | 307<br>222<br>168 | | | | | 1907 | S.Ono<br>Osaka | OsakaShosen<br>KabushikiKaisha | 141·0 | 20·8 | 9·9 | Osaka<br>Japanese | T.3Cy.12½″,20″&31¾″-22″<br>47NHP<br>S.Ono,Osaka | | |
| 21128<br>132853<br>HVRG | **Kodama** SteelScK<br>*ss*Cff.No.2-19<br>1*Dk* | 257<br>229<br>103 | ✠100A1<br>*StmTrawler*<br>9,19<br>✠LMC9,19<br>BS4,21 | Cff | | CL<br>9,19 | 1911<br>7mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | Neale&West,Ld. | 125·5<br>Q74′F21′ | 23·0 | 12·3<br>BK7½″ | Cardiff<br>British<br>3*BHCem* | T.3Cy.12½″,21″&35″-26″ (*s*)<br>180lb 79RHP<br>1SB,*3pf*,GS50,HS1398<br>ShieldsEng.Co.Ld.N.Shl. | 13 ″ 0 | |
| 21129<br>209709<br>LOHT | **Kodiak** SteelScSr<br>(*Whaler*)<br>*Fitted for oil fuel* 2*Dks* | 146<br>—<br>99 | | | | | 1912 | J.F.Duthie<br>&Co.<br>Seattle | NorthPacificSea<br>ProductsCo. | 100·0 | 19·2 | 12·4 | St.Paul,<br>Minn.<br>Utd.States | T.3Cy.11″,18″&29″-24″<br>41NHP<br>WashingtonI.Wks.Seattle | | |
| 21130<br>144893<br>KGQH | **Kodrus** SteelSc<br>*ss*Msl.No.1-19<br>(*ex*Drujba) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 3841<br>3539<br>2371 | ✠100A1<br>9,21 ~~9,20~~<br>✠LMC~~7,19~~<br>9,21 | Cff<br>Bry | *x* | CL<br>~~7,19~~<br>9,21 | 1914<br>6mo<br>*Lloyd* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'*sA&CP* | Anglo-Grecian<br>Stm.TradingCo.<br>Ld.(C.Doresa &Co.<br>*Mgrs.*)<br>*CellDBa*123′*uE* | 370·0<br>P29′B227′F39′<br>23′*f*163′1001*t FPT* | 51·0 | 22·7<br>FK | London<br>British<br>6*BHCem*<br>90*tAPT*140*t* | T.3Cy.25″,41″&68″-48″ (*s*)<br>180lb 371NHP<br>2SB&1AuxSB,<br>*8cf*,GS151,HS6045<br>Cen.Mar.Eng.Wrks.WHpl | 25 ″ 1<br>s 3 ″ 5½<br>22 ″ 1 | |
| 21131<br>395<br>IACD | **Kodumaa** SteelScSr<br>*ss*Liv.No.3-7,10<br>*ss*Shl.No.2-19<br>(*ex*Napo,*ex*Harmony) 1*Dk*(*Irn*)&<br>*Well deck* *Webframes* | 1157<br>816<br>687 | ✠100A1<br>4,19<br>~~BS2,20~~ ✠LMC5,19<br>BS~~7,21~~4,22 | Shl | *n* | 5,19 | 1897<br>8mo | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>A&CP *WB* | RevalShppg.Co.Ld<br>(Joh.Pitka&Co.)<br>=*CellDBa*52′*uE&* | 224·4<br>P25′Q50′B48′F26′<br>*B*35′*f*90′339*t FPT* | 33·4 | 13·8<br>FK | Reval<br>Esthonian<br>4*BHCem*<br>30*tAPT*48*t* | T.3Cy.19″,31″&51″-33″ (*s*)<br>160lb *110lb* 156NHP<br>1SB,*4pf*,GS71,HS2450<br>J.Dickinson&Sons,Ld.Sld. | 16 ″ 7<br>s 1 ″ 8<br>15 ″ 3 | |
| 21132<br>TFVM | **Koemai** SteelScSr<br>1*Dk* | 345<br>275<br>165 | | | | | 1911 | Wilton's<br>E.&Slpwy Co<br>Rotterdam | Koninkl.Paketv.<br>Maats. | 150·0<br>F20′ | 26·1 | 8·9 | Batavia<br>Dutch | C.2Cy.11¾″&23½″-17¾″<br>18NHP<br>Wilton's E.&SlpwyCo.Rot | | V |
| 21133<br>6321<br>JLRW | **Kofuji Maru** WoodScSp<br>1*Dk* | 131<br>—<br>59 | | | | | 1905 | S.Nagata<br>Osaka | NipponSuizan<br>KabushikiKaisha | 106·3 | 16·8 | 9·6 | Shmnseki<br>Japanese | C.2Cy.12¼″&24½″-16″<br>20NHP<br>S.Nagata,Osaka | | |
| 21134<br>22956<br>NWSH | **Kofuku Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>Wireless | 5859<br>5586<br>4280 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>7,21 ~~2,21~~<br>✠LMC~~8,15~~<br>7,21 | Cff<br>Kob | *y* | 7,21 | 1918<br>8mo | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>A&CP | KokusaiKisen<br>KabushikiKaisha<br>*CollisionBHtoAwng dk*<br>*CellDB* | 385·0<br>334′ 1118*t FPT*126*t* | 51·0 | 36·0<br>FK | Kobe<br>Japanese<br>*Cem*<br>5*BH to Udk*<br>*APT*93*t* | T.3Cy.26″,43½″&72″-48″ (*s*)<br>200lb 440NHP<br>2SB&1AuxSB,*8cf*,GS154,<br>HS5741 FD<br>KawasakiDkyd.CoLdKobe | 36 ″ 0<br>s 9 ″ 3½<br>27 ″ 1 | |
| 21135<br>7159<br>LTDK | — SteelScSr<br>*Elec.light*<br>Wireless 2*Dks*(*Stl*) | 4737<br>4034<br>3394 | ✠100A1<br>11,19<br>✠LMC11,19 | Kob | *x* | CL<br>10,18 | 1917<br>9mo | Uraga<br>DockCo.Ld.<br>Uraga<br>A&CP | HiroumiNisaburo<br>KabushikiKaisha<br>*CellD* | 360·0<br>P33′B91′F33′<br>*B*291′ 934*tFPT*143*t* | 51·0 | 28·4<br>FK | Uraga<br>Japanese<br>6*BHCem*<br>*APT*53*t* | T.3Cy.24½″,40½″&67″-48″<br>180lb (*s*) 378NHP<br>3SB,*9cf*,GS180,HS6382<br>UragaDockCo.Ld.Uraga | 28 ″ 4<br>s 5 ″ 7½<br>23 ″ 1 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux. Gréement, etc.<br>Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21136<br>23668<br>RFBT | **Kofuku Maru** | WoodSc | 771<br>—<br>563 | | | | | 1918 | ........ | FukugawaRingyo<br>KabushikiKaisha | 190·5 | 29·9 | 16·1 | Nishino-miya<br>Japanese | |
| 21137<br>25512<br>RNTG | — | SteelSc | 753<br>—<br>416 | | | | | 1919 | ........ | SawaguchiKisen<br>GoshiKaisha | 180·0 | 27·5 | 16·5 | Sakai<br>Japanese | |
| 21138<br>21111<br>NMDJ | — | WoodAuxScSr | 113<br>—<br>62 | | | | | 1918 | ........ | IwashitaNisaburo | 92·4 | 18·1 | 10·8 | Kagoshima<br>Japanese | |
| 21139<br>3567<br>LNPF | **Kofuku Maru No. 6** | WoodAux ScSr | 187<br>—<br>147 | | | | | 1913 | ........ | ChuoShosen<br>KabushikiKaisha | 100·5 | 23·1 | 11·9 | Ushioye<br>Japanese | |
| 21140<br>21758<br>NQTK | **Kofuku Maru No. 8** | WoodAux ScSr | 189<br>—<br>109 | | | | | 1918 | ........ | ChuoShosen<br>KabushikiKaisha | 99·7 | 23·9 | 11·6 | Ushioye<br>Japanese | |
| 21141<br>21775<br>NQVM | **Kofuku Maru No. 10** | WoodAux ScSr | 199<br>—<br>118 | | | | | 1918 | ........ | ChuoShosen<br>KabushikiKaisha | 101·7 | 23·5 | 12·0 | Ushioye<br>Japanese | |
| 21142<br>27<br>PBDG | **Kogen Maru**<br>(*ex*TagonouraMaru,<br>*ex*C.D.Taylor) | CompScSr<br>2*Dks* | 722<br>—<br>426 | | | | | 1869 | J.Laing<br>Sunderland | ChosenYusen<br>KabushikiKaisha | 190·0 | 25·6 | 21·7 | Jinsen<br>Japanese | C.2Cy.25"&44"-33"<br>93NHP |
| 21143<br>7708<br>JQHR | **Kohan Maru** | SteelScSp<br>2*Dks* | 572<br>529<br>333 | | | | | 1903 | S.Ono<br>Osaka | OsakaShosen<br>KabushikiKaisha | 171·0<br>B31'F19' | 23·7 | 17·2 | Osaka<br>Japanese<br>*WB* | T.3Cy.12",19½"&31½"-22"<br>47NHP<br>S.Ono,Osaka |
| 21144<br>146234<br>KLPQ | **Kohinur**<br>*Elec.light* Wireless | SteelSc<br>2*Dks*(*Stl*-*U*teaks) | ~~5100~~<br>5168<br>4731<br>~~3340~~ | ✠100A1<br>2,22<br>~~(*Class Contem-plated*)~~<br>✠LMC2,22 | PGl | *y* | CL | ~~1921~~<br>1922<br>2mo<br>*Lloyd's* | Lithgows<br>Ld.<br>Glasgow<br>SA&CP | AsiaticS.N.Co.Ld. | 404·3<br>P36'B119'F47' FK<br>*Tween dk bulkhead dispensed with in after hold*<br>*5BH to Upper dk 1BH to 2nd dk only*<br>*CellDB349'1125t DTa37t APT28t* | 52·2 | 27·4 | London<br>British *Cem* | T.3Cy.26",42"&70"-48" (*s*)<br>180lb *100lb* 435NHP<br>2SB,8*cf*,GS150,HS6110 FD<br>Rankin&BlackmoreLdGrk |
| 21145 | **Köhlbrand** | SteelScSr<br>1*Dk* | 152<br>—<br>88 | | | | | 1890 | Reiherst'g<br>Schiffsw.<br>Hamburg | Wachsmuth&<br>Krogmann | 110·8<br>Q56' | 19·9 | 8·9 | Hamburg<br>German<br>*WB* | C.2Cy.17"&30"-21"<br>34NHP<br>Reiherst.Maschinenf.Ham. |
| 21146<br>18703<br>MVQK | **Kohoku Maru**<br>*Elec.light* | SteelSc<br>2*Dks* | 2610<br>2004<br>1611 | | | ... | | 1915 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | OsakaShosen<br>KabushikiKaisha | 284·5<br>P37'B100'F36'<br>FK | 42·5 | 20·7 | Osaka<br>Japanese<br>*WB* | T.3Cy.20",33½"&57"-39"<br>267NHP<br>KawasakiDkydCoLdKobe |
| 21147<br>26187<br>RSKQ | **Kohshun Maru**<br>*Elec.light* Wireless | SteelScSr<br>2*Dks*(*Stl*) | 5460<br>4988<br>3404 | ✠100A1<br>5,21 ~~6,20~~<br>✠LMC~~12,19~~<br>5,21 | Kob | *z* | CL<br>5,21 | 1919<br>12mo | AsanoS.B.<br>Co.Ld.<br>Tsurumi<br>A&CP | KobeSanbashiCo.<br>Ld. | 400·0<br>P33'B124'F41'<br>FK<br>*CellDB*339'942*t* | 53·0 | 29·4 | Kobe<br>Japanese<br>6*BHCem*<br>*APT*27*t* | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 513NHP<br>3SB,9*cf*,GS175,HS7376 FD<br>IshikawajimaS.B.&Eng.<br>Co.Ld.Tokio |
| 21148<br>21136<br>NMGL | **Kohso Maru**<br>*Elec.light* | SteelScSr<br>2*Dks*(*Stl*)&*Webframes*<br>*Longitudinal framing* | 3180<br>2757<br>2016 | ✠100A1<br>~~4,21 12,20~~ 5,21<br>✠LMC~~2,20~~<br>4,21 | Yka<br>~~Kob~~ Sba | *t* | CL<br>2,20 | 1917<br>11mo | OsakaIron<br>Works,Ld.<br>Osaka<br>A&CP | OsakaShosen<br>KabushikiKaisha | 305·0<br>P19'B82'F32'<br>FK<br>*CellDB*255'518*t APT*20*t* | 43·7 | 27·2 | Osaka<br>Japanese<br>5*BHCem*<br>*DTa* | T.3Cy.22",37"&61"-42" (*s*)<br>180lb 288NHP<br>2SB,6*cf*,GS90,HS3824 FD<br>OsakaIrn.Wrks.Ld.Osaka |
| 21149<br>25480<br>RNPM | **Kohyo Maru**<br>*Elec.light* | SteelScSr<br>1*Dk*(*Stl*)2*nd dk*(*Stl, except in No.*2*hold*) | 3010<br>2602<br>1820 | ✠100A1<br>3,22 ~~3,21~~<br>✠LMC~~2,21~~<br>3,22 | Nag<br>~~Kob~~ | *u* | CL<br>3,22 | 1919<br>8mo | Matsuo<br>IronWorks<br>&Dockyard<br>Nagasaki<br>A&CP | KobePierCo. | 311·0<br>P21'B78'F41'<br>FK<br>*CellDB*264'622*tFPT* | 44·2 | 27·0 | Kobe<br>Japanese<br>5*BHCem*<br>82*tAPT*78*t* | T.3Cy.22",37"&61"-42" (*s*)<br>180lb 300NHP<br>2SB&1AuxSB,8*pf*,GS145,<br>HS5167<br>MatsuoI.W.&Dkyd.Nag. |
| 21150<br>93992 | **Koi** | IronTwinScSr<br>1*Dk* | 136<br>88<br>55 | | | | | 1906 | Anchor<br>S.&F.Co.Ld.<br>Nelson,N.Z. | AnchorShipping &<br>FoundryCo.Ld. | 104·6 | 16·0 | 6·4 | Nelson,NZ<br>British<br>*WB* | C.4Cy.9"&20"-15"<br>32RHP<br>Ross&Duncan,Glasgow |
| 21151<br>8272<br>JMKH | **Kojima Maru** | SteelSc | 187<br>—<br>74 | | | | | 1903 | Mitsubishi<br>Dockyard&<br>Eng.Works<br>Nagasaki | Government<br>Railways | 115·0 | 20·0 | 10·2 | Tokio<br>Japanese | |
| 21152<br>19892<br>NGBP | **Koju Maru** | WoodAuxScSr | 249<br>—<br>176 | | | | | 1917 | ........ | OiyeZenroku | 114·0 | 25·2 | 11·8 | Nishino-miya<br>Japanese | |
| 21153<br>22224<br>NVMB | **Koju Maru No. 3** | WoodAuxScSr | 346<br>—<br>228 | | | | | 1918 | ........ | OiyeZenroku | 126·6 | 26·9 | 13·2 | Nishino-miya<br>Japanese | |
| 21154<br>23326<br>RCKM | **Koju Maru No. 5** | WoodAuxScSr | 363<br>—<br>207 | | | | | 1918 | ........ | OiyeZensaku | 129·0 | 27·7 | 13·4 | Nishino-miya<br>Japanese | |
| 21155<br>13564<br>LNPB | — | WoodAuxScSr | 115<br>—<br>66 | | | | | 1913 | ........ | KuharaKogyo<br>KabushikiKaisha | 87·0 | 22·2 | 8·3 | Shimoda<br>Japanese | |
| 21156<br>22930<br>NWQM | **Koju Maru No. 9** | WoodSc | 381<br>—<br>214 | | | | | 1917 | ........ | HokutoUnsoKabushikiKaisha | 143·1 | 25·6 | 13·4 | Otaru<br>Japanese | |
| 21157<br>24156<br>RHDV | **Koju Maru No. 13** | WoodSc | 356<br>—<br>189 | | | | | 1918 | ........ | NakagawaShiro | 142·1 | 24·7 | 13·9 | Osaka<br>Japanese | |
| 21158<br>134<br>QBMV | **Kojun Maru** | SteelSc | 2178<br>—<br>1307 | | | | | 1917 | ........ | DairenKisen<br>KabushikiKaisha | 268·0 | 40·7 | 23·5 | Dairen<br>Japanese | |

| 1 | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 159<br>2955<br>JJK | **Kokai Maru** SteelSc | 1266<br>—<br>857 | | | | | 1918 | ........ | MikamiToyoi | 226·7 | 33·5 | 18·5 | Yoshuira<br>Japanese | | | |
| 160<br>3730<br>IMQ | — WoodSc | 1183<br>—<br>716 | | | | | 1918 | ........ | KuzuokaTamotsu | 216·2 | 34·0 | 19·0 | Kobe<br>Japanese | | | |
| 161<br>5064<br>LWJ | — WoodSc | 901<br>—<br>547 | | | | | 1918 | ........ | TakashimaYukio | 198·3 | 32·0 | 17·4 | Nishitonda<br>Japanese | | | |
| 162 | **Koki Maru** SteelSc<br>ull particulars See No. 38034 in Supplement<br>Elec.light | 4850 | 100A1<br>(ClassContemplated) | | | | 1921 | Ishikawa-jimaSB.Co.<br>Tokio | | 388·0<br>P31'B117'F33' | 53·2 | 32·0 | Kobe<br>Japanese | T.3Cy.27",43½"&72"-48"<br>IshikawajimaSB.Co.Tokio | | |
| 163<br>21385<br>IWV | **Kokiri** SteelScSr<br>ssWln.No.1-15<br>(exLauderdale) 1Dk(Stl)<br>Elec.light Well deck | 1240<br>1015<br>713 | ✠<br>2,15 ✠ | Wln | o | | 1911<br>3mo | Campbel-townS.B.Co.<br>Campb'ltown | UnionS.S.Co.of NewZealand,Ld.<br>WB=Cell DBa56'uE&B33 | Q79'B58'F28' FK<br>'f102'395tAPT85t | 35·8 | 15·6 | Wellingtn N.Z.<br>British<br>4BHCem | T.3Cy.18",27½"&45"-33"<br>135NHP<br>2SB,4cf,GS71,HS2200<br>D.Rowan&Co.Glasgow | 17 ″ 7 | |
| 164<br>17343<br>PDT | **Kokomo** WoodScSr<br>Elec.light Wireless 1Dk2trB | 2594<br>2071<br>1523 | | | | | 1918 | Grant,<br>SmithPorter ShipCo.<br>Portland,Or. | UnitedStates ShippingBoard | 267·5<br>P27'B67'F29' | 46·4 | 23·9 | Portlnd Or<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>NordbergEngineCo. Milwaukee | | R |
| 165<br>1392<br>JVF | **Kokura Maru** SteelScSr<br>anded 11,20 & Abandoned<br>ssYka.No.3-1,02<br>ssYka.No.1-06<br>(exTartar)<br>Wireless 2Dks(Stl)3trB | 2468<br>2236<br>1536 | ✠<br>6,07 ✠ | Kob | u | | 1887<br>7mo | R.Dixon &Co.<br>Middlesbro' | NipponYusen KabushikiKaisha<br>WB=DBa88'&u | 320·0<br>P40'B72'F42' BK10" | 38·0 | 25·7 | Tokio<br>Japanese<br>6BHCem<br>E&B46'241t | T.3Cy.26",42"&69"-42"<br>309NHP<br>2DB,8cf,GS161<br>T.Richardson&Sons,Hpl. | 27 ″ 0 | |
| 166<br>5934 | **Kolbjörn** SteelScSp<br>(Icebreaker)<br>1Dk | 205<br>176<br>39 | | | | | 1917 | Bergsunds M.V.Aktieb.<br>Stockholm | Rederiaktieb. Wilhelmina (J.Mannerheim, Mgr.) | 101·6<br>H29t | 26·8 | 13·2 | Kramfors<br>Swedish | T.3Cy.13",21¼"&34⅝"-23⅝"<br>58NHP<br>BergsundsM.V.Aktb.Skm. | | |
| 21167<br>3449<br>JVDR | — SteelSc<br>(Tug)<br>1Dk | 120<br>97<br>19 | | | | | 1899 | Bergsunds M.V.Aktieb.<br>Stockholm | SandvikensJern-verksAktieb. (T. Magnusson, Mgr.) | 81·7<br>B20' | 18·8 | 10·8 | Gefle<br>Swedish WB | C.2Cy.13¼"&26¼"-17½"<br>24NHP<br>BergsundsM.V.Skm. | | |
| 21168<br>219176<br>LTNB | **Kolda** SteelScSr<br>Elec.light Sub.Sig. Wireless 1Dk | 427<br>—<br>187 | | | | | 1919 | Whitney Bros. Co.<br>Superior, Wis | UnitedStates ShippingBoard | 135·0 | 27·5 | 16·6 | Duluth<br>Utd.States | T.3Cy.17",23"&43"-30"<br>101NHP<br>Filer&Stowell,Milwaukee | | |
| 21169 | **Koldewcy** SteelSc<br>(Trawler)<br>Now named "Kervignac," See No. 38062 in Supplement<br>1Dk | 236<br>210<br>88 | | | | | 1917 | Jos.L. Meyer<br>Papenburg | | 128·0<br>Q70'F21' | 23·3 | 10·8 | French | T.3Cy.12⅗",21⅓"&33⅗"-24⅗"<br>52NHP<br>Jos.L.Meyer,Papenburg | | |
| 21170<br>NRVG | **Koldinghus** SteelScSr<br>Elec.light 1Dk | 673<br>463<br>348 | | | | | 1912 | Kjöbnhvns Flydk.&Skbs.<br>Copenhagen | DetForenede DampskibsSelsk. | 187·4<br>P119'F23' | 31·5 | 20·2 | Kolding<br>Danish WB | T.3Cy.16½",27"&44"-30"<br>106NHP<br>KjbnhavnsFlydk.&Skbsv. | | V |
| 21171<br>2403<br>HVPK | **Kolga** SteelScSr<br>1Dk | 360<br>267<br>168 | | | | | 1891 | O.ABrodin<br>Gefle | Stockholms Rederiaktieb.Svea (H.Ericson,Mgr.) | 140·8<br>Q49' B33' H11t F15' | 24·6 | 10·7 | Stockholm<br>Swedish WB | T.3Cy.11",18¾"&31"-21"<br>44NHP<br>R.Sjöström,Gefle | | V |
| 21172 | **Kolgooef** SteelScSr<br>Elec.light 1Dk(Stl)&Awng dk | *1243*<br>*1150*<br>*757* | ✠ —<br>6,20<br>Awng dk withfreeboard<br>6,20 ✠ | Nwc | o | | 1915<br>6mo | Swan,Hun-ter&Wigham Richardson,<br>LdNewcastle | Archangel-Mour-manStm.Nav.Co.<br>WB=CellDBa | 240·2<br>FK<br>&uE77'uB19'f100' | 35·0 | 18·0 | Archangel<br>Russian<br>4BHCem<br>256tAPT20t | T.3Cy.16½",27"&44"-30"<br>179NHP<br>2SB,6cf,GS114,HS3640<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 20 ″ 0 | |
| 21173 | **Kolozsvar** SteelScSr<br>ssTri.No.3-2,14<br>ssFiu.No.1-19<br>Now named "Cavalucci," See No. 36778 in Supplement<br>1Dk(Stl)&Spar dk(Irn)&deep framing | 1972<br>1798<br>1210 | ✠100A1<br>Spar dk withfreeboard<br>9,20<br>BS11,20 ✠LMC9,19 | Fiu | s | CL<br>9,20 | 1902<br>3mo<br>Lloyd | W.Dobson &Co.<br>Newcastle<br>'sA&CP WB | AdriaSoc.Anon di Nav.Marittima<br>=CellDBa92'uE& | 280·3<br>P33'B90'F35' 21·0<br>FK<br>B33'f121'425tFPT | 39·1 | 13·0 | Fiume<br>6BHCem<br>41tAPT15t | T.3Cy.19½",34"&57"-39" (r)<br>200lb 90lb 230NHP<br>2SB,4rf,GS105,HS3500<br>N.E.MarineEng.CoLdNwc | 23 ″ 3 | |
| 21174<br>123270<br>HGVL | **Kolpino** SteelScSr<br>Ref.Mchy. Wireless 1Dk | 2376<br>1554<br>1465 | | | | | 1906 | Earle'sCo. Ld.<br>Hull | Ellerman'sWilson Line,Ld. | 300·0<br>P187'F32' | 41·1 | 18·4 | Hull<br>British WB | T.3Cy.22",36"&60"-42"<br>233NHP<br>Earle'sCo.Ld.Hull | | C |
| 21175<br>~~MBDW~~ | **Kolsdal** SteelScSr<br>named "Gusten," See No. 37600 in Supplement<br>ssXia.No.3-4,21<br>(exJulieLynn) 1Dk(Stl)<br>Welldeck Cargo battens not fitted | 690<br>480<br>362 | ✠100A1<br>4,22 ~~4,21~~<br>✠LMC4,21<br>BS4,22 | Xia | j | CL<br>~~CL~~<br>~~4,21~~<br>4,22 | 1909<br>4mo<br>Lloyd | Dundee S.B.Co.Ld.<br>Dundee<br>'sA&CP | RederiA/BGusten (T.Hillestrom, Mgr.)<br>WB=CellDB | 175·6<br>P13'Q39'B48'F21'<br>FK<br>a24'f77'119tFPT | 29·1 | 11·8 | Malmö<br>Swedish<br>4BHCem<br>28tAPT25t | T.3Cy.15",25"&40"-27" (r)<br>165lb 95NHP<br>2SB,4pf,GS50,HS1586<br>Richardsons,Westgarth& Co.Ld.Mdb. | 14 ″ 0<br>s ″ 10½<br>13 ″ 5 | |
| 21176<br>115<br>PABT | **Kolyma** SteelScSr<br>(exProsper)<br>Wireless 1Dk&Spardk | 1457<br>1289<br>924 | | | | | 1906 | Nylands Værksted.<br>Christiania | Russian Volunteer FleetAssociation | 238·5<br>B130tF30t | 32·2 | 18·3 | Vladvostk<br>Russian WB | T.3Cy.18",29"&48"-33<br>132NHP<br>NylandsVærksted,Xania | | N |
| 21177<br>15985<br>MFKL | **Koma Maru** SteelTwinScSr<br>Elec.light Wireless 3Dks | 3028<br>—<br>1399 | | | | | 1912 | Kawasaki DkydCo.Ld.<br>Kobe | Government Railways | 324·0<br>F49' | 43·0 | 30·0 | Tokio<br>Japanese WB | T.6Cy.19",32"&53"-36"<br>337NHP<br>KawasakiDkydCoLdKobe | | |
| 21178<br>21381<br>NPGJ | — SteelSc | 935<br>—<br>635 | | | | | 1917 | ........ | S.Matsuda | 200·0 | 32·5 | 17·0 | Nishino-miya<br>Japanese | | | |
| 21179<br>301<br>POWV | **Komagata Maru** SteelScSr<br>Wireless (exSicilia,ex Stubbenhuk) Elec.light 2Dks3trB | 2962<br>2724<br>1787 | | | | | 1890 | C.Connell &Co.<br>Glasgow | YamashitaKisen KabushikiKaisha | 329·2<br>P12'B76'F42' | 41·3 | 28·3 | Fusan<br>Japanese WB | T.3Cy.24",39"&64"-42"<br>265NHP<br>D.Rowan&Son,Glasgow | 28 ″ 6 | |
| 21180<br>117593<br>WPHL | **Komata** SteelScSr<br>Elec.light 1Dk | 2115<br>1772<br>1294 | | | | | 1907 | Swan,Hun-ter&Wigham Richardson,<br>Ld.Newcastle | UnionS.S.Co.of NewZealand,Ld. | 286·0<br>P24'B68'F30' | 42·1 | 18·5 | Dunedin<br>British WB | T.3Cy.22",35"&58"-39"<br>210NHP<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NH=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21181<br>1529<br>HKMJ | **Komei Maru** | **WoodScSr**<br>*2Dks* | 430<br>—<br>257 | | | | | 1895 | Nakamura<br>Oshitaro<br>Osaka | KabushikiKaisha<br>SomaShoten | 156·1 | 21·7 | 16·5 | Hakodate<br>Japanese | C.2Cy.19″&38″–24″<br>59NHP<br>NagataUsaburo,Osaka |
| 21182<br>JVHM | **Kommandören** | **SteelScSr**<br>*1Dk* | 433<br>282<br>264 | | | | | 1891 | AkersMek.<br>Værksted<br>Christiania | Fylkesbaatanei<br>Sogn&Fjordane | 161·8<br>P68*t*<br>F51*t* | 24·0<br>B22*t* | 12·7<br>H32*t* | Bergen<br>Norwegian | T.3Cy.16″,26″&42″–30″<br>NB10 97NHP<br>AkersMek.Værksted,Xia. |
| 21183 | **Kommerzienrat Boeckel**<br>*Elec.light* | **SteelScSr**<br>*1Dk* | 895<br>722<br>554 | | | | | 1904 | Act.Ges.<br>"Neptun"<br>Rostock | F.W.Fischer | 211·2<br>P13'Q65'B57'F26' | 32·1 | 13·1 | Rostock<br>German<br>*WB* | T.3Cy.$14\frac{5}{8}$″,$24\frac{1}{4}$″&$38\frac{7}{16}$″–$26\frac{1}{4}$″<br>76NHP<br>A.G."Neptun,"Rostock |
| 21184 | **Kompass** | **SteelScSr** | 270 | | | | | 1917 | Bockscher<br>Werft<br>Reval | | 127·9 | 20·0 | 10·0 | German | T.3Cy. |
| 21185<br>21545<br>NPWR | **Kompira Maru** | **SteelSc** | 377<br>—<br>292 | | | | | 1917 | .............. | MitsubishiZosen<br>KabushikiKaisha | 140·0 | 25·1 | 6·0 | Nagasaki<br>Japanese | |
| 21186<br>120646<br>HFGC | **Komura**<br>*Elec.light Turret deck* | **SteelScSr**<br>*1Dk* | 2112<br>1745<br>1289 | | | | | 1905 | W.Doxford<br>&Sons,Ld.<br>Sunderland | McIlwraith,<br>McEacharn'sLine<br>Proprietary,Ld. | 295·5<br>P25'F35' | 40·2 | 19·4 | Melbourne<br>British<br>*WB* | T.3Cy.22″,37″&61″–42″<br>241NHP<br>W.Doxford&Sons,Ld.Sld. |
| 21187<br>[illegible]<br>RGPM | **Konan Maru**<br>*Should be* "Kohnan Maru," *See No.*3802[illegible] *in Supplement*<br>*Elec.light* | **SteelScSr**<br>*2Dks(Stl)* | 5177<br>4844<br>3194 | ✠100A1<br>11,18<br>✠LMC11,19 | Yka | *z* | | 1918<br>11mo | Mitsubishi<br>ZosenKaisha,<br>Ld. Nagasaki<br>A&CP | KobeSambashi<br>KabushikiKaisha<br>*CellDB* | 400·0<br>P39'B121'F40'<br>350' 1075*t* *FPT*130*t* | 54·5 | 30·3<br>FK | Kobe<br>Japanese<br>6*BHCem*<br>*APT*37*t* | T.3Cy.$26\frac{1}{2}$″,$44\frac{1}{2}$″&75″–48″<br>200lb (*s*) 494NHP<br>3SB,9*cf*,GS162,HS6591 FD<br>MitsubishiZosenKaishaLd |
| 21188<br>18453<br>MTRS | —<br>*Elec.light*<br>Wireless | **SteelSc**<br>*2Dks(Stl-U.ws)* | 2664<br>2068<br>1653 | | | ... | CL<br>9,17 | 1915<br>9mo | OsakaIron<br>Works<br>Osaka<br>*Lloyd's*A&CP | OsakaShosen<br>KabushikiKaisha<br>*WB=CellDBa*72'<br>*uE&B*40'*f*124'72 | 284·7<br>P40'B100'F36'<br>9*tDTa*14'154*t* *FPT* | 42·5 | 23·0<br>FK | Osaka<br>Japanese<br>4*BHCem*<br>46*tAPT*16*t* | T.3Cy.20″,33″&57″–39″ (*s*)<br>200lb 283NHP<br>2SB,4*cf*,GS90,HS4016 FD<br>OsakaIronWorks,Osaka |
| 21189<br>10387<br>JMPS | —<br>*Elec.light* | **SteelScSr**<br>(*ex*QuangNam)<br>*1Dk&Spardk* | 1375<br>1163<br>852 | | | | | 1902 | Mackie&<br>Thomson<br>Glasgow | JapaneseGovt.<br>(Department of<br>Agriculture&<br>Commerce) | 229·1<br>P23'B52'F34' | 33·9 | 10·1<br>17·6 | Yawata<br>Japanese<br>*WB* | T.3Cy.18″,30″&48″–33″<br>132NHP<br>Hutson&Sons,Glasgow |
| 21190<br>2290[illegible]<br>NWPB | — | **SteelScSr**<br>*1Dk* | 992<br>832<br>671 | | | | | 1918 | Kyushu<br>ZosenSho<br>Wakamatsu | IkedaShoji<br>KabushikiKaisha | 190·0<br>P28'B37'F25' | 31·1 | 18·5 | Nishino-<br>miya<br>Japanese | |
| 21191<br>OKVA | **Kone** | **WoodScSr**<br>(*ex*LittleAgnes)<br>*1Dk* | 130<br>93<br>83 | | | | | 1889 | Sims&<br>Brown<br>Auckland | Vve.N.Hagen | 98·1<br>Q22*t* | 18·0<br>H15*t* | 8·7 | NoumeaNC<br>French | C.2Cy.9″&17″–12″<br>8NHP<br>G.Fraser&Sons,Auckland |
| 21192<br>LESV | **Kong Björn** | **SteelSc**<br>*1Dk*<br>*CruiserStern* | 939<br>655<br>537 | | | | | 1921 | A/SLarvik<br>Slip&<br>Verksted<br>Larvik | DetSöndenfjelds<br>NorskeDamp-<br>skibsselskap | 197·8<br>Q38*t*B116*t*H54*t*<br>P32*t*F5*t* | 32·3 | 12·6 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.14″,$23\frac{1}{2}$″&38″–27″<br>75NHP<br>LarvikSlip&Verksted,<br>Larvik |
| 21193<br>NSRQ | **Kong Christian**<br>*Elec.light* | **SteelScSr**<br>(*ex*Yacht,<br>*ex*LadyEvelyn,*ex*Portia) | 304<br>277<br>121 | | | ... | | 1889 | Caird&Co.<br>Greenock | ThygoSörensen | 164·1 | 22·0 | 11·9 | Chrstiania<br>Norwegian | T.3Cy.14″,22″&36″–30″<br>*WaterTube*DB 78NHP<br>Caird&Co.Greenock |
| 21194<br>MBPK | **Kong Erik**<br>*Elec.light* | **SteelScSr**<br>*1Dk&Spar dk* | 940<br>913<br>575 | | | | | 1903 | Trndhjms<br>Mek.Værks.<br>Trondhjem | Nordenfjeldske<br>Dampskibsselskab | 196·3<br>H25*t* | 30·1 | 20·4 | Trndhjem<br>Norwegian<br>*WB* | T.3Cy.$16\frac{1}{2}$″,26″&44″–30″<br>106NHP<br>TrondhjemsM.V.Trndhjm |
| 21195<br>JSLQ | **Kong Eystein**<br>*Elec.light* | **IronScSr**<br>*1Dk&Spardk* | 303<br>296<br>207 | | | | | 1870 | Trond-<br>hjemsM.V.<br>Trondhjem | Finmarkens<br>Amtsrederi<br>(A.S.Aaröe, *Mgr.*) | 125·1<br>H6*t* | 21·5 | 16·2 | Hammrfst<br>Norwegian | C.4Cy.13″&24″–18″<br>NB94 41NHP<br>TrondhjemsMek.Verks. |
| 21196<br>MGFB | **Kong Gudröd**<br>*Elec.light* | **SteelScSr**<br>*2Dks* | 1091<br>1054<br>648 | | | | | 1910 | Trndhjms<br>Mek.Værks.<br>Trondhjem | Nordenfjeldske<br>Dampskibsselskab | 215·3<br>H37*t* | 30·9 | 21·8 | Trndhjem<br>Norwegian<br>*WB* | T.3Cy.17″,$28\frac{1}{2}$″&48″–33″<br>132NHP<br>TrondhjemsM.V.Trndhjm |
| 21197<br>NPTV | **Kong Haakon**<br>*Elec.light* Wireless | **SteelScSr**<br>*1Dk* | 1761<br>1013<br>871 | | | | | 1906 | Akt.Bur-<br>meistr&Wain<br>Copenhagen | DetForenede<br>DampskibsSelsk. | 273·0 | 38·2 | 22·8 | Copnhagn<br>Danish<br>*WB* | T.4Cy.25″,$42\frac{1}{2}$″&(2)51″–42″<br>337NHP<br>Akt.Burmeistr&Wain,Cpn |
| 21198<br>MBVT | —<br>*Elec.light* | **SteelScSr**<br>*1Dk&Awng dk* | 874<br>794<br>472 | | | | | 1904 | Schömer&<br>Jensen<br>Tönning | Stavangerske<br>Dampskibsselskab | 196·0<br>H58*t* | 28·7 | 13·9<br>21·1 | Stavanger<br>Norwegian<br>*WB* | T.3Cy.$18\frac{11}{16}$″,$30\frac{5}{16}$″&50″–$29\frac{1}{2}$″<br>136NHP<br>Schömer&Jensen,Tönning |
| 21199<br>JSQN | **Kong Harald**<br>Wireless Sub.Sig.<br>*Elec.light* | **SteelScSr**<br>*2Dks&Awngdk* | 1110<br>1045<br>679 | ✠<br>*Awng dk withfreeboard*<br>10,90 | Bhn | | | 1890<br>10mo | J.C.<br>Tecklenborg<br>Geestemünde | Nordenfjeldske<br>Dampskibsselskab | 220·6<br>H64*t*<br>len09 | 30·2 | 13·0<br>20·3<br>BK7″ | Trndhjem<br>Norwegian<br>4*BHCem*<br>*WB* | T3Cy.$18\frac{1}{2}$″,$32\frac{1}{2}$″&$51\frac{3}{16}$″–$31\frac{1}{2}$″<br>NB09 167NHP<br>H.Pauksch,Landsberg |
| 21200<br>JSQW | **Kong Helge**<br>(*ex*Björg) | **SteelScSr**<br>*1Dk* | 739<br>517<br>454 | | | | | 1891 | Nylands<br>Værksted<br>Christiania | Nordenfjeldske<br>Dampskibsselskab | 185·9<br>P183*t*H10*t*F28*t* | 28·8 | 13·6 | Trndhjem<br>Norwegian<br>*WB* | T.3Cy.$14\frac{1}{2}$″,24″&39″–27″<br>79NHP<br>NylandsVærkstad,Xia. |
| 21201<br>MDSQ | **Kong Inge**<br>Cuneo) *Elec.light* | **SteelScSr**<br>(*ex*Clothilde<br>*1Dk&Spar dk* | 1218<br>1053<br>698 | | | | | 1907 | Fredrkstad<br>Mek.Værks<br>Fredrikstad. | DetSöndenfjelds<br>NorskeDmpskslsk | 225·0<br>H101*t* F24*t* | 33·7 | 20·3 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.$18\frac{1}{2}$″,30″&49″–33″<br>138NHP<br>FredrikstadM.V.Frdstad |
| 21202<br>142216 | **Kong Ning** | **SteelTwinSc**<br>*OilEng.* | 727<br>426<br>461 | | | | | 1918 | LanSum<br>Kee<br>HongKong | G.Banker | 170·8 | 32·9 | 9·0 | HongKong<br>British | Oil Engines<br>4Cy.$14\frac{1}{8}$″–$15\frac{3}{4}$″ 69NHP<br>SkandiaPacificOilEng.Co.<br>SanFrancisco |
| 21203<br>JWNS | **Kong Olaf**<br>*Elec.light* | **IronScSr**<br>*1Dk&Awngdk* | 562<br>521<br>297 | | | | | 1883 | Stavanger<br>Stöberi&Dok.<br>Stavanger | DetStavangerske<br>Dampskibsselskab | 173·2<br>H41*t* | 24·0 | 17·7 | Stavanger<br>Norwegian<br>*WB* | T.3Cy.15″,25″&41″–27″<br>NE&B05 87NHP<br>LaxevaagsMskbyg.,Bgn. |
| 21204<br>JSWO | **Kong Oscar** | **IronScSr**<br>*1Dk* | 142<br>69<br>77 | | | | | 1864 | Nylands<br>Værksted<br>Christiania | IndherredsAktie.<br>Dpskselsk.<br>(A.Kleven, *Mgr.*) | 122·7<br>Q11*t*B30*t*H9*t*F22*t* | 17·1 | 6·1 | Stenkjær<br>Norwegian | C.2Cy.15″&27″–15″<br>NE85 NB05 24NHP<br>TrondhjemsM.V.Trndhjm |

| | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. — Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Kong Oscar II.** SteelScSr<br>1Dk&Awngdk<br>Elec.light | 914<br>840<br>477 | | | | | 1904 | Akt.Burmeistr&Wain<br>Copenhagen | ArendalsDampskibsselskab | 197·0\|30·7\|15·0<br>H74t 21·8 | Arendal<br>Norwegian<br>WB | T.3Cy.18¼",30"&50"–33"<br>144NHP<br>Akt.Burmeistr&Wain,Cpn | | N |
| | **Kong Sigurd** SteelScSr<br>1Dk&Spar dk<br>Elec.light | 1237<br>1083<br>779 | | | | | 1907 | Fredrkstad Mek.Værks.<br>Fredrikstad | Det Söndenfjelds NorskeDpskslsk. | 231·2\|32·6\|20·5<br>P57tH59tF18t | Chrstiania<br>Norwegian<br>WB | T.3Cy.17½",29"&48"–33"<br>132NHP<br>FredrikstadM.V.Frdstad. | | N |
| | **Kong Sverre** IronScSr<br>1Dk&Awngdk3trB<br>Elec.light | 593<br>573<br>355 | | | | | 1867 | Nylands Verksted<br>Christiania | DetStavangerske Dampskibsselskab | 176·2\|24·3\|19·5<br>P58' B35' F34' | Stavanger<br>Norwegian | T.3Cy.15½",25"&42"–30"<br>NE&B98 97NHP<br>AkersMek.Verks.Xia. | | |
| 3 | **Kongedybet** SteelAuxSc4MstSr<br>OilEng.<br>1Dk<br>Mchy.Aft<br>(See Sailing Ship Register) | 389<br>344<br>277 | | | | | 1918 | Svendborgs Skibsvœrft&Maskinbyggeri,Svendbg. | A/SM/SKongedybet<br>(M.A.Kristensen) | 139·4\|29·7\|11·0 | Hasle<br>Danish<br>WB | Oil Engines 4S.C.SA<br>4Cy.<br>DanskDieselmotorCo.<br>Holeby | | V |
| 9 | **Kongo Maru** SteelSc | 1166<br>—<br>783 | | | | | 1917 | ………………… | ShimataniKisen KabushikiKaisha | 217·0\|32·0\|18·5 | Nishinomiya<br>Japanese | | | |
| | — SteelScSp<br>1Dk | 137<br>—<br>46 | | | | | 1913 | GoshiKaishaHarada Shoko, Osaka | KobeSanbashi KabushikiKaisha | 99·3\|19·9\|10·3 | Kobe<br>Japanese | T.3Cy.11",19"&32"–22"<br>48NHP<br>GoshiKaishaHaradaShoko | | |
| 1 | **Kongosan Maru** SteelScSr<br>ssKob.No.3–3,14<br>(exIndramayo) ssKob.No.1–18<br>P Elec.light 2Dks(Stl)&deep framing<br>Wireless | 5165<br>4821<br>3221 | ✠100A1<br>5,21 ~~4,20~~<br>✠LMC ~~4,20~~<br>5,21 | Kob | z | CL<br>~~4,20~~<br>5,21 | 1902<br>3mo<br>Lloyd's A&CP | C.Connell &Co.<br>Glasgow | RyotoKisen KabushikiKaisha<br>(MitsuiBussan Kaisha,Ld. Mgrs.)<br>WB | 410·4\|49·3\|29·5<br>P31'B147'F52'<br>FK<br>= Cell DBa112' uE | Dairen<br>Japanese<br>7BHCem<br>&B56' f191' | T.3Cy.26",44"&73"–48" (s)<br>200℔ 100℔ 500NHP<br>3SB,9cf,GS150,HS6957 FD<br>D.Rowan&Co.Glasgow<br>1202tFPT101tAPT170t | 32 ″ 4<br>s 6 ″ 11<br>25 ″ 10 | |
| 2 | **Kongsfos** SteelScSr<br>"Randsfjord," See No. 30088 in Supplement<br>ssXia.No.1–19<br>B Elec.light 1Dk(Stl)&2nd dk(Stl)<br>Wireless in Nos.1&4 holds | 3197<br>2998<br>1987 | ✠100A1<br>9,20<br>✠LMC<br>MS7,19 BS9,20 | Xia | v | CL<br>7,19 | 1914<br>6mo<br>Lloyd's A&CP | R.Thompson&Sons,Ld<br>Sunderland | Skibs.A/SThor ThoresensLinje<br>(Otto&ThorThoresenA/S Mgrs.)<br>WB = CellD | 339·4\|48·5\|21·9<br>P29'B210'F34'<br>FK<br>Ba102'uE23 f142'6 | Chrstiania<br>Norwegian<br>6BHCem<br>73tAPT87t | T.3Cy.24",39"&65"–42" (s)<br>180℔ 100℔ 301NHP<br>2SB,6cf,GS116,HS4700<br>N.E.MarineEng.CoLd.Sld. | 24″ 4<br>s 2″11½<br>21″ 8 | |
| 13 | **Kongsgaard** SteelScSr<br>B Elec.light 1Dk(Stl)<br>Wireless<br>Now named "Stolwijk," See No. 39251 in Supplement | 2514<br>2283<br>1536 | ✠100A1<br>9,20<br>✠LMC1,20 | Gmh | s | | 1920<br>1mo<br>A&CP | N.V.Werf deNord<br>Alblasserdm | A/SVestlandske Lloyd (Brödrene Olsen, Mgrs.) | 286·0\|45·2\|21·7<br>P22'B74'F25'<br>FK<br>CellDB248'605t | Stavanger<br>Norwegian<br>4BHCem<br>APT59t | T3Cy.21⅝",35$\frac{1}{16}$"&57⅛"–41¾"<br>176℔ 100℔ (s) 263NHP<br>2SB,6cf,GS127,HS4488<br>Machfab.Kinderdijk | 23″11 | |
| 14 | **Kongsvik** WoodAuxScSr<br>OilEng.<br>W Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 117<br>102<br>81 | | | | | 1919 | Kolbjörnsvik Skibsbyggeri<br>Arendal | A/SKongsvik<br>(K.Holst) | 80·7\|22·4\| 9·8 | Harstad<br>Norwegian | Oil Engines 2S.C.SA<br>2Cy.11⅗"–13⅗" 18NHP<br>MunktellsM.V. A/B.Xia | | N |
| 15 | **Konia** SteelTwinSc<br>(Tug)<br>(exMöwe,exVonFlügge) 1Dk | 231<br>198<br>88 | | | | | 1918 | CäsarWollheim<br>Breslau | Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.-Linie) | 123·2\|22·1\|10·3<br>F17' | Hamburg<br>German | C.4Cy.10⅘"&20½"–12⅗"<br>24NHP<br>CäsarWollheim,Breslau | | |
| 16 | **König** SteelTwinScSr<br>Elec.light Wireless 2Dks&Webframes | 5034<br>4226<br>3174 | | | | | 1896 | Reiherst'g Schiffsw.<br>Hamburg | | 401·3\|47·2\|29·2<br>P38'F65' | WB | T.6Cy.21",32½"&56"–42"<br>407NHP<br>Reiherst.Maschinenf.Ham. | | |
| 217 | **Königsberg** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 260<br>227<br>97 | | | | | 1917 | Union-Giesserei<br>Königsberg | GermanGovernment | 129·9\|23·1\|11·0<br>Q71'F22' | German<br>WB | T.3Cy.13",20¼"&33"–22⅘"<br>52NHP<br>Union-Giesserei,K'nigsbrg | | |
| 218 | — SteelScLr<br>Mchy.Aft 1Dk | 144<br>137<br>67 | | | | | 1908 | M.vanderKuijl<br>Slikkerveer | EmderHeringsfischereiAct.Ges. | 96·2\|21·4\|10·1<br>Q.21'H16' | Emden<br>German<br>WB | C.2Cy.9$\frac{7}{16}$"&18⅛"–12⅝"<br>9NHP<br>J.H.vanCappellen,Bolnes | | |
| 219 | **Königstein** SteelSc<br>Elec.light 1Dk | | | | | | 1920 | F.Schichau<br>Elbing | H.C.Horn | 98·4\|<br>H30'F10' | Flensburg<br>German | T.3Cy.13¾",22⅘"&35⅗"–21$\frac{7}{16}$"<br>58NHP<br>F.Schichau,Elbing | | |
| 220 | **Koning Albert** SteelScSr<br>(Trawler)<br>VH 1Dk | 208<br>185<br>64 | | | | | 1912 | Mackie&Thomson, Ld<br>Glasgow | SocAnonPêcheries d'Islande(J.Baels, Mgr.) | 115·0\|21·3\|12·8 | Ostend<br>Belgian<br>WB | T.3Cy.12½",20"&33"–24"<br>53NHP<br>W.V.V.Lidgerwood,Gls. | | |
| 221 | **Koningin der Nederlanden** SteelTwinScSr<br>IMB Elec.light Wireless ssAms.No.2–20<br>2Dks(Stl)&Shelter dk(Stl–teak s)<br>Sub.Sig. 3rd dk beams in No. 1 hold | 8280<br>6453<br>5046 | ✠100A1<br>Shelter dk with freeboard<br>~~6,21~~ ~~3,21~~<br>8,22 ~~10,21~~<br>BS6,21<br>✠LMC11,20 | Ams | c† | ~~B10,19~~<br>s11,20<br>P10,21 | 1911<br>7mo<br>Lloyd's A&CP | Nederl. Schps.Maats.<br>Amsterdam<br>W | Stoomv.Maats. "Nederland"<br>B= Cell DBa106'u | 455·3\|55·2\|33·9<br>P44'F74' on Shelter dk<br>FK<br>E57'f150'887tFPT | Amstrdam<br>Dutch<br>7BHCem<br>60tAPT65t | Q.8Cy.24$\frac{7}{16}$",34⅝",47¼"&70⅞"<br>–47¼" 210℔ (s) 1093NHP<br>3DB&2SB,24cf,GS391,<br>HS16316 FD<br>NedFb.v.Wrk&Spoor,Ams | 37 ″ 3<br>s 11 ″ 4<br>26 ″ 5 | |
| 1222 | **Koningin Emma** SteelScLr<br>1Dk | 164<br>163<br>76 | | | | | 1903 | Machfbk. Delftshaven<br>Rotterdam | G.vanLeeuwen, Hzn. | 109·5\|22·0\| 9·5 | The Hague<br>Dutch<br>WB | C.2Cy.11"&24¾"–15¾"<br>19NHP<br>Machf.Delftshaven,Rot. | | |
| 1223 | **KoninginWilhelmina** SteelScSr<br>SUD Elec.light 1Dk | 331<br>260<br>157 | | | | | 1908 | Nederl. Schps.Maats.<br>Amsterdam | Government of Suriname | 143·4\|23·3\|11·8 | Pramaribo<br>Dutch<br>WB | T3Cy.11$\frac{13}{16}$",18⅞"&31½"–17¾"<br>42NHP<br>NedFb.vWrk&Spoor.Ams | | |
| 1224 | — SteelSc<br>HMV Mchy.Aft 1Dk | 180<br>170<br>72 | | | | | 1896 | Bonn&Mees<br>Rotterdam | Scheepv.Mij"KoninginWilhelmina"<br>(Ph.vanOmmeren) | 125·6\|20·8\|10·6 | Rottrdam<br>Dutch<br>WB | C.2Cy.14"&29"–21"<br>32NHP<br>B.Wilton,Rotterdam | | |
| 1225 | **Konpira Maru** WoodAuxScSr<br>55<br>KBGQ | 225<br>—<br>118 | | | | | 1917 | ………………… | TaiwanSeito KabushikiKaiska | 91·0\|25·8\|12·3 | Takao, Formosa<br>Japanese | | | |
| 21226 | **Konsul Olsen** SteelScSr<br>MRSP Elec.light Wireless 1Dk | 1308<br>1134<br>747 | | | | | 1918 | Stavanger Stöberi&Dok<br>Stavanger | Bugge&Olsens Rederiakt. | 242·5\|37·0\|17·0<br>P21'B60'F23' | Larvik<br>Norwegian<br>WB | T.3Cy.17½",28½"&48"–33"<br>132NHP<br>StavangerStöberi&Dok | | N |
| 21227 | **Konsul Reepen** SteelScK<br>(Trawler)<br>1Dk | 237<br>206<br>87 | | | | | 1914 | Schffb.Ges Unterweser<br>Lehe | Hochseefischerei J.Wieting,Akt. Ges. | 131·2\|23·0\|13·1<br>Q69'F18' | Brmrhavn<br>German<br>WB | T3Cy.13$\frac{9}{16}$" 21½"&34⅞"–23⅝"<br>59NHP<br>OttensenerMaschf.Altona | | |

| 1<br>Numéro l'Ordre<br>Numéro Officiel<br>Signaux | 2<br>Nom du Navire. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21228<br>HRQT | Kontzesi | IronScSr<br>1Dk<br>Well deck (exChindor,exIvyHolme) | 291<br>193<br>157 | | | ... | | 1883 | JLThompson&Sons<br>Sunderland | Cia.Anon. Maritima Torrelaveguensé | 120·0<br>Q41'B11'F14' BK6"<br>WB | 22·1 | 9·5 | Torre la Vega<br>Spanish | C.2Cy.16"&30"-24"<br>87NHP<br>J.W.&F.Wilson&Co.Sld |
| 21229<br>5103<br>JRTN | Konung Gustaf V. | SteelTwinScSr<br>(Ferry)<br>Elec.light Sub.Sig. Wireless 1Dk2trB | 3062<br>2402<br>1150 | | | | | 1909 | LindholmensV.A.<br>Gothenburg | SvenskaStatens Jernvägar (E Bergström,Mgr.) | 368·8<br>H578t | 51·1 | 22·2 | Trelleborg<br>Swedish<br>WB | T.6Cy.23¾",39"&64"-35¾"<br>490NHP<br>MotalaV.NyaAkt.Motala |
| 21230<br>4096<br>JNOG | Konung Gustaf Wasa | SteelScSr<br>1Dk | 118<br>57<br>70 | | | | | 1902 | BergsundsM.V.Aktieb.<br>Stockholm | Ångf.A/B Drottningholm-Fittja (J.W.Rickander, Mgr.) | 86·8<br>B48'H7t | 17·5 | 6·7 | Stockholm<br>Swedish | C.2Cy.14½"&31½"-19¾"<br>35NHP<br>BergsundsM.V.Aktb.Skm |
| 21231<br>4294<br>JNST | Konung Oscar | IronScSr<br>Elec.light 2Dks&Shelter dk | 730<br>404<br>426 | | | | | 1875 | BergsundsMek.Vks.<br>Stockholm | Stockholms Rederiaktieb.Svea (H.Ericson,Mgr.) | 182·6<br>H57t len04 20·4 | 25·1 | 13·1 | Stockholm<br>Swedish | T.3Cy.16",25"&42"-28"<br>NE&B04 93NHP<br>BergsndsMek.Vrkst.Skm |
| ✻ 21232<br>129384<br>HQSF | Koolga | SteelScSr<br>ssLon.No.2-18<br>Well deck 1Dk(Irn)&deepframing<br>Elec.light | 1110<br>794<br>552 | ✠100A1<br>9,21 ~~12,18~~ ~~11,19~~<br>~~BS1,20~~ ✠LMC5,18<br>BS5,21 | Dun<br>~~Gms~~ Abn | o | CL<br>~~11,19~~<br>9,21 | 1910<br>4mo | CaledonS.B.&E.Co.Ld.<br>Dundee<br>Lloyd'sA&CP | AberdeenS.N.Co.Ld.<br>WB=Cell | 232·1<br>Q77'B68'F59'<br>FK<br>DBa58'uE20'f96' | 33·9 | 14·9 | Aberdeen<br>British<br>4BHCem<br>310tAPT15t | T.3Cy.19",31"&51"-36" (r<br>180lb 188NHP<br>2SB,6cf,GS99,HS3143<br>CaledonSB.&E.Co.Ld.Dun |
| 21233<br>131528 | Koomeela | WoodScSr<br>1Dk | 191<br>141<br>97 | | | | | 1912 | D.Drake<br>Balmain, N.S.W. | HolymanBros.Ld. (W.Holyman,Jr. Mgr.) | 116·3 | 26·0 | 7·4 | SydnyNSW<br>British<br>WB | C.2Cy.15"&28"-20"<br>Emade86 Bmade02 35RHP<br>AtlasEng.Co.SydneyNSW |
| 21234<br>120610<br>HDNT | Koon Shing | SteelScSr<br>2Dks | 2130<br>1782<br>1333 | | | | | 1905 | Hall,Russell&Co.Ld.<br>Aberdeen | Indo-ChinaSteam Nav.Co.Ld. | 265·0<br>B74'H102tF33' | 40·2 | 21·1 | London<br>British<br>WB | T.4Cy.21½"34½"&(2)40"-39"<br>200NHP<br>Hall,Russell&Co.Ld.Abn. |
| 21235<br>129060<br>HQFV | Koonda | SteelScSr<br>ssMel.No.2-17<br>(exHargrove) 1Dk(Irn)&deep framing<br>Elec.light Cargo battens not fitted | 1631<br>1332<br>906 | ✠100A1<br>3,20<br>✠LMC3,20<br>BS3,21 | Mel | q | 3,20 | 1910<br>1mo | W.Gray&Co.Ld.<br>WHartlepool<br>Lloyd'sA&CP | McIlwraith, McEacharn'sLine Proprietary,Ld.<br>WB=CellDBa&uE | 265·0<br>P21'B60'F26'<br>FK<br>102'f110'497tFPT | 36·1 | 17·0 | Melbourne<br>British<br>4BHCem<br>63tAPT50t | T.3Cy.21",33"&56"-36" (r)<br>180lb 220NHP<br>2SB,6cf,GS98,HS3602<br>Cen.Mar.Eng.Wks.W.Hpl |
| 21236<br>110459<br>PRDB | Koonookarra | WoodScSr<br>1Dk | 165<br>131<br>66 | | | | | 1899 | Riley,Hargreaves&Co.<br>Singapore | LeversPacific Plantations,Ld. | 110·0 | 20·0 | 9·6 | Tulagi<br>British | C.2Cy.14"&28"-16"<br>27RHP<br>Bow&McLachlan,Paisley |
| 21237<br>130149 | Koopa | SteelTwinScSr<br>Elec.light 1Dk | 416<br>313<br>170 | | | ... | | 1911 | Ramage&Ferguson,Ld.<br>Leith | BrisbaneTug&S.S.Co.Ld | 192·6<br>Promenade dk140'<br>FK | 28·1 | 8·6 | Brisbane<br>British | T.6Cy.13",21"&34"-18"<br>176NHP<br>Ramage&Fergusn,Ld.Lth. |
| 21238<br>128760 | Koorah | SteelScK<br>ssGms.No.2-19<br>1Dk | 227<br>212<br>86 | ✠100A1<br>StmTrawler<br>10,21 ~~6,20~~<br>BS10,21<br>~~BS6,20~~ ✠LMC6,19 | Gms | | CL<br>6,20 | 1912<br>2mo | Hall,Russell&Co.Ld.<br>Aberdeen<br>Lloyd'sA&CP | E.E.Cox | 117·4<br>Q72'<br>BK7½" | 22·6 | 12·2 | Grimsby<br>British<br>4BHCem | T.3Cy.12",20"&34"-24" (r<br>180lb 75RHP<br>1SB,3pf,GS46,HS1355<br>Hall,Russell&Co.Ld.Abn. |
| ✻ 21239<br>101742<br>WHFR | Kooringa | SteelSc<br>ssMel.No.3-9,14<br>ssMel.No.1-18<br>1Dk(Stl-ptws)2trB&deepframing<br>Elec.light | 3174<br>2903<br>2035 | ✠100A1<br>9,21 ~~3,20~~<br>~~BS3,20~~ ✠LMC~~11,18~~<br>9,21 | Mel | t | CL<br>~~11,18~~<br>9,21 | 1902<br>5mo | W.Hamilton&Co.<br>Pt.Glasgow<br>Lloyd'sA&CP | McIlwraith, McEacharn'sLine Proprietary,Ld.<br>CellDBa | 324·0<br>P31'B84'F39'<br>FK<br>92'uE22'f142'677t | 47·0 | 22·4 | Melbourne<br>British<br>6BHCem<br>APT82t | T.3Cy.24",40"&65"-42" (r<br>180lb 90lb 305NHP<br>2SB,6cf,GS121,HS4818<br>ClydeS.B.&E.Co.Ld PtGl |
| 21240<br>117412 | — | SteelScSr<br>1Dk | ~~339~~ 309<br>227<br>~~150~~ 94 | | | | | 1902 | Napier&Miller<br>Glasgow | W.Holyman&Sons Ld | 135·2<br>B61'F20'<br>FK | 23·2 | 11·2 | Melbourne<br>British<br>WB | T.3Cy.12½",20"&33"-21"<br>61RHP<br>ClydeS.B.&E.Co.Ld.PtGl |
| 21241<br>219050<br>LTGD | Kootenai | SteelSc<br>Fitted for oil fuel<br>Elec.light 1Dk2trBin fore&after<br>Sub.Sig. Wireless holds&Webframes | 3545<br>3005<br>2174 | | | ... | | 1919 | SubmarineBoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>WB | 1 Geared SteamTurbine<br>386NHP<br>WestinghouseElectric&Mfg.Co Essington,Pa |
| ✻ 21242<br>120742<br>TVPJ | Kooyong | SteelScSr<br>~~ssMel.No.2-16.~~<br>Elec.light 1Dk(Stl)&deepframing<br>ssMel.No.3-3,21 | 2296<br>2093<br>1393 | ✠100A1<br>6,21 ~~1,19~~<br>✠LMC~~5,20~~<br>6,21 | Mel | l | CL<br>5,20 | 1907<br>10mo | ClydeS.B.&E.Co.Ld.<br>PortGlasgow<br>Lloyd'sA&CP | McIlwraith, McEacharn'sLine Proprietary,Ld.<br>WB=CellDBa90'uE& | 295·0<br>P31'F31' ForeB14'<br>MainB62' FK<br>B34'f132'664tFPT | 44·1 | 19·8 | Melbourne<br>British<br>7BHCem<br>67tAPT79t | T.3Cy.22",37"&61"-42" (r<br>180lb 100lb 264NHP<br>2SB,6cf,GS107,HS4110<br>ClydeS.B.&E.Co.Ld.P.Gl. |
| 21243<br>122738 | Kopoola | SteelScSr<br>Mchy.Aft 1Dk | 293<br>186<br>125 | | | ... | | 1912 | G.Brown&Co.<br>Greenock | CoastSteamships, Ld. | 135·3<br>Q58'F25'<br>B on Q dk25' FK | 23·7 | 7·5 | P.Adelaide<br>British<br>WB | C.2Cy.12"&26"-18"<br>50RHP<br>Gauldie,Gillespie&Co.Gls |
| 21244 | Kópur | WoodScCtr<br>(exAksla)<br>1Dk | 134<br>115<br>52 | | | | | 1913 | H.Gravdal<br>Opsanger | A/S Kópur (PjeturA. Ólafsson) | 97·9<br>Q10' | 21·3 | 9·5 | Talknafjrd<br>Icelandic | C.2Cy.9½"&20"-14"<br>E&Bmade00fitted13 12NHP<br>Mjellem&Karlsen,Bgn. |
| ✻ 21245<br>MHTP | Kora | SteelScSr<br>ssLiv.No.3-2,19<br>(exKrosfond,exRosebank) 1Dk(Stl)<br>Well deck | 817<br>594<br>420 | ✠100A1<br>8,21 ~~11,20~~<br>BS4,21 ✠LMC2,19 | Xia<br>Ham | l | CL<br>11,20 | 1906<br>6mo | ClydeS.B.&E.Co.Ld.<br>Pt.Glasgow<br>Lloyd'sA&CP | DetBergenske Dampskibsselskab | 198·2<br>Q69'B56'F25'<br>FK<br>WB=CellDBa46'f81'163t | 30·1 | 15·1 | Bergen<br>Norwegian<br>4BHCem<br>APT38t | T.3Cy.15",25"&40"-30" (s<br>180lb 80lb 104NHP<br>1SB,3cf,GS50,HS1719<br>ClydeS.B.&E.Co.Ld.PtGl |
| 21246 | Koraaga | SteelScK<br>1Dk | 217<br>191<br>83 | | | ... | | 1915 | Smith'sDockCo.Ld<br>Middlesbro' | NewSouthWales StateTrawling Industry | 115·0<br>Q68'F20'<br>BK7½" | 22·0 | 11·9 | SydnyNSW<br>British<br>WB | T.3Cy.12¼",20"&34"-24"<br>57NHP<br>Smith'sDockCo.Ld.Mdb. |
| ✻ 21247<br>120498<br>HBVQ | Koranna | SteelScSr<br>ssShl.No.3-10,20<br>Elec.light 1Dk(Stl)&deepframing&<br>Wireless Shelterdk(Stl) | 3585<br>3411<br>2267 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~6,21~~ ~~10,20~~ ✠LMC10,20<br>1,22 BS1,22 | Shl<br>NYk | x | N10,20 | 1905<br>2mo | ArmstrongWhitworth&Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | Ellerman&BucknallS.SCo.Ld. | 350·0<br>FK<br>WB=CellDBa108'uE&B42'f | 52·0 | 23·4 | London<br>British<br>6BHCem | T.3Cy.25",41"&67"-45" (s<br>180lb 337NHP<br>3SB,9cf,GS154,HS5355<br>N.E.MarineEng.CoLdNwc<br>156'955tFPT105tAPT108 |
| ✻ 21248<br>142863<br>KFGS | Koranton | SteelSc<br>Wireless CruiserStern<br>1Dk(Stl)&Shelter dk(Stl)<br>Cargo battens not fitted in'tween dks | 6695<br>6448<br>4122 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~4,21~~ ~~12,20~~ ✠LMC4,20<br>4,22 ~~8,21~~ | NNs<br>~~Syd~~<br>Cff | a† | CL<br>8,21 | 1920<br>4mo | W.Doxford&Sons,Ld.<br>Sunderland<br>Lloyd'sA&CP | R.Chapman&Son<br>CellDB366'1338t | 412·6<br>F36'onShelter dk<br>FK<br>FPT148t APT292t | 55·5 | 34·4 | Newcastle<br>British<br>ptCem<br>6 BH to S dk<br>1 " " U " | T.3Cy.27",44"&73"-48" (s<br>180lb 596NHP<br>3SB,12cf,GS216,HS9525 FD<br>W.Doxford&Sons,Ld.Sld. |
| 21249<br>144610<br>KGBJ | Koranui | SteelSc<br>(exCleopatra) 1Dk<br>Elec.light | ~~1252~~ 1266<br>1096<br>~~730~~ 728 | Lth. 11,20<br>(See footnote*) | | | CL | 1914 | Schiffsw. v. HenryKoch<br>Lübeck | UnionS.S.Co.of NewZealand,Ld. | 241·4<br>P&B136'F38 | 36·2 | ~~15·9~~<br>15·6 | ~~London~~<br>British<br>Wellington WB | T.3Cy.18⅒",29⅒"&~~33½"~~<br>~~46½~~ 32⅒"-46⅒" 125NHP<br>OttensenerMaschinenfab.<br>Ottensen |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.

| | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | **Korea Maru**<br>(*ex*Korea)<br>*Elec.light* Wireless | SteelTwinScSr<br>3*Dks*&<br>Sub.Sig. *Awng dk* | 11810<br>—<br>6100 | | | | | 1901 | NwprtNws S.B.&D.D.Co. NewprtNews | ToyoKisen KabushikiKaisha | 551·7<br>P112'B245'F72' | 63·2 | 40·8 | Yokohama<br>Japanese<br>*WB* | Q.8Cy.35",50",70"&100"–66"<br>1625NHP<br>NewportNewsSB.&DDCo. | | RV |
| 1 | **Korean Prince**<br>(*ex*Hindustan)<br>*Elec.light* Sub.Sig. | SteelScSr<br>2*Dks*(*Stl*)<br>Wireless | 4990<br>4697<br>3115 | ✠100A1<br>1,20<br>*Carrying oil* | NYk<br>✠LMC11,17<br>*fuel F.* | *v*<br>*P.* | CL<br>N6,20<br>*above* | 1917<br>11mo<br>*Lloyd*<br>150°F. | Bartram& Sons,Ld. Sunderland<br>'s*A&CP*<br>*inDB* | PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)<br>*CellDBa* 137' *uE*26' | 400·0<br>P36'B119'F40'<br>*f*176'1053*tFPT*191*t* | 52·4 | 28·0<br>FK | Newcastle<br>British<br>6*BHCem*<br>*APT*168*t* | T.3Cy.27½",45"&75"–48" (*s*)<br>180lb *120lb* 476NHP<br>3SB,*9cf*,GS186,HS8055<br>J.Dickinson&Sons,Ld.Sld. | 30 ″ 6<br>s 6 ″ 0½<br>24 ″ 10 | |
| 52<br>80<br>P | **Korniloff**<br>*Elec.light* | IronScBk<br>*ss*Lon.No.1–74<br>2*Dks*3*trB* | 2330<br>1929<br>1322 | ✠<br>2,78 | Lon | | | 1869<br>5mo | A.Leslie& Co. Newcastle | RussianStm.Nav. &TradingCo. | 286·8<br>Q48'F51' | 36·0 | 26·6 | Odessa<br>Russian<br>5*BHCem* | T.3Cy.23",37"&61"–39"<br>NE&B95 NDB95 248NHP<br>WllsndSlpwyCo.Ld.Nwc. | | |
| 53<br>31<br>N | **Korol Albert I.**<br>(*ex*St.Petersburg) | SteelPadSr<br>1*Dk* | 470<br>—<br>306 | | | | | 1887 | Stablimnto Tecnico Trieste | Azoff-BlackSea S.S.Co. | 198·0<br>Q47*t*B17*t*H10*t* F28*t* | 25·6 | 10·2 | Rostoffo/D<br>Russian | C.2Cy.26½"&47"–50"<br>130NHP<br>StabilimentoTecnico,Tri. | | V |
| 54<br>99<br>SB | **Koromiko**<br>Wireless<br>*Turret deck Elec.light* | SteelScSr<br>1*Dk* | 2479<br>2024<br>1541 | | | | | 1907 | W Doxford &Sons,Ld. Sunderland | UnionS.S.Co.of NewZealand,Ld. | 312·3<br>P21'F26 | 43·6 | 19·5 | Dunedin<br>British<br>*WB* | T.3Cy.22",37"&61"–42"<br>241NHP<br>W.Doxford&Sons,Ld.Sld. | | |
| 55 | **Korona**<br>(*ex*Monmouthshire)<br>Wireless | SteelSc3MstSr<br>*ss*NYk.2ndNo.3–10,11<br>*ss*NYk.No.2-20<br>2*Dks*(*Stl–U*ws)3*trB* | 2874<br>2644<br>1871 | ✠100A1<br>11,20<br>MS5,19 | NYk<br>✠LMC<br>BS11,20 | *v* | N11,20 | 1886<br>1mo | Lon.&Gls. Co.Ld. Glasgow A&CP | ~~QuebecS.S.Co.Ld.~~<br>~~G.W.Barkley~~<br>KoronaS.S.Corp. (GlobeLine*Mgrs.*) | 344·0<br>P50'B72'F46' | 40·2 | 26·5<br>BK11" | Callao<br>Peruvian<br>6*BHCem* | T.3Cy.30",47"&70"–51" (*s*)<br>140lb NDB00 360NHP<br>2DB,*12cf*,GS227,HS6014<br>London&Gls.Co.Ld.Gls. | 27 ″ 9<br>s 5 ″ 7<br>23 ″ 6 | |
| 56 | **Korrigan II.** | SteelScSr | 289<br>—<br>55 | | | | | 1892 | Lobnitz& Co. Renfrew | Cie.duBoléo | 144·5<br>B16' | 23·0 | 12·5 | Guaymas<br>Mexican | C.2Cy.21"&42"–24"<br>NB01 72NHP<br>Lobnitz&Co.,Renfrew | | |
| 57 | **Korrigan III.**<br>*Elec.light* | SteelSc<br>Wireless | 916<br>866<br>339 | | | | | 1912 | Atel.&Ch. de laLoire Nantes | Cie.duBoléo | 194·6 | 31·0 | 20·0<br>*WB* | Santa Rosalia<br>Mexican | T.3Cy.18⅛",29$\frac{15}{16}$"&49$\frac{7}{32}$"–37$\frac{13}{16}$"<br>150NHP<br>Atel.&Ch.delaLoire,Nts | | |
| 258<br>BR | **Korsfjord**<br>*Elec.light* | SteelScSr<br>1*Dk* | 1616<br>1197<br>961 | | | | | 1913 | Bergens Mek.Værks. Bergen | A/S D/S Korsfjord (Bergh&Helland) | 244·2<br>P15'Q73'B65'F27' | 37·6 | 15·7 | Bergen<br>Norwegian<br>*WB* | T.3Cy.18",29"&49"–33"<br>138NHP<br>BergensMek VærksBergen | | N |
| 259<br>WM | **Korsör** | Iron&SteelPad<br>(*Ferry*)<br>1*Dk* | 945<br>892<br>382 | | | | | 1883 | Kockums Mk.Wrks. Malmö | DeDanskeStatsbaner | 250·0 | 34·2 | 14·7 | Kallundborg<br>Danish | C.4Cy.33¾"&63¼"–54"<br>490NHP<br>KockumsMk.Wrks.Malmö | | |
| 260<br>8718<br>DW | **Koryo Maru** | SteelScSr<br>2*Dks* | 701<br>655<br>410 | | | | | 1903 | OsakaIron Works Osaka | NaritaKintaro | 187·2 | 26·0 | 18·1 | Hakodate<br>Japanese | T.3Cy.13",21½"&37"–24"<br>67NHP<br>OsakaIronWorks,Osaka | | |
| 261<br>6946<br>CSL | — | WoodScSr<br>2*Dks* | 151<br>137<br>94 | | | | | 1895 | T.Kitagawa Otsu | TaikoKisen KabushikiKaisha | 113·1 | 14·8 | 11·8 | Otsu<br>Japanese | C.2Cy.12"&24"–15"<br>19NHP<br>OsakaIronWorks,Osaka | | |
| 262<br>11409<br>PJR | **Koryu Maru** | WoodSc | 406<br>—<br>231 | | | | | 1917 | ................. | UyenoKikuro | 144·3 | 25·7 | 13·1 | Amagasaki<br>Japanese | | | |
| 263<br>4163<br>BLV | **Kosai Maru**<br>*Elec.light*<br>Wireless | SteelScSr<br>*ss*Yka.No.2–07<br>2*Dks*&*Spar dk*(*Stl*–teaks) | 2590<br>2446<br>1309 | ✠<br>*Spar dk*<br>2,07 | Yka<br>✠ | *t* | | 1899<br>4mo | Lobnitz& Co.Ld. Renfrew | NipponYusen KabushikiKaisha<br>*WB*=<br>*CellDBa*90'*uE*& | 312·0<br>B8'<br>*B*90'*f*88'468*t FPT* | 39·2 | 18·7<br>26·2<br>BK10" | Tokio<br>Japanese<br>5*BHCem*<br>20*tAPT*14*t* | T.3Cy.25$\frac{9}{32}$",42"&67"–48"<br>377NHP<br>2DB,*6cf*,GS233,HS6300<br>Lobnitz&Co.Ld.Renfrew | 29 ″ 6 | |
| 264<br>16667<br>MHG | **Kos-ciuszko**<br>(*ex*CapeLookout)<br>*Elec.light* Wireless<br>*Carrying oil fuel F.P. above*150° F*in DB* | SteelScSr<br>2*Dks*(*Stl*)<br>&*Web frames*<br>*Longitudinal framing* | 4986<br>4213<br>3085 | ✠100A1<br>5,21 ~~12,20~~ | NYk<br>✠LMC7,18 | *x* | CL<br>12,20 | 1918<br>7mo | Bethlehem S.B.Corp.Ld Sparro'Pt Md A&CP | PolishAmerican NavigationCorp.<br>*CellDB* | 376·4<br>P54'B94'F39'<br>342'1133*tFPT*116*t* | 52·3 | 27·0<br>FK | NewYork<br>Utd.States<br>6*BHCem*<br>*APT*206*t* | T.3Cy.24",41"&68"–48" (*r*)<br>200lb 486NHP<br>3SB,*9cf*,GS169,HS7273 FD<br>BethlehemS.B.Corp.Ld. | 29 ″ 6 | |
| 21265<br>131491 | **Kosciusko** | WoodSc<br>(*Screws fore and aft*)<br>1*Dk* | 165<br>165<br>112 | | | | | 1911 | D.Drake Sydney,NSW | SydneyFerries,Ld | 116·5 | 28·5 | 9·7 | SydnyNSW<br>British | T.3Cy.12",20"&32½"–18"<br>54RHP<br>Campbell&Calderw'd,Psy. | | |
| 21266<br>8804<br>JRFK | **Kosei Maru** | WoodScSr<br>2*Dks* | 361<br>352<br>217 | | | | | 1903 | U.Nakamura Osaka | OgawaGomei Kaisha | 147·6 | 20·2 | 15·8 | Hakodate<br>Japanese | C.2Cy.15½"&31"–22"<br>38NHP<br>H.Yamashita | | |
| 21267<br>17685<br>MQHC | — | WoodSc | 165<br>—<br>90 | | | | | 1914 | ................. Osaka | NipponSuizan KabushikiKaisha | 119·7 | 18·0 | 11·5 | Shimonoseki<br>Japanese | | | |
| 21268<br>7827<br>JPNG | — | WoodScSr<br>2*Dks* | 149<br>140<br>86 | | | | | 1901 | H.Teraoka Tokitzu | KyushuKisen KabushikiKaisha | 107·2 | 15·9 | 12·3 | Tokitzu<br>Japanese | C.2Cy.10¾"&21½"–15"<br>15NHP | | |
| 21269<br>23476<br>RDGW | **Kosei Maru No. 3** | WoodSc | 603<br>—<br>350 | | | | | 1919 | ................. | KabushikiKaisha NiigataTekkosho | 166·3 | 27·1 | 16·3 | Niigata<br>Japanese | | | |
| 21270<br>20541<br>NJQG | **Koshi Maru No. 2** | WoodAuxSc | 390<br>—<br>292 | | | | | 1918 | ................. | KabushikiKaisha NiigataTekkosho | 129·8 | 28·1 | 13·2 | Niigata<br>Japanese | | | |
| 21271<br>5129<br>JGLD | **Koshin Maru** | SteelScSr<br>2*Dks* | 709<br>675<br>414 | | | | | 1904 | OsakaIron Works Osaka | Y.Fujiyama | 187·0 | 26·2 | 18·3 | Otaru<br>Japanese | T.3Cy.13",22"&37"–27"<br>71NHP<br>OsakaIronWorks,Osaka | | |
| 21272 | | | | | | | | | | | | | | | | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu. | 3<br>Matériaux, Gréement, etc.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21273<br>8853<br>JQLB | **Koshin Maru** | SteelScSp<br>1*Dk* | 528<br>302<br>284 | | | | | 1905 | S.Ono<br>Osaka | OsakaShosen<br>KabushikiKaisha | 166·1 | 22·8 | 11·3 | Osaka<br>Japanese<br>*WB* | T.3Cy.13¼",21½"&34½"-24"<br>57NH<br>S.Ono,Osaka |
| 21274<br>6900<br>JORK | **Koshin Maru No. 2** | WoodScSr<br>1*Dk* | 146<br>59<br>88 | | | | | 1897 | ImaiSeijiro<br>Otsu,Omi | TaikoKisen<br>KabushikiKaisha | 106·0 | 16·4 | 5·1 | Otsu<br>Japanese | C.2Cy.18¼"&30¼"-17"<br>31NH |
| * 21275<br>13872<br>LNTR | **Koshu Maru**<br>(*ex*TaiunMaruNo.3,<br>*ex*TaiunMaru) | SteelScSr<br>*ss*Yka.No.2-20<br>1*Dk*(*Stl*)&2nd*Dk*(*Stl*)<br>*except in No.2 hold* | 2807<br>2481<br>2145 | ✠100A1<br>~~6,21~~ ~~12,20~~ 7,21<br>✠LMC~~6,20~~<br>6,21 | Yka<br>Kob Sba | *t* | ~~5,20~~<br>6,21 | 1911<br>1mo<br>*Lloyd* | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>'*sA&CP* *WB* | OsakaShosen<br>KabushikiKaisha<br>*=CellDBa84'uE&* | 298·1<br>P19'B67'F37'<br>FK<br>*B39'f168'538tFPT* | 43·6 | 23·0 | Osaka<br>Japanese<br>5*BHCem*<br>*75tAPT36t* | T.3Cy.17½",28"&46"-36" (s)<br>180lb 149NH<br>2SB,4*cf*,GS82,HS2447<br>KawasakiDkydCoLdKob |
| 21276<br>182<br>PBNT | —<br>(*ex*MasashigeMaru) | WoodScCtr<br>2*Dks* | 189<br>—<br>112 | | | | | 1901 | M.Takemoto<br>Osaka | ChosenYusen<br>KabushikiKaisha | 106·9 | 17·8 | 13·6 | Jinsen<br>Japanese | C.2Cy.13⅝"&25⅝"-15"<br>*Emade*84 21NH<br>OsakaIronWorks,Osaka |
| 21277<br>92867<br>KPCL<br>Broken up 11,21 | **Kosma**<br>(*ex*Gem)<br>*Well deck* | SteelScSr<br>*ss*Bkn.2ndNo.3-4,11<br>1*Dk*(*Irn*)2*trB*<br>*Floors&ptInnerBottomIrn* | 2098<br>1602<br>1333 | ✠ —<br>3,19<br>✠ | Liv | *r* | | 1887<br>9mo | J.Readhead&Co.<br>SouthShields | ~~W.H.Stott&Co.Ld.~~<br>J J.King & Co. | 280·0<br>P28'Q78'B114'<br>F33' BK10"<br>*WB=Cell* | 38·8 | 18·3 | Newcastle<br>British<br>6*BHCem*<br>*DB*240'519*t* | T.3Cy.21",36"&59"-39"<br>NDB00 215NH<br>2SB,6*cf*,GS96,HS3204<br>J.Readhead&Co.S.Shields |
| 21278 | **Kosma Minin**<br>*Elec.light*<br>*CruiserStern* | SteelTrpScSr<br>(*Icebreaker*)<br>1*Dk*(*Stl*)&*Awng dk*(*Stl*-teak s)2*nd dk*(*Stl*)<br>2*Screws aft & 1 forward* | 2432<br>2372<br>885 | ✠~~100A1~~<br>*Awng dk*<br>*withfreeboard*<br>1,22 ~~5,20~~<br>✠~~LMC11,16~~ | Liv | *s* | F12,19<br>A11,16 | 1916<br>11mo<br>*Lloyd* | Swan,Hunter&Wigham<br>Richardson,<br>Ld Newcastle<br>'*sA&CP* | Russian<br>Government<br>*CellDB147'361tSi*<br>*tanks f51'355t* | 236·0<br>FK<br>*deTrimming*<br>*Aft55'286t FPT94t* | 57·1 | 27·3 | Russian<br>5*BHCem*<br>*APT197t* | T.3Cy.18½",30½"&50"-36"(frd) T.6Cy.21½"35½"&58"-36"(aft)<br>180lb (s) 904NH<br>6SB,18*cf*,GS352HS1478<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. |
| 21279<br>137192 | **Kosmos**<br>*Elec.light* | SteelScK<br>*ss*Abn.No.1-20<br>1*Dk* | 231<br>216<br>89 | ✠100A1<br>*StmTrawler*<br>2,22 ~~9,20~~<br>✠LMC9,20 | Abn | | CL<br>9,20 | 1916<br>4mo<br>*Lloyd* | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'*sA&CP* | EastCoastSteam<br>FishingCo.<br>(Aberdeen),Ld. | 115·5<br>F16'<br>BK7½" | 22·7 | 12·1 | Aberdeen<br>British<br>3*BHCem*<br>*DTf*5'12*t* | T.3Cy.11½",20"&34"-23" (s)<br>180lb 71RH<br>1SB,3*pf*,GS38,HS1250<br>W.Beardmore&Co.Ld.Gl |
| 21280<br>793<br>HBMF | — | SteelTwinSc<br>(*Tug*)<br>1*Dk* | 134<br>—<br>67 | | | | | 1906 | J.Frerichs<br>&Co.A.G.<br>Einswarden | Dauelsberg,<br>Schubering&Co. | 90·2 | 19·4 | 9·5 | Antofgsta<br>Chilian | C.4Cy.10⅝"&19¼"-13⅞"<br>20NH<br>J.Frerichs&Co.Osterholz |
| 21281 | **Kosmos I.**<br>*Elec.light* | SteelTwinSc<br>*Oil.Eng.*<br>1*Dk* | | | | | | 1920 | Schiffsw.u.<br>Mch."Hansa"<br>A.G.Tönning | Krülls&Mais | ……………<br>H46' | | | Hamburg<br>German | Oil Engine 4S.C.SA<br>12Cy.13¾"-13¾" 118NH<br>VulkanWerkeA.G.Ham. |
| 21282<br>18927<br>MWRG | **Kosoku Maru**<br>*Elec.light* | SteelScSr<br>*ss*Kob.No.1-20<br>2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing* | 3192<br>2757<br>2006 | ✠100A1<br>12,21 ~~3,20~~<br>✠LMC~~3,20~~<br>12,21 | Kob<br>Osa | *t* | CL<br>~~3,20~~<br>12,21 | 1916<br>2mo<br>*Lloyd* | OsakaIron<br>Works,Ld.<br>Osaka<br>'*sA&CP* | HiroumiShoji<br>KabushikiKaisha<br>*CellDB255'5* | 305·0<br>P19'B82'F23'<br>FK<br>*19tFPT76tAPT20t* | 43·7 | 27·2 | Nishinomiya<br>Japanese<br>5*BHCem* | T.3Cy.22",37"&61"-42" (s)<br>180lb 288NH<br>2SB,6*cf*,GS90,HS3824<br>OsakaIronWrks.Ld.Osak |
| * 21283 | **Kossuth** | SteelScSr<br>*ss*Tri.No.3-4,19<br>1*Dk*(*Stl*)2*trBWeb frames&*<br>*deep framing3Dk rule* | 3602<br>3323<br>2335 | ✠100A1<br>3,22 ~~10,20~~<br>✠LMC<br>MS4,19 BS3,21 | Ven | *w* | ~~4,19~~<br>3,22 | 1906<br>8mo<br>*Lloyd* | R.Craggs&<br>Sons,Ld.<br>Middlesbro'<br>'*sA&CP* | LevanteSoc.di<br>Nav.Marittima<br>*WB=Cell*<br>*DBa119'uE&B* | 350·0<br>P31'B100'F33'<br>FK<br>*42'f144'1034tAPT* | 49·8 | 23·5 | Italian<br>6*BHCem*<br>*99tFPT88t* | T.3Cy.23½",39"&66"-45' (s)<br>180lb 322NH<br>3SB,9*cf*,GS136,HS5034<br>N.E.MarineEngCo.LdNw |
| * 21284 | **Kossuth Ferencz**<br>*Elec.light* | SteelScSr<br>*ss*Shl.No.1-12<br>1*Dk*(*ptIrn&ptStl*)2*trB*<br>*deep framing&Web frames 3Dk rule*<br>*Cargo battens not fitted* | 4803<br>4019<br>3100 | ✠100A1<br>Examined7,19<br>~~BS7,19~~ ✠LMC~~11,17~~<br>MS8,21 MBS11,20 DBS8,21 | Rot | *x* | CL<br>~~7,17~~<br>8,21 | 1907<br>6mo<br>*Lloyd* | JLThompson&Sons,Ld.<br>Sunderland<br>'*sA&CP WB=C* | Soc.Anon.diNav.<br>Marittima<br>Atlantica<br>*ellDBa135'uE & B* | 378·0<br>P23'B119'F30'<br>FK<br>*44'f155'1055tFPT* | 52·3 | 24·4 | Italian<br>6*BHCem*<br>*127tAPT27t* | T.3Cy.26",42"&68"-48' (s)<br>180lb *120lb* 392NH<br>2SB,8*pf*,GS143,HS6650<br>Blair&Co.Ld.Stockton |
| * 21285 | **Kostrena** | SteelScSr<br>*ss*Gen.No.3-8,19<br>1*Dk*(*ptStl&ptIrn*)2*trB*<br>*&deep framing 3Dk rule* | 2531<br>2380<br>1582 | ✠100A1<br>4,22 ~~2,21~~<br>✠LMC<br>MS4,19 BS12,20 | Rot | *t* | CL<br>3,20 | 1902<br>1mo | Napier&<br>Miller,Ld.<br>Glasgow<br>A&CP | Soc.Anon.di<br>Armamento<br>"Oceania"<br>*WB=CellDB* | 314·0<br>P30'B94'F33'<br>FK<br>*a98'uE&B36'f134'* | 44·0 | 20·7 | Trieste<br>Italian<br>5*BHCem*<br>*731tAPT70t* | T.3Cy.23",37"&61"-42" (s)<br>160lb *90lb* 261NH<br>2SB,6*pf*,GS118,HS4212<br>D.Rowan&Co.Glasgow |
| 21286<br>4401<br>JOLR | **Kosui Maru No. 2** | WoodScSr<br>2*Dks* | 136<br>124<br>77 | | | | | 1897 | Kitagawa<br>Tobei<br>Otsu,Omi | TaikoKisen<br>KabushikiKaisha | 109·3 | 14·7 | 10·7 | Otsu<br>Japanese | T.3Cy.9",15"&25"-18"<br>27NH<br>OkuyamaIchiro,Osaka |
| 21287<br>117667<br>WHJR | **Kotare**<br>(*ex*ShirleyHasell) | WoodScSr<br>1*Dk* | 147<br>116<br>83 | | | | | 1904 | Moore&<br>Whatmore<br>JervisBay,<br>N.S.W. | SouthernS.S.Co.<br>Ld. (K.Ramsay,<br>*Mgr.*) | 105·3 | 24·8 | 6·6 | Dunedin,<br>N.Z.<br>British | C.2Cy.11"&22"-12"<br>20RH<br>Plenty&Son,Ld.Newbury |
| 21288 | **Kotchubey**<br>(*ex*Boyky)<br>*Elec.light* | SteelPad<br>1*Dk* | 377<br>—<br>222 | | | | | 1899 | Soc.Anon.<br>Jhn.Cockerill<br>Hoboken | RussianStm.Nav.<br>&TradingCo. | 181·0 | 25·0 | 8·0 | Odessa<br>Russian | C.2Cy.24⅝"&42 1/16"-36"<br>89NH<br>SocAn.J.Cockerill,Seraing |
| 21289<br>88196<br>JQCL | **Kotka**<br>*Well deck*<br>Wireless | IronScSr<br>*ss*Liv.3rdNo.3-6,20<br>1*Dk*(*Irn*)2*trB* | 1695<br>1353<br>1099 | ✠100A1<br>3,22 ~~2,21~~<br>✠LMC<br>MS5,19 BS~~6,20~~<br>10,21 | Bkn | *q* | 2,21 | 1884<br>4mo<br>*Lloyd* | HSEdwrds<br>&Son<br>Newcastle<br>'*sA&CP* | Ellerman'sWilson<br>Line,Ld. | 260·0<br>P26'Q84'B50'F26'<br>BK9½"<br>*WB=DBa88'f82'* | 36·2 | 18·5 | Hull<br>British<br>4*BHCem*<br>*335tAPT20t* | C.2Cy.32"&60"-39" (s)<br>80lb 178NH<br>2SB,6*pf*,GS95,HS3011<br>Nrthn.Mar.Eng.Co.Gts. |
| 21290 | **Kotlas** | SteelScSr | 172<br>—<br>133 | | | | | 1895 | P.Larsson<br>Thorskog | Olsen,Stampe&Co. | 100·0 | 22·4 | 9·3 | Archangel<br>Russian | C.2Cy.11"&18"-16"<br>11NH<br>P.Larsson,Thorskog |
| 21291<br>8819<br>JNDR | **Kotobuki Maru**<br>(*ex*ShikokuMaru,<br>*ex*Mongkut) | SteelScSr<br>2*Dks* | 1448<br>1281<br>883 | | | | | 1883 | J.Elder&<br>Co.<br>Glasgow | TaiyoKisen<br>KabushikiKaisha | 244·1<br>F32' | 33·4 | 22·5 | Sakai<br>Japanese | C.2Cy.28¼"&56"-36"<br>157NH<br>J.Elder&Co.Glasgow |
| 21292<br>1044<br>HGMB | — | WoodScSr<br>1*Dk* | 371<br>339<br>230 | | | | | 1887 | Mayegawa<br>Tomekichi<br>Osaka | T.Kamabara | 143·6 | 21·2 | 15·4 | Nagasaki<br>Japanese | C.2Cy.18"&34"-24"<br>47NH |
| 21293<br>1635<br>HKVL | **Kotohira Maru** | WoodScSr<br>2*Dks* | 148<br>—<br>82 | | | | | 1897 | Nakamura<br>Ushitaro<br>Osaka | TokiowanKisen<br>KabushikiKaisha | 106·9 | 15·8 | 13·3 | Tokio<br>Japanese | C.2Cy.12"&24"-14"<br>18NH<br>KioKanShi,Osaka |
| 21294<br>9211<br>JSLM | **Kotohira Maru No. 3**<br>(*ex*Saladin) | IronScSr<br>2*Dks&Spar dk* | 1899<br>1599<br>1326 | | | | | 1890 | T. Royden<br>&Sons<br>Liverpool | K.Kawachi | 254·6<br>F20*t* | 38·2 | 24·0 | Kobe<br>Japanese | C.2Cy.22½"&55'-40'<br>159NH<br>Fawcett, Preston&Co.Liv. |

| 1 No. in Reg. / Official No. / Code Letters | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 When. Ship. Engines | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21295<br>PVC | **Kotonia** SteelScSr<br>2*Dks* | 2625<br>2492<br>1669 | | | | | 1906 | Helsingörs Jernsk.& Msk.<br>Elsinore | D/S A/S Hafnia<br>(P.Brown,jr.&Co. *Mgrs.*) | 282·8 | 42·1 | 24·9 | Copnhagn<br>Danish<br>*WB* | T.3Cy.20",32"&53"–36"<br>169NHP<br>HelsingörsJernsk.&Mskb. | | V |
| 21296<br>18942<br>WSG | **Kotsu Maru** SteelScSr<br>*ss*Kob.No.1-19<br>*Elec.light* Wireless<br>2*Dks*(*Stl*)&*Webframes*<br>*Longitudinal framing* | 3198<br>2757<br>1998 | ✠100A1<br>12,19<br>✠LMC12,19 | Kob | *t* | CL<br>12,19 | 1916<br>3mo | OsakaIron Works,Ld.<br>Osaka<br>A&CP | HiroumiShoji<br>KabushikiKaisha<br>*CellDB*255'519*t* | 305·0<br>P19'B82'F32'<br>*FPT*76*tAPT*20*t* | 43·7 | 27·2<br>FK | Nishinomiya<br>Japanese<br>5*BHCem* | T.3Cy.22",37"&61"–42" (*s*)<br>180lb 288NHP<br>2SB,*6cf*,GS90,HS3824 FD<br>OsakaIronWks.Ld.Osaka | 27 ″ 3<br>s4 ″ 4½<br>23 ″ 2 | |
| 21297<br>8363<br>DBW | — SteelScSr<br>*Elec.light*<br>1*Dk*&*Spar dk*&*Web frames* | 1549<br>1284<br>924 | | | ... | | 1902 | Ishikawa-jimaS.B.&E. Co.Ld.<br>Uraga | OsakaShosen<br>KabushikiKaisha | 240·0<br>P37'B77'F39' | 34·0 | 12·1<br>19·4<br>FK | Osaka<br>Japanese<br>*WB* | T3Cy18½",30⅛"&52⅛"–36"<br>185NHP<br>IshikawajimaS.B.&E.Co. Ld.Tokio | 22 ″ 0 | |
| 21298<br>630<br>RBM | **Kotzebue** IronPad<br>(*Tug*)<br>1*Dk* | 196<br>—<br>78 | | | | | 1868 | ...........<br>Newcastle | Committee of Don Estuary | 135·1 | 23·6 | 7·7 | Rostoff<br>Russian | C.2Cy.19"&32"–39"<br>53NHP | | |
| 21299<br>KVG | **Kouang-Si** SteelTwinScSr<br>*Elec.light* Wireless<br>2*Dks*&*Awng dk* | 6472<br>6056<br>4203 | | | | | 1904 | Forg.&Ch. de la Médit.<br>Havre | Messageries Maritimes | 413·5<br>H– | 49·7 | 29·6<br>37·5 | Marseilles<br>French<br>*WB* | T.6Cy.25⅛",33"&52"–35¼"<br>322NHP<br>Forges&C.delaMédit.Hav. | | V |
| 21300<br>6041<br>JLKN | **Koun Maru** SteelScSr<br>(*ex*Tai-Cheong)<br>1*Dk*&*Spar dk* | 1268<br>—<br>779 | | | | | 1889 | Flensburgr Schiffs.Ges.<br>Flensburg | FukagawaKisen Kaisha | 232·7<br>B76'F28' | 32·2 | 19·2<br>*WB* | Nishinomiya<br>Japanese | T.3Cy.19⅓",28⅛"&51"–33"<br>149NHP<br>FlensburgerSchiffsb.Ges. | | |
| 21301<br>20910<br>NMFK | — SteelSc | 626<br>—<br>403 | | | | | 1917 | ........... | M.Ishikawa | 179·1 | 25·0 | 15·7 | Osaka<br>Japanese | | | |
| 21302<br>21509<br>NRHP | — WoodAuxTwinScSr | 192<br>—<br>136 | | | | | 1918 | ........... | HaraKôjiro | 100·5 | 24·2 | 11·7 | Kamiyashiro<br>Japanese | | | |
| 21303<br>14343<br>LPTS | **Koun Maru No. 1** SteelScSr<br>2*Dks* | 425<br>—<br>254 | | | | | 1911 | S.Ono<br>Osaka | Kawabata Magoichi | 148·4 | 21·3 | 15·4 | Hakodate<br>Japanese | T.3Cy.10¾",17½"&28½"–20"<br>E&B*made*08, *ftd*11 36NHP<br>S.Ono,Osaka | | |
| 21304<br>20000<br>NFGV | — WoodAuxScSr | 175<br>—<br>101 | | | | | 1916 | ........... | UwajimaUnyu KabushikiKaisha | 97·0 | 24·2 | 11·6 | Yawata<br>Japanese | | | |
| 21305<br>16523<br>MGVK | **Koun Maru No. 2** SteelScSr<br>2*Dks* | 600<br>—<br>362 | | | | | 1913 | GoshiKaishaHarada Shoko, Osaka | Tanaka Shinnosuke | 182·7 | 23·7 | 16·6 | Hakodate<br>Japanese<br>*WB* | T.3Cy.11½",19¾"&33½"–22"<br>53NHP<br>GoshiKaishaHaradaShoko | | |
| 21306<br>20895<br>NLDK | — WoodAuxScSr | 294<br>—<br>180 | | | | | 1917 | ........... | OsakaYogyo KabushikiKaisha | 117·7 | 26·0 | 13·3 | Amagasaki<br>Japanese | | | |
| 21307<br>18343<br>MTCG | **Koun Maru No. 3** SteelSc | 708<br>—<br>409 | | | | | 1915 | ........... | HashiyaKabushiki Kaisha | 177·0 | 25·5 | 18·5 | Hakodate<br>Japanese | | | |
| 21308<br>1139<br>HGTK | **Kounyu Maru** WoodTwinScSr<br>2*Dks* | 156<br>143<br>91 | | | | | 1889 | Mayeda Unosuke<br>Osaka | Amagasaki Isaburo | 103·5 | 16·4 | 12·8 | Osaka<br>Japanese | 2Cy.14"–13"<br>E&B*blt*87 11NHP<br>TomonagaGenzaburo,Osk. | | |
| 21309<br>1169<br>HGWK | **Kounyu Maru No. 1** WoodTwinScSr<br>(*ex*KounyuMaruNo.2)<br>2*Dks* | 156<br>—<br>86 | | | | | 1890 | Mayeda Unosuke<br>Osaka | KyushuKisen KabushikiKaisha | 106·7 | 15·8 | 13·0 | Tokitsu<br>Japanese | 2Cy.15"–13"<br>B*made*96,*refitted*13 14NHP<br>TomonagaGenzaburo,Osk. | | |
| 21310<br>ecked 9,21<br>9396<br>JTCG | **Koura Maru** SteelSc3MstSr<br>(*ex*Melita,*ex*SvendHaug)<br>*Mchy.Aft*<br>1*Dk* | 599<br>475<br>317 | | | | | 1898 | SM'Knight &Co.Ld.<br>Ayr | R.Yamashina | 179·3<br>Q97*t*B18*t*H88*t* | 29·1 | 10·6 | Uraga<br>Japanese<br>*WB* | T.3Cy.13",25"&40"–27"<br>83NHP<br>McKie&Baxter,Glasgow | | |
| 21311 | **Kouroussa** SteelSc<br>(*ex*LuluBohlen)<br>*Elec.light*<br>2*Dks* | 3159<br>2683<br>1852 | | | | | 1911 | Reiherst'g Schiffsw.<br>Hamburg | Cie.Franç.de Nav. àVap.(Cyp.Fabre, *Mgr.*) | 331·3<br>P&B215'F49' | 44·7 | 23·1 | Marseilles<br>French<br>*WB* | Q4Cy19$\frac{11}{16}$"29⅛"42½"&61$\frac{15}{16}$"–42⅛"<br>249NHP<br>Reiherst.Maschinenf.Ham | | V |
| 21312<br>142438<br>JTLQ | **Koursk** SteelScSr<br>*ss*Bry.No.2-19<br>*Elec.light* Wireless<br>2*Dks*(*Stl*) | 5793<br>5173<br>3748 | ✠100A1<br>11.20<br>BS6,20 ✠LMC6,18 | Lon | *z* | CL<br>6,19 | 1911<br>6mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>*Lloyd'sA&CP* | TheShippingController(RoyalMail Stm.Pkt.Co.*Mgrs*)<br>137'*uE&B*45'*f*180' | 407·4<br>P40'B137'F46'<br>*CellDBa*<br>1040*t D T a* 32' 830*t* | 51·1 | 29·9<br>FK | London<br>British<br>7*BHCem*<br>*FPT*101*t* | T.3Cy.27",45"&75"–51" (*s*)<br>180lb 509NHP<br>3SB,*9cf*,GS178,HS7080 FD<br>WllsndSlpwy.Co.Ld.Nwc. | 32 ″ 7<br>s6 ″ 9<br>26 ″ 2 | |
| 21313 | **Koutoubia** SteelSc<br>*ss*BAs. No.3-4,18<br>(*ex*Libertad)<br>*Elec.light*<br>1*Dk*(*Stl*)&*Awningdk*(*Teak*) | *1104*<br>*1025*<br>*750* | ✠100A1<br>*Awng dk withfreeboard*<br>3.21<br>BS1,22<br>~~BS11,20~~ ✠LMC4,18 | Msl | *m* | 4,20 | 1906<br>5mo | Smith's DockCo.Ld.<br>NorthShields<br>*Lloyd'sA&CP* | ServicesMaritimes duProtectorat du Maroc(Union d'Entrep.Maroc. *Mgrs.*) | 210·1<br>*CellDBa*40' | 32·1 | 11·1<br>18·9<br>FK | Casablnca<br>Moroccan<br>4*BHCem*<br>*uE&B* 33'*f* | T.3Cy.17",28½"&46"–30"(*s*)<br>180lb *80lb* 127NHP<br>1SB,*3cf*,GS54,HS1989<br>MacColl&Pollock,Ld.Sld.<br>90' 190*t FPT*46*tAPT*14*t* | 21 ″ 0<br>s7 ″ 2<br>14 ″ 3 | |
| 21314<br>121594<br>SCNR | **Koutunui** WoodTwinScSr<br>1*Dk* | 171<br>136<br>98 | | | | | 1910 | C.Bailey, jr.<br>Auckland NZ | NewZealand ShippingCo.Ld. | 96·7<br>H14*t*Break6*t* | 24·0 | 8·4 | Napier,NZ<br>British | C.4Cy.8"&8"–10"<br>25RHP<br>G.Fraser&Sons,Auckland | | |
| 21315<br>124768<br>HKQM | **Kovno** SteelScSr<br>*Elec.light* *Ref.Mchy.* Wireless<br>1*Dk* | 2450<br>1667<br>1477 | | | | | 1907 | Earle'sCo. Ld.<br>Hull | Ellerman'sWilson Line,Ld. | 318·0<br>P204'F33' | 41·1 | 18·3 | Hull<br>British<br>*WB* | T.3Cy.22",36"&60"–42"<br>233NHP<br>Earle'sCo.Ld.Hull | | C<br>BT<br>till<br>6,21 |
| 21316<br>139113<br>JMHC | **Kowarra** SteelScSr<br>*ss*Shl.No.1-19<br>*Elec.light* *Well deck*<br>Wireless<br>1*Dk*(*Stl*) | 2125<br>1610<br>1215 | ✠100A1<br>~~10,20~~ 12,21<br>✠LMC5,19<br>BS12,21 | Mau<br>Mel | *r* | CL<br>~~5,19~~<br>12,21 | 1916<br>1mo | J.Priestman&Co.<br>Sunderland<br>*Lloyd'sA&CP* | AustralianSteamships,Proprietary, Ld. (*Man.Agents*, HowardSmith, Ld.)<br>*CellDBa* | 270·0<br>P21'Q85'B55'F31' | 40·0 | 17·8<br>FK | Melbourne<br>British<br>4*BHCem*<br>70'*uE&B*48' | T.3Cy.20½",33½"&55"–39"(*s*)<br>180lb 242NHP<br>2SB,*6cf*,GS118,HS4236<br>G.Clark,Ld.Sunderland<br>*f*106'541*tFPT*87*tAPT*118*t* | 20 ″ 0<br>s2 ″ 0½<br>18 ″ 3 | |
| 21317<br>128249 | **Kowchow** SteelTwinSc<br>1*Dk* | 310<br>257<br>204 | | | | | 1909 | W.Denny& Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 155·4 | 28·1 | 8·1 | Glasgow<br>British | C.4Cy.16"&32"–21"<br>25RHP<br>Denny&Co.Dumbarton | | |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux. Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré, Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit. Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
| 21318<br>123007<br>TVRM | **Koweit** SteelScSr<br>ssBom.2ndNo.3–5,20<br>(*ex*KoninginRegentes) 3*Dks*(*UStl*–<br>*Welldeck* *Elec.light* teak s & 1*Stl*-ws) | 3775<br>3053<br>2393 | ✠100A1<br>~~7,21~~ ~~5,20~~12,21<br>✠LMC5,20<br>BS5,21 | Bom | *x* | CL<br>~~2,18~~<br>12,21 | 1894<br>5mo<br>*Lloyd* | Caird&Co. Ld.<br>Greenock<br>'sA&CP | ArabSteamersLd. | 376·1<br>P&B217'F50'<br>BK11"<br>*WB=Cell* | 43·1 | 27·7 | Bombay<br>British<br>7*BHCem*<br>*DB*150'305*t* | T.3Cy.29",48"&77"–54" (s)<br>170lb *150lb* 456NHP<br>2DB,*12rf*,GS252,HS7010<br>Caird&Co.Ld.Greenock |
| 21319<br>128040<br>HQTG | **Kowhai** SteelScSr<br>(*ex*DevonCoast,*ex*Hopeful) 1*Dk*(*Stl*)<br>*Well deck* *Elec.light*<br>*Mchy.Aft* | 792<br>556<br>404 | ✠<br>3,13<br>✠ | Ddn | *k* | | 1910<br>4mo | W.Harkess &Son,Ld.<br>Middlesbro' | UnionS.S.Co.of NewZealand.Ld.<br>*WB=CellDB* | 195·0<br>P13'Q96'B13'F33'<br>FK<br>*f*117' 158*t* *FPT*'39*t* | 30·0 | 11·6 | Dunedin<br>British<br>3*BHCem*<br>*APT*9*t* | T.3Cy.16",27"&44"–30"<br>129NHP<br>2SB,*4cf*,GS68,HS2196<br>Richardsons,Westgarth&Co.Ld.Mdb. |
| 21320 | **Koyei Maru** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*) | 4739<br>4034<br>3366 | ✠100A1<br>6,20<br>✠LMC6,20 | Osa | *x* | CL<br>6,20 | 1918<br>6mo | Uraga DockCo.Ld.<br>Uraga<br>A&CP | HiroumiGoshi KabushikiKaisha<br>*Cell* | 360·0<br>P33'B91'F33'<br>FK<br>*DB* 291' 934*t* *FPT*1 | 51·0 | 28·4 | Uraga<br>Japanese<br>6*BHCem*<br>43*t* *APT*53*t* | T.3Cy.24¼",40½"&67"–48"<br>180lb (s) 378NHP<br>3SB,*9cf*,GS180,HS6382<br>UragaDockCo.Ld.Uraga |
| 21321<br>9497<br>JTKN | — IronScSr<br>(*ex*KenkonMaruNo.2<br>*ex*Picqua) 2*Dks*3*trB* | 1799<br>1639<br>1076 | | | ... | | 1882 | T.Royden &Sons<br>Liverpool | HamaguchiKisen KabushikiKaisha | 277·5<br>B64'F37'<br>BK9½" | 34·6 | 22·8 | Amagasaki<br>Japanese<br>*WB* | C.2Cy.21½"&53"–39"<br>NB98 FD 197NHP<br>Fawcett,Preston&Co.Liv. |
| 21322<br>23480<br>RDHG | — WoodSc | 107<br>—<br>54 | | | | | 1919 | ................ | UzenGyogyo KabushikiKaisha | 90·6 | 17·1 | 10·1 | Toyoura<br>Japanese | |
| 21323<br>16454<br>MHSV | **Koyei Maru No. 3** WoodAuxScSr | 108<br>—<br>75 | | | | | 1914 | ................ | WadaHirokichi | 84·3 | 20·5 | 8·5 | Kiragawa<br>Japanese | |
| 21324<br>25837<br>RQFJ | **Koyo Maru** SteelScSr<br>Wireless 2*Dks*(*Stl*) | 5471<br>5036<br>3287 | ✠100A1<br>8,21~~12,20~~<br>✠LMC12,20 | Kob<br>Nag | *z* | CL | 1919<br>6mo | Uraga DockCo.<br>Uraga<br>A&CP | ToyoKisenKabushikiKaisha | 400·0<br>P33'B124'F45'<br>FK<br>*CellDB*336'976*t* | 53·2 | 32·0 | Yokohama<br>Japanese<br>6*BHCem*<br>*APT*28*t* | T.3Cy.26",43½"&72"–48" (s)<br>200lb 513NHP<br>3SB,*9cf*,GS179,HS7376<br>UragaDockCo.Uraga |
| 21325<br>8456<br>JPDH | — SteelScSr<br>(*ex*YikSang,<br>*ex*Paumben) *Structure pt Irn* | 1442<br>1396<br>839 | | | ... | | 1886 | A.M'Millan&Son<br>Dumbarton | K.Hachiuma | 238·7 | 32·6 | 23·0 | Hakodate<br>Japanese<br>*WB* | T.3Cy.18¼",30$\frac{5}{32}$"&48¼"–36"<br>138NHP<br>Hutson&Corbett,Glasgow |
| 21326<br>25062<br>RLWG | — WoodAuxScSr | 497<br>—<br>378 | | | | | 1919 | ................ | TakashimaYukio | 164·2 | 27·3 | 14·9 | Osaka<br>Japanese | |
| 21327<br>20634<br>NJPT | — WoodSc | 495<br>—<br>354 | | | | | 1918 | ................ | Takahashi Shomatsu | 163·6 | 25·7 | 15·3 | Niigata<br>Japanese | |
| 21328<br>13719<br>LRMF | — WoodTwinScSp<br>1*Dk* | 182<br>153<br>103 | | | | | 1911 | J.Yoshikawa<br>Ominato | MarunakaKisen KabushikiKaisha | 114·8 | 15·8 | 11·6 | Nanao<br>Japanese | C.4Cy.11"&22"–15"<br>32NHP |
| 21329<br>7694<br>JMGL | — WoodScSp<br>2*Dks* | 178<br>157<br>98 | | | | | 1901 | Ominato Zosenzo<br>Ominato | TosaUnyu KabushikiKaisha | 107·5 | 16·6 | 12·8 | Osaka<br>Japanese | T.3Cy.9¼",15"&24½"–18"<br>25NHP<br>OnoSeikichi,Osaka |
| 21330 | **Koyu Maru** SteelSc<br>*Elec.light* | 5830<br>4850<br>3460 | 100A1<br>(*ClassContemplated*) | | | | 1921 | Mitsubishi ZosenKaisha<br>Kobe | HiroumiShoji KabushikiKaisha | 400·0<br>P38'B121'F40' | 54·5 | 30·0 | Nishinomiya<br>Japanese | T.3Cy.26½",44½"&75"–48"<br>MitsubishiZosenKaisha |
| 21331 | **Kozak Habaroff** SteelSc<br>(*ex*Adjutant (*Tug*)<br>General Suhoomlinoff) 1*Dk*<br>*Elec.light* | 450 | | | | | 1916 | Shanghai D.&E.Co.Ld.<br>Shanghai | RussianGovernment | 161·7 | 34·0 | 15·2 | Vladvostk<br>Russian<br>*WB* | T.3Cy.17",27"&44"–33"<br>111NHP<br>ShanghaiDk.&Eng.Co.Ld. |
| 21332 | **Kozak Piarkov** SteelSc<br>*Elec.light* 1*Dk*(*Stl*–teak s) | 450 | ✠100A1<br>*For towing purposes*<br>11,16 | Vladivostok | ... | | 1916<br>6mo<br>*Lloyd* | Shanghai D.&E.Co.Ld.<br>Shanghai<br>'sA&CP | RussianGovernment | 161·7<br>BK7½"<br>*FPT* | 34·0 | 15·2 | Vladvostk<br>Russian<br>8*BHCem*<br>78*t* *APT*59*t* | T.3Cy.17",27"&44"–33" (s)<br>180lb 187NHP<br>2SB,*6cf*,GS100,HS3064 FD<br>ShanghaiDk.&Eng.Co.Ld. |
| 21333<br>20526<br>NJPG | **Kozan Maru No. 1** WoodSc | 533<br>—<br>317 | | | | | 1917 | ................ | KagitomiSansaku | 159·7 | 25·7 | 17·2 | Tarumi<br>Japanese | |
| 21334<br>28481<br>RDHJ | **Kozan Maru No. 2** WoodSc | 864<br>—<br>512 | | | | | 1919 | ................ | KagitomiSansaku | 193·1 | 29·1 | 19·6 | Tarumi<br>Japanese | |
| 21335<br>128739 | **Krabben** SteelScK<br>(*Whaler*)<br>1*Dk* | 182<br>182<br>61 | | | | | 1912 | Smith's DockCo.Ld.<br>Middlesbro' | Irvin&JohnsonLd | 110·0 | 20·7 | 12·5 | Cape Town<br>British | T.3Cy.12¼",20"&34"–24"<br>52RHP<br>Smith'sDockCo.Ld.Mdb. |
| 21336<br>PHTB | **Krakatau** SteelScSr<br>ssAms.No.2–20 ~~ssAms.No.1–17~~<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*<br>Wireless (*Stl*–teak s) | 6738<br>6457<br>4289<br>12,21 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~7,21~~ ~~3,19~~<br>✠LMC<br>~~BS9,19~~–3,21MS7,20 | Ams | *a*† | CL<br>7,20 | 1912<br>6mo<br>*Lloyd* | Maats. Fyenoord<br>Rotterdam<br>'sA&CP | Stoomv.Maats. "Nederland"<br>*WB=CellDB*<br>*a*130'*uE*29' | 430·1<br>FK<br>*f*170' 853*t* *DTa*24' | 55·2 | 34·6 | Amstrdam<br>Dutch<br>7*BHCem*<br>925*t* *FPT*72*t* | T.3Cy.27½",47"&82½"–53"(s)<br>215lb HS10506 FD 736NHP<br>2D&2SB,*18cf*,GS261,<br>Maats.Fyenoord,Rot. |
| 21337 | **Krakow** CompScSr<br>(*ex*Frederikshavn)<br>*Mchy.Aft* 1*Dk* | 426<br>334<br>240 | | | | | 1919 | Frdrkshvn Værft&Flyd.<br>Frederikshvn | Sarmatia(B. Nawating) | 141·5<br>B33'F20' | 24·5 | 12·5 | Danzig<br>*WB* | C.2Cy.15½"&31"–18"<br>41NHP<br>FrederikshavnVryft&Flyd |
| 21338<br>PHTD | **Kralingen** SteelSc<br>1*Dk* | 1379<br>1190<br>798 | | | | | 1917 | L.Smit& Zoon<br>Kinderdijk | N.V.Maats.S.S. "Kralingen"<br>(Gebr.vanUden) | 239·3<br>P23'B56'F25' | 36·2 | 16·7 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.17⅛",29$\frac{1}{16}$"&46"–36⅛"<br>127NHP<br>L.Smit&Zoon,Kinderdijk |
| 21339<br>PHTM | **Kralingscheveer** SteelSc<br>1*Dk* | 471<br>345<br>241 | | | | | 1917 | NV.Schps. "DeMaas"<br>Slikkerveer | W.H.James&Co. | 155·0<br>P56'B13'F20' | 25·2 | 10·6 | Rotterdm<br>Dutch<br>*WB* | T.3Cy.12⅜",20½"&31½"–19⅜"<br>43NHP<br>Gebr.Stork,Hengelo |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | "Noordkaap," See No. 38676 in Supplement |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 21340<br>PHTR | **Krammer** SteelAuxSc3MstSr<br>*OilEng.*<br>1*Dk*<br>*Mchy.Aft*<br>(*See Sailing Ship Register*) | 336<br>300<br>197 |  |  |  |  | 1918 | JJPattje&<br>Zonen<br>Waterhuizen | N.V.Hollandsche<br>Alg.Atlantische<br>Schpv.Maats.<br>(N.Haas,*Mgr.*) | 131·3<br>P11' | 26·3 | 11·5 | Rottrdam<br>Dutch | Oil Engines 2 S.C.SA<br>2Cy.15¾"–17¾" 37NHP<br>D.Goedkoop,Jr.Amstrdm |  | V |
| 21341 | **Kranich** SteelSc<br>*Motor*<br>1*Dk* | 119<br>113<br>75 |  |  |  |  | 1916 | G.H.Thyen<br>Brake | Bremen-<br>Vegesacker<br>Fischerei-Ges. | 83·1<br>Q17' | 21·1 | 9·6 | Vegesack<br>German | Motor 4S.C.SA<br>3Cy.7"&12⅝" 10NHP<br>Gasmotoren-Fabrik<br>"Deutz,"Cöln-Deutz. |  |  |
| 21342<br>142462<br>JTRS | **Krasnoiarsk** SteelScSr<br>*ss*Bry.No1–19<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 5844<br>5637<br>3697 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,20 ~~5,19~~<br>BS6,20 ✠LMC6,18 | Bry<br>Liv | *z* | CL<br>N 5,19 | 1915<br>9mo<br>*Lloyd* | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'*sA&CP* | TheShippingController(RoyalMail<br>StmPktCo.*Mgrs.*)<br>*WB=Cell* | 400·0<br>F36'*onShelter dk*<br>*DBa*140' *u E* 28'*f*1 | 52·0 | 30·0<br>FK | London<br>British<br>6*BHCem*<br>71'1143*t FP* | T.3Cy.26",43"&73"–48" (*s*)<br>180lb 535NHP<br>3SB,9*cf*,GS180,HS8060 FD<br>Richardsons,Westgarth&<br>*T*62*tAPT*115*t* Co.Ld.Sld. | 38 ″ 0<br>s 9 ″ 11<br>28 ″ 5 |  |
| 21343 | **Krasnojarsk** SteelPad<br>(*ex*LadyBuller) 1*Dk* | *172*<br>*141*<br>*58* |  |  |  |  | 1903 | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | RussianGovt.<br>(Minister forWays<br>&Communicatns.) | 130·0 | 20·1 | 7·5 | Petrograd<br>Russian | D.2Cy.20"&40"–42"<br>87NHP<br>Allsup&Co.Preston |  |  |
| 21344 | **Krat** SteelSc<br>(*ex*Sibir,*ex*Columbia) 1*Dk*&*Shade dk* | 542<br>—<br>282 |  |  |  |  | 1900 | Farnham,<br>Boyd&Co.Ld.<br>Shanghai | SiamS.N.Co.Ld. | 160·0 | 24·6 | 9·0 | Bangkok<br>Siamese | T.3Cy.9",15"&25"–21"<br>29NHP<br>Farnham,Boyd&Co.Ld.Shi |  |  |
| 21345<br>4324<br>JNVM | **Kratos** SteelScSr<br>*ss*Got.No.1–21 *ss*Cpn.No.3–9,17<br>1*Dk*(*ptIrn&ptStl*)&*deepframing*<br>*Elec.light* Wireless | 3490<br>3176<br>2198 | ✠100A1<br>~~5,21~~ 9,20 1,22<br>~~BS5,20~~ ✠LMC~~9,17~~<br>5,21 | Mmo<br>Got | *v* | ~~9,20~~<br>~~5,21~~<br>1,22<br>4,22 | 1904<br>9mo<br>*Lloyd* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'*sA&CP* | Rederiaktieb<br>Transatlantic<br>(G.Carlsson,*Mgr.*) | 340·0<br>P27'B100'F32'<br>*WB=CellDBa*<br>110' *uE&B*40'*f*146' | 49·1 | 22·8<br>FK | Gothenbrg<br>Swedish<br>6*BHCem*<br>960*tAPT*96*t* | T.3Cy.25 3/16"40⅝"&67"–45"(*s*)<br>180lb 335NHP<br>3SB,9*pf*,GS153,HS5285<br>Cen.Mar.Eng.Wrks.WHpl | 25 ″ 3<br>s 4 ″ 6<br>21 ″ 2 |  |
| 21346<br>JFVQ | **Kraus** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 209<br>189<br>— |  |  |  |  | 1914 | Jonker&<br>Stans<br>HendrikIdo<br>Ambacht | Nederl.Indische<br>Steenkolen<br>HandelsMaats. | 108·2 | 24·1 | 11·4 | Batavia<br>Dutch | T.3Cy.13¾",22¼"&37"–19 11/16"<br>61NHP<br>Alblasserdam.Msch.Fab. |  | V |
| 21347 | **Krautsand** IronScSp<br>(*ex*Hansa)<br>Wireless | 530<br>496<br>202 |  |  |  |  | 1881 | J.&G.<br>Thomson<br>Clydebank | Hamburg-Amerik.<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | 156·0 | 32·5 | 15·7 | Hamburg<br>German | C.2Cy.24"&44"–36"<br>97NHP<br>J.&G.Thomson,Clydebank |  |  |
| 21348 | **Kremlin** SteelSc3MstSr<br>*ss*Sld.2ndNo.3–3,19<br>(*ex*Snowflake) 1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>&*Web frames*<br>*Mchy.Aft*<br>*Elec.light* | *2677*<br>*2392*<br>*1675* | ✠100A1<br>*Spar dk*<br>3,21<br>*CarryingPetroleum in bulk*<br>BS3,21 ✠LMC3,19 | Ant | *t* | CL<br>4,20 | 1893<br>12mo | Armstrong<br>Mitchell&Co.<br>LdNewcastle<br>A&CP | Soc.Anon.d'Armement,d'Industrie<br>et de Commerce<br>*WB=Ce* | 294·0<br>P79'B22'F33'<br>*ll DB*30'92*tAPT*25*t* | 39·6 | 19·8<br>26·7<br>FK | Antwerp<br>Belgian<br>7*BHCem*<br>*DTf*22'201*t* | T.3Cy.23",37"&60"–42" (*s*)<br>160lb*100lb* NDB10 247NHP<br>2SB,6*rf*,GS104,HS3920<br>WllsndSlpwyCo.Ld.Nwc. | 27 ″ 10<br>s 5 ″ 0<br>23 ″ 2 |  |
| 21349 | **Kressmann** IronScSr<br>*Elec.light* 1*Dk* | 433<br>358<br>248 |  |  |  |  | 1875 | F.Schichau<br>Elbing | R.Lansert | 161·4<br>P124*t* | 24·7<br>F29*t* | 12·8 | Stettin<br>German | C.2Cy.19¼"&42"–22"<br>NB03 69NHP<br>F.Schichau,Elbing |  |  |
| 21350<br>129675<br>TWLD | **Krian** SteelScSr<br>*Elec.light* | 845<br>666<br>453 |  |  |  |  | 1911 | Scott'sS.B.<br>&Eng.Co.Ld.<br>Greenock | StraitsS.S.Co.Ld. | 210·0<br>P&B146'F35' | 35·2 | 12·2 | Singapore<br>British<br>*WB* | T.3Cy.18",29"&48"–33"<br>132NHP<br>Scott'sS.B.&E.Co.Ld.Grk. |  |  |
| 21351 | **Kribi** SteelTwinSc<br>Renamed "AlbertLeBorgne," See No. 36298 in Supplement<br>*Elec.light* 2*Dks* | 3860<br>3545<br>2362 |  |  |  |  | 1914 | Akt.Ges.<br>"Weser"<br>Bremen | FrenchGovernment | 354·0<br>P&B270'F41' | 50·4 | 23·8 | Marseilles<br>French<br>*WB* | T6Cy17 3/10",27⅗"&44 9/10"–31½"<br>446NHP<br>Gebr.Sachsenberg,Rosslau |  | V |
| 21352 | **Kriemhild** SteelSc<br>*Elec.light* 1*Dk* | 800<br>600<br>487 |  |  |  |  | 1902 | Nüscke&<br>Co.<br>Stettin | Rud.Christ.Gribel | 202·7<br>Q59'B45'F21' | 30·3 | 12·6 | Stettin<br>German<br>*WB* | C.2Cy.20"&35"–24"<br>E&B*made*99,*fitted*02 50NHP<br>OderwerkeAct.Ges.Stettin |  |  |
| 21353 | **Kristianiafjord** SteelTwinSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 3*Dks* | 7000 |  |  |  |  | 1920 | Napier&<br>Miller,Ld.<br>Glasgow | A/SDenNorske<br>AmerikaLinje. | 420·0<br>F41' | 55·6 | 29·0 | Chrstiania<br>Norwegian<br>*WB* | 3 Geared Steam Turbines<br>CammellLaird&CoLd.Bkn |  | N |
| 21354<br>MLDH | **Kristiansand** SteelScSr<br>*Elec.light* 2*Dks* | 473<br>423<br>253 |  |  |  |  | 1915 | Nylands<br>Værksted<br>Christiania | ArendalsDampskibsselskab | 151·2 | 25·2 | 17·4 | Arendal<br>Norwegian<br>*WB* | T.3Cy.13½",22"&37½"–24"<br>69NHP<br>NylandsVærksted,Xania. |  | N |
| 21355<br>JSGF | **Kristiansund** IronScSr<br>(*ex*Christiansund) 1*Dk* | 117<br>75<br>66 |  |  |  |  | 1865 | AkersMek.<br>Værks<br>Christiania | G.Sördahl | 107·5<br>Q12*t* | 18·2<br>B24*t* | 8·4<br>H5*t* | Xiansund<br>Norwegian | C.2Cy.11½"&22"–18"<br>NE73&NB05 17NHP<br>TrondhjemsMekVærksted |  |  |
| 21356<br>5732<br>JVKG | **Kristina** CompScSr<br>1*Dk* | 189<br>161<br>126 |  |  |  |  | 1907 | Sjötorps<br>Varf<br>Sjötorp | J.Rudén | 100·1<br>P18'H6*t* | 22·9 | 10·2 | Karlstad<br>Swedish | C.2Cy.<br>E*made*15<br>Götaverken,Gothenburg |  |  |
| 21357<br>4195<br>JNKR | — IronSc<br>(*Trawler*)<br>(*ex*Platessa) 1*Dk* | 143<br>126<br>32 |  |  | … |  | 1888 | Rostocker<br>Act.Ges.<br>Rostock | OlofHerm.Jansson<br>(Edr.Jansson,<br>*Mgr.*) | 103·4<br>F13' | 20·5 | 10·5<br>BK9" | Gothenbrg<br>Swedish | C.2Cy.17¾"&33½"–19⅝"<br>NB11 50NHP<br>RostockerA.G.Rostock |  |  |
| 21358<br>MJTB | — SteelScSr<br>(*ex*Bentley)<br>1*Dk* | 135<br>131<br>52 |  |  | … |  | 1895 | Hall,<br>Russell&Co.<br>Aberdeen | A/S Nordsjölægtercompaniet (G.<br>Guttormsen,*Mgr.*) | 100·0<br>Q23' | 20·5 | 10·4<br>BK6½" | Stavanger<br>Norwegian | C.2Cy.17"&36"–24"<br>64NHP<br>Hall,Russell&Co.Abn. | 11 ″ 3 |  |
| 21359 | **Kristine Tysland** SteelSc<br>1*Dk* | 995<br>—<br>570 |  |  |  |  | 1921 | Hölens<br>VerkstedA/S<br>Larvik | J.Tysland | 214·0<br>P22'B61'F25' | 34·0 | 16·0 | Bergen<br>Norwegian<br>*WB* | T.3Cy.15½",25"&42"–30"<br>96NHP<br>Moss.Værft,Moss |  | N |
| 21360<br>3347<br>JKDV | **Kristinehamn** CompScSr<br>1*Dk* | 200<br>150<br>112 |  |  |  |  | 1898 | S.Groth<br>Sjötorp | Rederiaktieb.Cordelia(G.E.<br>Sandström,*Mgr.*) | 99·3<br>P23'H9*t* | 22·6 | 9·7 | Gothenbrg<br>Swedish | C.2Cy.11⅜"&19½"–11¾"<br>11NHP<br>WilhelmsbergsM.V.<br>Gothenburg |  |  |
| 21361<br>MSFG | **Kriton** SteelScSr<br>*Elec.light* 1*Dk* | 1115<br>979<br>656 |  |  |  |  | 1918 | Akers<br>Mek.Værks<br>Christiania | D/S A/S Kriton<br>(JensLund&Co.<br>*Mgrs.*) | 226·5<br>P32'B56'F12' | 36·5 | 15·7 | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.17",29"&47"–33"<br>150NHP<br>AkersMek.Værks.Xia |  | N |
| 21362 | **Krka** SteelSc<br>(*ex*Cherso,*ex*BaroneOhlumecky) | 110<br>—<br>43 |  |  |  |  | 1896 | M.U.Martinolich<br>Lussinpicc'lo | Soc.Anon.diNav.a<br>Vap."Dalmatia" | 114·8 | 15·8 | 7·4 | Trieste<br>Italian | T.3Cy.11½",18"&30"–16½"<br>NB09 36NHP<br>Wilsn&McLaren,Smprdna |  | A |

| 1 Numero d'Ordre — Numero Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres — Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21363<br>NWQJ | **Kronborg** SteelScSr<br>ssEls.2ndNo.3-1,20<br>1*Dk*(*Irn*)2*trB*&*deepframing* 3*Dk rule*<br>*Elec.light* Wireless | 3525<br>3208<br>2200 | ✠100A1<br>2,21<br>~~MBS2,21~~ ✠LMC1,20<br>MBS2,22 | Cpn | *v* | CL<br>1,20 | 1899<br>1mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | DampskibsSelsk.<br>Dannebrog (C.K.<br>Hansen, *Mgr.*)<br>*WB = CellDB* | 330·0<br>P35'B77'F33'<br>*a&uE*136'*f*134'737*t* | 47·1 | 24·7<br><br>FK | Copnhagn<br>Danish<br>5*BHCem*<br>*APT*62*t* | T.3Cy.25",40"&65"–42" (*s*)<br>160lb *100lb* 2NDB20 292NHP<br>2SB,*6rf*,GS101,HS4663<br>Cen.Mar.Eng.Wrks.WHpl | 27<br>5<br>22 |
| 21364<br>NMWG | — SteelScSr<br>1*Dk* | 118<br>112<br>58 | | | | | 1904 | Kjöbnhvns<br>Flydk&Skbs.<br>Copenhagen | A/S Sydhavns-<br>arealerne(A.Chr.<br>Jensen, *Mgr.*) | 96·6 | 19·2 | 7·5 | Aalborg<br>Danish<br>*WB* | C.2Cy.10½"&20"–14"<br>12NHP<br>KjbnhavnsFlydk.&Skbsv. | |
| 21365 | **Kronos** SteelScSr<br>1*Dk*&*Spar dk* | 929<br>850<br>543 | | | ... | | 1897 | Sunderlnd<br>S.B.Co.(Lim)<br>Sunderland | Dampfschifffahrts<br>Ges.Neptun | 188·8 | 29·8 | 12·4<br>19·3<br>FK | Bremen<br>German<br>*WB* | T.3Cy.15½",25"&41"–27"<br>SirC.Furness, 95NHP<br>Westgarth&Co.,Mdb | 21 |
| 21366<br>NLPS | **Kronprins Frederik** SteelScSr<br>1*Dk*&*ptAwngdk* | 1669<br>1074<br>1022 | | | | | 1901 | Hellerup<br>Skibsv.&Msk.<br>Hellerup | A/S D/S Pacific<br>(L.R.Schmith,<br>*Mgr.*) | 250·8<br>P26'Q70' | 36·0 | 14·2 | Copnhagn<br>Danish<br>*WB* | T.3Cy.18",29"&48"–33"<br>132NHP<br>Dansk.Maskinfabrik,Cpn. | |
| 21367<br>NJWC | — SteelPad<br>(*Ferry*)<br>*Elec.light* 1*Dk* | 414<br>392<br>170 | | | | | 1898 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | DeDanskeStats-<br>baner | 177·0 | 26·2 | 11·9 | Elsinore<br>Danish | C.2Cy.29"&54"–45"<br>163NHP<br>HelsingörsJernskb&Mskb | |
| 21368<br>JMHN | **Kronprins Gustaf** SteelScSr<br>Now named "Adeline Hugo Stinnes 3," See No.36271 in Supplement<br>*Elec.light* Wireless 1*Dk*&*Trunk dk* | 4961<br>4206<br>2992 | | | | | 1901 | Howaldts-<br>werke<br>Kiel | Rederiaktieb.<br>Nordstjernan(A.A.<br>Johnson, ~~*Mgr.*~~) | 407·1<br>P27'H324*t*F38' | 52·7 | 22·8 | Stockholm<br>Swedish<br>*WB* | T.3Cy.26½",42"&69"–48"<br>312NHP<br>Howaldtswerke,Kiel | |
| 21369<br>5555<br>JTPQ | **Kronprins Gustaf Adolf** Steel<br>TwinSc3MstSr<br>*Elec.light* *ss*N.Yk.No.1-18 *OilEng.*<br>Wireless 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Tonnage opening closed* 1918 | 4944<br>3330<br>3063 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~8,20~~ 5,21<br>DBS~~8,20~~ ✠LMC~~8,20~~<br>8,22 5,21 | Mmo | *x* | 10,19 | 1914<br>2mo<br>*Lloyd* | Akt.Bur-<br>meistr&Wain<br>Copenhagen<br>'*sA&CP* | Rederiaktieb<br>Nordstjernan<br>(A.A.Johnson,<br>*Mgr.*)<br>*WB = CellDB* | 359·6<br>*a*69'*uE*37'*f*212'1138 | 51·6 | 22·2<br><br>FK | Stockholm<br>Swedish<br>6*BHAsp*<br>*tFP T*74*t A* | Oil Engines 4S.C.SA<br>12Cy.21¼"–28¾" 364NHP<br>DB*80lb*<br>Akt.Burmeistr&Wain,Cpn<br>*PT*53*t* | 34<br>9<br>24 |
| 21370<br>MFDB | **Kronprins Olav** SteelScSr<br>1*Dk* | 1137<br>999<br>685 | | | | | 1908 | Akers<br>Mek.Værks.<br>Christiania | I.A.Christensens<br>Rederi | 228·5<br>P13*t*H58*t*F29*t* | 36·1 | 15·7 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"–33"<br>111NHP<br>AkersMek.Værks.Xia. | |
| 21371<br>MFHK | — SteelSc<br>(*ex*StyrsöII.)<br>1*Dk* | 110<br>56<br>47 | | | | | 1904 | Eriksbergs<br>M.V.Aktieb.<br>Gothenburg | A/S Næsoddens<br>Dpskselsk.(H.M.<br>Gjertsen, *Mgr.*) | 94·0<br>B33' | 20·5 | 6·8 | Chrstiania<br>Norwegian | C.2Cy.13"&27"–18"<br>26NHP<br>EriksbergM.V.Aktieb.Got | |
| 21372<br>5582<br>JTRN | **KronprinsessanMargareta** Steel<br>TwinSc3MstSr<br>*ss*Mmo.No.1-19<br>*Elec.light* Wireless *OilEng.*<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | 3739<br>3365<br>2244 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21 ~~10,20~~<br>DBS10,21 ~~DBS8,20~~ ✠LMC~~8,20~~ 10,21 | Sea<br>Mmo | *x* | ~~6,20~~<br>PN10,21<br>S10,21 | 1914<br>4mo<br>*Lloyd* | Akt.Bur-<br>meistr&Wain<br>Copenhagen<br>'*sA&CP* | Rederiaktieb.<br>Nordstjernan<br>(A.A.Johnson.<br>*Mgr.*)<br>*WB = CellDB* | 360·2<br>*a*69' *u E*37'*f* | 51·4 | 22·1<br><br>FK | Stockholm<br>Swedish<br>6*BHptAsp* | Oil Engines 4S.C.SA<br>12Cy.21¼"–28¾" 364NHP<br>DB*80lb*<br>Akt.Burmeistr&Wain,Cpn<br>212'1138*tFPT*74*tAPT*53*t* | 25<br>2<br>23 |
| 21373<br>4463<br>JPML | **Kronprinsessan Victoria** SteelScSr<br>Now named "Else Hugo Stinnes 15," See No. 37219 in Supplement<br>*Elec.light* *ss*Got.No.3-7,18<br>Wireless 2*Dks*(*Stl*)&*deepframing* | 3677<br>3216<br>2160 | ✠100A1<br>4,20<br>BS11,19 ✠LMC7,18 | Mmo | *x* | 4,20 | 1905<br>10mo | Akt.Bur-<br>meistr&Wain<br>Copenhagen<br>A&CP | Rederiaktieb.<br>Nordstjernan<br>(A.A.Johnson,<br>*Mgr.*)<br>*WB* | 359·8<br>P&B296'H53*t*F39'<br>*= CellDBa* 121' *uE* | 48·9 | 22·2<br><br>FK | Stockholm<br>Swedish<br>7*BHCem*<br>&*B*22' *f*142' | T.3Cy.24¾",42"&70"–45" (*s*)<br>200lb 431NHP<br>4SB,*12cf*,GS231,HS7340<br>Akt.Burmeistr&Wain,Cpn<br>1117*tFPT*56*tAPT*26*t* | 25<br>2,10<br>23 |
| 21374<br>NDQJ | **Kronprinsesse Louise** SteelPad<br>(*Ferry*)<br>*Elec.light* | 513<br>490<br>285 | | | | | 1891 | Helsingörs<br>Skibsbyggeri<br>Elsinore | DeDanskeStats-<br>baner | 206·8<br>len05 | 26·2 | 11·9 | Fredericia<br>Danish | C.2Cy.32"&60"–45"<br>201NHP<br>HelsingörsMskinbyggeri | |
| 21375 | **Kronprinz** SteelScSr<br>(*ex*KronprinzWilhelm)<br>*Elec.light* 1*Dk* | 151<br>131<br>60 | | | | | 1910 | Akt.Ges.<br>"Neptun"<br>Rostock | P.Mestermann | 104·3<br>H– | 20·6 | 9·3 | Rostock<br>German<br>*WB* | C.2Cy.12⅝"&23⅝"–14½"<br>18NHP<br>A.G."Neptun," Rostock | |
| 21376 | **Kronprinz Wilhelm** SteelScSr<br>*Elec.light* 2*Dks* | 1768<br>1533<br>1056 | | | | | 1915 | Stettiner<br>Oderwerke<br>Stettin | | 252·7 | 35·6 | 22·8 | <br><br>*WB* | T3Cy21 7/10",35⅝"&55 1/10"–35⅜"<br>180NHP<br>StettinerOderwerkeStettin | |
| 21377<br>MGPL | **Kronstad** SteelScSr<br>1*Dk* | 2644<br>2412<br>1609 | | | | | 1911 | W.Dobson<br>&Co.<br>Newcastle | A/S Grefstads<br>Rederi(B.I.<br>Grefstad, *Mgr.*) | 313·0<br>P61*t*H83*t* | 46·5 | 20·6 | Arendal<br>Norwegian<br>*WB* | T.3Cy.23",38"&62"–42"<br>249NHP<br>N.E.MarineEng.CoLdNwc | |
| 21378 | **Krooman** SteelTwinSc<br>*Elec.light* 1*Dk* ~~2*Dks*~~ | 500 | | | | | 1921 | Lytham<br>S.B.&ECoLd.<br>Lytham | F.&A.Swanzy,Ld. | 180·0<br>~~P38'B65'F26'~~<br>B62'Q38'F25' | 32·0 | 11·3 | London<br>British | T.6Cy.11",17¼"&29"–22"<br>79NHP ~~78NHP~~<br>LythamS.B.&E.Co.Ld. | |
| 21379<br>161208<br>KRSC | **Kroonland** SteelTwinSc4MstSr<br>*ss*Sou.No.3-7,14<br>*Elec.light* *ss*NYk.No.1-20<br>4*Dks*(3*Stl–M*&*Uws*)&*Webframes*<br>*Ref.Mchy.* Sub.Sig. Wireless | 12241<br>10141<br>7483 | ✠100A1<br>~~11,20~~11,21<br>✠LMC5,20<br>BS10,21<br>*Fitted for oil fuel* 3,20 | Ant<br>NYk | *i*† | CL<br>~~3,20~~<br>PN11,21<br>S11,21<br>*F.P.* | 1902<br>6mo<br>*above* | WCramp&<br>SonsSE&BCo<br>Philadelphia<br>A&CP<br>150°*F.* | InternationalMer-<br>cantileMarineCo.<br>Inc.<br>*WB* | 560·0<br>P48'B273'F88'<br>*Prom.dk on*B273'<br>*= CellDBa*153'*uE* | 60·2 | 38·4<br><br><br>FK | NewYork<br>Utd.States<br>11*BHptAsp*<br>*ptCem*<br>&*B*153'*f*173'2008*tTanks at sides* | T.6Cy.32½",54"&89½"–54"(*s*)<br>170lb *170lb* 1540NHP<br>9SB,*36cf*,GS643,HS22408 FD<br>W.Cramp&SnsS&EBCPhl<br>*oftunnels* 246*tFPT*167*t* | 42<br>11<br>31 |
| 21380<br>MVPD | **Krosfond** SteelSc<br>*Fitted for oil fuel*<br>*Elec light* Wireless 1*Dk* | 2193<br>1956<br>1263 | | | | | 1920 | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld.Sunderlnd | SvithunLinjenA/S<br>(S.Bergesen, *Mgr*) | 285·3<br>P67*t*H96*t*F22*t* | 41·5 | 20·2 | Stavanger<br>Norwegian<br>*WL* | T.3Cy.22",35"&58"–39"<br>210NHP<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | |
| 21381 | **Krungthep** SteelSc<br>*ss*Bgk.No.3-11,18<br>1*Dk*(*Teak*)<br>*ss*Bgk.No.1-22 | 75 | ✠ A1<br>*For Towing purposes*<br>~~6,21~~ ~~10,20~~ 4,22<br>~~BS5,20~~ ~~BS4,21~~ ✠LMC~~5,18~~ 1,22<br>*Fitted for oil fuel* 6,09 | Bgk | | CL<br>~~3,20~~<br>4,22<br>*F.P.* | 1909<br>3mo<br>*Lloyd*<br>*above* | Kjöbnhvns<br>Flydk.&Skbs<br>Copenhagen<br>'*sA&CP Completedby* BangkokDock<br>150°F | EastAsiaticCo.Ld.<br>Co.Ld.,Bangkok<br>*WB=DTf*19' | 72·0<br>ND19 | 18·0 | 9·4<br>BK6" | Bangkok<br>Siamese<br>4*BHAsp*<br>19*tAPT*8*t* | C.2Cy.12½"&24"–15' (*s*)<br>120lb 39NHP<br>1SB,*2cf*,GS27,HS745 FD<br>KjbnhavnsFlydk.&Skbsv. | 10 |
| 21382<br>141241 | **K'uai Li** SteelTwinSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Cruiser Stern* | *1293*<br>*1192*<br>*636* | ✠100A1<br>*HopperDredger*<br>3,21 ✠LMC3,21 | Rnf | | | 1921<br>3mo<br>*Lloyd* | Lobnitz&<br>Co.Ld.<br>Renfrew<br>'*sA&CP* | Hai-HoConser-<br>vancyCommission | 230·1<br>MT8'41*t* | 42·1 | 15·1<br><br>FK | Tientsin<br>Chinese<br>6*BHCem* | C.4Cy.16"&37"–24" (*s*)<br>150lb 206NHP<br>2SB,*6cf*,GS126,HS4300<br>Lobnitz&Co.Ld.Renfrew | 16<br>2<br>13 |
| 21383<br>135004<br>TWLH | **Kuala** SteelScSr<br>*Elec.light* 1*Dk* | 954<br>691<br>391 | | | | | 1911 | CaledonS.<br>B.&E.Co.Ld.<br>Dundee | StraitsS.S.Co.Ld. | 225·2<br>P19'B48'F37' | 35·6 | 12·8 | Singapore<br>British<br>*WB* | T.3Cy.18",29½"&48"–33"<br>132NHP<br>CaledonS.B.&E.CoLd.Dun | |
| 21384<br>MGDL | **Kubben** WoodScSr<br>(*ex*Norma)<br>1*Dk* | 131<br>121<br>70 | | | | | 1882 | ..................<br>Stenkjær | SkibsA/SKubben<br>(P.Bruun) | 89·2<br>H11*t* | 26·6 | 9·0 | Bergen<br>Norwegian | C.2Cy.7½"&15½"–11'<br>NE&B10 7NHP<br>BrunholmensMV Aales'nd | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21385<br>131525 | **Kubu** WoodSc<br>*Screws fore & aft*<br>1*Dk* | 258<br>220<br>175 | | | | | 1912 | Morrison& Sinclair<br>Blmain,NSW | SydneyFerries,Ld. | 140·0 | 30·1 | 10·7 | SydneyNSW<br>British | T.3Cy.14",22¼"&37"–21"<br>68RHP<br>Ross&Duncan,Glasgow | | |
| 21386 | **Kuching** SteelScSr<br>*ss*Sng.No.3–8,16<br>*ss*Sng.No.1–20<br>*Elec.light* 1*Dk*(*Stl-ws*)&*Webframes & Shade dk*(*Teak*) | 1445<br>898<br>904 | ✠100A1<br>*Shade dk*<br>10,21 ~~10,20~~ ✠LMC10,20<br>BS10,21 | Sng | *n* | CL<br>N10,20 | 1904<br>5mo<br>*Lloyd* | Ramage& Ferguson,Ld.<br>Leith<br>'*sA&CP* | SarawakS.S.Co. Ld. | 230·0<br>FK<br>*WB*= | 34·2 | 15·0 | Kuching<br>Sarawak<br>4*BHCem*<br>*APT*30*t* | T.3Cy.18",30"&49"–33" (*s*)<br>170lb *85lb* 159NHP<br>2SB,4*cf*,GS84,HS2639<br>Ramage&Fergusn,Ld.Lth | 15 ″ 10<br>s1 ″ 2½<br>15 ″ 1 | |
| 21387<br>9269<br>JSPB | **Kuchinotsu Maru** SteelSc<br>(*ex*Fa-wan)<br>1*Dk* | 227<br>221<br>64 | | | | | 1897 | S.C.Farnham&Co.Ld.<br>Shanghai | MitsuiKozan KabushikiKaisha | 120·6 | 22·4 | 9·9 | Omuda<br>Japanese<br>*WB* | T.3Cy.12 15/16",23"&36"–27"<br>67NHP<br>Muir&Houston,Ld.Gls. | | |
| 21388<br>129358 | **Kudos** SteelScK<br>1*Dk* | 207<br>203<br>77 | | | ... | | 1911<br>5mo | Hall,Russell&Co.Ld.<br>Aberdeen | FriarageStm. FishingCo.Ld. (J.B.Graham, *Mgr.*) | 115·5<br>BK7½" | 22·6 | 12·2 | Hartlpool<br>British<br>*WB* | T.3Cy.12",20"&34"–23"<br>75RHP<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 21389<br>120629<br>HDSV | **Kueichow** SteelScSr<br>*Elec.light* | 2001<br>1728<br>1220 | | | | | 1905 | Scott'sS.B. &E.Co.Ld.<br>Greenock | ChinaNav.Co.Ld. | 267·1<br>P81'F34' | 40·2 | 21·7 | London<br>British<br>*WB* | T.3Cy.20",33½"&56"–39"<br>196NHP<br>Scott'sS.B.&E.Co.Ld.Grk. | | |
| 21390 | **Kuhwärder** SteelSc<br>(*Tug*) | 132<br>117<br>6 | | | | | 1899 | Akt.Ges. "Neptun"<br>Rostock | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 80·4 | 19·0 | 12·1 | Hamburg<br>German | C.2Cy.17"&31¼"–21¼"<br>40NHP<br>A.G."Neptun,"Rostock | | |
| 21391<br>19978<br>NGHP | **Kuki Maru** WoodSc | 199<br>—<br>120 | | | | | 1917 | ................ | GoshiKaishaSato Shokai | 117·6 | 19·7 | 12·7 | Otaru<br>Japanese | | | |
| 21392 | **Kuling** SteelTwinSc<br>1*Dk*&*Awng dk* | 498<br>—<br>150 | | | | | 1885 | ................<br>United Kingdom | ChinaMerchants' Stm.Nav.Co. | 160·0 | 27·0 | 7·0 | Shanghai<br>Chinese | C.4Cy.<br>Bow,McLachlan&Co.Psy. | | |
| 21393<br>1401<br>HFVT | **Kullen** IronSc3MstSr<br>1*Dk* | 407<br>367<br>274 | | | | | 1871 | Göteborgs M.V.Aktieb<br>Gothenburg | Ångb.Aktieb. Pallas (Alex.Pedersen) | 144·4<br>B27'H4*t* | 24·4 | 15·1 | Gothenbrg<br>Swedish | C.2Cy.13¾"&28"–19½"<br>NE&B90 29NHP<br>GöteborgsMek.Verkst. | | V |
| 21394<br>207780<br>LBPT | **Kulshan** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*&*Awng dk* | 926<br>—<br>573 | | | | | 1910 | MoranCo.<br>Seattle | PugetSoundNav. Co.(J.Green,*Mgr.*) | 160·3 | 32·0 | 20·7 | Seattle<br>Utd.States | T.3Cy.17",28"&47½"–36"<br>135NHP<br>MoranCo.Seattle | | |
| 21395<br>110076<br>QWFD | **Kum Sang** SteelScSr<br>*Elec.light* 1*Dk*&*Spar dk* &*deep framing* | 3237<br>2948<br>2078 | | | ... | | 1899 | Sir Raylton Dixon&CoLd<br>Middlesbro' | Indo-ChinaSteam Nav.Co.Ld. | 335·0<br>P48'B82'F44' 26·0<br>FK | 43·3 | 18·0 | London<br>British<br>*WB* | T.3Cy.24½",40"&67"–45"<br>370NHP<br>T.Richardsn&Sns.Ld.Hpl. | 28 ″ 6 | |
| 21396<br>9394<br>JTOD | **Kumakata Maru** SteelScSr<br>*ss*Nag.No.3–5,05<br>(*ex*Prosper) *ss*Nag.No.1–10<br>1*Dk*(*Stl-ptws*)&*deep framing*&*ptAwng dk*(*Stl-ws*) | 1361<br>1161<br>843 | ✠<br>*pt Awng dk withfreeboard*<br>11,13 ✠ | Nag | *n* | | 1895<br>6mo | Campbeltown S.B.Co.<br>Campbeltwn | ChugokuKaiun KabushikiKaisha | 230·7<br>Q79'<br>*pt Awng dk*151' FK<br>*WB*=*CellDBa*54' *f*94' | 32·6 | 16·4 | Higashi-tonda<br>Japanese<br>4*BHCem*<br>204*tAPT*80*t* | T.3Cy.17½",27½"&45"–33"<br>115NHP<br>1SB,3*rf*,GS63,HS1709<br>Kincaid&Co.Ld.Greenock | 17 ″ 4 | |
| 21397<br>8660<br>JQPS | **Kumamoto Maru** WoodScSp<br>2*Dks* | 125<br>—<br>64 | | | | | 1902 | K.Ikeda<br>Misumi | KyushuKisen KabushikiKaisha | 99·6 | 14·8 | 11·9 | Misumi<br>Japanese | C.2Cy.13"&23"–15"<br>E&B*made*95*fitted*02 17NHP<br>M.Niikuma,Osaka | | |
| 21398<br>7614<br>JPOT | **Kumano Maru** SteelScSr<br>*ss*Yka.No.3–6,13<br>Wireless *ss*Kob.No.2-21 ~~*ss*Kob.No.1–17~~<br>2*Dks*(*Stl*–1ws&*Uteak s*)&*Web frames lower dk*(*Stl*) *fore hold*<br>*Elec.light* | 4698<br>3913<br>2873 | ✠100A1<br>2,22 2,21<br>✠LMC~~2,21~~<br>2,22 | Kob | *y* | CL<br>~~2,20~~<br>2,22 | 1901<br>9mo<br>*Lloyd* | Fairfield Co.Ld.<br>Glasgow<br>'*sA&CP* | NipponYusen KabushikiKaisha | 400·2<br>P64'B157'F47'<br>BK11"<br>*WB*=*CellDBa*113'*uE&B* | 48·7 | 27·1 | Tokio<br>Japanese<br>6*BHCem*<br>98'*f*146'780*t* | T.3Cy.31",51"&85"–54" (*s*)<br>185lb 788NHP<br>2D&2SB18*cf*GS376HS14940<br>FairfieldCo.Ld.Glasgow<br>*FPT*55*tAPT*30*t* | 30 ″ 0<br>s 6 ″ 0<br>25 ″ 4 | |
| 21399<br>110258<br>RHJC | **Kumara** SteelSc3MstSr<br>*ss*Lon.No.3–3,12<br>*Ref.Mchy.* *ss*Lon.No.1–17<br>*Elec.light* 2*Dks*(*Stl*)&*deep framing*<br>Wireless &*Shelter dk*(*Stl-ws*) | 6063<br>5316<br>3928 | ✠100A1<br>*Shelter dk*<br>2,20 ✠LMC11,20<br>✠Lloyd's RMC~~11,20~~~~6,21~~<br>2,22<br>BS1,22 | Lon | *b*† | CL<br>~~7,19~~<br>6,21 | 1899<br>8mo<br>*Lloyd* | C.S.Swan& Hunter,Ld.<br>Newcastle<br>'*sA&CP* | Shaw,Savill& AlbionCo.Ld. | 425·1<br>FK&BK2"<br>*WB*=*CellDBa*111' *uE&B*80' | 54·2 | 29·6 | S'thamptn<br>British<br>7*BHCem*<br>*f*175'1186*t* | T.3Cy.32",54"&86¾"–54" (*s*)<br>180lb 691NHP<br>5SB,15*cf*,GS310,HS11930<br>Cen.Mar.Eng.Wrks.WHpl | 32 ″ 10<br>s 5 ″ 3<br>28 ″ 1 | |
| 21400<br>133363 | **Kumarihami** SteelSc<br>(*ex*MinatoMaruNo.3)<br>1*Dk* | 259<br>234<br>91 | | | | | 1913 | Kawasaki Zosencho<br>Kobe | A.M.Jeevanjee | 116·8 | 22·4 | 12·7 | Bombay<br>British<br>*WB* | T.3Cy.12½",20"&33"–23"<br>55RHP | | |
| 21401<br>124144<br>HJNF | **Kumeric** SteelScSr<br>*ss*Cal.No.3–11,18<br>*Elec.light* 2*Dks*(*Stl*)&*deep framing*<br>Wireless &*Shelter dk*(*Stl-ws*) | 6232<br>5922<br>4006 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~6,21~~ ~~10,20~~ 2,22<br>BS2,22 ~~BS2,21~~<br>~~BS12,19~~ ✠LMC11,18<br>*Carrying oil fuel F.P. above* 150° F. *inDB* | Cal | *c*† | CL<br>~~9,19~~<br>N2,22 | 1906<br>11mo<br>*Lloyd* | Russell& Co.<br>Pt.Glasgow<br>'*sA&CP* | BankLine,Ld. (A. Weir&Co.*Mgrs.*) | 460·0<br>FK<br>1BH<br>*WB*=*CellDBa*160' | 55·1 | 28·6 | Glasgow<br>British<br>6*BHtoUdk&toM dk Cem*<br>*uE*27' *f*190' | T.3Cy.28½",47"&78"–54" (*s*)<br>180lb ~~100lb~~ *90lb* 582NHP<br>3SB,9*cf*,GS181,HS8420 FD<br>Rankin&Blackmore,Grk.<br>1472*tDTa*38'1071*tAPT*46*t* | 31 ″ 6<br>s 5 ″ 0½<br>26 ″ 10 | |
| 21402<br>21048<br>NLVD | **Kumiai Maru No. 1** SteelSc | 978<br>—<br>582 | | | | | 1917 | ................ | KumiaiKisen KabushikiKaisha | 210·0 | 32·0 | 18·0 | Amagasaki<br>Japanese | | | |
| Sunk 11 21<br>21403<br>22916<br>NWPQ | **Kumiai Maru No. 2** WoodSc | 754<br>—<br>449 | | | | | 1918 | ................ | KumiaiKisen KabushikiKaisha | 193·8 | 30·1 | 16·4 | Amagasaki<br>Japanese | | | |
| 21404<br>23815<br>RHVL | **Kumiho Maru** WoodSc | 690<br>—<br>537 | | | | | 1918 | ................ | IwasakiShunya | 167·6 | 29·0 | 17·4 | Tokio<br>Japanese | | | |
| 21405<br>132416<br>JCHQ | **Kumu** SteelScK<br>*ss*Brs.No.1–18<br>*Elec.light* 1*Dk* | 315<br>270<br>129 | ✠100A1<br>*StmTrawler*<br>12,19 ~~9,19~~<br>BS7,21 ~~BS5,20~~<br>✠LMC1,18 | Flt | | CL<br>3,19 | 1913<br>5mo<br>*Lloyd* | J.Duthie TorryS.B.Co.<br>Aberdeen<br>'*sA&CP* | CliftonSteam Trawlers,Ld. (Taylor&Tomlinson,Ld.*Mgrs.*) | 130·0<br>Q77'F22'<br>ptND18 BK7½" | 23·6 | 13·3 | Fleetwood<br>British<br>4*BHCem* | T.3Cy.13¼",23"&37"–27" (*s*)<br>180lb 69RHP<br>1SB,3*pf*,GS53,HS1682<br>J.Abernethy&Co.Abn. | 14 ″ 0 | |
| 21406<br>10118<br>JWTG | **Kunajiri Maru** SteelScSr<br>(*ex*Apollo)<br>Wireless 1*Dk* | 4062<br>—<br>3062 | | | | | 1896 | Furness, Withy&CoLd<br>WHartlepool | ImperialGovt. (Department of Communications) | 341·5<br>P31'B103'F34' | 47·0 | 29·1 | Tokio<br>Japanese<br>*WB* | T.3Cy.24",39"&66"–45"<br>294NHP<br>T.Richardsn&Sons,LdHpl | | C |

| 1 Numero l'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21407<br>151524 | **Kundgram** WoodAuxSc3MstBk<br>*Motor*<br>1*Dk*<br>(*SeeSailingShipRegisterSupplement*) | 884<br>779<br>698 | | | | | 1919 | Maganlal Pranjivan &Co.<br>Rangoon | C.P.Mehta | 184·2 | 36·3 | 18·2 | Rangoon<br>British | Motor<br>4Cy.17 7/16″–18 5/16″ 107NHP<br>A.B.J.V.Svensons | |
| 21408 | **Kung Lee** SteelSc<br>(*ex*HaradaMaruNo.2)<br>2*Dks* | 549<br>474<br>340 | | | | | 1914 | GoshiKaishaHarada Shoko,Osaka | Ching-KeeS.N.Co. Ld. | 167·6<br>B39′ | 21·4 | 16·5 | Chefoo<br>Chinese<br>*WB* | T.3Cy.11½″,19″&29¼″–18″<br>GoshiKaisha 36NHP<br>HaradaShoko,Osaka | |
| 21409 | **Kung Ping** SteelTwinScSr<br>2*Dks* | *2705*<br>*2472*<br>*1742* | | | | | 1894 | Napier, Shanks&Bell<br>Glasgow | ChinaMerchants' Stm.Nav.Co. | 320·0<br>P79tH93tF60t | 46·0 | 21·1 | Shanghai<br>Chinese<br>*WB* | T.6Cy.16½″,26½″&43″–36″<br>222NHP<br>D.Rowan&Son,Glasgow | |
| 21410<br>2923<br>JGPT | **Kung Rane** SteelScSr<br>1*Dk* | 295<br>162<br>180 | | | | | 1896 | Göteborgs M.V.Aktieb.<br>Gothenburg | Ångb.Aktieb.BohuslänskaKusten (C.Thorburn *Mgr*) | 121·7<br>Q6′B57′H34tF34′ | 22·5 | 11·3 | Uddevalla<br>Swedish | T.3Cy.14⅝″,23¼″&39⅝″–27 1/16″<br>81NHP<br>Göteborgs M.V.Aktieb.Got | |
| 21411<br>22826<br>NWGQ | **Kunikami Maru** WoodSc | 199<br>—<br>159 | | | | | 1918 | S.Hazama<br>Kagoshima | KagoshimaYusen KabushikiKaisha | 103·7 | 19·0 | 13·1 | Nawa<br>Japanese | | |
| 21412<br>139599 | **Kunishi** SteelScK<br>*ss*Cff.No.1-21<br>*Elec light* 1*Dk* | 268<br>241<br>111 | ✠100A1<br>*StmTrawler*<br>9,21 ~~2,19~~<br>✠LMC~~5,17~~ 10,21 | Cff | | CL<br>10,21 | 1917<br>2mo<br>*Lloyd* | Cochrane& Sons,Ld.<br>Selby<br>'*sA&CP* | Neale&West,Ld. | 125·2<br>Q75′F20′<br>BK7½″ | 23·5 | 12·3 | Cardiff<br>British<br>4*BHCem* | T.3Cy.12½″,21″&35″–26″ (*s*)<br>180lb 85RHP<br>1SB,*3pf*,GS50,HS1530<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 21413<br>9191<br>JSCT | **Kunsan Maru** SteelScSr<br>2*Dks* | 762<br>—<br>429 | | | | | 1904 | Kawasaki Dkyd.Co.Ld<br>Kobe | OsakaShosen KabushikiKaisha | 186·2<br>B42′ | 27·1 | 18·1 | Osaka<br>Japanese<br>*WB* | T.3Cy.15″,24¾″&39″–30″<br>83NHP<br>KawasakiDkydCoLdKobe | |
| 21414<br>96153<br>LHDJ | **Kura** SteelScSr<br>*ss*Bly.2ndNo.3-3,14<br>*Mchy.Aft* *ss*Shl.No.1-18<br>*Elec.light* Wireless<br>1*Dk*(*Stl*)&*Spardk*(*Irn*)&*Webframes* | 2382<br>2310<br>1521 | ✠100A1<br>*Spar dk*<br>1,21 ✠LMC5,18<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 5,19 *F.P. above* 150°F.<br>✠NB11,09 BS6,20 | Bom | *s* | CL<br>2,20 | 1889<br>8mo<br>A&CP | Armstrong Mitchell& Co.(Lim.)<br>Newcastle | ~~PetroleumS.S.Co.~~ ~~Ld.~~ BritishTanker Co.Ld. | 294·0<br>B24′ F28′<br>FK<br>*DBuB*18′55t *FPT*67t *Deep Tankf*24′190t | 37·7 | 20·2<br>26·6 | London<br>British<br>11*BHCem* | T.3Cy.22½″ 36½″&60″–39″(*s*)<br>160lb *80lb* NDB05 284NHP<br>2SB,*6cf*,GS102,HS3640<br>WllsndSlpwyCo.Ld.Nwc. | 27<br>s 5<br>22 |
| 21415<br>16933<br>MLDJ | **Kurama Maru** SteelScSr<br>1*Dk* | 200<br>184<br>115 | | | | | 1914 | S.Nagata<br>Osaka | NipponKaiji KogyoKabushiki Kaisha | 115·0<br>B21′<br>*WB* | 20·0 | 11·2 | Nishinomiya<br>Japanese | T.3Cy.9¼″,15″&24½″–18″<br>25NHP<br>S.Nagata,Osaka | |
| 21416<br>136383 | **Kuramia** WoodSc<br>(*Ferry-Screwsfore&aft*)<br>*Elec.light* 1*Dk* | 335<br>276<br>228 | | | | | 1914 | D.Drake<br>Balmain, N.S.W. | SydneyFerries,Ld | 156·5 | 33·2 | 11·1 | SydnyNSW<br>British | T.3Cy.14″,22½″&37″–21″<br>Mort'sDk.& 69RHP<br>Eng.Co.Ld.Balmain | |
| 21417<br>94193<br>RLGS | **Kuranda** SteelTwinScSr<br>*Elec.light* 1*Dk*&*Awng dk* | 953<br>865<br>556 | | | | … | 1901 | Gourlay Bros.&Co.<br>Dundee | Australas'nUnited Stm.Nav.Co.Ld. | 200·0<br>FK | 32·1 | 10·2<br>17·3 | Brisbane<br>British<br>*WB* | T.6Cy.12½″,20″&33″–22″<br>FD 148NHP<br>GourlayBros.&Co.Dundee | 18 |
| 21418<br>140708<br>JSMT | **Kurdistan** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 4289<br>4035<br>2682 | ✠100A1<br>~~4,21~~ ~~11,20~~ 10,21<br>✠LMC5,18<br>*Carrying oil fuel F.P. above* 150°F.*in DB* | Hav<br>~~Bkr~~ Shl | *y* | CL<br>~~4,21~~<br>~~10,21~~<br>1,22 | 1918<br>3mo<br>*Lloyd* | W.Gray& Co.Ld.<br>WHartlepool<br>'*sA&CP* | HindustanSteam ShppgCo.Ld(CommonBros.*Mgrs.*) | 380·1<br>P27′B230′F36′<br>FK<br>*CellDB*317′1172t | 53·5 | 24·1 | Newcastle<br>British<br>6*BHCem*<br>*APT*130t | T.3Cy.25″,41″&68″–48″ (*s*)<br>180lb *100lb* 437NHP<br>2SB,*8cf*,GS160,HS6381 FD<br>Cen.Mar.Eng.Wks,W.Hpl. | 26<br>s 4<br>22 |
| 21419<br>22690<br>NVRH | **Kureha Maru** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5809<br>4975<br>3648 | ✠100A1<br>~~5,21~~ ~~7,20~~ 11,21<br>✠LMC~~4,20~~ 5 21 | Sba<br>~~Kob~~ Yka | *z* | CL<br>4,20 | 1918<br>5mo<br>A&CP | AsanoS.B. Co.Ld.<br>Tsurumi | TatsuumaKisen KabushikiKaisha | 400·0<br>P32′B124′F41′<br>FK<br>*CellDB*342′844t | 53·0 | 32·0 | Nishinomiya<br>Japanese<br>6*BHCem*<br>*APT*28t | T.3Cy.26″,43½″&72″–48″ (*s*)<br>200lb 513NHP<br>3SB,*9cf*,GS175,HS7376 FD<br>IshikawajimaSB&ECo.Ld. | 32<br>s 6<br>25 |
| 21420<br>15172<br>LWJS | **Kurenai Maru** SteelTwinSc<br>(*ex*MeiShun) | 1296<br>716<br>748 | | | | | 1900 | S.C.Farnham&Co.Ld.<br>Shanghai | OsakaShosen Kaisha | 246·6 | 29·3 | 12·1 | Osaka<br>Japanese<br>*WB* | T.6Cy.11 7/16″,18 1/16″&30 1/16″–21″<br>82NHP<br>S.C.Farnham&Co.Ld.Shi. | |
| 21421<br>112524 | **Kuring-gai** Iron&SteelDoubleSc<br>2*Dks*&*Prom.dk* | 260<br>—<br>206 | | | | | 1900 | Mort's Dck &Eng.Co.Ld.<br>Balmain | ThePortJackson& ManlyS.S.Co.Ld. | 175·0<br>P20′B135′F20′ | 31·0 | 13·3 | SydnyNSW<br>British | T.3Cy.16″,25″&41″–27″<br>85RHP<br>Mort'sDk&E.Co.Ld.Balmn | |
| 21422<br>4267<br>JNRH | **Kuriren** SteelSc<br>*ss*Mmo.No.1-21 *ss*Cpn.3rdNo.3-6,16<br>(*Tug*) | 218<br>177<br>— | ✠100A1<br>9,21 ~~12,19~~<br>~~[illegible]~~ ✠LMC~~6,16~~ 9,21 | Sk m<br>Mmo | *c* | ~~5,20~~<br>9,21 | 1885<br>12mo<br>*Lloyd* | Lobnitz& Co.Renfrew<br>'*sA&CP* | Rederiaktieb. Höfding (E.A.Enhörning) | 124·8 | 21·1 | 11·1 | Kubknbrg<br>Swedish<br>4*BHCem* | T3Cy.15″(Annular30″-18″)<br>24″&42″–24″] 150lb 85NHP<br>Lobnitz&Co.Renfrew (*s*) | 12 |
| 21423<br>NBJF | **Kurland** SteelSc<br>*Elec.light* 1*Dk* | 1353<br>1177<br>778 | | | | | 1919 | V.dGiessen &Zonen<br>Krimpen | A/SDetDansk FranskeDampskibsselskab(A.N. Petersen,*Mgr.*) | 237·9<br>P23′B62′F25′ | 36·0 | 16·6 | Copnhagn<br>Danish<br>*WB* | T.3Cy.17½″,29″&46″–36″<br>127NHP<br>Pannevis&Zoon,Utrecht | |
| 21424 | — IronScSr<br>1*Dk*2*trB* | 512<br>358<br>265 | | | | | 1880 | Stettiner Act.Ges.<br>Stettin | | 174·7<br>P103′ F44′ | 23·6 | 13·2 | *WB* | C.2Cy.17¾″&37½″–19¾″<br>NB10 52NHP<br>StettinerA.G.Stettin | |
| 21425 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 226<br>199<br>86 | | | | | 1920 | SchiffbGes. Unterweser<br>m.b.H. Lehe | Ludw.Janssen& Co. | 123·7<br>Q72′F18′ | 23·9 | 9·4 | Gstemnde<br>German<br>*WB* | T.3Cy.12⅝″,20½″&33″–22½″<br>52NHP<br>OttensenerMchFabAltona | |
| 21426<br>139049<br>JLGM | **Kurmark** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 5137<br>4749<br>3177 | ~~Mdb. 3,21~~ Gls.3,22<br>(*See footnote**) | | | | 1912 | Rickmers Akt.Ges.<br>Bremerhaven | Secretary of State forIndia in Council (Director,India OfficeShppg.*Mgr.*) | 401·0<br>P49′B134′F34′ | 53·2 | 27·5 | London<br>British<br>*WB* | T.3Cy.28″,45″&74″–54″<br>402NHP<br>A.G."Weser,"Bremen | |
| 21427<br>120763<br>THLB | **Kurnalpi** SteelScSr<br>*ss*Mel.No.3-8,16<br>(*ex*Heina) *ss*Fre.No.1-20<br>*Well deck* 1*Dk* | 495<br>356<br>298 | 100A1<br>~~5,21~~ ~~7,20~~ 2,22<br>LMC7,20<br>BS8,21 | Fre | | ~~5,20~~<br>5,21 | 1905<br>*Lloyd* | Akers Mek.Værks.<br>Christiania<br>'*sA&CP* | MelbourneS.S.Co. Ld. | 166·2<br>Q72′B22′F21′<br>FK<br>*WB=CellDBa*31′*f*74′121t*FPT*9t *APT*25t | 26·2 | 9·9 | Melbourne<br>British<br>4*BHAsp* | T.3Cy.11″,18″&29″–24″ (*s*)<br>175lb *80lb* 52RHP<br>1SB,*2cf*,GS26,HS1205<br>Akers.Mek.Værks.Xia. | |
| 21428<br>128500<br>HQDN | **Kuroki** SteelScK<br>*ss*Cff.No.2-19<br>1*Dk* | 248<br>217<br>95 | ✠100A1<br>*StmTrawler*<br>11,19 ✠LMC[illegible]<br>~~BS11,21~~ | Cff | | CL<br>~~11,19~~<br>5,22 | 1909<br>12mo<br>*Lloyd* | Smith's DockCo.Ld<br>North Shields<br>'*sA&CP* | ~~Neale&West,Ld.~~ ~~J.B.B.Huddleston~~ HakinTrwlng.Co | 125·6<br>Q74′F20′<br>BK7½″ | 22·1 | 12·2 | Milford ~~Cardiff~~<br>British<br>3*BHCem* | T.3Cy.12½″,21″&35″–26″ (*s*)<br>180lb 81RHP<br>1SB,*3pf*,GS50,HS1420<br>Shield'sEng.Co.Ld.N.Shl. | 13 |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21429<br>127804<br>TVSG | Kurow SteelScSr<br>Elec.light Wireless 1Dk | 2625<br>2345<br>1540 | | | | | 1909 | W.Doxford &Sons,Ld.<br>Sunderland | UnionS.S.Co.of NewZealand,Ld. | 315·0\|44·6\|20·6<br>P25'B75'F36' | London<br>British | T.3Cy.22½",38"&62"-42"<br>249NHP<br>W.Doxford&Sons,Ld.Sld. | | |
| 21430<br>89493<br>JOVB | Kurrara IronScSr<br>1Dk(Irn)<br>Well deck | 386<br>315<br>239 | ✠<br>12,83<br>✠ | Rot | g | | 1883<br>10mo | J.&K.Smit<br>Kinderdyk | E.Vickery&Sons, Ld.<br>W | 150·0\|24·2\|13·2<br>Q42'B38'F17'<br>B=DBa22'f38'75t | SydnyNSW<br>British<br>5BHCem | C.2Cy.22"&40"-30"<br>70RHP<br>Maat.deMaas,Delfshaven | 13 ″ 6 | |
| 21431<br>ssing since 11,21 | Kurt SteelScSr<br>Elec.light 1Dk | 407<br>325<br>228 | | | | | 1897 | Nüscke& Co.<br>Stettin | Rud.Christ.Gribel | 163·8\|24·7\| 9·5<br>Q62'B22'F16' | Stettin<br>German<br>WB | C.2Cy.17¾"&30¾"-19¾"<br>Deut.Elbschfahrts 35NHP<br>G.Schiffs.Uebigau | | |
| 21432 | — SteelAuxSc3MstSr<br>(exFriesenland) OilEng.<br>Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 280<br>256<br>200 | | | | | 1913 | C. Lühring<br>Hammelwarden | | 133·6\|25·2\| 9·9<br>Q26'H6' | German<br>WB | Oil Engines 2S.C.<br>2Cy.12⅜"-12⅜" 21NHP<br>NE20<br>H.Callesen&Co.Apenrade | | |
| 21433 | Kurt Woermann SteelScSr<br>Elec.light 2Dks3trB | 2263<br>2056<br>1430 | | | | | 1895 | Blohm& Voss<br>Hamburg | FrenchGovernment | 290·4\|38·2\|23·6<br>H-F35' | French<br>WB | T.3Cy.19",30"&50"-39⅜"<br>157NHP<br>Blohm&Voss,Hamburg | | V |
| 21434<br>139178 | Kurumba SteelTwinScSr<br>ssSyd.No.1-20<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinal framing<br>Wireless | ~~3978~~<br>~~3472~~<br>~~2548~~<br>3976<br>3479<br>2262 | ✠100A1<br>10,20<br>✠LMC10,20<br>Carrying Petroleum in bulk Lloyd's A&CP<br>Fitted for oil fuel 1,17 F.P. above 150° F. | Syd | w | CL<br>10,20 | 1917<br>1mo | Swan,Hunter&Wigham Richardson, LdNewcastle | Commonwealth Government (NavyDept.)<br>CellDBuE&B& | 366·0\|45·6\|28·0<br>P119'B39'F87'<br>FK<br>bunkers 83' 138t DT | Sydny,NSW<br>British<br>16BHptCem<br>(13 to U dk<br>3 „ 2nd„)<br>a17'73'DTf | T.6Cy.17½",28"&46"-33" (s)<br>180lb 336NHP<br>2SB,6cf,GS123,HS4938 FD<br>WllsndSlpwy.Co.LdNwc.<br>48'451tFPT134tAPT134t | 28 ″ 1 | |
| 21435<br>218404<br>LRST | Kusdeca WoodScSr<br>Elec.light 1Dk2trB | 2551<br>—<br>1528 | | | | | 1919 | Morey& Thomas,<br>Jacksonville, Fla. | UnitedStates ShippingBoard | 267·3\|46·0\|23·6<br>P18'B67'F28' | Jcksnvlle<br>Utd.States<br>WB | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 21436<br>8753<br>JQWP | Kushiro Maru SteelScSr<br>ssYka.No.1-06<br>1Dk(ptStl-ws)&Webframes<br>Elec.light &Awng dk(Teak) | 1033<br>1016<br>553 | ✠<br>Awng dk withfreeboard<br>12,06 ✠ | Yka | m | | 1903<br>3mo | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>WB | NipponYusen KabushikiKaisha<br>=CellDBa44'uE& | 228·8\|28·0\|13·0<br>20·2<br>FK<br>B53' f64'185t FPT | Tokio<br>Japanese<br>4BHCem<br>48tAPT15t | T.3Cy.17½",28"&46"-33"<br>175NHP<br>2SB,4cf,GS61,HS2656 FD<br>KawasakiDkydCoLdKobe | 22 ″ 9 | |
| 21437<br>121758 | Kuskanook WoodPad<br>1Dk | 1008<br>—<br>548 | | | | | 1906 | J.Bulger<br>Nelson,B C. | CanadianPacific RailwayCo. | 193·5\|30·9\| 7·0 | VancvrB.C<br>British | H.2Cy.22"-96"<br>32RHP<br>PolsonI.WCo.Ld.Toronto | | |
| 21438<br>23701<br>RFGS | Kusunoki Maru WoodAuxScSr | 445<br>—<br>306 | | | | | 1918 | .................. | TaiheiyoBoyeki KabushikiKaisha | 141·9\|26·1\|14·7 | Kamiya-shiro<br>Japanese | | | |
| 21439<br>101917<br>MRVB | Kut SteelSc3MstSr<br>ssLiv.2ndNo.3-7,19<br>(exHarmodius, 2Dks(1Stl&<br>exWarrnambool) UptStl-ws)3trB<br>Ref.Mchy Wireless | 3513<br>3213<br>2213 | ✠100A1<br>1,22 2,21<br>~~BS9,20~~ ✠LMC7,19<br>Lloyd'sRMC~~2,21~~ [illegible]<br>BS10,21 | Hul<br>Bry | w | CL<br>3,21 | 1892<br>8mo | Sunderlnd S.B.Co.Ld.<br>Sunderland<br>A&CP | The"K"S.S.Co.Ld. (Kaye,Son&Co.Ld. Mgrs.)<br>WB=C | 360·0\|43·5\|26·1<br>P40'B96'F39'<br>BK9"<br>ellDB282'496tFPT | London<br>British<br>6BHCem<br>70tAPT13t | T.3Cy.28",45"&73"-54" (s)<br>155lb 445NHP<br>2DB,16pf,GS220,HS7604<br>WighmRchrdsn&Co.Nwc. | 29 ″ 0<br>s5 ″ 7½<br>24 ″ 4 | |
| 21440<br>105741<br>PCDV | Kut-Wo SteelTwinSc<br>1Dk&2Shade dks | 2665<br>1921<br>1924 | | | | | 1895 | Lon.&Gls. Co.(Lim.)<br>Glasgow | Indo-ChinaSteam Nav.Co.Ld. | 290·0\|43·0\|11·7 | London<br>British | T.6Cy.14",23"&37"-30"<br>150NHP<br>Lon.&Gls.Co.(Lim.),Gls. | | |
| 21441<br>146223<br>KLNB | Kutsang SteelSc<br>2Dks(Stl)U teak s)<br>Elec.light Wireless | ~~5500~~<br>5847<br>4926<br>3643 | ✠100A1<br>1,22<br>✠LMC1,22<br>~~(ClassContemplated)~~<br>Fitted for oil fuel 1,22 F.P. above 150°F. | Nwc | a† | CL | ~~1921~~<br>1922<br>1mo<br>Lloyd's A&CP | Swan,Hunter&Wigham Richardson Ld Newcastle | Indo-ChinaSteam Nav.Co.Ld.<br>CellDB356'10 | ~~418·0~~\|~~54·2~~\|28·5<br>P48'B254'F47' FK&<br>418·2\|54·3\| BK1¼"<br>71tDTa27'824tFPT | London<br>British<br>3BHptCem<br>109tAPT71t | Q.4Cy.26",37½",54"&78"-54"<br>220lb (s) 707NHP<br>4SB,12cf,GS251,HS10340 FD<br>WllsndSlpwy.Co.Ld.Nwc. | 31 ″ 0<br>s5 ″ 2½<br>26 ″ 2 | |
| 21442<br>140790 | Kuvera SteelScSr<br>Mchy.Aft 1Dk(Stl-ws) | 202<br>199<br>87 | ✠100A1<br>StmTrawler<br>4,21 ✠LMC6,19 | Gms | | CL<br>4,21 | 1919<br>5mo<br>Lloyd's A&CP | OuseS.B. Co.Ld.<br>Goole | Pearce&Heanley (R.D.Clarke, Mgr.) | 115·4\|22·1\|12·1<br>BK7½" | Grimsby<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Plenty&Sons,Ld.Newbury | 13 ″ 0 | |
| 21443<br>216829<br>LMRG | Kuwa WoodTwinScSr<br>Elec.light Wireless 2Dks | 3019<br>2343<br>1752 | | | | | 1918 | Grant SmithPorter ShipCo<br>Portland,Or. | UnitedStates ShippingBoard | 272·9\|46·1\|24·1<br>B142'F27' | Portlnd Or<br>Utd.States | T.6Cy.15",26½"&44"-26"<br>196NHP<br>HendricksMfg.Co. Seattle,Wash. | | R |
| 21444<br>MBDC | Kvænangen SteelScSr<br>(exMylingen) (Fishing)<br>1Dk | 157<br>138<br>77 | | | | | 1903 | Trndhjms Mek.Værks.<br>Trondhjem | A/S Harstads Dmpskslsk. (B.J.Nilsen, Mgr.) | 113·6\|17·2\|10·0<br>H7t | Harstad<br>Norwegian | T.3Cy.9½",15"&24"-16"<br>23NHP<br>TrondhjemsM.V. | | N |
| 21445<br>MOWT | Kværnes SteelScSr<br>1Dk | 103<br>72<br>41 | | | | | 1906 | Xiansands Mek.Værks.<br>Xiansand | MöreFylkes Ruteselskap | 96·2\|18·1\| 7·1<br>Q8tH7tF8t | Molde<br>Norwegian<br>WB | T.3Cy.10",16"&26"-18"<br>29NHP<br>XiansandsM.V.Xiansand | | N |
| 21446<br>MSDL | Kvaholmen SteelAuxScSr<br>Motor<br>(exZuidNederland) 1Dk<br>(See Sailing Ship Register) | 129<br>106<br>70 | | | | | 1915 | Gebroeders Boot<br>Leiderdorp | A/S Kvaholmen (M.J.Strand) | 98·7\|18·1\| 6·9<br>Q8' | Namsos<br>Norwegian | Motor 10NHP<br>2Cy.11⅘"-13⅘" NE fitted 18<br>VagnochMaskinf.Falun | | V |
| 21447<br>MGNV | Kvalö SteelScSr<br>Elec.light 1Dk&Awng dk | 295<br>277<br>159 | | | | | 1911 | Mjellem& Karlsen<br>Bergen | TromsöAmts Dampskibsselskab | 127·9\|21·5\|15·2<br>H18t | Tromsö<br>Norwegian<br>WB | T.3Cy.11½",18½"&30"-20"<br>40NHP<br>Mjellem&Karlsen,Bergen | | |
| 21448 | Kvarner SteelSc | 144<br>—<br>47 | | | | | 1909 | M.U. Martinolich<br>Lussinpiccolo | Austro-Hrvatsko Parobr.Drustvo | 121·3\|19·0\| 9·5 | Ponte | T.3Cy.12⅓",18⅞"&30"-18⅛"<br>Bromowsky, 38NHP<br>Schulz&Son,Königrätz. | | A |
| 21449<br>JWDO | Kvedfjord SteelScSr<br>1Dk | 100<br>86<br>45 | | | | | 1902 | Porsgrund Mek.Værks.<br>Porsgrund | A/S Harstads Dampsk.Selsk (B.J.Nilsen, Mgr.) | 100·5\|17·3\| 8·0<br>len12 | Harstad<br>Norwegian | C.2Cy.9½"&19⅓"-14⅓"<br>12NHP<br>PorsgrundsM.V.Porsgr. | | N |
| 21450<br>LBQH | Kveldulf SteelScSr<br>Now named "Lisdouro," See No. 38187 in Supplement | 102<br>102<br>17 | | | | | 1896 | Fredrkstds Mek.Værks.<br>Fredrikstad | P.E.A.Herlofsen | 88·0\|17·8\|10·4 | Dvergast'n<br>Iceland | T.3Cy. | | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7" Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Cre sur Quill Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21451<br>161140<br>KPSM | **Kvichak** SteelTwinScSr<br>ssSFo.No.2-22 ssS.Fo.No.3-4,13<br>*Mchy.Aft* ~~ssS.Fo.No.1-17~~<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 1064<br>964<br>611 | ✠100A1<br>4,22 3,20<br>*Water Tube boilers*<br>~~BS5,20~~ ~~LMC4,17~~ 4,22 | SFo | *m* | 1,19<br>4,22 | 1900<br>10mo | Wolff&<br>ZwickerI.W.<br>Portland,Or.<br>*WB=Cell* | AlaskaPackers'<br>Association<br>*DBuE&B50'f88'1* | 200·0<br>B63'F32'<br>FK<br>*66tFPT39tAPT35t* | 35·2 | 16·2 | S.Frncisco<br>Utd.States<br>*3BHptAsp*<br>*ptCem* | T.6Cy.9",15½"&27"-24"<br>225lb *80lb* 142NHP<br>2B, GS75,HS2848<br>Wolff&ZwickerIW.Pld.O. | 18 ' |
| 21452<br><br>MFTP | **Kvina II.** SteelScSr<br><br>1*Dk*&*Awng dk* | 101<br>93<br>55 | | | | | 1909 | Xiansands<br>Mek.Værks.<br>Xiansand | A/S Kvina (N.<br>Nielsen) | 78·8<br>H7*t* | 17·1 | 10·7 | Flekkefjrd<br>Norwegian<br>*WB* | C.2Cy.10"&21"-12"<br>13NHP<br>XiansandsM.V.Xiansand | |
| 21453<br>130569<br>THMB | **Kwai Sang** SteelScSr<br>ssHKg.No.1-21<br>*Elec.light* Wireless 2*Dks*(*Stl*-*U*teak s) | 2320<br>2126<br>1435 | ✠100A1<br>9,21 ~~5,17~~<br>✠LMC5,17 9,21 | HKg | *s* | CL<br>9,21 | 1917<br>5mo<br>*Lloyd*'*sA&CP* | HongK'ng<br>&Whampoa<br>DockCo.Ld.<br>HongKong | Indo-China Steam<br>Nav.Co.Ld.<br>*CellDB*<br>*a86'uE22'f110'21* | 290·6<br>B70'F38'<br>FK<br>*4tDTa24'400tFPT* | 42·1 | 22·7 | London<br>British<br>*5BHCem*<br>*60tAPT26t* | T.3Cy.21",34"&56"-42" (*s*)<br>180lb *100lb* 226NHP<br>2SB,*6cf*,GS119,HS3552<br>HongKong&Whampoa<br>DockCo.Ld.HongKong | 25 '<br>s3 '<br>21 ' |
| 21454<br>9493<br>JTKG | **Kwaiju Maru** IronScSr<br>(*ex*Borneo) 1*Dk* | 664<br>545<br>370 | ✠<br>12,84 | Sng | *1* | | 1881<br>12mo | Campbell,<br>Mackintosh<br>&Boustead<br>Newcastle | TokioSalvage<br>KabushikiKaisha | 206·3<br>Q85'F26'<br>len90 | 26·0 | 13·9 | Tokio<br>Japanese<br>*5BHCem* | C.2Cy.25½"&48"-33"<br>110NHP<br>T.Clark&Co.Newcastle | |
| 21455<br>22182<br>NSPK | **Kwaiun Maru No. 1** WoodSc | 1056<br>—<br>608 | | | | | 1918 | ............ | GovernmentRail-<br>ways | 205·0 | 34·8 | 19·3 | Tokio<br>Japanese | | |
| 21456<br>22231<br>NSTQ | **Kwaiun Maru No. 2** WoodSc | 998<br>—<br>580 | | | | | 1918 | ............ | GovernmentRail-<br>ways | 206·0 | 34·0 | 19·0 | Tokio<br>Japanese | | |
| 21457<br>1921<br>HMON | **Kwaiyo Maru** WoodAuxScSr | 112<br>—<br>86 | | | | | 1897 | ............ | Okabayashi<br>Takahiko | 84·0 | 21·3 | 9·4 | Ushioye<br>Japanese | | |
| 21458 | **Kwanan Maru** SteelSc<br><br>*Elec.light* 2*Dks* | 2189<br>1810 | | | | | 1920 | Uraga<br>DockCo.Ld.<br>Uraga | YamashitaKisen<br>Kaisha | 220·0<br>P30'B75'F30' | 43·2 | 21·0 | Uraga<br>Japanese<br>*WB* | T.3Cy.18",29½"&50"-39"<br>156NHP<br>UchidaEngineWorks,Yka. | |
| 21459 | **Kwang Chi** SteelScSr<br>(*ex*Margarete,<br>*ex*KwangChi) 1*Dk*&*Shade dk* | 505<br>—<br>313 | | | | | 1887 | S.C.Farn-<br>ham&Co.<br>Shanghai | ChinaMerchants'<br>Stm.Nav.Co. | 185·0<br>P20*t*H136' | 27·0 | 11·0 | Shanghai<br>Chinese | T.6Cy.9",15"&25"-21"<br>57NHP<br>S.C.Farnham&Co.,Shi. | |
| 21460 | **Kwang Lee** SteelScSr<br>Sub.Sig. 2*Dks*&*Spardk* | *2359*<br>*2072*<br>*1468* | | | | | 1883 | W.B.<br>Thompson<br>Glasgow | ChinaMerchants'<br>Stm.Nav.Co | 280·0<br>B76'H191*t*F30' | 40·0 | 25·4 | Shanghai<br>Chinese<br>*WB* | T.3Cy.20",35"&60"-48"<br>*Tpd*.04 NB04 249NHP<br>W.B.Thompson,Dundee | |
| 21461<br>72914<br>VPGL | **Kwang-ping** SteelScSr<br><br>2*Dks* | 1999<br>1848<br>1243 | | | | | 1898 | J.Scott&<br>Co.<br>Kinghorn | ChineseEngineer-<br>ing&MiningCo.<br>Ld. (A.W.Berry,<br>*Mgr.*) | 265·0<br>B69'F41' | 40·2 | 20·9 | Shanghai<br>British<br>*WB* | T.3Cy.20",32"&54"-36"<br>175NHP<br>J.Scott&Co.Kinghorn | |
| 21462 | **Kwang Tah** SteelScSr<br>(*ex*Fushun) 3*Dks* | 2474<br>2166<br>1536 | | | | | 1883 | WBThmp-<br>son<br>Glasgow | ChinaMerchants'<br>Stm.Nav.Co. | 280·0<br>B76'F30' | 40·0 | 17·9<br>25·4 | Shanghai<br>Chinese<br>*WB* | C.2Cy.36"&72"-48"<br>NB99 299NHP<br>W.B.Thompson,Dundee | |
| 21463<br>151428<br>THQC | **Kwangchow** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | ~~2500~~<br>2626<br>2232<br>1572 | | | | | 1921 | Taikoo<br>Dkyd.&E.Co.<br>ofH.Kg.Ld.<br>HongKong | ChinaNavigation<br>Co.Ld. | ~~310·0~~<br>P&B188'F42'<br>310·3 | ~~44·0~~<br>44·2 | ~~23·0~~<br>~~23·9~~<br>20·9 | ~~HongKong~~<br>~~London~~<br>British<br>London *WB* | 2 Geared Steam Turbines<br>Scotts'S.B.&E.Co.Ld.Grk. | |
| 21464 | **Kwanglee** SteelSc<br>(*ex*Korigo,*ex*Knivsberg)<br>*Elec.light* 1*Dk* | 1033<br>794<br>646 | | | | | 1897 | Howaldts-<br>werke<br>Kiel | Ching-KeeS.N.Co.<br>Ld. | 230·0<br>P27'B66'F28' | 33·1 | 12·7 | Chefoo<br>Chinese<br>*WB* | T.3Cy.17",27½"&43½"-24¾"<br>93NHP<br>Howaldtswerke,Kiel | |
| 21465<br>108367<br>QFGB | **Kwangse** SteelScSr<br><br>2*Dks* | 1985<br>1777<br>1228 | | | | | 1898 | Scott&Co.<br>Greenock | ChinaNavigation<br>Co.Ld. | 275·2<br>P20'B70'F30' | 38·2 | 21·4 | London<br>British<br>*WB* | T.3Cy.20",32"&52"-39"<br>169NHP<br>Scott&Co.Greenock | |
| 21466<br>151431<br>THQD | **Kwangtung** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | 2626<br>2232<br>1572 | | | | | 1921 | Taikoo<br>Dkyd.&E.Co.<br>ofH.Kg.Ld.<br>HongKong | ChinaNavigation<br>Co.Ld. | 310·3<br>P&B190'F43' | 44·2 | ~~23·0~~<br>20·9 | HongKong<br>~~London~~<br>British<br>*WB* | 2 Geared Steam Turbines<br>Scotts'S.B.&E.Co.Ld.Grk. | |
| 21467<br>25753<br>RPTN | **Kwanmon Maru No. 1** SteelSc | 463<br>—<br>141 | | | | | 1919 | Yokohama<br>DockCo.<br>Yokohama | GovernmentRail-<br>ways | 176·0 | 26·0 | 14·0 | Tokio<br>Japanese | | |
| 21468<br>25754<br>RPTQ | **Kwanmon Maru No. 2** SteelSc | 463<br>—<br>141 | | | | | 1919 | Yokohama<br>DockCo.<br>Yokohama | GovernmentRail-<br>ways | 176·0 | 26·0 | 14·0 | Tokio<br>Japanese | | |
| 21469<br>22296<br>NTOJ | **Kwanto Maru** SteelScSr<br>*Elec.light* 1*Dk* | 1542<br>1316<br>879 | | | | | 1918 | Yokohama<br>DockCo.Ld.<br>Yokohama | SettsuKisen<br>KabushikiKaisha | 240·0<br>P29'B58'F30' | 33·5 | 22·5 | Hikata<br>Japanese<br>*WB* | T.3Cy.15½",25½"&42"-30"<br>97NHP<br>YokohamaDockCo.Ld. | |
| 21470<br>7649<br>JRBV | **Kwanyei Maru** WoodScSp<br><br>1*Dk* | 199<br>107<br>118 | | | | | 1903 | T.Fukui<br>Osaka | OnishiShinji | 111·0<br>Q20'F15' | 16·9 | 9·2 | Hakodate<br>Japanese | C.2Cy.14⅛"&28¼"-15"<br>26NHP | |
| 21471<br>128047<br>HQVT | **Kwarra** SteelScSr<br>ssLiv.No.2-19<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Ref.Mchy.* Wireless<br>*Cantilever framed topside tanks* | 4437<br>4110<br>2296 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~7,21 10,20~~ 1,22<br>BS7,21<br>~~BS3,20~~ ✠LMC5,19 | Mtl<br>~~Lth~~Lon | *x* | CL<br>3,19 | 1910<br>5mo<br>*Lloyd*'*sA&CP* | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | Impl.Dir'tLineLd.<br>(Elder,Dempster&<br>Co.Ld.*Mgrs.*)<br>*WB=CellDBa*<br>*f151'945tFPT105* | 360·0<br>FK<br>*115'uE&B43'*<br>*t APT 115t Topside* | 52·0 | 34·8 | Liverpool<br>British<br>*6BHCem*<br>*tanks1329t* | T.3Cy.26",42"&70"-48" (*s*)<br>180lb 428NHP<br>3SB,*9rf*,GS145,HS5934 FD<br>N.E.MarineEngCoLd.Nwc | 28 ' 8<br>s 3 ' 6<br>25 ' 6 |
| 21472<br>24648<br>RKHW | **Kwazan Maru** SteelScSr<br><br>*Elec.light* 2*Dks* | 2989<br>—<br>1855 | | | | | 1919 | Yokohama<br>DockCo.<br>Yokohama | HashimotoKisen<br>KabushikiKaisha | 310·0<br>P25'B98'F33' | 43·0 | 26·0 | Yokohama<br>Japanese<br>*WB* | T.3Cy.22",37"&61"-42"<br>241NHP<br>KobeSteelWorks,Kobe | |
| 21473 | **Kwei Lee** SteelTwinScSr<br><br>3*Dks* | —<br>—<br>879 | | | | | 1893 | Napier,<br>Shanks&Bell<br>Glasgow | ChinaMerchants'<br>Stm.Nav.Co. | 250·0 | 40·0 | | Shanghai<br>Chinese<br>*WB* | T.6Cy.13",19"&32"-21"<br>94NHP<br>D.Rowan&Son,Glasgow | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7b<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21474<br>98948<br>MFQK | **Kweilin** **SteelScSr**<br>*2Dks* | 1742<br>1603<br>1073 | | | | | 1891 | Scott&Co.<br>Greenock | **ChinaNavigation Co.Ld.** | 260·0\|36·8\|21·6 | **London**<br>British | T.3Cy.18″,29″&47″–39″<br>138NHP<br>Scott&Co.,Greenock | | |
| 21475<br>145216<br>KJCM | **Kweiyang** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* | ~~2500~~ 2644<br>~~2642~~ 2225<br>~~2225~~ ~~1747~~ 1580 | | | | | 1921 | Scotts'S.B. &E.Co.Ld.<br>Greenock | **ChinaNavigation Co.Ld.** | 310·3\|44·2\|20·9<br>F43′ | **London**<br>British | 2 Geared Steam Turbines<br>Scotts'S.B.&E.Co.Ld.Grk. | | |
| 21476<br>101707<br>VBTW | **Kwinana** **SteelScSr**<br>*ss*Mel.No.3–4,04<br>*ss*Syd.No.2–12<br>(*ex*Darius) *2Dks(Irn)3trB* | 3295<br>2873<br>2130 | ✠<br>4,17<br>✠ | HKg | *v* | | 1892<br>11mo | W.Doxford &Sons,Ld.<br>Sunderland | **WestAustralian Government**<br>*WB=* | 340·0\|43·0\|25·0<br>P35′B86′F35′<br>BK11″<br>*DBa*104′272*tuB*28′ | **Fremantle**<br>British<br>6*BHCem*<br>105*tf*60′123*t* | T.3Cy.26″,43″&70″–45″<br>NDB07 361NHP<br>2DB,*8cf*,GS176,HS5900<br>W.Doxford&Sons,Ld.Sld. | 26 ″ 4 | |
| 21477 | **Kwok Man Hing** **CompTwinSc**<br>*OilEng.*<br>*2Dks*<br>*Elec.light* | 245<br>—<br>188 | | | | | 1920 | Kwong TuckCheong<br>Kowloon | **LuenHing Nav.Co.** | 120·0\|18·0\| 7·7 | **Canton**<br>Chinese | Oil Engines<br>8Cy.12½″–13½″ 320NHP<br>KwongTuckCheong | | |
| 21478<br>150114 | **Kwong Eng** **SteelScSr**<br>"Ming Sang," *See No.* 38371 *in Supplement*<br>*2Dks*<br>*Elec.light* | 1650<br>1143<br>969 | | | | | 1907 | Schiffsw. v. HenryKoch<br>Lübeck | **Indo-ChinaSteam Nav.Co.Ld.** | 265·7\|37·8\|18·4<br>P&B154′F40′ | Hong Kong<br>~~**Singapore**~~<br>British<br>*WB* | T.3Cy.20½″,33½″&53″–33½″<br>162NHP<br>J.F.Ahrens,Altona | | |
| 21479 | **Kwong Lee Loy** **WoodTrpScSr**<br>*OilEng.*<br>*2Dks*<br>*Mchy.Aft* | 681<br>634<br>463 | | | | | 1918 | Kwong TuckCheong<br>HongKong | **KingWoS.S.Co. (ChuiSikKow,** *Mgr.*) | 170·0\|30·0\|18·0<br>B24′F22′ | **Canton**<br>Chinese | Oil Engines<br>12Cy. 114NHP<br>KwongTuckCheongHgKg | | |
| 21480<br>109869 | **Kwong Sai** **SteelTwinSc**<br>(*ex*KwongChow) *2Dks&Shade dk* | 874<br>511<br>447 | | | | | 1902 | W.S.Bailey &Co.<br>HongKong | **ShiuOnS.S.Co.Ld.** | 192·0\|35·0\|11·3 | **HongKong**<br>British | C.4Cy.14″&32″–22″<br>80RHP<br>Ross&Duncan,Glasgow | | |
| 21481<br>115883<br>TPJS | **Kwong Sang** **SteelScSr**<br>*1Dk(Stl)&Spar dk(Stl–ws pt* teak)<br>*Elec.light* *&deep framing* | 2283<br>2116<br>1428 | ✠<br>*Spar dk*<br>8,02<br>✠ | Nwc | *s* | | 1902<br>8mo | Wigham-Richrdsn&Co Ld Newcastle | **Indo-ChinaSteam Nav.Co.Ld.**<br>*WB=Cell DBa*84′*f*108′349*t* | 290·0\|42·1\|15·2<br>B60′F35′ 22·5<br>FK<br>*DTa* 24′ 374*t FPT* | **London**<br>British<br>5*BHCem*<br>56*tAPT*25*t* | T.3Cy.21″,34″&56″–42″<br>212NHP<br>1SB,*4cf*,GS71,HS2582 FD<br>WghmRchrdsn&C.LdNwc | 25 ″ 0 | |
| 21482<br>116032 | **Kwong Tung** **SteelTwinSc**<br>*2Dks* | 823<br>477<br>417 | | | | | 1904 | W.S.Bailey &Co.<br>HongKong | **YuenOnS.S.Co.Ld.** | 192·0\|35·0\|11·3 | **HongKong**<br>British | C.4Cy.14″&32″–22″<br>91RHP<br>Ross&Duncan,Glasgow | | |
| 21483 | **Kwong Wei** **WoodScSr**<br>(*ex*ChanWai) *1Dk&Shadedk* | *266*<br>*211*<br>*176* | | | | | 1903 | Kwong Fat Chang<br>HongKong | **WestRiverS.N.Co.** | 118·7\|25·5\| 8·0 | **Canton**<br>Chinese | C.2Cy.12½″&25″–18″<br>26NHP<br>ChunHing,HongKong | | |
| 21484<br>9272<br>JSLF | **Kwosei Maru** **WoodScSr**<br>*2Dks* | 159<br>136<br>98 | | | | | 1904 | T.Maye-kawa<br>Osaka | **I.Amagasaki** | 110·7\|15·9\|12·3 | **Osaka**<br>Japanese | C.2Cy.12½″&25″–15″<br>20NHP<br>T.Kubo,Osaka | | |
| 21485<br>1217<br>HJDP | **Kwoun Maru** **WoodScSr**<br>(*ex*HokkaiMaru) *2Dks* | 154<br>—<br>80 | | | | | 1890 | Kawasaki DckyrdCo.Ld<br>Kobe | **NichiroGyogyo KabushikiKaisha** | 110·3\|14·9\|12·8 | **Hakodate**<br>Japanese | C.2Cy.15″&28″–15″<br>25NHP<br>KawasakiDkydCoLdKobe | | |
| 21486<br>MHFC | **Kya** **SteelSc**<br>(*Whaler*)<br>(*ex*Whangarei,*ex*Gunnar Hámundarson) *1Dk* | 113<br>113<br>44 | | | | | 1907 | Nylands Værksted<br>Christiania | **Christiania Havnevæsen** | 91·2\|18·0\|11·3 | **Chrstiania**<br>Norwegian | T.3Cy.10½″,17″&28½″–20″<br>36NHP<br>NylandsVærksted,Xania | | |
| 21487 | **Kybfels** **SteelScSr**<br>Now named "Bruges," *See No.* 35557 *in Supplement*<br>*ss*Ham.No.2–12<br>*Elec.light* *1Dk(Stl)&Spar dk(Stl–ws)*<br>Wireless *&deep framing* | *5049*<br>*4414*<br>*3159* | ✠<br>*Spar dk*<br>8,16<br>✠ | Ham | *z* | | 1904<br>9mo | J.C.Teck-lenborgA.G.<br>Geestemünde | **BelgianGovern-ment**<br>*WB=CellDBa*110′*uE*25′*f* | 400·9\|52·2\|20·2<br>P50′B117′F50′ 28·2<br>FK&BK2″<br>177′952*tTweendktanks* | **Antwerp**<br>Belgian<br>6*BHCem*<br>*a*44′426*t* | Q.4Cy.24″,34⅝″,50″&72$\frac{13}{16}$″–53$\frac{3}{16}$″<br>505NHP<br>3SB.*9cf*,GS155,HS6669 FD<br>J.C.TecklenborgA.G.Gst.<br>*f*38′387*tFPT*95*tAPT*45*t* | 31 ″ 0 | |
| 21488<br>133532<br>JCGB | **Kyle** **SteelScSr**<br>*ss*NFL.No 2–21 ~~*ss*N.F.L.No.1–17~~<br>*Elec.light* Wireless *2Dks(Stl–Uws)* | 1055<br>860<br>548 | ✠100A1<br>5,21 ~~5,20~~<br>~~BS5,20~~ ✠LMC~~5,17~~<br>5,21 | NFL | *n* | CL<br>5,20 | 1913<br>5mo<br>*Lloyd* | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>*'sA&CP* | **ReidNewfoundland Co.**<br>*WB=CellDBa*45′ | 220·0\|32·3\|18·3<br>F32′<br>FK<br>*uE*17′*f*89′125*tFPT* | **SJhnsNFL**<br>British<br>5*BHCem*<br>11*tAPT*10*t* | T.3Cy.18½″,30½″&50″–36″<br>180lb (*r*) FD 263NHP<br>2SB,*6cf*,GS111,HS4360<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 20 ″ 6<br>s 3 ″ 4<br>17 ″ 8 | |
| 21489<br>99735<br>HVRS | **Kyle Firth** **SteelSc3MstSr**<br>*ss*Hpl.No.3–7,19<br>(*ex*Kyleford,*ex*Ouistreham, *ex*Senga) *1Dk(Stl)*<br>*Well deck Mchy.Aft* | 450<br>309<br>178 | ✠100A1<br>1,22 ~~1,21~~<br>~~BS11,20~~ ✠LMC~~9,18~~<br>1,22 | Shl<br>Gms | *g* | CL<br>~~1,21~~<br>1,22 | 1905<br>4mo<br>*Lloyd* | AilsaS.B. Co.Ld.<br>Ayr<br>*'sA&CP* | **WhinstoneShippg. Co.Ld. (G.T.Gillie, Ld.**_Mgrs._**)** | 155·1\|25·6\|11·2<br>Q86′B10′F23′<br>BK7″<br>*FPT* | **Glasgow**<br>British<br>3*BHCem*<br>48*tAPT*2*t* | C.2Cy.18″&40″–27″ (*s*)<br>130lb 64RHP<br>1SB,*3pf*,GS48,HS1540<br>RenfrewBros.&Co.Irvine | 12 ″ 3<br>s ″ 5½<br>12 ″ 6 | |
| 21490 | **Kylebahn** **SteelSc**<br>Should be "Bealiba," *See No,* 36520 *in Supplement*<br>*Mchy.Aft* | 500 | 100A1<br>(*ClassContemplated*) | | | | 1921 | LarneS.B. Co.Ld.<br>Larne | **H.Abram&Sons** | 165·0\|25·3\| 9·5<br>Q101′B11′F23′ | **Glasgow**<br>British | T.3Cy.13″,21″&34″–24″<br>Campb'll&CalderwoodPsy | | |
| 21491<br>136322<br>JHCF | **Kylebute** **SteelSc**<br>*ss*Liv.No.1–19<br>(*ex*WilliamMason) *1Dk(Stl)*<br>*Mchy.Aft. Well deck* | 425<br>273<br>164 | ✠100A1<br>1,22 ~~3,20~~<br>MS8,18 ✠LMC<br>~~BS10,18~~<br>BS5,21 | Hul<br>Cff | *f* | CL<br>~~3,20~~<br>11,21 | 1914<br>10mo<br>*Lloyd* | J.Fullerton &Co.<br>Paisley<br>*'sA&CP* | **MiskinManor ShippingCo.Ld. (Scriven&Ridd,** *Mgrs.*) | 150·1\|23·8\|10·4<br>Q87′B9′F26′<br>FK<br>*FPT*38*t* | **Glasgow**<br>British<br>3*BHCem*<br>*APT*8*t* | C.2Cy.17″&36″–24″ (*s*)<br>130lb 53RHP<br>1SB,*2pf*,GS42,HS1388<br>Fishers,Ld.Paisley | 11 ″ 6<br>s 4 ″ 4<br>11 ″ 4 | |
| 21492<br>106076 | **Kylemore** **SteelPadSp**<br>(*ex*Vulcan,*ex*Britannia) *1Dk* | 319<br>261<br>126 | | | | | 1897 | Russell& Co.<br>Pt.Glasgow | **Williamson-BuchananSteamers,Ld.(J.Williamson&Co.** *Mgrs.*) | 200·5\|24·1\| 7·7 | **Glasgow**<br>British | C.D.2Cy.23½″&47″–51″<br>93RHP<br>Rankin&Blackmore,Grk. | | BT till 3,22 |
| 21493 | **Kyma** **SteelSc**<br>*1Dk(Stl)* | 317<br>236<br>148 | ✠100A1<br>5,20<br>✠LMC5,20 | Hgz | *d* | | 1920<br>5mo<br>*Lloyd* | E.J.Smit &Zoon<br>Hoogezand<br>*'sA&CP* | **N.G.Livanos** | 126·0\|22·4\|10·6<br>Q37′B30′F16′<br>FK<br>*FPT*45*t* | **Piræus**<br>Greek<br>4*BHCem*<br>*APT*10*t* | T3Cy10⅝″16$\frac{9}{16}$″&27$\frac{9}{16}$″–14$\frac{15}{16}$″<br>200lb (*s*) 53NHP<br>1SB,*2cf*,GS32,HS1076<br>E.J.Smit&Zoon,Hgz. | 11 ″ 1<br>s ″ 7½<br>10 ″ 9 | |
| 21494<br>90199<br>MRSG | **Kymric** **IronScK**<br>*ss*Gms.2ndNo.3–6,19<br>*1Dk* | 126<br>116<br>51 | ✠100A1<br>*StmTrawler*<br>~~5,21~~ ~~6,19~~ 1,22<br>✠NB1,15 ✠LMC6,19<br>BS5,21 | Gms | | ~~N6,19~~<br>1,22 | 1891<br>12mo<br>*Lloyd* | Earle'sCo. (Lim.)<br>Hull<br>*'sA&CP* | **GrimsbySteam FishingCo.Ld. (G.E.J.Moody,** *Mgrs.*) | 90·6\|20·1\|10·6<br>Q18′F18′<br>BK7½″ | **Grimsby**<br>British<br>3*BHCem* | T.3Cy.10½″,18″&30″–18″ (*s*)<br>160lb 45RHP<br>1SB,*2pf*,GS29,HS685<br>Earle'sCo.(Lim.),Hull | 11 ″ 5 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21495 | Kyno SteelSc<br>Elec.light<br>CruiserStern | 3660 | 100A1<br>Shelter dk<br>(ClassContem | plated) | | | 1921 | GooleS.B.<br>&RepgCo.Ld.<br>Goole | Ellerman'sWilson<br>LineLd. | 331·7 | 46·5 | 31·0 | Hull<br>British | 2 Geared Steam Turbines<br>Earle'sS.B.&E.Co.Ld.Hull | |
| 21496<br>7647<br>JPWC | Kyodo Maru No. 6 WoodTwin ScSp<br>2Dks | 358<br>305<br>213 | | | | | 1903 | T.Haruki<br>Tokushima | AwanokuniKiodo<br>KisenKabushiki<br>Kaisha | 147·4 | 20·6 | 13·8 | Tokushima<br>Japanese | T.6Cy.8½″,13¾″&22¼″–18″<br>42NHP<br>S.Ono,Osaka | |
| 21497<br>11626<br>LHFV | Kyodo Maru No. 11 SteelTwinSc<br>1Dk | 375<br>—<br>172 | | | | | 1909 | S.Ono<br>Osaka | AwanokuniKiodo<br>KisenKabushiki<br>Kaisha | 145·2 | 20·3 | 12·2 | Tokushima<br>Japanese | T.6Cy.10″,16¾″&28″–16″<br>63NHP<br>S.Ono,Osaka | |
| 21498<br>13885<br>LNVH | Kyodo Maru No. 13 SteelScSr<br>(exBangkok,exCharon)<br>2Dks | 2002<br>1784<br>1416 | | | | | 1896 | Workman,<br>Clark&Co.Ld<br>Belfast | UchidaKisen<br>KabushikiKaisha | 284·5<br>B74′F36′ | 40·0 | 21·0 | Tarumi<br>Japanese<br>WB | T.3Cy.19″,32″&52″–30″<br>148NHP<br>Wrkmn,Clark&Co.Ld.Bel | |
| 21499<br>125<br>QBMH | Kyodo Maru No. 16 SteelScSr<br>ssMel.2ndNo.3–3,15<br>(exTyrian) 1Dk(ptIrn–ws)<br>Elec.light &Awng dk3trB | 1477<br>1396<br>917 | ✠<br>Awng dk<br>withfreeboard<br>6,17 ✠ | Kob | p | | 1890<br>5mo | Day,Summers&Co.<br>Southampton | KiodoKisenGoshi<br>Kaisha | 260·3<br>F37′<br>DS08 | 33·1 | 15·9<br>23·3<br>BK8½″<br>WB=DBa36′f48′ | Dairen<br>Japanese<br>5BHCem<br>131tFPT43t | T.3Cy.21″,34″&57″–36″<br>211NHP<br>2SB,6cf,GS115<br>Day,Summers&Co.Sou. | 24 |
| 21500<br>11081<br>LFKS | Kyodo Maru No. 18 SteelSc | 794<br>—<br>537 | | | | | 1908 | ................ | AwanokuniKyodo<br>KisenKabushiki<br>Kaisha | 180·0 | 28·0 | 18·6 | Komatsushima<br>Japanese | | |
| 21501<br>LDGK | Kyodo Maru No. 21 SteelSc<br>For full particulars See No. 38037 in Supplement | 1381<br>—<br>705 | | | | | 1889 | ................ | AwanokuniKyodo<br>KisenKabushiki<br>Kaisha | 260·0 | 31·5 | 23·1 | Amagasaki<br>Japanese | | |
| 21502<br>20589<br>NJTM | Kyodo Maru No. 22 WoodSc<br>(exManyeiMaruNo.5) | 951<br>—<br>567 | | | | | 1917 | ................ | AwanokuniKyodo<br>KisenKabushiki<br>Kaisha | 190·0 | 32·0 | 18·5 | Amagasaki<br>Japanese | | |
| 21503<br>22931<br>NWQP | Kyodo Maru No. 23 WoodSc | 588<br>—<br>333 | | | | | 1918 | Nikon<br>Zosensho | AwanokuniKyodo<br>KisenKabushiki<br>Kaisha | 155·8 | 26·4 | 15·1 | Amagasaki<br>Japanese | | |
| 21504 | Kyodo Maru No. 26 SteelSc | 2012<br>—<br>1239 | | | | | 1920 | MitsuBishi<br>ZosenKaisha,<br>Ld. | AwanokuniKyodo<br>KisenKabushiki<br>Kaisha | | | | Tokushima<br>Japanese | | |
| 21505<br>1180<br>HJBD | Kyodoun-Yu Maru WoodSc | 146<br>—<br>87 | | | | | 1890 | ................ | TaiheiGoshi<br>Kaisha | 102·9 | 16·2 | 13·3 | Hakodate<br>Japanese | | |
| 21506<br>112551<br>NTLW | Kyogle SteelTwinScSr<br>Ref.Mchy.<br>Well deck Elec.light 1Dk | ~~702~~ 735<br>433<br>330 ~~302~~ | | | ... | | 1902 | A.&J.<br>Inglis<br>Glasgow | NorthCoastSteam<br>Nav.Co.Ld. | 180·1<br>P72′B44′F32′ | 30·1 | 12·0<br>FK | SydneyNSW<br>British<br>WB | T.6Cy.12″,20″&31″–22″<br>114NHP<br>A.&J.Inglis,Glasgow | 13 |
| 21507<br>239<br>PCFT | Kyojo Maru Steel<br>2Dks | 372<br>—<br>212 | | | | | 1913 | ................<br>Osaka | ChosenYusen<br>KabushikiKaisha | 130·0 | 24·2 | 15·5 | Jinsen,<br>Corea<br>Japanese | T. | |
| 21508<br>21788<br>NQWV | Kyokuto Maru WoodAuxScSr | 361<br>—<br>256 | | | | | 1917 | ................ | IshikawaBunzo | 127·0 | 27·0 | 13·6 | Nishinomiya<br>Japanese | | |
| 21509<br>237<br>PCFQ | Kyosai Maru Steel<br>1Dk | 152<br>—<br>87 | | | | | 1913 | ................<br>Osaka | ChosenYusen<br>KabushikiKaisha | 99·9 | 19·0 | 9·1 | Jinsen,<br>Corea<br>Japanese | | |
| 21510<br>23717<br>RFGT | Kyosan Maru WoodAuxScSr | 191<br>—<br>112 | | | | | 1918 | ................ | KamiyaGisaku | 104·4 | 22·0 | 11·7 | Takahama<br>Japanese | | |
| 21511<br>19758<br>NFLD | Kyosei Maru No. 3 WoodSc | 116<br>—<br>67 | | | | | 1916 | ................ | KyoseiKaiun<br>KabushikiKaisha | 86·1 | 21·0 | 8·8 | Tokushima<br>Japanese | | |
| 21512<br>143516 | Kyoto SteelScK<br>Elec.light 1Dk | 282<br>251<br>110 | ✠100A1<br>StmTrawler<br>9,20 ✠LMC9,20 | Hul | | CL | 1920<br>9mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | Neale&West,Ld. | 128·5<br>Q75′F23′ | 23·5 | 12·6<br>BK7½″ | Cardiff<br>British<br>2BHCem | T.3Cy.12½″,21″&35″–26″ (s)<br>180lb 85RHP<br>1SB,3pf,GS50,HS1530<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 21513<br>1498<br>HKJG | Kyoto Maru SteelScSr<br>ssYka.2ndNo.3–6,13<br>(exDryfesdale) ssNag.No.1–16<br>Elec.light 2Dks(Irn–Uws)3trB | 2540<br>2351<br>1618 | | | ... | 10,19 | 1889<br>4mo<br>Lloyd | C.Connell<br>&Co.<br>Glasgow<br>'sA&CP | ~~UyenishiKisen~~<br>~~KabushikiKaisha~~<br>NakamuraS.S.Co.<br>Ld. | 300·0<br>P44′B68′F36′ | 40·0 | 23·7<br>BK10″<br>WB=Cell | Kobe<br>Japanese<br>6BHCem<br>DB236′498t | T.3Cy.21⅛″,37″&60″–42″(s)<br>160lb 234NHP<br>2DB,8cf,GS140,HS3530<br>D.Rowan&Son,Glasgow | 26<br>4<br>23 |
| 21514<br>20691<br>NLPC | Kyowa Maru No.1 WoodAuxScSr | 198<br>—<br>115 | | | | | 1917 | ................ | Miyoshi<br>Tokumatsu | 99·5 | 24·2 | 12·2 | Ominato<br>Japanese | | |
| 21515<br>22458<br>NTRK | Kyoyei Maru WoodSc | 345<br>—<br>203 | | | | | 1918 | ................ | Kobayashi<br>Kametaro | 128·9 | 24·6 | 13·3 | Itosaki<br>Japanese | | |
| 21516<br>1007<br>HGJP | Kyoyei Maru No. 5 WoodScSr<br>(exUwajimaMaruNo.2) 2Dks | 188<br>—<br>113 | | | | | 1887 | Kawasaki<br>S.B.Yard<br>Kobe | Kobayashi<br>Kametaro | 116·6 | 16·7 | 12·7 | Osaka<br>Japanese | C.2Cy.17½″&31″–22″<br>39NHP<br>KawasakiDkyd.Co.Kobe | |
| 21517<br>20412<br>NLCG | Kyoyeki Maru WoodSc | 199<br>—<br>135 | | | | | 1918 | ................ | TanakaSeikichi | 113·1 | 21·4 | 11·9 | Nishinomiya<br>Japanese | | |
| 21518<br>20412<br>NLCG | Kyoyeki Maru No. 1 WoodSc | 196<br>—<br>119 | | | | | 1917 | ................ | TanakaSeikichi | 110·3 | 23·2 | 11·9 | Nishinomiya<br>Japanese | | |
| 21519<br>21890<br>NTSB | Kyoyeki Maru No 2 WoodSc | 199<br>—<br>135 | | | | | 1918 | ................ | TanakaSeikichi | 113·1 | 21·4 | 11·9 | Nishinomiya<br>Japanese | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross. — Under deck. — Net. | 5<br>Particulars of Classification.<br>Character. — ✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom — Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Now named "Almeria," See No. 36 | 75 in | Supplement | | | | | | | | | | | | | |
| 21520 | Kypros<br>SteelScSr<br>(exMarienburg)<br>1Dk&Spardk&Webframes | 2210<br>1987<br>1385 | | | ... | | 1894<br>1mo | Flensburgr<br>Schiffsb. Ges.<br>Flensburg | | 279·3<br>P28'B72'F34' | 39·9 | 14·6<br>22·2<br>BK9" | British<br>W B | T.3Cy.22½",35"&60"-42"<br>251NHP<br>FlensburgerSchiffsb.Ges. | | |
| 21521 | Kyril<br>SteelScSr<br>ssCpl.No.2-12<br>1Dk<br>(exDevonia)<br>Elec.light | 509<br>349<br>179 | ✠<br>3,16<br>✠ | Cpl | h | | 1903<br>2mo | Grandes<br>Chaud.d'Anvers,Hobokn | Soc.Commerciale<br>BulgaredeNav.à<br>Vap.<br>W | 172·5<br>P21'B70'F26'<br>B=DTf3'25t FPT | 27·7 | 10·3<br>FK | Varna<br>Bulgarian<br>5BHAsp<br>22tAPT35t | T.3Cy.16",26½"&43"-30"<br>123NHP<br>2SB,4cf,GS74,HS2174<br>SocAnonMt.d'AnversAnt | 10″10 | |
| 21522<br>MFTD | Kysten<br>SteelScSr<br>2Dks<br>Elec.light | 292<br>277<br>167 | | | | | 1909 | Trndhjms<br>Mek.Værks.<br>Trondhjem | NamsosDampskibs<br>Selsk. (Th.Sommerschield,Mgr.) | 126·0<br>H14t | 21·0 | 15·4 | Namsos<br>Norwegian<br>W B | T.3Cy.12",20"&33"-21"<br>50NHP<br>TrondhjemsM.V.Trndhjm | | N |
| 21523<br>JTMF | Kystfareren<br>SteelScSr<br>(exLyngen)<br>1Dk&Awngdk | 214<br>210<br>183 | | | | | 1890 | Xiansands<br>Mek.Værks.<br>Xiansand | ThygoSörensen<br>A/S | 115·9<br>H3t | 18·6 | 14·8 | Chrstiania<br>Norwegian<br>W B | C.2Cy.14½"&26¾"-20"<br>27NHP<br>XiansandsM.V.Xiansnd | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières<br>NHP=Force en chevaux d'après les formules de la Société.<br>IHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21524 | **L. B. Shaw** WoodScSr<br>(*Barge*)<br>1*Dk* | 330<br>—<br>205 | | | | | 1906 | ..................<br>Wilmington, Del. | | 162·0 | 23·2 | 10·5 | <br>Cuban | |
| 21525<br>216086<br>LNCQ | **L. J. Drake** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)*&Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Sub.Sig. Wireless | 6836<br>6089<br>5258 | ✠100A1<br>~~5,21 9,20~~ ~~10,21~~<br>2,22 ✠LMC10,18<br>*CarryingPetr*<br>*Fitted for oil f* | NYk<br><br><br>*oleum*<br>*uel* 10,<br>MS10,21 | *a*†<br><br>2,22<br>*in*<br>18 | CL<br>~~N 9,20~~<br>~~5,21~~<br>*bulk*<br>*F.P. a* | 1918<br>8mo<br><br><br>*bove* 1 | AmesS.B. &D.D.Co.<br>Seattle,Wash<br>A&CP<br>50° F. | StandardOilCo.of NewJersey<br><br><br><br>*CellDBuE&B75'* | 419·6<br>P98'B41'F37'<br><br><br>188*tDT*36'460*tFPT* | 57·2 | 30·0<br>FK | NewYork<br>Utd.States<br>16*BHCem*<br>14 *to U dk*<br>2 „ *2nd dk*<br>192*tAPT*54*t* | 2 Steam Turbines geared to 1 Screw Shaft (*s*)<br>200lb *180lb* 480NHP<br>3SB,*9cf*,GS207,HS7416<br>WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa. |
| 21526<br><br>220451 | **L. M. Bowers** SteelSc<br>*ptLongitudinal framing*<br>*Elec.light* *Mchy.Aft* 1*Dk* | 8262<br>—<br>6436 | | | | | 1920 | American S.B.Co.<br>Lorain,O. | ContinentalS.S.Co. | 580·0 | 60·2 | 27·8 | Duluth<br>Utd. States<br>*WB* | T.3Cy.24½",41"&65"–42"<br>274NHP<br>AmericanS.B.Co.Lorain,O. |
| 21527<br><br>NGCH | **L. P. Holmblad** SteelScSr<br>2*Dks* | 2143<br>1557<br>1307 | | | | | 1893 | Lobnitz &Co.<br>Renfrew | DetForenede DampskibsSelsk. | 280·7 | 37·6 | 17·7 | Copnhagn<br>Danish<br>*WB* | T.3Cy.19",32"&51"–39"<br>162NHP<br>Lobnitz&Co.,Renfrew |
| 21527* | **L. R. No. 5** SteelSc<br>*Motor*<br>(*ex*W.T.J.) 1*Dk* | *120*<br>*118*<br>*87* | | | | | 1918 | McLennon<br>Glasgow | L'UnionCie. Française de Commerce et de Transp.Maritimes | 120·6 | 16·4 | 6·6 | Havre<br>French | Motor<br>4Cy.7½"–10" 14NHP<br>BergiusLaunchCo.Ld.Gls. |
| 21528<br>141847<br>KSHJ | **L. Y. Schermerhorn** WoodSc<br>(*Tug*)<br>1*Dk* | 174<br>—<br>118 | | | | | 1903 | American DredgingCo.<br>Camden,N.J. | AmericanDredgingCo. | 98·3 | 22·7 | 11·4 | Phildlphia<br>Utd.States | C.2Cy.18"&40"–28"<br>70NHP<br>AmericanDredgingCo. |
| 21529 | **L'Acharné** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 350<br><br>320 | | | | | 1920 | Soc.Provençale de Cnst.Nav.<br>LaCiotat | FrenchGovernment | 130·2<br>B39' | 26·6 | 13·9 | <br>French<br>*WB* | T.3Cy.16$\frac{1}{10}$",26"&42$\frac{1}{10}$"–27½"<br>92NHP<br>SocProvençale deCnstNav |
| 21530<br><br>OLAM | **L'Alsace** SteelScYl<br>(*Trawler*)<br>(*ex*J.Leyman) 1*Dk* | 192<br>150<br>41 | | | ... | | 1896 | Mackie& Thomson<br>Glasgow | Thomas&Fils | 109·5<br>Q19' | 21·0 | 10·7<br><br>BK7½" | Boulogne<br>French | T.3Cy.12½",20"&32½"–24"<br>63NHP<br>Muir&Houston,Ld.Gls. |
| 21531<br><br>OLEG | **L'Atlantique** SteelScK<br>(*Fishing*)<br>*Mchy.Aft* *Elec.light* 1*Dk* | 640<br>521<br>374 | | | | | 1919 | Cochrane& Sons,Ld.<br>Selby | A.Coppin&Cie. | 175·0<br>Q90'F29' | 29·1 | 14·0 | Boulogne<br>French | T.3Cy.15",25"&42"–27"<br>92NHP<br>Amos&Smith,Ld.Hull |
| 21532 | **L'Auroch** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 352 | | | | | 1920 | Forg.&Ch. de la Médit.<br>Havre | FrenchGovernment | 131·2 | 28·5 | 15·0 | Havre<br>French | T.3Cy.14⅓",23⅔"&36⅓"–27⅓"<br>68NHP<br>Forg.&Ch.de la Médit.Hav. |
| 21533 | **L'Entêté** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 350<br>—<br>320 | | | | | 1920 | Soc.Provençale de Cnst.Nav.<br>LaCiotat | FrenchGovernment | 130·2<br>B39' | 26·6 | 13·9 | <br>French<br>*WB* | T.3Cy.16$\frac{1}{10}$",26"&42$\frac{1}{10}$"–27½"<br>92NHP<br>SocProvençale deCnstNav |
| 21534<br><br>OGMP | **L'Erdre** SteelScSr<br>*ss*Bdx.No.2-17<br>1*Dk*(*Stl*)2*trB&Webframes*<br>3*Dkrule* | 4572<br>3769<br>2899 | ✠100A1<br>1,19<br>~~MS11,17~~ | Hav<br><br>✠LMC 1,22<br>~~BS11,19~~ | *x* | ~~0,20~~<br>CL<br>N1.22 | 1908<br>2mo | Atel.&Ch. de la Loire<br>Nantes<br>A&CP | Cie.Nantaise de Nav.àVap.<br>*WB=Cell*<br>*DBa*100'*uE*23' | 363·9<br>P34'B110'F41'<br><br>*f*148' 925*t* *FPT*67*t* | 50·7 | 25·5<br><br>FK | Nantes<br>French<br>6*BHCem*<br>*APT*46*t* | T.3Cy.22",36"&59"–41¾" (*s*)<br>178lb HS4919 284NHP<br>2SB&1AuxSB,*8cf*,GS159<br>Atel.&Ch.de la Loire,Nts. |
| 21535<br><br>OGWF | **L'Europe** SteelSc<br>(*Trawler*)<br>*Elec.light* Wireless | 316<br>287<br>130 | | | | | 1907 | Baheux frères<br>Boulogne | Poret,Lobez&Co. | 144·7 | 23·0 | 11·8 | Boulogne<br>French<br>*WB* | T.3Cy.13",22"&36"–25"<br>NB14 65NHP<br>Caillard&Co.Havre |
| 21536<br><br>OLRW | **L'Islais** SteelScSp<br>(*ex*Lizard)<br>*Mchy.Aft* 1*Dk* | 199<br>116<br>62 | | | ... | | 1905 | Dundee Shipbuilders' CoLdDundee | Messageries de l'Ouest(Cie.de Transp.Mar.) | 120·0<br>P46'F22' | 20·8 | 8·2<br><br>FK | Nantes<br>French<br>*WB* | C.2Cy.13"&26"–21"<br>45NHP<br>Cooper&Greig,Dundee |
| 21537 | **L'Obstiné** SteelSc<br>(*Tug*)<br>*Elec light* 1*Dk* | 350<br>—<br>320 | | | | | 1920 | Soc.Provençale de Cnst.Nav.<br>LaCiotat | FrenchGovernment | 130·2<br>B39' | 26·6 | 13·9 | <br>French<br>*WB* | T.3Cy.16$\frac{1}{10}$",26"&42$\frac{1}{10}$"–27½"<br>92NHP<br>SocProvençale deCnstNav |
| 21538 | **L'Orage** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 430 | | | | | 1921 | Ch.&Atel. Augustin Normand<br>Havre | FrenchGovernment | 131·2 | 28·6 | 15·9 | Havre<br>French | T.3Cy.15",23⅝"&36½"–27½"<br>68NHP<br>Ch.&Atel.Augustin Normand,Havre |
| 21539 | **L'Yser** WoodScSr<br>*Elec.light* | 1778<br>1352<br>1031 | | | | | 1920 | Brossard, Mopin&Co.<br>Hsinho,China | Cie.Française de NavigationIndo-Chinoise | 234·3<br>P34'B72'F23' | 36·7 | 20·7 | Saigon<br>French | |
| 21540<br><br>OKXB | **La Banche** SteelScK<br>(*ex*Pescador,*ex* Cairntoul)<br>1*Dk* | 203<br>—<br>72 | | | ... | | 1902 | J.Duthie, Sons&Co.<br>Aberdeen | OscarDahl | 115·5 | 21·7 | 11·8<br><br>BK7½" | La Rochlle<br>French<br>*WB* | T.3Cy.12",19½"&32"–22"<br>61NHP<br>W.V.V.Lidgerwood,Gls. |
| 21541<br><br>OKXD | **La Baudroie** SteelScK<br>(*Trawler*)<br>(*ex*MaryStewart) 1*Dk* | 162<br>152<br>48 | | | ... | | 1893 | A.Hall &Co.<br>Aberdeen | A.&F.Anquetin | 104·9<br>Q21' | 20·7 | 11·4<br><br>BK7½" | Dieppe<br>French | C.2Cy.17"&34"–24"<br>62NHP<br>A.Hall&Co.Aberdeen |
| 21542<br>206189 | **La Belle** SteelSc<br>*Elec.light* *Mchy.Aft* 1*Dk* | 6407<br>—<br>4876 | | | | | 1909 | American S.B.Co.<br>Lorain,Ohio | LaBelleSteamship Co.(M.A.Hanna& Co.*Mgrs.*) | 504·0 | 54·0 | 30·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.23½",38"&63"–42"<br>257NHP<br>AmericanSB.Co.Cleveland |
| 21543<br><br>OKXE | **La Bonne Lorraine** SteelAuxSc<br>*OilEng.* 3MstSr<br>(*ex*Hermanos) 1*Dk*<br>(*See Sailing Ship Register*) | 356<br>294<br>252 | | | | | 1918 | J.Th.Wilmink&Co.<br>Groningen | Soc.des Caboteurs Bretons (Le Martret,*Mgr.*) | 136·0<br>Q27'H13'F17' | 26·4 | 11·2 | Brest<br>French | Oil Engines 2S.C.<br>2Cy.15⅗"–17$\frac{7}{10}$" 37NHP<br>D.Goedkoop,Jr.Amstrdam |
| 21544 | **La Bourdonnais** SteelTwinSc<br>(*ex*Scharnhorst)<br>*Elec.light* Sub.Sig. Wireless 4*Dks* | 8388<br>7070<br>4805 | | | | | 1904 | J.C.TecklenborgA.G.<br>Geestemünde | Cie.Générale Transatlantique | 453·5<br>P75'H190'F90' | 55·8 | 36·0 | Havre<br>French<br>*WB* | T.6Cy.24$\frac{13}{16}$",41$\frac{5}{16}$"&69¾"–51$\frac{3}{16}$"<br>696NHP<br>J.C.TecklenborgA.G.Gst. |
| 21545<br>213908<br>LFSV | **La Brea** SteelSc3MstSr<br>*ss*S.Fo.No.1-21<br>*Elec.light* 2*Dks*(*Stl*)*&Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless Sub.Sig. | ~~6900~~<br>~~6443~~<br>~~4823~~<br>6655<br>6443<br>4157 | ✠100A1<br>~~3,21 5,19~~ 2,22<br>✠NE11,18<br>*CarryingPetr*<br>*Fitted for oil*<br>BS3,21 | SFo<br>[illegible]<br>✠LMC[illegible]<br>*oleum*<br>*fuel* 3, | *b*†<br><br><br>*in*<br>16 | CL<br>~~11,18~~<br>N1,21<br>*bulk*<br>*F.P. a* | 1916<br>3mo<br><br><br>*bove* 1 | Union Iron WorksCo.<br>SanFrancisco<br>A&CP<br>50° F. | UnionOilCo.of California<br><br><br>*CellDB*<br>*uE&B*62'*f*57'438 | 435·0<br>P106'B52'F40'<br><br><br>*t FPT*100*t APT*74*t* | 56·2 | 33·6<br><br>FK | Los Angeles<br>~~S.Francisco~~<br>Utd.States<br>15*BHptAsp*<br>9 *to Upr dk*<br>6 „ *2nd* „ | T.3Cy.27",45½"&76"–51" (*s*)<br>190lb 514NHP<br>3SB,*9cf*,HS8640<br>SunS.B.Co.Chester,Pa. |

| 1 | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 546<br>XP | **La Brise**<br>(exGarnet) | IronScYl<br>ssCherbourg2ndNo.3–2,19<br>1Dk | 187 ~~183~~<br>142<br>68 ~~72~~ | ✠100A–<br>StmTrawler<br>8,20 ✠LMC2,19<br>BS1,22 | Rot | | 2,19 | 1891<br>9mo | Mackie&<br>Thomson<br>Glasgow | BernardFrères | 113·6<br>Q19'F24'<br>len20 BK7½" | 20·5 | 10·7 | Boulogne<br>French<br>4BHCem<br>MT10'14t | C.2Cy.16"&32"–22" (s)<br>110lb 45NHP<br>1SB,2pf,GS37,HS780<br>Muir&Houston,Glasgow | 11″11 | |
| 547<br>778<br>TVB | **La Canadienne**<br>(exFoxhound)<br>Wireless | IronScSr<br>1Dk | 372<br>289<br>227 | | | | | 1880 | R.Duncan<br>&Co.<br>PortGlasgow | AtlanticTowing<br>Co.Ld. | 154·3<br>Q74t | 22·7 | 10·9 | Ottawa<br>British<br>WB | T.3Cy.13¾",22"&34"–24"<br>60RHP<br>SmithBros.&Co.,Glasgow | | |
| 548<br>XT | **La Canche**<br>Elec.light | IronScK<br>1Dk | 153<br>—<br>18 | | | | | 1897 | Cochrane&<br>Cooper<br>Beverley | L.Calamel | 97·0<br>Q17'F19' | 20·6 | 11·0 | Le Tréport<br>French | T.3Cy.11",17"&28"–21"<br>36NH<br>Amos&Smith,Hull | | V |
| 549<br>RTB | **La Cartuja**<br>(exMary)<br>Well deck | IronScBk<br>ssLon.No.3–7,81<br>ssBbo.No.2–90<br>1Dk2trB | 808<br>699<br>560 | ✠<br>4,95<br>✠ | Bbo | k | | 1871<br>4mo | Denton,<br>Gray &Co.<br>WHartlepool | Ybarra&Co. | 206·0<br>Q79'B48'F25'<br>BK8" | 29·0 | 16·1 | Seville<br>Spanish<br>4BHCem<br>WB=pt DB | C.2Cy.25"&48"–33"<br>NB79 110NHP<br>T.Richardson&Sons,Hpl. | | |
| 550<br>KXZ | **La Champagne**<br>(Trawler)<br>(exWhiteLadye,ex Yacht,exLadyeMabel)<br>Elec.light | SteelSc3MstSr<br>ssHpl.No.3–6,03<br>ssHpl.No.2–11<br>2Dks | 569<br>—<br>312 | ✠<br>5,11<br>✠ | Hpl | | | 1891<br>1mo | Ramage&<br>Ferguson<br>Leith | JéromeMalandain<br>&Cie. | 204·0 | 27·1 | 16·4 | Fécamp<br>French<br>5BHCem | T.3Cy.18½",27¾"&47"–33"<br>143NHP<br>1SB,4cf,GS96,HS2379<br>Ramage&Ferguson,Leith | | |
| 551<br>EHU | —<br>Wireless | SteelScK<br>(Trawler)<br>1Dk | 265<br>214<br>92 | | | | | 1901 | Cook,Wel-<br>t'n&Gemmell<br>Hull | LeClaire | 125·0 | 22·0 | 12·0 | Boulogne<br>French | T.3Cy.12¾",22"&36"–24"<br>Tindall,Earle& 63NHP<br>Hutchinson,Ld.Hull | | V |
| 1552<br>KYD | **La Coubre**<br>Elec.light Wireless | SteelScK<br>(Trawler)<br>1Dk | 253<br>212<br>89 | | | | | 1913 | Smith's<br>DockCo.Ld.<br>Middlesbro' | OscarDahl | 125·0<br>Q76'F21' | 23·5 | 12·3 | LaRochlle<br>French<br>WB | T.3Cy.12½",21"&35"–26"<br>62NHP<br>Smith'sDockCo.Ld.Mdb. | | V |
| 1553<br>HFLN | **La Criada** | SteelSc<br>(Tug)<br>1Dk | 185<br>—<br>126 | | | | | 1909 | J.H.Dia-<br>logue&Son<br>Camden,N.J. | J.H.Beola | 101·0 | 21·5 | 11·0 | Banes<br>Cuban | C.2Cy.15"&30"–22"<br>NB20 35NHP | | |
| 21554<br>219248<br>LTRN | **La Crosse**<br>Elec.light Sub.Sig. | SteelScSr<br>Fitted for oil fuel<br>1Dk2trB | 2606<br>2261<br>1612 | | | ... | | 1919 | M'Dougall-<br>DuluthCo.<br>Duluth,Minn. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F20'<br>FK | 43·7 | 25·8 | Duluth<br>Utd. States<br>WB | T.3Cy.21",35"&59"–42"<br>352NHP<br>McDougall-DuluthCo. | 28 ″ 2 | R |
| 21555<br>OKYH | **La Dives** | SteelPadSr<br>1Dk | 200<br>—<br>73 | | | | | 1886 | Kon.Maats<br>deSchelde<br>Flushing | Cie.Normande de<br>Nav.àVap. | 150·9 | 19·7 | 9·8 | Havre<br>French | C.2Cy.30"&52"–39"<br>NB06 141NHP<br>Kon.MaatsdeSchlde,Flng. | | V |
| 21556<br>OFTL | **La Drôme**<br>(exTrento,exSan Nicola,exSefton, exMontCenis) | SteelScSr<br>ssGen.No.2–09<br>1Dk(Stl)&Spardk(pt Irn&ptStl)&deepframing | 3236<br>3053<br>2102 | ✠<br>Spar dk<br>2,10 ✠ | Gen | v | | 1900<br>12mo | Wigham-<br>Richrdsn&Co<br>Ld Newcastle | Cie.Générale<br>Transatlantique<br>WB=CellDBa | 344·0<br>P28'B78'F36' 23·6<br>FK<br>108'uE18'f146'730t | 45·4 | 15·7 | Marseilles<br>French<br>6BHCem<br>APT48t | T.3Cy.22",37"&62"–42"<br>276NHP<br>2SB,6rf,GS110,HS4342<br>WghmRchrdsn&C.LdNwc | 25″10 | V |
| 21557<br>HFLR | **La Fe**<br>(exArgosy)<br>Mchy.Aft Well deck | SteelSc3MstSr<br>1Dk | 404<br>293<br>168 | | | ... | | 1905 | T.Dobson<br>&Co.<br>Hessle, near Hull | EmpresaNaviera<br>deCubaS.A. | 151·0<br>Q81'B11'F17'<br>FK | 24·1 | 10·7 | Havana<br>Cuban | T.3Cy.12½",21"&34"–24"<br>58NHP<br>Crabtree&Co.Ld.Gt.Yar. | 11 ″ 9 | |
| 21558<br>OKYQ | **La Flandre** | SteelScK<br>(Trawler)<br>1Dk | 263<br>—<br>87 | | | | | 1902 | Cook,Wel-<br>t'n&Gemmell<br>Hull | A.Coppin&Co. | 125·0 | 22·0 | 12·0 | Boulogne<br>French<br>WB | T.3Cy.12¾",22"&36"–24"<br>Tindall, 63NHP<br>Earle&Hutchinson,Hull | | V |
| 21559<br>OKYS | **La Floride** | SteelSc<br>(Tug) | 111<br>—<br>29 | | | | | 1912 | Wed.C.<br>Boele&Zonen<br>Slikkerveer | Schneider&Co.<br>Vigner,M.Schmidt<br>&Hersent | 83·1 | 17·8 | 9·0 | Havre<br>French | T.3Cy.10",16"&27"–15½"<br>29NHP<br>Alblasserdam.Msch.Fab. | | V |
| 21560<br>OKYW | **La Fontaine**<br>(exLadyTennant)<br>Well deck Elec.light Wireless | SteelScSr<br>ssBry.2ndNo.3–10,15<br>ssNts.No.1–20<br>1Dk(Stl)2trB | 2224<br>1684<br>1313 | ✠100A1<br>9,21 ~~1,21~~<br>LMC8,20<br>BS9,21 | Npt<br>Bdx | s | N1,21 | 1890<br>1mo | Palmers'<br>Co.Ld.<br>Newcastle<br>A&CP | Cie.Delmas frères<br>&Vieljeux<br>WB | 285·5<br>P29' Q76' B72' F35'<br>FK<br>= CellDBa112'f88' | 39·2 | 18·8 | La Rochlle<br>French<br>5BH pt Asp pt Cem<br>433tAPT47t | T.3Cy.22",35"&58"–42" (s)<br>155lb 80lb NDB00 259NHP<br>NB8,20<br>2SB,6cf,GS103,HS3664 FD<br>Palmers'Co.Ld.Newcastle | 21 ″ 3<br>s 2 ″ 1<br>19 ″ 5 | |
| 21561<br>216791<br>LMPN | **La Forge**<br>Elec.light | WoodSc<br>1Dk2trB | 2529<br>—<br>1495 | | | | | 1918 | Union<br>Bridge&<br>Const CoMorganCity,La. | UnitedStates<br>ShippingBoard | 268·5 | 46·0 | 23·6 | Morgan City,La.<br>Utd. States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 21562<br>OKZF | **La France**<br>Elec.light | SteelTwinScSr<br>ssNwc.No.1–19<br>1Dk(Stl–ws) | 751<br>613<br>175 | ✠100A1<br>4,21 ~~10,20~~<br>~~BS10,20~~ ✠LMC10,19<br>BS4,21 | Bou | k | ~~10,19~~<br>P4,21<br>S9,21 | 1915<br>10mo<br>Lloyd | Jos.T.El-<br>tringham&<br>Co.Ld. Wil-<br>lingtonQuay<br>'sA&CP | Cie.Franco-<br>Hollando-<br>Américaine | 185·1<br>Promenade dk 154'<br>FK<br>WB=Cell | 34·1 | 14·7 | Boulogne<br>French<br>4BHCem<br>DBf19'25t | T.6Cy.15",24½"&41"–27" (s)<br>180lb 219NHP<br>2SB,6cf,GS110,HS3800<br>JTEltringham&CoLd.Nwc | 16 ″ 0<br>s 3 ″ 0¼<br>13 ″ 4 | |
| 21563<br>MFRJ | — | SteelScSr<br>ssCff.No.2–19<br>1Dk | 617<br>540<br>354 | ✠100A1<br>12,20<br>~~BS8,20~~ ✠LMC6,18<br>BS1,22 | Liv | j | 12,20 | 1909<br>7mo<br>Lloyd | N.Wiborg<br>Fevig<br>'sA&CP | A/S LaFrance<br>(OG.GjessensEftf)<br>WB=Cell DBa | 182·0<br>B48'F24'<br>FK<br>33'f83'134tAPT8t | 27·5 | 13·1 | Skudes-<br>nœs<br>Norwegian<br>4BHCem | T.3Cy.13",21"&33"–27" (s)<br>180lb 85lb 78NHP<br>1SB,3pf,GS45,HS1423<br>Akers.Mek.Værks.Xia. | 15 ″ 7 | |
| 21564<br>OHUL | **La Gaillarde**<br>(exSailingVessel)<br>(See Sailing Ship Register) | WoodAuxScSr<br>Stm.Eng.<br>1Dk | 156<br>—<br>81 | | | | | 1897 | Derycksen<br>Dunkirk | Salvarelli | 92·6 | 23·0 | 11·2 | Marseilles<br>French | C.2Cy.7$\frac{9}{16}$"&15¾"–12$\frac{4}{5}$"<br>E fitted18 8NHP<br>B made12 fitted18 | | V |
| 21565<br>OKZN | **La Garonne**<br>Elec.light | SteelSc<br>2Dks | 2611<br>—<br>1532 | | | | | 1906 | Atel.&Ch.<br>deNormandie<br>Rouen | Cie.Générale<br>Transatlantique | 299·4<br>P21'H71'F39' | 40·1 | 25·4 | St.Nazaire<br>French<br>WB | T.3Cy.23",36"&59"–41"<br>223NHP<br>Ch.de l'Atlantique,St.Naz. | | V |
| 21566<br>OKZR | **La Gaule**<br>(exAuchintoul) | IronScBkn<br>2Dks3trB | 1518<br>—<br>942 | | | ... | | 1880 | Hall,Rus-<br>sell&Co.<br>Aberdeen | Cie.deNavigation<br>Paquet | 260·0<br>Q32'<br>BK9" | 34·2 | 23·2 | Marseilles<br>French<br>WB | C.2Cy.31"&60"–36"<br>NB94 180NHP<br>Hall,Russell&Co.Abn. | 24 ″ 0 | V |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21567<br>HRTC | **La Guardia** SteelScSr<br>1*Dk2trB* | 567<br>—<br>284 | | | | | 1900 | Cia.Trasatlantica<br>Cadiz | A.R.delValle, SPares&VGaliana | 160·7\|26·2\|16·4<br>H33'F22' | Barcelona<br>Spanish<br>*WB* | T.3Cy.11",18"&29"–24"<br>41NHP<br>AkersMek.Værks.Xia |
| ❊ 21568<br>MKBV | **La Habra** SteelScSr<br>ssPna.No.1–18<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Longitudinal framing* | 7021<br>6374<br>4437<br>BS3,22 | ✠100A1<br>~~6,2112,19~~ 3,22<br>~~BS8,20~~ ✠LMC7,18<br>*Carrying Petr*<br>*Fitted for oil* | ~~Chris-~~<br>~~SBe~~ Crs<br>*oleum*<br>*fuel* 3 | *a*†<br><br>*in*<br>,14 | CL<br>~~N8,20~~<br>6,21<br>*bulk*<br>*F.P. a* | 1914<br>3mo<br>*Lloyd*<br>*bove* 1 | SirJ.Laing &Sons,Ld.<br>Sunderland<br>'*sA&CP*<br>50° F. | A/S Tankfart (W.Wilhelmsen, *Mgr.*)<br>*WB=CellDB uE&B55'142tD* | 424·8\|57·0\|33·2<br>P101'B28'F40'<br>FK<br>*Tf* 38'518*tAPT*53*t* | Tönsberg<br>Norwegian<br>15*BHplCem*<br>9*BH to Udk*<br>6 „ 2*nd* „ | T.3Cy.27",45"&74"–54" (*s*)<br>180lb 555NHP<br>4SB,*12cf*,GS196,HS8150<br>G.Clark,Ld.Sunderland |
| 21569<br>OKZU | **La Hève** SteelScSr<br>(*ex*Barshaw)<br>*Well deck* *Mchy.Aft* 1*Dk* | 154<br>—<br>38 | | | ... | | 1894 | JM'Arthur &Co.<br>Paisley | Cie.Normandede Nav.àVap. | 105·0\|20·0\|8·0<br>Q35'F20'<br>BK6½" | Havre<br>French<br>*WB* | C.2Cy.13¼"&26"–18"<br>NB09 34NHP<br>Bow,McLachlan&Co.Psy. |
| 21570<br>OLAF | **La Liane** IronScK<br>1*Dk* | 136<br>—<br>35 | | | ... | | 1894 | Cochrane& Cooper<br>Beverley | A.&F.Anquetin | 94·0\|20·5\|11·0<br>Q18'F23'<br>BK7½" | Dieppe<br>French<br>3*BHCem* | C.2Cy.16"&32"–22"<br>44NHP<br>C.D.Holmes&Co.Hull |
| 21571<br>OLAI | **La Loire** SteelTwinSc<br>(*Bucket&Suction Dredger*)<br>ssSou.No.1–14<br>1*Dk*(*Stl*) | 619<br>—<br>190 | ✠ ——<br>9,19<br>*Dredger*<br>✠ | Sou | *i* | | 1909<br>8mo | Earle'sCo. Ld.<br>Hull | Soc.deDraguage et d'Entreprises Mar. | 174·0\|32·1\|12·9<br>FK<br>*WB* | French<br>4*BHCem*<br>=*FPT*56*t* | T.6Cy.13",20½"&33"–18"<br>179NHP<br>2SB,*6pf*,GS112,HS3850<br>Earle'sCo.Ld.Hull |
| 21572<br>OLAK | **La Lorraine** SteelTwinScSr<br>Sub.Sig. Wireless<br>*Elec.light* 3*Dks&Promenade dk* | 11372<br>8380<br>4719 | | | | | 1900 | Cie.Gén. Transatlan.<br>St.Nazaire | Cie.Générale Transatlantique | 563·1\|60·0\|35·9<br>P72'F98' | Havre<br>French<br>*WB* | T.8Cy.43$\frac{5}{16}$",68½"&(2)80$\frac{5}{16}$"–66$\frac{1}{16}$"<br>2108NHP<br>Cie.Gén.Transatlntq.St.N |
| 21573<br>OLAP | **La Lys** SteelSc<br>(*Trawler*)<br>1*Dk* | 141<br>108<br>19 | | | | | 1898 | Lobnitz& Co.Ld.<br>Renfrew | AlbertLebas | 100·3\|20·1\|10·2 | Boulogne<br>French | C.2Cy.14"&32"–21"<br>39NHP<br>Lobnitz&Co.Ld.Renfrew |
| 21574<br>Missing since 1,21<br>OLAR | **La Madelon** WoodAuxScDy<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 130<br>—<br>107 | | | | | 1919 | Chantiers deCannes& d'Antibes Réunis<br>Antibes | Soc.Anon.Bônoise deNav. | 96·8\|20·7\|10·8 | Bône<br>French | Oil Engines<br>2Cy.13"–13" 23NHP<br>T.RobatelJ.Buffaud&Co.<br>Lyons |
| 21575<br>102875<br>NKHT | **La Marguerite** SteelPadSr<br>3*Dks&Promenade dk*4*trB* | 1554<br>1145<br>644 | | | | | 1894 | Fairfield Co.(Lim.)<br>Glasgow | Liverpool&North WalesSSCo.,Ld. | 330·0\|40·0\|13·6<br>21·2 | Liverpool<br>British | C.D.2Cy.56"&110"–72"<br>NB10 857NHP<br>FairfieldCo.(Lim.),Gls. |
| 21576 | **La Marne** WoodSc<br>*Elec.light* 2*Dks* | 760<br>—<br>475 | | | | | 1918 | Kwong TuckCheong<br>HongKong | Cie.Française de NavigationIndo-Chinoise | 182·4\|32·6\|17·8<br>B17'F24' | Saigon<br>French | T.3Cy.15",25½"&40"–27"<br>E*made*02*refitted*18 83NHP<br>B*made*93*refitted*18<br>Selby S.B.&E.Co.Ld.,Selby |
| ❊ 21577<br>OLBG | **La Marsa** SteelScSr<br>ssPGl.2ndNo.3–2,09<br>(*ex*TewfikRabbani) ssMsl.No.2–18<br>2*Dks*(*UStl*–ws)&*Spar dk*(*Stl*–ws)<br>*Elec.light* Wireless | 2054<br>1763<br>897 | ✠100A1<br>*Spar dk*<br>8,20<br>✠NB2,09 ✠LMC8,20 | Msl | *s* | CL<br>1,19 | 1892<br>1mo<br>*Lloyd* | R.Napier &Sons<br>Glasgow<br>'*sA&CP* | Cie.deNav.Mixte | 300·0\|37·5\|15·8<br>F35' BK9½" 23·5<br>*Promenade dk* 122'<br>*WB=Cell* | Marseilles<br>French<br>5*BHCem*<br>*DB*226'319*t* | T.3Cy.30",45½"&79"–54" (*r*)<br>164lb 691NHP<br>4SB,*12cf*,GS238,HS10916<br>R.Napier&Sons,Glasgow |
| 21578 | **La Marseillaise** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | 7000 | | | | | 1921 | Ch.&Atel. deSt.Nazaire<br>GrandQuevilly | Cie.deNav.Mixte | 425·0\|58·3\|35·1<br>P38'B135'F53' | French<br>*WB* | T.3Cy.27⅛",44½"&75"–51"<br>400NHP<br>Ch.&Atel.deSt.Nazaire |
| 21579<br>215578<br>LHTN | **La Merced** WoodAuxTwinSc<br>*OilEng.* 4MstSr<br>*Elec.light* 1*Dk2trB*<br>(*See Sailing Ship Register*) | 1696<br>1692<br>1342 | | | | | 1917 | J.Robertson,<br>Benicia,Cal. | J.Jerome | 232·0\|43·6\|26·6 | S.Frncisco<br>Utd.States | Oil Engines 2S.C.SA<br>4Cy.16½"–18$\frac{5}{16}$" 91NHP<br>J&CGBolindersMek.Verks A.B.Skm. |
| 21580<br>OLBK | **La Morinie** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 213<br>—<br>23 | | | | | 1919 | Wed.C. Boele&Zonen<br>Slikkerveer | Chamber of Commerce | 98·4\|22·5\|12·1 | Boulogne<br>French<br>*WB* | T.3Cy.14",23"&39"–27"<br>79NHP<br>Alblasserdam.Msch.Fab. |
| 21581<br>OLBN | **La Mouette** SteelScK<br>ssDnk.No.2–16<br>1*Dk* | 85<br>80<br>5 | ✠<br>*StmTrawler*<br>12,18<br>✠ | Bou | | | 1908<br>5mo | W.H. Warren<br>NewHolland | Ledez-Duhamel | 65·2\|18·1\|9·9<br>BK6"<br>*WB*= | Boulogne<br>French<br>3*BHCem*<br>*FPT*2*t* | C.2Cy.13"&26"–18"<br>38NHP<br>1SB,*2pf*,GS30,HS780<br>Crabtree&Co.Ld.Gt.Yar. |
| 21582<br>OLBV | **La Navarre** SteelTwinScSr<br>*Elec.light* Wireless 4*Dks* | 6373<br>5623<br>3261 | | | | | 1892 | Cie.Gén. Transatlan.<br>St.Nazaire | Cie.Générale Transatlantique | 471·0\|50·5\|36·4<br>P70'B248'F67' | St.Nazaire<br>French<br>*WB* | T.6Cy.31½",50⅝"&82½"–52½"<br>NB03 983NHP<br>Cie.Gén.Trans.,St.Nazaire |
| 21583 | **La Negra** IronSc<br>1*Dk* | 130<br>—<br>116 | | | | | 1888 | Fader y Peña<br>BuenosAyres | Cia.Sansinena de CarnesCongeladas | 120·0\|16·5\|10·0 | Bns.Ayres<br>Argentine | 1Cy.10"–12"<br>3NHP<br>Ortelli,BuenosAyres |
| 21584<br>OLBZ | **La Nièvre** IronScBn<br>Wireless ssMsl.No.3–5,96<br>(*ex*Stamboul) 3*Dks*(1*Irn*) | 2237<br>2029<br>1441 | ✠<br>5,96 | Msl | *t* | | 1881<br>10mo | AM'Millan &Sons<br>Dumbarton | Cie.Générale Transatlantique | 300·2\|36·4\|25·4<br>P50'B34'F30'<br>BK10" | Marseilles<br>French<br>4*BHCem* | C.2Cy.25½"&68"–45"<br>NB04 249NHP<br>Denny&Co.,Dumbarton |
| 21585<br>79177<br>HRSL | **La Nina** SteelTwinScSr<br>(*ex*Lyons.*ex*Lyon, ssTrn.2ndNo.3–10,10<br>*ex*Lyons) ssLon No.2–16<br>*Elec.light* Wireless 1*Dk*(*Stl*–ws) | 537<br>472<br>192 | ✠ ~~A1~~<br>8,21 ~~7,18~~<br>*For Salvage* | *purpos* | *es i* | 5,19<br>*n Euro* | 1885<br>1mo<br>*pean*<br>*Lloyd* | J.Elder& Co. Glasgow<br>*Waters*<br>'*sA&CP* | OceanSalvageCo. Ld(JDRoss,*Mgr.*) | 190·6\|26·1\|14·0<br>B11'F36'<br>FK | London<br>~~Glasgow~~<br>British<br>6*BHCem* | C.6Cy(2)22"&(4)32"–24"<br>85lb NB97 256NHP<br>2SB,*6cf*,GS108,HS3036<br>J.Elder&Co.Glasgow |
| 21586 | — WoodAuxSc3MstSr<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 323<br>297<br>283 | | | | | 1919 | Astilleros deElPuntal<br>Villavicioza | RodriguezBusto &Cia. | 124·1\|28·6\|12·9 | Gijon<br>Spanish | Motor<br>3Cy.12"–14" 32NHP<br>WolverineMotorWorks, Bridgeport |
| 21587<br>HDVF | **La Norvége** SteelScSr<br>ssBly.3rdNo.3–7,20<br>(*ex*Kinloch) 1*Dk*(*Irn*)&*Webframes*<br>*Well deck* | 1888<br>1387<br>1188 | ✠100A1<br>7,20<br>✠NB7,20 ✠LMC7,20 | Bly | *r* | 7,20 | 1889<br>5mo | AM'Millan &Son<br>Dumbarton<br>A&CP | D/S A/S La Norvége(Jens Pay) | 265·0\|37·1\|17·8<br>P27'Q74'B104'F31'<br>BK9"<br>*WB=CellDB*204' | Chrstiania<br>Norwegian<br>4*BHCem*<br>370*tAPT*34*t* | T.3Cy.20",33⅝"&53"–36" (*s*)<br>160lb *80lb* NDB00 181NHP<br>2SB,*6cf*,GS80,HS2922<br>D.Rowan&Son,Glasgow |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>—<br>Under deck.<br>—<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>—<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21588<br>JBSM | **La Palma** SteelScSr<br>ssLaP.No.2-20<br>*Elec.light* 1*Dk&Shelter dk(Teak)* | 871<br>478<br>486 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,20<br>✠LMC8,20<br>BS11,21 | LaP | *m* | CL<br>8,20 | 1912<br>4mo | W.Harkess<br>&Son,Ld.<br>Middlesbro'<br>*Lloyd'sA&CP* *WB* | Cia.deVap.Correos<br>Interinsulares<br>Canarios<br>*= Cell DBx*33'*uE* | 210·0\|30·0\|10·2<br>*B on Shelter dk*72'<br>FK<br>17'*f*95'160*tFPT*14*t* | SantaCruz<br>Spanish<br>5*BHCem*<br>*APT*13*t* | T.3Cy.16½",27"&44"-28" (*s*)<br>180lb 149NHP<br>2SB,*4cf*,GS74,HS2561<br>MacColl&Pollock,Ld.Sld. | 12 " 3<br>s " 6½<br>12 " 1 | |
| 21589<br>143671<br>KGTP | **La Paz** SteelTwinSc<br>*OilEng*<br>*Elec.light* 2*Dks(Stl)&*<br>Wireless *Shelter dk(Stl)* | 6548<br>6095<br>4052 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21 ~~10,20~~<br>10,21<br>✠LMC~~10,20~~<br>*Carrying oil fuel F.P. above 150° F. in DB & in tank between tunnels* | Gls<br>~~Bo~~ Hul | *z* | CL | 1920<br>10mo | Harland&<br>Wolff,Ld.<br>Glasgow<br>*Lloyd'sA&CP* | PacificStmNavCo. | 406·3\|54·2\|32·9<br>P32'B89 F45'*on*<br>*Shelter dk* FK<br>*CellDB*349'1039*t FPT*116*t APT*123*t* | Liverpool<br>British<br>*ptCem*<br>7*BHtoSh dk* | Oil Engines 4S.C.SA<br>12Cy.26⅜"-39⅜"<br>DB*100lb* 655NHP<br>Harland&Wolff,Ld.Gls. | 35 " 5<br>s 8"10½<br>27 " 0 | |
| 21590<br>OLCF | **La Pérouse** SteelTwinSc4MstSr<br>2*Dks(Stl)&Shelter dk(Stl-ws)*<br>*Elec.light* Wireless | 9717<br>8422<br>6124 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,19<br>✠LMC11,16 | Hav | *d*† | CL<br>3,19 | 1916<br>11mo | Atel.&Ch.<br>deFrance<br>Dunkirk<br>*Lloyd'sA&CP* | Cie.Générale<br>d'Armements<br>Maritimes<br>*Cell* | 469·9\|59·7\|36·5<br>B *on Shelter dk* 189'<br>F48' FK<br>*DB*388'1502*t FPT* | Havre<br>French<br>7*BHCem*<br>101*tAPT*75*t* | T6Cy23",38¼"&64½"-45"(*r*)<br>200lb 965NHP<br>5SB,*20cf*,GS358,HS15336FD<br>Atel.&Ch.deFrance,Dnk. | 39 " 5<br>s 9 " 1¼<br>30 " 7 | |
| 21591<br>221103<br>MONJ | **La Placentia** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks&Shelter dk* 3*trB*<br>*Mchy.Aft* *Longitudinal framing*<br>*Carrying Petroleum in bulk* | 8272<br>6310<br>5107 | | | | | 1921 | South-<br>Western<br>S.B.Co.<br>SanPedro,Cal | UnionOilCo.of<br>California | 440·0\|58·2\|32·8 | S.Frncisco<br>Utd. States<br>*WB* | Q.4Cy.24",34",51"&74"-54"<br>402NHP<br>LlewellynEng.Works.<br>LosAngeles | | |
| 21592<br>[illegible]<br>[illegible] | **La Plata** SteelScSr<br>(*ex*Pelotas)<br>*Elec.light* Wireless 1*Dk&Spar dk*<br>*&Webframes* | 4032<br>3331<br>2527 | | | | | 1898 | Reiherst'g<br>Schiffsw.<br>Hamburg | The~~Shipping Controller(Ellerman's WilsonLine,Ld. Mgrs.~~)H.H.Schmidt | 361·3\|44·8\|25·7<br>P51'B117'F44' | Hamburg<br>~~London~~<br>~~British~~<br>German*WB* | T.3Cy.24½",40½"&70"-48"<br>338NHP<br>Reiherst.MaschinenfHam. | | |
| 21593<br>OLCJ | **La Poutroye** WoodTwinSc<br>(*ex*Cernay)<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1000 | | | | | 1919 | National<br>S.B.Corp.<br>ThreeRivers,<br>P.Q. | FrenchGovernment | 194·8\|39·7\|15·0<br>P98'F28' | Havre<br>French | C.4Cy.12"&24"-16"<br>38NHP | | |
| 21594<br>202224<br>KTWJ | **La Primera** WoodScSr<br>(*ex*DaisyMitchell)<br>1*Dk* | 1083<br>—<br>638 | | | | | 1905 | H.D.Ben-<br>dixsenSB.Co.<br>Eureka,Cal. | J.Jerome | 171·0\|37·5\|13·1 | S.Frncisco<br>Utd.States | C.2Cy.14"&32"-24"<br>42NHP<br>UnitedEng.Works,S.Fo. | | |
| 21595<br>ORDJ | **La Provence** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 407<br>—<br>129 | | | | | 1906 | Atel.&Ch.<br>deFrance<br>Dunkirk | Jérôme Malandain<br>&Cie | 152·0\|24·2\|13·2<br>Q76' | Fécamp<br>French<br>*WB* | T.3Cy.14",23"&38"-27"<br>75NHP<br>Atel.&Ch.deFrance,Dnk. | | V |
| 21596<br>OLCN | **La Providence** SteelScK<br>(*Trawler*)<br>1*Dk* | 142<br>130<br>32 | | | | | 1913 | Germe&<br>Jouy<br>Boulogne | Fourny-Micke | 94·8\|19·8\|10·9 | Boulogne<br>French<br>*WB* | C.2Cy.14⅛"&27½"-17⅝"<br>26NHP<br>Germe&Jouy,Boulogne | | V |
| 21597<br>OLDA | **La Risle** SteelSc<br>1*Dk* | 103<br>—<br>37 | | | | | 1911 | Jonker&<br>Stans<br>HendrikIdo<br>Ambacht | Cie.de Nav.de la<br>Risle et de laBasse<br>Seine | 80·4\|18·6\|6·3<br>P30'F13' | Havre<br>French | C.2Cy.10"&20"-12½"<br>12NHP<br>Machinefab.Bolnes | | V |
| 21598<br>OLDB | **La Rochefoucauld** SteelScSr<br>*Elec.light* 1*Dk* | 2527<br>—<br>1413 | | | | | 1920 | Atel.&Ch.<br>deBretagne<br>Nantes | SociétéGénérale<br>d'Armement | 290·0\|43·3\|20·2<br>B57'F26' | Nantes<br>French<br>*WB* | 1 Steam Turbine<br>Atel.&Ch.deBretagne,Nts. | | |
| 21599<br>OLDC | **La Rochelle** SteelScSr<br>Wireless 1*Dk* | 844<br>—<br>329 | | | | | 1906 | Atel.&Ch.<br>deFrance<br>Dunkirk | Cie.Générale<br>Transatlantique | 191·0\|30·4\|15·2<br>P10'B55'F30' | St.Nazaire<br>French<br>*WB* | T.3Cy.15",24"&40½"-28"<br>87NHP<br>Caillard&Co.Havre | | V |
| 21600<br>132823<br>HWFT | **La Rosarina** SteelTwinScSr<br>ssLiv.No.2-20<br>*Elec.light* 3*Dks(Stl)&Shelter dk(Stl)*<br>*Ref.Mchy.* Wireless | 8332<br>7255<br>4948 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,21 ~~2,21~~<br>✠LMC6,20<br>✠Lloyd'sRMC~~2,21~~<br>BS5,21<br>~~2,21~~12,21-3,22 | Liv<br>Lon | *c*† | CL<br>~~2,20~~<br>12,21 | 1912<br>6mo | Palmers'<br>Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | Brit.&Argentine<br>S.N.Co.Ld.<br>*WB = Cell*<br>*DBa*103'*uE&B* | 440·0\|58·8\|35·7<br>B135'F35'<br>*on Shelter dk* FK<br>78'*f*184'1110*tFPT* | W.Hartlpl<br>British<br>7*BHCem*<br>60*tAPT*65*t* | T.6Cy.25",41½"&70"-48" (*s*)<br>200lb 1045NHP<br>6SB,*18cf*,GS382,HS15696FD<br>Palmers'Co.Ld.Newcastle | 38 " 0<br>s 9 " 5<br>29 " 0 | |
| 21601<br>OSEG | **La Rosita** SteelScK<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 453<br>377<br>201 | | | | | 1913 | Smith's<br>DockCo.Ld.<br>Middlesbro' | Soc.Française de<br>Pêcheries áVapeur | 162·0\|26·0\|14·2<br>Q96'F46' | Boulogne<br>French<br>*WB* | T.3Cy.15",25"&42"-27"<br>92NHP<br>Smith'sDockCo.Ld.Mdb. | | V |
| 21602<br>HRTK | **La Sabinosa** IronScSr<br>(*ex*MariaMercedes,*ex*Fomento,<br>*Mchy.Aft.* *ex*Glengarnock) 1*Dk* | 217<br>198<br>123 | | | | | 1870 | J.Fullerton<br>&Co.<br>Paisley | NavieraCataluña,<br>S.A. | 129·6\|20·1\|9·6<br>Q49'H15' | Barcelona<br>Spanish<br>*WB* | 2Cy.25"-24"<br>47NHP<br>W.King&Co.Glasgow | | |
| 21603<br>OLDI | **La Salle** WoodTwinScSr<br>*Elec.light* | 2697<br>1906<br>1631 | | | | | 1919 | Foundat'n<br>Co.of British<br>ColumbiaLd.<br>Victoria,B.C. | French<br>Government | 279·0\|46·7\|21·1<br>P166'F36' | Havre<br>French | T.6Cy.13½",22"&30"-26"<br>92NHP<br>VulcanIronWorks<br>Denver,Cal. | | V |
| 21604<br>141050 | — SteelSc3MstSr<br>*Mchy.Aft* 2*Dks* | 1935<br>—<br>1596 | | | | | 1890 | Cleveland<br>S.B.Co.<br>Cleveland,O. | AtlasS.S.Co. | 266·0\|38·2\|19·0<br>H— F40'<br>*WB* | Duluth,<br>Minn.<br>Utd.States | T.3Cy.17",29"&47"-36"<br>133NHP<br>ClevelandS B.Co.,Clevelnd | | |
| 21605<br>OMSE | **La Sambre** SteelSc<br>*Elec.light* 1*Dk(Stl)&Shelter dk*<br>(*Stl-ws*) | ~~1884~~<br>~~1550~~<br>~~963~~<br>2456<br>1550<br>1494 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~4,21~~ ~~11,20~~<br>1,22<br>✠LMC11,20<br>*Fitted for oil fuel*11,20 *F.P. above* 150° F. | Liv<br>Bdx | *r* | CL | 1920<br>11mo | H.&C.<br>Grayson,Ld.<br>Garston,<br>Liverpool<br>*Lloyd'sA&CP* | Maurel Frères<br>*CellDB*222'405*t* | 264·8\|41·3\|18·8<br>FK<br>*FPT*63*tAPT*18*t* | Bordeaux<br>French<br>*Cem*<br>*CollisionBHtoSh dk*<br>3 " " *U* " | T.3Cy.21",34"&56"-36" (*s*)<br>180lb *100lb* 252NHP<br>2SB,*6cf*,GS118,HS4550<br>McKie&Baxter,Ld.Gls. | 21 " 0<br>s 1 " 3<br>20 " 1 | |
| 21606<br>OLDN | **La Savoie** SteelTwinSc<br>3*Dks&Promenade dk*<br>*Elec.light* Sub.Sig. Wireless | 11168<br>8376<br>4529 | | | | | 1900 | Cie.Gén.<br>Transatlantq<br>St.Nazaire | Cie.Générale<br>Transatlantique | 563·1\|60·0\|35·9<br>P72'F98' | Havre<br>French<br>*WB* | T.8Cy.43$\frac{5}{16}$",68½"&(2)80$\frac{5}{16}$"-<br>66$\frac{15}{16}$" 2108NHP<br>Cie.Gén.Transatlntq.St.N. | | V |
| 21607<br>OTGK | — SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 382<br>327<br>126 | | | | | 1906 | Atel.&Ch.<br>deFrance<br>Dunkirk | A.Coppin&Co. | 152·5\|24·1\|13·1<br>Q76' | Boulogne<br>French<br>*WB* | T.3Cy.14",23"&38"-27"<br>75NHP<br>Atel.&Ch.deFrance,Dnk. | | V |
| 21608<br>OLDQ | **La Seine** SteelSc<br>(*ex*Westerschelde) 1*Dk*<br>*Mchy.Aft* | 299<br>227<br>140 | | | | | 1918 | U.Zwols-<br>man&Zoon<br>Workum | Paris-Londres-<br>Maritime,Soc.<br>Anon. | 122·5\|23·3\|10·9<br>P38'F14' | Rouen<br>French<br>*WB* | C.2Cy.10¼"&20½"-14⅝"<br>14NHP<br>Botje<br>Ensing&Co.Groningen | | V |

| 1<br>Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21609<br>OLDU | **La Slack** SteelSc<br>(*Trawler*)<br>*Mchy.Aft Elec.light* 1*Dk* | 276<br>245<br>95 | | | | | 1907 | Bonn&Mees<br>Rotterdam | Vidor&Co. | 138·9 | 21·8 | 13·0 | Boulogne<br>French<br>*WB* | T.3Cy.13″,21½″&35½″-24″<br>63NHP<br>Amos&Smith,Hull | |
| 21610<br>OLDY | **La Somme** SteelScK<br>(*Trawler*)<br>*Mchy.Aft Elec.light* 1*Dk* | 460<br>377<br>148 | | | | | 1913 | Smith's DockCo.Ld.<br>Middlesbro' | Acher,Duhamel&Gournay | 162·0<br>Q96′F46′ | 26·0 | 14·2 | Fécamp<br>French<br>*WB* | T.3Cy.15″,25″&42″-27″<br>92NHP<br>Smith'sDockCo.Ld.Mdb. | |
| 21611<br>OLEF | **La Tamise** SteelSc<br>(*ex*LilianSpliethoff)<br>*Mchy.Aft* 1*Dk* | 300<br>231<br>138 | | | | | 1917 | U.Zwolsman&Zoon<br>Workum | Paris-Londres-Maritime,Soc.Anon. | 121·5 | 23·0 | 11·6 | Rouen<br>French<br>*WB* | C.2Cy.10″&20½″-14½″<br>16NHP<br>BotjeEnsing&Co.Grningn | |
| 21612<br>OLEH | **La Touques** SteelPad<br>1*Dk* | 228<br>186<br>79 | | | | | 1901 | Forges&C.de laMédit<br>Havre | Cie.Normande de Nav.àVap. | 157·5 | 20·5 | 9·5 | Havre<br>French | C.3Cy.16½″&(2)33½″-29½″<br>99NHP<br>Forges&C.de laMédit.Hav. | |
| 21613<br>90884 | **La Tour** WoodScSr<br>1*Dk* | 155<br>101<br>99 | | | | | 1888 | G.W.Johnson<br>YarmouthNS | H.Cann&Son,Ld. | 97·3 | 20·7 | 7·8 | YarmthNS<br>British | C.2Cy.14″&26″-18″<br>30RHP<br>Burrell,JhnsnCo.Yar.N.S. | |
| 21614<br>OLEI | **La Touraine** SteelTwinScSr<br>*Elec.light* Sub.Sig. Wireless 4*Dks* | 8429<br>7399<br>3270 | | | | | 1890 | Cie.Gén.Transatlantq<br>St.Nazaire | Cie.Générale Transatlantique | 520·2<br>P78′H-F90′ | 56·0 | 34·6 | Havre<br>French<br>*WB* | T.6Cy.41″,60⅝″&100″-65⅝″<br>NB02 1616NHP<br>Cie.Gén.Trans.St.Nazaire | |
| 21615 | **La Tournade** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 430 | | | | | 1921 | Ch.&Atel.Augustin Normand<br>Havre | FrenchGovernment | 131·2 | 28·6 | 15·9 | Havre<br>French | T.3Cy.15″,23⅝″&36½″-27½″<br>68NHP<br>Ch.&Atel.Augustin Normand,Havre | |
| 21616<br>94507<br>JCBP | **La Valette** IronScTug<br>*ss*Shl.3rdNo.3-7,16<br>(*SalvageVessel*) *ss*Cpl.No.1-21<br>(*ex*Yt.Polygon,*ex*Hiawatha, 2*Dks*<br>*ex*Clara,*ex*Hiawatha,*ex*Nora) Wireless | 339<br>321<br>219 | ✠100A1<br>2,22 ~~1,21~~<br>✠NB9,98 ✠LMC<br>BS~~5,20~~6,21 MS1,21 | Cpl | | ~~3,19~~<br>2,22 | 1879<br>12mo<br>*Lloyd*'sA&CP | Mitchell&Co.Ld.<br>Newcastle | OceanSalvageCo.Ld.~~(J.W.Potter,Mgr.)~~ (J.Wilson Potter,*Mgr.*) | 167·7<br>ND98 | 26·1 | 13·4 | London<br>British<br>6*BHCem* | C.2Cy.25″&45″-27″<br>80lb 80RHP<br>1SB,3*pf*,GS54,HS1730<br>R.&W.Hawthorn,Nwc. | 14<br>2<br>11 |
| 21617<br>PHVD | **Laagkarspel** Steel&IronScYl<br>*ss*Rot.2ndNo.3-10,18<br>(*ex*Strathavon,*ex* Curlew) 1*DkIrn framing, Stl plating* | 184<br>149<br>64 | ✠100A1<br>4,19<br>✠LMC10,18 | Rot | | 4,19 | 1892<br>1mo<br>A&CP | Mackie&Thomson<br>Glasgow | N.V.Scheepsb. "DeMerwede" | 101·8<br>Q19′B26′<br>BK7½″ | 20·5 | 11·0 | Neder-Hardinxveld<br>Dutch<br>3*BHCem* | T.3Cy.12″,19″&31″-22″ (*s*)<br>160lb 48NHP<br>1SB,2*pf*,GS34,HS750<br>Muir&Houston,Glasgow | 11<br>s<br>11 |
| 21618 | **Laatfos** SteelSc<br>*Elec.light* 2*Dks* | 1500 | | | | | 1921 | Ardrossan S.B.&D.D.Co.Ld<br>Ardrossan | ThorThoresen | 255·0<br>P22′ | 39·2 | 18·7 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.19″,32″&52″-36″<br>162NHP<br>J.G.Kincaid&Co.Ld.Grk. | |
| 21619<br>MHWL | **Lab** SteelScSr<br>1*Dk* | 1118<br>982<br>665 | | | | | 1912 | Akers Mek.Værks.<br>Christiania | A/S Lab(Fred.Th.Bergh) | 226·4<br>P17′B52′F24′ | 36·5 | 15·7 | Porsgrund<br>Norwegian<br>*WB* | T.3Cy.17″,29″&47″-33″<br>127NHP<br>AkersMek.Værks.Xia. | |
| 21620<br>218865<br>LSRD | **Labette** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks&Web frames*<br>Wireless | 5562<br>4573<br>3434 | | | ... | | 1919 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P89′B122′F43′<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo. Schenectady,N.Y. | 32 |
| ✻ 21621 | **Labicum** SteelScSr<br>*ss*Npt.No 3-9,19<br>(*ex*Strathblane) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*deep framing* | 4358<br>4068<br>2829 | ✠100A1<br>*Spar dk*<br>12,20 ✠LMC<br>MS9,19 BS~~5,20~~9,21 | Bry | *x* | CL<br>12,20 | 1907<br>5mo<br>*Lloyd*'sA&CP | Napier&Miller,Ld<br>Glasgow | ItalianGovernment | 376·2<br>P27′B94′F39′ 25·5<br>FK<br>*CellDBa*122′*uE*&*B*42′ *f* 170′ | 52·2 | 17·5 | Rome<br>Italian<br>7*BHCem* | T.3Cy.25″,41″&68″-48″ (*s*)<br>180lb 366NHP<br>3SB,9*cf*,GS165,HS5868<br>D.Rowan&Co.Glasgow<br>1226*tDTf*24′610*tAPT*104*t* | 28<br>s 5<br>23 |
| 21622 | **Laboe** SteelSc<br>(*Tug&SalvageSteamer*)<br>*Elec.light* 1*Dk* | 257<br>223<br>— | | | | | 1907 | Howaldtswerke<br>Kiel | NeueDampfer-Co.Akt.Ges. | 112·5<br>B8′ | 26·0 | 12·6 | Kiel<br>German<br>*WB* | T3Cy14$\frac{11}{16}$″23$\frac{1}{16}$″37$\frac{11}{16}$″-21$\frac{11}{16}$″<br>66NHP<br>Howaldtswerke,Kiel | |
| ✻ 21623<br>655<br>QCGJ | **Labor** SteelScSr<br>*ss*Bkn.No.3-8,13<br>*ss*Gls.No.1-19<br>(*ex*SaintGeorge) Wireless 1*Dk*(*Stl*)<br>*Elec.light &Spar dk*(*Stl*)&*deep framing* | 4167<br>3974<br>2670 | ✠100A1<br>*Spar dk*<br>12,19<br>BS11,19 ✠LMC4,18 | Gls | *x* | CL<br>11,19 | 1900<br>12mo<br>A&CP | Sunderlnd S.B.Co.Ld.<br>Sunderland | FratelliLagorara<br>*WB*=*CellDBa* | 365·4<br>P39′B92′F46′ 28·3<br>FK<br>116′*uE*&*B*34′ *f*158 | 48·2 | 20·3 | Genoa<br>Italian<br>6*BHCem*<br>802*tAPT*52 | T.3Cy26″,42½″&69½″-45″(*s*)<br>180lb 351NHP<br>3SB,9*pf*,GS161,HS5406<br>N.E.MarineEng.Co.Ld.Sld | 31<br>s 6<br>25 |
| ✻ 21624<br>OKXF | — SteelScSr<br>*ss*Rou.No.1-21<br>*Elec.light* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 2004<br>1653<br>1232 | ✠100A1<br>9,21 ~~3,21~~<br>✠LMC 7,21 | Ant<br>Rou | *r* | CL<br>3,21 | 1917<br>7mo<br>A&CP | Detroit S.B.Co.<br>Wyandotte | Cie.de Vapeurs Français (Jean Stern)<br>*CellD* | 251·0<br>P27′B65′F28′<br>FK<br>*B*212′478*t FPT*67*t* | 43·8 | 18·2 | Rouen<br>French<br>4*BHCem*<br>*APT*77*t* | T.3Cy.20″,33″&54″-40″ (*s*)<br>180lb 274NHP<br>2SB,6*cf*,GS126,HS5246<br>DetroitS.B.Co.Detroit | 20<br>s 2<br>17 |
| 21625<br>102914<br>NFJG | **Labore et Honore** IronScK<br>(*Trawler*)<br>1*Dk* | 150<br>139<br>62 | | | ... | | 1893 | Cook,Welt'n&Gemmell<br>Hull | Mrs.M.E.Newman (H.E.Rees,*Mgr.*) | 100·8<br>BK7½″ | 20·7 | 11·0 | Swansea<br>British | C.2Cy.16½″&33″-22″<br>45RHP<br>Bailey&Leetham,Hull | 11 |
| 21626 | **Laboremus** SteelScK<br>1*Dk* | 228<br>212<br>88 | | | | | 1919 | H.C.StülckenSohn<br>Hamburg | J.C.Stülcken | 118·7 | 23·6 | 11·4 | Hamburg<br>German | T.3Cy.12⅝″,21⅛″&33½″-22″<br>54NHP<br>H.C.StülckenSohn | |
| 21627<br>218690<br>LSGW | **Laborer** WoodSc<br>Wireless (*Tug*)<br>*Elec.light Mchy.Aft* 1*Dk2trB* | 475<br>350<br>218 | | | | | 1919 | Southland S.S.Co.(ShipbuildingDpt)<br>Savannah,Ga | UnitedStates ShippingBoard | 139·6 | 30·3 | 15·7 | Savannah<br>Utd.States | T.3Cy.17″,25″&43″-30″<br>101NHP<br>VulcanIronWorks, JerseyCity | |
| 21628 | **Labourdonnais** Iron&SteelTwin<br>(*SalvageTug*) ScSr<br>*Elec.light* Wireless 1*Dk* | 300 | | | | | 1915 | Ritchie,Graham&Milne<br>Glasgow | CrownAgents for theColonies | 130·1<br>B27′F18′ | 26·1 | 12·9 | PortLouis<br>British<br>*WB* | T.6Cy.14″,22″&36″-27″<br>67NHP<br>Campbell&CalderwoodPsy | |
| 21629 | **Labrador** SteelTwinScSp<br>Wireless | 459<br>280<br>252 | | | | | 1891 | Scotswood SB.Co.(Lim)<br>Newcastle | TheArgentineNav Co.(Nicolás Mihanovich)Ld. | 170·0<br>P99′ F25′ | 26·0 | 9·0 | M.Video<br>Uruguayan | T.6Cy.11½″,19″&32″-24″<br>FD 100NHP<br>WighmRichrdsn&Co.Nwc | |
| 21630<br>OKXH | — SteelScK<br>*ss*Bdx.No.3-4,21<br>*Elec.light* 1*Dk*<br>Wireless | 399<br>360<br>154 | ✠100A1<br>*Stm Trawler*<br>5,22 ~~4,21~~ ✠LMC4,21<br>BS5,22 | Bdx | | CL<br>~~3,21~~<br>5,22 | 1908<br>3mo<br>*Lloyd*'sA&CP | Cochrane&Sons<br>Selby | Jos.Huret | 155·0<br>Q79′F24′<br>ND21 BK7½″<br>*WB*=*DB f* 33′ | 25·1 | 12·8 | Boulogne<br>French<br>5*BHAsp*<br>32*tAPT*12*t* | T.3Cy.14″,23″&38″-27″ (*s*)<br>180lb 99NHP<br>1SB,3*pf*,GS54,HS1765<br>Amos&Smith,Hull | 14<br>s 1<br>13 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1631<br>41743 | **Labrador** SteelSc<br>2*Dks* | 317<br>245<br>174 | | | | | 1918 | DavieS.B.&Rpg.Co.Ld<br>Quebec | SouthShippingCo.Ld. | 125·0 | 23·4 | 13·6 | Quebec<br>British | T.3Cy.12¾",21½"&35"-24"<br>61RHP<br>DominionBridgeCo.Ld. | | C |
| 1632 | **Labréa** SteelTwinScSr<br>Wireless | 418<br>340<br>284 | | | | | 1891 | Russell&Co.<br>P.Glasgow | AmazonRiverStm.Nav.Co.(1911)Ld. | 170·3 | 31·1 | 8·4 | Para<br>Brazilian | T.6Cy.9",14"&22"-18"<br>41NHP<br>Kincaid&Co.(Lim.),Grk. | | |
| 1633<br>20377 | **Labrus** SteelTwinSc<br>(*SandPumpHopperDredger*)<br>1*Dk*<br>*Elec.light* | 2097<br>1983<br>1215 | | | ... | | 1911 | W.Simons&Co.Ld.<br>Renfrew | UnionGovt.of S.Africa (South AfricanRys&HarbourDepartment, Durban) | 280·2<br>F34' | 46·2 | 19·2<br>FK | PortNatal<br>British<br>7*BHCem*<br>*WB* | T.6Cy.18",28"&48"-27"<br>302NHP<br>W.Simons&CoLd.Renfrew | 20 ″ 0 | |
| 21634 | **Labuan** WoodScSr<br>1*Dk* | 185<br>158<br>121 | | | | | 1896 | G.Fenwick&Co.Ld.<br>HongKong | SabahS.S.Co.Ld.<br>(Darby&Co., *Mgrs.*) | 121·2 | 19·7 | 8·7 | Sandakan<br>Borneo | C.2Cy.15"&29½"-16"<br>NB09 40RHP<br>G.Fenwick&Co.,H.Kg. | | |
| 21635<br>140812 | **Laceby** IronScK<br>(*ex*Toni) (*Trawler*)<br>1*Dk* | 117<br>117<br>41 | | | | | 1892 | J.C.Tecklenborg<br>Geestemünde | KeelbySteam FishingCo.(J.R.E. Mordaunt, *Mgr.*) | 103·8 | 20·6 | 9·6 | Grimsby<br>British | C.2Cy.17¾"&32¾"-22"<br>42RHP<br>J.C.Tecklenbrg,Gstemnde | | V |
| 21636<br>132106 | **Lacerta** SteelScK<br>*ss*Gms.No.2-19<br>1*Dk*<br>*Mchy.Aft* | 270<br>247<br>121 | ✠100A1<br>*StmTrawler*<br>7,21 ~~5,19~~ ✠LMC5,19<br>BS6,21 | Gms | | CL<br>5,19 | 1911<br>6mo<br>*Lloyd* | Cochrane&Sons<br>Selby<br>*'sA&CP* | LindseySteam FishingCo.Ld. | 128·3<br>Q69' | 22·0 | 12·5<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¼",21"&34"-24" (*s*)<br>180lb 71RHP<br>1SB,2*pf*,GS35,HS1230<br>Amos&Smith,Ld.Hull | 13 ″ 4 | |
| 21637 | **Lachs** Iron&SteelPad<br>1*Dk* | 258<br>242<br>102 | | | | | 1889<br>5mo | J.C.Tecklenborg<br>Geestemünde | Norddeutscher Lloyd | 179·9 | 20·1 | 9·0 | Bremen<br>German | C.2Cy.29½"&51⅓"-47¼"<br>150NHP<br>H.Paucksch,Landsberg | | |
| 21638 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 257<br>224<br>60 | | | | | 1907 | Eiderwerft Act.Ges.<br>Tönning | Heinemann&Uhde | 125·1<br>F18' | 23·1 | 12·4 | Gstemnde<br>German<br>*WB* | T3Cy.12¾",20½"&32¼"-22$\frac{1}{16}$"<br>48NHP<br>EiderwerftA.G.Tönning | | |
| 21639 | — SteelScK<br>(*Trawler*)<br>1*Dk*<br>*Elec.light* | 223<br>207<br>85 | | | | | 1915 | Schiffsw(v.J.&Sch.)A.G.<br>Hamburg | H.Fock | 121·7<br>F18' | 22·9 | 10·1 | Altona<br>German<br>*WB* | T3Cy.13",20½"&32$\frac{3}{16}$"-22"<br>Schiffsw. 50NHP<br>(v.J.&Sch.)A.G.,Ham | | |
| 21640 | **Lachta** SteelScSr<br>(*ex*Hercynia, *ex*Elberfeld)<br>2*Dks*&*Webframes*<br>*Welldeck* *Elec.light* | 2630<br>2136<br>1697 | | | ... | | 1889 | Armstrong Mitchell&Co.Ld.<br>Newcastle | Government of Finland | 310·0<br>P&B186'F34' | 39·0 | 23·5<br>BK10" | Helsingfrs<br>Finnish<br>*WB* | T.3Cy.23",38"&61"-39"<br>NB92 285NHP<br>WllsndSlpwy.Co.Ld.Nwc. | 26 ″ 0 | |
| 21641<br>128022<br>HQLR | **Lackawanna** SteelSc3MstSr<br>(*ex*AugustKorff)<br>*Mchy.Aft* 2*Dks*&*Spardk*&*Webframes*<br>*Elec.light* *Carrying Petroleum in bulk*<br>Wireless Sub.Sig. | 4125<br>3710<br>2412 | | | | | 1894 | J.C.Tecklenborg<br>Geestemünde | Anglo-American OilCo.Ld. (J.Hamilton, *Mgr*) | 353·0<br>P90'H22'F36' | 45·4 | 22·1<br>29·5 | Liverpool<br>British<br>*WB* | T.3Cy.25$\frac{9}{16}$",40⅓"&67"-45¼"<br>302NHP<br>Maschinenfab.Buckau, Magdeburg | | V |
| 21642<br>140930<br>KJFD | — SteelScSr<br>*Elec.light* *Mchy.Aft* Wireless 2*Dks* | 1973<br>1854<br>1179 | | | | | 1888 | Cleveland S.B.Co.<br>Cleveland,O. | R.BruceSomerville | 260·0<br>H— F29' | 39·2 | 21·6 | Pensacola<br>Utd.States<br>*WB* | T.3Cy.19",30"&52"-40"<br>NB20 171NHP<br>ClevelandS.B.Co.,Clevelnd | | R |
| 21643<br>219048<br>LTGB | **Lackawanna Bridge** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trB in fore*&*after*<br>Wireless Sub.Sig. *holds*&*Web frames* | 3545<br>3005<br>2174 | | | ... | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric &Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 21644<br>218789<br>LSNK | **Lackawanna Valley** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trBin fore*&*after*<br>Wireless Sub.Sig. *holds*&*Web frames* | 3299<br>3005<br>2007 | | | ... | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 21645<br>99722<br>NJKR | **Lackenby** SteelScSr<br>*ss*Shl.2nd.No.3-8,19<br>Wireless 1*Dk*(*ptStl ptIrn*)&*Web frames*&*ptAwngdk*(*Irn*) | 2108<br>1503<br>1348 | ✠100A1<br>*pt Awng dk withfreeboard*<br>9,21 ~~9,20~~ MBS9,21<br>~~MBS7,20~~ ✠LMC8,19 | Npt<br>Sws | r | ~~N8,19~~<br>9,21 | 1894<br>4mo | Ropner&Son<br>Stockton<br>A&CP | RopnerShipping Co.Ld.<br>*WB=Cell* | 275·0<br>P27'Q90'<br>*ptAwngdk*158'<br>*DBa*92'*uE*20'*f*106' | 39·5 | 16·0<br>FK | Stockton<br>British<br>4*BHCem*<br>393*tAPT*61*t* | T.3Cy.21",34"&56"-36" (*s*)<br>160lb *160lb* 187NHP<br>2NDB8,19<br>2SB,4*rf*,GS60,HS2780<br>Blair&Co.(Lim.),Stockton | 19 ″ 0<br>s 7 ″ 8½<br>18 ″ 7 | |
| 21646 | **Laconia** SteelTwinSc<br>*Elec.light* | 19000 | 100A1<br>*Shelter dk*<br>(*Class Contemplated*) | | | | 1921 | Swan,Hunter&Wigham Richardson, LdNewcastle | CunardS.S.Co.Ld. | 601·3 | 73·7 | 31·9 | Liverpool<br>British | Geared Turbines<br>Wllsnd.Slpwy.Co.Ld.Nwc. | 53 ″ 6<br>s22 ″ 4<br>31 ″ 8 | |
| 21647 | — SteelScSr<br>*ss*Ven.No.2-20<br>2*Dks*(*Stl*)<br>*Elec.light* | 6333<br>5503<br>4117 | ✠100A1<br>7,20<br>BS3,21 ✠LMC1,19 | Ven | z | CL<br>7,20 | 1912<br>5mo<br>*Lloyd* | Cant.Nav. Triestino<br>Monfalcone<br>*'sA&CP* | LaconiaS.S.Co. (D.Tripcovich)<br>*WB=CellDBa* 144'*uE*25'*f*182'133 | 416·4<br>P37'B137'F44<br>3*t DTa*34'990*tFPT* | 51·7<br>54·0 | 29·3<br>FK | Trieste<br>Italian<br>7*BHCem*<br>112*tAPT*36*t* | T.3Cy.27",45"&74"-48"<br>180lb *80lb* 481NHP<br>3SB,9*cf*,GS156,HS6993 FD<br>N.E.MarineEngCo.LdNwc | 32 ″ 2 | |
| 21648<br>OKYF | **Lacydon** IronScSr<br>*ss*Msl.3rdNo.3-8,17<br>(*ex*Bussaco,*ex*Gervase) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | 604<br>417<br>342 | ✠100A1<br>4,21<br>✠NB8,01 ✠LMC<br>~~MS8,17~~ ~~BS7,20~~<br>MS3,22 BS9,21 | Msl | i | 4,21 | 1880<br>10mo | Osbourne,Graham&Co.<br>Sunderland<br>A&CP | Cie.deNav.Méditerranéenne | 185·5<br>P53'B45'F25'<br>ptND01 | 25·5 | 14·0<br>BK7½"<br>*WB=* | Cette<br>French<br>4*BHCem*<br>*APT*30*t* | C.2Cy.20"&42"-30" (*i*)<br>100lb *100lb* NDB01 85NHP<br>1SB,3*cf*,GS47,HS1475<br>G.Clark,Sunderland | 14 ″ 7<br>s ″ 11<br>14 ″ 5 | |
| 21649 | **Ladario** SteelPadSr<br>Wireless 1*Dk* | 760<br>646<br>540 | | | | | 1888 | Akt.Ges. "Vulcan"<br>Stettin | LloydBrasileiro | 220·1 | 29·5 | 13·2 | R.Janeiro<br>Brazilian<br>*WB* | T.4Cy.(2)14½",32½"&51½"-39½"<br>NB10 166NHP<br>A.G."Vulcan,"Stettin | | |
| 21650 | **Ladas** SteelSc<br>*Elec.light* 3*Dks*(*Stl-Uptws*) | 1408<br>1354<br>624 | ✠ A1<br>*For Government Service*<br>11,18 ✠LMC11,18 | Sld | | CL | 1918<br>11mo<br>*Lloyd* | Osbourne,Grhm&CoLd<br>Sunderland<br>*'sA&CP* | TheAdmiralty<br>*CellDBuB* | 258·0<br>20'21*tDT*8'24*tFPT* | 34·8 | 23·8<br>FK | British<br>8*BHptCem*<br>34*tAPT*23*t* | T.4Cy.20½",33"&37"(2)-30"<br>180lb (*s*) FD 337NHP<br>2SB,8*cf*,GS156,HS6072<br>G.Clark,Ld.Sunderland | 24 ″ 6 | |
| 21651<br>MTPV | — WoodScSr<br>*OilEng.*<br>*Mchy.Af* 1*Dk* | 304<br>252<br>224 | | | | | 1919 | J.&O.Christiansen<br>Fjære | A/S Fraternitas (J.S.Andreassen) | 121·1<br>Q5*t*H38*t* | 27·0 | 12·8 | Arendal<br>Norwegian | Oil Engine 2S.C.SA<br>4Cy.14⅓"-15¾" 69NHP<br>LysekilsM.V.A/B,Lysekil | | N |

| 1<br>Numero l'Ordre<br>Numero Officiel<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total. Sous le Pont. Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. Navire. Mach. | 9<br>Par qui. Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Donane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21652<br>109530 | **Ladas** | SteelScK<br>ssShl.2ndNo.3-5,15<br>ssGms.No 1-19 1Dk | 172<br>156<br>69 | ✠100A1<br>Stm Trawler<br>11,21~~6,17~~<br>~~[illegible]~~ BS11,21<br>✠NB5,15 ✠LMC11,19 | Gms | | CL<br>~~11,19~~<br>11,21 | 1898<br>5mo<br>Lloyd | Edwards Bros.<br>N.Shields<br>'sA&CP | DirectFish SuppliesLd. (GWP Margarson, Mgr.) | 110·5<br>Q46'F20'<br>ptND15 BK7½" | 21·1 | 10·8 | Grimsby<br>British<br>3BHCem | T.3Cy.12",20"&32"-22½" (s)<br>180lb 52RHP<br>1SB,2pf,GS31,HS820<br>N.E.MarineEng Co.Ld Sld | 11 |
| 21653<br>122839<br>HFMV | **Lady Astley**<br>(exMedomsley)<br>Elec.light<br>Wireless | SteelSc<br>ssBly.No 3-7,19<br>1Dk(ptIrn&ptStl)2trB<br>&deep framing3Dk rule | 3048<br>2855<br>1934 | ✠100A1<br>7,21~~11,20~~<br>~~[illegible]~~ ✠LMC9,18<br>BS5,21 | Npt<br>~~[illegible]~~ | v | CL<br>8,20 | 1906<br>2mo<br>Lloyd | BlythS.B. Co.Ld.<br>Blyth<br>'sA&CP | FrankS.Dawson, Ld.<br>CellDBa | 330·5<br>P29'B168'F30'<br>FK<br>108' uE&B 38'f136' | 47·2 | 21·8 | Newcastle<br>British<br>5BHCem<br>762tAPT44t | T.3Cy.24",40"&65"-42" (s)<br>180lb 100lb 289NHP<br>2SB,6rf,GS118,HS4345<br>Blair&Co.Ld.Stockton | 24 |
| 21654<br>70513<br>RBNT | **Lady Bertha**<br>Well deck | IronScSr<br>ssLly.3rdNo.3-2,17<br>1Dk(Stl)2trB | 692<br>517<br>288 | ✠100A1<br>8,20<br>✠NB5,95 LMC5,18<br>BS8,20 | Cff | j | 8,20 | 1877<br>8mo | Schlesingr, Davis&Co.<br>Newcastle<br>A&CP | LondonTransport Co.Ld. (E.J.Heinz, Mgr.) | 186·0<br>P104'F24'<br>ND03 BK7½"<br>WB= | 26·7 | 15·7 | London<br>British<br>4BHCem<br>DBa 50'f73' | C.2Cy.23½"&50"-33" (s)<br>80lb 100lb NDB11 98RHP<br>1SB,3pf,GS54,HS1584<br>N.E.MarineE.C.(Lim.)Sld. | 16 |
| 21655<br>123325<br>HMKQ | **Lady Blake**<br>Elec.light | SteelTwinSc<br>1Dk&Shelter dk | 1097<br>779<br>531 | | | ... | | 1908 | CaledonS. B.&E.Co.Ld.<br>Dundee | CeylonS.S.Co.Ld. | 220·5<br>FK | 37·1 | 12·3 | Dundee<br>British<br>WB | T.6Cy.13",21½"&35"-24"<br>FD 191NHP<br>CaledonSB.&E.Co.Ld.Dun | 13 |
| 21656<br>114909<br>JDNG | **Lady Brassey**<br>Elec.light<br>Wireless | SteelTwinScSp<br>ssDov.No.1-18<br>1Dk(Stl-ws) | 362<br>348<br>143 | ✠100A1<br>For Towing purposes<br>11,19<br>BS2,21 ✠LMC6,18 | Dov | | 11,19 | 1913<br>10mo<br>Lloyd | J.P.Ren-noldson&Sns.<br>SouthShields<br>'sA&CP | DoverHarbour Board | 130·1<br>BK7"<br>WB=FPT | 28·1 | 13·8 | Dover<br>British<br>5BHCem<br>13tAPT36t | C.4Cy 22"&46"-30" (s)<br>120lb 232NHP<br>2SB,6pf,GS114,HS4092<br>J.P.Rennoldsn&Sns,S.Shl. | 15 |
| 21657<br>104968<br>PSBN | **Lady Carlow**<br>(exCarlow) Wireless | SteelScSr<br>2Dks | 1200<br>960<br>506 | | | | | 1896 | Blackwood &Gordon<br>Pt.Glasgow | British&IrishStm PacketCo.Ld. | 260·0<br>P72'B88'F77' | 34·1 | 15·8 | Dublin<br>British<br>WB | T.3Cy.27",42"&69"-48"<br>330NHP<br>Blackwood&Gordon,PGls | |
| 21658<br>121187 | **Lady Carrington** | WoodSc<br>1Dk | 146<br>146<br>99 | | | | | 1907 | Morrison& Sinclair<br>Sydney NSW | SydneyFerries,Ld. | 130·0 | 24·2 | 10·0 | SydnyNSW<br>British | C.2Cy.15"&34"-18"<br>85RHP<br>Mort'sDk.&ECoLd.Balmn | |
| 21659<br>98654 | **Lady Clare** | SteelPadSk<br>1Dk | 234<br>166<br>92 | | | | | 1891 | JM'Arthur &Co.<br>Paisley | MovilleS.S.Co.,Ld (D.O'Donnell Mgr) | 180·5<br>Q20'<br>Promenade dk108' | 19·3 | 6·5 | Lndnderry<br>British | D.1Cy.44"-60"<br>NB10 115NHP<br>Hutson&Corbett, Glasgow | |
| 21660<br>139129<br>JMTH | **Lady Cloé**<br>Elec.light Wireless | SteelScSr<br>1Dk&Shelterdk | 1581<br>1087<br>737 | | | | | 1916 | SirRaylton Dixon&CoLd<br>Middlesbro' | British&IrishStm. PacketCo.Ld. | 260·0<br>B88'F33' | 38·0 | 15·5 | ~~London~~<br>British<br>Dublin WB | T.3Cy.19",31"&52"-36"<br>Richardsons, 162NHP<br>Westgarth&Co.Ld.Mdb. | |
| 21661<br>114903<br>HCDT | **Lady Curzon** | SteelTwinScSp<br>1Dk | 253<br>215<br>12 | | | ... | | 1904 | J.P.Ren-noldson&Sns.<br>SouthShields | ~~BritishTankerCo. Ld.~~ PetroleumS.S. Co.Ld. | 120·2<br>BK7" | 25·1 | 12·0 | London<br>British<br>WB | C.4Cy.18"&38"-24"<br>138NHP<br>J.P.Rennoldsn&Sns,S.Shl | 13 |
| 21662<br>145035<br>KGTF | **Lady Denison-Pender**<br>Cable Vessel<br>Elec light<br>Wireless | Steel<br>TwinSc<br>2Dks(U Stl-ws)<br>&Shelter dk(ptStl-teaks)<br>Cruiser Stern | 1984<br>1814<br>841 | ✠100A1<br>Shelter dk withfreeboard<br>9,20 ✠LMC9,20<br>Carrying oil fuel F.P. above 150°F. in DB & DT<br>Fitted for oil fuel 9,20 F.P. above 150° F. | Gls | q | CL | 1920<br>9mo<br>Lloyd | Fairfield Co.Ld.<br>Glasgow<br>'sA&CP | EasternTelegraph Co.Ld.<br>CellDBa54' | 269·2<br>BonShelter dk84'<br>FK<br>uE23'f119'271t | 38·1 | 23·8 | London<br>British<br>ptCem<br>4BHtoSh dk<br>1 " " U " | T.6Cy.15½",25"&41"-30" (s)<br>180lb 352NHP<br>3SB,9cf,GS142,HS5676 FD<br>FairfieldCo.Ld.Glasgow | 25 |
| 21663<br>137808<br>JMKT | **Lady Dorothy**<br>Elec.light<br>Well deck | SteelScSr<br>ssTrn.No.1-20<br>1Dk(Stl) | 578<br>416<br>289 | ✠100A1<br>9,21 ~~8,20~~<br>✠LMC8,20<br>BS9,21 | Trn<br>Ard | h | 8,20 | 1916<br>3mo<br>Lloyd | Dundee S.B.Co.Ld.<br>Dundee<br>'sA&CP | Nobel'sExplosives Co.Ld. | 165·1<br>Q85'B13'F24'<br>FK<br>DBa31'34tFPT | 27·1 | 12·6 | Glasgow<br>British<br>4BHCem<br>38tAPT16t | T.3Cy.13",21"&35"-24" (s)<br>180lb 100lb 82RHP<br>1SB,3pf,GS51,HS1485<br>W.Beardmore&Co.Ld.Gls. | 13 |
| 21664<br>114910<br>JHCG | **Lady Duncannon**<br>Elec.light Wireless | SteelTwinScSr<br>ssDov.No.1-19<br>1Dk(Stl-ws) | 181<br>175<br>68 | ✠100A1<br>For Towing purposes<br>11,21~~9,20~~<br>BS2,21 ✠LMC12,19 | Shl<br>Dov | | 12,19 | 1914<br>10mo<br>Lloyd | J.P.Ren-noldson&Sns.<br>Ld.S.Shields<br>'sA&CP | DoverHarbour Board | 95·1<br>BK7"<br>WB=FPT18t | 24·0 | 11·1 | Dover<br>British<br>4BHCem<br>APT23t | C.4Cy.15"&30"-21" (s)<br>130lb 95RHP<br>1SB,3pf,GS55,HS1900<br>JPRennoldsn&SnsLdSShl | 12 |
| 21665<br>120106 | **Lady Elsie** | SteelScCtr<br>ssQns.No.3-6,18<br>1Dk | 93<br>70<br>38 | ✠100A1<br>6,21~~5,20~~<br>~~[illegible]~~ ✠LMC6,18<br>BS6,21 | Qns | a | ~~6,19~~<br>5,21 | 1906<br>5mo<br>Lloyd | G.Brown& Co.<br>Greenock<br>'sA&CP | BantryBayS.S.Co. Ld. (J.R.Kerr Mgr.) | 86·5<br>Q22'F15'<br>BK6"<br>WB=DBf3'4t | 18·6 | 6·6 | Cork<br>British<br>4BHCem<br>FPT9t | C.2Cy.13"&26"-18" (s)<br>130lb 30RHP<br>1SB,2pf,GS32,HS841<br>Fisher&Co.Paisley | 7 |
| 21666<br>143218<br>KBJP | **Lady Emerald** | SteelScSr<br>1Dk&Shelter dk | 1389<br>1100<br>551 | | | | | 1919 | CaledonS. B.&E.Co.Ld.<br>Dundee | British&IrishStm. PacketCo.Ld. | 270·6 | 38·1 | 16·2 | ~~London~~<br>British<br>Dublin WB | T.3Cy.21",34"&56"-39"<br>196NHP<br>CaledonS.B.&E.CoLd.Dun | |
| 21667<br>109680<br>SKCV | **Lady Evelyn**<br>Wireless | SteelTwinScSr<br>(exDeerhound)<br>1Dk | 483<br>321<br>192 | | | | | 1901 | J.Jones &Sons<br>Birkenhead | J.T.Dinahan | 189·0<br>P8'<br>Promenade dk 189' | 26·1 | 9·5 | Quebec<br>British<br>WB | T.6Cy.16",24"&38"-24"<br>141NHP<br>J.Jones&Sons,Liverpool | |
| 21668<br>99949<br>HQTL | — | SteelPad<br>2Dks | 320<br>288<br>127 | | | | | 1900 | J.Scott& Co.<br>Kinghorn | ~~W.H.Tucker &Co.Ld.~~ | 200·0<br>P9'<br>len04 | 24·1 | 8·2 | Barrow<br>British | C.2Cy.22"&48"-54"<br>141NHP<br>J.Scott&Co.Kinghorn | |
| 21669<br>GWCP | **Lady Fraser**<br>Elec.light Wireless | SteelTwinScSr<br>3Dks | 1669<br>1231<br>593 | | | | | 1908 | Fairfield Co.Ld.<br>Glasgow | BengalGovernment | 282·0<br>P&B202'F49' | 38·0 | 18·7 | Calcutta<br>British<br>WB | T.6Cy.13½",22"&36"-30"<br>142NHP<br>FairfieldCo.Ld.Glasgow | |
| 21670<br>119167<br>HBRG | **Lady Gertrude Cochrane**<br>(exFoyers)<br>Well deck Mchy.Aft | SteelSc<br>3MstSr<br>ssArd.No.3-9,10<br>ssArd.No.2-18<br>1Dk(Irn) | 530<br>371<br>205 | ✠100A1<br>~~10,21 8,20~~11,21<br>~~[illegible]~~ ✠LMC9,18<br>BS10,21 | Trn | i | CL<br>~~9,18~~<br>~~10,21~~<br>11,21 | 1904<br>9mo<br>Lloyd | Scott& Sons<br>Bowling<br>'sA&CP | Nobel'sExplosives Co.Ld.<br>WB | 169·7<br>Q89'B9'F34'<br>BK7½"<br>=DBf86'126tFPT | 27·1 | 10·0 | Glasgow<br>British<br>3BHCem<br>40tAPT10t | C.2Cy.20½"&44"-30" (s)<br>180lb 80lb 80RHP<br>1SB,2pf,1cf,GS60,HS1880<br>Muir&Houston,Ld.Gls. | 12 |
| 21671<br>122014<br>TMPC | **Lady Grey**<br>Elec.light Wireless | SteelTwinScSr<br>(Icebreaker)<br>2Dks(Stl-ws) | 733<br>583<br>294 | ✠<br>10,06<br>✠ | Brw | k | | 1906<br>10mo | Vickers,Ss. &Maxim,Ld.<br>Barrow | CanadianGovernment<br>WB= CellDBa14'uE& | 172·0<br>F29'<br>FK<br>B70'f32'115tFPT | 32·2 | 15·9 | Ottawa<br>British<br>5BHCem<br>38tAPT39t | T.6Cy.19",30"&49"-27"<br>408NHP<br>4SB,8cf,GS169,HS6572 FD<br>VickersSs.&MaximLdBrw | 18 |
| 21672<br>106137 | **Lady Hampden** | WoodSc<br>1Dk | 135<br>110<br>92 | | | | | 1896 | J.Scott<br>Balmain, N.S.W | SydneyFerries,Ld. | 115·6 | 26·0 | 9·7 | SydnyNSW<br>British | C.2Cy.13"&26½"-18"<br>42RHP<br>Fawcett,Preston&Co.,Liv. | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21673<br>130102 | Lady Inchcape | SteelScCtr<br>ssCbo.No.2-20<br>1Dk(Teak) | 93<br>92<br>33 | ✠100A1<br>For Towing purposes<br>3,20 ✠LMC3,20<br>DS3,21 | Cbo | | CL<br>3,20 | 1911<br>10mo<br>Lloyd | W.Denny &Bros.<br>Dumbarton<br>'sA&CP | CeylonWharfage Co.Ld. | 90·0 | 18·0 | 8·6<br>BK6"<br>WB=FPT4t | Colombo<br>British<br>4BHCem<br>APT8t | C.2Cy.15"&30"-24" (s)<br>120lb 38RHP<br>1SB,2pf,GS41,HS1236<br>McKie&Baxter,Glasgow | 9 ″ 0<br>s ″ 10<br>8 ″ 11 | |
| 21674<br>74758<br>WFNH | Lady Kate<br>Mchy.Aft ptGIB Salted | WoodScK<br>HTLiv.87<br>1Dk | 135<br>127<br>53 | 4,91 | Liv | 12 | | 1881<br>2mo | W.Thomas &Co.<br>Millom | LiverpoolDerrick &StevedoringCo. Ld. (J.W.Jones, Mgr.) | 99·7<br>9&12yrsMat | 21·9 | 9·8 | Liverpool<br>British | C.2Cy.14"&27"-20"<br>NB04 30RHP<br>DeWinton&Co.,Carnarvon | | |
| 21675<br>104976<br>PSBQ | Lady Kerry<br>Wireless | SteelScSr<br>(exKerry)<br>2Dks | 1199<br>960<br>506 | | | | | 1897 | Blackwood &Gordon<br>Pt.Glasgow | British&Irish SteamPacketCo. Ld. | 260·0<br>P72'B88'F77' | 34·1 | 15·8 | Dublin<br>British<br>WB | T.3Cy.27",42"&69"-48"<br>330NHP<br>Blackwood&Gordon,P.Gls | | BT till 5,21 |
| 21676<br>144200<br>KFMG | Lady Kildare<br>(exSetter)<br>Elec.light | SteelSc<br>2Dks(Stl-Uws) | 1217<br>908<br>512 | ✠100A1<br>4,21 ~~4,20~~<br>✠LMC5,20 | Gls<br>Ard | o | CL | 1920<br>4mo<br>Lloyd | W.Beardmore&Co.Ld.<br>Glasgow<br>'sA&CP | British&Irish SteamPacketCo. Ld. | 245·0<br>P71'B72'F38'<br>DTa10' 27t DTf4' 12t | 34·1 | 15·6<br>BK7' | Dublin<br>British<br>4BHCem<br>FPT17t | T.3Cy.23",36"&58"-42" (s)<br>175lb 70lb 265NHP<br>2SB,6cf,GS123,HS4424<br>W.Beardmore&Co.Ld.Gls. | 16 ″ 6<br>s2 ″ 0½<br>15 ″ 5 | |
| 21677<br>140454 | Lady Killiney<br>(exKilliney)<br>Elec.light | SteelScSr<br>2Dks(Stl) | 1145<br>955<br>473 | ✠100A1<br>3,21<br>✠LMC4,18 | Liv | p | CL | 1918<br>4mo<br>Lloyd | CaledonS. B.&E.Co.Ld.<br>Dundee<br>'sA&CP | British&Irish SteamPacketCo. Ld.<br>CellDBa56'uE | 254·5<br>P66'B89'F75'<br>24'f84'172tFPT20t | 36·1 | 16·0<br>FK | Dublin<br>British<br>4BHCem<br>APT6t | T.3Cy.24",39"&64"-42" (r)<br>180lb 347NHP<br>3SB,8cf,GS190,HS6176<br>CaledonSB.&E.Co.Ld.Dun | 16 ″ 8<br>s2 ″ 0½<br>14 ″ 11 | |
| 21678 | Lady Kindersley<br>particulars See No. 38176 in Supplement<br>Mchy.Aft<br>(See Sailing Ship Register) | WoodAuxSc<br>Pet.Mot. 3MstSr | 617<br>565 | A1<br>(Class Contemplated) | | | | 1921 | B.C.Mar. Eng.&S.B.<br>VancouvrBC | Hudson'sBayCo. | 192·0<br>P48'F30' | 36·3 | 15·0 | Vancouv'r B.C.<br>British | Petrol Motor<br>W.Beardmore&Co.Ld. Dalmuir | | |
| 21679<br>112399 | Lady Laurier<br>CableVessel<br>Well deck<br>Elec.light Wireless | SteelTwinScSr<br>2Dks(Stl-Uws) | 1051<br>704<br>439 | ✠<br>12,02<br>✠ | Psy | n | | 1902<br>12mo | Fleming& Ferguson,Ld.<br>Paisley | CanadianGovernment<br>WB=Cell DBa33'f77'169t | 214·9<br>P&B116'F29'<br>DTa12'13tFPT52t | 34·2 | 17·2<br>FK | Ottawa<br>British<br>4BHCem<br>APT36t | T.6Cy.16½",26"&43"-27"<br>265NHP<br>2SB,6cf,GS109,HS3907 FD<br>Fleming&Fergusn,Ld.Psy. | 18 ″ 0 | |
| 21680<br>88946<br>SLHC | Lady Loch<br>Wireless | IronScSr<br>2Dks | 531<br>428<br>272 | 5,87 | Mel | | | 1886<br>8mo | Campbell, Sloss&M'Cnn<br>Melbourne | VictorianGovernment(Depmnt.of PublicWorks) | 182·7 | 24·6 | 14·4 | Melbourne<br>British<br>6BHCem | C.2Cy.28"&54"-36"<br>Campbell, NB03 146NHP<br>Sloss&M'Cann,Melbourne | | |
| 21681<br>123326<br>HMND | Lady McCallum<br>Elec.light | SteelTwinSc<br>1Dk&Shelter dk | 1097<br>779<br>531 | | | ... | | 1908 | CaledonS. B.&E.Co.Ld.<br>Dundee | CeylonS.S.Co.Ld. | 220·5<br>F24' | 37·1 | 12·3<br>FK | Dundee<br>British<br>WB | T.6Cy.13",21½"&35"-24"<br>FD 191NHP<br>CaledonS.B.&E.Co.Ld.Dun | 13 ″ 0 | |
| 21682<br>129062 | Lady Mackay | SteelSc<br>ssCbo.No.3-8,21 ~~ssCbo.No.2-17~~<br>1Dk(Teak) | 86<br>76<br>1 | ✠100A1<br>For Towing purposes<br>8,21 ~~10,17~~<br>~~BS11,20~~ ✠LMC~~10,17~~ 6,21 | Cbo | | CL<br>N6,21 | 1909<br>1mo<br>Lloyd | Day,Summers&Co.Ld.<br>Southampton<br>'sA&CP | CeylonWharfage Co.Ld. | 80·2 | 16·2 | 8·4<br>BK6" | London<br>British<br>4BHCem | C.2Cy.15"&30"-24" (s)<br>120lb 50RHP<br>1SB,2pf,GS38,HS951<br>Day,Summers&Co.Ld.Sou | 9 ″ 0<br>s 2 ″ 2<br>7 ″ 7 | |
| 21683<br>101573<br>VRJS | Lady Margaret | SteelPadSk | 369<br>293<br>67 | | | | | 1895 | A.McMillan&Son,Ld.<br>Dumbarton | TheAdmiralty | 210·0 | 25·0 | 8·7 | Barrow<br>British<br>WB | C.2Cy.28"&64"-54"<br>251NHP<br>D.Rowan&Son,Gls. | | |
| 21684<br>135548<br>JFGW | Lady Martin<br>Elec.light Wireless | SteelSc<br>(exNorthernCoast)<br>1Dk&Shelter dk | 1189<br>938<br>516 | | | | | 1913 | SirRaylton Dixon&CoLd.<br>Middlesbro' | British&Irish Stm PacketCo.Ld. | 250·5<br>B67'F26' | 36·0 | 15·0 | Dublin ~~London~~<br>British<br>WB | T.3Cy.18",29"&48"-36"<br>Richardsons, 138NHP<br>Westgarth&Co.Ld.Mdb. | | C |
| 21685<br>124134<br>HJDW | Lady Meath<br>(exLurcher)<br>Elec.light | SteelSc<br>ssGls.No.3-6,18<br>2Dks(UStl-ws) | 862<br>767<br>363 | ✠100A1<br>10,20<br>✠LMC10,20 | Gls | o | CL<br>10,20 | 1906<br>9mo<br>Lloyd | Scotts'S.B. &Eng.Co.Ld.<br>Greenock<br>'sA&CP | British&IrishStm. PacketCo.Ld.<br>DTatsid | 225·0<br>P62'B67'F40'<br>es&under tunnel 12' | 33·1 | 15·5<br>BK7" | Dublin<br>British<br>4BHCem<br>22tFPT10t | T.3Cy.23",36"&58"-42" (s)<br>175lb 70lb 247NHP<br>2SB,6cf,GS120,HS4006<br>Scotts'S.B.&E.Co.Ld.Grk. | 16 ″ 6<br>s 2 ″ 0<br>15 ″ 7 | |
| 21686<br>116641 | Lady Minto | SteelPad<br>2Dks | ~~403~~ 366<br>~~192~~<br>172 ~~254~~<br>138 | | | | | 1903 | Up.Ottawa Imp.Co.Ld<br>Temiscamingue,Que. | UpperOttawa ImprovementCoLd | ~~141·0~~<br>130·0 | ~~41·6~~<br>24·6 | ~~8·0~~<br>7·6 | Ottawa<br>British | C.2Cy.20"&38"-54"<br>42RHP<br>BertramE.W.Co.Ld.Trnto | | |
| 21687<br>119968<br>HTOV | Lady Moyra | SteelPad<br>(exGwalia)<br>2Dks | 519<br>433<br>198 | | | | | 1905 | J.Brown& Co.Ld.<br>Clydebank | ~~W.H.Tucker&Co. Ld.~~ | 245·0 | 29·0 | 9·7 | Cardiff<br>British | C.D.2Cy.34½"&71"-60"<br>325NHP<br>J.Brown&Co.Ld.Clydebnk | | |
| 21688<br>143158<br>KBDJ | Lady Patricia<br>Elec.light | SteelSc<br>1Dk&Shelter dk | 1391<br>1100<br>552 | | | | | 1919 | CaledonS. B.&E.Co.Ld.<br>Dundee | British&Irish SteamPacketCo. Ld. | 270·6 | 38·1 | 16·2 | Dublin ~~London~~<br>British<br>WB | T.3Cy.21",34"&56"-39"<br>196NHP<br>CaledonS B.&E.Co.Ld.Dun | | C |
| 21689<br>142655<br>JVLN | Lady Rhondda<br>Elec.light Wireless<br>Well deck Cargo battens not fitted | SteelScSr<br>1Dk(Stl) | 1757<br>1336<br>1039 | ✠100A1<br>9,21 ~~6,20~~<br>✠LMC9,18 | Cff<br>Npt | q | CL | 1918<br>9mo<br>Lloyd | Wood, Skinner& Co.Ld.<br>BillQuay<br>'sA&CP | PlissonSteamNav. Co.Ld.<br>CellD | 260·4<br>Q153'BonQ52'F29<br>B212' 422t FPT92t | 37·7 | 16·4<br>FK | Cardiff<br>British<br>4BHCem<br>APT101t | T.3Cy.20",33"&54"-36" (s)<br>180lb 207NHP<br>2SB,6pf,GS94,HS3412<br>J.Dickinson&Sons,Ld.Sld. | 18 ″ 7<br>s1 ″ 8½<br>17 ″ 2 | |
| 21690<br>98651<br>QOWN | Lady Rowena | SteelPadSk<br>1Dk | 332<br>220<br>131 | | | | | 1891 | S.McKnight&Co.<br>Ayr | W.K.David | 200·5<br>Q10tH99t | 21·1 | 6·7 | Glasgow<br>British | D.1Cy.50"-72"<br>NB01 83RHP<br>Hutson&Corbett,Gls. | | BT till 6,21 |
| 21691<br>85406<br>TQWJ | Lady Sybil<br>Elec.light<br>Wireless | SteelScSr<br>ssCrs.No.3-4,20<br>1Dk&Awng dk | 676<br>614<br>352 | ✠100A1<br>Awng dk with freeboard<br>12,21 ~~10,20~~<br>BS5,21 ✠LMC4,20<br>Fitted for oil fuel 1,16 F.P. above 150° F. | Crs | i | CL<br>4,20 | 1908<br>2mo | G.Brown &Co.<br>Greenock<br>A&CP | International PetroleumCo.Ld.<br>WB=DBa39' | 165·0<br>uE14'f60'135tFPT | 28·1 | 11·7<br>18·7<br>FK | Toronto<br>British<br>4BHCem<br>14tAPT11t | T.3Cy.16",26½"&43"-30" (s)<br>180lb 180lb NDB121 173NHP<br>1SB,4cf,GS66,HS2820 FD<br>Muir&Houston,Ld.Gls. | 19 ″ 5<br>s5 ″ 4<br>14 ″ 5 | |
| 21692<br>135206 | —<br>Elec.light | SteelSc<br>ssLon.No.2-19<br>1Dk(Stl) | 97<br>95<br>— | ✠ A-<br>For Towing purposes<br>5,19<br>BS2,22<br>~~BS12,20~~ ✠LMC5,19 | Lon | | ~~5,19~~<br>2,22 | 1913<br>4mo | Hepple& Co.Ld.<br>S.Shields | ArthurJ. Humphrey&Henry Grey,Jnr.Ld. | 76·0 | 20·7 | 9·7<br>BK6" | London<br>British<br>4BHCem | C.2Cy.16"&34"-24" (s)<br>140lb 90RHP<br>1SB,3cf,GS57,HS1230<br>Hepple&Co.Ld.S.Shields | 11 ″ 10 | |
| 21693<br>119083<br>VNFD | Lady Tennant<br>Mchy.Aft | SteelScSr<br>ssSld.No.3-8,16<br>ssLiv.No.1-21<br>1Dk(Stl-ws) | 452<br>321<br>181 | ✠100A1<br>2.21<br>BS2,21 ✠LMC1,20 | Liv | h | CL<br>1,20 | 1904<br>1mo<br>Lloyd | Napier& Miller,Ld.<br>Glasgow<br>'sA&CP | British&Irish SteamPacketCo. Ld.<br>WB=CellD | 165·0<br>Q95'B12'F22'<br>Ba32'f60'122tFPT | 26·1 | 10·1<br>BK6" | Dublin ~~Liverpool~~<br>British<br>4BHCem<br>35tAPT6t | T.3Cy.16",26"&43"-30" (s)<br>180lb 80lb 93RHP<br>1SB,3cf,GS66,HS1908<br>D.Rowan&Co.Glasgow | 12 ″ 6<br>s ″ 11½<br>12 ″ 5 | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Ex-nom, s'il y a lieu. | 3 Matériaux, Gréement, etc. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assignée maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21694<br>143633<br>KFHN | **Lady Thomas** | SteelScSr<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 294<br>213<br>108 | ✠100A1<br>~~6,21~~ ~~4,20~~ 2,22<br>✠LMC4,20 | Ard<br>~~Bka~~ Liv | *d* | CL | 1920<br>4mo<br>*Lloyd* | Ardrossan<br>DD&SBCoLd<br>Ardrossan<br>*'sA&CP* | ThomasBros.<br>ShippingCo.Ld. | 123·8<br>Q46'B9'F23'<br>BK8"<br>*FPT*42*t* | 23·6 | 10·2 | Liverpool<br>British<br>3*BHCem*<br>*APT*15*t* | C.2Cy.15½"&33"-24" (*s*)<br>140lb 64RHP<br>1SB,2*pf*,GS38,HS1209<br>ShieldsE&DDCo.Ld.N.Shl |
| 21695<br>125791 | **Lady Tredegar** | SteelSc<br>*ss*Npt.No.3-1,20<br>1*Dk*(*Stl*) | 105<br>98<br>— | ✠100A1<br>*For towing purposes*<br>2,22 ~~1,20~~<br>~~BS2,21~~ | Npt<br>BS2,22<br>✠LMC1,20 | | ~~1,20~~<br>2,22 | 1913<br>9mo<br>*Lloyd* | Cochrane<br>&Sons, Ld.<br>Selby<br>*'sA&CP* | Alexandra(Newport&SouthWales)<br>Docks&Rlwy.Co. | 80·0<br>BK6" | 20·6 | 9·9 | Newport<br>British<br>4*BHAsp* | T.3Cy.13",18"&31"-21" (*s*)<br>180lb 90RHP<br>1SB,2*pf*,GS36,HS1060<br>Earl'sCo.Ld.Hull |
| 21696<br>94361<br>TWMC | **Lady Weld** | SteelPadSr<br>*Elec.light* | 511<br>429<br>242 | | | | | 1888 | Scott&Co.<br>Greenock | StraitsS.S.Co.Ld. | 221·1<br>B40' | 30·2 | 9·5 | Singapore<br>British | T.D.3Cy.20",30"&48"-48"<br>160NHP<br>Scott&Co.,Greenock |
| 21697<br>104963<br>NTVF | **Lady Wicklow**<br>(*ex*Wicklow) | SteelScSr<br>Sub.Sig. Wireless 2*Dks* | 1174<br>960<br>493 | | | | | 1895 | Blackwood<br>&Gordon<br>Pt.Glasgow | British&IrishStm.<br>PacketCo.Ld. | 260·2<br>P72'B89'F78' | 34·1 | 15·8 | Dublin<br>British<br>*WB* | T.3Cy.27,"42"&69"-48"<br>NB15 330NHP<br>Blackwood&Gordon,PGls |
| 21698<br>139074<br>JLQH | **Lady Wimborne** | SteelScSr<br>*ss*Liv.No.1-19<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 1542<br>1062<br>683 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~4,21~~ ~~5,20~~ ~~3,20~~<br>3,22 | Liv<br>~~Dub~~<br>Lon<br>✠LMC4,19<br>BS~~4,21~~ 2,22 | *r* | CL<br>~~4,19~~<br>2,22 | 1915<br>8mo<br>*Lloyd* | ClydeS.B.<br>&Eng.Co.Ld.<br>PortGlasgow<br>*'sA&CP* | British&IrishStm.<br>PacketCo.Ld.<br>*WB=CellDB* | 260·0<br>B88'F33'*onShelter dk*<br>FK<br>*f*117'*uE*&B40' 284*t* | 38·2 | 14·6 | Dublin<br>~~London~~<br>British<br>5*BHCem*<br>*DTa*56' 220*t* | T.3Cy.19",31"&52"-36" (*s*)<br>180lb 216NHP<br>2SB,6*cf*,GS116,HS3896<br>ClydeS.B.&E.Co.Ld.P.Gl<br>*FPT*79*tAPT*20*t* |
| 21699<br>65343<br>NDKG | **Lady of Avenel** | WoodAuxScSr<br>*Par.Motor*<br>cf *Salted* 10&12yrs.Mat. 1*Dk*<br>(*See Sailing Ship Register*) | 163<br>163<br>114 | ✠<br>5,96 | Fal | 13<br>C9<br>C4 | | 1874<br>7mo | H.Stevens<br>Falmouth | Mrs.C.Dowman<br>(W.H.Dowman, *Mgr.*) | 99·2<br>ND87 | 23·0 | 12·2 | Falmouth<br>British | ParaffinMotor2Cy.12"-13"<br>*made&fitted*1920 19NHP<br>InvincibleEngCo.Keighley |
| Wrecked 8,21<br>21700<br>78564<br>RCHW | **Lady of Gaspé**<br>(*ex*Restigouche,<br>*ex*Rathlin) | IronScSr<br>3*Dks* | 1237<br>739<br>774 | | | ... | | 1877 | Blackwood<br>&Gordon<br>Pt.Glasgow | NovaScotiaSteamships,Ld. (H.McC.Hart,*Mgr.*) | 229·7<br>P66'F45' | 31·0 | 16·1 | Quebec<br>British<br>*WB* | C.2Cy.26"&52"-57"<br>NB88 170NHP<br>Blackwood&Gordon,P.Gl |
| 21701<br>58224<br>HDP | **Lady of the Isles** | IronScSr<br>*ss*Apl.No.1-21 *ss*Apl.4thNo.3-7,17<br>1*Dk* | 166<br>145<br>60 | 100A1<br>8,21 ~~7,17~~<br>✠NB12,04<br>~~BS5,20~~ | Apl<br>LMC~~7,17~~<br>8,21 | *b* | ~~N7,17~~<br>8,21 | 1875<br>4mo | Harvey&<br>Co.<br>Hayle<br>A&CP | WesternMarine<br>SalvageCo.Ld.<br>(J.V.Thomas, *Mgr.*) | 130·5<br>Q7*t*<br>ND04<br>BK9" | 18·5 | 9·3 | Penzance<br>British<br>4*BHCem* | C.2Cy.15½"&33"-21" (*s*)<br>100lb 50RHP<br>1SB,2*pf*,GS30,HS823<br>Harvey&Co.,Hayle |
| 21702<br>119955<br>HBGM | **Ladykirk** | SteelScSr<br>*ss*Shl.No.3-12,19<br>1*Dk*(*ptIrn&ptStl*)&*deepframing*<br>Wireless | 2300<br>2135<br>1492 | ✠100A1<br>11,21 ~~1,21~~<br>MS12,19 | Cff<br>✠LMC<br>BS~~11,20~~<br>1.22 | *s* | 12,19 | 1904<br>9mo<br>*Lloyd* | Nthmblnd<br>S.B.Co.Ld<br>Newcastle<br>*'sA&CP* | Orders&Handford<br>S.S.Co.Ld.<br>(J.Cory,*Mgr.*)<br>*WB=Cell* | 295·0<br>P22'B64'F29'<br>FK<br>*DBa&uE*112' *f*130 | 46·0 | 19·2 | Cardiff<br>British<br>6*BHCem*<br>604*tAPT*66*t* | T.3Cy.22",36"&60"-39" (*s*)<br>160lb *80lb* 247NHP<br>2SB,6*pf*,GS100,HS4050<br>Richardsons,Westgarth&Co.Ld.Sld |
| 21703<br>99595<br>JNBQ | **Ladyloan**<br>(*ex*Montreal) | IronScK<br>*ParaffinMotor*<br>1*Dk* | 136<br>133<br>80 | ✠<br>*StmTrawler*<br>8,94 | Hul<br>✠ | | | 1893<br>5mo | Cook,Welt'n&Gemmell<br>Hull | D.Petrie | 99·0<br>BK7½" | 20·5 | 11·0 | Hull<br>British<br>3*BHCem*<br>*FPT*17*t* | Paraffin Motor 2S.C.SA<br>4Cy.9½"-10½" 23NHP<br>E*made*14<br>TorbiniaEng.Co.Ld.Lwt. |
| 21704 | **Ladylove** | IronScK<br>1*Dk* | *140*<br>*140*<br>*84* | | | | | 1886 | Hewett&<br>Co.Ld.<br>London | I.Pinto | 104·3 | 20·6 | 9·5 | Algeciras<br>Spanish | C.2Cy.12"&24"-18"<br>20NHP<br>J.Stewart&Sons,London |
| 21705<br>123596<br>HJSG | **Ladysmith** | SteelScK<br>1*Dk* | 254<br>223<br>109 | | | ... | | 1906 | Cochrane<br>&Sons<br>Selby | Taylor&Staff | 128·3<br>Q69'F20'<br>BK7½" | 22·0 | 11·4 | Grimsby<br>British | T.3Cy.12½",22"&35"-24"<br>69RHP<br>C.D.Holmes&Co.Hull |
| 21706 | **Laen Samud**<br>(*ex*EdwinReith,<br>*ex*LandratScheiff)<br>*Elec.light* | SteelScSr<br>1*Dk*&*Spar dk* | 1640<br>1442<br>1012 | Sng. 9,21<br>~~Examined3,20~~<br>(*See footnote* *) | | | | 1906 | Schiffsw. v.<br>HenryKoch<br>Lübeck | Requisitioned by theSiameseGovernment (SiameseS.S Co.Ld.*Mgrs.*) | 265·7<br>P31'B75'F39' | 37·7 | 18·3 | Bangkok<br>Siamese<br>*WB* | T.3Cy.20½",33½"&53½"-33½"<br>164NHP<br>OttensenerMasch.,Altona |
| 21707<br>142225<br>THNM | **Laertes** | SteelScSr<br>*Elec.light* 2*Dks* | 5806<br>5108<br>3664 | | | | | 1919 | TaikooDkyd&EngCo.of<br>HongK'ngLd<br>HongKong | OceanS.S.Co.Ld.<br>(A.Holt&Co.*Mgrs*) | 423·8<br>P45'B117'F45' | 52·3 | 29·9 | Liverpool<br>British<br>*WB* | T.3Cy.26",44"&75"-54"<br>413NHP<br>TaikooDkyd.&Eng.Co. ofHongKong,Ld |
| 21708 | **Læsö** | WoodSc4MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 350 | | | | | 1918 | Nakskov<br>Skibsværft<br>Nakskov | A/S DetÖstasiatiskeKompagni | 128·0<br>Q51' | 29·6 | 13·5 | Copnhagn<br>Danish | Oil Engines 2S.C.SA.<br>3C.14⅖"-15 3⁄10" 43NHP<br>Tuxham,Copenhagen |
| 21709<br>NWRJ | —<br>(*ex*Folke,*ex*Hertha,*ex*Margit,<br>*ex*Kemi,*ex*Kopmanholmen,*ex*Ronneby) | IronScSr<br>1*Dk* | 180<br>106<br>110 | | | | | 1879 | Oskrshmns<br>M.V.Aktieb.<br>Oskarshamn | AndelsD/SLæsö<br>(H.Nielsen) | 104·1<br>Q32'B50'H20*t*F29' | 19·0 | 9·2 | Læsö<br>Danish | C.2Cy.14"&29"-19½"<br>31NHP<br>OskarshamnsM.V.Aktieb. |
| 21710<br>NLFC | — | SteelSc<br>(*Tug*)<br>1*Dk* | 110<br>101<br>1 | | | | | 1898 | Lobnitz&<br>Co.<br>Renfrew | DetForenede<br>DampskibsSelsk. | 82·7 | 19·0 | 10·0 | Copnhagn<br>Danish | C.2Cy.14"&22"-21"<br>18NHP<br>Lobnitz&Co.Renfrew |
| 21711<br>OKYN | **Lafayette** | SteelQuadScSr<br>*Elec.light* Sub.Sig. 4*Dks*&*Shelter dk* | 12220<br>8678<br>6086 | | | | | 1914 | Ch.&Atel.<br>deProvence<br>Marseilles | Cie.Générale<br>Transatlantique | 546·7<br>P59'B295'F59' | 64·0 | 34·8 | St.Nazaire<br>French<br>*WB* | C.8Cy.26¾"&48"-39⅜"<br>Ch.&Atel.deProvence,Msl<br>&2L.P.Turbines<br>Ch.de l'Atlantique,St.N. |
| 21712<br>218790<br>LSNM | **Lafcomo** | SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Webframes*<br>Sub.Sig. Wireless | 5562<br>4573<br>3434 | | | ... | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>*WB* | 1Geared Steam Turbine<br>600NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. |
| 21713<br>116004 | **Lagan** | SteelSc3MstSr<br>*ss*Ard.No.3-7,16<br>*ss*Bel.No.1-20<br>*Well deck* *Mchy.Aft* 1*Dk*(*Stl*) | 364<br>271<br>140 | ✠100A1<br>6,21 ~~11,20~~<br>✠LMC11,20 | Bel | *g* | CL<br>3,19 | 1903<br>7mo<br>*Lloyd* | Dublin<br>DockyardCo.<br>Dublin<br>*'sA&CP* | JohnKelly,Ld.(S.Kelly,*Mgr.*) | 148·0<br>P18'Q65'B7'F23'<br>BK7"<br>*WB=DBf*67 | 24·2 | 10·1 | Belfast<br>British<br>3*BHCem*<br>65*tFPT*38*t* | C.2Cy.17½"&37"-27" (*s*)<br>120lb 69RHP<br>1SB,3*pf*,GS49,HS1364<br>Muir&Houston,Ld.Gls. |
| 21714 | — | IronTwinSc<br>*ss*Dub.4thNo.3-3,20<br>1*Dk* | 55<br>—<br>38 | A–<br>9,21 ~~3,20~~<br>*Barge for River purposes only*<br>~~BS~~MS3,20<br>BS~~3,21~~ 9,21 | Dub | | CL<br>3,20 | 1877<br>2mo | Harland&<br>Wolff<br>Belfast | A.Guinness,Son&Co.Ld. | ……………<br>ND02<br>FK<br>*WB=* | | | Dublin<br>British<br>2*BHCem*<br>*FPT*8*t* | 2Cy.10"-14" (*s*)<br>100lb NB88 6RHP<br>1SB,1*pf*,GS8,HS407<br>McIlwaine&Lewis,Bel. |

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*This vessel, which was classed in another Register, has now been Surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✛ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired, Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21715<br>LBHC | **Lagarfoss** SteelScSr<br>(exProfit)<br>Elec.light Wireless 1Dk&Spardk | 1135<br>1049<br>708 | | | | | 1904 | Nylands Værksted<br>Christiania | Eimskipafelag Islands | 225·0<br>H84t | 33·7 | 12·2<br>18·5 | Reykjavik<br>Icelandic<br>WB | T.3Cy.16½",27"&44"-32"<br>119NHP<br>NylandsVærksted,Xania | | N |
| 21716<br>MKQF | **Lagatun** SteelScSr<br>Elec.light 1Dk | 179<br>103<br>102 | | | | | 1914 | Storviks Mek.Værks.<br>Xiansund | FrostaDampskibsselskab<br>(H.Rochseth,Mgr) | 108·2<br>Q20tB39tH15tF7t | 19·2 | 8·3 | Trondhjm<br>Norwegian | T.3Cy.9¾",15"&24"-18"<br>StorviksM.Værks. 29NHP<br>Christiansund | | |
| 21717 | **Lages** SteelScSr<br>ssHam.No.1-11<br>(exRauenfels) 1Dk(Stl)&Spar dk(Stl-pt teak s)&deep framing<br>Elec.light<br>Wireless | 5472<br>5261<br>3523 | ✛<br>Spar dk<br>2,16 ✠ | Ham | a† | | 1907<br>1mo | Swan,Hunter&Wigham Richardson, Ld Newcastle | Requisitioned by the Brazilian Government (Operated by the French Govt.)<br>CellDBa138'uE<br>1100tTweend | 421·9<br>P61'B123'F46'<br>25' f186'<br>ktanks a46'470tf42' | 55·3 | 20·3<br>28·4<br>FK | R.Janeiro<br>Brazilian<br>6BHonly Cem<br>480tFPT65t | Q.4Cy.24",34",51"&74"-54"<br>528NHP<br>3SB,9cf,GS168,HS7014 FD<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 31 ″ 2 | V |
| 21718<br>141432 | **Lagonda** SteelSc<br>Mchy.Aft Elec.light 1Dk2trB | 3647<br>—<br>3017 | | | | | 1896 | F.W. Wheeler&Co<br>W.BayCity | InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.) | 375·6 | 45·8 | 23·3<br>WB | Cleveland, Ohio<br>Utd.States | T.3Cy.19",31"&52"-44"<br>1Bblt96&1Bblt09 179NHP<br>Erebuilt09 | | |
| 21719<br>104601<br>NRHP | **Lagoon** SteelScSr<br>ssLiv.No.3-6,08<br>1Dk(ptStl-ws) | 704<br>625<br>403 | ✛<br>5,13<br>✠NB6,03 | Liv | k | | 1895<br>2mo | Barclay, Curle&Co.<br>Glasgow | British&African S.N.Co.Ld. (Elder,Dempster& Co.Ld.Mgrs.) | 210·0<br>P29'F22' | 28·2 | 13·7<br>FK<br>WB | Liverpool<br>British<br>5BHCem<br>=FPT19t | T 3Cy.15",25"&41"-33"<br>NDB08 85RHP<br>1SB,3rf,GS53,HS1716<br>Barclay,Curle&Co.Gls. | 14 ″ 6 | |
| 21720<br>HLAG | **Lagos** IronScSr<br>ssCff.2ndNo.3-10,08<br>(exSzéchényi, ssLis.No.2-19<br>Well deck exBurgos) 1Dk(Irn...<br>~~Now named "Leopardi," See No. 38223 in Supplement~~ | 1773<br>1535<br>1149 | 100A1<br>5,20<br>BS11,20 LMC4,19 | Lis | | CL<br>12,17 | 1884<br>2mo | Richardsn, Duck&Co.<br>Stockton | Requisitioned by the Portuguese Government (Transportes Maritimos do Estado) | 260·0<br>P51tQ80tB118t<br>F37t ptND04 BK9½" | 36·0 | 20·0<br>DBaf | Lisbon<br>Portuguese<br>4BHCem<br>&uE&BMT | T.3Cy.20",33"&54"-36" (o)<br>160lb 90lb 170NHP<br>2NDB14<br>2SB,4cf,GS63,HS2478<br>Blair&Co.Ld.Stockton | 21 ″ 3<br>s 2 ″ 7<br>19 ″ 7 | |
| 21721<br>124054<br>HKLP | — SteelScSr<br>Elec.light 1Dk | 392<br>275<br>187 | | | " | | 1907 | W.Harkess &Son,Ld.<br>Middlesbro' | ElderLine,Ld. (Elder,Dempster& Co.Ld.Mgrs.) | 170·0<br>P36'B60'F24' | 26·0 | 8·5 | Liverpool<br>British<br>WB | O.2Cy.18½"&40"-26"<br>65RHP<br>MacColl&Pollock,Ld.Sld. | | |
| 21722 | **Lagos Remus** SteelTwinScCtr<br>(Tug)<br>Elec.light 1Dk | 203<br>185<br>— | | | ... | | 1913 | Fleming& Ferguson,Ld.<br>Paisley | Govt.of Southern Nigeria | 110·3 | 22·1 | 10·4<br>FK | Lagos<br>British<br>WB | T.6Cy.11",18"&30"-22"<br>90RHP<br>Fleming&Fergusn,Ld.Psy | 11 ″ 0 | |
| 21723<br>132307 | **Lagos-Romulus** SteelScCtr<br>Elec.light 1Dk(Stl-teak s) | 576<br>539<br>223 | ✛<br>12,13<br>Pumping Steamer for Land Reclamation | Dub | i | | 1913<br>9mo | Fleming& Ferguson,Ld.<br>Paisley | Govt.of Southern Nigeria | 160·0 | 35·2 | 12·2<br>FK | Lagos<br>British<br>4BHCem | T.3Cy.11",18"&30"-22"<br>45RHP<br>3SB,9cf,GS198,HS5982<br>Fleming&Fergusn,Ld.Psy | 13 ″ 0 | |
| 21724<br>OKZS | **Lagrange** SteelTwinSc<br>Mchy.Aft 1Dk | 2636<br>2406<br>1907 | | | | | 1919 | Foundat'n Co.<br>NewOrleans | FrenchGovernment | 328·3<br>P68'B17'F35' | 46·4 | 23·6 | Brest<br>French | T.6Cy.15½",26"&44"-26"<br>National 198NHP<br>Mar.Eng.Co.Scranton,Pa. | | V |
| 21725<br>10 | **Laguna** SteelScSr<br>ss.Tri.No.2-20<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 5400<br>5022<br>3319 | ✛100A1<br>Shelter dk<br>withfreeboard<br>8,21 ~~7,20~~<br>MS7,19 ✠LMC<br>BS~~1,21~~12,21 | Tri<br>Nap | y | 6,20 | 1913<br>12mo<br>Lloyd's A&CP | Cantiere San Rocco<br>Trieste<br>WB=CellD | Nav.Libera-TriestinaSoc.inAz.<br>Ba128'uE&B43'f | 400·1<br>54·0<br>166'1300t FPT114t | 52·1 | 28·8<br>FK | Trieste<br>Italian<br>6BHCem<br>APT244t | T.3Cy.26",42"&70"-48" (s)<br>180lb 499NHP<br>3SB,9cf,GS148,HS7590<br>ClydeS.B.&E.Co.Ld.P.Gls | 32 ″ 0<br>s 7 ″ 7<br>24 ″ 9 | |
| 21726 | — SteelScSr<br>(exAlexandria) 1Dk | 525<br>398<br>317 | ✛<br>withfreeboard<br>9,90 ✠ | Grk | h | | 1890<br>9mo | T.B.Seath &Co.<br>Glasgow | LloydBrasileiro | 163·5<br>P43'B66'F23'<br>WB=APT6t BK7" | 28·1 | 11·7 | R.Janeiro<br>Brazilian<br>4BHCem | T.3Cy.13",20"&32"-24"<br>67NHP<br>1SB,2rfGS30HS1259<br>Kincaid&Co.(Lim.),Grk. | 12 ″ 3 | |
| 21727 | — SteelTwinScSr<br>Wireless | 411<br>237<br>320 | | | | | 1888 | Akt.Ges. "Vulcan"<br>Stettin | LloydBrasileiro | 169·9<br>P55' F38' | 24·6 | 8·0 | R.Janeiro<br>Brazilian<br>WB | T8Cy(4)10"(2)22"&(2)35"-18" 104NHP<br>A.G."Vulcan,"Stettin | | |
| 21728<br>135225 | **Lagunas** SteelSc<br>ssVpo.No.2-19<br>Mchy.Aft 1Dk(Stl) | 442<br>442<br>253 | ✛ A1<br>Hopper Barge<br>12,19<br>BS3,21 ✠LMC12,19 | Vpo | g | 12,19 | 1913<br>5mo<br>Lloyd's A&CP | Lobnitz& Co.Ld.<br>Renfrew | S.Pearson&Son, Ld. | 145·0 | 28·6 | 13·0<br>FK | London<br>British<br>4BHCem | C.2Cy.14"&32"-21" (s)<br>150lb 51RHP<br>1SB,2cf,GS32,HS857<br>Lobnitz&Co.Ld.Renfrew | 13 ″ 6<br>s 2 ″ 3<br>11 ″ 4 | |
| 21729 | **Lahneck** SteelSc<br>Elec.light | 1775<br>1449<br>786 | | | | | 1914 | G.Seebeck A.-G.<br>Geestemünde | | 278·2<br>F32' | 41·1 | 16·8 | | T.3Cy.23⅓",38⅔"&63"-43$\frac{3}{10}$"<br>262NHP<br>GSeebeckA.-G.Gstemünde | | |
| 21730<br>137272 | **Lahore** SteelSc<br>Elec.light Wireless 2Dks(Stl) | 5252<br>4785<br>3143 | ✛100A1<br>8,21 ~~10,20~~<br>✠LMC4,20 | Rot<br>Cal | y | CL | 1920<br>4mo<br>Lloyd's A&CP | R.Thompson&Sons,Ld.<br>Sunderland | P.&O.Stm.Nav.Co.<br>CellDB | 400·6<br>P49'B113'F39'<br>340' 1057t FPT134t | 52·3 | 28·5<br>FK | Sundrland<br>British<br>7BHCem<br>APT213t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>N.E.MarineEng.Co.Ld.Sld | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 21731<br>112829<br>SGMJ | **Lai Sang** SteelScSr<br>2Dks(StlUteak s)&deep framing<br>Elec.light | 3460<br>3169<br>2225 | ✛<br>4,01 ✠ | Gls | w | | 1901<br>4mo | Lon.&Gls. Co.Ld.<br>Glasgow | Indo-ChinaSteam Nav.Co.Ld.<br>WB=CellDBa | 350·5<br>P52'B82'F42'<br>104'uE22'f150'647t | 44·2 | 25·7<br>FK | London<br>British<br>6BHCem<br>APT60t | T.3Cy.26½",44"&72"-48"<br>425NHP<br>2SB,6cf,GS128,HS5633 FD<br>London&Glas.Co.Ld.Gls. | 28 ″ 6<br>s 5 ″ 7½<br>23 ″ 3 | |
| 21732<br>OKZX | **Laïta** SteelScK<br>(Trawler)<br>1Dk | 215<br>211<br>72 | | | | | 1907 | A.Dubigeon et fils<br>Nantes | PêcheMaritime FrançaiseSoc. Anon. | 124·5 | 21·3 | 12·5 | Lorient<br>French<br>WB | T3Cy12$\frac{19}{32}$"20$\frac{7}{8}$"&33$\frac{15}{32}$"-24$\frac{13}{32}$"<br>53NHP<br>BrissonneauetLotz,Nantes | | V |
| 21733<br>217005<br>LNJR | **Lake Agomak** SteelScSr<br>Elec.light Sub.Sig. Wireless 1Dk | 2340<br>1976<br>1420 | | | ... | | 1918 | Superior S.B.Co.<br>Superior,Wis. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F20' | 43·7 | 22·2<br>FK | NewYork<br>Utd.States<br>WB | T.3Cy.19",32"&56"-36"<br>330NHP<br>NordbergMfg Co.Milwkee | 24 ″ 4 | R |
| 21734<br>216776<br>LMNQ | **Lake Akkra** SteelScSr<br>Elec.light Sub.Sig. 1Dk<br>Wireless | 2357<br>2028<br>1437 | | | ... | | 1918 | Detroit S.B.Co.<br>Wyandotte, Mich. | UnitedStates ShippingBoard | 250·5<br>P25'B64'F23' | 43·8 | 22·2<br>FK | Boston<br>Utd.States<br>WB | T.3Cy.20",33"&54"-40"<br>328NHP<br>DetroitS.B.Co.Detroit | 24 ″ 2 | R |
| 21735<br>216194<br>LKNH | **Lake Allen** SteelScSr<br>Elec.light Wireless 1Dk | 2308<br>1884<br>1378 | | | ... | | 1918<br>5mo | Gt.Lakes Eng.Works<br>Ecorse,Mich. | UnitedStates ShippingBoard | 253·5<br>P28'B66'F26' | 43·8 | 20·4<br>FK | NewYork<br>Utd.States<br>WB | T.3Cy.21",35"&59"-42"<br>289NHP<br>Gt.LakesEng.Works,Det. | 22 ″ 6 | R |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21736<br>216926<br>LMWG | **Lake Alvada** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2330<br>1959<br>1448 | | | ... | | 1918 | American<br>S.B Co.<br>Cleveland,O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' | 43·5 | 24·2<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>290NHP<br>AmericanSB.Co.Cleveland |
| 21737<br>216403<br>LKTQ | **Lake Annette** SteelSc<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2177<br>1780<br>1287 | | | ... | | 1918 | Manitowoc<br>S.B.Co.<br>Manitowoc,<br>Wis. | UnitedStates<br>ShippingBoard | 250·5<br>P27'B64'F26' | 43·7 | 20·4<br>FK | Boston<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>272NHP<br>ManitowocS.B.Co. |
| 21738<br>217059<br>LNHD | **Lake Arline** SteelSc<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2084<br>1756<br>1223 | | | ... | | 1918 | GlobeS.B.<br>Co.<br>Superior,Wis | UnitedStates<br>ShippingBoard | 251·0<br>P27'B60'F35' | 43·7 | 19·2<br>FK | Boston<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"–36"<br>276NHP<br>NordbergMfg.Co.Milwkee |
| 21739<br>216036<br>LJSF | **Lake Arthur** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 1949<br>1576<br>1157 | | | ... | | 1918 | Detroit<br>S.B.Co.<br>Wyandotte.<br>Mich. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' | 43·8 | 18·5<br>FK | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>274NHP<br>Detroit S.B.Co.Detroit |
| 21740<br>216866<br>LMSR | **Lake Aurice** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2354<br>2036<br>1429 | | | ... | | 1918 | Superior<br>S.B.Co.<br>Superior,Wis | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F20' | 43·7 | 22·2<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>AmericanS.B.Co.Lorain,O. |
| 21741<br>216098<br>LNDM | **Lake Beacon** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2338<br>1961<br>1431 | | | ... | | 1918 | Chicago<br>S.B.Co.<br>Chicago | UnitedStates<br>ShippingBoard | 250·5<br>P25'B64'F22' | 43·5 | 22·6<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>AmericanSB.Co.Cleveland |
| 21742<br>217230<br>LNTF | **Lake Belnona** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2350<br>—<br>1418 | | | | | 1918 | Saginaw<br>S.B.Co.<br>Saginaw,<br>Mich. | UnitedStates<br>ShippingBoard | 251·0<br>P24'B68'F26' | 43·8 | 22·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.22",37½"&60"–42"<br>233NHP<br>EllicottMachineCo.Bal. |
| 21743<br>216600<br>LMFJ | **Lake Benbow** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2368<br>2040<br>1445 | | | ... | | 1918 | Detroit<br>S.B.Co.<br>Wyandotte,<br>Mich. | UnitedStates<br>ShippingBoard | 250·5<br>P25'B64'F23' | 43·8 | 22·2<br>FK | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>DetroitS.B.Co.Detroit |
| 21744<br>216329<br>LKRH | **Lake Benton** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Sil*)<br>*Cargo battens not fitted* | 2019<br>1646<br>1248 | | | ... | CL<br>10,20 | 1918<br>6mo | American<br>S.B.Co.<br>Lorain,O.<br>A&CP | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>*CellDB*218'538*tFPT* | 43·5 | 20·0<br>FK | NewYork<br>Utd.States<br>*6BHCem*<br>56*tAPT*69*t* | T.3Cy.20",33"&54"–40" (*s*)<br>180lb 274NHP<br>2SB,*6cf*,GS126,HS5246<br>AmericanS.B.Co.Lorain,O |
| 21745<br>216814<br>LMQN | **Lake Berdan** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2342<br>1961<br>1413 | | | ... | | 1918 | Chicago<br>S.B.Co.<br>Chicago | UnitedStates<br>ShippingBoard | 250·5<br>P25'B64'F22' | 43·5 | 22·6<br>FK | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>DetroitS.B.Co.Detroit |
| 21746<br>216657<br>LMQW | **Lake Blanchester** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2346<br>1974<br>1436 | | | ... | | 1918 | American<br>S.B.Co.<br>Cleveland,O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' | 43·5 | 24·2<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>AmericanSBCoClevelnd,O |
| 21747<br>216669<br>LMHJ | **Lake Bledsoe** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2316<br>1993<br>1368 | | | ... | | 1918 | Buffalo<br>DryDockCo.<br>Buffalo,N.Y. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' | 43·5 | 22·4<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>AmericanS.B.Co.Lorain,O. |
| 21748<br>216915<br>LMVS | **Lake Buckeye** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2338<br>1961<br>1431 | | | ... | | 1918 | Chicago<br>S.B.Co.<br>Chicago | UnitedStates<br>ShippingBoard | 250·5<br>P25'B64'F22' | 43·5 | 22·6<br>FK | Boston<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>DetroitS.B.Co.Detroit |
| 21749<br>216037<br>LJSG | **Lake Butler** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 1949<br>1576<br>1157 | | | ... | | 1918 | Detroit<br>S.B.Co.<br>Wyandotte | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' | 43·8 | 18·5<br>FK | Boston<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>274NHP<br>Detroit S.B.Co.Detroit |
| 21750<br>217155<br>LNPD | **Lake Cahoon** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2339<br>1965<br>1456 | | | ... | | 1918 | American<br>S.B.Co.<br>Lorain,O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 22·2<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>AmericanS.B.Co.Lorain,O. |
| 21751<br>217207<br>LNSB | **Lake Calistoga** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2380<br>1985<br>1447 | | | ... | | 1918 | Toledo<br>S.B.Co.<br>Toledo,O. | UnitedStates<br>ShippingBoard | 250·5<br>P25'B64'F23' | 43·7 | 22·5<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20½",33"&54"–40"<br>260NHP<br>ToledoS.B.Co.Toledo |
| 21752<br>217264<br>LNWB | **Lake Callicoon** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2380<br>1985<br>1447 | | | ... | | 1918 | ToledoS.B.<br>Co.<br>Toledo,O. | UnitedStates<br>ShippingBoard | 250·5<br>P25'B64'F23' | 43·7 | 22·5<br>FK | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.20½",33"&54"–40"<br>260NHP<br>ToledoS.B.Co.Toledo |
| 21753<br>218007<br>LRBJ | **Lake Canaveral** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2352<br>1958<br>1404 | | | | | 1919 | Saginaw<br>S.B.Co.<br>Saginaw,<br>Mich. | UnitedStates<br>ShippingBoard | 251·0<br>P34'B68'F27' | 45·6 | 22·0 | Boston<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"–36"<br>188NHP<br>BuckeyeEng.Co.Salem,O. |
| 21754<br>218168<br>LRHV | **Lake Candelaria** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2352<br>—<br>1404 | | | | | 1919 | Saginaw<br>S.B.Co.<br>Saginaw,<br>Mich. | UnitedStates<br>ShippingBoard | 253·0<br>P34'B68'F26' | 43·6 | 22·0 | NewYork<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"–36"<br>188NHP |
| 21755<br>218395<br>LRSQ | **Lake Cannonsburg** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2352<br>1958<br>1404 | | | | | 1919 | Saginaw<br>S.B.Co.<br>Saginaw,<br>Mich. | UnitedStates<br>ShippingBoard | 251·0<br>P24'B68'F26' | 43·6 | 22·0 | NewYork<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"–36"<br>188NHP |
| 21756<br>216295<br>LKJP | **Lake Capens** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 2027<br>1686<br>1200 | | | ... | CL<br>7,20 | 1918<br>5mo | Superior<br>S.B.Co.<br>Superior,Wis<br>A&CP | UnitedStates<br>ShippingBoard | 253·2<br>P25'B64'F23'<br>*CellDB*210'545*t FPT* | 43·7 | 18·0<br>FK | Boston<br>Utd.States<br>*6BHCem*<br>68*tAPT*77*t* | T.3Cy 20",33"&54"–40" (*s*)<br>180lb 274NHP<br>2SB,*6cf*,GS126,HS5060<br>SuperiorS.B.Co.Superior |
| 21757<br>217309<br>LPVK | **Lake Cathcoon** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2319<br>1974<br>1418 | | | ... | | 1918 | Buffalo<br>DryDockCo.<br>Buffalo,N.Y. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' | 43·7 | 22·2<br>FK | Savannah<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"–36"<br>330NHP<br>WorthingtonPump&<br>Mchy.Corp.Buffalo,N.Y. |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| o. in ok.<br>cial No.<br>ode tters. | Steamer's Name.<br>*Late Name if any.*<br>Special Surveys. | Material, Rig, &c.<br>No. of Decks, &c. | Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built.<br>When.<br>Ship.<br>Engines | By Whom.<br>Where. | Owners. | Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
| 21758<br>216528<br>LMBV | **Lake Catherine**<br>*Elec.light* Wireless | SteelScSr<br>1*Dk*(*Stl*) | 2017<br>1631<br>1193 | | | ... | CL<br>4,19 | 1918<br>6mo | ToledoS.B.<br>Co.<br>Toledo,O.<br>A&CP | UnitedStates<br>ShippingBoard | 252·0<br>P21'B64'F30'<br>FK<br>*CellDB*208'490*t FPT* | 43·5 | 18·9 | NewYork<br>Utd.States<br>*6BHCem*<br>60*tAPT*50*t* | T.3Cy.20½",33"&54"–40" (*s*)<br>180lb 260NHP<br>2SB,*6cf*,GS126,HS4828<br>ToledoS.B.Co.Toledo,O. | 21 ″ 0<br>s 2 ″ 8½<br>18 ″ 7 | |
| 21759<br>216365<br>LKSC | **Lake Cayuga**<br>*Elec.light* Sub.Sig. Wireless | SteelScSr<br>1*Dk* | 2010<br>1630<br>1227 | | | ... | | 1918 | ToledoS.B.<br>Co.<br>Toledo,O. | UnitedStates<br>ShippingBoard | 252·0<br>P21'B64'F30'<br>FK | 43·5 | 18·9 | Boston<br>Utd.States<br>*WB* | T.3Cy.20½",33"&54"–40"<br>260NHP<br>ToledoS.B.Co.Toledo,O. | 21 ″ 0 | R |
| 21760<br>216091<br>LJVP | **Lake Charles**<br>*Elec.light* Wireless | SteelScSr<br>1*Dk* | 2014<br>1646<br>1245 | | | ... | | 1918 | American<br>S.B.Co.<br>Lorain,O. | Moore&McCormickCo.Inc. | 251·0<br>P25'B64'F23'<br>FK | 43·5 | 20·0 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>274NHP<br>AmericanS.B.Co.Lorain,O | 20 ″ 2 | R |
| 21761<br>216424<br>LKVC | **Lake Charlotte**<br>*Elec.light* Wireless<br>*Cargo battens not fitted* | SteelScSr<br>1*Dk*(*Stl*) | 2240<br>1830<br>1341 | | | ... | CL<br>9,19 | 1918<br>6mo | Gt.Lakes<br>Eng.Works<br>Ashtabula,O.<br>A&CP | UnitedStates<br>ShippingBoard | 253·5<br>P28'B66'F26'<br>FK<br>*CellDB*182'429*t FPT* | 43·5 | 22·5 | NewYork<br>Utd.States<br>*6BHCem*<br>38*tAPT*53*t* | T.3Cy.21",35"&59"–42" (*s*)<br>190lb 289NHP<br>2SB,*6cf*,GS149,HS4962<br>GtLakesE.Wks.Ashtabula | 22 ″ 6<br>s 3 ″ 0½<br>19 ″ 9 | |
| 21762<br>217603<br>LPWN | **Lake Charlottesville**<br>*Elec.light* Sub.Sig. Wireless | SteelSc<br>1*Dk* | 2365<br>1970<br>1437 | | | ... | | 1919 | ToledoS.B.<br>Co.<br>Toledo,O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·7 | 22·1 | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.20½",33"&54"–40"<br>260NHP<br>ToledoS.B.Co.Toledo | 24 ″ 2 | |
| 21763<br>216454<br>LKVR | **Lake Chelan**<br>*Elec.light* Wireless | SteelScSr<br>1*Dk* | 2010<br>1630<br>1227 | | | ... | | 1918 | ToledoS.B.<br>Co.<br>Toledo,O. | UnitedStates<br>ShippingBoard | 252·0<br>P21'B64'F30'<br>FK | 43·5 | 18·9 | Boston<br>Utd.States<br>*WB* | T.3Cy.20½",33"&54"–40"<br>260NHP<br>ToledoS.B.Co.Toledo,O. | 21 ″ 0 | R |
| 21764<br>216199<br>LKNJ | **Lake Clear**<br>*Elec.light* - Wireless | SteelScSr<br>1*Dk* | 2055<br>1688<br>1251 | | | ... | | 1918 | Chicago<br>S.B.Co.<br>Chicago | UnitedStates<br>ShippingBoard | 247·2<br>P25'B64'F22'<br>FK | 43·5 | 18·3 | NorfolkVa<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>274NHP<br>AmericanSBCoClevelndO. | 20 ″ 4 | R |
| 21765<br>216039<br>LJSK | **Lake Como**<br>*Elec.light* Sub.Sig. Wireless | SteelScSr<br>1*Dk* | 2018<br>1646<br>1248 | | | ... | | 1918 | American<br>S.B.Co.<br>Lorain,O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·5 | 20·0 | Boston<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>274NHP<br>American SB.Co.Lorain,O. | 20 ″ 2 | R |
| 21766<br>216501<br>LMBD | **Lake Conesus**<br>*Elec.light* Sub.Sig. Wireless | SteelScSr<br>1*Dk* | 2292<br>1884<br>1367 | | | ... | | 1918 | Gt.Lakes<br>Eng.Wrks.<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·5<br>P28'B66'F26'<br>FK | 43·8 | 20·4 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>289NHP<br>Gt.LakesEng.Works,Det. | 22 ″ 6 | |
| 21767<br>217154<br>LNPO | **Lake Copley**<br>*Elec.light* Sub.Sig. Wireless | SteelScSr<br>1*Dk* | 2379<br>1965<br>1483 | | | ... | | 1918 | American<br>S.B.Co.<br>Lorain,O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·6 | 22·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy 20",33"&54"–40"<br>328NHP<br>AmericanS.B.Co.Lorain.O | 24 ″ 2 | R |
| 21768<br>216098<br>LJVW | **Lake Crescent**<br>*Elec.light* Wireless | SteelScSr<br>1*Dk* | 2055<br>1688<br>1251 | | | ... | | 1918 | Chicago<br>S.B.Co.<br>Chicago | UnitedStates<br>ShippingBoard | 247·2<br>P25'B64'F22'<br>FK | 43·5 | 18·3 | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.20',33"&54"–40"<br>274NHP<br>AmericanSBCoClevelndO | 20 ″ 4 | R |
| 21769<br>216168<br>LKMV | **Lake Crystal**<br>*Elec.light* Sub.Sig. Wireless | SteelScSr<br>1*Dk* | 2308<br>1884<br>1378 | | | ... | | 1918 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·5<br>P28'B66'F26'<br>FK | 43·8 | 20·4 | Boston<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>289NHP<br>Gt.LakesEng.Works,Det. | 22 ″ 6 | R |
| 21770<br>216981<br>LNCG | **Lake Dancey**<br>*Elec.light* Sub.Sig. Wireless | SteelScSr<br>1*Dk* | 2324<br>2036<br>1407 | | | ... | | 1918 | Superior<br>S.B.Co.<br>Superior,Wis. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F20'<br>FK | 43·7 | 22·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>SuperiorS.B.Co.Superior | 24 ″ 4 | R |
| 21771<br>216483<br>LKWQ | **Lake Daraga**<br>*Elec.light* Sub.Sig. Wireless | SteelScSr<br>1*Dk* | 2371<br>2043<br>1447 | | | ... | | 1918 | Detroit<br>S.B.Co.<br>Wyandotte,<br>Mich. | UnitedStates<br>ShippingBoard | 250·2<br>P25'B64'F23'<br>FK | 43·8 | 22·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328HP<br>DetroitSBCo.Detroit,Mich | 24 ″ 2 | R |
| 21772<br>216903<br>LMVG | **Lake Delancey**<br>*Elec.light* Sub.Sig. Wireless | SteelScSr<br>1*Dk* | 2316<br>1993<br>1368 | | | ... | | 1918 | Buffalo<br>DryDockCo.<br>Buffalo,N.Y. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·5 | 22·4 | Boston<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>AmericanSBCoClevelnd,O | 24 ″ 5 | R |
| 21773<br>217119<br>LNKP | **Lake Desha**<br>*Elec.light* Wireless | SteelScSr<br>1*Dk* | 2338<br>1961<br>1431 | | | ... | | 1918 | Chicago<br>S.B.Co.<br>Chicago | UnitedStates<br>ShippingBoard | 250·5<br>P25'B64'F22'<br>FK | 43·5 | 22·6 | NewYork<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"–36"<br>330NHP<br>NordbergMfg.Co.<br>Milwaukee,Wis. | 24 ″ 4 | R |
| 21774<br>216891<br>LMTS | **Lake Deval**<br>*Elec.light* Sub.Sig. Wireless | SteelScSr<br>1*Dk* | 2329<br>1958<br>1453 | | | ... | | 1918 | American<br>S.B.Co.<br>Lorain,O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·5 | 24·2 | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>AmericanS.B.Co.Lorain,O. | 24 ″ 5 | R |
| 21775<br>216539<br>LMCH | **Lake Duncan**<br>*Elec.light* Sub.Sig. Wireless | SteelSc<br>1*Dk* | 2367<br>1998<br>1471 | | | ... | | 1918 | American<br>S.B.Co.<br>Cleveland,O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·5 | 24·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>AmericanSBCoClevelnd,O | 24 ″ 5 | R |
| 21776<br>215815<br>LJHC | **Lake Dunmore**<br>*Mchy.Aft*<br>*Elec.light* Sub.Sig. Wireless | SteelScSr<br>1*Dk Topside tanks* | 2397<br>2004<br>1417 | | | ... | | 1917 | Gt.Lakes<br>Eng.Works,<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·0<br>P115'F26'<br>FK | 43·5 | 25·6 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",34½"&57"–42"<br>284NHP<br>Gt.LakesEng.Wks.<br>Detroit | 27 ″ 6 | R |
| 21777<br>216808<br>LMQH | **Lake Dymer**<br>*Elec.light* Wireless | SteelScSr<br>1*Dk* | 2357<br>1976<br>1429 | | | ... | | 1918 | Superior<br>S.B.Co.<br>Superior, Wis | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F20'<br>FK | 43·7 | 22·2 | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>SuperiorS.B.Co.Superior | 24 ″ 4 | R |
| 21778<br>216717<br>LMJS | **Lake Eckhart**<br>*Elec.light* Sub.Sig. Wireless | SteelScSr<br>1*Dk* | 2337<br>1966<br>1432 | | | ... | | 1918 | American<br>S.B.Co.<br>Lorain,Ohio | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·5 | 24·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>AmericanS.B.Co.Lorain | 24 ″ 5 | R |
| 21779<br>216790<br>LMPK | **Lake Eliko**<br>*Elec.light* Sub.Sig. Wireless | SteelScSr<br>1*Dk* | 2331<br>1959<br>1435 | | | ... | | 1918 | American<br>S.B.Co.<br>Lorain,Ohio | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·5 | 24·2 | Norfolk Va<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>AmericanS.B.Co.Lorain | 24 ″ 5 | R |
| 21780<br>216050<br>LJSR | **Lake Elizabeth**<br>*Elec.light* Sub.Sig. Wireless | SteelScSr<br>1*Dk* | 2308<br>1884<br>1378 | | | ... | | 1918 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·5<br>P26'B66'F26'<br>FK | 43·8 | 20·4 | NewYork<br>Utd.States<br>*WB* | T.3Cy.19",32"&54"–40"<br>281NHP<br>Gt.LakesEng.Works,Det. | 22 ″ 6 | R |
| 21781<br>218295<br>LRPJ | **Lake Elkwater**<br>*Elec.light* Wireless | SteelScSr<br>*Fitted for oil fuel*<br>1*Dk*2*trB* | 2730<br>—<br>1693 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·4<br>P25'B65'F26' | 43·6 | 26·0 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>225NHP<br>Gt.LakesEng Wks.Detroit | | R |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>IHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21782<br>218100<br>LRFW | **Lake Elkwood** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2730<br>—<br>1693 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·4<br>P32'B65'F24' | 43·6 | 26·0 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>225NHP<br>Gt.LakesEng Wks.Detroit | |
| 21783<br>218713<br>LSJB | **Lake Ellendale** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2674<br>2301<br>1658 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·4<br>P32'B65'F24' | 43·6 | 26·0 | Boston<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>225NHP<br>Gt.LakesEng Wks.Detroit | |
| 21784<br>218448<br>LRVD | **Lake Ellenorah** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2681<br>2301<br>1662 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·4<br>P32'B65'F24' | 43·6 | 26·0 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>225NHP<br>Gt.LakesEng Wks.Detroit | |
| 21785<br>218897<br>LSTQ | **Lake Ellerslie** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2674<br>—<br>1658 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·4<br>P25'B65'F26' | 43·8 | 26·0 | Baltimore<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>225NHP<br>Gt.LakesEng Wks.Detroit | |
| 21786<br>218896<br>LSTP | **Lake Ellicott** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2674<br>—<br>1658 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·4<br>P25'B65'F26' | 43·8 | 26·0 | NwOrleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>225NHP<br>Gt.LakesEng Wks.Detroit | |
| 21787<br>218895<br>LSTN | **Lake Ellijay** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2674<br>2349<br>1658 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·4<br>P25'B65'F26' | 43·8 | 26·0 | NwOrleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>225NHP<br>Gt.LakesEng Wks.Detroit | |
| 21788<br>219019<br>LTFB | **Lake Ellithorpe** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2674<br>—<br>1658 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·4<br>P25'B65'F26' | 43·8 | 26·0 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>225NHP<br>Gt.LakesEng Wks.Detroit | |
| 21789<br>219031<br>LTFH | **Lake Ellsbury** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2674<br>2349<br>1658 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·4<br>P25'B65'F26' | 43·8 | 26·0 | Boston<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>225NHP<br>Gt.LakesEng Wks.Detroit | |
| 21790<br>218959<br>LTBG | **Lake Ellsworth** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2674<br>2349<br>1658 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·4<br>P25'B65'F26' | 43·8 | 26·0 | NwOrleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>225NHP<br>Gt.LakesEng Wks.Detroit | |
| 21791<br>219201<br>LTPG | **Lake Elmdale** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2674<br>2349<br>1658 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·5<br>P25'B65'F26' | 43·9 | 26·2 | NwOrleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>225NHP<br>Gt.LakesEng.Wks.Detroit | |
| 21792<br>219032<br>LTFJ | **Lake Elmhurst** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2674<br>2340<br>1658 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·4<br>P25'B65'F26' | 43·8 | 26·0 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>225NHP<br>Gt.LakesEng.Wks.Detroit | |
| 21793<br>219201<br>LTVN | **Lake Elmont** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2674<br>2349<br>1658 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·4<br>P32'B65'F24' | 43·6 | 26·0 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>225NHP<br>Gt.LakesEng.Wks.Detroit | |
| 21794<br>219461<br>LVGS | **Lake Elmsford** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2674<br>2349<br>1658 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·4<br>P32'B65'F24' | 43·8 | 26·0 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>225NHP<br>Gt.LakesEng.Wks.Detroit | |
| 21795<br>219542<br>LVMF | **Lake Elmwood** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2674<br>2349<br>1658 | | | | | 1920 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·4<br>P32'B65'F24' | 43·8 | 26·0 | Baltimore<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>225NHP<br>Gt.LakesEng.Wks.Detroit | |
| 21796<br>218921<br>LSVT | **Lake Elon** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2676<br>—<br>1660 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ashtabula,O. | UnitedStates<br>ShippingBoard | 253·4 | 43·7 | 26·2 | Baltimore<br>Utd.States<br>*WB* | T.3Cy.19",35"&59"-42"<br>226NHP<br>GreatLakesEng.Works<br>Ashtabula | |
| 21797<br>219044<br>LTPQ | **Lake Elpueblo** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2674<br>—<br>1664 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ashtabula,O. | UnitedStates<br>ShippingBoard | 253·6 | 43·7 | 26·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.19",35"&59"-42"<br>226NHP<br>Gt.LakesEng.Works | |
| 21798<br>219158<br>LTMK | **Lake Elrio** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2674<br>—<br>1663 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ashtabula,O. | UnitedStates<br>ShippingBoard | 253·6 | 43·7 | 26·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.19",35"&59"-42"<br>226NHP<br>GreatLakesEng.Works,<br>Ashtabula,O. | |
| 21799<br>219405<br>LVDH | **Lake Elsah** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2674<br>—<br>1663 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ashtabula,O. | UnitedStates<br>ShippingBoard | 253·4<br>P32'B65'F24' | 43·7 | 26·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>226NHP<br>GreatLakesEng.Works<br>Ashtabula | |
| 21800<br>216816<br>LMQR | **Lake Elsinore** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2331<br>1959<br>1435 | | | ... | | 1918 | American<br>S.B.Co.<br>Lorain,Ohio | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·5 | 24·2 | Baltimore<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>328NHP<br>AmericanS.B.Co.Lorain,O | 24 |
| 21801<br>219256<br>LTRW | **Lake Elsmere** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2674<br>—<br>1663 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ashtabula,O. | UnitedStates<br>ShippingBoard | 253·6<br>P32'B65'F24' | 43·7 | 26·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy. 21",35"&59"-42"<br>226NHP<br>GreatLakesEng.Works<br>Ashtabula | |
| 21802<br>219572<br>LVNG | **Lake Elva** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2674<br>—<br>1663 | | | | | 1920 | Gt.Lakes<br>Eng.Works<br>Ashtabula,O. | UnitedStates<br>ShippingBoard | 253·4<br>P32'B65'F24' | 43·8 | 26·2 | Savannah<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>226NHP<br>GreatLakesEng.Works<br>Ashtabula | |
| 21803<br>219681<br>LVQR | **Lake Elwin** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2674<br>—<br>1658 | | | | | 1919 | Gt.Lakes<br>Eng.Works<br>Ashtabula,O. | UnitedStates<br>ShippingBoard | 253·5<br>P32'B65'F59 | 43·9 | 26·2 | Savannah<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>226NHP<br>GreatLakesEng.Works<br>Ashtabula | |
| 21804<br>216366<br>LKSD | **Lake Ennis** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2372<br>2043<br>1447 | | | ... | | 1918 | Detroit<br>S.B.Co.<br>Wyandotte,<br>Mich. | UnitedStates<br>ShippingBoard | 250·2<br>P25'B64'F23'<br>FK | 43·3 | 22·6 | Baltimore<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>328NHP<br>DetroitS.B.Co.Detroit | 24 |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| o. in ook.<br>ficial No.<br>de tters. | Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | YearsAssigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built.<br>When | By Whom<br>Where | Owners. | Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; IP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
| 21805<br>218478<br>RWH | Lake Fablus SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2606<br>2237<br>1612 | | | ... | | 1919 | Detroit<br>S.B.Co.<br>Wyandotte | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·1<br>P25'B64'F23'<br>FK | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>DetroitS.B.Co.Detroit | 28 ″ 2 | R |
| 21806<br>218439<br>LRVC | Lake Fabyan SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2606<br>2237<br>1612 | | | ... | | 1919 | Detroit<br>S.B.Co.<br>Wyandotte | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·1<br>P25'B64'F23'<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>DetroitS.B.Co.Detroit | 28 ″ 2 | R |
| 21807<br>218560<br>LSCF | Lake Fackler SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2606<br>2237<br>1612 | | | ... | | 1919 | Detroit<br>S.B.Co.<br>Wyandotte | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·1<br>P25'B64'F23'<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP | 28 ″ 2 | R |
| 21808<br>218679<br>LSGM | Lake Fagundus SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2606<br>2237<br>1612 | | | ... | | 1919 | Detroit<br>S.B.Co.<br>Wyandotte | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·1<br>P25'B64'F23'<br>FK | Boston<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>DetroitS.B.Co.Detroit | 28 ″ 2 | R |
| 21809<br>218640<br>LSFT | Lake Fairfax SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2606<br>2237<br>1612 | | | ... | | 1919 | Detroit<br>S.B.Co.<br>Wyandotte | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·1<br>P25'B64'F23'<br>FK | Baltimore<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>DetroitS.B.Co.Detroit | 28 ″ 2 | R |
| 21810<br>218680<br>LSGN | Lake Fairlie SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2606<br>2237<br>1612 | | | ... | | 1919 | Detroit<br>S.B.Co.<br>Wyandotte | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·1<br>P25'B64'F23'<br>FK | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>DetroitS.B.Co.Detroit | 28 ″ 2 | R |
| 21811<br>219067<br>LTHD | Lake Fairport SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB*<br>Wireless | 2606<br>2237<br>1612 | *Fitted for oil fuel* 12,19 *F.P. above* 150° F. | | ... | CL | 1919<br>12mo | Detroit<br>S.B.Co.<br>Wyandotte<br>A&CP | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·1<br>P25'B64'F23'<br>FK<br>*Cell DB*204'472*t DTa*12'89*t FPT*72*t* | NewYork<br>Utd.States<br>4*BHptCem*<br>*APT*107*t* | T.3Cy.21",35"&59"-42" (*r*)<br>185lb 352NHP<br>2SB,6*cf*,GS115,HS5467 FD<br>DetroitS.B.Co.Detroit | 28 ″ 2<br>s 4 ″ 3<br>24 ″ 3 | |
| 21812<br>218694<br>LSHF | Lake Falama SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2606<br>2261<br>1609 | | | ... | | 1919 | Superior<br>S.B.Co.<br>Superior,Wis | UnitedStates<br>ShippingBoard | 251·0\|43·7\|25·8<br>P25'B64'F20'<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>SuperiorS.B.Co.Superior | 28 ″ 3 | R |
| 21813<br>219414<br>LVDS | Lake Falun SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2606<br>2237<br>1612 | | | ... | | 1920 | Detroit<br>S.B.Co.<br>Wyandotte | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·1<br>P25'B64'F23'<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>DetroitS.B.Co.Detroit | 28 ″ 2 | R |
| 21814<br>218708<br>LSHV | Lake Fanbush SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 2593<br>2243<br>1610 | | | ... | | 1919 | American<br>S.B.Co.<br>Lorain,O. | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·1<br>P25'B64'F23'<br>FK | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>AmericanS.B.Co.Lorain,O. | 28 ″ 2 | |
| 21815<br>219471<br>LVHF | Lake Fandango SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2606<br>2237<br>1612 | | | ... | | 1920 | Detroit<br>S.B.Co.<br>Wyandotte | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·1<br>P25'B64'F23'<br>FK | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>DetroitS.B.Co.Detroit | 28 ″ 2 | R |
| 21816<br>219480<br>LVHP | Lake Fandon SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2606<br>2237<br>1612 | | | ... | | 1920 | Detroit<br>S.B.Co.<br>Wyandotte | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·1<br>P25'B64'F23'<br>FK | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>DetroitS.B.Co.Detroit | 28 ″ 2 | R |
| 21817<br>218231<br>LRKS | Lake Fannin SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2650<br>2273<br>1637 | | | ... | | 1919 | American<br>S.B.Co.<br>Cleveland,O. | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·2<br>P25'B64'F23'<br>FK | Boston<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>AmericanSBCo.ClevelndO | 28 ″ 2 | R |
| 21818<br>219110 | Lake Fanquier SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2593<br>2243<br>1613 | | | ... | | 1919 | American<br>S.B.Co.<br>Lorain,O. | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·1<br>Q25'B64'F23'<br>FK | Baltimore<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>AmericanS.B.Co.Lorain,O. | 28 ″ 2 | R |
| 21819<br>218881<br>LSRV | Lake Fansdale SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2598<br>2243<br>1609 | | | ... | | 1919 | American<br>S.B.Co.<br>Lorain,O. | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·1<br>P25'B64'F23'<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>AmericanS.B.Co.Lorain,O. | 28 ″ 2 | R |
| 21820<br>218418<br>LRTF | Lake Farabee SteelScSr<br>*Ftited for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2642<br>2278<br>1639 | | | ... | | 1919 | American<br>S.B.Co.<br>Cleveland,O. | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·2<br>P25'B64'F23'<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>AmericanSBCo ClevelndO | 28 ″ 2 | R |
| 21821<br>218600<br>LSDC | Lake Farber SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2638<br>2278<br>1634 | | | ... | | 1919 | American<br>S.B.Co.<br>Cleveland,O. | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·2<br>P25'B64'F23' FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.21";35"&59"-42"<br>352NHP<br>AmericanSBCoClevelndO. | 28 ″ 2 | |
| 21822<br>217822<br>LQNR | Lake Faresman SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2593<br>2220<br>1604 | | | ... | | 1919 | Detroit<br>S.B.Co.<br>Wyandotte | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·1<br>P25'B64'F23'<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NHP<br>DetroitS.B.Co.Detroit | 28 ″ 2 | R |
| 21823<br>217237<br>LNTP | Lake Farge SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*)2*trB*<br>*Cargo battens not fitted* | 2624<br>2249<br>1628 | | | ... | CL | 1918<br>11mo | American<br>S.B.Co.<br>Cleveland,O.<br>A&CP | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·2<br>P25'B64'F23'<br>FK<br>*CellDB*210'433*t FPT* | NewYork<br>Utd.States<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20",33"&54"-40" (*r*)<br>185lb 267NHP<br>2SB,4*cf*,GS88,HS3999 FD<br>AmericanSBCo ClevelndO | 28 ″ 2<br>s 4 ″ 3½<br>24 ″ 2 | |
| 21824<br>218852<br>LSQT | Lake Faribault SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2608<br>2243<br>1610 | | | ... | | 1919 | American<br>S.B.Co.<br>Cleveland,O. | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·1<br>P25'B64'F23'<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>AmericanSBCo ClevelndO | 28 ″ 2 | R |
| 21825<br>217458<br>LPMN | Lake Faristell SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB*<br>Wireless | 2624<br>2235<br>1626 | | | ... | CL | 1919<br>3mo | American<br>S.B.Co.<br>Cleveland,O.<br>A&CP | UnitedStates<br>ShippingBoard | 251·0\|43·5\|26·2<br>P25'B64'F23'<br>FK<br>*Cell DB*210'433*t FPT* | NewYork<br>Utd.States<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20",33"&54"-40" (*r*)<br>185lb 267NHP<br>2SB,4*cf*,GS88HS3999 FD<br>AmericanSBCo ClevelndO | 28 ″ 2<br>s 4 ″ 3½<br>24 ″ 2 | |
| 21826<br>218971<br>LTBS | Lake Fariston SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2600<br>2243<br>1610 | | | ... | | 1919 | American<br>S.B.Co.<br>Cleveland,O. | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·2<br>P25'B64'F23'<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>AmericanSBCo ClevelndO | 28 ″ 2 | R |
| 21827<br>219064<br>LIGW | Lake Farley SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB*<br>Wireless | 2599<br>2243<br>1615 | *Fitted for oil fuel* 10,19 *F.P. above* 150° F. | | ... | CL<br>11,20 | 1919<br>10mo | American<br>S.B.Co.<br>Cleveland,O.<br>A&CP | UnitedStates<br>ShippingBoard | 251·0\|43·6\|26·1<br>P25'B64'F23'<br>FK<br>*CellDB*204'436*t DTa*12'80*t* | Phildlphia<br>Utd.States<br>4*BHptCem* | T.3Cy.21",35"&59"-42" (*r*)<br>185lb 352NHP<br>2SB,6*cf*,GS115,HS5467 FD<br>AmericanSBCo ClevelndO<br>*FPT*72*tAPT*96*t* | 28 ″ 2<br>s 4 ″ 3½<br>24 ″ 2 | |
| 21828<br>218116<br>LRGK | Lake Farlin SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2581<br>2264<br>1577 | | | ... | | 1919 | Superior<br>S.B.Co.<br>Superior,Wis | UnitedStates<br>ShippingBoard | 251·0\|43·7\|25·8<br>P25'B64'F20'<br>FK | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>AmericanS.B Co.Lorain,O. | 28 ″ 3 | R |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7"<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres,—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21829<br>218471<br>LRWC | **Lake Farmingdale** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)2*trB*<br>Sub.Sig. Wireless | 2643<br>2261<br>1634 | ✠100A1<br>*Fitted for oil fuel* 7,19 *F.P. above* 150° F. | HKg | ... | CL | 1919<br>7mo | Superior<br>S.B Co.<br>Superior, Wis<br>A&CP | UnitedStates<br>ShippingBoard<br>*CellDB*204'436*t* | 251·0<br>P25'B64'F20' FK<br>*DTa*12'80*t FPT*72*t* | 43·7 | 26·1 | S.Frncisco<br>Utd.States<br>4*BHCem*<br>*APT*96*t* | T.3Cy.21",35"&59"–42" (*r*)<br>185lb 352NHP<br>2SB,6*cf*,GS115,HS5467 FD<br>DetroitS.B.Co.Detroit | 28<br>4<br>24 |
| 21830<br>218559<br>LSOD | **Lake Farragut** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)2*trB*<br>Sub.Sig. Wireless | 2606<br>2261<br>1609 | ✠100A1<br>5,20<br>*Fitted for oil fuel* 8,19 *F.P. above* 150° F. | Phl | ... | CL | 1919<br>8mo | Superior<br>S.B.Co.<br>Superior, Wis.<br>A&CP | UnitedStates<br>ShippingBoard<br>*CellDB*204'436*t* | 251·0<br>P25'B64'F20' FK<br>*DTa*12'80*t FPT*72*t* | 43·7 | 25·8 | N.Orleans<br>Utd.States<br>4*BHCem*<br>*APT*96*t* | T.3Cy.21",35"&59"–42" (*r*)<br>185lb 352NHP<br>2SB,6*cf*,GS115,HS5467 FD<br>SuperiorS.B.Co.Superior | 28<br>4<br>24 |
| 21831<br>218692<br>LSHU | **Lake Farrar** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)2*trB*<br>Sub.Sig. Wireless | 2606<br>2261<br>1609 | ✠100A1<br>*Fitted for oil fuel* 9,19 *F.P. above*150° F. | HKg | ... | CL | 1919<br>9mo | Superior<br>S.B.Co.<br>Superior, Wis.<br>A&CP | UnitedStates<br>ShippingBoard<br>*CellDB*204'436*t* | 251·0<br>P25'B64'F20' FK<br>*DTa*12'80*t FPT*72*t* | 43·7 | 25·8 | S.Frncisco<br>Utd.States<br>4*BHCem*<br>*APT*96*t* | T.3Cy.21",35"&59"–42" (*r*)<br>185lb 352NHP<br>2SB,6*cf*,GS115,HS5467 FD<br>SuperiorS.B.Co.Superior | 28<br>4<br>24 |
| 21832<br>218882<br>LSRW | **Lake Faulk** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2598<br>2243<br>1609 |  |  | ... |  | 1919 | American<br>S.B.Co.<br>Lorain, O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' FK | 43·6 | 26·1 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>352NHP<br>AmericanS.B.Co.Lorain,O | 28 |
| 21833<br>219111<br>LTJK | **Lake Favonia** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2593<br>2243<br>1613 |  |  | ... |  | 1919 | American<br>S.B.Co.<br>Lorain, O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' FK | 43·6 | 26·1 | Boston<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>352NHP<br>AmericanS.B.Co.Lorain,O | 28 |
| 21834<br>219182<br>LTNH | **Lake Faxon** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)2*trB*<br>Sub Sig. Wireless | 2593<br>2243<br>1613 | ✠100A1<br>1,20<br>*Fitted for oil fuel* 10,19 *F.P. above* 150° F. | NYk | ... | CL | 1919<br>11mo | American<br>S.B.Co.<br>Lorain, O.<br>A&CP | UnitedStates<br>ShippingBoard<br>*CellDB*204'436*t* | 251·0<br>P25'B64'F23' FK<br>*DTa*12'80*t FPT*72*t* | 43·6 | 26·1 | NewYork<br>Utd.States<br>4*BHptCem*<br>*APT*96*t* | T.3Cy.21",35"&59"–42" (*r*)<br>185lb 352NHP<br>2SB,6*cf*,GS115,HS5467 FD<br>AmericanS.B.Co.Lorain,O | 28<br>4<br>24 |
| 21835<br>218766<br>LSMK | **Lake Fear** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2344<br>1958<br>1399 |  |  |  |  | 1919 | Saginaw<br>S.B.Co.<br>Saginaw | UnitedStates<br>ShippingBoard | 251·0<br>P34'B68'F27' | 43·6 | 22·0 | Savannah<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"–36"<br>188NHP<br>BuckeyeEng.Co.Salem,O. |  |
| 21836<br>219183<br>LTNJ | **Lake Felden** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2593<br>2243<br>1613 |  |  | ... |  | 1919 | American<br>S.B.Co.<br>Lorain, O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' FK | 43·6 | 26·1 | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.20",35"&59"–42"<br>352NHP<br>AmericanS.B.Co.Lorain,O. | 28 |
| 21837<br>219445<br>LVGO | **Lake Fenn** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2593<br>2243<br>1613 |  |  | ... |  | 1920 | American<br>S.B.Co.<br>Lorain, O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' FK | 43·6 | 26·1 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>352NHP<br>AmericanS.B.Co.Lorain,O. | 28 |
| 21838<br>219574<br>LVNJ | **Lake Feodora** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2593<br>2243<br>1613 |  |  | ... |  | 1920 | American<br>S.B.Co.<br>Lorain, O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' FK | 43·6 | 26·1 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>352NHP<br>AmericanS.B.Co.Lorain,O. | 28 |
| 21839<br>219260<br>LTSF | **Lake Fernalda** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)2*trB*<br>Sub.Sig. Wireless | 2596<br>2243<br>1613 | ✠100A1<br>8,20<br>*Fitted for oil fuel* 11,19 *F.P. above* 150° F. | NYk | ... | CL | 1919<br>11mo<br>A&CP | American<br>S.B.Co.<br>Cleveland, O. | UnitedStates<br>ShippingBoard<br>*CellDB*201'436*t* | 251·0<br>P25'B64'F23' FK<br>*DTa*12'80*t FPT*72*t* | 43·6 | 26·1 | Phildlphia<br>Utd.States<br>4*BHptCem*<br>*APT*96*t* | T.3Cy.21",35"&59"–42" (*r*)<br>185lb 352NHP<br>2SB,6*cf*,GS115,HS5467 FD<br>AmericanS.B.Co.Lorain,O. | 28<br>4<br>24 |
| 21840<br>218954<br>LTBC | **Lake Fernando** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2595<br>2240<br>1610 |  |  | ... |  | 1919 | Buffalo<br>D.Dk.Co.<br>Buffalo, N.Y. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' FK | 43·6 | 26·1 | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.21",35&59"–42"<br>352NHP<br>DetroitS.B.Co.Detroit | 28 |
| 21841<br>216400<br>LKTM | **Lake Fernwood** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 2014<br>1646<br>1245 | ✠100A1<br>10,20 | Mob | ... | CL<br>10,20 | 1918<br>6mo | American<br>S.B.Co.<br>Lorain, O.<br>A&CP | UnitedStates<br>ShippingBoard<br>*CellDB*218'538*t FPT* | 251·0<br>P25'B64'F23' FK | 43·5 | 20·0 | N.Orleans<br>Utd.States<br>6*BHCem*<br>56*tAPT*69*t* | T.3Cy.20",33"&54"–40" (*s*)<br>180lb 274NHP<br>2SB,6*cf*,GS126,HS5246<br>AmericanS.B.Co.Lorain,O. | 20<br>2<br>17 |
| 21842<br>219186<br>LTNP | **Lake Ferrona** SteelScSr<br>*Ftted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2599<br>2243<br>1615 |  |  | ... |  | 1919 | American<br>S.B.Co.<br>Cleveland | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' FK | 43·6 | 26·1 | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>352NHP<br>AmericanSBCoClevelnd,O | 28 |
| 21843<br>218330<br>LRQG | **Lake Festina** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2559<br>2197<br>1586 |  |  | ... |  | 1919 | Toledo<br>S.B.Co.<br>Toledo, O. | UnitedStates<br>ShippingBoard | 248·6<br>P25'B64'F23' FK | 43·7 | 25·9 | NewYork<br>Utd.States<br>*WB* | T.3Cy.22",36"&59"–42"<br>315NHP<br>ToledoS.B.Co.Toledo | 28 |
| 21844<br>218384<br>LRSG | **Lake Festus** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)2*trB*<br>Sub.Sig. Wireless | 2571<br>2197<br>1588 | ✠100A1<br>*Fitted for oil fuel* 7,19 *F.P. above* 150° F. | NYk | ... | CL<br>7,20 | 1919<br>7mo | Toledo<br>S.B.Co.<br>Toledo, O.<br>CP | UnitedStates<br>ShippingBoard<br>*CellDB*201'444*t* | 248·6<br>P25'B64'F23' FK<br>*DTa*87*t FPT* 69*t* | 43·7 | 25·9 | NewYork<br>Utd.States<br>4*BHptCem*<br>*APT*95*t* | T.3Cy.22",36"&59"–42" (*s*)<br>180lb 315NHP<br>2SB,6*cf*,GS105,HS4640 FD<br>ToledoS.B.Co.Toledo | 28<br>4<br>24 |
| 21845<br>218509<br>LSBO | **Lake Fibre** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2571<br>2197<br>1588 |  |  | ... |  | 1919 | Toledo<br>S.B.Co.<br>Toledo, O. | UnitedStates<br>ShippingBoard | 248·6<br>P25'B64'F23' FK | 43·7 | 25·9 | NewYork<br>Utd.States<br>*WB* | T.3Cy.22",36"&59"–42"<br>315NHP<br>ToledoS.B.Co.Toledo | 28 |
| 21846<br>218767<br>LSMN | **Lake Fielding** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2571<br>2197<br>1588 |  |  | ... |  | 1919 | Toledo<br>S.B.Co.<br>Toledo, O. | UnitedStates<br>ShippingBoard | 248·6<br>P25'B64'F23' FK | 43·7 | 25·9 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.22",36"&59"–42"<br>315NHP<br>ToledoS.B.Co.Toledo | 28 |
| 21847<br>219003<br>LTDG | **Lake Fife** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2556<br>2190<br>1592 |  |  | ... |  | 1919 | Toledo<br>S.B.Co.<br>Toledo, O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' FK | 43·6 | 25·8 | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.22",36"&59"–42"<br>315NHP<br>ToledoS.B.Co.Toledo | 28 |
| 21848<br>219101<br>LTJO | **Lake Figart** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2559<br>2199<br>1586 |  |  | ... |  | 1919 | Toledo<br>S.B.Co.<br>Toledo, O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' FK | 43·6 | 25·8 | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.22",36"&59"–42"<br>315NHP<br>ToledoS.B.Co.Toledo | 28 |
| 21849<br>219115<br>LTJN | **Lake Fighting** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)2*trB*<br>Sub.Sig. Wireless | 2559<br>2199<br>1586 | ✠100A1<br>11,20<br>*Fitted for oil fuel* 11,19 *F.P. above* 150° F. | NYk | ... | CL | 1919<br>11mo | Toledo<br>S.B.Co.<br>Toledo, O.<br>CP | UnitedStates<br>ShippingBoard<br>*Cell DB*204'444*t* | 251·0<br>P25'B64'F23' FK<br>*DTa*12'87*t FPT* 69*t* | 43·6 | 25·8 | NewYork<br>Utd.States<br>4*BHptCem*<br>*APT*95*t* | T.3Cy.22",36"&59"–42" (*s*)<br>180lb 315NHP<br>2SB,6*cf*,GS105,HS4640 FD<br>ToledoS.B.Co.Toledo | 28<br>4<br>24 |

| | 2<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 850<br>257<br>TSB | **Lake Filbert** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2451<br>2203<br>1513 | | | ... | | 1919 | Toledo<br>B.Co.<br>Toledo,O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 25·8<br>FK | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.22",36"&59"-42"<br>315NHP<br>ToledoS.B.Co.Toledo | 28 ″ 2 | R |
| 851<br>9277<br>TVO | **Lake Fillion** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2560<br>2203<br>1586 | | | ... | | 1919 | Toledo<br>S.B.Co.<br>Toledo,O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 25·8<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.22",36"&59"-42"<br>315NHP<br>ToledoS.B.Co.Toledo | 28 ″ 2 | R |
| 852<br>9616<br>TQC | **Lake Fillmore** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2560<br>2203<br>1586 | | | ... | | 1920 | Toledo<br>S.B.Co.<br>Toledo,O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 25·8<br>FK | NewYork<br>Utd. States<br>*WB* | T.3Cy.22",36"&59"-42"<br>315NHP<br>ToledoS.B.Co.Toledo | 28 ″ 2 | R |
| 853<br>8900<br>STB | **Lake Fiscus** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2713<br>—<br>1679 | | | | | 1919 | GlobeS.B.<br>Co.<br>Superior,Wis | UnitedStates<br>ShippingBoard | 253·4<br>P24'B64'F23' | 43·8 | 26·9 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>225NHP<br>NordbergMfg.CoM'lw'kee | | R |
| 854<br>8962<br>TBK | **Lake Fisher** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2713<br>—<br>1679 | | | | | 1919 | GlobeS.B.<br>Co.<br>Superior,Wis | UnitedStates<br>ShippingBoard | 253·4<br>P24'B64'F23' | 43·8 | 26·9 | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>225NHP<br>NordbergMfg.CoM'lw'kee | | R |
| 855<br>19112<br>TJM | **Lake Fitch** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2713<br>—<br>1679 | | | | | 1919 | GlobeS.B.<br>Co.<br>Superior,Wis | UnitedStates<br>ShippingBoard | 253·4<br>P24'B64'F23' | 43·8 | 26·9 | NewYork<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"-36"<br>188NHP<br>NordbergMfg.CoM'lw'kee | | R |
| 1856<br>19177<br>TNC | **Lake Fithian** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks* | 2686<br>—<br>1665 | | | | | 1919 | GlobeS.B.<br>Co.<br>Superior,Wis | UnitedStates<br>ShippingBoard | 253·4<br>P24'B64'F23' | 43·8 | 26·9 | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>225NHP<br>NordbergMfg.CoM'lw'kee | | R |
| 1857<br>19847<br>WFT | **Lake Flag** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk* | 2686<br>—<br>1665 | | | | | 1920 | GlobeS.B.<br>Co.<br>Superior,Wis | UnitedStates<br>ShippingBoard | 253·4<br>P24'B64'F23' | 43·8 | 26·9 | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"-36"<br>188NHP<br>NordbergMfg.CoM'lw'kee | | R |
| 21858<br>18805<br>LSPG | **Lake Flagon** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2609<br>2261<br>1610 | | | ... | | 1919 | McDougall<br>DuluthCo.<br>Duluth,Minn. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F20' | 43·7 | 25·8<br>FK | Savannah<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>MorganEng.Co.Alliance,O | 28 ″ 2 | R |
| 21859<br>18831<br>LSQD | **Lake Flagstaff** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2609<br>2261<br>1610 | | | ... | | 1919 | McDougall<br>DuluthCo.<br>Duluth,Minn | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F20' | 43·7 | 25·8<br>FK | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>MorganEng.Co Alliance,O | 28 ″ 2 | R |
| 21860<br>218832<br>LSQF | **Lake Flambeau** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2609<br>2261<br>1610 | | | ... | | 1919 | McDougall<br>DuluthCo.<br>Duluth,Minn | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F20' | 43·7 | 25·8<br>FK | Boston<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>McDougallDuluthCo. | 28 ″ 2 | R |
| 21861<br>219069<br>LTHG | **Lake Flanders** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2609<br>2261<br>1610 | | | ... | | 1919 | McDougall<br>DuluthCo.<br>Duluth, Minn | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F20' | 43·7 | 25·8<br>FK | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>McDougallDuluthCo. | 28 ″ 2 | R |
| 21862<br>219068<br>LTHF | **Lake Flatonia** SteelScSr<br>Wireless<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB* | 2609<br>2261<br>1610 | ✠100A1<br>3,20 | NYk | ... | CL | 1919<br>10mo | McDougall<br>DuluthCo.<br>Duluth,Minn<br>A&CP | UnitedStates<br>ShippingBoard<br>*CellDB*204'436*tD* | 251·0<br>P25'B64'F20'<br>*Ta*12'80*t FPT*72*tA* | 43·7 | 25·8<br>FK | NewYork<br>Utd.States<br>4*BHCem*<br>*PT*96*t* | T.3Cy.21",35"&59"-42" (*s*)<br>185lb 352NHP<br>2SB,6*cf*,GS115,HS5467 FD<br>McDougallDuluthCo. | 28 ″ 2<br>s 4 ″ 3½<br>24 ″ 3 | |
| | | | *Fitted for oil fuel* 10,19 | | | *F.P. above* 150° F. | | | | | | | | | | |
| 21863<br>219188<br>LTNR | **Lake Flattery** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2609<br>2261<br>1610 | | | ... | | 1919 | McDougall<br>DuluthCo.<br>Duluth,Minn | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F20' | 43·7 | 25·8<br>FK | Boston<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>McDougallDuluthCo. | 28 ″ 2 | R |
| 21864<br>219654<br>LVRS | **Lake Floravista** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2606<br>2261<br>1612 | | | ... | | 1920 | McDougall<br>DuluthCo.<br>Duluth.Minn. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F20' | 43·7 | 25·8<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>McDougallDuluthCo. | 28 ″ 2 | R |
| 21865<br>219655<br>LVRT | **Lake Florian** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2606<br>2261<br>1612 | | | ... | | 1920 | McDougall<br>DuluthCo.<br>Duluth,Minn. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F20' | 43·7 | 25·8<br>FK | NewYork<br>Utd. States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>McDougallDuluthCo. | 28 ″ 2 | R |
| 21866<br>219656<br>LVRW | **Lake Floris** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2606<br>2225<br>1612 | | | ... | | 1920 | McDougall<br>DuluthCo.<br>Duluth,Minn. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F20' | 43·7 | 25·8<br>FK | N.Orleans<br>Utd. States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>McDougallDuluthCo. | 28 ″ 2 | R |
| 21867<br>219657<br>LVSB | **Lake Flournoy** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2606<br>2261<br>1612 | | | ... | | 1920 | McDougall<br>DuluthCo.<br>Duluth,Minn. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F20' | 43·7 | 25·8<br>FK | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>McDougallDuluthCo. | 28 ″ 2 | R |
| 21868<br>217551<br>LPTD | **Lake Flovilla** SteelScSr<br>Wireless<br>*Elec.light* 1*Dk*(*Stl*)2*trB* | 2593<br>2220<br>1604 | ✠100A1<br>3,20 | [illegible] | ... | CL | 1919<br>2mo | Detroit<br>S.B.Co.<br>Wyandotte,<br>A&CP Mich. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>*CellDB*210'469*t FPT* | 43·6 | 26·1<br>FK | NewYork<br>Utd.States<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20",33"&54"-40" (*r*)<br>185lb 267NHP<br>2SB,4*cf*,GS88,HS3999 FD<br>DetroitS.B.Co.Detroit | 28 ″ 2<br>s 4 ″ 3<br>24 ″ 3 | |
| 21869<br>217580<br>LPVH | **Lake Flume** SteelScSr<br>Wireless<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB* | 2593<br>2220<br>1604 | ✠100A1<br>3,19 | Wyandotte | ... | CL | 1919<br>3mo | Detroit<br>S.B.Co.<br>Wyandotte,<br>A&CP Mich. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>*CellDB*210'469*t FPT* | 43·6 | 26·1<br>FK | Norfolk,Va.<br>~~Savannah~~<br>Utd.States<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20",33"&54"-40" (*r*)<br>185lb 267NHP<br>2SB,4*cf*,GS88,HS3999 FD<br>DetroitS.B.Co.Detroit | 28 ″ 2<br>s4 ″ 3<br>24 ″ 3 | |
| 21870<br>217600<br>LPWJ | **Lake Flushing** SteelScSr<br>Wireless<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2593<br>2220<br>1604 | | | ... | | 1919 | Detroit<br>S.B.Co.<br>Wyandotte | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 26·1<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NHP<br>DetroitS.B.Co.Detroit | 28 ″ 2 | R |
| 21871<br>217117<br>LNKH | **Lake Fluvanna** SteelScSr<br>Wireless<br>*Elec.light* Sub.Sig. 1*Dk* | 2350<br>1965<br>1448 | | | ... | | 1918 | American<br>S.B.Co.<br>Cleveland,O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' | 43·5 | 22·2<br>FK | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NHP<br>AmericanSBCo.Cleveland | 24 ″ 5 | R |
| 21872<br>217613<br>LQBD | **Lake Flynus** SteelScSr<br>Wireless<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2593<br>2220<br>1604 | | | ... | | 1919 | DetroitSB.<br>Co.<br>Wyandotte | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 26·1<br>FK | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NHP<br>DetroitS.B.Co.Detroit | 28 ″ 2 | R |
| 21873<br>217658<br>LQDM | **Lake Folcroft** SteelScSr<br>Wireless<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2593<br>2220<br>1604 | | | ... | | 1919 | Detroit<br>S.B.Co.<br>Wyandotte | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 26·1<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NHP<br>DetroitS.B.Co.Detroit | 28 ″ 2 | R |
| 21874<br>217719<br>LQHO | **Lake Fonda** SteelScSr<br>Wireless<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2593<br>2220<br>1604 | | | ... | | 1919 | Detroit<br>S.B.Co.<br>Wyandotte | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 26·1<br>FK | Boston<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NHP<br>DetroitS.B.Co.Detroit | 28 ″ 2 | R |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Grèement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21875<br>216998<br>LNDG | Lake Fondulac SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2338<br>1961<br>1431 | | | ... | | 1918 | Chicago S.B.Co.<br>Chicago,Ill. | UnitedStates ShippingBoard | 250·5<br>P25'B64'F22' | 43·5 | 22·6<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"-36"<br>330NH<br>Filer&StowellCo.Milw'kee |
| 21876<br>217785<br>LQKT | Lake Fontana SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB*<br>Wireless | 2593<br>2220<br>1604 | ✠100A1<br>4,20 | Pld | ... | CL | 1919<br>5mo | Detroit S.B.Co.<br>Wyandotte, Mich.<br>A&CP | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>*CellDB* 210'469*t FPT* | 43·6 | 26·1<br>FK | NewYork<br>Utd.States<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20",33"&54"-40" (r)<br>185lb 267NH<br>2SB,4*cf*,GS88,HS3999 FD<br>DetroitS.B.Co.Detroit |
| 21877<br>217754<br>LQJV | Lake Fontanet SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2593<br>2220<br>1604 | | | ... | | 1919 | Detroit S.B.Co.<br>Wyandotte | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 26·1<br>FK | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NH<br>DetroitS.B.Co.Detroit |
| 21878<br>217644<br>LQCR | Lake Forkville SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2625<br>2250<br>1623 | | | ... | | 1919 | American S.B.Co.<br>Cleveland,O. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23' | 43·5 | 28·1<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NH<br>AmericanSBCo.Clevlnd.O |
| 21879<br>217757<br>LQKB | Lake Forney SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2625<br>2250<br>1623 | | | ... | | 1919 | American S.B.Co.<br>Cleveland,O. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 26·2<br>FK | Boston<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NH<br>AmericanS.B.Co.Clv. |
| 21880<br>217813<br>LQND | Lake Forsby SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2625<br>2250<br>1622 | | | ... | | 1919 | American S.B.Co.<br>Cleveland,O. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 26·2<br>FK | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NH<br>AmericanS.B.Co.Clv. |
| 21881<br>217852<br>LQPS | Lake Fossil SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2625<br>2250<br>1622 | | | ... | | 1919 | American S.B.Co.<br>Cleveland,O. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 26·2<br>FK | Savannah<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NH<br>AmericanS.B.Co.Clv.O. |
| 21882<br>217235<br>LNTK | Lake Fostoria SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)2*trB*<br>Wireless *Cargo battens not fitted* | 2619<br>2355<br>1601 | ✠100A1<br>9,20 | Jck | ... | CL | 1918<br>11mo | Superior S.B.Co.<br>Superior, Wis<br>A&CP | UnitedStates ShippingBoard | 251·0<br>P25'B64'F20'<br>*CellDB*210' 469*t FPT* | 43·7 | 25·8<br>FK | Norfolk Va<br>~~Savannah~~<br>Utd.States<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20",33"&54"-40" (r)<br>185lb 267NH<br>2SB,4*cf*,GS88,HS3999 FD<br>SuperiorS.B.Co.Superior |
| 21883<br>217304<br>LPCD | Lake Fouche SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2618<br>2355<br>1601 | | | ... | | 1918 | Superior S.B.Co.<br>Superior, Wis | UnitedStates ShippingBoard | 251·0<br>P25'B64'F20' | 43·7 | 25·8<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NH<br>SuperiorS.B.Co.Superior |
| 21884<br>217437<br>LPKM | Lake Foxboro SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB*<br>Wireless | 2593<br>2222<br>1580 | ✠100A1<br>4,20 | NYK | ... | CL | 1918<br>4mo | Superior S.B.Co.<br>Superior, Wis<br>A&CP | UnitedStates ShippingBoard | 251·0<br>P25'B64'F20'<br>*Cell DB* 210' 469*t FPT* 72*t* | 43·7 | 25·8<br>FK | Phildlphia<br>Utd.States<br>4*BHCem*<br>*APT* 94*t* | T.3Cy.20",33"&54"-40" (r)<br>185lb 267NH<br>2SB,4*cf*,GS88,HS3999 FD<br>SuperiorS.B.Co.Superior |
| 21885<br>217669<br>LQDV | Lake Foxcraft SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB*<br>Wireless | 2593<br>2222<br>1580 | ✠100A1<br>4,19 | Sup | ... | CL | 1919<br>4mo | Superior S.B.Co.<br>Superior, Wis<br>A&CP | UnitedStates ShippingBoard | 251·0<br>P25'B64'F20'<br>*Cell DB* 210' 469*t FPT* 72*t* | 43·7 | 25·8<br>FK | NewYork<br>Utd.States<br>4*BHCem*<br>*APT* 94*t* | T.3Cy.20",33"&54"-40" (r)<br>185lb 267NH<br>2SB,4*cf*,GS88,HS3999 FD<br>SuperiorS.B.Co.Superior |
| 21886<br>217820<br>LQNM | Lake Fraichur SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2593<br>2222<br>1580 | | | ... | | 1919 | Superior S.B.Co.<br>Superior,Wis | UnitedStates ShippingBoard | 251·0<br>P25'B64'F20 | 43·7 | 25·8<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NH<br>SuperiorS.B.Co.Superior |
| 21887<br>217821<br>LQNP | Lake Fraley SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2593<br>2222<br>1580 | | | ... | | 1919 | Superior S.B.Co.<br>Superior, Wis | UnitedStates ShippingBoard | 251·0<br>P25'B64'F20' | 43·7 | 25·8<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NH<br>SuperiorS.B.Co.Superior |
| 21888<br>216571<br>LMDK | Lake Frances SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 2017<br>1631<br>1193 | ✠100A1<br>7,20 | NYK | ... | CL | 1918<br>7mo | ToledoS.B. Co.<br>Toledo,O.<br>A&CP | UnitedStates ShippingBoard | 252·0<br>P21'B64'F30'<br>*CellDB*208'490*t FPT* | 43·5 | 18·9<br>FK | NewYork<br>Utd.States<br>6*BHCem*<br>60*tAPT*50*t* | T.3Cy.20½",33"&54"-40" (r)<br>180lb 260NH<br>2SB,6*cf*,GS126,HS4828<br>ToledoS.B.Co.Toledo,O. |
| 21889<br>217308<br>LPCH | Lake Franconia SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB*<br>Wireless | 2621<br>2262<br>1621 | ✠100A1<br>7,20 | Bly | ... | CL<br>7,20 | 1918<br>12mo | American S.B.Co.<br>Lorain,Ohio<br>A&CP | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>*CellDB*210'433*t FPT* | 43·6 | 26·2<br>FK | N.Orleans<br>Utd.States<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20",33"&54"-40" (r)<br>185lb 267NH<br>2SB,4*cf*,GS88,HS3999 FD<br>AmericanS.B.Co. Lorain,O |
| 21890<br>217409<br>LPHR | Lake Fray SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2623<br>2249<br>1622 | | | ... | | 1919 | American S.B.Co.<br>Lorain,O. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 26·2<br>FK | Boston<br>Utd.States<br>*Wb* | T.3Cy.20",33"&54"-40"<br>267NH<br>AmericanS.B.Co.Lorain,O |
| 21891<br>217675<br>LQFG | Lake Frazee SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB*<br>Wireless | 2622<br>2249<br>1617 | ✠100A1<br>2,20 | Phl | ... | CL | 1919<br>2mo | American S.B.Co.<br>Lorain,O.<br>A&CP | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>*CellDB*210'433*t FPT* | 43·6 | 26·2<br>FK | Phildlphia<br>Utd.States<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20",33"&54"-40" (r)<br>185lb 267NH<br>2SB,4*cf*,GS88,HS3999 FD<br>AmericanS.B.Co.Lorain,O |
| 21892<br>217670<br>LQDW | Lake Freeborn SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB*<br>Wireless | 2623<br>2249<br>1621 | ✠100A1<br>3,20 | NY | ... | CL | 1919<br>1mo | American S.B.Co.<br>Lorain,O.<br>A&CP | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>*CellDB*210'433*t FPT* | 43·6 | 26·2<br>FK | Norfolk Va<br>~~Savannah~~<br>Utd.States<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20",33"&54"-40" (r)<br>185lb 267NH<br>2SB,4*cf*,GS88,HS3999 FD<br>AmericanS.B.Co.Lorain,O |
| 21893<br>217765<br>LQKF | Lake Freed SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB*<br>Wireless | 2622<br>2249<br>1617 | ✠100A1<br>11,20 | Jck | ... | CL<br>11,20 | 1919<br>5mo | American S.B.Co.<br>Lorain,O.<br>A&CP | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>*CellDB*210' 433*t FPT* | 43·6 | 26·2<br>FK | Savannah<br>Utd.States<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20",33"&54"-40" (r)<br>185lb 267NH<br>2SB,4*cf*,GS88,HS3999 FD<br>AmericanS.B.Co.Lorain,O. |
| 21894<br>217764<br>LQKD | Lake Freeland SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2622<br>2249<br>1617 | | | ... | | 1919 | American S.B.Co.<br>Lorain,O. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 26·2<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NH<br>AmericanS.B.Co.Lorain,O. |
| 21895<br>217814<br>LQNF | Lake Freezeout SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB*<br>Wireless | 2622<br>2249<br>1617 | ✠100A1 | NYK | ... | CL | 1919<br>5mo | American S.B.Co.<br>Lorain,Ohio<br>A&CP | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>*Cell DB* 210'433*t FPT* 72*t* | 43·6 | 26·2<br>FK | NewYork<br>Utd.States<br>4*BHCem*<br>*APT*94*t* | T.3Cy.20",33"&54"-40" (r)<br>185lb 267NH<br>2SB,4*cf*,GS88,HS3999 FD<br>AmericanS.B.Co.Lorain,O |
| 21896<br>217880<br>LQRP | Lake Frenchton SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*trB* | 2622<br>2249<br>1620 | | | ... | | 1919 | American S.B.Co.<br>Lorain,O. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 26·2<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NH<br>American S.B.Co.Lorain,O. |
| 21897<br>217851<br>LQPR | Lake Fresco SteelScSr<br>*Elec.light* Sub.Sig Wireless 1*Dk*2*trB* | 2622<br>2249<br>1617 | | | ... | | 1919 | American S.B.Co.<br>Lorain,O. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 26·2<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NHP<br>American S.B.Co.Lorain,O. |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21898<br>218011<br>LRBN | **Lake Friar** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*tr B* | 2622<br>2249<br>1620 | | | ... | | 1919 | American S.B.Co.<br>Lorain,O. | UnitedStates ShippingBoard | 251·0\|43·6\|26·2<br>P25'B64'F23'<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>267NHP<br>AmericanS.B.Co.Lorain,O. | 28 ″ 2 | R |
| 21899<br>218267<br>LRNK | **Lake Frio** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*tr B* | 2616<br>2243<br>1611 | | | ... | | 1919 | American S.B.Co.<br>Lorain,O. | UnitedStates ShippingBoard | 251·0\|43·6\|26·2<br>P25'B64'F23'<br>FK | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>267NHP<br>AmericanS.B.Co Lorain,O. | 28 ″ 2 | R |
| 21900<br>218268<br>LRNM | **Lake Frohna** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*tr B*<br>Wireless | 2616<br>2243<br>1611 | | | ... | CL | 1919<br>7mo | American S.B.Co.<br>Lorain,O.<br>A&CP | UnitedStates ShippingBoard | 251·0\|43·6\|26·2<br>P25'B64'F23'<br>FK<br>*CellDB*210'433*tFPT* | NewYork<br>Utd.States<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20",33"&54"–40" (*r*)<br>185lb 267NHP<br>2SB,4*cf*,GS88,HS3999 FD<br>AmericanS.B.Co.Lorain,O | 28 ″ 2<br>s 4 ″ 3½<br>24 ″ 2 | |
| 21901<br>218489<br>LRWM | **Lake Frolono** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*tr B* | 2609<br>2243<br>1613 | | | ... | | 1919 | American S.B.Co.<br>Lorain,O. | UnitedStates ShippingBoard | 251·0\|43·6\|26·1<br>P25'B64'F23' FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>267NHP<br>AmericanS.B.Co.Lorain,O. | 28 ″ 2 | R |
| 21902<br>218499<br>LRWQ | **Lake Frugality** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*tr B* | 2609<br>2243<br>1613 | | | ... | | 1919 | American S.B.Co.<br>Lorain,O. | UnitedStates ShippingBoard | 251·0\|43·6\|26·1<br>P25'B64'F23'<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>267NHP<br>AmericanS.B.Co.Lorain,O. | 28 ″ 2 | R |
| 21903<br>218616<br>LSDQ | **Lake Frumet** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*tr B* | 2609<br>2243<br>1614 | | | ... | | 1919 | American S.B.Co.<br>Lorain,O. | UnitedStates ShippingBoard | 251·0\|43·6\|26·2<br>P25'B64'F23'<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>267NHP<br>AmericanS.B.Co.Lorain,O | 28 ″ 2 | R |
| 21904<br>217857<br>LQPW | **Lake Fugard** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*tr B* | 2607<br>2230<br>1603 | | | ... | | 1919 | Buffalo D.D.Co.<br>Buffalo,N.Y | UnitedStates ShippingBoard | 251·0\|43·6\|26·2<br>P25'B64'F23'<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>267NHP<br>DetroitSBCo.DetroitMich | 28 ″ 2 | R |
| 21905<br>217856<br>LQPV | **Lake Furley** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*)2*tr B* | 2607<br>2230<br>1603 | ✠~~100A1~~<br>8,21 ~~11,20~~<br>~~✠LMC6,10~~ | Rio | *s* | CL | 1919<br>6mo | Buffalo D.D.Co.<br>Buffalo,N.Y.<br>A&CP | UnitedStates ShippingBoard<br>*CellL* | 251·0\|43·6\|26·2<br>P25'B64'F23'<br>FK<br>*B*210'469*t FPT* 72*t* | NewYork<br>Utd.States<br>4*BHCem*<br>*APT*94*t* | T.3Cy.20",33"&54"–40" (*r*)<br>185lb 267NHP<br>2SB,4*cf*,GS88,HS3999 FD<br>DetroitSBCo.Detroit,Mich | 28 ″ 2<br>s 4 ″ 3½<br>24 ″ 2 | |
| 21906<br>218472<br>LRWD | **Lake Furlough** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*tr B* | 2607<br>2230<br>1604 | | | ... | | 1919 | Buffalo D.D.Co.<br>Buffalo,N.Y. | UnitedStates ShippingBoard | 251·0\|43·6\|26·2<br>P25'B64'F23'<br>FK | Savannah<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>267NHP<br>DetroitSBCo.Detroit,Mich | 28 ″ 2 | R |
| 21907<br>220129<br>LWQP | **Lake Furnas** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*tr B* | 2677<br>—<br>1660 | | | | | 1920 | Saginaw S.B.Co.<br>SaginawMich | UnitedStates ShippingBoard | 253·4\|43·8\|26·2<br>P32'B65'F26' | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>225NHP<br>BuckeyeEngineCoSalem,O | | R |
| 21908<br>218718<br>LSJF | **Lake Gadsden** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*tr B* | 2689<br>2368<br>1667 | | | ... | | 1919 | Manitowoc S.B.Co.<br>Manitowoc | UnitedStates ShippingBoard | 253·5\|43·9\|25·9<br>P125'B65'F26' | N.Orleans<br>Utd.States<br>*Wb* | T.3Cy.21",35"&59"–42"<br>326NHP<br>NordbergMfg.CoM'lw'kee | 28 ″ 5 | R |
| 21909<br>219121<br>LTJW | **Lake Gaither** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*tr B* | 2689<br>2329<br>1667 | | | ... | | 1919 | Manitowoc S.B.Co.<br>Manitowoc | UnitedStates ShippingBoard | 253·5\|43·9\|25·9<br>P25'B65'F26'<br>FK | NewYork<br>Utd.States<br>*Wb* | T.3Cy.21",35"&59"–42"<br>326NHP<br>NorbergMfg.Co.M'lw'kee | 28 ″ 5 | R |
| 21910<br>216663<br>LMHO | **Lake Gakona** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 2368<br>2040<br>1445 | | | ... | CL | 1918<br>8mo | Detroit S.B.Co.<br>Wyandotte,<br>A&CP Mich. | UnitedStates ShippingBoard | 250·5\|43·8\|22·2<br>P25'B64'F23'<br>FK<br>*CellDB*208'539*t FPT* | NewYork<br>Utd.States<br>4*BHCem*<br>59*tAPT*93*t* | T.3Cy.20",33"&54"–40" (*s*)<br>180lb 328NHP<br>2SB,6*cf*,GS115,HS5467 FD<br>DetroitS.B.Co.Detroit | 24 ″ 2<br>s 3 ″ 5<br>21 ″ 1 | |
| 21911<br>219090<br>LTHS | **Lake Galata** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*tr B* | 2689<br>2329<br>1660 | | | ... | | 1919 | Manitowoc S.B.Co.<br>Manitowoc | UnitedStates ShippingBoard | 253·5\|43·9\|25·9<br>P25'B65'F26'<br>FK | Baltimore<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>326NHP<br>NordbergMfg.CoM'lw'kee | 28 ″ 5 | R |
| 21912<br>217057<br>LNHO | **Lake Galera** SteelScSr<br>*Elec.light* 1*Dk*<br>Sub.Sig. Wireless | 2316<br>1993<br>1368 | | | ... | | 1918 | Buffalo DryDockCo.<br>Buffalo,N.Y. | UnitedStates ShippingBoard | 251·0\|43·5\|22·4<br>P25'B64'F23'<br>FK | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"–36"<br>330NHP<br>WorthingtonPump& Mchy.Corp.Buffalo | 24 ″ 2 | R |
| 21913<br>219120<br>LTJV | **Lake Galewood** SteelScSr<br>Wireless<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*tr B* | 2689<br>2329<br>1667 | ✠100A1<br>4,20<br>✠LMC11,19<br>*Fitted for oil fuel* 11,19 *F.P.above*150° F. | NYk | *s* | CL | 1919<br>11mo | Manitowoc S.B.Co.<br>Manitowoc,<br>A&CP Wis. | UnitedStates ShippingBoard<br>*CellDB*203'434*t* | 253·5\|43·9\|25·9<br>P25'B65'F26'<br>FK<br>*DTa*14'144*tFPT*51 | Baltimore<br>Utd.States<br>4*BHptCem*<br>*tAPT*94*t* | T.3Cy.21",35"&59"–42" (*s*)<br>185lb 326NHP<br>2SB,6*cf*,GS115,HS4876 FD<br>NordbergMfg.Co.M'lw'kee | 28 ″ 5<br>s 4 ″ 4½<br>24 ″ 4 | |
| 21914<br>219118<br>LTJR | **Lake Galien** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*tr B* | 2712<br>2329<br>1672 | | | ... | | 1920 | Manitowoc S.B.Co.<br>Manitowoc | UnitedStates ShippingBoard | 253·5\|43·9\|25·9<br>P25'B65'F26'<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>326NHP<br>NordbergMfg.Co.M'lw'kee | 28 ″ 5 | R |
| 21915<br>219701<br>LVTK | **Lake Galisteo** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*tr B* | 2712<br>2329<br>1672 | | | ... | | 1920 | Manitowoc S.B.Co.<br>Manitowoc | UnitedStates ShippingBoard | 253·5\|43·9\|25·9<br>P25'B65'F26'<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>326NHP<br>NordbergMfg.Co.M'lw'kee | 28 ″ 4 | R |
| 21916<br>219816<br>LWDR | **Lake Ganado** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 2677<br>—<br>1660 | | | | | 1920 | Saginaw S.B.Co.<br>Saginaw | UnitedStates ShippingBoard | 253·4\|43·8\|26·2<br>P32'B65'F26' | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>225NHP | | R |
| 21917<br>220676<br>MBPW | **Lake Gano** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*tr B* | 2677<br>—<br>1660 | | | | | 1920 | Saginaw S.B.Co.<br>Saginaw | UnitedStates ShippingBoard | 253·4\|43·8\|26·2<br>P25'B65'F26' | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>225NHP<br>BuckeyeEngineCoSalem,O | | R |
| 21918<br>216811<br>LMQK | **Lake Gardner** SteelScSr<br>Wireless<br>*Elec.light* Sub.Sig. 1*Dk* | 2292<br>1884<br>1367 | | | | | 1918 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | UnitedStates ShippingBoard | 253·5\|43·8\|20·4<br>P27'B66'F26' | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>226NHP<br>Gt.LakesEng.Works,Det. | | R |
| 21919<br>216870<br>LMST | **Lake Garza** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2331<br>1957<br>1433 | | | ... | | 1918 | American S.B.Co.<br>Lorain,Ohio | UnitedStates ShippingBoard | 251·0\|43·5\|24·2<br>P25'B64'F23'<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>AmericanS.B.Co.Lorain,O | 24 ″ 2 | R |
| 21920<br>216978<br>LNCB | **Lake Gaspar** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2331<br>1959<br>1433 | | | ... | | 1918 | American S.B.Co.<br>Lorain,O. | UnitedStates ShippingBoard | 251·0\|43·5\|24·2<br>P25'B64'F23'<br>FK | Boston<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>AmericanS.B.Co.Lorain,O | 24 ″ 5 | R |
| 21921<br>220826<br>MBWD | **Lake Gatun** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk*2*tr B* | 2677<br>—<br>1660 | | | | | 1920 | Saginaw S.B.Co.<br>Saginaw | UnitedStates ShippingBoard | 253·4\|43·8\|26·2<br>P25'B65'F26' | Boston<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>225NHP<br>BuckeyeEngineCoSalem,O | | R |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21922<br>218476<br>LRWF | **Lake Gazette** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2665<br>2285<br>1630 | | | ... | | 1919 | Chicago S.B.Co.<br>Chicago,Ill. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F26'<br>FK | 43·6 | 26·1 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>AmericanS.B.Co.Lorain,O. |
| 21923<br>219073<br>LTHJ | **Lake Gebhart** SteelScSr<br>Sub.Sig.<br>*Elec.light* Wireless 1*Dk(Stl)2trB* | 2810<br>2431<br>1704 | *Fitted for oil fuel*10,19 *F.P. above* 150° F. | | ... | CL | 1919<br>10mo | Chicago S.B.Co.<br>Chicago,Ill.<br>A&CP | UnitedStates ShippingBoard<br>*CellDB*204'436*t* | 251·0<br>P25'B64'F23'<br>FK<br>*DTa*12'80*t FPT*72*t* | 43·6 | 26·1 | S.Frncisco<br>Utd.States<br>*4BHptCem*<br>*APT*96*t* | T.3Cy.21",35"&59"-42" (r)<br>185lb 352NHP<br>2SB,*6cf*,GS115,HS5467 FD<br>AmericanS.B.Co.Lorain,O. |
| 21924<br>216775<br>LMNP | **Lake Gedney** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2333<br>1959<br>1428 | | | ... | | 1918 | American S.B.Co.<br>Cleveland,O. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·5 | 24·2 | Savannah<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>328NHP<br>AmericanSBCo.ClevelndO. |
| 21925<br>216827<br>LMRD | **Lake Geneva** SteelSc<br>*Elec.light* 1*Dk(Stl)*<br>Wireless *Cargo battens not fitted* | 1998<br>1634<br>1179 | | | ... | CL<br>10,19 | 1918<br>8mo | M'Dougall-DuluthCo.<br>Duluth,Minn<br>A&CP | UnitedStates ShippingBoard<br>*CellDB*214'581*t* | 251·0<br>P27'B64'F35'<br>FK<br>*FPT* | 43·6 | 18·1 | Boston<br>Utd.States<br>*4BHCem*<br>70*t APT*94*t* | T.3Cy.20",33"&54"-40" (r)<br>180lb 274NHP<br>2SB,*6cf*,GS126,HS5246<br>M'Dougall-DuluthCo.<br>Duluth,Minn. |
| 21926<br>215765<br>LJFR | **Lake George** SteelScSr<br>*Mchy.Aft* Sub.Sig.<br>*Elec.light* Wireless 1*DkTopside tanks* | 2486<br>2046<br>1782 | | | ... | | 1917 | Gt.Lakes Eng.Works<br>Ashtabula,O. | UnitedStates ShippingBoard | 253·0<br>P115'F26'<br>FK | 43·5 | 27·5 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",34½"&57"-42"<br>284NHP<br>Gt.LakesEWks.Ashtabula |
| 21927<br>219173<br>LTMS | **Lake Gera** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2637<br>2257<br>1619 | | | ... | | 1919 | Chicago S.B.Co.<br>Chicago,Ill. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F26'<br>FK | 43·6 | 26·1 | NwOrleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>DetroitS.B.Co.Detroit |
| 21928<br>219205<br>LTPM | **Lake Gert** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2637<br>2257<br>1619 | | | ... | | 1920 | Chicago S.B.Co.<br>Chicago,Ill. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F26'<br>FK | 43·6 | 26·1 | NewYork<br>Utd. States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>DetroitS.B.Co.Detroit |
| 21929<br>219204<br>LTPK | **Lake Getaway** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2637<br>2257<br>1619 | | | ... | | 1920 | Chicago S.B.Co.<br>Chicago,Ill. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F26'<br>FK | 43·6 | 26·1 | NewYork<br>Utd. States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>AmericanS.B.Co Cleveland |
| 21930<br>219894<br>LWON | **Lake Geyser** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2593<br>2243<br>1613 | | | ... | | 1920 | Chicago S.B.Co.<br>Chicago,Ill. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F26'<br>FK | 43·6 | 26·1 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>AmericanS.B.Co.Lorain |
| 21931<br>219601<br>LVPQ | **Lake Giddings** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2593<br>2243<br>1613 | | | ... | | 1920 | Chicago S.B.Co.<br>Chicago,Ill. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F26'<br>FK | 43·6 | 26·1 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>AmericanS.B.Co.Lorain |
| 21932<br>217988<br>LQWK | **Lake Gilboa** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2664<br>2283<br>1654 | | | ... | | 1919 | Detroit S.B.Co.<br>Wyandotte | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·6 | 26·1 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>DetroitS.B.Co.Detroit |
| 21933<br>217989<br>LQWM | **Lake Gilpen** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2664<br>2283<br>1654 | | | ... | | 1919 | Detroit S.B.Co.<br>Wyandotte | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·6 | 26·1 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>DetroitS.B.Co.Detroit |
| 21934<br>218115<br>LRGJ | **Lake Gilta** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2664<br>2283<br>1654 | | | ... | | 1919 | Detroit S.B.Co.<br>Wyandotte | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·6 | 26·1 | Boston<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>DetroitS.B.Co.Detroit |
| 21935<br>218056<br>LRDC | **Lake Giltedge** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2664<br>2283<br>1654 | | | ... | | 1919 | Detroit S.B.Co.<br>Wyandotte | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·6 | 26·1 | NwOrleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>DetroitS.B.Co.Detroit |
| 21936<br>218952<br>LSWV | **Lake Girardeau** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2344<br>—<br>1399 | | | | | 1919 | Saginaw S.B.Co.<br>Saginaw | UnitedStates ShippingBoard | 251·0<br>P34'B68'F27' | 43·8 | 22·2 | Baltimore<br>Utd.States<br>*WB* | T.3Cy.22",37½"&60"-42"<br>233NHP |
| 21937<br>218437<br>LRTW | **Lake Girth** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2606<br>2237<br>1612 | | | ... | | 1919 | Detroit S.B.Co.<br>Wyandotte | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·6 | 26·1 | NwOrleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>DetroitS.B.Co.Detroit |
| 21938<br>218169<br>LRHW | **Lake Gitano** SteelScSr<br>Sub.Sig.<br>*Elec.light* Wireless 1*Dk(Stl)2trB* | 2606<br>2237<br>1612 | ✠100A1<br>2,21<br>✠LMC9,19 | HKg | *s* | CL<br>5,20 | 1919<br>9mo | Detroit S.B.Co.<br>Wyandotte, Mich.<br>A&CP | UnitedStates ShippingBoard<br>*CellDB*204'472*t* | 251·0<br>P25'B64'F23'<br>FK<br>*DTa* 89' *FPT*72*t A* | 43·6 | 26·1 | S.Frncisco<br>Utd.States<br>*4BHptCem*<br>*PT*107*t* | T.3Cy.21",35"&59"-42" (r)<br>185lb 352NHP<br>2SB,*6cf*,GS115,HS5467 FD<br>DetroitS.B.Co.Detroit |
| 21939<br>218438<br>LRVB | **Lake Glasco** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2606<br>2237<br>1612 | *Fitted for oil fuel*10,19 *F.P. above* 150°F. | | ... | CL<br>5,20 | 1919<br>10mo | Detroit S.B.Co.<br>Wyandotte, Mich.<br>A&CP | UnitedStates ShippingBoard<br>*CellDB*204'472*t* | 251·0<br>P25'B64'F23'<br>FK<br>*DTa*12'89*t FPT*72*t* | 43·6 | 26·1 | Savannah<br>Utd.States<br>*4BHptCem*<br>*APT*107*t* | T.3Cy.21",35"&59"-42" (r)<br>185lb 352NHP<br>2SB,*6cf*,GS115,HS5467 FD<br>DetroitS.B.Co.Detroit |
| 21940<br>219846<br>LWPS | **Lake Glaucus** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk2trB* | 2686<br>—<br>1665 | | | | | 1920 | Globe S.B.Co.<br>Superior,Wis. | UnitedStates ShippingBoard | 255·4<br>P29'B64'F23' | 43·8 | 26·9 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",35"&54"-40"<br>184NHP<br>NordbyMfg.Co Milwaukee |
| 21941<br>217913<br>LQTB | **Lake Glebe** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2324<br>—<br>1396 | | | | | 1919 | Globe S.B.Co.<br>Superior,Wis. | UnitedStates ShippingBoard | 251·0<br>P24'B43'F24' | 43·6 | 22·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>184NHP<br>Filer&Stowell,Milwaukee |
| 21942<br>218073<br>LRDT | **Lake Glencoe** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2324<br>—<br>1396 | | | | | 1919 | Globe S.B.Co.<br>Superior,Wis. | UnitedStates ShippingBoard | 251·0<br>P24'B43'F24' | 43·6 | 22·2 | Nrfolk,Va.<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>184NHP<br>Filer&Stowell,Milwaukee |
| 21943<br>217017<br>LNFJ | **Lake Gorin** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2368<br>2040<br>1445 | | | ... | | 1918 | Detroit S.B.Co.<br>Wyandotte | UnitedStates ShippingBoard | 250·5<br>P25'B64'F23'<br>FK | 43·8 | 22·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NHP<br>DetroitS.B.Co.Detroit |
| 21944<br>217029<br>LNFW | **Lake Gormania** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2397<br>2040<br>1479 | | | ... | | 1918 | Detroit S.B.Co.<br>Wyandotte | UnitedStates ShippingBoard | 250·5<br>P25'B64'F23'<br>FK | 43·8 | 22·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NHP<br>DetroitS.B.Co.Detroit |

| 1<br>o. in ook.<br>fficial No.<br>Code etters | 2 Steamer's Name. 3 Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom<br>Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12 Port of Registry.<br>Flag. | 13 Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21945<br>217042<br>LNGQ | **Lake Govan** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2343<br>1959<br>1443 | | | ... | | 1918 | American<br>S.B.Co.<br>Cleveland,O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·5 | 22·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NHP<br>AmericanSB.Co.Cleveland | 24 ″ 5 | R |
| 21946<br>117266<br>LNWO | **Lake Gradan** SteelScSr<br>*Elec.light* Wireless 1*Dk2trB* | 2632<br>2248<br>1610 | | | ... | | 1918 | Chicago<br>S.B.Co.<br>Chicago | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·6 | 26·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NHP<br>AmericanS.B.Co.Lorain,O. | 28 ″ 3 | R |
| 21947<br>217789<br>LQKV | **Lake Grainger** SteelScSr<br>*Elec.light* Sub.Sig Wireless 1*Dk2trB* | 2615<br>2237<br>1602 | | | ... | | 1919 | Chicago<br>S.B.Co.<br>Chicago | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·6 | 26·1 | Norfolk Va<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NHP<br>AmericanS.B.Co.Clevelnd. | 28 ″ 3 | R |
| 21948<br>217912<br>LQSW | **Lake Grama** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2615<br>2237<br>1602 | | | ... | | 1919 | Chicago<br>S.B.Co.<br>Chicago | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·6 | 26·1 | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>185lb 267NHP<br>DetroitS.B.Co.Detroit. | 28 ″ 3 | R |
| 21949<br>217884<br>LQRT | **Lake Grampian** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB*<br>Wireless | 2615<br>2237<br>1602 | | | ... | CL | 1919<br>5mo | Chicago<br>S.B.Co.<br>Chicago<br>A&CP | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK<br>*CellD B*210' 433*t FPT*72*t* | 43·6 | 26·1 | NorfolkVa<br>Utd.States<br>4*BHCem*<br>*APT*94*t* | T.3Cy.20",33"&54"-40" (*r*)<br>185lb 267NHP<br>2SB,4*cf*,GS88,HS3999 FD<br>DetroitS.B.Co.Detroit | 28 ″ 3<br>s 4 ″ 4<br>24 ″ 3 | |
| 21950<br>217855<br>LQPT | **Lake Grampus** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB*<br>Wireless | 2615<br>2237<br>1602 | | | ... | CL | 1919<br>5mo | Chicago<br>S.B.Co.<br>Chicago<br>A&CP | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK<br>*CellDB*210'469*tFPT* | 43·6 | 26·1 | NewYork<br>Utd.States<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20",33"&54"-40" (*r*)<br>185lb 267NHP<br>2SB,4*cf*,GS88,HS3999 FD<br>DetroitS.B.Co.Detroit | 28 ″ 3<br>s 4 ″ 4<br>24 ″ 3 | |
| 21951<br>218117<br>LRGM | **Lake Granby** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB*<br>Wireless | 2615<br>2237<br>1605 | | | ... | CL | 1919<br>6mo | Chicago<br>S.B.Co.<br>Chicago<br>A&CP | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK<br>*CellDB* 210' 469*t FPT* 72*t* | 43·6 | 26·1 | Boston<br>Utd.States<br>4*BHCem*<br>*APT*94*t* | T.3Cy.20",33"&54"-40" (*r*)<br>185lb 267NHP<br>2SB,4*cf*,GS88,HS3999 FD<br>DetroitS.B.Co.Detroit | 28 ″ 3<br>s 4 ″ 4<br>24 ″ 3 | |
| 21952<br>217204<br>LNBT | **Lake Grandon** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB*<br>Wireless *Cargo battens not fitted* | 2612<br>2240<br>1617 | | | ... | CL | 1918<br>11mo | Detroit<br>S.B.Co.<br>Detroit,Mich.<br>A&CP | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK<br>*CellDB*210'469*tFPT* | 43·6 | 26·1 | Baltimore<br>Utd.States<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20",33"&54⅛"-40" (*r*)<br>185lb 267NHP<br>2SB,4*cf*,GS88,HS3999 FD<br>DetroitS.B.Co.Detroit | 28 ″ 2<br>s 4 ″ 3<br>24 ″ 3 | |
| 21953<br>217217<br>LNSP | **Lake Graphite** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2612<br>2240<br>1617 | | | ... | | 1918 | Detroit<br>S.B.Co.<br>Wyandotte | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·6 | 26·1 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NHP<br>DetroitS.B.Co.Detroit | 28 ″ 2 | R |
| 21954<br>217216<br>LNSM | **Lake Gratis** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)2*trB*<br>Wireless *Cargo battens not fitted* | 2612<br>2240<br>1617 | | | ... | CL | 1918<br>11mo | Detroit<br>S.B.Co.<br>Wyandotte,<br>A&CP Mich. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK<br>*CellDB*210' 469*t FPT* | 43·6 | 26·1 | NorfolkVa<br>~~Boston~~<br>Utd.States<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20",33"&54"-40" (*r*)<br>185lb 267NHP<br>2SB,4*cf*,GS88,HS3999 FD<br>DetroitS.B.Co.Detroit | 28 ″ 2<br>s 4 ″ 3<br>24 ″ 3 | |
| 21955<br>217307<br>LPCG | **Lake Grattan** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)2*trB*<br>Wireless | 2612<br>2240<br>1617 | | | ... | CL | 1918<br>12mo | Detroit<br>S.B.Co.<br>Wyandotte,<br>A&CP Mich. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK<br>*Cell DB*210' 469*tFPT* | 43·6 | 26·1 | NewYork<br>Utd.States<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20",33"&54"-40" (*r*)<br>185lb 267NHP<br>2SB,4*cf*,GS88,HS3999 FD<br>DetroitS.B.Co.Detroit | 28 ″ 2<br>s 4 ″ 3<br>24 ″ 3 | |
| 21956<br>217367<br>LPFS | **Lake Gravella** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB*<br>Wireless | 2612<br>2240<br>1617 | | | ... | CL | 1919<br>1mo | Detroit<br>S.B.Co.<br>Wyandotte,<br>A&CP Mich. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK<br>*CellDB*210'469*tFPT* | 43·6 | 26·1 | NewYork<br>Utd.States<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20",33"&54"-40" (*r*)<br>185lb 267NHP<br>2SB,4*cf*,GS88,HS3999 FD<br>DetroitS.B.Co.Detroit | 28 ″ 2<br>s 4 ″ 3<br>24 ″ 3 | |
| 21957<br>217245<br>LNVC | **Lake Gravett** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)2*trB*<br>Wireless *Cargo battens not fitted* | 2612<br>2240<br>1617 | ✠100A1<br>1,20<br>✠LMC12,18 | Pld | *s* | CL | 1918<br>12mo | Detroit<br>S.B.Co.<br>Wyandotte,<br>A&CP Mich. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK<br>*CellDB*210'469*tFPT* | 43·6 | 26·1 | Phildlphia<br>Utd.States<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20",33"&54"-40" (*r*)<br>185lb 267NHP<br>2SB,4*cf*,GS88,HS3999 FD<br>DetroitS.B.Co.Detroit | 28 ″ 2<br>s 4 ″ 3<br>24 ″ 3 | |
| 21958<br>217473<br>LPNJ | **Lake Gravity** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB*<br>Wireless *Cargo battens not fitted* | 2592<br>2220<br>1604 | | | ... | CL | 1919<br>1mo | Detroit<br>S.B.Co.<br>Wyandotte,<br>A&CP Mich. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK<br>*CellDB*210'469*t FPT* | 43·6 | 26·1 | Boston<br>Utd.States<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20",33"&54"-40" (*r*)<br>185lb 267NHP<br>2SB,4*cf*,GS88,HS3999 FD<br>DetroitS.B.Co.Detroit | 28 ″ 2<br>s 4 ″ 3<br>24 ″ 3 | |
| 21959<br>217472<br>LPNH | **Lake Greenbrier** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)2*trB*<br>Wireless *Cargo battens not fitted* | 2593<br>2220<br>1604 | | | ... | CL | 1919<br>1mo | Detroit<br>S.B.Co.<br>Wyandotte,<br>A&CP Mich. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK<br>*CellDB*210'469*tFPT* | 43·6 | 26·1 | NewYork<br>Utd.States<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20",33"&54"-40" (*r*)<br>185lb 267NHP<br>2SB,4*cf*,GS88,HS3999 FD<br>DetroitS.B.Co.Detroit | 28 ″ 2<br>s 4 ″ 3<br>24 ″ 3 | |
| 21960<br>217528<br>LPRW | **Lake Gretna** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*)2*trB* | 2593<br>2220<br>1604 | | | ... | CL | 1919<br>2mo | Detroit<br>S.B.Co.<br>Wyandotte,<br>A&CP Mich. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK<br>*CellDB*210'469*tFPT* | 43·6 | 26·1 | NewYork<br>Utd.States<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20",33"&54"-40" (*r*)<br>185lb 267NHP<br>2SB,4*cf*,GS88,HS3999 FD<br>DetroitS.B.Co.Detroit | 28 ″ 2<br>s 4 ″ 3<br>24 ″ 3 | |
| 21961<br>217529<br>LPSB | **Lake Grogan** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2593<br>2220<br>1604 | | | ... | | 1919 | Detroit<br>S.B.Co.<br>Wyandotte | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·6 | 26·1 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>267NHP<br>DetroitS.B.Co.Detroit | 28 ″ 2 | R |
| 21962<br>219850<br>LWGC | **Lake Gunni** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk* 2*trB* | 2686<br>—<br>1665 | | | | | 1920 | GlobeS.B.<br>Co.<br>Superior,Wis | UnitedStates<br>ShippingBoard | 253·4<br>P29'B64'F23' | 43·8 | 26·9 | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"-36"<br>188NHP<br>Hoover,Owens&Rentschler<br>Co.Hamilton,Ohio | | R |
| 21963<br>219703<br>LVTM | **Lake Haresti** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk2trB* | 2712<br>2329<br>1672 | | | ... | | 1920 | Manitowoc<br>S.B.Co.<br>Manitowoc,<br>Wis. | UnitedStates<br>ShippingBoard | 253·5<br>P25'B65'F26'<br>FK | 43·9 | 25·9 | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>326NHP<br>NordbergMfg.Co.<br>Milwaukee,Wis. | 28 ″ 5 | R |
| 21964<br>219849<br>LWGB | **Lake Harminia** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2686<br>—<br>1665 | | | | | 1920 | GlobeS.B.<br>Co.<br>Superior,Wis. | UnitedStates<br>ShippingBoard | 253·4<br>P29'B64'F23' | 43·8 | 26·3 | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"-36"<br>188NHP<br>The Prescott Co.<br>Menominee,Mich | | R |
| 21965<br>216537<br>LMCF | **Lake Harney** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 2014<br>1646<br>1242 | ✠100A1<br>6,20<br>✠LMC7,18 | Hav | *r* | CL<br>5,20 | 1918<br>7mo | American<br>S.B.Co.<br>Lorain,Ohio<br>A&CP | InternationalCoal<br>Transportation<br>Corp. | 251·0<br>P25'B64'F23'<br>FK<br>*CellDB*218'538*t FPT* | 43·5 | 20·0 | NewYork<br>Utd.States<br>6*BHCem*<br>56*tAPT*69*t* | T.3Cy.20",33"&54"-40" (*s*)<br>180lb 274NHP<br>2SB,6*cf*,GS126,HS5246<br>AmericanS.B.Co.Lorain,O. | 20 ″ 2<br>s 2 ″ 9<br>17 ″ 9 | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enfûtement. | 7b Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21966<br>216646<br>LMGQ | **Lake Harris** SteelScSr<br>*Elec.light* Wireless 1*Dk.* | 2217<br>1813<br>1340 | | | ... | | 1918 | Gt.Lakes Eng.Wrks.<br>Ashtabula,O | UnitedStates ShippingBoard | 253·0<br>P28'B66'F26' FK | 43·5 | 22·5 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>287NHP<br>GtLakesE.Wks.Ashtabula | 22 |
| 21967<br>219848<br>LWFV | **Lake Hector** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2686<br>—<br>1665 | | | | | 1920 | GlobeS.B. Co.<br>Superior,Wis. | UnitedStates ShippingBoard | 251·0<br>P29'B64'F23' | 43·5 | 28·1 | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"–36"<br>ThePrescottCo. 185NHP<br>Menominee,Wis. | |
| 21968<br>216892<br>LMTV | **Lake Helen** SteelSc<br>*Elec.light* Wireless 1*Dk* | 1998<br>1683<br>1179 | | | ... | | 1918 | M'Dougall-DuluthCo.<br>Duluth,Minn | UnitedStates ShippingBoard | 251·0<br>P27'B64'F35' FK | 43·6 | 18·1 | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>274NHP<br>McDougall-DuluthCo. | 20 |
| 21969<br>216261<br>LKQH | **Lake Hemlock** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2308<br>1884<br>1378 | | | ... | | 1918 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | UnitedStates ShippingBoard | 253·5<br>P28'B66'F26 FK | 43·8 | 20·4 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>289NHP<br>Gt.LakesEng.Works,Det. | 22 |
| 21970<br>216841<br>LMRT | **Lake Hewes** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2330<br>1959<br>1448 | | | ... | | 1918 | American S.B.Co.<br>Cleveland,O. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23' FK | 43·5 | 24·2 | Boston<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>AmericanS.B.Co.Clv. | 24 |
| 21971<br>219593<br>LVPH | **Lake Ikatan** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2689<br>2329<br>1667 | | | ... | | 1920 | Manitowoc S.B.Co.<br>Manitowoc | UnitedStates ShippingBoard | 253·5<br>P25'B65'F26' FK | 43·9 | 25·9 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>326NHP<br>NordbergMfgCo.M'lw'kee | 28 |
| 21972<br>217971<br>LQWC | **Lake Inaha** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2622<br>2249<br>1619 | | | ... | | 1919 | American S.B.Co.<br>Lorain,O. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23' FK | 43·6 | 26·2 | Boston<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>267NHP<br>AmericanS.B.Co.Lorain,O. | 28 |
| 21973<br>216990<br>LNOS | **Lake Indian** SteelSc<br>*Elec.light* Wireless 1*Dk* | 1992<br>1683<br>1178 | | | ... | | 1918 | M‘Dougall-DuluthCo.<br>Duluth,Min. | UnitedStates ShippingBoard | 251·0<br>P27'B64'F35' FK | 43·6 | 18·1 | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>274NHP<br>McDougall-DuluthCo.Dul | 20 |
| 21974<br>218914<br>LSVN | **Lake Inglenook** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2606<br>2237<br>1612 | | | ... | | 1919 | Detroit S.B.Co.<br>Wyandotte | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23' FK | 43·6 | 26·1 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>352NHP<br>DetroitS.B.Co.Detroit | 28 |
| 21975<br>216569<br>LMDF | **Lake Janet** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2292<br>1884<br>1367 | | | ... | | 1918 | Gt.Lakes Eng.Wrks.<br>Ecorse,Mich. | UnitedStates ShippingBoard | 253·5<br>P27'B66'F26' | 43·8 | 20·4 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>226NHP<br>Gt.LakesEngWks.Detroit | |
| ❊ 21976<br>216092<br>LJVQ | **Lake Jessup** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk(Stl)*<br>*Cargo battens not fitted* | 2014<br>1646<br>1245 | ✠100A1<br>3,21<br>✠LMC4,18 | Rot | *r* | CL<br>1,21 | 1918<br>4mo | American S.B.Co.<br>Lorain,O.<br>A&CP | International Coal Transportation Corp. | 251·0<br>P25'B64'F23' FK<br>*Cell DB*218'538*t FPT* | 43·5 | 20·0 | NewYork<br>Utd.States<br>*6BHCem*<br>56*t APT*69*t* | T.3Cy.20",33"&54"–40" (*s*)<br>180lb 274NHP<br>2SB,*6cf*,GS126,HS5246<br>AmericanSB.Co.Lorain,O. | 20<br>2<br>17 |
| 21977<br>217087<br>LNJK | **Lake Kyttle** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2157<br>1777<br>1285 | | | ... | | 1918 | Manitowoc S.B.Co.<br>Manitowoc | UnitedStates ShippingBoard | 250·5<br>P27'B64'F26' FK | 43·7 | 20·4 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>263NHP<br>ManitowocS.B.Co. | 23 |
| 21978<br>216389<br>LKTB | **Lake Larga** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2372<br>2043<br>1447 | | | ... | | 1918 | Detroit S.B.Co.<br>Wyandotte | UnitedStates ShippingBoard | 250·2<br>P25'B64'F23' FK | 43·8 | 22·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>DetroitS.B.Co.Detroit | 24 |
| 21979<br>216390<br>LKTC | **Lake Lasang** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2372<br>2043<br>1447 | | | ... | | 1918 | Detroit S.B.Co.<br>Wyandotte | UnitedStates ShippingBoard | 250·2<br>P25'B64'F23 FK | 43·8 | 22·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>DetroitSBCo.Detroit,Mich | 24 |
| 21980<br>216522<br>LMBQ | **Lake Ledan** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2369<br>1976<br>1432 | | | ... | | 1918 | Superior S.B.Co.<br>Superior,Wis | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23' FK | 43·7 | 22·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>SuperiorS.B.Co.Superior | 24 |
| 21981<br>216156<br>LKMJ | **Lake Lemando** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2371<br>1998<br>1451 | | | ... | | 1918 | American S.B.Co.<br>Cleveland,O. | UnitedStates ShippingBoard | 251·0<br>P27'B64'F26' FK | 43·5 | 24·2 | Boston<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>326NHP<br>AmericanS.B.Co.Clv. | 24 |
| 21982<br>216678<br>LMHK | **Lake Lesa** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2352<br>1976<br>1428 | | | ... | | 1918 | Superior S.B.Co.<br>Superior,Wis | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23' FK | 43·7 | 22·2 | Norfolk,Va<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>328NHP<br>SuperiorS.B.Co.Superior | 24 |
| 21983<br>217474<br>LPNK | **Lake Licoco** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2350<br>—<br>1418 | | | ... | | 1918 | Saginaw S.B.Co.<br>Saginaw | UnitedStates ShippingBoard | 251·0<br>P24'B68'F26' | 43·8 | 22·2 | Savannah<br>Utd.States<br>*WB* | T.3Cy.22",37½"&60"–42"<br>233NHP<br>EllicottMachineCo.Bal. | |
| 21984<br>216277<br>LKQT | **Lake Lida** SteelSc<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2177<br>1780<br>1287 | | | ... | | 1918 | Manitowoc S.B.Co.<br>Manitowoc | UnitedStates ShippingBoard | 250·5<br>P27'B64'F26' FK | 43·7 | 20·4 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>272NHP<br>ManitowocS.B.Co. | 23 |
| 21985<br>217322<br>LPCV | **Lake Lilicusun** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2350<br>—<br>1418 | | | ... | | 1918 | Saginaw S.B.Co.<br>Saginaw | UnitedStates ShippingBoard | 251·0<br>P24'B68'F26' | 43·8 | 22·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.22",37½"&60"–42"<br>233NHP<br>EllicottMachineCo.Bal. | |
| ❊ 21986<br>215901<br>LJNH | **Lake Lillian** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk(Stl)*<br>*Cargo battens not fitted* | 2020<br>1647<br>1247 | ✠100A1<br>4,20<br>✠LMC1,18 | NYk | *r* | CL<br>4,20 | 1918<br>1mo | American S.B.Co.<br>Cleveland,O.<br>A&CP | International Coal Transportation Corp. | 251·0<br>P25'B64'F23' FK<br>*Cell DB*218'538*t FPT*56 | 43·5 | 20·0 | NewYork<br>Utd.States<br>*6BHCem*<br>*t APT*69*t* | T.3Cy.20",33"&54"–40" (*s*)<br>180lb 272NHP<br>2SB,*6cf*,GS126,HS5246<br>AmericanSBCoClevelnd,O | 20<br>2<br>17 |
| 21987<br>216805<br>LMQD | **Lake Linden** SteelSc<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2151<br>1777<br>1286 | | | ... | | 1918 | Manitowoc S.B.Co.<br>Manitowoc | UnitedStates ShippingBoard | 250·5<br>P27'B64'F26' FK | 43·7 | 20·4 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>307NHP<br>NordbergMfg.Co.Milwkee | 23 |
| 21988<br>216406<br>LKTR | **Lake Louise** SteelScSr<br>*Elec.light* Sub Sig. Wireless 1*Dk* | 2243<br>1830<br>1362 | | | ... | | 1918 | Gt.Lakes Eng.Works<br>Ashtabula,O. | UnitedStates ShippingBoard | 253·5<br>P28'B66'F24' FK | 43·5 | 22·5 | Boston<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>289NHP<br>GtLakesE.Wks.Ashtabula | 22 |
| 21989<br>216912<br>LMVQ | **Lake Marion** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2230<br>—<br>1354 | | | | | 1918 | Gt.Lakes Eng.Works<br>Ashtabula,O | UnitedStates ShippingBoard | 253·5 | 43·5 | 22·5 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>226NHP<br>GtLakesEW.Ashtabula,O | |
| 21990<br>216587<br>LMFB | **Lake Markham** SteelSc<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 1998<br>1634<br>1171 | | | ... | | 1918 | M‘Dougall-DuluthCo.<br>Duluth,Min. | UnitedStates ShippingBoard | 251·0<br>P27'B64'F35' FK | 43·6 | 18·1 | Boston<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>274NHP<br>M‘Dougall-DuluthCo. | 20 |

| No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1991<br>16481<br>KWP | **Lake Mary** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2292<br>1884<br>1367 | | | ... | | 1918 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | UnitedStates ShippingBoard | 253·5\|43·8\|20·4<br>P28'B66'F26'<br>FK | Boston<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>289NH<br>Gt.LakesEng.Works,Det. | 22 ″ 6 | R |
| 1992<br>17183<br>NQP | **Lake Mattato** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2338<br>1961<br>1431 | | | ... | | 1918 | Chicago S.B.Co.<br>Chicago,Ill. | UnitedStates ShippingBoard | 250·5\|43·5\|22·6<br>P25'B64'F22'<br>FK | NewYork<br>Utd.States<br>*Wb* | T.3Cy.19",32"&56"-36"<br>330NHP<br>Filer&StowellCo.Milw'kee | 24 ″ 4 | R |
| 1993<br>16184<br>KMR | **Lake Maurepas** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2242<br>1831<br>1362 | | | ... | | 1918 | Gt.Lakes Eng.Works<br>Ashtabula, O. | UnitedStates ShippingBoard | 253·5\|43·5\|22·5<br>P28'B66'F24'<br>FK | NewYork<br>Utd.States<br>*Wb* | T.3Cy.21",35"&59"-42"<br>289NHP<br>GtLakesE.Wks.Ashtabula | 22 ″ 6 | R |
| 21994<br>216924<br>MWD | **Lake Medford** SteelSc<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2084<br>1756<br>1223 | | | ... | | 1918 | GlobeS.B. Co.<br>Superior,Wis. | UnitedStates ShippingBoard | 251·0\|43·7\|19·2<br>P27'B60'F23'<br>FK | Boston<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"-36"<br>276NHP<br>NordbrgMfgCoMilwaukee | 21 ″ 5 | R |
| 21995<br>221008<br>MCJV | **Lake Miraflores** SteelSc<br>*Fitted for oil fuel*<br>1*Dk*2*trB*<br>*Elec.light* | 2677<br>—<br>1660 | | | | | 1921 | Saginaw S.B.Co.<br>Saginaw | UnitedStates ShippingBoard | 253·4\|43·8\|26·2<br>P25'B65'F26' | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",33"&59"-42"<br>225NHP<br>BuckeyeEngineCoSalem O | | |
| 21996<br>216399<br>LKTJ | **Lake Narka** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2367<br>1998<br>1471 | | | ... | | 1918 | American S.B.Co.<br>Cleveland,O. | UnitedStates ShippingBoard | 251·0\|43·5\|24·2<br>P25'B64'F23'<br>FK | NewYork<br>Utd.States<br>*Wb* | T.3Cy.20",33"&54"-40"<br>326NHP<br>AmericanSBCoClevelndO | 24 ″ 5 | R |
| 21997<br>216093<br>LJVR | **Lake Ogden** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2014<br>1646<br>1245 | | | ... | | 1918 | American S.B.Co.<br>Lorain,O. | UnitedStates ShippingBoard | 251·0\|43·5\|20·0<br>P25'B64'F23'<br>FK | NewYork<br>Utd.States<br>*Wb* | T.3Cy.20",33"&54"-40"<br>274NHP<br>AmericanSB.Co.Lorain,O. | 20 ″ 2 | R |
| 21998<br>219100<br>LTJB | **Lake Onawa** SteelScSr<br>Sub.Sig.<br>*Elec.light* Wireless 1*Dk*(*Stl*)2*trB* | 2712<br>2329<br>1672 | *Fitted for oil fuel* 10,19 *F.P above* 150° F. | | .. | CL | 1919<br>10mo | Manitowoc S.B.Co.<br>Manitowoc, Wis<br>A&CP | UnitedStates ShippingBoard | 253·5\|43·9\|25·9<br>P25'B65'F25'<br>FK 4*BHptCem*<br>*CellDB*203'434*t FPT*51*t APT*94*t LTa*14'144*t* | Milwaukee<br>~~S.Francisco~~<br>Utd.States | T.3Cy.21",35"&59"-42" (*s*)<br>185lb 326NHP<br>2SB,6*cf*,GS115HS4876 FD<br>NordbergMfg.Co.M'lw'ke | 28 ″ 5<br>s 4 ″ 4½<br>24 ″ 4 | |
| 21999<br>215816<br>LJHD | **Lake Ontario** SteelSc<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 2003<br>1780<br>1211 | | | ... | CL<br>N3,20 | 1917<br>11mo | Manitowoc S.B.Co.<br>Manitowoc<br>A&CP | UnitedStates ShippingBoard | 250·5\|43·7\|20·4<br>P25'B64'F26'<br>FK 4*BHCem*<br>*CellDB*212'591*t FPT*48*t APT*54*t* | NewYork<br>Utd.States | T.3Cy.20",33"&54"-40" (*s*)<br>180lb 272NHP<br>2SB6*cf*,GS126,HS5302<br>ManitowocS.B.Co. | 23 ″ 1<br>s 3 ″ 2½<br>20 ″ 2 | |
| 22000<br>217151<br>LNMS | **Lake Orange** SteelSc<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 1992<br>1683<br>1178 | | | ... | | 1918 | M'Dougall-DuluthCo.<br>Duluth,Minn | UnitedStates ShippingBoard | 251·0\|43·6\|18·1<br>P26'B64'F26'<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>274NHP<br>M'Dougall-DuluthCo. | 20 ″ 3 | R |
| 22001<br>216716<br>LMJR | **Lake Ormoc** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2368<br>2040<br>1445 | | | ... | | 1918 | Detroit S.B.Co.<br>Wyandotte | UnitedStates ShippingBoard | 250·5\|43·8\|22·2<br>P25'B64'F23'<br>FK | NewYork<br>Utd.States<br>*Wb* | T.3Cy.20",33"&54"-40"<br>328NHP<br>DetroitS.B.Co.Detroit | 24 ″ 2 | R |
| 22002<br>216914<br>LMVR | **Lake Osweya** SteelScSr<br>*Elec.light* Sub.Sig Wireless 1*Dk* | 2416<br>—<br>1432 | | | | | 1918 | Saginaw S.B.Co.<br>Saginaw | UnitedStates ShippingBoard | 251·0\|43·8\|22·2<br>P24'B68'F26' | Savannah<br>Utd.States<br>*WB* | T.3Cy.22",37½"&60"-42"<br>233NHP<br>EllicottMachCoBaltimore | | R |
| 22003<br>216040<br>LJSM | **Lake Otisco** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 2015<br>1646<br>1247 | ✠100A1<br>6,20<br>✠LMC2,18 | Rou | *r* | CL<br>5,20 | 1918<br>2mo | American S.B.Co.<br>Cleveland,O.<br>A&CP | InternationalCoal TransportCorp. | 251·0\|43·5\|20·0<br>P25'B64'F23'<br>FK 6*BHCem*<br>*CellDB*218'538*t FPT*56*t APT*69*t* | NewYork<br>Utd.States | T.3Cy.20",33"&54"-40" (*s*)<br>180lb 272NHP<br>2SB,6*cf*,GS126,HS5246<br>AmericanSBCoClevelndO | 20 ″ 2<br>s2 ″ 9<br>17 ″ 9 | |
| 22004<br>217139<br>LNMT | **Lake Otsquago** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*<br>Wireless | 2337<br>1993<br>1430 | | | ... | | 1918 | Buffalo D.D.Co.<br>Buffalo,N.Y. | UnitedStates ShippingBoard | 251·0\|43·7\|22·2<br>P25'B64'F23'<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"-36"<br>330NHP<br>WorthingtonPump& Mach.Corp.Buffalo,NY | | R |
| 22005<br>216758<br>LMKV | **Lake Pachuta** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2416<br>—<br>1464 | | | | | 1918 | Saginaw S.B.Co.<br>Saginaw | UnitedStates ShippingBoard | 251·0\|43·8\|22·2<br>P24'B68'F26' | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.22",37½"&60"-42"<br>233NHP<br>EllicottMachCo Baltimore | | R |
| 22006<br>216609<br>LMFR | **Lake Pearl** SteelScSr<br>Sub.Sig.<br>*Elec.light* Wireless 1*Dk* | 2292<br>1884<br>1367 | | | | | 1918 | Gt.Lakes Eng.Wrks.<br>Ecorse,Mich. | UnitedStates ShippingBoard | 253·5\|43·8\|20·4<br>P27'B66'F26' | Boston<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>226NHP<br>Gt.LakesEngWks.Detroit | | R |
| 22007<br>216718<br>LMJT | **Lake Pepin** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 1997<br>1634<br>1172 | ✠100A1<br>7,20<br>✠LMC8,18<br>*Fitted for oil fuel* 8,18 *F.P. above* 150°F. | Wmn | *r* | CL<br>7,20 | 1918<br>8mo | M'Dougall-DuluthCo.<br>Duluth, Minn<br>A&CP | UnitedStates ShippingBoard | 251·0\|43·6\|18·1<br>P27'B64'F35'<br>FK 4*BHCem*<br>*CellDB*214'581*t FPT*70*t APT*94*t* | Savannah<br>Utd.States | T.3Cy.20",33"&54"-40" (*s*)<br>180lb 274NHP<br>2SB,6*cf*,GS126,HS5246<br>M'Dougall-DuluthCo. Duluth,Minn. | 20 ″ 3<br>s2 ″ 9½<br>17 ″ 9 | |
| 22008<br>216226<br>LKPQ | **Lake Pewaukee** SteelSc<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 2167<br>1780<br>1284 | | | ... | CL<br>11,19 | 1918<br>4mo | Manitowoc S.B.Co.<br>Manitowoc<br>A&CP | UnitedStates ShippingBoard | 250·5\|43·7\|20·4<br>P25'B64'F26'<br>FK 6*BHCem*<br>*CellDB*212'637*tFPT*54*t APT*51*t* | NewYork<br>Utd.States | T.3Cy.20",33"&54"-40" (*s*)<br>180lb 272NHP<br>2SB,6*cf*,GS126,HS5302<br>ManitowocS.B.Co. | 23 ″ 1<br>s3 ″ 2½<br>20 ″ 2 | |
| 22009<br>217116<br>LNKG | **Lake Pickaway** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2339<br>1965<br>1457 | | | ... | | 1918 | American S.B.Co.<br>Lorain,O. | UnitedStates ShippingBoard | 251·0\|43·5\|22·2<br>P25'B64'F23'<br>FK | N.Orleans<br>Utd.States<br>*Wb* | T.3Cy.20",33"&54"-40"<br>328NHP<br>AmericanS.B.Co.Lorain,O | 24 ″ 2 | R |
| 22010<br>216738<br>LMKF | **Lake Pleasant** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 2222<br>1810<br>1344 | | | ... | CL<br>9,19 | 1918<br>8mo | Gt.Lakes Eng.Wrks.<br>Ashtabula,O.<br>A&CP | UnitedStates ShippingBoard | 253·0\|43·5\|22·5<br>P28'B66'F26'<br>FK 6*BHCem*<br>*CellDB*180'429*tFPT*33*t APT*53*t* | NewYork<br>Utd.States | T.3Cy.21",35"&59"-42" (*s*)<br>190lb 289NHP<br>2SB,6*cf*,GS149,HS4962<br>Gt.LakesEW.Ashtabula,O | 22 ″ 6<br>s 3 ″ 0½<br>19 ″ 9 | |
| 22011<br>217904<br>LQSN | **Lake Saba** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2352<br>—<br>1401 | | | | | 1919 | Saginaw S.B.Co.<br>Saginaw | UnitedStates ShippingBoard | 251·0\|43·6\|22·0<br>P24'B68'F26' | Norfolk Va<br>Utd.States<br>*Wb* | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 22012<br>216052<br>LJSV | **Lake St. Clair** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)<br>Wireless | 2308<br>1884<br>1378 | | | ... | CL<br>5.20 | 1918<br>5mo | Gt.Lakes Eng.Works<br>Ecorse,Mich.<br>A&CP | UnitedStates ShippingBoard | 253·5\|43·8\|20·4<br>P28'B66'F26'<br>FK 6*BHCem*<br>*CellDB*209'509*t FPT*38*t APT*53*t* | NewYork<br>Utd.States | T.3Cy.21",35"&59"-42" (*s*)<br>190lb 289NHP<br>2SB,6*cf*,GS150,HS4962<br>Gt.LakesEng.Works,Det. | 22 ″ 6 | |
| 22013<br>216685<br>LKND | **Lake St. Regis** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2239<br>1830<br>1336 | | | ... | | 1918 | Gt.Lakes Eng.Works<br>Ashtabula, O. | UnitedStates ShippingBoard | 253·5\|43·5\|22·5<br>P28'B66'F24'<br>FK | NewYork<br>Utd.States<br>*Wb* | T.3Cy.21",35"&59"-42"<br>289NHP<br>GtLakesE.Wks.Ashtabula | 22 ″ 6 | R |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22014<br>217086<br>LNJH | Lake Sanford SteelScSr<br>*Elec.light* 1*Dk*<br>Wireless | 2232<br>—<br>1357 | | | | | 1918 | Gt.Lakes Eng.Works<br>Ashtabula,O. | UnitedStates ShippingBoard | 253·5<br>P38'B82'F26' | 43·5 | 20·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.19",32"&54"–40"<br>184NHP<br>Gt.LakesEng.Works, Ashtabula,O. |
| 22015<br>217657<br>LQDK | Lake Sapor SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2593<br>2220<br>1604 | | | ... | | 1919 | Detroit S.B.Co.<br>Wyandotte | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·6 | 26·1 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>267NHP<br>DetroitS.B.Co.Detroit |
| 22016<br>218922<br>LSVW | Lake Savus SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2689<br>2329<br>1667 | | | ... | | 1919 | Manitowoc S.B.Co.<br>Manitowoc | UnitedStates ShippingBoard | 253·5<br>P25'B65'F26'<br>FK | 43·9 | 25·9 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>326NHP<br>NordbergMfg.CoM'lw'kee |
| 22017<br>216355<br>LKRV | Lake Sebago SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2010<br>1631<br>1227 | | | ... | | 1918 | ToledoS.B. Co.<br>Toledo,Ohio | UnitedStates ShippingBoard | 252·0<br>P21'B64'F30'<br>FK | 43·5 | 18·9 | Boston<br>Utd.States<br>*WB* | T.3Cy.20½",33"&54"–40"<br>260NHP<br>ToledoS.B.Co.Toledo,O. |
| 22018<br>216278<br>LKQV | Lake Shawano SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 2177<br>1780<br>1287 | | | ... | CL<br>4,20 | 1918<br>5mo | Manitowoc S.B.Co.<br>Manitowoc, Wis.<br>A&CP | UnitedStates ShippingBoard | 250·5<br>P27'B64'F26'<br>FK<br>*CellDB*212' 637*t* *FPT*54*t* | 43·7 | 20·4 | Boston<br>Utd.States<br>6*BHCem*<br>*APT*51*t* | T.3Cy.20",33"&54"–40" (*s*)<br>180lb 272NHP<br>2SB,*6cf*,GS126,HS5302<br>ManitowocS.B.Co. |
| 22019<br>216570<br>LMDG | Lake Silver SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*<br>*Cargo battens not fitted* | 2293<br>1869<br>1367 | | | ... | CL<br>8,21 | 1918<br>8mo | Gt.Lakes Eng.Works<br>Ecorse,Mich.<br>A&CP | UnitedStates ShippingBoard | 253·5<br>P28'B66'F26'<br>FK<br>*Cell DB*209'509*t FPT*38*t* | 43·8 | 20·4 | Boston<br>Utd.States<br>6*BHCem*<br>*APT*53*t* | T.3Cy.21",35"&59"–42" (*s*)<br>190lb 289NHP<br>2SB,*6cf*,GS150,HS4962<br>Gt.LakesEng.Works,Det. |
| 22020<br>218721<br>LSJK | Lake Singara SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2715<br>—<br>1690 | | | | | 1919 | Gt.Lakes Eng.Works<br>Ashtabula,O. | UnitedStates ShippingBoard | 261·0<br>P32'B65'F24' | 43·5 | 22·5 | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>352NHP<br>Gt.LakesEng.Works, Ashtabula |
| 22021<br>219430<br>LVFN | Lake Slavi SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2tr*B | 2674<br>2349<br>1658 | | | | | 1919 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | UnitedStates ShippingBoard | 253·4<br>P25'B65'F26' | 43·8 | 26·0 | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>225NHP<br>Gt.LakesEng.Wks.Detroit |
| 22022<br>216135<br>LJWQ | Lake Stirling SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 1949<br>1576<br>1157 | | | ... | | 1918 | Detroit S.B.Co.<br>Wyandotte | Richmond(New York)S.S.Co. | 251·0<br>P25'B64'F23'<br>FK | 43·8 | 18·5 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>274NHP<br>DetroitS.B.Co.Detroit |
| 22023<br>217587<br>LPVQ | Lake Strabo SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2365<br>1970<br>1437 | | | ... | | 1919 | ToledoS.B. Co.<br>Toledo | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·7 | 21·1 | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.20½",33"&54"–40"<br>260NHP<br>ToledoS.B.Co.Toledo |
| 22024<br>219228<br>LTQK | Lake Strymon SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2609<br>2261<br>1610 | | | ... | | 1919 | McDougall DuluthCo.<br>Duluth,Minn. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F20'<br>FK | 43·7 | 25·8 | N.Orleans<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>352NHP<br>McDougallDuluthCo. |
| 22025<br>216260<br>LKQG | Lake Sunapee SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*(*Stl*) | 2009<br>1631<br>1197 | | | ... | CL | 1918<br>4mo | ToledoS.B. Co.<br>Toledo,O.<br>A&CP | UnitedStates ShippingBoard | 252·0<br>P21'B64'F30'<br>FK<br>*CellDB*208'490*tFPT* | 43·5 | 18·9 | NewYork<br>Utd.States<br>6*BHCem*<br>60*t APT*50*t* | T.3Cy.20½",33"&54"–40"(*s*)<br>180lb 260NHP<br>2SB,*6cf*,GS126,HS4828<br>ToledoS.B.Co.Toledo |
| 22026<br>215756<br>LJFM | Lake Superior SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*(*Stl*) | 1977<br>1631<br>1193 | | | ... | CL | 1917<br>10mo | ToledoS.B. Co.<br>Toledo,O.<br>A&CP | UnitedStates ShippingBoard | 251·0<br>P21'B64'F30'<br>FK<br>*CellDB*208'490*tFPT* | 43·8 | 18·9 | NewYork<br>Utd.States<br>4*BHCem*<br>60*t APT*50*t* | T.3Cy.20½",33"&54"–40"(*s*)<br>180lb 260NHP<br>2SB,*6cf*,GS126,HS4828<br>ToledoS.B.Co.Toledo |
| 22027<br>219454<br>LVGN | Lake Tippah SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2606<br>2237<br>1612 | | | ... | | 1920 | Detroit S.B.Co.<br>Wyandotte | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·6 | 26·1 | Baltimore<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>352NHP<br>DetroitS.B.Co. |
| 22028<br>216150<br>LKMF | Lake Traverse SteelScSr<br>*Elec light* Wireless 1*Dk* | 1993<br>1688<br>1177 | | | ... | | 1918 | M'Dougall-DuluthCo.<br>Duluth,Min. | UnitedStates ShippingBoard | 251·0<br>P28'B64'F27'<br>FK | 43·6 | 18·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>274NHP<br>DuluthIronWorks,Duluth |
| 22029<br>219404<br>LVDG | Lake Treba SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 2606<br>2237<br>1612 | | | ... | | 1920 | Detroit S.B Co.<br>Wyandotte | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·6 | 26·1 | Boston<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>352NHP<br>DetroitS.B.Co.Detroit |
| 22030<br>216066<br>LJTD | Lake Tulare SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 2005<br>1688<br>1196 | ✠100A1<br>6,20<br>✠LMC4,18 | Rou | *r* | CL<br>5,20 | 1918<br>4mo | Superior S.B.Co.<br>Superior,Wis<br>A&CP | International Coal TransportCorp. | 251·0<br>P25'B64'F23'<br>FK<br>*CellDB*210'545*tFPT* | 43·5 | 20·0 | NewYork<br>Utd.States<br>6*BHCem*<br>68*t APT*77*t* | T.3Cy.20",33"&54"–40" (*s*)<br>180lb 274NHP<br>2SB,*6cf*,GS126,HS5246<br>DetroitS.B.Co.Detroit |
| 22031<br>216437<br>LKVG | Lake Washburn SteelSc<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2121<br>1702<br>1225 | | | ... | | 1918<br>6mo | GlobeS.B. Co.<br>Superior,Wis | UnitedStates ShippingBoard | 251·0<br>P25'B60'F26'<br>FK | 43·7 | 19·2 | Boston<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>274NHP<br>Filer&StowellCo.M'lw'kee |
| 22032<br>216330<br>LKRJ | Lake Weir SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2018<br>1646<br>1248 | | | ... | | 1918 | American S.B.Co.<br>Lorain,O. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·5 | 20·0 | Boston<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>272NHP<br>American S.B.Co.Lorain,O |
| 22033<br>216959<br>LNBJ | Lake Wilson SteelSc<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2139<br>1777<br>1275 | | | ... | | 1918 | Manitowoc S.B.Co.<br>Manitowoc | UnitedStates ShippingBoard | 250·5<br>P27'B64'F26'<br>FK | 43·7 | 20·4 | Savannah<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>307NHP<br>NordbergMfg.CoM'lw'kee |
| 22034<br>216538<br>LMCG | Lake Wimico SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk*(*Stl*) | 2014<br>1646<br>1242 | | | ... | CL | 1918<br>7mo | American S.B.Co.<br>Lorain,O.<br>A&CP | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>FK<br>*CellDB*218'538*t FPT* | 43·5 | 20·0 | Boston<br>Utd.States<br>6*BHCem*<br>56*t APT*69*t* | T.3Cy.20",33"&54"–40" (*s*)<br>180lb 274NHP<br>2SB,*6cf*,GS126,HS5246<br>AmericanS.B.Co.Lorain,O |
| 22035<br>216170<br>LKNB | Lake Winona SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 2308<br>1884<br>1378 | | | ... | CL<br>1,20 | 1918<br>5mo | Gt.Lakes Eng.Works<br>Ecorse,Mich.<br>A&CP | UnitedStates ShippingBoard | 253·5<br>P28'B66'F26'<br>FK<br>*Cell DB*209'509*tFPT*38*t* | 43·8 | 20·4 | NewYork<br>Utd.States<br>6*BHCem*<br>*APT*53*t* | T.3Cy.21",35"&59"–42" (*s*)<br>190lb 289NHP<br>2SB,*6cf*,GS150,HS4962<br>Gt.LakesEng.Works,Det. |
| 22036<br>217045<br>LNGR | Lake Winooski SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2416<br>—<br>1432 | | | | | 1918 | Saginaw S.B.Co.<br>Saginaw | UnitedStates ShippingBoard | 251·0<br>P24'B68'F26' | 43·8 | 22·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.22",37½"&60"–42"<br>233NHP<br>EllicottMachCo.Baltimore |

| 1<br>No. in Book.<br>Official No.<br>Code letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 3 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22037<br>216780<br>LMPG | **Lake Winthrop** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>Sub.Sig. ~~*Cargo battens not fitted*~~ | 2151<br>1777<br>1286 | | | ... | CL<br>2,20 | 1918<br>8mo | Manitowoc<br>S.B.Co.<br>Manitowoc,<br>A&CP Wis. | UnitedStates<br>ShippingBoard | 250·5<br>P27'B64'F26'<br>FK<br>CellDB212' 637t FPT | 43·7 | 20·4 | Boston<br>Utd.States<br>4*BHCem*<br>54t*APT*51t | T.3Cy.21",35"&59"-42" (*s*)<br>190lb 307NHP<br>2SB,6*cf*,GS138,HS5486<br>NordbergMfg.Co.Milwkee | 23 〃 1<br>s 3 〃 2½<br>20 〃 2 | |
| 22038<br>216698<br>LMHV | **Lake Yahara** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2338<br>1961<br>1431 | | | ... | | 1918 | Chicago<br>S.B.Co.<br>Chicago | UnitedStates<br>ShippingBoard | 250·5<br>P25'B64'F22'<br>FK | 43·5 | 22·6 | Norfolk Va<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>328NHP<br>DetroitS.B.Co.Detroit | 24 〃 6 | R |
| 22039<br>217053<br>LNBH | **Lake Yelverton** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2333<br>1959<br>1452 | | | ... | | 1918 | American<br>S.B.Co.<br>Lorain,Ohio | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·6 | 24·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>328NHP<br>American S.B.Co.Lorain,O | 24 〃 2 | R |
| 22040<br>216540<br>LMOJ | **Lake Yemassee** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2320<br>1942<br>1431 | | | ... | | 1918 | Chicago<br>S.B.Co.<br>Chicago | UnitedStates<br>ShippingBoard | 250·5<br>P25'B64'F22'<br>FK | 43·5 | 22·6 | Boston<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>328NHP<br>DetroitS.B.Co.Detroit | 24 〃 4 | R |
| 22041<br>216874<br>LMTC | **Lake Ypsilanti** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2368<br>2040<br>1445 | | | ... | | 1918 | Detroit<br>S.B.Co.<br>Wyandotte | UnitedStates<br>ShippingBoard | 250·5<br>P25'B64'F23'<br>FK | 43·8 | 22·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>328NHP<br>DetroitS.B.Co.Detroit | 24 〃 2 | R |
| 22042<br>217074<br>LNHV | **Lake Zaliski** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2333<br>1959<br>1452 | | | ... | | 1918 | American<br>S.B.Co.<br>Lorain,O. | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·6 | 22·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>328NHP<br>American S.B.Co.Lorain,O | | R |
| 22043<br>121352 | **Lake of Shadows** SteelPadWhy<br>1*Dk* | 140<br>113<br>61 | | | | | 1905 | Caledonian<br>E.&S.B.Co.<br>Preston | McCrea&<br>McFarland | 120·3<br>B50' | 20·1 | 6·7 | Lndnderry<br>British | D.2Cy.17"&35"-36"<br>50RHP<br>CaledonianE.&S.B.Co.Prs | | |
| 22044<br>215796<br>LJGP | **Lakebridge** SteelScSr<br>(*ex*WarRifle) *Elec.light* 1*Dk* | 1977<br>1631<br>1193 | | | ... | | 1917 | Toledo<br>S.B.Co.<br>Toledo | UnitedStates<br>ShippingBoard | 251·0<br>P21'B64'F30'<br>FK | 43·8 | 18·9 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20½",33"&54"-40"<br>260NHP<br>ToledoS.B.Co.Toledo | 21 〃 0 | R |
| 22045<br>216262<br>LKQJ | **Lakehurst** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2308<br>1884<br>1378 | | | ... | | 1918 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·5<br>P28'B66'F26'<br>FK | 43·8 | 20·4 | Savannah<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>289NHP<br>Gt.LakesEng.Works,Det. | 22 〃 6 | R |
| 22046<br>126420 | **Lakeland** SteelScSr<br>(*ex*Cambria)<br>*Mchy.Aft* 2*Dks* | 2425<br>—<br>1813 | | | | | 1887 | GlobeIron<br>Works<br>Cleveland,O. | Tri State SS.Co.<br>(M.Thompson,<br>*Mgr*) | 280·0<br>H70'F36' | 40·0 | 20·0 | Pt.Huron<br>Utd.States<br>*WB* | T.3Cy.24",38"&61"-42"<br>241NHP<br>GlobeIrnWorksCo.Clveld. | | |
| 22047<br>215766<br>LJFS | **—** SteelScSr<br>*Elec.light* 1*Dk*<br>*Mchy.Aft.* *Topside tanks* | 2364<br>2004<br>1395 | | | ... | | 1917 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·0<br>P115'F26' | 43·5 | 25·6 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",34½"&57"-42"<br>284NHP<br>GtLakesEngWrks.Detroit | 27 〃 6 | R |
| 22048<br>3140 | **Lakeport** IronSc<br>(*ex*Boston)<br>*Mchy.Aft* Wireless 2*Dks* | 1295<br>—<br>643 | | | | | 1880 | Detroit<br>DryDockCo<br>Wyandotte | F.J.Peterson& G.<br>A.Collinge | 240·0 | 36·4 | 15·6 | Cleveland<br>Utd.States | C.4Cy.20"&40"-42"<br>NB98 173NHP<br>KingIronWorks,Buffalo | | L |
| 22049<br>215651<br>LHWS | **Lakeshore** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 1977<br>1631<br>1193 | | | ... | | 1917 | ToledoS.B.<br>Co.<br>Toledo,O. | UnitedStates<br>ShippingBoard | 251·0<br>P21'B64'F30'<br>FK | 43·8 | 18·9 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20½",33"&54"-40"<br>260NHP<br>ToledoS.B.Co.,Toledo,O. | | R |
| 22050<br>141738 | **Lakeside** SteelSc<br>*Elec.light* 1*Dk*&*Hurdk* | 337<br>—<br>229 | | | | | 1901 | CraigS.B.<br>Co.<br>Toledo,O. | Peninsular Steam-<br>boatCo. (A.<br>Schmidt) | 148·5 | 28·0 | 9·7 | Sandusky<br>Utd.States | C.2Cy.20"&42"-24"<br>72NHP<br>CraigS.B.Co. | | |
| 22051<br>ecked 12,20<br>219249<br>LTRG | **Lakeside Bridge** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB in fore*&<br>Wireless *after holds*& *Web frames* | 3286<br>3005<br>1998 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>F30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 〃 6 | R |
| 22052<br>137906 | **Laketon** SteelSc<br>(*ex*Saxona)<br>*Mchy.Aft* *Elec.light* Wireless 1*Dk*2*trB* | 4423<br>4176<br>3248 | | | | | 1903 | American<br>S.B.Co.<br>CleveIndOhio | A.E.Mathews S.S.<br>CoLd(J.TMathews<br>*Mgr.*) | 416·0<br>F48' | 50·0 | 24·0 | Toronto<br>British<br>*WB* | T.3Cy.20",33½"&55"-40"<br>American 191NHP<br>S.B.Co.Cleveland,Ohio | | L |
| 22053<br>215773<br>LJFW | **Lakeview** SteelSc<br>*Elec.light* 1*Dk*<br>Wireless | 2003<br>1780<br>1211 | | | ... | | 1917 | Manitowoc<br>S.B.Co.<br>Manitowoc | UnitedStates<br>ShippingBoard | 250·5<br>P25'B64'F26'<br>FK | 43·7 | 20·4 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>272NHP<br>ManitowocS.B.Co.<br>Manitowoc | 23 〃 1 | |
| 22054<br>216890<br>LMTR | **Lakeville** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*<br>Wireless | 2292<br>1884<br>1367 | | | | | 1918 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | UnitedStates<br>ShippingBoard | 253·5<br>P27'B66'F26' | 43·8 | 20·4 | NewYork<br>Utd.States | T.3Cy.21",35"&59"-42"<br>226NHP<br>Gt.LakesEng.Works,Det. | | |
| 22055<br>116025 | **Lakewood** SteelSc<br>(*ex*Syracuse)<br>Wireless 1*Dk*& *Spar dk* | 1351<br>—<br>650 | | | | | 1884 | Detroit<br>DryDockCo.<br>Wyandotte | F.J.Peterson&<br>G.A.Collinge | 246·5 | 38·5 | 16·0 | Cleveland<br>Utd.States | C.2Cy.28"&48"-48½"<br>NB94 134NHP<br>DetroitDryDock,Detroit | | L |
| 22056<br>139333 | **—** SteelSc<br>(*ex*Hadrix) 1*Dk*(*Stl*)<br>*Mchy.Aft* *Well deck* | 570<br>392<br>252 | ✠100A1<br>1,22 ~~12,19~~<br>✠LMC2,19 | Hul<br>Swa | *h* | CL<br>1,22 | 1919<br>2mo | J.Lewis&<br>Sons,Ld.<br>Aberdeen<br>*Lloyd's A&CP* | O.Dorey&Sons | 164·8<br>Q94'B11'F23'<br>FK<br>Cell *DBa*39' *f*53' 118*t* | 27·0 | 11·1 | Guernsey<br>British<br>4*BHCem*<br>*FPT*44*t* | T.3Cy.14",24"&39"-27" (*s*)<br>180lb 105NHP<br>1SB,3*pf*,GS54,HS1894<br>J.Lewis&Sons,Ld.Abn. | 13 〃 2<br>s 3〃10½<br>13 〃 2 | |
| 22057<br>140944<br>KFGS | **Lakme** WoodSc3MstSr<br>1*Dk* | 529<br>—<br>404 | | | | | 1888 | T.H.Peter-<br>son<br>PMadisnWsb | CasparLumber Co. | 176·8 | 38·8 | 12·6 | S.Frncisco<br>Utd.States | 2Cy.16½"&36"-24"<br>53NHP<br>W.Deacon,SanFrancisco | | |
| 22058<br>111195<br>RGMC | **Lakonia** SteelScSr<br>*ss*Gls.No.3-4,11<br>*Elec.light* *ss*Liv.No.2-20<br>Wireless 2*Dks*(*Stl*)& *deep framing* | 4743<br>4493<br>3078 | ✠100A1<br>5.21 ~~1,21~~<br>✠LMC4,20<br>BS5,21 | Liv<br>Lon | *y* | CL<br>4,20 | 1899<br>6mo | Lon.&Gls.<br>Co.Ld.<br>Glasgow<br>A&CP | DonaldsonLine,Ld<br>(DonaldsonBros.<br>Ld.,*Mgrs.*)<br>*WB=CellDBa* | 401·7<br>P40'B96'F40'<br>FK&BK2"<br>127'*u* *E*&*B*38' *f*177' | 49·2 | 28·1 | Glasgow<br>British<br>6*BHCem*<br>1007*t* *D T a* | T.3Cy.28½",47"&77"-54" (*s*)<br>170lb *100lb* NDB17 520NHP<br>3SB,9*cf*,GS165,HS7116 FD<br>Lon.&Glas.Co.Ld.Gls.<br>27'696*tFPT*100*tAPT*87*t* | 31 〃 0<br>s 6 〃 6½<br>25 〃 0 | |
| 22059<br>214452<br>LGJP | **Lakseo** WoodAuxScSr<br>*Oil Eng.*<br>(*ex*U.S.CutterWoodbury)<br>(*See Sailing Ship Register*) | 330<br>—<br>289 | | | | | 1864 | ..................<br>Philadelphia | Merritt&Chapman<br>Derrick&<br>WreckingCo. | 146·6 | 28·6 | 11·0 | NewYork<br>Utd.States | Oil Engine | | |
| 22060 | **Laksmi** SteelScK<br>(*ex*DaitokuMaru)<br>1*Dk* | 249<br>204<br>134 | | | | | 1913 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | CeylonGovern-<br>ment | 119·4<br>P70'F18' | 21·9 | 11·8 | Colombo<br>British<br>*WB* | T.3Cy.12½",20"&33"-23"<br>52NHP<br>KawasakiDkydCoLdKobe | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22061<br>MBFG | **Lal-Loc** **SteelSc**<br>1*Dk* | 368<br>282<br>185 | | | | | 1901 | Lobnitz &Co.Ld.<br>Renfrew | Cia.Gen.deTabacos deFilipinas | 150·2 | 26·0 | 9·5 | Manila<br>Utd.States | C.2Cy.10½"&22"–18"<br>17NHP<br>Lobnitz&Co.Ld.Renfrew | |
| 22062<br>143665<br>KGQN | **Lalande** **SteelSc**<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *Cruiser Stern* | 7453<br>7028<br>4635 | ✠100A1<br>*Shelter dk withfreeboard*<br>11,21~~2,21~~ ✠LMC9,20<br>*Fitted for oil fuel* 9,20 *F.P. above* 150° F. | Gls<br>Liv | *b*† | CL | 1920<br>9mo | D&WHendersn&Co.Ld.<br>Glasgow<br>*Lloyd*'*sA&CP* | Liverpool,Brazil&RiverPlateStm.Nav.Co.Ld. (Lamport&Holt,Ld. *Mgrs.*)<br>*CellDB*395'1289*t MT*22'469*tDTa*27' 1015*t FPT*118*tAPT*20*t* | 442·6<br>F46'*onShelter dk*<br>FK | 55·5 | 27·6 | Liverpool<br>British<br>*ptCem*<br>7*BHtoSh dk*<br>1 „ „ *U* „ | Q.4Cy.25¼",36",52"&73½"–54" 215lb (*s*) 670NHP<br>3DB&1AuxSB,*21cf*,GS350,HS12737<br>D&WHendersn&CoLdGls. | 38<br>s 9<br>23 |
| 22063<br>121210<br>HBWV | **Lama** **SteelTrpScSr**<br>*Elec.light* 2*Dks*(*MptStl*–ws)&<br>Wireless *Awng dk*(*ptStl* teak s) | 2198<br>1717<br>957 | ✠<br>*Awng dk withfreeboard*<br>2,05 ✠<br>*Indian & Colonial Trade* | Dmb | *r* | | 1905<br>2mo | W.Denny &Bros.<br>Dumbarton<br>*WB* | BritishIndiaStm.Nav.Co.Ld.<br>=*CellDBa*42' *uE* 22'*f*64'141*tFPT*33*t APT*33*t* | 275·8<br>P38'B104'F56' 24·5<br>FK | 44·1 | 16·6 | Glasgow<br>British<br>5*BHptAsp ptCem* | 3 Steam Turbines<br>646NHP<br>2DB,*12cf*,GS274,HS8620 FD<br>ParsonsMarineSteam TurbineCo.Ld.Nwc. | 25 |
| Wrecked 9,21<br>22064<br>99730<br>HGKV | **Lambaness** **SteelSc3MstSr**<br>*ss*Cff.No.3–4,19<br>(*ex*Sheila) 1*Dk*(*Stl*)<br>*Well deck Mchy.Aft* | 454<br>310<br>178 | ~~✠100A1~~<br>5,20<br>~~BS4,20~~ ✠~~LMC4,19~~ | Sws | *g* | CL<br>5,20 | 1906<br>3mo | AilsaS.B. Co.Ld.<br>Ayr<br>*Lloyd*'*sA&CP* | SalisburyShipping Co.Ld. (FredEdwards&Co.*Mgrs.*) | 155·0<br>Q86'B10'F23'<br>BK7"<br>*FP* | 25·6 | 11·2 | Swansea<br>British<br>3*BHCem*<br>*T*48*tAPT*2*t* | C.2Cy.18"&40"–27" (*s*)<br>130lb 64RHP<br>1SB,*3pf*,GS53,HS1645<br>RenfrewBros.&Co.Irvine | 12<br>s<br>12 |
| 22065 | **Lambare** **SteelPad**<br>*Elec.light* Wireless 2*Dks* | *1200* | | | | | 1908 | A.&J. Inglis,Ld.<br>Glasgow | TheArgentine Nav.Co.(Nicolás Mihanovich),Ld. | 240·2<br>*Hurricane dk* 200' | 34·0 | 17·7 | Bns.Ayres<br>Argentine | T.3Cy.21",35"&54"–66"<br>237NHP<br>A.&J.Inglis,Ld.Glasgow | |
| 22066<br>140414<br>JRSB | **Lambeth** **SteelScSr**<br>*ss*Shl.No.1–21<br>*Elec.light Well deck* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1536<br>1285<br>836 | ✠100A1<br>11,21~~4,21~~<br>✠LMC~~11,17~~ 11,21 | Nwc<br>Shl | *p* | CL<br>~~4,21~~<br>11,21 | 1917<br>11mo | Dublin DckydCo.Ld.<br>Dublin<br>*Lloyd*'*sA&CP* | SouthMetropolitanGasCo.<br>*CellDB*171'310*tDTa*29'131*tFPT*80*t APT*38*t* | 240·3<br>Q91'B52'F23'<br>FK | 36·2 | 18·3 | London<br>British<br>4*BHCem* | T.3Cy.18",30"&50"–33" (*s*)<br>180lb 182NHP<br>2SB,*6cf*,GS101,HS3172<br>J.G.Kincaid&Co.Ld.Grk. | 20<br>s 2<br>18 |
| 22067<br>OLBA | **Lamentin** **SteelScSr**<br>(*ex*Senegambia,*ex*Nürnberg,*ex*Bellona)<br>*Elec.light* Wireless 2*Dks*3*trB* | 4212<br>—<br>2644 | | | | | 1895 | Blohm& Voss<br>Hamburg | Cie.Générale Transatlantique | 371·2<br>P225'F45' | 44·2 | 27·1 | Havre<br>French<br>*WB* | T.3Cy.25$\frac{3}{16}$",40"&66"–42½"<br>283NHP<br>Blohm&Voss,Hamburg | |
| 22068<br>124210<br>HLGJ | **Lamington** **SteelScSr**<br>*ss*Gls.No.3–3,20<br>Sub.Sig. 1*Dk*(*Stl*)&*deepframing*<br>Wireless | 3539<br>3337<br>2283 | ✠100A1<br>1,22 ~~3,20~~<br>✠LMC4,20<br>BS5,21 | Gls<br>Bly | *w* | CL<br>4,20 | 1907<br>8mo | A.Rodger &Co.<br>Pt.Glasgow<br>*Lloyd*'*sA&CP* | NationalSS.Co.Ld (Fisher, Alimonda &Co.Ld.*Mgrs.*)<br>*WB*=*CellDBa&uE*133'*f*156' 933*tAPT*86*t* | 350·4<br>P25'B97'F38'<br>FK | 48·0 | 24·3 | Glasgow<br>British<br>6*BHCem* | T.3Cy.24",40"&65"–42" (*s*)<br>160lb *80lb* 294NHP<br>2SB,*6cf*,GS120,HS4720<br>A.Rodger&Co.Glasgow | 27<br>s 4<br>22 |
| 22069<br>120619<br>HDQS | **Lammeroo** **SteelScSr**<br>*ss*Syd.No.3–4,18<br>(*ex*HighlandLaddie) 2*Dks*(*Stl*)&*deep framing*<br>*Elec.light* | 3796<br>3582<br>2387 | ✠100A1<br>10,21~~9,20~~<br>~~BS9,20~~ ✠LMC~~2,17~~ 10,21 | Syd | *w* | CL<br>9,19 | 1905<br>10mo | W.Beardmore&Co.Ld.<br>Glasgow<br>*Lloyd*'*sA&CP* | ~~AdelaideS.S.Co.Ld~~<br>TheAdelaide SteamshipCo.Ld<br>*WB*=*CellDBa*108'*uE&B*56'*f*146'752*t DTa*28'615*tFPT*66*tAPT*27*t* | 360·0<br>P37'B108'F43'<br>FK | 48·0 | 26·3 | P.Adelaide<br>British<br>6*BHCem* | T.3Cy.23",38"&62"–48" (*s*)<br>180lb 355NHP<br>3SB,*9cf*,GS179,HS6420<br>W.Beardmore&Co.Ld.Gls. | 28<br>s 5<br>23 |
| 22070<br>4<br>QDKO | **Lamone** **IronScSr**<br>(*ex*JosephRickett)<br>*Well deck* 1*Dk* | 674<br>508<br>396 | | | ... | | 1879 | J.Key&Ss.<br>Kinghorn | G.Carnevali&Ci. | 186·1<br>Q55'B35'F18'<br>BK7½" | 28·0 | 13·9 | Ravenna<br>Italian<br>*WB* | C.2Cy.24"&46"–33"<br>NB89 90NHP<br>J.Key&Sons,Kirkcaldy | 14 |
| 22071 | **Lamoricière** **SteelTrpSc**<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | *4713*<br>*3360*<br>*2360* | | | | | 1920 | Swan.Hunter& Wigham Richardson LdNewcastle | Cie.Générale Transatlantique | 370·0<br>P25'B158'F18' | 50·0 | 29·8 | Marseilles<br>French<br>*WB* | 2 Steam Turbines–Parsons Mar.TurbineCo.Ld.Nwc.&<br>T.4Cy.31",48"&(2)53"–45"<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | |
| 22072<br>140640<br>KBNT | **Lampasas** **IronScSr**<br>2*Dks*&*Hur dk*<br>Wireless | 2943<br>—<br>2237 | | | | | 1883 | J.Roach& Son<br>Chester,Pa. | MalloryS.S.Co. Inc. | 329·0 | 45·5 | 21·5 | NewYork<br>Utd.States | C.2Cy.40"&78"–54"<br>NB96 373NHP<br>J.Roach&Son,Chester,Pa. | |
| 22073<br>20<br>QDKF | **Lampedusa** **SteelScSr**<br>*Elec.light* 1*Dk* | 405<br>242<br>204 | | | | | 1911 | Mackie& Thomson,Ld<br>Glasgow | Soc.Anon.diNav. La Sicania | 153·0<br>P26'B63'F26' | 24·1 | 10·7 | Trapani<br>Italian<br>*WB* | T.3Cy.13",22"&36"–24"<br>64NHP<br>W.V.V.Lidgerwood,Gls. | |
| 22074<br>679<br>QDKP | **Lampo** **SteelScSr**<br>*ss*Gen.No.2–22 ~~*ss*Gen.No.1–18~~<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* Wireless | 6206<br>5410<br>3816 | ✠100A1<br>2,22~~10,20~~<br>~~BS1,20~~ ✠LMC~~7,13~~2,22<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,15 *F.P. above* 150°F. | NYk<br>Gen | *z* | CL<br>10,20 | 1913<br>12mo | N.Odero &Co.<br>Genoa<br>*Lloyd*'*sA&CP* | "LaColumbia"Soc Marit.perTrasporto delPetrolio Derivati<br>*WB*=*CellDBuE*26' 69*tDTf*26' 370*tFPT*260*t APT*177*t* | 418·9<br>P100'B32'F36'<br>FK | 54·7 | 29·4 | Genoa<br>Italian<br>16*BHptAsp* | Q4Cy20$\frac{13}{16}$"29½"43$\frac{5}{16}$"&61$\frac{7}{16}$"–45$\frac{5}{16}$" 227lb *120lb* (*s*) 395NHP<br>3SB,*9cf*,GS135,HS5682 FD<br>N.OderofuA.&Co.StriPnte | 31<br>s 6<br>25 |
| 22075<br>426<br>QDKG | **—** **WoodSc**<br>(*Tug*)<br>(*ex*Flamant) | 120<br>—<br>15 | | | | | 1898 | F.Parodi<br>Pegli | Soc.Ilva | 93·2 | 20·1 | 12·0 | Genoa<br>Italian | C.2Cy.17¾"&33¾"–20½"<br>43NHP<br>Wilson&Maclaren,Smpier. | |
| 22076 | **Lamport** **SteelSc**<br>(*Tug*)<br>1*Dk* | *132*<br>*126*<br>5 | | | ... | | 1911 | GooleS.B. &RepgCo.Ld.<br>Goole | TheArgentine Nav.Co.(Nicolás Mihanovich),Ld. | 80·0<br>BK6" | 22·0 | 11·7 | Bns.Ayres<br>Argentine<br>*WB* | T.3Cy.13½",22"&37"–24"<br>93NHP<br>Earle'sCo.Ld.Hull | 12 |
| 22077<br>145343<br>KHVF | **Lanbya** **SteelSc**<br>1*Dk*<br>(*ex*Sunflower) *CruiserStern* | 880<br>790<br>348 | ✠<br>*For Government Service*<br>✠ | Gls | | | 1915<br>7mo | D.&W. Henderson& Co.Ld.<br>Glasgow | RangoonPort Commissioners | 250·4<br>FK | 33·1 | 17·3 | British<br>*WB* | T.3Cy.23",37"&61"–27"<br>193NHP<br>D.&W.Henderson&Co. Ld.,Gls. | |
| 22078<br>140529<br>JQNR | **Lancashire** **SteelTwinSc4MstSr**<br>*Elec.light* Wireless 3*Dks*(*Stl–U* w s)<br>*Cruiser Stern* | 9445<br>7038<br>5886 | ✠100A1<br>~~8,2112,19~~7,21<br>✠LMC~~5,17~~ 10,21<br>*Fitted for oil fuel*, 1,20 *F.P. above* 150°F. | Bkn | *e*† | CL<br>~~SN6,18~~<br>3,21 | 1917<br>7mo | Harland& Wolff,Ld.<br>Belfast<br>*Lloyd*'*sA&CP* | BibbyS.S.Co.Ld. (BibbyBros.&Co. *Mgrs.*)<br>*CellDB*419'1380*tFPT*92*t APT*57*t* | 482·4<br>P46'B263'F78'<br>FK | 57·3 | 32·1 | Liverpool<br>British<br>8*BHCem* | Q.8Cy.22",31½",46"&66"–51"<br>215lb (*s*) HS17040 942NHP<br>2DB&2SB,*24cf*,GS420,<br>Harland&Wolff,Ld.Bel. | 35<br>s 7<br>28 |
| 22079<br>110549<br>HKQT | **—** **SteelTwinScSp**<br>*Elec.light For Ferry purposes* 1*Dk* | 469<br>469<br>135 | | | ... | | 1899 | J.Scott& Co.<br>Kinghorn | MunicipalCorporation of Birkenh'd | 150·5<br>B133'<br>FK | 41·0 | 11·4 | Liverpool<br>British<br>*WB* | T.4Cy.17",23"&(2)28"–18"<br>150NHP<br>J.Scott&Co.Kinghorn | 11 |
| 22080<br>102053<br>MWGF | **—** **IronSc3MstSr**<br>*ss*Liv.2ndNo.3–7,18<br>*Welldeck* 1*Dk*(*Irn*)<br>*Mchy.Aft* | 437<br>295<br>203 | ✠100A1<br>12,21~~4,20~~<br>~~BS10,20~~ ✠LMC7,15<br>BS12,21 | Liv<br>Ard | *g* | CL<br>2,20 | 1892<br>11mo | J Fullerton &Co.<br>Paisley<br>A&CP | Mann,Macneal&Co.Ld. | 160·2<br>Q90'B9'F25'<br>BK6½"<br>*WB*=*FPT* | 23·1 | 11·5 | Liverpool<br>British<br>3*BHCem*<br>50*tAPT*5*t* | C.2Cy.21½"&42"–30" (*s*)<br>110lb 73RHP<br>1SB,*3pf*,GS53,HS1270<br>Ross&Duncan,Glasgow | 12<br>s<br>12 |

| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built. When. Ship. Engines | By Whom. Where. | Owners. | Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. Corresponding draught ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22081<br>143635<br>KFNW | **Lancashire Coast** SteelSc<br>(exPrincessOlga)<br>1Dk&Shelter dk<br>Elec.light<br>Mchy.Aft | 1104<br>837<br>437 | | | | | 1920 | SirRDixon &Co.Ld.<br>Middlesbro' | CoastLines,Ld. (M.Langlands& Sons,Ld.Mgrs.) | 240·1 | 34·9 | 14·3 | Glasgow<br>British<br>WB | T.3Cy.19",31"&52"–36"<br>162NHP<br>Richardsons,Westgarth& Co.Ld.Mdb. | | C |
| 22082<br>216451<br>LKVP | **Lancaster** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless | 5871<br>5302<br>3530 | ✠100A1<br>Shelter dk<br>withfreeboard<br>7,20 ✠LMC6,18<br>Fitted for oil fuel 6,18 | Kob | b† | CL<br>N7,20<br>F.P. above 1 | 1918<br>6mo | SunS.B. Co.<br>Chester,Pa.<br>A&CP<br>50°F.<br>CellDB370'13 | ImperialShipping Corp.<br>FK<br>1 Intermediate BH in after 'tween dks dispensed with<br>55tDTa30'882tFP | 434·3<br>T117tAPT76t | 57·7 | 27·1 | NewYork<br>Utd.States<br>Cem<br>1BHtoSh dk<br>5 „ „ U „<br>1 „ „ 2nd „ | T.3Cy.27",45½"&76"–51" (r)<br>190lb 575NHP<br>3SB,9cf,GS185 FD<br>SunS.B.Co.Chester,Pa. | ~~38 ″ 0~~<br>~~s 10 ″ 3½~~<br>~~28 ″ 1~~<br>30 ″ 3<br>s 4 ″ 7<br>26 ″ 1 | |
| 22083<br>216580<br>LMDQ | — SteelSc<br>Motor<br>1Dk | 141<br>—<br>76 | | | | | 1918 | ..........<br>WeemsVa. | Bellows&Squires Co.Inc. | 109·4 | 19·9 | 8·4 | Reedville, Va.<br>Utd.States | Motor | | |
| 22084<br>140642<br>KCDT | **Lancaster Castle** SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 5625<br>5448<br>3529 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~7,21 6,20~~ ✠LMC7,19<br>10,21 | Liv<br>~~Mch~~Ant | y | CL<br>7,21 | 1919<br>8mo<br>Lloyd's | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>A&CP | Lancashire ShippingCo.Ld.(J. Chambers&Co. Mgrs.)<br>CellDB351'1290 | 399·6<br>F on Shelter dk 39<br>tFPT60tAPT90t | 53·0 | 32·8<br>FK<br>Collisio | Liverpool<br>British<br>ptCem<br>nBH to S dk<br>6 „ „ U „ | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>N.E.MarineEngCo.LdNwc | 35 ″ 5<br>s 9 ″ 6½<br>26 ″ 3 | |
| 22085<br>99326<br>MHWN | **Lancastrian** SteelSc4MstSr<br>ssHam.2ndNo.3-11,21 ~~ssLiv.No.1-95~~<br>Elec.light 3Dks(Stl–Uws)<br>Ref.Mchy. Wireless Sub.Sig.<br>Bulkheads as per Section 22 not fitted between Middle&Upper dks | 5134<br>4804<br>3325 | ✠100A1<br>withfreeboard<br>11,21 ✠LMC11,21<br>Lloyd'sRMC11,21 | Liv<br>Ham | a† | CL<br>11,21 | 1891<br>10mo<br>Lloyd's | Harland& Wolff(Lim.)<br>Belfast<br>A&CP | LancastrianSteam-shipCorp. | 442·5<br>P69'B143'F102'<br>WB=CellDB328' | 45·2 | 31·0<br>BK9½" | Montreal<br>~~Liverpool~~<br>British<br>7BHCem<br>696tAPT49t | T.3Cy.25",41½"&71"–60" (s)<br>200lb 451NHP<br>3DB,12rf,GS180,HS6978<br>Harland&Wolff(Lm.),Bel. | 34 ″ 2 | |
| 22086 | **Lancastrian Prince** SteelSc<br>Elec.light Wireless<br>CruiserStern<br>(CleatContemplated)<br>Should be "Italiana," See No. 37864 in Supplement | 3300<br>2880<br>1800 | 100A1<br>Shelter dk<br>withfreeboard | | | | 1921 | Furness S.B.Co.Ld.<br>Haverton Hill-on-Tees | PrinceLine,Ld. (Furness,Withy& Co.Ld.Mgrs.) | 363·0<br>F68' | 52·0 | 30·7 | Newcastle<br>British | T.3Cy.26",43"&73"–48"<br>Richardsons,Westgarth& Co.Ld.Sld. | | |
| 22087<br>MVCO | **Lancelot** CompScSr<br>(exTvaan)<br>Mchy.Aft 1Dk<br>CruiserStern<br>Now named "Petra," See No. 38965 in Supplement | 468<br>347<br>254 | | | | | 1919 | Akt.Amåls. Skeppsvart<br>Åmal | M.S.Pedersens RederiA/S (M.S. Pedersen,Mgr.) | 148·4<br>P49'B13'F26' | 26·5 | 11·4 | Tönsberg<br>Norwegian | C.2.Cy.12¾"&$27\frac{9}{16}$"–17¾"<br>26NHP<br>BohusMek.Verks.Akt.Got | | V |
| 22088<br>124287<br>HPRT | **Lancer** SteelScSr<br>ssMch.No.2–19<br>1Dk(Stl)&Awngdk(Irn)&deepframing | 1363<br>1276<br>851 | ✠100A1<br>Awng dk<br>withfreeboard BS8,21<br>1,21 ✠LMC6,18<br>~~BS7,19~~ ~~MBS8,20~~ | Mch | o | CL<br>1,21 | 1909<br>9mo<br>Lloyd's | TyneI.S.B. Co.Ld.<br>Newcastle<br>A&CP | Fisher,Renwick Manchester-LondonStmrs.Ld.<br>WB=CellDBa&uE77'f100' | 230·1 | 34·0 | 21·8<br>FK | Manchestr<br>British<br>5BHCem<br>209tAPT14t | T.3Cy.18",30"&49"–33" (s)<br>180lbNDB17 100lb 163NHP<br>1SB,4cf,GS78,HS2700<br>N.E.MarineEng.CoLdNwc | 24 ″ 0<br>s 5 ″ 4<br>18 ″ 11 | |
| 22089<br>MVFW | **Landaas** SteelScSr<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks | 4248<br>3977<br>2585 | | | | | 1920 | J.Priest-man&Co.<br>Sunderland | J.ErlandsRederi I (J.Erland,Mgr.) | 365·0<br>P89tH151tF31t | 51·5 | 25·1 | Bergen<br>Norwegian<br>WB | T.3Cy.25",41"&69"–48"<br>330NHP<br>Richardsons,Westgarth& Co.Ld.Sld. | | N |
| 22090 | **Landbreeze** SteelScK<br>1Dk(Stl) | 97 | ✠100A1<br>For Fishing purposes<br>4,22 6,20 ✠LMC5,20 | Abn | | CL | 1919<br>12mo<br>Lloyd's | ColbyBros. Ld.<br>Lowestoft<br>A&CP | P.Fannon&F. Sibley (Stroud &Cannon,Mgrs.) | 86·0 | 18·5 | 9·3<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.9½",15½"&26"–18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>Pollit&Wigzell,Ld. SowerbyBridge | | |
| 22091<br>143658<br>KGND | **Landes** SteelScSr<br>Elec.light 2Dks | 1276<br>1055<br>520 | | | | | 1920 | Hawthorns &Co.Ld.<br>Leith | MossS.S.Co.Ld. | 245·2 | 39·2 | 16·0 | Liverpool<br>British<br>WB | T.3Cy.21½",35"&59"–39"<br>217NHP<br>Hawthorns&Co.Ld.Leith | | |
| 22092 | **Landfall** SteelScK<br>1Dk(Stl) | 97<br>96<br>33 | ✠100A1<br>For Fishing purposes<br>7,18 ✠LMC7,18 | Abn | | CL | 1918<br>7mo<br>Lloyd's | J.Lewis& SonsLd.<br>Aberdeen<br>A&CP | TheAdmiralty | 85·8 | 18·6 | 9·2<br>BK7½" | British<br>3BHCem | T.3Cy.9½",15½"&26"–18" (s)<br>180lb 42NHP<br>1SB,2pf,GS30,HS814<br>J.Lewis&SonsLd.Abn. | 10 ″ 0 | |
| 22093<br>119091<br>VNHB | **Landport** SteelSc3MstSr<br>ssLiv.No.3-4,16<br>ssNwc.No.1-20<br>(exIrishCoast,exRosslyn) 1Dk<br>Well deck Mchy.Aft (Irn–ptws) | 603<br>410<br>243 | ✠100A1<br>8,20 ✠LMC8,20<br>BS11,21 | Nwc | i | CL<br>8,20 | 1904<br>2mo<br>Lloyd's | Murdoch & Murray<br>Pt.Glasgow<br>A&CP | A.Chester<br>DB | 180·3<br>Q101'B9'F33'<br>f96' 148t FPT 56t | 27·1 | 10·7<br>FK&BK¾" | Liverpool<br>British<br>3BHCem<br>APT9t | C.2Cy.20½"&44"–30" (s)<br>130lb 80RHP<br>1SB,3pf,GS62,HS1543<br>Muir&Houston,Ld.Gls. | 13 ″ 5<br>s ″ 8<br>13 ″ 3 | |
| 22094 | **Landrat Rademacher** SteelScSr<br>(Trawler)<br>1Dk | 218<br>181<br>67 | | | | | 1912 | Schffb.Ges. Unterweser<br>Leh | F.A.Pust | 124·1<br>Q66'F19' | 22·6 | 9·0 | Gstemnde<br>German | T.3Cy.12",18½"&$30\frac{7}{10}$"–22"<br>45NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 22095<br>HRTS | **Landro** SteelScK<br>(exYork) 1Dk(Irn)<br>Mchy.Aft | 152<br>109<br>75 | ✠<br>7,10 ✠ | Lon | a | | 1905<br>6mo | Smith's DockCo.Ld.<br>NorthShields | BenignoLopez | 97·5<br>Q34'F14' | 20·1 | 7·9<br>FK<br>WB= | Corunna<br>Spanish<br>3BHCem<br>FPT25t | C.2Cy.12"&26"–18"<br>33NHP<br>1SB,2pf,GS27,HS640<br>ShieldsEng.Co.Ld.N.Shl. | 8 ″ 6 | |
| 22096<br>137373<br>JMQ | **Lanercost** SteelScK<br>ssFlt.No.1–20<br>1Dk<br>Now named "Darwen," See No. 37037 in Supplement | 227<br>222<br>87 | ✠100A1<br>StmTrawler<br>4,20 ✠LMC4,20 | Flt | | CL<br>4,20 | 1916<br>1mo<br>Lloyd's | Smith's DockCo.Ld.<br>Middlesbro'<br>A&CP | PalatineStm. Trwlng.Co.Ld. (J.N.Ward&Son, Mgrs.) | 117·4 | 22·5 | 13·0<br>BK7½"<br>WB= | Fleetwood<br>British<br>2BHCem<br>DBf21'10t | T.3Cy.12¼",20"&34"–24" (s)<br>180lb 80RHP<br>1SB,3pf,GS42,HS1480<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 9 | |
| 22097<br>136727 | **Langbourne** SteelSc<br>ssLon.No.1–19<br>(exTenacity) 1Dk(Stl) | 69<br>68<br>— | ✠100A–<br>For Towing purposes<br>5,19 ✠LMC5,19<br>BS3,21 | Lon | | CL<br>5,19 | 1914<br>12mo | Rennie ForresttS.B. E&DD.CoLd.<br>Wivenhoe | Port of London Authority | 70·9 | 18·0 | 8·7<br>BK5" | London<br>British<br>4BHCem | T.3Cy.10¾",17&28"–18" (s)<br>180lb 40RHP<br>1SB,2pf,GS36,HS1019<br>Crabtree&Co.Ld.Gt.Ymth. | 9 ″ 1 | |
| 22098<br>NQTH | **Langeland** SteelSc<br>1Dk | 161<br>98<br>71 | | | | | 1908 | MarstalSB. &Reptværft<br>Marstal | A/S D/SLangeland (P.B.Petersen) | 99·0<br>P56'F14' | 19·9 | 8·8 | Rudköbng<br>Danish<br>WB | C.2Cy.11"&22"–14"<br>16NHP<br>HelsingörsJernsk.&Mskb. | | V |
| 22099<br>MDLN | **Langenæs** SteelScSr<br>(Trawler)<br>(exFiskeren) 1Dk | 109<br>100<br>36 | | | | | 1907 | Mjellem& Karlsen<br>Bergen | H.Roald | 94·7 | 19·0 | 8·7 | Aalesund<br>Norwegian | C.2Cy.9"&20"–17"<br>14NHP<br>Mjellem&Karlsen,Bergen | | N |
| 22100 | **Langenberg** SteelScK<br>(Trawler)<br>Elec.light 1Dk | 218<br>209<br>84 | | | | | 1913 | H.C.Stülc-kenSohn<br>Hamburg | CranzerFisch-dmpfsch.Ges. (OttoBröhanMgr) | 119·3<br>F18' | 23·9 | 11·7 | Cranz a/d Elbe<br>German | T.3Cy.12⅔",21⅓"&33⅓"–22"<br>55NHP<br>H.C.StülckenSohn,Ham. | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 / 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22101 | **Langeoog** SteelSc<br>(Trawler)<br>1Dk | 244<br>217<br>90 | | | | | 1917 | Rickmers Akt.Ges. Geestemünde | O.Beucker | 127·1<br>Q69'F19' | 23·0 | 9·5 | Gstemnde<br>German<br>WB | T.3Cy.12⅝",20½"&32¼"–22¼"<br>50NHP<br>OttensenerMchFab.Altona | |
| 22102<br>~~MVPB~~ | **Langfond** SteelScSr<br>Fitted for oil fuel<br>Elec.light Wireless 1Dk<br>Now named "Phyllis Seed" See No. 3[illegible]6 in Supplement | 2194<br>1656<br>1264 | | | | | 1920 | Swan,Hunter&Wigham Richardson, Ld.Sunderlnd | ~~SvithunLinjenA/S (SigvalBergesen, Mgr.)~~ T.Seed&Co. | 285·3<br>P36'B74'F28' | 41·5 | 20·2 | ~~Stavanger~~<br>~~Norwegian~~<br>WB<br>British | T.3Cy.22",35"&58"–39"<br>210NHP<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | |
| 22103<br>~~144468~~ | **Langhope** SteelSc<br>(exRobur) 1Dk | 410<br>301<br>210 | | | | | 1919 | A/BNya Varvet Helsingfors | ~~ClaudeLangdon, Ld.~~ | 132·8 | 24·9 | 13·2 | ~~London~~<br>~~British~~<br>Italian WB | C.2Cy.13"&26"–19⅞"<br>90RHP<br>A/BNyaVarvet, Helsngfrs | |
| 22104<br>135305<br>JDRN | **Langland** SteelScSr<br>ssLon.No.3–5,19<br>(exSantaCruz) 1Dk(Irn)<br>Elec.light Well deck | 744<br>540<br>401 | ✠100A1<br>~~8,21~~ ~~3,20~~ 10,21<br>~~BS3,20~~<br>BS4,21<br>✠LMC8,18 | Shl<br>~~Lpl~~ Lon | k | ~~4,19~~<br>~~8,21~~<br>10,21 | 1906<br>6mo<br>Lloyd's A&CP | Caledonian Eng.&S.B.Co Preston | ChannelCoasting &TradingCo.Ld. (E.Short,Mgr.)<br>Cell DB | 194·1<br>Q92'B24'F19' FK<br>a 35' u E&B 35' f 86' | 30·2 | 11·4 | London<br>British<br>4BHCem<br>200tAPT32t | T.3Cy.16",26"&43"–30" (s)<br>180lb 116NHP<br>1SB,3cf,GS50,HS1902<br>CaledonianE.&S.B.Co.Prs. | 13 |
| 22105<br>143885<br>KDGC | **Langley** SteelScSr<br>Elec.light 2Dks(Stl)<br>Wireless<br>Now named "Gand," See No. 3757 in Supplement | 5113<br>4812<br>3190 | ✠100A1<br>3,21<br>✠LMC12,19 | Ant | y | CL<br>3,21 | 1919<br>12mo<br>Lloyd's A&CP | Bartram&Sons,Ld. Sunderland | Fratres,Ld. (Brown,Jenkinson &Co.Mgrs.)<br>Cell | 400·3<br>P49'B113'F39' FK<br>DB338'1114tFPT1 | 52·3 | 28·5 | London<br>British<br>7BHCem<br>33tAPT225t | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7668 FD<br>J.Dickinson&Sons,Ld.Sld. | 31 |
| 22106<br>102076<br>JLWK | **Langton** SteelScSk<br>(Tug)<br>1Dk(Irn) | 157<br>136<br>61 | ✠<br>5,94<br>✠ | Liv | b | | 1892<br>11mo | S.McKnight&Co. Ayr | Lawson-Batey Tugs,Ld.<br>WB | 92·0<br>B10'<br>=APT5t BK6½" | 20·1 | 11·3 | Newcastle<br>British<br>4BHCem | C.2Cy.20"&42"–27" 74RHP<br>1SB,3cf,GS57,HS1500<br>Muir&Houston,Glasgow | 12 |
| ※ 22107<br>140556<br>JSOG | **Langton Hall** SteelScSr<br>Elec.light Wireless 2Dks(Stl)<br>CruiserStern | 6537<br>5383<br>4211 | ✠100A1<br>7,21 ~~1,21~~<br>✠LMC1,18 | NYk<br>Swa | z | CL<br>1,21 | 1918<br>1mo<br>Lloyd's A&CP | Craig,Taylor&Co.Ld. Stockton | EllermanLines,Ld. (HallLine,Ld. Mgrs.)<br>C | 403·5<br>P88'B153'F85' FK<br>ellDB343'1240tDT | 54·4 | 29·8 | Liverpool<br>British<br>7BHCem<br>a30'746t | T3Cy.24½",42¼"&73"–51"(s)<br>220lb HS7705 FD 552NHP<br>2SB&1AuxSB11cfGS185<br>NE.MarineEng.CoLdNwc | 32 |
| 22108<br>MKDS | **Langvin** SteelScK<br>(Trawler)<br>(exVidero) 1Dk | 172<br>158<br>67 | | | ... | | 1898 | Edwards Bros. N.Shields | H.Langva | 110·8<br>Q48'F20'<br>BK7½" | 21·1 | 11·0 | Aalesund<br>Norwegian | T3Cy11⅝"19½"&32"–22½"<br>NB11 56NHP<br>G.T.Grey,S.Shields | 12 |
| 22109<br>133362 | **Lanka** SteelScSr<br>(exNishisaMaru)<br>1Dk | 253<br>232<br>91 | | | | | 1911 | Kawasaki DockyardCo. Ld. Kobe | AllebhoyMulla Jeevanjee | 117·4 | 22·4 | 12·7 | Bombay<br>British<br>WB | T.3Cy.12½",20"&33"–23"<br>43RHP | |
| 22110<br>132951 | **Lanner** SteelScK<br>1Dk | 103<br>102<br>43 | | | | | 1912 | J.Duthie TorryS.B.Co Aberdeen | PloughboyCo.Ld. (S.Turrell,Mgr.) | 89·8 | 18·5 | 9·1 | Lowestoft<br>British | T.3Cy.9½",15½"&26"–18"<br>42RHP<br>W.V.V.Lidgerwood,Gls. | |
| 22111 | **Lännetär** WoodAuxSc3MstSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 505<br>—<br>381 | | | | | 1920 | Raahen Laiva&Veneveishämö, Brahestad | J.Erikkilä | 155·0 | 34·5 | 15·9 | Brahestad<br>Finnish | Oil Engine<br>2Cy.<br>A/S HeraMotorfbrk,Cpn. | |
| 22112<br>142020<br>KHDM | **Lanrick** SteelSc<br>Elec.light 1Dk(Stl)<br>Cargo battens not fitted | 1283<br>1065<br>539 | ✠100A1<br>~~10,21~~ ~~11,20~~ 4,22<br>✠LMC11,20 | Lth | p | CL | 1920<br>11mo<br>Lloyd's A&CP | Hawthorns &Co.Ld. Leith | G.Gibson&Co.Ld.<br>CellDB69'uE2 | 258·4<br>P29'B77'F35' FK<br>5'f100'297tFPT28t | 35·7 | 17·4 | Leith<br>British<br>5BHCem<br>APT36t | T.3Cy.23",38"&62"–42" (s)<br>180lb 296NHP<br>2SB,6cf,GS129,HS4904<br>Hawthorns&Co.Ld.Leith | 18 |
| 22113<br>219250<br>LTRQ | **Lansdowne** SteelScSr<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks&<br>Sub.Sig. Web frames | 5479<br>4971<br>3378 | | | ... | | 1919 | Merchant S.B.Corp. Chester,Pa. | UnitedStates ShippingBoard | 400·7<br>P36'B124'F44' FK | 54·2 | 30·4 | Phildlphia<br>Utd.States<br>WB | 2Steam Turbines geared to 1ScShaft 676NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 32 |
| 22114<br>88629 | — IronPad<br>(CarFerry) | 1571<br>—<br>908 | | | | | 1884 | Detroit DryDockCo. Wyandotte | GrandTrunkRy.Co | 294·0 | 41·3 | 13·0 | Windsor, Ont.<br>British | 2Cy.50"–108"<br>Eblt.72fitted84 400NHP<br>Gilbert&Sons,Montreal | |
| ※ 22115<br>200595<br>KSVF | **Lansing** SteelScSr<br>ssSFo.2ndNo.3–4,17<br>(exBritishQueen) 2Dks(Stl)3trB<br>Sub.Sig. Wireless | 4561<br>4058<br>3429 | ✠100A1<br>1,21<br>BS11,20<br>✠LMC<br>MS1,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 10,07 F.P. above 150° F. | SFo | y | 1,21 | 1890<br>5mo<br>A&CP | Palmers' Co.Ld. Newcastle | UnionS.S.Co.Inc.<br>W | 400·0<br>P49'B86'F47' FK<br>B=Cell DBuE&B | 47·2 | 27·9 | S.Frncisco<br>Utd.States<br>13BHCem<br>56'f34'154t | T.3Cy.29",47"&76"–51" (o)<br>150lb 446NHP<br>2DB,12cf,GS436,HS7820<br>Palmers'Co.Ld.Newcastle | 30 |
| ※ 22116 | **Lanuvium** SteelScSr<br>ssLiv.No.3–1,19<br>(exStrathclyde) 1Dk(Stl)&Spardk(Stl)<br>Elec.light Wireless &deep framing | 4434<br>4106<br>2856 | ✠100A1<br>Spar dk<br>~~9,21~~ ~~2,20~~ 1,22<br>~~BS3,20~~ ~~BS6,21~~<br>BS1,22<br>✠LMC9,18 | Npt<br>~~Nap~~ Gen | x | CL<br>~~9,18~~<br>9,21 | 1906<br>12mo<br>Lloyd's A&CP | Grngem'th &Greenock DockyardCo. Greenock | ~~ItalianGovernment~~ ~~Soc.diNav. l'Oriente~~ Italian Government | 370·0<br>P25'B92'F41' 25·5 FK<br>CellDB a 114'uE | 52·2 | 17·5 | Rome<br>Italian<br>6BHCem<br>&B44' f 162' | T.3Cy.25",41"&68"–48" (s)<br>180lb 353NHP<br>3SB,9cf,GS165,HS5509<br>J.G.Kincaid&Co.Ld.Grk.<br>1115tDTf24'610tAPT123t | 28 |
| 22117 | **Lanzarote** SteelScSr<br>ssLaP.No.2–20<br>Elec.light 1Dk&Shelterdk(Teak) | 475<br>270<br>189 | ✠100A1<br>Shelter dk withfreeboard<br>9,20<br>BS12,21<br>✠LMC8,20 | LaP | h | CL<br>8,20 | 1912<br>3mo<br>Lloyd's A&CP | Smith's DockCo.Ld. Middlesbro' | Cia.deVapores CorreosInterinsularesCanarios<br>WB=Cell DBa33 | 160·0<br>FK<br>uE14'f66'87tFPT | 25·9 | 10·4 | LasPalmas<br>Spanish<br>4BHCem<br>10tAPT10t | T.3Cy.13",22"&36"–26" (s)<br>180lb 100lb 100NHP<br>1SB,3cf,GS57,HS1940<br>Smith'sDockCo.Ld.Mdb. | 18 |
| 22118<br>131442<br>HWOV | **Laomédon** SteelScSr<br>Elec.light Wireless 2Dks | 6693<br>5554<br>4268 | | | | | 1912 | Workman, Clark&Co.Ld Belfast | ChinaMutualStm. Nav.Co.Ld. (A.Holt&Co.Mgrs.) | 443·0<br>P50'B162'F52' | 52·8 | 32·1 | Liverpool<br>British<br>WB | T.3Cy.30",50"&83"–60"<br>532NHP<br>Wrkman,Clark&Co.LdBel | |
| ※ 22119 | **Lapad** SteelScSr<br>ssNap.No.2–19 ssFiu.No.3–4,12<br>(exRegina) 1Dk(Stl)2trB<br>&deep framing | 2535<br>—<br>1604 | ✠100A1<br>Spar dk withfreeboard<br>2,22<br>~~Freeboard4,19~~<br>~~BS4,19~~ ~~BS5,21~~<br>✠LMC9,11<br>8,21 | Shl<br>Pal | t | ~~5,13~~<br>N8,21 | 1899<br>4mo<br>Lloyd's A&CP | A.Rodger &Co. Pt.Glasgow | DubrovackaParobrodskaPlovidba<br>WB=Cell | 314·5<br>P29'B79'F29' FK<br>DBa102'f130'583t | 43·9 | 20·7 | Ragusa<br>5BHCem<br>APT34t | T.3Cy.22½",37"&61"–42" (s)<br>160lb 100lb NDB14 250NHP<br>2SB,6pf,GS92,HS3162<br>HallBrwn,Buttery&C.Gls | 23 |
| 22120<br>139919 | **Lapageria** SteelScK<br>ssGms.No.1–19<br>1Dk | 274<br>240<br>120 | ✠100A1<br>StmTrawler<br>6,19<br>✠LMC6,19 | Gms | | CL<br>6,19 | 1916<br>8mo<br>Lloyd's A&CP | Cook,Welt'n&Gemmell Ld. Beverley | D.Robinson | 125·3<br>Q71'F19'<br>BK8" | 22·8 | 12·2 | Grimsby<br>British<br>4BHCem | T.3Cy.12¾",22"&36"–24" (s)<br>180lb 79RHP<br>1SB,3pf,GS46,HS1355<br>C.D.Holmes&Co.Ld.Hull | 13 |
| ※ 22121<br>140606 | **Laplace** SteelScSr<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless Cruiser Stern | 7327<br>6850<br>4459 | ✠100A1<br>Shelter dk withfreeboard<br>~~9,21~~ ~~8,20~~ 2,22<br>✠LMC2,19 | Lon<br>~~Hon~~<br>Liv | a† | CL | 1919<br>2mo<br>Lloyd's A&CP<br>CellDB362 | AM'Millan &SonLd. Dumbarton | Liverpool,Brazil&RiverPlateS.N.Co. Ld. (Lamport&Holt,Ld.Mgrs.)<br>'1078t DTa33'759 | 430·8<br>F50' on Shelter dk FK<br>tFPT127tAPT65t | 56·3 | 34·7 | Liverpool<br>British<br>ptCem<br>5BHtoShdk<br>3 " " U " | T.3Cy.29",47"&78"–54" (s)<br>180lb 666NHP<br>4SB,12cf,GS242,HS10224FD<br>D.Rowan&Co.Ld.Gls. | 37 |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22122<br>OLCH | **Laplace** SteelTwinSc<br>1Dk<br>Elec.light<br>Mchy.Aft | 2636<br>2406<br>1907 | | | | | 1919 | Foundat'n<br>Co.<br>NewOrleans,<br>La. | FrenchGovernment | 328·3\|46·4\|23·6<br>P68'B17'F35' | Brest<br>French | T.6Cy.15½",26"&44"-26"<br>198NHP<br>NationalMarineEng.Co.<br>Scranton,Pa. | | V |
| 22123<br>137398<br>JGFW | **Lapland** SteelTwinScSr<br>ssSou.No.3-3,21~~ssLiv.No.2-15~~<br>Elec.light 3Dks(Stl)&Shelter dk(Stl)<br>4th dk(Stl) in Nos. 1, 2 & 3 holds<br>Ref.Mchy. Sub.Sig. Wireless | 18565<br>14979<br>11607 | 100A1<br>~~1,22 11,10~~ 3,22<br>~~BS3,21~~<br>BS1,22 | Sou<br>~~Ant~~<br>LMC4,20 | p† | CL<br>3,21 | 1908<br><br><br>Lloyd | Harland&<br>Wolff,Ld.<br>Belfast<br>'sA&CP | InternationalNav.<br>Co.Ld.<br>WB= | 605·8\|70·4\|37·4<br>B348'F62'<br>FK&BK3"<br>CellDBa 152' uE& | Liverpool<br>British<br>9BHCem<br>B178' f198 | Q.8Cy.32½",47",68"&98"-63"<br>215lb (s) 2343NHP<br>8DB,48cf,GS1048,HS42704<br>Harland&Wolff,Ld.Bel.<br>'2248tFPT99tAPT82t | 41 ″ 0<br>s 8 ″ 9½<br>32 ″ 10 | BT till 3,22 |
| 22124<br>96102<br>LQSN | — SteelScSr<br>ssLiv.No.3-7,02<br>ssLiv.No.2-11<br>(exDauntless,<br>exPtarmigan) 2Dks(1Irn)framingptIrn | 1234<br>995<br>672 | ✠<br>3,14<br>✠ | Mch | o | | 1890<br>4mo | WBThmp-<br>son&Co.Ld.<br>Dundee | TheAdmiralty | 256·0\|32·2\|15·4<br>P109'B26'F47'<br>BK9"<br>WB=Cell | Liverpool<br>British<br>5BHCem<br>DB220'168t | T.3Cy.21",34"&55"-42"<br>NDB01 194NHP<br>2SB,6rf,GS103,HS2866<br>W.B.Thmpsn&Co.Ld.Dun | 18 ″ 3 | |
| 22125 | **Lappland** SteelSc<br>(Trawler)<br>(exDuisburg) 1Dk | 218<br>193<br>82 | | | | | 9117 | Schiffsb.<br>Ges."Unter-<br>weser"<br>m.b.H.<br>Lehe | Ludw.Janssen&<br>Co. | 127·7\|22·6\|9·2<br>Q69'F191' | Gstemnde<br>German | T.3Cy.12⅗",20½"&32¼"-22⅗"<br>50NHP<br>OttensenerMch.G.m.b.H.<br>Altona | | |
| 22126<br>VKFN | **Lapponia** SteelScSr<br>ssOsc.No.3-10,10<br>ssAbo.No 2-19<br>(exJohanna) 1Dk(ptIrn&ptStl)<br>Elec.light &Web frames | *1153*<br>*880*<br>*731* | ✠100A1<br>11,19<br>✠NB4,09<br>BS12,20 | Abo<br>✠LMC11,19<br>MBS2,22 | n | 11.19 | 1898<br>4mo<br><br>Lloyd | C'rmichael<br>MacLean&Co<br>Greenock<br>'sA&CP | Wasa-Nordsjö<br>Angb.AktieBol.<br>(KarlKurtén *Mgr*)<br>WB=CellDBa 56' | 230·1\|34·1\|14·0<br>Q79'B59'F27' FK<br>uE15'f96'253tFPT | Wasa<br>Finnish<br>4BHCem<br>35tAPT15t | T.3Cy17¼"27½"&44"-33" (s)<br>160lb 80lb NDB20 118NHP<br>1SB,3pf,GS54,HS1870<br>Hutson&Son,Glasgow | 16 ″ 0<br>s 1 ″ 5<br>14 ″ 11 | |
| 22127<br>145023 | **Lapwing** SteelSc<br>Elec.light 1Dk(Stl)&<br>Mchy.Aft Shelter dk(Stl-ws) | 1449<br>983<br>748 | ✠100A1<br>Shelter dk<br>withfreeboard<br>5,21 ~~9,20~~<br>Fitted for oil fuel 5,21 F.P. above 150° F. | Psy<br>Lon<br>✠LMC9,20 | p | CL | 1920<br>9mo<br><br>Lloyd | Bow,Mc-<br>Lachlan &Co<br>Ld. Paisley<br>'sA&CP | GeneralStm.Nav.<br>Co.Ld.<br>CellDBf 161' 238t | 250·6\|37·1\|14·0<br>FK<br>FPT 20t APT18t | London<br>British<br>Cem<br>3BHtoSh dk<br>1 ″ ″ U ″ | T.3Cy.22",35"&57"-39" (s)<br>180lb 273NHP<br>2SB,6cf,GS126,HS4939<br>Bow,McLachln&CoLdPsy | 16 ″ 6<br>s ″ 8<br>16 ″ 1 | |
| 22128<br>115771<br>JKML | — SteelScSr<br>1Dk | ~~284~~<br>194 153<br>75 ~~129~~ | | | | | 1903 | Scott&<br>Sons<br>Bowling | J.D.Rodger | 135·2\|21·2\|9·4<br>Q43'B35'F43' | Glasgow<br>British<br>WB | C.2Cy.19"&36"-27"<br>64RHP<br>Hutson&Sons,Ld.Gls. | | |
| 22129<br>118929 | — SteelScK<br>ssGms.No.3-6,19<br>1Dk | 217<br>191<br>87 | | | ... | CL<br>9,20 | 1904<br>8mo<br><br>Lloyd | Cochrane<br>&Sons<br>Selby<br>'sA&CP | LindseySteam<br>FishingCo.Ld.<br>(E.Bacon,*Mgr.*) | 115·0\|21·5\|11·5<br>Q62'F21'<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11½",21"&33"-24" (s)<br>180lb 60RHP<br>1SB,2pf,GS31,HS1140<br>Gt.CentrlCo-opEng.&Ship<br>RepairingCo.Ld.Gms. | 12 ″ 4 | |
| 22130<br>102966 | — IronScK<br>ssHul.No.3-9,06<br>ssHul.No.1-11<br>1Dk | 152<br>141<br>63 | ✠ —<br>9,19<br>StmTrawler<br>✠NB9,06 ✠ | Hul | | | 1894<br>9mo | Cochrane&<br>Cooper<br>Beverley | ~~W.A.Massey&<br>SonsLd.~~<br>J.H.Sladden<br>*Mgr.*) | 102·8\|20·7\|11·0<br>Q20'<br>ptND06 BK7½" | Lowestoft<br>British<br>3BHCem | T.3Cy.11½",18"&30"-22"<br>45RHP<br>1SB,2pf,GS29,HS810<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| 22131<br>94026 | — SteelScSr<br>(Fishing)<br>1Dk | 124<br>117<br>47 | | | ... | | 1896 | A.Hall&<br>Co.<br>Aberdeen | A.K.Ritchie | 96·0\|19·6\|10·0<br>BK7½" | Aberdeen<br>British | C.2Cy.13½"&30"-21"<br>45RHP<br>A.Hall&Co.,Aberdeen | 10 ″ 7 | |
| 22132<br>~~NBBC~~<br>TGBF | **Lara** SteelSc<br>OilEng.<br>Elec.light ssH.Kg.No.1-19<br>Mchy.Aft 1Dk(Stl)&Webframes | 916<br>656<br>399 | ✠100A1<br>9,21~~12,20~~ 3,22<br>DBS3,22<br>CarryingPetroleum in bulk | Rot<br>HKg<br>~~Sng~~ 10,21<br>✠LMC12,20 | k | CL<br>~~8,19~~<br>3,22 | 1915<br>5mo | Gebr.Pot<br>Bolnes<br>A&CP | Nederl.Indische<br>Tankstoomboot<br>Maats. | 190·0\|32·7\|13·2<br>Q61'F20'<br>FK<br>WB=APT15t | Batavia<br>Dutch<br>9BHptCem | Oil Engines 4S.C.SA<br>6Cy.15¾"-27$\frac{9}{16}$" 98NHP<br>NDB22 100lb<br>Werkspoor,Amsterdam | 14 ″ 0<br>s 1 ″ 6<br>12 ″ 9 | |
| 22133<br>219548<br>LVMP | **Laramie** SteelScSr<br>Fitted for oil fuel<br>Elec.light 2Dks<br>Mchy.Aft Carrying Petroleum in bulk<br>Wireless Longitudinal framing | 7253<br>6236<br>5348 | | | | | 1919 | W Cramp&<br>SonsS&EBCo<br>Philadelphia | UnitedStates<br>ShippingBoard | 430·0\|58·0\|31·0<br>P132'B45'F49' | Phildlphia<br>Utd.States<br>WB | T.3Cy.27",45½"&76"-51"<br>412NHP<br>W.Cramp&SnsS&EBCPhl | | R |
| 22134<br>136668<br>JFLG | **Laranah** SteelSc4MstSr<br>ssMel.No.1-18<br>(exIslandQueen) 1Dk(Stl)<br>Welldeck Mchy.Aft | 701<br>510<br>312 | ✠100A1<br>10,21~~9,20~~ | Mel<br>✠LMC~~9,20~~<br>10,21 | j | CL<br>~~10,19~~<br>10,21 | 1914<br>4mo<br><br>Lloyd | N.V.Schpb<br>de Merwede<br>Hardinxveld<br>'sA&CP | Holymans,Ld.<br>WB=Cell | 180·0\|28·1\|12·3<br>Q105'B11'F23'<br>FK<br>DBf 103' 147t FPT | Melbourne<br>British<br>3BHCem<br>63tAPT7t | T.3Cy.14",22½"&37"-24" (s)<br>180lb 99RHP<br>2SB,4pf,GS63,HS1900<br>Lidgerwood,Ld.Glasgow | 14 ″ 6<br>s ″ 8½<br>14 ″ 0 | |
| 22135<br>140323 | **Larchol** SteelSc<br>ssLon.No.1-22<br>Elec.light 1Dk(Stl)&Webframes<br>Mchy.Aft | 1097<br>845<br>735 | ✠100A1<br>withfreeboard<br>3,22 ~~8,17~~<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 8,17 F.P. above 150°F. | Rnf<br>Lon<br>3,22<br>✠LMC~~8,17~~ | n | CL<br>3,22 | 1917<br>8mo<br><br>Lloyd | Lobnitz&<br>Co.Ld.<br>Renfrew<br>'sA&CP | TheAdmiralty<br>CellDB uE&B 45'78t | 210·0\|34·7\|15·6<br>P61'F58'<br>FK<br>DT f 30' 261tFPT | London<br>British<br>12BHptCem<br>37tAPT33t | T.3Cy.15",25"&40"-30" (s)<br>180lb 138NHP<br>2SB,4cf,HS2200 FD<br>Lobnitz&Co Ld.Renfrew | 16 ″ 6<br>s 3 ″ 1<br>13 ″ 6 | |
| 22136<br>106656 | **Larchwold** IronScK<br>(Trawler)<br>1Dk | 129<br>119<br>53 | | | ... | | 1896 | Cochrane<br>&Cooper<br>Beverley | NorthwoldSteam<br>FishingCo.Ld.<br>(T.Sowerby,*Mgr.*) | 93·5\|20·5\|11·0<br>Q17'<br>BK7½" | Grimsby<br>British | T.3Cy.10",16"&25½"-20"<br>NB10 35RHP<br>Amos&Smith,Hull | 11 ″ 10 | |
| 22137<br>MTCQ | **Lardal** CompScSr<br>OilEng.<br>(exSlemdal) 1Dk | 423<br>329<br>285 | | | | | 1919 | Larvik Slip<br>&VerksA/S<br>Larvik | Skibs.A/S Lardal<br>(Chr.Nielsen&Co.<br>A/S) | 145·3\|26·9\|11·8 | Larvik<br>Norwegian | Oil Engine 2S.C.SA<br>4Cy.16$\frac{11}{20}$"-18$\frac{9}{16}$" 91NHP<br>J&CGBolindersCoLd.Skm | | N |
| 22138<br>PJBK | **Larenberg** SteelScSr<br>ssAms.No.1-19<br>Elec.light Wireless 1Dk(Stl) | 3265<br>2945<br>2003 | ✠100A1<br>5,21~~1,21~~ 5,22<br>BS~~8,20~~<br>BS3,22 | NNs<br>Rot ~~Ant~~<br>✠LMC9,19 | u | CL<br>~~9,19~~<br>5,21 | 1915<br>3mo<br><br>Lloyd | A.Vuijk&<br>Zonen<br>Capelle a/d<br>Ysel<br>'sA&CP | Stoomv.Maats.<br>"Hillegersberg"<br>(Vinke&Co.*Mgrs.*) | 326·6\|48·2\|22·9<br>P22'B88'F22'<br>FK<br>WB=CellDB | Amstrdam<br>Dutch<br>5BHptCem<br>ptAsp<br>a 96'uE 20'f | T.3Cy.23½",38"&64"-42" (s)<br>180lb 100lb 290NHP<br>2SB,6pf,GS132,HS4490<br>G.T.Grey,SouthShields<br>147'820tFPT70tAPT105t | 25 ″ 0<br>s 4 ″ 3½<br>21 ″ 0 | |
| 22139<br>OLCY | **Largade** SteelSc<br>(Tug) | 121<br>—<br>— | | | | | 1908 | ............<br>Dordrecht | Chemins deFer de<br>l'EtatFrançais<br>(Soc.Maritime<br>Nationale,*Mgrs.*) | ............ | Marseilles<br>French | | | |
| 22140<br>129328<br>JBQM | **Largo** SteelScSr<br>ssNpt.No.1-17<br>(exUskside) 1Dk(Stl)<br>Elec.light Wireless<br>Well deck | 2209<br>1741<br>1378 | ✠100A1<br>4,20<br>MS9,18 | Sld<br>✠LMC<br>BS9,20 | r | CL<br>~~4,20~~<br>7,21 | 1913<br>2mo<br><br>Lloyd | J.Priest-<br>man&Co.<br>Sunderland<br>'sA&CP Inter | mediate BH in fore | 290·0\|40·8\|18·7<br>P24'Q90'B53'F28'<br>FK<br>hold dispensed with | Newcastle<br>British<br>Cem<br>4BHonly<br>CellDBa | T.3Cy.21",35"&57"-39" (s)<br>180lb 218NHP<br>2SB,6pf,GS90,HS3340<br>N.E.MarineEng.Co.Ld Sld<br>108'f116'480tAPT60t | 20 ″ 0<br>s 2 ″ 3½<br>18 ″ 0 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22141<br>124163<br>HKDC | **Largo Law** **SteelScSr**<br>ssCff.No 3-3,20<br>*Elec.light* *2Dks(Stl)&deep framing&*<br>Wireless *Shelter dk(Stl)* | 4005<br>3793<br>2533 | ✠100A1<br>*Shelter dk with freeboard*<br>8,21 ~~2,21~~<br>✠LMC5,20<br>BS7,21 | Mdb<br>Bom | *y* | CL<br>~~9,20~~<br>8,21 | 1907<br>2mo<br>*Lloyd* | W.Dobson &Co.<br>Newcastle<br>'sA&CP | **LawShippingCo. Ld.(T.Law&Co.** *Mgrs.)*<br>*WB=CellDB* | 379·6<br>FK<br>*a118'uE&B26'f166'* | 50·0 | 25·4 | **Glasgow**<br>British<br>6*BHCem*<br>814*t* *APT*45*t* | T.3Cy.26",42"&72"-48" (s)<br>180lb 437NHP<br>3SB,*9cf*,GS136,HS5922 FD<br>N.E MarineEng CoLdNwc |
| 22142 | **Largs Bay** **SteelTwinSc**<br>*2Dks(Stl)&Shltrdk(Stl-ws)*<br>*Elec.light* *3rd dk(Stl)in forward holds*<br>*Ref.Mchy.* | ~~12500~~<br>13851<br>11881<br>8457 | ✠100A1<br>*Shelter dk with freeb'rd*<br>12.21<br>*Fitted for oil fuel* 12.21 *F.P. above* 150°F<br>✠LMC12.21 ✠Lloyd's RMC12.21 | Gls | *i*† | CL | 1921<br>12mo<br>*Lloyd's A&CP* | W.Beardmore&Co.Ld.<br>Glasgow | **Commonwealth Government of** ~~Australia~~ Line of Steamers<br>*CellDB*<br>*Tanks between tunnels* 51T | 530·9<br>B215'F70'*onShltrdk*<br>FK<br>57'2259*t* MT24'1017*t*<br>*t*FPT174*t* APT143*t* | 68·3 | 39·9 | ~~London~~<br>British<br>Adelaide<br>8DBHtoSh.dk<br>*Cem* | 4 ~~Geared~~ Steam Turbines<br>geared to 2 Sc.shafts (r)<br>220lb 1077NHP<br>3DB&2SB,20cf HS25093 FD<br>W.Beardmore&Co.Ld.Dal. |
| * 22143<br>139221<br>JNFG | **Laristan** **SteelScSr**<br>ssShl.No.1-21<br>(*ex*Wilton) 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 4293<br>4037<br>2697 | ✠100A1<br>~~9,21~~ ~~2,21~~ 10,21<br>✠LMC2,21 | Shl ~~Hl~~ | *y* | CL<br>~~2,21~~<br>11,21 | 1916<br>9mo<br>*Lloyd* | W.Gray& Co.Ld.<br>W Hartlepool<br>'sA&CP | **HindustanSteam ShippingCo.Ld. (CommonBros.** *Mgrs.)*<br>*Cell* | 385·1<br>P27'B229'F36'<br>FK<br>*DB*338' 1270*t* *FPT* | 53·5 | 24·1 | **Newcastle**<br>British<br>6*BHCem*<br>96*t* *APT*130*t* | T.3Cy.25",~~41~~ 41½"&68"-48" (s)<br>180lb HS7506 421NHP<br>2SB,&1AuxSB,*10cf*,GS184,<br>Cen.Mar.Eng.Wrks.WHpl |
| 22144 | **Larius** **WoodSc**<br>*Mchy.Aft* *2Dks* | 1134<br><br>652 | | | | | 1920 | MTrappani (Cant.Piceni Gessaga&Co)<br>Chiavari | **Piceni,Gessaga& Co.** | 212·0 | 33·1 | 18·9 | **Genoa**<br>Italian | T.3Cy.13⅝",15"&35⅝"-23⅝"<br>61NHP<br>D.Torriani &Co.Sampierdarena |
| 22145<br>99184<br>MJVP | **Lark** **IronScK**<br>ssFlt.No.3-2,03<br>ssFlt.No.1-08 1*Dk* | 133<br>125<br>48 | ✠<br>*Stm Trawler*<br>5,08 ✠ | Flt | | | 1891<br>9mo | R.Dixon &Co.<br>Middlesbro' | **J.E.DuBern&Co.** | 96·5<br>Q20'F19'<br>BK7½" | 20·3 | 10·6 | **Rangoon**<br>British<br>3*BHCem* | T.3Cy.11",17"&28"-21"<br>1SB,*2pf*,GS22,HS820 50RHP<br>N.E.MarineEng.Co.Ld.Sld |
| * 22146<br>125075<br>HLQS | **Lark II.** **SteelScK**<br>ssGms.No.3-10,19<br>(*ex*Lark) 1*Dk* | 280<br>248<br>123 | ✠100A1<br>*StmTrawler*<br>12,20<br>BS12,20 ✠LMC10,19 | Gms | | CL<br>10,19 | 1907<br>10mo<br>*Lloyd* | Earle'sCo. Ld.<br>Hull<br>'sA&CP | **GrimsbySteam FishingCo.Ld. (G.E.J.Moody,** *Mgr.)* | 135·0<br>Q72'F23'<br>BK8" | 23·0 | 12·1 | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.12¾",22"&36"-27" (s)<br>180lb 88RHP<br>1SB,*2cf*,GS36,HS1560<br>Earle'sCo.Ld.Hull |
| * 22147<br>8196<br>JSFT | **Larnaca** **IronScSr**<br>Now named "Asta," See No 36195 in Supplement<br>ssGms.2ndNo.3-[illegible],11<br>ssGot.No.2-20<br>(*ex*Fingal, *ex*Forest,*ex*Allende) 1*Dk*(*Irn*)2*trB* | 1640<br>1337<br>954 | ✠100A1<br>9,20<br>✠LMC5,20 | Got | *q* | 3,21 | 1883<br>5mo<br>*Lloyd* | Palmers' Co.Ld.<br>Newcastle<br>'sA&CP | **Rederiaktb. Sverige-Levanten (Dan Broström,** *Mgr.)* | 257·2<br>Q98'B59'H47*t*F28'<br>FK<br>*CellDB*218' | 36·2 | 17·5 | **Gothenbrg**<br>Swedish<br>4*BHCem*<br>361*t* *APT*21*t* | C.2Cy.31 5/16"&60"-39" (a)<br>80lb NDB06 143NHP<br>2SB,*4pf*,GS77,HS1708 *100lb*<br>Palmers'Co.Ld Newcastle |
| * 22148<br>104505<br>NMTW | **Larne** **SteelScBkn**<br>ssRot.2ndNo.3-2,20<br>(*ex*Aldenham, *ex*Nineveh) 2*Dks*(*Stl*-1ws)&*Spar dk*(*Stl*-teak s)<br>*Elec.light* Wireless Sub.Sig. | 3808<br>3448<br>2410 | ✠100A1<br>*Spar dk*<br>9,20<br>BS9,20 ✠LMC2,20 | Lon | *w* | 2,20 | 1894<br>10mo<br>*Lloyd* | R.Napier& Sons<br>Glasgow<br>'sA&CP | **ZurbaranS.S.Co. Ld.(MacAndrews &Co.Ld.** *Mgrs.)*<br>*CellD* | 365·0<br>B80'F42' 28·5<br>BK9"<br>*BuE&B72'f*40'428*t* | 45·1 | 20·4 | **London**<br>British<br>7*BHCem*<br>*APT*100*t* | T.3Cy.28½",42"&70"-54" (s)<br>160lb 418NHP<br>2DB,*12rf*,GS241,HS7146<br>R.Napier&Sons,Glasgow |
| * 22149<br>82664<br>TNBL | **Larpool** **IronScSr**<br>ssCff.3rdNo.3-11,18<br>*Well deck* 1*Dk*(*Irn*-ws)2*trB* | 1255<br>1000<br>783 | ✠100A1<br>~~3,21~~ 11,21<br>MS4,18 ✠LMC<br>MBS3,21 | Hul<br>Hpl | *o* | ~~N11,10~~<br>11,19 | 1880<br>8mo | JLThompson&Son<br>Sunderland<br>A&CP | **HumberSteam ShippingCo.Ld. (P.R.Bordewick &Co.** *Mgrs.)*<br>*WB=D* | 240·3<br>Q88'B46'F26'<br>BK8½"<br>*Ba*65'*f*54'258*t* *FPT* | 33·5 | 17·2 | **Whitby**<br>British<br>5*BHCem*<br>38*t* *APT*15*t* | C.2Cy.29"&55"-36" (i)<br>75lb *100lb* NDB18 145NHP<br>2SB,*4pf*,GS60,HS2526<br>J.Dickinson,Sunderland |
| 22150 | **Larranaga No. 1** **WoodAuxScSr**<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 233<br>186<br>— | ~~A1~~<br>~~(Class Contemplated)~~ | | | | 1919 | Astilleros deOrio<br>Orio,Pasages | **P.Larranaga** | 109·5<br>P15'F16' | 25·3 | 11·1 | **S.Sebast'n**<br>Spanish | Oil Engines 2S.C SA<br>4Cy.10½"-12½" 29NHP<br>FairbanksMorseCo.U.S.A. |
| 22151<br><br>HRTV | **Larrasquitu** **SteelSc**<br>*Mchy.Aft* 1*Dk* | 437<br>394<br>217 | | | | | 1912 | Cia.Euskalduna<br>Bilbao | **Cia.delFerrocarril deBilbao a Portugalete** | 151·2 | 27·2 | 11·3 | **Bilbao**<br>Spanish | T.3Cy.12",20"&32"-23"<br>49NHP<br>MacColl&Pollock,Ld.Sld. |
| 22152 | **Larrea** **SteelSc**<br>1*Dk*(*Stl*) | *132*<br>*126*<br>5 | ✠<br>*For Towing purposes*<br>10,11 ✠ | BAs | | | 1911<br>6mo | GooleS.B. &RepgCo.Ld.<br>Goole | **TheArgentine Nav.Co.(Nicolás Mihanovich)Ld.** | 80·0<br>BK6"<br>*WB=FP* | 22·0 | 11·7 | **Bns.Ayres**<br>Argentine<br>3*BHCem*<br>*T*5*t* *APT*1*t* | T.3Cy.13½",22"&37"-24"<br>93NHP<br>1SB,*2cf*,GS47,HS1700<br>Earle'sCo.Ld.Hull |
| 22153<br>~~Foundered 10,21~~<br>5163<br>JHMS | **Lars** **WoodAuxK**<br>*OilEng.*<br>1*Dk*<br>(*SeeSailingShipRegister*) | 111<br>106<br>91 | | | | | 1898 | Sixten Groth<br>Sjötorp | **AlfredPettersson** | 85·0<br>H5*t* | 22·5 | 8·7 | **Motala**<br>Swedish | Oil Engine<br>A/B J.V.Svenssons Motorfbrk.Skm. |
| 22154<br>1972<br>JDRT | **Lars Eric** **CompScSp**<br>(*ex*Uddeholm, *ex*Mårten)<br>*Mchy.Aft* 1*Dk* | 189<br>153<br>115 | | | | | 1887 | P.Larsson<br>Thorskog | **VestkustensTrns. A/B(G.Lundahl,** *Mgr.)* | 100·1<br>P22' H7*t* F10' | 22·4 | 9·5 | **Gothenbrg**<br>Swedish | 2Cy.11¾"&17½"-15½"<br>10NHP<br>P.Larsson,Thorskog |
| 22155<br>4757<br>JQNP | **Lars Olof** **CompScSp**<br>1*Dk* | 182<br>148<br>89 | | | | | 1907 | J. Svensson<br>SödraGarn | **Jönköpings& Vulcans Tändstickfab.A/B** | 99·0<br>P23'Q31'H6*t* | 22·4 | 9·3 | **Jönköping**<br>Swedish | C.2Cy.9½"&21"-13½"<br>12NHP<br>WilhelmsbergsM.V.Got. |
| 22156<br><br>MQSR | **Lars Riisdahl** **WoodAuxSc**<br>*OilEng.* **3MstSr**<br>(*ex*SailingVessel) 1*Dk*<br>(*See Sailing Ship Register*) | 142<br>133<br>114 | | | | | 1904 | K.Skaalmen<br>Rosendal | **HenrikLarsen** | 103·0<br>Q7*t*H5*t* | 24·6 | 10·4 | **Haugesnd**<br>Norwegian | Oil Engine 2S.C.SA<br>1Cy.13⅗"-15" NE*fitted*17<br>A.GullrusenA/S Chrstiania |
| 22157<br>4303<br>JNTH | **Larus** **SteelSc**<br>(*ex*Mudir)<br>*Mchy.Aft* *Elec.light* 1*Dk* | 812<br>588<br>448 | | | | | 1904 | Hlsingbrgs Varfs Aktieb.<br>Helsingborg | **Rederiakt.S.S.A. (A.Broomé,** *Mgr.)* | 196·0<br>P59'H67*t*F20' | 32·0 | 12·3 | **Stockholm**<br>Swedish<br>*WB* | T.3Cy.13",20½"&33½-21"<br>E&B*made*02 51NHP<br>KjbnhavnsFlydk.&Skbsv. |
| 22158<br>143279<br>KBNM | **Las Palmas** **SteelScSr**<br>Now named "Carlo," See No. 36679 in Supplement<br>*Elec.light* Wireless 1*Dk* | 1740<br>1544<br>1055 | | | | | 1911 | Schiffsw. v. HenryKoch<br>Lübeck | **Ellerman'sWilson Line,Ld.** | 277·7<br>P&B220'F35' | 39·2 | 17·9 | **London**<br>British<br>*WB* | T.3Cy.22 1/16",35⅝"&56 1/16"-33½"<br>163NHP<br>Schiffswerft,vnHKochAG |
| 22159<br>219931<br>LWJM | **Las Vegas** **SteelScSr**<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 5403<br>—<br>3362 | | | | | 1920 | L.Angeles S.B.&D.D.Co.<br>SanPedro,Cal | **UnitedStates ShippingBoard** | 410·0<br>P43'B114'F46' | 54·0 | 27·2 | **L.Angeles**<br>Utd.States<br>*WB* | T.3Cy.28½",47"&78"-48"<br>LosAngelesS.B.&D.D.Co. |
| 22160<br><br>HFLD | **Las Villas** **SteelScSr**<br>(*ex*AlavaII.)<br>*Elec.light* 1*Dk* | 1158<br>—<br>756 | | | | | 1906 | D.J.Dunlop&Co.<br>Pt.Glasgow | **EmpresaNaviera deCuba,S.A.** | 230·0<br>P146'F37' | 36·1 | 11·2 | **Havana**<br>Cuban<br>*WB* | T.3Cy.17",28½"&47"-30"<br>121NHP<br>D.J.Dunlop&Co.Pt.Gls. |
| 22161<br>89<br>JQBN | **Lasareff** **IronScBk**<br>ssLon.No.3-72 *Fitted for oil fuel*<br>*Elec.light* 2*Dks*3*trB* | 1780<br>—<br>1033 | ✠<br>11,75 | Ply | | | 1863<br>8mo | SamudaBrs<br>London | **RussianStm.Nav. &TradingCo.** | 260·0<br>ND72 | 35·4 | 24·0 | **Odessa**<br>Russian<br>4*BH* | T.3Cy.21½",35"&57"-39"<br>NE&B96 NDB96 203NHP<br>WllsndSlpwyCo.Ld.,Nwc. |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22162<br>127317 | **Lass o' Doune** SteelScK<br>1*Dk* | 92<br>91<br>35 | | | ... | | 1910 | Hall,Russell&Co.Ld.<br>Aberdeen | SteamPilotBoatCo (Cardiff&Bristol Channel)Ld. | 86·1<br>BK6″ | 18·6 | 9·0 | Banff<br>British<br>*WB* | C.2Cy.12″&30″–18″<br>41RHP<br>Hall,Russell&Co.Ld.Abn. | 9 ″ 10 | |
| 22163<br>62965 | **Lass o' Gowrie** IronScCtr<br>(*ex*Sudsee)<br>1*Dk* | 244<br>184<br>~~158~~<br>133 | | | | | 1877 | J.Key&Sons<br>Kinghorn | AustralianSteamships,Proprietary Ld.(*Man.Agents,* HowardSmith,Ld.) | 136·8<br>Q16*t* | 20·2 | 8·7 | Melbourne<br>British<br>*WB* | C.2Cy.14″&26″–20″<br>35RHP<br>J.Key&Sons,Kirkcaldy | | |
| 22164<br>215888<br>LJMS | **Lassen** WoodTwinSc<br>*OilEng.*<br>*Elec.light Mchy.Aft* 1*Dk* | 717<br>—<br>443 | | | | | 1917 | Mathews S.B.Co.<br>Hoquiam | E.K.WoodLumber Co.Inc. | 170·2<br>P24′F35′ | 39·9 | 12·4 | S.Frncisco<br>Utd.States | OilEngine 8Cy.<br>PacificScandia OilEngineCo.Oakland,Cal. | | |
| 22165 | **Lassie Main** SteelScK<br>1*Dk* | 84<br>84<br>31 | ✠<br>5,15 | Abn | | | 1910<br>4mo | Smith's DockCo.Ld.<br>Middlesbro' | D.Main | 82·0<br>BK6″ | 18·3 | 8·7 | Inverness<br>British<br>2*BHCem* | C.2Cy.12″&27″–16″<br>38RHP<br>1SB,*2pf*,GS30,HS733<br>ShieldsEng.Co.Ld.N.Shl. | 9 ″ 6 | |
| 22166 | **Lastenia** SteelAuxScSk<br>*Stm.Eng.*<br>(*ex*Formica) 1*Dk*<br>(*See Sailing Ship Register*) | 160<br>—<br>128 | | | | | 1898 | Schömer&Jensen<br>Tönning | J.MacLean&Co. | 103·5<br>P12′Q26′ | 20·2 | 8·0 | Bns.Ayres<br>Argentine<br>*WB* | C.2Cy.5$\frac{9}{16}$″&9$\frac{17}{20}$″–7$\frac{9}{16}$″<br>2NHP<br>Schömer&Jensen,Tönning | | |
| 22167<br>OLEC | **Latalf** SteelTwinScSr<br>(*ex*Ecuador,*ex*GualeguaychuG.,*ex*Itahy) 1*Dk* | 720<br>—<br>432 | | | | | 1896 | Scott&Co.<br>Greenock | A.Lattès | 181·5<br>B26′F25′ | 35·0 | 10·6 | Havre<br>French | T.6Cy.9″,15″&25″–21″<br>57NHP<br>Scott&Co.Greenock | | V |
| 22168<br>219772<br>LWOD | **Latham** Ferro-ConcreteSc<br>Wireless<br>*Carrying Petroleum in bulk* | 6287<br>6321<br>3893 | | | | | 1919 | F.F.Ley&Co.<br>Mobile,Ala. | UnitedStates ShippingBoard | 412·5<br>B71′F37′ | 54·1 | 36·0 | MobileAla<br>Utd.States | T.3Cy.24½″,41½″&72″–48″<br>359NHP<br>HoovensOwen&Rentschler Co.,Hamilton,Ont. | | |
| 22169 | **Lathom** SteelSc<br>*Mchy.Aft* | 630<br>440<br>260 | 100A1<br>(*ClassContemplated*) | | | | 1921 | Olderfleet S.B&E.CoLd.<br>Larne | LathomS.S.Co. | 177·0<br>Q100′B9′F28′ | 28·0 | 11·0 | | T.3Cy.16″,27″&44″–30″<br>Olderfleet SB&ECoLdLarne | | |
| 22170<br>217380<br>LPGH | **Latin American** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 169<br>—<br>75 | | | | | 1918 | Texas S.S.Co.<br>Bath,Me. | TheTexasCo.Inc. | 96·1 | 23·5 | 12·5 | Pt.Arthur, Texas<br>Utd.States | C.2Cy.16″&34″–24″<br>47NHP<br>StatenIslandS.B.Co. | | |
| 22171<br>217259<br>LNVR | **Latoka** WoodScSr<br>*Elec.light* 1*Dk*2*trB*<br>Wireless | 2594<br>2071<br>1511 | | | | | 1919 | GrntSmith PorterShip Co.<br>Portland,Or. | UnitedStates ShippingBoard | 267·5<br>P38′B63′F29′ | 46·4 | 23·9 | Portlnd Or<br>Utd.States | T.3Cy.19″,32″&56″–36″<br>188NHP<br>AllisChalmersMfg.Co. Milwaukee | | R |
| 22172 | **Latona** SteelTwinSc<br>(*SandPumpHopperDredger*)<br>1*Dk* | 390<br>349<br>162 | | | | | 1911 | Governmnt Dockyard<br>Bilocla,NSW | NewSouthWales Government | 166·0 | 33·0 | 8·5 | SydnyNSW<br>British | T.6Cy.8″,13½″&23¾″–10″<br>36NHP<br>GovernmentDkyd.Bilocla. | | |
| 22173<br>207935<br>LBQM | **Latouche** SteelScSr<br>*Fitted for oil fuel*<br>*Mchy.Aft Elec.light* Wireless 2*Dks* | 2332<br>—<br>1481 | | | | | 1910 | MoranCo.<br>Seattle,Wash | AlaskaS.S.Co. Inc. | 240·0 | 41·0 | 20·0 | P.Twnsnd<br>Utd.States<br>*WB* | T.3Cy.17″,28″&47½″–36″<br>135NHP<br>MoranCo.Seattle,Wash. | | |
| 22174 | **Latvia** SteelTwinSc4MstSr<br>*ss*Cpn.No.3–7,21 ~~*ss*Cpn.No.1–12~~<br>(*ex*Russ,*ex*Rossija) 3*Dks*(*Stl–Mws Uteak s*)<br>*Elec.light* Wireless | 8339<br>6734<br>4880 | ✠100A1<br>7,21 ~~1,14~~<br>~~Examined3.20~~<br>~~BS11,19~~ ✠LMC6,12<br>*Cell* | NYk<br>Cpn<br>7,21<br>*DBa1* | e† | CL<br>~~11,19~~<br>7,21 | 1908<br>5mo<br>*Lloyd*<br>15′*uE* | Barclay, Curle&Co.Ld.<br>Glasgow<br>'*sA&CP*<br>35′*f*198′1105*t* | A/S DetÖstasiatiskeKompagni<br>*Tank between tun* | 475·0<br>P47′B199′F83′<br>FK<br>*nels* 135*t FPT*61*t A* | 57·7 | 32·6 | Copnhagn<br>Danish<br>8*BHCem*<br>*PT*36*t* | T.6Cy.26″,45″&76″–54″ (*s*)<br>185lb 1130 ~~1104~~NHP<br>3D&1SB,*21cf*,GS409,<br>HS~~1701~~816040 FD<br>Barclay,Curle&Co.Ld.Gls. | 35 ″ 6<br>s 3 ″ 0<br>28 ″ 1 | |
| 22175<br>252 | **Latwiga** IronScSr<br>*ss*Hpl.2ndNo.3–2,02<br>(*ex*Scandinavien, *ss*Hpl.No.2–10<br>*Welldeck ex*Yarm) 1*Dk*(*Irn*)2*trB*<br>*Cargo battens not fitted* | 1312<br>1054<br>803 | ✠ ———<br>8,19<br>✠NB5,95 ✠ | Hpl | *o* | | 1877<br>7mo | W.Gray&Co.<br>WHartlepool | M.Matison | 247·0<br>Q84′B122*t*H16*t*<br>F35′ BK8½″<br>ptND02 *WB=DB* | 32·1 | 18·3 | Libau<br>Latvian<br>4*BHCem*<br>*a*65′*f*63′240*t* | C.2Cy.26″&54½″–33″<br>NDB11 125NHP<br>1DB,*4pf*,GS50,HS1920<br>T.Richardson&Sons,Hpl. | 19 ″ 3 | |
| 22176 | **Lauenburg** SteelScK<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 212<br>201<br>78 | | | | | 1913 | J.H.N. Wichhorst<br>Hamburg | N.Ebeling | 116·8<br>F16′ | 22·2 | 10·0 | Altona<br>German | T.3Cy.12$\frac{9}{16}$″,20$\frac{1}{16}$″&32¼″–22$\frac{1}{16}$″<br>49NHP<br>J.H.N.Wichhorst,Ham. | | |
| 22177 | — SteelSc<br>*Elec.light* 1*Dk* | 100<br>79<br>41 | | | | | 1911 | Howaldtswerke<br>Kiel | NeueDampfer-Co. Akt.Ges. | 85·4<br>*Prom.dk*57′F33′ | 21·1 | 8·6 | Kiel<br>German<br>*WB* | C.2Cy.14$\frac{5}{16}$″&27$\frac{9}{16}$″–13¾″<br>23NHP<br>Howaldtswerke,Kiel | | |
| 22178<br>176<br>QDMT | **Laura** SteelScSr<br>(*ex*WarStorm) 1*Dk*(*Stl*)2*nd dk*(*Stl*)<br>*Elec.light* Wireless *inE&BSpace* | 3202<br>2749<br>1967 | ✠100A1<br>2,22 ~~3,20~~<br>✠LMC12,18 | Nap<br>Msl | *t* | CL<br>7,19 | 1918<br>12mo<br>*Lloyd* | Wallace Shipyards,Ld<br>Vancouver, B.C.<br>'*sA&CP* | V.deLucca | 300·0<br>P25′B82′F34′<br>FK<br>*CellDB*255′593*tFPT* | 45·0 | 24·9 | Naples<br>Italian<br>6*BHCem*<br>66*tAPT*37*t* | T.3Cy.24″,38″&62″–42″ (*s*)<br>180lb 303NHP<br>2SB,*6cf*,GS140,HS5108<br>WallaceShipyards,Ld. N.Vancouver | 27 ″ 0<br>s 4 ″ 7<br>22 ″ 9 | |
| 22179 | — SteelSc<br>Now named "Amble," See No. 36265 in Supplement<br>*Mchy.Aft Well deck* 1*Dk*(*Stl*) | 1143<br>865<br>654 | ✠100A1<br>10,21 ~~7,20~~<br>✠LMC2,20 | Rot | *n* | 7,20 | 1920<br>2mo<br>*Lloyd* | Verschure &Co.<br>Amsterdam<br>'*sA&CP* | HollandGulf Stoomb.Maats. (Jos.dePoorter, *Mgr.*) *CellDBu* | 230·1<br>Q138′B13′F23′<br>FK<br>*B*19′*f*156′397*tFPT* | 34·1 | 13·2 | Rotterdm<br>Dutch<br>4*BHCem*<br>88*tAPT*48*t* | T.3Cy.15½″,25½″&44″–36″<br>180lb *100lb* (*s*) 120NHP<br>1SB,*3cf*,GS60,HS1983<br>Verschure&Co.Amstrdam | 16 ″ 0<br>s 4 ″ 11<br>14 ″ 10 | |
| 22180 | — SteelScSr<br>*ss*Ant.No.1–12<br>1*Dk*(*ptIrn&ptStl*)&*deep framing* | 787<br>677<br>443 | ✠ ———<br>5,20<br>✠ | Cpn | *l* | | 1908<br>9mo | Kjöbnhvns Flydk.&Skbs.<br>Copenhagen | GermanGovernment<br>*WB=CellDBa&* | 211·2<br>P22′B59′F21′<br>FK<br>*uE*68′*f*88′237*tFPT* | 30·7 | 13·1 | German<br>4*BHCem*<br>39*tAPT*26*t* | T.3Cy.14″,23″&37″–24″<br>79NHP<br>2SB,*4cf*,GS40,HS1300<br>KjbnhavnsFlydk.&Skbsv | 15 ″ 6 | |
| 22181<br>90415<br>JVWF | — SteelScSr<br>*Well deck* | 641<br>466<br>270 | | | ... | | 1885 | Aitken&Mansel<br>Glasgow | L.&S.W.Rlwy.Co. | 207·0<br>Q114′B12′F40′ | 26·8 | 13·3 | S'thamptn<br>British | C.2Cy.33″&64″–36″<br>NB04 205NHP<br>J.&J.Thomson,Glasgow | 13 ″ 10 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22182<br>~~114208~~ | Now named "Fernando," See No. 37414 in Supplement<br>**Laura** SteelScK<br>ssFlt.No.3–10,17<br>1*Dk*<br>ssFlt.No.1–21 | 280<br>243<br>110 | ✠100A1<br>*Stm Trawler*<br>4,21 ✠LMC4,21<br>✠NB97*refitted*19<br>~~MS10,17~~ ~~BS4,21~~ | Flt | | CL<br>3,20 | 1905<br>2mo<br>Lloyd | Earle'sCo.<br>Ld.<br>Hull<br>'sA&CP | ~~FleetwoodSteam~~<br>~~FishingCo.Ld.~~<br>R.Rincon,Hnos | 127·2 \| 22·0 \| 12·0<br>Q67'F21'<br>BK7" | Fleetwood<br>Spanish<br>4*BHCem* | T.3Cy.12¾",22"&36"–24" (*r*)<br>180lb 65RHP<br>1SB,3*pf*,GS45,HS1580<br>Earle'sCo.Ld.Hull | 12 |
| 22183<br>141459 | **Laura A1.** WoodSc<br>(*Towing*)<br>1*Dk* | 113<br>93<br>14 | | | | | 1917 | H.H.Sheppard<br>Sorel,P.Q. | T.M.Kirkwood | 84·0 \| 19·2 \| 10·0 | Halifax NS<br>British | C.2Cy.12"&24"–16"<br>24RHP<br>Fletcher&Co.N.Y. | |
| 22184<br>NQHG | **Laura Mærsk** SteelScSr<br>(exBelgien)<br>*Elec.light* 1*Dk* | 1432<br>1172<br>873 | | | | | 1907 | Howaldtswerke<br>Kiel | A/SD/SSvendborg<br>(P.M.Möller,*Mgr*) | 241·2 \| 36·1 \| 16·5<br>P12'Q73'B105'F29' | Svendborg<br>Danish<br>*WB* | T.3Cy.16¾",26 5/16"&42¼"–29½"<br>96NHP<br>Howaldtswerke,Kiel | |
| *22185<br>WMKH | **Laura Skogland** SteelScSr<br>ssHam.No.3–6,20<br>(exTrebia) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Elec.light* Wireless &*deepframing* | 3586<br>3336<br>2343 | ✠100A1<br>*Spar dk*<br>4,21 ~~6,20~~ ✠LMC6,20 | Ham | *w* | 6,20 | 1902<br>5mo<br>Lloyd | Russell&Co.<br>Pt.Glasgow<br>'sA&CP | A/SSjöfart (T.H.Skogland&Sons A/S*Mgrs*)<br>*WB=CellDBa* | 338·7 \| 46·0 \| 17·9<br>26'B86'F36' 25·7<br>FK<br>110'*u E&B*40' *f*142' | Haugesnd<br>Norwegian<br>6*BHCem*<br>805*tAPT*56*t* | T.3Cy.24",40"&65"–45" (*r*)<br>180lb *80lb* 304NHP<br>2SB,6*cf*,GS133,HS4700<br>J.G.Kincaid&Co Greenock | 28<br>5<br>23 |
| 22186<br>109890 | **Laureate** SteelScK<br>ssAbn.No.3–7,10<br>(exLaureado, ssAbn.No.1–15<br>exLaureate) 1*Dk* | 194<br>180<br>77 | ✠<br>*Stm Trawler*<br>10,15 ✠ | Abn | | | 1898<br>10mo | A.Hall&Co.<br>Aberdeen | HeskethSteam TrawlersLd.<br>(E.Taylor,*Mgr.*) | 112·0 \| 21·2 \| 11·6<br>Q20'<br>BK7½" | Fleetwood<br>British<br>4*BHCem* | T.3Cy.12",20"&33"–24"<br>65RHP<br>1SB,2*rf*,GS31,HS1062<br>A.Hall&Co.Aberdeen | 12 |
| 22187<br>217647<br>LQCV | **Laurel** SteelScSr<br>*Elec.light* Wireless 2*Dks&Web frames*<br>Sub.Sig. *Longitudinal framing* | 4296<br>3663<br>2639 | | | ... | | 1919 | Baltimore D.D.&S.B.Co.<br>Baltimore | UnitedStates ShippingBoard | 339·3 \| 49·1 \| 26·3<br>P47'B75'F30'<br>FK | Baltimore<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>344NHP<br>WestinghouseElectric&Mfg.Co.Pittsburgh,Pa. | 28 |
| 22188<br>114654<br>VDLC | **Laurel Branch** SteelScSr<br>Wireless ssAnt.No.1–21 ssSld.No.3–1,16<br>(exBerwen,exBeethoven) 1*Dk*(*Stl*)&<br>*Spar dk*(*ptIrn&ptStl*)&*deep framing* | 3752<br>3537<br>2361 | ✠100A1<br>*Spar dk*<br>~~5,21~~ ~~3,19~~ 3,22<br>~~BS10,19~~ ✠LMC~~3,19~~ 5,21 | Hul<br>Ant | *w* | CL<br>4,20 | 1903<br>7mo<br>Lloyd | Bartram&Sons<br>Sunderland<br>'sA&CP | NautilusStm ShippingCo.Ld. (F.&W.Ritson,*Mgrs.*)<br>*CellDBa*124'*u* | 360·2 \| 46·0 \| 18·4<br>P31'B102'F36' 26·4<br>FK<br>*E*22'*f*150'892*tFPT* | Sundrland<br>British<br>6*BHCem*<br>85*tAPT*161*t* | T.3Cy.25",42"&68"–48" (*r*)<br>180lb *140lb* 350NHP<br>2SB,8*pf*,GS142,HS5400<br>J.Dickinson&Sons,Ld.Sld. | 28<br>5<br>23 |
| 22189<br>Dismantled<br>138367<br>TMQC | **LaurelWhalen** WoodAuxTwinSc<br>*OilEng.* 5MstSr<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 1356<br>1207<br>1049 | | | ... | | 1917 | Cameron-Genoa-Mills Shpbdrs.Ld.<br>Victoria,B.C. | R.P.Butchart | 240·5 \| 43·9 \| 19·0<br>P36'F45' | Vancouver<br>British | Oil Engines 2S.C.SA<br>4Cy.16½"–18 5/16" 91NHP<br>J&CG BolindersCoLdSkm. | 20 |
| 22190<br>139170<br>JNPH | Now named "Lampas," See No. 38258 in Supplement<br>**Laurelleaf** SteelScSr<br>*Elec.light* 1*Dk*(*ptStl*)&*Shelter dk*<br>*Mchy.Aft* Wireless (*Stl*)&*Web frames* | 5631<br>5106<br>3230 | ✠100A1<br>*Shelter dk withfreeboard*<br>10,19 ✠LMC12,16<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 12,16 *F.P. above* 150°F. | Shl | *x* | CL<br>10,19 | 1916<br>12mo<br>Lloyd | CraigTaylor&Co.Ld.<br>Stockton<br>'sA&CP | Anglo-Saxon PetroleumCo.Ld.<br>Cell *DB u E & B*71'196*t* | 370·1 \| 51·4 \| 32·1<br>P108'F48'<br>FK<br>*DTf*35'540*tFPT*92*t* | London<br>British<br>15*BHptCem*<br>*APT*184*t* | T.3Cy.26",42½"&69½"–45"<br>180lb *120lb* (*r*) 451NHP<br>2SB,6*cf*,HS6660 FD<br>Blair&Co.Ld.Stockton | 34<br>7<br>27 |
| 22191 | **Laurelpark** SteelSc<br>*Elec.light* Wireless | 1950<br>1740<br>1180 | 100A1<br>(*ClassContemplated*) | | | | 1921 | Greenock&Grngemouth DkydCo.Ld.<br>Grngemouth | DenholmShppgCo. Ld.(J.&J.Denholm Ld.*Mgrs.*) | 280·0 \| 41·9 \| 18·9<br>P21'B67'F29' | Greenock<br>British | T.3Cy.21",36"&57"–36"<br>D.Rowan&Co.Ld.Glasgow | 20<br>2<br>18 |
| 22192<br>Abandoned at Sea 1,22<br>OLEN | **Laurence Edith** SteelAuxSc<br>*Oil.Eng.* 3MstSr<br>(exAlberta)<br>(*See Sailing Ship Register*) | 477<br>—<br>343 | | | | | 1918 | Wortelboer&Co.<br>Westerbrock | Soc.Maritime Fécampoise | 155·0 \| 26·3 \| 12·4<br>P29'F13' | Fécamp<br>French<br>*WB* | Oil Engines 4S.C.<br>4Cy.12⅗"–13⅘" 41NHP<br>N.V.AppingedamerBrons-Motorenfb.Appingedam | |
| 22193<br>126485 | **Laurentia** WoodTwinSc<br>(exLorancia) 2*Dks* | 346<br>110<br>205 | | | | | 1909 | Z.Leroux<br>Valleyfield P.Q. | J.O.Sicotte | 112·0 \| 22·2 \| 7·7 | Montreal<br>British | C.4Cy.9"&18"–12"<br>27RHP<br>CiePontbriandLd.SorelPQ | |
| 22194<br>113641<br>TJLS | **Laurentian** SteelScSr<br>Wireless (exKingEdward)<br>*Well deck* *Elec.light* 1*Dk* | 355<br>252<br>155 | | | ... | | 1902 | Cook,Welt'n&Gemmell<br>Beverley | ~~CanadaSteamship Lines,Ld.~~<br>CanadianGovt | 149·0 \| 24·0 \| 11·1<br>Q37'B40'F32'<br>BK7" | Quebec<br>British<br>*WB* | T.3Cy.13",22"&36"–27"<br>84RHP<br>Amos&Smith,Hull | 11 |
| 22195<br>SDCF | **Lauri** WoodAuxScSr<br>*Motor*<br>(exSailingVessel) 1*Dk*<br>(*See Sailing Ship Register*) | 197<br>—<br>174 | | | | | 1908 | A.Wendelin<br>Lavansaari | ÅngfartygsAktieb Transito. (H.Wilén,*Mgr.*) | 105·3 \| 28·5 \| 10·3 | Åbo<br>Finnish | Motor 12NHP<br>C.2Cy9"–11" NE*fitted*16<br>BjörneborgsMek.Werkstad.Björneborg | |
| 22196 | **Laurindo Pitta** SteelTwinScK<br>*Elec.light* 1*Dk* | 271<br>265<br>103 | ✠<br>*For Towing purposes*<br>9,10 ✠ | Brw | | | 1910<br>9mo | Vickers,Ss.&Maxim,Ld.<br>Barrow | BrazilianGovernment | 128·0 \| 25·8 \| 12·0<br>BK7"<br>*WB=FPT* | R.Janeiro<br>Brazilian<br>5*BHCem*<br>18*tAPT*38*t* | C.4Cy.21"&42"–24"<br>184NHP<br>2SB,6*pf*,GS118,HS3300<br>VickersSs.&MaximLdBrw | 13 |
| 22197 | **Lauritz Berg** SteelScSr<br>Now named "Björn I.," See No 36547 in Supplement<br>(*Whaler*)<br>1*Dk* | 105<br>106<br>38 | | | | | 1907 | Akers Mek.Værks.<br>Christiania | A/S Emma(Einar Abrahmsen,*Mgr.*) | 91·6 \| 17·8 \| 10·5 | Copnhagn<br>Danish<br>*WB* | T.3Cy.11",18"&29"–18"<br>36NHP<br>AkersMek.Værks.Xia. | |
| 22198<br>804<br>HBDJ | **Lautaro** SteelSc<br>ssVpo.2ndNo.3–1,19<br>(exJeneralFreire, 1*Dk*(*Stl*)&*Webframes*<br>exRuysdael)<br>*Well deck* Wireless | 1885<br>1605<br>1308 | ✠ —<br>6,20 ✠<br>✠NB9,87*fitted*11,19<br>✠AuxNB12,10*fitted*11,18 | Vpo | | | 1888<br>9mo | JLThompson&Sons<br>Sunderland | Borquez y Cia. | 275·0 \| 38·2 \| 20·6<br>P29'Q72'B116'F33'<br>BK9½"<br>*DBa*80'*f*58'276*t* | Valparaiso<br>Chilian<br>6*BHCem*<br>*APT*35*t* | T.3Cy.22",37"&60"–39"<br>GS144,HS4132 250NHP<br>4 Water Tube Boilers<br>J.Dickinson,Sunderland | 22 |
| 22199 | **Lauterfels** SteelSc<br>*Elec.light* 2*Dks* | | | | | | 1921 | Akt.Ges. "Weser"<br>Bremen | DeutscheDmpfsfahrts.Ges.Hansa | 431·6 \| 56·3 \| 30·4<br>P78'B133'F56' | German<br>*WB* | T.3Cy.29",47"&76⅜"–54"<br>480NHP<br>A.G."Weser,"Bremen | |
| 22200<br>PJCB | **Lauwerzee** SteelScSr<br>(*Tug*)<br>1*Dk* | 181<br>177<br>9 | | | | | 1897 | L.Smit&Zoon<br>Kinderdijk | L.Smit&Co.'s Sleepdienst,Ld. | 109·8 \| 20·9 \| 13·3<br>B29'F14' | Rottrdam<br>Dutch | T.3Cy.13½",20"&34"–21"<br>160lb HS1733 84NHP<br>Diepeveen,Lels&Smit,Kdk | |
| 22201<br>126843 | **Lauzon** SteelSc<br>2*Dks* | 419<br>286<br>281 | | | | | 1910 | G.T.Davie&Sons<br>Levis,P.Q. | LevisFerry,Ld. | 133·3 \| 34·9 \| 11·0 | Quebec<br>British | C.2Cy.14"&28"–21"<br>CanadianGeneral 33RHP<br>&ShoeMachineCo.Levis | |
| 22202<br>220649<br>MBNV | **Lavada** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*&*Shelter dk*<br>*Longitudinal framing* | 6052<br>—<br>3762 | | | | | 1920 | Pacific CoastS.B.Co.<br>BayPoint,Cal | UnitedStates ShippingBoard | 402·5 \| 53·0 \| 32·0<br>P34'F38' | S.Frncisco<br>Utd.States<br>*WB* | 1 Steam Turbine<br>KerrTurbineCo.<br>Wellsv'lle,N.Y. | |

| 1 | 2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 YearsAssigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | Eng… No. & Dia. of Cylinders. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Corresponding draught. ft. in. | Registe… classed, … DateofB… |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2203<br>LER | **Lavardin** SteelScK<br>(*Trawler*)<br>*Elec.light* Wireless 1*Dk* | 251<br>—<br>71 | | | | | 1911 | Smith's<br>DockCo.Ld.<br>Middlesbro' | OscarDahl | 120·0 | 22·0 | 11·7 | LaRochlle<br>French | T.3Cy.12¼",20"&34"–24"<br>57NHP<br>Smith'sDockCo.Ld.Mdb. | | V |
| 2204<br>29042<br>IPTK | **Laverock** SteelScSk<br>*ss*Lon.No.2–20<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)<br>*Elec.light* &*deepframing*<br>*Lower dk in No.* 1 *hold* | 1199<br>886<br>564 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,20<br>✠LMC3,20<br>BS4,21 | Lon | *p* | CL<br>3,20 | 1909<br>9mo<br><br>*Lloyd* | AilsaS.B.<br>Co.Ld.<br>Troon<br>'*sA&CP* | GeneralStm.Nav.<br>Co.Ld. | 240·2 | 34·1 | 14·7<br>BK7½" | London<br>British<br>44*BHCem*<br>*WB* | T.3Cy.22",35"&59"–39" (*s*)<br>170lb *80lb* 251NHP<br>2SB,*6cf*,GS116,HS4180<br>AilsaS.B.Co.Ld.Troon<br>= *CellDBf*138'209*tFPT*24*t* | 17″0<br>s″8<br>17″1 | |
| 22205<br>[illegible] | **Lavinia** SteelScSr<br>1*Dk* | 999<br>910<br>601 | | | | | 1902 | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland | ~~A.Kirsten~~ ~~Board ofTrade~~<br>A.Kirsten | 224·7<br>P&B133'F28' | 33·0 | 15·2 | Hamburg<br>German | T.3Cy.16",28"&44"–33"<br>111NHP<br>N.E.MarineEng.CoLd.Sld. | | |
| 22206<br>113182 | — IronScK<br>1*Dk* | 198<br>178<br>83 | ✠<br>*StmTrawler*<br>11,03<br>✠ | Gms | | | 1900<br>6mo | Cochrane&<br>Cooper,Ld.<br>Selby | LinseyStmFishing<br>Co.Ld.(E.Bacon&<br>Co.*Mgrs.*) | 112·0<br>Q48'F22' | 21·0 | 11·5<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",19¾"&32"–23"<br>NB08 55RHP<br>C.D.Holmes&Co.Hull | 12″3 | |
| 22207 | **Lawrence Hughson** SteelScK<br>1*Dk*(*Stl*) | 202<br>—<br>88 | ✠100A1<br>*StmTrawler*<br>3,19<br>✠LMC3,19 | Wvn | | CL | 1919<br>3mo<br><br><br><br>*Lloyd* | Rennie,<br>ForresttS.B.<br>E.&D.D.Co.<br>Ld.Wivenhoe<br>'*sA&CP* | ~~TheAdmiralty~~<br>StringersSteam<br>FishingCo.Ld.<br>(A.Stringer,*Mgr.*) | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3*BHCem*<br>*DBf* 18'19*t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 75NHP<br>1SB,*3pf*,GS42,HS1347<br>A.G.Mumford,Ld.<br>Colchester | | |
| 22208<br>5707<br>JVGQ | **Laxen** SteelSc<br>(*Trawler*)<br>(*ex*Schillig Hörn) 1*Dk* | 150<br>140<br>40 | | | | | 1896 | G.Seebeck<br>A.G.<br>Geestemünde | A.Odenberg | 105·9 | 21·0 | 10·2 | Smögen<br>Swedish | C.2Cy.$17\frac{5}{16}$"&32⅝"–22"<br>42NHP<br>G.SeebeckA.G.Gstemnde. | | |
| 22209<br>2798<br>JGHF | — IronSc<br>(*ex*Furusund,<br>*ex*Rådmansö,*ex*SvenRinman) 1*Dk* | 119<br>69<br>74 | | | | | 1865 | MotalaCo.<br>Motala | Bogseringsaktieb<br>Frej(A.Björklund,<br>*Mgr.*) | 103·7<br>Q33'<br>F18' | 16·7<br>B35' | 7·4<br>H8*t* | Måvik<br>Swedish | 1Cy.12¾"–21½"<br>6NHP<br>MotalaCo.,Motala | | |
| 22210<br>…ered 6,21 | **Layetana** SteelTwinSc<br>(*ex*TaikoMaru,<br>*Elec.light* *ex*MahaChakri) | 2400<br>—<br>1452 | | | … | | 1892 | Ramage&<br>Ferguson,Ld.<br>Leith | NavieraLayetana | 283·6<br>P11'B52'F54' | 40·2 | 17·2<br>BK8" | Barcelona<br>Spanish<br>*WB* | T.6Cy.20",31"&49"–27"<br>326NHP<br>Ramage&FergusonLd.Lth | | V |
| 22211<br>HRVM | **Lázaro** IronSc<br>(*ex*Besós) | 398<br>—<br>283 | | | | | 1862 | ………………<br>England | M.Campos | 172·9 | 23·0 | 14·4 | Seville<br>Spanish | C.4Cy.13"&28"–24"<br>NB91 64NHP | | V |
| 22212<br>7<br>QDSM | **Lazio** SteelScSr<br>(*ex*Mecklenburg) 1*Dk* | 141<br>—<br>76 | | | | | 1898 | Nüscke&<br>Co.<br>Stettin | Soc.Ital.diNav.<br>Maritt.eFluviale | 120·6<br>B10' | 19·3 | 7·3 | Rome<br>Italian | C.2Cy.$11\frac{4}{5}$"&20½"–$13\frac{4}{5}$"<br>KetteDeutsche 13NHP<br>Elbschfffhrts.Ges.Uebigau | | I |
| 22213<br>…by Collision 9,21<br>OLFS | **Le Bar** IronScK<br>(*Trawler*)<br>(*ex*Marrs) 1*Dk* | 147<br>143<br>47 | | | … | | 1891 | Cochrane,<br>Coopr&Scho-<br>field Beverley | M.Bernard | 100·8<br>Q19' | 20·5 | 11·0<br>BK7½" | Boulogne<br>French | C.2Cy.16½"&33"–22"<br>NB*made*12,*fitted*17 50NHP<br>C.D.Holmes&Co.Hull | 11″10 | V |
| 22214<br>OLFU | **Le Bourget** SteelSc<br>(*ex*Tinos,*ex*HildaHorn,<br>*ex*Ganelon) *Elec.light* 1*Dk*&*Spar dk*<br>*Now named* "LaurentSchiaffino," *See No.* 68225 *in Supplement* | 3570<br>—<br>2266 | | | | | 1906 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg. | FrenchGovern-<br>ment | 341·3<br>H24' | 48·8 | 17·2<br>25·0 | Dunkirk<br>French<br>*WB* | T.3Cy.$20\frac{1}{16}$",34⅞"&61"–39⅜"<br>234NHP<br>FlensburgerSchiffsb.Ges. | | V |
| 22215 | **Le Bufle** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 430 | | | | | 1921 | Forg.&Ch.<br>de laMédit.<br>Havre | FrenchGovern-<br>ment | 131·2 | 28·6 | 15·9 | Havre<br>French | T.3Cy.$14\frac{3}{16}$",23⅝"&36½"–27½"<br>68NHP<br>Forg.&Ch.delaMédit.Hav. | | |
| 22216 | **Le Charles Despeaux** IronSc<br>*ss*Bdx.2ndNo.3–3,13<br>*ss*Bdx.No.2–20<br>(*ex*Welshman) 1*Dk*(*Irn*) | 72<br>64<br>1 | ✠ A1<br>*For Towing purposes*<br>6,20<br>✠LMC6,20<br>BS7,21 | Bdx | | 6,20 | 1894<br>6mo<br><br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>'*sA&CP* | "LaPetroléenne" | 76·5 | 17·0 | 7·4<br>BK5½" | Bordeaux<br>French<br>4*BHCem* | C.2Cy.14½"&31"–20" (*s*)<br>125lb 44NHP<br>1SB,*2pf*,GS27,HS780<br>Tindall&Co.,Hull | 8″0<br>s″10<br>7″8 | |
| 22217<br>103147 | **Le Colon** WoodPad<br>1*Dk* | 173<br>99<br>109 | | | | | 1894 | H.J.<br>Beemer<br>Roberval | QuebecDevelop-<br>mentCo.Ld. | 78·8 | 23·8 | 4·4 | Quebec<br>British | 1Cy.13"–12"<br>11RHP<br>Carrièr,Lainé&Co.,Levis | | |
| 22218<br>104289<br>PBGN | **Le Coq** SteelSc3MstSr<br>2*Dks*<br>*Mchy.Aft* *CarryingPetroleum in bulk*<br>*Elec.light* Wireless | 3431<br>3056<br>2135 | | | | | 1895 | Armstrong<br>Mitchell&Co.<br>Ld Newcastle | LeCoqS.S.Co.Ld.<br>~~(Lane&Macandrew,Ld.)~~<br>(Davies&Newman<br>Ld.*Mgrs.*) | 330·0<br>P83'B22'F44' | 42·7 | 28·4 | Newcastle<br>British<br>*WB* | T.3Cy.24",40"&64"–48"<br>NB06 284NHP<br>WllsndSlpwyCo.Ld.,Nwc. | | V |
| 22219<br>OLGN | **Le Crozon** SteelSc<br>1*Dk* | 159<br>129<br>37 | | | | | 1910 | A.Blasse et<br>Fils<br>Nantes | Soc.Anon.des<br>VapeursBrestois | 107·8 | 20·0 | | Brest<br>French | T3Cy$12\frac{19}{32}$"$20\frac{3}{32}$"$32\frac{9}{32}$"–$19\frac{11}{16}$"<br>46NHP<br>Mancour,Nantes | | V |
| 22220 | **Le Cyclone** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 352 | | | | | 1920 | Ch.&Atel.<br>Aug.Normnd<br>Havre | FrenchGovern-<br>ment | 131·2 | 28·5 | 15·0 | Havre<br>French | T.3Cy.15",23⅗"&36½"–27⅗"<br>68NHP<br>Ch.&Atel.Aug.Normand | | |
| 22221<br>OHTG | **Le Gabon** SteelScSr<br>(*ex*EastCoast,*ex*Hanbury)<br>*Welldeck* *Mchy.Aft* 1*Dk* | 498<br>384<br>212 | | | … | | 1895 | BlythS.B.<br>Co.Ld.<br>Blyth | ChargeursRéunis | 170·0<br>Q84'B9'F21' | 26·0 | 10·2<br>FK | Conakry<br>French<br>*WB* | C.2Cy.21"&42"–30"<br>NB16 81NHP<br>Wstgrth,English&Co.Mdb | 12″7 | |
| 22222<br>OHWZ | **Le Gavres** SteelTwinScSr<br>*ss*Rio.No.1–17<br>(*ex*Campista) 1*Dk*(*Stl*)<br>*Elec.light* | *1309*<br>*1040*<br>*799* | ✠ —<br>9,20<br>*For Riverpurposes only*<br>✠ | Gen | | | 1913<br>7mo | Geo.Brown<br>&Co.<br>Greenock | FrenchGovern-<br>ment(NavyDept.) | 251·4<br>F27' | 40·1 | 11·4<br>FK<br>*FPT* | French<br>4*BHCem*<br>121*tAPT*62*t* | T.4Cy.(2)11",23"&38"–26"<br>104NHP<br>2SB,*4cf*,GS66,HS2000<br>Rankin&Blackmore,Grk. | 12″0 | |
| 22223<br>OLHJ | **Le Lorrain** SteelAuxScSr<br>*OilEng.*<br>(*ex*Nösted IV.)<br>(*See Sailing Ship Register*) | 360<br>—<br>290 | | | | | 1916 | Gebr.<br>Bodewes<br>Martenshoek | L.Delorme | 141·2 | 25·5 | 11·4 | Nantes<br>French<br>*WB* | Oil Engine 2Cy.16½"–$18\frac{9}{10}$"<br>46NHP<br>J&CGBolindersCoLd.Skm | | V |
| 22224 | **Le Mascaret** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 352 | | | | | 1920 | Ch.&Atel.<br>Aug.Normnd<br>Havre | FrenchGovern-<br>ment | 131·2 | 28·5 | 15·0 | Havre<br>French | T.3Cy.15",23⅗"&36½"–27⅗"<br>68NHP<br>Ch.&Atel.Aug.Normand | | |
| 22225<br>TGBQ | **Le Maire** SteelSc<br>*Elec.light* Wireless 2*Dks* | 3025<br>2517<br>1893 | | | | | 1908 | Maats.<br>Fyenoord<br>Rotterdam | Koninkl.Paketv.<br>Maats. | 325·5<br>P40'B104'F40' | 44·0 | 22·3 | Batavia<br>Dutch<br>*WB* | T.3Cy.22",36½"&60"–42"<br>NB10 233NHP<br>Maats.Fyenoord,Rot. | | V |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22226<br>ONRA | **Le Morbihan** SteelScSr<br>1Dk2trB | 1120<br>960<br>588 | | | | | 1887 | Hawthorn,<br>Leslie&Co.<br>Newcastle | Cie.Générale<br>Transatlantique | 231·0<br>P32'B56'F36' | 33·3 | 17·6 | St. Nazaire<br>French | T.3Cy.20",32"&53"-36"<br>NB02 169NHP<br>Hawthorn,Leslie&Co.Nwc |
| 22227 | **Le Mouflon** SteelSc<br>(Tug)<br>Elec.light 1Dk | 430 | | | | | 1921 | Forg.&Ch.<br>de laMédit.<br>Havre | FrenchGovernment | 131·2 | 28·6 | 15·9 | Havre<br>French | T.3Cy.14 5/16",23½"&36½"-27½"<br>68NHP<br>Forg.&Ch.de laMédit.Hav. |
| 22228<br>ONXE | **Le Myre de Villers** SteelScSr<br>ssBdx.No.2-21 ssLon.No.3-10,11 ~~ssYka.No.1-16~~<br>(exKwantoMaru, exWakool) 1Dk(Stl)&Spar dk(Stl-ws)<br>Elec.light Ref.Mchy. &deep framing | 5111<br>4258<br>3128 | ✠100A1<br>Spar dk<br>4,21 ~~6,18~~<br>~~Examined3,20~~ 4,21<br>~~BS12,10~~ ✠LMC~~10,16~~ | Msl<br>Bdx | y | CL<br>3,20 | 1898<br>10mo | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>A&CP | FrenchGovernment(Marine Marchand)<br>CellDBa112'uB | 400·0<br>P35'B186'F50' 28·4<br>BK9"<br>20'f 182' 609t FPT | 47·5 | 20·2 | Marseilles<br>French<br>6BHCem<br>85tAPT21t | T.3Cy.28",47"&78"-54" (s)<br>160lb 580NHP<br>4SB,12cf,GS211,HS8200 FD<br>N.E.MarineEngCoLd.Nwc |
| 22229<br>OPIB | **Le Nord** SteelPadSr<br>2Dks&Spar dk<br>Elec.light Sub.Sig. Wireless | 1541<br>—<br>437 | | | | | 1898 | Atel.&<br>Chant.Loire<br>St.Nazaire | Soc.Anon.de<br>Gérance&d'Arm. | 337·8 | 34·9 | 14·2 | Calais<br>French | T.3Cy.41",59"&87"-89"<br>NB10 714NHP<br>Atel.&Chant.Loire,Nts. |
| 22230<br>OQOY | **Le Papillon** SteelSc<br>(Tug)<br>(exPowell,exSnorri) 1Dk | 122<br>—<br>8 | | | | | 1910 | Nylands<br>Værksted<br>Christiania | Soc.d'Entrep.du<br>MarocOccidental | 92·6 | 18·3 | 11·6 | Havre<br>French<br>WB | T.3Cy.11½",18½"&31"-22"<br>45NHP<br>NylandsVærksted,Xania |
| 22231<br>OQDM | **Le Pas de Calais** SteelPadSr<br>2Dks&Spar dk<br>Elec.light Sub.Sig. Wireless | 1541<br>—<br>437 | | | | | 1898 | Atel.&<br>Chant.Loire<br>St.Nazaire | Soc.Anon.de<br>Gérance&d'Arm. | 337·8 | 34·9 | 14·2 | Calais<br>French | T.3Cy.41",59"&87"-89"<br>NB09 714NHP<br>Atel.&Chant.Loire,Nts. |
| 22232<br>134138 | **Le Progrès** SteelSc<br>2Dks | 465<br>294<br>242 | | | | | 1914 | G.T.Davie<br>&Sons<br>Levis,Qbc. | A.C.&G.D.Davie | 126·5 | 34·2 | 11·0 | Quebec<br>British<br>WB | C.2Cy.15"&30"-22"<br>37RHP<br>Cie.Pontbriand,Ld.Sorel |
| 22233 | — SteelTwinScSp<br>Elec.light 1Dk<br>Mchy.Aft CarryingPetroleum in bulk | *449*<br>*418*<br>*205* | | | | | 1892 | Armstrong<br>Mitchell&Co<br>Ld Newcastle | Cie.Universelle du<br>CanalMaritime de<br>Suez | 163·0 | 26·8 | 13·3 | PortSaid<br>Egyptian<br>WB | C.4Cy.16"&30"-18"<br>64NHP<br>WallsndSlp.Co(Lim),Nwc |
| 22234 | **Le Puissant** SteelSc<br>(Tug)<br>Elec.light 1Dk | 352 | | | | | 1920 | Forg.&Ch.<br>de laMédit.<br>Havre | FrenchGovernment | 131·2 | 28·5 | 15·0 | Havre<br>French | T.3Cy.14½",23⅝"&36½"-27⅝"<br>68NHP<br>Forg.&Ch.de laMédit.Hav. |
| * 22235<br>137910<br>TPCN | **Le Quesnoy** SteelScSr<br>Elec.light 1Dk(Stl)<br>Cargo battens not fitted | ~~2716~~ 2742<br>2264<br>~~1653~~ 1670 | ✠100A1<br>1,22 ~~1,20~~<br>MS1,20 ✠LMC5,19 | NYk<br>Hpl | s | 1,20 | 1919<br>5mo | Dominion<br>S.B.Co.<br>Toronto<br>A&CP | J.A.Withrow<br>CoLd<br>CellDBa75' | 251·0<br>P25'B68'F20'<br>FK<br>uE26'f96'482tFPT | 43·7 | 26·0 | London<br>British<br>4BHCem<br>72tAPT94t | T.3Cy.20",33½"&55"-40" (s)<br>185lb 253NHP<br>2SB,6cf,GS126,HS4534<br>JohnInglisCo.Ld.Toronto |
| 22236 | **Le Radium** SteelScSr<br>ssNts.No.1-10<br>(exYacht)<br>Elec.light | 132<br>—<br>36 | ✠<br>6,10 | Nts | | | 1904 | DelaBrosse<br>&Fouché<br>Nantes | Compañia<br>Arrendataria de<br>Tabaco | 105·1<br>FK<br>WB=CellDBa | 18·5 | 8·4 | Carthagna<br>Spanish<br>4BHAsp<br>23'f20'23t | T.3Cy.9⅝",14¾"&23⅝"-14 3/16"<br>Bbuilt00fitted04 55NHP<br>1B,GS37,HS1290<br>DelaBrosse&Fouché,Nts. |
| * 22237<br>OLJM | **Le Rhin** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk<br>Wireless (Stl-ws) | ~~1893~~ 2456<br>1562<br>~~999~~ 1404 | ✠100A1<br>Shelter dk<br>with freeboard<br>12,21 ~~4,21~~ ✠LMC8,20 | Bdx | r | CL | 1920<br>8mo | H.&C.<br>Grayson,Ld.<br>Garston<br>Lloyd'sA&CP | MaurelFrères<br>CellDB224'40 | 264·8<br>FK<br>Collision<br>9tFPT63tAPT18t | 41·3 | 18·8 | Bordeaux<br>French<br>Cem<br>BH to Sh dk<br>3BHto U „ | T.3Cy.21",34"&56"-36" (s)<br>180lb 100lb 252NHP<br>2SB,6cf,GS118,HS4550<br>McKie&Baxter,Glasgow |
| 22238 | **Le Rhone** WoodSc<br>(exSaiKong) 2Dks | *369*<br>*330*<br>*259* | | | | | 1897 | Kwang<br>TuckCheang<br>HongKong | WanKee | 134·6 | 21·3 | 8·8 | Canton<br>French | C.2Cy.15½"&30"-19"<br>33NHP<br>KwangHepLuung,HKg. |
| 22239<br>OLJN | **Le Ripault** IronSc<br>(exPorteño,exMonte Grande,exEbenezer) 2Dks | 844<br>—<br>478 | | | | | 1876 | Whitehavn<br>S.B.Co.<br>Whitehaven | FrenchGovernment | 201·1<br>P46'F26' | 32·2 | 19·6 | Cette<br>French<br>WB | C.2Cy.24"&46"-36"<br>NB02 106NHP<br>J.Jones&Co.Liverpool |
| 22240<br>116226 | **Le Roberval** SteelPad<br>1Dk | 126<br>73<br>71 | | | | | 1902 | T.duTremblay<br>Roberval | QuebecSaguenay<br>PulpCo. | 85·8 | 22·5 | 4·4 | Quebec<br>British | 2Cy.12"-30"<br>50RHP<br>F.H.Drolet,Quebec |
| 22241<br>117112 | **Le Roi** WoodScSr<br>1Dk | 196<br>168<br>133 | | | | | 1905 | T.J.Kickham<br>Vancouver | ~~LeRoiTowBoat Co.Ld.~~ Coyle<br>TowingCo.Ld. | 108·3 | 21·6 | 12·0 | VancvrBC<br>British | T.3Cy.11",20"&32"-23"<br>Emade99 51RHP<br>T.Earle,Hull |
| 22242<br>OLJQ | **Le Rove** SteelSc<br>ssMlt.No.1-16<br>(exMariaIII.) 1Dk(ptStl) | 117<br>109<br>— | ✠<br>For towing purposes<br>12,16 ✠ | Mlt | | | 1910<br>11mo | Gebr.Pot<br>Bolnes | Entreprise du<br>Canal duRove<br>(LeonChagnaud) | 92·1<br>BK5"<br>WB | 19·6 | | Marseilles<br>French<br>4BHCem<br>=APT15t | T.3Cy.11 13/16",17 11/32"&29 5/32"<br>-14 31/32" 57NHP<br>1SB,2cf,GS35,HS1161<br>Machinefabriek,Bolnes |
| 22243<br>OLKD | **Le Scorff** SteelScSr<br>Well deck Mchy.Aft 1Dk | 665<br>440<br>306 | | | ... | | 1907 | Scott&<br>Sons<br>Bowling | Soc.Bois etCharbonsF.LeBrise | 180·0<br>Q114'B13'F27'<br>FK | 28·1 | 11·1 | Lorient<br>French<br>WB | T.3Cy.15",25"&40"-27"<br>99NHP<br>RenfrewBros.&Co.Irvine |
| 22244 | **Le Tourbillon** SteelSc<br>(Tug)<br>Elec.light 1Dk | 352 | | | | | 1920 | Ch.&Atel.<br>Aug.Normnd<br>Havre | FrenchGovernment | 131·2 | 28·5 | 15·0 | Havre<br>French | T.3Cy.15",23⅝"&36½"-27⅝"<br>68NHP<br>Ch.&Atel.Aug.Normand |
| 22245 | **Le Vent** SteelSc<br>(Tug)<br>Elec.light 1Dk | 352 | | | | | 1920 | Ch.&Atel.<br>Aug.Normnd<br>Havre | FrenchGovernment | 131·2 | 28·5 | 15·0 | Havre<br>French | T.3Cy.15",23⅝"&36½"-27⅝"<br>68NHP<br>Ch.&Atel.Aug.Normand |
| 22246 | **Le Volontaire** WoodAuxScBn<br>GasEng.<br>1Dk<br>(See Sailing Ship Register) | 245<br>—<br>179 | | | | | 1918 | JM'GillSB<br>&TrnspCoLd<br>ShelburneNS | L.Poret&Co. | 117·2<br>P29tH17t | 28·5 | 11·3 | St.Malo<br>French | Gas Engine 4Cy.10½"-12½"<br>Fairbanks-Morse, 29NHP<br>ThreeRivers,Mich.U.S.A. |
| 22247<br>OLME | **Le Wimereux** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 261<br>—<br>84 | | | | | 1904 | Bonn&<br>Mees<br>Rotterdam | Vidor&Cie. | 135·7 | 21·9 | 13·0 | Boulogne<br>French | T.3Cy.13",22"&36"-24'<br>63NHP<br>Amos&Smith,Hul |
| 22248<br>135164 | **Lea** SteelTwinSc<br>ssLon.No.2-21 ~~ssLon.No.1-17~~<br>1Dk(Stl)<br>— | 168<br>150<br>— | ✠100A1<br>For towing purposes<br>~~11,19~~ 10,21<br>~~BS11,19~~ ✠LMC~~2,17~~<br>~~BS6,21~~ 6,21 | Lon | | ~~11,19~~<br>10,21 | 1912<br>12mo | Ferguson<br>Bros.<br>PortGlasgow<br>Lloyd'sA&CP | Port of London<br>Authority | 86·0<br>B24'<br>BK6"<br>WB=DTf7' | 22·6 | 11·1 | London<br>British<br>4BHAsp<br>16tAPT24t | C.4Cy.19"&40"-24' (s)<br>120lb 148 166NHP<br>1SB,3cf,GS67,HS2450<br>FergusonBros.P.Gl. |

| | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 249<br>859<br>SP | **Leafield**<br>*Elec.light* Wireless | **SteelScSr**<br>*ss*Gls.No.3-5,19<br>1*Dk*(*ptIrn&ptStl*)&*deep framing* | 2539<br>2388<br>1616 | ✠100A1<br>8,21 ~~8,20~~<br>BS8,20 ✠LMC5,19 | Gls<br>Cff | *t* | CL<br>9,19 | 1905<br>6mo<br>*Lloyd* | WoodSkinner&Co.Ld.<br>Newcastle<br>'*sA&CP* | **Donald&Taylor**<br>*WB=Cell*<br>*DBa*80'*uE*30' | 313·3<br>P26'B96'F27'<br>*f*136'688*tFPT*109*t* | 45·0 | 20·5<br>FK | **Glasgow**<br>British<br>5*BHCem*<br>*APT*108*t* | T.3Cy.23",37½"&61½"-39"(*s*)<br>180lb *80lb* 266NHP<br>2SB,*6cf*,GS122,HS4230<br>N.E.MarineEngCoLd.Nwc | 23 ″ 0<br>s 3 ″ 8<br>19 ″ 8 | |
| 250<br>214 | **Leam** | **SteelScK**<br>*ss*Mdb.No.1-21<br>1*Dk* | 236<br>231<br>90 | ✠100A1<br>*Stm Trawler*<br>4,21 ~~2,20~~<br>✠LMC~~1,17~~ 5,21 | Shl<br>Mdb | | CL<br>~~10,19~~<br>5,21 | 1917<br>1mo<br>*Lloyd* | Smith's DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | **WyreSteamTrawlingCo.Ld.(J.N. Ward&Son,*Mgrs.*)** | 117·4 | 22·6 | 13·1<br>BK7½" | **Fleetwood**<br>British<br>3*BHCem*<br>*DBf*21'13*t* | T.3Cy.12¼",20"&34"-24" (*s*)<br>180lb 78RHP<br>1SB,*3pf*,GS44,HS1440<br>Smith'sDockCo.Ld.Mdb. | 13″10 | |
| 251<br>8791<br>SNP | **Lebanon**<br>*Elec.light*<br>Sub.Sig. Wireless | **SteelSc**<br>*Fitted for oil fuel*<br>2*Dks&Web frames* | 5058<br>4573<br>3096 | | | ... | | 1919 | American International S.B.Corp.<br>HogIslandPa | **UnitedStates ShippingBoard** | 390·0<br>P39'B122'F43' | 54·2 | 27·6<br>FK | **Phildlphia**<br>Utd. States<br>*WB* | 1 Geared SteamTurbine<br>600NHP<br>GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R |
| 252 | **Leca**<br>*Elec.light*<br>Now named "El Amigo," See No. 37213 in Supplement | **IronSc3Mst**<br>(*ex*Afra,*ex*Juno)<br>*Well deck Mchy.Aft* 1*Dk*2*trB* | *1302*<br>*900*<br>*835* | | | ... | | 1882 | Earle'sCo.Ld.<br>Hull | | 250·2<br>P152'F57' | 32·2 | 16·5<br>BK7½" | Portuguese<br>*WB* | C.2Cy.35¾"&69"-39"<br>NB98 264NHP<br>Earle'sCo.Ld.Hull | 17 ″ 9 | C |
| 2253<br>DW | **Leda**<br>*Elec.light* Wireless | **SteelSc**<br>2*Dks* | 2520<br>1551<br>1121 | | | | | 1920 | Armstrong Whitworth &Co.Ld.<br>Newcastle | **DetBergenske Dampskibsselskab** | 305·6<br>P581*t*H300*t* | 41·7 | 18·4 | **Bergen**<br>Norwegian<br>*WB* | 2 Geared Steam Turbines<br>WllsndSlpwy.Co.Ld.Nwc. | | N |
| 2254<br>QVH | —<br>*ss*Hfs.No.3-8,21<br>*Elec.light* | **SteelScSr**<br>~~*ss*Bry.No.2-18~~<br>1*Dk*(*Stl*)&*deep framing* | *1277*<br>*1277*<br>*713* | ✠100A1<br>~~2,21~~ ~~6,20~~ 4,22<br>~~BS6,20~~ ✠LMC~~6,18~~ 8,21 | Hfs<br>Mch | *o* | ~~2,19~~<br>~~8,21~~<br>4,22 | 1908<br>6mo<br>*Lloyd* | Laxevaags Msk.&Jrnskb<br>Bergen<br>'*sA&CP* *Cell* | **FinskaÅngfAktieb**<br>*DBa*63'*f*119'285*t* | 229·0<br>P19'B61'F25'<br>*FPT*40*tAPT*51*t* | 35·2 | 15·8<br>FK | **Helsingfrs**<br>Finnish<br>4*BHptCem*<br>*ptAsp* | T.3Cy.16",25½"&43"-30" (*s*)<br>175lb *80lb* 113NHP<br>1SB,*3pf*,GS55,HS1824<br>LaxevaagsMsk&Jrns.Bgn. | 16″10<br>s 1 ″ 9½<br>15 ″ 4 | |
| 2255 | — | **SteelScSr**<br>1*Dk* | 594<br>462<br>347 | | | | | 1904 | Akt.Ges. "Weser"<br>Bremen | **Dampfschifffahrts Ges.Neptun** | 179·8<br>Q52'B43'F22' | 27·2 | 11·8 | **Bremen**<br>German<br>*WB* | T.3Cy.13",20½"&33$\frac{1}{16}$"-20⅝"<br>51NHP<br>A.G."Weser,"Bremen | | |
| 2256<br>26<br>DVN | —<br>(*ex*Loreto,*ex*Nettuno, *ex*Pertusola) | **IronScSr**<br>2*Dks*(*Irn*) | 589<br>548<br>303 | ✠<br>3,81 | Dmb | *j* | | 1881<br>1mo | R.Chambers,jun.<br>Dumbarton | **Lloyd Mediterraneo**<br>*WB* | 174·8<br>B14'F15'<br>=*DBa*41'*f*60'125*t* | 26·6 | 16·6 | **Savona**<br>Italian<br>4*BHCem* | C.2Cy.23¼"&45⅜"-30¼"<br>NB97 94NHP<br>M.Paul&Co.Dumbarton | | |
| 2257 | — | **SteelScLr**<br>1*Dk* | 166<br>156<br>84 | | | | | 1908 | C.Cassens<br>Emden | **LeererHeringsfischereiAct.Ges.** | 99·0<br>Q15' | 23·0 | 10·1 | **Leer**<br>German | C.2Cy.9$\frac{7}{16}$"&18¼"-12$\frac{19}{32}$"<br>10NHP<br>Christiansen&Meyer,Hrbg. | | |
| 2258 | **Lederer Sándor**<br>*Elec.light*<br>Now named "Tiziano," See No. 39601 in Supplement | **SteelScSr**<br>*ss*Fiu.No.2-11<br>1*Dk*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*) | 1249<br>1026<br>607 | ✠<br>*Shelter dk*<br>*withfreeboard*<br>9,16 ✠ | Fiu | *p* | | 1903<br>8mo | Grngemt'h &Greenock Dockyard Co.<br>Greenock | **AdriaSoc.Anon.di Nav.Marittima**<br>*CellDBa* 67' | 255·0<br>*uE&B*52'*f*88'382*tA* | 36·1 | 14·3<br>FK | **Fiume**<br>4*B HCem*<br>*PT*15*t* | T.3Cy.18½",32"&54"-36"<br>208NHP<br>2SB,*6cf*,GS108,HS3330<br>D.Rowan&Co.Glasgow | 16 ″ 6 | |
| 22259 | **Ledokol II.** | **SteelScSr**<br>(*Icebreaker*)<br>1*Dk*2*trB* | 485<br>—<br>267 | | | | | 1895 | Nylands Verksted<br>Christiania | **RussianGovernment** | 127·7<br>B15'F16' | 34·5 | 17·7 | Russian<br>*WB* | C.2Cy.22"&43"-27"<br>80NHP<br>NylandsM.V.,Christiania | | |
| 22260<br>NACI | **Ledokol III.**<br>*Elec.light* | **SteelScSp**<br>(*Icebreaker*)<br>1*Dk*(*Stl*-ws)2*trB* &*Awng dk* | *907*<br>*852*<br>*152* | ✠<br>*Awng dk*<br>*withfreeboard*<br>10,99 ✠ | Nwc | *j* | | 1899<br>10mo | Armstrong Whitworth &Co.Ld.<br>Newcastle | **RussianGovernment**<br>*WB=CellDBuE &B*64' 96*tDTf*22' | 148·7<br>69*t FP Tanks* 14*t* & | 42·0 | 15·2<br>22·7<br>FK | **Odessa**<br>Russian<br>6*BHCem*<br>46*tAPT*45*t* | T.3Cy.24½",38"&61"-39"<br>312NHP<br>2SB,*8cf*,GS128,HS5900<br>Wllsnd.Slpwy.Co.Ld.Nwc | 24 ″ 7 | |
| 22261 | **Ledokol V.**<br>*Elec.light* | **SteelScSr**<br>(*Icebreaker*)<br>1*Dk*(*Stl-pt* teak s) | 503<br>411<br>173 | ✠ —<br>1,21<br>✠ | PGl | *g* | | 1916<br>12mo | Murdoch & Murray,Ld.<br>Pt.Glasgow | **RussianGovernment**<br>*Ce* | 130·0<br>B77'<br>*llDB*84'72*tFPT*58*t* | 31·2 | 14·6<br>FK | Russian<br>5*BHCem*<br>*APT*62*t* | T.3Cy.18",29"&48"-30"<br>189NHP<br>2SB,*6cf*,GS135,HS3630<br>Fleming&Ferguson,Ld. Paisley | 16 ″ 6 | |
| 22262 | **Ledokol VI.**<br>*Elec.light* | **SteelScSr**<br>(*Icebreaker*)<br>1*Dk*(*Stl-pt* teak s) | *503*<br>*411*<br>*173* | ✠ —<br>1,21<br>✠ | PGl | *g* | | 1916<br>11mo | Ferguson Bros.Ld.<br>Pt.Glasgow | **RussianGovernment**<br>*Cell* | 130·0<br>B77'<br>*DB*84' 72*t FPT*58*t* | 31·2 | 14·6<br>FK | Russian<br>5*BHCem*<br>*APT*62*t* | T.3Cy.18¼",28½"&48¼"-28"<br>186NHP<br>2SB,*6cf*,GS132,HS3600<br>FergusonBros.Ld.Pt.Gl. | 16 ″ 6 | |
| 22263 | **Ledokol VII.**<br>*Elec.light* | **SteelScSr**<br>(*Icebreaker*)<br>1*Dk*(*Stl*-teak s) | *561*<br>*436*<br>*208* | ✠ —<br>1,21<br>✠ | Shl | *h* | | 1916<br>12mo | C.Renoldson&Co.<br>S.Shields | **RussianGovernment**<br>*CellD* | 130·2<br>B73'<br>*B*54' 35*tDTa*18' 60*t* | 30·1 | 16·1<br>FK | Russian<br>5*BHCem*<br>*DTf*16' 109*t* | T.3Cy.19",31"&51"-33"<br>218NHP<br>2SB,*6cf*,GS122,HS4122<br>MacColl&Pollock,Ld.Sld. | 18 ″ 0 | |
| 22264 | **Ledokol VIII.**<br>*Elec.light* | **SteelScSr**<br>(*Icebreaker*)<br>1*Dk*(*Stl-ptteak* s) | *503*<br>*411*<br>*181* | ✠ —<br>1,21<br>✠ | PGl | *g* | | 1917<br>2mo | Ferguson Bros.Ld.<br>Pt.Glasgow | **RussianGovernment**<br>*Cell* | 130·0<br>B77'<br>*DB* 84' 72*t FPT*58*t* | 31·2 | 14·6<br>FK | Russian<br>5*BHCem*<br>*APT*62*t* | T.3Cy.18¼",28½"&48¼"-28"<br>186NHP<br>2SB,*6cf*,GS132,HS3600<br>FergusonBros.Ld.Pt.Gl. | 16 ″ 6 | |
| 22265 | **Ledokol IX.**<br>*Elec.light* | **SteelScSr**<br>(*Icebreaker*)<br>1*Dk*(*Stl*-teak s) | *549*<br>*436*<br>*189* | ✠ —<br>1,21<br>✠ | Shl | *h* | | 1917<br>3mo | C.Renoldson&Co.<br>S.Shields | **RussianGovernment**<br>*CellDB* | 130·2<br>B73'<br>*B*54' 35*t DTa*18'60*t* | 30·1 | 16·1<br>FK | Russian<br>5*BHCem*<br>*DTf*16'109*t* | T.3Cy.19",31"&51"-33"<br>218NHP<br>2SB,*6cf*,GS122,HS4122<br>MacColl&Pollock,Ld.Sld. | 18 ″ 0 | |
| 22266<br>684 | **Ledoryz** | **SteelScK**<br>1*Dk*(*Stl*) | 103<br>56<br>47 | ✠ —<br>8,19<br>*For towing purposes*<br>✠ | Oda | | | 1912<br>12mo | Cochrane &Sons<br>Selby | **OdessaPilotage Association** | 80·1 | 17·1 | 9·5<br>BK6"<br>*WB* | **Odessa**<br>Russian<br>5*BHCem*<br>=*MT*3'14*t* | C.2Cy.15"&30"-18"<br>46NHP<br>1SB,*2pf*,GS37,HS875<br>Earle'sCo.Ld.Hull | 10 ″ 0 | |
| 22267<br>128854 | **Lee** | **IronTwinSc**<br>*ss*Dub.3rdNo.3-12,20<br>1*Dk* | 58<br>58<br>39 | A—<br>*Barge*<br>*For River purposes only*<br>12,20<br>B&MS12,20 BS3,22 | Dub | | CL<br>12,20 | 1889<br>8mo | Ross&Walpole<br>Dublin | **A.Guinness,Son&Co.Ld.** | 80·3<br>ptND03 | 15·5 | 5·9<br>FK | **Dublin**<br>British<br>2*BHCem* | 2Cy.10"-14" (*s*)<br>100lb NB88*refitted*20 7RHP<br>1SB,*1pf*,GS8,HS407<br>Ross&Walpole,Dublin | 6 ″ 5 | |
| 22268<br>122394 | **Leebro** | **WoodScSp**<br>1*Dk* | 323<br>267<br>198 | | | | | 1908 | W.Turpel<br>Victoria,B.C. | **CrescentShipping Co.Ld. (Green& BurdickBros.Ld. *Mgrs.*)** | 123·5 | 28·8 | 11·1 | **Vict'riaBC**<br>British | C.2Cy.10"&24"-16"<br>22RHP<br>Ross&Duncan,Glasgow | | |
| 22269<br>108443 | **Leeds**<br>*ss*Gms.2ndNo.3-10,20 | **SteelScYl**<br>~~*ss*Gms.No.3-8,09~~<br>~~*ss*Gms.No.2-18~~<br>1*Dk* | 161<br>148<br>63 | ✠100A1<br>*Stm Trawler*<br>5,21 ~~10,20~~<br>✠NB7,14 ✠LMC~~5,18~~<br>BS5,21 BS10,20 | Gms | | CL<br>10,20 | 1897<br>1mo | Mackie&Thomson<br>Glasgow<br>A&CP | **ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*)** | 104·2<br>Q17'F19' | 20·5 | 10·7<br>BK7½" | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.10",16"&27"-20" (*s*)<br>180lb 45RHP<br>1SB,*2pf*,GS26,HS656<br>Muir&Houston (Lim.),Gls. | 11 ″ 7 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22270<br>135296<br>JDPB | **Leeds City** SteelScSr<br>ssLon.No.1-18<br>(*ex*Daleham) 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)<br>*Elec.light* *Tonnage opening closed* 1917<br>*Carrying oil fuel F.P. above* 150° F. *in DB*<br>Wireless | 6236<br>4425<br>3843 | ✠<br>*Shelter dk with freeboard*<br>5,20 ✠ | Bry | *z* | | 1913<br>12mo | Richardsn, Duck&Co.Ld. Stockton<br>*CellDB* | St.JustS.S.Co.Ld. (W.R.Smith& Sons, *Mgrs.*)<br>*a*134'*u E&B*48'*f*1 | 411·2<br>FK<br>78' 134*t FPT* 121*t* | 55·0 | 24·3 | Bideford<br>British<br>6*BHCem*<br>*APT*100*t* | T.3Cy.27",44½"&73"-54"<br>488NHP<br>3SB&1AuxSB,*10cf&3pf*,<br>GS239,HS8380<br>Blair&Co.Ld.Stockton |
| * 22271<br>139195<br>JNTL | **Leelee** SteelScK<br>ssLon.No,1-20<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*(*ptStl*) | 140<br>115<br>70 | ✠100A-<br>8,20<br>✠LMC 10,21 | Lon | | ~~6,19~~<br>3,22 | 1916<br>6mo | Rennie ForresttS.B.&D.D.Co.Ld. Wivenhoe | JamesPollockSons &Co.Ld. | 89·0<br>Q24'F15'<br>FK<br>*FPT*24*t* | 19·1 | 9·1 | London<br>British<br>3*BHptCem*<br>*APT*5*t* | Oil Engines 2S.C.SA<br>2Cy.15"-16½" 34NHP<br>J&CGBolindersCoLd.Skm |
| 22272<br>86734<br>JKNR | **Leelite** IronSc3MstSr<br>ssShl.2ndNo.3-7,12<br>(*ex*Ensign) 1*Dk*(*pt Irn*)<br>*Mchy.Aft* | 404<br>261<br>154 | ✠<br>9,17<br>✠NB5,94 ✠ | Shl | *f* | | 1882<br>11mo | T.B.Seath &Co. Glasgow | M.Taylor | 155·5<br>Q54'B7'F22'<br>len94 BK6"<br>*WB* | 23·1 | 10·4 | Methil<br>British<br>4*BHCem*<br>=*FPT*34*t* | C.2Cy.16"&34"-28"<br>50RHP<br>1SB,*2pf*,GS35,HS800<br>J.&T.Young,Ayr |
| 22273 | **Leerdam** SteelSc<br>*For full particulars See No. 38204 in Supplement*<br>*Elec.light* Wireless | 8000<br>5879 | 100A1<br>(*ClassContemplated*) | | | | 1921 | New Waterway S.B.Co. Schiedam | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) | 450·0<br>B84'F47' | 58·0 | 40·0 | Rottrdam<br>Dutch | Steam Turbines |
| 22274<br>105156 | — WoodSc | 171<br>159<br>82 | | | | | ~~1917~~<br>1902 | G.H.Uiten-bogaart Maassluis | ~~Bird'sShippingCo. Ld.(W.Bird,Mgr.)~~<br>~~H.Barnett~~ E.Parker | 109·2 | 21·1 | 11·0 | Guernsey<br>British | T.3Cy.8½",$11\frac{3}{16}$"&22"-15½"<br>19RHP<br>Alblasserdam.Msch.Fab. |
| * 22275<br>PJOT | **Leersum** SteelScSr<br>ssAms.No.1-19<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3682<br>3315<br>2287 | ✠100A1<br>~~10,20~~5,22<br>~~BS10,20~~ ✠LMC9,19<br>BS12,21 | Ams<br>~~Rot~~ Cff | *w* | CL<br>~~9,19~~<br>~~6,21~~<br>5,22 | 1916<br>8mo | A.Vuijk& Zonen Capelle a/d Ysel<br>A&CP | Stoomv.Maats. "Oostzee" (Vinke&Co. *Mgrs.*) | 360·0<br>P27'B101'F27' FK<br>*Intrm'te BH in after hold dispensed with* | 48·3 | 22·8 | Amstrdam<br>Dutch<br>{5*BHonly*<br>*Asp*<br>*CellDB* | T.3Cy.24½",40"&67"-45" (*s*)<br>180lb 342NHP<br>3SB,*6cf*,GS144,HS5490<br>Maats.deSchelde,Flushing<br>310'966*tFPT*74*tAPT*81*t* |
| 22276<br>PJDW | **Leeuwerik** SteelAuxScSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 138<br>131<br>98 | | | | | 1918 | NVSchps. v/hHBodewes Millingen | N.V.Scheeps ExploitatieMaats. "Avis" (J.J. Knaap, *Mgr.*) | 92·5 | 21·9 | 9·2 | Amstrdam<br>Dutch | Oil Engine<br>1Cy.13½"-13¾" 13NHP<br>D.Goedkoop,Jr.Amstrdam |
| 22277 | **Leeward** SteelScK<br>1*Dk* | 97<br>96<br>33 | ✠100A1<br>*For fishing purposes*<br>2,18<br>✠LMC2,18 | Abn | | CL | 1918<br>2mo<br>*Lloyd's A&CP* | John Lewis &Sons,Ld. Aberdeen | TheAdmiralty | 85·8<br>BK7½" | 18·6 | 9·2 | British<br>3*BHCem* | T.3Cy.9½",15½"&26-18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>JohnLewis&Sons,Ld.Abn. |
| 22278 | **Lefkas** SteelSc<br>(*ex*Neva)<br>1*Dk* | 248<br>—<br>156 | | | | | 1896 | G.Ansaldo &Co. SestriPnente | | 134·0 | 22·2 | 10·5 | Argostoli<br>Greek | C.2Cy.15¾"&30"-22"<br>35NHP<br>G.Ansaldo&Co.Smprdrna. |
| 22279 | **Léflorencio** SteelTwinScSr<br>(*ex*SilvaCunha) 1*Dk&Promenadedk*<br>*Elec.light* | 210<br>—<br>165 | | | ... | | 1901 | J.Jones &Sons Birkenhead | J.F.deSilva | 139·1<br>FK | 27·0 | 8·0 | Para<br>Brazilian | C.4Cy.12"&24"-18"<br>58NHP<br>J.Jones&Sons,Liverpool |
| * 22280<br>HRVN | **Legazpi** SteelTwinScSr<br>ssCdz.No.3-1,17<br>(*ex*Zungeru,*ex*Bruxellesville,*ex*Zungeru) 2*Dks*(1*Stl-pt*ws&*UStl*-ws)<br>*Elec.light* Wireless &*deep framing* | 4349<br>2976<br>2565 | ✠100A1<br>12,20<br>✠LMC<br>~~MS7,16~~8,20 ~~BS4,20~~ 9,21 | Cdz | *x* | CL<br>~~8,20~~<br>12,21 | 1904<br>7mo<br>*Lloyd's A&CP* | Sir Raylton Dixon&CoLd Middlesbro' | Cia.Trasatlantica<br>*WB=CellD* | 375·5<br>P&B261'F42'<br>FK<br>*Ba*102'*uE*24'*f*152' | 47·0 | 23·3 | Barcelona<br>Spanish<br>6*BHCem*<br>630*tFPT*31*t* | T.6Cy.21½",36"&59"-42" (*s*)<br>180lb 589NHP<br>4SB,*12cf*,GS229,HS8376 FD<br>WllsndSlpwy.Co.Ld.Nwc. |
| 22281<br>143310 | **Leghorn** SteelScSr<br>1*Dk*(*Stl*) | 61<br>59<br>1 | ✠100A1<br>6,19<br>*For towing purposes*<br>✠LMC6,19 | North-wich | | | 1919<br>6mo<br>*Lloyd's A&CP* | W.J.Yar-wood&Sons, LdNorthwich | TheAdmiralty | 75·3<br>FK | 15·0 | 7·0 | London<br>British<br>4*BHptCem*<br>*APT*4*t* | C.2Cy.10½"&24"-18" (*s*)<br>130lb 32NHP<br>1SB,*2pf*,GS24,HS658<br>W.J.Yarwood&Sons,Ld. |
| * 22282 | **Legie** SteelSc<br>(*ex*TaikaiMaru) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 5735<br>4848 ~~4823~~<br>~~3560~~<br>3523 | ✠100A1<br>7,21 ~~7,20~~<br>✠LMC4,20 | Kob<br>Ham | *z* | CL<br>8,21 | 1920<br>4mo<br>A&CP | UchidaSB.&Eng.Co.Ld. Yokohama | BankaCesko SlovenskychLegie<br>*CellDB*350'1076 | 400·0<br>P39'B121'F40'<br>FK<br>*tFPT*138*tAPT*92*t* | 54·5 | 30·0 | Prague<br>Czecho Slovakian<br>6*BHCem* | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 513NHP<br>3SB,*9cf*,GS175,HS7376 FD<br>IshikawajimaSB&ECoTok |
| 22283<br>QDVT | **Legnano** SteelScSr<br>(*ex*Imbros,*ex*Pelotas)<br>Wireless 2*Dks* | 2380<br>2105<br>1527 | | | | | 1893 | Edwards' S.B.Co.Ld. Newcastle | Requisitioned by theItalianGovt. (MinistryofTransports) | 279·5<br>P19'B75'F36' | 38·0 | 23·3 | Genoa<br>Italian | T.3Cy.21",34"&56"-39"<br>196NHP<br>G.Clark,Ld.Sunderland |
| 22284<br>218450<br>LRVG | **Lehigh** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks&Web frames*<br>Sub.Sig. Wireless | 5103<br>4740<br>3127 | | | ... | | 1919 | American International S.B.Corp. HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>*WB* | Geared Steam Turbine<br>600NHP<br>GeneralElectricCo. Schenectady,N.Y. |
| 22285<br>141839 | — IronSc<br>*Mchy.Aft* 2*Dks* | 1506<br>1217<br>888 | | | | | 1880<br>1920<br>Rebuilt at Levis,Quebec, by George Hall Coal Co. of Canada, Ld. Montreal | Detroit DryDockCo. Wyandotte | GeorgeHallCoalCo ofCanadaLd. | 247·9 | 35·6 | 15·3 | Montreal<br>British<br>*WB* | C.2Cy.26"&54"-36"<br>E*made*97 NB00 146NHP<br>H.G.Trout,Buffalo |
| 22286<br>141644<br>KPVH | — SteelScSr<br>(*Tug*)<br>1*Dk* | 446<br>—<br>303 | | | | | 1900 | .................. Pt.Richmond N.Y. | LehighValley TransportationCo. | 136·0 | 26·0 | 13·4 | Perth Amboy,NJ<br>Utd.States | |
| 22287<br>141650<br>KQBR | **Lehua** WoodScSr<br>1*Dk* | 176<br>126<br>130 | | | | | 1879 | DickieBrs. SanFrancisco | RedSalmon CanningCo. (F.B. Peterson, *Mgr.*) | 112·0 | 24·1 | 8·1 | S.Frncisco<br>Utd.States | C.2Cy.12"&20"-24"<br>NB86 16NHP<br>RisdonIronWorks,S.Fo. |
| 22288<br>143063<br>JWMQ | **Leicester** SteelScSr<br>(*ex*WarCurrant) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 2505<br>2269<br>1478 | ✠100A1<br>8,21 ~~12,20~~<br>✠LMC3,19 | Nwc<br>Bly | *t* | CL | 1919<br>4mo<br>*Lloyd's A&CP* | W.Gray& &Co.Ld. WHartlepool | Anglo-European S.S.Co.Ld.(James Bell&Co.*Mgrs.*) | 303·0<br>P33'B81'F32'<br>*CellDB* FK<br>260'647*tFPT* | 43·0 | 20·8 | Hull<br>British<br>6*BHptCem*<br>70*tAPT*60*t* | T.3Cy.22",36"&59"-39" (*s*)<br>180lb 266NHP<br>2SB,*6cf*,GS124,HS4500<br>CentralMarineEng.Works Ld.W.Hartlepool |
| 22289<br>127995<br>HPRD | **Leicestershire** SteelTwinSc 4MstSr<br>ssBkn.No.3-9,21 ~~ssLis.No.2-17~~<br>*Ref.Mchy.*<br>*Elec.light* 3*Dks*(*Stl-U*ws)&*web frames*<br>Sub.Sig. Wireless | 8059<br>6305<br>5034 | ✠100A1<br>~~2,21~~ ~~9,20~~ 3,22<br>~~BS7,21~~ ✠~~LMC4,18~~ 3,22<br>*Fitted for oil fuel* 10,19 *F.P. above* 150° F. | Lon<br>~~Bkn~~ Liv | *d*† | CL<br>s11,18<br>P10,19 | 1909<br>9mo<br>*Lloyd's A&CP* | Harland& Wolff,Ld. Belfast | BibbyS.S.Co.Ld. (BibbyBros.&Co., *Mgrs.*)<br>*DBa*115'*uE&B* | 467·2<br>P51'B240'F75'<br>*WB=Cell* FK<br>72'*f*210'1296*tFPT* | 54·3 | 31·7 | Liverpool<br>British<br>7*BHCem*<br>66*tAPT*55*t* | Q8Cy22",31½",46"&65½"-48"<br>215lb (*s*) 823NHP<br>2D&2SB*24cf*GS405HS14094<br>Harland&Wolff,Ld.Bel. |

| | Steamer's Name. Late Name if any. Special Surveys. | Material, Rig, &c. No. of Lecks, &c. | Regist'd Tonnage. Gross. Under deck. Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built. When | By Whom. Where | Owners. | Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22290 | **Leifur Heppni**<br>Elec.light | SteelScK<br>1Dk | 346<br>296<br>170 | ✠100A1<br>StmTrawler<br>12,21~~5,20~~ ✠LMC4,20 | Hul | | CL | 1920<br>2mo | Cochrane &Sons,Ld.<br>Selby<br>Lloyd'sA&CP | G.Thorsteinsson<br>DBuBkrs20'19t | 140·2<br>Q80'F22'<br>APT8t BK7½" | 24·0 | 11·0 | Reykjavik<br>Iceland<br>4BHCem | T3Cy.13½",22½"&37"-26"(s)<br>180lb 90NHP<br>1SB,3pf,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 " 3 | |
| 22291<br>JQV | **Leighton**<br>Elec.light<br>Wireless | SteelTwinSc<br>OilEng.<br>2Dks(Stl)&Shelter dk(Stl)<br>CruiserStern | ~~7300~~<br>7412<br>6874<br>4485 | ✠100A1<br>Shelter dk<br>withfreeboard<br>10,21 ✠LMC10,21<br>~~(ClassContemplated)~~ | Dmb | a† | CL | 1921<br>10mo | A.McMillan&Son<br>Dumbarton<br>Lloyd'sA&CP | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. Mgrs.)<br>CellDB353'1108tDTa42'804tFPT120tAPT79t | 430·1<br>~~E36'~~F37'on Shelter dk FK | 56·2 | 34·9 | Liverpool<br>British<br>ptCem<br>7BHtoShdk<br>1 " " U | Oil Engine 4S.C.SA<br>12Cy.~~26⅜"-39⅜"~~ 655NHP<br>26⅜"-39⅜" DB100lb<br>Harland&Wolff,Ld.Gls. | 37 " 6<br>s 9 " 4<br>28 " 7 | |
| 22292<br>6083<br>KBPN | **Leila** | SteelScSr<br>(exOscar)<br>1Dk | 1120<br>787<br>607 | | | | | 1919 | DeHaan&Oerlemans<br>Heusden | ÅngbåtsA/B Export (Olaf Jensen,Mgr.) | 213·8<br>P12'Q63'B57'F29' | 34·5 | 13·0 | Karlstad<br>Swedish<br>WB | T.3Cy.15",25"&40"-27"<br>83NHP<br>MachinefabriekBolnes | | V |
| 22293 | **Leimu** | IronSc | 127<br>—<br>73 | | | | | 1874 | ........<br>Motala | J.Leesman | 104·3 | 18·5 | 8·3 | Reval<br>Esthonian | | | |
| 22294<br>CVP | **Leise Mærsk**<br>Elec.light | SteelSc<br>OilEng.<br>1Dk(Stl)&Shel'erdk(Stl) | 2925<br>2708<br>1748 | ✠100A1<br>Shelter dk with freeboard<br>2,22~~9,21~~ ✠LMC9,21<br>~~(ClassContemplated)~~ | ~~Cpn~~ Bry | t | CL | 1921<br>8mo | Skbvs.v/d A.P.Möller<br>Odense<br>Lloyd'sA&CP | DampskibsselskabetSvendborg (P.M.MöllerMgr.)<br>CellDBa86'uE38'f136'619tFPT51tAPT60t Collision BHtoSh.dk | ~~301·0~~<br>F32' onShelter dk<br>302·2 | ~~44·0~~<br>44·2 | ~~19·3~~<br>26·2 | Svendborg<br>Danish<br>ptCem<br>4BHtoUdk | Oil Engines 4SCS.A.<br>6Cy.24 13/16"-~~51½~~51 1/16" ~~33NHP~~<br>DB80lb 330NHP<br>Akt.Burmeistr&Wain,Cpn | 28 " 11<br>s 7 " 1<br>22 " 2 | |
| 22295<br>144796 | **Leith Hall**<br>(exNereus) | SteelScK<br>(Trawler)<br>1Dk | 125<br>124<br>54 | | | | | 1893 | J.C.Tecklenborg<br>Geestemünde | W.Meff | 106·9 | 20·7 | 7·6 | Aberdeen<br>British<br>WB | T.3Cy.11",17¼"&28½"-21¾"<br>47RHP<br>J.C.Tecklenborg,Gstmnde | | |
| 22296<br>137631 | **Leith N.B.** | SteelScK<br>1Dk | 203<br>200<br>87 | | | ... | | 1914 | Hall,Russell&Co.Ld.<br>Aberdeen | Mrs.G.Devlin (T.L.&R.D.Devlin, Mgrs.) | 115·5<br>BK7½" | 22·1 | 12·2 | Fleetwood<br>British<br>WB | T.3Cy.12",20"&34"-23"<br>75RHP<br>Hall,Russell&Co.Ld.Abn. | 13 " 0 | |
| 22297<br>139108<br>JMFV | **Leitrim**<br>Ref.Mchy.<br>Elec.light<br>Wireless | SteelTwinScSr<br>ssSou.No.1-19<br>2Dks(Stl)&Shelter dk<br>CruiserStern (Stl-ws)<br>Cargo battens not fitted in Shelter 'tween dks | 9540<br>8310<br>5981 | ✠100A1<br>Shelter dk<br>withfreeboard<br>12,21~~9,19~~ 12,21<br>~~BS9,19~~ ✠LMC~~1,16~~<br>✠Lloyd'sRMC~~1,21~~12,21 | Brs<br>Gls | d† | CL<br>~~S9,19~~<br>P5,20<br>S12,21 | 1915<br>10mo | Sir Raylton Dixon&Co.Ld<br>Middlesbro'<br>Lloyd'sA&CP | UnionS.S.Co.of NewZealand,Ld.<br>WB = Cell DB a112' uE & B85'f196' 1396tFPT83tAPT125t | 470·0<br>B188'F49'on Shelter dk FK | 60·2 | 36·3 | London<br>British<br>7BHCem | 4Steam Turbines geared to 2ScShafts180lb(s)1030NHP<br>5SB,20cf,GS371,HS14710FD<br>Richardsons,Westgarth&Co.Ld Hpl. | 39 " 4<br>s 9 " 3<br>30 " 5 | |
| 22298 | **Lekeitiara**<br>(See Sailing Ship Register) | WoodAuxSc3MstSr<br>(Motor)<br>1Dk | 164<br>141<br>146 | | | | | 1919 | Achurra y Eguren<br>Lequetio | Hijos de Mendiguren | 96·2<br>P15'F16' | 22·5 | 9·8 | Bilbao<br>Spanish | Motor<br>3Cy.11"-12" 15NHP<br>WolverineMotorWorks, Bridgeport,Conn. | | V |
| 22299 | **Lekhaven**<br>Elec.light | SteelSc<br>1Dk(Stl)&Shelterdk(Stl) | 4800<br>480 2~~4630~~<br>463 ~~2986~~<br>2987 | ✠100A1<br>Shelter dk with freebrd<br>12,21 ✠LMC5,21<br>~~(ClassContemplated)~~ | Bmn | x | CL<br>12,21 | 1921<br>5mo | W.Dobson &Co.<br>Newcastle<br>Lloyd'sA&CP | GebrœdersVan Uden<br>CellDB313'960tFPT100tAPT87t | ~~360·0~~<br>359·9<br>FK Collision | 52·0 | 31·5 | Rottrdam<br>Dutch<br>ptCem ptAsp<br>BHtoShldk<br>5BHtoUdk | T.3Cy.25",41"&69"-48"<br>180lb 401NHP<br>3SB 9cf,GS174,HS6678<br>N.E.Mar.Eng.Co.Ld.Nwc. | (s) 34 " 0<br>s 9 " 2½<br>25 " 2 | |
| 22300 | **Leksveer** | SteelTwinSc<br>OilEng. | 343<br>268<br>206 | | | | | 1920 | Scheepswerf Scandinavie (W.deJong)<br>Groningen | N.V.RotterdamscheAlg.Scheepv. Mij. (M.J.van der Eb,Ld.Mgrs.) | 129·2 | 22·7 | 11·8 | Rottrdam<br>Dutch | Oil Engines 2S.C.SA<br>4Cy.10¾"-11⅘"<br>Machfb."Drakenburgh," Utrecht | | |
| 22301<br>1195<br>LRBO | **Lelia**<br>Mchy.Aft | SteelTwinScSr<br>(Barge)<br>1Dk | 571<br>—<br>393 | | | | | 1897 | Edwards Bros.<br>NorthShields | G.P.Souvoroff | 206·6<br>Q46' | 31·6 | 9·6 | Rostoff.o/D<br>Russian | T.6Cy.10",16"&25½"-19½"<br>58NHP<br>N.E.MarineEng.Co.Ld.Sld | | |
| 22302<br>PJFD | **Lematang**<br>(exWillem van Driel Sr.)<br>Elec.light<br>Wireless | SteelScSr<br>1Dk | 2512<br>2242<br>1476 | | | | | 1915 | A.Vuijk&Zonen<br>Capelle a/d Ysel | Koninkl.Paketv. Maats. | 301·8<br>P22'B67'F23' | 45·3 | 20·0 | Batavia<br>Dutch<br>WB | T.3Cy.22½",37"&62"-39"<br>240NHP<br>Maats.deSchelde,Flushing | | V |
| 22303<br>137012 | **Lemberg**<br>Elec.light | SteelScK<br>ssGms.No.1-19<br>1Dk | 275<br>259<br>147 | ✠100A1<br>StmTrawler<br>8,21~~8,19~~<br>BS3,21 ✠LMC8,19 | Gms<br>Hfx | | CL<br>~~8,19~~<br>8,21 | 1914<br>11mo | Cochrane &Sons,Ld.<br>Selby<br>Lloyd'sA&CP | ~~Lembarg,Ld. (G.Myhne)~~<br>Lemberg,Ld (G.Myhne) | 130·2<br>Q72'F21'<br>BK7½" | 22·0 | 12·6 | Grimsby<br>British<br>4BHCem | T.3Cy.12½",21½"&35¼"-24"<br>180lb (s) 78RHP<br>1SB,3pf,GS45,HS1400<br>Amos&Smith,Ld.Hull | 13 " 4 | |
| 22304<br>87<br>HRAD | **Lembit**<br>(exIlltyd)<br>Well deck | SteelScSr<br>ssGmh.2ndNo.3-3,14<br>ssLth.No.1-20<br>1Dk(Stl)2trB | 1791<br>1304<br>1057 | ✠100A1<br>10,21~~7,20~~<br>~~BS5,20~~ ✠LMC9,19<br>BS10,21 | Hpl<br>Gmh | q | ~~N7,20~~<br>10,21 | 1889<br>7mo | T Turnbull &Son<br>Whitby<br>A&CP | J.Linde&Co. | 259·0<br>P28'Q60'B112'F32'<br>FK<br>WB=CellDB216'378t | 37·2 | 16·9 | Pernau<br>Esthonian<br>6BHCem | T.3Cy.20",33"&54"-36" (s)<br>160lb 170NHP<br>2SB,4cf,GS58,HS2480<br>Blair&Co.Ld.Stockton | 19 " 4<br>s 1 " 3½<br>18 " 3 | |
| 22305 | **Lemnos**<br>(exHyderabad)<br>Elec.light | SteelTwinSc<br>2Dks | 415 | | | | | 1917 | J.I.Thornycroft&CoLd.<br>Southampton | "ThePatriotic" Cie deNav à Vap et d'Armement (K. Kallias&L. Teryazos) | ........ | | | Piræus<br>Greek | T.6Cy.9",13"&20½" | | |
| 22306<br>115850<br>TLGJ | **Lena**<br>Wireless | SteelScSr<br>ssBry.No.3-4,16<br>ssFal.No.1-21<br>2Dks(1Stl&UptStl&ptIrn)&Web frames | 4146<br>3663<br>2679 | ✠100A1<br>~~8,21~~ ~~4,21~~ 5,22<br>MS8,20 ✠LMC BS1,21 | ~~Bry~~<br>Shl | w | CL<br>1,21 | 1902<br>7mo | JLThompson&Sons,Ld<br>Sunderland<br>Lloyd'sA&CP | MercantileS.S.Co. Ld. (E.Hain&Son, Mgrs.)<br>WB=CellDBa116'uE20'f148'834t APT133t | 345·0<br>P37'B108'F30'<br>FK | 48·6 | 25·9 | London<br>British<br>6BHCem | T.3Cy.25",40"&67"-45" (s)<br>160lb 160lb 330NHP<br>2SB,6cf,GS102,HS5381<br>Richardsons,Westgarth&Co.Ld.Hpl. | 28 " 5<br>s 5 " 0½<br>23 " 9 | |
| 22307 | —<br>Elec.light | SteelScSr<br>1Dk | 691<br>491<br>397 | | | | | 1910 | StettinerOderwerke,<br>A.G. Stettin | NeueDampferCo. Act.Ges. | 180·2<br>Q52'B45'F19' | 29·0 | 11·5 | Stettin<br>German<br>WB | T.3Cy.13⅗",21 7/10"&35⅗"-25⅗"<br>64NHP<br>StettinerOderwerke,A.G. | | |
| 22308<br>210769<br>LCRB | **Lenape**<br>Wireless<br>Elec.light Sub.Sig. | SteelScSr<br>3Dks | 5179<br>—<br>3889 | | | | | 1912 | NwprtNws S.B.&D.D.Co.<br>NewprtNews | ClydeS.S.Co.Inc. | 376·7 | 50·1 | 20·6 | NewYork<br>Utd.States | T.3Cy.28",47"&80"-48"<br>443NHP<br>NewportNewsSB&DD.Co. | | R |
| 22309<br>201528<br>KTMC | —<br>Elec.light | SteelScSr<br>(Tug)<br>2Dks | 637<br>—<br>433 | | | | | 1904 | J.H.Dialogue&Son<br>Camden,N.J. | ReadingCo. | 157·7 | 29·0 | 17·2 | Phildlphia<br>Utd.States | T.3Cy.18",28"&45"-32"<br>114NHP<br>J.H.Dialogue&Son,Camdn | | |
| 22310<br>143385<br>KCGH | **Lennep**<br>Wireless | SteelScSr<br>2Dks | 4972<br>4579<br>3038 | | | | | 1915 | Akt.Ges. "Neptun"<br>Rostock | | 419·9 | 54·1 | 26·3 | British | T.3Cy.30",48¾"&80¾"-55"<br>480NHP<br>A.G."Neptun,"Rostock | | |

Now named "Brant County," See No 36408 in Supplement

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Grément, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ※ 22311<br>145059<br>KGWM | Leo SteelSc<br>ssLth.No.3–2,21<br>(exSpes) 1Dk(Stl)<br>Elec.light Well deck | 1127<br>930<br>~~651~~<br>641 | 100A1<br>2,22 ~~2,21~~<br>LMC2,21 | Lth<br>Liv | | 2,21 | 1908<br>Lloyd | Stettiner<br>Oderwerke<br>Stettin<br>'sA&CP | Ellerman'sWilson Line,Ld.<br>C | 225·7<br>Q75'B98'F29'<br>ellDB178'360tFPT | 35·4 | 14·4<br>FK | Hull<br>British<br>4BHAsp<br>67tAPT27t | T3Cy.17",$27\frac{11}{32}$"&$43\frac{3}{16}$"-31⅛"<br>185lb (s) 128NHP<br>2SB,4cf,GS67,HS2100<br>StettinerOderwerke |
| 22312<br>118939<br>JMQK | — SteelScYl<br>(Trawler)<br>1Dk | 181<br>165<br>69 | | | ... | | 1905 | Cochrane&<br>Sons<br>Selby | ~~Grimsby&N.Sea StmTrawlingCo.Ld~~<br>LindseyStm.FishingCo.Ld(E.Bacon, Mgr) | 110·0<br>Q47'F21' | 21·0 | 10·9<br>BK7½" | Grimsby<br>British | T.3Cy.11½,"18½"&30"-22"<br>45RHP<br>GtCentralCo-opEng&Ship RepairingCo.Ld.Gms. |
| 22313<br>TGBF | — WoodScSr | 123<br>—<br>80 | | | | | 1901 | ..................<br>Åbo | PargasKalkbergs Aktieb. | 92·0 | 25·0 | 7·3 | Pargas<br>Finnish | |
| 22314<br>OLHW | — IronScDy<br>(Trawler)<br>1Dk | 105<br>—<br>32 | | | ... | | 1883 | T.Charlton<br>Grimsby | Gournay-Boulanger | 95·3<br>Q16' | 20·2 | 10·6<br>BK8" | Boulogne<br>French | C.2Cy.16¾"&31¾"-20"<br>NB08 35NHP<br>T.Charlton,Grimsby |
| 22315<br>~~OLHY~~ | Leoben SteelScSr<br>Elec.light 1Dk | 321<br>233<br>150 | ✠100A1<br>StmTrawler<br>7,20 ✠LMC11,18 | Bos | | CL | 1918<br>10mo | CanadaCar<br>&FoundryCo.<br>LdFtWilliam<br>A&CP | ~~FrenchGovernment~~ J.W Sullivan Co. | 135·6<br>Q74'F27' | 22·6 | 12·7<br>BK7"<br>FPT3t | Utd.States<br>~~French~~<br>5BHCem<br>APT2t | T.3Cy.13",22"&36"-24" (s)<br>185lb 95NHP<br>1SB,2cf,GS37,HS1451 FD<br>NordebergM.Co.Milwkee. |
| ※ 22316<br>139456<br>JRQM | Leominster SteelSc<br>(exCapelcastle) 1Dk(Stl)<br>Elec.light Wireless | 3872<br>3486<br>2353 | ✠100A1<br>8,21 ~~1,21~~<br>✠LMC11,17 | Sld<br>Hpl | w | CL<br>8,21 | 1917<br>11mo<br>Lloyd | R.Thompson&Sons,Ld.<br>Sunderland<br>'sA&CP | Anglo-European S.S.Co.Ld. (J.Bell &Co.Mgrs.)<br>CellD | 360·1<br>P33'B110'F33'<br>B306'927tFPT153t | 50·0 | 22·9<br>FK | Hull<br>British<br>6BHCem | T.3Cy.25",42"&68"-45" (r)<br>180lb 100lb 341NHP<br>2SB,8pf,GS123,HS5302<br>N.E.MarineEng.Co.Ld.Sld. |
| 22317<br>997<br>HBGP | Leon SteelSc<br>ssM.Vo.No.1–15<br>Elec.light 1Dk(Teak) | 185<br>156<br>43 | ✠ —<br>4,21<br>For Towing purposes<br>✠ | MVo | | | 1911<br>12mo | Philip&<br>Son,Ld.<br>Dartmouth | Cia.Carbonifera y deFundicion Schwager | 96·6<br>WB=FPT5t | 23·0 | 10·8<br>BK6½" | Valparaiso<br>Chilian<br>4BHCem<br>APT4t | C.2Cy.18"&37"-26"<br>90NHP<br>1SB,3cf,GS68,HS1780<br>Philip&Son,Ld.Dartmo'th |
| 22318 | — SteelSc<br>(Tug&WaterBoat)<br>1Dk | 172<br>152<br>63 | | | | | 1913 | CiaEuskalduna deConst<br>Bilbao | A.Ivison y Pastor | 99·2 | 22·0 | 9·2 | Vigo<br>Spanish<br>WB | C.2Cy.12"&24"-18"<br>20NHP<br>McKie&Baxter,Glasgow |
| ※ 22319<br>HRWL | Leon XIII. SteelScSr<br>ssBbo.No.3–2,18<br>(exIsladeCuba,exTaroba) 3Dks(2Stl)<br>Elec.light Wireless | 4640<br>3975<br>2721 | ✠100A1<br>10,21 ~~9,10~~<br>✠LMC<br>MS11,17 BS~~9,20~~10,21 | Cdz<br>Bcl | y | 12,19 | 1888<br>5mo<br>Lloyd | A.&J.<br>Inglis<br>Glasgow<br>'sA&CP | Cia.Trasatlantica<br>WB | 410·4<br>P50'B162'F51'<br>ND13<br>=DBa88'f166'uE& | 46·1 | 29·5 | Barcelona<br>Spanish<br>6BHCem<br>B102'770t | T.3Cy.33",52"&86"-60" (s)<br>170lb 617NHP<br>3DB,18cf,GS327,HS9681<br>A.&J.Inglis,Glasgow |
| 22320 | Léon Bourdelles SteelScSr<br>1Dk | 217<br>182<br>— | | | | | 1902 | DelaBrosse<br>&Fouché<br>Nantes | Ponts&Chaussées | 125·8<br>H— | 22·0 | 10·0 | Brest<br>French<br>WB | C.2Cy.13⅛"&31½"-23⅛"<br>Brissonneau 40NHP<br>fils&A.Lotz,Nts. |
| ※ 22321<br>141742 | Leon L. WoodAuxTwinSc4MstSr<br>OilEng.<br>Mchy.Aft Salted 1Dk<br>(See Sailing Ship Register) | 866<br>722<br>646 | ✠12A1<br>5,21 ~~7,20~~<br>✠LMC~~7,20~~<br>5,21 | Sorel<br>Alg | m | CL | 1920<br>6mo | Transprtn.<br>&Shipping<br>Co.Ld.<br>Sorrel,P.Q.<br>A&CP | Transportation& ShippingCo.Ld. | 188·8<br>P30'F36' | 36·2 | 15·1 | Quebec<br>British | Oil Engines 2S.C.SA<br>4Cy.$14\frac{5}{16}$"-15¾"<br>DB100lb 69NHP<br>SkandiaPacific OilEng.Co.Oakland,Cal. |
| 22322<br>HRWJ | Leon Y. Castillo SteelScSr<br>ssLaP.No.2–20<br>Elec.light 1Dk&Shelterdk(Teak) | 871<br>478<br>486 | ✠100A1<br>Shelter dk withfreeboard<br>7,20 ✠LMC7,20<br>BS12,21 | LaP | m | CL<br>7,20 | 1912<br>3mo<br>Lloyd | W.Harkess<br>&Son,Ld.<br>Middlesbro'<br>'sA&CP | Cia.deVap.Correos Interinsulares Canarios<br>WB=Cell DBa33' | 210·0<br>BonShelter dk72'<br>uE17'f95'160tFPT | 30·0 | 10·2<br>FK | SantaCruz<br>Spanish<br>5BHCem<br>14tAPT13t | T.3Cy.16½",27"&44"-28" (s)<br>180lb 140NHP<br>2SB,4cf,GS74,HS2561<br>MacColl&Pollock,Ld.Sld. |
| 22323 | Leon & Tony SteelScSr<br>ssIps.No.2–01<br>(exSwallow) 1Dk(Stl)<br>Well deck Mchy.Aft | 133<br>—<br>58 | ✠<br>4,04 | Ips | a | | 1892<br>4mo | J Fullerton<br>&Co.<br>Paisley | Transp.Côtiers à Vap.(Nicolas Mazzella,Mgr.) | 100·0<br>Q37'B7'F16' | 20·0 | 6·9<br>BK6"<br>W | Oran<br>French<br>3BHCem<br>B=FPT20t | C.2Cy.12"&24"-18"<br>NB3,03 20NHP<br>1SB,2pf,GS24,HS600<br>T.Reid&Sons,Paisley |
| 22324<br>207272 | Leonard B. Miller SteelSc<br>Elec.light Mchy.Aft 1Dk | 6291<br>—<br>4921 | | | | | 1910 | American<br>S.B.Co.<br>Cleveland | ColumbiaS.S.Co. (W.C.Richardson &Co.Mgrs.) | 504·0 | 54·0 | 30·0 | Fairport<br>Utd.States<br>WB | T.3Cy.23½",38"&63"-42"<br>257NHP<br>AmericanS.B.Co.Clevelnd. |
| 22325<br>15981 | Leonard Brightman WoodSc | 133<br>—<br>97 | | | | | 1874 | ..................<br>Bristol,Me. | | 117·0 | 19·9 | 8·6 | Greenport N.Y.<br>Utd.States | |
| 22326<br>201959 | Leonard C. Hanna SteelScSr<br>Elec.light Mchy.Aft 1Dk | 6356<br>—<br>4922 | | | | | 1905 | American<br>S.B.Co.<br>Cleveland | MahoningS.S.Co. (M.A.Hanna&Co. Mgrs.) | 504·0 | 54·0 | 30·0 | Cleveland<br>Utd.States<br>WB | T.3Cy.23½",38"&63"-42"<br>257NHP<br>DetroitS.B.Co.Detroit |
| 22327 | Leonardo da Vinci SteelTwinSc<br>Fitted for oil fuel<br>Elec.light 2Dks&Shelter dk | 6500 | | | | | 1921 | Ansaldo<br>SanGiorgio<br>Spezia | SocietàTransatlanticaItaliana | 445·0 | 53·0 | 31·0 | Italian<br>WB | Geared Steam Turbines<br>AnsaldoSampierdarena |
| 22328 | Léonce Reynaud SteelScSr<br>1Dk | 217<br>182<br>— | | | | | 1902 | DelaBrosse<br>&Fouché<br>Nantes | Ponts&Chaussées | 125·8<br>H— | 22·0 | 10·0 | La Rochlle<br>French<br>WB | C.2Cy.17¾"&30¾"-20½"<br>36NHP<br>E.delaBrosse&Fouché,Nts |
| 22329 | Leone SteelSc<br>(Tug) | 107<br>—<br>75 | | | | | 1904 | Cant.Nav.<br>Siciliani<br>Palermo | SocietàMarittima Italiana | 72·2 | 19·3 | 9·5 | Genoa<br>Italian<br>WB | C.2Cy.14½"&27⅞"-19⅝"<br>28NHP<br>RFonderiaOrotea,Palermo |
| 22330 | Leonor WoodAuxSc3MstSr<br>1Dk OilEng.<br>(See Sailing Ship Register) | 222<br>213<br>199 | | | | | 1919 | Ubaldo<br>Barcon<br>Ferrol | Lafita&Cia. | 97·8 | 26·7 | 13·4 | Bilbao<br>Spanish | Oil Engines<br>1Cy.13"-18" 18NHP<br>SülzerBros.Winterthur |
| 22331<br>HSCJ | -- SteelScSr | 193<br>—<br>118 | | | | | 1918 | Cortadi<br>Hermanos<br>Bilbao | MacLennan& Ybargaray | 109·9 | 19·0 | 9·5 | Bilbao<br>Spanish | C.2Cy.10"&20"-10"<br>11NHP |
| 22332<br>HSCM | Leonora IronSc3Mst<br>ssLiv.No.3–5,02<br>Wireless 2Dks(Irn-Uws)3trB | 2743<br>2560<br>1733 | ✠<br>4,05<br>✠ | Liv | u | | 1881<br>11mo | London&<br>GlasgowCo.<br>Glasgow | Domingo Mumbrú, S.A. | 345·0<br>B96'F37'<br>WB=Deep Ta | 37·4 | 25·7<br>BK11" | Barcelona<br>Spanish<br>5BHCem<br>nka28'286t | C.2Cy.38"&71"-48"<br>NDB92 285NHP<br>2DB,12pf,GS180,HS4806<br>Lon.&Glas.Co.Glasgow |

| 1 | 2 / 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter | Date when tail shaft last seen. | Built.<br>When | By Whom<br>Where | Owners. | Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
| 22333<br>18926 | **Leonora**<br>**SteelScK**<br>*ss*Sou No.3–3,20<br>1*Dk* | 217<br>191<br>87 | | | ••• | CL<br>2,20 | 1904<br>6mo<br>*Lloyd* | Cochrane&<br>Sons<br>Selby<br>*'sA&CP* | LindseySteam<br>FishingCo.Ld.<br>(E.Bacon,*Mgr.*) | 115·0<br>Q62'F21' | 21·5 | 11·5<br>BK7½" | Grimsby<br>British | T.3Cy.11½",21"&33"–24" (*s*)<br>180lb 60RHP<br>1SB,2*pf*,GS30,HS1140<br>Gt.CentrlCo-opEng.&Ship<br>RepairingCo.Ld.Gms. | 12 ″ 4 | |
| 22334 | **Leontes**<br>**SteelSc**<br>1*Dk*<br>*Elec.light* | 338<br>292<br>180 | | | | | 1920 | Schiffs.-u<br>Dckbauwerft<br>Flender<br>Lübeck | DeutscheLevante<br>Linie | 139·1<br>B34'F20' | 22·5 | 11·8 | Hamburg<br>German<br>*WB* | C.2Cy.14¾"&22⅘"–15¾"<br>17NHP<br>G.SeebeckA.G.Gstemünde | | |
| 22335<br>20493<br>BHD | **Leopard**<br>**WoodSc**<br>(*Tug*)<br>1*Dk*<br>*Elec.light* | 176<br>—<br>29 | | | | | 1920 | DachelCar-<br>terBoatCo.<br>Benton<br>Harbor,Mich. | UnitedStates<br>ShippingBoard | 94·0 | 24·6 | 12·0 | GrndHven<br>Mich.<br>Utd.States | C.2Cy. | | R |
| 22336 | **Leopold David**<br>**SteelTwinSc**<br>*OilEng.*<br>1*Dk*<br>*Elec.light* | 600<br>—<br>— | | | | | 1920 | HCStülc-<br>kenSohn<br>Hamburg | Hamburgische<br>Hochseefischerei<br>A.G. | 184·0 | | | Hamburg<br>German | Oil Engines 4S.C.SA<br>12Cy.13¾"-13¾" 105NHP<br>VulkanWerke,A.G.Ham. | | |
| 22337<br>OLIZ | **Leopold L. D.**<br>**SteelSc**<br>*ss*Dnk.No.1–21<br>1*Dk*(*Stl*)<br>(*ex*WarCypress)<br>*Elec.light* Wireless | 5140<br>4720<br>3199 | ✠100A1<br>~~7,21~~ ~~1,21~~ 4,22<br>✠LMC~~11,17~~<br>7,21 | Bry<br>~~Dnk~~Cff | *y* | CL<br>~~12,20~~<br>7,21 | 1917<br>11mo<br>*Lloyd* | Cammell<br>Laird&Co.Ld<br>Birkenhead<br>*'sA&CP* | L.Dreyfus&Co.<br>*CellDB* | 400·0<br>P49'B113'F40'<br>343'1152t*FPT*113t | 52·4 | 28·4<br>FK | Dunkirk<br>French<br>7*BHptCem*<br>*APT*166t | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 490NHP<br>3SB,9*cf*,GS189,HS7020 FD<br>CammellLaird&CoLd.Bkn | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 22338<br>MBLO | **Léopold II.**<br>**SteelScSr**<br>*ss*Ant.No.3–6,20<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&<br>*deep framing*<br>Wireless | *2965*<br>*2807*<br>*1916* | ✠100A1<br>*Spar dk*<br>6,20<br>MS10,19 | ✠LMC<br>BS6,20 | *v* | CL<br>4,19 | 1906<br>3mo | W.Dobson<br>&Co.<br>Newcastle<br>A&CP | Cie.RoyaleBelgo-<br>Argentine<br>(ArmementDeppe,<br>*Mgrs.*) | 331·2<br>P27'B96'F38'<br>*WB=Cell* | 44·2 | 16·2<br>24·2<br>FK | Antwerp<br>Belgian<br>5*BHCem*<br>*DBa*102'*uE* | T.3Cy.23½",39"&66"–45" (*s*)<br>180lb *75lb* 312NHP<br>2SB,6*cf*,GS129,HS4770<br>N.E.MarineEng.CoLdNwc<br>&*B*44'*f*140'619t*APT*44t | 26 ″ 6<br>s 5 ″ 0<br>21 ″ 10 | |
| 22339<br>~~144583~~<br>~~HPPN~~ | —<br>**SteelPadSr**<br>2*Dks*3*trB*<br>*Elec.light* | 1461<br>1073<br>798 | | | | | 1892 | W.Denny<br>&Bros.<br>Dumbarton | TheShippingCon-<br>troller | 340·0 | 38·0 | 15·0 | ~~London~~<br>~~British~~<br>German | C.2Cy.59"&104"–81"<br>812NHP<br>W.Denny&Co.,Dumbarton | | |
| 22340 | **Leopoldina**<br>**SteelTwinScSr**<br>Sub.Sig. (*ex*Blücher)<br>*Elec.light* Wireless *Ref.Mchy.* 4*Dks* | 12350<br>9181<br>7592 | | | | | 1901 | Blohm&<br>Voss<br>Hamburg | BrazilianGovern-<br>ment(Operated<br>by the French<br>Government) | 525·6<br>P&B402'F73' | 62·3 | 35·6 | R.Janeiro<br>Brazilian<br>*WB* | Q.8Cy.29½",42⅛",60⅛"&85⅞"-<br>55⅛" 1090NHP<br>Blohm&Voss,Hamburg | | V |
| 22341 | —<br>**SteelScSr**<br>*ss*Fiu.No.3–4,19<br>1*Dk*(*ptIrn&ptStl*)2*trB*<br>&*deep framing*3*Dk rule* | 3304<br>3127<br>2070 | ✠100A1<br>*withfreeboard*<br>3,20 | Gls<br>✠LMC5,19<br>BS10,21 | *v* | CL<br>N3,20 | 1901<br>10mo | J.Read-<br>head&Sons<br>SouthShields<br>A&CP | Dubrovacka<br>Parobrodska<br>Plovidba<br>*WB=CellD* | 331·0<br>P41'B93'F33'<br>*Ba*110'*uE* 20'*f*136' | 47·1 | 25·0<br>FK | Ragusa<br>5*BHCem*<br>737t*APT*36t | T.3Cy.24",40"&64"–42" (*r*)<br>160lb ~~*80lb*~~ *50lb* 278NHP<br>2SB,6*rf*,GS116,HS4366<br>J.Readhead&Sons,S.Shl. | 26 ″ 6 | |
| 22342 | —<br>**SteelPad** | *480*<br>*340*<br>— | | | | | 1903 | W.Denny<br>&Bros.<br>Dumbarton | LeopoldinaRail-<br>wayCo. | 214·0 | 30·1 | 8·3 | R.Janeiro<br>Brazilian | C.2Cy.28¾"&50"–60"<br>194NHP<br>Denny&Co.Dumbarton | | |
| 22343 | **Leopolis**<br>**SteelScSr**<br>*ss*Tri.No.3–10,19 ~~*ss*Tri.No.2–10~~<br>1*Dk*(*Stl*)&*Spardk*(*Stl–ws*)<br>&*deep framing*<br>*Elec.light*<br>Wireless | 3905<br>2822<br>2347 | ✠100A1<br>*Spar dk*<br>~~10,21~~ ~~3,21~~ 4,22<br>~~BS10,20~~ | Tri<br>BS10,21<br>✠LMC10,19 | *w* | CL<br>~~12,18~~<br>10,21 | 1909<br>3mo<br>*Lloyd* | Lloyd<br>Austriaco<br>Trieste<br>*'sA&CP* | LloydTriestino<br>*WB=CellD* | 356·3<br>P&B246'F65'<br>*Ba*108'*uE*38'*f*150' | 42·3 | 23·0<br>FK | Trieste<br>Italian<br>6*BHCem*<br>682t*APT*21t | T.3Cy.26",43½"&73"–48" (*r*)<br>200lb 495NHP<br>3SB,9*cf*,GS165,HS6855 FD<br>LloydAustriaco,Trieste | 25 ″ 10 | |
| 22344<br>139278<br>JMCR | **Lepanto**<br>**SteelScSr**<br>*ss*Hul.No.1–19<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Carrying oil fuel F.P.above*150°F.*inDB*<br>Wireless | 4754<br>4440<br>2966 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,21 ~~1,21~~ | NYk<br>Syd<br>✠LMC5,19<br>BS1,22 | *z* | CL<br>~~N7,18~~<br>8,21 | 1915<br>11mo<br>*Lloyd* | Russell&<br>Co.<br>Pt.Glasgow<br>*'sA&CP* *W* | Ellerman'sWilson<br>Line,Ld.<br>*B= Cell DB a*130' | 410·2<br>*uE&B*43'*f*180'1290t | 53·5 | 33·8<br>FK | Hull<br>British<br>7*BHCem*<br>*APT*20t | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 495NHP<br>3SB,9*cf*,GS177,HS7152 FD<br>J.G.Kincaid&Co.Ld.Grk. | 27 ″ 9<br>s 3 ″ 6<br>24 ″ 7 | |
| 22345<br>124<br>QFOO | —<br>**SteelScSr**<br>*ss*Nap.No.3–2,19<br>1*Dk*(*Stl*)<br>(*ex*Elvaston)<br>*Elec.light* Wireless | 4538<br>3795<br>2892 | ✠100A1<br>10,21 ~~10,20~~<br>BS1,21 | Cal<br>✠LMC2,19 | *w* | CL<br>10,20 | 1913<br>2mo<br>*Lloyd* | JLThomp-<br>son&SonsLd.<br>Sunderland<br>*'sA&CP* | Soc.Veneziana di<br>Nav.a Vap | 351·7<br>P25'B145'F32'<br>*WB=CellDBa*121' | 50·9 | 25·9<br>FK | Venice<br>Italian<br>6*BHCem*<br>*uE&B*42'*f*1 | T.3Cy.25",42"&68"–48" (*s*)<br>180lb *90lb* 350NHP<br>2SB,6*cf*,GS136,HS5415<br>J.Dickinson&Sons,Ld.Sld.<br>46'1045t*FPT*96t*APT*214t | 28 ″ 5<br>s4 ″ 10½<br>23 ″ 10 | |
| 22346<br>MCTD | **Lerke**<br>**SteelScSr**<br>(*ex*DinaLea,<br>*ex*Vitalia) 1*Dk*<br>*Elec.light* | 1172<br>1008<br>678 | | | | | 1906 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | BergenLloydAkti-<br>erederi(Björnstad<br>&Brækhus,*Mgrs.*) | 230·3<br>P24*t*H84*t*F34*t* | 36·1 | 14·4<br>15·7 | Bergen<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"–32"<br>109NHP<br>FredrikstadM.V.Frdstad. | | N |
| 22347 | **Leros**<br>**IronScBk**<br>(*ex*VasilefsConstan-<br>tinos,*ex*YachtSanDonato,*ex*Velleda,<br>*ex*Nubienne,*ex*Cumbria) | *471*<br>—<br>*185* | | | ... | | 1881 | C.Mitchell<br>&Co.<br>Newcastle | OrientalShipping<br>Co.Ld. (A.A.<br>Capparis,*Mgr.*) | 175·2 | 27·0 | 13·7 | Piræus<br>Greek<br>*WB* | C.2Cy.25"&47"&27"<br>NB03 96NHP<br>WllsndSlpwy.&E.Co.Nwc | | |
| 22348<br>205846<br>KWSB | **Leroy**<br>**WoodScSr**<br>(*Tug*)<br>1*Dk* | 209<br>—<br>142 | | | | | 1874 | ................<br>Boston,Mass. | AikenTowboat&<br>BargeCo. | 129·0 | 22·8 | 8·8 | Pensacola<br>Utd.States | | | |
| 22349<br>OLJY | **Les Baleares**<br>**IronScBn**<br>*ss*Cff.3rdNo.3-12,17<br>1*Dk*(*Irn*)2*trB*<br>(*ex*LesTroisFrères<br>Conseil,*ex*Mayo)<br>*Well deck* | 1275<br>1031<br>772 | ✠100A1<br>2,20<br>✠NB90 | Nwc<br>✠LMC~~12,16~~<br>~~BS11,20~~ | *o*<br>3,22 | ~~N2,20~~<br>3,22 | 1879<br>10mo | Oswald,<br>Mordnt&Co.<br>Southampton<br>A&CP | Soc."Les Affré-<br>teursRéunis"<br>(JeanStern)<br>*WB=DB* | 239·6<br>Q86'B138*t*F35'<br>ptND04 | 33·0 | 18·0<br>FK | Algiers<br>French<br>3*BHCem*<br>*a* 52'142t*FP* | C.2Cy.28"&56"–36"<br>82lb *70lb* NDB02 141NHP<br>2SB,4*pf*,GS78,HS2174<br>Oswald,Mordaunt&Co.Sou<br>*T*52t*APT*38t | 18 ″ 11<br>s 1 ″ 11<br>17 ″ 2 | |
| 22350<br>OLJZ | **Les Baleines**<br>**SteelScK**<br>(*Trawler*)<br>*Elec.light* Wireless 1*Dk* | 253<br>212<br>89 | | | | | 1913 | Smith's<br>DockCo.Ld.<br>Middlesbro' | OscarDahl | 125·0<br>Q76'F21' | 23·5 | 12·3 | LaRochlle<br>French<br>*WB* | T.3Cy.12½",21"&35"–26"<br>62NHP<br>Smith'sDockCo.Ld.Mdb. | | V |
| 22351<br>OLKB | **Les Barges**<br>**SteelScK**<br>*ss*Arc.No.3–11,11<br>(*ex*Baleineau,*ex*Stratherrick) 1*Dk* | 161<br>151<br>35 | ✠<br>*StmTrawler*<br>4,16 ✠ | Arc | | | 1898<br>9mo | Hall,Rus-<br>sell&Co.<br>Aberdeen | OscarDahl | 102·1 | 21·6 | 10·9<br>BK6½" | LaRochlle<br>French<br>3*BHCem* | T.3Cy.12½",19"&31"–21"<br>49NHP<br>1SB,2*pf*,GS31,HS868<br>Hall,Russell&Co.Abn. | 11 ″ 7 | V |
| 22352 | **Leslie**<br>**SteelSc**<br>*Mchy.Aft* 1*Dk* | 89<br>85<br>38 | ✠100A–<br>*StmWherry*<br>1,19 | Nwc<br>✠LMC11,18 | | CL | 1919<br>1mo | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | Hawthorn,Leslie<br>&Co.Ld. | 66·0 | 22·0 | 8·0<br>FK | Newcastle<br>British<br>3*BHCem*<br>*DTf*11'8t | C.2Cy.9"&20"–14" (*s*)<br>150lb<br>1SB,GS22,HS450<br>A.G.Mumford,Ld.Colchstr | 9 ″ 0 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22353<br>JRDC | **Lesseps** IronScSr<br>ssSkm.No.3-7,94<br>Wireless 2Dks(1Irn)3trB | 1747<br>1616<br>1036 | ✠<br>7,98<br>✠ | Shl | r | | 1881<br>7mo | R.Dixon& Co.<br>Middlesbro' | H.M.Wrangell& Co.A/S | 261·5<br>P62tH43tF20t<br>BK9½"<br>WB= | 34·7 | 23·7 | Haugesnd<br>Norwegian<br>5BHCem<br>MT38'361t | C.2Cy.33"&62"-39"<br>184NHP<br>2SB,6pf,GS78,HS2958<br>Blair&Co.(Lim.),Stockton | |
| 22354<br>140710<br>JSTQ | **Lesto** SteelSc<br>Elec.light Wireless (1DkStl)<br>Well deck Cargo battens not fitted | 1893<br>1498<br>1043 | ✠100A1<br>10,21~~11,20~~<br>✠LMC4,18 | Shl<br>Nwc | q | CL<br>11,19 | 1918<br>4mo<br>Lloyd | J.Crown& Sons,Ld.<br>Sunderland<br>'sA&CP | PeltonS.S.Co.Ld.<br>CellDB215' 462t Side Tanks u E room p30t s59tFPT 150t APT132t | 268·0<br>P24'Q82'B51'F30'<br>FK | 37·9 | 17·6 | Newcastle<br>British<br>4BHCem | T.3Cy.21",34"&56"-39" (s)<br>180lb 221NHP<br>2SB,6pf,GS88,HS3534<br>N.E.MarineEng.Co.Ld.Sld | 19<br>2<br>18 |
| ※ 22355<br>5745<br>JVLD | **Lestris** SteelSc<br>ssMmo.No.3-11,20<br>(exLao,exHyllos,ex Craigneuk) 1Dk(Stl)2trB&deep framing<br>Elec.light Wireless | 2564<br>2360<br>1512 | ✠100A1<br>Spar dk with freeboard<br>9,21~~11,20~~ ✠LMC<br>MS5,20 BS~~11,20~~ 9,21 | Mmo | t | ~~N7,19~~<br>9,21 | 1898<br>11mo | A.Rodger &Co.<br>Pt.Glasgow<br>A&CP | Rederiaktieb. S.S.A.(A.Broomé, Mgr.) | 314·4<br>P29'B79'F29'<br>FK<br>CellDBa 102' f130' | 44·0 | 20·8 | Stockholm<br>Swedish<br>5BHCem<br>583tAPT97t | T.3Cy.20",34"&58"-42" (s)<br>200lb 100lb NDB12 241NHP<br>2SB,6rf,GS98,HS3590<br>Hall-Brwn,Buttery&C.Gls | 23<br>s 3<br>19 |
| 22356<br>145088<br>KJNQ | — SteelSc<br>1Dk(Stl)&Shelter dk(Stl)<br>Elec.light Wireless | ~~1000~~ 1881<br>~~1450~~ 1626<br>~~930~~<br>937 | ✠100A1<br>Shelter dk with freeboard<br>22 ~~8,21~~ Mch<br>~~(Class Contemplated)~~<br>✠LMC7,21 | Nwc | s | CL | 1921<br>7mo<br>~~Lloyd~~ | Swan,Hunter&Wigham Richardson Ld.Newcastle<br>~~'sA&CP~~ | CorkS.S.Co.Ld.<br>CellDB226'464tMT18'129tFPT31tAPT31t | 290·0<br>FK<br>CollisionBH to Shelter dk | 42·6 | ~~19·0~~<br>18·1 | London<br>British<br>5BHtoUdk<br>Cem | T.3Cy.20½",34"&56"-42"(s)<br>180lb 318NHP<br>3SB,6cf,GS126,HS5000 FD<br>Swan,Hunter&Wigham Richardson,Ld.Nwc. | 21<br>s1<br>20 |
| 22357<br>10 | **Lete** IronSc<br>(exPagano) | 124 | | | | | 1876 | Flli.Orlando<br>Leghorn | Flli.Montuori | 129·3 | 21·4 | 9·9 | Bengasi, Lybia<br>Italian | Flli.Orlando,Leghorn | |
| 22358<br>127953<br>HNMB | **Letty** SteelScSr<br>ssBrs.No.3-4,21~~ssLon.No.2-16~~<br>Mchy.Aft 1Dk(Stl)<br>Well deck Cargo battens not fitted | 339<br>239<br>127 | ✠100A1<br>4,21~~3,20~~<br>~~BS10,19~~ ✠LMC~~3,16~~<br>BS~~1,21~~ 3,22 MS1,21 | Sou<br>Brs | e | CL<br>~~4,19~~<br>4,21 | 1908<br>12mo<br>Lloyd | J.Fuller-ton&Co.<br>Paisley<br>'sA&CP | CelynLineLd. (W.A.V.,P.S.& T.S.James,Mgrs.) | 142·1<br>Q58'B9'F24'<br>FK<br>WB= | 23·3 | 9·8 | Liverpool<br>British<br>3BHCem<br>FPT54t | O.2Cy.18"&38"-27" (s)<br>130lb 81RHP<br>1SB,2pf,GS40,HS1472<br>Ross&Duncan,Glasgow | 10<br>10 |
| 22359<br>137154 | **Leukos** SteelScK<br>ssNpt.No.1-19<br>1Dk | 216<br>212<br>83 | ✠100A1<br>StmTrawler<br>6,21~~7,19~~<br>~~BS3,20~~ ✠LMC7,19 | Npt<br>Sws<br>BS1,22 | | CL<br>7,19 | 1914<br>8mo<br>Lloyd | J.Duthie TorryS.B.Co.<br>Aberdeen<br>'sA&CP | Tucker,Tippett& CoLd(J.C.Tippett, Mgr.) | 115·0<br>BK7½"<br>WB= | 22·6 | 12·3 | Aberdeen<br>British<br>3BHCem<br>DTf5'12t | T.3Cy.11½",20"&34"-23" (s)<br>180lb 70RHP<br>1SB,3pf,GS38,HS1250<br>Lidgerwood,Ld.Glasgow | 13 |
| 22360<br>Dismantled 8,21<br>74685<br>STCG | **Leura** IronScSr<br>ssMel.3rdNo.3-7,12<br>ssMel.No.1-18<br>Well deck 1Dk(Irn)2trB | 1186<br>871<br>758 | ✠~~100A1~~<br>4.20<br>✠NB9,87 | Mel<br>~~LMC~~ | o | 2,21 | 1878<br>5mo | W.H.Pot-ter&Son<br>Liverpool<br>A&CP | ElectrolyticZinc Co.ofAustralasia Proprietary,Ld. | 250·8<br>P150'F68'<br>BK8"<br>WB=APT34t | 32·8 | 16·2 | Melbourne<br>British<br>6BHCem | O.2Cy.38"&70"-36"<br>90lb 241NHP<br>2SB,6cf,GS108,HS4000<br>J.Jack&Co.,Liverpool | |
| ※ 22361<br>118367<br>VLTG | **Levant** SteelScSr<br>Cable Vessel ssMlt.No.3-5,19<br>1Dk<br>Well deck Cargo battens not fitted<br>Mchy.Aft Wireless | 283<br>229<br>107 | ✠100A1<br>10,21~~2,21~~<br>BS2,21 ✠LMC5,20 | Pir | d | CL<br>~~8,20~~<br>10.21 | 1904<br>1mo<br>Lloyd | G.Brown & Co.<br>Greenock<br>'sA&CP | EasternTelegraph Co.Ld. | 138·6<br>Q49'F24'<br>BK7½"<br>WB= | 21·6 | 11·3 | London<br>British<br>3BHCem<br>FPT14t | O.2Cy.17½"&36"-24" (s)<br>130lb 77RHP<br>1SB,3cf,GS48,HS1530<br>Muir&Houston,Ld.Gls. | 12<br>s1<br>11 |
| 22362<br>221659<br>MDFS | **Levant Arrow** SteelSc<br>2Dks(Stl)&Shltr dk(Stl)&Web frames<br>Elec.light Wireless<br>Mchy.Aft Longitudinal framing | ~~8000~~<br>8046<br>7834<br>4960 | ✠100A1<br>Shelter dk with freeboard<br>3,22~~10,21~~ ✠LMC10,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 10,21 F.P. above 150°F | Phl<br>NYk | d† | CL | 1921<br>10mo | NewYork S.B.Corp.<br>Camden,N.J.<br>A&CP | StandardTrans-portationCo.<br>CellDBa19'uE&B76'436t DTf40'644t Tween dk tanka100tFPT230tAPT131t | ~~467·6~~<br>468·3<br>FK<br>CollisionBH to Sh dk | 62·7 | 32·0 | New York<br>Utd.States<br>16BHptCem<br>9 ,, ,, U ,,<br>6 ,, 2nd ,, | Q.4Cy.24",36",51"&75"-51'<br>220lb 125lb (r) 625NHP<br>3SB,9cf,GS173,HS9052 FD<br>NewYorkSBCo.CamdnNJ | 32<br>5<br>27 |
| 22363<br>115<br>QFJM | **Levanzo** SteelScSr<br>(exIsola di Levanzo)<br>1Dk&Spar dk<br>Elec.light &Web frames | 3713<br>3233<br>2282 | | | ... | | 1901 | Flli. Orlando<br>Leghorn | Soc.Marittima Italiana | 339·6<br>F41' FK 25·2<br>B103'Shltr dk f78'<br>P43'Shltr dk a 66' | 46·3 | 17·7 | Naples<br>Italian<br>WB | T.3Cy.22⅘",37⅖",&61⅘"-39⅖"<br>296NHP<br>Flli.Orlando,Leghorn | 27 |
| 22364<br>110766 | **Leven** SteelScK<br>(Trawler)<br>1Dk | 168<br>155<br>67 | | | ... | | 1900 | Mackie& Thomson<br>Glasgow | R.Irvin&Sons,Ld. | 105·6<br>Q18'F17'<br>BK7½" | 21·0 | 10·7 | Aberdeen<br>British<br>WB | T.3Cy.10",16"&27"-20"<br>45RHP<br>Muir&Houston,Ld.Gls. | 11 |
| 22365<br>76382 | — IronScSr | 102<br>89<br>56 | | | | | 1876 | Winsham S.B.Co.<br>Northwich | H.R.Glynn | 85·0 | 18·0 | 7·1 | Liverpool<br>British | D.2Cy.15"-18"<br>40RHP<br>F.Gaulton,Manchester | |
| 22366<br>127464<br>HSOF | **Levenpool** SteelScSr<br>ssShl.No.3-7,16<br>ssShl.No.1-20<br>Wireless 1Dk(ptIrn ptStl) | 4844<br>4658<br>3038 | ✠100A1<br>~~7,21~~10,20 4,22<br>✠LMC10,20<br>BS10,21 | Shl<br>~~Hul~~ Bry | y | CL<br>~~6,20~~<br>4,22 | 1911<br>1mo<br>Lloyd | Ropner& Sons,Ld.<br>Stockton<br>'sA&CP | PoolShppg.Co.Ld. (SirR.Ropner& Co.Ld.Mgrs.) | 376·0<br>P30'B220'F37'<br>FK<br>WB=CellDBa121'uE27'f168'1166tFPT177tAPT216t | 57·5 | 26·1 | W.Hartlpl<br>British<br>6BHCem | T.3Cy.28",46"&75"-48" (s)<br>180lb 100lb 442NHP<br>3SB,9cf,GS192,HS7060<br>Blair&Co.Ld.Stockton | 28<br>s 4<br>24 |
| 22367 | **Levensau** SteelScSr<br>ssShl.No.3-8,20<br>Elec.light 1Dk(Stl)&deepframing<br>Welldeck Wireless | *2155*<br>*1832*<br>*1358* | ✠100A1<br>8,20<br>✠LMC8,20 | Shl | s | CL<br>N8,20 | 1907<br>5mo<br>Lloyd | Eiderwerft Akt.Ges.<br>Tönning<br>'sA&CP | SocAnonMaritima Nalon(A.R.del Valle,Mgr.) | 289·6<br>P15'Q100'B116' F27'<br>FK<br>WB=CellDBa96'uE16'f116'566tFPT49tAPT27t | 42·6 | 17·5 | Spanish<br>Cem | T.3Cy.18¾",30 15/16"&49⅝"-35⅜"<br>185lb (s) 182NHP<br>2SB,4cf,GS88,HS3120<br>EiderwerftA.G.Tönning | 19 |
| | Now named "Deva," See No. 37002 in Supplement<br>Intermediate Bulkhead in forehold dispensed with 4BH only | | | | | | | | | | | | | | |
| ※ 22368<br>98391 | **Leveret** IronScSp<br>ssSyd.2ndNo.3-1,18 (Tug)<br>(exGooleNo.9) 1Dk(Irn) | 146<br>138<br>12 | ✠100A-<br>3,21~~2,20~~<br>~~BS4,20~~ ✠LMC~~11,16~~ 3,21 | Syd | | CL<br>~~4,19~~<br>3,21 | 1892<br>11mo | J.P.Ren-noldson&Sns<br>S.Shields | J.Fenwick&Co. | 100·4<br>BK6½" | 19·9 | 11·5 | SydnyNSW<br>British<br>4BHCem | T.3Cy.13½",22"&36"-24" (s)<br>165lb 75RHP<br>1SB,3pf,GS38,HS1045<br>J.P.Rennoldson&Ss.,S.Shl | 11<br>s1<br>11 |
| 22369<br>135468 | **Leverville** SteelSc<br>(Barge)<br>Mchy.Aft 1Dk | 149<br>138<br>101 | | | | | 1913 | W.J.Yar-wood&SnsLd<br>Northwich | LeverBros.Ld. | 90·0 | 21·6 | 9·1 | Liverpool<br>British | O.2Cy.13"&27"-18"<br>30RHP<br>W.J.Yarwood&Sons,Ld. | |
| 22370 | **Leviathan** SteelQuadSc<br>(exVaterland)<br>Elec.light Sub.Sig. Wireless 6Dks | 54282<br>37384<br>23548 | | | | | 1914 | Blohm& Voss<br>Hamburg | UnitedStates Govt.(NavyDept.) | 907·6 | 100·3 | 58·2 | Utd.States<br>WB | Steam Turbines<br>Blohm&Voss,Hamburg | |
| ※ 22371<br>127962 | — SteelTwinScSp<br>ssLiv.No.2-18<br>Elec.light 1Dk(Stl-ws)2trB<br>(SuctionHopperDredger) &Web frames | 8590<br>8284<br>5553 | ✠100A1<br>Hopper Dredger<br>9,19 ✠LMC<br>MS2,18 BS~~9,21~~ 3,22 | Bkn | c† | 9,19 | 1909<br>4mo<br>Lloyd | Cammell Laird&Co.Ld<br>Birkenhead<br>'sA&CP | MerseyDocks& HarbourBoard | 465·0<br>P41'F69'<br>FK<br>WB=APT | 69·3 | 28·9 | Liverpool<br>British<br>6BHptAsp<br>120t ptCem | T.6Cy.22½",37"&61"-45" (s)<br>180lb 631NHP<br>4SB,12cf,GS286,HS10956<br>D.Rowan&Co.Glasgow | 30<br>s 8<br>22 |
| 22372<br>91909 | — IronTwinSc | 313<br>313<br>213 | | | | | 1886 | Samuda Bros.<br>London | Port of London Authority | 110·9 | 45·2 | 7·9 | London<br>British | C.4Cy.9"&18"-18"<br>27RHP<br>Hunter&English,London | |

| 1 No. in Book. Official No. Code letters | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22373<br>214484<br>LGKB | **Levisa** SteelScSr<br>ssBos.No 1-21<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2118<br>1681<br>1259 | ✠100A1<br>~~5,21~~ ~~9,20~~ 9,21<br>✠LMC~~10,16~~<br>2,21 | Bos | *r* | CL<br>~~5,20~~<br>5,21 | 1916<br>10mo | Detroit<br>S.B.Co.<br>Wyandotte<br>A&CP | UnitedFruitCo.<br>~~Line~~ Inc.<br>*CellD* | 251·0<br>P28'B65'F27'<br>FK<br>*B*212' 512*t FPT*67*t* | 43·8 | 18·2 | NewYork<br>Utd.States<br>4*BHCem*<br>*APT*77*t* | T.3Cy.20",33"&54"-40" (*s*)<br>180lb 274NHP<br>2SB,6*cf*,GS126,HS5246<br>DetroitSB.Co.DetroitMich | 20 ″ 2<br>s 2 ″ 9½<br>17 ″ 9 | |
| 22374<br>136689<br>JFTK | **Levnet** SteelScSr<br>ssMdb.No.1-18<br>Wireless 1*Dk*(*ptIrnptStl*) | 3306<br>3035<br>2065 | ✠100A1<br>1,21<br>BS1,21 ✠LMC12,17 | Bry | *v* | CL<br>1,21 | 1914<br>6mo<br>*Lloyd* | Ropner&<br>Sons,Ld.<br>Stockton<br>'*sA&CP* | Times ShippingCo.<br>Ld.<br>*WB=CellDBa* | 340·0<br>P29'B98'F35'<br>FK<br>108' *uE&B*40'*f*144' | 48·5 | 21·9 | London<br>British<br>6*BHCem*<br>807*tAPT*57*t* | T.3Cy.24",40"&65"-42" (*r*)<br>180lb *100lb* 307NHP<br>2SB,6*cf*,GS125,HS4874<br>Blair&Co.Ld.Stockton | 24 ″ 4<br>s 3 ″ 11<br>20 ″ 9 | |
| 22375 | **Levrera** WoodAuxScSr<br>*Motor*<br>YM8,20<br>(*See Sailing Ship Register*) | 163 | | | | | 1920 | O.Picinich<br>Lussinpiccolo | Soc.diNav.<br>Quarnaro | | | | Trieste<br>Italian | Motor | | A |
| 22376<br>125239<br>HQTD | **Levuka** SteelTwinScSr<br>*Ref.Mchy.* 3*Dks*(*Stl-U&M* ws) *Orlop dk*<br>*Elec.light* (*Stl*)*in fore & after holds &*<br>Wireless *Shade dk*(*Stl*-teaks) | 6129<br>4587<br>3055 | ✠<br>*withfreeboard*<br>9,11 ✠ | Syd | *a*† | | 1910<br>4mo | A.Stephens<br>&Sons,Ld.<br>Glasgow | Australas'nUnited<br>Stm.Nav.Co.Ld. | 400·4<br>FK&BK1¾"<br>*WB= Cell DBa*92' | 55·0 | 30·7 | SydneyNSW<br>British<br>7*BHCem*<br>*u E & B* 115' | Q.8Cy.23",33",47"&67"-48"<br>1031NHP<br>6SB,*18cf*,GS354,HS15636FD<br>A.Stephens&Sons,Ld.Gls.<br>*f*150'809*tFPT*45*tAPT*41*t* | 33 ″ 3 | |
| 22377<br>136649 | **Lewes Castle** SteelSc<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 126<br>110<br>66 | | | ... | | 1914 | Gebr.Boot<br>Leiderdorp | J.Summers&Sons,<br>Ld. | 97·9<br>Q28'<br>FK | 19·0 | 7·7 | Chester<br>British | Oil Engines 2S.C.SA<br>2Cy.15"-16⅛" 120RHP<br>J&CGBolindersCoLd.Skm | 8 ″ 6 | |
| 22378<br>118322<br>VFQL | **Lewis** SteelScSr<br>ssLan.No.3-12,19<br>*Well deck* 1*Dk*(*Irn*)<br>*Mchy.Aft Cargo battens not fitted* | 346<br>247<br>141 | ✠100A1<br>12,19<br>BS3,21 ✠LMC12,19 | Liv | *e* | CL<br>12,19 | 1903<br>9mo<br>*Lloyd* | WoodSkin-<br>ner&Co.Ld.<br>Newcastle<br>'*sA&CP* | T.W.Ward,Ld. | 135·0<br>Q43'B7'F20'<br>FK<br>*WB=FPT* | 24·2 | 10·5 | London<br>British<br>3*BHCem*<br>33*tAPT*4*t* | T.3Cy.12",19"&32"-22½" (*s*)<br>180lb 51RHP<br>1SB,*2pf*,GS32,HS1168<br>N.E.MarineEng.Co.Ld.Sld | 11 ″ 3<br>s 1 ″ 2½<br>10 ″ 3 | |
| 22379<br>211738<br>LDHG | **Lewis K. Thurlow** SteelScSr<br>*Elec.light* ssNYk.No.1-19<br>Sub.Sig. 1*Dk*(*Stl*)*&Web frames*<br>Wireless *Longitudinal framing* | 3306<br>2775<br>2097 | ✠100A1<br>4,19<br>~~Examined8,18~~<br>✠LMC<br>BS~~8,16~~5,21 MS4,19 | NYk | *u* | CL<br>3,20 | 1913<br>11mo | NwprtNws<br>S.B.&D.D.Co.<br>NewportNws<br>A&CP | Crowell&Thurlow<br>S.S.Co.Inc.<br>*WB=CellDBa*102'*u* | 313·5<br>P36'B94'F36'<br>FK<br>*E*20'*f*134'679*tFPT* | 46·1 | 22·0 | Boston<br>Utd.States<br>5*BHCem*<br>71*tAPT*250*t* | T.3Cy.22",37"&60"-42" (*s*)<br>180lb *180lb* 279NHP<br>2SB,*6cf*,GS138,HS4680<br>NewportNewsSB&DD.Co. | 25 ″ 6 | |
| 22380<br>217883<br>LQRS | **LewisLuckenbach** SteelTwinScSr<br>*Fitted for oil fuel*<br>*Elec.light CruiserStern* 2*Dks*<br>Sub.Sig. Wireless | 10662<br>—<br>8076 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>Quincy,Mass. | LuckenbachS.S.<br>Co.Inc. | 496·0<br>B74' | 68·0 | 40·0 | NewYork<br>Utd.States<br>*WB* | 4 Geared Steam Turbines<br>BethlehemS.B.Corp.Ld. | | R |
| 22381<br>145110 | **Lewis Reeves** SteelScK<br>ssMil.No.1-21<br>*Mchy.Aft Elec.light* 1*Dk* | 324<br>288<br>134 | ✠100A1<br>*StmTrawler*<br>10,21 ~~10,17~~ ✠LMC~~10,17~~<br>10,21 | Hul<br>Mil | | CL<br>10,21 | 1917<br>10mo<br>*Lloyd* | Cochrane<br>&SonsLd.<br>Selby<br>'*sA&CP* | TheAdmiralty | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 69RHP<br>1SB,*3pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hul | 13 ″ 6 | |
| 22382<br>145144 | **Lewis Roatley** SteelScK<br>ssMil.No.3-7,21<br>*Mchy.Aft* 1*Dk*<br>*Elec.light* | 324<br>288<br>133 | ✠100A1<br>*StmTrawler*<br>~~7,21~~ ~~11,17~~ ✠LMC~~11,17~~<br>3,22 7,21 | Hul<br>Mil | | CL<br>7,21 | 1917<br>11mo<br>*Lloyd* | Cochrane<br>&SonsLd<br>Selby<br>'*sA&CP* | TheAdmiralty | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 69RHP<br>1SB,*3pf*,GS48,HS1440<br>Cooper&GreigLd.Dun. | 13 ″ 6 | |
| 22383<br>217195<br>LNRF | **Lewiston** WoodSc<br>*Elec.light* Wireless 1*Dk* | 2551<br>—<br>1528 | | | | | 1918 | Cumberlnd<br>S.B.Co.<br>Portland,Me. | UnitedStates<br>ShippingBoard | 266·1<br>P25'B65'F29' | 46·2 | 23·4 | Prtlnd,Me.<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 22384<br>116110 | — CompSc<br>(*ex*SusanE.Peck)<br>*Mchy.Aft* 1*Dk*2*trB* | 1808<br>—<br>1343 | | | | | 1886 | Detroit<br>DryDockCo.<br>Wyandotte | ClevelandTrans.<br>Co.(A.E.R.<br>Schneider,*Mgr.*) | 272·3<br>len97 | 38·1 | 18·5 | Buffalo,NY<br>Utd.States | C.2Cy.20"&40"-36"<br>Cuyahagua NB88 80NHP<br>FrnceCo.Cleveland | | L |
| 22385<br>NTCJ | **Lexa Mærsk** SteelScSr<br>(*ex*Nykjöbing)<br>1*Dk* | 900<br>670<br>490 | | | | | 1914 | Kjöbnhvns<br>Flydk.&Skbs<br>Copenhagen | Dmpskselsk.<br>af1912 (A.P.<br>Möller,*Mgr.*) | 217·8<br>P17'Q56'B88'F30' | 32·5 | 12·0 | Nykjöbing<br>Danish<br>*WB* | T.3Cy.14",22½"&37"-24"<br>67NHP<br>KjbnhavnsFlydk.&Skbsv. | | C |
| 22386<br>123760<br>HJRT | **Lexington** SteelScSr<br>ssLiv.No.3-7,19<br>(*ex*Invertay) 2*Dks*(*Stl*)*&deepframing*<br>*Elec.light* Wireless *&Shelter dk*(*Stl*)<br>*Cargo battens not fitted in Shltr 'tween decks*<br>Sub.Sig. *Tonnage opening closed* 1917<br>*Carrying oil fuel F.P.above*150°F.*inDB* | 5300<br>3793<br>3883 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,22 ~~8,20~~ ✠LMC<br>MS3,19 BS~~4,20~~ 6,21 | Lon<br>~~Mch~~ Mdb | *y* | CL<br>~~7,19~~<br>1,21 | 1906<br>12mo<br>*Lloyd* | W.Dobson<br>&Co.<br>Newcastle<br>'*sA&CP* | Furness,Withy&<br>Co.Ld.<br>*WB=CellDB* | 379·5<br>FK<br>*a*118'*uE&B*48'*f*166' | 50·0 | 25·4 | Liverpool<br>British<br>6*BHCem*<br>888*tAPT*45*t* | T.3Cy.26",42"&72"-48" (*s*)<br>180lb 437NHP<br>3SB,*9cf*,GS136,HS5922 FD<br>N.E.MarineEng.CoLdNwc | 35 ″ 11<br>s 9 ″ 11<br>26 ″ 5 | |
| 22387<br>125621<br>JSPT | — IronScSr<br>(*ex*City of Macon)<br>Wireless 2*Dks& Awng dk* | 2005<br>—<br>1112 | | | | | 1877 | J.Roach&<br>Son<br>Chester,Pa. | NorthernTrans-<br>portationCo.Inc. | 257·3<br>24·0 | 38·7 | 16·0 | Wilmgton,<br>Del.<br>Utd.States | C.2Cy.38"&68"-54"<br>NB94 283NHP<br>J.Roach&Son,Chester,Pa. | | |
| 22388<br>81310<br>KJBV | — IronSc<br>(*ex*Washington)<br>Wireless 1*Dk* | 1249<br>—<br>697 | | | | | 1890 | Harlan&<br>Hollingswrth<br>Wilmngtn,Dl | ColonialNav.Co. | 246·0 | 46·0 | 15·5 | NewYork<br>Utd.States | T.3Cy.22",36"&55"-28"<br>NB01 160NHP<br>Harlan&HollingsworthCo | | |
| 22389<br>139215 | **Leyland** SteelScK<br>ssFlt.No.1-21<br>1*Dk* | 236<br>231<br>90 | ✠100A1<br>*StmTrawler*<br>5,21 ~~7,19~~ ✠LMC~~7,19~~<br>5,21 | Flt | | CL<br>7,19 | 1917<br>1mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | PalatineSteam<br>TrawlingCo.Ld.<br>(J.N.Ward&Son,<br>*Mgrs.*) | 117·4<br>BK7½" | 22·6 | 13·1 | Fleetwood<br>British<br>3*BHCem*<br>*DBf*21'13*t* | T.3Cy.12¼",20"&34"-24" (*s*)<br>180lb 78RHP<br>1SB,*3pf*,GS44,HS1440<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 10 | |
| 22390<br>139936 | **Leys** SteelScK<br>ssGms.No.1-21<br>*Elec.light* 1*Dk* | 222<br>193<br>97 | ✠100A1<br>*StmTrawler*<br>5,21 ~~4,20~~ ✠LMC~~2,17~~<br>5,21 | Gms | | CL<br>3,19 | 1916<br>11mo<br>*Lloyd* | Cochrane<br>&Sons,Ld.<br>Selby<br>'*sA&CP* | C.A.Osborne | 117·1<br>Q69'<br>BK7½" | 21·6 | 11·5 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>180lb 66RHP<br>1SB,*2pf*,GS33,HS1070<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 3 | |
| 22391<br>119170<br>HBLF | **Lhasa** SteelTrpScSr<br>2*Dks*(*MptStl*-ws)*& Awng dk*<br>*Elec.light* Wireless (*ptStl*-teaks) | 2195<br>1051<br>960 | ✠<br>*Awng dk*<br>*withfreeboard*<br>11,04 ✠<br>*Indian& Colonial Trade* | Bom | *r* | | 1904<br>10mo | W.Denny&<br>Bros.<br>Dumbarton | BritishIndiaStm.<br>Nav.Co.Ld.<br>*WB=CellDBa*42' | 276·0<br>P38'B104'F56' 24·5<br>FK<br>*uE*22'*f*64'141*tFPT* | 44·1 | 16·6 | Glasgow<br>British<br>5*BHptAsp*<br>*ptCem*<br>33*tAPT*33*t* | 3 Steam Turbines<br>646NHP<br>2DB,*12cf*,GS274,HS8620 FD<br>ParsonsMarineSteam<br>TurbineCo.Ld.Nwc. | 25 ″ 6 | |
| 22392 | **Li-Hua** SteelSc<br>1*Dk*(*pt Stl&pt Teak*) | 112<br>102<br>— | ✠<br>*For towing purposes*<br>6,16 ✠ | Shi | | | 1916<br>6mo | Kiangnan<br>Dk.&E.Wrks<br>Shanghai | WhangpooCon-<br>servancyBoard | 95·0<br>FK | 19·0 | 10·4 | Shanghai<br>Chinese<br>4*BHCem*<br>*APT*16*t* | C.2Cy.14½"&30"-21"<br>56NHP<br>1SB,*2pf*,GS35,HS1171<br>KiangnanDk.&E.Wks.Shi. | 11 ″ 3 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire. 3 Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7ᴬ<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22393 | **Li Kin** SteelTwinScSr<br>1*Dk* | 270<br>226<br>110 | ✠<br>3,88<br>✠ | Nwc | *e* | | 1888<br>3mo | Armstrong<br>Mitchell&Co.<br>Ld Newcastle | ChineseMaritime Customs | 135·0<br>P18'B16'F26' | 23·1 | 11·4<br>FK | Kowloon<br>Chinese<br>5*BHCem* | T.6Cy.12",19½"&32"–20"<br>92NHP<br>WllandSlpwyCo.Ld.Nwc. | 12 |
| 22394<br>OLNB | **Liamone** SteelScSr<br>*Elec.light* Wireless 1*Dk&Awngdk3trB* | 1380<br>1230<br>476 | | | | | 1906 | Swan,Hunter& Wigham Richardson Ld Newcastle | Cie.MarseillaisedeNav.àVap.(Fraissinet&Co.*Mgrs*) | 263·0<br>F55' | 34·4 | 18·1<br>24·2 | Marseilles<br>French<br>*WB* | T.4Cy.29",45"&(2)52"–45"<br>363NHP<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | |
| 22395<br>120636<br>HDWL | **Liangchow** SteelScSr<br>*Elec.light* 2*Dks* | 1999<br>1725<br>1220 | | | | | 1905 | Scott'sS.B.&E.Co.Ld.<br>Greenock | ChinaNav.Co.Ld. | 266·9<br>B81'F34' | 40·2 | 21·7 | London<br>British<br>*WB* | T.3Cy.20",33½"&56"–39"<br>196NHP<br>Scott'sS.B.&E.Co.Ld.Grk. | |
| 22396 | **Libanon** SteelSc<br>*Elec.light* 1*Dk* | 338<br>292<br>180 | | | | | 1920 | Schiffs.-u Dckbauwerft Flender<br>Lübeck | Hamburg-Amerik-Packetf.Akt.Ges.(Ham.-Amr.Linie) | 139·1<br>B34'F20' | 22·5 | 11·8 | Hamburg<br>German<br>*WB* | C.2Cy.14⅝"&22⅝"–15¾"<br>17NHP<br>G.SeebeckA.G.Gstemünde | |
| 22397<br>1895<br>HVGS | **Libau** SteelScSr<br>1*Dk* | 331<br>280<br>192 | | | | | 1890 | Göteborgs Mek.Verkstb<br>Gothenburg | SvenskaCementförsäljningsaktiebolaget (W.de Sharengrad, *Mgr*) | 139·5<br>B32'H8*t* | 21·4 | 11·8 | Malmö<br>Swedish | C.2Cy.15⅝"&28½"–19½"<br>29NHP<br>GöteborgsMk.Vks.,Got. | |
| ✱ 22398<br>216452<br>LKVQ | **Libby-Maine** WoodTwinScSr<br>*OilEng.*<br>*Elec.light* Wireless 2*Dks*<br>*Salted & specially treated*<br>ptGIB Hardwood treenails | 1811<br>1467<br>1459 | ✠ 12A1<br>2,22 ~~2,24~~<br>✠LMC~~11,20~~ 3,22 | Sea | *q* | 3,21 | 1918<br>6mo | G.M.Standifer Const. Corp.<br>Portland,O.<br>A&CP | Libby,McNeill&Libby,Inc. | 226·0<br>P30'F26' | 44·1 | 20·7 | S.Frncisco<br>Utd.States | Oil Engines 4S.C.SA<br>12Cy.12⅛"–18"<br>93NHP<br>DowPump&DieselEng. Co.Alameda,Cal | |
| 22399 | **Libellule** SteelSc<br>1*Dk*<br>*Elec.light* | 400 | | | | | 1918 | Ch.&Atel. deProvence<br>Port deBouc | ArmementBelge-Côtier(Enterprises Mar.BelgesSoc. Anon, *Mgrs.*) | 131·3<br>F23' | 23·9 | 9·1 | Antwerp<br>Belgian | C 2Cy.18"&36"–24"<br>53NHP<br>Forg.&Ch. de la Médit.Msl. | |
| ✱ 22400<br>MBCH | **Liberal** SteelTwinScSr<br>*ss*PNl.No 1–21<br>*ss*LourençoMarques,No.3–10,15<br>*Elec.light* 1*Dk*(*Stl*–ws) | 333<br>242<br>159 | ✠100A1<br>9,21 ~~2,17~~<br>✠NB9,21<br>~~BS2,10~~ ✠LMC~~4,17~~9,21 | ~~Lourenço Marques~~ PNl | *e* | ~~4,17~~<br>9,21 | 1904<br>6mo<br>*Lloyd* | W.Chalmers&Co.<br>Rutherglen<br>'*sA&CP* | Empreza do LimpopoA.Couto<br>*WB=DBa*37'23*t* | 140·3<br>P12'B47'F21'<br>*FPT*15*tAPT*10*t* | 26·1 | 9·5<br>FK | Lourenço Marques<br>Portuguese<br>4*BHCem* | C.4Cy,13"&26"–18" (S)<br>120lb 69NHP ~~60NHP~~<br>1SB,~~2pf,GS58,HS1409~~ 3cf,GS51,HS1400<br>Campbell&Calderw'd,Psy | 10 |
| 22401 | — SteelScSr<br>*ss*IquitosNo.2–11<br>1*Dk*(*Teak*)&*Promenade dk*(*Teak*)<br>*Elec.light* | *148*<br>*108*<br>*101* | ✠<br>*For River purposes only*<br>10,14 ✠ | Iquitos | | | 1904<br>10mo | Murdoch & Murray<br>Port Glasgow | PeruvianAmazon Co.Ld. | 105·0<br>F11' | 22·2 | 5·8<br>FK | Peruvian<br>5*BHCem* | C.2Cy.12"&24"–18"<br>34NHP<br>1SB,*2pf*,GS30,HS740<br>White&Hemphill,Grk. | 6 |
| 22402<br>216541<br>LMCK | **Liberator** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks&Shelter dk&*<br>Wireless *Webframes*<br>*Longitudinal framing* | 7707<br>7598<br>5892 | | | ... | | 1918 | Bethlehem S.B.Corp.Ld<br>SanFrancisco | AtlanticGulf & Pacific S.S.Co. | 410·0 | 56·0 | 29·0<br>38·0<br>FK | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.27",47"&78"–48"<br>609NHP<br>BethlehemS.B.Corp.Ld. | 41<br>10<br>20 |
| 22403 | **Liberia** SteelScSr<br>*Now named "Leodium," See No.38231 in Supplement*<br>*Elec.light* Wireless 1*Dk&Spardk* | 3991<br>2314<br>2450 | | | | | 1905 | Rickmers Akt.Ges.<br>Geestemünde | | 352·9<br>P46'B87'F44' | 45·1 | 26·2 | British<br>*WB* | T.3Cy.23⅝",39 9/16"&63"–43 5/16"<br>261NHP<br>BremerVulkan,Vegesack | |
| 22404<br>123577 | — SteelScK<br>*ss*GmsNo.3–1,20<br>1*Dk* | 250<br>246<br>101 | ✠100A1<br>*Stm Trawler*<br>7,21 ~~1,20~~ ✠LMC1,20<br>BS7,21 | Gms | | CL<br>1,20 | 1906<br>8mo<br>*Lloyd* | Cochrane &Sons<br>Selby<br>'*sA&CP* | LindseySteam FishingCo.Ld. (E.Bacon, *Mgr.*) | 125·0<br>ND21 | 22·0 | 12·4<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"–24" (*s*)<br>180lb 69RHP<br>1SB,*2pf*,GS34,HS1164<br>Amos&Smith,Hull | 13 |
| 22405<br>120612<br>HDPM | — SteelScSr<br>*ss*Lon.No.3–7,19<br>1*Dk* | 128<br>126<br>6 | ✠100A1<br>*For Towing purposes*<br>12,21 ~~7,19~~ ✠LMC7,19<br>BS11,21 | ~~Lon~~ Mdb | | ~~7,19~~<br>11,21 | 1905<br>10mo<br>*Lloyd* | Cochrane &Sons<br>Selby<br>'*sA&CP* | TeesTowingCo.Ld. (Robinson& Crosthwaite, *Mgrs.*) | 94·0 | 19·6 | 10·9<br>BK6½" | Middlsbro'<br>British<br>4*BHCem* | T.3Cy.13",21"&34"–24" (*s*)<br>160lb 99RHP<br>1SB,*2pf*,GS38,HS1050<br>G.T.Grey,SouthShields | 11<br>1<br>11 |
| 22406<br>MLKB | **Liberta** CompScSr<br>(*ex*Fenja)<br>1*Dk* | 386<br>308<br>207 | | | | | 1906 | O.ABrodin<br>Gefle | TönsbergRederi A/S(H.Voigt Hansen, *Mgr.*) | 145·8<br>H44*t*F11*t* | 27·0 | 9·6 | Tönsberg<br>Norwegian | C.2Cy.16"&31"–21"<br>NE08 37NHP<br>W.LindbergsAktieb.Skm. | |
| 22407 | **Libertad** SteelScSr<br>(*Tug*)<br>(*ex*RamonCorral) *ss*SalinaCruzNo.2–17<br>*Elec.ligh* 1*Dk*(*Teak*) | *142*<br>*141*<br>*2* | ✠~~100A1~~<br>6,21 ~~4,17~~<br>~~BS4,10~~ ~~✠LMC4,17~~<br>*Fitted for oil fuel—F.P.above 150°F.* | Salina Cruz | *b* | 4,19 | 1906<br>9mo<br>*Lloyd* | Lobnitz &Co.Ld.<br>Renfrew<br>'*sA&CP* | Tehuantepec NationalRy.Co. | 101·1<br>B21' | 20·1 | 11·4<br>BK6½" | Salina Cruz<br>Mexican<br>4*BHCem* | T.3Cy.13",22"&35"–27" (*s*)<br>160lb 82NHP<br>1SB,*2cf*,GS42,HS1500<br>Lobnitz&Co.Ld.Renfrew | 12 |
| 22408<br>OLNH | **Libertas** SteelSc<br>(*ex*Roman)<br>*Mchy.Aft* 1*Dk&Spar dk* | 2729<br>—<br>1592 | | | | | 1891 | GlobeIron worksCo.<br>Cleveland,O. | Cie.deVap. Français(Jean Stern) | 302·5<br>F36'H— | 40·2 | 21·7 | Marseilles<br>French<br>*WB* | T.3Cy.24",38"&61"–42"<br>241NHP<br>GlobeIrnWksCoClevelnd | |
| 22409<br>OLNJ | **Liberté** WoodAuxTwinSc5MstSr<br>*Stm.Eng.*<br>*Elec.light Mchy.Aft* 1*Dk2trB*<br>(*See Sailing Ship Register*) | 2135<br>1851<br>1600 | | | | | 1918 | Foundat'n Co.<br>Tacoma, Wsh | FrenchGovernment | 258·9<br>P118'F30' | 45·1 | 22·3 | Bordeaux<br>French | T.6Cy.10",16½"&26"–24"<br>66NHP<br>DominionBridgeCo., Montreal | |
| 22410<br>OLNK | — SteelSc<br>(*Trawler*)<br>1*Dk* | 303<br>275<br>110 | | | | | 1906 | Atel.&Ch. deFrance<br>Dunkirk | Soc."LaPêche Française" | 142·0 | 23·0 | 11·5 | Fécamp<br>French<br>*WB* | T.3Cy.13",22"&36"–25"<br>65NHP<br>Atel.&Chnt.deFrance,Dnk | |
| 22411<br>217061<br>LNHG | **Liberty** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk&Shelter dk*<br>Wireless *&Web frames*<br>*Longitudinal framing* | 6119<br>5895<br>3773 | | | ... | | 1918 | Federal S.B.Co.<br>Kearny,N.J. | UnitedStates ShippingBoard | 395·5<br>P45'B110'F38'<br>*on Shltr dk* | 55·0 | 31·4<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>619NHP<br>GeneralElectricCo. Schenectady,N.Y. | 34 |
| 22412<br>91322<br>LQGB | — SteelScSr<br>*ss*Goo.2ndNo.3–6,15<br>*Elec.light* *ss*Goo.No.1–19<br>Wireless 1*Dk*(*Stl*–ws)&*Webframes* | 895<br>721<br>382 | ✠100A1<br>9,21 ~~11,19~~<br>✠NB5,04 ✠LMC11,19<br>BS~~[illegible]~~3,23 | Goo | *m* | N7,18 | 1890<br>3mo<br>*Lloyd* | Earle'sCo. Ld.Hull<br>'*sA&CP* | ~~Lancashire& YorkshireRly.Co.~~<br>L&N.W.Rlwy Co<br>*WB=CellDBa*36'56*tDBf*36'&*uBunkers*13'74*t* | 225·0<br>P35'B67'F29' | 33·1 | 14·1<br>BK8" | Goole<br>British<br>5*BHCem* | T.3Cy.24",39"&64"–33" (*r*)<br>170lb 258NHP<br>2SB,*6cf*,GS137,HS4130<br>Earle'sCo.(Lim.),Hull | 14<br>1<br>14 |

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c | 3 Regist'd Tonnage Gross. — Under deck. — Net. | 4-5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22413<br>105893<br>PMJG | **Liberty** SteelPad<br>1*Dk* | 372<br>157<br>245 | | | | | 1896 | Easton, Anderson& Goolden,Ld.<br>Erith | NigerCo.Ld. | 133·6 | 27·1 | 5·1 | London<br>British | T.6Cy.4",10"&22"-36"<br>82RHP<br>Easton,Anderson& Goolden(Lim.),Erith | | |
| 22414<br>217163<br>LNPM | — WoodSc<br>*Elec.light* 1*Dk* | 324<br>—<br>158 | | | | | 1918 | Southern Transptn. Co.Inc.<br>Norfolk,Va. | Southern Transportation Co. Inc. | 136·2 | 28·6 | 13·2 | Phildlphia<br>Utd. States | C.2Cy.18"&40"-28"<br>NB21 71NHP | | |
| 22415<br>127487 | — WoodSc<br>(*ex*City of Everett) | 222<br>—<br>135 | | | | | 1900 | ..................<br>Everett,Wsh. | LibertyBay TransportationCo. | 134·0 | 21·0 | 6·8 | Seattle, Wash.<br>Utd.States | C.2Cy.16"&34"-20"<br>43NHP<br>SumnerIronWrks,Everett | | |
| 22416<br>141420<br>KMPR | — WoodAuxScSr<br>*PetrolMotor*<br>(*See Sailing Ship Register*) | 118<br>—<br>96 | | | | | 1896 | ..................<br>Gloucester, Mass. | BostonPilots' Relief Society | 93·6 | 24·0 | 12·6 | Boston<br>Utd. States | Petrol Motor | | |
| 22417<br>219752<br>LWBG | **Liberty Bell** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>Sub.Sig. Wireless | 5590<br>4598<br>3453 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | PioneerS.S.Corp. | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | NewYork<br>Utd. States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 22418<br>218683<br>LSGR | **Liberty Land** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks& Web frames*<br>Sub.Sig. Wireless | 5753<br>4740<br>3562 | | | ... | | 1919 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43' | 54·2 | 27·6<br>FK | Phildlphia<br>Utd. States<br>*WB* | 1Geared Steam Turbine<br>600NHP<br>GeneralElectricCo. Schenectady,N.Y. | 32 // 0 | R |
| 22419<br>219638<br>LVRO | **Liberty Minquas** SteelSc<br>*Fitted for oil fuel*<br>*Carrying Petroleum in bulk* 2*Dks*<br>*Elec.light* *Longitudinal framing*<br>*Mchy.Aft* Sub.Sig. Wireless | 5056<br>—<br>3700 | | | | | 1920 | Bethlehem S.B.Corp.Ld.<br>Wlmngtn Del | UnitedStates ShippingBoard | 391·8<br>P89'B33'F43' | 51·2 | 28·6 | Wilmgton (Del.)<br>Utd. States<br>*WB* | T.3Cy.27",45"&75"-48"<br>390NHP<br>BethlehemS.BCorp.Ld. Wilmington,Del. | | R |
| 22420<br>7<br>QFKR | **Libia** IronScSr<br>*ss*Rot.2ndNo.3-12,03<br>(*ex*Senior) *ss*Pal.No.2-13<br>1*Dk*(*Irn-pt*ws)2*trB* | 1275<br>1084<br>772 | ✠<br>2.17<br>✠NB11,04 | Nap | *n* | | 1879<br>3mo | R.Dixon& Co.<br>Middlesbro' | C.Devoto | 265·0<br>Q79'B84'F23'<br>len87<br>*WB*=*DBa*60'*f*124' 207*t* | 33·0 | 16·0 | Spezia<br>Italian<br>4*BHCem* | O.2Cy.30"&54"-36"<br>NDB04 141NHP<br>1SB,*3cf*,GS62,HS2326<br>Blair&Co.Ld.Stockton | 16 // 9 | V |
| 22421<br>97<br>QFKV | — WoodSc<br>(*ex*Francia)<br>1*Dk* | 103<br>—<br>7 | | | | | 1906 | F.Parodi<br>Pegli | ImpresaD.Vitali &Co. | 82·0 | 19·7 | 11·4 | Naples<br>Italian | C.2Cy.16⅛"&31⅛"-19⅔"<br>36NHP<br>Soc.Coop.di Prod. Sampna | | |
| 22422<br>121<br>QFKW | **Libia I°** SteelSc<br>*ss*Nap.No.3-11,15<br>*ss*Gen.No.1-19<br>(*SandPumpHopperDredger*)<br>(*ex*René,*ex*Hantoon) 1*Dk*(*Stl-pt*ws) | 497<br>454<br>312 | ✠ A1<br>*HopperDredger*<br>3,19<br>BS11,20 ✠LMC3,19 | Gen | *h* | CL<br>3,19 | 1905<br>5mo<br>*Lloyd's A&CP* | Fleming& Ferguson,Ld.<br>Paisley | Impresa Geometra G.Fogliotti | 165·3 | 34·2 | 9·4<br>FK | Naples<br>Italian<br>5*BHCem* | T.3Cy.13",23"&34"-22½" (*s*)<br>165lb 73NHP<br>1SB,*2pf*,GS41,HS1346<br>Fleming&Fergusn,Ld.Psy. | 10 // 0 | |
| 22423<br><br>QLNQ | **Libourne** SteelSc<br>*Elec.light*<br>*For full particulars See No. 38173 in Supplement* | *4745*<br>*3640*<br>*2506* | 100A1<br>(*Class Contemplated*) | | | | 1921 | W.Pickersgill&Sons,Ld<br>Southwick | | 364·3<br>PQ&B214'F28' | 52·9 | 24·3 | Nantes<br>French | T.3Cy.23½",38"&64"-42"<br>Armstrong,Whitworth &Co.Ld.Nwc | 26 // 8<br>s 3//10¾<br>22 // 11 | |
| 22424<br>3133<br>JHLF | **Libra** IronScSr<br>(*ex*Wilberforce) *ss*Hbg.2ndNo.3-4,08<br>*Well deck* *ss*Mmo.No.2-17<br>*Cargo battens not fitted* 1*Dk*(*Irn*)2*trB* | 1381<br>1114<br>837 | ✠100A1<br>4.20<br>Examined11,19<br>MS1,17 ✠LMC<br>DBS7,19 MBS11,19 | Mmo | *p* | 9,20 | 1882<br>6mo<br>*Lloyd's A&CP* | J.Readhead&Co.<br>S.Shields | ~~RederiA/B Olof (JohnE.Österlund,Mgr.)~~<br>Rederiaktieb.Wallen (A.J.Falkland,*Mgr.*) | 249·2<br>Q96'B52'F31'<br>*WB*=*DBa*74'*f*100'371*t* | 36·1 | 17·4<br>BK9" | Nrrköping<br>Swedish<br>4*BHCem* | C.2Cy.29$\frac{9}{16}$"&54"-36" (*i*)<br>80lb NDB04 135NHP<br>1SB,*4pf*,GS61,HS2196<br>J.Readhead&Co.S.Shields | 18 // 7<br>s1 // 7<br>17 // 11 | |
| 22425<br>132134 | — SteelScK<br>*ss*Gms.No.2-19<br>1*Dk* | 211<br>197<br>82 | | | ... | CL<br>7,19 | 1912<br>5mo<br>*Lloyd's A&CP* | Dundee S.B.Co.Ld.<br>Dundee | Trawlers(White Sea&Grimsby)Ld. (J.N&H.Bacon,*Mgrs.*) | 117·3<br>Q65' | 22·0 | 11·6<br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.11¾",20"&34"-24" (*s*)<br>180lb 56RHP<br>1SB,*2pf*,GS34,HS1298<br>MacColl&Pollock,Ld.Sld. | 12 // 6 | |
| 22426 | **Liburnia** SteelScSr<br>*ss*Fiu.2ndNo.3-12,21<br>*Elec.light* 1*Dk*(teak) | 179<br>168<br>68 | 100A—<br>*with freeboard*<br>*For service in the Adriatic*<br>12,21<br>LMC2,22 | Fiu | | 2,22 | 1896 | Stabilmnto Tecnico<br>Trieste | Soc.inAzioni" Ungaro-Croata di Nav.Maritt.a Vap. | 143·5 | 19·2 | 10·6<br>BK5" | Fiume<br>4*BHCem* | T.3Cy.12$\frac{9}{16}$",20"&34½" ~~13",20½"&34"~~-20½"<br>160lb (*s*) 69 52NHP<br>StabilimentoTecnico,Tri.<br>1SB,*2c/*,GS40,HS1254 | 11 // 6<br>s1 // 8<br>10 // 6 | ~~A~~ |
| 22427 | — SteelScSr<br>*ss*Tri.No.2-18<br>*Elec.light* 1*Dk*(*Teak*) | 160<br>123<br>76 | ✠100A1<br>*with freeboard*<br>3,19 ✠LMC4,19<br>*Service in the Adriatic* | Fiu | *c* | ~~8,20~~<br>3.22 | 1909<br>6mo<br>*Lloyd's A&CP* | M.U.Martinolich<br>Lussinpicc'lo | Soc.Anon.diNav. aVap."Dalmatia" | 121·3<br>Q42'F22' | 19·0 | 8·5<br>BK5" | Zara<br>4*BHCem* | C.2Cy.15½"&30"-20" (*s*)<br>130lb 51NHP<br>1SB,*2pf*,GS31,HS1020<br>Plenty&Son,Ld.Newbury | 9 // 6 | |
| 22428<br>135987 | **Libyan** SteelScK<br>*ss*Gms.No.1-19<br>1*Dk* | 202<br>185<br>90 | ✠100A1<br>*StmTrawler*<br>7,21~~6,20~~<br>~~BS6,20~~ BS7,21 ✠LMC5,19 | Gms | | CL<br>5,19 | 1913<br>12mo<br>*Lloyd's A&CP* | Cook,Welt'n&Gemmell Ld.<br>Beverley | OnwardStm.Fshg. Co.Ld. (SirT. Robinson,*Mgr.*) | 115·4<br>Q57' | 21·6 | 11·5<br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>180lb 67RHP<br>1SB,*2pf*,GS33,HS1044<br>C.D.Holmes&Co.Ld.Hull | 12 // 3 | |
| 22429<br>4880<br>JRCP | **Lidingöfärjan I.** SteelSc<br>(*Ferry*)<br>1*Dk* | 106<br>89<br>48 | | | | | 1907 | Södra Varf. Plåtslageri<br>Stockholm | LidingöTrafik Aktieb. (Nils Hasselquist,*Mgr.*) | 86·7<br>H17*t* | 27·4 | 9·9 | Lidingö<br>Swedish | C.2Cy.12¼"&25⅝"-15¾"<br>Jönköpings 22NHP<br>M.V.Aktieb.Jönköping | | |
| 22430<br><br>NTJG | **Lidsö** SteelSc<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 188<br>145<br>118 | | | | | 1915 | P Ph Stuhrs Msk.&Skbs.<br>Aalborg | A/S D/SRödby Havn(A.Andersen, *Mgr.*) | 100·0<br>B22'F20' | 21·5 | 10·0<br>*WB* | Rödby Havn<br>Danish | Oil Engines 2S.C.SA<br>2Cy.15"-16⅛" 34NHP<br>J&CGBolindersCoLd.Skm | | V |
| 22431<br>221[illegible]<br>MCLN | **Liebre** SteelSc<br>*For full particulars See No. 38168 in Supplement*<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing* | 7057<br>[illegible]<br>4327 | 100A1<br>(*Class Contemplated*)<br>*Carrying Petroleum in bulk* | | | | 1921 | UnionConstructionCo<br>Oakland,Cal. | GeneralPetroleum Corp. | 435·0<br>P106'B50'F42' | 56·0 | 33·4 | S.Frncisco<br>Utd. States | T.3Cy.27",47"&78"-48"<br>LlewellynI.W. L.Angeles | 33 // 6<br>s 7 // 9<br>26 // 2 | |
| 22432<br><br>MBWV | **Liège** SteelSc<br>(*ex*Erhard, *ex*AdelheidMenzell) 2*Dks*<br>*Elec.light* Wireless | *4398*<br>*4072*<br>*2782* | | | | | 1908 | Flensburgr Schiffsb.Ges.<br>Flensburg | Cie.Nationale Belge deTransp. Mar.(Armement Deppe,*Mgrs.*) | 383·7<br>P43'B113'F42' | 52·1 | 25·3 | Antwerp<br>Belgian<br>*WB* | T.3Cy.22¾",39¼"&66½"-48"<br>306NHP<br>FlensburgerSchiffsb.Ges. | | V |

| 1 Numero d'Ordre — Numero Officiel — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22433<br>101795 | **Lienta** SteelScK<br>*Elec.light* 1*Dk*(*Stl*) | 512<br>486<br>207 | ✠<br>*Hopper Barge*<br>3,14 ✠ | PGl | *h* | | 1914<br>3mo | Ferguson Bros.(Port Glasgow)Ld.<br>Pt.Glasgow | Commonwealth Government | 154·7<br>F19'<br>BK6¾" | 30·1 | 13·0 | Launcestn<br>British<br>4*BHCem* | C.2Cy.20"&40"–24"<br>66RHP<br>1SB,3*cf*,GS66,HS1890<br>FergusonBros.(Port Glasgow)Ld.Pt.Gls. | 13 |
| ※ 22434 | **Liesbeth Betty** SteelScK<br>*ss*Ams.No.3–6,17<br>(*ex*Orque,*ex*Heasman) 1*Dk*<br>*Elec.light* | 195<br>192<br>51 | ✠100A1<br>*StmTrawler*<br>2,21 BS8,21<br>~~BS7,19~~ ✠LMC6 17 | Ymu | | 5,20 | 1904<br>12mo<br>*Lloyd*'*sA&CP* | Smith's DockCo.Ld.<br>NorthShields | Stoomvissch.Mij. "Mercurius" | 115·5<br>BK7½"<br>*WB*= | 21·6 | 12·1 | Ymuiden<br>Dutch<br>3*BHCem*<br>*DBf*16'12*t* | T.3Cy.12",20"&33"–23" (*s*)<br>180lb 68NHP<br>1SB,2*pf*,GS36,HS1237<br>ShieldsEng.Co.Ld.N.Shl. | 13 |
| 22435<br>OLPC | **Lieutenant de la Tour** SteelScSr<br>(*ex*WarQueen) 2*Dks*&*Awngdk*<br>*Elec.light* Wireless | 5844<br>5592<br>4365 | | | ... | | 1917 | Kawasaki Dkyd.Co.Ld.<br>Kobe | Messageries Maritimes | 385·3<br>FK | 51·2 | 33·5 | Dunkirk<br>French<br>*WB* | C.2Cy.26",44"&72"–48"<br>440NHP<br>KawasakiDkydCoLdKobe | 36 |
| 22436<br>OLPG | **Lieutenant de Missiessy** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5965<br>5020<br>4471 | ✠100A1 [illegible]<br>9,17<br>*Fitted for oil fuel* 9,17 *F.P. above* 150° F. | | ... | CL<br>— | 1917<br>9mo | Skinner& Eddy.Cor.<br>Seattle,Wash<br>A&CP | Soc.deNav.àVap. France-Indo-Chine<br>1 *BH in fore hold &* 1 *BH in after hold dispensed with* | 409·5<br>P44'B115'F47'<br>FK<br>*Cell DB* 355'1198*t FPT* 120*t* | 54·0 | 27·0 | Dunkirk<br>French<br>*Cem*<br>5*BH only*<br>*APT*340*t* | 1GearedSteamTurbine (*r*)<br>210lb 507NHP<br>3SB,9*cf*,GS195,HS8055<br>GeneralElectricCo. Schenectady,N.Y. | 29<br>6<br>24 |
| 22437<br>OLPE | **Lieutenant Delorme** WoodAux TwinSc5MstSr<br>*Elec.light* *Mchy.Aft* *Stm.Eng.*<br>(*See Sailing Ship Register*) 2*Dks* | 2142<br>—<br>1500 | | | | | 1918 | Foundat'n Co.<br>Portland,Or. | FrenchGovernment | 259·6<br>P42'F29' | 45·5 | 22·5 | Havre<br>French | T.6Cy.10",16½"&26½"–24"<br>68NHP<br>J.W.Sullivan,NewYork | |
| 22438<br>OLPI | **Lieutenant Granier** WoodAux TwinSc5MstSr<br>*Elec.light* *Mchy.Aft* *Stm.Eng.*<br>(*See Sailing Ship Register*) 2*Dks* | 2038<br>—<br>1356 | | | | | 1918 | Foundat'n Co.<br>Portland,Or. | FrenchGovernment | 259·6<br>P42'F29' | 45·5 | 22·5 | Bordeaux<br>French | T.6Cy.10",16½"&26"–24"<br>68NHP<br>J.W.Sullivan,NewYork | |
| ※ 22439<br>OLPK | **Lieutenant Jean Laurent** SteelScSr<br>(*ex*Southern) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted in Shelter dk 'tween dks* | 5602<br>5466<br>4156 | ✠100A1<br>*Shelter dk with freeboard*<br>12,18 ✠LMC~~7,16~~ 8,21 | NYk | *y* | CL<br>~~12,18~~<br>8,21 | 1916<br>8mo<br>*Lloyd*'*sA&CP* | W.Dobson &Co.<br>Newcastle | Cie. desChargeurs del'Extrême Orient<br>*CellDB* | 400·6<br>FK<br>351' 1087*t FPT*102*t* | 52·0 | 33·0 | Marseilles<br>French<br>6*BHCem*<br>*APT*136*t* | T.3Cy.26",43"&72"–48" (*s*)<br>180lb 455NHP<br>3SB,9*cf*,GS142,HS6333 FD<br>N.E.MarineEngCoLd.Nwc | 35<br>10<br>25 |
| 22440<br>OLPM | **Lieutenant Le Mounier** SteelSc<br>(*ex*Ablette)<br>*Elec.light* 1*Dk* | 318<br>—<br>91 | | | | | 1917 | Forg.& Ch. de laMédit.<br>Havre | Cie.desCargos Bretons | 131·3 | 23·9 | 11·8 | Brest<br>French | C.2Cy.18"&36"–23½"<br>52NHP<br>Forg.&Ch.de laMédit.Hav | |
| 22441<br>OLPN | **Lieutenant Pegoud** WoodAux TwinSc5MstSr<br>*Elec.light* *Mchy.Aft* *Stm.Eng.*<br>(*See Sailing Ship Register*) 2*Dks* | 2114<br>1816<br>1583 | | | | | 1918 | Foundat'n Co.<br>Portland,Or. | FrenchGovernment | 259·6<br>P42'F29' | 45·5 | 22·5 | Bordeaux<br>French | T.6Cy.10",16½"&26"–24"<br>68NHP<br>J.W.Sullivan,NewYork | |
| 22442<br>102148 | **Life Buoy** SteelSc<br>*Mchy.Aft* | 108<br>99<br>64 | | | | | 1894 | Lytham S.B.&E.Co.<br>Lytham | LeverBros.Ld. | 76·5 | 19·8 | 8·1 | Liverpool<br>British | 2Cy.10"–14"<br>NB04 20RHP<br>LythamS.B.&E.Co.Lythm. | |
| 22443<br>LBOQ | **Liff** SteelSc<br>*Elec.light* 1*Dk* | 792<br>566<br>443 | | | | | 1920 | Langes'nds Mek.Verks.<br>Langesund | Skibs-A/SLiff (P.E.Arnesen, *Mgr.*) | 181·2<br>Q57*t*H72*t*B66*t*<br>F10*t* | 30·1 | 14·1 | Chrstiania<br>Norwegian | T.3Cy.13½",22"&37½"–28"<br>74NHP<br>LangesundsMek.Verks. | |
| 22444 | **Liffey** IronTwinSc<br>*ss*Dub.3rdNo.3–11,19<br>(*ex*TheLiffey, *ex*AnnaLiffey) 1*Dk*<br>*ss*Dub.No,1-22 | 58<br>—<br>39 | A–<br>*Barge*<br>*For River purposes only*<br>3,22~~10,20~~<br>~~MS11,19~~ ~~BS10,20~~ B&MS3,22 | Dub | | CL<br>~~11,19~~<br>3,22 | 1888<br>6mo | Ross& Walpole<br>Dublin | A.Guinness,Son& Co.Ld. | ..................<br>ptND03&08<br>FK<br>*WB*= | | | Dublin<br>British<br>2*BHCem*<br>*FPT*9*t* | 2Cy.10"–14" (*s*)<br>100lb NB92*refitted*17 7RHP<br>1SB,1*pf*,GS8,HS402<br>Ross&Walpole,Dublin | |
| 22445 | **Lifield** IronScSr<br>1*Dk* | 168<br>112<br>89 | | | | | 1890 | Trondhjms Mek Værkstd<br>Drontheim | Cie.desBateaux à Vap. de la Guadeloupe | 95·6<br>Q10*t* | 20·3<br>B32*t* | 7·8<br>F11*t* | Pnt.àPitre<br>French<br>*WB* | C.2Cy.12½"&25"–16"<br>NB08 21NHP<br>TrondhjemsM.V.Trondjm | |
| 22446 | **Lifjeld** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk*&*Shelter dk* | 4250<br>3800<br>2400 | *Should be* "Nestlea," *See No.* 33636 *in Supplement* | | | | 1921 | J.Priest-man<br>Sunderland | H.G.Martens | 365·0 | 51·5 | 25·1 | Bergen<br>Norwegian | T.3Cy.25",41"&69"–48"<br>330NHP<br>G.Clark,Ld.Sunderland | |
| 22447<br>NCDT | **Lifland** SteelSc<br>*Elec.light* 1*Dk*<br>Wireless | 2254<br>1913<br>1355 | | | | | 1920 | Odense Staalskibs.v.<br>Odense | A/SDetDansk FranskeDmpsk-selsk.(A.N. Petersen,*Mgr.*) | 284·9<br>P19'B77'F31' | 42·4 | 19·9 | Copnhagn<br>Danish<br>*WB* | 1 Steam Turbine<br>Vickers,Ld.Barrow | |
| 22448<br>145137 | **Lifter** SteelTwinSc<br>(*Salvage*)<br>1*Dk* | 171<br>169<br>105 | | | | | | Admiralty<br>Chatham Dockyard | NorthSeaSalvage &ShipbreakingCo. Ld. (H.J.Shelbourne,*Mgr.*) | 85·0 | 21·1 | 8·7 | London<br>British | C.4Cy.16½"–14"<br>36RHP<br>Admiralty,ChathamDkyd. | |
| 22449<br>JWPF | **Liger** SteelSc4MstBkn<br>(*ex*TintagelCastle) 2*Dks*&*Spar dk*<br>*Elec.light* *Ref.Mchy.* Wireless | 5562<br>—<br>3531 | | | ... | | 1896 | Fairfield Co.Ld.<br>Glasgow | Cie.deNav.Sud Atlantique | 425·2<br>P56'B170'F56' 22·2<br>FK&BK3" | 50·0 | 30·0 | Bordeaux<br>French<br>*WB* | T.3Cy.30¾",51"&82"–57"<br>620NHP<br>FairfieldCo.Ld.Glasgow | |
| ※ 22450<br>218753<br>LSKV | **Lightburne** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Sub.Sig. Wireless | 6784<br>6126<br>5154<br>BS7,21 | ✠100A1<br>9,21~~12,20~~2,22 Mob<br>~~BS8,20~~ ✠LMC8,19<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8,19 *F.P. above* 150° F. | NYk | *a*† | CL<br>12,20 | 1919<br>8mo | Texas SteamshipCo<br>Bath,Maine<br>A&CP | TheTexasCo.Inc.<br>*Cell DBu E&* | 416·8<br>P107'B35'F33'<br>FK<br>*B*64' 209*t FPT* 229*t* | 56·1 | 31·1 | Pt.Arthur Texas<br>Utd.States<br>16*BHCem*<br>*APT*130*t* | T.3Cy.26½",44"&74"–51" (*s*)<br>200lb HS9969 556NHP<br>3 Water Tube Boilers<br>H.G.TroutCoBuffalo,N.Y. | 32<br>7<br>25 |
| 22451<br>98336<br>WCNP | **Lightning** IronScSr<br>Wireless<br>*Elec.light* 2*Dks*&*deepframing* | 3334<br>3067<br>2134 | | | ... | | 1891 | D&WHenderson&Co.<br>Glasgow | BritishIndia SteamNav.Co.Ld. | 364·3<br>P16'B104'F42'<br>BK10" | 43·3 | 26·0 | Calcutta<br>British<br>*WB* | T.3Cy.27½",44"&71½"–54"<br>431NHP<br>D.&W.Henderson&Co.Gls. | 28 |
| 22452<br>219822<br>LWDV | — WoodSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 183<br>—<br>92 | | | | | 1920 | Vinyard S.B.Co.<br>Milford,Del. | UnitedStates ShippingBoard | 94·2 | 24·6 | 13·2 | Wilmgton (Del.)<br>Utd.States | C.2Cy.18"&36"–26"<br>61NHP | |
| 22453<br>144476 | **Lignum** WoodSc<br>1*Dk* | 710<br>618<br>404 | 11A1<br>(*Class Contemplated*) | | | | ~~1921~~<br>1920 | Camper& Nicholsns,Ld<br>Gosport | Camper&Nicholsons,Ld. | 175·0 | 30·0 | 16·2 | Portsmth<br>British | T 3Cy.13¾",23½"&38"–27"<br>74RHP<br>McKie&Baxter,Glasgow | |

| 1<br>o. in ook.<br>ficial No.<br>ode tters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks &c. | 4<br>Regist'd Tonnage<br>Gross.<br>—<br>Under deck.<br>—<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>—<br>Ship.<br>—<br>Engines | 9<br>By Whom.<br>—<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22454<br>41861<br>KSLO | **Ligonier** SteelSc3MstSr<br>*ss*NYk.No.3–12,15<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Elec.light Mchy.Aft* &*Web frames*<br>Wireless *ss*NYk.No.1–20 | 3737<br>3489<br>2397 | ✠100A1<br>*Spar dk*<br>7,21 ~~6,19~~ ✠LMC7,20<br>*CarryingPetr*<br>*Fitted for oil*<br>BS7,21 | Bal<br>NYk<br><br>*oleum*<br>*fuel*5, | *w*<br><br><br>*in*<br>03 | CL<br>7,20<br><br>*bulk*<br>*F. P.* | 1903<br>5mo<br><br><br>*above* | NewYork<br>S.B.Co.<br>Camden,N.J.<br>A&CP<br>150° F. | GulfRefiningCo.<br>Inc.<br><br>*WB=CellDB* | 352·5<br>P34'B28'F43'<br><br>*uB26' 80t FPT117t* | 46·4 | 19·2<br>26·2<br>FK | Pt.Arthur<br>Utd.States<br>14*BHCem*<br>*APT46t* | T.3Cy.24⅜",42½"&72"–48" (*s*)<br>200lb 455NHP<br>2SB,8*cf*,GS156,HS6070 FD<br>NewYorkS.B.Co.Camden | | |
| 22455<br>QFSB | **Ligure** IronScSr<br>(*ex*Sperber,*ex*Stork)<br>2*Dks* | 870<br>738<br>502 | | | … | | 1870 | C.&W.<br>Earle<br>Hull | ItalianGovern-<br>ment | 226·2<br>P42'B41'F28' | 28·4 | 16·8 | Palermo<br>Italian | C.2Cy.33"&55"–36" 151NHP<br>*Cmp*.85Nord- NB82<br>deutscherLloyd,Bremen | | |
| 22456 | **Liguria** SteelScSr<br>2*Dks*(*Stl*)<br>(*ex*Gorjistan)<br>*Elec.light* | 4588<br>4238<br>2885 | ✠<br>3,16<br>✠ | Rot | *x* | | 1911<br>8mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>*WB=C* | *ell DBa119'u E28'* | 373·0<br>P25'B120'F39'<br><br>*f162'1002tDTa34* | 50·1 | 27·5<br>FK | 6*BHCem*<br>*860tAPT36t* | T.3Cy.28",46"&77"–48"<br>616NHP<br>3SB,12*pf*,GS214,HS9469 FD<br>Cen.Mar.Eng.Wrks.WHpl | 30 ″ 0 | |
| 22457<br>5646<br>JVOK | — SteelScSr<br>*ss*Mmo.No.1–19<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light*<br>Wireless | 1751<br>1470<br>850 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,21<br>MS3,19 ✠LMC<br>BS~~7,20~~9,21 | NYk | *s* | 1,21 | 1914<br>10mo<br><br>*Lloyd* | Lindhol-<br>mensV.A.<br>Gothenburg<br>*'sA&CP Interm* | RederiaktSvenska<br>Lloyd(H.Metcalfe,<br>*Mgr.*)<br>*ediate BH in fore* | 283·0<br><br><br>*hold dispensed with*<br>*WB=CellDBa* | 43·0 | 16·4<br><br>FK | Gothenbrg<br>Swedish<br>*Cem*<br>4*BH only*<br>*76'uE&B63'* | T.3Cy.21½",35½"&58½"–36"<br>185lb *100lb* (*s*) 254NHP<br>2SB,6*cf*,GS130,HS4302<br>LindholmensV.A.,Got.<br>*f116'536tFPT39tAPT21t* | 19 ″ 0<br>s 1 ″ 1<br>18 ″ 3 | |
| 2457*<br>551<br>QFSM | — SteelSc<br>(*Tug*) | 114<br>—<br>11 | | | | | 1912 | Soc.Anon.<br>Cooper.di<br>Produzione<br>Smpierdrena | Soc.Rimorchiatori<br>Genovesi | 84·5 | 18·5 | 10·9 | Genoa<br>Italian | C.2Cy.15¾"&31½"–21⅔"<br>38NHP<br>Soc.Anon.Cooper.di<br>Produzione | | |
| 22458 | **Lika** SteelScSr<br>*Elec.light* 1*Dk*(*Teak*) | 204<br>176<br>123 | ✠<br>1,16<br>✠ | Tri | *d* | | 1908<br>9mo | Stabilmnto<br>Tecnico<br>Trieste | Soc.inAzioni<br>Ungaro-Croatadi<br>Nav.Maritt.aVap. | 149·0<br>Q35' | 19·6 | 10·0<br><br>BK6¾" | Fiume<br><br>6*BHCem* | T3Cy.11¾",18"&30"–17¾"<br>56NHP<br>1SB,2*cf*,GS35,HS1082<br>StabilimentoTecnico,Tri. | 11 ″ 6 | |
| 22459<br>200725<br>KSWM | **Like Like** SteelScSr<br>1*Dk* | 374<br>—<br>214 | | | | | 1904 | Union Iron<br>Works<br>SanFrancisco | Inter-IslandS.N.<br>Co.Ld. | 136·1<br>P23'B50'F24' | 30·1 | 11·5 | Honolulu<br>Utd.States | C.2Cy.13"&28"–21"<br>30NHP<br>UnionIronWks.S.Frncisco | | |
| 22460<br>123005 | **Lilavati** SteelScSr<br>*Elec.light* 1*Dk*&*Shade dk* | 293<br>240<br>123 | | | | | 1911 | Greenock&<br>Grangem'th<br>Dkyd.Co.Ld.<br>Grangem'th | BombayStm.Nav.<br>Co.Ld. | 165·0 | 27·6 | 9·1 | Bombay<br>British<br>*WB* | T.3Cy.15½",25½"&40"–27"<br>83NHP<br>Dunsmuir&JacksonLd.Gls | | |
| 22461 | **Lili Woermann** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 2283<br>2096<br>1425 | | | | | 1902 | Blohm&<br>Voss<br>Hamburg | Woermann-Linie<br>A.G. | 300·1<br>P86'F30' | 38·3 | 23·4 | Hamburg<br>~~British~~<br>German*WB* | T.3Cy.18$\frac{7}{16}$",29$\frac{7}{16}$"&50"–39½"<br>157NHP<br>Blohm&Voss,Hamburg | | |
| 22462<br>JVDM | **Lilian** WoodAuxSc3MstSr<br>*OilEng.*<br>(*ex*SailingVessel) 1*Dk*<br>(*See Sailing Ship Register*) | 103<br>—<br>75 | | | | | 1914 | J.E.<br>Ohlsson<br>Halmstad | ErnstJohansson | 81·3 | 23·3 | 8·3 | Halmstad<br>Swedish | Oil Engines 2Cy.10"–12"<br>E*made&fitted*20 13NHP<br>A/BJ.V.Svensson's<br>Motorfbk.Stockholm | | V |
| 22463<br>132911<br>TQVC | **Lilias Calvert** SteelScSr<br>(*ex*Gibel-Derif,<br>*ex*Elsa) *Elec.light* 1*Dk* | 804<br>607<br>504 | | | | | 1888 | Flensburgr<br>Schiffsb. Ges.<br>Flensburg | AlfredCalvert<br>(Shipping)Ld.<br>(A.Calvert,*Mgr.*) | 191·3<br>Q59'B50'F26' | 30·5 | 13·4 | Goole<br>British<br>*WB* | T.3Cy.14",25"&40½"–27"<br>85RH<br>FlensburgerSchiffsb.Ges. | | V |
| 22464<br>MVJB | **Lillan** SteelSc<br>(*ex*Björnen)<br>1*Dk* | 298<br>210<br>144 | | | | | 1918 | Skiens<br>Verks.A/S<br>Skien | SchoubyesRederi<br>A/S(C.Schoubye) | 123·0<br>P57*t*F18*t* | 23·6 | 10·3 | Chrstiania<br>Norwegian | C.2Cy.13"&28"–20"<br>29NHP<br>SkiensVerks.A/S.Skien | | N |
| 22465<br>MVSJ | **Lille** SteelScSr<br>(*ex*IoannisCoutzis,<br>*ex*Caucase) *Mchy.Aft* 1*Dk*&*Spar dk*<br>*Elec.light* *CarryingPetroleum in bulk* | 1676<br>1617<br>1153 | | | | | 1888 | Armstrong<br>Mitchell&<br>Co.Ld.<br>Newcastle | D/S A/S Adine<br>(B.Felix,*Mgr.*) | 250·0<br>H22*t* | 35·2 | 24·4 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.18½",30"&48"–33"<br>132NHP<br>WllsndSlpwy.Co.Ld.Nwc. | | V |
| 22466<br>NHKL | **Lillebelt** IronPad<br>(*Ferry*)<br>1*Dk* | 295<br>286<br>119 | | | | | 1872 | Wigham<br>Richrdsn&Co<br>Newcastle | DeDanskeStats-<br>baner | 139·9 | 26·3 | 10·7 | Copnhagn<br>Danish | 2Cy.36"–46"<br>135NHP<br>Thompson,Boyd&Co.,Nwc | | |
| 22467<br>NTSO | **Lilleborg** SteelScSr<br>1*Dk* | 1452<br>1199<br>861 | | | | | 1916 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | Dampskibsselsk.<br>Dannebrog (C.K.<br>Hansen,*Mgr.*) | 251·3<br>P28'Q69'B98'F33' | 37·2 | 16·0 | Copnhagn<br>Danish<br>*WB* | T.3Cy.18",30"&50"–36"<br>150NHP<br>HelsingörsJernsk.&Mskb. | | V |
| 22468<br>MKHB | **Lillefjord** SteelScSp<br>*OilEng.*<br>(*ex*Idefjord,*ex*UnionV.,*ex*ErikAsk) 1*Dk* | 147<br>128<br>80 | | | | | 1914 | Kaldnæs<br>Mek.Værks.<br>Tönsberg | A/S DenNorske<br>Amerikalinje | 96·7<br>Q5*t*H6*t* | 21·1 | 8·0 | Chrstiania<br>Norwegian | Oil Engine<br>4Cy.14⅙"–15⅓"<br>LysekilsM.V.A/B,Lysekil | | |
| 22469<br>MPRB | **Lillemor** SteelSc<br>1*Dk* | 1132<br>991<br>677 | | | | | 1916 | Akties.<br>MossVærft<br>Moss | Th.Brövig | 226·2<br>P20'B57'F26' | 36·6 | 15·7 | Farsund<br>Norwegian<br>*WB* | T.3Cy.16",25"&42"–30"<br>97NHP<br>Akties.MossVærft.Moss | | N |
| 22470<br>HFWJ | **Lillesund** WoodSc<br>(*ex*Neptun,<br>*ex*Lincoln,*ex*Svante) 1*Dk* | 209<br>170<br>117 | | | | | 1884 | P.Larsson<br>Thorskog | HaraldBjering | 99·3<br>B33*t* | 22·7 | 10·1 | Bergen<br>Norwegian | C.2Cy.12"&25"–19½"<br>NE&B89 23NHP<br>P.Larsson,Thorskog | | |
| 22471<br>OLQF | **Lillois** SteelSc<br>(*Trawler*)<br>Wireless 1*Dk* | 244<br>—<br>91 | | | | | 1905 | Bonn&<br>Mees<br>Rotterdam | Soc.Française de<br>Pêcheries à Vap. | 135·5 | 21·7 | 12·5 | Boulogne<br>French<br>*WB* | T.3Cy.13",21½"&35"–24"<br>60NHP<br>Alblasserdam.Msch.Fab. | | V |
| 22472<br>122395<br>HPMG | **Lillooet** SteelTwinScSr<br>*Elec.light* 2*Dks*&*Shade dk* | 574<br>403<br>311 | | | … | | 1908 | BColumbia<br>MarRlyCoLd<br>Victoria,B.C. | Govt.ofCanada | 163·0<br>F33' | 27·0 | 13·0<br><br>FK | Vict'riaBC<br>British<br>*WB* | T.6Cy.11½",18"&31"–24"<br>94RHP<br>Bow,McLachln&CoLd.Psy | 15 ″ 0 | |
| 22473<br>5840<br>JVSF | **Lilly** SteelScSr<br>*ss*Got.No.1-20<br>*Mchy.Aft* 1*Dk*(*Stl*) | 314<br>250<br>200 | ✠100A1<br>~~5,21~~ ~~7,20~~<br>4,22 ~~8,21~~ ✠LMC7,20 | Got | *c* | 7,20 | 1916<br>9mo | P.Larsson<br>Thorskog | C.N.Andersson<br><br><br>*Ce* | 124·9<br>Jen17P26'F15<br><br>*llDB22'27tFPT20t* | 22·5 | 10·1<br><br>FK | Gothenbrg<br>Swedish<br>3*BHCem*<br>*APT15t* | C.2Cy.13"&20"–16" (*s*)<br>120lb 22NHP<br>1SB,2*cf*,GS46,HS490<br>P.Larsson,Thorskog | 12 ″ 0<br>s 1 ″ 3<br>10 ″ 11 | |
| 22474<br>220732<br>MBRQ | **Lilmae** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 5187<br>4522<br>3686 | ✠100A1<br>2,22~~10,20~~<br>*CarryingPetr*<br>*Fitted for oil* | Say<br>NYk<br>LMC10,20<br>*oleum*<br>*fuel*10 | *y*<br><br><br>*in*<br>20 | CL<br><br><br>*bulk*<br>*F.P. a* | 1920<br>10mo<br><br><br>*bove* 1 | TerryS.B.<br>Corp.<br>Savannah,Ga<br>cr<br>50° F. | UnitedStates<br>MexicanOilCorpn.<br><br>*CellDBuE&B71'*<br>235*tDTf*61' 781 | 391·9<br>P99'B34'F44'<br><br><br>*tFPT88tAPT27t* | 51·2 | 30·0<br><br>FK | NewYork<br>Utd.States<br>14*BHCem*<br>(*7 to U dk*<br>*7 „ 2nd „*) | T.3Cy.24½",41½"&72"–48"<br>210lb *190lb* (*r*) 562NHP<br>3SB,9*cf*,GS185,HS8331 FD<br>IngersolRandCo.<br>Phillipsburg,N.J. | 30 ″ 2 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22475 | **Lily** SteelSc<br>*Elec.light* 2*Dks*(*Stl.-U*ws) | | ✠<br>*For Government service*<br>8,15 ✠ | Gls | | | 1915<br>8mo | Barclay,<br>Curle&Co.Ld.<br>Glasgow | TheAdmiralty<br>*CellDBuB* | 250·0<br>F63'<br>FK<br>19t *DTf*20t*FPT*9t | 33·0 | | British<br>12*BHptCem*<br>*APT*16t | T.3Cy.21¾",35½"&58"-27'<br>321NHP<br>2SB,6*cf*,GS135,HS5418 FD<br>Barclay,Curle&Co.Ld.Gls. | 18 |
| 22476<br>NBST | — SteelSc<br>1*Dk* | 945<br>833<br>524 | | | | | 1920 | F.Schichau<br>Elbing | D/SA/S Skagerak<br>(MariusNielsen&<br>Sön, *Mgrs.*) | 224·3<br>F29'B59'P14' | 33·6 | 13·5 | Copnhagn<br>Danish<br>*WB* | T.3Cy.15",24½"&38¾"-25½"<br>74NHP<br>F.Schichau,Elbing | |
| ※ 22477<br>106053<br>PNBC | — SteelScSr<br>*ss*Gls.2ndNo.3-12,20<br>*Elec.light* 1*Dk*(*ptStl*-ws) | 635<br>524<br>256 | ✠100A1<br>12,20<br>✠LMC12,20<br>✠NB12,20 | Gls | *j* | CL<br>12,29 | 1896<br>12mo<br>*Lloyd* | Blackwood<br>&Gordon<br>Pt.Glasgow<br>'*sA&CP* | LairdLine,Ld. | 190·5<br>P45'B65'F51'<br>FK&BK1"<br>*WB=CellDBa* | 29·3 | 13·3 | Glasgow<br>British<br>5*BHCem*<br>44'*f*46'105*t* | T.3Cy.15",24½"&40"-30" (*s*)<br>170lb 126NHP<br>2SB,4*cf*,GS77,HS2458<br>Blackwood&Gordon,P.Gls | 14<br>1<br>12 |
| 22478<br>113451 | — SteelTwinSc<br>(*Ferry*)<br>*Elec.light* 1*Dk* | 514<br>506<br>212 | | | ... | | 1901 | J.Jones&<br>Sons<br>Liverpool | TheMayor,Aldermen&Burgesses of theBorough of Wallasey | 155·6<br>FK | 42·1 | 11·0 | Liverpool<br>British<br>*WB* | T.8Cy.19",26"&(4)31"-20"<br>242NHP<br>J.Jones&Sons,Liverpool | 11 |
| 22479<br>1105<br>HTOL | — IronScSr<br>(*ex*Caron)<br>1*Dk* | 370<br>267<br>234 | | | | | 1887 | Aktieb.<br>Atlas<br>Gefle | StockholmsRederiaktiebSvea. (H. Ericson, *Mgr.*) | 128·5<br>Q38'B31' H8*t* F20' | 23·3 | 10·1 | Stockholm<br>Swedish<br>*WB* | C.2C.17¾"&31½"-20½"<br>37NHP<br>Aktieb.Atlas,Stockholm | |
| 22480 | **Lily M.** ~~SteelAuxScBk~~<br>SteelAuxTwinScBk *Oil Eng.*<br>(*ex*Zilia,*ex* Giuseppe) *ss*Gen.2ndNo.3-9,19<br>1*Dk*2*trB*<br>(*See Sailing Ship Register*)<br>*Should be "Lili M.," See No. 38230 in Supplement* | 1203<br>1088<br>1095 | ✠~~100A1~~<br>7,21 ~~8,20~~<br>~~LMC9,19~~ | Gen | *r* | | 1892<br>5mo<br>*Lloyd* | N.Odero<br>fuA.<br>Sestri<br>'*sA&CP* | Soc.Paulista de Nav.Matarazzo, Ld. | 236·0<br>Q43'H27*t*F26'<br>BK8" | 34·2 | 20·8 | Santos<br>Brazilian<br>2*BHCem* | Oil Engines 4S.C.SA<br>12Cy.12 3/16"-14 3/16" 84NHP<br>NE19 NDB19-*80lb*<br>FrancoTosi&Co.Leghorn | 21<br>3<br>19 |
| 22481<br>127567<br>HNJL | **Lily Melling** SteelScK<br>*ss*Flt.No.3-12,19<br>*Elec.light* 1*Dk* | 246<br>217<br>96 | ✠100A1<br>*StmTrawler*<br>12,19 ✠LMC12,19<br>BS5,21 | Flt | | CL<br>12,19 | 1908<br>11mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>NorthShields<br>'*sA&CP* | SelbyTrawlersLd.<br>(H.Blackburn, *Mgr.*) | 125·6<br>Q72'F21'<br>BK7½" | 22·1 | 12·1 | Fleetwood<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 85RHP<br>1SB,3*pf*,GS50,HS1555<br>ShieldsEng.Co.Ld.N.Shl. | 13 |
| 22482 | **Lilyada** SteelScSr<br>(*ex*Miramichi) *ss*Sld.No.2-11<br>1D*k*(*Stl*)&1*ptDk*(*Stl*)&*Webframes*<br>3*Dk ruleShelterdk*(*Irn*) | *3624*<br>*3417*<br>*2306* | ✠<br>*Shelter dk*<br>5,14 ✠ | Hpl | *w* | | 1902<br>11mo | JLThompson&Sons,Ld<br>Sunderland | L.Miglievich<br>*Cell DBa* 119'*uE&* | 340·0<br>FK<br>B38'*f*140'852*tDTa* | 48·2 | 25·8 | Rome<br>Italian<br>6*BHCem*<br>29'693*tDTf* | T.3Cy.25",42"&68"-45"<br>329NHP<br>2SB,6*rf*,GS138,HS4950<br>J.Dickinson&Sons,Ld.Sld.<br>36'876*tFPT*69*tAPT*32*t* | 28 |
| ※ 22483<br>HLIM | **Lima** SteelScSr<br>(*ex*Westerwald)<br>*Elec.light* Wireless 2*Dks* | 3901<br>3171<br>2390 | Lis. ~~12,20~~10,21<br>(*See footnote**) | | | | 1907 | Furness,<br>Withy&CoLd<br>WHartlepool | Requisitionedby thePortug.Govt. (TransportesMaritimos doEstado) | 352·1<br>P40'B115'F72' | 45·1 | 26·0 | Lisbon<br>Portuguese<br>*WB* | T.3Cy.25½",43"&72"-48"<br>Richardsons, 359NHP<br>Westgarth&Co.Ld.Hpl. | |
| ※ 22484<br>5974<br>KBJM | — SteelTwinSc3MstSr<br>*Oil Eng.*<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 3764<br>3376<br>2254 | ✠100A-<br>*Shelter dk withfreeboard*<br>7,21 ~~2,21~~<br>✠LMC2,21 | Got<br>Mmo | | 9,20 | 1918<br>5mo | Akt.Burmeistr&Wain<br>Copenhagen | Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellD* | 364·1<br>FK<br>*B*323'1148*t FPT*75*t* | 51·5 | 22·1 | Stockholm<br>Swedish<br>6*BHptCem*<br>*APT*60*t* | Oil Engines 4S.C.SA<br>12Cy.23¼"-35 7/16" 482NHP<br>DB*100lb*<br>AktBurmeistr&Wain,Cpn | 25<br>2<br>23 |
| 22485 | **Lima Maru** SteelTwinSc<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 7250<br>6469<br>4475 | ✠100A1<br>~~6,21~~ 4,20 12,21<br>✠LMC~~5,20~~ 6,21<br>*Carrying Vegetable oil in Nos. 3 & 6 DB Tanks* | Nag<br>Yka | *b*† | CL | 1920<br>4mo<br>*Lloyd* | Mitsubishi<br>ZosenKaisha,<br>Ld.Nagasaki<br>'*sA&CP* | NipponYusen KabushikiKaisha<br>*CellDB*380'1297*t* | 445·0<br>P35'B138'F35'<br>FK<br>*DTa*42'1360*tFPT* | 58·0 | 34·0 | Tokio<br>Japanese<br>7*BHCem*<br>75*tAPT*62*t* | T.6Cy.20½",33½"&56"-48"<br>200lb (*s*) 620NHP<br>4SB,12*cf*,GS225,HS8903 FD<br>MitsubishiZosenKaishaLd | 34<br>7<br>26 |
| 22486<br>138088<br>KHVM | **Limax** SteelTwinSc<br>*For full particulars See No. 38155 in Supplement*<br>(*ex*Leonard) 1*Dk*(*Stl*)&*Web frames*<br>*Elec.light* Wireless | 4718<br>[illegible]<br>2816 | ✠<br>(*TrunkFerry*)<br>7,14 ✠ | Bkn | *v* | CL | 1914<br>7mo | Cammell<br>Laird&Co.Ld.<br>Birkenhead | Anglo-Saxon PetroleumCo.Ld.<br>*CellDBa* | 313·0<br>FK<br>&*uE*65' *uB*89' *f*87' | 65·1 | 20·9 | London<br>British<br>5*BHCem*<br>739*tAPT*45*t* | T.6Cy.28",35"&55"-33"<br>524NHP<br>8SB,16*cf*,GS350,HS10400<br>CammellLaird&CoLd.Bkn | 23<br>2<br>20 |
| ※ 22487<br>TGCD | **Limburg** SteelTwinScBarge<br>*ss*Sng.No 3-8,21 ~~ssSng.No.2-17~~ *OilEng.*<br>*Elec.light* 1*Dk*(*Stl*) | 1192<br>977<br>666 | ✠100A1<br>*Barge*<br>8,21 ~~1,21~~ LMC~~1,21~~2,22<br>*Carrying Petroleum in bulk*<br>DBS2,22 | Sng | *q* | 7,21 | 1909<br>7mo<br>*Lloyd* | Nederl.<br>Schps. Maats.<br>Amsterdam<br>'*sA&CP* | Nederl.Indische Tankstoomboot Maats(Bataafsche PetroleumMaats. *Mgrs.*) | 217·2<br>P51'*Trunk*139'F26'<br>FK | 40·1 | 13·3 | Batavia<br>Dutch<br>10*BHCem*<br>*APT*36*t* | Oil Engines 2S.C.SA<br>8Cy.16½"-18 1/8" 183NHP<br>NE(P)5,20NE(S)7,20<br>NDB20-*125lb*<br>J&CGBolindersCoLd.Skm<br>&Ruston&Hornsby,LdLin | 14<br>1<br>13 |
| 22488<br>PJGL | — SteelSc<br>(*Tug*)<br>1*Dk* | 294<br>221<br>8 | | | | | 1916 | Jonker&<br>Stans<br>HendrikIdo<br>Ambacht | BureauWijsmuller | 115·0 | 24·0 | 12·7 | 'sGravenhage<br>Dutch | T.3Cy.15",24"&40"-24"<br>78NHP<br>Machinefabriek,Bolnes | |
| 22489 | **Limburgia** SteelTrpSc<br>*Elec.light* (*ex*JohannHeinrichBurchard)<br>Sub.Sig. Wireless 5*Dks* | 19980<br>12876<br>11134 | | | | | 1914 | J.C.TecklenborgA.G.<br>Geestemünde | AmericanShip& CommerceNav, Corp. | 592·0<br>P&F471' | 72·3 | 39·7 | Utd.States<br>*WB* | T.8Cy.(2)29½",(2)49½"&(4)<br>53½"-59 1/16" 1LPTurbine<br>J.C.TecklenborgA.G.Gst. | |
| 22490<br>114639<br>TFWR | **Lime Branch** SteelSc5TwinMasts<br>1*Dk*&*Shelter dk*3*trB*&<br>*Turret deck Elec.light deepframing*<br>Wireless | 5379<br>4522<br>3468 | | | | | 1902 | WDoxford<br>&Sons,Ld.<br>Sunderland | NautilusStm.Shpg Co.Ld. (F.&W. Ritson, *Mgrs.*) | 396·0 | 56·2 | 25·8 | Sundrland<br>British<br>*WB* | T.3Cy.26",44"&72"-48"<br>359NHP<br>W.Doxford&Sons,Ld.Sld. | |
| 22491<br>118317<br>VFGH | **Limehouse** SteelScSr<br>*ss*Shl.No.3-6,16<br>*ss*Shl.No.1-20<br>1*Dk*(*Stl-pt*ws)<br>*Cargo battens not fitted* | 562<br>451<br>292 | ✠100A1<br>5,21 ~~12,20~~ 1,22<br>~~16,21~~ ✠LMC<br>MS12,20<br>~~BS9,20~~<br>BS10,21 | ~~Shl~~ Lon<br>~~Lon Nwc~~ | *h* | CL<br>~~12,20~~<br>2,21 | 1903<br>8mo<br>*Lloyd* | W.Dobson<br>&Co.<br>Newcastle<br>'*sA&CP* | CommercialGasCo.<br>~~WandsworthWimbledon&Epsom DistrictGasCo.~~<br>*WB=CellDBa*48' | 165·0<br>B29'F17'<br>FK<br>*uE*9'*f*62'151*tFPT* | 30·0 | 10·9 | London<br>British<br>4*BHCem*<br>39*tAPT*36*t* | T.3Cy.15½",25"&41"-27" (*s*)<br>180lb 90RHP<br>1SB,3*cf*,GS48,HS1746<br>J.P.Rennoldsn&Sns,S.Shl. | 13<br>1<br>12 |
| 22492<br>136155 | **Limeslade** SteelScK<br>*Mchy.Aft* 1*Dk*(*Stl*-ws) | 290<br>249<br>127 | ✠100A1<br>*StmTrawler*<br>5,21 ~~12,20~~ LMC9,19 | Sws | | 5,21 | 1919<br>9mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld.Beverley<br>'*sA&CP* | RhonddaFishing Co. | 125·5<br>Q72'F21'<br>BK7½" | 23·5 | 12·7 | Swansea<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26"(*s*)<br>180lb 87RHP<br>1SB,3*pf*,GS49,HS1590<br>Fraser&Chalmers,Erith | 13 |
| 22493<br>109014<br>QDHC | **Limewold** IronScK<br>(*Trawler*)<br>(*ex*Derwent) 1*Dk* | 189<br>174<br>76 | | | ... | | 1898 | Cochrane&<br>Cooper,Ld.<br>Beverley | NorthwoldSteam FishingCo.Ld. (T.Sowerby, *Mgr.*) | 112·6<br>Q20'<br>BK7½" | 21·0 | 11·6 | Grimsby<br>British | T.3Cy.11½",20"&32"-23"<br>NB14 50RHP<br>Bailey&Leetham,Hull | 12 |
| 22494<br>NMWP | **Limfjorden** SteelScSr<br>1*Dk* | 488<br>364<br>245 | | | | | 1904 | Helsingörs<br>Jernsk.&Msk<br>Elsinore | DetForenede DampskibsSelsk. | 190·8<br>P101'F20'<br>len.13 | 25·8 | 10·4 | Thisted<br>Danish<br>*WB* | T.3Cy.13",21½"&37"-24"<br>67NHP<br>HelsingörsJernsk.&Mskb. | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22495<br>146141<br>KJTC | **Limnea** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)& *Webframes*<br>*Mchy.Aft* *Longitudinal framing* | ~~5800~~<br>5698<br>5282<br>3435 | ✠100A1<br>[illegible]10,21<br>✠LMC10,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 10,21 *F.P. above 150°F.* | ~~Ldy~~<br>Liv | *z* | CL | 1921<br>10mo | N.of Irelnd S.B.Co.Ld.<br>Londonderry<br>*Lloyd's A&CP* | Anglo-Saxon PetroleumCo.Ld.<br>16*BH*(12*BH to Ud* 4*BH to 2nd dk, pt Cem*<br>*CellDBuE&B* 18'217*tDTf* 32'316*tFPT* 81*t APT* 136*t* | ~~412·0\|53·3\|31·0~~<br>412·4\|53·4\|31·1<br>P109' B26' F46' FK | London<br>British | T.3Cy.24½",42½",&74"–48"<br>220lb (*s*) 554NHP<br>3SB,*9cf*,GS181,HS7761 FD<br>J.G.Kincaid&Co,Ld.,Grk. | 31 ″ 0<br>s6 ″ 9½<br>24 ″ 7 | |
| 22496<br>OLQM | **Limoges** SteelScSr<br>*Elec.light* 1*Dk* | 1984<br>1631<br>1191 | | | ... | | 1917 | ToledoS.B.Co.<br>Toledo,Ohio | Cie.Française des Chemins deFer de Paris-Orleans (Soc.Mar.Aux.de Transports, *Mgrs*) | 251·0\|43·8\|18·9<br>P21'B64'F30'<br>FK | Nantes<br>French | T.3Cy.20½",33"&54"–40"<br>260NHP<br>ToledoS.B.Co.Toledo,O. | 21 ″ 0 | V |
| 22497<br>143[illegible]<br>JWGN | **"WesternCoast,"** *See No. 39976 in Supplement* SteelScSr<br>(*ex* WarLeven)<br>*Elec.light* Wireless 1*Dk* | 1390<br>1106<br>552 | | | | | 1919 | CaledonS.B.&E.Co.Ld.<br>Dundee | ~~MossS.S.Co.Ld.~~<br>CoastLines Ld. | 270·6\|38·1\|16·2 | Liverpool<br>British<br>*WB* | T.3Cy.21",34"&56"–39"<br>196NHP<br>CaledonSB.&E.Co.Ld.Dun | | C |
| 22498<br>140436 | **Limol** SteelSc<br>*ss*Ply.No.1-22<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes*<br>*Mchy.Aft* | 1159<br>845<br>476 | ✠100A1<br>*withfreeboard*<br>2,22 ~~1,20~~<br>✠LMC~~10,17~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 12,17 *F.P. above 150° F.* | Nwc<br>Ply ~~2,22~~ | *n* | CL<br>1,22 | 1917<br>12mo | Lobnitz&Co.Ld.<br>Renfrew<br>*Lloyd's A&CP* | TheAdmiralty<br>*CellDB uE&B* 45'78*t* | 210·0\|34·7\|15·6<br>P61'F58'<br>FK<br>*DT f* 30' 261*tFPT* | London<br>British<br>12*BH ptCem*<br>37*tAPT*33*t* | T.3Cy.15",25"&40"–30" (*s*)<br>180lb 138NHP<br>2SB,*4cf*,HS2200 FD<br>Lobnitz&Co.Ld.Renfrew | 16 ″ 6<br>s3 ″ 1<br>13 ″ 6 | |
| 22499<br>212592<br>LDQN | **Limon** SteelScSr<br>Wireless<br>*Ref.Mchy.* Sub.Sig. 3*Dks*&*Shelterdk* | 3266<br>3095<br>2039 | | | | | 1904 | Workman, Clark&Co.Ld<br>Belfast | LimonS.S.Corp. (UnitedFruitCo. Line) | 330·6\|44·5\|28·9 | NewYork<br>Utd.States<br>*WB* | T.3Cy.25",41"&68"–48"<br>320NHP<br>Wrkman,Clark&Co LdBel | | C |
| 22500<br>OLQN | **Limousin** SteelTwinScSr<br>(*ex*Pavon)<br>*Elec.light* 1*Dk*(*Stl*) | 229<br>—<br>58 | ✠<br>*For towing purposes*<br>12,12 | Mdb | *d* | | 1912<br>12mo | Smith's DockCo.Ld<br>Middlesbro' | Worms&Co. | 120·0\|26·0\|9·1<br>FK<br>*FPT*17*t* | Havre<br>French<br>4*BHAsp*<br>*APT*21*t* | T.6Cy.11",18"&30"–21"<br>108NHP<br>1SB,*3cf*,GS60,HS1973<br>ShieldsEng.Co.Ld.N.Shl. | 10 ″ 0 | V |
| 22501<br>140131 | **Lin Ann** (*Now a Sailing vessel, See No.06600 Sailing Ship Register Supplement*) WoodSc<br>1*Dk* | 142<br>136<br>79 | | | | | 1918 | HoeThin<br>TaujongRhu<br>Singapore | LimChhunChui | 83·0\|29·5\|9·0<br>H6*t* | Singapore<br>British | C.2Cy.8"&16"–12"<br>E&B*made*13*fitted*18 11RHP<br>McKie&Baxter,Glasgow | | |
| 22502 | **Lin Tan** SteelTwinSc<br>1*Dk*&*Shade dk* | 572<br>362<br>355 | | | | | 1904 | HongK'ng &Whampoa DockCo.Ld.<br>HongKong | SiHingS.S.Co. | 175·0\|32·0\|8·6 | Chinese | C.4Cy.14"&33"–18"<br>77NHP<br>HongKong&Whampoa DockCo.Ld.HongKong | | |
| 22503<br>HBCP | **Lina** IronSc<br>*OilEng.* | 216<br>—<br>139 | | | | | 1902 | ..................<br>Holland | J.Traverso y Hnos | 115·0\|23·3\|10·0 | Bns.Ayres<br>Argentine | Oil Engine<br>2Cy. NE*fitted*—<br>J&CGBolindersCoLd.Skm | | |
| 22504<br>118350<br>VLGQ | **Linan** SteelTwinScSr<br>2*Dks* | 2211<br>1943<br>1356 | | | | | 1903 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 300·2\|40·1\|20·6<br>B86'F37' | London<br>British<br>*WB* | T.6Cy.14½",24"&39½"–30"<br>170NHP<br>GreenockFoundryCo.Grk. | | |
| 22505<br>93410<br>MSVQ | **Lincoln** IronScK<br>(*Trawler*)<br>1*Dk* | 124<br>115<br>48 | | | ... | | 1890 | R.Thompson&Sons<br>Sunderland | ArdrossanSalvage Co.Ld.(Mann, Macneal&Co.Ld. *Mgrs.*) | 95·0\|20·5\|10·3<br>BK8" | Ardrossan<br>British | C.2Cy.14½"&29"–21"<br>35RHP<br>NrthnM.E.Co(Lim.)S.Shl. | 11 ″ 4 | |
| 22506<br>106832<br>JOHR | **Lincolnia** Iron&SteelScK<br>*ss*Flt.No.3-5,10<br>*ss*Flt.No.1-14<br>(*ex*Dorthea,*ex*Kingfisher) 1*Dk*<br>*Irn plating&Stl framing* | 138<br>126<br>52 | ✠ —<br>10,20<br>*Stm Trawler*<br>✠ | Flt | | | 1897<br>1mo | Sir Raylton Dixon&Co.<br>Middlesbro' | W.Olney (SirAlec.Black, Bart.*Mgr.*) | 95·8\|20·4\|10·8<br>Q19'F17'<br>ND10 BK7½" | Fleetwood<br>British<br>3*BHCem* | T.3Cy.11",17"&30"–21"<br>42RHP<br>1SB,*2pf*,GS26,HS820<br>N.E.MarineEng.Co.Ld.Sld | 11 ″ 8 | |
| 22507<br>56079<br>LNOW | **Lincolnshire** IronScK<br>1*Dk* | 112<br>89<br>54 | | | | | 1867 | C.Mitchell &Co.<br>Newcastle | MaritimeSalvors Ld.(M.Rush*Mgr.*) | 77·1\|20·0\|8·3<br>Q12*t* F5*t* | Newport<br>British | 2Cy.12"–14"<br>25RHP<br>Pattison&Atkinson,Nwc. | | |
| 22508<br>MFQL | **Lindaas** SteelScSr<br>1*Dk* | 138<br>95<br>54 | | | | | 1909 | Xiansands Mek.Værks.<br>Xiansand | Lindaas-Masfjordens Dampskibsselskab | 98·0\|18·8\|9·0<br>H27*t*F8*t* | Bergen<br>Norwegian | T.3Cy.10",16"&27"–15"<br>28NHP<br>XiansandsM.V.Xiansand | | N |
| 22509<br>112421<br>RVPF | **Lindenhall** SteelScSr<br>Wireless *ss*Hpl.No.3-9,06<br>*ss*Hpl.No.3-11,20<br>*Spar dk*(*ptIrn&ptStl*)2*tr B*<br>*&deep framing* | 4003<br>3747<br>2576 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>~~7,21 11,20~~<br>1,22<br>✠LMC11,20<br>MBS1,22 | Hpl<br>~~Cff~~ Brs | *w* | CL<br>~~11,20~~<br>~~7,21~~<br>N1,22 | 1900<br>9mo | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool<br>A&CP | W.HartlepoolStm. Nav.Co.Ld.<br>*WB=CellDBa* | 345·0\|47·9\|19·4<br>P31'B100'F34' 27·6<br>FK<br>112'*uE&B*36'*f*144' | W.Hartlpl<br>British<br>6*BHCem*<br>872*tAPT*83*t* | T.3Cy.25",40"&66"–45" (*s*)<br>160lb NDB20 *100lb* 307NHP<br>2SB,*6cf*,GS109,HS4832<br>SirC.Furness,Westgarth& Co.Ld.Mdb. | 30 ″ 2<br>s5 ″ 9½<br>24 ″ 9 | |
| 22510<br>JGDC | **Lindesnæs** Iron&SteelScSr<br>1*Dk* | 145<br>89<br>64 | | | | | 1886 | Christian-sandsMek.V.<br>Christiansnd | Dpsk.Selsk.Lindesnæs (M.A. Berntsen) | 95·3\|18·2\|8·9<br>Q12*t* B31*t* F6*t* | Farsund<br>Norwegian<br>*WB* | C.2Cy.16"&27½"–21"<br>NB97 29NHP<br>ChrstnsndsMek.Verks. | | N |
| 22511<br>NVFB | **Lindholm** SteelScSr<br>(*ex*Staal,*ex*Stål)<br>1*Dk* | 269<br>222<br>200 | | | | | 1906 | Thorskogs Mek.Værks.<br>Thorskog | Aa.Lind | 125·2\|22·8\|10·8<br>P30'H10*t*F12' | Kolding<br>Danish | C.2Cy.12"&20"–16"<br>13NHP<br>ThorskogsM.V.Thorskog | 11 ″ 6 | V |
| 22512<br>75229<br>WLSC | **Lindsay Moller** SteelScSr<br>(*ex*Manapouri)<br>*Elec.light* 3*Dks pt Shade dk* | 1960<br>1565<br>1219 | | | ... | | 1881 | W.Denny &Bros.<br>Dumbarton | Moller&Co. (Shanghai)Ld. | 285·2\|36·3\|23·7<br>P56'B44'F44'<br>FK | Shanghai<br>British<br>*WB* | Q.4Cy.20½",30",41"&60"–48"<br>NB4,99 FD 276NHP<br>*Qpd*.99Denny&Co.Dmb. | | |
| 22513<br>364<br>IABM | **Linell** SteelScSr<br>*ss*Lth.2ndNo.3-5,14<br>(*ex*Marian) 1*Dk*(*Irn*)&*Webframes*<br>*Well deck* | 1886<br>1508<br>1295 | ✠ —<br>10,19<br>✠ | Lth | *r* | | 1889<br>9mo | Irvine& Co.<br>WHartlepool | Joh.Linde | 274·0\|37·2\|16·7<br>P29'Q76'B112'<br>F37' BK9½"<br>*WB=Cell* | Pernau<br>Esthonian<br>4*BHCem*<br>*DB*232'457*t* | T.3Cy.21",34"&56"–36"<br>NDB04 187NHP<br>2SB,*1rf*,*3cf*,GS60,HS2797<br>Blair&Co.Ld.Stockton | 19 ″ 5 | |
| 22514 | **Linerton** SteelScSr<br>(*STRANDED 11,19—REFLOATED*)<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Now named* "Radix," *See letter R* *Cruiser Stern*<br>*Cargo battens not fitted in 'tween dks* | *6698*<br>*6452*<br>*4131* | ✠<br>*Shelter dk*<br>*withfreeboard*<br>10,19<br>✠ | Sld | *a*† | | 1919<br>10mo | W.Doxford &Sons,Ld.<br>Sunderland<br>*CellDB*366' | 1334*tDTa*27'1019*t* | 412·6\|55·5\|34·4<br>F36'*on Shelter dk*<br>FK<br>*FPT*148*t APT*292*t* | Dutch<br>*pt Cem*<br>6*BH to S dk*<br>2 „ „ *U* „ | T.3Cy.27",45"&75"–54"<br>619NHP<br>3SB,*12cf*,GS216,HS9525 FD<br>W.Doxford&Sons,Ld.Sld. | 37 ″ 0 | |
| 22515<br>132238<br>HSLV | **Linesman** SteelScK<br>*ss*Hul.No.3-5,19<br>1*Dk* | 96<br>86<br>4 | ✠ A–<br>*For River purposes only*<br>11,20<br>~~BS8,20~~<br>BS11,21 | Hul<br>LMC5,19 | | 12,20 | 1911<br>3mo | J.P.Renoldson&Sns.<br>SouthShields | ~~T.Gray&Co.Ld.~~<br>UnitedTowingCo. Ld. | 85·2\|18·1\|10·1<br>BK5"<br>*W* | Hull<br>British<br>4*BHCem*<br>*B=APT*8*t* | C.2Cy.15½"&32"–21" (*s*)<br>130lb 55RHP<br>1SB,*2pf*,GS32,HS1060<br>J.P.Rennoldsn&Sns,S.Shl. | 10 ″ 9 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>—<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | 9<br>Par qui.<br>—<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22516<br>119182<br>HBMS | **Linga** **SteelTrpScSr**<br>2*Dks*(*MptStl*–ws)&*Awng dk*<br>*Elec.light* Wireless (*ptStl*–teak s) | 2193<br>1053<br>958 | ✠<br>*Awng dk*<br>*withfreeboard*<br>12,04 ✠<br>*Indian & Colonial Trade* | Dmb | *r* | | 1904<br>12mo | W.Denny &Bros.<br>Dumbarton | **BritishIndiaStm.**<br>**Nav.Co.Ld.**<br>*WB=CellDBa12'* | 275·8<br>P38'B104'F56'<br>*uE22'f64'141tFPT* | 44·1 | 16·6<br>24·5<br>FK | **Glasgow**<br>British<br>*5BHptAsp ptCem*<br>*33tAPT33t* | 3 Steam Turbines<br>646NHP<br>2DB,*12cf*,GS274,HS8620 FD<br>ParsonsMarineSteam TurbineCo.Ld.Nwc. |
| 22517<br>132810<br>HTWG | **Lingan** **SteelSc**<br>Sub.Sig. Wireless 1*Dk* | 4677<br>4338<br>2603 | | | | | 1911 | SirRaylton Dixon&CoLd<br>Middlesbro' | **LinganS.S.Co.Ld.**<br>**(DominionCoalCo. Ld.)** | 375·4<br>P25'B99'F28' | 52·0 | 27·6 | **Montreal**<br>British<br>*WB* | T.3Cy.26",44"&73"–48"<br>369NHP<br>Richardsons,Westgarth& Co.Ld.Mdb. |
| 22518<br>79377<br>HTBN | **Lingdale** **IronPadSp**<br>(*Tug*)<br>(*ex*LadyVita) 1*Dk* | 174<br>160<br>11 | | | ... | | 1882 | Westwood, Baillie&Co.<br>London | **TeesTowing Co.Ld.**<br>**(Robinson& Crosthwaite,** *Mgrs.*) | 107·7 | 20·1 | 10·4 | **Middlsbro'**<br>British | L.2Cy.31"–57"<br>NB07 75RHP<br>J.Stewart&Son,London |
| 22519 | **Lingedijk** **SteelSc**<br>*For full particulars See No.33153 in Supplement*<br>*Elec.light* | 3610 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>(*ClassContemplated*) | | | | 1921 | NVBurger-houtsM.&F.<br>Rotterdam | **N.V.Solleveld,van derMeer&T.H.Van Hattum'sStoomv. Maats.** | 359·2 | 50·0 | 32·5 | **Rottrdam**<br>Dutch | T.3Cy.25½",$41\frac{3}{16}$"&$66\frac{9}{16}$"–$45\frac{3}{16}$"<br>BurgerhoutsMachFab.Rot |
| 22520<br><br>PJGW | **Lingestroom** **SteelScSr**<br>Wireless<br>*Elec.light* *Ref.Mchy.* 2*Dks* | 1480<br>1047<br>726 | | | | | 1917 | Rotterdam DroogdMaat.<br>Rotterdam | **Hollandsche Stoomb.Maats.** | 243·2 | 37·2 | 17·3 | **Amstrdam**<br>Dutch<br>*WB* | T.3Cy.21½",33"&56½"–39"<br>200NHP<br>Rotterdam.Droogd.Maats. |
| ❊ 22521<br>129128<br>HRMW | **Lingfield** **SteelScSr**<br>*ss*Npt.No.2–19<br>Wireless 1*Dk*(*Stl*) | 4065<br>3875<br>2614 | ✠100A1<br>~~2,21~~ ~~5,20~~ 8,21<br>~~BS8,20~~ ✠LMC6,19<br>BS8,21 | NNs<br>~~Shl~~ Nwc | *x* | CL<br>~~5,20~~<br>8,21 | 1910<br>8mo<br>*Lloyd's A&CP* | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool | **WoodfieldS.Shppg Co.Ld.(Woods,Tylor&Brown,** *Mgrs.*)<br>*WB=CellDBa* | 365·2<br>P23'B234'F32'<br>125' *uE&B43' f151'* | 51·3 | 26·0<br>FK | **London**<br>British<br>*6BHCem*<br>*882tFPT67t* | T.3Cy.26",42½"&70"–48" (*s*)<br>180lb *100lb* 397NHP<br>3SB,*9cf*,GS152,HS6524<br>Richardsons,Westgarth& Co.Ld.Hpl.<br>*APT108t* |
| 22522<br>104267<br>NPBG | **Linhope** **SteelScSr**<br>*ss*Sld.2ndNo.3–12,19<br>*Welldeck* 1*Dk*(*Irn*)&*Webframes* | 1339<br>995<br>827 | ✠100A1<br>10,21 ~~11,20~~<br>~~BS11,20~~ ✠LMC12,19<br>BS10,21 | Sld | *o* | ~~11,20~~<br>10,21 | 1894<br>10mo<br>A&CP | S.P.Austin &Son<br>Sunderland<br>*W* | **TanfieldS.S.Co.Ld.**<br>*B=DBa62'uE&B* | 240·0<br>P28'Q59'B44'F27'<br>*32'f94'410tFPT29t* | 36·1 | 14·8<br>FK | **Newcastle**<br>British<br>*4BHCem*<br>*APT29t* | T.3Cy.19",31"&51"–33" (*s*)<br>145lb *90lb* 155NHP<br>1SB,*4pf*,GS60,HS2420<br>W.Allan&Co.(Lim.),Sld. |
| 22523<br>4129<br>JNFC | **Linköping** **SteelScSr**<br>1*Dk*&*Shelter dk* | 252<br>110<br>173 | | | | | 1902 | W.Lind-bergsAktieb.<br>Stockholm | **LinköpingsNya Rederi(Jac.Svensson,** *Mgr.*) | 96·7<br>H20*t* | 21·5 | 8·7<br>15·5 | **Linköping**<br>Swedish<br>*WB* | C.2Cy.14⅜"&26¼"–17½"<br>24NHP<br>W.LindbergsAktieb.Skm. |
| ❊ 22524<br>135357<br>JBRT | **Linmere** **SteelScSr**<br>*ss*Liv.No.2–19<br>*Elec.light* 1*Dk*(*Stl*)&*Shltr dk*(*Stl*) | 1579<br>1325<br>853 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~7,21~~ ~~1,21~~ 1,22<br>~~BS3,18~~ ✠LMC3,18 | Bkn<br>~~Bry~~ Liv<br>BS2,21 | *r* | CL<br>~~9,19~~<br>1,22 | 1913<br>3mo<br>*Lloyd's A&CP* | Murdoch & Murray,Ld.<br>PortGlasgow<br>*WB* | **BromportS.S.Co. Ld.(H.R.Greenhalgh,** *Mgr.*)<br>*=CellDBa67'uE* | 265·5<br>*16' f121'395t FPT* | 38·6 | 16·7<br>FK | **Manchestr**<br>British<br>*5BHCem*<br>*29tAPT29t* | T.3Cy.19½",33"&54"–36" (*s*)<br>180lb *100lb* 211NHP<br>2SB,*6cf*,GS107,HS3534<br>Muir&Houston,Ld.Gls. |
| 22525<br>137181 | **Linn o'Dee** **SteelScK**<br>*ss*Abn.No.1–20<br>1*Dk* | 227<br>208<br>98 | ✠100A1<br>*StmTrawler*<br>11,21 ~~7,20~~ ✠LMC7,20 | Abn | | CL<br>10,19 | 1915<br>11mo<br>*Lloyd's A&CP* | Hawthorns &Co.Ld.<br>Leith | **StandardFishing Co.ofAbn.Ld (J.G. Adam,** *Mgr.*) | 117·2<br>*DTf29'21t* | 22·1 | 12·5<br>BK7½" | **Aberdeen**<br>British<br>*4BHCem*<br>*FPT4t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 82RHP<br>1SB,*3pf*,GS41,HS1554<br>Hawthorns&Co.Ld.Leith |
| 22526<br>2071<br>HPQG | **Linnæa** **WoodScSp**<br>*Mchy.Aft* 1*Dk* | 149<br>125<br>87 | | | | | 18$\frac{55}{88}$ | G.C.Lund-gren<br>GamlaLödöse | **BorgviksAktieb. (KnutLarsson,** *Mgr.*) | 93·9<br>P18'H5*t* | 22·7 | 10·5 | **Borgvik, Vm.**<br>Swedish | C.2Cy.7½"&17¼"–12"<br>NE93 NB99 9NHP<br>EriksbergsM.V.,Got. |
| 22527<br>6290<br>KCNB | **Linnea** **SteelAuxSc3MstSr**<br>(*ex*Kyllikki, *OilEng.*<br>*ex*SailingVesselZeemeeuw) 1*Dk*<br>(*See Sailing Ship Register*) | 182<br>162<br>136 | | | | | 1909 | E.J.Smit &Zoon<br>Groningen | **W.E.Jönsson** | 105·6<br>P23'F15'H10*t* | 23·4 | 9·8 | **Hven**<br>Swedish | Oil Engines 14NHP<br>2Cy.10"–12" NE*fitted*17<br>Björneborgs MekVerkstad |
| 22528<br>120835<br>HCGT | **Linnet** **CompTwinScSr**<br>(*ex*H.M.S.Linnet) Wireless 2*Dks* | 426<br>386<br>143 | | | | | 1880 | Thames IronWorks S.B.&ECo.Ld<br>London | **LivAssn.forProtcn ofCom.Interests as respectsWrecked& DamagedProperty** | 165·0 | 29·0 | 13·0 | **Liverpool**<br>British | H.4Cy.28"&48"–18"<br>164NHP<br>Rennie |
| 22529<br>93115 | — **IronScK**<br>(*Trawler*)<br>(*ex*HerMajesty) 1*Dk* | 142<br>134<br>59 | | | ... | | 1887 | Head& Riley<br>Hull | **JohnLewis,Ld.** | 100·2<br>Q172'F19' | 20·1 | 10·9<br>BK7½" | **Aberdeen**<br>British | T.3Cy.12",19"&31"–21"<br>NE01 NB10 45RHP<br>Hall,Russell&Co.Ld.Abn. |
| ❊ 22530<br>99185<br>MJVQ | — **IronScK**<br>*ss*Gms.2nd.No.3–11,18<br>1*Dk* | 134<br>127<br>58 | ✠100A1<br>*StmTrawler*<br>6,21 ~~10,20~~ ✠LMC11,18<br>✠NB11,18 BS10,20 | Gms | | CL<br>~~10,20~~<br>N6,21 | 1891<br>9mo<br>*Lloyd's A&CP* | SirRaylton Dixon&Co.<br>Middlesbro' | **OverseasSteam FishingCo.Ld. (WH.Beeley,** *Mgr*) | 96·1<br>Q20'F19' | 20·3 | 10·7<br>BK7½" | **Grimsby**<br>British<br>*3BHCem* | T.3Cy.11",17"&28"–21" (*s*)<br>160lb 50RHP<br>1SB,*2pf*,GS28,HS730<br>N.E.MarineEng.Co.Ld.Sld. |
| 22531 | **Linosa** **SteelSc**<br>(*Tug*)<br>(*ex*ForemostII.) 1*Dk* | *123*<br>*109*<br>*22* | | | | | 1915 | J.Constant Kievits&Co.<br>LdDordrecht | **CiaCabotagem de Pernambuco** | 93·8 | 19·3 | 8·6 | **Prnmbuco**<br>Brazilian<br>*WB* | T.3Cy.12",18"&30"–16"<br>36NHP<br>MachineFabriek,Bolnes |
| 22532<br><br>OLQU | **Linotte** **SteelSc**<br>(*Trawler*)<br>1*Dk*<br>*Elec.light* | 319<br>—<br>53 | | | | | 1918 | Forges& Ch.de la Méditerranée<br>LaSeyne | **Soc.Mar. Française** | 137·8<br>F26' | 23·4 | 11·7 | **LaRochlle**<br>French | C.2Cy.18"&36"–24"<br>53NHP<br>Forges&Ch.de la Méditerranée,LaSeyne |
| 22533<br>128251 | **Lintie** **SteelSc**<br>(*Lighter*)<br>1*Dk* | 172<br>139<br>71 | | | | | 1909 | G.Brown & Co.<br>Greenock | **Steel&Bennie,Ld.** | 110·1<br>Q26'F12' | 20·6 | 8·8 | **Glasgow**<br>British<br>*WB* | C.2Cy.11"&24"–16"<br>30RHP<br>Gauldie,Gillespie&Co.Gls. |
| 22534 | **Lio** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* *CarryingPetroleum in bulk*<br>*Mchy.Aft* *Longitudinal framing* 2*Dks* | 6800 | | | | | 1921 | Baltimore S.B.&D.D.Co<br>BaltimoreMd | **UnitedStates ShippingBoard** | 430·0<br>P123'B37'F39' | 59·0 | 33·2 | Utd.States | 2 Geared Steam Turbines<br>W.&A.FletcherCo. Hoboken,N.J. |
| 22535<br><br>OLQX | **Lion** **SteelScK**<br>(*Trawler*)<br>(*ex*Ernestina,*ex*Theophilo deMattos, *ex*Adelaide) 1*Dk* | 279<br>—<br>111 | | | ... | | 1907 | Smith's DockCo.Ld.<br>NorthShields | **Jos.Tristan** | 125·8<br>Q70'F19' | 22·1 | 12·0<br>BK7½" | **Lorient**<br>French | T.3Cy.12½",20"&34"–25"<br>78NHP<br>ShieldsEng.Co.Ld.N.Shl. |
| 22536 | — **IronSc3MstSr**<br>*Mchy.Aft* 1*Dk* | 184<br>169<br>111 | | | | | 18$\frac{66}{80}$ | C&WEarle<br>Hull | | 141·4<br>Q36'H12*t* | 17·6 | 7·8 | *WB* | C.2Cy.13¾"&25¾"–18"<br>28NHP<br>MotalaCo.,Gothenburg |

| | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>—<br>Under deck.<br>—<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>—<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | **Lipari** SteelTwinSc<br>*Elec.light* *Ref.Mchy* 3*Dks* | 5900 | | | | | 1921 | Atel.&Ch.<br>de laLoire<br>St.Nazaire | ChargeursRéunis | 479·0<br>B266'F56' | 59·0 | 38·0 | <br>French<br>*WB* | 6 Geared Steam Turbines<br>Atel.&Ch.de laLoire,Nts. | | |
| 38<br>49 | — SteelAuxScBn<br>*OilEng.*<br>(*ex*Comercio deEsquina) 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 178<br>—<br>130 | | | | | 1915 | Sanguineti<br>Gotuzzo&Co.<br>Chiavari | A.Bongiorno | 108·3 | 24·7 | 8·7 | Genoa<br>Italian | OilEngine 2S.C.<br>4Cy.<br>P.Kind&Co.Turin | | I |
| 39 | **Lirquen** SteelScCtr<br>*ss*Tal.No.2-20<br>(*ex*Coihucco) 1*Dk*(*Stl*-ws) | 58<br>48<br>4 | ✠ A–<br>*For towing purposes*<br>12,21~~7,20~~ | Tal<br>✠LMC~~7,20~~<br>12,21 | | ~~7,20~~<br>12,21 | 1914<br>2mo | Bow,Mc-<br>Lachlan&Co<br>Ld.Paisley | Duncan,Fox&Co. | 61·3 | 15·1 | 7·1<br>BK4" | Talcah'no<br>Chilian<br>4*BHCem* | C.2Cy.11"&22"–18" (*s*)<br>120lb 29NHP<br>1SB,*2pf*,GS26,HS638<br>Bow,McLachln&Co.LdPsy | 7 ″ 6 | |
| 40<br>281<br>TE | **Lisa** SteelScSr<br>*Now named "Bolderau," See No 36466 in Supplement*<br>1*Dk*&*Spar dk* | 1599<br>1133<br>1119 | | | | | 1898 | Howaldts-<br>werke<br>Kiel | Rederiaktieb.<br>Tertia(E.Lignell,<br>*Mgr.*) | 243·8<br>B36'H57*t*F21' | 36·3 | 20·2 | Gothnbrg<br>Swedish<br>*WB* | T.3Cy.$16\frac{15}{16}$",$27\frac{3}{16}$"&$42\frac{1}{16}$"–<br>$24\frac{13}{16}$" 91NHP<br>Howaldtswerke,Kiel | | V |
| 541 | — IronSc<br>*OilEng.*<br>(*ex*Cumberland) 1*Dk*<br>*Mchy.Aft* | 904<br>714<br>602 | | | | | $\frac{1866}{1920}$ | Barclay,<br>Curle&Co.<br>Glasgow | RederiA/B<br>"Ossian"(Petterson&Palén) | 237·5<br>P59'F59' | 28·2 | 15·3 | Nettraby<br>Swedish | Oil Engines<br>6Cy.$13\frac{2}{3}$"–$19\frac{3}{4}$" 81NHP<br>A/S DanskDieselmotor<br>KompagniHoleby | | |
| 542<br>5496<br>BGP | **Lisa Brodin** SteelScSr<br>*Elec.light* Wireless | 1814<br>1601<br>1061 | | | | | 1917 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | ErikBrodins<br>Rederiaktieb.<br>(E.Brodin,*Mgr.*) | 264·2<br>F11'B66'P30'<br>H148*t* | 42·1 | 17·9 | Töro<br>Swedish<br>*WB* | T.3Cy.$18\frac{1}{2}$",$29\frac{1}{2}$"&50"–36"<br>150NHP<br>FredrikstadM.V. | | N |
| 543 | **Lisbeth** IronScSr<br>1*Dk*&*Awng dk* | 677<br>651<br>420 | | | | | 1889 | Rostocker<br>Act.Ges.<br>Rostock | L.F.Mathies&Co. | 177·8<br>H24' | 26·8 | 17·5 | Hamburg<br>German<br>*WB* | C.2Cy.23"&42"–28"<br>78NHP<br>RostockerA.G.,Rostock | | |
| 544 | — CompScSr<br>(*ex*Frej) 1*Dk* | 209<br>168<br>126 | | | | | 1876 | Oscars-<br>hamnsM.V.<br>Oscarshamn | W.Harder | 99·9<br>B27'H8*t* | 21·9 | 10·2 | Wismar<br>German | C.2Cy.9"&$19\frac{1}{2}$"–$15\frac{5}{8}$"<br>13NHP<br>OscarshamnM.V. | | |
| 2545 | **Lisbeth Cords** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 907<br>773<br>496 | | | | | 1910 | Akt.Ges.<br>"Neptun"<br>Rostock | Dampfs.Ges.Aug.<br>CordsG.m.b.H. | 231·2<br>P&B177'F25' | 33·8 | 12·0 | Rostock<br>German<br>*WB* | T.3Cy.$14\frac{3}{8}$",$24\frac{3}{16}$"&$38\frac{5}{8}$"–$26\frac{3}{4}$"<br>77NHP<br>A.G."Neptun,"Rostock | | |
| 2546 | **Lisboa** SteelSc<br>*Elec.light* 1*Dk* | 1799<br>1593<br>1090 | | | | | 1911 | Schiffsw.v.<br>HenryKoch<br>Lübeck | | 277·7<br>P&B220'F35' | 39·2 | 17·9 | <br>British<br>*WB* | T.3Cy.$22\frac{1}{16}$",$35\frac{1}{16}$"&$53\frac{1}{8}$"–<br>$33\frac{7}{16}$" 163NHP<br>OttensenerMasFabAltona | | |
| 2547<br>IDQP | — SteelScSr<br>(*ex*WernerKunstmann,*ex*President<br>Barclay,*ex*Adjutant) 1*Dk* | 421<br>—<br>229 | | | | | 1899 | J.C.Teck-<br>lenborgA.G.<br>Geestemünde | Cia.UniãoFabril | 147·6<br>Q47'B46'F18' | 26·0 | 9·6 | Lisbon<br>Portuguese<br>*WB* | T3Cy.$11\frac{3}{16}$",$17\frac{3}{4}$"&$29\frac{5}{16}$"–$21\frac{5}{8}$"<br>NB19 40NHP<br>J.C.TecklenborgA.G.Gst. | | V |
| 22548<br>143673<br>KGVC | **Lisbon** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in*<br>Wireless *forward holds* *CruiserStern* | 1964<br>1332<br>1242 | ✠100A1<br>5,21~~9,20~~ | Abn<br>Liv<br>✠LMC9,20 | *q* | CL | 1920<br>9mo<br><br>*Lloyd* | Hall,Rus-<br>sell&Co.Ld<br>Aberdeen<br>'*sA&CP* | EllermanLines,Ld.<br>(GrahamSmith,<br>*Mgr.*) | 250·8<br>P&B157'F27'<br>*CellDB*220'428*t* | 38·2 | 17·1<br>FK | Liverpool<br>British<br>5*BHCem*<br>*APT*12*t* | T.3Cy.$16\frac{3}{4}$",29"&50"–33"(*r*<br>220lb 230NHP<br>2SB,*4cf*,GS78,HS3380 FD<br>Hall,Russell&Co.Ld.Abn. | 20 ″ 4<br>s 1 ″ 10<br>18 ″ 9 | |
| 22549<br>27254<br>SBVW | **Lisbon Maru** SteelTwinSc<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 7038<br>6450<br>4342 | ✠100A1<br>~~8,21~~~~1,21~~ 4,22 | Yka<br>✠LMC~~7,20~~<br>8,21 | *b*† | CL<br>1,21 | 1920<br>7mo<br><br>*Lloyd* | Yokohama<br>DockCo.<br>Yokohama<br>'*sA&CP* *C* | NipponYusen<br>KabushikiKaisha<br><br>*ell DB*392' 1314*t D* | 445·0<br>P35'B138'F35'<br><br>*Ta*42' 1337*t FPT*73 | 58·0 | 34·0<br><br>FK | Tokio<br>Japanese<br>7*BHCem*<br>*t APT*58*t* | T6Cy.$20\frac{1}{2}$",$33\frac{1}{2}$"&56"–48"(*s*<br>200lb 632NHP<br>4SB,*12cf*,GS225,HS9200 FD<br>YokohamaDockCo.Yka. | 34 ″ (<br>s 7 ″ $8\frac{1}{2}$<br>26 ″ 8 | |
| 22550<br>13707 | **Lisburn** WoodScDy<br>(*Fishing*)<br>1*Dk* | 101<br>110<br>48 | | | | | 1917 | ColbyBros.<br>Ld.<br>OultonBroad | O.H.Campbell,Ld. | 87·6 | 20·4 | 10·0 | Whitby<br>British | C.2Cy.$11\frac{3}{4}$"&26"–18"<br>29RHP<br>F.W.Carver&Co.Gt.Yar. | | |
| 22551<br>OLRN | **Liseron** SteelScK<br>(*Trawler*)<br>(*ex*YebisuMaruNo.2) 1*Dk* | 211<br>—<br>44 | | | | | 1911 | Kawasaki<br>Dkyd.Co.Ld<br>Kobe | Ch.LeChevalier | 117·2<br>Q67'F19' | 20·4 | 10·9 | Boulogne<br>French | T.3Cy.$12\frac{1}{2}$",20"&33"–23"<br>52NHP<br>KawasakiDkydCoLdKobe | | |
| 22552<br>126493 | **Lisgar** SteelScSr<br>1*Dk*(*Stl*) | 210<br>159<br>118 | ✠<br>*For Towing purposes*<br>11,09 | Qbc<br><br>✠ | | | 1909<br>10mo | Ardrossan<br>DD.&E.CoLd<br>*Completed by* | CanadianGovernment<br>Cie.Pontbriand,L | d.Sorel,P.Q.<br>*WB*=*FPT* | | 10·7<br>FK | Montreal<br>British<br>4*BHCem*<br>8*tAPT*12*t* | T.3Cy.12",19"&30"–20"<br>47RHP<br>1SB,*3cf*,GS45,HS1120<br>McKie&Baxter,Glasgow | 11 ″ 6 | |
| 22553 | **Lisij Nos** SteelSc<br>1*Dk* | 153<br>—<br>104 | | | | | 1895 | Motala<br>Mek.Verk.<br>Motala | Petrograd<br>Sestrorietzk<br>RailwayCo. | 101·4 | 21·9 | 8·5 | Petrograd<br>Russian | C.2Cy.$15\frac{3}{4}$"&$29\frac{1}{2}$"–$19\frac{1}{2}$"<br>31NHP | | |
| 22554<br>MGTN | **Lisken** SteelScSr<br>1*Dk* | 1105<br>969<br>655 | | | | | 1911 | Trndhjms<br>Mek.Værks.<br>Trondhjem | A/S D/S Lisken<br>(W.Hansen) | 226·1<br>P15*t*H34*t*F26*t* | 36·5 | 15·8 | Bergen<br>Norwegian<br>*WB* | T.3Cy.17",$27\frac{1}{2}$"&46"–30"<br>115NHP<br>TrondhjemsMV.Trndhjm. | | N |
| 22555<br>70472 | **Lismore** IronPadSp | 181<br>181<br>18 | | | | | 1874 | Barrow<br>S.B.Co.<br>Barrow | FurnessRailway | 125·4 | 24·1 | 9·9 | Barrow<br>British | D.2Cy.36"–60"<br>154NHP<br>Brw.S.B.C.(Lim.),Brw. | | |
| 22556 | **Lissabon** SteelSc<br>*Elec.light* 2*Dks* | 2781<br>2563<br>1711 | | | | | 1909 | Akt.Ges.<br>"Neptun"<br>Rostock | | 291·6<br>P28'F28' | 43·9 | 24·1 | <br><br>*WB* | T.3Cy.$20\frac{1}{2}$",$35\frac{7}{16}$"&$55\frac{7}{8}$"–$37\frac{3}{8}$"<br>190NHP<br>A.G."Neptun,"Rostock | | |
| 22557<br>OLRZ | **Listrac** SteelSc3MstSr<br>*Mchy.Aft* 1*Dk* | 778<br>—<br>144 | | | | | 1907 | Forges&C.<br>de la Médit<br>Havre | Worms&Cie. | 196·0<br>P&B128'F35' | 27·8 | 14·6 | Havre<br>French | T.3Cy.15",$23\frac{5}{8}$"&37"–$27\frac{5}{8}$"<br>72NHP<br>Forges&C.de laMédit.Hav. | | V |
| 22558<br>MSWF | **Lita** SteelScSr<br>*OilEng.*<br>*Fitted for liquid fuel* 1*Dk* | 687<br>575<br>371 | | | | | 1919 | Framnes<br>Mek.Værks.<br>Sandefjord | D/S A/S Laly<br>(C.T.Gogstad&Co<br>*Mgrs.*) | 184·4<br>P32*t*H50*t*F32*t*B89*t* | 30·2 | 12·8 | Chrstiania<br>Norwegian<br>*WB* | Oil Engine 2S.C.SA<br>4Cy.$16\frac{1}{2}$"–$18\frac{9}{10}$" 91NHP<br>J&CGBolindersCoLd.Skm | | N |
| 22559<br>137540<br>JPOV | **Lithium** SteelScYl<br>*ss*Liv.No1-21<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 301<br>206<br>113 | ✠100A1<br>4,21~~7,20~~ | Bkn<br>Liv<br>✠LMC~~7,17~~<br>4,21 | *e* | CL<br>~~7,20~~<br>4,21 | 1917<br>4mo<br><br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>'*sA&CP* | UnitedAlkaliCo.<br>Ld. | 135·2<br>Q50'B9'F21' | 23·1 | 9·4<br><br>FK | Liverpool<br>British<br>3*BHCem*<br>*FPT*38*t* | T.3Cy.12",20"&34"–24" (*s*)<br>180lb 69RHP<br>1SB,*2cf*,GS33,HS1175<br>ShieldsE.&DDCo.LdN.Sbl | 10 ″ 6<br>s ″ 8<br>10 ″ 1 | |
| 22560 | | | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22561<br>217289<br>LPBF | **Lithopolis** SteelSc<br>*Elec.light* Wireless Sub.Sig. 1*Dk* | 2363<br>1884<br>1407 | | | ... | | 1918 | TampaS.B.&Eng.Co.<br>Tampa,Fla. | UnitedStates ShippingBoard | 263·4<br>P27'B65'F28' | 42·4 | 22·2<br>FK | Tampa,Fla<br>Utd.States<br>*WB* | T.3Cy.19",30½"&51"-36"<br>262NHP<br>TampaSB&ECoTampaFla |
| 22562 | **Litsun** SteelScSr<br>(*ex*Bintang) 1*Dk*(*Stl*)&*Webframes* | 1404<br>1046<br>873 | ✠<br>*withfreeboard*<br>6,04 ✠ | Yka | *p* | | 1901<br>8mo | Ramage&Ferguson,Ld.<br>Leith | Russian Government<br>*WB=CellDBa57'* | 236·5<br>Q81'B59'F26'<br>RFD69'<br>*uE&B50'f86'372t* | 37·0 | 15·1<br>FK | Russian<br>4*BHCem*<br>*APT21t* | T.3Cy.18",30"&49"-33"<br>160NHP<br>2SB,4*cf*,GS84,HS2625<br>Ramage&Fergusn,Ld.Lth |
| 22563<br>98715<br>MVFT | **Little Emma** IronScK<br>*ss*Hul.No.1-95<br>(*ex*Natal) 1*Dk* | 167<br>150<br>69 | ✠<br>*StmTrawler*<br>2,95 ✠ | Hul | | | 1890<br>12mo | Cochrane,Copr&Schofield<br>Beverley | W.Ellis (T.Coombes,*Mgr.*) | 105·6 | 21·0 | 11·0<br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.12½",19½"&31½"-22½"<br>NB07 50RHP<br>Amos&Smith,Hull |
| 22564<br>118662 | **Little Orme** SteelScK<br>*ss*Liv.No.3-10,17<br>(*ex*E.L.Lawson) 1*Dk*(*Stl*)<br>*Mchy.Aft* | 203<br>134<br>79 | ✠100A1<br>4,21 ~~10,19~~<br>LMC10,19<br>BS5,21 | Liv | *c* | ~~10,19~~<br>5,21 | 1906<br>7mo<br>*Lloyd* | Montrose S.B.Co.<br>Montrose<br>*'sA&CP* | ZillahShipping&CarryingCo.Ld.<br>(W.A.Savage,Ld.,*Mgrs.*) | 112·0<br>Q37'F26' | 20·5 | 8·4<br>FK<br>*WB=* | Liverpool<br>British<br>3*BHCem*<br>*FPT50t* | C.2Cy.13"&26"-18" (*s*)<br>130lb 31RHP<br>1SB,2*pf*,GS35,HS560<br>A.Shanks&SnLd.Arbroath |
| ※ 22565 | **Lituania** SteelTwinSc<br>*ss*Ham.No.1-21<br>(*ex*Czaritza) 2*Dks*(*Stl–U*teaks&2nd *dk*–ws)&*Shade dk*(*Stl*–ws)<br>*Elec.light*<br>*Ref.Mchy.* Wireless | *6598*<br>*4793*<br>*4119* | ✠100A1<br>*Shade dk*<br>~~10,21~~ 3,21<br>4,22<br>✠LMC1,21<br>BS4,21 | NYk<br>~~Con~~Got | *b*† | CL<br>~~1,21~~<br>~~10,21~~<br>4,22 | 1915<br>5mo<br>*Lloyd* | Barclay,Curle&Co.Ld<br>Glasgow<br>*'sA&CP*<br>*CellD* | RussianEast AsiaticS.S.Co.Ld.<br>*Ba104'uE46'f182'* | 440·0<br>705*t* *DTa33'* 184*t* | 53·4 | 29·3<br>FK | Copnhagn<br>Danish<br>10*BHCem*<br>*DTf18'337t* | Q.8Cy21½",30¾",44"&63"-48"<br>215lb (*s*) FD 889NHP<br>6SB,18*cf*,GS332,HS13302<br>Barclay,Curle&Co.Ld.Gls<br>*FPT51tAPT21t* |
| 22566 | **Liu Hsing** SteelTwinScSr<br>*Elec.light* Sub.Sig. 2*Dks*(*UTeak*) | 724<br>599<br>449 | ✠<br>9,02<br>✠ | Kob | *j* | | 1902<br>9mo | Kawasaki DockyardCo.<br>Kobe | ChineseMaritime Customs<br>*WB=DBa11'f28'* | 194·0<br>B46'<br>50*t Abreast tunnels* | 27·5 | 15·1<br>FK | Shanghai<br>Chinese<br>4*BHCem*<br>57*tFPT6t* | T.6Cy.13½",22"&36"-24"<br>173NHP<br>2SB,6*cf*,GS105,HS3161<br>KawasakiDkyd.Co.Kobe |
| ※ 22567<br>JTPN | **Liv** SteelScSr<br>*ss*Shl.No.3-5,12<br>*ss*Xia.No.2-21<br>1*Dk*(*ptStl&ptIrn*)2*trB&Webframes*<br>*Elec.light* Wireless &*ptAwng dk*(*Irn*) | 3068<br>2325<br>1979 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>3,22 ~~2,21~~<br>✠LMC2,21<br>BS3,22 | Xia | *u* | 2,21 | 1896<br>9mo | Ropner&Son<br>Stockton<br>A&CP | RederiA/S"Frey" (N.A.Örum,*Mgr.*)<br>*WB=CellD* | 322·2<br>P25'Q106'<br>*ptAwngdk*191'<br>*Ba110'uE24'f120'* | 41·5 | 20·6<br>BK10" | Chrstiania<br>Norwegian<br>5*BHCem*<br>576*tAPT30t* | T.3Cy.23",37"&61"-42" (*r*)<br>160lb *100lb* NDB09 246NHP<br>2SB,6*rf*,GS104,HS3760<br>Blair&Co.(Lim.),Stockton |
| ※ 22568 | **Livanos** SteelScSr<br>*ss*Bkn.2ndNo.3-11,17<br>(*ex*Hilarius,*ex*AfghanPrince)<br>*Elec.light* 1*Dk*(*Stl*)&*Spardk*(*Stl*–ws)&<br>Wireless *deepframing&Shelter dk* | 3355<br>2971<br>2007 | ✠100A1<br>*Spar dk*<br>1,21<br>✠LMC8,20<br>✠NB(1)5,01<br>BS11,21 | Shl | *w* | CL<br>11,19 | 1894<br>6mo | R.Stephenson&Co.Ld.<br>Newcastle<br>A&CP | M.G.Livanos<br>*CellDBa96'uE&B* | 344·6<br>P38'B96'F36'<br>48'*f*134' 559*t* *FPT* | 43·1 | 18·8<br>26·8<br>FK | Piræus<br>Greek<br>5*BHCem*<br>42*tAPT28t* | T.3Cy.28",46 9/16"&75"-48"(*s*)<br>160lb 448NHP<br>2SB(FD)&1SB,3,01,9*cf*,<br>GS179,HS759<br>R.Stephenson&CoLd.Nwc |
| 22569<br>640 | **Livathos** SteelSc<br>(*ex*Rapp) *OilEng.*<br>*Mchy.Aft* 1*Dk* | 251<br>—<br>118 | | | | | 1908 | Oskrshmns M.V.Aktieb.<br>Oskarshamn | P.Varvatis (V.Panaghiote,*Mgr.*) | 101·4<br>Q30'H14*t*F11' | 22·8 | 11·3 | Odessa<br>Russian<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.7⅞"-12 3/16" 22NHP<br>Akt.DieselsMotorer,Skm. |
| ※ 22570<br>24769<br>RKQF | **Liverpool Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>Wireless | 5864<br>5586<br>4259 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>8,21 ~~10,20~~<br>✠LMC~~4,19~~<br>8,21 | Cff<br>Kob | *y* | 7,21 | 1919<br>4mo | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>A&CP | ~~KawasakiDkyd.Co.Ld.~~ KokusaiKisenKabushiki Kaisha<br>*Colli*<br>*CellDB* | 385·0<br>*sion BH to Awng dk*<br>334'1118*t* *FPT126t* | 51·0 | 36·0<br>FK | ~~Kobe~~ Susami<br>Japanese<br>*Cem*<br>5*BH toU dk*<br>*APT93t* | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 440NHP<br>2SB&1AuxSB,8*cf*, FD<br>GS154,HS5741<br>KawasakiDkydCoLdKobe |
| 22571<br>42<br>QGDW | **Livietta** SteelScSr<br>*Elec.light* Wireless 1*Dk&Awng dk* | 2697<br>2647<br>1709 | | | ... | | 1899 | N.Odero fu A.<br>SestriPnente | Dall'Orso&Co. | 299·7 | 40·9 | 18·2<br>25·2<br>FK | Spezia<br>Italian<br>*WB* | T.3Cy.20½",33½"&55"-39"<br>224NHP<br>N.Odero fu A.SestriPnente |
| 22572<br>141005 | **Livingstone** CompScSr<br>Now named "Westland," See letter W.<br>*Mchy.Aft* 2*Dks&Awng dk* | 2134<br><br>1622 | | | | | 1889 | Detroit DryDockCo.<br>Wyandotte | TriStateS.S.Co. (M.Thompson,*Mg*) | 281·0 | 41·0 | 20·0<br>*WB* | Milwaukee Wis.<br>Utd.States | T.3Cy.20",33"&54"-42"<br>189NHP<br>FrontierIronWrks,Detroit |
| 22573<br>MONK | — SteelScSr<br>*Elec.light* 1*Dk* | 1005<br>769<br>621 | | | | | 1905 | Stavanger Stöberi&Dok<br>Stavanger | ~~GermanGovernment~~ EmilR.Retzlaff | 221·1<br>Q115*t*B55*t*H14*t*<br>F33*t* | 32·1 | 12·0 | German<br>*WB* | T.3Cy.16",26"&43½"-30"<br>103NHP<br>StavangerStöberi&Dok |
| 22574<br>221031<br>MCKH | **Livingstone Roe** SteelSc<br>For full particulars See No. 38156 in Supplement<br>*Elec.light*<br>*Mchy.Aft* *Longitudinalframing* | 8194<br>8083<br>5934 | 100A1<br>*Shelter dk*<br>(*ClassContemplated*)<br>*CarryingPetroleum in bulk* | | | | 1921 | GMStandiferCnst.Corp<br>Vancouver, Wash. | StandardOilCo. (NewJersey) | 462·4 | 60·2 | 29·7 | NewYork<br>Utd.States | Q.4Cy.24",35",51"&75"-51"<br>Hooven,Owens&RentschlerCo.Hamilton,O. |
| ※ 22575<br>121279<br>HFJC | **Livingstonia** SteelScSr<br>*ss*Mch No.3-11,18<br>2*Dks*(*Stl*)&*deepframing*<br>*Elec.light* Wireless | 4294<br>4091<br>2799 | ✠100A1<br>~~7,21~~ ~~4,20~~ 5,22<br>~~[illegible]~~ ✠LMC11,18<br>BS1,22 | Gls | *x* | CL<br>~~3,20~~<br>5,22 | 1906<br>1mo<br>*Lloyd* | A.Stephen&Sons,Ld.<br>Glasgow<br>*'sA&CP* | S.S.LivingstoniaCo.Ld.(Maclay&McIntyre)<br>*WB=CellDBa*<br>*uE&B38'f169'902t* | 385·5<br>P47'B113'F38'<br>121'<br>*FPT123tAPT268t* | 50·0 | 26·2<br>FK | Glasgow<br>British<br>4*BH to U dk*<br>2*BH toM dk*<br>*Cem* | T.3Cy.25⅝",41"&67"-48" (*s*)<br>175lb *70lb* 390NHP<br>2SB,6*cf*,GS128,HS5450 FD<br>A.Stephen&Sons,Ld.Gls. |
| 22576<br>84195<br>WGFQ | **Livonian** SteelTwinSc4MstBk<br>*ss*Lon.No.3-6,95<br>(*ex*LudgateHill) 2*Dks*(*Stl–U*ws)3*trB* | 4017<br>3841<br>2594 | ✠<br>7,97 | Gls | *x* | | 1881<br>11mo | Dobie&Co.<br>Glasgow | The Admiralty | 420·3<br>*WB=MT36'593t* | 47·0 | 26·5<br>FK | Glasgow<br>British<br>9*BHCem*<br>*DTa38'402t* | T.6Cy.18",30"&49"-42"<br>NE&B00 312NHP<br>10SB,10*f*,GS250,HS8108<br>Workman,Clark&CoLdBel |
| 22577 | **Livonier** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 2943<br>2443<br>1744 | ✠100A1<br>7,20<br>✠LMC7,20 | Wmn | *t* | CL | 1920<br>7mo | Pusey&JonesCo.<br>Wilmington, Del.<br>CP | LloydRoyalBelge Soc.Anon.<br>*CellDB244'644t* | 300·0<br>P37'B79'F29'<br>*DTa12'43t FPT64t* | 44·1 | 22·9<br>FK | Antwerp<br>Belgian<br>6*BHCem*<br>*APT99t* | T.3Cy.19¾",31½"&54¼"-36"<br>200lb (*r*) 305NHP<br>2SB,6*cf*,GS118,HS4842 FD<br>Pusey&Jones,Ld.Wmn. |
| 22578<br>129254<br>HQKB | **Livorno** SteelScSr<br>Wireless 1*Dk&Shelter dk* | 1911<br>1672<br>1079 | | | | | 1909 | Earle'sCo.Ld.<br>Hull | Ellerman'sWilson LineLd. | 300·2 | 42·5 | 17·6 | Hull<br>British<br>*WB* | T.3Cy.22",35"&59"-39"<br>217NHP<br>Amos&Smith,Ld.Hull |
| 22579<br>104647<br>PBQN | **Lizard** SteelScSr<br>Wireless 2*Dks* | 1176<br>907<br>499 | | | | | 1895 | WBThompson&Co.(Ld.)<br>Dundee | ClydeShppg.Co.Ld (WCuthbert,*Mgr*) | 246·5<br>P150' F52' | 33·7 | 16·2 | Glasgow<br>British<br>*WB* | T.3Cy.23",38"&61"-48"<br>258NHP<br>W.B.Thmpsn&Co.Ld.Dun. |
| 22580<br>3925<br>JMKD | **Lizzie** SteelScSr<br>*ss*Hpl.No.3-8,14<br>1*Dk*(*ptStl&ptIrn*)&*deepframing* | 1262<br>1104<br>751 | ✠ —<br>8,20<br>✠ | Hbg | *o* | | 1901<br>8mo | Fevigs Jernskibsbyg<br>Fevig | Rederiaktieb. Ocean (H.Persson &Co.*Mgrs.*)<br>*WB=CellDB* | 232·4<br>P22'B56'F24'<br>*a&uE70'f104'330t* | 34·1 | 16·9<br>FK | Landskrna<br>Swedish<br>4*BHCem*<br>*APT25t* | T.3Cy.17",27"&45"-33"<br>127NHP<br>1SB,3*cf*,GS60,HS2024<br>Richardsons,Westgarth&Co.Ld.Mdb. |

| | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31 | **Lizzie** IronScSr<br>*ss*Hbg.2ndNo.3–4,06<br>(*ex*Hardwick) *ss*Hbg.No.2–15<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*Cargo battens not fitted* | 1095<br>834<br>654 | ✠<br>12,19<br>✠ | Hbg | *n* | | 1880<br>12mo | E.Withy&Co.<br>Hartlepool | ~~GermanGovernment~~ EmilR.Retzlaff | 236·0<br>Q90′B61′F30′ | 31·6 | 13·7<br>FK<br>*WB*=*Cell* | German<br>4*BHCem*<br>*DB*202′ 274*t* | C.2Cy.27″&51″–33″<br>NDB98 *refittd*11<br>1SB,3*pf*,GS54, 120NHP<br>T.Richardson&Sons,Hpl. | 15 ″ 8 | |
| 82<br>762<br>NB | — (*IN PORT DAMAGED 3,21*) SteelSc<br>*ss*Shl.2ndNo.3–5,12<br>*Well deck* *ss*Sws.No.1–18<br>1*Dk*(*Irn*)2*trB* | 802<br>637<br>487 | ✠<br>11,18 | Sws | *l* | | 1888<br>2mo | J.Readhead&Sons<br>S.Shields | EasternShipping Agents,Ld. | 200·5<br>Q73′B51′F30′ | 30·0 | 13·6<br>BK7½″<br>*WB*=*Cell* | Liverpool<br>British<br>4*BHCem*<br>*DB*165′216*t* | T.3Cy.16″,26″&43″–30″<br>NDB10 90RHP<br>1SB,3*cf*,GS48,HS1573<br>J.Readhead&SnsS.Shields | 15″11 | |
| 83<br>696<br>WN | — SteelScK<br>*ss*Bng.No.3–2,20<br>1*Dk* | 278<br>239<br>109 | ✠100A1<br>*StmTrawler*<br>2,20 ✠LMC2,20 | Bng | | CL<br>2,20 | 1907<br>11mo<br>*Lloyd* | GooleS.B.&Repg Co.Ld<br>Goole<br>'*sA&CP* | H.Burns | 130·0<br>Q76′F22′ | 22·6 | 12·1<br>BK7½″ | Grimsby<br>British<br>3*BHCem* | T.3Cy.13″,21″&35″–25″ (*r*)<br>180lb 76RHP<br>1SB,3*pf*,GS43,HS1258<br>W.V.V.Lidgerwood,Gls. | 13 ″ 0 | |
| 584<br>360<br>GB | **Lizzie D.** SteelSc<br>1*Dk* | 122<br>—<br>83 | | | | | 1907 | Neafie&LevyCo.<br>Philadelphia | WestIndiaTransportationCo. | 77·8 | 21·0 | 10·5 | NewYork<br>Utd. States | C.2Cy.12½″&25″–18″<br>22NHP<br>Neafie&LevyS&EBCo.Phl | | R |
| 585<br>4912 | **Lizzie Melling** SteelScK<br>*ss*Flt.No.3–3,19<br>1*Dk* | 207<br>194<br>79 | ✠100A1<br>*StmTrawler*<br>3,21 ~~3,19~~ BS11,21<br>~~BS7,20~~ ✠LMC3,19 | Flt | | CL<br>~~3,19~~<br>3,21 | 1904<br>10mo<br>*Lloyd* | Smith's DockCo.Ld.<br>NorthShields<br>'*sA&CP* | MellingTrawlers, Ld.(H.Melling, *Mgr.*) | 117·0 | 21·6 | 12·0<br>BK7½″ | Preston<br>British<br>3*BHCem* | T.3Cy.12″,20″&33″–23″ (*s*)<br>180lb 62RHP<br>1SB,2*pf*,GS36,HS1237<br>ShieldsEng.Co.Ld.N.Shl. | 12″11 | |
| 586<br>4867<br>ROB | **Ljusterö** SteelSc<br>1*Dk* | 197<br>99<br>129 | | | | | 1908 | Bergsunds M.V.Aktieb.<br>Stockholm | VaxholmsNya Ångf.Aktieb.(O.F. Ekebohm,*Mgr.*) | 104·0<br>B43′ H47*t* | 19·4 | 9·0 | Vaxholm<br>Swedish | C.2Cy.13⅛″&26¼″–19$\frac{9}{16}$″<br>25NHP<br>BergsundsM.V.Aktb.Skm. | | |
| 587 | **Llai Llai** IronScSr<br>(*ex*Stirling,*ex*Lamington)<br>2*Dks* | 2016<br>—<br>1499 | ✠<br>11,95 | | | | 1881<br>8mo | R.Duncan&Co.<br>PortGlasgow | | 274·0 | 37·0 | 23·2<br>BK10″ | Chilian<br>*WB* | T.3Cy.20″,32″&53″–42″<br>182NHP<br>*Trp*.94.Blkwd&Grdn,P.Gl. | | V |
| 588<br>05187<br>PSRL | **Llanberis** SteelScSr<br>*ss*Cff.No.3–7,10<br>(*ex*Llandudno) *ss*Shl.No.2–19<br>Wireless 1*Dk*(*Irn*)2*trB*<br>&*Webframes*3*Dk rule* | 4064<br>3379<br>2625 | ✠100A1<br>*Trunk dk*<br>*withfreeboard*<br>10,20 BS10,21<br>~~BS11,20~~ ✠LMC10,19 | Bry | *w* | CL<br>11,20 | 1897<br>7mo | Ropner&Son<br>Stockton<br>A&CP *WB*=*C* | LlanberisS.SCo.Ld (E.Thomas,Radcliffe&Co.)<br>*ell DBa*112′ *uE*24′ | 336·5<br>P30′B65′F29′<br>*f*132′711*tFPT*218*t* | 46·6 | 25·7<br>FK | London<br>British<br>6*BHCem*<br>*APT*196*t* | T.3Cy.24″,40″&65″–42″ (*s*)<br>160lb HS5230 311NHP<br>2SB&1Aux.SB,8*rf*,GS146,<br>Blair&Co.Ld.Stockton | 27 ″ 3<br>s4 ″ 6½<br>23 ″ 3 | |
| 2589<br>60772<br>PGFM | **Llanelly** IronScSr<br>*ss*Bkn.3rdNo.3–9,14<br>*ss*Liv.No.1–20<br>1*Dk* | 369<br>322<br>154 | ✠100A1<br>2,20<br>✠NB7,91 ✠LMC<br>MS12,19 ~~MBS9,20~~<br>~~DBS6,20~~ BS9,21 | Liv | *g* | 2,20 | 1875<br>4mo | W.Allsup&Sons<br>Preston<br>A&CP | S.Wales&Liv.S.S. Co.Ld.(R.Gilchrist &Co.*Mgrs.*) | 166·2<br>Q32′F32′ | 23·9 | 13·1<br>BK6½″<br>*WB*=*D* | Liverpool<br>British<br>4*BHCem*<br>*Ba*44′*FPT* | C.2Cy.23″&40″–30″<br>80lb *100lb* NDB14 80RHP<br>1SB,3*pf*,GS40,HS1120<br>W.Allsup&Sons,Preston | 13″10<br>s1″7½<br>13 ″ 2 | |
| 22590<br>135884<br>JCKG | **Llanelly Trader** SteelScSr<br>~~*ss*Cff.No.1–17~~<br>*Elec.light* *ss*Sws.No.2–21 1*Dk*(*Stl*)<br>*Well deck* | 702<br>584<br>296 | ✠100A1<br>12,21 4,20<br>~~BS8,20~~ ✠LMC~~11,17~~<br>BS9,21 MS12,21 | Cff<br>Sws | *l* | CL<br>4,20 | 1913<br>5mo<br>*Lloyd* | Dundee S.B.Co.Ld.<br>Dundee<br>'*sA&CP*<br>*WB* | LondonWelshS.S. Co.Ld.<br>= *Cell D Ba*36′*uE* | 200·3<br>P&B115′F57′<br>19′*f*86′168*tFPT*24 | 31·5 | 12·2<br>FK | W.Hartlpl<br>British<br>4*BHCem*<br>*APT*9*t* | T.3Cy.17″,28″&46″–33″ (*s*)<br>180lb *100lb* 171NHP<br>1SB,4*cf*,GS81,HS3177<br>Richardsons,Westgarth&Co.Ld.Hpl. | 14 ″ 4 | |
| 22591<br>113534<br>SBJF | **Llangollen** SteelScSr<br>*ss*Cff.No.3–4,13<br>*ss*Brs.No.2–20<br>Wireless 1*Dk*(*Irn*)2*trB deepframing*&<br>*Webframes*3*Dk rule* | 3842<br>3543<br>2443 | ✠100A1<br>8,21 ~~6,20~~<br>✠LMC<br>MS3,19 BS6,~~20~~ 6,21 | Brs<br>Npt | *w* | CL<br>~~6,20~~<br>8,21 | 1900<br>11mo<br>*Lloyd* | Richardson,Duck&Co.<br>Stockton<br>'*sA&CP* | LlangollenS.S.Co. Ld.(E.Thomas, Radcliffe&Co.)<br>*WB*=*C* | 340·0<br>P32′B179′F34′<br>*ell DBa*108′*uE*25′*f* | 48·1 | 25·8<br>FK | London<br>British<br>6*BHCem*<br>146′893*tD1* | T.3Cy.25″,42″&68″–45″ (*s*)<br>160lb 365NHP<br>2SB&1AuxSB,8*cf*,GS153,<br>Blair&Co.Ld.Stk. HS6305<br>*f*25′610*tFPT*166*tAPT*175*t* | 28 ″ 4<br>s4 ″ 3½<br>24 ″ 6 | |
| 22592<br>119960<br>HBMC | **Llangorse** SteelScSr<br>*ss*Cff.No.1–20 *ss*Cff.No.3–8,16<br>(*ex*Llanover, 1*Dk*(*Stl*)2*trB*<br>*ex*ClarissaRadcliffe) &*Webframes*<br>Wireless | 4703<br>4067<br>3040 | ✠100A1<br>*Trunk dk*<br>*no sheer*<br>~~5,21~~ ~~5,19~~ 8,21 BS4,21<br>MS9,20<br>~~BS2,20~~ ✠LMC~~[illegible]~~ | Rot<br>Npt | *x* | CL<br>9,20 | 1904<br>10mo<br>*Lloyd* | Ropner&Son<br>Stockton<br>'*sA&CP* *WB*= | LlangorseS.S. Co.Ld.(E.Thomas, Radcliffe&Co.)<br>*CellDBa*114′*uE*&*B* | 351·5<br>F33′<br>44′*f*144′1074*tFPT*2 | 53·1 | 27·6<br>FK | London<br>British<br>6*BHCem*<br>14*tAPT*244*t* | T.3Cy.26″,42″&70″–48″ (*s*)<br>160lb ~~80lb~~ *100lb* 361NHP<br>3SB,9*rf*,GS160,HS5750<br>Blair&Co.Ld.Stockton | 30 ″ 4<br>s6 ″ 1½<br>24 ″ 7 | |
| 22593<br>135315<br>JDTK | **Llanstephan Castle**<br>SteelTwinScSr<br>*Elec.light* *ss*Lon.No.1–19<br>Sub.Sig. 2*Dks*(*St*-Uteak s)<br>Wireless &*Shelter dk*(*Stl*-teak s)&<br>*Ref.Mchy.* 3*rd dk*(*Stl*)*inNos*.1,2&3*holds* | 11293<br>8881<br>7021 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~6,21~~ ~~2,21~~ 10,21<br>~~BS9,21~~ ✠LMC2,18<br>BS3,22 | Sou<br>Lon | *g*† | CL<br>9,19 | 1914<br>2mo<br>*Lloyd* | Fairfield Co.Ld.<br>Glasgow<br>'*sA&CP* *WB* | Union-CastleMail S.S.Co.Ld.<br>= *CellDBa*100′*uE* | 500·5<br>P59′B243′F86′ *on*<br>*Shltrdk* FK&BK2″<br>92′*f*188′1342*t FPT* | 63·3 | 37·2 | London<br>British<br>10*BHCem*<br>113*tAPT*61*t* | Q.8Cy.24″,34″,50″&73″–51″<br>220lb (*s*) 1157NHP<br>3D&2SB,24*cf*,GS529,<br>HS20726<br>FairfieldCo.Ld.Glasgow | 40 ″ 0<br>s12″0½<br>28 ″ 8 | BT till 2,22 |
| 22594<br>98871<br>MBHQ | **Llanthony Abbey** SteelScSr<br>*ss*Sld.2ndNo.3–10,16<br>*Well deck* 1*Dk*(*Irn*)&*Webframes*<br>Wireless *ss*Cff.No.1–20 | 2432<br>1848<br>1513 | ✠100A1<br>10,21 ~~5,19~~<br>✠LMC11,20<br>BS10,21 | Sld<br>Shl | *s* | 4,21 | 1890<br>12mo | Ropner&S.<br>Stockton<br>A&CP | ~~Allen,Adams&Co. Ld.~~ ~~Temple S.S.Co Ld(TempleThomson&Clark,*Mgrs.*)~~<br>H.Harrison(Shipping)Ld. | 290·0<br>P29′Q88′B116′F31′ | 39·1 | 18·6<br>BK10″<br>*WB*=*Cell* | Newport<br>British<br>5*BHCem*<br>*DB*238′454*t* | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *100lb* NDB12 217NHP<br>2SB,4*rf*,2*cf*,GS84,HS3250HP<br>Blair&Co.(Lim.),Stockton | 21″10<br>s1 ″ 9<br>20 ″ 11 | |
| 22595<br>HSNJ | **Llodio** SteelScSr | 763<br>—<br>458 | | | | | 1916 | Soc.Española deConst. Metal.<br>Gijon | Sociedad MetalurgicaDuroFelguera | 171·4 | 26·7 | 18·7 | Gijon<br>Spanish | C.2Cy.17″&32″–22″<br>40NHP | | |
| 22596 | **Lloydsen** SteelSc3MstSr<br>Now named "Bilbao," See No. 36450 in Supplement<br>(*Whaler*)<br>*Mchy.Aft* *Elec.light* 2*Dks* | 545<br>450<br>247 | | | | | 1911 | Akers Mek.Værks.<br>Christiania | GermanGovernment | 162·3<br>Q51*t*H10*t*F17*t* | 28·1 | 14·6 | German<br>*WB* | T.3Cy.15½″,25″&42″–30″<br>97NHP<br>AkersMek.Værks.Xia. | | |
| 22597<br>HJWF | **Loanda** SteelScSr<br>*Elec.light* Wireless 2*Dks*3*trB* | 3333<br>2625<br>2087 | | | ... | | 1889 | Scott&Co.<br>Greenock | Cia.Nacional de Navegação | 363·5<br>P44′B142′F51′ | 42·2 | 25·3<br>BK11″ | Lisbon<br>Portuguese<br>*WB* | T.3Cy.31″,50″&80″–54″<br>529NHP<br>Scott&Co.,Greenock | 28 ″ 6 | |
| ~~23598~~<br>22598<br>145879<br>KJRQ | **Lobos** SteelTwinSc<br>2*Dks*(*Stl*)&*Shltr dk*(*Stl*) *OilEng.*<br>*Elec.light* Wireless | ~~6800~~<br>6479<br>6061<br>3997 | ✠100A1<br>*Shelter dk withfreeboard*<br>3,22 ~~10,21~~ ✠LMC10,21<br>~~(*ClassContemplated*)~~ | ~~Grk~~ Lon | *z* | CL | 1921<br>10mo<br>*Lloyd* | Harland&Wolff,Ld.<br>Greenock<br>'*sA&CP* | PacificStmNavCo. | 405·6<br>P32′B89′F46′*on*<br>*Shelter dk*<br>*CellDB*340′1039*tFPT*116*t APT*123*t* | 54·2 | 32·8<br>FK | Liverpool<br>British<br>*ptCem*<br>3*BHtoSh.dk* | Oil Engines 4S.C.SA<br>12Cy.~~26″–39⅝″~~ 26⅜″–39⅜″<br>DB*100lb* 655NHP<br>Harland&Wolff,Ld.Gls. | 35 ″ 6<br>s8″10½<br>27 ″ 0 | |
| 22599<br>129343 | **Loch Assater** SteelScK<br>*ss*Abn.No.2–20<br>1*Dk* | 210<br>207<br>79 | ✠100A1<br>*StmTrawler*<br>8,20 ✠LMC<br>~~BS3,20~~ MS8,20<br>BS10,21 | Abn | | CL<br>2,19 | 1910<br>9mo<br>*Lloyd* | J.Duthie TorryS.B.Co.<br>Aberdeen<br>'*sA&CP* | EmpireStm.Fshng Co.ofAberdeen,Ld. (H.A.Holmes,*Mgr*) | 115·1 | 22·6 | 12·2<br>BK7½″<br>*WB* | Aberdeen<br>British<br>3*BHCem*<br>=*DTf*5′12*t* | T.3Cy.12″,20″&34″–23″ (*s*)<br>180lb 56RHP<br>1SB,3*pf*,GS40,HS1250<br>J.Abernethy&Co.Aberdeen | 13 ″ 0 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu. | 3<br>Matériaux, Gréement, etc.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22600<br>129332 | Loch Awe | SteelScK<br>ssAbn.No.2-19<br>1Dk | 216<br>211<br>82 | ✠100A1<br>StmTrawler<br>5,21 ~~12,20~~<br>MS9,19 ✠LMC BS9,20 | Abn | | CL<br>12,20 | 1909<br>7mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | LochLineSteam Trawling&Fishing Co.Ld. (H.A.Holmes Mgr) | 115·7 | 22·6 | 12·2<br>BK7½″<br>WB= | Aberdeen<br>British<br>3BHCem<br>DBf5'12t | T.3Cy.12″,20″&34″-23″ (r)<br>180lb 75RHP<br>1SB,3pf,GS41,HS1374<br>Hall,Russell&Co.Ld.Abn |
| 22601<br>123384 | Loch Broom | SteelScK<br>1Dk | 197<br>186<br>75 | | | ... | | 1907 | A.Hall&Co.Ld.<br>Aberdeen | ResoluteFishing Co.Ld. (G.E.Hall, Mgr.) | 112·3 | 21·8 | 11·9 | Lowestoft<br>British<br>WB | T.3Cy.11½″,20″&33″-22″<br>60RHP<br>A.Hall&Co.Ld.Aberdeen |
| 22602<br>137190 | Loch Brora<br>(exVale of Forth) | SteelScK<br>ssAbn.No.1-21<br>1Dk | 226<br>210<br>88 | ✠100A1<br>StmTrawler<br>7,21 ~~2,19~~<br>2,22<br>✠LMC~~1,16~~ 7,21 | Abn | | CL<br>~~1,19~~<br>7,21 | 1916<br>3mo<br>Lloyd | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'sA&CP | BonAccordSteam FishingCo.Ld. (H.A.Holmes Mgr) | 115·0 | 22·8 | 12·2<br>BK7½″ | Aberdeen<br>British<br>3BHCem<br>DBf16'14t | T.3Cy.11½″,20″&34″-23″ (r)<br>180lb 71RHP<br>1SB,3pf,GS38,HS1250<br>W.Beardmore&Co.Ld.Gls. |
| 22603<br>137186 | Loch Buie<br>Elec.light | SteelScK<br>ssGms.No.1-20<br>1Dk | 221<br>207<br>85 | ✠100A1<br>StmTrawler<br>7,21 ~~6,20~~<br>✠LMC6,20 | Gms | | CL<br>~~1,19~~<br>7,21 | 1916<br>2mo<br>Lloyd | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'sA&CP | EquitableSteam FishingCo.Ld. (J.Harris, Mgr.) | 115·9 | 22·0 | 12·0<br>BK7½″<br>WB= | Grimsby<br>British<br>3BHCem<br>DTf5'12t | T.3Cy.12″,20″&33″-22″ (r)<br>180lb 70RHP<br>1SB,2pf,GS39,HS1243<br>W.Beardmore&Co.Ld.Gls. |
| 22604<br>127316 | Loch Craig | SteelScK<br>1Dk | 91<br>91<br>35 | | | ... | | 1910 | Hall,Russell&Co.Ld.<br>Aberdeen | G.C.Gibson | 86·2 | 18·6 | 9·0 | Banff<br>British<br>WB | C.2Cy.12″&30″-18″<br>41RHP<br>Hall,Russell&Co.Ld.Abn. |
| * 22605<br>119130 | Loch Doon<br>Well deck<br>Mchy.Aft | SteelScSr<br>ssBwg.No.3-5,16<br>ssAyrNo.1-19<br>1Dk(Stl) | 194<br>141<br>75 | ✠100A1<br>12,21 ~~9,20~~<br>✠LMC12,19<br>BS12,21 ~~BS6,..~~ | Ayr<br>Suz | c | CL<br>12,19<br>12,21 | 1904<br>5mo<br>Lloyd | Scott&Sons<br>Bowling<br>'sA&CP | Oilfields of Egypt Ld. | 112·0<br>Q39'B7'F18' | 21·1 | 8·6<br>BK7″<br>WB | Glasgow<br>British<br>3BHCem<br>=FPT9t | C.2Cy.14″&30″-21″ (r)<br>130lb 36RHP<br>1SB,2pf,GS30,HS870<br>C.Houston&Co.Glasgow |
| 22606<br>137183 | Loch Eriboll<br>(exVale of Fruin) | SteelScK<br>ssLwt.No.1-20<br>1Dk | 211<br>207<br>78 | ✠100A1<br>StmTrawler<br>8,21 ~~11,19~~<br>✠LMC10,20<br>BS10,21 | Abn<br>Lwt | | CL<br>~~10,20~~<br>8,21 | 1915<br>12mo<br>Lloyd | A.Hall&Co.Ld.<br>Aberdeen<br>'sA&CP | ~~F.Spashett~~<br>~~J.A.Harrow~~<br>~~(A.Bruce, Mgr.)~~<br>A.Bruce | 115·7 | 22·6 | 12·2<br>BK7½″ | Aberdeen<br>~~Lowestoft~~<br>British<br>3BHCem<br>DTf7'12t | T.3Cy.12″,20″&34″-23″ (r)<br>180lb 69RHP<br>1SB,3pf,GS44,HS1230<br>Hall&Co.Ld.Aberdeen |
| 22607<br>127157 | Loch Esk | SteelScK<br>ssPly.No.3-5,20<br>1Dk | 215<br>211<br>80 | ✠100A1<br>StmTrawler<br>6,20<br>✠LMC5,20<br>BS8,22 | Abn | | CL<br>5,20 | 1908<br>10mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | EmpireSteam FishingCo.of Aberdeen,Ld. (H.A.Holmes Mgr) | 115·6 | 22·6 | 12·2<br>BK7½″<br>WB= | Aberdeen<br>British<br>3BHCem<br>DTf5'12t | T.3Cy.12″,20″&34″-23″ (r)<br>180lb 75RHP<br>1SB,3pf,GS41,HS1374<br>Hall,Russell&Co.Ld.Abn. |
| 22608<br>129484 | Loch Etive<br>Well deck<br>Mchy.Aft | SteelScSr<br>ssAyrNo.2-18<br>1Dk(ptStl) | 237<br>177<br>89 | ✠100A1<br>6,21 ~~6,20~~<br>BS5,21 ✠LMC11,18 | Ayr | d | CL<br>6,20 | 1910<br>4mo<br>Lloyd | Scott&Sons<br>Bowling<br>sA&CP | BritishAluminium Co.Ld. (P.D. Hendry&Sons, Mgrs.) | 122·3<br>Q44'B7'F23' | 21·6 | 9·4<br>BK7″<br>WB=FP | Glasgow<br>British<br>3BHCem<br>T18tAPT3t | C.2Cy.14″&30″-24″ (r)<br>135lb 35RHP<br>1SB,2pf,GS40,HS1308<br>Fishers,Ld.Paisley |
| 22609<br>96006 | Loch Gair<br>Mchy.Aft | IronScYl<br>1Dk | 111<br>91<br>46 | | | | | 1888 | Scott&Co.<br>Bowling | SeychellesTrading Co. | 81·6<br>len97 | 18·3 | 8·1 | P.Elizabth<br>British | C.2Cy.10″&20″-15″<br>17RHP<br>Muir&Houston,Glasgow |
| 22610<br>133613 | Loch Hourn | SteelScK<br>1Dk | 209<br>206<br>79 | | | ... | | 1912 | A.Hall&Co.Ld.<br>Aberdeen | Black's MarineIndustries,Ld. (J.A. Black, Mgr.) | 115·3 | 22·5 | 12·2 | Lowestoft<br>British<br>WB | T.3Cy.12″,20″&34″-23″<br>71RHP<br>A.Hall&Co.Ld.Aberdeen |
| * 22611<br>146228 | ~~Loch Katrine~~<br>Lochkatrine<br>Elec.light<br>Ref.Mchy. | SteelTwinSc<br>OilEng.<br>2Dks(Stl)&Awningdk(Stl)<br>Cargobattensnotfittedin bridge&forcastle | ~~9100~~<br>9409<br>8535<br>5812 | ✠100A1<br>Awng dk with freeboard<br>1,22<br>✠LMC1,22<br>✠Lloyd'sRMC1.22 | Gls | e† | CL | ~~1921~~<br>1922<br>1mo<br>Lloyd | J.Brown&Co.Ld.<br>Glasgow<br>'sA&CP | RoyalMailS.P.Co. | 485·4<br>P40'B153'F59' on Awng dk FK&BK2″<br>1BHdispensed with7BH only–All to Awning dk<br>CellDB413'1617tDTa30'74tFPT130tAPT80t | 62·3 | 35·8 | London<br>British<br>vtCem | Oil Engine 4S.C.SA<br>16Cy.~~29½″&46,..~~ 29⅛″&45¼″ 1144NHP<br>DB100lb<br>Harland&Wolff,Ld.Gls. |
| 22612<br>129344 | Loch Lee | SteelScK<br>ssAbn.No.2-20<br>1Dk | 210<br>207<br>79 | ✠100A1<br>StmTrawler<br>10,21 ~~8,20~~<br>BS10,21<br>~~BS8,20~~ ✠LMC7,19 | Abn | | CL<br>7,19 | 1910<br>10mo<br>Lloyd | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'sA&CP | Bon-AccordSteam FshngCo.Ld.(H.A. Holmes, Mgr.) | 115·1 | 22·7 | 12·2<br>BK7½″<br>WB | Aberdeen<br>British<br>3BHCem<br>=DTf5'12t | T.3Cy.12″,20″&34″-23″ (s)<br>180lb 56RHP<br>1SB,3pf,GS40,HS1250<br>J.Abernethy&Co.Aberdeen |
| * 22613<br>129519<br>JMPF | Loch Leven<br>Well deck<br>Mchy.Aft | SteelScSr<br>ssAyrNo.2-19<br>1Dk(ptStl) | 305<br>236<br>114 | ✠100A1<br>2,22 ~~10,20~~<br>~~BS4,20~~ ✠LMC5,19<br>BS7,21 | Lon<br>Cff | e | CL<br>~~4,20~~<br>2,22 | 1910<br>9mo<br>Lloyd | Scott&Sons<br>Bowling<br>'sA&CP | ItalianExport Shpg.Co.Ld.(D.P. Barnett, Mgr. | 135·2<br>Q45'B9'F24' | 23·6 | 10·1<br>BK7″<br>WB | Glasgow<br>British<br>3BHCem<br>=FPT32t | C.2Cy.17″&36″-24″ (s)<br>135lb 77RHP<br>1SB,3pf,GS50,HS1488<br>Ross&Duncan,Glasgow |
| 22614<br>108655<br>QGHV | Loch Lomond | SteelScSr<br>1Dk | 145<br>137<br>55 | | | ... | | 1898 | A.Hall&Co.<br>Aberdeen | ~~A.Walker~~<br>R.Baxter | 102·8 | 20·0 | 10·8<br>BK7½″ | Aberdeen<br>British | T.3Cy.11½″,18″&31″-21″<br>52RHP<br>A.Hall&Co.Aberdeen |
| 22615<br>141575 | Loch Long<br>(exTimothyCrawley) | SteelScK<br>ssAbn.No.3-11,20<br>1Dk | 277<br>247<br>121 | 100A1<br>StmTrawler<br>11,20<br>LMC10,20 | Abn | | CL<br>10,20 | 1917<br>Lloyd | AilsaS.B.Co.Ld.<br>Troon<br>'sA&CP | LochLineStm. Trwlng&FshngCo. Ld.(H.A.Holmes, Mgr.) | 125·6<br>Q72'F21' | 23·5 | 12·8<br>BK7½″ | Aberdeen<br>British<br>2BHCem<br>MT4'12t | T.3Cy.12½″,21″&35″-26″ (s)<br>180lb 60RHP<br>1SB,3pf,GS51,HS1619<br>AilsaS.B.Co.Ld. |
| 22616<br>123381 | Loch Loyal<br>For full particulars See No. 38219 in Supplement | SteelScK<br>1Dk | 196<br>185<br>75 | | | ... | | 1907 | A.Hall&Co.Ld.<br>Aberdeen | ~~ArthurEvans Fisheries,Ld. (A.Evans, Mgr.)~~<br>A.Lewis | 112·3 | 21·8 | 12·0 | Lowestoft<br>British<br>WB | T.3Cy.11½″,20″&33″-22″<br>68RHP<br>A.Hall&Co.Ld.Aberdeen |
| * 22617<br>137195 | Loch Lyon<br>Elec.light | SteelScK<br>1Dk | 225<br>210<br>84 | ✠100A1<br>StmTrawler<br>7,19<br>✠LMC~~..~~ 12,21 | Abn | | CL<br>~~7,19~~<br>S12,21 | 1916<br>6mo<br>Lloyd | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'sA&CP | LochLineSteam Trawlng&Fishing CoLd(H.A.Holmes, Mgr.) | 116·1 | 22·1 | 11·9<br>BK7½″ | Aberdeen<br>British<br>3BHCem<br>DTf5'12t | T.3Cy.12″,20″&33″-22″ (s)<br>180lb 69RHP<br>1SB,2pf,GS37,HS1250<br>J.Abernethy&Co.Ld.Abn. |
| 22618<br>129338 | Loch Maree | SteelScK<br>ssAbn.No.2-20<br>1Dk | 215<br>211<br>80 | ✠100A1<br>StmTrawler<br>8,20<br>BS11,20 ✠LMC9,19 | Abn | | CL<br>9,19 | 1910<br>4mo<br>Lloyd | Hall,Russell&Co.Ld<br>Aberdeen<br>'sA&CP | WhiteStarSteam FishingCo.of Aberdeen,Ld. (H. A.Holmes, Mgr.) | 115·3 | 22·5 | 12·1<br>BK7½″<br>WB | Aberdeen<br>British<br>3BHCem<br>=DTf5'12t | T.3Cy.12″,20″&34″-23″ (r)<br>180lb 75RHP<br>1SB,3pf,GS41,HS1374<br>Hall,Russell&Co.Ld.Abn. |
| 22619<br>133614 | Loch Morar | SteelScK<br>ssGms.No.2-20<br>1Dk | 228<br>225<br>87 | ✠100A1<br>StmTrawler<br>~~6,21 7,20~~ 5,22<br>✠LMC<br>~~BS5,20~~ BS6,21 | Gms | | CL<br>~~8,19~~<br>5,22 | 1912<br>11mo<br>Lloyd | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'sA&CP | J.G.Little | 115·4 | 22·5 | 12·4<br>BK7½″<br>WB= | Grimsby<br>British<br>3BHCem<br>DTf5'11t | T.3Cy.12″,20″&34″-23″ (r)<br>180lb 71RHP<br>1SB,3pf,GS48,HS1250<br>W.V.V.Lidgerwood,Gls. |
| 22620<br>76760<br>Wrecked 1,21 | Loch Nell<br>Mchy.Aft | IronScSr<br>ssGls.No.2-86<br>1Dk | 123<br>96<br>57 | ✠<br>8,89<br>✠NB89 | Cly | a | | 1877<br>3mo | H.M'Intyre&Co.<br>Paisley | Sessions&Sons Ld. (A.B.Sessions, Mgr.) | 89·5<br>Q34' F12'<br>WB=FPT APT | 17·1 | 8·4 | Cardiff<br>British<br>3BHCem | C.2Cy.13″&23½″-18″<br>30RHP<br>Muir&Houston,Glasgow |

| 1 | 2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1<br>1 | **Loch Rannoch** SteelScK<br>(*Trawler*)<br>1*Dk* | 178<br>167<br>68 | | | ... | | 1901 | Hall,Russell&Co.Ld.<br>Aberdeen | T.Davidson | 106·2<br>BK7½" | 21·2 | 11·6 | Aberdeen<br>British | T.3Cy.12",19"&33"–22"<br>62RHP<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 4 | |
| 2<br>3<br>G | **Loch Ryan** SteelAuxScSr<br>(*ex*Vlaardingen, *OilEng.*<br>*ex*SailingVesselCatharina) 1*Dk*<br>(*See Sailing Ship Register*) | 210<br>175<br>166 | | | | | 1913 | G.J.van derWerff<br>Hoogezand | W.G.S.Crouch | 111·2<br>Q30'H7' | 22·5 | 9·0 | London<br>British | Oil Engines 20NHP<br>2Cy.11 13/16"–12 13/16" NE*fitted*17<br>DGoedkoopJr.Amsterdam | | |
| 3<br>3 | **Loch Strom** SteelScK<br>*ss*Abn.No.1–07<br>1*Dk* | 176<br>165<br>67 | ✠<br>*StmTrawler*<br>2,09 ✠ | Abn | | | 1903<br>2mo | Hall,Russell&Co.Ld.<br>Aberdeen | HarryWood&Co.<br>(Grimsby)Ld.<br>(H.Wood,*Mgr.*) | 106·1<br>BK7½"<br>*WB=Deep* | 21·1 | 11·7 | Grimsby<br>British<br>3*BHCem*<br>*Tank f* 4' 8*t* | T.3Cy.12",19"&33"–22"<br>62RHP<br>1SB,*2pf*,GS34,HS1101<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 4 | |
| 4<br>H | **Loch Tay** SteelSc<br>*Fitted for oil fuel*<br>2*Dks*<br>*Elec.light*<br>*Ref.Mchy.* Wireless | 5301<br>4857<br>3183 | | | | | 1920 | Canadian Vickers,Ld<br>Montreal | A/S Australia<br>(A.Monsen,*Mgr.*) | 400·0<br>P162*t*H219*t* | 52·5 | 31·0 | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.25",41"&68"–45"<br>310NHP<br>CanadianVickers,Ld. | | N |
| 5<br>79 | **Loch Wasdale** SteelScK<br>*ss*Abn.No.1–20<br>1*Dk*<br>*Elec.light* | 210<br>207<br>81 | ✠100A1<br>*StmTrawler*<br>1,20 ✠LMC1,20<br>BS10,21 | Abn | | CL<br>1,20 | 1915<br>11mo | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>*Lloyd's A&CP* | WhiteStarSteam FishingCo.of Aberdeen,Ld.<br>(H.A.Holmes *Mgr*) | 116·2<br>BK7½"<br>*WB=* | 22·0 | 12·0 | Aberdeen<br>British<br>3*BHCem*<br>*DTf*5'12*t* | T.3Cy.12",20"&33"–22" (*s*)<br>180lb 70RHP<br>1SB,*2pf*,GS39,HS1243<br>W.Beardmore&Co.Ld.Gls. | 12 ″ 9 | |
| 26<br>76 | **Lochaber** SteelScSr<br>*ss*Bwg.No.3–2,14<br>*ss*Mdb.No.1–18<br>1*Dk*(*Irn*)<br>*Mchy.Aft*<br>*Well deck* | 263<br>202<br>99 | ✠100A1<br>6,21 ~~10,20~~<br>~~BS12,19~~ ✠LMC ~~10,18~~ 6,21<br>BS8,22 | Bkn<br>Dub | *d* | CL<br>~~12,19~~<br>~~6,21~~<br>3,22 | 1901<br>8mo | Scott&Sons<br>Bowling<br>A&CP | KirkShppngCo.Ld<br>(P.&F.Atkins, *Mgrs.*) | 125·0<br>Q44'B9'F22'<br>BK7"<br>*WB=FPT* | 22·6 | 9·7 | Cardiff<br>British<br>3*BHCem*<br>20*tAPT*3*t* | C.2Cy.~~15"~~ 15⅜"&32"–24" (*s*)<br>125lb 55RHP<br>1SB,*2pf*,GS36,HS1025<br>Muir&Houston,Ld.Gls. | 10 ″ 6<br>s ″ 8½<br>10 ″ 6 | |
| 27<br>47 | **Lochee** SteelScSr<br>1*Dk*(*Stl*)<br>*Well deck*<br>*Elec.light*<br>*Mchy.Aft* | 1064<br>770<br>543 | ✠100A1<br>12,21 ~~12,20~~<br>✠LMC2,18 | Dun<br>Lth | *m* | CL<br>12,21 | 1918<br>2mo | C.Hill&Sons<br>Bristol<br>*Lloyd's A&CP* | Dundee,Perth& LondonShppg.Co. Ld. | 212·2<br>Q116'B15'F34'<br>FK<br>*CellDB f* | 33·9 | 13·3 | Dundee<br>British<br>3*BHCem*<br>112' 222*tFP* | T.3Cy.18",29"&49"–33" (*s*)<br>180lb 176NHP<br>2SB,*6cf*,GS82,HS3060<br>Richardsons,Westgarth&<br>*T*47*tAPT*13*t* Co.Ld.Sld. | 15 ″ 6<br>s1 ″ 0½<br>14 ″ 9 | |
| 28<br>349<br>MP | **Lochiel** SteelScSr<br>(*ex*Devonia)<br>1*Dk*<br>*Elec.light* | 314<br>221<br>136 | | | ... | | 1906 | Scott of Kinghorn,Ld<br>Kinghorn | DavidMacBrayne. Ld. | 140·2<br>P32'B46'F22' | 23·1 | 10·5 | Glasgow<br>British<br>*WB* | C.2Cy.16½"&36"–27"<br>52RHP<br>ScottofKinghorn,Ld.Kgn. | 11 ″ 1 | C<br>BT till 10 21 |
| 29<br>219<br>MP | **Lochinvar** SteelTrpScSk<br>*ParaffinMotors*<br>1*Dk*<br>*Elec.light* | 178<br>138<br>64 | | | | | 1908 | Scott&Sons<br>Bowling | DavidMacBrayne, Ld. | 145·2<br>F82' | 24·1 | 7·5 | Glasgow<br>British | ParaffinMotors<br>18Cy. 100NHP<br>L.Gardner&SonsPatricroft | | BT till 6,21 |
| 630<br>827<br>JK | **Lochside** SteelScK<br>*ss*Nwc.No.3–12,19<br>1*Dk*(*Irn*)<br>*Well deck*<br>*Mchy.Aft* | 242<br>167<br>105 | ✠100A1<br>7,21 ~~12,19~~<br>✠LMC12,19<br>BS7,21 | Nwc<br>Shl | *c* | ~~12,19~~<br>N7,21 | 1905<br>8mo | Smith's DockCo.Ld.<br>NorthShields<br>*Lloyd's A&CP* | J.Deuchar | 120·6<br>Q41'B11'F17'<br>FK<br>*WB* | 21·6 | 9·2 | Newcastle<br>British<br>3*BHCem*<br>=*FPT*30*t* | C.2Cy.16"&34"–22" (*s*)<br>130lb 50RHP<br>1SB,*2pf*,GS35,HS1002<br>ShieldsEng.Co.Ld.N.Shl. | 10 ″ 0<br>s ″ 10½<br>9 ″ 4 | |
| 631<br>8792<br>SNQ | **Lockport** SteelSc<br>*Elec.light* Sub.Sig. Wireless 2*Dks*(*Stl*) | 6214<br>5212<br>3751 | ✠100A1<br>4,20 | NYk | ... | CL<br>4,20 | 1919<br>9mo | Merchant S.B.Corp.<br>Chester,Pa.<br>A&CP *Cell* | UnitedStates ShippingBoard<br>*DB* 338' 1387*t MT* | 400·7<br>P36'B125'F43'<br>FK<br>22' 702*t FPT* 147*t* | 54·2 | 30·1 | Philadlphia<br>Utd.States<br>6*BHptCem*<br>*APT*180*t* | 2Steam Turbines geared to<br>1ScShaft 180lb (*r*) 587NHP<br>3SB,*9cf*,GS176,HS8862 FD<br>WestinghouseElectric&<br>Mfg.Co.E.Pittsburgh | 32 ″ 9<br>s 7 ″ 6½<br>25 ″ 7 | |
| | | | *Fitted for oil fuel* 9,19 *F.P. above* 150° F. | | | | | | | | | | | | | |
| 2632<br>8775<br>LNF | **Locksley** IronScK<br>*Mchy.Aft* | 131<br>103<br>72 | | | | | 1884 | Wallsend Slpwy.Co.Ld.<br>Newcastle | R.Main | 91·0<br>Q7*t* | 20·2 | 8·0 | Montrose<br>British | C.2Cy.11"&20"–16"<br>NB06 20RHP<br>G.Paulin&Son,Newcastle | | V |
| 2633<br>05874<br>PLQS | **Lockwood** SteelScSr<br>*ss*Sld.2ndNo.3–10,20<br>1*Dk*(*Irn*)& *Webframes*<br>*Cargo battens not fitted* | 1143<br>948<br>677 | ✠100A1<br>7,22 ~~10,20~~<br>BS2,22 ✠LMC10,20 | Sld | *n* | N10,20 | 1896<br>9mo | J.Blumer &Co.<br>Sunderland<br>A&CP | W.FranceFenwick &Co.Ld.<br>*WB=CellDBa*35' | 236·0<br>Q18'B74'F26'<br>FK<br>*uE&B*38'*f*121'453*t* | 32·0 | 14·9 | London<br>British<br>4*BHCem*<br>*APT*16*t* | T.3Cy20½",32½"&53"–36"(*s*)<br>160lb *100lb* NDB14 180NHP<br>2SB,*6pf*,GS90,HS2870<br>J.Dickinson&Sons,Ld.,Sld. | 18 ″ 3<br>s 2 ″ 5<br>16 ″ 1 | |
| 22634<br>OLTG | **Lodi** SteelScSr<br>1*Dk*<br>*Elec.light* | 355<br>303<br>102 | ✠100A1<br>*StmTrawler*<br>8,19 ✠LMC8,19 | Sav | | CL | 1919<br>4mo | Foundat'n Co.<br>Savannah<br>A&CP | FrenchGovernment | 150·0<br>Q79'F26'<br>BK7"<br>*FPT*6*t* | 25·0 | 14·7 | French<br>4*BHCem*<br>*APT*8 | T.3Cy.12¾",21½"&35"–24"<br>180lb (*s*) 89NHP<br>1SB,*3pf*,GS53,HS1750<br>CanadianAllis-Chalmers,<br>Ld.Rochfield,P.Q | 14 ″ 8<br>s 2 ″ 5½<br>14 ″ 1 | |
| 22635 | **Lodovica** SteelScSr<br>(*ex*Laureldene)<br>1*Dk*2*tr B*<br>*Turret deck* | 3568<br>3355<br>2273 | *For full particulars See No.* 38174 *in Supplement* | | | | 1898 | W.Doxford &Sons,Ld.<br>Sunderland | CosulichSoc. Triestina di Nav. | 340·0<br>F38' | 45·6 | 24·6 | Trieste<br>Italian<br>*WB* | T.3Cy.24½",40"&66½"–42"<br>286NHP<br>W.Doxford&Sons,Ld.Sld. | | A |
| 22636<br>MQPL | **Lods** SteelSc<br>d "Spurv," *See No.* 39294 *in Supplement*<br>1*Dk*(*Stl*)<br>*Well deck* | 490<br>367<br>266 | ✠100A1<br>10,20<br>✠LMC12,16 | Sws | *g* | 12,19 | 1916<br>12mo | E.J.Smit& Zoon<br>Hoogezand<br>A&CP | A/S D/S Lods<br>(Björnstad& Brækhus)<br>*CellDBa*34*u* | 156·0<br>Q53'B38'F21'<br>FK<br>*E*10'*f*54'110*tFPT*1 | 26·2 | 12·5 | Bergen<br>Norwegian<br>4*BHCem*<br>9*t APT*7*t* | T 3Cy12¼",19 5/16",32 11/16"–17 11/16"<br>185lb (*s*) 69NHP<br>1SB,*2cf*,GS41,HS1335<br>E JSmit&Zoon,Hoogezand | 13 ″ 0<br>s ″ 7<br>12 ″ 8 | |
| 22637 | **Loewer** SteelSc<br>(*Tug*)<br>1*Dk*<br>*Elec.light* | 394<br>331<br>— | | | | | 1913 | J.L.Meyer<br>Papenburg | Hamburg-Amerik. Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | 138·7<br>B20'H— | 27·9 | 13·5 | Hamburg<br>German<br>*WB* | T.3Cy.20½",34¼"&55⅓"–31½"<br>170NHP<br>J.L.Meyer,Papenburg | | |
| 22638<br>MKDR | **Löftingen** WoodSc<br>1*Dk* | 118<br>99<br>62 | | | | | 1914 | H.Gravdal<br>Opsanger | P.S.Brandal | 88·4<br>Q18*t* | 21·4 | 10·2 | Aalesund<br>Norwegian | C.2Cy.7⅘"&17½"–12"<br>9NHP<br>AalesundsM.V.Aalesund | | |
| 22639<br>[illegible]<br>PWKS | **Logie** SteelTwinScSr<br>ed "Culzean," *See No.* 36783 *in Supplement*<br>*ss*Liv.No.3–6,10<br>*ss*Liv.No.2–18<br>2*Dks*(*UStl*–ws)*Floors*& *Keelsons pt Irn*<br>*Elec.light* Wireless | 891<br>770<br>373 | ✠100A1<br>1,21<br>BS11,20 ✠LMC9,18 | Liv | *n* | CL<br>P9,18<br>S11,19 | 1898<br>1mo | Barclay, Curle&Co.Ld<br>Glasgow<br>*Lloyd's A&CP* | ~~BelfastS.S.Co.Ld.~~<br>LairdLine,Ld.<br>*WB=CellDBa*37' | 236·0<br>P35'B104'F32'<br>*ptShltr dk*20' BK8"<br>*uE*31'*f*64'183*t FPT* | 31·2 | 15·6 | Belfast<br>British<br>5*BHCem*<br>17*tAPT*10*t* | T.6Cy.16",27"&43"–28" (*s*)<br>180lb 263NHP<br>2DB,*8cf*,GS168,HS4770<br>Barclay,Curle&Co.Ld.Gls. | 16 ″ 5<br>s 1 ″ 9<br>15 ″ 9 | |
| 22640<br>102160<br>NLPH | **Logician** SteelScSr<br>*ss*Liv.2ndNo.3–8,19<br>2*Dks*(*UIrn*&1*Stl*)3*tr B*<br>Wireless<br>*Elec light* | 4891<br>4444<br>3155 | ✠100A1<br>5,21 ~~5,20~~<br>MS8,19 ✠LMC<br>BS~~5,20~~ 5,21 | Liv | *y* | CL<br>8,19 | 1894<br>8mo | Workman, Clark&Co.Ld<br>Belfast<br>*Lloyd's A&CP* | CharenteS.S.CoLd<br>(T.&J.Harrison, *Mgrs.*)<br>*WB=Cell* | 400·0<br>P59'B99'F49'<br>FK<br>*DBa*117'*uE & B*58' | 47·0 | 28·5 | Liverpool<br>British<br>6*BHCem*<br>*f*147'810*t* | T.3Cy.25",41"&68"–54" (*s*)<br>180lb *90lb* NDB09 424NHP<br>2DB,*12cf*,GS220,HS7297<br>Workmn,Clrk&C(Lm)Bel. | 31 ″ 5<br>s 6 ″ 8<br>25 ″ 1 | |
| 22641<br>10<br>QGHJ | **Logudoro** IronScSr<br>(*ex*Oreto,*ex*Camoens)<br>2*Dks* | 1185<br>923<br>698 | | | ... | | 1871 | A.Leslie& Co.<br>Newcastle | Soc.Anon. Vinalcool | 248·3 | 29·3 | 16·7 | Cagliari<br>Italian | C.2Cy.28"&52"–36"<br>NB82 135NHP<br>R.Stephenson&Co.Nwc. | | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2<br>Nom du Navire<br>Ex-nom s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22642 | **Loi Yue**<br>*Now named* "**Hung Lee,**" *see Supplement* | **SteelScSr**<br>(*ex*Gilbert,<br>*ex*Sascha,*ex*Inlander)1*Dk*&*Awngdk3trB* | 771<br>705<br>601 | | | | | 1901 | B.Wencke<br>Söhne<br>Hamburg | Ching-KeeS.N.Co.<br>Ld. | 174·9 | 26·5 | 12·7<br>19·0 | Chefoo<br>Chinese<br>*WB* | C.2Cy.16"&32"-21½"<br>35NHP<br>B.WenckeSöhne,Ham. |
| 22643<br>127577<br>HTBV<br>Stranded 5,21 | **Lois** | **SteelScK**<br>*ss*Brw.No.2–19<br>1*Dk* | 310<br>287<br>125 | ✠~~100A1~~<br>*StmTrawler*<br>10,19<br>~~BS[illegible]~~ ✠~~LMC10,19~~ | Brw | | CL<br>10,19 | 1910<br>2mo<br>*Lloyd* | Cochrane&<br>Sons<br>Selby<br>'*sA&CP* | FleetwoodSteam<br>FishingCo.Ld. | 135·0<br>Q75'F22' | 24·0 | 12·4<br>BK8" | Fleetwood<br>British<br>4*BHCem* | T3Cy.13½",22¾"&37"-26"(s)<br>180lb 91RHP<br>1SB,3*pf*,GS49,HS1624<br>Amos&Smith,Ld.Hull |
| 22644<br>99028<br>MKRF | **Lok Sang** | **SteelScSr**<br>1*Dk*(*Stl*)&*Spardk3trB* | 1560<br>1462<br>979 | ✠<br>*Spar dk*<br>12,91 | Gls | *q* | | 1891<br>12mo | Lon.&Gls.<br>Co.(Lim.)<br>Glasgow | Indo-ChinaSteam<br>Nav.Co.Ld.<br>*WB=DBa52' 48t* | 250·0<br>B64'F35'<br>*Shade dk a43'*<br>*FPT 83t APT 30t* | 36·1 | 15·6<br>22·5<br>FK | London<br>British<br>4*BHCem*<br>*MT10'130t* | T.3Cy.18½",30"&48"-36"<br>NB14 166NHP<br>1SB,3*rf*,GS55,HS2327 FD<br>Lon.&Gls.Co.(Lim.),Gls. |
| 22645<br>4468<br>JPLM | **Loke**<br>*Elec.light*<br>*Well deck* | **SteelScSr**<br>*ss*Osc.No.3–2,14<br>*ss*Skm.No.1–18<br>1*Dk*(*Stl*)&*deep framing*<br>*Cargo battens not fitted* | 1233<br>997<br>646 | ✠100A1<br>7,21 ~~8,20~~<br>~~BS8,20~~ ✠LMC5,18<br>BS7,21 | Skm | *o* | 8,20 | 1905<br>5mo<br>*Lloyd* | Cmpbltwn<br>S.B.Co.<br>Campbeltwn<br>'*sA&CP* | StockholmsRede-<br>riaktiebSvea.<br>(H.Ericson,*Mgr.*)<br>*WB=CellDBa54'* | 230·1<br>Q80'B57'F29'<br>*uE&B37' f100'300t* | 34·4 | 16·0<br>FK | Stockholm<br>Swedish<br>4*BHCem*<br>*APT90t* | T.3Cy.18",27½"&45"-33' (s)<br>165lb 128NHP<br>2SB,4*cf*,GS73,HS2100<br>J.G.Kincaid&Co.Greenock |
| 22646 | **Loki**<br>*Elec.light*<br>*Mchy.Aft* Wireless | **SteelTwinScSr**<br>*OilEng.*<br>2*Dks*(*Stl*)&*Webframes* | 5456<br>5056<br>3087 | ✠<br>8,16<br>*Carrying Petroleum in bulk*<br>✠ | Ham | *z* | | 1913<br>9mo | Fried.<br>KruppA.G.<br>Kiel<br>*WB=Cell* | *DBuE87' 214tDT* | 401·0<br>P107'B42'F44'<br>*f36'308tFPT 159t* | 53·2 | 30·0<br>FK | 14*BHCem*<br>*APT72t* | Oil Engines 2S.C. SA<br>12Cy.18$\frac{11}{16}$"-31½" 586NHP<br>DB<br>Fried.KruppA.G.Kiel |
| 22647 | **—**<br>*Elec.light* | **SteelSc**<br>(*Trawler*) | 249<br>—<br>97 | | | | | 1916 | J.W.Kla-<br>witter<br>Danzig | E.Laurens | 126·9<br>H48'F21' | 23·5 | 10·8 | Cherbourg<br>French<br>*WB* | T.3Cy.13⅜",21⅜"&33½"-23⅝"<br>55NHP<br>J.W.Klawitter,Danzig |
| 22648<br>127903<br>HMKB | **Lokoja**<br>*Elec.light* | **SteelTwinScSr**<br>1*Dk* | 981<br>831<br>576 | | | | | 1908 | D.J.Dun-<br>lop&Co.<br>PortGlasgow | British&AfricanS.<br>N.Co.Ld. (Elder,<br>Dempster&Co.Ld.<br>*Mgrs.*) | 225·0<br>P31'B59'F33' | 36·1 | 13·2 | Liverpool<br>British<br>*WB* | T.6Cy.13",21"&34"-24"<br>113NHP<br>D.J.Dunlop&Co.P.Gls. |
| 22649<br>HSBF | **Lola**<br>(*ex*LaEstrella de<br>Gijon,*ex*Bombardier)<br>*Well deck Mchy.Aft* | **SteelScSr**<br>*ss*Ard.No.3–9,08<br>*ss*BboNo.2–17<br>1*Dk*(*Stl*) | *221*<br>*159*<br>*70* | ✠<br>11,20<br>✠ | Bbo | *c* | | 1903<br>11mo | Ardrossan<br>DD&SBCoLd<br>Ardrossan | Monasterio y Cia. | 115·1<br>Q42'B7'F16' | 22·1 | 8·5<br>FK | Gijon<br>Spanish<br>3*BHCem*<br>*FPT29t* | C.2Cy.13"&28"-21"<br>48NHP<br>NDB07,*fitted*09<br>1SB2*cf*,GS30,HS841<br>Menzies&Co.Ld.Leith |
| ✻ 22650 | **Lolin**<br>(*ex*MaindyAbbey,<br>*ex*Annie)<br>Wireless | **SteelScSr**<br>*ss*Shl.No.3–5,10<br>*ss*Liv.No.2–19<br>*Spardk*(*Stl*)2*trB*<br>&*Webframes* | *3777*<br>*3556*<br>*2414* | ✠100A1<br>*Spar dk*<br>*with freeboard*<br>3,20 ✠LMC10,19<br>BS12,20 | Cff | *w* | CL<br>~~10,19~~<br>5,21 | 1897<br>4mo | Furness,<br>Withy&CoLd<br>WHartlepool<br>A&CP | A.de Beriencua<br>*Cell DBa108'* | 340·0<br>P31'B105'F31'<br>*uE&B47'f130'687t* | 47·1 | 19·3<br>27·1<br>FK | S.Sebast'n<br>Spanish<br>6*BHCem*<br>*APT41t* | T.3Cy.25",40"&66"-45" (s)<br>160lb *100lb* NDB14 299NHP<br>2SB,8*pf*,GS125,HS4600<br>W.Allan&Co.Ld.Sld. |
| 22651 | **Lolina**<br>*Well deck Mchy.Aft* | **SteelScSr**<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 398<br>256<br>188 | ✠100A–<br>7,19<br>✠LMC7,19 | Bbo | | | 1919<br>7mo | Soc.Anon.<br>Astilleros<br>Riera<br>Gijon | T.Botas | 132·0<br>Q46'B9'F23' | 24·0 | 10·6<br>FK | Aviles<br>Spanish<br>3*BHCem*<br>*FPT33t* | C.2Cy.14½"&30"-21" (s)<br>130lb 49NHP<br>1SB,2*pf*,GS27,HS750<br>Soc.Anon.AstilerosRiera |
| 22652<br>136597 | **Lolist** | **SteelScK**<br>*ss*Lwt.No.1–20<br>1*Dk* | 180<br>176<br>70 | ✠100A1<br>*StmTrawler*<br>~~9,21 8,20~~<br>2,22 ✠LMC2,20<br>BS9,21 | Lwt | | CL<br>~~8,20~~<br>2,22 | 1914<br>10mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | W.Robbens&Sons,<br>Ld. | 105·0 | 21·2 | 11·8<br>BK7½" | Lowestoft<br>British<br>3*BHCem* | T.3Cy.11½",19½"&32"-22"(s)<br>180lb 62RHP<br>1SB,2*pf*,GS34,HS1102<br>Smith'sDockCo.Ld.Mdb. |
| 22653<br>144509<br>KFHM | **Lolworth**<br>*Elec.light* Wireless<br>*Well deck* | **SteelSc**<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1969<br>1534<br>1154 | ✠100A1<br>9,21 ~~10,20~~<br>✠LMC4,20 | Shl<br>Sld | *r* | CL | 1920<br>4mo<br>*Lloyd* | Osbourne,<br>Graham&Co.<br>LdSunderlnd<br>'*sA&CP* | HudsonS.S.Co.Ld.<br>*CellDB226'*<br>*497tSide tanks* | 270·0<br>P23'Q110'B52'F25<br>*in ER14'121tFPT* | 40·2 | 17·2<br>FK | London<br>British<br>4*BHptCem*<br>*65tAPT169t* | T.3Cy.21",34"&56"-39" (s)<br>180lb 214NHP<br>2SB,4*cf*,GS81,HS3330<br>N.E.MarineEngCo.Ld.Sld. |
| 22654<br>MVKF | **Lom**<br>*Elec.light* | **SteelScSr**<br>1*Dk2trB* | 1268<br>1082<br>719 | | | | | 1919 | NVSchpsw<br>DeMerwede<br>Hardinxveld | A/S Johs.Larsens<br>Rederi(J,Larsen) | 238·8<br>P52*t*H70*t*F25*t* | 36·8 | 15·6 | Bergen<br>Norwegian<br>*WB* | T.3Cy.17½",29"&46"-36"<br>127NHP<br>Penn&Bauduin, Dordrecht |
| 22655<br>127846 | **Lombard** | **SteelScK**<br>*ss*Pts.No.3–3,20<br>1*Dk* | 272<br>251<br>122 | ✠100A1<br>*StmTrawler*<br>6,21 ~~3,20~~ ✠LMC3,20<br>BS6,21 | Pts<br>Gms | | CL<br>2,20 | 1909<br>9mo<br>*Lloyd* | Cochrane&<br>Sons<br>Selby<br>'*sA&CP* | LindseySteam<br>FishingCo.Ld.<br>(E.Bacon,*Mgr.*) | 128·0<br>Q69'F23' | 22·0 | 12·3<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¼",21"&34"-24" (s)<br>180lb 71RHP<br>1SB,2*pf*,GS38,HS1230<br>Amos&Smith,Ld.Hull |
| ✻ 22656<br>6278<br>KOLR | **Lombardia**<br>*Elec.light* Wireless | **SteelSc**<br>1*Dk*(*Stl*)&<br>*Shelter dk*(*Stl*) | 2201<br>2034<br>1283 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~8,21 11,20~~ ✠LMC5,20<br>2,22 | Got<br>~~NYk~~ NOs | *r* | | 1920<br>5mo<br>*Lloyd* | N.V.Werf<br>Zeeland<br>Hansweert<br>'*sA&CP* | Rederiaktieb<br>SvenskaLloyd<br>(H.Metcalfe,*Mgr.*)<br>*CellDB237'454t* | 271·2<br>*FPT38tAPT24t* | 41·3 | 15·6<br>FK<br>*Collision* | Gothenbrg<br>Swedish<br>*Cem*<br>*BH to Shdk*<br>3 „ „ *U* „ | T.3Cy.23",37"&62"-39" (s)<br>180lb *100lb* 290NHP<br>2SB,6*cf*,GS104,HS3900 FD<br>Wilton'sEng.SlipwayCo.<br>Rot. |
| 22657 | **Lombardier** | **SteelScSr**<br>1*Dk*(*Stl*) | *1480*<br>*1313*<br>*789* | ✠100A1<br>6,21 ~~4,19~~<br>✠LMC4,19 | Gls<br>Ant | *p* | CL | 1919<br>4mo<br>*Lloyd* | Lloyd<br>RoyalBelge<br>(Gt.Britain)<br>Ld. Glasgow<br>'*sA&CP* | LloydRoyalBelge<br>Soc.Anon.<br>*CellD* | 240·3<br>B52'F23'<br>*B198' 297t FPT84t* | 36·1 | 19·1<br>FK | Antwerp<br>Belgian<br>4*BHCem*<br>*APT60t* | T.3Cy.18",30"&50"-33" (s)<br>180lb 172NHP<br>2SB,6*cf*,GS97,HS2886<br>N.BritishDieselEng.CoGls |
| 22658<br>110<br>QGHZ | **Lombardo**<br>*Elec.light* | **IronSc3MstSr**<br>(*ex*Asia)<br>2*Dks*&*Awng dk* | 1359<br>1334<br>807 | | | ... | | 1870 | Wigham<br>Richrdsn&Co<br>Newcastle | SocietàMarittima<br>Italiana | 268·0 | 31·0 | 16·1<br>24·2 | Genoa<br>Italian<br>*Cmp82* | C.2Cy.28¾"&54"-36"<br>NB79*fitted*82 146NHP<br>R.&W.Hawthorn,Nwc. |
| 22659<br>142743<br>KJBW | **Lombardy**<br>*Elec.light* | **SteelSc**<br>*Fitted for oil fuel*<br>2*Dks*&*Shelter dk* | 3379<br>3082<br>2067 | | | | | ~~1920~~<br>1921 | Richardsn,<br>Duck&Co.Ld<br>Stockton | D.MacIver&Co<br>Ld. | 380·0<br>P22'F41' *onShelter dk* | 48·1 | 23·4 | Liverpool<br>British<br>*WB* | T.3Cy.26",42"&70½"-45'<br>332NHP<br>Blair&Co.Ld.Stockton |
| 22660<br>PJHL | **Lombok**<br>*Elec.light* Wireless | **SteelScSr**<br>2*Dks*&*Awngdk* | 5934<br>5706<br>3823 | | | | | 1907 | W.Hamil-<br>ton&Co.Ld.<br>Pt.Glasgow | Stoomv.Maats.<br>"Nederland" | 393·5<br>Q40' | 51·5 | 26·8 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.26½",43"&72"-48"<br>359NHP<br>D.Rowan&Co.Glasgow |
| 22661 | **Lome**<br>*Elec.light* | **SteelSc**<br>(*Tug*)<br>1*Dk* | 159<br>136<br>8 | | | | | 1906 | H.C.Stülc-<br>kenSohn<br>Hamburg | WoermannLinie<br>Akt.Ges. | 94·2<br>len.20 | 19·6 | 11·8 | Hamburg<br>German | C.2Cy.16$\frac{9}{16}$"&33$\frac{1}{16}$"-22$\frac{1}{16}$"<br>43NHP<br>H.C.StülckenSohn,Ham. |
| 22662<br>1519<br>HDMP | **Lommen**<br>(*ex*Vänern,*ex*Jupiter,*ex*JohnEriksson)<br>*Mchy.Aft* | **CompScSp**<br>1*Dk* | 164<br>129<br>95 | | | | | 1878 | P.Larsson<br>Thorskog | A/B O.A.Bloms<br>Järn.&<br>Metallaffär | 98·8<br>P17'Q5'H6*t* | 21·7 | 9·0 | Stockholm<br>Swedish | C.2Cy.13"&27"-18"<br>26NHP<br>MotalaCo.Gothenburg |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When, Ship, Engines | 9<br>By Whom. Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22663<br>144926<br>GWN | named"Antissa," See No. 36300 in Supplement<br>**Lomonosoff** SteelTwinScSr<br>*Elec.light* *ss*Nwc.2ndNo.3-10,20<br>*1Dk&Spardk&deepframing* | 1024<br>870<br>537 | ✠100A1<br>*Spar dk with freeboard*<br>10,20<br>✠NB4,12 ✠LMC10,20 | Nwc | *n*<br>s | P10,20<br>N10,20 | 1891<br>3mo | W.Dobson &Co.<br>Newcastle<br>A&CP | ~~C.G.Wilkinson~~<br>~~EuropeanShipping Co.Ld.(A. Rapoport,Mgr)~~<br>Egypt & LevantS.S.Co.Ld | 226·5<br>B52'F66'<br>*CellDB* 139'143t*APT*19t | 30·0 | 14·9<br>20·8<br>FK | Newcastle<br>British<br>5*BHCem* | T.6Cy.12½",20"&33"-24" (*s*)<br>160lb *100lb*NDB12 121NHP<br>2SB,*4cf*,GS68,HS2053<br>Hwthrn,Leslie&C.Ld.Nwc | 21 " 6<br>s 5 " 3<br>16 " 10 | |
| 22664<br>137406<br>JHQQ | **Lompoc** SteelScSr<br>*ss*Shl.No.1-18<br>*Elec.light* *2Dks(Stl)&Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless<br>BS1,22 | 7270<br>6345<br>4513 | ✠100A1<br>9,21 ~~11,20~~<br>~~BS11,20~~ ✠LMC8,18<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 11,14 F.P. above 150°F.* | Crs<br>SFo | *b*† | CL<br>11,20 | 1914<br>11mo<br>*Lloyd's A&CP* | D&WHendersn&Co.Ld.<br>Glasgow | BearCreekOil&ShippingCo.Ld.<br>(C.T.Bowring&Co. Ld.*Mgrs.*) | 435·3<br>P104'B34'F43'<br>*W B=CellDB u B 25'* | 55·8 | 33·2<br>FK | Liverpool<br>British<br>17*BHptCem*<br>98*t DT f* 47 | T.3Cy.27",46"&76"-48" (*r*)<br>180lb 520NHP<br>3SB,*9cf*,GS173,HS7350 FD<br>D&W.Hendersn&CoLdGls<br>560*tFPT*75*tAPT*23*t* | 33 " 6<br>s 6 " 9½<br>27 " 1 | |
| 22665<br>5180<br>JSDV | **Lona** SteelScSr<br>*ss*Bly.No.2-97<br>(*ex*Therese,*ex*Torridon)<br>*Well deck* *1Dk(Irn)&Webframes* | 1577<br>1319<br>925 | ✠<br>2,03<br>✠ | Nwc | *q* | | 1889<br>9mo | Osbourne, Graham&Co.<br>Sunderland | ErikBanck | 258·0<br>P33'Q62'B110'F33'<br>*WB = Cell DB*214'408*t* | 37·1 | 16·8<br>BK9" | Hlsngborg<br>Swedish<br>4*BHCem*<br>*APT*56*t* | T.3Cy.19",31"&51"-36"<br>157NHP<br>2SB,*4rf*,GS70,HS2361<br>G.Clark,Sunderland | 19 " 2 | V |
| 22666<br>OLUA | **Lonato** SteelSc<br>*Elec.light* *1Dk* | 355<br>303<br>102 | ✠100A1<br>*StmTrawler*<br>8,19 ✠LMC8,19 | Sav | | CL | 1919<br>8mo | Foundat'n Co.<br>Savannah,Ga<br>A&CP | FrenchGovernment | 140·2<br>Q79'F26' | 25·0 | 14·6<br>BK7"<br>*FP* | French<br>4*BHCem*<br>*T*6*tAPT*8*t* | T3Cy.12¾",21½"&35"-24"(*s*)<br>180lb 89NHP<br>1SB,*3pf*,GS53,HS1700<br>HarrisburgFoundry&MachineWrksHarrisbrgPa | 14 " 8<br>s2 " 5½<br>14 " 1 | |
| 22667<br>NKRS | **London** SteelScSr<br>*ss*Hul.2ndNo.3-8,12<br>*ss*Cpn.No.2-20<br>(*ex*Ainamo,*ex*Craigallan,*ex*Camperdown)<br>*Well deck* *1Dk(Irn)&Webframes* | 1475<br>1196<br>929 | ✠100A1<br>12,20<br>✠LMC12,20 | Cpn | *p* | 12,20 | 1890<br>3mo | J.Blumer &Co.<br>Sunderland<br>A&CP | Dmpskslsk "Pacific" (L.R. Schmith,*Mgr.*) | 250·0<br>Q89'B106'F28'<br>*WB = Cell* | 37·0 | 16·7<br>FK | Copnhagn<br>Danish<br>4*BHCem*<br>*DB*162' 263*t* | T.3Cy.18",30"&48"-36" (*s*)<br>160lb 139NHP<br>2SB,*4rf*,GS77,HS2084<br>Alley&McLellan,Glasgow | 18 " 10<br>s " 11½<br>18 " 2 | |
| 22668<br>144702<br>KJCL | — SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks&Shelter dk* | 1205<br>1196<br>499 | | | | | 1921 | Hawthorns &Co.Ld.<br>Leith | Dundee,Perth&LondonShipping Co.Ld. | ~~250·0~~<br>250·5 | ~~35·0~~<br>35·3 | ~~17·6~~<br>16·8 | Dundee<br>British<br>*WB* | T.3Cy.20",33"&53"-39"<br>175NHP<br>Hawthorns&Co.Ld.Leith | | |
| 22669<br>102761<br>NBWT | **London Belle** SteelPadSp<br>*2Dks* | 738<br>603<br>307 | | | | | 1893 | W.Denny &Bros.<br>Dumbarton | P.S.M.Syndicate, Ld.(A.W.Pickard,*Mgr*) | 280·3<br>H70*t* | 30·1 | 10·9 | London<br>British | T.3Cy.29½",44"&64"-72"<br>348NHP<br>Denny&Co.Dumbarton | | |
| 22670<br>~~86680~~<br>~~EMHQ~~ | **London City** IronScSr<br>*ss*Gls.No.3-4,96<br>(*ex*ClanForbes) *ss*Rot.No.2-04<br>*2Dks(Irn-Uws)&Webframes* | 2367<br>2253<br>1509 | ✠<br>10,09<br>✠NB2,92 ✠ | Rot | *u* | | 1882<br>8mo | A.Stephen &Sons<br>Glasgow | ~~DenabyShipping &Commercial Co.Ld.~~ | 324·5<br>P12'B74'F38'<br>ND92<br>ptND07 *WB = Cell* | 38·1 | 23·8<br>BK10" | ~~W.Hartlpl~~<br>~~Br~~ German<br>6*BHCem*<br>*DB*278'408*t* | T.3Cy.23½",38"&63"-45"<br>NDB92 324NHP<br>2SB,*6cf*,GS83,HS4394 FD<br>*Tpd*92WstryCplnd&CBrw | 26 " 6 | |
| 22671<br>129160<br>HSBC | **London Queen** SteelScSr<br>*ss*Lon.No.2-18<br>*Well deck* *1Dk(Stl)* | 599<br>415<br>279 | ✠100A1<br>12,20<br>~~BS12,20~~ ✠LMC2,20<br>BS11,21 | Lon | *i* | 12,20 | 1910<br>12mo<br>*Lloyd's A&CP* | VanVliet &Co.<br>Hardinxveld | London&Channel IslandsS.S.Co.Ld. | 169·5<br>Q84'B14'F25'<br>*WB=* *DBa*30'33*tFPT*45*t* | 28·1 | 11·7<br>FK | London<br>British<br>4*BHCem*<br>*APT*14*t* | T.3Cy.14",23"&39"-27" (*s*)<br>180lb *100lb* 75RHP<br>1SB,*3cf*,GS55,HS1735<br>Richardsons,Westgarth&Co.Ld.Mdb. | 12 " 7<br>s " 7<br>12 " 2 | |
| 22672<br>116017<br>HMSC | **Londonderry** SteelTrpScSr<br>Wireless *2Dks* | 1968<br>1368<br>811 | | | | | 1904 | W.Denny &Bros.<br>Dumbarton | MidlandRailway Co. | 330·6 | 42·1 | 17·1 | Belfast<br>British<br>*WB* | 3Steam Turbines<br>ParsonsMarineSteam TurbineCo.Ld.Nwc | | BT till 5,21 |
| 22673 | **Londonier** SteelScSr<br>*Elec.light* *1Dk(Stl)&2nd dk(Stl)*<br>Wireless *in way of cross bunker* | 5216<br>4774<br>3171 | ✠100A1<br>3,21<br>✠LMC10,19 | Ant | *y* | CL<br>12,21 | 1919<br>10mo<br>*Lloyd's A&CP* | Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow | LloydRoyalBelge Soc.Anon. | 400·8<br>P49'B113'F38'<br>*CellDB* 344'1062*t FPT*127*t* | 52·3 | 28·5<br>FK | Antwerp<br>Belgian<br>7*BHCem*<br>*APT*223*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>D&W.Hendersn&CoLdGls | 31 " 0<br>s 6 " 2<br>25 " 3 | |
| 22674 | **Londres** SteelTrpSc<br>*Elec.light* *1Dk(ptStl&ptTeak)Shade dk (ptStl-teak s)Prom.dk&upperProm.dk*<br>Wireless | 2670<br>987<br>1650 | ✠<br>*For River purposes only*<br>10,06 ✠ | BAs | | | 1906<br>7mo | Gourlay Bros.&Co. (Dundee),Ld.<br>Dundee | TheArgentine Nav.Co.(Nicolás Mihanovich)Ld. | 292·6<br>*Promenade dk*260'<br>*UpperProm.dk*258'<br>*WB=* | 45·1 | 11·2<br>FK | Bns.Ayres<br>Argentine<br>7*BHAsp*<br>*FPT*10*t* | T12Cy(3)16",(3)26"&(6)29"-21" 453NHP<br>4SB,*12cf*,GS198,HS7810 FD<br>GourlayBros.&Co. (Dundee),Ld.Dundee | 12 " 0 | |
| 22675<br>216843<br>LMSB | **Lone Star** WoodScSr<br>*Elec.light* *1Dk2trB*<br>Wireless | 2531<br>—<br>1496 | | | | | 1918 | LoneStar S.B.Co.<br>Beaumont, Texas | UnitedStates ShippingBoard | 267·3<br>P25'B67'F32' | 46·0 | 23·6 | Pt. Arthur Texas<br>Utd.States | T.3Cy.19",32"&56"-38"<br>193NHP | | R |
| 22676 | **Lone Star State** SteelTwinSc<br>*Fitted for oil fuel* 4TwinMsts<br>*Elec.light* *2Dks,Shelter dk&Shade dk*<br>*Ref.Mchy.* *CruiserStern* | 15000<br>7050 | | | | | 1920 | NewYork S.B.Corp.<br>Camden,N.J. | UnitedStates ShippingBoard | 518·0<br>B186' | 72·0 | 32·0 | Camden NJ<br>Utd.States<br>*WB* | 4 Geared Steam Turbines<br>ForeRiverSB.Corp(BethlehemStlCor)Quincy,Mass | | |
| 22677 | **Long Beach** SteelScSr<br>(*ex*Hohenfelde,*ex*NicolaosCastriotis, *ex*Yarrowdale) *1Dk&Webframes &ptAwng dk*<br>Wireless | 2974<br>2261<br>1887 | | ... | | | 1892 | W.Pickersgill&Sons<br>Sunderland | UnitedStates Govt.(NavyDept.) | 318·2<br>P29'Q102'<br>*ptAwng dk*187' | 41·3 | 21·2<br>BK10½" | Utd.States<br>*WB* | T.3Cy.23",38"&62"-42"<br>265NHP<br>G.Clark,Ld.Sunderland | 23 " 8 | |
| 22678<br>210190<br>LOMD | **Long Island** WoodSc<br>*1Dk* | 390<br>—<br>167 | | | | | 1912 | ..................<br>Rockland,Me | DouglasCo. | 151·6 | 24·1 | 13·0 | Reedville, Va.<br>Utd.States | | | |
| 22679<br>118647<br>HBTC | **Longhirst** SteelScSr<br>*ss*Shl.No.3-4,19<br>*Well deck* *1Dk(Irn)&deep framing*<br>Wireless *Cargo battens not fitted* | 1698<br>1376<br>1042 | ✠100A1<br>~~8,21~~ ~~7,20~~ 3,22<br>~~BS7,20~~ ✠LMC4,19<br>BS8,21 | Sld | *q* | CL<br>~~7,20~~<br>~~8,21~~<br>N3,22 | 1904<br>12mo<br>*Lloyd's A&CP* | S.P.Austin &Son,Ld.<br>Sunderland<br>*WB* | *=CellDBa82'uE&* | 268·2<br>P27'Q74'B50'F32'<br>*B32'f112'519tFPT* | 37·8 | 17·0<br>FK | Newcastle<br>British<br>4*BHCem*<br>51*tAPT*110*t* | T.3Cy.20½",33"&54"-39" (*s*)<br>160lb *90lb* 196NHP<br>2SB,*6pf*,GS92,HS3160<br>Richardsons,Westgarth&Co.Ld.Sld | 19 " 9<br>s 2 " 1½<br>17 " 11 | |
| 22680<br>90309<br>JQVH | **Longnewton** IronScSr<br>*ss*Shl.3rdNo.3-2,20<br>*Well deck* *1Dk(Irn)2trB*<br>Wireless *Cargo battens not fitted* | 1878<br>1486<br>1174 | ✠100A1<br>1,21<br>✠LMC2,20<br>✠NB5,02 BS5,21 | Sld | *r* | 1,21 | 1884<br>9mo<br>*Lloyd's A&CP* | E.Withy& Co.<br>WHartlepool | Marquess of Londonderry (D.N. Grimes,*Mgr.*) | 275·7<br>P26'Q82'B54'F32'<br>ptND06<br>*Cell DBa*84'*f*110'416*t* | 38·0 | 16·9<br>FK | Sunderlnd<br>British<br>4*BHCem* | T.3Cy.20½",34"&55"-33" (*s*)<br>140lb NDB20 *100lb* 174NHP<br>2SB,*4pf*,GS70,HS2646<br>T.Richardson&Sons,Hpl. | 19 " 9 | |
| 22681<br>141869 | **Longships** SteelSc<br>*Elec.light* Wireless *2Dks* | ~~1555~~<br>1562<br>1160<br>~~690~~<br>691 | | | | | 1917 | CaledonS. B.&E.Co.Ld.<br>Dundee | ClydeShppg.Co.Ld (W Cuthbert,*Mgr*) | 270·3 | 37·2 | 17·3 | Glasgow<br>British<br>*WB* | T.3Cy.21",34"&56"-39"<br>196NHP<br>CaledonSB.&E.Co.Ld.Dun | | C<br>BT till 12,21 |

| 1<br>Numero l'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Enntissement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22682<br>139630<br>JTCG | **Longston** SteelTwinScSr<br>ssNpt.No.1-21 ssCff.No 3-4 18<br>(exFavorita Clara) 1Dk(Stl)<br>Elec.light | 548<br>410<br>~~260~~<br>267 | A-<br>~~10,20~~11,21<br>MS~~[illegible]~~11,21 ~~SS8,20~~10,21<br>Coasting United Kingdom (Except West Coast, Cork to Pentland Firth) and Continent — from Brest to Hamburg | Cff<br>Npt | | ~~10,20~~<br>11,21 | 1907 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | ~~InstoneTransport &TradingCo.Ld.~~<br>S.Instone&Co.Ld. | 154·0 \| 29·7 \| 11·5<br>P15'B37'F21'<br>BK6½"<br>FPT30t | Cardiff<br>British<br>4BHCem<br>APT43t | C.4Cy.11"&20"-15½ (s)<br>142lb 26NHP<br>1SB,2cf,GS36,HS1184<br>G.SeebeckA.G.Bremerhvn |
| 22683<br>217014<br>LNFD | **Lonoke** WoodScSr<br>Wireless 2Dks | 2540<br>2035<br>1488 | | | | | 1918 | Wilson<br>S.B.Co.<br>Astoria,Or. | UnitedStates<br>ShippingBoard | 266·8 \| 46·1 \| 23·8<br>P27'B67'F29' | Astoria<br>Utd.States | T.3Cy.19",32"&56"-36"<br>NordbergEngine 188NHP<br>Co.Milwaukee,Wis. |
| 22684<br>113135 | **Lonsdale** SteelScK<br>ssLiv.No.3-9,16<br>Well deck ssLan.No.1-20<br>Mchy.Aft 1Dk(Stl) | 236<br>173<br>89 | ✠100A1<br>9,21 ~~6,20~~<br>✠LMC6,20<br>BS9,21 | Lan | c | CL<br>~~6,20~~<br>9,21 | 1904<br>6mo<br>Lloyd's A&CP | W.J.<br>Yarwood<br>Northwich | Whitehaven&Isle ofManS.S.Co.Ld.<br>(J.Beattie, *Mgr.*) | 116·6 \| 22·0 \| 9·0<br>Q37'B9'F20'<br>BK6¾"<br>WB=FP | Whitehvn<br>British<br>3BHCem<br>T25tAPT2t | C.2Cy.14⅛"&28½"-21" (s)<br>120lb 34RHP<br>1SB,2pf,GS40,HS724<br>W.J.Yarwood,Northwich |
| 22685<br>219694<br>LVTG | **Loon** SteelSc<br>(Trawler)<br>Wireless 1Dk | 409<br>—<br>169 | | | | | 1919 | Foundation Co.<br>Savannah Ga. | EastCoast<br>FisheriesCo. | 139·4 \| 25·2 \| 14·1 | Rockland, Me.<br>Utd.States | T.3Cy.12¾",21½"&35"-24"<br>60NHP |
| 22686<br>136203 | — SteelScK<br>1Dk | 191<br>189<br>73 | | | … | | 1914 | GooleS.B.<br>&RepgCo.Ld.<br>Goole | KelsallBros.&<br>Beeching,Ld.<br>(JohnSlater *Mgr.* | 110·1 \| 21·6 \| 12·0<br>BK7½" | Hull<br>British<br>WB | T.3Cy.12",21"&33"-21"<br>55RHP<br>Earle'sCo.Ld.Hull |
| 22687<br>142189 | **Loong Mow** SteelSc | 1127<br>423<br>675 | | | | | 1920 | Kiangnan<br>Dk.&E.Wrks.<br>Shanghai | ~~Mackenzie&Co. Ld.~~ W.A.Argent | 194·8 \| 31·1 \| 9·7 | Shanghai<br>British | T.3Cy.15",22"&34"-18"<br>J.I.Thornycroft 49NHP<br>&Co.Ld.Southampton |
| 22688<br>105383<br>PHDK | **Loong Sang** SteelScSr<br>Elec.light (exEbani) 2Dks | 1738<br>1543<br>1093 | | | … | | 1896 | W.Gray&<br>Co.Ld.<br>WHartlepool | Indo-ChinaSteam<br>Nav.Co.Ld. | 260·0 \| 36·4 \| 20·4<br>P41'B64'F31'<br>FK | London<br>British<br>WB | T.3Cy.22",35"&59"-39"<br>245NHP<br>Cen.Mar.Eng.Wrks.WHpl |
| 22689<br>120721<br>WHFS | **Loongana** SteelTrpScSr<br>Wireless 3Dks | 2448<br>1129<br>1072 | | | | | 1904 | W.Denny<br>&Bros.<br>Dumbarton | ~~UnionS.S.Co.of NewZealand,Ld.~~<br>Tasmanian<br>SteamersPty.Ld. | 300·3 \| 43·1 \| 23·3<br>F51' | Melbourne<br>British<br>WB | 3 Steam Turbines<br>ParsonsMarineSteam<br>TurbineCo.Ld.Nwc. |
| 22690<br>120989 | **Loongwo** SteelTwinSc<br>1Dk Shade dk & Promenade dk | 3923<br>1748<br>2386 | | | | | 1906 | HongK'ng<br>&Whampoa<br>DockCo.Ld.<br>HongKong | Indo-ChinaSteam<br>Nav.Co.Ld. | 330·0 \| 46·1 \| 14·5 | London<br>British | T8Cy(2)17"(2)28"&(4)31½"<br>-33" 228NHP<br>HongKong&Whampoa<br>DockCo.Ld.HongKong |
| 22691<br>114767<br>SQFH | **Loos** SteelScSr<br>ssBry.No.3-2,14<br>(exDarwin) Wireless ssCff.No.1-19<br>1Dk(ptIrn&ptStl)deepframing&<br>Webframes | 2787<br>2622<br>1797 | ✠100A1<br>1,21<br>~~BS6,20~~ ✠LMC~~2,19~~<br>BS11,21 MS5,22 | Cff | u | CL<br>~~1,21~~<br>5,22 | 1901<br>9mo<br>Lloyd's A&CP | J.Blumer&<br>Co.<br>Sunderland | LoosSteamship<br>Co.Ld. (W.T.<br>Jaques, *Mgr.*)<br>CellDBa | 319·6 \| 46·1 \| 21·2<br>P28'B91'F31'<br>FK<br>112'uE18'f128'751t | London<br>British<br>5BHCem<br>APT110t | T.3Cy.23",38"&62"-42" (s)<br>160lb 100lb NDB14 262NHP<br>2SB,6pf,GS110,HS4118<br>J.Dickinson&Sons,Ld.Sld. |
| 22692<br>141344 | — SteelScSr<br>(Trawler)<br>1Dk | 357<br>304<br>136 | | | | | 1918 | Canadian<br>Vickers,Ld.<br>Montreal,Que | Canadian<br>Government | 130·0 \| 25·0 \| 13·0 | Ottawa<br>British | T.3Cy.12¾",21½"&35"-24"<br>CollingwoodS.B. 62RHP<br>Co.Ld.Collingwood,Ont. |
| 22693<br>PJHQ | **Loosdrecht** SteelSc<br>TwinMstAmidships<br>ssHam No.1-21<br>Elec.light Mchy.Aft 1Dk(Stl)<br>Well deck Cargo battens not fitted | 1504<br>1053<br>716 | ✠100A1<br>5,22 ~~2,21~~<br>BS5,22 ✠LMC5,21 | Ham<br>Rot | o | CL<br>2,21 | 1917<br>5mo<br>A&CP | NVBurger-<br>hout'sMchfb.<br>&Scheepswft<br>Rotterdam | N.V.Stoomv.<br>Maats "DeMaas"<br>(Phs.van<br>Ommeren, *Mgr.*)<br>CellDBuB25'f159'3 | 235·6 \| 36·2 \| 15·7<br>FK<br>26tMT10'184tFPT | Rottrdam<br>Dutch<br>5BHCem<br>80tAPT65t | T.3Cy.19⅝",32¼"&52"-35⅜"<br>180lb (s) 209NHP<br>2SB,6cf,GS116,HS3710<br>NVBurgherhout'sMh.Rot. |
| 22694 | **Lop** WoodSc<br>9&12yrsMat. 1Dk | 96<br>95<br>40 | ✠11A1<br>For fishing purposes<br>2,20<br>✠LMC12,19 | Sou | | CL | 1919<br>1mo<br>Lloyd's A&CP | Berthon<br>BoatCo.Ld.<br>Lymington | ~~TheAdmiralty.~~<br>GrimsbySeine<br>FishingCo.<br>(S.Franklin *Mgr.*) | 87·0 \| 19·7 \| 9·8 | London<br>British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS810<br>Elliott&GarroodLdBeccles |
| 22695<br>PJHS | **Loppersum** SteelScSr<br>ssRot.No.2-21 ssAms.No.3-5,13<br>~~ssRot.No.1-18~~<br>Elec.light 1Dk(Stl)&deep framing&<br>ptAwng dk(Irn) | 2023<br>1728<br>1289 | ✠100A1<br>ptAwng dk<br>withfreeboard<br>2,22 ~~10,20~~ ✠LMC7,21<br>~~MS10,18~~ ~~BS5,20~~ | Rot | r | CL<br>~~5,20~~<br>N2,22 | 1900<br>8mo<br>A&CP | W.Gray&<br>Co.Ld.<br>WHartlepool | Stoomv.Maats.<br>"Oostzee"(Vinke<br>&Co. *Mgrs.*)<br>WB=CellDB | 270·2 \| 39·2 \| 15·9<br>P17'Q86'<br>ptAwng dk167' FK<br>a&uE106'f112'454t | Amstrdam<br>Dutch<br>4BHCem<br>APT70t | T.3Cy.19",30½"&51"-36" (s)<br>160lb 153NHP<br>2SB,4rf,GS54,HS2257<br>Cen.Mar.Eng.Wrks.WHpl |
| 22696<br>218077<br>LRFO | **Lorain** SteelScSr<br>Fitted for oil fuel<br>Elec.light 1Dk&Shelter dk<br>Wireless Sub.Sig. &Web frames<br>Longitudinal framing | 6213<br>5895<br>3836 | | | … | | 1919 | Federal<br>S.B.Co.<br>Kearny,N.J. | UnitedStates<br>ShippingBoard | 395·5 \| 55·0 \| 31·4<br>P45'B110'<br>F38'onShltr dk FK | NewarkNJ<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>619NHP<br>GeneralElectricCo.<br>Schenectady,N.J. |
| 22697<br>4086<br>JNBP | **Lord** IronScSr<br>(exGeorgia)<br>Well deck Wireless 1Dk | 1700<br>1297<br>1023 | | | … | | 1885 | W.Gray&<br>Co.<br>WHartlepool | RederiA/B<br>Amaryllis(O.A.<br>Börjesson, *Mgr.*) | 261·5 \| 36·8 \| 18·2<br>P29'Q68'B100'<br>F28' BK9" | Hlsngborg<br>Swedish<br>WB | C.2Cy.32½"&60"-39"<br>NDB99 173NHP<br>Black,Hawthorn&Co.,Gts. |
| 22698 | **Lord Alfred Paget** IronScSr<br>1Dk | *186*<br>*186*<br>*133* | | | | | 1865 | M.Pearse&<br>Co.<br>Stockton | O.J.Olsen | 120·4 \| 21·0 \| 10·6 | Copnhagn<br>Danish | 2Cy.28¼"-24"<br>33NHP<br>Fossick&Hackworth,Stk. |
| 22699<br>139095 | **Lord Allenby** SteelScK<br>(exJohnHuns) 1Dk(Stl) | 202<br>198<br>88 | ✠100A1<br>StmTrawler<br>12,19 ✠LMC4,19 | Bwg | | CL | 1919<br>4mo<br>Lloyd's A&CP | JohnFul-<br>lerton&Co<br>Paisley | LowestoftSteam<br>HerringDrifters<br>Co.Ld. | 115·6 \| 22·1 \| 12·1<br>BK7½" | Lowestoft<br>British<br>3BHCem<br>DBf29'20t | T.3Cy.12",20"&34"-23" (s)<br>180lb 74RHP<br>1SB,GS40,HS1368<br>W.Beardmore&Co.Gls. |
| 22700<br>130177 | **Lord Allendale** SteelScK<br>ssMil.No 2-19<br>1Dk | 215<br>189<br>84 | ✠100A1<br>StmTrawler<br>11,21 ~~3,21~~ BS11,21<br>~~[illegible]~~ ✠LMC5,19 | Gms | | CL<br>3,21 | 1911<br>11mo<br>Lloyd's A&CP | Smith's<br>DockCo.Ld.<br>Middlesbro' | ConsolidatedStm.<br>Fishing&IceCo.<br>(Grimsby)Ld. (J.<br>D.Marsden, *Mgr.*) | 117·4 \| 22·0 \| 11·7<br>Q69'F21'<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.12¼",20"&34"-24" (s)<br>180lb 76RHP<br>1SB,3pf,GS53,HS1338<br>Smith'sDockCo.Ld.Mdb. |
| 22701<br>113518<br>THNB | **Lord Antrim** SteelScSr<br>ssDub.No.3-10,16<br>Elec.light 2Dks(Stl)&deepframing<br>Wireless | 4333<br>4099<br>2754 | ✠100A1<br>3,20 ✠LMC<br>~~MS7,16~~ ~~BS5,20~~<br>MS10,20 BS6,21 | Bel | | CL<br>~~3,20~~<br>6,21 | 1902<br>4mo<br>Lloyd's A&CP | Workman,<br>Clark&Co.Ld<br>Belfast | UlsterS.S.Co.Ld.<br>(G.Heyn&Sons,<br>*Mgrs.*)<br>WB=CellDBa | 375·3 \| 47·2 \| 28·8<br>P26'B103'F39'<br>FK<br>119'uE&B44'f144' | Belfast<br>British<br>6BHCem<br>870tMT29' | T.3Cy.26",43"&72"-48" (s)<br>180lb 90lb 409NHP<br>2SB,6cf,GS126,HS5259 FD<br>Wrkman,Clark&Co.LdBel<br>755tFPT85tAPT85 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22702<br>130173 | Lord Ashby SteelScK<br>ssGms.No.2-20<br>1Dk | 215<br>189<br>84 | ✠100A1<br>StmTrawler<br>3,21 ~~3,20~~ ✠LMC3,20<br>BS3,21 | Gms | | CL<br>3,20 | 1911<br>8mo<br>Lloyd | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'sA&CP | ConsolidatedStm.<br>Fishing&IceCo.<br>(Grimsby)Ld. (J.<br>D.Marsden, *Mgr.*) | 117·4<br>Q69'F21'<br>BK7½" | 22·0 | 11·7 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12¼",20"&34"-24" (*s*)<br>180lb 75RHP<br>1SB,*3pf*,GS53,HS1338<br>Smith'sDockCo.Ld.Mdb. | 12 ″ 6 | |
| 22703<br>200139 | Lord Baltimore SteelSc<br>1*Dk* | 445<br>—<br>289 | | | | | 1903 | Harlan&<br>Hollings-<br>worthCo.<br>Wlmgtn,Del. | Baltimore&Phila-<br>delphia Stm.Bt.Co. | 196·0 | 23·5 | 12·0 | Phildlphia<br>Utd. States | T.4Cy.21",32"&(2)35"-24"<br>120NHP<br>Harlan&HollingsworthCo.<br>Wilmington,Del. | | |
| 22704<br>143403<br>KCJG | Lord Broughton SteelSc<br>"Navarchos G. Sachtouris," See No. [illegible] in Supplement<br>ssNwc.No.3-12,20<br>(*ex*Patmos) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 1954<br>1755<br>1218 | ✠100A1<br>[illegible]<br>LMC12,20 | Nwc | | 12,20 | 1902<br>Lloyd | Akt.Ges.<br>"Neptun"<br>Rostock<br>'sA&CP | ByronS.S.Co.Ld. | 281·7<br>P25'B166'F31'<br>FK<br>*CellDB*220' | 40·5 | 18·5 | London<br>British<br>6*BHCem*<br>469*t* | T3Cy20⅞"35$\frac{7}{16}$"&55⅛"-35$\frac{7}{16}$"<br>175lb (*s*) 208NHP<br>2SB,*4cf*,GS76,HS3426<br>A.G."Neptun,"Rostock | 21 ″ 1<br>s 2 ″ 3½<br>19 ″ 2 | |
| 22705<br>139191<br>JNSG | Lord Byron SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3200<br>2981<br>1935 | ✠100A1<br>7,20<br>✠NB2,17 ✠LMC2,17<br>✠NE5,10 *refitted*2,17 | Sws | *v* | CL<br>4,21 | 1917<br>2mo<br>Lloyd | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>*sA&CP* | ByronS.S.Co.Ld.<br>*CellD* | 339·8<br>P28'B105'F39'<br>FK<br>*B*294' 789*t FPT*69*t* | 47·0 | 23·8 | London<br>British<br>6*BHCem*<br>*APT*179*t* | 2SteamTurbinesGeared to<br>1ScShaft 160lb (*s*) *100lb*<br>2SB,*6cf*,GS106,HS4005<br>Parsons'Steam 1150NHP<br>TurbineCo.Ld.Nwc. | 26 ″ 3<br>s 4 ″ 7<br>22 ″ 1 | |
| 22706<br>106726<br>PNKD | Lord C. Beresford IronScK<br>(*Trawler*)<br>1*Dk* | 162<br>150<br>68 | | | … | | 1896 | Cook,Wel-<br>t'n&Gemmell<br>Hull | DublinSteam<br>TrawlingCo.Ld.<br>(A.Richardson,<br>*Mgr.*) | 105·5<br>Q24'<br>BK7½" | 20·7 | 11·0 | Dublin<br>British | T.3Cy.12¼",19½"&32"-22½"<br>50RHP<br>C.D.Holmes&Co.,Hull | 11″10 | |
| 22707<br>138952 | Lord Cecil SteelScK<br>ssGms.No.1-20<br>1*Dk* | 228<br>212<br>88 | ✠100A1<br>*StmTrawler*<br>1,22 ~~10,20~~ ✠LMC10,20 | Gms | | CL<br>10,20 | 1916<br>3mo<br>Lloyd | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'sA&CP | J.W.Smethurst | 117·3<br>Q67'<br>BK8" | 22·5 | 12·1 | Grimsby<br>British<br>2*BHCem* | T.3Cy.12¼",20"&34"-24" (*s*)<br>180lb 72RHP<br>1SB,*2pf*,GS35,HS1242<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 0 | |
| 22708<br>130175 | Lord de Ramsey SteelScK<br>ssGms.No.2-19<br>1*Dk* | 215<br>189<br>84 | ✠100A1<br>*StmTrawler*<br>1,22 ~~1,21~~<br>BS1,21 ✠LMC7,19 | Gms | | CL<br>5,20 | 1911<br>8mo<br>Lloyd | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'sA&CP | ConsolidatedStm.<br>Fishing&IceCo.<br>(Grimsby)Ld. (J.<br>D.Marsden, *Mgr.*) | 117·4<br>Q69'F21'<br>BK7½" | 22·0 | 11·7 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12¼",20"&34"-24" (*s*)<br>180lb 75RHP<br>1SB,*3pf*,GS53,HS1338<br>Smith'sDockCo.Ld.Mdb. | 12 ″ 6 | |
| 22709<br>125648<br>HMDQ | Lord Desborough SteelTwinSc<br>(*SandPumpHopperDredger*) 3MstSr<br>*Elec.light* ssBkn.No.2-16<br>2*Dks*(*UStl*-ws) | 2965<br>2965<br>1847 | ✠100A1<br>*HopperDredger*<br>7,18<br>BS12,17 ✠LMC11,16 | Lon | *u* | 7,18 | 1907<br>12mo<br>Lloyd | Ferguson<br>Bros.<br>Pt.Glasgow<br>'sA&CP | Port of London<br>Authority | 320·0<br>FK<br>*WB*= | 52·9 | 21·1 | London<br>British<br>9*BHCem*<br>*APT*44*t* | T.6Cy.19",30"&49"-30" (*s*)<br>180lb 331NHP<br>3SB,*9cf*,GS180,HS5730<br>FergusonBros.Pt.Glasgow | 22 ″ 6<br>s 5 ″ 1½<br>17 ″ 10 | |
| 22710<br>135238<br>JMTW | Lord Devonport SteelSc<br>"Molly Mawk," See No. [illegible] in Supplement<br>ssLon.No.2-20<br>1*Dk*(*Stl*) | 970<br>921<br>385 | | | … | N6,20 | 1913<br>7mo<br>Lloyd | Lobnitz&<br>Co.Ld.<br>Renfrew<br>'sA&CP | SouthAfricanRail<br>ways&Harbours<br>Administration | 200·4<br>F26'<br>FK | 34·1 | 16·9 | Durban<br>~~London~~<br>British<br>7*BHCem* | T.3Cy.18",30"&48"-36" (*s*)<br>170lb 184NHP<br>2SB,*6cf*,GS118,HS3400<br>Lobnitz&Co.Ld.Renfrew | 17 ″ 6<br>s 2 ″ 7½<br>15 ″ 0 | |
| 22711<br>110514<br>RLVK | Lord Downshire SteelScSr<br>ssBel.No.2-20 ssCff.No.3-4,13<br>~~ssSws.No.1-17~~<br>Wireless 2*Dks*(*Stl*)&*deepframing* | 4853<br>4601<br>3037 | ✠100A1<br>~~2,22~~ ~~11,20~~ 5,22<br>~~BS1,20~~ ✠LMC7,17<br>BS2,22 2,21 | Bel | *y* | CL<br>N11,20 | 1900<br>1mo<br>Lloyd | Workman,<br>Clark&Co.Ld<br>Belfast<br>'sA&CP | UlsterS.S.Co.Ld.<br>(G.Heyn&Sons,<br>*Mgrs.*)<br>*WB*=*CellDBa* | 406·9<br>P37'B107'F45'<br>FK<br>122'*uE&B*56'*f*150' | 48·8 | 29·3 | Belfast<br>British<br>6*BHCem*<br>1030*t D T a* | T.3Cy.27",44½"&74"-54" (*s*)<br>180lb *180lb* 463NHP<br>2DB,*12cf*,GS242,HS7508<br>Wrkman,Clark&Co.Ld Bel<br>29'730*t FPT*100*t APT*40*t* | 32 ″ 3<br>s 6 ″ 10½<br>25 ″ 9 | |
| 22712<br>108624<br>QOWM | Lord Dufferin SteelScSr<br>ssCff.No.3-3,11<br>Wireless ssN.Yk.No.2-19<br>*Elec.light* 2*Dks*(*Stl*)&*deepframing* | 4664<br>4443<br>3007 | ✠100A1<br>6,21 ~~12,20~~<br>BS1,21 ✠LMC7,19 | NNs<br>Shl | *y* | CL<br>N7,19 | 1898<br>5mo<br>Lloyd | Palmers'<br>Co.Ld.<br>Newcastle<br>'sA&CP *W* | Canada Steamship<br>Lines,Ld.<br>*B*=*CellDBa* 123'*u* | 400·0<br>P36'B104'F42'<br>FK<br>*E* 29' *f* 160' 1006*t* | 48·7 | 28·6 | Montreal<br>British<br>6*BHCem*<br>*APT*42*t* | T.3Cy.28",46"&76"-51" (*s*)<br>180lb *180lb* 501NHP<br>2DB,*12cf*,GS248,HS8510<br>Palmers'Co.Ld.Nwc. | 31 ″ 5<br>s 6 ″ 9<br>25 ″ 1 | |
| 22713<br>133223 | Lord Durham SteelScK<br>ssLiv.No.2-19<br>1*Dk* | 215<br>189<br>84 | ✠100A1<br>*StmTrawler*<br>~~6,20~~12,21 BS1,22<br>~~BS6,20~~ ✠LMC7,19 | Gms | | CL<br>~~7,19~~<br>1,22 | 1911<br>12mo<br>Lloyd | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'sA&CP | ConsolidatedStm.<br>Fishing&IceCo.<br>(Grimsby)Ld. (J.<br>D.Marsden, *Mgr.*) | 117·4<br>Q69'F21'<br>BK7½" | 22·0 | 11·7 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12¼",20"&34"-24" (*s*)<br>180lb 76RHP<br>1SB,*3pf*,GS53,HS1338<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 22714<br>70774<br>VQHR | Lord Elgin IronPad | 198<br>169<br>81 | | | | | 1876 | Richardsn,<br>Duck&Co<br>Stockton | Sou.I.ofWight&<br>S.ofEng.Royal<br>MailStmPktCo.Ld | 160·0 | 20·0 | 6·8 | S'thamptn<br>British | C.D.2Cy.22"&42"-42"<br>NB92 75RHP<br>T.Richardson&Sons,Hpl. | | |
| 22715<br>144021<br>KCVL | Lord Ernle SteelScK<br>325<br>*Mchy.Aft* 1*Dk*(*Stl*) | ~~324~~<br>287<br>~~148~~<br>132 | ✠100A1<br>*StmTrawler*<br>11,21 ~~4,21~~ ✠LMC10,19 | Hul | | 4,21 | 1919<br>10mo<br>Lloyd | Cochrane&<br>Sons,Ld.<br>Selby<br>'sA&CP | Pickering&<br>Haldane'sSteam<br>TrawlingCo.Ld. | 138·3<br>Q78'F19'<br>BK7½" | 23·7 | 12·7 | Hull<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 87RHP<br>1SB,*3pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 22716<br>143350<br>KBWC | Lord Erskine SteelSc<br>ssShl.No.3-11,20<br>(*ex*EricPetersen,*ex*Dwina, 1*Dk*(*Stl*)&<br>Wireless *ex*KaraSea) *deep framing* | 1955<br>1784<br>1210 | ✠100A1<br>11,20<br>✠LMC11,20 | Shl | *r* | 11,20 | 1905<br>7mo<br>Lloyd | Craig,<br>Taylor&Co.<br>Stockton<br>*sA&CP* | ByronS.S.Co.Ld.<br>*CellDBa*88'*u* | 280·3<br>P26'B70'F28'<br>FK<br>*E*16'*f*112'470*t FPT* | 42·2 | 19·4 | London<br>British<br>4*BHCem*<br>88*t APT*92*t* | T.3Cy.21",35"&57"-39" (*s*)<br>160lb *90lb* 210NHP<br>2SB,*6pf*,GS188,GS3248<br>N.E.MarineEng.Co.Ld.Sld | 20 ″ 7<br>s 3 ″ 1½<br>17 ″ 9 | |
| 22717<br>136237<br>JKNW | Lord Fisher SteelScK<br>ssHul.No.1-19<br>(*ex*Lordship,*ex*LordFisher) 1*Dk*<br>*Elec.light* | 351<br>311<br>162 | ✠100A1<br>*StmTrawler*<br>4,21 BS8,21<br>~~BS7,20~~ ✠LMC8,19 | Hul | | CL<br>4,21 | 1915<br>3mo<br>Lloyd | Cook, Wel-<br>t'n&Gemmel<br>Ld. Beverley<br>'sA&CP | HellyerBros.Ld. | 140·2<br>Q76'<br>BK8" | 24·1 | 13·0 | Hull<br>British<br>4*BHCem* | T.3Cy.13",22½"&37"-24" (*s*)<br>200lb 100RHP<br>1SB,*3pf*,GS48,HS1476<br>Amos&Smith,Ld.Hull | 13″10 | |
| 22718<br>122702<br>HDKB | Lord George SteelScK<br>ssFlt.No.3-1,19<br>(*ex*St.George) 1*Dk* | 229<br>211<br>94 | ✠100A1<br>*StmTrawler*<br>5,20 ✠LMC1,19<br>✠NB6,16 BS~~5,20~~12,21 | Lan | | CL<br>5,20 | 1905<br>9mo<br>Lloyd | Cochrane<br>&Sons<br>Selby<br>'sA&CP | E.Taylor<br>(J.A.Taylor, *Mgr.*) | 123·6<br>Q67'F20'<br>BK8" | 22·0 | 11·5 | Fleetwood<br>British<br>4*BHCem* | T.3Cy.12½",22"&35"-24" (*s*)<br>180lb 63RHP<br>1SB,*2pf*,GS33,HS1175<br>C.D.Holmes&Co.Hull | 12 ″ 4 | |
| 22719<br>[illegible]<br>KDMQ | Lord Guilford SteelScSr<br>"Arantzazu-Mendi," See No. 36311 in Supplement<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in 'tween dks*<br>Wireless | 6635<br>6395<br>4106 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,20 ✠LMC1,20 | Sld | *a*† | CL | 1920<br>1mo<br>Lloyd | JLThomp-<br>son&Sons,Ld.<br>Sunderland<br>*sA&CP* | ~~ByronS.S.Co.Ld.~~<br>*CellDB*366'1364*t* | 412·5<br>F36'*onShelter dk*<br>FK<br>*FPT*154*t APT*228*t* | 55·5 | 34·4 | ~~London~~<br>~~Bri~~ Spanish<br>*Cem*<br>6*BHtoSh dk*<br>1 „ „ *U* „ | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 593NHP<br>3SB,*12cf*,GS225,HS9464 FD<br>G.Clark,Ld.Sunderland | 37 ″ 0<br>s 8 ″ 11½<br>28 ″ 6 | |
| 22720<br>139349<br>KCJV | Lord Halifax SteelScK<br>326<br>1*Dk*(*Stl*) | ~~324~~<br>287<br>~~148~~<br>133 | ✠100A1<br>*StmTrawler*<br>5,21 ~~8,19~~ ✠LMC8,19 | Hul | | CL<br>5,21 | 1919<br>6mo<br>Lloyd | Cochrane<br>&Sons,Ld.<br>Selby<br>'sA&CP | Pickering&<br>HaldaneS.T.Co.Ld. | 138·3<br>Q78'F19'<br>BK7½" | 23·7 | 12·7 | Hull<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 87RHP<br>1SB,*3pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 22721<br>143272 | Lord Harrington SteelSc<br>(*ex*Lizzy,*ex*Parthia)<br>Wireless 1*Dk*&*Awng dk*&*Web frames* | 2767<br>2605<br>1736 | ~~Cff 11,20~~<br>(*See footnote**) | Sou | 6,21 | … | 1896 | Richardsn,<br>Duck&Co.<br>Stockton | ByronS.S.Co.Ld. | 300·0<br>FK | 42·0 | 25·1 | London<br>British | T.3Cy.22½",37"&61"-42"<br>246NHP<br>Blair&Co.Ld.Stockton | 27 ″ 6 | |

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* This vessel, the class of which has lapsed, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 3 | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7"<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22722<br>128173<br>HPBJ | **Lord Heneage**<br>ssGms.No.8-12,21 | SteelScK<br>~~ssWrn.No.2-10~~<br>1*Dk* | 324<br>284<br>125 | ✠100A1<br>*StmTrawler*<br>~~11,20~~ 12,21<br>~~BS11,20~~ ✠LMC~~10,19~~ 12,21 | Gms | | CL<br>10,19 | 1909<br>5mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>*'sA&CP* | WoodburySteam FishingCo.Ld. (H. A.Jeffries, *Mgr.*) | 138·3<br>Q73' | 23·5 | 12·1<br>BK8" | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",22½"&37"-26" (*s*)<br>200lb 93RHP<br>1SB,*3pf*,GS48,HS1611<br>Amos&Smith,Hull | 13 |
| 22723<br>123286 | **Lord Joicey**<br>*Elec.light* | SteelTwinSc<br>(*BucketHopperDredger*)<br>1*Dk*(*Stl*)&*Webframes*<br>*Lower dk forward* | 1204<br>1138<br>755 | ✠<br>*HopperDredger*<br>2,09 ✠ | Hul | *o* | | 1906<br>10mo | Lobnitz& Co.Ld.<br>Renfrew | N.EasternRly.Co. Ld. | 229·0<br>F30' | 40·1 | 16·9<br>FK | Hull<br>British<br>6*BHCem* | T.6Cy.13½",23"&37"-27"<br>169NHP<br>2SB,*4cf*,GS94,HS2808<br>Lobnitz&Co.Ld.Renfrew | 18 |
| 22724<br>139123<br>JMLV | **Lord Kelvin**<br>*CableVessel*<br>*Elec.light* Wireless<br>Sub.Sig. | SteelTwinScSr<br>ssHfx.No.1-20<br>2*Dks*(*StlU*-ws)<br>3rd *dk*(*Stl*)*inNo.1hold* | 2641<br>2105<br>1306 | ✠100A1<br>~~6,21 8,19~~ 5,22<br>✠LMC7,20<br>BS5,22<br>*Fitted for oil fuel* 3,16 *F.P. above* 150°F. | Hfx | *t* | CL<br>~~8,19~~<br>5,22 | 1916<br>1mo<br>*Lloyd* | Swan,Hunter&Wigham Richardson, LdNewcastle<br>*'sA&CP* | Anglo-American Tel.Co.Ld. | 316·6<br>P50'B100'F62'<br>*CellDB FPT*40*t* | 41·2 | 22·7<br>FK | London<br>British<br>5*BHCem*<br>*APT*55*t* | T.6Cy.17",28½"&48"-33" (*s*)<br>190lb *100lb* 380NHP<br>2SB,*6cf*, HS5580 FD<br>Swan,Hunter&Wigham-Richardson.Ld.Nwc. | 25<br>3<br>21 |
| 22725<br>132267<br>HTMQ | **Lord Knollys** | SteelScK<br>ssHul.No.2-19<br>1*Dk* | 285<br>250<br>114 | ✠100A1<br>*StmTrawler*<br>2,22 ~~7,20~~<br>BS7,21<br>~~BS5,20~~ ✠LMC5,1 | Hul | | CL<br>~~7,20~~<br>2,22 | 1911<br>9mo<br>*Lloyd* | Cochrane &Sons Selby<br>*'sA&CP* | ~~ValiantSteam TrawlingCo.Ld(C. H.Duggleby, *Mgr*)~~<br>DugglesbyFish SellingCo.Ld | 133·5<br>Q73' | 23·0 | 12·0<br>BK7½" | Hull<br>British<br>4*BHCem* | T.3Cy.12¾",22"&36"-24" (*s*)<br>200lb 75RHP<br>1SB,*2pf*,GS39,HS1180<br>C.D.Holmes&Co.Ld.Hull | 12 |
| 22726<br>133402<br>HWMR | **Lord Lister** | SteelScK<br>ssHul.No.2-20<br>1*Dk* | 285<br>250<br>114 | ✠100A1<br>*StmTrawler*<br>8,20 ✠LMC8,20<br>BS7,21 | Hul | | CL<br>11,19 | 1912<br>8mo<br>*Lloyd* | Cochrane &Sons Selby<br>*'sA&CP* | ~~ListerSteam TrawlingCo.Ld. (C.H.Duggleby, *Mgr.*)~~<br>Dugglesby FishSellingCo.Ld | 133·5<br>Q73'F20' | 23·0 | 12·0<br>BK7½" | Hull<br>British<br>4*BHCem* | T.3Cy.12¾",22"&36"-24" (*s*)<br>200lb 64RHP<br>1SB,*3pf*,GS46,HS1295<br>C.D.Holmes&Co.Ld.Hull | 12 |
| 22727<br>144408<br>KDVH | **Lord Londonderry**<br>(*ex*Schönfels)<br>*Elec.light*<br>Wireless | SteelSc<br>ssBel.No.3-2,21<br>1*Dk*(*Stl*)&*Webframes*&<br>*Spar dk*(*Stl*-*pt* teak s) | 5796<br>5394<br>3630 | ✠100A1<br>*Spar dk*<br>4,22 ~~2,21~~ ✠LMC2,21<br>BS5,22 | Bel | *a*† | CL<br>~~4,20~~<br>5,22 | 1902<br>2mo<br>*Lloyd* | Flensburgr Schiffsb.Ges. Flensburg<br>*'sA&CP* | UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld.*Mgrs.*)<br>*CellD* | 427·0<br>P58'B101'F48'<br>*Ba*144'*uE*25'*f*181'1 | 53·0 | 21·2<br>29·4<br>BK9" | Belfast<br>British<br>6*BHCem*<br>235*t DTa*31' | Q.4Cy.24",34",51"&74"-54"<br>213lb (*r*) 506NHP<br>3SB,*9cf*,GS145,HS6500 FD<br>FlensburgerSchiffsb.Ges.<br>350*t FPT*115*t APT*25*t* | 32<br>7<br>25 |
| 22728<br>139286<br>JMKG | **Lord Mersey**<br>*Elec.light* | SteelScK<br>ssHul.No.1-19<br>1*Dk* | 326<br>288<br>134 | ✠100A1<br>*StmTrawler*<br>6,21 ~~10,19~~ ✠LMC10,19<br>BS6,21 | Hul | | CL<br>~~10,19~~<br>6,21 | 1916<br>2mo<br>*Lloyd* | Cochrane&Sons,Ld. Selby<br>*'sA&CP* | Pickering&Haldane'sStm.TrawlingCo.Ld. | 138·5<br>Q78'F20' | 23·7 | 12·8<br>BK7½" | Hull<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 93RHP<br>1SB,*3pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 22729<br>146188 | **Lord Milner**<br>*Elec.light* | SteelTwinSc<br>(*ex*KaiserWilhelmII.)<br>1*Dk* | 495<br>365<br>97 | | | | | 1898 | J.L.Meyer Papenburg | Government of Tanganyika | 165·1<br>P18'H41'F15' | 27·8 | 12·9 | ~~Tanga~~ London<br>British<br>*WB* | T.6Cy.11⅔",19"&30½"-~~28½"~~ -23½"<br>89RHP ~~89NHP~~<br>~~J.L.Meyer~~, Papenburg<br>J.L.Meyer | |
| 22730<br>136192<br>JFQD | **Lord Minto** | SteelScK<br>ssHul.No.1-19<br>1*Dk* | 295<br>270<br>123 | ✠100A1<br>*StmTrawler*<br>5,21 ~~8,19~~ BS5,21<br>~~BS5,20~~ ✠LMC8,19 | Hul | | CL<br>~~8,19~~<br>5,21 | 1914<br>6mo<br>*Lloyd* | Cochrane&Sons,Ld. Selby<br>*'sA&CP* | Pickering&Haldane'sStm.TrawlingCo.Ld. | 136·7<br>Q74'F20' | 23·2 | 12·3<br>BK7½" | Hull<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 93RHP<br>1SB,*3pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 22731<br>87248 | **Lord Morton** | IronPadSp | 185<br>185<br>72 | | | | | 1883 | S.&H. Morton Leith | TheShippingController | 181·9<br>len00 | 20·3 | 7·1 | Leith<br>British | D.1Cy.45"-54"<br>NB00 85RHP<br>S.&H.Morton,Leith | |
| 22732<br>138950 | **Lord Northcliffe** | SteelScK<br>ssGms.No.1-21<br>1*Dk* | 228<br>212<br>88 | ✠100A1<br>*StmTrawler*<br>1,21 ✠LMC1,21 | Gms | | CL<br>1,21 | 1916<br>3mo<br>*Lloyd* | Smith's DockCo.Ld. Middlesbro'<br>*'sA&CP* | H.Smethurst (J.W.Smethurst, *Mgr.*) | 117·3<br>Q67' | 22·5 | 12·1<br>BK8" | Grimsby<br>British<br>2*BHCem* | T.3Cy.12¼",20"&34"-24" (*s*)<br>180lb 72RHP<br>1SB,*2pf*,GS35,HS1242<br>Smith'sDockCo.Ld.Mdb. | 13 |
| 22733<br>110506<br>RGVB | **Lord Ormonde**<br>ssNYk.No.2-21<br>Wireless | SteelScSr<br>ssRot.No.3-11,12<br>~~ssCff.No.1-16~~<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*deep framing* | 3914<br>3669<br>2533 | ✠100A1<br>*Spar dk*<br>~~7,21 12,19~~ 9,21<br>~~BS12,19~~ ✠LMC~~7,18~~<br>7,21 | Sws<br>~~NYk~~ Ham | *x* | CL<br>~~3,19~~<br>~~7,21~~<br>9,21 | 1899<br>8mo | W.Dobson &Co. Newcastle<br>A&CP *WB*= | ~~OceanS.S.Co.Ld.~~<br>LordOrmondeS.S. Co.Ld.<br>*CellDBa*120'*u E*& | 360·0<br>P25'B162'F42'<br>*B*42'*f*146'694*t FPT* | 46·2 | 19·4<br>27·2<br>FK | Quebec<br>British<br>6*BHCem*<br>75*t APT*47*t* | T.3Cy.24",40"&64"-48" (*s*)<br>180lb *90lb* 312NHP<br>2SB,*8pf*,GS142,HS4900<br>J.Dickinson&Sons,Ld.Sld | 29<br>5<br>24 |
| 22734<br>130171 | **Lord Percy** | SteelScK<br>ssGms.No.2-20<br>1*Dk* | 215<br>189<br>84 | ✠100A1<br>*StmTrawler*<br>4,21 ~~3,20~~ ✠LMC5,20<br>BS4,21 | Gms | | CL<br>3,20 | 1911<br>7mo<br>*Lloyd* | Smith's DockCo.Ld. Middlesbro'<br>*'sA&CP* | ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld(J.D. Marsden, *Mgr.*) | 117·4<br>Q68'F20' | 22·0 | 11·7<br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.12¼",20"&34"-24" (*s*)<br>180lb 75RHP<br>1SB,*3pf*,GS53,HS1338<br>Smith'sDockCo.Ld.Mdb. | 12 |
| 22735<br>139287<br>JMKF | **Lord Reading**<br>*Elec.light* | SteelScK<br>ssHul.No.1-20<br>1*Dk* | 326<br>288<br>134 | ✠100A1<br>*StmTrawler*<br>5,22 ~~12,20~~ ✠LMC6,20<br>~~10,21~~ BS5,21 | Hul | | CL<br>12,20 | 1916<br>4mo<br>*Lloyd* | Cochrane&Sons,Ld. Selby<br>*'sA&CP* | Pickering&Haldane'sStm.TrawlingCo.Ld. | 138·5<br>Q78'F20' | 23·7 | 12·8<br>BK7½" | Hull<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 93RHP<br>1SB,*3pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 22736<br>142322<br>JSML | **Lord Rhondda**<br>*Well deck*<br>Wireless | SteelScSr<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1744<br>1323<br>1026 | ✠100A1<br>12,20<br>✠LMC5,18 | Bry | *q* | CL<br>11,19 | 1918<br>3mo<br>*Lloyd* | WoodSkinner&Co.Ld. Newcastle<br>*'sA&CP* | PlissonSteam Nav.Co.Ld.<br>*CellD* | 260·4<br>Q153'F29'<br>*Bon*RQD52'<br>*B*212' 422*t FPT*92*t* | 37·7 | 16·4<br>FK | London<br>British<br>4*BHCem*<br>*APT*101*t* | T.3Cy.20",33"&54"-36" (*s*)<br>180lb 207NHP<br>2SB,*6pf*,GS94,HS3412<br>J.Dickinson&Sons,Ld.Sld. | 18<br>1<br>17 |
| 22737<br>JMTV | **Lord Ritchie**<br>*Renamed* "Duyker," *See No.* [illegible] *Supplement* | SteelSc<br>ssLon.No.2-20<br>1*Dk*(*Stl*) | 971<br>822<br>386 | | | | N6,20 | 1913<br>7mo<br>*Lloyd* | Lobnitz& Co.Ld. Renfrew<br>*'sA&CP* | SouthAfricanRailways&Harbours Administration | 200·4<br>F26' | 34·1 | 16·9<br>FK | ~~London~~ Durban<br>British<br>7*BHCem* | T.3Cy.18",30"&48"-36" (*s*)<br>170lb 184NHP<br>2SB,*6cf*,GS118,HS3400<br>Lobnitz&Co.Ld.Renfrew | 17<br>2<br>15 |
| 22738<br>111060<br>SBHR | **Lord Roberts** | SteelPad<br>1*Dk* | 199<br>193<br>69 | | | | | 1900 | Allsup& Co.Ld. Preston | FurnessS.B.Co. (J.McGowan, *Mgr.*) | 135·0 | 21·4 | 9·7 | Yarmouth<br>British | D.2Cy.30"-48"<br>65RHP<br>W.Allsup&Sons,Preston | |
| 22739<br>123020 | **Lord Rothschild**<br>(*ex*Starbank, *ex*MayIsland) | SteelScK<br>ssGms.No.3-11,19<br>1*Dk* | 174<br>172<br>69 | ✠100A1<br>*StmTrawler*<br>2,21<br>BS2,21 ✠LMC11,19 | Gms | | CL<br>N11,19 | 1906<br>7mo<br>*Lloyd* | Mackie& Thomson Glasgow<br>*'sA&CP* | JunionSteam FishingCo. (BeaconSteam FishingCo,*Mgrs.*) | 112·5 | 21·0 | 10·9<br>BK8" | Grimsby<br>British<br>3*BHCem*<br>*DBf*19'17*t* | T.3Cy.12",20"&33"-22" (*s*)<br>170lb 44RHP<br>1SB,*2pf*,GS38,HS1314<br>Allan,Anderson&Co.Gls. | 12 |
| 22740<br>124038<br>HKDV | **Lord Sefton**<br>*Elec.light*<br>Wireless | SteelScSr<br>ssCff.No.3-12,19<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*deep framing* | ~~4302~~<br>~~4050~~<br>~~2792~~<br>4331<br>4058<br>2799 | ✠100A1<br>*Spar dk*<br>1,22 ~~4,20~~<br>✠LMC12,19<br>BS7,21 | Bry<br>Lon | *x* | CL<br>~~4,20~~<br>7,21 | 1907<br>2mo<br>*Lloyd* | AM'Millan &Son,Ld. Dumbarton<br>*'sA&CP* | UniversalSteam Nav.Co.Ld. (P. Samuel&Co.Ld. *Mgrs.*)<br>*WB*=*CellDB* | 374·0<br>P31'B96'F36'<br>*a*112'*uE*&*B*42'*f*174' | 48·0 | 19·7<br>27·6<br>FK | London<br>British<br>6*BHCem*<br>892*t APT*87*t* | T.3Cy.26",42"&70"-48" (*s*)<br>180lb *100lb* 410NHP<br>2SB,*6cf*,GS118,HS5523 FD<br>Rankin&Blackmore,Grk. | 30<br>6<br>24 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>—<br>Ship.<br>—<br>Engines | 9<br>By Whom.<br>—<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22741<br>139949 | **Lord Selborne** **SteelScK**<br>1*Dk* | 247<br>225<br>97 | ✠100A1<br>*Stm Trawler*<br>4,21 ✠LMC9,17 | Gms | | CL<br>2,20 | 1917<br>9mo<br><br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld.Beverley<br>'*sA&CP* | VincentSteam<br>FishingCo.Ld. (L.<br>Abrahams,*Mgr.*) | 117·2<br>Q66' | 22·0 | 12·7<br><br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21½"&34"–24" (*s*)<br>180lb 75RHP<br>1SB,*2pf*,GS35,HS1340<br>Gt.CentrlCo-opEng.&Ship<br>RepairingCo.Ld.Gms. | 13 ″ 7 | |
| 22742<br>109534 | **Lord Shrewsbury** **IronScK**<br>*ss*Gms.No.3-7,11<br>*ss*Gms.No.2-20<br>(*ex*Sarpedon) 1*Dk* | 167<br>148<br>71 | ✠100A1<br>*Stm Trawler*<br>11,20<br>✠NB4,16 ✠LMC11,20 | Gms | | CL<br>11,20 | 1898<br>5mo<br><br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>'*sA&CP* | BankStm.Fishing<br>Co.Ld. (J.McL.<br>Methven,*Mgr.*) | 101·8<br>Q47'F19'<br>ptND11 | 20·8 | 11·0<br><br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.11½",18"&30"–22" (*s*)<br>170lb 45RHP<br>1SB,*2pf*,GS33,HS750<br>C.D.Holmes&Co.Hull | 11″10 | |
| 22743<br>124625 | **Lord Stalbridge** **SteelTwinScK**<br>(*Tug*)<br>1*Dk* | 164<br>152<br>61 | | | ... | | 1909 | TheDublin<br>DockyardCo.<br>Dublin | ShropshireUnion<br>Rlwys.&CanalCo. | 105·6 | 22·6 | 10·2<br><br>FK | Chester<br>British<br>*WB* | C.4Cy.14"&30"–20"<br>90RHP<br>Ross&Duncan,Glasgow | 11 ″ 0 | |
| 22744<br>138978 | **Lord Stanhope** **SteelScK**<br>1*Dk* | 212<br>197<br>82 | | | ... | CL<br>5,19 | 1916<br>7mo<br><br>*Lloyd* | A.Hall&<br>Co.Ld.<br>Aberdeen<br>'*sA&CP* | B.Levinson | 115·5 | 22·1 | 11·9<br><br>BK7½" | Grimsby<br>British<br>3*BHCem*<br>*DBf*19'12*t* | T.3Cy.12",20"&34"–24" (*s*)<br>180lb 78RHP<br>1SB,*3pf*,GS46,HS1433<br>A.Hall&Co.Ld.Aberdeen | 12 ″ 9 | |
| 22745<br>137447<br>JKTC | **Lord Strathcona** **SteelSc4MstSr**<br>*ss*Nwc.No.1–20<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>Sub.Sig.Wireless *Longitudinal framing*<br>~~*Carrying oil fuel F.P. above 150°F in DB*~~ | 7335<br>6892<br>4184 | ✠100A1<br>2,22~~3,21~~<br>✠LMC5,20<br>BS5,21 | Cff<br>Nwc | *b*† | CL<br>~~3,20~~<br>2,21 | 1915<br>5mo<br><br>*Lloyd* | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>'*sA&CP*<br>*WB=C* | LordStrathcona<br>S.S.Co.Ld.(T.Har-<br>ling,*Mgr.*)<br>*ellDBa*137'*uE&B* | 455·0<br>P27'B77'F33'<br><br>46'*f*201'1738*tTopsi* | 58·0 | 31·0<br><br>FK | Montreal<br>British<br>7*BHCem*<br>*de tanks*416' | T.3Cy.28½",47"&79"–54" (*s*)<br>180lb 612NHP<br>3SB,*9cf*,GS198,HS8814 FD<br>W.Doxford&Sons,Ld.Sld.<br>1587*tFPT*129*tAPT*159*t* | 33 ″ 9<br>s 8 ″ 9<br>25 ″ 5 | |
| 22746<br>99478<br>THRL | — **StlTwinScSr**<br>*ss*Qbc.No.3–4,14<br>*ss*Mtl No.1–18<br>*Elec.light* Wireless 1*Dk*(*Stl–ws*) | 495<br>411<br>201 | ✠100A1<br>4,21 ~~5,19~~<br>~~BS4,20~~ ✠LMC6,18<br>*For towing &s* | Mtl<br>~~BS4,21~~<br>*alvage* | *g*<br><br>*pu* | CL<br>4,21<br>BS4,23<br>*rposes* | 1902<br>4mo<br><br>*Lloyd* | J.P.Ren-<br>noldson&Sns.<br>South Shields<br>'*sA&CP* | QuebecSalvage&<br>WreckingCo.Ld. | 160·0<br>B62'F16'<br><br>*WB=DTf*32' | 27·2 | 13·6<br><br>FK | Quebec<br>British<br>5*BHCem*<br>62*tAPT*36*t* | T.6Cy.17",28"&46"–30" (*s*)<br>180lb 268NHP<br>2SB,*6pf*,GS114,HS4378<br>J.P.Rennoldsn&Sns,S.Shl. | 14 ″ 9<br>s 2 ″ 0½<br>13 ″ 2 | |
| 22747<br>60856<br>LWGJ | **Lord Warden** **IronPadSp** | 118<br>116<br>6 | | | | | 1868 | JReadhead<br>&Co.<br>S.Shields | C.Duncan&Sons,<br>Ld. | 100·4 | 18·3 | 10·1 | Middlsbro'<br>British | L.2Cy.28"–48"<br>NB90 70RHP<br>J.Readhead&Co.S.Shields | | |
| 22748<br>133221 | **Lord Wimborne** **SteelScK**<br>*ss*Gls.No.2–19<br>1*Dk* | 215<br>189<br>84 | ✠100A1<br>*Stm Trawler*<br>10,21~~10,19~~<br>BS1,21 ✠LMC10,19 | Gls<br>Gms | | CL<br>~~10,19~~<br>10,21 | 1911<br>12mo<br><br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | ConsolidatedStm.<br>Fishing&IceCo.<br>(Grimsby),Ld. (J.<br>D.Marsden,*Mgr.*) | 117·4<br>Q69'F21' | 22·0 | 11·7<br><br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.12¼",20"&34"–24" (*s*)<br>180lb 76RHP<br>1SB,*3pf*,GS53,HS1338<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 22749<br>133222 | **Lord Wolmer** **SteelScK**<br>*ss*Gls.No.2–19<br>1*Dk* | 215<br>189<br>84 | ✠100A1<br>*Stm Trawler*<br>12.20<br>BS2,21 ✠LMC10,19 | Gms | | CL<br>10,19 | 1911<br>12mo<br><br>*Lloyd* | Smith's<br>DockCo.Ld<br>Middlesbro'<br>'*sA&CP* | ConsolidatedStm.<br>Fishing&IceCo.<br>(Grimsby),Ld. (J.<br>D.Marsden,*Mgr.*) | 117·4<br>Q69'F21' | 22·0 | 11·7<br><br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.12¼",20"&34"–24" (*s*)<br>180lb 76RHP<br>1SB,*3pf*,GS53,HS1338<br>W V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 22750<br>98631 | **Lord of the Isles** **SteelPadSk** | 466<br>421<br>192 | | | | | 1891 | D&WHen-<br>derson&Co.<br>Glasgow | TurbineStmrs.Ld.<br>(J.Williamson&Co.<br>*Mgrs.*) | 255·0<br>*Promenade dk*204'<br>H45*t* | 25·6 | 9·1 | Glasgow<br>British | O.2Cy.48"–66"<br>NB08 288NHP<br>D.&W.Henderson&Co,Gls. | | |
| 22751<br>218793<br>LSNR | **Lordship Manor** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB in fore&*<br>Wireless *after holds&Web frames* | 3275<br>3005<br>1990 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br><br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 22752<br>109<br>QGKH | **Loredano** **SteelScSr**<br>*ss*Tri.No.3–12,20<br>(*ex*PortCaroline) 2*Dks*(*Stl*)&*deep*<br>*Elec.light framing&Shelter dk*(*Stl*)<br>Wireless | 4250<br>3833<br>2587 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>2,22~~12,20~~ ✠LMC12,20 | Tri<br>Gen | *y* | CL<br>2,20 | 1905<br>7mo<br><br>*Lloyd* | Hawthorn,<br>Leslie&CoLd<br>Newcastle<br>'*sA&CP* | Soc.Veneziana di<br>Nav.aVap.<br><br>*WB=CellDBa* | 380·6<br><br><br>120'*uE*28'*f*168'813*t* | 49·0 | 25·7<br><br>FK | Venice<br>Italian<br>6*BHCem*<br>*APT*21*t* | T.3Cy.27",45"&74"–48" (*s*)<br>180lb *100lb* 434NHP<br>2SB,*8cf*,GS137,HS5624 FD<br>N.E.MarineEng.CoLdNwc | 28 ″ 6<br>s3 ″11½<br>24 ″ 11 | |
| 22753<br>LBKP | **Lorentz W. Hansen** **SteelSc**<br>*Elec.light* Wireless 1*Dk* | 1918<br>1653<br>1110 | | | | | 1920 | C.Hill&<br>Sons<br>Bristol | LorentzW.Han-<br>sensRederi A/S<br>(L.W.Hansen) | 270·0<br>P67*t*H117*t*F13*t* | 42·0 | | Bergen<br>Norwegian<br>*WB* | T.3Cy.20½",33"&56"–36"<br>Richardsons, 188NHP<br>Westgarth&Co.Ld.Hpl. | | N |
| 22754<br>143088<br>JWMT | **Lorenzo** **SteelScSr**<br>(*ex*Aschenburg) *For full particulars See No.38157 in Supplement*<br>*Elec.light* Wireless 1*Dk&Shelter Dk* | 6009<br>5659<br>3753 | | | | | 1915 | J.C.Teck-<br>lenborgA.G<br>Geestemünde | Ellerman&Buck-<br>nallS.S.Co.Ld. | ~~470·0~~<br>470·5 | 62·1 | 25·3 | London<br>British | Q.4Cy.27"39½"56"&82¾"–55"<br>508NHP<br>J.C.TecklenborgA.G.Gst. | 28 ″ 0<br>s 4 ″ 0<br>24 ″ 5 | |
| 22755<br>220203<br>LWSG | **Loretta** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks&Web frames*<br>Sub.Sig. Wireless | 5493<br>4971<br>3710 | | | ... | | 1920 | Merchant<br>S.B.Co.<br>Chester,Pa. | UnitedStates<br>ShippingBoard | 400·7<br>P36'B124'F44' | 54·2 | 30·4<br><br>FK | Phildlphia<br>Utd.States<br>*WB* | 2 Steam Turbines geared to<br>1ScShaft 676NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 32″10 | R |
| 22756 | **Lorient** **SteelSc**<br>1*Dk*(*Stl*)<br>*Elec.light Well deck*<br>*Cargo battens not fitted* | ~~4730~~ 4737<br>~~3646~~<br>~~2550~~<br>3842<br>2779 | ✠100A1<br>9,21<br>~~(*Class Contemplated*)~~<br>✠LMC8,21 | Nwc | *x* | CL | 1921<br>9mo<br><br>*Lloyd* | TyneI.S.B.<br>Co.Ld.<br>Newcastle<br>'*sA&CP*<br>*Cel* | CieFrançaise des<br>Chemins der Fer de<br>Paris-Orléans(Soc.<br>Marit.Auxilaire<br>de Transports)<br>*DBuE*25'*f*152'561*t* | ~~364·0~~<br>~~P&B213'~~F29'<br>364·5<br>P18'Q128'B68<br>*DTa*98'1390*tFPT*1 | 52·8 | ~~26·0~~<br>24·5<br>FK | Nantes<br>French<br>6*BHCem*<br>*t APT*102*t* | T.3Cy.23½",38"&64"–42" (*s*)<br>180lb 347NHP<br>3SB,*9cf*,GS189,HS6156<br>ArmstrongWhitworth&<br>Co.Ld.Nwc. | 26 ″ 8<br>s3″10½<br>23 ″ 0 | |
| 22757 | — **SteelSc**<br>*For full particulars See No. 33170 in Supplement*<br>*Elec.light Mchy.Aft.* | 684<br>472<br>348 | 100A1<br>(*Class Contemplated*) | | | | 1921 | Dibles<br>(1918)Ld.<br>Southampt'n | Morgan&Cadogan<br>Ld. | 178·0<br>B11'Q102'F21' | 29·0 | 11·3 | Cardiff<br>British | T.3Cy.14",23"&39"–27"<br><br><br>J.S.White&Co.Ld.Cowes. | 13 ″ 3<br>s 3 ″10<br>12 ″ 8 | |
| 22758<br>135704<br>JWDK | **Lorina** **SteelTwinScSr**<br>*Cruiser Stern*<br>*Elec.light* Wireless 3*Dks*4*trB* | 1504<br>937<br>605 | | | | | 1918 | W.Denny<br>&Bros.Ld.<br>Dumbarton | L.&S.W.Rly.Co. | 291·3<br>P57'B154'F47' | 36·1 | 14·7 | S'thamptn<br>British<br>*WB* | 2 Geared Steam Turbines<br><br>W.Denny&Bros.Ld.Dmb. | | BT till 5,21 |
| 22759<br>143617<br>KDWL | **Lormont** **SteelScSr**<br>*Elec.light* 2*Dks* | 1276<br>1055<br>520 | | | | | 1920 | Hawthorns<br>&Co.Ld.<br>Leith | MossS.S.Co.Ld.(J.<br>Moss&Co.*Mgrs.*) | 245·1 | 39·2 | 16·0 | Liverpool<br>British<br>*WB* | T.3Cy.21½",35"&59"–39"<br>217NHP<br>Hawthorns&Co.Ld.Leith | | C |
| 22760<br>98413 | **Lorna Doone** **SteelPadSp** | 410<br>344<br>168 | | | | | 1891 | Napier,<br>Shanks&Bell<br>Glasgow | Sou.I.ofWight&<br>S.ofEng.Royal<br>MailStmPktCo.Ld. | 220·5<br>*Promenade dk*168' | 26·0 | 9·2 | S'thamptn<br>British | C.2Cy.32"&62"–60"<br>NB99 248NHP<br>D.Rowan&Son,Glasgow | | |
| 22761 | | | | | | | | | | | | | | | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. \| Largeur. \| Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22762<br>68684<br>MKBJ | **Lorne** IronScSr<br>ssLiv.3rdNo.3–4,12<br>*Well deck* 1*Dk* | 1186<br>918<br>733 | ✠<br>6,13<br>✠NB2,33 | Mch | *n* | | 1873<br>3mo | Gilbert&<br>Cooper<br>Hull | The Admiralty | 241·7\|30·9\|15·8<br>P117'F26'<br>BK8"<br>WB | Hull<br>British<br>5*BHCem*<br>=*APT*30*t* | C.2Cy.27"&53"–36"<br>NDB94 98RHP<br>1DB,4*pf*,GS69,HS2335<br>Gilbert&Cooper,Hull |
| 22763<br>94809 | — WoodScSp<br>1*Dk* | 288<br>215<br>159 | | | | | 1889 | Middlemas<br>&Boole<br>SanFrancisco | GrandTrunk PacificRailwayCo. | 151·0\|26·0\|13·2<br>H73*t* | Prince Rupert, BC<br>British | T.3Cy.18",28"&48"–36"<br>NB09 138NHP<br>AlbionIrnWrksCo.VictBC |
| 22764<br>134764<br>JBSW | **Loroone** SteelScK<br>ssGms.No.2–20<br>1*Dk* | 214<br>207<br>88 | ✠100A1<br>*StmTrawler*<br>7,21 ~~11,20~~<br>✠LMC11,20<br>BS7,21 | Gms | | CL<br>11,20 | 1913<br>3mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | ThorganbySteam FishingCo.Ld.<br>(W.F.Goodwin, *Mgr.*) | 117·2\|21·5\|12·1<br>Q61'<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"–24" (*s*)<br>200lb 58RHP<br>1SB,2*pf*,GS32,HS1086<br>Amos&Smith,Ld.Hull |
| 22765<br><br>OLUP | **Lorquin** WoodTwinSc<br>*Mchy.Aft* 1*Dk*<br>*Elec.light* | 1167<br>833<br>678 | | | | | 1919 | DavieS.B.<br>&Repg.Co.<br>Lauzon,P.Q. | FrenchGovernment | 194·8\|39·7\|15·4<br>P98'F28' | Havre<br>French | C.4Cy.12"&24"–16"<br>38NHP<br>TidewaterShipbuilders, Ld.ThreeRivers,P.Q. |
| 22766<br>220519<br>MBHQ | **Lorraine Cross** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 5127<br>4598<br>3124 | | | | | 1920 | American<br>International<br>Corporation<br>HogIslandPa | UnitedStates ShippingBoard | 390·0\|54·2\|27·8<br>P50'B121'F46' | Philidlphia<br>Utd. States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. |
| 22767<br>220915<br>MCFN | **Lorraine D.** SteelSc<br>*Motor*<br>1*Dk* | 125<br>—<br>62 | | | | | 1920 | Oscar<br>DanielsCo.<br>Tampa,Fla. | OscarDanielsCo. | 90·9\|20·0\|9·0 | Tampa<br>Utd. States | Motor |
| 22768<br>213962<br>LFTS | **Los Angeles** SteelSc3MstSr<br>ssSFo.No.1–20<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Sub.Sig. Wireless | 6872<br>6394<br>4296 | ✠100A1<br>8,21 ~~6,20~~<br>✠LMC6,20<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 4,1 | SFo<br>*6F* | *b*† | CL<br>6,20<br>*P.above* 150° | 1916<br>4mo | Union Iron<br>WorksCo.<br>SanFrancisco<br>A&CP<br>F. | UnionOilCo.of California | 435·0\|56·2\|33·6<br>P106'B57'F43'<br>FK<br>*CellDB uE&B*62' *f*57'433*t* *FPT*100*tAPT*74*t* | S.Frncisco<br>Utd. States<br>14*BHptAsp*<br>8 „ *to Udk*<br>6 „ „2*nd*„ | T.3Cy.27",47"&76"–48" (*s*)<br>215lb 552NHP<br>3SB,9*cf*,HS9405<br>UnionIronWorksCo.S.Fo. |
| ⁎ 22769<br>145888<br>KLBV | **Losada** SteelTwinSc<br>*OilEng*<br>*Elec.light* Wireless<br>2*Dks*(*Stl*)&*Shelterdk*(*Stl*) | ~~6550~~<br>6520<br>~~6090~~<br>4021 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,22 ~~10,21~~<br>✠LMC11,21<br>~~(*ClassContemplated*)~~ | Gls<br>Lon | *z* | CL | 1921<br>10mo | Harland&<br>Wolff,Ld.<br>Glasgow<br>*Lloyd*'*sA&CP* | PacificStm.Nav. Co. | 406·1\|54·2\|32·8<br>P32'B89'F45' *on Shelter dk*<br>FK<br>*CellDB*349'1039*t* *FPT*1 | Liverpool<br>British<br>*ptCem*<br>7*BHtoShdk*<br>6*tAPT*128*t* | Oil Engines 4S.C.SA<br>12Cy.~~26"–39"~~ 26⅜"–39⅜"<br>DB100lb 655NHP<br>Harland&Wolff,Ld.Gls. |
| 22770<br><br>MBSQ | **Losna** SteelScSr<br>Wrecked 11,21<br>ssCTn.No.1–20 ssCal.No.3–8,16<br>(*exAdmiralBörresen*) 1*Dk*(*Stl*)&<br>*Spar dk*(*ptIrn&ptStl*)&*deep framing*<br>*Elec.light* Wireless | 4187<br>3859<br>2665 | ~~✠100A1~~<br>*Spar dk*<br>~~11,20~~ ~~9,19~~ 9,21<br>~~✠LMC11,20~~ | Xia<br>CTn | *x* | CL<br>~~11,20~~<br>9,21 | 1904<br>6mo<br>*Lloyd* | SirRaylton<br>Dixon&CoLd<br>Middlesbro'<br>'*sA&CP* | DenNorskeAfrika ogAustralielinie<br>(W.Wilhelmsen, *Mgr.*) | 360·0\|50·2\|17·9<br>P33'B98'F37' 25·9<br>FK<br>*WB*=*CellDBa*118'*uE&B*38'*f*156'992*t* | Tönsberg<br>Norwegian<br>7*BHCem* | T.3Cy.25",41½"&67"–45" (*r*)<br>180lb 367NHP<br>3SB,11*pf*,GS178,HS6246<br>N.E.MarineEngCoLd Nwc<br>*FPT*89*tAPT*110*t* |
| 22771 | **Lossie** SteelScSr<br>*Mchy.Aft* | 274<br>187<br>102 | 100A1<br>(*ClassContemplated*) | | | | 1921 | M'nchester<br>DryDks.Co.<br>Ld.<br>Ellesmere Port | | 120·0\|22·1\|9·0<br>Q41'B9'F20' | British | C.2Cy.15"&32"–21"<br>ManchesterDryDks.Co.Ld.<br>EllesmerePort |
| 22772<br>144698<br>KGPH | **Lothar Bohlen** SteelScSr<br>*Elec.light* 1*Dk*&*Spar dk3trB* | 1577<br>1360<br>928 | Shl 1,21<br>(*See footnote**) | | | | 1898 | Blohm&<br>Voss<br>Hamburg | ~~MotorSchooners Ld.(H.H.Penman, Mgr.)~~ S.H Biscoe | 291·3\|38·2\|15·9<br>P80'F35' | London<br>British<br>*WB* | T.3Cy.19",30"&50"–39½"<br>157NHP<br>Blohm&Voss,Hamburg |
| 22773<br>118153 | **Lothian** SteelScK<br>1*Dk* | 131<br>126<br>50 | ✠<br>*StmTrawler*<br>11,04<br>✠ | Lth | | | 1904<br>4mo | Hawthorns<br>&Co.Ld.<br>Leith | GeneralSteam FishingCo.Ld. | 100·5\|20·1\|10·5<br>Q22'<br>*WB*=*DBf*19'14*t* BK7½" | Granton<br>British<br>3*BHCem* | T.3Cy.11¼",18"&30"–21"<br>1SB2*cf*GS33HS1090 58RHP<br>Hawthorns&Co.Ld.Leith |
| 22774<br>137157 | **Lotos** SteelScK<br>ssAbn.No.1–19<br>1*Dk* | 216<br>213<br>83 | ✠100A1<br>*StmTrawler*<br>10,21 ~~9,14~~<br>✠LMC11,19<br>~~Examined?,14~~ BS11,21 | Abn | | CL<br>11,19 | 1914<br>9mo<br>*Lloyd* | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'*sA&CP* | NationalSteam FishingCo. (Aberdeen)Ld. | 114·9\|22·6\|12·3<br>BK7½"<br>*WB*= | Aberdeen<br>British<br>3*BHCem*<br>*DTf*5'12*t* | T.3Cy.11½",20"&34"–23" (*s*)<br>180lb 70RHP<br>1SB,3*pf*,GS38,HS1250<br>Lidgerwood,Ld.Glasgow |
| 22775<br>732 | **Lotsman** IronTwinSc<br>1*Dk* | 104<br>—<br>33 | | | | | 1893 | WadoffBrs.<br>Kherson | Pilots'Association ofNicolaieff | 108·1\|19·4\|7·8 | Nicolaieff<br>Russian | C.4Cy.10¼"&18"–7"<br>14NHP |
| 22776 | **Lotte** SteelScLr<br>*OilEng.*<br>1*Dk* | 136<br>128<br>83 | | | | | 1911 | C.Lühring<br>Hammel-<br>warden | Elsflether Herings FischereiGes. | 91·3\|21·4\|9·6<br>Q13' | Elsfleth<br>German | Oil Engine 2S.C.SA<br>1Cy.13⅓"–13⅓"NE14 13NHP<br>DeutscheKromhoutMotorenfabrikG.m.b.H.Brake |
| 22777<br><br>OLUY | **Lotus** SteelTwinSc<br>(*exTonkin*)<br>*Elec.light* Wireless 4*Dks*&*Spar dk* | 6822<br>5309<br>3514 | | | | | 1898 | Message.<br>Maritimes<br>LaCiotat | ~~MessageriesMaritimes~~ Sociedesservices Contractuels des Messageries Maritimes | 446·2\|50·9\|36·1<br>*Erections*900*t* | Marseilles<br>French<br>*WB* | T.6Cy.33½",48⅔"&79½"–43⅓"<br>832NHP<br>Message.Marit.LaCiotat |
| 22778<br><br>TGBH | **Loudon** SteelSc<br>*OilEng.*<br>*Elec.light* Wireless 1*Dk* | 1874<br>1416<br>1128 | | | | | 1913 | Wrf.voorh.<br>Rijkee&Co.<br>Rotterdam | Koninkl.Paketv. Maats. | 278·2\|41·2\|16·8<br>B80'F75' | Batavia<br>Dutch<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.22$\frac{1}{16}$"–39" 228NHP<br>NedFb.v.Wrk&Spoor,Ams |
| 22779<br><br>VPSG | **Loue** WoodScK<br>*OilEng.*<br>1*Dk* | 204<br>164<br>132 | | | | | 1919 | Ouhm<br>Laivat<br>Osakeyhtio<br>Uleåborg | OuhmLaivat Osakeyhtio | 119·5\|23·4\|9·6<br>P59' | Uleåborg<br>Finnish | Oil Engine<br>2Cy.13"–12$\frac{9}{16}$" 21NHP<br>BjörneborgsMek.Verks.<br>Björneborg |
| ⁎ 22780<br>90918<br>QOBM | **Louga** SteelScSr<br>ssDun.No.3–5,10<br>*Well deck* *Elec.light* ssLth.No.2–19<br>1*Dk*(*Irn*) | 939<br>678<br>382 | ✠100A1<br>12,21 ~~10,20~~<br>BS5,21 ✠LMC5,18 | Lth | *m* | 10,20 | 1898<br>4mo | Ramage&<br>Ferguson,Ld.<br>Leith<br>A&CP | Dundee,Perth& LondonShipping Co.Ld. | 213·0\|32·1\|12·3<br>Q63'B64'F27'<br>FK<br>*WB*=*CellDBa*40'*f*84' | Leith<br>British<br>4*BHCem*<br>243*tAPT*27*t* | T.3Cy.17",27"&44"–30" (*s*)<br>160lb 100lb NDB05 98RHP<br>1SB,3*rf*,GS60,HS1652<br>Ramage&Fergusn,Ld.Lth. |
| ⁎ 22781<br>121240<br>HCQN | **Loughborough** SteelScSr<br>ssGls.No.3–6,18<br>(*exKyleakin*) 1*Dk*(*Stl*)&*deep framing* | 3073<br>2899<br>1976 | ✠100A1<br>8,21 ~~12,20~~<br>~~BS7,20~~ ✠LMC6,18<br>BS8,21 | Gls<br>Hpl | *v* | 12,20 | 1905<br>6mo<br>*Lloyd* | Grngem'th<br>&Greenock<br>DockyardCo.<br>Greenock<br>'*sA&CP* | Anglo-European S.S.Co.Ld.<br>(J.Bell&Co. *Mgrs*) | 330·5\|48·0\|22·0<br>P27'B96'F34'<br>FK | Hull<br>British<br>5*BHCem*<br>*Cell DB a*98' | T.3Cy.24",40"&65"–42" (*s*)<br>160lb ~~60lb~~ 286NHP<br>2SB,6*cf*,GS99,HS4468<br>D.Rowan&Co.Glasgow<br>*uE&B*40'*f*142'898*tAPT*77*t* |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.

| 1<br>o. in ook.<br>ficial No.<br>ode tters | 2<br>Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | Eng<br>No. & Dia. of Cylinders. Boiler Pressure. NHP=Hors power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Corr sponding draught.<br>ft. in. | 15<br>Regist classed, Date of B |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22782<br>OLVD | **Louis Blanchet**<br>*Elec.light* | **SteelSc**<br>1*Dk* | 671<br>—<br>320 | | | | | 1920 | Chantiers deProvence<br>Port deBouc | **Messageries Fluviales de Cochinchine** | 181·4 | 28·3 | 12·0 | **Saigon**<br>French<br>*WB* | T.3Cy.13⅜",21⅜"&37⅛"-23⅜"<br>68NHP<br>ChantiersdeProvence, Msl. | | V |
| 22783<br>138961 | **Louis Botha** | **SteelScK**<br>*ss*Gms.No.1,21<br>1*Dk* | 226<br>219<br>109 | ✠100A1<br>*Stm Trawler*<br>10,21 ~~6,16~~<br>✠LMC~~6,16~~<br>1,21 | Hul<br>Gms | | CL<br>1,21 | 1916<br>6mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>*'sA&CP* | **H.SmethurstLd.**<br>**(J.W.Smethurst,** *Mgr.*) | 117·0<br>Q61'F16' | 22·0 | 12·7<br>BK7½" | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>200lb 74RHP<br>1SB,3*pf*,GS31,HS1268<br>Amos&Smith,Ld.Hull | 13 ″ 7 | |
| 22784<br>138920<br>TQVK | **Louis C.**<br>(*ex*Italia) | **IronScSr**<br>1*Dk* | 196<br>156<br>106 | | | | | 1880 | HM'Intyre &Co.<br>Paisley | **M.Murto** | 116·8 | 20·7 | 9·0 | **Gibraltar**<br>British<br>*WB* | C.2Cy.15⅜"&28"-26"<br>NB95 33RHP<br>H.McIntyre&Co.Paisley | | V |
| 22785 | **Louis Fraissinet**<br>*Elec.light* Wireless | **SteelScSr**<br>2*Dks* | 3823<br>3158<br>2333 | | | | | 1914 | Ch.&Atel. deProvence<br>Port deBouc | **Cie.Marseillaise de Nav.àVap. (Fraissinet&Co.***Mgrs.***)** | 353·5<br>P25'Q82'F48' | 46·6 | 23·1 | **Marseilles**<br>French<br>*WB* | T3Cy25",40 9/16"&66 9/16"-43 3/16"<br>295NHP<br>Ch.&Atel.deProvence,Msl. | | V |
| 22786 | **Louis Groen Jr.**<br>(*ex*Tjepma) | **SteelScSr**<br>(*Trawler*) | 195<br>—<br>88 | | | | | 1902 | Bonn& Mees<br>Rotterdam | **Naaml.Ven.NederlandscheStoomvisscherij** | 127·9 | 21·5 | 11·9 | **Ymuiden**<br>Dutch<br>*WB* | T.3Cy.12",20"&32"-23"<br>49NHP<br>Wilton'sSlipw.&E.Co.Rot | | |
| 22787 | **Louis Gutjahr** | **SteelSc**<br>(*Tug*)<br>1*Dk* | 101<br>—<br>26 | | | | | 1897 | Gebr.Sachsenberg<br>Rosslau | **Soc.Anon.de Remorq.àHélice** | 92·2 | 17·1 | 9·5 | **Antwerp**<br>Belgian | T.3Cy.11⅘",18"&29½"-20½"<br>NB07 39NHP<br>Gebr.Sachsenberg,Rosslau | | |
| 22788<br>217733<br>LQHV | **Louis M. Winslow** | **SteelSc**<br>1*Dk* | 346<br>—<br>166 | | | | | 1919 | RiceBros. Co.<br>Boothbay,Me | **CommonwealthFisheriesCo.Inc.** | 139·2 | 24·0 | 13·1 | **Boston**<br>Utd.States | | | |
| 22789 | **Louis Nail**<br>*Elec.light* | **SteelSc**<br>1*Dk* | 3500 | | | | | 1920 | Atel.&Ch. de laLoire<br>Nantes | **FrenchGovernment** | 314·0<br>P36'B79'F27' | 46·4 | 23·4 | French<br>*WB* | T.3Cy.21⅜",35⅘"&59"-41 7/16"<br>225NHP<br>Atel.&Ch.de laLoire,Nts. | | |
| 22790<br>134491 | **Louis Philippe**<br>*Elec.light* | **SteelSc**<br>1*Dk* | 600<br>—<br>250 | | | | | 1914 | DavieS.B. &RepairCo.<br>Levis, Quebec | **Canada Steamship Lines,Ld.** | 162·0 | 37·0 | 12·2 | **Quebec**<br>British | C.2Cy.21"&37"-36"<br>59RHP<br>E&B*made*82,*refitted*14<br>DryDockEng.Works,Det. | | |
| 22791<br>209971 | **Louis R. Davidson**<br>*Elec.light* *Mchy.Aft* | **SteelScSr**<br>1*Dk* | 6356<br>—<br>4996 | | | | | 1912 | GreatLkes Eng.Works<br>Ashtabula | **Boland&Cornelius** | 504·0 | 56·0 | 30·0 | **Buffalo**<br>Utd.States<br>*WB* | T.3Cy.23",37"&63"-42"<br>GreatLakes 257NHP<br>Eng.Works,Ashtabula | | |
| 22792<br>215518 | **Louis W. Hill**<br>*Elec.light*<br>*Mchy.Aft* | **SteelScSr**<br>1*Dk*(*Stl*)&*Web frames*<br>*Longitudinal framing* | 7038<br>6827<br>5649 | | | | | 1917<br>8mo | American S.B.Co.<br>Lorain,Ohio<br>*CellDB* | **ProducersS.S.Co.**<br>**(M.A.Hanna&Co.** *Mgrs.*)<br>*& side tanksf*402'5 | 525·0<br>F48'<br>250*tCellDBuE&B&* | 58·0 | 31·0<br>FK | **Fairport,O**<br>Utd.States<br>4*BH*<br>*cross bunker* | T.3Cy.23½",38"&63"-42" (*r*)<br>180lb 376NHP<br>2SB,6*cf*,GS126,HS5736 FD<br>AmericanS.B.Co.Lorain,O<br>69'350*tFPT*260*tAPT*50*t* | 32 ″ 0 | |
| 22793 | **Louisa**<br>*ss*Ymu.No.2-22<br>(*ex*Strathclyde) | **SteelScK**<br>*ss*Ams.No.3-8,12<br>~~ssYmu.No.1-17~~<br>1*Dk* | 186<br>175<br>54 | ✠100A1<br>*Stm Trawler*<br>4,22 ~~7,17~~<br>~~BS9,20~~ ✠LMC~~7,17~~<br>4,22 | Ymu | | ~~N8,16~~<br>1,22 | 1901<br>1mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>*'sA&CP* | **N.V.Vissch.Maats. "VigorII" (Oceaan Viss.Maats,** *Mgrs*) | 108·2 | 21·6 | 11·4<br>BK7½" | **Ymuiden**<br>Dutch<br>3*BHCem* | T.3Cy.12½",20"&33"-21" (*s*)<br>140lb 56NHP<br>1SB,2*pf*,GS36,HS992<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 1 | |
| 22794<br>141645<br>KPVM | **Louise**<br>(*See Sailing Ship Register*) | **WoodAuxTwinScSr**<br>*Pet.Mot.*<br>1*Dk* | 102<br>—<br>73 | | | | | 1900 | AAMartin<br>Boston,Mass. | **BostonPilots ReliefSociety** | 91·3 | 23·0 | 10·2 | **Boston**<br>Utd.States | Petrol Motor<br>Murray&Tregurtha, Boston,Mass. | | |
| 22795<br>213751<br>LFQK | **Louise Greer**<br>(*ex*RichardF.Young)<br>*Now named* "C.E.Graham," *See No.* 36827 *in Supplement* | **WoodScSr**<br>1*Dk* | 268<br>—<br>182 | | | | | 1915 | GrassyPoint, N.Y. | **Chesapeake&OhioRailroadCo.** | 99·6 | 28·2 | 13·4 | **Newport News**<br>Utd.States | | | |
| 22796<br>HDPG | **Louise II.** | **SteelSc**<br>(*Ferry*)<br>1*Dk* | 164<br>127<br>66 | | | | | 1899 | AkersMek. Verks.<br>Christiania | **D/S A/S Asker, Röken&Hurum (TMortensen** *Mgr*) | 103·7<br>H7*t* | 21·5 | 10·7 | **Chrstiania**<br>Norwegian | C.2Cy.13"&26"-15"<br>21NHP<br>AkersMek.Verks.Xia. | | |
| 22797<br>OLVY | **Louise Marguerite**<br>(*ex*PrésidentBarbanson, *ex*Surcouf) | **SteelSc**<br>(*Trawler*)<br>1*Dk* | 318<br>—<br>106 | | | | | 1908 | Atel.&Ch. deFrance<br>Dunkirk | **Delpierre,Duval&Co.** | 142·2<br>Q72' | 22·9 | 11·8 | **Boulogne**<br>French<br>*WB* | T.3Cy.13",22"&36"-25"<br>65NHP<br>Atel.&Ch.deFrance,Dnk. | | V |
| 22798<br>OLVZ | **Louise Marie** | **SteelScSr**<br>(*Trawler*)<br>1*Dk* | 165<br>145<br>28 | | | | | 1898 | De la Brosse&Fouché<br>Nantes | **Soc.Gén.d'Armement(G.Belot,** *Mgr.*) | 105·8<br>H34' | 20·5 | 10·4 | **Arcachon**<br>French<br>*WB* | C.2Cy.17¾"&30 11/16"-20½"<br>36NHP<br>De la Brosse&Fouché,Nts. | | V |
| 22799 | **Louise Suzanne**<br>(*ex*Danzig)<br>*Elec.light* | **SteelSc**<br>(*Trawler*)<br>1*Dk* | 251<br>—<br>96 | | | | | 1917 | J.W.Klawitter,<br>Danzig | **F.Delpierre** | 126·3 | 23·5 | … | **Boulogne**<br>French | T.3Cy.13⅜",21⅜"&33½"-23⅜"<br>55NHP<br>J.W.Klawitter,Danzig | | V |
| 22800<br>LBSD | **Louisiana**<br>*Elec light*<br>Wireless | **SteelSc**<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Straight frames,bevelled bilge*<br>*Cruiser Stern* | 4498<br>4200<br>2767 | ✠100A1<br>*Shelter dk withfreeboard*<br>7,21 ~~3,21~~<br>✠LMC3,21<br>*Fitted for oil fuel* 3,21 | Mdb<br>Mmo | *x* | CL<br>*F.P. above* 150° F. | 1921<br>3mo<br>*Lloyd* | Furness S.B.Co.Ld.<br>Haverton Hill-on-Tees<br>*'sA&CP* | **A/S NorgeMexico GulfLinien(W. Wilhelmsen,** *Mgr.*)<br>*CellDB*297'1319*t* | 363·4<br>F *on shelter dk*68'<br>*FPT*45*tAPT*42*t* | 52·2 | 31·1<br>FK<br>*Collision* | **Tönsberg**<br>Norwegian<br>*Cem BHtoSh dk*<br>6 ,, ,, *U* ,, | T.3Cy.26",43"&73"-48" (*s*)<br>180lb 538NHP<br>3SB,9*cf*,GS192,HS8166 FD<br>Richardsons,Westgarth& Co.Ld.Sld. | 33 ″ 6<br>s 8 ″ 9<br>25 ″ 0 | |
| 22801<br>~~[illegible]~~ | —<br>*Renamed* "Louvain," *See No.* 38226 *in Supplement*<br>(*ex*Bellview, *ex*Strathyre)<br>Wireless | **SteelScSr**<br>ssHul.No.3-7,19<br>1*Dk*(*Stl*)&*Spardk*<br>(*Stl*)&*deepframing* | 4428<br>4106<br>2837 | ✠100A1<br>*Spar dk*<br>9,21 ~~11,20~~<br>✠LMC<br>BS11,20<br>~~MS5,19~~<br>MS9,21 | NYk<br>Ant | *x* | CL<br>~~N11,20~~<br>9,21 | 1906<br>5mo<br>*Lloyd* | Grngem'th &Greenock DockyardCo.<br>Greenock<br>*'sA&CP* | ~~**Fothergill&Co.Ld.**~~<br>CiaTransatlantiqueBelge (ArmementDeppe, *Mgrs.*) | 370·0<br>P25'B92'F41'<br>*CellDBa*114'*uE* | 52·0 | 17·5<br>25·5<br>FK | Antwerp<br>Belgian<br>6*BHCem*<br>&*B*44'*f* 162' | T.3Cy.25",41"&68"-48" (*s*)<br>180lb 353NHP<br>3SB,9*cf*,GS199,HS5510<br>J.G.Kincaid&Co.Greenock<br>1115*tDTf*24'610*tAPT*123 | 28 ″ 0<br>s 5 ″ 5<br>23 ″ 0 | |
| 22802<br>130906<br>KQRH | —<br>*Elec.light* *Mchy.Aft*<br>*Carrying oil in bulk*<br>Wireless | **SteelScSr**<br>(*ex*Northman)<br>1*Dk*&*Spar dk*<br>*Fitted for oil fuel* | 2849<br>—<br>1797 | | | | | 1901 | Chicago S.B.Co.<br>Chicago | **TheTexasCo. Inc.** | 290·0<br>B32'F36'<br>len11 | 42·2 | 26·5 | **P.Arthur, Tex.**<br>Utd.States<br>*WB* | T.3Cy.18½",33"&54"-40"<br>184NHP<br>ChicagoS.B.Co. | | V |

| 1 Numero d'Ordre — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélices. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22803<br>116669<br>HSPT | **Louisville** SteelTwinScSr<br>*(IN PORT—DAMAGED BY FIRE 1,20)*<br>ssNYk.No.3–3,16<br>(exSt.Louis) 4Dks(2Stl&1ptStl–ws)&<br>Sub.Sig. Wireless Promenade dk(Stl–ws)<br>Elec.light Ref.Mchy. &Web frames | 10230<br>6724<br>4667 | ✠<br>6,17<br>✠NB8,05 ✠ | NYk | | | 1895<br>5mo | W.Cramp &SonsS.& E.B.Co.<br>Philadelphia | AndersonCo.<br>CellDBa104'uE&<br>APT157t | 535·5<br>P104'F150'<br>B176'f148'1335t<br>FPT56tDTa107tD | 63·0 | 26·8<br>37·5<br>FK | NewYork<br>Utd.States<br>9BHAsp<br>Tf41t | Q.12Cy(4)28½"(2)55"(6)77"<br>–60"]<br>6D&4SB,64cf, 2764NHP<br>GS1158,HS41154 FD<br>W.Cramp&SnS&EBCoPh | 42 |
| 22804<br>217997<br>LQWS | **Louisville Bridge** SteelSc<br>*Fitted for oil fuel*<br>Elec.light 1Dk2trBinfore&after<br>Sub.Sig. Wireless holds&Webframes | 3283<br>3005<br>2000 | | | ... | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 |
| 22805<br><br>OLXB | **Loukkos** Iron&SteelScSr<br>(exOlive) 1DkIrnframingStl plating | 454<br>434<br>256 | | | ... | | 1893 | W.Harkess &Son<br>Middlesbro' | Cie.deNav.Paquet | 173·1<br>P23'F21' | 26·6 | 12·1<br>FK | Marseilles<br>French<br>WB | T.3Cy.15½",25"&41"–27"<br>92NHP<br>Wstgrth,Englsh&Co.Mdb | 12 |
| 22806<br><br>OLXC | **Louqsor** SteelTwinScSr<br>Elec.light Wireless 2Dks&Spar dk | 6889<br>6121<br>~~4444~~ | 4446 | | | | 1904 | Message. Maritimes<br>LaCiotat | ~~MessageriesMaritimes~~ Soc.desServicesContractuels des MessageriesMaritimes | 447·2<br>P64'H—F54' | 52·6 | 32·6 | Marseilles<br>French<br>WB | T.6Cy.26¾",39⅜"&63"–47¼"<br>545NHP<br>Message.Marit.LaCiotat | |
| 22807<br><br>HLMA | **Lourenço Marques** SteelTwinSc Sr<br>(exAdmiral)<br>Elec.light Wireless 2Dks&Web frames<br>Sub.Sig. | 6355<br>4699<br>3695 | Lis. ~~12,20~~ ~~8,21~~ 1,22<br>(See footnote*) | | | | 1905 | Blohm& Voss<br>Hamburg | Requisitioned by thePortug.Govt. (Transportes Maritimos do Estado) | 415·9<br>P&B284'H189'F85' | 50·4 | 28·1 | Lisbon<br>Portuguese<br>WB | T.6Cy.23 9/16",39 3/16"&67"–48"<br>622NHP<br>Blohm&Voss,Hamburg | 31<br>5<br>26 |
| 22808<br>99765 | **Louthside** SteelSc<br>Elec.light 1Dk(Stl)<br>Mchy.Aft Ref.Mchy. Well deck | 536<br>360<br>208 | ✠100A1<br>10,20<br>✠LMC10,20<br>✠Lloyd'sRMC~~10,20~~ 8,2 | Rnf | h | CL | 1920<br>10mo<br>Lloyd's A&CP | W.Simons &Co.Ld.<br>Renfrew | IrishPackingCo. Ld.~~(E.L.Rees, Mgr.)~~ (J.H Pim, Mgr)<br>CellD | 167·1<br>Q94'B9'F32'<br>Bf90' 134tFPT47t | 26·6 | 9·9<br>BK7½" | Drogheda<br>British<br>3BHCem<br>APT23t | T.3Cy.14",24"&40"–30" (s)<br>180lb 89RHP<br>1SB,3cf,GS61,HS2009<br>W.Simons&CoLd.Renfrew | 12<br>4<br>12 |
| 22809<br>148<br>HNMS | **Loutsch** SteelScSr<br>Carrying Petroleum in bulk<br>1Dk2trB<br>Well deck Mchy.Aft | 1624<br>1262<br>923 | Now named "Lady Elinor," See No. 38181 in Supplement | | ... | | 1886 | Hawthorn, Leslie&Co,Ld<br>Newcastle | SSCo."Ocean"Ld. | 255·5<br>P72'F29' | 34·2 | 17·9<br>FK | Odessa<br>Russian<br>WB | T.3Cy.20",32"&53"–36"<br>NB08 175NHP<br>Hwthrn,Leslie&C.Ld.Nwc | 19 |
| 22810<br>19 | — IronPad | 263<br>—<br>171 | | | | | 1879 | F.Schichau<br>Elbing | ZariaDampfsch. Ges. | 162·6 | 23·8 | 10·5 | Cronstadt<br>Russian | C.2Cy.28"&56"–44"<br>173NHP | |
| 22811<br>627<br>HCLP | **Lovart** SteelScSr<br>ssP.Ar.2ndNo.3–4,18<br>1Dk | 398<br>293<br>221 | ✠100A1<br>4,18<br>✠NB9,06 ✠LMC4,18<br>BS8,21 | PAr | | 4,18 | 1892<br>9mo<br>A&CP | Ardrossan S.B.Co.Ld.<br>Ardrossan | Braun&Blanchard<br>WB=DBu | 145·0<br>P11'B44'F17'<br>E&B30'40tFPT18t | 26·1 | 9·2<br>FK | PntaArnas<br>Chilian<br>4BHCem<br>APT10t | T.3Cy.11",18"&30"–21" (s)<br>160lb ~~65~~ NDB02 52NHP<br>1SB,2pf,GS31,HS951<br>Ross&Duncan,Glasgow | 11 |
| 22812 | **Lovcen** SteelScSr<br>ssTri.No.3–5,13<br>(exNogaro,exMaesteg) 1Dk(Stl)<br>Mchy.Aft | 154<br>132<br>89 | ✠<br>StmBarge<br>4,16 | Tri | | | 1901<br>10mo | G.K. Stothert&Co.<br>Bristol | Soc.Anon. MilaneseTrasporti Marittimi | 107·3<br>Q36'F16' | 20·6 | 8·0<br>BK5½" | Venice<br>Italian<br>4BHCem<br>FPT7t | C.2Cy.12"&24"–16"<br>19NHP<br>1SB,2pf,GS30,HS562<br>G.K.Stothert&Co.Bristol | 8 |
| 22813 | **Loveen** SteelSc<br>(exArgonne,exSerido,exCabral)<br>Elec.light | 550<br>362<br>274 | ✠<br>For River purposes only<br>11,10 ✠ | Gls | | | 1910<br>11mo | Napier& Miller,Ld.<br>Glasgow | ZuberBros. | 174·6 | 35·2 | 8·9<br>FK | Ragusa<br>6BHptCem | T.3Cy.14",22½"&37"–24"<br>114NHP<br>1SB,3cf,GS68,HS2332<br>Miller&McFie,Glasgow | 9 |
| 22814<br><br>HFGV | **Löven I.** IronScSr<br>(exGyldenlöveIII., exAlf,exLidköping) 1Dk | 185<br>168<br>108 | | | | | 1855 | Bergsunds M.V.Aktieb.<br>Stockholm | D/S A/S Löven (Wegger&Öhre) | 99·8<br>H12t | 21·9 | 12·3 | Sandefjrd<br>Norwegian | C.2Cy.13½"&26½"–19"<br>NE70 25NHP<br>MotalaCo.,Gothenburg | |
| 22815<br>2973<br>JGSB | **Lovisa** IronScSr<br>ssGot.2ndNo.3–12,96<br>ssSkm.No.1–02<br>(exTrueBriton) 1Dk(Irn)2trB | 1001<br>850<br>593 | ✠<br>2,06<br>✠NB3,04 ✠ | Bbo | n | | 1881<br>3mo | Palmers' Co.(Lim.)<br>Newcastle | AndersSmith | 224·0<br>Q116'B34'H27tF28' | 31·3 | 16·0<br>FK<br>WB=DBa | Udevalla<br>Swedish<br>4BHCem<br>60'f67'230t | C.2Cy.24"&52"–33"<br>NDB01 132NHP<br>1SB,3pf,GS60,HS1827<br>Palmers'Co.(Lim.),Nwc. | 17 |
| 22816<br><br>SLOW | — SteelTwinScSr | 219<br>110<br>125 | | | | | 1907 | Wm.Crichton&Co.<br>Åbo | LovisaÅngfartygs Aktiebolag. | 108·7 | 22·0 | 8·5 | Lovisa<br>Finnish | C.4Cy.12"&21"–12"<br>25NHP<br>Wm.Crichton&Co. | |
| 22817<br><br>MPHP | **Lövland** SteelScSr<br>Wireless 1Dk | 2389<br>2203<br>1447 | | | | | 1907 | ShortBros. Ld.<br>Sunderland | D/S A/S Pallas (Thv.Pedersen, Mgr.) | 295·0<br>H101tF51t | 45·0 | 19·6 | Chrstiania<br>Norwegian<br>WB | T.3Cy.22½",37"&61"–42"<br>241NHP<br>N.E.MarineEng.Co.Ld.Sld. | |
| 22818 | **Lovrana** SteelScSr | 145<br>—<br>78 | | | | | 1905 | M.U.Martinolich<br>Lussinpiccolo | Soc.inAzioniUngaro-Croatadi Nav.Maritt.aVap. | 119·7 | 19·2 | 9·2 | Fiume | T.3Cy.10⅝",17"&28"–16 5/16"<br>32NHP<br>Plenty&Son,Ld.Newbury | |
| 22819<br><br>HLSR | **Lovrjenac** SteelScSr<br>ssNap.No.2–20 ~~ssTri.No.1–13~~<br>Elec.light 1Dk(Stl–ws)&Shelter dk (ptStl–teak s) | 924<br>816<br>574 | ✠100A1<br>withfreeboard<br>3,21 ~~1,17~~ ✠LMC~~7,15~~<br>~~Examined~~ MS8,19<br>Service in the Adriatic | Tri<br>Nap ~~BS~~ | l | CL<br>3,21 | 1909<br>8mo | Cant.Nav. Triestino<br>Monfalcone | DubrovackaParobrodskaPlovidba | 208·9 | 29·2<br>30·8 | 18·7<br>BK6" | Ragusa<br>6BHCem<br>Cell DBa40'u | T.3Cy.18",29"&48"–30" (s)<br>180lb 100lb 170NHP<br>1SB,3cf,GS61,HS2448 FD<br>WllsndSlpwy.Co.Ld.Nwc.<br>E23'f40'80tAPT12t | 13 |
| 22820<br><br>LBCP | **Lövstakken** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 1Dk | 2462<br>2215<br>1462 | | | | | 1920 | Burntislnd S.B.Co.Ld.<br>Burntisland | A/S D/S Lövstakken (Andr. Olsen) | 301·0<br>P72tH102t | 43·7 | 22·2 | Bergen<br>Norwegian<br>WB | T.3Cy.21",35"&57"–36"<br>195NHP<br>Cooper&Greig,Dundee | |
| 22821<br>145299 | **Low Tide** SteelScK<br>1Dk(Stl) | 97 | ✠100A1<br>For fishing purposes<br>4,22 ~~12,10~~ ✠LMC12,19<br>BS3,22 | ~~Lwt~~ Gms | | 4,22 | 1919<br>10mo<br>Lloyd's A&CP | JWBrooks &Co.Ld,<br>Lowestoft | ~~TheAdmiralty~~<br>Baker&Green | 86·0 | 18·5 | 9·3<br>BK7½" | Grimsby ~~London~~<br>British<br>3BHCem | T.3Cy.9½",15½"&26"–18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS810<br>W.Beardmore.Ld&Co.Gls | 10 |
| 22822<br>146063 | **Löwenburg** SteelScSr<br>ssBhn.No.1–11<br>Elec.light 1Dk(Stl)&Spar dk(Stl)& deep framing | 4657<br>4444<br>2937 | ✠<br>Spar dk<br>8,16 ✠ | Ham | y | | 1907<br>7mo | Swan,Hunter& Wigham Richardson, Ld.Newcastle<br>WB | AlexanderShippg Co.,Ld.(Capper, Alexander&Co., Mgrs.)<br>=CellDBa128'uE | 398·2<br>P48'B116'F48'<br>22'f180'1082tFPT | 54·1 | 20·9<br>25·4<br>FK | London British<br>6BHCem<br>65t APT45t | T.3Cy.27",42½"&70"–48"<br>403NHP<br>2SB,6cf,GS121,HS5356 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 27 |
| 22823<br>109579 | **Lowestoft** SteelTwinSc (Tug)<br>1Dk | 172<br>150<br>— | | | ... | | 1898 | Earle'sCo. Ld.<br>Hull | Gt.EasternRly.Co. | 105·0 | 22·0 | 9·5<br>BK4½" | Lowestoft<br>British<br>WB | T.6Cy.11",17"&30"–18"<br>90RHP<br>Earle'sCo.Ld.Hull | 10 |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register.

|  | 2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 824<br>735 | **Lowgarth** SteelSc<br>*ss*Sou.No.3–4,18<br>1*Dk*(*Stl*) | 74<br>74<br>— | ✠100A1<br>*ForTowingpurposes*<br>3,21<br>BS1,21 ✠LMC4,18 | Sou |  | 1,21 | 1906<br>5mo<br><br>*Lloyd* | LythamS.<br>B.&E.Co.Ld.<br>Lytham<br>*'sA&CP* | R.&J.H.Rea,Ld. | 76·2 | 17·2 | 8·9<br>BK6″<br>*WB* | S'thamptn<br>British<br>4*BHCem*<br>=*DBf*17′8*t* | C.2Cy.15″&32″–21″ (*s*)<br>130lb 60RHP<br>1SB,2*pf*,GS33,HS1220<br>LythamS.B.&E.CoLytham | 9 ″ 6 |  |
| 825<br>405 | **Lowhar** SteelSc<br>1*Dk* | 142<br>134<br>50 |  |  |  |  | 1896 | G.Seebeck<br>Geestemünde | W.E.Lowery | 107·0 | 21·3 | 10·2 | Hull<br>British | C.2Cy.16$\frac{5}{16}$″&30$\frac{11}{16}$″–22$\frac{1}{16}$″<br>37RHP<br>G.Seebeck,Geestemünde |  |  |
| 2826<br>14244<br>HSW | **Lowland Firth** SteelSc<br>1*Dk*(*Stl*)<br>*Elec.light*<br>*Mchy.Aft* *Well deck* | 351<br>235<br>139 | ✠100A1<br>4,22 ~~3,21~~<br>✠LMC3,21 | Shl<br>Nwc | *e* | CL | 1921<br>3mo<br><br>*Lloyd* | Hepples<br>(1919)Ld.<br>SouthShields<br>*'sA&CP* | BorderShipping Co.Ld.(G.T.Gillie &Co.,*Mgrs.*)<br>*FPT*45*t* | 135·0<br>Q46′B9′F23′ | 23·3 | 9·7<br>BK7″ | Glasgow<br>British<br>3*BHCem* | C.2Cy.17″&34″–24″ (*s*)<br>130lb 65RHP<br>1SB,2*pf*,GS35,HS1120<br>Hepples(1919)Ld.S.Shl. | 10 ″ 6<br>*s* ″ 7½<br>10 ″ 7 |  |
| 2827<br>06084<br>RQV | **Lowlands** SteelScSr<br>*ss*Cal.No.3–12,09<br>*ss*Shl.No.2–20<br>(*ex*Elleric)<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>& *deep framing* | 3559<br>3348<br>2304 | ✠100A1<br>*Spar dk*<br>~~1,21~~ ~~5,20~~<br>12,21<br>✠LMC5,20<br>BS6,21 | Shl<br>Cff | *w* | CL<br>~~5,20~~<br>1,21 | 1897<br>6mo | Russell&<br>Co.<br>Pt.Glasgow<br>A&CP | LowlandsSteam ShippingCo.Ld. (J.Crass&Co. *Mgrs.*)<br>*CellDBa* | 339·5<br>B72′F35′<br>110′*u E&B* 36′*f*142′ | 46·0 | 17·8<br>25·8<br>FK | Glasgow<br>British<br>6*BHCem*<br>792*tAPT*56*t* | T.3Cy.25″,40″&64″–45″ (*s*)<br>160lb *110lb* NDB11 294NHP<br>2SB,6*cf*,GS128,HS4700<br>Rankin&Blackmore,Grk. |  |  |
| 2828<br>14429<br>TPDS | **Lowmead** SteelSc<br>*ss*Shl.No. 3–4,15<br>*ss*Hul.No.1–20<br>(*ex*Lowmoor)<br>Wireless 1*Dk*(*ptIrn&ptStl*)2*trB*<br>&*Web frames*3*Dk rule* | 3976<br>3422<br>2560 | ✠100A1<br>*Trunk dk*<br>*withfreeboard*<br>3,22 ~~6,20~~<br>✠LMC6,20<br>BS3,22 | Hul<br>Cff | *w* | CL<br>~~N6,20~~<br>3,22 | 1902<br>8mo<br><br>*Lloyd* | Ropner<br>&Son<br>Stockton<br>*'sA&CP* | ~~F.V.Eberhard&Co.Ld~~ PolcrestS.S. Co.Ld.(Lotricheux &DavidLd.*Mgrs.*)<br>*CellDBa* | 336·5<br>P27′B64′F34′<br>116′*uE*24′*f*134′690*t* | 46·5 | 25·7<br>FK | Swansea<br>~~London~~<br>British<br>6*BHCem*<br>*APT*116*t* | T3Cy24½″,40½″&66½″–42″(*s*)<br>160lb *80lb* 294NHP<br>2SB,6*cf*,GS121,HS4530<br>Blair&Co.Ld.Stockton | 27 ″ 3<br>s4 ″ 5½<br>23 ″ 4 |  |
| 2829<br>35579<br>FMW | **Lowther Castle** SteelScSr<br>*ss*Cff.No.1–18<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>&*Web frames*<br>Wireless *Longitudinal framing* | 4439<br>4101<br>2740 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>9,21 ~~11,20~~<br>BS11,20 ✠LMC11,19<br>*Carrying oil fuel F. P.* | NYk<br>Hul | *y* | CL<br>11,19<br><br>*above* | 1914<br>5mo<br><br>*Lloyd*<br>150°F | Antwerp<br>Eng.Co.Ld.<br>Hoboken<br>*'sA&CP*<br>*in DB* | LancashireShppg. Co.Ld(J.Chambers &Co.*Mgrs.*)<br>*WB*=*CellDBa*1 | 400·0<br>24′*uE&B*42′ *f*180′1 | 51·8 | 24·7<br>FK | Liverpool<br>British<br>6*BHCem*<br>244*tFPT*66*t* | T.3Cy.26″,43″&72″–48″ (*s*)<br>180lb 480NHP<br>3SB,9*cf*,GS177,HS6910 FD<br>Richardsons,Westgarth&<br>*APT*52*t* Co.Ld.W.Hpl. | 27 ″ 0<br>s 3 ″ 1½<br>24 ″ 2 |  |
| 2830<br>FKM | **Loyal** SteelScSr<br>(*ex*TransportII.)<br>*Mchy.Aft* 1*Dk* | 263<br>197<br>159 |  |  |  |  | 1891 | MossMek.<br>Værksted<br>Moss | Dpskslsk.Veritas (B.Jacobsen,*Mgr*) | 128·6<br>P45*t*H12*t*F6*t* | 21·1 | 16·2 | Arendal<br>Norwegian<br>*WB* | C.2Cy.12½″&25½″–16″<br>22NHP<br>VulkanMek.Værks.,Xania |  | N |
| 2831<br>23157<br>GCM | **Loyal Citizen** SteelScSr<br>*ss*Cff.No.3–7,19<br>(*ex*Marchioness of Bute) 1*Dk*(*ptIrnpt Stl*)2*trB*&*deep framing*<br>Wireless 3*Dk rule* | 4294<br>4007<br>2794 | ✠100A1<br>~~4,22~~ ~~6,20~~ 5,22<br>~~BS6,20~~ ✠LMC7,19<br>BS12,21 | Cff | *x* | CL<br>6,20 | 1906<br>5mo<br><br>*Lloyd* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>*sA&CP* | LoyalLine,Ld. (Carpenter&Tuck *Mgrs.*)<br>*CellDBa* | 365·0<br>P27′B106′F34′<br>&*uE*150′*f*158′1066*t* | 50·9 | 25·7<br>FK | Cardiff<br>British<br>6*BHCem*<br>*APT*127*t* | T.3Cy.26⅜″,42″&70″–45″ (*s*)<br>180lb *80lb* 363NHP<br>2SB,8*rf*,GS140,HS5684<br>Cen.Mar.Eng.WrksWHpl. | 28 ″ 4<br>s 5 ″ 7<br>23 ″ 2 |  |
| 2832<br>32608<br>ITLV | **Loyal Devonian** SteelScSr<br>*ss*Hul.No.2–20<br>(*ex*Panayiotis,*ex*EssexAbbey)<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3610<br>3380<br>2261 | ✠100A1<br>1,22 ~~2,20~~<br>✠LMC2,20<br>BS1,22 | Hul<br>Cff | *w* | CL<br>2,20 | 1911<br>9mo<br><br><br>*Lloyd* | Greenock&<br>Grngemouth<br>Dkyd.Co.Ld.<br>Greenock<br>*'sA&CP* | LoyalLine,Ld. (Carpenter&Tuck, *Mgrs.*)<br>*CellDBa*102′*u* | 348·5<br>P30′B99′F38′ | 50·2 | 23·6<br>FK | London<br>British<br>6*BHCem* | T.3Cy.25″,41″&67″–45″ (*s*)<br>180lb *100lb* 362NHP<br>2SB,6*cf*,GS135,HS6044<br>Rankin&Blackmore,Grk.<br>*E&B*39′*f*154′832*tAPT*105*t* | 26 ″ 0<br>s4 ″ 6½<br>21 ″ 10 |  |
| 2833<br>33313 | **Loyal Prince** SteelScSr<br>*ss*Shl.No.1–19<br>1*Dk* | 208<br>205<br>81 | ✠ |  | ... | CL<br>4,19 | 1913<br>7mo<br><br>*Lloyd* | JTEltring-<br>ham&Co.<br>S.Shields<br>*'sA&CP* | Rayner&Boyle, Ld. (R.Boyle, *Mgr.*) | 115·3 | 22·2 | 11·6<br>BK7½″ | N.Shields<br>British<br>3*BHCem* | T.3Cy.12″,20″&34″–24″ (*s*)<br>180lb 82RHP<br>1SB,3*pf*,GS51,HS1506<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 9 |  |
| 2834<br>98887<br>IBPR | **Loyalty** SteelTwinSc3MstSr<br>*ss*Lon.2nd.No.3–10,19<br>(*ex*Empress of India)<br>*Elec.light* Wireless 3*Dks*(2*Stl*–ws)4*trB* | 5934<br>5098<br>3032 | ✠100A1<br>3,21<br>BS5,21 ✠LMC10,19 | Bom | *b*† | 10,19 | 1891<br>1mo<br><br>*Lloyd* | NavalCon.<br>& Arm.Co.Ld<br>Barrow<br>*'sA&CP* | ScindiaSN.Co.Ld. | 455·6<br>P65′F79′<br>B&*Prom.dk*217′<br>*WB*=*CellDB*337′ | 51·2 | 33·1<br>BK12″ | Bombay<br>British<br>12*BHCem*<br>755*tAPT*36*t* | T.6Cy.32″,51″&82″–54″ (*s*)<br>160lb *160lb* 1167NHP<br>4DB,32*cf*,GS710,HS20193<br>Nvl.Con&Amts.CoLd.Brw | 36 ″ 0<br>s 8 ″ 5<br>29 ″ 0 |  |
| 22835 | **Lozère** SteelSc<br>(*ex*Larache)<br>*Elec.light* 1*Dk* | 1798<br>1593<br>1088 |  |  |  |  | 1910 | Schiffsw. v.<br>H.KochA.G.<br>Lübeck | Cie.Générale Transatlantique | 277·7<br>P&B220′F35′ | 39·2 | 17·9 | St.Nazaire<br>French<br>*WB* | T3Cy22$\frac{1}{16}$″35$\frac{1}{16}$″&53⅛″–33$\frac{7}{16}$″<br>163NHP<br>Ottensener MchFabAltona |  | V |
| 22836<br>HGKT | **Luabo** SteelTwinScSr<br>*Elec.light* 1*Dk*&*Awng dk* | *1385*<br>*1188*<br>*839* |  |  | ... |  | 1909 | Russell&<br>Co.<br>PortGlasgow | Cia.Nacional de Navegação | 240·0<br>P41′F43′ | 33·5 | 19·2<br>FK | Lisbon<br>Portuguese<br>*WB* | T.6Cy.11½″,20″&32″–27″<br>144NHP<br>J.G.Kincaid&Co.Ld.Grk. | 21 ″ 6 |  |
| 22837 | **Luarca No. 2** SteelSc<br>(*ex*Isla deOno) 1*Dk* | 123<br>98<br>78 |  |  |  |  | 1902 | ................. | AntonioG.Vega | 88·2 | 16·3 | 9·7 | Gijon<br>Spanish | C.2Cy. |  |  |
| 22838<br>HSLC | **Luarca No. 3** WoodSc<br>1*Dk* | 189<br>—<br>94 |  |  |  |  | 1918 | AntonioG.<br>Vega<br>Luarca | AntonioG.Vega | 98·1 | 21·2 | 9·4 | Gijon<br>Spanish | T.3Cy.<br>HijosJ.Barreras,Vigo |  |  |
| 22839<br>HSLJ | **Luarca No. 4** WoodSc<br>1*Dk* | 101<br>—<br>46 |  |  |  |  | 1916 | Astilleros<br>Eraso<br>Pasages | AntonioG.Vega | 67·5 | 18·6 | 8·8 | Gijon<br>Spanish | C.2Cy.8$\frac{7}{10}$″&17⅓″–12″<br>9NHP<br>AstillerosEraso,Pasages |  |  |
| 22840 | **Luarca No. 5** WoodSc<br>1*Dk* | 144<br>—<br>92 |  |  |  |  | 1920 | AntonioG.<br>Vega<br>Luarca | AntonioG.Vega | 91·9 | 19·7 | 8·5 | Gijon<br>Spanish | T.3Cy.<br>AstillerosAndonaegui,<br>Pasages |  |  |
| 22841<br>20926<br>KBNF | **Lübeck** SteelScSr<br>*Now named* "S.E.Calvert." *See No.* 39293 *in Supplement*<br>(*ex*Drumcondra)<br>*Turret deck* Wireless 1*Dk*2*trB* | 4642<br>3870<br>2970 |  |  |  |  | 1906 | W Doxford<br>&Sons,Ld.<br>Sunderland | CalvertS.S.Co.,Ld. (J.S.Calvert,*Mgr.*) | 379·5<br>P23′B151′F37′ | 51·1 | 25·4 | London<br>British<br>*WB* | T.3Cy.26″,43″&70″–48″<br>339NHP<br>W.Doxford&Sons,Ld.Sld. |  |  |
| 22842<br>1342<br>JCQL | — SteelScSr<br>*Elec.light* 1*Dk* | 543<br>339<br>241 |  |  |  |  | 1894 | H.Koch<br>Lübeck | HallandsÅngf. Aktieb. (R.Möller,*Mgr.*) | 175·9<br>P83′H60*t*F21′ | 26·7 | 11·4 | Halmstad<br>Swedish | T.3Cy.13″,21¼″&33½″–20″<br>50NHP<br>Daevel&Co.,Kiel |  | V |
| 22843 | — SteelScLr<br>1*Dk* | 156<br>148<br>74 |  |  |  |  | 1908 | J.S.Figêe<br>Vlaardingen | EmderHerings- fischereiAct.Ges. | 96·2<br>Q20′H16′ | 21·4 | 10·1 | Emden<br>German<br>*WB* | C.2Cy.9¼″&19″–10″<br>10NHP<br>Wilton'sE.&Slpwy.Co Rot |  |  |
| 22844<br>170 | **Lucania** SteelScSr<br>(*ex*CrownofLeon,*ex*Yanariva)<br>Wireless 1*Dk*&*Spar dk*&*deep framing* | 3412<br>3249<br>2145 |  |  | ... |  | 1894 | Barclay,<br>Curle&Co.Ld<br>Glasgow | LucaniaSoc. Italiana di Nav. | 330·0 | 43·1 | 18·4<br>27·1<br>FK | Naples<br>Italian<br>*WB* | T.3Cy.23½″,39″&64″–42″<br>269NHP<br>Barclay,Curle&Co.Gls. | 29 ″ 6 | CI |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Grément, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Official.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22845 | **Lucania** SteelSc<br>(*ex*Franklin,*ex*Pampa,<br>*Elec.light* *ex*L'Italia) 1*Dk* | 346<br>314<br>218 | | | | | 1890 | E.Cravero &Co.<br>Genoa | CastroGuimaraes &Co. | 157·6 | 27·2 | 10·9 | R.Janeiro<br>Brazilian | C.2Cy.15¾"&31½"-19¾"<br>37NHP<br>E.Cravero&Co.Genoa | |
| ❊ 22846<br>135487<br>JOWQ | **Lucellum** SteelSc3MstSr<br>*ss*Gen No 1-17<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft*<br>Wireless | 5184<br>4640<br>3233 | ✠100A1<br>1,21<br>~~BS10,19~~ ✠LMC8,17<br>BS3,22<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel 7,13 F.P. above* 150° F. | Brs | c | CL<br>5.20 | 1913<br>7mo<br>*Lloyd's A&CP* | J.Laing& Sons,Ld.<br>Sunderland | H.E.Moss&Co's. Tankers,Ld.(H.E. Moss&Co.*Mgrs.*)<br>*WB=CellDBuE&* 341*t* | P98'B28'F40' FK<br>*B60'141tDTf38'*<br>*FPT88tAPT50t* | 380·0 | 50·8 | 29·2 | Liverpool<br>British<br>16*BHCem*<br>*11 to Upr dk*<br>*5 to 2nd dk* | T.3Cy.26",44"&72"-48" (*s*)<br>180lb *100lb* 471NHP<br>2SB,*8cf*,GS162,HS6700 FD<br>G.Clark,Ld.Sunderland | 31 |
| 22847<br>142768<br>JVRC | **Luceric** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in 'tween dks*<br>Wireless | 6672<br>6398<br>4167 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~5,21~~ ~~4,20~~ ✠LMC5,19<br>11,21 | Shi<br>~~Rot~~ Syd | *a*† | CL<br>5,21 | 1919<br>3mo<br>*Lloyd's A&CP* | W.Doxford &Sons,Ld.<br>Sunderland<br>*CellDB*366' | BankLine,Ld.(A. Weir&Co.*Mgrs.*)<br>1388*tDTa*26'1005*t* | F*on Shelter dk* 36' FK<br>*FPT*151*tAPT*220*t* | 412·5 | 55·5 | 34·4 | Glasgow<br>British<br>*ptCem*<br>6*BHtoSh dk*<br>2 ,, ,, *U* ,, | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 596NHP<br>3SB,*12cf*,GS219,HS9525 FD<br>G.Clark,Ld.Sunderland | 37 |
| 22848<br>99437<br>MRWH | **Lucerna** SteelSc3MstSr<br>*Elec.light* Wireless 2*Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk* | 3247<br>3061<br>2071 | | | | | 1892 | Armstrong Mitchell& Co.(Lim.)<br>Newcastle | MaritimeInvestmentsLd. (H.E. Moss&Co.,*Mgrs.*) | B38*t* H34*t* F51*t* | 330·0 | 42·6 | 28·5 | Liverpool<br>British | T.3Cy.24",40"&65"-42"<br>NB15 274NHP<br>Blair&Co.(Lim.),Stockton | |
| 22849<br>113208 | **Lucerne** IronScK<br>*ss*Gms.No.3-7,13<br>1*Dk* | 198<br>178<br>83 | ✠100A1<br>*StmTrawler*<br>5,21 ~~7,15~~<br>~~Examined10,19~~<br>✠NB7,13 ~~✠LMC10,19~~ | Gms | | CL<br>10,19 | 1900<br>10mo<br>*Lloyd's A&CP* | Cochrane& Cooper,Ld.<br>Selby | BrentSteam FishingCo.Ld. (T. A.Langley,*Mgr.*) | Q44'F22'<br>ptND13 BK7½" | 112·6 | 21·0 | 11·5 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",19¾"&32"-23" (*s*)<br>180lb 55RHP<br>1SB,*2pf*,GS32,HS1120<br>C.D.Holmes&Co.Hull | 12 |
| 22850<br><br>HSJP | **Lucero** IronScSr<br>*ss*Ard.No.3-4,07<br>(*ex*Bedeo,*ex*Sandsend) *ss*Bbo.No.1-12<br>*Well deck* 1*Dk*2*trB* | 721<br>595<br>404 | ✠<br>4,16<br>✠NB6,87 | Bbo | | | 1869<br>1mo | Denton, Gray&Co.<br>Hartlepool | DomingoRueda | Q75'B40'F23'<br>ptND85&87 BK8" | 199·0 | 29·1 | 16·0 | Bilbao<br>Spanish<br>4*BHCem*<br>*WB=ptDB* | C.2Cy.24¾"&47½"-30"<br>NDB97 87NHP<br>1SB,*3pf*,GS44,HS1340<br>T.Richardson&Sons,Hpl. | 16 |
| ❊ 22851<br>119171<br>HBLM | **Luchana** SteelScSr<br>*ss*Gls.No.3-9,17<br>*Elec.light* 1*Dk*(*Stl*)&*deepframing*<br>Wireless *ss*Gls No.1-22 | 3051<br>2861<br>1984 | ✠100A1<br>~~9,21~~ ~~10,20~~ 6,22<br>~~BS5,20~~ ✠LMC9,17<br>MBS6,21 MS3,22 DBS3,22 | Gls | *v* | CL<br>~~9,19~~<br>8,21 | 1904<br>10mo<br>*Lloyd's A&CP* | Grngem'th &Greenock Dockyard Co.<br>Greenock | ClydeCommercial Steamships,Ld. (Donald&Taylor, *Mgrs.*) | P28'B96'F35' FK<br>*WB=CellDBa* | 331·0 | 48·0 | 22·0 | Glasgow<br>British<br>5*BHCem*<br>98'*uE&B*40' | T.3Cy.24",40"&65"-42" (*s*)<br>160lb *90lb* NDB20 285NHP<br>2SB,*6cf*,GS97,HS4454<br>D.Rowan&Co.Glasgow<br>*f*140'898*tFPT*78*tAPT*77*t* | 24 |
| 22852<br><br>HSMB | — SteelSc<br>*ss*Bbo.No.3-9,20<br>(*ex*Oquendo, *Spar dk*(*Stl*)2*trB*<br>*ex*Tuscany) Wireless &*deep framing* | *3000*<br>*2807*<br>*1872* | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>9.20<br>DBS6,21 ✠LMC9,20<br>MBS1,22 | Bbo | *u* | CL<br>N 9,20 | 1908<br>2mo<br>*Lloyd's A&CP* | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool | Cia.VascoCantabrica deNav. (U.de laTorre,*Mgr.*)<br>*CellDBa*102'*uE* | P32'B101'F31' 22·4 FK<br>24'*f* 138' 573*t FPT*8 | 325·0 | 47·0 | 13·8 | Bilbao<br>Spanish<br>5*BHCem*<br>0*tAPT*77*t* | T.3Cy.24",38"&64"-42" (*s*)<br>160lb *100lb* 287NHP<br>2SB,*6cf*,GS102,HS4637<br>Richardsons,Westgarth& Co.Ld. | 24 |
| 22853<br>120641<br>HFCK | **Luchow** SteelScSr<br>*Elec.light* | 2000<br>1728<br>1221 | | | | | 1905 | Scott'sS.B. &E.Co.Ld.<br>Greenock | ChinaNav.Co.Ld. | B81'F34' | 266·9 | 40·2 | 21·7 | London<br>British<br>*WB* | T.3Cy.20",33½"&56"-39"<br>196NHP<br>Scott'sS.B.&E.Co.Ld.Grk. | |
| 22854<br>136789<br>JKFV | **Lucia** SteelScSr<br>(*ex*Spreewald)<br>2*Dks* | 3899<br>3169<br>2414 | | | | | 1907 | Furness, Withy&CoLd<br>WHartlepool | Elder, Dempster & Co.Ld. | P40'B115'F72' | 352·0 | 45·1 | 26·0 | London<br>British<br>*WB* | T.3Cy.25½",43"&72"-48"<br>Richardsons, 359NHP<br>Westgarth&Co.Ld Hpl | |
| 22855 | **Lucia Carbó** SteelTwinSc<br>1*Dk* | *1679*<br>*1523*<br>*623* | | | | | 1907 | A.&J. Inglis,Ld.<br>Glasgow | EntreRiosRly.Co. | | 283·0 | 56·2 | 17·2 | Bns.Ayres<br>Argentine | T.6Cy.17",28"&46"-30"<br>232NHP<br>A.&J.Iuglis,Ld.Glasgow | |
| 22856<br>136895 | **Lucida** SteelScK<br>*ss*Liv.No.1-19<br>1*Dk* | 251<br>230<br>97 | ✠100A1<br>*StmTrawler*<br>7,20<br>BS10,21<br>~~BS11,20~~ ✠LMC8,19 | Bkn | | CL<br>8,19 | 1914<br>8mo<br>*Lloyd's A&CP* | Dundee S.B.Co.Ld.<br>Dundee | ActiveFishingCo. Ld. (J.A. Robertson,*Mgr.*) | Q72'F20'<br>BK7½" | 126·8 | 23·0 | 12·1 | Fleetwood<br>British<br>4*BHCem* | T.3Cy.12¾",22"&36"-24" (*s*)<br>200lb 82RHP<br>1SB,*3pf*,GS49,HS1438<br>Lidgerwood,Ld.Glasgow | 13 |
| 22857 | **Lucie** IronSc<br>*ss*Hpl.2ndNo.3-2,02<br>(*ex*Latwiga,*ex* *ss*Hpl.No.2-10<br>Scandinavien,*ex*Yarm) 1*Dk*(*Irn*)2*trB*<br>*Well deck* *Cargo battens not fitted* | 1284<br>1054<br>803 | ✠ ——<br>8,19<br>✠NB5,95 ✠ | Hpl | *o* | | 1877<br>7mo | W.Gray& Co.<br>WHartlepool | F.Wirro&F.Boyet (P.Deros,*Mgr.*) | Q84'B122*t*H16*t*<br>F35' BK8½"<br>ptND02 *DB* | 247·0 | 32·1 | 18·3 | Reval<br>Esthonian<br>4*BHCem*<br>*a*65'*f*63'240*t* | C.2Cy.26"&54½"-33"<br>NDB11 125NHP<br>1DB,*4pf*,GS50,HS1920<br>T.Richardson&Sons,Hpl. | 19 |
| 22858 | **Lucie Woermann** SteelScSr<br>1*Dk*&*Spar dk*<br>*Elec.light* Sub.Sig. Wireless | *4630*<br>*3452*<br>*2861* | | | | | 1902 | Blohm& Voss<br>Hamburg | FrenchGovernment | P&B264'F49' | 366·5 | 47·1 | 25·1 | French<br>*WB* | T.3Cy.24¾",41½"&74¾"-51 3/16"<br>400NHP<br>Blohm&Voss,Hamburg | |
| 22859 | **Lucienne** SteelSc<br>(*Tug*) *OilEng.*<br>1*Dk* | 110<br>102<br>— | | | | | 1920 | N.V.v.der Kuy&v.d.Ree Mach en Shp.<br>Rotterdam | Soc.Commercial e duPortSt.Louis du Rhone | | 81·0 | 19·8 | 10·2 | French | Oil Engines 2S.C.SA<br>4Cy.13⅜"-21¼" 82NHP<br>SulzerBros.Winterthur | 11 |
| 22860 | **Lucienne-Jeanne** SteelSc<br>(*ex*Avel-Mor) (*Trawler*)<br>*Elec.light* 1*Dk* | 223<br>—<br>56 | | | | | 1907 | A.Blasse &fils<br>Nantes | Soc.Anon. Pêcheries duNord | | 125·0 | 20·5 | 10·8 | Ostend<br>Belgian<br>*WB* | T.3Cy.13",22 1/16"&33⅞"-24 11/32"<br>NB19 57NHP<br>Maucour,Nantes | |
| 22861<br>142317<br>JSLF | **Lucient** SteelSc<br>Wireless<br>*Elec.light* *Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | 1879<br>1482<br>1115 | ✠100A1<br>8,20<br>✠LMC3,18 | Sld | *r* | CL<br>8,20 | 1918<br>3mo<br>*Lloyd's A&CP* | WoodSkinner&Co.Ld.<br>Newcastle | GasLight&CokeCo (S.Clarke&Co. *Mgrs.*)<br>*CellD* | Q163'B*on*Q11'F29' FK<br>*B* 222' 595*t FPT*91*t* | 270·6 | 38·2 | 18·0 | London<br>British<br>4*BHCem*<br>*APT*56*t* | T.3Cy.20½",33"&54"-39" (*s*)<br>180lb 217NHP<br>2SB,*6pf*,GS98,HS3610<br>J.Dickinson&Sons,Ld.Sld. | 20 |
| ❊ 22862<br>7965<br>HNQD | **Lucigen** SteelSc3MstSr<br>*ss*Rot.No.3-3,22 ~~*ss*Shl.No.2-19~~<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* Wireless | ~~4954~~<br>~~4503~~<br>~~3044~~<br>4986 4503<br>3173 | ✠100A1<br>3,22 ~~1,21~~<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 3,22 *F.P. above* 150°F<br>~~BS1,21~~ ✠LMC3,22 | Ply<br>Rot | *y* | CL<br>3,22 | 1909<br>2mo<br>*Lloyd's A&CP* | Armstrong Whitworth &Co.Ld.<br>Newcastle | LucigenS.S.Co.Ld. (H.E.Moss&Co.)<br>*WB=CellDBuB*<br>40'79*tDTf*38'273*t* | P96'B28'F43' FK<br>*FPT*38*tAPT*17*t* | 388·0 | 50·5 | 29·2 | Liverpool<br>British<br>16*BHCem*<br>*8 to Udk*<br>*8 to Mdk* | T.3Cy.26",43"&72"-48" (*s*)<br>180lb 437NHP<br>4SB,*12cf*,GS216,HS7864<br>N.E.MarineEngCoLdNwc | 30 |
| 22863<br>110160<br>RGLJ | **Luciline** SteelSc3MstSr<br>Wireless *Carrying Petroleum in bulk*<br>*Elec.light* *Mchy.Aft* 2*Dks* | 3788<br>3375<br>2414 | | | | | 1899 | Armstrong Whitworth& Co.Ld.Nwc. | LucilineNav.Co. Ld. (Davies& NewmanLd,*Mgrs.*) | P83'B23'F42' | 335·7 | 45·0 | 28·6 | London<br>British<br>*WB* | T.3Cy.24",40"&64"-48"<br>284NHP<br>WllsndSlpwyCo.Ld.Nwc. | |
| 22864<br>94158 | **Lucinda** SteelPadSr<br>*Elec.light* 2*Dks* | 301<br>241<br>148 | | | | | 1884 | W.Denny &Bros.<br>Dumbarton | Government of Queensland | | 172·6 | 25·1 | 9·2 | Brisbane<br>British | C.2Cy.25"&44"-48"<br>112NHP<br>Denny&Co.,Dumbarton | |

| | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 865 | **Lucinda** SteelSc<br>(*ex*Yt.Sayonara.<br>*ex*Parthenia) 1*Dk* | 186<br>147<br>74 | | | | | 1896 | Delaware RiverIronS.B.<br>Co.Chester,Pa | ~~EdwardMaurer Co.Inc.~~<br>~~A.E.Gutzmer~~ | ~~124·0~~\|18·0\|~~8·9~~<br>144·0\| \|9·0 | Cuban | NB06<br>International S.B.&E.<br>Works,Chs.Pa. | | |
| 866 | **Lucinda Hanify** WoodScSr<br>(*ex*Utique,<br>*ex*LucindaHanify) Fitted for oil fuel 1*Dk*<br>Wireless | 1509<br>—<br>794 | Now named "ThomasCrowley," See No. 39620 in Supplement | | | | 1917 | Wilmingtn<br>S.B.Co.<br>SanPedro,<br>Cal. | Crowley&Mahony | 225·0\|44·0\|17·0 | S.Frncisco<br>Utd.States | T.3Cy.16",27"&46"-33"<br>122NHP<br>MainSt.IronWorks,S.Fo. | | R |
| 867<br>875<br>WV | **Lucius W. Robinson** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1655<br>—<br>1004 | | | | | 1912 | Detroit<br>S.B.Co.<br>Wyandotte | Geo.HallCoal&<br>Transportation<br>Co.Inc. | 244·0\|43·0\|21·0<br>F38' | Ogdensbrg<br>Utd.States<br>*WB* | T.3Cy.18",29"&48"-40"<br>146NHP<br>DetroitS.B.Co.Detroit | | L |
| 868<br>4895<br>GCL | **Lucker** SteelSc<br>(*ex*Kilbeggan) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 630<br>501<br>284 | ✠100A1<br>2,22 ~~7,20~~<br>✠LMC4,19 | Nwc<br>Bly | | CL<br>~~7,20~~<br>2,22 | 1919<br>3mo<br>*Lloyd* | G.Brown&<br>Co.<br>Greenock<br>'*sA&CP* | R.Burletson<br>~~(Joplin&Hull,~~<br>~~*Mgrs.*~~)(J.Powell<br>&Co.*Mgrs.*) | 175·3\|30·1\|15·6<br>B52'<br>FK<br>*CellDBuE*26'20*t* | Newcastle<br>British<br>5*BHptCem*<br>*FPT*24*t* | T.3Cy.16",26"&44"-26" (*s*)<br>200lb 94RHP<br>2SB,6*cf*,GS118,HS3616 FD<br>McKie&Baxter,Glasgow | 16 ″ 6<br>s1 ″ 10<br>14 ″ 11 | |
| 869<br>BJG | **Lucy** SteelScSr<br>*ss*Kel.2nd.No.3-3,22 ~~*ss*Rot.No.1-10~~<br>(*ex*Trinity) 1*Dk*(*ptIrn&ptStl*)<br>*&deepframing* | 3797<br>3410<br>2318 | ✠100A1<br>3,22<br>✠LMC3,22 | Bly<br>Kel | r | CL<br>3,22 | 1906<br>7mo<br>*Lloyd's* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>*A&CP* | RussischBaltische<br>Dampfschiffart<br>Ges.(Helmsing&<br>Grimm,*Mgrs.*) | 346·6\|50·6\|23·0<br>P27'B94'F31'<br>*WB=CellDBa* FK<br>113'*uE*23'*f*150'978*t* | Riga<br>Latvian<br>6*BHCem*<br>*APT*106*t* | T.3Cy.25½",40½"&67"-45"(*s*)<br>180lb 90lb 334NHP<br>2SB,8*rf*,GS129,HS5240<br>Cen.Mar.Eng.Wrks.WHpl | 25 ″ 6 | |
| 870<br>5067 | **Lucy Ashton** SteelPadSk | 224<br>205<br>87 | — | | | | 1888 | T.B.Seath<br>&Co.<br>Rutherglen | NorthBritish<br>RailwayCo. | 190·0\|21·1\|7·2 | Glasgow<br>British | O.D.2Cy.28"&52"-60"<br>NE&B02 174NHP<br>A.&J.Inglis,Glasgow | | |
| 871<br>8658<br>LTP | **Luddick** SteelSc3MstSr<br>*ss*Abn.No.3-11,11<br>*ss*Abn.No.2-20<br>*Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | 530<br>372<br>214 | ✠100A1<br>3,22 ~~12,20~~<br>~~BS5,21~~ 3,22 ✠LMC2,20 | Abn | h | ~~2,20~~<br>3,22 | 1898<br>11mo | R.William-<br>son&Son<br>Workington<br>*A&CP* | Aberdn,Newcastle<br>&HullStm.Co.Ld. | 167·7\|26·1\|10·4<br>Q95'B10'F22'<br>BK7"<br>*WB=DBf*89'125*t* | Aberdeen<br>British<br>3*BHCem*<br>*FPT*25*t* | C.2Cy.21½"&42"-30" (*s*)<br>115lb 100lb NDB13 73RHP<br>1SB,3*pf*,GS56,HS1725<br>Ross&Duncan,Glasgow | 12 ″ 10<br>s ″ 6½<br>13 ″ 0 | |
| 2872 | **Ludendorff** SteelSc4Mst<br>*Elec.light* 2*Dks* | 7878<br>7330<br>4855 | | | | | 1916 | Bremer<br>Vulkan<br>Vegesack | A.G.HugoStinnes<br>fürSeeschifff.-u<br>Ueberseehandel | 467·2\|58·0\|32·8<br>P55'B102'F41' | German | T.3Cy.32$\frac{5}{16}$",52⅝"&86⅝"-55"<br>556NHP<br>BremerVulkan,Vegesack | | |
| 2873 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 236<br>210<br>88 | | | | | 1917 | T.L.Meyer<br>Papenburg | | 119·0\|23·0\|11·0 | British | T.3Cy.12⅔",21⅓"&33⅔"-24⅔"<br>55NHP<br>T.L.Meyer,Papenburg | | |
| 2874<br>18104<br>RGO | **Ludington Patton** SteelSc<br>1*Dk* | 285<br>—<br>168 | | | | | 1919 | Baltimore<br>D.D.&S.B.Co.<br>BaltimoreMd | CurtisBayTowing<br>Co. | 112·2\|26·5\|12·0 | Baltimore<br>Utd.States | | | |
| 2875<br>184<br>ACV | **Ludmilla** IronScSr<br>*ss*Stk.No.3-9,86<br>(*ex*Greta) *ss*Oda.No.2-94 1*Dk* | 588<br>506<br>312 | ✠<br>2,96 | Oda | j | | 1873<br>8mo | J.Softley<br>&Co.<br>S.Shields | Sch.&E.Karap-<br>atnitsky | 180·4\|28·1\|14·3<br>Q56'B44' BK7½"<br>p tND91 *WB=ptDB* | Odessa<br>Russian<br>4*BHCem* | C.2Cy.23½"&46"-30"<br>NB97 82NHP<br>Blair&Co.(Lim.),Stockton | 15 ″ 0 | |
| 2876<br>GJK | **Ludolf Eide** WoodScSr<br>1*Dk* | 117<br>110<br>41 | | | | | 1903 | H.Gravdal<br>Bergen | A/S HeklaSildog<br>Fiskekompagni(H<br>Henriksen,*Mgr.*) | 105·2\|20·2\|9·1<br>len09 H7*t* | Haugesnd<br>Norwegian | C.2Cy.9½"&21"-15"<br>14NHP<br>RosenbergsMVStavanger | | N |
| 22877<br>4877<br>JROL | **Ludvig Kollberg** SteelScSr<br>*ss*Got.No.3-9,20<br>*Elec.ligh* 1*Dk*(*Stl*)<br>*Well deck* | 564<br>379<br>241 | ✠100A1<br>6,21 ~~9,20~~<br>BS6,21 ✠LMC8,20 | Got | h | 6,19 | 1908<br>7mo<br>*Lloyd* | Göteborgs<br>M.V.Aktieb.<br>Gothenburg<br>'*sA&CP* | HallandsÅngbåts<br>Aktiebolag<br>(R.H.Möller,*Mgr*)<br>*WB=DBa* | 165·2\|27·0\|11·6<br>Q72'P14'B13'F16'<br>BK7"<br>35'*uE*14'52*t FPT* | Halmstad<br>Swedish<br>4*BHCem*<br>39*tAPT*16*t* | T.3Cy.14$\frac{5}{16}$",22$\frac{7}{16}$"&39"-23⅜"<br>190lb 90lb (*s*) 91NHP<br>1SB,2*cf*,GS38,HS1526<br>GöteborgsMV.Aktieb.Got | 12 ″ 5<br>s ″ 8½<br>12 ″ 5 | |
| 22878<br>3417<br>JKMD | **Ludvig Peyron** SteelScSr<br>*ss*Skm.No.3-2,12<br>*ss*Dnk.No.2-19<br>*Elec.light* 1*Dk*(*Stl*)*&Webframes* | 1430<br>1207<br>774 | ✠100A1<br>12,19<br>✠LMC12,19 | Dnk | p | ~~11,19~~<br>10,21 | 1899<br>3mo | Carmichael<br>Maclean&Co.<br>Greenock<br>A&CP | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson,*Mgr.*)<br>*WB=Ce* | 236·6\|36·0\|17·9<br>P9'B66'F30'<br>FK<br>*llDBa*68'*uE*18'*f*90' | Stockholm<br>Swedish<br>4*BHCem*<br>330*tAPT*21*t* | T.3Cy.18",30"&48"-33" (*s*)<br>160lb 85lb 151NHP<br>2SB,4*pf*,GS66,HS2560<br>Muir&Houston,Ld.Gls. | 20 ″ 4<br>s2 ″ 10<br>17 ″ 9 | |
| 22879<br>NBFQ | **Ludvig Theisen** WoodAuxSc<br>4MstSr<br>*OilEng.*<br>(*See Sailing Ship Register*) | 356<br>332<br>285 | | | | | 1919 | A/S Nak-<br>skovSkibs-<br>værft<br>Nakskov | A/SMotorskibs-<br>selskabetNakskov<br>(F.Christensen,<br>*Mgr.*) | 138·2\|30·0\|12·9 | Nakskov<br>Danish | Oil Engines<br>3Cy.14⅓"-15⅓" 43NHP<br>TuxhamA/SCopenhagen | | V |
| 22880 | **Ludwig Riedemann** SteelAuxSc<br>*Motor* 3MstSr<br>(*See Sailing Ship Register*) 1*Dk* | 174<br>143<br>114 | | | | | 1913 | D.W.<br>KremerSohn<br>Elmshorn | HeinrichSchacht | 105·7\|22·9\|8·8<br>Q30'H8' | Hamburg<br>German | Motor 4S.C.SA<br>3Cy.9⅘"-9⅗" 20NHP<br>E.Gehmann,Bremerhaven | | |
| 22881 | **Ludwig Sanders** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 249<br>218<br>93 | | | | | 1919 | J.C.Teck-<br>lenborgA.G.<br>Geestemünde | C.Kämpf | 127·3\|23·5\|9·7<br>Q71'F20' | Gstemnde<br>German<br>*WB* | T.3Cy.12⅔",20½"&32¼"-22⅔"<br>50NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 22882<br>128730<br>VHDK | **Ludwig Wiener** SteelTwinScSr<br>(*Tug*)<br>*Elec.light* *ss*CTn.No.1-18<br>Wireless Sub.Sig. 1*Dk*(*Stl*-teaks) | 658<br>563<br>265 | ✠100A1<br>1,22 ~~5,18~~<br>*WaterTubeBoilers*<br>~~BS1,21~~ ✠LMC~~5,18~~<br>1,22 | CTn | | CL<br>~~S2,20~~<br>~~RN2,20~~<br>1,22 | 1913<br>10mo<br>*Lloyd* | Ferguson<br>Bros.(Port<br>Glasgow)Ld<br>Pt.Glasgow<br>'*sA&CP*<br>*WB=CellDB* | UnionGovt.of<br>SouthAfrica<br>(S.AfricanRail-<br>ways&Harbours<br>Dept.CTn.)<br>*uE&Bunker*47'69*t* | 160·0\|32·1\|16·1<br>B74'<br>FK<br>*f*15'17*tDT a*13'31*t* | CapeTown<br>British<br>7*BHAsp*<br>*DTf*19'47*t* | T.6Cy.18",28½"&48"-28" (*s*)<br>180lb 433NHP<br>4B,HS9018<br>FergusonBros.(Port<br>Glasgow)Ld.Pt.Gls. | 17 ″ 6<br>s2 ″ 1½<br>15 ″ 7 | |
| 22883<br>124333<br>HKNV | **Ludworth** SteelScSr<br>*ss*Sld.No.3-6,19<br>*Well deck* 1*Dk*(*ptIrnptStl*)<br>Sub.Sig. *&deepframing*<br>*Cargo battens not fitted* | 1301<br>1000<br>783 | ✠100A1<br>~~4,21~~ ~~5,20~~ 8,21<br>~~BS5,20~~ ✠LMC6,19<br>BS5,21 | Cff<br>Nwc | o | CL<br>~~6,19~~<br>5,21 | 1907<br>4mo<br>*Lloyd* | BlythS.B.<br>Co.Ld.<br>Blyth<br>'*sA&CP* *WB* | Furness,Withy&<br>Co.Ld.<br>*=CellDBa* 65' *uE* | 234·7\|34·5\|15·1<br>Q122'B10'F24'<br>FK<br>*&B*36'*f*96'341*tFPT* | W.Hartlpl<br>British<br>4*BHCem*<br>53*tAPT*75*t* | T.3Cy.19",31"&51"-36" (*s*)<br>180lb 100lb 166NHP<br>1SB,3*cf*,GS61,HS2520<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 17 ″ 3<br>s1 ″ 8<br>15 ″ 11 | |
| 22884<br>216147<br>LKMD | **Luella** SteelScSr<br>*Elec light* 2*Dks&Web frames*<br>*Ref.Mchy.* *Longitudinal framing*<br>Wireless | 4153<br>3628<br>2540 | ✠Lloyd'sRMC10,20 | | ... | | 1918 | Baltimore<br>D.D.&S.B.Co.<br>Baltimore | UnitedStates<br>ShippingBoard | 339·3\|49·1\|26·5<br>P47'B75'F30'<br>FK | Baltimore<br>Utd.States<br>*WB* | 1Geared Steam Turbine<br>344NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 28 ″ 8 | R |
| 22885<br>127229 | **Luen Ho** SteelTwinSc<br>*Elec.light* 1*Dk&Spar dk*3*trB*<br>(*ex*Li-Mao) *Promenade dk&Shade dk* | 2868<br>2270<br>1735 | | | | | 1905 | Atel.&Ch.<br>deFrance<br>Dunkirk | LuenS.S.Co.Ld. | 278·2\|42·9\|24·8 | HongKong<br>British<br>*WB* | T.6Cy.15",24"&39"-20"<br>136NHP<br>Caillard&Co.Havre | | V |
| 22886<br>127230 | **Luen Yi** SteelTwinSc<br>*Elec. light* 1*Dk&Spardk*3*trB*<br>(*ex*Li-Fong) *Promenadedk&Shadedk* | 2868<br>2270<br>1735 | | | | | 1905 | Atel.&Ch.<br>deFrance<br>Dunkirk | LuenS.S.Co.Ld. | 278·2\|42·9\|24·8 | HongKong<br>British<br>*WB* | T.6Cy.15",24"&39"-20"<br>136NHP<br>Caillard&Co.Havre | | V |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22887<br>78687<br>WVNP | **Luffmore**<br>(*ex*CardiffTrader,*ex*Broomhill)<br>*Well deck* | **IronScSr**<br>*ss*Goo.3rdNo.3-1,19<br>1*Dk*(*Irn*-ws) | 562<br>418<br>**339** | ✠100A1<br>7,20<br>✠NE6,93 ✠LMC1,19<br>BS7,20 | Goo | *i* | CL<br>7,20 | 1878<br>8mo | T.Wingate<br>&Co.<br>Glasgow<br>A&CP | **S.Greaves** | 174·7\|29·0\|10·4<br>Q86'B7'F21'<br>FK<br>*WB*=*DBa*51' | London<br>British<br>4*BHCem*<br>70*tf*72'128*t* | C.2Cy.24″&50″–33″ (*r*)<br>90lb *100lb* NDB11 95RHP<br>1SB,*3pf*,GS44,HS1855<br>Wingate&Co.Glasgow |
| 22888<br>135143<br>HWTF | **Luffwell**<br>(*ex*Mate)<br>*Mchy.Aft* | **SteelScK**<br>~~*ss*Nwc.No.1-17~~<br>1*Dk*(*Stl*)<br>*ss*Shl.No.2-21 | 274<br>170<br>**129** | ✠100A1<br>9,21 ~~4,20~~<br>~~BS4,20~~ ✠LMC<br>*Fitted with tanks in hold for carrying Petroleum* | Nwc<br>Shl | 9,21 | N4,20 | 1912<br>9mo<br>*Lloyd* | VnDamme<br>Frè.&Adam<br>Baesrode<br>'*sA&CP* | **Anglo-American OilCo.Ld. (J. Hamilton,***Mgr.***)** | 120·0\|21·6\| 9·1<br>P39'F22'<br>FK<br>*WB*= | London<br>British<br>3*BHCem*<br>*FPT*30*t* | C.2Cy.15″&30″–18″ (*s*)<br>130lb 37RHP<br>1SB,*2pf*,GS34,HS810<br>Earle'sCo.Ld.Hull |
| 22889<br>129770<br>HTCJ | **Luffworth**<br>(*ex*Holzapfel I.)<br>*Mchy.Aft* | **SteelSc**<br>*ss*Nwc.No.2-20<br>1*Dk*(*ptStl*)<br>*Cargo battens not fitted* | 279<br>225<br>**162** | ✠100A1<br>5,21 ~~3,20~~<br>✠NE&B2,13<br>BS6,21 ✠LMC3,20 | Nwc | *d* | CL<br>~~3,20~~<br>6,21 | 1911<br>5mo<br>*Lloyd* | JTEltring-<br>ham&Co.<br>South Shields<br>'*sA&CP* | **Anglo-American OilCo.Ld.(J. Hamilton,***Mgr.***)** | 120·2\|22·1\|10·5<br>P33'F15'<br>FK<br>*WB*=*FPT* | Newcastle<br>British<br>3*BHCem*<br>14*tAPT*4*t* | C.2Cy.16″&32″–22″ (*s*)<br>100lb 60RHP<br>1SB,*2pf*,GS35,HS1000<br>Hepple&Co.S.Shl. |
| 22890<br>127977<br>HNWR | **Luga**<br>Wireless | **SteelScSr**<br>2*Dks* | 1988<br>1717<br>**1041** | | | | | 1909 | ClydeS.B.<br>&Eng.Co.Ld.<br>Pt.Glasgow | **GroumarineS.S. Co.Ld.(L.Walford (London)Ld.***Mgs.***)** | 295·3\|42·1\|17·6 | Liverpool<br>British<br>*WB* | T.3Cy.22″,35″&59″–39″<br>217NHP<br>ClydeS.B.&E.Co.Ld.P.Gl. |
| 22891 | **Lühe** | **SteelScSr**<br>(*ex*Albatross)<br>1*Dk*2*trB* | 870<br>704<br>**452** | | | | | 1893 | Stettiner<br>Act.Ges.<br>Grabow a/O. | **BugsierReed& BergungsA.-G.** | 213·4\|30·1\|14·8<br>P148'H55*t*F24' | Hamburg<br>German<br>*WB* | T.3Cy.17″,27½″&43½–31½″<br>106NHP<br>Stettiner,A.G.,Stettin |
| 22892 | **Lühesand**<br>*ex*Müritz,*ex*Pilot) | **SteelSc**<br>(*ex*Fischerbank,<br>1*Dk* | 121<br>111<br>**65** | | | | | 1898 | RitchieGra<br>-ham&Milne<br>Glasgow | **José deMello** | 113·6\|18·4\| 7·1 | Oporto<br>Portuguese<br>*WB* | C.2Cy.11″&22″–16″<br>16NHP<br>Campbell&Calderw'd,Psy. |
| 22893 | **Luigi** | **IronPad**<br>(*Tug*) | 166<br>111<br>**85** | | | | | 1879 | Stbilimnto<br>Tecnico<br>Trieste | **L.Mendl&Co.** | 125·0\|21·0\|10·0 | | C.2Cy.25″&39″–42″<br>NB97 82NHP<br>StabilimentoTecnico,Tri. |
| 22894 | —<br>*Elec.light* | **SteelSc**<br>(*Tug*)<br>1*Dk* | 155<br>133<br>— | | | | | 1919 | Scheeps.<br>Baanhoek<br>Sliedrecht | **BureauWijsmuller** | 90·2\|20·5\|10·0 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.12″,19″&31½″–16″<br>J.&A.van 40NHP<br>derSchuyt,Papendrecht |
| 22895<br>709<br>QGTV | — | **WoodSc**<br>(*Tug*)<br>1*Dk* | 102<br>—<br>**11** | | | | | 1914 | A.Parodi<br>Multedo | **Soc.Anon.Lavori delPorto diGenova** | 82·3\|19·4\|11·6 | Genoa<br>Italian | C.2Cy.15¾″&31½″–21⅝″<br>Soc.Anon.Coop. 38NHP<br>diProduz.Smpierdarena |
| 22896<br><br>PGHN | **Luigi Rizzo**<br>(*ex*Ferrara,*ex*Sturmfels)<br>*Elec.light* Wireless | **SteelSc**<br>*ss*Pal.No.1-18<br>2*Dks*(*Stl-U*<br>teak s) | 5660<br>5317<br>**3554** | ✠100A1<br>10,19<br>BS12,20 ✠LMC3,18 | Gen | *a*† | CL<br>10,19 | 1912<br>11mo<br>*Lloyd*<br>*CellD* | J.C.Teck-<br>lenborgA.G.<br>Geestemünde<br>'*sA&CP*<br>*Ba*148' *uE* 24' | **SocAnon.Coopera-tivaGaribaldi**<br>1*BH in lower hold*<br>*f* 183'1230*t* '*tween* | 421·2\|55·5\|28·6<br>P78'B124'F54'<br>FK<br>*frwd dispensed with*<br>*dk tanks f*40'472*t*'*tw* | Genoa<br>Italian<br>*Cem*<br>6*BHonly*<br>*een dk tanks* | Q4Cy24″34⅝″50⅝″&74″–53½″<br>213lb *121lb* (*r*) 510NHP<br>3SB,*9cf*,GS161,HS6780 FD<br>J.C.TecklenborgA.G.Gst.<br>*a*42'448*tFPT*62*tAPT*85*t* |
| 22897<br>799<br>QHGR | **Luigia**<br>*Well deck*<br>*Mchy.Aft* | **SteelSc3MstSr**<br>*ss*Ven.No.1-07<br>1*Dk*(*Stl*) | 434<br>—<br>**211** | ✠<br>6,11<br>✠ | Ven | *f* | | 1903<br>6mo | DittaGio.<br>Poli<br>Chioggia | **D.Bianchi fu S.** | 153·7\|23·8\|11·8<br>Q75'B14'F23'<br>BK6½″<br>*WB* | Genoa<br>Italian<br>3*BHCem*<br>=*FPT*30*t* | C.2Cy.15″&32″–24″<br>51NHP<br>1SB,*2pf*,GS31,HS924<br>McKie&Baxter,Glasgow |
| 22898<br>339<br>QHML | **Luigino Accame**<br>(*ex*Cumeria)<br>Wireless | **SteelScSr**<br>*ss*Shl.No.3-9,05<br>*ss*Gen.No.2-14<br>1*Dk*(*Irn*)&*Spar dk*(*Irn*)3*trB* | 3108<br>2866<br>**1934** | ✠100A1<br>*Spar dk*<br>2,17<br>Examined5,20<br>BS5,20 ✠LMC1,19 | NNs | *u* | 10,18 | 1893<br>2mo | JLThomp-<br>son&Sons<br>Sunderland<br>A&CP | **Soc. di Nav. "Maremola"**<br>*WB* | 330·0\|43·0\|17·7<br>P31'B64'F37 24·7<br>BK10″<br>=*CellDB*264' 620*t* | Genoa<br>Italian<br>6*BHCem*<br>*APT*69*t* | T.3Cy.24″,39″&64″–42″ (*s*)<br>160lb *160lb* 266NHP<br>2SB,*6rf*,GS116,HS4000<br>J.Dickinson,Sunderland |
| 22899 | **Luis**<br>(*ex*Kenitra,*ex*Ideal,*ex*Yacht,<br>*Elec.light* *ex*Fedora,*ex*CushieDoo) | **IronSc**<br>*ss*Sou.2ndNo.3-6,06<br>2*Dks* | 423<br>—<br>**273** | ✠<br>11,09 | Sou | | | 1881<br>1mo | D&WHen-<br>derson<br>Glasgow | **J.M.Abaitua** | 145·0\|24·1\|15·2 | Bilbao<br>Spanish<br>4*BHCem* | T 3Cy10″,15 1/16″&26 6/16″–18 1/16″<br>NE20 NB97 29NHP<br>Astilleros Ardanaz, Bilbao |
| 22900<br><br>HSJR | —<br>(*ex*LordRoberts) | **SteelScK**<br>*ss*Bcl.No.3-3,13<br>*ss*Bcl.No.2-20<br>1*Dk* | 217<br>195<br>**77** | ✠100A1<br>*StmTrawler*<br>7,21 ~~8,20~~ ✠LMC8,20<br>BS7,21 | Bcl | | CL<br>N8,20 | 1900<br>6mo<br>*Lloyd* | A.Hall&<br>Co.<br>Aberdeen<br>'*sA&CP* | **L.Delclaux** | 120·2\|21·6\|11·6<br>BK7½″<br>*DB f* | Barcelona<br>Spanish<br>5*BHCem*<br>23'19*t*&5'4*t* | T.3Cy.12¼″,21″&34″–24″ (*s*)<br>200lb 65NHP<br>1SB,*2rf*,GS33,HS1024<br>A.Hall&Co.Aberdeen |
| 22901<br><br>HSJT | — | | 181<br>—<br>**76** | | | | | 1882 | ................. | **J.DiazLaguillo** | 114·9\|21·6\|11·5 | Bilbao<br>Spanish | |
| 22902<br><br>HSJN | **Luis Casanova**<br>(*ex*SailingVessel,<br>*ex*Victorioso,*ex*BeechHolm)<br>(*SeeSailingShipRegister Supplement*) | **IronAuxTwin**<br>*OilEng.* **ScBkn**<br>1*Dk*2*trB* | 804<br>756<br>**740** | | | ... | | 1876 | J.Laing<br>Sunderland | **Vda.e Hijos deLuis Casanova** | 193·3\|30·8\|18·7<br>Q37'F26' BK8″ | Valencia<br>Spanish | Oil Engines<br>4Cy.10″–14½″<br>*Emade&fitted*20<br>A/BAtlas-Diesel,Stockhlm |
| 22903<br><br>HSJV | **Luis Matutano**<br>(*See Sailing Ship Register*) | **WoodAuxScSr**<br>*Motor* | 126<br>—<br>**107** | | | | | 1917 | S.Llompar<br>Palma,<br>Majorca | **LuisMatutano** | 99·0\|24·8\| 9·1 | S. Sebast'n<br>Spanish | Motor<br>6Cy.7″–9″ |
| 22904 | **Luis Pidal**<br>(*ex*ThyraMenier)<br>*Arch deck* | **SteelScSr**<br>~~*ss*N.Yk.No.1-17~~<br>1*Dk*(*Stl*)<br>*ss*Ant.No 2-21 | 1549<br>1295<br>**896** | ✠100A1<br>10,21 ~~3,20~~<br>BS1,21 ✠LMC<br>MS10,21 | Cff<br>Ant | *o* | CL<br>N3,20 | 1912<br>9mo<br>*Lloyd* | BlythS.B.<br>Co.Ld.<br>Blyth<br>'*sA&CP* | **CieRoyaleAsturi-enne desMines**<br>*CellDBa*75'*uE*& | 240·0\|36·1\|20·1<br>P16'F28'<br>FK<br>*B*31' *f* 96'354*t FPT* | Antwerp<br>Belgian<br>4*BHCem*<br>49*tAPT*55*t* | T.3Cy.17 1/16″,28″&46″–33″(*s*)<br>180lb 146NHP<br>2SB,*4cf*,GS65,HS2450<br>G.T.Grey,SouthShields |
| 22905<br><br>JBPR | **Luis Urquijo**<br>(*ex*Ollargan,*ex*<br>WilliamAnning) | **SteelSc**<br>*ss*Bbo.No.3-7,04<br>*ss*Bbo.No.2-12<br>1*Dk*(*Irn*)&*Web*<br>*frames*&*ptAwng dk*(*Irn*) | 2241<br>1639<br>**1333** | ✠<br>*pt Awng dk*<br>*withfreeboard*<br>1,13 ✠ | Bbo | *s* | | 1891<br>7mo | Richardsn,<br>Duck&Co.<br>Stockton | **Cia.Naviera Fierros,S.A.** | 277·0\|37·5\|18·4<br>P27'Q74' BK10″<br>*ptAwngdk*176'<br>*Cell* | Gijon<br>Spanish<br>4*BHCem*<br>*DB*184' 431*t* | T.3Cy.21″,35″&57″–39″<br>NDB10 201NHP<br>2SB,*4cf*,GS74,HS2990<br>Blair&Co.Ld.Stockton |
| 22906 | **Luisa**<br>(*See Sailing Ship Register*) | **WoodAuxScSr**<br>*OilEng.*<br>1*Dk* | 183<br>175<br>**151** | | | | | 1919 | Marcelino<br>San Miguel<br>Santander | **M.Piñeiro&Co.** | 94·8\|33·5\|12·8 | Santander<br>Spanish | Oil Engine |

| 1 | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now ex'red. Equipment Letter. | 7* Late when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Freeboard amidships Corresponding draught. ft. in. | Registers in which classed, if not Date of B. of Tra |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22907 | **Luisa L.** SteelAuxTwinSc3MstSr<br>*OilEng.*<br>(*ex*Cecilia) 1*Dk*<br>(*See Sailing Ship Register*) | 233<br>197<br>128 | | | ... | | 1903 | Klippans<br>Varfs Aktieb.<br>Gothenburg | A.Andrade | 113·1\|26·1\|11·0<br>P27'F12'<br>BK7" | Bns.Ayres<br>Argentine<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.5 5/16"-11" 8NHP<br>LysekilsMek.Verkstads<br>Akt.Lysekil | 12 " 0 | |
| 22908<br>IBKJ | **Luisa M.** SteelAuxScBkn<br>*OilEng.*<br>(*ex*AngelitaP.) 1*Dk2trB*<br>(*See Sailing Ship Register*) | 283<br>—<br>269 | | | | | 1907 | Ceretti e<br>Parodi<br>Leghorn | E.J.Vidal | 135·8\|30·2\| 9·0 | M.Video<br>Uruguayan | Oil Engine<br>NE*fitted*21<br>J&CGBolindersCoLd.Skm | | |
| 22909 | **Luisa Mac** SteelSc<br>1*Dk* | 131<br>—<br>57 | ✠100A-<br>*For Towing purposes*<br>5,20<br>~~BS5,20~~ ✠LMC8,19<br>✠NB14 *refitted*19 BS7,21 | Cdz | | CL | 1919<br>7mo | Sociedad<br>Espanola de<br>Const.Naval<br>Cadiz | Cia.Anon. de<br>Transportes<br>Remolques y<br>Salvamentos | 93·6\|19·0\|11·0<br>B44'<br>FK<br>*DBa*18'*u* | Cadiz<br>Spanish<br>4*BHCem*<br>*B*16'*f*32'60*t* | T.3Cy.9",14½"&24"-16" (*s*)<br>180lb 37NHP<br>1SB,*2pf*,GS28,HS730<br>Soc.Espanola de C.N.Cdz. | | |
| 22910 | **Luisa Verderame** SteelAuxSc<br>*OilEng.* 4MstSr<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 606<br>490<br>440 | | | | | 1920 | Wortelboer<br>&Co.<br>Westerbroek | E.V.Verderame | 184·0\|28·6\|14·4<br>P42'F33' | Viareggio<br>Italian<br>*WB* | Oil Engine 2S.C.SA<br>4Cy.13⅓"-13⅘"<br>D.GoedkoopKromhout<br>Motorenfabriek,Ams. | | |
| 22911<br>OLZA | **Luise** SteelScSr<br>*ss*Rot.No.3-5,13<br>*ss*Nts.No.1-19<br>*Spar dk(Stl)2trB&deep framing*<br>*Now named* "Chézine," *See Supplement* | 3385<br>3061<br>2213 | ✠100A1<br>*Spar dk*<br>*with freeboard*<br>6,20<br>✠LMC11,19 | Nts | *v* | 11,19 | 1900<br>11mo | W.Hamilton&Co.<br>Pt.Glasgow<br>A&CP | Cie.Nantaise de<br>Nav.àVap.<br>*WB=CellDBa* | 330·6\|45·7\|16·2<br>P31'B118'F39' 23·9<br>FK<br>*& uE*114' *f*144'727*t* | St.Nazaire<br>French<br>6*BHCem*<br>*APT*77*t* | T.3Cy.24",40"&65"-42" (*s*)<br>180lb *90lb* 302NHP<br>2SB,*6cf*,GS121,HS4747<br>D.Rowan&Co.Glasgow | 26 " 6 | |
| 22912 | **Luise Leonhardt** SteelSc<br>(*ex*Phoenix,*ex*Marie<br>*Elec.light* Maschmann) 1*Dk* | 1767<br>1578<br>1083 | | | | | 1907 | Reiherst'g<br>Schiffsw.<br>Hamburg | | 275·9\|39·7\|17·5<br>P17'B176'F30' | *WB* | T.3Cy.17½",29 9/16"&48 13/16"<br>-35 7/16" 141NHP<br>Reiherst.Maschinenf.Ham | | |
| 22913<br>~~WLTG~~<br>LCDS | **Luise Nielsen** SteelScSr<br>*ss*Bgn.No 1-21<br>*Elec.light* 2*Dks(Stl)*<br>Wireless | ~~5680~~<br>5759 ~~5010~~<br>~~4360~~<br>5144<br>4267 | ✠100A1<br>~~8,20~~11,21<br>~~MS5,16~~ ✠LMC~~5,17~~ 8,21<br>*Fitted for oil fuel* 3,17 | NYk<br>Bry | *z* | CL<br>~~N2,20~~<br>8,21<br>*F.P. above*150° F. | 1917<br>3mo<br>A&CP | Skinner&<br>Eddy.Corp.<br>Seattle,Wash<br>1*BHin fore* | D/S A/S Luise<br>Nielsen(B.Stolt-<br>Nielsen,*Mgr.*)<br>*hold&1BHin after*<br>*CellDB* | 409·6\|54·0\|27·1<br>P44'B115'F47'<br>FK<br>*hold dispensed with*<br>355'1198*t FPT*120*t* | Haugesnd<br>Norwegian<br>*Cem*<br>5*BHonly*<br>*APT*340*t* | 1 Geared Steam Turbine<br>210lb (*r*) 507NHP<br>3SB,*9cf*,GS195,HS8055<br>GeneralElectricCo.<br>Schenectady,N.J. | 29" 9<br>s 6 " 0½<br>24 " 1 | |
| 22914 | **Luitenant Generaal den Beer Poortugaal** IronScK<br>*ss*Ymu.No.2-21 *ss*Ams.No.3-3,12<br>(*ex*Cephalonia) ~~*ss*Ams.No.1-17~~ 1*Dk* | 184<br>174<br>62 | ✠100A1<br>*Stm Trawler*<br>8,21 ~~7,18~~<br>BS5,22 ✠LMC 8,21<br>~~MS4,16~~ ~~BS6,20~~ | Ymu | | 11,20 | 1899<br>4mo<br>*Lloyd's A&CP* | Cochrane&<br>Cooper,Ld.<br>Beverley | N.V.Algemeene<br>Vissch.Maats. | 115·0\|21·0\|11·2<br>Q47'<br>BK7½" | Ymuiden<br>Dutch<br>4*BHCem* | T.3Cy.13",21½"&35"-24" (*r*)<br>180lb 65NHP<br>1SB,*2cf*,GS36,HS1057<br>J.Cran&Co.Leith | 12 " 0 | |
| 22915 | **Lukanani** SteelTwinSc<br>*Elec.light* 1*Dk* | | | | | | 1914 | Philip&<br>Son,Ld.<br>Dartmouth | CrownAgents for<br>theColonies | 100·0\|23·0\|<br>F13' | Georget'n,<br>Dem.<br>British | C.4Cy.10"&20"-14"<br>30NHP<br>Philip&Son,Ld.Dartmouth | | |
| 22916<br>MVBC | **Luksefjell** SteelTwinScSr<br>(*ex*Cratheus)<br>*Elec.light* 1*Dk* | 1407<br>1175<br>711 | | | | | 1911 | Akers<br>Mek.Værks.<br>Christiania | A/S Luksefjell<br>(Olsen&Ugelstad,*Mgrs.*) | 251·6\|38·2\|15·0<br>P17'F29' | Chrstiania<br>Norwegian<br>*WB* | T.6Cy.13½",22"&27½"-28"<br>80NHP<br>AkersMek.Værks.Xia. | | N |
| 22917<br>4119<br>JNDP | **Luleå** IronScSr<br>(*ex*Skandia) 2*Dks&Shelterdk* | 630<br>351<br>440 | | | | | 1872 | Bergsunds<br>Mek.Verkst.<br>Stockholm | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson,*Mgr.*) | 165·5\|25·0\|12·9<br>H40*t* 20·1 | Stockholm<br>Swedish | T.3Cy.13⅜"21¼"&35 13/16"-25⅞"<br>NE&B02 65NHP<br>Qvillebäckens,M.V.Goth. | | |
| 22918<br>HSMK | **Lulio** IronScSr<br>*Elec.light* Wireless 2*Dks* | 653<br>641<br>318 | ✠<br>1,71 | Lon | | | 1870<br>10mo | J.&W.<br>Dudgeon<br>London | IsleñaMaritima,<br>Cia.Mallorquina<br>deVap. | 215·7\|27·1\|16·3<br>F— | PalmaMaj.<br>Spanish<br>5*BHCem* | C.2Cy.35"&61"-26"<br>NB89 158NHP<br>J.&W.Dudgeon,London | | V |
| 22919 | **Lull** SteelScK<br>1*Dk(Stl)* | 97<br>96<br>33 | ✠100A1<br>*For fishing purposes*<br>4,18<br>✠LMC4,18 | Abn | | CL | 1918<br>4mo<br>*Lloyd's A&CP* | J.Lewis&<br>Sons,Ld.<br>Aberdeen | TheAdmiralty | 85·8\|18·6\| 9·2<br>BK7½" | British<br>3*BHCem* | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>J.Lewis&Sons,Ld.Abn. | 10 " 0 | |
| 22920<br>96305<br>LDJO | **Lumen** SteelSc3MstSr<br>*Elec.light* *Carrying Petroleum in bulk*<br>*Mchy.Aft* Wireless | 2402<br>2314<br>1555 | | | | | 1889 | Armstrong<br>Mitchell&Co.<br>Newcastle | LumenS.S.Co.Ld.<br>(H.E.Moss&Co.) | 294·0\|37·7\|26·6<br>B22' F34' | Liverpool<br>British<br>*WB* | T.3Cy.21",35"&57"-36"<br>NB99 195NHP<br>WllsndSlpwyCo.Ld.,Nwc. | | V |
| 22921<br>137535<br>JNTW | **Lumina** SteelScSr<br>*ss*Nwc No.1-21<br>*Elec.light* 2*Dks(Stl)&Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 5856<br>5299<br>3732 | ✠100A1<br>8,21 ~~3,20~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 2,17<br>✠LMC~~2,17~~ 9,21 | Lon<br>Nwc | *z* | CL<br>9,21<br>*F.P.above*150°F | 1917<br>2mo<br>*Lloyd's A&CP* | Palmers'<br>Co.Ld.<br>Newcastle | LuminaS.S.Co.Ld.<br>(H.E.Moss&Co.<br>*Mgrs.*)<br>*CellDBuE&B98tDT* | 407·0\|52·2\|31·5<br>P98'B28'F41'<br>FK<br>*f*40'481*tAPT*39*t* | Liverpool<br>British<br>15*BHptCem*<br>(10 *to U dk*<br>5 ,, *2nd* ,,) | T.3Cy.26½",44"&73"-48" (*s*)<br>180lb 498NHP<br>3SB,*9cf*,GS174,HS7212<br>G.Clark,Ld.Sunderland | 31 " 6<br>s 6 " 9½<br>25 " 1 | |
| 22922<br>125432 | **Lumley** SteelPadK<br>(*Tug*)<br>1*Dk* | 135<br>123<br>11 | | | | | 1907 | Hepple&<br>Co.Ld.<br>SouthShields | Lambton&Hetton<br>Collieries,Ld.<br>(E.T.Nisbet,*Mgr.*) | 96·3\|20·2\| 9·9 | Newcastle<br>British | L.2Cy.28"-50"<br>75RHP<br>J.Hepple&Co.Ld.S.Shl. | | |
| 22923<br>MGRD | **Luna** SteelScSr<br>1*Dk* | *970*<br>*740*<br>*577* | | | | | 1911 | Laxevaags<br>Msk.&Jrnskb<br>Bergen | BergenskeDamp-<br>skibsselskab | 213·9\|32·1\|12·7<br>Q107*t*B50*t*H12*t*<br>F28*t* | Bergen<br>Norwegian<br>*WB* | T.3Cy.16",25½"&43"-30"<br>101NHP<br>Laxevaags Msk&Jrns Bgn | | N |
| 22924 | — SteelScSr<br>1*Dk* | 468<br>355<br>279 | | | | | 1892 | Akt.Ges.<br>"Weser"<br>Bremen | Dampfschifffahrts<br>Ges.Neptun | 158·9\|24·1\|11·9<br>Q40' B39' F23' | Bremen<br>German<br>*WB* | C.2Cy.19¾"&31½"-21⅝"<br>NB09 38NHP<br>A.G."Weser,"Bremen | | |
| 22925 | — SteelTwinScSp<br>Wireless | *193*<br>*147*<br>*55* | | | | | 1889 | Cochran&<br>Co.<br>Birkenhead | TheArgentineNav.<br>Co.(Nicolás<br>Mihanovich)Ld. | 130·0\|22·0\| 8·3<br>P4*t* | M.Video<br>Uruguayan | C.4Cy.13"&28"-18"<br>NB12 55NHP<br>Cochran&Co.,Birkenhead | | |
| 22926<br>13 | — SteelSc<br>1*Dk* | 120<br>—<br>64 | | | | | 1889 | Motala<br>Mek.Verk.<br>Motala | ZariaDampfsch.<br>Ges. | 96·5\|21·8\| 8·5 | Cronstadt<br>Russian | C.2Cy.16"&29"-20"<br>31NHP | | |
| 22927<br>94526<br>KVGP | **Lunan Bay** IronScSr<br>(*ex*MaggieWalker)<br>1*Dk* | 126<br>118<br>52 | | | ... | | 1888 | A.Hall&Co<br>Aberdeen | T.Davidson | 95·7\|20·0\|10·3<br>BK6½" | Aberdeen<br>British | C.2Cy.18"&34"-24"<br>50RHP<br>A.Hall&Co.Aberdeen | 10"11 | |
| 22928 | | | | | | | | | | | | | | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7"<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | <br><br>Largeur. | <br><br>Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NH'=Force en chevaux d'après les formules de la Société.<br>RH'=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22929 | **Lunar Bow** SteelScK<br>1*Dk*(*Stl*) | 97<br>96<br>33 | ✠100A1<br>*For fishing purposes*<br>7,18 ✠LMC7,18 | Abn | | CL | 1918<br>7mo<br>*Lloyd* | J.Lewis&Sons,Ld.<br>Aberdeen<br>'*sA&CP* | TheAdmiralty | 85·8 | 18·6 | 9·2<br>BK7½ | British<br>3*BHCem* | T.3Cy.9½",15½"&26-18" (*s*)<br>180lb 43NH<br>1SB,2*pf*,GS30,HS814<br>J.Lewis&Sons,Ld.Abn. |
| 22930<br>4823<br>JQTF | **Lunaria** IronScSr<br>ssGot.2ndNo.3-4,10<br>ssGot.No.2-19<br>(*ex*Miranda, *ex*Deerhound) 1*Dk*(*Irn*)2*trB*<br>*Well deck* *Cargo battens not fitted* | 1641<br>1289<br>991 | ✠100A1<br>3,22 9,20<br>✠LMC<br>MS4,18 ~~BS10,20~~ BS3,22 | Got<br>Bkn | *q* | 9,20 | 1882<br>11mo | W.Gray&Co.<br>WHartlepool<br>A&CP | Rederiaktieb. SvenskaLloyd (H.Metcalfe, *Mgr*) | 257·0<br>P35'Q68'B66'H26*t* F28' | 35·5 | 18·4<br>BK9"<br>*DB* | Gothenbrg<br>Swedish<br>4*BHCem*<br>*a*80'*f*94'316*t* | C.2Cy.30"&60"-39" (*b*)<br>80lb *60lb* NDB01 170NH<br>2SB,6*pf*,GS79,HS2702<br>Blair&Co.Ld.Stockton |
| 22931<br>6101<br>KBQV | **Lundby** WoodScSr<br>*Mchy.Aft* 1*Dk* | 213<br>172<br>98 | | | | | 1918 | Sixten GrothsEftr.<br>Sjötorp | G.Groth | 99·8<br>P24'B8'F12' | 23·3 | 10·4 | Sjötorp<br>Swedish | C.2Cy.9 5/12"&21"-13½"<br>13NH<br>Akt.LundbyMekVerk.Got |
| 22932 | **Lune** SteelSc<br>(*Trawler*)<br>1*Dk* | 233<br>217<br>85 | | | | | 1911 | J.Frerichs&Co.A.G.<br>Einswarden | DeutscheDmpfischereiGes.Nordsee | 118·2<br>F18' | 22·6 | 12·5 | Nordenhm<br>German<br>*WB* | T.3Cy.12⅔"19½"&31½"-22½"<br>47NH<br>J.Frerichs&Co.A.G.Ostrlz. |
| 22933<br>110940<br>HCGD | — IronScK<br>ssGms.No.3-5,13<br>ssGms.No.1-19<br>1*Dk* | 197<br>180<br>78 | ~~✠100A1~~<br>*StmTrawler*<br>6,21 ~~9,19~~<br>✠NB11,08 ~~✠LMC9,19~~ | Gms | | N9,19 | 1900<br>2mo | J.Duthie&Co.<br>Montrose<br>A&CP | RouletteSteam Drifter,Trawler& FishingCo.Ld(J.C. Patterson,*Mgr*.) | 111·5<br>Q50'F23' | 21·4 | 11·5<br>BK7½" | N.Shields<br>British<br>3*BHCem* | T.3Cy.10¾",20"&32"-23" (*s*)<br>180lb 55RH<br>1SB,2*pf*,GS35,HS990<br>Tindall&Co.Hull |
| 22934<br>132412 | **Luneda** SteelScK<br>ssLiv.No.2-19<br>1*Dk* | 288<br>265<br>116 | ✠100A1<br>*StmTrawler*<br>6,20<br>BS9,21<br>~~BS11,20~~ ✠LMC9,19 | Flt | | CL<br>9,19 | 1912<br>11mo<br>*Lloyd* | Cochrane&Sons<br>Selby<br>'*sA&CP* | LancashireSteam FishingCo.Ld. (J.A.Robertson, *Mgr*.) | 130·0<br>Q73'F20' | 23·0 | 12·7<br>BK7½" | Fleetwood<br>British<br>4*BHCem* | T.3Cy.12¾",22"&36"-24" (*s*)<br>200lb 65RH<br>1SB,3*pf*,GS46,HS1370<br>C.D.Holmes&Co.Ld.Hull |
| 22935<br>127934 | **Lunesdale** SteelScSr<br>ssDub.No.3-7,21 ~~ssLiv.No.2-16~~<br>*Elec.light* *Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 216<br>153<br>80 | ✠100A1<br>~~7,21~~ ~~6,19~~ 3,22<br>~~BS9,20~~ ✠LMC ~~12,16~~<br>7,21 | Cff<br>~~Dub~~ Bkn | *c* | ~~5,19~~<br>~~7,21~~<br>3,22 | 1908<br>10mo<br>*Lloyd* | T.Dobson&Co.<br>Hessle,Hull<br>'*sA&CP* | ~~J.J.Stafford~~<br>W.Beeson | 115·1<br>Q43'B9'F19' | 21·7 | 8·6<br>FK<br>*WB* | London<br>~~Wexford~~<br>British<br>3*BHCem*<br>=*FPT*14*t* | C.2Cy.16"&34"-22" (*s*)<br>135lb 60RH<br>1SB,2*pf*,GS34,HS1095<br>ShieldsEng.Co.Ld.N.Shl. |
| 22936<br>OLZH | **Luneville** WoodAuxTwinSc<br>5MstSr<br>*Elec.light* *Mchy.Aft* *Stm.Eng.*<br>2*Dks*<br>(*See Sailing Ship Register*) | 2117<br>1816<br>1585 | | | | | 1918 | Foundatin S.B.Co.<br>Portland,Or. | FrenchGovernment | 259·6<br>P42'F29' | 45·5 | 22·5 | Bordeaux<br>French | T.6Cy.10",16½&26"-24'<br>68NH<br>J.W.Sullivan,NewYork |
| 22937 | **Lung Shan** CompScSr<br>2*Dks* | *219*<br>*106*<br>*141* | | | | | 1896 | Hong K'ng &Whampoa DockCo.Ld.<br>HongKong | | 107·4 | 20·0 | 8·5 | Chinese | C.2Cy.13"&26"-15"<br>22NH<br>HongKong&Whampoa Dock Co.Lim.HongKong |
| 22938<br>119196<br>HBSK | **Lunka** SteelTrpScSr<br>2*Dks*(*MptStl*-ws)&*Awngdk*<br>*Elec.light* (*ptStl*-teaks)<br>Wireless | 2193<br>1717<br>956 | ✠<br>*Awng dk withfreeboard*<br>1,05 ✠<br>*Indian& Colonial Trade* | Dmb | *r* | | 1905<br>1mo | W.Denny&Bros.<br>Dumbarton | BritishIndiaStm. Nav.Co.Ld. | 275·8<br>P38'B104'F56' 24·5 | 44·1 | 16·6<br>FK<br>*WB*= *Cell* | Glasgow<br>British<br>5*BHptAsp ptCem*<br>*DBa*42' *uE*2 | 3 Steam Turbines<br>646NH<br>2DB,12*cf*,GS274,HS8620 FD<br>Denny&Co.Dumbarton<br>2'*f*64'141*tFPT*33*tAPT*33*t* |
| 22939<br>86569 | **Lupus** SteelScSr<br>(*ex*Gilchrist)<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB* | 3871<br>—<br>2997 | | | | | 1901 | WestBay CityS.B.Co.<br>W.BayCity | InterlakeS.S.Co. (PickandsMather &Co.,*Mgrs.*) | 356·0 | 50·0 | 28·0 | Fairport<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"-42"<br>218NH<br>DetroitS.B.Co.Detroit |
| 22940 | — SteelScSr<br>(*ex*Ryvingen)<br>*Elec.light* 1*Dk* | 536<br>349<br>248 | | | | | 1891 | Grangm'th Dkyrd Co.<br>Alloa | Schiffahrtsabteilung,Zweigstelle Hamburg | 165·2<br>P146*t*H5*t*F22*t* | 25·4 | 11·3 | Hamburg<br>German<br>*WB* | T.3Cy.14",22"&38"-27"<br>NB09 75NH<br>Hutson&Corbett,Glasgow |
| 22941<br>119157<br>HBDJ | **Luque** SteelScSr<br>ssLiv No.3-7,18<br>1*Dk*(*Stl*)&*Spardk*(*ptIrn*&*ptStl*)<br>&*deepframing* | 1391<br>1299<br>876 | ✠100A1<br>*Spar dk withfreeboard*<br>7,21 ~~5,20~~ ✠LMC<br>MS10,19 ~~BS2,20~~ 2,21 | Liv | *q* | CL<br>N6,20 | 1904<br>8mo<br>*Lloyd* | SirRaylton Dixon&CoLd<br>Middlesbro'<br>'*sA&CP* | MossS.S.Co.Ld. (J.Moss&Co. *Mgrs.*)<br>*WB*= *CellDBa*61' | 238·0<br>P41'B66'F51' 19·8<br>*uE*&*B*31'*f*106'322*t* | 35·7 | 12·2<br>FK | Glasgow<br>British<br>4*BHCem*<br>*APT*11*t* | T.3Cy.19",32"&53"-33" (*r*)<br>175lb *80lb* 165NH<br>1SB,4*cf*,GS74,HS2479<br>N.E MarineEngCo LdNwc |
| 22942<br>204955<br>KWMR | **Lurline** SteelSc3MstSr<br>ssSFo.No.3-1,21<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes,Lower*<br>*Ref.Mchy.* *Mchy.Aft* *dk*(*Stl*)*inforehold*<br>Sub.Sig. Wireless | 5928<br>5332<br>3725 | ✠100A1<br>2,22 ~~1,21~~<br>BS2,22 ✠LMC9,20<br>*Fitted for oil fuel* 3,08 *F.P.above* 150°F. | SFo | *a*† | CL<br>1,21 | 1908<br>3mo | NwprtNws S.B.&D.D.Co.<br>NewprtNews<br>A&CP | MatsonNav.Co. Inc.<br>*WB*=*CellDBu E*&*B*63'*f*286'1353 | 412·8<br>P90'B48'F43'<br>*tDTf*43'1144*tFPT* | 53·1 | 29·2<br>FK | S.Frncisco<br>Utd.States<br>7*BH*<br>79*tAPT*64*t* | T.3Cy.31",50"&84"-54" (*a*)<br>180lb 640NH<br>4SB,16*cf*,GS312,HS10928<br>NewportNewsSB&DD.Co. |
| 22943<br>27705<br>SDTB | **Lushan Maru** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*-*U* ws) | 2550<br>1986<br>1518 | ✠100A1<br>12,20<br>✠LMC12,20 | Uraga | *s* | CL | 1920<br>12mo | Uraga DockCo.Ld.<br>Uraga<br>A&CP | NisshinKisen KabushikiKaisha<br>*CellDB*230'580*t* | 284·5<br>P37'B100'F36'<br>*DT*18'208*t FPT*39*t* | 42·6 | 23·0<br>FK | Tokio<br>Japanese<br>4*BHCem*<br>*APT*15*t* | T.3Cy.21",35"&58"-39" (*s*)<br>200lb 303NH<br>2SB,6*cf*,GS99,HS4370 FD<br>UragaDockCo.Ld.Uraga |
| 22944 | **Lusitania** WoodAux<br>*OilEng.* Sc3MstSr<br>1*Dk*<br>(*See Sailing Ship Register*) | 366<br>—<br>330 | | | | | 1919 | J.daSilva Lapa,<br>VillaNova de Goya | "Lusitania,"Cia. Portuguesa de Pesca | 137·8 | 29·5 | 13·5 | Figueira daFoz<br>Portuguese | OilEngines<br>4Cy.14"-16" 39NH<br>Petters,Ld.Yeovil |
| 22945<br>Abandoned at Sea 4,22 | **Lusitania I.** WoodAuxSc4MstSr<br>*OilEng.*<br>(*See Sailing Ship Register*) | 835<br>—<br>761 | | | | | 1919 | J.F.Pereira<br>Vianna do Castello | Empreza Construcçâos Navaes,Ltda | 200·4 | 36·7 | 20·0 | Lisbon<br>Portuguese | Oil Engines<br>4Cy.14"-15 1/2" 58NH<br>Petter,Yeovil |
| 22946<br>Burnt 2,22 | **Luso** SteelScSr<br>(*ex*Urda,<br>*ex*Therese-Horn) 1*Dk* | 619<br>438<br>370 | | | | | 1888 | Rostocker Akt.Ges.<br>Rostock | Cia.deNavegazâo de Portugal | 181·9<br>Q64*t*B88*t* H10*t*F17*t* | 28·0 | 11·2 | Lisbon<br>Portuguese<br>*WB* | T.3Cy.11½",17¾"&30¾"-19½"<br>NB00 42NH<br>RostockerA.G.Rostock |
| 22947 | **Lussin** SteelScSr<br>Now named "Vis," See No. 39850 in Supplem<br>*Elec.light* 1*Dk* | 253<br>166<br>133 | | | | | 1893 | Howaldtswerke<br>Kiel | Soc.Anon. diNav.aVap "Dalmatia" | 127·9<br>Q47'B22'F26' | 19·7 | 9·7 | Lissa<br>*WB* | T.3Cy.12",18¾"&29½"-15½"<br>NB09 35NH<br>Howaldtswerke,Kiel |
| 22948 | **Lutèce** IronTwinScSr<br>(*SalvageTug*)<br>(*ex*Hornby) 1*Dk* | *197*<br>*174*<br>*21* | | ... | | | 1890 | S.M'Knght&Co.<br>Ayr | Cie.deRemorquage dePilotage et deSauvetage (S. Pandermaly,*Mgr*.) | 116·0<br>B19 | 21·1 | 11·2<br>BK6½" | Constanpl<br>French<br>*WB* | Q.4Cy.(2)15"&(2)30"-20"<br>67NH<br>Ross&Duncan,Glasgow |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22949<br>OLET | **Lutetia** SteelQuadScSr<br>*Elec.light* Wireless 3*Dks* | 14654<br>—<br>5814 | | | | | 1913 | Chant.de l'Atlantique<br>St.Nazaire | Cie.deNav.Sud Atlantique | 579·0<br>B312'F59' | 64·1 | 36·7 | Bordeaux<br>French<br>*WB* | T.8Cy.(2)41"(2)57"&(4)<br>2 Turbines 65"–47$\frac{5}{16}$"<br>Chant.del'AtlantiqueSt.N | | V |
| 22950<br>125720<br>HMWS | **Lutetian** SteelScSr<br>*ss*Npt.No 3-6,21 ~~*ss*NNs.No.2-17~~<br>*Elec.light* 2*Dks*(1*Stl Upper pt Irn pt Stl*)&*Web frames*<br>Wireless | 4778<br>4495<br>2969 | ✠100A1<br>8,21 ~~5,20~~<br>*Carrying Petroleum in bulk*<br>~~BS6,20~~ ✠LMC ~~6,17~~<br>~~MS6,21~~ 6,21 | Npt | *x* | CL<br>~~5,20~~<br>6,21 | 1908<br>8mo<br>*Lloyd'sA&CP* | SirJ.Laing &Sons,Ld.<br>Sunderland<br>*WB=Cell* | LutetianNavCoLd<br>~~(Lane& Macandrew)~~<br>(Davies&NewmanLd,*Mgrs*)<br>*DBuE&B*54' 198*t* | 365·0<br>P28'B83'F39'<br>FK<br>*FPT*194*tAPT*36*t* | 51·5 | 26·8 | London<br>British<br>15*BH*<br>12 *to Udk*<br>3 *to M dk* | T.3Cy.26",43"&70"–48" (*s*)<br>180lb *100lb* 417NHP<br>3SB,*9cf*,GS186,HS7096<br>J.Dickinson&Sons,Ld.Sld. | 29 ″ 6<br>s6 ″ 0½<br>23 ″ 10 | |
| 22951<br>140309 | **Lutona** SteelSc<br>*ss*Lon.No.1-21 *OilEng.*<br>*Mchy.Aft* 1*Dk*(*Stl*) | 207<br>116<br>109 | ✠100A–<br>9,21 ~~6,20~~<br>✠LMC ~~6,20~~<br>10,21 | Lon | | ~~5,19~~<br>10,21 | 1917<br>6mo | Rennie, ForresttS.B. &Eng.Co.Ld.<br>Wivenhoe | J.Pollock,Sons& Co.Ld. | 116·0<br>Q25'F18'<br>FK<br>*FPT*32*t* | 21·1 | 9·2 | London<br>British<br>3*BH*<br>*APT*14*t* | Oil Engines 2S.C.SA<br>2Cy.16½"–18$\frac{15}{16}$" 46NHP<br>J&CGBolindersCoLd Skm | 10 ″ 0<br>s1 ″ 0½<br>9 ″ 1 | |
| 22952 | **Lutong** SteelSc<br>*For full particulars See No.* 38159 *in Supplement*<br>*Mchy.Aft* | 170 | 100A1<br>(*Class Contemplated*) | | | | 1921 | W.S.Bailey &Co.<br>HongKong | Anglo-Saxon PetroleumCo.Ld. | 118·0<br>F17' | 23·5 | 8·3 | Singapore<br>British | C.2Cy.12"&24"–16"<br>W.S.Bailey&Co.HngKong | | |
| 22953<br>99169<br>MFSW | **Lutterworth** IronScSr<br>*ss*Shl.2ndNo.3-7,12<br>*ss*Gms.No.2-21<br>*Elec.light* Sub.Sig. 2*Dks*(*UIrn*–ws)<br>Wireless | 1007<br>778<br>490 | ✠100A1<br>3.21<br>✠NB7,12 ✠LMC4,21 | Gms | *n* | 4,21 | 1891<br>6mo<br>*Lloyd'sA&CP* | Earle'sCo. (Lim.)<br>Hull | GreatCentralRly. | 240·3<br>P56'B71'F36'<br>BK8"<br>*WB=CellDBa*44'*uE*19'*f*84' | 32·3 | 15·5 | Grimsby<br>British<br>5*BHCem*<br>150*tAPT*4*t* | T.3Cy.22",35"&57"–42" (*a*)<br>170lb *100lb* NDB12 250NHP<br>2SB,*6rf*,GS126,HS4250<br>Earle'sCo.(Lim.),Hull | 17 ″ 0 | |
| 22954<br>~~OLZX~~ | **Lutzen** SteelScSr<br>*Elec.light* 1*Dk* | 321<br>233<br>150 | 100A1<br>*Stm Trawler*<br>7,20 ✠LMC11,18 | Bos | | CL | 1918<br>11mo<br>A&CP | Canada Car &Foundry Co. Ld.<br>FortWilliam | ~~FrenchGovernment~~J.W.Sullivan Co. | 135·6<br>Q74'F27'<br>BK7"<br>*FPT* | 22·6 | 12.7 | Utd States<br>~~French~~<br>5*BHCem*<br>3*tAPT*2*t* | T.3Cy.13",22"&36"–24" (*s*)<br>*185lb* 95NHP<br>1SB,*2cf*,GS37,HS1451 FD<br>NordebergMfg.Co.Milwke | 13 ″ 3<br>s2 ″ 3½<br>12″ 10 | |
| 22955 | **Lützow** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 218<br>193<br>84 | | | | | 1916 | Schiffsb. Ges."Unter-weser"m.b.H.<br>Lehe | DeutscheDampf-fischereiGes. "Nordsee" | 127·7<br>Q75'F19' | 22·6 | 9·2 | Nordenhm<br>German<br>*WB* | T.3Cy.12$\frac{3}{5}$",20½"&32$\frac{3}{10}$"–22$\frac{4}{5}$"<br>51NHP<br>OttensenerMaschf.,Altona | | |
| 22956<br>218486<br>LRWK | **Luxpalile** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Web frames*<br>Sub.Sig. Wir | 5562<br>4572<br>3434 | | | ... | | 1919 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 32 ″ 0 | R |
| 22957<br>141783 | **Luzon** SteelScSr<br>*Mchy.Aft* *Elec.light* 1*Dk*2*trB* | 3582<br>—<br>2778 | | | | | 1902 | Chicago S.B.Co.<br>Chicago | MorrowS.S.Co. (P.W.Sherman, *Mgr.*) | 346·0 | 48·2 | 24·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.20",33½"&55"–40"<br>191NHP<br>ChicagoS.B.Co.Chicago | | L |
| 22958 | — SteelSc<br>(*ex*Yazoo,*ex*Marudu)<br>*Elec.light* 1*Dk* | 1514<br>1177<br>902 | | | | | 1905 | Schiffsw. v. HenryKoch<br>Lübeck | FernandezHnos | 260·8<br>P33'B93'F36' | 37·2 | 16·1 | Manila<br>Utd.States<br>*WB* | T.3Cy.21½",38½"&55"–33½"<br>175NHP<br>J.F.Ahrens,Altona | | |
| 22959<br>15202<br>LWNQ | **Luzon Maru** SteelScSr<br>*ss*Kob.No.3-9,12<br>(*ex*BritishMonarch) *ss*Kob.No.2-20<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*deep framing* | 3980<br>3735<br>2869 | ✠100A1<br>*Spar dk*<br>~~3,21 3,20~~<br>11,21<br>✠LMC ~~5,20~~<br>6,21 | Kob<br>Sba | *w* | CL<br>3,20 | 1902<br>6mo<br>~~*Lloyd'sA&CP*~~<br>A&CP | Russell& Co.<br>Pt.Glasgow | OsakaShosen KabushikiKaisha | 345·1<br>P26'B74'F37' 25·9<br>FK<br>*WB=CellDBa*112'*uE&B*40'*f*146' | 49·8 | 17·9 | Osaka<br>Japanese<br>6*BHCem*<br>899*tAPT*71*t* | T.3Cy.25",41"&67"–45" (*s*)<br>180lb *80lb* 346NHP<br>2SB,*6cf*,GS108,HS4534 FD<br>Rankin&Blackmore,Grk. | 28 ″ 5<br>s5 ″ 7½<br>23 ″ 2 | |
| 22960<br>135467<br>JOKP | **Lycaon** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 7552<br>6304<br>4814 | | | | | 1913 | Hawthorn, Leslie&Co.Ld<br>Newcastle | ChinaMutualS. Nav.Co.Ld. (A. Holt&Co.*Mgrs.*) | 455·3<br>P53'B162'F60' | 56·3 | 32·5 | Liverpool<br>British<br>*WB* | T.3Cy.31",51½"&86"–60"<br>572NHP<br>N.E.MarineEng.CoLdNwc | | BT till 6,21 |
| 22961<br>219216<br>LTQB | **Lycoming** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Web frames*<br>Wireless Sub.Sig. | 5990<br>4971<br>3709 | | | ... | | 1919 | Merchant S.B.Corp.<br>Harriman,Pa. | UnitedStates ShippingBoard | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 30·4 | Phildlphia<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Sc Shaft 645NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa | 32 ″ 10 | R |
| 22962<br>83017 | **Lyd** IronScDy<br>(*ex*JeanieHope,<br>*Mchy.Aft* *ex*AnnieHope) | ~~111~~<br>117 93<br>63 ~~52~~ | | | | | 1881 | Hawthorns &Co.<br>Leith | Clelands(Ship Repairers)Ld. (J.Dunn,*Mgr.*) | 83·4<br>Q8*t*<br>len82 | 17·6 | 8·5 | London<br>British | C.2Cy.10"&20"–15"<br>NB05 17RHP<br>Hawthorns&Co.Leith | | |
| 22963<br>MTWR | **Lyderhorn** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>~~*Cargo battens not fitted*~~ | 1880<br>1649<br>1097 | ✠100A1<br>4,21 ~~1,20~~<br>BS5,21 ✠LMC4,17 | Xia | *r* | CL<br>1,20 | 1917<br>4mo | American S.B.Co.<br>Cleveland,O.<br>A&CP | SchoubyesRederi A/S (C.Schoubye, *Mgr.*) | 251·2<br>P27'B64'F26'<br>FK<br>*CellDB*222'478*tFPT* | 43·6 | 17·9 | Chrstiania<br>Norwegian<br>4*BHCem*<br>67*tAPT*77*t* | T.3Cy.20",33"&54"–40" (*s*)<br>180lb 272NHP<br>2SB,*6cf*,GS126,HS5246<br>AmericanS.B.Co.Lorain,O | 20 ″ 2<br>~~s2 ″ 0~~<br>~~17 ″ 9~~ | |
| 22964<br>217022<br>LKQF | **Lydia** SteelScSr<br>*ss*NYk.No.3-9,19<br>(*ex*SzéllKálmán) 1*Dk*(*Stl*)&*Spardk*<br>Wireless Sub.Sig. (*Irn*)&*deep framing* | 3900<br>3633<br>2432 | ✠100A1<br>*Spar dk*<br>7,21 ~~1,21~~<br>BS1,21 ✠LMC9,19 | Bal | *x* | CL<br>12,20 | 1902<br>3mo<br>A&CP | Wigham-Richrdsn&Co Ld Newcastle<br>*CellDBa*132' | LydiaS.S.Co.Inc. (F.Auditore, *Mgr.*)<br>*uE&B*76'*f*114'855 | 366·0<br>P51'B127'F38' 25·1<br>FK<br>*t DTa*28' 630*t FPT* | 48·2 | 17·8 | NewYork<br>Utd.States<br>5*BHCem*<br>55*tAPT*28*t* | T.3Cy.22½",40"&66"–48" (*r*)<br>200lb 361NHP<br>3SB,*9rf*,GS159,HS5754<br>WghmRchrdsn&C.LdNwc | 28 ″ 3<br>s5 ″ 5<br>23 ″ 2 | |
| 22965 | — IronSc<br>4thSurveyLis.1,21 6thSurveySkm.10,02<br>(*ex*Kullaberg,*ex* ~~3rdSurveySkm.7,15~~<br>Brukenberg,*ex* 2*Dks*(*Irn–U*ws)3*trB*<br>Olof,*ex*Clapeyron,*ex*Cotherstone) | 1753<br>1636<br>1007 | ✠ A1✻1<br>4,22 ~~11,16~~<br>✠NB1,95<br>~~BS1,21~~ BS1,22 | Cff<br>Lis<br>LMC ~~6,15~~ 1,21 | Lv | ~~12,18~~<br>6,21 | 1877<br>6mo | Short Bros.<br>Sunderland | F.Taylor | 273·6<br>B50'H56*t*<br>*DBa&uE&B* | 34·7 | 23·8 | Lisbon<br>Portuguese<br>4*BH*1PBH<br>*APT* | C.2Cy.33"&62"–39" (*s*)<br>85lb 193NHP<br>2SB,*6pf*,GS76,HS3228<br>J.Dickinson,Sunderland | 24 ″ 10<br>s4 ″ 2½<br>21 ″ 11 | |
| 22966<br>97217<br>LVTM | — SteelTwinScSr<br>*Elec.light* Wireless | 1133<br>733<br>481 | | | ... | | 1890 | J&GThomson(Lim.)<br>Clydebank | M.Yates | 253·0<br>Q162'F79' | 35·1 | 14·8 | S'thamptn<br>British<br>*WB* | T.6Cy.24",37"&56"–33"<br>NB09 360NHP<br>J&GThomsonLdClydebnk | 15 ″ 8 | |
| 22967<br>4727<br>JQMB | — SteelScSr<br>*ss*Mmo.2ndNo.3-4,20<br>(*ex*Swansea) 1*Dk*(*Irn*)&*Webframes*<br>*Well deck* | 933<br>733<br>546 | ✠100A1<br>8,21 ~~4,20~~ | Mmo<br>Bly<br>✠LMC4,20<br>BS7,21 | *m* | 4,20 | 1894<br>2mo | W.Harkess &Son<br>Middlesbro'<br>A&CP | Rederiaktieb. Caledonia (A.Nilsson,*Mgr.*) | 210·2<br>Q98'B27'F25'<br>FK<br>*WB=CellDB*155' 230*t FPT* | 32·1 | 13·4 | Hlsinborg<br>Swedish<br>4*BHCem*<br>48*tAPT*12*t* | T.3Cy.17",28"&46"–30" (*s*)<br>160lb *90lb* NDB20 120NHP<br>1SB,*3pf*,GS47,HS1870<br>N.E.MarineEngCo.Ld.Sld. | 15 ″ 10<br>s1 ″ 5½<br>14 ″ 7 | |
| 22968 | — SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | *148*<br>*146*<br>*67* | | | ... | | 1911 | Hepple& Co.Ld.<br>SouthShields | B.AyresG.S'thrn Rly.Co.Ld.(A.Holland&Co.*Mgrs.*) | 95·1<br>BK6¼" | 21·2 | 11·6 | Bns.Ayres<br>Argentine | T.3Cy.14",22"&36"–24"<br>90NHP<br>Hepple&Co.Ld.S.Shields | 12 ″ 6 | |

| 1 Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit.<br>Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22969<br>69842<br>MBFD | **Lydia Cardell** WoodAuxScBkn<br>*Par.Mot*<br>9&12yrs.Mat. HTFoy.90 cf *Salted*<br>(*See Sailing Ship Register*) | 215<br>211<br>157 | ✠<br>8,90 | Foy | 12<br>C8 | | 1873<br>11mo | Cook<br>Appledore | E.Stephens | 118·0 | 24·8 | 13·0 | Fowey<br>British | Paraffin Motor<br>6Cy.6″–8″ NE20 21NHP<br>J.E.Thornycroft&Co.Ld.<br>Basingstoke | |
| 22970 | **Lydie** SteelTwinSc<br>ssAnt.No.3–4,21 ~~ssAnt.No.3–7,12~~<br>(*ex*Mainz) 2*Dks*(*Stl–U* teaks)<br>*Well deck* *Elec.light* &*Web frames*<br>Wireless *3rd dk in Nos.1&2holds* | 2822<br>2541<br>1852 | 100A1<br>4,21 ~~7,16~~<br>~~Examined7,20~~<br>BS5,21<br>[illegible] | Npt<br>Ant<br>LMC7,20<br>[illegible] | | CL<br>~~P11,17~~<br>~~83,10~~<br>5,21 | 1897 | J.C.Tecklenborg<br>Geestemünde<br>Lloyd'sA&CP | ~~ArmementDeppe~~<br>CieNationaleBelge deTransportsMarit<br>(ArmementDeppe *Mgrs.*)<br>*WB=* | 306·3<br>P&B188'F43'<br>FK<br>*CellDBa 94'uE & B* | 42·0 | 25·0 | Antwerp<br>Belgian<br>7*BHCem*<br>*59'f103'506t* | T6Cy17$\frac{5}{12}$″,30$\frac{5}{12}$″&48¾″–31½″<br>185lb *130lb* (*s*) 293NHP<br>2SB,*9cf*,GS129,HS4522<br>J.C.Tecklenborg,Gstmnde | 27<br>4<br>24 |
| 22971 | **Lygia** SteelSc<br>*Now named* "Durley Hill," *See No.* 37046 *in Supplement*<br>*Elec.light*<br>*Mchy.Aft* | 750 | 100A1<br>(*Class Contemplated*) | | | | 1921 | Limhamns Skeppsvarv. AB<br>Limhamn | Braithwaite,Heslop&Co.<br>([illegible] *Mgr.*) | 178·2<br>P56'F20' | 30·5 | 15·0 | ~~Gothenbrg~~<br>~~Swedish~~<br>British | T.3Cy.16″,26″&43″–30″<br>N.E.MarineEng.CoLd.Sld. | |
| 22972<br>6320<br>KCPN | **Lygnern** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *2nd dk*(*Stl*)*in forehold*<br>*Longitudinal framing* *CruiserStern* | ~~4896~~ 4966<br>4379<br>~~2874~~<br>2922 | ✠100A1<br>*Shelter dk with freeboard*<br>~~5,21~~ ~~2,21~~ 1,22<br>*Fitted for oil fuel 7,20 F.P. above 150°F.* | Ham<br>~~Mel~~Got<br>LMC7,20 | *z* | CL | 1920<br>7mo | A.McMillan&Son,Ld.<br>Dumbarton<br>Lloyd'sA&CP | Rederiaktieb.<br>Transatlantica<br>(G.Carlsson)<br>*CellDB346'1118t* | 400·0<br>FK<br>*Collision*<br>*FPT144tAPT175t* | 52·7 | 25·6 | Gothenbrg<br>Swedish<br>*ptCem*<br>*BHtoSh dk*<br>5 „ „ *U* „ | T.3Cy.27″,44″&73–48″ (*s*)<br>180lb 444NHP<br>3SB,*9cf*,GS185,HS7436<br>J.G.Kincaid&Co.Ld.Grk. | 28<br>3<br>25 |
| 22973 | **Lykas** ssLis.3rdNo.3–1.22 IronSc3Mst<br>~~ssCws.2ndNo.3–3,09~~<br>(*ex*Thistle) ~~ssSou.No.2–17~~ 1*Dk*<br>*Elec.light* *Cargo battens not fitted* | 372<br>360<br>173 | ✠100A1<br>1,22 ~~10,18~~<br>✠NB5,97<br>~~MS7,18~~ | Cff<br>Lis<br>✠LMC1,22<br>~~BS5,20~~ | | CL<br>5,20 | 1881<br>6mo | Blackwood&Gordon<br>Pt.Glasgow<br>Lloyd'sA&CP | J.deS.Graca | 186·9<br>ND97 | 25·1 | 14·1 | Lisbon<br>Portuguese<br>6*BHCem* | C.2Cy.26″&52″–33″ (*s*)<br>80lb ~~80lb~~ NDB96 115NHP<br>1SB,*3pf*,GS66,HS1787<br>Blackwood&Gordon,P.Gl. | 15<br>2<br>13 |
| 22974<br>202056 | **Lyman C. Smith** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 6200<br>—<br>4916 | | | | | 1905 | DetroitS.B.Co.<br>Wyandotte | GreatLakesS.S.Co. | 525·0<br>F44'<br>*WB* | 55·2 | 31·0 | Oswego,<br>N.Y.<br>Utd.States | T.3Cy.23½″,38″&63″–42″<br>257NHP<br>DetroitS.B.Co.Detroit | |
| 22975<br>212860<br>LFBW | **Lyman Stewart** SteelSc3MstSr<br>ssS.Fo.No.1–20<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Sub.Sig. Wireless | 6055<br>5536<br>3831 | ✠100A1<br>1,22 ~~9,20~~<br>BS1,22<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 12,14 F.P. above 150°F.* | SFo<br>✠LMC5,20 | *z* | CL<br>N9,20 | 1914<br>12mo | Union Iron WorksCo.<br>SanFrancisco<br>A&CP | UnionOilCo.of<br>California<br>*WB=CellDBuE*<br>*&B94'f45'5* | 408·8<br>P126'B52'F42'<br>FK<br>*53tFPT70tAPT52t* | 55·5 | 31·7 | S.Frncisco<br>Utd.States<br>12*BH ptAsp*<br>8*BHtoUdk*<br>4 „ *to2nd* „ | T.3Cy.26½″,45″&75″–48″ (*s*)<br>200lb 534NHP<br>4SB,*12cf*,HS9360<br>UnionIronWorksCo.S.Fo. | 31 |
| 22976<br>124058<br>HKMP | **Lyme Regis** SteelScSr<br>ssCff.No.3–10,19<br>(*ex*Volpone) 1*Dk*(*Stl*)<br>*Mchy.Aft* *Well deck* | 531<br>379<br>214 | ✠100A1<br>10,19 | Cff<br>✠LMC11,19 | *h* | CL<br>11,19 | 1907<br>3mo | R Williamson&Son<br>Workington<br>Lloyd'sA&CP | RegisShippingCo.<br>Ld.(Harrison,Sons<br>&Co.Ld.*Mgrs.*) | 164·8<br>Q86'B11'F20'<br>BK7″<br>*DBf89'108t* | 26·6 | 11·0 | London<br>British<br>3*BHCem*<br>*FPT35t* | T.3Cy.14″,22½″&37″–27″ (*s*)<br>170lb *75lb* 99RHP<br>1SB,*3cf*,GS53,HS1898<br>Ross&Duncan,Glasgow | 13<br>13 |
| 22977<br>98862<br>JDMT | **Lymington** SteelPadSp<br>1*Dk* | 130<br>114<br>59 | | | | | 1893 | Day,Summers&Co.<br>Southampton | L.&S.W.Rlwy.Co. | 120·2<br>Q45'B29' | 18·1 | 7·7 | S'thamptn<br>British | C.O.2Cy.24″&40″–36″<br>72RHP<br>Day,Summers&Co.Son. | |
| 22978<br>114063 | **Lyndale** SteelScK<br>(*ex*Eisa)<br>*Mchy.Aft* *Well deck* 1*Dk* | 138<br>102<br>56 | | | ... | | 1901 | G.Brown&Co.<br>Greenock | W.J.Holway | 84·1<br>Q34'B5'F12'<br>BK6″ | 20·0 | 8·8 | Cardiff<br>British<br>*WB* | C.2Cy.12″&26″–18″<br>30RHP<br>C.Houston&Co.Glasgow | 9 |
| 22979<br>NODJ | **Lynetten** WoodAuxSc4MstSr<br>*OilEng.*<br>1*Dk*<br>(*SeeSailingShipRegisterSupplement*) | 382<br>336<br>286 | | | | | 1920 | A/SCodanværftet<br>Kjöge | ~~Rederi-A/S "Dragör" i Likv.~~<br>(RederiAkties "Halla")<br>(TCChristensen,*Mgr*) | 136·1 | 30·7 | 12·8 | Copnhagn<br>Danish | Oil Engine<br>A/S DanskDieselmotor<br>Kompagni,Holeby | |
| 22980<br>MSVG | **Lyngdal** SteelScSr<br>(*ex*Stubbekjöbing)<br>*Elec.light* 1*Dk* | 148<br>88<br>51 | | | | | 1911 | Eriksbergs M.V.Aktieb.<br>Gothenburg | D/S A/S Lyngdal<br>(Th.Knudsen) | 106·4<br>Q17t35tF14' | 18·9 | 7·9 | Farsund<br>Norwegian<br>*WB* | C.2Cy.17″&31″–18″<br>34NHP<br>EriksbergM.V.Aktieb.Got | |
| 22981<br>MNGF | **Lyngenfjord** SteelScSr<br>ssNYk.No.1–20 ssNYk.No.3–7,16<br>(*ex*Keramiai) 2*Dks*(*Stl*)&*deep framing*<br>Wireless | 5097<br>4694<br>3171 | ✠100A1<br>12,21 ~~[illegible]~~<br>~~MS6,16~~<br>MS10,20 | Xia<br>~~NYk~~<br>✠LMC<br>~~BS6,19~~<br>BS10,21 | *y* | CL<br>N9,20 | 1903<br>6mo | Napier&Miller,Ld.<br>Glasgow<br>A&CP | A/S DenNorske<br>Amerikalinje<br>*WB = CellDBa129'* | 390·0<br>P39'B123'F42'<br>FK<br>*uE27'f161'1154tD* | 52·0 | 27·0 | Chrstiania<br>Norwegian<br>6*BHCem*<br>*Ta40'1022t* | T.3Cy.27″,43″&72″–51″ (*s*)<br>180lb *80lb* 405NHP<br>3SB,*9cf*,GS165,HS6303<br>D.Rowan&Co.Glasgow<br>*FPT105tAPT56t* | 29 11<br>6<br>24 |
| 22982<br>MSVW | **Lynghaug** SteelScSr<br>1*Dk* | 840<br>602<br>484 | | | | | 1919 | A/S.Mjellem&Karlsen<br>Bergen | D/S A/S Haug<br>(A/S Mercator, *Mgrs.*) | 187·5<br>Q63tB81tH44tF30t | 31·2 | 12·3 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.14″,23½″&33″–27″<br>56NHP<br>A/S.Mjellem&Karlsen,Bgn | |
| 22983<br>98832 | **Lynmouth** IronScK<br>(*Trawler*)<br>1*Dk* | 140<br>134<br>59 | | | ... | | 1892 | SirR.Dixon&Co.<br>Middlesbro' | Robinson&<br>Crosthwaite | 100·6<br>Q20'F20'<br>BK7½″ | 20·4 | 10·7 | Middlsbro'<br>British | C.2Cy.16″&32″–22″<br>46RHP<br>N.E.Mar.E.Co.(Lim.),Sld. | 11 |
| 22984<br>130975 | **Lynn B.** WoodSc<br>1*Dk* | 124<br>95<br>84 | | | | | 1913 | GeorgianBayS.B.&WreckingCo.Ld. Midland,<br>Ont. | Canadian<br>Government | 80·0 | 20·0 | 9·1 | Ottawa<br>British | C.2Cy.15″&30″–24″<br>DotyMar.Eng.& 37RHP<br>Blr.Co.Ld.Goderich,Ont. | |
| 22985<br>115766<br>VODR | **Lynntown** SteelScSr<br>ssHul No.1–21 ssCff.No.3–8,16<br>(*ex*Capelcourt, 1*Dk*(*Stl*)&*deep framing*<br>*ex*Hermia) Wireless | 2050<br>1924<br>1305 | ✠100A1<br>11,21 ~~7,20~~<br>~~BS7,20~~<br>BS8,21 | Cff<br>Hul<br>✠LMC<br>~~MS11,16~~<br>MS11,21 | *s* | CL<br>~~11,19~~<br>N11,21 | 1903<br>6mo | ClydeS.B.&E.Co.Ld.<br>Pt.Glasgow<br>A&CP | TownLine(London)Ld.(Harrison,<br>Sons&Co.*Mgrs.*)<br>*CellDBa86'* | 289·3<br>P29'B81'F32'<br>FK<br>*uE&B32'f126'556t* | 42·0 | 19·6 | London<br>British<br>5*BHCem*<br>*APT27t* | T.3Cy.21″,33″&57″–36″ (*s*)<br>160lb *80lb* 202NHP<br>2SB,*6cf*,GS108,HS3150<br>ClydeS.B.&E.Co.Ld.P.Gl. | 22<br>3 4<br>18 11 |
| 22986<br>132824<br>HWJL | **Lynton Grange** SteelScSr<br>~~ssLon.No.1–17~~<br>Wireless ssLiv.No.2-20 2*Dks*(*Stl*) | 4252<br>4041<br>2734 | ✠100A1<br>~~5,21~~ ~~10,19~~ 3,22 | Cff<br>~~Lon~~<br>✠LMC11,20<br>BS3,22 | *x* | CL<br>~~11,20~~<br>5,21 | 1912<br>7mo | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | HoulderLine,Ld.<br>(HoulderBros.&<br>Co.Ld.*Mgrs.*)<br>*WB=CellDBa12* | 380·0<br>P31'B94'F36'<br>FK<br>*8'uE&B41'f163'11* | 49·1 | 26·4 | W.Hartlpl<br>British<br>6*BHCem*<br>*08tAPT42t* | T.3Cy.25″,41″&69″–48″ (*s*)<br>180lb 372NHP<br>3SB,*9cf*,GS150,HS5940<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 29 0<br>5 6<br>23 |
| 22987<br>93434<br>MBDF | **Lynx** SteelTwinScSr<br>(*ex*Lynn,*ex*Lynx)<br>*Elec.light* | 609<br>479<br>230 | | | | | 1889 | LairdBros.<br>Birkenhead | Gt.WesternRly.Co | 235·5<br>Q22t | 27·6 | 13·1 | Milford<br>British | T.6Cy.16½″,26″&41″–30″<br>NB12 184NHP<br>LairdBros.Birkenhead | |
| 22988 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 177<br>—<br>98 | | | | | 1919 | ……………<br>NewYork | M.Valoussière | …………… | | | Toulon<br>French | | |

| 1 | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2989<br>3570<br>MD | **Lynx II.** **SteelScK**<br>(*Trawler*)<br>1*Dk*<br>(*ex*Lynx) | 250<br>231<br>103 | | | ... | | 1906 | Cochrane<br>&Sons<br>Selby | **T.Crimlis**<br>**(F.Crimlis,** *Mgr.*) | 127·0<br>Q73'F21'<br>BK7½" | 22·1 | 11·5 | **Grimsby**<br>British | T.3Cy.12¼",22"&35"-24"<br>76RHP<br>Gt.CentrlCo-opEng.&Ship RepairingCo.Ld.Gms. | 12 ″ 4 | |
| 2990<br>1039<br>VCJ | **Lyonnesse** **SteelScSr**<br>*ss*Pnz.2ndNo.3-11,12<br>*ss*Pnz.No.1-17<br>1*Dk*<br>*Well deck* | 382<br>299<br>153 | ✠100A1<br>6,20<br>BS5,20 ✠LMC1,17 | Qns | *g* | 4,19 | 1889<br>4mo<br>*Lloyd* | Harvey&<br>Co.(Lim.)<br>Hayle<br>'*sA&CP* | **Thos.Ensor&Son** | 170·0<br>Q56'B49'F36'<br>ND05 BK7"<br>*WB=DBa*35' | 25·1 | 10·4 | **Penzance**<br>British<br>4*BHCem*<br>18*tFPT*8*t* | T.3Cy.22",32"&52"-30" (*o*)<br>~~110lb~~130lb 186NHP<br>2SB,6*rf*,GS108,HS3472<br>Harvey&Co.(Lim.),Hayle | 10 ″ 11 | |
| 2991<br>8949<br>WPM | **Lyons Maru** **SteelTwinSc**<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 7018<br>6450<br>4340 | ✠100A1<br>7,~~21~~ ~~5,20~~ 1.22<br>✠LMC~~5,20~~<br>7,21 | Yka<br>Kob | *b*† | CL | 1920<br>5mo<br>*Lloyd* | Yokohama<br>DockCo.Ld<br>Yokohama<br>'*sA&CP* | **NipponYusen**<br>**KabushikiKaisha**<br>*CellDB*392'1314*t* | 445·0<br>P35'B138'F35'<br>FK<br>*DTa* 42'1337*t FPT* | 58·0 | 34·0 | **Tokio**<br>Japanese<br>7*BHCem*<br>73*tAPT*58*t* | T6Cy.20½",33½"&56"-48" (*s*)<br>200lb 632NHP<br>4SB,12*cf*,GS225,HS9200 FD<br>YokohamaDockCoLd.Yka | 34 ″ 0<br>s 7 ″ 8½<br>26 ″ 8 | |
| 2992<br>GFN | **Lyra** **IronScSr**<br>(*ex*Kant)<br>1*Dk*<br>*Well deck* *Elec.light* | 355<br>251<br>215 | | | ... | | 1881 | Baxter&<br>Co.<br>Sunderland | **FinskaÅngfAktieb** | 158·1<br>len98<br>FK | 20·1 | 10·4 | **Helsingfrs**<br>Finnish<br>*WB* | C.2Cy.16"&32"-20"<br>NB96 38NHP<br>R.Smith,Preston | 10 ″ 6 | |
| 2993<br>9664<br>QPD | **Lyric** **IronScK**<br>1*Dk* | 126<br>116<br>51 | | | ... | | 1891 | Earle'sCo.<br>(Lim.)<br>Hull | **W.Lang** | 91·6<br>Q18'F18'<br>BK7½" | 20·1 | 10·6 | **Lowestoft**<br>British | T.3Cy.12",18"&30"-18"<br>NB05 45RHP<br>Earle'sCo.(Lim.),Hull | 11 ″ 5 | |
| 2994<br>44520<br>KFLJ | **Lys** **SteelSc**<br>1*Dk*(*Stl*)<br>*Elec.light* *Mchy.Aft*<br>*Well deck* Wireless | 1830<br>1384<br>999 | ✠100A1<br>~~9,2~~ ~~8,20~~ 4,22<br>✠LMC5,20 | Npt<br>~~Sld~~ | *q* | CL | 1920<br>5mo<br>*Lloyd* | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>'*sA&CP* | **NormandyShppng**<br>**Co.Ld(Stephenson**<br>**Clarke&Co.** *Mgrs.*)<br>*CellDB*215'5 | 260·0<br>Q154'F30'<br>FK<br>03*t MT*10'224*tFPT* | 37·5 | 17·5 | **London**<br>British<br>5*BHCem*<br>140*tAPT*56 | T.3Cy.20½",33"&54"-39" (*s*)<br>180lb 201NHP<br>2SB,6*pf*,GS87,HS3160<br>Richardsons,Westgarth& Co.Ld.Sld. | 19 ″ 8<br>s 6 ″ 9<br>18 ″ 0 | |
| 2995<br>09535 | **Lysander** **SteelScK**<br>*ss*Gms.No.3-3,14<br>*ss*Gms.No.1-19<br>(*ex*Karsavina,*ex*Lysander) 1*Dk* | 173<br>157<br>68 | ✠100A1<br>*StmTrawler*<br>9,21 ~~9,20~~ ✠LMC2,19<br>✠NB5,14 BS9,20 9,21 | Gms | | CL<br>2,19 | 1898<br>5mo<br>*Lloyd* | Edwards<br>Bros.<br>N.Shields<br>'*sA&CP* | **DirectFishSupplies**<br>**Ld. (G.W.P.Margarson** *Mgr.*) | 110·5<br>Q46'F20'<br>BK7½" | 21·2 | 10·7 | **Grimsby**<br>British<br>3*BHCem* | T.3Cy.12",20"&32"-22½" (*s*)<br>180lb 52RHP<br>1SB,2*pf*,GS31,HS820<br>N.E.MarineEng.Co.Ld.Sld | 11 ″ 6 | |
| 2996<br>18794<br>LNS | **Lysander II.** **SteelScK**<br>*ss*Dub.No.3-12,19<br>1*Dk*<br>(*ex*Lysander) | 264<br>238<br>107 | ✠100A1<br>*StmTrawler*<br>2,21<br>BS2,21 ✠LMC12,19 | Flt | | CL<br>N12,19 | 1903<br>12mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Beverley<br>'*sA&CP* | **MerseySteam**<br>**Trawlers,Ld. (E.**<br>**Taylor,** *Mgr.*) | 130·0<br>Q53'<br>BK7" | 22·0 | 12 1 | **Fleetwood**<br>British<br>4*BHCem* | T.3Cy.13",21½"&35"-24" (*s*)<br>200lb 78RHP<br>1SB,2*cf*,GS37,HS1323<br>Amos&Smith,Hull | 12 ″ 10 | |
| 2997<br>KTN | **Lysefjord** **SteelScSr**<br>1*Dk*<br>*Elec.light* | 1091<br>915<br>597 | | | | | 1915 | Stavanger<br>Stöberi&Dok<br>Stavanger | **A/S D/S Lyserjord**<br>**(K.Olsen)** | 237·5<br>P20'B58'F31' | 33·1 | 15·2 | **Stavanger**<br>Norwegian<br>*WB* | T.3Cy.19",30½"&51"-33"<br>149NHP<br>StavangerStöberi&Dok, Stvgr. | | N |
| 2998<br>1178<br>HSMR | **Lysekil** **SteelTwinScSr**<br>1*Dk* | 273<br>162<br>194 | | | | | 1884 | MotalaCo.<br>Gothenburg | **MarstrandsNya**<br>**Ångf.Aktieb. (E.**<br>**Rutgerson,** *Mgr.*) | 143·5<br>Q47'B42'H18*t*F54' | 20·9 | 9·3 | **Marstrand**<br>Swedish | C.4Cy.18"&31¾"-17½"<br>NB99 70NHP<br>MotalaCo.,Gothenburg | | |
| 2999<br>LCBR | **Lysland** **SteelSc**<br>1*Dk*(*Stl*)<br>*Well deck*<br>*Elec.light* | ~~1200~~<br>1139<br>859<br>588 | ✠100A1<br>3,22 ~~7,21~~<br>~~(ClassContemplated)~~<br>✠LMC7,21 | Goo<br>Bgn | *n* | CL<br>3,22 | 1921<br>5mo<br>*Lloyd'* | OuseS.B.<br>Co.Ld.<br>Goole<br>*sA&CP* | ~~**Th.Halvorsen**~~<br>D/S A/S Borg<br>(Thv.Halvorsen,<br>*Mgr.*) *CellDb*1 | ~~220·0~~<br>Q77'B54'F23'<br>220·5<br>8'223*tFPT*41*tAPT* | ~~35·0~~<br>35·2 | ~~15·8~~<br>13·8<br>FK | **Bergen**<br>Norwegian<br>4*BHCem*<br>72*t* | T.3Cy.18",29"&50"-33" (*s*)<br>180lb 16[illegible] NHP<br>2SB,4*pf*,GS73,HS2520<br>Earle'sCo.Ld.Hull | 15 ″ 10 | |
| 23000<br>LWG | **Lysningen** **WoodScSr** | 128<br>110<br>55 | | | | | 1915 | H.Gravdal<br>Opsanger<br>Bergen | **S.S.Brandal** | 96·6 | 21·6 | 10·1 | **Aalesund**<br>Norwegian | C.2Cy.9"&25"-15"<br>20NHP<br>Mjellen&Karlsen,Bergen | | |
| 23001<br>106826 | **Lyster** **SteelTwinSc**<br>*ss*Liv.No.3-11,17<br>1*Dk*(*Stl*-ws)<br>(*BucketDredger*)<br>*Elec.light* | 619<br>589<br>254 | ✠ A1<br>*Dredger*<br>8,21 ~~4,20~~<br>~~BS4,20~~ ✠LMC10,17<br>BS4,21 | Liv | *j* | 10,17 | 1896<br>10mo | W.Simons<br>&Co.(Lim.)<br>Renfrew<br>A&CP | **MerseyDocks&**<br>**HarbourBoard** | 189·8<br>F21'<br>FK | 35·6 | 12·5 | **Liverpool**<br>British<br>3*BHCem* | T.6Cy.14",22¼"&36"-24" (*s*)<br>180lb 152NHP<br>2SB,4*rf*,GS71,HS2554<br>W.Simons&Co.,Renfrew | 13 ″ 0 | |
| 23002<br>76079 | **Lyttelton** **SteelTwinScSp**<br>*ss*Lyt.No.3-9,20<br>(*ex*Canterbury) 1*Dk* | 292<br>262<br>1 | ✠100A1<br>*For Towing purposes*<br>10,21 ~~9,20~~ ✠LMC9,20<br>BS10,21 | Lyt | | 9,20 | 1907<br>7mo<br>*Lloyd* | Ferguson<br>Bros.<br>PortGlasgow<br>'*sA&CP* | **LytteltonHarbour**<br>**Board** | 115·5<br>BK6" | 25·1 | 13·5 | **Lyttelton,**<br>**N.Z.**<br>British<br>4*BHCem* | C.4Cy.20"&40"-27" (*s*)<br>100lb 155NHP<br>1SB,4*cf*,GS77,HS2789<br>FergusonBros.Pt.Glasgow | 14 ″ 3<br>s 2 ″ 10<br>12 ″ 3 | |
| 23003<br>54008 | — **IronPad**<br>(*Tug*)<br>1*Dk* | 207<br>191<br>24 | | | | | 1878 | Laird Bros.<br>Birkenhead | **KauriTimber**<br>**Co.Ld.** | 125·8 | 22·1 | 11·0 | **Auckland**<br>British | C.4Cy.18"&36"-48"<br>149NHP<br>LairdBros.,Birkenhead | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

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N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23004<br>205009 | **M. A. Bradley** SteelScSr<br>*Elec.light*<br>*Mchy.Aft* Sub.Sig. 1*Dk* | 5539<br>—<br>4127 | | | | | 1908 | Gt.Lakes Eng.Works<br>Ecorse | MerrimacS.S.Co. (H.H.Brown, *Mgr.*) | 462·0 | 52·0 | 30·0 | Mentor,O.<br>Utd. States<br>*WB* | T.3Cy.21½",35"&58"–42"<br>218NHP<br>Gt.LakesEng.Wks.Detroit |
| 23005<br>102027<br>MWCK | **M. A. Dodds** SteelScSr<br>(*Trawler*)<br>1*Dk* | 150<br>139<br>54 | | | ... | | 1892 | A.Hall&Co<br>Aberdeen | TrawlersLd. (S.Bell, *Mgr.*) | 103·0 | 20·7 | 11·0<br>BK7½" | Boston<br>British | C.2Cy.16"&34"–24"<br>50RHP<br>A.Hall&Co.Aberdeen |
| 23006<br>200203 | **M. A. Reeb** SteelScSr<br>(*ex*Kensington)<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB* | 3762<br>—<br>3130 | | | | | 1903 | CraigS.B. Co.<br>Toledo,O. | AmericanS.S.Co. (Boland&Cornelius, *Mgrs.*) | 370·8 | 50·2 | 24·2 | Buffalo<br>Utd. States<br>*WB* | T.3Cy.20",32½"&55"–40"<br>191NHP<br>CraigS.B.Co.Toledo,O. |
| 23007<br>HSNT | **M. Arnus** SteelScSr<br>ssYka.No.3–12,06<br>(*ex*JosefaRaich,*ex*M. ssYka.No.2–14<br>Arnus,*ex*TemivaMaru,*ex*SaintJerome)<br>1*Dk*(*Stl*)2*trB*&*Web frames*&<br>Wireless *pt Awng dk*(*pt Stl pt Irn*) | 2946<br>2215<br>2139 | ✠ —<br>9,20<br>*p Awng dk*<br>*withfreeboard*<br>✠ | Bel | *t* | | 1894<br>9mo | Furness, Withy&CoLd<br>WHartlepool | Hijos deJoséTaya, S.enC.<br>*CellDBa*106' | 314·0<br>Q131'<br>*ptAwng dk*183' FK<br>*uE&B*50'*f*112' 493*t* | 40·5 | 21·3 | Barcelona<br>Spanish<br>6*BHCem*<br>*APT*30*t* | T.3Cy.23½",37½"&61½"–39"<br>240NHP<br>2SB,6*cf*,GS90,HS3664<br>T.Richardson&Sons,Hpl. |
| 23008<br>76895 | **M.E.Johnson** WoodAuxSc3MstSr<br>*Par.Mot.*<br>IB *Salted*†08 HTDub.13 1*Dk*<br>9&12yrsMat<br>(*See Sailing Ship Register*) | 131<br>128<br>81 | ✠<br>4,13 | Dub | 11<br>C7 | | 1879<br>10mo | Ashburner<br>Barrow | T.Price | 98·3 | 23·0 | 9·9 | Barrow<br>British | Paraffin Motor<br>2Cy.12"–13" NE20 23NHP<br>H.Weddop&Co.Keighley |
| 23009<br>ONFS | **M. F. A.** WoodAuxSc3MstSr<br>*OilEng.*<br>(*ex*CharlesB.Wiggin) 1*Dk*<br>(*See Sailing Ship Register*) | 311<br>—<br>25 | | | | | 1917 | C.Ward<br>Kennebunkport,Me. | LaMorueFrancaise&Sècheries de Fécamp | 152·0 | 28·2 | 12·0 | St.Pierre-Miquelon<br>French | Oil Engine |
| 23010<br>220999<br>MCJN | **M. F. Elliott** SteelSc<br>Wireless Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* *Longitudinal framing* 2*Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk* | 7499<br>6780<br>4656 | | | | | 1920 | MooreS.B. Co.<br>Oakland,Cal. | StandardOilCo. (NewJersey) | 425·8<br>P106'B40'F41' | 57·0 | 33·1 | NewYork<br>Utd. States<br>*WB* | T.3Cy.27½",46"&78"–51"<br>434NHP<br>Hooven,Owens&RentschlerCo.Hamilton,O. |
| 23011<br>NVSH | **M. G. Melchior** IronScSr<br>*Elec.light* 1*Dk*&*Awngdk* | 1065<br>689<br>649 | | | | | 1885 | Burmeister &Wain<br>Copenhagen | DetForenede DampskibsSelsk. | 220·8<br>B15*t* | 30·1<br>H43*t* | 15·0<br>22·4 | Frdrkshvn<br>Danish<br>*WB* | C.2Cy.33"&60"–36"<br>180NHP<br>Burmeister&Wain,Cpn. |
| 23012<br>130218 | **M. H. Buchan** WoodScK<br>(*Fishing*)<br>1*Dk* | 101<br>93<br>42 | | | | | 1917 | Stevenson &Asher<br>Banff | R.Irvin&Sons,Ld. | 88·4 | 20·2 | 9·4 | Peterhead<br>British | T.3Cy.8½",14"&23"–16"<br>37RHP<br>J.Lewis&Sons,Ld.Abn. |
| 23013<br>LBHT | **M. H. Kongshavn** SteelScSr<br>(*ex*TaikaiMaru)<br>*Elec.light* Wireless 1*Dk* | 2042<br>1849<br>1183 | | | | | 1919 | Uchida S.B.&E.CoLd<br>Yokohama | A/S D/S Norhaug (M.H.Kongshavn &Sönner, *Mgrs.*) | 270·0<br>P16'B64'F28' | 39·0 | 21·8 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.19",31½"&52"–39"<br>168NHP<br>UchidaS.B.&E.Co.Ld.Yka |
| 23014 | **M. J. Craig** SteelSc<br>*For full particulars See No.38342 in Supplement*<br>*Mchy.Aft* | 650<br>404<br>— | 100A1<br>(*ClassContemplated*) | | | | 1921 | TawShipyardsLd.<br>Barnstaple | H.Craig&Co. | 174·5<br>Q100'B11'F26' | 28·5 | 13·0 | Belfast<br>British | T.3Cy.14",23"&38"–27"<br>AitchisonBlairLd.Clydbnk |
| 23015<br>99118<br>MJDK | **M. J. Hedley** SteelScSr<br>ssLiv.2ndNo.3–1,17<br>*Well deck* ssBry.No.1–20<br>*Elec.light* 1*Dk*(*Irn*) | 441<br>305<br>178 | ✠100A1<br>5,20<br>LMC5,20 | Bry | *g* | 5,20 | 1891<br>10mo<br>*Lloyd* | Workman, Clark&CoLd.<br>Belfast<br>'*sA&CP* | W.R.Barrett<br>*WB*= | 165·3<br>P20'Q33'B50'F25'<br>*CellDB*73'73*tFPT* | 24·0 | 10·0<br>BK6" | Manchestr<br>British<br>4*BHCem*<br>20*t APT*13*t* | C.2Cy.21"&42"–30" (*s*)<br>100lb 68RHP<br>1SB,3*pf*,GS58,HS1425<br>V.Coates&Co.Belfast |
| 23016<br>~~130312~~ | **M. J. Reid** SteelSc<br>1*Dk* | 330<br>292<br>153 | | | | | 1919 | Lobnitz& Co.Ld.<br>Renfrew | ~~SouthFleetwood FishingCo.Ld.~~ | 138·7 | 23·7 | 12·9 | ~~Aberdeen~~<br>~~British~~<br>French | T.3Cy.13",23"&37"–26"<br>87RHP<br>Lobnitz&Co.Ld.Renfrew |
| 23017<br>216821<br>LMQV | **M. J. Scanlon** SteelScSr<br>*Elec.light* 1*Dk*<br>*Mchy.Aft* Sub.Sig. Wireless | 5602<br>4833<br>3916 | | | | | 1918 | NewYork S.B.Corp.<br>Camden,N.J. | UnitedStates ShippingBoar | 362·3 | 51·2 | 32·2 | Phildlphia<br>Utd. States<br>*WB* | T.3Cy.24¼",38½"&67"–45"<br>301NHP<br>NYorkSBCorpCamdenNJ |
| 23018<br>144785 | **M. Kango** IronSc<br>(*ex*Sophie) 1*Dk* | 165<br>158<br>72 | | | | | 1889 | F.W. Wencke<br>Bremerhaven | J.A.Fraser | 117·7<br>H7' | 21·7 | 11·2 | Aberdeen<br>British | C.2Cy.18"&32"–22"<br>40RHP<br>H.Paucksch,Landsberg |
| 23019<br>208438 | **M. M. Davis** WoodSc<br>*Elec.light*<br>*Mchy.Aft* Wireless 1*Dk* | 298<br>—<br>203 | | | | | 1911 | M.M.Davis<br>Solomons,Md | C.E.Davis Packing Co. | 150·0 | 23·6 | 12·0 | R'dvilleVa<br>Utd. States<br>*WB* | C.2Cy.16"&33"–26"<br>46NHP<br>Harlan&HollingswrthCor. |
| 23020<br>218906<br>LSVC | **M. Moran** WoodSc<br>(*ex*Retriever)<br>*Elec.light* 1*Dk* | 176<br>—<br>29 | | | | | 1919 | Burger BoatCo.<br>Manitowoc, Wis. | MoranTowing& TransportationCo. | 95·5 | 24·7 | 12·2 | NewYork<br>Utd. States | C.2Cy.18"&38"–26"<br>61NHP |
| 23021<br>HVND | **M.Pastor y Landero** SteelTwinSc<br>(*Tug*)<br>(*ex*Rodas) 1*Dk* | 194<br>157<br>56 | | | ... | | 1890 | R.Smith &Co.<br>Lytham | Junta deObras del Puerto deSevilla | 111·0 | 19·0 | 11·0<br>BK6½" | Seville<br>Spanish<br>*WB* | C.4Cy.16"&32"–21"<br>87NHP<br>Clayton,Gdfllw&C.Blkbn |
| 23022<br>140336<br>JQSR | **M. S. Dollar** SteelTwinScSr<br>ssNYk.No.1–21 (*ex*WarKing)<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless 3*rd dk*(*Stl*)*inNo.1hold*<br>*Cargo battens not fitted in Shelter 'tween dks* | 9394<br>8855<br>6919 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21 ~~3,21~~<br>✠LMC[illegible]<br>*Fitted for oil fuel* 10,21 *FP above* 150°F. | NYk | *d*† | CL<br>10,19 | 1917<br>3mo<br>*Lloyd* | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>'*sA&CP* | DollarSteamship Lines,Ld.(Robert DollarCo. *Mgrs.*)<br>*CellDB*408'1809*t* | 475·5<br>P36'&<br>F38'*onShelter dk*<br>*DT*45'758*tFPT*102*t* | 61·2 | 30·1<br>FK | Vancouver<br>~~London~~<br>British<br>8*BHCem*<br>*APT*57*t* | T.6Cy.21",35"&59"–48" (*s*)<br>200lb 659NHP<br>4SB,12*cf*,GS242,HS9219 FD<br>KawasakiDkydCoLdKobe |
| 23023<br>140992 | **M. Sicken** WoodSc<br>1*Dk* | 284<br>214<br>161 | | | | | 1884 | M.Sicken<br>MarineCity, Mich. | R.G.Weddell | 128·5 | 26·0 | 9·5 | Toronto<br>British | C.2Cy.16"&28"–24"<br>Christie& 35RHP<br>Degrage,Detroit,Mich. |
| 23024<br>138447 | **M. Sigogne** WoodScSp<br>1*Dk* | 276<br>235<br>161 | | | | | 1917 | B.NMelanson,Gilbert's<br>Cove,N.S. | J.W.Regan | 113·2<br>H41*t* | 30·0 | 11·4 | Montego Bay,N.S.<br>British | C.2Cy.13"&36"–14"<br>*Emade*04 28RHP<br>G.H.Waring.St.John,N.B |
| 23025 | **M. T. Cicerone** SteelSc<br>(*ex*WarMemory)<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in 'tween dks*<br>*Straight frames, bevelled bilge* | 6521<br>6198<br>4041 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>4,22 ~~1,21~~<br>✠LMC7,20<br>BS9,21 | Gen | *a*† | CL | 1920<br>7mo<br>*Lloyd* | FurnessSB Co.Ld.<br>Haverton Hill-on-Tees<br>'*sA&CP* | Soc.Armatrice Ing.CarloCamuzzi&Co.<br>*CellDB*344'<br>1482*tDTa*23'846*t* | 412·4<br>F40'*onShelter dk*<br>*FPT*97*tAPT*119*t* | 55·6 | 34·4<br>FK | Genoa<br>Italian<br>*ptCem*<br>5*BHtoSh dk*<br>3 " " *U* " | 2SteamTurbinesGearedto1 ScShft 200lb (*s*) HS9636 FD<br>3WatrTubeBoilers 678NHP<br>Richardsons,Westgarth& Co.Ld.Hpl. |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 Steamer's Name. 3 Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Register in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23026<br>131048 | **M. & F. No. 8** SteelTwinScSr<br>2Dks | 2050<br>1729<br>1270 | | | | | 1906 | Canadian<br>Government<br>Sorel,P.Q. | CanadianGovernment | 264·0 | 45·1 | 18·4 | Sorel,P.Q.<br>British | T.6Cy.15",24"&39"-24"<br>74RHP<br>Fleming&Ferguson,Psy. | | |
| 23027<br>PJSD | **Maartensdijk** SteelScSr<br>ssRot.No.3-7,14<br>ssRot.No.1-19<br>(exRapallo) 2Dks(Stl)3trB<br>Elec.light &Shelter dk(Stl)<br>Wireless | 6483<br>6306<br>~~3360~~<br>4118 | ✠100A1<br>Shelter dk<br>4,21<br>~~BS7,20~~<br>BS7,21 | Rot<br>LMC7,19 | z | CL<br>4,21 | 1902<br>5mo<br>WB= | Furness,<br>Withy&CoLd<br>WHartlepool<br>A&CP<br>CellDB a127 | Nederl.-Amerik.<br>Stoomv.Maats.<br>(Holland-Amerika<br>Lijn)<br>'uE&B69'f148'908 | 400·5<br>tDTa29'869 | 52·1<br>tDTf25 | 29·3<br>FK | Rotterdam<br>Dutch<br>6BHCem<br>'790tFPT77 | T.3Cy.28",46"&77"-48" (s)<br>180lb 489NHP<br>4SB,12cf,GS216,HS8140<br>Richardsons,Westgarth&<br>tAPT46t Co.Ld.Hpl | 32 ″ 1<br>s 3 ″ 11<br>28 ″ 7 | |
| 23028<br>PJSR | **Maas** SteelSc<br>Elec.light 1Dk(Stl)<br>Wireless | 2008<br>1766<br>1185 | ✠100A1<br>10,21 3,21<br>MS9,21 | Hpl<br>Rot<br>✠LMC7,20 | v | CL<br>9,21 | 1920<br>7mo | A.Vuijk&<br>Zonen<br>Capelle a/d.<br>Ysel<br>A&CP | N.V.Maats.<br>Houtvaart(Vinke<br>&Co.Mgrs.)<br>CellD | 281·5<br>P22'B72'F25'<br>B244'543t FPT81t | 40·3 | 19·1<br>FK | Rottrdam<br>Dutch<br>4BHCem<br>APT41t | T.3Cy21",34½"&57"-36" (s)<br>190lb 225NHP<br>2SB,6cf,GS104,HS3560<br>ArnhemscheStoom-<br>sleephellingMy.Arnhem | 21 ″ 4<br>s 3 ″ 2<br>18 ″ 6 | |
| 23029 | — SteelSc<br>1Dk | 895<br>731<br>438 | | | | | 1904 | Bremer<br>Vulkan<br>Vegesack | A.Kirston | 212·1<br>P120'F58' | 31·6 | 14·6 | Hamburg<br>German<br>WB | T3Cy$16\frac{5}{16}$",26¾"&$44\frac{9}{16}$"-29½"<br>108NHP<br>BremerVulkan,Vegesack | | |
| 23030<br>PJSQ | — SteelSc<br>(Tug)<br>1Dk | 157<br>131<br>— | | | | | 1918 | Scheepswrf<br>Baanhoek<br>Sliedrecht | Internationale<br>SleepdienstMaats. | 90·0 | 20·0 | 10·7 | Rotterdam<br>Dutch | T.3Cy.12",16"&32"-16"<br>41NHP<br>Maschfb.J.A.v.d.Schuijt,<br>Papendrecht | | V |
| 23031 | **Maasdam** SteelSc<br>(Trawler) | 132<br>—<br>89 | | | | | 1916 | N.V.v.d.<br>Kuy&v.d.Ree<br>Rotterdam | Stoomvisscherij<br>"Maasdam"<br>(HandelsMaats.<br>"Maassluis") | 94·8 | 21·6 | 9·9 | Maassluis<br>Dutch | N.V.v.d.Kuy&v.d.Ree,Rot | | |
| 23032<br>PJST | **Maasdijk** SteelScSr<br>~~ssRot.No.1-17~~<br>(exSouthern) 1Dk(Stl)&Shelter dk<br>Elec.light ssRot.No.2-21 (ptIrnptStl)<br>Wireless | 6065<br>4464<br>4521 | ✠100A1<br>Shelter dk<br>withfreeboard<br>8,21 ~~7,19~~<br>~~MBS11,16 DBS1,20~~ | Rot<br>MS8,21<br>BS2,21<br>✠LMC7,17 | y | CL<br>~~N7,19~~<br>N8,21 | 1912<br>5mo<br>Lloyd | JLThomp-<br>son&Sons,Ld.<br>Sunderland<br>'sA&CP | Nederl.-Amerik.<br>Stoomv.Maats.<br>(Holland-Amerika<br>Lijn)<br>WB | 388·7<br>= Cell DB a136'uE | 54·1 | 34·0<br>FK | Rottrdam<br>Dutch<br>6BHCem<br>&B46'f163' | T.3Cy.27½",44½"&74"-48"<br>180lb 120lb (s) 455NHP<br>3SB,9cf,GS195,HS7575<br>J.Dickinson&Sons,Ld.Sld<br>1270tFPT115tAPT238t | 36 ″ 6<br>s10 ″ 0<br>26 ″ 6 | |
| 23033 | — SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 3611<br>3292<br>2179 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~8,21~~ ~~4,21~~<br>2,22 | Rot<br>✠LMC12,20 | w | CL<br>8,21 | 1920<br>12mo<br>Lloyd | NV.Burger<br>-houtsM.&F.<br>Rotterdam<br>'sA&CP | N.V.Solleveld,van<br>derMeer&T.H.Van<br>Hattum'sStoomv.<br>Maats.<br>CellDB308'100 | 360·2<br>0tFPT63tAPT73t | 50·3 | 21·8<br>FK<br>Collision | Rottrdam<br>Dutch<br>Asp<br>BH to Sh dk<br>5 ,, ,, U ,, | T.3Cy.25½",$41\frac{5}{16}$"&$66\frac{15}{16}$"-<br>45¼" 180lb (s) 340NHP<br>3SB,9cf,GS158,HS5418<br>BurgerhoutsMachFab.Rot | 24 ″ 6<br>s 2 ″ 5½<br>22 ″ 5 | |
| 23034<br>PJSW | **Maashaven** SteelScSr<br>Wireless 1Dk | 2609<br>2426<br>1689 | | | | | 1906 | Bonn&<br>Mees<br>Rotterdam | N.V.Maats.S.S.<br>"Maashaven"<br>(Gebr.VanUden) | 305·0<br>B67'F30' | 44·6 | 21·0 | Rottrdam<br>Dutch<br>WB | T.3Cy.23",36"&62"-39"<br>240NHP<br>Maats.de Schelde,Flushing | | V |
| 23035<br>PJTB | **Maasland** SteelScSr<br>ssAms.No.3-5,14<br>ssAms.No.1-18<br>Elec.light<br>Wireless 2Dks(Stl)&deep framing | 4272<br>4096<br>3216 | ✠100A1<br>6,21 ~~5,20~~<br>~~DS11,19~~<br>DBS11,20 | Ams<br>✠LMC1,19<br>MBS6,21 | x | CL<br>11,19 | 1901<br>8mo | D&WHen-<br>dersn&Co.Ld.<br>Glasgow<br>A&CP WB | Koninkl.Holland-<br>scheLloyd<br>= Cell DBa121'u | 379·4<br>P41'B98'F41'<br>E&B38'f165'1046t | 50·0 | 26·1<br>FK | Amstrdam<br>Dutch<br>6BHCem<br>APT118t | T.3Cy.25",41"&67"-48" (s)<br>175lb 90lb 368NHP<br>2SB,6cf,GS110,HS4932 FD<br>D&W.Hendersn&CoLdGls | 28 ″ 8<br>s 5 ″ 8½<br>23 ″ 5 | |
| 23036<br>PJTK | **Maasstroom** SteelScSr<br>Elec.light Ref.Mchy. 2Dks | 1034<br>848<br>530 | | | | | 1900 | Rijkee&<br>Co.<br>Rotterdam | Hollandsche<br>Stoomb.Maats. | 228·4<br>P28'B26'F42' | 33·9 | 14·7 | Amstrdam<br>Dutch<br>WB | T.3Cy.20",33"&55"-36"<br>Maats.v.Scheeps. 181NHP<br>&Werktb.Fyenoord,Rot | | V |
| 23037 | **Maasstroom II.** SteelSc<br>(Fishing)<br>(exZaanstroomVI.) 1Dk | 143<br>—<br>47 | | | | | 1916 | Gebr.Boot<br>Leiderdorp | N.V.Visscherij<br>Maats."Maas-<br>stroomII." (N.V.<br>Scheepsexploit.<br>Maats."Maas-<br>stroom,"Mgrs.) | 102·0 | 20·4 | 10·2 | Ymuiden<br>Dutch | T.3Cy.9⅘",15¾"&27⅗"-21¼"<br>36NHP<br>N.V.Indust.MyHera,Ymu. | | |
| 23038<br>PJTH | **Maastad** SteelSc<br>(exLeksveer)<br>Mchy.Aft 1Dk<br>Now named "Maggie O'Regan," See No 38330 in Supplement | 470<br>344<br>242 | | | | | 1918 | NV.Schps.<br>"DeMaas"<br>Slikkerveer | N.V.Algemeene<br>Rotterdamsche<br>OverzeeScheepv.<br>Mij.(VanMuyden<br>&Co.Mgrs.) | 155·0<br>P56'B13'F20' | 25·2 | 10·7 | Rottrdam<br>Dutch<br>WB | T.3Cy.12⅗",20⅘"&31½"-19⅗"<br>43NHP<br>Gebr.Stork,Hengelo | | |
| 23039 | **Maasveer** SteelScSr<br>(exYselmonde)<br>1Dk | 1357<br>1106<br>707 | | | | | 1917 | N.V.Schps.<br>Werf<br>"Baanhoek"<br>Sliedrecht | NVRotterdamsche<br>Alg.Scheepv.Mij.<br>(M.J.van der Eb,<br>Ld.Mgrs.) | 237·0<br>P23'B56'F21' | 36·4 | 15·7 | Rottrdam<br>Dutch<br>WB | T.3Cy.17½",29"&46"-36"<br>127NHP<br>Penn&Bauduin,Dordrecht | | V |
| 23040<br>86243 | **Mabel** WoodScFlat<br>1Dk | 122<br>115<br>83 | | | | | 1875 | AnnDea-<br>kin<br>Winsford | SaltUnion,Ld. | 85·5 | 20·4 | 8·9 | Liverpool<br>British | 2Cy.10½"-12"<br>NE&B84 7RHP<br>G.Deakin,Winsford | | |
| 23041<br>WNGS | **Mabel Brown** WoodAuxTwinSc<br>Oil Eng 5MstSr<br>Elec.light Salted & specially treated<br>Mchy.Aft ptGIB. Hardwood treenails<br>(See Sailing Ship Register)<br>Now named "Redemptor," See No. 39085 in Supplement | *1474*<br>*1306*<br>*916* | ✠12A1<br>6,20 | Lon<br>LMC11,19 | p | 6,20 | 1917<br>3mo<br>Lloyd | Wallace<br>Shipyards,Ld<br>Vancouver,<br>B.C.<br>'sA&CP | A/S M/S Redemp-<br>tor(H.O.Rogde,<br>Mgr.) | 240·0<br>P30'F30' | 43·3 | 19·0 | Bergen<br>Norwegian | Oil Engines 2S.C.SA<br>4Cy.16½"-$18\frac{15}{16}$" 91NHP<br>DB-130lb<br>J&CGBolindersCoLdSkm | 21 ″ 2<br>s 4 ″ 7 | |
| 23042<br>202430<br>KVBS | **Mabel L. Barton** WoodTwinSc<br>(exRobertW.Johnson)<br>2Dks | 204<br>—<br>138 | | | | | 1905 | R.Palmer&<br>SonS.B.Co.<br>Noank,Ct. | E.J.Barton<br>LighterageCo. | 107·0 | 22·2 | 7·8 | NewYork<br>Utd.States | T.6Cy. | | |
| 23043<br>142857<br>KDTL | **Mabriton** SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless CruiserStern<br>Cargo battens not fitted in 'tween decks | 6694<br>6452<br>4129 | ✠100A1<br>Shelter dk<br>withfreeboard<br>6,21 ~~12,20~~ | Bkn<br>✠LMC2,20 | a† | CL | 1920<br>2mo<br>Lloyd | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>'sA&CP | R.Chapman&Son<br>CellDB366'1338t<br>DTa27'634t | 412·6<br>F36'onShelter dk<br>FPT148tAPT292t | 55·5 | 34·4<br>FK | Newcastle<br>British<br>ptCem<br>6BHtoSh dk<br>2 ,, ,, U ,, | T.3Cy.27",44"&73"-48" (s)<br>180lb 596NHP<br>3SB,12cf,GS216,HS9525 FD<br>W.Doxford&Sons,Ld.Sld. | 37 ″ 0<br>s 8 ″ 11½<br>28 ″ 6 | |
| 23044<br>140969 | **Mac Sin** WoodSc<br>Elec.light 1Dk | 250<br>195<br>60 | ✠10A<br>For Towing purposes<br>11,18 | Sorel | ... | CL | 1918<br>9mo | A.A.<br>Larocque<br>Sorel,P.Q. | Sincennes<br>McNaughtonLine<br>Ld. | 110·0 | 26·0 | 10·7 | Montreal<br>British | T.3Cy.14",22"&35"-24" (s)<br>180lb 68RHP<br>1SB,3cf,GS53,HS1700 FD<br>SorelMechanical<br>Shops,Ld.Sorel | 12 ″ 5 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23045<br>144251<br>KJBR | **Macabi** SteelS<br>*Fitted for oil fue*<br>*Elec.light* 1*Dk* | 2802<br>2377<br>1522 | | | | | 1921 | Workman,<br>Clark&Co.Ld<br>Belfast | UnifruitcoS.S.Co. | 303·0<br>B83'F38' | 47·2 | 21·5 | Glasgow<br>British<br>*WB* | T.3Cy.20½",34"&57"–45"<br>217NHP<br>Wrkman,Clark&Co.LdBel | |
| 23046 | **Macapá** SteelScSr<br>(*ex*FriedaWoermann,<br>*ex*AdolphWoermann,*ex*Belgrano)<br>*Elec.light* Wireless 2*Dks* | 2523<br>2127<br>1569 | | | | | 1888 | Reiherst'g<br>Schiffsw.<br>Hamburg | BrazilianGovernment (Lloyd Brazileiro,*Mgrs.*) | 322·4<br>P88'B78'F54' | 40·0 | 22·2 | R.Janeiro<br>Brazilian | T.3Cy.25",40½"&65"–42"<br>274NHP<br>Reiherst.Maschinenf.Ha | |
| 23047<br>MCVL | **Macaria** SteelScSr<br>(*ex*Tioga,*ex*DonNeil,<br>*ex*ClaraJebsen) 1*Dk*&*Spar dk* | 1735<br>1615<br>1103 | | | | | 1902 | ChantNav.<br>Anversois<br>Antwerp | UnitedStates ShippingBoard | 259·6<br>B63'F30' | 36·6 | 16·2<br>20·7 | Manila<br>Utd.States<br>*WB* | T.3Cy.19",31"&51"–36"<br>156NHP<br>N.E.MarineEng.CoLdNwc | |
| 23048<br>93932<br>KRJT | **Macassa** SteelTwinScSr<br>*Elec.light* Wireless 2*Dks* | 529<br>463<br>234 | | | | | 1888 | W.Hamilton&Co.<br>Pt.Glasgow | Canada Steamship Lines,Ld. | 178·4<br>rebuilt05 | 24·1 | 16·3 | Hamilton, Ont.<br>British | T.6Cy.11",18"&29"–22"<br>NB04 95RHP<br>W.Kemp,Glasgow | |
| 23049 | **Macassar Maru** SteelSc<br>*Elec.light* 2*Dks*(*U*–ws) | 3981<br>3476<br>2494 | ✠100A1<br>7,21 ~~12,20~~ 12,21<br>✠LMC~~12,20~~<br>12,21 | Kob | *w* | | 1920<br>12mo | Mitsubishi<br>ZosenKaisha,<br>Ld. Kobe<br>A&CP *CellD* | NanyoYusen KabushikiKaisha<br>*B*294'765*t APT*26*t* | 345·0<br>P33'B74'F40'<br>FK | 50·0 | 29·0 | Kobe<br>Japanese<br>6*BHCem* | T.3Cy.23",38"&64"–48" (*s*)<br>200lb FD 312NHP<br>2SB,6*cf*,GS109,HS4394<br>MitsubishiZosenKaisha Ld | 29<br>5<br>24 |
| 23050<br>128745 | **Macaw** SteelScK<br>~~ssMil.No.2-19~~<br>ssMil.No.3-3,19 1*Dk* | 187<br>174<br>69 | ✠100A1<br>*StmTrawler*<br>3,19<br>~~BS7,20~~ ✠LMC3,19<br>BS2,22 | Mil | | CL<br>3,19 | 1909<br>1mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>NorthShields<br>'*sA&CP* | SwanseaSteam TrawlingCo.Ld. (H.E.Rees,*Mgr.*) | 110·8<br>Q65'<br>BK7½" | 21·0 | 11·7 | Milford<br>British<br>3*BHCem* | T.3Cy.12",19"&32"–22½" (r)<br>180lb 64RHP<br>1SB,2*pf*,GS34,HS1080<br>W.V.V.Lidgerwood,Gls. | 12 |
| 23051<br>136014<br>JFSR | **Macclesfield** SteelScSr<br>ssGms.No.1–18<br>*Elec.light* 1*Dk*(*Stl*)&2*nd dk in Nos.*1&3*holds* | 1018<br>864<br>535 | ✠100A1<br>7,21 ~~6,20~~<br>~~[illegible]~~ ✠LMC7,18<br>BS7,21 | Gms<br>Hul | *o* | CL<br>~~7,18~~<br>7,21 | 1914<br>6mo<br>*Lloyd* | Swan,Hunter&Wigham<br>Richardson,<br>LdNewcastle<br>'*sA&CP* | GreatCentralRly.<br>*WB*=*CellDBa*64'*uE*15'*f*96'186*t* | 250·1<br>P30'B92'F31'<br>FK | 34·2 | 16·0 | Grimsby<br>British<br>5*BHCem*<br>*APT*24*t* | T.3Cy.21½",35"&58"–39" (r)<br>180lb 278NHP<br>2SB,6*cf*,GS133,HS4928<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 17<br>2<br>14 |
| 23052<br>129301<br>LTWD | **McCreary County** SteelScSr<br>*Fitted for oil fuel*<br>*Elec light* 1*Dk*2*trB*<br>Wireless Sub.Sig. | 2606<br>2237<br>1612 | | | ... | | 1920 | Detroit<br>S.B.Co.<br>Wyandotte,<br>Mich. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·6 | 26·1 | NewYork<br>Utd.States<br>*Wb* | T.3Cy.21",35"&59"–42"<br>352NHP<br>DetroitS.B.Co.Ld.Detroit | 28 |
| 23053<br>123273<br>JHQD | **Macduff** SteelScK<br>ssGms.No.3–4,20<br>1*Dk* | 179<br>171<br>70 | ✠100A1<br>*StmTrawler*<br>1,21<br>BS1,21 ✠LMC6,19 | Gms | | CL<br>6,19 | 1906<br>9mo<br>*Lloyd* | Mackie&<br>Thomson<br>Glasgow<br>'*sA&CP* | S.B.Melhuish | 109·0<br>BK8"<br>*WB*=*Deeptanks* | 22·0 | 11·4 | Grimsby<br>British<br>4*BHCem*<br>*f*13'31*t* | T.3Cy.10",16½"&27"–24" (*s*)<br>200lb 45RHP<br>1SB,2*pf*,GS25,HS750<br>W.V.V.Lidgerwood,Gls. | 12 |
| 23054<br>HJCF | **Macedo e Couto** SteelScSr<br>(*ex*Principe)<br>1*Dk* | 214<br>—<br>132 | | | ... | | 1898 | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | Corporação de Pilotos doRio e Barra deLisboa | 110·0<br>B12'F17'<br>BK6½" | 20·5 | 8·7 | Lisbon<br>Portuguese | T.3Cy.10",16"&25½"–19½"<br>36NHP<br>N.E.MarineEng.Co.Ld.Sld | 9 |
| 23055<br>139122<br>JMLT | **Macedon** SteelScSr<br>ssMel.No.1–20<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 4368<br>3958<br>2613 | ✠100A1<br>11,21 ~~8,20~~<br>BS11,21 ✠LMC8,20 | Mel | *x* | CL<br>7,19 | 1916<br>4mo<br>*Lloyd* | W.Hamilton&Co.Ld.<br>PortGlasgow<br>'*sA&CP* | AustralianSteamshipsProprietary Ld. (*Man.Agents*, HowardSmithLd.) | 365·0<br>P30'B81'F33'<br>*Cell* FK<br>*DB*318'1049*t FPT* | 51·4 | 26·0 | Melbourne<br>British<br>6*BHCem*<br>91*t APT*212*t* | T.3Cy.25½",42"&70"–48" (*s*)<br>180lb 421NHP<br>3SB,9*cf*,GS186,HS7212<br>D.Rowan&Co.Glasgow | 28<br>5<br>23 |
| 23056<br>116012<br>VNBT | **Macedonia** SteelTwinScSr<br>2*Dks*(*Stl*)&*Spar dk*(*Stl*–teak s)<br>*Orlop dk in Nos.*1,4&*pt*5*holds*<br>&*Orlop beams only in Nos.*2&3*holds*<br>*Ref.Mchy.* *Elec.light* Wireless | ~~10512~~<br>11089<br>7980<br>~~5247~~<br>5650 | ✠<br>*Spar dk*<br>1,04 ✠ | Bel | *h*† | | 1904<br>1mo | Harland&<br>Wolff,Ld.<br>Belfast<br>*WB*= | P.&O.Stm.Nav.Co.<br>*CellDBa*95'*uE*&*B* | 530·4<br>P105'B278'F88'34·0<br>FK&BK3"<br>176'*f*159'1511*tFPT* | 60·4 | 25·5 | Belfast<br>British<br>10*BHCem*<br>90*tAPT*87*t* | Q.8Cy.29",42",60"&85"–54"<br>FD 1799NHP<br>5D&2SB36*cf*GS696HS27493<br>Harland&Wolff,Ld.Bel. | 37 |
| 23057<br>~~PJTN~~ | — SteelTwinScSr<br>*Now named* "Pincio," *See No.*38965 *in Supplement*<br>ssRot.No.3–6,17<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)<br>2*nd dk in Nos.*1&2*holds only*&*Web frames*<br>*Cargo battens not fitted in 'tween dks*<br>Wireless | 6075<br>3578<br>3239 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,19<br>BS2,20 ✠LMC8,17 | Rot | *z* | CL<br>~~2,19~~<br>10,21 | 1912<br>3mo<br>*Lloyd* | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>'*sA&CP* | LloydLatino<br>*CellDBa*75'*uE*&*B* | 422·0<br>F45'*on Shelter dk*<br>FK<br>106'*f*158'755*tFPT* | 51·0 | 23·4 | Italian<br>8*BHCem*<br>28*tAPT*59*t* | T6Cy.18½",30½"&49"–48"(*s*<br>180lb *120lb Tpd.*17 500NHP<br>5SB,20*cf*,GS400,HS16241FD<br>G.Clark,Ld.Sunderland | 34<br>8<br>25 |
| 23058<br>4687<br>JQHS | — IronScBn<br>ssShl.3rdNo.3-6,20<br>*Well deck*<br>*Cargo battens not fitted* 1*Dk*(*Irn*) | 1559<br>1303<br>932 | ✠100A1<br>12,21 ~~6,20~~<br>✠NB4,07 ✠LMC6,20<br>BS12,21 | Shl<br>Got | *q* | ~~N10,19~~<br>12,21 | 1881<br>5mo<br>*Lloyd* | W.Gray&<br>Co.<br>WHartlepool<br>'*sA&CP* | ~~ErikBrodins Rederiaktieb.(Erik Brodin,*Mgr.*)~~<br>I.Scheja | 256·5<br>P28'Q68'B66'F33'<br>BK9"<br>*WB*=*DB* | 34·6 | 19·6 | Stockholm<br>~~Torö~~<br>Swedish<br>4*BHCem*<br>*a*80'*f*94'341*t* | C.2Cy.32"&60"–39" (r)<br>80lb *70lb* NDB95 172NHP<br>2SB,4*pf*,GS72,HS2794<br>Blair&Co.(Lim.),Stockton | 20<br>1<br>19 |
| 23059 | **Macedonier** SteelSc<br>*For full particulars See No.*38328 *in Supplement*<br>*Elec.light* Wireless | 5200 | 100A1<br>(*ClassContemplated*) | | | | 1921 | Lloyd<br>RoyalBelge<br>(Gt.Britain)<br>Ld. Glasgow | LloydRoyalBelge Soc.Anon. | 400·5<br>P37'B120'F45' | 52·3 | 28·7 | Antwerp<br>Belgium | T.3Cy.26½",44"&73"–51"<br>Dunsmuir&JacksonLdGls | 31<br>6<br>25 |
| 23060 | **Maceo** SteelSc<br>(*ex*Kydonia,*ex*Baltique)<br>*Elec.light* 1*Dk*&*ptAwning dk* | 2390<br>1656<br>1542 | | | | | 1900 | Akt.Ges.<br>"Neptun"<br>Rostock | | 291·4<br>P16'Q94'<br>*ptAwng dk*180' | 41·2 | 16·4 | Cuban<br>*WB* | T.3Cy.20½",35½"&55½"–35½"<br>182NHP<br>A.G."Neptun,"Rostock | |
| 23061<br>200747 | **MacGilvray Shiras** SteelScSr<br>(*ex*Umbria)<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 4803<br>—<br>3519 | | | | | 1904 | American<br>S.B.Co.<br>Cleveland | PittsburghS.S.Co. | 420·0 | 50·0 | 28·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"–40"<br>213NHP<br>AmericanS.B.Co.Clevelnd | |
| 23062<br>143674<br>KGWD | **Machaon** SteelSc<br>*Elec.light* Wireless 2*Dks* | 7806<br>6370<br>4909 | | | | | 1920 | Caledon<br>SB&E.Co.Ld.<br>Dundee | OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*) | 459·2<br>P54'B164'F65' | 56·3 | 32·5 | Liverpool<br>British<br>*WB* | T.3Cy.31",51½"&86"–60"<br>571NHP<br>CaledonSB.&E.Co.Ld.Dun | |
| 23063<br>140593<br>JVFL | **Macharda** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in No.*1 *hold*<br>Wireless *CruiserStern*<br>*Cargo battens not fitted in 'tween dks* & *deep tank* | 10464<br>9302<br>6654 | ✠100A1<br>3.22 ~~4,21~~<br>✠LMC9,18<br>*Carrying oil fuel F. P. above* 150°F. *in DB*&*DT* | Gls | *f*† | CL<br>N3,22 | 1918<br>9mo<br>*Lloyd* | Russell&<br>Co.<br>PortGlasgow<br>'*sA&CP*<br>*Cell DB*456'2323*t DTo*39' 1503*t FPT* 127*t APT*120*t* | T.&J.Brocklebank Ld.<br>*Intermediate BH in 'tween dks dispensed with* {7*BH to U dk*, 1 ,, 2*nd* ,, *only*} | 518·0<br>P52'B157'F40'<br>FK | 63·7 | 35·4 | Liverpool<br>British<br>*Cem* | Q.4Cy.28",40",57"&82"–57"<br>220lb (*s*) FD 889NHP<br>3DB&1AuxSB,21*cf*,GS359,<br>HS14211 FD<br>D.Rowan&Co.Ld.Glasgow | 38<br>9<br>29 |
| 23064<br>104531 | **Machew** SteelScSr<br>1*Dk* | 1604<br>—<br>993 | | | | | 1894 | Fairfield<br>Co.(Lim.)<br>Glasgow | ~~TheShippingController (British IndiaS.N.Co.Ld. *Mgrs.*)~~<br>M.Shel[illegible]&Co. | 270·1<br>B24'F42' | 36·6 | 21·7 | Singapore<br>British<br>*Wb* | T.3Cy.22",36"&57"–42"<br>211NHP<br>FairfieldCo.(Lim.),Gls. | |

| 1 | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | **Machico** SteelScSr<br>ssNts.No.2-21<br>(exColmar) 2Dks(Stl)&lower dk in fore hold<br>Well deck Elec.light Wireless | 6184<br>5730<br>3850 | ✠100A1<br>2,21<br>✠LMC12,20 | Nts | c† | CL<br>12,20 | 1912<br>9mo | Akt.Ges.<br>"Neptun"<br>Rostock<br>A&CP | Requisitioned by the Portuguese Government<br>Cell | 460·0\|58·0\|27·2<br>P&B382'F57'<br>FK<br>DBa140'uE & B72' | Portuguese<br>9BHCem<br>f194'1600t | T.3Cy.28",47¼"&77$\frac{3}{16}$"-54"<br>213lb (s) 733NHP<br>1SB,12cf,GS248,HS11207FD<br>A.G."Neptun"Rostock | 29 // 10<br>s4 // 11<br>25 // 4 | |
| 6 | **Machigonne** SteelScSr<br>T Elec.light 1Dk | 425<br>—<br>289 | | | | | 1907 | Neafie&<br>LevyCo.<br>Philadelphia | JohnE.MooreCo. | 136·5\|29·0\|9·6 | NewYork<br>Utd.States<br>WB | T.3Cy.11",18"&32"-22"<br>48NHP<br>Neafie&LevyS&E.BCo.Phl | | |
| 7 | **Machrie** SteelScYl<br>T Mchy.Aft Well deck 1Dk | 251<br>174<br>41 | | | ... | | 1900 | Scott&<br>Sons<br>Bowling | Ramon de Olalde | 116·8\|21·5\|9·4<br>Q42'B8'F24'<br>BK7" | Bilbao<br>Spanish<br>WB | C.2Cy.14"&29"-21"<br>32NHP<br>Muir&Houston,Ld.Gls. | 10 // 3 | |
| 8<br>26 | **MacIntyre** IronAuxSc3MstSr<br>ParaffinMotor<br>1Dk<br>(See Sailing Ship Register) | 127<br>121<br>74 | | | | | 1877 | R.Legs<br>Echuca,Vic. | R.Fricker&<br>J.Campbell | 109·5\|21·2\|7·5 | P.Adelaide<br>British | Paraffin Motor<br>Motor made 13 21NHP<br>L.Gardner&Sons,Ld.Mch. | | |
| 69<br>22<br>W | **Mackarra** SteelScSr<br>Elec.light 1Dk(Stl)<br>Wireless CruiserStern<br>Cargo battens not fitted | 2515<br>2261<br>1456 | ✠100A1<br>~~3,21 10,19~~<br>3,22<br>✠LMC~~10,19~~3,22<br>~~BS~~ | Rbs<br>~~Brs~~<br>~~9.21 B-b~~ | t<br>~~Syd~~ | CL<br>3,22 | 1919<br>10mo<br>Lloyd | C.Hill&<br>Sons<br>Bristol<br>'sA&CP | Australasian UnitedStm.Nav. Co.Ld.<br>CellD | 303·0\|43·0\|20·7<br>P33'B80'F33'<br>FK<br>B252'670t FPT70t | SydnyNSW<br>British<br>5BHCem<br>APT180t | T.3Cy.22",36"&59"-39" (s)<br>180lb 100lb HS5140 331NHP<br>2 Water Tube Boilers FD<br>Richardsons,Westgarth& Co.Ld.Hpl. | 23 // 0<br>s3 // 6½<br>19 // 10 | |
| 70<br>65<br>HS | **Mackay-Bennett** SteelTwinScSr<br>CableVessel ssNYk.2ndNo.3-2,09<br>ssHfx.No.2-18<br>2Dks(Stl-Uws)3trB<br>Sub.Sig. Wireless Sheathed with green heart (Hfx12,94) between light & loadlines | 1731<br>1020<br>984 | ✠100A1<br>4,20<br>~~BS12,20~~ ✠LMC10,17<br>BS1,22 | Hfx | r | CL<br>4,20 | 1884<br>9mo<br>Lloyd | J.Elder&<br>Co.<br>Glasgow<br>'sA&CP | CommercialCable Co. | 259·3\|40·1\|21·8<br>P8'B60'F58'<br>FK<br>WB=CellDB184' | Glasgow<br>British<br>4BHCem<br>302t | C.4Cy.25⅛"&50"-36" (a)<br>90lb 90lb 265NHP<br>2SB,8cf,GS182,HS4539<br>J.Elder&Co.Glasgow | 24 // 6<br>s4 // 0<br>21 // 1 | |
| 71<br>170<br>KH | **McKeesport** SteelScSr<br>Elec.light Fitted for oil fuel<br>Sub.Sig. 1Dk&Shelter dk&Web frames<br>Wireless Longitudinal framing | 6629<br>5895<br>4122 | | | ... | | 1919 | Federal<br>S.B.Co.<br>Kearny,N.J. | UnitedStates ShippingBoard | 395·5\|55·0\|31·4<br>P45'B110'F38'on Shelter dk<br>FK | NewarkNJ<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>619NHP<br>GeneralElectricCo. Schenectady,N.Y. | 34 // 11 | R |
| 72<br>113 | **McKeever Brothers** WoodSc<br>Elec.light 1Dk | 223<br>—<br>104 | | | | | 1911 | R.Palmer&<br>SonS.B.Co.<br>Noank,Ct. | DouglasCo.Inc. | 128·0\|22·2\|10·0 | Reedville, Va.<br>Utd.States | C.2Cy.15"&30"-24"<br>37NHP<br>J.W.SullivanCo.New York | | |
| 73 | **Mackerel Sky** WoodSc<br>named "Drainie," See No. 37015 in Supplement<br>9&12yrs.Mat. 1Dk | 92<br>91<br>40 | ✠11A1<br>For fishing purposes<br>9,20 ✠LMC9,20 | Gms | | CL<br>9,20 | 1918<br>11mo<br>Lloyd | W.Noble&<br>Co.<br>Fraserburgh<br>'sA&CP | TheAdmiralty | 87·7\|19·7\|9·7 | British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>WBeardmore&CoGlasgow | 10 // 2 | |
| 74<br>658 | **Mackinac** SteelSc<br>2Dks | 512<br>—<br>336 | | | | | 1909 | Johnston<br>Bros.<br>Ferrysburg, Mich. | MackinacCo. | 162·0\|28·2\|12·0 | Providnce R.I.<br>Utd.States | C.2Cy.18"&40"-30"<br>73NHP | | |
| 075<br>837<br>NR | **Mackinaw** SteelScSr<br>(exBritishCrown)<br>Elec.light Wireless 2Dks&deep framing | 3235<br>2956<br>2072 | | | ... | | 1891 | Harland&<br>Wolff,Ld.<br>Belfast | AtlanticTransport Co.Ld. | 345·6\|40·9\|26·6<br>P38'B94'F46'<br>BK9" | Liverpool<br>British<br>WB | T.3Cy.23",37"&64"-48"<br>302NHP<br>Harland&Wolff,Ld.Bel. | 29 // 6 | |
| 076<br>277<br>DN | **Mackworth** SteelScSr<br>ssSld.No.1,21 ssMsl.No.3-4,17<br>(exRugbeian) Spar dk(Stl)2trB&<br>Wireless deep framing | 4042<br>3821<br>2650 | ✠100A1<br>Spar dk<br>withfreeboard<br>12,21 ~~5,20~~<br>~~BS12,19~~ ✠LMC~~4,17~~ | Bry<br>Sld<br>MS12,21<br>BS5,21 | w | 12,19 | 1904<br>9mo<br>Lloyd | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'sA&CP | WatergateS.S.Co. Ld. (R.S.Dalgliesh &R.I.James Mgrs)<br>CellDBa116' | 345·0\|48·0\|27·5<br>P26'B90'F30'<br>FK<br>uE&B40' f144'802t | Newcastle<br>British<br>6BHCem<br>APT88t | T.3Cy.24½",40"&67"-45" (s)<br>180lb ~~75lb~~ NDB21 322NHP<br>2SB,6cf,GS105 120lb<br>Richardsons,Westgarth& Co.Ld.Hpl. | 30 // 2<br>s5 // 11<br>24 // 8 | |
| 077<br>163<br>QL | **Macleay** SteelScK<br>ssGms.No.1-19<br>1Dk | 317<br>279<br>127 | ✠100A1<br>StmTrawler<br>5,20<br>BS5,20 ✠LMC9,19 | Gms | | CL<br>9,19 | 1913<br>11mo<br>Lloyd | Cochrane<br>&Sons,Ld.<br>Selby<br>'sA&CP | J.Smith | 135·2\|23·5\|12·5<br>Q74'F21'<br>BK8" | Grimsby<br>British<br>4BHCem | T.3Cy.13",23"&37"-24" (s)<br>200lb 83RHP<br>1SB,3pf,GS58,HS1350<br>C.D.Holmes&Co.Ld.Hull | 13 // 4 | |
| 078<br>691 | **Macleod** SteelScK<br>ered 3,22<br>Mchy.Aft 1Dk | 125<br>98<br>48 | | | | | 1894 | Scott&<br>Sons<br>Bowling | W.Shields | 82·0\|18·6\|8·8<br>Q25' | Glasgow<br>British<br>WB | C.2Cy.10"&20"-16"<br>NB00 20RHP<br>Walker,Hendersn&Co.Gls. | | |
| 079 | **Macomer** SteelSc<br>Elec.light 1Dk | 199<br>—<br>101 | | | | | 1911 | OsakaIron<br>Works<br>Osaka | Manifatture CotoniereMeridionali | 109·9\|22·3\|9·0 | Naples<br>Italian | T3Cy.11⅗",19$\frac{1}{10}$"& 32⅓"-21⅓"<br>48NHP<br>OsakaIronWorks,Osaka | | I |
| 080<br>9322<br>WV | **Macomet** SteelSc<br>Longitudinal framing<br>Elec.light Sub.Sig. 1Dk<br>Wireless | 3483<br>2817<br>2113 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>WlmngtnDel | UnitedStates ShippingBoard | 328·0\|46·2\|22·9<br>P43'B94'F37' | Wilmngtn (Del.)<br>Utd.States<br>WB | T.3Cy.22",37½"&60"-42"<br>256NHP<br>BethlehemS.B.Corp.Ld. | | R |
| 081<br>BQ | **Macon** SteelTwinSc<br>Mchy.Aft 1Dk | 1240<br>—<br>570 | | | | | 1920 | Ch.&Atel.<br>de laGironde<br>Bordeaux | FrenchGovernment | 216·5\|34·1\|14·8<br>P75'F29' | French<br>WB | T.6Cy.<br>Ch&Atel delaLoireStDenis | | V |
| 082<br>BS | **Macoris** SteelTwinSc<br>Sub.Sig. (exBürgermeister)<br>Elec.light Wireless 1Dk&Spar dk3trB | 5945<br>4572<br>3660 | | | | | 1902 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | Cie.Générale Transatlantique | 411·2\|48·1\|28·4<br>P&B269'F82' | Havre<br>French<br>WB | T.6Cy.24",39$\frac{3}{16}$"&65"-48"<br>585NHP<br>FlensburgerSchiffsb.Ges. | | |
| 083 | — IronScSr<br>ssShl.2ndNo.3-3,08<br>(exStag) ssNwc.No.2-16<br>Wireless 2Dks(1Irn)3trB | 2052<br>1815<br>1302 | ✠ ~~—~~<br>4,21<br>Carrying Molasses in bulk<br>✠ | NOs | s | | 1884<br>3mo | TyneI.S.B.<br>Co.Ld.<br>Newcastle | S.S.MacorisCorpn (C.D.Mallory&Co Inc.)<br>WB= | 287·0\|37·0\|22·0<br>P28'B54'F21'<br>FK<br>CellDB236'403tFP | SanPedrode Macoris<br>Dominican<br>7BHCem<br>T18tAPT6t | C.2Cy.30"&63"-39"<br>191NHP<br>2SB,6pf,GS90,HS2960<br>N.E.MarineEng.Co.Nwc. | 24 // 7 | |
| 084<br>5209 | **Macquarie** SteelTwinScSr<br>Elec.light Ref.Mchy. 1Dk(ptStl) | 493<br>290<br>263 | ✠<br>withfreeboard<br>7,09 ✠<br>Australian Coasting Service Richmond River—Eden | Hul | g | | 1909<br>7mo | Earle'sCo.<br>Ld.<br>Hull | N.Cain'sCoastal Co-operativeS.S. Co.Ld. | 160·2\|29·1\|9·0<br>P91'F29'<br>FK<br>WB=FPT14t | SydnyNSW<br>British<br>4BHAsp<br>APT24t | T.6Cy.11",18"&30"-18"<br>90RHP<br>1SB,3cf,GS65,HS2310<br>Earle'sCo.Ld.Hull | 9 // 6 | |
| 085<br>4539 | — SteelSc<br>(Sand Pump Hopper Dredger)<br>1Dk(Stl) | 225<br>225<br>104 | ✠<br>HopperDredger<br>10,08 ✠ | Rnf | | | 1908<br>10mo | W.Simons<br>&Co.Ld.<br>Renfrew | MarineBoard of Strahan | 123·2\|23·1\|9·4<br>FK | Hobart<br>British<br>4BHCem | C.2Cy.15"&30"-21"<br>37RHP<br>1SB,2cf,GS46,HS1352<br>W.Simons&Co.Ld.Rnf. | 9 // 9 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23086<br>137457<br>JLHS | **Macroom** SteelSc<br>ssLiv.No 1-19<br>(exWelshCoast) 1Dk(Stl)<br>Elec.light Well deck Mchy.Aft | 1070<br>811<br>545 | ✠100A1<br>2,21<br>✠LMC12,19<br>BS11,21 | Liv | m | CL<br>12,19 | 1915<br>6mo<br>Lloyd | C.Hill&<br>Sons<br>Bristol<br>'sA&CP | City of CorkSteam<br>PacketCo.Ld. | 212·4<br>Q116'B15'F34'<br>FK<br>Cell DBf112'222tFPT | 34·1 | 13·2 | Cork<br>~~Liverpool~~<br>British<br>3BHCem<br>47tAPT15t | T.3Cy.18",29½"&48½"-33" (s)<br>180lb 174NHP<br>2SB,6pf,GS98,HS3070<br>G.Clark,Ld.Sunderland |
| 23087<br>138508 | **Macsinco** WoodSc<br>(Tug)<br>1Dk | 140<br>106<br>22 | | | | | 1918 | Sincennes<br>McNaughton<br>Line,Ld.<br>Sorel,P.Q. | Sincennes<br>McNaughtonLine,<br>Ld. | 74·0 | 22·6 | 10·5 | Montreal<br>British | C.2Cy.18"&36"-24"<br>54RHP<br>MechanicalShopCo.Sorel |
| 23088<br>141935<br>KDGT | **Macumba** SteelScSr<br>Elec.light 1Dk(Stl)<br>Wireless Cruiser Stern | 2526<br>2247<br>1447 | ✠100A1<br>8,21 ~~2,19~~<br>✠LMC~~12,19~~<br>7,21 | Brs<br>Bsb | t | CL | 1919<br>12mo<br>Lloyd | C.Hill&<br>Son<br>Bristol<br>'sA&CP | Australas'nUnited<br>Stm.Nav.Co.Ld. | 303·0<br>P33'B80'F34'<br>FK<br>CellD B252' 670t FPT70t | 43·0 | 20·7 | SydnyNSW<br>British<br>5BHCem<br>APT180t | T.3Cy.22",36"&59"-39" (s)<br>180lb 100lb HS1140 332NHP<br>2 Water Tube Boilers FD<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. |
| 23089<br>136753<br>JHRN | **Macville** SteelSc3MstSr<br>ssHul.No.1-19<br>Well deck (exRay) 1Dk(Stl)<br>Mchy.Aft Cargo battens not fitted | 666<br>462<br>335 | ✠100A1<br>2,21<br>BS2,21 ✠LMC4,19 | Cff | i | 3,20 | 1915<br>1mo<br>Lloyd | Dundee<br>S.B.Co.Ld.<br>Dundee<br>'sA&CP | NevilleShipping<br>Co.Ld. (F.H.Green<br>&Co.Mgrs.)<br>WB=Cell | 170·1<br>Q96'B15'F22'<br>BK8"<br>DBf101'141tFPT | 29·0 | 11·3 | London<br>British<br>3BHCem<br>55tAPT5t | T.3Cy.15",25"&41"-27" (s)<br>180lb 100lb 84RHP<br>1SB,3pf,GS58,HS1915<br>Earle'sCo.Ld.Hull |
| 23090<br>221868<br>MDJL | **Macy Willis** SteelSc<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing | ~~6800~~<br>7096<br>6500<br>~~4325~~ | ✠100A1<br>2,22<br>LMC2,22<br>~~(ClassContemplated)~~<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 2,22 FP above 150°F | Bal | b† | CL | ~~1921~~<br>1922<br>2mo | Bethleham<br>S.B.Corp.Ld.<br>CellD BaE&B54'255tDTf40'228t | ~~CalvertNav.Co.~~<br>BethlehamS.B<br>Corp.Ld | ~~430·0~~<br>P123'B37'F39'33·4<br>431·0<br>FPT232tAPT117t | ~~59·0~~<br>59·2 | ~~33·2~~<br>FK 17BH | Baltimore<br>Utd. States<br>tCempt.Asp<br>13BHtoUdk<br>4BHto2nd dk | ~~2 Geared Steam Turbines~~<br>2SteamTurbines geared to1ScShaft 200lb(r) 5[illegible]NHP<br>3SB,9cf HS7920 FD<br>W.&A.FletcherCo.<br>Hoboken,N.J. |
| 23091<br>84686<br>HKQF | **Madame Beatley** SteelScSr<br>ssShl.No.3-3,20<br>(exCumbrian) 1Dk(Stl)&deep framing<br>Well deck | 1131<br>886<br>699 | ✠100A1<br>11,21 ~~3,20~~<br>✠LMC<br>BS~~11,19~~11,21 MS3,20 | Shl | n | CL<br>~~3,20~~<br>11,21 | 1907<br>5mo<br>Lloyd | A.Rodger<br>&Co.<br>PortGlasgow<br>'sA&CP | ~~T.G.Beatley&Son~~<br>Mills&Thomas<br>ShippingCo.Ld.<br>(Mills,Thomas<br>&Co.Mgrs.)<br>Cell | 227·0<br>P12'Q71'B54'F27'<br>FK<br>DBa&uE81'f104' | 35·0 | 14·5 | London<br>British<br>4BHCem<br>297tAPT21t | T.3Cy.14½",28"&45"-33" (s)<br>160lb 80lb 124NHP<br>1SB,3pf,GS62,HS1988<br>A.Rodger&Co.Glasgow |
| 23092<br>[illegible]<br>JFBG | **Madame Brooke,** SteelSc3MstSr<br>Now named "Broadgreen," See No.[illegible] in Supplement<br>ssLon.No.1-18<br>(exBroadgreen) Well deck 1Dk(Stl)<br>Mchy.Aft Cargo battens not fitted | 622<br>414<br>264 | ✠100A1<br>11,21 ~~6,18~~<br>~~BS10,20~~ ✠LMC6,18<br>BS11,21 | Lon<br>Cff | i | ~~6,18~~<br>CL<br>11,21 | 1914<br>2mo<br>Lloyd | J.Fuller-<br>ton&Co.<br>Paisley<br>'sA&CP | T.E.Brooke<br>(~~T.G.Beatley&Son~~<br>~~Mgrs.)~~ O.Dorey&<br>Sons<br>CellD | 175·2<br>Q96'B9'F32'<br>BK6"<br>Bf95'137tFPT51t | 28·1 | 10·4 | Liverpool<br>British<br>3BHCem<br>APT44t | T.3Cy.14",24"&40"-27" (s)<br>180lb 90RHP<br>1SB,3pf,GS54,HS1899<br>Ross&Duncan,Glasgow |
| 23093<br>139077<br>JLSD | **Madame Doretta** SteelSc4Mst<br>ssShl.No.1-20<br>(exDoretta,exFreshet) 1Dk(Stl)<br>Mchy.Aft Well deck | 794<br>544<br>363 | ✠100A1<br>11,21 ~~11,20~~<br>✠LMC11,20<br>BS11,21 | Shl | k | CL<br>11,20 | 1915<br>8mo<br>Lloyd | R William-<br>son&Son.<br>Workington<br>'sA&CP | ~~T.G.Beatley&Son~~<br>Constantine&Don-<br>kingS.S.Co.Ld.<br>(R.A.Constantine&<br>T.H.Donking) | 186·3<br>Q116'B9'F25'<br>FK<br>CellDBf112' | 29·4 | 12·4 | London<br>British<br>3BHCem<br>162tFPT40t | T.3Cy.15½",26"&44"-30" (s)<br>180lb 120lb 95RHP<br>1SB,3cf,GS58,HS1972<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. |
| 23094<br>115155<br>VGMW | **Madame Enterprise** SteelScSr<br>ssBly.No.1-22 ssHul.No.3-9,17<br>(exAlicia) 1Dk(Irn)&deep framing<br>Now named "ElizabethHarrison," See No.3723 in Supplement | 2092<br>1921<br>1316 | ✠100A1<br>1,22 ~~1,20~~<br>~~BS9,20~~ ✠LMC~~9,17~~<br>1,22 | Shl<br>Bly | s | CL<br>~~3,18~~<br>1,22 | 1903<br>10mo<br>Lloyd | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'sA&CP | ~~T.G.Beatley&Son~~<br>H.Harrison<br>(Shipping)Ld.<br>CellDB | 290·0<br>P26'B69'F32'<br>FK<br>a&uE110'f122'609t | 42·1 | 19·3 | London<br>British<br>5BHCem<br>APT54t | T.3Cy.21½",35"&58"-39" (s)<br>160lb 90lb 218NHP<br>2SB,6pf,GS84,HS3393<br>Cen.Mar.Eng.Wrks.WHpl. |
| 23095<br>140523<br>JQKG | **Madame Lundi** SteelSc<br>(exLillena)<br>Mchy.Aft<br>Now named "Whitgift," See No.39956 in Supplement | 287<br>203<br>104 | | | | | 1917 | Ardrossan<br>DD&SBCoLd<br>Ardrossan | ~~T.G.Beatley&Son~~<br>ChannelStmship<br>Co.Ld. (J.B.<br>Bennett,Mgr.) | 120·1<br>Q46'B9'F20' | 23·6 | 10·3 | London<br>British<br>WB | C.2Cy.15½"&33"-24"<br>64RHP<br>ShieldsEng.Co.Ld.S.Shl. |
| 23096<br>~~[illegible]~~<br>~~[illegible]~~ | **Madame Midas** SteelScSr<br>ssCff.No.3-3,16<br>(exSilvia) ssShl.No.1-20<br>Wireless 1Dk(Stl)&deep framing | 2035<br>1918<br>1295 | ✠100A1<br>11,21 ~~5,20~~<br>✠LMC5,20<br>BS12,21 | Shl<br>Cff | s | CL<br>~~5,20~~<br>12,21 | 1904<br>9mo<br>Lloyd | ClydeS.B<br>&E.Co.Ld.<br>Pt.Glasgow<br>'sA&CP | ~~T.G.Beatley&Son~~<br>~~J.Th.Calakis~~<br>~~F.V.Eberhardt&~~<br>~~Co.Ld.~~<br>Kuboyama<br>Cell | 288·3<br>P29'B80'F33'<br>FK<br>DBa90'uE32'f126 | 42·0 | 19·6 | Japanese<br>5BHCem<br>558tAPT27t | T.3Cy.21",33"&57"-36" (s)<br>160lb ~~90lb~~ 202NHP<br>2SB,6cf,GS108,HS3150<br>ClydeS.B.&E.Co.Ld.P.Gl. |
| 23097<br>215459<br>LHRB | **Madawaska** SteelTwinSc<br>Sub.Sig. Wireless<br>(exKönigWilhelmII.) 3Dks<br>Ref.Mchy. Elec.light | 9410<br>6456<br>5764 | | | | | 1907 | Akt.Ges.<br>"Vulcan"<br>Stettin | UnitedStates<br>Govt.(WarDept.) | 490·4<br>P66'B261'F82' | 55·3 | 31·2 | NewYork<br>Utd.States<br>WB | Q.8Cy.25",36",52"&75"-55"<br>832NHP<br>A.G."Vulcan,"Stettin |
| 23098<br>114863<br>TPWQ | **—** SteelScSr<br>ssCal.No.3-9,14<br>ssCal.No.1-18<br>1Dk(Stl)1ptDk(Stl)&Webframes<br>Elec.light 3Dkrule&Shelterdk(Irn) | 4120<br>3968<br>2663 | ✠100A1<br>Shelter dk<br>~~11,21 7,20~~ 3,22<br>~~BS3,21~~ ✠LMC7,18<br>BS11,21 | Liv<br>~~Cal~~<br>NYk | y | CL<br>~~5,19~~<br>N11,21 | 1902<br>9mo | JLThomp-<br>son&Sons,Ld.<br>Sunderland<br>A&CP<br>WB=CellDBa133'uE&B38'f152'1068tDTa33'1178tFPT103tAPT16t | BankLine,Ld. (A.<br>Weir&Co.,Mgrs.) | 373·0<br>FK | 51·1 | 25·7 | Bristol<br>British<br>6BHCem | T.3Cy.25",42"&68"-48" (s)<br>180lb 362NHP<br>3SB,9rf,GS172,HS5778<br>J.Dickinson&Sons,Ld.Sld. |
| 23099<br>53119 | **Madby Ann** WoodAuxScSr<br>Par.Motor<br>1Dk<br>(See Sailing Ship Register) | 102<br>99<br>60 | | | | | 1865 | ..................<br>Hylton,<br>Durham | Allen,Adams&Co.<br>Ld.(J.Kirk,Mgr.) | 76·2 | 22·1 | 10·5 | Falmouth<br>British | Paraffin Motor<br>2Cy.11$\frac{3}{16}$"-12$\frac{3}{16}$" 20NHP<br>Plenty&Sons,Ld.Newbury |
| 23100<br>50<br>QJOD | **Maddalena** SteelSc<br>Elec.light 1Dk&Shelter dk | 530<br>—<br>310 | | | | | 1910 | Soc.Eser-<br>cizioBacini<br>RivaTrigoso | ItalianGovern-<br>ment | 157·8 | 26·5 | 13·4 | Palermo<br>Italian | T.3Cy.13⅜",21⅜"&35⅜"-23⅝"<br>62NHP<br>Soc.EsercizioBacini |
| 23101<br>143912 | **Madden** SteelScK<br>ssMil.No.1-21<br>(exWilliamBrowning) 1Dk | 237<br>223<br>102 | ✠100A1<br>StmTrawler<br>12,21 ~~4,20~~<br>✠LMC~~6,17~~<br>12,21 | Hul<br>Mil | | CL | 1917<br>6mo<br>Lloyd | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen<br>'sA&CP | VanessaFishing<br>Co.Ld. | 122·8<br>BK7½" | 22·2 | 12·4 | London<br>British<br>3BHCem<br>DBt22'14t | T.3Cy.12",20"&34"-24" (s)<br>180lb 78NHP<br>1SB,3pf,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. |
| 23102<br>219716<br>LVWB | **Maddequet** SteelSc<br>Longitudinal framing<br>Elec.light 1Dk<br>Sub.Sig. Wireless Fitted for oil fuel | 3482<br>—<br>2112 | | | | | 1920 | Bethlehem<br>S.B.Corp.Ld.<br>Wilmington,<br>Del. | UnitedStates<br>ShippingBoard | 328·0<br>P43'B94'F37' | 46·2 | 22·9 | Wilmgton<br>(Del.)<br>Utd.States<br>WB | T.3Cy.22",37½"&60"-42"<br>256NHP<br>BethlehemS.B.Corp.Ld.<br>Wilmington, Del |
| 23103 | **Madeira-Mamoré** SteelScSr<br>ssMns.No.2-12<br>(exRioMachado) 1Dk(Teak)&<br>Elec.light Promenade dk(Teak) | 329<br>238<br>224 | ✠<br>3,12<br>For River purposes only<br>✠ | Mns | | | 1907<br>9mo | Murdoch &<br>Murray<br>Pt.Glasgow | Madeira-Mamoré<br>RailwayCo. | 145·4<br>F27'<br>FK | 31·8 | 8·1 | Manãos<br>Brazilian<br>5BHCem | T.3Cy.13½",22"&36"-24"<br>90NHP<br>1SB,3pf,GS53,HS1690<br>Ross&Duncan,Glasgow |
| 23104<br>OMCA | **Madeleine** SteelScSr<br>Well deck Wireless 1Dk | 1097<br>873<br>562 | | | ... | | 1907 | Rotterdam<br>Droogd.Maat<br>Rotterdam | Cie.des Chemins de<br>Fer du Nord | 230·2<br>Q79'B52'F22'<br>FK | 34·0 | 13·3 | Calais<br>French<br>WB | T.3Cy.17½",28"&46"-36"<br>150NHP<br>RotterdamDroogd.Maats. |
| 23105<br>OMCB | **—** SteelSc<br>(Trawler)<br>1Dk | 287<br>260<br>101 | | | | | 1907 | Atel.&Ch.<br>deFrance<br>Dunkirk | JeanHuret&Co. | 138·1 | 23·0 | 11·8 | Boulogne<br>French<br>WB | T.3Cy.13",21$\frac{5}{16}$"&35"-24"<br>60NHP<br>Atel.&Ch.deFrance,Dnk. |

| | 2–3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 106<br>CF | **Madeleine** SteelSc<br>(*Trawler*)<br>1*Dk* | 151<br>139<br>35 | | | | | 1913 | Germe&<br>Jouy<br>Boulogne | Fourny-Micke | 95·0 | 20·4 | 10·9 | Boulogne<br>French<br>*WB* | C.2Cy.14"&27½"–17½"<br>26NHP<br>Germe&Jouy,Boulogne | | V |
| 107<br>834<br>GD | **Madeleine Constance** IronAuxSc<br>*Motor* Bk<br>(*ex*Adelaide) 1*Dk*<br>(*See Sailing Ship Register*) | 418<br>352<br>369 | | | ... | | 1892 | Cumming<br>&Ellis<br>Inverkeithng | JobBros&Co.Ld. | 153·8<br>P32'F20'<br>BK7" | 28·3 | 12·4 | SJhns NFL<br>British | Motor<br>2Cy.16"-20" 46NHP<br>E.*made*17<br>BolindersCo.Ld,Skm. | 13 ″ 2 | V |
| 108<br>049 | **Madelyn E. Hebb** WoodScSr<br>*OilEng.*<br>1*Dk* | 154<br>138<br>99 | | | | | 1918 | Smith&<br>Rhuland<br>Lunenburg,<br>N.S. | R.Hebb | 112·0 | 26·2 | 10·1 | Lunenbrg<br>British | OilEngines4S.C.SA<br>3Cy.8"–7½" 23NHP<br>WolverineMotorWorks,<br>Bridgeport,Con. | | |
| 109 | **Mademoiselle Edmere** SteelScSr<br>*ss*Mdb.No.3-5,17<br>(*ex*Grasmere) *Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted*<br>*Now named* "Edmée," *See No.* 37176 *in Appendix* | 600<br>433<br>317 | ✠100A1<br>3,19<br>BS7,20 ✠LMC4,18 | Bly | *i* | 3,19 | 1904<br>9mo<br>*Lloyd* | BlythS.B.<br>Co.Ld<br>Blyth<br>'*sA&CP* | ~~T.G.Beatley&Son~~<br>Fontaine&Cie. | 178·0<br>Q92'B9'F20'<br>FK<br>Cell *DBf*108'150*t FPT* | 26·5 | 11·6 | ~~Middlsbro'~~<br>French<br>3*BHCem*<br>52*tAPT*6*t* | T.3Cy.15",25"&41"–27" (*s*)<br>180lb 83RHP<br>1SB,3*cf*,GS50,HS1617<br>G.T.Grey,SouthShields | 13 ″ 9<br>s 1 ″ 1<br>12 ″ 11 | |
| 110<br>RGO | **Maderas** SteelScSr<br>*ss*Bbo.No.3–7,17<br>(*ex*Richard) 1*Dk*(*Stl*)&*deep framing*<br>*Elec.light* | 1793<br>1633<br>1068 | ✠100A1<br>5,21~~8,20~~<br>~~BS1,20~~ ✠LMC7,17<br>BS9,21 | Cpn<br>Xia | *r* | ~~1,19~~<br>9,21 | 1904<br>8mo<br>*Lloyd* | Craig,Taylor&Co.Ld.<br>Stockton<br>'*sA&CP* | Skibs A/S Maderas | 280·5<br>P26'B72'F28'<br>FK<br>*WB=CellDBa* 90'*uE*16'*f*116'<br>406*t FPT*79*t APT* | 38·2 | 18·2 | Chrstiania<br>Norwegian<br>4*BHptCem*<br>87*t* *ptAsp* | T.3Cy.19",31"&51"–33" (*s*)<br>180lb *90lb* 167NHP<br>2SB,4*pf*,GS74,HS2654<br>N.E.MarineEng.Co.Ld.Sld | 20 ″ 7<br>s3 ″ 1<br>17 ″ 10 | |
| 111<br>5480 | **Madge** SteelSc<br>(*Lighter*)<br>1*Dk* | 187<br>174<br>127 | | | | | 1913 | W.J.Yarwood&Sns Ld<br>Northwich | Brunner,Mond&<br>Co.Ld. | 96·3 | 21·6 | 10·7 | Liverpool<br>British | C.2Cy.13"&26"–18"<br>W.J.Yarwood 28RHP<br>&Sons,Ld.Northwich | | |
| 112<br>1984 | — SteelScSr<br>*Elec.light* 1*Dk* | 155<br>128<br>77 | | | ... | | 1907 | B.C.Marine<br>Rlys.Co.Ld.<br>Victoria, B.C. | Government of<br>Canada | 97·5<br>BK6¼" | 20·0 | 11·5 | Vict'riaBC<br>British<br>*WB* | C.2Cy.12"&28"–18"<br>31RHP<br>B.C.MarineRlysCo.Ld.Vic | 12 ″ 0 | |
| 3113<br>3518<br>GVM | **Madge Llewellyn** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 1451<br>1119<br>886 | ✠100A1<br>2,22 ~~9,20~~<br>✠LMC9,20 | Abn<br>Cff | *o* | 2,22 | 1920<br>9mo<br>*Lloyd* | J.Lewis&<br>Sons,Ld.<br>Aberdeen<br>'*sA&CP* | LlewellynShippng<br>Co.Ld.(W.B.<br>Thomas&Co.Ld.<br>*Mgrs.*) | 234·8<br>P16'Q67'B58'F23'<br>FK<br>*CellD B*192' 381*t FPT*41*t* | 35·7 | 16·6 | Cardiff<br>British<br>4*BHCem*<br>*APT*46*t* | T.3Cy.18¼",28½"&48¼"–33"<br>180lb (*s*) 86RHP<br>2SB,6*pf*.GS104,HS3210<br>J.Lewis&Sons,Ld.Abn. | 18 ″ 7<br>s 1 ″ 7<br>17 ″ 4 | |
| 3114<br>1280<br>FDT | **Madge Wildfire** SteelSc3MstSr<br>*ss*Liv.No.3–5,20<br>(*ex*Jerfalcon) 1*Dk*(*Stl*)<br>*Well deck* *Mchy.Aft* | 348<br>241<br>136 | ✠100A1<br>10,21~~5,20~~<br>✠LMC<br>BS~~2,20~~10,21 MS5,20 | Liv | *f* | CL<br>~~5,20~~<br>N10,21 | 1905<br>12mo<br>*Lloyd* | Ardrossan<br>D.D.&S.CoLd<br>Ardrossan<br>'*sA&CP* | R.Gilchrist&Co. | 146·7<br>Q79'B9'F30'<br>FK<br>*WB=FPT* | 23·6 | 9·8 | Liverpool<br>British<br>3*BHCem*<br>38*tAPT*2*t* | C.2Cy.19"&40"–27" (*s*)<br>130lb 65RHP<br>1SB,3*pf*,GS58,HS1697<br>McKie&Baxter,Glasgow | 10 ″ 11<br>s 4 ″ 5<br>10 ″ 8 | |
| 3115<br>7916 | **Madie** SteelScSr<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 270<br>201<br>99 | ✠<br>7,08<br>✠ | Bwg | *d* | | 1908<br>7mo | Scott&<br>Sons<br>Bowling | J.H.Monks(Preston)Ld. | 125·0<br>Q46'B9'F23'<br>BK7"<br>*WB=* | 22·6 | 9·7 | Liverpool<br>British<br>3*BHCem*<br>*FPT*22*t* | C.2Cy.16"&34"–24"<br>69RHP<br>1SB,3*pf*,GS47,HS1332<br>Ross&Duncan,Glasgow | 10 ″ 9 | |
| 3116<br>PJTR | **Madioen** SteelScSr<br>*Elec.light* Wireless 3*Dks* | 6803<br>6782<br>4305 | | | | | 1913 | Bonn&<br>Mees<br>Rotterdam | Rotterdamsche<br>Lloyd (W.Ruys&<br>Zonen) | 430·0<br>P44' | 54·2 | 26·8 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.28½",47"&81"–52"<br>470NHP<br>Maats.deSchelde,Flushing | | V |
| 3117<br>MDA | **Mado** SteelScSr<br>*ss*Mdb.No.2–19<br>(*ex*Mercator,*ex*Moordrecht) 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 994<br>806<br>583 | ✠100A1<br>1,22 ~~12,19~~<br>✠LMC<br>MS2,19 BS11,20 | Msl | *m* | CL<br>10,19 | 1910<br>5mo<br>*Lloyd* | Rotterdam<br>Droogd.Maat<br>Rotterdam<br>'*sA&CP* | ~~L.Castel~~ Soc.<br>Intercontinentale<br>deTransp. | 212·4<br>Q64'B51'F19'<br>FK<br>*CellDB a*47'*uE&B*34'*f* 101' | 33·2 | 13·7 | Cette<br>French<br>4*BHCem*<br>288*tAPT*32*t* | T.3Cy.15",25"&41"–33" (*s*)<br>180lb *100lb* 115NHP<br>1SB,3*cf*,GS60,HS1906<br>RotterdamDroogd.Maats | 15 ″ 9<br>s 1 ″ 4<br>14 ″ 8 | |
| 3118 | **Madoera** SteelSc<br>*Elec.light* Wireless | *9250*<br>*8720*<br>*3390* | 100A1<br>(*Class Contemplated*) | | | | 1921 | FothS.B.<br>&Eng.Co.Ld.<br>Alloa | Stoomv.Maats.<br>Nederland | 480·5<br>P48'B31'F48' | 60·3 | 27·6 | Amstrdam<br>Dutch | T.3Cy.32",52"&88"–54"<br>Armstrong,Whitworth<br>&Co.Ld.Nwc. | 40 ″ 3<br>s10 ″ 3½<br>30 ″ 5 | |
| 3119<br>MDF | **Madonna** SteelTwinScSr<br>*Elec.light* Wireless 3*Dks* | 5633<br>4412<br>3226 | | | | | 1905 | Swan,Hunter&Wigham<br>Richardson,<br>Ld Newcastle | Cie.Françaisede<br>Nav.àVap. (Cyp.<br>Fabre,*Mgr.*) | 430·4<br>P44'B158'F62' | 48·1 | 21·5 | Marseilles<br>French<br>*WB* | T.6Cy.28",43"&69"–45"<br>640NHP<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | | V |
| 3120<br>30586 | **Madonna V.** WoodScSr<br>*OilEng.*<br>1*Dk* | 112<br>104<br>89 | | | | | 1892 | ...............<br>Essex,Mass. | J.R.Laing | 91·2 | 23·8 | 9·2 | HalifaxNS<br>British | Oil Engine<br>2Cy.8½"–10" 10NHP<br>FairbanksMorseEng.Co.<br>St.John's,N.B. | | |
| 3121 | **Madras** SteelTwinSc<br>*ss*Cal.No.3–3,14<br>*ss*Cal.No.2–21<br>(*Sand Pump Hopper Dredger*)<br>*Elec.light* *Mchy.Aft* 1*Dk*(*Stl*) | 825<br>789<br>493 | ✠ A1<br>*Hopper Dredger*<br>4,21<br>✠LMC4,21 | Cal | *k* | N3,20 | 1904<br>2mo<br>*Lloyd* | W.Simons<br>&Co.Ld.<br>Renfrew<br>'*sA&CP* | MadrasPortTrust | 194·0<br>FK | 34·1 | 14·6 | Madras<br>British<br>5*BHCem* | T.6Cy.13",20½"&34½"–22" (*s*)<br>160lb 151NHP<br>2SB,4*cf*,GS90,HS2854<br>W.Simons&Co.Ld.Rnf. | 15 ″ 3 | |
| 3122 | — SteelScK<br>(*Fishing*)<br>1*Dk* | | | | | | 1920 | Burn&Co.<br>Ld.<br>Howrah | IndianMunitions<br>Board | 134·0<br>F21' | 23·6 | 13·6 | British | T.3Cy.12½",21"&35"–26"<br>62NHP | | |
| 3123<br>29196<br>HSPV | **Madras City** SteelScSr<br>(*ex*Langholm) *Carrying oil fuel*<br>Wireless 1*Dk*&*Shelterdk* | 5491<br>3864<br>4224 | | | ... | | 1911 | W.Gray&<br>Co.Ld.<br>W Hartlepool | St.JustS.S.Co.Ld.<br>(W.R.Smith&<br>Sons,*Mgrs.*) | 383·9<br>B8'<br>FK | 53·5 | 29·0 | Bideford<br>British<br>*WB* | T.3Cy.25",41"&68"–48"<br>342NHP<br>Cen.Mar.Eng.Wrks.W Hpl | 25 ″ 5 | C |
| 3124<br>25205<br>RMLT | **Madras Maru** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>*Ref.Mchy.* | 3802<br>3456<br>2299 | ✠100A1<br>~~1,21~~ ~~1,21~~ 2,22<br>2,22<br>✠LMC1,21<br>Lloyd'sRMC~~1,21~~ ~~1,21~~ 2,22 | Yka | *w* | ~~1,21~~<br>2,22 | 1919<br>3mo | Mitsubishi<br>ZosenKaisha<br>Ld. Nagasaki<br>A&CP | OsakaShosen<br>KabushikiKaisha | 345·0<br>P33'B74'F41'<br>FK<br>*CellDB*294' 770*t FPT* | 50·0 | 29·0 | Osaka<br>Japanese<br>6*BHCem*<br>53*tAPT*26*t* | T.3Cy.23",38"&64"–48" (*s*)<br>200lb 380NHP<br>2SB,6*cf*,GS124,HS5250 FD<br>MitsubishiZosenKaishaLd | 29 ″ 1<br>s5 ″ 6<br>23 ″ 11 | |
| 3125 | **Madrid** SteelScSr<br>*ss*Bcl.2ndNo.3–3,20 ~~*ss*Shl.No.3–1,08~~<br>(*ex*Campfield,*ex*Begona ~~*ss*Bbo.No.2–17~~<br>No.1,*ex*Karistinakis,*ex*Verbena) 1*Dk*<br>(*ptIrnptStl*)&*Webframes*&*ptAwngdk*<br>Wireless (*ptIrnptStl*) | *2347*<br>*1772*<br>*1493* | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>5,21 ~~2,19~~<br>✠NE9,18 ✠LMC3,20<br>BS5,21 | Brs<br>Bcl | *s* | CL<br>~~3,20~~<br>4,21 | 1895<br>4mo<br>*Lloyd* | Furness,<br>Withy&CoLd<br>WHartlepool<br>'*sA&CP* | Soc.Anon.Naviera<br>Española(M.G.del<br>Moral,*Mgr.*) | 293·0<br>Q111'<br>*ptAwng dk*182' FK<br>Cell *DBa&uE*114'*f*116' | 41·0 | 17·6 | Barcelona<br>Spanish<br>6*BHCem*<br>458*tAPT*12*t* | T.3Cy.21½",35"&59"–39" (*s*)<br>160lb*100lb* NDB11 224NHP<br>2SB,6*cf*,GS85,HS3474<br>Richardsons.Westgarth&<br>Co.Ld.Hpl. | 20 ″ 0<br>s 7 ″ 8½<br>19 ″ 4 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Official.<br>Total.<br>Sous le Pont.<br>Net. | 5 6 7<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23126<br>MTDQ | **Madrono** SteelScSr<br>ssN.Yk.No.1-21<br>*Elec.light* *2Dks(Stl)&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 5894<br>5314<br>3697 | ✠100A1<br>~~4,21~~ ~~8,20~~10,21<br>BS11,20 ✠LMC~~10,19~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 4,17 F.P. above 150° F.*<br>MS10,21 | Mob<br>NYk | *z* | CL<br>8,20 | 1917<br>4mo<br>*Lloyd's A&CP* | Palmers' Co.Ld.<br>Newcastle | A/S TankfartIV.<br>(W.Wilhelmsen *Mgr.*) | 407·5<br>P98'B28'F40'<br>FK | 52·4 | 31·6 | Tönsberg<br>Norwegian<br>*15BHptCem (10 to U dk 5 " 2nd ")*<br>*CellDBuE&B53'98tDTf40'481tAPT33* | T.3Cy.26½",44"&73"-48" (*s*)<br>180lb 498NHP<br>3SB,*9cf*,GS174,HS7212 FD<br>G.Clark,Ld.Sunderland |
| 23127<br>146268<br>KLFS | **Madura** SteelTwinSc<br>*2Dks(Stl-Ubeaks)*<br>*Elec.light* Wireless<br>*CruiserStern* | ~~8500~~<br>8975<br>7265<br>5464 | ✠100A1<br>8,22 ~~1,21~~<br>✠LMC11,21<br>~~*(ClassContemplated)*~~<br>*Fitted for oil fuel 11,21 F.P. above 150°F.* | ~~Gls~~<br>Mdb | *d*† | CL<br>*Lloyd's A&CP* | 1921<br>11mo | Barclay, Curle&Co.Ld<br>Glasgow<br>*CellDB103'1568tTanks btwn tnnls114'258t FPT64tAPT69t* | BritishIndiaS.N. Co.Ld. | ~~465·0~~<br>P44'B175'~~F54~~<br>465·2 F53' FK | 58·3 | ~~33·4~~<br>34·5 | Glasgow<br>British<br>*9BHptCem* | 4Steam Turbines geared to 2Sc.shafts (*s*)<br>215lb HS13948 1008NHP<br>4SB&1AuxSB,[illegible],GS339 FD<br>Barclay,Curle&Co.Ld.Gls. |
| 23128 | **Maebashi Maru** SteelTwinSc<br>*Should be "Mayebashi Maru," See No. 38338 in Supplement*<br>*Elec.light* | 7000 | 100A1<br>*(Class Contemplated)* | | | | 1921 | Yokohama DockCo.<br>Yokohama | NipponYusen Kaisha | 445·0<br>P35'B138'F36' | 58·0 | 34·0 | Tokyo<br>Japanese | T.6Cy.22"33½"&56"-48"<br>YokohamaDockCo.Yka. |
| 23129 | **Maelstrom** WoodSc<br>9&12yrsMat. 1*Dk* | 96<br>95<br>40 | ✠11A1<br>*For fishing purposes*<br>11,21 ~~11,20~~<br>✠LMC5,20 | Lth | | CL | 1919<br>5mo<br>*Lloyd's A&CP* | Berthon BoatCo.Ld.<br>Lymington | ~~TheAdmiralty~~<br>GrimsbySeine FishingCo.<br>(S.Franklin*Mgr*) | 87·0 | 19·7 | 9·8 | London<br>British | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>Elliott&GarroodLdBeccles |
| 23130<br>NBQC | **Mærdö I.** SteelAuxScSr<br>*Motor*<br>1*Dk*<br>*(See Sailing Ship Register)* | 156<br>134<br>108 | | | | | 1919 | Kalundbrg Skibsværft<br>Kalundborg | H.A.Lorentzen | 88·6<br>P18'Q15' | 22·7 | 8·9 | Copnhagn<br>Danish<br>*WB* | Motor 4S.C.<br>3Cy.$12\frac{7}{16}$"-16"<br>Brödr.Houmöller,<br>Fredrikshav |
| 23131<br>NBPV | **Mærdö II.** SteelAuxScSr<br>*Motor*<br>1*Dk*<br>*(See Sailing Ship Register)* | 156<br>134<br>108 | | | | | 1920 | Kalundbrg Skibsværft<br>Kalundborg | H.A.Lorentzen | 88·6<br>P18'F16' | 22·7 | 8·9 | Copnhagn<br>Danish<br>*WB* | Motor 4S.C.<br>3Cy.$12\frac{7}{16}$"-16"<br>Brödr.Houmöller,<br>Fredrikshav |
| 23132 | **Maerker** SteelSc<br>*Now named "Keroman," See No. 38[illegible] in Supplement*<br>(Trawler)<br>*Elec.light* 1*Dk* | 251<br>[illegible]<br>93 | | | | | 1918 | Schiffsw.-u Maschf.<br>"Hansa,"<br>Tönning | | 125·3<br>F21' | 23·2 | 10·6 | French<br>*WB* | T.3Cy.13",20½"&33"-22½"<br>52NHP<br>GörlitzerMaschb.<br>Anstalt,Görlit |
| 23133<br>34 | **Maestrale** SteelSc<br>(*ex*Dori) | 154<br>141<br>59 | | | | | 1912 | Akers Mek.Værks.<br>Christiania | C.Taffetani | 102·8 | 19·4 | 11·2 | Ancona<br>Italian | T.Cy.$11\frac{3}{5}$",$18\frac{9}{16}$"&$31\frac{1}{16}$"-21¼"<br>45NHP<br>AkersMek.Værks.Xia. |
| 23134<br>TGDV | **Maetsuijcker** IronScSr<br>*Elec.light* Wireless *2Dks&Spardk* | 1337<br>—<br>827 | | | | | 1890<br>7mo | Matschapij de "Schelde"<br>Flushing | Koninkl.Paketv. Maats. | 258·5 | 34·2 | 17·5 | Batavia<br>Dutch | T.3Cy.20",31"&51"-42"<br>169NHP<br>Maats.deSchelde,Flushing |
| 23135<br>14<br>QKMB | **Mafalda** SteelPad<br>(*ex*Gibbon) 1*Dk*<br>*Elec.light* | 145<br>125<br>56 | ✠<br>*For River purposes only*<br>9,10<br>✠ | Lon | | | 1905<br>5mo | Thames IronWorks S.B.&ECo.Ld<br>London | Soc.diNav.aVap. Puglia | 129·7<br>FK | 18·5 | 6·7 | Bari<br>Italian<br>*3BHAsp inE&Bspace* | C.D.2Cy.16"&31"-36"<br>53NHP<br>1SB,*2pf*,GS25,HS700 FD<br>ThamesIrn.Wrks.SB&ECo<br>Ld.Lon |
| 23136<br>116122 | **Mafeking** SteelScK<br>ssHul.No.3-6,19<br>1*Dk* | 181<br>171<br>71 | ✠100A1<br>*StmTrawler*<br>9,20<br>BS10,21<br>~~BS9,20~~ ✠LMC6,19 | Hul | | CL<br>9,20 | 1903<br>1mo<br>*Lloyd's A&CP* | Cook,Welt'n&Gemmell<br>Beverley | HullSteamFishing &IceCo.Ld. | 109·0<br>Q19'<br>BK7"<br>*WB=Deep tanks f13'30t* | 21·5 | 11·2 | Hull<br>British<br>*4BHCem* | T.3Cy.10",17"&28"-21" (*s*)<br>200lb 45RHP<br>1SB,*2pf*,GS25,HS750<br>Amos&Smith,Hull |
| 23137<br>130125<br>JMPB | **Mafia** SteelScSr<br>(*ex*RioS.Matheus,<br>*Elec.light* *ex*Oyac) 1*Dk&Awng dk* | 531<br>349<br>211 | | | | | 1910 | Soc.des Etabl.Bertin<br>FrèresBezons | ~~FrankWard~~ British&SouthAmerican S.N.Co.Ld. (R.P. Houston&Co.*Mgrs*) | 161·8 | 24·9 | 11·2 | London<br>British<br>*WB* | C.2Cy.17"&30"-19½"<br>39RHP<br>Soc.des<br>Etabl.BertinFrèresBezons |
| 23138<br>834<br>HBJV | **Magallanes** SteelScSr<br>ssVpo.No.2-18<br>*Elec.light* *2Dks(StlU-ws)*<br>*Ref.Mchy.* Wireless | 1880<br>1409<br>1150 | ✠100A1<br>1,21 ~~9,18~~<br>✠LMC + BS11,20<br>MS4,18 | Vpo | *r* | CL<br>~~3,19~~<br>1,21 | 1909<br>10mo<br>*Lloyd's A&CP* | A.Rodger &Co.<br>Pt.Glasgow | Braun&Blanchard | 270·0<br>P29'B88'F41'<br>FK<br>*WB=CellDBa54'uE28'f124'* | 37·4 | 18·7 | PntaArnas<br>Chilian<br>*4BHCem*<br>*300tAPT46t* | T.3Cy.20",33"&54"-36" (*s*)<br>180lb *100lb* 236NHP<br>2SB,*6cf*,GS115,HS4276<br>A.Rodger&Co.Glasgow |
| 23139 | — IronScSr<br>ssShl.No.3-1,85<br>(*ex*Libelle) ssShl.No.1-89<br>*Well deck* 1*Dk(Irn)2trB* | 1376<br>1128<br>865 | ✠<br>9,94 | Sng | *o* | 3,19 | 1880<br>12mo | Schlesingr Davis&Co.<br>Newcastle | Gutierrez Hermanos | 244·5<br>Q128'B15'F29'<br>BK8½"<br>*WB=DBa67'f96'* | 33·2 | 18·0 | Manila<br>Utd.States<br>*4BHCem*<br>*279tAPT32t* | C.2Cy.29"&56"-36"<br>NB04 157NHP<br>T.Clark&Co.Newcastle |
| 23140<br>HBCN | — IronSc<br>(*ex*Solis,*ex*Colon) | 381<br>—<br>250 | | | | | 1884 | ..................<br>Germany | A.Aviotti&C.de la Maria | 177·9 | 27·6 | 8·9 | Bns.Ayres<br>Argentine | C.2Cy.13½"&27"-16" |
| 23141<br>3858<br>JMDP | **Magda** SteelScSr<br>ssGot.2ndNo.3-6,16<br>(*ex*Hilding,*ex* ssGot.No.1-20<br>*Elec.light* Manin) 1*Dk(ptStl&ptIrn)&*<br>*Welldeck* Wireless *Webframes* | 2185<br>1614<br>1276 | ✠100A1<br>10,21 ~~9,20~~<br>BS10,21 ✠LMC9,20 | Got | *s* | CL<br>8,20 | 1890<br>10mo | R.Dixon& Co.<br>Middlesbro' | Afrikanska Angf.Aktieb. (G.E.Sandström, *Mgr.*) | 277·0<br>P27'Q66'B126'F34'<br>FK<br>*WB=DBa76'f116'&u* | 39·0 | 18·0 | Gothenbrg<br>Swedish<br>*4BHCem*<br>*E&B36'573t* | T.3Cy.21",35"&57"-39" (*s*)<br>160lb *80lb* NDB04 203NHP<br>2SB,*6pf*,GS90,HS3060<br>N.E.MarineEng.CoLd.Sld. |
| 23142<br>124155<br>HJTM | **Magdala** SteelScSr<br>ssGls.No.3-2,20<br>*Elec.light* *2Dks(Stl)&deepframing*<br>Wireless | 4814<br>4573<br>3134 | ✠100A1<br>1,22 ~~12,20~~<br>MBS5,21 ✠LMC1,20 | Gls | *y* | CL<br>~~1,20~~<br>2,22 | 1906<br>12mo<br>*Lloyd's A&CP* | D&WHendersn&Co.Ld.<br>Glasgow | S.S.MagdalaCo. Ld.(Maclay& McIntyre) | 400·0<br>P44'B125'F40' FK<br>*4BH*<br>*2BH*<br>*WB=Cell DBa125'uE* | 52·0 | 26·9 | Glasgow<br>British<br>*to U Dk*<br>*toMDkCem*<br>*&B42'f173* | T.3Cy.26",43"&71"-48" (*s*)<br>180lb *100lb* NDB20 425NHP<br>2SB,*8cf*,GS140,HS5778 FD<br>D&W.Hendersn&CoLdGls<br>*1086tFPT103tAPT341t* |
| 23143<br>NTQJ | — SteelScSr<br>ssCal.No.1-18<br>*Elec.light* *1Dk(Stl)&Shelter Dk(Stl)*<br>*Tonnage opening closed* 1918 | 3515<br>3330<br>2202 | ✠100A1<br>*Shelter dk withfreeboard*<br>9,20<br>BS9,21<br>~~BS9,20~~ ✠LMC8,18 | Cpn | *x* | CL<br>9,20 | 1914<br>4mo<br>*Lloyd's A&CP* | Nthmblnd S.B.Co.Ld.<br>Newcastle | D/S A/S Orient | 360·0<br>FK<br>*WB=CellDBa118'uE23'f153'996* | 52·0 | 23·6 | Copnhagn<br>Danish<br>*6BHCem*<br>*tAPT45t* | T.3Cy.25",41"&69"-48" (*s*)<br>180lb 365NHP<br>3SB,*9cf*,GS141,HS5700<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. |
| 23144<br>85405 | **Magdalen** WoodSc<br>HTHfx.11<br>IB 1*Dk* | 135<br>105<br>92 | 4,11<br>✠ | Hfx | 7 | | 1906<br>5mo | J.McGill<br>ShelburneNS<br>Keelson,Deadwood,ptfloors&1st futtocksBirch | GeorgetownS.S. Co.Ld. | 98·6 | 21·6 | 8·8 | Magdalen Islands<br>British | C.2Cy.13"&26"-18"<br>1SB,*2pf*,GS30,HS714 25RHP<br>W.W.Howell&Co.Hfx.NS |
| 23145<br>96612<br>LGMT | **Magdalena** SteelSc3MstSr<br>*3Dks(UStl-ws)*<br>*Ref.Mchy.* *&Spardk(Stl-ws)*<br>*Elec.light* Sub.Sig. Wireless | 5391<br>4531<br>2989 | ✠<br>*Spar dk*<br>6,89<br>✠ | Gls | *z* | | 1889<br>6mo | R.Napier& Sons<br>Glasgow | RoyalMailSteam PacketCo. | 421·2<br>P41'F61'<br>BK9½" | 50·0 | 25·4<br>33·4 | London<br>British<br>*9BHCem* | T.3Cy.42",66"&92"-66"<br>687NHP<br>8SB,*24cf*,GS500<br>R.Napier&Sons,Glasgow |

| | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 46<br>NO | **Magdalena** SteelScSr<br>*ss*Rot.No.3–9,20<br>*Elec.light* 1*Dk*(*Stl*)& *deep framing*<br>Wireless *Cargo battens not fitted* | 2173<br>1976<br>1346 | ✠100A1<br>5,21 ~~9,20~~<br>~~BS6,20~~<br>BS5,21<br>*Intermediate* | Rot<br>✠LMC6,19<br>*Bulkh* | *ead* | CL<br>N6,20<br>*in Fo* | 1909<br>4mo<br>*Lloyd*<br>*rehold* | Craig,Taylor&Co.Ld.<br>Stockton<br>'*sA&CP*<br>*dispensed wit* | **Naaml.Ven.A.C. Lensen'sStoomv. Maats.**<br>*h 4BH only* | 287·0<br>P26'B78'F29' FK<br>*WB=CellDBa9* | 44·0 | 18·9 | **Terneuzen**<br>Dutch<br>*Cem*<br>*0'uE&B32'f* | T.3Cy.21",35"&57"–39" (*s*)<br>160lb *90lb* 209NHP<br>2SB,*6cf*,GS80,HS3248<br>N.E.MarineEng.CoLd.Sld.<br>120'605*t FPT*68*tAPT*94*t* | 21 ″ 1<br>s 3 ″ 2<br>18 ″ 3 | |
| 147 | — | 200 | | | | | 1920 | | **J.Magdalena** | | | | **Gijon**<br>Spanish | | | |
| 148 | **Magdalena Blumenthal** Steel ScSr<br>(*ex*Valin) 1*Dk*(*Irn*)&*Web frames*<br>&*ptAwng dk*(*Irn*) | 1535<br>1110<br>923 | ✠<br>*pt Awng dk withfreeboard*<br>7,92 | Cff | *p* | | 1890<br>7mo | W.Doxford &Sons<br>Sunderland | **K.Joost**<br>*WB=Cell* | 247·8<br>P29' Q59'<br>*ptAwng dk*160' FK<br>*DB* 209' 376*t FPT* | 35·0 | 16·3 | **Hamburg**<br>German<br>4*BH*<br>68*tAPT*82*t* | T.3Cy.21",33"&54"–36"<br>NB09 175NHP<br>W.Doxford&Sons,Sld. | 18 ″ 6 | |
| 149<br>SQM | **Magdalena Garcia** IronScSr<br>(*ex*MariaMagdalena,*ex*Luis,<br>*ex*Bayonés,*ex*UgarteNo.1) 1*Dk* | 176<br>—<br>92 | | | | | 1876 | W.B. Thompson<br>Dundee | **F.Garcia** | 120·4<br>Q20'F19' | 20·9 | 9·1 | **Bilbao**<br>Spanish<br>*WB* | C.2Cy.17"&34"–20"<br>43NHP<br>W.B.Thompson,Dundee | | |
| 150 | **Magdalene** SteelSc<br>(*ex*KronprinzWilhelm) (*Trawler*)<br>*Elec.light* 1*Dk* | 226<br>212<br>88 | | | | | 1917 | Reiherst'g Schiffsw.<br>Hamburg | **HeinrichSchacht** | 119·9<br>F18' | 24·3 | 9·6 | **Altona**<br>German<br>*WB* | T.3Cy.12⅗",20½"&32¼"–22⅘"<br>50NHP<br>Reiherst.Maschinenf.Ham. | | |
| 151<br>3142 | — WoodScK<br>1*Dk* | 119<br>119<br>72 | | | | | 1902 | P.Callen<br>Stockton, N.S.W. | **A.Croll,Junr.** | 104·4 | 27·3 | 7·1 | **Newcastle N.S.W.**<br>British | C.2Cy.10"&20"–12"<br>30RHP<br>A.Wilson&Co.Glasgow | | |
| 152<br>3719<br>HTC | **Magdapur** SteelSc<br>2*Dks*(*Stl*)&3rd*Dk*(*Stl*)<br>*Elec.light* Wireless *inNo.1hold*<br>*CruiserStern* | 9237<br>8527<br>5694 | ✠100A1<br>10,21 ~~4,21~~<br>*Fitted for oil* | PGl<br>✠LMC4,21<br>*fuel*4, | *f*†<br>21 | CL<br>*F.P.a* | 1921<br>4mo<br>*Lloyd*<br>*bov*e15 | Lithgows, Ld.<br>PortGlasgow<br>'*sA&CP*<br>0°F | **T.&J.Brocklebank Ld.**<br>*CellDB*422'2018*t*<br>*DTa*41'1424*t* | 499·6<br>P76'B237'F86' FK<br>*DTf*31'1206*tFPT* | 64·0 | 34·2 | **Liverpool**<br>British<br>8*BHCem*<br>142*tAPT*79*t*<br>*Turbines by* | 2Steam Turbines geared to<br>1ScShaft200lb(*r*) 1113NHP<br>2DB&2SB,*24cf*,GS420<br>HS19266<br>D.Rowan&Co.Ld.Glasgow<br>Met.VickersElecCoLdMch | 37 ″ 0<br>s 7 ″ 8½<br>29 ″ 9 | |
| 3153<br>29396<br>RDO | **Magdeburg** SteelScSr<br>*ss*Shl.No.2–19<br>*Welldeck* 1*Dk*(*Stl*) | 1451<br>1122<br>779 | ✠100A1<br>8,21 ~~11,20~~<br>BS11,20 | Lon<br>Shl<br>✠LMC8,17 | *p* | 8,19 | 1910<br>6mo<br>*Lloyd* | Greenock&Grngemouth DkyrdCo.Ld.<br>Grngemouth<br>'*sA&CP* *WB* | **Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie&Co.*Mgrs.*)**<br>*=Cell DBa* 60' *uE* | 234·8<br>P21'Q118'F26'<br>*BonQr dk*56' FK<br>*&B34'f*104'366*tAP* | 36·0 | 16·5 | **Leith**<br>British<br>4*BHCem*<br>*T* 82*t 'tween* | T.3Cy.18",27½"&45"–33" (*r*)<br>180lb 143NHP<br>2SB,*4cf*,GS80,HS2440<br>Richardsons,Westgarth&<br>*dk tank*14'34*t* Co.Ld.Mdb. | 18 ″ 4<br>s 1 ″ 7½<br>17 ″ 1 | |
| 3154<br>43915<br>DFL | **Magellan** SteelSc4Mst<br>(*ex*Alda) *ss*Hul.No.2–20<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 6706<br>6135<br>4180 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~6,21~~ ~~12,20~~<br>5,22 ~~12,21~~ | Hul<br>~~Gls~~<br>Ant<br>✠LMC12,20<br>BS5,22 | *c*† ~~Lth~~ | CL<br>12,20 | 1913<br>3mo<br>*Lloyd* | J.C.TecklenborgA.G.<br>Geestemünde<br>'*sA&CP* | **PacificStm.Nav. Co.**<br>*CellDBa*180'*uE* | 462·5<br>F52'*onShelter dk* FK<br>40'*f*226'1424*t FPT* | 59·2 | 28·2 | **Liverpool**<br>British<br>8*BHCem*<br>112*tAPT*21*t* | Q4Cy.27$\frac{3}{16}$",39⅜"55$\frac{15}{16}$"&82$\frac{11}{16}$"<br>–53$\frac{15}{16}$"213lb (*s*) 722NHP<br>4SB,*12cf*,GS226,HS10112 FD<br>J.C.TecklenborgA.G.Gst. | 31 ″ 3<br>s 5 ″ 0½<br>26 ″ 7 | |
| 3155<br>OMEI | **Magenta** SteelScSr<br>*Elec.light* 1*Dk* | 355<br>303<br>102 | ✠100A1<br>*StmTrawler*<br>8,19 | Sav<br>✠LMC8,19 | | CL | 1919<br>8mo | Foundat'n Co.<br>Savannah,Ga<br>A&CP | **FrenchGovernment** | 150·0<br>Q79'F26'<br>BK7"<br>*FPT*6*tA* | 25·0 | 14·7 | French<br>4*BHCem*<br>*PT*8*t* | T3Cy.12¾",21½"&35"–24"(*s*)<br>180lb 89NHP<br>1SB,*3pf*,GS53,HS1700<br>Goldie&McCullochCo.Ld.<br>Galt,Ont. | 14 ″ 8<br>s 2 ″ 5½<br>14 ″ 1 | |
| 3156<br>60043 | **Maggie** WoodScFlat | 119<br>119<br>63 | | | | | 1867 | ……………… Northwich | **LiverpoolLighterageCo.Ld.** | 87·0 | 19·3 | 9·7 | **Liverpool**<br>British | NB18 20RHP | | |
| 23157<br>77646<br>TQBG | **Maggie A.** WoodAuxScBn<br>HTBel.81 *OilEng.*<br>*pt*IB *Salted* 1*Dk*<br>(*See Sailing Ship Register*) | 211<br>211<br>152 | 10,84 | Shl | 9 | | 1877<br>10mo<br>Stem | J.A.M'Laine,St.Peter'sBay,PEI<br>and sternpost | **P.Fairweather**<br>Birch | 103·5 | 24·6 | 12·9 | **Poole**<br>British | Oil Engines 2S.C.SA<br>1Cy.13½"–14" NE17 17NHP<br>InvincibleEngCoKeighley | | |
| 23158<br>120635<br>IDWF | **Maggie Grech** CompositeTwinSc 3MstSr<br>(*ex*H.M.S.Basilisk) | 624<br>530<br>185 | | | | | 1889 | Admiralty<br>Sheerness | **R.A.Grech** | 196·0 | 30·0 | 14·6 | **London**<br>British | T.6Cy.18½",29"&43"–24"<br>182NHP<br>J.&G.Rennie,London | | |
| 23159<br>125505 | **Maggie Lough** WoodScK<br>1*Dk* | ~~130~~<br>129<br>118<br>53~~58~~ | | | | | 1908 | J.Miller<br>Anstruther | ~~**A.F.Henry&MacGregor,Ld.**~~<br>D.Allan | 91·9 | 21·9 | 9·6 | **Leith**<br>British | C.2Cy.12"&26"–18"<br>27RHP<br>J.Cran&Co.Leith | | |
| 23160<br>100086 | **Maggie Miller** WoodSc<br>1*Dk* | 146<br>82<br>92 | | | | | 1892<br>*Reblt.*<br>14 | RW.White &HTGiggey<br>S.John,N.B. | **H.T.Giggey&R.W. White** | 78·5<br>H37*t* | 24·0 | 6·6 | **S.John,NB**<br>British | C.2Cy.15"&28"–48"<br>34RHP<br>J.Fleming,St.John,N.B. | | |
| 23161 | **Magician** SteelScSr<br>*ss*Liv.No.3–4,09<br>Wireless *ss*Liv.No.2–17<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Irn*)3*trB* | 5187<br>4360<br>3327 | ✠100A1<br>*Spar dk*<br>11,20<br>MS6,17 | Cal<br>✠LMC<br>BS9,20 | *y*<br>8,22 | CL<br>10,20 | 1896<br>10mo | Workman, Clark&Co.Ld<br>Belfast<br>A&CP *WB=* | **Ocean Transport Co.Ld.**<br>*Cell DBa*118'*uE&* | 400·0<br>P55'B102'F51' 30'3 FK<br>*B48'f*152'827*tFPT* | 47·0 | 22·4 | Japanese<br>6*BHCem*<br>80*tAPT*60*t* | T.3Cy.25",41"&68"–54" (*s*)<br>180lb *90lb* NDB11 424NHP<br>2DB,*12cf*,GS220,HS7297<br>Wrkman,Clark&Co.LdBel | 33 ″ 1<br>s 7 ″ 2<br>26 ″ 3 | |
| 23162<br>102653<br>KDHV | **Magicstar** SteelScSr<br>*ss*Mdb.2ndNo.3–12,19<br>(*ex*Canonesa,*ex*BollingtonGrange,*ex*Buteshire)<br>*Ref.Mchy.* 2*Dks*(*Stl–U pt* ws)&*deep*<br>*Elec.light* Wireless *framing*3*Dk rule* | 5534<br>5207<br>3403 | ✠100A1<br>4,20<br>✠NB12,19<br>Lloyd'sRMC~~4,21~~<br>*Fitted for oil*<br>AuxBS4,21 | Lon<br>✠LMC12,19<br>~~8,21~~<br>*fuel*10, | *a*†<br>5,22<br>20 | CL<br>11,19<br>*FP.ab* | 1893<br>12mo<br>*Lloyd*<br>*ove* 15 | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>'*sA&CP*<br>0° F. | **UnionColdStorage Co.Ld.(Blue Star Line(1920)Ld.** *Mgrs.*)<br>*WB=Cell* | 420·0<br>P41'B262'F49' FK<br>*DB*354' 1150*t FPT* | 54·0 | 28·7 | **London**<br>British<br>7*BHCem*<br>175*tAPT*75*t* | T3Cy.29",46¼"&75½"–54"(*s*)<br>160lb 543NHP<br>2SB(FD)1AuxSB8,00&<br>1AuxSB8,05<br>*12cf*,GS214,HS7989<br>Hwthrn,Leslie&CoLd.Nwc | 32 ″ 0<br>s 5 ″ 0½<br>27 ″ 4 | |
| 23163<br>124982 | **Magive** SteelTwinSc<br>*Mchy.Aft* 1*Dk* | 382<br>312<br>132 | | | | | 1909 | Armstrong Whitworth &Co.Ld.<br>Newcastle | **BurmahOilCo.Ld.** | 160·0 | 31·1 | 8·1 | **Rangoon**<br>British<br>*WB* | T.6Cy.9",14½"&24"–15"<br>58RHP<br>BairdBros.NorthShields | | |
| 23164<br>219117<br>LTJQ | **Magmeric** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5590<br>4598<br>3453 | | | | | 1919 | American International S.B.Corp.<br>HogIslandPa | **UnitedStates ShippingBoard** | 390·0<br>P39'B121'F43' | 54·0 | 27·6 | **Phildlphia**<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 23165<br>78372 | **Magna Charta** IronPadSp | 116<br>116<br>62 | | | | | 1873 | T.Charlton<br>Grimsby | **GreatCentralRly.** | 98·2 | 18·1 | 8·3 | **Hull**<br>British | L.1Cy.34½"–48"<br>NB85 40RHP<br>T.Charlton,Hull | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Grément, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23166<br>5378<br>JSVT | **Magne** **SteelScSr**<br>*Elec.light* Sub.Sig. 1*Dk&Shelter dk* | 1191<br>979<br>589 | | | | | 1912 | Helsingörs<br>Jernsk.& Mek<br>Elsinore | **Stockholms<br>Rederiaktieb. Svea<br>(H.Ericson,** *Mgr.*) | 246·9<br>H96*t* | 37·1 | 14·0<br>21·6 | **Stockholm**<br>Swedish<br>*WB* | T.3Cy.19",32"&53"-36"<br>169NHP<br>HelsingörsJernsk.&Mek. |
| 23167<br><br>MFVW | — **IronScK**<br>*ss*Gst.No.3-5,01<br>*ss*Gst.No.2-09<br>(*ex*Loki,*ex*Anna,<br>*ex*Heron) | 140<br>139<br>49 | ✠<br>*StmTrawler*<br>1,13 ✠ | Gst | | | 1891<br>4mo | Cook,Wel-<br>t'n&Gemmell<br>Hull | **A/S Drivsildkompaniet(TBakkevig &SönA/S,** *Mgrs.*) | 100·9<br>ND05 | 20·9 | 10·9<br>BK7½" | **Haugesnd**<br>Norwegian<br>3*BHCem* | C.2Cy.17"&33"-22"<br>45NHP<br>1SB,2*pf*,GS30,HS810<br>Bailey&Leetham,Hull |
| 23168<br>118449<br>VRQS | **Magnet** **SteelScSr**<br>*Cable Vessel* *ss*Sng.No.3-10,16<br>*ss*Sng.No.1-21 (*ex*Louise)<br>*Well deck* Wireless 1*Dk*(*Stl*-teak,s) | 494<br>311<br>215 | ✠100A1<br>5,21 ~~11,18~~<br>~~BS11,19~~ ✠LMC~~10,18~~<br>5,21 | Sng | *g* | CL<br>~~10,17~~<br>5,21 | 1904<br>2mo<br><br>*Lloyd* | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>'*sA&CP* *WB*= | **EasternExtension Austrlasia&China Tel.Co.Ld.**<br>*Cell DBa 28' u E&* | 152·0<br>Q43'B53'F18'<br>*B26'f61'135tFPT* | 26·0 | 10·0<br>FK | **London**<br>British<br>4*BHCem*<br>16*tAPT*8*t* | T.3Cy.13½",22"&37"-24" (*s*)<br>180lb *100lb* 90RHP<br>1SB,2*pf*,GS41,HS1393<br>MacColl&Pollock,Sld. |
| 23169 | — **IronTwinSc**<br>(*Tug*)<br>(*ex*Knight of the Cross) | 245<br>229<br>— | | | | | 1883 | W.Stevens<br>Birkenhead | **TheAdmiralty** | 135·7 | 22·7 | 12·2 | **London**<br>British | C.2Cy.17"&34"-24"<br>99RHP<br>W.Stevens,Birkenhead |
| 23170<br>129267<br>JLSF | **Magneta** **SteelScK**<br>*ss*Bel.No.1-19<br>*Elec.light* 1*Dk* | 322<br>286<br>130 | ✠100A1<br>*StmTrawler*<br>9,21 ~~5,19~~ ✠LMC5,19<br>BS9,21 | Bel<br>Hul | | CL<br>~~5,19~~<br>9,21 | 1915<br>9mo<br><br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>'*sA&CP* | **F.&T.Ross,Ld.** | 136·2<br>Q76'F21' | 24·0 | 12·9<br>BK7½" | **Hull**<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS48,HS1435<br>C.D.Holmes&Co.Ld.Hull |
| 23171<br>97869<br>MFHT | **Magnetic** **SteelTwinScSr** | 619<br>502<br>263 | | | | | 1891 | Harland&<br>Wolff(Lim.)<br>Belfast | **OceanicStmNavCo Ld.(WhiteStar Line)** | 170·5<br>H85' | 32·0 | 15·0 | **Liverpool**<br>British | T.6Cy.17",27"&43"-28"<br>NB11 195NHP<br>Harland&Wolff(Lim.)Bel. |
| 23172<br><br>HFQL | **Magnhild** **SteelScSr**<br>(*ex*Sardinia)<br>1*Dk*2*trB&ptAwng dk* | 1135<br>1023<br>677 | | | | | 1898 | Fevigs<br>Jernskibsbyg<br>Arendal | **D/S A/S Magnhild (M.Clausen)** | 216·4<br>Q74'B65*t*H53*t* | 31·9 | 20·7 | **Haugesnd**<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"-30"<br>106NHP<br>LaxevaagsMek.Verks.Bgn |
| 23173<br>6260<br>KOLH | Sunk by Mine 5,21<br>— **SteelAuxSc3MstSr**<br>*PetrolMotor*<br>(*ex*Bio)<br>(*See Sailing Ship Register*) | 361<br>314<br>268 | | | | | 1917 | Gebr.G.&<br>H.Bodewes<br>Martenshoek | **Lock&Wickberg** | 138·7<br>Q32'H30*t* | 25·3 | 11·6 | **Sundsvall**<br>Swedish | Petrol Motor<br>2Cy.$15\frac{6}{10}$"-17"<br>Staayard,Rotterdam |
| 23174<br>108432 | **Magnolia** **SteelScK**<br>*ss*Shl.No.3-9,09<br>*ss*Mil.No.2-19<br>1*Dk* | 184<br>166<br>73 | ✠ —<br>10,20<br>*StmTrawler*<br>✠NB9,09 ✠ | Mil | | | 1898<br>10mo | J.Duthie,<br>Sons&Co.<br>Aberdeen | Co-Operative FishingSocietyLd (C.Naylor, *Mgr.*) | 111·0<br>Q23' | 20·8 | 11·3<br>BK7½" | **Scarboro'**<br>British<br>3*BHCem* | T.3Cy.12",19½"&32"-22"<br>61RHP<br>1SB,2*pf*,GS35,HS1080<br>Whyte&Mair,Dundee |
| 23175<br>213881<br>LFSG | — **SteelSc**<br>*Fitted for oil fuel* (*Tug*)<br>*Elec.light* 1*Dk* | 182<br>—<br>124 | | | | | 1916 | StatenIs-<br>landS.B.Co.<br>Pt.Richmond<br>N.Y. | **MagnoliaPetroleumCo.** | 94·7 | 24·6 | 12·0 | **Pt.Arthur<br>Tex.**<br>Utd.States | C.2Cy.18"&38"-26"<br>61NHP<br>StatenIslandS.B.Co.<br>Pt.Richmond,N.Y. |
| 23176<br>108448<br>PNSF | **Magnolia II.** **IronScK**<br>(*ex*Magnolia)<br>1*Dk* | 213<br>197<br>109 | | | ... | | 1897 | Cochrane&<br>Cooper<br>Beverley | **T.W.Baskcomb** | 121·0<br>Q17'F20'<br>len99 | 21·1 | 11·4<br>BK7½" | **Grimsby**<br>British | T.3Cy.13",21"&34"-24"<br>NB13 60RHP<br>C.D.Holmes&Co.Hull |
| ❋ 23177<br><br>NPTF | **Magnus** **SteelScSr**<br>*ss*Cpn.No 1-21 *ss*Els.No.3-5,17<br>1*Dk*(*Stl*)&*deep framing*<br>2*nd dk*(*Stl*)*in holds* | 1326<br>1186<br>789 | ✠100A1<br>11,21 ~~6,20~~<br>~~BS1,20~~ ✠LMC~~5,17~~<br>10,21 | Cpn | *p* | CL<br>~~6,20~~<br>10,21 | 1906<br>5mo<br><br>*Lloyd* | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>'*sA&CP* | **DetForenede DampskibsSelskab**<br>*CellDBa70'uE&* | 240·0<br>P19'B68'F28'<br>*B34'f98'392t FPT* | 36·5 | 16·7<br>FK | **Copnhagn**<br>Danish<br>4*BHCem*<br>60*tAPT*31*t* | T.3Cy.18",29"&48"-33" (*s*)<br>180lb *100lb* 145NHP<br>1SB,3*cf*,GS58,HS2256<br>N.E.MarineEng.Co.Ld.Sld |
| 23178<br><br>NWTM | — **SteelAuxScSr**<br>*OilEng.*<br>*Mchy.Aft* (*ex*Uno) 1*Dk*<br>(*See Sailing Ship Register*) | 230<br>197<br>169 | | | | | 1918 | Gebr.Pot.<br>Bolnes | **M.M.Hestbechs Enke** | 107·2<br>Q22' | 23·1 | 9·8 | **Lemvig**<br>Danish | OilEngines<br>2Cy. 26NHP<br>N.V.Mach.Fabr."Bolnes"<br>J.H.V.Cappelen,Bolnes |
| 23179<br>899<br>JCGD | — **WoodAuxSc3MstBn**<br>(*ex*Sailing Vessel,*ex*Ingerud) *Oil.Eng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 178<br>149<br>112 | | | | | 1872/1914 | E.Jansson<br>Gäddvik | **A.Pettersson** | 100·2<br>H5*t* | 23·4 | 9·6 | **Motala**<br>Swedish | Oil Engine |
| 23180<br>108749<br>QFNO | **Magpie** **SteelScSr**<br>Wireless 2*Dks* | 1168<br>929<br>489 | | | | | 1898 | A&J Inglis<br>Glasgow | **G.&J.Burns,Ld.** | 265·0<br>P79'B92'F49' | 33·6 | 15·9 | **Glasgow**<br>British<br>*WB* | T.3Cy.28",46"&74"-45"<br>367NHP<br>A.&J.Inglis,Glasgow |
| 23181<br>118796 | — **SteelScK**<br>*Mchy.Aft* 1*Dk* | 278<br>235<br>114 | ✠<br>11,06<br>✠ | Hul | | | 1904<br>1mo | GooleSB.&<br>RepairingCo.<br>Ld.<br>Goole | **KelsallBros.& Beeching,Ld. (JohnSlater,** *Mgr.*) | 140·0<br>Q56'B*on*Q7'F15' | 21·6 | 10·4<br>BK7" | **Hull**<br>British<br>3*BHCem* | T.3Cy.13",22"&37"-27"<br>75RHP<br>1SB,3*pf*,GS41,HS1440<br>G.T.Grey,SouthShields |
| 23182<br>105084 | — **IronScK**<br>1*Dk* | 156<br>144<br>64 | | | ... | | 1896 | Cook,Wel-<br>t'n&Gemmell<br>Hull | **A.Walker** | 103·5<br>Q24'<br>ptND08 | 20·9 | 10·8<br>BK7½" | **Aberdeen**<br>British | T.3Cy.12¼",19½"&32"-22½"<br>50RHP<br>C.D.Holmes&Co.Hull |
| 23183<br>139306<br>JNPL | **Magrix** **SteelSc3MstSr**<br>*ss*Hul.No.1-21<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 314<br>220<br>124 | ✠100A1<br>4,21<br>✠NB11,16 ✠LMC4,21<br>✠NB10,00*refitted*16 | Hul | *e* | CL<br>4,21 | 1916<br>12mo<br><br>*Lloyd* | Cochrane<br>&Sons,Ld.<br>Selby<br>'*sA&CP* | **R.Rix&Sons** | 135·3<br>Q68'B*on*Q9'F20' | 23·1 | 9·5<br>BK7"<br>*FPT* | **Hull**<br>British<br>3*BHCem*<br>39*tAPT*2*t* | T.3Cy.$10\frac{3}{16}$",18⅝"&31½"-21"<br>180lb (*s*) 57RHP<br>1SB,2*pf*,GS29,HS1007<br>Hall,Russell&Co.Ld.Abn. |
| 23184 | **Magul** **SteelTwinScSr**<br>(*ex*No.3,*ex*T.E.Fuller) (*Tug*)<br>*Elec.light* 1*Dk* | *399*<br>*342*<br>*46* | | | ... | | 1898 | DJ Dunlop<br>&Co.<br>Pt.Glasgow | **Capitania do Porto** | 135·5<br>F40' | 26·0 | 13·3<br>BK6"<br>*WB* | **Lourenço Marques**<br>Portuguese | T.6Cy.14",22"&36"-24"<br>206NHP<br>D.J.Dunlop&Co.P.Gls. |
| 23185<br>217374<br>LPGD | **Magunkook** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks* | 4029<br>—<br>2463 | | | | | 1919 | LongBeach<br>S.B.Co. Long<br>Beach,Cal. | **UnitedStates ShippingBoard** | 341·0 | 48·0 | 27·2 | **L.Angeles**<br>Utd.States<br>*WB* | Steam Turbine |
| 23186 | **Magvana** **SteelTwinSc**<br>Should be "Domala," See No. 37022 in Supplement<br>*OilEng.*<br>*Elec.light* Wireless | 8250<br><br>6848 | 100A1<br>(*ClassContemplated*) | | | | 1921 | Barclay,<br>Curle&Co.Ld<br>Glasgow | **BritishIndiaStm. Nav.Co.Ld.** | 450·0<br>P44'B153'F50' | 58·3 | 32·9 | **Glasgow**<br>British | Oil Engines<br>16Cy.26½"-47"<br>N.Brit.DieselEng.WrksLd |
| ❋ 23187 | **Magyar** **SteelSc**<br>*ss*Tri.No.3-5,11<br>(*ex*Triglav) 1*Dk*(*Stl*)&*deep framing*<br>*Well deck* | 992<br>771<br>618 | ✠100A1<br>6,16<br>Examined5,20<br>BS [illegible] 2,22 ✠LMC5,20 | Pal | *m* | CL<br>1,21 | 1898<br>11mo | Lloyd<br>Austriaco<br>Trieste | **Soc.Anon.diNav. Nautica**<br>*WB=CellDBa* | 209·0<br>Q78'B47'F25'<br>*66'uE16'142t FPT* | 29·2 | 14·4<br>FK | **Fiume**<br>4*BHCem*<br>34*tAPT*10*t* | T.3Cy.15½",25"&41"-28½"<br>170lb 112NHP<br>2SB,4*cf*,GS63,HS1981<br>LloydAustriaco,Trieste |

| | 2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Magyarország** SteelScSr<br>ssNwc.No.1-11<br>*Elec.light* 1*Dk*(*ptIrn*&*ptStl*)<br>&*deepframing* | 3661<br>2935<br>2358 | ✠100A–<br>4,16<br>Examined8.20<br>✠LMC~~3,14~~ | Rot | *v*<br>1,21 | CL<br>~~5,14~~<br>3,22 | 1907<br>3mo | W.Gray&Co.Ld.<br>WHartlepool<br>*WB=* | Soc.Anon.diNav.<br>Marittima<br>Atlantica<br>*CellDBa*112'*uE*& | 331·0\|48·3\|22·0<br>P24'B124'F29'<br>FK<br>*B*40'*f*142'922*t FPT* | Fiume<br>5*BHCem*<br>75*tAPT*45*t* | T.3Cy.24",40"&65"–42" (*s*)<br>180lb *120lb* 292NHP<br>2SB,6*rf*,GS108,HS4424<br>Cen.Mar.Eng.Wrks.WHpl | 24 " 6 | |
| | **Mahana** SteelTwinScSr<br>ssLon.No.1-21<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*<br>*Ref.Mchy.* Wireless (*Stl–pt*ws) | 11796<br>10253<br>7509 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,22 ~~1,21~~<br>~~BS2,21~~ ✠LMC~~7,17~~<br>✠Lloyd'sRMC~~2,21~~ | Lon<br>Fal | *f*†<br>2,21 | CL<br>~~SN7,19~~<br>~~P7,19~~<br>~~11,21~~<br>5,22<br>~~8,21~~ 5,22 | 1917<br>7mo<br>*Lloyd* | Workman,<br>Clark&Co.Ld.<br>Belfast<br>*'sA&CP* | Shaw,Savill&<br>AlbionCo.Ld. | 500·9\|63·3\|39·6<br>B197'F56'*onShelter dk*<br>FK&BK2"<br>*CellDB* | S'thamptn<br>British<br>9*BHCem*<br>435'1646*t* | 4 SteamTurbines geared to 2 screw shafts 180lb (*s*)<br>2DB&2SB, 1119NHP<br>*24cf*,GS399,HS15534 FD<br>ParsonsMarineSteam TurbineCo.Ld.Nwc. | 43 " 0<br>s14 " 8½<br>28 " 8 | BT till 1,22 |
| | **Mahanada** SteelScSr<br>ssCal.No.1-19<br>2*Dks*(*Stl*)&3*rd dk*(*Stl*)*inNo.*1*hold*<br>*Elec.light* Wireless | 7196<br>6761<br>4522 | ✠100A1<br>8,21 ~~11,20~~<br>MS4,18<br>*Fitted for oil fuel* 6,19 *F.P. above* 150°F. | Ham<br>Mdb<br>✠LMC<br>BS~~10,20~~ | *f*†<br>1,22 | CL<br>11,20 | 1914<br>11mo<br>*Lloyd* | C.Connell<br>&Co.Ld.<br>Glasgow<br>*'sA&CP* | T&J.Brocklebank,<br>Ld.<br>*WB=CellDB*<br>*a*158'*uE*&*B* | 470·5\|58·0\|32·1<br>P46'B124'F43'<br>FK<br>76'*f*178'1563*tFPT* | Liverpool<br>British<br>7*BHCem*<br>79*tAPT*54*t* | 2 SteamTurbines geared to 1 Screw Shaft 180lb (*r*)<br>2DB&1AuxSB, 729NHP<br>*15cf*,GS264,HS12300<br>ParsonsMarineSteam TurbineCo.Ld.Nwc. | 34 " 11<br>s8 " 0½<br>27 " 3 | |
| | **Mahanadi** SteelScSr<br>ssBom.2ndNo.3-2,19<br>1*Dk*&*Spardk*(*ptStl*–ws)&*deepframing*<br>*Elec.light* | 1194<br>1098<br>549 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>1,22 ~~9,20~~<br>✠NB4,10 | Bom<br>✠LMC2,19<br>BS~~9,20~~ | *n*<br>1,22 | CL<br>9,20 | 1892<br>8mo | AilsaS.B.<br>Co.<br>Troon<br>A&CP | BombayS.Nav.Co.<br>Ld. | 227·0\|32·8\|13·5<br>20·8<br>BK8"<br>*WB=FPT* | Bombay<br>British<br>5*BHCem*<br>28*tAPT*39*t* | T.3Cy.20⅝",33"&55"–33" (*s*)<br>200lb 244NHP<br>2DB,*8cf*,GS160,HS4374<br>Dunsmuir&Jackson,Gls. | 21 " 6<br>s5 " 6<br>17 " 0 | |
| 2 | **Mahanna** WoodTwinSc<br>*Elec.light* 2*Dks*<br>Wireless | 3016<br>2343<br>1716 | | | | | 1919 | McEachernS.B.Co.<br>Astoria,O. | UnitedStates<br>ShippingBoard | 272·8\|46·1\|24·1<br>P19'B141'F27' | Astoria<br>Utd.States | T.6Cy,15½",26"&44"–26"<br>197NHP<br>SumnerIronWorks,<br>Everett,Wash. | | R |
| 3 | **Maharaja** SteelScSr<br>*Elec.light* 2*Dks*(*UStl*–teak s)<br>Wireless &*deep framing* | 2264<br>1927<br>1415 | ✠<br>2,08<br>✠ | Cal | *t* | | 1904<br>3mo | CConnell&<br>Co.Ld.<br>Glasgow<br>*WB* | AsiaticStm.Nav.<br>Co.Ld.<br>=*CellDBa*82'*uE*& | 300·0\|40·6\|22·4<br>P79'B93'F44'<br>FK<br>*B*40'*f*124'436*tFPT* | Liverpool<br>British<br>5*BHCem*<br>45*tAPT*16*t* | T.3Cy.22½",38"&62"–42"<br>277NHP<br>2SB,*6cf*,GS121,HS4272<br>Dunsmuir&JacksonLd Gls | 24 " 8 | |
| 4 | **Mahaska** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2524<br>2045<br>1511 | | | | | 1918 | Barbare<br>Bros.<br>Tacoma,<br>Wash. | UnitedStates<br>ShippingBoard | 265·0\|46·6\|23·4<br>P28'B65'F26' | Tacoma,<br>Wash.<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>Hooven,Owens&Rentschler Co.Hamilton,O. | | R |
| 95 | **Maheno** SteelTrpScSr<br>*Ref.Mchy.* Wireless 3*Dks* | 5323<br>4311<br>3318 | | | | | 1905 | W.Denny<br>&Bros.<br>Dumbarton | UnionS.S.Co of<br>NewZealand,Ld. | 400·4\|50·2\|30·8<br>B308'F57' | London<br>British<br>*WB* | GearedTurbines<br>*made&fitted*15<br>ParsonsMarineSteam TurbineCo.Ld.Nwc. | | C |
| 96<br>701<br>PN | **Mahia** SteelTwinSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Ref.Mchy.* Wireless | 7914<br>7412<br>4979 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,21 ~~6,20~~<br>✠Lloyd'sRMC~~3,21~~ | Liv<br>Ddn<br>✠LMC~~8,17~~<br>2,22 | *e*†<br>9,21<br>~~10,21~~ | CL<br>s5,12<br>PN5,21 | 1917<br>8mo<br>*Lloyd* | Workman,<br>Clark&Co.Ld<br>Belfast<br>*'sA&CP* | Shaw,Savill&<br>AlbionCo.Ld. | 477·6\|63·1\|39·7<br>B180'F47'<br>*onShelter dk* FK<br>*CellDB*425' | S'thamptn<br>British<br>9*BHCem*<br>1588*t* | Q8Cy22",31½",45½"&65"–48"<br>220lb (*s*) 997NHP<br>2DB&2SB,*18cf*,GS355,<br>HS15126 FD<br>Wrkman,Clark&Co.LdBel | 42 " 10<br>s14 " 6<br>28 " 8 | |
| 97 | **Mahidol** SteelScSr<br>ssBgk.No.3-12,19 ~~ssBgk.No.2-17~~<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Teak*) | 753<br>694<br>474 | ✠90A1<br>*Shelter dk*<br>*withfreeboard*<br>2,22 ~~12,19~~<br>~~BS3,21~~<br>*Fitted for oil fuel* 5,08 *F.P. above* 150°F. | Bgk<br>✠LMC~~12,19~~ | *j*<br>2,22 | CL<br>~~12,19~~<br>2,22 | 1908<br>2mo<br>*Lloyd* | Kjobnhvns<br>Flydk&Skbs.<br>Copenhagen<br>*'sA&CP* | SiamS.N.Co.Ld.<br>*WB=Cell DBa*25' | 186·0\|28·1\|10·7<br>17·1<br>FK<br>*uE*12'*f*18'74*tFPT* | Bangkok<br>Siamese<br>4*BHCem*<br>26*tAPT*17*t* | T3Cy.13",20½"&33½"–21"(*s*)<br>170lb *100lb* 67NHP<br>1SB,*2cf*,GS38,HS1197<br>KjbnhavnsFlydk.&Skbsv. | 17 " 10<br>s7 " 0<br>11 " 2 | |
| 198<br>579<br>FQC | **Mahmoudieh** SteelSc<br>*Elec.light* Wireless 2*Dks* | 2021<br>1844<br>1125 | | | | | 1920 | CaledonS.<br>B.&E.Co.Ld.<br>Dundee | KhedivialMailS.S.<br>&GravingDockCo.<br>Ld. | 270·6\|38·1\|23·9 | London<br>British<br>*WB* | T.3Cy.21",34"&56"–39"<br>196NHP<br>Dunsmuir&Jackson LdGls | | C |
| 199<br>718<br>HB | **Mahnet** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2541<br>2064<br>1500 | | | | | 1919 | Sloan<br>ShipyrdsCor.<br>Olympia,<br>Wash. | UnitedStates<br>ShippingBoard | 261·2\|42·2\|23·7<br>P33'B65'F24' | Seattle<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>DuluthIronWorks,Duluth | | R |
| 200<br>SQP | **Mahon** SteelScSr<br>ssLth.No.3-11,04<br>(*ex*Bernicia) ssBcl.No.2-13<br>*Well deck Elec.light* 2*Dks*(*UIrn–pt*ws) | 846<br>575<br>536 | ✠ —<br>7,19<br>✠ | Bcl | *l* | | 1892<br>4mo | Ramage&<br>Ferguson<br>Leith | Compañia<br>Trasmediterranea | 215·5\|28·6\|14·5<br>P101'F54'<br>BK7½"<br>*WB=FPT* | Mahon<br>Spanish<br>6*BHCem*<br>20*tAPT*15*t* | C.2Cy.30"&55"–36"<br>147NHP<br>2SB,*6rf*,GS102,HS2530<br>Ramage&Ferguson,Leith | 15 " 5 | V |
| 201<br>6515 | **Mahone** WoodScSr<br>1*Dk* | 127<br>92<br>79 | | | | | 1904 | I.Wagner<br>MahoneBay,<br>N.S. | ProvincialS.S.Co.<br>Ld. | 86·0\|19·8\|10·5 | Quebec<br>British | C.2Cy.12"&24"–18"<br>BurrellJohnson 24RHP<br>IronCo.Yarmouth,N.S. | | |
| 3202<br>4339<br>PRJ | **Mahopac** SteelScSr<br>Wireless (*ex*Minnesota)<br>*Elec.light* Sub.Sig. 2*Dks*&*Shelterdk* | 3234<br>2988<br>2088 | | | ... | | 1887 | Harland&<br>Wolff<br>Belfast | Atlantic<br>TransportCo.Ld. | 345·5\|40·9\|26·7<br>P33'B80'F43'<br>BK9" | London<br>British<br>*WB* | T.3Cy.24½",37&64"–48"<br>291NHP<br>Harland&Wolff,Belfast | 29 " 6 | |
| 3203<br>40545<br>RSC | **Mahratta** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 6690<br>6229<br>4177 | ✠100A1<br>8,21 ~~12,20~~<br>*Fitted for oil fuel* 11,19 *F.P. above* 150°F. | Bkn<br>Npt<br>✠LMC11,17<br>BS1,22 | *b*† | CL<br>N12,20 | 1917<br>11mo<br>*Lloyd* | R.Duncan<br>&Co.Ld.<br>PortGlasgow<br>*'sA&CP* | T.&J.Brocklebank<br>Ld.<br>*IntermediateBH in forehold dispensed with* 6*BHonly*<br>*CellDB*393'1498*tDTa*39'1270*t FPT*101*t APT*33*t* | 445·0\|58·2\|31·2<br>P38'B135'F39'<br>FK | Liverpool<br>British<br>*Cem* | T.3Cy.26½",45½"&75"–54"<br>200lb (*s*) 702NHP<br>4SB*12cf*GS247HS11068 FD<br>Dunsmuir&Jackson,LdGls | 34 " 0<br>s7 " 7½<br>26 " 10 | |
| 3204<br>20868<br>DBW | **Mahronda** SteelScSr<br>ss.Bkn.No.3-6,18<br>*Elec.light* 2*Dks*(*Stl*)&*deepframing*<br>Wireless | 7630<br>7318<br>4921 | ✠100A1<br>8,21 ~~4,20~~<br>~~BS9,20~~<br>BS11,21<br>*Fitted for oil fuel* 6,18 *F.P. above* 150°*F.* | Liv<br>Bry<br>✠LMC6,18 | *c*† | CL<br>~~6,18~~<br>8,21 | 1905<br>8mo<br>*Lloyd* | Harland&<br>Wolff,Ld.<br>Belfast<br>*'sA&CP* *WB* | T&J.Brocklebank,<br>Ld.<br>=*CellDBa*139'*uE*& | 470·3\|58·4\|31·3<br>P50'B87'F51'<br>FK&BK3"<br>*B*82' *f*180' 2016*t* | Liverpool<br>British<br>7*BHCem*<br>*APT*87*t* | Q.4Cy.26½",39½",56"&78½"–54" 215lb (*s*) 658NHP<br>2D&2SB*18cf*GS332HS11604<br>Harland&Wolff,Ld.Bel. | 35 " 5<br>s9 " 1<br>26 " 10 | |
| 3205<br>40553<br>SBK | **Mahsud** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>3*rd dk*(*Stl*)*inNo.*1*hold*<br>*CruiserStern* | 8077<br>7056<br>5022 | ✠100A1<br>2,21<br>*Fitted for oil fuel* 6,18 *F.P. above* 150°F.<br>*Carrying oil fuel F.P. above* 150° F. *inDB&DT* | Mdb<br>✠LMC~~12,17~~ | *c*†<br>1,22 | CL<br>~~9,20~~<br>3,22 | 1917<br>12mo<br>*Lloyd* | Russell&<br>Co.<br>PortGlasgow<br>*'sA&CP* | T.&J.Brocklebank<br>Ld.<br>*CellDB*414'1615*t* | 470·4\|58·2\|32·1<br>P47'B126'F47'<br>FK<br>*DTa*37' 1234*t FPT* | Liverpool<br>British<br>7*BHCem*<br>100*tAPT*96*t* | T.3Cy.28",47½"&80"–54"(*r*)<br>200lb 772NHP<br>2DB&1SB,*19cf*,GS295,<br>HS14969<br>J.G.Kincaid&Co.Ld.Grk. | 34 " 10<br>s7 " 11½<br>27 " 3 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23206<br>127879 | **Mahurangi** WoodScK<br>1Dk | 203<br>153<br>95 | | | | | 1908 | WHBrown<br>Auckland | Wilson's(N.Z.)<br>PortlandCement<br>Ld. | 110·1 | 23·3 | 7·9 | AuklndNZ<br>British | C.2Cy.15"&31"-21"<br>80RHP<br>Blackwood&Gordon,Gls. |
| 23207 | **Mai** SteelScK<br>1Dk | 336<br>301<br>170 | ✠100A1<br>StmTrawler<br>1,21<br>✠LMC5,20 | Hul | | | 1920<br>6mo<br>Lloyd | Cook,Wel-t'n&Gemmell<br>Ld. Beverley<br>'s A&CP | Fiskeriselskabet<br>Island | 140·0<br>Q76'F22'<br>BK7½"<br>DBuBunkers | 25·1 | 10·8 | Reykjavik<br>Icelandic<br>4BHCem<br>21'30t | T.3Cy.13",23"&37"-26" (s)<br>200lb 92NHP<br>1SB,3pf,GS48,HS1557<br>C.D.Holmes&Co.Ld.Hull |
| 23208<br>131476<br>HRWJ | **Maianbar** SteelTwinScSr<br>Elec.light Ref.Mchy. 1Dk | 513<br>353<br>229 | | | | | 1910 | Ardrossan<br>DD&SBCoLd<br>Ardrossan | North CoastSteam<br>Nav.Co.Ld. | 175·6<br>P67'F32' | 28·1 | 9·2 | SydnyNSW<br>British<br>WB | C.2Cy.14"&30"-18"<br>99RHP<br>D.Rowan&Co.Glasgow |
| 23209<br>143108<br>JWRF | **Maid of Andros** SteelSc<br>ssPir.No.3-9,21<br>(exLuiseHorn) 1Dk(Stl)<br>Welldeck Elec.light Wireless | 3548<br>3245<br>2175 | ✠100A1<br>9,21<br>✠LMO<br>MS9,21 BS1,21 | Pir | w | CL<br>1,21 | 1912<br>5mo<br>Int<br>Lloyd | Craig,Taylor&Co.Ld.<br>Stockton<br>ermediateBH<br>'s A&CP | ByronS.S.Co.Ld.<br>(M.Embiricos,<br>Mgr.)<br>in fore hold & after<br>CellDBa114' uE21' | 360·7<br>P&B288'F39'<br>FK<br>hold dispensed with<br>f155' 924t FPT93t | 50·0 | 21·4 | London<br>British<br>Cem<br>4BH only<br>APT116t | T.3Cy.25",41"&68"-45" (s)<br>180lb 376NHP<br>2SB,6cf,GS119,HS5084 FD<br>Richardsons,Westgarth&Co.Ld.Mdb. |
| 23210<br>144697<br>KGPF | **Maid of Athens** SteelSc<br>(exHerold)<br>Elec.light 1Dk | 1433<br>1143<br>863 | ~~Nwc 11,20~~<br>(See footnote†) | Bry.6,21 | | | 1906 | Stettiner<br>Oderwerke<br>Stettin | ByronS.S.Co.Ld.<br>(M.Embiricos,<br>Mgr.) | 240·9<br>P&B182'F26' | 36·0 | 16·2 | London<br>British<br>WB | T.3Cy.16 13/16",27 9/16"&43 3/16"-31½"<br>104NHP<br>StettinerOderwerke |
| 23211<br>143273<br>KBHJ | **Maid of Chios** SteelSc<br>(exPinnau, exWestphalia,ex SophieRickmers) 1Dk&Spar dk&<br>Wireless Web frames | 3079<br>2878<br>1916 | | | ... | | 1889 | Russell&<br>Co.<br>Greenock | ByronS.S.Co.Ld.<br>(M.Embiricos,<br>Mgr.) | 321·0<br>P11'B84'F40' | 42·8 | 26·4 | London<br>British<br>WB | T.3Cy.24",39"&64"-45"<br>275NHP<br>Dunsmuir&Jackson,Gls. |
| 23212<br>144660<br>KGHQ | **Maid of Corfu** SteelSc<br>ssHam.No.1-13<br>(exOrissa,exIngelfingen) 1Dk(Stl)<br>Elec.light 2trBdeepframing&<br>Webframes3Dkrule | 3444<br>3264<br>2159 | ✠ —<br>8,19 ✠ | Ham | v | | 1908<br>4mo | Chant.Nav<br>Anversois<br>Hoboken | ByronS.S.Co.Ld.<br>(M.Embiricos,<br>Mgr.)<br>CellDBa108' uE& | ~~346·9~~<br>P31'B180'F31'<br>346·8<br>FK<br>B42'f152'788tFPT | ~~48·7~~<br>48·1 | 23·1 | London<br>British<br>6BHCem<br>108tAPT81t | T.3Cy.24",40"&66"-45"<br>317NHP<br>3SB,9cf,GS136,HS4905<br>N.E.MarineEngCo.LdNwc |
| 23213<br>145190 | **Maid of Crete** SteelSc<br>(exMimiHorn)<br>Elec.light 2Dks | 2982<br>2837<br>2203 | | | | | 1903 | Akt.Ges.<br>"Neptun"<br>Rostock | ByronS.S.Co.Ld.<br>M.Embiricos,<br>Mgr.) | 301·7<br>P13'B174'F30' | 43·2 | 25·8 | London<br>British<br>WB | T3Cy20 9/16",35⅝"&55 1/16"-35½"<br>180NHP<br>A.G."Neptun,"Rostock |
| 23214<br>91574<br>KJBG | **Maid of Delos** SteelSc<br>(exDelos, exOlympo) 1Dk&Spar dk&Webframes | 2248<br>1993<br>1384 | | | ... | | 1889 | J.Laing<br>Sunderland | ByronS.S.Co.Ld.<br>(M.Embiricos,<br>Mgr.) | 287·0<br>B70'F33'<br>BK7½" | 39·0 | 16·3<br>23·7 | London<br>British<br>WB | T.3Cy.21",34"&56"-42"<br>215NHP<br>Black,Hawthorn&Co.Gts. |
| 23215<br>142610<br>JVDS | **Maid of Orleans** SteelTwinSc<br>Elec.light Wireless 3Dks4trB | 2071<br>1424<br>801 | | | | | 1918 | W.Denny<br>&Bros.<br>Dumbarton | S.Eastrn&Chathm<br>RlyCos.'Managing<br>Committee | 341·1 | 42·1 | 16·0 | London<br>British<br>WB | 4 Geared Steam Turbines<br>Denny&Co.Dumbarton |
| 23216<br>143190<br>KBDF | **Maid of Patras** SteelSc<br>(exSieglinde)<br>Elec.light Wireless 2Dks | 3295<br>2610<br>2045 | | | | | 1905 | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool | ByronS.S.Co.Ld.<br>(M.Embiricos,<br>Mgr.) | 319·7<br>P38'B102'F40' | ~~45·0~~<br>45·1 | ~~22·2~~<br>22·0 | London<br>British<br>WB | T.3Cy.23½",38"&64"-42"<br>Richardsons, 265NHP<br>Westgarth&CoLd.W.Hpl |
| 23217<br>143157<br>JWNV | **Maid of Syra** SteelSc<br>(exHorncap)<br>Elec.light Wireless 1Dk | 3451<br>3177<br>2130 | ~~Mdb.2,21~~<br>(See footnote†) | ~~Pir.7,21~~<br>Bry.2,22 | | | 1912 | Schiffsw.v.<br>HenryKoch<br>Lübeck | ByronS.S.Co.Ld.<br>(M.Embiricos,<br>Mgr.) | 361·4<br>P&B288'F42' | 50·7 | 21·4 | London<br>British<br>WB | T.3Cy.25 3/16",41¾"&68⅞"-44½"<br>315NHP<br>OttensenerMaschf.Altona |
| 23218<br>KBFD | **Maid of Tenos** SteelSc<br>Now named "HohenNeuffin," See No.378[illegible] in Supplement<br>ssStn.No.3-6,07<br>(exKarpathosexAndromeda,exJamalpur,exRothenfels) ssBhn.No.1-11 1Dk(Stl)&Spardk(Stl-teak s)&Webframes<br>Wireless | ~~2935~~<br>~~2653~~<br>~~1864~~<br>2967<br>2705<br>1878 | ✠<br>Spar dk<br>3,16 ✠ | Ham | u | | 1893<br>12mo | SirRDixon<br>&Co.<br>Middlesbro' | ByronS.S.Co.Ld.<br>(M.Embiricos,<br>Mgr.) | ~~314·2~~<br>P31'B70'F43'<br>315·0<br>BK10"<br>CellDB | ~~41·9~~<br>41·8 | 26·0 | London<br>British<br>5BHCem<br>242'521t | T.3Cy.24",38"&64"-42"<br>NDB08 273NHP<br>2SB,6cf,GS103,HS4220<br>T.Richardson&Son,W.Hpl |
| 23219<br>131421<br>HVLQ | **Maidan** SteelScSr<br>ssGls.No 2-19<br>Elec.light 2Dks(Stl)&Webframes<br>Wireless Longitudinal framing<br>Carrying oil fuel F.P.above150°F.inDB | 8205<br>7715<br>5252 | ✠100A1<br>12,20<br>✠LMC4,20<br>BS6,21<br>Fitted for oil fuel | Cal | e† | CL<br>12,19<br>12,19 | 1912<br>3mo<br>Lloyd<br>F.P. above 1 | W.Hamilton&Co.Ld.<br>PortGlasgow<br>'s A&CP<br>50° F. | T.&J.Brocklebank<br>Ld.<br>WB=CellDBa159<br>1880tDTa39'497t | 500·0<br>P56'B167'F46'<br>FK&BK3"<br>'uE&B82'f195'<br>FPT170tAPT63t | 58·2 | 32·7 | Liverpool<br>British<br>Cem<br>7BH to U dk<br>1 " 2nd dk | Q.4Cy.26",38",55"&78"-54"<br>220lb (s) HS14050 747NHP<br>2D&2SB,18cf,GS328,<br>D.Rowan&Co.Glasgow |
| 23220<br>218485<br>LRWJ | **Maiden Creek** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks&Web frames<br>Sub.Sig. Wireless | 5753<br>4740<br>3562 | | | ... | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo.<br>Schenectady,N.Y |
| 23221<br>110092<br>RCLM | **Maidstone** SteelScSr<br>1Dk | 539<br>490<br>221 | | | | | 1899 | W.Denny<br>&Bros.<br>Dumbarton | S.Eastrn&Chathm<br>RlyCos.'Managing<br>Committee | 195·0<br>B44'F30' | 28·1 | 14·2 | London<br>British<br>WB | T.3Cy.13½",20½"&31"-27"<br>52RHP<br>Denny&Co.Dumbarton |
| 23222<br>QKMP | **Maiella** SteelScSr<br>(exAmbra) 1Dk(Stl)&Shelter dk(Stl)<br>Elec.light Ref.Mchy. Wireless | 5355<br>4975<br>3424 | ✠100A1<br>Shelter dk<br>withfreeboard<br>11,13<br>Examined11.19<br>BS4,20 ✠LMC2,19<br>✠Lloyd'sRMC4,21 | Tri | y | CL<br>12,20 | 1913<br>3mo<br>Lloyd | Cant.Nav.<br>Triestino<br>Monfalcone<br>'s A&CP<br>CellD | Requisitioned by<br>theItalianGovt.<br>Ba130'uE&B42'f | 400·1<br>FK<br>165'1292tFPT105t | 52·1<br>54·0 | 28·8 | Genoa<br>Italian<br>6BHCem<br>APT234t | T.3Cy.26",42"&70"-48" (s)<br>180lb 499NHP<br>3SB,9cf,GS148,HS7590 FD<br>ClydeS.B.&E.Co.Ld.P.Gl. |
| 23223<br>1026<br>TBCL | **Maiga** SteelSc<br>(exNæstved) Mchy.Aft 1Dk | 141<br>119<br>65 | | | | | 1913 | Frdrkshvn<br>Skibs.&Flyd<br>Fredrikshavn | K.Puhling | 105·6<br>P14'F13' | 19·2 | 7·5 | Riga<br>Latvian<br>WB | C.2Cy.8½"&15½"-10½"<br>6NHP<br>Steen&Kauffmnn,Elmshrn |
| 23224<br>116020<br>HDGJ | **Maigue** SteelScSr<br>ssGrk.No.3-10,16<br>ssLiv.No.1-20<br>(exLadyAnstruther,exMinnieHinde) 1Dk(Stl)<br>Elec.light | 514<br>384<br>208 | ✠100A1<br>~~1,21~~ ~~11,20~~ 7,21<br>✠LMO<br>MS12,19 BS~~?,20~~2,22 | Bkn | h | CL<br>~~10,20~~<br>1,21 | 1904<br>9mo<br>Lloyd | CaledonS.<br>B.&E.Co.Ld.<br>Dundee<br>'s A&CP | LimerickS.S.Co.<br>Ld.<br>CellDB | 175·3<br>P23'B63'F34'<br>BK5⅜"<br>a23'f68'94tFPT24 | 27·1 | 10·7 | Limerick<br>British<br>4BHCem<br>tAPT13t | T.3Cy.15",26"&44"-30" (s)<br>185lb 100lb 95RHP<br>1SB,3cf,GS61,HS1912<br>CaledonSB.&E.Co.Ld.Dun |
| 23225<br>140518 | **Maihar** SteelScSr<br>Elec.light 2Dks(Stl)3rd dk(Stl)in<br>Wireless No.1 hold<br>CruiserStern | 8071<br>7056<br>5018 | ✠100A1<br>1,21<br>✠LMC5,17<br>~~Carrying oil fuel~~ | Mdb<br>~~fuel F.~~ | c†<br>~~P.~~ | CL<br>11,20<br>~~above1~~ | 1917<br>6mo<br>Lloyd<br>~~50°F.inDB~~ | Russell&<br>Co.<br>Port Glasgow<br>'s A&CP | T.&J.Brocklebank<br>Ld.<br>CelDB414'1615t | 470·4<br>P47'B126'F47'<br>FK<br>DTa37'1234tFPT | 58·2 | 32·1 | Liverpool<br>British<br>7BHCem<br>100tAPT96t | T.3Cy.28",47½"&80"-54"(r)<br>200lb HS15710 800NHP<br>2DB&1SB,20cf,GS308,<br>J.G.Kincaid&Co.Ld.Grk. |

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~~* This vessel, the class of which has lapsed, has now been Surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.~~

† This vessel, which was classed in another Register, has now been Surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.

| 1 | 2 / 3<br>Steamer's Name. Material, Rig, &c<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3226 | **Mailand** SteelScSr<br>1*Dk* | 836<br>668<br>363 | | | | | 1915 | Akers Mek.Værks. Christiania | A/S Nordsjöen (R.Peterson, *Mgr*) | 208·0<br>P&B95'F42' | 32·6 | 14·8 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.16½",27"&45"-33"<br>116NHP<br>AkersMek.Værks.Xia. | | N |
| LRP<br>3227 | — IronScSr<br>(*ex*Gute, *ex*Söderhamn, *ex*TransitNo.3)<br>1*Dk&Shelter dk* | 352<br>174<br>264 | | | | | 18$\frac{56}{69}$ | MotalaCo. Motala | ÅngfartygsA/B Tor | 120·7<br>H26*t* | 21·9 | 10·4<br>17·4 | Åbo<br>Finnish | C.2Cy.17½"&34"-19½"<br>NB04 43NHP<br>Bergsunds M.V.Skm.Aktb | | |
| 3228<br>43582<br>IGTL | **Maimoa** SteelTwinSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Ref.Mchy.* Wireless | 8011<br>7452<br>5000 | ✠100A1<br>*Shelter dk withfreeboard*<br>10,21 ~~10,20~~<br>✠LMC10,20<br>✠Lloyd'sRMC ~~9,20~~ ~~10,21~~ 4,22 | Nwc<br>Cff | *e*† | CL | 1920<br>9mo<br>*Lloyd* | Palmers' Co.Ld. Newcastle<br>'*sA&CP* | Shaw,Savill& AlbionCo.Ld.<br>*CellDB* | 477·9<br>B181'F50'*on Shelter dk* FK<br>*Collisio*<br>414'1570*tAPT*32*t* | 63·0 | 31·2 | S'thamptn<br>British<br>*Cem*<br>*nBHtoSh dk*<br>3 „ „ *U* „ | Q8Cy.23",33",47½"&68"-48"<br>220lb (*s*) 1039NHP<br>2DB&2SB,18*cf*,GS334, HS15406 FD<br>Palmers'Co.Ld. Newcastle | 34 ″ 4<br>s 6 ″ 0<br>28 ″ 8 | |
| 3229<br>40713<br>TGM | **Maimyo** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>*Cargo battens not fitted in 'tween dks* | 6289<br>5372<br>3899 | ✠100A1<br>6,21 ~~8,20~~<br>✠LMC5,18<br>*Fitted for oil*<br>*Carrying oil* | ~~Bkn~~<br>Mdb<br>*fuel* 2,<br>*fuel F.* | *a*†<br>19<br>*P.* | CL<br>8,20<br>*F.P. a*<br>*above*1 | 1918<br>5mo<br>*Lloyd*<br>*bove* 1<br>50° F | Russell& Co. PortGlasgow<br>'*sA&CP*<br>50°F.<br>*in DB & DT* | T.&J.Brocklebank Ld.<br>*and 1 'tween dk B* | 423·2<br>P44'B123'F43' FK<br>1*IntermediateBH* }<br>*H dispensed with*<br>*CellDB*360 | 56·0 | 28·7 | Newcastle<br>British<br>*Cem*<br>5*BH to Udk*<br>1 „ „ 2*n*<br>'1181*t DT* | T.3Cy.27",45"&74"-51" (*s*)<br>180lb *110lb* 561NHP<br>3SB,9*cf*,GS190,HS8428 FD<br>J.G.Kincaid&Co.Ld.Grk.<br>*dk only*<br>36'1112*tFPT*90*tAPT*31*t* | 31 ″ 4<br>s 6 ″ 3<br>25 ″ 5 | |
| 23230 | **Main** SteelTwinSc4MstSr<br>*Elec.light* ~~*Ref.Mchy.*~~<br>Sub.Sig. Wireless 4*Dks* | 10186<br>8711<br>6294 | | | | | 1899 | Blohm& Voss Hamburg | FrenchGovernment | 500·1<br>P92'B214'F80' | 58·4 | 28·8 | French<br>*WB* | Q.8Cy.23⅝",33⅞",48"&68⅞"-51$\frac{3}{16}$"<br>678NHP<br>Blohm&Voss,Hamburg | | |
| 23231<br>143519 | **Maindy Bridge** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>*Now named* "Jutland," *See No.*37955 *in Supplement* | 2445<br>2217<br>1467 | ✠100A1<br>~~4,21~~ ~~9,20~~ 1,22<br>✠LMC9,20 | PGl<br>~~Bry~~ Npt | *t* | CL | 1920<br>9mo<br>*Lloyd* | ClydeS.B. &Eng.Co.Ld. Pt.Glasgow<br>'*sA&CP* | ~~MaindyShipping Co.Ld.(Jenkins, Richards&Evans, Ld.*Mgrs.*)~~<br>D.R.Llewellyn<br>C | 299·8<br>P25'B85'F34' FK<br>*ellDB*255'602*tFPT* | 45·1 | 20·2 | Cardiff<br>British<br>5*BHCem*<br>61*tAPT*89*t* | T.3Cy.22",35"&59"-39" (*r*)<br>180lb *100lb* 266NHP<br>2SB,6*cf*,GS123,HS4502<br>ClydeS.B.&E.Co.Ld.P.Gls. | 22 ″ 6<br>s 3 ″ 4<br>19 ″ 6 | |
| 23232<br>139606<br>JQKH | **Maindy Court** SteelScSr<br>*ss*Ham.No.1-21<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 3792<br>3529<br>2357 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~9,21~~ ~~10,20~~<br>11,21<br>✠LMC7,17<br>9,21 | Cff<br>~~Ham~~ Npt | *w* | CL<br>~~6,20~~<br>9,21 | 1917<br>7mo<br>*Lloyd* | J.Priestman&Co. Sunderland<br>'*sA&CP* | ~~MaindyShipping Co.Ld.(Jenkins, Richards&Evans, Ld.*Mgrs.*)~~<br>D.R.Llewellyn | 350·0<br>FK<br>*CellDB*304'931*t* | 50·9 | 23·5 | Card ff<br>British<br>6*BHCem*<br>*APT*105*t* | T.3Cy.25",41"&67"-45" (*s*)<br>180lb 351NHP<br>3SB,9*cf*,GS141,HS5740<br>Richardsons,Westgarth& Co.Ld.Hpl. | 26 ″ 0<br>s 2 ″ 9½<br>23 ″ 7 | |
| 23233<br>139629<br>JTOR | **Maindy Dene** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 3167<br>2869<br>1900 | ✠100A1<br>2,22 ~~10,20~~<br>✠LMC4,18 | Bry | *u* | CL<br>10,20 | 1918<br>4mo<br>*Lloyd* | Craig,Taylor&Co.Ld. Stockton<br>'*sA&CP* | DawsonLine,Ld. (F.S.Dawson *Mgr*)<br>*CellD* | 325·1<br>P31'B94'F31' FK<br>B280'833*tFPT*101*t* | 48·1 | 22·2 | Cardiff<br>British<br>5*BHCem*<br>*APT*110*t* | T.3Cy.24",39"&64"-42"(*s*)<br>180lb 324NHP<br>2SB&1AuxSB,6*cf*&2*pf*, GS139,HS5480<br>N.E.MarineEng.CoLd.Sld | 24 ″ 3<br>s3 ″ 11½<br>20 ″ 8 | |
| 23234<br>1396<br>JQSH | **Maindy Forest** SteelSc<br>*Now named* "Uskside," *See letter U*<br>(*ex*Firtree) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 2488<br>2272<br>1485 | ✠100A1<br>12,19<br>✠LMC8,17 | Npt | *t* | CL<br>6,18 | 1917<br>8mo<br>*Lloyd* | Craig,Taylor&Co.Ld. Stockton<br>'*sA&CP* *Inter* | MaindyShpgCo Ld (Jenkins, Richards &Evans,Ld. *Mgrs.*)<br>*mediateBHin fore* | 295·2<br>P27'B78'F30' FK<br>*hold dispensed with* | 45·6 | 20·4 | Cardiff<br>British<br>*Cem*<br>4*BH only*<br>*CellDB* 250 | T.3Cy.22",36"&60"-39" (*s*)<br>180lb *100lb* 250NHP<br>2SB,6*cf*,GS100,HS3916<br>N.E.MarineEng.Co.Ld.Sld.<br>635*tFPT*83*tAPT*102*t* | 22 ″ 6<br>s 3 ″ 5<br>19 ″ 5 | |
| 23235<br>136936<br>JFQW | **Maindy Grange** SteelSc<br>*ss*Bkn.No.1-19<br>(*ex*Pontwen) 1*Dk*(*Irn*)<br>Wireless | 4796<br>4558<br>3020 | ✠100A1<br>~~[illegible]~~ 3,20 3,22<br>✠LMC4,19<br>BS10,21 ~~[illegible]~~ | Bkn<br>~~Cff~~ Npt | *x* | CL<br>3,20 | 1914<br>6mo<br>*Lloyd* | Richardsn, Duck&Co.Ld Stockton<br>'*sA&CP* | D.R.Llewellyn<br>~~MaindyShpgCoLd (Jenkins,Richards &Evans,Ld. *Mgrs*)~~<br>C*ellDBa*127'*u E&B* | 380·2<br>P34'B111'F31' FK<br>45'*f*168'1116*tFPT*1 | 50·9 | 28·0 | Cardiff<br>British<br>6*BHCem*<br>62*tAPT*129*t* | T.3Cy.26",42"&70"-48" (*s*)<br>180lb *120lb* 385NHP<br>3SB,9*cf*,GS173,HS6169<br>Blair&Co.Ld.Stockton | 30 ″ 4<br>s 5 ″ 11<br>24 ″ 9 | |
| 23236<br>129781<br>HTNK | **Maindy Hill** SteelSc<br>*Corrugated Sides*<br>(*ex*Hyltonia) Wireless 1*Dk* | 1902<br>1734<br>1149 | | | | | 1911 | Osbourne, Graham&Co. Sunderland | ~~Maindy ShpgCoLd (Jenkins,Richards &Evans,Ld. *Mgrs*)~~<br>D.R.Llewellyn | 279·5<br>P25'B72'F26' | 41·8 | 18·3 | Newcastle<br>British<br>*WB* | T.3Cy.21",33"&56"-36"<br>188NHP<br>N.E.MarineEng.CoLd.Sld | | C |
| 23237<br>120491<br>HBTK | **Maindy House** SteelScSr<br>*ss*Nwc.No.3-5,17<br>(*ex*Harmonic) 1*Dk*(*ptIrn&ptStl*)<br>Wireless *&deep framing*<br>*Now named* "Olaf L. Kongsted," *See No.*38732 *in Supplement* | 2827<br>2697<br>1826 | ✠100A1<br>9,20<br>BS9,20 ✠LMC5,17 | Cff | *u* | CL<br>9,20 | 1905<br>1mo<br>*Lloyd* | Furness, Withy&CoLd W.Hartlepool<br>'*sA&CP* | MaindyShpgCo.Ld (Jenkins,Richards &Evans,Ld. *Mgrs*)<br>*Cell DBa* 102' | 325·0<br>P24'B94'F32' FK<br>*uE&B*42'*f* 136'713*t* | 47·0 | 22·3 | London<br>British<br>5*BHCem*<br>*APT*30*t* | T.3Cy.23",40"&65"-42" (*s*)<br>200lb *200lb* 304NHP<br>2SB,6*cf*,GS100,HS4547<br>Richardsons,Westgarth& Co.Ld.Hpl. | 24 ″ 10<br>s 4 ″ 2½<br>21 ″ 0 | |
| 23238<br>139594<br>JNKB | **Maindy Lodge** SteelSc<br>*ss*Bry.No.1-20<br>*Elec.light* (*ex*Elmtree) 1*Dk*(*Stl*)<br>*Mchy.Aft* Wireless | 2720<br>2160<br>1305 | ✠100A1<br>~~9,20~~ 11,21<br>BS11,21 ✠LMC5,20 | Bry<br>Syd | *s* | CL<br>9,20 | 1916<br>8mo<br>*Lloyd* | J.Priestman&Co. Sunderland<br>'*sA&CP* *CellD* | InterstateSteamshipsLd<br>*BuE*28'45*t Side ta* | 290·0<br>P77'B10'F26' FK<br>*nksf*202'1146*tFPT* | 43·0 | 21·0 | SydnyNSW<br>~~Cardiff~~<br>British<br>5*BHCem*<br>123*tAPT*20*t* | T.3Cy.21½",36"&59"-39" (*s*)<br>180lb 257NHP<br>2SB,6*pf*,GS111,HS4268<br>N.E.MarineEng.Co.Ld.Sld. | 22 ″ 4<br>s3 ″ 2½<br>19 ″ 6 | |
| 23239<br>139619<br>JRBS | **Maindy Manor** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 3791<br>3529<br>2357 | | | | | 1917 | J.Priestman&Co. Sunderland | ~~MaindyShipping Co.Ld. (Jenkins, Richards&Evans, Ld.*Mgrs.*)~~<br>D.R.Llewellyn | 350·0 | 50·9 | 23·5 | Cardiff<br>British<br>*WB* | T.3Cy.25",41"&67"-45"<br>301NHP<br>Richardsons,Westgarth& Co.Ld.Sld. | | C |
| 23240<br>132891<br>JDFL | **Maindy Priory** SteelSc<br>*ss*Cff.No.2-21 ~~*ss*Lth.No.1-18~~<br>(*ex*Cedartree) 1*Dk*(*Stl*)<br>*Elec.light* *Well deck* Wireless<br>*Cargo battens not fitted* | 1738<br>1341<br>1011 | ✠100A1<br>4,21 ~~11,19~~<br>~~BS9,20~~ ✠LMC~~2,18~~<br>BS11,21 MS2,21 | Npt<br>Cff | *q* | CL<br>~~2,18~~<br>2,21 | 1913<br>10mo<br>*Lloyd* | J.Crown& Sons,Ld. Sunderland<br>'*sA&CP* | D.R.Llewellyn<br>*CellDBa&uE*84' | 258·0<br>P18'Q127' *Bon*Q10'<br>F27' FK<br>*f*111' 366*tFPT*99*t* | 36·7 | 16·9 | Cardiff<br>British<br>4*BHCem*<br>*APT*165*t* | T.3Cy.19",31"&51"-36" (*s*)<br>180lb 197NHP<br>2SB,6*pf*,GS85,HS3432<br>N.E.MarineEng.Co.Ld.Sld | 19 ″ 2<br>s 2 ″ 2<br>17 ″ 4 | |
| 23241<br>143530<br>KHMR | **Maindy Tower** SteelSc<br>1*Dk* | 975<br>774<br>495 | | | | | 1920 | Rennie, Ritchie&Newport S.B.Co. Ld.Wivenhoe | ~~Maindy Transport Co.Ld. (Jenkins, Richards&Evans, Ld.*Mgrs.*)~~<br>D.R.Llewellyn | 207·5 | 33·6 | 13·5 | Cardiff<br>British<br>*WB* | T.3Cy.16½",27"&44"-30"<br>106NHP<br>Plenty&Son,Ld.Newbury | | C |
| 23242<br>143513<br>KGLD | **Maindy Transport** SteelSc<br>1*Dk* | 969<br>774<br>506 | | | | | 1920 | Rennie, Ritchie& Newport S.B.Co.Ld. Wivenhoe | ~~MaindyTransport Co.Ld.(Jenkins, Richards&Evans, Ld.*Mgrs.*)~~<br>D.R.Llewellyn | 207·5 | 33·6 | 13·5 | Cardiff<br>British<br>*WB* | T.3Cy.16½",27"&44"-30"<br>106NHP<br>Plenty&Son,Ld. Newbury | | C |
| 23243 | | | | | | | | | | | | | | | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Grément, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23244<br>142495<br>KDWH | **Maine** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Straight frames* &*2nd dk*(*Stl*)*in forward*<br>&*bevelled bilge* *holds*&*after main hold*<br>*Cargo battens not fitted* *CruiserStern*<br>*in Shelter 'tween decks* Sub.Sig. Wireless | 6600<br>6224<br>4073 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~3,18,21~~ ✠LMC3,20<br>3,22 | Lon | *a*† | CL<br>9,20 | 1920<br>3mo | Harland&Wolff,Ld<br>Belfast<br>*Lloyd*'*sA&CP* | AtlanticTransport Co.Ld.<br>*CellDB*343'1571*t* | 412·6<br>F40'*on Shelter dk*<br>FK<br>*DTa*23'858*tFPT*91 | 55·8 | 34·4 | Belfast<br>British<br>*Cem*<br>6*BHtoSh dk*<br>2 „ „ *U* „<br>*tAPT*126*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 38<br>14<br>28 |
| 23245<br>215581<br>LHTQ | — SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless &*Web frames*<br>*Longitudinal framing* | 6457<br>5652<br>4804 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>7,21 ~~1,21~~ ✠LMC10,17<br>*Fitted for oil fuel*10,17 *F.P. above* 150°F | NYk | *z* | CL<br>12,20 | 1917<br>10mo | TexasS.S. Co.<br>Bath,Me.<br>A&CP *Cell* | UnitedStates ShippingBoard<br>*DB*343' 1114*t DT* | 402·0<br>P35'B120'F39'*on Shelter deck* FK<br>32'1075*tFPT* 108*t* | 54·2 | 25·7 | NewYork<br>Utd.States<br>6*BHCem*<br>*APT*63*t* | T.3Cy.26½",44"&74"-51" (*s*)<br>190lb 555NHP<br>3SB,9*cf*,HS8118 FD<br>H.G.TroutCo,BuffaloN.Y. | 33<br>7<br>28 |
| 23246<br>115276<br>TJKP | — SteelTwinSc<br>(*ex*Panama) 2*Dks*&*Shade*<br>*Elec.light* Wireless *dk*&*Promenade dk* | ~~5768~~<br>4160<br>~~3306~~ | 6599<br><br>4035 | | | | 1902 | Fairfield Co.Ld.<br>Glasgow | TheAdmiralty | 401·2<br>F63' | 52·3 | 33·7 | London<br>~~Liverpool~~<br>British<br>*WB* | T.6Cy.22½",38"&63"-48"<br>550NHP<br>FairfieldCo.Ld.Glasgow | |
| 23247<br><br>OMFD | — SteelScSr<br>(*ex*Tadorna)<br>*Well deck* Wireless 2*Dks* | 1482<br>1157<br>911 | | | ... | | 1896 | Wigham Richrdsn&Co<br>Newcastle | Soc.Gén.deTransp. Marit. à Vap. | 255·0<br>P&B146'F58'<br>BK9" | 33·7 | 18·7 | Marseilles<br>French<br>*WB* | T.3Cy.21",33½"&54"-39"<br>195NHP<br>WighmRichrdsn&Co.Nwc | 19 |
| 23248 | — IronScSr<br>(*ex*Moukter, *ex*Tour)<br>2*Dks* | 376<br>355<br>267 | | | | | 1866 | C.Mitchell &Co.<br>Newcastle | Archipelago AmericanS.S.Co. | 166·7<br>Q46'B16' | 25·4 | 14·9 | Utd.States | 2Cy.36"-26"<br>J.Jameson&Co. | |
| 23249<br>129517 | **Mainstay** SteelScCtr<br>*ss*PSd.No.2-19<br>1*Dk* | 44<br>38<br>3 | ✠100A-<br>*For towing purposes*<br>1,19<br>~~BS3,20~~ ✠LMC1,19<br>BS10,21 | PSd | | CL<br>1,19 | 1910<br>9mo | Bow,McLachlan&Co. Ld. Paisley | Hull,Blyth&Co. (PortSaid)Ld. | 55·0<br>BK5" | 15·0 | 7·4 | Glasgow<br>British<br>4*BHCem* | C.2Cy.11"&21"-15" (*s*)<br>120lb 18RHP<br>1SB,1*pf*,GS19,HS500<br>Bow,McLachln&CoLdPsy | 8<br>7<br>7 |
| 23250<br><br>HMAI | **Maio** SteelScSr<br>(*ex*Beta)<br>1*Dk*&*Spardk* | 2179<br>2068<br>1391 | Lis. 1,21<br>(*See footnote**) | | | | 1902 | Schiffsw. v. HenryKoch<br>Lübeck | Requisitioned by PortugueseGovt. (TransportesMar. do Estado) | 260·3<br>P14'B162'F30' 24·0 | 38·3 | 17·1 | Lisbon<br>Portuguese<br>*WB* | T.3Cy.17¾",29½"&47¼"-38¼"<br>137NHP<br>J.F.Ahrens,Ottensen | |
| 23251<br><br>HBCN | **Maipo** SteelSc4MstSr<br>(*ex*Manitoba) *ss*Tal.No.3-9,19<br>Wireless 2*Dks*(*Stl*)3*trB*<br>&*Webframes*&*Shelter dk*(*Irn*) | 4687<br>4653<br>3186 | ✠100A1<br>*Shelter dk*<br>11,20 ✠LMC11,20 | Vpo | *z* | 9,19 | 1901<br>9mo | JLThompson&Sons,Ld.<br>Sunderland<br>*WB*=*Cell* | ChilianGovernmt.<br>*D Ba*113'*uE*&*B*50' | 390·0<br>FK<br>*f*167'1053*tDTa*36' | 51·0 | 28·5 | Valparaiso<br>Chilian<br>7*BHCem*<br>977*tDTf*44' | T.3Cy.25½",44"&75"-51" (*s*)<br>160lb *125lb* 492NHP<br>3SB,9*rf*,GS164,HS6412 FD<br>Blair&Co.Ld.Stockton<br>1295*tFPT*108*tAPT*34*t* | 31<br>4<br>27 |
| 23252<br>857<br>HBKQ | — IronSc3MstSr<br>*Elec.light* Wireless 2*Dks*&*Shade dk* | 2621<br>1876<br>1501 | ✠<br>*Shade dk*<br>7,82<br>*Valparaiso & Callao* | Cly | *u* | | 1882 | J.Reid&Co<br>Pt.Glasgow<br>*W* | Cia SudAmericana deVap.<br>*B*=*DBa*34'*f*166'&*u* | 332·2<br>F33' | 39·9 | 21·0 | Valparaiso<br>Chilian<br>5*BHCem*<br>*E*&*B*74'343*t* | C.2Cy.45"&80"-54"<br>NB98 392NHP<br>Rankin&Blackmore,Grk. | |
| 23253<br><br>VMLF | **Maire** WoodSc<br>*Mchy.Aft* 1*Dk* | 176<br>142<br>101 | | | | | 1917 | VilhoNykänenSääminki Finland | A/B R.M.Labbart, O.Y. | 98·8 | 23·0 | 8·6 | Jakobstad<br>Finnish | WarkhausBruk | |
| 23254<br><br>MTNP | **Mairosen** WoodAuxScSr<br>(*ex*Sailing Vessel,*ex*Fremad) *Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 125<br>113<br>88 | | | | | 1871 | ..................<br>Sandherred | K.Lorentzen | 89·6<br>H12*t* | 21·7 | 10·0 | Sandnessjöen<br>Norwegian | Motor<br>2Cy.13"-13⅝" 23NHP<br>J&CGBolindersCoLdSkm | |
| 23255<br>996 | **Maisit** WoodAuxSc3MstSr<br>*Motor*<br>(*ex*SailingVessel) 1*Dk*<br>(*See Sailing Ship Register*) | 230<br>206<br>195 | | | | | 1911 | M.Morgenstern<br>Kaleten | J.Stahl | 104·0 | 26·5 | 12·1 | Riga<br>Latvian | Motor<br>2Cy.11"-10½"<br>*Emade*&*fitted*19 14NHP<br>BjörneborgsMV.Björnbrg | |
| 23256<br>89420<br>NFMG | **Maitland** IronSc<br>1*Dk* | 150<br>116<br>40 | | | ... | | 1885 | J.Knox& Co.<br>Sunderland | MelbourneS.S.Co. Ld. | 100·0<br>Q55'B5'<br>BK6½" | 18·2 | 9·5 | Melbourne<br>British<br>*WB* | C.2Cy.17"&32"-24"<br>45RHP<br>J.Brewster&Co.,Sld. | 10 |
| 23257<br>214213 | **Maitland No. 1** SteelTwinSc<br>(*Car Ferry*)<br>*Elec.light* Wireless *Mchy.Aft* 2*Dks*3*trB* | 2757<br>—<br>1653 | | | | | 1914 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | Toronto, Hamilton &BuffaloNav.Co. | 338·0 | 56·0 | 18·3 | Fairport<br>Utd.States | T.6Cy.19½",31"&52"-36"<br>324NHP<br>Gt.LakesEng.Wks.Detroit | |
| 23258<br>4862<br>JRBQ | **Maja** SteelSc<br>*ss*Cpn.2ndNo.3-3,15<br>(*ex*Osman, *ss*Hbg.No.1-17<br>*ex*Urania,*ex*Pencalenick,*ex*Chamois)<br>*Well deck* 1*Dk*(*Irn*)2*tr*B<br>Renamed "Bolivar," See No. 36412 in Supplement | 1844<br>1405<br>1100 | ✠100A1<br>1,21<br>BS5,20 ✠LMC11,17 | Xia | *r* | N1,21 | 1888<br>8mo | W.Doxford&Sons<br>Sunderland<br>A&CP | RederiAktieb. Tertia(T.Lignell, *Mgr.*)<br>*CellDB*(*Irn*) | 262·6<br>P33'Q66'B120'<br>H32*t*F28' FK<br>*a*76'*uE*&*B*40'*f*106' | 37·1 | 17·1 | Gothenbrg<br>Swedish<br>4*BHCem*<br>386*t APT*49*t* | T.3Cy.19½",33"&54"-36" (*s*)<br>160lb *100lb* NDB09 175NHP<br>2SB,4*cf*,GS84<br>W.Doxford&Sons,Sld. | 19<br>1<br>18 |
| 23259<br><br>NOFP | — SteelScSr<br>*Elec.light* 1*Dk* | 377<br>272<br>214 | | | | | 1890 | Helsingörs Skibsbyggeri<br>Elsinore | DetForenede Dampskibs.Selsk. | 149·0<br>Q57*t*B22*t*F13*t* | 24·1 | 10·9 | Copnhagn<br>Danish<br>*WB* | C.2Cy.19"&35"-21"<br>47NHP<br>HelsingörsMskinbyggeri. | |
| 23260 | **Majdan** SteelScSr<br>*ss*Dub.2ndNo.3-10,13<br>(*ex*Winstanley) *ss*Tri.No.1-18<br>*Well deck* 1*Dk*(*Stl*) | *368*<br>*294*<br>*149* | ✠100A1<br>7,20<br>BS4,21 ✠LMC3,18 | Tri | *f* | 6,20 | 1888<br>11mo | AilsaShipbuildingCo.<br>Troon<br>*Lloyd*'*sA&CP* | Soc.Anon.diArmamentoOceania<br>*WB* | 142·0<br>Q63'B19'F19'<br>BK7"<br>=*DBa*26'21*tFPT* | 25·1 | 12·4 | Trieste<br>Italian<br>4*BHCem*<br>29*tAPT*13*t* | T.3Cy.13½"22 7/16"&36"-27"<br>160lb *60lb* (*s*) 71NHP<br>1SB,2*cf*,GS32,HS1120<br>W.Kemp,Glasgow | 12 |
| 23261<br>146555<br>KMCH | **Majestic** SteelQuadScSr<br>6*Dks*&*Shade dk* (*ex*Bismarck)<br>*Elec.light* *SemiCruiserStern* | 56551<br>28033<br>26570 | | | | | ~~1914~~<br>1922 | Blohm&Voss<br>Hamburg | OceanicStm.Nav. Co.Ld.(WhiteStar Line) | ~~912·0~~<br>915·5 | ~~100·0~~<br>100·1 | ~~57·1~~<br>58·2 | London<br>British<br>*WB* | 8 Steam Turbines<br>Blohm&Voss,Hamburg | |
| 23262<br>118812<br>VQFJ | — SteelScSr<br>*ss*Hul.No.3-3,17<br>Wireless *SparDk*(*ptIrnptStl*)<br>2*trB*&*deepframing*<br>*ss*Hul.No.1-21 | 3034<br>2811<br>1917 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>~~5,21~~ ~~12,20~~ 10,21<br>BS11,20 ✠LMC~~5,17~~<br>MS5,21 | Sws<br>~~Hul~~<br>Hpl | *u* | ~~12,20~~<br>5,21 | 1904<br>4mo | Irvines'SB &D.D.Co.Ld.<br>WHartlepool<br>*Lloyd*'*sA&CP* *WB* | W.H.Cockerline& Co.<br>=*CellDBa*106'*uE* | 325·0<br>P32'B100'F32' 22·5<br>FK<br>22'*f* 136' 663*t FPT* | 47·1 | 13·7 | Hull<br>British<br>5*BHCem*<br>100*tAPT*42*t* | T.3Cy.24",38"&64"-42" (*s*)<br>160lb *90lb* 277NHP<br>2SB,6*cf*,GS100,HS4329<br>Richardsons,Westgarth& Co.Ld.Hpl. | 24<br>4<br>21 |
| 23263<br>107693 | — SteelSc<br>*Mchy.Aft* 2*Dks* | 275<br>275<br>156 | | | | | 1899 | PolsonIron Works<br>Toronto | CrystalStream S.S.Co.Ld. | 110·0 | 21·9 | 5·2 | Montreal<br>British | C.2Cy.14"&28"-18"<br>32RHP<br>PolsonIronWrks,Toronto | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.

| | 2<br>Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross. — Under deck. — Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen | 8<br>Built.<br>When. — Ship. — Engines | 9<br>By Whom. — Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3264<br>9812 | **Majestic** | **SteelScSp**<br>ssDub.No.3–11,10<br>ssDub.No.2–20<br>1Dk | 157<br>139<br>2 | ✠100A1<br>ForTowingpurposes<br>~~3,21~~ ~~2,21~~ 3,22<br>✠NB12,07 ✠LMC3,20<br>BS~~2,21~~ 3,22 | Dub | | ~~8,20~~<br>3,22 | 1898<br>8mo | Clelands<br>GravingDock<br>&SlpwyCoLd<br>Newcastle<br>A&CP | **DublinPort&<br>DocksBoard<br>(HarbourMaster's<br>Department)** | 106·8<br>BK7" | 22·1 | 10·2 | **Dublin**<br>British<br>4BHCem | T.3Cy.13½",22"&36"–22" (s)<br>160lb 99RHP<br>1SB,3cf,GS47,HS1360<br>TweedyBros.NorthShields | 11 ″ 0 | |
| 3265<br>1566<br>TLS | **Majfrid** | **SteelScSr**<br>(exRuth)<br>1Dk2trB | 357<br>277<br>193 | | | | | 1889 | MotalaCo.<br>Gothenburg | **Rederiaktieb.<br>Östersjön(A.<br>Christensen,Mgr.)** | 133·0<br>Q46'B35'H12t | 23·6 | 12·7 | **Trelleborg**<br>Swedish<br>WB | T.3Cy.11¼",18¼"&29¼"–19½"<br>38NHP<br>MotalaCo.Motala | | V |
| 3266<br>17046<br>NGS | **Major Wheeler**<br>Wireless<br>Elec.light<br>Sub.Sig. | **SteelScSr**<br>Fitted for oil fuel<br>1Dk | 3431<br>2906<br>2038 | | | ... | | 1918 | Hanlon<br>D.D.&S.B.Co<br>Oakland,Cal. | **UnitedStates<br>ShippingBoard** | 305·0<br>P26'B79'F33'<br>FK | 46·0 | 24·5 | **S.Frncisco**<br>Utd.States<br>WB | T.3Cy.24",39"&65"–42"<br>382NHP<br>BethlehemS.B.Corp.<br>Alameda,Cal. | 26 ″ 9 | R |
| 3267<br>99931<br>QLB | **Majorca**<br>Well deck | **SteelScSr**<br>ssShl.2ndNo.3–7,19<br>1Dk(Irn)&Webframes | 1108<br>838<br>674 | ✠100A1<br>~~8,21~~10,20 ~~2,22~~<br>3,22<br>~~BS10,20~~ ✠LMC~~4,17~~<br>2,22 | Shl<br>~~Lth~~ ~~Bln~~<br>Ham | n | ~~10,20~~<br>2,22 | 1892<br>6mo | S.P.Austin<br>&Son<br>Sunderland<br>A&CP | **Leith,Hull&Ham.<br>S.P.Co.Ld. (J.<br>Currie&Co.Mgrs.)**<br>WB=CellD B178'310tFPT | 225·0<br>P28'Q50'B44'F25'<br>FK | 33·4 | 14·4 | **Leith**<br>British<br>5BHCem<br>38tA P T22t | T.3Cy.18½",30"&49"–33" (r)<br>160lb 100lb NDB08 136NHP<br>1SB,4cf,GS63,HS2007<br>G.Clark(Lim.),Sunderland | 16 ″ 11<br>s 1 ″ 6<br>15 ″ 8 | |
| 3268<br>5505<br>JTLR | **Majvik**<br>(exLjusneJernverk)<br>Mchy.Aft | **SteelScSr**<br>OilEng.<br>1Dk | 477<br>363<br>236 | | | | | 1913 | Göteborgs<br>M.V.Aktieb.<br>Gothenburg | **Blom&Co. (Karl<br>Henningson,Mgr.)** | 173·2<br>P46'F20' | 28·3 | 10·1 | **Nrrköping**<br>Swedish<br>WB | Oil Engines 2S.C.SA<br>4Cy.14$\frac{3}{16}$"–20⅞" 91NHP<br>Akt.DieselsMotorer,Skm. | | C |
| 23269<br>140595<br>JVLW | **Makalla**<br>Elec.light<br>Wireless<br>Cargobattens not fitted in DT &'tween dks | **SteelScSr**<br>2Dks(Stl) | 6781<br>6243<br>4142 | ✠100A1<br>12,21 ~~9,20~~<br>✠LMC10,18<br>Fitted for oil fuel 10,18 F.P. above 150° F. | Mdb | b† | CL<br>1,19 | 1918<br>10mo | R.Duncan<br>&Co.Ld.<br>PortGlasgow<br>Lloyd'sA&CP | **T.&J.Brocklebank<br>Ld.** | 445·0<br>P38'B135'F39'<br>FK<br>CellDB389' | 58·2 | 31·2 | **Liverpool**<br>British<br>8BHCem<br>1500t D T a | T.3Cy.26½",45"&75"–54" (s)<br>200lb 701NHP<br>4SB,12cf,GS225,HS11008FD<br>ClydeS.B.&E.Co.Pt.Gl.<br>39'1270tFPT101tAPT33t | 34 ″ 0<br>s 7 ″ 7½<br>26 ″ 10 | |
| 23270<br>121180<br>HKNC | **Makambo**<br>Elec.light<br>Well deck Wireless | **SteelScSr**<br>ssSyd.No.3–9,18<br>1Dk&deepframing | 1159<br>758<br>648 | ✠100A1<br>~~6,21~~ ~~2,21~~ ~~10,21~~<br>4,22<br>~~BS10,20~~ ✠LMC9,18<br>BS10,21 | Syd | n | CL<br>~~9,18~~<br>10,21 | 1907<br>4mo | ClydeS.B.<br>&E.Co.Ld.<br>PortGlasgow<br>Lloyd'sA&CP | **Burns,Philp&Co.<br>Ld.**<br>WB=CellDBa | 210·3<br>P&B135'F27'<br>BK8"<br>35'uE15' f109'211t | 31·4 | 14·8 | **SydnyNSW**<br>British<br>4BHCem<br>APT29t | T.3Cy.17",27"&45"–33" (s)<br>180lb 100lb 145NHP<br>2SB,4cf,GS884,HS2482<br>ClydeS.B.&E.Co.Ld.P.Gls. | 17 ″ 3<br>s1 ″ 4½<br>16 ″ 11 | |
| 23271<br>217038<br>LNGK | **Makanda**<br>Elec.light<br>Wireless | **WoodTwinScSr**<br>2Dks | 2999<br>2343<br>1795 | | | | | 1918 | McEach-<br>ernS.B.Co.<br>Astoria,Or. | **UnitedStates<br>ShippingBoard** | 272·8<br>B142'F27' | 46·1 | 24·1 | **Astoria**<br>Utd.States | T.6Cy.15½",26"&44"–26"<br>197NHP<br>MurrayIronWorks,Burlington,Iowa | | |
| 23272 | **Makarska**<br>Elec.light | **SteelScSr**<br>ssFiu.No.2–19<br>1Dk(Teak) | 226<br>169<br>133 | ✠100A1<br>3,19<br>✠LMC~~3,19~~<br>2,22 | Fiu | d | ~~3,19~~<br>2,22 | 1908<br>10mo | Stabilmnto<br>Tecnico<br>Trieste<br>Lloyd'sA&CP | **Soc.Anon.diNav.<br>aVap."Dalmatia"** | 139·0<br>Q52'F25'<br>BK6¾" | 21·1 | 9·8 | **Ragusa**<br>4BHCem | T3Cy13"20½"&34¼"–20½"(s)<br>160lb 74NHP<br>1SB,2cf,GS28,HS1125 FD<br>StabilimentoTecnico,Tri. | 11 ″ 0 | |
| 23273 | **Maki**<br>(exJarlinn,ex<br>EarlMonmouth) | **SteelScK**<br>1Dk | 277<br>245<br>147 | | | ... | | 1906 | Cochrane&<br>Sons,Ld.<br>Selby | **Crespin,A.Pichard<br>&Co.** | 128·4<br>Q77'F19'<br>BK7½" | 22·1 | 11·8 | French | T.3Cy.12½",22"&35"–24"<br>71NHP<br>C.D.Holmes&Co.Hull | 12 ″ 9 | V |
| 23274 | **Makis** | **SteelScSp**<br>(Tug)<br>1Dk | 122<br>111<br>15 | | | ... | | 1908 | J.P.Ren-<br>noldson&Sns<br>SouthShields | **J.G.Matsoukis** | 100·0<br>FK | 19·0 | 9·0 | **Argostoli**<br>Greek<br>WB | T.3Cy.11½",20"&32"–22"<br>60NHP<br>J.P.Rennoldsn&Sns.S.Shl. | 9 ″ 6 | |
| 23275<br>121595<br>SCNQ | **Mako**<br>Elec.light<br>Well deck | **SteelScSr**<br>ssAuk.No.1–18<br>1Dk(Stl) | 505<br>322<br>247 | ✠100A1<br>7,21 ~~8,20~~<br>✠LMC~~8,20~~<br>7,21 | Auk | g | CL<br>8,20 | 1914<br>9mo | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley<br>Lloyd'sA&CP | **Richardson&CoLd**<br>WB=DBa<br>28'38tCellDB | 153·5<br>Q83'B20'F21'<br>FK<br>f55' 44t FPT18t | 25·1 | 12·8 | **NapierN.Z.**<br>British<br>4BHCem<br>APT55t | T.3Cy.13",22"&36"–30" (s)<br>180lb 80lb 65RHP<br>1SB,3cf,GS58,HS1651<br>Bow,McLachln&CoLdPsy | 13 ″ 6<br>s ″ 7<br>13 ″ 1 | |
| 23276<br>136438 | **Makoa**<br>Mchy.Aft<br>(See Sailing Ship Register) | **WoodAuxScSr**<br>OilEng.<br>1Dk | 250<br>165<br>102 | | | | | 1918 | Morrison&<br>Sinclair<br>Sydney,NSW | **Burns,Philp<br>(SouthSea)Co.Ld.** | 110·0<br>P30' | 27·5 | 10·6 | **Suva,Fiji**<br>British | Oil Engines<br>3Cy.12"–15" 31NHP<br>UnionGasEngineCo.,California,U.S.A. | | |
| 23277<br>127802<br>WPHV | **Makura**<br>Elec.light<br>Ref.Mchy. Wireless | **SteelTwinScSr**<br>3Dks | 8075<br>5807<br>4921 | | | | | 1908 | A.Stephen<br>&Sons,Ld.<br>Glasgow | **UnionS.S.Co.of<br>NewZealand,Ld.** | 450·0<br>P88'B231'F81' | 57·7 | 32·1 | **London**<br>British<br>WB | T8Cy(2)28½"(2)46"&(4)55"–48"<br>835NHP<br>A.Stephen&Sons,Ld.Gls. | | C |
| 23278<br>88003<br>WCSG | **Malacca** | **IronScSr**<br>2Dks | 653<br>530<br>405 | | | ... | | 1885 | Ramage&<br>Ferguson<br>Leith | **StraitsS.S.Co.Ld.**<br>— | 189·5<br>P41'B64'F27'<br>FK | 26·5 | 16·2 | **Singapore**<br>British | C.2Cy.28"&54"–36"<br>146NHP<br>Ramage&Ferguson,Leith | 17 ″ 1 | |
| 23279<br>27242<br>SBVF | **Malacca Maru**<br>Elec.light Wireless | **SteelSc**<br>2Dks(Stl) | 5374<br>4848<br>3210 | ✠100A1<br>5,21 ~~6,20~~<br>✠LMC~~6,20~~<br>5,21 | Kob | z | CL<br>5,21 | 1920<br>6mo | Mitsubishi<br>ZosenKaisha<br>Ld. Kobe<br>A&CP | **NipponYusen<br>KabushikiKaisha**<br>Cell | 400·0<br>P39'B121'F43'<br>FK<br>DB328' 1294t FPT | 54·5 | 30·0 | **Tokio**<br>Japanese<br>6BHCem<br>90tAPT87t | T.3Cy.26½",44½"&75"–48"<br>200lb (s) 493NHP<br>3SB,9cf,GS162,HS6569 FD<br>MitsubishiZosenKaishaLd. | 30 ″ 0<br>s 5 ″ 8½<br>24 ″ 8 | |
| 23280<br>141944<br>KDSJ | **Malachite**<br>Elec.light Mchy.Aft | **SteelSc4MstSr**<br>1Dk | 743<br>532<br>329 | | | | | 1920 | NVSchspb.<br>v/hT.Nedulof<br>Sliedrecht | **W.Robertson** | 181·5 | 28·1 | 12·2 | **Glasgow**<br>British<br>WB | T.3Cy.15",25"&40"–27"<br>83NHP<br>P.Bauduin,Dordrecht | | V |
| 23281<br>104580<br>NMVS | --<br>Well deck Elec.light<br>Mchy.Aft | **SteelSc3MstSr**<br>ssMel.2ndNo.3–6,18<br>1Dk(Irn)<br>Cargo battens not fitted | 605<br>433<br>238 | ✠100A1<br>~~5,21~~ ~~12,20~~ 1,22<br>~~BS5,20~~ ✠LMC~~6,18~~<br>5,21 | Syd<br>~~Mel~~ | | 5,20 | 1894<br>10mo | Scott&Sns<br>Bowling<br>A&CP | **AustralianSteam-<br>shipsProprietary,<br>Ld.** (Man.Agents.<br>**HowardSmith,Ld.)** | 180·0<br>Q90'B11'F37'<br>WB BK7½"<br>=CellDBf95' 140t | 29·1 | 10·7 | **SydnyNSW**<br>British<br>3BHCem<br>FPT22t | T.3Cy.15",25"&40"–27" (s)<br>160lb 80RHP<br>1SB,3pf,GS56,HS1200<br>Muir&Houston,Glasgow | 13 ″ 0<br>s ″ 8<br>13 ″ 2 | |
| 23282<br>491<br>QKNF | **Malaga** | **IronScSr**<br>2Dks | 1453<br>1259<br>897 | | | ... | | 1879 | A.Stephen<br>&Sons<br>Glasgow | **G.B.Bibolini** | 273·6<br>B28'F23'<br>BK9½" | 33·0 | 19·7 | **Genoa**<br>Italian | C.2Cy.30"&57"–36"<br>150NHP<br>A.Stephen&Sons,Glasgow | | V |
| 23283<br>134655<br>TMWO | **Malahat**<br>Elec.light Salted ptGIB<br>Hardwood treenails<br>(See Sailing Ship Register) | **WoodAuxTwinSc5MstSr**<br>OilEng. | 1550<br>1389<br>1199 | ✠12 A1<br>8,21 ~~9,20~~<br>~~DBS5,20~~ ✠LMC~~5,20~~<br>DBS8,21 8,21 | Syd<br>SFo | | CL<br>s5,20<br>PN<br>9,20 | 1917<br>8mo | Cameron-<br>GenoaMills<br>Shipb'ldrs,Ld<br>Victoria,B.C.<br>A&CP | **CanadaS.S.Lines,<br>Ld.** | 245·7<br>P30'F30' | 43·8 | 21·0 | **Vict'riaBC**<br>British | Oil Engines 2S.C.SA<br>4Cy.16½"–18$\frac{5}{16}$" DB130lb<br>91NHP<br>J&CGBolindersCoLd.Skm | 22 ″ 4 | |
| 23284<br>90910<br>THPD | **Malaita** | **SteelScSr**<br>1Dk | 940<br>614<br>511 | | | | | 1893 | Grngem'th<br>Dkyd.Co.Ld.<br>Grngemouth | **H.B.Black&Co.** | 200·0 | 30·2 | 12·3 | **Melbourne**<br>British<br>WB | Q.4Cy.15",21,"31"&43"–30"<br>Rankin& 101NHP<br>Blackmore,Ld.Grk. | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux. Gréement, etc.<br>Ex-nom. s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord en milliers du navire. Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23285<br>140608<br>JWKG | **Malakand** SteelScSr<br>*2Dks(Stl)3rddk(Stl)inNo.1hold*<br>*Elec.light* *CruiserStern*<br>Wireless | 7649<br>7051<br>4635 | ✠100A1<br>~~6,21~~ ~~1,21~~ 10,21<br>✠LMC5,19<br>*Fitted for oil fuel 3,19 F.P. above 150°F.* | Gls<br>~~Bom~~ | c†<br>Md | CL<br>~~2,20~~<br>6,21 | 1919<br>3mo | Lithgows Ld.<br>PortGlasgow<br>*Lloyd*'sA&CP | T.&J.Brocklebank Ld.<br>*Cell DB 414' 1615t D Ta 37' 1234t FPT 100t APT 96t* | 470·4<br>P47'B126'F47' FK | 58·2 | 32·1 | Liverpool<br>British<br>*7BHCem* | T.3Cy.28",47½"&80"-54"(r)<br>200lb 778NHP<br>2DB&1Aux.SB,*19cf*,GS329<br>HS15086<br>Dunsmuir&JacksonLdGls | 34 · 10<br>s 7 · 11<br>27 · 1 |
| 23286<br>142995 | **Malakoff** SteelScSr<br>*Elec.light* 1*Dk* | 321<br>233<br>150 | ✠100A1<br>*StmTrawler*<br>5,21 ~~7,20~~ ✠LMC11,18<br>BS5,21 | Bos<br>NFL | | CL<br>5,21 | 1918<br>11mo | Canada Car&Foundry Co.Ld. Fort William.Ont.<br>A&CP | ~~J.B.Patten~~ Govt. of Newfoundland | 135·6<br>Q74'F27' BK7"<br>*FPT3t APT2t* | 22·6 | 12·7 | SJhnsNFL<br>British<br>*5BHCem* | T.3Cy.13",22"&36"-24" (s)<br>185lb FD 95RHP ~~95NHP~~<br>1SB,*2cf*,GS37.HS1451<br>NordbergMnfg.Co. Milwaukee,Wis. | 13 ·<br>2 ·<br>12 · |
| 23287<br>137307<br>JGMK | **Malakuta** SteelScSr<br>ssGls.No.1-19<br>*Elec.light* *2Dks(~~Stl~~)*<br>Wireless *&3rd dk(Stl)inNo.1 hold* | 7205<br>6767<br>4516 | ✠100A1<br>10,21 ~~3,21~~<br>~~BS10,20~~ ✠LMC8,18<br>BS1,22<br>*Fitted for oil fuel 7,18 F.P. above 150°F.*<br>*Carrying oil fuel F.P. above 150°F. in Nos1,2 & 7, DB Tanks* | Cal | c† | CL<br>3,21 | 1914<br>9mo | C.Connell &Co.Ld.<br>Glasgow<br>*Lloyd*'sA&CP | T&J.Brocklebank, Ld.<br>*WB=CellDBa 158' uE&B 76' f178' 1563t FPT 79t APT 54t* | 470·2<br>P46'B124'F43' FK | 58·0 | 32·1 | Liverpool<br>British<br>*7BHCem* | T.3Cy.26½",45"&75"-54" (s)<br>200lb HS12300 648NHP<br>2D&1AuxSB,*15cf*,GS264,<br>D.Rowan&Co.Glasgow | 34 · 1<br>s 8 ·<br>27 · 1 |
| 23288<br>101989 | **Malamir** SteelPad<br>1*Dk* | 180<br>180<br>114 | | | | | 1893 | G.Rennie &Co.<br>London | Euphrates&Tigris Stm.Nav.Co.Ld. | 155·0 | 25·0 | 5·4 | London<br>British | C.2Cy.13½"&27"-36"<br>50RHP<br>J.Penn&Sons,London | |
| 23289<br>140567<br>JSQD | **Malancha** SteelScSr<br>*Elec.light* *2Dks(Stl)3rd dk(Stl) in No.1 hold*<br>Wireless *CruiserStern* | 10572<br>9302<br>6746 | ✠100A1<br>7,21 ~~6,20~~<br>✠LMC3,18<br>*Fitted for oil fuel 2,20 F.P. above 150°F.* | Gls | *g*† | CL<br>7,19 | 1918<br>3mo | Russell& Co.<br>Port Glasgow<br>*Lloyd*'sA&CP<br>*Cell DB456' 2323t DTa39' 1503 FPT127t APT120t* | T.&J.Brocklebank Ld.<br>*Intermediate BH in 'tween deck dispensed with* | 518·0<br>P52'B157'F40' FK | 63·7 | 35·4 | Liverpool<br>British<br>*Cem*<br>*7BH to Udk*<br>*1 ,, ,, 2nd ,, only* | Q.4Cy.28",40",57"&82"-57"<br>220lb (s) FD 888NHP<br>3DB&1AuxSB,*21cf*,GS359,<br>D.Rowan&Co.Gls. HS14211 | 38 ·<br>9 ·<br>29 · |
| 23290<br>PKBV | **Malang** SteelScSr<br>*Elec.light* Wireless *2Dks&Spar dk* | 3527<br>3336<br>2252 | | | | | 1898 | Wigham Rchrdsn&Co.<br>Newcastle | Rotterdamsche Lloyd(W.Ruys& Zonen, *Mgrs.*) | 332·5<br>B82'F30' | 44·0 | 28·4 | Rotterdam<br>Dutch<br>*WB* | T.3Cy.22",37"&62"-42"<br>249NHP<br>Wghm Richrdsn&Co.Nwc. | |
| 23291<br>JTMB | **Malangen** SteelScSr<br>*1Dk&Shade dk* | 275<br>261<br>157 | | | | | 1899 | Tr'ndhj'ms Mek.Værks.<br>Trondhjem | TromsöAmts Dampskibsselskab | 128·7<br>H14*t* | 21·0 | 15·3 | Tromsö<br>Norwegian | T.3Cy.11¼",18½"&30"-20"<br>40NHP<br>TrondhjemsMek.Værks. | |
| 23292<br>136044<br>TMNP | **Malaspina** SteelScSr<br>(*FisheryProtectionCruiser*)<br>Wireless *1Dk(Stl-teak s)&2nd*<br>*Elec.light* *dk(Stl)in fore&after holds* | 392<br>323<br>129 | ✠<br>8,13<br>✠ | Gls | *h* | | 1913<br>8mo | Dublin DckyrdCo.Ld<br>Dublin<br>*WB= Cell DB uE&B 44' 39t DTf 15' 14t FPT 9t APT 5t* | CanadianGovernment | 162·4<br>B11'F37' BK7" | 27·1 | 13·1 | Ottawa<br>British<br>*6BHCem* | T.3Cy.16",24½"&40"-30"<br>161NHP<br>D.Rowan&Co.Glasgow | 13 · 11 |
| 23293<br>135534<br>JDRT | **Malatian** SteelScSr<br>ssLiv.No.1-19<br>*Elec.light* *1Dk(Stl)&2nd dk(Stl)*<br>*Well deck* Wireless *in Nos.1 & 2 holds*<br>*CruiserStern* | 3437<br>2364<br>2219 | ✠100A1<br>10,21 ~~12,20~~<br>~~BS12,20~~ ✠LMC12,19<br>BS1,22 | Liv | | CL<br>12,19 | 1914<br>1mo | Earle'sCo. Ld.<br>Hull<br>*Lloyd*'sA&CP | EllermanLines,Ld. (GrahamSmith, *Mgr.*)<br>*WB= Cell DBa 93' uE&B 53' f140' 589t* | 323·8<br>P&B216'F74' FK | 42·4 | 21·7 | Liverpool<br>British<br>*6BHCem* | T3Cy.20½",35¾"&60"-42"(s)<br>215lb 343NHP<br>3SB,*9cf*,GS110,HS4875 FD<br>Earle'sCo.Ld.Hull | 26 ·<br>s 3 ·<br>23 · |
| 23294<br>17054<br>MLKQ | **Malay Maru** SteelScSr<br>ssKob.No.3-7.17<br>(*ex*Craighall) *2Dks(Stl)&deep framing*<br>*Elec.light* Wireless | 4557<br>4144<br>3246 | ✠100A1<br>7,21 ~~12,20~~<br>✠LMC~~7,20~~ 7,21 | Ham<br>Kob | *x* | CL<br>~~7,20~~<br>7,21 | 1905<br>3mo | D&WHendersn&Co.Ld.<br>Glasgow<br>*Lloyd*'sA&CP | OsakaShosen KabushikiKaisha<br>*WB=CellDBa121' uE&B37' f165' 1011t APT122t* | 379·9<br>P40'B98'F40' FK | 50·1 | 26·0 | Osaka<br>Japanese<br>*6BHCem* | T.3Cy.25",41"&67"-48" (s)<br>175lb 368NHP<br>3SB,*9cf*,GS173,HS6160<br>D&WHendersn&CoLd.Gls | 28 ·<br>s 5 ·<br>23 · |
| 23295<br>NCLP | **Malaya** SteelTwinSc4Mst<br>*OilEng.*<br>*Elec.light* *2Dks(Stl)&Awng.dk(Stl)* | 8654<br>8189<br>5512 | ✠100A1<br>*Awng dk withfreeboar*<br>1,22 ~~7,21~~ ✠LMC7,21<br>~~(ClassContemplated)~~ | Cpn | c† | CL | 1921<br>7mo | Akt.Burmeistr&Wain<br>Copenhagen<br>*Lloyd*'sA&CP<br>*CellDB392' 1468t Tanks between tunnels 46' 130t FPT 108t APT 108t* | A/S DetÖstasiatiskeKompagni | 445·8<br>F77' *on Awng dk* FE<br>*Collision BH to Awng.dk* | 60·3 | 39·1 | Copnhagn<br>Danish<br>*ptCem*<br>*6BHtoUdk* | Oil Engines 4S.C.SA<br>12Cy.29½" ~~47½~~ 15¼" 857NHP<br>DB *100lb*<br>Akt.Burmeistr&Wain,Cpn | 42 ·<br>10 ·<br>31 · |
| 23296<br>150116 | — SteelScSr<br>*Elec.light* 1*Dk* | 889<br>618<br>360 | | | | | 1904 | Bremer Vulkan<br>Vegesack | StraitsS.S.Co.Ld. | 198·1<br>P12'F22' | 32·3 | 13·1 | Singapore<br>British<br>*WB* | T3Cy.16 3/16",26½"&44 1/16"-29½"<br>106NHP<br>BremerVulkan,Vegesack | |
| 23297<br>98094<br>LRMK | **Malayan** SteelScSr<br>ssLiv.2ndNo.3-3,14<br>ssLiv.No.1-20<br>(*ex*Homereus,*ex*StormKing)<br>*Elec.light* Wireless *2Dks(Stl-Uws)3trB* | 3279<br>3040<br>2097 | ✠100A1<br>7,21 ~~4,21~~<br>BS2,21 ✠LMC1,20 | Syd | *v* | CL<br>~~4,18~~<br>7,21 | 1890<br>5mo | R.Dixon &Co.<br>Middlesbro'<br>A&CP | Burns,Philp&Co. Ld. | 340·0<br>P41'B78'F45' BK11"<br>*DBa96' f130' uE&B54' 612t* | 42·7 | 26·2 | Liverpool<br>British<br>*6BHCem* | T.3Cy.28",44"&72"-48" (s)<br>160lb 419NHP<br>2DB,*12cf*,GS216,HS7190<br>T.Richardson & Sons,Hpl | 29 ·<br>s 5 ·<br>25 · |
| 23298 | **Malcolm** IronScSr<br>*Now named "Ortlinde," See No. 38836 in Supplement*<br>ssSld.2ndNo.3-8,05<br>(*ex*Bedale) ssHpl.No.2-14<br>*Well deck* *1Dk(Irn)2trB*<br>*Cargo battens not fitted* | 1172<br>954<br>710 | ✠ —<br>11,19 | Gms | *o* | | 1879<br>7mo | J.Readhead&Co.<br>SouthShields | ~~GermanGovernment~~ EmilR.Retzlaff | 242·0<br>Q89'B50'F26' BK8½"<br>*WB=DBa69' f98'* | 32·6 | 17·6 | German<br>*4BHCem* | C.2Cy.27½"&52"-33"<br>NDB06 123NHP<br>1SB,*3pf*,GS50,HS2157<br>J.Readhead&Co.S.Shields | 18 · |
| 23299<br>146286<br>KLVF | **Malda** SteelTwinSc<br>*Elec.light* *2Dks(Stl-Uteak s)*<br>Wireless *CruiserStern* | ~~8500~~<br>8965<br>7265<br>5453 | ✠100A1<br>3,22 ✠LMC3,22<br>~~(ClassContemplated)~~<br>*Fitted for oil fuel 3,22 F.P. above 150°F.* | Gls | 7† | CL | ~~1921~~<br>1922<br>3mo | Barclay, Curle& Co.Ld<br>Glasgow<br>*Lloyd*'sA&CP<br>*CellDB403' 1568t Tanks between tunnels 114' 253t FPT 164t APT 60t* | BritishIndiaS.N. Co.Ld. | 465·0<br>P44'B175'~~F54~~ F53' FK | 58·3 | ~~33·4~~<br>33·5 | Glasgow<br>British<br>*9BHptCem* | ¼Steam Turbines geared to 2ScShafts(s)215lb 1008NHP<br>4SB&1AuxB*18cf*,GS338,HS11048 FD<br>Barclay,Curle&Co.Ld.Gls. | 36 ·<br>s 8 ·<br>28 · |
| 23300<br>204744<br>KWLH | **Malden** SteelSc3MstSr<br>Beached after Collision 9,21<br>Wireless<br>*Elec.light* Sub.Sig. 1*Dk* | 5054<br>—<br>3098 | | | | | 1907 | ForeRiver S.B.Co.<br>Quincy,Mass. | NewEnglandFuel &Transportation Co. | 373·2 | 52·7 | 29·8 | Boston<br>Utd.States<br>*WB* | T.3Cy.28",44"&73"-48"<br>369NHP<br>ForeRiverS.B.Co.Quincy | |
| 23301 | **Maldonado** SteelScSr<br>(*ex*Thuringia,*ex*California)<br>*Elec.light* *2Dks* | 6152<br>4923<br>3933 | | | | | 1904 | Blohm& Voss<br>Hamburg | Uruguayan Government | 410·8<br>P&B250'F63' | 50·9 | 28·5 | M.Video<br>Uruguayan<br>*WB* | Q.4Cy.24½",35½",50½"&72½"-54"<br>390NH<br>Blohm&Voss,Hamburg | |
| 23302 | — IronScSr<br>(*ex*Thistle)<br>1*Dk* | 139<br>—<br>59 | ✠<br>*For Towing purposes*<br>6,88 | Mil | | | 1888<br>3mo | Castle Steel &IronWorks<br>Milford | TheArgentine Nav.Co.(Nicolás Mihanovich)Ld. | 88·8<br>BK6½" | 20·1 | 10·6 | Bns.Ayres<br>Argentine<br>*3BHCem* | C.2Cy.20"&35"-24"<br>E*made*75 B83 *fitted*88 50NHP<br>1SB,*3pf*,GS48<br>W.Allsup&Sons,Preston | |
| 23303<br>145867<br>KJPD | **Malia** SteelTwinSc<br>*OilEng.*<br>*Elec.light* *2Dks(Stl)*<br>*CruiserStern* | ~~3600~~<br>3372<br>3406<br>2337 | ✠100A1<br>9,21 ✠LMC10,21<br>~~(ClassContemplated)~~<br>✠NE(r)20refitted21<br>~~[illegible] 10,21 F.P. above 150°F.~~ | PGl | *w* | | 1921<br>9mo | W.Hamilton&Co.Ld.<br>PortGlasgow<br>*Lloyd*'sA&CP<br>*CellDB206' 880t Tanks at sides of tunnels 17' 40t FPT 8[illegible]t APT 105t* | T.&J.Brocklebank Ld. | 350·5<br>P36'B117'F43' FK | 49·9 | 24·7 | Liverpool<br>British<br>*7BHCem* | Oil Engines 2S.C.SA<br>8Cy.14"-~~20~~ 40" 248NHP<br>CammellLaird&Co.Ld.Bkn<br>DB*120lb* | 27 · |

| 1 | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3304<br>2973 | **Malietoa** **SteelSc**<br>(exTexas)<br>Mchy.At Elec.light Sub.Sig. 1Dk2trB | 5229<br>—<br>3921 | | | | | 1899 | American S.B.Co.<br>Lorain,O. | **PittsburghS.S.Co.** | 454·0 | 50·0 | 24·3 | **Duluth**<br>Utd.States<br>WB | Q.4Cy.15¾",23¾",36½"&56"–40" 198NHP<br>AmericanS.B.Co.Clevelnd. | | |
| 3305<br>43402<br>LTW | **Malines** **SteelTwinSc**<br>2Dks&Shltr dk(ptStl-teak s)<br>Wireless<br>Elec.light<br>CruiserStern<br>Cargo battens not fitted | ~~2060~~ 2969<br>~~2373~~ 2384<br>~~1285~~ 1257 | ✠ A1<br>Shelter dk with freeboard<br>3,22 ✠LMC3,22<br>(~~ClassContemplated~~)<br>Harwich, Antwerp & Hook of Holland | Nwc | t | Lloyd's | 1921<br>7mo<br>A&CP | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>and Cell | **Gt.EasternRly.Co.**<br>DBuE34'51tDTf38 | 320·7<br>F128onSh'tr dk FK<br>39tFPT11tAPT40t | 43·2 | ~~18·0~~ 25·7 | **Harwich**<br>British<br>Cem<br>8BHtoShdk<br>1BHtoU dk | ~~4 Geared Steam Turbines~~<br>4SteamTurbines geared to 2ScShafts 200lb(r)1525NHP<br>5SB&1AuxSB21cfGS434HS1473FD<br>WllsndSlpwy.&Eng.Co. Ld.Nwc. | 26 ″ 6<br>s11 ″ 11½<br>15 ″ 0 | |
| 3306 | **Mallaig** **SteelTwinScSr**<br>Elec.light 2Dks(Stl) | 772<br>695<br>321 | ✠<br>For Government Service<br>12,18 ✠ | Psy | | | 1918<br>12mo | Fleming& Ferguson,Ld.<br>Paisley<br>CellD | **TheAdmiralty**<br>B12'16t DTf18'24 | 219·6<br>FK<br>tDTa10'35tFPT5t | 28·6 | 15·5 | British<br>10BHptCem<br>APT21t | T.6Cy.13¼",21¼"&34"–21" 378NHP<br>2 Water Tube Boilers FD<br>GS120,HS7000<br>Fleming&Fergusn,Ld.Psy. | 16 ″ 3 | |
| 3307<br>5157<br>KBP | **Mallard** **IronScSr**<br>Well deck Wireless 2Dks | 1300<br>954<br>800 | | | ... | | 1882 | Gourlay Bros.&Co.<br>Dundee | **GeneralStm.Nav. Co.Ld.** | 225·0<br>P130'F36'<br>BK8" | 33·1 | 17·4 | **London**<br>British<br>WB | C.2Cy.30"&54"–36" NB07 130NHP<br>GourlayBros.&Co.,Dundee | 19 ″ 6 | |
| 3308<br>7742 | — **CompScSr** | 213<br>213<br>74 | | | | | 1875 | Earle'sCo. (Lim.)<br>Hull | **W.Sayer** | 125·8 | 23·6 | 12·1 | **Liverpool**<br>British | CH.2Cy.31"&48"–18" 108RHP<br>Earle'sCo.(Lim.),Hull | | |
| 3309<br>8347 | — **SteelSc**<br>(Tug)<br>1Dk | 193<br>155<br>87 | | | ... | | 1903 | Bow,Mc-Lachlan&Co. Ld. Paisley<br>Completed by | **RetrieverFlotilla Co.Ld.**<br>Turner, Morrison | 116·0<br>P13'B18'<br>FK<br>& Co.Calcutta | 22·0 | 8·4 | **Calcutta**<br>British | C.2Cy.16"&32"–18" 43RHP<br>Bow,McLachln&CoLd Psy | 9 ″ 0 | |
| 3310<br>15622<br>NTF | **Mallina** **SteelScSr**<br>Elec.light 1Dk(Stl)deep framing &Webframes, Middle dk (Stl)& deep framing in Nos.1&4 holds | 3213<br>2741<br>1611 | ✠<br>4,10<br>✠ | Syd | v | | 1909<br>4mo | Harland& Wolff,Ld.<br>Belfast | **Australas'nUnited Stm.Nav.Co.Ld.**<br>CellDBa84'uE&B | 350·5<br>P37'B112'F45'<br>FK<br>74'f142'570t FPT | 44·3 | 23·3 | **Brisbane**<br>British<br>6BHCem<br>48tAPT86t | Q.4Cy.24½",35",50"&75"–54" 643NHP<br>3SB,12cf,GS226,HS9690 FD<br>Harland&Wolff,Ld.Bel. | 26 ″ 1 | |
| 3311<br>15049<br>HBQ | **Mallock** **SteelSc**<br>1Dk | 606<br>491<br>256 | | | | | 1919 | Smith's DockCo.Ld.<br>Middlesbro' | **L.Gueret&Co.Ld.** | 170·0 | 30·0 | 15·7 | **London**<br>British<br>WB | T.3Cy.16",26"&44"–26" 94RHP<br>Smith'sDockCo.Ld.Mdb. | | C |
| 3312<br>STG | **Mallorca** **SteelScSr**<br>Elec.light 1Dk&Shelter dk(Stl-ws)<br>Wireless 2nd dk in holds | 2223<br>1961<br>1092 | ✠ ——<br>Shelter dk withfreeboard<br>1,20 ✠ | Bcl | s | | 1914<br>11mo | N.Odero fu A &Co.<br>SestriP'nente | **IsleñaMaritima, Cia.Mallorquina deVap.**<br>CellD BuE& | 306·5<br>FK<br>B101'f45'189t FPT | 38·5 | 24·4 | **Palma de Mallorca**<br>Spanish<br>6BHCem<br>19tAPT57t | T3Cy.24",38⅜"&$67\frac{5}{16}$"–47¼" 509NHP<br>4SB,12cf,GS186,HS7888 FD<br>N.OderofuA.&Co. | 27 ″ 6 | V |
| 3313<br>TGF | **Malm** **SteelScSr**<br>Elec.light 1Dk&Spar dk | 1479<br>1369<br>1027 | | | | | 1902 | Fredrkstad Mek.Værks.<br>Fredrikstad | **A/SBorchII.(A.F. Borch&Sönner,Ld**<br>A/S,Mgrs.) | 230·7<br>H76t | 35·2 | 20·6 | **Drammen**<br>Norwegian<br>Wb | T.3Cy.16½",27"&44"–32" 109NHP<br>FredrikstadM.V.Frdstad. | | N |
| 3314<br>VNS | **Malmanger** **SteelSc**<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinal framing<br>Wireless | 7078<br>6404<br>4411 | ✠100A1<br>1,21 4,22<br>✠LMC6,20<br>Carrying Petroleum in bulk Lloyd's A&CP<br>Fitted for oil fuel 6,20 F.P. above 150° F. | Sng<br>~~Rot~~ Ham | a† | CL<br>1,21 | 1920<br>6mo | SirJ.Laing &Sons,Ld.<br>Sunderland | **Westfal-Larsen& Co.A/S**<br>CellDBuE | 425·0<br>P101'B28'F42'<br>FK<br>&B55'142tDTf38'5 | 57·0 | 33·1 | **Bergen**<br>Norwegian<br>15BHptCem<br>(9 to Up dk<br>6 ,, 2nd ,,)<br>18tAPT53t | T.3Cy.27",45"&74"–54" (s)<br>180lb 559NHP<br>4SB,12cf,GS196,HS8248 FD<br>G.Clark,Ld.Sunderland | 33 ″ 0<br>s 7 ″ 4<br>26 ″ 0 | |
| 3315<br>6208<br>CGM | **Malmen** **SteelScSr**<br>Elec.light Wireless 1Dk(Stl) | 4449<br>3607<br>2216 | ✠100A1<br>2,22 ~~12,20~~<br>✠LMC11,19 | Got | w | CL<br>5,20 | 1919<br>11mo | N.V.Schps. Dordrecht<br>Dordrecht<br>A&CP | **Rederiaktieb. Transatlantic**<br>(G.Carlsson,Mgr.)<br>CellDB | 352·5<br>P29'B210'F29'<br>FK<br>304'951t FPT | 51·2 | 23·0 | **Gothenbrg**<br>Swedish<br>6BHCem<br>80tAPT74t | T.3Cy.23",37"&62"–42" (s)<br>180lb 333NHP<br>3SB,9cf,GS169,HS6000<br>Maats.Fyenoord,Rot. | 25 ″ 3<br>s 3 ″ 5½<br>22 ″ 1 | |
| 3316<br>3759<br>LRV | **Malmö** **SteelTwinSc**<br>(Ferry)<br>Wireless 2Dks | 1514<br>1383<br>731 | | | | | 1900 | Kockums M.V.Aktieb.<br>Malmö | **SvenskaStatens Jernvägar** (E. Bergström,Mgr.) | 266·6<br>H130t | 51·0 | 17·3 | **Malmö**<br>Swedish<br>WB | T.6Cy.$16\frac{15}{16}$",$27\frac{3}{16}$"&47¼"–$27\frac{9}{16}$" 234NHP<br>KockumsAktieb.Malmö | | |
| 3317 | — **SteelScSr**<br>Elec.light 1Dk | 981<br>705<br>668 | | | | | 1918 | H.C.Stülc-kenSohn<br>Hamburg | **Bissmark-Linie, G.m.b.H.** | 217·1<br>P61'B59'F21' | 32·4 | 12·7 | **Hamburg**<br>German<br>WB | T3Cy.$17\frac{7}{10}$",29⅓"&46½"–31½" 122NHP<br>H.C.StülckenSohn,Ham. | | |
| 3318<br>NSQT | — **SteelScSr**<br>Elec.light 1Dk | 604<br>440<br>249 | | | | | 1914 | Kjöbnhvns Flydk.&Skbs.<br>Copenhagen | **Dmpskib.Selskab. Öresund**<br>(C.Paepcke,Mgr.) | 194·0<br>B70'F32' | 33·2 | 12·9 | **Copnhagn**<br>Danish<br>Wb | T.3Cy.17",27"&45"–30" 111NHP<br>KjbnhavnsFlydk.&Skbsv. | | V |
| 3319<br>3135<br>HLK | — **SteelTwinScSr**<br>Elec.light 1Dk | 570<br>366<br>251 | | | | | 1897 | Schiffsw. vonH.Koch<br>Lübeck | **HallandsÅngbåts A/B** | 171·5<br>P90'H44tF30' | 26·2 | 11·8 | **Halmstad**<br>Swedish | C.4Cy.18¼"&35½"–19¾" 94NHP<br>I.F.Ahrens,Altona | | V |
| 3320<br>6182<br>KCFH | **Malmöhus** **CompScSr**<br>11,21<br>OilEng.<br>Mchy.Aft 1 Dk | 451<br>363<br>234 | | | | | 1919 | A/BÖsters-jövarvet<br>Norrköping | **SkånskaRederi A/B(IwarOhlsson,** Mgr.) | 152·8<br>P46' F23' | 28·5 | 10·9 | **Malmö**<br>Swedish | Oil Engine<br>4Cy.16⅜–$14\frac{3}{16}$ 69NHP<br>BergsundsM.V.A/B Skm. | | V |
| 3321<br>3503<br>JKSD | **Mälsåker** **SteelScSr**<br>(exTor,exWermdöIII.) 1Dk | 145<br>87<br>92 | | | | | 1899 | MotalaNya Co.<br>Motala | **Ångf.Aktieb. Drottningholm-Fittja** (J.W. Rickander,Mgr.) | 104·2<br>B34'H17tF13' | 18·9 | 8·2 | **Stockholm**<br>Swedish | C.2Cy.13"&27"–18" 26NHP<br>MotalaNyaCo.Motala | | |
| 23322<br>102398<br>VMD | **Malta** **SteelScSr**<br>2Dks(1Stl-ws&UStl-teak s)3trB<br>Elec.light Wireless | 6064<br>5217<br>3888 | ✠<br>6,95<br>✠ | Grk | a† | | 1895<br>6mo | Caird&Co. Ld.<br>Greenock<br>WB= | **P.&O.Stm.Nav.Co.**<br>Cell DBa113'uE& | 430·0<br>P86'B167'F85'<br>BK9"<br>B77'f156'941tAPT | 50·3 | 29·9 | **Greenock**<br>British<br>7BHCem<br>70tFPT70t | T.3Cy.31",50"&82"–60" 662NHP<br>4SB,12cf,GS205,HS9424 FD<br>Caird&Co.(Lim.),Grk. | 33 ″ 0 | |
| 23323<br>26404<br>RTKD | **Malta Maru** **SteelScSr**<br>Elec.light Wireless 2Dks(Stl) | 5438<br>4988<br>3389 | ✠100A1<br>10,21 ~~3,21~~<br>✠LMC~~10,19~~ 10,21 | Cff<br>Kob | z | CL<br>10,21 | 1919<br>10mo | Asano S.B.Co.<br>Tsurumi<br>A&CP | **KokusaiKisen Kaisha** | 400·0<br>P33'B124'F41'<br>FK<br>Cell DB339'942t | 53·2 | 29·4 | **Yokohama**<br>Japanese<br>6BHCem<br>APT27t | T.3Cy.26",43½"&72"–48"(s)<br>200lb 513NHP<br>3SB,9cf,GS175,HS7376 FD<br>IshikawajimaSB&ECoTok | 32 ″ 0<br>s 6 ″ 8<br>25 ″ 8 | |
| 23324<br>DMGO | **Malte** **SteelTwinSc**<br>Elec.light Wireless 3Dks<br>Ref.Mchy. | 8327<br>7103<br>5231 | ✠Lloyd'sRMC~~1,21~~ ~~5,21~~<br>8,21 | | | | 1907 | Swan,Hunter &Wigham Richardson,<br>Ld.Newcastle | **ChargeursRéunis** | 483·0 | 56·6 | 34·0 | **Havre**<br>French<br>WB | T.6Cy.25½",43"&70"–48" 679NHP<br>WllsndSlpwy.Co.Ld.Nwc. | | V |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23325<br>91863 | **Maltese Cross** IronPad | 134<br>113<br>105 | | | | | 1884 | Edwards&<br>Symes<br>London | Managers of<br>Metropolitan<br>AsylumDistrict | 132·0 | 16·6 | 6·7 | London<br>British | O.2Cy.23″–30″<br>35RHP<br>M.Pratt,Huddersfield | |
| 23326<br>130439 | **Malton** CompSc<br>(exE.M.Peck)<br>Mchy.Aft 1Dk | 1651<br>1532<br>988 | | | | | 1888 | Detroit<br>DryDockCo.<br>Wyandotte | A.E.MathewsSS.<br>Co.Ld. (J.T.<br>Mathews) | 252·0 | 40·2 | 18·5 | Toronto<br>British | T.3Cy.16″,27″&46″–42″<br>NE92 NB14 137NHP<br>DryDockEng.WrksDetroit | |
| 23327<br>MSJC | **Malula** WoodScSr<br>Mchy.Aft 1Dk | 174<br>151<br>87 | | | | | 1918 | Knut<br>Skaale<br>Rosendal | B.Garvik | 103·8<br>Q20′ | 23·4 | 11·4 | Haugesnd<br>Norwegian | O.2Cy.9½″&19″–14″<br>12NHP<br>BergensMek.Værk.Bergen | |
| 23328<br>JRSQ | **Malvarrosa** IronScSr<br>ssGls.No 3–4,95<br>(exAntonia Garcia,exTeneriffe,exNigel)<br>Mchy.Aft Well deck 1Dk | 256<br>210<br>117 | ✠<br>10,95<br>✠ | Gls | e | | 1886<br>2mo | Scott&Co.<br>Bowling | A.RossellPorta | 135·2<br>Q52′B12′F20′ | 22·1 | 10·5<br>BK7″ | Tarragona<br>Spanish<br>3BHCem<br>FPT23t | O.2Cy.21″&42″–30″<br>NB08 80NHP<br>1SB,2cf,GS40<br>Muir&Houston,Glasgow | 11 |
| 23329 | **Malveira** WoodSc | 442<br>380<br>293 | | | | | 1919 | Astilleros<br>Eraso<br>Pasages | W.Gonzalez Garra | 135·5<br>P47′P8′F21′ | 27·5 | 14·7 | Vilagarcia<br>Spanish | O.2Cy.14″&24″–24″<br>Ruston, 23NHP<br>Proctor&Co.Lincoln | |
| 23330 | **Malvern** SteelTwinSc<br>Elec.light 2Dks(Stl) | 772<br>695<br>321 | ✠<br>ForGovernmentService<br>4,19 ✠ | Psy | | | 1919<br>4mo | Fleming&<br>Ferguson,Ld.<br>Paisley<br>Cell | TheAdmiralty<br>DB12′16tDTf18′2 | 219·7<br>4tDTa16′33tFPT5t | 28·6 | 15·5<br>FK | London<br>British<br>10BHptCem<br>APT21t | T.3Cy13½″,21½″&34″–21″<br>HS7000 378NHP<br>2 Water Tube Boilers FD<br>Fleming&Ferguson,LdPsy | 16 |
| 23331<br>JLMQ | **Malvern Range** SteelScSr<br>Now named "Kambole," See No. 38094 in Supplement<br>SubSig. ssGls.No.1–20<br>Elec.light Wireless 2Dks(Stl)<br>Carrying oil fuel F.P.above 150° F.in DB | 4524<br>4214<br>2839 | ✠100A1<br>1,21 11,20<br>✠LMC11,19<br>BS12,21 | Lon<br>Hpl | x | CL<br>~~11,20~~<br>12,21 | 1915<br>7mo<br>Lloyd | J.Priest-<br>man&Co.<br>Sunderland<br>'sA&CP | NeptuneStm.Nav.<br>Co.Ld. (Furness,<br>Withy&CoLdMgs)<br>WB =CellDBa125′uE | 380·0<br>P32′B98′F37′<br>26′f167′1063t | 50·0 | 26·7<br>FK<br>FPT | Liverpool<br>British<br>6BHCem<br>84tAPT121t | T.3Cy.25″,41″&69″–48″ (s)<br>180lb 381NHP<br>3SB,9cf,GS165,HS6190<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 29 |
| 23332 | **Malvine** IronScSr<br>ssDnz.2ndNo.3–5,05<br>(exBrunette) ssTri.No.2–14<br>Well deck 1Dk2trB | 821<br>665<br>475 | ✠100A1<br>3,14<br>Examined12,18<br>✠NB4,99 ✠LMC<br>MS3,14 MBS12,18 | Tri | l | 12,18 | 1881<br>9mo<br>Lloyd | C.S.Swan&<br>Hunter<br>Newcastle<br>'sA&CP | Soc.Anon.di<br>Navigazione<br>Nautica | 201·7<br>P&B113′F22′<br>FPT20tAPT63t | 28·6 | 15·7<br>BK7½″ | Trieste<br>Italian<br>4BHCem<br>MT18′133t | O.2Cy.20″&47″–36″ (s)<br>130lb NDB99 122NHP<br>1SB,3pf,GS53,HS1909<br>Black,Hawthorn&Co.Gts. | |
| 23333<br>127543<br>HNKL | **Malwa** SteelTwinScSr<br>2Dks(Stl–wsMpt teak)&Spar dk(Stl–teaks) Orlop dk in Nos.1,4,5&7holds(Stl inNos.5&7)<br>Elec.light Ref Mchy. Sub.Sig. Wireless | 10941<br>7812<br>5935 | ✠<br>Spar dk<br>12,08 ✠ | Grk | h† | | 1908<br>12mo | Caird&Co<br>Ld.<br>Greenock | P.&O.Stm.Nav.Co. | 540·0<br>P108′B277′<br>F92′<br>WB=CellDBa101′ | 61·3 | 24·6<br>33·1<br>FK&BK3″ | Greenock<br>British<br>10BHCem<br>uE&B160′f | Q.8Cy.30½″,44″,61″&87″–54″<br>FD 1847NHP<br>4D&4SB36cfGS702HS27942<br>Caird&Co.Ld.Greenock<br>189′1288tFPT63tAPT66t | |
| 23334<br>119697<br>HBPT | **Mamari** SteelTwinScSr<br>ssLon.No.3–3.18<br>Ref.Mchy.2Dks(Stl–Uws)&deepframing<br>Elec.light &Shelter dk(Stl–ws)<br>Wireless<br>Tonnage opening closed 1917 | 8114<br>6131<br>5223 | ✠100A1<br>Shelter dk<br>withfreeboard<br>9,21 ~~2,21~~ 9,21<br>~~BS6,20~~ ✠LMC3,17<br>✠Lloyd'sRMC~~4,21~~3,21 | Lon | c† | CL<br>7,19 | 1904<br>11mo<br>Lloyd | Harland&<br>Wolff,Ld.<br>Belfast<br>'sA&CP | Shaw,Savill&<br>AlbionCo.Ld.<br>WB= Cell | 455·4<br>DBa 115′uE&B90′ | 56·4 | 30·6<br>FK&BK3″ | S'thamptn<br>British<br>7BHCem<br>f188′1236t | Q.8Cy.21″,30″,43½″&62″–48″<br>215lb (s) 808NHP<br>2D&2SB18cfGS387HS14580<br>Harland&Wolff,Ld.Bel. | 42 |
| 23335 | **Mamelena A.** WoodSc | 263<br>—<br>147 | | | | | 1918 | Fernandez<br>Alvarez&Cia<br>S.Juan de<br>Nieva | Soc.Anon.<br>"Mamelena" | 108·7 | 20·2 | 13·1 | S.Sebast'n<br>Spanish | O.2Cy.13″&24″–18″<br>20NHP<br>Soc.Anon."Mamelena"<br>S.Sebastian | |
| 23336 | **Mamelena B.** WoodSc | 265<br>—<br>170 | | | | | 1918 | Fernandez<br>Alvarez&Cia<br>S.Juan de<br>Nieva | Soc.Anon.<br>"Mamelena" | 115·1 | 20·5 | 12·7 | S.Sebast'n<br>Spanish | O.2Cy.13″&24″–18″<br>20NHP<br>Soc.Anon."Mamelena"<br>S.Sebastian | |
| 23337<br>HSTK | **Mamelena No. 6** SteelScK<br>(exChallenger) 1Dk | 126<br>118<br>57 | ✠<br>StmTrawler<br>2,95 ✠ | Lth | | | 1892<br>3mo | Hawthorns<br>&Co.<br>Leith | Soc.Anon.<br>"Mamelena"<br>WB= | 100·0<br>F13′<br>DBf10′9t | 20·1 | 10·2<br>BK6½″ | S.Sebast'n<br>Spanish<br>4BHCem | O.2Cy.17″&34″–22″<br>1SB,2pf,GS35,HS960 52NHP<br>Hawthorns&Co.Leith | 11 |
| 23338<br>HSTL | **Mamelena No. 7** SteelScK<br>(exCaptain) 1Dk | 126<br>118<br>57 | ✠<br>StmTrawler<br>12,95 ✠ | Lth | | | 1892<br>5mo | Hawthorns<br>&Co.<br>Leith | Soc.Anon.<br>"Mamelena"<br>WB= | 100·0<br>F13′<br>DBf10′9t | 20·1 | 10·2<br>BK6½″ | S.Sebast'n<br>Spanish<br>4BHCem | O.2Cy.17″&34″–22″<br>1SB,2pf,GS35,HS960 52NHP<br>Hawthorns&Co.Leith | 11 |
| 23339 | **Mameluke** IronScSr<br>2Dks3trB<br>(exConfidenza,exMameluke) | *2709*<br>*2520*<br>*1736* | | | ... | | 1882 | C.Mitchell<br>&Co.<br>Newcastle | SouthRussian<br>ShippingCo. | 310·3<br>P26′B58′F33′ | 39·0 | 25·4<br>FK | Russian<br>WB | O.2Cy.34″&72″–48″<br>290NHP<br>WallsendSlipwayCo.Nwc. | 28 |
| 23340<br>8051<br>JWDC | **Mamiya Maru** WoodScSr<br>2Dks | 199<br>188<br>126 | | | | | 1907 | NipponIch<br>ioyu Kaisha<br>Niigata | C.Nakano | 119·0<br>B15′ | 17·3 | 12·6 | Niigata<br>Japanese | T.3Cy.9¼″,15″&24½″–18″<br>25NHP | |
| 23341<br>OMGJ | **Mamora** SteelTwinScSr<br>(exBearn)<br>Elec.light 1Dk | 450<br>421<br>210 | | | | | 1900 | DelaBrosse<br>&Fouché<br>Nantes | Cie.deNavigation<br>Paquet | 165·6<br>Q28′H47′RFD28′ | 24·4 | 12·6 | Marseilles<br>French<br>WB | O.4Cy.17¾″&29 1/16″–16½″<br>NB08 61NHP<br>DelaBrosse&Fouché,Nts. | |
| 23342<br>OMGP | **Mana** SteelTwinSc<br>1Dk | 255<br>174<br>112 | | | | | 1911 | A.Dubi-<br>geon&Fils<br>Nantes | Tanon&Cie. | 132·5 | 21·4 | 8·7 | Cayenne<br>French<br>WB | O.4Cy.10¼″&18 29/32″–14 3/16″<br>26NHP<br>Brissonneau&Lotz,Nantes | |
| 23343<br>76073 | — SteelPad<br>ssLyt.No.1–94<br>1Dk | 196<br>196<br>51 | ✠<br>For Tug purposes<br>10,94 ✠ | Lyt | | | 1890<br>7mo | Fleming&<br>Ferguson<br>Paisley | WestportHarbour<br>Board | 120·0<br>WB=DB | 22·1 | 10·7<br>BK7″ | Lyttelton<br>British<br>4BHCem<br>a24′f23′42t | O.D.4Cy.18″&36″–36″<br>90RHP<br>1SB,3pf,GS60,HS1341<br>Fleming&Ferguson,Psy. | 11 |
| 23344<br>91781<br>QHWM | — IronScSr<br>Ref.Mchy. 1Dk | 134<br>99<br>77 | | | | | 1886 | W.R.<br>Williams<br>Wellington | NewZealand<br>RefrigeratingCo.<br>Ld. | 99·2<br>len99 | 17·5 | 7·8 | Wellington<br>British | O.2Cy.13½″&25″–18″<br>25RHP<br>Muir&Houston,Glasgow | |
| 23345<br>135140<br>HWSN | — WoodAuxScSr<br>ParaffinMotor<br>Elec.light<br>Mchy.Aft CB Roof 10&12yrsMat.<br>(See Sailing Ship Register) | 93<br>84<br>43 | ✠<br>Yacht<br>11,12 ✠ | Wbl | | | 1912<br>11mo | Whitstable<br>ShippingCo.<br>Ld.<br>Whitstable | T.H.Cole | 79·3 | 20·0 | 10·9 | Campb'ltn<br>British | Paraffin Motor 2S.C.SA<br>2Cy.8″–12″ 11NHP<br>W.Beardmore&Co.Ld.Gls. | |

| 1<br>o. in ook.<br>fficial No.<br>ode tters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7a<br>Mean drafts.<br>Date when tail shaft last seen. | 8 Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3346<br>40530<br>JQPS | **Manaar** SteelScSr<br>Elec.light Wireless 2Dks(Stl)<br>3rd dk(Stl)inNo.1hold | 7242<br>6830<br>4499 | ✠100A1<br>8,21 ~~7,20~~<br>✠LMC~~8,17~~<br>BS8,21 MS10,20<br>Carrying oil fuel F.P. above 150° F. in DB<br>Fitted for oil fuel 1,19 F.P. above 150°F. | Cal<br>Bkn | c† | CL<br>~~N5,10~~<br>8,21 | 1917<br>8mo<br>Lloyd's A&CP | C.Connell &Co.Ld.<br>Glasgow | T.&J.Brocklebank Ld.<br>CellDB413'1563tDTa34' 216t FPT 79tAPT84t | 470·0 58·0 32·1<br>P47'B124'F43'<br>FK | Liverpool<br>British<br>7BHCem | 2 Steam Turbines geared to 1 Sc. Shaft (r) 787NHP<br>200lb HS14430<br>2DB&2SB,18cf,GS330,<br>D.Rowan&Co.Glasgow | 34″11<br>s8″0½<br>27″3 | |
| 3347<br>16750<br>MKR | **Manada** WoodScSr<br>Elec.light Wireless 1Dk2trB | 2542<br>2047<br>1490 | | | | | 1919 | GrantSmth PorterSBCo<br>Aberdeen, Wash. | UnitedStates ShippingBoard | 266·9 46·1 24·2<br>P27'B67'F29' | Portland, Or.<br>Utd. States | T.3Cy.19″,32″&56″–36″<br>188NHP<br>AllisChalmers Mfg.Co.Mil. | | R |
| 3348 | **Managua** SteelTwinScSr<br>ssB.As.No.3–6,16<br>ssMob.No.1–20<br>(exLisboa,exBerlin) 1Dk(Stl–pt teaks)<br>Elec.light | 1561<br>1070<br>959 | ✠ A1<br>8,22 ~~2,21~~<br>Gulf of Mexico & Caribbean Sea<br>BS5,21 ✠LMC3,20<br>Fitted for oil fuel, F.P. above150°F. | NOs | | N3,20 | 1906<br>6mo<br>Lloyd's A&CP | Sir J.Laing &Sons,Ld.<br>Sunderland | NewOrleans–BluefieldsFruit& TransportationCo. | 255·0 38·1 13·8<br>P&B171'F57'<br>FK | Bluefields<br>Nicaraguan<br>4BHAsp FPT72t | T.6Cy.15½″,25″&41″–27″ (s)<br>180lb 180lb 232NHP<br>2SB,6cf,GS108,HS4164<br>G.Clark,Ld.Sunderland | 14″9 | |
| 3349<br>101481<br>PRSQ | **Manaia** SteelTwinScSr<br>(exRotoiti)<br>1Dk | 1159<br>659<br>630 | | | | | 1898 | W.Denny &Bros.<br>Dumbarton | NorthernSS.Co.Ld | 220·0 33·1 13·2<br>P140'F44' | Auckland<br>British<br>WB | T.6Cy.13½″,20½″&31½″–27″<br>103NHP<br>Denny&Co.Dumbarton | | |
| 3350 | **Manaos** SteelScSr<br>Elec.light Wireless 2Dks&Shadedk | 1719<br>1331<br>1169 | ✠<br>2,84 | Gls | Lv | 16·42<br>17·40<br>18·38<br>19·35 | 1883<br>11mo | J.&G. Thomson<br>Clydebank | LloydBrasileiro | 266·3 36·1 19·5<br>H327t F47'<br>WB=APT | R.Janeiro<br>Brazilian<br>3BH 1PBH | C.2Cy.35″&70″–45″<br>274NHP<br>J.&G.Thomson,Clydebank | | |
| 23351<br>44255<br>EJFD | **Manaqui** SteelSc<br>Fitted for oil fuel<br>Elec.light 1Dk | 2802<br>2377<br>1522 | | | | | 1921 | Workman, Clark &Co.Ld<br>Belfast | UnifruitcoS.S.Co. Ld. (Clark& Service, Mgrs) | 303·0 47·2 ~~21·5~~ 21·7<br>B83'F38' | Glasgow<br>British<br>WB | T.3Cy.20½″,34″&57″–45″<br>217NHP<br>Wrkman,Clark&Co.LdBel | | |
| 23352<br>108071 | **Manaroa** WoodScK<br>1Dk | 140<br>84<br>81 | | | | | 1897 | W.H. Brown<br>Auckland | ~~MillerBros.Ld.~~<br>FijiPlantersCo-operativeAssocn. Ld. | 93·0 18·2 7·6 | ~~Wellingtn~~<br>British<br>Suva | C.2Cy.12″&24″–15″<br>24RHP<br>Cable&Co.Wellington | | |
| 23353 | **Manatawny** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks | 5543<br>4598<br>3407 | | | | | 1920 | American International S.B.Corp.<br>HogIslandPa | AmericanFuelOil &Transportation Co. | 390·0 54·0 32·0<br>P39'B121'F43' | Phildlphia<br>Utd. States<br>WB | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 23354<br>219990<br>WMD | **Manatee** SteelScSr<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks<br>Longitudinal framing | 5948<br>6144<br>3823 | | | | | 1920 | O.Daniels Co.<br>Tampa,Fla | UnitedStates ShippingBoard | 402·1 54·0 34·4<br>P34'B118'F38' | Tampa<br>Utd. States<br>WB | T.3Cy.24½″,41½″&72″–48″<br>359NHP<br>HardyTyneMfg.Co. Birmingham,Ala. | | R |
| 23355<br>91228<br>JWTH | **Manavi** SteelScSr<br>Wireless 2Dks(1Stl&1ptStl)&Shade dk | 1041<br>808<br>615 | ✠<br>7,85 | Gls | Lv | 12·73<br>13·53<br>14·32<br>15·11 | 1885<br>5mo | R.Napier &Sons<br>Glasgow | Pacific StmNavCo. | 216·0 35·1 15·0<br>P20t F21t | Liverpool<br>British<br>4BH 2PBH | C.2Cy.23″&46″–36″<br>NB00fitted02 90RHP<br>R.Napier&Sons,Glasgow | | |
| 23356<br>66562<br>RWJN | **Manawatu** IronScSr<br>1Dk | 183<br>158<br>112 | | | | | 1873 | H.Nicol<br>Auckland | F.G.Wilson | 128·8 18·7 9·5 | Melbourne<br>British | C.2Cy.15½″&30″–20″<br>38RHP<br>Mills&Cable,Wellington | | |
| 23357<br>17778<br>MQRK | **Manazuru Maru** SteelTwinScSr<br>(Tug)<br>1Dk | 181<br>170<br>71 | | | | | 1915 | MitsuBishi Dkyd&EWks<br>Nagasaki | MitsubishiZosen KaishaLd. | 90·0 23·5 12·5 | Nagasaki<br>Japanese | C.4Cy.13″&30″–21″<br>69NHP<br>MitsuBishiD.&E.Wks.Nag | | |
| 23358<br>OMGS | **Manche** SteelScBn<br>3Dks | 2395<br>—<br>1251 | | | | | 1887 | Messageries Marit.<br>LaCiotat | MessageriesMaritimes | 299·2 37·4 28·7<br>H&c40t | Marseilles<br>French<br>WB | T.3Cy.25¼″,37″&55″–43¾″<br>199NHP<br>Forges&Chantiers,Havre | | V |
| 23359<br>92087 | **Manchester** CompSc<br>amed “Jos.W.Simpson,” See No. 37943 in Supplement<br>Mchy.Aft | 2133<br>1611 | | | | | 1889 | Detroit DryDockCo.<br>Wyandotte | D.Sullivan&Co. | 281·0 41·0 20·0 | Mlwaukee, Wis.<br>Utd. States | T.3Cy.20″,32″&54″–42″<br>189NHP<br>RiversideIrn.Wks.,Detroit | | L |
| 23360<br>212156<br>LDMG | — SteelSc<br>1Dk | 582<br>—<br>396 | | | | | 1914 | ..................<br>Elizabeth-port,N.J. | LehighValley RailroadCo.Inc. | 109·3 32·2 13·6 | NewYork<br>Utd. States | | | |
| 23361<br>96272<br>QDW | — SteelScSr<br>ssBkn.2ndNo.3–8,20<br>Well deck 1Dk(Stl) FloorsIrn<br>Elec.light | 506<br>374<br>211 | ✠100A1<br>12,21 8,20<br>✠NB10,04 ✠LMC8,20<br>MBS12,21 | Bkn | i | CL<br>~~8,20~~<br>12,21 | 1891<br>1mo<br>Lloyd's A&CP | M'Ilwaine &M'Coll,Ld.<br>Belfast | Belfast&Mersey SS.Co.Ld. (S.Lawther &Sons, Mgrs.)<br>WB=Cell DB49'61tFPT | 180·7 27·5 13·2<br>P24' Q35' B42' F27'<br>BK7½″ | Belfast<br>British<br>4BHCem<br>42tAPT27t | T3Cy17¼″,27⅛″&44⅜″–30″(s)<br>180lb 80lb NDB18 100RHP<br>1SB,3pf,GS56,HS1813<br>M'Ilwaine&M'Coll,Ld.Bel. | 13″11<br>s1″1<br>13″6 | |
| 23362<br>135368<br>JVBW | **Manchester Brigade** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless 2nd dk(Stl)inNos.1,2,3&4holds<br>Cargo battens not fitted inShltr'tween dks | 6021<br>5759<br>3771 | ✠100A1<br>Shelter dk withfreeboard<br>12,21 ~~2,21~~<br>✠LMC8,18 | Mch | z | CL<br>12,21 | 1918<br>8mo<br>Lloyd's A&CP | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool | Manchester Liners Ld.<br>CellDB368'999tDTa33' 734t FPT68t | 418·0 53·5 33·4<br>B on Shelter dk 126'<br>FK | Manchestr<br>British<br>7BHCem<br>APT64t | T.3Cy.29″,49″&80″–54″ (s)<br>190lb 690NHP<br>3SB,12cf,GS231,HS10300FD<br>Richardsons,Westgarth& Co.Ld.Hpl. | 36″0<br>s8″1½<br>28″3 | |
| 23363<br>108835<br>QJTS | **Manchester City** SteelSc4MstSr<br>ssLiv.No.3–6,11<br>ssMch.No.2–19<br>Elec.light 2Dks(Stl)&deepframing<br>hold beams forehold&Shelter dk(Irn)<br>Ref.Mchy. Wireless | 7345<br>5581<br>4692 | ✠100A1<br>12,21 1,21<br>~~BS9,20~~ ✠LMC8,19<br>Lloyd'sRMC~~1,21~~ ~~3,21~~<br>BS9,21 3,22 ~~12,21~~ | Gms<br>Mch | b† | CL<br>~~8,19~~<br>12,21 | 1898<br>10mo<br>Lloyd's A&CP | SirRaylton Dixon&CoLd<br>Middlesbro'<br>WB | Manchester Liners Ld.<br>= Cell D Ba106'u E&B67'f197'1215t | 445·4 52·0 30·0<br>B128'<br>FK | Manchestr<br>British<br>7BHCem<br>APT34t | T.3Cy.30″,50″&83″–54″ (r)<br>200lb 686NHP<br>4SB,12cf,GS231,HS9600 FD<br>SirC.Furness,Westgarth& Co.Ld.Middlesbro' | 33″0<br>s6″0<br>27″5 | |
| 23364<br>135359<br>JOVN | **Manchester Civilian** SteelScSr<br>1Dk<br>Wireless | 4706<br>4380<br>2927 | | | | | 1913 | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool | ManchesterLiners Ld. | 385·0 52·0 27·0<br>P36'B119'F36' | Manchestr<br>British<br>WB | T.3Cy.25″,40″&68″–48″<br>320NHP<br>Richardsons,Westgarth& Co.Ld.Hpl. | | C |
| 23365<br>108844<br>RHVP | **Manchester Corporation** StlSc 4MstSr<br>ssMch.No.3–12,11<br>ssMch.No.2–20<br>Elec.light<br>Wireless 2Dks(Stl)3trB | 5397<br>5133<br>3479 | ✠100A1<br>~~8,21~~ ~~1,21~~ 3,22<br>✠LMC<br>MS9,19 BS~~5,20~~ 7,21 | Mch | z | CL<br>5,20 | 1899<br>9mo<br>A&CP<br>WB=Cell | Furness, Withy&CoLd<br>WHartlepool | Manchester Liners Ld.<br>DBa140'uE&B63'f163'1000tDTa29' | 430·5 48·1 30·8<br>P20'B84'F42'<br>FK | Manchestr<br>British<br>6BHptAsp ptCem<br>536tFPT58t | T.3Cy.28″,46″&78″–54″ (r)<br>190lb 541NHP<br>3SB,9cf,GS173,HS7120 FD<br>SirC.Furness,Westgarth& Co.Ld.Mdb.<br>APT20t | 34″0<br>s7″11½<br>26″5 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23366<br>135369<br>JVLD | **Manchester Division** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*2nd dk*(*Stl*)*in Nos*.1,2,3&4*holds*<br>*Cargo battens not fitted in Shelter 'tween dks*<br>Wireless | 6027<br>5766<br>3774 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~9,21~~ ~~1,21~~ ✠LMC10,18<br>5,22 | Mch | *z* | CL<br>N6,19 | 1918<br>10mo<br>*Lloyd* | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool<br>'*sA&CP* | ManchesterLiners Ld. | 418·0<br>*BonShelter dk*126'<br>FK<br>*CollisionB*<br>*CellDB* | 53·5 | 33·4 | Manchestr<br>British<br>*Cem*<br>*HtoShltr dk*<br>*6BHtoU dk*<br>368'999*t DT* | T.3Cy.29",49"&80"–54" (*s*)<br>190lb 690NHP<br>3SB,*12cf*,GS231,HS10300 FD<br>Richardsons,Westgarth& Co.Ld.Hpl<br>*a*33'784*t FPT*68*t APT*64*t* |
| 23367<br>113113<br>SVDR | **Manchester Exchange** StlScSr<br>*ss*Mch.No.3–6,14<br>*ss*Mch.No.1–18<br>1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*)<br>*Elec.light* Wireless &*deep framing* | 4091<br>3895<br>2649 | ✠100A1<br>*Spar dk*<br>~~6,21~~ ~~11,20~~ 1,22 ✠LMC<br>MS4,18 BS~~7,20~~ 4,21 | Mch | *x* | CL<br>2,20 | 1901<br>11mo | Furness,<br>Withy&CoLd<br>WHartlepool<br>A&CP<br>*WB*= | ManchesterLiners Ld.<br>*Cell DBa* 124' *uE&* | 360·5<br>P29'B100'F35'<br>*B*50' *f* 136'748*t DTa* | 48·2 | 20·3<br>28·2<br>FK | Manchestr<br>British<br>*6BHCem*<br>20' 505*t FPT* | T.3Cy.25",40"&68"–48" (*s*)<br>180lb *100lb* 374NHP<br>3SB,*9cf*,GS147,HS6142<br>Richardsons,Westgarth& Co.Ld.Hpl.<br>66*t APT*41*t* |
| 23368<br>135364<br>JMFG | **Manchester Hero** SteelScSr<br>*ss*Mch.No.1–19<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless 2*nd dk*(*Stl*)*in No*.1 *hold*<br>*Cargo battens not fitted except in No*.2*hold* | 5738<br>5532<br>3672 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~9,21~~ ~~1,21~~<br>3,22<br>BS3,22 ✠LMC8,19 | Mch | *y* | CL<br>~~8,19~~<br>3,22 | 1916<br>1mo<br>*Lloyd* | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'*sA&CP* *W* | Manchester Liners Ld.<br>*B*= *Cell DB a*140' | 400·0<br>*FonShelter dk*37'<br>FK<br>*uE&B*45'*f*166'1308*t* | 53·0 | 32·3 | Manchestr<br>British<br>*6BHCem*<br>*APT*112*t* | T.3Cy.27",45"&74"–48" (*s*)<br>180lb 465NHP<br>3SB,*9cf*,GS181,HS7906<br>Blair&Co.Ld.Stockton |
| 23369<br>108842<br>RHDT | **Manchester Importer** SteelScSr<br>*ss*Mch.No.3–12,11<br>*ss*Nwc.No.2–18<br>1*Dk*(*Stl*)2*tr B deepframing*&*Webframes*<br>*Elec.light* Wireless &*Shelter dk*(*Irn*) | 4028<br>3776<br>2538 | ✠100A1<br>*Shelter dk*<br>9,21 ~~3,21~~<br>BS2,22<br>~~BS11,20~~ ✠LMC10,18 | Mch | *y* | N2,21 | 1899<br>8mo | Irvine'sSB.<br>&D.D.Co.Ld.<br>WHartlepool<br>A&CP | ManchesterLiners Ld.<br>*WB*=*CellDBa*<br>116'*uE&B*72'*f*126' | 370·0<br>FK<br>903*t DTa* 24' 564*t A* | 48·0 | 26·3 | Manchestr<br>British<br>*6BHCem*<br>*PT*53*t* | T.3Cy.25",41"&69"–48" (*s*)<br>180lb 379NHP<br>3SB,*9cf*,GS150,HS6120<br>W.Allan&Co.Ld.Sld. |
| 23370<br>119582<br>VNTD | **Manchester Mariner** SteelScSr<br>*ss*Bkn.No.3–1,17<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames*<br>*Elec.light* Wireless *ss*Mch.No.1–20 | 4106<br>3949<br>2672 | ✠100A1<br>*Spar dk*<br>~~7,21~~ ~~12,20~~ 2,22 ✠LMC<br>MS12,19 ~~BS9,20~~<br>BS10,21 | Mch | *x* | ~~N11,20~~<br>2,22 | 1904<br>2mo<br>*Lloyd* | Furness,<br>Withy&CoLd<br>WHartlepool<br>'*sA&CP* | ManchesterLiners Ld.<br>*WB*=*CellDBa* | 360·0<br>P30'B92'F34'<br>FK<br>118' *uE&B* 44'*f*148' | 48·0 | 20·2<br>28·1 | Manchestr<br>British<br>*6BHCem*<br>823*t APT*36*t* | T.3Cy.26",42"&72"–48" (*s*)<br>180lb *100lb* 403NHP<br>3SB,*9cf*,GS144,HS6400<br>Richardsons,Westgarth& Co.Ld.Hpl. |
| 23371<br>113129<br>VMCF | **Manchester Merchant** SteelScSr<br>*ss*Mch.No.3–1,17<br>Wireless *ss*Mch.No.1–20<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames*<br>*Elec.light* *lower dk in forehold* | 4152<br>4012<br>2707 | ✠100A1<br>*Spar dk*<br>~~7,21~~ ~~12,20~~ 2,22 ✠LMC<br>MS1,20 BS~~3,21~~ 6,22 | Mch | *x* | ~~N12,20~~<br>2,22 | 1904<br>1mo<br>*Lloyd* | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'*sA&CP* | ManchesterLiners Ld.<br>*WB*=*CellDBa* | 360·0<br>P30'B92'F32'<br>FK<br>118'*uE&B* 42'*f*154' | 48·0 | 20·2<br>28·1 | Manchestr<br>British<br>*6BHCem*<br>834*t APT*56*t* | T.3Cy.26",42"&72"–48" (*s*)<br>180lb *100lb* 400NHP<br>3SB,*9cf*,GS153,HS6340<br>Richardsons,Westgarth& Co.Ld.Sld. |
| 23372<br>113130<br>VMFB | **Manchester Port** SteelScSr<br>*ss*Mch.No.3–6,16<br>*ss*Mch.No.1–20<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*Web frames* | 4093<br>3949<br>2662 | ✠100A1<br>*Spar dk*<br>~~6,21~~ ~~11,20~~ 1,22 ✠LMC<br>BS~~3,21~~ 4,22 MS4,20 | Mch | *x* | CL<br>11,20 | 1904<br>1mo<br>*Lloyd* | Furness,<br>Withy&CoLd<br>WHartlepool<br>'*sA&CP*<br>*WB* | ManchesterLiners Ld.<br>= *Cell DBa* 118'*uE* | 360·0<br>P30'B92'F34'<br>FK<br>&*B* 42' *f* 150' | 48·0 | 20·2<br>28·1 | Manchestr<br>British<br>*6BHCem*<br>823*t APT*36*t* | T.3Cy.26",42"&72"–48" (*s*)<br>180lb *100lb* 400NHP<br>3SB,*9cf*,GS153,HS6340<br>Richardsons,Westgarth& Co.Ld.Sld. |
| 23373<br>108850<br>RMTF | **Manchester Shipper** SteelScSr<br>*ss*Mch.No.3–11,11<br>*ss*Mch.No.2–19<br>*Elec.light* 1*Dk*(*Stl*)2*tr B deepframing*&<br>Wireless *Webframes*&*Shelter dk*(*Irn*) | 4038<br>3776<br>2542 | ✠100A1<br>*Shelter dk*<br>8,21 ~~12,20~~ ✠LMC<br>MS7,19 BS~~3,20~~ 8,21 | Mch | *y* | 12,20 | 1900<br>2mo | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool<br>A&CP | Manchester Liners Ld.<br>*WB*=*CellDBa*<br>116'*uE&B*72' | 370·0<br>*BonShelter dk*106'<br>FK<br>*f*126'903*t DT a* 24' | 48·0 | 26·3 | Manchestr<br>British<br>*6BHCem*<br>564*t APT*53*t* | T.3Cy.25",41"&69"–48" (*s*)<br>180lb 379NHP<br>3SB,*9cf*,GS150,HS6120<br>W.Allan&Co.Ld.Sld. |
| 23374<br>MGKF | **Manchioneal** SteelScSr<br>*Elec.light* 2*Dks*3*trB* | 1654<br>991<br>1036 | | | | | 1911 | Akt.Burmeistr&Wain<br>Copenhagen | A/S D/S Manchioneal (O.&A. Irgens) | 255·3<br>H124*t* | 35·7 | 22·6 | Bergen<br>Norwegian<br>*WB* | T.3Cy.22",35"&60"–42"<br>233NHP<br>Akt.Burmeistr&Wain,Cpn |
| 23375<br>200690<br>KSWC | **Manchuria** SteelTwinScSr<br>*ss*NYk.No.3–8,16<br>*Elec.light* 4*Dks*(*Stl–U*ws)&<br>Sub.Sig. Wireless *Shelter dk*(*Stl*–ws)<br>*Ref.Mchy.* | 13639<br>11603<br>8750 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>7,20 ✠LMC12,20<br>*Fitted for oil* | NYk<br>*fuel* 12,19 | *n*† | CL<br>~~11,20~~<br>PN11,21<br>s11,21<br>*F.P. a* | 1904<br>5mo<br>*bove* 1 | NewYork<br>S.B.Co.<br>Camden,N.J.<br>A&CP<br>50° F. | AtlanticTransport Co.Inc.<br>*WB* = *CellDBa*<br>*f*229' 2270*t DTan* | 600·0<br>*BonShelter dk*204' FK&BK3"<br>160'*uE&B*113'<br>*ks a*25'584*t*&35'588*t* | 65·3 | 31·1<br>39·1 | New York<br>Utd.States<br>*9BHCem*<br>*DTf*35'978*t* | Q.8Cy.30",43",63"&89"–60"<br>215lb *215lb* FD (*s*)1923NHP<br>4D&4SB*36cf* GS636 HS28276<br>NewYorkS.B.Co.Camden, N.J.<br>*FPT*123*t APT*89*t* |
| 23376<br>145342<br>KBWG | **Manchurian** SteelSc<br>*ss*Hpl.No.3–11,20<br>(*ex*TillyRuss) 1*Dk*(*Stl*)*Shelter dk*(*Stl*)<br>*Elec.light* Wireless | 2819<br>2341<br>1760 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>7,22 ~~11,20~~<br>LMC11,20<br>BS2,22 | Hpl<br>Hul | *s* | CL<br>11,20 | 1905<br>*Lloyd* | Akt.Ges.<br>"Neptun"<br>Rostock<br>'*sA&CP*<br>*Inter* | Ellerman'sWilson Line,Ld.<br>*mediateBH in fore* | 292·1<br>FK<br>*CellDB* *FPT*30*t*<br>*hold dispensed with* | 41·3 | 25·7 | Hull<br>British<br>*Cem*<br>*APT*30*t*<br>4*BHtoSh dk* | T3Cy.20$\frac{1}{16}$",35½"&56"–37½"<br>185lb (*s*) 229NHP<br>2SB,*4cf*,GS93,HS3790<br>A.G."Neptun,"Rostock |
| 23377<br>135324<br>JOFK | **Manchurian Prince** SteelScSr<br>*ss*NYk.No.2–21 ~~*ss*Gls.No.1–17~~<br>(*ex*Ardgair) 2*Dks*(*Stl*)<br>*Elec.light*<br>Wireless Sub.Sig. | 5119<br>4748<br>3282 | ✠100A1<br>1,22 ~~3,21~~<br>~~BS9,20~~ ✠LMC~~5,17~~<br>BS11,21 MS3,21 | NYk<br>Sbl | *z* | CL<br>4,20 | 1913<br>5mo<br>*Lloyd* | R.Duncan<br>&Co.Ld.<br>Pt.Glasgow<br>'*sA&CP* | PrinceLineLd.<br>(Furness,Withy &Co.Ld.*Mgrs.*)<br>*'Tween hold* | 405·0<br>P41'B121'F35'<br>FK<br>*dk BH in after* { 5*B*<br>*dispensed with* { 1*B*<br>*CellDBa*131' | 53·0 | 27·2 | Newcastle<br>British<br>*Cem*<br>*H to Upr dk*<br>*H to 2nd dk*<br>*uE*23' *f*176' | T.3Cy.27",44"&73"–48" (*s*)<br>180lb *100lb* 475NHP<br>2SB,*8cf*,GS156,HS6697 FD<br>J.G.Kincaid&Co.Ld.Grk.<br>*only*<br>1103*tDTa*36'988*t APT*36*t* |
| 23378<br>~~124116~~<br>~~HMFP~~ | **Manco** SteelScSr<br>*ss*Liv.No.3–5,21 ~~*ss*Liv.No.2–16~~<br>*Elec.light* 1*Dk*(*Stl*–ws)*Main dk*(*Stl*)<br>*Ref.Mchy.* *forward*&*ptMain dk*(*Stl*)*aft*<br>Wireless &*deep framing*<br>*Now renamed* "Morazan," *See No*. 68438 *in Supplement* | 2984<br>2178<br>1835 | ✠100A1<br>7,21 ~~7,10~~<br>~~BS7,10~~ ✠LMC~~10,10~~<br>~~MS6,11~~ 5,21 | Liv | *u* | ~~4,20~~<br>7,21 | 1908<br>2mo<br>*Lloyd* | Scotts'S.B.<br>&Eng.Co.Ld.<br>Greenock<br>'*sA&CP*<br>*WB*= | ~~BoothS.S.Co.Ld.~~<br>VaccaroBros.&Co.<br>*Cell DBa* 90' *uE*26' | 300·3<br>P&B191'F40'<br>FK<br>*f* 114'495*tD* | 45·2 | 21·1 | LaCeiba<br>Honduran<br>*7BHCem*<br>*Ta*22'302*t FPT*63*t APT*18*t* | T.3Cy.23",38"&64"–42" (*s*)<br>180lb *100lb* 381NHP<br>2SB,*6cf*,GS126,HS5728 FD<br>Scotts'S.B.&E.Co.Ld.Grk. |
| 23379<br>4964<br>JFSG | **Manda Maru** SteelScSp<br>1*Dk* | 213<br>—<br>77 | | | | | 1900 | OsakaIron<br>Works<br>Osaka | MitsuiBussan Kaisha,Ld. | 124·0 | 23·5 | 11·3 | Moji<br>Japanese | T.3Cy.14",22"&37"–27"<br>71NHP<br>OsakaIronWorks,Osaka |
| 23380<br>137806<br>JLWG | **Mandala** SteelTwinScSr<br>*Elec.light* 2*Dks*(*StlU*–teak s)<br>Wireless | 8246<br>6832<br>5190 | ✠<br>10,17<br>✠<br>*Carrying oil*<br>150°F. *in par* | Lon<br>*fuel F.*<br>*ts of D* | *c*<br>*P.*<br>*B* | *above* | 1915<br>10mo | Barclay,<br>Curle&Co.Ld.<br>Glasgow<br>*WB*=*CellD* | BritishIndiaStm. Nav.Co.Ld.<br>*Ba* 135'*uE&B* 70'*f* | 450·2<br>P44'B161'F42'<br>FK<br>187'1372*t FPT*124*t* | 58·2 | 32·8 | Glasgow<br>British<br>*7BHCem*<br>*APT*70*t* | T.6Cy.21",35½"&61"–45"<br>900NHP<br>4SB,1AuxB,*18cf*,GS338, HS14156 FD<br>Barclay,Curle&Co.Ld.Gls. |
| 23381<br>132997<br>HVBM | **Mandalay** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 5529<br>5132<br>3539 | | | | | 1911 | W.Denny<br>&Bros.<br>Dumbarton | Brit.&BurmeseSN Co.Ld.&Burmah S.S.Co.Ld.(P.Henderson&Co.*Mgrs.*) | 425·0<br>P54'B123'F52' | 54·2 | 28·3 | Glasgow<br>British<br>*WB* | T.3Cy.26",44"&73"–48"<br>369NHP<br>Denny&Co.Dumbarton |
| 23382<br>138079<br>KGNP | — IronTwinSc<br>(*ex*Express) | 1120<br>—<br>407 | | | | | 1889 | Harlan&<br>Hollingswrth<br>Wlmgtn,Del. | DelawareHudson S.S.Co.Inc. | 272·0 | 44·1 | 12·6 | NewYork<br>Utd.States | C.2Cy.26"&48"–36"<br>115NHP<br>Harlan&HollingsworthCo. |
| 23383<br>93339 | — SteelPadLr | 488<br>488<br>359 | | | | | 1886 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 250·0 | 30·0 | 8·9 | Glasgow<br>British | C.D.2Cy.34"&59"–54"<br>213NHP<br>Denny&Co.Dumbarton |

| 1 | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 384<br>GW | **Mandasan Maru** SteelScSr<br>ssNwc.No.3–6,14<br>ssKob.No.1–19<br>(exPembrokeshire) 1Dk(Stl)&Spar dk<br>Elec.light Wireless (Stl)&deep framing | 4313<br>4045<br>2657 | ✠100A1<br>Spar dk<br>~~11,21~~ ~~11,19~~<br>9,21<br>✠LMC~~11,19~~<br>9,21 ~~11,20~~ | Kob | x | ~~11,19~~<br>~~11,20~~<br>9,21 | 1901<br>8mo | Sunderlnd S.B.Co.Ld.<br>Sunderland<br>A&CP | MitsuiBussan Kaisha,Ld.<br>WB=CellDBa 116'uE&B34'f154'902tDTa250tDTf 350tAPT80t | 360·0<br>P27'B90'F36' | 48·1 | 20·5<br>28·3<br>FK | Kobe<br>Japanese<br>6BHCem | T.3Cy.26"42½"&69½"–45"(s)<br>180lb 165lb 354NHP<br>3SB,9cf,GS155,HS5499<br>N.E.MarineEng.Co.Ld.Sld | 31 ″ 0<br>s 6 ″ 4½<br>25 ″ 0 | |
| 385<br>DST | **Mandasor** SteelScSr<br>2Dks(Stl)<br>Elec.light<br>Wireless | 5144<br>4711<br>3149 | ✠100A1<br>3,21<br>✠LMC3,20<br>Fitted for oil fuel 3,20 F.P. above 150° F. | Cal | y | CL | 1920<br>3mo | W.Hamilton&Co.Ld.<br>PortGlasgow<br>Lloyd's A&CP Intermediate 'tween dk BH in after hold dispensed with 5BH to Udk 1BH to 2dk only | T.&J.Brocklebank Ld. | 400·1<br>P51'B117'F39'<br>CellDB338' 1101t DTa 35' 1001t FPT109t APT65t | 52·3 | 28·5<br>FK | Liverpool<br>British<br>Cem | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS172,HS7668 FD<br>D.Rowan&Co.Ld.Glasgow | 31 ″ 0 | |
| 386<br>GKJ | **Mandeville** SteelScSr<br>2Dks3trB<br>Elec.light | 1655<br>993<br>1038 | | | | | 1911 | Akt.Burmeistr&Wain<br>Copenhagen | D/S A/S Mandeville(A.F.Klaveness&Co.A/S) | 255·3<br>H124t | 35·7 | 22·6 | Chrstiania<br>Norwegian<br>WB | T.3Cy.22",35"&60"–42"<br>233NHP<br>Akt.Burmeistr&Wain,Cpn | | N |
| 387 | **Mandrake** SteelSc<br>1Dk | 606<br>491<br>254 | | | | | 1919 | Smith's DockCo.Ld.<br>Middlesbro' | L.Gueret&Co.Ld.(J.S.Hamilton& W.A.MacKnight, Mgrs.) | 170·0 | 30·0 | 15·7 | London<br>British<br>WB | T.3Cy.16",26"&44"–26"<br>94RHP<br>Smith'sDockCo.Ld.Mdb. | | C |
| 3388 | **Mandu** SteelScSr<br>(exBelmonte,exPosen)<br>2Dks&Shelter dk<br>Elec.light<br>Sub.Sig. Wireless | 6569<br>6181<br>4094 | | | | | 1913 | Bremer Vulkan<br>Vegesack | BrazilianGovt. (Operated by the FrenchGovt.) | 471·2<br>H— | 59·2 | 28·9 | R.Janeiro<br>Brazilian<br>WB | T3Cy$32\frac{3}{10}$",$52\frac{4}{5}$"&$86\frac{3}{5}$"–$55\frac{1}{10}$"<br>557NHP<br>BremerVulkan,Vegesack. | | V |
| 3389<br>74<br>BHV | **Manei Maru** WoodAuxScSr | 497<br>—<br>378 | | | | | 1919 | ........ | Chinkan-ei | 164·2 | 27·3 | 14·9 | Takao, Formosa<br>Japanese | | | |
| 3390<br>44250<br>JBN | **Manela** SteelTwinSc<br>2Dks(StlU-teaks)<br>Elec.light<br>Sub.Sig. Wireless | 8303<br>6842<br>5041 | ✠100A1<br>~~10,21~~ ~~5,21~~ 3,22 ✠LMC5,21<br>~~(ClassContemplated)~~<br>Fitted for oil fuel5,21 F.P. above 150°F | ~~[illegible]~~<br>Mdb | c† | CL | 1921<br>4mo | Barclay,Curle&Co.Ld.<br>Glasgow<br>Lloyd's A&CP | BritishIndiaStm. Nav.Co.Ld.<br>CellDB419' 1550t FPT124t APT60t | 450·0<br>P44'B161'F42' | 58·3 | 32·8<br>FK | Glasgow<br>British<br>9BHCem | ~~4~~6 Steam Turbines geared to 2 ScrewShafts (s)<br>215lb 926NHP<br>4SB,16cf,GS301,HS12628 FD<br>Barclay,Curle&Co.Ld.Gls. | 35 ″ 6<br>s 8 ″ 2<br>27 ″ 11 | |
| 3391<br>5794<br>VPK | **Manfred** SteelScSr<br>(exBismark, exLiselotteLinneman)<br>1Dk | 661<br>474<br>361 | | | | | 1909 | Eiderwerft A.G.<br>Tönning | VerkebäcksÅngf. Aktieb. (Fredr. Olsson,Mgr.) | 175·2<br>Q52'B47'F22' | 30·1 | 10·9 | Verkebäck<br>Swedish<br>WB | T.3Cy.12¾",20½"&32¼"–22"<br>49NHP<br>EiderwerftA.G.Tönning | | |
| 3392<br>43638<br>KFPT | **Mangalore** SteelSc<br>2Dks(Stl)&3rd dk(Stl) in No.1 hold<br>Cruiser Stern<br>Elec.light<br>Wireless | 9751<br>9195<br>6205 | ✠100A1<br>4,21<br>✠LMC6,20<br>Fitted for oil fuel 6,20 F.P. above 150° F. | Gls | g† | CL | 1920<br>6mo | C.Connell&Co.Ld.<br>Glasgow<br>Lloyd's A&CP<br>CellDB463' 2110t MT35' 1490tDTa 40'1568t FPT111t APT90t | T.&J.Brocklebank Ld. | 518·0<br>P49'B223'F42' | 63·9 | 35·6<br>FK | Liverpool<br>British<br>8BHptCem<br>Turbines by | 2 Steam Turbines geared to 1 Sc. Shaft 200lb (r)<br>HS19266 1113NHP<br>2DB&2SB,24cf,GS420<br>D.Rowan&Co.Ld.Glasgow<br>Met.VickersElecCoLdMch | 38 ″ 4<br>s 8 ″ 10<br>29 ″ 10 | |
| 3393<br>GRW | **Manger** SteelScSr<br>1Dk | 117<br>106<br>49 | | | | | 1911 | Mjellem&Karlsen<br>Bergen | Alversund&MangerDampskibsselskab | 100·9<br>H11t | 18·9 | 9·7 | Bergen<br>Norwegian | T.3Cy.9½",15"&25"–18"<br>26NHP<br>Mjellem&Karlsen,Bergen | | N |
| 3394<br>27475<br>IWLS | **Mango** SteelSc3MstSr<br>ssDub.No.2–20<br>Mchy.Aft 1Dk(Irn) | 341<br>249<br>125 | ✠100A1<br>6,21 ~~2,20~~<br>✠LMC2,20<br>BS6,21 | Dub | f | CL<br>2,20 | 1912<br>7mo | J.Fullerton&Co.<br>Paisley<br>Lloyd's A&CP | FrontierTownS.S. Co.Ld. (J.Fisher&Sons, Mgrs.) | 142·8<br>Q79'B7'F25' | 23·6 | 10·4<br>BK6"<br>WB=FPT | Newry<br>British<br>3BHCem<br>45tAPT40t | C.2Cy.16"&34"–24" (s)<br>130lb 47RHP<br>1SB,2pf,GS39,HS1280<br>Fishers,Ld.Paisley | 11 ″ 4<br>s 4 ″ 1½<br>11 ″ 6 | |
| 3395<br>SHW | **Mangor** WoodAux3MstScSr<br>OilEng.<br>Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 144<br>129<br>106 | | | | | 1918 | Lister Skibsbyggeri<br>Borhaug | J.Allum | 100·0 | 23·6 | 9·5 | Tönsberg<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.<br>NilsN.Finnöy'sMtrfbrk. Molde | | N |
| 3396<br>216413<br>LKTV | **Mangore** SteelSc3MstSr<br>Elec.light 1Dk(Stl)&Webframes<br>Mchy.Aft Longitudinal framing<br>Wireless Cargo battens not fitted | 4066<br>3415<br>2416 | ✠100A1<br>2,21<br>✠LMC6,18 | Bal | w | CL<br>2,21 | 1918<br>6mo | Bethlehem S.B.Corp.<br>Sparro'PtMd<br>A&CP | GuarantyTrustCo ofNYork-Trustees (OreSSCorp.Mgrs)<br>1intermediate bulkhead dispensed with 5BH only<br>CellDBuE&B50'f 231'1036t side tanks 231'718t FPT193tAPT244t | 357·3<br>P108'F27' | 50·3 | 24·5<br>FK | NewYork<br>Utd.States<br>Cem | T.3Cy.20½",35"&60"–42" (s)<br>200lb 337NHP<br>2SB,6cf,GS123,HS4886 FD<br>BethlehmSBCor.Sparr'Pt | 27 ″ 5<br>s 5 ″ 7<br>22 ″ 2 | |
| 3397<br>219354<br>LVBW | **Manham** SteelSc<br>Sub.Sig. Fitted for oil fuel<br>Elec.light 1Dk&Shelter dk<br>Wireless Longitudinal framing | 6030<br>5600<br>4456 | | | | | 1919 | Seattle-NorthPacific S.B.Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 402·4<br>P48'F38'on Shelter dk | 53·4 | 32·0 | Seattle<br>Utd.States<br>WB | 2 Steam Turbines<br>MidwestEngineCo. Indianapolis,Ind. | | R |
| 3398<br>108630<br>QMRF | **Manhattan** SteelTwinSc4MstSr<br>2DksSpardk&<br>Elec.light Wireless Sub.Sig. Shade dk | 8115<br>7575<br>6236 | | | ... | | 1898 | Harland&Wolff,Ld.<br>Belfast | AtlanticTransport Co.Ld. | 490·5 | 56·3 | 25·0<br>32·9<br>FK&BK3" | Belfast<br>British<br>WB | T.6Cy.19",31"&52"–48"<br>478NHP<br>Fawcett,Preston&Co.Liv. | 36 ″ 5 | |
| 3399<br>202346 | — SteelSc<br>(Ferry)<br>Elec.light (Screwsfore&aft) 2Dks | 1954<br>—<br>1329 | | | | | 1905 | Maryland SteelCo.<br>Sparro'PtMd | City of NewYork | 246·4 | 46·1 | 18·4 | NewYork<br>Utd.States | C.4Cy.22½"&50"–30"<br>228NHP<br>MarylandStl.Co.Sparr'.Pt. | | |
| 3400<br>789<br>HBTJ | **Manhem** IronScSr<br>ssGot.3rdNo.3–8,20 ~~ssGot.2ndNo.3–3,09~~<br>~~ssGot.No.2–17~~<br>Well deck 1Dk2trB | 437<br>346<br>224 | ✠90A1<br>5,21 ~~8,20~~<br>✠NB3,04 ~~BS8,20~~<br>✠LMC~~6,17~~ 6,21 | Got | g | 10,19 | 1883<br>11mo | MotalaCo.<br>Gothenburg<br>Lloyd's A&CP | Ångf.Aktieb.Manhem (A.F. Magnusson,Mgr.) | 141·1<br>Q44'B34'F22' | 24·3 | 13·8<br>BK7"<br>WB | Gothenbrg<br>Swedish<br>4BHCem<br>=MT17'90t | C.2Cy.16"&29"–20½" (s)<br>110lb 87lb NDB04 41NHP<br>1SB,2cf,GS32,HS770<br>MotalaCo.Gothenburg | 14 ″ 6<br>s 1 ″ 6<br>13 ″ 11 | |
| 3401 | **Manica** SteelScSr<br>ssLth.No.3–7,14<br>ssShl.No.1–10<br>2Dks(1StlUIrn)&deepframing<br>Elec.light Wireless<br>ed "Kyokuto Maru," See No.3810[illegible] in Supplement | 4192<br>3914<br>2661 | ✠100A1<br>5,21 ~~3,20~~<br>~~BS10,19~~ ✠LMC12,18<br>BS5,21 | Shl<br>Lon | x | CL<br>~~10,10~~<br>5,21 | 1901<br>11mo | Armstrong Whitworth&Co.Ld.<br>Newcastle<br>A&CP | ~~Ellerman& BucknallS.S.Co.Ld~~<br>KyokutoKisen Kaisha<br>CellDBa96' uE&B48'f156' 1061t | 360·0<br>P36'B96'F42' | 47·0 | 28·3<br>FK | London<br>Japanese<br>7BHCem | T.3Cy.26½",46"&77"–48" (r)<br>180lb 535NHP<br>3SB,9cf,GS144,HS7599 FD<br>WllsndSlpwy.Co.Ld.Nwc.<br>TunnelTank134tAPT68t | 31 ″ 0<br>s 6 ″ 2½<br>25 ″ 2 | |
| 3402<br>HJRC | — SteelScSp<br>Elec.light 1Dk&Awngdk(ptStl–teaks)<br>Mchy.Aft | 1116<br>928<br>644 | ✠<br>Awng dk withfreeboard<br>1,10 ✠ | PNl | m | | 1907<br>2mo | SirRaylton Dixon&Co.Ld<br>Middlesbro' | Cia.Nacional de Navegaçâo<br>WB=CellDBuE 19'f159' 279t FPT | 225·3<br>F32' | 33·2 | 7·9<br>14·6<br>FK | Lisbon<br>Portuguese<br>4BHCem<br>55tAPT4t | T.3Cy.15½",25"&41"–27"<br>117NHP<br>1SB,3cf,GS58,HS2102<br>N.E.MarineEng.Co.Ld.Sld | 17 ″ 0 | |
| 3403 | **Manila** SteelSc<br>Elec.light 1Dk&Spar dk<br>named "Siang Lee," See No.39372 in Supplement | 1790<br>1492<br>1108 | | | | | 1904 | Rickmers Act.Ges.<br>Bremerhaven | ~~TheShippingController(British IndiaS.N.Co.Ld. Mgrs.)~~ YakeeCo. | 253·2<br>P33'B64'F36' | 37·4 | 19·6 | Singapore<br>Chinese<br>WB | T.3Cy.$18\frac{7}{8}$",$30\frac{11}{16}$"&49¼"–31½"<br>136NHP<br>Geb.Sachsenberg,Rosslau | | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23404<br>18449<br>MTRL | **Manila Maru** SteelTwinScSr<br>ssHKg.No.1-19<br>*Elec.light* *2Dks(Stl)&Shelter dk(Stl-*<br>*Ref.Mchy.* ws)*3rd dk(Stl)in No.1 hold*<br>Wireless | 9519<br>8808<br>6033 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~5,21~~ ~~7,19~~<br>11,21<br>Lloyd'sRMC ~~10,96~~ ~~4,21~~<br>1,22 | HKg<br>~~Sea~~ ~~Kob~~<br>1,21<br>✠LMC | *d*† | ~~1,19~~<br>4,21 | 1915<br>9mo<br>*Lloyd* | MitsuBishi<br>Dkyd&EWks<br>Nagasaki<br>'sA&CP 150′ | OsakaShosen<br>KabushikiKaisha<br>*WB=CellDBa*<br>*uE&B84′f178′150* | 475·0<br>P35′B30′F45′*on*<br>*Shelter dk* FK<br>*8t DTa48′855t FPT* | 61·0 | 32·7 | Osaka<br>Japanese<br>*8BHCem*<br>*76t APT40t* | T.6Cy.26½″,44½″&75″-48″<br>200lb (*s*) 1013NHP<br>5SB,*15cf*,GS331, HS13732FD<br>Mitsu BishiD.&E WksNag |
| 23405 | **Manin** SteelSc<br>*1Dk(Stl)2nd dk(Stl) in No 1hold*<br>*Elec.light* *Well deck Mchy Aft* Wireless | ~~5600~~<br>5374<br>[illegible]<br>3109 | ✠100A1<br>7,21<br>~~*(ClassContemplated)*~~ | Rot<br>✠LMC7,21 | *y* | CL | 1921<br>6mo<br>*Lloyd* | Cant.Nav.<br>Venezia<br>Venice *CellDB*<br>'sA&CP | Soc.Veneziana<br>diNav.a Vap.<br>*315′1335t DTf33′1548* | 378·7<br>[illegible] FK<br>*FPT216t APT* | 51·7 | 27·6 | Venice<br>Italian<br>*8BHCem*<br>*326t* | 2SteamTurbines geared to<br>1ScrewShaft180lb322NHP<br>2SBFD&1AuxSB*cf*,GS166<br>HS5122 GioAnsaldo&Co |
| 23406 | — SteelScK<br>ssSws.No.3-2,19<br>(*ex*OxwichCastle) *1Dk* | 252<br>*211*<br>*97* | ✠100A1<br>*StmTrawler*<br>1,21<br>~~BS5,20~~ | Bcl<br>BS7,21<br>✠LMC1,19 | | CL<br>N5,20 | 1907<br>8mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>NorthShields<br>'sA&CP | Soc.Anon.dePesca<br>y Navegacion<br>España | 120·6<br>Q66′F19′<br>BK7½″ | 22·1 | 11·7 | S.Sebast'n<br>Spanish<br>*3BHCem*<br>*DBf16′15t* | T.3Cy.12½″,20″&34″-24″ (*s*)<br>180lb 68RHP<br>1SB,*2pf*,GS38,HS1230<br>ShieldsEng.Co.Ld.N.Shl. |
| 23407<br>143661<br>KGPB | **Manipur** SteelSc<br>*Elec.light* *2Dks(Stl)&3rd dk(Stl)*<br>Wireless *inNo.1hold*<br>*CruiserStern* | 9242<br>8527<br>5697 | ✠100A1<br>~~9,21~~ ~~2,21~~ 5,22<br>*Fitted for oil* | Gls<br>Cff<br>✠LMC9,20<br>*fuel* 9 | *f*†<br>,20 | CL<br>*F.P. a* | 1920<br>9mo<br>*Lloyd*<br>*bove* 1 | Lithgows,<br>Ld.<br>PortGlasgow<br>'sA&CP<br>50° F. | T.&J.Brocklebank<br>Ld.<br>*CellDB422′2018t*<br>*DTa1424t* | 499·6<br>P76′B237′F86′<br>FK<br>*DTf1206tFPT142t* | 64·0 | 34·0 | Liverpool<br>British<br>*8BHCem*<br>*APT79t*<br>*Turbines by* | 2Steam Turbines geared to<br>1Sc.Shaft200lb(*r*)1113NHP<br>2DB&2SB,*24cf*,GS420,<br>HS19266<br>D.Rowan&Co.Ld.Gls.<br>Met.VickersElecCoLdMch |
| 23408<br>120913<br>HFKT | — SteelScSr<br>ssBkn.No.1-10<br>*2Dks(Stl)&deep framing*<br>*Elec.light* | 7654<br>7320<br>4928 | ✠<br>11,13 | Bkn<br>✠ | *c*† | | 1906<br>1mo | Harland&<br>Wolff Ld.<br>Belfast<br>*W* | TheAdmiralty<br>*B=CellDBa139′u* | 470·3<br>P51′B87′F51′<br>FK<br>*E&B87′f180′2040t* | 58·4 | 31·3 | British<br>*7BHCem*<br>*APT87t* | Q.4Cy.26½″,39½″,56″&78½″-<br>54″ 685NHP<br>2D&2SB*18cf*GS346HS12354<br>Harland&Wolff,Ld.Bel. |
| 23409<br>145889<br>KLBH | **Manistee** SteelSc<br>*Elec.light*<br>*Ref.Mchy.* Wireless *4Dks* | ~~5550~~<br>5360<br>4558<br>3288 | | | | | 1920 | Cammell<br>Laird&CoLd<br>Birkenhead | Elders&Fyffes,Ld. | ~~400·0~~<br>P42′B158′F44′<br>400·2 | 51·1 | 30·3 | Liverpool<br>British<br>*WB* | T.3Cy.27½″,46½″&78″-54″<br>447NHP<br>CammellLaird&Co.LdBkn |
| 23410<br>OMGX | **Manitoba** WoodTwinSc3Mst<br>(*ex*Ontario)<br>*Elec.light* Wireless | 2624<br>—<br>1604 | | | | | 1919 | Foundat'n<br>Co.ofBritish<br>Columbia<br>Victoria,B.C. | FrenchGovern-<br>ment | 274·4<br>P166′F36′ | 46·7 | 21·2 | Havre<br>French | T.6Cy.13½″,22″&30″-30″<br>100NHP<br>SumnerIronWorks,<br>Ewett,Wash. |
| 23411<br>94879 | — SteelSc3MstSr<br>*Mchy.Aft* *Elec.light* Wireless | 2616<br>1997<br>1699 | | | | | 1889 | PolsonI.W<br>Co.(Lim.)<br>OwenSound | CanadianPacific<br>RailwayCo. | 303·0 | 38·1 | 14·7 | Montreal<br>British | C.2Cy.30″&64″-48″<br>NE&B14 236NHP<br>CollingwoodS.B.Co.Ld.<br>Collingwood |
| 23412<br>92521 | **Manitou** SteelScSr<br>*1Dk,Promenade dk&*<br>*Mchy.Aft* *Elec.light* *Hurricane dk*<br>Wireless | 2945<br>1906<br>2392 | | | | | 1893 | Chicago<br>S.B.Co.<br>Chicago,Ill. | Michigan<br>TransportationCo. | 274·7<br>*WB* | 42·2 | 20·8 | Duluth,<br>Minn.<br>Utd.States | T.3Cy.23″,38″&62″-36″<br>231NHP<br>ClevelandS.B.Co.,Clvlnd. |
| 23413<br>213621<br>LFNG | **Manitowoc** SteelScSr<br>(*ex*SpyrosVallianos)<br>Wireless *2Dks&deep framing* | 4471<br>4271<br>2901 | | | ... | | 1902 | Russell&<br>Co.<br>Pt.Glasgow | Foreign Transport<br>& Mercantile Corp. | 370·0<br>P31′B107′F41′<br>FK | 52·1 | 27·1 | NewYork<br>Utd.States<br>*WB* | T.3Cy.26″,42″&70″-48″<br>375NHP<br>D.Rowan&Co.Glasgow |
| 23414<br>19202<br>NBSQ | **Manji Maru** SteelScSr<br>Wrecked 1,22<br>*1Dk* | 2150<br>1885<br>1294 | | | | | 1916 | Uraga<br>DockCo.Ld<br>Uraga | K.Shida | 268·0<br>P22′B62′F27′ | 40·7 | 23·6 | Kobe<br>Japanese<br>*WB* | T.3Cy.19″,31½″&52″-39″<br>169NHP<br>UragaDockCo.Ld.Uraga |
| 23415<br>94089 | **Manley** IronScCtr<br>*Mchy.Aft* | 117<br>103<br>56 | | | | | 1888 | Head&<br>Barnard<br>Hull | Sessions&Sons,Ld | 91·0 | 17·2 | 7·5 | Cardiff<br>British | C.2Cy.10″&20″-14″<br>17RHP<br>Cochran&Co.,Birkenhead |
| 23416 | **Manlio** WoodSc<br>(*ex*Verania,*ex*War Sorel) *1Dk2trB*<br>*Elec.light* *Well deck* *Salted* | *2377*<br>*1856*<br>*1440* | ✠ 12A1<br>12,21 ~~2,21~~<br>BS2,21 | Alx<br>Mes<br>✠LMC7,19 | *r* | CL<br>~~4,20~~<br>12,21 | 1918<br>9mo<br>*Lloyd* | QuebecS.B.<br>&Repairing<br>Co.<br>Quebec<br>'sA&CP | Soc.Apuania | 251·6<br>P&B136′F30′ | 43·6 | 23·6 | Viareggio<br>Italian | T.3Cy.20″,33″&54″-40″ (*s*)<br>185lb 322NHP<br>2 Water Tube Boilers FD<br>GS60,HS2640<br>NationalS.B.Co.Ld.<br>Goderich,Ont |
| 23417<br>106127 | **Manly** WoodSc<br>*1Dk* | 229<br>165<br>139 | | | | | 1896 | Young,Son<br>&Fletcher<br>Blmain,NSW | ThePortJackson&<br>ManlyS.S.Co.Ld. | 147·0 | 26·0 | 10·9 | SydnyNSW<br>British | T.3Cy.14″,23″&36″-24″<br>100RHP<br>Fawcett,Preston&Co.,Liv. |
| 23418<br>218313<br>LRPT | **Mannahocking** WoodTwinSc<br>*Elec.light* Wireless *2Dks*<br>*Specially treated* | 2945<br>2431<br>1737 | ✠ 12 A-<br>5,20 | Bos<br>LMC8,19 | | CL | 1919<br>4mo | Gray'sHar-<br>borMotorship<br>Corp.<br>Aberdeen,<br>CP Wash. | UnitedStates<br>ShippingBoard | 272·6<br>P22′B62′F34′ | 49·1 | 25·7 | Seattle<br>Utd.States | T.6Cy.15½″,26″&44″-26″ (*s*)<br>200lb 324NHP<br>2 Water TubeBoilers FD<br>GS156,HS5036<br>HendricksMfg.Co. Seattle |
| 23419 | **Mannheim** SteelScSr<br>Now named "LieutenantSt.LoubertBie," *See No.* 38229 *in Supplement*<br>ssNts.No.2-21<br>*Well deck* Wireless *2Dks(Stl)*<br>*Elec.light* *&3rd dk inNo.1hold only* | 5878<br>5490<br>3713 | ✠100A1<br>1,21<br>~~Examined1,21~~ | Ham<br>Nts<br>✠LMC10,20 | *b*† | CL<br>1,21 | 1911<br>11mo | J.C.Teck-<br>lenborgA.G.<br>Geestemünde<br>*WB=Cell* | French<br>Government | 450·8<br>P&B392′F45′<br>FK<br>*DBa146′uE&B71′* | 57·2 | 27·0 | Brest<br>French<br>*9BHCem*<br>*f190′1453t* | T3Cy27$\frac{13}{16}$″,46$\frac{13}{16}$″&78¾″-55¼″<br>206lb (*s*) 697NHP<br>4SB,*12cf*,GS236,HS10334FD<br>J.C.TecklenborgA.G.Gst. |
| 23420 | — SteelSc3MstSr<br>*Now named* "Scintilla," *See No.* 39317 *in Supplement*<br>*Mchy.Aft* *2Dks*<br>*Elec.light* *Carrying Petroleum in bulk* | 3578<br>3242<br>2287 | | | | | 1892 | Armstrong<br>Mitchell&<br>Co.(Lim.)<br>Newcastle | SocietaAnonima<br>"Andora" | 328·5<br>P80′B24′F35′ | 43·0 | 29·8 | Italian | T.3Cy.24″,40″&64″-48″<br>NB13 284NHP<br>WllsndSlpwyCo.Ld.,Nwc. |
| 23421 | — SteelTwinSc<br>*Elec.light* *1Dk* | 897<br>705<br>527 | | | | | 1906 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | Hamburg-Amerik.<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | 217·4<br>Q73′B43′F22′ | 32·9 | 12·0 | Hamburg<br>German<br>*WB* | T6Cy.9⅝″,18$\frac{11}{16}$″&25$\frac{9}{16}$″&16½″<br>52NHP<br>G.SeebeckA.G.Bremerhvn |
| 23422<br>121604 | **Mannofield** SteelScK<br>ssMil.No.1-10<br>(*ex*Nixe,*ex*St.Bride) *1Dk* | 206<br>184<br>81 | ✠<br>*StmTrawler*<br>10,13 | Ght<br>✠ | | | 1905<br>10mo | Smith's<br>DockCo.Ld.<br>NorthShields | ~~IrishStmTrawling~~<br>~~Co.Ld.(W.J.Mol-~~<br>~~loy, Mgr.)~~<br>W.McCabe | 117·5<br>Q49′<br>BK7½″ | 21·6 | 11·5 | Fleetwood<br>British<br>*3BHCem* | T.3Cy.12″,20″&33″-23″<br>54RHP<br>1SB,*2pf*,GS34,HS1175<br>W.V.V.Lidgerwood,Gls. |
| 23423<br>211832<br>LDHQ | **Manoa** SteelScSr<br>ssSFo.No.1-18<br>*Elec.light* *2Dks(Stl)&3rd dk(Stl)in*<br>*Mchy.Aft* *Ref.Mchy.* *No.1 hold*<br>*Well deck* Wireless Sub.Sig. | 6806<br>5769<br>4356 | ✠100A1<br>11,21 ~~2,21~~<br>BS1,21<br>*Fitted for oil* | SFo<br>✠LMC10,18<br>*fuel* 12 | *a*†<br>,13 | CL<br>5,19<br>*F.P.* | 1913<br>12mo<br>*above* | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews<br>A&CP<br>150° F. | MatsonNav.Co.<br>Inc.<br>*WB=Ce* | 422·6<br>P&B295′F48′<br>FK<br>*llDBuE&B74′f281′* | 54·0 | 33·3 | S.Frncisco<br>Utd.States<br>*7BHCem*<br>*1584t DTf* | Q.4Cy.27″,39″,58″&87″-54″<br>225lb *150lb* (*s*) 747NHP<br>6SB,*18cf*, HS12300<br>NewportNewsSB&DD.Co.<br>*70′1117tFPT133tAPT96t* |

| 1 ok. cial No. ode ters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3424<br>43208 | r full particulars See No. 38353 in Supplement<br>**Manoa** SteelScSr<br>(exShoshone,exWasgenwald)<br>Elec.light Wireless Sub.Sig. 2Dks | 5070<br>3557<br>3182 | | | | | 1912 | Bremer Vulkan<br>Vegesack | CanadaSteamship Lines,Ld. | 353·2<br>P&B276'F45' | 48·7 | 24·6 | London<br>British<br>WB | Q.4Cy24",34⅝",50¼"&74"-53"<br>400NHP<br>BremerVulkan,Vegesack | | R |
| 3425 | **Manoel Victorino** SteelScSr<br>1Dk&Shadedk2trB | 290<br>202<br>142 | | | | | 1895 | Craig, Taylor&Co.<br>Stockton | Cia.Bahiana | 134·0 | 24·0 | 9·0 | Bahia<br>Brazilian | C.2Cy.18"&36"-20"<br>48NHP<br>Wstgrth,Englsh&Co.Mdb. | | |
| 3426 | **Manoeran** SteelSc<br>Elec.light Wireless | 9250<br>8720<br>3390 | 100A1<br>(ClassContemplated) | | | | 1921 | ForthS.B. &E.Co Ld.<br>Alloa | Stoomv.Maats. Nederland | 480·5<br>P48'B31'F48' | 60·3 | 27·6 | Amstrdam<br>Dutch | T.3Cy.32",52"&88"-54"<br>ArmstrongWhitworth& Co.Ld.Nwc. | | |
| 3427<br>41836 | **Manola** SteelSc<br>Now named "Mapledawn," See No. 38338 in Supplement<br>Wireless 2Dks | 2404<br>1853<br>1333 | | | | | 1890 | GlobeIron WorksCo.<br>Cleveland,O.<br>Rebuilt 1920 | CanadaSteamship Lines,Ld.<br>Davie S.B. & Rpg. | 249·7<br>Co. Lauzon, Levis, | 40·2 | 21·3 | Montreal<br>British<br>WB<br>Quebec | T.3Cy.24",38"&61"-42"<br>241NHP<br>GlobeIronWorksCo. Cleveland,O. | | C |
| 3428<br>named | **Manon** IronScBg<br>"Eliane," See No. 37260 in Supplement<br>(exMagda,exStromboli, exBrunswick) 2Dks | 1158<br><br>720 | | | ... | | 1870 | Laird Bros.<br>Birkenhead | ElzearGuiffray | 258·2<br>len74 | 29·7 | 20·0 | Castllorizo<br>French | C.2Cy.30"&56"-36"<br>NE&B83 158NHP<br>LairdBros.Birkenhead | 21 ″ 1 | |
| 3429<br>32414<br>JBSR | **Manor** SteelScK<br>ssFlt.No.2-19 ~~ssFlt.No.1-19~~<br>Elec.light 1Dk | 314<br>269<br>128 | ✠100A1<br>Stm Trawler<br>12,19<br>BS11,20 ✠LMC12,19 | Flt | | CL<br>12,19 | 1913<br>3mo<br>Lloyd's A&CP | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | CliftonSteam Trawlers,Ld. (Taylor&Tomlinson,Ld.Mgrs.) | 130·0<br>Q77'F22' | 23·6 | 13·3<br>BK7½" | Fleetwood<br>British<br>4BHCem | T.3Cy.13¼",23"&37"-27" (s)<br>180lb 69RHP<br>1SB,3pf,GS53,HS1682<br>J.Abernethy&Co.Abn. | 14 ″ 0 | |
| 3430<br>33129<br>CMH | **Manora** SteelTwinScSr<br>Elec.light 2Dks(StlUteaks)<br>Wireless | 7888<br>6947<br>4987 | ✠<br>9,15<br>✠ | Mdb | c† | | 1913<br>6mo | Barclay,<br>Curle&Co.Ld.<br>Glasgow | BritishIndiaStm. Nav.Co.Ld.<br>WB=CellDB<br>a135'uE&B | 449·7<br>P44'B133'F42'<br>69'f186'1372t FPT | 58·2 | 33·3<br>FK | Glasgow<br>British<br>7BHCem<br>120tAPT71t | T.6Cy.21",35½"&61"-45"<br>HS14156 FD 900NHP<br>4SB&1Aux.SB,18cf,GS338,<br>Barclay,Curle&Co.Ld.Gls. | 36 ″ 0 | BT till 6,21 |
| 3431<br>08322 | **Manorbier Castle** IronScK<br>(Trawler)<br>1Dk | 153<br>148<br>58 | | | ... | | 1898 | Edwards Bros.<br>NorthShields | DobsonSteam FishingCo.Ld. | 105·5<br>Q19' | 20·8 | 10·9<br>BK7½" | Grimsby<br>British | T.3Cy.12",19"&32"-22½"<br>56RHP<br>N.E.MarineCo.(Lim.),Sld. | 11 ″ 0 | |
| 3432<br>43144<br>WTV | **Manordilo** SteelSc<br>(exAnni,exRostock)<br>Elec.light 1Dk | 2741<br>1941<br>1586 | | | | | 1911 | Flensburgr Schiffsb.Ges.<br>Flensburg | HarriesBros.&Co. Ld. | 297·6<br>Q122'B110'F27' | 43·7 | 18·6 | London<br>British<br>WB | T.3Cy.21¼",35 7/16"&59"-37⅜"<br>213NHP<br>FlensburgerSchiffsb Ges. | | |
| 3433<br>MHA | **Manouba** SteelScSr<br>ssMsl.2ndNo.3-4,16<br>ssMsl.No 1-20<br>(exNapolitanPrince, exReidePortugal) 2Dks(Stl-ws)3trB<br>Elec.light Wireless | 3236<br>2625<br>2005 | ✠100A1<br>8,21 ~~9,20~~<br>✠NB8,13 ✠LMC9,20<br>BS8,21 | Msl | w | ~~9,20~~<br>8,21 | 1889<br>8mo<br>Lloyd's A&CP | Scott&Co.<br>Greenock | Cie.deNav.Mixte | 363·5<br>P44'B142'F51'<br>WB=Cell | 42·2 | 25·3<br>BK11" | Marseilles<br>French<br>6BHCem<br>DB222'426t | T.3Cy.31",50"&80"-54"<br>170lb 843NHP<br>4SB,12cf,GS263,HS12917FD<br>Scott&Co.Greenock | 28 ″ 6<br>s 4 ″ 8½<br>24 ″ 9 | |
| 3434<br>11623<br>LHFR | **Mansei Maru** SteelScK<br>(Trawler)<br>(exVictoria) 1Dk | 199<br>—<br>104 | | | ... | | 1901 | Smith's DockCo.Ld.<br>NorthShields | ShigiharaRyosuke | 110·6<br>Q48'F20' | 21·1 | 10·6<br>BK7½" | Sakai<br>Japanese | T.3Cy.12",20"&32"-23"<br>61NHP<br>MacColl&Pollock,Sld. | 11 ″ 10 | |
| 3435<br>08490 | **Mansfield** SteelScYl<br>ssGms.No.3-6,10<br>ssGms.No.2-18 ~~ssGms.No.1-16~~<br>1Dk | 165<br>152<br>64 | ✠100A1<br>StmTrawler<br>3,21 ~~3,18~~ 3,22<br>✠NB4,16 ✠LMC3,18 | Gms<br>Abn | | CL<br>~~12,20~~<br>3,21 | 1897<br>12mo<br>A&CP | Mackie& Thomson<br>Glasgow | F.Ballard<br>~~ConsolidatedStm. Fishing&IceCo. (Grimsby),Ld. (J.~~ D.Marsden,Mgr.) | 104·2<br>Q17'F18'<br>DptF&S10 | 21·0 | 10·7<br>BK7½" | Aberdeen<br>~~Grimsby~~<br>British<br>4BHCem | T.3Cy.10",16"&27"-20" (s)<br>180lb 45RHP<br>1SB,2pf,GS26,HS656<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 3436<br>149<br>BNV | **Manshu Maru** SteelSc<br>Elec.light 2Dks(Stl)<br>Wireless | 5267<br>4767<br>3183 | ✠100A1<br>~~8,21~~ ~~2,21~~ 3,22<br>✠LMC~~2,21~~<br>3,22 | Yka<br>~~Sba~~Kob | z | CL | 1921<br>2mo<br>A&CP | UchidaSB. &Eng.Co.<br>Yokohama | DairenKisen KabushikiKaisha<br>CellDB | 400·0<br>P38'B121'F40'<br>350'1100t FPT133t | 54·5 | 30·0<br>FK | Dairen<br>Japanese<br>6BHCem<br>APT92t | T.3Cy.26",43½"&72"-48" (s)<br>200lb 513NHP<br>3SB,9cf,GS175,HS7376 FD<br>UchidaS.B.&E.Co.Yka. | 30 ″ 0<br>s 5 ″ 8½<br>24 ″ 8 | |
| 3437<br>MHO | **Mansoura** SteelScBn<br>(exMargiora,exArdjoeno)<br>Elec.light 3Dks | 2565<br>2221<br>1604 | | | | | 1891 | Maats.de Schelde<br>Flushing | Cie.deNav.Mixte | 324·4<br>P131tH189tF34t | 37·7 | 25·5 | Marseilles<br>French<br>WB | Q.4Cy.24",36",48"&75"-42"<br>365NHP<br>Maats.deSchelde,Flushing | | V |
| 3438<br>09948<br>BWR | **Mansourah** SteelScSr<br>(exSafari)<br>Elec.light Wireless 2Dks | 1432<br>1179<br>834 | | | | | 1892 | Blohm& Voss<br>Hamburg | KhedivialMailS.S. &GravingDockCo. Ld. (LordE. Hamilton,Mgr.) | 245·8<br>P55'H—F41' | 35·2 | 19·4 | London<br>British<br>WB | T.3Cy.19",30⅓"&50"-39⅜"<br>157NHP<br>Blohm&Voss,Hamburg | | V |
| 3439<br>5399<br>JTOG | **Mansuria** SteelScSr<br>(exOscarsborg)<br>1Dk | 1107<br>903<br>665 | | | | | 1912 | Oskrshmns M.V.Aktieb.<br>Oskarshamn | RederiAktieb. SvenskaLloyd (H.Metcalfe,Mgr.) | 221·4<br>P24'B57'H128t<br>F25' | 35·9 | 13·7 | Gothenbrg<br>Swedish<br>WB | T.3Cy.17½",29"&48"-30"<br>126NHP<br>OskarshamnsM.V.Aktieb. | | V |
| 3440<br>214554<br>LGMJ | **Manta** SteelScSr<br>ssNYk.No.1-21<br>Elec.light 1Dk(Stl)<br>Cargo battens not fitted | 2081<br>1688<br>1283 | ✠100A1<br>7,21 ~~1,21~~<br>✠LMC1,21 | NYk | r | CL<br>~~3,19~~<br>N7,21 | 1916<br>11mo<br>A&CP | Chicago S.B.Co.<br>Chicago | NewYork&Porto RicoS.S.Co.Inc. | 251·0<br>P25'B64'F26'<br>Cell<br>DB212'478tFPT | 43·6 | 18·2<br>FK | NewYork<br>Utd.States<br>4BHCem<br>67tAPT77t | T.3Cy.20",33"&54"-40" (s)<br>180lb 274NHP<br>2SB,6cf,GS126,HS5246<br>AmericanS.B.Co.Lorain | 20 ″ 3<br>s 2 ″ 10<br>17 ″ 9 | |
| 3441 | **Mantaro** SteelTwinSc<br>Fitted for oil fuel<br>Elec.light 2Dks&Shade dk | 4617<br>2573<br>2431 | | | | | 1910 | Chant.de Normandie<br>Rouen | Cia.Peruana de Vap.yDique del Callao | 360·0 | 46·0 | 23·7 | Callao<br>Peruvian | T.6Cy.20",33"&55"-40"<br>383NHP<br>Ch.&Atel.deSt.Nazaire | | |
| 3442<br>IVKL | **Mantilla** SteelScSr<br>ssNwc.No.1-20<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinal framing<br>Wireless | 5671<br>5249<br>3495 | ✠100A1<br>9,21 ~~1,21~~<br>✠LMC6,20 | Bkn<br>NYk | z | CL<br>2,21 | 1916<br>12mo | Armstrong Whitworth &Co.Ld.<br>Newcastle | A/S TankfartIV. (W.Wilhelmsen, Mgr.) | 407·0<br>P104'B28'F43' | 52·2 | 31·4<br>FK<br>( | Tönsberg<br>Norwegian<br>15BHptCem<br>10 „ toUdk<br>5 „ „2nd„ | T.3Cy.26½",44"&73"-48" (s)<br>180lb 120lb 505NHP<br>3SB,9cf,GS157,HS7374 FD<br>N.E.MarineEng.CoLdNwc<br>) | 31 ″ 6<br>s 6 ″ 6½<br>25 ″ 4 | |
| | | | CarryingPetroleum in bulk<br>Fitted for oil fuel 2,17 F.P. above 150° F. | | | | Lloyd's A&CP | | CellDBuE69'167 | DTf 38'475t FPT | | | 118tAPT68t | | | |
| 3443 | **Mantiqueira** SteelTwinScSr<br>Elec.light Wireless 1Dk | 1696<br>1570<br>1045 | | | | | 1907 | Workman, Clark&Co.Ld<br>Belfast | LloydBrasileiro | 276·2<br>F29' | 44·9 | 16·4 | R.Janeiro<br>Brazilian<br>WB | T.6Cy.14",22"&37"-21"<br>126NHP<br>Wrkman,Clark&Co.Ld Bel | | C |
| 3444<br>16274<br>LHT | **Mantola** SteelTwinSc<br>Elec.light Wireless 2Dks(Stl-Uteaks)<br>CruiserStern | ~~8500~~<br>8363<br>7268<br>5453 | ✠100A1<br>3,22 ~~12,21~~<br>~~(ClassContemplated)~~ | Gls<br>Cal | d† | CL | 1921<br>12mo | Barclay,<br>Curle&Co.Ld<br>Glasgow | BritishIndiaS.N. Co.Ld. | ~~465·0~~<br>P44'B175'~~F54~~<br>465·3 F53' | 58·3 | ~~33·4~~<br>33·5<br>FK | Glasgow<br>British<br>9BHptCem | 4-6 Steam Turbines geared to 2Sc.shafts FD (s)<br>215lb 1003NHP<br>Barclay,Curle&Co.Ld.Gls.<br>4SB&1AuxSB18cfGS338HS13948 | 36 ″ 0<br>s 8 ″ 4½<br>28 ″ 2 | |
| | | | Fitted for oil fuel 12,2( F P. above 150°F.<br>✠LMC12,21 | | | | Lloyd's A&CP | | CellDB403'1568t | Tanks between tunnels<br>FPT164tAPT69t | | | s114'253t | | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux Gréement. etc.<br>Ex-nom s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23445<br>~~[illegible]~~ | **Mantoue** SteelScSr<br>*Elec.light* 1*Dk* | 321<br>233<br>150 | ✠100A1<br>*StmTrawler*<br>2,22 ~~7,20~~ ✠LMC10,18 | Bos | | CL | 1918<br>10mo | Canadian Car&Foundry Co.Ld.<br>FortWilliam<br>A&CP | G.C.Humbel<br>~~French Government~~ | 135·6<br>Q74'F27'<br>BK7"<br>*FPT*3 | 22·6 | 12·5 | Montreal<br>British<br>~~French~~<br>5*BHCem*<br>*APT*2*t* | T.3Cy.13",22"&36"–24" (s)<br>185lb 95NHP<br>1SB,2*cf*,GS37,HS1451 FD<br>MarineIronWorks,Chicago |
| 23446<br>219255<br>LTRV | **Mantova** WoodAuxTwin *OilEng.* ScBkn<br>(*ex*CityofJackson) 1*Dk*<br>*Elec.light Mchy.Aft*<br>(*See Sailing Ship Register*) | 2422<br>—<br>1848 | | | | | 1919 | Intrnationl ShippingCo.<br>Pascagoula, Miss. | City of Jackson ShipCo.<br>(H.Piaggio, *Mgr.*) | 284·3<br>P65'F32' | 45·4 | 22·4 | Gulfport<br>Utd.States | Oil Engines 4S.C.SA<br>6Cy.11"–14"<br>WintonEng.Works, Cleveland,O. |
| 23447<br>127544<br>HNSR | **Mantua** SteelTwinScSr<br>*Elec.light* 2*Dks*(*Stl*–ws*Mpt*–teak)&<br>*Ref.Mchy. Spar dk*(*Stl*–teak s) *Orlop dk* *in Nos.*1,4,5&7*holds*(*Stl in Nos.*5&7)<br>Wireless | 10902<br>7812<br>5889 | ✠<br>*Spar dk*<br>4,09 ✠ | Grk | *h*† | | 1909<br>4mo | Caird& Co.Ld.<br>Greenock | P.&O.Stm.Nav.Co. | 540·0<br>P108'B277'F92'33·1<br>FK&BK3"<br>*WB*=*CellDBa*101' | 61·3 | 24·6 | Greenock<br>British<br>10*BHCem*<br>*uE&B*160'*f* | Q.8Cy.30½",44",61"&87"–54"<br>FD 1847NHP<br>4D&4SB36*cf*GS700HS2794<br>Caird&Co.Ld.Greenock<br>189' 1288*t FPT*63*t APT*66*t* |
| 23448<br>PFBT | **Mantuirea** SteelTwinSc<br>(*Icebreaker*)<br>*Elec.light* *Fitted for oil fuel* | 266<br>224<br>47 | | | | | 1903 | Howaldts-werke<br>Kiel | DaciaRomania& Nationala InsuranceCos. | 120·0 | 27·6 | 8·7 | Braila<br>Roumanian | T.6Cy.11¾",18¾"&29¾"–15¾"<br>70NHP |
| 23449 | **Manu** SteelScSr<br>*ss*Bbo.2ndNo.3–7,21 ~~*ss*Liv.No.3–2,06~~<br>(*ex*ElstreeGrange, ~~*ss*Npt.No.2–13~~<br>*ex*Constance) 1*Dk*(*Stl*)&<br>*Spardk*(*Stl*–ws)&*Webframes*<br>*Elec.light* Wireless | *3930*<br>*3640*<br>*2538* | ✠100A1<br>*Spar dk*<br>7,21 ~~11,16~~<br>~~Examined12,19~~<br>✠LMC 7,21<br>~~MS1,18~~ ~~BS9,19~~ | Npt<br>Bbo | *w* | ~~2,19~~<br>7,21 | 1892<br>11mo | Short Bros.<br>Sunderland<br>A&CP | ~~Suarez&Ulargui~~<br>Suarez&Nuñez | 365·0<br>P36'B72'F44' 27·4<br>FK<br>*CellD B*288'940*t FPT*105*t* | 45·0 | 19·5 | S.Sebast'n<br>~~Bilbao~~<br>Spanish<br>6*BHCem*<br>*APT*55*t* | T.3Cy.26",42"&68"–45" (r)<br>160lb 320NHP<br>2DB,12*pf*,GS147,HS4959<br>G.Clark,Ld.Sunderland |
| 23450 | **Manuchu** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | *3119*<br>*2875*<br>*1923* | ✠100A1<br>1,21<br>✠LMC1,21 | Gls | *v* | CL | 1921<br>1mo<br>*Lloyd*'*sA&CP* | W.Hamilton&Co.Ld.<br>PortGlasgow | Cia.NavieraBachi | 330·8<br>P31'B97'F30'<br>FK<br>*CellDB*287'887*t* | 48·9 | 22·1 | Bilbao<br>Spanish<br>5*BHCem*<br>*APT*83*t* | T.3Cy.24",40"&65"–45" (s)<br>180lb 323NHP<br>3SB,9*cf*,GS156,HS5205<br>D.Rowan&Co.Ld.Glasgow |
| 23451<br>HSVJ | **Manuel** SteelScSr<br>*ss*Bwg.No.2–11<br>(*ex*Brigadier) 1*Dk*(*Stl*)<br>*Well deck Mchy.Aft* | 158<br>—<br>65 | ✠<br>7,15 ✠ | Bel | *e* | | 1903<br>4mo | Ardrossan DD&SBCoLd<br>Ardrossan | VaporesAleson, S.A. | 115·4<br>Q42'F18'<br>FK<br>*WB*= | 22·1 | 8·4 | Gijon<br>Spanish<br>3*BHCem*<br>*FPT*28*t* | C.2Cy.13"&29"–21"<br>46NHP<br>1SB,2*cf*,GS34,HS893<br>Menzies&Co.Ld.Leith |
| 23452 | **Manuel Arnus** SteelTwinSc<br>*Elec.light* | 7000 | 100A1<br>(*ClassContemplated*) | | | | 1921 | Soc.Española de Const.Nav.<br>Cadiz | Cia.Trasatlantica | 435·0<br>P40'F42' | 56·0 | 32·0 | Barcelona<br>Spanish | 4 Steam Turbines geared to 2 screw shafts<br>Vickers,Ld.Barrow |
| 23453<br>HSVL | **Manuel Calvo** StlTwinSc3MstSr<br>(*ex*H.H.Meier) *ss*Cdz.2ndNo.3–8,14<br>*ss*Cdz.No.1–19<br>*Elec.light* 3*Dks*(2*Irn*–ws)&*Web frames*<br>Sub.Sig. Wireless | 5617<br>4705<br>3342 | ✠100A1<br>1,21<br>~~BS8,20~~ ✠LMC8,19<br>BS8,21 | Bcl | *z* | 2,21 | 1892<br>3mo | Armstrong Mitchell&Co.<br>Ld Newcastle<br>A&CP | Cia.Trasatlantica | 421·0<br>P39'B140'F54'<br>BK13½"<br>*WB* = *Cell DB* 387'920*t* | 48·0 | 29·2 | Barcelona<br>Spanish<br>7*BHCem*<br>*APT*110*t* | T.6Cy.24½",40"&66"–45" (s)<br>160lb *160lb* [illegible] 592NHP<br>3DB,18*rf*,GS351,HS9000<br>Hwthrn.Leslie&Co.Ld.Nwc. |
| 23454<br>Foundered 5,21 | **Manuel Carsi** SteelScSr<br>(*ex*Huayna,*ex* *ss*Cdz.2ndNo.3–12,19<br>Hildebrand) 1*Dk*(*Stl*)&*Spar dk*&<br>*Elec.light* Wireless *Web frames* | *1988*<br>*1763*<br>*1241* | ✠~~100A1~~<br>*Spar dk*<br>12,20<br>~~BS3,21~~ ✠~~LMC12,19~~ | Bcl | *r* | CL<br>11,19 | 1893<br>6mo<br>*Lloyd*'*sA&CP* | Hall, Russell&Co.<br>Aberdeen | Dutrús y Carsi | 260·3<br>B60'F36' 23·4<br>ptND14 BK8"<br>*CellDB*124' 250*t FPT* | 36·2 | 16·1 | Valencia<br>Spanish<br>4*BHCem*<br>70*t APT*40*t* | T.3Cy.21",33"&54"–39" (s)<br>160lb NDB08 190NHP<br>2SB,6*cf*,GS93,HS2982<br>Hall,Russell&Co.Abn. |
| 23455<br>HTBL | **Manuel Espaliu** IronScSr<br>*Well deck Elec.light* Wireless 1*Dk*2*trB* | 990<br>720<br>681 | ✠<br>5,78 | Nwc | *m* | | 1878<br>4mo | A.Leslie& Co.<br>Newcastle | FabregasyGarcias | 210·0<br>P110' F45' FK<br>*WB*= *DBa*51'&*uE&B*38' | 29·5 | 16·0 | Seville<br>Spanish<br>4*BHCem* | C.2Cy.28"&53"–33"<br>NB98 134NHP<br>Black,Hawthorn&Co.Gts. |
| 23456<br>Wrecked 7,21<br>HTBG | **Manuel L. Villaverde** IronScSr<br>*ss*Cdz.3rdNo.3–10,18<br>1*Dk*(*ptStl*)&*Awngdk*2*trB* | 1501<br>947<br>951 | ✠~~100A1~~<br>*Awng dk withfreeboard*<br>3,21<br>~~BS1,21~~ ✠~~LMC10,18~~ | Cdz | *p* | 3,21 | 1882<br>10mo<br>*Lloyd*'*sA&CP* | Lobnitz& Co.<br>Renfrew | Cia.Trasatlantica | 260·5<br>P84' B112' F48'<br>ND12 | 31·5 | 17·4 | Barcelona<br>Spanish<br>4*BHCem* | C.2Cy.38"&68"–42"<br>70lb *57lb* NDB95 250NHP<br>2SB,6*pf*,GS135<br>Lobnitz&Co Renfrew |
| 23457 | **Manuel Millan** IronSc<br>(*ex*PuertoReal) | 160<br>—<br>60 | | | | | 1903 | Astilleros Gaditano<br>Cadiz | HeredosdeAntonio Millan | 100·7<br>P32'F20' | 17·0 | 7·1 | Cadiz<br>Spanish | |
| 23458 | **Manuel Rionda** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing* | 1375<br>974<br>799 | ✠100A1<br>*Self propelled Barge*<br>6,20 ✠LMC7,20<br>*CarryingPetroleum in bulk F.P. above* 150° F.<br>*Fitted for oil fuel* 7,20 | NYk | *o* | CL | 1920<br>6mo | ToddShipyardsCorp.<br>Brooklyn, N.Y.<br>A&CP | SinclairCubaNav. Co. | 210·0<br>P51'F41'<br>FK<br>*CellD BuE*15'28*t FPT*41*t* | 44·1 | 13·6 | Havana<br>Cuban<br>9*BHCem*<br>*APT*28*t* | T.3Cy.16",25"&42"–30" (r)<br>180lb 156NHP<br>2SB,4*cf*,HS2476 FD<br>ToddShipyardCorp.N.Yk. |
| 23459<br>HTBF | **Manuela Pla** SteelScBn<br>(*ex*Minho)<br>Wireless 2*Dks* | 855<br>—<br>507 | | | ... | | 1890 | J.Jones& Sons<br>Liverpool | Dutrus y Carsi | 211·1<br>B55'F29'<br>BK8" | 27·0 | 16·8 | Valencia<br>Spanish | C.2Cy.16"&43"–24"<br>75NHP<br>J.Jones&Sons,Liverpool |
| 23460<br>117582<br>WPHR | **Manuka** SteelTwinScSr<br>*Elec.light Ref.Mchy.* Wireless 3*Dks* | 4534<br>3831<br>2813 | | | | | 1903 | Denny& Bros.<br>Dumbarton | UnionS.S.Co.of NewZealand,Ld. | 368·7<br>F35' | 47·2 | 31·1 | London<br>British<br>*WB* | T.8Cy.(2)22½",(2)36½"&<br>(4)42"–36" 423NHP<br>Denny&Co.Dumbarton |
| 23461 | **Manukai** SteelSc<br>*For full particulars See No.* 38359 *in Supplement*<br>*Elec.light*<br>*Mchy.Aft* | 9000 | 100A1<br>*Shelter dk withfreeboard*<br>(*ClassContemplated*) | | | | 1921 | MooreS.B. Co.<br>Oakland,Cal. | MatsonNav.Co. Inc. | 480·0 | 62·0 | 38·0 | S.Frncisco<br>Utd.States | 2 Steam Turbines geared to 1 screw shaft<br>WestinghouseElectric &Mfg.Co.Philadelphia,Pa. |
| 23462 | **Manulani** SteelSc<br>*For full particulars See No.*38343 *in Supplement*<br>*Elec.light*<br>*Mchy.Aft* | 9000 | 100A1<br>*Shelter dk withfreeboard*<br>(*ClassContemplated*) | | | | 1921 | MooreS.B. Co.<br>Oakland,Cal. | MatsonNav.Co. Inc. | 480·0 | 62·0 | 38·0 | S.Frncisco<br>Utd. States | 2 Steam Turbines geared to 1 screw shaft<br>WestinghouseElectric & Mfg.Co.Philadelphia,Pa. |
| 23463<br>132119<br>JGFB | **Manx Admiral** SteelScK<br>*ss*Qns.No.2–19<br>1*Dk* | 219<br>201<br>107 | ✠100A1<br>*StmTrawler*<br>12,21 ~~7,20~~<br>BS7,20 ✠LMC2,19 | Gms | | CL<br>2,19 | 1912<br>1mo<br>*Lloyd*'*sA&CP* | Cochrane &Sons<br>Selby | ~~W.H.Beeley~~<br>Sleight'sSteam FishingCo.Ld.<br>(SirErnestSleight Bart, *Mgr.*) | 117·5<br>Q66'<br>BK8" | 21·5 | 11·7 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12",21"&34"–24" (s)<br>180lb 65RHP<br>1SB,2*pf*,GS32,HS1070<br>C.D.Holmes&Co.Ld.Hull |

| 1<br>No. in Book.<br>Official No.<br>Code letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23464<br>120891<br>HDQW | **Manx Isles** **SteelScSr**<br>ssShl.No.3–11,13<br>ssCff.No 1–19<br>Wireless *1Dk(Stl)&deep framing* | 2642<br>2461<br>1688 | ✠100A1<br>5,21 ~~1,20~~<br>✠LMC1,20<br>*Carrying Molasses in bulk*<br>BS~~12,18~~5,21 ~~MS1,20~~ | Bkn<br>Liv | *u* | CL<br>~~N1,21~~<br>5,21 | 1905<br>10mo<br>*Lloyd* | W.Hamilton&Co.<br>Pt.Glasgow<br>'*sA&CP* | British Molasses Co.Ld (Lowden, Connell&Co.*Mgrs*)<br>*WB=CellDBa90'* | 315·2<br>P32'B90'F35'<br>FK<br>*uE&B36'f142'657t* | 44·7 | 21·2 | **Liverpool**<br>British<br>*9BHCem*<br>*APT91t* | T.3Cy.21",36"&59"–39" (*s*)<br>180lb 280NHP<br>2SB&1AuxSB12,17,*6cf,2pf*<br>GS140,HS4925<br>D.Rowan&Co.Glasgow | 23 ″ 8<br>s**3** ″ **9**<br>20 ″ 4 | |
| 23465<br>138058 | **Manx King** **SteelScK**<br>ssGms.No.1–21<br>*1Dk* | 235<br>213<br>90 | ✠100A1<br>*StmTrawler*<br>9,21 ~~6,19~~<br>✠LMC~~4,16~~ 9,21 | Sou<br>~~Gms~~ | | CL<br>~~6,19~~<br>9,21 | 1916<br>4mo<br>*Lloyd* | Smith's DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | **H.SmethurstLd.**<br>**(J.W.Smethurst,** *Mgr.*) | 117·8<br>Q67'F19'<br>BK8" | 22·5 | 12·1 | **Grimsby**<br>British<br>*2BHCem* | T.3Cy.12¼",20"&34"–24" (*s*)<br>180lb 74RHP<br>1SB,*2pf*,GS36,HS1320<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 0 | |
| 23466<br>127860 | **Manx Prince** **SteelScK**<br>ssGms.No.2–19<br>*1Dk* | 220<br>202<br>109 | ✠100A1<br>*StmTrawler*<br>~~7,21 8,20~~ 4,22<br>BS12,21<br>~~MS8,20~~ ✠LMC4,19 | Gms | | CL<br>~~4,19~~<br>4,22 | 1910<br>6mo<br>*Lloyd* | Cochrane &Sons<br>Selby<br>*sA&CP* | ~~**W.H.Beeley**~~<br>BoweringsSteam FishingCo.Ld.<br>(W.H.Beeley, *Mgr.*) | 117·5<br>Q66'F18'<br>BK8" | 21·5 | 11·6 | **Grimsby**<br>British<br>*4BHCem* | T.3Cy.12½",22"&35"–24" (*s*)<br>180lb 67RHP<br>1SB,*2pf*,GS33,HS1070<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 6 | |
| 23467<br>118603<br>HMRS | **Manxman** **SteelTrpScSr**<br>Wireless *2Dks&Shelter dk* | 2091<br>1413<br>863 | | | | | 1904 | Vickers,Ss. &Maxim,Ld.<br>Barrow | **Isle ofManSteam PacketCo.Ld.** | 334·0 | 43·1 | 17·3 | **Douglas**<br>British<br>*WB* | 3 Steam Turbines<br>Parson'sMar. S.TurbinesCo.Ld.Nwc. | | |
| 23468<br>17187<br>MLVS | **Manyo Maru** **WoodSc** | 193<br>—<br>116 | | | | | 1916 | ................ | **GoshiKaisha**<br>**IbarakiKisenbu** | 118·6 | 18·6 | 12·0 | **Hakodate**<br>Japanese | | | |
| 23469<br>129551<br>HSLP | **Manzanares** **SteelScSr**<br>*Elec.light Ref.Mchy.* Wireless *4Dks* | 4094<br>3668<br>2606 | | | | | 1911 | A.Stephen &Sons,Ld.<br>Glasgow | **Elders&Fyffes,Ld.** | 376·2<br>F45' | 48·2 | 29·3 | **Glasgow**<br>British<br>*WB* | T.3Cy.27",45"&75"–54"<br>413NHP<br>A.Stephen&Sons,Ld.Gls. | | C |
| 23470 | — **IronScSr**<br>ssDun.2ndNo.3–3,02<br>ssMartiniqueNo.1–06<br>(*ex*Spey)<br>*Well deck Elec.light* *1Dk(Irn)2trB* | *1040*<br>*752*<br>*654* | ✠<br>12,09<br>✠NB3,02 ✠ | Pu'rto Cabell | *m*<br>o | | 1880<br>6mo | Gourlay, Bros.&Co.<br>Dundee | **Cia.Anon.Venezuelana deNav.**<br>*WB=* | 218·1<br>P120'F28'<br>BK7½"<br>*DBuE14'f50'112t* | 29·8 | 15·6 | **PuertoCabello**<br>Venezuelan<br>*FPT21t* | O.2Cy.21"&45½"–30"<br>NDB02 94NHP<br>1SB,*3pf*,GS58,HS1854<br>GourlayBros.&Co.,Dundee | 16 ″ 6 | |
| 23471<br>214938<br>LGWK | **Manzanillo** **SteelScSr**<br>(*ex*Mauritanie)<br>*Elec.light* *2Dks* | 1921<br>1604<br>1178 | | | ... | | 1902 | SirRaylton Dixon&CoLd<br>Middlesbro' | **NewYork&Cuba MailSS.Co.Inc.** | 270·0<br>P18'B62'F27'<br>FK | 39·5 | 18·6 | **NewYork**<br>Utd.States<br>*WB* | T.3Cy.20½",33"&54"–36"<br>206NHP<br>G.Clark,Ld.Sunderland | 20″11 | R |
| 23472 | — **WoodSc**<br>*1Dk* | 178<br>—<br>121 | | | | | 1906 | ................<br>Tomkins Cove,N.Y. | **Goodwall,Maceo & Co.** | 88·7 | 28·3 | 9·7 | **Manzanillo**<br>Cuban | | | |
| 23473<br>21721<br>NQRB | **Maoka Maru** **SteelScSr**<br>*Elec.light* *1Dk* | 1207<br>—<br>838 | | | | | 1917 | OsakaIron Works,Ld.<br>Osaka | **KitaNipponKisen KabushikiKaisha** | 220·0<br>P23'B34'F24'<br>*WB* | 33·6 | 18·5 | **Amagasaki**<br>Japanese | T.3Cy.13½",23"&38"–30"<br>79NHP<br>OsakaIronWks,Ld.Osaka | | |
| 23474<br>117598<br>WPHR | **Maori** **SteelTrpScSr**<br>*Elec.light* Wireless *3Dks* | 3488<br>1557<br>1567 | | | | | 1907 | W.Denny &Bros.<br>Dumbarton | **UnionS.S.Co.of NewZealand,Ld.** | 350·5<br>F63' | 47·2 | 24·7 | **London**<br>British<br>*WB* | 3 Steam Turbines<br>Denny&Co.Dumbarton | | C |
| 23475<br>133230<br>KHSV | **Maorilands** **IronAuxTwinSc**<br>*OilEng.* 3MstSr<br>(*ex*Fulda) *1Dk*<br>(*See Sailing Ship Register*) | 916<br>82[illegible]<br>548 | *For full particulars See No. 38337 in Supplement* | | | | 1876 | A.Stephen &Sons<br>Glasgow | **Maorilands ShippingCo.Ld.**<br>**(ArthurTate)** | 195·0<br>P51'H38'F26' | 32·0 | 19·7 | **Blyth**<br>British | Oil Engines<br>4Cy.14"–16" NE21 125NHP<br>Vickers,Petters&Co.Lon. | 21 ″ 0<br>s **2** ″ **6½**<br>19 ″ 8 | |
| 23476 | **Mapia** **SteelSc**<br>*Elec.light* Wireless | 9475<br>8800<br>5850 | 100A1<br>(*Class Contemplated*) | | | | 1921 | Sir J.Laing &Sons,Ld.<br>Sunderland | **Stoomv.Maats. Nederland** | 480·0<br>P48'B31'F49' | 60·0 | 40·3 | Dutch | T.3Cy.32",52"&88"–54"<br>ArmstrongWhitworth& Co.Ld.Nwc. | | |
| 23477<br>136293<br>JFPK | **Maple** **SteelScSr**<br>ssPts.No.1–20<br>*Elec.light* Wireless *2Dks(Stl)* | 1304<br>962<br>550 | ✠100A1<br>1,22 12,20<br>~~BS12,20~~ ✠LMC3,20<br>BS1,22 | Gls<br>Ard | *q* | CL<br>3,20 | 1914<br>5mo<br>*Lloyd* | AilsaS.B. Co.Ld.<br>Ayr<br>'*sA&CP* | **LairdLine,Ld.**<br>*WB=CellDBuE* | 261·1<br>P61'B104'F44'<br>BK8"<br>*32'f34'110tFPT18t* | 36·2 | 15·4 | **Glasgow**<br>British<br>*5BHCem*<br>*APT9t* | T.3Cy.28",45"&72"–42" (*s*)<br>180lb *100lb* 467NHP<br>2DB,*12cf*,GS225,HS6896 FD<br>AilsaS.B.Co.Ld.Troon | 16 ″ 6<br>s **2** ″ **0½**<br>15 ″ 3 | BT till 12,21 |
| 23478<br>216003<br>LJRG | — **WoodSc**<br>*Elec.light Mchy.Aft* *2Dks* | 1098<br>—<br>612 | | | | | 1918 | SlidellS.B. Co.<br>Slidell,La. | **C.L.Dimon** | 174·5 | 34·7 | 19·9 | **NewYork**<br>Utd.States<br>*WB* | O.2Cy.20"&42"–28"<br>78NHP<br>J.M.William,NewYork | | |
| 23479<br>124132<br>HJDQ | **Maple Branch** **SteelScSr**<br>ssBry.No.3–1,18<br>(*ex*Oceana) *2Dks(Stl)&deep framing*<br>*Elec.light* Wireless | 4846<br>4606<br>3155 | ✠100A1<br>~~8,21 2,21~~ 1,22<br>✠LMC<br>MS~~1,18~~1,22 BS~~9,20~~12,21<br>~~*Carrying oil fuel F.P above 150°F. in DB*~~ | Liv<br>~~Shl~~ | *y* | CL<br>2,21 | 1906<br>9mo<br>*Lloyd* | D&WHendersn&Co.Ld.<br>Glasgow<br>'*sA&CP* | **NautilusSteam ShippingCo.Ld.**<br>**(F.&W.Ritson,** *Mgrs.*) | 400·0<br>P44'B125'F40' FK<br>4*BH*<br>2*BH*<br>*CellDBa125'uE* | 52·0 | 26·9 | **Sundrland**<br>British<br>*toU dk*<br>*toM dkCem*<br>*&B42' f173* | T.3Cy.26",43"&71"–48" (*s*)<br>180lb ~~*100lb*~~ *75lb* 425NHP<br>2SB,*8cf*,GS140,HS5778 FD<br>D&WHendersn&CoLdGls<br>*1108tFPT106tAPT341t* | 29 ″ 8<br>s**5**″**10½**<br>24 ″ 2 | |
| 23480<br>94763 | **Mapleboro** **SteelSc**<br>(*ex*Seguin)<br>*Mchy.Aft* | 1141<br>601<br>771 | | | | | 1890 | PolsonIron Works<br>OwenSound | **CanadaSteamship Lines,Ld.** | 207·0 | 34·2 | 13·0 | **Toronto**<br>British | T.3Cy.17",28"&46"–30"<br>116NHP<br>PolsonIrn.Works,Toronto | | L |
| 23481<br>116954 | **Maplebranch** **IronTwinSc**<br>(*ex*Ionic,*ex*Cuba)<br>*2Dks* | 1708<br>1592<br>1030 | | | | | 1872 | KingIron Works<br>Buffalo,N.Y. | **CanadaSteamship Lines,Ld.** | 238·2 | 35·6 | 12·6 | **Sarnia Ont**<br>British | C.4Cy.17"&40"–36"<br>NB88 160NHP<br>H.G.Trout&Co.Buffalo | | |
| 23482<br>121784 | **Maplebrook** **IronScSp**<br>(*ex*Bickerdike, *ex*Arabia) | 1551<br>1395<br>864 | | | | | 1873 | Gibson& Craig<br>Buffalo,N.Y. | **CanadaSteamship Lines,Ld.** | 233·0 | 34·5 | 14·2 | **Ottawa**<br>British | C.4Cy.17⅛"&34"–36"<br>97RHP<br>KingIronWorks,Buffalo | | L |
| 23483<br>141766<br>TPRL | **Maplecourt** **SteelSc**<br>(*ex*North West)<br>*Elec.light* Wireless *1Dk* | 3388<br>2827<br>2010 | *Reconstructed* | | | | 1894<br>1920 | GlobeIron Works<br>Cleveland,O. | ~~**DavieS.B.& RepairingCo.Ld.**~~<br>CanadaSSLinesLd | 365·4<br>P45'B96'F45' | 44·8 | 23·4 | **Montreal**<br>British<br>*WB* | T.3Cy.23",30"&54"–40"<br>181NHP<br>RobbEng.Co.AmherstN.S. | | C |
| 23484<br>141762 | **Mapledene** **WoodSc**<br>*Elec.light* *Salted* *2Dks*<br>*Well deck* Wireless | 1445<br>1038<br>876 | ✠ 12A1<br>8,20<br>✠LMC8,20 | Qbc | *o* | | 1919<br>10mo<br>*Lloyd* | DavieS.B. &Rpg.Co.Ld<br>Levis,P.Q.<br>'*sA&CP* | ~~**DavieS.B.& RepairingCo.Ld**~~<br>CanadaSSLinesLd | 219·2<br>P&B127'F33' | 36·9 | 19·3 | **Montreal**<br>British | T.3Cy.17",25"&43"–30" (*s*)<br>190lb 92RHP<br>2SB,*4pf*,GS70,HS2460<br>LauzonEngineeringCo.Ld. Levis,P.Q. | 21 ″ 5<br>s **2** ″ **4** | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire.<br>Visites Périodiques. | 3 Matériaux, Grément, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23485<br>141589 | **Mapleglen** | WoodSc<br>(exWyoming)<br>1Dk | 1492<br>1166<br>911 | | | | | 1887 | R.Mills&Co.<br>Buffalo,N.Y. | CanadaSteamship Lines,Ld. | 250·4 | 40·1 | 14·6 | Montreal<br>British | C.2Cy.28"&50"-52"<br>180NHP<br>FrontierIrn.Wrks.Buffalo | |
| 23486<br>134350 | **Maplegreen** | WoodSc<br>(exOmaha)<br>2Dks | 1251<br>1126<br>800 | | | | | 1887 | ..................<br>Milwaukee | CanadaSteamship Lines,Ld. | 222·8 | 34·8 | 18·7 | Montreal<br>British | C.2Cy.20"&40"-40"<br>67RHP<br>R.DavisMfgCo.Milwaukee | |
| 23487<br>n port damaged | **Maplegulf** | WoodSc<br>(exPawnee)<br>1Dk | 821<br>580<br>493 | | | | | 1889 | M.P.Lester<br>MarineCity, Mich. | T.R.Enderby | 175·1 | 32·4 | 13·0 | Montreal<br>British | C.2Cy.22"&44"-40"<br>PhœnixIron 81RHP<br>Works,PortHuron,Mich. | |
| 23488<br>129767<br>HSLG | **Mapleheath**<br>Mchy.Aft | SteelSc<br>(exToiler)<br>1Dk | 1692<br>1585<br>1036 | | | | | 1910 | Swan,Hunter&Wigham Richardson, Ld.Newcastle | CanadaSteamship Lines,Ld. | 255·4<br>Q43'F38' | 42·5 | 17·3 | Kingston, Ont.<br>British<br>WB | C.2Cy.27"&44"-42"<br>E&Bmade89refitted14<br>DetroitEngine 89RHP<br>Works,Detroit,Mich. | |
| 23489<br>138230 | **Maplehurst**<br>Mchy.Aft | SteelSc<br>(exCadillac)<br>2Dks | 1297<br>1113<br>732 | | | | | 1892 | Chicago S.B.Co.<br>Chicago,Ill. | CanadaSteamship Lines,Ld. | 235·1<br>Q73'F33' | 36·8 | 15·4 | Montreal<br>British<br>WB | T.3Cy.16",25"&42"-30"<br>97NHP<br>ClevelandS.B.Co.Clevelnd. | |
| 23490<br>137517<br>JMWL | **Maplemore**<br>Elec.light Wireless<br>Sub.Sig. | SteelScSr<br>ssHul.No.1-20<br>1Dk(Stl) | 4330<br>3970<br>2668 | ✠100A1<br>8,21 ~~7,20~~<br>✠LMC7,20<br>Carrying oil | Hul<br>Shl<br>fuel F. | x<br>P. | CL<br>~~7,20~~<br>8,21<br>above | 1916<br>7mo<br>Lloyd<br>150°F. | W.Pickersgill&Sons,Ld<br>Sunderland<br>'sA&CP<br>in DB | GlasgowShipownersCo.Ld.<br>(Glen&Co,Mgrs.)<br>CellDBa119'uE25' | 365·0<br>P36'B117'F32' FK<br>f162'977tFPT108t | 51·0 | 25·9 | Liverpool<br>British<br>6BHCem<br>APT161t | T3Cy.26",42½"&69½"-45"(s)<br>180lb 100lb 361NHP<br>2SB,8pf,GS162,HS5708<br>G.Clark,Ld.Sunderland | 28<br>5<br>23 |
| 23491<br>123961<br>JSON | **Mapleton**<br>Elec.light Mchy.Aft Wireless | SteelScSr<br>1Dk | 1782<br>1492<br>1140 | | | | | 1909 | Sunderlnd S.B.Co.Ld.<br>Sunderland | CanadaSteamship Lines,Ld. | 250·0<br>P96'F36' | 42·7 | 16·4 | Montreal<br>British<br>WB | T.3Cy.17",28"&46"-33"<br>122NHP<br>N.E.MarineEng.Co.Ld.Sld | |
| 23492<br>859<br>HBPJ | **Mapocho**<br>Wireless | IronSc3Mst<br>3Dks(1Irn)&Shade dk | 2652<br>1829<br>1552 | ✠<br>Shade dk<br>3,83<br>Valparaiso & | Liv<br>Pana | s<br>ma | | 1882<br>11mo | LairdBros.<br>Birkenhead | CompañiaSud Americana deVap.<br>WB | 331·2<br>=CellDB274'f344t | 41·4 | 19·3 | Valparaiso<br>Chilian<br>5BHCem | C.2Cy.45"&80"-54"<br>NB99 392NHP<br>LairdBros.,Birkenhead | |
| 23493<br>101482<br>PRST | **Mapourika**<br>Wireless | SteelScSr<br>1Dk | 1203<br>763<br>718 | | | | | 1898 | W.Denny &Bros.<br>Dumbarton | UnionS.S.Co.of NewZealand,Ld. | 220·0<br>P&B286tH106t<br>F45t | 33·1 | 14·1 | Dunedin<br>British<br>WB | T.3Cy.20",32"&50"-36"<br>150NHP<br>Denny&Co.,Dumbarton | |
| 23494<br>219459<br>LVGR | **Maquan**<br>Elec.light Sub.Sig.<br>Wireless | SteelSc<br>Fitted for oil fuel<br>1Dk&Shelter dk<br>Longitudinal framing | 6031<br>5600<br>4453 | | | | | 1919 | SeattleN. PacificS.B.Co<br>Seattle,Wash | UnitedStates ShippingBoard | 402·4<br>P34'F38'onShelter dk | 53·2 | 32·0 | Seattle<br>Utd.States<br>WB | 2 Steam Turbines<br>MidwestEngineCo.<br>Indianapolis,Ind. | |
| 23495 | **Mar Adriatico**<br>Elec.light Wireless<br>Longitudinal framing in double bottom | SteelSc<br>1Dk(Stl)&Shelter dk(Stl) | ~~5000~~<br>5334<br>4201<br>2947 | ✠100A1<br>Shelter dk with freeboard<br>(4,22 ~~11,21~~ ✠LMC11,21<br>Fitted for oil | ~~Bbo~~ Msl<br>fuel 11,21 | x<br>F.P. | CL<br>Lloyd<br>above | 1921<br>11mo<br>'sA&CP<br>150°F. | Soc.Espanola deConst.<br>Naval<br>Bilbao | Cia.Maritima del Nervion<br>(Urquijo y Aldecoa, Mgrs.)<br>CellDB | 357·6<br>P28'B176'~~F31~~ F32'<br>on Shltr dk FK<br>314'749tFPT63tAP | 47·9 | ~~34·0~~<br>31·5 | Bilbao<br>Spanish<br>6BHtoSh.dk<br>T40t Cem | T.3Cy.27",44"&73"-48" (s)<br>180lb 600NHP<br>4SB,12cf,GS247,HS9064<br>J.G.Kincaid&Co.Ld.Grk. | 33 11<br>10<br>24 |
| 23496 | **Mar Azof**<br>Elec.light Wireless | SteelSc | 5000<br>4800<br>3200 | 100A1<br>Shelter dk<br>withfreeboard<br>(ClassContem | plated) | | | 1921 | Gardiner<br>SB&E.Co.Ld.<br>Poole | | 370·0 | 52·0 | 23·9 | | T.3Cy.25",41"&68"-48"<br>McKie&Baxter,Ld.Gls. | |
| 23497 | **Mar Blanco**<br>Elec.light<br>Wireless | SteelSc<br>1Dk(Stl)&Shltr dk(Stl)<br>Longitudinal framing inDB | 5152<br>4233<br>3886 | ✠100A1<br>Shelter dk<br>withfreeboard<br>9,21 ~~8,20~~ ✠LMC5,20<br>BS6,21 | Ham | x | CL | 1920<br>4mo<br>Lloyd | Soc.Espanola deConst.<br>NavalBilbao<br>'sA&CP | Cia.Maritima del Nervion (Urquijo yAldecoa,Mgrs.)<br>CellDB217'783tD | 357·6<br>P29'B131'F38'on Shelter dk FK<br>Ta40'766t FPT87t | 47·9 | 31·5 | Bilbao<br>Spanish<br>Cem<br>6BHtoSh dk<br>APT40t | T.3Cy.25",41"&68"-45" (s)<br>180lb HS2763 278NHP<br>3 Water Tube Boilers FD<br>J.G.Kincaid&Co.Ld.Grk. | 33 11<br>10<br>24 1 |
| 23498<br>HTBQ | **Mar-Cantábrico**<br>(exUrquiola,exConiscliffe)<br>Wireless | SteelScSr<br>ssBbo.2ndNo.3-11,19<br>1Dk(Irn)<br>&Web frames&ptAwngdk(Irn) | 2518<br>1894<br>1861 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>7,21 ~~8,20~~ ✠LMC11,19<br>BS7,21 | Bbo | s | ~~11,19~~<br>7,21 | 1894<br>4mo | W.Gray& Co.Ld.<br>WHartlepool<br>A&CP | Cia.Maritima del Nervion (Urquijo yAldecoa,Mgrs.)<br>WB | 300·0<br>P27'Q90'<br>pt Awng dk183' FK<br>=CellDB 238'608t | 40·0 | 18·5 | Bilbao<br>Spanish<br>5BHCem<br>APT31t | T.3Cy.22",35"&59"-39" (s)<br>160lb 100lb NDB12 224NHP<br>2SB,6cf,GS73,HS3468<br>Cen.Mar.EngWrks.WHpl | 20 1<br>8<br>20 |
| 23499 | **Mar Caribe**<br>Elec.light<br>Wireless | SteelSc<br>1Dk(Stl)&Shelter dk(Stl)<br>Longitudinal framing in DB | 5152<br>4233<br>3886 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,22 ~~7,20~~ ✠LMC7,20<br>BS9,21 | Bbo<br>Bcl | x | CL | 1920<br>7mo<br>Lloyd | Soc.Espanola de Const.Nav.<br>Bilbao<br>'sA&CP | Cia.Maritima del Nervion (Urquijo y Aldecoa,Mgrs.)<br>CellDB314'783t<br>DTa40'76 | 357·6<br>P29'B131'F38' on Shelter dk FK<br>6tFPT87tAPT40t | 47·9 | 31·5 | Bilbao<br>Spanish<br>Cem<br>6 BH to S dk<br>1 „ „ U „ | T.3Cy.25",41"&68"-45" (s)<br>180lb HS8289 443NHP<br>3 Water Tube Boilers<br>J.G.Kincaid&Co.Ld.Grk. | 33 11<br>10<br>24 1 |
| 23500 | **Mar Caspio**<br>Elec.light<br>Wireless | SteelScSr<br>1Dk(Stl)<br>Cargo battens not fitted | *3080*<br>*2851*<br>*1858* | ✠100A1<br>10,20<br>MBS1,21 ✠LMC12,19 | Cpn | u | CL | 1919<br>12mo<br>Lloyd | E.Finch& Co.(1916) Ld.<br>Chepstow<br>'sA&CP | Cia.Maritima del Nervion(Urquijo y Aldecoa,Mgrs.)<br>CellD | 331·0<br>P33'B98'F29' FK<br>B284'725tFPT104t | 46·8 | 23·1 | Bilbao<br>Spanish<br>7BHptCem<br>APT49t | T.3Cy.25",41"&68"-45" (s)<br>180lb 100lb 513NHP<br>3W.T.Boilers HS8289 FD<br>D.Rowan&Co.Ld.Glasgow | 25 6<br>4<br>21 |
| 23501<br>HTBP | **Mar Mediterraneo**<br>Wireless | SteelScSr<br>ssBcl.No.1-19<br>1Dk(ptIrnptStl) | 2896<br>2378<br>1657 | ✠100A1<br>10,20<br>✠LMC6,19<br>BS10,21<br>Fitted for oil | Shl<br>fuel 10 | t<br>,20 | CL<br>10,20<br>F.P. a | 1915<br>5mo<br>Lloyd<br>bove 1 | CiaEuskalduna deConst<br>Bilbao<br>'sA&CP<br>50° F. | Cia.Maritima del Nervion(Urquijo y Aldecoa,Mgrs.)<br>DBa 102'uE20'f | 306·0<br>P33'B70'F35'<br>WB=Cell FK<br>120' 633t FPT150t | 44·2 | 21·4 | Bilbao<br>Spanish<br>5BHCem<br>APT163t | T.3Cy.23",36½"&62"-42" (s)<br>180lb 100lb 268NHP<br>2SB,6cf,GS104,HS4090<br>Cen.Mar.Eng.Wrks.WHpl | 24 7<br>3 11<br>21 |
| 23502 | **Mar Negro**<br>Elec.light Wireless | SteelSc<br>1Dk(Stl)&Shelter dk(Stl)<br>Longitudinal framing in DB | ~~5000~~<br>5334<br>4201<br>2947 | ✠100A1<br>Shelter dk with freeboard<br>~~ClassContem~~<br>9,21 ✠LMC9,21<br>Fitted for oil | Bbo<br>~~plated)~~<br>fuel9,21 | x<br>F.P. | CL<br>above | ~~1920~~<br>1921<br>3mo<br>50°F. | Soc.Espanola de Const.Nav.<br>Bilbao<br>Lloyd'sA&CP | Cia.Maritima del Nervion(Urquijo y Aldecoa,Mgrs.) | 357·6<br>P29'B176'F32' on Shelter dk FK<br>CellDB314'749tFP | 47·9 | 31·5 | Bilbao<br>Spanish<br>Cem<br>6BHtoSh dk<br>T63tAPT40t | T.3Cy.27",44"&73"-48" (s)<br>180lb HS9636 601NHP<br>3WaterTubeBoilers FD<br>J.G.Kincaid&Co.Ld.Grk. | 33 11<br>10<br>24 |
| 23503<br>HTCQ | **Mar Rojo**<br>Wireless | SteelScSr<br>ssShl.No.1-20<br>1Dk(Stl) | 3627<br>3002<br>2202 | ✠100A1<br>~~11,20~~ 11,21<br>✠LMC11,20<br>Fitted for oil | Shl<br>Bcl<br>fuel 11 | u<br>,20 | CL<br>N11,20<br>F.P. a | 1917<br>8mo<br>Lloyd<br>bove 1 | Astilleros deNervion<br>Bilbao<br>'sA&CP<br>50° F. | Cia.Maritima del Nervion(Urquijo y Aldecoa,Mgrs.) | 325·6<br>P31'B80'F39' FK<br>CellDB | 47·1 | 22·5 | Bilbao<br>Spanish<br>6BHCem<br>APT130t | T.3Cy.24",40"&65"-45" (o)<br>180lb 100lb 295NHP<br>2SB,6cf,GS120,HS4374<br>J.G.Kincaid&Co.Ld.Grk. | 24 11<br>4<br>20 |
| 23504<br>HTBS | **Mar Tirreno**<br>Elec.light | SteelScSr<br>ssBbo.No.1-21<br>1Dk(Stl)&Awng dk(Stl) | 3367<br>3175<br>1896 | ✠100A1<br>Awng dk<br>withfreeboard<br>6,21 ~~5,20~~ ✠LMC5,17<br>4,21 | Bbo<br>Ham | u | CL<br>1,19<br>6,21 | 1917<br>1mo<br>Lloyd | CiaEuskalduna deConst<br>Bilbao<br>'sA&CP | Cia.Maritima del Nervion (Urquijo y Aldecoa,Mgrs.)<br>CellD | 316·0<br>FK<br>B268'623tFPT123t | 44·2 | 26·6 | Bilbao<br>Spanish<br>6BHCem<br>APT124t | T.3Cy.23",36½"&62"-42" (s)<br>180lb 100lb 268NHP<br>2SB,6cf,GS104,HS4090<br>Cen.Mar.Eng.Wrks.WHpl | 29 7<br>7<br>22 |

| 1 | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in classed, if not Dateof B.ofTr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23505 | **Mar de Irlanda** SteelSc<br>ssNOs.3rdNo.3-5,18<br>(exCarib,exCalabria,exBaroda)<br>Elec.light Wireless 2Dks3trB | 3075<br>2866<br>1861 | ✠100A1<br>7,21 ~~6,20~~<br>✠LMC6,20<br>BS7,21 | Bbo | | ~~9,20~~<br>7,21 | 1889<br>12mo<br>Lloyd | London&<br>Glas.Co.Ld.<br>Glasgow<br>'sA&CP | Cia.Maritima del<br>Nervion | 338·6 42·0 26·1<br>P16'B74'F42'<br>BK11"<br>Cell | Bilbao<br>Spanish<br>7BHCem<br>DB256'567t | T.3Cy.24½",37"&64"-48"<br>160lb 165lb 303NHP<br>2DB,8cf,GS180,HS4821<br>Lon.&Glas.Co.Ld.Gls. | 29 ″ 0<br>s 6 ″ 0<br>24 ″ 4 | |
| 23506<br>ITBK | **Mar del Norte** SteelScSr<br>ssBbo.No.1-20<br>1Dk(ptIrnptStl)<br>Wireless | 2917<br>2378<br>1654 | ✠100A1<br>10,21 ~~3,20~~<br>BS10,21<br>✠LMC3,20 | Bbo<br>Bcl | t | CL<br>3,20 | 1915<br>11mo<br>Lloyd | CiaEuskal-<br>duna deConst<br>Bilbao<br>'sA&CP WB= | Cia.Maritima del<br>Nervion(Urquijo<br>y Aldecoa,Mgrs.)<br>CellDBa102'uE20 | 306·0 44·2 21·8<br>P33'B70'F35'<br>FK<br>'f120'633tFPT150t | Bilbao<br>Spanish<br>5BHCem<br>APT163t | T.3Cy.23",36½"&62"-42" (s)<br>180lb 100lb 268NHP<br>2SB,6cf,GS104,HS4090<br>Cen.Mar.Eng.Wrks.WHpl | 24 ″ 7<br>s 3 ″ 11<br>21 ″ 0 | |
| 23507 | **Mar del Plata** SteelScSr<br>Elec.light Wireless 1Dk(Stl)<br>Well deck | 1191<br>878<br>785 | ✠100A-<br>12,20<br>✠NB01refitted19<br>MBS6,20 LMC7,19 | Lon | | CL<br>6,20 | 1919<br>6mo | Soc.Anon.<br>Astilleros<br>delNervion<br>Bilbao | Gorbea&Monje | 231·6 31·0 13·5<br>Q68'B66'F28'<br>FK<br>Cell DB192'276tFPT22 | Bilbao<br>Spanish<br>4BHCem<br>tAPT12t | C.2Cy.28"&48"-36" (s)<br>80lb 100lb 115NHP<br>Emade71 refitted19 NDB19<br>1SB,4pf,GS72,HS2015<br>Tod&Macgregor,Glasgow | 16 ″ 0<br>s1 ″ 7<br>14 ″ 8 | |
| 23508<br>HBFV | — SteelTwinSc<br>(exLobao) 1Dk(Stl-teak s)&<br>Promenade dk(Teak)<br>Elec.light | 534<br>—<br>304 | ✠<br>For River purposes<br>11,15 ✠ | Bkn | | | 1911<br>11mo | I.J.Abdela<br>&Mitchell,Ld.<br>Queensferry,<br>Flints. | P.Arena | 149·8 32·1 12·5<br>FK | Bns.Ayres<br>Argentine<br>5BHCem | C.4Cy.14"&28"-21"<br>102NHP<br>1SB,3cf,GS57,HS2164<br>I.J.Abdela&Mitchell,Ld. | 9 ″ 0 | |
| 23509 | **Marabú** SteelTwinScSr<br>Elec.light Wireless 1Dk&Shelter dk | 746<br>479<br>378 | | | ... | | 1906 | AilsaS.B.<br>Co.Ld.<br>Troon | Empreza de Nav.<br>Bahiana | 200·0 32·2 11·2<br>FK | Bahia<br>Brazilian<br>WB | T.3Cy.13½",22"&36"-24"<br>151NHP<br>Muir&Houston,Ld.Gls. | 11 ″ 10 | |
| 23510<br>92993<br>KPLQ | **Maracaibo** SteelTwinScSr<br>Elec.light 2Dks&ptShadedk<br>Wireless | 1771<br>—<br>1095 | | | | | 1899 | Harlan&<br>Hollings-<br>worthCo.<br>Wlmgtn.Del. | Atlantic&Carib-<br>beanStm.Nav.Co. | 267·5 37·0 18·5<br>P26'F48'<br>ptShade dk 120' | Wilmgton<br>(Del.)<br>Utd.States<br>WB | T.6Cy.14",22"&36"-24"<br>NB18 127NHP<br>Harlan&HollingsworthCo.<br>Wilmington,Del. | | R |
| 23511<br>111412<br>KRQN | **Maracay** SteelSc<br>(exCatco,exYachtDruid)<br>Elec.light 1Dk | 539<br>—<br>367 | | | | | 1902 | Burlee<br>D.D.Co.<br>Pt.Richmond<br>N.Y. | C.K.MacFadden | 195·6 27·2 15·9 | NewYork<br>Utd.States | T.6Cy.12¾",22"&36"-24"<br>124NHP | | R |
| 23512 | **Maraglio** SteelSc<br>1Dk(Stl)&Shltrdk(Stl)<br>Elec light Wireless<br>("ArdantzaMendi," See No. 36306 in Supplement | 4000<br>4889<br>4648<br>3582 | ✠100A1<br>Shltr dk with freeboard<br>~~(Class Contemplated)~~<br>3,22 ✠LMC2,22 | Rot | w | | ~~1921~~<br>1922<br>2mo<br>Lloyd | NVScheeps<br>deKlop<br>Sliedrecht<br>'sA&CP | N.V.v.deEb.&<br>Dresselhuy's<br>Scheepv.Maats. | ~~359·0 50·0 24·5~~<br>359·4 50·3 30·0<br>FK<br>CollisionBHtoSh.dk,5BHtoUdk<br>CellDB305'953tFPT77tAPT110t | Rottrdam<br>Dutch<br>Cem | T.3Cy.23⅝",~~38⅝"&62¼"~~ $38\frac{9}{16}$"&$62\frac{3}{16}$"-41⅜"<br>180lb (s) 332NHP<br>3SB,9cf,GS189,HS5958<br>BurgerhoutsMachFabRot | 32 ″ 6<br>s 8 ″ 11<br>24 ″ 0 | |
| 23513<br>117597<br>WPHQ | **Marama** SteelTwinScSr<br>Wireless<br>Elec.light Ref.Mchy. 3Dks | 6497<br>5181<br>3992 | | | | | 1907 | Caird&Co.<br>Ld.<br>Greenock | UnionS.S.Co.of<br>NewZealand,Ld. | 420·0 53·2 31·2<br>P&B314'F83' | London<br>British | T.8Cy(2)28"(2)44½"(4)50"-48"<br>692NHP<br>Caird&Co.Ld.Greenock | | C |
| 23514 | **Maranguape** SteelScSr<br>(exGunther)<br>Elec.light Wireless 2Dks | 3037<br>2586<br>1913 | | | | | 1906 | Irvine'sSB.<br>&D.D.Co.Ld.<br>WHartlepool | Requisitioned by<br>theBrazilian<br>Government | 318·8 44·9 22·2<br>P38'B102'F40' | R.Janeiro<br>Brazilian<br>WB | T.3Cy.23½",38"&64"-42"<br>Richardsons, 265NHP<br>Westgarth&Co.Ld.Hpl. | | |
| 23515 | **Maranhão** SteelScSr<br>Wireless 2Dks(1ptStl)&Shade dk | 1916<br>1530<br>1303 | ✠<br>Shade dk<br>8,87 ✠<br>Coasting, Rio de Janeiro and Para | Gls | | | 1887<br>6mo | J.&G.<br>Thomson<br>Clydebank | LloydBrasileiro | 276·0 38·1 20·2<br>WB=DBa62'f65t | R.Janeiro<br>Brazilian<br>8BHCem<br>APT20t&32t | T.3Cy.27",40½"&61"-45"<br>NDB92 250NHP<br>J.&G.Thomson,Clydebank | 21 ″ 6 | |
| 23516 | **Mararia** SteelScSr<br>1Dk(Teak)&Promenade dk(Teak)<br>Elec.light | 169<br>—<br>136 | ✠<br>For River purposes only<br>12,09 ✠ | PGl | | | 1905<br>9mo | Murdoch &<br>Murray<br>Pt.Glasgow | EmpresaJutahy | 120·0 24·1 6·8<br>F20'<br>FK | Acre<br>Brazilian<br>5BHCem | C.2Cy.14"&28"-20"<br>45NHP<br>1SB,2pf,GS37,HS921<br>McKie&Baxter,Glasgow | 7 ″ 0 | |
| 23517<br>89380<br>SLDJ | **Mararoa** SteelSc<br>ssWln.2ndNo.3-9,09<br>Elec.light ssWln.No.1-13<br>Wireless 3Dks(UStl-teak s) | 2598<br>2091<br>1329 | ✠<br>9,16<br>✠ | Ddn | u | | 1885<br>6mo | W.Denny<br>&Bros.<br>Dumbarton | UnionS.S.Co.of<br>NewZealand,Ld. | 320·1 42·1 24·7<br>P63'B94'F42'<br>BK9"<br>WB=Cell | Dunedin<br>British<br>5BHCem<br>DB224'290t | T.3Cy.31",51"&84"-54"<br>508NHP<br>2D&2SB,12cf,GS288,HS7466<br>Denny&Co.,Dumbarton | 26 ″ 0 | |
| 23518<br>TGHW | **Maras** SteelSc<br>ssSng.No.3-5,12<br>(exShantung) ssAms.No.2-20<br>1Dk(Stl)&Spar dk(Stl)<br>Elec.light &deep framing | 1701<br>1502<br>978 | ✠100A1<br>Spar dk<br>withfreeboard<br>1,21 ✠LMC4,20 | Rot | q | CL<br>12,20 | 1900<br>2mo<br>Lloyd | Rickmers<br>Akt.Ges.<br>Bremerhaven<br>'sA&CP | ~~AfscheepenCom-~~<br>~~missiezaak v/h~~<br>~~J.F.Esser~~ F.Hoynck<br>WB=CellDBa68' | 254·1 37·4 19·5<br>B64'F27' 19·6<br>FK<br>uE34'f86'322tFPT | Pasœrœan<br>Dutch<br>4BHCem<br>59tAPT18t | T3Cy$18\frac{9}{10}$",$30\frac{7}{10}$"&49⅓"-31½"<br>185lb (s) 180NHP<br>2SB,6pf,GS91,HS3208<br>BremerVulkan,Vegesack | 22 ″ 0<br>s 4 ″ 3<br>18 ″ 0 | |
| 23519<br>217598<br>LPWO | **Maratanza** WoodTwinSc<br>Elec.light Wireless 2Dks | 3044<br>2364<br>1742 | | | | | 1918 | Sommer-<br>strohm<br>S.B.Co.<br>ColumbiaCOr | UnitedStates<br>ShippingBoard | 274·0 46·0 24·2<br>B142'F27' | Portland,<br>Or.<br>Utd.States | T.6Cy.15½",26"&42"-32"<br>199NHP<br>SommerstrohmBros.SBCo. | | |
| 23520<br>118184<br>VMBS | **Marathon** SteelTwinScSr<br>ssLon.No.3-3,15<br>ssLon.No.1-19<br>3Dks(Stl-MptwsUteak s)<br>Elec.light Ref.Mchy. Wireless Sub.Sig.<br>Now named "Oruba," See letter O. | 7827<br>6158<br>4956 | ✠100A1<br>3,21<br>BS3,21 ✠LMC4,19<br>✠Lloyd'sRMC3,21 | Lon | | CL<br>s4,19<br>P1,19 | 1904<br>1mo<br>Lloyd | A.Stephen<br>&Sons,Ld.<br>Glasgow<br>'sA&CP<br>WB=C | G.Thompson&Co.<br>Ld.<br>ellDBa104'uE&B | 504·1 55·1 30·0<br>P92'B217'F74'<br>len12 FK&BK3"<br>91'f241'1317tFPT | Aberdeen<br>British<br>9BHCem<br>57tAPT69t | T.6Cy.27",P45",S45⅝"&75"-51" (s) 200lb 1218NHP<br>3D&1SB21cfGS443HS18302<br>FD<br>A.Stephen&Sons,Ld.Gls. | 33 ″ 3<br>s 7 ″ 2<br>26 ″ 1 | BT<br>till<br>3,22 |
| 23521 | — SteelSc<br>Elec.light | | | | | | | Howaldts-<br>werke<br>Kiel | Hamburg-Amerik.<br>Packetf.Akt.-Ges.<br>(Ham.-Amr.Linie)<br>(DeutscheLevante<br>Linie,Mgrs.) | P18'Q38'B51'F24' | Hamburg<br>German<br>WB | T.3Cy.14⅔",23¼"&33⅓"-$19\frac{7}{10}$"<br>64NHP<br>Howaldtswerke,Kiel | | |
| 23522<br>115787<br>VGDH | **Maraval** SteelScSr<br>(exIrrawaddy)<br>Elec.light Wireless 2Dks | 5144<br>4631<br>3329 | | | | | 1903 | W.Denny<br>&Bros.<br>Dumbarton | ~~Furness,Withy&~~<br>~~Co.Ld.~~ Bermuda&<br>WestIndiesS.S.Co,<br>Ld. | 395·7 50·2 28·0<br>P35'B130'F39' | Hamilton<br>Bermuda<br>British WB | T.3Cy.27",44"&71"-54"<br>370NHP<br>Denny&Co.Dumbarton | | C |
| 23523<br>144257<br>KJFN | **Maravi** SteelSc<br>Fitted for oil fuel<br>Elec.light 1Dk | 2802<br>2377<br>1522 | | | | | 1921 | Workman,<br>Clark &Co.Ld<br>Belfast | UnifruitcoS.S.Co.<br>(Clark&Service<br>Mgrs.) | 303·0 47·2 ~~21·5~~<br>B83'F38' 21·7 | Glasgow<br>British<br>WB | T.3Cy.20½",34"&57"-45"<br>217NHP<br>Wrkman,Clark&Co.LdBel | | |
| 23524 | **Marazion** SteelTwinScSr<br>Elec.light 2Dks(Stl) | 772<br>693<br>321 | ✠<br>For Government Service<br>7,19 ✠ | Psy | | | 1919<br>7mo | Fleming&<br>Ferguson,Ld.<br>Paisley<br>Cell | TheAdmiralty<br>DB12'16tDTf18'2 | 219·8 28·6 15·5<br>FK<br>4tDTA16'33tFPT5 | London<br>British<br>10BHptCem<br>tAPT20t | T.6Cy.13¼",21¼"&34"-21"<br>HS7000 378NHP<br>2 Water Tube Boilers FD<br>Fleming&Fergusn,Ld.Psy | 16 ″ 3 | |
| 23525 | **Marburg** SteelScSr<br>(Trawler)<br>1Dk | 215<br>191<br>81 | | | | | 1902 | G.Seebeck<br>Act.Ges.<br>Bremerhaven | DeutscheDmpfis-<br>cherei Ges.Nordsee | 122·0 22·9 11·8<br>Q60'F20' | Nordnham<br>German<br>WB | T.3Cy.12",$19\frac{9}{32}$"&31½"-23⅝"<br>NB06 48NHP<br>G.Seebeck A.G.Bremerhvn | | |

| 1 Numero d'Ordre — Numero Officiel — Signaux | 2-3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23526<br>QKRJ | **Marcantonio Bragadin** SteelScSr<br>*Mchy.Aft* 1*Dk* | 211<br>183<br>100 | | | | | 1912 | J.&A.Van derSchuyt<br>Papendrecht | Soc.Anon. Nettunia | 131·2 | 21·3 | 9·1 | Genoa<br>Italian<br>*WB* | T.3Cy.9¼"15"&23⅝"-14½"<br>21NHP<br>J.&A.VanderSchuyt |
| 23527 | **Marcel** SteelScSr<br>(*ex*Victoria2°,*ex*Glencairn)<br>*Well deck* 1*Dk&Web frames* | *1101*<br>*810*<br>*688* | | | ... | | 1889 | J.Priest-man&Co.<br>Sunderland | L.Hermans | 231·5<br>Q87'B94'F27'<br>BK8" | 32·0 | 15·3 | Bruges<br>Belgian<br>*WB* | T.3Cy.17",28"&46"-33"<br>NB09 134NHP<br>Hutson&Corbett,Glasgow |
| 23528 | **Marcel Schiaffino** SteelScSr<br>(*ex*AliceDepeaux) *ss*Sld.No.2-94<br>*Well deck* *Elec.light* 1*Dk*(*Stl*)2*trB* | 1022<br>—<br>572 | ✠<br>10,00 | Hpl | *n* | | 1887<br>8mo | Palmers' Co.(Lim.)<br>Newcastle | Soc.Algérienne de Nav.pour l'Afrique duNord(Charles Schiaffino etCie) | 220·5<br>Q80'B58'F25'<br>BK8"<br>*WB=CellDB* | 32·0 | 14·9 | Algiers<br>French<br>6*BHCem*<br>160'262*t* | T.3Cy.19",31½"&51"-36"<br>NB17 NDB97 159NHP<br>Palmers' Co.(Lim.)Nwc. |
| 23529<br>97634 | **Marchioness of Breadalbane** SteelPadSk | 246<br>223<br>97 | | | | | 1890 | J.Reid&Co<br>Pt.Glasgow | CaledonianSteam PacketCo.Ld. | 200·4<br>F24*t* | 22·1 | 7·5 | Glasgow<br>British | C.D.2Cy.30"&54"-60"<br>NB01 188NHP<br>Rankin&Blackmore,Grk. |
| 23530<br>~~97639~~ | **Marchioness of Bute** SteelPadSk | 246<br>223<br>97 | | | | | 1890 | J.Reid&Co<br>Pt.Glasgow | ~~D.&J.Nicol~~<br>TheAdmiralty | 200·4 | 22·1 | 7·5 | ~~Glasgow~~<br>British | C.D.2Cy.30"&54"-60"<br>NB01 188NHP<br>Rankin&Blackmore,Grk. |
| 23531<br>98643 | **Marchioness of Lorne** SteelPadSp | 295<br>262<br>116 | | | | | 1891 | Russell& Co.<br>Pt.Glasgow | CaledonianSteam PacketCo.Ld. | 200·0<br>H32*t* | 24·0 | 8·3 | Glasgow<br>British | TD.4Cy(2)17½"30"&49"-60"<br>NB97 186NHP<br>Rankin&Blackmore,Grk. |
| 23532 | **Marcilio Dias** SteelScSr<br>*ss*Pra.No.1-11<br>1*Dk*(*Teak*)&*Promenade dk*(*Teak*)<br>*Elec.light* | *186*<br>*122*<br>*126* | ✠<br>1,14<br>*For River purposes only* | | | | 1906<br>11mo | Caledonian E.&S.B.Co.<br>Preston | F.L.deAndrade | 116·5<br>F17'<br>FK | 22·0 | 7·0 | Para<br>Brazilian<br>4*BHCem* | C.2Cy.14"&28"-18"<br>45NHP<br>1SB,2*pf*,GS30,HS938<br>CaledonianE&SB.Co.Prstn |
| 23533<br>144883 | **Marcita** SteelSc<br>*OilEng.*<br>1*Dk* | 150<br>129<br>71 | | | | | 1920 | J.Crichton &Co.Ld<br>Connah's Quay | J.Summers&Sons, Ld. | 125·7 | 16·4 | 7·3 | Chester<br>British<br>*WB* | Oil Engines 29NHP<br>4Cy.10⅝"-11¼" NE20<br>J&CGBolindersCoLd.Skm |
| 23534<br>16<br>QLBG | **Marco Aurelio** SteelScSr<br>(*ex*Maroc,*ex*Elfi,*ex*Egret)<br>*Well deck* 1*Dk*2*trB* | 671<br>504<br>395 | | | ... | | 1883 | Armstrong Mitchell&Co.<br>Ld Newcastle | F.Lofaro | 190·6<br>Q70'B40'F26'<br>BK7½" | 27·7 | 14·4 | Torre del Greco<br>Italian<br>*WB* | C.2Cy.20⅝"&50"-27⅝"<br>NB04 109NHP<br>WllsndSlpwy.Co.Ld.Nwc. |
| 23535<br>78<br>QLBK | **Marco Minghetti** IronSc3MstSr<br>*ss*Lon.No.1-80<br>(*ex*LoudounCastle) 2*Dks*(*UIrn*-ws)<br>*Elec.light* Wireless 3*trB* | 2495<br>2309<br>1528 | ✠<br>2,83 | Lon | *u* | | 1876<br>10mo | J.&G. Thomson<br>Clydebank | Sicilia,Società di Navigazione | 350·7<br>P40' F47' | 36·8 | 25·7 | Palermo<br>Italian<br>6*BHCem* | T.3Cy.24",37¾"&61¾"-35½"<br>NE&B97 228NHP<br>C.&T.T.Pattison,Naples |
| *23536<br>137532<br>JNTD | **Marconi** SteelTwinScSr<br>*Elec.light* 3*Dks*(*Stl*)&*Shelter dk*<br>*Ref.Mchy.* Wireless (*Stl*-ws) | 7402<br>6877<br>4519 | ✠100A1<br>*Shelter dk withfreeboard*<br>9,20<br>BS1,21 ✠LMC2,17<br>✠Lloyd'sRMC~~1,21~~ 11,21 | Lon | *b*† | CL<br>SN<br>11,17 | 1917<br>2mo | Harland& Wolff,Ld.<br>Glasgow<br>*Lloyd*'s*A&CP* | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. *Mgrs.*) | 440·8<br>F47'*onShelter dk*<br>FK<br>*CellDB*382'1194*t FPT*68*t APT*60*t* | 56·2 | 35·6 | Liverpool<br>British<br>8*BHCem* | Q8Cy.20½"29½"42"&61"-48"<br>215lb (*s*) 887NHP<br>3DB&1AuxSB,21*cf*,GS424,<br>HS17070<br>Harland&Wolff,Ld.Bel. |
| 23537<br>139288<br>JNCB | — SteelScK<br>*ss*Hul.No.1-20<br>*Elec.light* 1*Dk* | 322<br>286<br>131 | ✠100A1<br>*StmTrawler*<br>1,21<br>✠LMC8,20<br>BS8,21 | Hul | | CL<br>1,21 | 1916<br>6mo | Cochrane& Sons,Ld.<br>Selby<br>*Lloyd*'s*A&CP* | F.&T.Ross,Ld. | 136·2<br>Q76'F20'<br>BK7½" | 24·0 | 12·9 | Hull<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 86RHP<br>1SB,3*pf*,GS48,HS1387<br>C.D.Holmes&Co.Ld.Hull |
| 23538 | **Marconier** SteelSc<br>(*ex*Piqua) 1*Dk*(*Stl*)<br>*Elec.light* | 2585<br>2079<br>1469 | ✠100A1<br>5,20<br>✠LMC5,18 | NYk | *t* | 5,20 | 1918<br>5mo | Pusey& JonesCo.<br>Wilmington, Del.<br>A&CP | LloydRoyalBelge Soc.Anon. | 298·9<br>P29'B75'F29'<br>FK<br>*CellDB*254' 702*t FPT*106*t* | 44·0 | 19·7 | Antwerp<br>Belgian<br>5*BHCem*<br>*APT*137*t* | 1 Geared Steam Turbine<br>200lb (*s*) 309NHP<br>2SB,4*cf*,GS84,HS4258 FD<br>DeLavalStm.TurbineCo. Trenton,N.J. |
| *23539<br>140644<br>KOFM | **Mardinian** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 2429<br>2253<br>1432 | ✠100A1<br>11,21 ~~1,21~~<br>✠LMC8,19 | Lon | *t* | CL<br>1,21 | 1919<br>8mo | S.PAustin &Son,Ld.<br>Sunderland<br>*Lloyd*'s*A&CP* | EllermanLines,Ld | 303·2<br>P&B233'F32'<br>FK<br>*CellDB*260' 670*tFPT* | 43·0 | 20·8 | Liverpool<br>British<br>5*BHptCem*<br>70*tAPT*180*t* | T.3Cy.22",36"&59"-39" (*s*)<br>180lb 266NHP<br>2SB,6*cf*,GS124,HS4500<br>Richardsons,Westgarth& Co.Ld.Sld. |
| 23540 | **Marechal** SteelTwinSc<br>(*ex*Barao deCameta)<br>*Elec.light* 1*Dk*&*Promenade dk* | *281*<br>*198*<br>*191* | | | ... | | 1904 | Murdoch& Murray<br>Pt.Glasgow | J.F.deMendonca &Co. | 144·6<br>F16'<br>FK | 31·0 | 6·2 | Para<br>Brazilian | C.4Cy.12"&24"-18"<br>55NHP<br>J.G.Kincaid&Co.Greenock |
| 23541<br>OMJL | **Maréchal Bugeaud** SteelScSr<br>*Elec.light* Wireless | 2174<br>—<br>891 | | | | | 1890 | Chant&Atl dePenhoët<br>St.Nazaire | Cie.Générale Transatlantique | 342·5<br>P24'B56'H—F50' | 34·1 | 23·0 | Marseilles<br>French<br>*WB* | T.3Cy.33",51"&83"-19"<br>NB18 482NHP<br>Cie.Gén.Trans.,St.Nzre. |
| 23542<br>OMJW | **Maréchal Foch** SteelScSr<br>*ss*Fiu.No.2-14<br>(*ex*BudaII.) 1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>&*deep framing* | 2460<br>2226<br>1516 | ✠<br>*Spar dk*<br>9,16<br>✠ | Fiu | *t* | | 1905<br>3mo | Napier& Miller,Ld.<br>Glasgow | FrenchGovernment | 314·1<br>P40'B104'F34' 21·3<br>FK<br>*CellDBa*108'*uE*&*B*34'*f*134'633*t FPT*17*t* | 41·9 | 13·3 | Brest<br>French<br>6*BHCem*<br>*APT*21*t* | T.3Cy.20¼",35"&59½"-42"<br>257NHP<br>2SB,6*rf*,GS116,HS3898<br>D.Rowan&Co.Glasgow |
| 23543<br>OMJV | — SteelScSr<br>*ss*Cff.No.1-11<br>(*ex*Constitucion,*ex* 1*Dk*(*Stl*)<br>*Well deck* Zeebrugge,*ex*Arizona) | 844<br>—<br>507 | ✠<br>7,11<br>✠ | Cff | *i* | | 1907<br>7mo | R.Thompson&Sons,Ld<br>Sunderland | Cie.deVapFrançais (JeanStern) | 176·0<br>Q85'B17'F23'<br>FK<br>*DBa*33'*f*41'116*tFPT* | 29·8 | 10·6 | Marseilles<br>French<br>4*BHCem*<br>23*tAPT*16*t* | T.3Cy.15½",25"&41"-27"<br>95NHP<br>2SB,4*pf*,GS56,HS1558<br>Richardsons,Westgarth& Co.Ld.Mdb. |
| 23544<br>OMJZ | **Maréchal Joffre** SteelScSr<br>(*ex*Ville de Reims,<br>*ex*MarieLouise) | 319<br>—<br>219 | | | | | 1894 | Smulders<br>Utrecht | Soc."LesAffréteursRéunis" (JeanStern) | 137·8<br>P69'F38' | 27·5 | 10·8 | Cette<br>French | C.2Cy.15"&28"-17"<br>*Starb.boiler fitted*06 27NHP<br>Smulders,Utrecht |
| 23545<br>143170<br>JWQF | **Marella** *ss*[illegible].No.3 4,21 SteelTwinSc<br>~~*ss*Syd.No.2-21~~ (*ex*Wahehe,<br>*ex*HildaWoermann) ~~2*Dks*&*Shelter dk*~~<br>*Elec.light* Wireless ~~8*trB*~~<br>2*Dks*(*Stl*-*Uteaks*)&<br>*Shltr dk*(*Stl*-*teaks*) | ~~7732~~<br>~~4312~~<br>~~3991~~<br>7475<br>6315 ~~[illegible]~~<br>4264 | 100A1<br>*Shltr dk with freeboard*<br>2,22 ~~10,21~~<br>~~LMC2,21~~<br>✠Lloyd'sRMC[illegible]<br>LMC11,21 | Syd | *b*† | CL<br>P12.20<br>S7,21 | 1914 | Reiherst'g Schiffsw.<br>Hamburg<br>AP<br>*CellDBa*117'*uE*66'*f*140'1190*t Midship sidetanks*199*t* | Burns,Philp&Co. Ld. | 426·0<br>*Collision*<br>FK&BK3" | 55·8 | ~~34·7~~<br>35·2 | London<br>British *Cem*<br>*BHtoSh.dk*<br>6*BHtoUdk* | ~~Q.8Cy.22½"33½"49½"&71½"-49½"~~ ~~716NHP~~<br>~~ReiherstMaschinenf.Ham~~<br>Q.8Cy.22[illegible]",33[illegible]",49[illegible]",&71[illegible]"-49[illegible]" 2271 (*s*) 1111NHP<br>3SB,[illegible],G[illegible],HS154[illegible] FD<br>ReiherstMaschinenf.Ham. |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register.

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23546<br>127938<br>JMUN | **Marena** SteelScSr<br>~~ssSou.No.2-17~~<br>1*Dk*(*Stl*)<br>*Mchy.Aft* ssApl.No.3-2,22<br>*Well deck* | 303<br>~~802~~<br>255<br>~~100~~<br>111 | ✠100A1<br>2,22 5,20<br>~~BS5,20~~ ✠LMC~~5,18~~<br>2,22 | Ayr<br>Apl | *e* | CL<br>~~5,20~~<br>2,22 | 1908<br>10mo<br>Lloyd | Scott& Sons<br>Bowling<br>'sA&CP | BrynllwyndShipping Co.Ld. (W. Morgan&Son,*Mg*) | 140·3<br>Q46'B8'F22'<br>BK7"<br>*WB=FPT*64*t* | 24·1 | 10·3 | Liverpool<br>British<br>3*BHCem*<br>*APT*7*t* | C.2Cy.17"&38"-24" (*s*)<br>140lb 81RHP<br>1SB,*3pf*,GS45,HS1488<br>Ross&Duncan,Glasgow | 11 ″ 6<br>s 1 ″ 1<br>11 ″ 2 | |
| 23547<br>129284<br>HRNG | **Marengo** SteelScSr<br>ssLon.No.2-18 ~~ssHul.No.1-15~~<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light*<br>*Ref.Mchy.*<br>Wireless<br>*Tonnage opening closed* 1917<br>~~*Carrying oil fuel F.P. above* 150° *F. in DB*~~ | 6302<br>4626<br>4100 | ✠100A1<br>*Shelter dk with freeboard*<br>~~4,21~~ ~~4,18~~ 3,22<br>BS6,21<br>~~BS3,20~~ ✠LMC4,18 | Lon<br>Hul | *z* | CL<br>~~4,18~~<br>8,21 | 1910<br>8mo<br>Lloyd | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>'sA&CP | Ellerman'sWilson Line,Ld.<br>*'Tween dkBHd in after hold dispensed with WB=CellDBa*143'*uE&B*48'*f*169'1092*t* ~~*APT*28*t*~~ *DTa*37'925*tAPT*28*t* | 410·0<br>FK | 52·0 | 27·8 | Hull<br>British<br>7*BHCem* | T.3Cy.28",46½"&78"-54" (*s*)<br>200lb 582NHP<br>3SB,*9cf*,GS189,HS7926 FD<br>Palmers'Co.Ld.Newcastle | 39 ″ 0<br>s11 ″ 3<br>28 ″ 1 | |
| 23548<br>OMKE | — SteelScSr<br>1*Dk*<br>*Elec.light* | 355<br>303<br>102 | ✠100A1<br>*StmTrawler*<br>8,19 ✠LMC7,19 | Sav | | CL | 1919<br>7mo | Foundat'n Co.<br>SavannahGa<br>A&CP | FrenchGovernment | 150·0<br>F26'Q79'<br>BK7"<br>*FPT*6*t* | 25·0 | 14·7 | French<br>4*BHCem*<br>*APT*8*t* | T3Cy.12¾",21½"&35"-24"(*s*)<br>180lb 89NHP<br>1SB,*3pf*,GS53,HS1700<br>Gouldie&McCullochCo. Galt,Ont. | 14 ″ 8<br>s 2 ″ 5½<br>14 ″ 1 | |
| 23549<br>129079<br>HQMT | **Maresfield** SteelScSr<br>ssBry.No.2-19<br>1*Dk*(*Stl*)<br>Wireless | 4176<br>3970<br>2633 | ✠100A1<br>2,21<br>BS11,20 ✠LMC5,18 | Bly | *x* | CL<br>2,21 | 1910<br>3mo<br>Lloyd | JLThompson&Sons,Ld<br>Sunderland<br>'sA&CP | WoodfieldS.Shppg.Co.Ld.(Woods,Tylor&Brown,*Mgrs.*)<br>*WB=CellDBa*125'*uE&B*43'*f*151'992*t FPT*87*tAPT*130*t* | 365·0<br>P23'B234'F31'<br>FK | 51·4 | 25·9 | London<br>British<br>6*BHCem* | T.3Cy.26",42½"&70"-48" (*s*)<br>180lb *100lb* 395NHP<br>3SB,*9cf*,GS162,HS6440<br>Richardsons,Westgarth&Co.Ld.Sld | 28 ″ 4<br>s 4 ″ 2½<br>24 ″ 6 | |
| 23550 | **Marga Hemsoth** SteelScSr<br>(*ex*Croatia)<br>2*Dks* 3*tr B*<br>Sub.Sig. | 1991<br>1802<br>1261 | | | | | 1888 | Blohm& Voss<br>Hamburg | | 290·7<br>P50'B28'H50'F45'<br>*WB=CellDB*350*t* | 36·4 | 22·2 | British | T.3Cy.22",35"&58"-39½"<br>211NHP<br>Blohm&Voss,Hamburg | | |
| 23551<br>213988<br>LFVS | **Margaret** SteelScSr<br>ssNYk.No.1-20<br>1*Dk*(*Stl*)&*Webframes*<br>*Longitudinal framing*<br>*Elec.light*<br>Sub.Sig.<br>Wireless | 3352<br>2752<br>2125 | ✠100A1<br>12,21 ~~3,21~~<br>✠LMC9,20<br>*Fitted for oil fuel* 1,17 *F.P. above* 150° F. | NYk<br>Bal | *u* | CL<br>3,21 | 1916<br>4mo | Maryland SteelCo.of BaltimoreCo<br>Sparro'PtMd<br>A&CP | A.H.BullS.S.Co. Inc.(A.H.Bull&Co. *Mgrs.*)<br>*CellDBa*90'*uE*20'*f*146'691*tFPT*78*tAPT*296*t* | 327·2<br>P35'B98'F38'<br>FK | 46·2 | 22·9 | NewYork<br>Utd.States<br>5*BHCem* | T.3Cy.22",37½"&60"-42" (*s*)<br>190lb *190lb* 293NHP<br>2SB,*6cf*,GS144,HS4933<br>MarylandStl.Co.Sparr'Pt. | 25 ″ 6 | |
| 23552 | — WoodAuxTwinScSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 1613<br>—<br>1288 | | | | | 1917 | M'Eachern ShipCo.<br>Astoria,Or. | FokkKwaiSui (H.F.Hansen, *Mg*) | 229·4 | 44·0 | 18·8 | Canton<br>Chinese | Oil Engines<br>137NHP | | R |
| 23553<br>219944<br>LWKO | — SteelSc<br>(*ex*San Cosme,*ex*ColumbiaRiver)<br>*OilEng.*<br>2*Dks*<br>Wireless | 432<br>—<br>240 | | | | | 1892 | ................<br>SanFrancisco Cal. | RedSalmon CanningCo.Inc. | 114·0 | 26·9 | 19·3 | S.Frncisco<br>Utd.States | Oil Engine | | |
| 23554<br>84640<br>JLKR | — IronScSr<br>ssBrs.2ndNo.3-6,14<br>ssGoo.No.1-19<br>*Well deck*<br>*Mchy.Aft*<br>1*Dk*(*Irn*) | 218<br>157<br>82 | ✠100A1<br>1,22 ~~9,20~~<br>✠NB00*fitted*08 BS1,22<br>~~BS9,20~~ ✠LMC1,18 | Bos<br>Gms | *d* | 9,20 | 1889<br>9mo<br>Lloyd | JFullerton &Co.<br>Paisley<br>'sA&CP | Sutcliffe&Co.Ld. | 130·2<br>Q48'B7'F23'<br>BK6"<br>*WB=FPT*14*t* | 21·0 | 9·6 | Boston<br>British<br>3*BHCem* | C.2Cy.17"&36"-24" (*s*)<br>100lb 55RHP<br>1SB,*2pf*,GS39,HS992<br>Ross&Duncan,Glasgow | 10 ″ 4<br>s 1 ″ 1<br>9 ″ 10 | |
| 23555<br>122123 | — WoodScSr<br>1*Dk* | 195<br>109<br>100 | | | | | 1907 | R.Routledge,Sheet HarbourN.S. | Halifax andSheet HarbourS.S.Co.Ld | 92·8 | 19·6 | 8·6 | HalifaxNS<br>British | C.2Cy.14"&25"-16"<br>E*made*87 *fitted*07 27RHP<br>Yarrow&Co.Poplar | | |
| 23556<br>131563 | — SteelScK<br>1*Dk*(*Stl*-ws)<br>*Elec.light* | 139<br>139<br>1 | ✠<br>*For Towing purpose*<br>9,13 ✠ | Syd | | | 1913<br>9mo | Poole& Steel<br>Sydney,NSW | W.Graham& G.W.Poole | 90·0<br>BK7½"<br>*WB=APT*14*t* | 21·3 | 10·7 | Adelaide<br>British<br>4*BHCem* | C.2Cy.19"&39"-27"<br>91RHP<br>1SB,*3cf*,GS50,HS1755<br>Poole&Steel,Sydney | 11 ″ 8 | |
| 23557<br>93888 | — ndered10,21 IronScK<br>ssGms.No.3-9,97<br>(*ex*Nordfjord,*ex*Kolding, ssYar.No.1-01<br>*ex*Margaret) 1*Dk* | 115<br>105<br>39 | ✠<br>*Stm Trawler*<br>4,03 | Yar | | | 1886<br>5mo | T.Charlton<br>Grimsby | J.W.Milne | 89·0<br>Q16'<br>DS01 BK8" | 19·6 | 10·4 | Peterhead<br>British<br>3*BHCem* | C.2Cy.14"&26"-18"<br>NB03 30RHP<br>1SB,*2pf*,GS18,HS500<br>T.Charlton,Grimsby | 11 ″ 1 | |
| 23558<br>131016 | **Margaret A. Hackett** WoodSc<br>(*Tug*)<br>2*Dks* | 192<br>126<br>83 | | | | | 1912 | Quebec Transptn.Co. Ld. Quebec | Geo.HallCoalCo. ofCanadaLd. | 93·3 | 24·0 | 9·2 | Montreal<br>British | C.2Cy.20"&36"-30"<br>56RHP<br>F.V.Drolet,Quebec | | |
| 23559<br>141803<br>TPQK | **Margaret Coughlan** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5704<br>5131<br>3531 | ✠100A1<br>2,21<br>✠LMC6,20<br>*Fitted for oil fuel* 6,20 *F.P. above* 150°F. | Vcr | *z* | CL | 1920<br>6mo | J Coughlan &Sons,Ld.<br>Vancouver, B.C.<br>A&CP | CanadianWestern Steamships,Ld.<br>*Intermediate Bulkhead in fore & afterholds dispensed with* 5*BH only pt Cem CellDB* 361' 1287*t FPT*131*tAPT*87*t* | 411·5<br>P44'B115'F47'<br>FK | 54·1 | 27·5 | Vancouver B.C.<br>British | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 520NHP<br>3SB,*9cf*,GS198,HS7743 FD<br>J.G.Kincaid&Co.Ld.Grk. | 29 ″ 9<br>s 5 ″ 11½<br>24 ″ 3 | |
| 23560<br>135454<br>JCFL | **Margaret Duncan** SteelScK<br>~~ssLiv.No.1-19~~<br>ssLiv.No 2-21 1*Dk* | 224<br>203<br>87 | ✠100A1<br>*StmTrawler*<br>~~4,21~~ ~~7,20~~ 3,22<br>~~BS7,20~~ ✠LMC~~7,19~~<br>4,21 | Liv | | CL<br>7,20 | 1913<br>4mo<br>Lloyd | Cochrane &Sons,Ld.<br>Selby<br>'sA&CP | J.Duncan,Son&Co | 120·1<br>Q70'F20'<br>BK7½" | 22·0 | 11·5 | Liverpool<br>British<br>4*BHCem* | T.3Cy.12½",21½"&35"-24"(*s*)<br>185lb 68RHP<br>1SB,*2pf*,GS33,HS1070<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 4 | |
| 23561 | **Margaret Elisabeth** Steel TwinScSr<br>(*ex*HerzoginElisabeth)<br>*Elec.light* 2*Dks* | 548<br>381<br>149 | | | | | 1902 | J.L.Meyer<br>Papenburg | FrenchGovernment | 178·6 | 27·8 | 14·1 | Duala<br>French | T6Cy$11\frac{26}{64}$",$19\frac{3}{32}$"&$30\frac{5}{16}$"-$23\frac{5}{8}$"<br>90NHP<br>J.L.Meyer,Papenburg | | |
| 23562<br>215551<br>LHSW | **Margaret Frankel** SteelSc<br>(*ex*Wachusett,*ex*Suevia, *ex*Ceres) 2*Dks*<br>*Elec.light* Wireless | 4336<br>—<br>2601 | | | | | 1896 | Blohm& Voss<br>Hamburg | FrenchAmerican Line,Inc. | 371·2<br>P225'F45'<br>*WB* | 44·2 | 27·1 | NewYork<br>Utd.States | T.3Cy.$25\frac{3}{16}$",40"&66"-$42\frac{1}{8}$"<br>282NHP<br>Blohm&Voss,Hamburg | | R |
| 23563<br>132882<br>JCFV | **Margaret Ham** SteelScCtr<br>ssBry.No.1-19<br>1*Dk*(*Irn*) | 113<br>113<br>2 | | | ••• | CL<br>8,20 | 1913<br>4mo<br>Lloyd | JTEltringham&Co.<br>SouthShields<br>'sA&CP | BristolChannel Towage,Salvage & LighterageCo.Ld. (A.R.Tucker,*Mgr*) | 85·2<br>BK7" | 21·1 | 10·1 | Cardiff<br>British<br>4*BHCem* | C.2Cy.19"&38"-24" (*s*)<br>140lb 80RHP<br>1SB,*3pf*,GS46,HS1478<br>ShieldsEng.Co.Ld.N.Shl. | 11 ″ 0 | |
| 23564<br>140021 | **Margaret Hide** SteelScK<br>1*Dk* | 161<br>158<br>68 | ✠100A1<br>*StmTrawler*<br>11,20 ✠LMC11,20 | Abn | | CL | 1920<br>11mo<br>Lloyd | J.Duthie<br>TorryS.B.Co<br>Aberdeen<br>'sA&CP | ~~J.V.Breach~~<br>PevenseyCastleLd (J,V,Breach,*Mgr.*) | 103·6<br>BK7½" | 20·8 | 10·8 | Lowestoft<br>British<br>3*BHCem*<br>*DTf*5'8*t* | T.3Cy.11",18"&30"-22" (*s*)<br>180lb 56RHP<br>1SB,*2pf*,GS32,HS1010<br>W.Beardmore&Co.Ld.Gls | 11 ″ 6<br>s 1 ″ 1<br>11 ″ 4 | |
| 23565<br>126962<br>KHNS | **Margaret Lockington** SteelSc<br>3Msts<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Well deck* | 460<br>308<br>179 | 100A1<br>~~7,21~~ ~~1,21~~ 1,22<br>✠LMC1,21 | Hul<br>~~Liv~~ Bkn | | CL | 1921<br>1mo<br>Lloyd | Cochrane &Sons,Ld.<br>Selby<br>'sA&CP | S.Lockington&Co. Ld.<br>*Cell DBf*38'40*t FPT*65*t* | 152·0<br>Q86'B9'F25'<br>FK | 25·1 | 11·0 | Dundalk<br>British<br>3*BHCem*<br>*APT*21*t* | T.3Cy.14½",24"&40"-27" (*s*)<br>200lb 112NHP<br>1SB,*3pf*,GS56,HS1940<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 0<br>s 3 ″ 11<br>11 ″ 9 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23566<br>89696<br>JWHK | **Margaret Murray** SteelAuxSc<br>*Par.Mot.* 3MstSr<br>(*ex*SailingVessel) ssHul.3rdNo.3-9,18<br>*Elec.light* 1*Dk*<br>(*See Sailing Ship Register*) | 195<br>181<br>155 | ✠100A1<br>1,22 ~~11,20~~<br>LMC ~~11,20~~<br>1,22 | Bly | *f* | ~~10,10~~<br>1,22 | 1885<br>8mo<br>*Lloyd* | Grngem'th<br>DockyardCo.<br>Grngemouth<br>'sA&CP | Brito-Franco ShippingCo.Ld (A. Tate&Co.*Mgrs.*) | 107·2 | 23·7 | 11·7<br>BK6″ | Blyth<br>British<br>2*BHCem* | Paraffin Motor 2S.C.SA<br>2Cy.13½″-14″ 29NHP<br>NE9,18<br>A.E.Woodward,Keighley | 12 |
| 23567<br>129350 | **Margaret Wetherly** SteelScK<br>ssDun.No.2-20<br>1*Dk* | 211<br>207<br>79 | ✠100A1<br>*StmTrawler*<br>1,22 ~~1,20~~<br>✠LMC1,20<br>BS4,21 | Abn |  | CL<br>1,20 | 1911<br>1mo<br>*Lloyd* | A.Hall&<br>Co.Ld.<br>Aberdeen<br>'sA&CP | Wetherly'sSteam FishingCo.Ld.(W. R.Wetherly,*Mgr.*) | 115·4 | 22·5 | 12·4<br>BK7½″<br>*WB*= | Aberdeen<br>British<br>3*BHCem*<br>*DTf*7'15*t* | T.3Cy.11⅝″,20″&33″-23″(r)<br>180lb 66RHP<br>1SB,3*pf*,GS51,HS1149<br>A.Hall&Co.Ld.Aberdeen | 13 |
| 23568<br>Wrecked 11,20 | **Margareta** WoodAuxSc4MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*2*tr*B<br>(*See Sailing Ship Register*) | 329<br>289<br>268 |  |  |  |  | 1920 | Fredriks-<br>sundSkibs.<br>A/S<br>Fredrikssund | S.OhlssonsSöner | 136·0<br>Q26' | 29·4 | 12·6 | Timmer-<br>nabben<br>Swedish | Oil Engines<br>4Cy.11″-12″ 35NHP<br>A/SMskfb"Tuxham,"Cpn. |  |
| 23569 | **Margarete** SteelSc<br>1*Dk* | 987<br>819<br>568 |  |  |  |  | 1920 | Schiffb.Ges<br>"Unterweser"<br>m.b.H. Lehe | H.Dauelsberg | 215·5 | 34·2 | 13·6 | Bremen<br>German<br>*WB* | T.3Cy.16⅓″,26″&41 3/16″-25½″<br>86NHP<br>A.Borsig,Berlin-Tegel |  |
| 23570 | — SteelSc<br>(*Trawler*)<br>(*ex*Ludwig) 1*Dk* | 222<br>184<br>60 |  |  |  |  | 1912 | G.Seebeck<br>Akt.Ges.<br>Geestemünde | Wilhelmshavener Hochseefischerei Akt.Ges. | 124·2<br>Q67'F19' | 22·6 | 8·4<br>*WB* | Rüstrngen<br>German | T 3Cy.11⅝″,18 7/16″&30 3/16″-22″<br>43NHP<br>G.SeebeckA.G.Gstemünde |  |
| 23571 | **Margaretha** SteelScSr<br>ssCpn.No.3-6,08<br>(*ex*Inchmona) ssRot.No.1-13<br>1*Dk*(*Stl*)&*Spardk*(*Irn*)&*deepframing* | 3456<br>3179<br>2161 | ✠ ——<br>9,19<br>*Spar dk* ✠ | Rot | *v* |  | 1896<br>5mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>*W* | Theoridi&Co.<br>*B=CellDBuE*26' | 335·1<br>B80'F32'<br>*f*136'468*t APT*44*t* | 46·7 | 15·2<br>23·9<br>FK | Braila<br>Roumanian<br>7*BHCem*<br>*MT*24'549*t* | Q.5Cy.16″,22½″,32″&(2)40″-42″]<br>213NHP<br>2SB,4*rf*,GS49,HS2060 FD<br>Cen.Mar.Eng.Wrks.WHpl | 26 |
| 23572 | — SteelAuxSc3MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 344<br>291<br>70 |  |  |  |  | 1918 | Gebr.van<br>Diepen<br>Waterhuizen | A.E.Andersson | 132·4<br>Q29' | 30·0 | 12·8 | Hernösand<br>Swedish | Oil Engines 2S.C.<br>2Cy.15⅜″-16 7/16″ 36NHP<br>Steijaard&Jannette<br>Walen,Overschie |  |
| 23573 | **Margarethe** SteelScSr<br>1*Dk* | 134<br>131<br>72 |  |  |  |  | 1892 | Nuescke<br>&Co.<br>Grabow | Stralsunder Dampfschiffahrts Ges.m.b.H. | 119·7 | 18·5 | 7·9 | Stralsund<br>German | C.2Cy.9″&15⅝″-9⅜″ 6NHP<br>DeutscheElbschiff.-NB04<br>Ges."Kette,"Dresden |  |
| 23574<br>MGOW | — WoodAuxScSr<br>*Stm.Eng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 123<br>107<br>86 |  |  |  |  | 1866 | ................<br>Hommelvik | J.Westrum | 101·1<br>len11 | 22·2 | 8·5 | Trndhjem<br>Norwegian | C.2Cy.5⅝″&13″-9 3/16″<br>NE&B *fitted*10 4NHP<br>BrunholmensM.V.Aalsnd |  |
| 23575<br>126804 | **Margaretville** WoodScSr<br>1*Dk* | 107<br>85<br>46 |  |  |  |  | 1910 | J.A.<br>Balcom<br>Margaretvlle | Maritime FishCorporationLd. | 93·3 | 20·8 | 8·6 | Annapolis<br>Royal,N.S.<br>British | C.2Cy.10½″&22″-16″<br>NewBurrell 20RHP<br>JohnsonIronCo.Ld. |  |
| 23576 | **Margari** SteelScSr<br>(*ex*Maria, ssBry.No.3-11,14<br>*ex*Agenoria) ssBbo.No.1-19<br>1*Dk*(*ptIrn*&*ptStl*)2*tr*B<br>Wireless &*Web frames*3*Dk rule* | *2977*<br>*2803*<br>*1931* | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,21 ~~1,21~~<br>BS4,22<br>~~BS1,21~~ ✠LMC10,19 | Ham<br>Cff | ~~*w*~~<br>*v* | CL<br>1,21 | 1902<br>1mo<br>*Lloyd* | R.Craggs&<br>Sons<br>Middlesbro'<br>'sA&CP | Cia.Nav.Amaya<br>*CellDBa* | 330·2<br>P27'B166'F35'<br>102'*uE*&*B*40'*f*140' | 46·0 | 22·2<br>FK<br>*Collision* | Bilbao<br>Spanish<br>*Cem*<br>*BH toSh dk*<br>4 " " *U* "<br>747*tAPT*45*t* | T.3Cy.24″,38″&64″-42″ (r)<br>160lb *100lb* 279NHP<br>2SB,6*cf*,GS129,HS4398<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 31<br>9<br>21 |
| 23577<br>HJPW | **Margarida Victoria** SteelScK<br>ssLis.No 2-08<br>(*ex*Caledonia I.) 1*Dk* | *192*<br>*175*<br>*70* | ✠<br>*StmTrawler*<br>8,11 ✠ | Lis |  |  | 1899<br>12mo | J.Duthie,<br>Sons&Co.<br>Aberdeen | Cia.Portugueza dePesca | 115·2<br>Q26' | 20·7 | 11·1<br>BK7½″ | Lisbon<br>Portuguese<br>3*BHCem* | T.3Cy.12″,19½″&32″-22″<br>1SB,2*pf*,GS35,HS960 57NHP<br>W.V.V.Lidgerwood,Gls. | 11 |
| 23578<br>HTDR | **Margarita** SteelPadSp<br>ssGib.No 2-21 ssGib.2ndNo.3-5,15<br>*Elec.light* ~~ssGib.2ndNo.1-18~~<br>1*Dk*(*Teak*)&*Promenade dk*(*Teak*)<br>*ChannelService-Algeciras,Gibraltar,Tangier&Ceuta* | 169<br>139<br>106 | ✠ A1<br>*withfreeboard*<br>8,21 ~~9,20~~ ✠LMC 7,21<br>~~MS7,18~~ ~~BS9,20~~ | Gib |  |  | 1896<br>4mo | Blackwood<br>&Gordon<br>Pt.Glasgow<br>A&CP | Cia.de losFerrocarrilesAndaluces | 131·6 | 20·2 | 7·6<br>FK | Algeciras<br>Spanish<br>3*BHCem* | C.2Cy.20″&34″-42″ (s)<br>100lb 67NHP<br>1SB,2*pf*,GS34,HS1101 FD<br>Blackwood&Gordon,PGls. | 8<br>2<br>5 |
| 23579<br>OMKN | **Margaux** SteelScSr<br>Wireless 2*Dks* | 1463<br>1247<br>671 |  |  |  |  | 1912 | Atel.&Ch.<br>deFrance<br>Dunkirk | Worms&Co. | 241·3<br>P20'B72'F33' | 34·8 | 18·7 | Havre<br>French<br>*WB* | T.3Cy.19″,30½″&51″-36″<br>156NHP<br>Atel.&Ch.deFrance,Dnk. |  |
| 23580<br>141867 | **Margha** SteelTwinSc<br>*Elec.light* 2*Dks*(*StlU*-teak s)<br>Sub.Sig. Wireless | 8258<br>6831<br>5091 | ✠100A1<br>10,21 ~~7,19~~<br>✠LMC12,17 | Lon<br>Mdb | *c* † |  | 1917<br>12mo<br>*Lloyd* | Barclay,<br>Curle&Co.Ld.<br>Glasgow<br>'sA&CP | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB* | 450·0<br>P44'B161'F42'<br>392'1602*t FPT*124*t* | 58·2 | 32·7<br>FK | Glasgow<br>British<br>9*BHCem*<br>*APT*70*t* | T.6Cy.21″,35½″&61″-45″ (s)<br>215lb 900NHP<br>4SB&1AuxSB,18*cf*,GS338,<br>HS14156 FD<br>Barclay,Curle&Co.Ld.Gls. | 35<br>8<br>27 |
| 23581<br>5284<br>JSNO | **Margit** SteelScSr<br>ssGmh.No.3-4,14<br>(*ex*DeuxCharentes) ssGot.No.1-19<br>*Welldeck* *Elec.light* 1*Dk*(*Irn*)&*deep framing*<br>Now named "Bolbek," See No. 36434 in Supplement | 1562<br>1211<br>891 | ✠100A1<br>8,20<br>✠LMC<br>MS9,18 BS5,20 | Hbg | *p* | 5,19 | 1901<br>5mo | WoodSkin-<br>ner&Co.Ld.<br>Newcastle<br>A&CP *WB* | BlomsRederiak. (J.M.Dannberg, *Mgr.*)<br>=*CellDBa*74'*uE*& | 250·0<br>P28'Q110'B12'F27'<br>*B*36'*f*194'391*t FPT* | 37·2 | 16·2<br>FK | Gothenbrg<br>Swedish<br>4*BHCem*<br>61*tAPT*67*t* | T.3Cy.20″,33″&54″-36″ (s)<br>160lb *80lb* 180NHP<br>2SB,6*pf*,GS90,HS2800<br>N.E.MarineEng.CoLdNwc | 18<br>1<br>17 |
| 23582<br>MFOK | — SteelScSr<br>ssXia.No.3-4,14<br>(*ex*St.Helens) ssBgn.No.1-19<br>*Well deck* 1*Dk*(*Stl*)&*Web frames* | 1036<br>788<br>573 | ✠100A1<br>~~5,21 4,20~~ 3,22<br>~~BS11,20~~ ✠LMC1,18<br>BS ~~3,21~~ 3,22 | PGl<br>Bgn | *m* | ~~CL~~<br>~~10,19~~<br>8,21 | 1902<br>1mo | A.Vuijk<br>Capelle a/d<br>Ysel<br>A&CP | A/S Margit (O.R.Olsen,*Mgr.*)<br>*WB*=*D* | 215·2<br>P32'Q86'B14'F26'<br>*Ba*54 *f*88'234*tFPT* | 32·1 | 15·3<br>FK | Bergen<br>Norwegian<br>4*BHCem*<br>52*tAPT*15*t* | T.3Cy.17″,28½″&46″-30″ (s)<br>180lb *85lb* 132NHP<br>1SB,3*pf*,GS50,HS2136<br>G.T.Grey,SouthShields | 16<br>1<br>15 |
| 23583<br>MTJS | **Margit Skogland** SteelScSr<br>ssNwc.No.3-6,13<br>ssHam.No.2-20 ~~ssHam.No.1-20~~<br>(*ex*Pandosia) 1*Dk*(*Stl*)&*Spardk*(*Stl*)&<br>*Elec.light* Wireless *deepframing* | *3326*<br>*3088*<br>*2165* | ✠100A1<br>*Spar dk*<br>6,21 ~~7,20~~<br>~~BS2,20~~ ✠LMC2,19<br>BS6,21 | Ham | *v* | ~~2,10~~<br>6,21 | 1900<br>4mo | Russell&<br>Co.<br>Pt.Glasgow<br>A&CP | A/S Sjöfart (T H. Skogland&Sons A/S *Mgrs*)<br>*CellDBa*102' | 330·6<br>P20'B74'F33'<br>*uE*&*B*40' *f*140' 877*t* | 48·1 | 15·9<br>23·5<br>FK | Haugesnd<br>Norwegian<br>5*BHCem*<br>*APT*110*t* | T.3Cy.24″,40″&65″-42″ (s)<br>180lb ~~80lb~~ 288NHP<br>2SB,6*cf*,GS135,HS4311<br>J.G.Kincaid&Co.Greenock | 26<br>5<br>21 |
| 23584<br>6372<br>KOMB | **Margot** SteelAuxSc4MstSr<br>*OilEng.*<br>*Mchy.Aft*<br>(*See Sailing Ship Register*) | 391<br>341<br>279 |  |  |  |  | 1919 | A/S Svend-<br>borgsSkibs.<br>ogMaskin.<br>Svendborg | Rederi-A/B Regulus (J.H. Pettersson,*Mgr.*) | 139·3<br>Q33'H30*t* | 29·7 | 11·0 | Hlsngborg<br>Swedish | Oil Engine<br>4Cy.11⅗″-16 1/16″<br>A/S DanskDieselmotor<br>Kompagni,Holeby |  |
| 23585 | **Margot Kunstmann** SteelScSr<br>*Mchy.Aft* 1*Dk* | 460<br>444<br>266 |  |  |  |  | 1907 | Nordswrke<br>A.G.<br>Emden | W.Kunstmann | 132·2<br>Q18'B69'F44' | 26·6 | 13·5 | Stettin<br>German<br>*WB* | C.2Cy.12⅝″&22 1/16″-13⅞″<br>NB10 150NHP<br>DresdenerMsch.&SchffAG |  |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. \| Breadth. \| Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L Date of B. of Trade C |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23586<br>NTLB | **Margrete** SteelScSr<br>ssMmo.2ndNo.3-8,21 ~~ssAms.No.3-3,09~~<br>~~ssCpn.No.2-16~~<br>(exRijn,exVlug) 1Dk(Stl)&deepframing<br>Welldeck | 1277<br>952<br>787 | ✠100A1<br>8,21~~3,20~~<br>~~BS3,20~~ ✠LMC~~10,15~~<br>5,21 | Cpn<br>3,22 ~~Mmo~~ | n | CL<br>N3,20 | 1897<br>3mo | W.Gray&Co.Ld<br>W Hartlepool<br>A&CP | Christiansholms Fabrikker<br>WB=CellDB | 231·4\|33·7\|14·8<br>Q80'B55'F27'<br>FK<br>a&u E75' f105' 346t | Copnhagn<br>Danish<br>4BHCem<br>APT37t | T3Cy.18",28½"&47½"-33"(s)<br>160lb 100lb NDB12 127NHP<br>1SB,3rf,GS42,HS1875<br>Cen.Mar.Eng.Wrks.WHpl | 17 ″ 3<br>s1 ″ 6½<br>16 ″ 0 | |
| 23587<br>NVQH | — SteelScSr<br>ssCpn.No.1-21<br>1Dk(Stl) | 1207<br>999<br>731 | ✠100A1<br>5,22 ~~2,21~~<br>✠LMC2,21 | Cpn | o | 2,21 | 1917<br>10mo | Kjöbnhvns Flydk &Skbs.<br>Copenhagen | Dampskibsselsk. Progress(M.Nielsen&Sön,Mgrs.)<br>CellDBa71'uE | 239·9\|35·7\|14·5<br>P27'B54'F25'<br>FK<br>26' f 100' 358t FPT | Copnhagn<br>Danish<br>4BHCem<br>19tAPT18t | T.3Cy.15",24"&40"-27" (s)<br>185lb 98NHP<br>2SB,4cf,GS48,HS1604<br>Kjbnhavns.Flydk&Skbsv. | 17 ″ 3<br>s2 ″ 0<br>15 ″ 6 | |
| 23588<br>OMLG | **Marguerite** SteelScK<br>ssMsl.No.3-6,19<br>1Dk<br>(exMarjorie) | 295<br>248<br>102 | ✠100A1<br>StmTrawler<br>9,21~~8,20~~<br>~~BS8,20~~ ✠LMC~~6,19~~ 9,21 | Msl | | ~~11,18~~<br>9,21 | 1907<br>10mo | Earle'sCo. Ld.<br>Hull<br>Lloyd'sA&CP | Soc.deChalutage de laMéditerranée | 135·0\|23·0\|12·1<br>Q72'F23'<br>BK8" | Marseilles<br>French<br>4BHCem | T.3Cy.12¾",22"&36"-27" (s)<br>180lb 88NHP<br>1SB,2pf,GS36,HS1560<br>Earle'sCo.Ld.Hull | 13 ″ 0<br>s1 ″ 6½<br>12 ″ 5 | |
| 23589 | — Steel&IronSc3MstSr<br>ssApl.2ndNo.3-2,09<br>(exBrugge, exDerwent) ssHul.No.2-17<br>1Dk(Irn-ws)<br>Mchy.Aft Ironframes&Steelplating | 264<br>224<br>110 | ✠100A1<br>12,20<br>✠NB5,02fitted2,08 | Ant | ... | 12,20 | 1883<br>12mo | R.William-son&Son<br>Workington<br>Lloyd'sA&CP | L.Hermans | 144·2\|23·0\|10·4<br>Q50'B7'F19'<br>BK7"<br>WB | Bruges<br>Belgian<br>3BHCem<br>=D70'70t | C.2Cy.18"&34"-24" (s)<br>75lb 47NHP<br>1SB,2pf,GS28,HS836<br>J.&T.Young,Ayr | 11 ″ 2<br>s1 ″ 3½<br>10 ″ 9 | |
| 23590<br>OMLJ | — SteelSc<br>(Trawler)<br>1Dk2trB<br>Wireless | 261<br>—<br>92 | | | | | 1905 | Germe&Co<br>Boulogne-sur-Mer | F.Fourny&fils | 136·8\|23·3\|12·2<br>WB | Boulogne-sur-Mer<br>French | T.3Cy.12⅘",22"&36"-24"<br>64NHP<br>Germe&Co.Boulogne | | V |
| 23591<br>MBLT | — SteelScK<br>ssAnt.No.1-20<br>1Dk | 193<br>189<br>84 | ✠100A1<br>StmTrawler<br>5,22~~11,20~~ ✠LMC9,20 | Ant<br>Ams | | CL<br>11,20 | 1915<br>3mo | Hall,Russell&Co.Ld.<br>Aberdeen<br>Lloyd'sA&CP | Soc.Anon.Pêcheries duNord | 115·4\|22·1\|11·9<br>BK7½"<br>WB= | Ostend<br>Belgian<br>3BHCem<br>DBf26'26t | T.3Cy.12",20"&34"-23" (r)<br>180lb 76NHP<br>1SB,3pf,GS39,HS1377<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 9 | |
| 23592<br>878<br>QSLI | — WoodAuxScBn<br>OilEng.<br>(exEmiliaC.) 1Dk<br>(See Sailing Ship Register) | 123<br>—<br>66 | | | | | 1907 | F.Gori<br>Viareggio | R.Mangini fuF. | 96·8\|24·0\|9·7 | Genoa<br>Italian | Oil Engine<br>2Cy.11¾"-11¾" 20NHP<br>Emade16fitted19<br>CampbellGasEng.Co.Hfx. | | I |
| 23593<br>OMLV | **Marguerite Marie** SteelScK<br>(Trawler)<br>Wireless 1Dk | 297<br>271<br>121 | | | | | 1905 | Atel.&Ch. deFrance<br>Dunkirk | Soc."LaPêche Française" | 138·7\|23·1\|11·7 | Fécamp<br>French<br>WB | T.3Cy.13",21"&35"-24"<br>60NHP<br>Caillard&Co.Havre | | V |
| 23594<br>219244<br>LTRH | **Margus** SteelSc<br>Fitted for oil fuel<br>Elec.light 1Dk2trB in fore&after<br>Sub.Sig. Wireless holds&Web frames | 3545<br>3005<br>2174 | | | ... | | 1920 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0\|46·0\|25·0<br>P30'B90'F35'<br>FK | NewarkNJ<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 23595 | **Mari Tere** SteelSc<br>Mchy.Aft Wireless 1Dk | 746<br>533<br>362 | | | | | 1920 | N.V.Kuy&Ree'sMch.&Schpsw.<br>Schiedam | O.Gonzalez | 180·8\|28·3\|12·6<br>Q105'B11'F24' | Bilbao<br>Spanish<br>WB | T.3Cy.15",24"&40"-24"<br>78NHP<br>N.V.Kuy&Ree'sMch.& Schpsw.Schiedam | | N |
| 23596 | **Maria** SteelScSr<br>ssTri.No.3-4,20<br>1Dk(ptIrn&ptStl)2trB&deepframing<br>3Dk rule | 3090<br>2917<br>1937 | ✠100A1<br>withfreeboard<br>8,21~~4,20~~ ✠LMC4,20<br>BS5,21 | Tri | u | CL<br>~~4,20~~<br>8,21 | 1901<br>2mo | JReadhead &Sons<br>South Shields<br>A&CP | CosulichSoc. Triestina diNav.<br>WB=CellDBa | 323·2\|47·1\|23·7<br>P41'B93'F32'<br>FK<br>106'uE20'f132'701t | Trieste<br>Italian<br>5BHCem<br>APT31t | T.3Cy.24½",40"&64"-42" (r)<br>160lb 80lb 278NHP<br>NDB13refitted20<br>2SB,6rf,GS116,HS4366<br>J.Readhead&Sons,S.Shl. | 25 ″ 0 | |
| 23597 | — SteelSc<br>Elec.light 1Dk | 1345<br>1229<br>795 | | | | | 1918 | N.V.Werf Conrad<br>Haarlem | | 238·2\|34·0\|17·7<br>B59'F27' | WB | T3Cy17⁷⁄₁₀",29¹⁄₁₀"&35⅗"-47⅕"<br>132NHP<br>Gebr.Stork&Co.Hengelo | | |
| 23598<br>32 | — SteelScSr<br>ssOda.No.3-10,05<br>Elec. light ssOda.No.2-14<br>1Dk(Stl)&Web frames&Awng dk | 1340<br>1175<br>822 | ✠ —<br>9,19<br>Awng dk<br>withfreeboard<br>✠NB9,09 ✠ | Oda | n | | 1893<br>8mo | W.Dobson &Co.<br>Newcastle | RussianTransport &InsuranceCo.<br>pt | 239·6\|32·2\|13·1<br>P40'B54'F36' 20·1<br>NewAwngdk09 FK<br>WB=Cell | Odessa<br>Russian<br>5BHCem<br>DB188'238t | T.3Cy.18½",30"&49"-36"<br>NDB08 154NHP<br>2SB,4cf,GS80,HS2552<br>WllsndSlpwyCo.Ld.Nwc. | 22 ″ 3 | |

amed "George," See No.37563 in Supplement

| 1 | 2, 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | 12 | 13 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23599<br>216645<br>LMGP | — WoodAuxScSr<br>OilEng.<br>1Dk<br>(SeeSailingShipRegisterSupplement) | 407<br>—<br>310 | | | | | 1918 | Bullock& Caldwell<br>Pensacola | MariaMotor SchoonerCo.Inc. | 136·4\|30·6\|11·8 | Pensacola<br>Utd.States | Oil Engine<br>8Cy.8½"-10" 38NHP<br>FairbanksMorseCo. ThreeRivers,Mich. | | |
| 23600 | — SteelSc<br>(exMariaB.) | 377<br>300<br>220 | | | | | 1894 | M.U.Martinolich<br>Lussnpiccolo | Soc.Anon.d'ArmamentoOceania | 150·0\|25·0\|12·0<br>P62'B18'F19' | Trieste<br>Italian<br>WB | C.2Cy.17"&31"-21"<br>37NHP<br>A.Metlicovich,Trieste | 13 ″ 1<br>s1 ″ 3½<br>12 ″ 4 | A |
| 23601<br>HTFW | — SteelSc3MstSr<br>ssBbo.2ndNo.3-9,15<br>(exRobin) ssBbo.No.1-21<br>1Dk(ptIrn) | 366<br>273<br>176 | ✠100A1<br>2,21<br>✠LMC12,20 | Bbo | e | 2,21 | 1890<br>11mo | RThomson<br>London<br>Lloyd'sA&CP | Hijos deAngel Perez yCa | 143·0\|22·9\|11·0<br>Q73'B7'F30'<br>BK7"<br>WB | Bilbao<br>Spanish<br>3BHCem<br>=FPT45t | T.3Cy.12",18"&30"-21" (s)<br>160lb 80lb NDB15 47NHP<br>1SB,2pf,GS30,HS800<br>GourlayBros.&Co.,Dun. | 11 ″ 9<br>s ″ 9½<br>11 ″ 8 | |
| 23602<br>PKMG | — SteelAuxSc3MstSr<br>OilEng.<br>Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 355<br>310<br>253 | | | | | 1918 | J.Th.Wilmink&Co.<br>Groningen | Vrachtv.Maats. "Neerlandia" | 124·7\|26·3\|11·8<br>P27'F15' | Rott'rdam<br>Dutch | Oil Engines 2S.C.SA<br>2Cy.15¾"-17¾" 37NHP<br>D.Goedkoop,Jr.Ams. | | V |
| 23603<br>HTGM | — SteelScK<br>ssBcl.No.3-6,20<br>(exSaxon) 1Dk | 339<br>293<br>118 | ✠100A1<br>StmTrawler<br>1,21 ✠LMC3,20<br>BS8,21 | Bcl | | CL<br>6,20 | 1907<br>11mo | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>Lloyd'sA&CP | Cia.Maritima "Iberia"(Freixas Hermanos,Mgrs.) | 140·0\|23·6\|12·6<br>Q77'<br>BK8"<br>WB | S.Sebast'n<br>Spanish<br>4BHCem<br>=DTf6'35t | T.Cy.13½",22¾"&38"-27"<br>185lb (s) 93NHP<br>1SB,3pf,GS52,HS1595<br>Amos&Smith,Hull | 13 ″ 6<br>s2 ″ 3½<br>13 ″ 3 | |
| 23604<br>1157 | — IronScSr<br>(exOrrik)<br>1Dk&Awngdk | 331<br>—<br>187 | | | | | 1885 | Jernsk.og. Mskinbyggr<br>Elsinore | Tonnikawa& Breede | 141·0\|23·8\|10·8<br>17·5 | Archangel<br>Russian<br>WB | C.2Cy.19⅘"&35⅘"-22"<br>50NHP<br>HelsingörsJernsk.&Mskb. | | |
| 23605<br>96636 | — IronSc3MstSr<br>(HopperBarge)<br>1Dk | 312<br>280<br>177 | | | ... | | 1889 | T A Walker<br>Sudbrook | C.H.Walker&Co. Ld. | 150·4\|26·3\|8·0<br>FK | London<br>British | Q.4Cy.9",12",16"&25"-21½"<br>50RHP<br>Fleming&Fergusn,Paisley | 8 ″ 6 | |
| 23606<br>5387<br>JTBL | — SteelScSr<br>Mchy.Aft 1Dk | 308<br>244<br>191 | | | | | 1912 | P.Larsson<br>Thorskog | ÅngbåtsAktieb. Export (O.Jensen, Mgr.) | 124·2\|22·7\|11·2<br>P34'H12tF16'<br>len16 | Karlstad<br>Swedish<br>WB | Oil Engine 82NHP<br>4Cy.15¾"-17⅓" NEfitted20<br>LysekilsMekVerk.Lysekil | | V |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux Gréement etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23607 | **Maria** IronScSr<br>1Dk<br>(exGeneralTerry,exPiloto,exEduardo Guerra,exCartdale)<br>Mchy.Aft | 174<br>118<br>78 | ✠<br>5,86<br>✠ | Gls | b | | 1886<br>4mo | J.Fuller-ton&Co.<br>Paisley | | 100·2<br>Q51' F19'<br>WB=FPT30t | 18·0 | 9·5 | 4BHCem | C.2Cy.18"&36"-24"<br>53NHP<br>W.King&Co.Glasgow | 10 |
| 23608 | — IronScK<br>(Trawler)<br>(exEtourneau I.,exMamelena No. 8, exSt. Joseph,exPicton Castle)<br>1Dk | 154<br>—<br>49 | | | ... | | 1892 | Cook,Wel-t'n&Gemmell<br>Hull | C.M.Lemos | 100·5<br>Q20'<br>BK7½" | 20·8 | 11·0 | Piræus<br>Greek | T.3Cy.12½",19½"&31½"-22½"<br>50NHP<br>C.D.Holmes&Co.Hull | 11 |
| 23609<br>PKMH | — SteelScCtr<br>(Fishing) Pet.Motor<br>1Dk | 147<br>—<br>116 | | | | | 1916 | N.V.Schev-eningschShps<br>Scheveningn | C.van der Toorn,Jr | 89·0 | 22·0 | 10·0 | Schvningn<br>Dutch | Pet.Motor<br>SteijwalMotorfb.Rot. | |
| 23610<br>1165<br>JOKM | — IronSc<br>1Dk | 138<br>90<br>90 | | | | | 1879 | MotalaCo.<br>Motala | A/B P.Janson&Co.<br>(HugoBlom, Mgr.) | 119·8<br>B35' H14t<br>len98 | 17·1 | 7·5 | Nrrköping<br>Swedish | 1Cy.15½"-31½"<br>10NHP<br>MotalaCo.,Motala | |
| 23611 | **Maria Alida** SteelSc<br>(Fishing)<br>1Dk | 143<br>—<br>47 | | | | | 1916 | Gebr.Boot<br>Leiderdorp | N.V.Zeevissch. Maats."Margaretha" (C.Niepoort Mgr.) | 102·0 | 20·4 | 10·2 | Ymuiden<br>Dutch | T.3Cy.9½",15½"&27½"-21½"<br>36NHP<br>N.V.Indust.MyHera,Ymu. | |
| 23612 | **Maria Angelina** SteelScK<br>ssHul.No.3-4,11<br>(exGaribaldi,exIsis) 1Dk | 168<br>155<br>60 | ✠<br>StmTrawler<br>12,13 ✠ | Hul | | | 1899<br>9mo | Mackie& Thomson<br>Glasgow | M.F.Quadros | 105·6<br>Q18' F17'<br>ptND11 BK7½" | 21·0 | 10·7 | R.Janeiro<br>Brazilian<br>4BHCem | T.3Cy.10",16"&27"-20"<br>39NHP<br>1SB,2pf,GS26,HS642<br>Muir&Houston,Ld.Gls. | 11 |
| 23613<br>178 | **Maria-Annetta** IronScSr<br>(exIsaacPennock)<br>Well deck 1Dk2trB | 961<br>—<br>535 | | | ... | | 1871 | T.Turnbull &Son<br>Whitby | G.F.Kelmischkent &W.I.Oberdorfer | 209·8<br>Q74' B46' F30'<br>BK8" | 28·8 | 17·0 | Odessa<br>Russian<br>WB | C.2Cy.24½"&48½"-33"<br>NB92 112NHP<br>Blair&Co.Ld.Stockton | 17 |
| 23614<br>472<br>QLVM | **Maria C.** SteelScSr<br>(exManila)<br>2Dks(Stl-Uws)&deepframing<br>Elec.light Wireless 3Dkrule<br>Now named "Brazziano," See No. 36492 in Supplement | 4007<br>3730<br>2499 | ✠<br>11,95 | Lon | x | | 1892<br>12mo | Caird&Co. Ld.<br>Greenock | Soc.Italiana di ServiziMarittimi | 384·6<br>P38' B104' F59'<br>BK9"<br>WB=CellDB305'735tFPT | 45·1 | 28·0 | Genoa<br>Italian<br>7BHCem<br>61tAPT50t | T.3Cy.28",46"&77"-54"<br>438NHP<br>2DB,12rf,GS231,HS6478<br>Caird&Co.Ld.Greenock | 31 |
| 23615 | **Maria Catharina** SteelSc<br>(Trawler)<br>(exJulie) | 191<br>172<br>95 | | | | | 1898 | Bonn& Mees<br>Rotterdam | N.V.Stoomvissch. "Noordzee" (J.N.Klein, Mgr.) | 109·9 | 20·6 | 12·2 | Ymuiden<br>Dutch | T.3Cy.12½",20"&32"-22"<br>48NHP<br>Earle'sCo.Ld.Hull | |
| 23616 | **Maria Couroupou** SteelTwinSc<br>(exD.Diamantidis)<br>Mchy.Aft 1Dk | 526<br>446<br>314 | | | | | 1895 | Edwards Bros.<br>N.Shields | P.J.Couroupos | 200·0<br>P42' | 31·3 | 10·0 | Piræus<br>Greek<br>WB | C.4Cy.14"&28"-22"<br>60NHP<br>N.E.MarineEng.Co.Ld.Sld | |
| 23617<br>109439<br>QFPJ | **Maria de Larrinaga** SteelScSr<br>ssLiv.No.3-10,11<br>Wireless ssMch.No.2-20<br>Elec.light 2Dks(Stl)&deepframing | 4018<br>3637<br>2578 | ✠100A1<br>6,219,~~20~~<br>BS9,20 ✠LMC8,19<br>MBS3,22 | Liv | x | CL<br>9,20 | 1898<br>6mo<br>Lloyd's A&CP | C.Connell &Co.<br>Glasgow | Maria de Larrinaga S.S.Co.Ld.<br>(Larrinaga&Co.)<br>WB=Cell DBa120' | 365·0<br>P48' B98' F42'<br>FK<br>uE&B42' f152' 936t | 47·1 | 26·6 | Liverpool<br>British<br>6BHCem<br>AFT21t | T.3Cy.25",42"&70"-48" (s)<br>200lb 100lb NDB20 430NHP<br>2SB,6cf,GS110,HS5737 FD<br>Dunsmuir&Jackson,Gls. | 29<br>5<br>24 |
| 23618<br>HTPC | **Maria de las Nieves** WoodAux<br>Par.Mot. Sc3Mst<br>1Dk<br>(See Sailing Ship Register) | 129<br>—<br>112 | | | | | 1918 | ................<br>Rio de Muros | AntonioSeco | 80·7 | 23·9 | 9·8 | Villag'rcia<br>Spanish | Paraffin Motor<br>1Cy.21$\frac{11}{16}$"-25$\frac{9}{16}$" 43NHP<br>A.Gulowsen,A/S Xia. | |
| * 23619 | **Maria Elena** SteelScSr<br>Well deck Wireless 1Dk(Stl)<br>Now named "AmatsuBegoñakoa," See No. 36303 in Supplement | 551<br>446<br>207 | ✠100A-<br>2,22~~2,21~~<br>✠NE1,81 ✠LMC6,19<br>BS 2,22 | Bbo<br>Cdz | | CL<br>~~3,21~~<br>2,22 | 1919<br>4mo | Soc.Anon. Astilleros Ardanaz<br>Bilbao | L.Liano&Co. | 159·9<br>Q86' B9' F24'<br>FK<br>CellDB118'164tFPT | 26·1 | 11·0 | Santander<br>Spanish<br>4BHCem<br>38tAPT13t | C.2Cy.19"&38"-24"<br>75lb 57NHP<br>1SB,GS46,HS867<br>D.&W.Henderson,Gls. | 13<br>4<br>12 |
| 23620 | **Maria Helena** SteelScYl<br>ssAbn.No.3-6,14<br>(exRioLima,exMariaAmalia, exCaithness-shire) 1Dk | 213<br>188<br>53 | ✠<br>12,20<br>StmTrawler<br>✠ | Lis | | | 1901<br>2mo | Mackie& Thomson<br>Glasgow | Cia.Portugueza de Pesca | 120·8<br>Q58'<br>BK7½" | 21·6 | 12·2 | Lisbon<br>Portuguese<br>4BHCem<br>DBf30'24t | T.3Cy.11½",19½"&32"-22"<br>48NHP<br>1SB2cf,GS37,HS1150<br>W.V.V.Lidgerwood,Gls. | 13 |
| 23621 | **Maria Immaculata** SteelScSr<br>ssTri.No.1-09<br>1Dk(ptIrn&ptStl)2trB&deepframing<br>3Dkrule | 3786<br>3451<br>2399 | ✠100A1<br>Examined12,19<br>BS12,20 ✠LMC5,19 | Shl | w | CL<br>12,19 | 1905<br>12mo<br>Lloyd's A&CP | J.Read-head&Sons<br>South Shields | DubrovackaParobrodskaPlovidba<br>WB=CellDBa1 | 347·0<br>P41' B142' F31'<br>FK<br>15'uE21' f146' 1008t | 49·1 | 25·2 | Ragusa<br>6BHCem<br>APT148t | T.3Cy.24½",41"&66"-45" (r)<br>180lb 80lb 331NHP<br>2SB,6cf,GS126,HS5297<br>J.Readhead&Sons,S.Shl. | 26 |
| 23622 | **Maria Josepha** SteelScCtr<br>(Trawler)<br>1Dk | 207<br>195<br>91 | | | | | 1903 | Boele&Pot<br>Bolnes | Vlaardingsche Stoomvisscherij (Yzermans&Co. Mgrs.) | 115·4<br>WB | 22·3 | 11·2 | Vlaardingen<br>Dutch | T.3Cy.10",17½"&28½"-18"<br>Machinefabriek 34NHP<br>Katendrecht,Rot. | |
| 23623 | **Maria Kyriakides** SteelSc<br>For full particulars See No. 38336 in Supplement<br>Elec.light | 1530 | 100A1<br>(Class Contemplated) | | | | 1921 | Bow,Mc-Lachlan&Co. Ld.<br>Paisley | Kyriakides | 240·5<br>B52' F22' | 36·0 | 19·1 | Andros<br>Greek | T.3Cy.17",27"&45"-33"<br>Bow,McLachln&CoLdPsy | 21<br>2<br>18 |
| 23624<br>HCQL | **Maria Leonor** SteelScK<br>ssLis.No.2-17<br>(exBenRossal) 1Dk | 280<br>257<br>95 | ✠<br>12,20<br>StmTrawler<br>✠ | Lis | | | 1907<br>12mo | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | Cia.Portugueza de Pesca | 130·4<br>Q70' F21'<br>BK7½"<br>DBf24'17t | 22·5 | 12·2 | Lisbon<br>Portuguese<br>3BHCem | T.3Cy.13",22"&36"-24"<br>80NHP<br>1SB,3pf,GS46,HS1415<br>Clyne,Mitchell&Co.Abn. | 13 |
| 23625<br>Wrecked 3,21<br>HTGR | **Maria Luisa** SteelSc<br>(exRotterdam)<br>1Dk | 670<br>—<br>492 | | | | | 1889 | J.K.Smit<br>Kinderdijk | B.MartinezPerez | 170·4 | 30·0 | 12·8 | Santander<br>Spanish<br>WB | C.2Cy.20"&40"-22"<br>70NHP<br>J.K.Smit,Kinderdijk | |
| 23626<br>Foundered 11,21 | — Iron | 110<br>—<br>65 | | | | | 1886 | ................ | T.R.Yangco | 114·5 | 17·6 | 7·1 | Manila<br>UtdStates | | |
| 23627<br>373<br>QMPK | **Maria Luisa Tonetti** WoodAux<br>OilEng. ScBn<br>(exSailingVessel)<br>1Dk<br>(See Sailing Ship Register) | 152<br>151<br>136 | | | | | 1914 | B.Gino<br>Viareggio | M.Tonetti | 104·9 | 24·7 | 11·1 | Viareggio<br>Italian | Oil Engine<br>NiagaraMotorCo.<br>Dunkirk,N.S. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built. When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23628<br>HGPV | **Maria Luiza II°** SteelScK<br>ssLis.No.2-15<br>1Dk<br>(exRose) | 228<br>207<br>78 | ✠<br>12,20<br>StmTrawler ✠ | Lis | | | 1907<br>7mo | A.Hall& Co.Ld<br>Aberdeen | Cia.Portugueza dePesca | 121·2<br>BK7½" | 21·9 | 11·9 | Lisbon<br>Portuguese<br>3BHCem<br>DTf5'11t | T.3Cy.12",20"&33"-22"<br>67NHP<br>1SB,3pf,GS51,HS1200<br>A.Hall&Co.Ld.Aberdeen | | |
| 23629 | **Maria Luz** SteelSc<br>Should be "Era," See No.37162 in Supplement<br>Elec.light | 3100 | 100A1<br>(Class Contemplated) | | | | 1921 | W.Hamilton&Co.Ld.<br>Port Glasgow | J.Barasowa | 330·6<br>P31'B97'F30' | 48·9 | 22·1 | Bilbao<br>Spanish | T.3Cy.24",40"&65"-45"<br>D.Rowan&Co.Ld,Glasgow | | |
| 23630 | **Maria M.** WoodSc<br>1Dk<br>Mchy.Aft | 1023<br>—<br>801 | | | | | 1920 | Federazione Italiana Consorzi Agrari Finalpia | Federazione Italiana dei ConsorziAgrari | 199·4<br>P25'F39' | 35·5 | 19·1 | Genoa<br>Italian | C.2Cy.13⅖"&31½"-21⅕"<br>38NHP<br>D.Torriani&Co.<br>Sampierdarena | | |
| 23631<br>197<br>QMSL | **Maria Madre** IronScSr<br>ssGen.3rdNo.3-8,09<br>6thSurvey10,96<br>(exKepler)<br>4thSurvey11,13 ssGen.No.1-13<br>2Dks(1Irn)3trB | 1781<br>1698<br>1078 | ✠<br>6.19<br>✠NB2,01 ✠ | Gen | r<br>Lv | | 1878<br>2mo | Bartram, Haswell&Co.<br>Sunderland | Soc.EnteTrasporti Cotoni | 276·1<br>B18'F22'<br>ptND90 BK9½"<br>WB=DBa | 35·2 | 24·3 | Genoa<br>Italian<br>5BHCem<br>82'f72'280t | C.2Cy.33⅝"&62⅜"-39"<br>NDB05 184NHP<br>2SB,6pf,GS96,HS3080<br>J.Dickinson,Sunderland | 25 ″ 10 | |
| 23632 | **Maria Mercedes** IronSc<br>(exSiren) 2Dks | 421<br>399<br>219 | ✠<br>9,81 | Lon | h | | 1878<br>1mo | Palmers'Co<br>Newcastle | L.Liano(S.en C.) | 175·5 | 25·2 | 14·0 | Santander<br>Spanish<br>4BHCem | C.2Cy.28"&56"-36"<br>157NHP<br>Palmers'Co.Ld.Newcastle | | V |
| 23633<br>HTPB | **Maria Milagros** IronAuxSc<br>Wireless OilEng. 3MstSr<br>(exSaurezNo.1,ex SailingVessel Fredsœl,exMontgomeryCastle)<br>ssXia.3rdNo.3-9,03<br>ssHam.No.2-13<br>2Dks<br>(See Sailing Ship Register) | 932<br>—<br>764 | ✠<br>9,13 | Ham | | | 1869<br>1mo | R.&J. Evans&Co.<br>Liverpool | Ampuero,Zubiria y Cia | 190·7<br>BK7½" | 33·0 | 20·0 | Bilbao<br>Spanish | Oil Engine<br>6Cy.11"-15" 60NHP<br>NEfitted17<br>Wolverine,Bridgeport | | V |
| 23634 | **Maria Parera** SteelTwinSc<br>(Ferry)<br>1Dk | 1577<br>1536<br>749 | | | | | 1908 | A.&J. Inglis,Ld.<br>Glasgow | EntreRiosRailway Co.Ld. | 283·2 | 56·2 | 17·2 | Bns.Ayres<br>Argentine | T.6Cy.13½",23½"&36"-27"<br>134NHP<br>A.&J.Inglis,Ld.Glasgow | | |
| 23635 | **Maria Pia** Iron<br>(Tug) | 180<br>—<br>111 | | | | | 1891 | W.Richrdson&Co.<br>Newcastle | | 101·9 | 24·3 | 9·4 | | C.2Cy.15¾"&26¾"-18⅛"<br>NE&B05 25NHP<br>G.Anderson&Co.Glasgow | | |
| 23636 | **Maria S.** IronScSr<br>ssPir.3rdNo.3-9,20<br>(exArtemisia, exLemuria,exArtemisia,exLemuria)<br>Well deck 1Dk(Irn-ws)2trB | 1589<br>1311<br>842 | ✠100A-<br>9.20<br>✠NB4,03 ✠LMC9,20<br>BS1,22 | Pir | | 9,20 | 1881<br>5mo | E.Withy& Co.<br>Hartlepool | P.S.Synodinos | 257·5<br>P24'Q68'B72'F31'<br>BK9"<br>Cell | 34·6 | 17·8 | Piræus<br>Greek<br>4BHCem<br>DB210'369t | C.2Cy.33"&61"-33" (s)<br>65lb 100lb NDB14 187NHP<br>1DB,4pf,GS82,HS2230<br>T.Richardson&Sons,Hpl. | 20 ″ 5 | |
| 23637 | **Maria Sindt** SteelSc<br>(Trawler) | 217<br>193<br>84 | | | | | 1914 | Schiffsb.G. Unterweser<br>Lehe | Erdm.Lefke | 134·2 | 24·1 | 13·2 | Gstemnde<br>German | T.3Cy.12⅖",$19\frac{7}{10}$"&$31\frac{9}{10}$"-22"<br>48NHP<br>OttensenerMaschf Altona | | |
| 23638<br>280<br>JBKG | **Maria Sofia** WoodAuxSc3MstSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 134<br>119<br>103 | | | | | 1885 | .................<br>SödraGarn | CarlAugust Johansson | 89·7<br>H14t | 23·7 | 8·8 | Gefle<br>Swedish | Oil Engines.<br>1Cy.10¼"-$11\frac{3}{16}$" 14NHP<br>F.V.SvenssonsMotorfabr., Skm. | | |
| 23639<br>HTRK | **Maria Stathatos** SteelScSr<br>ssShl.No.2-20<br>(exEggesford) 1Dk(Stl)<br>Wireless | 3566<br>3293<br>2216 | ✠100A1<br>12,21 ~~10,20~~<br>BS4,21 ✠LMC3,20 | Rot<br>Hul | w | CL<br>1,20 | 1910<br>7mo<br>Lloyd | Craig,Taylor&Co.Ld.<br>Stockton<br>'sA&CP | D.A.Stathatos<br>WB=Cell DBa117'uE22' | 362·3<br>P29'B232'F32'<br>FK<br>f160'955t FPT112t | 51·0 | 21·0 | Ithaca<br>Greek<br>6BHCem<br>APT101t | T 3Cy 25",42"&68"-45" (s)<br>170lb 80lb 330NHP<br>2SB,6cf,GS124,HS5120<br>N.E.MarineEng.Co.Ld.Sld | 23 ″ 6<br>s 3 ″ 0½<br>20 ″ 9 | |
| 23640 | **Maria Teresa** SteelSc<br>(exTitania)<br>3Dks | 3020<br>2792<br>1914 | | | | | 1883 | LloydAustro-Ungrco<br>Trieste | Soc.Anon.diArmamentoOceania | 374·0 | 39·0 | 27·4 | Trieste<br>Italian | C.2Cy.43"&80"-52"<br>385NHP<br>ArsenaleLloyd,Trieste | | |
| 23641 | **Maria V.** SteelSc<br>(Trawler)<br>(exJeanneAntoinette) 1Dk<br>Elec.light | 174<br>—<br>48 | | | | | 1906 | A.Blasse& fils<br>Nantes | D.Demetriades& Co. | 124·6 | 20·0 | 11·5 | Piræus<br>Greek | T.3Cy.12⅝",$19\frac{11}{16}$"&$32\frac{9}{32}$"-$19\frac{11}{16}$" 46NHP<br>Mancour,Nantes | | V |
| 23642<br>HMLK | **Maria Valerie** SteelScSr<br>ssTri.2ndNo.3-8,19<br>Elec.light 2Dks(Stl-ws)3trB<br>Now named "Cilicia," See Supplement | 4266<br>3874<br>2643 | ✠100A1<br>9,20<br>✠LMC9,19 | Tri | | CL<br>9,19 | 1892<br>7mo<br>Lloyd | W.Denny &Bros.<br>Dumbarton<br>'sA&CP | LloydTriestino | 385·0<br>P14'B126'F47'<br>FK<br>CellDBa114'uE35'f142' | 45·0 | 28·2 | Trieste<br>Italian<br>7BHCem<br>566t | T.3Cy.27½",44"&70"-54" (s)<br>165lb 150lb 418NHP<br>2DB.12cf,GS234,HS7076<br>Denny&Co.,Dumbarton | 31 ″ 1 | A |
| 23643 | **Maria van Hattem** IronScK<br>ssAms.3rdNo.3-6,21 ~~ssGms.No.3-10,06~~<br>(exHvalen, exCampania) ~~ssYmu.No.2-15~~<br>1Dk | 155<br>150<br>56 | ✠100A1<br>StmTrawler<br>6,21 ~~9,17~~ ✠LMC6,21<br>~~MS11,16~~ ~~BS6,17~~ | Ams | | ~~N4,16~~<br>4,21 | 1894<br>6mo<br>Lloyd | Edwards Bros.<br>N.Shields<br>'sA&CP | N.V.Visscherij Maats."Maria van Hattem" (N.V.Expl.Mij."De Marezaten" Mgrs) | 101·0<br>Q18'F18'<br>DF&S06 BK7½" | 20·5 | 10·9 | Ymuiden<br>Dutch<br>3BHCem | T.3Cy.11",17"&30"-21" (s)<br>160lb 48NHP<br>1SB,2pf,GS24,HS830<br>N.E.MarineEng.Co Ld.Sld. | 11 ″ 8 | |
| 23644<br>328 | **Maria Zabyelina** SteelPad<br>1Dk | 164<br>—<br>91 | | | | | 1903 | F.Schichau<br>Elbing | Heirs ofA.R. Zabyelin | 151·0 | 37·3 | 7·2 | Petrograd<br>Russian | | | |
| 23645<br>213385<br>LFKT | **Mariana** SteelScSr<br>ssNYk.No.1-19<br>Elec.light Wireless 2Dks(Stl) | 3110<br>2890<br>1920 | ✠100A1<br>~~9,21~~ ~~1,21~~ 12,21<br>~~BS8,20~~ ✠LMC5,19<br>BS9,21 | NYk | u | CL<br>5,19 | 1915<br>7mo<br>WB= | NwprtNws S.B.&D.D.Co.<br>Newprt News<br>A&CP 'Tween<br>CellDB a95'u | NewYork&Porto RicoS.S.Co.Inc.<br>dk bulkhead in fore<br>E&B41' f147'845t | 335·0<br>FK<br>hold dispensed with<br>FPT85t APT43t | 46·8 | 22·7 | NewYork<br>Utd.States<br>Cem<br>4BH to U dk<br>1 „ 2nd „ | T.3Cy.21½",36"&63"-42" (s)<br>190lb 309NHP<br>3SB,9cf,GS184,HS5040<br>NewportNewsSB&DD.Co. only | 25 ″ 0 | |
| 23646 | **Marianela** SteelScSr<br>bandoned at Sea 11,21<br>1Dk2trB | 748<br>423<br>393 | | | | | 1918 | Cia Euscalduna deConst<br>Bilbao | V.L.Doriga | 183·5<br>Q47'B&F137' | 27·0 | | Santander<br>Spanish<br>WB | T.3Cy.12½",21"&34"-24"<br>57NHP<br>Cia.Euscalduna deConst. | | V |
| 23647<br>16508<br>MJKS | **Marianna Maru** WoodAuxScSr | 116<br>—<br>74 | | | | | 1913 | ................. | ShimidzuKazuji | 82·0 | 20·6 | 9·6 | Tokio<br>Japanese | | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Équipement | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ※ 23648 | **Marianne** . **SteelScSr**<br>*ss*Tri.No.3–4,19<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing* | 3485<br>3306<br>2237 | ✠100A–<br>*Spar dk*<br>3,21<br>BS3,21 ✠LMC6,19 | Tri | | CL<br>6,19 | 1900<br>10mo | Russell&Co.<br>Pt.Glasgow | **CosulichSoc. Triestina diNav.**<br>*WB=Cell D B a* 110' *uE&B* 40'*f* 142'805t | 338·6 \| 46·0 \| 17·9<br>P20'B72'F36' 25·7<br>FK | **Trieste**<br>Italian<br>6*BHCem*<br>*APT* 56t | T.3Cy.24",39"&65"–45" (s)<br>180lb *80lb* NDB13 300NHP<br>2SB,*6cf*,GS132,HS4550<br>Rankin&Blackmore,Grk. |
| 23649 | — **SteelScSr**<br>1*Dk* | 858<br>706<br>529 | | | | | 1901 | Act.Ges. "Neptun"<br>Rostock | **F.W.Fischer** | 209·6 \| 31·8 \| 13·0<br>Q65'B56'F20' | **Rostock**<br>German<br>*WB* | T.3Cy.14⅝",24½"&38⅝"–26¼"<br>77NHP<br>A.G."Neptun,"Rostock |
| 23650<br>129<br>QNJS | **Mariannina** **IronScSr**<br>(*ex*Warkworth, *ex*WarkworthHarbour) 1*Dk*<br>*Well deck*<br>*Mchy.Aft* | 621<br>523<br>366 | | | ... | | 1880 | H.M'Intyre&Co.<br>Paisley | **M.Cormio** | 180·4 \| 30·0 \| 10·7<br>P22'Q63'B11'F21' | **Molfetta**<br>Italian | C.2Cy.23"&45"–33"<br>NB93 97NHP<br>Dunsmuir&Jackson,Gls. |
| 23651<br>217859<br>LQRB | **Marica** **SteelTwinSc6TwinMasts**<br>*Elec.light* Wireless 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Sub.Sig.<br>*CruiserStern* | 8739<br>8233<br>54[illegible] | ✠100A1<br>*Shelter dk* [illegible]<br>[illegible]<br>6,19<br>*Fitted for oil fuel, 6,19 F.P. above 150° F.* | Che-<br>[illegible] | | CL | 1919<br>5mo | SunS.B.Co.<br>Chester,Pa.<br>A&CP | **UnitedStates ShippingBoard**<br>*Cell DB* 389'1831t *'Tween dk tanks in E&B space*36' 405t *FPT* 281t *APT*271t | 448·9 \| 60·2 \| 37·8<br>FK | **Phildlphia**<br>Utd. States<br>*ptAsp*<br>10 *BHtoShdk* | 4SteamTurbines geared to 2ScShafts225lb1200NHP(s)<br>HS15520<br>4 Water Tube Boilers<br>DeLavalSteamTurbineCo.<br>Trenton,N.J. |
| 23652 | **Marichu** **IronSc**<br>(*ex*Campana B, *ex*SailCompana, *ex*BrodrickBay)<br>1*Dk*2*trB* | 884<br>754<br>598 | ✠<br>12,03 | Msl | | | 1878 | Birrell, Stenhouse &Co.<br>Dumbarton | **Cie.deNavegacion Bengolea(I. Asteinza,** *Mgr.*) | 187·0 \| 31·1 \| 18·5<br>BK7½" | **Barcelona**<br>Spanish | T.3Cy.14",22½"&37"–36"<br>E*made*02–*refitted*11<br>B*made*07–*refitted*18 82NHP<br>Ross&Duncan,Glasgow |
| 23653<br>MKGC | **Maricopa** **SteelScSr**<br>*ss*CristobalNo.1–18<br>*Elec.light* 2*Dks*(*Stl*) *Webframes*<br>*Mchy.Aft* *Longitudinalframing except inE&Bspaces*<br>Wireless | 6960<br>6314<br>4417 | ✠100A1<br>1,20<br>~~BS6,20~~ ✠LMC7,18<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 5,14 F.P. above 150°F.* | Sng<br>BS7,21 | *a*† | CL<br>9,20 | 1914<br>5mo | Palmers' Co.Ld.<br>Newcastle<br>*Lloyd's A&CP* | **A/S Tankfart (W.Wilhelmsen,** *Mgr.*)<br>*WB=CellDB uE&B*48'115t *DTf* 42'555t *APT*40t | 425·2 \| 57·0 \| 33·1<br>P102'B28'F41'<br>FK | **Tönsberg**<br>Norwegian<br>15*BHCem*<br>10 *to Upr dk*<br>5 „ 2nd „ | T.3Cy.28",46"&76"–51" (s)<br>180lb 557NHP<br>4SB,*12cf*,GS210,HS8088 FD<br>Palmers'Co.Ld.Newcastle |
| 23654<br>92736 | — **SteelSc**<br>*Mchy.Aft* *Elec.light* Sub.Sig. 1*Dk*2*trB* | 4224<br>4120<br>3670 | | | | | 1896 | Chicago S.B.Co.<br>Chicago | **PittsburghS.S.Co.** | 406·0 \| 48·2 \| 23·4 | **Duluth**<br>Utd. States<br>*WB* | T.3Cy.25",40"&68"–42"<br>300NHP<br>ClevelandS.B.Co.,Clevlnd |
| 23655<br>MOVH | **Maridal** **SteelScSr**<br>(*ex*Hornelen)<br>Wireless 1*Dk*2*trB* | 3766<br>3491<br>2413 | | | | | 1906 | J.Priestman&Co.<br>Sunderland | **D/S A/S Östlandet (T.Sagen,** *Mgr.*) | 344·0 \| 49·1 \| 25·0<br>P24*t*H101*t*F54*t* | **Chrstiania**<br>Norwegian<br>*WB* | T.3Cy.24",40"&66"–45"<br>292NHP<br>G.Clark,Ld.Sunderland |
| ※ 23656<br>5126<br>JRVQ | **Marie** **IronScSr**<br>Wireless *ss*Skm.2ndNo.3–3,18<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 1894<br>1415<br>1132 | ✠100A1<br>10,21~~3,20~~<br>~~BS5,20~~ | Got<br>LMC~~5,18~~ 10,21 | *r* | ~~6,20~~<br>10,21 | 1892<br>7mo | Furness, Withy&CoLd<br>WHartlepool<br>A&CP | **Ångf.Aktieb. Pallas (Alex. Pedersen,** *Mgr.*) | 270·0 \| 36·0 \| 17·7<br>P27'Q80'B110'<br>F31' FK<br>*WB = Cell DB*228' 377t | **Gothenbrg**<br>Swedish<br>5*BHCem*<br>*APT*17t | T.3Cy.21½",35⅛"&57"–36" (s)<br>160lb *80lb* NDB02 193NHP<br>1DB,*4cf*,GS63,HS2860<br>Blair&Co.(Lim.),Stockton |
| 23657 | — **SteelScSr**<br>*Elec.light* 1*Dk* | 1465<br>1203<br>891 | | | | | 1899 | Act.Ges. "Neptun"<br>Rostock | **FlensburgerDmpf. Co. (H.Schuldt,** *Mgr.*) | 241·4 \| 36·1 \| 17·0<br>P24'B58'F26' | **Flensburg**<br>German<br>*WB* | T.3Cy.18",30½"&48"–33½"<br>NB07 133NHP<br>A.G."Neptun,"Rostock |
| 23658<br>NBVS | — **SteelSc**<br>1*Dk* | 937<br>—<br>545 | | | | | 1920 | Nüscke&Co.A/G<br>Stettin | **A/S D/S Vesterhavet(L.D.Lauritzen,** *Mgr.*) | 224·3 \| 33·0 \| 14·1 | **Esbjerg**<br>Danish<br>*WB* | T.3Cy.15⅝",25½"&41¾"–25⅝"<br>89NHP<br>AtlasWerkeA/G,Bremen |
| ※ 23659<br>107139<br>KMDR | — **IronAuxSc3MstSr**<br>*ss*S.Fo.No.1–18 *OilEng.*<br>(*ex*Archer) *ss*Sea.3rdNo.3–3,14<br>*Elec.light* Wireless 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 887<br>883<br>724 | ✠100A1<br>~~10,18~~4,21<br>~~DBS3,18~~<br>DBS4,21 | SFo<br>Man<br>LMC~~10,18~~ 5,21 | *p* | CL<br>~~10,18~~<br>5,20 | 1876<br>7mo | R.Thompson,jun.<br>Sunderland<br>A&CP | ~~**Simmie&Grieb.**~~<br>LuzonNav.Co. | 189·1 \| 32·0 \| 18·7<br>P64'F24'<br>ND94 | **ManilaP.I.**<br>Utd. States<br>1*BHCem* | OilEngines. 2S.C.S.A.<br>4Cy.16½"–18⅛" 91NHP<br>DB *120lb* NE18*fitted*5,20<br>J&C.G.BolindersCo.,Skm |
| 23660<br>NODB | — **SteelTwinSc**<br>(*Ferry&Icebreaker*)<br>1*Dk* | 553<br>516<br>231 | | | | | 1890 | Burmeister &Wain<br>Copenhagen | **DeDanskeStatsbaner** | 199·8 \| 31·6 \| 12·0<br>len05 | **Masnedö**<br>Danish<br>*WB* | C.4Cy.21½"&37"–18"<br>97NHP<br>Burmeister&Wain,Cpn. |
| 23661<br>NOHJ | — **SteelTwinSc**<br>*OilEng.*<br>1*Dk* | 454<br>370<br>330 | | | | | 1921 | A/S Vulcanværflet<br>Korsör | **A/S Rederiet "Frode"(V.Henckel,** *Mgr.*) | 140·9 \| 30·3 \| 10·5 | **Kalundbrg**<br>Danish | Oil Engine<br>BolindersMek.Verk.Skm. |
| 23662<br>NBHJ | — **WoodAuxSc3MstSr**<br>*Motor*<br>(*See Sailing Ship Register*) | 271<br>243<br>199 | | | | | 1919 | Floijtrup &Schmidt<br>Nyborg | **HansPetersen** | 119·9 \| 28·8 \| 11·8 | **Marstal**<br>Danish | Motor<br>2Cy.15¾"–17⅛"<br>LysekilsMek.Verksted, Lysekil |
| 23663 | — **SteelScK**<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 244<br>216<br>94 | | | | | 1920 | Deutsche WerfAkt.Ges<br>Hamburg | **KielerHerings-und Hochseefischerei A.G.** | 126·3 \| 23·7 \| 13·0<br>Q70'F19' | **Kiel**<br>German<br>*WB* | T.3Cy.12⅘",20 1/16"&33½"–23⅗"<br>55NHP<br>Gutehoffnungshütte, Oberhausen |
| 23664<br>98612 | — **SteelScSr**<br>*ss*Apl.2ndNo.3–6,19<br>*Well deck* 1*DkStlplating&Irnframing*<br>*Mchy.Aft* | 191<br>147<br>78 | ✠100A1<br>11,21~~1,20~~<br>✠NB11,06 ✠LMC7,19<br>BS1~~1,20~~3,22 | Liv<br>Bel | *c* | CL<br>~~7,19~~<br>11,21 | 1891<br>3mo | Scott&Co.<br>Bowling<br>A&CP | **WelshSand& GravelCo.Ld.** | 115·0 \| 20·6 \| 9·5<br>Q45'F20'<br>BK7"<br>*WB* | **Glasgow**<br>British<br>3*BHCem*<br>=*FPT*20t | C.2Cy.18"&36"–24" (s)<br>100lb 50RHP<br>1SB,*3pf*,GS42,HS1224<br>Muir&Houston,Glasgow |
| 23665<br>MBNE | — **SteelScK**<br>(*Trawler*)<br>(*ex*Arabian) 1*Dk* | *180*<br>*163*<br>*70* | | | ... | | 1899 | J.Duthie, Sons&Co.<br>Aberdeen | **Soc.Anon. Pêcheries àVap. "Zeester"** | 111·4 \| 20·8 \| 11·3<br>Q20'<br>BK7½" | **Ostend**<br>Belgian | T.3Cy.12",21"&32"–23" (s)<br>49NHP<br>J.Cran&Co.Leith |
| 23666<br>OMNW | — **SteelScK**<br>*ss*Hul.No.3–11,10<br>(*ex*Hull) *ss*CherbourgNo.2–19<br>1*Dk* | 169<br>155<br>64 | ✠100A1<br>*StmTrawler*<br>3,19<br>BS~~6,20~~ 6,21 ✠LMC3,19 | Cherbourg | | ~~6,19~~<br>6,21 | 1899<br>9mo<br>*Lloyd's A&CP* | Mackie& Thomson<br>Glasgow | **Vve.Pollet-Danger** | 105·6 \| 21·0 \| 10·7<br>Q18'F17'<br>BK7½"<br>*WB*= | **Boulogne**<br>French<br>3*BHCem*<br>*DTf*7'10t | T.3Cy.10",16"&27"–20" (s)<br>~~200lb~~170lb 40NHP<br>1SB,*2pf*,GS26,HS642<br>Muir&Houston,Ld.Gls. |
| 23667<br>NWQD | — **SteelAuxScSr**<br>*OilEng.*<br>(*ex*SiekaIII.) 1*Dk*<br>(*See Sailing Ship Register*) | 136<br>114<br>99 | | | | | 1918 | W.Mulder<br>Stadskanaal | **P.Chr.Sode** | 96·1 \| 19·3 \| 8·0 | **Nexö**<br>Danish | Oil Engine 2S.C.<br>1Cy.13½"–13½" 26NHP<br>D.Gvedkoop,Jr.Ams. |
| 23668<br>119152 | — **SteelScSr**<br>*ss*Bwg.No.3–4,16<br>*ss*Bwg.No.1–20<br>*Mchy.Aft* 1*Dk*(*ptStl*) | 105<br>83<br>40 | ✠100A1<br>2,22~~4,20~~<br>~~BS4,21~~ BS2,22 ✠LMC4,20 | Bwg | *a* | CL<br>~~4,20~~<br>2,22 | 1904<br>8mo<br>*Lloyd's A&CP* | W.Chalmers&Co.<br>Rutherglen | **McKinney& Rafferty** | 82·8 \| 19·8 \| 8·1<br>Q35'F15'<br>BK6"<br>*WB* | **Glasgow**<br>British<br>3*BHCem*<br>=*FPT*6t | C.2Cy.13"&28"–18" (s)<br>130lb 36RHP<br>1SB,*2pf*,GS27,HS656<br>Ross&Duncan,Glasgow |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. | Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23669<br>OMPD | **Marie-Anne** SteelSc<br>(*Trawler*)<br>*Elec.light* (*ex*T.R.43) 1*Dk* | 286<br>—<br>90 | | | | | | 1919 | Pt.Arthur S.B.Co.Ld.<br>PtArthurOnt | Pêcheries&ArmementsLaRochelle-Océan | 125·0<br>Q80'F21' | 23·5 | 13·5 | LaRochlle<br>French | T.3Cy.12¾",21½"&35"-24"<br>60NHP<br>PortArthurS.B.Co.Ld. | | V |
| 23670<br>MJWL | **Marie Antoinette** WoodScK<br>*ParaffinMotor*<br>1*Dk*<br>(*ex*SailingVessel) | 117<br>114<br>75 | | | | | | 1894 | ..................<br>France | A/S Sigerfjords Sildolje,Kraftfoder&Guanofabr. | 83·3 | 23·3 | 11·2 | Sigerfjord<br>Norwegian | Paraffin Motor 2Cy.<br>E*made—fitted*16<br>A/B J.V.Svenssons, Motorfabrik.Skm. | | |
| 23671<br>216188<br>LKNF | **Marie de Ronde** WoodAuxTwin<br>*OilEng.* Sc5MstSr<br>*Elec.light* Hardwood treenails 1*Dk*2*trB*<br>*Mchy.Aft* *Salted* *pt*GIB<br>(*See Sailing Ship Register*) | 2415<br>2133<br>1896 | ✠ ——<br>8,20<br>✠ | Sea | *s* | | | 1918<br>1mo | GraysHarborMotor ShipCo.<br>Aberdeen, Wash. | DonaldS.S.Co.Inc. | 266·7<br>P52'F44' | 48·0 | 24·0 | NewYork<br>Utd.States | Oil Engines 2S.C.SA<br>8Cy.16½"-22" 200NHP<br>DB*150lb*<br>MarinePipe&Machine Works,Seattle,Wash. | 26″10 | |
| 23672<br>OMPY | **Marie-Fréderic** SteelScK<br>*ss*Nts.No.2-19 ~~*ss*ReykjavikNo.1-17~~<br>(*ex*Gibbon,*ex*Baldur) 1*Dk*<br>*Elec.light* | 378<br>264<br>163 | ✠100A1<br>*StmTrawler*<br>2,21 ~~9,10~~<br>BS2,21 ✠LMC7,18 | Nts<br>Msl<br>[illegible] | | | CL<br>11,18 | 1912<br>2mo<br>*Lloyd* | Cochrane &Sons,Ld.<br>Selby<br>'*sA&CP* | Soc.deChalutage de la Méditerranée<br>(J.Arman, *Mgr.*) | 135·0<br>Q73'F21' | 23·5 | 12·5<br>BK7½" | Marseilles<br>French<br>4*BHCem*<br>*DTf*9' 25*t* | T.3Cy.13",22½"&37"-26" (*s*)<br>180lb 88NHP<br>1SB,*3pf*,GS48,HS1520<br>Amos&Smith,Ld.Hull | 13″3<br>s2″2<br>12″11 | |
| 23673<br>OMQO | **Marie Galante** SteelScSr<br>*Well deck* (*ex*Despatch)<br>*Mchy.Aft* 1*Dk* | 266<br>163<br>91 | | | | ... | | 1906 | Gebr.J.A. &G.S.Fernhout<br>Jutfaas | Cie.Générale Transatlantique | 120·5<br>P44'B12'F21' | 21·6 | 8·8<br>FK | P'ntàPitre<br>Guadelope<br>French<br>*WB* | C.2Cy.13"&26"-18"<br>33NHP<br>Naam.Venn.'sGravenhagescheMach.TheHague | 9″6 | V |
| 23674 | **Marie Gartz** SteelScSr<br>*Elec.light* 1*Dk* | 922<br>741<br>565 | | | | | | 1901 | Schömer& Jensen<br>Tönning | F.W.Fischer | 211·4<br>Q79'B55'F17' | 32·4 | 13·3 | Rostock<br>German<br>*WB* | T.3Cy.15",24⅞"&40⅓"-28"<br>85NHP<br>Schömer&Jensen,Tönning | | |
| 23675<br>OMQD | **Marie-Gilberte** SteelSc<br>(*Trawler*)<br>*Elec.light* (*ex*T.R.42) 1*Dk* | 283<br>—<br>91 | | | | | | 1919 | Pt.Arthur S.B.Co.Ld.<br>PtArthurOnt | Pêcheries&ArmementsLaRochelle-Océan | 125·0<br>Q80'F21' | 23·5 | 13·5 | LaRochlle<br>French | T.3Cy.12¾",21½"&35"-24"<br>60NHP<br>PortArthurS.B.Co.Ld. | | V |
| 23676 | **Marie Grech** IronScSr<br>*ss*Bwg.No.3-9,04<br>(*ex*Trojan,*ex*Isabella) 1*Dk*<br>*Well deck* *Mchy.Aft* | *286*<br>*208*<br>*120* | ✠<br>10,09<br>✠ | Hul | | | | 1892<br>6mo | J Fullerton &Co.<br>Paisley | FrenchGovernment | 136·0<br>Q69'B9'F27' | 23·0 | 10·5<br>BK6"<br>*WB=FP* | French<br>4*BHCem*<br>*T*14*tAPT*7*t* | C.2Cy.21"&42"-30"<br>81NHP<br>1SB,*3pf*,GS63,HS1340<br>Muir&Houston,Glasgow | 11″2 | |
| 23677 | **Marie Horn** SteelSc<br>(*ex*FriedrichCarl,*ex*Professor *ex*WillyStöwer,*ex*MarieHorn, 1*Dk* *ex*FranziskaFischer,*ex*HildaHorn)<br>*Elec.light* Wireless | 1414<br>1246<br>864 | | | | | | 1900 | Akt.Ges. "Neptun"<br>Rostock | H.C.Horn | 245·2<br>P24'B58'F26' | 36·1 | 17·2 | Schleswig<br>German<br>*WB* | T.3Cy.18",30½"&48"-33⅛"<br>133NHP<br>A.G."Neptun,"Rostock | | |
| 23678<br>143526<br>KHMF | **Marie Llewellyn** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 1464<br>1119<br>885 | ✠100A1<br>2,22 ~~12,20~~<br>✠LMC12,20 | Abn<br>Cff | *o* | | 1,22 | 1920<br>12mo<br>*Lloyd* | J.Lewis& Sons,Ld.<br>Aberdeen<br>'*sA&CP* | LlewellynShippng Co.Ld. (W.B. Thomas&Co. *Mgrs.*)<br>*CellD* | 234·8<br>P16'Q67'B58'F23'<br>*B*192' 381*t FPT*40*t* | 35·7 | 16·6<br>FK | Cardiff<br>British<br>4*BHCem*<br>*APT*36*t* | T.3Cy.18¼",28½"&48¼"-33"<br>180lb (*s*) 86RHP<br>2SB,*6pf*,GS104,HS3210<br>J.Lewis&Sons,Ld.Abn. | 18″7<br>s1″7<br>17″4 | |
| 23679<br>OMQR | **Marie Louise** SteelScSr<br>*Elec.light* 1*Dk* | 2005<br>1788<br>1241 | | | | | | 1913 | Atel.&Ch. delaLoire<br>Nantes | Cie.Auxiliaire de Nav. | 270·4<br>P19'B55'F23' | 39·6 | 21·8 | Nantes<br>French<br>*WB* | T.3Cy.18⅛",$29\frac{15}{16}$"&$49\frac{7}{32}$"-$37\frac{13}{16}$"<br>147NHP<br>Atel.&Ch.delaLoire,Nts. | | V |
| 23680 | — WoodSc<br>(*ex*VeraB.Collins)<br>1*Dk* | 325<br>265<br>232 | | | | | | 1918 | H.T.le Blanc<br>WedgePt.NS | Soc.Transocéanique de Transports (R.vanHemelryck &Co.*Mgrs.*) | 127·6 | 25·3 | 11·5 | Antwerp<br>Belgian | T.3Cy.10¼",16"&25½"-16"<br>26NHP<br>AcmeEngineCo.Glasgow | | V |
| 23681<br>MBND | — SteelSc<br>(*Trawler*) | 140<br>—<br>48 | | | | | | 1900 | At.deC. Forg.&Aciér. deBruges<br>Bruges | PêcheriesaVapeur Soc.Anon. (JohnBauwens, *Mgr.*) | 106·6 | 21·0 | 11·5 | Ostend<br>Belgian<br>*WB* | T.3Cy.11",19"&31"-22"<br>45NHP<br>Soc.Anon.deMarcinelle et Couillet,Couillet | | V |
| 23682<br>OMQT | — Iron&SteelScK<br>(*ex*Mercia)<br>1*Dk* *Iron framing Steel plating* | 117<br>107<br>19 | ✠<br>*StmTrawler*<br>5,98 | Nwc | | | | 1898<br>5mo | WoodSkinner&Co.Ld.<br>Newcastle | Denos&Lebreton | 94·0 | 18·6 | 9·9<br>BK7½" | Dieppe<br>French<br>4*BHCem* | C.2Cy.14"&30"-21"<br>NB08 34NHP<br>Baird&Barnsley,N.Shields | 10″6 | V |
| 23683<br>OMQV | **Marie Louise D.** WoodSc<br>(*ex*KennetMacNeal)<br>*Elec.light* | 344<br>—<br>105 | | | | | | 1912 | M.N.Davis<br>Salomon's Island | Lefebvre&Co. | 147·1<br>F48' | 24·0 | 10·7 | Brest<br>French | T.3Cy.13",22"&36"-26"<br>66NHP<br>SpiddenS.B.Co.Baltimore | | V |
| 23684<br>OMRA | **Marie Madeleine** SteelScSr<br>(*Salvage Vessel*)<br>1*Dk* | 165<br>145<br>28 | | | | | | 1899 | DelaBrosse &Fouché<br>Nantes | Cie.deRemorquage & de Sauvetage "LesAbeilles" | 105·8 | 20·5 | 10·4 | Havre<br>French | C.2Cy.17¾"&$30\frac{11}{16}$"-20½"<br>36NHP<br>DelaBrosse&Fouché,Nnts. | | V |
| 23685<br>NCBH | **Marie Mærsk** SteelSc<br>1*Dk*(*Stl*)&*AwngDk*(*Stl*)<br>*Elec.light* Wireless | 4948<br>4768<br>3622 | 100A1<br>*Awng dk withfreeboard*<br>3,22~~3,21~~<br>*Fitted for oil* | Ham<br>Bom<br>LMC9,20<br>*fuel* 3 | *x*<br>,21 | | CL<br>3,22<br>*F.P. a* | 1920<br>9mo<br>*bove* 1 | F.Schichau<br>Danzig<br>50°*F.* | A.P.Möller<br>*CellDB*314' 918*tMT*13'430*t* | 360·0<br>*FPT*110*t APT*164*t* | 51·2 | 31·5<br>FK | Svendborg<br>Danish<br>*ptCem*<br>4*BHtoawdk*<br>2 „ *upr* „ | T.3Cy.25⅝",43⅜"&$70\frac{15}{16}$"-47¼"<br>185lb FD (*s*) 425NHP<br>3SB,*6cf*,GS132,HS5700<br>F.Schichau,Elbing | 34″0<br>s8″8<br>25″8 | |
| 23686<br>LBJN | **Marie Nielsen** SteelSc<br>*Elec.light* Wireless 1*Dk* | 1518<br>1318<br>876 | | | | | | 1920 | LarvikSlp. VerkstedA/S<br>Larvik | D/S A/S Stolt-Nielsen(B.Stolt-Nielsen,*Mgr.*) | 244·7<br>P60*t*H73*t*F5*t* | 39·5 | 17·0 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.18",29½"&49"-33"<br>138NHP<br>LarvikSlipVerks.A/SLar. | | N |
| 23687 | **Marie R. Ommering** IronScK<br>*ss*Ams.No.3-12,07<br>(*ex*Danube) *ss*Ams.No.2-17<br>1*Dk* | 161<br>157<br>66 | ✠100A1<br>*Stm Trawler*<br>10,18<br>✠NB11,14 ✠LMC2,17 | Ymu<br>BS2,20 | | | 2,17 | 1894<br>4mo<br>*Lloyd* | Cochrane &Cooper<br>Beverley<br>'*sA&CP* | N.V.Algemeene Vissch.Maats. | 104·8<br>Q17'<br>len97 | 20·6 | 11·1<br>BK7½" | Ymuiden<br>Dutch<br>3*BHCem* | C.2Cy.16"&32"-22" (*s*)<br>110lb 44NHP<br>1SB,*2pf*,GS38,HS730<br>C.D.Holmes&Co.Hull | 11″10 | |
| 23688 | **Marie Reppel** SteelSc<br>*Now named* "ConstantinosVasilefs" *See No.* 36828 *in Supplement*<br>*Elec.light* Wireless 2*Dks*(*Stl–U*ws) | 4549<br>3402<br>2870 | 100A–<br>9,20 | Hul<br>LMC10,20 | | | CL | 1920<br>6mo<br>*Inter* | Akt.Ges. "Neptun"<br>Rostock | Greek Government<br>*mediateBHinafter* | 360·4<br>P&B234'F45'<br>*hold dispensed with*<br>*CellDB*309'940*t FPT* | 50·2 | 23·2<br>FK | Greek<br>*ptCem*<br>5*BHonly*<br>80*tAPT*8*t* | T.3Cy.$25\frac{9}{16}$",41"&68½"-47¼"<br>200lb (*s*) 452NHP<br>3SB,*9cf*,GS150,HS6393 FD<br>A.G."Neptun,"Rostock | | |
| 23689<br>112830<br>JTCB | **Marie Rose** SteelScSr<br>Wireless *ss*Npt.No.3-7,13<br>*ss*Liv.No.1-18<br>1*Dk*(*ptIrn&ptStl*)<br>*&deep framing& Web frames* | 3023<br>2834<br>1905 | ✠100A1<br>5,20<br>BS7,19 ✠LMC6,18 | Npt | *u* | | N5,20 | 1901<br>4mo | Richardsn, Duck&Co.<br>Stockton<br>A&CP<br>*W* | TheShippingController (Ellerman's WilsonLine,Ld. *Mgrs.*)<br>*B= Cell DB a*114'*u* | 330·5<br>P33'B80'F36'<br>*E*26'*f*136'779*tFPT* | 47·0 | 21·8<br>FK | London<br>British<br>5*BHCem*<br>96*tAPT*82*t* | T.3Cy.26",42½"&69½"-45"(*s*)<br>160lb *90lb* NDB17 349NHP<br>2SB,*6cf*,GS130,HS5620<br>Blair&Co.Ld.Stockton | 24″4<br>s4″3<br>20″6 | |
| 23690<br>OMRQ | — SteelSc<br>(*Trawler*)<br>*Elec.light* Wireless 1*Dk* | 289<br>260<br>102 | | | | | | 1907 | Atel.&Ch. deFrance<br>Dunkirk | G.Vidor fils&Co. | 142·4 | 21·9 | 12·2 | Boulogne<br>French<br>*WB* | T.3Cy.13",22"&36"-24"<br>64NHP<br>Atel.&Ch.deFrance,Dunk. | | V |

| 1 Numero l'Ordre. — Numero Officiel. — Signaux | 2 · 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23691 | **Marie Schröder** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 242<br>214<br>91 | | | | | 1919 | NordWerft<br>m.b.H.<br>Geestemünde | EdwardRichardson<br>Herings-u<br>Hochseefischerei | 127·7<br>Q69′F19′ | 23·9 | 9·4 | Gstemnde<br>German<br>*WB* | T.3Cy.12½″,20 7/16″&33½″-23½<br>GorlitzerMaschb. 52NHP<br>Anstalt,Görlitz |
| 23692<br>OMRU | **Marie-Simone** SteelSc<br>(*Trawler*)<br>*Elec.light* (*ex*T.R.41) 1*Dk* | 282<br>—<br>90 | | | | | 1918 | Pt.Arthur<br>S.B.Co.Ld.<br>PtArthurOnt | Pêcheries&Armements LaRochelle-Océan | 125·0 | 23·4 | 13·5 | La Rochlle<br>French | T.3Cy.12¾″,21½″&35″-35″<br>62RHP<br>PortArthurS.B.Co.Ld. |
| 23693<br>OMSE | **Marie Thérèse** SteelScSr<br>~~ssDnz.2ndNo.3-9,18~~<br>(*ex*Tropic) 1*Dk*(*Irn*)2*trB*<br>*Welldeck* ssBdx.3rdNo.3-12,20 | 1744<br>1356<br>1094 | ✠100A1<br>~~12,20~~ 5,22<br>✠NB5,05 | Dnz<br>~~Gx~~ Dnk<br>✠LMC12,20<br>BS10,21 | *q* | ~~12,20~~<br>10,21 | 1888<br>3mo | Whitehavn<br>S.B.Co.Ld.<br>Whitehaven<br>A&CP | FrenchGovernment | 260·0<br>Q89′B110′F29′<br>FK 4*BH*<br>*WB*=*Cell* | 37·0 | 17·0 | French<br>*ptCemptAsp*<br>*DB*220′320*t* | T.3Cy.20″,33″&54″-36″ (*s*)<br>156lb *85lb* NDB05 173NHP<br>2SB,*6cf*,GS110,HS2828<br>Dunsmuir&Jackson,Gls |
| 23694<br>139175<br>JNQV | — IronScSr<br>Now named "Port de Dieppe," See No. 38398 in Supplement<br>(*ex*CharlesF.Mayer) 1*Dk*2*trB*<br>Wireless | 1352<br>1146<br>837 | | | | | 1884 | Harlan&<br>Hollingswth<br>WlmngtnDel | TheBayS.S.Co.Ld. | 236·5 | 37·0 | 18·4 | London<br>British<br>*WB* | C.2Cy.29″&55″-36″<br>NB05 157NHP<br>Harlan&Hlngswrth,Wlm. |
| 23695<br>OMSB | — SteelSc<br>Foundered 3,22<br>(*Trawler*)<br>1*Dk* | 307<br>—<br>113 | | | | | 1913 | Bonn&<br>Mees<br>Rotterdam | Gournay-Delpierre &Co. | 137·8 | 22·0 | 12·2 | Boulogne<br>French | T.3Cy.13¾″,22″&36″-24″<br>63NHP<br>AlblasserdamscheMach. |
| 23696 | **Marie Veliotis** IronSc3MstSr<br>ssSou.No.3-6,04<br>(*ex*Yt.Amy,*ex*Jason, *ex*Amy) ssSou.No.2-15<br>2*Dks* | 288<br>—<br>196 | ✠ —<br>7,19 | Sou | | | 1877<br>6mo | Barrow<br>S.B.Co<br>Barrow | E.Veliotis | 161·7<br>ND04 | 23·7 | 13·3 | Athens<br>Greek<br>5*BHCem* | T.3Cy.13″,22″&35″-24″<br>NE&B96 77NHP<br>1SB,*3rf*,GS45,HS1330<br>J.Jones&Sons,Liverpool |
| 23697<br>HQMF | **Marie Z. Michalinos** SteelScSr<br>ssNpt.No.3-2,14<br>Wireless ssNpt.No.1-20<br>1*Dk*(*Irn*)2*trB*&*deep framing*<br>3*Dk rule* | 3051<br>2864<br>1934 | ✠100A1<br>7,21 ~~7,20~~<br>BS12,20 | NNs<br>Pir<br>✠LMC2,20 | *v* | CL<br>2,20 | 1902<br>1mo<br>*Lloyd* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'*sA*&*CP* *W* | MichalinosMaritime&Commercial Co.Ld.<br>*B*=*Cell DBa*108′ | 332·0<br>P29′B170′F38′<br>FK<br>*uE*&*B*44′*f*132′923*t* | 48·0 | 21·9 | Piræus<br>Greek<br>5*BHCem*<br>*APT*38*t* | T.3Cy.24″,40″&65″-42″ (*s*)<br>180lb *110lb* 300NHP<br>2SB,*6rf*,GS112,HS4662<br>Cen.Mar.Eng.Wrks.WHpl |
| 23698<br>4141<br>JNFS | **Mariefred** SteelSc<br>1*Dk* | 178<br>102<br>116 | | | | | 1903 | W.Lind-<br>bergsAktieb.<br>Stockholm | Gripsholms-Mariefreds Angf.Aktieb.<br>(J.Norquist,*Mgr*) | 104·8<br>B38′H29*t* | 19·9 | 8·5 | Mariefred<br>Swedish | C.2Cy.14⅝″&26¼″-17½″<br>24NHP<br>W.LindbergsAktieb.Skm |
| 23699 | **Marienberg** IronScSr<br>(*ex*Möwe) 1*Dk*2*trB* | 1089<br>794<br>665 | | | | | 1882 | J.C.Teck-<br>lenborg<br>Geestemünde | | 209·7<br>P117′H46′F20′ | 32·0 | 15·0 | *WB* | C.2Cy.26″&47″-31½″<br>NB04 103NHP<br>O.Henniges&Co.Berlin |
| 23700 | **Marienburg** SteelSc<br>*Elec.light* 1*Dk* | 844<br>597<br>484 | | | | | 1920 | Stettiner<br>Oderwerke<br>Stettin | NeueDampfer-Cie. Akt.Ges. | 202·4<br>Q65′B53′F28′ | 30·8 | 12·2 | Stettin<br>German<br>*WB* | T.3Cy.13⅝″21⅝″&35⅝″-25⅝″<br>64NHP<br>StettinerOderwerke |
| 23701 | **Marietta** SteelScSr<br>ssSld.2ndNo.3-6,18<br>(*ex*EveningStar(The), *ex*Yacht,*ex*Wéga,*ex*YeamII., *ex*PrimaveraIII.,*ex*Zeta) 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted* | *233*<br>*173*<br>*104* | ✠100A–<br>10.19<br>~~BS10,19~~<br>BS5,21 | Sws<br>✠LMC6,18 | | 10,19 | 1894<br>3mo | Ramage&<br>Ferguson,Ld<br>Leith | ~~K.C.Saliaris&Co.~~<br>Xydias&Son | 140·0<br>P11′B9′F23′<br>BK6′ | 20·6 | 10·7 | ~~Piræus~~<br>~~Greek~~<br>4*BHCem*<br>*FPT*15*t* | T.3Cy.12″,19″&30″-21″<br>180lb 55NHP<br>1SB,*2rf*,GS37,HS990<br>Ramage&FergusonLd Lth |
| 23702<br>28<br>QNRG | **Marietta Costanzo** IronScSr<br>ssNap.2ndNo.3-9,13<br>(*ex*Rapid) ssNap.No.1-19<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 974<br>812<br>605 | ✠100A1<br>2,21<br>✠NB1,06 | Lgn<br>✠LMC9,19<br>BS4,21 | *n* | ~~4,21~~<br>N12,21 | 1883<br>10mo<br>*Lloyd* | Palmers'<br>Co.Ld.<br>Newcastle<br>'*sA*&*CP* | G.Costanzo diF. | 220·0<br>Q88′B44′F22′<br>FK<br>*WB*=*DBa*71′*f*52′ | 31·7 | 15·5 | Catania<br>Italian<br>4*BHCem*<br>245*tAPT*7*t* | C.2Cy.28½″&52″-33″ (*s*)<br>93lb *80lb* NDB06 121NHP<br>1SB,*3pf*,GS60,HS1926<br>Palmers'Co.Ld.Newcastle |
| 23703<br>1200<br>LRBP | **Marietta N.** SteelTwinScSr<br>*Mchy.Aft* 1*Dk* | 432<br>366<br>309 | | | | | 1895 | Edwards'<br>Bros.<br>N.Shields | P.F.Tchagano | 185·0<br>Q44′ | 30·0 | 7·6 | Rostoff<br>Russian<br>*WB* | C.4Cy.12″&24″-18″<br>40NHP<br>Hedley&Boyd,N.Shields |
| 23704<br>OMST | **Marin** SteelTwinScSr<br>Now named "Sebou," See No. 39341 in Supplement<br>*Elec.light* 1*Dk* | 1146<br>606 | | | | | 1919 | Atel.&Ch.<br>deLaLoire<br>St.Nazaire | Cie.de Transp.Mar &Fluv.(Leroux & Heuzey,*Mgrs.*) | 216·6 | 34·2 | 13·1 | Rouen<br>French<br>*WB* | |
| 23705 | **Marina** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 5400<br>5022<br>3319 | ✠100A1<br>*Shelter dk withfreeboard*<br>9,21 ~~7,20~~ | Tri<br>Nap<br>✠LMC7,20 | *y* | CL | 1920<br>7mo | Stabilmnto<br>Tecnico<br>Trieste<br>A&CP | Navigazione LiberaTriestina<br>*CellDB*337′1300*t* | 400·6<br>FK<br>*FPT*114*tAPT*244*t* | 52·1 | 29·0 | Trieste<br>Italian<br>*Cem*<br>2*BHtoShdk*<br>4 „ „ *U* „ | T.3Cy.27″,42″&68″-48″ (*s*)<br>180lb 465NHP<br>3SB,*9cf*,GS158,HS7023 FD<br>StabilmentoTecnico<br>Triestino,Tri. |
| 23706<br>213863<br>LFRT | — IronScSr<br>(*ex*Dade,*ex*Josefita)<br>*Elec.light* Wireless 2*Dks* | 1151<br>—<br>759 | | | | | 1887 | Neafie&<br>Levy<br>Philadelphia | Bull-Insular S.S.Co.Inc. | 207·3 | 33·0 | 18·0 | NewYork<br>Utd.States<br>*WB* | C.2Cy.30″&50″-36″<br>125NHP<br>Neafie&Levy,Philadelphia |
| 23707<br>132309<br>TMKN | — SteelScSr<br>1*Dk*<br>*Now named* "Huntsglen," *See Supplement* | 600<br>488<br>360 | | | | | 1903 | Bremer<br>Vulkan<br>Vegesack | MitchellCotts&Co. Ld. | 184·2<br>Q53′B57′F19′ | 30·6 | 11·3 | Lagos<br>British | T.3Cy.13⅝″,21⅝″&35 7/16″-23¼″<br>61NHP<br>BremerVulkan,Vegesack |
| 23708<br>847<br>QNTK | **Marina O.** SteelScSr<br>Wireless 1*Dk* | 5480<br>4573<br>3357 | | | | | 1918 | N.Odero fu<br>A.&Co.<br>SestriPnente | N.Odero fuA.&Co. | 393·7<br>P37′B113′F33′ | 51·8 | 27·6 | Genoa<br>Italian<br>*WB* | 2 Steam Turbines<br>F.Tosi&Co.Legnano |
| 23709<br>OMSU | **Marine** SteelSc<br>(*Tug*)<br>1*Dk* | 107<br>92<br>— | | | | | 1907 | W.C.Boele<br>&Zonen<br>Slikkerveer | Soc.Dunkerquoise deRemorq.&de Sauvet. | 85·3 | 18·0 | 9·8 | St.Nazaire<br>French | C.2Cy.15″&29 11/12″-19 11/12″<br>34NHP<br>Alblasserdam.Msch.Fab. |
| 23710<br>218987<br>LTOR | **Mariner** WoodSc<br>*Motor*<br>1*Dk* | 309<br>—<br>152 | | | | | 1919 | A.D.Story<br>Essex,Mass. | MarineTrawling Co. | 141·1 | 24·8 | 13·0 | Glostr,Mas<br>Utd.States | Motor |
| 23711<br>130848<br>KPLM | — WoodScSr<br>(*Tug*)<br>(*ex*JackT.Scully,*ex*Newmasket) 1*Dk* | 220<br>—<br>110 | | | | | 1899 | ..................<br>Tottenville, N.Y. | NeptuneLine,Inc. | 109·5 | 24·7 | 14·5 | NewYork<br>Utd.States | |
| 23712<br>216395<br>LKTJ | **Mariners Harbor** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless Sub.Sig. | 2431<br>1946<br>1417 | | | | CL<br>3,21 | 1918<br>6mo<br>*Lloyd* | Staten<br>Isld.S.B.Co.<br>Staten Island<br>'*sA*&*CP* N.Y. | UnitedStates ShippingBoard<br>*CellD* | 264·0<br>P22′B65′F29′<br>FK<br>*B*231′458*t FPT*45*t* | 42·2 | 21·9 | NewYork<br>Utd.States<br>5*BHCem*<br>*APT*49*t* | T.3Cy.18″,30″&51″-36″ (*r*)<br>190lb 160NHP<br>2SB,*4cf*,GS88,HS3660 FD<br>StatenIslandS.B.Co. |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>—<br>Under deck.<br>—<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>—<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>—<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23713<br>OMSW | **Marinier** SteelTwinSc<br>1*Dk*<br>*Elec.light* | 1146<br>—<br>606 | | | | | 1919 | Ch.de Normandie<br>Gnd.Quevilly | FrenchGovernment | 216·5\|33·3\|13·2<br>*P*63'F25' | Havre<br>French<br>*WB* | C.4Cy.16"&30"-19½"<br>66NHP<br>Ch.dePenhoët,St.Nazaire | | V |
| 23714<br>52<br>QPBC | **Marino** SteelScK<br>(*ex*RedRose,*ex*Revenge) 1*Dk*(*Irn*) | 116<br>—<br>48 | ✠<br>*Tug*<br>8.07 ✠ | Ham | | | 1895<br>5mo | Hawthorns &Co.<br>Leith | D.Vitali&Co. | 93·2\|18·4\|10·2<br>BK6" | Naples<br>Italian<br>4*BHCem* | C.2Cy.15"&32"-24" 42NHP<br>1SB,*2pf*,GS36.HS922<br>Hawthorns&Co.Leith | 10 " 8 | |
| 23715 | **Marinos Corilianos** SteelSc<br>(*ex*TergesteII.)<br>1*Dk*<br>*Elec.light* | 243<br>202<br>77 | | | ... | | 1916 | J.&A.van derSchuyt<br>Papendrecht | GreekGovernment | 151·0\|21·5\| 8·9<br>BK6" | Piræus<br>Greek<br>*WB* | T.3Cy.$12\frac{13}{16}$",$20\frac{7}{8}$"&$34\frac{5}{16}$"-20"<br>88NHP<br>J.&A.van derSchuyt | 9 " 10 | |
| 23716<br>137509<br>JMSK | **Marinula** SteelTwinSc<br>*OilEng.*<br>(*ex*SantaMargherita) *ss*Brw.No.1-20<br>*Elec.light* 2*Dks*(*Stl*)& *Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 7513<br>6784<br>4069 | 100A1<br>~~5,21~~ 7,20 4,22<br>*Carrying Petroleum in bulk*<br>LMC~~7,20~~<br>~~6,21~~5,22 | Brw<br>Rot | *b*† | CL<br>N5,22 | 1916<br>*Lloyd's A&CP* | Vickers,Ld<br>Barrow<br>*CellDBu* | Anglo-Saxon PetroleumCo.Ld.<br>*Middle line BHin forward oil tank not oil-tight*<br>*E*66'148*tDTf*27'35 | 440·0\|54·3\|36·4<br>P120'F97'<br>FK<br>9*tDTa*16'153*tFPT* | London<br>British<br>19*BHptCem*<br>(14 ,, *to Udk*<br>5 ,, ,, *2nd*,,)<br>78*tAPT*76*t* | Oil Engines 4S.C.SA<br>16Cy.20⅞"-33" 500NHP<br>~~DB(2) 100*lb*~~<br>Vickers,Ld.Barrow<br>2NDB21-*180lb* | 36 " 6<br>s8 " 10½<br>28 " 0 | |
| 23717 | **Marion** SteelScK<br>*Mchy.Aft* 1*Dk* | *174*<br>*136*<br>*66* | | | ... | | 1904 | Dundee Shipbuilders' CoLd.Dundee | EmprezaBrazileira deNav. | 105·0\|21·1\| 8·6<br>Q36'F16'<br>FK | Manaos<br>Brazilian<br>*WB* | C.2Cy.12½"&25"-18"<br>35NHP<br>Menzies&Co.Ld.Leith | 9 " 4 | |
| 23718<br>81267 | — IronScSk<br>*Mchy.Aft* 1*Dk* | 139<br>120<br>71 | | | ... | | 1879 | AbercornS. B.Co.<br>Paisley | Osborn&Wallis Ld | 90·5\|19·7\| 8·4<br>BK5" | Liverpool<br>British | C.2Cy.14"&24"-18"<br>NB04 25RHP<br>*Cmp*.86D.Rollo&Sons,Liv. | | |
| 23719<br>97550 | — IronScK<br>*Mchy.Aft* 1*Dk* | 119<br>117<br>50 | | | ... | | 1891 | J.T.Eltringham&Co<br>S.Shields | W.High | 97·3\|19·3\|10·6<br>BK6½" | Dundee<br>British | C.2Cy.17"&34"-24"<br>50RHP<br>Baird&Barnsley,N.Shields | 11 " 0 | |
| 23720<br>143527<br>KHGP | **Marion Merrett** SteelSc<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 815<br>582<br>413 | ✠100A1<br>12,20<br>✠LMC12,20 | Mtr | *k* | CL | 1920<br>12mo<br>*Lloyd's A&CP* | London& MontroseS.B. &R.Co.Ld.<br>Montrose | TrowbridgeS.N. Co.Ld. (Merrett Bros.Ld.*Mgrs.*)<br>*CellDBf*119'171*tFPT* | 189·4\|30·3\|12·6<br>Q109'B11'F24'<br>FK | Cardiff<br>British<br>3*BHCem*<br>55*tAPT*6*t* | T.3Cy.14½",24"&40"-27" (*s*)<br>180lb *100lb* 99RHP<br>1SB,*3cf*,GS58,HS2100<br>W.Beardmore&Co.Ld. Gls. | 14 " 7<br>s 4 " 5<br>14 " 1 | |
| 23721<br>126820 | **Marion Mosher** WoodScSr<br>*OilEng.*<br>1*Dk* | 121<br>108<br>84 | | | | | 1910 | Smith& Rhuland<br>Lunenbrg NS | M.Colp<br>R.B.Colwel | 105·0\|25·0\|10·5 | Lunenburg,N.S.<br>British | Oil Engine<br>2Cy.6¾"-12" 6NHP<br>CanadianFairbanks Morse Co.Ld.Montreal | | |
| 23722<br>92448 | **Mariposa** SteelSc<br>2*Dks*<br>*Mchy.Aft* *Elec.light* Sub.Sig. | 2831<br>2677<br>2307 | | | | | 1892 | GlobeIron WorksCo.<br>Cleveland,O. | PittsburghS.S.Co. | 330·1\|45·2\|20·3<br>H—F36'<br>*WB* | Duluth, Minn.<br>Utd. States | T.3Cy.24",39"&63"-48"<br>NB02 275NHP<br>GlobeIrnWksCo.,Clevelnd | | |
| 23723<br>HRTD | — WoodAuxScSr<br>*Stm.Eng.*<br>(*ex*LouiseFlorence)<br>(*See Sailing Ship Register*) | 130<br>—<br>100 | | | | | | ...............<br>UnitedKingdom | Cia.Maritima Canaria | 98·4\|18·0\|10·5 | SantaCruz Tfe.<br>Spanish | C.2Cy.5"&11"-8"<br>NE&B98 3NHP<br>Cochrane&Co.Birkenhead | | |
| 23724<br>749<br>QPFG | **Mariquita** SteelScSr<br>(*ex*HeinrichKayser,*ex*Ratho) 2*Dks*3*trB*<br>*Elec.light* Wireless | 4134<br>4025<br>2570 | | | ... | | 1891 | Palmers' Co.Ld.<br>Newcastle | LloydMediterraneoSoc.Italiana diNav. | 380·8\|45·2\|27·8<br>P31'B82'F39'<br>FK | Genoa<br>Italian<br>*WB* | T.3Cy.26",43"&69"-45"<br>NDB05 371NHP<br>Palmers'Co.Ld.Newcastle | 30 " 10 | I |
| 23725<br>OMTB | **Maris Stella** SteelScSr<br>(*Trawler*)<br>*Elec.light* Wireless 1*Dk* | 285<br>262<br>99 | | | | | 1907 | DelaBrosse &Fouché<br>Nantes | VictorFourny | 139·8\|22·0\|10·8<br>Q52' | Boulogne<br>French<br>*WB* | T.3Cy.$11\frac{13}{16}$",$19\frac{11}{16}$"&$32\frac{9}{32}$"-$24\frac{13}{32}$" 51NHP<br>DelaBrosse&Fouché,Nts. | | V |
| 23726<br>130979 | **Mariska** SteelSc<br>2*Dks*<br>*Mchy.Aft* *Elec.light* Wireless | 2702<br>2277<br>1694 | | | | | 1890 | GlobeIron WorksCo.<br>Cleveland,O | TransatlanticS.S. Co.Ld. | 297·0\|40·3\|21·2<br>H—F36' | Montreal<br>British<br>*WB* | T.3Cy.24½",38"&61"-42"<br>241NHP<br>GlobeIrnWksCo.,Clevelnd | | V |
| 23727 | — SteelAuxScLr<br>*OilEng.*<br>(*See Sailing Ship Register*) | 170<br>—<br>139 | | | | | 1911 | M.U. Martinolich<br>Lussinpiccolo | A.Riboli | 100·4\|23·9\| 9·4 | Fiume | Oil Engine | | A |
| 23728 | **Maristo** SteelSc<br>named "Rietfontein," *See No* 39079 *in Supplement*<br>(*ex*TaiyuMaru) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 6071<br>5177<br>4433 | ✠100A1<br>8,20<br>✠LMC8,19 | Shl | *z* | CL<br>8,20 | 1917<br>12mo<br>*Lloyd's A&CP* | OsakaIron Works,Ld.<br>Osaka | N.V.van derEb.& Dresselhuys' Scheepv.Maats.<br>*CellDB*360'982*tL* | 407·2\|50·8\|32·5<br>P40'B137'F46'<br>FK<br>*Ta*27'767*tFPT*106*t* | Rottrdam<br>Dutch<br>7*BHCem*<br>*APT*26*t* | T.3Cy.27",45"&75"-51" (*s*)<br>180lb *120lb* 553NHP<br>3SB,*9cf*,GS190,HS8100 FD<br>OsakaIronWrks,Ld.Osaka | 32 " 7<br>s 6 " 10<br>26 " 1 | |
| 23729 | — SteelSc<br>Should be "Anjer," *See No.* 36211 *in Supplement* | 4700 | 100A1<br>(*ClassContemplated*) | | | | 1921 | N.V.Int. Scheepsbouw Mij.'de Maas'<br>Slikkerveer | N.V.van der Eb & Dresselhuys Scheepv.Maats. | 359·2\|50·0\|32·5<br>P31'B113' | Rottrdam<br>Dutch | T.3Cy.$23\frac{2}{5}$",$38\frac{2}{5}$"&63"-$41\frac{3}{16}$"<br>Gebr.Stork,Hengelo | | |
| 23730<br>128769 | — SteelScK<br>named "Caldew," *See No.* 36791 *in Supplement*<br>*ss*Bel.No.1-9,19<br>*Elec.light* 1*Dk* | 287<br>235<br>115 | ✠100A1<br>*StmTrawler*<br>9,19<br>✠LMC9,19 | Bel | | CL<br>9,19 | 1914<br>11mo<br>*Lloyd's A&CP* | Smith's DockCo.Ld.<br>Middlesbro' | WyreStm. TrawlingCo.Ld. (J.N.Ward&Son, *Mgrs.*) | 129·7\|23·5\|12·7<br>Q76'F23'<br>BK7½" | Fleetwood<br>British<br>2*BHCem* | T.3Cy.13¼",23"&37"-27" (*s*)<br>180lb 97RHP<br>1SB,*3pf*,GS53,HS1775<br>Smith'sDockCo.Ld.Mdb | 13 " 6 | |
| 23731<br>MTVF | **Marita** SteelSc<br>*Elec.light* Wireless 1*Dk* | 1931<br>1677<br>1136 | | | | | 1919 | Shanghai Dk&E.Co.Ld<br>Shanghai | A/SBruusgaard (K.&S.Bruusgaard,*Mgrs.*) | 265·0\|42·2\|17·9<br>P34'B74'F30' | Drammen<br>Norwegian<br>*WB* | T.3Cy.18",29½"&50"-36"<br>150NHP<br>ShanghaiDk.&Eng.Co.Ld. | | N |
| 23732<br>92459 | **Maritana** SteelSc<br>Sub.Sig.<br>*Mchy.Aft* *Elec.light* 2*Dks* | 2957<br>2700<br>2430 | | | | | 1892 | Chicago S.B.Co.<br>Chicago,Ill. | PittsburghS.S.Co. | 330·0\|45·2\|20·3<br>H—F40'<br>*WB* | Duluth, Minn.<br>Utd. States | T.3Cy.24",39"&63"-48"<br>NB00 275NHP<br>GlobeIrnWksCo.,Clevelnd | | |
| 23733<br>143140<br>JWTL | **Maritime** SteelSc<br>(*ex*Waldenburg)<br>*Elec.light* Wireless 2*Dks*<br>*For full particulars See No.* 38341 *in Supplement* | 5854<br>5442<br>3673 | | | | | 1916 | Flensburgr Schiffsb.Ges.<br>Flensburg | ~~R.J.Thomas&Co.~~<br>William Thomas Shipping Co.Ld(R.J. Thomas&Co.*Mgrs*) | 450·0\|58·1\|26·9 | London<br>British | T.3Cy.31",50⅘"&84$\frac{1}{10}$"-54"<br>519NHP<br>FlensburgerSchiffsb.Ges. | 29 " 7<br>s 4 " 6½<br>25 " 5 | |
| 23734<br>OMTF | **Marius Chambon** SteelScK<br>(*Tug*)<br>*Elec.light* 1*Dk* | *251*<br>*232*<br>*36* | | | ... | | 1905 | Mackie& Thomson<br>Glasgow | SocGen.deRemorq et de Travaux Maritimes | 123·5\|22·1\|11·9<br>B33'F15'<br>BK7" | Marseilles<br>French<br>*WB* | T.3Cy.14",23"&37"-27"<br>93NHP<br>Muir&Houston,Ld.Gls. | 13 " 0 | V |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23735<br>109960<br>QHCJ | **Marjorie** SteelScSr<br>ssSyd.No.3–10,10<br>Mchy.Aft ssSyd.No.2–19<br>Well deck 1Dk(Stl)&Web frames<br>Cargo buttens not fitted | 944<br>722<br>556 | ✠100A1<br>12,20 3,22<br>~~BS12,20~~<br>BS3,22 | Syd<br>✠LMC11,19 | m | ~~11,19~~<br>CL<br>3,22 | 1898<br>8mo | Strand<br>SlipwayCo.<br>Sunderland<br>A&CP | BellambiCoalCo.<br>Ld.<br>WB | 223·8<br>Q111′B13′F21′<br>FK<br>= CellDBf149′277t | 30·0 | 12·8 | SydnyNSW<br>British<br>3BHCem<br>FPT39t | T.3Cy.17¼″,29″&47″–33″ (s)<br>160lb 130NHP<br>1SB,3pf,GS55,HS2000<br>G.T.Grey,SouthShields | 15<br>1<br>14 |
| 23736<br>118732 | — SteelScK<br>Mchy.Aft 1Dk | 175<br>138<br>70 | | | ... | | 1903 | Dundee<br>Shipbuilders'<br>CoLd Dundee | J.Crosfield&Sons,<br>Ld. | 100·3<br>Q36′F14′<br>FK | 21·0 | 8·7 | Liverpool<br>British<br>WB | C.2Cy.12″&24″–18″<br>32RHP<br>Menzies&Co.Ld.Leith | 9 |
| 23737<br>PLHB | **Markelo** SteelSc<br>Well deck 1Dk(Stl)<br>Mchy.Aft | 735<br>516<br>315 | 100A–<br>3,21<br>MS3,21 | Ams<br>LMC~~5,18~~<br>BS5,21 | | CL<br>6,20 | 1918<br>1mo | NVBurger-<br>hout'sM.&S.<br>Rotterdam | Stoomv.Maats.<br>"Noordzee"<br>(A.Donker&J.C.<br>Scheuer,Mgrs.) | 181·3<br>Q106′B9′F22′<br>FK<br>CellDBf114′142t | 28·2 | 12·4 | Amstrdam<br>Dutch<br>3BHCem<br>FPT55t | T3Cy.15¾″25⅝″&41 1/12″–27 1/12″<br>185lb 126NHP<br>2SB,4cf,GS70,HS2303<br>Burgerhout'sM.&S.Rot. | |
| 23738<br>PKJV | **Marken** SteelSc<br>Elec.light Wireless 2Dks2trB | 4411<br>3907<br>2746 | | | | | 1917 | Rotterdam<br>Droogd.Maat<br>Rotterdam | Wm.Ruys&Zonen | 377·6<br>P27′B223′F34′ | 51·6 | 25·1 | Rottrdam<br>Dutch<br>WB | T.3Cy.25″,41″&68″–45″<br>310NHP<br>RotterdamDroogd.Maats. | |
| 23739<br>NBFC | **Markersdal** SteelScSr<br>1Dk | 999<br>780<br>556 | | | | | 1919 | DeHaan&<br>Oerlemans<br>Heusden | Rhederiet<br>SyltholmA/S | 216·0<br>P12′Q51′B57′F25′ | 34·6 | 13·1 | Rödbyhvn<br>Danish<br>WB | T3Cy.15¾″,25⅝″&41⅜″–27 5/12″<br>90NHP<br>Burgerhout,Rotterdam | |
| 23740 | **Marksburg** SteelScSr<br>Now named "Hainaut," See No. 37795 in Supplement<br>ssHam.No.2–13<br>1Dk(Stl)&Spar dk(Stl–ptws)<br>Elec.light &Web frames | 4320<br>[illegible]<br>2703 | ✠<br>Spar dk<br>10,16 ✠ | Ham | y | | 1905<br>2mo | Blohm&<br>Voss<br>Hamburg<br>W | BelgianGovern-<br>ment<br>B=CellDBa122′u | 387·1<br>P48′B116′F40′ 25·0<br>FK&BK2″<br>E22′f174′946tFPT | 51·7 | 24·6 | Antwerp<br>Belgian<br>6BHCem<br>93tAPT18t | Q.4Cy.23″,31½″,48″&71″–48″<br>447NHP<br>2SB,6cf,GS127,HS5842 FD<br>Blohm&Voss,Hamburg | 27<br>5<br>22 |
| 23741 | **Marksman** SteelSc<br>(Tug)<br>1Dk | 214<br>138<br>69 | | | | | 1914 | Kiangnan<br>Dk.&E.Wks.<br>Shanghai | | 110·0 | 22·1 | 10·7 | Russian<br>WB | C.2Cy.14″&28″–18″<br>28NHP<br>KiangnanDk.&Eng.Wks. | |
| 23742<br>136205<br>JGLF | — SteelSc<br>(Tug)<br>ssHul.No.2–20<br>1Dk(Irn) | 78<br>69<br>6 | ✠ A–<br>For River purposes only<br>9,21 ~~5,20~~ | Hul<br>✠LMC5,20<br>BS11,21 | | 5,20 | 1914<br>9mo | J.P.Ren-<br>noldson&Sns<br>Ld. S.Shields | ~~T.Gray&Co.Ld.~~<br>UnitedTowingCo.<br>Ld. | 75·0<br>BK5″<br>WB=FPT | 17·5 | 7·8 | Hull<br>British<br>4BHCem<br>5tAPT7t | C.2Cy.14⅛″&30″–21″ (s)<br>140lb 40RHP<br>1SB,2pf,GS29,HS975<br>J.P.Rennldsn&SnsLdSShl | 8 |
| 23743 | **Markus** SteelSc<br>(Tug)<br>1Dk | 121<br>104<br>56 | | | | | 1920 | Reiherst'g<br>Schiffsw.<br>Hamburg | C.A.Hübsch | 87·2 | 19·9 | 8·7 | Hamburg<br>German<br>WB | C.2Cy.12⅝″&23⅗″–16 5/16″<br>19NHP<br>Reiherst.Maschinenf.Ham. | |
| 23744<br>143482 | **Markussund** WoodAuxSc3MstSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 218<br>179<br>172 | | | | | 1919 | Helle<br>Baalbyggey<br>Arendal | ShandonShipping<br>Co.Ld(H.V.Stuart,<br>Mgr.) | 104·0 | 23·0 | 11·8 | Cork<br>British | Oil Engine<br>2Cy.14½″–16″ 84NHP<br>Skandia–Verken<br>Aktiebolag,Lysekil | |
| 23745<br>125076 | **Marlborough** SteelScK<br>ssShl.No.3–11,19<br>1Dk | 213<br>198<br>102 | ✠100A1<br>StmTrawler<br>8,21 ~~8,20~~<br>~~BS8,20~~ | Gms<br>BS8,21<br>✠LMC9,19 | | CL<br>8,20 | 1907<br>10mo<br>Lloyd's A&CP | Cochrane<br>&Sons<br>Selby | QueenSteam<br>FishingCo.Ld. | 115·0<br>Q60′F20′<br>BK7½″ | 21·4 | 11·4 | Grimsby<br>British<br>4BHCem | T.3Cy.12″,21″&34″–24″ (s)<br>180lb 66RHP<br>1SB,2pf,GS32,HS1065<br>C.D.Holmes&Co.Hull | 12 |
| 23746<br>128753 | **Marloes** SteelScK<br>ssMil.No.2–19<br>1Dk | 220<br>193<br>85 | ✠100A1<br>StmTrawler<br>12.20<br>~~BS12,20~~<br>BS1,22 | Flt<br>✠LMC7,19 | | CL<br>7,19 | 1911<br>5mo<br>Lloyd's A&CP | Smith's<br>DockCo.Ld.<br>Middlesbro' | HeskethStm.<br>TrawlersLd.<br>(Taylor&Tomlin-<br>son,Ld.Mgrs.) | 117·4<br>Q67′F20′<br>BK7½″ | 21·6 | 11·8 | Fleetwood<br>British<br>3BHCem | T.3Cy.12″,20″&33″–24″ (r)<br>180lb 71RHP<br>1SB,2pf,GS37,HS1266<br>Shields.Eng.Co.Ld.N.Shl. | 12 |
| 23747<br>123757<br>HJRM | **Marlwood** SteelScSr<br>ssShl.No.3–6,19<br>Wireless 1Dk(Stl)&Web frames<br>Cargo battens not fitted | 1981<br>1750<br>1241 | ✠100A1<br>7,21 ~~3,20~~<br>~~BS3,20~~<br>BS7,21 | Shl<br>Nwe<br>✠LMC6,19 | r | 6,19 | 1906<br>11mo<br>Lloyd's A&CP | Osbourne,<br>Graham&Co.<br>Sunderland | EuropeanGasCo.<br>Ld. (H.A.Bright-<br>man&Co.Mgrs.)<br>WB=Cell | 279·3<br>P25′B64′F28′<br>FK<br>DBa&uE110′f110′ | 40·2 | 18·1 | London<br>British<br>4BHCem<br>458tAPT29t | T.3Cy.20½″,33″&54″–39″ (s)<br>180lb 80lb 194NHP<br>2SB,6pf,GS86,HS2940<br>N.E.MarineEng.Co.Ld.Sld | 20<br>3<br>17 |
| 23748 | **Marmara** SteelScSr<br>(exHeerengracht)<br>1Dk | 378<br>290<br>186 | | | | | 1918 | J.W.Boer-<br>ma<br>Martenshoek | N.G.Kyriakides | 138·8<br>P38′F17′ | 23·1 | 11·1 | Piræus<br>Greek | T.3Cy11⅔″,17¾″&29 3/16″–17½″<br>Machinefab. 37NHP<br>Fulton,Hoogezand | |
| 23749 | **Marmevo** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks | 1650 | | | | | 1921 | NVRotter-<br>dmschSchpw.<br>My.Werf I.<br>Rotterdam | N.V.v.d.Eb&<br>Dresselhuys<br>ScheepvaartMy. | 267·0<br>~~B55′F25′~~<br>B64′F26 | 42·0 | 27·8 | Rotterdam<br>~~Amstrdam~~<br>Dutch<br>WB | T.3Cy.20″,31″&57″–36″<br>195NHP<br>N.V.v.d.Kuy&v.d.Ree's<br>Mchfb.&Schps.Rot. | |
| 23750<br>121340<br>JKGV | **Marmion** SteelPadSk<br>Elec.light 1Dk | 414<br>286<br>161 | | | | | 1906 | A.&J.<br>Inglis,Ld.<br>Glasgow | NorthBritishRly.<br>Co. | 210·0<br>Q20′<br>Promenade dk160′ | 24·0 | 8·3 | Glasgow<br>British | C.D.2Cy.31″&56″–66″<br>212NHP<br>A.&J.Inglis,Ld.,Glasgow | |
| 23751<br>102622<br>NGHT | — Steel&IronScSr<br>Well deck Elec.light 1Dk<br>Mchy.Aft | 324<br>237<br>124 | | | ... | | 1893 | Scott&<br>Sons<br>Bowling | CoastwiseS.S.&<br>BargeCo.Ld. | 140·0<br>Q54′B14′F25′<br>BK7″ | 24·0 | 10·5 | Vancouver<br>B.C.<br>British<br>WB | C.2Cy.21″&42″–30″<br>70RHP<br>Muir&Houston,Glasgow | 11 |
| 23752<br>OMTS | **Marmoutiers** WoodTwinSc<br>Mchy.Aft Elec.light 1Dk | 1164<br>824<br>674 | | | | | 1919 | DavieS.B.<br>&Repg.Co.<br>Lauzon,P.Q. | FrenchGovern-<br>ment | 195·3<br>P98′F28′ | 41·1 | 15·2 | Havre<br>French | C.4Cy.12″&24″–16″<br>TidewaterShip- 38NHP<br>builders,Ld.ThreeRivers | |
| 23753<br>220893<br>MCDT | **Marne** SteelSc4TwinMsts<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless Sub.Sig. Cruiser Stern | 7556<br>6282<br>3908 | ✠100A1<br>Shelter dk<br>withfreeboard<br>12,20<br>Fitted for oil fuel 12,20 F.P. above 150° F. | Hog<br>Island | ... | | 1920<br>10mo<br>A&CP | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard<br>CellDB288′1187t D | 436·9<br>P80′B135′F82′on<br>Shelter dk FK<br>Ta11′53t FPT103t | 58·2 | 35·9 | Phildlphia<br>Utd.States<br>Cem<br>11BHtoS dk<br>APT171t | 2 Steam Turbines geared<br>to 1 Sc. Shaft (s) 1295NHP<br>200lb HS17512<br>6 Water Tube Boilers FD<br>GeneralElec.Co.Erie,Pa. | 40<br>11<br>28 |
| 23754<br>217490<br>LPQG | — SteelScSr<br>(~~SUNK AFTER FIRE 1,20 AND REFLOATED~~)<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Sub.Sig. &Web frames<br>Longitudinal framing | 6869<br>5895<br>4885 | ✠<br>Shelter dk<br>withfreeboard<br>7,19 ✠<br>Fitted for oil fuel 1,19 F.P. above 150° F. | NYk | z | | 1919<br>1mo | FederalS.B<br>Co.<br>Kearny,N.J. | UnitedStates<br>ShippingBoard<br>CellD | 395·5<br>P45′B110′F38′ on<br>Shelter dk FK<br>B331′1512tFPT187t | 55·0 | 31·4 | NewarkNJ<br>Utd.States<br>Cem<br>7BHtoSh dk<br>APT175t | 1 Geared Steam Turbine<br>619NHP<br>3SB,9cf,HS8934 FD<br>GeneralElectricCo.<br>Schenectady,N.Y. | 34<br>11 |
| 23755<br>OMTY | — SteelSc<br>Elec.light Wireless 1Dk | 2486<br>—<br>1395 | | | | | 1918 | Atel.&Ch.<br>de Bretagne<br>Nantes | UsinesMétallur-<br>giques de laBasse-<br>Loire | 290·0<br>B57′F25′ | 43·3 | 20·2 | Nantes<br>French<br>WB | 1 Steam Turbine<br>Atel.&Ch.de Bretagne,Nts. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 3<br>4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23756 | **Marne** SteelSc<br>(*ex*Calgarian)<br>Wireless *Longitudinal framing*<br>*Elec.light* *Mchy.Aft* 2*Dks* | *2326*<br>*2046*<br>*1302* | | | | | 1913 | Western<br>DD&SBCoLd<br>PArthur,Ont | LloydNacional<br>(G.Martinelli&Co.<br>*Mgrs.*) | 244·0<br>F39' | 42·8 | 26·0 | R.Janeiro<br>Brazilian<br>*WB* | T.3Cy.18",29"&48"-40"<br>146NHP<br>AmericanS.B.Co.Clv. | | V |
| 23757<br>136331<br>JKBS | — SteelScK<br>*ss*Irv.No.1-19<br>*Elec.light* 1*Dk* | 257<br>235<br>103 | ✠100A1<br>*StmTrawler*<br>10,21~~6,19~~<br>✠LMC6,19<br>BS10,21 | Irv<br>Gms | | CL<br>6,19 | 1915<br>2mo<br>*Lloyd* | Livingstne<br>&Cooper,Ld.<br>Hull<br>'*sA&CP* | W.Richmond | 125·2<br>Q71'F20' | 22·5 | 12·2<br>BK8" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¾",22"&36"-24" (*s*)<br>200lb 79RHP<br>1SB,3*pf*,GS47,HS1310<br>C.D.Holmes&Co.Ld.Hull | 13 " 1 | |
| 23758<br>OMUE | **Maroc** SteelScK<br>*ss*Msl.No.1-19<br>*Elec.light* Wireless 1*Dk* | 635<br>511<br>303 | ✠100A1<br>*StmTrawler*<br>2,21<br>~~BS3,21~~ ✠LMC2,19 | Bdx | 3,22 | CL<br>~~3,21~~<br>3,22 | 1914<br>3mo<br>*Lloyd* | Cochrane<br>&Sons,Ld.<br>Selby<br>'*sA&CP* | J.Huret | 175·4<br>Q90'F29' | 29·1 | 14·0<br>BK8"<br>*WB*= | Bordeaux<br>French<br>5*BHAsp*<br>*DBf*33'30*t* | T 3Cy.15",25"&42"-27" (*s*)<br>180lb 128NHP<br>1SB,4*pf*,GS74,HS2371<br>Amos&Smith,Ld.Hull | 15 " 0<br>s 2 " 5<br>14 " 3 | |
| 23759 | **Marocain** SteelSc<br>(*Tug*)<br>1*Dk* | 130<br>—<br>27 | | | | | 1904 | M.Van der<br>Kuijl<br>Slikkerveer | J.&G.Hersent | 99·0 | 19·7 | 10·2 | Rosario<br>Argentine | T.3Cy.12",19"&31½"-18"<br>42NHP<br>Alblasserdam.Msch.Fab. | | V |
| 23760 | **Maroim** SteelTwinScSr<br>(*ex*AguaMaré) | 1189<br>1130<br>925 | | | | | 1891 | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | Cia.Commercio e<br>Navegação | 260·0<br>P25'F35' | 36·2 | 14·3 | R.Janeiro<br>Brazilian<br>*WB* | C.4Cy.17"&34"-22"<br>90NHP<br>Ross&Duncan,Glasgow | | |
| 23761<br>OMUH | **Maroni** SteelScSr<br>(*ex*Villed'Arcachon) 1*Dk* | 123<br>—<br>80 | | | | | 1888 | Dyle&<br>Bacalan<br>Bordeaux | FrenchGovernmnt<br>(ColonialDepart.) | 108·2 | 16·4 | 9·8 | Cayenne<br>French<br>*WB* | C.2Cy.14"&28"-14"<br>NB00 24NHP<br>Dyle&Bacalan,Bordeaux | | |
| 23762<br>135484<br>JOQT | **Maronian** SteelScSr<br>*ss*Hul.No.1-18<br>*Well deck* *CruiserStern*<br>*Elec.light* 1*Dk*(*Stl*)&2nd *dk*(*Stl*)<br>Wireless *in Nos.* 1 & 2 *holds* | 3385<br>2343<br>2182 | ✠100A1<br>7,21 ~~6,20~~<br>✠LMC<br>MS1,18 BS~~1,21~~5,22 | Liv<br>Lon | *u* | CL<br>6,20 | 1913<br>8mo<br>*Lloyd* | Earle'sCo.<br>Ld.<br>Hull<br>'*sA&CP* | EllermanLines,Ld.<br>(GrahamSmith,<br>*Mgr.*)<br>*WB*= | 318·9<br>P&B207'F39'<br>*Cell DB a*93' *uE&B* | 42·4 | 21·8<br>FK | Liverpool<br>British<br>6*BHCem*<br>53'*f*135'648*t* | T.3Cy.20½"35¼"&60"-42" (*s*)<br>215lb 343NHP<br>3SB,6*cf*,GS110,HS4875 FD<br>Earle'sCo.Ld.Hull | 26 " 9<br>s 3 " 9<br>23 " 4 | |
| 23763<br>118964<br>WHJL | **Maroro** WoodAuxTwinSc3MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 230<br>201<br>182 | | | | | 1904 | Lane&Sons<br>Whangaroa,<br>N.Z. | UnionBox&Pack-<br>ingCaseCo.Ld. | 126·2<br>P23*t* | 29·4 | 7·6 | Auckland<br>~~SydneyNSW~~<br>British | Oil Engine<br>2Cy.12"-14" 18NHP<br>Thompson&Co.Pty.Ld.<br>Castlemaine | | |
| 23764 | **Maros** SteelSc | 545<br>—<br>303 | | | | | 1907 | M.U.Mar-<br>tinolich<br>Lussinpicc'lo | FrenchGovern-<br>ment | 173·3 | 26·2 | 13·8 | French | T.3Cy.14⅛",23¼"&36¼"-24"<br>64NHP<br>Plenty&Son,Newbury | 13 " 9<br>s 1 " 6½<br>12 " 5 | AV |
| 23765<br>42 | **Marousia Raia** WoodSc<br>*Motor*<br>1*Dk* | 157<br>—<br>113 | | | | | 1912 | O.Titoff<br>Kherson | A.Tchernomordick | 91·5 | 25·0 | 10·2 | Novorros-<br>sisk<br>Russian | Motor<br>4Cy.9"-12" 34NHP | | |
| 23766<br>94094 | **Marple** SteelTwinScSp<br>(*Tug*)<br>1*Dk* | 123<br>104<br>53 | | | ... | | 1888 | Earle'sCo.<br>(Lim.)<br>Hull | GreatCentralRly. | 91·0 | 20·1 | 8·5<br>BK4" | Grimsby<br>British<br>*WB* | C.4Cy.15"&28"-18"<br>70RHP<br>Earle'sCo.(Lim.),Hull | 9 " 0 | |
| 23767<br>HTWQ | **Marques de Campo** SteelScSr<br>3*Dks*<br>*Elec.light* Wireless | 2252<br>1791<br>1040 | | | | | 1918 | Cia.<br>Euskalduna<br>Bilbao | Cia.Trasmediter-<br>ranea | 265·0<br>P30'B76'F44' | 36·5 | 23·7 | Valencia<br>Spanish | T.3Cy.22",36"&59"-39"<br>217NHP<br>J.G.Kincaid&Co.Ld.Gnk. | | V |
| 23768 | **Marques de Chavarri** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | 3278<br>2673<br>1970 | ✠100A1<br>3,22~~10,20~~<br>✠LMC5,19 | Bbo | *u* | CL<br>3,22 | 1918<br>6mo<br>*Lloyd* | Soc.Anon.<br>Espanola de<br>Const.Nav.<br>Bilbao<br>'*sA&CP* | Soc.Anon.Altos<br>Hornos deVizcaya<br>*CellD* | 312·1<br>P76'F39'<br>*B*262'801*tFPT*190*t* | 47·9 | 21·8<br>FK | Bilbao<br>Spanish<br>5*BHCem*<br>*APT*46*t* | 2 Steam Turbines geared<br>to 1 screw shaft (*s*)<br>200lb 80*lb*<br>2SB,6*pf*,GS120.HS4220<br>Soc.Espanola deConst.<br>Naval,Ferrol | 24 " 4<br>s 4 " 8<br>20 " 1 | |
| 23769<br>HTVW | **Marques de Urquijo** SteelScSr<br>*ss*Bbo.2ndNo.3-4,20<br>(*ex*Carlos,*ex*Benhead,<br>*ex*Cyrano,*ex*Whitburn) 1*Dk*(*Stl*)&<br>Wireless *Web frames* *pt Awng dk*(*Irn*) | *2567*<br>*1931*<br>*1634* | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>3,21~~4,20~~<br>BS5,22<br>~~BS4,21~~ ✠LMC4,20 | Bbo | *s* | N3,20 | 1894<br>1mo | ShortBros.<br>Sunderland<br>A&CP | AltosHornos de<br>Vizcaya<br>*CellDBa* | 300·4<br>Q120'B120'RFD58'<br>F on RFD30'<br>94'*uE*22'*f* 114'629*t* | 40·1 | 18·9<br>FK | Bilbao<br>Spanish<br>6*BHCem*<br>*APT*71*t* | T.3Cy.20½",37⅛"&61¼"-42"<br>160lb 100*lb* (*s*) 242NHP<br>NDB07<br>2SB,6*cf*,GS112,HS3650<br>J.Dickinson,Sunderland | 21 " 3<br>s 8 " 2<br>20 " 4 | |
| 23770<br>HTWS | **Marques del Turia** SteelScSr<br>Wireless<br>(*ex*Velazquez-Duro,*ex* 1*Dk*(*Stl*)&*Web*<br>*Well deck* Gobelas,*ex*Milo) *frames* | 1754<br>1308<br>1045 | | | ... | | 1892<br>2mo | W.Gray&<br>Co.Ld.<br>WHartlepool | Cia.Trasmediter-<br>ranea | 261·0<br>P27'Q80'<br>ptND09 | 36·6 | 18·1<br>FK | Valencia<br>Spanish | T.3Cy.19",30½"&51"-36"<br>156NHP<br>Cen.Mar.Eng.Wrks.WHpl | 19 " 5 | V |
| 23771<br>140586<br>JTSN | **Marquesa** SteelTwinScSr<br>*Elec.light* 3*Dks*(*Stl*)&*Shelter dk*<br>*Ref.Mchy.* (*Stl*-ws)<br>Wireless *Cruiser Stern* | 8979<br>7484<br>5604 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~9,21~~ ~~3,21~~ 4,22<br>✠LMC7,18<br>✠Lloyd'sRMC~~3,21~~~~8,21~~<br>12,21 | Lon | *c* † | CL<br>S3,21<br>PN3,21 | 1918<br>7mo<br>*Lloyd* | W.Hamil-<br>ton&Co.Ld.<br>PortGlasgow<br>'*sA&CP* | Furness,Houlder<br>&ArgentineLines,<br>Ld.<br>*Cell* | 430·2<br>B257'F41'*on Shltdk*<br>*DB*370'1178*tFPT* | 61·1 | 35·7<br>FK | Liverpool<br>British<br>7*BHtoSh dk*<br>47*tAPT*132*t* | T.6Cy.26",42½"&70"-45" (*s*)<br>200lb 1087NHP<br>5SB,20*cf*,GS404,HS16890FD<br>D.Rowan&Co.Ld. Glasgow | 38 " 3<br>s 8 " 11½<br>29 " 8 | |
| 23772<br>203540 | **Marquette** SteelScSr<br>(*ex*E.L.Wallace)<br>*Elec.light* *Mchy.Aft* Sub.Sig. 1*Dk* | 4956<br>—<br>3678 | | | | | 1906 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | ClevelandCliffs<br>IronCo. | 420·0 | 52·2 | 29·0 | GrandIs-<br>land,Mich.<br>Utd.States<br>*WB* | T.3Cy.20",33½"&55"-42"<br>196NHP<br>Gt.LakesEng.Wks.Detroit | | L |
| 23773<br>200537 | **Marquette & Bessemer No. 1**<br>SteelScSr<br>*Mchy.Aft* 1*Dk* | 1732<br>—<br>998 | | | | | 1903 | BuffaloDry<br>DockCo.<br>Buffalo,N.Y. | Marquette&<br>BessemerDock&<br>Nav.Co. | 241·0 | 43·0 | 22·4 | Buffalo<br>Utd.States | T.3Cy.17",27½"&46"-36"<br>127NHP<br>DetroitS.B.Co.Detroit | | |
| 23774<br>208021 | **Marquette & Bessemer No. 2**<br>(*CarFerry*) SteelTwinScSr<br>*Elec.light* Wireless 2*Dks* | 2583<br>—<br>1516 | | | | | 1910 | American<br>S.B.Co.<br>Cleveland,O. | Marquette&<br>BessemerDock&<br>Nav.Co. | 338·0 | 56·0 | 19·5 | Buffalo<br>Utd.States | T.6Cy.19",31"&52"-36"<br>324NHP<br>AmericanSBCo.ClevelndO | | |
| 23775 | **Marquez de Fontes** SteelScSp<br>1*Dk*<br>*Elec.light* | 104<br>104<br>31 | ✠<br>9,06<br>✠ | Wvn | *a* | | 1906<br>9mo | Forrestt&<br>Co.Ld.<br>Wyvenhoe | CiadeMoçambique | 95·2 | 18·1 | 8·3<br>FK | Beira<br>Portuguese<br>4*BHCem* | T.3Cy.9½",15"&25"-18"<br>40NHP<br>1SB,2*pf*,GS28,HS802<br>A.G.Mumford,Ld.Colchstr | 8 " 11 | |
| 23776<br>OMUP | **Marquise de Lubersac** Steel<br>TwinSc<br>*Mchy.Aft* 2*Dks* | 822<br>708<br>449 | | | | | 1910 | Forg.&Ch.<br>de la Médit.<br>LaSeyne | Cie.deTransp.Mar.<br>&Fluv.(Leroux&<br>Heuzey, *Mgrs.*) | 235·0<br>P59'B34'F29' | 32·3 | 13·4 | Rouen<br>French<br>*WB* | C.4Cy.14$\frac{9}{16}$"&25⅝"-15¾"<br>42NHP<br>Forg.&Ch.de la Médit.Msl. | | V |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23777<br>129125<br>HRMT | **Marrawah** SteelScSr<br>ssMel.No.2-18<br>*Well deck* 1*Dk*(*Stl*) | 600<br>381<br>340 | ✠100A1<br>10,21 ~~10,20~~<br>✠LMC~~10,20~~<br>10,21 | Mel | *h* | 12,20 | 1910<br>8mo<br>*Lloyd* | VanVliet<br>&Co.<br>Hardinxveld<br>'*sA&CP* | W.Holyman&Sons Ld. (W.Holyman, jr., *Mgr.*)<br>*WB* | 165·0 \| 28·1 \| 11·5<br>Q84'B14'F22'<br>FK<br>=*DBa*32'37*t* *FPT* | Melbourne<br>British<br>4*BHCem*<br>46*tAPT*15*t* | T.3Cy.13½",21"&35"-24" (s)<br>180lb *100lb* 87RHP<br>1SB,3*pf*,GS51,HS1625<br>W.V.V.Lidgerwood,Gls. |
| 23778 | **Marroquin** IronScSr<br>ssAbn.No.3-5,93<br>(*ex*Libertador, ssAbn.No.2-00<br>*Elec.light* *ex*BanRigb) 2*Dks*(*UIrn*-ws) | 981<br>780<br>574 | ✠<br>11,01<br>✠NE&B5,93<br>✠ | Lon | *m* | | 1870<br>3mo | J.Elder&<br>Co.<br>Glasgow | Colombian Government | 241·0 \| 30·2 \| 16·6<br>P72'F42'<br>ptND85 BK7½" | Cartagena<br>Colombian<br>5*BHCem* | T.3Cy.23",37"&60"-39"<br>NDB93 236NHP<br>2DB,12*cf*,GS153,HS3705<br>Hall,Russell&Co.Abn. |
| 23779<br>96464 | **Mars** SteelSc<br>(*ex*E.A.S.Clarke,*ex*H.C.Frick)<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB* | 4377<br>—<br>2823 | | | | | 1899 | American<br>S.B.Co.<br>Cleveland,O. | InterlakeS.S.Co. | 416·0 \| 50·0 \| 24·0 | GrandIsland, Mich.<br>Utd.States<br>*WB* | T.3Cy.23",37½"&63"-42"<br>257NHP<br>AmericanS.B.Co.Clevelnd |
| 23780 | — SteelScSr<br>Now named "Egypte." See No. 37242 in Supplement<br>1*Dk*&*Shelter dk* | *2558*<br>*1430*<br>*1644* | | | | | 1905 | Eiderwerft<br>Akt.Ges.<br>Tönning | BelgianGovernment | 283·4 \| 41·9 \| 24·9 | Belgian<br>*WB* | T.3Cy.20½",34¼"&55¼"-35½"<br>180NHP<br>EidrwrftAkt.Ges.Tönning |
| 23781<br>PLKB | — IronScSr<br>*Welldeck* 1*Dk*(*ptIrn*)2*trB* | 868<br>692<br>526 | ✠<br>4,83 | Ams | *m* | | 1880<br>5mo | J.Laing<br>Sunderland | Konink.Nederl. Stoomb.Maats.<br>*WB* | 212·7 \| 31·1 \| 15·4<br>Q70'B44'F24'<br>=*FPT*70*tAPT*56*t* | Amstrdam<br>Dutch<br>4*BHCem* | C.2Cy.27"&50"-36"<br>125NHP<br>G.Clark,Sunderland |
| 23782<br>MFQV | — SteelScSr<br>1*Dk* | 715<br>538<br>399 | | | | | 1909 | Chant.Nav<br>Anversois<br>Hoboken | A/SManxKing (T.Wilhelms&A. Jacobsen, *Mgrs.*) | 195·5 \| 30·3 \| 11·2<br>Q94*t*B24*t*H20*t*F20*t* | Frdrikstad<br>Norwegian<br>*WB* | T.3Cy.14",23"&38"-27"<br>75NHP<br>NE.MarineEng.CoLd.Nwc |
| 23783<br>JQSN | — IronScSr<br>*Well deck* 1*Dk*2*trB* | 594<br>585<br>415 | ✠<br>12,81 | Bgn | *g* | | 1878<br>7mo | Bergens<br>Mek.Vrk.<br>Bergen | DetBergenske Dampskibsselskab | 160·7 \| 24·1 \| 19·9<br>P82'H12*t*F38' | Bergen<br>Norwegian<br>4*BHCem* | C.2Cy.19½"&37"-24"<br>56NHP<br>BergnsMek.Vrks.,Bergen |
| 23784<br>114030 | — SteelPad<br>2*Dks* | 317<br>289<br>140 | | | | | 1902 | J.Brown&<br>Co.Ld.<br>Clydebank | Glasgow&S.W.R. Co. | 200·4 \| 26·1 \| 8·6 | Glasgow<br>British | C.2Cy.28¼"&53"-54"<br>172NHP<br>J.Brown&Co.Ld.Clydebnk |
| 23785<br>92153<br>KGVD | — IronSc<br>(*Tug*) | 278<br>—<br>139 | | | | | 1890 | J.H.Dialogue<br>Camden,N.J. | F.W.MunnTransportationCo. | 117·2 \| 23·0 \| 15·7 | Phildlphia<br>Utd.States | C.2Cy.22"&40"-28"<br>71NHP<br>J.H.Dialogue,Camden,N.J |
| 23786 | — IronScYl<br>(*ex*EdwardRobson) 1*Dk* | 138<br>132<br>46 | | | ... | | 1889 | Cook,Welt'n&Gemmell<br>Hull | Fiskaktieb.Mars (E.Jansson, *Mgr.*) | 100·6 \| 20·9 \| 10·8<br>BK7½" | Gothenbrg<br>Swedish | C.2Cy.17"&33"-22"<br>42NHP<br>Bailey&Leetham,Hull |
| 23787<br>HFSV | — SteelSc<br>ssLis.No.2-18<br>1*Dk* | *105*<br>90<br>— | ✠100A1<br>*ForTowingpurposes*<br>7,20<br>BS7,20 ✠LMC8,18 | Lis | | CL<br>7,20 | 1909<br>9mo<br>*Lloyd* | Scott&<br>Sons<br>Bowling<br>'*sA&CP* | Empreza deTransportesFluviaês e Maritimos,Ld. | 90·1 \| 18·1 \| 8·4<br>BK6" | Oporto<br>Portuguese<br>4*BHCem* | T.3Cy.11",18"&30"-21" (s)<br>160lb 58NHP<br>1SB,2*pf*,GS35,HS1130<br>Fishers,Ld.Paisley |
| 23788<br>LBQN | **Marsal** SteelSc<br>Now named "Farnham," See No. 37365 in Supplement<br>*Well deck* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1626<br>1296<br>971 | ✠100A1<br>2,21<br>✠LMC2,21 | Cws | *p* | CL | 1921<br>2mo<br>*Lloyd* | J.S.White<br>&Co.Ld.<br>Cowes<br>'*sA&CP* | A/SNordsjöen (R.Peterson, *Mgr*)<br>*CellD* | 240·0 \| 36·0 \| 17·5<br>Q89'B54'F23'<br>FK<br>*B*201' 372*t* *FPT*32*t* | Chrstiania<br>Norwegian<br>4*BHCem*<br>*APT*38*t* | T.3Cy.18",30"&50"-33" (s)<br>180lb 172NHP<br>2SB,6*cf*,GS92,HS2882<br>J.S.White&Co.Ld.Cowes |
| 23789<br>219299<br>LTWC | **Marsala** WoodAux<br>(*ex*City of Vicksburg) TwinScBkn<br>*Elec.light* 1*Dk*2*trB* *OilEng.*<br>*Mchy.Aft*<br>(*See Sailing Ship Register*) | 2422<br>2194<br>2175 | | | | | 1919 | Internat'nl<br>S.B.Co.<br>Pascagoula<br>Miss. | CityofVicksburg ShipCo. (H. Piaggio, *Mgr.*) | 284·3 \| 45·4 \| 22·4<br>P64'F33' | Gulfport<br>Utd.States | OilEngines4S.C.SA<br>12Cy.11"-14" 68NHP<br>WintonOilEng.Co.Cleveland,O. |
| 23790<br>18<br>QPFR | — SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk* | 1753<br>1560<br>1034 | | | | | 1912 | Akt.Ges.<br>"Neptun"<br>Rostock | Requisitioned by theItalianGovt. | 287·2 \| 41·1 \| 16·9<br>P&B226'F31' | Genoa<br>Italian<br>*WB* | T.3Cy.22$\frac{1}{16}$",35$\frac{7}{16}$"&55$\frac{5}{8}$"-37$\frac{7}{16}$"<br>188NHP<br>A.G."Neptun,"Rostock |
| 23791<br>129762<br>HRSV | **Marsden** SteelScSr<br>ssShl.No.2-19<br>*Well deck* 1*Dk*(*ptIrn*&*ptStl*)<br>Wireless *Cargo battens not fitted* | 2481<br>1978<br>1477 | ✠100A1<br>~~1,22~~ ~~8,20~~ 2,22<br>~~BS4,20~~ ✠LMC1,19<br>BS6,21 | Shl<br>~~Nwc~~ Hul | *s* | CL<br>~~8,20~~<br>1,22 | 1910<br>10mo<br>*Lloyd* | WoodSkinner&Co.Ld.<br>Newcastle<br>'*sA&CP* | BurnettS.S.Co.Ld. (Burnett&Co. *Mgrs.*)<br>*Intermediate BHd in fore hold dispensed with*<br>*W* | 305·5 \| 42·2 \| 18·6<br>Q116'*Bon Q.dk.*55'<br>F31' FK<br>*B*=*CellDBa*92'*uE* | Newcastle<br>British<br>*Cem*<br>4*BHonly*<br>&*B*41'*f*121' | T.3Cy.21½",35"&58"-39'<br>180lb *100lb* 254NHP<br>2SB,6*cf*,GS117,HS4274<br>N.E.MarineEngCoLd.Nwc<br>631*tFPT*128*tAPT*185*t* |
| 23792 | **Marsdiep** SteelSc<br>Now named "Jessie Mærsk," See No. 37979 in Supplement<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2015<br>[illegible]<br>1178 | ✠100A1<br>✠LMC11,20 | Rot | *r* | CL | 1920<br>11mo<br>*Lloyd* | A.Vuijk&<br>Zonen<br>Capelle a/d Ysel<br>'*sA&CP* | Hollandsche Vrachtvaart Maats.<br>*C* | 280·1 \| 40·3 \| 19·3<br>P22'B94'F24'<br>FK<br>*ellDB*240'458*tFPT* | Rottrdam<br>Dutch<br>4*BHCem*<br>40*tAPT*47*t* | T.3Cy.20",31½"&53"-36" (s)<br>180lb 224NHP<br>2SB,6*cf*,GS138,HS4020<br>Verschure&CoAmsterdam |
| 23793 | **Marseillais 9** WoodScSr<br>(*ex*JeanD'Agrève,<br>*ex*UnioneOperaia)<br>1*Dk* | 124<br>107<br>3 | | | | | 1892 | G.Saccomanno<br>Lerici | Soc.Gén.de Remorq.et de TravauxMar. | 94·5 \| 19·3 \| 10·0 | Marseilles<br>French | C.2Cy.19½"&34½"-23½"<br>48NHP<br>Soc.Anon.Cooperativa di ProduzioneSampierdarena |
| 23794<br>OMVL | **Marseillais 18** SteelSc<br>(*Tug*)<br>1*Dk* | 130<br>120<br>6 | | | | | 1907 | Gebr.<br>Jonker<br>Kinderdijk | Soc.Gén.de Remorq.et de TravauxMar. | 82·0 \| 18·4 \| 11·0<br>B9' | Marseilles<br>French<br>*WB* | C.2Cy.15"&29$\frac{15}{16}$"-19$\frac{11}{16}$"<br>34NHP<br>Alblasserdam.Msch.Fab. |
| 23795<br>123277<br>HJBM | **Marshal Allenby** SteelScSr<br>ssShl.No.3-9,20<br>(*ex*Fastness,*ex*Ethyl) 1*Dk*(*ptIrn*&<br>Wireless *ptStl*)&*deep framing*<br>Now named "Byeway," See No. 3658[illegible] in Supplement | 3082<br>2834<br>1950 | ✠100A1<br>9,21 ~~9,20~~<br>✠LMC<br>~~BS[illegible]~~ 10,21 MS1,20 | Shl | *u* | CL<br>~~8,20~~<br>10,21 | 1906<br>9mo<br>*Lloyd* | Ropner&<br>Son<br>Stockton<br>'*sA&CP* | St.MaryS.S.Co.Ld (Williams,Bros. (Cardiff)Ld.*Mgrs.*)<br>*CellDBa* | 331·0 \| 47·6 \| 22·3<br>P31'B100'F36'<br>FK<br>104'*uE*24'*f*142'751*t* | Cardiff<br>British<br>5*BHCem*<br>*APT*85*t* | T.3Cy.23½",39"&64"-42" (s)<br>180lb *100lb* 280NHP<br>2SB,6*cf*,GS120,HS4200<br>Blair&Co.Ld.Stockton |
| 23796<br>[illegible]<br>PQBH | **Marshal French** SteelSc<br>Now named "Leeway," See No. 38256 in Supplement<br>ssShl.2No.3-1,22 ~~ssC[illegible]No.3-[illegible]~~<br>(*ex*Sahara) Wireless ~~ssCdz.No.2-17~~<br>2*Dks*(*UIrn*&1*Stl*)&*deep framing* | 4089<br>3775<br>2665 | ✠100A1<br>1,22 ~~8,19~~<br>~~BS8,19~~ ✠LMC~~1,17~~<br>1,22 | Npt<br>Shl | *w* | 9,20 | 1897<br>3mo | A.Stephen<br>&Sons<br>Glasgow<br>A&CP | St.MaryS.S.Co.Ld (Williams,Bros. (Cardiff)Ld.*Mgrs.*)<br>*CellDBa* 118'*u* | 370·0 \| 48·0 \| 24·7<br>P24'B100'F37'<br>FK<br>*E*&*B*40'*f*156'1014*t* | Cardiff<br>British<br>6*BHCem*<br>*APT*160*t* | T.3Cy.25⅝",41"&67"-45" (s)<br>175lb *80lb* NDB11 351NHP<br>2SB,6*cf*,GS184,HS4664<br>A.Stephen&Sons,Glasgow |
| 23797 | | | | | | | | | | | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | *Now named "Highway," See No. 3783 in Supplement* |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 23798<br>132806<br>HTNS | **Marshal Haig** **SteelScSr**<br>ssShl.No.2-20<br>(exOttoTrechmann) 1*Dk*(*Irn*)<br>Wireless | 3736<br>3487<br>2339 | ✠100A1<br>12,21~~7,20~~<br>BS10,21 ✠LMC<br>~~BS9,19~~ MS7,20 | Shl<br>Cff | *x* | CL<br>~~12,20~~<br>1,22 | 1911<br>10mo<br>*Lloyd* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'*sA&CP* | **St.MaryS.S.Co.Ld**<br>(Williams,Bros.<br>(Cardiff)Ld.*Mgrs.*)<br>*CellDBa* | 370·0<br>P29'B223'F38'<br>123'*uE*25'*f*163'998*t* | 51·5 | 22·4<br>FK | **Cardiff**<br>British<br>6*BHCem*<br>*APT*150*t* | T.3Cy.25½",40½"&67"-45"(*s*)<br>180lb HS5956 358NHP<br>2SB&1AuxSB,8*cf*,GS156,<br>Cen.Mar.Eng.Wrks.WHpl | 24″10<br>s 3″5½<br>21″9 |  |
| 23799<br>119218<br>HDQL | **Marshal Plumer** **SteelSc**<br>ssNwc.No.3-10,18<br>(exCampus,exNorfolk Range) *Spar dk*(*ptIrn*& *ptStl*)2*trB*&*deep framing*<br>Wireless | 3054<br>2839<br>1936 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>~~6,21~~ ~~7,20~~5,22<br>BS11,21<br>~~BS4,20~~ ✠LMC10,18 | Npt<br>~~NNs~~ | *u* | CL<br>~~7,20~~<br>5,22 | 1905<br>10mo<br>*Lloyd* | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool<br>'*sA&CP* | **St.MaryS.S.Co.Ld**<br>(Williams,Bros.<br>(Cardiff)Ld.*Mgrs.*)<br>*CellDBa*106'*uE* | 325·0<br>P33'B100'F32' 22·6<br>24'*f*138' 654*tFPT*1 | 47·1 | 13·8<br>FK | **Cardiff**<br>British<br>5*BHCem*<br>00*tAPT*42*t* | T3Cy.24$\frac{7}{16}$",38"&64"-42"(*s*)<br>160lb ~~160lb~~ *90lb* 275NHP<br>2SB,6*cf*,GS100,HS4264<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 24″10<br>s 4″2<br>21″0 |  |
| 23800<br>WNCH | **Marshall** **SteelSc**<br>1*Dk*(*Stl*)<br>*Elec.light*<br>Wireless Sub.Sig. | 2585<br>2097<br>1469 | ✠100A1<br>10,21~~11,20~~<br>✠LMC1,19 | Rot<br>Bmn | *t* |  | 1919<br>1mo | ThePusey<br>&JonesCo.<br>Wlmgtn,Del.<br>A&CP | **HenrikÖstervolds**<br>**Dampskibs.A/S**<br>**(HenrikÖstervold,**<br>*Mgr.*) *Cell D* | 298·9<br>P29'B75'F29'<br>*B*254'702*t FPT*106*t* | 44·0 | 19·7<br>FK | **Bergen**<br>Norwegian<br>6*BHCem*<br>*APT*137*t* | 1 Geared Steam Turbine<br>200lb 309NHP<br>2SB,4*cf*,GS84,HS4258 FD<br>DeLavalSteamTurbineCo.<br>Trenton,N.J. | 22″3<br>s 3″7<br>19″0 |  |
| 23801<br>17340<br>MNTG | **Marshall Maru** **WoodAuxScSr** | 185<br>—<br>105 |  |  |  |  | 1916 | ................ | **EajitaKisaburo** | 101·5 | 23·0 | 11·9 | **Kobé**<br>Japanese |  |  |  |
| 23802<br>217354<br>LPFD | **Marshfield** **WoodTwinSc**<br>*Elec.light* Wireless 2*Dks* | 2988<br>—<br>1717 |  |  |  |  | 1918 | CoosBay<br>S.B.Co.<br>CoosBay,Or. | **UnitedStates**<br>**ShippingBoard** | 275·2 | 45·0 | 28·0 | **Marshfield**<br>**Or.**<br>Utd.States | T.6Cy.15½",26"&44"-26"<br>197NHP |  | R |
| 23803<br>120864<br>HDTQ | **Marsina** **SteelScSr**<br>ssSyd.No.3-2,18<br>(exSamuelHough) 1*Dk*(*Stl*)<br>*Elec.light* Wireless *lower dk forward*<br>*Ref.Mchy.* &*deep framing aft* | 1932<br>1449<br>1104 | ✠100A1<br>~~3,21~~~~10,20~~9,21<br>~~BS4,20~~ ✠LMC2,18<br>BS~~3,21~~ 2,22 | Syd | *r* | CL<br>10,20 | 1905<br>5mo<br>*Lloyd* | Grngem'th<br>&Greenock<br>DockyardCo.<br>Grngemouth<br>'*sA&CP* | **Burns,Philp&Co.**<br>**Ld.**<br>*WB=Cell* | 275·1<br>P29'B91'F28'<br>*DBa*68'*uE*18'*f*112' | 36·0 | 19·3<br>FK | **SydnyNSW**<br>British<br>4*BHCem*<br>423*tAPT*17*t* | T.3Cy.21",36"&59"-39" (*r*)<br>180lb 268NHP<br>2SB,6*cf*,GS270,HS4586<br>D.Rowan&Co.Glasgow | 20″6<br>s 2″11½<br>17″10 |  |
| 23804<br>218943<br>LSWK | **Marsodak** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB in fore*&<br>Wireless *after holds* & *Web frames* | 3545<br>3005<br>2174 |  |  | ... |  | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | **UnitedStates**<br>**ShippingBoard** | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | **Newark NJ**<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28″6 | R |
| 23805<br>MLKC | **Marstenen** **SteelSc**<br>Wireless 1*Dk* | 1832<br>1638<br>1114 |  |  |  |  | 1915 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | **A/S D/S**<br>**Marstenen(V.**<br>**Torkildsen)** | 265·0<br>P22'B71'F29' | 42·1 | 17·9 | **Bergen**<br>Norwegian<br>*WB* | T.3Cy.20½",33"&56"-36"<br>188NHP<br>FredrikstadM.V.Frdstad |  | N |
| 23806<br>4282<br>JNSG | **Marstrand** **SteelScSr**<br>2*Dks* | 236<br>126<br>155 |  |  |  |  | 1904 | Lindhol-<br>mensV.A.<br>Gothenburg | **MarstrandsNya**<br>**Ångf.Aktieb.(E.**<br>**Rutgerson,***Mgr.*) | 133·1<br>Q40'B50'H12*t*F49' | 20·7 | 8·7 | **Marstrand**<br>Swedish<br>*WB* | T.Cy.13¼",22"&36½"-22½"<br>63NHP<br>LindholmensV.A.Got. |  |  |
| 23807<br>5651<br>JVOH | **Märta** **SteelScSr**<br>ssGms.2ndNo.3-10,14<br>(exEmmaMejakowa,exDambassis,<br>exAris,exGeorgeClarkson)<br>*Well deck* Wireless 1*Dk*(*Stl*)2*trB* | 1821<br>1340<br>1085 | ✠ —<br>7,20 | Hul | *q* |  | 1889<br>2mo | T.Turn-<br>bull&Son<br>Whitby | **Rederiakt.Carl**<br>**(AndersNilsson,**<br>*Mgr.*)<br>*WB=DBa* | 258·8<br>P28'Q60'B112'F32' | 37·0 | 18·1<br>FK | **Hlsngborg**<br>Swedish<br>4*BHCem*<br>72'*f*104'342*t* | T.3Cy.20",33"&54"-36"<br>NDB07 170NHP<br>2SB,4*cf*,GS58,HS2483<br>Blair&Co.Ld.Stockton | 19″4 | V |
| 23808 | — **IronScSr**<br>ssHam.2ndNo.3-11,07<br>(exJyden, ssMmo.No.2-16<br>exHermine,exContest) 1*Dk*(*Irn*)<br>*Well deck* | 496<br>356<br>242 | ✠ —<br>12,19<br>✠NB11,07 | Mmo | *h* |  | 1879<br>12mo | J.Laing<br>Sunderland | **GermanGovern-**<br>**ment**<br>*WB=* | 164·2<br>Q53'B37'F21' | 26·2 | 12·3<br>BK7" | German<br>4*BHCem*<br>*DBa* 33'*f*28' | C.2Cy.20"&40"-30"<br>NDB01 76NHP<br>1SB,2*pf*,GS38,HS1443<br>G.Clark,Sunderland | 12″11 |  |
| 23809<br>5485<br>JTKQ | — **SteelScSr**<br>(exLouise)<br>*Mchy.Aft* 1*Dk* | 316<br>258<br>203 |  |  |  |  | 1913 | Eriksbergs<br>M.V.Aktieb<br>Gothenburg | **H.Silvén** | 123·3<br>P32'H20*t*F15' | 22·6 | 11·4 | **Seffle**<br>Swedish<br>*WB* | C.2Cy.10"&22½"-15"<br>17NHP<br>EriksbergM.V.Aktieb.Got |  | V |
| 23810<br>119165<br>HBJO | **Martaban** **SteelScSr**<br>Wireless 2*Dks* | 5118<br>4602<br>3229 |  |  |  |  | 1904 | W.Denny<br>&Bros.<br>Dumbarton | **British&Burmese**<br>**Stm.Nav.Co.Ld.**<br>**(P.Henderson&Co**<br>*Mgrs.*) | 410·8<br>P37'B136'F43' | 52·2 | 28·2 | **Glasgow**<br>British<br>*WB* | T.3Cy.28½",46½"&76"-54"<br>424NHP<br>Denny&Co.Dumbarton |  | C |
| 23811<br>819<br>QPFL | **Marte** **SteelScSr**<br>*Elec.light* Wireless 1*Dk* | 5629<br>4731<br>3627 |  |  |  |  | 1917 | Cant.Nav.<br>Riuniti<br>Palermo | **Soc.Ligure di**<br>**Armamento** | 349·9<br>P37'B123'F35' | 51·7 | 27·6 | **Genoa**<br>Italian<br>*WB* | T.3Cy.26",42½"&69$\frac{11}{16}$"-48"<br>335NHP<br>Cant.Nav.Riuniti,Palermo |  | CI |
| 23812<br>HTWO | — **SteelScSr**<br>ssBbo.No.3-3,13<br>ssBbo.No.2-22~~ssBbo.No.1-18~~<br>1*Dk*(*Stl*)&*Spar dk*(*ptIrn*&*ptStl*)&<br>Wireless *deep framing* | *3714*<br>*3483*<br>*2399* | ✠100A1<br>*Spar dk*<br>4.229~~,20~~<br>~~BS11,19~~ ✠LMC~~7,18~~<br>4,22 | Shl<br>Bbo | *w* | CL<br>~~11,19~~<br>4,22 | 1900<br>3mo | Lndnderry<br>SB.&E.Co.Ld<br>Londonderry<br>A&CP | **Cia.Anon.Marit.**<br>**"Union"**<br>**(J.M.Garteiz,***Mgr*)<br>*WB=CellDB* | 361·0<br>P31'B108'F32' 25·8<br>*a*114'*uE*&*B*42'*f*150' | 46·2 | 17·9<br>FK | **Bilbao**<br>Spanish 180<br>6*BHCem*<br>848*tAPT*43*t* | T.3Cy.24¼",40"&67"-45" (*s*)<br>~~165lb~~ ~~85lb~~ *100lb* 347NHP<br>2SB,6*cf*,GS92,HS4500 FD<br>Dunsmuir&Jackson,Gls. | 28″6<br>s 5″5½<br>23″4 |  |
| 23813 | **Martha** **IronSc**<br>(exTannenberg,<br>exLudwig,exWagrien) 1*Dk*2*trB* | 590<br>519<br>356 |  |  |  |  | 1880 | G.Howaldt<br>Kiel | **Matth.Nielsen** | 175·7<br>B40'F26' | 25·4 | 15·8 | **Flensburg**<br>German<br>*WB* | C.2Cy.23"&37½"-27"<br>NB96 61NHP<br>Gebr.Howaldt,Kiel |  |  |
| 23814 | — **SteelAuxSc4MstSr**<br>*Oil.Eng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 480<br>423<br>356 |  |  |  |  | 1920 | J.Th.Wil-<br>mink&Co.<br>Groningen | **FranzSchuster** | 151·7<br>P29'F23' | 27·1 | 13·2 | **Hamburg**<br>German | Oil Engine 2S.C.<br>4Cy.13"-13$\frac{1}{5}$"<br>SteywalMtrn.Fab.Rot. |  |  |
| 23815 | — **IronScK**<br>ssYmu.2ndNo.3-9,21ssHul.No.3-9,07<br>(exValeria) ~~ssYmu.No.2-16~~<br>1*Dk* | 150<br>149<br>46 | ✠100A1<br>*StmTrawler*<br>9,21~~7,17~~<br>✠NB7,16 ✠LMC9,20 | Ams<br>Ymu |  | 7,20 | 1895<br>7mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>'*sA&CP* | **N.V.Exploit&**<br>**Administ.Maats.**<br>**"Shamrock I."**<br>**(S.Koster,***Mgr.*) | 102·5<br>ptND07 | 20·5 | 11·0<br>BK7½" | **Ymuiden**<br>Dutch<br>3*BHCem* | T.3Cy.11½",18"&30"-22" (*s*)<br>160lb 48NHP<br>1SB,2*pf*,GS30,HS807<br>C.D Holmes&Co.Hull | 11″9 |  |
| 23816<br>NWRK | — **WoodAuxSc3MstSr**<br>*Now named "Maren," See No. 38452 in Supplement*<br>(*See Sailing Ship Register*) | 148<br><br>122 |  |  |  |  | 1919 | H.Linds<br>Træskibs og<br>Baadbyggeri<br>RödbyHavn | **A/S Fragtfart**<br>**(A.M.L.Andersen,**<br>*Mgr.*) | 93·7 | 25·3 | 9·9 | **Copnhagn**<br>Danish | Motor<br>10$\frac{4}{5}$"-11$\frac{2}{3}$"<br>TuxhamA/S,Copenhagen |  | V |
| 23817 | — **IronSc**<br>(exRapid,exNya<br>Enköping,exEnköpingII.) 1*Dk* | 135<br>79<br>60 |  |  |  |  | 1872 | W.Lind-<br>bergsAktieb.<br>Stockholm | **M.Sarin** | 107·8<br>P65'H7*t*F11' | 17·6 | 7·3 | **Riga**<br>Latvian | C.2Cy.11"&24"-31"<br>NB93 27NHP<br>W.LindbergsAktieb.Skm. |  |  |
| 23818<br>209565<br>LOHK | **Martha Buehner** **WoodSc3MstSr**<br>(exA.M.Simpson)<br>1*Dk* | 774<br>—<br>465 |  |  |  |  | 1911 | ................<br>NorthBend,<br>Or. | **BuehnerLumber**<br>**Co.** | 193·0 | 42·5 | 13·6 | **Marshfield**<br>Utd.States | C.2Cy.18"&38"-30"<br>66NHP |  |  |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23819 | **Martha Niegisch** SteelScSr<br>(*Trawler*)<br>1*Dk* | 223<br>185<br>69 | | | | | 1912 | SchiffbGes<br>Unterweser<br>Lehe | Georg.Frerichs' Fischhallen | 124·2<br>Q67'F20' | 22·6 | 12·3 | Gstemnde<br>German<br>*WB* | T.3Cy.$12\frac{5}{8}$",$19\frac{5}{16}$"&$31\frac{7}{8}$"-$22\frac{1}{16}$"<br>48NHP<br>OttensenerMschf.Altona | |
| 23820<br>[illegible]<br>KFNR | **Martha Russ** SteelScSr<br>Now named "Fredrik Larssen," See No. 37402 in Supplement<br>Wireless 1*Dk* | 2007<br>[illegible]<br>1261 | | | | | 1899 | Act.Ges.<br>"Neptun"<br>Rostock | CalvertS.S.Co.Ld.<br>(J.S.Calvert, *Mgr.*) | 280·0<br>P22'B58'F28' | 40·4 | 18·3 | London<br>British<br>*WB* | T.3Cy.$19\frac{5}{8}$",$32\frac{1}{4}$"&$53\frac{1}{2}$"-$35\frac{1}{4}$"<br>168NHP<br>A.G."Neptun," Hamburg | |
| 23821 | **Martha Russ I.** SteelSc<br>1*Dk* | 996<br>790<br>574 | | | | | 1919 | Stettiner<br>Oderwerke<br>Stettin | ErnstRuss | 211·2<br>P12'Q61'B55'F22' | 33·9 | 13·3 | Hamburg<br>German<br>*WB* | T.3Cy.$15\frac{3}{4}$",$25\frac{1}{2}$"&$41\frac{5}{16}$"-$29\frac{1}{2}$"<br>92IHP<br>StettinerOderwerke | |
| 23822<br>219955<br>LWKP | **Martha Washington**<br>SteelTwinScSr<br>*Elec.light* *ss*Tri.No.1-12<br>*Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing*&<br>Sub.Sig. Wireless *Shelter dk*(*Stl*-ws) | 7412<br>6099<br>4021 | ✠<br>*Shelter dk with freeboard*<br>1,17<br>✠ | NYk | *c*† | | 1908<br>4mo | Russell&<br>Co.<br>PortGlasgow<br>*W* | UnitedStates ShippingBoard<br>*B* = *CellDBa* 115' | 459·5<br>P59'B255'F89'<br>*uE*&*B*85'*f*137'1093 | 55·8 | 24·0<br>FK | NewYork<br>Utd.States<br>8*BHCem*<br>*tAPT*43*t* | T.6Cy.$27\frac{1}{2}$",45"&75"-51"<br>HS16757 FD 1117NHP<br>6SB&1Aux.SB,*21cf*,GS427<br>Rankin&Blackmore,Grk. | 26 |
| 23823 | **Martha Woermann** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 2284<br>2097<br>1423 | | | | | 1902 | Blohm&<br>Voss<br>Hamburg | Woermann-Linie<br>A.G. | 300·5<br>P86'F30' | 38·3 | 23·4 | Hamburg<br>~~British~~<br>German *WB* | T.3Cy.$18\frac{7}{16}$"$29\frac{7}{16}$"&50"-$39\frac{1}{4}$"<br>157NHP<br>Blohm&Voss,Hamburg | |
| 23824<br>OMWP | **Marthe** SteelScK<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 262<br>—<br>85 | | | | | 1913 | Hall,Russell&Co.Ld.<br>Aberdeen | A.Cordebart | 130·3 | 22·1 | 12·4 | LaRochlle<br>French<br>*WB* | T.3Cy.$12\frac{1}{2}$",21"&34"-27"<br>60NHP<br>Hall,Russell&Co.Ld.Abn. | |
| 23825<br>MBVS | — SteelScK<br>*ss*Ant.No.2-20<br>1*Dk* | 234<br>211<br>90 | ✠100A1<br>*StmTrawler*<br>8,21 ~~1,21~~<br>✠LMC MS8,20<br>BS~~10,18~~ ~~1,21~~ | Ant<br>Ght | | CL<br>8,20 | 1913<br>4mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | A.T.Golder&Co. | 120·2<br>Q65'F22'<br>*WB*= | 22·0 | 12·0<br>BK8" | Ostend<br>Belgian<br>4*BHCem*<br>*DBf*25'23*t* | T.3Cy.13",$21\frac{1}{2}$"&35"-24" (*s*)<br>200lb 71NHP<br>1SB,*2pf*,GS33,HS1120<br>C.D.Holmes&Co.Ld.Hull | 12 |
| 23826 | **Marti** SteelSc<br>(*ex*Adelheid)<br>1*Dk*&*Shelter dk*&*deep framing* | 2746<br>1881<br>1767 | | | | | 1903 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | CubanGovernment(Operated by theUnitedStates ShippingBoard) | 291·6 | 41·3 | 25·9 | Cuban<br>*WB* | T3Cy$20\frac{5}{8}$"$35\frac{7}{16}$"&$55\frac{1}{2}$"-$35\frac{7}{16}$"<br>185NHP<br>FlensburgerSchiffsb.Ges. | |
| 23827 | **Martial** IronScSr<br>*ss*Abn.2ndNo.3-9,02<br>(*ex*Altyre) *ss*Shl.No.2-11<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 973<br>544<br>569 | ✠<br>2,16<br>✠NB9,02 | Stn | *l* | | 1878<br>5mo | Mounsey<br>&Foster<br>Sunderland | | 231·5<br>Q76'B80'F27'<br>len79<br>*WB*=*DBa*42'*f*46' | 28·5 | 15·0<br>BK8" | German<br>5*BHCem*<br>145*tFPT*22*t* | C.2Cy.27"&47"-30"<br>NDB97 87NHP<br>1SB,*3pf*,GS47,HS1666<br>N.E.MarineE.Co.(Lim)Sld | 16 |
| 23828<br>131057 | **Martian** SteelScSr<br>(*ex*Mars)<br>*Mchy.Aft* *Elec.light* Wireless 1*Dk*2*trB* | 3396<br>3196<br>2010 | | | | | 1901 | DetroitS.B.<br>Co.<br>Wyandotte | CanadaSteamship Lines,Ld. | 349·0 | 44·5 | 24·0 | Pt.Arthur<br>British<br>*WB* | T.3Cy.22",33"&58"-40"<br>212NHP<br>DetroitS.B.Co.Detroit | |
| 23829<br>377<br>IABN | **Martin** SteelScSr<br>(*ex*SwanseaBay, *ss*Sws.No.2-12<br>*ex*Sirius) 1*Dk*(*Stl*)&*Webframes*<br>*Well deck* *Cargo battens not fitted* | 1382<br>1017<br>822 | ✠ —<br>8,19<br>✠ | Lon | *o* | | 1903<br>8mo | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool<br>*WB* | Act.Ges.für MechanischeHolzbearbeitung (A.M. Luther, *Mgr.*)<br>= *Cell D Ba*67' *uE* | 230·5<br>P22'Q65'B52'F25'<br>&*B*31'*f*94'348*tFPT* | 36·1 | 14·8<br>FK | Reval<br>Esthonian<br>4*BHCem*<br>49*tAPT*16*t* | T.3Cy.19",31"&51"-36"<br>160NHP<br>1SB,*3pf*,GS55,HS2462<br>Richardsons,Westgarth& Co.Ld.Hpl. | 17 |
| 23830<br>216581<br>LMDR | — WoodAuxScSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 141<br>—<br>76 | | | | | 1918 | Humphreys Railway,Inc.<br>Weems,Va. | Bellows&SquireCo Inc. | 109·4 | 19·9 | 8·4 | Reedville, Va.<br>Utd.States | Oil Engine<br>2Cy.$10\frac{1}{2}$"-$12\frac{1}{2}$" | |
| 23831<br>208698<br>LBWC | **Martin J. Marran** WoodSc<br>1*Dk* | 308<br>—<br>144 | | | | | 1911 | ..................<br>Rockland,Me | FisheriesProducts Co. | 155·6 | 23·1 | 12·9 | Newport, R.I.<br>Utd.States | | |
| 23832<br>201025 | **Martin Mullen** SteelSc<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB* | 4095<br>—<br>2926 | | | | | 1904 | American<br>S.B.Co.<br>Cleveland | PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*) | 416·0<br>F48' | 50·0 | 28·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"-40"<br>213NHP<br>AmericanSB Co.Cleveland | |
| 23833<br>HTWD | **Martin Saenz** SteelScSr<br>Wireless 1*Dk*&*Spardk*3*trB* | 3466<br>3191<br>2532 | | | ... | | 1890 | C.Connell<br>&Co.<br>Glasgow | Pinillos,Izquierdo &Co.S.enC. | 353·0<br>P60'B82'F51' | 42·0 | 20·7<br>27·8<br>BK10" | Cadiz<br>Spanish<br>*WB* | T.3Cy.27",43"&69"-48"<br>NB14 355NHP<br>Dunsmuir&Jackson,Gls. | 30 |
| 23834<br>OMXE | **Martinique** IronScSr<br>(*ex*NorhamCastle)<br>*Elec.light* Wireless 3*Dks* | 4363<br>—<br>2440 | | | ... | | 1883 | J.Elder&<br>Co.<br>Glasgow | Cie.Générale Transatlantique | 380·6<br>B100'F59' | 48·2 | 31·4<br>BK11" | Havre<br>French<br>*WB* | T.3Cy.$36\frac{3}{4}$",$60\frac{1}{2}$"&96"-60"<br>NB91 831NHP<br>*Tpd.*91 FairfieldCo.Ld.Gls. | 32 |
| 23835<br>NVJR | — SteelTwinScSr<br>*ss*Bgk.No.1-20 *OilEng.*<br>*Mchy.Aft* 1*Dk*(*Stl*) | 525<br>423<br>290 | ✠100A1<br>~~8,21~~11,21<br>~~DBS6,20~~ ✠LMC6,20<br>DBS11,21 | Bgk | *h* | CL<br>~~11,18~~<br>11,21 | 1916<br>4mo<br>*Lloyd* | Frdrkshvn<br>Værft<br>Fredrikshavn<br>'*sA&CP* | A/S DetÖstasiatiskeKompagnie<br>*CellDBu E* 50 | 161·6<br>B33'F28'<br>58*tFPT*60*tAPT*32*t* | 28·6 | 11·6<br>FK | Copnhagn<br>Danish<br>3*BH pt Asp* | Oil Engines 2S.C.SA<br>4Cy.$16\frac{1}{2}$"-$18\frac{5}{16}$" 91NHP<br>NDB09*fitted*17 *100lb*<br>J&CGBolindersCoLdSkm | 12<br>1<br>11 |
| 23836<br>114310<br>HDJM | **Marton** SteelScK<br>1*Dk* | 232<br>207<br>95 | | | ... | | 1905 | J.Duthie,<br>Sons&Co.Ld.<br>Aberdeen | DirectFish Supplies,Ld. ~~(J.Mc R.Knight, *Mgr.*)~~ | 125·3 | 21·7 | 11·8<br>BK$7\frac{1}{2}$" | ~~Milford~~<br>British<br>Grimsby<br>*WB* | T.3Cy.12",20"&33"-24"<br>54RHP<br>W.V.V.Lidgerwood,Gls. | 12 |
| 23837<br>92191<br>LPJF | **Maruba** SteelSc<br>Wireless<br>*Mchy.Aft* *Elec.light* 2*Dks* | 2637<br>2183<br>1487 | | | | | 1890 | GlobeIron<br>WorksCo.<br>Cleveland,O. | Inter-CoastS.S. Co.Inc. | 290·6<br>H—F36' | 40·3 | 21·1 | Boston<br>Utd.States<br>*WB* | T.3Cy.24",38"&61"-42"<br>241NHP<br>GlobeIrnWksCo.Clevelnd | |
| 23838<br>10850<br>LDBA | **Marusan Maru** SteelScSp<br>(*Whaler*)<br>1*Dk* | 103<br>—<br>36 | | | | | 1907 | Akers<br>Mek.Værks.<br>Christiania | FujimuraHogei KabushikiKaisha | 95·0 | 17·5 | 10·2 | Nahari<br>Japanese | T.3Cy.11",18"&29"-18"<br>36NHP<br>AkersMek.Værks.Xia. | |
| 23839 | **Maruxiña** SteelSc<br>Should be "Bellasco," See No. 36467 in Supplement<br>*Elec.light* | 2460<br>2232<br>1400 | 100A1<br>(*Class Contemplated*) | | | | 1921 | JI.Thornycroft&Co.Ld.<br>Southampton | W.Gonzalez Garra | 300·5<br>P28'B81'F33' | 43·7 | 22·0 | | T.3Cy.21",34"&57"-36"<br>J.I.Thornycroft&CoLdSo | |
| 23840<br>216739<br>LMKG | **Mary** SteelSc<br>(*ex*LakeMonroe) Wireless 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted* | 2151<br>1777<br>1286 | ✠100A1<br>9,21 ~~12,20~~<br>✠LMC8,18 | NYk | *r* | CL<br>12,20 | 1918<br>8mo | Manitowoc<br>S.B.Co.<br>Manitowoc, Wis.<br>A&CP | UnitedStates ShippingBoard<br>*CellDB* 212'637*tFPT* | 250·5<br>P25'B64'F26' | 43·7 | 20·4<br>FK | NewYork<br>Utd.States<br>6*BHCem*<br>54*tAPT*51*t* | T.3Cy.21",35"&59"-42" (*s*)<br>190lb 307NHP<br>2SB,*6cf*,GS138,HS5486<br>NordbergMfg.Co.Milwkee | 23<br>3<br>20 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>—<br>Under deck.<br>—<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>—<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23841<br>NTUV | **Mary** SteelScSr<br>(*ex*Grovehill)<br>1*Dk* | 1824<br>1686<br>1124 | | | | | 1908 | Irvine's SB &D.D.Co.Ld<br>WHartlepool | Dampskselsk. Dania(Chr.Andresen, *Mgr.*) | 278·3<br>P29'B66'H78*t*F27' | 40·4 | 17·9 | Esbjerg<br>Danish<br>*WB* | T.3Cy.20½",33"&54"–36"<br>175NHP<br>MacColl&Pollock,Ld.Sld. | | C |
| 23842<br>6995<br>KCNG | — IronAuxTwinScBk<br>(*ex*Durban,*ex* SailingVessel,*ex*Aberlemno) *OilEng.*<br>1*Dk*2*tr B*<br>(*See Sailing Ship Register*) | 785<br>731<br>644 | | | ... | | 1876 | Birell,Stenhouse&Co.<br>Dumbarton | W.Millar | 183·0<br>Q33*t*H23*t* | 31·0 | 18·3<br>BK7½" | Gothenbrg<br>Swedish | Oil Engines 2S.C.SA<br>4Cy.14⅕"–15¾" 69NHP<br>NE*fitted*18<br>LysekilsM.V.A/B.Lysekil | 19 ″ 8 | |
| 23843 | — SteelScYl<br>*ss*Ams.No.3–6,15<br>*ss*Ams.No.1–19<br>(*ex*Dahlia)<br>*Elec.light* 1*Dk* | 216<br>204<br>69 | ✠100A1<br>*StmTrawler*<br>9,21 ~~4,21~~<br>✠NB12,16 MS11,19 ✠LMC BS1,22 | Ams | | ~~4,21~~<br>9,21 | 1902<br>4mo | Schofield, Meeuwenrd&Co. Grimsby<br>*Lloyd'sA&CP* | Algemeene Vissch.Maats. | 113·8<br>ptND18 | 21·4 | 12·0<br>BK7½" | Ymuiden<br>Dutch<br>3*BHCem*<br>*DBf*7'13*t* | T.3Cy.12",21"&34"–24" (*s*)<br>180lb 65NHP<br>1SB,2*pf*,GS36,HS1063<br>C.D.Holmes&Co.Hull | 12 ″ 10 | |
| 23844 | — SteelSc<br>*Motor*<br>1*Dk* | 125<br>102<br>91 | | | | | 1920 | Frd.Krupp Akt.Ges.<br>Kiel | "Atlantic" RhedereiG.m.b.H. | 91·6<br>Q11'H26' | 20·6 | 7·5 | Hamburg<br>German<br>*WB* | Motor 2S.C.<br>2Cy.8¼"–9⅘" 10NHP<br>H.Callesen&Co.Apenrade | | |
| 23845<br>94092 | — IronScK<br>(*Trawler*)<br>(*ex*Esbjerg,*ex*Mary) 1*Dk* | 108<br>104<br>59 | | | ... | | 1888 | T.Charlton<br>Grimsby | BellIslandS.S.Co. Ld. | 90·0<br>Q17' | 19·5 | 10·4<br>BK8" | SJhn'sNFL<br>British | C.2Cy.14"&26"–18"<br>E*made*84*ftd*88NB10 30RHP<br>T.Charlton,Grimsby | 11 ″ 0 | |
| 23846<br>143270<br>KHQG | **Mary Aiston II.** SteelScK<br>*Mchy.Aft*<br>*Well deck* 1*Dk*(*Stl*) | 312<br>211<br>128 | ✠100A1<br>1,21<br>✠LMC1,21 | Yar | | CL | 1921<br>1mo | Crabtree&Co.Ld.<br>Gt.Yarmouth<br>*Lloyd'sA&CP* | The"A"S.S.Co.Ld. (W.Aiston,*Mgr.*) | 130·0<br>Q51'B9'F16' | 23·2 | 9·5<br>FK<br>*FPT*21*t* | Scarboro'<br>British<br>3*BHCem*<br>*APT*28*t* | C.2Cy.16"&33"–22" (*s*)<br>130lb 45RHP<br>1SB,2*pf*,GS37,HS1183<br>Crabtree&Co.Ld.Gt.Yar. | 10 ″ 6<br>s ″ 10½<br>9 ″ 10 | |
| 23847<br>ngered 12,21<br>63151<br>WRDF | **Mary Annie** WoodAuxTwinScBn<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 197<br>196<br>147 | | | | | 1871 | Williams&Mulley<br>Plymouth | TheodorShipping Co.Ld.(A.Tate, *Mgr.*) | 104·2 | 24·1 | 12·8 | Blyth<br>British | Oil Engines 2S.C.SA<br>2Cy.13½"–14" 28NHP<br>InvincibleEngineCo. Keighley | | |
| 23848<br>97575<br>MPHV | **Mary B. Mitchell** SteelAux<br>*Par.Mot.* TwinSc3MstSr<br>1*Dk*<br>(*See Sailing Ship Register*) | 227<br>210<br>153 | | | ... | | 1892 | P.Rodgers &Co.<br>Carrickfergus | J.Tyrrell | 129·7<br>Q25'F10' | 24·4 | 10·8<br>BK7" | Beaumaris<br>British | Paraffin Motor<br>C.4Cy.7½"–10" 14NHP<br>BergiusLaunch&Engine Co.Glasgow | 11 ″ 7 | V |
| 23849<br>139318<br>JQSG | **Mary Birch** SteelScSr<br>*ss*Pir.No.1-21 *OilEng.*<br>*Well deck* 1*Dk*(*Stl*) | 228<br>172<br>113 | ✠100A1<br>~~7,21~~ ~~6,20~~3,22<br>✠LMC~~6,20~~ 11,21~~7,21~~ | Cpl<br>Pir | *c* | ~~N7,19~~<br>3,22 | 1917<br>8mo | W.H. Warren<br>NewHolland<br>*Lloyd'sA&CP* | J.D.Pappaelia | 110·0<br>Q57'B9'F15' | 21·5 | 8·9<br>FK<br>*Cell* | Aberdeen<br>British<br>4*BHCem*<br>*DBf*65'80*t* | Oil Engines 2S.C.SA<br>4Cy.$13\frac{3}{16}$"–$13\frac{13}{16}$" 51NHP<br>Plenty&Son,Ld.Newbury | 11 ″ 0<br>s ″ 8½<br>10 ″ 6 | |
| 23850<br>93151 | **Mary C. Elphicke** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB* | 4904<br>—<br>3879 | | | | | 1901 | Chicago S.B.Co.<br>Chicago | RepublicTransprtn.Co. (M.A. Hanna&Co.*Mgrs.*) | 430·0 | 50·2 | 24·4 | Duluth<br>Utd.States<br>*WB* | T.3Cy.23",38"&64"–40"<br>259NHP<br>ChicagoS.B.Co. | – | I |
| 23851<br>207707<br>LBPH | **Mary C. McNally** WoodSc<br>(*ex*May) 1*Dk* | 121<br>—<br>82 | | | | | 1910 | ................<br>Milford,Del. | C.Gring | 88·5 | 21·0 | 9·5 | Phldlphia<br>Utd.States | | | |
| 23852<br>214363<br>LGHF | **Mary Chilton** WoodPad<br>*Elec.light* 1*Dk* | 922<br>—<br>392 | | | | | 1916 | McKieS.B.Co.<br>E.Bostn,Mas. | NantasketBeach SteamboatCo. | 205·2 | 32·6 | 12·2 | Boston<br>Utd.States | B.1Cy.51"–120"<br>QuintardIronWorksN.Yk. | | |
| 23853<br>150242 | **Mary Currie** WoodSc<br>(*Drifter*)<br>1*Dk* | 112<br>92<br>51 | | | | | 1917 | Tidewaters Shipbldrs,Ld.<br>Sorel,P.Q. | T.M.Kirkwood | 84·0 | 19·2 | 10·0 | HalifaxNS<br>British | C.2Cy.12"&24"–16"<br>24RHP<br>Fletcher&Co.NewYork | | |
| 23854<br>206063<br>KWVD | **Mary De Costa** WoodSc<br>1*Dk* | 101<br>—<br>62 | | | | | 1909 | ................<br>Gloucester, Mass. | L.J.Costa,Jr. | 88·6 | 22·8 | 10·4 | Bostn,Mas<br>Utd.States | | | |
| 23855<br>118818<br>HBMQ | **Mary Eliezer** SteelAuxScK<br>*OilEng.*<br>*ss*Gms.No.3–5,18<br>1*Dk*(*Stl*)<br>(*See Sailing Ship Register*) | 95<br>86<br>58 | ✠100A1<br>5,18<br>✠NE5,18 ✠LMC~~2,20~~ 5,21 | Gms | *b* | 2,20 | 1904<br>6mo | C.Lühring Hemmelwarden<br>*Lloyd'sA&CP* | WynnfieldShppg. Co.Ld. (J.W.Eason,*Mgr.*) | 81·6<br>Q17' | 18·0 | 7·7<br>BK4" | Hull<br>British<br>2*BHCem* | Oil Engines 2S.C.SA<br>2Cy.$11\frac{13}{16}$"–$12\frac{3}{16}$" 20NHP<br>Plenty&Son,Ld.Newbury | 8 ″ 0<br>s ″ 11½<br>7 ″ 6 | |
| 23856<br>[illegible] | **Mary F. Scully** IronSc<br>Renamed "Chelsea," *See 36828 in Supplement*<br>(*Tug*)<br>*Elec.light* | 142<br>—<br>71 | | | | | 1888 | Neafie&Levy<br>Philadelphia | NeptuneLine,Inc. | 104·5 | 21·5 | 8·6 | NewYork<br>Utd.States | C.2Cy.20"&36"–26"<br>55NHP<br>Neafie&Levy,Philadelphia | | |
| 23857<br>141458 | **Mary Francis Whalen** WoodSc<br>(*Towing*)<br>1*Dk* | 113<br>93<br>14 | | | | | 1917 | Harbour Commissionrs of Montreal<br>Montreal,Que | T.M.Kirkwood | 84·0 | 19·2 | 11·0 | HalifaxNS<br>British | C.2Cy.12"&24"–16"<br>24RHP<br>CaledoniaIronWorks, Montreal,Que. | | |
| 23858<br>131906<br>KBDH | **Mary Horlock** SteelScSr<br>Wireless 2*Dks* | 5253<br>4804<br>3249 | | | | | 1919 | W.Dobson &Co.<br>Newcastle | ~~F.W.Horlock~~<br>F.W.Horlock's OceanTransport Co.Ld.(F.W.Horlock,*Mgr.*) | 400·0 | 52·3 | 28·4 | Harwich<br>British<br>*WB* | T.3Cy.27",44"&73"–48"<br>369NHP<br>N.E.MarineEng.CoLdNwc | | C |
| 23859<br>128477 | **Mary Hughes** SteelScK<br>*ss*Dov.No.2–19<br>1*Dk* | 46<br>46<br>— | ✠ A1<br>*For towing purposes*<br>7,19<br>BS11,20 ✠LMC8,19 | Dov | | CL<br>8,19 | 1913<br>8mo | Rennie, ForrsttCo.Ld<br>Wivenhoe<br>*Lloyd'sA&CP* | SandwichHarbour Board | 60·3 | 16·1 | 6·9<br>BK5"<br>*WB*= | Sandwich<br>British<br>4*BHCem*<br>*DTa*10'6*t* | C.2Cy.12"&24"–18" (*s*)<br>120lb 27RHP<br>1SB,2*pf*,GS25,HS500<br>T.&J.Hosking,Ld.Lon. | 7 ″ 6 | |
| 23860<br>81967 | **Mary Louise** WoodPadSp<br>cf 1*Dk* | 100<br>100<br>10 | ✠<br>*For Tug purposes*<br>8,79 | Shl | 9 | | 1879<br>7mo | J.P.Rennoldson<br>S.Shields | R.A.Grech | 98·6<br>Cl. | 19·1 | 9·8 | S.Shields<br>British | L.2Cy.34"–54"<br>NB03 50RHP<br>J.P.Rennoldson,S.Shields | | |
| 23861<br>220900<br>MOFG | **Mary Luckenbach** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless Sub.Sig. 2*Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk* | 5607<br>5043<br>3382 | | | | | 1920 | South-Western S.B.Co.<br>SanPedro,Cal | Luckenbach Terminals,Inc. | 410·4<br>P109'B31'F47' | 54·1 | 29·7 | NewYork<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>LlewellynEngineWorks, LosAngeles | | R |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant à *expiré. Lettre d'Equipement.* | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ※ 23862 | **Mary Mac** **SteelSc**<br>1*Dk*(*Stl*–ws) | 121<br>121<br>— | ✠100A–<br>*For towing purposes*<br>9,21 ~~12,20~~ ✠LMC11,20 | Cdz | | | 1920<br>6mo | Soc.Espanola deConst.<br>Naval<br>Cadiz | Cia.Anon.de Transportes (D. MacPherson, *Mgr*)<br>*DBa*18'*u* | 93·6<br>*B*16'*f*3261*t FPT*5*t* | 19·0 | 9·6<br>FK | Cadiz<br>Spanish<br>4*BHCem*<br>*APT*10*t* | T.3Cy.9",14½"&24"–16' (*s*)<br>180lb 35NHP<br>1SB,2*pf*,GS27,HS670<br>SocEspanola deConst.Nav |
| 23863<br>140819<br>KJNB | **Mary Nickerson** **SteelSc**<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* | 308<br>219<br>113 | ✠100A1<br>4,21<br>✠LMC4,21 | Chs | *e* | CL | 1921<br>4mo<br>*Lloyd*'*sA&CP* | I.J.Abdela &Mitchell,Ld<br>Chester | MoffatS.S.Co.Ld. | 130·0<br>Q45'B7'F16' | 23·1 | 9·7<br>FK<br>*FPT*15*t* | Grimsby<br>British<br>3*BHCem*<br>*APT*45*t* | C.2Cy.15"&31½"–24' (*s*)<br>180lb 40RHP ~~51NHP~~<br>1SB,2*cf*,GS39,HS1226<br>A.Dodman&CoKingsLynn |
| 23864<br>67965<br>NVJT | **Mary Peers** **WoodAuxSc3MstS**<br>(*OilEng.not classed*)<br>9&12yrs.Mat. *Salted* cf<br>(*See Sailing Ship Register*) | 149<br>144<br>97 | Rest. 7 A1<br>*from*2,21 Foy<br>2,21 | Foy | 11<br>O4 | | 1875<br>3mo | Clemens,<br>Gannel | Toyne,Carter&Co. | 94·8 | 23·5 | 12·0 | ~~Chester~~<br>British<br>Fowey | Oil Engines 2S.C.SA<br>2Cy.12"–12¼" 23NHP<br>NE2,21<br>WiddopEng.Co.Keighley |
| ※ 23865<br>143711<br>KHRP | **Mary Summerfield** **SteelSc**<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 407<br>318<br>159 | ✠100A1<br>2,21<br>✠LMC2,21 | Sou | *f* | CL | 1921<br>2mo<br>*Lloyd*'*sA&CP* | Day,Summers&Co.Ld.<br>Southampton | SummerfieldS.S. Co.Ld. | 143·0<br>Q47'B9'F24' | 25·1 | 11·6<br>BK7"<br>*FPT*48*t* | Liverpool<br>British<br>3*BHCem*<br>*APT*3*t* | C.2Cy.19"&38"–30" (*s*)<br>120lb 60RHP<br>1SB,3*cf*,GS64,HS1840<br>Day,Summers&Co.Ld.Son |
| 23866<br>136025 | **Mary Swanston** **WoodScK**<br>(*Fishing*)<br>1*Dk* | 109<br>100<br>46 | | | | | 1916 | Herd& Mackenzie<br>Findochty | P.&W.Craig | 93·2 | 19·3 | 9·6 | Berwick<br>British | T.3Cy.10",16"&27"–18"<br>44RHP<br>RoseSt.Foundry& Eng.Co.Ld.Invernes |
| 23867<br>144356<br>KDQH | **Mary Tamplin** **WoodAuxSc3Mst Sr**<br>(*ex*FrancesHyde) 1*Dk*<br>(*See Sailing Ship Register*) | 752<br>635<br>518 | | | | | 1905 | Kelley, Spear&Co.<br>Bath,Me. | ~~MaryTamplin ShippingCo.Ld. (T.W.Tamplin& Co.*Mgrs.*)~~<br>T.W.Tamplin | 183·3<br>F18' | 39·1 | 12·4 | London<br>British | C.2Cy.13"&27"–20"<br>31RHP<br>Kelley,Spear&CoBath,Me |
| 23868 | **Mary Tavy** **SteelTwinScSp**<br>1*Dk*(*Stl*) | 162<br>156<br>26 | ✠100A–<br>*For Towing purposes*<br>6,18<br>✠LMC6,18 | Drt | | | 1918<br>6mo | Philip& Son,Ld.<br>Dartmouth | TheAdmiralty | 93·5 | 23·6 | 10·6<br>BK6¼"<br>*CellDB*5'6*t* | British<br>4*BHCem* | C.4Cy.15"&32"–24' (*s*)<br>140lb 114NHP<br>1SB,3*cf*GS69,HS2050<br>Philip&Son,Ld.Dartmouth |
| 23869<br>215571<br>LHTS | **Mary W. Potter** **IronScSr**<br>(*ex*Gov.P.F.Thomas)<br>1*Dk* | 148<br>—<br>100 | | | | | 1884 | ..................<br>Philadelphia Pa. | AtlanticCoast Transportation Co. | 113·5 | 21·2 | 9·3 | NewYork<br>Utd.States | C.2Cy.17"&30"–24"<br>37NHP |
| 23870<br>123388 | **Mary Wetherly** **SteelScK**<br>1*Dk*<br>*For full particulars See No. 38455 in Supplement* | 221<br>206<br>81 | | | ... | | 1907 | Hall,Russell&Co.Ld.<br>Aberdeen | ~~M.Wilkins (Sam Isaacs(Aberdeen) Ld.*Mgrs.*)~~ ALewis | 115·5 | 22·6 | 12·1<br>BK7½" | Granton<br>British<br>*WB* | T.3Cy.12",20"&34"–23"<br>75RHP<br>Hall,Russell&Co.Ld.Abn. |
| 23871 | **Maryanne** **SteelScSr**<br>Now a Hulk<br>(*ex*Liberia,*ex*Curityba)<br>*Elec.light* 2*Dks* | *2518*<br>*1988*<br>*1583* | | | | | 1887 | Reiherst'g Schiffsw.<br>Hamburg | | 309·0<br>P86'B76'F48' | 40·0 | 25·0 | | T.3Cy.24",39"&62–42'<br>249NHP<br>Reiherst.Maschinenf.Ham |
| ※ 23872<br>OMXR | **Maryland** **SteelScSr**<br>(*ex*WarNoble) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 5446<br>5140<br>3905 | ✠100A1<br>~~9,21 10,20~~ 12,21<br>✠LMC5,19 | Hav<br>NOs | *z* | CL<br>1,20 | 1919<br>3mo<br>*Lloyd*'*sA&CP* | JCoughlan &Sons<br>Vancouver, B.C. | Cie.Gén.Transatlantique<br>1*IntermediateBH*<br>*DB* | 410·5<br>P44'B115'F47'<br>*in forehold dispensed with*<br>368'1274*t FPT*131*t* | 54·1 | 27·5<br>FK | Havre<br>French<br>*ptCem*<br>6*BH only*<br>*APT*269*t* | 1 Geared Steam Turbine (*s*)<br>190lb 577NHP<br>3SB,9*cf*,GS189,HS8008 FD<br>KerrTurbineCo. Wellsville,N.Y. |
| 23873 | — **SteelSc**<br>*Fitted for oil fuel*<br>2*Dks* | 4750 | | | | | 1921 | Hall,Russell&Co.Ld.<br>Aberdeen | DetForenede DampskibsSelsk. | 360·0 | 50·0 | 34·7 | Copnhagn<br>Danish<br>*WB* | T.3Cy.26",43"&71"–42'<br>327NHP<br>Hall,Russell&Co.Ld.Abn. |
| 23874<br>132044<br>JDKC | — **SteelScSr**<br>*Elec.light* 3*Dks*&*Shelterdk*4*trB*<br>Sub.Sig. Wireless | 4731<br>4403<br>2962 | | | | | 1913 | Harland& Wolff,Ld. (Govan)<br>Glasgow | AtlanticTransport Co.Ld. | 370·0 | 50·2 | 31·0 | Belfast<br>British<br>*WB* | Q.4Cy.24½",35",50"&73"–54"<br>392NHP<br>Harland&Wolff,Ld.Bel. |
| 23875<br>161227<br>KSLF | — **SteelAuxTwinSc5MstSr**<br>(*ex*SailingVesselKineo) *OilEng.*<br>*Elec.light* 2*Dks*<br>(*See Sailing Ship Register*) | 2498<br>—<br>2068 | | | | | 1903 | A.Sewall &Co.<br>Bath,Me. | TexasCo.(Inc.) | 259·5 | 45·3 | 22·9 | Pt.Arthur<br>Utd.States<br>*WB* | Oil Engines<br>8Cy.16½"–18⅞" 183NHP<br>NE*fitted*16 |
| 23876<br>204242<br>KWDP | — **SteelTwinSc**<br>2*Dks* | 1369<br>—<br>827 | | | | | 1907 | Maryland SteelCo.<br>Sparrow'sPt | NewYork Philadelphia& NorfolkR.R.Co. | 249·5 | 40·1 | 14·1 | Cape Charles<br>Utd.States | T.6Cy.17",27½"&44"–26'<br>197NHP<br>MarylandSteelCoSprwsPt |
| 23877<br>MVRP | — **WoodSc**<br>*OilEng.*<br>(*ex*SailingVessel) 1*Dk*<br>(*See Sailing Ship Register*) | 123<br>108<br>64 | | | | | 1904 | ..................<br>Essex,Mass. | Christensen&Co. | 103·3<br>Q8*t*H5*t* | 24·6 | 10·3 | Bodö<br>Norwegian | Oil Engine<br>2Cy.<br>J&CGBolinders,M.V.Skm. |
| 23878<br>123594<br>HJVQ | **Marylebone** **SteelScSr**<br>*ss*Gms.No.3–4,20<br>*Elec.light* Sub.Sig. 2*Dks*(*UStl*–ws)<br>Wireless | 2082<br>1421<br>1070 | ✠ A1<br>*withfreeboard*<br>4,22 ~~3,21~~<br>✠LMC4,20<br>✠NE7,11 ~~BS3,21~~ 4,22<br>✠NB9,06*refitted*7,11<br>*For Service between Grimsby & Rotterdam, Hamburg& Antwerp* | Gms | | CL<br>4,20 | 1906<br>10mo<br>*Lloyd*'*sA&CP* | Cammell Laird&Co.Ld<br>Birkenhead | GreatCentralRly.<br>*WB*= | 270·2<br>P33'B117'F36'<br>*DBuE* 26' 47*t FPT* | 41·1 | 20·3<br>FK | Grimsby<br>British<br>5*BHAsp*<br>33*tAPT*40*t* | T.3Cy.23½",38"&62"–42' (*s*)<br>160lb *100lb* NDB11 398NHP<br>2SB,6*rf*,GS153,HS6460 FD<br>Earle'sS.B.&E.Co.Ld.Hull |
| 23879<br>OMXT | **Maryse** **SteelAuxSc3MstSr**<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 299<br>—<br>205 | | | | | 1919 | G.v/d.Werf<br>Hoogezand | Soc.Anon.de Transp.&dePêche | 116·5 | 23·3 | 10·5 | Brest<br>French<br>*WB* | Oil Engines<br>4Cy.10 12/16"–11 13/16" 29NHP<br>Machf.Drakenburgh, Utrecht |
| ※ 23880<br>HTWN | **Marzo** **SteelScSr**<br>*ss*Bbo.No.3–1,10<br>Wireless *ss*Bcl.No.2–18<br>1*Dk*(*Stl*)&*deepframing*<br>&*ptAwngdk*(*Stl*) | 1296<br>912<br>753 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>1.20<br>~~MBS1,20~~ ✠LMC[illegible]<br>MBS2,22 DBS12,21 | Bbo | *n* | ~~1,20~~<br>N2,22 | 1897<br>8mo<br>A&CP | Cmpbltwn S.B.Co.<br>Campbeltwn | CiaBilbainadeNav (S.Innerarity*Mg.*)<br>*WB*= | 230·5<br>Q79'<br>*ptAwng dk*151'<br>*Cell DBa*54'*f*94'208*t* | 32·7 | 16·3<br>FK | Bilbao<br>Spanish<br>4*BHCem*<br>*APT*80*t* | T3Cy.17½",27½"&45"–33' (*s*)<br>160lb *100lb* NDB15 114NHP<br>1SB,3*rf*,GS63,HS1709<br>J.G.Kincaid&Co.,Gnk. |
| ※ 23881<br>QPFW | **Marzocco** **SteelSc**<br>(*ex*WarTank) Wireless 1*Dk*(*Stl*)<br>*Elec.light Well deck*<br>*Cargo battens not fitted* | *2353*<br>*1771*<br>*1343* | ✠100A1<br>10,19<br>✠LMC10,18 | Lth | *s* | CL<br>10,19 | 1918<br>10mo<br>*Lloyd*'*sA&CP* | Swan,Hunter&Wigham Richardson, LdNewcastle | Soc.diNav. "Etruria"<br>*Cell* | 285·0<br>P25'Q71'B66'F32'<br>*DB*228'553*tFPT*100*t* | 42·1 | 19·1<br>FK | Leghorn<br>Italian<br>7*BHptCem*<br>*APT*224*t* | T.3Cy.25",41"&68"–45' (*s*)<br>180lb 417NHP<br>2SB,8*cf*,GS150,HS6022 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23882<br>18795<br>NFPQ | **Masaki Maru** SteelScSr<br>1*Dk*<br>*Elec.light* | 1229<br>—<br>713 | | | | | 1917 | OsakaIron Works,Ld.<br>Osaka | Kusakabe KabushikiKaisha | 220·0\|33·6\|18·5<br>P23'B44'F24' | Kobe<br>Japanese<br>*WB* | T.3Cy.13½",23"&38"–30"<br>79NHP<br>OsakaIronWks.Ld.Osaka | | |
| 23883<br>28873<br>NVFS | **Masaki Maru No. 2** SteelSc<br>1*Dk*<br>*Elec.light* | 1224<br>—<br>709 | | | | | 1918 | OsakaIron Works,Ld.<br>Osaka | Kusakabe KabushikiKaisha | 220·0\|33·6\|18·5<br>P23'B44'F24' | Kobe<br>Japanese<br>*WB* | T.3Cy.13½",23"&38"–30"<br>79NHP<br>OsakaIronWorksLdOsaka | | |
| 23884 | **Masaltob** SteelScSr<br>(*ex*Seringueiro)<br>1*Dk&Promenade dk*<br>*Elec.light* | 144<br>111<br>103 | ✠<br>*For River purposes only*<br>8,05<br>✠ | PGl | | | 1905<br>8mo | Murdoch & Murray<br>Pt.Glasgow | Benchimol& Marques | 105·0\|24·1\|5·8<br>F16'<br>FK | Para<br>Brazilian<br>5*BHCem* | C.2Cy.12½"&26"–18"<br>1SB.2*pf*GS34,HS820 39NHP<br>White&Hemphill,Grk. | 6 〃 0 | |
| 23885<br>149<br>QPHZ | **Masaniello** SteelSc5Mst<br>(*ex*Italia)<br>2*Dks&Webframes &Shelter dk*<br>*Elec.light* Wireless | 6366<br>6146<br>3949 | | | ... | | 1904 | Cant.Nav. Siciliani<br>Palermo | "Transoceanica" Soc.Italiana di Nav. | 391·7\|52·1\|33·4<br>B70'<br>FK | Naples<br>Italian | T.3Cy.27",43"&73"–51"<br>476NHP<br>G.Clark,Ld.Sunderland | 26〃10 | I |
| 23886<br>20349<br>NHTS | **Masashige Maru No. 2** WoodAux ScSr | 190<br>—<br>112 | | | | | 1917 | ................ | Mitsubayashi Naosuke | 95·6\|25·8\|11·4 | Hashi-hama<br>Japanese | | | |
| 23887<br>1038<br>HGLQ | **Masayoshi Maru** IronScSr<br>(*ex*Saltee)<br>2*Dks* | 574<br>—<br>414 | ✠<br>7,72 | Ayr | | | 1864<br>11mo | Blackwood &Gordon<br>PortGlasgow | ChuKeijin | 183·0\|23·4\|20·1 | Amagasaki<br>Japanese | C.2Cy.26 9/16"&46¾"–27"<br>NE&B72 96NHP<br>J.&T.Young,Ayr | | |
| 23888<br>217924<br>LQTH | **Masca** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk2trB in fore& after holds&Webframes*<br>Sub.Sig. | 3286<br>3005<br>2002 | | | ... | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0\|46·2\|25·0<br>P30'B90'F34'<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 〃 6 | R |
| 23889<br>115230<br>TBCW | **Masconomo** SteelScSr<br>*ss*SFo.No.3–12,13<br>*ss*Rot.No.1–19<br>(*ex*Winnebago, *ex*Kinsman)<br>2*Dks(Stl) &Webframes*<br>*Mchy.Aft* *Elec.light* Wireless | 4534<br>4140<br>2965 | ✠100A1<br>5,21 ~~12,20~~<br>*Carrying Petroleum in bulk*<br>BS12,20 ✠LMC5,18 | Npt<br>NYk | *x* | CL<br>12,20 | 1901<br>11mo<br>*Lloyd's A&CP* | Armstrong Whtwrth&Co LdNewcastle | Standard Transportation Co.Ld.<br>*WB=CellDBuB33'f38'154t FPT* | 360·0\|49·7\|28·7<br>P76'B25'F36'<br>FK | HongKong<br>British<br>11*BHCem*<br>113*tAPT*24*t* | T.3Cy.24",40"&66"–48" (*r*)<br>180lb 345NHP<br>3SB,9*cf*,GS171,HS5570<br>Wllsnd Slpwy.Co.Ld.Nwc | 30 〃 3<br>s 6 〃 6<br>24 〃 1 | |
| 23890 | **Mascot** SteelSc<br>*Elec.light* 1*Dk*<br>*Should be "Sainte Marguerite II," See No. 39288 in Supplement* | 1823<br>1630<br>1100 | | | | | 1921 | Dublin Dkyd,Co.Ld.<br>Dublin | R.Peterson | 265·0\|42·1\|17·9<br>P22'B71'F29' | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.20½",34"&56"–36"<br>188NHP<br>Rankin&BlackmoreLdGrk | | |
| 23891<br>124988<br>TWLB | — CompAuxScSr<br>*OilEng.*<br>(*See Sailing Ship Register*) 1*Dk* | 248<br>227<br>135 | | | | | 1910 | Bullock Bros.<br>Rangoon | AhmedI.Atchia | 119·0\|26·4\|9·0 | Singapore<br>British | Oil Engines<br>29NHP | | |
| 23892<br>HBCT | **Mascota** WoodSc | 317<br>—<br>190 | | | | | 1908 | ................<br>Montevideo | C.Montaldo | 118·7\|34·1\|8·5 | Bns.Ayres<br>Argentine | C.2Cy.9"&18"–10" | | |
| 23893<br>91818<br>KDGQ | **Mascotte** IronScSr<br>Wireless 1*Dk&Awng dk* | 884<br>—<br>520 | | | | | 1885 | W.Cramp &Sons<br>Philadelphia | Peninsular & OccidentalS.S.Co. | 195·5\|30·0\|19·6 | Nw.Haven Con.<br>Utd.States | T.3Cy.19",30"&50"–30"<br>NB12 137NHP<br>W.Cramp&Sons,Phl. | | |
| 23894<br>5921<br>KBFC | **Måsen** WoodScSr<br>*OilEng*<br>1*Dk* | 130<br>109<br>65 | | | | | 1916 | ÖrebroNya Rederiaktieb.<br>Varf,Skebäck | ÖrebroNya Rederiaktieb. (G.Tidholm,*Mgr.*) | 91·2\|21·7\|8·0 | Örebro<br>Swedish | Oil Engines<br>2Cy.10½"–12⅛" 14NHP<br>J.V.SvenssonsM.A.Skm. | | |
| 23895<br>MDCP | **Masfjord** SteelScSr<br>1*Dk* | 156<br>119<br>67 | | | | | 1907 | Xiansands Mek.Værks.<br>Xiansand | Lindaas-Masfjor-densDampskibs-selskab | 107·1\|20·0\|9·6<br>B36*t* | Bergen<br>Norwegian<br>*WB* | T.3Cy.10",16"&26"–18"<br>29NHP<br>XiansandsM.V.Xiansands | | N |
| 23896<br>144222<br>KHBG | **Mashobra** SteelSc<br>*Elec.light* 2*Dks(Stl–U* teak s)<br>Wireless Sub.Sig. | ~~8288~~ 8324<br>6848<br>~~5117~~<br>5131 | ✠100A1<br>~~6,21~~ ~~10,20~~ 3,22<br>✠LMC10,20<br>*Fitted for oil fuel* 10,20 *F.P. above* 150° F. | Gls<br>Mdb | *c*† | CL | 1920<br>10mo<br>*Lloyd's A&CP* | Barclay, Curle&Co.Ld.<br>Glasgow | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB*419' 1550*t FPT*124*t APT*60*t* | 450·0\|58·3\|32·9<br>P44'B161'F42'<br>FK | Glasgow<br>British<br>9*BHCem* | T.3Cy.21",35½"&61"–45" (*s*)<br>215lb 833NHP<br>4SB16*cf*,GS300HS12628 FD<br>Barclay,Curle&Co.Ld.Gls. | 35 〃 6<br>s 8 〃 2<br>27 〃11 | BT till 7,21 |
| 23897<br>115822<br>TJRB | **Mashona** SteelScYl<br>(*Tug*)<br>1*Dk* | 153<br>137<br>3 | | | ... | | 1902 | IrvineS.B. &E.Co.Ld.<br>Irvine | Price,Wills& Reeves | 100·5\|20·1\|11·3<br>B18'<br>BK6½" | London<br>British | T.3Cy.13",22"&35"–27"<br>99RHP<br>J.Stewart&Son,Ld.Lon. | 12 〃 0 | |
| 23898<br>5917<br>KBDS | **Masilia** SteelScSr<br>*ss*NYk.No,1–22<br>*Elec.light* 1*Dk(Stl)&Shelter dk(Stl)*<br>Wireless | 2198<br>2033<br>1292 | ✠100A–<br>*Shelter dk with freeboard*<br>4,22 ~~11,20~~<br>✠LMC[illegible],22 | Skm<br>NYk | | ~~3,10~~<br>6,21 | 1917<br>8mo | Oskrshmns M.V.Aktieb.<br>Oskarshamn | Rederiaktieb. SvenskaLloyd (H.Metcalfe,*Mgr.*)<br>*CellDB*237' 473*t FPT* 44*tAPT*20*t* | 270·6\|41·1\|24·1<br>FK | Gothenbrg<br>Swedish<br>4*BHCem* | T.3Cy.22½",35½"&58½"–36"<br>185lb *100lb* (*s*) 270NHP<br>2SB,6*cf*,GS87,HS3800 FD<br>Oskarshamns M.V.Aktieb | 25 〃 6<br>s6〃10½<br>18 〃11 | |
| 23899<br>140627<br>KBLF | **Masirah** SteelScSr<br>*Elec.light* 2*Dks(Stl)*<br>Wireless *Cruiser Stern* | 6836<br>6148<br>4313 | ✠100A1<br>11,2[illegible] 11,20<br>✠LMC6,19 | Ham<br>Mdb | *b*† | CL | 1919<br>6mo<br>*Lloyd's A&CP* | C.Connell &Co.Ld.<br>Glasgow | T.&J.Brocklebank Ld.<br>*CellDB*398' 1398*t MT*27' 896*t FPT*106*t APT*75*t AfterPeak* | 448·0\|56·0\|31·8<br>P102'B163'F49'<br>FK | Liverpool<br>British<br>*Cem*<br>6*BHto Udk*<br>*BH „ 2nd „* | T.3Cy.26½",45"&75"–54" (*s*)<br>200lb *110lb* 643NHP<br>2DB,16*cf*,GS258,HS12142<br>Dunsmuir&Jackson LdGls | 34 〃 6<br>s 6 〃10<br>28 〃 1 | |
| 23900<br>~~[illegible]~~<br>~~[illegible]~~ | **Maskinonge** SteelScSr<br>*ss*Hfx.No.2–20 ~~*ss*NYk.No.1–17~~<br>*Elec.light* 1*Dk(Stl)&Webframes*<br>Sub.Sig. *Longitudinal framing*<br>Wireless *Cargo battens not fitted* | 4793<br>4513<br>2672 | ✠100A1<br>~~2112,19~~ 12,21<br>✠LMC5,21 | Hfx<br>Ham | *x* | CL<br>~~3,21~~<br>12,21 | 1912<br>3mo<br>*Lloyd's A&CP* | ShortBros. Ld.<br>Sunderland | ~~Handelsvertret-ungderRussichen FederativenSoviet RepublikinDeutchland~~<br>*WB=Cell DBa*117'*uE&B*46'*f* 159'1223*t Topside tanks* | 375·0\|52·0\|28·3<br>P29'B89'F35'<br>FK | Russian<br>6*BHCem* | T.3Cy.26",44"&73"–48" (*s*)<br>180lb 484NHP<br>3SB,9*cf*,GS154,HS6888 FD<br>N.E.MarineEng.CoLd.Sld.<br>275'871*tFPT*160*tAPT*223*t* | 30 〃 9<br>s 6 〃 2½<br>24 〃 11 | |
| 23901<br>219715<br>LVTW | **Mason City** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*<br>Wireless *Longitudinal framing* | 3482<br>2840<br>2112 | | | | | 1920 | Bethlehem S.B.Corp.Ld.<br>WlmngtnDel | UnitedStates ShippingBoard | 328·0\|46·2\|22·7<br>P42'B92'F36' | Wilmgton (Del.)<br>Utd.States<br>*WB* | T.3Cy.22",37½"&60"–42"<br>233NHP<br>BethlehemS.B.Corp.Ld. (HarlanPlant) | | R |
| 23902<br>115304<br>TPSF | **Massasoit** SteelSc3MstSr<br>*ss*Rot.No.3–9,14<br>*ss*N.Yk.No.1–19<br>(*ex*Cuyahoga,*ex*Lucigen) 2*Dks(1Stl&1Irn)&Webframes*<br>*Mchy.Aft* *Elec.light* Wireless | 4527<br>4117<br>2929 | ✠100A1<br>12,20<br>*Carrying Petroleum in bulk*<br>BS6,20 ✠LMC5,19 | Npt | *x* | CL<br>12,20 | 1902<br>8mo<br>A&CP | Armstrong Whitworth &Co.Ld.<br>Newcastle | StandardTrans-portationCo.Ld.<br>*WB=Cell DBuB*36'87*t FPT* | 370·3\|48·5\|28·8<br>P92'B23'F42'<br>FK | HongKong<br>British<br>11*BHCem*<br>74*tAPT*21*t* | T.3Cy.26",44"&72"–48" (*r*)<br>180lb *100lb* 404NHP<br>3SB,9*rf*,GS187,HS6495<br>NE.MarineEng.CoLd Nwc | 30 〃 3<br>s 6 〃 4<br>24 〃 3 | |
| 23903<br>643<br>QPMD | **Massaua** SteelScSr<br>*Elec.light* 2*Dks* | 1579<br>1007<br>790 | | | | | 1913 | Cant.Nav. Riuniti<br>Ancona | Soc.Marittima Italiana | 268·8\|35·3\|16·6 | Genoa<br>Italian<br>*WB* | T.3Cy.19⅜",32 11/16"&55⅛"–39⅜"<br>190NHP<br>Cant.Nav.Riuniti,Ancona | | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23904<br>OMYG | **Massevaux** WoodTwinSc<br>*Elec.light* (*ex*C.—25)<br>*Mchy.Aft* 1*Dk* | 1158<br>—<br>670 | | | | | 1919 | DavieS.B.<br>&Repg.Co.<br>Lauzon,P.Q. | FrenchGovernment | 194·8<br>P98'F28' | 39·7 | 15·0 | Havre<br>French | C.4Cy.12"&24"–16"<br>Tidewaters 38NHP<br>S.B.Ld.ThreeRivers |
| 23905<br>219263<br>LTSJ | **Massick** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk2trB in fore&*<br>Wireless *after holds& Web frames* | 3545<br>3005<br>2174 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>368NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa |
| 23906<br>OMYH | **Massilia** SteelQuadScSr<br>*Elec.light* Wireless 7*Dks* | 15147<br>—<br>6371 | | | | | 1916 | Forg.&Ch.<br>de la Médit.<br>LaSeyne | Cie.de Nav.Sud-Atlantique | 574·0<br>P315' | 64·0 | 40·2 | Bordeaux<br>French<br>*WB* | T.6Cy46½",59½"&73½"–43 11/16"<br>&2L.P.Turbines<br>Forg.&Ch.de la Médit.Msl. |
| 23907<br>115712<br>TQKL | — SteelScSr<br>*Elec.light* Wireless 2*Dks* | 5112<br>4403<br>3251 | | | | | 1902 | A.Stephen<br>&Sons,Ld.<br>Glasgow | AnchorLine(HendersonBros.)Ld. | 400·5<br>P28'B122'F53' | 49·2 | 27·8 | Glasgow<br>British<br>*WB* | T.3Cy.26",43"&71"–48"<br>349NHP<br>A.Stephen&Sons,Gls. |
| 23908<br>219245<br>LTRJ | **Massillon Bridge** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk2trB in fore&*<br>Wireless *after holds& Web frames* | 3545<br>3005<br>2174 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa |
| 23909<br>136712<br>JGVQ | **Massis** SteelScSr<br>*ss*Shl.No.1–19<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*<br>*Elec.light* *Longitudinal framing*<br>Wireless | 5029<br>4470<br>3062 | ✠100A1<br>7,21 ~~1,21~~<br>BS1,21 ✠LMC4,19<br>*Carrying Petroleum in bulk Lloyd's A&CP*<br>*Fitted for oil fuel 10,14 F.P. above 150°F.* | Cff<br>Rot | *x* | CL<br>1,21 | 1914<br>10mo | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | MassisOilTransportCo.Ld.<br>(F.Gilbert)<br>*WB=CellDB*<br>*f 36' 316t* | 385·2<br>P88'B28'F41'<br>*uB24'35tDT*<br>*FPT 73t* | 50·3 | 30·3<br>FK<br>*APT 39t* | London<br>British<br>16*BHptCem*<br>9 *to Uprdk*<br>7 ,, *2nd* ,, | T.3Cy.25½",42"&70"–48" (s)<br>180lb *120lb* 425NHP<br>2SB,6*cf*,GS126,HS5862<br>N.E MarineEng.CoLdNwc |
| 23910<br>142558<br>PSGJ | **Master** SteelScK<br>(*ex*Quickly,*ex*Swift)<br>*Elec.light Well deck* 1*Dk* | 242<br>198<br>94 | | | ... | | 1897 | Edwards<br>Bros.<br>Newcastle | KelsallBros.&<br>Beeching,Ld.<br>(JohnSlater,*Mgr*) | 133·7<br>Q49'B7'F20' | 21·6 | 10·8<br>BK7½" | Newcastle<br>British<br>*WB* | T.3Cy.13½",22½"&38"–27"<br>NB14 70RHP<br>N.E.MarineEng.Co.Ld.Sl |
| 23911<br>145116 | **Masterful** SteelSc<br>*ss*Lon.No.2–21<br>(*ex*Cor IV.) 1*Dk* | 123<br>110<br>16 | ✠100A1<br>*For Towing purposes*<br>3,21<br>✠LMC12,20 | Lon | | 12,20 | 1912<br>10mo<br>*Lloyd's A&CP* | Jonker&<br>Stans,Hndrik<br>IdoAmbacht | C.D.Etheredge | 92·1 | 19·5 | 8·3<br>BK5" | London<br>British<br>4*BH*<br>*APT*14*t* | T3Cy11 13/16",17 5/16"&29 13/16"–15"<br>192lb (s) 57RHP<br>1SB,2*cf*,GS35,HS1161<br>Machinefabriek,Bolnes |
| 23912 | **Mastiff** IronScK<br>*ss*Hul.No.1–96<br>1*Dk* | *150*<br>*139*<br>*63* | ✠<br>*StmTrawler*<br>2,96 ✠ | Hul | | | 1891<br>9mo | Cook,Welt'n&Gemmell<br>Hull | FiskeriaktiebSvea | 100·6<br>Q20' | 20·9 | 10·9<br>BK7½" | Gothenbrg<br>Swedish<br>3*BHCem* | C.2Cy.17"&33"–22" 42NHP<br>1SB,2*pf*,GS30,HS810<br>Bailey&Leetham,Hull |
| 23913<br>129529 | **Mastodon** SteelTwinSc<br>(*BucketDredger*)<br>(*ex*No.508) 1*Dk*(*Stl*)<br>*Elec.light* | 748<br>677<br>435 | ✠<br>*Dredger*<br>11,10 ✠ | Rnf | | | 1910<br>11mo | W.Simons<br>&Co.Ld.<br>Renfrew | CanadianGovernment | 200·3<br>F25' | 36·6 | 12·8<br>FK | Vancvr,BC<br>British<br>4*BHCem* | C.4Cy.18"&36"–24"<br>145NHP<br>2SB,4*cf*,GS90,HS2856<br>W.Simons&Co.Ld.Rnf. |
| 23914<br>124819 | **Mastwing** SteelScK<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 199<br>188<br>73 | | | ... | | 1908 | GooleS.B.<br>&RepgCo.Ld.<br>Goole | KelsallBros.&<br>Beeching,Ld.<br>(JohnSlater,*Mgr*) | 110·0 | 21·6 | 11·6<br>BK7½" | Hull<br>British<br>*WB* | T.3Cy.12",21"&33"–21"<br>55RHP<br>Earle'sCo.Ld.Hull |
| 23915<br>216709<br>LMJK | **Masuda** SteelSc<br>*Elec.light* Sub.Sig.<br>2*Dks& Web frames*<br>Wireless *Longitudinal framing* | 4845<br>4394<br>3605 | | | ... | | 1918 | ToddD.D&<br>Const.Corp.<br>Tacoma,Wsh. | UnitedStates<br>ShippingBoard | 380·6<br>P39'B102'F42' | 53·1 | 27·0<br>FK | Tacoma<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"–48"<br>472NHP<br>SeattleConst.&DryDock<br>Co.Seattle,Wash. |
| 23916<br>25052<br>RLVN | **Masuho Maru** SteelSc<br>1*Dk* | 998<br>—<br>584 | | | | | 1918 | ShinkiS.B.<br>Yard<br>Osaka | MatsudaKisen<br>KabushikiKaisha | 200·0 | 32·0 | 18·0<br>*WB* | Nishinomiya<br>Japanese | T.3Cy.13½",27½"&37½"–28"<br>74NHP<br>TakedaIrn.Fndry,Osaka |
| 23917<br>16456<br>MHTB | **Masuichi Maru** WoodAuxScSr | 176<br>—<br>122 | | | | | 1914 | ................ | NittoTanko<br>KabushikiKaisha | 96·3 | 23·9 | 11·3 | Shinagawa<br>Japanese | |
| 23918<br>141904<br>KBJF | **Masula** SteelTwinScSr<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 7261<br>6821<br>4454 | ✠100A1<br>9,21 ~~8,20~~<br>✠LMC6,19<br>*Fitted for oil fuel 6,19 F.P. above 150° F.* | Fal<br>Cff | *c* † | CL<br>8,20 | 1919<br>6mo<br>*Lloyd's A&CP* | Barclay,<br>Curle&Co.Ld<br>Glasgow | BritishIndiaStm.<br>Nav.Co.Ld.<br>*Cell* | 449·7<br>P44'B149'F41'<br>*DB390' 1551t FPT* | 58·2 | 32·7<br>FK | Glasgow<br>British<br>7*BHCem*<br>120*tAPT*67*t* | T.6Cy.~~21~~ 21 5/16",35½"&61"–45" (s)<br>215lb 830NHP<br>4SB&1AuxSB,18*cf*,GS338,<br>HS12628 FD<br>Barclay,Curle&Co.Ld.Gls. |
| 23919 | **Masuren** SteelScSr<br>(*ex*Frieda,*ex*FranzLansert)<br>*Elec.light* 1*Dk* | 513<br>395<br>299 | | | | | 1899 | Nüscke&<br>Co.<br>Grabow | Lübeck-KönigsbergerDampfsch.Ges. | 168·4<br>Q56'B43'F21' | 25·7 | 12·5 | Lübeck<br>German<br>*WB* | C.2Cy.17¾"&30¾"–19¾"<br>"Kette"Deutsche 35NHP<br>Elbsch.Ges.Uebiga |
| 23920<br>143163<br>JWVT | **Masuria** SteelScSr<br>*Now named "Aldgate," See No. 36147 in Supplement*<br>(*ex*Leuchfeld,*ex*Ujest,*ex*Nubia)<br>*CellSideTanks amidships&*<br>*Elec.light* *deep framing at ends* 2*Dks*<br>Wireless | 3622<br>3321<br>2298 | | | ... | | 1900 | W.Gray&<br>Co.Ld.<br>WHartlepool | CityWards Shppg.Co.Ld. (C.G.Ashdown&CoLd.*Mgs*) | 337·0<br>P37'B130'F41' | 51·0 | 24·4<br>FK | London<br>British<br>*WB* | T.3Cy.25½",40½"&67"–45"<br>310NHP<br>Cen.Mar.Eng.Wrks.WHpl |
| 23921<br>134962<br>JLFP | **Mata Hari** SteelScSr<br>1*Dk*(*Stl-teak s*)&*Shade dk*(*Teak*)<br>*Elec.light* | 1020<br>755<br>511 | ✠<br>10,15<br>✠<br>*Fitted for oil fuel 6,15 F.P. above 150°F.* | Sng | *n* | | 1915<br>6mo | C.Rennoldson&Co.<br>SouthShields | BritishIndiaStm.<br>Nav.Co.Ld.<br>*WB = CellDB a51' u E* | 220·0<br>P15'F23'<br>*&B38'f94'254tFPT* | 35·2 | 13·0<br>FK | S.Shields<br>British<br>5*BHCem*<br>16*tAPT*25*t* | T.3Cy.17½",29"&47"–30"<br>165NHP<br>2SB,6*cf*,GS89,HS3082<br>ShieldsEng.Co.Ld.N.Shl. |
| 23922<br>150810 | **Mataafa** SteelSc<br>(*ex*Pennsylvania)<br>*Mchy.Aft Elec.light* Sub.Sig. 1*Dk2trB* | 4840<br>—<br>3604 | | | | | 1899 | Cleveland<br>S.B.Co.<br>Lorain,O. | PittsburghS.S.Co. | 429·6 | 50·0 | 25·0 | Duluth<br>Utd.States<br>*WB* | Q.4Cy.15¾",23¾",36½"&56"<br>–40" 198NHP<br>ClevelandSB.Co.Cleveland |
| 23923<br>~~140838~~<br>~~KBQP~~ | **Matadi** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3097<br>2856<br>1879 | ✠100A1<br>8,21 ~~10,20~~<br>✠LMC7,19 | Ant | *u* | CL | 1919<br>7mo<br>*Lloyd's A&CP* | R.Thompson&Sons,Ld.<br>Sunderland | ~~Elder,Dempster&Co.Ld.~~<br>Cie Africaine de Nav. | 331·3<br>P33'B100'F28'<br>*CellDB276'729tFPT* | 46·8 | 23·2<br>FK | Liverpool<br>Belgian<br>7*BHptCem*<br>112*tAPT*44*t* | T.3Cy.25",41"&68"–45" (s)<br>180lb 358NHP<br>3SB,9*cf*,GS162,HS5814<br>N.E.MarineEng.Co.Ld.Sl |
| 23924<br>131407<br>HVBP | **Matador** SteelScSr<br>*ss*Liv.No.2–19<br>(*ex*SaintVeronica,*ex*Arab) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 4761<br>4496<br>2950 | ✠100A1<br>5,21 ~~4,20~~<br>BS1,21 ✠LMC10,19<br>*Carrying oil fuel F.P. above 150°F. in DBtanks* | Gls<br>Liv | *y* | CL<br>~~8,18~~<br>4,21 | 1912<br>1mo<br>*Lloyd's A&CP* | JLThompson&Sons,Ld.<br>Sunderland | CharenteS.S.Co.Ld.(T.&J.Harrison,*Mgrs.*)<br>*CellDBa128'uE&B* | 395·7<br>P38'B118'F35'<br>*55'f166'1230tFPT* | 51·5 | 26·7<br>FK | Liverpool<br>British<br>6*BHCem*<br>108*tAPT*56*t* | T.3Cy.25½",42"&69"–48" (s)<br>180lb *180lb* 428NHP<br>2DD,12*cf*,GS219,HS7542<br>G.Clark,Ld.Sunderland |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23925<br>80459<br>SMJW | **Matador** IronScSr<br>*Elec.light* (*ex*Yacht) | 158<br>—<br>73 | | | | | 1879 | J.&G. Thomson<br>Glasgow | P.R.Bordewich &Co. | 131·5 | 19·8 | 9·5 | Hull<br>British<br>4*BHCem* | C.2Cy.18"&32"-24"<br>NB94 42NHP<br>1B,2*pf*,GS27,HS754<br>J.&G.Thomson,Glasgow | | |
| 23926<br>145353<br>KJML | **Matakana** SteelTwinSc<br>2*Dks*(*Stl*)&*Shelterdk*(*Stl*)<br>*Elec.light Ref.Mchy.* Wireless | 8048<br>7466<br>5030 | ✠100A1<br>*Shelter dk with freeboard*<br>~~(*Class Contem plated*)~~<br>✠LMC9,21<br>2,22 ~~9,21~~<br>✠Lloyd'sRMC9,21 | Lon | *e*† | CL | 1921<br>6mo | A Stephen &Sons,Ld.<br>Glasgow<br>Lloyd'*sA&CP* | Shaw,Savill& AlbionCo.Ld. | 477·5<br>P28'B180'F49' *on Shelter dk* FK<br>*CollisionBHtoShelter dk*<br>*CellDB*414'1585t | 63·0 | 31·3 | S'thamptn<br>British<br>*Cem*<br>8*BHtoUdk*<br>*APT*71*t* | 4SteamTurbines geared to 2Sc.Shafts220lb(*s*)1084NHP<br>2DB&2SB,18*cf*,GS346HS15082FD<br>A.Stephen&Sons,Ld.Gls. | 34 " 4<br>s 6 " 0½<br>28 " 7 | |
| 23927<br>144423<br>KDWM | **Matama** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 2012<br>1846<br>1120 | | | | | 1920 | Ramage& Ferguson,Ld<br>Leith | KhedivialMailS.S. &Graving DockCo. Ld. | 270·6 | 38·1 | 23·9 | London<br>British<br>*WB* | T.3Cy.21",34"&56"-39"<br>196NHP<br>Ramage&Fergusn,Ld.Lth | | C |
| 23928<br>92888<br>KNPV | **Matanzas** SteelScSr<br>(*ex*Guido)<br>*Elec.light* Wireless 2*Dks* | 3094<br>2859<br>2006 | | | ... | | 1883 | Harland& Wolff<br>Belfast | NewYork&Cuba MailS.S.Co.Inc. | 360·3<br>P51'B84'F53'<br>BK11" | 41·2 | 26·5 | NewYork<br>Utd.States<br>*WB* | C.2Cy.40"&80"-51"<br>NB04 410NHP<br>Harland&Wolff,Belfast | 28 " 3 | R |
| 23929 | **Mataquito** SteelTwinScSr<br>(*Tug*)<br>1*Dk*(*Stl*) | 278<br>251<br>61 | ✠<br>5,02<br>✠ | Gls | | | 1902<br>5mo | Cochran& Co.(Annan) Ld.<br>Annan | CompaniaSud. AmericanadeVap. | 120·0<br>BK7"<br>*WB*= | 23·5 | 13·0 | Valparaiso<br>Chilian<br>6*BHCem*<br>*DTf*23'176*t* | T.6Cy.10",15½"&26"-22"<br>87NHP<br>2SB,4*cf*,GS67,HS1600<br>Cochran&Co.(Annan),Ld. Annan | | |
| 23930<br>125219<br>TVQR | **Mataram** SteelScSr<br>*ss*Syd.No.3-11,20<br>*Ref.Mchy.* Wireless 1*Dk*(*Stl*)&<br>*Elec.light* *Spar dk*(*Stl-pt*ws) | 3331<br>2590<br>~~2026~~<br>1962 | ✠100A1<br>2,22 *Spar dk*<br>~~2,21~~<br>BS10,21<br>✠LMC11,20<br>~~[illegible]~~ | Syd | *v* | CL<br>9,19 | 1909<br>9mo | ClydeS.B. &E.Co.Ld.<br>Pt.Glasgow<br>Lloyd'*sA&CP* | Burns,Philp&Co. Ld.<br>*WB = Cell DBa*88'*u*<br>✠Lloyd'sRMC11,21for port forward No.2 tweendeck chambers only | 331·2<br>P29'B128'F44' FK<br>*E*18'*f*160'593*tFPT* | 43·2 | 22·4 | SydnyNSW<br>British<br>5*BHptCem*<br>79*tAPT*29*t* | T.3Cy.24",40"&65"-42" (*s*)<br>180lb *100lb* 397NHP<br>2SB,8*cf*,GS150,HS6000 FD<br>ClydeS.B.&E.Co.Ld.P.Gl. | 24 " 9<br>s 3 " 9½<br>21 " 4 | |
| 23931<br>114599<br>MJRG | **Matatua** SteelTwinScSr<br>*ss*Lon.No.3-1,18<br>*Ref.Mchy.* 2*Dks*(*StlU*-ws)&*deep framing*&*Shelter dk*(*Stl*-ws)<br>*Elec.light* Wireless | 8010<br>6061<br>5210 | ✠100A1<br>*Shelter dk withfreeboard*<br>8,21 ~~1,21~~<br>~~BS5,20~~<br>✠LMC~~12,17~~ 9,21<br>✠Lloyd'sRMC2,21 ~~[illegible]~~ 3,22 | Lon | *c*† | CL<br>~~S12,17~~<br>~~P12,19~~<br>9,21 | 1904<br>2mo | Workman, Clark&Co.Ld<br>Belfast<br>Lloyd'*sA&CP* | Shaw,Savill& AlbionCo.Ld.<br>*WB=Cell* | 448·0<br>FK&BK1$\frac{13}{20}$"<br>*DBa*119'*uE&B*78' | 56·5 | 30·6 | S'thamptn<br>British<br>7*BHCem*<br>*f*191'1325*t* | T.6Cy.22",37"&63"-48" (*s*)<br>205lb 800NHP<br>2D&2SB18*cf*GS362HS14386<br>Wrkman,Clark&Co.LdBel | 33 " 6<br>s5 " 9<br>28 " 5 | BT till 5,21 |
| 23932<br>218868<br>LSRH | **Matchless** WoodSc<br>*Motor*<br>1*Dk* | 113<br>—<br>97 | | | | | 1859 | ..................<br>KeyWest,Fla | GeorgeJ.Reynolds | 91·4 | 25·6 | 9·3 | Tampa<br>Utd. States | Motor | | |
| 23933<br>~~140647~~<br>~~KCHB~~ | **Mateba** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2955<br>2698<br>1753 | | | | | 1919 | W.Dobson &Co.<br>Newcastle | ~~Elder,Dempster &Co.Ld.~~<br>Cie Africaine de Nav. | 331·2<br>P33'B100'F33' | 48·0 | 22·1 | ~~Liverpool~~<br>~~British~~<br>Belgian *WB* | T.3Cy.25",41"&68"-45"<br>310NHP<br>N.E.MarineEngCoLd.Nwc | | C |
| 23934<br>MGFQ | **Material** CompScSr<br>(*ex*Tonjer,*ex*Victor, *ex*Viktor)<br>1*Dk* | 238<br>184<br>129 | | | | | 1890 | P.Larsson<br>Thorskog | SkibsA/S H.K. Hvistendahls Rederi(H.K. Hvistendahl,*Mgr*) | 110·7<br>Q16*t*B30*t* | 22·0 | 10·4 | Chrstiania<br>Norwegian | C.2Cy.12"&18"-16"<br>11NHP<br>Thorskog Mek.Værks.Got. | | N |
| 23935<br>140643<br>KOFB | **Matheran** SteelScSr<br>2*Dks*(*Stl*)3*rd dk*(*Stl*)*in No.* 1 *hold*<br>*Elec.light* Wireless *Cruiser Stern* | 7653<br>7051<br>4652 | ✠100A1<br>~~10,20~~ 10,21<br>✠LMC8,19 | Ham<br>Mdb | *c*† | CL<br>10,21 | 1919<br>8mo | Lithgows, Ld.<br>PortGlasgow<br>Lloyd'*sA&CP* | T.&J. Brocklebank Ld.<br>*CellDB*414'1615*t* | 470·3<br>P47'B126'F47' FK<br>*DTa*37'1234*tFPT*100*tAPT*96*t* | 58·2 | 32·1 | Liverpool<br>British<br>7*BHCem* | T.3Cy.28",47½"&80"-54" (*r*)<br>200lb 800NHP<br>2DB&1AuxSB,20*cf*,GS342. HS15728<br>Dunsmuir&JacksonLdGls | 34 " 10<br>s 7 " 11½<br>27 " 3 | |
| 23936<br>MVFK | **Mathilda** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3650<br>3298<br>2223 | ✠100A1<br>4,22 ~~2,21~~<br>✠LMC3,20 | Npt<br>Cff | *w* | CL | 1920<br>3mo | J.Blumer& Co.Ld.<br>Sunderland<br>Lloyd'*sA&CP* | A/S D/S Mathilda (J.Christensen)<br>*CellDB*312'867*t* | 356·3<br>P41'B170'F33' FK | 48·7 | 23·9 | Bergen<br>Norwegian<br>6*BHCem*<br>*APT*109*t* | T.3Cy.24",40"&65"-45" (*s*)<br>180lb *120lb* 318NHP<br>2SB,6*cf*,GS136HS5024<br>J.Dickinson&Sons,Ld.Sld | 25 " 11 | |
| 23937<br>4387<br>JPDR | — SteelScSr<br>*ss*Els.No.3-2,15<br>*ss*Skm.No.1-19<br>(*ex*Rymmen,*ex*Titti, *ex*AnnaHermine) 1*Dk*(*ptIrnptStl*) &*deep framing*<br>*Cargo battens not fitted* | 1256<br>1094<br>767 | ✠100A1<br>8,21 ~~8,20~~<br>~~BS7,20~~<br>BS9,21<br>✠LMC5,19 | Shl<br>Mch | *n* | ~~4,19~~<br>8,21 | 1902<br>4mo | W.Harkess &Son<br>Middlesbro'<br>Lloyd'*sA&CP* | Travaruaktieb Norrkopings Exporthyfferi(A. Danielsson,*Mgr* ~~*Mgr.*)~~<br>*DB* | 225·0<br>Q83'B56'RFD86' F21' FK<br>*a&uE*79'*uB*15'*f*92 | 35·1 | 17·8 | Nrrköping<br>Swedish<br>4*BHCem*<br>351*tAPT*29*t* | T.3Cy.17",28½"&46"-33" (*s*)<br>180lb *90lb* 131NHP<br>1SB,3*cf*,GS59,HS2025<br>MacColl&Pollock,Sld. | 16 " 6<br>s 7 " 5½<br>16 " 6 | |
| 23938<br>107416 | — SteelSc<br>(*Tug*)<br>1*Dk* | 114<br>105<br>69 | | | | | 1899 | Sincennes McNaughton Line,Ld.<br>Sorel,Q. | Sincennes McNaughton Line,Ld. | 72·0 | 20·1 | 10·4 | Montreal<br>British | 1Cy.25"-22"<br>21RHP<br>J.&R.Weir,Montreal | | |
| 23939 | **Mathilde** SteelScSr<br>*Elec.light* 1*Dk* | 1260<br>925<br>790 | | | | | 1892 | Flensburgr Schiffsb.Ges.<br>Flensburg | ~~FrenchGovernment~~ | 227·9<br>Q71'B57'F27' | 34·3 | 14·1 | French<br>*WB* | T.3Cy.16",26"&43"-33"<br>106NHP<br>FlensburgerSchiffsb.Ges. | | V |
| 23940 | — SteelScLr<br>1*Dk* | 154<br>147<br>74 | | | | | 1906 | Danziger Schfw&Msch<br>Danzig | LeererHerings-fischereiAct.Ges. | 93·7<br>Q15' | 21·4 | 9·8 | Leer<br>German | C.2Cy.9½"&18"-12½"<br>10NHP<br>Christiansen&Meyer,Harb | | |
| 23941<br>143690<br>KHDV | **Mathura** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in No.* 1 *hold*<br>*Cruiser Stern* | 9743<br>9188<br>6193 | ✠100A1<br>9,21 ~~12,20~~<br>✠LMC12,20<br>*Fitted for oil fuel* 12,20 *F.P. above* 150° F. | Gls | *g*† | CL | 1920<br>12mo | C.Connell &Co.Ld.<br>Glasgow<br>Lloyd'*sA&CP* | T.&J.Brocklebank Ld.<br>*CellDB*454'2117*t*<br>*MT*35'1490*tDT* | 518·0<br>P49'B223'F42' FK<br>*a*40'1568*t FPT*111*t* | 63·9 | 35·6 | Liverpool<br>British<br>8*BHptCem*<br>*APT*90*t*<br>*Turbines by* | 2 SteamTurbines geared to 1Sc.Shaft200lb(*r*)1113NHP<br>2DB&2SB, 24*cf*,GS420,HS19266<br>D.Rowan&Co.Ld.Gls.<br>Met.VickersElecCoLdMch | 38 " 4<br>s 8 " 10<br>29 " 10 | |
| 23942 | **Matiana** SteelTwinSc<br>*Elec.light*<br>*Cruiser Stern* | 8500 | 100A1<br>(*Class Contem plated*) | | | | 1921 | Barclay, Curle&Co.Ld.<br>Glasgow | BritishIndiaStm. Nav.Co.Ld. | 465·0<br>P44'B175'F54' | 58·3 | 33·3 | Glasgow<br>British | 6 Steam Turbines<br>Barclay,Curle& Co.Ld.Gls | | |
| 23943<br>58737<br>LWTB | **Matilda** WoodAuxScSr<br>*Par.Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 100<br>99<br>73 | | | | | 1870 | J.Banks<br>Selby | W.Skilton | 82·0 | 20·5 | 9·9 | Arbroath<br>British | Paraffin Motor<br>3Cy.8½"-9" 14NHP<br>WolverineMotorWorks, Bridgeport,Conn. | | |
| 23944 | | | | | | | | | | | | | | | | |

| 1 Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit.<br>Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NH=Force en chevaux d'après les formules de la Société.<br>RH=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23945<br>QPNM | **Matilde** IronScSr<br>Beached after Fire 6,21 ssHpl.No.3–12,84<br>(exBalaclava) 1Dk2trB | 337<br>305<br>185 | <br>12,84 | Hpl | f | | 1876<br>6mo | Aitken&<br>Mansel<br>Glasgow | Soc.Anon.Sbarchi,<br>Imbarchi eTras-<br>porti | 144·1\|21·9\|11·8<br>Q75'F23'<br>WB=FPT&APT | Rome<br>Italian<br>4BHCem | C.2Cy.17"&30"–24"<br>NB12 87NH<br>Kincaid,Donald&Co.Gls. |
| 23946<br>118630<br>VPQW | **Matina** SteelScSr<br>ssLiv.No.3–1,17<br>Ref.Mchy. 2Dks(~~Stl~~)&Shelter dk<br>Elec.light (Stl–ws)lower dk<br>Wireless inNos.1,3&4holds<br>ssBrs.No.1–21 | 3870<br>3620<br>2498 | 100A1<br>Shelter dk<br>withfreeboard<br>5,22 ~~5,21~~ ~~10,21~~<br>5,21<br>~~BS11,20~~ LMC | Bkn<br>~~Brs~~ | | CL<br>~~9,19~~<br>5,21 | 1904<br>3mo<br><br><br>Lloyd | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld Newcastle<br>'sA&CP | Elders&Fyffes,Ld.<br><br><br>WB=Cell<br>DBa 91'uE&B 64' | 350·4\|46·1\|29·4<br>F40'<br>FK<br><br>f144'645t Tanks at s | Newcastle<br>British<br>6BH,1to lwr<br>dk only, Cem<br>ides of Tunn | T.3Cy.27",46"&75"–48" (s)<br>180lb 515NH<br>1SB,12cf,GS268,HS9230<br>WllsndSlpwy.Co.Ld.Nwc.<br>els43'240t FPT75t |
| 23947<br>213157<br>LFDJ | **Matinicock** SteelScSr<br>ss.Bal.No.1–18<br>(exLeda) 2Dks(Stl)&Shelter dk(Stl)<br>Elec.light &Webframes<br>Mchy.Aft Longitudinal framing<br>Wireless | 6769<br>6134<br>4159 | ✠100A1<br>Shelter dk<br>withfreeboard<br>1,22 ~~8,20~~<br>✠LMC<br>MS5,18 BS~~1,20~~ 4,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 1,14 F.P. above 150° F. | NYk<br>~~SFo~~ | c† | CL<br>~~6,20~~<br>2,22 | 1914<br>1mo<br><br>Lloyd | Howaldts-<br>werke<br>Kiel<br>'sA&CP | StandardOilCo.<br>(NewJersey)<br>WB=CellDBuE<br>218tDTf53'425t | 459·1\|60·0\|28·8<br><br>&B&f65' FK<br>FPT135tAPT68t | NewYork<br>Utd.States<br>16BH<br>12BHtoUdk<br>4 " " 2nd<br>ptCemptAsp | Q4Cy.25"36½"52¼"&74¼"–52"<br>213lb 120lb (s) 528NH<br>3SB,9cf,GS163,HS7014 FD<br>Howaldtswerke,Kiel<br>dk |
| 23948<br>97802<br>TPVW | **Matje** SteelSc3MstSr<br>ssAyr2ndNo.3–4,15<br>(exPrinceJaJa) ssCff.No.1–20<br>Mchy.Aft 1Dk(Irn) | 278<br>220<br>102 | ✠100A1<br>11,20<br>BS11,20 ✠LMC2,20 | Hul | f | 11,20 | 1890<br>7mo<br><br>Lloyd | W.Thomas<br>&Sons<br>Amlwch<br>'sA&CP | BritishIsles<br>Coasters,Ld.<br>(Porter&Hender-<br>son, Mgrs.) | 140·8\|24·3\| 9·8<br>Q42'F22'<br>FK | Hull<br>British<br>3BH | C.2Cy.18¾"&36"–24" (a)<br>100lb 49RH<br>1SB,2pf,GS45,HS1112<br>DeWinton&Co.Carnarvon |
| 23949<br>92204<br>LFPH | **Matoa** SteelSc<br>Elec.light Sub.Sig. Wireless<br>Mchy.Aft 2Dks | 2311<br>2183<br>1836 | | | | | 1890 | GlobeIron<br>WorksCo.<br>Cleveland,O. | WarrenTranspor-<br>tationCo. | 290·6\|40·3\|21·1<br>H—F36' | Boston<br>Utd.States<br>WB | T.3Cy.22",38"&61"–42"<br>241NH<br>GlobeIrnWksCo.,Clevelnd |
| 23950<br>120625<br>HDSK | **Matoppo** SteelScSr<br>ss.N.Yk.No.3–9,17<br>2Dks(Stl)&deep framing<br>Elec.light Wireless ssN.Yk.No.1–21 | 5280<br>5037<br>3420 | ✠100A1<br>2,22 ~~1,21~~<br>~~BS6,20~~ ✠LMC5,~~16~~<br>12,21 | Rot<br>Mch | z | CL<br>N1,21 | 1905<br>11mo<br><br>Lloyd | W.Hamil-<br>ton&Co.Ld.<br>Pt.Glasgow<br>'sA&CP W | Ellerman&Buck-<br>nallS.S.Co.Ld.<br><br>B = Cell DBa 136' | 400·5\|52·0\|28·2<br>P34'B121'F39'<br>FK<br>uE23'f171'1055tA | London<br>British<br>6BHCem<br>PT51t | T.3Cy.26",44"&73"–48" (s)<br>200lb 90lb 487NH<br>3SB,9cf,GS173,HS6687 FD<br>D.Rowan&Co.Glasgow |
| 23951<br><br>MYL | **Matouba** SteelSc3MstSr<br>ssFortdeFranceNo.1–12<br>Well deck 1Dk(Stl)<br>Mchy.Aft | 446<br>294<br>172 | ✠100A1<br>11,15<br>Examined2,20<br>✠NE&B10,05 fitted08<br>✠LMC<br>MS9,15 BS7,15 | Fort de France | f | CL<br>1,17 | 1908<br>11mo<br>Lloyd | W.Walker<br>Maryport<br>'sA&CP | Cie.Générale<br>Transatlantique | 140·0\|26·1\|11·1<br>Q72'B7'F26'<br>FK<br>WB=FPT50t | Havre<br>French<br>3BHCem<br>APT3t | T.3Cy.13½",21½"&34½"–27"<br>160lb 80lb (r) 77NH<br>1SB,3pf,GS47,HS1393<br>Hutson&Sons,Ld.Glasgow |
| 23952<br>118745<br>HCGN | **Matra** SteelScSr<br>ssGrk.No.3–4,20<br>(exDrumgeith) 1Dk(Stl)&Spar dk(Stl)<br>Elec.light Wireless &deep framing<br>Now named "NewtonHall," See No. 38526 in Supplement | 3930<br>3623<br>2476 | ✠100A1<br>Spar dk<br>11,20 ✠LMC4,20 | Shl | w | CL<br>11,20 | 1905<br>3mo<br><br>Lloyd | J.Priest-<br>man&Co.<br>Sunderland<br>'sA&CP | TynesideLine<br>(1920),Ld.(J.Rid-<br>ley,Son&Tully,<br>Mgrs.) CellDB | 355·0\|48·0\|17·7<br>P31'B98'F35' 26·2<br>FK<br>a126'uE8'f152'843t | Dundee<br>British<br>6BHCem<br>APT75t | T.3Cy.25"42"&68"–48" (s)<br>180lb 371NH<br>3SB,9cf,GS183,HS5078<br>WllsndSlipwy.Co.Ld.Nwc |
| 23953<br>211715<br>LDGB | **Matsonia** SteelScSr<br>ssN.Ns.No.1–19<br>Elec.light 2Dks(Stl)&<br>Mchy.Aft Sub.Sig. Shelter dk(Stl–ws)<br>Wireless Ref.Mchy. | 9402<br>9102<br>5901 | ✠100A1<br>Shelter dk<br>withfreeboard<br>10,21 ~~3,21~~ BS11,21<br>~~BS11,20~~ ✠LMC8,19<br>Fitted for oil fuel 11,13 F.P. above 150° F. | SFo | | CL<br>~~11,19~~<br>10,21 | 1913<br>11mo | Nwprt Nws<br>S.B.&D.D.Co.<br>Newprt News<br>A&CP | MatsonNav.Co.<br>Inc.<br><br>Intermediate<br><br><br>WB=CellDB | 480·0\|58·1\|36·5<br><br>FK<br>'Tween dk BH { 1B<br>in forehold { 6B<br>dispensed with { 1B<br>uE&B117' f 222' 15 | S.Frncisco<br>Utd.States<br>Asp<br>HtoShltrdk<br>H to Upr dk<br>H to 2nd dk<br>86t DTf 68' | T.4Cy.35",62"&(2)81"–66"<br>250lb 150lb (s) 1580NH<br>3SB&6Water tube boilers<br>HS26400<br>NewportNewsSB&DD.Co.<br>only<br>706tFPT115tAPT166t |
| 23954<br>21358<br>NQCD | **Matsu Maru** WoodAuxScSr | 228<br>—<br>168 | | | | | 1917 | ................ | NipponKaijikogyo<br>KabushikiKaisha | 121·0\|24·8\|11·1 | Nishino-<br>miya<br>Japanese | |
| 23955<br>21354<br>NPDT | **Matsu Maru No. 1** WoodAux<br>ScBn | 400<br>—<br>244 | | | | | 1917 | ................ | KabushikiKaisha<br>ShoshoYoko | 129·0\|25·8\|15·3 | Imajuku<br>Japanese | |
| 23956<br>20365<br>NHVT | **Matsu Maru No. 2** WoodAuxScSr | 227<br>—<br>173 | | | | | 1917 | ................ | KabushikiKaisha<br>ShoshoYoko | 93·9\|26·4\|11·9 | Imajuku<br>Japanese | |
| 23957<br>21797<br>NRBM | **Matsu Maru No. 3** WoodAuxScSr | 398<br>—<br>268 | | | | | 1917 | ................ | KabushikiKaisha<br>ShoshoYoko | 142·2\|26·6\|13·4 | Imajuku<br>Japanese | |
| 23958<br>22273<br>NSWR | **Matsu Maru No. 5** WoodAuxScSr | 320<br>—<br>214 | | | | | 1917 | ................ | KabushikiKaisha<br>ShoshoYoko | 126·4\|25·6\|14·4 | Imajuku<br>Japanese | |
| 23959<br>25444<br>RNLF | **Matsu Maru No. 6** WoodSc | 397<br>—<br>206 | | | | | 1919 | ................ | KabushikiKaisha<br>ShoshoYoko | 143·9\|26·0\|14·5 | Kobe<br>Japanese | |
| 23960<br>23661<br>RFBK | **Matsu Maru No. 7** WoodAuxScSr | 405<br>—<br>282 | | | | | 1918 | ................ | KabushikiKaisha<br>ShoshoYoko | 144·4\|27·2\|14·8 | Kobe<br>Japanese | |
| 23961 | **Matsukaze Maru** SteelScK<br>ssPts. No.1–19<br>(exDiamond II.,exDiamond) 1Dk | 307<br>—<br>123 | ✠100A1<br>StmTrawler<br>5,19<br>BS1,21 ✠LMC5,19 | Pts | | CL<br>5,19 | 1913<br>2mo<br><br>Lloyd | Cochrane<br>&Sons,Ld.<br>Selby<br>'sA&CP | Yushutsu<br>Shokuhin<br>KabushikiKaisha | 133·5\|23·0\|13·0<br>Q73'F20'<br>BK7½" | Nagasaki<br>Japanese<br>4BHCem | T.3Cy.13",22½"&37"–24" (s)<br>200lb 83NH<br>1SB,3pf,GS47,HS1350<br>C.D.Holmes&Co.Ld.Hull |
| 23962 | **Matsumoto Maru** SteelTwinSc<br>For full particulars See No. 38340 in Supplement<br>Elec.light | 7000 | 100A1<br>(Class Contemplated) | | | | 1921 | Yokohama<br>DockCo.<br>Yokohama | NipponYusen<br>KabushikiKaisha | 445·0\|58·0\|34·0<br>P35'B135'F35' | Tokio<br>Japanese | T.6Cy.22",33½"&56"–48"<br><br><br>YokohamaDockCo.Yka. |
| 23963<br>17021<br>MJLQ | **Matsura Maru** SteelScSr<br>ssNag.No.2–21 ~~ssKob.No.1–17~~<br>Elec.light 1Dk(Stl)<br>Cargo battens not fitted | 3180<br>2880<br>1043 | ✠100A1<br>~~11,20~~ 12,21<br>LMC~~11,20~~<br>12,21 | Nag | v | CL<br>~~11,20~~<br>11,21 | 1913<br>6mo<br><br>Lloyd | Russell&<br>Co.<br>Pt.Glasgow<br>'sA&CP | MitsubishiShoji<br>KaishaLd.<br><br>WB=CellDBa | 331·0\|49·0\|21·9<br>P27'B98'F35'<br>FK<br>100'uE&B37'f 150' | Tokio<br>Japanese<br>5BHCem<br>919tAPT80t | T.3Cy.23",37"&61"–42" (s)<br>180lb 100lb 285NH<br>2SB,6cf,GS110,HS4700<br>ClydeS.B.&E.Co.Ld.P.Gl. |
| 23964<br>25335<br>RNCD | **Matsushima Maru** WoodSc | 433<br>—<br>253 | | | | | 1919 | ................ | KyushuKisen<br>KabushikiKaisha | 141·3\|24·1\|16·6 | Misumi<br>Japanese | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification. Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23965<br>16937<br>MLDQ | **Matsushima Maru** SteelScSr<br>1*Dk* | 200<br>184<br>115 | | | | | 1914 | S.Nagata<br>Osaka | NipponKaiji<br>KogyoKabushiki<br>Kaisha | 115·0 | 20·0 | 11·2 | Nishino-<br>miya<br>Japanese | T.3Cy.9¼",15"&24½"-18"<br>25NHP<br>S.Nagata,Osaka | | |
| 23966<br>1410<br>HJWL | **Matsuyama Maru** SteelScSr<br>*ss*Yka.No.3-3,97<br>*ss*Kob.No.2-06<br>(*ex*Kaisow)<br>Wireless 2*Dks*(*Stl-Uws*)3*trB* | 3026<br>2806<br>1827 | ✠<br>10,06<br>✠NB2,04 ✠ | Kob | *v* | | 1885<br>12mo | JLThompson&Sons<br>Sunderland | NipponYusen<br>KabushikiKaisha<br>*WB=CellDB* | 350·0<br>B68'F42'<br>*a*94' *uE&B*54' *f*140' | 40·9 | 25·8<br>BK11" | Tokio<br>Japanese<br>7*BHAsp*<br>441*tFPT*30*t* | T.3Cy.30",47"&75"-48"<br>433NHP<br>2DB,*12cf*,GS195,HS7172<br>T.Richardson&Sons,Hpl. | 28 ″ 7 | |
| 23967<br>14998<br>LWHN | — SteelScSr<br>2*Dks* | 423<br>—<br>247 | | | | | 1912 | S.Nagata<br>Osaka | MatsudaKisen<br>KabushikiKaisha | 149·3<br>B30' | 21·6 | 15·5<br>*WB* | Nishino-<br>miya<br>Japanese | T.3Cy.$10\frac{13}{16}$",17⅝"&$28\frac{7}{16}$"-20"<br>E&B*made*05 36NHP<br>T.Kubo,Osaka | | |
| 23968<br>1700<br>HLDS | **Matsuyama Maru No. 1** Wood ScSr<br>2*Dks* | 319<br>296<br>188 | | | | | 1897 | Nakamura<br>Ushitaro<br>Osaka | Kakimoto<br>Sakunosuke | 139·2 | 20·0 | 14·9 | Hakodate<br>Japanese | C.2Cy.17"&34"-24"<br>47NHP<br>OnoSeikichi,Osaka | | |
| 23969 | **Matsuye Maru** SteelTwinSc<br>*Full particulars See No. 38326 in Supplement*<br>*Elec.light* | 7000 | 100A1<br>(*ClassContemplated*) | | | | 1921 | Yokohama<br>DockCo.<br>Yokohama | NipponYusen<br>KabushikiKaisha | 445·0<br>P35'B138'F36' | 58·0 | 34·0 | Tokyo<br>Japanese | T.6Cy.22",33½"&56"-48"<br>YokohamaDockCo.Yka. | | |
| 23970<br>10352<br>LBQP | — SteelScSr<br>2*Dks* | 700<br>663<br>400 | | | | | 1907 | Osaka<br>IronWorks<br>Osaka | OsakaShosen<br>KabushikiKaisha | 186·8<br>P35'F21' | 26·3 | 18·1 | Osaka<br>Japanese<br>*WB* | T.3Cy.13",21½"&36"-27"<br>67NHP<br>OsakaIronWorks,Osaka | | |
| 23971<br>217198<br>LNRJ | **Mattapan** WoodTwinScSr<br>*Elec.light* 2*Dks*<br>Wireless | 3044<br>2364<br>1742 | | | | | 1919 | Sommars-<br>trohmS.B.Co.<br>Columbia<br>City,Oregon | UnitedStates<br>ShippingBoard | 274·0<br>B142'F27' | 46·0 | 24·2 | Portlnd Or<br>Utd. States | T.6Cy.15½",26"&42"-30"<br>97NHP<br>SumnerIronWorks,<br>Everett,Wash | | |
| 23972<br>131441<br>HWGK | **Mattawa** SteelScSr<br>*ss*HKg.No.2-20 ~~*ss*Liv.No.1-15~~<br>(*ex*Franktor,*ex*SaintHugo) 2*Dks*(*Stl*)<br>*Elec.light* Wireless Sub Sig.<br>*Carrying oil fuel F.P. above 150°F. in DB & DT* | 4874<br>4605<br>3058 | ✠100A1<br>5,21 ~~3,20~~<br>✠LMC11,20 | Liv<br>HKg | *y* | CL<br>8,20 | 1912<br>7mo<br>*Lloyd's A&CP* | AM'Millan<br>&Son,Ld.<br>Dumbarton | CanadianPacific<br>RailwayCo<br>(CanadianPacific<br>StmshipsLd*Mgrs*)<br>~~*Mgrs.*~~) *WB=CellDB* | 401·0<br>Q36'B126'F48'<br>*a*117' *uE&B*42' *f*188' | 52·1 | 27·3<br>FK | Liverpool<br>British<br>7*BHCem*<br>955*t DT* | T.3Cy.27",44"&73"-48" (*r*)<br>180lb 458NHP<br>3SB,*9cf*,GS181,HS7860<br>D.Rowan&Co.Glasgow<br>*f*27' 745*t FPT*70*t APT*45*t* | 30 ″ 0<br>s 5 ″ 8<br>24 ″ 9 | |
| 23973<br>6<br>QPNV | **Matteo Verderame** SteelScSr<br>(*ex*Oberon) | 890<br>704<br>538 | | | | | 1890 | Huijgens&<br>vanGelder<br>Amsterdam | M.Verderame<br>e Figli | 210·9<br>Q66'H45'F26' | 30·6 | 15·6 | PEmpdcle<br>Italian<br>*WB* | T.3Cy.15",25"&40"-36"<br>96NHP<br>Maats.de"Maas,"Rot. | | IV |
| 23974<br>203907 | **Matthew Andrews** SteelScSr<br>Sub.Sig.<br>*Mchy.Aft* *Elec.light* 1*Dk* | 7014<br>—<br>5497 | | | | | 1907 | American<br>S.B.Co.<br>Cleveland | KinsmanTransit<br>Co. (H.<br>Steinbrenner*Mgr*) | 532·0 | 56·0 | 31·0 | Cleveland<br>Utd. States<br>*WB* | T.3Cy.23½",38"&63"-42"<br>257NHP<br>AmericanS.B.Co.Clevelnd. | | |
| 23975 | **Matthew Crooke,,** SteelScK<br>*Now named* "Fortrose," *See No. 37[illegible] in Supplement*<br>*ss*Lon.No.3-5,20<br>1*Dk* | 212<br>208<br>78 | 100A1<br>*StmTrawler*<br>11,21 ~~5,20~~<br>LMC5,20 | Lon<br>Abn | | CL<br>5,20 | 1917<br>*Lloyd's A&CP* | A.Hall&<br>Co.Ld.<br>Aberdeen | ~~TheAdmiralty~~<br>JohnLewis,Ld. | 115·3 | 22·6 | 12·2<br>BK7½" | Aberdeen ~~London~~<br>British<br>2*BHCem* | T.3Cy.12",20"&34"-23" (*s*)<br>180lb 75RHP<br>1SB,*3pf*,GS42,HS1347<br>A.Hall&Co.Ld.Aberdeen | 13 ″ 0 | |
| 23976 | **Matthew Flinders** SteelTwinSc<br>(*SuctionDredger*)<br>*Elec.light* *Mchy.Aft* 1*Dk*(*Stl* | 1180<br>1076<br>47 | | | | | 1917<br>1mo<br>*Lloyd's A&CP* | Mort'sDck<br>&Eng.Co.Ld<br>Balmain | VictorianGovt.<br>(Dept.ofPublic<br>Works) | 233·6<br>F29'<br>*FPT*68*t* | 37·2 | 15·1<br>FK | Melbourne<br>British<br>4*BHCem*<br>*APT*62*t* | T.6Cy.15",24"&40"-27" (*s*)<br>160lb *120lb* 199NHP<br>2SB,*6cf*,GS126,HS3490<br>Mort'sDk.&ECoLd.Balmn | 16 ″ 6<br>s 3 ″ [illegible]<br>13 ″ 6 | |
| 23977 | — SteelSc<br>*Elec.light* 1*Dk* | 450<br>372<br>172 | | | ... | | 1914 | Fleming&<br>Ferguson,Ld.<br>Paisley | Government of<br>Queensland | 160·3<br>B42'F31' | 28·1 | 14·2<br>BK8" | Brisbane<br>British | T.3Cy.15¼",24"&40"-27"<br>167NHP<br>Fleming&Fergusn,Ld.Psy. | 14 ″ 11 | |
| 23978<br>143945 | **Matthew Flynn** SteelScK<br>*ss*Ply.No.3-10,20<br>*Elec.light* 1*Dk* | 275<br>246<br>109 | 100A1<br>*StmTrawler*<br>1,22 ~~10,20~~<br>LMC10,20 | Ply<br>Bos | | CL<br>10,20 | 1918<br>*Lloyd's A&CP* | Hepple&<br>Co.Ld.<br>SouthShields | ~~TheAdmiralty~~<br>~~BostonDeepSea~~<br>~~Fishing&IceCo.Ld.~~<br>~~(F. Parkes, Mgr.)~~<br>V.Fourney | 125·6<br>Q72'F21'<br>*DBf*21' | 23·4 | 12·6<br>BK7½" | French<br>2*BHCem*<br>65*t* | T.3Cy.12½",21"&35"-26"<br>180lb 61RHP<br>1SB,*3pf*,GS50,HS1619<br>Belliss&Morcom,Ld.Birm. | 13 ″ 6 | |
| 23979 | **Matthew Hartley** SteelScK<br>*Now named* "Wyberton," *See letter W*<br>1*Dk*(*Stl*) | 202<br>—<br>88 | ✠100A1<br>*StmTrawler*<br>5,19<br>✠LMC5,19 | Wvn | | CL | 1919<br>5mo<br>*Lloyd's A&CP* | Rennie,<br>Forrestt&Co.<br>Ld.Wivenhoe | TheAdmiralty | 115·4<br>*DBf*28 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3*BHCem*<br>19*t* | T.3Cy.12",20"&34"-23"(*s*)<br>180lb 75NHP<br>1SB,*3pf*,GS42,HS1347<br>AGMumfordLdColchester | | |
| 23980<br>MNKV | **Matti** SteelScSr<br>(*ex*Poolster.<br>*ex*CarlLehnkering) 1*Dk*(*Stl*)<br>*Elec.light* Wireless *&deep framing* | 2139<br>1973<br>1307 | ✠<br>2,11<br>✠ | Rot | *s* | | 1907<br>7mo | A.Vuijk&<br>Zonen<br>Capellea/d<br>Ysel | BechsRederi A/S<br>(CarlBech&Co.<br>*Mgrs.*)<br>*WB=CellDB* | 280·8<br>P18'B74'F27'<br>*a*84' *uE&B*32' *f*126' | 41·1 | 20·3<br>FK | Tvedstrnd<br>Norwegian<br>4*BHCem*<br>568*tAPT*90*t* | T.3Cy.22½",37"&61"-39"<br>NB18 247NHP<br>2SB,*6cf*,GS106,HS3926<br>G.T.Grey,SouthShields | 22 ″ 9 | V |
| 23981<br>220062<br>LWPC | **Mattole** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>Wireless *Longitudinal framing* | 7252<br>6236<br>5395 | | | | | 1920 | WmCramp<br>&SonsS.&<br>E.B.Co.<br>Philadelphia | UnitedStates<br>ShippingBoard | 430·0<br>P116'B36'F49' | 58·2 | 31·5 | Phildlphia<br>Utd. States<br>*WB* | T.3Cy.27",45½"&76"-51"<br>412NHP<br>Wm.CrampS.&E.B.Co.Phl. | | R |
| 23982<br>113978<br>SQFN | **Matura** SteelScSr<br>(*ex*Amarapoora)<br>*Elec.light* Wireless 2*Dks* | 4556<br>4061<br>2927 | | | | | 1901 | W.Denny<br>&Bros.<br>Dumbarton | ~~Furness,Withy&~~<br>~~Co.Ld.~~ Bermuda&<br>WestIndiesS.S.Co.<br>Ld. | 376·3<br>P35'B127'F34' | 48·3 | 27·3 | Hamilton,<br>Bermuda<br>British *WB* | T.3Cy.27",44"&71"-54"<br>370NHP<br>W.Denny&Bros.Dmb. | | C |
| 23983 | **Mátyás Király** SteelScSr<br>*ss*Fiu.2ndNo.3-10,16<br>*ss*Fiu.No.1-20<br>1*Dk*(*Stl*) & *Spar dk*(*Irn*) & *Web frames*<br>*Now named* "Bolto," *See No. 36489 in Supplement* | 1552<br>1387<br>944 | ✠100A1<br>*Spar dk withfreeboard*<br>3,21<br>BS3,21 ✠LMC3,20 | Fiu | *p* | CL<br>3,20 | 1892<br>12mo | Wigham<br>Richrdsn&Co<br>Newcastle<br>A&CP | "Adria"Soc.Anon.<br>diNav.Marittima<br>*WB=CellDB*199' | 240·0<br>P28'B55'F31' | 34·0 | 14·0<br>21·2<br>FK | Fiume<br>4*BHCem*<br>304*tAPT*21*t* | T.3Cy.20",32"&53"-36" (*s*)<br>165lb *90lb* NDB09 181NHP<br>2SB,*4rf*,GS80,HS2868<br>WighmRichrdsn&Co.Nwc | 23 ″ 6<br>s 4 ″ 3<br>19 ″ 6 | |
| 23984 | **Maua** IronPadSk<br>(*ex*MegMerrilies) | 279<br>226<br>66 | | | | | 1883 | Barclay,<br>Curle&Co.<br>Glasgow | LeopoldinaRly.Co.<br>Ld. | 210·3 | 21·4 | 7·2 | R.Janeiro<br>Brazilian | C.D.2Cy.24"&43"-60"<br>NB00 119NHP<br>*Cpd*.98A.&J.Inglis,Gls. | | |
| 23985<br>MBCH | **Mauban** SteelScSr<br>*ss*Man.No.2-20 *ss*Man.No.3-9,13<br>Wireless ~~*ss*Cdz.No.1-18~~<br>*Well deck* 1*Dk*(*Stl-ws*) & *deep framing lower dk in fore hold* | *1253*<br>*1015*<br>*791* | ✠100A1<br>4,21 ~~6,19~~<br>✠LMC ~~2,20~~ 4,21 | Cdz<br>Man | *o* | 2,20 | 1900<br>10mo | Cmpbltwn<br>S.B.Co.<br>Campbeltwn<br>A&CP | TabacaleraS.S.&<br>CommercialCo.<br>*WB=CellDBa*54' *f*94' 224*t* | 230·0<br>Q79'B57'F28'<br>ND14 | 34·5 | 17·3<br>FK | Manila<br>Utd. States<br>4*BHCem*<br>*APT*86*t* | T.3Cy.17½",27½"&45"-33"(*s*)<br>160lb *s80lb* PNDB13 *100lb*<br>120NHP<br>1SB,*3cf*,GS68,HS1870<br>J.G.Kincaid&Co.Grk. | 18 ″ 3<br>s 1 ″ 8½<br>16 ″ 10 | |

| 1 Numero d'Ordre — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23986<br>MDOJ | **Maud** SteelScSr<br>ssMob.No.1-11<br>Wireless 1Dk(Stl)&deep framing | 2117<br>1973<br>1351 | ✠<br>2,16<br>✠ | Rot | s | | 1907<br>2mo | Fevigs<br>Jernskibsbyg<br>Fevig | A/S Maud<br>(HjalmarRöed&<br>Co.)<br>IntermediateBulkhead in forehold dispensed with<br>WB=Cell DBa&uE112' uB12' f116' 564' APT49t | 289·1<br>P26'B76'F29'<br>FK | 42·0 | 19·4 | Tönsberg<br>Norwegian<br>4BHonly | T.3Cy.22",36"&59"-39"<br>280NHP<br>2SB,6pf,GS111,HS3454<br>Richardsons,Westgarth &Co.Ld.Mdb. | 21 |
| 23987<br>MQWS | — WoodScSr<br>Motor<br>2Dks | 392<br>341<br>292 | | | | | 1917 | Chr.Jensen<br>Asker | RoaldAmundsen | 107·1<br>H49t | 41·0 | 15·9 | Chrstiania<br>Norwegian | Motor | |
| 23988 | **Maud II.** SteelScSr<br>(exAalesund) 1Dk | 262<br>156<br>151 | | | | | 1905 | Mjellem&<br>Karlsen<br>Bergen | | 128·1<br>Q18tB54tH5tF35t | 21·4 | 10·7 | Russian | C.2Cy.13½"&30"-22"<br>37NHP<br>Mjellem&Karlsen,Bergen | |
| 23989<br>145708<br>KMCQ | **Maud Llewellyn** SteelSc<br>Well deck 1Dk(Stl)<br>Elec.light Cargo battens not fitted | ~~1375~~<br>1454<br>1115<br>880 ~~879~~ | ✠100A1<br>5,22 ~~7,21~~<br>~~(ClassContemplated)~~<br>✠LMC7,21 | Abn | o | | 1921<br>7mo<br>Lloyd'sA&CP | J.Lewis&<br>Sons,Ld.<br>Aberdeen | LlewellynShppng.<br>Co.Ld(WBThomas<br>&Co Ld, Mgrs.)<br>CellDB192'381tFPT10tAPT36t | 234·4<br>P16'Q67'B58'F23'<br>FK | 35·6 | 16·6 | Cardiff<br>British<br>4BHCem | T.3Cy.18¼",28½"&48¼"-33"<br>180lb 86RHP (s) ~~176NHP~~<br>2SB,6pf,GS104,HS3210<br>J.Lewis&Sons,Ld.Abn. | 18<br>1<br>17 |
| 23990<br>47152<br>KDFQ | **Maudianne** WoodAuxScSr<br>OilEng.<br>1Dk<br>(See SailingShipRegister) | 138<br>133<br>93 | | | | | 1864 | J.Johnson<br>Bideford | W.Bennett | 92·5 | 21·1 | 11·5 | Penzance<br>British | Oil Engine<br>2Cy.10¼"-13" 16NHP<br>W.Beardmore&Co.Ld.Gls. | |
| 23991<br>LBDM | **Maudie** SteelSc<br>Elec.light Wireless 2Dks(Stl) | 4588<br>4273<br>2896 | ✠100A1<br>8,21 ~~11,20~~<br>✠LMC9,20 | Bly<br>11,21 | y<br>X1a | CL | 1920<br>9mo<br>Lloyd'sA&CP | Lithgows,<br>Ld.<br>PortGlasgow | A/S Hvalen (N.<br>Bugge, Mgr.)<br>Intermediate 'tween dkBHin after hold dispensed with<br>CellDB331'995tDTa30'780tAPT20t | 384·7<br>P39'B115'F45'<br>FK | 52·0 | 26·7 | Tönsberg<br>Norwegian<br>Cem<br>5BH to U dk<br>1 „ „2nd „ | T.3Cy.26",43"&70"-48" (s)<br>180lb 488NHP<br>3SB,9cf,GS178,HS7345 FD<br>Rankin&BlackmoreLdGrk<br>only | 29 |
| 23992<br>214861<br>LGTH | **Maui** SteelTwinScSr<br>ssS.Fo.No.1-21<br>2Dks(Stl)&Shelter dk(Stl-teak s)<br>Elec.light Ref.Mchy.<br>Mchy.Aft Sub.Sig. Wireless | 9801<br>9484<br>6004 | ✠100A1<br>Shelter dk<br>withfreeboard<br>8,21 ~~12,20~~<br>~~BS10,20~~ ✠LMC~~4,17~~ 8,21<br>Fitted for oil fuel 4,17 F.P. above 150° F. | SFo | e† | CL<br>~~9,19~~<br>8,21 | 1917<br>4mo | Union Iron<br>WorksCo.<br>SanFrancisco<br>A&CP | MatsonNav.Co.<br>Inc.<br>Intermediate 'tween dkBH in forehold dispensed with<br>Cell DB 338'1695t MT 23'838t<br>DTf 68'747tFPT 125tAPT277t | 484·0<br>FK | 58·0 | 39·7 | S.Frncisco<br>Utd.States<br>ptAsp<br>1BHto Shelter dk<br>6 „ Upper „<br>1 „ 2nd „ | 4 Steam Turbines geared<br>to 2 Screw Shafts 2370NHP<br>250lb HS32096 (s)<br>8Boilers(WaterTube)<br>WestinghouseCo.<br>only Pittsburgh,Pa. | 45<br>15<br>36 |
| 23993<br>213660<br>LFNK | **Maumee** SteelScSr<br>(exDjursland,<br>exVeerhaven,exMaylands) | 2556<br>2345<br>1615 | | | | | 1897 | Furness,<br>Withy&CoLd<br>WHartlepool | AmericanTrans-<br>atlanticCo.Inc. | 305·5<br>P29'B84'F31' | 41·9 | 19·8 | NewYork<br>Utd.States<br>WB | T.3Cy.23",37"&61"-39"<br>232NHP<br>T.Richardsn&Sns.Ld.Hpl. | |
| 23994<br>122947<br>HJLN | **Maun** SteelScK<br>ssLiv.No.3-8,19<br>1Dk | 271<br>246<br>151 | ✠100A1<br>StmTrawler<br>8,21 ~~8,19~~<br>LMC8,19<br>BS8,21 | Liv<br>Flt | | CL<br>8,19 | 1906<br>10mo<br>Lloyd'sA&CP | Smith's<br>DockCo.Ld.<br>NorthShields | NevaStm.Trlrs.Ld<br>(J.A.Taylor, Mgr.) | 130·6<br>Q72'F21'<br>BK7½" | 22·0 | 12·2 | Fleetwood<br>British<br>8BHCem | T.3Cy 12½",21"&34"-25" (s)<br>180lb NB15 85RHP<br>1SB,3cf,GS45,HS1470<br>ShieldsEng.Co.Ld.N.Shl. | 13 |
| 23995<br>204923<br>KWMP | **Mauna Kea** SteelScSr<br>Elec.light 2Dks | 1566<br>977<br>940 | | | | | 1908 | UnionIron<br>Works<br>S.Francisco | InterIslandSteam<br>Nav.Co.Ld. | 239·3 | 36·2 | 16·7 | Honolulu<br>Utd.States<br>WB | T.3Cy.24",37½"&62"-39"<br>240NHP<br>UnionIronWorks,S.Fo. | |
| 23996<br>77228<br>KQBV | **Mauna Loa** WoodScSr<br>(exJamesSpiers)<br>Elec.light 1Dk&AwngDk | 850<br>—<br>536 | | | | | 1896 | HallBros.<br>PortBlakeley | InterIslandSteam<br>Nav.Co.Ld. | 176·8 | 33·9 | 16·1 | Honolulu<br>Utd.States | T.3Cy.15½",26"&43"-33"<br>106NHP<br>FultonE.&S.B.Wrks.S.Fo. | |
| 23997<br>92974 | **Maunaloa** SteelSc<br>Sub.Sig.<br>Elec.light Mchy.Aft 1Dk2trB | 4952<br>4781<br>4004 | | | | | 1899 | Chicago<br>S.B.Co.<br>Chicago | PittsburghS.S.Co. | 430·0<br>WB | 50·2 | 24·0 | Duluth,<br>Minn.<br>Utd.States | Q.4Cy.17",27",42"&64"-42"<br>265NHP<br>ChicagoS.B.Co.Chicago | |
| 23998<br>127810<br>TVSJ | **Maunganui** SteelTwinScSr<br>ssDdn.No.1-17<br>Elec.light 3Dks(UStl-ws&2nd dk ptStl)<br>Ref.Mchy. &Promenade dk(Stl-teak s)<br>Wireless &Web frames | 7527<br>7022<br>4542 | ✠100A1<br>2,19<br>✠LMC<br>MS5,21 BS2,19<br>Lloyd's LMC5,21 | Ddn | b† | CL<br>~~11,17~~<br>5,21 | 1911<br>12mo<br>Lloyd'sA&CP | Fairfield<br>Co.Ld.<br>Glasgow | UnionS.S.Co.of<br>NewZealand,Ld.<br>WB = Cell DBa79'uE&B151' f133'918tFPT110t APT140t | 430·8<br>FK&BK2" | 55·7 | 31·2 | London<br>British<br>7BHCem | Q8Cy24½"35½"50½"&73"-45"<br>220lb (r) 1304NHP<br>2D&2SB,24cf,GS517, FD<br>HS20400<br>FairfieldCo.Ld.Glasgow | 34<br>9<br>25 |
| 23999 | **Mauno** WoodAuxScSr<br>Paraffin Motor<br>Mchy.Aft YMoverIB7,20 1Dk<br>pt Salted Hardwood treenails<br>(See Sailing Ship Register) | 253<br>166<br>222 | ✠12 A-<br>7,20<br>✠LMC7,20 | SFo | | 7,20 | 1917<br>10mo | W.F.Stone<br>Oakland,Cal. | Burns,Philp&Co.<br>Ld. | 109·0 | 27·7 | 10·6 | Suva<br>British | Paraffin Motor 4S.C.SA<br>3Cy.12"-15" 31NHP<br>UnionGasEngineCo.<br>Oakland,Cal | 11 |
| 24000<br>MGLV | **Maur** SteelScSr<br>1Dk | 1099<br>962<br>649 | | | | | 1911 | Trndhjms<br>Mek.Værks<br>Trondhjem | D/S A/S Björn<br>(T.Hansen, Mgr.) | 226·4<br>H56tF29t | 36·5 | 15·4 | Lyngör<br>Norwegian<br>WB | T.3Cy.17",27½"&46"-30"<br>116NHP<br>TrondhjemsMVTrondhjm | |
| 24001<br>119205<br>HBMG | **Maureen** SteelScSr<br>ssSld.No.3-8,19<br>1Dk(ptIrn&ptStl)&Webframes<br>Wireless | 2476<br>2268<br>1576 | ✠100A1<br>6,20<br>✠LMC6,20<br>BS6,21 | Sld | t | CL<br>6,20 | 1904<br>10mo<br>Lloyd'sA&CP | S.P.Austin<br>&Son,Ld.<br>Sunderland | Marquess of Lon-<br>donderry (D.N.<br>Grimes, Mgr.) | 310·1<br>P23'B60'F33'<br>FK<br>WB=CellDBa98' uE&B36' f130'664tFPT96tAPT140t | 44·2 | 20·3 | Sundrland<br>British<br>5BHCem | T.3Cy.22½",37"&61"-39" (s)<br>160lb 90lb 254NHP<br>2SB,6pf,GS112,HS4120<br>N.E.MarineEng.Co.Ld.Sld | 22<br>8<br>19 |
| 24002<br>124093<br>HLTQ | **Mauretania** SteelQuadScSr<br>ssSou.No.3-9,19<br>Elec.light 4Dks(Stl)Shelter dk(Stl-ws)<br>Ref.Mchy. &lowerOrlop dk(Stl)<br>Sub Sig. Wireless in fore&after holds | 30696<br>25138<br>12678 | ✠100A1<br>3,22 ~~3,21~~<br>✠LMC<br>MS2,19 BS3,22<br>Fitted for oil fuel 3,21 F.P. above 150°F | Sou | ... | CL<br>BS f10,18<br>Pa2,18<br>Pf9,19<br>aN3,21 | 1907<br>10mo<br>Lloyd'sA&CP | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld Newcastle | CunardS.S.Co.Ld.<br>WB=CellDBa46' uE&B481' f125' 4389t DTf 44'546tFPT202tAPT158t | 762·2<br>Promenade dk452'<br>Boat dk584' FK<br>F305' | 88·0 | 57·1 | Liverpool<br>British<br>11BHAsp | 4 Steam Turbines (s)<br>195lb<br>FD<br>WllsendSlpwy.Co.Ld.Nwc. | 60<br>25<br>36 |
| 24003<br>OMZH | **Maurice et Jean** IronScK<br>(exLorientais,exMaude) 1Dk | 183<br>—<br>58 | | | ... | | 1901 | Cochrane&<br>Cooper,Ld.<br>Selby | A.&H.Ledun | 110·7<br>Q46'<br>BK7½" | 21·0 | 11·2 | Fécamp<br>French | T.3Cy.12½,19½"&32"-23"<br>49NHP<br>C.D.Holmes&Co.Hull | 11 |
| 24004<br>137098 | **Maurita** SteelSc<br>Mchy.Aft 1Dk | 197<br>170<br>94 | | | | | 1920 | W.J.Yar-<br>wood&Sons,<br>Ld.<br>Northwich | J.Summers&Sons,<br>Ld. | 97·1 | 22·9 | 9·5 | Chester<br>British<br>WB | C.2Cy.13"&27"-18"<br>30RHP<br>W.J.Yarwood<br>&Sons,Ld.Northwich | |
| 24005<br>356<br>QPRB | **Mauritania** IronScSr<br>(exHogland,<br>exDonar) 1Dk&Spar dk&3trB | 1594<br>1588<br>961 | | | | | 1882 | Akt.Ges.<br>"Weser"<br>Bremen | A.Roncallo | 263·7 | 34·5 | 17·5<br>23·4 | Genoa<br>Italian<br>WB | C.2Cy.34"&59"-42"<br>188NHP<br>A.G."Weser,"Bremen | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. DateofB.ofTradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24006<br>OMZP | **Mauritanie** SteelSc<br>1*Dk*<br>*Mchy.Aft* | 705<br>—<br>417 | | | | | 1913 | Scott&<br>Sons<br>Bowling | Cie.desChargeurs Marocains(Plisson &Co.*Mgrs.*) | 200·3\|36·1\|10·7<br>B16'Q50'F23' | Bordeaux<br>French<br>*WB* | T.3Cy.13½",22½"&36"–24"<br>36NHP<br>W.V.V.Lidgerwood,Gls. | | V |
| 24007<br>OMZN | — SteelScSr<br>(*Trawler*)<br>(*ex*Catherine) Wireless 1*Dk* | 446<br>376<br>198 | | | | | 1908 | Blasse&fils<br>Nantes | Jos.Huret | 152·5\|24·9\|13·1 | Boulogne<br>French<br>*WB* | T3Cy13$\frac{3}{16}$"22¼"&34$\frac{1}{16}$"-24$\frac{13}{16}$"<br>58NHP<br>A.Maucour&fils,Nantes | | V |
| 24008<br>131474<br>HRSP | **Mauritian** SteelTwinScSr<br>*ss*Bkn.No.2-19<br>(*ex*Glenomera,*ex*Kulambangra)<br>1*Dk*(*Stl*)&*Awng dk*(*Stl*- teak s)2*nd dk*<br>*Elec.light* Wireless *Bms.inNos.*1&2*holds* | 2017<br>1802<br>1100 | ✠100A1<br>*Awng dk withfreeboard*<br>12.19<br>~~BS2,20~~<br>BS6,21 | Cff<br>✠LMC1,19 | *r* | CL<br>~~2,20~~<br>6,21 | 1910<br>9mo<br>*Lloyd* | Napier&<br>Miller<br>Glasgow<br>*'sA&CP* | MauritiusShipping Co.Ld.<br>*CellDBa52'uE&* | 264·8\|37·0\|24·1<br>FK<br>*B35'f*125'394*tFPT* | PortLouisMau<br>~~London~~<br>British<br>6*BHCem*<br>35*tAPT*29*t* | T.6Cy.13½",22½"&37½"–33"<br>180lb *100lb* (*s*) 205NHP<br>2SB,*6cf*,GS108,HS3565<br>J.G.Kincaid&Co.Ld.Grk. | 26 ″ 3<br>s 8 ″ 5½<br>18 ″ 2 | |
| 24009<br>72860<br>RGHT | **Mausang** SteelScSr<br>(*ex*Sultan)<br>1*Dk*2*trB*<br>*Elec.light*<br>*Now named* "Marjaristan," *See No.* 38418 *in Supplement* | 2194<br>1646<br>1673 | | | | | 1893 | Wood,<br>Skinner&Co.<br>Newcastle | H.M.H.Nemazee | 275·6\|37·6\|18·5<br>Q132*t*B271*t*H46*t*<br>F37*t* | HongKong<br>British<br>*WB* | T.3Cy.20½",34"&56"–39"<br>196NHP<br>N.E.MarineCo.Ld.Sld. | | |
| 24010 | **Mauveen** WoodSc<br>(*Drifter*)<br>1*Dk*<br>8&12yrs.Mat. | 95<br>94<br>40 | 10A1<br>*For fishing purposes*<br>10.18 | Pet | … | | 1918<br>3mo<br>*Lloyd* | R.Irvin&<br>Sons,Ld.<br>Peterhead<br>*'sA&CP* | R.Irvin&Sons,Ld. | 90·0\|20·1\| 9·2 | Aberdeen<br>British | T.3Cy.9¼",15"&25"–18" (*s*)<br>180lb 40RHP<br>1SB,*2pf*,GS29,HS770<br>J.Lewis&SonsLdAberdeen | 9 ″ 10 | |
| 24011<br>137650 | **Maviston** WoodSc<br>(*ex*Fireball) 1*Dk*<br>9&12yrs.Mat | 94<br>93<br>41 | ✠ 11A1<br>*For fishing purposes*<br>3,20 | Yar<br>✠LMC3,20 | | CL | 1919<br>8mo<br>*Lloyd* | Fellows&<br>Co.Ld.<br>Gt Yarmouth<br>*'sA&CP* | J.Duggie | 86·2\|19·6\| 9·5 | Nairn<br>British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>Crabtree&Co Ld.Gt.Yar. | 9 ″ 9 | |
| 24012<br>139034<br>JLDN | **Mawatta** SteelScSr<br>(*ex*Germania) 1*Dk*<br>*Elec.light* | 1096<br>722<br>539 | | | | | 1904 | Fried.<br>Krupp,A.G.<br>Germania-Werft<br>Kiel | Requisitioned by theCommonwealth ofAustralia | 210·6\|32·7\|14·6<br>P125'F31' | London<br>British<br>*WB* | T.3Cy.19$\frac{11}{16}$",31½"&51$\frac{3}{16}$"–35$\frac{7}{16}$"<br>156NHP<br>Fried.Krupp,A.G.<br>Germania-Werft,Kiel | | |
| 24013<br>121381<br>QCVM | **Mawhera** SteelTwinSc<br>*Elec.light* 1*Dk*<br>(*Sand Pump and Bucket Hopper Dredger*) | 648<br>606<br>292 | | | … | | 1908 | W.Simons<br>&Co.Ld.<br>Renfrew | Greymouth HarbourBoard | 175·2\|32·1\|11·9<br>P11'F19'<br>FK | Wellingtn,<br>N.Z.<br>British | T.6Cy.13",20½"&34½"–22"<br>141NHP<br>W.Simons&Co.Ld.Rnf. | 14 ″ 6 | |
| 24014<br>855 | **Max** SteelScSr<br>1*Dk*2*trB* | 241<br>—<br>116 | | | | | 1895 | R.Holtz<br>Harburg | C.Hoepcke,jun. | 131·2\|22·3\| 9·8<br>B48'F15' | Desterro<br>Brazilian | T.3Cy.12",20"&32"–15¾"<br>NB13 41NHP<br>OttensenerMasch.fab.<br>(J.F.Ahrens)nr.Altona | | |
| 24015 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 175<br>161<br>53 | | | | | 1904 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | Grundmann& Gröschel | 115·6\|21·8\|10·9<br>Q23'F20' | Brmrhavn<br>German<br>*WB* | T3Cy.10$\frac{13}{16}$",17⅞"&26$\frac{3}{16}$"–21¼"<br>32NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 24016 | — SteelSc<br>(*ex*BarthPacket)<br>1*Dk* | 120<br>109<br>67 | | | | | 1898 | Oderwerke<br>Grabow | A.Bernstein | 102·6\|18·1\| 7·0 | Hamburg<br>German<br>*WB* | C.2Cy.9½"&18½"–11¾"<br>9NHP<br>Oderwerke,Grabow | | |
| 24017 | **Max Fischer** IronScSr<br>(*ex*Ajax) 1*Dk* | 287<br>228<br>169 | | | | | 1884 | P.Larssn&<br>PvdLppe<br>Thorskog | F.W.Fischer | 120·9\|23·1\|12·0<br>P18*t*B28' | Rostock<br>German | C.2Cy.15"&26"–18"<br>NB03 24NHP<br>BolinderMk.Wks.,Skm. | | V |
| 24018 | **Max Kochen** SteelSc<br>(*Trawler*)<br>1*Dk* | 228<br>210<br>87 | | | | | 1917 | Reiherst'g<br>Schiffsw.Abt.<br>Brandenburg<br>Hamburg | Cuxhavener Hochseefischerei Akt.Ges. | 119·5\|23·8\|10·2<br>P19' | Cuxhaven<br>German | T.3Cy.13",21¼"&33$\frac{9}{10}$"–22⅘"<br>55NHP<br>Christiansen&Meyer,<br>Harburg | | |
| 24019 | **Max M. Warburg** SteelScSr<br>(*Trawler*)<br>1*Dk* | 209<br>184<br>79 | | | | | 1913 | Schffb.Ges.<br>Unterweser<br>Lehe | Cuxhavener Hochseefischerei Akt.Ges. | 124·1\|22·6\| 9·1<br>Q67'F20' | Cuxhaven<br>German<br>*WB* | T.3Cy.12⅗",19$\frac{3}{10}$"&31$\frac{9}{10}$"–22"<br>48NHP<br>OttensenerMasch.Altona | | |
| 24020<br>139316<br>JQGK | **Max Pemberton** SteelScK<br>*ss*Hul.No.1-21<br>*Elec.light* 1*Dk* | 334<br>297<br>134 | ✠100A1<br>*StmTrawler*<br>8,21 ~~6,20~~ | Hul<br>✠LMC~~7,17~~<br>8,21 | | CL<br>~~6,20~~<br>8,21 | 1917<br>2mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>*'sA&CP* | NewingtonSteam TrawlingCo.Ld. | 138·8\|23·7\|12·9<br>Q74'F19'<br>BK7½" | Hull<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 94RHP<br>1SB,*3pf*,GS48,HS1625<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 24021 | **Maximo Gomez** SteelSc<br>(*ex*Constantia,<br>*ex*Hapsal,*ex*Constantia, 2*Dks*3*trB*<br>*Elec.light* *ex*Benares) | 3026<br>2867<br>1889 | | | … | | 1890 | Barclay<br>Curle&Co.Ld.<br>Glasgow | | 339·5\|41·8\|26·4<br>P20'B80'F42'<br>BK10" | Cuban<br>*WB* | T.3Cy.24½"38"&54"–48"<br>302NHP<br>Barclay,Curle&Co.Ld.Gls. | 29 ″ 0 | R |
| 24022<br>MVSN | **Maxine Elliott** WoodAuxSc<br>(*Fishing Vessel*) *Motor* 3MstSr<br>(*ex*SailingVessel) 1*Dk*<br>(*See Sailing Ship Register*) | 154<br>140<br>117 | | | | | 1901 | ……………<br>Essex,Mass.<br>U.S.A. | BendikMannes | 114·5\|24·3\|10·1<br>Q11*t* | Kopervik<br>Norwegian | Motor<br>E*made&fitted*20<br>A.Gulowsen,Christiania | | |
| 24023<br>144896<br>KGOM | **Maxton** SteelSc<br>*ss*Hul.No.3-7,20<br>(*ex*Kilgobnet) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 628<br>491<br>266 | 100A1<br>7,21 ~~7,20~~ | Goo<br>Bly<br>LMC7,20 | | CL | 1918<br>2mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>*'sA&CP* | B.Burletson(Joplin&Hull,*Mgrs.*) | 172·2\|~~36·0~~\|15·7<br>\|30·0\|<br>B50'<br>FK<br>*CellDBu* | Newcastle<br>British<br>5*BHCem*<br>*E*26'20*t* | T.3Cy.16",26"&44"–26" (*s*)<br>200lb 116NHP<br>1SB,*3cf*,GS51 HS1832<br>Smith'sDockCo.Ld.Mdb. | 16 ″ 6<br>s 1 ″ 10<br>14 ″ 11 | |
| 24024<br>125639 | **Maxwelton** SteelScSp<br>*ss*Gmh.No.2-16<br>1*Dk*(*Stl*)<br>*Now named* "Beta," *See No.* 36451 *in Supplement* | 437<br>416<br>195 | ✠100A1<br>*Hopper Barge*<br>11,19<br>MS2,16 | Gmh<br>✠LMC<br>BS10,20 | *g* | CL<br>~~8,18~~<br>3,21 | 1907<br>10mo<br>*Lloyd* | CHWalker<br>&Co.Ld.<br>Sudbrook<br>*'sA&CP* | TilburyContracting&DredgingCo. Ld. | 164·0\|27·1\|10·8<br>FK | London<br>British<br>5*BHCem* | T.3Cy.13",22"&34"–22½" (*s*)<br>165lb 60RHP<br>1SB,*2pf*,GS40,HS1248<br>Plenty&Son,Ld.Newbury | 11 ″ 6<br>s 1 ″ 10<br>9 ″ 9 | |
| 24025<br>118056<br>JMOF | **May** SteelScK<br>1*Dk* | 245<br>204<br>97 | | | | | 1903 | W.J.Yarwood<br>Northwich | ~~J.Kell~~ J.B.Forster | 115·0\|22·2\|10·2 | Sundrland<br>British<br>*WB* | C.2Cy.15"&29½"–21"<br>36RHP<br>W.J.Yarwood,Northwich | | C |
| 24026<br>109593<br>RCTB | — SteelTwinScSr<br>*Elec.light* 1*Dk* | 242<br>203<br>96 | | | … | | 1899 | Hawthorns<br>&Co.Ld.<br>Leith | Commissioners of NorthernLighthouses | 116·0\|22·2\|11·7<br>Q26'F19'<br>BK7" | Leith<br>British<br>*WB* | C.4Cy.14"&29"–18"<br>76RHP<br>Hawthorns&Co.Ld.Leith | 12 ″ 6 | |
| 24027<br>72549<br>KRPS | — WoodPadSp | 123<br>123<br>27 | | | | | 1875 | Hepple<br>S.Shields | Gt.EasternRly.Co. | 116·3\|18·8\| 9·4 | Lowestoft<br>British | 1Cy.35½"–54"<br>42RHP<br>Hepple&Co.SouthShields | | |

| 1 Numero d'Ordro. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24028<br>139984 | **May Bird** SteelScK<br>1Dk(Stl) | 97<br>—<br>41 | ✠100A1<br>For fishing purposes<br>4,19<br>✠LMC4,19 | Lwt | | CL | 1919<br>4mo<br>Lloyd | J W Brooke &Co.Ld.<br>Lowestoft<br>'sA&CP | ~~TheAdmiralty~~<br>E.Y.Wheatley<br>(W.J.Head,Mgr) | 86·0 | 18·5 | 9·3<br>BK7½″ | Lowestoft<br>~~London~~<br>British<br>3BHCem | T.3Cy.9½″,15½″&26″–18″ (s)<br>180lb 59RHP ~~42NHP~~<br>1SB,2pf,GS30,HS810<br>Urquhart,Lindsay&Co.Ld Dun. | 10 |
| 24029<br>125461<br>HPDC | **May Scott** SteelScSr<br>ssHpl.No.2-19<br>Well deck 1Dk(Stl)&deep framing<br>Elec.light Cargo battens not fitted | 1465<br>1183<br>884 | ✠100A1<br>1,21<br>~~BS9,20~~ BS9,21<br>✠LMC~~3,19~~<br>MS10,21 | Nwc | p | CL<br>~~11,20~~<br>9,21 | 1909<br>6mo<br>Lloyd | BlythS.B. Co.Ld.<br>Blyth<br>'sA&CP WB= | AldershotSSCoLd.<br>(EnriquezFletcher&Co.Mgrs.)<br>CellDBa71'uE&B | 245·0<br>Q90'B48'F21'<br>35'f102' 402t FPT | 36·7 | 16·0<br>FK | London<br>British<br>4BHCem<br>62tAPT79t | T.3Cy.19″,31″&51″–33″ (s)<br>180lb 75lb 181NHP<br>1SB,4cf,GS75,HS2945<br>N.E.MarineEng.CoLdNwc | 18<br>s1<br>16 |
| 24030<br>14484<br>LSGK | **Maya Maru** IronSc | 691<br>—<br>393 | | | | | 1886 | ........ | IkedaShoji<br>KabushikiKaisha | 191·5 | 27·5 | 16·3 | Nishinomiya<br>Japanese | | |
| 24031<br>142327 | **Mayals** IronSc<br>(exUrd)<br>1Dk | 252<br>219<br>162 | | | | | 1880 | Göteborgs Mek.Verk.<br>Gothenburg | SwanseaShipping &TransitCo.Ld. | 106·3<br>B30t | 22·5 | 12·5 | Swansea<br>British | C.2Cy.12″&25 3/10″–17½″<br>NB96 40RHP<br>KelliersM.V.Gothenburg | |
| 24032<br>144247<br>KHWF | **Mayari** SteelSc<br>Fitted for oil fuel<br>Elec.light CruiserStern 1Dk | 2802<br>2377<br>1519 | | | | | 1921 | Workman, Clark&Co.Ld<br>Belfast | UnifruitcoS.S.Co. Ld.(Clark&Service,Mgrs.) | 303·0<br>B82'F38' | 47·2 | 21·7 | Glasgow<br>British<br>WB | T.3Cy.20½″,34″&57″–45″<br>218NHP<br>Wrkman.Clark&Co.LdBel. | |
| 24033<br>111294<br>RVFD | **Mayaro** SteelScSr<br>(exPegu)<br>Elec.light Wireless 2Dks | 3896<br>3464<br>2511 | | | | | 1900 | W.Denny &Bros.<br>Dumbarton | ~~Furness,Withy&Co.Ld.~~<br>Bermuda&WestIndiesS.S.Co.Ld. | 359·9<br>P37'Q33'B108' | 45·0 | 26·4 | Hamilton, Bermuda<br>British | T.3Cy.26½″,42″&66½″–51″<br>315NHP<br>Denny&Co.Dumbarton | |
| 24034<br>8943<br>JRPF | **Mayasan Maru** SteelScSr<br>(exMichaelJebsen) 1Dk&Spardk | 972<br>—<br>695 | | | | | 1889 | Howaldtswerke<br>Kiel | ShimataniKisen<br>KabushikiKaisha | 212·9<br>B28'H46' | 29·5 | 17·7 | Nishinomiya<br>Japanese<br>WB | T.3Cy.15¾″,23 9/16″&39″–27¾″<br>80NHP<br>Howaldtswerke,Kiel | |
| 24035<br>ONAG | **Mayenne** IronScSr<br>(exEttrick) | 272<br>—<br>113 | | | | | 1875 | J.Readhead&Co.<br>South Shields | Soc."Les AffréteursRéunis"<br>(JeanStern) | 134·0<br>Q45tB8tF9t | 21·6 | 12·6 | Algiers<br>French | C.2Cy.14″&28″–20″<br>NB00 29NHP<br>J.Readhead&Co.,S.Shields | |
| 24036<br>162628<br>LHDF | **Mayfair** WoodScSr<br>1Dk | 670<br>—<br>420 | | | | | 1906 | J.Lindstrom,<br>AberdeenWh | C.NelsonCo.Inc. | 173·9 | 38·0 | 12·3 | S.Frncisco<br>Utd.States | C.2Cy.14″&32″–24″<br>42NHP<br>FultonE.&S.B.Wrks.S.Fo. | |
| 24037<br>92291<br>KJQL | **Mayflower** WoodPad<br>1Dk | 778<br>—<br>558 | | | | | 1891 | Montgomery&Howard<br>Chelsea,Mass | NantasketBeach SteamboatCo. | 202·5 | 32·5 | 10·7 | Boston<br>Utd.States | B.1Cy.48″–108″<br>W.&A.FletcherCo.N.Yk. | |
| 24038<br>120889<br>HLCF | — SteelScSr<br>ssLiv.No.3-7,18<br>Well deck 1Dk(Stl)<br>Mchy Aft Cargo battens not fitted | 370<br>289<br>140 | ✠100A1<br>6,20<br>✠LMC<br>MS7,18 BS1,20 | Liv | f | 6,20 | 1905<br>10mo<br>Lloyd | AilsaS.B. Co.Ld.<br>Troon<br>'sA&CP | ZillahShipping&CarryingCo.Ld.<br>(W.A.Savage,Ld. Mgrs.)<br>WB=CellDBf72'103tFPT | 143·5<br>Q46'B9'F26' | 25·6 | 10·3<br>BK7″ | Liverpool<br>British<br>3BHCem<br>44tAPT7t | C.2Cy.18″&40″–27″ (s)<br>130lb 94RHP<br>1SB,3pf,GS51,HS1752<br>Ross&Duncan,Glasgow | 12<br>s<br>12 |
| 24039<br>110519<br>RVDB | — SteelScYl<br>ssPnz.No2-22 ssLon.No.3-9,13<br>Mchy.Aft ~~ssGoo.No.1-17~~<br>Well deck 1Dk(Stl) | 240<br>174<br>91 | ✠100A1<br>Coasting<br>3,22 ~~2,21~~<br>~~BS9,20~~ ✠LMC~~11,17~~ 3,22 | Fal<br>Pnz | c | ~~N5,19~~<br>3,22 | 1900<br>6mo<br>Lloyd | LarneShipbuildingCo.<br>Larne<br>'sA&CP | BickfordSmith&Co.Ld.<br>(G.E.S.Smith,Mgr.) | 128·9<br>Q42'B7'F22' | 22·0 | 8·6<br>FK&BK1¼″<br>W | London<br>British<br>3BHCem<br>B=FPT25t | C.2Cy.16″&33″–22″ (s)<br>120lb 50RHP<br>1SB,2pf,GS32,HS860<br>Muir&Houston,Ld.Gls. | 9<br>s<br>9 |
| 24040<br>[illegible]4643<br>HLMS | **Maymead** SteelSc<br>Renamed "Islemoor," See No. [illegible]<br>ssLiv.No.3-3,20<br>(exMaylands) 1Dk(Irn)2trB&deep framing3Dk rule<br>Wireless | 3840<br>3610<br>2465 | ✠100A1<br>1,21 ~~3,20~~<br>BS5,21 ✠LMC3,20 | Liv<br>Bry | w | CL<br>~~3,20~~<br>N1,21 | 1907<br>9mo<br>Lloyd | W.Gray& Co.Ld.<br>WHartlepool<br>'sA&CP | WesternCounties ShippingCo.Ld.<br>(E.Edwards,Sons &Co.Ld.Mgrs.)<br>CellDBa111'u | 345·0<br>P27'B92'F32'<br>E&B42'f150' 1035t | 50·1 | 25·0<br>FK | London<br>British<br>6BHCem<br>APT42t | T.3Cy.25½″,40½″&67″–45″(s)<br>180lb 100lb 316NHP<br>2SB,6pf,GS117,HS4705<br>Cen.Mar.Eng.Wrks.WHpl | 27<br>s5<br>22 |
| 24041<br>105240 | **Maynard** SteelSc<br>Mchy.Aft 1Dk | 789<br>700<br>427 | | | | | 1899 | Lobnitz&Co.<br>Renfrew | Corporation of Preston | 163·3 | 36·1 | 14·1 | Preston<br>British<br>WB | T.3Cy.15″,25″&40″–30″<br>95RH<br>Lobnitz&Co.Renfrew | |
| 24042<br>12028 | **Mayor Gaynor** SteelSc<br>(Ferry)<br>(Screws fore and aft) | 1634<br>—<br>747 | | | | | 1914 | ........<br>Camden,N.J. | CityofNewYork | 210·0 | 45·1 | 17·5 | NewYork<br>Utd.States | | |
| 24043<br>146036 | **Maypole** SteelTwinSc<br>1Dk | ~~152~~ 254<br>182<br>120 | | | | | 1921 | H.Scarr, Ld.<br>Hull | Palmine,Ld. | 122·0<br>B37'F13' | ~~24·0~~<br>24·1 | ~~8·5~~<br>7·8 | London<br>British | T.6Cy.7″,12½″&20″–12″<br>42RHP ~~28NHP~~<br>Gt.CentrlCo-opEng.&ShipRepairingCo.Ld.Gms | |
| 24044<br>HKBW | **Mayrink** SteelTwinScSr<br>1Dk&ptShade dk | 551<br>—<br>375 | | | | | 1882 | DavidJ.Dunlop&Co.<br>Pt.Glasgow | LloydBrasileiro | 180·2<br>P97tH25tF16t | 30·2 | 10·0 | R.Janeiro<br>Brazilian | C.4Cy.17″&30″–24″<br>B fitted00 73NH<br>DavidJ.Dunlop&Co.P.Gls. | |
| 24045<br>144055<br>KGSE | **Mayrix** SteelSc<br>Well deck 1Dk(Stl)<br>Mchy.Aft | 794<br>554<br>375 | ✠100A1<br>6,21 ~~9,20~~<br>✠LMC9,20 | Hul | k | CL | 1920<br>9mo<br>Lloyd | Cochrane&Sons,Ld.<br>Selby<br>'sA&CP | HumberStm.Coasters,Ld.<br>(J.R.Rix,Mgr.)<br>CellDB | 185·1<br>Q105'B11'F25'<br>f116'175tFPT58t | ~~21·0~~<br>31·0 | 11·7<br>FK | Hull<br>British<br>4BHCem<br>APT27t | T.3Cy.14½″,25″&40″–27″(s)<br>180lb 111NHP<br>2SB,4pf,GS62,HS2000<br>Earle'sS.B.&E.Co.Ld.Hull | 14<br>s4<br>13 |
| 24046 | **Mayumba** SteelScSr<br>ssHam.No.3-9,04<br>1Dk(ptStl&ptIrn) ssHam.No.1-10<br>Webframes&ptAwngdk(Irn-ws) | 2516<br>1828<br>1649 | ✠<br>ptAwng dk withfreeboard<br>4,14<br>✠ | Liv | s | | 1890<br>10mo | R.Dixon&Co.<br>Middlesbro' | TheAdmiralty | 297·0<br>Q113'<br>ptAwng dk184'<br>WB=Cell | 39·9 | 18·8<br>FK | British<br>5BHCem<br>DB230'454t | T.3Cy.22½″,37″&61″–39″<br>232NHP<br>2SB,6cf,GS98,HS3469<br>T.Richardson&Sons,Hpl. | 21 |
| 24047 | **Mayumbe** SteelSc<br>(exYoshidaMaruNo.2) 2Dks(Stl)<br>Elec.light Wireless | 4193<br>3938<br>2956 | ✠100A1<br>8,20<br>✠LMC | Rot | x | CL<br>~~8,20~~<br>12,21 | 1917<br>6mo<br>A&CP | Uraga DockCo.Ld<br>Uraga | Cie.Africaine de Nav.<br>Cell | 360·0<br>P33'B91'F33'<br>DB291' 934t FPT | 51·0 | 28·4<br>FK | Antwerp<br>Belgian<br>6BHCem<br>143tAPT53t | T.3Cy.24½″,40½″&67″–48″<br>180lb (s) 378NHP<br>3SB,9cf,GS180,HS6382<br>UragaDockCo.Ld.Uraga | 28<br>s5<br>23 |
| 24048<br>216955<br>LNBG | **Mazama** WoodSc<br>Elec.light 1Dk2trB<br>Wireless | 2542<br>2067<br>1503 | | | | | 1918 | Seaborn S.B.Co.<br>Tacoma, Wash. | MazamaS.S.Co.Inc.<br>(French AmericanLine, Mgrs.) | 266·1<br>P28'B65'F26' | 46·1 | 23·9 | Tacoma, Wash.<br>Utd.States | T3.Cy.19″,32″&56″–36″<br>188NHP<br>WorthingtonPump&Mach.Co.Buffalo | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L. R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24049<br>118889<br>TPSC | **Mazaruni** SteelTwinScSr<br>*ss*Dem.No.3–6,12<br>1*Dk*(*Teak*)<br>*Elec.light* | 416<br>298<br>188 | ✠<br>4,18<br>*withfreeboard*<br>✠<br>*For British Guiana* | Dem | *g*<br>*&its* | *rivers* | 1902<br>9mo | ClydeS.B. &E.Co.Ld.<br>Pt.Glasgow | Sproston's,Ld. | 175·5<br>P&B107'F33'<br>FK<br>*WB*=*FPT*15*t* | 25·1 | 9·0 | Georget'n<br>British<br>4*BHAsp*<br>*APT*38*t* | T.6Cy.8",12¾"&22"–24"<br>102NHP<br>2SB,4*cf*,GS72,HS1812 FD<br>ClydeS.B.&E.Co.Ld.P.Gl. | 9 ″ 6 | |
| 24050<br>219607<br>LVPT | **Mazatlan** SteelTwinSc<br>*OilEng.*<br>2*Dks*<br>Wireless | 987<br>—<br>589 | | | | | 1920 | Long BeachS.B.Co.<br>Long Beach,Cal. | California&Mexico S.S.Co.Inc. (Swayne&Hoyt, *Mgrs.*) | 165·0 | 34·0 | 20·0 | L.Angeles Cal.<br>Utd.States | 2 Oil Engines<br>12Cy.12$\frac{15}{16}$"–18" | | |
| 24051 | **Mazout I.** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light Mchy.Aft* 1*Dk*<br>*Carrying Petroleum in bulk* | 570<br>518<br>319 | | | | | 1913 | Soc.Anon. Jhn.Cockerill<br>Hoboken | Soc.Anon.des Pétroles au Congo | 164·0<br>P28'F23' | 31·1 | 12·7 | Ango-Ango<br>Belgian | T.3Cy.12",20"&32"–23"<br>49NHP<br>Earle'sCo.Ld.Hull | | V |
| 24052<br>ded 3,21 | **Mazowia** SteelSc<br>(*ex*EstellaMaria, *ex*Smaragda) | 602<br>570<br>360 | | | | | 1901 | M.U.Martinolich<br>Lussinpiccolo | A.Emerik | 180·5 | 29·5 | 13·7 | Polish<br>*WB* | C.2Cy.17½"&35"–20½"<br>Scc.Co-operative,Sampierdarena 50NHP | | V |
| 24053<br>NHPL | **Mazzini** SteelSc<br>*ss*Nap.No.1–18<br>(*ex*Brescia,*ex*Spitzfels) 2*Dks*(*Stl*–*U* teak s)<br>*Elec.light* Wireless | 5809<br>5463<br>3643 | ✠100A1<br>11.20<br>BS8,20 ✠LMC1,18 | Cff | *a*† | CL<br>~~3,18~~<br>8,21 | 1913<br>6mo<br>*Lloyd* | Akt.Ges. "Weser"<br>Bremen<br>'*sA&CP*<br>*Cell* | Soc.Anon.Cooperativa Garibaldi<br>1 *BH in forward*<br>*DBa*139'*uE&B*45' | 420·3<br>P60'B126'F54'<br>FK<br>*hold dispensed with*<br>*f*189'1187*tFPT*48*t* | 56·2 | 29·6 | Genoa<br>Italian<br>*Cem*<br>6*BHonly*<br>*APT*56*t'twe* | T3Cy28¾",46⅞"&75$\frac{9}{16}$"–53$\frac{15}{16}$"<br>192lb *121lb* (*s*) 520NHP<br>3SB,9*cf*,GS148,HS6950 FD<br>A.G."Weser,"Bremen<br>*en dk tanks f*36'494*ta*36'470*t* | 32 ″ 6<br>s 6 ″ 8½<br>26 ″ 2 | |
| 24054<br>145133 | **Mead** SteelSc<br>1*Dk* | 606<br>492<br>256 | | | | | 1919 | Smith's DockCo.Ld<br>Middlesbro' | L.Gueret&Co.Ld. | 170·0 | 30·0 | 15·7 | London<br>British | T.3Cy.16",26"&44"–26"<br>94RHP<br>Smith'sDockCo.Ld.Mdb. | | |
| 24055 | **Meadows** IronScK<br>(*ex*TyneMeadows) 1*Dk* | 147<br>142<br>48 | ✠<br>*StmTrawler*<br>6,96 | Shl | | | 1892<br>8mo | SirRDixon &Co.<br>Middlesbro' | N.V.Zeevissch. Maats."Navis" | 100·6<br>Q23'F19'<br>BK7½" | 20·4 | 10·7 | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.11½",18"&29"–21"<br>NB02 38NHP<br>Wrth,McKnzie&CoLd.Stk | 11 ″ 8 | |
| 24056 | **Meandros** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | *2468*<br>*2232*<br>*1449* | ✠100A1<br>~~5,21~~~~11,20~~1,22 ~~Brs~~ Cff<br>✠LMC11,20 | Sou | *t* | CL | 1920<br>11mo<br>*Lloyd* | JIThornycroft&Co.Ld.<br>Southampton<br>'*sA&CP* | NationalStm.Nav. Co.Ld.(Embiricos Bros.*Mgrs.*)<br>*CellDB* | 300·9<br>P28'B83'F28'<br>FK<br>250' 664*t FPT*114*t* | 43·7 | 22·2 | Andros<br>Greek<br>5*BHCem*<br>*APT*105*t* | T.3Cy.21",34"&57"–36" (*s*)<br>180lb 240NHP<br>2SB,6*cf*,GS110,HS4102<br>JIThornycroft&CoLd.Sou | 24 ″ 5<br>s 4 ″ 5½<br>20 ″ 4 | |
| 24057<br>221117<br>MCNW | **Meanticut** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk&Shelter dk*<br>*Longitudinal framing* | 6061<br>—<br>3771 | | | | | 1921 | Pacific CoastS.B.Co.<br>BayPoint,Cal | UnitedStates ShippingBoard | 402·5<br>P34'F38' | 53·0 | 32·0 | S.Frncisco<br>Utd.States<br>*WB* | 1 Steam Turbine<br>KerrTurbineCo. Wellsville,N.Y. | | |
| 24058<br>99764 | **Meathside** SteelSc<br>*Elec.light Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck Ref.Mchy.* | 542<br>359<br>210 | ✠100A1<br>9,20<br>✠LMC9,20<br>✠Lloyd'sRMC~~5,21~~10,21 | Rnf | *h* | CL | 1920<br>9mo<br>*Lloyd* | W.Simons &Co.Ld.<br>Renfrew<br>'*sA&CP* | IrishPackingCo. Ld.(~~E.L.Rees,~~ ~~*Mgr.*)~~ J.H.Pim, *Mgr*)<br>*CellD* | 167·5<br>Q94'B9'F32'<br>BK7½"<br>*Bf*90' 134*t FPT*47*t* | 26·6 | 9·9 | Drogheda<br>British<br>3*BHCem*<br>*APT*23*t* | T.3Cy.14",24"&40"–30" (*s*)<br>180lb 89RHP<br>1SB,3*cf*,GS61,HS2009<br>W.Simons&Co.Ld.Rnf. | 12 ″ 8<br>s 4 ″ 6½<br>12 ″ 11 | |
| 24059<br>ONBF | **Mécanicien** SteelTwinScSr<br>*Elec.light* 1*Dk* | 1146<br>—<br>606 | | | | | 1919 | Ch.etAt.de St.Nazaire<br>Grand Quevilly | FrenchGovernment | 216·5<br>P62'F25' | 34·2 | 13·2 | Rouen<br>French<br>*WB* | C.4Cy.16"&30"–20"<br>80NHP<br>At.etCh.deSt.Nazaire, Penhoët | | V |
| 24060<br>ONBG | **Mecanicien Moutte** SteelScSr<br>(*ex*WarBee) 1*Dk*(*Stl*)<br>*Elec.light Well deck* | 1570<br>1311<br>968 | ✠100A1<br>11,19<br>✠LMC7,18 | Bkn | *r* | 11,19 | 1918<br>7mo<br>*Lloyd* | Nva.Scotia Steel&Coal Co.Ld.<br>NewGlasgow N.S.<br>'*sA&CP* | Cie.deNavigation Mixte | 255·5<br>Q91'B56'F26'<br>FK<br>*CellDB*211'432*t* | 35·1 | 17·6 | Marseilles<br>French<br>4*BHCem*<br>*APT*33*t* | T.3Cy.17",28"&46"–33" (*s*)<br>185lb 151NHP<br>2SB,4*cf*,GS77,HS2566<br>NovaScotiaStl&CoalCoLd | 20 ″ 0<br>s 2 ″ 3<br>18 ″ 0 | |
| 24061 | **Mechelin** SteelScSr<br>1*Dk* | 607<br>393<br>318 | | | | | 1918 | Cia.Euskalduna de Const. y Rep deBuques<br>Bilbao | VictorL.Doriga | 183·4<br>Q51'F28' | 27·0 | 9·6 | Santander<br>Spanish | T.3Cy.11$\frac{8}{10}$",19"&30"–22"<br>42NHP<br>Cia.Euskalduna,Bilbao | | V |
| 24062 | **Mecklenburg** SteelScSr<br>(*ex*Gulf ofTaranto)<br>*Elec.light* Wireless 2*Dks*3*trB*<br>*Now named* "Anatolia Ponte,*" *See No.* 36135 *in Supplement* | *3461*<br>~~3644~~<br>*2115* | Brs. 1,21<br>(*See footnote**) | … | | | 1892 | Caird&Co. Ld.<br>Greenock | David deLlano-Ponte&Rosendo Muniz | 350·2<br>P44'B95'F45'<br>BK9" | 42·1 | 26·3 | Spanish<br>*WB* | T.3Cy.28",46"&75"–48"<br>398NHP<br>Caird&Co.Ld.Greenock | 29 ″ 3<br>s 5 ″ 5½<br>25 ″ 1 | |
| 24063 | — SteelTwinSc<br>*Elec.light* | 2900 | A<br>*ForChannel purposes*<br>(*Class Contemplated*) | | | | 1921 | Kon.Maats deSchelde<br>Flushing | Stoomv.Maats. Zeeland | 350·0<br>F60' | 42·5 | 25·0 | Flushing<br>Dutch | T.8 Cy.28",43½"&(2)49"–33"<br>Maats.de Schelde,Flushing | | |
| 24064<br>144431<br>KFBL | — SteelScSr<br>*Elec.light* Wireless 2*Dks* | 2695<br>2548<br>1709 | ~~Shl. 1,21~~ Msl.5,21<br>(*See footnote*†) | | | | 1907 | Akt.Ges. "Neptun"<br>Rostock | ~~RondoS.S.Co.Ld.~~ ~~(H.H.Penman,~~ ~~*Mgr.*)~~ S.H.Biscoe | 291·5<br>H72' | 44·0 | 25·8 | London<br>British<br>*WB* | T3Cy.20$\frac{9}{10}$",35$\frac{7}{16}$"&55⅞"–37⅜"<br>192NHP<br>A.G."Neptun,"Rostock | | |
| 24065<br>144566<br>KFNL | — SteelScSr<br>Sub.Sig. Wireless 1*Dk*<br>*Now named* "Monkstone Light," *See No.* 38351 *in Supplement* | 2228<br>~~1898~~<br>1202 | | | | | 1910 | Akt.Ges. "Vulcan"<br>Stettin | BristolChannel Steamers,Ld. (J. German&Co*Mgrs*) | 284·6<br>P33'B66'F31' | 41·1 | 18·7 | British<br>*WB* | T.3Cy.21",34"&55"–39"<br>189NHP<br>A.G."Vulcan,"Stettin | | |
| 24066 | — SteelTwinSc<br>(*Ferry*)<br>*Elec.light* Sub.Sig. | 1810<br>1607<br>532 | | | | | 1903 | F.Schichau<br>Danzig | | 282·0<br>B99' | 46·0 | 21·3 | | T.6Cy.23⅝",39⅜"&59"–33½"<br>402NHP<br>F.Schichau, Elbing | | |
| 24067<br>125495<br>HPFN | — SteelScSr<br>*ss*Lth.No.3–6,20 ~~*ss*Shl.No.3–10,17~~<br>(*ex*AnnaTiede) 1*Dk*(*Stl*)<br>*Elec.light* *&Shelter dk*(*Stl*)<br>Wireless | 1219<br>1094<br>738 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21 ~~2,21~~<br>LMC6,20<br>BS9,21 | Lon | *p* | 6,20 | 1904<br>*Lloyd* | Schiffsw.v. HenryKoch<br>Lübeck<br>'*sA&CP* | Leith,Hull&Ham. Stm.Pkt.Co.Ld.(J. Currie &Co.*Mgrs.*) | 246·3<br>H62'<br>FK<br>*CellDB*204'379*t* | 35·7 | 21·9 | Leith<br>British<br>4*BHCem*<br>*FPT*12*t* | T.3Cy.17",28⅝"&45¼"–32½"<br>165lb 140NHP<br>2SB,4*cf*,GS62,HS2421<br>J.F.Ahrens,Altona | 17 ″ 4<br>s 1 ″ 1<br>16 ″ 7 | |
| 24068 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 253<br>210<br>90 | | | | | 1904 | G.Seebeck Akt.Ges.<br>Bremerhaven | DeutscheDmpfischereiGes.Nordsee | 135·3<br>Q74'F23' | 22·5 | 9·8 | Nordenhm<br>German<br>*WB* | T.3Cy.12",19¼"&31½"–23⅝"<br>48NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 24069<br>PLSB | **Medan** SteelScSr<br>*Elec.light* Wireless 3*Dks* | 5933<br>5674<br>3854 | | | | | 1908 | W.Hamilton&Co.Ld.<br>Pt.Glasgow | Rotterdamsche Lloyd (W.Ruys& Zonen,*Mgrs.*) | 393·1 | 51·7 | 34·6 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.26½",43"&72"–48"<br>359NHP<br>D.Rowan&Co.Glasgow | | V |

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* This vessel, the class of which has lapsed, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.
† This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24070<br><br>PLSJ | **Medea** SteelScSr<br>*CruiserStern*<br>*Elec.light* *2Dks* | 1311<br>1091<br>735 | | | | | 1916 | Wrf.voorh.<br>Rijkee&Co.<br>Rotterdam | Koninkl.Nederl.<br>Stoomb.Maats. | 260·0 | 39·0 | 16·6 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.20″,31″&50″–36″<br>150NHP<br>Werkspoor,Amsterdam | |
| 24071<br>217260<br>LNVS | **Medford** WoodScSr<br>*Elec.light* Wireless *1Dk2trB* | 2594<br>2071<br>1511 | | | | | 1918 | Grant,<br>Smith-Porter<br>ShipCo.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 267·5<br>P27'B67'F29' | 46·4 | 23·9 | PortlndOr<br>Utd.States | T.3Cy.19″,32″&56″–36″<br>188NHP<br>AllisChalmersMfg.Co.<br>Mil.Wis. | |
| 24072<br><br>MVBN | **Medholm** WoodScCtr<br>*1Dk* | 105<br>92<br>37 | | | | | 1919 | Hans<br>Gravdal,<br>Opsanger | A/S Medholm<br>(SimonSævland) | 93·3<br>Q4*t* | 18·5 | 9·3 | Haugesnd<br>Norwegian | C.2Cy. | |
| 24073<br>132991<br>HTRV | **Media** SteelScSr<br>*Elec.light* Wireless *2Dks* | 5437<br>5027<br>3359 | | | | | 1911 | A.Stephen<br>&Sons,Ld.<br>Glasgow | T.&J.Brocklebank<br>Ld. | 410·1<br>P45'B138'F37' | 53·2 | 30·0 | Glasgow<br>British<br>*WB* | T.3Cy.28″,46″&77″–51″<br>424NHP<br>A.Stephen&Sons,Ld.Gls. | |
| 24074<br>124114<br>HMFJ | **Median** SteelScSr<br>Sub.Sig.<br>*Elec.light* Wireless *2Dks&Awng dk* | 6306<br>5955<br>4067 | | | | | 1908 | Harland&<br>Wolff,Ld.<br>Belfast | F.Leyland&Co.Ld. | 400·3 | 52·3 | 26·9<br>34·9 | Liverpool<br>British<br>*WB* | Q4Cy23½″,34½″,49″&70″–51″<br>350NHP<br>Harland&Wolff,Ld.Bel. | |
| 24075<br>140792 | — SteelScK<br>*1 Dk* | 217<br>190<br>96 | ✠100A1<br>*Stm Trawler*<br>2,21 ✠LMC7,19 | Gms | | CL | 1919<br>7mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | OnwardSteam<br>FishingCo.Ld.<br>(SirT.Robinson,<br>*Mgr.*) | 117·0<br>Q58' | 21·5 | 11·5<br>BK7½″ | Grimsby<br>British<br>3*BHCem* | T.3Cy.12″,21″&34″–24″ (*s*)<br>180lb 67RHP<br>1SB,*2pf*,GS33,HS1044<br>C.D.Holmes&Co.Ld.Hull | 12 ' 4 |
| 24076<br>110573<br>RDHF | **Medic** SteelTwinSc4MstSr<br>Wireless Sub.Sig.<br>*Ref.Mchy.* *Elec.light* *3Dks* | 12032<br>11182<br>7857 | ✠Lloyd'sRMC~~10,20~~ 3,22 | | | | 1899 | Harland&<br>Wolff,Ld.<br>Belfast | OceanicStmNavCo<br>Ld.(WhiteStar<br>Line) | 550·2<br>P57'B107'F55' | 63·3 | 39·9 | Liverpool<br>British<br>*WB* | Q.8Cy.22″,31½″,46″&67″–51″<br>641NHP<br>Harland&Wolff,Ld.Bel. | |
| 24077<br>212561<br>LDPH | **Medina** SteelScSr<br>*Elec.light* Sub.Sig. Wireless *2Dks* | 5426<br>—<br>3470 | | | | | 1914 | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews | MallorySteamship<br>Co.Inc. | 397·7 | 54·3 | 24·4 | NewYork<br>Utd.States | T.3Cy.29″,49″&84″–54″<br>518NHP<br>NewportNewsSB&DD.Co | |
| 24078<br><br>HVBR | **Mediterranea** SteelScSr<br>(*ex*Hans Hemsoth)<br>*1Dk* | 254<br>223<br>145 | | | | | 1911 | Johs.Berg<br>Delfzijl | FerrerPeset<br>Hermanos | 152·1<br>Q19' | 23·0 | 8·7<br>*WB* | Barcelona<br>Spanish | T.3Cy.9″,14″&24″–16″<br>24NHP<br>Johs.Berg,Delfzijl | |
| 24079<br>102868<br>NJWQ | **Mediterranean Star** SteelSc 3MstSr<br>(*ex*Danube)<br>*4Dks*(*2Stl*-ws *U* teak s)&*Promenade dk*<br>*Elec.light* Sub.Sig. Wireless | 5885<br>4952<br>3121 | ✠<br>5,95 | Sou | *b*† | | 1893<br>11mo | J.&G.<br>Thomson,Ld<br>Clydebank | ClaudeLangdon,<br>Ld. | 420·0<br>P42'F73'<br>*Promenade dk*217' | 52·0 | 33·5<br>BK10″ | London<br>British<br>10*BHCem* | T.3Cy.38″,60″&94″–66″<br>934NHP<br>4DB,*32cf*,GS624,HS17292<br>J&GThomsonLdClydebnk | 35 ' 5 |
| 24080<br><br>~~[illegible]~~ | **Mediterraneo** SteelScSr<br>*1Dk*(*Stl*) | 4457<br>4131<br>2862 | ✠<br>2,16<br>✠ | Cff | *x* | | 1911<br>1mo | W.Doxford<br>&Sons,Ld.<br>Sunderland | Soc Anondi Nav.<br>a Vap.“Lussino”<br>*WB* = *Cell*<br>*DBa*100'*uE*26'*f* | 369·5<br>P32'B115'F32'<br>174' 846*t FPT* 176*t* | 50·0 | 26·3<br>FK | Lussinpicolo<br>Italian<br>6*BHCem*<br>*APT*225*t* | T.3Cy.25″,41″&68″–45″<br>GS140HS5833 395NHP<br>2SB(FD)&1AuxSB,*8cf*<br>W.Doxford&Sons,Ld.Sld. | 28 ' 9 |
| 24081<br>220880<br>MCDF | **Medon** SteelSc<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* Wireless *2Dks* | 3474<br>2991<br>2071 | | | ... | | 1920 | Hanlon<br>D.D.&S.B.Co.<br>Oakland,Cal. | UnitedStates<br>ShippingBoard | 320·7<br>P26'B79'F34' | 46·0 | 24·4<br>FK | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.24″,39″&65″–42″<br>274NHP<br>AllisChalmersMfg.Co.<br>Milwaukee,Wis. | 26 ' 9 |
| 24082<br>100754 | **Medora** SteelSc<br>*2Dks* | 377<br>158<br>256 | | | | | 1893 | F.W.Doty<br>Gravenhurst,<br>Ont. | MuskokaLakes<br>Nav.&HotelCo.Ld. | 142·6 | 25·4 | 8·5 | Toronto<br>British | C.2Cy.14″&26″–18″<br>29RHP<br>JohnDotyEng.Works,Tto. | |
| 24083<br>219992<br>LWMG | **Medric** WoodSc<br>(*Trawler*)<br>*Elec.light* Wireless *1Dk* | 380<br>—<br>189 | | | | | 1920 | Portland<br>S.B.Co.<br>Sth.Portland,<br>Me. | EastCoastFisheriesCo. | 150·4<br>F30' | 25·0 | 13·3 | Rockland,<br>Me.<br>Utd.States | T.3Cy.14″,22″&36″–24″<br>63NHP<br>PortlandS.B.Co.PrtlndMe | |
| 24084 | **Meduana** SteelTwinScSr<br>*Elec.light* Wireless *3Dks*<br>*Ref.Mchy.* | *8500*<br>*7300*<br>*5800* | | | | | 1920 | Swan,Hunter&Wigham<br>Richardson,<br>Ld.Newcastle | Cie.deNav.Sud<br>Atlantique | 481·5<br>B273'F52' | 59·0 | 35·1 | Bordeaux<br>French<br>*WB* | 4 Steam Turbines geared<br>to 2 Sc. Shafts<br>WllsndSlpwy.Co.Ld.Nwc. | |
| 24085<br>133246<br>JMFR | **Medusa** SteelScSr<br>*Elec.light* *1Dk&Promenade dk* | 793<br>561<br>323 | | | | | 1913 | TaikooDkyd&EngCo.of<br>HongK'ngLd<br>HongKong | OceanS.S.Co.Ld.<br>(A.Holt&Co*Mgrs*) | 195·7<br>P19'F26' | 31·6 | 12·4 | Liverpool<br>British<br>*WB* | T.3Cy.15″,25″&42″–30″<br>97NHP<br>TaikooDkyd.&Eng.Co.of<br>HongKong,Ld. | |
| 24086<br>93290<br>LPBH | **Medway** SteelScSr<br>*Welldeck* *Elec.light* Wireless *2Dks* | 929<br>735<br>483 | | | ... | | 1886 | C.Connell<br>&Co.<br>Glasgow | W.Sloan&Co. | 225·0<br>P&B134'F29' | 32·1 | 14·2 | Glasgow<br>British<br>*WB* | C.2Cy.28″&56″–48″<br>NB01 181NHP<br>J.&J.Thomson,Glasgow | 16 ' 7 |
| 24087<br>89226<br>QHVS | **Meeinderry** SteelSc3MstSr<br>*Welldeck* *Mchy.Aft* *1Dk* | ~~217~~ 224<br>147<br>94 ~~111~~ | ✠<br>9,87<br>✠ | Syd | *c* | | 1883<br>8mo | T.B.Seath<br>&Co.<br>Glasgow | J.M.Smith | 120·2<br>Q39'B30'F18'<br>*WB* = *FPT*28*t* | 20·1 | 8·7 | SydnyNSW<br>British<br>4*BHCem* | C.2Cy.18″&36″–24″<br>50RHP<br>Kincaid&Co.,Greenock | |
| 24088<br>5818<br>JVQT | **Meera** IronScK<br>ssHul.No.3–6,93<br>(*ex*Camenes) ssHul.No.1–97<br>*1Dk* | 150<br>140<br>39 | ✠<br>*StmTrawler*<br>3,02 ✠<br>✠NE&B6,93 | Hul | | | 1886<br>4mo | Head&<br>Riley<br>Hull | A/B Bergelin&<br>Reuter | 103·0<br>Q16'F20'<br>len93 | 20·1 | 11·0<br>BK7½″ | Gothenbrg<br>Swedish<br>3*BHCem* | T.3Cy.12″,19½″&31½″–22½″<br>NB11 47NHP<br>C.D.Holmes&Co.Hull | 11 ' 8 |
| 24089<br><br>PLSN | **Meerdrecht** SteelScSr<br>*Mchy.Aft* *1Dk* | 489<br>350<br>246 | | | | | 1918 | Johs.Berg<br>Delfzijl | N.V.Maats.<br>“Kustvaart”(Phs.<br>vanOmmeren,<br>*Mgr.*) | 160·0<br>P49'F22' | 25·7 | 11·9 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.12⅝″,19⅝″&31½″–21⅝″<br>46NHP<br>Johs.Berg,Delfzijl | |
| 24090<br>104211<br>PRCS | **Meg Merrilies** SteelSc3MstSr<br>ssLiv 2nd.No.3–11,21 ~~ssHul.No.3–2,08~~<br>(*ex*NellJess) ~~ssLiv.No.2–17~~<br>*Welldeck* *Mchy.Aft* *1Dk*(*Irn*) | 464<br>368<br>179 | ✠100A1<br>11,21<br>~~BS11,18~~<br>BS4,21 | Liv<br>~~✠LMC4,17~~<br>~~MBS12,19~~<br>MS11,21 | *h* | ~~5,20~~<br>N11,21<br>✠LMC | 1896<br>1mo | S.Mc<br>Knight&Co.<br>Ayr<br>A&CP | R.Gilchrist&Co. | 168·0<br>Q82'B14'F24'<br>*WB* = *DBf* 88'100*t* | 26·6 | 11·0<br>FK | Liverpool<br>British<br>3*BHCem*<br>*FPT*45*t* | C.2Cy.21″&42″–30″ (*h*)<br>110lb *100lb* NDB14 70RHP<br>1SB,*3pf*,GS51,HS1456<br>Hutson&Son,Glasgow | 13 ' 5<br>s ' 8<br>12 ' 11 |
| 24091 | **Megali Hellas** SteelTwinScSr<br>ssMsl.No.1–19<br>(*ex*Vasilefs Constantinos) *2Dks*(*Stl*)&<br>*Elec.light* *Shelter dk*(*Stl*–teak s)<br>Wireless | *9272*<br>*6627*<br>*4869* | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,21 ~~10,20~~ ✠LMC9,19<br>BS5,21 | NYk<br>Pir | *d*† | CL<br>9,19 | 1914<br>12mo<br>*Lloyd* | Cammell<br>Laird&Co.Ld<br>Birkenhead<br>'*sA&CP* | NationalStm.Nav.<br>Co.Ld.of Greece<br>(EmbiricosBros.<br>*Mgrs.*)<br>*Cell DBa*71'*uE&B*14 | 470·0<br>P45'B272'F100'<br>8'*f* 166'1129*t FPT* | 58·1 | 32·7<br>FK | Andros<br>Greek<br>9*BHCem*<br>38*t APT*70*t* | Q.8Cy.27½″,39″,56″&80″–54″<br>220lb (*s*) 1759NHP<br>8SB(FD)&1AuxSB,*34cf*,<br>GS646,HS28076<br>CammellLaird&Co.LdBkn | 35 ' 6<br>s11 ' 10<br>24 ' 2 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>*Late Name if any.*<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24092<br>127981<br>HPCF | **Megantic**<br>*Elec.light Ref.Mchy.*<br>Sub.Sig. Wireless | SteelTwinScSr<br>3*Dks*&2pt*Dks* | 14878<br>11923<br>9183 | | | | | 1909 | Harland& Wolff,Ld.<br>Belfast | OceanicStmNavCo Ld(WhiteStar Line) | 550·4 | 67·3 | 41·2 | Liverpool<br>British<br>*WB* | Q.8Cy.29",42",61"&87"-60"<br>1180NHP<br>Harland&Wolff,Ld.Bel. | | BT till 5,21 |
| 24093<br>ONCB | **Mégas**<br>*Elec.light* | SteelSc<br>(*Tug*)<br>1*Dk* | 552<br>—<br>205 | | | | | 1918 | JohnReid &Co.<br>NewYork | Chemins deFer de l'EtatFrançais (SocMarNationale *Mgrs.*) | 148·3<br>F23' | 30·0 | 12·6 | Havre<br>French | T 3Cy.18",31"&47"-20"<br>99NHP<br>JohnReid&Co.NewYork | | V |
| 24094 | —<br>(*ex*Atlantic)<br>*Elec.light* | SteelSc<br>(*Tug*)<br>1*Dk* | 470<br>407<br>256 | | | ... | | 1903 | NewYork S.B.Co.<br>Camden,N.J. | Soc.Mar. Nationale | 145·0<br>F24' | 30·2 | 12·7<br>FK | Havre<br>French<br>*WB* | T.3Cy.18",30"&48"-20"<br>270NHP<br>GreatLakesE.Wks.Detroit | 14 ″ 0 | |
| 24095 | **Megenin** | IronSc<br>(*ex*Spica,*ex*Portia)<br>2*Dks* | 777<br>573<br>428 | | | | | 1879 | Flensburgr Schiffsb. Ges.<br>Flensburg | Soc.Marittima Coloniale | 191·0<br>P47'F24' | 28·5 | 15·8 | Tripoli<br>Italian<br>*WB* | C.2Cy.27"&48"-30"<br>105NHP<br>FlensburgerSchiffsb.Ges. | . | V |
| 24096<br>96627<br>JWDB | **Meggie**<br>*Well deck*<br>Wireless<br>*Now named* "Baberton," *See No.* 36447 *in Supplement* | IronScSr<br>ssGls.2ndNo.3-8,20<br>1*Dk*(*Irn*)&*Webframes* | 1793<br>1312<br>1109 | ✠100A1<br>8,20<br>BS8,20 ✠LMC4,19 | Gmh | *r* | CL<br>8,20 | 1889<br>8mo | Richardsn, Duck&Co.<br>Stockton<br>A&CP | J.Cormack&Co. | 270·0<br>P27'Q76'B110'<br>F31' BK9½"<br>*WB*=*CellDB*226' | 36·6 | 16·5 | ~~London~~ Leith<br>British<br>4*BHCem*<br>409*tAPT*9*t* | T.3Cy.21½",35"&57"-36" (*s*)<br>160lb *80lb* NDB00 193NHP<br>1DB,4*cf*,GS64,HS2863<br>Blair&Co.(Lim.),Stockton | 19 ″ 2<br>s1 ″ 3½<br>18 ″ 10 | |
| 24097<br>139157<br>JNGQ | **Megna**<br>*Elec.light* Wireless<br>*Carrying oil fuel F.P.above*150°F.*in D.B.* | SteelScSr<br>ssBry.No 1-22<br>2*Dks*(*Stl*) | 5603<br>5356<br>3582 | ✠100A1<br>3,22 ~~6,20~~<br>BS11,20 ✠LMC~~9,16~~<br>MS7,21 | NYk<br>Bry | *a*† | CL<br>11,20 | 1916<br>9mo<br>*Lloyd* | Russell& Co.<br>PortGlasgow<br>'*sA&CP* | JamesNourse,Ld.<br>*and* 1'*tween dk* | 423·5<br>P38'B123'F50'<br>1 *intermediate BH* *BH dispensed with* *CellD* | 56·0 | 28·7<br>FK | London<br>British<br>*Cem*<br>5 *BH to Udk*<br>1 *BH to 2nd*<br>*B* 360' 1181*t* | T 3Cy.27",45"74"-51" (*s*)<br>180lb 556NHP<br>3SB,9*cf*,GS186,HS8301 FD<br>D.Rowan&Co.Glasgow<br>*dk only*<br>*DTa*36'1118*tAPT*31*t* | 31 ″ 4<br>s6 ″ 2½<br>25 ″ 6 | |
| 24098<br>LVQM | **Mehanno**<br>*Now named* "Yukon," *See No.*40086 *in Supplement*<br>*Elec.light*<br>*Ref.Mchy.*<br>Sub.Sig.<br>Wireless | SteelScSr<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>&*Web frames*<br>*Longitudinal framing* | 5970<br>5535<br>4365 | ✠100A1<br>*Shelter dk withfreeboard*<br>10,20<br>LMC3,20<br>~~✠Lloyd'sRMC5,21~~<br>*Fitted for oil fuel* 3,20 *F.P. above* 150° F. | NYk | *z* | CL | 1919<br>12mo | Moore S.B. Co.<br>Oakland,Cal.<br>A&CP | UnitedStates ShippingBoard<br>*CellDB*348'<br>1351*tMT*30'554*t* | 402·5<br>P34'F39'*on Shelter dk*<br>*FPT*73*tAPT*48*t* | 53·0 | 32·0<br>FK | S.Frncisco<br>Utd.States<br>*pt Cem*<br>4*BHtoSh dk*<br>3 ,, ,, *Up dk* | 2 Steam Turbines geared to 1 screw shaft (*s*)<br>210lb 637NHP<br>3SB,9*cf*,HS8743 FD<br>MidWestEngineCo<br>Indianapolis | 34 ″ 6<br>s 8 ″ 5<br>26 ″ 6 | |
| 24099<br>20137<br>NLTQ | **Meichi Maru**<br>*Elec.light*<br>Wireless | SteelSc<br>ssKob,No 2-22<br>2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing* | 3191<br>2757<br>1981 | ✠100A1<br>~~8,21~~ ~~2,21~~ 2,22<br>✠LMC~~2,21~~<br>2,22 | Kob<br>~~Yka~~ | *t* | CL<br>~~2,21~~<br>2,22 | 1917<br>9mo | OsakaIron Works,Ld.<br>Innoshima<br>A&CP | MeijiKaiun KabushikiKaisha<br>*CellDB*255'518*tDT* | 305·0<br>P19'B82'F32'<br>*a*25' 534*t FPT* 112*t* | 43·7 | 27·2<br>FK | Tarumi<br>Japanese<br>5*BHCem*<br>*APT*20 *t* | T.3Cy.22",37"&61"-42" (*s*)<br>180lb 288NHP<br>2SB,6*cf*,GS90,HS3824 FD<br>OsakaIronWks.Ld.Osaka | 27 ″ 3<br>s4 ″ 4½<br>23 ″ 2 | |
| 24100<br>22300<br>NTOP | **Meidai Maru**<br>*Elec.light* Wireless | SteelScSr<br>1*Dk* | 2163<br>1883<br>1283 | | | | | 1918 | Uraga DockCo.Ld.<br>Uraga | AmajiKisen KabushikiKaisha | 268·0<br>P13'B58'F27' | 40·7 | 23·5 | Uraga<br>Japanese<br>*WB* | T.3Cy.19",31½"&52"-39"<br>169NHP<br>UragaDockCo.Ld.Uraga | | V |
| 24101 | **Meifoo**<br>*Elec.light* | SteelTwinSc<br>*Carrying Petroleum in bulk*<br>1*Dk* | 900<br>650 | | | | | 1912 | NewEng.& S.B.Works<br>Shanghai | StandardOilCo. of NewYork | 240·0<br>F28' | 40·0 | 9·3 | Shanghai<br>Utd.States | T.6Cy.11¾",19"&31"-18"<br>80NHP<br>NewEng.&S.B.Co.Shi. | | |
| 24102<br>146<br>QBNR | **Meigen Maru**<br>*Elec.light* Wireless | SteelSc<br>2*Dks*(*Stl*) | 5467<br>4996<br>3410 | ✠100A1<br>10,21 ~~7,20~~<br>✠LMC~~7,20~~<br>10,21 | Yka<br>Kob | *z* | CL<br>10,21 | 1920<br>7mo | AsanoS.B. Co.Ld.<br>Tsurumi<br>A&CP | MeijiKaiun KabushikaKaisha | 400·0<br>P33'B124'F41'<br>*CellDB*339'941*t* | 53·2 | 29·4<br>FK | Dairen<br>Japanese<br>6*BHCem*<br>*APT*28*t* | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 513NHP<br>3SB,9*cf*,GS175,HS7376 FD<br>KubotaIronWorks,Osaka | 32 ″ 0<br>s6 ″ 7<br>25 ″ 9 | |
| 24103<br>85860<br>LNVJ | **Meigle**<br>*Well deck* Wireless | IronScSr<br>(*ex*Solway)<br>2*Dks* | 836<br>663<br>427 | | | ... | | 1881 | Barclay, Curle&Co.<br>Glasgow | ReidNewfound- landCo. | 220·2<br>P&B129'F29' | 30·1 | 15·2 | SJhnsNFL<br>British<br>*WB* | C.2Cy.26"&52"-48"<br>NB99 162NHP<br>*Alt*99A.&J.Inglis,Glasgow | 16 ″ 6 | C |
| 24103*<br>21177<br>NMJL | **Meiho Maru** | SteelSc<br>(*Tug*)<br>1*Dk* | 144<br>—<br>41 | | | | | 1905 | ..................<br>Shanghai | MitsubishiShoji KabushikiKaisha | 96·5 | 20·3 | 12·3 | Hikoshima<br>Japanese | C.2Cy. | | |
| 24104<br>19814<br>NFQW | **Meiho Maru No.6** | WoodAuxScSr | 252<br>—<br>168 | | | | | 1916 | .................. | KanmonKisen KabushikiKaisha | 107·2 | 24·0 | 13·0 | Shimono-saki<br>Japanese | | | |
| 24105<br>15014<br>LVQH | **Meiji Maru** | SteelScSr<br>1*Dk* | 255<br>209<br>137 | | | | | 1912 | MitsuBishi Dkyd&EWks<br>Kobe | KyodoGyogyo KabushikiKaisha | 118·2 | 20·6 | 12·0 | Habu<br>Japanese | T.3Cy.12",20"&33"-24"<br>53NHP<br>MitsuBishiDky&EngWks. | | |
| 24106<br>19759<br>NFLG | **Meikai Maru**<br>*Elec.light*<br>Wireless | SteelScSr<br>2*Dks*(*Stl*)&*Webframes*<br>*Longitudinal framing* | 3192<br>2757<br>1999 | ✠100A1<br>7,20<br>✠LMC~~1,20~~<br>4,21 | Yka | *t* | CL<br>1,20 | 1917<br>1mo<br>*Lloyd* | OsakaIron Works,Ld.<br>Innoshima<br>'*sA&CP* | MeijiKaiunKabu- shikiKaisha<br>*CellDB*254'47 | 305·0<br>P19'B82'F32'<br>3*t DTa*25'534*tFPT* | 42·7 | 27·2<br>FK | Tarumi<br>Japanese<br>5*BHCem*<br>112*tAPT*20*t* | T.3Cy.22",37"&61"-42" (*s*)<br>180lb 288NHP<br>2SB,6*cf*,GS90,HS3824 FD<br>OsakaIronWrks.Ld.Osaka | 27 ″ 3<br>s4 ″ 4½<br>23 ″ 2 | |
| 24107<br>22017<br>NRVQ | **Meiko Maru**<br>Wireless<br>*Elec.light*<br>*Longitudinal framing* | SteelSc<br>1*Dk*(*Stl*) & *Shelter dk*(*Stl*)<br>&*Webframes* | 4383<br>3692<br>2759 | ✠100A1<br>*Shelter dk withfreeboard*<br>6,21 ~~4,20~~<br>✠LMC~~4,20~~<br>6,21 | Kob | *w* | CL<br>~~4,20~~<br>6,21 | 1918<br>3mo | OsakaIron Works,Ld.<br>Innoshima<br>A&CP | MeijiKaiunKabu- shikiKaisha<br>*CellDB*298'113 | 345·0<br>P30'B99'F34'*on Shelter dk*<br>6*t DTa*32'693*tFPT* | 49·8 | 28·1<br>FK | Tarumi<br>Japanese<br>6*BHCem*<br>115*tAPT*29*t* | T.3Cy.24",41"&67"-18" (*s*)<br>180lb 390NHP<br>2SB,6*cf*,GS126,HS5400 FD<br>OsakaIronWrks.Ld.Osaka | 28 ″ 2<br>s4 ″ 10½<br>23 ″ 8 | |
| 24108<br>22729<br>NVTH | — | WoodAuxScSr | 199<br>—<br>137 | | | | | 1918 | .................. | Mizushima Toichiro | 113·0 | 21·0 | 11·8 | Tokio<br>Japanese | | | |
| 24109 | **Meiling**<br>*Elec.light* | SteelTwinSc<br>(*IceBreaker*)<br>1*Dk*&*ptPromenade dk* | 342<br>270<br>124 | | | ... | | 1914 | Kiangnan Dk.& Eng.Co.<br>Shanghai | Hai-hoConser- vancyCommission | 120·0<br>F22' | 30·0 | 11·5<br>FK | Tientsin<br>Chinese<br>*WB* | C.4Cy.14½"&30"-21"<br>133NHP<br>KiangnanDk&Eng.Co.Shi. | 11 ″ 6 | |
| 24110<br>ONCI | **Meinam**<br>*Elec.light* Wireless | SteelScSr<br>2*Dks* | 6149<br>—<br>3959 | | | | | 1907 | Palmers' Co.Ld.<br>Newcastle | MessageriesMari- times | 411·0<br>P38'B148'F44' | 52·5 | 29·9 | Marseilles<br>French<br>*WB* | T.3Cy.26",45"&76"-54"<br>424NHP<br>Palmers'Co.Ld.Newcastle | | V |
| 24111<br>137456<br>JLFN | **Meissonier**<br>*Elec.light* Wireless<br>*Ref.Mchy.* | SteelTwinScSr<br>ssLon.No.1-20<br>3*Dks*(*Stl*-ws)&<br>*Shelter dk*(*Stl*-ws) | 7206<br>6704<br>4432 | ✠100A1<br>*Shelter dk withfreeboard*<br>7,20<br>✠LMC7,20<br>✠Lloyd'sRMC~~4,21~~<br>10,21 | Lon | *b*† | CL<br>12,18 | 1915<br>6mo<br>*Lloyd* | Russell& Co.<br>PortGlasgow<br>'*sA&CP*<br>*WB*=*C* | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. *Mgrs.*)<br>*ell DB a*137'*uE&B* | 440·0<br>F48'*on Shelter dk*<br>95'*f*153'1286*tFPT* | 56·2 | 35·6<br>FK | Liverpool<br>British<br>8*BHptCem*<br>64*tAPT*58*t* | Q.8Cy20½",29½"42"&61"-48"<br>215lb (*s*) HS17070 887NHP<br>3DB&1AuxSB,21*cf*,GS424,<br>Harland&WolffLd.Belfast | 38 ″ 11<br>s11 ″ 0½<br>28 ″ 4 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24112 | **Meissonier** **SteelSc**<br>*Fitted for oil fuel*<br>(*ex*Nanquitt) 1*Dk*<br>*Elec.light* Sub.Sig. | 3482<br>—<br>2112 | | | | | 1920 | Bethlehem S.B.Corp.Ld. (MoorePlnt.) Elizabeth, N.J. | **LloydRoyalBelge Soc.Anon.** | 328·0<br>P53'B110'F87' | 46·2 | 22·9 | **Antwerp**<br>Belgian | T.3Cy.22",37½"&60"–42"<br>233NHP<br>Harlan&HollingworthCo. Wilmington,Del. | |
| 24113<br>78<br>QBJF | **Meiten Maru** **SteelScSr**<br>ssKob.No.2-21 ssKob.No.3-8,13<br>(*ex*KumiMaru, ~~ssKob.No.1-17~~<br>*ex*Nederland) *Spardk(ptIrn&ptStl)*<br>Wireless *2trB&deepframing* | 4323<br>3721<br>2426 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>~~12,21 6,20~~<br>✠LMC~~6,20~~ 12,21 | Kob | *x* | CL<br>~~8,20~~<br>12,21 | 1902<br>7mo<br>~~*Lloyd*'sA&CP~~ | SirRaylton Dixon&CoLd Middlesbro'<br>A&CP | **TaishoKaiun Kaisha,Ld.** (Meiji KaiunKaisha,Ld. *Mgrs.*)<br>*CellDBa*100'*uE*20'*f*156'708*t*D*T f*36'916*t* A*PT*60*t* | 345·0<br>P&B222'F31' 27·7<br>FK | 48·5 | 19·7 | **Dairen**<br>Japanese<br>6*BHCem* | T.3Cy.26",42"&70"–48" (r)<br>180lb *90lb* 393NHP<br>3SB,*9cf*,GS164,HS6264<br>Richardsons,Westgarth& Co.Ld.Mdb. | 30<br>s 5<br>25 |
| 24114<br>20603<br>NJVL | **Meitsu Maru** **WoodAuxScSr** | 352<br>—<br>248 | | | | | 1917 | ........... | **IshiiKiyoshi** | 128·0 | 28·2 | 13·3 | **Tarumi**<br>Japanese | | |
| 24115<br>142<br>QBNK | **Meiwu Maru** **SteelTwinScSr**<br>*Elec.light* *2Dks(Stl)&Shelter dk(Stl)*<br>Wireless | 8230<br>7815<br>5115 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,21 ~~5,20~~<br>✠LMC~~10,19~~ 5,21 | Rot<br>Kob | *c*† | CL<br>10,19 | 1918<br>9mo | Uraga DockCo.Ld. Uraga<br>A&CP | **MeijiKaiunKaisha**<br>*Collision BHto Shelter dk*<br>*CellDB*387'1409*t FPT*105*t* | 445·0<br>FK | 58·0 | 40·0 | **Dairen**<br>Japanese<br>*Cem*<br>6*BH toU dk*<br>*APT*35*t* | T.6Cy.22",36½"&61"–48" (s)<br>200lb 703NHP<br>4SB,*12cf*,GS233,HS7376 FD<br>UragaDockCo.Ld.Uraga | 40<br>s11 11<br>23 |
| 24116<br>27500<br>SDVG | **Meiyo Maru** **SteelSc**<br>*Elec.light* Wireless *2Dks(Stl)2trB* | 5435<br>4988<br>3292 | ✠100A1<br>8,21 ~~9,20~~<br>MS8,21<br>BS7,21 ✠LMC~~9,20~~<br>*Fitted for oil fuel* 10,20 *F.P. above* 150° F. | Yka<br>Nag | *z* | CL<br>8,21 | 1920<br>9mo | AsanoS.B. Co. Tsurumi<br>A&CP | **ToyoKisen KabushikiKaisha** | 400·0<br>P33'B124'F21'<br>FK<br>*CellDB*334'1192*t* | 53·2 | 29·4 | **Yokohama**<br>Japanese<br>6*BHptCem*<br>*APT*28*t* | T.3Cy.26",43½"&72"–48" (s)<br>200lb 513NHP<br>3SB,*9cf*,GS175,HS2376 FD<br>IshikawajimaS.B.&.Eng. Co.Tokio | 32<br>s 6<br>25 |
| 24117<br>87099 | **Mejidieh** **SteelPad** | 463<br>356<br>373 | | | | | 1882 | T&GRnnie London | **Euphrates&Tigris Stm.Nav.Co.Ld.** | 210·5 | 35·1 | 5·7 | **London**<br>British | C.H.4Cy.18½"&35"–54"<br>150NHP<br>T.&G.Rennie,London | |
| 24118<br>ONCR | **Mekong** **SteelScSr** | 746<br>—<br>337 | | | | | 1894 | R.Napier& Sons Glasgow | **MessageriesFluviales deCochinchine** | 210·0<br>P22'F39' | 28·0 | 13·8 | **Saigon**<br>French | T.3Cy.18",29"&47"–30"<br>NB04 121NHP<br>R.Napier&Sons,Glasgow | |
| 24119<br>136680<br>JFPD | **Melania** **SteelScSr**<br>ssShl.No.1-20<br>*Elec.light* *2Dks(Stl)&Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 5824<br>5361<br>3437 | ✠100A1<br>7,21 ~~1,21~~<br>~~BS4,20~~ ✠LMC4,19<br>BS6,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 1,21 *F.P. above* 150° F. | Rot<br>Lon | *z* | CL<br>~~7,19~~<br>NS6,21 | 1914<br>5mo<br>*Lloyd*'sA&CP. | Craig, Taylor&Co.Ld. Stockton | **Anglo-Saxon PetroleumCo.Ld.**<br>*WB=Cell DB u E&B*80'206*t*<br>*DTf*32'300*t FPT*105*t APT*140*t* | 412·0<br>P109'B26'F47'<br>FK | 53·3 | 31·1 | **London**<br>British<br>16*BHCem*<br>11 „ *to U dk*<br>5 „ *to2nddk* | T.3Cy.27",45"&74"–48" (s)<br>180lb 515NHP<br>3SB,*9cf*,GS173,HS7503 FD<br>N.E.MarineEng.CoLd.Sld. | 31<br>s 6<br>24 |
| 24120<br>Broken up 5,22<br>ONCT | **Melbourne** **IronScBk**<br>*3Dks*<br>*Elec.light* Wireless | 3998<br>3803<br>2423 | | | | | 1882 | M'ssageries Maritimes LaCiotat | **Messageries Maritimes** | 413·9 | 39·7 | 32·8 | **Marseilles**<br>French | C.3Cy.43¼"&(2)60¼"–43¼"<br>398NHP<br>MessageriesMar.,LaCiotat | |
| 24121<br>98524<br>MNLG | — **SteelScSr**<br>ssMel.2ndNo.3-8,16<br>*Well deck* *1Dk(Irn)&Webframes*<br>ssMel.No.1-21 | 1739<br>1304<br>1111 | ✠100A1<br>7,21 ~~6,20~~<br>✠LMC~~6,20~~ 7,21 | Mel | *q* | CL<br>~~4,18~~<br>7,21 | 1892<br>3mo | W.Gray& Co.(Lim.) WHartlepool<br>A&CP | **TasmanianGovt.**<br>*WB=DBa*82'*f*98'383*t* | 260·6<br>P27'Q80'B104' F31'<br>FK | 36·5 | 18·2 | **Hobart**<br>British<br>4*BHCem*<br>*APT*27*t* | T.3Cy.19",30½"&51"–36" (s)<br>160lb *75lb* 162NHP<br>2SB,*4rf*,GS71,HS2508<br>CntralMar.E.Wks.,W.Hpl | 19<br>s 1<br>18 |
| 24122<br>TGLC | **Melchior Treub** **SteelTwinScSr**<br>*Fitted for oil fuel*<br>*Elec.light* Wireless *2Dks* | 3458<br>2004<br>1612 | | | | | 1912 | Maats. Fyenoord Rotterdam | **Koninkl.Paketv. Maats.** | 350·3<br>P42'B188'F40' | 48·1 | 18·4 | **Batavia**<br>Dutch<br>*WB* | T.8Cy.(2)20½",(2)34"&(4)39½"–36" 374NHP<br>Maats.Fyenoord,Rot. | |
| 24123 | **Melcombe Regis** **SteelSc**<br>*Elec.light*<br>*Mchy.Aft* | 600 | 100A1<br>(*ClassContemplated*) | | | | 1921 | JChambers Ld. Lowestoft | **Harrison,Sons&Co** | 168·0<br>Q109'B13'F23' | 26·5 | 12·6 | **London**<br>British | T.3Cy.<br>Yeaman&Baggerson,Dun. | |
| 24124<br>89706<br>MNSR | — **SteelPadSk**<br>(*ex*Lune) | 253<br>191<br>109 | | | | | 1892 | T.B.Seath &Co. Rutherglen | **Cosens&Co.Ld.** | 129·0 | 24·1 | 9·1 | **Wymouth**<br>British | C.2Cy.24"&48"–54"<br>96RHP<br>Rankin&Blackmore,Grk. | |
| 24125<br>MOLJ | **Melderskin** **SteelScSr**<br>ssNYk.No.3-5,18<br>*1Dk(Stl)&Spar dk(ptIrn&ptStl)*<br>Wireless *&deep framing* | 4140<br>3763<br>2517 | ✠100A1<br>*Spar dk*<br>10,21 ~~7,19~~<br>BS8,20 ✠LMC5,18 | NYk<br>Shl | *w* | CL<br>~~8,20~~<br>10,21 | 1905<br>3mo<br>*Lloyd*'sA&CP | JLThompson&Sons,Ld. Sunderland | **J.L.Mowinckel& Sön**<br>*WB=Cell DBa*123' *uE&B*33' *f*154'903*t FPT*108*t* | 360·0<br>P31'B101'F33' 24·9<br>FK | 50·3 | 16·9 | **Bergen**<br>Norwegian<br>6*BHCem*<br>*APT*152*t* | T.3Cy.25",41"&67"–45" (s)<br>180lb *90lb* 338NHP<br>2SB,*8pf*,GS142,HS5378<br>J.Dickinson&Sons,Ld.Sld | 27<br>s 5<br>22 |
| 24126<br>143575<br>KGMC | **Melford** **SteelSc**<br>*Elec.light* (*ex*Kilmelford) 1*Dk* | 640<br>492<br>292 | Re-constructed Cows1920 | | | | 1919 | Smith's DockCo.Ld Middlesbro' | **W.J.Thomas** | 170·5<br>B27'F29' | 30·0 | 15·7 | **S'thamptn**<br>British<br>*WB* | T.3Cy.16",26"&44"–26"<br>94RHP<br>Smith'sDockCo.Ld.Mdb. | |
| 24127<br>143712<br>KHQN | **Melford Hall** **SteelSc**<br>Wireless *Fitted for oil fuel*<br>*Elec.light* *CruiserStern* *2Dks* | 5669<br>5394<br>3583 | | | | | 1920 | Barclay, Curle&Co.Ld Glasgow | **EllermanLines,Ld** | 417·2<br>P107'B&F287' | 54·8 | 29·0 | **Liverpool**<br>British<br>*WB* | 2 Steam Turbines<br>Barclay,Curle&Co.Ld.Gls | |
| 24128<br>LBDN | **Meline** **SteelScSr**<br>*Elec.light* *2Dks(Stl)&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 7019<br>6374<br>4399 | ✠100A1<br>10,21 ~~4,21~~<br>✠LMC9,20<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,18 *F.P. above* 150° F. | Shl<br>Sou | *a*† | CL<br>~~4,21~~<br>4,22 | 1918<br>3mo<br>*Lloyd*'sA&CP | SirJ.Laing &Sons,Ld. Sunderland | **A/STanktransport (Th.Berg,*Mgr.*)**<br>*CellDB uE&B*55'142*t*D*Tf*38'518*t APT*53*t* | 425·0<br>P101'B28'F42'<br>FK | 57·0 | 33·1 | **Tönsberg**<br>Norwegian<br>16*BHptCem*<br>(10 *to U dk*<br>6 „ *2nd* „ ) | T.3Cy.27",45"&74"–54" (s)<br>180lb 559NHP<br>4SB,*12cf*,GS196,HS8248 FD<br>G.Clark,Ld.Sunderland | 33<br>s7<br>26 |
| 24129<br>124672<br>HNBO | **Melissa** **SteelScSr**<br>~~ssNpt.No.2-19~~<br>*Well deck* *1Dk(Stl)*<br>*Mchy.Aft* ssBel.No.3-2,21 | 481<br>345<br>184 | ✠100A1<br>~~2,21~~ ~~3,19~~ 2,22<br>✠LMC~~2,21~~<br>[illegible] | Npt<br>~~Bel~~ 2,22 | *h* | ~~2,21~~<br>CL<br>2,22 | 1908<br>7mo<br>*Lloyd*'sA&CP | AilsaS.B. Co.Ld. Troon | **J.Kelly,Ld. (S.Kelly,*Mgr.*)**<br>*WB=Cell DB f*91' 124*t FPT*43*t APT*7*t* | 167·4<br>P16'Q79'B9'F30'<br>BK7" | 25·9 | 10·2 | **Belfast**<br>British<br>3*BHCem* | C.2Cy.19½"&44"–30" (s)<br>130lb 79RHP<br>1SB,*3pf*,GS60,HS2068<br>AilsaS.B.Co.Ld.Troon | 12<br>s<br>12 |
| 24130<br>136367<br>JRVC | **Melita** **SteelTrpScSr**<br>*Elec.light* *3Dks(Stl)&Awngdk(Stl-*<br>Sub.Sig. *Ref.Mchy.Teaks)pt4th dk(Stl)*<br>Wireless | 13967<br>11094<br>~~8528~~<br>8353 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>1,22 ~~2,21~~<br>BS2,22<br>MS2,21 ✠LMC~~2,21~~ | Ant<br>Liv | *i*† | CL<br>2,21 | 1918<br>1mo<br>*Lloyd*'sA&CP | Barclay, Curle&Co.Ld Glasgow | **CanadianPacific Railway.Co. (CanadianPacific StmshipsLd,*Mgrs*)** | 520·0<br>P46'B&F413'<br>*on Awning dk*<br>*Cell* FK&BK2"<br>*DB*445' 2053*t FPT*106*t APT*57*t* | 67·2 | 41·8 | **Belfast**<br>British<br>10*BHCem* | T.8Cy.(2)26½",(2)41½"&(4)47"–51"&1L.P.turbine (s)<br>215lb<br>5DB,*30cf*,GS590HS24730FD<br>Harland&Wolff,LdBelfast | 45<br>11 10<br>34 |
| 24131<br>145316<br>KJLB | **Mellanear** **SteelSc**<br>*Mchy.Aft* *Elec.light* *Well deck* 1*Dk(Stl)* | ~~500~~<br>483<br>335<br>183 | ✠100A1<br>8,21<br>~~(ClassContemplated)~~<br>✠LMC8,21 | Psy | *h* | CL | 1921<br>8mo<br>*Lloyd*'sA&CP | JFullerton &Co. Paisley | **Harvey&Co.Ld.**<br>*CellDBf*88'101*t FPT*15*t APT*22*t* | 165·0<br>Q92'B11'F25'<br>FK | 27·1 | 9·0 | **Penzanco**<br>British<br>3*BHCem* | C.2Cy.20"&42"–30" (s)<br>180lb 84RHP<br>1SB,*3pf*,GS57,HS2039<br>Ross&Duncan,Glasgow | 11<br>s4<br>11 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24132<br>99763<br>VKNS | **Mellifont** SteelTwinScSr<br>*Elec.light* Wireless 2*Dks* | 1088<br>833<br>459 | | | | | 1903 | Vickers,Ss.&Maxim,Ld.<br>Barrow | ~~Lancashire&Yorkshire Rly.Co~~<br>L&N.W Rlwy.Co. | 260·0<br>P43'B131'F62' | 35·7 | 15·0 | Drogheda<br>British<br>London *WB* | T.6Cy.21",33"&52"-30"<br>296NHP<br>VickersSs.&MaximLdBrw | | BT till 6,21 |
| 24133<br>142192 | **Mellon** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 3036<br>2811<br>1867 | ✠100A–<br>11,20<br>✠LMC7,20<br>*Fitted for oil fuel* 7,20 *F.P. above* 150° F. | Shi | | CL | 1920<br>7mo | Shanghai Dk&E.Co.Ld.<br>Shanghai | ~~TheShippingController (RoyalMail S.P.Co.Mgrs.)~~<br>Board of Trade | ~~331·0~~<br>P33'B100'F29'<br>331·2<br>*CellDB*284'745*tFPT*110*t* | ~~46·5~~<br>46·0 | 23·0<br>FK | ~~Shanghai~~<br>British<br>6*BHCem*<br>*APT*45*t* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 434NHP<br>3SB,9*cf*,GS155,HS6420 FD<br>ShanghaiDk.&Eng.Co.Ld | 25 ″ 6<br>s 4 ″ 2<br>21 ″ 8 | |
| 24134<br>142478<br>JVGS | **Melmore Head** SteelSc<br>*Elec.light* Wireless 2*Dks* | 5319<br>4845<br>3329 | | | | | 1918 | Workman,Clark&Co.Ld<br>Belfast | UlsterS.S.Co.Ld.<br>(G.Heyn&Sons,*Mgrs.*) | 390·4<br>P47'B117'F78' | 51·8 | 29·8 | Belfast<br>British<br>*WB* | 3 Steam Turbines geared to 1 Sc. Shaft<br>Wrkman,Clark&Co.LdBel | | C |
| 24135 | **Melpo** SteelScSr<br>Wireless 1*Dk* | *5222*<br>*4765*<br>*3154* | | | | | 1919 | A.Stephen&Sons,Ld.<br>Glasgow | A.A.Capparis | 400·1 | 52·4 | 28·5 | Greek<br>*WB* | T.3Cy.27",44"&73"-48"<br>369NHP<br>J.G.Kincaid&Co.Ld.Grk. | | C |
| 24136 | **Melpomene** IronSc<br>*ss*Tri.3rdNo.3-6,20<br>1*Dk*(*Irn*)&*Spar dk*(*Irn*)3trB | 3013<br>2920<br>1823 | ✠100A1<br>*Spar dk*<br>9,21 ~~10,20~~<br>✠NE&B1,03 ✠LMC6,20<br>BS8,21 | Tri | *u* | CL<br>10,20 | 1883<br>4mo<br>*Lloyd's A&CP* | Palmers'Co Ld.<br>Newcastle | ~~LloydTriestino~~<br>Mrs.G Grassi &<br>Mrs A.Olmi | 320·7<br>B80'<br>*CellDB*272'416*t* | 39·3 | 27·9 | Trieste<br>Italian<br>7*BHCem*<br>*APT*14*t* | T.3Cy.23½",39"&66"-45"(*r*)<br>180lb *165lb* 347NHP<br>NDB00,*refitted*20<br>2SB,6*cf*,GS109,HS4618 FD<br>WllsndSlipwyCo.Ld.Nwc. | | |
| 24137<br>HSTJ | **Melpomeni** (*SUNK 3,21*) IronScSr<br>*ss*Pir.3rdNo.3-9,17<br>(*ex*Epiros,*ex*LadyOlive) 2*Dks* | *1084*<br>*850*<br>*615* | ✠<br>8,19 | Pir | *o* | | 1878<br>12mo | A&J Inglis<br>Glasgow | P.M.Lemos | 249·8<br>P57'B36'F64' | 30·3 | 15·9 | Piræus<br>Greek<br>5*BHCem* | C.2Cy.36"&67"-42"<br>NB96 206NHP<br>2SB,6*cf*,GS124,HS3186<br>A.&J.Inglis,Glasgow | | |
| 24138<br>HVTN | — WoodAuxScSr<br>*Motor*<br>(*See Sailing Ship Register*) | 225<br>—<br>213 | | | | | 1919 | E.Orologas<br>Syra | Avgheris&<br>D.Pontous | 98·4 | 25·0 | 13·1 | Syra<br>Greek | Motor<br>3Cy.12 3/16"-13¾" 30NHP<br>WolverineMotorWorks, Bridgeport,Conn. | | V |
| 24139<br>204848<br>KWLV | **Melrose** SteelSc3MstSr<br>*Elec.light Mchy.Aft*<br>Sub.Sig. Wireless 1*Dk* | 5057<br>—<br>3096 | | | | | 1907 | ForeRiver S.B.Co.<br>Quincy,Mass | NewEnglandFuel &Transportation Co. | 373·2 | 52·7 | 29·8 | Boston<br>Utd.States<br>*WB* | T.3Cy.28",44"&73"-48"<br>369NHP<br>ForeRiverS.B.Co.Quincy | | CR |
| 24140<br>205918 | — WoodSternWheel<br>(*Ferry*)<br>1*Dk* | 2662<br>1296<br>1677 | | | | | 1908 | Southern PacificCo.<br>Oakland,Cal. | CentralPacific R.R.Co. | 273·0 | 43·0 | 17·9 | S.Frncisco<br>Utd.States | | | |
| 24141<br>123026<br>HKRL | — SteelScSr<br>*ss*Nwc.No.3-5,19<br>*Elec.light* 1*Dk*(*Stl*)&*deep framing*<br>*Well deck* Wireless | 1667<br>1298<br>983 | ✠100A1<br>11,20<br>BS11,20 ✠LMC5,19 | Gmh | *q* | CL<br>11,20 | 1906<br>9mo<br>*Lloyd's A&CP* | Ramage&Ferguson,Ld.<br>Leith | G.Gibson&Co.Ld.<br>*WB=CellDBa&u* | 260·4<br>Q96'B50'F31'<br>*E*86'*f*96'373*t FPT* | 40·1 | 17·0<br>FK | Leith<br>British<br>4*BHCem*<br>34*tAPT*11*t* | T.3Cy.20",33"&54"-36" (*s*)<br>180lb *100lb* 200NHP<br>2SB,6*cf*,GS114,HS3213<br>Ramage&Fergusn,Ld.Lth. | 19 ″ 6<br>s 1 ″ 10½<br>17 ″ 11 | |
| 24142<br>~~[illegible]~~<br>~~HRWP~~ | **Melrose Abbey** SteelScSr<br>"ensho Maru," *See No. 3065 in Supplement*<br>*ss*Npt.No.2-20<br>(*ex*Syndic) Wireless 1*Dk*(*Stl*) | 2727<br>2586<br>1680 | ✠100A1<br>11,21 ~~3,20~~<br>BS11,20 ✠LMC10,19 | Npt<br>Bry | *t* | CL<br>2,20 | 1910<br>11mo<br>*Lloyd's A&CP* | BlythS.B.&D.D.Co.Ld.<br>Blyth | SakaiShoten KabushikiKaisha<br>*CellDBa*100' *uE&* | 314·0<br>P29'B90'F35'<br>*B*40'*f*128'700*t FPT* | 45·7 | 21·1<br>FK | Japanese<br>5*BHCem*<br>92*tAPT*110*t* | T.3Cy.23",38"&62"-42" (*s*)<br>180lb *90lb* 272NHP<br>2SB,6*cf*,GS106,HS4222<br>N.E.MarineEng.CoLdNwc | 23 ″ 4<br>s 3 ″ 8<br>20 ″ 0 | |
| 24143<br>MLTF | **Melshorn** SteelScSr<br>1*Dk* | 138<br>134<br>48 | | | | | 1915 | Mjellem&Karlsen<br>Bergen | K.L.Hareide | 101·5 | 20·2 | 10·6 | Aalesund<br>Norwegian | T.3Cy.9½",15"&25"-18"<br>26NHP<br>Mjellem&Karlsen,Bergen | | N |
| 24144<br>127991<br>HPNQ | **Meltonian** SteelSc<br>Sub.Sig.<br>*Elec.light* Wireless 2*Dks*&*Awngdk* | 6306<br>4498<br>4066 | | | | | 1909 | Harland&Wolff,Ld.<br>Belfast | F.Leyland&Co.Ld. | 400·3 | 52·3 | 26·9 | Liverpool<br>British<br>*WB* | Q.4Cy23½",34",49"&70"-51"<br>350NHP<br>Harland&Wolff,Ld.Bel. | | |
| 24145<br>101741<br>WHFC | **Melusia** SteelScSr<br>(*ex*Sydney) *ss*Mel.No.3-8,14<br>*Elec.light Ref.Mchy.* *ss*Syd.No.1-18<br>Wireless 1*Dk*(*Stl*-ws)&*deep framing* | 1989<br>1559<br>1183 | ✠100A1<br>8,21 ~~3,21~~<br>BS5,21 ✠LMC5,18 | Syd | *r* | CL<br>3,20 | 1902<br>4mo<br>*Lloyd's A&CP* | CaledonS.B.&E.Co.Ld<br>Dundee | Burns,Philp&Co. Ld.<br>*Cell* | 280·2<br>P45'B97'F35'<br>*DBa*76'*uE*22'*f*116' | 38·2 | 19·6<br>FK | SydnyNSW<br>British<br>4*BHCem*<br>403*tAPT*35*t* | T.3Cy.22",35"&59"-36" (*o*)<br>180lb *90lb* 249NHP<br>2SB,6*cf*,GS135,HS4141<br>CaledonSB.&E.Co.Ld.Dun | 22 ″ 0<br>s 3 ″ 1½<br>19 ″ 5 | |
| 24146 | **Melville** SteelScSr<br>*Elec.light* 3*Dks*(*Stl*)&*Shelterdk*(*Stl*-ws)<br>Sub.Sig. Wireless | 5522<br>4844<br>3126 | ✠<br>*Shelter dk with freeboard*<br>12,15<br>✠<br>*Fitted for oil fuel* 12,15 *F.P. above* 150° F.<br>*Water tube boilers* | Phl | *z* | | 1915<br>9mo | NewYork S.B.Co.<br>Camden,N.J. | UnitedStates Government(Navy Department)<br>*WB=C* | 391·7<br>*ellDBa*97'*uE&B*50' | 54·5 | 23·9<br>33·1<br>FK | Utd.States<br>12*BH*<br>*f*147'778*t D* | 2 SteamTurbines geared to 1ScShaft 250lb 794NHP (*s*)<br>2B,HS7246 FD<br>NewYorkSBCoCamdn,NJ<br>*Tf* 23'335*tFPT*63*tAPT*52*t* | 27 ″ 2 | |
| 24147<br>115255<br>TGFK | — SteelScSr<br>*Elec.light Ref.Mchy.* 2*Dks* | 4484<br>4141<br>2899 | | | | | 1902 | R.Duncan&Co.Ld.<br>PortGlasgow | ElderLine,Ld. (Elder,Dempster&Co.Ld.*Mgrs.*) | 385·0<br>P38'B104'F41' | 48·8 | 26·9 | Liverpool<br>British<br>*WB* | T.3Cy.27",43"&72"-48"<br>359NHP<br>Rankin&Blackmore,Grk. | | C |
| 24148<br>121212<br>HOBS | **Melville Dollar** SteelSc4MstSr<br>*ss*HKg.No.3-5,17<br>(*ex*HazelDollar) 1*Dk*(*Stl*)&*Spar dk*<br>Wireless (*Stl*) &*deep framing* | 4304<br>4083<br>2804 | ✠100A1<br>*Spar dk*<br>4,20<br>10,21<br>~~BS11,20~~ ✠LMC~~2,17~~<br>~~MS5,21~~<br>*Fitted for oil fuel* 11,14 *F.P. above* 150°F. | HKg | *x* | CL<br>4,20 | 1905<br>3mo<br>*Lloyd's A&CP* | A.Rodger&Co.<br>Pt.Glasgow<br>*Intermediate* | DollarSS.LinesLd. (TheRobertDollar Co.*Mgrs.*)<br>*Bulkhead in after* *CellDBa* | 370·0<br>P33'B98'F35'<br>*hold dispensed with*<br>120'*uE&B*42'*f*162' | 50·0 | 18·7<br>26·7<br>FK | Vancouver<br>British<br>*Cem*<br>5*BH only*<br>982*tAPT*90*t* | T.3Cy.25½",42"&70"-48" (*s*)<br>180lb 394NHP<br>3SB,9*cf*,GS168,HS6402<br>A.Rodger&Co.Glasgow | 29 ″ 3<br>s 5 ″ 7½<br>24 ″ 0 | |
| 24149 | **Memel** SteelSc<br>(*ex*Borussia,*ex*JohnSauber)<br>*Elec.light* 1*Dk* | *2726*<br>*2441*<br>*1624* | | | | | 1908 | Schiffsw.v. H.KochA.G.<br>Lübeck | A.H.Schewdersky Nachfl. | 306·8 | 42·2 | 17·9 | Memel<br>*WB* | T.3Cy.22½",35⅝"&59"-35½"<br>207NHP<br>OttensenerMasch.Fab.Alt. | | |
| 24150 | — SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 227<br>211<br>86 | | | | | 1920 | Reichswrft<br>Kiel | Wilhelmshavener Hochseefischerei A.G. | 119·3<br>H48'F18 | 24·3 | 9·6 | Rüstringn<br>German<br>*WB* | T.3Cy.13",20½"&32¼"-22⅘"<br>50NHP<br>Reichswerft,Kiel | | |
| 24151<br>82<br>QRBN | **Memfi** IronScBk<br>(*ex*Gottardo)<br>*Elec.light* Wireless 3*Dks*(2*Irn*-*Uws*) | 2896<br>—<br>1753 | ✠<br>9,83 | Gls | *v* | | 1883<br>9mo | A.Stephen&Sons<br>Glasgow | SiciliaSocietà diNavigazione<br>*WB* | 350·0<br>P68'B32'F33'<br>=*CellDB*256'487*t* | 40·0 | 26·1 | Palermo<br>Italian<br>5*BHCem* | T.3Cy.23⅗",37⅘"&63"-47⅕"<br>NE&B03 273NHP<br>NOderofuA.SestriPonente | | I |
| 24152 | **Memling** SteelScSr<br>(*ex*H.M.Pellatt)<br>*Elec.light* 2*Dks*<br>*Mchy.Aft* Wireless | *1608*<br>*1525*<br>*1027* | | | | | 1903 | Russell&Co.<br>Pt.Glasgow | Soc.Belge d'Armement Maritime | 239·7 | 37·0 | 21·8 | Antwerp<br>Belgian<br>*WB* | T.3Cy.21",35",&57"-36"<br>196NHP<br>D.Rowan&Co.Glasgow | | C |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24153<br>120934<br>HGBS | **Memnon** **SteelScSr**<br>*Elec.light* Wireless 2*Dks* | 4870<br>4384<br>3019 | | | | | 1906 | Scotts'S.B.&E.Co.Ld.<br>Greenock | ChinaMutualStm.Nav.Co.Ld. (A.Holt&Co.*Mgrs.*) | 392·1<br>P41'B115'F43' | 49·2 | 28·7 | Liverpool<br>British | T.3Cy.25",41"&70"–48"<br>339NHP<br>Scotts'S.B.&E.Co.Ld.Grk |
| 24154<br>221043<br>MCKT | — **SteelSc**<br>*Elec.light* Sub.Sig. Wireless | 3473<br>—<br>2070 | | | ... | | 1920 | Hanlon D.D.&S.B.Co.<br>Oakland,Cal. | UnitedStates ShippingBoard | 320·7<br>P26'B79'F33' | 46·0 | 24·4 | S.Frncisco<br>Utd.States | T.3Cy.24",39"&65"–42"<br>274NHP<br>AllisChalmersMfg.Co. Milwaukee,Wis. |
| 24155 | **Memphis City** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*3*trB* | 5686<br>5081<br>3450 | | | | | 1921 | Chickasaw S.B.&CarCo.<br>Chickasaw, Ala. | UnitedStatesSteel ProductsCo. | 441·7<br>P58'B&F350' | 56·0 | 30·0 | NewYork<br>Utd. States<br>*WB* | 2 Geared Steam Turbines<br>FederalS.B.Co.Kearny,NJ. |
| 24156<br>136996<br>JGPT | **Mena** **SteelScK**<br>*ss*Shl.No.1–19<br>1*Dk* | 234<br>212<br>110 | ✠100A1<br>*StmTrawler*<br>2,22 ~~2,21~~<br>BS2,21 ✠LMC12,19 | Gms | | CL<br>12,19 | 1914<br>9mo<br>*Lloyd* | Cochrane&Sons,Ld.<br>Selby<br>*'sA&CP* | Roberts&Ruthven Ld. | 122·2<br>Q76'F17'<br>BK8" | 22·2 | 11·5 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",22"&35"–24" (r)<br>180lb 72RHP<br>1SB,2*pf*,GS31,HS1186<br>C.D.Holmes&Co.Ld Hull |
| 24157<br>PLVC | **Menado** **SteelSc**<br>*Elec.light* Wireless 2*Dks*&*Awngdk* | 5874<br>5649<br>3814 | | | | | 1907 | Bonn&Mees<br>Rotterdam | Rotterdamsche Lloyd (W.Ruys&Zonen,*Mgrs.*) | 395·7 | 51·4 | 34·3 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.26½",43"&72"–48"<br>359NHP<br>Maats.deSchelde,Flushing |
| 24158<br>115847<br>TLCR | **Menapian** **SteelScSr**<br>*ss*Shl.No.3–7,15<br>*ss*Brs.No.1–20<br>(*ex*Statia) 1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>Wireless &*deep framing* | 2947<br>2699<br>1872 | ✠100A1<br>*Spar dk*<br>~~7,21~~ ~~11,20~~ 5,22<br>✠LMC11,20 | Brs | *u* | CL<br>11,20 | 1902<br>6mo<br>*Lloyd* | J Readhead &Sons<br>South Shields<br>*'sA&CP* *W* | O.&W.Williams&Co.<br>*B=Cell DBa 100'* | 321·0<br>P77'B100'F36' 24·7<br>FK<br>*uE&B44'f132' 639t* | 43·2 | 14·7 | London<br>British<br>5*BHCem*<br>*APT12t* | T.3Cy.25½",42"&68"–45" (r)<br>180lb *80lb* 316NHP<br>2SB,6*cf*,GS85,HS3679 FD<br>J.Readhead&Sons,S.Shl. |
| 24159 | **Menapier** **SteelSc**<br>(*ex*WarHeather) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | *5198*<br>*4728*<br>*3218* | ✠100A1<br>11,18<br>✠LMC12,17<br>*Carrying oil* | Cff<br>*fuel F.* | *y*<br>*P.* | CL<br>*above1* | 1917<br>12mo<br>*Lloyd*<br>*50°F.i* | D&W Hendersn&Co.Ld<br>Glasgow<br>*'sA&CP*<br>*nDB* | LloydRoyalBelge Soc.Anon.<br>*Mi* | 400·5<br>P49'B113'F39'<br>FK<br>*ddle line Bulkhead* | 52·3 | 28·5 | Antwerp<br>Belgian<br>7*BH pt Cem*<br>*not oil-tight.*<br>*Cell DB345'* | T.3Cy.27",44"&73"–48" (s)<br>180lb 490NHP<br>3SB,9*cf*,GS190,HS7020 FD<br>D&W.Hendersn&CoLdGls<br>1132*tFPT*114*tAPT*177*t* |
| 24160 | **Mendes Barata** **SteelSc**<br>(*ex*Desertas, *ex*Hochfeld,*ex*Wittenberg, *ex*Thekla) 2*Dks*3*trB*<br>*Elec.light* | 3689<br>3146<br>2363 | Lis. 11,21<br>(*See footnote**) | | | | 1895 | Flensburger Schiffsb. Ges<br>Flensburg | Portuguese Government (Transportes Marit. doEstado) | 354·7<br>P216'F44' | 42·0 | 26·2 | Lisbon<br>Portuguese<br>*WB* | T.3Cy.27",41"&66"–42"<br>282NHP<br>FlensburgerSchiffsb.Ges. |
| 24161<br>[illegible]<br>[illegible] | **Mendip Range** **SteelScSr**<br>Wireless Sub.Sig 1*Dk* | 4495<br>4270<br>2848 | | | | | 1914 | Nthmblnd S.B.Co.Ld.<br>Newcastle | Handelsvertretung derRussischenSozialistischenFoederativenSovietRepublik | 385·0<br>P36'B119'F37' | 51·9 | 27·1 | ~~W.Hartlpl~~<br>~~British~~<br>Russian *WB* | T.Cy.25",40"&68"–48"<br>Richardsons, 320NHP<br>Westgarth&Co.Ld.Sld. |
| 24162 | **Mendo** **WoodAuxSc3MstSr**<br>*OilEng.*<br>1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 289<br>266<br>200 | | | | | 1920 | Viuda de CamiloMolins<br>Vigo | Viuda deCamilo Molins | 118·1 | 26·5 | 13·5 | Vigo<br>Spanish | Oil Engines<br>4Cy.9⅝"–13¾" 26NHP<br>Benz&Co.Mannheim |
| 24163<br>MTDP | **Mendocino** **SteelScSr**<br>*ss*Bkn.No.1–22<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 7032<br>6375<br>4412 | ✠100A1·<br>~~5,21~~ ~~12,20~~ 3,22<br>BS5,21 ✠LMC ~~10,17~~<br>*Carrying Petr*<br>*Fitted for oil*<br>MS3,22 | Shl<br>~~Sou~~Bkn<br>*oleum*<br>*fuel* 1 | *a*†<br>*in*<br>0,1 | CL<br>~~8,20~~<br>5,21<br>*bulk*<br>7 *F.P.* | 1917<br>7mo<br>*Lloyd*<br>*above* | SirJ.Laing &Sons,Ld.<br>Sunderland<br>*sA&CP*<br>150° F. *CellD* | A/S TankfartV. (Wilh. Wilhelmsen *Mgr.*)<br>*Bu E&B55' 142t D* | 425·0<br>P101'B28'F40'<br>FK<br>(<br>*Tf38' 511t APT53t* | 57·0 | 33·1 | Tönsberg<br>Norwegian<br>15*BHptCem*<br>9*BH to Udk*<br>6 „ „*2nd*„ | T.3Cy.27",45"&74"–54" (s)<br>180lb 559NHP<br>4SB,12*cf*,GS196,HS8248 FD<br>G.Clark,Ld.Sunderland<br>) |
| 24164<br>218256<br>LRNO | **Mendora** **WoodScSr**<br>*Elec.light* Wireless 2*Dks* | 2848<br>2302<br>1671 | | | | | 1919 | GMStandiferConstCorp<br>Vancouver, Wash. | UnitedStates ShippingBoard | 294·0<br>P37'B68'F28' | 45·6 | 23·8 | Portl'ndOr<br>Utd.States | T.3Cy.15½",26"&44"–26"<br>98NHP<br>GeneralOrdnanceCo. Denver,Col. |
| 24165<br>ONCX | **Mendoza** **SteelTwinScSr**<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Awng dk*3*trB*<br>*Ref.Mchy.* Wireless *CruiserStern* | *8600*<br>*6285*<br>*5000* | ✠Lloyd'sRMC ~~11,21~~ 2,22 | | | | 1920 | Swan,Hunter&Wigham Richardson,<br>LdNewcastle | Soc.Gén.deTransp.Mar.àVap. | 450·5<br>P48'B249'F83' | 58·4 | 31·5 | Marseilles<br>French<br>*WB* | 4 Steam Turbines<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. |
| 24166<br>HQKL | **Menelaos** **SteelScSr**<br>*ss*Pir.2nd.No.3–12,21 ~~*ss*Pir.No.3–8,07~~<br>(*ex*Roath) ~~*ss*Pir.No.2–17~~<br>1*Dk*(*ptStlptIrn*)&*Webframes*&*ptAwngdk*(*Irn*) | *2707*<br>*2041*<br>*1736* | ✠100A1<br>*ptAwngdk*<br>*withfreeboard*<br>12,21 ~~4,18~~<br>12,21 ✠LMC5,17<br>~~[illegible]~~ ~~MBS5,20~~ | Cff<br>Pir | *t* | CL<br>~~N 8,19~~<br>12,21 | 1894<br>5mo<br>*Lloyd* | Palmers' Co.Ld.<br>Newcastle<br>*'sA&CP* | NationalStm.Nav.Co.Ld.ofGreece (EmbiricosBros. *Mgrs.*) *WB* | 303·0<br>P26'Q94'<br>*ptAwng dk*183' FK<br>*=CellDBa96'f120'* | 43·0 | 19·7 | Piræus<br>Greek<br>6*BHCem*<br>488*tAPT*63*t* | T.3Cy.23½",36½"&61"–42"<br>160lb *100lb* NDB12 240NHP<br>2SB,6*cf*,GS90,HS3570 (s)<br>Palmers'Co.Ld.Nwc. |
| 24167<br>111038<br>THVK | **Menevia** **SteelTwinScSr**<br>(*ex*Scotia)<br>*Elec.light* Sub.Sig. 2*Dks*&*Awng dk*<br>Wireless | 1872<br>1207<br>785 | | | | | 1902 | W.Denny & Bros.<br>Dumbarton | L.&N.W.Rlwy.Co. | 330·2 | 39·1 | 15·7 | Dublin<br>British<br>*WB* | T.8Cy(2)26",(2)40"&(4)43"–33"<br>425NHP<br>Denny&Co.Dumbarton |
| 24168<br>115868<br>TNHP | **Menevian** **SteelScSr**<br>*ss*Shl No.3–5,15<br>*ss*Brs.No.1–20<br>(*ex*Sarstoon) 1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>Wireless &*deep framing* | 2929<br>2689<br>1852 | ✠100A1<br>*Spar dk*<br>5,21<br>✠LMC8,20<br>BS10,21 | Brs | *u* | CL<br>4,21 | 1902<br>8mo<br>*Lloyd* | J Readhead &Sons<br>SouthShields<br>*'sA&CP* | O.&W.Williams&Co.<br>*WB=CellDBa* | 321·1<br>P77'B100'F36' 24·7<br>FK<br>100'*uE&B44'f132'* | 43·2 | 14·7 | London<br>British<br>5*BHCem*<br>639*tAPT*12*t* | T.3Cy.25½",42"&68"–45" (r)<br>180lb *80lb* 316NHP<br>2SB,6*cf*,GS85,HS3679 FD<br>J.Readhead&Sons,S.Shl. |
| 24169<br>TGLH | **Menggala** **SteelSc**<br>1*Dk* | 333<br>275<br>164 | | | | | 1909 | Wilton's E.&SlipwayCo<br>Rotterdam | Koninkl.Paketv.Maats. | 153·1<br>P34'B12'F20' | 26·1 | 8·9 | Batavia<br>Dutch | C.2Cy.11¾"&23½"–17¾"<br>19NHP<br>Wilton'sE.&SlpwyCo.Rot. |
| 24170<br>HSVD | **Menhir** **SteelScSr**<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 567<br>379<br>188 | ✠100A1<br>2,20<br>LMC1,20 | Cdz | *h* | CL | 1920<br>2mo<br>*Lloyd* | Echervarrieta y Larrinaga<br>*'sA&CP* Cadiz | Cia.VascoValenciana deNav.<br>*CellD* | 169·5<br>Q96'B13'F24'<br>BK7"<br>*Bf95'142t FPT43t* | 26·2 | 10·3 | Cadiz<br>Spanish<br>3*BHCem*<br>*APT7t* | T.3Cy.13",20"&32"–24" (s)<br>165lb 74NHP<br>1SB,3*cf*,GS49,HS1443<br>AlexanderBros.Bcl. |
| 24171<br>Lost 12,20 | — **IronScSr**<br>6thSurvey,Liv.10,06<br>(*ex*Sunlight) 2ndSurvey,Msl.11.13<br>2*Dks* | 447<br>345<br>235 | 1,17<br>✠NB5,04 ✠ | Msl | Lv | | 1868 | L.Hill&Co<br>Pt.Glasgow | C.Joffredy | 184·0<br>P27*t*F5*t*<br>BK6½" | 22·7 | 12·7 | Marseilles<br>French<br>4*BH* | C.2Cy.19"&38"–27"<br>NE83 66NHP<br>1SB,3*pf*,GS45,HS1250<br>D.Rollo&Sons,Liverpool |
| 24172<br>ONDB | — **SteelScK**<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 328<br>295<br>125 | | | ... | | 1905 | Smith's DockCo.Ld.<br>NorthShields | E.Dufilhol&fils | 144·8<br>Q54'F25'<br>BK7½" | 24·0 | 12·3 | Lorient<br>French<br>*WB* | T.3Cy.14",23"&39"–27"<br>97NHP<br>ShieldsEng.Co.Ld.N.Shl. |

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*This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued

| 1 No. in Book. Official No. Code Letters. | 2-3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom. Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24173 | **Menja** SteelSc<br>(Trawler)<br>1Dk<br>Elec.light | 230 | | | | | 1920 | Schiffsw.-u<br>Maschf.A.G.<br>Hamburg | S.A.Grotte | 135·5<br>H48'F21' | | | Reykjavik<br>Icelandic<br>WB | T.3Cy.14½",22"&35⅗"-23⅗"<br>Shipffsw.-u. 61NHP<br>Maschf.A.G.Hamburg | | |
| 24174<br>108688<br>PVDH | **Menominee** SteelSc4MstSr<br>ssAnt.No.3-7,10<br>ssLon.No.2-19<br>(exAlexandra)<br>Elec.light Sub.Sig. Wireless 3Dks(Stl) | 6919<br>6129<br>4441 | ✠100A1<br>~~6,21~~ ~~6,20~~ 3,22<br>~~BS5,21~~<br>BS8,22 | Cff<br>Lon<br>✠LMC1,19 | c† | CL<br>~~1,19~~<br>N6,21 | 1897<br>10mo | A.Stephen<br>&Sons<br>Glasgow<br>A&CP | AtlanticTransport<br>Co.Ld.<br>Shelter<br>WB= CellDBa123'u | 475·0<br>P87'B220'F106'<br>dkf20' FK&BK3"<br>E&B85'f143' 1055t | 52·3 | 31·3 | Glasgow<br>British<br>7BHCem<br>APT35t | T.3Cy.32",54"&90"-66" (o)<br>190lb 770NHP<br>2DB2SB18cfGS306HS12372<br>A.Stephen&Sons,Glasgow | 34 ″ 6<br>s 7 ″ 6<br>27 ″ 6 | |
| 24175<br>118978<br>LTCG | — SteelSc<br>Sub.Sig. Wireless 1Dk | 441<br>—<br>118 | | | | | 1919 | NorthWest<br>E.Works<br>GreenBay,<br>Wis. | UnitedStates<br>ShippingBoard | 141·5 | 27·7 | 16·0 | M'lwaukee<br>Utd.States | T.3Cy.17",25"&43"-30"<br>100NHP<br>MurrayIronWorks,<br>Burlington,Iowa | | |
| 24176<br>HVDB | **Menorquin** IronScSr<br>(exPalma)<br>Mchy.Aft Wireless 2Dks | 933<br>718<br>545 | ✠<br>2,84 | Cly | m | | 1881<br>3mo | HM'Intyre<br>&Co.<br>Paisley | Cia.Trasmediter-ranea<br>WB=D | 218·6<br>P62'B53'F37'<br>Ba66'93tFPT140t | 30·2 | 15·8 | Barcelona<br>Spanish<br>4BHCem | C.2Cy.31"&60"-39"<br>NB91 187NHP<br>Hutson&Corbett,Glasgow | | V |
| 24177<br>137408<br>JHDP | **Mentor** SteelScSr<br>Elec.light Wireless 2Dks | 7571<br>6306<br>4732 | | | | | 1914 | Scotts'S.B.<br>&EngCo.Ld.<br>Greenock | OceanS.S.Co.Ld.<br>(A.Holt&CoMgrs) | 455·2<br>P53'B165'F60' | 56·2 | 32·5 | Liverpool<br>British<br>WB | T.3Cy.31",51½"&86"-60"<br>572NHP<br>Scotts'SB&EngCo.Ld.Grk | | BT<br>till<br>6,21 |
| 24178<br>HMQV | — SteelScSr<br>ssBla.No.3-5,13<br>ssCff.No.1-19<br>(exAlva) 1Dk(Irn)2trB&Webframes<br>3Dkrule | 3049<br>2934<br>1943 | ✠100A1<br>withfreeboard<br>4,19<br>MS12,17 | Cff<br>✠LMC<br>BS9,20 | u | CL<br>7,20 | 1902<br>9mo<br>Lloyd | Ropner&<br>Son<br>Stockton<br>'sA&CP | G.C.Dracoulis<br>WB=CellDBa | 325·0<br>P29'B166'F34'<br>FK<br>110'uE&B34'f134' | 48·1 | 22·2 | Ithaca<br>Greek<br>5BHCem<br>668tAPT97t | T.3Cy.23½",39"&64"-42" (s)<br>160lb 100lb NDB12 273NHP<br>2SB,6rf,GS120,HS4200<br>Blair&Co.Ld.Stockton | 24 ″ 3<br>s 3 ″ 2½<br>21 ″ 5 | |
| 24179<br>89701<br>KPJT | — IronTwinScSp<br>(exBrock) | 141<br>121<br>15 | | | | | 1883 | T.B.Seath<br>&Co.<br>Glasgow | Lawson-Batey<br>TugsLd | 95·2 | 19·1 | 9·0 | S.Shields<br>British | C.2Cy.18"&34"-24"<br>50RHP<br>Rankin&Blackmore,Grk. | | |
| 24180<br>ONDH | **Menuisier** SteelTwinSc<br>Elec.light Mchy.Aft 1Dk | 1065<br>—<br>588 | | | | | 1919 | ChantAug.<br>Normand<br>Havre | FrenchGovern-ment | 229·6<br>P59'F19' | 34·1 | 14·7 | Havre<br>French<br>WB | T.6Cy.12⅔",19$\frac{7}{10}$"&31½"-16½"<br>80NHP<br>At.&ChdelaLoire,St.Denis | | V |
| 24181<br>PLWG | **Merak** SteelSc<br>Elec.light Wireless 1Dk(Stl) | 3014<br>2743<br>1800 | ✠100A1<br>2,22~~1,21~~ | Ham<br>Rot<br>✠LMC5,20 | u | CL<br>1,21 | 1920<br>5mo<br>Lloyd | NVBoele's<br>Schps.&Mchf<br>Bolnes<br>'sA&CP | VanNievelt,<br>Goudriaan&Co.'s<br>StoomMaats.<br>CellL | 325·8<br>P26'B206'F29'<br>FK<br>B278'696tFPT100t | 47·3 | 21·9 | Rottrdam<br>Dutch<br>5BHCem<br>APT85t | T.3Cy.22$\frac{1}{16}$",37"&60"-39"(s)<br>180lb 267NHP<br>3SB,6cf,GS129,HS4359<br>N.V.Boele'sSchp.&Machf. | 24 ″ 2<br>s 2 ″ 11<br>21 ″ 7 | |
| 24182<br>135033 | **Meran** SteelScSr<br>1Dk | 196<br>144<br>70 | | | | | 1899 | HongK'g&<br>WhampoaDk<br>CoHongK'ng | TooLiangSun | 134·3 | 18·0 | 10·0 | Singapore<br>British | C.2Cy.15"&31"-18"<br>39RHP<br>HKg&WhampoaDCoHKg | | |
| 24183<br>89018<br>VMRL | **Merannio** IronScSr<br>Well deck 1Dk3trB | 939<br>756<br>563 | | | ... | | 1881 | W.Gray&<br>Co.<br>Hartlepool | Gen.Stm.Nav.Co.<br>Ld. | 216·0<br>P26'Q48'B60'F26'<br>BK7" | 31·2 | 13·7 | London<br>British<br>WB | C.2Cy.27"&50½"-33"<br>NB00 99RHP<br>Blair&Co.(Lim.).Stockton | 16 ″ 2 | |
| 24184 | **Merano** SteelScSr<br>(exMeran) ssTri.No.3-12,20<br>Elec.light 1Dk(Stl)&Awngdk<br>(Stl-ws)3trB | 3754<br>3082<br>~~2359~~<br>2226 | ✠100A1<br>Awng dk<br>withfreeboard<br>~~7,21~~ ~~12,20~~<br>1,22 | Tri<br>BS2,22<br>✠LMC12,20 | v | CL<br>12,20 | 1909<br>9mo | Lloyd<br>Austriaco<br>Trieste<br>A&CP | LloydTriestino<br>WB=Cell | 344·5<br>B160'<br>FK<br>DBa98'uE36'f122 | 45·5 | 25·9 | Trieste<br>Italian<br>6BHCem<br>476tAPT64t | T.3Cy.23¼",39"&66"-48" (r)<br>200lb 180lb 390NHP<br>2SB,6cf,GS126,HS5378 FD<br>LloydAustriaco,Trieste | 28 ″ 5 | |
| 24185<br>PLWR | **Merauke** SteelScSr<br>Elec.light Wireless 3Dks | 6674<br>6426<br>4294 | | | | | 1911 | Kon.Maats<br>deSchelde<br>Flushing | Rotterdamsche<br>Lloyd(W.Ruys&<br>Zonen,Mgrs.) | 432·0 | 54·3 | 34·2 | Rottrdam<br>Dutch<br>WB | T.3Cy.28½",47"&81"-52"<br>474NHP<br>Maats.deSchelde,Flushing | | V |
| 24186 | **Mercator** SteelSc<br>ssKob.2ndNo.3-6,14<br>(exAsahiMaru, ssKob.No.1-18<br>exBenlomond) 2Dks(Irn-Uws)3trB | 2707<br>2388<br>1681 | ✠100A1<br>1,22 ~~6,20~~<br>~~BS6,20~~<br>BS1,22 | Hul<br>Ham<br>✠LMC3,19 | t | CL<br>3,19 | 1890<br>8mo<br>Lloyd | A.Stephen<br>&Sons<br>Glasgow<br>'sA&CP | Soc,Anon.Entre-prisesMarit.Belges<br>Cell | 320·0<br>P40'B70'F40'<br>ptND02 BK10" | 40·0 | 24·0 | Antwerp<br>Belgian<br>5BHCem<br>DB236'466t | T.3Cy.24",39"&64"-42" (s)<br>150lb ~~80lb~~ NDB06 283NHP<br>2SB,6cf,GS126,HS4507 65lb<br>A.Stephen&Sons,Glasgow | 26 ″ 9<br>s 4 ″ 2<br>23 ″ 6 | |
| 24187<br>JWPB | — SteelScSr<br>1Dk | 1106<br>856<br>658 | | | | | 1898 | FevigsJrn-<br>skibsbyggeri<br>Arendal | A/SMercator<br>(Holdt&Isaksen<br>Eftf.) | 235·7<br>Q135tB56tH11t<br>F28t | 33·0 | 15·1 | Stavanger<br>Norwegian<br>WB | T.3Cy.16½",27"&44"-30"<br>SirC.Furness, 106NHP<br>Westgarth&Co.Ld.Mdb | | N |
| 24187* | — | 121<br>—<br>— | | | | | | ................ | Hackman&Co. | ................ | | | Wiborg<br>Finnish | | | |
| 24188 | **Merce** IronScK<br>ssLaR.No.3-7,10<br>(exJoselle,exTrafalgar) 1Dk | 169<br>151<br>51 | ✠<br>StmTrawler<br>3,16<br>✠NB12,06✠ | Bcl | | | 1898<br>3mo | Earle'sCo.<br>Ld.<br>Hull | | 102·0<br>Q18'F19<br>BK7½" | 20·6 | 11·0 | 3BHCem | T.3Cy.11",17"&30"-21"<br>47NHP<br>1SB,2pf,GS28,HS877<br>Earle'sCo.Ld.Hull | 11 ″ 9 | |
| 24189 | **Mercedes** SteelScSr<br>Wireless ssRot.No.3-2,11<br>(exStorfond) ssRot.No.2-19<br>1Dk(Stl)&Spar dk (Stl)&deep framing | 3482<br>3291<br>2256 | ✠100A1<br>Spar dk<br>2,21 | Bry<br>✠LMC10,19 | w | CL<br>10,19 | 1898<br>10mo | Russell&<br>Co.<br>Pt.Glasgow<br>A&CP | R.O.Artiñano<br>CellDBa110' | 339·0<br>P30'B72'F36' 25·8<br>FK<br>uE&B36'f142'792t | 45·9 | 17·8 | Bilbao<br>Spanish<br>6BHCem<br>APT56t | T.3Cy.24½",39"&65"-45" (s)<br>180lb 100lb NDB12 301NHP<br>2SB,6rf,GS118,HS4520 FD<br>Rankin&Blackmore,Grk. | 28 ″ 5<br>s 5 ″ 7½<br>23 ″ 2 | |
| 24190 | — SteelScSr<br>(exGolondrina)<br>Wireless | 883<br>605<br>485 | | | | | 1889 | Akt.Ges.<br>"Vulcan"<br>Stettin | LloydBrasileiro | 199·8<br>P45' B71' F40' | 29·9 | 10·9 | R.Janeiro<br>Brazilian<br>WB | T.6Cy.12",20"&32"-20"<br>NB10 92NHP<br>A.G."Vulcan,"Stettin | | |
| 24191<br>173918<br>MCRQ | — WoodAuxScSr<br>OilEng.<br>(See Sailing Ship Register) | 238<br>192<br>157 | | | | | 1918 | ................<br>Sandacan,<br>Borneo | D.deYnchausti y<br>Aguine | 115·1 | 26·2 | 10·8 | Manila<br>Utd.States | Oil Engines<br>3Cy.<br>KahlemberCo. | | |
| 24192 | — IronScCtr<br>(exEnak) (Tug)<br>1Dk | 122<br>116<br>— | | | | | 1874 | Janssen&<br>Schmilinsky<br>Hamburg | Cia.Carbonifera y<br>de Fundicion<br>Schwager | 90·3<br>H5t | 20·0 | 11·2 | Valparaiso<br>Chilian<br>WB | C.2Cy.19¼"&34"-24"<br>47NHP<br>Janssen&SchmilinskyHam | | |
| 24193<br>HVFG | — IronPad<br>(exEnrique) | 103<br>—<br>45 | | | | | | ................<br>England | Heredos deA.<br>Millan | 123·0 | 15·1 | 6·1 | Cadiz<br>Spanish | C.2Cy.18"&36"-24"<br>53NHP | | |
| 24194<br>128486 | **Mercedes III.** SteelSc<br>~~ssSou.No.2-16~~<br>1Dk(ptStl)<br>ssNwc.No.3-6,21 | 98<br>92<br>2 | ✠100A1<br>For Towing purposes<br>6,21 ~~1,18~~<br>~~BS6,20~~ | Cff<br>Nwc<br>✠LMC~~7,16~~<br>6,21 | | CL<br>~~1,18~~<br>6,21 | 1908<br>11mo<br>Lloyd | G.Brown<br>&Co.<br>Greenock<br>'sA&CP | HebburnTrans-portCo.Ld. | 80·2<br>BK6"<br>WB= | 18·6 | 9·6 | Cardiff<br>British<br>4BHCem<br>APT12t | C.2Cy.17"&34"-22" (s)<br>130lb 62RHP<br>1SB,2pf,GS41,HS1167<br>Gauldie,Gillespie&Co.Gls | 10 ″ 6 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24195<br>115318<br>TPWV | **Mercedes de Larrinaga** StlScSr<br>ssMch.No.1-21 ssMch.No.3-9,16<br>2Dks(Stl)&deep framing&<br>Elec.light Wireless Shelter dk(Stl) | 4152<br>3830<br>2700 | ✠100A1<br>Shelter dk<br>~~6,21~~ ~~8,20~~ 3,22<br>~~[illegible]~~ ✠LMC~~4,15~~<br>6,21 | Mch<br>Mdb | x | CL<br>~~8,20~~<br>6,21 | 1902<br>9mo<br><br>Lloyd | Russell&<br>Co.<br>Pt.Glasgow<br>'sA&CP | Miguel deLarrinagaS.S.Co.Ld.<br>(Larrinaga&Co.Ld Mgrs.)<br>WB | 370·5<br><br>=CellDBa124'uE | 50·1 | 25·3<br><br>FK | Liverpool<br>British<br>6BHCem<br>&B46'f154' | T.3Cy.26",42"&70"-48" (r)<br>180lb 100lb NDB21 431NHP<br>2SB,6cf,GS202,HS6010 FD<br>D.Rowan&Co.Glasgow<br>971tDTa44'1000tAPT50t |
| 24196 | **Mercedes Lacroze** SteelSc<br>(Ferry)<br>1Dk | 1561<br>1540<br>893 | | | | | 1909 | A.&J.<br>Inglis,Ld.<br>Glasgow | EntreRiosRly.Co.<br>Ld. | 283·2 | 56·2 | 17·2 | Bns.Ayres<br>Argentine | T.3Cy.13½",23½"&36"-27"<br>116NHP<br>A.&J.Inglis,Ld.Glasgow |
| 24197<br>217422<br>LPJN | **Mercer** SteelScSr<br>Wireless Fitted for oil fuel<br>Elec.light 1Dk&Shelter dk&<br>Sub.Sig. Web frames<br>Longitudinal framing | 6219<br>5895<br>3836 | | | ... | | 1919 | FederalS.B<br>Co.<br>Kearny,N.J. | UnitedStates<br>ShippingBoard | 395·5<br>P45'B110'F38'<br>on Shelter dk | 55·0 | 31·4<br><br>FK | NewarkNJ<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>619NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. |
| 24198<br>145193 | — SteelTwinSc<br>(Tug)<br>1Dk | 270<br>189<br>92 | | | | | 1918 | GooleS.B.<br>&Repg.Co.Ld<br>Goole | BritishControlled<br>Oilfields,Ld. (Sir<br>JohnEsplen,<br>K.B.E.Mgr.) | 130·0 | 26·1 | 6·8 | London<br>British | C.2Cy.11"&22"-14"<br>80NHP<br>Plenty&Son,Ld.Newbury |
| 24199<br>218754<br>LSKW | **Mercer Victory** SteelSc<br>Wireless Fitted for oil fuel<br>Elec.light 2Dks&Web frames<br>Sub.Sig. | 5500<br>5090<br>3381 | | | ... | | 1919 | Merchant<br>S.B.Corp<br>Harriman,Pa. | UnitedStates<br>ShippingBoard | 400·7<br>P36'B124'F44' | 54·2 | 30·4<br><br>FK | Phldlphia<br>Utd.States<br>WB | 2 Steam Turbines geared<br>to 1 screw shaft 645NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. |
| 24200<br>127930<br>HNFJ | **Merchant** SteelScSr<br>ssLiv.No.3,2-21<br>Elec.light 1Dk(Stl)&Spar dk(Stl)<br>Wireless &deep framing | 3588<br>3382<br>2303 | ✠100A1<br>Spar dk<br>11,21~~2,21~~ ✠LMC6,20<br>BS6,21 | Liv | w | CL<br>5,19 | 1908<br>9mo<br><br>Lloyd | C.Connell<br>&Co.Ld.<br>Glasgow<br>'sA&CP | CharenteS.S.CoLd<br>(T.&J.Harrison,<br>Mgrs.) WB=<br>CellDBa108'uE & | 349·3<br>P31'B102'F34' 27·1<br><br>B46'f150'796tFPT | 46·0 | 18·1<br><br>FK | Liverpool<br>British<br>6BHCem<br>37tAPT17t | T.3Cy.21",35"&58"-48" (s)<br>180lb 292NHP<br>3SB,9cf,GS142,HS5082<br>Dunsmuir&JacksonLd.Gl |
| 24201<br>114419<br>TDWS | **Merchant Prince** SteelScSr<br>ssMch.No.3-5,14<br>ssHul.No.1-18<br>Sub.Sig. 1Dk(Stl)&Spar dk(Stl pt-ws)<br>Elec.light Wireless &deep framing | 3092<br>2911<br>2021 | ✠100A1<br>Spar dk<br>~~6,21~~ ~~8,21~~ 1,22 ✠LMC<br>MS6,18 ~~BS6,20~~<br>BS8,21 | Mdb<br>~~Liv~~ Mch | v | CL<br>6,20 | 1902<br>1mo<br><br>Lloyd | TyneI.S.B.<br>Co.Ld.<br>Newcastle<br>'sA&CP WB | PrinceLine,Ld.<br>(Furness,Withy&<br>Co.Ld.Mgrs.)<br>=CellDBa100'uE | 331·0<br>P39'B110'F34' 26·2<br><br>20f140' 580t FPT | 44·3 | 17·4<br><br>FK | Newcastle<br>British<br>6BHCem<br>78t APT 35t | T.3Cy.25",42"&69"-45" (s)<br>180lb ~~100lb~~ 361NHP<br>2SB,8rf,GS146,HS5760<br>Blair&Co.Ld.Stockton |
| 24202 | **Mercia** SteelSc<br>Should be "Waterway," See No, 39941 in Supplement<br>Elec.light<br>Mchy.Aft | 750 | 100A1<br>(ClassContemplated) | | | | 1921 | Limhamns<br>Skeppsvarv.<br>A/B<br>Limhamn | Rederiaktieb<br>SvenskaLloyd<br>(H.Metcalfe,Mgr.) | 178·2<br>P56'F20' | 30·5 | 15·0 | Gothenbrg<br>Swedish | T.3Cy.16",26"&43"-30'<br>N.E.MarineEng.CoLd.Sld. |
| 24203<br>127907<br>HMPQ | **Mercian** SteelScSr<br>Sub.Sig.<br>Elec.light Wireless 2Dks&Awng dk | 6305<br>4498<br>4066 | | | | | 1908 | Harland&<br>Wolff,Ld.<br>Belfast | F.Leyland &Co.Ld | 400·3 | 52·3 | 26·9 | Liverpool<br>British<br>WB | Q4Cy.23½",34½",49"&70"-51"<br>350NHP<br>Harland&Wolff,Ld.Bel. |
| 24204<br><br>HDGB | **Mercur** Steel&IronScSr<br>(exKongDag)<br>1Dk2trB | 995<br>943<br>582 | | | | | 1883 | MotalaCo.<br>Gothenburg | DetBergenske<br>Dampskibsselskab | 207·0<br>H51t | 29·7 | 21·5 | Bergen<br>Norwegian<br>WB | C.2Cy.21"&56"-35"<br>NB02 155NHP<br>LindholmensVerk.,Got. |
| 24205 | — SteelScSr<br>1Dk | 661<br>517<br>365 | | | | | 1912 | Akt.Ges.<br>"Weser"<br>Bremen | Dampschifffahrts<br>Ges.Neptun | 180·1<br>P45'B50'F22' | 28·2 | 12·9 | Bremen<br>German<br>WB | T.3Cy.13",21"&34½"-23$\frac{7}{16}$"<br>58NHP<br>A.G."Weser,"Bremen |
| 24206<br>3210<br>JHQM | — IronScSr<br>(SalvageSteamer)<br>Elec.light 1Dk | 131<br>116<br>84 | | | | | 1889 | MotalaCo.<br>Motala | BergningsochDykeriakt.Neptun<br>(W.R.EdlindMgr) | 87·1<br>H12t F14' | 20·8 | 9·2 | Stockholm<br>Swedish | C.2Cy.16"&29½"-19½"<br>31NHP<br>MotalaCo.Motala |
| 24207 | — SteelSc<br>(Tug)<br>1Dk | 124<br>114<br>14 | | | | | 1895 | G.Seebeck<br>Geestemünde | Norddeutscher<br>Lloyd | 95·7 | 18·9 | 10·5 | Bremen<br>German<br>WB | T.3Cy.11⅜",17$\frac{11}{16}$"&29$\frac{15}{16}$"-<br>22$\frac{1}{16}$" 42NHP<br>G.Seebeck,Geestemünde |
| 24208<br><br>ONDU | **Mercure** SteelSc<br>(Tug) | 108<br>99<br>17 | | | | | 1889 | Atel.&<br>Chant.Loire<br>Nantes | Chambre deCommerce | 88·9<br>H5' F11' | 18·4 | 9·9 | Dieppe<br>French | C.2Cy.20"&34"-24"<br>NB01 47NHP<br>At.&Chant.delaLoire,Hav. |
| 24209<br>111222<br>RJFW | **Mercuria** SteelScSr<br>ssNwc.No.3-2,13<br>(exKelvingrove) ssBly.No.1-16<br>Elec.light 1Dk(Stl)&Spar dk<br>Wireless (Stl)&deep framing | 3106<br>2937<br>1957 | ✠100A1<br>Spar dk<br>6,20 ✠LMC<br>BS8,18 MS6,20 | Liv | v | 6,19 | 1899<br>10mo | AMcMil-<br>lan&Son,Ld.<br>Dumbarton<br>A&CP WB | Pridmore&Roe<br>~~BrynymorS.S.Co.~~<br>~~Ld(Letricheux&~~<br>~~DavidLd,Mgrs.)~~<br>=CellDBa104'uE | 333·0<br>P28'B106'F38' 23·9<br><br>22'f140'814t FPT | 45·0 | 15·9<br><br>FK | Swansea<br>British<br>6BHCem<br>156tAPT56t | T.3Cy.25",42"&68"-45" (s)<br>180lb NDB13 343NHP<br>2SB,6cf,GS107,HS4308 FD<br>D.Rowan&Co.Glasgow |
| 24210 | **Mercurio** SteelScSr<br>ssFerrolNo 1-21 ssGls.2ndNo.3-12,16<br>(exMerannio, 1Dk(Irn)&Web frames&<br>exKendal) ptAwngdk(Irn)<br>Wireless Cargo battens not fitted | 2390<br>1818<br>1491 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>10,21~~3,20~~ ✠LMC8,21<br>~~MS12,16~~ ~~BS11,20~~ | Bcl<br>Ferrol | s | ~~N7,19~~<br>8,21 | 1891<br>6mo | TTurnbull<br>&Son<br>Whitby<br>A&CP | ~~HijosdeJ.Barreras~~<br>ViguesadeNavS.A.<br>(HijosdeJBarreras,<br>Mgrs.) | 289·6<br>P29'Q78'<br>pt Awng dk182' | 38·2 | 19·7<br><br>FK<br>Cell | Vigo<br>Spanish<br>6BHCem<br>DB244'504t | T.3Cy.22",36"&59"-39" (s)<br>160lb 100lb NDB07 219NHP<br>2SB,6cf,GS84,HS3300<br>Blair&Co.Ld.Stockton |
| 24211<br>16<br>QRCJ | — IronScSr<br>(exOphelia)<br>2Dks | 792<br>553<br>425 | | | | | 1879 | Reiherst's<br>Schiffsw.<br>Hamburg | F.Zippitelli | 191·9<br>B166t | 28·4 | 15·4 | Bari<br>Italian<br>WB | C.2Cy.27"&48"-30"<br>105NHP<br>Reiherst.Machinenf.Ham. |
| 24212<br>812<br>QRBZ | — SteelSc<br>(Tug)<br>1Dk | 120<br>118<br>46 | | | | | 1916 | Cant.Offi-<br>cine,Savoia<br>Cornigliano | Soc.Ilva | 87·6 | 20·5 | 11·3 | Genoa<br>Italian | C.2Cy.15¾"&30¼"-18⅛"<br>32NHP<br>Cant.Officine,Savoia |
| 24213<br><br>PLWV | **Mercurius** SteelScTwinMasts<br>Wireless 2Dks<br>Elec.light Longitudinal framing | 2863<br>2220<br>1824 | | | | | 1909 | W.Hamil-<br>ton&Co.Ld.<br>PortGlasgow | Koninkl.Nederl.<br>Stoomb.Maats. | 327·6<br>Q110'B86'F41' | 44·2 | 18·5 | Amstrdam<br>Dutch<br>WB | T.3Cy.21",35"&57"-39"<br>203NHP<br>D.Rowan&Co.Glasgow |
| 24214<br>5924<br>KBFG | — SteelScSr<br>Mchy.Aft 1Dk | 539<br>402<br>272 | | | | | 1917 | A/B Göta-<br>verken<br>Gothenburg | Rederi A/B<br>Stjärnan (J.Ber-<br>gendorff,Mgr.) | 165·4<br>P51'F23' | 27·3 | 11·0 | Karlstad<br>Swedish<br>WB | T.3Cy.13⅞",22¼"&37⅞"-23½"<br>68NHP<br>A/B Gotaverken,Got. |
| 24215<br>~~VNCQ~~<br>145641 | — WoodAuxSc3MstSr<br>Oil Eng.<br>1Dk<br>(See Sailing Ship Register). | ~~310~~<br>~~296~~<br>~~269~~<br>299<br>276<br>236 | | | | | 1918 | ~~Gamlekar-~~<br>~~leby~~<br>~~[illegible]~~<br>YkspilaVarv.<br>Gam.akarleby | ~~Gamlekarleby~~<br>~~RederiA/B~~<br>~~(H.Halin,Mgr.)~~<br>WilkinsonBros. | 129·1 | 29·7 | 12·2 | ~~Gamlekar-~~<br>~~leby~~<br>~~Finnish~~<br>Newport,<br>Mon.<br>British | Oil Engine<br>2Cy.<br>J.&C.G.Bolinders,Skm |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24216 | **Mercurius** SteelScLr<br>1*Dk* | 181<br>178<br>93 | | | | | 1903 | M.van der Kuijl<br>Slikkerveer | L.J.vanGelderen | 114·7 | 21·5 | 11·3 | Vlaardngn<br>Dutch<br>*WB* | T.3Cy.8½",14⅓"&23¼"-15¾"<br>18NHP<br>J.H.vanCappellen,Bolnes | | |
| 24217<br>MKLB | — WoodScSr<br>*OilEng.*<br>1*Dk*<br>(*ex*SailingVessel) | 101<br>97<br>74 | | | | | 1849 | ……………<br>Trondhjem | P.Molland | 78·8 | 22·1 | 10·5 | Trndhjem<br>Norwegian | Oil Engines 2S.C.SA<br>2Cy.10⅝"-11" 14NHP<br>J&CGBolindersM.V.Skm. | | N |
| 24218 | **Mercury** SteelTwinScSr<br>(*ex*Barbarossa) 4*Dks*<br>*Ref.Mchy.* Sub.Sig. Wireless *Elec.light* | 10984<br>8716<br>6463 | | | | | 1896 | Blohm& Voss<br>Hamburg | UnitedStates Govt.(WarDept.) | 526·4<br>P&B379'F67' | 60·0 | 34·6 | NewYork<br>Utd. States<br>*WB* | Q.8Cy.25¼",37",54⅜"&77⅝"-54"]<br>886NHP<br>Blohm&Voss,Hamburg | | R |
| 24219<br>99811 | — SteelPadSk | 378<br>340<br>150 | | | | | 1892 | Napier, Shanks&Bell<br>Glasgow | Glasgow&South WesternRlwy.Co. | 220·5<br>*Promenade dk*168' | 26·0 | 9·2 | Glasgow<br>British | C.D.2Cy.33"&62"-60"<br>NB13 248NHP<br>D.Rowan&Son,Glasgow | | BT till 3,22 |
| 24220 | — IronScSp<br>1*Dk* | *251*<br>*229*<br>*111* | | | | | 1872 | Bowdler, Chaffer&Co<br>Liverpool | Philippine VegetableOilCo. | 138·6<br>H71*t* | 21·7 | 12·0 | Manila<br>Utd. States | C.2Cy.13"&28"-30"<br>NB04 36NHP<br>J.Taylor&Co.,Birkenhead | | |
| 24221<br>92198 | — WoodSc<br>(*Tug*)<br>*Elec.light* | 150<br>—<br>72 | | | | | 1890 | ……………<br>Boston, Mass. | NeptuneLine,Inc. | 96·6 | 23·0 | 12·9 | NewYork<br>Utd. States | C.2Cy.16"&30"-24"<br>37NHP | | |
| 24222<br>79154<br>SNOB | **Mercutio** IronScSr<br>*ss*Brs.3rdNo.3-6,16<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*ss*Brs No.1-20 | 855<br>672<br>527 | ✠90A1<br>9,21 ~~3,20~~<br>✠NB9,88 | Brs<br>Liv<br>LMC10,20<br>BS9,21 | *l* | CL<br>10,20 | 1879<br>3mo | J.&G. Thomson<br>Clydebank<br>A&CP | CoastLinesLd. | 200·1<br>Q70'B46'F30'<br>BK8"<br>*WB=DB* | 29·1 | 16·0 | Penzance<br>British<br>4*BHCem*<br>a53'*f*53'170*t* | C.2Cy.25"&48"-30" (*r*)<br>80℔ NDB21 ~~NDB04~~ 95RHP<br>1SB,3*pf*,GS51,HS1728 *80℔*<br>J.&G.Thomson,Clydebank | 16 ″ 11<br>s 1 ″ 3<br>16 ″ 6 | |
| 24223 | **Mercy** SteelTwinScSr<br>*Elec.light* (*ex*Saratoga)<br>*Ref.Mchy.* Wireless 4*Dks* | 6391<br>—<br>3963 | | | | | 1907 | W Cramp& SonsS&EBCo<br>Philadelphia | UnitedStates Government(Navy Department) | 413·0 | 50·2 | 17·5 | Utd. States<br>*WB* | T.6Cy.32",52"&86"-48"<br>1024NHP<br>W.Cramp&SnsS&EBC.Phl | | |
| 24224<br>135725<br>KDBW | **Merganser** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 1876<br>1638<br>946 | ✠100A1<br>*Shelter dk withfreeboard*<br>3,21 ✠LMC11,19 | Mch | *s* | CL<br>3,21 | 1919<br>11mo | Swan,Hunter&Wigham Richardson, Ld. Sundrlnd.<br>*Lloyd'sA&CP* | CorkS.S.Co.Ld. | 290·0<br>FK<br>*CollisionBHto Shelter dk*<br>*CellDB*248'450*tFPT* | 42·5 | 18·8 | Cork<br>British<br>*Cem*<br>5*BH toU dk*<br>31*tAPT*39*t* | T.3Cy.20½",34"&56"-42" (*s*)<br>180℔ 318NHP<br>3SB,6*cf*,GS126,HS5000 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 21 ″ 2<br>s 1 ″ 6½<br>19 ″ 11 | |
| 24225<br>92<br>QRCP | **Mergellina** SteelSc<br>1*Dk* | 354<br>273<br>103 | | | | | 1912 | Cant.Nav. Riuniti<br>Ancona | Cia.Napoletana di Nav. | 175·2 | 24·7 | 11·0 | Naples<br>Italian | T.3Cy.11⅓",18⅒"&30"-21⅔"<br>42NHP<br>Cant.Nav.Riuniti,Ancona | | I |
| 24226 | **Mergheb** SteelSc<br>*ss*Ant.2ndNo.3-10,21 ~~*ss*Sng.No.3-7,08~~<br>(*ex*KirishimazanMaru, ~~*ss*Kob.No.2-16~~<br>*ex*FukokuMaru,*ex* 1*Dk*(*Stl*)&*Spar dk*<br>Langbank) (*ptStlptIrn-ptws*)&<br>*deep framing*<br>*Cargobattens not fitted* | 4573<br>4308<br>2958 | ✠100A1<br>*Spar dk*<br>10,21 ~~3,20~~ | Kob<br>Ant<br>✠LMC~~3,20~~<br>5,21 | *x* | ~~3,20~~<br>10,21 | 1895<br>10mo | Russell& Co.<br>Pt.Glasgow<br>*Lloyd'sA&CP* | ~~Soc.Marittima Coloniale~~ Soc.di Nav.Roma | 382·2<br>P36'B90'F36' 28·8<br>FK<br>*CellDBa*110'*uE*24'*f*152'826*t* | 47·1 | 21·7 | Tripoli<br>Italian<br>6*BHCem*<br>*APT*114*t* | T.3Cy.23½",40½"&68"-48"<br>200℔ *105℔* (*s*) 350NHP<br>NDB91*refitted*13<br>3SB,9*cf*,GS165,HS5151<br>Dunsmuir&Jackson,Gls. | 31 ″ 6 | |
| 24227<br>TGSW | **Meri** WoodSc<br>*OilEng.*<br>1*Dk* | 127<br>—<br>107 | | | | | 1918 | J.Jansson,<br>Åland | O.Y.Meri,Ld. | 90·2 | 24·7 | 7·8 | Finnish | Oil Engine<br>4Cy.<br>J.&C.G.Bolinder,Skm. | | |
| 24228<br>529 | — IronPad<br>(*Tug*)<br>1*Dk* | 116<br>—<br>44 | | | | | 1877 | ……………<br>SouthShields | D.Ratner | 100·7 | 18·1 | 9·5 | Odessa<br>Russian | 1Cy.36½"-51"<br>72NHP | | |
| 24229<br>SFRQ | **Meriaura** WoodAuxScSr<br>*Motor*<br>(*See Sailing Ship Register*) | 102<br>—<br>92 | | | | | 1913 | Tuurinsaari Slip<br>Björkö | J.A.Nikkila&Co. | 83·2 | 23·7 | 8·6 | Åbo<br>Finnish | Motor<br>2Cy.7"-10" 7NHP<br>André&Rosenqvist,Åbo | | V |
| 24230<br>208451<br>LBTQ | **Merida** WoodScSr<br>1*Dk* | 628<br>—<br>359 | | | | | 1911 | Kelley, Spear&Co.<br>Bath,Me. | Atlantic&CaribbeanStm.Nav.Co. | 182·0 | 34·2 | 13·4 | Wilmgton (Del.)<br>Utd. States | C.2Cy.20"&34⅜"-26"<br>*E.made*80,*refitted*11 50NHP<br>Neafie&Levy,Philadelphia | | |
| 24231<br>218284<br>LRPB | **Meriden** SteelScSr<br>Wireless *Fitted for liquid fuel*<br>*Elec.light* Sub.Sig. 1*Dk* | 2254<br>1963<br>1353 | | | | | 1919 | AlbinaEng &Mch.Works<br>Portland,Or. | GeneralS.S.Corp. | 289·0<br>P26'B148'F32' | 44·1 | 19·2 | S.Frncisco<br>Utd. States<br>*WB* | T.3Cy.22",36½"&60"-42"<br>256NHP<br>AlbinaEng.&Mch.Works | | R |
| 24232<br>RTFP | **Merilintu** WoodAuxSc4MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register Supplement*) | 462<br>390<br>371 | | | | | 1920 | J.Hedlund<br>Wiborg | WiborgsRederiaktiebolag | 150·3 | 33·4 | 12·6 | Wiborg<br>Finnish | Oil Engine<br>2Cy.15"-16" 34NHP<br>J&CGBolindersCoLdSkm. | | V |
| 24233<br>125225<br>HPTD | **Merimbula** SteelTwinScSr<br>*Elec.light Ref.Mchy.* 2*Dks* | 1111<br>989<br>455 | | | | | 1909 | AilsaS.B. Co.Ld.<br>Troon | Illawarra&South CoastS.N.Co.Ld. (A.L.Miller,*Mgr.*) | 209·6<br>F41' | 32·2 | 21·1 | SydnyNSW<br>British<br>*WB* | T.6Cy.15",24½"&41"-27"<br>175NHP<br>AilsaS.B.Co.Ld.Troon | | C |
| 24234<br>514<br>QRDV | **Merioneth** IronAuxScBk<br>*OilEng.*<br>6thSurvey10,00*ss*Gen.3rdNo.3-12,13<br>4thSurvey12,17*ss*Gen.No.1-17 2*Dks*<br>(*See Sailing Ship Register*) | 1396<br>1321<br>1103 | ✠100A1<br>A1*1<br>12,17<br>MS3,19 | Gen | *t*<br>Lv | N12,17 | 1875<br>11mo | T.Royden &Sons<br>Liverpool<br>A&CP | ~~Quaglia&Galdini~~<br>Soc.AlonEnte TrasportiCotoni | 231·4<br>P31'F35'<br>BK9½" | 38·9 | 23·6 | Genoa<br>Italian<br>1*BHCem* | OilEngines2S.C.SA 42NHP<br>4Cy.13¾"-19$\frac{11}{16}$" *E refitted*17<br>NDB11 *refitted*17 *100℔*<br>CantiereOfficineSavoia Cornigliano | 25 ″ 6<br>s4 ″ 9½<br>22 ″ 11 | |
| 24235<br>132410<br>HVLT | **Merisia** SteelScK<br>*ss*Grk.No.2-19<br>*Elec.light* 1*Dk* | 291<br>269<br>114 | ✠100A1<br>*StmTrawler*<br>9,19<br>~~BS6,20~~ | Grk<br>BS5,21<br>✠LMC9,19 | | CL<br>8,19 | 1912<br>3mo | Cochrane &Sons<br>Selby<br>*Lloyd'sA&CP* | FleetwoodSteam FishingCo.Ld. | 130·0<br>Q79'F23'<br>BK8" | 23·5 | 12·5 | Fleetwood<br>British<br>4*BHCem* | T.3Cy.13",22¾"&37"-26" (*s*)<br>180℔ 90RHP<br>1SB,3*pf*,GS47,HS1590<br>Amos&Smith,Ld.Hull | 13 ″ 3 | |
| 24236<br>136332<br>JHCM | **Merkara** SteelTwinScSr<br>*ss*Fal.No.1-20<br>*Elec.light* 2*Dks*(*StlU*-teak s)<br>Wireless | 8285<br>6112<br>5203 | ✠100A1<br>2,22 ~~9,20~~ | Mdb<br>Ant<br>✠LMC5,20<br>BS6,21 | *c*† | CL<br>S5,20<br>PN5,20 | 1914<br>10mo | Barclay, Curle&Co.Ld.<br>Glasgow<br>*Lloyd'sA&CP* | BritishIndiaStm. Nav.Co.Ld.<br>*WB=Cell DBa*135'*vE&B*69' | 449·7<br>P44'B161'F42'<br>FK<br>*f*186'1372*tFPT*120 | 58·2 | 32·9 | Glasgow<br>British<br>7*BHCem*<br>*tAPT*71*t* | T.6Cy 21",35½"&61"-45" (*s*)<br>215℔ HS14156 FD 900NHP<br>4SB&1AuxSB,18*cf*,GS337,<br>Barclay,Curle&Co.Ld. Gls. | 35 ″ 6<br>s 8 ″ 2<br>27 ″ 11 | BT till 5,21 |
| 24237<br>265 | **Merkur** IronScSr<br>*Elec.light* 1*Dk* | 235<br>—<br>131 | | | | | 1897 | P.Wahl& Co.<br>Warkaus | NordischeGlas IndustrieGes. | 105·0 | 24·0 | 9·0 | Petrograd<br>Russian<br>*WB* | C.2Cy.16½"&28"-18"<br>28NHP<br>P.Wahl&Co. | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Periodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expir. . Lettre d'Equipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24238 | **Merkur** | IronScK<br>(*ex*Bassethound)<br>1*Dk* | 156<br>137<br>57 | | | ... | | 1891 | Cook,Welt'n&Gemmell<br>Hull | Fiskaktieb.Mars<br>(E.Jansson, *Mgr.*) | 100·2\|20·9\|11·0<br>Q21'F19'<br>BK7½" | Gothenbrg<br>Swedish | C.2Cy.17"&33"–22"<br>42NHP<br>Bailey&Leetham,Hull | 11/10 |
| 24239<br>TGLR | **Merkus**<br>*Elec.light* | SteelTwinSc<br>*Fitted for oil fuel*<br>1*Dk*&*Awngdk* | 633<br>—<br>380 | | | | | 1903 | Kon.Maats<br>deSchelde<br>Flushing | Koninkl.Paketv.<br>Maats. | 170·0\|27·6\|11·7 | Batavia<br>Dutch | C.4Cy.16"&32"–18"<br>72NHP<br>Maats.deSchelde,Flushing | |
| 24240<br>ONEO | **Merle** | SteelSc<br>1*Dk* | 312<br>—<br>79 | | | | | 1918 | Forg.&Ch.<br>de laMédit.<br>LaSeyne | Transp.Gén.Mar.<br>&Fluviaux | 137·8\|23·4\|11·7 | Brest<br>French | C.2Cy.18"&36"–24"<br>53NHP<br>Forg.&Ch. de la Médit.Msl. | |
| 24241<br>110889 | **Merlin** | IronScK<br>*ss*Gms.No.3–10,12<br>*ss*Gms.No.2–20<br>1*Dk* | 186<br>169<br>75 | ✠100A1<br>*StmTrawler*<br>6,21 ~~4,20~~<br>✠NB10,12 | Gms<br>BS6,21<br>✠LMC4,20 | | CL<br>N6,21 | 1899<br>8mo<br>*Lloyd*'*sA&CP* | Cochrane&<br>Cooper,Ld.<br>Selby | Baker&Green | 110·0\|21·2\|11·2<br>Q46'F20'<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¼",19½"&32"–22½"<br>180lb (*s*) 50RHP<br>1SB,2*pf*,GS29,HS945<br>C.D.Holmes&Co.Hull | 12/0 |
| 24242<br>123300 | — | SteelScK<br>1*Dk* | 172<br>161<br>65 | ✠<br>*StmTrawler*<br>8,08 ✠ | Hul | | | 1906<br>12mo | GooleS.B.<br>&RepgCo.Ld.<br>Goole | KelsallBros.&<br>Beeching,Ld.<br>(JohnSlater,<br>*Mgr.*) | 110·2\|21·1\|11·2<br>BK7½"<br>*WB*= | Hull<br>British<br>3*BHCem*<br>*DTf*23'42*t* | T.3Cy.12",20"&32"–21"<br>61RHP<br>1SB,2*pf*,GS24,HS900<br>Earle'sCo.Ld.Hull | 12/0 |
| 24243<br>108254<br>PVQT | **Mermaid**<br>*Mchy.Aft* | SteelTwinScSr<br>1*Dk*(*Teak*) | 293<br>253<br>104 | ✠<br>2,99 ✠ | Lon | | | 1897<br>11mo | R.Craggs&<br>Sons<br>Middlesbro' | Corporation of the<br>TrinityHouse | 135·0\|22·1\|12·2<br>BK7" | London<br>British<br>6*BHCem* | T.6Cy.10",15"&25"–18"<br>1SB2*cf*GS39HS1507 55RHP<br>SirC.Furness,Westgarth<br>&Co.(Lim.),Mdb. | 13/0 |
| 24244<br>132229<br>HSJT | **Merman** | SteelScK<br>*ss*Hul.No.3–7,20<br>1*Dk* | 96<br>86<br>4 | ✠ A–<br>*For River purposes only*<br>~~7,21~~ ~~4,20~~<br>11,21 | Hul<br>✠LMC7,20<br>BS7,21 | | ~~7,20~~<br>7,21 | 1911<br>3mo | J.P.Ren-<br>noldson&Sns<br>South Shields | ~~T.Gray&Co.Ld.~~<br>UnitedTowing<br>Co.,Ld. | 85·2\|18·1\|10·1<br>BK5"<br>*WB* | Hull<br>British<br>4*BHCem*<br>=*APT*8*t* | C.2Cy.15½"&32"–21" (*s*)<br>130lb 55RHP<br>1SB,2*pf*,GS32,HS1060<br>J.P.Rennoldsn&Sns.S.Shl | 10/9 |
| 24245<br>141955 | **Meroa**<br>*Elec.light* | SteelScK<br>1*Dk* | 227<br>197<br>94 | ✠100A1<br>*StmTrawler*<br>7,20 | Abn<br>✠LMC7,20 | | | 1920<br>7mo<br>*Lloyd*'*sA&CP* | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | CliftonSteam<br>Trawlers,Ld.<br>(Taylor&Tomlin-<br>son,Ld.*Mgrs.*) | 123·3\|22·1\|11·6<br>Q80'F19'<br>BK7½" | Fleetwood<br>British<br>3*BHCem* | T.3Cy.12",20"&34"–24" (*s*)<br>180lb 79RHP<br>1SB,3*pf*,GS52,HS1475<br>W.Beardmore&Co.Ld.<br>Coatbridge | 12/6 |
| 24246<br>PMBR | **Merope**<br>*Elec.light* | SteelScSr<br>*CruiserStern*<br>2*Dks* | 1158<br>954<br>640 | | | | | 1918 | N.V.Gies-<br>sen&Zonens<br>Schps.,Krim-<br>pen a/dYsel | Koninkl.Nederl.<br>Stoomb.Maats. | 256·2\|36·7\|13·6 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.18½",30"&48"–36"<br>138NHP<br>H.&J.Suyver,Amsterdam | |
| 24247<br>146707<br>~~JDAF~~<br>KMCJ | **Meropi**<br>(*ex*Olga,<br>*ex*Oppurg)<br>*Elec.light* — | SteelSc<br>*ss*Ant.No.3–6,21 ~~*ss*Cff.No.1–12~~<br>1*Dk*(*Stl*)2*trBdeep framing*<br>&*Webframes* 3*Dk rule* | 3432<br>3214<br>~~2224~~ | ✠100A1<br>~~6,21 6,14 10,21~~<br>4,22<br>~~BS11,19~~ | ~~Ham~~ Ant<br>~~Ant Cff~~<br>6,21<br>✠LMC~~11,12~~ | *v* | CL<br>~~7,13~~<br>6,21 | 1908<br>12mo<br>*Lloyd*'*sA&CP* | Chant.Nav<br>Anversois<br>Hoboken<br>*WB*= | UnityShipping&<br>TradingCo.Ld.(Sir<br>W.R.Smith&Sons,<br>Ld.*Mgrs.*)<br>*CellDBa*108'*uE*& | 346·0\|48·1\|23·0<br>P31'B180'F31'<br>FK<br>*B*42'*f*152'788*tFPT* | ~~Syra~~ Cardiff<br>~~Greek~~ British<br>6*BHCem*<br>108*tAPT*81*t* | T.3Cy.24",40"&66"–45" (*s*)<br>180lb 317NHP<br>3SB,9*cf*,GS136,HS4905<br>N.E.MarineEng.CoLdNwc | 25/7<br>s3/8<br>22/4 |
| 24248<br>122710<br>HFCB | **Meror**<br>(*ex*Emperor) | SteelScK<br>*ss*Gms.No.3–3,20<br>1*Dk* | 250<br>231<br>105 | ✠100A1<br>*StmTrawler*<br>10,21 ~~3,20~~ | Gms<br>✠LMC3,20<br>BS10,21 | | CL<br>3,20 | 1905<br>11mo<br>*Lloyd*'*sA&CP* | Cochrane&<br>Sons<br>Selby | AnchorStm.Fishg.<br>Co.Ld.<br>(G.S.Letten,*Mgr.*) | 127·0\|22·1\|11·5<br>Q67'F21'<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¼",21½"&35"–24"<br>180lb (*s*) 70RHP<br>1SB,2*cf*,GS35,HS1135<br>C.D.Holmes&Co.Hull | 12/4 |
| 24249<br>134719<br>JSLD | **Merrimac** | SteelScSr<br>1*Dk* | 226<br>197<br>2 | ✠100A1<br>*For Towing purposes*<br>2,19 | Shl | ... | | 1918<br>2mo<br>*Lloyd*'*sA&CP* | J.P.Ren-<br>noldsn&Sons<br>Ld. S.Shields | BristolianStmTug<br>Co.Ld.(C.J.King&<br>Sons,Ld.*Mgrs.*) | 105·8\|25·2\|11·1<br>BK7½"<br>*FPT*9*t* | Bristol<br>British<br>4*BHAsp*<br>*APT*20*t* | C.2Cy.22"&46"–30" (*s*)<br>130lb 98RHP<br>1SB,3*pf*,GS58,HS2300<br>JPRennoldsn&SnsLdSShl | 13/6<br>s1/6<br>12/10 |
| 24250<br>6990<br>JTMH | **Merrimack**<br>*Elec.light* Wireless | IronScSr<br>(*ex*Decatur H.Miller)<br>3*Dks*&*Hur dk* | 2546<br>—<br>1879 | | | | | 1879 | Harlan&<br>Hollgswth<br>WilmgtnDel. | Merchnts&Miners<br>TransportationCo.<br>Inc. | 280·0\|38·0\|16·0<br>len04 30·0 | Baltimore<br>Utd. States | C.2Cy.26"&56"–48"<br>E.*rebuilt*04 NB04 181NHP<br>MarylandStl.Co.Sparr'Pt. | |
| 24251<br>143100<br>JWNT | **Merriwa**<br>(*ex*Gertrud,*ex*WillyRick-<br>mers)<br>*Elec.light* Wireless | SteelSc<br>*ss*Nwc.No.3–1,21<br>2*Dks*(*Stl*) | 5629<br>4750<br>3490 | 100A1<br>6,21 ~~1,21~~ | Nwc<br>Syd<br>LMC1,21 | | 1,21 | 1915 | Rickmers<br>Werft<br>Bremerhaven | ~~AdelaideS.S.Co.~~<br>~~Ld.~~ TheAdelaide<br>SteamshipCo.Ld<br>*CellD* | 402·0\|~~53·1~~\|27·4<br>P50'B134'F44'<br>53·3 FK<br>*B*357'1163*tFPT*80*t* | Sydney<br>British<br>6*BHCem*<br>*APT*4*t* | T.3Cy.28",45"&74"–53" (*s*)<br>200lb 514NHP<br>3SB,9*cf*,GS153,HS6940 FD<br>Act.Ges."Weser,"Bremen | 30/1<br>s6/4<br>24/1 |
| 24252<br>219074<br>LTHK | **Merry Mount**<br>*Elec.light*<br>Wireless | SteelSc<br>*Fitted for oil fuel*<br>2*Dks*&*Web frames*<br>*Longitudinal framing* | 5724<br>—<br>3476 | | | ... | | 1919 | Groton<br>IronWorks<br>Groton,Conn. | UnitedStates<br>ShippingBoard | 409·6\|54·0\|27·4<br>P41'B121'F43'<br>FK | N.Lndn Cn<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>629NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30/0 |
| 24253<br>122942<br>HGRJ | **Merrydale** | SteelScK<br>*ss*Flt.No.3–6,19<br>1*Dk* | 225<br>201<br>91 | ✠100A1<br>*StmTrawler*<br>✠NB12,14 | Liv | ... | CL<br>8,20 | 1906<br>7mo<br>*Lloyd*'*sA&CP* | J.Duthie<br>Sons&Co.Ld.<br>Aberdeen | VictoryStmTrawl-<br>ingCo.(Fleetwood)<br>Ld.(W.Morley,<br>*Mgr.*) | 125·2\|21·7\|11·8<br>BK7½"<br>*WB*= | Fleetwood<br>British<br>3*BHCem*<br>*DBf*7'8*t* | T.3Cy.12",20"&33"–24" (*s*)<br>180lb 54RHP<br>1SB,2*pf*,GS39,HS1437<br>W.V.V.Lidgerwood,Gls. | 12/6 |
| 24254<br>122953<br>HFVD | **Mersey**<br>*CableVessel*<br>*Elec.light* Wireless | SteelScSr<br>*ss*Goo.No.3–6,18<br>1*Dk*(*Irn–pt* ws)&*deep framing* | 1037<br>884<br>438 | ✠100A1<br>12,20<br>BS12,20<br>BS1,22 | Goo<br>✠LMC6,18 | *p* | N6,18 | 1906<br>4mo<br>*Lloyd*'*sA&CP* | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld Newcastle | L.&N.W.Rlwy.Co.<br>~~Lancashire&~~<br>~~YorkshireRly.Co.~~<br>*WB*=<br>*CellDBa*63'*uE*15 | 255·0\|36·1\|16·4<br>P38'B90'F32'<br>FK<br>'*f*109' 175*t FPT*12*t* | Goole<br>British<br>4*BHCem*<br>*APT*17*t* | T.3Cy.23",38"&62"–42" (*r*)<br>180lb 342NHP<br>2SB,8*cf*,GS144,HS5026 FD<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 17/5<br>s2/5<br>15/1 |
| 24255<br>99363<br>MNHV | —<br>*Well deckMchy.Aft*<br>*Cargo battens not fitted* | SteelSc3MstSr<br>*ss*Liv.2ndNo.3–10,07<br>*ss*Liv.No.1–12<br>1*Dk*(*Irn*) | 546<br>399<br>238 | ✠<br>12,16 ✠ | Liv | *h* | | 1892<br>1mo | Harvey<br>&Co.(Lim.)<br>Hayle | ~~R.Leeson~~<br>R.Hughes&Co | 173·0\|25·2\|11·8<br>Q97'B9'F28'<br>BK7"<br>*WB*=*FPT* | Liverpool<br>British<br>3*BHCem*<br>30*tAPT*15*t* | T.3Cy.15",23"&38"–30"<br>73RHP<br>1SB,3*pf*,GS56,HS1703<br>Harvey&Co.(Lim.),Hayle | 12/8 |
| 24256<br>97825 | — | SteelTwinSc | 308<br>308<br>93 | | | | | 1890 | J.Jones&<br>Sons<br>Liverpool | MunicipalCorpor-<br>ation of Birkenh'd | 145·1\|32·0\|10·4<br>H83*t* | Liverpool<br>British | T.6Cy.15½",22"&36"–18"<br>110NHP<br>J.Jones&Sons,Liverpool | |
| 24257<br>68015 | —<br>*Mchy.Aft* | IronSc | 233<br>224<br>126 | | | | | 1872 | Cunliffe&<br>Dunlop<br>Pt.Glasgow | J.H.Cooper | 132·0\|23·1\|10·0 | Glasgow<br>British | 2Cy.16"–22"<br>20RHP<br>Cunliffe&Dunlop,P.Gl. | |
| 24258<br>~~6748~~<br>~~JVLG~~<br>RBTS | **Mertainen**<br>(*ex*Strathlyon)<br>*Elec.light*<br>Wireless | SteelScSr<br>*ss*Rot.No.3–8,20<br>1*Dk*(*Stl*)&*Spar dk*<br>(*Stl*)&*deep framing* | ~~4531~~<br>~~4141~~<br>~~2895~~<br>4567<br>4139<br>2854 | ✠100A1<br>*Spar dk*<br>5,21 ~~8,20~~<br>BS~~6,21~~12,21 | Rot<br>Got<br>✠LMC8,20 | *x* | CL<br>~~N8,20~~<br>5,21 | 1907<br>11mo<br>*Lloyd*'*sA&CP* | W.Hamil-<br>ton&Co.Ld.<br>Pt.Glasgow | Aug.Bolten,Wm.<br>Miller'sNachf.<br>*WB*=C | 376·2\|52·2\|17·4<br>P27'B92'F40' 25·4<br>FK<br>*ellDB a*122'*uE*&*B*4 | Hamburg<br>German<br>6*BHCem*<br>2'*f*168'1091*t* | T.3Cy.25",41"&68"–48" (*s*)<br>180lb 366NHP<br>3SB,9*cf*,GS165,HS5868<br>D.Rowan&Co.Glasgow<br>*DTf*24'613*tAPT*113*t* | 28/0<br>s5/8<br>23/0 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24259<br>102483 | **Merthyr** **SteelScK**<br>*Mchy.Aft* 1*Dk* | 154<br>119<br>96 | | | | | 1893 | G.K.Stothert&Co.<br>Bristol | J.G.Piprell | 107·3 | 19·7 | 7·6 | Grimsby<br>British | 1Cy.22″-18″<br>35RH<br>G.K.Stothert&Co.Bristol | | |
| 24260<br>220683 | **Merton E. Farr** **SteelSc**<br>*Elec.light Mchy.Aft* 1*Dk* | 8349<br>—<br>6387 | | | | | 1920 | Detroit S.B.Co.<br>Wyandotte, Mich. | ZenithS.S.Co.<br>(G.A.Tomlinson, *Mgr.*) | 587·1<br>F54′ | 60·0 | 27·8 | Duluth<br>Utd.States<br>*WB* | T.3Cy.24½″,41″&65″–42″<br>274NH<br>AmericanS.B.Co.Lorain,O | | |
| 24261<br>143097<br>JWLM | **Merton Hall** **SteelSc**<br>(*ex*SantaCruz)<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5824<br>4523<br>3718 | | | | | 1905 | Swan,Hunter& Wigham Richardson, Ld.Newcastle | HallLine,Ld. | 392·7<br>P38′B239′F50′ | 47·9 | 28·3 | Liverpool<br>British<br>*WB* | T.3Cy.25½″,43″&74″–48″<br>380NH<br>WllsndSlpwy.Co.Ld.Nwc | | C |
| 24262<br>114042<br>VFBM | **Merville** **SteelSc Sr**<br>*ss*Goo.No.3–7,16<br>*ss*Hul.No.1-20<br>(*ex*Edie)<br>*Elec.light Well deck* 1*Dk*(*Stl*) | 1035<br>737<br>538 | ✠100A1<br>9,20<br>BS4,21 ✠LMC9,20 | Hul | *m* | 9,20 | 1903<br>8mo<br>*Lloyd'sA&CP* | Dundee Shipbuilders' CoLd Dundee | YorkshireCoal& Stm.Shppg.Co.Ld.<br>(H.W.&C.M. Ezard, *Mgrs.*)<br>*CellDBa*42′ | 220·0<br>P22′Q52′B48′F30′<br>FK<br>*uE*17′*f*92′249*tFPT* | 34·1 | 12·5 | Goole<br>British<br>4*BHCem*<br>62*tAPT*69*t* | T.3Cy.18″,30″&49″–33″ (*s*)<br>180lb 161NHP<br>2SB,4*pf*,GS67,HS2636<br>MacColl&Pollock,Sld. | 14 ″ 8<br>s 1 ″ 2½<br>13 ″ 9 | |
| 24263 | **Merwede** **SteelSc4MstSr**<br>*Elec.light* 1*Dk* | 1912<br>1660<br>1133 | | | | | 1917 | J.&A.van derSchuyt<br>Papendrecht | N.V.Hollandsche Alg.Atlantische Scheepv.Maats. | 268·1<br>P28′B57′F13′ | 42·3 | 18·3 | Amsterdm<br>Dutch<br>*WB* | T.3Cy.17½″,29″&46″–36″<br>127NHP<br>J&A.van derSchuyt | | V |
| 24264<br>PMBW | **—** **SteelScSr**<br>(*ex*Lövestein)<br>1*Dk* | 707<br>524<br>301 | | | | | 1917 | J.Meyer's S.B.Co.<br>Leeuwen | N.V.Scheeps-exploitatieMaats. "Navis" (M.J.van der Eb.Ld.*Mgrs.*) | 181·0 | 28·2 | 12·7 | Sliedrecht<br>Dutch<br>*WB* | T.3Cy.14″,22½″&36″–24″<br>63NH<br>Gebr.Stork&Co.Hengelo | | NV |
| 24265 | **Merwede II.** **SteelSc**<br>(*Trawler*) *Motor*<br>(*ex*Schiedam) 1*Dk* | 149<br>139<br>119 | | | | | 1917 | Gebr.Boot<br>Leiderdorp | N.V."deMerwede" | 99·1<br>Q8′H10′ | 22·1 | 9·5 | Schvningn<br>Dutch | Motor 4S.C.<br>4Cy.$7\frac{9}{10}$″–12⅗″ 16NHP<br>Gasmotfbk."Deutz"Köln | | |
| 24266 | **Merwede III.** **SteelSc**<br>(*Trawler*) *Motor*<br>(*ex*Zaandam) 1*Dk* | 147<br>137<br>115 | | | | | 1917 | Gebr.Boot<br>Leiderdorp | N.V."deMerwede" | 99·1<br>Q8′H10′ | 22·1 | 9·5 | Schvningn<br>Dutch | Motor 4S.C.<br>4Cy.$7\frac{9}{10}$″–12⅗″ 16NHP<br>Gasmotfbk."Deutz"Köln | | |
| 24267 | **Merwestein** **SteelAuxScSr**<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 251<br>215<br>192 | | | | | 1917 | J.Smit<br>Groningen | J.H.Andressen, Succr. | 113·7 | 23·8 | 10·3 | Oporto<br>Portuguese | OilEngine 2S.C.<br>2Cy.13⅓″–13⅘″ 26NHP<br>D.Goedkoop,Jr.Ams. | | |
| 24268 | **Merwestroom** **SteelScSr**<br>(*ex*Falcon) 1*Dk*(*Stl*)<br>*Elec.light* | 1295<br>1133<br>770 | ✠100A1<br>9,21 ~~4,21~~ 3,22<br>✠LMC11,19 | Ams<br>~~Hpl~~ Shl | *o* | CL<br>~~4,21~~<br>N3,22 | 1919<br>11mo<br>A&CP | Jonker& Stans<br>HendrikIdo Ambacht | Hollandsche Stoomb.Maats.<br>*CellDB*195′339*t* | 237·4<br>P20′B58′F24′<br>FK | 36·5 | 15·8 | Dutch<br>4*BHCem*<br>*FPT*37*t* | T.3Cy.17½″29⅓″&46″–36″(*s*)<br>180lb 177NH<br>2SB,4*cf*,GS89,HS3232<br>NVMachinefabrick Bolnes | 18 ″ 0<br>s 2 ″ 4½<br>15 ″ 11 | |
| 24269<br>142695<br>JVPK | **Mesaba** **SteelTwinSc**<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>(*ex*WarIcarus) *Cruiser Stern*<br>*Cargo battens not fitted in 'tween dks or*<br>Wireless *Shelter 'tween dks* | 8002<br>7653<br>4905 | ✠100A1<br>*Shelter dk withfreeboard*<br>12,21 ~~2,21~~ ✠LMC10,18<br>*Carrying oil* | Lon<br>*fuelF.* | *c*†<br>*P.* | CL<br>1,21<br>*above*1 | 1918<br>11mo<br>*Lloyd'sA&CP*<br>50° F. | Harland& Wolff,Ld.<br>Belfast<br>*inDB&DT* | AtlanticTransport Co.Ld.<br>*CellDB*392′1461*t* | 450·4<br>P31′F43′*onShltr dk*<br>FK<br>*DT a*39′ 1116*t FPT* | 58·4 | 37·2 | London<br>British<br>*ptCem*<br>8*BHtoSh dk*<br>119*tAPT*76*t* | T.6Cy.26½″,44″&73″–48″ (*s*)<br>200lb 1138NH<br>3DB,24*cf*,GS439HS17079 FD<br>Harland&Wolff,Ld.Gls. | 40 ″ 0<br>s 11 ″ 1½<br>29 ″ 3 | |
| 24270<br>13171<br>LMRW | **Meshima Maru** **SteelScSr**<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 213<br>—<br>76 | | | | | 1910 | MitsuBishi Dkyd&EWks<br>Nagasaki | KihiraGoshi Kaisha | 112·0<br>Q19′ | 21·6 | 11·0 | Nagasaki<br>Japanese<br>*WB* | T.3Cy.12″,20″&33″–24″<br>53NHP<br>MitsuBishiD&E.Wks.Nag | | |
| 24271<br>MVCR | **Mesna** **SteelScSr**<br>*ss*Xia.No.1–21<br>(*ex*Abercorn) 1*Dk*(*Stl*)<br>*Elec.light* &*Shelter dk*(*Stl*)<br>Wireless | 5424<br>5207<br>3431 | ✠100A1<br>*Shelter dk withfreeboard*<br>5,21 ~~4,20~~ ✠LMC6,~~17~~<br>~~*Carrying oil*~~ | Lon<br>Xia<br>5,21<br>~~*fuelF.*~~ | ~~*P*~~ | CL<br>~~4,20~~<br>5,21<br>~~*above*~~ | 1917<br>6mo<br>*Lloyd*<br>~~150° F.~~ | JLThompson&Sons,Ld.<br>Sunderland<br>*sA&CP*<br>~~*inDB*~~ | DenNorskeAfrika ogAustralielinie (W.Wilhelmsen, *Mgr.*)<br>*Cell* | 385·0<br>FK<br>*DB*342′ 1168*t FPT* | 53·7 | 31·6 | Tönsberg<br>Norwegian<br>6*BHCem*<br>68*tAPT*76*t* | T.3Cy.26″,43″&73″–48″ (*s*)<br>180lb 497NHP<br>3SB,9*cf*,GS183,HS7194 FD<br>N.E.MarineEng.Co.Ld.Sld | 34 ″ 1<br>s 8 ″ 3<br>26 ″ 3 | |
| 24272<br>117399<br>HFGM | **Mesopotamia** **SteelScSr**<br>*ss*Shl.No.3–11,19<br>(*ex*Ardgowan) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Elec.light* Wireless &*deep framing* | 4330<br>4016<br>2764 | ✠100A1<br>*Spar dk*<br>11,21 ~~3,20~~ ✠LMC11,19<br>MBS6,21<br>*Carryingoilfu* | Liv<br>Msl<br>*el F.P.* | *x* | CL<br>~~11,19~~<br>11,21<br>*above* 150° | 1906<br>1mo<br>*Lloyd*<br>F.*inD* | Russell& Co.<br>PortGlasgow<br>*'sA&CP*<br>*B* | WestminsterShipping Co.Ld.<br>*CellDBa*114′*uE*2 | 369·6<br>P36′B108′F44′ 27·0<br>FK<br>6′*f*162′949*tDTa*28′ | 49·8 | 19·1 | Greenock<br>British<br>6*BHCem*<br>686*tAPT*45*t* | T.3Cy.26″,42″&70″–48″ (*s*)<br>180lb NDB19 100*lb* 410NHP<br>2SB,6*cf*,GS118,HS5523 FD<br>Rankin&Blackmore,Grk. | 29 ″ 8<br>s 5 ″ 10<br>24 ″ 3 | |
| 24273<br>98393 | **Message** **WoodScK**<br>1*Dk* | 125<br>109<br>55 | | | | | 1893 | J.Branford<br>Knottingley | Goole&HullStm. TowingCo.Ld. | 95·0 | 18·0 | 9·2 | Goole<br>British | C.2Cy.10″&16¼″–16″<br>11RHP<br>Webster&Bickerton,Goo. | | |
| 24274<br>46<br>QRDZ | **Messaggero** **IronScSr**<br>*ss*Msl.No.1- 84<br>(*ex*Riviera,*ex*Messagero, 1*Dk*<br>*Mchy.Aft* *ex*Aude,*ex*LifeGuard) | 212<br>172<br>110 | ✠<br>6,84 | Msl | *c* | | 1879<br>7mo | A.&J. Inglis<br>Glasgow | Salvator SocAnon. Italiana perSalvataggi e Ricuperi | 126·6<br>Q41′F18′ | 20·0 | 8·9 | Savona<br>Italian<br>3*BHCem*<br>*WB=FPT* | C.2Cy.16″&28″–22″<br>31NH<br>A.&J.Inglis,Glasgow | | |
| 24275<br>3334<br>JKDG | **Meta** *ss*Got.3rdNo.3–9,19 **IronScSr**<br>Wireless ~~*ss*Rot.2ndNo.3–4,13~~<br>(*ex*Lydie) ~~*ss*Got.No.1–19~~<br>*Well deck* 1*Dk*(*Irn*)&*Web frames* | 1702<br>1310<br>1033 | ✠100A1<br>~~7,21~~ ~~7,20~~ 2,22 ✠LMC<br>MS9,19 | Got<br>BS~~7,20~~7,21 | *q* | 6,20 | 1887<br>5mo | E.Withy& Co.<br>WHartlepool<br>A&CP | Ångf.Aktieb.Östersjön(A.Bratt&Co. *Mgrs.*)<br>*WB=DB* | 264·7<br>P27′Q74′B59′F31′<br>BK7½″<br>*a*78′*f* 42′&*uE*&*B*44′ | 36·0 | 17·5 | Gothenbrg<br>Swedish<br>4*BHCem*<br>333*tAPT*16*t* | T.3Cy21¾″,35″&51¼″–36″(*s*)<br>160lb 90*lb* NDB06 193NHP<br>1DB,4*cf*,GS64,HS2863<br>Blair&Co.Ld.Stockton | 19 ″ 0<br>s 1 ″ 9<br>17 ″ 11 | |
| 24276 | **—** **SteelScSr**<br>1*Dk* | 315<br>—<br>174 | | | | | 1896 | Schiffsw. vonHenry Koch,Lübeck | G.Ipland | 146·0<br>Q36′B36′F14′<br>len.20 | 21·5 | 9·6 | Aabenraa<br>Danish<br>*WB* | C.2Cy.17¾″&29½″–21½″<br>33NHP<br>C.Daevel,Kiel | | |
| 24277 | **—** **SteelTwinScSr**<br>1*Dk* | 207<br>—<br>109 | | | | | 1905 | G.Wolkau<br>Hamburg | C.Hoepke,Jr. | 111·4<br>B31′F25′ | 27·0 | 7·0 | Florianopolis<br>*WB* Brazilian | C.4Cy.7½″&13¾″–11″<br>10NHP<br>J.F.Ahrens,Altona | | |
| 24278<br>136791<br>JKDF | **Metagama** **SteelTwinScSr**<br>*ss*Liv.No.1–19<br>*Elec.light* Sub.Sig 2*Dks*(*Stl-Uws*)<br>*Ref.Mchy.* Wireless *Shelter dk*(*Stl-ws*)<br>*Promenade dk*(*Stl-ws*)&*3rd dk* (*Stl*)<br>*CruiserStern* *inNos.*1,2,3&4*holds* | 12420<br>9285<br>7655 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~5,21~~ ~~5,20~~ 3,22 ✠LMC3,19<br>BS3,22 | Liv<br>Gls<br>~~BS1,21~~ | *g*† | CL<br>~~5,20~~<br>3,22 | 1915<br>3mo<br>*Lloyd* | Barclay, Curle&Co.Ld<br>Glasgow<br>*'sA&CP* | CanadianPacific RailwayCo.<br>'CanadianPacific SteamshipsLd*Mgrs*<br>*WB=CellD* | 500·4<br>B240′<br>FK | 64·2 | 37·9 | London<br>British<br>11*BHCem*<br>*Ba*77′*uE*&*B* | Q8Cy26″,37½″,53½″&77″–51″<br>215lb (*r*) 1492NHP<br>8SB,32*cf*,GS572,HS23208FD<br>Barclay,Curle&Co.Ld.Gls.<br>142′*f*192′1636*tFPT*106*t* | 41 ″ 0<br>s 13 ″ 9<br>27 ″ 7 | |
| 24279<br>141457 | **Metak** **WoodSc**<br>(*Towing*)<br>1*Dk* | 113<br>93<br>16 | | | | | 1917 | Leclaire& Fils<br>Sorel,P.Q. | T.R.Kirkwood | 84·0 | 19·2 | 10·0 | HalifaxNS<br>British | C.2Cy.12″&24″–16″<br>Fletcher&Co. 24RHP<br>NewYorkCity,N.Y. | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la derniere Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24280<br>MGHF | **Metal** SteelScSr<br>(*ex*Qvindsland,<br>*ex*Ménarandra,*ex*Hans) 1*Dk&Spar dk* | 1010<br>886<br>592 | | | | | 1890 | Howaldtswerke<br>Kiel | D/S A/S Metal (B.Schattenstein, *Mgr.*) | 207·2<br>B62*t*H26*t*F14*t* | 30·5 | 17·5 | Narvik<br>Norwegian<br>*WB* | T.3Cy.15″,23¼″&32″–27½″<br>NB01 54NHP<br>Howaldtswerke,Kiel | |
| 24281<br>212604<br>LDRB | **Metapan** SteelScSr<br>*Fitted for oil fuel*<br>*Ref.Mchy.* Sub.Sig. 2*Dks&*2*ptDks*<br>*Elec.light* Wireless | 5011<br>3903<br>3120 | | | | | 1909 | Workman, Clark&Co.Ld<br>Belfast | MetapanS.S. Corporation (UnitedFruitCo. Line) | 379·2<br>B160′F45′ | 50·3 | 29·1 | NewYork<br>Utd.States<br>*WB* | T.3Cy.27″,45″&75″–54″<br>413NHP<br>Wrkman,Clark&Co.Ld.Bel | |
| 24282 | **Metcovich** SteelScSr<br>*Elec.light* 1*Dk&Shade dk*2*trB* | 892<br>712<br>466 | | | | | 1893 | Austrian Lloyd's<br>Trieste | LloydTriestino | 207·6 | 29·6 | 16·3 | Trieste<br>Italian<br>*WB* | T.3Cy.16½″,26″&43″–30″<br>*E.made*91,*fitted*93 101NHP<br>WallsendSlp.&E.Co.,Nwc. | |
| 24283<br>143316<br>KBSN | **Meteor** SteelScSr<br>Wireless 3*Dks* | 3617<br>2898<br>2107 | | | | | 1904 | Blohm&Voss<br>Hamburg | H.J.Jewell | 328·8 | 44·3 | 26·4 | London<br>British<br>*WB* | T3Cy15 3/16″,25½″&45 7/16″–31¼″<br>115NHP<br>Blohm&Voss,Hamburg | |
| 24284<br>93118<br>KQRT | — SteelScSr<br>*Mchy.Aft* *Elec.light* 1*Dk*2*trB* | 2324<br>2157<br>1436 | | | | | 1901 | CraigS.B.Co.<br>Toledo,O. | SeaconnetCoal Co.Inc. | 253·6 | 43·2 | 24·2 | Boston<br>Utd.States<br>*WB* | T.3Cy.20″,32½″&55″–40″<br>191NHP<br>CraigS.B.Co. | |
| 24285<br>5910<br>KBDJ | -- SteelScSr<br>1*Dk* | 923<br>721<br>498 | | | | | 1917 | Hlsingbrgs Varfs.Aktieb.<br>Helsingborg | RederiA/BCommercial(Emil Johnsson,*Mgr.*) | 204·6<br>Q69′B52′F19′H114*t* | 33·6 | 12·7 | Höganæs<br>Swedish<br>*WB* | T.3Cy.18⅛″,29½″&46½″–27½″<br>115NHP<br>HelsingborgsVarfsAktieb. | |
| 24286 | — IronScSr<br>(*ex*Hermes)<br>1*Dk* | 264<br>—<br>42 | | | | | 1877 | MotalaCo.<br>Norrköping | BalticSalvage Association | 139·9<br>H12*t* | 24·8 | 12·0 | Esthonian<br>*WB* | C.2Cy.30½″&58″–24″<br>137NHP<br>MotalaCo.Norrköping | |
| 24287 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 192<br>181<br>77 | | | | | 1905 | H.J.StülckenSohn<br>Hamburg | S.Wriede | 115·5<br>F17′ | 21·8 | 11·2 | Altona<br>German<br>*WB* | T3Cy12 3/16″,19 11/16″&32¼″–21¼″<br>48NHP<br>H.C.StülckenSohn,Ham | |
| 24288<br>120650<br>HFJG | **Methven** SteelScSr<br>*ss*Gls.No.3–6,16<br>*ss*HKg.No.1–20<br>(*ex*Heliopolis, *ex*Maine, *ex*Heliopolis)<br>2*Dks*(*Stl*)*&deepframing &Shelter dk*(*Stl*)<br>*Elec.light* Wireless | 4852<br>4510<br>3042 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~7,21~~ ~~2,21~~ ✠LMC7,20<br>3,22 BS10,21 | HKg | *z* | CL<br>7,20 | 1906<br>1mo<br>*Lloyd* | D&WHendersn&Co.Ld<br>Glasgow<br>'*sA&CP* | CanadianPacific RailwayCo. (CanadianPacific Stmships,Ld,*Mgrs*<br>*CellD* | 390·0<br>*Ba*129′*uE*23′*f*160′ | 52·7 | 27·1<br>FK | London<br>British<br>6*BHCem*<br>1020*tDTa*40 | T.3Cy.27″,45″&73″–48″ (*r*)<br>200lb *160lb* NDB16 469NHP<br>3SB,*9cf*,GS165,HS6250 FD<br>D&WHendersn&CoLdGls<br>′1021*tFPT*107*tAPT*89*t* | 29<br>4<br>26 |
| 24289<br>634<br>QRJL | **Metlaoni** SteelScSr<br>(*ex*Casterton) *ss*Gls.No.3–5,00<br>*Well deck* *ss*Shl.No.2–09<br>1*Dk*(*Stl*)*&Webframes* | 2300<br>1808<br>1407 | ✠<br>7,13<br>✠ | Shl | *s* | | 1887<br>9mo | Irvine&Co.<br>WHartlepool | C.Devoto fuG.B.<br>*WB=* | 289·6<br>P29′Q82′B120′<br>F37′<br>*CellDB*250′500*t* | 39·1 | 19·0<br>BK9″ | Genoa<br>Italian<br>5*BHptAsp pt Cem* | T.3Cy.21½″35½″&58½″–39″<br>NDB98 212NHP<br>2SB,*6cf*,GS82,HS3168<br>Blair&Co.Ld.Stockton | 21 |
| 24290<br>220386<br>MBDH | **Meton** SteelSc<br>*Carrying Petroleum in bulk*<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks&Web frames*<br>*Mchy.Aft* *Longitudinal framing* | 7311<br>6780<br>4526 | | | ... | | 1920 | Moore S.B.Co.<br>Oakland,Cal. | UnitedStates ShippingBoard | 425·8<br>P106′B40′F41′ | 57·0 | 33·1<br>FK | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.24½″,41½″&72″–48″<br>579NHP<br>LlewellynIronWorks, LosAngeles,Cal. | 33 |
| 24291<br>1166<br>JRBW | **Metschta** SteelScSr<br>(*ex*Martha) 1*Dk&Spar dk*3*trB* | 2177<br>—<br>1325 | | | ... | | 1884 | G.Howaldt<br>Kiel | RussianStm.Nav. &TradingCo. | 286·4<br>P40′B64′F36′ | 36·1 | 24·9<br>FK | Rostoff<br>Russian<br>*WB* | T.3Cy.21″,35½″&61″–43½″<br>NB95 244NHP<br>*Tpd*95Gebr.Howaldt,Kiel | |
| 24292<br>ONEV | **Metz** WoodTwinSc<br>(*ex*C–26)<br>*Mchy.Aft* *Elec.light* 1*Dk* | 1155<br>—<br>670 | | | | | 1919 | DavieS.B. &Repg.Co.<br>Lauzon,P.Q. | FrenchGovernment | 194·8<br>P98′F28′ | 39·7 | 15·0 | Havre<br>French | C.4Cy.12″&24″–16″<br>38NHP<br>TidewaterShipbuilders,Ld ThreeRivers,P.Q. | |
| 24293<br>ONEW | **Metzervisse** WoodTwinSc<br>(*ex*C–20)<br>*Mchy.Aft* 1*Dk*<br>*Elec.light* | 1153<br>—<br>671 | | | | | 1919 | DavieS.B. &Repg.Co.<br>Lauzon,P.Q. | FrenchGovernment | 194·8<br>P98′F28′ | 39·7 | 15·0 | Havre<br>French | C.4Cy.12″&24″–16″<br>38NHP<br>TidewaterShipbuilders, Ld.ThreeRivers,P.Q. | |
| 24294<br>ONFA | **Meurthe** IronScSr<br>Wireless 2*Dks*3*trB* | 1116<br>—<br>688 | | | | | 1874 | J.Elder &Co.<br>Glasgow | Cie.deNav.Paquet | 228·3<br>F29′<br>len76 | 28·5 | 21·4 | Marseilles<br>French | C.2Cy.28″&50″–30″<br>NB95 114NHP<br>J.Elder&Co.,Glasgow | |
| 24295 | **Meuse** SteelScSr<br>(*ex*Zuiderzee) 1*Dk* | 741<br>528<br>326 | | | | | 1916 | AvanDuijvendijk<br>Papendrecht | ArmementDeppe | 180·8 | 28·3 | 12·4 | Antwerp<br>Belgian | T.3Cy.15″,25″&40″–27″<br>83NHP<br>Verschure&Co.Ams. | |
| 24296<br>118920<br>VPMS | — SteelScK<br>*ss*Flt.No.3–6,20<br>(*ex*Cariama) 1*Dk* | 217<br>193<br>95 | ✠100A1<br>*Stm Trawler*<br>11,20 ✠LMC6,20<br>BS11,21 | Flt | | CL<br>6,20 | 1904<br>3mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Beverley<br>'*sA&CP* | MerseyStmTrawlersLd.(Taylor& Tomlinson,Ld. *Mgrs.*) | 119·9<br>Q61′F19′ | 21·5 | 11·2<br>BK7½″ | Fleetwood<br>British<br>4*BHCem* | T.3Cy.12″,21″&34″–24″ (*s*)<br>180lb 60RHP<br>1SB,*2cf*,GS31,HS1046<br>C.D.Holmes&Co.Hull | 12 |
| 24297<br>220524<br>MBHT | **Mevania** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)*&Webframes*<br>*Mchy.Aft* *Longitudinalframing*<br>Sub.Sig. Wireless | 7312<br>6780<br>4526 | *CarryingPetr*<br>*Fitted for oil* | *oleum*<br>*fuel* 8 | ...<br>„<br>2 | CL<br>*bulk*<br>*F.P. a* | 1920<br>8mo<br>*bove* 1 | Moore S.B.Co.<br>Oakland,Cal.<br>CP<br>50°F. | UnitedStates ShippingBoard<br>*CellDBuE&*<br>*B*61′143*tDTf* | 425·8<br>P106′B40′F41′<br>43′540*tAPT*28*t* | 57·0 | 33·1<br>FK<br>( | S.Frncisco<br>Utd.States<br>16*BHptAsp*<br>9*BHto U dk*<br>7 „ „2*nd* „ | T3Cy.24½″,41½″&72″–48″(*s*)<br>210lb 879NHP<br>3SB,*9cf*,HS8745 FD<br>LlewellynIronWorks,<br>) LosAngeles,Cal. | 33<br>s7<br>25 |
| 24298<br>136137 | **Mewslade** SteelScK<br>*ss*Sws.No.1–20<br>1*Dk* | 275<br>245<br>108 | ✠100A1<br>*StmTrawler*<br>12,21 ~~4,21~~ ✠LMC7,20 | Sws | | CL<br>3,20 | 91<br>4mo<br>*Lloyd* | Smith's DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | RhonddaFishing Co.Ld. (C.Heron, *Mgr.*) | 125·4<br>Q72′F21′ | 23·4 | 12·8<br>BK7½″ | Swansea<br>British<br>2*BHCem* | T.3Cy.12½″,21″&35″–26″ (*s*)<br>180lb 87RHP<br>1SB,*3pf*,GS51,HS1619<br>Smith'sDockCo.Ld.Mdb. | 13 |
| 24299<br>203971<br>KWBC | **Mexican** SteelTwinScSr<br>*ss*NNs.No.3–9,19<br>2*Dks*(*Stl*)*&deep framing*<br>Sub.Sig. Wireless *&Shelter dk*(*Stl*)<br>*Elec.light* *Orlop dk*(*Stl*)*inNo.1hold* | 8414<br>6680<br>5338 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>4,22 ~~9,19~~ BS12,21<br>*Fitted for oil*<br>~~BS12,20~~ ✠LMC8,19 | NNs<br>NYk<br>*fuel* 5, | *d*†<br>07 | CL<br>~~8,19~~<br>4,22<br>*F.P.* | 1907<br>4mo<br>*above* | UnionIron WorksCo.<br>SanFrancisco<br>A&CP<br>150°F. | American-HawaiianS.S.Co. (UnitedAmerican Lines,Inc.*Mgrs.*)<br>*WB=CellDBa*<br>137′*uE&B*61′*f*204′ | 472·3<br>1789*t* *Sidetanks in* | 57·2 | 32·3<br>FK | NewYork<br>Utd.States<br>8*BHptCem*<br>*boiler room* | T.6Cy.24½″,42″&65″–45″ (*s*)<br>215lb ~~215lb~~ 821NHP<br>4SB,*16cf*,GS260,HS11600 FD<br>UnionIronWorksCo.S.Fo.<br>35′266*tFPT*156*tAPT*83*t* | 42<br>s10<br>32 |
| 24300<br>MGVL | **Mexicano** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 3694<br>3195<br>2312 | | | | | 1911 | SirJ.Laing &Sons,Ld.<br>Sunderland | A/S NorgeMexico Gulf Linien (W. Wilhelmsen,*Mgr.*) | 346·0<br>P146*t*H250*t*F49*t* | 46·8 | 24·8 | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.24″,40″&66″–45″<br>292NHP<br>J.Dickinson&Sons,Ld.Sld. | |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24301<br>118022<br>LFHD | **Mexicano** SteelSc3MstSr<br>ssBal.3rdNo.3-3,20<br>(exHarryWadsworth, Wireless<br>exHenriRieth) 1Dk(ptStlptIrn)&Web<br>Elec.lightMchy.Aft frames&Spardk(Stl) | 2265<br>2166<br>1474 | ✠100A1<br>Spar dk<br>7,21 ~~3,21~~<br>Carrying Petroleum in bulk F.P. above 150° F.<br>Fitted for oil fuel 10,13<br>✠NB3,20 ✠LMC3,20 | Gal<br>NYk | s | N3,20 | 1893<br>1mo | R.Craggs&<br>Sons<br>Middlesbro'<br>A&CP | PierceOilCorp.<br>WB=CellDB<br>40'84tFPT67t | 280·0\|38·5\|18·0<br>B20'F23' 25·0<br>FK<br>APT21t Tf24'230t | NewYork<br>Utd.States<br>13BHptCem<br>ptAsp | T.3Cy.21½",36"&59"-39" (s)<br>160lb 238NHP<br>2SB,6cf,GS110,HS3619<br>N.E.MarineEng.CoLd.Sld | 26 ″ 3<br>s 5 ″ 2½<br>21 ″ 4 | |
| 24302<br>203116<br>KVJR | **Mexico** SteelTwinScSr<br>Ref.Mchy. Wireless 4Dks | 6207<br>—<br>3826 | | | | | 1906 | W Cramp&<br>SonsS&EBCo<br>Philadelphia | NewYork&Cuba<br>MailS.S.Co.Inc. | 400·0\|50·0\|30·0 | NewYork<br>Utd.States<br>WB | T.6Cy.28",46"&76"-42"<br>749NHP<br>W.Cramp&SnsS&EBCPhl | | R |
| 24303<br>115278<br>TJQC | — SteelTwinScSr<br>ssLiv.No 1-20 ssLiv.No.3-7,15<br>Elec.light 2Dks(Stl-U teak s)&Shade dk<br>Wireless (Teak)3rd dk(Stl)in<br>Nos.1&2holds | 5825<br>4206<br>3153 | 100A-<br>10,20 ~~1,19~~<br>LMC10,20 | Liv<br>Gls | | CL<br>10,20 | 1902 | Caird&Co.<br>Ld.<br>Greenock | PacificStmNav.Co<br>WB=CellDBa63'uE&B | 400·9\|52·3\|26·2<br>FK<br>91'f165'832tFPT | Liverpool<br>British<br>7BHCem<br>38tAPT45t | T.6Cy 23½",38½"&64"-48"<br>180lb 70lb (s) 782NHP<br>2DB2SB24cfGS468HS14373<br>Caird&Co.Ld.Greenock | 29 ″ 0<br>s 6 ″ 2<br>23 ″ 6 | BT<br>till<br>10,21 |
| 24304<br>ONFJ | — SteelSc<br>Elec.light Wireless 2Dks&Spar dk | 4888<br>4512<br>3102 | | | | | 1905 | Forg.&Ch.<br>de laMédit.<br>Havre | Cie.Générale<br>Transatlantique | 354·3\|47·6\|27·3<br>P47'B72'F51' 34·4 | Havre<br>French<br>WB | T.3Cy.25½",39"&63½"-44"<br>267NHP<br>Forg.&Ch.de laMédit.Hav. | | V |
| 24305<br>NBQT | — SteelTwinSc<br>OilEng.<br>Wireless<br>Elec.light Fitted for oil fuel 2Dks<br>Mchy.Aft Carrying Petroleum in bulk | 3013<br>2738<br>1830 | | | | | 1919 | Akt.Nakskov Skibs.<br>Nakskov | A/SDetÖstasiatiskeKompagni | 301·1\|44·1\|26·5<br>P78'B43'F53' | Copnhagn<br>Danish<br>WB | Oil Engines 4S.C.SA<br>12Cy.$19\frac{11}{16}$"-28¾"<br>A/SHolebyMotorfabrik,<br>Holeby | | N |
| 24306 | — SteelScSr<br>~~ssNNs.No.1-18~~<br>Elec.light Wireless 2Dks(Stl)<br>ssS.Fo.No.2-21 | 2548<br>1957<br>1662 | ✠100A1<br>~~8,21~~ ~~1,20~~ 3,22<br>~~BS1,20~~ ✠LMC~~12,18~~ 8,21<br>Fitted for oil fuel 11,13 F.P. above 150°F. | NOs<br>SFo | t | CL<br>~~N1,20~~<br>8,21 | 1913<br>11mo | W.Hamilton&Co.Ld.<br>Pt.Glasgow<br>A&CP | Cia.Nav. Mexicana<br>(MexicanFruit&<br>S.S.Co.Mgrs.)<br>Intermediate BH in fore hold dispensed with | 310·5\|43·2\|19·8<br>P39'B104'F36'<br>FK<br>WB=CellDBa | VeraCruz<br>Mexican<br>ptCem<br>4BHonly<br>80'uE&B44' | T.3Cy.22",36"&59"-39" (s)<br>180lb 100lb 313NHP<br>2SB,6cf, HS4760 FD<br>D.Rowan&Co.Glasgow<br>f134'532tFPT44tAPT10t | 22 ″ 2 | |
| 24307<br>105789<br>PFKM | — SteelTwinScSr<br>1Dk<br>Elec.light (Hopper Suction Dredger) | 1718<br>1509<br>683 | | | | | 1896 | Lobnitz&<br>Co.<br>Renfrew | S.Pearson&SonLd | 252·0\|41·0\|17·0 | London<br>British<br>WB | T.6Cy.15",25"&40"-30"<br>175NHP<br>Lobnitz&Co.,Renfrew | | V |
| 24308<br>HBCG | — SteelTwinScSr<br>Well deck 1Dk(Stl)<br>Elec.light | 1258<br>882<br>758 | ✠<br>12,12<br>✠<br>For Service on the Rivers Plate & Parana | Dun | | | 1912<br>12mo | Caledon<br>SB.&E.Co.Ld<br>Dundee | TheArgentine<br>Nav.Co. (Nicolás<br>Mihanovich)Ld. | 250·2\|40·1\|10·7<br>Q73'B78'F26'<br>FK<br>WB=FPT57t | Bns.Ayres<br>Argentine<br>5BHCem<br>APT23t | T8Cy(2)12",(2)20"&(4)24"<br>-24" 182NHP<br>2SB,4cf,GS78,HS2892 FD<br>CaledonSB.&E.Co.Ld.Dun | 11 ″ 6 | |
| 24309 | — SteelScSr<br>ssN.Os.No.1-95<br>1Dk | 480<br>352<br>287 | ✠<br>with freeboard<br>1,97<br>Coasting Gulf of Mexico, Tabasco & Vera Cruz | NOs | g | | 1890<br>3mo | Grangemth<br>Dkyrd.Co.<br>Grangmouth | Cia.Mexicana<br>deNav.S.A. | 170·4\|25·0\|11·0<br>P49'B52'F30'<br>FK<br>WB=FPT | Tabasco<br>Mexican<br>4BHCem<br>86tAPT28t | T.3Cy.16",26"&40"-30"<br>96NHP<br>1SB,3rf,GS52,HS1551<br>Dunsmuir&Jackson,Gls. | 11 ″ 6 | |
| 24310<br>HOST | — IronSc<br>ssS.Fo.No.3-10,90 (Tug)<br>(exGeneral ssGuaymasNo.2-97 1Dk<br>Mena,exAltata) | 116<br>112<br>79 | ✠<br>2,01 | Guaymas | a | | 1881<br>10mo | W.Walker<br>&Co.<br>London | Cia.Naviera del<br>Pacifico,S.A. | 101·5\|16·4\|9·2<br>FK | Mazatlan<br>Mexican<br>4BHCem | C.2Cy.16"&28"-18"<br>NB88 NDB88 28NHP<br>J.Watt&Co.Birmingham | | |
| 24311<br>13662<br>LMKD | **Mexico Maru** SteelTwinScSr<br>ssKob.No.2-19<br>2Dks(UptIrnptStl,MStl)<br>Elec.light &deep framing<br>Wireless Lower dk(Stl)in fore hold | 5761<br>4959<br>3560 | ✠100A1<br>~~3,21~~ ~~7,20~~ 10,21<br>✠LMC~~7,20~~<br>10,21 | Kob<br>Osa | z | ~~N0,19~~<br>10,21 | 1910<br>10mo | MitsuBishi<br>Dkyd&EWks<br>Nagasaki<br>Lloyd'sA&CP | OsakaShosen<br>KabushikiKaisha<br>WB=Cell | 407·9\|49·7\|29·8<br>P34'B152'F44'<br>FK<br>DBa131'uE&B79' | Osaka<br>Japanese<br>7BHCem<br>f137'1070tD | T.6Cy.19¼",32"&54"-48" (s)<br>200lb 578NHP<br>3SB,9cf,GS198,HS8344<br>MitsuBishiD.&E.Wks.Nag<br>Ta36'567tFPT122tAPT39t | 32 ″ 6<br>s 6 ″ 10½<br>26 ″ 0 | |
| 24312<br>216397<br>LKTG | **Mexoil** SteelTwinSc<br>Mchy.Aft 1Dk&Web frames<br>Elec.light Longitudinal framing<br>Wireless | 1370<br>1090<br>760 | ✠100A1<br>✠N[illegible]5,21<br>Carrying Petroleum in bulk<br>Coasting Service New York, West Indies & Gulf of Mexico<br>Fitted for oil fuel 7,18 F.P. above 150° F. | ... | | CL<br>N5,21 | 1918<br>7mo<br>A&CP | Alabama-<br>NewOrleans<br>TranspnCo<br>Violet,La. | Pan-American<br>Petroleum&<br>TransportCo. | 242·5\|36·9\|19·7<br>P72'F21'<br>FK<br>FPT20t | L.Angeles,<br>Cal.<br>Utd.States<br>9BHptAsp<br>APT45t | C.4Cy.16"&32"-24" (r)<br>165lb 194NHP<br>2SB,4cf,GS88,HS3414<br>StatenIs.S.B.Co.NewYork | 19 ″ 0 | |
| 24313<br>213452 | **Mexpet** SteelSc<br>(Tug)<br>Elec.light 1Dk<br>Fitted for oil fuel | 238<br>—<br>162 | | | | | 1915 | StatenIslandS.B.Co.<br>Pt.Richmond<br>N.Y. | MexicanPetroleumCorp. | 112·0\|24·5\|14·0 | NewYork<br>Utd.States | C.2Cy.18"&38"-26"<br>61NHP<br>StatenIs.SB.Co. Pt.Rchmd | | |
| 24314<br>120910<br>HFDB | **Meyun** SteelScSr<br>ssPSd.No.3-6,19<br>1Dk&ptAwng dk(Teak)<br>Elec.light | 567<br>382<br>232 | ✠100A1<br>6,19<br>~~BS0,20~~ ✠LMC6,19<br>✠NB2,22 BS2,22 | PSd | h | CL<br>12,20 | 1905<br>12mo | Ramage&<br>Ferguson,Ld.<br>Leith<br>Lloyd'sA&CP | PerimCoalCo.Ld.<br>(HintonSpalding<br>&Co.Mgrs.)<br>WB=CellD | 150·0\|30·1\|12·8<br>ptAwng dk90'<br>BK7"<br>Ba18'f33'39tFPT | Liverpool<br>British<br>4BHCem<br>23tAPT6t | T.3Cy.17",27"&45"-33" (s)<br>180 ~~160lb~~ 180lb 127NHP<br>1SB,3cf,GS69,HS~~1983~~ 2000<br>Ramage&Fergusn,Ld.Lth. | 13 ″ 6<br>s 1 ″ 3<br>13 ″ 3 | |
| 24315<br>143128<br>JWQL | **Miami** SteelSc<br>(exPionier)<br>Elec.light Ref.Mchy. Wireless | 4689<br>3058<br>2929 | | | | | 1914 | J.C.Tecklenborg A.G.<br>Geestemünde | Elders&Fyffes,Ld. | 387·5\|49·1\|22·6<br>B155'F53' | London<br>British | T.3Cy.28",45¼"&74"-53"<br>400NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 24316<br>92830<br>KNGB | — SteelTwinScSr<br>2Dks&Promenade dk<br>Elec.light Wireless | 1741<br>—<br>1312 | | | | | 1897 | W.Cramp<br>&SonsCo.<br>Philadelphia | Peninsular&Occidental S.S.Co. | 239·2\|40·1\|21·8 | NewHaven<br>Conn.<br>Utd.States | T.6Cy.18",27"&42"-24"<br>172NHP<br>W.Cramp&SonsCo.Phl. | | |
| 24317<br>ONGL | **Mica** SteelSc<br>(exTaishoMaru)<br>Elec.light 1Dk | 1262<br>1037<br>862 | | | | | 1917 | Harima<br>Dockyard<br>Hiogo | Cie.Française de<br>Marine et de<br>Commerce | 228·0\|33·0\|18·9<br>P15'B54'F27' | Rouen<br>French<br>WB | T.3Cy.14½",$24\frac{5}{16}$"&40"-30"<br>88NHP<br>OkamotoEng.Wrks.Osaka | | |
| 24318<br>135595<br>JFVD | **Michael** SteelScSr<br>ssLiv.No.1-18<br>Elec.light Wireless 2Dks(Stl)<br>Ref.Mchy. | 3172<br>2831<br>1938 | ✠100A1<br>12,21 ~~9,20~~<br>✠LMC<br>MS11,18 BS~~7,20~~ 12,21 | NYk<br>Liv | u | 10,19 | 1914<br>7mo | SirR Dixon<br>&Co.Ld.<br>Middlesbro'<br>A&CP | BoothS.S.Co.Ld.<br>WB=CellDBa90<br>uE23'f125'579tD | 300·5\|45·3\|25·7<br>P34'B76'F37'<br>FK<br>Ta23'420tFPT115t | Liverpool<br>British<br>7BHCem<br>APT25t | T.3Cy.23",38"&63"-42" (r)<br>180lb 306NHP<br>3SB,9cf,GS153,HS5067<br>N.E.MarineEngCoLdNwc | 28 ″ 0<br>s4 ″ 11½<br>23 ″ 8 | |
| 24319 | — SteelSc<br>(exFanny,ex 4thSurvey,Ham.9,98<br>Averof,exMandingo) 2Dks(1ptStl)<br>Now named "**Glauco**," See Supplement | 1700<br>1540<br>1089 | ✠<br>1,02 | Ham | Lv | | 1882<br>3mo | Harland&<br>Wolff<br>Belfast | Comm.Zaccaria<br>Oberti | 305·0\|34·2\|20·0<br>H112tF49t | Genoa<br>Italian<br>5BH1PBH | C.2Cy.32"&64"-42"<br>221NHP<br>2B,6pf,GS108,HS2985<br>Harland&Wolff,Belfast | 21 ″ 6 | |
| 24320 | — SteelScYl<br>(exAlbertosAmvourger, (Trawler)<br>exAndreasProtoclitos,exLupus) 1Dk | 132<br>121<br>45 | | | ... | | 1896 | Mackie&<br>Thomson<br>Glasgow | J.Stamatiades,<br>D.Peseris&<br>M.Jeanides | 99·3\|21·0\|10·4<br>Q17'F19'<br>BK7½" | Piræus<br>Greek | T.3Cy.10",16"&27"-20"<br>33NHP<br>Muir&Houston,Ld.Gls. | 11 ″ 6 | V |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24321<br>132266<br>HT[illegible] | **Michael Angelo** SteelScK<br>ssGms.No.2–20<br>1Dk.<br>Now named "Worsley," See No. 59563 in Supplement | 285<br>250<br>114 | ✠100A1<br>Stm Trawler<br>11,20<br>MS7,19 | Gms<br>✠LMC<br>BS8,20 | | CL<br>6,19 | 1911<br>9mo<br>Lloyd | Cochrane &Sons<br>Selby<br>'sA&CP | ShaftesburySteam FishingCo.Ld.<br>(J.E.Rushworth, Mgr.) | 133·5\|23·0\|12·0<br>Q73 F20'<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.12¾",22"&36"–24" (s)<br>200lb 75RHP<br>1SB.2pf,GS36,HS1180<br>C.D.Holmes&Co.Ld.Hull | 12 |
| 24322 | **Michael Bistis** SteelScSr<br>Now named "Marigo," See No. [illegible] in Supplement<br>ssBbo.2ndNo.3–10,16<br>(exBellagio) ssLiv.No.3–7,18<br>Elec.light 2Dks(1Stl&UptStl-ws)&deep<br>Wireless framing3Dk rule | 3919<br>3637<br>2531 | ✠100A1<br>4,20<br>✠NB7,05<br>✠NE7,18 | Gib<br>✠LMC7,18<br>BS5,20 | w | 7,18 | 1890<br>3mo<br>Lloyd | D&W Henderson&Co.<br>Glasgow<br>'sA&CP | M.A.Bestis<br>DBa50' | 360·0\|46·1\|26·3<br>P36'B82'F48'<br>BK11"<br>f56'&uE&B70'579t | Andros<br>Greek<br>6BHCem<br>FPT122t | T.3Cy.24",40"&66"–48" (s)<br>180lb 80lb NDB05 327NHP<br>3SB,9rf,GS165,HS5577<br>FawcettPreston&CoLdLiv | 29 |
| 24323<br>145019 | **Michael Ging** SteelScK<br>ssMil.No.3–12,20<br>Elec.light 1Dk | 280<br>250<br>117 | 100A1<br>StmTrawler<br>3,22 ~~12,20~~ | Mil<br>LMC12,20 | | CL<br>12,20 | 1918<br>Lloyd | G.Brown &Co.<br>Greenock<br>'sA&CP | TheAdmiralty | 125·6\|23·5\|12·7<br>Q72'F21'<br>BK7½" | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 61RHP<br>1SB,3pf,GS49,HS1590<br>Gauldie,Gillespie& Co.Gls | 13 |
| 24324<br>145118 | **Michael Griffith** SteelScK<br>Mchy.Aft 1Dk(Stl) | 290<br>249<br>127 | ✠100A1<br>StmTrawler<br>4,19 | Hul<br>✠LMC4,19 | | CL | 1919<br>3mo<br>Lloyd | Cook, Welt'n&Gemmell<br>Ld.Selby<br>'sA&CP | H.Leetham&Sons, Ld. (R.D.T.Birt, Mgr.) | 125·5\|23·5\|12·7<br>Q72'F21'<br>BK7½" | London<br>British<br>3BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 86RHP<br>1SB,3pf,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 |
| 24325<br>45688<br>LRKW | **Michael Kelly** IronAuxSc3MstSr<br>OilEng.<br>ssApl.3rdNo.3–4,09<br>ssPly.No.2–17 1Dk<br>(See Sailing Ship Register) | 138<br>137<br>95 | ✠ 90A1<br>7,18 | Cff | | | 1871<br>8mo | W.Allsup &Sons<br>Preston<br>A&CP | CremyllShipping Co.Ld.(A.G. Greatrex, Mgr.) | 112·0\|20·1\|9·9<br>ND90 BK6" | Liverpool<br>British<br>4BHCem | Oil Engines 2S.C.SA<br>2Cy.12"–13" 23NHP<br>NEfitted18<br>A.&E.Woodward,Keighley | 10 |
| 24326 | **Michael L. Embiricos** SteelSc<br>(exWarMalayan)<br>Elec.light Wireless 1Dk(Stl) | 5197<br>4755<br>3158 | ✠100A1<br>~~6,21 11,20~~ 12,21 | NNs<br>Bry<br>✠LMC6,18 | y | CL | 1918<br>6mo<br>Lloyd | Caird&Co. Ld.<br>Greenock<br>sA&CP | S.G.Embiricos<br>CellDB | 400·3\|52·3\|28·5<br>P50'B113'F39'<br>FK<br>345'1122t FPT123t | Andros<br>Greek<br>7BHptCem<br>APT90t | T.3Cy.27",44"&73"–48" (s)<br>180lb 490NHP<br>3SB,9cf,GS190,HS7020 FD<br>Caird&Co.Ld.Greenock | 31 |
| 24327<br>LJAD | **Michael Lund** SteelScSr<br>ssSld.No.3–10,04<br>(exRegimen) ssRot.No.2–13<br>1Dk(Irn)&Webframes&<br>ptAwngdk(Irn) | 1942<br>1383<br>1243 | ✠<br>10,19 ✠<br>ptAwngdk<br>withfreeboard | Rot | r | | 1891<br>9mo | Sunderlnd S.B.Co.Ld.<br>Sunderland | NorthernS.S.Co. Ld.<br>WB | 265·2\|38·2\|17·2<br>P23'Q84'<br>ptAwngdk158' FK<br>=Cell DB218' 390t | Mariopol<br>Russian<br>6BHCem<br>APT49t | T.3Cy.20",34"&56"–36"<br>NDB04 192NHP<br>2SB,6cf,GS90,HS2928<br>N.E.MarineEng.CoLdNwc | 19 |
| 24328<br>MGLC | **Michael Sars** SteelScSr<br>Elec.light 1Dk | 226<br>191<br>75 | | | | | 1900 | Fredrkstad Mek.Værks.<br>Fredrikstad | DenNorskeStat (Fiskeridirektören) | 126·3\|23·2\|10·9<br>H34t | Chrstiania<br>Norwegian<br>WB | T.3Cy.10½",17"&28"–22"<br>37NHP<br>FredrikstadM.V.Frdstad | |
| 24329<br>~~842~~<br>~~HBLN~~<br>145479 | **Michael Sideroff** SteelTwinSc<br>(exEmperorNicolasII.) 1Dk(Stl)&<br>Elec.light Spardk&deepframing | ~~1212~~ 1186<br>853<br>~~649~~ 742 | ✠<br>Spar dk<br>withfreeboard<br>4,96 ✠ | Nwc | o | | 1896<br>4mo | W.Dobson &Co.<br>Newcastle | European ShippingCo.Ld (A.Rappoport, Mgr.)<br>CellDBa66' | 238·0\|32·0\|12·2<br>P63'B52'F57' 19·4<br>FK<br>f92' 173t | Newcastle<br>British<br>5BHCem<br>APT42t | T.6Cy.14",22½"&37"–27"<br>169NHP<br>2SB,6cf,GS108,HS2920<br>N.E.MarineEng.CoLdNwc | 20 |
| 24330<br>105190<br>PTJB | **Michaelston** SteelScSr<br>ssCff.No.3–10,09<br>(exChiverstone) ssHpl.No.2–19<br>1Dk(Irn)2trB&Web<br>frames 3Dk rule | 2943<br>2743<br>1817 | ✠100A1<br>withfreeboard<br>7,21 ~~9,20~~<br>MBS8,20 | Npt<br>✠LMC9,19 | u | 9,19 | 1897<br>8mo | Richardsn Duck&Co.<br>Stockton<br>A&CP | TheTimesShippingCo.Ld.<br>WB=CellDBa | 330·0\|43·1\|23·2<br>P31'B90'F34'<br>FK<br>110'uE24'f136'696t | Cardiff<br>British<br>5BHCem<br>APT114t | T.3Cy.22½",37"&61"–42" (r)<br>180lb 100lb NDB19 253NHP<br>2SB,6rf,GS102,HS3800<br>Blair&Co.Ld.Stockton | 25 |
| 24331<br>~~HKCN~~ | **Michail** SteelScSr<br>Now named "Castro," See No. 36879 in Supplement<br>(exSappho) 1Dk<br>Ref.Mchy. | 1362<br>902<br>832 | | | | | 1898 | CaledonS. B.&E.Co.Ld.<br>Dundee | EllermansWilson Line,Ld. | 263·6\|32·0\|15·0<br>P&B116'F34' | Hull<br>British<br>WB | T.3Cy.18",32"&56"–36"<br>188NHP<br>CaledonSB.&E.Co.Ld.Dun | |
| 24332<br>379 | — SteelScSr<br>Elec.light 2Dks | 677<br>609<br>422 | | | | | 1904 | F.Schichau<br>Elbing | A.Schowalda | 189·3\|27·3\|17·0 | Odessa<br>Russian<br>WB | T.3Cy.21$\frac{7}{10}$",34$\frac{7}{10}$"&49$\frac{3}{5}$"–21$\frac{3}{10}$"<br>114NHP<br>F.Schichau,Elbing | |
| 24333<br>553 | — SteelScSr<br>(exTriantis,<br>exRoubaix) Well deck 1Dk | 637<br>404<br>298 | | | … | | 1892 | Mackie& Thomson<br>Glasgow | Ch.A.Théofanis | 170·0\|25·6\|12·0<br>Q82'B14'F21'<br>BK7" | Taganrog<br>Russian<br>WB | T.3Cy.13½",22"&34"–24"<br>73NHP<br>Muir&Houston,Glasgow | 12 |
| 24334 | **Michaïl** IronSc<br>(Tug)<br>1Dk | 133<br>—<br>55 | | | | | 1876 | ................<br>Newcastle | Vve.A.Jacquemin | 70·3\|21·0\|10·1 | Algiers<br>French | C.2Cy.11⅝"&21⅝"–12⅝"<br>14NHP | |
| 24335 | **Michail Archangel** IronScSr<br>ssLiv.No.3–10,96<br>(exCephalonia, ssHpl.No.2–04<br>exBratiaParamonovi, 2Dks(1Irn)<br>exRazetoB.,exEuripides) | 1411<br>—<br>959 | ✠<br>3,10<br>✠ | Mes | r | | 1883<br>5mo | Caird, Purdie&Co.<br>Barrow | A.D.Tchirkovitch<br>WB= | 250·7\|35·1\|21·8<br>P37'B53'F37'<br>FK<br>FPT32t MT24'208t | 4BHCem<br>DTa34'283t | C.2Cy.31"&60"–42"<br>NDB99 195NHP<br>2SB,6pf,GS102,HS3385<br>W.Kemp,Glasgow | 23 |
| 24336 | **Michel Mazzella** SteelSc<br>(exDageid,ex<br>Fagersand) Elec.light 1Dk&SparDk | 1021<br>834<br>486 | | | | | 1906 | A.Vuijk& Zonen<br>CapelleYsel | M.Mazzella&Co. | 210·8\|32·2\|16·9<br>P42tH42tF26t | Oran<br>French | T.3Cy.17½",28½"&47"–30"<br>121NHP<br>G.T.Grey,SouthShields | |
| 24337<br>QRJW | **Michelangelo** SteelScSr<br>Wireless<br>Elec.light 1Dk&ptAwngdk | 2456<br>2225<br>1534 | | | … | | 1895 | J.Laing<br>Sunderland | Dall'Orso&Co. | 300·0\|41·0\|18·1<br>P23'Q96'<br>ptAwngdk180' FK | Spezia<br>Italian<br>WB | T.3Cy.22½",37"&61"–39"<br>260NHP<br>T.Richrdsn&Sons,Ld.,Hpl | 20 |
| 24338<br>8<br>QRKL | **Michele** WoodSc<br>(Tug)<br>C11,14 1Dk | 105<br>—<br>7 | | | | | 1907 | F.Parodi<br>Pegli | Impresa M.Calderai | ........................ | Civitavecchia<br>Italian | T.3Cy.14⅗",21⅗"&35⅗"–21¼"<br>Soc.Co-op.Prod. 59NHP<br>Sampierdarena | |
| 24339<br>17381<br>MPCN | **Michi Maru** SteelSc | 1384<br>—<br>736 | | | | | 1914 | ................ | TochikiShoji KabushikiKaisha | 245·0\|34·0\|20·5 | Wakamatsu<br>Japanese | | |
| 24340<br>108337<br>QCKS | **Michigan** SteelTwinSc4MstSr<br>(exIrishman,exMonmouth)<br>Elec.light 2Dks&Spardk<br>Wireless Sub.Sig. &Shadedk | 8162<br>7575<br>6280 | | | … | | 1898 | Harland& Wolff,Ld.<br>Belfast | AtlanticTransport Co.Ld. | 490·5\|56·3\|25·0<br>32·9<br>FK&BK3" | Liverpool<br>British | T.6Cy.19",31"&52"–48"<br>478NHP<br>Fawcett,Preston&Co.Liv. | 36 |
| 24341<br>203206 | — SteelScSr<br>Sub.Sig. Wireless<br>Elec.light Mchy.Aft 1Dk | 6924<br>—<br>5476 | | | | | 1906 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | ClevelandCliffs IronCo. | 530·0\|56·2\|32·0 | Marquette<br>Utd.States<br>WB | T.3Cy.23",37"&63"–42"<br>Great 257NHP<br>LakesEng.Works,Detroit | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | Registers in which classed, if not in L. Date of B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24342<br>ONGT | **Michigan** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 6419<br>6368<br>4023 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~8,21~~ ~~4,20~~<br>9,21<br>✠LMC4,20 | Sld<br>~~Hav~~ | *a*†<br>NN | CL | 1920<br>4mo<br>*Lloyd* | JLThompson&Sons,Ld<br>Sunderland<br>'*sA&CP*<br>*CellDB*366 | Cie.Générale<br>Transatlantique<br>'1361*t DTa*27'1028 | 412·5<br>F36'*onShelter dk*<br>FK *Collisio*<br>*tFPT*154*tAPT*88*t* | 55·5 | 34·4 | Havre<br>French<br>*Cem*<br>*n BHtoShdk*<br>6 „ „ *U* „ | T.3Cy.27",45"&75"–54" (*s*)<br>180lb 564NHP<br>4SB,*12cf*,GS260,HS9760<br>J.Dickinson&Sons,Ld.Sld. | 37 ″ 0<br>s 8 ″ 11½<br>28 ″ 6 | |
| 24343<br>98904 | — SteelPad | 1730<br>1349<br>778 | | | | | 1890 | F.W.<br>Wheeler&Co.<br>W.BayCity | CanadianPacific<br>RailwayCo. | 296·5 | 41·3 | 15·6 | London<br>British | 2Cy.50"–114"<br>411NHP<br>S.F.Hodge&Co.,Michigan | | |
| 24344<br>91652 | **Michigan Central** IronPad<br>1*Dk* | 1522<br>1410<br>1000 | | | | | 1884 | Detroit<br>DryDockCo.<br>Wyandotte | KelleyIslandLime<br>&TransportCo. | 263·3 | 45·6 | 15·3 | Cleveland, Ohio.<br>Utd. States | H.4Cy.28"–48"<br>167NHP<br>DetroitD.D.Co.Wyandotte | | |
| 24345<br>141084<br>KJMD | **Mickleton** SteelSc3Mst ~~SteelSc~~<br>*Elec.light* *Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 500<br>541<br>364 | ✠100A1<br>~~10,21~~ ~~8,21~~ 2,22<br>~~(ClassContemplated)~~<br>✠LMC8,21 | Hul<br>~~Gms~~ | *j* | CL<br>9,21 | 1921<br>8mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>*sA&CP* | W.C.Bradley&<br>Sons | ~~180·0~~<br>Q101'B11'~~F22'~~F23'<br>180·4<br>*CellDBf*99'155*tFPT*52*tAPT*34*t* FK | ~~30·0~~<br><br>30·1 | ~~14·0~~<br><br>11·7 | Hull<br>British<br>3*BHCem* | T.3Cy.14½",24"&40"–27" (*s*)<br>180lb 109NHP<br>2SB,*4pf*,GS64,HS1950<br>C.D.Holmes&Co.Ld.Hull | 14 ″ 0<br>s 4 ″ 2½<br>13 ″ 6 | |
| 24346<br>216680<br>LMHP | **Middlebury** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 2585<br>2097<br>1469 | | | .... | 4,21 | 1918<br>7mo | ThePusey<br>&JonesCo.<br>Wlmgtn, Del.<br>A&CP | UnitedStates<br>ShippingBoard<br>(WestIndiaS.S.Co. *Mgrs.*)<br>*Cell* | 298·9<br>P29'B75'F29'<br>FK<br>*DB*254'702*t FPT*10 | 44·0 | 19·7 | Wlmngton (Del.)<br>Utd. States<br>5*BHCem*<br>6*tAPT*137*t* | 1 Geared Steam Turbine<br>200lb (*s*) 309NHP<br>2SB,*4cf*,GS84,HS4258 FD<br>DeLavalSteamTurbineCo.<br>Trenton,N.J. | 22 ″ 3<br>s 3 ″ 7<br>19 ″ 0 | |
| 24347<br>128049<br>HRBS | **Middleham Castle** SteelScSr<br>*ss*NYk.No.2–18<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Wireless *Longitudinal framing* | 4534<br>4175<br>2900 | ✠100A1<br>2,22 ~~1,21~~<br>BS1,21 ✠LMC5,18<br>*Carrying oil* | Lon<br>Gr<br>*fuel F.* | *y*<br>*P.* | CL<br>1,21<br>*above* | 1910<br>6mo<br>*Lloyd*<br>150° F | W.Hamilton&Co.Ld.<br>PortGlasgow<br>'*sA&CP* *W*<br>.*in DB* | Lancashire Shppg.<br>Co.Ld(J.Chambers<br>&Co.*Mgrs.*)<br>*B*= *CellDBa*119'*u* | 380·0<br>P35'B113'F42'<br>FK<br>*E&B* 36'*f*170' 1000*t* | 50·0 | 26·9 | Liverpool<br>British<br>6*BHCem*<br>*APT*27*t* | T.3Cy.25½",42"&70"–48" (*s*)<br>180lb *90lb* 425NHP<br>2SB,*6cf*,GS124,HS5870 FD<br>D.Rowan&Co.Glasgow | 29 ″ 6<br>s 5 ″ 6<br>24 ″ 4 | |
| 24348 | **Middlesex** SteelSc<br>*For full particulars See No. 38358 in Supplement*<br>*Elec.light* Wireless<br>*Ref.Mchy.* *CruiserStern* | 9750<br>6185<br>6190 | 100A1<br>*Shelter dk*<br>(*ClassContemplated*) | | | | 1920 | Swan,Hunter& Wigham<br>Richardson,<br>Ld.Newcastle | FederalStm.Nav.<br>Co.Ld. | 460·0<br>B268'F50' | 62·8 | 35·2 | British | 2 Steam Turbines<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 37 ″ 9<br>s 9 ″ 0<br>29 ″ 1 | |
| 24349<br>210644<br>LOQD | — SteelScSr<br>Wireless<br>*Elec.light* *Mchy.Aft* 1*Dk*<br>Sub.Sig. | 4727<br>4109<br>2780 | | | | | 1912 | NewYork<br>S.B.Co.<br>Camden,N.J. | CoastwiseTransportationCo.Inc.<br>(UnitedAmerican<br>Lines,Inc.*Mgrs.*) | 369·0<br>P80'B17'F33' | 50·1 | 28·0 | Boston<br>Utd. States<br>*WB* | T.3Cy 23¼",38½"&67"–45"<br>301NHP<br>NewYorkSBCo.CamdnNJ | | R |
| 24350<br>92699<br>KMQF | **Middletown** SteelTwinSc<br>1*Dk*&*SaloondkWebframes* | 1483<br>—<br>1008 | | | | | 1896 | Neafie&<br>LevyCo.<br>Philadelphia | Hartford&New<br>YorkTransportationCo. | 243·3 | 45·6 | 14·0 | Hrtfrd Con<br>Utd. States<br>*WB* | C.4Cy.20"&40"–28"<br>158NHP<br>Neafie&LevyS.&E.B.Co. | | |
| 24351 | **Midget** SteelScSr<br>(*ex*Wiegand,*ex*Guadiana)<br>2*Dks* | 499<br>429<br>292 | | | | | 1902 | Schiffsw.v.<br>HenryKocb<br>Lübeck | UnitedStates<br>ShippingBoard | 145·6<br>B45'F17' | 24·6 | 16·2 | Manila<br>Utd. States<br>*WB* | C.2Cy.15¾"&27⅜"–19¾"<br>27NHP<br>J.F.Ahrens,Altona | | |
| 24352<br>130696<br>KSQP | **Midland** SteelSc<br>(*ex*NewportNews) 1*Dk* | 1535<br>—<br>1044 | | | | | 1895 | NwprtNws<br>S.B.&D.D.Co.<br>Nwprt.Nws. | Norfolk&WashingtonStmboat.Co. | 260·0 | 46·0 | 14·1 | Washngtn D.C.<br>Utd.States | T.3Cy.24,"31"&62"–36"<br>231NHP<br>Newprt.Nws.S.B.&D.D.Co. | | |
| 24353<br>116661 | **Midland King** Iron&SteelSc<br>*Elec.light* Wireless 1*Dk2trB* | 3965<br>3959<br>2450 | | | | | 1903 | Collingw'd<br>S.B.Co.Ld.<br>CollngwdOnt | CanadaSteamship<br>Lines,Ld. | 366·5 | 48·0 | 28·0 | MidlndOnt<br>British<br>*WB* | T.3Cy.20",33½"&55"–40"<br>Bertram 191NHP<br>Eng.WorksCo.,Toronto | | |
| 24354<br>116669 | **Midland Prince** SteelSc<br>*Elec.light* Wireless | 6133<br>5903<br>4560 | | | | | 1907 | Collingw'd<br>S.B.Co.<br>Collingwood | CanadaSteamship<br>Lines,Ld. | 486·0<br>len11 | 55·0 | 27·0 | MidlndOnt<br>British<br>*WB* | T.3Cy.23",38½"&63"–42"<br>257NHP<br>CollingwoodS.B.Co. | | L |
| 24355<br>MGBT | **Midnatsol** SteelScSr<br>*Elec.light Ref.Mchy.* 1*Dk*&*Awngdk2trB* | 978<br>860<br>505 | | | | | 1910 | Bergens<br>Mek.Værks.<br>Bergen | Bergenske<br>Dampskibsselskab | 202·8<br>H118*t* | 31·1 | 19·8 | Bergen<br>Norwegian<br>*WB* | T.3Cy.19",30"&52"–33"<br>155NHP<br>BergensMekVærksBergen | | |
| 24356<br>22656<br>NVMS | **Midori Maru** WoodSc | 767<br>—<br>434 | | | | | 1918 | ................. | MatsuiManroku | 186·1 | 31·4 | 17·0 | Higashino<br>Japanese | | | |
| 24357<br>1385<br>HJTR | **Midorigawa Maru** SteelScSr<br>2*Dks* | 408<br>382<br>245 | | | | | 1894 | Kawasaki<br>DckyrdCoLd.<br>Kobe | OsakaShosen<br>KabushikiKaisha | 164·7 | 20·2 | 15·7 | Osaka<br>Japanese | T.3Cy.13½",22"&36"–24"<br>NB07 63NHP<br>KawasakiDockyardCo.Ld. | | |
| 24358 | **Midsland** SteelScSr<br>*ss*Rot.No.1-20<br>*Well deck* 1*Dk*(*Stl*) | 1085<br>758<br>615 | ✠100A1<br>2,21<br>✠LMC6,20<br>BS7.21 | Rot | *n* | 6,20 | 1915<br>10mo | Maats.<br>Fyenoord<br>Rotterdam<br>A&CP *W* | Soc.Navale<br>Charbonnière<br>*B*= *Cell DBa* 58' *u* | 224·8<br>Q72'B55'F22'<br>FK<br>*E*19'*f*98' 301*t FPT* | 33·2 | 14·3 | Antwerp<br>Belgian<br>4*BHCem*<br>17*tAPT*12*t* | T.3Cy.17½",29"&46"–36" (*r*)<br>180lb 155NHP<br>2SB,*4cf*,GS78,HS2620<br>Maats.Fyenoord,Rot. | 15 ″ 1<br>s 1 ″ 3½<br>14 ″ 1 | |
| 24359<br>JVGQ | **Midthordland** SteelScSr<br>1*Dk* | 143<br>86<br>75 | | | | | 1890 | Christiansands Mk.Vrk<br>Chrstiansand | Midthordlands<br>Dampskibsselskab<br>(B.Samuelsen *Mg.*) | 101·6<br>Q13*t* B29*t* H6*t* F9*t* | 17·3 | 8·6 | Bergen<br>Norwegian | C.2Cy.13⅓"&24"–18½"<br>21NHP<br>ChristiansandsM.V. | | |
| 24360<br>215153 | **Midvale** SteelSc<br>*Elec.light* *Mchy.Aft*<br>Sub.Sig. 1*Dk* | 8271<br>—<br>6564 | | | | | 1917 | Gt.Lakes<br>Eng.Works<br>Ashtabula, O. | Johnstown<br>SteamshipCo.<br>(M.A.Hanna&Co.) | 580·0 | 60·0 | 32·0 | Fairport<br>Utd. States<br>*WB* | T.3Cy.24½",40"&65"–42"<br>Great 274NHP<br>LakesEng.Works,Detroit | | L |
| 24361<br>220920 | **Midway** SteelSc<br>*Carrying oil in bulk* | 978<br>—<br>586 | | | | | 1920 | .................<br>BayPoint,Cal | AssociatedOilCo. | 193·0 | 38·0 | 15·1 | S.Frncisco<br>Utd. States | | | |
| 24362 | **Mies en Truus** SteelScSr<br>*ss*Ymu.No.3–11,17<br>1*Dk* | 222<br>210<br>64 | ✠100A1<br>*Stm Trawler*<br>9,21 ~~9,20~~<br>~~BS9,20~~ ✠LMC~~11,17~~ 9,21 | Ymu | | ~~10,19~~<br>9,21 | 1905<br>11mo<br>*Lloyd* | Nederl.<br>Schps. Maats.<br>Amsterdam<br>'*sA&CP* | N.V.Algemeene<br>Vissch.Maats. | 129·0<br>BK7"<br>*WB*=*DBu* | 22·2 | 8·4 | Ymuiden<br>Dutch<br>6*BHCem*<br>*Bkr*16'14*t* | T.3Cy.11⅞",18⅞"&31½"–23½"<br>160lb (*s*) 67NHP<br>1SB,*2cf*,GS36,HS1300<br>NedFb.v.Wrk&Spoor,Ams | 12 ″ 0 | |
| 24363 | **Mietzing** SteelScSr<br>1*Dk2trB* | 494<br>384<br>265 | | | | | 1891 | J.W.Klawitter<br>Danzig | F.G.Reinhold | 172·2<br>Q46' B45' F21' | 25·1 | 11·0 | Danzig<br>*WB* | T.3Cy.13",21¾"&35½"–25½"<br>64NHP<br>J.W.Klawitter,Danzig | | |

| 1 Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit.<br>Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24364<br>22394<br>NTLJ | **Mifuku Maru** SteelSc | 1202<br>—<br>653 | | | | | 1918 | ................ | MifukuKisen<br>KabushikiKaisha | 200·0 | 33·0 | 20·0 | Nagasaki<br>Japanese | | |
| 24365<br>24036<br>RGPJ | **Mifune Maru** WoodSc | 607<br>—<br>333 | | | | | 1918 | ................ | HatanakaSaiichi | 169·6 | 27·0 | 14·9 | Kobé<br>Japanese | | |
| 24366 | **Miguel Bittar** SteelScSr<br>(*ex*Mucuripe)<br>*Elec.light* 1*Dk*(*Teak*)&<br>*Promenade dk*(*Teak*) | 173<br>141<br>145 | ✠<br>*For Riverpurposes only*<br>11,10 ✠ | Liv | | | 1910<br>11mo | LythamSB<br>&E.Co.Ld.<br>Lytham | M.Bittar | 124·0<br>F22' | 24·1 | 6·2<br>FK | Para<br>Brazilian<br>5*BHAsp* | C.2Cy.14"&30"-21"<br>57NHP<br>1SB,*2pf*,GS36,HS1220<br>LythamSB&ECo.Ld.Lytm | 6 |
| 24367<br>207082<br>LBHV | **Miguelito** SteelScSr<br>1*Dk* | 276<br>—<br>155 | | | | | 1910 | ForeRiver<br>S.B.Co.<br>Quincy,Mass | PortoRico<br>MercantileCo. | 126·2 | 29·1 | 7·5 | NewYork<br>Utd.States | | |
| 24368<br>9328<br>JTBD | **Miharu Maru** IronSc3MstSr<br>(*ex*MihairuMaru, *ss*Cal.No.3–9,95<br>*ex*Michail, *ss*Gls.No.1–99<br>*ex*ClanGrant) 2*Dks*(*Irn–U*ws)3*trB* | 3580<br>—<br>2067 | 4,01 | Cff | *w* | | 1883<br>1mo | A.Stephen<br>&Sons<br>Glasgow | IshikariSekitan<br>KabushikiKaisha | 350·5<br>P240'F48'<br>ND95 | 41·1 | 26·6<br>BK11" | Yokohama<br>Japanese<br>4*BHCem* | C.2Cy.44"&80"-48"<br>355NHP<br>2DB,*12pf*,GS186,HS5899<br>A.Stephen&Sons,Glasgow | 28 |
| 24369<br>15870<br>MGVF | **Miho Maru** SteelScSr<br>1*Dk* | 512<br>457<br>297 | | | | | 1913 | OsakaIron<br>Works<br>Osaka | MatsudaKisen<br>KabushikiKaisha | 163·4 | 25·9 | 14·4<br>*WB* | Nishinomiya<br>Japanese | T.3Cy.12",20"&34"-22"<br>54NHP<br>OsakaIronWorks,Osaka | |
| 24370<br>20749<br>NKMH | — WoodSc | 466<br>—<br>307 | | | | | 1918 | ................ | MihoKisen<br>GomeiKaisha | 142·3 | 26·4 | 15·6 | Kobe<br>Japanese | | |
| 24371<br>23104<br>RBLJ | **Miho Maru No. 2** WoodSc | 826<br>—<br>486 | | | | | 1918 | ................ | MihoKisen<br>GomeiKaisha | 178·0 | 30·5 | 19·1 | Kobe<br>Japanese | | |
| 24372<br>1078<br>HGPJ | **Miike Maru** SteelScSr<br>*ss*Yka.No.3–11,00<br>1*Dk*(*Stl*)&*Spardk*(*ptStl*–ws)2*trB* | 3227<br>2989<br>1933 | ✠<br>*Spar dk*<br>12,03 ✠ | Rot | *u* | | 1888<br>3mo | R.Thompson&Sons<br>Sunderland | NipponYusen<br>KabushikiKaisha<br>*WB=Cell* | 320·0<br>B70'F37'<br>NDS98<br>*DB* 250' 367*t FPT* | 42·0 | 19·8<br>27·5<br>BK10" | Tokio<br>Japanese<br>6*BHCem*<br>111*tAPT*9*t* | T.3Cy.25",40"&66"-45"<br>NDB98 291NHP<br>2DB,*8cf*,GS138,HS4525<br>J.Dickinson,Sunderland | 30 |
| 24373<br>19215<br>NBTP | **Miikesan Maru** SteelScSr<br>*ss*Kob.No.1–21<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>Wireless *Longitudinal framing* | 3179<br>2757<br>1987 | ✠100A1<br>~~1,21~~ ~~1,20~~ 8,21<br>✠LMC~~1,20~~ 4,21 | Kob | *t* | CL<br>~~1,20~~<br>4,21 | 1916<br>6mo<br>*Lloyd* | OsakaIron<br>Works,Ld.<br>Innoshima<br>*'sA&CP* | MitsuiBussan<br>Kaisha,Ld.<br>*CellDB*255'51 | 305·0<br>P19'B82'F32'<br>8*t DTa*25'534*t FPT* | 43·7 | 27·2<br>FK | Kobe<br>Japanese<br>5*BHCem*<br>112*tAPT*20*t* | T.3Cy.22",37"&61"-42" (*s*)<br>180lb 288NHP<br>2SB,*6cf*,GS90,HS3824 FD<br>OsakaIronWrks.Ld.Osaka | 27<br>s4<br>23 |
| 24374<br>PMFH | **Mijdrecht** SteelSc3MstSr<br>*ss*Rot.No.2–19<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes*<br>Sub.Sig. Wireless | 3476<br>2831<br>2169 | ✠100A1<br>*Trunk dk*<br>3,21<br>✠LMC3,21<br>*CarryingPetroleum in bulk* | Ham | *u* | 5,20 | 1912<br>12mo<br>*Lloyd* | Rotterdam<br>Droogd.Maat<br>Rotterdam<br>*'sA&CP* | N.V.Maats.Stoomship"Mijdrecht"<br>(Ph.vanOmmeren, *Mgr.*) | 325·2<br>P71'F33' | 47·3 | 22·6<br>FK | Rottrdam<br>Dutch<br>15*BHptAsp* | T.3Cy.23",38"&62"-42" (*s*)<br>180lb *180lb* 311NHP<br>2SB,*6cf*,GS120,HS4270 FD<br>RotterdamDroodg.Maats. | 24<br>s3<br>20 |
| 24375<br>TGDR | **Mijer** SteelScSr<br>*OilEng.*<br>*Elec.light* 1*Dk* | 1727<br>1716<br>1127 | | | | | 1914 | Wrf.voorh.<br>Rijkee&Co.<br>Rotterdam | Koninkl.Paketv.<br>Maats. | 278·2<br>P34'F30' | 41·2 | 16·8<br>*WB* | Batavia<br>Dutch | Oil Engines 4 S.C.SA<br>6Cy.22"–39⅜" 228NHP<br>NedFb.v.Wrk&Spoor,Ams | |
| 24376<br>121063<br>HDFJ | **Mikado** SteelScK<br>*ss*Gms.No.3–3,19<br>1*Dk* | 265<br>235<br>107 | ✠100A1<br>*Stm Trawler*<br>3,20 ✠LMC3,19 | Gms | | CL<br>N10,19 | 1905<br>8mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Beverley<br>*'sA&CP* | ~~HeadwaySteamFishingCo.Ld.(W.Jagger,*Mgr.*)~~<br>W.F.Goodwin | 130·0<br>Q70' | 22·2 | 11·9<br>BK8" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¾",22"&36"-24" (*s*)<br>200lb 79RHP<br>1SB,*2cf*,GS40,HS1312<br>Amos&Smith,Hull | 12 |
| 24377<br>10295<br>LBMD | **Mikado Maru** IronScSr<br>(*ex*Allemannia)<br>2*Dks*3*trB* | 1850<br>—<br>1142 | | | ... | | 1881 | Dobie&Co.<br>Glasgow | TanakaKozan<br>KabushikiKaisha | 288·0<br>Q46'B35'F32' | 33·3 | 23·5<br>*WB* | Hamadera<br>Japanese | C.2Cy.34"&62"-42"<br>208NHP<br>J.Howden&Co.Glasgow | |
| 24378<br>150383<br>KQBW | **Mikahala** WoodScSr<br>1*Dk* | 444<br>—<br>354 | | | | | 1888 | W.G.Hall<br>PortBlakeley | InterIslandSteam<br>Nav.Co.Ld. | 147·2 | 30·0 | 12·5 | Honolulu<br>Utd.States | C.2Cy.19"&38"-24"<br>E.*blt*.83*fttd*.88NB96 59NHP<br>W.Deacon,SanFrancisco | |
| 24379 | **Mikaki Maru** SteelSc | 1200<br>—<br>838 | | | | | 1916 | OsakaIron<br>Works<br>Osaka | Ching-KeeS.N.Co.<br>Ld. | 230·0 | 33·5 | 18·5 | Chefoo<br>Chinese | | |
| *Now* | *named* "Chenglee," *See Supplement* | | | | | | | | | | | | | | |
| 24380<br>136974 | **Mikasa** SteelScK<br>*ss*Cff.No.1-19<br>*Elec.light* 1*Dk* | 274<br>245<br>107 | ✠100A1<br>*StmTrawler*<br>4.21 ~~4,19~~ ✠LMC4,19<br>BS5,21 | Cff | | CL<br>~~4,19~~<br>5,21 | 1915<br>4mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>*'sA&CP* | Neale&West,Ld. | 125·0<br>Q72'F21' | 23·5 | 12·8<br>BK7½" | Cardiff<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 87RHP<br>1SB,*3pf*,GS50,HS1616<br>Smith'sDockCo.Ld.Mdb. | 13 |
| 24381<br>8978<br>JNGW | **Mikawa Maru** SteelScSr<br>*ss*Kob.No.3–6,06<br>(*ex*Kirkdale) 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&<br>*deep framing* | 2886<br>2619<br>1818 | ✠<br>*Spar dk*<br>3,07 ✠ | Kob | *u* | | 1894<br>2mo | Bartram,<br>Haswell&Co.<br>Sunderland | NipponYusen<br>KabushikiKaisha<br>*WB* | 310·0<br>P30'B72'F36'<br>= *Cell DB* 238'460*t* | 41·1 | 18·3<br>25·8<br>FK | Tokio<br>Japanese<br>5*BHCem*<br>*APT*40*t* | T.3Cy 23$\frac{9}{16}$",38"&62"-42"<br>253NHP<br>2SB,*6rf*,GS100,HS3850<br>J.Dickinson,Sunderland | 28 |
| 24381*<br>22930<br>NWRB | — WoodSc | 455<br>—<br>295 | | | | | 1918 | ................ | AichiKisenGoshi<br>Kaisha | 140·8 | 26·0 | 14·9 | Nishinomiya<br>Japanese | | |
| 24382<br>23360<br>RONB | **Miki Maru** WoodAuxScSr | 199<br>—<br>125 | | | | | 1918 | ................ | Sasahara<br>Sadajiro | 96·9 | 24·8 | 11·3 | Shinagawa<br>Japanese | | |
| 24383 | **Mikula Seleaninovitch** Steel<br>(*Icebreaker*) TwinScSr<br>*Elec.light* 2*Dks*(1*Stl*&*Udk ptStl*-ws)<br>*Cruiser Stern* *pt*3*rd dk*(*Stl*) | *3575*<br>*3165*<br>*2042* | ~~✠100A1~~<br>1,22 11,20<br>✠~~LMC12,16~~ | Chb | *v* | CL | 1916<br>11mo<br>*Lloyd* | Canadian<br>Vickers,Ld.<br>Montreal<br>*'sA&CP* | RussianGovernment<br>*Cell DBuE&B*136'*f* 43'<br>*DTa* 19'103*t SideTanks* | 275·0<br>F63'<br>381*tDTf*20'292*t*<br>*f*43' 181*t FPT* 107*t* | 57·8 | 28·4<br>FK | Archangel<br>Russian<br>6*BHCem*<br>*APT*274*t* | T.6Cy.29",46"&76"-48" (*s*)<br>180lb HS22112 1355NHP<br>2D&4SB,*24cf*,GS420<br>CanadianVickers,Ld.Brw. | 32 |
| 24384<br>22280<br>NTBH | **Mikuni Maru** SteelSc | 982<br>—<br>573 | | | | | 1918 | ................ | TaiyoShosen<br>KabushikiKaisha | 194·0 | 32·0 | 19·0 | Kagoshima<br>Japanese | | |
| 24385<br>411<br>HBPJ | — IronScSr<br>(*ex*Gerrald)<br>2*Dks* | 729<br>715<br>437 | | | | | 1862 | ................<br>England | TakagiShichigoro | 185·8 | 24·4 | 21·0 | Yokohama<br>Japanese | C.2Cy.21"&42"-30"<br>NE&B91 81NHP<br>SakaTan,Kobe | |

| 1 No. in Book / Official No. / Code Letters | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24386<br>HVGK | **Milagros** IronSc<br>1Dk<br>Mchy.Aft | 215<br>—<br>113 | | | | | 1918 | A.Lavin<br>Santander | A.G.Vega | 118·8 | 20·5 | 11·1 | Gijon<br>Spanish<br>WB | C.2Cy.11⅘"&23⅗-17¾"<br>Astilleros 19NHP<br>Lavin,Santander | | |
| 24387<br>97178<br>SCKR | **Milan Maru** SteelSc<br>2Dks(Stl)<br>Elec.light Wireless | 5467<br>4996<br>3409 | ✠100A1<br>~~7,21~~ ~~7,20~~ 1,22<br>✠LMC ~~9,20~~ 1,22 | Yka<br>~~Hav~~ Kob | z | CL<br>1,22 | 1920<br>7mo | AsanoS.B.Co.<br>Tsurumi<br>A&CP | KokusaiKisen<br>KabushikiKaisha | 400·0<br>P33'B124'F41' FK<br>CellDB339'941t | 53·2 | 29·4 | Yokohama<br>Japanese<br>6BHCem<br>APT28t | T.3Cy.26",43½"&72"-48" (s)<br>200lb 513NHP<br>3SB,9cf,GS175,HS7376 FD<br>KobeSteelWorks,Kobe | 32 ″ 0 | |
| 24388<br>95<br>QRPS | **Milano** SteelTwinScSr<br>2Dks3trB<br>Elec.light Wireless | 4149<br>—<br>2509 | | | | | 1913 | Cant.Nav.<br>Riuniti<br>Spezia | Soc.Italiana di<br>ServiziMarittimi | 363·7 | 44·8 | 24·4 | Venice<br>Italian<br>WB | T.6Cy.21¼",34¼"&59 7/16"-41⅜"<br>Soc.Esercizio 454NHP<br>Bacini,RivaTrigoso | | I |
| 24389<br>184 | **Milazzo** SteelSc<br>1Dk(Stl)<br>(exWarHostage)<br>Elec.light Wireless | 5570<br>4762<br>3389 | ✠100A1<br>9,19 | Liv | | CL<br>N9,19 | 1917<br>12mo | Harland&Wolff,Ld.<br>Glasgow<br>Lloyd'sA&CP | SocietàItal.di Nav.<br>Transoceanica<br>CellDB345' 1136t D | 400·7<br>P49'B112'F38' FK<br>T28'1200t FFT118t | 52·3 | 28·5 | Naples<br>Italian<br>7BHptCem<br>APT185t | T.3Cy.27",44"&73"-48" (s)<br>180lb 489NHP<br>3SB,9cf,GS190,HS7020 FD<br>Harland&Wolff,Ld.Gls. | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 24390<br>549<br>PHBN | **Milcovul** SteelScSr<br>ssNpt.No.2-20<br>1Dk(Stl)<br>(exMariston) | 3793<br>3514<br>2408 | ✠100A1<br>12,20<br>✠LMC<br>MS12,19 BS~~7,20~~9,21 | Rot | w | CL<br>12,20 | 1912<br>5mo | R.Duncan<br>&Co.Ld.<br>Pt.Glasgow<br>Lloyd'sA&CP | RomaniaPrima<br>SocietateNationala<br>deNav.Maritima<br>WB=CellDBa115'uE&B36' f156'915tAPT105t | 353·3<br>P21'B90'F36' FK | 51·1 | 23·8 | Braila<br>Roumanian<br>6BHCem | T.3Cy.25",41"&67"-45" (s)<br>180lb 100lb 338NHP<br>2SB,6cf,GS130,HS5384<br>Rankin&Blackmore,Grk. | 26 ″ 3<br>s 4 ″ 9<br>21 ″ 10 | |
| 24391<br>217661<br>LQDN | **Mildred** WoodAuxTwinScSr<br>OilEng.<br>Elec.light Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 829<br>709<br>641 | | | | | 1919 | Columbia<br>Eng.Works<br>Linnton,Or. | MildredMotor<br>ShipCorp.(Chr.<br>Christensen,Jr,<br>Mgr.) | 184·9<br>P38'F40' | 36·2 | 15·7 | NewYork<br>Utd.States | OilEngine 2S.C.SA<br>4Cy.14"-15 7/12" 69NHP<br>SkandiaPacificOilEng.Co.<br>Oakland,Cal. | | V |
| 24392<br>115559<br>JLRK | **Mildred Powell** SteelScSr<br>ssAbn.No.3-9,14<br>ssCff.No.1-19<br>(exRedhall)<br>Well deck 1Dk(Stl)&deep framing<br>Cargo battens not fitted | 841<br>625<br>354 | ✠100A1<br>1,22 ~~8,20~~<br>BS6,20 ✠LMC5,19 | Lon<br>Cff | l | CL<br>~~8,20~~<br>N2,22 | 1902<br>1mo | Mackie&Thomson<br>Glasgow<br>Lloyd'sA&CP | NewholmeShppng<br>Co.Ld.(Paterson,<br>Williams&Co Mgs)<br>WB=CellD | 205·1<br>Q113'B18'F23' FK<br>Ba53'f75'161tFPT | 30·5 | 14·6 | Cardiff<br>British<br>4BHCem<br>50tAPT50t | T.3Cy.16½",27"&44'-30" (a)<br>160lb 80lb 98RHP<br>1SB,3pf,GS67,HS2366<br>McKie&Baxter,Glasgow | 15 ″ 4<br>s 1 ″ 4½<br>14 ″ 2 | |
| 24393<br>132561<br>HTBM | **Mile End** SteelScSr<br>ssNwc.No.2-19<br>1Dk(Stl)<br>Cargo battens not fitted | 859<br>664<br>442 | ✠100A1<br>~~4,21~~ ~~2,20~~ 12,21<br>~~BS9,20~~ ✠LMC6,19<br>BS12,21 | Nwc<br>Lon | k | CL<br>~~2,20~~<br>~~N4,21~~<br>12,21 | 1911<br>7mo | W.Dobson<br>&Co.Ld.<br>Newcastle<br>Lloyd'sA&CP<br>WB = CellD Ba | CommercialGasCo.<br>48'uE12'f65'171tD | 165·6<br>B44'F18' FK<br>Tank in Engine Ro | 38·0 | 14·5 | London<br>British<br>4BHCem<br>om Stbd 17'P | T.3Cy.17½",29"&48"-33" (s)<br>180lb 80lb 165NHP<br>1SB,4cf,GS81,HS2851<br>MacColl&Pollock,Ld.Sld.<br>ort21'123tFPT23tAPT18t | 15 ″ 4<br>1 ″ 6½<br>14 ″ 2 | |
| 24394<br>106871 | **Miles K. Burton** SteelTwinSc<br>(Grab Hopper Dredger) ssLiv.No.3-5,15<br>Elec.light ssLiv.No.1-19 1Dk(Stl-ws) | 1202<br>1164<br>686 | ✠ A1<br>HopperDredger<br>9,21 ~~5,17~~ ✠LMC<br>MS8,19 BS~~6,20~~9,21 | Liv | n | ~~8,19~~<br>9,21 | 1897<br>5mo | W.Simons<br>&Co.(Lim.)<br>Renfrew<br>Lloyd'sA&CP | MerseyDocks&<br>HarbourBoard | 225·0<br>FK | 38·3 | 16·1 | Liverpool<br>British<br>4BHCem | T.6Cy 18",28"&47"-27" (s)<br>160lb 235NHP<br>2SB,6rf,GS121,HS3601<br>W.Simons&Co.,Renfrew | 17 ″ 0 | |
| 24395<br>139263<br>JLRH | **Miletus** SteelScK<br>ssFlt.No.1-19<br>Elec.light 1Dk<br>Now named "Lowther," See No. 38205 in Supplement | 313<br>275<br>126 | ✠100A1<br>StmTrawler<br>4,20 ✠LMC<br>MS4,19 BS~~12,19~~9,21 | Flt | | CL<br>4,19 | 1915<br>8mo | Livingstne<br>&Cooper,Ld.<br>Hessle,Hull<br>Lloyd'sA&CP | WyreStmTrawlng<br>Co.Ld. (J.N.Ward<br>&Son,Mgrs.) | 135·3<br>Q73'F20' BK8" | 23·6 | 12·5 | Fleetwood<br>British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 84RHP<br>1SB,3pf,GS48,HS1350<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 4 | |
| 24396<br>95044<br>KQMG | **Milewater** SteelTwinScSr<br>(exSusan<br>McCausland,exFlyingCormorant) | 283<br>268<br>108 | | | | | 1888 | R.Duncan<br>&Co.<br>Pt.Glasgow | Workman,Clark<br>&Co.Ld. | 135·2 | 24·0 | 12·0 | Belfast<br>British | C.2Cy.25⅜"&48¼"-30"<br>NBmade03fitted10 98RHP<br>Rankin&Blackmore,Grk. | | |
| 24397<br>127392 | **Milky Way** WoodScK<br>9&12yrs.Mat. 1Dk | 92<br>92<br>39 | ✠11A1<br>for fishing purposes<br>5,20 ✠LMC5,20 | Abn | | CL | 1919<br>12mo | W.Noble&Co.<br>Fraserburgh<br>Lloyd'sA&CP | J.Anderson<br>(J.J.George,Mgr.) | 86·9 | 19·9 | 9·8 | London<br>British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>D.&R.B.Scott,Tayport | 10 ″ 3 | |
| 24398<br>140536<br>JRBG | **Millais** SteelScSr<br>Elec.light 3Dks(Stl)&Shelter dk(Stl)<br>Ref.Mchy. Wireless | 7300<br>6744<br>4457 | ✠100A1<br>Shelter dk<br>withfreeboard<br>5,21 ~~6,20~~ ✠LMC9,17<br>✠Lloyd'sRMC ~~12,20~~ ~~4,21~~ 11,21 | Liv | b† | CL<br>4,21 | 1917<br>5mo | Harland&<br>Wolff,Ld.<br>Glasgow<br>Lloyd'sA&CP | LivBrazil&RPlate<br>SNCo.Ld(Lamport<br>& Holt,Ld.Mgrs.)<br>Cel | 434·9<br>B115'F25'onShelter dk FK<br>lDB377'1095t FPT | 55·3 | 35·2 | Liverpool<br>British<br>7BHCem<br>84tAPT25t | Q4Cy27"38½"54½"&78½"-54"<br>215lb (s) 808NHP<br>3DB&1AuxSB,21cf,GS420,<br>HS15803<br>Harland&Wolff,Ld.Bel. | 38 ″ 0<br>s 9 ″ 3½<br>29 ″ 3 | |
| 24399<br>219954<br>LWKN | **Miller County** SteelScSr<br>Wireless Sub.Sig. Fitted for oil fuel<br>Elec.light Carrying Petroleum in bulk<br>Mchy.Aft Longitudinal framing 2Dks | 7366<br>—<br>4504 | | | | | 1920 | Baltimore<br>D.D.&S.B.Co<br>Baltimore,<br>Md. | UnitedStates<br>ShippingBoard | 431·0<br>P104'B36'F39' | 59·2 | 31·4 | Baltimore<br>Utd.States | 2 Steam Turbines<br>A.&W.FletcherEngWorks<br>Hoboken,N.J | | R |
| 24400<br>144846 | **Millewa** SteelSc<br>Now named "Lady Isobel," See No. 33175 in Supplement<br>Elec.light 1Dk(Stl) | 1408<br>[illegible]<br>803 | 100A1<br>LMC3,21 | Alb | p | | 1921<br>3mo | Gebr.<br>Jonker<br>Kinderdijk<br>A&CP | NobelIndustries,<br>Ld.(A.Ross,Mgr.)<br>CellD | 240·7<br>P24'B64'F25' FK<br>B199' 379t FPT28' | 37·0 | 16·8 | Glasgow<br>British<br>4BHCem<br>APT25t | T.3Cy.17½",29⅛"&46 1/16"-36"<br>180lb (s) 174NHP<br>2SB,4cf,GS89,HS3163<br>N.V.Alblasserdamsch.<br>Masch.Albl. | 19 ″ 1<br>s 2 ″ 4½<br>17 ″ 1 | |
| 24401<br>207579<br>LBNM | **Millinocket** SteelScSr<br>ssNYk.No.2-19<br>Elec.light 1Dk(Stl)2trB&Webframing<br>Wireless Sub.Sig Longitudinalframing | 3274<br>2716<br>2083 | ✠100A1<br>~~4,21~~ ~~7,20~~ 3,22<br>~~BS12,19~~ ✠LMC2,19<br>BS7,21 | NYk<br>Bal | u | CL<br>~~12,18~~<br>N3,22 | 1910<br>6mo | Maryland<br>SteelCo.<br>Sparro'Pt Md<br>A&CP WB | A.H.BullS.S.Co.<br>Inc.(A.H.Bull&<br>Co.Mgrs.)<br>= CellDBa82'uE | 317·3<br>P26'B93'F36' FK<br>18'f134'485tFPT1 | 44·2 | 23·8 | New York<br>Utd.States<br>5BHCem<br>02tAPT46t | T.3Cy.22",37½"&60"-42" (s)<br>180lb 180lb 277NHP<br>2SB,6cf,GS144,HS4580<br>MarylandStl.Co.Sparr'.Pt. | 26 ″ 6<br>s 4 ″ 6<br>22 ″ 4 | |
| 24402<br>124317<br>HJKD | **Millpool** SteelScSr<br>ssShl.No.3-10,19<br>Wireless 1Dk(Stl)2trB&deep framing&<br>Web frames&Trunk dk(Stl)3Dk rule | 4218<br>3608<br>2707 | ✠100A1<br>Trunk dk no sheer<br>12,21 ~~10,19~~ ✠LMC10,19<br>BS6,21 | Shl<br>Cff | w | CL<br>10,19 | 1906<br>10mo | Ropner&<br>Son<br>Stockton<br>Lloyd'sA&CP WB= | PoolShppg.Co.Ld.<br>(SirR.Ropner&Co.<br>Ld.Mgrs.)<br>CellDBa110'uE24' | 355·0<br>F32' FK<br>f154'813tFPT167t | 51.0 | 26·0 | W.Hartlpl<br>British<br>6BHCem<br>APT227t | T.3Cy.25",42"&68"-48" (s)<br>180lb 100lb 369NHP<br>2SB,6rf,GS127,HS5999<br>Blair&Co.Ld.Stockton | 28 ″ 5<br>s 5 ″ 4½<br>23 ″ 5 | |
| 24403<br>143146<br>JWQN | **Milluna** SteelSc<br>ssNwc.No.3-1,21<br>(exFranziska,exMabel, 2Dks(Stl)<br>Elec.light Wireless exMabelRickmers) | 5681<br>4727<br>3548 | 100A1<br>~~4,21~~ ~~1,21~~ 6,21<br>LMC1,21<br>BS4,21 | Nwc<br>Syd | z | ~~1,21~~<br>6,21 | 1914 | Rickmers<br>Werft<br>Bremerhaven<br>Lloyd'sA&CP | ~~AdelaideS.S.Co.~~<br>~~Ld.~~ TheAdelaide<br>SteamshipCo.Ld.<br>CellD | 402·0<br>P50'B134'F35' FK<br>B357'1163tFPT46t | 53·3 | 27·4 | Sydney<br>British<br>6BHCem<br>APT8t | T.3Cy.~~28¼",45¼"&74"-53¼"~~ 28⅛",45½"&74"-53"<br>195lb (s) 500NHP<br>3SB,9cf,GS147,HS6681 FD<br>A.G."Weser,"Bremen | 30 ″ 0<br>s 6 ″ 3<br>24 ″ 1 | |
| 24404<br>ONHL | **Milly** SteelScSr<br>Mchy.Aft 1Dk | 292<br>—<br>147 | | | | | 1917 | Gebrs.<br>Fikkers<br>Muntendam | G.Fouillaron | 119·9<br>P38'F20' | 22·6 | 10·7 | Dunkirk<br>French<br>WB | C.2y.11"&22"-13⅘"<br>Boon,Molema 15NHP<br>&deCock,Hoogezand | | V |
| 24405<br>2687 | **Milo** SteelSc<br>Pet.Mot.<br>1Dk | 322<br>280<br>247 | | | | | 1920 | A Pannevis<br>Alphen a/d<br>Rijn | Nederl.Ind.Tank-<br>stoombootMaats. | 135·9 | 24·6 | 10·4 | Batavia<br>Dutch<br>WB | Petrol Motor<br>2Cy.16"-18" 40NHP<br>KromhoutMotoren<br>Fabriek,Amsterdam | | C |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24406<br>HRSO | **Milos** IronScSr<br>(*ex*Argostolion<br>*ex*SaintMarc) 2*Dks*<br>Wireless | 594<br>—<br>358 | | | | | 1869 | Fraissinet<br>&Co.<br>Marseilles | NationalS.N.Co.<br>Ld.ofGreece<br>(EmbiricosBros.<br>*Mgrs.*) | 185·0<br>P45'F32' | 25·6 | 15·7 | Argostoli<br>Greek | C.2Cy.24½"&42½"-21½"<br>70NHP<br>Fraissinet&Co.Marseilles |
| 24407<br>118179<br>VGMS | **Miltiades** SteelTwinScSr<br>*ss*Lon.No.3–11,15<br>*ss*Lon.No.1–19<br>3*Dks*(*Stl-Mptws,Utrks*)<br>*Elec.light* *Ref.Mchy.* Wireless Sub.Sig.<br>*Now named* "Orcana," *See No.* 38776 *in Supplement* | 7814<br>6159<br>4938 | ✠100A1<br>11,20<br>BS11,20 ✠LMC12,19<br>✠Lloyd'sRMC4,21 | Lon | | CL<br>11,20 | 1903<br>10mo | A.Stephen<br>&Sons,Ld.<br>Glasgow<br>*Lloyd's*A&CP | G.Thompson&Co.<br>Ld.<br>*WB=Cell*<br>*DBa*104'*uE&B*91' | 504·3<br>P92'B217'F74'<br>len13 FK&BK3"<br>*f*241'1317*tFPT*57*t* | 55·1 | 30·0 | Aberdeen<br>British<br>9*BHCem*<br>*APT*69*t* | T.6Cy.27",45"&75"-51" (*r*)<br>200lb FD 1218NHP<br>3D&1SB21*cf*GS443HS18153<br>A.Stephen&Sons,Ld.Gls. |
| 24408 | — SteelTwinSc<br>(*ex*Ubatuba,*ex*CamposSalles)<br>Wireless 2*Dks* | *901*<br>*642*<br>*490* | | | | | 1900 | LairdBros.<br>Birkenhead | G.Embiricos | 230·0<br>P42'F44' | 35·6 | 11·9 | Piræus<br>Greek | T.6Cy.15",23"&38"-24"<br>142NHP<br>LairdBros.Birkenhead |
| 24409<br>110120<br>RDON | **Milton** SteelScSr<br>*ss*Shl.No.3–9,11<br>*ss*Cff.No.2–20<br>Wireless *ptDk*(*Stl*)&*Webframes*<br>&*Awngdk*(*Irn*) | 3267<br>3132<br>2094 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>1,22 ~~1,21~~<br>BS[illegible] ✠LMC MS7,20 | Cff<br>Npt | *u* | CL<br>7,20 | 1899<br>5mo | JLThomp-son&Sons,Ld.<br>Sunderland<br>A&CP | ShakespearShppg.<br>Co.Ld. (Glover<br>Bros.*Mgrs.*)<br>*WB=CellDBa* | 325·0<br>102'*uE&B*40'*f*134' | 44·5 | 19·7<br>26·5<br>FK | London<br>British<br>6*BHCem*<br>647*tAPT*69*t* | T.3Cy.24",38$\frac{11}{16}$"&64"-42"(*s*)<br>160lb *90lb* 265NHP<br>2SB,6*cf*,GS92,HS3969<br>T.Richardsn&Sns.Ld.Hpl. |
| 24410<br>136728<br>JHLS | **Miltonstar** SteelSc<br>(*ex*Brodhurst)<br>*Elec.light* *Ref.Mchy.* 1*Dk*&*Shelter dk*<br>Wireless | 3071<br>2940<br>1876 | ✠Lloyd'sRMC~~12,20~~3,21 | | | | 1914 | ClydeS.B.<br>&Eng.Co.Ld.<br>PortGlasgow | UnionColdStor-ageCo.Ld.(Blue<br>StarLine(1920)<br>Ld.*Mgrs.*) | 304·3 | 44·7 | 27·2 | London<br>British<br>*WB* | T.3Cy.23",37"&61"-42"<br>241NHP<br>ClydeSB.&EngCoLd.P.G |
| 24411<br>93265 | **Milwaukee** SteelSc<br>*Elec.light* Wireless 2*Dks* | 3327<br>—<br>2424 | | | | | 1902 | Chicago<br>S.B.Co.<br>Chicago | GreatLakes<br>Transit<br>Corporation | 325·0 | 44·0 | 28·0 | Buffalo<br>Utd.States<br>*WB* | T.3Cy.23",38"&64"-40"<br>259NHP<br>ChicagoS.B.Co.Chicago |
| 24412<br>93363 | — SteelTwinScSr<br>(*CarFerry*)<br>(*ex*ManistiqueMarquette&Northern1)<br>*Elec.light* Wireless 1*Dk*&*Shade dk*3*trB* | 2933<br>—<br>1755 | | | | | 1902 | American<br>S.B.Co.<br>Clvland,Ohio | GrandTrunk<br>MilwaukeeCar<br>FerryCo. | 338·0 | 56·0 | 19·5 | Milwaukee<br>Utd.States | T.6Cy.23½",37"&62"-36"<br>461NHP<br>AmericanS.B.Co.Clv.Ohio |
| 24413<br>217928<br>LQTN | **Milwaukee Bridge** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trB in fore*<br>Sub.Sig. & *after holds*&*Web frames* | 3275<br>3005<br>1996 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Port Newark.<br>N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1GearedSteamTurbine<br>386NHP<br>WestinghouseElectric&<br>Mfg Co.Essington,Pa. |
| 24414<br>MONP | **Mimer** SteelScSr<br>Wireless 1*Dk* | 1125<br>986<br>699 | | | | | 1905 | Bergens<br>Mek.Værks<br>Bergen | SkibsA\|SMaderas | 228·0<br>P14*t*H44*t*F30*t* | 35·2 | 15·8 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.16½",26"&44"-30"<br>106NHP<br>BergensMekVærks Bergen |
| 24415<br>5530<br>JTNG | — SteelScSr<br>*Elec.light* 1*Dk* | 975<br>734<br>374 | | | | | 1913 | Lindhol-mensV.A.<br>Gothenburg | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson,*Mgr.*) | 221·5<br>P133'H150*t*F55' | 36·1 | 13·1 | Stockholm<br>Swedish<br>*WB* | T.3Cy.19¼",32"&52"-33"<br>155NHP<br>LindholmensV.A.Got. |
| 24416<br>744<br>HRLV | — IronScSr<br>*Mchy.Aft* 1*Dk* | 465<br>395<br>288 | | | | | 1883 | Göteborg<br>Mek.V.<br>Gothenburg | RederiA\|BMimer<br>(AndersLarsson) | 150·2<br>B29' | 24·4 | 15·3 | Udevalla<br>Swedish | C.2Cy.16"&28"-19"<br>28NHP<br>GöteborgsM.V.,Got. |
| 24417<br>JRDH | — CompScSr<br>1*Dk*2*trB* | 221<br>196<br>158 | | | | | 1871 | Göteborg<br>Mek.V.<br>Gothenburg | S.Kahrs(Herm.<br>Steensæth&<br>Sönner,*Mgrs.*) | 101·0<br>B24*t* | 22·6 | 12·3 | Bergen<br>Norwegian | C.2Cy.9½"&20½"-16"<br>NB10 14NHP<br>GöteborgsM.V.,Got. |
| 24418 | **Mimico** WoodScSr<br>(*ex*No.298) *Elec.light* 1*Dk* | 1043<br>836<br>612 | | | | | 1919 | Bagnasco<br>&Bertorello<br>Varazze | Soc.Ligure<br>Piemontese | 195·2<br>P61'F21' | 31·8 | 19·7 | Genoa<br>Italian | T3Cy.15⅜",24⅝"&39⅜"-25⅝"<br>N.Odero fuA. 79NHP<br>&Bo.SestriPonente |
| 24419<br>MSVN | **Mimona** SteelScSr<br>1*Dk* | 1153<br>986<br>674 | | | | | 1919 | Trndhjms<br>Mek.Værks<br>Trondhjem | A\|S Sitona<br>(K.Andersen,<br>*Mgr.*) | 226·3<br>F27*t*P34*t*H51*t*B78*t* | 36·5 | 15·7 | Frdrkstad<br>Norwegian<br>*WB* | T.3Cy.17",27½"&46"-30"<br>117NHP<br>Trondhjem M.V.Trndhjem |
| 24420 | **Mimy M.** SteelAuxScBk<br>*OilEng.*<br>(*ex*Mascotte,*ex*Gio *ss*Gen.2ndNo.3–2,16<br>BattaBeverino) 1*Dk*2*trB*<br>(*SeeSailingShipRegisterSupplement*) | 1120<br>1038<br>691 | ✠~~100A1~~<br>~~12,21~~ ~~5,19~~<br>~~LMC4,20~~ | Gen | *r* | N5,19 | 1892<br>11mo | E.Cravero<br>&Co.<br>Genoa | Soc.Paulista di<br>Nav.Matarazzo,<br>Ld. | 224·6<br>P38'H27*t*F26' | 33·6 | 20·2<br>BK8" | Santos<br>Brazilian<br>2*BHCem* | OilEngines 4S C.S.A<br>12Cy.12$\frac{3}{16}$"-14$\frac{3}{16}$" 84NHP<br>75lb NE5,19 NDB5,19<br>F.Tosi,Legnano |
| 24421<br>ONHS | **Min** SteelSc<br>(*ex*Java) 2*Dks*(*Stl*)&3*rd dk in Nos.*<br>*Elec.light* Wireless 1,2&4*holds* | 7676<br>7115<br>4789 | ✠<br>1,17 | Veg | *e*† | | 1913<br>7mo | Bremer<br>Vulkan<br>Vegesack | MessageriesMari-times<br>*CellDBa*142'*uE* | 482·6<br>P&B374'F80'<br>37'*f*191'1559*t* *FPT* | 62·7 | 29·7<br>FK | Marseilles<br>French<br>9*BHCem*<br>61*tAPT*28*t* | Q.4Cy.28¾",41,60¼"&87⅞"<br>-55⅛" 890NHP<br>4SB,12*cf*,GS269,HS12916FD<br>BremerVulkan,Vegesack |
| 24422<br>112842<br>SHOK | — SteelTwinScSr<br>(*ex*Hankow)<br>*Elec.light* 1*Dk* | 540<br>437<br>367 | | | ... | | 1900 | Mordey,<br>Carney(Sou.)<br>Ld.Sthamptn | Anglo-Saxon<br>PetroleumCo.Ld. | 190·2<br>F30' | 30·7 | 9·0<br>FK | London<br>British<br>*WB* | T.6Cy.9",15"&25"-18"<br>Mordey,Carney 75RHP<br>(Sou.)Ld.Southampton |
| 24423<br>125773<br>HNSB | **Mina Brea** SteelScSr<br>*ss*Bkn.No 3–7,15<br>*ss*Rot.No.1–19<br>2*Dks*(*UIrnMStl*)&*Webframes*<br>*Elec.light* Wireless | 4145<br>3846<br>2566 | ✠100A1<br>~~4,21~~ ~~7,20~~ 10,21<br>BS4,21 4,22 ✠LMC11,19<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 4,09 *F.P above* 150° F. | Crs<br>~~Hfx~~ Msl | *x* | CL<br>~~12,10~~<br>4,21 | 1909<br>4mo | Greenock&<br>Grangem'uth<br>DockyardCo.<br>Ld.Greenock<br>~~Lloyd's A&CP~~ A&CP | ImperialOil,Ld.<br>*WB=CellDBu*<br>*E&B*54'197*t* | 360·3<br>P32'B84'F36'<br>*FPT*98*tAPT*15*t* | 49·2 | 26·5<br>FK | Sarnia,Ont.<br>~~Toronto~~<br>British<br>16*BHCem*<br>14 *to U dk*<br>2 *to M dk* | T.3Cy.25½",42"&69"-48"(*s*)<br>175lb *110lb* 410NHP<br>3SB,9*cf*,GS198,HS7026<br>J.G.Kincaid&Co.Ld.Grk. |
| 24424<br>24457<br>RJKW | **Minamoto Maru** SteelSc | 969<br>—<br>539 | | | | | 1918 | ................ | Namura<br>Gennosuke | 190·0 | 31·0 | 18·5 | Nishino-miya<br>Japanese | |
| 24425<br>86665 | **Minard Castle** SteelScSr<br>*Floors*&*BHdsIrn*<br>1*Dk* | 246<br>180<br>100 | | | ... | | 1882 | JFullerto<br>&Co.<br>Paisley | ClydeCargo<br>SteamersLd.<br>(J.D.Rodger,*Mgr*) | 140·2<br>Q47'B30'F24' | 22·0 | 10·4<br>BK6" | Glasgow<br>British | C.2Cy.23"&42"-30"<br>NB89 80RHP<br>W.Kemp,Glasgow |
| 24426<br>129271 | **Minas** SteelScCtr<br>1*Dk* | 64<br>58<br>41 | | | ... | | 1909 | Scott&<br>Sons<br>Bowling | Southampton,<br>Isle ofWight,&<br>South ofEngland<br>RoyalMailSteam<br>PacketCo.Ld. | 72·1 | 16·1 | 7·8<br>BK5" | S'thamptn<br>British | C.2Cy.13"&26"-18"<br>50RHP<br>Gauldie&Gillespie,Gls. |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24427 | **Minas Geraes** SteelTwinScSr<br>ssRio.No.3-4,21 ~~ssRio.No.1-14~~<br>Elec.light Wireless 2Dks<br>Ref.Mchy. (UStl-teak s)&deepframing | 3540<br>2779<br>2179 | ✠100A1<br>4,21 ~~4,18~~<br>~~Examined7,19~~<br>✠LMC4,21<br>~~BS4,19~~ ~~MS7,19~~ | BAs<br>Rio | v | CL<br>~~1,20~~<br>4,21 | 1910<br>5mo<br>Lloyd | Workman,<br>Clark&CoLd.<br>Belfast<br>'sA&CP WB | LloydBrasileiro<br>= Cell DBa88'uE | 340·3<br>P48'B130'F48'<br>36'f98'460tFPT50t | 45·1 | 24·8<br>FK&BK1¼" | R.Janeiro<br>Brazilian<br>6BHCem<br>APT50t | T.6Cy.18",30"&49"-42" (s)<br>180lb 534NHP<br>3SB,12cf,GS224,HS8754 FD<br>Workman,Clark&CoLdBel | 26 ″ 0<br>s 4 ″ 1<br>22 ″ 6 | |
| 24428<br>13452<br>LRTM | **Minato Maru** SteelScK<br>1Dk | 208<br>163<br>112 | ✠<br>StmTrawler<br>1,12 ✠ | Nag | | | 1911<br>4mo | Smith's<br>DockCo.Ld<br>Middlesbro' | KyodoGyogyo<br>KabushikiKaisha | 109·9<br>Q65'F20' | 21·1 | 10·9<br>BK7½" | Habu<br>Japanese<br>3BHCem | T.3Cy.12",20"&33"-23"<br>69NHP<br>1SB,2pf,GS35,HS1215<br>ShieldsEng.Co.Ld.N.Shl | 11 ″ 9 | |
| 24429<br>14606<br>LQRP | — SteelTwinSc<br>1Dk | 126<br>—<br>49 | | | | | 1912 | MitsuBishi<br>Dkyd&EWks<br>Kobe | MitsuiKozan<br>KabushikiKaisha | 82·0 | 20·6 | 9·8 | Omuda<br>Japanese | T.6Cy.11",18"&29"-18"<br>71NHP<br>MitsuBishiD.&E.Wks. | | |
| 24430<br>15006<br>LVPR | **Minato Maru No. 2** SteelScSr<br>1Dk | 257<br>209<br>139 | | | | | 1912 | MitsuBishi<br>Dkyd&EWks<br>Kobe | KyodoGyogyo<br>KabushikiKaisha | 118·2 | 20·6 | 12·0 | Habu<br>Japanese | T.3Cy.12",20"&33"-24"<br>53NHP<br>MitsuBishiD.&E.Wks. | | |
| 24431<br>1025<br>HGKS | **Minatogawa Maru** IronScSp<br>2Dks | 433<br>374<br>249 | | | | | 1887 | Kawasaki<br>DockyardCo.<br>Ld. Kobé | OsakaShosen<br>KabushikiKaisha | 157·0 | 19·5 | 15·6 | Osaka<br>Japanese | C.2Cy.21 5/16"&39 5/16"-24"<br>62NHP<br>KawasakiDkydCoLdKobé | | |
| 24432<br>129317 | **Minbu** SteelTwinSc<br>2Dks | 139<br>89<br>92 | | | | | 1907 | Denny<br>Bros.<br>Dumbarton | BurmahOilCo.Ld. | 96·1 | 21·2 | 6·3 | Rangoon<br>British | C.4Cy.11¼"&20½"-15"<br>27NHP<br>DennyBros.Dumbarton | | |
| 24433<br>HKDG | **Mindello** SteelScSr<br>1Dk(Teak) | 316<br>206<br>181 | ✠<br>7,03<br>✠ | Mdb | e | | 1903<br>7mo | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | Cia.Nacional de<br>Navegaçâo | 140·0<br>P30'F17' | 21·5 | 10·3<br>BK7½"<br>WB=FPT | Lisbon<br>Portuguese<br>4BHCem<br>6tAPT14t | T.3Cy.10½",17"&28"-21"<br>48NHP<br>1SB,2pf,GS27,HS853<br>N.E.MarineEng.Co.Ld.Sld | 11 ″ 0 | |
| 24434<br>124994<br>HNTG | **Minderoo** SteelScSr<br>ssSng.No,3-12,21 ~~ssSng.No.2-17~~<br>Elec.light Wireless 2Dks(Stl)&<br>Ref.Mchy. Shade dk(Stl-teak s) | 2720<br>2010<br>1636 | ✠100A1<br>Shade dk<br>~~11,20~~<br>12,21<br>✠LMC~~11,20~~ 12,21 | Sng | u | CL<br>~~11,19~~<br>12,21 | 1909<br>4mo<br>Lloyd | C.Connell<br>&Co.Ld.<br>Glasgow<br>'sA&CP WB= | WestAustralianS.<br>N.Co.Ld.(Bethell,<br>Gwyn&Co.Mgrs.)<br>Cell D Ba98uE&B | 320·2<br>P51'B112'<br>46'f126'596tFPT40 | 44·3 | 18·2<br>FK | London<br>British<br>5BHptCem<br>tAPT32t | T.3Cy.23½",40"&65"-45"(r)<br>200lb 403NHP<br>2SB,8cf,GS140,HS5796 FD<br>DunsmuirJacksn&CLdGls | 20 ″ 6<br>s 3 ″ 4½<br>17 ″ 6 | |
| 24435<br>120505<br>HODB | **Mindini** SteelScSr<br>ssSyd.No.3-5,17<br>(exIberia) 2Dks(UStl)<br>Well deck Elec.light Wireless | 2065<br>1600<br>1302 | ✠100A1<br>4,21 ~~10,20~~<br>~~BS4,20~~ ✠LMC~~2,18~~ 4,21 | Syd | r | CL<br>~~5,19~~<br>4,21 | 1905<br>3mo<br>Lloyd | BlythS.B.<br>Co.Ld.<br>Blyth<br>'sA&CP | Burns,Philp&Co.<br>Ld.<br>WB=Cell | 280·0<br>P&B157'F35'<br>DBa84'f118'380t | 39·5 | 18·3<br>FK | SydnyNSW<br>British<br>4BHCem<br>APT11t | T.3Cy.20½",33"&54"-36" (s)<br>170lb 80lb 212NHP<br>2SB,6cf,GS98,HS3596<br>N.E.MarineEng.CoLd.Sld. | 20 ″ 9<br>s 2 ″ 2<br>18 ″ 11 | |
| 24436<br>133089 | **Mindoon** SteelPad<br>1Dk | 1250<br>1250<br>915 | | | | | 1912 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.Ld. | 313·3 | 46·0 | 10·8 | Glasgow<br>British | T.3Cy.28",41½"&60"-66"<br>292NHP<br>Denny&Co.Dumbarton | | |
| 24437<br>216514<br>LMBK | **Mineola** SteelSc<br>Elec.light Sub Sig. 2Dks(Stl)<br>Wireless | 2488<br>2202<br>1507 | ✠100A1<br>12,21 ~~8,21~~<br>✠LMC7,18<br>Fitted for oil | fuel 7,18 | | F.P. a | bove 1 | New York<br>S.B.Corp.<br>Camden, N.J.<br>A&CP<br>50° F. | GraceS.S.Co.(W.R.<br>Grace&Co.Mgrs.)<br>Ce | 298·6<br>P35'B78'F28'<br>llDB264' 652t FPT | 40·0 | 22·9<br>FK | NewYork<br>Utd.States<br>6BHCem<br>89tAPT106t | T.3Cy.19¾",31½"&54¼"-36"<br>200lb (r) 262NHP<br>2SB,4cf,GS84,HS3860 FD<br>NewYorkSBCorp.Camden | 26 ″ 0<br>s 4 ″ 11½<br>21 ″ 5 | |
| | | | | | t | CL<br>1,20 | 1918<br>7mo | | | | | | | | | |
| 24438<br>4186<br>JNKF | **Mineral** SteelScSr<br>1Dk | 1526<br>1259<br>894 | | | | | 1903 | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | RederiA/BEster<br>(JohnE.Österlund,<br>Mgr.) | 243·6<br>P27'B66'H69tF21' | 36·9 | 17·3 | Norrköpng<br>Swedish<br>WB | T.3Cy.18",29"&48"-33"<br>Richardsons, 132NHP<br>Westgarth&Co.Ld.Mdb. | | V |
| 24439<br>MLSG | — SteelScSr<br>ssCpn.2ndNo.3-6,09<br>(exFredsholm, ssXia.No.2-19<br>exEngland) 1Dk(Irn)&Web frames<br>Well deck | 993<br>701<br>609 | ✠100A1<br>1,21<br>BS1,21 ✠LMC11,19 | Xia | | 11,19 | 1890<br>1mo | W.Dobson<br>&Co.<br>Newcastle | D/S A/S Mineral<br>(B.Schattenstein)<br>WB | 238·9<br>Q70'B95'F25'<br>len97<br>= DBa50'uE&B31' | 29·2 | 12·6<br>FK | Narvik<br>Norwegian<br>4BHCem<br>f119'266t | T.3Cy.15",25"&41"-30" (s)<br>160lb 90lb NDB11 98NHP<br>1SB,3pf,GS58,HS1563<br>Alley&M'Lellan,Glasgow | 15 ″ 4<br>s 1 ″ 4½<br>14 ″ 5 | |
| 24440 | — SteelSc<br>(exRhenus26)<br>Elec.light 1Dk | 551<br>523<br>309 | | | | | Rblt.<br>1918 | J.C.Teck-<br>lenborgA.G.<br>Geestemünde | Paulsen&Ivers | 188·5 | 23·1 | 13·1 | Kiel<br>German<br>WB | C.2Cy.13"&28"-12"<br>22NHP<br>P.Smit,Jr.Rotterdam | | |
| 24441<br>129443<br>HQBN | **Mineric** SteelScSr<br>ssHul.No.2-18<br>Elec.light 2Dks(Stl)&deep framing<br>Wireless &Shelter dk(Stl-ws) | 4713<br>4279<br>2988 | ✠100A1<br>Shelter dk<br>withfreeboard<br>1,21<br>~~BS4,21~~ ✠LMC1,18<br>Carrying oil f | Bal<br>BS1,22<br>uel F. | z<br>P. | CL<br>11,19<br>above | 1909<br>11mo<br>Lloyd<br>WB=<br>150° | Russell&<br>Co.<br>Pt.Glasgow<br>'sA&CP<br>Cell DBa134'<br>F. inDB & De | BankLine,Ld. (A.<br>Weir&Co.Mgrs.)<br>uE24'f173'1146tD<br>ep tank | 405·0<br>Ta43'1027tAPT25t | 52·0 | 25·7<br>5BH<br>FK | Glasgow<br>British<br>only to U dk<br>1BH to M dk<br>Cem | T.3Cy.27",44"&73"-48" (s)<br>180lb 110lb 479NHP<br>2SB,8cf,GS136,HS6764 FD<br>Rankin&Blackmore,Grk. | 28 ″ 5<br>s 3 ″ 8½<br>25 ″ 1 | |
| 24442<br>PMDN | **Minerva** SteelScTwinMasts<br>Wireless 2Dks<br>Elec.light Longitudinal framing | 2821<br>2215<br>1794 | | | | | 1909 | WHamil-<br>ton&Co.Ld.<br>Pt.Glasgow | Koninkl.Nederl.<br>Stoomb.Maats. | 327·6<br>Q110'B86'F41' | 44·2 | 18·5 | Amstrdam<br>Dutch<br>WB | T.3Cy.21",35"&57"-29"<br>203NHP<br>D.Rowan&Co.Glasgow | | V |
| 24443<br>848<br>QRPW | — SteelSc<br>Elec.light 1Dk<br>Wireless | 2023<br>1637<br>1274 | | | | | 1918 | Cant.Nav.<br>Riuniti<br>Palermo | Soc.Ligure di<br>Armamento | 255·9<br>P26'B59'F21'. | 38·1 | 23·6 | Genoa<br>Italian | T.3Cy.18⅛",20⅛"&40⅛"-27⅜"<br>89NHP<br>Cant.NavaleRiuniti,<br>Palermo. | | CI |
| 24444 | — SteelSc<br>Now named "Yser," See No. 40095 in Supplement<br>1Dk | 1320<br>976<br>825 | | | | | 1903 | J.C.Teck-<br>lenborgA.G.<br>Geestemünde | BelgianGovern-<br>ment | 230·0<br>Q82'B56'F26' | 36·2 | 15·2 | Antwerp<br>Belgian<br>WB | T.3Cy.17",28"&45"-33"<br>116NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 24445<br>109589 | — SteelPadSk<br>1Dk&Promenade dk | 315<br>269<br>121 | | | | | 1893 | J.&G.<br>Thomson,Ld.<br>Clydebank | Glasgow&South<br>WesternRlwy.Co. | 200·0<br>Promenade dk150' | 25·0 | 8·3 | Glasgow<br>British | C.2Cy.26"&55"-54"<br>NB02 185NHP<br>J&GThomson,Ld.Clydbnk | | |
| 24446 | — WoodScCr<br>Elec.light | 310<br>259<br>205 | | | | | 1920 | Hijos deJ.<br>Barreras<br>Vigo | Hijos deJ.Barreras | 125·4 | 24·4 | 11·8 | Vigo<br>Spanish | T.3Cy.8",13"&22"-15"<br>19NHP<br>Hijos deJ.Barreras,Vigo | | V |
| 24447<br>72<br>QRPX | — IronScSr<br>ssHav.No.1-88<br>(exAnninaM.,exBreton) 1Dk | 156<br>—<br>76 | ✠<br>7,90 | Hav | b | | 1884<br>8mo | S.&H.Mor-<br>ton&Co.<br>Leith | Cav.G Rossi | 116·2<br>Q35'F17' | 19·0 | 8·4 | Naples<br>Italian<br>3BHCem | C.2Cy.13⅜"&23⅜"-17¾"<br>20NHP<br>S.&H.Morton&Co.Leith | 9 ″ 2 | V |

| 1<br>Numéro d'Ordre<br>Numéro Officiel<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24448<br>109706 | **Minerva** SteelScK<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 142<br>134<br>56 | | . | ... | | 1900 | J.T.Eltringham&Co<br>SouthShields | W.Grant | 100·6 | 20·1 | 10·5<br>BK7" | Grimsby<br>British | T.3Cy.11",18"&30"-21"<br>NB20 46RHP<br>G.T.Grey,SouthShields | 11 |
| 24449<br>3733<br>JLQM | — SteelScSp<br>(*ex*Othilia)<br>1*Dk* | 125<br>106<br>14 | | | | | 1900 | Jönköpngs M.V.Aktieb.<br>Jönköping | StockholmsTransport&Bogserings Aktieb. (J.A. Appelqvist, *Mgr.*) | 86·2<br>B22'H19*t* | 19·5 | 11·8 | Stockholm<br>Swedish | C.2Cy.17"&29¾"-17½"<br>31NHP<br>JönköpingsM.V.Aktieb. | |
| 24450 | — WoodScSr<br>*Mchy.Aft* 1*Dk* | 120 | | | | | 1919 | E.Doberti &Co.<br>PuntaArenas | Braun& Blanchard | 92·0 | 18·0 | 11·0 | Punta Arenas<br>Chilian | C.2Cy.10⅛"&20¼"-15"<br>E*made—refitted*19 13NHP<br>B*made*04, *fitted*19 | |
| 24451<br>Wrecked 8,22<br>WKDG | **Minerva II.** SteelScSr<br>(*Whaler*)<br>(*ex*Minerva) 1*Dk* | 155<br>151<br>54 | | | | | 1912 | Akers Mek.Værks.<br>Christiania | A/S Hvalen (N.Bugge, *Mgr.*) | 104·4 | 20·1 | 11·8 | Tönsberg<br>Norwegian | T.3Cy.12",20"&33"-24"<br>53NHP<br>AkersMek.Værks,Xia. | |
| 24452<br>ONHX | **Mineur** SteelTwinSc<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1146<br>—<br>606 | | | | | 1919 | Ch.&Atel. deSt.Nazaire<br>Gd.Quévilly | FrenchGovernment | 216·3<br>P74'F30' | 34·1 | 13·6 | Havre<br>French<br>*WB* | C.4Cy.16⅛"&30⅜"-19 5/16"<br>66NHP<br>Ch.&Atel.deSt.Nazaire | |
| 24453<br>KNPR | **Ming Shun** SteelTwinSc<br>(*ex*PaulBeau)<br>*Elec.light* 2*Dks*&*Awngdk* | 1415<br>—<br>909 | | | | | 1903 | Cie.Française deNav.<br>Nantes | SanPehS.N.Co.Ld | 222·2<br>H— | 38·1 | 12·3 | Shanghai<br>Chinese | T.6Cy.13 3/32",21 3/32"&35 1/16"-21 3/32"<br>118NHP<br>Cie.FrançaisedeNav.Lyons | |
| 24454<br>ONHZ | **Mingrélie** Steel&IronScBn<br>Wireless 2*Dks*3*trB* | 2383<br>—<br>1492 | | | | | 1883 | Forges&C. de la Médit.<br>LaSeyne | Cie.deNavigation Paquet | 309·0<br>P63'H73'F28' | 36·1 | 23·4 | Marseilles<br>French | C.2Cy.39"&73"-42½"<br>NB97 289NHP<br>Forges&C.de laMédit,Msl. | |
| 24455<br>124981<br>HPKS | **Minhla** SteelScSr<br>*ss*Cal.No.3-8,21 ~~*ss*Liv.No.2-17~~<br>*Mchy.Aft* 1*Dk*(*Stl*)2*trB*<br>*Elec.light* | 1300<br>966<br>630 | ✠100A1<br>8,21 ~~9,20~~<br>~~BS9,20~~ ✠LMC~~6,17~~ 8,21<br>*CarryingPetr*<br>*Fitted for oil* | Cal<br>*oleum*<br>*fuel* 3, | *n*<br>*in*<br>09 | CL<br>~~1,20~~<br>8,21<br>*bulk*<br>*F. P.* | 1909<br>3mo<br>*Lloyd*<br>*above* | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>'*sA&CP*<br>150°F. | BurmahOilCo.Ld. | 200·0<br>P26'B32'F30' | 34·0 | 17·8<br>FK<br>*W* | Rangoon<br>British<br>10*BHCem*<br>*B= Cell DB* | T.3Cy.17",28"&46"-30" (*r*)<br>180lb 136NHP<br>2SB,4*cf*,GS62,HS2230<br>Wllsnd Slpwy.Co.Ld.Nwc.<br>*uB*21'25*tFPT*38*tAPT*4*t* | 18<br>2.1<br>16 |
| ※ 24456<br>HMIN | **Minho** SteelSc<br>(*ex*Mogador)<br>*Elec.light* 1*Dk*&*Spar dk* | 1271<br>1052<br>785 | Lis.~~9,20~~ 4,21<br>(*See footnote**) | | | | 1905 | Bremer Vulkan<br>Vegesack | Requisitioned by thePortuguese Government (TransportesMaritimos do Estado) | 231·0<br>B68'F23' | 33·6 | 17·3 | Lisbon<br>Portuguese<br>*WB* | T.3Cy.17 5/16",28 5/16"&46¾"-31½"<br>122NHP<br>BremerVulkan,Vegesack | |
| 24457<br>HDJV | — SteelScK<br>*ss*Yar.No.3-2,10<br>(*ex*Conqueror) 1*Dk*(*Irn*) | 125<br>—<br>51 | ✠<br>*ForTowing p*<br>10,13<br>✠NB2,10 ✠ | Yar<br>*urpose* | *s* | | 1899<br>6mo | Willoughby Bros.Ld.<br>Plymouth | Cia.deNavegação dePortugal | 86·4<br>B10' | 18·0 | 10·5<br>BK6" | Lisbon<br>Portuguese<br>4*BHCem* | C.2Cy.17"&34"-21"<br>56NHP<br>1SB,2*pf*,GS38,HS1050<br>WilloughbyBros.Ld.Ply. | 11 |
| 24458 | **Mini** IronScK<br>*ss*Mil.No.3-9,04<br>(*ex*Escallonia) *ss*Ymu.No.2-13<br>1*Dk* | 154<br>149<br>48 | ✠<br>*StmTrawler*<br>7,16 ✠ | Ams | | | 1892<br>11mo | SirRaylton Dixon&Co<br>Middlesbro' | N.V.Stoomvissch. "Mini"(Joh.N. Klein) | 100·5<br>Q19'F20' | 20·4 | 10·7<br>BK7½" | Ymuiden<br>Dutch<br>3*BHCem* | C.2Cy.16"&32"-22"<br>44NHP<br>1SB,2*pf*,GS30,HS800<br>N.E.MarineEng.CoLd.Sld. | 11 |
| 24459<br>Broken up<br>~~[illegible]~~ | **Minia** IronScSr<br>*CableVessel* *ss*Lon.3rdNo.3-10,08<br>*ss*Hfx.No.2-17<br>*Elec.light* 2*Dks*<br>Wireless | 2061<br>1898<br>1163 | ✠ ~~Ⓑ A1~~<br>9,21 ~~12,19~~<br>~~BS4,20~~ ~~✠LMC6,17~~<br>✠NE&B9,04 | Lon | | CL<br>12,19 | 1866<br>12mo | Lon.&Gls. Co.<br>Glasgow<br>A&CP | ~~Anglo-American Tel.Co.Ld.~~<br>G.B.Pas&Zonen | 328·5<br>B88'F55'<br>ND92 | 35·8 | 25·1<br>BK10"<br>*WB=DBa*10 | ~~London~~<br>Dutch<br>5*BHCem*<br>4'*uB*30'288*t* | T.3Cy.22",35"&59"-39" (*s*)<br>180lb *80lb* NDB92 246NHP<br>2SB,6*cf*,GS96,HS3936<br>CentralMar.Eng Wrks,Hpl. | 26<br>5<br>22 |
| 24460 | **Miningsby** SteelScK<br>Now named "Suzanne," See No. 33231 in Supplement<br>*ss*Gms.No.3-2,20<br>1*Dk* | *245*<br>*229*<br>*95* | ✠100A1<br>*For fishing pu*<br>9,20<br>✠LMC2,20 | Bos<br>*rposes* | | 2,20 | 1908<br>9mo<br>*Lloyd* | Smith's DockCo.Ld.<br>NorthShields<br>'*sA&CP* | A.Schreck | 125·5<br>Q68' | 22·1 | 12·0<br>BK7½" | Dieppe<br>French<br>3*BHCem* | T.3Cy.12½",20"&34"-25" (*s*)<br>180lb 87NHP<br>1SB,2*pf*,GS37,HS1687<br>ShieldsEng.Co.Ld.N.Shl. | 12 |
| 24461 | **Minister Hermes** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 227<br>211<br>86 | | | | | 1920 | Reichsw ft<br>Kiel | Kohlenberg&Putz | 119·3<br>H48'F18' | 24·3 | 9·6 | Gstemnde<br>German<br>*WB* | T.3Cy.13",20½"&32¼"-22½"<br>50NHP<br>Reichswerft,Kiel | |
| 24462 | **Minister Möller** SteelSc<br>1*Dk* | 103<br>79<br>45 | | | | | 1902 | Howaldtswerke<br>Kiel | M.Rasmussen | 88·5 | 20·7 | 7·8 | Ekensund<br>Danish<br>*WB* | C.2Cy.15⅝",29 9/16"-15¾"<br>30NHP<br>Howaldtswerke,Kiel | |
| 24463 | **Minister v. Raumer** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 227<br>211<br>86 | | | | | 1920 | Reichswrft<br>Kiel | StädtHochseefisch Gemeinnützige G.m.b.H. | 119·3<br>H48'F18' | 24·3 | 9·6 | Brmrhavn<br>German<br>*WB* | T.3Cy.13",20½"&32¼"-22½"<br>50NHP<br>Reichswerft,Kiel | |
| 24464 | **Ministerialdirektor Kautz** Steel Sc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 227<br>211<br>86 | | | | | 1920 | Reichswrft<br>Kiel | Gemeinnützige Hochseefischerei GmbHGrossBerlin | 119·3<br>H48'F18' | 24·3 | 9·6 | Kiel<br>German<br>*WB* | T.3Cy.13",20½"&32¼"-22½"<br>50NHP<br>Reichswerft,Kiel | |
| 24465<br>HBGM | **Ministro Ezcurra** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>*Mchy.Aft* Wireless | *1988*<br>*1510*<br>*1208* | ✠<br>6,14<br>✠<br>*CarryingPetr*<br>*Fitted for oil* | Gmh<br>*oleum*<br>*fuel* 6, | *q*<br>*in*<br>14 | *bulk*<br>*F.P.* | 1914<br>6mo<br>*above* | Greenock& Grngemouth Dkyd.Co.Ld.<br>Grngemouth<br>150°F. | Argentine Government | 250·2<br>P73'F34' | 40·1 | 19·4<br>FK<br>*WB=Cell* | Bns.Ayres<br>Argentine<br>10*BHptCem*<br>*DBuE&B*54 | T.3Cy.20",33"&54"-36"<br>206NHP<br>2SB,6*cf*,GS112,HS3364<br>Cooper&Greig,Dundee<br>'143*tFPT*71*tAPT*45*t* | 20 |
| 24466<br>143312<br>KBSQ | **Minna Horn** SteelSc<br>(*ex*Hornhöhe, *ex*Madeleine Rickmers) 2*Dks*<br>*Elec.light* Sub.Sig. Wireless<br>Now named "Maid of Sparta," See No. 38362 in Supplement | 3431<br>3129<br>2055 | | | | | 1913 | Rickmers Akt.Ges.<br>Geestemünde | TheShippingController | 361·9 | 50·2 | 21·5 | London<br>British<br>*WB* | T.3Cy.25",41"&68"-45"<br>310NHP<br>N.E.MarineEng.Co Ld.Sld. | |
| ※ 24467<br>142717<br>JVTF | **Minnedosa** SteelTrpScSr<br>*Elec.light* 3*Dks*(*Stl*)&*Awng dk*(*Stl*-teak s)*pt*4*th dk*(*Stl*)<br>*Ref.Mchy.*<br>Wireless Sub.Sig. *CruiserStern* | 13972<br>11093<br>8521 | ✠100A1<br>*Awng dk withfreeboard*<br>~~6,21 1,21~~<br>12,21<br>✠LMC~~11,18~~ 2,22 | Liv<br>~~Glr~~ | *j*† | CL<br>~~6,21~~<br>C6,21<br>P&S<br>12,21 | 1918<br>8mo<br>*Lloyd* | Barclay, Curle&Co.Ld.<br>Glasgow<br>'*sA&CP* | CanadianPacific RailwayCo. (CanadianPacific Stmships Ld, Mgrs.) | 520·0<br>P46'B&F413'*on Awng dk*<br>*Cel* | 67·2<br>FK&BK2"<br>*lDB*445'2053*tFPT* | 41·8 | London<br>British<br>10*BHCem toAwng dk*<br>106*tAPT*757*t* | T.8Cy.(2)26½",(2)41½"&(4)47"-51"&1L.P.Turbine (*s*)<br>215lb FD<br>5DB,30*cf*,GS590,HS24730<br>Harland&Wolff,Ld.Bel. | 45<br>11<br>34 |
| 24468<br>220814<br>MBVP | **Minnekahda** SteelTrpSc4MstSp<br>Wireless<br>*Elec.light* *Ref.Mchy.* 4*Dks*&*Shelter dk*<br>Sub.Sig. *CruiserStern* | *17281*<br>*15653*<br>*10208* | | | | | 1917 | Harland& Wolff<br>Belfast | ~~International Mercantile Marine Co.~~ Atlantic TransportCo.of WestVirginia | 620·5<br>B*onShelter dk*285' | 66·4 | 47·3 | NewYork<br>Utd. States<br>*WB* | T.8Cy.(2)30",(2)47½"&(4)54"-54"&1LPTurbine<br>Harland&Wolff,Ld.Bel. | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register. and a certificate for six

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24469<br>218741<br>LSKJ | **Minnequa** SteelSc<br>Fitted for oil fuel<br>2Dks&Web frames<br>Elec.light<br>Sub.Sig. Wireless | 5562<br>4740<br>3562 | | | ... | | 1919 | American<br>Internation'l<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B122'F43' | 54·2 | 27·6<br>FK | Phildlphia<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 32 ″ 0 | R |
| 24470<br>201040<br>KTDS | **Minnesota** SteelTwinSc4MstSr<br>ssS.Fo.No.3–2,17<br>4Dks(Stl)&Awngdk(Stl-ws)<br>Ref.Mchy. Elec.light Wireless | 20602<br>19469<br>13121 | ✠100A1<br>Awng dk<br>withfreeboard<br>1,20<br>WaterTubeBo<br>Fitted for oil<br>✠NB12,16<br>MS2,17 | NYk<br>ilers<br>fuel 1,<br>✠LMC<br>BS1,20 | o†<br>20 | CL<br>PN6,18<br>S6,18<br>F. P. | 1904<br>4mo<br>above | Eastern<br>S.B.Co.<br>NewLondon,<br>Con.<br>A&CP<br>150° F. | TheAtlantic<br>TransportCo.Inc.<br>WB = CellDBa16<br>f263'3422tTween | 622·0<br>8' uE&B110'<br>dkTanks a45'536tf | 73·5 | 41·5<br>49·5<br>FK&BK2" | NewYork<br>Utd.States<br>12BHCem<br>St.side48'28 | T.6Cy.29",51"&89"–57" (s)<br>250lb 2293NHP<br>16B, HS43500<br>MidvaleSteelCo.Phl.<br>5tFPT191tAPT167t | 54 ″ 6<br>s17 ″ 4<br>38 ″ 0 | |
| 24471<br>95972 | — IronSc<br>(exHarlem)<br>1Dk&Shelter dk<br>Wireless | 3320<br>—<br>2109 | | | | | 1888 | Detroit<br>DryDockCo.<br>Wyandotte | GeorgeS.Bennett | 288·0 | 41·0 | 22·7 | N.Bern,NC<br>Utd.States<br>WB | T.3Cy.23¾",36¼"&62"–48"<br>NB11 266NHP<br>DetroitDryDockCo.Wynd. | | |
| 24472<br>210534<br>LCNV | **Minnesotan** SteelScSr<br>ssBal.No.3–9,19<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>3rd dk in No.1 hold & Web frames<br>Longitudinal framing<br>Sub.Sig.<br>Wireless | 6547<br>6431<br>4035 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~8,21~~ 12,21 3,22<br>BS12,20 ✠LMC8,19<br>Fitted for oil | NYk<br>~~Bos~~<br>fuel 9 | a†<br>,12 | CL<br>~~8,19~~<br>~~N5,21~~<br>8,21<br>F. P. | 1912<br>9mo<br>above | Maryland<br>SteelCo.<br>Sparro'Pt Md<br>A&CP<br>150°F. | AmericanHawai-<br>ianS.S.Co.Inc.<br>(UnitedAmerican<br>Lines,Inc. Mgrs.)<br>Intermediate 'twe<br>No. 2 hold<br>WB = CellD | 407·7<br>en deck B H in<br>dispensed with<br>Ba122'uE&B54' f1 | 53·7 | 28·1<br>FK<br>6B<br>1B | NewYork<br>Utd.States<br>Cem<br>H to U dk<br>H to 2nd dk<br>66'1234t DT | Q.4Cy.25½",37",53½"&78"–<br>54" 215lb (s) 704NHP<br>3SB&1AuxSB,14cf,GS241,<br>HS10618 FD<br>Maryland Stl.Co.Sparr'Pt.<br>only<br>f30'866t FPT125tAPT52t | 39 ″ 6<br>s10″3½<br>29 ″ 6 | |
| 24473<br>219264<br>LTSK | **Minnewawa** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 1Dk2trBin fore&<br>after holds&Web frames<br>Wireless | 3283<br>3005<br>2000 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 24474<br>91477<br>KRJM | **Minnie** WoodSc<br>1Dk | 167<br>—<br>87 | | | | | 1882 | .................<br>Philadelphia | ThamesTowBoat<br>Co. | 106·5 | 23·5 | 11·0 | N.Lndn,Cn<br>Utd.States | C.2Cy.20"&36"–26"<br>55NHP | | |
| 24475<br>137396<br>JGFK | **Minnie de Larrinaga** SteelScSr<br>ssMch.No.1–19<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless | 5046<br>4642<br>3200 | ✠100A1<br>Shelter dk<br>withfreeboard<br>1,21<br>~~BS1,21~~ ✠LMC11,18 | Liv<br>BS2,22 | z | CL<br>5,19 | 1914<br>9mo<br>Lloyd | Russell&<br>Co.<br>PortGlasgow<br>'sA&CP<br>1Intermedi | Miguel deLarrin-<br>agaS.S.Co.Ld.<br>(Larrinaga&Co.<br>Mgrs.)<br>ateBH&1'tween dk<br>WB = CellDBa | 420·0<br>BH dispensed with<br>135' uE&B51' f179' | 54·0 | 25·8 | Liverpool<br>British<br>Cem<br>4BH to U dk<br>1 „ „ Shel<br>1340t DTa | T.3Cy.26",43"&70"–48" (r)<br>180lb 110lb 451NHP<br>2DB,12cf,GS194,HS8104<br>Rankin&Blackmore,Grk.<br>ter dk&1BHto2nd dk only<br>42'1060tFPT73tAPT32t | 28 ″ 5<br>s 3 ″ 8½<br>25 ″ 1 | |
| 24476<br>78475 | **Minnie Flossie** WoodAuxScK<br>Par.Mot.<br>HTApl.09 IB Salted 1Dk<br>Rest.Apl.12,04–6yrs<br>(See Sailing Ship Register) | 50<br>50<br>46 | 8,09 | Apl | 11 | | 1879<br>6mo | Davies<br>Milford | F.S.Harris | 60·0<br>NKlsn04 ND09 | 18·0 | 8·0 | Bideford<br>British | Paraffin Motor<br>1Cy.10"–16" 6NHP<br>H.Widdop,Keighley | 8 ″ 6 | |
| 24477<br>118793 | **Mino** SteelScK<br>(Trawler)<br>1Dk | 168<br>160<br>63 | | | ... | | 1903<br>12mo | GooleS.B.<br>&Repg.Co.Ld<br>Goole | KelsallBros.&<br>Beeching,Ld.<br>(JohnSlater Mgr.) | 110·3 | 20·9 | 11·1<br>BK7½" | Hull<br>British<br>WB | T.3Cy.12",18"&30"–21"<br>45RHP<br>C.D.Holmes&Co.Hull | 12 ″ 0 | |
| 24478 | **Minoca** SteelScSr<br>(exAlva)<br>1Dk | 110<br>96<br>48 | | | ... | | 1910 | Philip&<br>Son,Ld.<br>Dartmouth | CanadianGovern-<br>ment(Dept.of<br>Agriculture) | 83·5 | 19·1 | 9·4<br>FK | Halifax NS<br>British<br>WB | C.2Cy.13"&26"–18"<br>30RHP<br>Philip&Son,Ld.Dartm'th | 10 ″ 0 | |
| 24479<br>219521<br>LVKQ | **Minooka** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks | 3545<br>2868<br>2179 | | | | | 1920 | MobileS.B.<br>Co.<br>Mobile,Ala | UnitedStates<br>ShippingBoard | 324·0<br>P141'B90'F34' | 46·2 | 25·0 | Mobile,Ala<br>Utd.States<br>WB | T.3Cy.22",37½"&60"–42"<br>234NHP<br>EllicottMachineCo.,Bal. | | R |
| 24480<br>127845 | **Minoru** SteelScK<br>ssGms.No.3-7,20<br>1Dk | 260<br>238<br>106 | ✠100A1<br>StmTrawler<br>12,21 ~~7,20~~ ✠LMC3,20<br>BS12.21 | Gms | | CL<br>3,20 | 1909<br>9mo<br>Lloyd | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'sA&CP | DirectFishSup-<br>plies,Ld. (G.W.P.<br>Margarson, Mgr.) | 125·3<br>Q68' | 22·1 | 11·7<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.12¼",22"&35"–24"(s)<br>200lb 80RHP<br>1SB,3pf,GS43,HS1272<br>Gt.CentralEng.Co Ld.Gms | 12 ″ 6 | |
| 24481<br>126602 | — WoodSc<br>(Tug)<br>(exLeader) 1Dk | 148<br>108<br>81 | | | | | 1904 | T.Mc<br>Cosker&Co.<br>Baltimore | NorthernDredging<br>&Const.Co.Ld. | 95·0 | 20·6 | 9·5 | Chthm,N B<br>British | C.2Cy.13$\frac{3}{16}$"&28"–20"<br>Harlan&Hollings- 45RHP<br>worthCor.Wlmngtn,Del. | | |
| 24482 | **Minos** SteelScSr<br>Elec.light 1Dk | 718<br>549<br>398 | | | | | 1913 | Akt.Ges.<br>"Weser"<br>Bremen | Dampfschifffahrts<br>Ges.Neptun | 185·9<br>B46'Q64'F23' | 28·3 | 12·8 | Bremen<br>German<br>WB | T.3Cy.13",21"&34⅖"–23⅗"<br>58NHP<br>A.G."Weser,"Bremen | | |
| 24483<br>NRPQ | **Minsk** SteelScSr<br>Elec.light 1Dk | 1229<br>1055<br>709 | | | | | 1911 | Akt.Bur-<br>meistr&Wain<br>Copenhagen | DetForenede<br>DampskibsSelsk. | 252·4<br>P157'F26' | 37·2 | 15·1 | Copnhagn<br>Danish<br>WB | 3Cy.25"–36"<br>AktBurmeistr&Wain,Cpn | | V |
| 24484<br>132153 | **Mint** SteelScK<br>1Dk | 96<br>95<br>41 | | | ... | | 1912 | A.Hall&<br>Co.Ld.<br>Aberdeen | ~~Offord&Geddes,~~<br>~~Ld.~~ W.H.East | 86·6 | 18·5 | 9·1<br>BK7" | Lowestoft<br>British<br>WB | T.3Cy.9¼",16"&26"–18"<br>37RHP<br>A.Hall&Co.Ld.Aberdeen | 10 ″ 0 | |
| 24485<br>JVHN | **Mira** SteelScSr<br>Elec.light 2Dks&Awngdk3trB<br>Wireless | 1112<br>1078<br>675 | ✠<br>Awng dk<br>withfreeboard<br>6,91 ✠ | Gls | l | | 1891<br>6mo | A&J Inglis<br>Glasgow | DetBergenske<br>Dampskibsselskab | 221·7<br>H33t<br>len07 | 30·1 | 15·1<br>22·5<br>BK7" | Bergen<br>Norwegian<br>WB | T.3Cy.20",32"&52"–36"<br>188NHP<br>2SB,6rf,GS214,HS3200<br>A.&J.Inglis,Glasgow | 23 ″ 2 | |
| 24486<br>SRBF | — SteelScSr<br>(exVirgo)<br>Elec.light 1Dk&ptAwng dk | 839<br>780<br>505 | | | ... | | 1898 | Grangmth<br>Dockyard Co.<br>Grangmouth | FinskaÅngfAktieb | 180·0<br>P&B117'F48' | 28·6 | 12·0<br>BK7" | Helsingfrs<br>Finnish<br>WB | T.3Cy.15",25"&40"–30"<br>101NHP<br>Cooper&Greig,Dundee | 13 ″ 6 | |
| 24487<br>PMFB | **Mirach** SteelSc<br>Elec.light Wireless 1Dk | 3530<br>3263<br>2139 | | | | | 1917 | Rotterdam<br>Droogd.Maat<br>Rotterdam | VanNievelt,<br>Goudriaan&Co's<br>Stoomv.Maats. | 361·4<br>P24'B214'F34' | 49·9 | 22·1 | Rottrdam<br>Dutch<br>WB | T.3Cy.25",41"&68"–45"<br>310NHP<br>RotterdamDroogd.Maats. | | V |
| 24488 | **Miraflores** SteelSc<br>For full particulars See No. 38349 in Supplement<br>Elec.light | 1900<br>[illegible]<br>1270 | 100A1<br>Shelter dk<br>withfreeboard<br>(Class Contem plated) | | | | 1921 | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>LdNewcastle | AtlanticFruitCo. | 270·7 | 39·0 | 14·7 | NewYork<br>Utd. States | T.4Cy.20½",33"&(2)37"-30"<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 25 ″ 0<br>s 5 ″ 6<br>20 ″ 0 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Speciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24489<br>858<br>HBKT | **Miraflores** IronSc<br>(*Tug*)<br>1*Dk*(*Irn*) | 153<br>148<br>62 | ✠<br>6,82 | Nwc | *b* | | 1882<br>6mo | C.Mitchell<br>&Co.<br>Newcastle | Cia.Comercial de<br>Remolcadores | 100·0 | 22·1 | 11·0 | Valparaiso<br>Chilian<br>4*BHCem* | C.2Cy.19"&36"–24"<br>NB98 53NHP<br>Ross&Duncan,Glasgow | |
| 24490 | **Mira-Mar** SteelSc<br>*Mchy.Aft.* 1*Dk* | 750<br>533<br>360 | | | | | 1920 | Van der<br>Kuy&Van<br>derReeWerf.<br>"Maasdijk"<br>Schiedam | C.D.Larangeira | 180·0<br>Q104'B11'F21' | 28·0 | 14·5 | Lisbon<br>Portuguese<br>*WB* | T.3Cy.15",24"&40"–24"<br>78NHP<br>Van derKuy&Van derRee<br>Werf."Maasdijk" | |
| 24491 | **Miramar** SteelSc<br>ssVpo.No.2–22 ssShl.No.3–11,12<br>(*ex*Trevessa) ~~ssShl.No.1–17~~<br>1*Dk*(*ptIrn&ptStl*)2*trB&deepframing*<br>*Elec.light* Wireless 3*Dkrule* | *3566*<br>*3354*<br>*2296* | ✠100A1<br>*withfreeboard*<br>3,22 ~~10,20~~<br>✠LMC11,20<br>BS3,22 | Shl<br>Vpo | *v* | CL<br>11,20 | 1899<br>10mo | JReadhead<br>&Sons<br>S.Shields<br>A&CP | Soc.Nacional de<br>Buques y Maderas<br>*CellDBa* | 341·0<br>P29'B84'F32'<br>FK<br>114'*uE*20'*f*140'840*t* | 46·7 | 26·0 | Valparaiso<br>Chilian<br>6*BHCem*<br>*APT*35*t* | T.3Cy.24",40"&65"–45" (r)<br>160lb *80lb* 293NHP<br>2SB,6*rf*,GS104,HS4557<br>J.Readhead&Sons,S.Shl. | 27<br>s5<br>22 |
| 24492<br>911 | **Miramare** WoodAuxTwinSc5Mst<br>*OilEng.* Bkn<br>(*ex*City of Lafayette) 1*Dk*2*trB*<br>*Elec.light* *Mchy.Aft*<br>(*See Sailing Ship Register*) | 2451<br>2277<br>1567 | | | | | 1919 | Inter-<br>nation'lSBCo<br>Orange,Tex. | Soc.diNav.Italo-<br>Americana | 285·7<br>P64'F33' | 45·7 | 22·7 | Genoa<br>Italian | Oil Engines<br>8Cy.14"–13½" 114NHP<br>FairbanksMorseCo.<br>ThreeRivers,Mich. | |
| 24493<br>6054<br>KBMT | **Miranda** SteelScSr<br>ssMmo.2nd.No.3–6,20<br>(*ex*Gothia,*ex*Otago,<br>*ex*Nádor) 1*Dk*(*ptStlpt Irn*)&*Webframes&ptAwng dk*(*Irn*)<br>Wireless | 2013<br>1507<br>1208 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>5,21 ~~6,20~~<br>BS5,21 6,22<br>~~BS1,20~~ ✠LMC12,18 | Mmo<br>Skm | *r* | ~~10,18~~<br>2,21 | 1893<br>3mo<br>*Lloyd* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'*sA&CP* | Rederiaktieb.<br>Mimosa (H.<br>Schüssler, *Mgr.*) | 265·5<br>P27'Q76'<br>*ptAwngdk*162' BK9"<br>*Cell D B*222'419*t* | 37·1 | 19·0 | Stockholm<br>Swedish<br>4*BHCem*<br>*APT*23*t* | T.3Cy.20",31½"&53"–36" (s)<br>160lb *100lb* NDB06 167NHP<br>2SB,4*rf*,GS52,HS2480<br>Cen.Mar.Eng.Wrks.WHpl | 21<br>s7·11<br>21 |
| 24494 | — SteelSc<br>*Elec.light* 1*Dk* | 1450<br>1133 | | | | | 1920 | Huiskens&<br>vanDijk<br>Dordrecht | S.Sunde | 237·0<br>P22'B57'F22' | 37·0 | 18·0 | Bergen<br>Norwegian | T.3Cy.17½",29"&46"–36"<br>127NHP<br>Huiskens&vanDijk | |
| 24495 | — SteelTwinScSr<br>Wireless<br>*Mchy.Aft* *Elec.light* 1*Dk* | *1108*<br>*810*<br>*505* | | | | | 1907 | Mackay<br>Bros.<br>Alloa | LloydBrasileiro | 235·1<br>Q79'B62'F39' | 36·1 | 11·3 | R.Janeiro<br>Brazilian | T.6Cy.11",18"&30"–18"<br>76NHP<br>Aitchison,Blair&Co.Gls. | |
| 24496<br>HVGW | **Mirentxu** IronSc3MstSr<br>ssHam.2ndNo.3–8,01<br>(*ex*CabodelAgua, ssBbo.No.2–10<br>*ex*Solis) *Mchy.Aft* 2*Dks* | 835<br>703<br>530 | ✠<br>10,14<br>✠ | Bbo | *m* | | 1877<br>8mo | A.Stephen<br>&Sons<br>Glasgow | Maritima"Mir-<br>entxu"S.A.(A.de<br>Saureguibeitia,<br>*Mgr.*) | 208·7<br>P63'F30'<br>BK8"<br>*WB*= | 28·2 | 17·2 | Bilbao<br>Spanish<br>4*BHCem*<br>*APT*30*t* | C.2Cy.25⅝"&52"–30"<br>NDB06 119NHP<br>1DB,4*pf*,GS66,HS2029<br>A.Stephen&Sons,Glasgow | 18 |
| 24497<br>JDGF | **Miri** SteelTwinSc<br>ssLaubanNo.1-18 *OilEng.*<br>1*Dk*(*Teak*) | 93<br>76<br>41 | ✠100A1<br>4,20 | | ... | 5,19 | 1913<br>10mo | Gebr.Boot<br>Leiderdorp<br>A&CP | Anglo-Saxon<br>PetroleumCo,Ld. | 84·3<br>FK<br>*WB* | 18·3 | 7·8 | Singapore<br>British<br>4*BHCem*<br>=*FPT*5*t* | Oil Engines 2S.C.SA<br>4Cy.13"–13⅜" 46NHP<br>J&CGBolindersCoLd.Skm | 8<br>s<br>7 |
| 24498<br>667<br>QSBD | **Miriam** SteelScSr<br>ssGen.No.3–12,14<br>(*ex*Hispania) 1*Dk*(*Irn*)2*trB* | 1237<br>—<br>738 | ✠ ———<br>12.20<br>✠NB82*refitted*96<br>✠ | PGl | *p* | | 1883<br>2mo | H.F.<br>Ulrichs<br>Vegesack | LaLigureSoc.<br>Anon.diNav.<br>*WB*=*DBa*64'*f* | 250·0<br>P24'B60'F34'<br>BK9"<br>96'&*uE*&*B*64'314*t* | 33·6 | 18·6 | Genoa<br>Italian<br>4*BHCem*<br>*APT*10*t* | C.2Cy.30¾"&56"–39⅜"<br>NDB96 156NHP<br>1DB,6*pf*,GS112,HS2450<br>GuteHff.h.zuOberhausen | 19 |
| 24499<br>137101 | **Miriam Stewart** SteelScK<br>1*Dk* | 197<br>194<br>77 | | | ... | | 1914 | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen | TrafalgarFishing<br>Co.Ld.(A.F.G.Mc<br>Conkey, *Mgr.*) | 115·4<br>BK7½" | 21·1 | 11·9 | Scarboro'<br>British<br>*WB* | T.3Cy.12",20"&34"–24"<br>78RHP<br>Hall,Russell&Co.Ld.Abn. | 12 |
| 24500<br>143680 | **Miriam Thomas** SteelSc<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 430<br>276<br>179 | ✠100A1<br>12,20<br>✠LMC10,20 | Bkn | *f* | | 1920<br>10mo<br>*Lloyd* | ColbyBros<br>Ld.<br>Lowestoft<br>'*sA&CP* | ThomasBros.<br>ShippingCo.Ld. | 142·4<br>Q81'B9'F19'<br>BK7" | 24·1 | 10·6 | Liverpool<br>British<br>3*BHCem*<br>*FPT*28*t* | C2Cy.17"&36"–27" (s)<br>130lb 77RHP<br>1SB,3*cf*,GS44,HS1468<br>ShieldsE&DD.CoLd.N.Sh. | 11<br>s4<br>11 |
| 24501<br>MTDR | **Mirita** SteelScSr<br>ssNwc.No.1–19<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 5845<br>5302<br>3655 | ✠100A1<br>8,21 ~~11,20~~<br>BS9,21 ✠LMC9,19<br>*CarryingPetroleum in bulk F. P. above* 150° F.<br>*Fitted for oil fuel* 7,16 | NYk | *z* | CL<br>3,20 | 1916<br>7mo<br>*Lloyd* | SirJ.Laing<br>&Sons,Ld<br>Sunderland<br>'*sA&CP* | A/S TankfartIV<br>(W.Wilhelmsen,<br>*Mgr.*)<br>*CellDB*<br>*uE&B*73'189*tDT* | 407·0<br>P99'B28'F40'<br>FK<br>*f*40' 433*t APT*102*t* | 52·4 | 31·5 | Tönsberg<br>Norwegian<br>15*BHptCem*<br>8 ,, *toUdk*<br>7 ,, ,,2*nd*,, | T.3Cy.26½",44"&73"–48" (s)<br>180lb 498NHP<br>3SB,9*cf*,GS174,HS7212 FD<br>G.Clark,Ld.Sunderland | 31<br>s6<br>25 |
| ✻ 24502 | **Mirjam** SteelScSr<br>ssShl.No.3–2,20<br>(*ex*Dundonian) 1*Dk*(*Stl*)&*deepframing*<br>Wireless | 3375<br>3134<br>2143 | ✠100A1<br>10,20<br>~~BS2,20~~ ✠LMC4,19<br>BS8,21 | Nwc | *v* | 2,20 | 1904<br>11mo<br>*Lloyd* | Caledon<br>S.B.&E.CoLd<br>Dundee<br>'*sA&CP* | DetSelmerske<br>Rederei<br>*WB*=*CellDBa*102'*uE&B* | 330·0<br>P34'B127'F29'<br>FK<br>44'*f*138'865*t FPT* | 48·0 | 23·5 | Trndhjem<br>Norwegian<br>5*BHCem*<br>119*tAPT*55*t* | T.3Cy.24",40"&64"–42" (a)<br>160lb *100lb* 273NHP<br>2SB,6*cf*,GS135,HS4207<br>CaledonS.B.&E.Co.LdDun | 26<br>s4<br>22 |
| ✻ 24503<br>145453<br>KJLW | **Mirzapore** SteelSc<br>1*Dk*(*Stl*)&*Shelterdk*(*Stl*)&*Webframes*<br>*Elec.light* Wireless<br>*Cruiser Stern*<br>*Longitudinal framing* | 6715<br>~~6240~~ 6261<br>4135 | ✠100A1<br>*Shelter dkwithfreeboard*<br>8,21<br>~~*Class Contemplated*~~<br>✠LMC8,21 | Nwc | *a*† | eL | 1921<br>8mo<br>*Lloyd* | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>'*sA&CP* | P.&O.Stm.Nav.Co.<br>*CellDB*385'1442*t* | 412·2<br>P42'F36'*onShltrdk*<br>FK<br>*DTa*31'1080*tFPT*11 | 55·8 | 34·7 | Newcastle<br>British *Cem*<br>6*BHtoShdk*<br>2 ,, ,, *Udk*<br>2*tAPT*247*t* | 2 Steam Turbines geared<br>to 1 Sc. Shaft<br>200lb (s) 600NHP<br>8SB,9*cf*,GS190,HS7890 FD<br>C.A.Parsons&Co.Ld.Nwc | 38<br>s10<br>22 |
| 24504<br>19238<br>NBWF | **Misaki Maru** SteelSc<br>1*Dk* | 1172<br>1009<br>791 | | | | | 1916 | Harima<br>S.B.Co.Ld.<br>Harima | HamaneKishitaro | 223·0 | 33·0 | 18·0 | Amagasaki<br>Japanese | T. | |
| 24505<br>19574<br>NDQW | **Misaki Maru No. 2** SteelSc<br>1*Dk* | 765<br>651<br>543 | | | | | 1917 | Hakodate<br>DockCo.<br>Hakodate | HamaneKishitaro | 180·0<br>P19'B43'F28' | 29·0 | 16·5 | Hakodate<br>Japanese<br>*WB* | T.3Cy.14½",24½"&40"–30"<br>88NHP<br>OsakaIronWrksLd.Osaka | |
| 24506<br>19584<br>NDRP | **Misaki Maru No. 3** SteelSc | 1152<br>—<br>812 | | | | | 1918 | ..................... | KabushikiKaisha<br>HamaneShoten | 215·0 | 31·5 | 18·5 | Hakodate<br>Japanese | | |
| 24507<br>MBCT | **Misamis** IronScSr<br>(*ex*Batangueño,*ex*Alfred,<br>*ex*HoLeong,*exSteamYacht*Aline) 1*Dk* | 222<br>173<br>118 | | | ... | | 1875 | Blackwood<br>&Gordon<br>PortGlasgow | AgusanCoconutCo | 142·5<br>F29' | 21·2 | 9·0 | Cebu,P.I.<br>Utd.States | C.2Cy.17"&34"–21"<br>NE&B96 57NHP<br>NwHarbourDk.Co.Ld.Sng | |
| 24508 | **Misdroy** IronPadSr | 107<br>98<br>52 | | | | | 1859 | Fruchtnch<br>&Brck<br>Bredow | W.Kunstmann | 126·8 | 16·6 | 7·7 | Swnemnde<br>German | | |

| 1 No. in Book.<br>Official No.<br>Code Letters. | 2-3 Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks &c. | 4 Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification. Character.<br>✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When.<br>Ship.<br>Engines | 9 By Whom.<br>Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry.<br>Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15 Registers in which classed, if not in L.R. Date of B of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24509<br>7 | **Miseno** SteelSc | 314<br>—<br>143 | | | | | 1886 | Royal Dockyard<br>Castellamare | Soc.Cintia | 148·8 | 25·1 | 14·1 | Reggio (Calabria)<br>Italian | C.2Cy.23½"&43$\frac{3}{10}$"-25$\frac{3}{8}$"<br>79NHP<br>E.Cravero,Genoa | | |
| 24510<br>11593<br>LHCR | **Mishima Maru** SteelTwinSc<br>ssKob.No.3-5,20<br>Elec.light 2Dks(Stl-Uteaks)<br>Wireless &deep framing&Web frames<br>Lower dk(Stl)inNos.1&3holds | 7900<br>6669<br>4921 | ✠100A1 ~~2,21 3,21~~ 1,22<br>✠LMC~~3,21~~ 1,22 | Yka | d† | CL<br>~~s2,19~~<br>P5,20<br>s8,21 | 1908<br>10mo<br>Lloyd | Kawasaki DockydCoLd<br>Kobe<br>'sA&CP<br>WB=Cell DBa | NipponYusen KabushikiKaisha | 474·3<br>P62'B176'F54'<br>FK<br>137'uE&B85'f180' | 54·3 | 31·3 | Tokio<br>Japanese<br>7BHCem<br>1442t D T a | T.6Cy.25",41½"&69"-48" (s)<br>200lb 975NHP<br>6SB,18cf,GS339,HS14317FD<br>KawasakiDkydCoLdKobe<br>26'574tFPT149tAPT33t | 34 ″ 6<br>s 8 ″ 1<br>27 ″ 1 | |
| 24511<br>7095<br>JMTO | — IronScSr<br>ssHul.No.3-5,01<br>(exSultana) 2Dks(Irn)3trB | 1917<br>1595<br>1148 | ✠<br>2,05<br>✠ | Lon | r | | 1888<br>5mo | BlythS.B. Co.Ld.<br>Blyth<br>WB=DBa | TaiyoKisen KabushikiKaisha | 265·0<br>P30'B76'F30'<br>BK9½"<br>78'&uE&B60'333t | 36·1 | 23·0 | Nishino-miya<br>Japanese<br>6BHCem | T.3Cy.23",36"&60"-36"<br>NDB98 188NH<br>2SB,4cf,GS82,HS2522<br>Bailey&Leetham,Hull<br>FPT19tAPT19t | 24 ″ 3 | |
| 24512<br>34295<br>RHSD | **Mishima Maru No. 5** WoodAux ScSr | 397<br>—<br>287 | | | | | 1918 | ................ | ShimazuKichizo | 129·5 | 27·4 | 13·3 | Nakano<br>Japanese | | | |
| 24513<br>1624<br>HKTQ | **Misho Maru** WoodScSr<br>2Dks | 128<br>122<br>75 | | | | | 1896 | Sawamura Tamekichi<br>Kujo,Settsu | NanyoUnyu KabushikiKaisha | 102·6 | 14·9 | 12·1 | Misho<br>Japanese | C.2Cy.12"&23"-15"<br>Kiyama 17NHP<br>Shigenosuke,Osaka | | |
| 24514<br>4765<br>JDWB | **Misho Maru No. 2** WoodScSr<br>2Dks | 143<br>—<br>84 | | | | | 1899 | Sawamura Tamekichi<br>Osaka | NanyoUnyu KabushikiKaisha | 104·7 | 15·6 | 12·5 | Misho<br>Japanese | C.2Cy.13"&25½"-16"<br>22NHP<br>NiikumaMasajiro,Osaka | | |
| 24515<br>26267<br>RSTM | **Misho Maru No. 5** WoodSc | 214<br>—<br>124 | | | | | 1919 | ................ | NanyoUn-Yu KabushikiKaisha | 114·5 | 18·5 | 12·9 | Osaka<br>Japanese | | | |
| 24516<br>219527<br>LVKW | **Miskianza** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks&Webframes<br>Mchy.Aft Longitudinal framing<br>Wireless Carrying Petroleum in bulk | 7011<br>6535<br>4374 | | | ... | | 1919 | MooreS.B. Co.<br>OaklandCal. | UnitedStates ShippingBoard | 425·8<br>P106'B40'F41'<br>FK | 57·0 | 31·2 | S.Frncisco<br>Utd.States<br>WB | 2 Steam Turbines geared to 1 Sc. Shaft 615NHP<br>WestinghouseElectric& Mfg.Co.E.PittsburghPa | 33 ″ 0 | R |
| 24517 | **Misrif Sabah** SteelTwinScSr<br>1Dk | *129*<br>*121*<br>*65* | | | | | 1906 | G.Brown &Co.<br>Greenock | Ruler of Koweit | 120·7 | 18·2 | 8·0 | Koweit<br>Arabian<br>WB | C.4Cy.10"&20"-14"<br>25NH<br>McKie&Baxter,Glasgow | | |
| 24518<br>ONIX | **Mississipi** SteelScSr<br>Elec.light 2Dks&Shelter dk | 6687<br>6403<br>4236 | | | | | 1912 | Ch.de Normandie<br>GrndQuevlly | Cie.Générale Transatlantique | 410·1 | 52·5 | 27·1 | Havre<br>French<br>WB | T.3Cy.27⅕",44½"&74⅘"-50⅘"<br>399NHP<br>Ch.&del'Atlantique,St.N. | | V |
| 24519<br>136343<br>JHDL | **Mississippi** SteelTwinScSr<br>OilEng.<br>Elec.light Wireless 3Dks&Shelter dk | 4738<br>4411<br>2936 | | | | | 1914 | Harland& Wolff,Ld.<br>Govan | AtlanticTransport Co.Ld. | 370·3<br>B84' on Shelter dk | 50·1 | 30·8 | Belfast<br>British<br>WB | Oil Engines 4S.C.SA<br>12Cy.26⅜"-39⅜" 652NHP<br>Burmeister&Wain,Gls. | | |
| 24520<br>ONIY | **Missouri** SteelSc<br>Elec.light Wireless 3Dks&Awng dk | 6772<br>—<br>4039 | | | | | 1920 | Ch.&Atel. deSt.Nazaire<br>Rouen | Cie.Générale Transatlantique | 397·0<br>F43' | 53·7 | 37·9 | Havre<br>French<br>WB | T.3Cy.27⅕",44½"&75"-51"<br>400 HP<br>Ch.&Atel.deSt.Nazaire | | |
| 24521<br>132048<br>JFBQ | — SteelScSr<br>Wireless<br>Elec.light Sub.Sig. 3Dks&Shelter dk | 4697<br>4406<br>2949 | | | | | 1914 | Harland& Wolff,Ld.<br>Govan | AtlanticTransport Co.Ld. | 370·3<br>B86' | 50·2 | 31·0 | Belfast<br>British<br>WB | Q4Cy.24½",35",50"&73"-54"<br>392NHP<br>Harland&Wolff,Ld.Bel. | | |
| 24522<br>200861 | — SteelScSr<br>Wireless<br>Elec.light Mchy.Aft 2Dks&Awngdk | 2434<br>—<br>1484 | | | | | 1904 | Chicago S.B.Co.<br>Chicago | Northern Michigan Transportn.Co. | 225·0 | 40·1 | 24·5 | Duluth<br>Utd.States | T.3Cy.20",33"&54"-36"<br>175NHP<br>ChicagoS.B.Co.Chicago | | |
| 24523 | **Mist** SteelScK<br>1Dk(Stl) | 97<br>96<br>33 | ✠100A1<br>For fishing purposes<br>12,18<br>✠LMC12,18 | Abn | | CL | 1918<br>12mo<br>Lloyd | John Lewis &Sons,Ld.<br>Aberdeen<br>'sA&CP | TheAdmiralty | 85·8<br>BK7½" | 18·5 | 9·2 | British<br>3BHCem | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>JohnLewis&Sons,Ld.Abn. | 10 ″ 0 | |
| 24524 | **Mistletoe** SteelScSr<br>Now named "Chiapas," See No. 36847 in Supp.<br>Elec.light 2Dks(Stl-Uws) | 1231<br><br>495 | ✠ A1<br>For Government Service<br>5.18<br>✠LMC5,18 | Gmh | | | 1918<br>5mo<br>Lloyd | Greenock& Grngemouth Dckyd.Co.Ld.<br>Grngemouth<br>'sA&CP | TheAdmiralty | 254·6<br>P171'F30'<br>FK<br>CellDBuB | 35·2 | 17·2 | British<br>12BHptCem<br>24t DT f20t | T.4Cy.22½"36"&41"(2)-27"<br>180lb (s) 366NHP<br>2SB,8cf,GS157,HS6490 FD<br>Dunsmuir&JacksonLd.Gls<br>FPT12tAPT12t | 18 ″ 0 | |
| 24525 | **Mistral** WoodSc<br>9&12yrs.Mat. | 97 | ✠ 11A1<br>For fishing purposes<br>7,19<br>✠LMC7,19 | Lwt | | CL | 1919<br>5mo<br>Lloyd | S.Richards &Co.Ld.<br>Lowestoft<br>'sA&CP | ~~TheAdmiralty~~<br>L.C.Harvey | 87·8 | 19·8 | 9·8 | London<br>British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 42NHP<br>1SB,2pf,GS30,HS810<br>S.Richards&Co.Ld.Lwt | 10 ″ 0 | |
| 24526<br>9358<br>JSRV | **Mitake Maru** SteelScSr<br>(exVita) 1Dk&Awng dk<br>Elec.light | 890<br>—<br>542 | ✠<br>Awng dk withfreeboard<br>6,90<br>✠ | Cly | j | | 1890<br>6mo | AilsaS.B. Co.<br>Troon | TowaKisen KabushikiKaisha | 200·0<br>BK7½" | 29·0 | 12·1<br>19·3 | Kobe<br>Japanese<br>4BHCem | T.3Cy.17",27"&44"-30"<br>130NHP<br>1DB,4cf,GS78,HS2304<br>Dunsmuir&Jackson,Gls. | 20 ″ 0 | |
| 24527<br>461 | **Mitau** Steel&IronSc<br>1Dk | 101<br>—<br>45 | | | | | 18 95 | Rebuilt by RHMantel<br>Riga | Dampfschiffahrts Ges.A.Augsburg | 108·0<br>H13t<br>len95 | 18·7 | 8·0 | Riga<br>Latvian | C.2Cy.9$\frac{3}{16}$"&20½"-9½"<br>11NHP | | |
| 24528<br>135269<br>JDON | **Mitcham** SteelTwinScSr<br>~~ssNwc.No.1-16~~<br>Well deck ssLon.No.2-21 1Dk(Stl)<br>Elec.light<br>Mchy.Aft Cargo battens not fitted | 1125<br>831<br>564 | ✠100A1<br>11,21 ~~12,20~~<br>~~BS3,20~~ ✠LMC~~12,16~~ 7,21 | Nwc<br>Lon | n | CL<br>~~12,20~~<br>P12,20<br>S7,21 | 1913<br>10mo<br>Lloyd | W.Dobson &Co.<br>Newcastle<br>'sA&CP<br>WB= | Wandsworth,Wimbledon&Epsom DistrictGasCo. | 220·4<br>P34'Q93'B16'F23'<br>FK<br>Cell D B a84' uE20' | 35·0 | 13·6 | London<br>British<br>5BHCem<br>f57'325tMT | T.6Cy.13½",22"&37"-27" (s)<br>180lb 187NHP<br>2SB,6cf,GS102,HS3352<br>MacColl&Pollock,Ld.Sld.<br>11'145tFPT141tAPT27t | 15″10<br>s 1 ″ 2<br>15 ″ 0 | |
| 24529<br>219420<br>LVFC | **Mitchell** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks<br>Sub.Sig. | 5990<br>4971<br>3709 | | | ... | | 1920 | Merchant S.B.Corp.<br>Harriman,Pa. | UnitedStates ShippingBoard | 400·7<br>P36'B124'F43'<br>FK | 54·2 | 30·4 | Phildlphia<br>Utd.States<br>WB | 2 Steam Turbines geared to 1 Sc Shaft 645NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 32″10 | R |
| 24530 | | | | | | | | | | | | | | | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Construit.<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24531<br>144898<br>KGCN | **Mitford**<br>(*ex*Kildare)<br>*Mchy.Aft* | **SteelSc**<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 616<br>493<br>265 | ✠100A1<br>7,20<br>✠LMC9,18 | Nwc | | CL | 1918<br>9mo | Cochrane&Sons,Ld.<br>Selby<br>Lloyd's*A&CP* | B.Burletson<br>(Joplin&Hull, *Mgrs.*) | 172·4<br>B50'<br>*CellDBuE26'20t* | 30·0 | 15·8<br>FK | Newcastle<br>British<br>5*BHptCem*<br>*FPT20t* | T.3Cy.16",26"&44"-26" (*s*)<br>200lb 94RHP<br>1SB,3*cf*,GS51,HS1825<br>C.D.Holmes&Co.Ld.Hull |
| 24532<br>28097<br>SGLD | **Mito Maru**<br>*Elec.light* Wireless | **SteelTwinSc**<br>2*Dks*(*Stl*) | 7061<br>6450<br>4358 | ✠100A1<br>9.21 ~~2,21~~<br>✠LMC2,21 | Yka | *b*† | CL<br>9,21 | 1921<br>2mo | YokohamaDockCo.<br>Yokohama<br>Lloyd's*A&CP* | NipponYusen KabushikiKaisha | 445·0<br>P85'B135'F35' | 58·0 | 34·0<br>FK | Tokyo<br>Japanese<br>7*BHptCem* | T.6Cy.20½",33½"&56"-48"<br>200lb (*s*) 632NHP<br>4SB,12*cf*,GS225,HS9200 FD<br>YokohamaDockCo.Yka. |
| | *Carrying oil fuel F. P. above 150° F. in DB & forward deep tank CellDB392'1334t DTa42'1337t DTf27'1002tFPT73tAPT58t* | | | | | | | | | | | | | | |
| 24533<br>20748<br>NKMG | **Mitori Maru** | **WoodAuxScSr** | 162<br>—<br>111 | | | | | 1918 | ................ | AbeKyusaku | 88·5 | 23·1 | 10·7 | Matsuye<br>Japanese | |
| 24534<br>132749<br>HWKD | **Mitra**<br>*Elec.light*<br>*Mchy.Aft* Wireless | **SteelScSr**<br>*ss*Cff.No.2-21<br>2*Dks*(*Stl*)&*Webframes* | 5592<br>4972<br>3503 | ✠100A1<br>7,21 ~~1,21~~<br>✠LMC1,21 | Cff<br>Shl | *z* | CL<br>1,21 | 1912<br>7mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>Lloyd's*A&CP* | Anglo-Saxon PetroleumCo.Ld. | 406·5<br>P110'B33'F38' | 51·3 | 28·9<br>FK | London<br>British<br>15*BHCem*<br>(10 *to Udk*<br>5 ,, *Mdk*) | T.3Cy.26½",43"&72"-48" (*s*)<br>180lb *100lb* 449NHP<br>3SB,9*cf*,GS204,HS7740<br>WllsndSlpwy.Co.Ld.Nwc. |
| | *Carrying Petroleum in bulk*<br>*Fitted for oil fuel 7,12 F.P. above 150°F.*<br>BS2,21<br>*WB = CellDBuE&B77'128t DTf50'521t FPT72tAPT106t* | | | | | | | | | | | | | | |
| 24535 | — <br>*Elec.light* | **SteelTwinSc**<br>1*Dk* | 165<br>165<br>5 | | | | | 1920 | Singapore HarbrBoard<br>Singapore | Singapore HarbourBoard | 76·0 | 24·0 | 13·0 | Singapore<br>British | C.2Cy.15"&30"-20"<br>33NHP<br>SingaporeHarbourBoard |
| 24536<br>139963 | **Mitres**<br>*Elec.light* | **SteelScK**<br>*ss*Gms.No.1-21<br>1*Dk* | 260<br>228<br>102 | ✠100A1<br>*StmTrawler*<br>11,21 ~~4,21~~<br>✠LMC~~10,17~~ 11,21 | Gms | | CL<br>11,21 | 1917<br>10mo | Cook,Welt'n&Gemmell Ld. Beverley<br>Lloyd's*A&CP* | LoyalSteam FishingCo.Ld.<br>(W.W.Butt, *Mgr.*) | 120·0<br>Q67'F19' | 22·5 | 12·0<br>BK8" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",21½"&35½"-24"<br>180lb (*s*) 74RHP<br>1SB,2*pf*,GS38,HS1267<br>Amos&Smith,Ld.Hull |
| 24537<br>1131 | **Mitroffan**<br>(*ex*Mount Rosa) | **SteelScK**<br>1*Dk* | 185<br>—<br>85 | | | | | 1898 | Cumming &Ellis<br>Inverkeithng | PeterBelaieffs Successors | 109·0 | 21·1 | 10·4 | Archangel<br>Russian<br>*WB* | C.2Cy.21"&42"-24"<br>72NHP<br>Hutson&Son,Glasgow |
| 24538<br>26 | **Mitschman** | **IronPad**<br>(*Tug*)<br>1*Dk* | 139<br>—<br>76 | | | | | 1857 | ................<br>Sebastopol | F.Miraschodji | 114·6 | 24·4 | 8·0 | Sebastopl<br>Russian | 2Cy.29"-56"<br>52NHP |
| 24539<br>22663<br>NVPG | **Mitsu Maru No. 1** | **SteelSc** | 972<br>—<br>553 | | | | | 1918 | ................ | WatanabeShoji KisenKaisha | 190·0 | 31·0 | 18·5 | Nishinomiya<br>Japanese | |
| 24540<br>23700<br>REDW | **Mitsui Maru No. 2** | **WoodAuxScSr** | 122<br>—<br>96 | | | | | 1918 | ................ | DoyoUn-Yu KabushikiKaisha | 86·3 | 21·9 | 9·6 | Susaki<br>Japanese | |
| 24541<br>23699<br>RFDV | **Mitsui Maru No. 3** | **WoodAuxScSr** | 197<br>—<br>153 | | | | | 1918 | ................ | DoyoUn-yu KabushikiKaisha | 101·3 | 23·4 | 12·0 | Susaki<br>Japanese | |
| 24542<br>24566<br>RJTP | **Mitsui Maru No. 4** | **WoodAuxScSr** | 193<br>—<br>141 | | | | | 1919 | ................ | DoyoUn-yu KabushikiKaisha | 101·6 | 23·5 | 12·0 | Susaki<br>Japanese | |
| 24543<br>14179<br>LQVC | **Mitsuki Maru**<br>(*ex*SaintBede)<br>Wireless | **SteelScSr**<br>*ss*Hak.No.3-9,11<br>*ss*Kob.No.2-19<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*deep framing* | 3639<br>3347<br>2703 | ✠100A1<br>*Spar dk*<br>8,21 ~~5,20~~<br>✠LMC~~5,20~~ 8,21 | Kob | *w* | CL<br>~~5,20~~<br>8,21 | 1899<br>3mo | W.Pickersgill&Sons<br>Sunderland<br>A&CP | ItayaShosen KabushikiKaisha | 350·0<br>P31'B100'F33' 25·6 | 46·2 | 17·6<br>FK | Nishinomiya<br>Japanese<br>6*BHCem* | T.3Cy.23½",39"&66"-45" (*s*)<br>180lb ~~120lb~~ *90lb* 320NHP<br>2SB,6*cf*,GS97,HS3998 FD<br>G.Clark,Ld.Sunderland |
| | *WB = CellDBa110'uE&B38'f144'815t APT48t* | | | | | | | | | | | | | | |
| 24544<br>139592 | **Miura**<br>*Elec.light* | **SteelScK**<br>*ss*Cff.No.1-19<br>1*Dk* | 275<br>245<br>107 | ✠100A1<br>*StmTrawler*<br>11,19<br>✠LMC11,19 | Cff | | CL<br>11,19 | 1916<br>6mo | Smith's DockCo.Ld.<br>Middlesbro'<br>Lloyd's*A&CP* | Neale&West,Ld. | 125·4<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | Cardiff<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 87RHP<br>1SB,3*pf*,GS50,HS1619<br>Smith'sDockCo.Ld.Mdb. |
| 24545<br>19577<br>NDRF | **Miura Maru** | **WoodSc** | 299<br>—<br>208 | | | | | 1917 | ................ | K.Hamane | 137·7 | 20·2 | 12·8 | Hakodate<br>Japanese | |
| 24546<br>139159 | **Mixol**<br>*Elec.light*<br>*Mchy.Aft* | **SteelScSr**<br>*ss*Lth.No.1-22<br>2*Dks*(*Stl*)&*Webframes* | 1977<br>1584<br>1053 | ✠100A1<br>2,22 ~~10,16~~<br>✠LMC2,22 | Dun<br>Lth | | CL<br>2,22 | 1916<br>10mo | CaledonS.B.&E.Co.Ld.<br>Dundee<br>Lloyd's*A&CP* | TheAdmiralty | 270·0<br>P97'B25'F57' | 38·7 | 21·9<br>FK | London<br>British<br>14*BHptAsp*<br>(9 ,, *toU dk*<br>5 ,, ,,2*nd* ,,) | T.3Cy.20",33"&54"-36" (*s*)<br>180lb 362NHP<br>2SB(FD)&1AuxSB,8*cf*,<br>HS6370<br>CaledonSB.&E.Co.Ld.Dun |
| | *Carrying Petroleum in bulk*<br>*Fitted for oil fuel 10,16 F.P. above 150° F.*<br>*CellDBuE&B61'66t DTf33'157t FPT46tAPT59t* | | | | | | | | | | | | | | |
| 24547<br>22884<br>NWMG | **Miyagawa Maru** | **WoodSc** | 718<br>—<br>421 | | | | | 1918 | ................ | YamaichiKisen GomeiKaisha | 182·5 | 28·0 | 18·4 | Nishinomiya<br>Japanese | |
| 24548<br>1676<br>HLCF | **Miyajima Maru** | **SteelScSr**<br>*ss*Kob.No.3-2,07<br>*ss*Kob.No.1-10<br>1*Dk*(*Stl*)&*Webframes*&*Spar dk* | 1527<br>1407<br>899 | ✠<br>*Spar dk withfreeboard*<br>6,14 ✠<br>✠NB10,88*refitted*97 | Kob | *q* | | 1897<br>7mo | MitsuBishi Dockyard&EngineWks<br>Nagasaki | OsakaShosen KabushikiKaisha | 254·0<br>B55'F29' | 33·6 | 13·5<br>20·0<br>BK8" | Osaka<br>Japanese<br>5*BHCem* | T.3Cy.18¾",29½"&47"-39"<br>NE2,90, *fitted*97<br>NDB93, *fitted*97 160NHP<br>2SB,4*cf*,GS76,HS2858<br>Scott&Co.,Greenock |
| | *WB = CellDBa54'uE&B44'f94'254t FPT65tAPT27t* | | | | | | | | | | | | | | |
| 24549<br>22484<br>NTVM | **Miyakawa Maru** | **WoodAuxScSr** | 290<br>—<br>206 | | | | | 1918 | ................ | NanyoBoyeki KabushikiKaisha | 108·4 | 26·0 | 13·3 | Toba<br>Japanese | |
| 24550<br>17034<br>MLNK | **Miyake Maru** | **WoodSc**<br>1*Dk* | 185<br>—<br>85 | | | | | 1914 | Tokyowan KisenKabushikiKaisha<br>Tokio | TokyowanKisen KabushikiKaisha | 120·1 | 17·0 | 11·6 | Shimoda<br>Japanese<br>*WB* | C.2Cy.15"&30"-18"<br>32NHP<br>E & B *made—refitted* 14 |
| 24551<br>17079<br>MNJV | **Miyako Maru**<br>*Elec.light* | **SteelScSr**<br>2*Dks* | 972<br>761<br>582 | | | | | 1914 | OsakaIron Works<br>Osaka | OsakaShosen KabushikiKaisha | 190·5<br>P22'B69'F31' | 31·2 | 17·2 | Osaka<br>Japanese<br>*WB* | T.3Cy.15",25"&42"-30"<br>96NHP<br>OsakaIronWorks,Osaka |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length | Breadth. | Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24552<br>24338<br>RLDQ | **Miyaura Maru** SteelScSr<br>*Elec.light* *Well deck* 1*Dk*(*Stl*) | 1850<br>1334<br>1091 | 100A1<br>4,21<br>LMC4,21 | Osa | *q* | 3,21 | 1919<br>1mo | Mitsubishi<br>ZosenKaisha<br>Ld.Nagasaki | MitsubishiShoji<br>KaishaLd. | 250·0<br>P&B132'F33'<br>FK<br>*Cell* *DB*204'418*tFPT*57 | 37·7 | 20·5 | Tokio<br>Japanese<br>4*BHCem*<br>*tAPT*22*t* | T.3Cy.17½",28½"&48"-36"(*s*)<br>200lb 188NHP<br>1SB,3*cf*,GS62,HS2625 FD<br>Mitsubishi ZosenKaishaLd | 20 ″ 6 | |
| 24553<br>10330<br>LBPH | **Miyazaki Maru** SteelScSr<br>2*Dks* | 700<br>663<br>402 | | | | | 1907 | OsakaIron<br>Works<br>Osaka | OsakaShosen<br>KabushikiKaisha | 186·8 | 26·3 | 18·1 | Osaka<br>Japanese | T.3Cy.13",21½"&36"-27"<br>67NHP<br>OsakaIronWorks,Osaka | | |
| 24554<br>27312<br>SGGM | **Miye Maru** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 2897<br>2673<br>2043 | ✠100A1<br>8,21 ~~2,21~~<br>✠LMC7,20<br>8,21 | NNs<br>Kob | *u* | CL | 1920<br>7mo | TobaShip-yard<br>Toba<br>A&CP | TeikokuS.S.Co. | 305·0<br>P23'B92'F33'<br>FK<br>*CellDB*263'635*t* *FPT* | 43·7 | 27·2 | Toba<br>Japanese<br>5*BHCem*<br>53*tAPT*56*t* | T.3Cy.23",38"&64"-48" (*s*)<br>200lb 352NHP<br>2SB,6*cf*,GS110,HS4558 FD<br>TanakaEng.Co.Osaka | 27 ″ 3<br>s 4 ″ 4<br>23 ″ 3 | |
| 24555<br>9087<br>JPBT | **Miyo Maru** SteelScSr<br>(*ex*Clitus) 2*Dks*3*trB* | 2306<br>—<br>1405 | | | ... | | 1886 | Palmers'<br>Co.Ld.<br>Newcastle | ShinkoKisen<br>KabushikiKaisha | 300·0<br>P34'B58'F34'<br>BK10" | 38·2 | 23·5 | Kono<br>Japanese<br>*WB* | T.3Cy.23½",37"&61"-42"<br>243NHP<br>Palmers'Co.Ld.Newcastle | 24″10 | |
| 24556<br>9363<br>JSTH | — SteelScSr<br>(*ex*Helios)<br>1*Dk* | 1450<br>1259<br>888 | | | | | 1897 | Wood,<br>Skinner&Co.<br>Newcastle | IshikariSekitan<br>KabushikiKaisha | 236·9<br>B30'F28' | 35·1 | 20·7 | Amagasaki<br>Japanese<br>*WB* | T.3Cy.18⅞",30"&49"-33"<br>138NHP<br>N.E.MarineEngCoLdNwc | | |
| 24557<br>22250<br>NWLB | — WoodSc | 314<br>—<br>175 | | | | | 1917 | ................ | KoyakaIchitaro | 132·9 | 26·3 | 13·1 | Shinagawa<br>Japanese | | | |
| 24558<br>7435<br>JNMH | **Miyojima Maru** SteelScSp<br>2*Dks* | 284<br>254<br>142 | | | | | 1902 | OsakaIron<br>Works<br>Osaka | Sumitomo<br>Kichizayemon | 141·3 | 18·4 | 14·6 | Shinhama<br>Japanese | T.3Cy.11½",18½"&31"-21"<br>44NHP<br>OsakaIronWorks,Osaka | | |
| 24559<br>7665<br>JRDB | **Miyoshino Maru** SteelSc3MstSr<br>*ss*Lon.No.3-3,99<br>(*ex*Glengyle) 2*Dks*(*Stl-U*ws)3*trB*<br>*Elec.light* | 3707<br>3183<br>2298 | ✠<br>7,02<br>✠ | Lon | *w* | | 1886<br>8mo | Lon.&Gls.<br>Co.Ld.<br>Glasgow | HiroumiNisaburo | 370·0<br>P76'B69'F53'<br>BK11" | 45·1 | 26·6 | Segoshi<br>Japanese<br>6*BHCem* | T.3Cy.34",53"&87"-54"<br>527NHP<br>3DB,18*cf*,GS318,HS8121<br>London&Glas.Co.Ld.Gls. | 28 ″ 0 | |
| 24560<br>PMFD | **Mizar** SteelScSr<br>1*Dk* | 1969<br>1848<br>1235 | | | | | 1905 | Bonn&<br>Mees<br>Rotterdam | VanNievelt,Goudriaan&Co's<br>Stoomv.Maats. | 281·9<br>B68'F28' | 40·2 | 19·9 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.21",35"&57"-39"<br>202NHP<br>Maats.deSchelde,Flushing | | V |
| 24561<br>19307<br>NHWG | **Mizushima Maru** SteelSc | 336<br>—<br>131 | | | | | 1917 | OsakaIron<br>Works<br>Osaka | GovernmentRailways | 125·0 | 25·0 | 11·0 | Tokio<br>Japanese | | | |
| 24562 | **Mjöfjord** SteelScSr<br>(*Whaler*)<br>1*Dk*<br>Now *named* "Maar I," *See No.* 38459 *in Supplement* | 106<br>104<br>37 | | | | | 1908 | Akers<br>Mek.Værks<br>Christiania | A/S Emma(Einar<br>Abrahamsen,<br>*Mgr.*) | 91·7 | 18·0 | 10·6 | Copnhagn<br>Danish | T.3Cy.11",18"&29"-18"<br>35NHP<br>Akers.Mek.Værks.Xia. | | |
| 24563 | **Mjölder** SteelScSr<br>(*ex*Helena) (*Whaler*)<br>1*Dk* | 108<br>106<br>38 | | | | | 1911 | Akers<br>Mek.Værks<br>Christiania | H.E.Wolden | 92·5 | 18·7 | 10·5 | M.Video<br>Uruguayan<br>*WB* | T.3Cy.11",18"&29"-18"<br>36NHP<br>AkersMekVærks.Yia. | | N |
| 24564<br>5628<br>JVBF | **Mjölner** SteelScSr<br>*Elec.light* 1*Dk* | 976<br>736<br>376 | | | | | 1914 | Lindholmens V.A.<br>Gothenburg | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson,*Mgr.*) | 225·0<br>P130'H118*t*F55' | 36·0 | 13·2 | Stockholm<br>Swedish<br>*WB* | 2 Turbo-Electric Motors<br>geared to 1 screwshaft<br>SvenskaTurbin fabr.<br>AktLjungström,Finspång | | V |
| 24565<br>NCJL | — SteelScSr<br>(*Ice breaker*)<br>1*Dk* | 503<br>412<br>199 | | | | | 1890 | Helsingörs<br>Skibsbyggri<br>Elsinore | DeDanskeStatsbaner | 140·0<br>Q28*t* | 33·3<br>B29*t* | 14·7<br>F13*t* | Korsör<br>Danish<br>*WB* | C.2Cy.29½"&55¼"-32"<br>144NHP<br>HelsingorsMaskinbyggeri | | |
| 24566<br>LBDF | **Mjölner II.** SteelSc<br>(*Tug*)<br>(*ex*Tana) | 105<br>86<br>38 | | | | | 1917 | Bergsunds<br>M.V.Aktieb<br>Stockholm | Christiania<br>Havnevæsen | 65·7<br>B16*t* | 22·2 | 11·1 | Chrstiania<br>Norwegian | C.2Cy.13⅜"&26¼"-17 1/16"<br>24NHP<br>BergsundsMV.AktiebSkm | | |
| 24567<br>NVGT | **Mjölnir** IronScSr<br>(*ex*Traag) 1*Dk* | 548<br>405<br>329 | | | | | 1884 | Rostocker<br>Akt.Ges.<br>Rostock | H.Hendriksen | 161·4<br>Q44*t*B76*t*H8*t*F13*t* | 26·3 | 11·8 | Esbjerg<br>Danish<br>*WB* | C.2Cy.20"&35½"-27½"<br>NB96 55NHP<br>RostockerA.G.Rostock | | N |
| 24568<br>6209<br>KCGN | **Mjörn** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*-ws) | 168<br>139<br>46 | ✠100A1<br>*For towing purposes*<br>5,21 ~~1,21~~<br>✠LMC1,20 | Got | | | 1920<br>4mo<br>*Lloyd* | Kockums<br>M.V.Aktieb.<br>Malmö<br>'*sA&CP* | RederiAktieb.<br>Transatlantic (G.<br>Carlsson,*Mgr.*) | 92·5<br>F29'<br>BK6¼" | 22·8 | 11·1 | Gothenbrg<br>Swedish<br>4*BHCem*<br>*APT*13*t* | T.3Cy.12 3/16",19 11/16"&33 1/16"-<br>21¼" 190lb (*s*) 66NHP<br>1SB,2*cf*,GS35,HS1150<br>KockumsM.V.A.B.Mmo | 11″10<br>s1 ″ 0<br>11 ″ 7 | |
| 24569 | **Mljet** IronSc<br>(*ex*Miriam) | 123<br>—<br>70 | | | | | 1880 | J.Fullerton&Co.<br>Paisley | Obalna<br>Paroplovitba<br>S.O.J. | 119·4 | 15·7 | 9·8 | Ragusa | C.2Cy.12¼"&24"-21¼"<br>NB02 22NHP<br>W.Anderson&Co.Glasgow | | A |
| 24570 | **Môa** SteelTwinScSr<br>*ss*Pra.No.3-8,07<br>*ss*Pra.No.1-11<br>1*Dk*(*Teak*)&*Promenade dk*(*Teak*) | *283*<br>*202*<br>*192* | ✠<br>*For River purposes only*<br>6,13<br>✠ | Pra | | | 1897<br>8mo | Murdoch&<br>Murray<br>PortGlasgow | Nicolaus&Co. | 145·3<br>F16'<br>FK | 31·0 | 6·2 | Para<br>Brazilian<br>5*BHCem* | C.4Cy.12"&24"-18"<br>55NHP<br>1SB,2*pf*,GS39,HS1048<br>Lees,Anderson&Co.,Gls. | 6 ″ 6 | |
| 24571 | **Moacyr** SteelTwinScSr<br>*Elec.light* 1*Dk*(*Teak*)&<br>*Promenade dk*(*Teak*) | 578<br>*320*<br>*393* | ✠<br>*For River purposes only*<br>5,11<br>✠ | PGl | | | 1911<br>5mo | Murdoch&<br>Murray<br>Pt.Glasgow | J.B.daSilva | 155·0<br>F30'<br>FK | 33·0 | 9·0 | Para<br>Brazilian<br>6*BHCem* | T.6Cy.10½",16½"&27"-21"<br>94NHP<br>1SB,3*cf*,GS61,HS1748<br>Ross&Duncan,Glasgow | 9 ″ 3 | |
| 24572<br>101479<br>PRSM | **Moana** SteelScSr<br>*Ref.Mchy.* Wireless 2*Dks*&*Awng dk*4*trB* | 3915<br>3597<br>2414 | | | | | 1897 | W.Denny<br>&Bros.<br>Dumbarton | UnionS.S.Co.of<br>NewZealand,Ld. | 350·4<br>P102'B118'F44' | 44·1 | 32·6 | London<br>British<br>*WB* | T.3Cy.33",53½"&85"-54"<br>531NHP<br>Denny&Co.Dumbarton | | C |
| 24573<br>220436<br>MBFP | **Mobile City** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless &*Web frames*<br>*Longitudinal framing* | 6157<br>5705<br>3801 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,21 ~~1,21~~<br>✠LMC9,20<br>*Fitted for oil fuel* 9,20 *F.P. above* 150° F. | Sea<br>NYk | *z* | CL<br>1,21 | 1920<br>9mo | Chickasaw<br>S.B.&CarCo.<br>Chickasaw,<br>A&CP Ala. | UnitedStatesSteel<br>ProductsCo.Inc. | 395·5<br>P45'B110'F38'*on*<br>*Shelter dk* FK<br>*CellDB* 331'1508*t* *FPT*187*t* | 55·0 | 31·4 | NewYork<br>Utd.States<br>*ptCem*<br>6*BHtoSh dk*<br>*APT*173*t* | T.3Cy.24½",41½"&72"-48"<br>210lb (*s*) 587NHP<br>3SB,9*cf*,GS181,HS8919 FD<br>Hooven,Owens&Rentschler Co.Hamilton,O. | 34″11<br>s 8 ″ 1½<br>27 ″ 1 | |
| 24574<br>92955<br>KPFQ | **Mobjack** SteelPad<br>1*Dk*2*trB* | 610<br>—<br>352 | | | | | 1899 | T.S.Marvel<br>&Co.<br>Newb'rghNY | OldDominionSS.Co | 180·2 | 28·7 | 10·1 | NewYork<br>Utd.States | B.1Cy.42"-108"<br>NB08 141NHP<br>W&A.FletcherCo.Hobokn | | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24575<br>HBWF | **Moçambique** SteelTwinScSr<br>(exBruxellesville)<br>*Elec.light* Wireless *2Dks&Shelter dk* | 5771<br>—<br>3851 | | | | | 1908 | A.Stephen &Sons,Ld.<br>Glasgow | CiaNacional de Navegaçao | 400·0<br>P50'F52' | 52·2 | 24·4 | Lisbon<br>Portuguese<br>*WB* | T.6Cy.22",36"&60"-48"<br>499NHP<br>A.Stephen&Sons,Ld.Gls. |
| 24576 | **Mockba** SteelTwinScSr<br>1*Dk* | 155<br>146<br>56 | | | | | 1895 | Schiffsw(v. J&Sch.) A.G.<br>Hamburg | G.Lindes&Co. | 115·0<br>B26' | 20·5 | 8·8 | Archangel<br>Russian | C.4Cy.7⅞"&15"-10"<br>12NHP<br>Schwft.(vJ&Sch)AG,Ham |
| 24577 | **Moda** SteelTwinScSp<br>*Elec.light* 1*Dk* | 697<br>—<br>337 | | | ... | | 1912 | Ch.&Atel. deProvence<br>Port deBouc | Administr. deNav. àVap.Ottomane | 201·0 | 30·0 | FK | Constanpl<br>Turkish | T.6Cy.13",20½"&33"-21½"<br>158NHP<br>Ch.&Atel.deProvence,Msl. |
| 24578<br>146272<br>KLHC | **Modasa** SteelTwinSc<br>2*Dks*(*StlU*-tanks)<br>*Elec.light* Wirele<br>*CruiserStern* | ~~9000~~ 8936<br>7268<br>~~5600~~<br>5566 | ✠100A1<br>12,21 ✠LMC12,21<br>~~(ClassContem plated)~~ | Nwc | *d*† | CL | 1921<br>6mo<br>*Lloyd'sA&CP* | Swan,Hunter&Wigham Richardson, Ld Newcastle | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB*403'1354*t tanks between tunnels*114'253*tFPT*164*tAPT*71*t* | 465·0<br>P44'B175'F53' | 58·3 | 33·5<br>FK | Glasgow<br>British<br>9*BHCem* | 4 Steam Turbines geared to 2Sc.Shafts<br>215lb HS13812 (s) 106NHP<br>4SB&1Aux.SB,18cf,GS[illegible]<br>Swan,Hunter&Wigham. Richardson,Ld.Nwc. |
| 24579<br>5360<br>JSTM | **Mode** SteelScSr<br>*Elec.light* Sub.Sig. 2*Dks* | 1192<br>980<br>589 | | | | | 1912 | Helsingörs Jernsk.& Msk<br>Elsinore | Stockholms Rederiaktieb.'Svea (H.Ericson,*Mgr.*) | 246·9 | 37·1 | 14·0<br>21·6 | Stockholm<br>Swedish<br>*WB* | T.3Cy.19",32"&53"-36"<br>169NHP<br>HelsingörsJernsk&Mskb. |
| 24580<br>124281 | **Mode Wheel** SteelScSp<br>1*Dk* | 119<br>113<br>3 | ✠<br>*For Towing purposes*<br>2,07 ✠ | Shl | | | 1907<br>2mo | J.P.Renoldson&Sns.<br>South Shields | ManchesterShip CanalCo. | 85·3 | 20·0 | 10·1<br>BK6" | Manchestr<br>British<br>4*BHCem* | C.2Cy.18"&40"-26"<br>75RHP<br>1SB,3*cf*,GS49,HS1479<br>J.P.Rennoldsn&Sns,S.Sh. |
| 24581<br>MSJK | **Modemi** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 1628<br>1183<br>947 | | | | | 1918 | Bergens Mek.Værks<br>Bergen | I.A.Christensens RederiIII. (I.A. Christensen,*Mgr.*) | 244·5<br>P24*t*Q106*t*B150*t*<br>F33*t* | 37·7 | 15·5 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.18",29"&49"-33"<br>138NHP<br>BergensMekVærksBergen |
| 24582<br>210238<br>LTQW | **Modena** WoodAuxTwinSc<br>*OilEng* 4MstBkn<br>*Now named "Columbia," See No. 36[illegible] in Supplement*<br>(*ex*City of Waco) 1*Dk*2*trB*<br>*Elec.light Mchy.Aft*<br>(*See Sailing Ship Register*) | 2342<br>2277<br>2120 | | | | | 1919 | Inter-nation'lSBCo<br>Orange,Tex. | City of WacoShip Co.Inc. | 284·0<br>P64'F33' | 45·6 | 21·8 | Gulfport, Miss.<br>Utd. States | Oil Engines 4S.C.SA<br>6Cy.11"-14"<br>34NHP<br>WintonOilEng.Co. Cleveland,O. |
| 24583<br>MGBQ | — SteelScSr<br>1*Dk* | 1148<br>992<br>671 | | | | | 1910 | Laxevaags Msk.&Jrnskb<br>Bergen | A/S IvarAn.ChristensensRederi(I.A. Christensen, *Mgr.*) | 228·6<br>P22*t*H58*t*F29*t* | 35·1 | 15·8 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.16",25½"&43"-30"<br>103NHP<br>LaxevaagsMsk.&Jrns.Bgn |
| 24584<br>63386 | **Moderator No. 4** IronScSp | 108<br>92<br>57 | | | | | 1871 | W.Harkess<br>Middlesbro' | R.Burton&Son (1919)Ld. | 83·0<br>Q12*t* | 18·0 | 8·7 | Newport<br>British | 2Cy.12"-12"<br>25RHP<br>D.Joy&Co.,Middlesbro' |
| 24585<br>LBHK | **Modesta** SteelScSr<br>*ss*Lon.No.1-20<br>Wireless 1*Dk*(*Stl*) | 3920<br>3510<br>2445 | ✠100A1<br>7,20<br>✠LMC7,20 | Lon | *w* | CL<br>7,20 | 1917<br>1mo<br>*Lloyd'sA&CP* | J.Priestman&Co.<br>Sunderland | A/S IvarAn.ChristensenRederi<br>*Intermediate bulkhead in after hold dispensed with* | 346·5<br>P29'B100'F34'<br>*CellDB*340'900*t* | 50·8 | 23·5<br>FK | Chrstiania<br>Norwegian<br>*Cem*<br>5*BHonly*<br>*APT*105*t* | T.3Cy.24½",40½"&67"-45"<br>180lb *90lb* (*s*) 319NHP<br>2SB,6*cf*,GS124,HS4800<br>N.E.MarineEngCo.Ld Sld. |
| 24586 | — SteelScSr<br>1*Dk* | 513<br>381<br>308 | | | | | 1892 | Bergens Mek.Verks.<br>Bergen | GermanGovernment | 165·9<br>Q34*t* B75*t* H10*t*<br>F18*t* | 25·9 | 12·9 | German<br>*WB* | T.3Cy.12½",20"&31½"-24"<br>49NHP<br>BergensMek.Verks.,Bgn |
| 24587<br>MVRK | **Modica** SteelSc<br>*Elec.light* Wireless 1*Dk* | 4425<br>4033<br>2690 | | | | | 1920 | Fredrkstad Mek.Værks.<br>Fredrikstad | A/S IvaransRederi (IvarAn.Christensen,*Mgr.*) | 371·1<br>P116*t*H163*t* | 52·1 | 25·9 | Chrstiania<br>Norwegian<br>*WB* | ~~Steam Turbine~~ 2Turbo-E<br>Motors geared to 1Sc.Shaf<br>SvenskaTurbinfabriksA/B Ljungström,Finspong |
| 24588<br>~~WMVD~~<br>LCFM | **Modig** SteelScSr<br>*ss*Hul.No.1-21<br>(*ex*Eastcliffe,*ex*Cliffside) 1*Dk*(*Stl*)&<br>Wireless *Shelter dk*(*Stl*) | 4974<br>4774<br>3704 | ✠100A1<br>*Shelter dk withfreeboard*<br>12,21 ~~12,18~~<br>✠LMC[illegible]7,21 | ~~Port~~<br>~~Tow~~ Hul<br>~~dk~~ | *w* | CL<br>7,21 | 1917<br>4mo<br>*Lloyd'sA&CP* | J.Priestman&Co.<br>Sunderland | IvarAn.ChristensensRederiA/S. (IvarAnChristensen,*Mgr.*) | 350·0<br>*CellDB*324'862*t* | 50·9 | 31·5<br>FK | Chrstiania<br>Norwegian<br>6*BHCem*<br>*APT*105*t* | T.3Cy.25",41"&67"-45" (*s*)<br>180lb 325NHP<br>3SB,6*cf*,GS115,HS4995<br>N.E.MarineEngCo.Ld.Sld. |
| 24589<br>96058 | **Modjeska** SteelTwinScSp<br>Wireless | 678<br>349<br>461 | | | | | 1889 | Napier, Shanks&Bell<br>Glasgow | CanadaSteamship Lines,Ld. | 178·0 | 31·1 | 12·3 | Hamiltn, Ont.<br>British | T.6Cy.15",24"&40"-27"<br>166NHP<br>Dunsmuir&Jackson,Gls. |
| 24590 | **Modum** SteelSc<br>*For full particulars See No. 33352 in Supplement*<br>*Elec.light* Wireless | *3915*<br>*3740*<br>*2535* | 100A1<br>(*ClassContem plated*) | | | | 1920 | Nthmblnd S.B.Co.Ld.<br>Newcastle | IvarAn.Christensen | 355·0<br>P31'B100'F30' | 51·0 | | Christania<br>Norwegian | T.3Cy.25",41"&68"-45"<br>N.E.MarineEng.CoLdNwc |
| 24591<br>128208<br>HMSG | **Modwena** SteelAuxScBk<br>*Par.Mot.*<br>(*ex*Yacht) *ss*Cws.No.1-13<br>*Elec.light* 2*Dks*(*M&QdkTeak*)<br>(*See Sailing Ship Register*) | 312<br>—<br>263 | ✠<br>3,19 | | | | 1908<br>7mo | J.Reid& Co.Ld.<br>Glasgow | NatalShipping& TradingCo.Ld. | 135·7<br>Q37'F23' | 26·1 | 14·5<br>BK10" | Glasgow<br>British<br>3*BHCem* | Paraffin Motor<br>6Cy.11"-10" 43NHP<br>Gardner,Patricroft |
| 24592<br>NTHJ | **Möen** SteelAuxScSr<br>*Elec.light Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 357<br>219<br>182 | | | | | 1915 | Frdrkshvn Skibsværft<br>Frederikshvn | DetForenede DampskibsSelsk. | 155·9<br>Q55'B46'F40' | 25·9 | 8·5 | Stege<br>Danish<br>*WB* | C.2Cy.19"&38"-21"<br>55NHP<br>HelsingörsJernsk.&Mskb. |
| 24593<br>NKRG | — Iron&SteelScSr | 113<br>104<br>58 | | | | | 1875/1909 | Kockums M.V.Aktieb.<br>Malmö | A/SCement-fabrikenDania | 97·4 | 15·8 | 9·7 | Mariager<br>Danish | C. |
| 24594<br>101488<br>PRVG | **Moeraki** SteelTwinScSr<br>Wireless<br>*Elec.light Ref.Mchy.* 3*Dks* | 4421<br>3809<br>2735 | | | | | 1902 | W.Denny& Bros.<br>Dumbarton | UnionS.S.Co.of NewZealand,Ld. | 368·7<br>F51' | 47·2 | 31·2 | London<br>British<br>*WB* | T8Cy.(2)22½",(2)36½"&(4) 42"-36"<br>423NHP<br>Denny&Co.Dumbarton |
| * 24595<br>PMFT | **Moerdijk** SteelSc<br>*ss*Rot.No.3-6,20 ~~ssRot.No.1-20~~<br>(*ex*Denderah) 2*Dks*(*Stl*)&*Shelter dk*<br>*Elec.light* (*Stl*)3*rd trBinNo.1 hold*<br>*Ref.Mchy.* Wireless | ~~9065~~<br>~~8477~~<br>~~6871~~<br>7310<br>6508<br>4495 | 100A1<br>*Shelter dk withfreeboard*<br>4,22 ~~6,20~~<br>LMC6,20<br>BS4,22<br>Lloyd'sRMC4,22 | Rot | *d*† | CL<br>~~6,20~~<br>4,22 | 1914<br>*Lloyd'sA&CP* | J.C.TecklenborgA.G.<br>Geestemünde | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)<br>*CellDB*415'1677*t* | 472·8<br>F52'*onShelter dk*<br>*Collision BHtoSh dk*<br>*FPT*90*tAPT*25*t* | 61·0 | 36·4<br>FK | Rottrdam<br>Dutch<br>*Cem*<br>8 „ „ *U* „ | T.3Cy.29 15/16",48 15/16"&80 11/16"-55"<br>206lb (*s*) 744NHP<br>4SB,12*cf*,GS280,HS11200FD<br>J.C.TecklenborgA.G.Gst. |

'Blairbeg,' See No. 36592 in Supplement

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>Late Name if any<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24596<br>PMFV | **Moerdijk**<br>(exNorthcliffe)<br>Wireless | **SteelScSr**<br>ssRot.No.3-11,18<br>1*Dk*(*ptIrn*&*ptStl*)<br>&*deepframing3Dkrule* | 2844<br>2632<br>1749 | ✠100A1<br>1,22 ~~4,21~~<br>~~BS6,20~~ ✠LMC11,18<br>BS1,21 | Rot | *u* | CL<br>4,21 | 1905<br>11mo<br>*Lloyd* | J.Blumer&<br>Co.<br>Sunderland<br>'*sA&CP* | Solleveld,van der<br>Meer&T.H.van<br>Hattum'sStoomv.<br>Maats. | 317·3\|46·5\|20·9<br>P30'B92'F30'<br>FK<br>*WB=CellDBa110'u* | Rottrdam<br>Dutch<br>5*BHCem* | T.3Cy.23",38"&62"-42" (*s*)<br>160lb *100lb* 260NHP<br>2SB,*6pf*,GS112,HS4068<br>J.Dickinson&Sons,Ld.Sld.<br>*E22'f128' 674tAPT70t* | 23 ″ 3<br>s 3 ″ 8<br>20 ″ 0 | |
| 24597<br>220819<br>MCFQ | **Moffitt**<br>*Elec.light* Wireless | **Ferro-ConcreteSc** | 6144<br>—<br>3696 | *CarryingPetroleum in bulk* | | ... | | 1920 | A.Bentley<br>&Sons<br>Jacksonville | UnitedStates<br>ShippingBoard | 420·0\|54·0\|35·0<br>B72'F40' | Jacksnvlle<br>Utd.States | T.3Cy.24½",41½"&72"-48"<br>Hooven,Owens&Rentschler Co.Hamilton,O. | | |
| 24598 | **Mogador**<br>(exGibraltar)<br>*Elec.light* | **SteelSc**<br>ssShl.No.3-7,20<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 2123<br>1972<br>1349 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>4,22 ~~4,21~~ | Cff<br>Rou<br>LMC7,20<br>BS9,21 | | 7,20 | 1905 | Howalts-<br>werke<br>Kiel | ServicesMarit.du<br>Protectorat du<br>Maroc(Union<br>d'Entrep.Maroc,<br>*Mgrs.*) | 260·5\|38·6\|24·3<br>F33' *on Shelter dk*<br>BK7⅞"<br>*CollisionBHtoShdk*<br>*CellD B220'554tAPT15t* | Casablnca<br>Moroccan<br>*Cem*<br>3 " " *U* " | T.3Cy.20½",32$\frac{7}{16}$"&51$\frac{9}{16}$"-35$\frac{7}{16}$" 185lb (*s*) 192NHP<br>2SB,*4cf*,GS100,HS3240<br>Howaldtswerke,Kiel | 26 ″ 9<br>s 6 ″ 0<br>21 ″ 6 | |
| 24599<br>HVLM | —<br>(exJosePerez) | **IronScSr**<br>ssCdz.3rdNo.3-8,18<br>1*Dk* | 466<br>358<br>282 | ✠100A1<br>8,21 ~~4,20~~ ✠LMC4,20<br>✠NB91*refitted*18<br>BS6,21 | Cdz | *h* | 4,20 | 1879<br>11mo | R.Cham-<br>bers,jun.<br>Dumbarton<br>A&CP | Cia.Trasatlantica | 166·0\|24·1\|13·1<br>P35'B31'F31'<br>ND14 BK7" | Barcelona<br>Spanish<br>4*BHCem* | C.2Cy.20"&35"-27"<br>75lb 49NHP<br>1SB,*2cf*,GS43,HS800<br>M.Paul&Co.Dumbarton | 13″10<br>s 1″10½<br>12″11 | |
| 24600<br>21362<br>NPFC | **Mogami Maru**<br>*Welldeck* | **SteelScSr**<br>(*ex*Barrier)<br>1*Dk*(*Stl*)&*Web frames* | 2197<br>1594<br>1336 | ✠<br>6,89 ✠ | Sld | | | 1889<br>6mo | S.P.Austin<br>&Son<br>Sunderland | GoshiKaishaEiwa<br>Shokai | 282·3\|38·0\|21·0<br>P30'Q72'B124'F29'<br>BK9½"<br>*CellDB236'* | Amgasaki<br>Japanese<br>6*BHAsp*<br>*529tAPT40t* | T.3Cy.21",35"&59"-39"<br>217NHP<br>Blair&Co.Ld.Stockton | 21 ″ 3 | |
| 24601<br>NBGP | **Mogens Koch**<br>*Mchy.Aft* | **SteelSc4MstSr**<br>*OilEng.*<br>1*Dk* | 385<br>344<br>284 | | | | | 1919 | Svendborg<br>Skbsv&Mskb<br>Svendborg | L.C.Hintze | 139·0\|29·8\|11·1<br>Q27' | Rönne<br>Danish<br>*WB* | Oil Engines<br>4Cy.11⅘"-16½" 28NHP<br>HolebyDieselMotorFabrik | | V |
| 24602<br>~~941~~<br>~~NABW~~<br>142375 | **Mogileff**<br>*Elec.light*<br>Wireless | **SteelScSr**<br>ssNpt.No.2-19<br>2*Dks*(*Stl*)&*deepframing*&<br>*Shelter dk*(*Stl*-ws) | 6180<br>~~4435~~<br>~~4490~~<br>5839<br>4490 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,229,~~19~~ ✠LMC9,19<br>BS1,22 | Npt<br>Lcn | *z* | CL<br>~~7,19~~<br>1,22 | 1911<br>7mo<br>*Lloyd* | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>'*sA&CP* | ~~Russian Volunteer Fleet~~<br>LimerickS.S.<br>Co.Ld. | 400·3\|52·1\|27·0<br>FK<br>*WB=CellDBa123'* | Limerick<br>British<br>6*BHCem* | T.3Cy.27",45"&75"-48" (*s*)<br>180lb 478NHP<br>3SB,*9cf*,GS175,HS6504<br>WllsndSlpwy.Co.Ld.Nwc.<br>*uE&B66'f154'987tAPT29t* | 37 ″ 9<br>s 9 ″ 3<br>28 ″ 10 | |
| 24603<br>93342 | **Mogoung**<br>*Elec.light* | **SteelPadLr** | 315<br>315<br>198 | | | | | 1887<br>1mo | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.Ld. | 180·2\|30·1\| 7·9 | Glasgow<br>British | C.2Cy.24"&43"-54"<br>113NHP<br>Denny&Co.Dumbarton | | |
| 24604<br>205729<br>KWRL | **Mohawk**<br>*Elec.light* Wireless | **SteelScSr**<br>2*Dks*&<br>*Hurricanedk* 3*trB* | 4623<br>—<br>3475 | | | | | 1908 | W Cramp&<br>SonsS&EBCo<br>Philadelphia | ClydeS.S.Co.Inc. | 367·0\|48·3\|20·4<br>F50' | NewYork<br>Utd.States | T.3Cy.27½",46"&72"-42"<br>336NHP<br>W.Cramp&SnsS&EBCPhi | | R |
| 24605<br>92698<br>KMQO | —<br>Wireless | **SteelSc**<br>1*Dk*2*trB* | 2784<br>—<br>2151 | | | | | 1896 | Delaware<br>RiverCo.<br>Chester,Pa. | NewEnglandS.S.<br>Co. | 265·0\|43·0\|16·8 | N.Lndn,Cn<br>Utd.States | T.3Cy.21",34"&56"-42"<br>NB00 203NHP<br>Del.Riv.I.S.B.&E.WksChs. | | |
| 24606<br>92168 | — | **WoodSc**<br>(*ex*MaggieDuncan) | 535<br>—<br>377 | | | | | 1890 | ..................<br>FortHoward,<br>Wis. | BurtonS.S.Co. | 164·5\|31·8\|11·7 | Bostn,Mas.<br>Utd.States | C.2Cy.19"&36"-30"<br>59NHP | | |
| 24607<br>216586<br>LMDW | — | **SteelSc**<br>*Motor* | 369<br>—<br>274 | | | | | 1918 | ..................<br>Jacksonville | GulfRefiningCo. | 145·0\|23·3\|12·0 | Pt.Arthur<br>Utd.States | Motor | | |
| 24608<br>92705<br>KMRO | **Mohegan**<br>Wireless | **SteelSc**<br>1*Dk*2*trB* | 2784<br>—<br>2151 | | | | | 1896 | Delaware<br>RiverCo.<br>Chester,Pa. | NewEnglandS.S.<br>Co. | 265·0\|43·0\|16·8 | N.Lndn,Cn<br>Utd.States | T.3Cy.21",34"&56"-42"<br>203NHP<br>Del.Riv.I.S B.&E.Works | | |
| 24609<br>201311<br>KTHN | **Mohican**<br>Wireless | **SteelScSr**<br>3*Dks* | 2255<br>2118<br>1770 | | | | | 1904 | WCramp&<br>SonsS&EBCo<br>Philadelphia | ClydeS.S.Co.Inc. | 237·9\|40·1\|19·5<br>29·7 | NewYork<br>Utd.States | T.3Cy.18",27"&42"-30"<br>97NHP<br>W.Cramp&SnsS&EBCPhl | | R |
| 24610<br>219770<br>LWBV | **Mohinkis**<br>*Elec.light* Sub.Sig.<br>Wireless | **SteelSc**<br>*Fitted for oil fuel*<br>2*Dks*<br>*Longitudinalframing* | 6049<br>—<br>3758 | | | | | 1920 | Pacific<br>CoastS.B.Co.<br>BayPoint,Cal | UnitedStates<br>ShippingBoard | 402·5\|53·0\|32·0<br>P48 B5'F38' | S.Frncisco<br>Utd.States<br>*WB* | 1 Steam Turbine<br>KerrTurbineCo.<br>Wellsville,N.Y. | | R |
| 24611<br>ONLG | **Moineau** | **SteelSc**<br>(*ex*Corneille)<br>1*Dk* | 319<br>—<br>53 | | | | | 1918 | Forg.&Ch.<br>delaMédit.<br>LaSeyne | Cie.de Remorq. de<br>Pilot&deSauvet | 137·8\|23·4\|11·7 | Marseilles<br>French | C.2Cy.18"&36"-24"<br>53NHP<br>Forg.&Ch.de la Médit.Msl. | | V |
| 24612<br>94190<br>RLGQ | **Moira**<br>*Elec.light* | **SteelScSr**<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&<br>*Web frames* | 2184<br>2063<br>1385 | ✠<br>*Spar dk*<br>*withfreeboard*<br>6,01 ✠ | Dmb | *s* | | 1901<br>6mo | W.Denny<br>&Bros.<br>Dumbarton<br>*WB* | *=CellDBa98'uE&* | 301·0\|42·2\|13·2<br>B64'F33' 21·1<br>FK<br>*B40'f127'451tFPT* | Brisbane<br>British<br>6*BHCem*<br>*61tAPT21t* | T.3Cy.20",32"&51"-42"<br>224NHP<br>2SB,*4cf*,GS74,HS3290 FD<br>Denny&Co.Dumbarton | 23 ″ 6 | |
| 24613<br>ONLJ | **Moïse**<br>*Elec.light* Wireless | **IronScBn**<br>2*Dks*&*Spardk* | 1820<br>1220<br>856 | | | | | 1880 | JohnElder<br>&Co.<br>Glasgow | Cie.Générale<br>Transatlantique | 310·0\|33·5\|16·7<br>H175*t* F46*t* 24·3 | Marseilles<br>French | T.3Cy.31",51"&80"-48"<br>NB04 443NHP<br>*Tpd.*91Cie.Génér.Trans. | | V |
| 24614<br>216797<br>LMPT | **Mojave**<br>*Elec.light* Wireless | **WoodSc**<br>1*Dk*2*trB* | 2545<br>2040<br>1500 | | | | | 1918 | Seaborn<br>S.B.Co.<br>Tacoma,Wsh. | UnitedStates<br>ShippingBoard | 266·6\|46·3\|24·0<br>P28'B65'F26' | Tacoma<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>NordbergMfg.Co. | | R |
| 24615<br>1472<br>HKFP | **Moji Maru** | **IronScSr**<br>(*ex*Hector)<br>2*Dks* | 2070<br>1881<br>1531 | | | | | 1877 | A.Leslie&<br>Co.<br>Newcastle | MojimaruKabu-<br>shikiKaisha | 316·2\|33·2\|24·9 | Yokohama<br>Japanese | C.2Cy.27¼"&58"-45"<br>188NHP<br>R.Stephenson&Co.,Nwc. | | |
| 24616<br>17089<br>MNKP | — | **SteelSc** | 256<br>—<br>94 | | | | | 1914 | OsakaIron<br>Works<br>Osaka | Government<br>Railways | 110·0\|30·0\|10·0 | Tokio<br>Japanese | | | |
| 24617 | | | | | | | | | | | | | | | |

| 1 Numero d'Ordre — Numero Officiel — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24618<br>112543 | **Mokau** WoodScSr<br>1*Dk* | 194<br>129<br>112 | | | | | 1901 | D.Drake<br>SydneyNSW. | Kirton&Earnshaw,Ld. | 115·0<br>len05 | 22·8 | 8·7 | SydnyNSW<br>British | C.2Cy.12″&24″–16″<br>27RHP<br>Chapman&Co.SydnyNSW |
| 24619<br>101483<br>PRSV | **Mokoia** SteelScSr<br>*Ref.Mchy.* Wireless 3*Dks* | 3502<br>3176<br>2112 | | | | | 1898 | W.Denny<br>&Bros.<br>Dumbarton | UnionS.S.Co.of<br>NewZealand,Ld. | 330·0<br>B240′F38′ | 43·1 | 22·9<br>30·9 | London<br>British | T.3Cy.28″,44½″&70″–54″<br>360NHP<br>Denny&Co.Dumbarton |
| 24620<br>128937<br>JBGH | **Mokta** SteelScSr<br>ssHpl.No.2–20<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3934<br>3621<br>2475 | ✠100A1<br>8,21 ~~6,20~~<br>✠LMC6,20<br>BS6,21 | Hpl<br>Rot | *w* | CL<br>~~5,20~~<br>N8,21 | 1912<br>11mo<br>*Lloyd* | W.Gray<br>&Co.Ld.<br>WHartlepool<br>'*sA&CP* | LaTunisienneS.N.<br>Co.Ld.(F.C.Strick<br>&Co.Ld.*Mgrs.*)<br>*WB=CellDBa* | 350·0<br>P30′B67′F34′<br>FK<br>113′ *uE*23′*f*154′10 | 50·0 | 25·3 | Swansea<br>British<br>6*BHCem*<br>35*tAPT*105*t* | T.3Cy.24″,38″&64″–42″ (*s*)<br>180lb *90lb* 320NHP<br>2SB,*6pf*,GS99,HS4299 FD<br>Cen.Mar.Eng.Wrks.WHpl |
| 24621 | **Molbæk** CompScSr<br>(*ex*Neptun) 1*Dk* | 358<br>277<br>262 | | | | | 1873 | J.G.Jensen<br>Stockholm | | 136·1<br>Q16*t*B65*t*F6*t* | 24·4 | 11·5 | British | C.2Cy.16″&28″–16½″&20½″<br>NB11 30NHP<br>BergsundsMk.Vks.Skm. |
| 24622<br>NWPT | **Molboen** SteelScSr<br>*OilEng.*<br>(*ex*NicolaasWitsenI.) 1*Dk* | 148<br>—<br>100 | | | | | 1919 | W.F.Stoel<br>&Zoon<br>Alkmaar | Hviid&Evensens<br>Rederiinteressentskab (R.Lohmann<br>Hviid,*Mgr.*) | | | | Aarhus<br>Danish | Oil Engine<br>2Cy.13½″–13¾″ 26NHP<br>KromhoutMotorenfabriek,Amsterdam |
| 24623<br>212543<br>LDNV | **Moldegaard** SteelScSr<br>ssNYk.No.3–2,13<br>Wireless ssNYk.No.1–16<br>1*Dk*(*Stl*)&*deepframing* | 2852<br>2426<br>1788 | ✠100A1<br>9,20<br>BS9,20 ✠LMC9,18 | Bal | *u* | CL<br>~~9,19~~<br>11,21 | 1906<br>5mo | Bergens<br>Mek.Værks.<br>Bergen<br>A&CP | BullInsularS.S.Co<br>Inc.(A.H.Bull&Co.<br>*Mgrs.*) *WB=Cell*<br>*uE&B*54′*f*122′802 | 321·1<br>P24′B84′F32′<br>*DBa*200′ FK<br>*tFPT*97*t* *APT*107*t* | 45·2 | 20·6 | NewYork<br>Utd.States<br>5*BHCem* | T.3Cy.22″,37″&62″–39″<br>180lb 270NHP<br>2SB,*6cf*,GS110,HS4180<br>BergensMekVærksBergen |
| 24624<br>132303<br>PBSW | **Mole** SteelTwinSc<br>1*Dk*(*Stl–pt* teak s)<br>(*Grab Hopper Dredger*) | 206<br>187<br>66 | ✠<br>*Hopper Dredger*<br>7,09 | PGl | | | 1909<br>7mo | Ferguson<br>Bros.<br>PortGlasgow | Government of<br>SouthernNigeria | 109·6<br>FK<br>*WB* | 24·1 | 8·8 | Lagos<br>British<br>4*BHAsp*<br>=*FPT*30*t* | C.4Cy.11″&22″–16″<br>41RHP<br>1SB,*2cf*,GS35,HS900<br>FergusonBros.Pt.Glasgow |
| 24625<br>112405<br>RHVB | **Molesey** SteelScSr<br>ssCff.No.3–9,11<br>(*ex*Rokeby) ssBkn.No.2–20<br>Wireless 1*Dk*(*Irn*)2*trB*&*deepframing*<br>&*Webframes*3*Dkrule* | 3786<br>3568<br>2443 | ✠100A1<br>12,21 ~~11,20~~<br>✠LMC2,20<br>BS6,21 | Shl<br>~~Alx~~ | *w* | CL<br>~~N2,20~~<br>12,21 | 1899<br>9mo | Ropner&<br>Son<br>Stockton<br>A&CP | BritainS.S.Co.Ld.<br>(Watts,Watts&Co.<br>Ld.*Mgrs.*)<br>*CellDBa* | 347·8<br>P30′B75′F39′<br>FK<br>98′*uE*44′*f*135′746*t* | 49·5 | 25·5 | London<br>British<br>6*BHCem*<br>*APT*67*t* | T.3Cy.25″,41¾″&67¾″–45″(*s*)<br>180lb *100lb* NDB16 340NHP<br>2SB,*6cf*,GS134,HS5438<br>Blair&Co.Ld.Stockton |
| 24626<br>5<br>QSDB | **Molfetta** SteelScSr<br>*Elec.light* 1*Dk*2*trB*&*Shelterdk* | 833<br>—<br>508 | | | | | 1902 | Flli.<br>Orlando<br>Leghorn | Soc.Anon.diNav.<br>aVap.Puglia | 188·0<br>P35′B39′F41′ | 26·7 | 15·5 | Bari<br>Italian<br>*WB* | T.3Cy.16″,26½″&43″–30″<br>101NHP<br>Flli.Orlando,Leghorn |
| 24627<br>137510<br>JMSH | **Molière** SteelTwinScSr<br>ssLiv.No.1–20<br>*Elec.light* Wireless 3*Dks*(*Stl*–ws)&<br>*Ref.Mchy.* *Shelterdk*(*Stl*–ws) | 7206<br>6704<br>4427 | ✠100A1<br>*Shelter dk withfreeboard*<br>3,21 ✠LMC8,20<br>✠Lloyd'sRMC4,21 | Liv | *b*†<br>8,21 | CL<br>8,19 | 1916<br>3mo<br>*Lloyd* | Russell&<br>Co.<br>PortGlasgow<br>'*sA&CP* | Lamport&Holt,Ld<br>*Cell* | 440·0<br>F48′*onShelter dk*<br>FK<br>*DB*385′1286*t* *FPT* | 56·2 | 35·6 | Liverpool<br>British<br>8*BHptCem*<br>64*tAPT*58*t* | Q.8Cy.20½″,29½″,42″&61″–48″ 215lb (*s*) 885NHP<br>3DB&1AuxB,*21cf*,GS430,<br>HS17001<br>D.Rowan&Co.Glasgow |
| 24628<br>217837<br>LQPO | **Moline** SteelSc<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 2967<br>2460<br>1760 | | | ... | | 1919 | ThePusey<br>&JonesCo.<br>Wlmgtn, Del. | UnitedStates<br>ShippingBoard | 300·0<br>P37′B76′F29′ FK<br>*WB* | 44·1 | 22·9 | Wilmgton<br>(Del.)<br>Utd.States | T.3Cy.19⅝″,31½″&54½″–36″<br>332NHP<br>Pusey&JonesCo.Wlmngtn |
| 24629<br>143031 | **Molliette** Ferro-ConcreteAuxSc<br>*OilEng.* 3MstSr<br>AnnualSurveyLon.6,20<br>*Mchy.Aft* 1*Dk*<br>*Cargo battens not fitted*<br>(*See Sailing Ship Register*) | 293<br>235<br>160 | ✠ A1<br>6,20<br>*ForEnglish Channel & Coasting Service from Thames to Milford Haven Subject to AnnualSurvey— Experimental* | Lon<br>LMC6,20 | | | 1919<br>2mo<br>*Lloyd* | J.Pollock<br>Sons&Co.Ld.<br>Faversham<br>'*sA&CP* | ~~B.Oppenheimer~~<br>~~(Strangham&Green,*Mgrs.*)~~<br>~~[illegible]Oppenheimer~~<br>R.A.Gray | 125·6<br>Q30′F23′<br>FK | 25·0 | 10·4 | London<br>British<br>3*BH* | Oil Engines 2S.C.SA<br>2Cy.15″–16⅛″<br>NE16*refitted*19 34NHP<br>J&CGBolindersCo,LdSkm |
| 24630<br>6038<br>KBMC | **Mollösund** SteelScSr<br>1*Dk* | 275<br>240<br>135 | | | | | 1918 | Helsingborgs Varfs<br>A/B<br>Helsingborg | MårtenHansson | 129·4<br>B26′H15*t*F17′ | 22·5 | 14·0 | Gothenbrg<br>Swedish | C.2Cy.16½″&38″–19½″<br>53NHP<br>MotalaVerkstadMotala |
| 24631<br>NLFR | **Mols** SteelScSr<br>1*Dk* | 158<br>100<br>72 | | | | | 1900 | Eriksbergs<br>M.V.Aktieb<br>Gothenburg | Aarhusbugtens<br>Dampskibs. (J.P.<br>Petersen,*Mgr.*) | 102·7<br>Q31′B33′F23′ | 19·6 | 8·6 | Aarhus<br>Danish<br>*WB* | C.2Cy.13″&27″–18″<br>26NHP<br>EriksbergM.V.Aktieb,Got |
| 24632 | **Moltke** SteelSc<br>(*Trawler*)<br>(*ex*Barmen) 1*Dk* | 218<br>193<br>82 | | | | | 1917 | Schiffsbau<br>Ges."Unterweser"m.b.H.<br>Lehe | DeutscheDampffischereiGes.<br>"Nordsee" | 127·7<br>Q75′F19′ | 22·6 | 9·2 | Nordenhm<br>German | T.3Cy.12⅝″,20½″&33½″–22½″<br>54NHP<br>OttensenerMaschf.Altona |
| 24633<br>NCF[illegible] | — SteelScSr<br>*Elec.light* 1*Dk* | 103<br>99<br>23 | | | | | 1898 | Oderwerke<br>Grabow | H.F.A.Sprenger | 97·2<br>B32′ | 18·2 | 8·4 | Haderslev<br>Danish<br>*WB* | C.2Cy.12½″&23⅝″–14½″<br>NB09 18NHP<br>Oderwerke,Grabow |
| 24634<br>143449<br>KCQM | **Molton** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 3091<br>2864<br>1873 | ✠100A1<br>8,21 ~~10,20~~<br>✠LMC10,19 | Bry<br>Cff | *u* | CL<br>10,20 | 1919<br>10mo<br>*Lloyd* | RopnerS.B<br>&Repairing<br>Co(Stockt'n)<br>Ld. Stockton<br>'*sA&CP* | ~~AtlanticShipping&TradingCo.Ld.(W.J.Tatem,Ld.*Mgrs.*)~~<br>W.J.TatemLd<br>*CellD* | 331·5<br>P33′B98′F29′<br>FK<br>*B*276′728′ *FPT*111*t* | 46·7 | 23·2 | London<br>British<br>5*BHCem*<br>*APT*139*t* | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb 359NHP<br>3SB,*9cf*,GS153,HS5829<br>Blair&Co.Ld.Stockton |
| 24635<br>121269<br>HDTW | **Mombassa** SteelScSr<br>ssLiv.No.3–10,17<br>*Elec.light* 2*Dks*(*Stl*)&*deepframing*<br>Wireless | 4327<br>4098<br>2787 | ✠100A1<br>3,21<br>✠LMC<br>MS10,17 ~~BS11,19~~<br>BS3,21<br>*Carrying oil fuel F. P. above 150°F. in DBtanks* | Gls | *y* | CL<br>~~11,19~~<br>2,22 | 1905<br>11mo<br>*Lloyd* | D&WHendersn&Co.Ld.<br>Glasgow<br>'*sA&CP* | S.S.MombassaCo.<br>Ld.(Maclay&<br>McIntyre)<br>*WB=CellDBa*12<br>*f*169′1033*t* | 385·0<br>P44′B110′F40′<br>FK<br>3′*uE&B*40′<br>*FPT*97*tAPT*238*t* | 50·1 | 26·1 | Glasgow<br>British<br>4*BH to Udk*<br>2*BHtoMdk*<br>*Cem* | T.3Cy.24½″,41″&67″–48″ (*s*)<br>175lb *100lb* NDB21 408NHP<br>2SB,*6cf*,GS121,HS5860 FD<br>D&W.Hendersn&CoLdGls |
| 24636<br>90092 | **Momein** SteelPad | 495<br>495<br>312 | | | | | 1885 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.Ld. | 250·0 | 30·0 | 9·0 | Glasgow<br>British | O.D.2Cy.34″&59″–54″<br>213NHP<br>Denny&Co.,Dumbarton |
| 24637 | | | | | | | | | | | | | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 3<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 4<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 5<br>Port of Survey. | 6 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24638<br>10900<br>LDHB | **Momiji Maru** **SteelSc**<br>(*Tug*) | 145<br>—<br>44 | | | | | 1907 | Mitsubishi<br>ZosenKaisha<br>Ld.Nagasaki | **MitsubishiShoji Kaisha,Ld.** | 100·0 | 20·0 | 10·5 | **Kobe**<br>Japanese | C.2Cy.10"&20"–14"<br>12NHP | | |
| 24639<br>203881<br>KVRL | **Momus** **SteelScSr**<br>*Elec.light* *Ref.Mchy.* Wireless 3*Dks* | 6878<br>—<br>4326 | | | | | 1906 | W Cramp&<br>SonsSB&ECo<br>Philadelphia | **SouthernPacificCo Inc.** | 410·0 | 53·2 | 25·6 | **NewYork**<br>Utd.States<br>*WB* | T.3Cy.34",57"&104"–63"<br>859NHP<br>W.Cramp&SonsS B&E.Co. | | |
| 24640 | **Mon Repos** **SteelScSr**<br>*ss*Msl.No.3–4,18<br>1*Dk*(*Stl*)<br>(*ex*Guynemer,*ex*Car,*ex* YvonneAchaque,*ex*Commandant)<br>*Well deck* *Mchy. Aft*<br>Now named "MargaritaMartas," *See No* 38405 *in Supplement* | *273*<br>*179*<br>*72* | ✠100A1<br>4,20<br>BS4,20 ✠LMC4,18 | Msl | *d* | CL<br>10,18 | 1905<br>11mo | J.Shearer<br>&Sons,Ld.<br>Glasgow<br>*Lloyd's*A&CP | **Eptanissiaki AtmoploiaLd.** | 130·4<br>Q46'B7'F19' | 22·1 | 9·3<br>BK7" | **Corfu**<br>Greek<br>3*BHCem*<br>*FPT27t* | C.2Cy.15",&32"–24" (*s*)<br>130lb 51NHP<br>1SB,*2cf*,GS42,HS1030<br>J.Ritchie,Glasgow. | 10 ″ 3<br>s ″ 8½<br>10 ″ 3 | |
| 24641<br>124188<br>HKTG | **Mona** **SteelTwinScSr**<br>*ss*Bkn.No.3–5,20<br>(*ex*Hazel) 2*Dks*(*UStl*–ws)&*Web frames*<br>*Elec.light* Wireless | 1241<br>853<br>504 | ✠ A1<br>*For Irish Channel purposes*<br>*withfreeboard*<br>5,21 ~~5,20~~<br>~~BS5,20~~ ✠LMC~~6,19~~ 5,21 | Bkn<br>Liv | | 5,21 | 1907<br>5mo | Fairfield<br>Co.Ld.<br>Glasgow<br>*Lloyd's*A&CP | **Isle of ManSteam PacketCo.Ld.**<br>*CellDBuE30* | 260·8<br>P53'B121'F42'<br>37*tDTa*10'10*tFPT* | 36·1 | 15·2<br>FK | **DouglasIM**<br>British<br>4*BHCem*<br>8*tAPT*26*t* | T.8Cy.(2)18",(2)28½"& (4)33"–27" (*s*)<br>180lb 463NHP<br>4SB,*12cf*,GS252,HS8126 FD<br>FairfieldCo.Ld.Glasgow | 16 ″ 0<br>s 3 ″ 7<br>12 ″10 | |
| 24642<br>120622<br>HCMF | **Mona's Isle** **SteelTrpSc**<br>(*ex*Onward)<br>2*Dks*&*Awng dk*<br>Wireless | 1688<br>1162<br>698 | | | | | 1905 | W.Denny<br>&Bros.<br>Dumbarton | **Isle ofManSteam PacketCo.Ld.** | 311·2 | 40·1 | 15·8 | **DouglasIM**<br>British<br>*WB* | 3 Steam Turbines<br>Denny&Co.Dumbarton | | BT till 5,21 |
| 24643<br>76308<br>KFLS | **Mona's Queen** **SteelPadSr** | 1559<br>1150<br>663 | | | | | 1885 | BarrowS.B<br>Co.(Lim.)<br>Barrow | **Isle of ManSteam PacketCo.Ld.** | 320·1<br>P235*t* F28*t* | 38·3 | 14·5 | **DouglasIM**<br>British | C.O.4Cy.50"&88"–72"<br>1095NHP<br>BarrowS.B.Co.(Lim.),Brw | | |
| 24644<br>114862<br>TJDH | **Monadnock** **SteelScSr**<br>*ss*Bhn.No.1–22 *ss*Cff.No.3–10,17<br>Wireless 2*Dks*(*Stl*)&*deep framing*&*Shelter dk*(*Irn*) | 4275<br>4087<br>2792 | ✠100A1<br>*Shelter dk*<br>~~6,21~~10,20<br>4,22<br>✠LMC~~10,20~~ 4,22 | Sou<br>~~NYK~~<br>Bhn | *y* | ~~10,20~~<br>CL<br>N4,22 | 1902<br>4mo | C.S.Swan&<br>Hunter,Ld<br>Newcastle<br>*Lloyd's*A&CP<br>*WB*= | **BankLine,Ld. (A. Weir&Co.*Mgrs.*)**<br>*CellDBa*125' *uE*& | 373·5<br>*B*40'*f*158'1058*t*~~*DTf.*~~ | 51·3 | 25·8<br>FK | **Bristol**<br>British<br>6*BHCem*<br>~~42'1076~~*tDT* | T.3Cy.25",42"&68"–48" (*s*)<br>180lb 363NHP<br>3SB,*9rf*,GS525,HS5898<br>N.E.MarineEng.CoLdNwc<br>*a*29'775*tFPT*108*tAPT*37*t* | 28 ″ 4<br>s 3 ″ 7<br>25 ″ 3 | |
| 24645<br>142501 | **Monaleen** **SteelSc**<br>1*Dk* | 444<br>301<br>164 | | | | | 1920 | W.Chal-<br>mers&Co.Ld.<br>Rutherglen | **J.Milligen&Co.Ld.** | 140·5 | 26·1 | 11·0 | **Belfast**<br>British<br>*WB* | T.3Cy.12½",21"&35"–26"<br>83RHP<br>G'ldie,Gillespie&CoLd.Gls | | |
| 24646<br>217621<br>LQBN | **Monana** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk*2*trB in fore*&*after holds*&*Web frames*<br>Sub.Sig. | 3658<br>3005<br>2256 | | | … | | 1918 | Submarine<br>BoatCorp.<br>Newark,N.J. | **UnitedStates ShippingBoard** | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | **NewarkNJ**<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric &Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 24647<br>106880<br>PVFS | **Monarch** **SteelScSr**<br>*ss*Bhn.2ndNo.3–6,21 ~~*ss*Nwc.No.3–7,08~~<br>*Elec.light* Wireless ~~*ss*Liv.No.2–17~~<br>2*Dks*(*Stl*)3*trB*&*deep framing*<br>*Ref.Mchy.* &*Shelter dk*(*Stl–ptws*)<br>*Carrying oil fuel F.P.above* 150°F.*in DB* | ~~7355~~<br>~~7036~~<br>~~4776~~<br>7466<br>7038<br>~~4824~~ | ✠100A1<br>~~6,21~~3,20,1,22<br>~~BS12,19~~ ✠LMC~~4,17~~ 6,21 | Liv<br>~~Bhn~~ | *d*† | CL<br>~~4,20~~<br>6,21 | 1897<br>10mo | C.S.Swan&<br>Hunter,Ld<br>Newcastle<br>*Lloyd's*A&CP<br>*WB*=C | **ElderLine,Ld. (Elder,Dempster &Co.Ld.,*Mgrs.*)**<br>*ellDBa*150'*uE*&*B* | 470·0<br>50'*f*208'1564*tDTa* | 56·0 | 31·9<br>FK | **Liverpool**<br>British<br>6*BHCem*<br>*nks a*30' 935*t* | T.3Cy.28½",46½"&80"-54"(*s*)<br>180lb 548NHP<br>3SB,*9cf*,GS178,HS7175 FD<br>WllsndSlpwyCo.,Ld.,Nwc.<br>&20'619*tFPT*172*tAPT*56*t* | 34 ″ 9<br>s6 ″ 10<br>28 ″ 4 | |
| 24648<br><br>GWLK | — **SteelTwinScSr**<br>*CableVessel*<br>*Elec.light* 1*Dk*&*Awng dk*<br>Wireless | 1150<br>1049<br>476 | | | … | | 1916 | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld.Newcastle | **ThePostmaster-General** | 222·7 | 32·2 | 19·1<br>FK | **London**<br>British<br>*WB* | T.6Cy.12½",20"&33"–24"<br>146NHP<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 22 ″ 0 | |
| 24649<br>82358<br>KSMG | — **SteelPadSr** | 315<br>274<br>129 | | | | | 1888 | R.&H.<br>Green<br>London | **Cosens&Co.Ld.** | 210·0 | 22·2 | 9·0 | **Weymouth**<br>British | D.2Cy.41"–48"<br>179NHP<br>J.Penn&Son,London | | BT till 5,21 |
| 24650<br>104196 | — **IronScK**<br>*ss*Abn.No.2–03<br>1*Dk* | 130<br>120<br>54 | ✠<br>*StmTrawler*<br>10,06 ✠ | Abn | | | 1895<br>3mo | Cochrane<br>&Cooper<br>Beverley | **T.Davidson** | 93·6<br>Q17' | 20·5 | 11·0<br>BK7½" | **Aberdeen**<br>British<br>3*BHCem* | T.3Cy.11",17"&28"–21"<br>1SB,*2cf*,GS22,HS663 40RHP<br>C.D.Holmes&Co.,Hull | 11 ″10 | |
| 24651<br>86741 | — **IronPadSk**<br>(*ex*FlyingSpear) | 123<br>111<br>14 | | | | | 1883 | JTEltring-<br>ham<br>S.Shields | **W.J.H.Dickson** | 100·3 | 18·1 | 9·4 | **Aberdeen**<br>British | L.1Cy.34"–54"<br>70RHP<br>J.P.Rennldsn&S.,SShields | | |
| 24652<br>118935<br>HBNK | **Monarch III.** **SteelScK**<br>*ss*Gms.No.2–13<br>(*ex*Monarch) 1*Dk* | 234<br>216<br>110 | ✠~~100A1~~<br>*StmTrawler*<br>7,21 ~~5,15~~<br>~~Examined7,19~~<br>~~BS6,20~~ ✠~~LMC7,19~~ | Gms | | CL<br>4,19 | 1904<br>10mo | Cochrane&<br>Sons<br>Selby<br>*Lloyd's*A&CP | **BrentStm.Fishing Co.Ld. (T.A. Langley,*Mgr.*)** | 120·0<br>Q66'F20' | 22·0 | 11·6<br>BK7½" | **Liverpool**<br>British<br>7*BHCem* | T.3Cy.12",21"&34"–24" (*s*)<br>180lb 60RHP<br>1SB,*2cf*,GS32,HS1084<br>C.D.Holmes&Co.Hull | 12 ″ 4 | |
| 24653<br>130215 | **Monarda** **WoodScK**<br>1*Dk* | 108<br>99<br>46 | | | | | 1916 | Herd&<br>McKenzie<br>Findochty | **R.T.Milne** | 91·1 | 19·4 | 9·7 | **Peterhead**<br>British | T.3Cy.8½",14"&23"–16"<br>37RHP<br>J.Lewis&Sons,Ld.Abn. | | |
| 24654<br>119892<br>HFQW | **Monaro** **SteelScSr**<br>*ss*Mel.No.3–5,18<br>1*Dk*(*ptIrn*&*ptStl*)&*deep framing*<br>*Elec.light* *lower dk*(*Stl*)*inNos.*1&3*holds* | 2656<br>2225<br>1663 | ✠100A1<br>3,22 ~~3,21~~<br>✠LMC~~3,21~~ 3,22 | Mel | *t* | CL<br>3,21 | 1906<br>3mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>*Lloyd's*A&CP | **MelbourneS.S.Co. Ld.**<br>*WB*= *CellDBa* | 306·0<br>P29'B92'F31'<br>100'*uE*22'*f*100'628*t* | 45·0 | 20·1<br>FK | **Melbourne**<br>British<br>6*BHCem*<br>*APT*113*t* | T.3Cy.22",35"&59"–39" (*s*)<br>180lb *90lb* 231NHP<br>2SB,*6rf*,GS99,HS3510<br>Cen.Mar.Eng.Wrks.WHpl | 22 ″ 5<br>s 3 ″ 5<br>19 ″ 5 | |
| 24655<br>218508<br>LRWV | **Monasses** **SteelScSr**<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Ref.Mchy.* Sub.Sig. &*Web frames*<br>Wireless *Longitudinal framing*<br>*Fitted for oil fuel* 7,19 *F.P. above* 150° F. | 5983<br>5657<br>3695 | | | … | CL | 1919<br>6mo | MooreS.B.<br>Co.<br>Oakland,Cal.<br>*Lloyd's*A&CP | **UnitedStates ShippingBoard**<br>*CellDB*348'1351*t*<br>*MT*30'554*t* | 402·5<br>P34'F39' *on Shelter dk*<br>*FPT*73*tAPT*48*t* | 53·0 | 32·0<br>FK | **S.Frncisco**<br>Utd.States<br>*ptCem*<br>4*BHtoSh dk*<br>3 ,, ,, *U* ,, | 2 Steam Turbines Geared to 1 Sc Shaft 210lb (*s*)<br>3SB,*9cf*,HS8745 FD637NHP<br>MidwestEngineCo.<br>Indianapolis | 34 ″ 6<br>s 8 ″ 5<br>26 ″ 6 | |
| 24656<br>144357<br>KDQM | **Monassir** **SteelSc**<br>*Elec.light* Wireless 2*Dks* | 2021<br>1844<br>1122 | | | | | 1920 | CaledonS.<br>B.&E.Co.Ld.<br>Dundee | **KhedivialMailS.S. &GravingDockCo. Ld.(LordE.Hamilton,*Mgr.*)** | 270·6 | 38·1 | 23·9 | **London**<br>British<br>*WB* | T.3Cy.21",34"&56"-39"<br>196NHP<br>Dunsmuir&JacksonLdGls | | C |
| 24657<br><br>ONMB | **Monastir** **SteelScSr**<br>(*ex*Kythnos)<br>*Elec.light* 1*Dk* | 1913<br>1758<br>1190 | | | | | 1901 | Schiffsw.v.<br>HenryKoch<br>Lübeck | **FrenchGovernment** | 281·0<br>P&B231'F36' | 40·4 | 18·1 | **Marseilles**<br>French<br>*WB* | T.3Cy.21",35½"&55"–35½"<br>180NHP<br>J.F.Ahrens,Ottensen | | V |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ※ 24658 | **Moncalieri** SteelScSr<br>(exWarLinnet) 2Dks(Stl)<br>Cargo battens not fitted in 'tween dks<br>Elec.light Wireless | 5267<br>4833<br>3191 | ✠100A1<br>11,20<br>✠LMC12,18<br>Carrying oil | Syd<br>fuel F. | y<br>P. | CL<br>11,20<br>above | 1918<br>12mo<br>Lloyd<br>150°F. | Craig, Taylor&Co.Ld.<br>Stockton<br>'sA&CP<br>in DB | LloydSabaudoSoc.Anon.<br>CellDB | 400·1<br>P49'B113'F40'<br>FK<br>336' 1015t FPT128 | 52·3 | 28·4 | Genoa<br>Italian<br>7BHptCem<br>tAPT207t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Cen.Mar.Eng.Wrks.WHp |
| ※ 24659<br>QSDZ | **Moncenisio** SteelScSr<br>ssLiv.No.3-7,16<br>(exLuzon) Spar dk(Stl)2trB<br>Elec.light Ref.Mchy. &Webframes<br>Wireless | 4110<br>3672<br>2768 | ✠100A1<br>Spar dk<br>withfreeboard<br>12,19 ✠LMC11,20<br>✠Lloyd'sRMC2,21 | Gen | w | CL<br>10,20 | 1902<br>7mo<br>Lloyd | R.Stephenson&Co.Ld.<br>Newcastle<br>'sA&CP | Requisitioned by theItalianGovt.<br>CellDBa | 340·0<br>P31'B105'F32' 27·8<br>FK<br>110'uE&B44'f133' | 47·2 | 19·8 | Genoa<br>Italian<br>6BHCem<br>733tAPT41t | T.3Cy.25",40"&67"-45" (r)<br>160lb 314NHP<br>2SB&1AuxSB7,16,5cf,<br>GS125,HS4840<br>Richardsons,Westgarth&Co.Ld.Mdb. |
| 24660<br>825<br>QSDV | — SteelScSr<br>(exKurohimeMaru,exHillglade) Wireless 1Dk&Spar dk | 3761<br>3409<br>2380 | | | ... | | 1905 | Russell&Co.<br>Pt.Glasgow | Nav.AltaItalia | 339·4<br>P20'B199'F36'26·0<br>FK | 48·0 | 18·0 | Genoa<br>Italian<br>WB | T.3Cy.24",42"&68"-48"<br>354NHP<br>D.Rowan&Co.Glasgow |
| 24661 | **Moncousu** SteelSc<br>ssDnk.No.2-20<br>(exNestor) 1Dk(Stl)<br>Well deck | 1345<br>—<br>823 | ✠100A1<br>2,21<br>MS4,20 ✠LMC<br>DBS~~4,20~~6,21 MBS2,21 | Bry | o | 4,20 | 1912<br>8mo<br>Lloyd | Mackay Bros.<br>Alloa<br>'sA&CP | Soc.Anon.des Chargeurs de l'Ouest<br>Cell D B a58'uE | 235·2<br>Q86'B56'F29'<br>FK<br>17'f94'357tFPT64t | 36·0 | 16·3 | Nantes<br>French<br>4BHCem<br>APT36t | T.3Cy.18",29"&48"-35" (s)<br>180lb 100lb 153NHP<br>1SB,3cf,GS66,HS2484<br>MacColl&Pollock,Ld.Sld. |
| 24662 | **Mond** SteelSc<br>(Trawler)<br>1Dk<br>Now named "Callsin," See No. 36915 in Supplement | 136<br>127<br>48 | | | | | 1896 | J.C.Tecklenborg<br>Geestemünde | | 105·9 | 20·8 | 9·7 | WB | T.3Cy.11",17 5/12"&28 5/12"-21½"<br>37NHP<br>J.C.Tecklenborg,Gstmnde |
| 24663<br>145412<br>KHSB | **Mondara** SteelSc<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 371<br>265<br>148 | ✠100A1<br>10,21 ~~2,21~~<br>✠LMC2,21<br>MS10,21 | Nwc<br>Bel | e | CL | 1921<br>2mo<br>Lloyd | J.&D.Morris,Ld.<br>Newcastle<br>'sA&CP | Warden,Stewart &Orr(J.Waterson&Son,Mgrs.) | 135·0<br>Q44'B8'F18'<br>FK<br>FPT | 23·6 | 10·0 | Belfast<br>British<br>3BHCem<br>25tAPT12t | C.2Cy.17"&34"-24" (s)<br>130lb 48RHP<br>1SB,2pf,GS36,HS1180<br>G.T.Grey&Co.Ld.S.Shl. |
| 24664 | **Mondego** WoodAuxSc3MstSr<br>OilEng.<br>(See Sailing Ship Register) | 550 | | | | | 1921 | J.Ferreira<br>LopesVilla DoConde | Empreza dePesca &Transportes | | | | Portuguese | OilEngine |
| 24665 | — SteelTwinScS<br>(exCearense) 1Dk&Promenade dk | 380<br>—<br>224 | | | ... | | 1898 | Murdoch&Murray<br>Pt.Glasgow | Nicolaus&Co. | 140·0<br>F16'<br>FK | 27·0 | 8·0 | Para<br>Brazilian | C.4Cy.12"&24"-18"<br>54NHP<br>Lees,Anderson&Co.Gls. |
| 24666<br>35 | **Mondello** WoodScTug | 109<br>—<br>7 | | | | | 1908 | F.Parodi<br>Pegli | SocietàItaliana di ServiziMarittimi | 85·3 | 19·5 | 11·9 | Palermo<br>Italian | T.3Cy.13¾",20⅞"&35⅜"-21½"<br>Soc.Anon. 58NHP<br>Coop-di-Produz,Genoa |
| 24667<br>ONME | **Mondovi** SteelScSr<br>Elec.light 1Dk | 355<br>303<br>102 | ✠100A1<br>StmTrawler<br>8,19 ✠LMC8,19 | Sav | | CL | 1919<br>8mo | Foundat'n Co.<br>SavannahGa<br>A&CP | FrenchGovernment | 150·0<br>Q79'F26'<br>BK7"<br>FPT6t | 25·0 | 14·6 | French<br>4BHCem<br>APT8t | T3Cy.12¾",21½"&35"-24"(s)<br>180lb 89NHP<br>1SB,3pf,GS53,HS1700<br>Goldie&McCullochCo.Ld.<br>Galt,Ont. |
| 24668<br>~~[illegible]~~<br>~~JHLG~~ | **Monestoy** SteelScSr<br>ssAnt.No.3-3,12<br>ssRot.No.2-21<br>(exGrangetown, exVanDyck) 1Dk(Stl)&deepframing<br>Well deck Wireless<br>Now named "AdriendeMontgolfier," See No. 36314 in Supplement | 1274<br>992<br>768 | ✠100A1<br>4,21<br>✠LMC4,21 | Rot | o | CL<br>4,21 | 1904<br>6mo<br>Lloyd | Soc.Anon. Chant.Naval Anversois<br>Hoboken<br>'sA&CP | Cie des Forges et Acieries de la Marine et d'Homécourt<br>CellDBa | 229·6<br>Q67'B6f5'F26'<br>FK | 34·9 | 14·6 | French<br>4BHCem<br>52'uE&B35' | T.3Cy.17",28"&46"-30" (s)<br>160lb 100lb 132NHP<br>1SB,3cf,GS59,HS2155<br>N.E.MarineEng.Co.Ld.Sld<br>f111'363tFPT50tAPT12t |
| 24669<br>1003 | **Moneta** IronScSr<br>(exUrania) 1Dk | 331<br>261<br>156 | | | | | 1857 | C.&W.Earle<br>Hull | N.Antujeff | 156·0<br>P24'Q15'H24t | 21·0 | 12·0 | Archangel<br>Russian | C.2Cy.18"&32"-27" 44NHP<br>Christie,Nolet NE73NB84<br>&DeKuyper,Delfshaven |
| 24670<br>142287<br>JSDV | **Moneyspinner** SteelSc3MstSr<br>Mchy.Aft Well deck 1Dk(Stl)<br>Cargo battens not fitted | 961<br>686<br>502 | ✠100A1<br>9,20<br>✠LMC1,18 | Nwc | l | CL<br>9,20 | 1918<br>1mo<br>Lloyd | Dundee S.B.Co.Ld.<br>Dundee<br>'sA&CP | BritishDominions S.S.Co.Ld.<br>CellDBf120'204tFPT | 199·9<br>B13'Q118'F26'<br>FK | 32·1 | 12·7 | Goole<br>British<br>3BHCem<br>71tAPT5t | T.3Cy.14½",24"&39"-27" (s)<br>180lb 91RHP<br>2SB,4pf,GS64,HS2260<br>MacColl&Pollock,Ld.Sld. |
| ※ 24671 | **Monfalcone** SteelScSr<br>ssTriNo.2-19<br>Elec.light 1Dk(ptStl) | 219<br>176<br>87 | ✠ A-<br>withfreeboard<br>5,21 ~~6,20~~<br>~~BS2,20~~ ✠LMC11,19<br>ForService in the Adriatic | Tri<br>BS12,21<br>~~BS5,21~~ | | CL<br>7,20 | 1914<br>6mo | Cant.Nav.Triestino<br>Monfalcone | Soc.Anon.diNav. Monfalconese | 134·3<br>Q22' 21·0<br>F15' BK5½" | 20·0 | 9·2 | Monfalcone<br>Italian<br>4BHCem | T.3Cy.12",21"&32"-22" (s)<br>160lb 83NHP<br>1SB,3cf,GS53,HS1557<br>McKie&Baxter,Glasgow |
| 24672 | **Monfenera** WoodSc<br>(exWarNootka) 1Dk2trB<br>Welldeck Salted & specially treated<br>Elec.light Wireless Hardwood treenails | 2332<br>1737<br>1441 | | | ... | CL<br>11,19 | 1918<br>1mo<br>Lloyd | Western CanadaS.B.Co.Ld.<br>Vancouver, B.C.<br>'sA&CP | ~~LloydAdriatico~~<br>"Carnaro"Soc. di Nav. | 240·9<br>P&B138'F32' | 43·4 | 23·0 | Venice<br>Italian | T.3Cy.20",33"&54"-40" (s)<br>185lb HS5280 322NHP<br>2 Water Tube Boilers FD<br>Canadian<br>Allis-Chalmers,Ld.Tto. |
| 24673<br>179 | **Mongibello** SteelScSr<br>ssBry.No 3-8,13<br>(exFlorentino,exGunwell,exCycle)<br>1Dk(ptStl&ptIrn)2trB&deep framing<br>3Dk rule | 3593<br>3172<br>2227 | ✠<br>5,17<br>✠ | Gls | v | | 1900<br>9mo | JLThompson&Sons,Ld.<br>Sunderland | "SiculaAmericana"Soc.diNav.ed ImpreseMarittime<br>CellDB | 331·2<br>P27'B90'F30'<br>a110'uE&B38'f135' | 48·0 | 24·5 | Naples<br>Italian<br>818tAPT31t | T3Cy.24½",40¼"&65"-42"(s)<br>290NHP<br>2SB,8pf,GS112,HS4616<br>J.Dickinson&Sons,Ld.Sld. |
| 24674<br>481<br>QSGP | — IronSc3MstSr<br>ssCff.No.3-2,97<br>(exRaglan) ssShl.No.2-06<br>Well deck 1Dk(Irn)2trB<br>Now named "Minerva," See No. [illegible] in Supplement | 1013<br>812<br>639 | ✠<br>12,10<br>✠NB5,05 ✠ | Sws | n | | 1883<br>10mo | Palmers'Co.Ld.<br>Newcastle | E.Arditi (Vassallo&Narizzano,Mgrs.)<br>WB=DBa71'f52' | 220·5<br>Q88'B44'F22'<br>FK | 31·7 | 15·5 | Genoa<br>Italian<br>4BHCem<br>245tAPT7t | C.2Cy.28 7/16"&52"-33"<br>118NHP<br>1SB,4pf,GS60,HS1939<br>Palmers'Co.Ld.Newcastle |
| 24675<br>668<br>QSJL | **Monginevro.** SteelScSr<br>ssGen.No.3-12.18<br>(exDelphine) 2Dks(Stl)&deep framing<br>Wireless &Shelter dk(Stl-ws) | 5271<br>5054<br>3334 | ✠<br>5,20<br>Shelter dk<br>withfreeboard<br>✠ | NYk | x | | 1906<br>3mo | Cant.Nav.diMuggiano<br>Spezia | Nav.AltaItalia (Soc.Anon.)<br>WB=CellDBa<br>106'uE24'f158' | 365·0<br>FK<br>867tDTf34' 1090t | 50·7 | 23·8 | Genoa<br>Italian<br>7BHCem<br>APT100t | T.3Cy.25",41"&67"-48"<br>384NHP<br>2SB,6pf,GS119,HS5251 FD<br>G.Clark,Ld Sunderland |
| 24676 | **Mongolia** SteelTwinSc<br>Elec.light Wireless<br>Ref.Mchy. | 15550<br>8900<br>9550 | 100A1<br>(ClassContemplated) | | | | 1921 | Armstrong Whitworth &Co.Ld.<br>Newcastle | P.&O.Stm.Nav.Co | 550·0<br>F81' | 71·7 | 42·2 | Newcastle<br>British | 6 Geared Steam Turbines<br>ArmstrongWhitworth &Co.Ld.Nwc |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24677<br>100493<br>KSTH | **Mongolia**<br>*Elec.light* Wireless<br>Sub.Sig.<br>*Ref.Mchy.* | **SteelTwinScSr**<br>ssNYk.No.3–7,16<br>4*Dks*(*Stl*–*U*ws)<br>&*Shelter dk*(*Stl*–ws) | 13639<br>11603<br>8750 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,20<br>*Fitted for oil* | NYk<br>✠LMC1,20<br>*fuel* | *n*†<br>1,20 | CL<br>PN<br>11,20<br>s11,20<br>*F.P. a* | 1904<br>1mo<br><br><br>*bove* 1 | NewYork<br>S.B.Co.<br>Camden,N.J.<br>A&CP *WB*<br>50°F. | AtlanticTransport<br>Co.Inc.<br><br>= *CellDBa*160'*uE*<br>&*B*113' *f*229'2270*t* | 600·0<br><br>B *on Shelter dk* 204'<br><br>*D Tanks a*25' 584*t*& | 65·3 | 31·1<br>39·1<br><br>FK&BK3" | NewYork<br>Utd.States<br>9*BHCem*<br><br>35'588*t DTf* | Q.8Cy.30",43",63"&89"–60"<br>215lb *215lb* (*s*) FD 1923NHP<br>4D&4SB*36cf*GS636HS28276<br>N.Yk.S.B.Co.Camden,N.J.<br>35'978*tFPT*123*tAPT*89*t* | 43 ″ 4<br>s10 ″ 4<br>33 ″ 7 | |
| 24678<br>5871<br>JVTN | —<br><br>(*ex*Anten)<br>*Elec.light* | **SteelSc4MstSr**<br>ssNYk.No.1–22<br>1*Dk*(*Stl*) | 1822<br>1621<br>1089 | ✠100A–<br>3,22~~6,20~~ | Got<br>NYk<br>✠LMC~~3,17~~<br>3,22 | | ~~7,19~~<br>3,22 | 1917<br>3mo | Lindhol-<br>mensM.V.<br>Gothenburg | Rederiaktieb.<br>SvenskaLloyd<br>(H.Metcalfe,*Mgr.*) | 262·0<br>P24'B65'F28'<br><br>*CellDB*224'471*t* | 42·7 | 18·1<br><br>FK | Gothenbrg<br>Swedish<br>4*BHCem*<br>*APT*41*t* | T.3Cy.20½",33"&55"–36" (*s*)<br>185lb 214NHP<br>2SB,*6cf*,GS110,HS3500<br>LindholmensM.V.Got. | 20 ″ 6 | |
| 24679<br>133113<br>JCBW | **Mongolian Prince**<br>(*ex*Verdala)<br>*Elec.light* Sub.Sig. Wireless<br>~~*Carrying oil fuel F.P. above* 150°*F. in*~~ | **SteelScSr**<br>ssNYk.No.2–21 ~~ssGls.No.1–17~~<br>2*Dks*(*Stl*)<br>~~*DT&ptDB*~~ | 5880<br>5494<br>3725 | ✠100A1<br>11,21~~2,20~~<br>~~MS12,17~~ | NYk<br>Sws<br>✠LMC8,21<br>~~BS6,20~~ | *a*† | CL<br>12,20 | 1913<br>4mo<br><br>*Lloyd* | Russell&<br>Co.<br>PortGlasgow<br>'*sA&CP* | PrinceLine,Ld.<br>(Furness,Withy&<br>Co.Ld.*Mgrs.*)<br>1 *Inter*<br>2'*tween dk BHds* | 423·5<br>P44'B123'F43'<br><br>*mediate BH &*<br>*dispensed with*<br>*CellDBa*132' | 56·0 | 28·7<br><br>FK<br>{ 4*B*<br>2*B* | Newcastle<br>British<br>*Cem*<br>*H to Upr dk*<br>*H to 2nd dk*<br>*uE* 24' *f*186' | T.3Cy.27",45"&75"–48" (*s*)<br>180lb 537NHP<br>3SB,*9cf*,GS171,HS7890 FD<br>Rankin&Blackmore,Grk.<br>*only*<br>1243*tDTa*36'1120*tAPT*32*t* | 31 ″ 4<br>s 6 ″ 4½<br>25 ″ 4 | |
| 24680 | **Mongoogai** | **SteelScSr**<br>(*ex*Pronto)<br>1*Dk*&*Spar dk* | 1012<br>907<br>719 | | | | | 1891 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | RussianGovern-<br>ment | 202·5<br>B58' | 30·3 | 18·6 | Vladvostk<br>Russian<br>*WB* | T.3Cy.15",27½"&43"–27"<br>96NHP<br>FlensburgerSchiffsb.Ges. | | |
| 24681<br>93395<br>KSMW | **Monhegan** | **WoodScSr**<br>1*Dk*2*trB* | 387<br>—<br>212 | | | | | 1903 | Cobb,<br>Butler&Co.<br>Rockland,Me | Providence,Fall<br>River&Newport<br>SteamboatCo. | 128·0 | 26·7 | 11·2 | Providnce,<br>R.I.<br>Utd.States | T.3Cy.13½",22¾"&36"–24"<br>64NHP | | |
| 24682<br>82541<br>HBSR | **Monica**<br>*Well deck* | **IronScSr**<br>1*Dk*2*trB* | 841<br>672<br>477 | | | ... | | 1882 | S.B.Co.de<br>Maas<br>Delfshaven | CroftonShpg.CoLd<br>(W.Stead,*Mgr.*) | 212·5<br>P39*t*Q40*t*B80*t*F25*t* | 30·1 | 14·1<br><br>BK8" | Hull<br>British<br>*WB* | O.2Cy.27"&50"–33"<br>NB91 99RHP<br>MaatdeMaas,Delfshaven | 15 ″ 2 | |
| 24683<br><br>ONMH | **Monique**<br>(*See Sailing Ship Register*) | **WoodAuxScSr**<br>*ParaffinMot.* | 137<br>—<br>107 | | | | | 1920 | Soc.Anon.<br>deConst.Nav.<br>&Ind.en bois<br>deStMandrier<br>CrosStG'rges | Bissuel&Co. | 79·3 | 22·5 | 10·9 | Toulon<br>French | Paraffin Motor<br>3Cy.8"–9" 13NHP<br>WolverineCo. | | V |
| 24684<br>131833<br>HSLN | **Monkshaven**<br>Wireless. | **SteelScSr**<br>ssGls.No.2–20<br>1*Dk*(*Stl*) | 3366<br>3159<br>2093 | ✠100A1<br>~~7,21~~ ~~4,20~~ 5,22 | Gls<br>~~Cff~~ Bry<br>✠LMC4,20<br>BS7,21 | *v* | CL<br>~~4,20~~<br>~~7,21~~<br>5,22 | 1911<br>4mo<br><br>*Lloyd* | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>'*sA&CP WB*= | RhonddaMerthyr<br>Shppg.Co.Ld.<br><br>*CellDBa*92'*uE&B* | 334·5<br>P27'B109'F30'<br><br>43'*f*153'771*t FPT* | 48·5 | 23·3<br><br>FK | Whitby<br>British<br>5*BHCem*<br>88*tAPT*171*t* | T.3Cy.23",38"&64"–45" (*s*)<br>180lb *100lb* 310NHP<br>2SB,*6cf*,GS116,HS4933<br>W.Doxford&Sons,Ld.Sld. | 25 ″ 9<br>s4 ″ 6<br>21 ″ 7 | |
| 24685<br>144179<br>KHVP | **Monkstone**<br>Renamed "WildRose," *See No.* 39972 *in Supplement*<br>*Mchy.Aft*<br>*Elec.light*<br>*Well deck* | **SteelSc**<br>1*Dk*(*Stl*) | 873<br>592<br>431 | ✠100A1<br>3,22 4,21 | Bid<br>Cff<br>✠LMC4,21 | *k* | CL | 1921<br>4mo<br><br>*Lloyd* | HansenSB.<br>&S.R.Co.Ld.<br>Bideford<br>'*sA&CP* | ~~HansenShppg.Co.~~<br>~~Ld.(HansenBros.~~<br>~~Ld.*Mgrs.*)~~<br>R.Hughes&Co.<br>*Cell DBf*126' 239*t* | 190·0<br>Q120'B*on*Q14'F26'<br><br><br>*F.W.tank in Break* | 30·1 | 12·5<br><br>FK | London<br>British<br>3*BHCem*<br><br>7'14*tFPT*53 | T.3Cy.15",25"&41"–27" (*s*)<br>180lb 51RHP<br>2SB,*4cf*,GS60,HS1824<br>LythamSB&ECoLdLythm<br>*tAPT*30*t* | 14 ″ 6<br>s4 ″ 9<br>14 ″ 0 | |
| 24686<br>144318<br>KDLQ | **Monkton**<br>*Elec.light*<br>Wireless | **SteelScSr**<br>1*Dk*(*Stl*) | 3088<br>2856<br>1874 | ✠100A1<br>1,22~~9,20~~ | Cff<br>Bry<br>✠LMC1,20 | *u* | CL<br>9,20 | 1920<br>1mo<br><br><br><br>*Lloyd* | RopnerS.B.<br>&Repairg.Co.<br>(Stockton)Ld<br>Stockton<br>'*sA&CP* | ~~AtlanticShippng&~~<br>~~TradingCo.Ld.(W.~~<br>~~J.Tatem,Ld.*Mgrs*)~~<br>W.J.Tatem,*CellD*<br>Ld | 331·2<br>P33'B98'F29'<br><br>*B*276'728*tFPT*111*t* | 46·7 | 23·2<br><br>FK | London<br>British<br>5*BHCem*<br>*APT*139*t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 378NHP<br>3SB,*9cf*,GS155,HS6420<br>Blair&Co.Ld.Stockton | 25 ″ 6<br>s4 ″ 1½<br>21 ″ 9 | |
| 24687<br>217318<br>LPOR | **Monmouth**<br>*Elec.light*<br>Wireless Sub.Sig. | **SteelSc**<br>2*Dks*(*Stl*) | 4756<br>4287<br>2963 | | | ... | CL | 1918<br>12mo | Standard<br>S.B.Corp.<br>Shooter'sIs-<br>land,N.Y.<br>A&CP | UnitedStates<br>ShippingBoard<br><br>*CellDB*322'985*t* | 377·0<br>P25'B106'F34'<br><br>*MT*29'678*t FPT*88*t* | 52·2 | 26·8<br><br>FK | NewYork<br>Utd.States<br>7*BHCem*<br>*APT*50*t* | T.3Cy.24",40"&70"–48" (*s*)<br>190lb 478NHP<br>3SB,*9cf*,GS181,HS6960 FD<br>StandardS.B.Corp. | 29 ″ 0<br>s5 ″ 7½<br>23 ″ 8 | |
| 24688<br>113379<br>RTBF | —<br>*Elec.light*<br>Sub.Sig. | **SteelScSr**<br>ssLiv.No.3–8,13<br>ssCff.No.1–17<br>2*Dks*(*Stl*)&*deepframing*&<br>*Shelter dk*(*Stl*) | 4078<br>3825<br>2562 | ✠100A1<br>*Shelter dk*<br>12,19<br>BS12,19 | Brs<br>✠LMC9,17 | *x* | CL<br>~~N9,17~~<br>8,21 | 1900<br>7mo | SirRaylton<br>Dixon&C.Ld.<br>Middlesbro'<br>A&CP<br>*WB*= | ImperialOilCo.Ld.<br><br><br><br>*Cell DBa*138'*uE&* | 375·1<br><br><br><br>*B*42'*f*150'448*tDTa* | 48·1 | 25·7<br><br>FK | Montreal<br>British<br>6*BHCem*<br><br>30'660*tFPT* | T.3Cy.25",41"&69"–48" (*r*)<br>180lb 363NHP<br>3SB,*9cf*,GS174,HS5676<br>SirC.Furness,Westgarth&<br>135*tAPT*40*t* Co.Ld.Mdb. | 28 ″ 5<br>s4 ″ 2<br>24 ″ 8 | |
| 24689<br>92022<br>KFGR | — | **IronTwinSc**<br>2*Dks* | 1440<br>—<br>931 | | | | | 1888 | W.Cramp<br>&SonsCo.<br>Philadelphia | CentralRailroad<br>Co.ofNewJersey | 260·5 | 35·1 | 14·0 | NewYork<br>Utd.States | T.3Cy.19",30"&50"–30"<br>NB05 137NHP<br>W.Cramp&SonsCo.Phl. | | |
| 24690<br>124007<br>HJNB | **Monmouth Coast**<br>(*ex*Faithful)<br>*Well deck* *Elec.light*<br>*Mchy.Aft* | **SteelSc3MstSr**<br>ssHul.No.3–10,20<br>1*Dk*(*Stl*)&*deep framing* | 874<br>730<br>431 | ✠100A1<br>10,20 | Hul<br>✠LMC10,20 | *n* | CL<br>10,20 | 1906<br>10mo<br><br>*Lloyd* | W.Harkess<br>&Son,Ld.<br>Middlesbro'<br>'*sA&CP* | ~~MillerS.S.Co.~~<br>~~(W.H.Miller,*Mgr*)~~<br><br>*WB*= | 212·0<br>P&B128'F56'<br><br>*DBf*146'244*t FPT* | 33·4 | 13·4<br><br>FK | Liverpool<br>British<br>3*BHCem*<br>19*tAPT*3*t* | T.3Cy.17",28"&46"–33" (*s*)<br>160lb 149NHP<br>2SB,*6pf*,GS100,HS2646<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 15 ″ 10<br>s1 ″ 1<br>15 ″ 1 | |
| 24691<br>109462<br>QMJF | **Monnette**<br>(*ex*Horatius)<br>Wireless | **SteelScSr**<br>ssAnt.No.3–2,11<br>ssShl.No.2–20<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&<br>*deep framing* | 3552<br>3336<br>2297 | ✠100A1<br>*Spar dk*<br>2,22 ~~3,20~~<br>~~MBS8,20~~<br>MBS2,22 | Shl<br>Mdb<br>✠LMC4,20 | *w* | CL<br>4,20 | 1898<br>9mo | Russell&<br>Co.<br>Pt.Glasgow<br>A&CP | LondonTransport<br>Co.Ld.<br>(E.J.Heinz,*Mgr.*)<br>*CellDBa*110' | 339·2<br>P20'B72'F36'<br><br>*uE&B*36' *f*142'792*t* | 45·9 | 17·8<br>25·8<br>FK | London<br>British<br>6*BHCem*<br>*APT*56*t* | T.3Cy.24",40"&65"–45" (*a*)<br>180lb *180lb* NDB20 298NHP<br>2SB,*6cf*,GS138,HS4482<br>Hutson&Son,Glasgow | 28 ″ 5<br>s5 ″ 7½<br>23 ″ 2 | |
| 24692<br>217052<br>LNGT | **Mono**<br>*Elec.light* Wireless | **WoodScSr**<br>2*Dks* | 3131<br>—<br>1857 | | | | | 1918 | FultonS.B.<br>Co.<br>Wlmngtn,Cal | UnitedStates<br>ShippingBoard | 273·3<br>B144'F24' | 45·4 | 24·2 | L.Angeles<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>DodgeManufctngCo.Ind. | | |
| 24693<br>16765<br>MKCQ | **Monofu Maru** | **WoodAuxScSr** | 111<br>—<br>59 | | | | | 1918 | ................ | KabushikiKaisha<br>Kurubayashi<br>Shokai | 88·6 | 19·0 | 9·7 | Ishino-<br>maki<br>Japanese | | | |
| 24694<br>219336<br>LVBM | **Monomac**<br>*Elec.light* Sub.Sig.<br>Wireless | **SteelSc**<br>*Fitted for oil fuel*<br>1*Dk*2*trBinfore*&<br>*afterholds*&*Webframes* | 3283<br>3005<br>1996 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br><br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa | 28 ″ 6 | R |
| 24695<br>116358 | **Monomet**<br>(*ex*S.O.Schenck) | **SteelSc**<br>(*Tug*)<br>1*Dk* | 127<br>—<br>63 | | | | | 1890 | UnionDry<br>DockCo.<br>Buffalo,N.Y. | UnitedStates<br>ShippingBoard | 90·6 | 21·0 | 10·9 | Buffalo<br>Utd.States | O.2Cy.20"&40"–30"<br>73NHP<br>KingIronWorks,Buffalo | | |
| 24696<br>84497<br>SLPF | **Monowai**<br>*Elec.light* *Ref.Mchy.* | **SteelScSr**<br>3*Dks*<br>Wireless | 3433<br>3320<br>2137 | | | | | 1890 | W.Denny<br>&Bros.<br>Dumbarton | UnionS.S.Co.of<br>NewZealand,Ld. | 330·0<br>H113*t* | 42·2 | 24·8 | Dunedin<br>British | T.3Cy.25",41"&68"–51"<br>330NHP<br>Denny&Co.Dumbarton | | |

| 1<br>Numero d'Ordre. — Numero Officiel. — Signaux | 2 3<br>Nom du Navire. Matériaux, Grèement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel. Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit. Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12<br>Port d'Armement — Pavillon. | 13<br>Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24697<br>KHRN | **Monrevel** IronScK<br>ssHul.No.3–5,03<br>(exOnyx) ssBdx.No.2–11<br>1*Dk* | 157<br>144<br>45 | ✠ ~~[illegible]~~<br>12,20<br>*StmTrawler*<br>✠NB8,10 ✠ | Arc | | | 1891<br>6mo | Cochrane,<br>Coopr&Schofield Beverley | Cameleyre frères | 101·4\|20·6\|11·0<br>Q19'F19'<br>BK7½" | La Rochlle<br>French<br>3*BHCem* | C.2Cy.12¾"&32"–22"<br>49NHP<br>1SB,2*pf*,GS27,HS755<br>Amos&Smith,Hull | 11 · 10 |
| 24698<br>219388<br>LVCJ | **Monroe** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)& *Webframes*<br>Sub.Sig. Wireless | 5628<br>5044<br>3477 | ✠100A1<br>*Fitted for oil fuel 4,20 F.P. above 150° F.* | NY | .. | CL | 1920<br>4mo | Newburgh ShipyardInc. Newburgh, N.Y.<br>CP | UnitedStates ShippingBoard | 400·5\|54·2\|31·0<br>P36'B124'F44'<br>FK<br>*CellDB*340' 1309*t* *FPT*120*t* | NewYork<br>Utd.States<br>7*BHCem*<br>*APT*143*t* | 2 Steam Turbines geared to 1Sc.Shaft 200lb (*s*) 676NHP<br>3 Water Tube Boilers FD<br>HS9459<br>WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa. | 32 · 10 |
| 24699<br>93382 | **Monroe C. Smith** SteelScSr<br>*Mchy.Aft* *Elec.light* 1*Dk2trB* | 4281<br>—<br>3016 | | | | | 1903 | American S.B.Co. Lorain,O. | GreatLakesSS.Co. | 380·0\|50·0\|28·0<br>F48' | Oswego,NY<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"–40"<br>177NHP<br>AmericanS.B.Co.Cld.O. | |
| 24700<br>MLKR | **Mons** IronScSr<br>(exTorvig,exCastlefield)<br>Wireless 1*Dk pt Awng dk*& *Web frames* | 2149<br>1623<br>1351 | | | ... | | 1890 | Richardsn. Duck&Co. Stockton | A/S Mons (M.Clausen) | 277·0\|37·5\|18·5<br>P26'Q98' BK9½"<br>*pt Awng dk* 177' | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.21",35"&57"–39"<br>NB19 NDB15 201NHP<br>Blair&Co.Ld.Stockton | 21 · 9 |
| 24701<br>106712<br>PLSN | — IronScK<br>(*Trawler*)<br>(exMonarch) 1*Dk* | 163<br>151<br>69 | | | ... | | 1896 | Cook,Welt'n&Gemmell Hull | H.Robinson (W.Grant, *Mgr.*) | 105·0\|20·6\|11·0<br>Q24'<br>BK7½" | Grimsby<br>British | C.2Cy.15"&34"–22"<br>45RHP<br>Bailey&Leetham,Hull | 11 · 9 |
| 24702<br>ONML | **Mont Agel** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>*Longitudinal framing in DB & at dks* | ~~4492~~<br>4975 ~~4060~~<br>~~2806~~<br>4090<br>3676 | ✠100A1<br>10,21 ~~6,20~~<br>✠LMC6,20<br>*Fitted for oil fuel 6,20 F.P. above 150° F.* | Grk<br>Msl | *x* | CL | 1920<br>6mo | Greenock Dkyd.Co.Ld. Greenock<br>*Lloyd*'*sA&CP* | Soc.Gén.deTrans. Mar.àVap. | 377·0\|52·2\|26·0<br>P37'B105'F41'<br>FK<br>*CellDB*324'1102*t* | Marseilles<br>French<br>6*BHptCem*<br>*APT*128*t* | T.3Cy.25",41"&68"–48" (*s*)<br>180lb 354NHP<br>3SB,9*cf*,GS173,HS5550<br>Rankin&BlackmoreLdGrk | 28 · 6<br>s 5 · 3<br>23 · 5 |
| 24703<br>PMGB | **Mont Blanc** SteelScSr<br>ssRot.No.1–20<br>(exMaria) *Well deck* 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted*<br>*Mchy.Aft* Wireless | 2053<br>1552<br>1229 | ✠100A1<br>5,21 ~~11,20~~<br>✠LMC6,20<br>BS5,21 | Ams<br>Ham. | *r* | 6,20 | 1916<br>7mo | Jonker& Stans HendrikIdo Ambracht<br>A&CP | N.V Scheepv Maats Houtvervoer (HA Droesen, *Mgr.*) | 275·0\|40·2\|17·9<br>FK<br>*CellDBuB*24' *f*192' 712*t* *FPT* | Rottrdam<br>Dutch<br>4*BHCem*<br>80*t APT*67*t* | T.3Cy.19⅝",32¼"&52"–34⅝"<br>180lb (*s*) 209NHP<br>2SB,6*cf*,GS116,HS3710<br>BergerhoutsMsch.Fab.Rot | 20 · 0<br>s 2 · 3<br>18 · 0 |
| 24704<br>ONMY | **Mont Cenis** SteelScSr<br>Wireless 2*Dks* | 4617<br>—<br>3436 | | | | | 1911 | Napier& Miller,Ld. Glasgow | Soc.Gén.deTransp. Mar.àVap. | 365·7\|49·1\|24·5<br>P217'F50' | Marseilles<br>French<br>*WB* | T.3Cy.24",40"&65"–45"<br>283NHP<br>D.Rowan&Co.Glasgow | |
| 24705<br>PMGD | — SteelSc<br>*Elec.light* 1*Dk* | 1455<br>1155<br>838 | | | | | 1919 | Naam.Ven. Scheepsb. "DeMaas Slikkerveer | N.V.Van der Eb& Dresselhuys' Scheepv.Maats. | 237·0\|36·6\|18·0<br>P36'B62'F26' | Rottrdam<br>Dutch | T.3Cy.17½",29"&46"–36"<br>127NHP<br>N.V.Machinefabrik Th.v.Cappelle,Bolnes | |
| 24706<br>ONMZ | **Mont Cervin** SteelScSr<br>ssMsl.No.1–10<br>(exPhoenix) 2*Dks*(1*Stl*& *UptIrn*&*ptStl*)<br>Wireless &*deep framing* | 3563<br>3413<br>2293 | ✠<br>12,14<br>✠ | Msl | *w* | | 1905<br>8mo | Earle'sCo. Ld. Hull | Soc.Gén.deTransp. Mar.àVap. | 340·0\|50·0\|24·5<br>P31'B110'F32'<br>FK<br>*WB=CellDBa*88'*uE*20'*f*152' | Marseilles<br>French<br>6*BHCem*<br>775*t APT*28*t* | T.3Cy.24",39"&66"–45"<br>322NHP<br>2SB,6*cf*,GS132,HS5050<br>Earle'sCo.Ld.Hull | 27 · 0 |
| 24707<br>PMFW | — SteelSc2TwinMsts<br>ssRot.No.1–20<br>(exLaura) *Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted*<br>*Now named "GraafHendrik," See No. 37555 in Supplement* | 1159<br>866<br>674 | ✠100A1<br>4,20<br>✠LMC[illegible] | Rot | *n* | CL<br>2,20 | 1916<br>3mo | Wilton'sE. &Slpwy.Co. Rotterdam<br>A&CP | NVScheepv.Maats "OranjeNassau" (Th.VanSlooten, *Mgr.*) | 230·2\|34·0\|13·2<br>Q131'B13'F24'<br>FK<br>*CellDBuB*15' *f*159' 389*t* *FPT* | Rottrdam<br>Dutch<br>4*BHCem*<br>88*t APT*48*t* | T.3Cy15½",25½"&41"–36"(*s*)<br>180lb *100lb* 120NHP<br>2SB,3*cf*,GS65,HS1982<br>Wilton'sE.&Slpwy.Co.Rot | 16 · 0<br>s 1 · 5<br>13 · 10 |
| 24708<br>ONQB | **Mont Kemmel** SteelSc<br>ssNts.No.2–20<br>(exRendsburg) 2*Dks*(*Stl*)&*pt deep framing*& *lower dk beams in No.1 hold only*<br>*Elec.light* *Well deck* Wireless | 4639<br>4307<br>2905 | ✠100A1<br>6,20<br>✠LMC3,20<br>BS3,21 | Bry | *z* | CL<br>3,20 | 1910<br>6mo | Flensburgr Schiffsb.Ges. Flensburg<br>*Lloyd*'*sA&CP* | Soc.Gen desTransportsMarit.aVap. | 395·9\|54·0\|25·3<br>P&B320'F47'<br>FK<br>*Cell DBa* 126' *uE&B* 52' | Marseilles<br>French<br>7*BHAsp*<br>*f*178'1211*t* | T.3Cy.28⅝",47½"&78"–54"(*s*)<br>185lb 594NHP<br>3SB,9*cf*,GS198,HS8414 FD<br>FlensburgerSchiffsb.Ges. | 28 · 0 |
| 24709<br>ONQA | — SteelScK<br>*Elec.light* 1*Dk* | 561<br>437<br>202 | ✠100A1<br>*StmTrawler*<br>~~7,21~~ ~~2,20~~<br>2,22<br>✠LMC2,20<br>BS2,22 | Abn<br>~~Hav~~ Npt | | CL<br>2,22 | 1920<br>2mo | A.Hall& Co.Ld. Aberdeen<br>*Lloyd*'*sA&CP* | Joly,Duhamel& Vasse | 171·2\|27·2\|14·0<br>Q89'F32'<br>BK7½" | Fécamp<br>French<br>5*BHCem*<br>*DBf*31'54*t* | T.3Cy.16",25"&42"–27" (*s*)<br>180lb 136NHP<br>1SB,3*cf*,GS63,HS2594<br>A.Hall&Co.Ld.Aberdeen | 15 · 6<br>s 2 · 7<br>14 · 9 |
| 24710<br>ONQF | **Mont Pelvoux** SteelSc<br>*Elec.light* Wireless 2*Dks* | 4206<br>3877<br>3131 | | | | | 1907 | Forg.&Ch. de la Médit. LaSeyne | Soc.Gén.deTransp. Mar.àVap. | 358·4\|48·2\|26·7<br>P41'Q39'B103' | Marseilles<br>French<br>*WB* | T.3Cy.26½",41"&65"–43½"<br>278NHP<br>Forg.&Ch.de la Médit.Msl. | |
| 24711<br>ONQK | **Mont Rose** SteelScSr<br>1*Dk*& *Spar dk* | 3848<br>3618<br>2478 | | | | | 1902 | Ch.&Atel. deProvence PortdeBouc | Soc.Gén.deTransp. Mar.àVap. | 346·1\|44·6\|27·8<br>P41'H76'F35' | Marseilles<br>French<br>*WB* | T.3Cy.24",39⅜"&63"–47"<br>NB17 272NHP<br>Ch.&Atel.deProvence,Msl. | |
| 24712<br>PMGH | — SteelSc<br>*Elec.light* | 1403<br>1206<br>821 | | | | | 1919 | N.V.Werf deNoord, Alblasserdam | N.V.Van der Eb& Dresselhuys' Scheepv.Maats. | 238·0\|36·0\|19·0<br>P20'B65'F23' | Rottrdam<br>Dutch<br>*WB* | T.3Cy.17½",29"&46"–36"<br>127NHP<br>Alblasserdam.Msch.Fab. | |
| 24713 | **Mont Saint Clair** IronScSr<br>(exSchouwenzee)<br>*Now named "Mars," See No.* [illegible] *in Supplement*<br>*Mchy.Aft* 1*Dk* | 987<br>349 | | | | | 1918 | N.V.Shps. v/h.Wd.A.van Duyvendijk Papendrecht | Cie "LesAffréteurs RéunisBelges" (JeanStern) | 180·0\|28·0\|14·5<br>Q106'B12'F17' | Antwerp<br>Belgian<br>*WB* | T.3Cy.15",25"&40"–27"<br>93NHP<br>Straatman,Dordrecht | |
| 24714 | **Mont-Sant** CompSc<br>*Elec.light* Wireless 1*Dk* | | | | | | 1920 | Astilleros deTarragona Tarragona | Astilleros de Tarragona | 191·8\|30·4\|16·4<br>B38'F30' | Tarragona<br>Spanish | T.3Cy.12",20"&32"–24"<br>50NHP<br>A.Hermanos,Barcelona | |
| 24715<br>ONQP | **Mont Ventoux** SteelScSr<br>ssMsl.No.1–09<br>(exDurndale) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*deep framing* | 3233<br>3046<br>2089 | ✠<br>*Spar dk*<br>12,10 ✠ | Msl | *v* | | 1904<br>9mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle | Cie.Générale Transatlantique | 344·0\|45·5\|15·9<br>P28 B76'F38' 23·8<br>FK<br>*CellDBa*108'*uE*18'*f*146'730*t* | Havre<br>French<br>6*BHCem*<br>*APT*50*t* | T.3Cy.22",37"&62"–42"<br>276NHP<br>2SB,6*rf*,GS110,HS4342<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 26 · 8 |
| 24716 | **Mont Viso** SteelSc<br>*Elec.light*<br>*For full particulars See No. 33365 in Supplement* | | 100A1<br>(*ClassContemplated*) | | | | 1921 | Sir Raylton Dixon&Co.Ld Middlesbro' | Soc.Gén.deTransp. Mar.àVap. | 370·0\|53·3\|26·0<br>P240'F40' | French | T.3Cy.25",41"&68"–45"<br>Richardsons,Westgarth& Co.Ld.Mdb. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24717<br>219236<br>LTQS | **Montague** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*&*Shelter dk* 2*trB*<br>Sub.Sig. Wireless *Longitudinal framing* | 6076<br>5500<br>3729 | | | | | 1919 | GMStandiferCnst.Corp.<br>Vancouver, Wash. | UnitedStates ShippingBoard | 402·5<br>P48'B81'F37' | 53·0 | 34·5 | Portlnd,Or<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>Hooven,Owens&RentschlerCo.Hamilton,O | | R |
| 24718<br>219080<br>LTHQ | **Montana** SteelSc<br>(*ex*Defender) 2*Dks*(*Stl*)&*Shltr dk*(*Stl*)<br>*Elec.light* 3*rd dk*(*Stl*)*in No.*1 *hold*<br>Sub.Sig. Wireless | 7772<br>5897<br>4829 | ✠100A1<br>*Shelter dk withfreeboard*<br>2,22 ~~2,21~~ ✠LMC11,19<br>*Fitted for oil fuel* 11,19 *F.P. above* 150° F. | NYk | *b*† | CL<br>~~10,20~~<br>2,22 | 1919<br>11mo | NewYork S.B.Corp.<br>Camden,N.J.<br>A&CP | AtlanticTransport Co.Inc. | 419·5<br>B77' FK<br>*Cell DB*358'1811t *DTa*16'964t*FPT*360t *APT*138t | 56·5 | 30·2 | NewYork<br>Utd.States<br>7*BHtoSh dk*<br>*pt Cem* | Q.4Cy.24",36",51"&75"–51"<br>220lb (*r*) 577NHP<br>3SB,9*cf*,GS185,HS7999<br>NewYorkS.B.Corp. Camden,N.J. | 41 ″ 4<br>s10 ″ 6<br>31 ″ 1 | |
| 24719<br>LBHR | — SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 7031<br>6375<br>4411 | ✠100A1<br>6,21 ~~1,21~~ ✠LMC1,18<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 1,18 *F.P. above* 150° F. | Nwc<br>NYk | *a*† | CL<br>~~11,20~~<br>6,21 | 1918<br>1mo | SirJ.Laing &Sons,Ld.<br>Sunderland<br>Lloyd's A&CP | A/S TankfartVI. (W.Wilhelmsen, *Mgr.*) | 425·0<br>P101'B28'F45' FK<br>*Cell D Bu E&B*55' 142t *DTf*38' 518t *APT*53t | 57·0 | 33·1 | Tönsberg<br>Norwegian<br>16*BHptCem*<br>(10 *to U dk*<br>6 ,, 2*nd* ,,) | T.3Cy.27",45"&74"–54" (*s*)<br>180lb 559NHP<br>4SB,12*cf*,GS196,HS8248 FD<br>G.Clark,Ld.Sunderland | 33 ″ 0<br>s 7 ″ 4<br>26 ″ 0 | |
| 24720 | — SteelSc<br>(*ex*Usambara,*ex*Edfu)<br>*Elec.light* Wireless 2*Dks* | 5248<br>4915<br>3329 | | | | | 1903 | Blohm& Voss<br>Hamburg | Cie.Générale Transatlantique | 410·8<br>P&B267'F53' | 50·9 | 28·5 | Havre<br>French<br>*WB* | T.3Cy.25",41¾"&72¼"–54"<br>385NHP<br>Blohm&Voss,Hamburg | | V |
| 24721<br>MBCF | **Montañes** SteelScSr<br>1*Dk* | 385<br>294<br>211 | | | ... | | 1889 | J.Jones& Sons<br>Liverpool | GutierrezHermanos | 149·5<br>Q32'B14'F23' FK | 25·0 | 11·8 | Manila<br>Utd.States<br>*WB* | T.3Cy.14",22"&36"–24"<br>70NHP<br>J.Jones&Sons,Liverpool | 12 ″ 5 | |
| 24722<br>4830<br>JQTP | **Montanus** SteelScSr<br>*Mchy.Aft* 1*Dk* | 215<br>164<br>101 | | | | | 1908 | Göteborgs M.V.Aktieb.<br>Gothenburg | Reymersholms GamlaIndustri-A/B (N.Mathiasson, *Mgr.*) | 102·2<br>B24'H14tF14' | 22·2 | 10·1 | Stockholm<br>Swedish<br>*WB* | C.2Cy.12"&25½"–18"<br>23NHP<br>GöteborgsMV.Aktieb.Got. | | V |
| 24723<br>ONMR | **Montauban** SteelSc<br>*Elec.light* *Well deck* 1*Dk*<br>Wireless | *4743*<br>*3662*<br>*2532* | | | ... | | 1920 | ForthS.B. &E.Co.Ld (ForthShipyards)<br>Alloa | Cie.Française des Chemins deFer de Paris-Orleans (Soc Mar.Auxiliaire de Transports) | 364·4<br>~~P&B213'~~F29'<br>P18'Q128'B68 FK | 52·8 | 24·3 | Nantes<br>French<br>*WB* | T.3Cy.23½",38"&64"–42"<br>347NHP<br>Armstrong,Whitworth &Co.Ld.Newcastle | 26 ″ 8 | |
| 24724<br>218808<br>LSPJ | **Montauk** SteelSc<br>(*ex*Champion) 2*Dks*(*Stl*)&*Shelter dk*<br>*Elec.light* (*Stl*)3*rd dk*(*Stl*)*in No.*1*hold*<br>Wireless | 7772<br>5897<br>4829 | ✠100A1<br>*Shelter dk withfreeboard*<br>2,22 ~~12,20~~ ✠LMC9,19<br>*Fitted for oil fuel* 9,19 *F.P. above* 150° F. | NYk | *b*† | CL<br>N2,22 | 1919<br>9mo | NewYork S.B.Corp.<br>Camden,N J.<br>A&CP | AtlanticTransport Co.Inc. | 419·5<br>B77'*for'd*B27' FK<br>*CellDB*358'1811t *DTa*16'964t *FPT*360t*APT*138t | 56·5 | 30·2 | NewYork<br>Utd.States<br>*ptCem*<br>7*BHtoSh dk* | Q.4Cy.24",36",51"&75"–51"<br>220lb (*r*) 577NHP<br>3SB,9*cf*,GS185,HS7999 FD<br>N.YorkSBCorp.Camdn,NJ | 41 ″ 4<br>s10 ″ 6<br>31 ″ 1 | |
| 24725<br>143795<br>KOVR | **Montazah** SteelSc<br>Wireless 2*Dks* | 2022<br>1844<br>1124 | | | | | 1919 | CaledonS. B.&E.Co.Ld.<br>Dundee | KhedivialMail Steamship& GravingDockCo.Ld. | 270·6 | 38·1 | 23·9 | London<br>British<br>*WB* | T.3Cy.21",34"&56"–39"<br>196NHP<br>CaledonSB.&E.Co.Ld.Dun | | C |
| 24726<br>145903<br>KLGN | **Montcalm** SteelTwinSc<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl–ws*)<br>*Elec.light* Wireless 3*rd dk*(*Stl*)*in holds*<br>*Ref.Mchy.* *Cruiser Stern* | ~~15000~~<br>16418<br>12156<br>9789 | ✠100A1<br>*Shelter dk with freeboard*<br>12,21 ✠LMC12,21<br>✠Lloyd'sRMC12,21<br>*Fitted for oil fuel* 12,21 *F.P. above* 150° F. | Gl's | *j* | CL | 1921<br>12mo | J.Brown& Co.Ld.<br>Glasgow<br>Lloyd's A&CP | CanadianPacific RailwayCo.<br>Canadian Pacific Stmships Ld *Mgrs*) | ~~547·0~~<br>549·5<br>B&F490' *on Shelter dk Upper* B265 FK<br>*CellDB*4[illegible]4'2358t *DT*[illegible]7'1074t *FPT*181t *APT*160t *FW tanks at sides of tunnel* 40'524t | 70·2 | 40·2 | Liverpool<br>British<br>*pt Cem*<br>12*BHtoShdk* | 4SteamTurbines geared to 2Sc.Shafts 215lb (*r*) 2476NHP<br>10SB,30*cf*, HS28442 FD<br>J.Brown&Co.Ld.Glasgow | 43 ″ 3<br>s16 ″ 3<br>27 ″ 6 | |
| 24727<br>ONMV | — WoodSteelSc3MstSr<br>*Elec.light* 1*Dk*2*trB* | *2701*<br>*1910*<br>*1635* | | | | | 1919 | Foundat'n Co.of British Columbia<br>Victoria, B.C. | FrenchGovernment | 279·0<br>P166'F36' | 46·7 | 24·2 | Havre<br>French | T6.Cy.13½",22"&30"–26"<br>92NHP<br>Sumners&Co.Everett, Wash. | | V |
| 24728<br>117069 | — SteelTwinScSr<br>*Elec.light* 2*Dks*(*Stl–Mptws*)<br>Wireless *Cruiser Stern* | 1432<br>973<br>586 | ✠<br>*Water tube boilers*<br>6,08 ✠ | Qbc | *q* | | 1904<br>11mo | Napier& Miller,Ld.<br>Glasgow<br>*WB* | CanadianGovernment | 245·0<br>P&B168'F42' BK9"<br>*= Cell DBa*42'*uE&B*56'*f*80'240t*FPT*67t*APT*48t | 40·6 | 15·7 | Ottawa<br>British<br>5*BHCem* | T.6Cy.23½",38"&64"–42"<br>840NHP<br>4B,GS349,HS12800 FD<br>Fleming&Ferguson,LdPsy | 18 ″ 0 | |
| 24729<br>216607<br>LMFP | **Montclair** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*<br>*Ref.Mchy.* Wireless | 4773<br>4282<br>2907 | | | ... | | 1918 | Standard S.B.Corp.<br>Shooter's Island,N.Y. | UnitedStates ShippingBoard | 377·0<br>P25'B106'F34' FK | 52·0 | 26·8 | NewYork<br>Utd. States<br>*WB* | T.3Cy.24",40"&70"–48"<br>478NHP<br>StandardS.B.Corp. | 29 ″ 0 | R |
| 24730<br>93378<br>KSMB | — SteelSc<br>(*Tug*)<br>1*Dk*2*trB* | 130<br>—<br>88 | | | | | 1903 | J.H.Dialogue&Son<br>Camden,N.J. | DelawareLackawanna&Western R.R.Co. | 80·0 | 21·6 | 11·4 | NewYork<br>Utd.States | C.2Cy.15"&30"–22"<br>35NHP<br>J.H.Dialogue &Son,Camden,N.J. | | R |
| 24731<br>QSJP | **Monte Bianco** SteelScSr<br>*ss*Gen.No.3–8,19<br>(*ex*Nimrod) 2*Dks*(*Stl*)<br>*Elec.light* *Ref.Mchy.* Wireless | 6968<br>5440<br>4511 | ✠100A1<br>4.21<br>BS8,20 ✠LMC8,19<br>✠Lloyd'sRMC4,21 | Gen | *a*† | CL<br>4,21 | 1913<br>10mo | Stabilmnto Tecnico<br>Trieste<br>Lloyd's A&CP | Requisitioned by theItalianGovt. | 459·0<br>54·2<br>P38'B279'F44' FK<br>*CellDBa*151'*uE*25'*f*191'1355t*DTa*34 935t*APT*29t | 52·6 | 27·6 | Genoa<br>Italian<br>7*BHCem* | T.3Cy.27½",45"&75"–48"<br>180lb 529NHP<br>3SB.9*cf*,GS177,HS7688 FD<br>J.G.Kincaid&Co.Grk. | 30 ″ 6<br>s 5 ″ 4<br>25 ″ 6 | |
| 24732<br>897 | **Monte Cristo** SteelSc<br>(*ex*WarMaid) 1*Dk*(*Stl*)&*Shelter dk*<br>*Elec.light* (*Stl*)&*Web frames*<br>Wireless *Longitudinal framing* | 4342<br>3693<br>2703 | ✠100A1<br>*Shelter dk withfreeboard*<br>9,19 | Brw | ... | CL<br>9,19 | 1918<br>7mo | OsakaIron Works<br>Innoshima<br>A&CP | LloydSabaudo Soc.Anon.per Azioni | 345·0<br>P30'B99'F34' *on Shelter dk* FK<br>*CellDB*298'1136t *DT a*32'693t *FPT*115t*AP*129t | 49·8 | 28·2 | Genoa<br>Italian<br>*Cem*<br>2 *BH to S dk*<br>4 ,, ,, *U* ,, | T.3Cy.24",41"&67"–48" (*s*)<br>180lb 390NHP<br>2SB,6*cf*,GS126,HS5400 FD<br>OsakaIronWorks,Osaka | 28 ″ 2<br>s 4″10½<br>23 ″ 8 | |
| 24733<br>ONPI | **Monte D'Oro** SteelScSr<br>1*Dk* | 290<br>229<br>121 | | | | | 1904 | Cie.Franç. deNav.&de Const.Nav.<br>Arles | Soc.Anon.de Transp.&dePêche | 147·0<br>Q26'H38'F19' | 20·4 | 11·7 | Brest<br>French<br>*WB* | C.2Cy.21⅗"&38⅖"–23⅗"<br>60NHP<br>Cie.Franç.deNav. &deConst.Nav.Lyons | | |
| 24734<br>HVML | **Monte Faro** SteelScK<br>(*ex*Villarramiel, *ex*Cytos) *Well deck* 1*Dk* | 178<br>135<br>83 | | | ... | | 1897 | Escreet& Richmond<br>BurtonStathr | Soc.deServicios Maritimos (J.Longueira *Mgr*) | 100·0<br>Q30'B9'F14' BK6½" | 20·2 | 8·5 | Corunna<br>Spanish<br>*WB* | C.2Cy.12"&24"–18"<br>30NHP<br>Escreet&RchmndB.Stathr | 9 ″ 1 | |
| 24735<br>20 | **Monte Grappa** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | 7434<br>6695<br>4662 | ✠100A1<br>*Shelter dk withfreeboard*<br>6,21 10,20 ✠LMC10,20 | Tri | *b*† | CL<br>6,21 | 1920<br>9mo | Stabilmnto Tecnico Triestino<br>Trieste<br>A&CP | Navigazione LiberaTriestina Soc.in azioni | 464·2<br>FK *Collision*<br>*CellDB*398'1654t*FPT*56t*APT*63t | 57·4 | 22·0 | Trieste<br>Italian<br>*Cem*<br>*BH to Sh dk*<br>6 ,, ,, *U* ,, | T.3Cy.32",51½"&83"–54" (*s*)<br>180lb 680NHP<br>4SB,12*cf*,GS239,HS9851 FD<br>StabilimentoTecnico, Triestino,Tri. | 35 ″ 0<br>s 8 ″ 9<br>26 ″ 8 | |
| 24736<br>127<br>QSKV | — SteelSc<br>*Elec.light* Wireless | 6156<br>—<br>3944 | | | | | 1919 | Cant.Nav. Riuniti<br>Palermo | Soc.Ente Trasporti Cotoni | 395·2 | 51·7 | 34·8 | Genoa<br>Italian | T.3Cy.26",42½"&69 7/10"–48"<br>Cant.Nav.Riuniti,Palermo | | CI |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7b Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24737 | **Monte Nevoso** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl) | 5889<br>5607<br>3746 | ✠100A1<br>Shelter dk<br>withfreeboard<br>4,22 ~~12,20~~ ✠LMC12,20 | Nwc<br>Bmn | y | CL<br>4,22 | 1920<br>12mo<br><br>Lloyd<br>Ce | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'sA&CP<br>llDBa142'uE | LloydAdriatico<br>Soc.diNav.<br><br><br>24'f166'1195tDTa | 399·9<br>F38'on Shelter dk<br>FK<br>Collision<br>30'1000tAPT110t | 52·9 | 32·8 | Venice<br>Italian<br>Cem<br>BHtoSh dk<br>6 ,, ,, U ,, | T.3Cy.27",45"&75"–51" (s)<br>180lb 572NHP<br>3SB,9cf,GS192,HS8556 FD<br>WallsndSlpwy.&E.Co.Ld.<br>Newcastle | 35 ′ 5<br>9 ′ 7<br>26 ′ 2 |
| 24738 | **Monte Pasubio** — SteelSc<br>(exWarGlory)1Dk(Stl)&Shelter dk(Stl)<br>Elec.light CruiserStern<br>Cargo battens not fitted in 'tween dks<br>Straight frames&bevelled bilge | 6543<br>6261<br>4072 | ✠100A1<br>Shelter dk<br>withfreeboard<br>4,20 ✠LMC4,20 | Chp | a† | CL<br>2,21 | 1920<br>4mo<br><br>Lloyd | Monmouth<br>S.B.Co.Ld.<br>Chepstow<br>'sA&CP | ArmatoriRiuniti<br>Soc.diNav.<br><br><br><br>CellDB339'1571t | 412·4<br>F41' on Shelter dk<br>FK<br><br><br>DTa23'858tFPT91 | 55·8 | 34·5 | Genoa<br>Italian<br>ptCem<br>6BHtoSh dk<br>2 ,, ,, U ,,<br>tAPT126t | 2SteamTurbines geared to<br>1ScShaft (s) 200lb HS9636<br>3 Water Tube Boilers FD<br>678NHP<br>ParsonsMarineSteam<br>TurbineCo.Ld.Wallsend | 38<br>10<br>23 |
| 24739<br><br>QSLH | **Monte Rosa** SteelScSr<br>named "Daksa," See No. 37089 in Supplement<br>(exDaksa) 1Dk(ptStl&ptIrn)2trB<br>Elec.light Ref.Mchy.<br>Wireless | 4140<br>[illegible]<br>2644 | ✠100A1<br>3,19<br>Examined11,19<br>BS5,20 ✠LMC5,19<br>✠Lloyd'sRMC11,20 | Gen | x | CL<br>7,19 | 1911<br>3mo<br><br>Lloyd | JReadhead<br>&Sons,Ld.<br>S.Shields<br>'sA&CP | Requisitioned by<br>theItalianGovt.<br><br><br>CellDBa124'uE24 | 372·0<br>P32'B208'F34'<br>FK<br><br>'f165' 954tAPT95t | 51·5 | 25·1 | Genoa<br>Italian<br>7BHCem<br><br>DTf28'998t | T.3Cy.26",43"&71"–48" (r)<br>180lb 398NHP<br>3SB,9cf,GS150,HS6410<br>J.Readhead&Sons,LdSShl | 26 ′ 8<br>4 ′ 1<br>23 ′ 6 |
| 24740 | **Monte San Michele** SteelSc<br>(MISSING SINCE 2,21)<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Cargo battens not fitted in 'tween dks<br>Straight frames & bevelled bilge<br>CruiserStern | 6547<br>6261<br>4060 | ✠<br>Shelter dk<br>withfreeboard<br>11,20 ✠ | Cff | a† |  | 1920<br>9mo | Monmouth<br>S.B.Co.Ld.<br>Chepstow | ArmatoriRiuniti<br>Soc.diNav.<br><br><br><br>CellD | 412·4<br>F41'on Shelter dk<br>FK<br><br><br>B339'1571t DTa23' | 55·8 | 34·5 | Genoa<br>Italian<br>ptCem<br>6BHtoSh dk<br>2 ,, ,, U ,,<br>858tFPT91t | 2 Steam Turbines geared<br>to 1 Sc. Shaft 678NHP<br>HS9636<br>3 Water Tube Boilers FD<br>BritishWestinghouseCo.<br>APT126t Manchester | 38 |
| 24741 | **Monte Santo** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl) | 5854<br>5610<br>3722 | ✠100A1<br>Shelter dk<br>withfreeboard<br>12,21 ~~8,20~~ ✠LMC8,20 | Nwc<br>Ven | y | CL | 1920<br>8mo<br><br>Lloyd | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'sA&CP<br>CellD | LloydAdriatico<br>Soc.di Nav.<br><br>Col<br>Ba135'uE23'f166' | 399·7<br>F38'onShelter dk<br>FK<br>lisionBHtoShltr dk<br>1185t DTa30'1000t | 52·9 | 32·8 | Venice<br>Italian<br>Cem<br>6BH toU dk<br>APT110t | T.3Cy.27",45"&75"–51" (s)<br>180lb 572NHP<br>3SB,9cf,GS192,HS8550 FD<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 35 ′ 5<br>9 ′ 7<br>26 ′ 2 |
| 24742 | — SteelSc<br>Elec.light | 5572<br>—<br>3546 |  |  |  |  | 1920 | Cant.Fedl.<br>perCostru-<br>zioniNavali<br>PietraLigure | ArmatoriRiuniti<br>Soc.diNav. | 395·9<br>P52'B123'F37' | 51·6 | 27·6 | Genoa<br>Italian<br>WB | 2 Steam Turbines<br><br>F.Tosi,Legnano |  |
| 24743<br><br>HVMG | **Monte Toro** IronScSr<br>(exBocognano)<br>Wireless | 851<br>—<br>398 |  |  |  |  | 1884 | Claparède<br>&Co.<br>Rouen | Cia.Trasmediter-<br>ranea | 216·5<br>H—F21' | 29·0 | 17·6 | Barcelona<br>Spanish | C.2Cy.33½"&59½"–35½"<br>NB97 176NHP<br>Claparède&Co.Rouen |  |
| 24744<br><br>HVMK | **Monte Video** SteelScSr<br>ssCdz.2ndNo.3–7,16<br>Elec.light 2Dks(Stl–ws)3trB<br>Sub.Sig. Wireless | 5205<br>4225<br>3226 | ✠100A1<br>5,20<br>~~BS7,20~~ 7,21 ✠LMC MS12,20 | Gal | z | 5,20 | 1889<br>8mo<br><br>Lloyd | W.Denny<br>&Bros.<br>Dumbarton<br>'sA&CP | Cia.Trasatlantica<br><br><br>WB=Cell | 410·5<br>P42'B164'F48'<br>BK11" | 48·2 | 29·4 | Barcelona<br>Spanish<br>6BHCem<br>DB356'689t | Q4Cy.32",46½",64½"&92"–60"<br>180lb (s) 748NHP<br>3DB,18cf,GS351,HS9630 FD<br>Denny&Co.Dumbarton | 32 ′ 3<br>7 ′ 3<br>26 ′ 4 |
| 24745<br>110554<br>QVNO | **Monteagle** SteelTwinSc4MstSr<br>ssH.Kg.No.3–1,11<br>Ref.Mchy. ssH.Kg.No.2–19<br>Elec.light 2Dks(Stl)&deepframing<br>Wireless &Shelter dk(Stl) | 6173<br>5220<br>3950 | ✠100A1<br>Shelter dk<br>4,21 ~~6,20~~ ✠LMC~~4,20~~ 4,21 | HKg | b† | ~~S4,19~~<br>P6,20<br>S4,21 | 1899<br>3mo | Palmers'<br>Co.Ld.<br>Newcastle<br>A&CP | CanadianPacific<br>RailwayCo.<br>(CanadianPacific<br>StmshipsLd,Mgrs) | 445·0<br>Shade dk126'<br>FK<br>WB=CellDBa102'<br>uE&B87'f179' | 52·2 | 27·7 | Vancvr.BC<br>British<br>7BHCem<br><br>1192t DTa3 | T.6Cy.26",43"&70"–45" (s)<br>180lb 738NHP<br>3DB,18cf,GS363,HS11721<br>Palmers'Co.Ld.Nwc.<br>5'845tFPT170tAPT90t | 30 ′ 10<br>6 ′ 2<br>25 ′ 0 |
| 24746<br>221100<br>MCNH | **Montebello** SteelSc<br>Sub.Sig. Fitted for oil fuel<br>Elec.light 2Dks&Shelter dk<br>Mchy.Aft CarryingPetroleum in bulk<br>Longitudinal framing | 8272<br>6310<br>5107 |  |  |  |  | 1921 | South Wes-<br>ternS.B.Co.<br>SanPedro Cal | UnionOilCo.of<br>California | 440·4 | 58·2 | 32·8 | S.Frncisco<br>Utd.States<br>WB | Q.4Cy.24",34",51"&74"–54"<br>402NHP<br>LlewellynIronWorks,<br>LosAngeles |  |
| 24747<br><br>ONPD | — SteelScSr<br>Elec.light 1Dk<br>Mchy.Aft | 355<br>303<br>102 | ✠100A1<br>StmTrawler<br>8,19 ✠LMC8,19 | Sav |  | CL | 1919<br>8mo | Foundati'n<br>Co.<br>SavannahGa.<br>A&CP | FrenchGovern-<br>ment | 150·0<br>Q79'F26'<br>BK7"<br>FPT6t | 25·0 | 14·6 | <br>French<br>4BHCem<br>APT8t | T.3Cy.12¾",21½"&35"–24"<br>180lb (r) 89NHP<br>1SB,3pf,GS58,HS1700<br>CanadianAllis-Chalmers,<br>Ld.Rochfield | 14 ′ 8<br>2 ′ 5<br>14 ′ 1 |
| 24748<br>88<br>QSKT | **Montecristo** IronScSr<br>(exGiglio,<br>exLombardia) 2Dks | 429<br>355<br>170 |  |  | ... |  | 1862 | Palmer<br>Bros.&Co.<br>Newcastle | Soc.Anon.diNav.<br>Toscana | 192·2<br>Q54tH40tF18t | 24·9 | 13·4 | Leghorn<br>Italian | C.2Cy.24"&43"–30"<br>NB97NE76 84NHP<br>G.Ansaldo&Co.Smprdrna. |  |
| 24749<br>125 | **Montello** SteelSc<br>Wireless 2Dks | 6105<br>—<br>3990 |  |  |  |  | 1918 | Cantieri<br>NavaliRiuniti<br>Palermo | Soc.Anon.Lloyd<br>Adriatico | 395·2 | 51·5 | 34·8 | Venice<br>Italian | T3Cy.26",42⅔"&69 7⁄10"<br>337NHP<br>Cant.Nav.Riuniti,Palermo |  |
| 24750 | **Montemar** SteelSc3Mst<br>ssGot.No.3–4,12<br>(exCalla,exEngineer) ssGot.No.2–20<br>Mchy.Aft 1Dk(Stl)&Webframes<br>Well deck Elec.light | 849<br>662<br>443 | ✠100A1<br>12,20 ✠LMC MS8,20<br>~~BS2,20~~<br>BS9,21 | Nwc | k | ~~7,10~~<br>9,21 | 1900<br>1mo<br><br>Lloyd | Grngemt'h<br>DockyardCo.<br>Grngemouth<br>'sA&CP | Soc.Nac.deBuques<br>yMaderas<br><br>Cell | 198·0<br>Q66'B15'F27'<br>FK<br>DBf109'150t FPT | 30·1 | 13·3 | Valparaiso<br>Chilian<br>3BHCem<br>60tAPT70t | T.3Cy.16",26½"&45"–33" (a)<br>170lb 90lb 121NHP<br>1SB,3cf,GS57,HS1827<br>Hutson&Sons,Ld.Glasgow | 15 ′ 4<br>1 ′ 7<br>14 ′ 1 |
| 24751<br>~~[illegible]~~<br>~~[illegible]~~ | **Montenegro** SteelScSr<br>ssMdb.No.3–7,11<br>ssLiv.No.1–14<br>Elec.light Wireless 2Dks(1StlUIrn)&<br>deep framing | 4466<br>4129<br>2884 | ~~✠100A1~~<br>6,22 ~~4,19~~<br>✠NB12,14 ~~✠LMC~~<br>~~[illegible]~~ ~~MS[illegible]~~ | Liv | x | 5,18 | 1898<br>7mo | D&WHen-<br>derson&Co<br>Glasgow<br>A&CP W | Schulte&Bruns<br>~~(Elder,Dempster~~<br>~~&Co.Ld.,Mgrs.)~~<br>B= Cell DBa123' | 375·0<br>P40'B102'F40'<br>FK<br>uE23' f162' 1100t | 50·0 | 26·0 | ~~Liverpool~~<br>German<br>6BHCem<br>APT45t | T.3Cy.25",41"&67"–48" (s)<br>175lb 100lb NDB14 390NHP<br>2SB,6cf,GS120,HS5440 FD<br>D.&W.Henderson&Co.Gls. | 28 ′ 8<br>5 ′ 6<br>23 ′ 5 |
| 24752<br>24<br>QSLO | — SteelScSr<br>2Dks3trB<br>Elec.light Wireless | 2504<br>2067<br>1541 |  |  |  |  | 1898 | G.Ansaldo<br>&Co.<br>SestriPnente | SocietàItaliana di<br>ServiziMarittimi | 321·3<br>Q42'B114'F37' | 39·2 | 22·3 | Venice<br>Italian<br>WB | T.3Cy.22½",37"&59"–40"<br>220NHP<br>G.Ansaldo&Co.Sampierd. |  |
| 24753 | — SteelScSr<br>Elec.light 1Dk&Promenade dk | 430<br>308<br>293 |  |  | ... |  | 1911 | Cammell<br>Laird&Co.Ld<br>Birkenhead | Banco do Brazil | 150·0<br>F31'<br>FK | 32·1 | 9·7 | Manaos<br>Brazilian | T.3Cy.13½",23"&35"–24"<br>84NHP<br>VauxhallEng.CoLd.Luton | 10 |
| 24754<br>140408 | **Montenol** SteelSc<br>Elec.light 2Dks(Stl)&Web frames<br>Longitudinal framing | 2646<br>2223<br>1061 | ✠100A1<br>11,17 ✠LMC11,17<br>For Government Service<br>CarryingPetroleum in bulk<br>Fitted for oil fuel11,17 F.P. above 150° F. | Hpl |  | CL | 1917<br>11mo<br><br>Lloyd | W.Gray<br>&Co.Ld<br>WHartlepool<br>'sA&CP | TheAdmiralty<br><br><br><br>CellDBuE&B68'146t | 320·0<br>P46'B107'F39'<br>FK<br><br>DTf24'91tFPT49t | 41·5 | 23·1 | London<br>British<br>16BHptCem<br>(10 ,, toU dk<br>6 ,, ,, 2nd ,,)<br>APT82t | T.3Cy.26",42½"&70"–45" (s)<br>200lb 545NHP<br>3SB,9cf,HS8466 FD<br>Cen.Mar.Eng.Wrks.WHpl | 25 ′ 6 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught<br>ft. in. | 15<br>Registers in which classed, if not in L.R. DateofB.ofTradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24755<br>ONPQ | **Montenotte** SteelScSr<br>*Elec.light* 1*Dk* | 355<br>303<br>102 | ✠100A1<br>*StmTrawler*<br>8,19 ✠LMC8,19 | Sav | | CL | 1919<br>8mo | Foundat'n Co.<br>Savannah,Ga<br>A&CP | FrenchGovernment | 150·0<br>Q79'F26'<br>BK7" *FPT*6*t* | 25·0 | 14·7 | French<br>4*BHCem*<br>*APT*8*t* | T3Cy.$12\frac{3}{4}$",$21\frac{1}{2}$"&35"-24"(*s*)<br>180lb 89NHP<br>1SB,3*pf*,GS53,HS1700<br>CanadianAllis-Chalmers Ld.Rochfield,P.Q. | 14 ″ 8<br>s 2 ″ $5\frac{1}{2}$<br>14 ″ 1 | |
| 24756 | **Monteponi** SteelAuxScBn<br>*OilEng.*<br>(*ex*SailingVessel,*ex*GiovanniBottiglieri,*ex*ChecchinaBurgarella) 1*Dk*<br>(*See Sailing Ship Register*) | 200<br>185<br>150 | | | | | 1903 | Soc.EsercizioBacini<br>RivaTrigoso | Soc.diMonteponi | 117·8<br>P28' | 25·4 | 12·0 | Savona<br>Italian<br>*WB* | OilEng.<br>2Cy.7"-$9\frac{17}{20}$" 7NHP<br>NE17*fitted*19<br>Ing.P.Kind&Co.Turin | | I |
| 24757<br>93132<br>KQVM | **Monterey** SteelTwinScSr<br>*Ref.Mchy.* 2*Dks*&*Hur.dk*4*trB*<br>*Elec.light* Wireless | 4702<br>—<br>2948 | | | | | 1901 | W Cramp& Son'sCo.<br>Philadelphia | NewYork&Cuba MailS.S.Co.Inc. | 341·0 | 47·7 | 16·9 | NewYork<br>Utd.States<br>*WB* | T.6Cy.$23\frac{1}{2}$",39"&65"-42"<br>548NHP<br>W.Cramp&SonsCo. | | R |
| 24758<br>91952<br>KDWH | — WoodAuxScSr<br>*Petrol Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 126<br>113<br>120 | | | | | 1887 | M.Turner<br>Benicia,Cal. | C.Anderson | 96·5 | 28·0 | 7·5 | S.Frncisco<br>Utd.States | Petrol Motor | | |
| 24759<br>ONPW | **Montesquieu** SteelSc<br>(*Trawler*)<br>1*Dk* | 198<br>—<br>65 | | | | | 1910 | Baheux frères<br>Boulogne | A.Pichon | 109·4 | 22·1 | 12·4 | Boulogne<br>French<br>*WB* | O.2Cy.$14\frac{3}{5}$"&$27\frac{3}{5}$"-$17\frac{7}{10}$"<br>E*made*98*fitted*10 27NHP<br>Lucas&Co.Dieppe | | V |
| 24760<br>145278 | **Montevideo** SteelScSr<br>1*Dk*&*Spardk*<br>&*deepframing*<br>*Elec.light* | 4140<br>3800<br>2644 | named "Westbury," *See No* 39947 *in Supplement* | | ... | | 1901 | Gourlay Bros.&Co.<br>Dundee | AlexanderShippingCoLd.(Capper,Alexander&Co.,*Mgrs.*) | 376·2<br>P37'B234'F36' 26·4<br>FK | 47·1 | 17·8 | London<br>British | T.3Cy.25",43"&70"-48"<br>417NHP<br>GourlayBros.&Co.Dundee | | |
| 24761 | — SteelScSr<br>*Elec.light* 1*Dk*&*Prom dk* | *240*<br>*164*<br>*163* | | | ... | | 1910 | Edwards& Co.<br>London | Braga,Sobrinho&Co. | 124·9<br>F21'<br>FK | 26·3 | 7·1 | Para<br>Brazilian | O.2Cy.$14\frac{1}{2}$"&30"-20"<br>56NHP<br>Crabtree&Co.Ld.Gt.Yar. | 7 ″ 6 | |
| 24762<br>142423<br>JTLR | **Montezuma** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>Sub.Sig.<br>*Cargo battens not fitted in 'tween dks* | 5038<br>4770<br>3187 | ✠100A1<br>2,22 ~~5,21~~<br>✠LMC5,18<br>*Carrying oil fuel F.P. above 150°F. in DB & DT* | Brs<br>Fal | *z* | CL<br>N5,20 | 1918<br>5mo<br>*Lloyd'sA&CP* | R.Duncan &Co.Ld.<br>PortGlasgow | CanadianPacific Railway Canadian Pacific StmshipsLd.*Mgrs*)<br>*CellDB* *a*130'*uE*24'*f*184' | 405·3<br>P43'B126'F46'<br>FK<br>1233*tDT*28'815*tA* | 53·0 | 27·4 | London<br>British<br>6*BHCem*<br>*PT*25t | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 538NHP<br>3SB,9*cf*,GS186,HS8151 FD<br>J.G.Kincaid&Co.Ld.Grk. | 30 ″ 0<br>s 5 ″ 9<br>24 ″ 8 | |
| 24763<br>219952<br>LWKJ | **Montfaucon** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2310<br>1949<br>1440 | ✠100A1<br>8,20<br>✠LMC8,20<br>*Fitted for oil fuel* 8,20 *F.P. above* 150° F. | Wyan-dotte | *r* | CL | 1920<br>8mo<br>A&CP | Detroit S.B.Co.<br>Wyandotte | IndependentS.S. Co.Inc.<br>*CellD* | 251·0<br>P27'B64'F26'<br>FK<br>*B*204' 531*t FPT*58*t* | 43·6 | 22·2 | Detroit<br>Utd.States<br>4*BHptCem*<br>*APT*89*t* | T.3Cy.20",33"&54"-40" (*r*)<br>185lb 265NHP<br>2SB,4*cf*,GS88,HS3940 FD<br>DetroitS.B.Co.Detroit | 24 ″ 2<br>s 3 ″ $4\frac{1}{2}$<br>21 ″ 2 | |
| 24764 | **Montferland** SteelSc<br>2*Dks*(*Stl*)&*Shelterdk*(*Stl*)<br>*Elec.light* Wireless 3*trBinNo.*1*hold*<br>*Ref.Mchy.* *Cruiser Stern* | ~~7000~~<br>~~6500~~<br>~~4750~~<br>6790<br>6215<br>4097 | ✠100A1<br>*Shelter dk withfreeboard*<br>4,22 8,21<br>✠Lloyd'sRMC11,21<br>✠LMC8,21<br>~~(*ClassContemplated*)~~<br>*Fitted for oil fuel* 8,21 *F.P. above* 150° F. | Nwc<br>Ams | *c*† | CL | 1921<br>8mo<br>*Lloyd'sA&CP* | Swan,Hunter&Wigham Richardson, Ld Newcastle | Konink.HollandscheLloyd | ~~460·0~~<br>459·8<br>FK<br>*CollisionBHtoShelterdk*<br>*CellDB*402'1544*tDTa*28'608*tFPT*71*t* | ~~60·2~~<br>60·4 | ~~27·9~~<br>27·6 | Amstrdam<br>Dutch<br>*ptCem*<br>6*BHtoUdk*<br>*APT*36*t*<br>*Turbines by* | 2SteamTurbinesgearedto 1Sc.Shaft<br>200lb (*s*) 1066NHP<br>5SB,15*cf*,GS327,HS13300 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc.<br>Met.VickersElecCoLdMch | 30 ″ 6<br>s 4 ″ 8<br>26 ″ 2 | |
| 24765<br>218208<br>LRKG | **Montgomery** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk*2*trB in fore*&<br>Sub.Sig. *after holds*& *Web frames* | 3283<br>3005<br>2001 | | | ... | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | Newark<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 24766<br>220795<br>MBTV | **Montgomery City** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*3*trB*<br>Wireless | 5686<br>—<br>3450 | | | | | 1920 | Chickasaw S.B.&CarCo.<br>Chickasaw, Ala. | UnitedStates SteelProductsCo. Inc. | 424·2<br>P57'B&F350' | 56·2 | 26·5 | NewYork<br>Utd.States<br>*WB* | 2 Geared Steam Turbines<br>W.A.FletcherCo. Hoboken,N.J. | | R |
| 24767<br>145246<br>KJGB | **Montgomeryshire** SteelSc<br>1*Dk*(*Stl*)&*Shelterdk*(*Stl*) 6650<br>*Elec.light* Wireless &*Webframes*<br>*CruiserStern*<br>*Longitudinalframing* | ~~6700~~<br>~~6200~~<br>~~4150~~<br>6247<br>4097 | ✠100A1<br>*Shelter dk withfreeboard*<br>6,21 ~~6,21~~<br>✠LMC6,21<br>*Fitted for oil fuel* 6,21 *F.P. above* 150° *F.*<br>~~(*ClassContemplated*)~~ | Shl<br>Lon | *a*† | | ~~1920~~<br>1921<br>4mo<br>*Lloyd'sA&CP* | Armstrong Whitworth&Co.Ld.<br>Newcastle | RoyalMailSteam PacketCo.~~Ld~~.<br>*CellDB*335'1549*tDTa*31'1081 | 412·3<br>P42'F45'*onShltrdk*<br>FK<br>*tFPT*112*tAPT*247*t* | 55·8 | 34·7 | London<br>Britsh*ptCem*<br>6*BHtoShdk*<br>2 " " *Udk*<br>*Turbines by* | 2,SteamTurbinesgearedto 1Sc.Shaft 200lb (*s*) 676NHP<br>3WaterTubeBlrsHS9636FD<br>N.E.Mar.Eng.Co.Ld.Nwc.<br>ParsonsMarStmTur.CoLd | 38 ″ 1<br>s10 ″ 1<br>28 ″ 2 | |
| 24768<br>215544<br>LHSQ | **Monticello** SteelScSr<br>(*ex*O.J.D.Ahlers)<br>3*Dks*<br>*Elec.light* Sub.Sig. Wireless | 7533<br>7135<br>4698 | | | | | 1911 | Akt.Ges. "Weser"<br>Bremen | UnitedStates ShippingBoard | 468·5<br>P64'B133'F56' | 58·5 | 32·2 | S.Frncisco<br>Utd.States<br>*WB* | Q.4Cy.$26\frac{1}{2}$",$38\frac{9}{10}$",$55\frac{9}{10}$"& $79\frac{9}{10}$"-$53\frac{9}{10}$" 469NHP<br>A.G."Weser,"Bremen | | R |
| 24769<br>ONPY | **Montjoie** SteelScSr<br>(*ex*Alma)<br>Wireless 1*Dk* | 1021<br>—<br>590 | | | | | 1899 | Laxevaags Msk.&Jrnskb<br>Bergen | Soc.Anon.des Aciéries de Paris & d'Outreau(Mory &Co.*Mgrs.*) | 225·0<br>Q121'B56*t*H20*t*<br>F34*t* | 32·2 | 13·1 | Boulogne-sur-Mer<br>*WB*<br>French | T.3Cy.$15\frac{3}{4}$",$25\frac{1}{2}$"&42"-30"<br>97NHP<br>LaxevaagsMsk&Jrns.Bgn. | | V |
| 24770<br>ONQO | **Montmagny** WoodTwinScSr<br>*Elec.light* 1*Dk*2*trB* | 2704<br>1913<br>1637 | | | | | 1919 | Foundat'n Co.ofBritish Columbia,Ld.<br>Victoria,B.C. | FrenchGovernment | 279·0<br>P166'F36' | 46·7 | 21·1 | Havre<br>French | T.6Cy.$13\frac{1}{2}$",22"&30"-26"<br>92NHP<br>VulcanIronWorks, Denver,Cal. | | V |
| 24771<br>131499<br>NTMB | **Montoro** SteelScSr<br>*ss*Syd.No.2-20<br>*Elec.light* 2*Dks*(*StlU*-ws)<br>*Ref.Mchy.* 3*rd dk in fore hold*<br>Wireless | 4057<br>3141<br>2500 | ✠100A1<br>~~12,20~~ 5,21<br>1,22 ~~5,21~~<br>✠LMC12,19<br>Lloyd'sRMC~~1,21~~ ~~1,21~~ 1,22<br>BS~~1,21~~1,22 | Syd | *w* | CL<br>5,19 | 1911<br>12mo<br>*Lloyd'sA&CP* | ClydeS.B. &E.Co.Ld.<br>PortGlasgow<br>*WB* | Burns,Philp&Co. Ld.<br>= *CellDBa*84'*uE*& | 360·6<br>P41'B158'F48'<br>FK<br>*B*61'*f*167'746*t FPT* | 47·2 | 23·8 | ~~SydneyNSW~~<br>London<br>British<br>6*BHCem*<br>68*tAPT*20*t* | T.3Cy.27",43"&72"-48" (*r*)<br>180lb 661NHP<br>4SB,12*cf*,GS252,HS11156 FD<br>ClydeS.B.&E.Co.Ld.P.Gl. | 26 ″ 3<br>s 4 ″ $0\frac{1}{2}$<br>22 ″ 9 | |
| 24772<br>208367<br>LBTC | **Montoso** SteelScSr<br>*ss*NYk.No.2-19<br>2*Dks*(*Stl*)<br>*Elec.light* Wireless | 3110<br>2890<br>1920 | ✠100A1<br>3,21<br>~~BS4,20~~ ✠LMC3,19<br>BS7,21 | NYk | *u* | CL<br>3,21 | 1911<br>3mo | NwprtNws S.B.&D.D.Co<br>NewprtNews<br>A&CP | NewYork&Porto RicoS.S.Co.Inc.<br>*WB* = *CellDBa*95'<br>*f*147'84 | 335·0<br>FK<br>*uE*& *B*41'<br>5*tFPT*85*tAPT*43*t* | 46·8 | 22·7 | NewYork<br>Utd.States<br>*Cem*<br>4*BH to Udk*<br>1 ,, ,, 2*nd*,, | T.3Cy.$21\frac{1}{2}$",36"&63"-42" (*s*)<br>190lb 309NHP<br>3SB,9*cf*,GS184,HS5040<br>NewportNewsSB&DDCo. | 25 ″ 0 | |
| 24773<br>215545<br>LHSR | **Montpelier** SteelScSr<br>Sub.Sig. ~~*ss*Man.No.1-17~~<br>(*ex*Bochum) *Well deck* 2*Dks*(*Stl*)&<br>*Elec.light* Wireless *lower dk in fore hold*<br>*ss*NYk No.2-20 | 4711<br>4097<br>2813 | ✠100A1<br>6,21 ~~6,20~~<br>~~BS1,20~~ ✠LMC~~6,17~~ 6,20<br>BS6,21 | NYk<br>Ham | *c*† | CL<br>~~6,20~~<br>6,21 | 1912<br>7mo<br>~~*Lloyd'sA&CP*~~<br>*Lloyd'sCP* | Akt.Ges. "Neptun"<br>Rostock | AmericanShip& CommerceNav. Corp. (United AmericanLines, Inc.*Mgrs.*) *Cell* | 460·0<br>P&B382'F57'<br>FK<br>*DBa* 140' *uE*&*B*72' | 58·0 | 27·2 | S.Francisco<br>Utd.States<br>9*BHCem*<br>*f*194'1600*t* | T.3Cy.28",$47\frac{1}{4}$"&$77\frac{3}{16}$"-54"<br>~~180lb~~213lb (*s*) 733NHP<br>~~3~~4SB,12*cf*,GS248,HS11207 FD<br>A.G."Neptun,"Rostock | 29 ″ 10<br>s 4 ″ 6<br>25 ″ 9 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24774<br>143162<br>JWPV | **Montreal** ssAnt.No.3-6,21 **SteelTwinSc**<br>*ks(Stl-Uteaks)&Shadedk(Stl-teaks)*<br>(*ex*KönigFriedrichAugust)&*Webframes*<br>*Ref.Mchy.Elec.light* Wireless Sub.Sig. | 9720<br>6577<br>5611 | 100A1<br>*Shadedk*<br>4,22 ~~6,21~~<br>LMC~~3,21~~<br>4,22 | Ant<br>Nap | *d*† | 1,20 | 1906 | Blohm&<br>Voss<br>Hamburg<br>A&CP | **CanadianPacific RailwayCo.**<br>(CanadianPacificStmshipsLd*Mgrs*) | 475·7\|55·3\|30·9<br>P&B376'F80'<br>FK<br>*CellDB*410'1227*tFPT*180*tAPT*63¼ | London<br>British *Cem*<br>8*BH* ~~*WB*~~ | Q.8Cy.~~24½",35¾",50½"~~ 24⅛"35⅜"50⅛"&74"-54" 210lb (*s*) ~~120lb~~ 805NHP<br>Blohm&Voss,Hamburg<br>3DB&1SB,21*cf*,GS420,HS | 34<br>7<br>27 |
| 24775<br>116600 | — **SteelPad**<br>1*Dk* | 4282<br>2398<br>2299 | | | | | 1904 | Richelieu&<br>OntarioNav.<br>Co. Sorel | **CanadaSteamship Lines,Ld.** | 332·4\|43·5\|14·8 | Montreal<br>British | T.3Cy.32",53"&88"-77"<br>680NHP<br>BertramE.W.Co.Ld.Trnto | |
| 24776<br><br>ONQH | — **WoodTwinSc3MstSr**<br>*Elec.light* 1*Dk*2*trB* | 2699<br>1908<br>1633 | | | | | 1919 | Foundat'n<br>Co.ofBritish<br>Columbia,Ld.<br>Victoria, B.C. | **FrenchGovernment** | 279·0\|46·7\|21·1<br>P166'F36' | Havre<br>French | T.6Cy.13½",22"&30"-26"<br>92NHP<br>VulcanIronWorks,<br>Denver,Cal. | |
| 24777<br>216747<br>LMKN | **Montrolite** **SteelSc**<br>*Elec.light* 2*Dks(Stl)&Webframes*<br>*Mchy.Aft* *Longitudinalframing*<br>Sub.Sig. Wireless | 6835<br>6089<br>5255 | ✠100A1<br>3,22 ~~3,21~~<br>✠LMC8,18<br>*CarryingPetroleum in bulk*<br>*Fittedforoilfuel*8,18 *F.P.above*150° | NYk | *a*† | CL<br>~~10,20~~<br>3,22 | 1918<br>8mo | AmesS.B.<br>Co.<br>Seattle,Wash<br>A&CP<br>F*CellDBuE&* | **StandardOilCo. (NewJersey)**<br>*B*75'183*tDTf*36'46 | 419·6\|57·2\|30·0<br>P98'B41'F37'<br>FK<br>0*tFPT*192*tAPT*54*t* | NewYork<br>Utd.States<br>16*BHptCem*<br>(14 „ *toUdk*<br>2 „ 2*nddk*) | 2 Steam Turbines geared to 1 Sc.Shaft 200lb480NHP(*s*)<br>3SB,9*cf*GS207HS7416 *180lb*<br>WestinghouseElectric&<br>Mfg.Co.E.Pittsburg | 31<br>7<br>25 |
| 24778<br>145919<br>KLTJ | **Montrose** **SteelTwinSc**<br>2*Dks(Stl)&Shelterdk(Stl-ws)*<br>*Elec.light Ref.Mchy.* 3*rdDk(Stl)inholds*<br>Wireless *Cruiser Stern* | ~~16250~~<br>16402<br>12208<br>9824 | ✠100A1<br>*Shelterdkwithfreeboard*<br>3,22<br>✠LMC5,22<br>✠Lloyd'sRMC3,23<br>*Fittedforoilfuel*3,22 *F.P.above*150°*F.* | Gls | *j*† | CL | ~~1921~~<br>1922<br>3mo | Fairfield<br>Co.Ld.<br>Glasgow<br>*Lloyd'sA&CP* | **~~CanadianPacific RailwayCo.~~ (CanadianPacificStmshipsLd*Mgrs*)**<br>*CellDB*475'23 | ~~563·0\|70·0~~\|40·3<br>548·7\|70·2\|<br>FK<br>B&F489' *onShltrdk Up*B265<br>*tFWTanksatSidesofTunnel*10'521*t* | Liverpool<br>British*ptCem*<br>12*BHtoShdk* | 6 Steam Turbines geared to 2Sc.shafts<br>215lb (*r*) 2476NHP<br>10SB,30*cf*,GS346,HS28442 FD<br>FairfieldCo.Ld.Glasgow<br>*DT*...1075*tFPT*181*tAPT*100*t* | 43<br>16<br>27 |
| 24779<br>118700<br>HBRJ | — **SteelScSr**<br>*ss*PNl.No.3-4,19<br>*Elec.light* 1*Dk(Stl)&Spardk(Stl)*<br>Wireless *&deepframing* | 4452<br>3522<br>2884 | ✠100A1<br>*Spardk*<br>~~7,21~~~~11,20~~ 5,22<br>~~BS5,21~~ ✠LMC4,19<br>BS1,22 | HKg<br>~~Nwc~~<br>~~Cf~~Ant | *x* | CL<br>11,20 | 1905<br>1mo | C.Connell<br>&Co.Ld.<br>Glasgow<br>*Lloyd'sA&CP* | **AustralindSteam ShippingCo.Ld.** (**Trinder,Anderson&Co.**, *Mgrs.*)<br>*WB*= | 365·0\|47·3\|17·9<br>P39'B210'F48' 25·9<br>P&F*dks(Stl-ws)*<br>B*dk(Stl-teaks)* FK<br>*CellDBa*118'*uE&* | London<br>British<br>6*BHCem*<br>*B*44' *f* 156' | T.3Cy.26",42"&70"-48" (*s*)<br>190lb ~~180lb~~ 95lb 385NHP<br>2SB,8*cf*,GS170,HS6000<br>Dunsmuir&JacksonLdGls<br>864*tFPT*67*tAPT*96*t* | 28<br>4<br>24 |
| 24780<br><br>HVMC | **Montserrat** **SteelScSr**<br>(*ex*Dania)<br>*Elec.light* 2*Dks&Spardk&*4*trB*<br>Sub.Sig. Wireless | 4147<br>—<br>2298 | | | | | 1889 | Act.Ges.<br>"Vulcan"<br>Stettin | **Cia.Trasatlantica** | 373·2\|44·0\|29·8<br>P46'H120'F60' | Barcelona<br>Spanish<br>*WB* | T.3Cy.33",53"&84½"-55"<br>530NHP<br>A.G "Vulcan,"Stettin | |
| 24781<br><br>QSLN | **Monviso** **SteelScSr**<br>Now named "Zvir," See No. 40007 in Supplement<br>*ss*Liv.No.1-16<br>(*ex*Zvir) 1*Dk(Stl)*<br>*Elec.light* *Ref.Mchy.* Wireless | 4286<br>3803<br>2766 | ✠100A1<br>4,19<br>✠LMC5,20<br>✠Lloyd'sRMC3,21 | Gen | *w* | CL<br>4,19 | 1912<br>5mo | R.Thompson&Sons,Ld<br>Sunderland<br>*Lloyd'sA&CP* | **Requisitioned by theItalianGovt.**<br>*CellDBa*106'*uE*25' | 352·9\|50·8\|21·6<br>P35'B215'F36'<br>FK<br>*f*152' 866*t FPT*93*t* | Genoa<br>Italian<br>6*BHCem*<br>*APT*155*t* | T.3Cy.24½",40"&66"-45"(*s*)<br>180lb *100lb* 321NHP<br>2SB,6*cf*,GS124,HS5014<br>N.E.MarineEng.Co.Ld.Sld | 24<br>3<br>21 |
| 24782<br>71<br>QSLM | — **SteelScSr**<br>*ss*Pal.No.3-8,18<br>1*Dk(Stl)*2*trB&deepframing*<br>3*Dkrule&Shelterdk(Stl-ws)*<br>Wireless | 4020<br>3890<br>2522 | ✠<br>*Shelter dk withfreeboard*<br>8,18 ✠ | Pal | *v* | | 1902<br>11mo | Cant.Nav.<br>diMuggiano<br>Spezia | **Nav.AltaItalia (Soc.Anon.)**<br>*WB*=*CellDBa*92'*u* | 338·5\|48·0\|22·0<br>FK<br>*E&B*42'*f*134' 821*t* | Genoa<br>Italian<br>6*BHCem*<br>*APT*50*t* | T.3Cy.24",40"&66"-48"<br>356NHP<br>2SB,6*cf*,GS114,HS4707 FD<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 24 |
| 24783 | **Moonbeam** **SteelScK**<br>1*Dk(Stl)* | 97<br>96<br>33 | ✠100A1<br>*For fishing purposes*<br>10,18<br>✠LMC10,18 | Abn | | CL | 1918<br>10mo | J.Lewis&<br>Sons,Ld.<br>Aberdeen<br>*Lloyd'sA&CP* | **TheAdmiralty** | 85·8 18·6\| 9·2<br>BK7½" | British<br>3*BHCem* | T.3Cy.9½",15½"&26"-18"(*s*)<br>180lb 42NHP<br>1SB,2*pf*,GS30,HS814<br>J.Lewis&SonsLd.Abn. | 10 |
| 24784 | **Moonfleet** **SteelSc**<br>(*SalvageTug*)<br>*Elec.light* 1*Dk(Stl)* | 123 | ✠100A1<br>5,18<br>✠LMC5,18 | Lon | | | 1918<br>4mo | Edwards&<br>Co.Ld.<br>Millwall<br>*Lloyd'sA&CP* | **TheAdmiralty** | 100·0\|20·0\| 9·7<br>FK | British<br>3*BHCem* | T.3Cy.14",23"&36"-24" (*s*)<br>160lb *160lb* 2DB 92NHP<br>1 Water Tube DB<br>1SB,3*cf*,GS54,HS1448 FD<br>Plenty&Son,Ld.Newbury | 10 |
| 24785<br>214217<br>LGDB | **Moonlite** **SteelAuxScSr**<br>*OilEng.*<br>*Mchy.Aft* *Elec.light* 1*Dk(ptStl)*2*trB*<br>Wireless<br>(*See Sailing Ship Register*) | 1955<br>1791<br>1380 | ✠100A1<br>5,20<br>✠LMC12,19 | NYk | *u* | 12,19 | 1916<br>8mo | ToledoS.B.<br>Co.<br>Toledo,Ohio<br>A&CP | **StandardOilCo. (NewJersey)**<br>*Cell* | 252·0\|43·7\|21·2<br>P49'F41'<br>FK<br>*DBf*176'245*tFPT* | NewYork<br>Utd.States<br>4*BHCem*<br>135*tAPT*14*t* | Oil Engines 2S.C.SA<br>4Cy.16½"-18 5/16" 91NHP<br>DB*150lb*<br>J&CG.BolindersCoLdSkm | 23 |
| 24786 | **Moonshine** **SteelScK**<br>1*Dk(Stl)* | 97<br>96<br>33 | ✠100A1<br>*For fishing purposes*<br>10,18<br>✠LMC10,18 | Abn | | CL | 1918<br>8mo | JohnLewis<br>&SonsLd.<br>Aberdeen<br>*Lloyd'sA&CP* | **TheAdmiralty** | 85·8\|18·6\| 9·2<br>BK7½" | British<br>3*BHCem* | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 42NHP<br>1SB,2*pf*,GS30,HS814<br>JohnLewis&Sons,Ld.Abn. | 10 |
| 24787<br>139025<br>JLOR | **Moora** **SteelScSr**<br>*ss*Bry.No.3-3,18<br>(*ex*Lothringen) 2*Dks(Stl-Uteaks)deep*<br>*Welldeck framing aft & lower dk(Stl)*<br>*Elec.light* Wireless Sub.Sig. *forward* | 5002<br>4752<br>3163 | ✠100A1<br>1,22 ~~9,20~~<br>~~BS9,20~~ ✠LMC2,18<br>BS1,22<br>*Carrying oil fuel F.P.above*150° *F.* | Mdb<br>Cal | *z* | CL<br>~~2,18~~<br>1,22 | 1906<br>3mo | Akt.Ges.<br>"Weser"<br>Bremen<br>A&CP<br>*in pt DB* | **Secretary ofState for India inCouncil (Director,India OfficeShipping,** *Mgr.*)<br>*WB*=*Cell DB a* 125' | 409·5\|52·7\|27·8<br>P&B339'F42'<br>FK<br>*u E&B* 52'*f* | London<br>British<br>7*BHCem* | Q.4Cy.24",34⅝",50"&72 11/32"-53 5/32"(*s*)220lb*220lb* 530NHP<br>3SB,9*cf*,GS168,HS7104 FD<br>A.G."Weser,"Bremen<br>173' 1160*t FPT*69*t APT*38 | 30<br>4<br>26 |
| 24788<br>101727<br>VBWT | **Moorabool** **SteelScSr**<br>*ss*Mel.No.3-2,12<br>*ss*Mel.No.2-20<br>1*Dk(Irn)*2*trB&deepframing*3*Dkrule* | 2996<br>2834<br>1947 | ✠100A1<br>3,22 ~~3,21~~<br>~~BS8,21~~ 3,22 ✠LMC~~8,20~~<br>8,21 | Mel | *u* | CL<br>8,20 | 1899<br>3mo | BlythS.B.<br>Co.Ld.<br>Blyth<br>A&CP | **Huddart,Parker Ld.**<br>*WB*=*CellDB*120' | 324·4\|47·0\|22·4<br>B78'F34'<br>FK<br>*uE&B*22'*f*134'747*t* | Melbourne<br>British<br>6*BHCem*<br>*APT*49*t* | T.3Cy.24",40"&65"-42" (*s*)<br>160lb *90lb* 281NHP<br>2SB,6*cf*,GS123,HS4325<br>Blair&Co.Ld.Stockton | 24<br>4<br>20 |
| 24789<br>102750<br>PJTL | **Moorby** **SteelScSr**<br>*ss*Rot.2nd.No.3-4,22 ~~*ss*Shl.No.3-12,08~~<br>Wireless ~~*ss*Cff.No.2-18~~<br>1*Dk(ptStlptIrn)&Webframes&*<br>*ptAwngdk(Irn)* | 2606<br>1839<br>1673 | ✠100A1<br>*ptAwngdk withfreeboard*<br>4,22 ~~10,18~~ ✠LMC 4,22<br>~~MBS11,20~~ | Sws<br>Rot | *s* | ~~4,21~~<br>CL<br>~~N1,22~~<br>4,22 | 1896<br>7mo | Ropner&<br>Son<br>Stockton<br>A&CP | **RopnerShipping Co.Ld.**<br>*WB*= | 300·0\|43·0\|16·4<br>P27'Q48'<br>*ptAwngdk*225' FK<br>*CellDBa*104'*uE*24' | W.Hartlpl<br>British<br>5*BHCem*<br>*f*116'515*t* | T.3Cy.22½",37½"&59 7/16"-39"<br>160lb*160lb* 2NDB18 230NHP<br>2SB,6*rf*,GS93,HS3358 (*s*)<br>Blair&Co.(Lim.),Stockton | 19<br>8<br>19 |
| 24790<br><br>PMGC | **Moordrecht** **SteelScSr**<br>*Elec.light* 1*Dk(Stl)* | 1298<br>1133<br>764 | ✠100A1<br>2,21<br>✠LMC12,18<br>BS2,22 | Rot | *o* | CL<br>N2,21 | 1917<br>10mo<br>A&CP | Jonker&<br>Stans<br>HenrikIdo<br>Ambacht | **N.V.Stoomv. Maats."DeMaas" (Phs.van Ommeren,** *Mgr.*) | 237·5\|36·5\|15·8<br>P20'B58'F24'<br>FK<br>*CellDB*195'3 | Rottrdam<br>Dutch<br>4*BHCem*<br>39*tAPT*37*t* | T.3Cy.17½",29⅛"&46 1/16"-36 1/16" 180lb (*s*) 177NHP<br>2SB,4*cf*,GS89,HS3260<br>MachinefabriekBolnes | 18<br>2<br>15 |
| 24791<br>135094<br>JDQV | **Moorfoot** **SteelScSr**<br>*ss*Nwc.No.1-19<br>*Elec.light* Wireless 1*Dk(Stl)*<br>*Welldeck* | 2057<br>1609<br>1077 | ✠100A1<br>11,20<br>BS11,20 ✠LMC4,19 | Brs | *r* | CL<br>~~4,19~~<br>3,22 | 1913<br>12mo | Greenock<br>&Grangemth<br>DkyrdCo.Ld.<br>Grngemouth<br>*Lloyd'sA&CP* | **G.Gibson&Co.**<br>*WB*=*C* | 272·2\|42·7\|17·6<br>Q152'BonQ48'F28'<br>FK<br>*ellDBa*68'*uE*20'*f*11 | Leith<br>British<br>4*BHCem*<br>6'426*tFPT*3 | T.3Cy.21",35"&57"-39" (*s*)<br>180lb 250NHP<br>2SB,6*cf*,GS121,HS4276<br>J.G.Kincaid&Co.Ld.Grk.<br>9*tAPT*20*tDeeptanks*10'25 | 19<br>2<br>15 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24792<br>143335<br>KBWH | **Moorfowl** SteelSc<br>(*ex*Killarney) 2*Dks*(*UStl*–ws)<br>*Elec.light* Wireless | 1464<br>990<br>610 | ✠100A1<br>4,21 ~~6,20~~<br>DBS2,20 ✠LMC7,19 | Liv<br>Gls | *q* | CL | 1919<br>7mo<br>*Lloyd* | A&J.Inglis<br>Ld.<br>Glasgow<br>*'sA&CP* | ~~CityofCorkSteam PacketCo.Ld.~~<br>G.&J.BurnsLd. | 265·0<br>P50'B127'F36'<br>BK8"<br>*DTa*10' | 36·1 | 15·9 | London<br>British<br>6*BHCem*<br>*FPT*21*t* | T.3Cy.28",46"&74"–45" (*s*)<br>165lb *90lb* 414NHP<br>2DB,*12cf*,GS224,HS6830<br>A.&J.Inglis,Ld.Glasgow | 16 ″ 8<br>s 2 ″ 4½<br>15 ″ 5 | BT till 6,21 |
| 24793 | — SteelScSr<br>*Elec.light* 1*Dk*(*Stl*) | 427<br>378<br>182 | ✠100A1<br>*For Government Service*<br>10,19 ✠LMC10,19 | Psy | | | 1919<br>10mo<br>*Lloyd* | Bow,Mc-Lachlan&Co.<br>Ld. Paisley<br>*'sA&CP* D | TheAdmiralty<br>*B*10'8*t DT at sides of ER*10'10*tDTa*20*t* | 137·8<br>FK | 29·0 | 13·4 | London<br>British<br>4*BHCem*<br>*DTf*43*t* | T.3Cy13¼",21¼"&35"–24"(*s*)<br>155lb 103NHP<br>2SB,*4cf*,GS73,HS2230<br>Bow,McLachln&CoLdPsy | 14 ″ 6 | |
| 24794<br>133556<br>JFNB | **Moorish Prince** SteelScSr<br>~~ssNYk.No.1–19~~<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless Sub.Sig. *ss*NYk.No.2-22 | 5943<br>5399<br>3766<br>4,22 | ✠100A1<br>*Shelter dk with freeboard*<br>~~10,21~~ 1,21 ✠LMC 10,21<br>MS~~11,19~~ 4,22 BS~~6,20~~ | N Yk | *a*† | CL<br>~~1,21~~<br>~~10,21~~<br>4,22 | 1914<br>5mo<br>*Lloyd* | ShortBros.<br>Ld.<br>Sunderland<br>*'sA&CP* | PrinceLine,Ld.<br>(Furness,Withy &Co.Ld.*Mgrs.*)<br>*WB=Cell*<br>*uE*33' *f*184'105 | 425·5<br>*DBa*121' FK<br>7*tDTa*30'870*t FPT* | 56·4 | 29·3 | Newcastle<br>British<br>7*BHCem*<br>81*tAPT*25*t* | Q4Cy25½"36½"52½"&76"–54"<br>220lb *130lb* (*a*) 624NHP<br>3SB,*9cf*,GS188,HS8775 FD<br>Blair&Co.Ld.Stockton | 30 ″ 7<br>s 4 ″ 5½<br>26 ″ 7 | |
| 24795 | **Moorview** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 427<br>378<br>177 | ✠100A1<br>*For Government Service*<br>12,19 ✠LMC12,19 | Psy | | | 1919<br>12mo<br>*Lloyd* | Bow,Mc-Lachlan&Co.<br>Ld. Paisley<br>*'sA&CP* D | TheAdmiralty<br>*B*10'8*t at sides of E* | *R*10'10*t DTa*10'20*t*<br>FK | 29·0 | 13·4 | London<br>British<br>4*BHCem*<br>*DTf*14'43*t* | T.3Cy.13¼",21¼"&35"–24"<br>155lb (*s*) 103NHP<br>2SB,*4cf*,GS73,HS2230<br>Bow,McLachln&CoLdPsy | 14 ″ 6 | |
| 24796 | **Moorwärder** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 215 | | | | | 1920 | Deutsche<br>Werke,A.G.<br>Rüstringen | DeutscheSeefischereiA.G. | 127·3<br>Q70'F19' | | | Cuxhaven<br>German<br>*WB* | T.3Cy.12⅗",20½"&32¼"–22⅘"<br>Deutsche 50NHP<br>WerkeA.G.Rustringen | | |
| 24797<br>218257<br>LRND | **Moosabee** WoodTwinSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2573<br>2073<br>1507 | | | | | 1919 | G.M Stan-diferConstruction Cpn<br>Portland,Or. | UnitedStates ShippingBoard | 266·6<br>P28'B67'F29' | 46·2 | 23·9 | Portlnd Or<br>Utd. States | T.3Cy.15½",26"&44"–26"<br>99NHP | | R |
| 24798<br>137482 | **Moose** SteelSc<br>*ss*Liv.No.1–20<br>1*Dk*(*Stl*) | 208<br>207<br>87 | ✠100A1<br>*For towing purposes*<br>2,22 ~~2,21~~ ✠LMC1,20<br>BS2,22 | Liv | | CL<br>1,20 | 1915<br>9mo<br>*Lloyd* | H.&C.<br>Grayson,Ld.<br>Garston<br>*'sA&CP* | MerseyTowingCo. Ld.(Canadian PacificRly.Co.) | 100·8<br>BK7"<br>*WB=DTf*4' | 25·1 | 12·6 | Liverpool<br>British<br>5*BHCem*<br>14*tAPT*18*t* | T.3Cy.17",27"&43"–27" (*r*)<br>180lb 96RHP<br>1SB,*3cf*,GS63,HS2410<br>Crabtree&Co.Ld.Gt.Yar | 13 ″ 6<br>s 2 ″ 10½<br>11 ″ 4 | BT till 2,22 |
| 24799<br>219049<br>LTGO | **Moosehausic** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB in fore& after holds& Web frames*<br>Wireless | 3545<br>3005<br>2174 | | | … | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | Newark NJ<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 24800<br>219143<br>LTKR | **Moositauka** SteelSc<br>(*Tug*)<br>*Elec.light* Sub.Sig. Wireless | 429<br>—<br>91 | | | | | 1919 | N.West<br>Eng.Works,<br>GreenBay,<br>Wis. | UnitedStates ShippingBoard | 141·5 | 27·7 | 14·8 | M'lwaukee<br>Utd.States | T.3Cy.17",25"&43"–30"<br>101NHP<br>MurrayIronWorks, Burlington,Iowa | | |
| 24801<br>219280<br>LTVG | **Mopang** SteelSc<br>unk by Mine 6,21<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trBin fore&after*<br>Sub.Sig. Wireless *holds& Web frames* | 3283<br>3005<br>1996 | | | … | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 24802<br>9195<br>JSDC | **Moppo Maru** SteelScSr<br>2*Dks* | 725<br>655<br>432 | | | | | 1904 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | OsakaShosen KabushikiKaisha | 186·2<br>B42' | 27·1 | 18·1 | Osaka<br>Japanese<br>*WB* | T.3Cy.14½",24½"&39"–30"<br>83NHP<br>KawasakiDkydCoLdKobe | | |
| 24803<br>124796<br>JHQF | **Mopsa** SteelScK<br>*ss*Mil.No.3–7,20<br>1*Dk* | 206<br>193<br>75 | ✠100A1<br>*StmTrawler*<br>7,20 ✠LMC7,20<br>BS10,21 | Mil | | CL<br>3,19 | 1907<br>11mo<br>*Lloyd* | Cook,Wel-t'n&Gemmell<br>Ld. Beverley<br>*'sA&CP* | IagoStm.Trawler Co.Ld. (E.D.W. Lawford,*Mgr.*) | 110·5<br>P&B246'F65'<br>BK8"<br>*WB=* | 22·3 | 11·7 | Hull<br>British<br>3*BHCem*<br>*DTf*15'33*t* | T.3Cy.10",16¾"&28"–24" (*s*)<br>200lb 50RHP<br>1SB,*2pf*,GS27,HS840<br>Amos&Smith,Hull | 12 ″ 7 | |
| 24804<br>217188<br>LNQT | **Moraine** WoodScSr<br>*Elec.light* Wireless 1*Dk*2*trB* | 2537<br>2052<br>1501 | | | | | 1918 | Grant<br>SmithPorter<br>S.B.Co.<br>Abrdeen Wsb | UnitedStates ShippingBoard | 266·9<br>P27'B67'F29' | 46·1 | 24·2 | Portlnd Or<br>Utd. States | T.3Cy.19",32"&56"–36"<br>188NHP<br>AllisChalmersMfg.Co. Milwaukee | | R |
| 24805<br>208756<br>LBWN | **Moran** SteelScSr<br>(*Whaler*)<br>*Elec.light Fitted for oil fuel* 1*Dk* | 120<br>—<br>77 | | | | | 1911 | MoranCo.<br>Seattle,<br>Wash. | AmericanPacific WhalingCo. | 87·3 | 18·0 | 11·4 | Seattle,<br>Wash.<br>Utd.States | T.3Cy.11",18"&29"–18"<br>36NHP<br>MoranCo.Seattle,Wash. | | |
| 24806<br>139931 | **Moravia** SteelScK<br>*ss*Gms.No.1–21<br>*Elec.light* 1*Dk* | 306<br>263<br>121 | ✠100A1<br>*StmTrawler*<br>7,21 ~~12,20~~ ✠LMC~~2,17~~<br>7,21 | Gms | | CL<br>12,20 | 1917<br>2mo<br>*Lloyd* | Cook,Wel-t'n&Gemmell<br>Ld.Beverley<br>*'sA&CP* | Gt.Gms.&E.Coast Stm.FishingCo.Ld | 130·2<br>Q72'<br>BK8" | 23·0 | 12·2 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13½",22½"&37"–24"<br>185lb (*s*) 89RHP<br>1SB,*3pf*,GS49,HS1595<br>Amos&Smith,Ld.Hull | 13 ″ 1 | |
| 24807<br>219519<br>LVKN | **Moravia Bridge** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*nd tr B in fore&after*<br>Sub.Sig. Wireless *holds& Web frames* | 3545<br>3005<br>2174 | | | … | | 1920 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg Co.Essington,Pa. | 28 ″ 6 | R |
| 24808<br>137637 | **Moray** SteelScK<br>1*Dk* | 201<br>198<br>86 | | | … | | 1915 | Hawthorns<br>&Co.Ld.<br>Leith | GeneralSteam FishingCo.Ld. | 115·3<br>BK7½" | 22·1 | 11·9 | Granton<br>British<br>*WB* | T.3Cy.12",20"&34"–23"<br>78RHP<br>Hawthorns&Co.Ld.Leith | 12 ″ 9 | |
| 24809<br>121226<br>HCLN | **Moray Coast** SteelSc<br>(*ex*PrincessHelena)<br>*Elec.light* 1*Dk* | 677<br>608<br>275 | | | | | 1905 | CaledonS.<br>B.&E.Co.Ld.<br>Dundee | CoastLines,Ld. (M.Langlands& Sons,Ld.*Mgrs.*) | 210·5<br>P&B123'F55' | 31·1 | 14·3 | Liverpool<br>British<br>*WB* | T.3Cy.17",28"&45"–33"<br>116NHP<br>CaledonSB.&E.Co.Ld.Dun | | C |
| 24810<br>119168<br>HBKQ | **Moray Firth** SteelScSr<br>*ss*Shl.2ndNo.3–5,19<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 341<br>245<br>134 | ✠100A1<br>~~7,21 6,20~~ 2,22<br>~~BS6,20~~ ✠LMC5,19<br>BS7,21 | Bwg<br>Trn | *f* | CL<br>~~5,19~~<br>2,22 | 1904<br>10mo<br>*Lloyd* | R.Duncan<br>&Co.Ld.<br>Pt.Glasgow<br>*'sA&CP* | ~~FerrumS.S.Co.Ld. (G.T.Gillie&Co. *Mgrs.*) LilyPercy~~<br>MissLilyPercy | 141·5<br>Q77'B9'F30'<br>FK<br>*WB=FPT*40*t* | 23·6 | 9·8 | Glasgow<br>British<br>3*BHCem*<br>*APT*4*t* | C.2Cy.18½"&38"–27" (*s*)<br>120lb 75RHP<br>1SB,*3pf*,GS50,HS1260<br>D.Rowan&Co.Glasgow | 10 ″ 10<br>s 4 ″ 4<br>10 ″ 8 | |
| 24811<br>128235<br>HNJF | **Morea** SteelTwinScSr<br>*Elec.light*<br>*Ref.Mchy.* 2*Dks*(*Stl*–ws*Mpt Teak*)<br>Wireless &*Spardk*(*Stl*–teaks) *Orlop dk inNos.*1,4,5&7*holds*(*Stl inNo.*5&7) | 10911<br>7783<br>5946 | ✠<br>*Spar dk*<br>11,08 ✠ | Gls | *h*† | | 1908<br>11mo | Barclay,<br>Curle&Co.Ld<br>Glasgow<br>*WB=* | P.&O.Stm.Nav.Co.<br>*CellDBa*97'*uE&B* | 540·0<br>P108'B277' 33·2<br>F92' FK&BK3"<br>160'*f*189'1420*tFPT* | 61·2 | 24·7 | Glasgow<br>British<br>10*BHptCem*<br>66*tAPT*61*t* | Q.8Cy.30½",44",61"&87"–54"<br>1842NHP<br>4D&4SB,*36cf*,GS700, HS27843<br>Barclay,Curle&Co.Ld.Gls | 37 ″ 3 | BT till 8,21 |
| 24812<br>MHKR | **Morelos** SteelScSr<br>(*Whaler*)<br>(*ex*LingaIII.) 1*Dk* | 144<br>140<br>51 | | | | | 1912 | Akers<br>Mek.Værks.<br>Christiania | A/S Hvalfanger-slsk.Vestfold (P.Bogen,*Mgr.*) | 99·3 | 20·1 | 11·6 | Sandefjrd<br>Norwegian | T.3Cy.12",20"&35"–24"<br>59NHP<br>AkersMek.Værks.Xia. | | N |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Grément, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24813<br>146202 | **Moreno** **SteelSc**<br>(*Tug*)<br>1*Dk* | 204<br>165<br>9 | | | ... | | 1911 | GooleS.B. &RepgCo.Ld.<br>Goole | Crichton,Thompson&Co.Ld. | 100·0<br>FK | 23·1 | 10·4 | London<br>British<br>~~WB~~ | T.3Cy.13½",22"&37"-24"<br>90RHP ~~93NHP~~<br>Earle'sCo.Ld.Hull | 11 |
| 24814<br>80429<br>WVRN | **Moreton** **IronScSr**<br>(*ex*LadyLamington,<br>*ex*Croydon,*ex*Gunga) | 357<br>329<br>198 | | | | | 1878 | T.Wingate &Co.<br>Glasgow | **J.E.&W.B.Carr** | 180·6<br>Q20*t*F8*t* | 22·1 | 10·8 | **Brisbane**<br>British | C.2Cy.20"&40"-30"<br>75RHP<br>T.Wingate&Co.Glasgow | |
| 24815 | **Moreton Bay** **SteelTwinSc**<br>For full particulars See No.38433 in Supplement<br>*Elec.light*<br>*Ref.Mchy.* Wireless | 14400 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>✠Lloyd's RMC11,21<br>(*ClassContemplated*) | | | | 1921 | Vickers, Ld.<br>Barrow | **Commonwealth Government ~~of Australia~~** Line of Steamers | 530·0<br>B259'F109' | 68·0 | 39·2 | **Brisbane**<br>British | 4 Steam Turbines geared to 2 Sc. Shafts<br>Vickers,Ld.Barrow | |
| 24816<br>143830 | **Morgan Jones** **SteelScK**<br>*Mchy.Aft* 1*Dk* | 278<br>248<br>116 | ✠100A1<br>*StmTrawler*<br>3,18<br>LMC5,18 | Lon | | CL<br>2,22 | 1918<br>3mo<br>*Lloyd* | Fletcher, Son& Fearnall,Ld.<br>London<br>'s*A&CP* | **MillsS.S.Co.Ld.** | 125·0<br>Q73'F21'<br>BK7½" | 23·5 | 12·7 | London<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 86NHP<br>1SB,GS50,HS1600<br>Fraser&Chalmers,LdErith | 13 |
| 24817<br>217280<br>LNWS | **Morganza** **CompSc**<br>Wireless 1*Dk*2*trB* | 2469<br>—<br>1472 | | | | | 1918 | MobileS.B. Co.<br>Mobile | **UnitedStates ShippingBoard** | 267·3<br>P21B69F34 | 46·0 | 22·3 | **Mobile**<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>Hooven,Owens&RentschlerCo.Hamilton,O. | |
| 24818<br>5470<br>JTHS | **Moria** **SteelScSr**<br>*ss*Hbg.2ndNo.3-11,14<br>(*ex*Amphitrite, *ss*Got.No.1-19<br>*ex*Eastgate) 1*Dk*(*Stl*)2*trB*<br>*Well deck* Wireless | 1769<br>1352<br>1047 | ✠100A1<br>12,21~~8,20~~<br>BS12,20 ✠LMC4,19 | Skm | *q* | 8,20 | 1889<br>5mo | T.Turnbull &Son<br>Whitby<br>A&CP | **Rederiaktieb. SvenskaLloyd (H.Metcalfe,*Mgr.*)** | 259·0<br>P28'Q60'B112'<br>F32' FK<br>*CellDBa*72'*f* 104' | 37·1 | 16·8 | **Gothenbrg**<br>Swedish<br>4*BHCem*<br>&*uE*20'340*t* | T.3Cy.20",33"&54"-36" (*s*)<br>160lb *90lb* NDB11 170NHP<br>2SB,4*cf*,GS58,HS2483<br>Blair&Co.Ld.Stockton | 19<br>1<br>18 |
| 24819<br>391<br>MOAB | **Moriak** **SteelScSr**<br>(*ex*FridaHorn)<br>*Elec.light* 1*Dk&deepframing* | 1217<br>—<br>720 | | | | | 1904 | Schömer& Jensen<br>Tönning | **RussianDanube Steam.Nav.Co.** | 224·5<br>P12'Q53'B60'F29' | 33·6 | 14·1 | **Odessa**<br>Russian<br>*WB* | T.3Cy.17$\frac{3}{16}$",28$\frac{3}{8}$"&46$\frac{5}{8}$"-31½"<br>122NHP<br>Schömer&Jensen,Tönning | |
| 24820<br>131571<br>NTMJ | **Morinda** **SteelScSr**<br>~~*ss*Syd.No.1-17.~~<br>*Elec.light* 1*Dk*(*Stl*-ws)<br>*Ref.Mchy.* Wireless *ss*Syd.No.2-22<br>*Well deck* | 1971<br>1243<br>1091 | ✠100A1<br>3,22~~2,21~~ ~~7,21~~<br>~~BS6,20~~ ✠LMC 2,22<br>~~BS2,21~~ ~~MS2,22~~ | Syd | *q* | CL<br>2,21 | 1913<br>8mo<br>*Lloyd* | Greenock& Grngemouth Dkyrd.Co.Ld.<br>Grngemouth<br>'s*A&CP* | **Burns,Philp&Co. Ld.** | 260·0<br>P&B165'F39'<br>FK<br>*WB=CellD* | 38·1 | 16·3 | **SydnyNSW**<br>British<br>4*BHCem*<br>*Ba*50'*uE*20' | T.3Cy.20",33½"&55"-36" (*s*)<br>180lb *100lb* 231NHP<br>2SB,6*cf*,GS107,HS4012<br>Dunsmuir&JacksonLdGls<br>*f*142' 327*t FPT*21*t APT*30 | 18<br>1<br>17 |
| 24821<br>JRKF | **Möringen** **SteelScSr**<br>1*Dk* | 100<br>75<br>47 | | | | | 1901 | Xiansands Mek.Værks.<br>Xiansand | **VoldensAktie. Dmpslsk. (L.Barstad,*Mgr.*)** | 91·2<br>B21*t* | 16·2 | 8·3 | **Aalesund**<br>Norwegian | C.2Cy.10$\frac{3}{16}$"&22"-15"<br>16NHP<br>XiansandsM.V.Xiansand | |
| 24822<br>113541<br>SGFD | **Morinier** **SteelScSr**<br>*ss*Cff.No.3-9,13<br>(*ex*Wooda) 1*Dk*(*Stl*)2*trBdeepframing&*<br>Wireless *Web frames&Shelter dk*(*Irn*)<br>*Carrying oil fuel F.P. above* 150° F. *in* DB | 3804<br>3529<br>2460 | ✠ —<br>10,20<br>*Shelter dk*<br>✠ | Sws | *w* | | 1901<br>3mo | Richardsn, Duck&Co.<br>Stockton<br>*WB=* | **LloydRoyalBelge (GreatBritain),Ld**<br>*CellDBa*108'*uE*25' | 340·0<br>FK<br>*f*146'895*t FPT*180*t* | 48·1 | 25·9 | **London**<br>British<br>6*BHCem*<br>*APT*159*t* | T.3Cy.26",42½"&69½"-45"<br>349NHP<br>2SB,6*cf*,GS128,HS5620<br>Blair&Co.Ld.Stockton | 28 |
| 24823<br>27691<br>SDRO | **Morioka Maru** **SteelSc**<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 4469<br>3936<br>3096 | ✠100A1<br>8,21~~9,20~~<br>✠LMC~~9,20~~ 8,21 | Uraga | *x* | CL<br>8,21 | 1920<br>9mo | Uraga DockCo.Ld.<br>Uraga<br>A&CP | **NipponYusen KabushikiKaisha**<br>*CellD* | 360·0<br>P20'B94'F42'<br>FK<br>*B*291'919*t FPT*114*t* | 51·2 | 28·5 | **Tokio**<br>Japanese<br>6*BHCem*<br>*APT*46*t* | T.3Cy.22",36½"&61"-48" (*s*)<br>200lb 341NHP<br>2SB,6*cf*,GS119,HS4658 FD<br>UragaDockCo.Ld.Uraga | 28<br>5<br>23 |
| 24824<br>216703<br>LMJC | **Moritz** **WoodTwinScSr**<br>*Elec.light* Wireless 2*Dks* | 3020<br>2343<br>1752 | | | | | 1918 | Grant Smith-Porter ShipBCo.<br>Portland,Or. | **UnitedStates ShippingBoard** | 272·9<br>B142'F27' | 46·1 | 24·1 | **PortlndOr**<br>Utd.States | T.6Cy.15½",26"&44"-26"<br>197NHP<br>MurrayEngineWorks, Burlington,Iowa | |
| 24825<br>130051<br>JLRB | **Morlais** **IronScSr**<br>*ss*Sws.3rdNo.3-11,20<br>(*ex*Uno,*ex*AlexO. 1*Dk*(*Irn*)2*trB*<br>Nelson,*ex*HildurGertrude,<br>*Well deck* *ex*Alblasserdam)<br>*Cargo battens not fitted* | 950<br>760<br>582 | ✠100A1<br>2,22 ~~3,21~~<br>LMC11,20 BS2,22<br>✠NB(P)8,19<br>✠NB(s)14*refitted*19 | Sws | *n* | 3,21 | 1883<br>2mo | Rijkee&Co<br>Rotterdam<br>A&CP | **Stone&Rolfe** | 230·8<br>Q84'B46'H25*t*F23'<br>BK8"<br>*WB=DBa* | 31·6 | 14·8 | **Llanelly**<br>British<br>4*BHCem*<br>59' *f* 92'210*t* | C.2Cy.27"&50"-36" (*i*)<br>80lb 128NHP<br>2SB,4*pf*,GS70,HS2337<br>Maats'deMaas',Rotterdam | 15<br>1<br>14 |
| 24826<br>HMOR | **Mormugão** **SteelScSr**<br>*ss*Bom.No.3-8,16<br>(*ex*Kommodore, 2*Dks*(*Stl-U*teak s)&<br>*ex*Esne) *3rd dk inNo.1hold& WebFrames*<br>*Elec.light* *Well deck* | 5235<br>—<br>3315 | 100A1<br>5,19<br>~~BS7,20~~ LMC5,19<br>BS4,22 | Lis | | ~~5,19~~<br>N6,21 | 1904 | Blohm& Voss<br>Hamburg | **Requisitioned by thePortuguese Government (Transportes Maritimos doEstado)** | 411·2<br>P&B250'F96'<br>FK<br>*CellDB* | 50·9 | 28·6 | **Lisbon**<br>Portuguese<br>7*BHCem*<br>348'883*t* | T.3Cy.25",41¾"&72¼"-54"(*s*)<br>200lb 546NHP<br>3SB,9*cf*,GS189,HS7827 FD<br>Blohm&Voss,Hamburg | |
| 24827<br>142009 | **Morna** **SteelScSr**<br>1*Dk* | 1378<br>1053<br>728 | | | | | 1919 | ForthS.B. &Eng.Co.Ld.<br>Alloa | **London&EdinburghShippgCoLd** | 235·6 | 36·2 | 15·6 | **Leith**<br>British<br>*WB* | T.3Cy.18",30"&50"-33"<br>144NHP<br>ForthS.B.&Eng.Co.Ld. | |
| 24828<br>89368<br>SLQT | **Morning Light** **WoodAuxTwin** *OilEng.* **ScSr**<br>1*Dk*<br>(*See Sailing Ship Register*) | 102<br>91<br>59 | | | | | 1885 | G.Jenkins<br>Brisbane Water,NSW. | **NewZealandRefrigeratingCo.Ld.** | 83·7 | 23·0 | 7·5 | **LyttltnNZ**<br>British | Oil Engines 14NHP<br>4Cy.7$\frac{5}{16}$"-7$\frac{7}{8}$" NE*fitted*17<br>Andersons,Ld. Christchurch,N.Z. | |
| 24829<br>116942<br>KPQV | **Morning Star** **WoodSc**<br>(*ex*Sunbeam,*ex*ShoeCity) 1*Dk* | 262<br>—<br>112 | | | | | 1900 | James& Tarr<br>Essex,Mass. | **SanJuanNavigationCo.** | 132·6 | 30·0 | 10·8 | **Seattle**<br>Utd.States | C.2Cy.16"&36"-22"<br>51NHP | |
| 24830<br>105643 | — **IronScK**<br>(*Trawler*)<br>1*Dk* | 145<br>134<br>60 | | | ... | | 1900 | J.Duthie, Sons&Co.<br>Aberdeen | **Scarborough,Hartlepool&N.SeaStm FishingCo.Ld.** | 99·4<br>BK7½" | 20·0 | 10·6 | **Scarboro'**<br>British | C.2Cy.14"&34"-22"<br>45RHP<br>W.V.V.Lidgerwood,Gls. | 11 |
| 24831<br>104516 | — **SteelScSr**<br>1*Dk* | 120<br>113<br>47 | | | ... | | 1895 | A.Hall& Co.<br>Aberdeen | **J.Baxter** | 91·1<br>BK7½" | 19·6 | 10·1 | **Aberdeen**<br>British | C.2Cy.13½"&30"-21"<br>40RHP<br>A.Hall&Co.Aberdeen | 10 |
| 24832<br>113576<br>RWQV | **Morocco** **SteelScSr**<br>*ss*Hul.No.3-11,19<br>*Spar dk*(*Stl*)2*trB& Web frames*<br>Wireless | 3843<br>3603<br>2482 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>1,22 ~~1,21~~<br>✠NB10,19 ✠LMC10,19 | Hul<br>Lon | *w* | CL<br>1,21 | 1900<br>10mo | Furness, Withy&CoLd<br>W Hartlepool<br>A&CP *W* | **Ellerman'sWilson Line,Ld.**<br>*B = CellDBa*112' | 340·0<br>P31'B107'F31' 27·3<br>FK<br>*uE&B*49'*f*124'734*t* | 47·2 | 19·5 | **Hull**<br>British<br>6*BHCem*<br>*APT*30*t* | T.3Cy.25",40"&66"-45" (*s*)<br>165lb 131NHP<br>2SB,6*cf*,GS132,HS4868<br>SirC.Furness,Westgarth&Co.Ld.Mdb. | 29 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not L.R. Date of R of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24833<br>119334 | **Morpeth** SteelScSp<br>ssLiv.No.3-5,14<br>ssLiv.No.1-18<br>1*Dk*(*Irn*) | 148<br>130<br>5 | ✠100A1<br>*For Towing purposes*<br>6,21 ~~5,20~~ ✠LMC<br>MS3,18 ~~BS8,20~~ 9,21 | Liv | | ~~5,20~~<br>6,21 | 1901<br>12mo | J.Jones<br>&Sons<br>Birkenhead<br>Lloyd's *A&CP* | AlexandraTowing Co.Ld. | 92·5<br>BK6½"<br>*WB* | 20·1 | 10·8 | Liverpool<br>British<br>4*BHCem*<br>=*APT*3*t* | C.2Cy.16"&42½"-27" (*s*)<br>150lb 69RHP<br>1SB,3*cf*,GS56,HS1498<br>J.Jones&Sons,Liverpool | 12″0 | |
| 24834 | **Morris Dance** SteelTwinSc<br>1*Dk*(*Stl*) | 224<br>187<br>88 | A-<br>*For towing purposes*<br>*For River service only*<br>7,20 ✠LMC7,20<br>*Fitted for oil fuel* 5,19 *F.P. above* 150° F. | Sou | | 7,20 | 1919 | Lytham<br>S.B.&Eng.<br>Co.Ld.<br>Lytham | Cia.Nav.Trasportadora dePetroleo,S.A. | 129·8<br>FK | 26·1 | 6·8 | Tampico<br>Mexican<br>7*BHCem* | C.4Cy.11"&23"-15" (*s*)<br>160lb 88NHP<br>1SB,2*cf*,HS1625 FD<br>LythamS.B.&Eng.Co.Ld.<br>Lytham | 6″11 | |
| 24835<br>216777<br>LMNB | **Morristown** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 4746<br>4282<br>2983 | | | ... | | 1918 | Standard<br>S.B.Corp.<br>Shooter's<br>Island,N.Y. | UnitedStates ShippingBoard | 377·0<br>P25'B106'F34'<br>FK | 52·0 | 26·8 | NewYork<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"-48"<br>478NHP<br>StandardS.B.Corp. | 29″0 | R |
| 24836<br>93055<br>KQFG | **Morro Castle** SteelTwinScSr<br>*Ref.Mchy.* Wireless 3*Dks*&*Awng dk* | 6004<br>—<br>3732 | | | | | 1900 | W.Cramp<br>&SonsCo.<br>Philadelphia | NewYork&Cuba MailS.S.Co.Inc. | 400·0 | 50·3 | 18·1<br>26·0 | NewYork<br>Utd.States<br>*WB* | T.8Cy.(2)32"(2)52"&(4)60"-42"<br>933NHP<br>W.Cramp&SonsCo.Phl. | | R |
| 24837<br>ONRF | **Morse** IronSc<br>(*Trawler*)<br>(*ex*Freiston) 1*Dk* | 110<br>96<br>34 | | | ... | | 1886 | Earle'sCo.<br>Ld.<br>Hull | PêcherieduBassin d'Arcachon (P.Farine,*Mgr.*) | 85·0<br>F17'<br>ND94ptND08 BK7½" | 20·0 | 9·9 | Arcachon<br>French | C.2Cy.12"&22"-20"<br>24NHP<br>Earle'sCo.Ld.Hull | 10″10 | V |
| 24838<br>NTWF | **Morsö** IronScSr<br>2*Dks*(1*Irn*) | 676<br>428<br>402 | ✠<br>3,87<br>✠ | Cpn | *h* | | 1883<br>7mo | HM'Intyre<br>&Co.<br>Paisley | DetForenede DampskibsSelsk.<br>*WB*=*FPT*64*t* | 172·4<br>P43'B61'F50'<br>*APT*28*t MT*12'66*t* | 25·9 | 13·0<br>19·7 | Copnhagn<br>Danish<br>4*BHCem* | C.2Cy.20"&40"-30"<br>73NHP<br>R.H.Pearson&Co.Glasgow | | |
| 24839<br>884 | **Mortara** WoodAuxTwinSc5Mst<br>(*ex*SniaAustin, *OilEng.* Bkn<br>*Elec.light* *ex*City ofAustin) 1*Dk*<br>(*See Sailing Ship Register*) | 2237<br>—<br>1997 | | | | | 1918 | Internat'nl<br>S.B.Co.<br>OrangeTexas | Soc.diNav.Italo Americana | 317·4<br>B64'F33' | 45·8 | 21·1 | Genoa<br>Italian | Oil Engines<br>4Cy.12⅗"-14⅓" 29NHP<br>FairbanksMorseCo.<br>ThreeRivers,Mich. | | V |
| 24840<br>106636<br>QDNG | **Mortlake** SteelScSr<br>ssShl.No.3-3,11<br>(*ex*Lovaine) ssHpl.No.2-20<br>1*Dk*(*ptIrn*&*ptStl*)2*trB*&*deep framing*<br>Wireless 3*Dk rule* | 3175<br>2854<br>1986 | ✠100A1<br>~~8,21~~ ~~6,20~~ 4,22<br>✠LMC2,20<br>~~BS5,21~~ 4,22 | Hpl<br>~~Cff~~ Npt | *u* | CL<br>~~N6,20~~<br>4,22 | 1898<br>6mo | WoodSkinner&Co.Ld.<br>Newcastle<br>A&CP | Britain S.S.Co.Ld. (Watts,Watts& Co.Ld.*Mgrs.*)<br>*CellDBa* | 325·5<br>P31'B104'F36'<br>FK<br>96'*uE* 28'*f* 136'754*t* | 48·6 | 21·7 | London<br>British<br>6*BHCem*<br>*APT*84*t* | T.3Cy.23½",39"&64"-42" (*s*)<br>160lb ~~120lb~~ 95lb 270NHP<br>2SB,6*rf*,GS124,HS4120<br>N.E.MarineEngCoLdNwc | 24″0<br>s3″10<br>20″6 | |
| 24841<br>[illegible]<br>KFJR | **Morton Abbey**, SteelSc<br>Renamed "Abbekerk," See No. 36253 in Supplement<br>(*ex*Rheinland) ssNwc.No.2-21<br>*Elec.light* *Ref.Mchy.* 2*Dks*(*Stl*)&<br>Wireless. Sub.Sig. *Shelter dk*(*Stl*) | 6619<br>6146<br>4171 | 100A1<br>*Shelter dk*<br>*with freeboard*<br>4,21 ~~3,21~~ LMC3,21<br>✠Lloyd's RMC3,21 | Nwc | *c*† | CL<br>3,21 | 1912 | Bremer<br>Vulkan<br>Vegesack | DavidS.S.Co.Ld.<br>*CellD* | 472·5<br>FK<br>*Collision*<br>B411'1611*tFPT*88*t* | 59·2 | 28·9 | London<br>British<br>*Cem*<br>*BH to Sh dk*<br>7 ″ ″ *U* ″<br>*APT*37*t* | T3Cy$32\frac{5}{16}$"$52\frac{13}{16}$"&$86\frac{9}{16}$"-55⅛"<br>205lb (*s*) 742NHP<br>4SB,12*cf*,GS224,HS10100FD<br>BremenVulkan,Vegesack | 31″9<br>s5″10<br>26″3 | |
| 24842<br>124012<br>THLN | **Moruya** SteelTwinScSr<br>(*ex*Stuart,*ex*Moruya)<br>*Elec.light* 2*Dks*<br>*Mchy.Aft* | 530<br>478<br>251 | | | | | 1906 | Caledonian<br>Eng.&S.B.Co<br>Preston | AustralianSteamshipsProprietary, Ld. (*Man.Agents.* HowardSmith,Ld) | 150·7 | 25·6 | 14·4 | Melbourne<br>British<br>*WB* | C.4Cy.13½"&28"-20"<br>64RHP<br>CaledonianE.&S.B.Co.Prs. | | |
| 24843<br>136319<br>JGMW | **Morvada** SteelTwinScSr<br>*Elec.light* 2*Dks*(*Stl-U* teak s)<br>Wireless | 8193<br>6793<br>5120 | ✠<br>6,18<br>✠<br>*Carrying oil fuel F. P. above* 150°F. *in parts of DB* | Lon | *c*† | | 1914<br>9mo | Swan,Hunter&Wigham<br>Richardson,<br>Ld Newcastle | BritishIndiaStm. Nav.Co.Ld.<br>*WB* | 450·0<br>P44'B161'F42'<br>FK<br>=*CellDBa* 135' *uE* | 58·3 | 32·7 | Glasgow<br>British<br>7*BHCem*<br>&*B*70' *f*187' | T.6Cy.21".35½"&61"-45"<br>HS14140 FD 894NHP<br>4SB&1AuxSB,18*cf*,GS346,<br>WllsndSlpwy.Co.Ld.Nwc.<br>1359*tFPT*122*tAPT*74*t* | 35″6 | BT till 8,21 |
| 24844<br>115575<br>TRDG | **Morven** SteelScK<br>ssAbn.No.3-11,19<br>1*Dk* | 198<br>186<br>80 | ✠100A1<br>*StmTrawler*<br>11,19<br>BS12,20 ✠LMC4,19 | Abn | | 4,19 | 1902<br>10mo | J.Duthie,<br>Sons&Co.<br>Aberdeen<br>Lloyd's *A&CP* | J.Graham | 115·7<br>BK7½"<br>*WB* | 21·7 | 11·8 | Aberdeen<br>British<br>3*BHCem*<br>=*DBf*5'12*t* | T.3Cy.12",19½"&32"-22" (*s*)<br>180lb 50RHP<br>1SB,2*pf*,GS36,HS1243<br>W.V.V.Lidgerwood,Gls. | 12″6 | |
| 24845<br>137004<br>JGTV | **Morvina** SteelScK<br>ssFal.No.1-19<br>*Elec.light* 1*Dk* | 226<br>218<br>109 | ✠100A1<br>*StmTrawler*<br>10,21 ~~9,20~~ BS10,21<br>~~BS9,20~~ ✠LMC4,19 | Gms | | CL<br>9,20 | 1914<br>10mo | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>Lloyd's *A&CP* | J.L.Green,Ld. (J.L.Green,*Mgr.*) | 117·0<br>Q61'<br>BK7½" | 22·0 | 12·7 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>200lb 75RHP<br>1SB,3*pf*,GS32,HS1280<br>C.D.Holmes&Co.Ld.Hull | 13″7 | |
| 24846 | **Moscow** SteelSc<br>Should be "Kara" See No. 38050 in Supplement<br>*Elec.light* Wireless | 1823<br>1661<br>1071 | 100A1<br>(*Class Contemplated*) | | | | 1921 | Ramage&<br>Ferguson,Ld.<br>Leith | Wm.Thomson&Co. | 260·0<br>P24'B91'F34' | 40·0 | 22·5 | Leith<br>British | T.3Cy.19",30"&52"-36"<br>Ramage&Fergusn,Ld.Lth. | | |
| 24847 | **Mosel** SteelScSr<br>*Elec.light* 1*Dk* | 912<br>759<br>435 | | | | | 1911 | Schiffsw.v.<br>HenryKoch<br>Lübeck | A.Kirsten | 213·5<br>P&B128'F60' | 32·9 | 14·9 | Hamburg<br>German<br>*WB* | T.3Cy.17",27⅛"&42⅞"-32½"<br>105NHP<br>OttenserMsch.Fab.Altona | | |
| 24848<br>220594<br>MBKQ | **Mosella** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*&*Shelter dk*<br>Wireless *Longitudinal framing* | 6034<br>—<br>4425 | | | | | 1920 | Moore<br>S.B.Co.<br>Oakland,Cal. | UnitedStates ShippingBoard | 402·6<br>P34'F38' | 53·0 | 32·2 | S.Frncisco<br>Utd.States<br>*WB* | 2 Steam Turbines<br>W.&A.FletcherCo.<br>Hoboken,N.J. | | R |
| 24849<br>ONRK | **Moselle** SteelScSr<br>1*Dk* | 305<br>—<br>127 | | | | | 1887 | A McMllan<br>&Son<br>Dumbarton | L.Sicard&Co. | 142·0<br>P30' Q49' B21'<br>F22' | 22·0 | 10·0 | Marseilles<br>French | C.2Cy.22"&40"-27"<br>69NHP<br>Scott&Co.,Greenock | | V |
| 24850<br>93321 | **Moses Taylor** SteelSc<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB* | 4772<br>—<br>3401 | | | | | 1902 | American<br>S.B.Co.<br>Lorain,O. | InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) | 416·0 | 50·0 | 28·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"-40"<br>213NHP<br>AmericanSBCo.ClevelndO | | |
| 24851<br>218916<br>LSVQ | **Moshico** SteelSc<br>Wireless 2*Dks* | 3658<br>2868<br>2256 | | | | | 1919 | Mobile<br>S.B.Co.<br>Mobile,Ala. | UnitedStates ShippingBoard | 324·5 | 46·0 | 27·6 | Mobile,Ala<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>EllicottMachineCo.Bal. | | R |
| 24852 | **Moskau** IronScSr<br>1*Dk* | 617<br>550<br>365 | | | | | 1873 | Rostocker<br>Act.Ges.<br>Rostock | FranzL.Nimtz | 201·4<br>P30' B30' F30' | 27·0 | 13·4 | Stettin<br>German | C.2Cy.23½"&47"-27½"<br>NB04 97NHP<br>RostockerA.G.,Rostock | | |
| 24853<br>NTBM | **Moskov** SteelScSr<br>*Elec.light* *Ref.Mchy.* 3*Dks* | 2441<br>1436<br>1490 | | | | | 1914 | Helsingörs<br>Jernsk.&Msk<br>Elsinore | DetForenede DampskibsSelsk. | 286·7<br>F35' | 40·5 | 25·5 | Copnhagn<br>Danish<br>*WB* | T.3Cy.22",36"&60"-42"<br>233NHP<br>HelsingörsJernsk.&Mskb | | V |
| 24854 | | | | | | | | | | | | | | | | |

| 1 | 2 – 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Détails de la Classification. | | | | Construit. | | | Dimensions d'après la Douane. Superstructures, &c. | | | | |
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
| 24855 | **Mosor** SteelScSr<br>1 Dk | 132<br>123<br>49 | | | | | 1896 | Stablimnto Tecnico<br>Trieste | Soc.Anon.diNav.a Vap.Dalmatia | 124·8 | 16·9 | 9·7 | Macarsca | T.3Cy.12",18"&29½"-18"<br>37NHP<br>StablimentoTecnico,Tri. |
| 24856<br>HVMS | **Mosquitera** SteelSc<br>(exWestleigh) 1Dk(Irn)<br>Mchy.Aft | 177<br>148<br>100 | ✠<br>11,97<br>✠ | Bkn | b | | 1896<br>6mo | I.Pimblott<br>Northwich | Soc.Metalurgica Duro-Felguera | 100·4<br>F12' | 21·1 | 9·4<br>FK<br>WB | Gijon<br>Spanish<br>3BHCem<br>=FPT15t | C.2Cy.14"&30"-21"<br>46NHP<br>1SB,2pf,GS30,HS816<br>D.Rollo&Sons,Liverpool |
| 24857<br>217565<br>LPTQ | **Moss Point** WoodSc<br>Elec.light Wireless 1Dk2trB | 2551<br>—<br>1528 | | | | | 1919 | DantzlerS. B.&D.D.Co.<br>MossPntMiss | UnitedStates ShippingBoard | 267·3<br>P40'B66'F30' | 46·0 | 23·6 | Gulfport, Miss.<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP |
| 24858<br>97787<br>LSHD | **Moss Rose** SteelSc3MstSr<br>ssLiv.No.3-12,03<br>Well deck ssLiv.No.2-13<br>Mchy.Aft 1Dk(Irn)<br>Cargo battens not fitted | 357<br>242<br>146 | ✠<br>2,16<br>✠NB2,07 ✠ | Liv | e | | 1890<br>5mo | Grangmth. Dckyrd.Co.<br>Grangemth | ~~R.Leeson~~<br>R.Hughes&Co. | 150·0<br>Q80'B10'F23' | 23·1 | 9·7<br>BK7"<br>WB=FPT | Liverpool<br>British<br>3BHCem<br>46tAPT14t | C.2Cy.20"&40"-30"<br>72RHP<br>1SB,2pf,GS30,HS1346<br>Hutson&Corbett,Glasgow |
| 24859<br>MSQH | **Mossa** SteelScSr<br>OilEng.<br>Mchy.Aft 1Dk | 270<br>180<br>127 | | | | | 1918 | A/STrosvikMekVerk.<br>Brevik | Indherreds Aktiedampskibsselskap | 116·3<br>F18tP57t | 22·3 | 9·6 | Tr'ndhjem<br>Norwegian | Oil Engine 2 S.C.SA<br>4Cy.10¼"-14¾" 70NHP<br>A/BDieselsMotorer,Skm. |
| 24860<br>HMOS | **Mossamedes** SteelScSr<br>(exSumatra) 2Dks(1Stl-ws& UStl-teak s)3tr.B<br>Elec.light Wireless | 4615<br>4070<br>2958 | ✠<br>11,95<br>✠ | Lon | y | | 1895<br>8mo | A.Stephen &Sons<br>Glasgow<br>WB= | Cia.Nacional de Navegação<br>CellDBa88'uE&B | 400·0<br>P42'B140'F84'<br>75'f142'786tFPT | 46·7 | 27·7<br>BK9" | Lisbon<br>Portuguese<br>7BHCem<br>60tAPT45t | T.3Cy.28",46"&77"-54"<br>498NHP<br>2DB,8cf,GS154,HS6720 FD<br>A.Stephen&Sons,Glasgow |
| 24861<br>TGNO | **Mossel** SteelScSr<br>Elec.light 2Dks&Awngdk<br>Wireless Fitted for oil fuel | 1951<br>—<br>1218 | | | | | 1899 | Maats.voor Schps&Wrk Fyenoord<br>Rotterdam | Koninkl.Paketv. Maats. | 290·0<br>P12'B61'F58' | 38·0 | 20·0 | Batavia<br>Dutch<br>WB | T.3Cy.22",34"&57"-42"<br>NB13 211NHP<br>Maats.vSchps-Fyend.Rot. |
| 24862<br>135101 | **—** SteelSc<br>(Whaler)<br>(exJónSigurdsson) 1Dk | 123<br>123<br>53 | | | | | 1908 | Nylands Værksted<br>Christiania | R.Barr | 93·1 | 17·3 | 11·5 | Glasgow<br>British | T.3Cy.10½",17"&28½"-20"<br>36RHP<br>NylandsVærksted.Xania. |
| 24863 | **Mossi** SteelSc<br>Elec.light Wireless 1Dk | 1775 | | | | | 1920 | Atel.&Ch. deBretagne<br>Nantes | Devès,Chaumet &Cie. | 290·0<br>P57'F26' | 43·3 | 20·2 | French<br>WB | 1 Steam Turbine<br>Atel.&Ch.deBretagne,Nts. |
| 24864 | **Mossoro** IronScBg<br>(exAmazonas,exTrinidade,exTejo, exAlice.exStatesman) 2Dks<br>Wireless | 1865<br>1774<br>1220 | | | ... | | 1869 | C.&W. Earle<br>Hull | Cia.Commercio e Navegação | 310·6<br>B97'F20' | 33·0 | 24·1 | R.Janeiro<br>Brazilian | C.2Cy.38"&70"-42"<br>NB82 265NHP<br>C.&W.Earle,Hull |
| 24865<br>129445<br>HQCB | **Mostyn** SteelScSr<br>ssLth.No.2-19<br>(exDalveen) 1Dk(Stl)&deep framing<br>Elec.light Wireless | 1859<br>1503<br>1004 | ✠100A1<br>11,20<br>✠LMC<br>~~MS9,19~~ 2,22 ~~BS8,20~~<br>BS10,21 | Npt | q | CL<br>~~9,10~~<br>2,22 | 1909<br>11mo<br>Lloyd | Richardsn, Duck&Co.<br>Stockton<br>'sA&CP | MervynS ShppgCo Ld. (Martyn,Martyn &Co.Ld.Mgrs)<br>DBuE20'f106'357 | 260·2<br>P18'Q82'B50'F24'<br>WB=Cell<br>tDTa80'487tFPT | 40·0 | 17·7<br>FK | NwprtMon<br>British<br>4BHCem<br>67tAPT50t | T.3Cy.20",33"&54"-36" (s)<br>180lb 209NHP<br>2SB,6cf,GS99,HS3477<br>Blair&Co.Ld.Stockton |
| 24866<br>134702<br>JFMB | **Motagua** SteelTwinScSr<br>ssPly.No.2-19<br>(exEmilL.Boas) 3Dks(Stl)&<br>Elec.light Ref.Mchy. Shelter dk(Stl-ws)<br>Sub.Sig. Wireless | 5977<br>4753<br>3553 | ✠100A1<br>Shelter dk with freeboard<br>~~10,21~~ ~~3,21~~ 1,22 BS7,21<br>~~BS8,20~~ ✠LMC5,19 | Brs | z | CL<br>~~5,19~~<br>1,22 | 1912<br>12mo<br>Lloyd | Swan,Hunter &Wigham Richardson, Ld Newcastle<br>'sA&CP | Elders&Fyffes,Ld.<br>WB=CellDBa 98'uE&B108'f | 410·8<br>P40'B206'F53'<br>onShelter dk<br>156'866tDTanksa | 51·1 | 30·4<br>FK | Bristol<br>British<br>7BHCem<br>t sides of tun | T.6Cy.23½",39"&66"-45" (s)<br>200lb HS16512 1032NHP<br>2DB&2SB,18cf,GS384, FD<br>WllsndSlpwy.Co.Ld.Nwc.<br>nel69'290tFPT68tAPT39t |
| 24867 | **Motala** CompSc<br>Elec.light | 206<br>165<br>122 | | | | | 1919 | Sjötorps Varv.<br>Sjötorp | Ångf.A/BGöta Kanal(A.Jonsson, jr.Mgr.) | 100·4<br>P19'H12tF11' | 22·1 | 9·8 | Gothenbrg<br>Swedish | A/SLundyMek.Verk.Got. |
| 24868<br>2815<br>JGHR | **Motala Express** SteelScSr<br>1Dk&Shelter dk | 265<br>137<br>187 | | | | | 1895 | JönköpingsM.V.<br>Jönköping | ÅngbåtsAktieb. Vista(C.A. Carlsson,Mgr.) | 112·1<br>Q33'B47'H30tF33' | 21·9 | 9·9 | Visingsö<br>Swedish | T.3Cy.13⅝",22"&36¼"-18¾"<br>39NHP<br>Jönköp.M.V.,Jönköping |
| 24869<br>6176<br>KCDS | **Motala Ström** SteelScSr<br>(exRymmen)<br>Elec.light 1Dk | 1418<br>1202<br>782 | | | | | 1919 | Limhamns Skeppsv.A.B.<br>Limhamn | RederiA/BMotala Ström(R.Göhle) | 251·7<br>P21'B62'F27' | 38·0 | 18·5 | Nrrköping<br>Swedish<br>WB | T.3Cy.17¼",29½"&48"-31½"<br>130NHP<br>LimhamnsSkeppsvarvA.B. |
| 24870<br>1833<br>JDNS | **Motalaström** Iron&SteelScSr<br>Mchy.Aft 1Dk&Shelterdk | 266<br>101<br>185 | | | | | $18\frac{55}{69}$ | MotalaCo.<br>Norrköping | Ångf.Aktieb.Göta Kanal(A.Jonsson, jr.,Mgr.) | 96·5<br>H48t | 22·0 | 8·8<br>15·7 | Gothenbrg<br>Swedish | C.2Cy.17"&32"-20"<br>NE81&NB96 38NHP<br>BergsundsM.Vrkst.Skm. |
| 24871<br>150168 | **Motau** WoodAuxScSr<br>SSSyd.21 Paraffin Motor<br>Mchy.Aft YMoverIB7,20 1Dk<br>pt Salted Hardwood treenails<br>(See Sailing Ship Register) | 253<br>166<br>222 | ✠12 A-<br>10,21 ~~7,20~~<br>✠LMC~~7,20~~<br>10,21 | SFo<br>Syd | | ~~7,20~~<br>10,21 | 1917<br>10mo | W.F.Stone<br>Oakland,Cal. | ~~Burns,Philp&Co. Ld.~~ Burns,Philp (SouthSea)Co.Ld. | ~~109·0~~<br>111·0 | 27·7 | ~~10·6~~<br>11·0 | ~~Suva~~<br>British<br>SydnyNSW | Paraffin Motor 4S.C.SA<br>3Cy.12"-15" 31NHP<br>UnionGasEngineCo.<br>Oakland,Cal. |
| 24872<br>142866<br>KFHV | **Moto** SteelSc<br>Elec.light 1Dk(Stl)<br>Well deck Cargo battens not fitted<br>Wireless | 2693<br>1876<br>1362 | ✠100A1<br>~~1,22 2,21~~ 4,22<br>✠LMC4,20 | Sld<br>Nwc | t | CL | 1920<br>4mo<br>Lloyd | Murdoch&Murray,Ld.<br>PortGlasgow<br>'sA&CP Inter | PeltonS.S.Co.Ld.<br>mediateBHinfore<br>CellDB224'633tD | 314·0<br>P27'Q214'F31'<br>hold dispensed with<br>Ta42'228tFPT113t | 44·2 | 17·7<br>FK | Newcastle<br>British<br>Cem<br>4BHonly<br>APT114t | T.3Cy.25",41"&68"-48" (s)<br>180lb 431NHP<br>4SB,12cf,GS231,HS7780<br>J.G.Kincaid&Co.Ld.Grk. |
| 24873<br>PMHW | **Motor II.** SteelAuxScSr<br>Motor<br>1Dk<br>(See Sailing Ship Register) | 133<br>—<br>86 | | | | | 1918 | W.Rigter Uit den Bogaart<br>Maasluis | N.V.Visscherij Maats."Motor" (M.C.van derPlas, Mgr.) | 93·0 | 21·5 | 10·2 | Schevngen<br>Dutch | Motor |
| 24874<br>HBGK | **Motrico** SteelSc<br>ssBbo.2ndNo.3-9,20<br>(exAdolfo,exNeptune)<br>1Dk(Stl)&Spar dk(Stl)&deep framing<br>Wireless | 3412<br>3203<br>2176 | ✠100A1<br>Spar dk<br>1,22 ~~9,20~~ ✠LMC9,20<br>BS2,22 | Bbo | v | CL<br>~~9,20~~<br>2,22 | 1896<br>7mo | C.S.Swan& Hunter,Ld.<br>Newcastle<br>A&CP | ~~Soc.Nav.Eleano~~<br>P.de.Beascoechea | 330·5<br>B38'F38'<br>CellDBa106'uE&B | 45·2 | 18·3<br>26·6<br>FK | SanSebastin<br>~~Santander~~<br>Spanish<br>5BHCem<br>38'f140'673t | T.3Cy.24",40"&64"-42" (s)<br>160lb 120lb 289NHP<br>NDB04 refitted15<br>2SB,8pf,GS126,HS4700<br>N.E.MarineEng.CoLdNwc. |
| 24875 | **Motrix** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks<br>Mchy.Aft Carrying Petroleum in bulk | 7000 | | | | | 1921 | Ch.&Atel. deSt.Nazaire<br>Rouen | Soc.Mazout Transport | 421·6<br>P117'B33'F50' | 57·5 | 32·0 | French | T.3Cy.27½",44½"&75"-51"<br>400NHP<br>Ch.&Atel.deSt.Nazaire |

| 1 No. in Book. / Official No. / Code Letters. | 2-3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24876<br>140262<br>JPCL | **Mottisfont** SteelScSr<br>*Elec.light* Wireless Sub.Sig.<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in Shelter 'tween dks* | 5692<br>5470<br>4228 | ✠100A1<br>*Shelter dk withfreeboard*<br>7,20<br>✠LMC~~2,19~~ 2,21 | Lon | *y* | CL<br>8,19 | 1917<br>3mo<br>*Lloyd'sA&CP* | W.Dobson &Co.<br>Newcastle | CanadianPacific RailwayCo.<br>(CanadianPacificStmships Ld.*Mgrs.*) | 400·5\|52·0\|33·0<br>FK<br>*CellDB*351'1087*t FPT*102*t* | London<br>British<br>6*BHCem*<br>*APT*136*t* | T.3Cy.26",43"&72"–48" (*s*)<br>180lb 455NHP<br>3SB,*9cf*,GS141,HS6333 FD<br>N.E.Marine EngCoLdNwc | 35 ″ 7<br>s10″2½<br>25 ″ 9 | |
| 24877 | **Mottlau** SteelScSr<br>(*ex*EmilBerenz)<br>1*Dk*(*Stl*)<br>*Mchy.Aft* *Elec.light* | 838<br>672<br>437 | ✠<br>6,01<br>✠ | Liv | *k* | | 1899<br>11mo | Oderwerke Act.Ges.<br>Grabow | DanzigerRhederei A.G. (Behnke& Sieg,*Mgrs.*) | 226·6\|30·3\|12·1<br>P55'F73'<br>len10 BK7½" | Danzig<br>3*BHCem*<br>*WB* | T.3Cy.14½",23½"&38½"–27½"<br>104NHP<br>2SB,*4pf*,GS66,HS1986<br>OderwerkeA.G.Grabow | 14 ″ 1 | |
| 24878<br>125203<br>JMNS | **Motusa** WoodScK<br>(*ex*WarwickEdward)<br>1*Dk* | 205<br>174<br>95 | | | | | 1909 | Trustees of lateR.Davis<br>BlckwllNSW | A.H.Marlow&Co. Ld. | 121·5\|27·8\| 7·4 | Levuka, Fiji<br>British | C.2Cy.14"&28"–18"<br>45RHP<br>Morison&Bearby,N.S.W. | | |
| 24879<br>ONSA | **Mouette** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 303<br>275<br>110 | | | | | 1906 | Atel.&Ch. deFrance<br>Dunkirk | Vve.Fourmentin &Co. | 144·3\|23·0\|12·8 | Boulogne<br>French<br>*WB* | T.3Cy.13",22"&36"–25"<br>65NHP<br>Atl&Ch.deFrance,Dunkirk | | V |
| 24880<br>ONRY | — IronScK<br>(*ex*King Olav)<br>*ss*Arc.No.3–9,12<br>*ss*LaR.No.1–18<br>1*Dk* | 235<br>206<br>54 | ✠100A1<br>*Stm Trawler*<br>1,19<br>✠NB3,14 | Bdx | ... | ~~10,18~~<br>9,21 | 1900<br>3mo | Cochrane& Cooper,Ld.<br>Selby<br>A&CP | Soc.desPêch.de l'Océan (C.Olivari,*Mgr.*) | 117·2\|21·6\|12·0<br>Q48'F20'<br>BK7½" | Bordeaux<br>French<br>4*BHCem* | T.3Cy.12",20"&32"–24" (*s*)<br>180lb 66NHP<br>1SB,*2pf*,GS33,HS1160<br>Amos&Smith,Hull | 12 ″ 9<br>s ″ 10½<br>12 ″ 9 | |
| 24881 | — WoodScSr<br>(*Tug*)<br>1*Dk* | 119<br>—<br>17 | | | | | 1892 | A.Bourrelly,fils<br>Marseilles | J.Besse | 85·2\|18·4\| 9·9 | Algiers<br>French | C.2Cy.17"&31½"–19¾"<br>37NHP<br>Stapfer deDuclos&Co.Msl. | | |
| 24882<br>ONSF | **Mouhot** IronScSr<br>2*Dks* | 318<br>—<br>102 | | | | | 1881 | Scott&Co.<br>Greenock | MessageriesFluviales deCochinchine | 135·7\|19·9\| 7·2<br>H39*t* | Saïgon<br>French | C.2Cy.15"&27"–15"<br>24NHP<br>Scott&Co.,Greenock | | V |
| 24883<br>ONSJ | **Moulouya** SteelScSr<br>(*ex*Calabro)<br>*Elec.light* Wireless 2*Dks*&*Spar dk* | 2123<br>1925<br>1315 | | | ... | | 1890 | Sunderlnd S.B.Co.Ld.<br>Sunderland | Cie.deNav.Mixte | 275·0\|38·2\|15·3<br>P55'B26'F30' 23·7<br>FK | Marseilles<br>French<br>*WB* | T.3Cy.23½",39"&64"–42"<br>283NHP<br>N.E.MarineEngCo.LdNwc | 26 ″ 1 | V |
| 24884<br>131979<br>KDMT | **Moultonian** WoodAuxScBarge<br>*OilEng.*<br>9&12yrs.Mat. 1*Dk*<br>(*See Sailing Ship Register*) | 165<br>146<br>107 | ✠ 11A1<br>1,20<br>✠LMC~~1,20~~ 7,21 | Sou | | | 1919<br>12mo<br>*Lloyd'sA&CP* | Harvey S.B.Co.Ld.<br>Littlehamptn | Wynnfield ShippingCo.Ld. (J.W.Eason,*Mgr.*) | 99·6\|23·3\| 8·5 | Littlehampton<br>British | Oil Engine 2S.C.SA<br>2Cy.13$\frac{3}{16}$"–13¾" 26NHP<br>Plenty&Son,Ld.Newbry. | 9 ″ 1<br>s 1 ″ 1 | |
| 24885<br>216217<br>LKPB | **Mount Baker** WoodSc<br>*OilEng.*<br>Wireless<br>*Elec.light* (*ex*MountShasta) 2*Dks* | 2904<br>—<br>2429 | | | | | 1918 | Supple-BallinSBCor.<br>Portland,Or. | Gaston,Williams& Wigmore S.S.Corp. | 285·5\|44·8\|24·1 | NewYork<br>Utd.States | Oil Engines<br>16Cy.12$\frac{15}{16}$"–18" 283NHP | | R |
| 24886<br>142395<br>JSWQ | **Mount Berwyn** SteelScSr<br>(*ex*WarPuma) 2*Dks*<br>*Elec.light* Wireless | 5241<br>4789<br>3220 | | | | | 1918 | Swan,Hunter&Wigham Richardson, Ld.Newcastle | SeftonS.S.Co.Ld. (H.E.Moss&Co. *Mgrs.*) | 400·0\|52·0\|28·4<br>P49'B113'F39' | London<br>British<br>*WB* | T.3Cy.27",44&73"–48"<br>517NHP<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | | V |
| 24887<br>221132<br>MCPJ | **Mount Carroll** SteelSc<br>*Elec.light* Wireless Sub.Sig.<br>2*Dks*(*Stl*)&*Shelter dk* (*Stl-ws*)&*Web frames*<br>*Cargo battens not fitted in Shelter 'tween dks* | 7469<br>7045<br>4454 | ✠100A1<br>*Shelter dk withfreeboard*<br>2,22 8,~~21~~ ~~3,2~~ ~~1,22~~<br>✠LMC3,21<br>*Fitted for oil fuel* 3,21 *F.P. above* 150° F. | Phl<br>~~NYk~~<br>NYk | *b*† | CL<br>1,22 | 1921<br>3mo | Merchant S.B.Corp.<br>Chester,Pa.<br>A&CP | ShawmutS.S.Co. Inc.(United AmericanLines, Inc.*Mgrs.*) | 440·3\|57·2\|36·0<br>FK<br>*Collision*<br>*Cell DB*367'1343*t DTa*29'833*tFPT*140*t* | NewYork<br>Utd.States<br>*ptCem ptAsp BHtoSh dk*<br>6 ″ ″ *U* ″<br>*APT*120*t* | 2 Steam Turbines geared to 1 Sc. Shaft (*r*)<br>220lb FD 930NHP<br>1 Water Tube DB–*250lb*<br>4SB,*12cf*,GS262,HS12264<br>WestinghouseElectric &Mfg.Co.Essington,Pa. | 39 ″ 0<br>s 10″11<br>28 ″ 9 | |
| 24888<br>220422<br>MBFH | **Mount Clay** SteelTwinSc<br>(*ex*DeKalb,*ex*PrinzEitelFriedrich)<br>*Elec.light* Sub.Sig. Wireless 3*Dks* | 8170<br>6792<br>4706 | | | | | 1904 | Akt.Ges. "Vulcan"<br>Stettin | AmericanShip& CommrceNav.Corp (UnitedAmerican Lines,Inc.*Mgrs.*) | 488·3\|55·7\|32·1<br>P136'B194'F90' | NewYork<br>Utd. States<br>*WB* | Q.8Cy.25",36½,"52"&75"–55<br>417NHP<br>A.G."Vulcan,"Stettin | | |
| 24889 | **Mount Clinton** SteelSc<br>For full particulars See No. 33348 in Supplement<br>*Elec.light* | 7600 | 100A1<br>*Shelter dk withfreeboard*<br>(*Class Contemplated*) | | | | 1921 | Merchant S.B.Corp.<br>Chester,Pa. | ShawmutS.S.Co. Inc.(United AmericanLines, Inc.*Mgrs.*) | 440·3\|57·2\|36·0 | NewYork<br>Utd.States | 2 Steam Turbines geared to 1 Sc. Shaft<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | | |
| 24890<br>131284<br>HRNK | **Mount Etna** SteelScSr<br>*ss*Bry.No.1–15<br>(*ex*Dalecrest) Wireless 2*Dks*(*Stl*) | 4277<br>4089<br>2760 | ✠100A1<br>12,17<br>Examined3,20<br>✠LMC<br>MS10,19 BS12,19 | Bkn | *x* | CL<br>N12,19 | 1910<br>9mo<br>*Lloyd'sA&CP* | Nthmblnd S.B.Co.Ld.<br>Newcastle | SeftonS.S.Co.Ld. (H.E.Moss&Co. *Mgrs.*) | 380·0\|49·0\|26·4<br>P31'B94'F33'<br>FK<br>*CellDBa*129'*uE&B*42'*f*165' | Liverpool<br>British<br>6*BHCem* | T.3Cy.25",41"&69"–48" (*s*)<br>180lb 372NHP<br>3SB,*9cf*,GS150,HS5940<br>Richardsons,Westgarth& Co.Ld.Sld.<br>990*tAPT*50*t* | 29 ″ 0<br>s 5 ″ 9<br>23 ″ 7 | |
| 24891<br>218391<br>LRSP | **Mount Evans** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>*WellDeck* Wireless | 6267<br>5248<br>3903 | | | | | 1919 | Columbia RiverS.B. Corp.<br>Portland,Or. | UnitedStates ShippingBoard | 410·0\|54·2\|27·6<br>P44'B115'F46' | Portlnd Or<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 24892<br>142618<br>JTVP | **Mount Everest** SteelSc<br>(*ex*WarDrake)<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5183<br>4753<br>3160 | ✠100A1<br>2,20<br>✠LMC9,18<br>*Carrying oil fuel F. P. above* 150° F. *inDB* | Msl | *y* | CL<br>2,20 | 1918<br>8mo<br>*Lloyd'sA&CP* | D&WHendersn&Co.Ld<br>Glasgow | SeftonS.S.Co.Ld. (H.E.Moss&Co. *Mgrs.*)<br>*Middle line* | 400·6\|52·3\|28·5<br>P49'B113'F39'<br>FK<br>*Bulkhead not oil-*<br>*Cell DB*345'1132*tFPT*1 | London<br>British<br>7*BHptCem*<br>*tight*<br>17*tAPT*177*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>D&WHendersn&CoLd.Gls | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 24893<br>WMJV | **Mount Hood** WoodAuxTwinSc<br>*OilEng.* 4MstSr<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 1490<br>1270<br>1171 | | | | | 1918 | Mathews S.B.Co.<br>Hoquiam, Wash | SkibsA/SNautic (O.Kvilhaug, *Mgr.*) | 233·3\|43·9\|18·5<br>P46'F32' | Haugesnd<br>Norwegian | Oil Engines 2S.C.SA<br>8Cy.14$\frac{3}{16}$"–15¾" 137NHP<br>SkandiaPacificOilEng. Co.Oakland,Cal. | | V |
| 24894<br>92004 | **Mount Hope** WoodPad<br>Wireless | 880<br>—<br>440 | | | | | 1888 | ...................<br>Chelsea,Mass | NewportSteamboatCo. | 193·1\|58·8\|11·5 | Providnce, R.I.<br>Utd.States | | | |
| 24895<br>91836<br>JWNQ | **Mount Kembla** SteelScSr<br>*Well deck* 1*Dk*(*Stl*) | 716<br>524<br>449 | ✠<br>10,89<br>✠ | Syd | *i* | | 1885<br>5mo | M.Pearse &Co.<br>Stockton | J.E.&W.B.Carr | 180·0\|28·0\|13·2<br>Q68'B46'F27'<br>*WB* =*DBa*49'*f*59'116*t* | Brisbane<br>British<br>4*BH* | C.2Cy.24"&45½"–30"<br>88RHP<br>Blair&Co.(Lim.),Stockton | 13″11 | |
| 24896<br>~~216096~~<br>~~LHPC~~ | **Mount Seward** SteelSc<br>*ss*B.As.No.3–9,17<br>(*ex*Keresan, *ex*Erodiade, *ex*Electra)<br>1*Dk*(*Stl*)&*Web frames*<br>*Longitudinal framing*<br>Now named "Debreczen," See No. 37088 in Supplement | 3725<br>3539<br>2359 | ✠100A1<br>3,21<br>BS3,21 ✠LMC9,17 | Ham | *w* | CL<br>3,21 | 1912<br>2mo<br>*Lloyd'sA&CP* | Pickersgill &Sons,Ld.<br>Sunderland | ~~AmericanShip& CommerceNav.Cpn (UnitedAmerican Lines,Inc.Mgrs.)~~<br>Ocean Sea Nav.Co.Ld. | 348·5\|50·1\|23·5<br>P31'B211'F33'<br>FK<br>*Cell DBa*108'*uE&B*41' | Hungarian<br>6*BHCem*<br>*f*156' 1018*t* | T.3Cy.24",40"&66"–45" (*s*)<br>180lb *155lb* 323NHP<br>2SB,*8pf*,GS156,HS5081<br>G.Clark,Ld.Sunderland<br>*FPT*87*tAPT*134*t* | 25″10<br>s 3 ″ 6½<br>22 ″ 8 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux. Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Speciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course Pression des Chaudières.<br>NH=Force en chevaux d'après la formule de la Société.<br>RH=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ❋ 24897<br>215836<br>LJHW | **Mount Shasta** SteelScSr<br>(exSagaland) 2Dks(Stl)<br>Elec.light Sub.Sig. Wireless | 4729<br>—<br>2919 | Fitted for oil fuel 12,17 F.P. above 150°F. | | | CL | 1917<br>12mo | Moore&<br>ScottIrnWks<br>Oakland,Cal.<br>A&CP | UnitedStates<br>ShippingBoard<br>CellDB320'1072t | 376·0<br>P33'B70'F40' FK<br>MT21'523tFPT96t | 52·0 | 25·5 | S.Frncisco<br>Utd.States<br>6BAptCem<br>APT134t | 1GearedSteamTurbine (s)<br>225lb HS8445 520NH<br>3 Water Tube Boilers<br>GeneralElectricCo.<br>Schenectady,N.Y. |
| 24898<br>LBOH | — WoodAuxTwinSc<br>OilEng. 4MstSr<br>Elec.light Mchy.Aft 1Dk2trB<br>(See Sailing Ship Register) | 1571<br>1311<br>1260 | | | | | 1918 | Mathews<br>S.B.Co.<br>Hquaim, Wsh | SkibsA/SNautic<br>(O.Kvilhaug, Mgr.) | 237·8<br>P138tF103t | 43·9 | 18·4 | Haugesnd<br>Norwegian | Oil Engines 2S.C.SA<br>8Cy.$14\frac{3}{16}$"–$15\frac{3}{4}$" 137NH<br>ScandiaPacificOilEng.Co.<br>Oakland,Cal |
| 24899<br>215396<br>LHPD | **Mount Sidney** SteelSc<br>ss[illegible]No.8–3,1[illegible]<br>(exKerlew,exVirginia) 1Dk(Stl)&<br>Spar dk(Stl–pt ws)&Web frames<br>Wireless<br>Now named "Haros," See No. 37609 in Supplement | 3513<br>2622<br>2198 | ✠100A1<br>Spar dk<br>4,21 ~~9,20~~<br>BS7,20 ✠LMC5,19 | NYk<br>Ham | v | CL<br>~~8,18~~<br>N4,21 | 1906<br>2mo | Craig,Taylor&Co.Ld.<br>Stockton<br>A&CP | AmericanShip&<br>CommerceNavCpn<br>(UnitedAmerican<br>Lines,Inc.Mgrs.)<br>Cell DB | 326·0<br>P76'B112'F32' 25·4 FK<br>a88'uE&B40'f144' | 42·0 | 17·6 | NewYork<br>Utd.States<br>5BHCem<br>572tAPT29t | T.3Cy.24",40"&65"–45" (s)<br>180lb 355NH<br>2SB,6cf,GS122,HS4918 FD<br>N.E.MarineEng.CoLd.Sld |
| ❋ 24900<br>~~99010~~<br>~~SLPD~~ | **Mount Snowdon** SteelScSr<br>ssNpt.2ndNo.3–9,16<br>(exOlkas,exIoannisTh. Wireless<br>Sifneo,exVera,ex 1Dk(ptStlptIrn)&<br>Ashdown) Web frames&ptAwng dk(Irn)<br>Now named "Zara," See No. 4008 in Supplement | 2891<br>2202<br>184[illegible] | ✠100A1<br>ptAwng dk<br>withfreeboard<br>12,19<br>✠LMC<br>MS12,19 BS7,20 | Sws | t | CL<br>~~12,19~~ | 1892<br>2mo | C.S.Swan&<br>Hunter<br>Newcastle<br>A&CP | ~~SeftonS.S.Co.Ld.~~<br>~~(H.E.Moss&Co.~~<br>~~Mgr.)~~<br>Pittaluga | 312·0<br>P24'Q94'B126'F36'<br>RFD32' FK | 41·0 | 20·5 | ~~Liverpool~~<br>Italian<br>6BHCem<br>WB= | T.3Cy23",37½"&62"–39" (s)<br>160lb 90lb NDB00 235NH<br>2SB,6cf,GS99,HS3520<br>Blair&Co.Ld.Stockton<br>CellDB264'640t |
| 24901<br>215400<br>LHPK | **Mount Sterling** SteelSc<br>ssNwc.2ndNo.3–11,20<br>(exKerowlee, 1Dk(ptIrn&ptStl)2trB<br>exCampania) &deepframing3Dkrule<br>Elec.light Wireless<br>Now named "Balaton," See No.36565 in Supplement | 3551<br>3364<br>2267 | ✠100A1<br>11,20<br>✠LMC11,20 | Nwc | v | CL<br>11,20 | 1901<br>3mo | JReadhead<br>&Sons<br>S.Shields<br>A&CP | AmericanShip&<br>CommerceNavCpn<br>(UnitedAmerican<br>Lines,Inc.Mgrs.)<br>CellDBa | 341·2<br>P41'B101'F32' FK<br>116'uE20'f140'825t | 46·7 | 26·0 | NewYork<br>Utd.States<br>6BHCem<br>APT39t | T.3Cy.24",40"&65"–45" (r)<br>160lb 70lb 295NH<br>2SB,6rf,GS116,HS4590<br>J.Readhead&Sons,S.Shl. |
| ❋ 24902<br>2153[illegible]<br>LHPB | **Mount Summit** SteelSc<br>ssRot.No.3–6,13<br>(exKerkenna, ssNOs.No.1–17<br>exBorneo) Spar dk<br>Now named "Alfold," See No. 362[illegible] in Supplement | 3621<br>2033<br>2337 | ✠100A1<br>Spar dk<br>withfreeboard<br>9,20<br>BS11,20 ✠LMC9,17 | Ham | v | 10,20 | 1900<br>8mo | W.Hamilton&Co.<br>PortGlasgow<br>A&CP | AmericanShip&<br>CommerceNavCpn<br>(UnitedAmerican<br>Lines,Inc.Mgrs.)<br>CellDBa&uE114f144' | 330·8<br>P31'B118'F39' 23·9 FK | 45·7 | 16·2 | NewYork<br>Utd.States<br>6BHCem<br>727tAPT77t | T.3Cy.24",40"&65"–42" (r)<br>180lb 301NH<br>2SB,6cf,GS141,HS4691<br>D.Rowan&Co.Glasgow |
| 24903<br>215449<br>LHQJ | **Mount Vernon** SteelTwinScSr<br>(exKronprinzessinCecilie)<br>Elec.light 5Dks&Shade dk<br>Sub.Sig. Wireless | 18372<br>13574<br>7564 | | | | | 1906 | Akt.Ges.<br>"Vulcan"<br>Stettin | UnitedStates<br>ShippingBoard | 685·4<br>F87' | 72·2 | 40·5 | NewYork<br>Utd.States<br>WB | Q.16Cy$37\frac{2}{5}$",$49\frac{1}{5}$",$74\frac{4}{5}$"&$112\frac{1}{5}$"<br>–$70\frac{9}{10}$" 4240NH<br>A.G."Vulcan,"Stettin |
| 24904<br>JPDM | — SteelScSr<br>Elec.light 1Dk | 1043<br>786<br>648 | | | | | 1900 | Bergens<br>Mek.Verk.<br>Bergen | O.&A.Irgens | 227·7<br>Q75tB103tH53t<br>F25t | 31·9 | 15·0 | Bergen<br>Norwegian<br>WB | T.3Cy.19",30"&50"–33"<br>NB13 143NH<br>BergensM.V.Bergen |
| 24905<br>217594<br>LPWB | **Mount Vernon Bridge** SteelScSr<br>Wireless Fitted for oil fuel<br>Elec.light 1Dk2trB in fore&after<br>Sub.Sig. holds & Web frames | 3545<br>3005<br>2179 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'B35' FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>386NH<br>WestinghouseElectric<br>&Mfg.Co.Essington,Pa. |
| 24906<br>129481<br>JKMQ | **Mountaineer** SteelPadSp<br>Elec.light 1Dk | 235<br>182<br>84 | | | | | 1910 | A.&J.<br>Inglis,Ld.<br>Glasgow | DavidMacBrayne,<br>Ld. | 180·0<br>Promenade dk103' | 20·1 | 7·7 | Glasgow<br>British | C.D.2Cy.20½"&38½"–48"<br>86RH<br>A.&J.Inglis,Ld.Glasgow |
| 24907<br>57649 | — IronPadSr<br>1Dk | 109<br>98<br>66 | | | | | 1879 | ..................<br>LakeWaktpu,N.Z. | NewZealandGovernment (Railway<br>Department) | 125·0 | 16·8 | 7·3 | Dunedin,<br>N.Z.<br>British | 2Cy.<br>60RH |
| 24908<br>127072<br>HQJG | **Mountcharles** SteelScK<br>ssBel.No.2–19<br>Well deck 1Dk(Stl)<br>Mchy.Aft | 286<br>208<br>105 | ✠100A1<br>5,21 ~~8,20~~<br>✠LMC8,20<br>BS4,21 | Bel | d | CL<br>~~8,20~~<br>4,21 | 1910<br>1mo<br>Lloyd | Smith's<br>DockCo.Ld.<br>NorthShields<br>'sA&CP | EastDownshire<br>S.S.Co.Ld. | 130·0<br>Q47'B7'F17' FK<br>WB= | 25·0 | 8·9 | Belfast<br>British<br>3BHCem<br>FPT43t | C.2Cy.16"&34"–24" (s)<br>130lb 48RH<br>1SB,2pf,GS36,HS1340<br>MacColl&Pollock,Ld.Sld. |
| 24909<br>134670<br>JFRQ | **Mountjoy** SteelTwinScSr<br>(exRodolpho, OilEng.<br>exRudolph) 1Dk<br>CarryingPetroleum in bulk | 214<br>200<br>148 | | | | | 1898 | Akt.Burmeistr&Wain<br>Copenhagen | Salterns,Ld.<br>(G.Castle,Mgr.) | 106·7 | 23·1 | 11·6 | London<br>British | Oil Engines<br>4Cy.12"–15" NE18 45NH<br>Vickers-PettersCo.Ld.Ips |
| 24910<br>145583 | **Mountpark** SteelSc<br>For full particulars See No. 38323 in Supplement<br>Elec.light | 2800<br>[illegible]<br>1650 | 100A1<br>(ClassContemplated) | | | | 1921 | C.Hill&<br>Sons,<br>Bristol | DenholmLine<br>Steamers,Ld.<br>(J.&J.Denholm,<br>Mgrs.) | 310·0<br>P33'B100'F28' | 44·0 | 21·6 | Greenock<br>British | T.3Cy.21",34"&56"–36"<br>Richardsons,Westgarth&<br>Co.Ld.W.Hpl. |
| 24911<br>151<br>HBOR | **Mouravief Apostol** SteelSc<br>(exGrandDuchessXenia)<br>Elec.light Wireless 2Dks&Awng dk | 2006<br>—<br>1155 | | | ... | | 1896 | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | RussianStm.Nav.<br>&TradingCo. | 298·0 | 37·0 | 16·9<br>25·1<br>BK8" | Odessa<br>Russian<br>WB | T.3Cy.27",44"&72"–48"<br>404NH<br>Hwthrn,Leslie&C.Ld.Nwc. |
| 24912<br>120750<br>TVPN | **Mourilyan** SteelTwinScSr<br>~~ssSyd.No.2–16~~<br>1Dk&Awng dk (ptStl–ws pt teak)<br>Elec.light ssMel.No.3–5,21 | 1349<br>1012<br>635 | ✠100A1<br>withfreeboard<br>5,21 ~~5,20~~<br>~~BS5,20~~ ✠LMC~~11,16~~<br>5,21 | Syd<br>Mel | o | CL<br>~~5,20~~<br>5,21 | 1908<br>8mo<br>Lloyd | A.Stephen<br>&Sons,Ld.<br>Glasgow<br>'sA&CP | AustralianSteamshipsProprietary,<br>Ld. (Man.Agents,<br>HowardSmith,<br>Ld.) | 220·7<br>F44' FK<br>WB=FPT | 36·2 | 11·0<br>18·7 | Melbourne<br>British<br>4BHAsp<br>17tAPT32t | T.6Cy.14½",23"&38"–30" (s)<br>180lb 273NH<br>2SB,6cf,GS109,HS4502 FD<br>A.Stephen&Sons,Ld.Gls. |
| 24913<br>123266<br>HGRK | **Mourino** SteelScSr<br>Ref.Mchy. Wireless 1Dk | 2165<br>1554<br>1256 | | | | | 1906 | Earle'sCo.<br>Ld.<br>Hull | Ellerman'sWilson<br>Line,Ld. | 300·0<br>P187'F32' | 41·5 | 18·4 | Hull<br>British<br>WB | T.3Cy.21",36"&60"–42"<br>233NH<br>Earle'sCo.Ld.Hull |
| ❋ 24914<br>102021<br>SRWM | **Mourne** Iron&SteelScSr<br>ssLiv.2ndNo.3–11,12<br>Well deck ~~ssLiv.No.1–17~~<br>Mchy.Aft ssBkn No.2–21 1Dk(Irn) | 221<br>159<br>84 | ✠100A1<br>5,21 ~~11,10~~<br>~~BS11,19~~ ✠LMC~~9,17~~<br>MS5,21 | Liv<br>Bkn 5,21 | c | ~~11,10~~<br>N5,21 | 1894<br>4mo | J.Fullerton&Co.<br>Paisley<br>A&CP | T.Coppack&Co. | 125·0<br>Q43'B7'F22' BK6"<br>New fore body(Stl)00<br>WB | 20·1 | 9·3 | Chester<br>British<br>3BHCem<br>=FPT42t | C.2Cy.16"&32"–22" (s)<br>100lb 45RH<br>1SB,2pf,GS30,HS926<br>Hall,Brwn,Buttery&C.Gls. |
| 24915<br>HVNC | **Mouro** SteelScSr<br>ssBbo.No.1–20<br>Wireless 1Dk(ptIrn ptStl)<br>Elec.light | 2905<br>2382<br>1639 | ✠100A1<br>7,21 ~~8,20~~<br>DBS3,20 ✠LMC<br>MS8,20 MBS8,20 | Bbo<br>Bry | t | CL<br>8,20 | 1916<br>8mo<br>Lloyd | CiaEuskalduna deConst<br>Bilbao<br>'sA&CP | Cia.Vasco<br>CantabricadeNav<br>(U.delaTorre,<br>Mgr.) | 306·0<br>P33'B70'F35' FK | 44·2 | 21·6 | Bilbao<br>Spanish<br>5BHCem<br>CellDB | T.3Cy.23",36½"&62"–42" (s)<br>180lb 100lb 268NH<br>2SB,6cf,GS104,HS4090<br>Cen.Mar.Eng.Wrks.WHpl |
| 24916 | **Mouth** IronScK<br>(exTyneMouth) 1Dk | 150<br>144<br>49 | | | ... | | 1891 | R.Dixon<br>&Co.<br>Middlesbro' | N.V.Algemeene<br>Vissch.Maats. | 96·5<br>Q20'F19' | 20·3 | 10·7<br>BK7½" | Ymuiden<br>Dutch | T.3Cy.11",17"&28"–21"<br>36NH<br>N.E.MarineEng.CoLd.Sld. |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24917 | **Möwe** SteelScSr<br>*Elec.light*<br>Sub.Sig. Wireless 2*Dks* | 978<br>760<br>562 | | | | | 1912 | G.Seebeck Akt.Ges.<br>Geestemünde | **Dampfsch.Ges. Argo** | 241·4<br>P35'B81'F32' | 36·0 | 18·8 | **Bremen**<br>German<br>*WB* | T.3Cy.22$\frac{13}{16}$",36$\frac{5}{8}$"&59$\frac{1}{16}$"-39$\frac{3}{8}$" 220NHP<br>G.Seebeck A.G.Bremerhvn | | |
| 24918 | — SteelSc<br>1*Dk* | 300<br>221<br>148 | | | | | 1912 | Stettiner Oderwerke<br>Stettin | **Rud.Christ.Gribel** | 128·7<br>P44'F19' | 22·7 | 10·7 | **Stettin**<br>German<br>*WB* | C.2Cy.15$\frac{7}{10}$"&27$\frac{3}{8}$"-15$\frac{7}{10}$" 25NHP<br>StettinerOderwerke | | |
| 24919 | — SteelScSr<br>*Elec.light* 1*Dk* | 121<br>95<br>48 | | | | | 1909 | Schiffsw(v.J&Sch.)A.G.<br>Hamburg | **H.Krohn** | 102·2<br>Q31'B23'F15' | 19·7 | 8·3 | **Lübeck**<br>German | C.2Cy.11$\frac{7}{16}$"&22$\frac{1}{16}$"-14$\frac{3}{16}$" 15NHP<br>Schwft.(vJ&Sch)AG Ham | | |
| 24920 | — WoodSc<br>*PetrolMotor*<br>1*Dk* | 103<br>—<br>55 | | | | | 1909 | D.Drake<br>Sydney | **H.R.Wahlen G.m.b.H.** | 78·9 | 20·2 | | | Petrol Motor | | |
| 24921<br>128860 | **Moy** IronTwinSc<br>*ss*Dub.3rdNo.3-11,19<br>1*Dk* | 58<br>57<br>39 | A-<br>*Barge*<br>10,20<br>MS11,19<br>BS1,22 ~~BS10,20~~<br>*For River purposes only* | Dub | | CL<br>11,19 | 1897<br>9mo | Ross&Walpole<br>Dublin | **A.Guinness,Son&Co.Ld.** | 80·3<br>ptND07 FK | 15·5 | 5·9 | **Dublin**<br>British<br>2*BHCem* | 2Cy.10"-14" (*s*)<br>100lb NB92*refitted*18 6RHP<br>1SB,*1pf*,GS8,HS407<br>Ross&Walpole,Dublin | 6 " 5 | |
| 24922<br>142487<br>KBPH | **Moyallon** SteelSc3MstSr<br>*Well deck*<br>*Mchy.Aft* 1*Dk*(*Stl*) | 432<br>285<br>170 | ✠100A1<br>7,21 ~~11,20~~<br>✠LMC6,19 | Bel | *f* | CL | 1919<br>6mo<br>*Lloyd's A&CP* | J Fullerton &Co.<br>Paisley | **JohnKelly,Ld.**<br>(**S.Kelly,** *Mgr.*) | 142·0<br>Q79'B9 F22' FK | 25·1 | 11·4 | **Belfast**<br>British<br>3*BHCem*<br>*FPT40t* | C.2Cy.18"&38"-27" (*s*)<br>130lb 82NHP<br>1SB,*3pf*,GS50,HS1486<br>Campbell&Calderw'd,Psy. | 12 " 7<br>s4 " 6<br>12 " 3 | |
| 24923<br>124668<br>HLSQ | **Moyle** SteelScSr<br>*ss*Sld.No3-7,20 ~~*ss*Sld.No.2-7,20~~<br>*Elec.light* 1*Dk*(*Stl*)&*deepframing*<br>Sub.Sig. Wireless | 1761<br>1325<br>749 | ✠100A1<br>~~3,22 7,20~~ 5,22<br>✠LMC<br>~~BS2,20~~ MS7,20<br>BS3,22 | Sld<br>~~Shl~~ Npt | *g* | 6,20<br>~~3,21~~<br>3,22 | 1907<br>11mo<br>*Lloyd's A&CP* | AilsaS.B. Co.Ld.<br>Troon | ShamrockShippingCo.Ld.<br>(T.Jack*Mgr.*) | 275·2<br>P21'Q84'B54'F32' FK<br>*Cell DBuE24'f96'258tDTa80'382t FPT* | 36·1 | 18·6 | **London**<br>British<br>5*BHCem*<br>*71tAPT37t* | T.3Cy.19",31"&51"-36" (*s*)<br>180lb 216NHP<br>2SB,*6cf*,GS107,HS3976<br>AilsaS.B.Co.Ld.Troon | 19 " 0<br>s1 " 10½<br>17 " 5 | |
| 24924 | **Mrav** SteelScSr<br>*ss*Tri.No.3-3,20<br>(*ex*Lydford) *Spardk*(*Stl*)*2trB&deepframing* | 3786<br>3654<br>2406 | ✠100A1<br>*Spar dk withfreeboard*<br>11,21 ~~12,20~~<br>BS1,22 ~~BS1,21~~<br>✠LMC9,19 | Shl<br>Tri | *w* | CL<br>1,20 | 1905<br>4mo<br>*Lloyd's A&CP* | R.Stephenson&Co.Ld<br>Newcastle | **Soc.Anon.di Armamento "Oceania"** | 340·8<br>P26'B93'F33' 27·2 FK<br>*WB = CellDBa110'uE&B42'f138'739t* | 47·2 | 20·0 | **Trieste**<br>Italian<br>6*BHCem*<br>*APT181t* | T.3Cy.25",41"&67"-45" (*s*)<br>165lb ~~*100lb*~~ ~~*60lb*~~ 316NHP<br>2SB,*6cf*,GS123,HS4912<br>N.E.MarineEngCoLd.Nwc | 29 " 10 | |
| 24925 | **Muansa** SteelScSr<br>*Elec.light* 2*Dks* | 5408<br>4916<br>3373 | | | | | 1911 | Bremer Vulkan<br>Vegesack | ~~Board of Trade~~<br>Deutche Ost. AfrikaLinie | 419·8<br>P&B334'F58' | 54·5 | 28·2 | Hamburg<br>German<br>*WB* | Q4Cy27"34$\frac{5}{8}$"50$\frac{3}{8}$"&72$\frac{7}{8}$"-53$\frac{1}{8}$" 387NHP<br>BremerVulkan,Vegesack | | |
| 24926 | **Mucury** SteelScSr<br>Wireless *ss*N.Yk.No.3-11,00<br>(*ex*BritishPrince) *ss*Nwc.No.2-09<br>*Well deck* 1*Dk*(*Irn-ptws*)&*Webframes* | *2217*<br>*1713*<br>*1402* | ✠<br>3,12<br>✠ | Mch | *r* | | 1888<br>11mo | ShortBros.<br>Sunderland | **Cia.Commercio eNav.** | 292·0<br>P32'Q76'B114'F30' BK10"<br>*WB = CellDBa80'f104'* | 39·1 | 18·9 | **R.Janeiro**<br>Brazilian<br>6*BHCem*<br>*314tAPT40t* | T.3Cy.22",36"&59"-42"<br>NDB02 223NHP<br>2SB,*6cf*,GS106,HS3434<br>G.Clark,Sunderland | 21 " 2 | |
| 24927 | **Mühlhofen** SteelSc<br>Now named "Heathpark," *See No. 37741 in Supplement*<br>*Elec.light* 1*Dk* | 2460<br>2092<br>1082 | | | | | 1920 | Frd.Krupp Akt.Ges.<br>Kiel | **DenholmLine of Steamers,Ld.(J.&JDenholmLd***Mgs***)** | 287·7<br>P21'B84'F38' | 44·0 | 20·0 | **Greenock**<br>British<br>*WB* | T.3Cy.19$\frac{7}{10}$",32$\frac{7}{10}$&54$\frac{7}{10}$"-39$\frac{3}{8}$" 188NHP<br>Frd.KruppA.G.Essen | | |
| 24928<br>SGKL | **Muisto** WoodAuxSc3MstSr<br>*Motor*<br>(*ex*SailingVessel)<br>(*See Sailing Ship Register*) | 158<br>150<br>137 | | | | | 1914 | J.Talsi<br>Lavansaari | **BrahestadsFartygsAktieb.(JohnNurminen,** *Mgr.*) | 92·9 | 27·1 | 10·8 | **Brahestad**<br>Finnish | Motor<br>N.E.*fitted*17 | | V |
| 24929<br>213571<br>LFNP | **Mukilteo** WoodScSr<br>1*Dk* | 1230<br>—<br>690 | | | | | 1915 | A.Peterson<br>Raymond, Wash. | **CharlesNelsonCo. Inc.** | 204·7 | 41·8 | 14·8 | **S.Frncisco**<br>Utd.States | T.3Cy.15",24"&42"-30" 97NHP | | |
| 24930<br>67240 | **Mulgrave** IronScSp<br>(*ex*NumberThree)<br>1*Dk* | 263<br>263<br>179 | | | | | 1870 | GRobinson &Co.<br>Cork | **Palmers'S.B.&IronCo.Ld.** | 133·2 | 23·6 | 10·0 | **Newcastle**<br>British | 2Cy.22"-21" 40RHP<br>M.Paul&Co.Dumbarton | | |
| 24931<br>ONUJ | **Mulhouse** SteelSc<br>(*ex*KibiMaruNo.10)<br>1*Dk* | 1277<br>1096<br>891 | | | | | 1919 | KibiS B. Co.Ld<br>Osaka | **Groupement Charbonnier desIndustriels du Sud-Ouest** | 220·1<br>B52'F24' | 32·5 | 21·0 | **Bordeaux**<br>French<br>*WB* | T.3Cy.14½",24"&40"-30"<br>Hashimoto 88NHP<br>IronWorks,Osaka | | V |
| 24932 | **Mull** SteelScSr<br>Now named "Tamon Maru No. 18," *See No. 33568 in Supplement*<br>*ss*Nwc.No.3-9,20<br>(*ex*IsleofMull, *ex*BelleofIreland) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deepframing*<br>Wireless | 4288<br>4091<br>2782 | ✠100A1<br>*Spar dk*<br>7,21 ~~9,20~~<br>✠LMC9,20 | Nwc | *x* | CL<br>N9,20 | 1906<br>6mo<br>*Lloyd's A&CP* | Nthmblnd S.B.Co.Ld.<br>Newcastle | TamonKisen GoshiKaisha<br>*WB = CellDBa118'uE&B42'f154'* | 360·6<br>P30'B92'F33' 28·0 FK | 48·0 | 20·2 | Japanese<br>6*BHCem*<br>*857tAPT63t* | T.3Cy.24½",40"&68"-48" (*s*)<br>180lb 362NHP<br>3SB,*9cf*,GS156,HS5802<br>N.E.MarineEng.CoLdNwc | 30 " 10<br>s 6 " 2½<br>25 " 0 | |
| 24933<br>218260<br>LRNH | **Mulpua** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk&Shelter dk&*<br>Sub.Sig. Wireless *Web frames*<br>*Longitudinal framing* | 6139<br>5721<br>4604 | | | … | | 1919 | Moore S.B.Co.<br>Oakland, Cal | **UnitedStates ShippingBoard** | 402·5<br>P34'F39'*onShelter dk* FK | 53·0 | 32·0 | **S.Frncisco**<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 screw shaft 657NHP<br>W.A.FletcherCo. Hoboken,N.J. | 34 " 6 | R |
| 24934<br>127086<br>HRWS | **Multistone** SteelScK<br>*ss*Nwc.No.2-19<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 296<br>214<br>105 | ✠100A1<br>9,19<br>BS4,21 ✠LMC9,19 | Nwc | *e* | CL<br>9,19 | 1910<br>12mo<br>*Lloyd's A&CP* | Smith's DockCo.Ld.<br>Middlesbro' | **"T"SteamCoasters Ld.(T.E.Brown,** *Mgr.*) | 129·6<br>Q46'B8'F25' FK<br>*WB=FPT* | 25·1 | 8·8 | **Newcastle**<br>British<br>3*BHCem*<br>*63tAPT15t* | C.2Cy.16"&34"-24" (*s*)<br>130lb 63RHP<br>1SB,*2pf*,GS35,HS1131<br>ShieldsEng.Co.Ld.N.Shl. | 10 " 0<br>s " 8½<br>9 " 6 | |
| 24935<br>210854<br>LOSD | **Multnomah** WoodScSr<br>Wireless 1*Dk* | 969<br>768<br>583 | | | | | 1912 | St.Helens S.B.Co.SanviesIslnd,Or. | **MultnomahS.S.Co.(C.R.McCormick&Co.)** | 205·5 | 40·5 | 13·8 | **S.Frncisco**<br>Utd.States | T.3Cy.13½",23"&40"-30" 88NHP<br>UnitedEng.Wks.S.Frncio | | |
| 24936<br>137265 | **Mumbles** SteelScSr<br>(*ex*Marsden)<br>1*Dk*(*Stl*) | 195<br>168<br>17 | ✠100A1<br>*For towing purposes*<br>4,21<br>✠LMC10,17 | Sld | | 4,21 | 1917<br>9mo<br>*Lloyd A&CP* | J.P.Renoldson&Sns.Ld.<br>S.Shields | **BritishTankerCo.Ld.** | 100·2<br>B12' BK7"<br>*FPT6t* | 24·0 | 11·2 | **Swansea**<br>British<br>4*BHAsp*<br>*APT18t* | C.2Cy.20"&42"-27" (*s*)<br>130lb 98RHP<br>1SB.*3pf*,GS55,HS1850<br>J.P.Rennldsn&SnsLd SShl | 12 " 3<br>s1 " 3½<br>11 " 8 | |
| 24937<br>142718<br>JVPR | **Mumbles Light** SteelSc<br>Now named "Britannic," *See No. 3651 in Supplement*<br>(*ex*WarDamson) 1*Dk*(*Stl*)<br>*Elec.light* Wireless *CruiserStern*<br>~~*Cargo battens not fitted*~~ | 2490<br>[illegible]<br>1443 | ✠100A1<br>5,21 ~~11,20~~<br>~~MBS11,20~~ ✠LMC12,18<br>MBS11,21 | Shl<br>Cff | *t* | CL<br>~~10,19~~<br>6,21 | 1918<br>12mo<br>*Lloyd's A&CP* | C.Hill&Sons<br>Bristol | ~~**BristolChannel Steamers,Ld. (J.German&Co.***Mgrs***)**~~<br>W.H.Cockerline&Co | 303·0<br>P33'B80'F33' FK<br>*Cell DB252'670tFPT70t* | 43·0 | 20·7 | **London**<br>British<br>6*BHptCem*<br>*APT180t* | T.3Cy.22",36"&59"-39" (*s*)<br>180lb *100lb* 331NHP<br>2 Water Tube Boilers<br>GS135,HS5140 FD<br>W.Simons&CoLd.Renfrew | 23 " 0<br>s 3 " 6½<br>19 " 10 | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | 7 Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ❊ 24938<br>215853<br>LJKV | **Munaires** SteelScSr<br>ssNYk.No.1-21<br>Elec.light Wireless 2Dks(Stl) | ~~4589~~ 4620<br>4138<br>~~2854~~<br>2866 | ✠100A1<br>~~8,21~~ ~~1,21~~ 12,21<br>~~MS1,21~~ ✠LMC~~1,21~~ 12,21<br>Fitted for oil fuel 1,18 F.P. above 150° F. | NYk | x | CL<br>N1,21 | 1918<br>1mo | NwprtNws<br>S.B.&D.D.Co<br>Newprt News<br>A&CP | MunairesS.S.Corp<br>CellDB | 370·0<br>P27'B104'F22'<br>302'1033tFPT 138t | 53·1 | 27·0<br>FK | NewYork<br>Utd.States<br>6BHCem<br>APT271t | T.3Cy.24½",41½"&72"-48'<br>190lb *120lb* (s) 471NHP<br>2SB,8cf, HS6564 FD<br>NewportNewsSB&DD.Co. | 30 |
| 24939<br>22668<br>NVPM | **Munakata Maru** SteelSc | 983<br>—<br>573 | | | | | 1918 | .................. | KitaNipponKisen KabushikiKaisha | 200·0 | 32·0 | 18·0 | Amagasaki<br>Japanese | | |
| 24940<br>214074<br>LGBJ | **Munalbro** SteelScSr<br>ssNYk.No.1-20<br>Elec.light 1Dk(Stl)<br>Mchy Aft Wireless | 4282<br>3787<br>3185 | ✠100A1<br>~~10,21~~ ~~8,20~~ 1,22<br>✠LMC~~5,16~~ 8,20 | NYk | w | CL<br>9,20 | 1916<br>5mo | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews<br>A&CP | MunalbroS.S. Corp.<br>CellDBuE&B | 359·7<br>P94'B19'F31'<br>50'f243' 1087tFPT | 49·2 | 26·9<br>FK | NewYork<br>Utd.States<br>6BHCem<br>318tAPT92t | T.3Cy.23",39"&66"-45" (s)<br>180lb 365NHP<br>2SB,6cf,GS124,HS5070 FD<br>NewportNewsSB&DD.Co. | 30 |
| ❊ 24941<br>213814<br>LFRH | **Munamar** SteelScSr<br>ssNYk.No.1-20<br>Elec.light 2Dks(Stl)&Webframes<br>Wireless Longitudinal framing<br>Sub.Sig. | 3442<br>2891<br>2156 | ✠100A1<br>~~8,21~~ ~~12,20~~ 12,21<br>✠LMC8,19<br>Fitted for oil fuel 12,15 F.P. above 150° F. | NYk | w | CL<br>7,20 | 1915<br>12mo | Maryland SteelCo.<br>Sparro'PtMd<br>A&CP | MunamarS.S.Co. Inc.<br>WB=Cell DBa93'uE&B | 353·0<br>P48'B126'F39'<br>85'f 108'676tFPT | 47·5 | 24·9<br>FK | NewYork<br>Utd.States<br>6BHCem<br>69tAPT37t | T.3Cy.27¼",46"&78"-51" (s)<br>200lb *200lb* FD 676NHP<br>3SB,12cf,GS236,HS10186<br>MarylandStl.Co.Sparr'.Pt | 27 |
| 24942<br>141871<br>JSBL | **Munardan** SteelScSr<br>Elec.light Wireless 2Dks | 3813<br>3596<br>2419 | | | | | 1917 | Workman, Clark&Co.Ld<br>Belfast | CrossburnS.S.Co. Ld. | 370·2<br>P35'B108'F45' | 50·3 | 25·1 | Glasgow<br>British<br>WB | T.3Cy.26½",43½"&71½"-48"<br>350NHP<br>Wrkman,Clark&Co.Ld.Bel | |
| 24943<br>123999<br>HJDS | **Muncaster Castle** SteelScSr<br>ssNYk.No.3-11,19 ~~ssLon No.2-15~~<br>Elec.light 1Dk(Stl)&Spar dk(Stl)&<br>Wireless deep framing<br>Carrying oil fuel F.P.above 150°F.in DB | 4757<br>4411<br>3050 | ✠100A1<br>Spar dk<br>10,21 ~~6,18~~<br>~~Examined5,19~~ BS11,21<br>~~DBS10,18~~ ✠LMC<br>~~MBS5,19~~ MS11,19 ✠NB11,21 | Lon<br>Bkn | z | CL<br>3,20 | 1906<br>9mo<br>Lloyd | W.Hamil-ton&Co.Ld.<br>Pt.Glasgow<br>'sA&CP | LancashireShppg. CoLd(J.Chambers &Co.*Mgrs.*)<br>WB | 400·0<br>P31'B230'F44'<br>= Cell DBa120' uE | 50·0 | 18·7<br>27·2<br>FK | Liverpool<br>British<br>6BHCem<br>&B44'184f' | T.3Cy.26",44"&73"-48' (s)<br>200lb NDB21 *100lb* 501NHP<br>2SB 6cf,GS132,HS6930 FD<br>D.Rowan&Co.Glasgow<br>1039tDTf28'752tAPT48t | 29<br>4<br>25 |
| 24944 | **München** SteelTwinSc<br>Elec.light 5Dks | 18000 | | | | | 1920 | Akt.Ges. "Weser"<br>Bremen | RoyalMailSteam PacketCo. | 587·0<br>H54'B239' | 71·5 | 46·0 | British<br>WB | Q8Cy34"48½"69$\frac{7}{10}$"&98"-63"<br>1525NHP<br>Akt.Ges."Weser,"Bremen | |
| 24945<br>93322 | **Muncy** SteelScSr<br>Mchy.Aft 2Dks | 3863<br>—<br>2946 | | | | | 1902 | Detroit S.B.Co.<br>Wyandotte | GreatLakesTransitCorporation | 350·0<br>F32' | 46·0 | 30·0 | Erie,Pa.<br>Utd.States<br>WB | Q.4Cy.19",27½",40"&58"-42"<br>218NHP<br>DetroitS.B.Co.Detroit | |
| ❊ 24946<br>212790<br>LDWP | **Mundale** SteelScSr<br>ssNYk.No.3-4,19<br>(*ex*Luristan) 1Dk(Stl)&Spar dk(Stl)<br>Elec.light &deep framing<br>Wireless | 3285<br>3041<br>2071 | ✠100A1<br>Spar dk<br>1,21<br>~~BS6,20~~ ✠LMC4,19<br>BS10,21 | Bal | w | CL<br>~~1,21~~<br>10,21 | 1906<br>7mo<br>Lloyd | W.Hamil-ton&Co.Ld.<br>Port Glasgow<br>'sA&CP<br>WB= | MundaleS.S.Corp.<br>Cell DBa&uE134' | 358·0<br>P25'B86'F41'<br>f156' 690tAPT25t | 44·9 | 16·3<br>24·3<br>FK | NewYork<br>Utd.States<br>6BHCem<br>4,, toSpardk<br>2,, ,, Maindk | T.3Cy.25",41"&67"-45' (s)<br>180lb 364NHP<br>2SB,6cf,GS119,HS4906 FD<br>D.Rowan&Co.Glasgow | 26<br>5<br>22 |
| ❊ 24947<br>214916<br>LGVM | **Mundelta** SteelScSr<br>ssNYk No.1-22<br>Elec.light Wireless 2Dks(Stl) | 4747<br>4440<br>2955 | ✠100A1<br>~~4,21~~ ~~11,20~~ 4,22<br>✠LMC~~4,17~~ 4,21<br>Fitted for oil fuel 4,17 F.P. above 150° F. | Msl<br>~~Mob~~ NYk | x | CL<br>~~1,20~~<br>4,21 | 1917<br>4mo | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews<br>A&CP | MundeltaSS.Corp.<br>'Tween dk bulkheads in forward & after holds dispensed with } Cell | 370·0<br>P27'B104'F22' | 53·2 | 27·0<br>FK | NewYork<br>Utd.States<br>Cem<br>4BHto UDk<br>2 ,, 2nd ,,<br>DB302'1050 | T.3Cy.24½",41½"&72"-48'<br>190lb *120lb* (s) 471NHP<br>2SB,8cf,HS6564 FD<br>NewportNewsSB&DD.Co.<br>only<br>tFPT152tAPT317t | 30 |
| 24948<br>144220<br>KGTQ | **Mundra** SteelTwinSc<br>Elec.light Sub.Sig. 2Dks(Stl)<br>Wireless | 7275<br>6820<br>4461 | ✠100A1<br>8,21 ~~9,20~~<br>✠LMC9,20<br>Fitted for oil fuel 9,20 F.P. above 150° F. | Gls<br>Lon | c † | CL | 1920<br>9mo<br>Lloyd | Barclay, Curle&Co.Ld.<br>Glasgow<br>'sA&CP | BritishIndiaStm. Nav.Co.Ld.<br>Cell | 450·2<br>P44'B149'F41'<br>DB381'1550t FPT | 58·1 | 32·8<br>FK | Glasgow<br>British<br>7BHCem<br>120tAPT67t | T.6Cy.21",35½"&61"-45" (s)<br>215lb 832NHP<br>4SB,16cf,GS300,HS12628 FD<br>Barclay,Curle&Co.Ld.Gls. | 35<br>8<br>27 |
| 24949<br>93395 | **Munepoor** SteelPadLr<br>Elec.light | 674<br>674<br>303 | | | | | 1887 | W.Denny &Bros.<br>Dumbarton | Irrawaddy Flotilla Co.Ld. | 250·0 | 35·1 | 9·8 | Glasgow<br>British | C.2Cy.37½"&65"-72"<br>298NHP<br>Denny&Co.Dumbarton | |
| ❊ 24950<br>141905<br>KBLG | **Muneric** SteelSc<br>Elec.light Wireless 2Dks(Stl) | 5146<br>4740<br>3209 | ✠100A1<br>~~7,21~~ ~~11,20~~ 1,22<br>✠LMC6,19 | Bal<br>~~Bkn~~ NYk | y | CL<br>11,20 | 1919<br>6mo<br>Lloyd | Workman, Clark&Co.Ld.<br>Belfast<br>'sA&CP | CrossburnS.S.Co. (Clark&Service, *Mgrs.*)<br>CellDB | 400·4<br>P49'B113'F39'<br>347'1120t FPT115t | 52·3 | 28·4<br>FK | Glasgow<br>British<br>7BHptCem<br>APT170t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Wrkman,Clark&Co.LdBel | 31<br>6<br>25 |
| 24951<br>21880<br>NRJH | **Muneyoshi Maru** WoodAuxScSr | 324<br>—<br>231 | | | | | 1917 | .................. | NayemuraJuzo | 122·6 | 26·0 | 14·4 | Toba<br>Japanese | | |
| 24952<br>132739<br>HWGF | **Mungo Park** SteelSternWheelSr<br>Elec.light 1Dk&Promenade dk | 264<br>149<br>177 | | | | | 1912 | LythamSB &ECo.Ld.<br>Lytham | NigerCo.Ld. | 134·2<br>F14' | 26·0 | 5·7 | London<br>British | C.2Cy.17"&37"-42"<br>55RHP<br>LythamS.B.&E.Co.Ld.Lyt | |
| 24953<br>ONUQ | — SteelSc<br>1Dk | 159<br>121<br>42 | | | | | 1907 | Forg.&Ch. de laMédit.<br>LaSeyne | Cie.Française de l'Afrique Occidentale | 95·8<br>P16'Q18'B16' | 18·8 | 8·9 | Dakar<br>French<br>WB | C.2Cy.14⅝"&25⅝"-16⅞"<br>13NHP<br>Forg.&Ch.de laMédit.Msl. | |
| 24954<br>126984<br>JBMH | **Mungret** SteelSc3MstSr<br>~~ssBkn.No.1-17~~<br>(*ex*Sligo) ssBkn No.2-21 1Dk(Stl)<br>Elec.light Mchy.Aft<br>Well deck Cargo battens not fitted | 515<br>373<br>205 | ✠100A1<br>~~6,21~~ ~~8,20~~ 1,22<br>✠LMC<br>~~MS5,17~~ ~~MBS8,20~~<br>MS8,20 MBS?,21 | Liv<br>Bkn | i | CL<br>4,19 | 1913<br>1mo<br>Lloyd | Dublin<br>DkyrdCo Ld.<br>Dublin<br>'sA&CP | LimerickS.S.Co. Ld.<br>CellDBf94'118t FPT | 175·7<br>Q96'B7'F30' | 27·4 | 10·3<br>BK7' | Limerick<br>British<br>3BHCem<br>41tAPT31t | T.3Cy.15",25½"&41"-30' (s)<br>180lb *100lb* NDB20 85RHP<br>1SB,3cf,GS55,HS2077<br>MacColl&Co.Ld.Belfast | 12<br>7<br>12 |
| 24955<br>JVRS | **Munin** SteelScSr<br>1Dk | 1267<br>1153<br>778 | | | | | 1899 | Schiffsw. v. H.Koch<br>Lübeck | A/S Inger (JacobKjödeA/S, *Mgrs.*) | 241·0<br>P12'B67'F26' | 35·2 | 17·4 | Bergen<br>Norwegian<br>WB | T3Cy.16⅝",27$\frac{13}{16}$"&44½"-32½"<br>113NHP<br>J.F.Ahrens,Ottensen | |
| 24956 | — SteelScSr<br>ssGot.No.1-13<br>(*ex*Fritzöe,*ex*Atlas) 1Dk(Stl)<br>Mchy.Aft | 617<br>508<br>336 | ✠<br>12,19<br>✠ | Xia | j | | 1909<br>4mo | Thorskogs Mek.Verks<br>Lödöse | GermanGovernment<br>WB=CellDb | 181·5<br>P58'H17tF21'<br>f115' 151tFPT22t | 29·7 | 12·2<br>FK | German<br>3BHCem<br>APT23t | C.2Cy.16"&30"-22"<br>46NHP<br>1SB,2cf,GS23,HS870<br>ThorskogsM.V.Lödöse | 14 · 4 |
| 24957<br>215748<br>LJFG | **Munindies** SteelScSr<br>Elec.light Wireless 2Dks(Stl) | 4576<br>4138<br>2845 | ✠100A1<br>10,21 ~~2,21~~<br>MS2,21 ✠LMC~~12,16~~<br>Fitted for oil fuel 12,17 F.P. above 150° F.<br>BS10,21 | NYk<br>NY | x | CL<br>~~N2,21~~<br>N10,21 | 1917<br>12mo<br>A&CP | NwprtNws<br>S.B.&D.Co.<br>NewprtNews | MunindiesS.S. Corp.<br>CellDB | 370·0<br>P27'B104'F22'<br>302'1033tFPT 138t | 53·2 | 27·0<br>FK | NewYork<br>Utd.States<br>6BHCem<br>APT271t | T.3Cy.24½"41½"&72"-48"(s)<br>190lb *120lb* 471NHP<br>2SB,8cf, HS6564 FD<br>NewportNewsSB.&DD.Co | 30 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>—<br>Under deck.<br>—<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>—<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>—<br>Ship.<br>—<br>Engines | 9<br>By Whom.<br>—<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24958<br>LOFT | **Muninn** WoodAuxScSr<br>*Motor*<br>(*ex*Reykjavik,*ex*GeorgeB.Cluett)<br>(*See Sailing Ship Register*) | 217<br>181<br>162 | | | | | 1911 | A.C.Brown &Son<br>Tottenville, N.Y. | H/F.Kveldulfur, Ld. (T.Jensen, *Mgr.*) | 113·3 | 25·9 | 11·0 | Reykjavik<br>Icelandic | Motor | | |
| 24959<br>121218 | **Munising** SteelScSr<br>(*ex*F.M.Osborne)<br>*Elec.light Mchy.Aft* Sub.Sig. 1*Dk*2*tr*B | 4309<br>—<br>3377 | | | | | 1902 | American S.B.Co.<br>Lorain,O. | ClevelandCliffs IronCo. | 380·0 | 50·0 | 28·0 | Marquette<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"–40"<br>213NHP<br>AmericanS.B.CoCleveland | | L |
| 24960<br>217289<br>LQNT | **Munisla** SteelSc<br>*Fitted for liquid fuel*<br>(*ex*Glorieta) 1*Dk*<br>*Elec.light* Wireless | 2740<br>1963<br>1683 | | | | | 1919 | AlbinaEng &Machine Works<br>Portland,Or. | MunislaS.S.Corp. | 289·0<br>P26'B148'F32' | 44·1 | 19·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.22",36½"&60"–42"<br>313NHP<br>AlbinaEng.& Mach.Wks.Portland,Or. | | R |
| 24961<br>NBRT | **Munkebjerg** WoodAuxSc4MstSr<br>*Motor*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 368<br>324<br>288 | | | | | 1920 | Skibsværft LilleöA/S<br>Korsör | RederiA/S Munkebjerg (L.Jepsen) | 135·3 | 30·8 | 13·0 | Korsör<br>Danish | Motor<br>3Cy.14$\frac{3}{20}$"–15$\frac{7}{20}$"<br>TuxhamA/S,Copenhagen | | |
| 24962<br>1970<br>JGRS | **Munkedal** SteelScSr<br>1*Dk* | 164<br>118<br>87 | | | | | 1896 | Eriksbergs M.V.Aktieb<br>Gothenburg | MunkedalsAktieb. (OlofBildt) | 98·5<br>B30'H7*t* | 20·7 | 10·0 | Munkedal<br>Swedish | C.2Cy.11¼"&24¾"–16½"<br>21NHP<br>EriksbergM.V.Aktieb.Got | | |
| 24963<br>5655<br>JVCR | **Munkfors** SteelScSr<br>*Mchy.Aft* 1*Dk* | 312<br>251<br>192 | | | | | 1914 | P.Larsson<br>Thorskog | UddeholmsAktieb. (A.Herlenius, *Mgr.*) | 125·7<br>P30'H20*t*F13'B26' | 22·5 | 9·6 | Uddeholm<br>Swedish<br>*WB* | C.2Cy.13"&20"–16"<br>13NHP<br>ThorskogsM.V.Thorskog | | V |
| 24964<br>3670<br>JLKP | **Munksjö** CompScSr<br>1*Dk* | 178<br>159<br>80 | | | | | 1899 | S.Groth<br>Sjötorp | Ångf.Aktieb.Ran (T.F.Almén, *Mgr.*) | 100·0<br>B20'H6*t* | 23·0 | 10·4 | Jönköping<br>Swedish | C.2Cy.9½"&21"–13½"<br>13NHP<br>LundbyM.V.Gothenburg | | |
| 24965<br>6218<br>KCHD | **Munktells III.** WoodSc<br>*OilEng.*<br>*Salted* 1*Dk*<br>*Mchy.Aft* | 238<br>188<br>112 | ✠ 12A1<br>12,19<br>✠LMC~~2,20~~<br>5,21 | Vesterås | | | 1919<br>9mo | Vesterås Skepsvarf& Rederiaktieb<br>Vesterås<br>A&CP | MunktellsMek. Verks.Aktieb. (~~J.W.Bäckström, Mgr.)~~ (S.Fitger *Mgr.*) | 100·5<br>P24'F13'H13*t* | 22·7 | 11·7 | Eskilstuna<br>Swedish | Oil Engines 2S.C.SA<br>2Cy.17$\frac{1}{16}$"–20½" 46NHP<br>MunktellsM.V.Aktieb. Eskilstuna | 12 " 9<br>s1 " 0 | |
| 24966 | **Munlochy** SteelTwinScSr<br>*Elec.light* 2*Dks*(*Stl*) | 772<br>695<br>321 | ✠<br>*For Government Service*<br>8,18<br>✠ | Psy | | | 1918<br>8mo | Fleming& Ferguson,Ld.<br>Paisley | TheAdmiralty | 219·6<br>*Cell DB*12'16*t DT f*18'24*t DTa*10'35*t FP*15*t APT*21*t* | 28·6 | 15·8 | British<br>FK 10*BHptCem* | T6Cy.13¼",21¼"&34"–21"<br>378NHP<br>2 Water Tube Boilers<br>GS130,HS6990 FD<br>Fleming&Fergusn,Ld.Psy. | | |
| 24967<br>MHKP | **Munorway** SteelScSr<br>*ss*NNs.No.~~1–16~~ *ss*N.Os No.2-21<br>(*ex*ProgressIII.) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 3514<br>3327<br>2224 | ✠100A1<br>10,21 ~~3,20~~<br>~~BS6,20~~ ✠LMC~~11,16~~<br>10,21 | Phl<br>NOs | *w* | CL<br>11,20 | 1912<br>5mo | Campbeltown S.B.Co<br>Campbeltwn<br>*Lloyd's A&CP Intermediate B H in after hold dispensed with* | D/S A/S Munorway (ConradBoe, *Mgr.*)<br>*WB = CellDBa*111' | 348·0<br>P29'B90'F36' FK<br>~~*uE&B*36'*f*153'100*tAPT*80*t*~~<br>*uE*21'*f*153'942*tAPT*80*t* | 49·9 | 23·4 | Chrstiania<br>Norwegian<br>*Cem*<br>5*BH only* | T.3Cy.24",40"&65"–45" (*s*)<br>180lb 322NHP<br>3SB.9*cf*,GS162,HS5142<br>J.G.Kincaid&Co.Ld.Grk. | 25 " 10<br>s4 " 5½<br>21 " 8 | |
| 24968<br>214042<br>LFWR | **Munplacé** SteelScSr<br>*ss*Bal.No.1–19<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>Wireless *Longitudinal framing* | 2950<br>2732<br>1856 | ✠100A1<br>7,21 ~~1,21~~<br>✠LMC12,19<br>*Fitted for oil fuel* 12,19 | NYk | *u* | CL<br>1,21<br>*F.P.above* 150°F. | 1916<br>5mo<br>A&CP | Maryland SteelCo.of BaltimoreCo<br>Sparro'PtMd<br>*CellDBa*90'*u* | MunplacéS.S.Corp | 327·2<br>P35'B98'F38' FK<br>*E*20'*f*146'694*tFPT*78*tAPT*296*t* | 46·2 | 22·9 | NewYork<br>Utd.States<br>5*BHCem* | T.3Cy.24¼",41"&68"–48" (*s*)<br>200lb 449NH<br>2SB,8*cf*,GS144,HS6397 FD<br>MarylandStl.Co.Sparr'.Pt | 25 " 6 | |
| 24969<br>218367<br>LRSB | **Munra** WoodScSr<br>*Elec.light* Wireless 1*Dk*2*tr*B | 2531<br>2035<br>1496 | | | | | 1920 | G.F.RodgersS.B.Co.<br>Astoria,Or. | UnitedStates ShippingBoard | 266·8<br>P38'B63'F29' | 46·1 | 23·8 | Astoria,Or<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>LlewellynIronWorks, LosAngeles,Cal. | | R |
| 24970<br>214467<br>LGJT | **Munrio** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes*<br>Wireless *Longitudinal framing* | 3379<br>3102<br>2106 | ✠100A1<br>6,20<br>BS5,21 ✠LMC10,16<br>*Fitted for oil fuel* 10,16 | NYk<br>MS1,22 | *v* | CL<br>~~6,20~~<br>5,21<br>*F.P. above* 150°F. | 1916<br>10mo<br>A&CP | Bethlehem SteelCo.<br>Sparrow's Pt.<br>*CellL* | MunrioS.S.Corp. | 333·6<br>P37'B101'F38' FK<br>*B*278' 830*t FPT*86*t APT*219*t* | 48·2 | 25·1 | NewYork<br>Utd.States<br>5*BHCem* | T.3Cy.24¼",41"&68"–48"(*s*)<br>200lb 449NHP<br>2SB,8*cf*,GS143,HS6397 FD<br>BethlehemStl.CoSprw'sPt | 27 " 6 | |
| 24971<br>131385 | **Munshi** SteelTwinScSr<br>(*Tug*)<br>1*Dk* | 177<br>147<br>96 | | | | | 1911 | LythamSB &EngCo.Ld<br>Lytham | MillerBros. (ofLiverpool)Ld. | 125·8<br>B43'F14' | 24·1 | 6·3 | Liverpool<br>British | C.4Cy.11"&24"–18"<br>46RHP<br>LythamSB&ECoLdLythm | | |
| 24972<br>214087<br>LGBN | **Munsomo** SteelScSr<br>*ss*Bal.No.1-20<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>Wireless *Longitudinal framing* | 2949<br>2732<br>1855 | ✠100A1<br>1,20 2,22<br>✠LMC1,20<br>*Fitted for oil fuel* 1,20 | Bal<br>NYk | *u* | CL<br>1,20<br>*F.P. above* 150°F. | 1916<br>5mo<br>A&CP | Maryland SteelCo.of Baltimore County<br>Sparro'PtMd | MunsomoSSCorp.<br>*forward hold dispensed with* | 327·2<br>P35'B98'F39' FK<br>*'Tween dk BH in* | 46·2 | 22·9 | NewYork<br>Utd.States<br>*Cem*<br>4*BH to U dk*<br>1 *BH to 2nd dk only*<br>*Cell DB*278' | T.3Cy.24¼",41"&68"–48" (*s*)<br>200lb 449NHP<br>2SB,8*cf*,GS144,HS6397 FD<br>MarylandStl.Co.Sparr'.Pt.<br>768*tFPT*78*tAPT*296*t* | 25 " 6 | |
| 24973<br>104975<br>PVKL | **Munster** SteelTwinScSr<br>Sub.Sig. Wireless 3*Dks* | 2646<br>1516<br>1083 | | | | | 1897 | LairdBros.<br>Birkenhead | CityofDublinStm. PacketCo. | 360·0 | 41·5 | 27·3 | Dublin<br>British | T.8Cy.(2)29"(2)45"&(4)48"–33"<br>529NHP<br>LairdBros.,Birkenhead | | BT till 5,21 |
| 24974 | — SteelScLr<br>1*Dk* | 169<br>163<br>83 | | | | | 1910 | J.L.Meyer<br>Papenburg | EmderHeringsfischereiA.G. | 98·3 | 23·0 | 10·6 | Emden<br>German<br>*WB* | C.2Cy.9$\frac{7}{16}$"&18⅛"–12$\frac{19}{32}$"<br>9NHP<br>J.L.Meyer,Papenburg | | |
| 24975 | **Münster** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 280 | | | | | 1918 | Nordseewerke<br>Emden | WilhelmshavenerHochseef.A.G. | 131·2<br>H56' | 23·6 | 13·6 | Bremrhvn<br>German<br>*WB* | T.3Cy.13⅗",21¼"&33$\frac{9}{10}$"–22⅘"<br>Steen& 55NHP<br>Kaufmann,Elmshorn | | |
| 24976<br>KGWL | **Munsterland** SteelTwinSc<br>ed "Huntingdon," *See No.* 37812 *in Supplement*<br>3*Dks* | 11305<br>[illegible]<br>7067 | | | | | 1920 | Bremer Vulkan<br>Vegesack | FederalStm.Nav. Co.Ld. | 520·6 | 64·2 | 38·1 | London<br>British | T.3Cy.28$\frac{3}{16}$",46⅘"&75⅜"–51⅕"<br>810NHP<br>BremerVulkan,Vegesack | | |
| 24977<br>RHBV | **Muntenia** SteelScSr<br>*ss*Hpl.No.3–1,03<br>(*ex*Proteus,*ex*Gladys) *ss*Syd.No.2–12<br>1*Dk*(*Irn*)&*Webframes*&*ptAwngdk*(*Irn*) | *2367*<br>*1729*<br>*1509* | ✠<br>1,20<br>*pt Awng dk withfreeboard*<br>✠ | Sws | *s* | | 1890<br>12mo | S.P.Austin &Son<br>Sunderland | "Maritima"Soc. Anon.Romàna de Nav.(Theodoridi& Co.*Mgrs.*) | 285·0<br>P31'Q72' 25·8<br>*ptAwngdk*182' BK9'<br>*WB*= | 39·6 | 18·8 | Braila<br>Roumanian<br>5*BHptAsp*<br>*ptCem*<br>*CellDBa*110' | T.3Cy.22",36"&59"–39"<br>NDB01 218NHP<br>2SB,6*rf*,GS106,HS3288<br>G.Clark,Ld.Sunderland<br>*uE&B*42'*f*86'476*tAPT*30*t* | 21 " 3 | |

| 1 Numero d'Ordre. — Numero Officiel — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel Total. — Sous le Pont — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH'=Force en chevaux d'après les formules de la Société. RH'=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24978<br>212924<br>LFDM | **Munwood** SteelScSr<br>*Elec.light* Wireless *2Dks* | 3190<br>3011<br>2035 | | | | | 1914 | Scotts'S.B.<br>&Eng.Co.Ld.<br>Greenock | MunwoodS.S.<br>Corp. | 345·0<br>P31'B102'F39' | 48·0 | 24·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.25½",41½"&68"–48"<br>320NHP<br>Scotts'S.B.&Eng.CoLdGrk | |
| 24979 | **Müra I.** | 193<br>—<br>125 | | | | | 1919 | Warkaus<br>Varv<br>Warkaus | Warkauden<br>Tehdas | | | | Warkaus<br>Finnish | | |
| 24980 | **Müra II.** | 195<br>—<br>126 | | | | | 1919 | Warkaus<br>Varv<br>Warkaus | Warkauden<br>Tehdas | | | | Warkaus<br>Finnish | | |
| 24981<br>136308 | **Muria** SteelScSk<br>ssLon.No.1-20<br>(*ex*Hotspur,*ex*Wrestler) 1*Dk*(*Stl*) | 192<br>179<br>— | ✠100A1<br>*For Towing purposes*<br>6,21 ~~1,20~~ ✠LMC5,20<br>BS5,21 | Lon | | CL<br>5,20 | 1914<br>7mo<br>*Lloyd* | Scott&<br>Sons<br>Bowling<br>'*sA&CP* | WilliamWatkins,<br>Ld. | 106·3 | 23·1 | 11·7<br>BK7' | London<br>British<br>4*BHCem* | C.2Cy.21"&42"–27"<br>120lb 99RHP<br>1SB,*3pf*,GS63,HS2203<br>AitchisonBlair,Ld.Gls. | 12 |
| ✻ 24982<br>220949<br>MCGP | **Muriel** WoodTwinSc<br>*OilEng.*<br>*Elec.light* *Salted* *2Dks*<br>*Mchy.Aft* Wireless | 2220<br>1879<br>1596 | ✠12 A1<br>3,21<br>~~(*ClassContemplated*)~~<br>✠LMC1,21 | Sea | *s* | CL | 1920<br>6mo | J.H.Price<br>Constr.Co.<br>Seattle,Wash.<br>A&CP | MurielMotorship<br>Corp. | 245·8<br>P57'F37' | 46·7 | 23·9 | Seattle<br>Utd.States | Oil Engines 2S.C.SA<br>~~6Cy.16"–19"~~ 285NHP<br>12Cy.16$\frac{9}{16}$"–18⅛" DB*150t*<br>SkandiaPacific<br>OilEng.Co.Oakland,Cal. | 26 |
| 24983<br>79415<br>VTWR | — IronScSk<br>ssMel.No.2-91<br>1*Dk*(*Irn*) | 105<br>97<br>69 | ✠<br>4,91<br>✠NB4,91 | Mel | *a* | | 1881<br>5mo | Hodgson&<br>Soulsby<br>Blyth | ~~AdelaideSS.Co.Ld.~~<br>TheAdelaide<br>SteamshipCo.Ld. | 91·5<br>*WB=FPT6t* | 18·4 | 7·3<br>BK6" | Adelaide<br>British<br>3*BHCem* | C.2Cy.12½"&22"–18"<br>1SB,*1pf*,GS30 25RHP<br>R.&W.Hawthorn,Nwc. | |
| 24984 | — SteelSc<br>1*Dk* | 35<br>30<br>2 | | | ... | | 1914 | Ardrossan<br>DD&SBCoLd<br>Ardrossan | Gibbs&Co. | 59·0 | 13·2 | 6·2<br>BK4" | London<br>British<br>*WB* | C.2Cy.10"&22"–15"<br>16NHP<br>Vauxhall&WestHydraulic<br>Eng.Co.Ld.Luton | 6 |
| ✻ 24985<br>137478<br>JLVG | **Murillo** SteelTwinScSr<br>ssLon.No.1-19<br>*Elec.light* Wireless 3*Dks*(*Stl–ws*)&<br>*Ref.Mchy.* *Shelter dk*(*Stl–ws*) | 7206<br>6704<br>4432 | ✠100A1<br>*Shelter dk withfreeboard*<br>5,21 ~~8,20~~ ✠LMC12,19<br>✠Lloyd'sRMC~~4,21~~ ~~7,21~~<br>2,22 | Liv<br>NYk | *b*† | CL<br>12,19 | 1915<br>9mo<br>*Lloyd* | Russell&<br>Co.<br>Pt.Glasgow<br>*sA&CP*<br>*WB=C* | Liverpool,Brazil&<br>RiverPlateS.N.Co.<br>Ld.(Lamport&<br>Holt,Ld.*Mgrs.*)<br>*ellDBa137' uE&B* | 440·0<br>F48'*onShelter dk*<br>*95'f153' 1286tFPT* | 56·2 | 35·6<br>FK | Liverpool<br>British<br>8*BHptCem*<br>*64tAPT58t* | Q.8Cy.20½",29½",42"&61"<br>–48" 215lb (*s*) 887NHP<br>3DB&1AuxSB,*21cf*,GS424,<br>HS17070<br>Harland&Wolff,Ld.Bel. | 38 |
| ✻ 24986<br>136160<br>KDPL | **Muristan** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 3062<br>2834<br>1877 | ✠100A1<br>2,22 ~~4,21~~<br>✠LMC1,20<br>*Fitted for oil fuel* 1,20 | Mdb | *u* | CL<br>*F.P. above* | 1920<br>1mo<br>*Lloyd*<br>150° F. | J.Priest-<br>man&Co.<br>Sunderland<br>*sA&CP* | TurkistanS.S.CoLd<br>~~StrickLine,Ld.~~<br>(F.C.Strick&Co.<br>Ld.*Mgrs.*)<br>*CellD* | 331·3<br>P33'B98'F28'<br>*B278'749tFPT113t* | 46·8 | 23·2<br>FK | Swansea<br>British<br>5*BHCem*<br>*APT122t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 358NHP<br>3SB,*9cf*,GS156,HS5826<br>G.Clark,Ld.Sunderland | 25 |
| 24987<br>137721 | **Murk** SteelScK<br>ssPts.No.3-10,20<br>1*Dk*(*Stl*) | 97<br>96<br>38 ~~33~~ | ✠100A1<br>*For fishing purposes*<br>10,20 ✠LMC10,20 | Pts | | CL<br>10,20 | 1918<br>11mo<br>*Lloyd* | JohnLewis<br>&Sons,Ld.<br>Aberdeen<br>*sA&CP* | ~~TheAdmiralty~~<br>R.G.Roe | 85·8<br>ND20 | 18·6 | 9·2<br>BK7½' | Ramsgate<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"–18 (*s*)<br>180lb 34RHP ~~42NHP~~<br>1SB,*2pf*,GS30,HS814<br>J.Lewis&Sons,Ld.Aber. | 10 |
| 24988 | **Murla** SteelSc<br>*Elec.light* Wireless 1*Dk* | 1971<br>1685<br>1112 | | | | | 1920 | J.&A.van<br>derSchuyt<br>Papendrecht | Roland-LinieA.G. | 267·0<br>P29'B68'F23' | 42·0 | 20·8 | Bremen<br>German<br>*WB* | T.3Cy.20",33"&55"–39$\frac{3}{16}$"<br>190NHP<br>J.&A.van derSchuyt,Papn | |
| 24989<br>26035<br>RTLN | **Muroran Maru** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5354<br>4826<br>3257 | ✠100A1<br>~~6,21~~ ~~8,20~~ 4,22<br>✠LMC~~8,20~~<br>4,22 ~~6,21~~ | Kob<br>Yka | *z* | ~~7,20~~<br>6,21 | 1919<br>11mo | Mitsubishi<br>ZosenKaisha,<br>Ld. Nagasaki<br>A&CP | NipponYusen<br>KabushikiKaisha<br>*CellDB35* | 400·0<br>P39'B121'F43'<br>*0'1075tFPT85tAP* | 54·5 | 30·0<br>FK | Tokio<br>Japanese<br>6*BHCem*<br>*T87t* | T.3Cy.26½",44½"&75"–48"<br>200lb (*s*) 495NHP<br>3SB,*9cf*,GS163,HS6591 FD<br>MitsubishiZosenKaisha,Ld | 29 |
| 24990<br>9139<br>JSFW | — WoodScSp<br>(*ex*KiodoMaruNo.9)<br>2*Dks* | 290<br>—<br>175 | | | | | 1904 | S.Ono<br>Osaka | KagoshimaShosen<br>KabushikiKaisha | 133·5 | 19·0 | 15·2 | Nishino-<br>miya<br>Japanese | T.3Cy.10¾",17½"&28½"–20"<br>36NHP<br>S.Ono,Osaka | |
| 24991<br>138848 | **Murray Stewart** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*) | 234<br>165<br>92 | ✠100A1<br>*For towing purposes*<br>11,18 ✠LMC11,18<br>BS11,21 | PtA | | CL<br>11,21 | 1918<br>11mo | Pt.Arthur<br>S.B.Co.<br>Pt.Arthur,<br>A&CP Ont | J.F.M.Stewart<br>*CellDBuB20'14t*<br>*DTf19'* | 119·0<br>*57tFPT11tAPT8t* | 26·0 | 15·7<br>BK7" | Pt. Arthur<br>Ont.<br>British<br>3*BHCem* | T.3Cy.15",29"&47"–36" (*s*)<br>175lb 156NHP<br>2SB,*4cf*,GS82,HS2606<br>PortArthurS.B.Co. | 16 |
| 24992<br>130500<br>KHMV | **Murrell** IronSc<br>Sub.Sig. (*Tug*)<br>(*ex*Norfolk&WesternNo.1) 1*Dk* | 311<br>—<br>156 | | | | | 1890 | J.H.<br>Dialogue<br>Camden, N.J. | NewEnglandFuel<br>&Transportation<br>Co. | 125·0 | 25·0 | 14·7 | Boston<br>Utd. States | T.3Cy.16",24"&40"–28"<br>85NHP<br>J.H.Dialogue,Camden,NJ. | |
| 24993<br>71764 | **Murrundi** CompSc<br>1*Dk* | 135<br>84<br>80 | | | | | 1875 | T.Cruick-<br>shank<br>Pt.Adelaide | R.M.Randell | 108·6 | 16·6 | 6·0 | P.Adelaide<br>British | 2Cy.13½"–36"<br>NB84 30RHP<br>Forwood,Down&Co.Adl. | |
| 24994<br>220740<br>MBSC | **Mursa** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk&Shelter dk*<br>Wireless *Longitudinal framing* | 6085<br>—<br>4386 | | | | | 1920 | Moore S.B.<br>Co.<br>Oakland, Cal. | UnitedStates<br>ShippingBoard | 402·6<br>P34'F36' | 53·0 | 32·2 | S.Frncisco<br>Utd. States<br>*WB* | 2 Steam Turbines<br>W.&A.FletcherCo.<br>Hoboken,N.J. | |
| 24995 | **Murtinho** SteelTwinScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | *1106*<br>*809*<br>*511* | | | | | 1907 | Mackay<br>Bros.<br>Alloa | LloydBrasileiro | 235·1<br>Q79'B62'F39' | 36·1 | 11·3 | R.Janeiro<br>Brazilian<br>*WB* | T.6Cy.11",18"&30"–18"<br>76NHP<br>Aitchison,Blair&Co.Gls. | |
| 24996<br>Wrecked 4,21 | **Murua** WoodAuxScSr<br>*Paraffin Motor*<br>*Mchy.Aft* F&YM12,17 1*Dk*<br>*pt Salted* Hardwood treenails<br>(*See Sailing Ship Register*) | 253<br>~~166~~<br>222 | ✠ ~~12A~~<br>11,19<br>✠~~LMC11,19~~ | SFo | | CL | 1917<br>12mo | W.F.Stone<br>Oakland,Cal. | Burns,Philp&Co.<br>Ld. | 109·0 | 27·7 | 10·6 | Suva<br>British | Paraffin Motor 4S.C.SA<br>3Cy.12"–15" 31NHP<br>UnionGasEngineCo.<br>Oakland,Cal. | 11 |
| 24997 | **Murupy** IronScSr<br>(*ex*Gomes<br>IV.,*ex*Strathcarron) *Well deck* 1*Dk* | *420*<br>*292*<br>*248* | | | ... | | 1882 | Dobson&<br>Charles<br>Grangem'th | Empreza deNav.<br>RiodeJaneiro(J.de<br>SouzaMaciel,*Mgr*) | 155·6<br>Q60'B32'F24' | 26·1 | 10·5<br>FK | R.Janeiro<br>Brazilian<br>*WB* | C.2Cy.21"&40"–30"<br>NB92 69NHP<br>W.Kemp,Glasgow | |
| 24998 | **Muruzinho** SteelScSp<br>1*Dk*(*Teak*)&<br>*Elec.light* *Promenade dk*(*Teak*) | *212*<br>*151*<br>*144* | ✠<br>*For River purposes only*<br>2,11 ✠ | PGl | | | 1911<br>2mo | Murdoch&<br>Murray<br>Pt.Glasgow | J.B.daSilva | 115·0<br>F22' | 24·0 | 7·7<br>FK | Para<br>Brazilian<br>6*BHCem* | T.3Cy.10½",16½"&27"–18"<br>1SB*2cf*GS37HS1030 51NHP<br>Ross&Duncan,Glasgow | 8 |

| 1 No. in Book.<br>Official No.<br>Code Letters. | 2 3 Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built.<br>When | 9 By Whom<br>Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12 Port of Registry.<br>Flag. | 13 Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24999 | **Musashi Maru** SteelSc<br>(*Trawler*)<br>1*Dk* | 210 | | | | | 1920 | UchidaS.B.<br>&E.Co.Ld.<br>Yokohama | **UchidaKisen KabushikiKaisha** | 118·0<br>F17' | 22·3 | 12·7 | **Habu**<br>Japanese | T.3Cy.12½",21"&35"–24"<br>60NHP<br>UchidaS.B.&E.Co.Ld.Yka. | | |
| 25000<br>216220<br>LKPH | **Muscatine** SteelScSr<br>2*Dks*<br>*Elec.light* *Ref.Mchy.* Wireless | 4708<br>4282<br>2850 | | | ... | | 1918 | Standard<br>S.B.Corp.<br>ShootersIsld.<br>N.Y. | **UnitedStates ShippingBoard** | 377·0<br>P25'B106'F37' | 52·0 | 26·8<br>FK | **NewYork**<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"–48"<br>485NHP<br>StandardSBCorShootersI. | 29 ″ 0 | R |
| 25001<br>89280<br>RLHJ | **Musgrave** SteelTwinScSr<br>(*ex*Fiona)<br>1*Dk*2*trB* | 904<br>750<br>467 | | | ... | | 1883 | J.Reid&Co<br>Pt.Glasgow | **G.T.Bell** | 211·0<br>B64'F40' | 30·2 | 15·4<br>FK | **Melbourne**<br>British<br>*WB* | C.4Cy.24"&46"–30"<br>194NHP<br>Rankin&Blackmore,Grk. | 17 ″ 6 | |
| 25002<br>108616 | — SteelTwinScSk<br>(*Tug*)<br>1*Dk* | 220<br>—<br>86 | | | ... | | 1897 | Scott&<br>Sons<br>Bowling | **BelfastHarbour Commissioners** | 115·0 | 24·6 | 11·3<br>BK7" | **Belfast**<br>British<br>*WB* | C.4Cy.18"&38"–24"<br>147NHP<br>MacColl&Co.Ld.Bel. | 12 ″ 0 | |
| 25003<br>102177<br>NPFV | **Musician** SteelScSr<br>ssLiv.2nd.No.3–11,19<br>*Elec.light* 2*Dks*(1*Stl*&1*Irn*)3*trB*<br>Wireless | 4764<br>4349<br>3047 | ✠100A1<br>3,22 ~~6,20~~<br>MS6,19 ✠LMC<br>BS~~6,20~~ 3,22 | Liv | *y* | CL<br>6,20 | 1894<br>11mo<br>*Lloyd* | C.S.Swan&<br>Hunter<br>Newcastle<br>*'sA&CP* | **CharenteS.S.CoLd (T.&J.Harrison,** *Mgrs.*)<br>*WB=* | 400·0<br>P39'B100'F57'<br>*CellDBa*123'*uE&B* | 47·0 | 28·5<br>FK | **Liverpool**<br>British<br>6*BHCem*<br>54'*f*171'961*t* | T.3Cy.27",44"&71"–51" (*s*)<br>180lb *90lb* NDB11 432NHP<br>2DB,*12cf*,GS210,HS7236<br>WllsndSlpwyCo(Lm)Nwc | 31 ″ 6<br>s 6 ″ 9½<br>25 ″ 1 | |
| 25004<br>213636<br>LFPG | **Muskegon** SteelScSr<br>ssRot.2ndNo.3–8,20<br>(*ex*Gotland,*ex*Leonidas 1*Dk*(*Irn*)2*trB*<br>Cambanis,*ex*Afonwen) &*deepframing*<br>*Elec.light* Wireless 3*Dk rule* | 3368<br>3089<br>2102 | ✠100A1<br>*withfreeboard*<br>8,20 ✠LMC8,20 | Rot | *v* | N8,20 | 1897<br>9mo | J.Read-<br>head&Sons<br>SouthShields<br>A&CP | ~~**AmericanTrans-atlanticCo.Inc.**~~<br>MuskegonSSCorp<br>*WB=CellL* | 326·2<br>P35'B78'F29'<br>*Ba*106' *uE*20'*f* 132' | 47·1 | 23·9<br>FK | **NewYork**<br>Utd.States<br>5*BHCem*<br>756*tAPT*30*t* | T.3Cy.24",40"&64"–42" (*r*)<br>160lb NDB09 278NHP<br>2SB,*6rf*,GS178,HS4366<br>J.Readhead&Sons,S.Shl. | 26 ″ 4<br>s 4 ″ 6½<br>22 ″ 2 | |
| 25005<br>217199<br>LNRK | **Musketo** WoodTwinScSr<br>*Elec.light* Wireless 2*Dks* | 3044<br>2364<br>1742 | | | | | 1919 | Sommar-<br>strohmSBCo.<br>ColumbiaCty,<br>Oregon | **UnitedStates ShippingBoard** | 274·0<br>B142'F27' | 46·0 | 24·2 | **PortlndOr**<br>Utd.States | T.6Cy.15½",26"&44"–26"<br>197NHP<br>MurrayIronWrks,Burling-<br>ton,Iowa | | |
| 25006<br>212984<br>LFGS | **Muskogee** SteelScSr<br>(*ex*Triton)<br>*Elec.light* *Carrying Petroleum in bulk*<br>Sub.Sig. Wireless *Mchy.Aft* 2*Dks* | 7225<br>6647<br>4503 | | | | | 1913 | P.Schichau<br>Danzig | **StandardOilCo. (NewJersey)** | 451·0<br>P104'B31'F36' | 58·0 | 31·3 | **NewYork**<br>Utd.States<br>*WB* | T.3Cy.$25\frac{9}{16}$",$43\frac{5}{16}$"&$70\frac{7}{8}$"–47¼"<br>344NHP<br>P.Schichau,Elbing | | R |
| 25007<br>131307<br>unk 8,21 | **Musquash** SteelScSp<br>ssHul.No.2–18<br>1*Dk*(*Stl*) | 198<br>185<br>4 | ✠~~100A1~~<br>*ForTowingpurposes*<br>3,21 ✠~~LMC5,20~~<br>~~BS6,21~~ | Hfx | | CL<br>5,20 | 1910<br>10mo<br>*Lloyd* | Garston<br>G.D.&S.B.Co.<br>Ld. Garston<br>*'sA&CP* | **AtlanticSalvage Co.** | 100·2 | 23·1 | 12·0<br>BK6¾"<br>*WB* | **Quebec**<br>British<br>5*BHCem*<br>=*APT*19*t* | T.3Cy.16",26"&42"–27" (*s*)<br>180lb 90RHP<br>1SB,*3cf*,GS59,HS2115<br>Crabtree&Co.Ld.Gt.Yar. | 13 ″ 1 | |
| 25008<br>ONVI | **Mustapha II.** SteelSc<br>(*ex*TheodoreMante)<br>*Elec.light* Wireless 2*Dks*&*Promenade dk* | 3496<br>2497<br>1842 | | | | | 1912 | Forg.&Ch.<br>delaMédit.<br>LaSeyne | **Cie.deNavigation Mixte** | 344·5<br>F46' | 44·6 | 24·6 | **Marseilles**<br>French<br>*WB* | T.3Cy.34",54"&$85\frac{7}{16}$"–$45\frac{9}{32}$"<br>490NHP<br>Forg.&Ch.delaMédit.Msl. | | V |
| 25009 | **Mutlah** ssNap.No.3–6,21 SteelScSr<br>(~~DAMAGED BY FIRE 3,20—NOW IN PORT~~)<br>Wireless ~~ssBkn.No.2–14~~<br>*Elec.light* 1*Dk*(*Stl*–ws)&*deepframing*&<br>*Awngdk*(*Stl*–ws)*lowerdk in forehold* | *3499*<br>*3257*<br>*2156* | ✠100A1<br>*Awngdk*<br>*withfreeboard*<br>6,21 ~~7,18~~ ✠LMC6,21 | Bom<br>Nap | *v* | CL<br>6,21 | 1907<br>5mo<br>*Lloyd* | C.Connell<br>&Co.Ld.<br>Glasgow<br>*'sA&CP* | **Soc.diNav."Latina" (Com G. Pagano diM.**<br>*Mgr*)<br>*CellDB a* 106'*uE&* | 349·8<br>P41'F45'<br>*B*68'*f*126'690*tFPT* | 44·1 | 19·5<br>27·5<br>FK | **Naples**<br>Italian<br>6*BHCem*<br>49*tAPT*36*t* | T.3Cy.24½",40"&68"–45" (*s*)<br>200lb *100lb* 426NHP<br>2SB,*6cf*,GS124,HS6000 FD<br>D.Rowan&Co.Glasgow | 30 ″ 0 | |
| 25010<br>21258<br>NMSH | **Mutsureshima Maru** WoodSc | 126<br>—<br>41 | | | | | 1917 | ............... | **MitsuiBussan KabushikiKaisha** | 97·5 | 20·5 | 10·6 | **Moji**<br>Japanese | | | |
| 25011<br>24117<br>RJGN | **Mutsuura Maru** WoodAuxScSr | 465<br>—<br>278 | | | | | 1918 | ............... | **KanaiSaji** | 138·1 | 28·7 | 15·9 | **Yokohama**<br>Japanese | | | |
| 25012<br>5130<br>JGLF | **Mutsuwan Maru** WoodScSp<br>2*Dks* | 144<br>129<br>89 | | | | | 1904 | M.Mihara<br>Osaka | **MutsuKisen KabushikiKaisha** | 100·5 | 15·3 | 11·8 | **Ominato**<br>Japanese | C.2Cy.12"&24"–15"<br>19NHP<br>M.Mihara,Osaka | | |
| 25013<br>~~98070~~<br>~~MGTR~~ | **Muttra** SteelScSr<br>1*Dk*(*Stl*)&<br>(*ex*MinnaCraig) *Spardk*(*Stl*–ws)3*trB*<br>*Elec.light* Wireless | 4644<br>4207<br>2985 | ✠<br>*Spar dk*<br>4,93 ✠ | Mdb | *x* | | 1891<br>7mo | J.Laing<br>Sunderland | ~~**BritishIndiaStm. Nav.Co.Ld.**~~<br>*WB=C* | 375·0<br>P10'B90'F53'<br>*ellDB*312'689*tFPT* | 46·7 | 20·7<br>28·6<br>BK8" | Glasgow<br>Chinese<br>6*BHCem*<br>88*tAPT*38*t* | T.3Cy.27",44"&72"–48"<br>379NHP<br>2DB,*12rf*,GS188,HS5971<br>G.Clark(Lim.),Sunderland | 31 ″ 4 | |
| 25014<br>131543 | **Myall River** WoodScK<br>1*Dk* | 119<br>99<br>77 | | | | | 1912 | M.&A.&H.<br>Callen<br>Stockton,<br>N.S.W. | **Newcastle&HunterRiverS.S.Co.Ld** | 87·6 | 26·9 | 5·5 | **SydnyNSW**<br>British | C.2Cy.9"&18"–20"<br>13RHP<br>Morrison&Bearby,<br>Newcastle,N.S.W. | | |
| 25015<br>117603<br>NTLS | **Myee** SteelTwinScSr<br>*Elec.light* 1*Dk* | 145<br>111<br>86 | | | | | 1903 | N.Coast<br>StmNavC.Ld<br>Sydney NSW | **NorthCoastSteam Nav.Co.Ld.** | 100·0<br>P28*t* | 20·1 | 6·4 | **SydnyNSW**<br>British | C.4Cy.8½"&17"–11"<br>24RHP<br>Bow&McLachlan,Ld.Psy. | | |
| 25016<br>HRFK | **Mykali** SteelSc3MstSr<br>(*ex*Eldorado)<br>*Well deck* *Elec.light* Wireless 2*Dks* | 935<br>665<br>422 | ✠<br>7,85 | Hul | Lv | | 1885<br>4mo | Earle'sCo.<br>Ld.<br>Hull | **HellenicCo.of MaritimeEnterprises** | 235·0<br>P220*t*H33*t*F16*t* | 30·0 | 14·8 | **Piræus**<br>Greek<br>*WB* | T.3Cy.26",40"&68"–39"<br>289NHP<br>Earle'sCo.Ld.Hull | | |
| 25017<br>MFJR | **Myken** SteelSc<br>(*Whaler*)<br>(*ex*Frigg) 1*Dk* | 128<br>124<br>43 | | | | | 1908 | Framnes<br>Mek.Værks.<br>Sandefjord | **ChristianiaHavnevesen** | 95·3 | 18·4 | 11·2 | **Chrstiania**<br>Norwegian | T.3Cy.11",18"&29"–21"<br>39NHP<br>G.T.Grey,SouthShields | | N |
| 25018<br>92656<br>KMHG | **Myles Standish** WoodPad | 700<br>—<br>340 | | | | | 1895 | ...............<br>Chelsea,Mass | **NantasketBeach SteamBoatCo.** | 197·8 | 33·6 | 10·9 | **Boston**<br>Utd.States | | | |
| 25019<br>142161 | **Mylie** SteelScSr<br>*Elec.light* 2*Dks* | 2180<br>1945<br>1297 | | | | | 1919 | NicolasTsu<br>Shanghai | **HaichowS.S.Co.Ld** | 250·3 | 40·3 | 24·0 | **Shanghai**<br>British<br>*WB* | T.3Cy.18¾",31"&51"–39"<br>B *made* 09,*refitted* 19,<br>162NHP<br>NicolasTsuEng.&S.B.<br>Works,Shi. | | V |
| 25020<br>132288<br>HVDC | **Myna** SteelScK<br>ssHul.No.2–19<br>1*Dk* | 333<br>296<br>134 | ✠100A1<br>*Stm Trawler*<br>~~5,21 7,20~~ 1,22<br>~~BS7,20~~ ✠LMC4,19<br>BS5,21 | Hul | | CL<br>~~7,20~~<br>5,21 | 1912<br>1mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>*'sA&CP* | **SaintAndrew's Stm.FishingCo.Ld** | 140·1<br>Q76' | 23·7 | 12·4<br>BK8"<br>*WB=* | **Hull**<br>British<br>4*BHCem*<br>*DTf*8'25*t* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 86RHP<br>1SB,*3pf*,GS47,HS1280<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 3 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chandières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chandières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25021<br>16930<br>MLDF | **Myogisan Maru** SteelScSr<br>(exNyassa) 1Dk 2trB&deep framing | 2922<br>2607<br>1748 | | | ... | | 1899 | J.Reid&Co Ld.<br>Glasgow | MitsuiBussan Kaisha,Ld. | 320·0<br>P28'B98'F34'<br>FK | 46·0 | 21·3 | Kobe<br>Japanese<br>WB | T.3Cy.22½",36½"&60"–39"<br>237NHP<br>D.&W.Henderson&Co.Gls | 23 , |
| 25022<br>20448<br>NJGH | **Myoken Maru** WoodAuxScSr | 174<br>—<br>127 | | | | | 1918 | ……………… | KyushuUnyu KabushikiKaisha | 97·0 | 23·5 | 11·5 | Kagami<br>Japanese | | |
| 25023<br>4673<br>JDNV | **Myosei Maru** WoodAuxScSr | 128<br>—<br>87 | | | | | 1896 | ……………… | MorisawaYeima | 83·0 | 21·9 | 9·8 | Nagahama<br>Japanese | | |
| 25024<br>129109<br>HRJD | **Myr Shell** SteelTwinScSr<br>(exMedway, Wireless OilEng.<br>exSailingVessel, ssBkn.No 3–4,15<br>exAmaBegoñakoa) ssH.Kg.No.1–19<br>*Elec.light* 1*Dk*(*Stl*-&*ptws*)2*nd dk*(*Stl*)<br>*in way of forward oil tanks& Web frames* | 2636<br>2345<br>1661 | *Carrying homogeneous cargo of Petroleum* | | ... | N 3,19 | 1902<br>7mo | AM'Millan &Son,Ld.<br>Dumbarton<br>*Lloyd's A&CP* | Anglo-Saxon PetroleumCo.Ld. | 300·0<br>P42'F31'<br>BK10"<br>*DBuMchy.*36'33*t*<br>*Middle line Bulkhead* | 43·2 | 24·8 | London<br>British<br>8*BHCem*<br>*APT*160*t*<br>*not oil-tight* | Oil Engines 4S.C.SA<br>16Cy.14½"–15" 162NHP<br>NDB19–100*lb* NE3,19<br>Vickers,Ld.Barrow | 26 ,<br>4 ,<br>22 , |
| 25025 | **Myra** IronScSr<br>(exMaria)<br>1*Dk* | 278<br>225<br>155 | ✠<br>10,71 | Cly | | | 1871<br>9mo | H.Murray &Co.<br>Pt.Glasgow | H.Himmighoffen | 155·7<br>Q34*t*F11*t* | 21·1 | 11·0 | Altona<br>German<br>4*BHCem* | C.2Cy.19"&33"–24"<br>NB84 44NHP<br>D.Rowan,Glasgow | |
| 25026<br><br>ONXI | **Myriam** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft Longitudinal framing*<br>Wireless | 7003<br>6366<br>4414 | ✠100A1<br>~~9,21~~ ~~2,21~~ 3,22<br>✠LMC2,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 2,21 *F.P. above* 150° F. | Sld<br>Lou Nwc | *a*† | CL | 1921<br>2mo | SirJ.Laing &Sons,Ld.<br>Sunderland<br>*Lloyd's A&CP* | Compagnie Auxiliaire de Navigation<br>*CellDBuE&B*55'142*tDT* | 425·0<br>P101'B28'F41<br>FK<br>*f* 38'518*tAPT*53*t* | 57·0 | 33·1 | Havre<br>French<br>15*BHptCem*<br>(9,, *to U dk*<br>6,, ,, 2*nd* ,,) | T.3Cy.27",45"&74"–54" (*s*)<br>180lb 559NHP<br>4SB,12*cf*,GS196,HS8248 FD<br>G.Clark,Ld.Sunderland | 33 ,<br>7 ,<br>26 , |
| 25027<br>120925<br>HFRJ | **Myrmidon** SteelScSr<br>Wireless 2*Dks* | 4965<br>4465<br>3063 | | | | | 1905 | Armstrong Whitworth &Co.Ld.<br>Newcastle | ChinaMutualStm. Nav.Co.Ld. (A. Holt&Co.*Mgrs.*) | 391·5<br>P41'B110'F43' | 49·2 | 28·8 | Liverpool<br>British<br>*WB* | T.3Cy.25",41"&70"–48"<br>339NHP<br>N.E.MarineEng.CoLdNwc | |
| 25028<br>120513<br>HCKL | **Myrtis** SteelSc3MstSr<br>ssBkn.No.3–8,18<br>(exPouvoir) 1*Dk*(*Stl*)&<br>*Mchy.Aft Elec.light deep framing*<br>*Cargo battens not fitted* | 971<br>713<br>540 | ✠100A1<br>5,21 ~~5,20~~<br>~~BS11,18~~ ✠LMC8,18<br>BS2,21 | Sws<br>Shp | *m* | CL<br>5,20 | 1905<br>3mo | Montrose S.B.Co.<br>Montrose<br>*Lloyd's A&CP* | J.&P.Hutchison Ld.<br>*WB=CellDB* | 210·6<br>Q129'F49'<br>FK<br>*f* 140'270*t FPT*84*t* | 33·1 | 13·6 | Glasgow<br>British<br>3*BHCem*<br>*APT*45*t* | T.3Cy.16",25"&42"–33" (*s*)<br>180lb 88RHP<br>2SB,4*pf*,GS65,HS2154<br>N.E.MarineEng.Co.Ld.Sld | 16 ,<br>1 ,<br>14 , |
| 25029<br>14558<br>KHQP | **Myrtlepark** SteelSc<br>*Elec.light* Wireless | 1931<br>1740<br>1186 | 100A1<br>(*Class Contemplated*) | | | | 1921 | Grangemth Dkyd.Co.Ld.<br>Gr'ngemouth | DenholmShipping Co.Ld.(J.&J. Denholm,Ld. *Mgrs.*) | 280·0<br>P23'B67'F30' | 41·9 | 19·0 | Greenock<br>British | T.3Cy.21",36"&57"–36"<br>D.Rowan&Co.Ld.Glasgow | 20 ,<br>2 ,<br>18 , |
| 25030 | **Myrza Blumberg** SteelSc<br>(exMaiRickmers,<br>exHornstein) 2*Dks*<br>*Elec.light* Sub.Sig. | 4103<br>3822<br>2563 | | | | | 1909 | Rickmers Akt.Ges.<br>Bremerhaven | | 367·1<br>B82'F36' | 47·7 | 27·3 | *WB* | T.3Cy.23⅛",38$\frac{9}{16}$"&63"–43$\frac{5}{16}$"<br>262NHP<br>BremerVulkan,Vegesack | |
| 25031<br>133140 | **Mysore** SteelPad<br>1*Dk* | 1248<br>1248<br>913 | | | | | 1913 | W.Denny &Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 313·2 | 46·0 | 10·8 | Glasgow<br>British | D.3Cy.28",41½"&60"–66"<br>292NHP<br>Denny&Co.Dumbarton | |
| 25032<br>217725<br>LQHJ | **Mystic** SteelSc<br>*Elec.ligh* Sub.Sig. 2*Dks*(*Stl*)<br>Wireless | 6044<br>5062<br>3654 | ✠100A1<br>~~4,21~~ ~~2,21~~ 11,21<br>~~BS5,20~~ ✠LMC4,19<br>BS11,21<br>*Fitted for oil fuel* 4,19 *F.P. above* 150° F. | NYk | *z* | CL<br>~~N7,20~~<br>N11,21 | 1919<br>4mo | Chester S.B.Co.Ld.<br>Chester,Pa.<br>A&CP | ShawmutS.S.Co. Inc(UnitedAmericanLinesInc.*Mgs*)<br>*CellDB* | 400·7<br>P36'B123'F43'<br>FK<br>338' 1387*tFPT*147*t* | 54·2 | 30·1 | NewYork<br>Utd.States<br>6*BHptCem*<br>*APT*180*t* | 2 Steam Turbines geared to 1 Sc. Shaft (*s*) 524NHP<br>3 Water Tube Boilers<br>200lb GS272,HS8703<br>WestinghouseElectric& Mfg.Co.Pittsburg,Pa. | 32 ,<br>7 ,<br>25 , |
| 25033<br>139148<br>JNCD | **Mytilus** SteelScSr<br>ssRot.No.1–21<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft Longitudinal framing*<br>Wireless | 5716<br>5298<br>3354 | ✠100A1<br>11,21 ~~2,21~~<br>✠LMC2,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8.16 *F.P. above* 150°F. | Rot<br>Shl | *z* | CL<br>6,20 | 1916<br>8mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>*Lloyd's A&CP* | Anglo-Saxon PetroleumCo.Ld. | 412·3<br>P109'B26'F46'<br>FK<br>*CellDBuE&B*78' | 53·4 | 31·1 | London<br>British<br>16*BHCem*<br>12 ,, *toUdk*<br>4 ,, ,,2*nd*,,<br>245*tDTf* 32' | T.3Cy.27",45"&74"–48" (*s*)<br>180lb 518NHP<br>3SB,9*cf*,GS190,HS7557 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc.<br>315*tFPT*80*tAPT*135*t* | 31 ,<br>6 ,<br>24 , |

*⁎* Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7ᴬ<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25034 | **N. A. S. M. V.** SteelSc<br>ssRot.2ndNo.3-10,21 ~~ssRot.No.3-8,11~~<br>~~ssRot.No.2-18.~~<br>Mchy.Aft 1Dk(Stl) | 256 | ✠ A-<br>Lighter<br>10,21~~7,18~~ ✠LMC<br>For River purposes only<br>MS~~7,17~~9,21BS~~5,20~~5,21 | Rot | | ~~N10,20~~<br>9,21 | 1903<br>5mo | Bonn&Mees<br>Rotterdam | **Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)** | 130·1 | 21·0 | 6·9<br>FK | **Rottrdam**<br>Dutch<br>4BHCem | C.2Cy.12½″&25″-15″ (s)<br>120lb 32NHP<br>1SB,2cf,GS25,HS680<br>MachinefabriekKinderdijk | 7 ″ 3 | |
| 25035 | **N. A. S. M. X.** SteelSc<br>ssRot.No.3-8,16<br>ssRot.No.1-20<br>Mchy.Aft 1Dk(Stl) | 261 | ✠ A-<br>4,22 Lighter<br>9,20 ✠LMC<br>For River purposes only<br>BS~~4,21~~8,21 MS9,20 | Rot | | ~~N9,20~~<br>4,22 | 1907<br>5mo | Bonn&Mees<br>Rotterdam | **Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)** | 132·4 | 20·9 | 6·8<br>FK | **Rottrdam**<br>Dutch<br>4BHCem | C.2Cy.12½″&25″-15″ (s)<br>120lb 34NHP<br>1SB,2cf,GS25,HS750<br>MachinefabriekKinderdijk | 7 ″ 3 | |
| 25036 | **N. A. S. M. XV.** SteelSc<br>ssRot.No.2-20<br>Mchy.Aft 1Dk(Stl) | 278 | ✠ A-<br>For River purposes only<br>1,21 BS4,22<br>~~BS4,21~~ ✠LMC3,20 | Rot | | 3,20 | 1914<br>5mo | Bonn&Mees<br>Rotterdam | **Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)** | 139·0 | 21·0 | 6·9<br>BK5″ | **Rotterdam**<br>Dutch<br>4BHCem | C.2Cy.12½″&25″-15″ (s)<br>120lb 140NHP<br>1SB,2cf,GS27,HS935<br>Maats.Fyenoord,Rot. | 7 ″ 2 | |
| 25037<br>119909 | **N. E. R. No. 1** SteelTwinSc<br>1Dk(Stl) | 174<br>165<br>— | ✠<br>For Towing purposes<br>8,09 ✠ | Fal | | | 1909<br>8mo | Cox&Co.(Engin'rs)Ld<br>Falmouth | **N.EasternRly.Co.** | 75·2 | 26·2 | 11·9<br>BK6½″ | **S.Shields**<br>British<br>4BHCem | C.4Cy.19″&40″-27″ 154NHP<br>2SB,6pf,GS100,HS2322<br>Cox&Co(Engineers)LdFal | 12 ″ 6 | |
| 25038<br>129812 | **N. E. R. No. 2** SteelTwinSc<br>1Dk(Stl) | 173<br>163<br>— | ✠<br>For Towing purposes<br>11,09 ✠ | Fal | | | 1909<br>11mo | Cox&Co.(Engin'rs)Ld<br>Falmouth | **N.EasternRly.Co.** | 75·0 | 26·2 | 11·9<br>BK6½″ | **S.Shields**<br>British<br>4BHCem | C.4Cy.19″&40″-27″<br>154NHP<br>2SB,6pf,GS100,HS2332<br>Cox&Co(Engineers)LdFal | 12 ″ 6 | |
| 25039<br>136079 | **N. E. R. No. 3** SteelTwinScSp<br>1Dk | 177<br>173<br>— | | | ... | | 1915 | J.P.Rennoldson&Sns.<br>Ld. S.Shields | **N.EasternRly.Co.** | 95·0 | 24·1 | 11·4<br>BK7½″ | **Middlsbro'**<br>British<br>WB | C.4Cy.17″&36″-24″<br>133NHP<br>JP.Rennldsn&SnsLd.SShl | 12 ″ 6 | |
| 25040<br>135920 | **N. E. R. No. 4** SteelTwinSc<br>1Dk | 177<br>173<br>69 | | | ... | | 1916 | J.P.Rennoldson&Sns.<br>Ld. S.Shields | **N.EasternRly.Co.** | 95·0 | 24·1 | 11·4<br>BK7½″ | **W.Hartlpl**<br>British<br>WB | C.4Cy.17″&36″-24″<br>133NHP<br>JPRennldsn&Sns,Ld.SShl | 12 ″ 6 | |
| 25041<br>129258 | **N. E. R. No. 7** SteelSc<br>(Sand Pump Hopper Dredger)<br>1Dk | 820<br>811<br>494 | | | ... | | 1910 | Lobnitz&Co.Ld.<br>Renfrew | **N.EasternRly.Co.** | 185·0 | 36·2 | 14·1<br>FK&WOOD K6″ | **Hull**<br>British<br>WB | T.3Cy.13½″,23″&37″-27″<br>95RHP<br>Lobnitz&Co.Ld.Renfrew | 15 ″ 0 | |
| 25042<br>132279 | **N. E. R. No. 14** SteelSc<br>ssHul.No.2-20<br>1Dk(Stl) | 672<br>627<br>270 | ✠100A1<br>Hopper Barge<br>4,20 ✠LMC~~4,20~~<br>BS10,21 | Hul | i | 4,20 | 1912<br>1mo<br>Lloyd | BlythS.B.&D.D.Co.Ld.<br>Blyth<br>'sA&CP | **N.EasternRly.Co.** | 170·0 | 31·1 | 13·6<br>FK<br>WB= | **Hull**<br>British<br>5BHCem<br>APT12t | T.3Cy.13½″,23″&37″-27″ (s)<br>180lb 98RHP<br>1SB,3cf,GS61,HS1831<br>Amos&Smith,Ld.Hull | 14 ″ 6<br>s 1″10½<br>13 ″ 2 | |
| 25043<br>133371 | **N. E. R. No. 15** SteelSc<br>ssHul.No.2-21 ~~ssHul.No.1-18~~<br>1Dk(Stl) | 672<br>627<br>270 | ✠100A1<br>Hopper Barge<br>11,21~~8,20~~ 11,21<br>~~BS11,20~~ ✠LMC~~9,18~~ | Hul | i. | ~~9,18~~<br>11,21 | 1912<br>2mo<br>Lloyd | BlythS.B.Co.Ld.<br>Blyth<br>'sA&CP | **N.EasternRly.Co.** | 170·0 | 31·1 | 13·6<br>FK<br>WB= | **Hull**<br>British<br>5BHCem<br>APT12t | T.3Cy.13½″,23″&37″-27″ (s)<br>180lb 98RHP<br>1SB,3cf,GS61,HS1831<br>Amos&Smith,Ld.Hull | 14 ″ 6<br>s 1″10½<br>13 ″ 2 | |
| 25044 | **N. E. Turner** WoodAuxScSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 725<br>—<br>620 | | | | | 1917 | Clooney<br>Cnst&TowCo<br>Westlake,La. | | 186·0 | 37·1 | 12·1 | | Oil Engines | | |
| 25045 | **N. Ebeling** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 230<br>212<br>87 | | | | | 1916 | Schiffsw(v.J.&Sch.)A.G.<br>Hamburg | **N.Ebeling** | 121·9<br>H46′F18′ | 22·8 | 10·3 | **Altona**<br>German | T.3Cy.13″,20½″&32½″-22″<br>49NHP<br>Schiffsw(vJ&Sch)AGHam | | |
| 25046<br><br>NMHJ | **N. F. Höffding** SteelScSr<br>1Dk | 1716<br>1228<br>1046 | | | | | 1903 | HelsingörsJernsk&Msk<br>Elsinore | **Dpskslsk.Vendila (Svendsen&Christensen,** *Mgrs.*) | 249·0<br>Q90′B108′F27′ | 37·0 | 15·8 | **Copnhagn**<br>Danish<br>WB | T.3Cy.18″,32″&53″-36″<br>169NHP<br>HelsingörsJernsk.&Mskb. | | V |
| 25047<br>205250 | **N. F. Leopold** SteelScSr<br>(exW.R.Woodford)<br>Elec.light Mchy.Aft 1Dk | 6929<br>—<br>5245 | | | | | 1908 | WestBay CityS.B.Co.<br>BayCityMch. | **InlandS.S.Co. (Hutchinson&Co.** *Mgrs.*) | 532·0 | 56·0 | 27·3 | **Cleveland**<br>Utd. States<br>WB | T.3Cy.23½″,38″&63″-42″<br>257NHP<br>DetroitS.B.Co.,DetroitMch | | |
| 25048 | **N. Hadzikyriakos** SteelSc<br>ssSyd.No.3-2,13<br>(exAristidesBistis,ex ~~ssSyd.No.1-17~~<br>Winfield) Spar dk(Stl)2tr B&<br>Wireless ssAnt.No.2-21 deepframing | 3215<br>3032<br>2082 | ✠100A1<br>Spar dk<br>withfreeboard<br>~~7,21~~ ~~6,20~~9,21 7,21<br>~~BS11,20~~ ✠LMC~~2,17~~ | Rot<br>~~Ant~~<br>Cff | v | CL<br>~~N9,19~~<br>7,21 | 1900<br>4mo | W.Hamilton&Co.<br>Pt.Glasgow<br>A&CP | **Hadzikyriakos Bros.**<br>Cell | 330·7<br>P31′B118′F39′<br>DBa&uE114′f144′ | 45·7 | 16·2<br>23·9<br>FK | **Piræus**<br>Greek<br>6BHCem<br>727tAPT77t | T.3Cy.24″,40⅜″&65″-42″ (r)<br>180lb 100lb NDB21 301NHP<br>2SB,6rf,GS141,HS4691<br>D.Rowan&Co.Glasgow | 26 ″ 6<br>s 4 ″ 6<br>22 ″ 4 | |
| 25049 | **Naaldwijk** SteelSc<br>or full particulars See No. 38635 in Supplement<br>Elec.light<br>~~Ref.Mchy.~~ | 2000 | 100A1<br>(Class Contemplated) | | | | 1920 | NVSchpsw Baanhoek<br>Sliedrecht | **Erhardt&Dekkers** | 267·0 | 42·0 | 20·5 | **Rottrdam**<br>Dutch | T.3Cy.19 7/10″,32¼″&52″-36⅓″<br>Penn&Bauduin,Dordrecht | | |
| 25050<br>220989<br>MOJD | **Naamhok** SteelSc<br>Elec.light 2Dks(Stl)&Webframes<br>Wireless Sub.Sig. | 5977<br>4971<br>3700 | Fitted for oil fuel 1,21 F.P. above 150° F. | | ... | CL | 1921<br>1mo | Merchant S.B.Corp.<br>Harriman,Pa. | **UnitedStates ShippingBoard**<br>CellDB338′1311t | 400·7<br>P36′B124′F44′<br>MT27′846tFPT120 | 54·2 | 30·4<br>FK | **Phildlphia**<br>Utd. States<br>6BHptCem<br>tAPT143t | 2 SteamTurbines geared to 1 Sc. Shaft (s)<br>200lb HS8700 645NHP<br>3 Water Tube Boilers FD<br>WestinghouseElectric &Mfg.Co.E.Pittsburg | 32″10 | |
| 25051<br>220945<br>NCGL | **Nacata** SteelSc<br>Elec.light 2Dks(Stl)&Webframes<br>Sub.Sig.<br>Wireless | 5977<br>4971<br>370 | Fitted for oil fuel 1,21 F.P. above 150° F. | | ... | CL | 1921<br>1mo | Merchant S.B.Corp.<br>Harriman,Pa.<br>C | **UnitedStates ShippingBoard**<br>ellDB335′1311t M | 400·7<br>P36′B124′F44′<br>T27′ 846t FPT120t | 54·2 | 30·2<br>FK | **Phildlphia**<br>Utd. States<br>6BHptCem<br>APT143t | 2 Steam Turbines geared to 1 Screw Shaft (s)<br>200lb HS8700 645NHP<br>3 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 32″10 | |
| 25052<br>1567<br>HKPV | **Nachi Maru** WoodScSr<br>(exKwan-onMaruNo.16) 2Dks | 519<br>—<br>307 | | | | | 1896 | Oaki Kikusaburo<br>Shinagawa | **Amagasaki Isaburo** | 171·0 | 22·0 | 19·4 | **Osaka**<br>Japanese | C.2Cy.18¼″&34⅛″-24⅛″<br>Oaki 48NHP<br>Kikusaburo,Shinagawa | | |
| 25053<br>23829<br>RFTC | — WoodAuxScSr | 104<br>—<br>71 | | | | | 1918 | ................... | **SatoGihei** | 87·7 | 19·2 | 8·7 | **Osaka**<br>Japanese | | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25054<br>22932<br>NWQR | **Nachisan Maru** WoodSc | 494<br>—<br>342 | | | | | 1918 | ................. | Nakayama<br>Otahachiro | 139·5 | 27·4 | 15·0 | Nishino-miya<br>Japanese | |
| 25055<br>PMJK | **Nachtegaal** SteelAuxScSr<br>*Motor*<br>(*See Sailing Ship Register*) | 146<br>—<br>92 | | | | | 1918 | ................. | N.V.Reed<br>"De Nachtegaal" | ...... | ...... | ...... | Amstrdam<br>Dutch | Motor |
| 25056<br>216401<br>LKTN | **Nacogdoches** WoodScSr<br>*Elec.light* Wireless 1*Dk* | 2628<br>—<br>1542 | | | | | 1918 | Universal S.B.Co.Inc.<br>Houston,Tex. | UnitedStates ShippingBoard | 265·6<br>P39′B65′F30′ | 46·5 | 24·5 | Houston<br>Utd.States | T.3Cy.19″,32¼″&54″–42″<br>189NHP |
| 25057<br>130249<br>JWVM | **Nacoochee** IronScSr<br>Wireless 2*Dks&Spardk* | 2680<br>—<br>1905 | | | | | 1882 | J.Roach& Son<br>Chester,Pa. | OceanS.S.Co. ofSavannah | 280·0 | 40·7 | 15·8<br>24·7 | Savannah<br>Utd.States<br>*Tpd*.99 | T.3Cy.22″,38″&72″–54″<br>NB99 381NHP<br>N.Riv.Irn.Wrks.Hbkn,NJ |
| 25058 | **Nacre** SteelScK<br>*ss*Abn.No.3–8,20<br>(*ex*Nebula) 1*Dk* | 97<br>96<br>38 | ✠100A1<br>*For fishing purposes*<br>4,22 ~~8,20~~ ✠LMC8,20 | Abn | | CL<br>8,20 | 1918<br>11mo<br>*Lloyd* | RoseStreet Foundry& Eng.Co.Ld.<br>Inverness<br>'*sA&CP* | J.Gore(B.Allenby *Mgr.*) | 86·3 | 18·5 | 9·3<br>BK7½″ | Aberdeen<br>British<br>3*BHCem* | T.3Cy.9½″,15½″&26″–18″ (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>RoseSt.Foundry&Eng.Co.Ld. |
| 25059 | **Nad** SteelScSr<br>(*ex*Capodistria *ex*YachtBohemianII, *ex*Wendur, *ex*Lady Cassandra, *ex*Oriental) | 163<br>—<br>93 | | | | | 1882 | A&J.Inglis<br>Glasgow | N.A.Dubokovich | 133·2 | 17·9 | 11·4 | Fiume | C.2Cy.18″&32″–24″<br>42NHP<br>A.&J.Inglis,Glasgow |
| 25060 | **Nada** IronScSr<br>(*ex*YachtAntonietta. *ex*Tartarin, *ex*Xantho, *ex*Salamander)<br>*Elec.light* | 161<br>—<br>91 | ✠<br>*Yacht*<br>7,96 | | | | 1885<br>5mo | Schlesingr, Davis&Co.<br>Newcastle | Soc.Anon.Nav.a Vap.Dalmatia | 119·7 | 20·1 | 9·9 | Lissa | C.2Cy.13″&26″–15″<br>22NHP<br>*Cmp*.00 Hawthorn,Guppy, Naples |
| 25061 | **Nada Jelena** SteelSc<br>(*ex*ThallataII., *ex*SiekaII.) *Oil.Eng.*<br>*Mchy.Aft* 1*Dk* | 147<br>126<br>106 | | | | | 1917 | W.Mulder<br>Stadskanaal | J.Randic | 95·5 | 19·4 | 8·0 | Buccari | Oil Engines 2S.C.SA<br>2Cy.13 3/16″–13¾″ 21NHP<br>D.Goedkoop,Jr.Ams. |
| 25062<br>JGVL | **Naddodd** WoodScSr<br>1*Dk*2*trB* | 286<br>217<br>151 | | | | | 1890 | K.Skaal-uren<br>Rosendal | Giertsen&Co. | 123·0<br>Q21*t*B41*t*H6*t* | 22·8 | 12·8 | Bergen<br>Norwegian | T.3Cy.10″,16″&26″–18″<br>NE&B97 29NHP<br>TrondhjemsM.V.Dronthm |
| 25063<br>115910<br>TRHF | **Naderi** SteelSc<br>(*ex*Aviemoor)<br>*Turret deck* Wireless 1*Dk*2*trB* | 3715<br>3121<br>2382 | | | | | 1902 | W.Doxford &Sons,Ld.<br>Sunderland | Bombay&Persia Stm.Nav.Co.Ld. | 342·0 | 46·6 | 24·7 | Bombay<br>British<br>*WB* | T.3Cy.26″,42″&68″–42″<br>300NHP<br>W.Doxford&Sons,Ld.Sld. |
| 25064 | **Nadeshnij** SteelScSr<br>*Elec.light* 1*Dk*& *Awng dk*3*trB* | 1212<br>1205<br>258 | ✠<br>*Awng dk*<br>*IceBreaker*<br>*withfreeboard*<br>3,97 ✠ | Cpn | *m* | | 1897<br>3mo | Burmeister &Wain<br>Copenhagen | RussianGovernment<br>*WB=DTa*21′84*t* | 183·8<br>*DT f*·15′ 150*t FPT* | 42·9 | 16·7<br>23·4<br>BK8½″ | Vladvostk<br>Russian<br>7*BHCem*<br>84*tAPT*82*t* | C.2Cy.40″&74″–42″<br>397NHP<br>4SB,12*rf*,GS282,HS8200<br>Burmeister&Wain,Cpn. |
| 25065 | **Nadine** SteelScK<br>*ss*Ant.No.2–20<br>(*ex*ThomasYoung) 1*Dk* | *198*<br>*196*<br>77 | ✠100A1<br>*StmTrawler*<br>11,20 ✠LMC9,20 | Ant | | CL<br>11,20 | 1910<br>11mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | Soc.Anon. PêcheriesduNord | 112·7 | 22·2 | 11·9<br>BK7½″<br>*WB*= | Ostend<br>Belgian<br>3*BHCem*<br>*DBf*18′13*t* | T.3Cy.12 5/16″,20″&34″–23″(*r*)<br>180lb 77NHP<br>1SB,3*pf*,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. |
| 25066 | **Nadir** SteelScSr<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | 549<br>372<br>222 | ✠100A1<br>1,22 7,19<br>✠NB6,19 ✠LMC6,19<br>✠NE98*refitted*19 | Cdz<br>Bbo | *h* | ~~N6,19~~<br>1,22 | 1919<br>5mo<br>*Lloyd* | Echevarrieta&Larrinaga<br>Cadiz<br>'*sA&CP* | Cia.Vasco-Valenciana de Nav.<br>*Cell* | 164·0<br>Q94′B11′F25′<br>*DBf*92′136*t FPT*43 | 26·2 | 10·3<br>BK7″ | Cadiz<br>Spanish<br>3*BHCem*<br>*tAPT*7*t* | T.3Cy.13″,22″&35″–27″ (*s*)<br>180lb 84NHP<br>1SB,2*cf*,GS41,HS1505<br>Muir&Houston,Ld.Gls. |
| 25067 | — WoodSc<br>Now named "Salpa," See No. 39241 in Supp.<br>1*Dk*<br>9&12yrs.Mat. | 95<br>93<br>41 | ✠ 11 A1<br>*For fishing purposes*<br>11,20 ✠LMC7,18 | Lwt | | CL | 1918<br>3mo<br>*Lloyd* | S.Richards &Co.Ld.<br>Lowestoft<br>'*sA&CP* | TheAdmiralty | | | | British | T.3Cy.9½″,15½″&26″–18″ (*s*)<br>180lb 42NHP<br>1SB,2*pf*,GS30,HS814<br>W.Beardmore&Co.Ld.Gls. |
| 25068<br>5805<br>JVQD | **Nadja** SteelScSr<br>*Cruiser Stern*<br>*Mchy.Aft* 1*Dk* | 659<br>508<br>334 | | | | | 1916 | Eriksbergs M.V.Aktieb<br>Gothenburg | Ångf.Aktieb. Export(O.Jensen, *Mgr.*) | 181·1<br>P56′F22′H54*t* | 28·9 | 11·7 | Karlstad<br>Swedish<br>*WB* | T.3Cy.14½″,22 7/16″&36½″–24″<br>65NHP<br>EriksbergM.V.Aktieb.Got |
| 25069 | **Nafkratousa** IronScSr<br>(*ex*Gorilla)<br>*Elec.light* | *962*<br>*707*<br>*428* | | | | | 1881 | Barclay, Curle&Co.<br>Glasgow | Nav.àVap. "Ionienne" G. YannoulatoFrères | 250·2<br>P157*t*F33*t* | 30·0 | 14·7 | Piræus<br>Greek | C.2Cy.38½″&69″–48″<br>NB92 275NHP<br>Barclay,Curle&Co.,Gls. |
| 25070<br>108765 | **Nagama** SteelTwinSc<br>1*Dk* | 454<br>454<br>245 | | | | | 1898 | W.Denny &Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 180·0 | 34·1 | 10·7 | Glasgow<br>British | C.2Cy.25″&45″–27″<br>66RHP<br>Denny&Co.Dumbarton |
| 25071<br>19305<br>NHWD | **Nagano Maru** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 3824<br>3468<br>2281 | | | | 4,20 | 1917<br>5mo<br>*Lloyd* | MitsuBishi Dkyd&EWks<br>Nagasaki<br>'*sA&CP* | NipponYusen KabushikiKaisha | 345·0<br>P33′B74′F40′<br>*CellDB*294′772*t* | 50·0 | 29·0<br>FK | Tokio<br>Japanese<br>6*BHCem*<br>*APT*27*t* | T.3Cy.23″,38″&64″–48″ (*s*)<br>200lb 342NHP<br>2SB,6*cf*,GS108,HS4394 FD<br>MitsuBishiD.&E.WksNag |
| ⁂ 25072<br>135708<br>KBLW | **Nagara** SteelTwinScSr<br>*Elec light* 2*Dks*(*Stl*)& *Awng dk*(*Stl-ws*)<br>*Ref.Mchy* Sub.Sig. *CruiserStern*<br>Wireless | 8803<br>5796<br>5455 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>3,21 ✠LMC6,19<br>✠Lloyd'sRMC3,21 | Hul | *c*† | CL<br>~~1,22~~<br>3,21 | 1919<br>6mo<br>*Lloyd* | Swan,Hunter&Wigham Richardson, LdNewcastle<br>'*sA&CP* | R.M.S.P.Meat Transports,Ld.<br>*Colli*<br>*Cell* | 430·0<br>B211′ *on Awng dk*<br>F44′ *on Awng dk*<br>*sionBH to Awng dk*<br>*DB*372′919*tFPT*86 | 61·3 | 27·8<br>FK | S'thamptn<br>British<br>*Cem*<br>6*BH to U dk*<br>*tAPT*139*t* | Q.8Cy.24″,33½″,47″&68″–48″<br>215lb (*s*) 1094NHP<br>5SB,20*cf*,GS415,HS16770FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc |
| 25073<br>20587<br>NJTK | **Nagaragawa Maru** SteelSc | 983<br>—<br>587 | | | | | 1917 | ................. | Kusakabe KabushikiKaisha | 190·0 | 32·0 | 18·5 | Amagasaki<br>Japanese | |
| 25074<br>14965<br>LVKN | **Nagasaki Maru No. 1** SteelScK<br>(*Trawler*)<br>1*Dk* | 602<br>—<br>349 | | | | | 1912 | MitsuBishi Dkyd&EWks<br>Nagasaki | MatsumotoKisen KabushikiKaisha | 121·0<br>Q73′F20′ | 21·5 | 12·1 | Nagasaki<br>Japanese<br>*WB* | T.3Cy.12″,20″&33″–24″<br>53NHP<br>MitsuBishiD.&E Wks.Nag |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book.<br>Official No.<br>Code Letters | Steamer's Name.<br>Late Name if any.<br>Special Surveys. | Material, Rig, &c.<br>No. of Decks, &c. | Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built.<br>When.<br>Ship.<br>Engines | By Whom.<br>Where. | Owners. | Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
| 25075<br>14967<br>LVKP | **Nagasaki Maru No. 2** | SteelScK<br>(*Trawler*)<br>1*Dk* | 603<br>—<br>346 | | | | | 1912 | MitsuBishi Dkyd&EWks<br>Nagasaki | NagasakiKisen KabushikiKaisha | 121·0<br>Q73'F20' | 21·5 | 12·1 | Nagasaki<br>Japanese<br>*WB* | T.3Cy.12",20"&33"–24"<br>53NHP<br>MitsuBishiD.&E.WksNag | | |
| 25076<br>15015<br>LVQJ | **Nagata Maru No. 25** | SteelScSr<br>2*Dks* | 481<br>408<br>298 | | | | | 1912 | S.Nagata<br>Osaka | S.Nagata | 154·1 | 21·7 | 15·3 | Nishino-miya<br>Japanese | T.3Cy.12",19$\frac{11}{16}$"&32½"–22"<br>50NHP<br>S.Nagata,Osaka | | |
| 25077 | **Nagata Maru No. 27** | SteelSc | 833<br>—<br>501 | | | | | 1915 | ............... | ShohShinKoshi | 185·0 | 31·0 | 17·7 | YingKow<br>Chinese | | | |
| 25078<br>18224<br>MSQC | **Nagata Maru No. 28** | SteelSc | 664<br>—<br>311 | | | | | 1915 | ............... | S.Nagata | 182·0 | 29·5 | 15·3 | Nishino-miya<br>Japanese | | | |
| 25079<br>22878<br>NWLT | **Nagato Maru**<br>*Elec.light*<br>Wireless | SteelSc<br>2*Dks*(*Stl*)&*Awng dk*(*Stl*) | 5900<br>5586<br>4325 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>~~4,21~~10,20<br>4,22 ~~8,21~~<br>✠LMC~~10,20~~<br>8,21 | Kob<br>Yka | *y* | ~~10,20~~<br>~~8,21~~<br>4,22 | 1918<br>7mo | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>*Lloyd's A&CP* | NipponYusen KabushikiKaisha | 385·0<br>FK<br>*CollisionBHtoAwngdk*<br>*CellDB334'1118tFPT* | 51·0 | 36·0 | Tokio<br>Japanese<br>*Cem*<br>*5BHtoUdk*<br>*126tAPT98t* | T.3Cy 26",43½"&72"–48" (*s*)<br>200lb (*s*) 444NHP<br>2SB,*6cf*,GS126,HS5809 FD<br>KawasakiDkydCoLdKobe | 36 ″ 0<br>s 9 ″ 3½<br>27 ″ 1 | |
| 25080<br>13396<br>LNOG | **Nagato Maru No. 2** | SteelScSr<br>1*Dk* | 190<br>—<br>79 | | | | | 1910 | OsakaIron Works<br>Osaka | TokudaHeiichi | 107·0 | 22·0 | 11·8 | Amagasaki<br>Japanese | T.3Cy.11$\frac{5}{16}$",18"&30"–22"<br>42NHP<br>OsakaIronWorks,Osaka | | |
| 25081<br>17764<br>MQPR | **Nagaura Maru** | SteelScSr<br>1*Dk* | 763<br>627<br>450 | | | | | 1915 | MitsuBishi Dkyd&EWks<br>Kobe | MitsubishiShoji Kaisha,Ld. | 182·0<br>P12'Q47'B49'F15' | 32·0 | 15·5 | Tokio<br>Japanese<br>*WB* | T.3Cy.12",20"&33"–24"<br>53NHP<br>MitsuBishiD.&E.Wks.Kob | | |
| 25082 | **Nagd** | SteelSc<br>(*Tug*)<br>1*Dk*2*trB* | 129<br>—<br>64 | | | | | 1897 | Soc.Esercizio Bacini<br>RivaTrigoso | PilotsCorporation (AhmedBeyBakri, *Mgr.*) | 98·4 | 18·0 | 9·9 | Alexndria<br>Egyptian | C.2Cy.15¾"&30"–17¾"<br>Wilson&Maclaren, 31NHP<br>Sampierdarena | | |
| 25083<br>141267<br>KJNT | **Nagina**<br>*Elec.light* | SteelSc<br>2*Dks*(*Stl*)& 655<br>*Shelter dk*(*Stl*) 616<br>*CruiserStern* | ~~6800~~<br>6161<br>~~4200~~<br>4090 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>9,21<br>✠LMC9,21<br>*Carrying oil fuel F.P. above150°F. in D.B.&D.T.* | Shl | *b*† | CL | ~~1920~~<br>1921<br>4mo | W.Gray& Co.(1918)Ld.<br>Sunderland<br>*Lloyd's A&CP* | BritishIndiaStm. Nav.Co.Ld. | 433·0<br>FK<br>*Collisio*<br>*CellDB385'1443tDTa27'778t* | 57·4 | 30·2 | Glasgow<br>British to<br>*ptCem*<br>*BHtoSh.dk*<br>6 ,, ,, *U* ,, | 2 Steam Turbines geared<br>1Sc.shaft 225lb (*s*) 769NHP<br>4SB,*12cf*,GS247,HS10000 FD<br>Cen.Mar.Eng.Wrks.WHpl | 32 ″ 10<br>s 5 ″ 3½<br>28 ″ 0 | |
| 25084<br>135323<br>JCBG | **Nagoya**<br>*Elec.light*<br>Wireless | SteelTwinScSr<br>3*Dks*(*Stl–U* teak s) | 6854<br>5872<br>4250 | ✠<br>4,13<br>✠ | Grk | *b*† | | 1913<br>4mo | Caird&Co. Ld.<br>Greenock | P.&O.Stm.Nav.Co. | 450·0<br>P84'B149'F84'<br>FK&BK2"<br>*WB=CellDBa110'f189'832t* | 52·2 | 30·6 | Greenock<br>British<br>*7BHCem*<br>*APT95t* | Q.8Cy.19",27",38¼"&54"–48"<br>628NHP<br>2DB,*12cf*,GS234,HS9180 FD<br>Caird&Co.Ld.Greenock | 33 ″ 6 | BT till 9,21 |
| 25085<br>19282<br>NOHM | **Nagoya Maru** | WoodSc<br>1*Dk* | 349<br>321<br>197 | | | | | 1916 | Y.Matsuzaki<br>Ominato | TokiowanKisen KabushikiKaisha | 147·3<br>B20' | 22·1 | 14·4 | Shimoda<br>Japanese | C.2Cy.18$\frac{1}{16}$"&35$\frac{1}{16}$"–18"<br>43NHP<br>E&B*made—refitted*16 | | |
| 25086<br>15193<br>LWMR | — | SteelSc<br>(*ex*HideMaru)<br>1*Dk* | 272<br>—<br>149 | | | | | 1912 | Shirato Zosensho<br>Osaka | NagoyaKisen KabushikiKaisha | 141·5<br>Q61'B19' | 22·0 | 11·7 | Nagoya<br>Japanese<br>*WB* | T.3Cy.11",18"&30"–22"<br>42NHP<br>G.Ohara,Osaka | | |
| 25087<br>21861<br>NRGQ | **Nagoya Maru No. 1** | WoodSc | 998<br>—<br>587 | | | | | 1917 | ............... | NagoyaKisen KabushikiKaisha | 210·5 | 33·1 | 20·1 | Nishino-miya<br>Japanese | | | |
| 25088<br>22493<br>RCHG | **Nagoya Maru No. 2** | WoodSc | 939<br>—<br>543 | | | | | 1918 | ............... | NagoyaKisen KabushikiKaisha | 197·8 | 31·4 | 17·5 | Nagoya<br>Japanese | | | |
| 25089<br>23345<br>RCLT | **Nagoya Maru No. 3** | WoodSc | 896<br>—<br>535 | | | | | 1918 | ............... | NagoyaKisen KabushikiKaisha | 208·0 | 31·9 | 17·4 | Nagoya<br>Japanese | | | |
| 25090<br>144054<br>KGPL | **Nagpore**<br>*Elec.light*<br>Wireless | SteelSc<br>2*Dks*(*Stl*) | 5283<br>4793<br>3226 | ✠100A1<br>9,21 2,21<br>✠LMC8,20 | Mdb<br>Kob | *y* | CL | 1920<br>6mo | Earle'sCo. Ld.<br>Hull<br>*Lloyd's A&CP* | P.&O.Stm.Nav.Co. | 400·4<br>P49'B113'F39'<br>FK<br>*CellDB340'1023tFPT* | 52·2 | 28·5 | Hull<br>British<br>*7BHCem*<br>*132tAPT69t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Richardsons,Westgarth& Co.Ld.Mdb. | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 25091<br>~~133366~~ | **Nagpur** | SteelSc<br>(*ex*NanyoMaruNo.3)<br>2*Dks* | 1277<br>1061<br>693 | | | | | 1918 | Uraga DockCo.Ld.<br>Uraga | ~~Anglo-India& ColonialNav.Co. Ld.~~ | 228·0 | 33·0 | 16·3 | ~~Bombay~~<br>~~British~~<br>Japanese<br>*WB* | T.3Cy.15½",26"&43"–33"<br>106NHP<br>UragaDockCo.Ld.Uraga | | V |
| 25092<br>425<br>HDBJ | **Nagusa Maru** | WoodScSp<br>2*Dks* | 189<br>—<br>109 | | | | | 1880 | E.C.Kirby &Co.<br>Kobe | AmakusaShosen KabushikiKaisha | 131·5 | 17·1 | 12·9 | Honto<br>Japanese | C.2Cy.12$\frac{15}{16}$"&24$\frac{11}{16}$"–16"<br>NE&B99 20NHP<br>M.Matsuo | | |
| 25093 | **Nagy Lajos**<br>ed "Boccaccio," *See No.* 36655 *in Supplement* | SteelScSr<br>*ss*Fiu.No.3-5-06<br>*ss*Tri.No.1-09<br>2*Dks*(*Stl–Uws*)&*Webframes* | 2253<br>2037<br>1401 | ✠<br>11,15<br>✠ | Fiu | *s* | | 1893<br>11mo | Wigham Richrdsn&Co<br>Newcastle | French Government | 285·5<br>P34'B60'F33'<br>FK<br>*WB=CellDB232'422t* | 38·2 | 23·2 | French<br>*5BHCem*<br>*APT49t* | T.3Cy.22",36"&59"–39"<br>237NHP<br>2SB,*6rf*,GS99,HS3808<br>WighamRchrdsn&Co.Nwc | 25 ″ 6 | V |
| 25094<br>114 | **Nahodka** | SteelScK<br>*ss*Nag.No.1-16<br>1*Dk* | 190<br>—<br>63 | ✠<br>7,19<br>*StmTrawler*<br>✠ | Nag | | | 1911<br>4mo | Smith's DockCo.Ld<br>Middlesbro' | RussianGovt. | 109·9<br>Q67'F20'<br>BK7½"<br>*WB* | 21·1 | 10·9 | Vladvostk<br>Russian<br>*3BHCem*<br>*=FPT13t* | T.3Cy.12",20"&33"–23"<br>69NHP<br>1SB,*2pf*,GS35,HS1241<br>ShieldsEng.Co.Ld.N.Shl. | 11 ″ 9 | |
| 25095<br>101147 | **Naiad** | WoodScK<br>1*Dk* | 168<br>149<br>90 | | | | | 1895 | R.Davis<br>Brisbane-water,N.S.W. | AustralianMeat ExportCo.Ld. | 114·0 | 24·6 | 8·0 | Twnsville<br>British | C.2Cy.12"&24"–18"<br>40RHP<br>WallsendPontoonCo.,Cff. | | |
| 25096<br>MBSF | **Naiade**<br>(*ex*St.Clear) | SteelScK<br>*ss*Mil.No.1-11<br>1*Dk* | *240*<br>*203*<br>*77* | ✠<br>*StmTrawler*<br>11,13 ✠ | Ght | | | 1907<br>3mo | Smith's DockCo.Ld.<br>NorthShields | H.P.Aspeslagh | 120·8<br>Q72'F20'<br>BK7½" | 21·5 | 11·6 | Ostend<br>Belgian<br>*3BHCem* | T.3Cy.12½",20"&33"–24"<br>70NHP<br>1SB,*2pf*,GS35,HS1215<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | V |
| 25097<br>96036 | **Naikban**<br>*Elec.light* | SteelTwinScSr<br>1*Dk* | 300<br>300<br>204 | | | | | 1888 | W.Denny &Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 165·0 | 27·1 | 9·2 | Glasgow<br>British | C.4Cy.21½"&38"–24"<br>43RHP<br>Denny&Co.,Dumbarton | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25098<br>132476<br>THPM | **Nairana** SteelTwinScSr<br>ssPly.No.1-20<br>*Elec.light* 2*Dks*(1pt*Stl*-ws)&<br>*Shelter dk*(*Stl*-teak s) | 3042<br>1459<br>1228 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>12,21 ~~12,20~~<br>*Water Tube Boilers* | Ply<br>Mel<br>BS12,21<br>✠LMC12,20 | *u* | CL<br>~~12,20~~<br>12,21 | 1917<br>9mo<br>*Lloyd* | W.Denny<br>&Bros.<br>Dumbarton<br>*'sA&CP* | ~~Huddart Parker, Ld.~~ Tasmanian Steamers Pty.Ld.<br>*CellDBa*30'48t | ~~326·5~~\|45·6\|23·6<br>F60'<br>315·8\| FK&BK2"<br>*uEf*98'143t*FPT*38t | Melbourne<br>British<br>*5BHptAsp*<br>*APT59t* | 4 Steam Turbines geared to 2 Screw Shafts (r)<br>200lb 1490NHP<br>6WTBls,HS20604<br>Denny&Co.Dumbarton |
| 25099<br>128766 | — SteelScK<br>ssLiv.No.2-19 ~~ssLiv.No.1-19~~<br>1*Dk* | 225<br>211<br>87 | ✠100A1<br>*StmTrawler*<br>11,21 ~~11,19~~ | Liv<br>Gms<br>✠LMC10,19<br>BS7,21 | | CL<br>10,19 | 1913<br>11mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>*'sA&CP* | H.Smethurst | 117·8\|22·5\|12·1<br>Q72'<br>BK7½" | Grimsby<br>British<br>*4BHCem* | T.3Cy.12",20"&34"-24" (r)<br>180lb 75RHP<br>1SB,*3pf*,GS46,HS1355<br>Hall,Russell&Co.Ld.Abn. |
| 25100<br>144789 | **Nairn** SteelScK<br>ssAbn.No.3-11,20<br>(*ex*Driver) 1*Dk* | 197<br>183<br>83 | ✠100A1<br>*StmTrawler*<br>4,22 ~~11,20~~ | Abn<br>✠LMC11,20<br>BS1,22 | | CL<br>11,20 | 1910<br>3mo<br>*Lloyd* | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>*'sA&CP* | B.Allenby | 110·3\|21·0\|11·4<br>Q65'F18'<br>BK7½" | Aberdeen<br>British<br>*3BHCem*<br>*DTf*11'20t | T.3Cy.12",19"&32"-22½" (r)<br>180lb 62RHP<br>1SB,*2pf*,GS34,HS1017<br>W.V.V.Lidgerwood,Gls. |
| 25101<br>143960 | **Nairobi** SteelScK<br>(*ex*JohnGauntlett) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 296<br>249<br>129 | ✠100A1<br>9,21 ~~8,20~~ | Hul<br>Bom<br>✠LMC3,19 | | CL | 1919<br>2mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>*'sA&CP* | A.M.Jeevanjee | 125·5\|23·5\|12·7<br>Q72'F21'<br>BK7½" | Bombay ~~London~~<br>British<br>*3BHCem* | T.3Cy.12½",21"&35"-26" (r)<br>180lb 86RHP<br>1SB,*3pf*,GS49,HS1590<br>Amos&Smith,Ld.Hull |
| 25102<br>102051<br>MVLB | **Nairung** SteelTwinScSr<br>ssBom2nd.No.3-2,16<br>ssBom.No.1-19<br>*Elec.light* 2*Dks*(*Stl*-ws)3*trB* | 4478<br>4098<br>2893 | ✠100A1<br>4,21 ~~10,20~~<br>MS5,19 | Bom<br>✠LMC<br>BS5,20 | *y* | CL<br>~~s10,20~~<br>~~p12,19~~<br>4,21 | 1892<br>11mo<br>*Lloyd* | Harland&Wolff(Lim.)<br>Belfast<br>*'sA&CP* | Bombay&Persian Stm.Nav.Co.Ld.<br>*WB=Ce* | 400·7\|45·2\|28·1<br>P39'B92' F47'<br>FK&BK2½"<br>*llDB*300'806t*FPT* | Bombay<br>British 180<br>*7BHCem*<br>67t*APT*51t | T.6Cy.18½",30"&50"-42" (r)<br>~~150~~lb *90lb* 373NHP<br>2DB,*12rf*,GS187,HS6060<br>Harland&Wolff(Lim.)Bel. |
| 25103<br>217066<br>LNHP | **Naiwa** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>Wireless *Longitudinal framing* | 6241<br>5332<br>4704 | *Fitted for oil fuel*11,18 *F.P. above* 150° F. | | … | CL<br>2,20 | 1918<br>11mo<br>*Lloyd* | Baltimore<br>D.D.&S.B.Co.<br>Baltimore<br>*'s CP* | UnitedStates ShippingBoard<br>*CellDB* | 409·6\|54·4\|27·4<br>P53'B120'F44' FK<br>*IntermediateBHin forehold dispensed with6BHonly*<br>340'1180t*FPT*199t | Baltimore<br>Utd.States<br>*Cem*<br>*APT*45t | 1 Geared SteamTurbine (r)<br>4 Water Tube Boilers<br>225lb HS11132 629NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. |
| 25104 | **Najade** SteelPad<br>*Elec.light* Wireless 1*Dk* | 700<br>530<br>281 | | | | | 1894 | F.Schichau<br>Elbing | Norddeutscher Lloyd | 233·6\|30·4\|11·9<br>H121'F52' | Bremen<br>German | T.3Cy.32¾",50½"&72¾"-59"<br>NB03 406NHP<br>F.Schichau,Elbing |
| 25105 | — SteelSc<br>*Elec.light* 1*Dk* | 659<br>517<br>363 | | | | | 1910 | Akt.Ges.<br>"Weser"<br>Bremen | Dampfschifffahrts Ges.Neptun | 180·0\|28·1\|12·9<br>Q51'B45'F22' | Bremen<br>German<br>*WB* | T.3Cy.13½",21 1/16"&34 1/16"<br>-23⅛" 59NHP<br>A.G."Weser,"Bremen |
| 25106<br>1185<br>HSTC | **Najaden** Iron&SteelTwinScSr<br>1*Dk* | 429<br>275<br>231 | | | | | 1886 | MotalaCo.<br>Gothenburg | HallandsÅngb. Aktieb. (R. H.Möller,*Mgr.*) | 164·3\|25·2\|10·7<br>P88'H33tF22' 17·5 | Halmstad<br>Swedish<br>*WB* | C.4Cy.16½"&33"-20"<br>NB06 81NHP<br>MotalaCo.,Motala |
| 25107<br>2939<br>JGQN | — SteelSc | 124<br>76<br>83 | | | | | 1896 | Bergsunds<br>M.V.Aktieb.<br>Stockholm | VaxholmsNya Angf.A/B. (O.F. Ekebohm,*Mgr.*) | 87·0\|17·6\| 7·6<br>P64'H12t | Vaxholm<br>Swedish | C.2Cy.16¾"&22½"-14½"<br>16NHP<br>BergsundsAktieb.,Skm. |
| 25108<br>HVRN | **Najera** IronScSk<br>(*ex*Teresa,*ex* GeneralAuñon,*ex*Union,*ex*MaryAnn)<br>*Mchy.Aft* 1*Dk* | 182<br>103<br>85 | | | … | | 1877 | HM'Intyre<br>&Co.<br>Paisley | VaporesAleson, S.A. | 100·2\|18·9\| 8·7<br>Q43'F12' | Gijon<br>Spanish | C.2Cy.17"&31"-22"<br>NB06 38NHP<br>Lees,Anderson&Co.Gls. |
| 25109<br>19384<br>MCRJ | **Nakatsu Maru** SteelSc | 830<br>—<br>477 | | | | | 1916 | ………………… | OsakaShosen KabushikiKaisha | 179·5\|30·5\|18·5 | Osaka<br>Japanese | |
| 25110<br>21148<br>NPGH | **Nakayama Maru No. 3** WoodSc | 325<br>—<br>182 | | | | | 1917 | ………………… | O.Nakayama | 129·4\|26·1\|13·4 | Osaka<br>Japanese | |
| 25111<br>142257<br>JTKQ | **Naldera** SteelTwinSc<br>*Ref.Mchy.* *Cruiser Stern*<br>*Elec.light* Wireless 4*Dks*&*Hurricane dk* | 15825<br>13558<br>8794 | | | | | 1918 | Caird&Co.<br>Ld.<br>Greenock | P.&O.Stm.Nav.Co. | 580·9\|67·2\|44·4 | Greenock<br>British<br>*WB* | Q.8Cy32½"46½"69"&96"-60"<br>1430NHP<br>Caird&Co.Ld.Greenock |
| 25112 | **Nalgora** SteelSc<br>*Elec.light*<br>*CruiserStern* | 6750<br>6161<br>4150 | 100A1<br>*Shelter dk*<br>(*Class Contemplated*) | | | | 1921 | W.Gray&<br>Co.(1918)Ld.<br>Sunderland | BritishIndiaStm. Nav.Co.Ld. | 433·0\|57·4\|30·2 | Glasgow<br>British | 2 Geared Steam Turbines<br>Cen.Mar.E.WrksLdW.Hpl. |
| 25113<br>6106<br>KBRJ | **Nalle** WoodAuxScSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 205<br>160<br>99 | | | | | 1918 | A/BBirka<br>Söderkoping | RederiA/BSemele (Jac.Svensson, *Mgr.*) | 101·0\|23·0\|10·1<br>F11'P26'H14t | Stockholm<br>Swedish | Oil Engine<br>3Cy.13 3/16"-14 3/16" 39NHP<br>BergsundsM.V.A/B.Skm. |
| 25114 | **Nalon** SteelSc<br>(*ex*Lucida)<br>1*Dk* | *1477*<br>*1202*<br>*902* | | | | | 1899 | Akt.Ges.<br>"Neptun"<br>Rostock | Soc.Anon.MaritimaNalon(A.R. delValle) | 241·7\|36·2\|17·0<br>P24'B58'F26' | Barcelona<br>Spanish<br>*WB* | T.3Cy.18",30½"&48"-33½"<br>NB20 132NHP<br>A.G."Neptun,"Rostock |
| 25115<br>95858 | **Nam Hoi** SteelTwinSc<br>(*ex*TaiOn)<br>1*Dk*, *Shade dk* & *Promenade dk* | 722<br>*396*<br>*427* | | | | | 1891 | Kwang<br>HepLaung<br>HongKong<br>*Rebuilt* 14 *by* | TheFatHingS.S. Co.(LeungKwan Po.*Mgr.*)<br>KwongFab,Hong | 172·3\|35·1\|10·1<br>H6t<br>Kong | Canton<br>Chinese | C.4Cy.14½"&30"-18½"<br>NB01 65NHP<br>KwangHepLaung,H.Kg. |
| 25116<br>ONYQ | **Nam-Ky** SteelScSr<br>1*Dk*&*Awng dk* | 334<br>208<br>130 | | | | | 1898 | A.Dubigeon<br>Nantes | MessageriesFluviales deCochinchine | 159·4\|23·3\| 8·5 | Saigon<br>French | T.3Cy.11¾",19½"&31½"-20½"<br>Brissonneau 45NHP<br>fils&A.Lotz,Nantes |
| 25117<br>115794<br>THGN | **Nam Sang** SteelScSr<br>*Elec.light* 2*Dks*(*Stl-Upt* teak s)<br>Wireless &*deepframing* | 4035<br>3675<br>2591 | ✠<br>3,02<br>✠ | Gls | *x* | | 1902<br>3mo | Lon.&Gls.<br>Co.Ld.<br>Glasgow | Indo-ChinaSteam Nav.Co.Ld.<br>*WB=CellDBa* | 370·3\|47·2\|27·2<br>P53'B108'F43'<br>FK<br>104'*uE*27'*f*163 680 | London<br>British<br>*6BHCem*<br>*tAPT*77t | T.3Cy.29",47"&76"-48"<br>480NHP<br>3SB,*9cf*,GS159,HS6594 FD<br>London&Glas.Co.Ld.Gls. |
| 25118<br>ONYS | **Nam Vian** IronScSr<br>1*Dk* | 850<br>—<br>436 | | | | | 1876 | Forges&C.<br>de la Médit.<br>LaSeyne | MessageriesFluviales deCochinchine | 199·0\|29·7\|15·3<br>H61tF25t | Saigon<br>French | C.2Cy.23⅝"&47¼"-22"<br>87NHP<br>Forges&C.delaMédit.,Msl. |
| 25119 | | | | | | | | | | | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 3<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 4 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines. | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25120<br>220992<br>MCJG | **Namasket** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*&*Shelter dk*<br>Wireless *Longitudinal framing* | 6062<br>—<br>3772 | | | | | 1920 | Pacific<br>CoastS.B.Co.<br>BayPoint,Cal | UnitedStates<br>ShippingBoard | 402·5<br>P34'F38' | 53·0 | 32·0 | S.Frncisco<br>Utd.States<br>*WB* | 1 Steam Turbine<br>KerrTurbineCo.<br>Wellsville,N.Y. | | R |
| 25121<br>218715<br>LSJD | **Nameaug** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Webframes*<br>Sub.Sig. Wireless<br>*Longitudinal framing* | 6339<br>5700<br>3894 | | | ... | | 1919 | Groton<br>IronWorks<br>Groton,Conn | UnitedStates<br>ShippingBoard | 409·6<br>P41'B121'F43'<br>FK | 54·4 | 27·4 | N.London<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>629NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ″ 0 | R |
| 25122<br>216873<br>LMTB | **Namecki** WoodScSr<br>*Elec.light* 1*Dk*2*trB* | 2525<br>—<br>1772 | | | | | 1918 | Tampa<br>DockCo.<br>Tampa,Fla. | UnitedStates<br>ShippingBoard | 263·8<br>P27'B65'F30' | 45·8 | 24·4 | Jcksonvlle<br>Utd.States<br>*WB* | T.3Cy.19″,32″&56″–36″<br>188NHP<br>Hooven,Owens&Rentschler Co.Hamilton,O. | | R |
| 25123<br>89250<br>RLHB | **Namoi** SteelPadSr<br>1*Dk*(*ptStl*)&*Awngdk* | 1414<br>1279<br>809 | ✠<br>*Awng dk with freeboard*<br>1,84 ✠<br>*Coasting service, Sydney & Newc., NSW* | Lth | *n* | | 1883<br>8mo | J.Key&<br>Sons<br>Kinghorn | Newcastle&HunterRiverS.S.Co.Ld | 245·2 | 31·6 | 21·7 | SydnyNSW<br>British<br>4*BHCem* | C.O.2Cy.50″&90″–72″<br>573NHP<br>J.Key&Sons,Kirkcaldy | | |
| 25124<br>MRCP | **Namsenfjord** FerroConcreteScSr<br>*OilEng.*<br>1*Dk* | 133<br>115<br>65 | | | | | 1917 | Fougners<br>Skbsbyg.Akt<br>Moss | A/SNamsenfjord<br>(M.Anzjön) | 81·1 | 20·2 | 9·8 | Namsos<br>Norwegian | Oil Engines 2S.C.SA<br>2Cy.13″–13 4/10″ 23NHP<br>J&CGBolindersCoLd Skm | | |
| 25125<br>MBRD | **Namsos** SteelScSr<br>*Elec.light* 1*Dk*&*Awng dk* | 506<br>467<br>300 | | | | | 1904 | Trndhjms<br>Mek.Værks.<br>Trondhjem | IndherredsAktie-Dampskselsk.<br>(A.Kleven,*Mgr.*) | 164·2<br>H39*t* len10 | 23·1 | 16·6 | Stenkjær<br>Norwegian<br>*WB* | T.3Cy.15″,25″&41″–26″<br>86NHP<br>TrondhjemsM.V.Trndhjm | | N |
| 25126<br>10822<br>LCVF | **Nan Yang Maru** SteelTwinSc<br>*Elec.light* 3*Dks* | 3310<br>2037<br>1968 | | | | | 1907 | Kawasaki<br>Dockyard Co.<br>Ld.,Kobe | NisshinKisen<br>KabushikiKaisha | 320·0 | 43·4 | 13·8 | Tokio<br>Japanese | T.6Cy.17″,28″&46″–33″<br>243NHP<br>KawasakiDkydCoLdKobe | | |
| 25127<br>25496<br>RNQP | **Nanao Maru** SteelSc | 1223<br>—<br>704 | | | | | 1919 | ........................ | HokuyoShosen<br>KabushikiKaisha | 220·0 | 33·5 | 18·5 | Nanao<br>Japanese | | | |
| 25128<br>26031<br>RTLH | **Nanbei Maru** WoodAuxScSr | 484<br>—<br>341 | | | | | 1919 | ........................ | SuzakiYahei | 140·6 | 28·1 | 15·4 | Shinagawa<br>Japanese | | | |
| 25129<br>23297<br>RCBT | **Nanbo Maru No. 2** WoodAuxSc<br>Bkn | 570<br>—<br>394 | | | | | 1918 | ........................ | NanyoBoyeki<br>KabushikiKaisha | 141·0 | 34·0 | 16·8 | Toba<br>Japanese | | | |
| 25130<br>22797<br>NWFC | **Nanbo Maru No. 5** WoodAux<br>ScSr | 476<br>—<br>316 | | | | | 1918 | ........................ | NanyoBoyeki<br>KabushikiKaisha | 144·6 | 28·5 | 15·1 | Toba<br>Japanese | | | |
| 25131<br>ONYU | **Nancy** WoodAuxTwinSc5MstSr<br>*Stm.Eng.*<br>*Elec.light* 2*Dks*<br>*Mchy.Aft*<br>(*See Sailing Ship Register*) | 2142<br>—<br>1500 | | | | | 1918 | Foundtion<br>Co.<br>Portland,Or. | FrenchGovernment | 259·6<br>P42'F29' | 45·5 | 22·5 | Bordeaux<br>French | T.6Cy.10″,16½″&26″–24″<br>68NHP<br>HarrisburgFndry&MachineWrksHarrisburg,Pa. | | V |
| 25132<br>132406<br>HSVC | **Nancy Hague** SteelScK<br>*ss*Liv.No.2–19<br>1*Dk* | 299<br>258<br>121 | ✠100A1<br>*StmTrawler*<br>1,21<br>BS11,20 ✠LMC7,19 | Flt | | CL<br>1,21 | 1911<br>6mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>*'sA&CP* | NewDocksSteam<br>TrawlingCo.<br>(Fleetwood)Ld.<br>(Taylor&TomlinsonLd.*Mgrs.*) | 130·5<br>Q79'F21'<br>BK7½″ | 23·0 | 13·2 | Fleetwood<br>British<br>3*BHCem* | T.3Cy.13¼″,23″&37″–27″ (*s*)<br>180lb 91RHP<br>1SB,3*pf*,GS52,HS1599<br>ShieldsEng.Co.Ld.N.Shl. | 14 ″ 0 | |
| 25133<br>142160 | **Nancy Moller** CompSc3TwinMsts<br>*Elec.light* 2*Dks* | 1137<br>1007<br>666 | | | | | 1919 | Kiangnan<br>Dk&EngWks<br>Shanghai | NancyMollerS.S.<br>Co.Ld.(Moller&Co<br>(Shanghai)Ld.) | 220·1 | 29·8 | 19·0 | Shanghai<br>British<br>*WB* | T.3Cy.13½″,21½″&36″–24″<br>65RHP<br>KiangnanDk.&Eng.Wrks. | | V |
| 25134<br>104047<br>NQTC | **Naneric** SteelScSr<br>*ss*Hpl.No.3–6,12<br>(*ex*Aotea) Wireless *ss*Cal.No.2–20<br>*Elec.light* 2*Dks*(*Stl–Uptws*)3*trB* | 5609<br>5186<br>3629 | ✠100A1<br>9,21 ~~3,21~~<br>✠LMC<br>BS~~6,20~~9,21 MS9,20 | Rot<br>Cal | *a*† | 9,20 | 1895<br>1mo<br>*Lloyd* | C.S.Swan&<br>Hunter<br>Newcastle<br>*'sA&CP* | BankLine,Ld. (A.<br>Weir&Co.*Mgrs.*)<br>*WB*=*C* | 430·6<br>P39'B250'F42'<br>BK10″<br>*ellDBa*94'*uE*&*B*61' | 49·0 | 29·6 | Glasgow<br>British<br>6*BHCem*<br>*f*216'1100*t* | T.3Cy,29″,47⅜″&80″–48″ (*s*)<br>180lb 602NHP<br>3SB,9*cf*,GS186,HS8760 FD<br>Cen.Mar.Eng.Wks.W.Hpl. | 32 ″ 10<br>s 6 ″ 6<br>27 ″ 4 | |
| 25135<br>9351<br>JSQD | **Naniwa Maru** IronSc3MstSr<br>(*ex*Cydonia) 2*Dks*3*trB* | 1674<br>1616<br>1001 | | | ... | | 1876 | ColeBros<br>Newcastle | TanakaKozan<br>KabushikiKaisha | 265·0<br>BK9½″ | 34·0 | 24·4 | Yokohama<br>Japanese<br>*WB* | C.2Cy.31″&58″–33″<br>142NHP<br>N.E.MarineEng.Co.Sld. | 25 ″ 8 | |
| 25136<br>21738<br>NQSD | — WoodAuxScSr | 168<br>—<br>97 | | | | | 1917 | ........................ | MatsuokaTomio | 98·0 | 23·8 | 11·3 | Kobe<br>Japanese | | | |
| 25137<br>14996<br>LVNT | **Nankai Maru** SteelScSr<br>*ss*NYk.No.3–1,11<br>(*ex*Indravelli) *ss*Kob.No.2–20<br>*Elec.light* 2*Dks*(*Stl*)&*deep framing*<br>Wireless &*Shelter dk*(*Stl*) | 4596<br>4362<br>3499 | ✠100A1<br>~~7,21~~ ~~8,20~~ 11,21<br>✠LMC~~3,20~~<br>MS11,21 BS9,21 | Kob<br>Gen | *y* | CL<br>~~2,20~~<br>11,21 | 1897<br>12mo<br>*Lloyd* | C.Connell<br>&Co.<br>Glasgow<br>*'sA&CP* | MeijiKaiunKabushikiKaisha<br>*WB*=*CellDB*<br>*a*109'*uE*&*B*52'*f* | 400·0<br>FK<br>183' 1189*tFPT*137*t* | 49·2 | 28·3 | Tarumi<br>Japanese<br>6*BHCem*<br>*APT*53*t* | T.3Cy.26″,44″&73″–48″ (*s*)<br>200lb ~~100lb~~ 476NHP<br>3SB,6*cf*,GS109,HS6439 FD<br>D.Rowan&Son,Glasgow | 31 ″ 3<br>s 6 ″ 0<br>25 ″ 8 | |
| 25138<br>126<br>QBMJ | — SteelSc<br>(*ex*KyodoMaru,No.15) | 1717<br>—<br>1065 | | | | | 1890 | ........................ | GoshiKaisha<br>MitsumaruGumi | 260·2 | 37·2 | 19·0 | Dairen<br>Japanese | | | |
| 25139<br>131857<br>HWGC | **Nankin** SteelTwinScSr<br>*Elec.light* Wireless 3*Dks*(*Stl–U* teaks)<br>Sub.Sig. | ~~6853~~<br>7058<br>5872<br>~~4251~~<br>4311 | ✠<br>6,12<br>✠ | Grk | *b*† | | 1912<br>6mo | Caird&Co.<br>Ld.<br>Greenock | P.&O.Stm.Nav.Co.<br>*WB*=*Cell* | 449·7<br>P84'B149'F85'<br>FK&BK2″<br>*DBa*110'*f* 189'832*t* | 52·0 | 30·6 | Greenock<br>British<br>7*BHCem*<br>*APT*95*t* | Q.8Cy.19″,27″,38¼″&54″–48″<br>628NHP<br>2DB,12*cf*,GS234,HS9180 FD<br>Caird&Co.Ld.Greenock | 33 ″ 6 | |
| 25140<br>211442<br>LDCH | **Nanking** SteelTwinScSr<br>*Fitted for oil fuel*<br>(*ex*Congress) 4*Dks*&*Shelter dk*<br>*Elec.light* Wireless Sub.Sig. | 8262<br>—<br>5099 | | | | | 1913 | NewYork<br>S.B.Co.<br>Camden,N.J. | ChinaMailS.S.<br>Corp. | 423·8 | 54·9 | 17·4 | S.Frncisco<br>Utd.States<br>*WB* | T.6Cy.28½″,46½″&78″–54″<br>894NHP<br>NewYorkSB.Co.Cmdn,NJ | | R |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières à Foyers<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25141<br>17083<br>MNKD | **Nanking Maru** SteelScSr<br>*ss*Kob.No.1-18<br>*Elec.light* *2Dks(Stl)&Web frames*<br>Wireless *Longitudinal framing* | 3001<br>2779<br>2153 | ✠100A1<br>~~8,21~~ ~~L,21~~ 8,22<br>✠LMC8,20<br>8,21 | Kob<br>~~Yka~~ Sbo | t | CL<br>~~9,10~~<br>8,21 | 1914<br>10mo<br>*Lloyd's A&CP* | OsakaIron<br>Works<br>Osaka | OsakaShosen<br>KabushikiKaisha<br>*WB = CellDB* | 305·3<br>P19'B82'F32'<br>FK<br>*a*85'*uE&B*33'*f*122' | 42·2 | 24·8 | Osaka<br>Japanese<br>*5BHCem*<br>519*tAPT*20*t* | T.3Cy.22",37"&61"-42" (*s*)<br>180lb 288NHP<br>2SB,*6cf*,GS90,HS3824 FD<br>OsakaIronWorks,Osaka | 27<br>4<br>23 |
| 25142<br>JRDG | **Nanna** SteelScSr<br>*Well deck* *1Dk2trB* | 471<br>375<br>365 | | | ... | | 1881 | MotalaCo.<br>Gothenburg | A/S Nanna<br>(S.Larsen) | 148·9<br>Q21*t*B46*t*F23*t* | 24·4 | 13·9 | Kopervik<br>Norwegian<br>*WB* | C.2Cy.17¾"&33½"-20½"<br>42NHP<br>MotalaCo.,Gothenburg | |
| 25143<br>WMVS | **Nanna Stub** SteelScSr<br>(*ex*BaronDalmeny)<br>Wireless *2Dks* | 3922<br>3683<br>2511 | | | | | 1900 | A.Rodger<br>&Co.<br>PortGlasgow | A/S KjeldStubs<br>Dampskbs.Selskap | 354·4<br>P36'B100'F34' | 48·1 | 25·8 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.25",42"&68"-45"<br>310NHP<br>Dunsmuir&Jackson,Gls. | |
| 25144 | **Nanning** SteelPad<br>*2Dks* | *569*<br>*280*<br>*348* | | | | | 1900 | G.Fenwick<br>&Co.Ld.<br>HongKong | SiHingS.S.Co. | 147·0 | 31·0 | 7·2 | Chinese | H.2Cy.18"&38"-72"<br>102NHP<br>G.Fenwick&Co.Ld.H.Kg. | |
| 25145<br>122307 | **Nanoose** SteelScSp<br>(*Tug*)<br>*Elec.light* *1Dk* | 305<br>226<br>165 | | | ... | | 1908 | BColumbia<br>MarRlyCoLd<br>Victoria, B.C. | CanadianPacific<br>RailwayCo. | 116·0 | 24·6 | 14·0<br>BK7" | Vict'riaBC<br>British<br>*WB* | C.2Cy.17"&40"-27"<br>63RHP<br>B.ColumbiaMar.Rly.CoLd | 15 |
| 25146<br>22240<br>NSVH | **Nansei Maru** WoodAuxSc | 131<br>—<br>77 | | | | | 1918 | ................ | TonanKabushiki<br>Kaisha | 85·8 | 20·5 | 10·0 | Shinagawa<br>Japanese | | |
| 25147<br>215316<br>LHMJ | **Nansemond** SteelTwinScSr<br>(*ex*Pennsylvania) Wireless *4Dks*<br>*Elec.light* *Ref.Mchy.* Sub.Sig. | 13333<br>10621<br>8527 | | | | | 1896 | Harland&<br>Wolff(Lim.)<br>Belfast | UnitedStates<br>ShippingBoard | 559·4<br>B160' | 62·2 | 30·0 | NewYork<br>Utd.States<br>*WB* | Q.8Cy.23",33",48"&69"-54"<br>695NHP<br>Harland&Wolff(Lim.)Bel | |
| 25148<br>140807<br>KFSR | **Nanset** SteelScSr<br>(*ex*Ingeborg)<br>*Mchy.Aft* *1Dk* | 383<br>286<br>211 | | | | | 1898 | P.Larsson<br>Thorskog | BargateSteam<br>hippingCoLd.(F.<br>A.Hobbs, *Mgr.*) | 133·1<br>Q42'B35'H14*t*F15' | 23·9 | 12·7 | Grimsby<br>British<br>*WB* | C.2Cy.15¾"&24"-17 1/16"<br>25RHP<br>ThorskogsM.V.Thorskog | |
| 25149<br>23384<br>RFNQ | **Nansho Maru** WoodSc | 620<br>—<br>428 | | | | | 1918 | ................ | KabushikiKaisha<br>NanshoYoko | 171·5 | 28·3 | 16·4 | Shinagawa<br>Japanese | | |
| 25150<br>20317<br>NHRQ | — WoodAuxScSr | 258<br>—<br>200 | | | | | 1917 | ................ | NanyoBoyeki<br>KabushikiKaisha | 101·1 | 24·2 | 13·1 | Higashino<br>Japanese | | |
| 25151<br>217209<br>LNSD | **Nantahala** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks* | 5714<br>—<br>4045 | | | | | 1918 | Western<br>Pipe&Steel<br>Co.<br>SanFrancisco | UnitedStates<br>ShippingBoard | 410·5 | 54·0 | 27·0 | S.Frncisco<br>Utd.States | Geared Turbine | |
| 25152<br>216977<br>LNBW | **Nantasket** SteelSc<br>*Elec.light* *2Dks(Stl)*<br>Wireless Sub.Sig. | 5268<br>—<br>3268 | *Fitted for oil fuel* 10,18 *F.P. above* 150° F. | | ... | CL | 1918<br>10mo | Bethlehem<br>S.B.Corp.<br>Quincy,Mass.<br>A&CP | UnitedStates<br>ShippingBoard<br>*CellDB* | 389·7<br>P50'B114'F42'<br>FK<br>342' 1101*tFPT*112*t* | 54·8 | 30·3 | Boston<br>Utd.States<br>*10BHptCem*<br>*APT*114*t* | 1 Geared Steam Turbine<br>190lb (*s*) 474NHP<br>3SB,*9cf*,GS ,HS6546 FD<br>BethlehemS.B.Corp.Ld. | 32<br>7<br>25 |
| 25153<br>130966<br>KRPN | — WoodPad<br>*1Dk* | 739<br>—<br>436 | | | | | 1902 | ................<br>Chelsea,Mass. | NantasketBeach<br>SteamboatCo. | 188·9 | 34·0 | 10·7 | Boston<br>Utd.States | | |
| 25154<br>2270<br>ONYZ | **Nantes** SteelScSr<br>*Elec.light* *1Dk(Stl)*<br>Wireless | 2719<br>2270<br>1724 | | | ... | CL<br>8,19 | 1917<br>10mo<br>*Lloyd's A&CP* | ForthS.B.<br>&E.Co.Ld.<br>Alloa<br>*Intermediate BH in fore hold dispensed with 4BH only* | Cie.desChemins de<br>ferParis-Orleans<br>(Soc.Mar.Aux.de<br>Transports, *Mgrs*) | 305·3<br>P24'B85'F32'<br>FK | 42·7 | 21·5 | Nantes<br>French<br>*Cem*<br>*CellDB*256' | T.3Cy.21",34"&56"-36" (*s*)<br>180lb 226NHP<br>2SB,*6cf*,GS118,HS3800<br>Ramage&Fergusn,Ld.Lth.<br>548*tFPT*78*tAPT*29*t* | 23<br>3<br>20 |
| 25155<br>9902<br>JVGP | **Nanto Maru** IronScSr<br>(*ex*LadyMitchell,*ex*Schwalbe) *1Dk2trB* | 959<br>—<br>582 | | | | | 1882 | J.C.Teck-<br>lenborg<br>Geestemünde | Hakodate<br>ShosenKaisha | 210·0<br>B46'F19' | 32·0 | 15·0 | Maizuru<br>Japanese<br>*WB* | C.2Cy.23"&47⅝"-31½"<br>NB12 105NHP<br>F.Schichau,Elbing | |
| 25156<br>17<br>QBDH | — SteelSc | 152<br>—<br>54 | | | | | 1910 | ................<br>Kobe | Minamimanshu<br>TetsudoKabushiki<br>Kaisha | 100·0 | 24·0 | 10·5 | Dairen<br>Japanese | T. | |
| 25157<br>130815<br>KPBJ | **Nantucket** SteelScSr<br>Sub.Sig. Wireless *3Dks&Spardk* | 2599<br>—<br>1767 | | | | | 1899 | Harlan&<br>Hollings-<br>worthCo.<br>Wlmgtn,Del. | Merchnts&Miners<br>TransportationCo.<br>Inc. | 274·0 | 42·0 | 26·0 | Baltimore<br>Utd.States | T.3Cy.28",45"&72"-54"<br>381NHP<br>Harlan&HollingsworthCo.<br>Wilmington,Del. | |
| 25158<br>20961<br>NLJQ | **Nanyei Maru** WoodAuxScSr | 256<br>—<br>196 | | | | | 1917 | ................ | NanyoBoyeki<br>KabushikiKaisha | 105·4 | 24·2 | 12·9 | Tokio<br>Japanese | | |
| 25159<br>19637<br>NDTP | **Nunyo Maru** WoodAuxScSr | 135<br>—<br>87 | | | | | 1916 | ................ | YokohamaGyoyu<br>KabushikiKaisha | 85·5 | 20·5 | 10·1 | Yokohama<br>Japanese | | |
| 25160<br>NTDC | **Nanyo Maru No. 1** SteelSc<br>*Elec.light* *2Dks* | 1272<br>1080<br>748 | | | | | 1918 | Uraga<br>DockCo.Ld.<br>Uraga | YamashitaKisen<br>KabushikiKaisha | 200·0<br>B42'F22' | 32·0 | 22·9<br>*WB* | Nishino-<br>miya<br>Japanese | T.3Cy.15½",26"&43"-33"<br>106NHP<br>UragaDockCo.Ld.Uraga | |
| 25161<br>22655<br>NVMR | — WoodAuxScSr | 352<br>—<br>247 | | | | | 1918 | ................ | NishimuraSoshiro | 116·0 | 29·0 | 14·8 | Shimono-<br>seki<br>Japanese | | |
| 25162<br>24475<br>RKDF | **Nanyo Maru No. 2** WoodSc | 649<br>—<br>359 | | | | | 1918 | ................ | NanyoBoyeki<br>KabushikiKaisha | 176·7 | 28·5 | 14·6 | Osaka<br>Japanese | | |
| 25163<br>4<br>QBCH | **Nanzan Maru** Steel | 462<br>—<br>207 | | | | | 1910 | ................<br>Kobe | Minamimanshu<br>TetsudoKabushiki<br>Kaisha | 160·6 | 30·1 | 10·4 | Dairen<br>Japanese | C. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'r Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25164<br>80881 | **Naomi** IronSc<br>(exWisconsin)<br>Mchy.Aft Elec.light | 1182<br>—<br>1020 | | | | | 1881 | Detroit<br>DryDockCo.<br>Wyandotte | CrosbyTransportationCo. | 203·9 | 35·1 | 11·7 | Milwaukee<br>Wis.<br>Utd.States | C.2Cy.27"&44"–40"<br>NB99 102NHP<br>DetroitDryDcksEng.Wrks | | |
| 25165<br>22248<br>NSVT | **Naoshima Maru** WoodSc | 190<br>—<br>67 | | | | | 1918 | ................ | OkuraSho | 101·2 | 22·2 | 12·4 | Tokio<br>Japanese | | | |
| 25166<br>10347<br>LBQJ | **Naoyetsu Maru** SteelSc | 682<br>—<br>396 | | | | | 1890 | ................ | Hashimoto<br>Bunroku | 181·8 | 27·0 | 14·6 | Amagasaki<br>Japanese | | | |
| 25167<br>207420 | **Napa Valley** SteelSc<br>1Dk | 1500<br>—<br>884 | | | | | 1910 | UnionIron<br>Works<br>S.Francisco | MonticelloS.S.Co. | 231·2 | 45·7 | 15·3 | S.Frncisco<br>Utd.States | T.4Cy.25",41"&(2)48"–30"<br>253NHP<br>UnionIronWorks,S.Frisco. | | |
| 25168<br>138550<br>JDWB | **Napierian** SteelScSr<br>ssLiv.No.1–18<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Sub.Sig. Wireless | 6410<br>6049<br>4101 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~11,21~~ ~~1,20~~ 2,22<br>BS7,21<br>~~BS5,20~~ ✠LMC2,18<br>~~Carrying oil fuelF.P.above150°F.inDB&deeptank~~ | Liv | z | CL<br>~~1,20~~<br>11,21 | 1914<br>2mo<br>Lloyd | Napier&<br>Miller,Ld.<br>Glasgow<br>'sA&CP<br>uE | F.Leyland&Co.Ld.<br>WB=CellDBa<br>&B 80' f 154' 1007t | aftB 52' forward<br>B35' on Shelter dk<br>115' FK&BK2"<br>DTa26' 665t FPT | 400·8 | 52·4 | 35·0 | Liverpool<br>British<br>7BHCem<br>128tAPT38t | Q.4Cy.23½",34",49"&70"–51"<br>215lb (s) 511NHP<br>2DB&1AuxSB,14cf,<br>GS262,HS9053<br>Dunsmuir&JacksonLdGls | 37 ″ 7<br>s 9 ″ 1½<br>28 ″ 11 | |
| 25169<br>35473<br>RNPD | **Naples Maru** SteelScSr<br>Elec.light 2Dks(Stl)&Awng dk(Stl) | 5860<br>5586<br>4260 | ✠100A1<br>Awng dk<br>withfreeboard<br>10,20<br>✠LMC~~7,19~~<br>12,21 | Bry | y | 12,21 | 1919<br>7mo<br>Lloyd | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>'sA&CP | ~~KawasakiKisen~~<br>~~KabushikiKaisha~~<br>KokusaiKisenKabushikiKaisha Coll | FK<br>isionBH to Awng dk<br>CellD | 385·0 | 51·0 | 36·0 | Kobe<br>Japanese<br>Cem<br>5BH to U dk<br>B 334' 1118t | T.3Cy.26",43½"&72"–48" (s)<br>200lb HS5636 FD 437NHP<br>2SB&1AuxSB,8cf,GS154<br>KawasakiDkydCoLdKobe<br>FPT126tAPT93t | 36 ″ 0<br>s 9 ″ 3½<br>27 ″ 1 | |
| 25170 | **Napried** SteelScSr<br>ssGen.No.3–3,07<br>ssGen.No.1–10<br>1Dk(ptStlptIrn)2trB<br>&ptAwng dk(Irn) | 1671<br>1180<br>1021 | ✠ —<br>11,20<br>pt Awng dk<br>withfreeboard<br>✠ | Pal | p | | 1894<br>4mo | J.Blumer<br>&Co.<br>Sunderland | Dubrovacka<br>Parobrodska<br>Plovidba | 255·0<br>P24'Q80'<br>ptAwng dk151' FK<br>WB=CellDB210' | 35·5 | 15·9 | Ragusa<br>4BHCem<br>373tAPT42t | T.3Cy.19",31"&51"–33"<br>153NHP<br>NDB98fitted11<br>1SB,4pf,GS68,HS2350<br>G.Clark(Lim.),Sld. | 18 ″ 2 | |
| 25171<br>135713<br>HMTL | **Naraguta** SteelSternWheel<br>Elec.light 1Dk | 642<br>430<br>443 | | | | | 1908 | LythamS.<br>B.&E.Co.Ld.<br>Lytham | NigerCo.Ld. | 200·0 | 35·1 | 7·7 | London<br>British<br>WB | C.4Cy.12½"&30"–24"<br>70RHP<br>LythamS.B.&E.Co.Ld.Lyt | | |
| 25172<br>134271 | **Naramata** SteelSc<br>1Dk | 150<br>91<br>74 | | | | | 1913 | W'strnDry<br>Dock&S.B.<br>Co.Ld.<br>PtArthurOnt | CanadianPacific<br>RailwayCo. | 89·8 | 19·5 | 8·0 | Victoria<br>British | C.2Cy.12"&26"–18"<br>27RHP<br>W'strnDDCo.Ld,PtArthur | | |
| 25173 | **Naranco** SteelSc<br>Elec.light • 1Dk | 849<br>684<br>552 | | | | | 1920 | Astilleros<br>deGijon<br>Gijon | Cia.Naviera<br>Gijonesa | 201·8<br>B43'F30' | 29·8 | 13·9 | Gijon<br>Spanish | T.3Cy.12",20"&32"–24"<br>50NHP<br>AlexanderHermanos,<br>S.enC.,Barcelona | | |
| 25174<br>136384 | **Narani** WoodTwinScK<br>Elec.light Mchy.Aft 1Dk | 381<br>308<br>180 | | | | | 1914 | E.Wright<br>CapeHawke,<br>N.S.W. | NorthCoastStm.<br>Nav.Co.Ld. | 148·6<br>B53'F35' | 33·2 | 8·7 | SydnyNSW<br>British<br>WB | C.4Cy.12"&24"–18"<br>48RHP<br>Campbell&Calderw'd,Gls. | | |
| 25175<br>220890<br>MCDR | **Narbo** SteelSc<br>Sub.Sig. Fitted for oil fuel<br>Elec.light 1Dk&Shelter dk<br>Wireless Longitudinalframing | 6085<br>—<br>4390 | | | | | 1920 | MooreS.B.<br>Co.<br>Oakland,Cal. | UnitedStates<br>ShippingBoard | 402·6<br>P34'F36' | 53·0 | 32·2 | S.Frncisco<br>Utd.States<br>WB | 2 Steam Turbines<br>W.&A.FletcherCo.<br>Hoboken,N.Y. | | R |
| 25176<br>57888 | **Narcissa** WoodScSr<br>(exYacht)<br>1Dk | 100<br>82<br>34 | | | | | 1896 | ................<br>Wilmington,<br>Del. | J.S.Darrell&<br>W.E.Meyer | 83·0 | 20·0 | 6·0 | Hamilton,<br>Bermuda<br>British | C.2Cy.9"&18"–16"<br>14RHP<br>Neafie&LevyS&EBCo.Phl | | |
| 25177<br>220954<br>MCGT | **Narcissus** SteelSc<br>Sub.Sig. Fitted for oil fuel<br>Elec.light 1Dk&Shelter dk<br>Wireless Longitudinal framing | 6085<br>—<br>4390 | | | | | 1920 | MooreS.B.<br>Co.<br>Oakland,Cal. | UnitedStates<br>ShippingBoard | 402·6<br>P34'F36' | 53·0 | 32·2 | S.Frncisco<br>Utd.States<br>WB | 2 Steam Turbines<br>W.&A.FletcherCo.<br>Hoboken,N.Y. | | R |
| 25178<br>141920<br>KOMW | **Nardana** SteelTwinScSr<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless | 7951<br>7611<br>4968 | ✠100A1<br>Shelter dk<br>withfreeboard<br>4,22~~3,21~~<br>✠LMC9,19 | Mdb<br>Ant | c † | CL<br>4,22 | 1919<br>9mo<br>Lloyd | Barclay,<br>Curle&Co.Ld<br>Glasgow<br>'sA&CP | BritishIndiaStm.<br>Nav.Co.Ld.<br>CellDB386'1460t<br>DTa39'1100t | 449·5<br>P31'F43'onShelter dk FK<br>FPT125tAPT80t | 58·2 | 37·1 | Glasgow<br>British<br>Cem<br>8BHtoShdk | T 6Cy.26½",44"&73"–48" (s)<br>200lb 1150NHP<br>3DB,24cf,GS440,HS17352FD<br>Barclay,Curle&Co.Ld.Gls. | 40 ″ 0<br>s 11 ″ 1½<br>29 ″ 3 | |
| 25179<br>115887<br>TPSB | **Nardoo** SteelScSr<br>ssSyd.No.3–1,15<br>Elec.light ssSyd.No.1–20<br>1Dk(Irn)2trB&deepframing<br>3Dkrule | 2940<br>2700<br>1776 | ✠100A1<br>~~7,21 9,20~~ 10,21<br>✠LMC4,20<br>BS7,21 | Syd | u | CL<br>~~9,20~~<br>7,21 | 1902<br>9mo<br>Lloyd | W.Pickersgill&Sons<br>Sunderland<br>'sA&CP | ~~AdelaideS.S.Co.Ld.~~ TheAdelaide<br>SteamshipCo.Ld.<br>WB=CellD | 324·0<br>P31'B96'F33' FK<br>Ba104' uE20' f132' | 47·1 | 21·7 | P.Adelaide<br>British<br>6BHCem<br>712tAPT28t | T.3Cy.23",38"&64"–42" (r)<br>180lb 90lb 277NHP<br>2SB,6pf,GS125,HS4143<br>G.Clark,Ld.Sunderland | 24 ″ 1<br>s 4 ″ 0<br>20 ″ 5 | |
| 25180<br>144349 | **Narenta** SteelScSr<br>Elec.light Ref.Mchy. 3Dks<br>Sub.Sig. Wireless CruiserStern | 8266<br>7758<br>5170 | ✠Lloyd'sRMC~~1,21~~ ~~5,21~~ 1,22 | | | | 1919 | Workman,<br>Clark&Co.Ld<br>Belfast | RoyalMailSteam<br>PacketCo. | 450·2<br>P35'F44' | 58·3 | 37·1 | London<br>British<br>WB | 2 Steam Turbines<br>Wrkman,Clark&Co.LdBel | | C |
| 25181<br>336<br>IABJ | **Nargen** SteelScSr<br>(exHenriette,exOstsee)<br>Mchy.Aft 1Dk&Spar dk | 310<br>—<br>169 | | | | | 1900 | Schiffsw.v.<br>HenryKoch<br>Lübeck | RussianEast<br>AsiaticS.S.Co.<br>(BalticLine) | 121·0<br>B15' | 21·8 | 16·1 | Riga<br>Latvian<br>WB | C.2Cy.12⅖"&22"–13"<br>15NHP<br>J.F.Ahrens,Ottensen | | |
| 25182<br>143562<br>KFLB | **Nariva** SteelTwinSc<br>Elec.light 3Dks(Stl)&Shelter dk<br>Ref.Mchy. (Stl–ws)<br>Sub.Sig Wireless Cruiser Stern | 8723<br>7434<br>5427 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~5,21 10,20~~ 2,22<br>✠LMC5,20<br>✠Lloyd'sRMC~~1,21~~ ~~1,21~~ ~~11,21~~ 2,22 | Lon<br>~~Rot~~ | c † | CL | 1920<br>5mo<br>Lloyd | A Stephens<br>&Sons,Ld.<br>Glasgow<br>'sA&CP | R.M.S.P.Meat<br>Transports,Ld.<br>CellDB386'1221t | 430·4<br>B227'F37'onShelter dk FK<br>FPT120tAPT65t | 61·3 | 36·1 | S'thamptn<br>British<br>Cem<br>4BHtoSh dk<br>3 „ „ U „ | Q.8Cy.23",33",47"&67"–51"<br>215lb (s) 1095NH<br>5SB,20cfGS412,HS16812 FD<br>A.Stephens&Sons,Gls. | 38 ″ 6<br>s 9 ″ 5½<br>29 ″ 5 | |
| 25183<br>142496<br>KFDN | **Narkunda** SteelTwinSc<br>Sub.Sig. Cruiser Stern<br>Elec.light Ref.Mchy. Wireless 4Dks | 16227<br>14035<br>9705 | | | | | 1920 | Harland&<br>Wolff,Ld.<br>Belfast | P.&O.Stm.Nav.Co | 581·4 | 69·4 | 27·7 | Belfast<br>British<br>WB | Q.8Cy.33"47"67½"&97"–60"<br>1428NHP<br>Harland&Wolff,Ld.Bel. | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Enoncement | 7a<br>Tirant d'eau Moyen.<br>Dernière visite de arbre porte-hélice | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ❊ 25184<br>125909<br>KFJW | **Narragansett** SteelTwinSc<br>*OilEng.*<br>*Elec.light* *2Dks(Stl)&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 6889<br>6209<br>4906 | ✠100A1<br>~~10,20~~ ~~2,21~~ 4,22<br>✠LMC~~5,20~~<br>4,22-7,21<br>*Carrying Petroleum in bulk*<br>~~*Fitted for oil fuel 5,20 F.P. above 150° F.*~~ | Mch<br>~~Phl~~ | *a†* | ~~9,21~~<br>P10,21<br>4,22 | 1920<br>5mo<br>*Lloyd* | Vickers,Ld<br>Barrow<br>*'sA&CP* | Anglo-American OilCo.Ld. (J. Hamilton, *Mgr.*)<br>*CellDBuE62'*<br>*281tDTf35' 384t* | 425·0<br>P92'B34'F51'<br>FK<br>*FPT178tAPT55t* | 57·0 | 33·2 | Barrow<br>British<br>*16BHptAsp*<br>*10BHtoUdk*<br>*6 " " 2nd "* | Oil Engines 4 S.C.SA<br>12Cy.24½"–39" 562NHP<br>2DB *120lb*<br>Vickers,Ld.Barrow |
| 25185 | — SteelTwinScSr<br>*Elec.light* *1Dk(Stl)&Web frames* | 3539<br>3539<br>2134 | ✠<br>4,14 ✠<br>*For Long Island Sound Service between New York & Providence* | Phl | | | 1913<br>9mo | Harlan& Hollings-worthCor.<br>Wlmgtn,Del | *WB=* | 320·2<br>BK8"<br>*Cell DBa44' uE&B* | 48·1 | 22·0 | *7BHCem*<br>*114'f86'522t* | T.8Cy.(2)23½",(2)37½"&(4)42"–36" FD 754NHP<br>6SB,*12cf*,GS264,HS12417<br>Harlan&HollingswrthCor. |
| 25186<br>210653<br>LCQF | — WoodScSr<br>*1Dk* | 164<br>—<br>95 | | | | | 1912 | Atlantic Works,<br>E Boston | StaplesTrnsprtn. Co. | 87·1 | 25·7 | 12·2 | FallRiver<br>Utd.States | C.2Cy. |
| ❊ 25187<br>88157<br>JFHQ | **Narva** .IronScSr<br>6thSurvey,Hul.2,10<br>2ndSurvey,Mch 12,19<br>*Well deck*<br>Wireless *1Dk(Irn)2trB* | 1889<br>1448<br>1234 | ✠ A1✱1<br>~~4,22 9,21~~ | Liv | Lv | 16·55<br>17·66<br>18·77<br>19·87 | 1883<br>11mo | Earle'sCo. Ld.<br>Hull | Ellerman'sWilson Line,Ld.<br>*WB=CellDB* | 275·2<br>P357tH34tF50t<br>FK<br>*a62' uE&B36' f114* | 35·4 | 19·1 | Hull<br>British<br>*4BH* 1PBH<br>*300tAPT26t* | C.2Cy.32"&60"–42"<br>194NHP<br>2SB,*4pf*,GS80,HS2690<br>Earle'sCo.(Lim.),Hull |
| ❊ 25188<br>~~5815~~<br>~~JTVB~~<br>RBPS | **Narvik** SteelScSr<br>ssGot.No.1–18<br>*Elec.light* *1Dk(Stl)&Shelter dk(Stl)*<br>Wireless *Cargo battens not fitted* | *4253*<br>*3876*<br>*2004* | ✠100A1<br>*Shelter dk with freeboard*<br>~~10,19~~<br>10,20<br>✠LMC11,18<br>BS~~9,20~~ 1,22 | Mmo<br>Bal | *y* | CL<br>10,20 | 1914<br>6mo<br>*Lloyd* | JLThompson&Sons,Ld.<br>Sunderland<br>*'sA&CP*<br>*134'uE21' f* | Aug.Bolten,Wm Miller'sNachf.<br>*including low tank in* | 385·0<br>FK<br>*Cell DBa including*<br>*forehold147'1811tD* | 53·7 | 23·6 | Stockholm<br>German<br>*7BHCem*<br>*tunnel tanks*<br>*Ta15'484t D* | T.3Cy.26½",43"&72"–48" (r)<br>180lb 449NHP<br>3SB,*9cf*,GS195,HS7731<br>J.Dickinson&Sons,Ld.Sld.<br>*Tf21'260tFPT76tAPT191t* |
| 25189<br>120971<br>KLWS | **Narwhal** SteelSc<br>*OilEng.*<br>(*ex*YachtFormosa) *1Dk* | 239<br>—<br>160 | | | | | 1894 | Atlantic Works<br>Boston, Mass. | P.Shore | 138·8 | 22·0 | 11.2 | Tampa,Fla<br>Utd.States | Oil Engine<br>FairbnksMorseThreeRiv |
| ❊ 25190<br>129922<br>TWLK | **Nascopie** SteelScSr<br>ssHul.No.2–20<br>*1Dk(Stl)&Shelter dk(Stl–ws)*<br>*Elec.light* Wireless | 2500<br>1591<br>1498 | ✠100A1<br>*Shelter dk with freeboard*<br>~~6,21 3,21~~<br>12,21<br>✠LMC3,21 | Npt<br>~~Cff~~<br>Bkn | *t* | CL<br>3,21 | 1912<br>1mo<br>*Lloyd* | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>*'sA&CP* | Hudson'sBayCo.<br>*WB=CellDBa56' uE&B* | 285·5<br>FK<br>*59' f119' 415t FPT* | 43·8 | 20·2 | London<br>British<br>*5BHCem*<br>*75tAPT55t* | T.3Cy.21½",35½"&58"–42"<br>180lb *100lb* (r) 339NHP<br>2SB,*6cf*,GS121,HS5322<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. |
| 25191<br>20390<br>NJBS | **Nase Maru** SteelScSr<br>*Elec.light* *1Dk* | 1219<br>—<br>841 | | | | | 1917 | OsakaIron Works,Ld.<br>Osaka | OsakaShosen KabushikiKaisha | 220·0<br>P23'B34'F24' | 33·6 | 18·5 | Osaka<br>Japanese<br>*WB* | T.3Cy.13½",23"&38"–30"<br>79NHP<br>OsakaIronWks.Ld.Osaka |
| ❊ 25192<br>143511<br>KGLH | **Nash Light** SteelSc<br>*Elec.light* *1Dk(Stl)*<br>Wireless *Cruiser Stern* | 2546<br>2225<br>1401 | ✠100A1<br>~~7,21 11,20~~ 4,22<br>✠LMC7,20<br>MBS10,21 | Hpl<br>Cff | *t* | CL<br>11,20 | 1920<br>7mo<br>*Lloyd* | Monmouth S.B.Co.Ld.<br>Chepstow, Mon.<br>WH<br>*'sA&CP* | ~~BristolChannel Steamers,Ld. (J. German&Co.*Mgrs*)~~<br>Dockerline&Co.<br>*CellDB260'677tFPT* | 303·0<br>P33'B80'F33'<br>FK | 43·0 | 20·7 | Cardiff<br>British<br>*5BHCem*<br>*87tAPT193t* | 2 SteamTurbines geared to 1 Sc. Shaft<br>200lb *100lb* HS5526 223NHP<br>2Water Tube Boilers<br>BritishWestinghouse Electric&Mfg.Co.Mch. |
| 25193 | **Nashaba** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *1Dk&Shelter dk*<br>*Longitudinal framing* | 6100 | | | | | 1921 | Pacific CoastS.B. Co.<br>BayPoint,Cal | UnitedStates ShippingBoard | 402·5<br>P34'F38' | 53·0 | 32·0 | S.Frncisco<br>Utd.States<br>*WB* | 1 Steam Turbine<br>KerrTurbineCo. Wellsville,N.Y. |
| 25194<br>217034<br>LNGF | **Nashotah** WoodScSr<br>*Elec.light* Wireless *1Dk2trB* | 2594<br>2071<br>1511 | | | | | 1918 | Grant, Smith-Porter ShipCo.<br>Portland,Or. | UnitedStates ShippingBoard | 267·5<br>B142'F27' | 46·4 | 23·9 | PortlndOr<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>AllisChalmersMfg.Co. Milwaukee,Wis. |
| ❊ 25195<br>140619<br>KBGF | **Nasmyth** SteelScSr<br>*Elec.light* *1Dk(Stl)&Shelter dk(Stl)*<br>Wireless *Straight frames & bevelled bilge*<br>*Cargo battens not fitted in 'tween decks* | 6509<br>6230<br>4015 | ✠100A1<br>*Shelter dk with freeboard*<br>8,21 ~~7,20~~<br>✠LMC5,19 | Liv<br>Bel | *a†* | CL<br>8,21 | 1919<br>5mo<br>*Lloyd* | Harland& Wolff,Ld.<br>Belfast<br>*'sA&CP*<br>*CellDB343'* | Liverpool,Brazil& R.PlateS.N.Co.Ld. (Lamport&Holt, Ld.*Mgrs.*)<br>*1571t DTa 25'858t* | 412·6<br>F40' *on Shelter dk*<br>FK<br>*FPT91tAPT126t* | 55·8 | 34·4 | Liverpool<br>British<br>*ptCem*<br>*6BHtoShdk*<br>*2 " " U "* | T.3Cy.27",44"&73"–48" (r)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. |
| 25196<br>22678<br>RBFJ | **Nasu Maru** WoodAuxScSr | 195<br>—<br>134 | | | | | 1918 | ................ | ArakawaIwao | 101·2 | 23·7 | 11·8 | Osaka<br>Japanese | |
| 25197<br>130173 | **Nat Strong** WoodSc | 176<br>—<br>126 | | | | | 1880 | ................<br>Kennebunk, Me. | J.R.Adams | 130·8 | 19·5 | 10·3 | PrtArthur Tex.<br>Utd.States | |
| ❊ 25198<br>NSVH | **Natal** SteelScSr<br>ssSFo.No.1–18<br>*Elec.light* *1Dk(Stl)&Awng dk(Stl)*<br>Wireless | 4171<br>3970<br>2675 | ✠100A1<br>*Awng dk with freeboard*<br>8,21 ~~12,20~~<br>BS9,21<br>~~BS10,20~~ ✠LMC10,18<br>✠NE&B2,09 *refitted*6,14 | Cpn<br>Bkn | *w* | CL<br>~~10,20~~<br>8,21 | 1914<br>6mo<br>*Lloyd* | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>*'sA&CP* | D/S A/S Orient<br>*WB=Cell* | 360·0<br>P27'B97'F34'<br>*on Awng dk* FK<br>*DBa117'uE23'f155'* | 51·3 | 27·7 | Copnhagn<br>Danish<br>*6BHCem*<br>*970tAPT45t* | T.3Cy.21½",36½"&62"–42"(r)<br>200lb 326NHP<br>3SB,*9cf*,GS175,HS5551<br>Barclay,Curle&Co.Ld.Gls. |
| 25199<br>Foundered 2,22<br>HRLC | — SteelSc<br>ssRio.2ndNo.3–3,20<br>(*ex*SailingShipAdriana) *2Dks(1Stl)*<br>Wireless | 1883<br>1631<br>1131 | ~~100A1~~<br>10,20<br>~~BS5,21~~ ~~LMC3,20~~ | Rio | | CL<br>3,20 | 1892<br>*Lloyd* | J.Smit,Czn<br>Alblasserdam<br>*'sA&CP* | LloydNacional<br>*DBu* | 248·0<br>P42'B64'F22'<br>BK9"<br>*E&B38'70t FPT18t* | 37·7 | 27·5 | R.Janeiro<br>Brazilian<br>*6BHCem*<br>*APT36t* | T.3Cy.19",31"&50"–33"<br>150lb *100lb* 198NHP<br>NE&B *made*92 *refitted*20<br>NDB04 *refitted*20<br>2SB,*6rf*,GS112,HS3900<br>N.E.MarineEngCoLd.Nwc. |
| ❊ 25200<br>118911<br>VHFD | — SteelScK<br>ssGms.No.3–3,20<br>*1Dk* | 208<br>186<br>79 | ✠100A1<br>*StmTrawler*<br>3,20<br>✠NB6,13 ✠LMC3,20 | Gms | | CL<br>3,20 | 1903<br>9mo<br>*Lloyd* | Cochrane& Sons<br>Selby<br>*'sA&CP* | Taylor&Hopwood | 114·0<br>Q7'F20'<br>BK7½" | 21·5 | 11·2 | Grimsby<br>British<br>*4BHCem* | T.3Cy.12",21&34"–24" (r)<br>180lb 60RHP<br>1SB,*2pf*,GS35,HS1240<br>C.D.Holmes&Co.Hull |
| 25201<br>87886 | — WoodScFlat | 145<br>136<br>98 | | | | | 1882 | H.Gibson<br>Northwich | SaltUnion,Ld. | 90·0 | 20·7 | 9·9 | Liverpool<br>British | 2Cy.9½"–12"<br>18RHP<br>W.E.Bates,Northwich |
| ❊ 25202<br>7<br>QSTM | **Natale L.** ssGen.No.2–21 SteelScSr<br>ssGen.No.3–1,13<br>~~ssMes.No.1–18~~<br>(*ex*Mavisbrook)<br>Wireless *1Dk(Irn)&deep framing* | 2134<br>1925<br>1330 | ✠100A1<br>3,22 ~~6,18~~<br>~~MS6,18~~ ✠LMC 4,21<br>~~BS5,18~~ | Mes<br>Gen | *s* | 4,21 | 1899<br>7mo | W.Gray& Co.Ld.<br>WHartlepool<br>A&CP | G.Lavarello fuP.<br>*WB=CellDBa&u* | 290·7<br>P27'B74'F29'<br>FK<br>*E&B126'f120'654t* | 42·2 | 19·3 | Spezia<br>Italian<br>*5BHCem*<br>*APT54t* | T.3Cy.21½",35"&58"–39"(r)<br>160lb 217NHP<br>2SB,*6rf*,GS82,HS3370<br>Cen.Mar.Eng.Wrks.WHpl. |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | Registers in which classed, if not in L.R. Date of R of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25203 | **Nati** WoodAuxSc3MstSr<br>*Motor*<br>urnt & Sunk 3,21<br>(*See Sailing Ship Register*) | 160<br>—<br>144 | | | | | 1919 | A.Jeregui<br>&Cia.<br>Zumaya | C.Jeregui | 97·7\|22·6\|10·4 | S.Sebast'n<br>Spanish | Motor 4Cy.6$\frac{11}{16}$″–8$\frac{11}{16}$″<br>5NHP<br>Jeregui&Cia.Zumaya | | V |
| 25204<br>~~25204~~<br>143330<br>KHGV | **Natia** SteelTwinSc<br>*Elec.light* *3Dks(Stl)&Shelter dk*<br>Sub.Sig. Wireless (*Stl-ws*)<br>*Ref.Mchy.* *Cruiser Stern* | 8723<br>7434<br>5427 | ✠100A1<br>*Shelter dk withfreeboard*<br>11,21 ~~2,21~~<br>✠LMC12,20<br>✠Lloyd'sRMC~~2,21 5,21 11,21~~ 2,22 | Lon | *c*† | CL | 1920<br>12mo<br>*Lloyd* | A.Stephen<br>&Sons,Ld.<br>Glasgow<br>'*sA&CP* | R.M.S.P.Meat Transports,Ld.<br>*CellDB*386'1221*t* | 430·4\|61·3\|38·6<br>B227'F37'*on Shelter dk* FK<br>*FPT*120*tAPT*65*t* | Sthamptn<br>British<br>*Cem*<br>4*BHto S dk*<br>3 „ „ *U* „ | Q.8Cy.23″,33″,47″&67″–51″<br>215lb (*s*) 1095NHP<br>5SB,*20cf*GS412HS16812 FD<br>A.Stephen&Sons,Ld.Gls. | 38 ″ 6<br>s 9 ″ 5$\frac{1}{2}$<br>29 ″ 5 | |
| 25205<br>133148<br>HWVC | **Natica** SteelScSr<br>*ss*Rot.No.2–20 ~~ssNNs.No.1-17~~<br>*Elec.light* *2Dks(Stl)&Webframes*<br>*Mchy.Aft*<br>Wireless | 5579<br>4972<br>3494 | ✠100A1<br>~~9,21~~ ~~3,20~~ 4,22<br>✠LMC<br>BS~~3,20~~9,21 MS11,20<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel*10,12 *F. P.* | Shl<br>Cff | *z* | CL<br>3,20<br>9,21 | 1912<br>10mo<br>*Lloyd*<br>*above* | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>'*sA&CP*<br>150°F. | Anglo-Saxon PetroleumCo.Ld.<br>*WB=CellDBuE&DTf*50'521*t* | 406·5\|51·3\|28·9<br>P110'B33'F38'<br>FK<br>*B*77'128*t*<br>*FPT*72*tAPT*106*t* | London<br>British<br>15*BHCem*<br>10 *to U dk*<br>5 „ *2nd dk* | T.3Cy.26$\frac{1}{2}$″,43″&72″–48″ (*s*)<br>180lb *100lb* 449NHP<br>3SB,*9cf*,GS204,HS7740<br>WllsndSlpwy.Co.Ld.Nwc. | 31 ″ 0<br>s 6 ″ 3<br>25 ″ 2 | |
| 25206 | **National** SteelScSr<br>*1Dk* | 843<br>581<br>532 | | | | | 1888 | Rostocker<br>Akt.Ges.<br>Rostock | Paulsen&Ivers | 191·6\|29·2\|14·9<br>P&B108'F57' | Kiel<br>German<br>*WB* | T.3Cy.14$\frac{1}{3}$″,22$\frac{1}{2}$″&36$\frac{5}{8}$″–27$\frac{5}{8}$″<br>NB00 71NHP<br>RostockerA.G.,Rostock | | |
| 25207<br>81343 | — WoodScFlat | 120<br>119<br>82 | | | | | 1876 | G.Deakin<br>Winsford | SaltUnion,Ld. | 88·0\|20·8\| 8·6 | Liverpool<br>British | 2Cy.12″–14″<br>24RHP<br>J.B.Deakin,Winsford | | |
| 25208<br>217927<br>LQTM | **National Bridge** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *1Dk2trBinfore &after holds&Webframes*<br>Wireless | 3545<br>2890<br>2179 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Port Newark, N.J. | UnitedStates ShippingBoard | 324·0\|46·2\|25·0<br>P30'B90'F33'<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1GearedSteamTurbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa | 28 ″ 6 | R |
| 25209 | **National City** WoodScSr<br>*1Dk* | 310<br>—<br>221 | | | | | 1888 | A.Hay<br>SanFrancisco | G.Artadi&Co. | 148·5\|33·8\|10·3 | Paita<br>Peruvian | T.4Cy.(2)10″,22″&33″–24″<br>53NHP<br>Hinkley,Spiers&HaysSFo. | | |
| 25210<br>220819<br>MBVT | **Natirar** SteelSc<br>*Fitted for liquid fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless *Longitudinal framing* | 4980<br>4213<br>3089 | | | | | 1920 | Bethlehem<br>S.B.Corp.Ld.<br>Wilmington, Del. | UnitedStates ShippingBoard | 376·4\|52·3\|27·0<br>P40'B96'F38' | Wilmgton (Del.)<br>Utd.States<br>*WB* | T.3Cy.24″,41″&68″–48″<br>321NHP<br>BethlehemS.B.Corp.Ld. Wilmington,Del. | | R |
| 25211<br>139118<br>JMTG | **Natuna** SteelTwinScSr<br>*ss*PGl.2nd.No.3–6,20<br>*Well deck* *1Dk(ptStl–teaks)* | 757<br>544<br>423 | ✠100A1<br>6,21 ~~6,20~~<br>✠LMC6,20<br>BS6,21 | PGl<br>Sou | *k* | CL<br>6,20 | 1898<br>5mo<br>*Lloyd* | Ramage& Ferguson,Ld.<br>Leith<br>'*sA&CP* | JohnSlater,Ld.<br>(J.Slater,*Mgr.*)<br>*WB=CellD* | 197·4\|32·1\|13·0<br>Q74'B48'F30'<br>FK<br>*Ba*53'*f*75'157*tFPT* | Swansea<br>British<br>4*BHCem*<br>13*tAPT*6*t* | C.4Cy.14$\frac{1}{2}$″&30″–21″ (*s*)<br>120lb 88RHP<br>1SB,*3pf*,GS57,HS1638<br>Ramage&FergusonLd.Lth | 13 ″ 6<br>s ″ 10<br>12 ″ 1 | |
| 25212<br>187281<br>KNQL | **Naugatuck** SteelSc<br>(*ex*AllanJoy,*ex*CapeCharles)<br>*Elec.light* *1Dk* | 1113<br>—<br>655 | | | | | 1898 | Delaware<br>RiverCo.<br>Chester,Pa. | New EnglandS.S. Co. | 220·7\|37·2\|14·0 | NwLondon<br>Utd.States | T.3Cy.19″,31″&50″–28″<br>132NHP<br>DelawareRiverCo.Chester | | |
| 25213<br>219917<br>LWJC | **Naugus** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub,Sig. *1Dk&Shelter dk &Web frames*<br>Wireless *Longitudinal framing* | 6037<br>5600<br>4446 | | | ... | | 1920 | Moore S.B. Co.<br>Oakland, Cal. | UnitedStates ShippingBoard | 402·6\|53·0\|32·0<br>P34'F39'*onShelter dk* FK | S.Frncisco<br>Utd. States<br>*WB* | 2 Steam Turbines Geared to 1 Sc.Shaft 756NHP<br>FletcherCo.Hoboken, N.J. | 34 ″ 6<br>s 8 ″ 5<br>26 ″ 6 | R |
| 25214<br>JTCM | **Nauma** SteelScSr<br>*2Dks* | 214<br>207<br>124 | / | | | | 1891 | Trndhjms<br>Mek.Verks.<br>Trondhjem | NamsosDmpselsk.<br>(Th.Sommer-schield,*Mgr.*) | 104·2\|17·8\| 7·9<br>P64*t*H5*t*F5*t* | Namsos<br>Norwegian | T.3Cy.10$\frac{1}{3}$″,16″&26″–18″<br>NB01 29NHP<br>TrondhjemsM.V.,Trndhjm | | |
| 25215 | **Nauplia** SteelScSr<br>*Now named* "Mimi," *See No.* 38467 *in Supplement*<br>*Elec.light* *2Dks* | 3966<br>3464<br>2292 | | | | | 1901 | Akt.Ges.<br>"Neptun"<br>Rostock | H.Schmidt | 339·1\|51·2\|24·2<br>P33'B123'F27' | German<br>*WB* | T.3Cy.25$\frac{9}{16}$″40$\frac{1}{2}$″&66$\frac{7}{8}$″-44$\frac{7}{16}$″<br>298NHP<br>A.G."Neptun,"Rostock | | |
| 25216<br>HFDS | **Nauplion** IronScSr<br>*Elec.light* Wireless *1Dk* | 502<br>441<br>295 | ✠<br>6,82 | Cly | *i* | | 1882<br>5mo | HM'Intyre<br>&Co.<br>Paisley | HellenicCo.ofMaritimeEnterprises | 185·6\|26·2\|13·7<br>B29'F24' | Piræus<br>Greek<br>4*BHCem* | C.2Cy.24″&48″–33″<br>NB98 110NHP<br>Hutson&Corbett,Glasgow | | |
| 25217<br>5553<br>JTPM | **Nautic** SteelScSr<br>*ss*Cff.No.1–18<br>*Elec.light* *1Dk(Stl)* | 1370<br>1155<br>780 | ✠100A1<br>11,20<br>~~BS3,20~~ ✠LMC8,18<br>BS8,21 | Hbg | *p* | 7,19 | 1914<br>2mo<br>*Lloyd* | Kockums<br>M.V.Aktieb.<br>Malmö<br>'*sA&CP* | Rederiaktb.Ocean<br>(H.Persson,&Co. *Mgrs.*)<br>*WB=CellDBa*73' | 233·2\|37·7\|16·3<br>P16'B58'F26'<br>FK<br>*uE*15'*f*90'345*tFPT* | Landskrna<br>Swedish<br>4*BHCem*<br>44*tAPT*62*t* | T3Cy.18$\frac{1}{8}$″,28$\frac{3}{4}$″&48$\frac{13}{16}$″–31$\frac{1}{2}$″<br>185lb (*s*) 155NHP<br>2SB,*4cf*,GS62,HS2490<br>KockumsM.V.Akt.Malmö | 18 ″ 7<br>s 2 ″ 2$\frac{1}{2}$<br>16 ″ | |
| 25218<br>MVKS | — WoodSc<br>*OilEng.*<br>*Mchy.Aft* *1Dk* | 519<br>411<br>344 | | | | | 1920 | A/S Söndeleds Værft.<br>Risör | BronnsRederiA/S<br>(P.Bronn,*Mgr.*) | 149·6\|27·7\|15·5<br>P73*t*F24*t* | Chrstiania<br>Norwegian | Oil Engine 2S.C.SA<br>4Cy.16$\frac{1}{2}$″–18$\frac{9}{16}$″ 91NHP<br>J&CGBolindersCoLdSkm. | | |
| 25219<br>NBKT | **Nautik** SteelScSr<br>*1Dk* | 941<br>813<br>549 | | | | | 1920 | Nüscke<br>&Co.<br>Stettin | A/S D/S Vesterhavet(L.D. Lauritzen,*Mgr.*) | 224·3\|33·0\|14·1 | Esbjerg<br>Danish<br>*WB* | T.3Cy.15$\frac{3}{8}$″,25$\frac{3}{16}$″,71$\frac{3}{4}$″–25$\frac{3}{8}$″<br>112NHP<br>AtlasWorks,Bremen | | |
| 25220<br>130380 | **Nautilus** SteelTwinSc<br>(*Sand Pump Hopper Dredger*)<br>*Elec.light* *1Dk(Stl–ptws)* | 2034<br>1819<br>1050 | ✠<br>*HopperDredger*<br>1,03 ✠ | Rnf | | | 1903<br>1mo | W.Simons<br>&Co.Ld.<br>Renfrew | UnionGovt.of SouthAfrica<br>(S.AfricaRlwys.& HarbourDept.Durban) | 281·0\|46·6\|17·4<br>Q97'F31'RFD68'<br>FK<br>*WB=* | PortNatal<br>British<br>5*BHCem*<br>*DTa*6'42*t* | T.6Cy.18″,28″&48″–27″<br>284NHP<br>3SB,*9cf*,GS170,HS4908<br>W.Simons&Co.Ld. Renfrw | 18 ″ 6 | |
| 25221<br>2639<br>HJKP | — IronScSr<br>6thSurvey,Skm.4,11<br>3rdSurvey,Mmo.4,20<br>*Well deck* *1Dk2trB* | 981<br>735<br>572 | A1,1<br>4,20 | Mmo | Lv | | 1872<br>7mo | Bergsunds<br>Mek.Verkst<br>Stockholm | Stockholms Rederiaktieb. Svea(H.Ericson, *Mgr.*) | 209·0\|29·7\|17·1<br>P121'H13*t*F27'<br>ND98 BK8″ | Stockholm<br>Swedish | C.2Cy.26″&52″–30″<br>NB84 NDB15 123NHP<br>2SB,*4pf*,GS61,HS1676<br>BergsundMek.Verks.Skm. | 18 ″ 2<br>s 2 ″ 5$\frac{1}{2}$<br>16 ″ 10 | |
| 25222<br>70681<br>NQGC | — IronScSr<br>(*ex*Nautpur,*ex* Nautilus)<br>*1Dk* | 718<br>636<br>467 | | | ... | | 1874 | G.S.Gulston<br>Sunderland | GeneralStm.Nav. Co.Ld. | 199·5\|28·0\|18·8<br>Q75'<br>BK7$\frac{1}{2}$″ | London<br>British<br>*WB* | C.2Cy.26″&47″–33″<br>NB85 95RHP<br>G.Clark,Sunderland | 16″10 | |
| 25223<br>LBDQ | — WoodSc<br>*OilEng.*<br>*1Dk* | 525<br>418<br>342 | | | | | 1920 | A/S Söndeleds Værft.<br>Risör | BronnsRederiA/S<br>(P.Bronn,*Mgr.*) | 153·9\|27·7\|15·7<br>P72*t*F27*t* | Chrstiania<br>Norwegian | Oil Engine 2S.C.SA<br>4Cy.16$\frac{1}{2}$″–18$\frac{9}{16}$″ 91NHP<br>J&CGBolindersCoLdSkm. | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25224<br>94133 | **Nautilus** IronScCtr<br>1*Dk* | 288<br>262<br>161 | | | | | 1879 | J.Walker<br>&Co.<br>Maryborough | JohnBurke,Ld. | 135·3 | 23·1 | 10·3 | Brisbane<br>British | C.2Cy.18"&33"–20"<br>41RH<br>J.Walker&Co.,Maryboro' |
| 25225<br>MBNR | — SteelScK<br>(*Trawler*)<br>1*Dk* | 257<br>242<br>119 | | | ... | | 1905 | Cochrane&<br>Sons<br>Selby | Soc.enParticipationNautilus (H.P. Aspeslagh,*Mgr.*) | 120·0<br>Q48'F20' | 22·0 | 13·0<br>BK7" | Ostend<br>Belgian | T.3Cy.13",21½"&35"–24"<br>71NH<br>C.D.Holmes&Co.Hull |
| 25226<br>VJOK | — SteelScSr<br>(*Trawler*)<br>1*Dk* | 150<br>129<br>85 | | | | | 1903 | Sandvikns<br>Skeppd&MV<br>Helsingfors | FinnishBoard of Navigation | 89·8 | 20·0 | 11·8 | Helsingfrs<br>Finnish | T.3Cy.11",17¾"&29¾"–19¾"<br>40NH<br>SandvikensSkeppsd.&MV |
| 25227<br>130762<br>KNGQ | **Navahoe** IronScSr<br>(*ex*Thuringia) Wireless 2*Dks*&3*trB* | 1881<br>1595<br>1122 | | | ... | | 1880 | Reiherst'g<br>Schiffsw<br>Hamburg | TransOceanic ShippingCo. | 283·3<br>F30' | 32·4 | 19·4 | NewYork<br>Utd.States<br>*WB* | C.2Cy.34"&62"–42"<br>208NH<br>Reiherst.Maschinenf.Ham |
| 25228 | **Naval** SteelSc<br>(*ex*Rhenus 27)<br>*Elec.light* 1*Dk* | 547<br>522<br>310 | | | | | $19\frac{10}{19}$ | Jonker&<br>Stans<br>HendrikIdo<br>Ambacht | Paulsen&Ivers | 187·4 | 23·1 | 13·2 | Kiel<br>German<br>*WB* | C.2Cy.13"&28"–12"<br>23NH<br>Alblasserdam.Msch.Fab. |
| ❋ 25229<br>133396<br>HWJP | **Naval Base** SteelScK<br>*ss*Hul.No.2–19<br>(*ex*AndrewMarvel) 1*Dk* | 285<br>250<br>114 | ✠100A1<br>*StmTrawler*<br>10,21 ~~7,20~~<br>BS8,21<br>~~BS7,20~~ ✠LMC8,19 | Hul | | CL<br>7,20 | 1912<br>7mo<br>*Lloyd* | Cochrane<br>&Sons<br>Selby<br>'*sA&CP* | JutlandAmalgamatedTrawlersLd. (E.Cargill,*Mgr.*) | 133·5<br>Q73'F20' | 23·0 | 12·0<br>BK7½" | Hull<br>British<br>4*BHCem* | T.3Cy.12¾",22"&36"–24" (*s*)<br>200lb 64RH<br>1SB,3*pf*,GS46,HS1295<br>C.D.Holmes&Co.Ld.Hull |
| ❋ 25230<br>129208<br>JHQO | **Naval Escort** SteelScK<br>*ss*Hul.No.2–20<br>(*ex*Leonato) 1*Dk* | 213<br>201<br>85 | ✠100A1<br>*StmTrawler*<br>8,20<br>~~BS8,20~~ ✠LMC12,19<br>BS7,21 | Hul | | CL<br>~~8,20~~<br>7,21 | 1909<br>6mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | JutlandAmalgamatedTrawlersLd. (E.Cargill,*Mgr.*) | 111·4 | 22·6 | 12·2<br>BK8" | Hull<br>British<br>4*BHCem*<br>*APT*2*t* | T.3Cy.10",16¾"&27"–24" (*s*)<br>200lb 45RH<br>1SB,2*pf*,GS25,HS750<br>Amos&Smith,Ld.Hull |
| 25231 | **Navals** SteelSc<br>(*Tug*)<br>(*ex*DaCapo) 1*Dk* | 115<br>—<br>— | | | | | 1913 | J.Th.<br>Meyer<br>Sliedrecht | B.A.Joureneff | 98·5 | 19·8 | 8·1 | Nicolaieff<br>Russian | T.3Cy.12½",$18\frac{1}{16}$"&$30\frac{3}{16}$"–16"<br>36NH<br>N.V.Machinefab.Bolnes |
| 25232 | **Navarchos Koundouriotis** SteelScSr<br>(*ex*WarCharger) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | *5703*<br>*5133*<br>*4145* | ✠100A1<br>9,20<br>BS12,20 ✠LMC11,18 | Rot | *z* | CL<br>N9,20 | 1918<br>11mo<br>*Lloyd* | JCoughlan<br>&Sons,Ld.,<br>Vancouver<br>'*sA&CP* 1*Int* | ChiosS.S.Co. (SaliarisBros.)<br>*ermediateBHinfor*<br>*CellDB*368'12 | 410·5<br>P59'B115'F47'<br>*eholddispensedwith*<br>74*tFPT*131*tAPT*2 | 54·1 | 27·5<br>FK | Chios<br>Greek<br>*ptCem*<br>6*BHonly*<br>69*t* | 1GearedSteamTurbine (*s*)<br>190lb 577NH<br>3SB,9*cf*,GS180,HS8008, FD<br>KerrTurbineCo.Wellsville, N.Y. |
| 25233<br>~~ONZW~~ | **Navarin** SteelScSr<br>*Elec.light* 1*Dk* | *321*<br>*233*<br>*150* | ✠100A1<br>*StmTrawler*<br>7,20 ✠LMC9,18 | Bos | | CL | 1918<br>9mo<br>A&CP | Canadian<br>Car&F'ndry<br>Co. Fort<br>William,Ont. | ~~FrenchGovernment~~ | 135·6<br>Q74'F27' | 22·6 | 12·7<br>BK7"<br>*FPT*3*t* | Utd.States<br>~~French~~<br>5*BHCem*<br>*APT*2*t* | T.3Cy.13",22"&36"–24" (*s*)<br>185lb FD 95NH<br>1SB,2*cf*,GS37HS1451<br>NordbergMfgCo.Milw'kee |
| 25234<br>124161<br>HKBQ | **Navarino** SteelScSr<br>*ss*Rot.No.3–9,20<br>2*Dks*(*MStlUptIrn*&*ptStl*)<br>*Elec.light* Wireless &*deep framing* | 5103<br>4884<br>3300 | ✠100A1<br>6,21 ~~2,21~~<br>~~BS9,20~~ ✠LMC8,19<br>BS2,22 | Rot<br>Liv | *z* | CL<br>9,20 | 1907<br>2mo<br>*Lloyd* | W.Hamil-<br>ton&Co.Ld.<br>PortGlasgow<br>'*sA&CP* *W* | GlasgowShipowners'Co.Ld. (Glen&Co.*Mgrs.*)<br>*B = Cell DBa*133' | 400·1<br>P34'B121'F35'<br>*uE*23'*f*171'1060*tA* | 52·0 | 28·2<br>FK | Glasgow<br>British<br>6*BHCem*<br>*PT*49*t* | T.3Cy.26",44"&73"–48" (*s*)<br>200lb 429NH<br>3SB,9*cf*,GS173,HS6687<br>D.Rowan&Co.Glasgow |
| 25235<br>HVRQ | **Navarra** SteelSc3MstSr<br>(*ex*Ida,*ex*Pérou)<br>Wireless 1*Dk*&*Spar dk*3*trB* | *3080*<br>*2840*<br>*1935* | | | ... | | 1890 | J.Laing<br>Sunderland | Cia.NavieraMundaca.Soc.Anon.(J. MdeArgacha*Mgr*) | 340·0<br>B78'F34' | 41·1 | 18·6<br>26·3<br>BK10" | S.Sebast'n<br>Spanish<br>*WB* | T.3Cy.24½",40"&66"–45'<br>NB05 292NH<br>G.Clark,Ld.Sunderland |
| 25236<br>LBNK | — SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk* | *2192*<br>*1878*<br>*1215* | | | | | 1920 | Osbourne,<br>Graham&Co.<br>LdSunderlnd | D/SA/S"Garonne" (Fearnley&Eger, *Mgrs.*) | 285·0<br>P73*t*H92*t*F20*t* | 43·6 | | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.21",35"&58"–39"<br>210NH<br>G.Clark,Ld.Sunderland |
| ❋ 25237<br>HVRP | — SteelScSr<br>*ss*Bcl.No.2–19<br>*Elec.light* 2*Dks*(*MStl*)&*Awng dk*(*ptStl*)<br>Wireless | *1688*<br>*1062*<br>*1035* | ✠100A1<br>*Awng dk*<br>*withfreeboard* BS6,22<br>5,20 ✠LMC<br>MS5,21<br>~~[illegible]~~ | Bkn | *q* | 2,21 | 1908<br>11mo<br>*Lloyd* | R.Thomp-<br>son&Sons,Ld.<br>Sunderland<br>'*sA&CP* | Cia.Trasmediterranea<br>*WB=CellDB* | 250·0<br>*a*67'*uE*&*B*33'*f*100' | 35·0 | 16·0<br>BK9" | Seville<br>Spanish<br>6*BHCem*<br>260*tAPT*8*t* | T.3Cy.18½",30"&49"–33" (*s*)<br>180lb *100lb* 153NH<br>1SB,3*cf*,GS62HS2400<br>N.E.MarineEng.Co.Ld.Sl |
| ❋ 25238<br>135702<br>JSKN | **Navasota** SteelTwinScSr<br>*Elec.light* 3*Dks*(*Stl*)&*Awng dk*(*Stl*–ws)<br>*Ref.Mchy.* Sub.Sig. *CruiserStern*<br>Wireless | 8799<br>7621<br>5523 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>9,21 ~~3,21~~ ✠LMC2,18<br>✠Lloyd'sRMC [illegible]<br>BS3,22 | Lon | *c*† | CL<br>3,21 | 1917<br>12mo<br>*Lloyd* | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>LdNewcastle<br>'*sA&CP* | R.M.S.P.Meat Transports,Ld.<br>*CellD* | 430·0<br>B on *Awng dk* 211'<br>F *on Awng dk* 44'<br>*B*372'919*t FPT*86*t* | 61·3 | 35·9<br>FK | S'thamptn<br>British<br>7*BHCem*<br>*APT*139*t* | Q.8Cy.24",33½"47"&68"–48"<br>215lb (*s*) 1094NH<br>5SB,20*cf*,GS415HS16770 FD<br>Swan,Hunter&Wigham-Richardson.Ld.Nwc. |
| 25239 | **Navegador** SteelSc<br>1*Dk*(*Stl*) | 133<br>133<br>44 | ✠ A1<br>*For Towing purposes*<br>4,20<br>✠LMC4,20 | Drt | | | 1920<br>4mo<br>*Lloyd* | Philip&<br>Son,Ld.<br>Dartmouth<br>'*sA&CP* | ArgentineNav.Co. | 88·6 | 21·0 | 10·6<br>BK6" | Bns.Ayres<br>Argentine<br>4*BHCem*<br>*DTf*11'14*t* | C.2Cy.15"&32"–24" (*s*)<br>150lb 77NH<br>1SB,3*pf*,GS58,HS1600<br>Philip&Son,Ld.Dartmouth |
| 25240<br>98745<br>MSQH | **Navenby** IronScK<br>(*Trawler*)<br>(*ex*OttomanEmpire,*ex*NorthSea) 1*Dk* | 162<br>155<br>65 | | | ... | | 1891 | Cook,Wel-<br>t'n&Gemmell<br>Hull | A.Grant | 100·5<br>len99 | 20·9 | 11·0<br>BK7½" | Grimsby<br>British | C.2Cy.16¾"&33"–22"<br>NB09 45RH<br>C.D.Holmes&Co.Hull |
| ❋ 25241<br>135575<br>JFLS | **Navigator** SteelScSr<br>*ss*Lon.No.1–18<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 3803<br>3602<br>2404 | ✠100A1<br>~~[illegible]~~ 4,22<br>~~[illegible]~~ ✠LMC11,18<br>BS8,21 | Mdb<br>~~Lon~~ Rot | *w* | CL<br>~~3,17~~<br>~~5,21~~<br>4,22 | 1914<br>5mo<br>*Lloyd* | C.Connell<br>&Co.Ld.<br>Glasgow<br>'*sA&CP* *WB=* | CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*)<br>*Cell DBa*112'*uE*& | 365·2<br>P33'B109'F37'<br>*B*48'*f*158'820*tFPT* | 47·1 | 27·3<br>FK | Liverpool<br>British<br>6*BHCem*<br>41*tAPT*14*t* | T.3Cy.23",38½"&64"–48" (*s*)<br>215lb 382NH<br>3SB,9*cf*,GS179,HS6456<br>Dunsmuir&JacksonLd.Gl |
| 25242<br>SRFN | — SteelScSr<br>*ss*Shl.No.2–13<br>(*ex*CondeAsdrubal, 1*Dk*(*ptIrn*&*ptStl*)<br>*ex*Kirkoswald) 2*trB*&*deep framing*<br>*Elec.light* 3*Dk rule* | 3721<br>3062<br>2126 | ✠ ~~[illegible]~~<br>12,19<br>✠ | Shl | *v* | | 1905<br>8mo | Richardsn,<br>Duck&Co.<br>Stockton<br>*WB=* | A/BFinland-AmericaLinjen<br>*CellDBa* 112' *uE*& | 340·0<br>P32'B110'F36'<br>*B*40'*f*146'813*t FPT* | 47·0 | 23·5<br>FK | Helsingfrs<br>Finnish<br>6*BHCem*<br>88*tAPT*96*t* | T3Cy24½",40½"&66½"–42"<br>304NH<br>2SB,6*cf*,GS242,HS4620<br>N.E.MarineEng.Co.Ld.Sl |
| 25243<br>JHFM | — SteelScSr<br>1*Dk*2*trB* | 1273<br>1164<br>797 | | | | | 1900 | Fevigs<br>Jernskibsbyg<br>Arendal | D/S A/S Storborg (J.RingenA/S *Mgrs.*) | 233·9<br>B60'H22*t*F23*t* | 35·1 | 18·5 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.17",27"&45"–33"<br>Richardsons, 116NH<br>Westgarth&Co.Ld.Mdb. |
| 25244 | **Navis III.** SteelSc<br>(*Tug*)<br>1*Dk* | 110 | | | | | 1917 | Gebr.G&H<br>Bodewes<br>Martenshoek | TechnischBureau "Navis"(A.B. Schaap,*Mgr.*) | 79·0 | 18·0 | 10·0 | Groningen<br>Dutch | T.3Cy.<br>Mch.Fulton,Martenshoek |

| 1 No. in Book. / Official No. / Code Letters | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25245 | **Navis XII.** SteelSc<br>1*Dk* | 417<br>312<br>203 | | | | | 1920 | Gebr.<br>Muller<br>Foxhol | TechnischBureau<br>"Navis"(A.B.<br>Schaap,*Mgr.*) | 143·0\|24·7\|11·7<br>P41'F20' | Groningen<br>Dutch<br>*WB* | T3Cy10$\frac{3}{5}$",17$\frac{3}{10}$"&28$\frac{3}{10}$"-18$\frac{3}{5}$"<br>34NHP<br>N.V.Machf.v.h.Schipper&<br>v.Dongen,Geertruidenberg | | |
| 25246 | **Navis XIII.** SteelSc<br>*Mchy.Aft* 1*Dk* | 619<br>443<br>324 | | | | | 1920 | Gebr.G&H<br>Bodewes<br>Martenshoek | TechnischBureau<br>"Navis"(A.B.<br>Schaap,*Mgr.*) | 167·0\|27·0\|12·2<br>B13'F21' | Dutch<br>*WB* | T.3Cy.12$\frac{3}{5}$",19$\frac{7}{10}$"&33$\frac{9}{10}$"–<br>33$\frac{9}{10}$" 67NHP<br>MchfbkFulton,Hoogezand | | |
| 25247 | **Navis XIV.** SteelSc<br>*Mchy.Aft* 1*Dk* | 500 | | | | | 1920 | Gebr.G&H<br>Bodewes<br>Martenshoek | TechnischBureau<br>"Navis"(A.B.<br>Schaap,*Mgr.*) | 164·7\|26·7\|14·0 | Dutch<br>*WB* | T.3Cy.12$\frac{3}{5}$",19$\frac{7}{10}$"&33$\frac{1}{10}$"–<br>19$\frac{7}{10}$" 48NHP<br>Mchfb.Fulton,Martnshoek | | |
| 25248<br>117583<br>WHPC | **Navua** SteelTwinScSr<br>*Elec.light* *Ref.Mchy* Wireless 2*Dks* | 2930<br>2508<br>1773 | | | | | 1904 | DJ.Dunlop<br>&Co.<br>Pt.Glasgow | UnionS.S.Co.of<br>NewZealand,Ld. | 300·0\|42·2\|25·8<br>B122'F35' | London<br>British<br>*WB* | T.6Cy.17",28$\frac{1}{2}$"&47"–33"<br>254NHP<br>D.J.Dunlop&Co.Pt.Gls. | | C |
| 25249<br>137429<br>JKCP | **Nawab** SteelScSr<br>*ss*Cal.No.1–19<br>*Elec.light* 2*Dks*(*Stl*–*U*teaks)<br>Wireless | 5430<br>4923<br>3424 | ✠100A1<br>~~2,21~~12,21<br>~~BS11,20~~ ✠LMC10,19<br>BS12,21 | Cal | *z* | CL<br>N6,20 | 1915<br>3mo<br>*Lloyd* | C.Connell<br>&Co.Ld.<br>Glasgow<br>'*sA&CP* | AsiaticStm.Nav.<br>Co.Ld.<br>*WB=CellDBa*<br>*uE&B*46'*f*187'111 | 404·4\|52·8\|28·7<br>P41'B137'F45'<br>120' FK<br>3*tDTa*22'184*t FP*7 | Liverpool<br>British<br>7*BHCem*<br>124*tAPT*30*t* | T.3Cy.25",42"&70"–48" (*r*)<br>200lb *100lb* 472NHP<br>2SB,8*cf*,GS150,HS6714 FD<br>Dunsmuir&JacksonLd.Gls | 31 〃 3<br>s 6 〃 3<br>25 〃 7 | |
| 25250<br>144917<br>KGQP | **Naworth** SteelSc<br>*ss*Nwc.No 3–8,20<br>(*ex*Killour) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 630<br>491<br>277 | 100A1<br>3,22~~8,20~~<br>LMC8,20 | Nwc | | CL<br>2,22 | 1918<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | B.Burletson<br>~~(Joplin&Hull,~~<br>~~*Mgrs.*)~~ J.Powell<br>&Co.*Mgrs.*) | 172·2\|30·0\|15·7<br>B50'<br>FK<br>*CellDBuE*26' | Newcastle<br>British<br>5*BHCem*<br>20*tFPT*20*t* | T.3Cy.16",26"&44"–26" (*s*)<br>200lb 94RHP<br>1SB,3*cf*,GS51,HS1825<br>N.E.MarineEngCoLd.Nwc | 16 〃 6<br>s 1 〃 10<br>14 〃 11 | |
| 25251 | **Naxos** SteelScSr<br>*ss*Dub.No.2–97<br>(*ex*PurfleetBelle, 2*Dks*(*UStl*–ws)<br>*ex*LadyMartin,*ex*BimbashiRizaBey)<br>*Elec.light* Wireless | *1401*<br>*1009*<br>*728* | ✠<br>5,01<br>✠ | Dub | *p* | | 1888<br>11mo | Workman<br>Clark&Co<br>Belfast | NationalS.N.Co. of<br>Greece,Ld.<br>(EmbiricosBros.<br>*Mgrs.*) | 269·6\|34·2\|16·4<br>P64'B90'F53'<br>BK8"<br>*CellDB*107' | Greek<br>5*BHCem*<br>162*tFPT*43 | T.3Cy.24",39"&64"–45"<br>NB08 NDB98 275NHP<br>Dunsmuir&Jackson,Gls. | 17 〃 6 | |
| 25252<br>HNAR | **Nazaré** SteelScSr<br>(*ex*MinnaSchuldt)<br>*Elec.light* 1*Dk* | 992<br>743<br>616 | | | | | 1891 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | Requisitioned by<br>thePortuguese<br>Government | 218·9\|32·3\|13·1<br>Q75'B51'F27' | Lisbon<br>Portuguese<br>*WB* | T.3Cy.15",22$\frac{1}{2}$"&43"–30"<br>101NHP<br>FlensburgerSchiffsb.Ges. | | |
| 25253 | **Nazareth** SteelScSr | 170<br>136<br>104 | | | | | 1902 | A.Rutherford&Co.<br>Birkenhead | P.F.Ramirez | 94·8\|22·8\|8·2 | Callao<br>Peruvian | C.2Cy.12"&24"–16"<br>19NHP<br>A.Rutherford&Co.Bkn. | | |
| 25254 | **Nazario Sauro** SteelTwinSc<br>*Elec.light* Wireless 3*Dks* | 6500 | | | | | 1920 | G.Ansaldo<br>&Co.<br>Sestri<br>Ponente | Soc.Trans-<br>atlanticaItaliana | 427·8\|52·5\|31·0<br>B184' | Genoa<br>Italian<br>*WB* | 3 Steam Turbines<br>G.Ansaldo&Co.<br>Sampierdarena | | |
| 25255 | **—** SteelSc<br>(*ex*SanGiusto) | 119<br>—<br>49 | | | | | 1898 | Stabilmnto<br>Tecnico<br>Trieste | Soc.Capodistriana<br>diNav. | 124·2\|17·2\|8·8 | Capodistria<br>Italian | T.3Cy.11$\frac{4}{5}$",18"&30"–17$\frac{3}{4}$"<br>37NHP<br>StabilimentoTecnico,Tri. | | A |
| 25256<br>HTMW | **Nea Ellas** SteelScSr<br>(*ex*SirW.T.Lewis) *ss*Pir.2ndNo.3–6,20<br>Wireless 1*Dk*(*Irn*)2*trB&*<br>*Webframes*3*Dk rule* | *3517*<br>*3245*<br>*2267* | ✠100A1<br>~~6,21~~ ~~6,20~~ 2,22<br>✠LMC6,20<br>BS2,22 | Pir<br>~~Bry~~ | *v* | ~~6,20~~<br>N6,21 | 1898<br>9mo | Richardsn,<br>Duck&Co.<br>Stockton<br>A&CP | I.D.Corcodilos<br>*WB=Cell*<br>*DBa*110'*uE*22' | 339·0\|46·0\|24·6<br>P33'B91'F32'<br>FK<br>*f*146'810*tFPT*167*t* | Andros<br>Greek<br>6*BHCem*<br>*APT*165*t* | T.3Cy.24",40"&66"–45" (*s*)<br>160lb 306NHP<br>2SB,6*rf*,GS132,HS4800<br>Blair&Co.Ld.Stockton | 27 〃 3<br>s 4 〃 11<br>22 〃 9 | |
| 25257 | **Nea Omonoia** SteelSc<br>1*Dk* | *128*<br>*127*<br>*26* | | ... | | | 1894 | J.Cran&Co<br>Leith | Aravandino&<br>Caravia | 100·0\|19·8\|9·6<br>BK6$\frac{1}{2}$" | Ithaca<br>Greek<br>*WB* | T.3Cy.13",21"&34"–24"<br>65NHP<br>J.Cran&Co.,Leith | 10 〃 0 | |
| 25258<br>~~[illegible]~~<br>~~[illegible]~~ | **Neabsco** WoodSc<br>*Elec.light* 2*Dks*<br>*Mchy.Aft* *Well deck* Wireless | 3353<br>2735<br>2039 | ✠10A–<br>2,20<br>~~BS5,20~~ ✠LMC4,19<br>BS8,21 | Nwc | | 5,20 | 1918<br>10mo | National<br>S.B.Co.<br>Orange,Tex. | ~~NaciremaS.S.~~<br>~~Corporation~~<br>Hulton,Thompson&Co. | 298·6\|49·9\|25·9<br>P&B105'F42' | ~~New York~~<br>~~Utd.States~~<br>British | T.3Cy.19",32"&54"–36" (*s*)<br>200lb 296NHP<br>2 Water Tube Boilers<br>GS174,HS5800<br>VulcanIronWorks,Inc.<br>JerseyCity,N.J. | 29 〃 2<br>s 5 〃 3$\frac{1}{2}$ | |
| 25259<br>144794 | **Neaptide** SteelSc<br>1*Dk*(*Stl*) | 96<br>95<br>37 | ✠100A1<br>*For fishing purposes*<br>3,21 ✠LMC8,20 | Abn | | CL | 1919<br>11mo<br>*Lloyd* | OuseS.B.<br>&Eng.Co.Ld.<br>Goole<br>'*sA&CP* | W.Main(J.A.Harrow*Mgr.*) | 86·2\|18·5\|9·2<br>BK7$\frac{1}{2}$" | Aberdeen<br>British<br>3*BHCem* | T.3Cy.9$\frac{1}{2}$",15$\frac{1}{2}$"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>Pollit&Wigzell,Sowerby<br>Bridge | 10 〃 0 | |
| 25260<br>123947<br>HKJN | **Neath Abbey** SteelScSr<br>*ss*Npt.No.3-12,19<br>(*ex*President) 1*Dk*(*Stl*)&*deep framing*<br>*Elec.light* Wireless | 1945<br>1729<br>1146 | ✠100A1<br>7,21~~5,20~~<br>~~BS5,20~~ ✠LMC2,19<br>BS4,21 | Bry<br>Liv | *r* | CL<br>12,19 | 1907<br>3mo<br>*Lloyd* | S.P.Austin<br>&Son,Ld<br>Sunderland<br>'*sA&CP* | AllRussianCo-<br>operativeSociety<br>(Capt.V.Sagovsky,<br>C.B.*Mgr.*)<br>*CellDBa*88' *uE&B* | 280·0\|40·5\|18·2<br>P25'B52'F29'<br>FK<br>34' *f*112'515*tFPT*1 | Cardiff<br>British<br>4*BHCem*<br>00*tAPT*110*t* | T.3Cy.20$\frac{1}{2}$",33"&54"-39" (*s*)<br>160lb *90lb* 194NHP<br>2SB,6*pf*,GS90,HS3093<br>J.Dickinson&Sons,Ld.Sld. | 20 〃 8<br>s 3 〃 2$\frac{1}{2}$<br>17 〃 9 | |
| | *Now named "[illegible]" See No. 39841 in Supplement* | | | | | | | | | | | | | |
| 25261<br>136139 | **Neath Castle** SteelScK<br>*ss*Sws.No.1–21<br>1*Dk* | 275<br>245<br>107 | ✠100A1<br>*StmTrawler*<br>~~12,21~~5,22 ✠LMC<br>MS10,19 BS1,21 | Sws | | CL<br>10,19 | 1916<br>11mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | ConsolidatedStm.<br>Fishing&IceCo.<br>(Grimsby)Ld.<br>(JDMarsden,*Mgr*) | 125·4\|23·4\|12·8<br>Q72'F21'<br>BK7$\frac{1}{2}$" | Swansea<br>British<br>2*BHCem* | T.3Cy.12$\frac{1}{2}$",21"&35"–26" (*s*)<br>180lb 87RHP<br>1SB,3*pf*,GS50,HS1616<br>Smith'sDockCo.Ld.Mdb. | 13 〃 6 | |
| 25262<br>MHNW | **Neb 2** SteelScSr<br>(*Whaler*)<br>*Elec.light* (*ex*Pequena) 1*Dk* | 175<br>170<br>61 | | | | | 1912 | Framnes<br>Mek.Værks.<br>Sandefjord | A/S Örnen<br>(S.L.Christensen) | 111·2\|20·2\|11·9 | Sandefjrd<br>Norwegian<br>*WB* | T.3Cy.12",20"&33"-24"<br>53NHP<br>AkersMek.Værks.Xia. | | N |
| 25263<br>144628<br>KGHF | **Nebraska** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks&Shelter dk*<br>*Ref.Mchy.* Wireless *CruiserStern* | 8263<br>7756<br>5163 | ✠Lloyd'sRMC~~11,20~~<br>4,22 ~~10,21~~ | | | | 1920 | Workman<br>Clark&Co.Ld<br>Belfast | RoyalMailSteam<br>PacketCo. | 450·2\|58·3\|37·1<br>P35'F43' | London<br>British<br>*WB* | 2 Steam Turbines<br>WorkmanClark&CoLd Bel | | C |
| 25264<br>210392<br>LCNH | **Necanicum** WoodScSr<br>1*Dk* | 752<br>—<br>565 | | | | | 1912 | Hammond<br>LumberCo.<br>Fairhaven,<br>Cal. | Brookings<br>CommercialCo.Inc. | 178·5\|39·0\|13·3 | Marshfield<br>Or.<br>Utd.States | C 2Cy.14"&32"-24"<br>42NHP | | |
| 25265 | **Neckar** SteelSc<br>(*Trawler*)<br>1*Dk* | 257<br>218<br>94 | | | | | 1907 | J.Frerichs<br>&Co.A.G.<br>Einswarden | DeutscheDmpfischereiGes.Nordsee | 129·9\|23·1\|11·2<br>Q73'F24' | Nordnham<br>German<br>*WB* | T3Cy 12$\frac{3}{16}$",19$\frac{11}{16}$"&31$\frac{1}{2}$"–23$\frac{5}{8}$"<br>48NHP<br>J.Frerichs&Co.A.G. | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enfranchement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25266<br>QTNW | Capsized & Sunk 11,21 (*Now named* "Kustavi,")<br>**Necken** IronSc | 122<br>—<br>105 | | | | | 1877 | ………………<br>Stockholm | HelsingforsKust Angf.Aktieb. | 107·2 | 18·5 | 8·4 | Helsingfrs<br>Finnish | NB02 |
| 25267<br>2000<br>JDSK | — IronScSp<br>1*Dk* | 121<br>80<br>88 | | | | | 1868 | MotalaCo.<br>Gothenburg | Ångb.Aktieb. Necken(Fritz Lundvik *Mgr.*) | 96·7<br>Q33'B19'H4tF29' | 18·5 | 7·9 | Trollhät-tan<br>Swedish | C.2Cy.11¾"&23¼"–14½"<br>NE86 17NHP<br>EriksbergsM.V.,Gothenb. |
| 25268<br>JVPG | **Nedenes** SteelScSr<br>1*Dk* | 1538<br>1396<br>974 | | | | | 1899 | Short Bros.<br>Sunderland | D/SA/SNedenes (C.T.Boe&Sön) | 255·7<br>P7tH100tF35t | 36·8 | 18·1 | Arendal<br>Norwegian<br>*WB* | T.3Cy.19",31"&51"–36"<br>156NHP<br>W.Allan&Co.Ld.Sld. |
| 25269<br>PMKW | **Nederland** SteelSc<br>*Mchy.Aft* 1*Dk* | 308<br>240<br>144 | | | | | 1918 | Botje,<br>Ensing&Co.<br>Groningen | N.V.Mij.totExploitatie v.Stoomb. (B.Bernhard) | 120·4<br>P33'F15' | 23·2 | 10·6 | Rottrdam<br>Dutch<br>*WB* | C.2Cy.12",&24"–15¾"<br>Botje, 19NHP<br>Ensing&Co.Groningen |
| 25270<br>PMLF | **Nederwaard** SteelSc<br>*Mchy.Aft* 1*Dk* | 622<br>455<br>323 | | | | | 1920 | J.Koster,<br>Hzn.<br>Groningen | N.V.Scheeps-exploitatie "Navis"(M.J.van der Eb,Ld. *Mgrs.*) | 166·2<br>P66'B13'F20' | 27·8 | 11·6 | Sliedrecht<br>Dutch<br>*WB* | T.3Cy.11¼",17½"&28¾"–20<br>37NHP<br>NV.vorheenSchipper&van Dongen,Geertruidenberg |
| 25271<br>218551<br>LSBV | **Nedmac** SteelSc<br>*Elec.light* 2*Dks(Stl)&Web frames*<br>Sub.Sig. Wireless<br>*Fitted for oil fuel* 7,19 *F.P. above* 150° F. | 5089<br>4740<br>3116 | ✠ ——<br>6,20<br>✠ | Hog Island | *z* | | 1919<br>7mo | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard<br>*CellDB*279'1380t | 390·0<br>P39'B122'F43'<br>FK<br>*MT*24'748t*FPT*144 | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>8*BHCem*<br>t*APT*100t | 1 Geared Steam Turbine<br>HS8700 600NHP<br>3 Water Tube Boilers FD<br>GeneralElectricCo.<br>Schenectady,N.Y. |
| 25272<br>118618<br>VFOJ | **Neebing** SteelSc3MstSr<br>*Mchy.Aft* 1*Dk*<br>Wireless | 1892<br>1750<br>1155 | | | | | 1903 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | SilverdaleS.S.Co. Ld. (Stephen Jones, *Mgr.*) | 247·6<br>F41' | 42·0 | 21·8 | Newcastle<br>British<br>*WB* | T.3Cy.19",31"&52"–36"<br>162NHP<br>WllsndSlpwy.Co.Ld.Nwc. |
| 25273<br>120649<br>HFGQ | **Needwood** SteelScSr<br>ssBry.No.3-8,18<br>Wireless 1*Dk(Stl)&Webframes*<br>*Cargo battens not fitted* | 1985<br>1758<br>1243 | ✠100A1<br>~~6,20~~ 12,21<br>~~BS6,20~~ ✠LMC8,18<br>BS7,21 | Sld | *r* | ~~N8,18~~<br>6,20 | 1906<br>1mo<br>*Lloyd* | Osbourne,<br>Graham&Co.<br>Sunderland<br>'*sA&CP* | W.France,Fenwick&Co.Ld.<br>*WB=Cell* | 279·5<br>P25'B64'F28'<br>FK<br>*DBa&uE*110'*f*110' | 40·1 | 18·1 | London<br>British<br>4*BHCem*<br>458t*APT*29t | T.3Cy.20½",33"&54"–39"(*s*)<br>180lb *80lb* 194NHP<br>2SB,6pf,GS86,HS2940<br>N.E.MarineEng.CoLd.Sld. |
| 25274 | **Neembucu** SteelScSr | 103<br>—<br>41 | | | | | 1885 | Janssen&<br>Schmilinsky<br>Hamburg | Nav.aVap.Vierci Hnos.S.A. | 89·9 | 19·0 | 9·0 | Asuncion<br>Paraguayan | C.2Cy.14"&22½"–18"<br>18NHP |
| 25275<br>217096<br>LNJS | **Neeolah** WoodScSr<br>*Elec.light* Wireless 1*Dk2trB* | 2594<br>2071<br>1511 | | | | | 1918 | Grant,<br>Smith-Porter<br>ShipCo.<br>Portland,Or. | UnitedStates ShippingBoard | 267·5<br>P27'B67'F29' | 46·4 | 23·9 | PortlndOr<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>AllisChalmersMfg.Co.<br>Milwaukee,Wis |
| 25276 | **Negada** SteelTwinScSr<br>*Elec.light* 2*Dks* | 6100<br>4954<br>3895 | | | | | 1905 | Blohm&<br>Voss<br>Hamburg | | 410·9<br>P220'F60' | 50·7 | 28·6 | *WB* | T.6Cy.20 7/16",34¾"&60¼"–49¼"<br>510NHP<br>Blohm&Voss,Hamburg |
| 25277<br>136976 | **Negaunee** SteelScSr<br>(*ex*E.N.Saunders)<br>*Elec.light* *Mchy.Aft* 1*Dk2trB* | 4305<br>—<br>3366 | | | | | 1902 | American<br>S.B.Co.<br>Lorain,O. | ClevelandCliffs IronCo. | 380·0 | 50·0 | 28·0 | Marquette<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"–40"<br>213NHP<br>AmericanS.B.CoCleveland |
| 25278 | **Neghileh** IronSc3MstSr<br>(*ex*Moray)<br>*Mchy.Aft* 2*Dks&Shade dk* | 774<br>658<br>442 | ✠<br>10,64 | Cly | | | 1864<br>10mo | Barclay,<br>Curle&Co.<br>Glasgow | Cie.Marit.de l'AfriqueOrientale | 226·8 | 28·0 | 15·7 | French<br>4*BH* | C.2Cy.26"&52"–36"<br>NE&B80 135NHP<br>Day,Summers&Co.,Son. |
| 25279<br>1199<br>LRBT | **Negroponte D.** Stl&IrnTwinSc<br>1*Dk* | 360<br>—<br>249 | | | | | 1889 | Stabilmnto<br>Tecnico<br>Trieste | Ch.A.Theofani | 175·0 | 28·0 | 7·6 | Rostoff<br>Russian | C.4Cy.11½"&21"–18"<br>31NHP<br>StabilimentoTcnco.,Trste. |
| 25280<br>MKNB | **Negus** SteelScSr<br>Wireless ssN.Yk.No.3-3,20<br>(*ex*AristidesBistis, *ex*Basiliades,*ex*Olivemoor) 1*Dk(ptIrn&ptStl)& deep framing*<br>*Now named* "**Edvard Munch**" *See Supplement* | 2732<br>2558<br>1679 | ✠100A1<br>3,20<br>✠LMC5,20 | NYk | *t* | CL<br>3,20 | 1906<br>2mo<br>*Lloyd* | J.Blumer<br>&Co.<br>Sunderland<br>'*sA&CP* | ÖrvigsDampskibs. A/S(OlafÖrvig, *Mgr.*)<br>*WB=CellD* | 314·0<br>P28'B90'F30'<br>FK<br>*Ba*104'*uE*22'*f*128 | 46·5 | 20·6 | Bergen<br>Norwegian<br>5*BHCem*<br>673t*APT*75t | T.3Cy.23",38"&62"–42"(*s*)<br>160lb *120lb* NDB20 257NHP<br>2SB,6pf,GS111,HS3974<br>J.Dickinson&Sons,Ld.Sld |
| 25281 | **Nehaj** IronSc | 138<br>—<br>71 | | | | | 1884 | Stabilmnto<br>Tecnico<br>Trieste | Soc.inAzioni Ungaro-Croata di Nav.Maritt.a Vap. | 124·0 | 16·0 | 6·1 | Fiume | C.2Cy.15½"&27"–18"<br>26NHP |
| 25282<br>207605<br>LBNS | **Nehalem** WoodScSr<br>Wireless 1*Dk* | 685<br>—<br>447 | | | | | 1910 | H.J.Price<br>Fairhaven,<br>Cal. | GulfMailSS.Co. | 173·0 | 39·0 | 13·6 | S.Frncisco<br>Utd.States | C.2Cy.14"&32"–24"<br>42NHP |
| 25283<br>OPAY | **Neidenfels** SteelScSr<br>ssHam.No.3-8,08<br>ssHam.No.1-12<br>Wireless 1*Dk(Stl)&Spar dk(Stl*–teaks)<br>*Elec.light* *&Web frames* | 5265<br>5035<br>3386 | ✠<br>*Spar dk*<br>7,16 ✠ | Ham | *z* | | 1896<br>12mo | Wigham<br>Richrdsn&Co<br>Newcastle | French Government<br>*WB* | 416·0<br>P60'B94'F47'<br>BK11'<br>=*Cell DBa*136'*uE* | 52·5 | 21·0<br>29·0 | French<br>6*BHCem*<br>28'*f*170'870t | Q.4Cy.24",34",51"&74"–54"<br>481NHP<br>3SB,9cf,GS146,HS6006 FD<br>Wighm Richrdsn&Co.Nwc |
| 25284<br>132098<br>HSMF | **Neil Gow** SteelScK<br>ssGms.No.2-20<br>1*Dk* | 255<br>234<br>107 | ✠100A1<br>*StmTrawler*<br>4,21<br>BS4,21 ✠LMC5,20 | Gms | | CL<br>3,20 | 1911<br>4mo<br>*Lloyd* | Cochrane<br>&Sons<br>Selby<br>'*sA&CP* | DirectFishSuppliesLd.(G.W.P. Margarson, *Mgr.*) | 126·7<br>Q69'<br>BK7½" | 22·1 | 11·7 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¼",22"&35"–24"(*s*)<br>200lb 80RHP<br>1SB,3pf,GS41,HS1285<br>C.D.Holmes&Co.Ld.Hull |
| 25285<br>MBDC | **Neil Macleod** IronScSr<br>(*ex*Salvadora)<br>*Elec.light* 1*Dk&Awngdk3trB* | 1076<br>698<br>630 | | | … | | 1875 | W.Doxford<br>&Sons<br>Sunderland | Cia.Maritima | 210·4<br>BK8" | 31·0 | 15·3 | Manila<br>Utd.States<br>*WB* | C.2Cy.27"&50"–33"<br>NB84 106NHP<br>G.Clark,Sunderland |
| 25286<br>143878 | **Neil Smith** SteelScK<br>ssLon.No.3-2,20<br>1*Dk* | 275<br>246<br>107 | 100A1<br>*StmTrawler*<br>2.20<br>LMC2,20 | Lon | | CL<br>2,20 | 1917<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | TheAdmiralty | 125·5<br>Q72'F21'<br>BK7½" | 23·4 | 12·8 | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"–26"(*s*)<br>180lb 87RHP<br>1SB,3pf,GS49,HS1590<br>Smith'sDockCo.Ld.Mdb. |
| 25287<br>113906 | **Neilson** SteelTwinScCtr<br>(*ex*T.C.C.HopperNo.1) 1*Dk* | 838<br>675<br>385 | | | … | | 1903 | Ropner&<br>Son<br>Stockton | KyleTransportCo. Ld.(A.Bicket, *Mgr.*) | 180·1<br>FK | 33·1 | 14·3 | Liverpool<br>British | T.3Cy.10",16½"&27"–22"<br>90RHP<br>Blair&Co.Ld.Stockton |

| 1 No. in Book / Official No. / Code Letters | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Reasons in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25288<br>17393<br>HPDJ | **Neisei Maru** SteelScSr<br>(exMerapi)<br>Elec.light Wireless 3Dks | 2474<br>—<br>1529 | | | | | 1889 | Kon.Maats<br>deSchelde<br>Flushing | HaradaKisen<br>KabushikiKaisha | 332·4\|38·0\|23·0<br>P80'H66'F44' | Amagasaki<br>Japanese<br>WB | Q.4Cy.23",33",43"&63"-42"<br>257NHP<br>Maats.deSchelde,Flushing | | |
| 25289<br>129406<br>HTGK | **Neko** SteelScSr<br>ssLiv.2ndNo.3-9,18 ~~ssHam.No.3-1,04~~<br>~~ssLth.No.2-12~~<br>Elec.light 2Dks(Stl-Uws)<br>Well deck &Webframes<br>Wireless | 3576<br>2990<br>2176 | ✠100A1<br>9,21 ~~9,15~~<br>~~Examined8,19~~<br>~~BS8,20~~ ✠LMC~~7,16~~<br>CarryingWhale Oil in bulk<br>in Nos.2&3lower holds | Bkn<br>Lth | w<br>10,21 | CL<br>8,20 | 1891<br>12mo | Armstrong<br>Mitchell&Co.<br>Ld.Newcastle<br>A&CP | Chr.Salvesen&Co. | 345·0\|43·7\|25·8<br>P&B205'F31'<br>FK<br>WB=CellDB304'602t | Leith<br>British<br>7BHAsp<br>APT12t | T.3Cy.27",43"&69"-48" (s)<br>160lb 100lb NDB09 365NHP<br>2DB,12rf,GS180,HS6000<br>Wllsnd SlpwyCo.Ld.Nwc. | 28 ″ 3<br>s 4 ″ 9½<br>24 ″ 0 | |
| 25290<br>79347<br>QPJW | **Nelcebee** IronScCtr<br>1Dk | 162<br>130<br>85 | | | | | 1883 | T.Cruickshank<br>Pt.Adelaide | AdelaideStm.Tug<br>Co.Ld. | 107·0\|18·8\|9·2<br>H10' F4' | Adelaide<br>British | C.2Cy.17½"&34"-24"<br>60RHP<br>W.King&Co.Glasgow | | |
| 25291 | **Nelda** SteelSc<br>Elec.light 2Dks(Stl)&Shelterdk(Stl)<br>Wireless | 5187<br>4845<br>3111 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3.21 ✠LMC3,21 | Tri | x | CL | 1921<br>3mo | Cant.Nav.<br>Triestino<br>Monfalcone<br>A&CP | Compagnia<br>Italiana diNav.e<br>Commercio d'Oltremare "Cinco"<br>CellDB319'957t | 362·0\|~~49·3~~ 49·2\|35·2<br>FK<br>Collision<br>APT110t | Rome<br>Italian<br>Cem<br>BH to Sh dk<br>5 „ „ U „ | T.3Cy.24¾",41"&68"-45" (s)<br>180lb 100lb 383NHP<br>2SB,6cf,GS128,HS5243 FD<br>UnitedMachine Factories,Ld.Smichov | 35 ″ 2<br>s8 ″ 0<br>27 ″ 7 | |
| 25292<br>136072<br>JKSV | — SteelSc<br>ssCff.No.1-19<br>(exEllawood) 1Dk(ptIrnptStl)<br>Elec.light Wireless | 3100<br>2928<br>1911 | ✠100A1<br>12.19<br>✠LMC12,19 | Cff | v | CL<br>12,19 | 1915<br>4mo | Ropner&<br>Sons,Ld.<br>Stockton<br>Lloyd'sA&CP | A.&C.Aboaf,Ld.<br>WB=CellDBa | 335·5\|48·1\|23·3<br>P31'B&F261'<br>FK<br>110'uE22'f145'799t | London<br>British<br>5BHCem<br>APT86t | T.3Cy.24",40"&65"-42" (s)<br>180lb 120lb 301NHP<br>2SB,6cf,GS123,HS4690<br>Blair&Co.Ld.Stockton | 24″10<br>s2″7½<br>22″6 | |
| 25293<br>131326<br>HSKJ | **Neleus** SteelScSr<br>Elec.light Wireless 2Dks | 6685<br>5543<br>4260 | | | | | 1911 | Workman,<br>Clark&Co.Ld<br>Belfast | ChinaMutualStm<br>Nav.Co.Ld. (A.<br>Holt&Co.Mgrs.) | 443·0\|52·7\|32·0<br>P50'B162'F54' | Liverpool<br>British<br>WB | T.3Cy.30",50"&83"-60"<br>534NHP<br>Wrkman,Clark&CoLd Bel | | BT<br>till<br>1,22 |
| 25294 | **Nellie** SteelSc<br>For full particulars See No. 38637 in Supplement<br>Mchy.Aft | 240 | A1<br>Hopper Dredger<br>(ClassContemplated) | | | | 1921 | Olderfleet<br>SB&ECo.Ld.<br>Larne | HowdenBros. | 107·0\|28·0\|9·2 | Belfast<br>British | C.2Cy.13"&26"-18"<br>Campbell&CalderwoodPsy | | |
| 25295<br>130296 | **Nellie B. Dey** WoodSc<br>(Motor) | 122<br>—<br>79 | | | | | 1884 | ..............<br>Lenoxville,<br>N.C. | OceanFisheriesCo. | 102·0\|17·5\|7·5 | Apalachicola,Fla.<br>Utd.States | Motor | | |
| 25296<br>122415<br>JCBK | **Nellie Braddock** SteelScK<br>ssFlt.No.1-19<br>Elec.light 1Dk | 314<br>269<br>128 | ✠100A1<br>StmTrawler<br>3,19 MS11,21<br>BS6,20 ✠LMC3,19 | Flt | | CL<br>3,19 | 1913<br>4mo | J.Duthie<br>TorryS.B.Co<br>Aberdeen<br>Lloyd'sA&CP | CliftonSteam<br>Trawlers,Ld.<br>(Taylor&Tomlinson,Ld.Mgrs.) | 130·1\|23·6\|13·3<br>Q77'F22'<br>BK7½" | Fleetwood<br>British<br>4BHCem | T.3Cy.13¾",23"&37"-27" (s)<br>180lb 69RHP<br>1SB,3pf,GS53,HS1682<br>J.Abernethy&Co.Abn. | 14 ″ 0 | |
| 25297 | **Nellie Crawford** SteelScK<br>(Fishing)<br>1Dk | 276<br>247<br>118 | | | | | 1919 | J.Duthie<br>TorryS.B.Co<br>Aberdeen | E.Lescarret | 125·6\|23·6\|12·7 | Spanish<br>WB | T.3Cy.12½",21"&35"-26"<br>62NHP<br>Belliss&Morcom,Ld.Birm. | | |
| 25298<br>135263<br>JNSF | **Nellie Laud** SteelSc<br>(exConcrete) 1Dk | 125<br>92<br>66 | | | | | 1913 | Soc.Anon.<br>Meuse et<br>Sambre<br>Namur | TheAdmiralty | 85·2\|20·1\|7·6 | Grimsby<br>British | C.2Cy.10"&20"-12"<br>35RHP<br>T.&J.Hosking,London | | |
| 25299<br>135325<br>JCMS | **Nellore** SteelTwinScSr<br>Elec.light 3Dks(Stl-Uteak s)<br>Wireless | 6853<br>5872<br>4250 | ✠<br>6,13<br>✠ | Grk | b† | | 1913<br>6mo | Caird&Co.<br>Ld.<br>Greenock | P.&O.Stm.Nav.Co.<br>WB=Cell | 450·0\|52·2\|30·6<br>P84'B149'F84'<br>FK&BK2"<br>DBa110'f189 832t | Greenock<br>British<br>7BHCem<br>APT95t | Q.8Cy.19",27",38½"&54"-48"<br>628NHP<br>2DB,12cf,GS234,HS9180 FD<br>Caird&Co.Ld.Greenock | 33 ″ 6 | BT<br>till<br>3,21 |
| 25300<br>NKPQ | **Nelly** SteelScSr<br>sSws.No.3-7,19 ~~ssCpn.2ndNo.3-11,09~~<br>~~ssSws.No.2-10~~<br>(exIngrid,<br>exSneaton) 1Dk(Irn)&Webframes<br>Well deck Inner bottom Iron | 1514<br>1088<br>943 | ✠100A1<br>~~5,21~~ ~~7,20~~11,21<br>~~BS8,20~~ ✠LMC7,19<br>BS11,21 | Sws<br>Ant<br>Cpn | p | ~~7,19~~<br>5,21 | 1888<br>10mo | J.Blumer<br>&Co.<br>Sunderland<br>A&CP | H.A.Guldager | 250·0\|35·5\|15·6<br>P19'Q84'B96'F29'<br>BK9"<br>WB=Cell | Esbjerg<br>Danish<br>4BHCem<br>DB202'324t | T.3Cy.19",31"&51"-33" (s)<br>160lb 100lb NDB08 147NHP<br>1SB,2rf,1cf,GS54,HS2170<br>N.E.MarineEngCo.LdNwc | 18 ″ 0<br>s ″ 11<br>17 ″ 11 | |
| 25301<br>1711<br>JDKN | — CompScSp<br>(exRing)<br>Mchy.Aft 1Dk | 198<br>156<br>99 | | | | | 1890 | P.Larsson<br>Thorskog | Göteborg-Kristinehamns Rederi A/B<br>(T.Jonsson,Mgr.) | 98·9\|22·5\|9·7<br>P22' H11t F11 | Gothenburg<br>Swedish | C.2Cy.12"&18"-16"<br>11NHP<br>P.Larsson,Thorskog | | V |
| 25302 | — IronScK<br>ssAms.No.3-1,11<br>(exNellie,exPavonia) ssYmu.No2.-19<br>1Dk | 183<br>174<br>62 | ✠100A1<br>Stm Trawler<br>6,21 ~~7,19~~ ✠LMC<br>MS4,19 ~~BS6,20~~ 6,21 | Ymu | | ~~7,18~~<br>6,21 | 1899<br>2mo | Cochrane&<br>Cooper,Ld.<br>Beverley<br>Lloyd'sA&CP | N.V.Algemeene<br>Vissch.Maats. | 115·0\|21·0\|11·2<br>Q47'<br>BK7½" | Ymuiden<br>Dutch<br>4BHCem | T.3Cy.13",21½"&35"-24" (s)<br>180lb 67NHP<br>1SB,2cf,GS36,HS1057<br>J.Cran&Co.Leith | 12 ″ 0 | |
| 25303 | **Nelly Gesina** SteelScYl<br>ssHul.No.2-07<br>(exClyde) (Trawler) 1Dk | 173<br>158<br>54 | 11,11<br>✠ | Hul | | | 1898<br>10mo | Mackie&<br>Thomson<br>Glasgow | A.Eelman&<br>J.H.Boon | 105·6\|21·0\|10·7<br>Q17'F19'<br>BK7½" | Ymuiden<br>Dutch<br>4BHCem<br>=MT14'25t<br>WB | T.3Cy.10",16"&27"-20"<br>33NHP<br>1SB,2pf,GS26,HS536<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 25304<br>OPBH | **Nelly Lasry** SteelSc<br>Elec.light 2Dks(Stl) | 2340<br>2144<br>1422 | ✠100A1<br>4,22 ~~7,20~~<br>✠LMC7,20 | Lth<br>Brt | t | CL | 1920<br>7mo | Burntisl'nd<br>S.B.Co.Ld.<br>Burntisland<br>Lloyd'sA&CP | J.Lasry<br>Intermediate'tween dk BH in fore<br>CellDBa86'uE20' | 300·6\|43·7\|22·7<br>P28'B81'F29'<br>FK<br>hold dispensed with<br>f124' 523t FPT55t | Oran<br>French<br>Cem<br>4BH to U dk<br>1 „ „ 2nd „<br>APT42t | T.3Cy.22",36"&59"-39" (s)<br>180lb 286NHP<br>2SB,6cf,GS142,HS5091<br>Cooper&Greig,Ld.Dundee<br>only | 25 ″ 0<br>s 4 ″ 2<br>21 ″ 0 | |
| 25305<br>215592<br>LHVC | **Nelseco II.** WoodSc<br>OilEng. | 237<br>—<br>147 | | | | | 1917 | I.W.Reed<br>BoothbayMe. | NewLondonShip&<br>Eng.Co. | 110·5\|29·0\|8·2 | N.London<br>Utd.States | Oil Engines<br>71NHP | | |
| 25306<br>210617<br>LOPS | **Nelson** SteelSc3MstSr<br>ssBal.No.2-20<br>Elec.light 1Dk(Stl)&pt2nd dk(Stl)<br>Mchy.Aft Sub.Sig. &Webframes<br>Wireless | 4747<br>4203<br>2797 | ✠100A1<br>2,22 ~~2,21~~<br>CarryingPetroleum in bulk<br>BS11,21 ✠LMC8,20<br>Fitted for lowflash oil fuel 2,22 | Bal | x | CL<br>8,20 | 1912<br>11mo | ForeRiver<br>S.B.Co.<br>Quincy,Mass.<br>CP | CubaDistillingCo.<br>Inc.<br>WB=CellDBuE& | 370·0\|52·1\|27·0<br>P98'B26'F30'<br>B83'f232' FK<br>1545t FPT225t APT120t | NewYork<br>Utd.States<br>12BHCem<br>7 „ to Uprdk<br>5 „ „ 2nddk | T.3Cy.23½",41⅞" ~~41"~~&68"-48" (s)<br>190lb 448NHP<br>3SB,9cf,GS154,HS6501 FD<br>ForeRiverS.B.Co.Quincy | 30 ″ 0<br>s 7 ″ 0<br>23 ″ 4 | |
| 25307<br>110561 | — SteelScSp<br>ssLiv.No.3-3,12<br>ssLiv.No.2-19 ~~ssLiv.No.1-15~~<br>1Dk(Irn) | 149<br>131<br>— | ✠100A1<br>For Towing purposes<br>2,21 ~~12,19~~ ✠LMC<br>MS2,20 BS11,20 | Liv | | 2,21 | 1899<br>3mo | J.Jones&<br>Sons<br>Liverpool<br>Lloyd'sA&CP | Alexandra Towing<br>Co.Ld. | 92·2\|20·7\|10·9<br>BK6½"<br>W | Liverpool<br>British<br>4BHCem<br>B=APT3t | C.2Cy.16"&42½"-27" (s)<br>150lb 94RHP<br>1SB,3cf,GS56,HS1490<br>J.Jones&Sons,Liverpool | 12 ″ 0 | |

| 1 Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25308 | **Nelson** SteelScSp<br>(*Tug*)<br>1*Dk* | *141*<br>*141*<br>8 | | | ... | | 1905 | Dundee Shipbuilders' CoLd.Dundee | TheArgentineNav. Co.(Nicolás Mihanovich)Ld. | 80·2 | 22·3 | 13·2<br>BK6½" | Bns.Ayres<br>Argentine<br>*WB* | C.2Cy.20"&43"–27"<br>109NHP<br>MacColl&Pollock,Ld.Sld. | 13 , |
| 25309<br>220053<br>LWNT | **Nemaha** SteelSc<br>*Elec.light* *Fitted for oil fuel*<br>Wireless 1*Dk&Shelter dk&Web frames*<br>Sub.Sig. *Longitudinal framing* | 6502<br>5630<br>4016 | | | ... | | 1920 | G.A.Fuller Co. Wilmington, N.C. | UnitedStates ShippingBoard | 395·3<br>P45'B110'F38'*on Shelter dk* | 55·1 | 31·4<br>FK | Wilmgton N.C.<br>Utd.States<br>*WB* | T.3Cy24½",41½"&72"–48"<br>590NHP<br>TheO'NeilIronWorks, Buffalo,N.Y. | 34,1 |
| 25310<br>217534<br>LPSH | **Nemassa** WoodSc<br>*Elec.light* 1*Dk* | 2551<br>—<br>1528 | | | | | 1918 | Freeport S.B.Co. Freeport, Me. | UnitedStates ShippingBoard | 266·1<br>P25'B65'F29' | 46·2 | 23·9 | Prtlnd.Me<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | |
| 25311<br>82318<br>JFLK | **Némesis** IronScSr<br>*ss*Hav.No.3–3,94<br>(*ex*Yacht,*ex*SeaQueen) *ss*Hav.No.1–97<br>Wireless 2*Dks* | 385<br>369<br>262 | ✠<br>*Yacht*<br>2,04 | Ham | *h* | | 1880<br>5mo | Duncan& Co. Pt.Glasgow | Lindsay,Swan, Hunter,Ld. | 194·2 | 25·2 | 12·4 | S'thamptn<br>British<br>5*BHCem* | C.2Cy.24"&46"–26"<br>90RHP<br>Rankin&Blackmore,Grk. | 16 , |
| 25312 | **Nemi** WoodSc<br>(*ex*WarCayuse)<br>*Elec.light* 1*Dk2trB*<br>*Well deck* Wireless | *2346*<br>*1740*<br>*1438* | | | ... | | 1918 | W.Lyall S.B.Co.Ld. N.Vancouver B.C. | Soc.Italiana di ServiziMarittimi | 249·5<br>P&B138'F32' | 43·4 | 22·8 | Genoa<br>Italian | T.3Cy.20",33"&54"–40"<br>322NHP<br>WallaceShipyds.Ld.N.Vcr | 25 , |
| ⁕ 25313<br>HVRW | **Nemrod** SteelScSr<br>*ss*Bbo.No.3–12,16<br>*ss*Bbo.No.1–21<br>1*Dk*(*Stl*)&*Awng dk* | 423<br>—<br>212 | ✠100A1<br>*Awng dk withfreeboard*<br>10,21 ~~2,21~~ ✠LMC5,21 | Bbo | *f* | 3,21 | 1904<br>10mo<br>*Lloyd's A&CP* | Cia.Euscal-dunadeCons. deBuques Bilbao | Cia.delVap. "Nemrod" (P.Chalbaud) | 140·0<br>*WB=CellD* | 25·0 | 8·0<br>15·0<br>FK | Bilbao<br>Spanish<br>4*BHCem*<br>*Ba26' uE18'* | T.3Cy.12½",18"&32"–23" (*s*)<br>180lb *100lb* NDB13 65NHP<br>1SB,*2cf*,GS33,HS1166<br>Wilton'sEngCoRotterdam<br>*f49'102tFPT18tAPT10t* | 17 ,<br>5,4<br>12,1 |
| 25314<br>1356<br>LRBS | **Neojeedanny** IronPad | 310<br>—<br>136 | | | | | 1912 | I.Bogdanos Nachitch-evan | Azoff-BlackSea S.S.Co. | 184·4 | 23·1 | 7·5 | Rostoff<br>Russian | C.2Cy.21"&36"–42"<br>70NHP | |
| 25315<br>130990 | **Neophyte** SteelScSr<br>*ParaffinMotor*<br>1*Dk* | 150<br>121<br>97 | | | | | 1903 | ……………… Amsterdam | CanadianGovt. (MinisterofRailways&Canals) | 107·0 | 20·7 | 6·2 | ChthmN.B.<br>British<br>*WB* | Paraffin Motor 2S.C.SA<br>2Cy.12"<br>D.Goedkoop,Amsterdam | |
| ⁕ 25316<br>132880<br>JBTF | **Neotsfield** SteelScSr<br>*ss*Shl.No.3–4,19<br>(*ex*Dartwen) 1*Dk*(*Irn*)<br>Wireless | 4793<br>4556<br>3022 | ✠100A1<br>7,21 ~~6,20~~<br>~~BS7,20~~ ✠LMC3,19<br>BS7,21 | Hul | *x* | CL<br>7,20 | 1913<br>3mo<br>*Lloyd's A&CP* | Richardsn, Duck&Co.Ld. Stockton | NeotsfieldShipCo. Ld.(J.Bell&Co. *Mgrs.*)<br>*CellD Ba127' uE&B* | 380·2<br>P34'B111'F31'<br>*45'f168'1116tFPT1* | 50·9 | 28·0<br>FK | Hull<br>British<br>6*BHCem*<br>*62tAPT129t* | T.3Cy.26",42"&70"–48" (*s*)<br>180lb *120lb* 385NHP<br>3SB,*9cf*,GS173,HS6169<br>Blair&Co.Ld.Stockton | 30 ,<br>5,<br>24,1 |
| 25317<br>128292 | **Nepaul** SteelPad<br>2*Dks* | 1701<br>1326<br>1191 | | | | | 1909 | W.Denny &Bros. Dumbarton | IrrawaddyFlotilla Co.Ld. | 329·0 | 46·1 | 10·7 | Glasgow<br>British | T.3Cy.28",41½"&60"–66"<br>292NHP<br>Denny&Co.Dumbarton | |
| 25318<br>105981<br>PFSR | **Nephrite** SteelSc3MstSr<br>~~*ss*Gls.No.3–4,09~~<br>*Mchy.Aft* *Well deck* ~~*ss*Cff.No.2–18~~<br>*Elec.light* *ss*Ayr.2ndNo.3–8,21 1*Dk*(*Irn*) | 673<br>455<br>270 | ✠100A1<br>8,21 ~~9,18~~<br>~~BS1,20~~ ✠LMC~~9,18~~<br>8,21 | Cff<br>Ayr | *i* | CL<br>~~9,18~~<br>8,21 | 1896<br>2mo | Scott& Sons Bowling<br>A&CP | W.Robertson | 185·0<br>Q91'B11'F37'<br>*WB=CellDBf102'* | 29·1 | 10·8<br>BK7½" | Glasgow<br>British<br>3*BHCem*<br>*149tFPT22t* | T.3Cy.16",26"&42"–33" (*s*)<br>160lb 90RHP<br>1SB,*3pf*,GS55,HS1550<br>Muir&Houston(Lim.),Gls. | 12 ,<br>,<br>13,1 |
| 25319<br>217019<br>LNFM | **Neponset** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *Cargo battens not fitted*<br>*Ref.Mchy.* | 7435<br>—<br>4565 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~1,21 5,20~~ 3,22 ✠LMC10,18 | NYk<br>~~Ham~~ | *b*† | CL<br>~~3,20~~<br>3,22 | 1918<br>10mo | SunS.B.Co Chester,Pa.<br>A&CP | ~~UnitedStates ShippingBoard~~<br>ElderSteelS.S.Co.Inc | 434·3 | 57·7 | 27·1<br>35·3<br>FK | NewYork<br>~~Philadelphia~~<br>Utd.States<br>*Cem*<br>(1*BHtoSh dk* | T.3Cy.27",45½"&76"–51" (*r*)<br>190lb 696NHP<br>4SB,*12cf*,GS247,HS11108FD<br>SunS.B.Co.Chester,Pa. | 38 ,<br>10,<br>28,1 |
| | | | *Fitted for oil fuel 10.18 FP above 150°F.*<br>✠Lloyd'sRMC~~12,20~~ ~~6,21~~ 3,22 | | | | | *One intermediate BH in after hold dispensed with*<br>*CellDB370' 1355t DTa30' 882t FPT117tAPT76t* | | | | | 5 ,, ,, *U* ,,<br>1 ,, ,,2nd,,) | | |
| 25320<br>145187 | **Neppo** Steel~~Aux~~ScSr<br>*OilEng.*<br>1*Dk*<br>~~(*See Sailing Ship Register Supplement*)~~ | 240<br>177<br>133 | | | | | 1921 | VandeKuy &VandeRees Rotterdam | VanOppen&Co.Ld. (R.W.McFarlan, *Mgr.*) | 115·6 | 20·0 | 9·3 | London<br>British<br>*WB* | Oil Engines<br>4Cy.13 3/16"–13¾" 51NHP<br>D.Goedkoep,Jnr. Amsterdam | |
| 25321<br>JVGR | **Neptun** SteelScSr<br>1*Dk&Awngdk* | 1113<br>1061<br>673 | ✠<br>*Awng dk withfreeboard*<br>6,90 | Bhn | *l* | | 1890<br>6mo | J.C.Tecklenborg Geestemünde | DetBergenske Dampskibsselskab | 218·9<br>H38*t*<br>len04<br>*WB=Cell* | 30·0 | 13·2<br>22·1<br>BK7" | Bergen<br>Norwegian<br>4*BH*<br>*DB146'132t* | T.3Cy.21½",36⅝"&57½"–35½"<br>NB04 220NHP<br>H.Paucksch,Landsberg | 22 , |
| 25322<br>NBKQ | — SteelScSr<br>1*Dk* | 941<br>813<br>549 | | | | | 1919 | Atlas WerkeA/G Bremen | A/S D/S Vesterhavet (L.D. Lauritzen, *Mgr.*) | 224·3 | 33·0 | 14·1 | Esbjerg<br>Danish<br>*WB* | T.3Cy.15⅝",25 3/16",41¾"–25½"<br>112NHP<br>AtlasWerke,Bremen | |
| 25323 | — SteelScSr<br>1*Dk* | 659<br>518<br>364 | | | | | 1912 | Akt.Ges. "Weser" Bremen | Dampfschifffahrts Ges.Neptun | 180·1<br>P45'B50'F22' | 28·2 | 12·9 | Bremen<br>German<br>*WB* | T.3Cy.13",21"&34½"–23 7/10"<br>58NHP<br>A.G."Weser,"Bremen | |
| 25324<br>1673<br>HFMB | — IronScSr<br>(*SalvageSteamer*)<br>*Elec.light* 1*Dk* | 289<br>241<br>130 | | | | | 1870 | W.Lindbergs Aktieb. Stockholm | BergningsochDykeriaktieb.Neptun (W.R.Edlind *Mgr*) | 143·3<br>H25*t* | 23·7 | 11·3 | Stockholm<br>Swedish | NE&B19<br>OscarshamnM.V. och Skeppsd.A/BOscar. | |
| 25325 | — SteelScSr<br>(*Trawler*)<br>(*ex*Admiral v.Capelle) 1*Dk* | 238<br>224<br>91 | | | | | 1917 | Stettiner Oderwerke Stettin | S.Wriede | 126·0<br>B21'F20' | 23·1 | 10·3 | Altona<br>German<br>*WB* | T.3Cy.13⅝",20½"&32½"–22"<br>49NHP<br>StettinerOderwerke | |
| 25326<br>1676<br>HTKM | — | 180<br>158<br>102 | | | | | 1884 | S.Groth Sjötorp | Ångf.A/BForsvik (C.Larson, *Mgr.*) | 100·5 | 22·1 | 10·2 | Forsvik<br>Swedish | C.2Cy.12⅓"&21⅓"–15⅗"<br>18NHP<br>GöteborgsMVAktieb,Got. | |
| 25326* | — SteelSc<br>*OilEng.*<br>(*Trawler*) | 150<br>—<br>— | | | | | 1917 | G.H.Thyen Brake | EmderHeringsfischereiAkt.Ges. | ………… | ………… | ………… | Emden<br>German | Oil Engine | |
| 25327<br>VHFB | **Neptun II.** WoodAux3MstSr<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 266<br>273<br>216 | | | | | 1919 | J.Mickelson Kristinestad | Motorfartygs A/BNeptun(A.W. Starck, *Mgr.*) | 122·5<br>P21' | 30·2 | 11·7 | Krstnstad<br>Finnish | Motor<br>2Cy.<br>J.V.SvensonsMotorfab. Augustendal | |
| 25328<br>VHFD | **Neptun IV.** WoodAuxSc3MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 325<br>278<br>245 | | | | | 1920 | K.Sorell Kristinestad | Motorfartygs A/BNeptun(A.W. Starck, *Mgr.*) | 127·7<br>P18' | 30·0 | 13·5 | Krstnstad<br>Finnish | OilEngines<br>2Cy.13"–15" 24NHP<br>BjörneborgsMek.Verks. Björneborg | |

In port damaged 11,21

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 YearsAssigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25329 | **Neptuna** SteelSc<br>*Elec.light* Wireless | 2800 | 100A1<br>(*ClassContemplated*) | | | | 1921 | C.Hill & Sons<br>Bristol | ~~HijosdeJ.Barreras~~ | 325·0<br>P28'B101'F33' | 48·0 | 27·6 | ~~Spanish~~ | T.3Cy.24",39"&64"–42"<br>Richardsons,Westgarth&Co.Ld.Hpl. | | |
| 25330<br>130901 | **Neptune** SteelSc<br>Wireless<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB* | 3717<br>—<br>2773 | | | | | 1901 | American S.B.Co.<br>Lorain,O. | InterlakeS.S.Co.<br>(Pickands,Mather&Co.,*Mgrs.*) | 346·0 | 48·0 | 28·0 | Fairport<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"–42"<br>218NHP<br>AmericanS.B.CoCleveland | | |
| 25331<br>912873<br>LFOG | — (*SUNK 3,21*) IronTwinScSr<br>(*ex*Evelyn,*ex*Fortuna,*ex*Norwich) *Elec.light* 3*Dks* | 1352<br>785<br>707 | | | | | 1883 | Earle'sCo. Ld.<br>Hull | MexicanFruit&S.S.Corporation | 260·0<br>P68*t*B126*t* | 31·4 | 22·5 | N.Orleans<br>Utd.States | C.4Cy.30"&57"–36"<br>NB97 325NHP<br>Earle'sCo.Ld.Hull | | V |
| 25332<br>66753<br>MJQO | — WoodScSr<br>HTLiv.77<br>*Salted*†<br>Wireless | 684<br>616<br>465 | ✠<br>10,77 | Liv | 9 | | 1872<br>12mo | A.Stephen &Sons<br>Dundee | TheNeptuneSteamshipCo.Ld.<br>(JobBros.&Co.Ld.*Mgrs.*) | 190·5<br>Q40'F33'<br>ptF&d72 | 29·8 | 18·4 | St.John's<br>British | C.2Cy.28"&50"–30"<br>NB00 114NHP<br>GourlayBros.&Co.,Dun. | | |
| 25333<br>217338<br>LPDN | — WoodSc<br>2*Dks* | 548<br>—<br>373 | | | | | 1918 | J.Shewan &Sons,Inc.<br>Brooklyn NY | NeptuneLineInc. | 154·7 | 30·6 | 16·7 | Savannah<br>Utd.States | T.3Cy.17",27"&45"–36"<br>127NHP | | |
| 25334<br>124528<br>JBKC | — SteelTwinSc<br>(*Tug*)<br>1*Dk* | 314<br>278<br>3 | ✠<br>2,11<br>✠ | Sou | *e* | | 1910<br>5mo | Day,Summers&Co.Ld.<br>Southampton | Southampton,IsleofWight&SouthofEnglandRoyalMailStm.PacketCo.Ld. | 130·0<br>BK9"<br>*WB*=*DTa*14' | 25·0 | 11·9 | S'thamptn<br>British<br>4*BHCem*<br>20*tFPT*4*t* | C.4Cy.19"&38"–30"<br>184NHP<br>2SB,*6cf*,GS128,HS3607<br>Day,Summers&Co.Ld.Sou. | 12 ″ 6 | |
| 25335 | — SteelTwinScSk<br>(*Tug*)<br>1*Dk*&*ptShadedk* | 310<br>261<br>8 | ✠<br>5,96<br>✠ | Gls | *e* | | 1896<br>5mo | Barclay, Curle&Co.Ld<br>Glasgow | TheAdmiralty | 135·5<br>*ptShade dk*56' BK7"<br>*WB*= | 25·0 | 11·3 | British<br>4*BHCem*<br>*DTa*20'25*t* | C.4Cy.19"&38"–27"<br>162NHP<br>2SB,*6pf*,GS112,HS3132<br>Barclay,Curle&Co.Ld.Gls | 12 ″ 5 | |
| 25336<br>OPBY | — SteelScK<br>~~ssHav.No.2-18~~<br>*Elec.light* 1*Dk*<br>*ss*Hav.No.3–1,18 | 231<br>193<br>74 | ✠100A1<br>*StmTrawler*<br>6,21~~1,19~~<br>~~BS6,20~~ ✠LMC~~10,18~~ | Brest<br>Bou | 6,21 | CL<br>~~1,19~~<br>6,21 | 1908<br>8mo<br>*Lloyd* | Mackie& Thomson,Ld<br>Glasgow<br>'*sA&CP* | Rémy&P.Huret | 120·5<br>Q68'F18'<br>BK7½"<br>*WB*= | 21·5 | 11·5 | Boulogne<br>French<br>3*BHCem*<br>*DBf*19'20*t* | T.3Cy.12½",20"&33"–23" (*s*)<br>180lb 69NHP<br>1SB,*2pf*,GS37,HS1248<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6<br>s1 ″ 11½<br>12 ″ 5 | |
| 25337<br>102585 | — SteelScSp<br>(*Tug*)<br>1*Dk* | 165<br>141<br>5 | | | | | 1893 | Barclay, Curle&Co.Ld<br>Glasgow | WestCoastTowage&SalvageCo.Ld.<br>(J.Prendiville&Co.*Mgrs.*) | 100·0 | 21·1 | 10·8 | Liverpool<br>British | C.2Cy.18"&36"–27"<br>NB11 84RHP<br>Barclay,Curle&Co.Ld.,Gls | | |
| 25338<br>93789 | — IronTwinScSp<br>1*Dk* | 138<br>137<br>9 | | | ... | | 1888 | R&JEvans &Co.<br>Liverpool | AlexandraTowingCo. | 95·3<br>BK6½" | 20·2 | 9·8 | Liverpool<br>British<br>*WB* | C.4Cy.$15\frac{7}{16}$"&30"–20"<br>80RHP<br>D.Rollo&Sons,Liverpool | | |
| 25339<br>130633 | — WoodSc<br>1*Dk* | 118<br>95<br>80 | | | | | 1911 | L.E. Graham<br>PortGreville | J.P.Carey | 73·4 | 20·5 | 10·7 | St JohnNB<br>British | 1Cy.24"–20"<br>E*made*70 B*made*03 19RHP<br>J.Harris&Co.Portland,NB | | |
| 25340<br>130801 | — SteelSc | 117<br>—<br>80 | | | | | 1898 | R.M.SpeddenCo.<br>Baltimore | AtlanticLand&ImprovementCo. | 94·0 | 20·1 | 10·5 | Tampa, Fla.<br>Utd.States | C.2Cy.15"&30"–20"<br>34NHP | | |
| 25341 | **Neptuno** WoodAuxScSr<br>*OilEng.*<br>(*See Sailing Ship Register*) | 650 | | | | | 1921 | Soc.Cons. deNav.Ld.<br>Martinho do Porto | SociedadeConstructoradeNavios,Ld. | ...... | ...... | ...... | Portuguese | Oil Engine | | |
| 25342 | — SteelTwinSc<br>*ss*Fal.No.1–19<br>(*ex*Neptor) 1*Dk* | 326<br>283<br>7 | ✠100A1<br>*For towing purposes*<br>12,19 ✠LMC12,19<br>BS6,21 | Fal | | CL<br>N12,19 | 1915<br>6mo<br>*Lloyd* | Cox&Co. (Engineers)<br>Ld.Falmouth<br>'*sA&CP* | Wilson,Sons&Co.Ld. | 130·7<br>*Irn framing in FPT&DTa* BK7"<br>*DTa*14' | 25·7 | 12·1 | British<br>4*BHCem*<br>11*tFPT*5*t* | C.4Cy.19"&38"–30" (*s*)<br>120lb 187NHP<br>2SB,*6cf*,GS128,HS3722<br>Cox&Co.(Engineers),Fal. | 12 ″ 6<br>s 2 ″ 4<br>11 ″ 0 | |
| 25343 | — SteelScK<br>*ss*Lis.No.2–15<br>(*ex*RioDouro,*ex*Algenib,*ex*Neptuno,*ex*Vinca) 1*Dk* | *321*<br>*270*<br>*136* | ✠<br>8,15<br>✠ | Lis | | | 1907<br>5mo | GooleS.B. & Repg.CoLd<br>Goole | Cia.PortuguezadePesca | 140·0<br>Q85'F22'<br>BK7½" | 23·1 | 12·2 | Lisbon<br>Portuguese<br>3*BHCem*<br>*DT*43'29*t* | T.3Cy.12½",23"&37"–25"<br>89NHP<br>1SB,*3pf*,GS48,HS1430<br>W.V.V.Lidgerwood,Gls | 13 ″ 0 | |
| 25344<br>PMNJ | **Neptunus** SteelScSr<br>*Elec.light* 2*Dks* | 1580<br>1224<br>976 | | | | | 1906 | Werf.vrhn Rijkee&Co<br>Rotterdam | Koninkl.Nederl.Stoomb.Maats. | 251·5<br>Q78'B62'F32' | 34·6 | 18·5 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.19",32"&51"–36"<br>156NHP<br>Maats.Fyenoord,Rot. | | V |
| 25345<br>3343<br>JKDR | — IronScSr<br>*ss*Bdx.3rdNo.3–12,17<br>(*ex*Tibor) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | 1399<br>1044<br>770 | ✠100A1<br>2,20<br>~~BS2,20~~ ✠LMC~~12,17~~ 2,20 | Dnk | *o* | ~~5,10~~<br>1,21 | 1882<br>4mo<br>*Lloyd* | Burrell& Son<br>Dumbarton<br>'*sA&CP* | ~~Rederiaktb.Hallandia(C.HviidNielsen,*Mgr.*)~~<br>AktiebNordiskaHandelsbanken | 245·4<br>Q77'B62'F30'<br>ptND05 BK8"<br>*WB*=*DBa*57'*f*96'&*u* | 35·1 | 16·9 | Halmstad<br>Swedish<br>4*BHCem*<br>*E&B*46'310*t* | C.2Cy.27¾"&55"–36" (*o*)<br>80lb *90lb* NDB95 144NHP<br>2SB,*4pf*,GS74,HS2416<br>Paul&Co.Dumbarton | 18 ″ 0<br>s 1 ″ 10<br>16 ″ 11 | |
| 25346 | — SteelSc<br>*ss*Sng.No.3–10,20<br>1*Dk*(*Stl*) | 266<br>240<br>1 | ✠100A1<br>*ForTowingpurposes*<br>11,21~~10,20~~ ✠LMC10,20<br>BS11,21<br>*Fitted for oil fuel*11,08 | Sng | | CL<br>10,20<br>*F.P.* | 1908<br>12mo<br>*Lloyd*<br>*above* | Rotterdam Droogd.Maat<br>Rotterdam<br>'*sA&CP*<br>150°F. | Nederl.IndischeTankstoombootMaats. (BataafschePetroleumMaats,*Mgrs.*) | 121·4<br>F12'<br>FK<br>*WB*=*DTf*23'44*t* | 24·0 | 12·4 | Batavia<br>Dutch<br>4*BHCem*<br>*APT*15*t* | T.3Cy.15",25"&41"–30" (*s*)<br>180lb 112NHP<br>1SB,*3cf*,GS60,HS1906<br>RotterdamDroogd.Maats. | 13 ″ 6<br>s1 ″ 5½<br>12 ″ 2 | |
| 25347<br>MQWK | **Neptunus II.** SteelAuxScSr<br>*Motor*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 117<br>101<br>77 | | | | | 1915 | NVBurgerhout'sMchFb & Scheepswft<br>Rotterdam | O.M.Troseth | 99·6 | 17·5 | 6·0 | Trondhjm<br>Norwegian | Motor 2S.C.<br>1Cy.13"–$13\frac{1}{16}$" 11NHP<br>Stijaard&J.Walen,Rot. | | V |
| 25348<br>OPOG | **Néra** SteelScSr<br>(*ex*LaPlata)<br>*Elec.light* Wireless 3*Dks*&*Spar dk* | 5548<br>5070<br>3432 | | | | | 1889 | Message. Maritimes<br>LaCiotat | ~~MessageriesMaritimes~~<br>Soc.desServicesContractuelsdesMessageriesMaritimes | 452·6<br>H585*t* | 45·9 | 32·5 | Marseilles<br>French<br>*WB* | T.3Cy.45¾",62½"&85½"–51"<br>NB05 520NHP<br>Message.Marit.LaCiotat | | V |
| 25349 | — SteelSc<br>*Pet.Mot.*<br>1*Dk*(*Stl*) | <br>*19*<br>*13* | ✠ A–<br>*For towing purposes*<br>*For River & Harbour Service*<br>1,21 ✠LMC1,21 | Sou | | | 1921<br>1mo | J.I.Thornycroft&Co.Ld.<br>Southampton | RoyalMailSteamPacketCo. | 43·0<br>BK4½" | 11·8 | 5·5 | Bns.Ayres<br>Argentine<br>4*BHCem* | Petrol Motor<br>6Cy.6"–8" 23NHP<br>J.I.Thornycroft&Co.Ld.Basingstoke | 6 ″ 0 | |

| 1 Numero d'Ordre — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25350<br>141898<br>JWSL | **Nerbudda** SteelTwinSc<br>*Elec.light* 2*Dks(Stl)&Shelter dk(Stl)*<br>Wireless | 7911<br>7603<br>4928 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,20 ✠LMC4,19 | Mdb | *c*† | CL | 1919<br>4mo<br><br>*Lloyd* | Barclay,<br>Curle&Co.Ld<br>Glasgow<br>'*sA&CP* | BritishIndiaStm.<br>NavCo.Ld.<br><br><br>*CellDB388' 1460tDT* | 449·0<br>P31'F43'*on*<br>*Shelter dk* FK<br><br>*a39'1100t FPT125t* | 58·2 | 37·1 | Glasgow<br>British<br>*ptCem*<br>8*BHtoShdk*<br>*APT80t* | T.6Cy.26½",44"&73"–48" (s)<br>200lb FD 1138NHP<br>3DB,*24cf*,GS440,HS17079<br>Barclay,Curle&Co.Ld.Gls. | 40<br>11<br>29 |
| 25351<br><br>OPCK | **Nerée** SteelScSr<br>(*ex*Mae)<br>Sub.Sig. 2*Dks* | 2201<br>—<br>1497 | | | | | 1899 | CraigS.B.<br>Co.<br>Toledo,O. | Soc."LesAffréteursRéunis"<br>(JeanStern) | 243·6<br>B58'F30' | 42·2 | 22·2 | Marseilles<br>French<br>*WB* | T.3Cy.22",37"&61"–36"<br>223NHP<br>S.F.Hodge&Co.Detr.Mich. | |
| 25352<br><br>HVTM | — WoodAuxSc<br>*OilEng.*<br>(*See Sailing Ship Register*) | 247<br>—<br>240 | | | | | 1919 | MNavricos<br>Syra | C.Cosmos&Co. | 101·1 | 25·8 | 16·0 | Syra<br>Greek | Oil Engine<br>6Cy.11"–12" 38NHP<br>WolverineMotorWorks,<br>Inc.,Bridgeport,Conn. | |
| 25353<br><br>MBGC | — SteelScK<br>(*ex*Athalia)<br>1*Dk* | *230*<br>*205*<br>*88* | | | ... | | 1909 | Dundee<br>S.B.Co.Ld.<br>Dundee | H.P.Aspeslagh | 120·3<br>Q69'F18'<br>BK7½" | 22·1 | 11·8 | Ostend<br>Belgian | T.3Cy.12½",21"&34"–24"<br>76NHP<br>W.V.V.Lidgerwood,Gls. | 12 |
| ✱ 25354 | **Nereide** SteelScSr<br>*ss*Stn.No.2–19<br>1*Dk(ptIrnptStl)&deepframing*<br>*Elec.light* | 3317<br>2570<br>2129 | ✠100A1<br>1,22~~1,21~~<br>BS3,21 ✠LMC6,19 | Tri<br>Mdb | *u* | CL<br>~~0,19~~<br>N1,22 | 1910<br>6mo<br><br>*Lloyd* | Cant.Nav.<br>Triestino<br>Monfalcone<br>'*sA&CP* | Soc.Anon.diNav.<br>aVap.(T.Cossovich)<br><br>*WB=CellDBa* | 330·2<br>P33'B164'F40'<br>FK<br>104'*uE*22'*f*142'767*t* | 46·3 | 21·2 | Trieste<br>Italian<br>6*BHCem*<br>*APT30t* | T.3Cy.23",38"&62"–42" (s)<br>180lb *80lb* 282NHP<br>2SB,*6cf*,~~GS126~~,HS4506<br>D.Rowan&Co.Glasgow | 23 |
| ✱ 25355 | **Neretva** SteelScSr<br>*ss*Fiu.No 2–19<br>*Elec.light* 1*Dk(Teak)* | 160<br>123<br>76 | ✠100A1<br>*withfreeboard*<br>5,20 BS1,22<br>~~BS5,20~~ ✠LMC4,19<br>*For Service in the Adriatic* | Pola | *c* | 5,20 | 1909<br>7mo<br><br>*Lloyd* | M.U.<br>Martinolich<br>Lussinpicc'lo<br>'*sA&CP* | SocAnon diNav.a<br>Vap."Dalmatia" | 121·3<br>Q42'F22'<br>BK5" | 19·0 | 8·5 | ~~Zara~~ Fiume<br><br>4*BHCem* | C.2Cy.15½"&30"–20" (s)<br>130lb 51NHP<br>1SB,*2pf*,GS31,HS1020<br>Plenty&Son,Ld.Newbury | 9 |
| 25356 | **Nereus** SteelScSr<br>1*Dk* | 648<br>513<br>383 | | | | | 1905 | Akt.Ges.<br>"Weser"<br>Bremen | Dampfschifffahrts<br>Ges.Neptun | 179·8<br>Q54'B43'F19' | 28·1 | 12·6 | Bremen<br>German<br>*WB* | T.3Cy.12¼",19$\frac{1}{16}$"&31½"–21¼"<br>46NHP<br>A.G."Weser,"Bremen | |
| 25357 | — SteelTwinSc<br>*Motors*<br>*Elec.light* 1*Dk* | 300 | | | | | 1919 | Gebr. v. d.<br>Windt,<br>Vlaardingen | Jordens&Co. | 131·2 | 23·0 | 11·1 | Rottrdam<br>Dutch<br>*WB* | 2 Motors<br>Drakenburg,Utrecht | |
| 25358<br>3354<br>JKFM | **Nerike** CompScSp<br>*Mchy.Aft* 1*Dk* | 173<br>147<br>80 | | | | | 1898 | S.Gröth<br>Sjötorp | Ångf.Aktiebolaget<br>Nerike<br>(A.Svensson). | 99·9<br>B19'H6*t* | 22·3 | 9·4 | Gothenbrg<br>Swedish | C.2Cy.9½"&21"–13½"<br>13NHP<br>LundbysM.V.Gothenburg | |
| 25359<br><br>TGPM | **Nerite** SteelScSr<br>*ss*Sng.No.3–3,16<br>*Mchy.Aft* *ss*Sng.No 1–20<br>*Elec.light* 1*Dk(Stl)&Webframes*<br>*Trunk deck(Stl)* | 2166<br>1661<br>1453 | ✠100A1<br>*Trunk dk*<br>~~4,21 7,20~~ ✠LMC7,20<br>4,22~~10,21~~ ~~BS4,21~~ 4,22<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel*12,04 *F. P. above 150°F.* | Sng | *r* | CL<br>7,20 | 1904<br>12mo<br><br><br>*Lloyd* | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>'*sA&CP* | Nederl.Indische<br>IndustrieenHandelMaats. | 258·1<br>P33'F31'<br>FK<br>*WB=FPT121t* | 46·2 | 18·2 | Batavia<br>Dutch<br>9*BHCem*<br>*APT35t* | T.3Cy.20½",33"&54"–36" (s)<br>180lb 216NHP<br>3SB,*6cf*,GS111,HS3684<br>WllsndSlpwayCo.Ld.Nwc. | 18<br>1<br>16 |
| 25360 | **Nero** SteelSc<br>(*ex*JanBorremans)<br>1*Dk* | 756<br>529<br>327 | | | | | 1919 | WedC.<br>Boele&Zonen<br>Slikkerveer | Koninkl.Nederl.<br>Stoomb.Maats. | 180·0 | 28·0 | 14·6 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.15",24"&40"–24"<br>N.V.Overschiesche 63NHP<br>Motorfab.Overschu | |
| 25361 | **Nerok** SteelScK<br>*Elec.light* 1*Dk* | *81*<br>*81*<br>*20* | ✠ ——<br>7,19<br>✠ | Cpn | *a* | | 1913<br>12mo | Smith's<br>DockCo.Ld<br>Middlesbro' | RussianGovt. | 80·2<br>BK6"<br>*WB=* | 18·5 | 8·7 | Cronstadt<br>Russian<br>3*BHCem*<br>*DTf7'6t* | C.2Cy.11¼"&25"–16"<br>35NHP<br>1SB,*2pf*,GS26,HS730<br>ShieldsEng.Co.Ld.N.Shl. | 9 |
| ✱ 25362<br>142697 | **Nervier** SteelSc<br>(*ex*WarAryan)<br>*Elec.light* Wireless 1*Dk(Stl)* | *5337*<br>*4812*<br>*3335* | ✠100A1<br>5,19<br>✠LMC11,18 | Gls | *y* | CL<br>5,19 | 1918<br>11mo<br><br>*Lloyd* | Harland&<br>Wolff,Ld.<br>Glasgow<br>'*sA&CP* | LloydRoyalBelge<br>Soc.Anon.<br><br>*CellDBa35'uE&B* | 400·5<br>P49'B113'F39'<br>FK<br>*43'f85'430tFPT12* | 52·3 | 28·5 | Antwerp<br>Belgian<br>11*BHptCem*<br>*7tAPT71t* | T.3Cy-27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Glas. | 31<br>6<br>25 |
| 25363 | **Nervion** IronScBg<br>(*SalvageSteamer*)<br>*Elec.light* (*ex*Salvor,*ex*Danube) | 968<br>882<br>621 | | | | | 1869 | J.Elder&<br>Co.<br>Glasgow | A.Menchaca | 215·6 | 27·7 | 20·7 | Bilbao<br>Spanish | T.3Cy.14½",21½"&36"–27"<br>NE&B10 65RHP<br>Aitchisn,Blair&Co.Clydbk | |
| 25364 | **Nesazio** SteelScSr<br>1*Dk* | 268<br>—<br>153 | | | | | 1904 | Stabilmnto<br>Tecnico<br>Trieste | Soc.diNav.aVap.<br>Istria-Trieste | 156·9 | 20·5 | 10·2 | Trieste<br>Italian | T.3Cy.14",22½"&37"–24"<br>NB14 67NHP<br>StabilimentoTecnico,Tri. | 11 |
| 25365<br>217601<br>LPWK | **Nesco** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk2trB in fore&Aft*<br>Sub.Sig. Wireless *holds&Web frames* | 3283<br>3005<br>2000 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 |
| 25366<br>218281<br>LRNT | **Neshaminy** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks&Web frames*<br>Sub.Sig. Wireless | 6126<br>5090<br>3800 | | | ... | | 1919 | Merchant<br>S.B.Corp.<br>Harriman,Pa. | UnitedStates<br>ShippingBoard | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 30·4 | Phildlphia<br>Utd.States<br>*WB* | 2SteamTurbines geared to<br>1Sc.Shaft 645NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 32 |
| 25367<br>219359<br>LWGK | **Neshobee** SteelSc<br>*Elec.light* 1*Dk(Stl)2trB in fore & after*<br>Sub.Sig. Wireless *holds&Web frames* | 3283<br>3005<br>1996 | ✠100A1<br>6,20<br>✠LMC6,20<br>*Fitted for oil fuel* 6,20 *F.P. above 150° F.* | Newark | *v* | CL | 1920<br>6mo | Submarine<br>BoatCorp.<br>Newark,N.J.<br>CP | UnitedStates<br>ShippingBoard<br><br>*CellDB251'827t* | 324·0<br>P30'B90'F35'<br>FK<br>*MT 20' 394t FPT* | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>6*BHptCem*<br>111*tAPT69t* | 1 Geared Steam Turbine<br>200lb HS5800 (s) 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric<br>&Mfg.Co.Essington,Pa | 28 |
| 25368<br><br>MBJF | **Nesodden** SteelSc<br>1*Dk* | 147<br>56<br>71 | | | | | 1903 | MossJrnst.<br>&Mek.Værks<br>Moss | A/S Bundefjord-Helvig<br>(A.Hennum,*Mgr.*) | 96·0<br>P80*t*F10*t* | 18·4 | 6·0 | Chrstiania<br>Norwegian | C.2Cy.12¼"&28"–16½"<br>27NHP<br>MossJernst.&M.V.Moss | |
| 25369<br>131467<br>JBDH | **Nessian** SteelScSr<br>~~ssBkn.No.1–16~~<br>*Elec.light* 2*Dks(Stl)&Shelter dk(Stl)*<br>Sub.Sig. Wireless *ss*Liv No.2–21 | 6276<br>5960<br>4012 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,22 ~~3,18~~<br>~~BS2,20~~ ✠LMC~~7,15~~<br>BS6,21 BS10,21 | Liv<br>Mcb | *z* | CL<br>1,21 | 1912<br>11mo<br><br>*Lloyd* | Scotts'S.B.<br>&E.Co.Ld.<br>Greenock<br>'*sA&CP* 115' | F.Leyland&Co.<br>Ld.<br>*WB=CellDBa*<br>*uE&B69'f154'995t* | 400·0<br>B*a*52' *f*35'*on Shltr*<br>*dk* FK&BK2"<br>*DT a 26' 654t FPT* | 52·4 | 35·0 | Liverpool<br>British<br>7*BHCem*<br>150*tAPT31t* | Q.4Cy23½",34",49"&70"–51"<br>215lb HS9220 (s) 516NHP<br>2DB&1AuxSB,*14cf*,GS266,<br>Scotts'S.B.&E.Co.Ld.Grk. | 37<br>9<br>28 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25370<br>144025<br>KDHS | **Nesta Williams** SteelSc<br>(*ex*EmilyRickert)<br>1*Dk* | 489<br>375<br>277 | | | | | 1891 | J.W. Klawitter<br>Danzig | NestaS.S.Co.Ld.<br>(R.E.Williams, *Mgr.*) | 173·0 | 25·3 | 11·2 | Hull<br>British<br>*WB* | T.3Cy.13",21¾"&35½"-25½"<br>64RHP<br>J.W.Klawitter,Danzig | | V |
| 25371<br>133456<br>JCDH | **Nestor** SteelTwinScSr<br>*Elec.light Ref.Mchy.* Wireless 3*Dks* | 14547<br>11857<br>9071 | | | | | 1913 | Workman, Clark&Co.Ld.<br>Belfast | OceanS.S.Co.Ld.<br>(A.Holt&Co *Mgrs*) | 563·2<br>P75'B226'F67' | 68·4 | 31·2 | Liverpool<br>British<br>*WB* | T.6Cy.26",44"&74"-51"<br>782NHP<br>Wrkman,Clark&Co Ld.Bel | | |
| 25372 | — SteelSc<br>(*Tug*)<br>(*ex*Hercules)<br>*Elec.light* 1*Dk* | 153<br>144<br>1 | | | | | 1919 | V.d.Kuy& v.d.Ree'sMch &Scheepsw.<br>Rotterdam | BureauWijsmuller | 93·6 | 21·4 | 10·6 | Rottrdam<br>Dutch | T.3Cy.13",20½"&35-21"<br>56NHP<br>V.d.Kuy&v.d.Ree'sMachf. &Scheepsw.Rotterdam | | V |
| 25373<br>84878 | — IronScSk<br>(*Tug*)<br>(*ex*Africa) 1*Dk* | 122<br>122<br>41 | | | ... | | 1883 | Armstrong Mitchell&Co.<br>Newcastle | Lawson-Batey Tugs,Ld. | 100·0 | 19·8 | 10·1<br>BK6½" | S.Shields<br>British | C.2Cy.21"&38"-24"<br>NB02 80RHP<br>Ross&Duncan,Glasgow | | |
| 25374 | **Nestor Letopisetz** IronPadSr<br>(*ex*GrafTotleben)<br>1*Dk* | 671<br>—<br>421 | | | | | 1880 | Samuda<br>London | RussianStm.Nav. &TradingCo. | 210·7 | 25·0 | 13·4 | Odessa<br>Russian | C.2Cy.35"&62½"-51"<br>232NHP<br>MaudslaySons&Field,Lon. | | |
| HKBL<br>25375 | **Nesttun** SteelSc<br>1*Dk* | 1271<br>1113<br>736 | | | | | 1917 | Huiskens &VanDyk<br>Dordrecht | A/S Hop(Laur. Christiansen, *Mgr.*) | 237·9<br>Q20'B59'F23' | 36·6 | 15·9 | Bergen<br>Norwegian<br>*WB* | T.3Cy.17½",29"&46"-36"<br>127NHP<br>Huiskens&VanDyk,Dord. | | N |
| MTPS<br>25376<br>177732<br>HKGT | **Nethergarth** SteelSc<br>*ss*Brs.No.3-6,19<br>1*Dk*(*Stl*) | 96<br>89<br>— | ✠100A1<br>*For Towing purposes*<br>5,21 ~~6,19~~<br>~~BS6,20~~ | Brs<br>BS5,21<br>✠LMC6,19 | | ~~6,19~~<br>5,21 | 1907<br>3mo<br>*Lloyd* | LythamSB &Eng.Co.Ld.<br>Lytham<br>'*sA&CP* | R.&J.H.Rea,Ld. | 81·2 | 17·6 | 9·9<br>BK6" | Bristol<br>British<br>4*BHCem* | C.2Cy.15"&32"-21" (*s*)<br>130lb 60RHP<br>1SB,*2pf*,GS33,HS1220<br>Lytham S.B.&E.Co.Ld.Lyt | 10 ″ 5 | |
| 25377<br>104686 | **Netherhall** SteelScSp<br>*ss*Brw.No.3-11,11<br>*ss*Bkn.No1-16<br>1*Dk* | 69<br>62<br>— | ✠100A1<br>*For Towing purposes*<br>11,16 | | .. | 11,16 | 1898<br>11mo<br>*Lloyd* | Mordey, Carney&Co. Ld. Newport Mon.<br>'*sA&CP* | MaryportHarbour Commissioners | 76·3 | 15·5 | 9·0<br>BK6" | Maryport<br>British<br>4*BHCem* | C.2Cy.16"&30"-22" (*a*)<br>100lb 50RHP<br>1SB,*2pf*,GS36,HS1000<br>Mordey,Carney&Co.LdCff | 9 ″ 5 | |
| 25378<br>131834<br>HSPK | **Nethermead** SteelSc<br>*ss*Nwc.No.2-20<br>(*ex*Dunrobin,*ex* Etolia) 1*Dk*(*ptIrn&ptStl*)&<br>*Web frames*<br>Wireless *Longitudinal framing*<br>*Now named* "Eirene-Ariadne," *See No.* 37181 *in Supplement* | 3733<br>3469<br>2371 | ✠100A1<br>5,20<br>✠LMC5,20 | Nwc | *w* | CL<br>5,20 | 1911<br>5mo<br>*Lloyd* | TyneI.S.B. Co.Ld.<br>Newcastle<br>'*sA&CP* | EireneS.S.Co.Ld.<br>*CellD* | 348·5<br>P30'B102'F39'<br>*Ba*111'*u E*23' *f*155' | 50·1 | 23·4<br>FK | London<br>British<br>6*BHCem*<br>801*tAPT*95*t* | T.3Cy.24",40"&66"-45" (*s*)<br>180lb *90lb* 307NHP<br>2SB,*8pf*,GS142,HS4600<br>J.Dickinson&Sons,Ld.Sld. | 25 ″ 10<br>s 4 ″ 8½<br>21 ″ 5 | |
| 25379<br>[illegible]<br>JWSC | **Netley Abbey** SteelSc<br>(*ex*Wolfram)<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless<br>"Ruperkerk," *See No.* 39127 *in Supplement* | 5937<br>5505<br>3646 | Lon. 2.21<br>(*See footnote**) | | | | 1915 | J.Frerichs &Co.A.G.<br>Einswarden | DavidS.S.Co.Ld. | ~~429·7~~<br>430·5 | 55·0 | 29·0 | London<br>British<br>*WB* | T.4Cy.25$\frac{4}{10}$",37",53½"&78"-47¼"<br>418NHP<br>J.Frerichs&Co.A.G. Einswarden | 32 ″ 3<br>s 5 ″ 8<br>27 ″ 0 | |
| 25380<br>122999 | **Netravati** SteelScSr<br>~~ssBom.No.2-17~~<br>*Elec.light* 1*Dk&Spar dk*(*Stl*-teaks)<br>*ss*Bom.No.3-11,21 *&deep framing* | 1536<br>1399<br>699 | ✠100A1<br>*Spar dk withfreeboard*<br>1,21 ~~10,20~~<br>~~BS10,20~~ | Bom<br>✠LMC~~9,17~~ 11,21 | *p* | CL<br>9,19 | 1909<br>3mo<br>*Lloyd* | Greenock& Grngemouth Dockyard Co.<br>Grngemouth<br>'*sA&CP* | BombayS.Nav.Co. Ld. | 246·8 | 36·2 | 14·3<br>21·5<br>BK8½"<br>*WB=FPT*58*t* | Bombay<br>British<br>6*BHCem*<br>*APT*62*t* | T.3Cy21¾",36"&59¼"-42"(*s*)<br>200lb 310NHP<br>2DB,*12cf*,GS209,HS5410<br>Dunsmuir&JacksonLdGls | 22 ″ 6<br>s 3 ″ 8½<br>19 ″ 11 | |
| 25381<br>121230 | **Nettle** SteelScK<br>*ss*Flt.No.3-10,19<br>1*Dk* | 173<br>173<br>69 | ✠100A1<br>*StmTrawler*<br>1,22 ~~11,20~~<br>~~BS11,20~~ | Abn<br>BS1,22<br>✠LMC10,19 | | CL<br>10,19 | 1905<br>5mo<br>*Lloyd* | Mackie& Thomson<br>Glasgow<br>'*sA&CP* | ~~NettleTrawlerCo. Ld.(B.Allenby, *Mgr.*)~~ Paton's TrawlersLd. (C.F.Paton *Mgr.*) | 110·4 | 21·0 | 11·0<br>BK7½" | Aberdeen<br>British<br>3*BHCem* | C.2Cy.16"&34"-22" (*s*)<br>140lb 47RHP<br>1SB,*2pf*,GS37,HS1150<br>W.V.V.Lidgerwood,Gls. | 12 ″ 0 | |
| 25382<br>92<br>QSWX | **Nettuno** SteelTwinSc<br>2*Dks*<br>Wireless *Longitudinal framing*<br>*Carrying oil in bulk* | 5088<br>4482<br>2614 | | | | | 1916 | Cantieri Navali Riuniti<br>Palermo | ItalianGovernment | 416·7 | 51·3 | 28·3 | Palermo<br>Italian<br>*WB* | T.6Cy.23⅗",38⅗"&63⅘"-35⅗"<br>484NHP<br>Cant.Nav.Riuniti,Ancona | | I |
| 25383<br>565<br>QSWT | — IronScSr<br>(*ex*Leipzig)<br>1*Dk&Spar dk*3*trB* | 1166<br>—<br>714 | | | | | 1884 | Akt.Ges. "Vulcan"<br>Stettin | LloydMediterraneoSoc.Italiana diNav. | 224·7<br>F12' | 30·2 | 19·7 | Genoa<br>Italian<br>*WB* | C.2Cy.26$\frac{3}{10}$"&49⅗"-31½"<br>114NHP<br>A.G."Vulcan,"Stettin | | |
| 25384<br>855<br>QTBE | — SteelTwinSc<br>(*Tug*)<br>1*Dk* | 301<br>—<br>171 | | | | | 1876 | ..................<br>Renfrew | Zonca,Castelli, Carpi | 136·0 | 25·3 | 10·9 | Genoa<br>Italian | C.4Cy.14"&28"-24"<br>64NHP | | |
| 25385 | — SteelTwinSc<br>*For full particulars See No.* 38627 *in Supplement*<br>*Elec.light* | 110 | 100A1<br>*For Towing purposes*<br>(*Class Contemplated*). | | | | 1921 | Arsenale delLloyd Triestino<br>Trieste | LloydTriestino | | | | Trieste<br>Italian | C.4Cy.20½"&36"-28"<br>Arsenale delLloyd Triestino,Trieste | | |
| 25386 | **Neuenfelde** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 193<br>177<br>71 | | | | | 1906 | G.Seebeck Act.Ges.<br>Bremerhaven | CranzerFischdampferGes. (OttoBröhan *Mgr*) | 116·2<br>Q23'F16' | 21·6 | 11·9 | Cranz<br>German<br>*WB* | T3Cy.11$\frac{9}{16}$",18$\frac{11}{16}$"&29$\frac{15}{16}$"-22"<br>42NHP<br>G.Seebeck A.G.Bremerhvn | | |
| 25387<br>OPCS | **Neuf Brisach** WoodTwinSc<br>*Mchy.Aft Elec.light* 1*Dk* | 1162<br>—<br>679 | | | | | 1920 | DavieS.B. &Repg.Co.<br>Lauzon,P.Q. | FrenchGovernment | 195·7<br>P98'F28' | 40·5 | 15·2 | Havre<br>French | C.4Cy.12"&24"-16"<br>38NHP<br>TidewaterShipbuilders, Ld.ThreeRivers,P.Q. | | V |
| 25388 | **Neufahrwasser** SteelSc<br>(*Tug*)<br>1*Dk* | 261<br>235<br>— | | | | | 1910 | Bremer Vulkan<br>Vegesack | Schleppschiff.Ges. Unterweser | 117·1<br>H35' | 24·0 | 13·0 | Bremen<br>German<br>*WB* | T3Cy 16$\frac{7}{16}$",26"&41$\frac{47}{64}$"-27$\frac{7}{16}$"<br>HS2045 118NHP<br>BremerVulkan,Vegesack | | |
| 25389 | **Neumühlen** SteelSc<br>(*Trawler*)<br>*Elec.light* | 223<br>209<br>85 | | | | | 1914 | H.C.Stülcken,Sohn<br>Hamburg | Altonaer HochseefischereiAkt.Ges. | 119·6<br>F18' | 24·1 | 9·4 | Altona<br>German<br>*WB* | T3Cy12⅜",21⅓"&33$\frac{9}{10}$"-22$\frac{1}{10}$"<br>54NHP<br>H.C.StülckenSohn,Ham. | | |
| 25390 | **Neuquen** IronScBn<br>(*ex*Ville de SanNicolas)<br>Wireless 2*Dks*3*trB* | 2119<br>—<br>1185 | | | | | 1881 | Forg.& Ch. de laMédit.<br>LaSeyne | LloydNacional | 305·4<br>H- F41' | 36·1 | 25·9 | R.Janeiro<br>Brazilian | C.2Cy.32½"&63"-39½"<br>NB94 208NHP<br>Forges&C.dela Médit.,Msl | | V |
| 25391<br>133081<br>JBDT | **Neuralia** SteelTwinScSr<br>3*Dks*(*UStl*-teaks)2*nd dk*(*Stl*-ws)&<br>*Elec.light* Wireless *Shadedk*(*Stl*-teaks) | 9082<br>6541<br>5656 | ✠<br>*Shade dk*<br>12,15 ✠ | Bkn | *e*† | | 1912<br>12mo | Barclay, Curle&Co.Ld<br>Glasgow | BritishIndiaStm. Nav.Co.Ld.<br>*WB=Cell DBa*130'*uE&B* | 480·5<br>B149'F44'<br>94'*f*192'1341*tFPT* | 58·1 | 30·8<br>*onShadedk* FK | Glasgow<br>British<br>8*BHCem*<br>64*tAPT*53*t* | Q.8Cy.23¼",33",47"&68"-48"<br>1131NHP<br>7SB,*21cf*,GS423,HS17633FD<br>Barclay,Curle&Co.Ld.Gls. | 34 ″ 0 | BT till 8,21 |

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* This Vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25392<br>215190<br>LHGW | **Neuse** SteelScSr<br>*ss*Ham.No.3–7,12<br>(*ex*Magdeburg) 2*Dks*(1*Stl*&1*ptStl*)<br>Wireless Sub.Sig. &*Spar dk*(*Stl*) | 4497<br>4268<br>2876 | ✠<br>*Spar dk*<br>5,16 ✠ | Syd | *y* | | 1900<br>10mo | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | UnitedStates<br>ShippingBoard<br>*WB*= | 388·0<br>P&B232'F46'<br>*Cell DBa* 94' *uE&B* | 47·6 | 20·8<br>28·3<br>FK | NewYork<br>Utd.States<br>6*BHCem*<br>62'*f*164'895*t* | T.3Cy.28½",47½"&78"–54"<br>554NHP<br>4SB,*12cf*,GS185,HS9880<br>FlensburgerSchiffsb.Ges. | 31 |
| 25393<br>PMQD | **Neutraal** SteelSc<br>*Elec.light* 1*Dk* | 1079<br>808<br>644 | | | | | 1917 | N.V Schps.<br>&MchdeKlop<br>Sliedrecht | N.V.StoomvMaats<br>"Bestevaar"(CGoudriaan&Co.*Mgrs.*) | 217·5<br>Q77'B60'F25' | 34·7 | 13·5 | Rottrdam<br>Dutch | T.3Cy.<br>N.V.Schps.&Mach.<br>deKlop,Sliedrecht | |
| 25394 | **Neuwerk** SteelSc<br>(*Trawler*) | 228<br>211<br>87 | | | | | 1916 | Reiherst'g<br>Schiffsw.Abt.<br>Brandenburg<br>Hamburg | DeutscheSeefisch<br>A.G. | 119·8<br>F18' | 24·2 | 9·5 | Cuxhaven<br>German<br>*WB* | T.3Cy.13",20½"&32½"–22½"<br>50NHP<br>Reiherstag,<br>Schiffem.&Baschf.Ham. | |
| 25395 | **Neuwerk II.** SteelSc | 276<br>—<br>37 | | | | | 1912 | Nüscke&<br>Co.A.G.<br>Stettin | HamburgerStaat | 114·8 | 25·3 | 14·8 | Hamburg<br>German | T.3Cy. | |
| 25396<br>127971<br>HNTJ | **Neva** SteelScSr<br>Wireless 2*Dks* | 1985<br>1717<br>1051 | | | | | 1909 | ClydeS.B.<br>&E.Co.Ld.<br>Pt.Glasgow | StottLineLd.<br>(W.H.Stott&Co.<br>Ld.*Mgrs.*) | 295·3 | 42·1 | 17·6 | Liverpool<br>British<br>*WB* | T.3Cy.22",35"&59"–39"<br>217NHP<br>ClydeS.B.&E.Co.Ld.P.Gl. | |
| 25397<br>567<br>NABS | — SteelScSr<br>(*ex*Bianca)<br>1*Dk*2*trB* | 1257<br>—<br>638 | | | | | 1899 | Schiffsw.v.<br>HenryKoch<br>Lübeck | RussianEast<br>AsiaticS.S.Co.Ld.<br>(BalticLine) | 245·4<br>P15'B56'F22' | 36·0 | 16·2 | Riga<br>Latvian<br>*WB* | T3Cy.16¾"27⅞"&44 7/16"–32 1/16"<br>113NHP<br>OttensenerEisenwerk,Alt. | |
| 25398<br>NVMP | **Nevada** SteelScSr<br>*Elec.light* 2*Dks* | 3766<br>3224<br>2302 | | | | | 1917 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | DetForenede<br>DampskibsSelsk. | 361·9 | 50·2 | 23·7 | Copnhagn<br>Danish<br>*WB* | T.3Cy.26",45"&71"–42"<br>327NHP<br>HelsingörsJernsk.&Mskb. | |
| 25399 | — SteelScSr<br>(*ex*Rogday,*ex*Nevada)<br>*Elec.light* Wireless 3*Dks* | 2122<br>—<br>1078 | | | | | 1915 | Manitowoc<br>S.B.&D.D.Co.<br>Manitwc,Wis | | 212·0 | 42·2 | 24·7 | Utd.States<br>*WB* | T.3Cy.28½",34½"&56"–36"<br>188NHP<br>GtLakesEngWrks.Detroit | 29<br>11<br>17 |
| ※ 25400<br>95225<br>LVGT | — SteelScSr<br>*ss*PtA.2ndNo.3–8,13<br>*ss*Hfx.No.1–19<br>1*Dk*(*Stl*)&*Awng dk* | 1276<br>1232<br>794 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>8,21~~1,20~~<br>BS2,21 ✠LMC9,19 | Mtl | *n* | CL<br>11,20 | 1890<br>9mo | Ramage&<br>Ferguson<br>Leith<br>A&CP | NevadaShipping<br>Co.Ld.(Dominion<br>SteelCorp.Ld.)<br>*WB* | 230·0<br>=*MT*30' 400*t FPT* | 34·1 | 13·0<br>19·5<br>FK | Montreal<br>British<br>6*BHCem*<br>84*tAPT*25*t* | T.3Cy.17",27"&44"–30" (*s*)<br>160lb *145lb* 99RHP<br>NDB09*fitted*17<br>1SB,*3rf*,GS50,HS1661<br>Ramage&Ferguson,Leith | 20<br>7<br>13 |
| 25401<br>MNRO | **Nevada II.** WoodAuxScCtr<br>*Motor*<br>(*ex*Nevada) 1*Dk*<br>(*See Sailing Ship Register*) | 102<br>99<br>51 | | | | | 1890 | .................<br>Bremerhaven | T.Volstad | 83·2 | 20·8 | 10·9 | Vardö<br>Norwegian | Motor<br>23NHP | |
| 25402<br>133102<br>JBRK | **Nevasa** SteelTwinScSr<br>*Elec.light* 3*Dks*(*U Stl*–teak s2*nd dk*<br>Wireless *Stl*–ws)&*Shadedk*(*Stl*–teaks) | 9069<br>6541<br>5641 | ✠<br>*Shade dk*<br>1,14 ✠ | Lon | *e*† | | 1913<br>3mo | Barclay,<br>Curle&Co.Ld<br>Glasgow<br>*WB*=C | BritishIndiaStm.<br>Nav.Co.Ld.<br>*ellDB a*130' *uE&B* | 480·4<br>B149'F44'<br>*on Shade dk*<br>94'*f*192' 1341*t FPT* | 58·1 | 30·8<br>FK | Glasgow<br>British<br>8*BHCem*<br>64*tAPT*53*t* | Q.8Cy.23¼",33",47"&68"–48"<br>1131NHP<br>7SB,*21cf*,GS423,HS17633FD<br>Barclay,Curle&Co.Ld.Gls. | 34 |
| 25403 | **Nevesser** SteelPad<br>*Elec.light* 1*Dk* | 375<br>256<br>262 | | | | | 1903 | Danubius<br>Schoenichen<br>HartmnnA.G<br>Budapest | Administr.deNav.<br>àVap.Ottomane | 180·4 | 22·0 | 9·5 | Constanpl<br>Turkish | C.2Cy.26¾"&42 1/10"–48"<br>102NHP<br>DanubiusSchoenichen-<br>HartmannA.G.Budapest | |
| ※ 25404<br>113757<br>VLST | **Neville** SteelScK<br>*ss*Cff.No.3–12,15<br>*ss*Apl.No.1–20<br>(*ex*Woodtown,*ex*Woodland) 1*Dk*(*Stl*)<br>*Well deck* *Mchy.Aft* | 244<br>172<br>108 | ✠100A1<br>5,21 ~~9,20~~<br>✠LMC<br>BS~~7,20~~4,22 MS9,20 | Apl<br>Cff | *c* | CL<br>9,20 | 1903<br>8mo<br>*Lloyd* | Grngem'th<br>&Greenock<br>DockyardCo.<br>Grngemouth<br>'*sA&CP* | NevilleShipping<br>Co.Ld. ~~(F.H. Green)~~ (F H Green &Co., *Mgrs.*) | 130·0<br>Q41'B9'F19' | 22·4 | 9·0<br>FK | Cardiff<br>British<br>3*BHCem*<br>*FPT*15*t* | C.2Cy.14"&29"–21" (*s*)<br>130lb ~~70lb~~ NDB04 39RHP<br>1SB,*2pf*,GS32,HS654<br>S.&H.Morton&Co.Leith | 9<br>8 |
| 25405<br>MVHT | **Nevis** SteelScSr<br>(*ex*Boyarin,<br>*ex*Antung) *Elec.light* Wireless 2*Dks* | 1492<br>1336<br>886 | | | | | 1908 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | Skibs A/S Liff<br>(P.Edw.Arnesen,<br>*Mgr.*) | 239·6<br>H105*t*F32*t*B128*t* | 36·1 | 20·4 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.18",29½"&50"–36"<br>150NHP<br>FredrikstadM.V.Frdstad | |
| 25406<br>131453<br>JNTV | **Nevisian** SteelScSr<br>*ss*Liv.No.1–16<br>(*ex*Nicosian) 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Wireless Sub.Sig.<br>*Carrying oil fuel F.P.above*150°F.*inDB*& *DT* | 6369<br>6046<br>4097 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,20 5,21<br>~~BS3,20~~ ✠LMC~~11,16~~ | Liv | *z* | CL<br>3,20 | 1912<br>9mo<br>*Lloyd* | D&WHen-<br>dersn&Co.Ld.<br>Glasgow<br>'*sA&CP* | F.Leyland&Co.Ld.<br>*Cell* | 400·8<br>*Aft*B52'*Fwd*B35'<br>*on Shelter dk*<br>*DBa*115'*uE&B*80'*f* | 52·5 | 26·9<br>FK&BK2" | Liverpool<br>British<br>7*BHCem*<br>152' 964*t DT* | Q.4Cy.23½",34",49"&70"–51"<br>215lb HS8935 (*s*) 507NHP<br>2DB&1AuxSB,*14cf*,GS264,<br>D&W.Hendersn&CoLdGls<br>*a*26'675*tFPT*123*tAPT*30*t* | 37<br>9<br>23 |
| 25407<br>89829 | **New Amsterdam** IronTwinScSr<br>1*Dk* | 103<br>84<br>53 | | | ... | | 1887 | C.S.Swan&<br>Hunter<br>Newcastle | Sproston's,Ld. | 100·0 | 19·1 | 6·7<br>BK4½" | Georget'n<br>British | C.4Cy.9"&18"–12"<br>NE92 NB96*ftd*01 25RHP<br>A.Wilson&Co.,London | 7 |
| ※ 25408<br>144348<br>KDPF | **New Brighton** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&<br>2*nd dk*(*Stl*)*in forward holds & after main hold* *Straight frames & bevelled bilge*<br>*Cruiser Stern* *Cargo battens not fitted*<br>Wireless *in Shelter 'tweeen dks* | 6538<br>6224<br>4023 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,20 ✠LMC1,20 | Liv | | CL | 1920<br>1mo<br>*Lloyd* | Harland&<br>Wolff,Ld.<br>Belfast<br>'*sA&CP* | AfricanS.S.Co.<br>(Elder,Dempster<br>&Co.Ld.*Mgrs.*)<br>*CellDB*343'1571 | 412·6<br>F40' *on Shelter dk*<br>*tDTa*23'858*t FPT* | 55·8 | 34·4<br>FK | London<br>British<br>*Cem*<br>6*BHtoSh dk*<br>2 ,, ,, *U* ,,<br>91*tAPT*126*t* | 2 Steam Turbines geared to<br>1 Sc Shaft (*s*) 678NHP<br>200lb HS9636 FD<br>3 Water Tube Boilers<br>Harland&Wolff,Ld.Bel. | 38<br>10<br>28 |
| 25409<br>218615<br>LSDP | **New Britain** SteelSc<br>*Fitted for liquid fuel*<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 5268<br>—<br>3347 | | | | | 1919 | Downey<br>S.B.Co.<br>Arlingt'n,NY | GreatNorth-<br>westernShipping<br>Corp. | 386·8 | 52·2 | 27·4 | NewYork<br>Utd.States | T.3Cy.24",40"&70"–48'<br>338NHP | |
| ※ 25410<br>143625<br>KFDP | **New Brooklyn** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&<br>2*nd dk*(*Stl*)*in fore holds & after main hold* *Cargo battens not fitted in Shelter 'tween dks* *Straight frames & bevelled bilge* Wireless *Cruiser Stern* | 6546<br>6222<br>4039 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,20 ✠LMC5,20 | Bel | *a*† | CL | 1920<br>3mo<br>*Lloyd* | Harland&<br>Wolff,Ld.<br>Belfast<br>'*sA&CP* | British&African<br>S.N.Co.Ld.(Elder,<br>Dempster&Co.Ld.<br>*Mgrs.*)<br>*CellDB*34 | 412·6<br>F40'*on Shelter dk* | 55·8 | 34·4<br>FK | Liverpool<br>British<br>*Cem*<br>6*BHtoSh dk*<br>2 ,, ,, *U* ,,<br>3'1571*t DTa* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel.<br>23'858*tFPT*91*tAPT*126*t* | 38<br>10<br>28 |
| ※ 25411<br>140632<br>KBQR | **New Brunswick** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shltr dk*(*Stl*)<br>Wireless *Cruiser stern*<br>*Straight frames & bevelled bilge*<br>*Cargo battens not fitted in 'tween decks* | 6529<br>6230<br>4028 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,20 ✠LMC6,19 | NYk | *a*† | CL | 1919<br>6mo<br>*Lloyd* | Harland&<br>Wolff,Ld.<br>Belfast<br>'*sA&CP* | ElderLine,Ld.<br>(Elder,Dempster&<br>Co.Ld.*Mgrs.*)<br>*CellDB*343'1571 | 412·6<br>F40' *on Shelter dk*<br>*tDTa*25' 858*t FPT* | 55·8 | 34·4<br>FK | Liverpool<br>British<br>*ptCem*<br>6*BHtoSh dk*<br>2 ,, ,, *U* ,,<br>91*tAPT*126*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 38<br>10<br>28 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25412<br>144601<br>NFVQ | **New Columbia** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)& 2nd dk(Stl) in for'd holds & after main hold<br>Wireless CruiserStern<br>Cargo battens not fitted in Shltr 'tween dks | 6574<br>6222<br>4044 | ✠100A1<br>Shelter dk with freeboard<br>5,21 1,21<br>✠LMC6,20<br>Fitted for oil fuel 6,20 F.P. above 150° F. | Liv<br>Cff | a† | CL<br>5,21 | 1920<br>6mo<br>Lloyd's A&CP | Harland& Wolff,Ld.<br>Belfast | AfricanS.S.Co. (Elder,Dempster& Co.Ld.Mgrs.)<br>CellDB343' 1571tDTa23' 858tFPT91tAPT126t | 412·6<br>F40'onShelter dk<br>FK | 55·8 | 34·4 | London<br>British<br>Cem<br>6BHtoSh dk<br>2 „ „ U „ | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 38 ″ 0<br>s10″0½<br>28 ″ 3 | |
| 25413<br>219583<br>LVNQ | **New England** SteelSc<br>1Dk(Stl)2trB in fore&after holds & Web frames<br>Elec.light Sub.Sig.<br>Wireless | 3545<br>3005<br>2174 | [illegible]<br>Fitted for oil fuel 4,20 F.P. above 150° F. | [illegible] | | CL | 1920<br>4mo | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard<br>CellDB251'8 27tMT20'394tFPT111tAPT69t | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>6BHptCem | 1 Geared Steam Turbine(s)<br>200lb HS5804 386NHP FD<br>2 Water Tube Boilers<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | |
| 25414<br>204647<br>KWJH | — SteelSc<br>1Dk | 417<br>—<br>265 | | | | | 1907 | ForeRiver S.B.Co.<br>Quincy,Mass. | NewEnglandS.S. Co. | 118·0 | 31·4 | 11·3 | N.London<br>Utd.States | 2Cy.26"&26"<br>52NHP | | |
| 25415<br>130759<br>KNGD | — SteelSc<br>Mchy.Aft Fitted for oil fuel | 230<br>—<br>71 | | | | | 1897 | J.H.Dialogue&Son<br>Camden,N.J. | NewEnglandFish Co. | 121·8 | 23·8 | 12·0 | Prtlnd.Me.<br>Utd.States | T.3Cy.14",22"&36"–24"<br>63NHP<br>J.H.Dialogue&Son | | |
| 25416<br>140645<br>KCFL | **New Georgia** SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Straight frames&bevelled bilge<br>Wireless CruiserStern<br>Cargo battens not fitted in 'tween dks | 6566<br>6230<br>4044 | ✠100A1<br>Shelter dk with freeboard<br>7,21 ~~12,20~~<br>✠LMC8,19 | Liv<br>Gls | a† | CL<br>12,20 | 1919<br>8mo<br>Lloyd's A&CP | Harland& Wolff,Ld.<br>Belfast | British&African S.N.Co.Ld.(Elder, Dempster&Co.Ld. Mgrs.)<br>CellDB34'1571tDTa25'858tFPT91tAPT126t | 412·6<br>FonShelter dk40'<br>FK | 55·8 | 34·4 | Liverpool<br>British<br>Cem<br>6BHtoSdk<br>2 „ „ U „ | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 38 ″ 0<br>s10″0½<br>28 ″ 3 | |
| 25417<br>130581<br>KLFC | **New Hampshire** SteelSc<br>1Dk<br>Wireless | 2395<br>—<br>1505 | | | | | 1892 | Harlan& Hollingsworth Co.<br>WlmngtnDel | NewEnglandS.S. Co. | 302·7 | 44·0 | 17·5 | N.London<br>Utd.States | T.4Cy.28",45"&(2)51"–42"<br>337NHP<br>Harlan&Hollingsworth Co.,Wilmington,Del. | | |
| 25418<br>204200<br>KWDL | **New Haven** SteelSc<br>Elec.light Wireless 2Dks | 2930<br>—<br>1986 | | | | | 1907 | Delaware RiverCo.<br>Chester,Pa | NewEnglandS.S. Co. | 275·7 | 45·1 | 16·7 | N.London<br>Utd.States | T.3Cy.20",34"&56"–42"<br>203NHP<br>DelawareRiverCo.Chester | | |
| 25419 | **New Jersey** IronScSr<br>(exMaria,exArgo)<br>Elec.light 2Dks | 1238<br>1069<br>754 | | | | | 1877 | Austro Ungarico Lloyd<br>Trieste | Archipelago AmericanS.N.Co. (G.Farkouh,Mgr.) | 243·6 | 31·5 | 21·8 | Utd.States | C.2Cy.31"&56"–36"<br>NB96 157NHP<br>ArsenaleLloyd,Trieste | | |
| 25420<br>68758<br>NWQV | **New Leader** WoodAuxScK<br>Salted87 Oil Eng.<br>Rest.Jer.12,87–7yrs. GIB 1Dk<br>(See Sailing Ship Register) | 68<br>65<br>53 | ✠<br>5,05 | Apl | 9<br>C5 | | 1873<br>7mo | Bisson<br>Jersey | ManxSalt&Alkali Co.Ld. (J.Todd,Mgr.) | 72·8<br>ND87 | 18·2 | 8·8 | Ramsey<br>British | Oil Engines 4NHP<br>2Cy.5½"–7" made & fitted16<br>BergiusLaunch&E.Co.Gls. | 9 ″ 5 | |
| 25421<br>206082<br>KWVJ | **New London** SteelSc<br>Elec.light 2Dks | 2818<br>—<br>1893 | | | | | 1909 | Harlan& Hollingsworth Co.<br>Wlmgtn,Del. | CentralVermont TransportationCo. | 278·5 | 44·0 | 19·0 | Prtlnd.Me.<br>Utd.States | T.3Cy.21",34"&56"–42"<br>203NHP<br>Harlan&HollingsworthCo. Wilmington,Del. | | |
| 25422<br>133504<br>HWFM | **New Londoner** SteelScSr<br>Elec.light Wireless 1Dk | 1374<br>924<br>679 | | | | | 1912 | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool | Tyne-TeesSteam ShippingCo.Ld. | 260·2<br>P140'B83'F50' | 35·0 | 14·3 | Newcastle<br>British<br>WB | T.3Cy.22½",37"&61"–42"<br>241NHP<br>Richardsons,Westgarth& Co.Ld.Hpl. | | C |
| 25423<br>140651<br>KCHS | **New Mexico** SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Cargo battens not fitted in 'tween dks<br>Straight frames & bevelled bilge<br>Wireless CruiserStern | 6566<br>6230<br>4044 | ✠100A1<br>Shelter dk with freeboard<br>5,21 2,20<br>✠LMC8,19 | Liv<br>Gls | a† | CL<br>4,21 | 1919<br>8mo<br>Lloyd's A&CP | Harland& Wolff,Ld.<br>Belfast | ElderLine,Ld. (Elder,Dempster &Co.Ld.Mgrs.)<br>CellDB343' 1571tDTa23' 858tFPT91tAPT126t | 412·6<br>F40'onShelter dk<br>FK | 55·8 | 34·4 | Liverpool<br>British<br>Cem<br>6BHtoSh dk<br>2 „ „ U „ | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 38 ″ 0<br>s10″0½<br>28 ″ 3 | |
| 25424<br>220621<br>MBLJ | **New Orleans** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks<br>Longitudinal framing | 6171<br>—<br>3797 | | | | | 1920 | Doullut& WilliamsS.B. Corp.Co.Inc.<br>NewOrleans | UnitedStates ShippingBoard | 395·5<br>P60'B109'F37' | 55·0 | 31·4 | N.Orleans<br>Utd.States<br>WB | 1 Steam Turbine<br>VulcanIronWorks, JerseyCity,N.J. | | R |
| 25425<br>119596<br>HFDS | **New Pioneer** SteelScSr<br>ssLiv.No.3–7,18<br>Elec.light 1Dk(Stl) | 722<br>535<br>320 | ✠100A1<br>2,21<br>BS2,21 ✠LMC7,18 | Mch | k | 3,20 | 1905<br>12mo<br>Lloyd's A&CP | W.Dobson &Co.<br>Newcastle | Co-operative WholesaleSociety, Ld.<br>WB=CellDBa42'uE17'f83'164tFPT35tAPT28t | 193·0<br>P19'B53'F44'<br>BK7½" | 29·6 | 12·4 | Manchestr<br>British<br>4BHCem | T.3Cy.16",27"&44"–30" (r)<br>180lb 97RHP<br>2SB,4pf,GS122,HS2294<br>MacColl&Pollock,Ld.Sld. | 14 ″ 6<br>s1 ″ 1½<br>14 ″ 2 | |
| 25426<br>215457<br>LHQV | **New Rochelle** SteelTwinSc<br>(exPowhatan, exHamburg) 4Dks<br>Elec.light Ref.Mchy. Sub.Sig. Wireless<br>*Now named* "**Hudson**," *See Supplement* | 9699<br>8229<br>6420 | | | | | 1899 | Act.Ges. "Vulcan"<br>Stettin | UnitedStates ShippingBoard | 499·3<br>P90'B234'F74' | 60·2 | 34·7 | New York<br>Utd.States<br>WB | Q8Cy27½"40"57½"&82¾"–55"<br>1016NHP<br>A.G."Vulcan,"Stettin | | R |
| 25427<br>130934<br>KRCH | **New Shoreham** WoodScSr<br>1Dk | 503<br>—<br>317 | | | | | 1901 | ……………<br>Boston | TownofNewShoreham | 151·9 | 28·1 | 11·8 | NewprtRI<br>Utd.States | | | |
| 25428<br>140653<br>KCMH | **New Texas** SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)& 2nd dk in forward holds &after main hold Straight frames & bevelled bilge<br>Cargo battens not fitted in Shelter 'tween dks<br>Wireless | 6568<br>6231<br>4044 | ✠100A1<br>Shelter dk with freeboard<br>3,21<br>✠LMC9,19 | Liv | a† | CL | 1919<br>9mo<br>Lloyd's A&CP | Harland& Wolff,Ld.<br>Belfast | British&African S.N.Co.Ld.(Elder, Dempster&Co.Ld. Mgrs.)<br>CellDB343'1571tDTa23'858tFPT91tAPT126t | 412·6<br>F40"onShelter dk<br>FK | 55·8 | 34·4 | Liverpool<br>British<br>Cem<br>6BHtoSh dk<br>2 „ „ U „ | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 38 ″ 0<br>s10″0½<br>28 ″ 3 | |
| 25429<br>140658<br>KCPW | **New Toronto** SteelScSr<br>Elec.light 1Dk(Stl)&2nd dk in forward holds & after main hold<br>CruiserStern<br>Straight frames&bevelled bilge<br>Wireless Cargo battens not fitted in Shelter 'tween dks | 6568<br>6231<br>4044 | ✠100A1<br>Shelter dk with freeboard<br>6,21 ~~10,20~~<br>✠LMC10,19 | NNs<br>Liv | a† | CL<br>~~4,20~~<br>6,21 | 1919<br>10mo<br>A&CP | Harland& Wolff,Ld.<br>Belfast | British&African S.N.Co.Ld.(Elder Dempster&Co.Ld. Mgrs.)<br>CellDB343'1571tDTa23'858tFPT91tAPT126t | 412·6<br>F40'on Shelter dk<br>FK | 55·8 | 34·4 | Liverpool<br>British<br>Cem<br>6BHtoSh dk<br>2 „ „ U „ | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 38 ″ 0<br>s10″0½<br>28 ″ 3 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25430<br>217324<br>LPCW | **New Windsor** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* *2Dks&Web frames*<br>Sub.Sig. | 5590<br>5042<br>3451 | | | ... | | 1919 | Newburgh<br>ShipyardsInc<br>Newburgh,<br>N.Y. | UnitedStates<br>ShippingBoard | 400·5\|54·2\|30·0<br>P36'B124'F44'<br>FK | NewYork<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Screw Shaft 645NHP<br>WestinghouseElectric&<br>Mfg.Co.Pittsburgh,Pa. | 32 · 10 |
| 25431<br>130616<br>KLPB | **New York** SteelTwinSc3MstSr<br>*ss*Sou.2ndNo.3–4,10<br>(*ex*Plattsburg, *ss*NYk.No.2–20<br>*ex*NewYork,*ex*City of NewYork) *4Dks*<br>*(2Stl–ws&1ptStl–ws)&Promenade dk*<br>*Elec.light* *Ref.Mchy.* *(Stl–ws)*<br>Sub.Sig. Wireless | 10080<br>8557<br>4425 | ✠100A1<br>9,21 ~~2,20~~<br>✠NE&B4,03<br>✠LMC2,20<br>BS9,21 | NYk | | CL<br>2,20 | 1888<br>7mo<br>*Lloyd's*A&CP | J.&G.<br>Thomson<br>Clydebank | ~~InternationalMercantileMarineCo. Inc.~~ Worden&Co. Inc.<br>*CellDBa105'u* | 517·0\|63·6\|22·0<br>P75'F109' 39·2<br>FK<br>*E&B180'f149'1627t* | NewYork<br>Utd.States<br>13*BH Asp*<br>*Tanks f147t* | T.8Cy.(2)40¾",(2)66½"&(4)77"–60" (*s*) 2747NHP<br>175lb ~~175lb~~ NDB03 HS42613<br>6D&4SB,*64cf*,GS1144 FD<br>W.CrampSnsS&EBCoPhl | 41 · 10<br>12 · 2<br>30 · 4 |
| 25432<br>213937<br>LFTP | — SteelScSr<br>Sub.Sig. *ss*NYk.No.1–20<br>*Elec.light* *2Dks(Stl)&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 6678<br>6064<br>5045 | ✠100A1<br>~~8,21~~~~2,20~~3,22<br>*Carrying Petroleum in bulk F.P. above 150°F.*<br>*Fitted for oil fuel 4,16* | Mob<br>NYk<br>✠LMC5,20 | *a*† | CL<br>~~5,20~~<br>N8,21 | 1916<br>4mo | ForeRiver<br>S.B.Corp.<br>Quincy,Mass.<br>A&CP | TheTexasCo.Inc.<br>*CellDBuE&B 64'* | 416·8\|56·1\|31·1<br>P107'B35'F33'<br>FK | P.Arthur<br>Utd.States<br>16*BHCem* | T.3Cy.26½",44"&74"–51" (*r*)<br>190lb *125lb* 549NHP<br>3SB,*9cf*,GS191,HS7979 FD<br>ForeRiverS.B.CorpQuincy<br>209*t FPT* 229*t APT*130*t* | 32 · 9 |
| 25433<br>206239<br>LBCP | — SteelSc<br>*Elec.light* *2Dks* | 2818<br>—<br>1893 | | | | | 1909 | Harlan&<br>Hollings-<br>worthCo.<br>Wlmgtn,Del. | CentralVermont<br>TransportationCo. | 278·5\|44·0\|19·0 | Prtlnd.Me.<br>Utd.States | T.3Cy.21",34"&56"–42"<br>203NHP<br>Harlan&HollingsworthCo.<br>Wilmington,Del. | |
| 25434<br>130043<br>JRFG | — IronScSr<br>*3Dks* | 2590<br>—<br>2111 | | | | | 1875 | Harlan&<br>Hollings-<br>worthCo.<br>Wlmgtn,Del. | ClydeS.S.Co.Inc. | 281·0\|38·1\|20·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.17",27"&42"–30"<br>NE&B92 97NHP<br>MorganIronWorks,N.Yk. | |
| 25435<br>130450<br>KGNQ | — IronSc<br>*Elec.light* *1Dk&Saloondk* | 770<br>—<br>523 | | | | | 1889 | Harlan&<br>Hollings-<br>worthCo.<br>Wlmgtn,Del. | N.Yk.Philadelphia<br>&NorfolkR.R.Co. | 207·5\|31·1\|11·4 | Cape<br>Charles,Va.<br>Utd.States | T.3Cy.18½",27"&42"–24"<br>NB02 86NHP<br>Harlan&HollingsworthCo.<br>Wilmington,Del. | |
| 25436 | — SteelScSr<br>(*ex*Sofia)<br>*Elec.light* *1Dk2trB* | *696*<br>*557*<br>*429* | | | ... | | 1894 | Ramage&<br>Ferguson,Ld.<br>Leith | Archipelago<br>AmericanS.N.Co.<br>(G.Farkouh,*Mgr.*) | 210·0\|29·1\|13·9<br>P50'B52'F46'<br>BK7½" | <br>Utd.States<br>*WB* | T.3Cy.15",24"&39"–30"<br>99NHP<br>Ramage&FergusonLd.Lth | 16 · 0 |
| 25437<br>130736<br>KNBM | — SteelSc<br>Wireless | 541<br>—<br>301 | | | | | 1897 | Harlan&<br>Hollings-<br>worthCo.<br>Wlmgtn,Del. | UnitedNewYork<br>SandyHookPilots'<br>Association | 155·0\|28·1\|19·9 | NewYork<br>Utd.States | C.2Cy.26"&48"–30"<br>105NHP<br>Harlan&HollingsworthCo.<br>Wilmington,Del. | |
| 25438<br>219650<br>LVRQ | — WoodSc<br>(*ex*Rattler)<br>*1Dk* | 173<br>—<br>118 | | | | | 1920 | J.W.Sulli-<br>van&Co. New<br>Brighton,NY | UnitedStates<br>ShippingBoard | 94·9\|24·8\|13·0 | NewYork<br>Utd.States | C.2Cy. | |
| 25439<br>214501 | **New York Central No.14** SteelSc<br>*1Dk* | 556<br>—<br>357 | | | | | 1916 | Staten<br>IslandSB.Co.<br>Pt.Richmond<br>N.Y. | NewYorkCentral<br>R.R.Co. | 106·7\|31·0\|15·4 | NewYork<br>Utd.States | 1Cy.22"&26"<br>19NHP | |
| 25440<br>210650 | **New York Central No.28** SteelSc<br>*(Tug)* | 508<br>—<br>345 | | | | | 1912 | Staten<br>Island SB.Co.<br>Pt.Richmond<br>N.Y. | NewYorkCentral<br>R.R.Co. | 101·8\|31·5\|13·6 | NewYork<br>Utd.States | | |
| 25441<br>134720<br>JSND | **New York City** SteelScSr<br>*Elec.light* *2Dks(Stl)3rdtrB*<br>Wireless *inNo.3hold* | 2736<br>2499<br>1622 | ✠100A1<br>12,19<br>*Carrying oil fuel F.P. above 150°F. in DB* | Brs<br>✠LMC3,18 | *u* | CL<br>~~11,19~~<br>4,22 | 1917<br>12mo<br>*Lloyd's*A&CP | C.Hill&<br>Sons<br>Bristol | BristolCityLineof<br>Steamships,Ld.<br>(C.Hill&Sons,<br>*Mgrs.*)<br>*CellDB259'554tFPT* | 311·0\|42·8\|23·6<br>P31'B&F259'<br>FK | Bristol<br>British<br>5*BHCem*<br>90*t APT*25*t* | T.3Cy.24",39"&66"–45" (*s*)<br>180lb *100lb* 357NHP<br>2SB,*6cf*,GS111,HS4839 FD<br>Richardsons,Westgarth&<br>Co.Ld.W.Hpl. | 26 · 0<br>s2 · 8<br>23 · 8 |
| 25442<br>24765<br>RKPW | **New York Maru** SteelSc<br>Wrecked 11,21<br>*Elec.light* *2Dks(Stl)&Awng dk(Stl)*<br>Wireless | 5864<br>5586<br>4259 | ✠~~100A1~~<br>*Awng dk withfreeboard*<br>2,21<br>✠~~LMC4,19~~ | Cff | *y* | 3,21 | 1919<br>4mo | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>A&CP | KawasakiKisen<br>KabushikiKaisha<br>*Collision BH to Awng dk*<br>*CellDB* | 385·0\|51·0\|36·0<br>FK<br>334' 1118*t FPT*126*t* | Kobe<br>Japanese<br>*Cem*<br>5 *BH to U dk*<br>*APT*93*t* | T.3Cy.26",43½"&72"–48" (*s*)<br>200lb 440NHP<br>2SB&1AuxSB,GS154,<br>HS5741 FD<br>KawasakiDkyd.Co.Ld. | 36 · 0<br>s9 · 3<br>27 · 1 |
| 25443<br>109056<br>JMTL | **New Zealand** Iron&SteelScK<br>*ss*Hul.No.3–6,10<br>*ss*Liv.No.2–20<br>*1Dk* *Steel plating&Iron framing* | 290<br>251<br>116 | ✠100A1<br>*StmTrawler*<br>9,21~~1,20~~<br>✠NB12,16 | Liv<br>Hul<br>✠LMC1,20<br>BS~~12,20~~ 2,22 | | CL<br>~~1,20~~<br>9,21 | 1898<br>8mo | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>A&CP | HullSteamFishing<br>&IceCo.Ld. | 146·7\|22·6\|10·8<br>Q57'F23'<br>ptND10 BK8" | Hull<br>British<br>4*BHCem* | T.3Cy.13",22"&36"–27" (*s*)<br>200lb 86RHP<br>1SB,*3pf*,GS44,HS1438<br>Amos&Smith,Hull | 11 · 6 |
| 25444<br>NRCL | **Newa** SteelScSr<br>*ss*Els.No.3–5,16<br>*ss*Cpn.No.1–20<br>(*ex*Mickley) *1Dk(Stl)&Web frames*<br>*Elec.light* Wireless | 2441<br>2249<br>1522 | ✠100A1<br>11,20<br>BS6,20 | Cpn<br>✠LMC<br>MS11,20 | *t* | CL<br>11,20 | 1902<br>11mo<br>*Lloyd's*A&CP | W.Dobson<br>&Co.<br>Newcastle | Det.Forenede<br>DampsSelskab.<br>*WB=CellDB* | 305·0\|43·1\|20·5<br>P27'B82'F35'<br>FK<br>*a94 uE&B40'f132* | Copnhagn<br>Danish<br>5*BHCem*<br>608*t APT*18*t* | T.3Cy.22",36"&58"–39" (*s*)<br>160lb *80lb* 233NHP<br>2SB,*6pf*,GS107,HS3840<br>N.E.MarineEng.CoLdNwc | 23 · 0<br>s3 · 8<br>19 · 7 |
| 25445<br>PMQS | — SteelSc<br>*(Tug)*<br>(*ex*Viking) *1Dk*<br>*Elec.light* | 167<br>135<br>22 | | | | | 1910 | Geb.Sach-<br>senberg.Akt.<br>Ges.<br>Cologne | N.V.Sleepboot<br>"Newa"<br>(InternationalTug<br>Co.*Mgrs.*) | 105·8\|19·1\|10·6<br>H36' | Rottrdam<br>Dutch | C.2Cy.14¼"&24¾"–16½"<br>20NHP<br>Geb.SachsenbergAkt.Ges.<br>Rosslau a/d Elbe | |
| 25446 | — SteelSc<br>*1Dk(Stl)* | 120<br>111<br>— | ✠<br>*For towing purposes*<br>3,14<br>✠ | Rot | | | 1913<br>9mo | NVBurger-<br>hout'sMchFb<br>&Schpswft<br>Rotterdam | RussianGovt. | 95·2\|19·4\|8·7<br>B33'F10'<br>BK6"<br>*WB* | Sebastopl<br>Russian<br>3*BHCem*<br>=*APT*12*t* | T.3Cy.12",19"&31½"–21"<br>72NHP<br>1SB,*2cf*,GS38,HS1440<br>N.V.Burgerhout'sMach.<br>Fab.Rot. | 9 · 3 |
| 25447<br>142623<br>JTRB | **Newaster** SteelSc<br>(*ex*WarHamlet) *1Dk*<br>*Elec.light* Wireless | 3114<br>2866<br>1873 | | | | | 1918 | Irvine'sSB<br>&D.D.Co.Ld<br>WHartlepool | AsterShippingCo.<br>Ld. (E.R.Brown,<br>*Mgr.*) | 331·1\|46·7\|23·2<br>P33'B98'F29' | London<br>British<br>*WB* | T.3Cy.25",41"&68"–45"<br>310NHP<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | |
| 25448<br>101897<br>MQVW | **Newbigging** SteelScSr<br>*ss*Trn 2ndNo.3–10,18<br>(*ex*Woodruff,*ex*Gertor)<br>Wireless *1Dk(Stl)&Webframes* | 2400<br>1842<br>1551 | ✠100A1<br>12,21~~8,20~~<br>~~MBS1,20~~<br>BS4,21 | Dun<br>Sld<br>✠LMC11,17 | *s* | ~~8,20~~<br>CL<br>N12,21 | 1892<br>6mo | Osbourne,<br>Graham&Co.<br>Sunderland<br>A&CP | J.Mitchell&Sons | 289·7\|38·1\|20·1<br>P28'Q90'B116'F33'<br>FK<br>*WB=CellDB240'459t* | Dundee<br>British<br>6*BHCem* | T.3Cy.21",35"&57½"–39" (*r*)<br>150lb *100lb* NDB19 203NHP<br>2SB,*6pf*,GS89,HS3000<br>G.Clark,Ld.Sunderland | 22 · 6<br>s1 · 10<br>20 · 11 |

| Official No. Signal Letters | Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross — Under deck. — Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter | Date when tail shaft last seen. | Built. When. — Ship. — Engines | By Whom. — Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 449<br>7324<br>POW | **Newburgh** SteelSc<br>*Fitted for oil fuel*<br>*2Dks&Web frames*<br>*Elec.light* Wireless Sub.Sig. | 5501<br>5083<br>3390 | | | ... | | 1918 | Newburgh Shipyrds,Inc<br>Newburgh, N.Y. | UnitedStates ShippingBoard | 400·5\|54·2\|30·0<br>P36'B124'F44'<br>FK | NewYork<br>Utd.States<br>*WB* | 2Steam Turbines geared to 1 Sc. Shaft 645NHP<br>WestinghouseCo. E.Pittsburgh,Pa. | 32″10 | R |
| 450<br>10330 | — IronSc<br>*3Dks* | 1034<br>—<br>741 | | | | | 1887 | Neafie& Levy<br>Philadelphia | CentralHudson SteamboatCo. | 200·0\|32·0\|11·0 | NewYork<br>Utd.States | C.2Cy.26″&45″–36″<br>101NHP<br>Neafie&Levy,Philadelphia | | |
| 451<br>9836<br>VGR | — IronScSr<br>*ss*Syd.2ndNo.3–8,12<br>*ss*Syd.No.2–21 ~~*ss*Syd.No.1–17~~<br>*1Dk* | 78<br>78<br>1 | ✠100A– *For Tug purposes*<br>10,21 ~~6,20~~<br>~~BS6,20~~ ✠LMC~~4,17~~ 10,21 | Syd | | CL<br>~~2,18~~<br>10,21 | 1888<br>8mo | JTEltring-ham<br>S.Shields | J.Fenwick&Co. | 86·0\|16·6\|9·7<br>BK6″ | SydnyNSW<br>British<br>*4BHCem* | C.2Cy.17″&34″–22″ (*s*)<br>100lb 50RHP<br>1SB,*2pf*,GS36,HS945<br>J.P.Rennoldson&Sons,Shl | | |
| 452<br>0848<br>LW | **Newby Hall** SteelScSr<br>Wireless | 4391<br>4103<br>2840 | | | | | 1905 | Barclay, Curle&Co.Ld<br>Glasgow | EllermanLinesLd. (HallLine,Ld. *Mgrs.*) | 375·0\|47·2\|27·9<br>P42'B95'F43' | Liverpool<br>British<br>*WB* | T.3Cy.23½″,40″&69″–48″<br>330NHP<br>Barclay,Curle&Co.Ld.Gls. | | C |
| 453<br>8978<br>LDC | **Newcastle** SteelPadSr<br>*Elec.light*<br>*2Dks(1Stl&1ptStl)&Awngdk* | 1251<br>945<br>587 | ✠<br>*Awng dk withfreeboard*<br>3,92 ✠ *Coasting service, Sydney to Newcastle* | Syd | *o* | | 1884<br>8mo | JKey&Sns<br>Kinghorn | Newcastle&HunterRiver S.S.Co.Ld | 264·6\|32·9\|15·9 | SydnyNSW<br>British<br>*5BH* | C.O.2Cy.54″&100″–78″<br>737NH<br>J.Key&Sons,Kirkcaldy | | |
| 454<br>11126 | **Newcastle No. 6** WoodSc<br>*GasEng.*<br>*1Dk* | 102<br>73<br>64 | | | | | 1918 | Sunset Shipyard<br>Vancouver | T.Ode | 82·5\|19·4\|7·5 | Vancouver<br>British | Gas Engine<br>6Cy.10″–12″ 39NHP<br>GorhamEngCoOaklnd,Cal | | |
| 455<br>00053<br>QLD | **Newglyn** SteelScSr<br>*ss*Sws.No.1–21<br>*Well deck* *1Dk(Stl)*<br>*Cargo battens not fitted* | 1250<br>1031<br>756 | ✠100A1<br>3,22 ~~11,20~~<br>~~BS7,21~~ ✠LMC~~6,17~~ 7,21 | Sws | *o* | CL<br>~~11,20~~<br>3,22 | 1917<br>6mo<br>*Lloyd* | Campbel-townS.B.Co.<br>Campbeltown<br>*'sA&CP* | NewGlynS.S.Co. Ld. (W.Coombs, *Mgr.*) | 230·0\|35·8\|15·6<br>Q79'B48'F28'<br>FK<br>*CellDB*190'395*t* | Llanelly<br>British<br>*4BHCem*<br>*APT*85*t* | T.3Cy.18″,27½″&45″–33″ (*s*)<br>180lb 142NHP<br>2SB,*4cf*,GS79,HS2386<br>Ross&Duncan,Glasgow | 17″7<br>s1″5½<br>16″5 | |
| 5456<br>72650<br>VGM | **Newhailes** IronScSr<br>*ss*Sld.3rdNo.3–5,19<br>(*ex*Triton) *1Dk(Irn)2trB*<br>*Well deck* | 1423<br>1149<br>893 | ✠90A1<br>3,22 ~~5,20~~<br>~~BS5,20~~ ✠LMC11,17<br>BS11,21 | Nwc<br>Gmh | *p* | 5,20 | 1876<br>6mo | M.Pearse& Co.<br>Stockton<br>A&CP | NewLineSS.Co.Ld. (R.Mackie&Co. *Mgrs.*)<br>*W* | 250·6\|32·5\|18·5<br>Q91'B54'F30'<br>BK9″<br>*B=DBa74'f96'&u* | Leith<br>British<br>*4BHCem*<br>*E&B36'390t* | C.2Cy.30″&55″–36″ (*i*)<br>75lb *100lb* NDB01 136NHP<br>2SB,*6pf*,GS58,HS2181<br>Blair&Co.Ld.Stockton | 19″9<br>s1″9½<br>18″10 | |
| 5457<br>PCW | **Newhaven** SteelTrpScSr<br>*Elec.light* Wireless *2Dks* | 1656<br>1520<br>497 | | | | | 1911 | Forg.&Ch. de la Médit.<br>Havre | Chemins deFer de l'EtatFrançais (L. B.&S.C.R.Co.*Mgs*) | 292·0\|34·6\|22·1 | Dieppe<br>French | 3 Steam Turbines<br>Forg.&Ch.de laMédit.Hav. | | V |
| 5458<br>08449 | — SteelScYl<br>*ss*Gms.No.3–10,12<br>*ss*Gms.No.1–16<br>*1Dk* | 161<br>148<br>63 | ✠100A1<br>*StmTrawler*<br>7,20 ✠LMC7,20<br>✠NB15*refitted*7,16 | Gms | | CL<br>7,20 | 1897<br>2mo | Mackie& Thomson<br>Glasgow<br>A&CP | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*) | 104·2\|20·5\|10·7<br>Q17'F19'<br>BK7½″ | Grimsby<br>British<br>*4BHCem* | T.3Cy.10″,16″&27″–20″ (*s*)<br>180lb 45RHP<br>1SB,*2pf*,GS26,HS656<br>Muir&Houston,Ld.Gls. | 11″7 | |
| 5459<br>22989 | **Newhaven, N.B.** SteelScK<br>(*Trawler*)<br>*1Dk* | 182<br>182<br>69 | | | ... | | 1909 | Hall,Rus-sell&Co.Ld<br>Aberdeen | D.Dow ~~(T.T. Carnie, *Mgr.*)~~ (T.T Dow, *Mgr.*) | 110·3\|21·8\|11·7<br>BK7½″ | Granton<br>British | T.3Cy.12½″,20″&33″–21″<br>67RHP<br>Hall,Russell&Co.Ld.Abn. | 12″7 | |
| 5460<br>10697<br>GCW | **Newington** IronScK<br>(*Tug*)<br>*1Dk* | 193<br>176<br>76 | | | ... | | 1899 | Cook,Wel-t'n&Gemmell<br>Hull | Government of Canada | 115·3\|21·0\|11·5<br>Q20'<br>BK7½″ | VancvrBC<br>British<br>*WB* | T.3Cy.11¾″,20″&33″–24″<br>NB06 58RHP<br>C.D.Holmes&Co.Hull | 12″4 | |
| 5461<br>16118 | **Newland** SteelScK<br>*ss*Hul.No.3–11,19<br>*1Dk* | 245<br>221<br>97 | ✠100A1<br>*StmTrawler*<br>12,21 ~~7,20~~<br>~~BS7,20~~ ✠LMC11,19<br>BS4,21 | Hul | | CL<br>~~11,19~~<br>12,21 | 1903<br>1mo<br>*Lloyd* | Cochrane& Sons<br>Selby<br>*'sA&CP* | CitySteamFishing Co.Ld. | 125·0\|21·5\|12·0<br>Q49'<br>BK7″<br>*WB=* | Hull<br>British<br>*4BHCem*<br>*DBf*13'9*t* | T.3Cy.12½″,21½″&36″–24″(*s*)<br>200lb 63RHP<br>1SB,*2pf*,GS33,HS1120<br>C.D.Holmes&Co.Hull | 12″10 | |
| 5462<br>15125<br>JGH | **Newlands** SteelScSr<br>*ss*Gls.No.3–4,14<br>*Elec.light* Wireless *ss*Gls.No.1–17<br>*1Dk(Irn)2trB&deep framing 3Dk rule* | 3012<br>2818<br>1938 | ✠100A1<br>10,21 ~~10,20~~<br>MBS3,20 ✠LMC8,17 | Gls<br>Bry | *u* | ~~10,20~~<br>10,21 | 1902<br>2mo<br>*Lloyd* | W.Gray& Co.Ld.<br>WHartlepool<br>*'sA&CP* | T.Lewis<br>*WB=CellDB* | 325·0\|47·0\|22·5<br>P27'B88'F30'<br>FK<br>*a&uE*130'*f*136'732*t* | Glasgow<br>British<br>*5BHCem*<br>*APT*53*t* | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *100lb* NDB17 257NHP<br>2SB,*6pf*,GS98,HS3738<br>Cen.Mar.Eng.Wrks.WHpl | 24″10<br>s4″5½<br>20″9 | |
| 5463<br>25470<br>HPQR | **Newona** SteelScSr<br>*Elec.light* *Mchy.Aft* *1Dk*<br>Wireless | 2278<br>1981<br>1233 | | | | | 1909 | Swan,Hun-ter&Wigham Richardson,<br>Ld Newcastle | Fraser,Brace& Clarke,Ld. | 250·4\|43·1\|22·3<br>F42' | Montreal<br>British<br>*WB* | T.3Cy.20½″,33″&54″–36″<br>175NHP<br>N.E.MarineEngCoLd.Nwc | | C |
| 5464<br>130179<br>JTVP | **Newport** IronScSr<br>Wireless *2Dks3trB* | 2643<br>—<br>1653 | | | | | 1880 | J.Roach& Son<br>Chester,Pa. | PacificMailS.S.Co. Inc. | 326·0\|38·2\|23·9 | S.Frncisco<br>Utd.States | T.3Cy.25″,37″&62″–42″<br>NE&B97 249NHP<br>UnionIronWorks,S.Frs'co. | | R |
| 5465<br>123333 | — SteelPad<br>(*Ferry*)<br>*Elec.light* *1Dk* | 307<br>224<br>189 | ✠<br>*For River service on the Tay*<br>3,12 ✠ | Dun | | | 1910<br>8mo | CaledonS. B.&E.Co.Ld.<br>Dundee | DundeeHarbour Commissioners | 151·5\|29·1\|7·2<br>FK | Dundee<br>British<br>*6BHCem* | C.D.4Cy.18″&34″–42″<br>99RHP<br>1SB,*3pf*,GS42,HS1644<br>CaledonSB.&E.Co.Ld.Dun | 7″7 | BT till 5,21 |
| 25466<br>215052<br>LHCP | **Newport News** SteelScSr<br>*Fitted for oil fuel*<br>(*ex*Odenwald, *ex*St.Jan) *2Dks(Stl–U* teak s) *& Webframes*<br>*Elec.light* Wireless | 3537<br>3065<br>2098 | ✠<br>1,08<br>✠ | Ham | *w* | | 1904<br>2mo | Flensburgr Schiffsb.Ges.<br>Flensburg | UnitedStates Government (NavyDept.)<br>*WB=* | 355·9\|45·4\|24·5<br>P&B288'F40'<br>FK<br>*CellDBa*110'*uE*22' | NewYork<br>Utd.States<br>*6BHCem*<br>*f*108'677*t D* | T.3Cy.27″,45″&75″–48″<br>480NHP<br>4SB,*12cf*,GS162,HS8209<br>FlensburgerSchiffsb.Ges.<br>*Tf*32'498*t FPT*45*t APT*18*t* | 27″0 | |
| 25467<br>133550<br>JFBP | **Newquay** SteelScSr<br>*ss*Shl.No.1–19<br>Wireless *1Dk(ptIrnptStl)* | 4191<br>4009<br>2670 | ✠100A1<br>10,21 ~~5,20~~<br>BS1,21 ✠LMC5,19 | Cff<br>Bry | *x* | CL<br>5,19 | 1914<br>2mo<br>*Lloyd* | JReadhead &Sons,Ld.<br>SouthShields<br>*'sA&CP* | RedCapS.S.Co.Ld. (J.Good&Sons,Ld. *Mgrs.*)<br>*WB=CellD* | 369·9\|51·1\|25·3<br>P33'B226'F34'<br>FK<br>*Ba*114'*u E*26'*f*166' | Newcastle<br>British<br>*6BHCem*<br>964*tAPT*60*t* | T.3Cy.26″,42″&69″–48″ (*r*)<br>180lb *180lb* 386NHP<br>2SB,*6cf*,GS133,HS6329<br>J.Readhead&SonsLd.SShl | 27″8<br>s4″2½<br>23″11 | |
| 25468<br>139627<br>JTBP | **Newston** SteelTwinScSr<br>*ss*Cff.No.1–22 *ss*Cff.No.3–4,18<br>(*ex*FavoritaDoñaCatalina) *1Dk(Stl)* | 479<br>368<br>245 | A–<br>2,22 ~~8,20~~<br>MS~~4,18~~ 2,22 ~~BS6,20~~ 11,21<br>*Coasting U.K. (Except West Coast, Cork to Pentland Firth) and Continent from Brest to Hamburg* | Cff | | P11,19<br>SN<br>11,19 | 1906 | G.Seebeck Akt.Ges.<br>Bremerhaven | ~~InstoneTransport &TradingCo.Ld. (S.Instone&Co.Ld *Mgrs.*)~~ S.Instone &Co.Ld | 145·3\|29·7\|11·3<br>P15'B37'F19'<br>BK7″ | Cardiff<br>British<br>*4BHCem*<br>*APT*40*t* ~~WB~~ | C.4Cy.11″&20″–15¾″ (*s*)<br>142lb 90RHP<br>1SB,*2cf*,GS36,HS1184<br>G.SeebeckA.G.Bremerhvn | 12″1<br>s1″2<br>11″9 | |
| 25469<br>140628<br>KBJV | **Newton** SteelScSr<br>*Elec.light* *1Dk(Stl)&Shelter dk(Stl)*<br>Wireless *Straight frames & bevelled bilge*<br>*Cargo battens not fitted in 'tween dks* | 6509<br>6230<br>4015 | ✠100A1<br>*Shelter dk withfreeboard*<br>12,20 ✠LMC5,19 | NYk | *a*† | CL<br>12,20 | 1919<br>5mo<br>*Lloyd* | Harland& Wolff,Ld.<br>Belfast<br>*'sA&CP*<br>*CellDB*343' | Liverpool,Brazil& R.PlateS.N.Co.Ld. (Lamport&Holt, Ld.*Mgrs.*)<br>1571*t DTa*25' 858*t* | 412·6\|55·8\|34·4<br>F40'*on Shelter dk*<br>FK<br>*FPT*91*t APT*126*t* | Liverpool<br>British<br>*ptCem*<br>*6BHtoSh dk*<br>2 ,, ,, *U* ,, | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 38″0<br>s10″0½<br>28″3 | |

| 1 | 2 3 | 4 | 5 Détails de la Classification. | 6 | 7 | 7* | 8 Construit. | 9 | 10 | 11 Dimensions d'après la Douane. Superstructures, &c. | | | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Quand.<br>—<br>Navire.<br>—<br>Mach. | Par qui.<br>—<br>Où. | Armateurs. | Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
| 25470<br>209388<br>LOGB | **Newton** **SteelSc3MstSr**<br>Wireless<br>*Elec.light Mchy.Aft* Sub.Sig. 1*Dk* | 5001<br>4412<br>3093 | | | | | 1911 | ForeRiver<br>S.B.Co.<br>Quincy,Mass. | **NewEnglandFuel**<br>**&Transprtn.Co.**<br>**Inc.** | 389·0 | 54·6 | 28·0 | **Boston**<br>Utd.States<br>*WB* | T.3Cy.25",41"&68"–48"<br>320NHP<br>ForeRiverS.B.Co.Quincy |
| 25471<br>218607<br>LSDK | — **WoodScSr**<br>*Elec.light* Wireless 1*Dk2tr*B | 2521<br>—<br>1864 | | | | | 1919 | L.H.<br>Shattuck,Inc<br>Portsmouth,<br>N.H. | **UnitedStates**<br>**ShippingBoard** | 267·3<br>P25'B66'F30' | 46·0 | 23·9 | **Portsmth,**<br>**N.H.**<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>WorthingtonPumping<br>Mchy.Corpn.Bfo.N.Y. |
| 25472<br>1046<br>HVGT | — **SteelScSr**<br>ssGot.No.1–21 ssGot.2ndNo.3–6,16<br>*Well deck* 1*Dk*(*Irn*)<br>*Cargo battens not fitted* | 541<br>413<br>361 | ✠100A1<br>9,21 ~~6,16~~<br>~~BS7,20~~ ✠LMC~~6,16~~<br>9,21 | Bly<br>Got | *h* | 7,20 | 1890<br>10mo<br>*Lloyd* | P.Larsson<br>Thorskog<br>'*sA&CP* | **J.N.Sanne**<br>*WB=* | 167·1<br>Q55'B35'H14*t*F21'<br>BK7"<br>*DBuE&B24'80tFP* | 26·9 | 13·2 | **Uddevalla**<br>Swedish<br>4*BHCem*<br>*T10tAPT5t* | T.3Cy.12",19¼"&32"–24" (*s*)<br>160lb *100lb* NDB19 50NHP<br>1SB,*2cf*,GS33,HS760<br>Ross&Duncan,Glasgow |
| 25473<br>143566<br>KFWQ | **Newtonia** **SteelSc**<br>(*ex*Kilmore)<br>1*Dk* | 640<br>492<br>297 | | | | | 1919 | Smith's<br>DockCo.Ld.<br>Middlesbro' | **NewtonShipping**<br>**CoLd(W.J.Thomas**<br>*Mgr.*) | 170·5 | 30·0 | 15·7 | **S'thamptn**<br>British<br>*WB* | T.3Cy.16",26"&44"–26"<br>90RHP<br>Smith'sDockCo.Ld.Mdb. |
| 25474<br>110327<br>RJFQ | **Newtown** **SteelScSr**<br>ssSld.No.2–21 ssShl.No.3–3,12<br>(*ex*Newark) ~~ssHpl.No.1–17~~<br>*Well deck* 1*Dk*(*Stl*)&*Web frames*<br>*Cargo battens not fitted* | 1149<br>881<br>611 | ✠100A1<br>8,21 ~~1,20~~<br>BS3,21 ✠LMC~~[illegible]~~<br>MS7,21 | Bkn<br>Sld | *n* | CL<br>~~1,20~~<br>7,21 | 1899<br>10mo | Nrthmber-<br>lndSB.Co.Ld.<br>Newcastle<br>A&CP | **TownLine(London)Ld. (Harrison**<br>**Sons&Co.***Mgrs.*)<br>*CellDBa69'uE&* | 220·0<br>Q92'B48'F23'<br>FK<br>*B38' f75'225tFPT* | 32·5 | 15·1 | **London**<br>British<br>4*BHCem*<br>*28tAPT55t* | T.3Cy.18½",30"&49"–33" (*s*)<br>180lb 99RHP<br>2SB,*4pf*,GS76,HS2496<br>J.P.Rennoldsn&Sns,SShl. |
| 25475<br>132066<br>HVST | **Newtownards** **SteelScSr**<br>ssSld.No.3–6,20<br>*Well deck* 1*Dk*(*Stl*) | 837<br>605<br>425 | ✠100A1<br>8,21 ~~6,20~~<br>✠LMC6,20<br>BS8,21 | Sld | *k* | CL<br>6,20 | 1912<br>4mo<br>*Lloyd* | J.Crown&<br>Sons,Ld.<br>Sunderland<br>'*sA&CP* *W* | **Marquis of**<br>**Londonderry**<br>**(D.N.Grimes,***Mgr*)<br>*B=CellDBa46'uE* | 199·6<br>P21'Q44'B46'F21'<br>FK<br>*&B29'f84'224tFPT* | 30·0 | 12·2 | **Sundrland**<br>British<br>4*BHCem*<br>*49tAPT41t* | T.3Cy.17",28"&46"–30" (*s*)<br>160lb *90lb* 138NHP<br>1SB,*3cf*,GS58,HS2400<br>N.E.MarineEng.CoLd.Sld. |
| 25476<br><br>PMRB | **Newyork** **SteelScSr**<br>ssRot.No.3–8,15<br>ssRot.No.1–20<br>*Mchy.Aft* 2*Dks*(1*Stl*&*UptIrn*&*ptStl*)<br>*Elec.light* Wireless &*Web frames*<br>*Carrying Petroleum in bulk* | 6859<br>5860<br>4463 | ✠100A1<br>~~10,20~~ 12,21<br>DBS5,21 ✠LMC 10,20<br>~~BS1,20~~ ~~MS10,20~~ | Shl<br>MBS11,21 | *a*† | CL<br>10,20 | 1902<br>9mo<br>~~*Lloyd*~~ | Palmers'<br>Co.Ld.<br>Newcastle<br>~~'*sA&CP*~~<br>A&CP | **AmericanPetroleumCo.**<br>*WB=CellDB* | 428·0<br>P252'F46'<br>FK<br>*uE39' 71t FPT77t* | 54·7 | 30·4 | **Rottrdam**<br>Dutch<br>14*BHCem*<br>*APT130t* | T.3Cy.28",46½"&77"–54" (*s*)<br>180lb *180lb* NDB13 564NHP<br>4SB,*12f*,GS268,HS9960<br>Palmers'Co.Ld.Newcastle |
| 25477<br>102580<br>HNBG | **Ngahere** **SteelScSr**<br>ssSyd.No.3–3,21 ~~ssWln.No.2–17~~<br>*Elec.light* 1*Dk*(*Stl*)&*deepframing*<br>*Cargo battens not fitted* | 1090<br>893<br>556 | ✠100A1<br>3,21 ~~3,19~~<br>~~BS5,20~~ ✠LMC~~3,17~~<br>3,21 | Wln<br>Syd | *n* | CL<br>N11,19<br>3,21 | 1908<br>8mo<br>*Lloyd* | A.Rodger<br>&Co.<br>Pt.Glasgow<br>'*sA&CP* *WB* | **BlackballCoalCo.**<br>**Ld. (J.M.Clay,**<br>*Mgr.*)<br>*=CellDBa 71' uE* | 225·0<br>P20'B58'F22'<br>FK<br>*15'f84'263tFPT28t* | 33·1 | 15·7 | **PtGlasgow**<br>British<br>4*BHCem*<br>*APT70t* | T.3Cy.18",30"&48"–33" (*s*)<br>180lb 165NHP<br>2SB,*4cf*,GS86,HS2850<br>A.Rodger&Co.Glasgow |
| 25478<br>128829<br>JCTH | **Ngakuta** **SteelScSr**<br>ssWln No.2–22 ~~ssWln.No.1–17~~<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 1775<br>1398<br>944 | ✠100A1<br>1,22 ~~10,20~~<br>~~BS11,20~~ ✠LMC~~[illegible]~~<br>1,22 | Syd<br>Wln | *q* | CL<br>9,19 | 1913<br>8mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* *W* | **BlackballCoalCo.**<br>**Ld. (J.M.Clay,**<br>*Mgr.*)<br>*B = Cell DBa82' u* | 275·0<br>P24'B63'F23'<br>FK<br>*E20'f108'465tFPT* | 39·0 | 17·6 | **Middlsbro'**<br>British<br>4*BHCem*<br>*36tAPT70t* | T.3Cy.21",34"&56"–36" (*s*)<br>180lb 248NHP<br>2SB,*6cf*,GS120,HS4440<br>Richardsons,Westgarth<br>&Co.Ld.Mdb. |
| 25479<br>87152<br>HWCB | **Ngan-Kin** **SteelTwinScSp** | 2732<br>1966<br>2101 | | | | | 1883 | Scott&Co.<br>Greenock | **ChinaNav.Co.Ld.** | 289·5<br>B302*t* | 43·2 | 10·4<br>20·3 | **London**<br>British | C.4Cy.22½"&45"–30"<br>185NHP<br>Scott&Co.,Greenock |
| 25480<br>102329<br>RSHB | **Ngapuhi** **SteelTwinScSr**<br>ssAuk.No.2–09<br>*Elec.light* 1*Dk*(*Teak*) | 691<br>486<br>299 | ✠<br>5,11<br>✠NB10,09✠ | Auk | *j* | | 1900<br>6mo | Gourlay<br>Bros.&Co.<br>Dundee | **NorthernSSCo.Ld.** | 190·0<br>B90'F24'<br>*ptShadedk35'* FK<br>*WB=FPT25t* | 30·0 | 12·8 | **AuklndNZ**<br>British<br>5*BHCem*<br>*Tanka16t* | T.6Cy.13",21"&34"–24"<br>161NHP<br>1SB,*3cf*,GS62,HS2419 FD<br>GourlayBros.&Co.Dundee |
| 25481<br>122916<br>HGMV | **Ngatiawa** **SteelTwinScSr**<br>*Elec.light* 1*Dk* | 451<br>332<br>220 | | | | | 1906 | D.J.Dun-<br>lop&Co.<br>PortGlasgow | **NorthernSSCo.Ld.** | 152·5<br>H76*t*F11*t* | 27·1 | 10·0 | **AuklndNZ**<br>British<br>*WB* | T.6Cy.8½",14¼"&23½"–15"<br>55RHP<br>D.J.Dunlop&Co.Pt.Gls. |
| 25482<br>128651<br>HQWV | **Ngatoro** **SteelScSr**<br>ssWln.No.2–18<br>*Elec.light* 1*Dk*(*Stl*)&*deep framing*<br>*Cargo battens not fitted* | 1140<br>897<br>586 | ✠100A1<br>~~10,21~~ ~~9,20~~ 4,22<br>~~BS9,20~~ ✠LMC9,18<br>BS10,21 | Syd<br>~~Lyt~~ | *n* | CL<br>9,19 | 1910<br>6mo<br>*Lloyd* | A.Rodger<br>&Co.<br>PortGlasgow<br>'*sA&CP* | **BlackballCoalCo.**<br>**Ld. (J.M.Clay,**<br>*Mgr.*)<br>*WB=CellDBa71'* | 225·0<br>P20'B60'F22'<br>FK<br>*uE15'f84'263tFPT* | 33·1 | 15·5 | **P.Glasgow**<br>British<br>4*BHCem*<br>*28tAPT62t* | T.3Cy.18",30"&48"–33" (*s*)<br>180lb 166NHP<br>2SB,*4cf*,GS86,HS2870<br>A.Rodger&Co.Glasgow |
| 25483<br>133289 | **Ngoiro** **CompScBarge**<br>*Screws fore & aft*<br>1*Dk* | 204<br>147<br>139 | | | | | 1913 | C.Bailey,<br>junr.<br>Auckland,NZ | **DevonportSteam**<br>**FerryCo.Ld.** | 101·8 | 26·0 | 9·5 | **Auklnd NZ**<br>British | T.3Cy.12",20"&32"–21"<br>52RHP<br>Ross&Duncan,Glasgow |
| 25484<br>135193<br>JBSG | **Niagara** **SteelTrpScSr**<br>ssSyd.No.2–21 ~~ssSyd.No.1–17~~<br>*Elec.light* 3*Dks*(*U*&*2nd dk Stl*–ws)<br>*Ref.Mchy.* &*Shelter dk*(teak s)<br>Wireless &*Web frames*<br>*Fitted for oil fuel 3,13 F.P. above 150°F.* | 13415<br>11365<br>7582<br>4,22 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~4,21~~ ~~8,20~~ 10,21<br>~~BS8,19~~ ✠LMC~~1,17~~ | Syd<br>12,21<br>BS~~10,20~~<br>MS4,21 | *i*† | CL<br>P10,21<br>s8,19<br>~~c4,21~~<br>c4,22 | 1913<br>3mo<br>*Lloyd* | J.Brown<br>&Co.Ld.<br>Clydebank<br>'*sA&CP*<br>~~Lloyd's RMC9,21~~ | **UnionS.S.Co.of**<br>**NewZealand,Ld.**<br>*WB=CellDBa*<br>*103'uE&B188'* | 524·7<br>FK&BK2"<br>*f166'1343tFPT120t* | 66·3 | 34·5 | **London**<br>British<br>9*BHCem*<br>*APT88t* | T.8Cy.(2)27½",(2)42"&(4)<br>47"–54" 1L.P.Turbine (*r*)<br>220lb FD HS31564<br>2DB&6SB,*40cf*,GS787<br>J.Brown&Co.Ld.Clydebnk |
| 25485<br><br>OPDI | — **SteelTwinSc**<br>(*ex*Corse)<br>*Elec.light* Wireless Sub.Sig. 3*Dks4trB* | 8590<br>7366<br>5361 | | | | | 1908 | Atel.&Ch.<br>de la Loire<br>St.Nazaire | **Cie.Générale**<br>**Transatlantique** | 485·2<br>P34'H—F54' | 56·1 | 33·8 | **Havre**<br>French<br>*WB* | T6Cy25$\frac{19}{32}$",42½"&70⅞"–&47¼"<br>676NHP<br>Atel.&Ch.de la Loire,Nts. |
| 25486<br>130738 | — **SteelSc**<br>*Mchy.Aft* *Elec.light* | 1952<br>—<br>1483 | | | | | 1897 | F.W.<br>Wheeler&Co<br>W.BayCity | **RochesterS.S.Co.**<br>**(Boland&Cornelius,***Mgrs.*) | 266·0 | 42·2 | 16·8 | **Buffalo**<br>Utd.States<br>*WB* | T.3Cy.17",29"&48"–36"<br>138NHP<br>F.W.Wheeler&Co. |
| 25487<br><br>PMRD | **Nias** **SteelSc4MstSr**<br>*Elec.light* Wireless 2*Dks*&*Awning dk* | 5916<br>4328<br>3757 | | | | | 1909 | Nederl.<br>Schps.Maats.<br>Amsterdam | **Stoomv.Maats.**<br>**"Nederland"** | 393·6<br>B71'F40' | 51·3 | 29·3 | **Amstrdam**<br>Dutch<br>*WB* | T.3Cy.26½",43"&72"–48"<br>359NHP<br>NedFb.v.Wrk&Spoor,Ams |
| 25488 | **Nibbio** **SteelSc** | 112<br>—<br>39 | | | | | 1899 | M.U.<br>Martinolich<br>Lussinpiccolo | **Soc.Anon.diNav.**<br>**aVap.Dalmatia** | 111·2 | 18·0 | 8·6 | **Zara** | C.2Cy.13"&26"–15¾"<br>22NHP<br>Greenham&Co.Trieste |
| 25489<br>98753<br>MSQD | **Niblick** **IronScK**<br>ssGms.2ndNo.3–5,19<br>(*ex*Cormorant) 1*Dk* | 154<br>143<br>63 | ✠100A1<br>*StmTrawler*<br>9,20<br>BS9,20 ✠LMC5,19<br>✠NB12,07*refitted*5,19 | Gms | | N5,19 | 1891<br>7mo<br>*Lloyd* | Cochrane,<br>Coopr&Scho-<br>fieldBeverley<br>'*sA&CP* | **HarryWood&Co.**<br>**(Grimsby)Ld.** | 101·0<br>Q19'<br>ptND03 BK7½"<br>ptND19 | 20·5 | 11·0 | **Grimsby**<br>British<br>3*BHCem* | T.3Cy.12½",19½"&31½"–22½"<br>170lb 50RHP<br>1SB,*2pf*,GS27,HS730<br>C.D.Holmes&Co.Hull |
| 25490<br><br>MSKF | **Nicanor** **Ferro-ConcreteSc**<br>*Pet.Motor*<br>*Mchy.Aft* 1*Dk*<br>*CruiserStern* | 161<br>135<br>75 | | | | | 1918 | Fougners<br>Staal Beton<br>Skibs.A.S.<br>Moss | **SkibsA/S Maderas** | 84·1 | 20·0 | 10·4 | **Chrstiania**<br>Norwegian | Petrol Motor<br>2Cy.12½"&14½" 22NHP<br>Tuxham,Kjöbenhavn |

| 1 | 2 Steamer's Name. Material, Rig, &c<br>Late Name if any<br>Special Surveys. No. of Decks, &c | 4 Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built.<br>When.<br>Ship.<br>Engines | 9 By Whom.<br>Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12 Port of Registry.<br>Flag. | 13 Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1<br>3 | **Nicaragua** WoodSc<br>1*Dk* | 1724<br>1609<br>1042 | | | | | 1894 | J Davidson<br>WestBay<br>City,Mich. | CanadaSSLinesLd<br>~~MontrealTransportationCo.Ld.~~ | 248·0 | 37·0 | 21·3 | Montreal<br>British | T.3Cy.16″,25″&46″–34″<br>NB98 100RHP<br>FrontierIronWrks,Detroit | | |
| 2 | **Nicarao** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk* | 1445<br>1391<br>819 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,21 ~~2,21~~ ✠LMC9,20<br>*Fitted for oil fuel* 9,20 *F.P. above* 150° F. | NOs | *o* | CL | 1920<br>9mo<br>A&CP | Standard<br>S.B.Corp.<br>Shooter's<br>Island,N.Y. | CuyamelFruitCo.<br>*CellDB*197'306*t* | 234·3<br>B88'<br>*FPT*34*tAPT*36*t* | 34·1 | 20·3<br>FK | Puerto<br>Cortez<br>Mexican<br>*ptCem*<br>2*BHtoShdk*<br>2 „ „ *U* „ | T.3Cy.19″,30″&50″–33″ (*s*)<br>185lb 200NHP<br>2SB,6*cf*,GS120,HS3660<br>H.G.TroutCo.Buffalo,N.Y. | 23 ″ 6<br>s 8 ″ 3<br>15 ″ 9 | |
| 3<br>Q | **Nice** IronSc3MstSr<br>(*ex*Jeanne d'Arc,<br>*ex*HarrietAgnes) 1*Dk*2*trB* | 620<br>462<br>377 | | | | | 1866 | Nyköpings<br>Mek.Verks.<br>Nyköping | Soc."LesAffréteursRéunis"<br>(JeanStern) | 194·8<br>P102*t*F19*t* | 25·9 | 15·2 | Algiers<br>French<br>*WB* | C.2Cy.22″&42″–27″<br>NE83NB00 76NHP<br>R.&W.Hawthorn,Nwc. | | V |
| 4<br>16<br>S | **Niceto de Larrinaga** SteelScSr<br>*ss*Liv.No.1-21<br>2*Dks*(*Stl*)&*Shelterdk*(*Stl*)<br>*Elec.light* Wireless *CruiserStern* | 5591<br>5147<br>3506 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,21 ~~2,20~~ ✠LMC<br>MS2,20 BS11,20<br>~~*Carrying oil fuel F.P. above* 150° F. *in DB & DT*~~ | Mch<br>Liv | *b*† | CL<br>2,20 | 1916<br>8mo<br>*Lloyd's A&CP* | Russell&<br>Co.<br>Pt.Glasgow | LarrinagaSSCoLd<br>(Larrinaga&Co.)<br>1*IntrmteBH*&1'*twndkBHdispensedwith*<br>*CellDB*385'1468*t*<br>*DTa*42'1138*t* | 439·8<br>*FonShelterdk*50'<br>*FPT*104*tAPT*38*t* | 56·0 | 26·3<br>FK | Liverpool<br>British<br>*Cem*<br>4*BH to Udk*<br>1 „ „ *Shlt* „<br>1 „ „ *2nd* „ | T.3Cy.26″,43″&70″–48″ (*r*)<br>180lb *110lb* 483NHP<br>2DB,*12cf*,GS202,HS9020<br>Rankin&BlackmreLd.Grk<br>*only* | 29 ″ 0<br>s 4 ″ 0<br>25 ″ 4 | |
| 95<br>ked 12,19 | **Nichibei Maru** IronScSr<br>*ss*N.Yk.No.3–3,95<br>(*ex*Salamanca) *ss*N.Yk.No.1–99<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1400<br>1077<br>829 | ✠<br>3,04<br>✠ | HKg | *p* | | 1882<br>6mo | JLThompson&Sons<br>Sunderland | *WB=CellD* | 250·0<br>P28'Q68'B48'F27'<br>*Ba*72' ~~*aE&B*34'~~ *f*96' | 36·5 | 14·1<br>FK | 5*BHCem*<br>342*tAPT*18*t* | C.2Cy.32″&60″–39″<br>176NHP<br>2SB,4*pf*,GS80,HS2916<br>J.Dickinson,Sunderland | 16 ″ 9 | |
| 96<br>56<br>WS | **Nichinan Maru** IronScSr<br>(*ex*Kwan-onMaruNo.15,<br>*ex*Palamed) 2*Dks* | 2329<br>2248<br>1468 | | | | | 1885 | A.Leslie&<br>Co.<br>Newcastle | BusaiKisen<br>KabushikiKaisha | 326·1 | 35·7 | 26·4 | Kobe<br>Japanese | C.2Cy.27″&58⅜″–45″<br>190NHP<br>R.Stephenson&Co.Nwc. | | |
| 97<br>036<br>KS | — WoodAuxScSr | 330<br>—<br>207 | | | | | 1916 | ........ | TonanKabushiki<br>Kaisha | 124·1 | 25·6 | 13·0 | Higashino<br>Japanese | | | |
| 98<br>51<br>VH | **Nichiren Maru** SteelScSr<br>(*ex*Buckminster)<br>*Well deck* 1*Dk*&*Webframes* | 1992<br>—<br>1188 | | | ... | | 1892 | W.Gray&<br>Co.Ld.<br>WHartlepool | MuracKisenGoshi<br>Kaisha | 277·0<br>P29'Q76'B114'F29' | 38·0 | 18·7<br>BK9½″ | Amagasaki<br>Japanese<br>*WB* | T.3Cy.20″,31½″&53″–36″<br>175NHP<br>Cen.Mar.Eng.Wrks.WHpl | 20 ″ 1 | |
| 499<br>109<br>KD | **Nichiun Maru** IronScSr<br>(*ex*UgoMaru,*ex*Jason)<br>2*Dks* | 2252<br>2058<br>1416 | | | | | 1880 | A.Leslie&<br>Co.<br>Newcastle | Mitsubayashi<br>Naosuke | 329·1<br>H180*t* | 33·3 | 26·2 | Amagasaki<br>Japanese | C.2Cy.27⅜″&56⅜″–52″<br>188NHP<br>R.Stephenson&Co.Nwc. | | |
| 500<br>3942<br>PD | **Nichiyei Maru** SteelScSr<br>(*ex*Celebes) 2*Dks*3*trB* | 2233<br>1958<br>1377 | | | ... | | 1883 | A.&J.<br>Inglis<br>Glasgow | HamaguchiKisen<br>KabushikiKaisha | 285·0<br>P54'B78'F40' | 37·2 | 23·9<br>BK10″ | Amagasaki<br>Japanese | C.2Cy.$36\frac{3}{16}$″&69¾″–45″<br>272NHP<br>A.&J.Inglis,Glasgow | 25 ″ 2 | |
| 501<br>490<br>WT | **Nichiyo Maru** SteelScSr<br>*ss*Kob.No.2-21<br>*ss*Kob.No.3–8,13<br>(*ex*Margherita) ~~*ss*Kob.No.1–18~~<br>1*Dk*(*Stl*)&*Spardk*(*Stl*)<br>&*deep framing* | 3370<br>3047<br>2119 | ✠100A1<br>*Spar dk*<br>9,21 ~~12,20~~ ✠LMC4,20<br>“UnkaiMaru No. 5,” See No. 39783 in Supplement | Syd<br>Kob | *v* | ~~N4,20~~<br>9,21 | 1900<br>11mo<br>A&CP | Russell<br>&Co.<br>Pt.Glasgow | YamashitaKisen<br>KabushikiKaisha<br>*WB=CellDBa*102'*uE&B*40'*f*140' | 330·5<br>P20'B74'F33' | 48·1 | 15·9<br>23·5<br>FK | Fusan<br>Japanese<br>5*BHCem*<br>877*tAPT*63*t* | T.3Cy.24″,40¼″&65″–42″ (*s*)<br>180lb 290NHP<br>2SB,6*cf*,GS130,HS4360<br>J.G.Kincaid&Co.Greenock | 26 ″ 1<br>s5 ″ 0<br>21 ″ 6 | |
| 502<br>QLP | **Nicholaos** IronScSr<br>*ss*Pir.3rdNo.3–4,12<br>(*ex*AlexanderPirie) 1*Dk* | 460<br>*415*<br>*250* | ✠<br>12,14<br>✠NB81 | Pir | *i* | | 1873<br>11mo | A.Hall&<br>Co.<br>Aberdeen | G.Th.Katrakis | 180·0<br>Q47'B49*t*F10*t*<br>ND87 | 26·0 | 14·0<br>BK7½″ | Piræus<br>Greek<br>4*BHCem* | C.2Cy.28″&48½″–24″<br>NDB81 110NHP<br>1SB,3*pf*,GS52,HS1751<br>GourlayBros.&Co.Dundee | 14 ″ 9 | |
| 503<br>DHV | **Nicholas Cuneo** SteelScSr<br>*Elec.light* 1*Dk*&*Spar dk* | 1051<br>916<br>606 | | | | | 1907 | Framnes<br>Mek.Værks.<br>Sandefjord | DpskselskAvance<br>(B.Hanssen) | 216·0<br>H99*t* | 30·1 | 20·1 | Flekkefjrd<br>Norwegian<br>*WB* | T.3Cy.18″,29″&48″–33″<br>132NHP<br>AkersMek.Værks.Xia. | | N |
| 504<br>43918 | **Nicholas Dean** SteelScSr<br>1*Dk* | 331<br>293<br>149 | ✠100A1<br>*StmTrawler*<br>10,20<br>BS3,20 ✠LMC4,18 | Hul | | CL | 1918<br>4mo<br>*Lloyd's A&CP* | Ferguson<br>Bros.(P.Gl.)<br>LdPt.Glasgw | TheAdmiralty | 138·9<br>Q78'F20' | 23·7 | 12·8<br>BK7½″ | London<br>British<br>4*BHCem* | T.3Cy.13″,23″&37″–26″ (*s*)<br>200lb 69RHP<br>1SB,3*pf*,GS47,HS1467<br>FergusonBros(Pt.Glas)Ld | 13 ″ 6 | |
| 5505 | **Nickel** SteelSc<br>1*Dk* | 251<br>213<br>107 | | | | | 1889 | HFUlrichs<br>Bremen | JürgenBrandt | 115·3 | 22·7 | 9·8 | Rendsbrg<br>German | C.2Cy.12⅗″&23⅗″–14⅕″<br>17NHP<br>Aron&Gollnow,Stettin | | |
| 5506<br>MRF | **Nickerie** SteelScSr<br>*ss*Rot.No.3–2,20<br>(*ex*St.Jan) 2*Dks*(*Stl–Upt* teaks)<br>*Elec.light* *Well deck*<br>Wireless | 2462<br>1760<br>1556 | ✠100A1<br>~~4,21~~ 10,21<br>~~BS10,20~~ ✠LMC2,20<br>BS10,21<br>*Fitted for oil fuel* 2,20 *F.P. above* 150° F. | Ams | *t* | CL<br>4,21 | 1907<br>6mo<br>*Lloyd's A&CP* | Akt.Burmeistr&Wain<br>Copenhagen | Koninkl.West-IndischeMaildienst<br>*WB=CellDBa*84'*u* | 310·8<br>P&B213'F33'<br>*E*22'*f*140'435*tFPT* | 40·7 | 18·8<br>FK | Amstrdam<br>Dutch<br>5*BHCem*<br>20*tAPT*5*t* | T3Cy.21½″,34½″&60″–39″ (*r*)<br>180lb 322NHP<br>2SB,6*cf*,GS126,HS4840 FD<br>Akt.Burmeistr&Wain,Cpn | 21 ″ 9<br>s 2 ″ 3½<br>19 ″ 9 | |
| 25507 | **Nicol** SteelSc<br>(*ex*Burnfoot) 1*Dk*(*Stl*) | 39<br>—<br>16 | ✠ A–<br>*For towing purposes*<br>10,19<br>✠LMC10,19 | Ard | | CL | 1919<br>10mo | Ardrossan<br>D.D.&S.B.Co.<br>Ld.<br>Ardrossan | AfricanWharfage<br>Co.Ld. | 64·0<br>*FPT*3*t* | 13·6 | 5·5<br>BK4″ | British<br>4*BHCem*<br>*APT*4*t* | C.2Cy.11″&22″–16″ ( )<br>110lb 30NHP<br>1SB,2*pf*,GS27,HS718<br>GauldieGillspie&CoLd.Gls | 7 ″ 0 | |
| 25508<br>PMRK | **Nicolaas** SteelSc4Mst<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk* | 1930<br>1672<br>1116 | | | | | 1920 | F.&A.v.d.<br>Schuyt<br>Papendrecht | N.V.Maats.tot<br>Exploitatie van<br>hetS.S."Nicolaas" | 268·8<br>P28'B68'F23' | 42·0 | 18·2 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.20″,33″&55″–$39\frac{3}{10}$″<br>190NHP<br>F.&A.v.d.SchuytPpndrcht | | V |
| 25509 | — SteelScK<br>(*Trawler*)<br>(*ex*Sophie&Truus,<br>*ex*Sirène,*ex*PeterRoss) 1*Dk* | 193<br>192<br>44 | | | ... | | 1903 | Smith's<br>DockCo.Ld.<br>NorthShields | N.V.Stoomvissch.<br>"Sophie&Truus"<br>(MevrouwA.van<br>Voorst-Westerwal,<br>*Mgr.*) | 115·5 | 21·6 | 12·0<br>BK7½″ | Ymuiden<br>Dutch<br>*WB* | T.3Cy.11″,20″&32″–23″<br>64NHP<br>MacColl&Pollock,Sld | 12 ″ 10 | |
| 25510<br>PMRJ | — SteelSc<br>(*Tug*)<br>1*Dk* | 117<br>115<br>— | | | | | 1915 | Jonker&<br>Stans<br>Hendrik Ido<br>Ambacht | Ackermans&Van<br>Haaren | 88·6 | 19·0 | 10·0 | 'sGravenhage<br>Dutch | T.3Cy.$11\frac{4}{10}$″,$18\frac{1}{10}$″&$29\frac{9}{10}$″–$21\frac{6}{10}$″<br>42NHP<br>Alblasserdam.Msch.Fab. | | V |
| 25511<br>970<br>LRBV | **Nicolai** IronTwinScSr<br>1*Dk* | 316<br>—<br>217 | | | | | 1882 | ........<br>Trieste | H.Baranoff&<br>Ch.Theofani | 176·0 | 27·6 | 7·4 | Rostoff<br>Russian | C.4Cy.10½″&21″–18″<br>31NHP | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux Gréement etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7" Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25512<br>1090 | **Nicolai** SteelSc<br>Elec.light 1Dk | 307<br>—<br>123 | | | | | 1908 | Nüscke &Co.<br>Stettin | D.N.Maslennikoff | 142·1<br>P&B70'F23' | 22·8 | 10·9 | Archangel<br>Russian WB | T.3Cy.10",15"&24"–16"<br>Christiansen& 23NHP<br>Meyer,Harbur |
| 25513<br>425 | — IronSc<br>Motor<br>1Dk | 154<br>—<br>83 | | | | | 1912 | Sandvikens Mek.Værks.<br>Helsingfors | P.Belaieff's Successors | 95·1 | 21·0 | 10·1 | Petrograd<br>Russian | Motor |
| 25514<br>1216 | — IronScSr<br>(SalvageSteamer)<br>(exUnion,exSkandinavien) 1Dk | 141<br>—<br>58 | | | | | 1858 | MotalaCo.<br>Gothenburg | A.Morosoff | 101·5<br>B7t | 22·0 | 10·2 | Archangel<br>Russian | C.4Cy.15"&30"–20"<br>67NHP<br>Burmeister&Wain,Cpn. |
| 25515<br>112 | — IronPad<br>(Tug)<br>1Dk | 115<br>—<br>— | | | | | 1879 | ..................<br>SouthShields | RussianBlackSea DnieprS.N.Co. | 95·5 | 18·2 | 9·6 | Odessa<br>Russian | 1Cy.35"–48¾"<br>71NHP |
| 25516 | **Nicolai II.** SteelScSr<br>Well deck 2Dks | 2567<br>1904<br>1646 | | | | | 1895 | Lobnitz&Co.<br>Renfrew | C.Vasilescu | 296·0<br>P29'Q86'H120'<br>F31' | 40·1 | 19·8 | Bucharest<br>Roumanian WB | T.3Cy.19½",32"&51"–39"<br>162NHP<br>Lobnitz&Co.,Renfrew |
| 25517 | — IronScSr<br>(exNornan)<br>1Dk | 387<br>—<br>214 | | | | | 1886 | Göteborgs M.V.Aktieb.<br>Gothenburg | J.Burkoff | 140·0<br>B43'H13' | 24·0 | 14·1 | Archangel<br>Russian WB | C.2Cy.13¾"&32"–20"<br>E.alt01 NB01 38NHP<br>GöteborgsMV.Aktieb.Go |
| ※ 25518<br>833<br>QTBO | **Nicolaos** SteelScSr<br>Wireless ssGen.No.3–8,18<br>(exDionyssiosStathatos,exJapanic)<br>Elec.light 1Dk(ptIrn&ptStl)2trB<br>deepframing&Webframes3Dk rule | 3816<br>3354<br>2454 | ✠100A1<br>12,20<br>BS12,20 ✠LMC5,18 | Gen | v | CL<br>12,20 | 1906<br>1mo<br>Lloyd | JLThompson&Sons,Ld.<br>Sunderland<br>'sA&CP | Soc.Nazionale di Nav.<br>CellDBa119 | 346·5<br>P23'B92'F31'<br>uE&B38'f142'855t | 50·8 | 23·0<br>FK | Genoa<br>Italian<br>6BHCem<br>APT86t | T.3Cy.24½",40"&66"–45" (s)<br>180lb 180lb 316NHP<br>2SB,8pf,GS142,HS4859<br>J.Dickinson&Sons,Ld.Sld |
| ※ 25519<br>HTMP | **NicolaosAthanassulis** SteelScSr<br>ssBla.No.3–11,13<br>(exPortugalete) ssPir.No.1–19<br>1Dk(Stl)2trB&<br>Webframes 3Dk rule<br>Cargo battens not fitted | 3406<br>2619<br>2244 | ✠100A1<br>2,21<br>BS2,21 ✠LMC7,19 | Bdx | v | CL<br>2,21 | 1901<br>6mo | J.Priestman&Co.<br>Sunderland<br>A&CP | A.N.Athanassulis<br>(N.M.Athanassulis Mgr.)<br>WB= | 339·7<br>P31'B92'F34'<br>DBa116'f132'911t | 48·0 | 26·0<br>FK | Piræus<br>Greek<br>6BHCem<br>APT118t | T.3Cy.24",38"&64"–42" (s)<br>160lb 120lb NDB13 276NHP<br>2SB,6cf,GS94,HS4307<br>Richardsons,Westgarth&Co.Ld.Hpl. |
| 25520<br>HRVQ | **Nicolaos Canelopoulos** IronScSr<br>(exAspasia,ex Dimitrios,exVril) Well deck 1Dk | 387<br>303<br>160 | | | | | 1884 | M'Knight M'Credie&Co<br>Ayr | N.Canelopoulos | 159·5<br>Q54'B36'F18' | 23·1 | 11·6<br>BK7" | Syra<br>Greek WB | C.2Cy.20¼"&40"–28"<br>NDB94 71NHP<br>J.&T.Young,Ayr |
| ※ 25521 | **Nicolaos Pappis** SteelSc<br>ssNwc.No.3–9,12<br>(exKalfond) ssCff.No.1–17<br>Well deck 1Dk(Stl)&deep framing<br>Now named "Chaddesley," See No. 36346 in Supplement | 1210<br>923<br>748 | ✠100A1<br>9,19<br>~~[illegible]~~ ✠LMC10,17<br>BS6,21 | Cff | n | ~~9,10~~<br>6,21 | 1900<br>8mo | Dundee Shipbuilders' CoLd.Dundee<br>A&CP | C.N.Pappis<br>CellDBa54' | 225·0<br>Q83'B54'F27'<br>uE13'f88'269tFPT | 35·2 | 14·8<br>FK | Piræus ~~Chios~~<br>Greek<br>4BHCem<br>56tAPT20t | T.3Cy.17",28½"&47"–30" (s)<br>180lb 100lb 133NHP<br>1SB,3cf,GS55,HS2076<br>Cooper&Greig,Dundee |
| ※ 25522 | **Nicolaos Zafirakis** SteelSc<br>ssBly.No.3–10,10<br>(exCambrianKing, ssMsl.No.2–21<br>exUllapool) 1Dk(Stl)&Spar dk(Irn)<br>Elec.light Wireless &deep framing | 3601<br>3345<br>2315 | ✠100A1<br>Spar dk<br>9,21 ~~5,24~~<br>MS1,20 ✠LMC BS5,21 | Msl<br>Lon | w | ~~6,19~~<br>9,21 | 1898<br>6mo | W.Pickersgill&Sons<br>Sunderland<br>A&CP | C.Zafirakis<br>CellDBa | 350·0<br>P28'B102'F34' 25·6<br>110'uE&B42'f144' | 46·3 | 17·6<br>FK | Chios<br>Greek<br>6BHCem<br>852tAPT52t | T3Cy24½",40$\frac{5}{16}$"&66"–45" (s)<br>180lb 80lb 335NHP<br>2SB,6cf,GS104,HS4331 FD<br>G.Clark,Ld.Sunderland |
| 25523<br>123707<br>HJGC | **Nicolas** SteelScSr<br>ssBkn.No.3–7,19<br>Well deck 1Dk(Stl) | 516<br>368<br>229 | ✠100A1<br>12,21 ~~7,19~~<br>~~BS7,20~~ ✠LMC~~5,18~~<br>1,22 | Bkn | g | ~~7,19~~<br>1,22 | 1906<br>9mo<br>Lloyd | VanVliet &Co.<br>Hardinxveld<br>'sA&CP | Potter&Son<br>WB= | 159·4<br>Q82'B14'F18'<br>FPT56t | 26·2 | 11·3<br>FK | London<br>British<br>4BHCem<br>APT58t | T.3Cy.13",21"&34"–24" (s)<br>180lb 75RHP<br>1SB,3pf,GS43,HS1377<br>G.T.Grey,SouthShields |
| ※ 25524<br>472<br>HSDP | **Nicolas Constantinos** SteelScSr<br>ssMsl.2ndNo.3–9,16<br>ssMsl.No.1–20<br>(exGlenGairn,exLizzieCory)<br>Well deck 1Dk(Irn)&Webframes<br>Cargo battens not fitted | 952<br>859<br>703 | ✠100A1<br>9,21 ~~1,20~~<br>MBS9,21 ✠LMC1,20 | Msl<br>Cpl | n | N1,20 | 1890<br>4mo<br>Lloyd | Irvine&Co.<br>WHartlepool<br>'sA&CP | E.Tournis&Co.<br>WB=Cell | 231·4<br>P27'Q61'B96'F26'<br>DB195'364t | 32·1 | 13·7<br>BK8" | Piræus<br>Greek<br>4BHCem | T.3Cy.16½",26"&44"–33" (s)<br>160lb 100lb NDB20 111NHP<br>1SB,3rf,GS45<br>Cen.Mar.Eng.Wks.W.Hpl. |
| 25525<br>OPDS | **Nicolas-Norbert** SteelSc<br>Wireless 1Dk | 1059<br>—<br>515 | | | | | 1919 | N.V.HollandS.B.Co.<br>Hendrik-Ido-Ambacht | Mory&Cie. | 215·0<br>P14'Q51'B57'F27' | 34·3 | 15·5 | Boulogne<br>French WB | T.3Cy.15",25"&40"–27"<br>83NHP<br>NVKinderdijk,Kinderdijk |
| 25526 | **Nicolas-Toussaint** SteelSc<br>Elec.light 1Dk | 1019<br>799<br>580 | | | | | 1920 | N.V.HollandS.B.Co.<br>Hendrik-Ido-Ambacht | Mory&Cie | 215·0<br>P13'Q51'F26' | 34·3 | 15·5 | Boulogne<br>French WB | T.3Cy.15",25"&38"–27"<br>75NHP<br>Verschure&Co.Ams. |
| 25527<br>HFGD | **Nicolay Knudtzon** WoodScSr<br>1Dk | 226<br>164<br>127 | | | | | 1871 | ..................<br>Drammen | Kr.Högh-Hervig | 103·2<br>Q17tB39tH5t | 17·9 | 7·1 | Haugesnd<br>Norwegian | C.2Cy.15⅔"&29$\frac{3}{10}$"–24"<br>35NHP<br>NylandsVærksted,Xania |
| 25528<br>OPDV | **Nicolazic** WoodSc<br>(exSuzanneD.,exJohnB.Hinton)<br>Elec.light 1Dk | 331<br>—<br>90 | | | | | 1912 | E.J.Tull<br>Pocomoke City | J.LeGuennec | 135·2 | 23·3 | 11·2 | Brest<br>French | C.2Cy.16"&34"–24"<br>47NHP<br>Cahill&Co.Baltimore |
| ※ 25529 | **Nicolis** SteelSc<br>Elec.light 2Dks(Stl) | 5137<br>4758<br>3298 | ✠100A1<br>8,20<br>✠LMC12,19 | Cff | y | CL | 1919<br>12mo<br>Lloyd | TaikooDkyd&EngCo.of HongK'ngLd<br>HongKong<br>'sA&CP | N.E.Ambatielos<br>CellDB | 400·2<br>P47'B113'F40'<br>344' 1108t FPT123t | 52·3 | 28·5<br>FK | Argostoli<br>Greek<br>7BHCem<br>APT175t | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>TaikooDkyd.&Eng.Co. of HongKong,Ld. |
| 25530<br>844<br>QTHU | **Nicolò II.** SteelSc<br>Elec.light Wireless 1Dk | 5473<br>4563<br>3384 | | | | | 1918 | N.Odero &Co.<br>Genoa | Soc.Anon.Ente TrasportiCotoni | 393·7<br>P37'B113 F33' | 51·8 | 27·6 | Genoa<br>Italian WB | T.3Cy.26",42½"&69$\frac{1}{16}$"–48"<br>335NHP<br>N.Odero&Co.Genoa |
| 25531<br>QTHV | **Nicolò Tommaseo** SteelSc<br>1Dk | 653<br>—<br>389 | | | | | 1910 | F.Menetto<br>Chioggia | Soc.Semplue Casez&Co. | 218·7 | 29·1 | 13·6 | Genoa<br>Italian | C.2Cy.16½"&34⅔"–19$\frac{1}{16}$"<br>44NHP<br>Soc.Veneta diCostr.Mecc. Treviso |
| 25532<br>48 | **Nicomedia** SteelSc<br>(exPatrolVesselG14) | 275<br>—<br>134 | | | | | 1913 | MitsuBishi DockyardCo.<br>Kobe | Soc.Ital.di Nav. G.Rossi | 128·6 | 22·8 | 12·3 | Rome<br>Italian | T.3Cy.14½",23½"&38"–24"<br>71NHP<br>MitsuBishiDockyardCo. |

| 2 | 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | **Nicoya** SteelScSr<br>ssGls.No.3-6,19<br>4Dks(StlU-ws)<br>Elec.light Ref.Mchy. Wireless | 3911<br>3596<br>2482 | ✠100A1<br>8,21 ~~1,21~~ 2,22<br>~~BS9,20~~ ✠LMC6,19<br>BS9,21 | Bkn | x | CL<br>~~2,20~~<br>N2,22 | 1905<br>4mo<br>Lloyd<br>WB | A.Stephen<br>&Sons<br>Glasgow<br>'sA&CP<br>=CellDBa73' | Elders&Fyffes,<br>Ld.<br>uE&B77'f138'616t | 365·5<br>F45'<br>DTanksaft,port31' | 46·2 | 29·6<br>FK | Glasgow<br>British<br>4BHonly,<br>Cem<br>100tStbd35' | T.3Cy.28⅝",45"&75"-51" (s)<br>180lb 574NHP<br>4SB,16cf,GS314,HS10750<br>A.Stephen&Sons,Glasgow<br>100tFWTanksaft10'57t | 32 ″ 6<br>s 7 ″ 4<br>25 ″ 8 | |
| 4 | **Nictheroy** SteelSc<br>Fitted for oil fuel<br>3Dks<br>Cruiser Stern<br>Sub.Sig. Ref.Mchy. Elec.light Wireless | 8265<br>7756<br>5159 | ✠Lloyd'sRMC~~12,20~~ ~~4,21~~<br>11,21 | | | | 1920 | Workman,<br>Clark&Co.Ld<br>Belfast | RoyalMailSteam<br>PacketCo. | 450·2<br>P35'F44' | 58·3 | 37·1 | London<br>British<br>WB | 2 Steam Turbines geared to 1 Sc. shaft<br>Wrkman,Clark&Co.Ld.Bel | | |
| 5 | **Nidaros** SteelScSr<br>Wireless<br>Elec.light Well deck Ref.Mchy. | 1024<br>703<br>617 | | | | | 1889 | Lobnitz&<br>Co.<br>Renfrew | DetForenede<br>DampskibsSelsk. | 219·4<br>len04 | 29·1 | 15·4 | Esbjerg<br>Danish | T.3Cy.18",30"&48"-36"<br>138NHP<br>Lobnitz&Co.,Renfrew | | V |
| 6 | — SteelScSr<br>(SalvageSteamer)<br>Elec.light Wireless 1Dk | 313<br>300<br>118 | | | | | 1909 | Trndhjms<br>Mek.Værks.<br>Trondhjem | NorskBjergnings-<br>kompagni | 154·8<br>B28'F28' | 25·1 | 11·8 | Trndhjem<br>Norwegian<br>WB | T.3Cy.15",25"&41"-24"<br>82NHP<br>TrondhjemsM.V.Trndhjm. | | N |
| 7 | **Nidd** SteelScSr<br>ssGoo.No 2-21 ssGoo.No.3-5,13<br>~~ssGoo.No.1-17~~<br>Wireless<br>Elec.light 1Dk(Irn-ptws)&Web frames | 996<br>842<br>457 | ✠100A1<br>8,21 ~~11,20~~<br>~~BS11,20~~ ✠LMC~~7,17~~<br>8,21 | Goo | n | ~~N7,17~~<br>8,21 | 1900<br>8mo | W.Dobson<br>&Co.<br>Newcastle<br>A&CP | ~~Lancashire&~~<br>~~YorkshireRly.Co.~~<br>L&N.W.Rlwy.Co<br>WB= | 235·0<br>P39'B81'F33'<br>Cell DBa56' uE19' | 33·1 | 15·7<br>BK7" | Goole<br>British<br>5BHCem<br>f64'207t | T.3Cy.19",32"&52"-36" (s)<br>180lb 185NHP<br>2SB,6cf,GS112,HS2984<br>Wllsnd.Slpwy.Co.Ld.Nwc. | 16 ″ 6<br>s 2 ″ 2<br>15 ″ 4 | |
| 8<br>17,21 | **Nidelv** WoodAuxSc3MstSr<br>Motor<br>1Dk<br>(See Sailing Ship Register) | 207<br>178<br>154 | | | | | 1919 | L.Halvor-<br>sen<br>Helle,Aren-<br>dal | L.Knutsen&Co. | 108·7<br>Q18tF7t | 23·6 | 12·1 | Arendal<br>Norwegian | Motor | | |
| 39 | **Niederelbe** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 229<br>213<br>88 | | | | | 1919 | H.C.Stül-<br>ckenSohn | Schmidt,Cordes&<br>Harnes | 119·7<br>H47'F18' | 24·2 | 9·6 | Hamburg<br>German<br>WB | T.3Cy.12⅗",21½"&33$\frac{9}{10}$"-22"<br>54NHP<br>H.C.StülckenSohn,Ham. | | |
| 40 | **Niels** SteelSc<br>Elec.light 1Dk | 677<br>517<br>385 | | | | | 1920 | Vulcan<br>VærftetA/S<br>Korsör | D/S A/S"Kalund-<br>borg"(V.Henckel,<br>Mgr.) | 190·7 | 30·8 | 11·2 | Kallndbrg<br>Danish<br>WB | T.3Cy.12½",21"&34"-19¾"<br>Smith,Mygind,& 66NHP<br>Hüttemeyer,Cpn. | | |
| 41 | — SteelScSr<br>ssLth.No.1-20 ssB.As.No.3-9,16<br>(exCaboCorrientes,exWest 1Dk(Stl)<br>Well deck Mchy.Aft Coast,exRiverTay) | 496<br>325<br>238 | ✠100A1<br>6,21 ~~8,10~~<br>BS6,21 | Gms<br>Cpn<br>✠LMC3,20 | | CL<br>~~3,20~~<br>6,21 | 1902<br>7mo<br>Lloyd | Ardrossan<br>D.D.&S.B.Co.<br>Ld Ardrossan<br>'sA&CP | P.BondoPetersen | 165·8<br>Q91'B10'F19'<br>FPT50t | 25·6 | 10·4<br>FK | Rudköbing<br>Danish<br>3BHCem<br>APT5t | C.2Cy.16"&40"-20" (a)<br>125lb 65lb 89NHP<br>1SB,3pf,GS55,HS1453<br>Hutson&Son,Ld.Glasgow | 11 ″ 3<br>s 3″11½<br>11 ″ 0 | |
| 42 | — WoodAuxScSr<br>ParaffinMotor<br>(exSailingVessel) 1Dk<br>(See Sailing Ship Register) | 113<br>107<br>94 | | | | | 1892 | N.P.Peter-<br>sen<br>Thurö | H.C.Hansen | 86·2 | 20·4 | 9·8 | Rudkjbng<br>Danish | Paraffin Motor 16NHP<br>3Cy.10¼"-12⅞" NEfitted16<br>Houmöllers-Maskinfab.<br>Frederikshavn | | V |
| 43 | **Niels Brock** Steel&IronScSr<br>1Dk | 433<br>302<br>210 | | | | | 1881 | Kockums<br>Mek.Værks.<br>Malmö | DetForenede<br>DampskibsSelsk. | 164·5<br>P21tB54tH25tF35' | 25·0 | 11·5 | Copnhagn<br>Danish<br>WB | C.2Cy.37¼"&46½"-29¼"<br>97NHP<br>KockumsMek.Vrks,Mlmö | | |
| 44 | **Niels Ebbesen** SteelScSr<br>Elec.light 1Dk&Awng dk | 874<br>585<br>382 | | | | | 1899 | Lobnitz&<br>Co.Ld.<br>Renfrew | DetForenede<br>DampskibsSelsk. | 200·9 | 31·2 | 13·5<br>20·7 | Randers<br>Danish<br>WB | T.3Cy.19",32"&57"-39"<br>203NHP<br>Lobnitz&Co.Ld.Renfrew | | V |
| 545 | **Niels Holst** SteelScSr<br>(exSverige)<br>Elec.light 1Dk | 699<br>518<br>291 | | | | | 1908 | Akt.Bur-<br>meistr&Wain<br>Copenhagen | DeDanskeStats-<br>baner | 210·0<br>B72' | 33·2 | 13·8 | Kallndbrg<br>Danish<br>WB | T.3Cy.18½",30"&50"-30"<br>137NHP<br>Akt.Burmeistr&Wain,Cpn | | |
| 546 | **Niels Nielsen** SteelScSr<br>Elec.light Wireless 2Dks(Stl) | 5765<br>5162<br>4263 | Fitted for oil fuel 11,16<br>F.P. above 150°F. | | | CL<br>4,19 | 1916<br>11mo | Skinner&<br>EddyCorp.<br>Seattle,Wash<br>1BHinforehold & 1BH in after hold dispensed with<br>A&CP | B.Stolt-Nielsen | 411·6<br>P44'B115'F47' | 54·2 | 27·1<br>FK | Haugesnd<br>Norwegian<br>Cem<br>5BHonly<br>CellDB355' | 1GearedSteamTurbine (s)<br>190lb 476NHP<br>3SB,9cf,GS207,HS7509<br>Gen.Electric,SehnctdyNY<br>1198tFPT120tAPT140t | 29 ″ 9<br>s 6 ″ 0½<br>24 ″ 1 | |
| 547 | **Niels R. Finsen** SteelScSr<br>1Dk | 1839<br>1637<br>1138 | | | | | 1904 | J.Smit,Czn<br>Alblasserdm | D/S Norden A/S<br>(P.Brown,Jun.<br>&Co.Mgrs.) | 274·8<br>P21'B166'F33' | 41·1 | 17·8 | Copnhagn<br>Danish<br>WB | T.3Cy.20½",33"&54"-36"<br>175NHP<br>Maats deSchelde,Flushing | | V |
| 548 | **Nienburg** SteelSc4MstSr<br>Renamed "Tamora," See No. 39579 in Supplement<br>Wireless 2Dks | 7853<br>7296<br>4895 | | | | | 1916 | Bremer<br>Vulkan<br>Vegesack | DavidS.S.Co.Ld | 476·0<br>P27'B132'F85' | 60·7 | 32·9 | London<br>British<br>WB | T.3Cy.32$\frac{3}{10}$",52$\frac{7}{10}$"&86⅗"-<br>55$\frac{1}{10}$" 555NHP<br>Bremer"Vulkan,"Vegesck | | |
| 549 | **Niendorf** SteelSc<br>(Trawler)<br>1Dk | 217<br>186<br>90 | | | | | 1917 | Schiffsw.v.<br>H.KochA.G.<br>Lübeck | | 127·0<br>Q69'F19' | 22·6 | 9·1 | British<br>WB | T.3Cy.12⅗",20½"&32¼"-22⅘"<br>50NHP<br>OttensenerMchFabAltona | | |
| 5550 | **Nienstedten** SteelSc<br>(Trawler)<br>1Dk | 222<br>—<br>85 | | | | | 1918 | J.G.Hitzler<br>Lauenburg | AltonaerHochsee-<br>fischereiAkt.Ges. | 122·4<br>F16' | 24·1 | 11·2 | Altona<br>German<br>WB | T.3Cy.13",21$\frac{3}{10}$&32$\frac{7}{10}$"-22⅘"<br>51NHP<br>Christionsen&MeyerHrbg. | | |
| 5551 | **Nieuw Amsterdam** StlTwinSc<br>4MstSr<br>ssRot.No.3-6,17<br>3Dks(StlM-ws)&Awng dk(Stl-ws)<br>&lower Orlop dk in Nos.1,2,3&5holds<br>Elec.light Sub.Sig. Wireless | 17149<br>14278<br>10830 | ✠100A1<br>Awng dk<br>withfreeboard<br>1,21 ✠LMC<br>MS5,17 BS~~1,21~~ 1,22 | Rot | l† | CL<br>~~1,21~~<br>1,22 | 1906<br>2mo | Harland&<br>Wolff,Ld.<br>Belfast<br>A&CP | Nederl.-Amerik.<br>Stoomv.Maats.<br>(Holland-Amerika<br>Lijn)<br>WB=CellDB | 600·3<br>B306'<br>a155'uE&B89'f221 | 68·9 | 35·6<br>43·5<br>FK&BK3" | Rottrdam<br>Dutch<br>10BHptCem<br>2564tDTf | Q.8Cy.29",41½",61"&87"-60"<br>215lb (s) 1767NHP<br>7DB,42cf,GS826,HS31801<br>Harland&Wolff,Ld.Bel.<br>53'1330tFPT130tAPT114t | 47 ″ 4<br>s 13 ″ 3<br>34 ″ 11 | |
| 5552 | **Nieuw Cappelle** SteelSc<br>1Dk | 514<br>385<br>257 | | | | | 1920 | Gebr.van<br>Diepen<br>Waterhuizen | UnionMar.Belge,<br>Soc.Anon.(M.J.<br>van derEb,Mgr.) | 155·7<br>P51'F23' | 26·5 | 11·1 | Antwerp<br>Belgian<br>WB | T.3Cy11⅘",18$\frac{1}{10}$"&31½"-17$\frac{7}{10}$<br>N.V.Machf. 42NHP<br>"Fulton,"Hoogezand | | |
| 5553 | **Nieuwe Maas** SteelSc<br>Elec light Wireless 1Dk | 3781<br>3496<br>2370 | | | | | 1918 | N.V.Werf.<br>Conrad<br>Zaandam | N.V.Hollandsche<br>Alg.Atlantische<br>Scheepv.Maats. | 346·8<br>P29'B93'F39' | 54·4 | 24·1 | Amstrdam<br>Dutch<br>WB | T.3Cy.23$\frac{7}{16}$",38⅜"&63"-41⅜"<br>255NHP<br>Gebr.Stork&Co.,Hengelo. | | V |
| 5554 | — SteelAuxSc3MstSr<br>OilEng.<br>Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 289<br>232<br>211 | | | | | 1918 | NVBoele's<br>Scheepsw.<br>Bolnes | N.V.Maats.<br>Motorschœner<br>"NieuweMaas"<br>(Peulen&Klip) | 120·0<br>P8'F9' | 24·7 | 11·2 | Rottrdam<br>Dutch | Oil Engine 2S.C.SA<br>2Cy.16"-16" 47NHP<br>MachinefabriekBolnes | | |

| 1<br>Numéro l'Ordre<br>Numéro Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25555<br><br>PMTN | **Nieuwland** **SteelSc**<br><br>*Well deck* 1*Dk*(*Stl*) | 1075<br>694<br>568 | ✠100A1<br>9,21 ~~9,20~~<br>✠LMC9,20 | Alb<br>Rot | m | 9,21 | 1920<br>9mo<br><br>Lloyd | N.V.Schps.<br>J Smit&Zoon<br>Albl'sserdam<br>sA&CP | Scheepvaart en<br>SteenkolenMaats.<br><br>CellDBa58' | 217·0<br>Q71'B54'F22' →<br>FK<br>uE19'f88'272tFPT | 32·8 | 13·7 | Rottrdam<br>Dutch<br>4BHCem<br>28tAPT10t | T3Cy.17¾",29½"&47¼"–35$\frac{7}{16}$"<br>180lb (s) 175NHP<br>2SB,4cf,GS84,HS3121<br>Gebr.Stork&Co.Hengelo |
| 25556<br>144750 | **Nigel** **SteelScCtr**<br>*Motor*<br>1*Dk* | 132<br>115<br>82 | | | | | 1915 | Osbourne,<br>Graham&Co.<br>Sunderland | H.S.Calborn | 105·5 | 21·1 | 7·0 | Bristol<br>British | Motor<br>2Cy.10½"–12" 17NHP<br>J&CGBolindersCoLd.Skm |
| ※ 25557 | **Niger** **SteelScSr**<br>(*ex*Nigeria) *ss*Shl.No.3–11,20<br>*Elec.light* 1*Dk*(*Stl*)2*tr*B2nd *dk in*<br>*Ref.Mchy.* *Nos.*1&2*holds*&*deep*<br>Wireless *framing*<br>*Cargo battens not fitted* | 3755<br>2813<br>2391 | ✠100A1<br>3,22 ~~11,20~~<br>✠LMC12,20<br>BS3,22 | Shl<br>Msl | w | CL<br>12,20 | 1901<br>8mo | SirRaylton<br>Dixon&CoLd<br>Middlesbro'<br>A&CP | Cie.Marseillaise<br>deNav.àVap.<br><br>CellDBa80'uE&B | 351·9<br>P27'B172'F43'<br>FK<br>42'f162'573t FPT9 | 44·1 | 23·5 | Marseilles<br>French<br>6BHCem<br>1tAPT84t | T.3Cy.27",43"&72"–48" (s)<br>180lb FD 505NHP<br>2SB&1Aux.SB(1,12),8cf,<br>GS157,HS7507<br>Richardsons,Westgarth&<br>Co.Ld.Hpl |
| 25558<br>108215<br>PRHQ | **Nigeria** **SteelTwinScSr**<br><br>1*Dk* | 334<br>285<br>166 | | | | | 1897 | D.J.Dun-<br>lop&Co.<br>Pt.Glasgow | NigerCo.Ld. | 148·2<br>B20'F17' | 26·4 | 8·9 | London<br>British | C.4Cy.10"&20"–15"<br>36RHP<br>D.J.Dunlop&Co.,Pt.Gls. |
| 25559<br>138942<br>JMFH | **Night Hawk** **SteelScK**<br>*ss*Gms.No.1–20<br>*Elec.light* 1*Dk* | 307<br>285<br>150 | ✠100A1<br>*StmTrawler*<br>9,20<br>✠LMC9,20 | Gms | | CL<br>9,20 | 1916<br>1mo<br><br>Lloyd | Cochrane<br>&Sons,Ld.<br>Selby<br>'sA&CP | GrimsbySteam<br>FishingCo.Ld.(G.<br>E.J.Moody,*Mgr.*) | 132·0<br>Q74'F23'<br>BK8" | 24·0 | 12·8 | Grimsby<br>British<br>4BHCem | T.3Cy.13½",23"&37"–26" (s)<br>180lb 89RHP<br>1SB,3pf,GS47,HS1540<br>C.D.Holmes&Co.Ld.Hull |
| ※ 25560 | **Nightfall** **WoodSc**<br><br>9&12yrsMat. | 95<br>94<br>41 | ✠ 11 A1<br>*ForFishing purposes*<br>11,21 ~~9,19~~<br>✠LMC7,18 | Gms<br>Hul | | CL<br>9,19 | 1918<br>4mo<br><br>Lloyd | S. Richards<br>&Co.<br>Lowestoft<br>'sA&CP | ~~TheAdmiralty~~<br>Pickering&<br>Haldane'sStm.<br>TrawlingCo.Ld | 88·0 | 19·9 | 9·5 | Hull<br>British | T.3Cy.9½",15½"&26"–18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>W.Beardmore&Co.Ld.<br>Coatbridge |
| 25561<br>118191<br>VHDC | **Nightingale** **SteelScK**<br>(*Trawler*)<br>1*Dk* | 137<br>129<br>54 | | | … | | 1905 | A.Hall&<br>Co.Ld.<br>Aberdeen | Irvin&JohnsonLd | 97·6<br><br>BK7½" | 20·1 | 10·8 | CapeTown<br>British | C.2Cy.12⅝"&32"–21"<br>Emade96,*refitted*05 54RHP<br>A.Hall&Co.Aberdeen |
| 25562<br>143509<br>KGFR | **Nigretia** **SteelSc**<br>*ss*Dun.No.3–7,20<br>(*ex*Kilmacolm) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 624<br>490<br>268 | 100A1<br>11,21 ~~7,20~~ | Dun<br>Swa<br>LMC7,20 | | CL | 1918<br><br><br>Lloyd | Smith's<br>DockCo.Ld<br>Middlesbro'<br>'sA&CP | BeaverShipping<br>CoLd(PalinEvans<br>&Co.Ld.*Mgrs.*)<br><br>CellDBu | 172·2<br>B50'<br>FK | 30·0 | 15·7 | Cardiff<br>British<br>5BHCem<br>E26'20t | T.3Cy.16",26"&44"–26" (s)<br>200lb 94RHP<br>1SB,3cf,GS51,HS1850<br>Smith'sDockCo.Ld.Mdb. |
| 25563<br>8780<br>JRGB | **Niigata Maru** **SteelScSr**<br>*ss*Kob.No.1–07<br>1*Dk*(*ptIrn*&*ptStl*)*deepframing*<br>&*Web frames M dk*(*Stl*)*inforehold*<br>&(*Irn*)*inMchy space* 3*Dk rule* | 2066<br>1781<br>1168 | ✠<br>2,07<br>✠ | Kob | s | | 1903<br>7mo | MitsuBishi<br>Dkyd&EWks<br>Nagasaki | NipponYusen<br>KabushikiKaisha<br><br><br>WB=Cell | 282·7<br>P26'B82'F32'<br>FK<br><br>DBa110'uE&B52' | 38·3 | 20·6 | Tokio<br>Japanese<br>5BHCem<br><br>f72' 514t D | T.3Cy.21",35"&58"–36"<br>245NHP<br>2SB,4cf,GS75,HS3270 FD<br>MitsuBishiD.&E.Wks.Nag<br>Ta26'255tFPT70tAPT32t |
| 25564<br>20545<br>NJQM | — **WoodAuxScSr** | 199<br>—<br>123 | | | | | 1918 | ………… | KoikeKaijiKogyo<br>KabushikiKaisha | 114·2 | 22·7 | 11·6 | Niigata<br>Japanese | |
| 25565<br>23463<br>RDGC | **Niigata Maru No. 2** **WoodAux**<br>**ScSr** | 199<br>—<br>123 | | | | | 1918 | ………… | KoikeKaijiKogyo<br>KabushikiKaisha | 110·6 | 22·5 | 11·8 | Niigata<br>Japanese | |
| 25566<br>96379<br>KQCB | **Niihau** **WoodScSr**<br><br>(*ex*Hueneme) 1*Dk*&*Awng dk* | 342<br>—<br>201 | | | | | 1897 | H.D.<br>Bendixsen<br>Fairhavn,Cal | InterIslandSteam<br>Nav.Co.Ld. | 148·2 | 33·6 | 11·2 | Honolulu<br>Utd.States | C.2Cy.12"&24"–20"<br>21NHP<br>FultonE.&S.B.Wrks.S.Fo. |
| 25567<br>15189<br>LWMK | **Niitaka Maru** **SteelScSr**<br>(*ex*Erny)<br>*Elec.light* 1*Dk*&*Spar dk* | 2506<br>2385<br>1562 | | | … | | 1904 | Russell&<br>Co.<br>Pt.Glasgow | OsakaShosen<br>KabushikiKaisha | 294·0<br>B82'<br>FK | 40·3 | 17·6<br>25·3 | Osaka<br>Japanese<br>WB | T.3Cy.24",40"&65"–42"<br>295NHP<br>J.G.Kincaid&Co.Grk. |
| 25568<br>26003<br>RVLD | — **SteelSc** | 221<br>—<br>89 | | | | | 1919 | ………… | KunishiKosuke | 118·0 | 22·3 | 12·7 | Habu<br>Japanese | |
| 25569<br>2<br>JRGF | **Nijni Novgorod** **SteelScSr**<br><br>Wireless 1*Dk*(*Stl*)&*Spardk*(*Irn*–ws)<br>&*deepframing* | 3367<br>2915<br>1892 | ✠<br>*Spar dk*<br>2,91 | Nwc | | | 1891<br>2mo | Armstrong<br>Mitchell&Co.<br>Ld.<br>Newcastle | RussianVolunteer<br>FleetAssociation | 324·5<br>B86'F37'<br>FK<br>WB=CellDB270' | 40·6 | 19·3 | Odessa<br>Russian<br>5BHAsp<br>586tAPT20t | T.3Cy.25",41"&67"–42"<br>NB00 NDB93 308NHP<br>2SB,8pf,GS144,HS4720<br>NEMarineECo.(Lim)Nwc. |
| 25570<br>219267<br>LTSN | **Nika** **WoodSc**<br><br>Wireless 1*Dk*2*tr*B | 2496<br>2073<br>1538 | | | | | 1919 | HodgeShip<br>Co.<br>MossPoint,<br>Miss. | HodgeShipCo.<br>Inc.(L.C.Andrews,<br>*Mgr.*) | 267·3<br>P26'B66'F26' | 46·0 | 23·6 | N.Orleans<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP<br>WorthingtonPump&<br>Mchy.Corp.,Buffalo,N.Y. |
| 25571<br>93994<br>SVFR | **Nikau** **SteelTwinScSr**<br><br>*Well deck* 1*Dk*<br>*Elec.light* | 248<br>143<br>98 | ✠<br>5,09<br>✠ | Gls | c | | 1909<br>5mo | Mackie&<br>Thomson,Ld.<br>Glasgow | AnchorShipping&<br>FoundryCo.Ld.<br><br>WB | 120·2<br>Q21'B58'F15'<br>FK<br>=DTa10'22t FPT | 22·1 | 7·3 | Nelson, NZ<br>British<br>4BHCem<br>18tAPT5t | C.4Cy.10"&22"–16"<br>55RHP<br>1SB,2pf,GS37,HS1125<br>Ross&Duncan,Glasgow |
| 25572 | **Niki** **SteelSc**<br>(*ex*Slinger)<br>*Mchy.Aft* 1*Dk* | 875<br>813<br>366 | | | … | | 1917 | Lobnitz&<br>Co.Ld.<br>Renfrew | L.Boyazides<br>Brother&Co. | 195·7<br>F20'<br>FK | 35·7 | 14·4 | Andros<br>Greek<br>WB | T.3Cy.17",27"&43"–27"<br>151NHP<br>Lobnitz&Co.Ld.Rnf. |
| 25573 | — **SteelScSr**<br>*ss*Obn.No.2–07<br>*Elec.light* (*ex*YachtNiki,*ex*Oimara) | 129<br>—<br>42 | ✠<br>6,07 | Obn | | | 1886<br>4mo | J.Reid&<br>Co.<br>Pt.Glasgow | G.Galeos | 134·2 | 18·1 | 9·2 | Salamis<br>Greek | T.3Cy.11",16"&28"–22"<br>31NHP<br>Rankin&Blackmore,Grk. |
| 25574<br>9222<br>JSMF | **Nikkai Maru** **SteelScSr**<br>*ss*Shl.No.3–12,00<br>(*ex*Nor,*ex*Bramble) 1*Dk*(*Irn*)2*tr*B<br>*Well deck* *CellDB*&*StringersIrn* | 1530<br>1262<br>929 | ✠<br>1,03<br>✠ | Ant | | | 1888<br>10mo | Cmpbltwn<br>S.B.Co.<br>Campbeltwn | BusaiKisen<br>KabushikiKaisha | 258·6<br>Q92'B72'F34'<br>BK9"<br>WB=CellDB212' | 36·3 | 16·9 | Kobe<br>Japanese<br>4BHCem<br>293tAPT30t | T.3Cy.18⅝",29"&46"–36"<br>NDB00 132NHP<br>1DB,4cf,GS71,HS2060<br>Hutson&Corbett,Glasgow |
| 25575<br>9673<br>JTMQ | — **SteelTwinScSr**<br><br>2*Dks* | 300<br>—<br>177 | | | | | 1905 | T.Hyogo-<br>dani<br>Osaka | I.Amagasaki | 141·8 | 18·7 | 13·4 | Osaka<br>Japanese | C.4Cy.11"&22"–15"<br>31NHP |

| 1 | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registres ou cert. si ce n'est dans le L.R. Durée.Cert.R.of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76<br>08<br>NG | **Nikko Maru** SteelScSr<br>ssYka.No.3-10,15<br>ssYka.No.1-19<br>2Dks(Stl-U teaks)&Webframes<br>lower dk(Stl)inNo.1hold&after part of after hold<br>Elec.light Wireless | 5056<br>4007<br>3076 | ✠100A1<br>~~3,21~~ ~~10,20~~<br>12,21<br>BS10,21 ✠LMC7,20 | Yka | a† | CL<br>10,19 | 1903<br>12mo<br>Lloyd | MitsuBishi<br>Dkyd&EWks<br>Nagasaki<br>'sA&CP | NipponYusen<br>KabushikiKaisha<br>WB=Cell | 428·1\|48·8\|26·7<br>P73'B177'F48'<br>FK<br>DBa113'uE&B98' | Tokio<br>Japanese<br>6BHCem<br>f154'868tF | T.3Cy.31",51"&85"-54" (s)<br>185lb 785NHP<br>2D&2SB18cfGS379HS14841<br>Mitsu BishiD.&EWks.Nag<br>PT47tAPT24t | 30 " 6<br>s6 " 5½<br>24 " 8 | |
| 77<br>43<br>LB | — WoodAuxScSr | 199<br>—<br>116 | | | | | 1912 | ................ | TachikawaJingoro | 103·1\|23·2\|10·6 | Niigata<br>Japanese | | | |
| 78 | **Nikolaos** IronSc<br>ssPir.3rdNo.3-3,21<br>(exGargano,exIrene)<br>1Dk(Irn)&Awng dk(Stl) | 700<br>679<br>432 | ✠100A1<br>Awng dk<br>3,21 ✠LMC3,21 | Pir | | 3,21 | 1884<br>2mo<br>Lloyd | PearceBrs.<br>Dundee<br>A&CP | A.A.Capparis<br>DBa37' | 180·1\|27·2\|12·2<br>18·6<br>52tFPT64t BK7¼" | Piræus<br>Greek<br>4BHCem | C.2Cy.20"&40"-30" (g)<br>80lb 85lb 73NHP<br>DBrefitted21<br>1SB,2pf,GS38<br>PearceBros.Dundee | 19 " 10<br>s7 " 2<br>18 " 5 | |
| 79<br>29<br>BF | **Nikorai Maru** SteelScSr<br>(exNicolai)<br>1Dk | 127<br>—<br>47 | | | | | 1895 | Akers<br>Mek.Værks.<br>Christiania | ToyoHogei<br>KabushikiKaisha | 95·0\|18·3\|11·5<br>WB | Nishino-miya<br>Japanese | T.3Cy.11",18"&29"-20"<br>38NHP<br>AkersMek.Værks.Xia. | | |
| 80 | **Nil Desperandum** SteelSc<br>(Tug)<br>1Dk | 180<br>—<br>43 | | | | | 1917 | Machinefb.<br>'Delftshaven'<br>Delftshaven | BureauWijsmuller | 101·7\|22·0\| 7·7 | TheHague<br>Dutch<br>WB | T.3Cy.<br>Machinefb"Delftshaven,"<br>Delftshaven | | |
| 81<br>199 | — WoodScFlat | 122<br>116<br>83 | | | | | 1870 | AnnDeakn<br>Winsford | SaltUnion,Ld. | 85·2\|20·7\| 9·0 | Liverpool<br>British | 2Cy.12"-14"<br>24RHP<br>J.Jack&Co.,Liverpool | | |
| 82<br>387<br>OH | **Nile** SteelSc<br>Fitted for oil fuel<br>2Dks&Shelter dk<br>Elec.light<br>Sub.Sig. Wireless | 6868<br>6617<br>5260 | | | | | 1919 | Skinner&<br>EddyCorp.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 410·5\|54·2\|30·4 | Seattle<br>Utd.States<br>WB | T.3Cy.24½",41½"&72"-48"<br>359NHP<br>Hooven,Owens&Rentschler Co.Hamilton,O. | | R |
| 83<br>804<br>DO | — SteelSc3MstSr<br>Sub.Sig. 4Dks(2Stl-ws)<br>Elec.light Wireless &Promenade dk | 5888<br>4955<br>3135 | ✠<br>9,93 ✠ | Gls | b† | | 1893<br>9mo | J.&G.<br>Thomson,Ld.<br>Clydebank | ChinaPacificS.S.<br>Co.Ld. | 420·0\|52·0\|33·5<br>P42'F73' BK10"<br>Promenade dk217 | HongKong<br>British<br>10BHCem | T.3Cy.33",60"&94"-66"<br>934NHP<br>4DB,32cf,GS624,HS17292<br>J&GThomsonLdClydebnk. | 35 " 5 | R |
| 84<br>932<br>WS | — SteelScSr<br>Elec.light Wireless 2Dks(Stl) | 5696<br>5378<br>3618 | ✠100A1<br>7,21 ~~3,21~~<br>✠LMC11,19 | Liv | a† | CL<br>7,21 | 1919<br>11mo<br>Lloyd | Lithgows,<br>Ld.<br>Port Glasgow<br>'sA&CP | NileS.S.Co.Ld.<br>(Glen&Co.Mgrs.)<br>1IntermediateBH<br>&1'tween dk BH dispensed with<br>CellDB360' 1181t DTa36'1109tAPT31t | 423·5\|56·0\|28·7<br>P38'B123'F43'<br>FK | Glasgow<br>British<br>Cem<br>5BH to U dk only<br>1 " "2nd," | T.3Cy.27",45"&75"-48" (s)<br>180lb 548NHP<br>3SB,9cf,GS186,HS8151 FD<br>J.G.Kincaid&Co.Ld.Grk. | 31 " 4<br>s6 " 3<br>25 " 5 | |
| 85<br>497<br>KT | — SteelScK<br>1Dk | 196<br>182<br>78 | | | ... | | 1898 | Edwards<br>Bros.<br>N.Shields | T.G.Hancock | 123·0\|21·1\|10·9<br>Q49'F21'<br>len04 BK7½" | Milford<br>British | T.3Cy.12",20"&32"-23"<br>52RHP<br>MacColl&Pollock,Sld. | 11 " 10 | |
| 86<br>713<br>NH | **Nilemede** SteelScSr<br>(exWarFantail) 2Dks(Stl)<br>Elec.light Wireless<br>Cargo battens not fitted in'tween dks | 4453<br>4097<br>2697 | ✠100A1<br>6,21 ~~10,20~~<br>✠LMC11,18<br>Carrying oil fuel F. P. above 150° F. in DB | Hpl<br>Rot | x | CL<br>10,20 | 1918<br>11mo<br>Lloyd | R.Duncan<br>&Co.Ld.<br>PortGlasgow<br>'sA&CP | Brand-AdamsS.S.<br>Co.Ld.(D.&T.G<br>Adams,Mgrs.)<br>CellDB321'988tFPT127t | 375·6\|51·7\|26·5<br>P41'B113'F38'<br>FK | Newcastle<br>British<br>7BHptCem<br>APT200t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Rankin&BlackmreLdGrk. | 29 " 0<br>s5 " 5½<br>23 " 11 | |
| 87<br>20<br>KM | **Nilo** IronSc<br>(Tug) | 224<br>—<br>135 | | | | | 1887 | Renfrew | Cia.Mineraria<br>Coloniale | ................... | Ancona<br>Italian | | | |
| 88 | **Nilo Peçanca** SteelTwinSc<br>ssPra.No.3-3,04<br>(exTejo) 1Dk&Promenade dk<br>Elec.light Mchy.Aft | 322<br>226<br>232 | ✠<br>For River purposes only<br>9,07 ✠ | Pra | | | 1893<br>9mo | Murdoch &<br>Murray<br>Pt.Glasgow | M.Pedro&Co. | 140·2\|30·1\| 8·0<br>F16'<br>FK | Pará<br>Brazilian<br>5BHCem | T.6Cy.9¾",15¾"&25"-18"<br>71NHP<br>1SB,2cf,GS45,HS1332<br>Lees,Anderson&Co.Gls. | 8 " 5 | |
| 89<br>TKP | **Nilos** IronScSr<br>ssGen.No.3-4,90<br>(exCephalonia, ssPir.No.2-99<br>exCamilla,exCamillaC., 1Dk(Irn)2trB<br>exAlcira,exDouro) Wireless | 683<br>549<br>313 | 1,01 | Pir | | | 1864<br>11mo | Harland&<br>Wolff<br>Belfast | Requisitioned by<br>the ItalianGovernment | 198·4\|27·5\|16·0<br>P114'F26' | Genoa<br>Italian<br>4BHCem | C.2Cy.28⅓"&52"-33"<br>NB84 NE71 129NHP<br>1SB,3pf,GS45 NDB93<br>J.Jack&Co.Liverpool | 15 " 9 | |
| 590<br>KBL | **Nils** SteelScSr<br>1Dk | 1834<br>1630<br>1101 | | | | | 1914 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | A/S Nesjar<br>(H.L.Meyer&L.<br>Sandsdalen,Mgrs) | 265·0\|42·1\|17·9<br>P56' B71' H82tF29' | Larvik<br>Norwegian<br>WB | T.3Cy.20½",33"&56"-36"<br>188NHP<br>FredrikstadM.V.Frdstad | | N |
| 5591<br>3530<br>KTR | — CompScSr<br>1Dk | 175<br>145<br>79 | | | | | $18\frac{93}{99}$ | Sixten<br>Groth<br>Sjötorp | K.G.Backlund | 95·1\|22·7\| 9·3<br>P20'H7t | Gothenbrg<br>Swedish | C.2Cy.$9\frac{3}{16}$"&16½"-14⅝"<br>NE&B99 9NHP<br>GöteborgsMV.Gothenbrg | | |
| 5592 | **Nils Daniel** CompScSr<br>OilEng. | 444<br>359<br>225 | | | | | 1919 | A/BÖsters-<br>jövarfvet<br>Norrköping | SkånskaRederi<br>A/B | 152·9\|28·6\|11·0<br>Q18'B39'H21t | Malmö<br>Swedish | Oil Engine | | |
| 5593<br>6045<br>BMH | **Nils Erik** WoodAuxScSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 201<br>152<br>93 | | | | | 1918 | A/BErik<br>Ohlssons<br>Sågverk<br>Löfholms-<br>varf.Stkhlm | ErikOhlssons<br>TrävaruA/B | 99·3\|22·8\| 9·4<br>P26'H44tF11' | Stockholm<br>Swedish | Oil Engine<br>2Cy.15"-16⅓" 34NHP<br>J.&C.G.BolindersCo.Ld.<br>Stkm. | | V |
| 5594<br>5533<br>JTNL | **Nils Unér** SteelScSr<br>ssShl.2ndNo.3-9,20<br>(exTrumf,<br>exHolmfield) 1Dk(Stl)&ptAwng dk<br>Wireless (Irn)&Webframes | 2300<br>1707<br>1392 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>9,20 ✠LMC<br>BS11,19 MS9,20 | Shl | s | CL<br>N9,20 | 1895<br>12mo<br>Lloyd | Richardsn,<br>Duck&Co.<br>Stockton<br>'sA&CP | Rob.Göhle&<br>E.Beckman<br>(Rob.Göhle,Mgr.)<br>CellDBa100' | 290·0\|42·0\|16·8<br>P29'Q86'<br>ptAwngdk175' FK<br>uE&B38'f108' 559t | Nrrköping<br>Swedish<br>5BHCem<br>APT67t | T.3Cy.22",36"&59"-39" (s)<br>160lb 219NHP<br>2SB,6cf,GS102,HS3300<br>Blair&Co.Ld.Stockton | 20 " 0<br>s7 " 5<br>19 " 5 | |
| 25595 | **Nimbus** WoodSc<br>9&12yrs.Mat. 1Dk | 99<br>98<br>43 | ✠11A1<br>For fishing purposes<br>1,21 ✠LMC1,21 | Gms | | CL<br>1,21 | 1918<br>7mo<br>Lloyd | S.Richards<br>&Co.Ld.<br>Lowestoft<br>'sA&CP | TheAdmiralty | 87·9\|19·8\| 9·1 | British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS36,HS814<br>W.Beardmore&Co.Ld.Gls. | 10 " 0 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire. 3 Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres,—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25596 | **Nimet** IronSc | 280<br>—<br>— | | | | | | Blackwood&Gordon<br>Pt.Glasgow | Administr.deNav. àVap.Ottomane | 146·0 | 22·1 | 11·5 | Cnstantpl<br>Turkish | C.2Cy.20"&36"-24"<br>53NH<br>Blackwood&Gordon |
| 25597<br>930 | **Nina** SteelSc<br>(exWarAlgoma)<br>*Elec.light* 1*Dk* | 2212<br>1844<br>1304 | | | | | 1919 | PolsonIronWorksCo.Ld.<br>Toronto | Flli.Bianchi | 251·0<br>P25'B68'F20' | 43·5 | 22·9 | Genoa<br>Italian<br>*WB* | T.3Cy.20½",33"&54"-36"<br>175NH<br>PolsonI.W.Co.Ld.Toronto |
| 25598<br>112665<br>RMDS | — SteelScSr<br>ssSld.No.3-4,12<br>*Well deck* ssSld.No.2-21<br>Wireless 1*Dk(Irn)&Webframes*<br>*Cargo battens not fitted* | 1082<br>879<br>672 | ✠100A1<br>2,22 ~~2,21~~<br>✠NB8,07<br>~~BS1,21~~<br>BS2,22 | Sld<br>✠LMC10,19 | *n* | ~~9,19~~<br>2,22 | 1900<br>1mo | W.Dobson&Co.<br>Newcastle<br>A&CP *WB* | W.France,Fenwick&Co.Ld.<br>= *CellDBa53'uE&* | 212·4<br>P18'Q44'B46'F24'<br>FK<br>*B27'f99'* 311*tFPT* | 35·0 | 14·0 | London<br>British<br>4*BHCem*<br>81*tAPT*26*t* | T.3Cy.18½",30"&49"-33" (r)<br>160lb *80lb* 148NH<br>1SB,*3cf*,GS57,HS2380<br>N.E.MarineCo.Ld.Nwc. |
| 25599<br>1315<br>LRBW | — IronTwinSc<br>(exColumbus)<br>1*Dk* | 347<br>—<br>193 | | | | | 1869 | ..................<br>Linz | P.S.Lagofeti | 208·0 | 26·3 | 7·7 | Rostoff<br>Russian | C.4Cy.13⅛"&22⅝"-15'<br>33NH |
| 25600<br>76 | — IronScBn<br>(exBeatriceV.,exYachtAndrée,exGabrielle,exAigle,exSweetheart) | 111<br>111<br>46 | | | ... | | 1882 | D&WHenderson<br>Glasgow | G.Uccella | 96·1 | 17·2 | 10·8 | Naples<br>Italian | C.2Cy.10⅝"&22⅝"-20⅝"<br>NB01 20NH<br>D.&W.Henderson,Gls. |
| 25601 | **Ninfa** SteelScSr<br>ssNap.No.1-21<br>(exWarMajor) 1*Dk(Stl)*<br>*Elec.light* Wireless | 1902<br>1684<br>1229 | ✠100A1<br>11,21 ~~2,21~~ | Gen<br>Nap<br>✠LMC~~6,17~~<br>11,21 | *r* | CL<br>~~7,19~~<br>11,21 | 1917<br>6mo | DetroitS.B.Co.<br>Wyandotte<br>A&CP | V.deLuca<br>*Cell* | 251·3<br>P27'B65'F28'<br>FK<br>*DB* 212' 478*t FPT* | 43·7 | 18·1 | Naples<br>Italian<br>4*BHCem*<br>67*tAPT*77*t* | T.3Cy.20",33"&54"-40" (r)<br>180lb 274NH<br>2SB,*6cf*,GS126,HS5246<br>DetroitS.B.Co.Detroit |
| 25602 | **Ning Chow** SteelSc<br>1*Dk*<br>(exBesitang) *CarryingPetroleum in bulk*<br>*Mchy.Aft* *Fitted for oil fuel* | 510<br>312<br>313 | | | | | 1896 | Rykee&Co.<br>Rotterdam | EasternNav.Co.(WongTatHing, *Mgr.*) | 150·5<br>P20'F63'F18' | 24·0 | 10·5 | Canton<br>Chinese | C.2Cy.16"&29"-21"<br>32NH<br>Maats.deMaas.Rotterdam |
| 25603 | **Ning Shao** SteelTwinSc<br>*Elec.light* 3*Dks* | 2641<br>1513<br>1448 | | | | | 1905 | FoochowArsenal<br>Foochow | NingpoShaohsingS.N.Co.Ld. | 280·0 | 48·0 | 18·0 | Shanghai<br>Chinese<br>*WB* | T.6Cy.20½",30⅛"&46"-28"<br>E*made*05B*made*04 112NH<br>FoochowArsenal,Foochow |
| ✻ 25604<br>115326<br>TRKH | **Ningchow** SteelTwinScSr<br>ssLon.No.1-19 ssAms.No.3-2,15<br>*Elec.light* 2*Dks(Stl)&deepframing*<br>Wireless | 9029<br>7293<br>5837 | ✠100A1<br>12,21 ~~8,18~~<br>~~BS6,20~~<br>BS3,21 | Yka<br>Liv▾<br>✠LMC4,19 | *e*† | CL<br>5,20 | 1902<br>10mo<br>*Lloyd* | D&WHendersn&Co.Ld.<br>Glasgow<br>'*sA&CP*<br>*WB* | ChinaMutualStm.NavCo.Ld.(A.Holt&Co.*Mgrs.*)<br>= *CellDBa*147'*uE* | 480·6<br>P&B338'F75'<br>FK<br>*&B61'f*204' 1742*tD* | 58·3 | 32·6 | Liverpool<br>British<br>9*BHCem*<br>*Ta* 39' 1228*t* | T6Cy.23",38½"&65½"-48"(s)<br>200lb *100lb* 820NH<br>3DB,*18rf*,GS300HS11625FD<br>D&W.Hendersn&CoLdGls<br>*FPT*110*tAPT*60*t* |
| 25605<br>108390<br>QFVM | **Ningpo** SteelScSr<br>2*Dks* | 1985<br>1777<br>1228 | | | | | 1898 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 275·4<br>P20'B70'F30' | 38·2 | 21·4 | London<br>British<br>*WB* | T.3Cy.20",32"&52"-39"<br>169NH<br>Scott&Co.Greenock |
| 25606 | **Ningshin** SteelTwinSc<br>(exTaishan) 1*Dk&Awngdk*<br>*Elec.light* | 2897<br>—<br>— | | | ... | | 1913 | HongK'ng&WhampoaDockCo.Ld.<br>HongKong | SanPehS.N.Co.Ld. | 280·0<br>FK | 53·1 | 10·0 | Shanghai<br>Chinese<br>*WB* | T.6Cy.21",33½"&54"-27"<br>424NH<br>HongKong&WhampoaDockCo.Ld.HongKong |
| ✻ 25607<br>131420<br>HVJC | **Ninian** SteelScSr<br>ssLiv.No.2-20 ~~ssMch.No.1-16~~<br>*Elec.light* 2*Dks(Stl)&Shelterdk(Stl)*<br>Sub.Sig. *Carrying oilfuel F.P.above*<br>Wireless 150°F.*in DB&DT* | 6385<br>4562<br>4068 | ✠100A1<br>*Shelter dk withfreeboard*<br>10,21 ~~12,19~~ | Mch<br>Liv▾<br>✠LMC5,20<br>BS9,21 | *z* | CL<br>5,20 | 1912<br>2mo<br>*Lloyd* | Hawthorn,Leslie&Co.Ld<br>Newcastle<br>'*sA&CP* | F.Leyland&Co.Ld<br>*WB= CellDBa*<br>*uE&B80'f*154'937*t* | 400·4<br>B52' *Frwrd*B35'*on Shltr dk* FK&BK2"<br>115'<br>*DTa*26' 660*t FPT* | 52·5 | 35·0 | Liverpool<br>British<br>7*BHCem*<br>135*tAPT*36*t* | Q.4Cy.23½",34",49"&70"-51"<br>215lb (s) 510NH<br>2DB&1AuxSB,*14cf*,GS260,HS9007<br>N.E.MarineEng.CoLdNwc. |
| 25608<br>[illegible]<br>KDPJ | **Ninive** SteelScSr<br>*Now named "Shahristan," See No. 39284 in Supplement*<br>(exTurkistan) 2*Dks(Stl)*<br>*Elec.light* Wireless | 4591<br>[illegible]<br>2877 | ✠<br>[illegible] | Ham<br>✠ | *x* | | 1911<br>11mo | W.Gray&Co.Ld.<br>WHartlepool<br>*WB=Ce* | StrickLineLd.(E.C.Strick&Co.Ld.*Mgrs.*)<br>*llDBa*119'*uE*28 *f* | 373·0<br>P25'B120'F38'<br>FK<br>162'1002*tDT a*34'8 | 50·0 | 27·4 | London<br>British<br>6*BHCem*<br>60*tAPT* 36*t* | T.3Cy.28",46"&77"-48"<br>616NH<br>3SB,*12pf*,GS213,HS9469 FD<br>Cen.Mar.Eng.Wrks.WHpl |
| ✻ 25609<br>132131<br>HVQK | **Ninus** SteelScK<br>ssSou.No.2-19<br>1*Dk* | 292<br>267<br>124 | ✠100A1<br>*StmTrawler*<br>11,21 ~~10,19~~ | Sou<br>Gms<br>✠LMC10,19<br>BS8,21 | | CL<br>8,19 | 1912<br>4mo<br>*Lloyd* | Cook,Welt'n&GemmellLd. Beverley<br>'*sA&CP* | Roberts&RuthvenLd. | 130·0<br>Q72'<br>BK8" | 23·0 | 12·4 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-24" (s)<br>180lb 80RH<br>1SB,*3pf*,GS45,HS1245<br>C.D.Holmes&Co.Ld.Hull |
| 25610 | **Niobe** SteelSc<br>*Elec.light* 3*Dks*<br>*CarryingPetroleum in bulk* | 7299<br>6654<br>4230 | | | | | 1915 | G.SeebeckA.G.<br>Geestemünde | | 476·9 | 62·3 | 29·0 | *WB* | Q.4Cy.23⅛",33½",48⅝"&70⅛"-51⅛"<br>352NH<br>G.Seebeck,A.G.,Geestemünde |
| 25611<br>OPEU | — SteelSc<br>*Elec.light* 1*Dk(Stl)*<br>*Well deck* *Cargo battens not fitted* | 1646<br>1263<br>972 | ✠100A1<br>~~10,21~~ ~~9,20~~ 1,22 | Nwc<br>Rot<br>✠LMC8,20 | *q* | CL<br>~~9,20~~<br>10,21 | 1920<br>8mo<br>*Lloyd* | BlythS.B.&D.D.Co.Ld.<br>Blyth<br>'*sA&CP* | G.Lamy&Cie.<br>*CellDB*180'381*tD* | 260·3<br>P22'Q100'B54'F24'<br>FK<br>*Ta*36'118*tFPT*114*t* | 37·3 | 16·4 | Caen<br>French<br>4*BHCem*<br>*APT*110*t* | T.3Cy.21",34"&56"-36" (s)<br>190lb 244NH<br>2SB,*6cf*,GS106,HS4224<br>N.E.MarineEng.Co.Ld.Sld |
| 25612<br>NCHG | — SteelSc<br>1*Dk* | 1120<br>929<br>851 | | | | | 1920 | Schiffsb.Ges."Unterweser"m.b.H.Lehe | A/S D/S "Vesterhavet"(L.D.Lauritzen,*Mgr.*) | 231·5 | 34·6 | 14·1 | Esbjerg<br>Danish<br>*WB* | Geared Turbines<br>Maskf "Atlas"Copenhagen |
| 25613<br>~~[illegible]~~<br>~~[illegible]~~ | — ssHbg.3rdNo.3-6,21 IronScSr<br>~~ssNwc.2ndNo.3-2,08~~<br>(exKingscote) ~~ssSkm.No.2-17~~<br>*Well deck* 1*Dk(ptIrn)2trB*<br>*Cargo battens not fitted* | 975<br>774<br>489 | ✠100A1<br>6,21 ~~3,18~~<br>~~BS2,20~~ | Skm<br>Hbg<br>✠LMC~~6,17~~<br>6,21 | *m* | 2,20 | 1883<br>4mo | R.Thompson&Sons<br>Sunderland<br>A&CP | RederiAktieb.Star (V.Dans'röm,*Mgr.*)<br>*WB=DBa* | 220·2<br>Q75'B48'F25'<br>BK10"<br>52' *f* 92' 240*t FPT* | 32·1 | 15·5 | Helsingfrs<br>Finnish<br>4*BHCem*<br>30*tAPT*25*t* | C.2Cy.28⅝"&54"-36" (s)<br>80lb *80lb* NDB00 142NH<br>2SB,*4pf*,GS78,HS2454<br>R.&W.Hawthorn,Nwc. |
| 25614 | — SteelSc<br>*Elec.light* 1*Dk* | 658<br>520<br>363 | | | | | 1909 | J.C.TecklenborgA.G.<br>Geestemünde | DampfschifffahrtsGes.Neptun | 179·8<br>Q51'B45'F21' | 28·1 | 12·6 | Bremen<br>German<br>*WB* | T.3Cy.13",21 1/16"&34 1/16"-23<br>58NH<br>J.C.TecklenborgA.G.Gst. |
| 25615 | — SteelScSr<br>1*Dk* | 654<br>490<br>387 | | | | | 1902 | Rijkee&Co.<br>Rotterdam | | 186·2<br>Q60'B46'F21' | 27·6 | 12·6 | *WB* | T.3Cy.15",25"&40"-36"<br>96NH<br>Maats.Feyenoord,Rot. |
| 25616<br>478<br>HPTB | **Niord** IronTwinScSr<br>1*Dk* | 653<br>340<br>478 | | | | | $18\frac{55}{88}$ | MotalaCo.<br>Norrköping | StockholmsRederiaktieb.Svea(H.Ericson,*Mgr.*) | 175·1<br>P117' H52*t* F44' | 27·2 | 11·8 | Stockholm<br>Swedish | C.4Cy.19"&37"-21"<br>NB03 104NH<br>W.LindbergsM.V.Skm. |

| 1 | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 617<br>1484<br>JVG | **Niord** SteelScSr<br>*Elec.light* 1*Dk* | 510<br>351<br>278 | | | | | 1894 | Helsingörs Skibsbyggeri<br>Elsinore | Ångf.Aktieb.Nornan (Ossian Ahrenberg, *Mgr.*) | 157·5\|24·7\|12·6<br>P98'H18*t*F16' | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.14½",23"&38½"–27"<br>77NHP<br>HelsingörsJernsk.&Mskb. | | V |
| 618<br>2443 | **Nipissing** IronPad<br>2*Dks* | 275<br>121<br>207 | | | | | 1887 | M.Simpson<br>Gravenhurst | MuskokaLakes Nav.&HotelCo.Ld. | 125·0\|21·0\|7·6<br>H&C154*t* | Toronto<br>British | 1Cy.26"–72"<br>23RHP<br>Davidson&DoranKingston | | |
| 619<br>9321<br>TWS | **Nipmuc** SteelScSr<br>Sub.Sig. Wireless 2*Dks* | 5969<br>4985<br>4477 | | | | | 1919 | Atlantic Corp.<br>Portsmouth, N.H. | UnitedStates ShippingBoard | 410·5\|54·2\|27·0<br>P60'B114'F47' | Portsmth, N.H.<br>Utd. States | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>AtlanticCorp.Prtsmth NH | | R |
| 620<br>3901<br>RPD | **Nippo Maru** SteelScSr<br>*ss*Kob.2ndNo.3-5,18<br>(*ex*Benmohr)<br>*Elec.light* 2*Dks*(1*Stl*&*U Irn*-ws)3*trB* | 3163<br>2756<br>1927 | ✠~~100A1~~<br>2,22 ~~4,20~~<br>✠~~LMC4,20~~ | Kob | *u* | CL<br>4,20 | 1893<br>11mo<br>*Lloyd* | A.Stephen &Sons<br>Glasgow<br>'*sA&CP* | NanyoBoyeki KabushikiKaisha | 340·0\|41·8\|24·1<br>P40'B72'F39'<br>ptND02 BK10½"<br>*WB*=*CellDB*262' | Amagasaki<br>Japanese<br>6*BHCem*<br>652*tAPT*25*t* | T.3Cy.25",41"&67"–42" (*s*)<br>160lb *100lb* NDB10 300NHP<br>2SB,*6cf*,GS135,HS4648<br>A.Stephen&Sons,Glasgow | 27 " 0<br>s 5 " 1<br>22 " 3 | |
| 621<br>1693<br>QMV | — WoodAuxScSr | 381<br>—<br>262 | | | | | 1917 | ................ | NipponGyogyo KabushikiKaisha | 122·1\|27·0\|14·5 | Tokio<br>Japanese | | | |
| 622<br>2200<br>NGO | **Nippoku Maru** IronScSr<br>(*ex*Kwan-onMaruNo.20, *ex*Palinurus)<br>2*Dks* | 2340<br>2281<br>1423 | | | | | 1886 | Hawthorn, Leslie&Co.<br>Newcastle | GokoShokai KabushikiKaisha | 326·1\|36·1\|26·4 | Susami<br>Japanese | C.2Cy.27⅜"&58$\frac{1}{16}$"–50"<br>182NHP<br>R.Stephenson&Co.Nwc. | | |
| 623 | **Nippon** SteelScSr<br>*ss*Tri.No.3-9,12<br>(*ex*Moreno) *ss*Tri.No.2-20<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes* &*Shelter dk*(*Stl*–ws)<br>Wireless | 6504<br>4775<br>3959 | ✠100A1<br>*Shelter dk*<br>9,21 ~~3,21~~<br>✠LMC7,20 | Tri | *a*† | CL<br>3,21 | 1902<br>3mo<br>*Lloyd* | SirJ.Laing &Sons,Ld.<br>Sunderland<br>'*sA&CP* | LloydTriestino | 442·4\|50·3\|27·7<br>FK<br>*WB*=*CellDBa*146' | Trieste<br>Italian<br>6*BHCem*<br>*uE&B*46'*f*1 | T.3Cy.27",44½"&74"–54"<br>180lb *100lb* 530NHP<br>3SB,*9cf*,GS181,HS7578 FD<br>G.Clark,Ld.Sunderland<br>81'1226*tFPT*105*tAPT*34*t* | 38 " 5 | |
| 624<br>4985<br>RLO | — SteelScSr<br>*ss*Skm.No.3-11,19 ~~*ss*Skm.No.2-19~~<br>*Elec.light* 2*Dks*(*Stl–U pt* ws)& *deep framing* | 4009<br>3768<br>2521 | ✠100A1<br>~~5,21~~ ~~11,20~~ 10,21<br>~~BS11,20~~ BS10,21<br>✠~~LMC11,18~~ MS5,21 | Got<br>Ham | *y* | 11,20 | 1909<br>1mo<br>*Lloyd* | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>'*sA&CP* | Aktieb.Svenska OstasiatiskaKompaniet(DanBroström, *Mgr.*)<br>*WB*=*CellD* | 380·4\|49·0\|25·7<br>P22'B278'F44'<br>FK<br>*Ba*120'*uE*28'*f*172' | Gothenbrg<br>Swedish<br>6*BHCem*<br>824*tAPT*21*t* | T.3Cy.27",45"&74"–48" (*s*)<br>180lb 474NHP<br>2SB(FD)&1AuxSB,*8cf*, GS158,HS6741<br>N.E.MarineEngCoLd.Nwc | 28 " 6<br>s 4 " 3<br>24 " 7 | |
| 5625 | **Nipponier** SteelScSr<br>(*ex*LakeChamplain) 1*Dk*(*Stl*)<br>*Elec.light* Wireless<br>*Cargo battens not fitted* | 2045<br>1688<br>1258 | ✠100A1<br>4,20<br>✠LMC9,17 | NYk | *r* | CL<br>4,20 | 1917<br>9mo | Superior S.B.Co.<br>Superior, Wis<br>A&CP | LloydRoyalBelge Soc.Anon.<br>*C* | 251·0\|43·8\|18·2<br>P25'B64'F27'<br>FK<br>*ellDB*210'545*tFPT* | Antwerp<br>Belgian<br>4*BHCem*<br>68*tAPT*77*t* | T.3Cy.20",33"&54"–40" (*s*)<br>180lb 274NHP<br>2SB,*6cf*,GS126,HS5060<br>DetroitSBCo.Detroit,Mich | 20 " 3<br>s 2 " 10<br>17 " 9 | |
| 5626 | **Nipsic** SteelScSr<br>(*ex*Borneo)<br>Wireless 1*Dk2trB* | 2168<br>1878<br>1344 | | | | | 1902 | Schiffsw.v. HenryKoch<br>Lübeck | Madrigal&Co. | 295·0\|39·2\|20·0<br>P41'B75'F47' | Manila<br>Utd. States<br>*WB* | T.3Cy.21⅝",36¾"&53"–35½"<br>167NHP<br>OttenserMaschf.Altona | | |
| 5627<br>46257<br>JQL | **Nirpura** SteelSc<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Wireless | ~~6000~~ 5961<br>5570<br>~~3760~~<br>3647 | ✠100A1<br>*Shelter dk with freeboard*<br>9,21<br>✠LMC9,21<br>*Carrying oil fuel F.P. above 150°F mpt* | Hpl | *b*† | CL<br>*Lloyd's* | 1921<br>6mo<br>1&CP | W.Gray& Co.(1918),Ld<br>W Hartlepool<br>*DB* | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB*393'15 | 450·0\|56·0\|27·0<br>FK<br>*Collision BH to Shltr dk*<br>2*tFPT*128*tAPT*29*t* | Glasgow<br>British<br>6*BH to U dk*<br>*Cem* | T.3Cy.28",46"&77"–54" (*s*)<br>180lb 656NHP<br>4SB,*12cf*,GS235,HS10124FD<br>CenMarEngWksLd.WHpl | 29 " 8<br>s 4 " 4<br>25 " 8 | |
| 5628<br>36329<br>HBN | **Nirvana** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 6021<br>5612<br>3768 | ✠<br>*Shelter dk withfreeboard*<br>9,17<br>✠ | Sou | *b*† | | 1914<br>10mo | W.Gray& Co.Ld.<br>WHartlepool | BritishIndiaStm. Nav.Co.Ld.<br>*WB*=*CellDBa* 155'*uE&B*49' | 450·5\|56·0\|27·0<br>FK<br>*f*201'1812*t FPT*11 | Glasgow<br>British<br>7*BHCem*<br>3*tAPT*30*t* | T.3Cy.28",46"&77"–54"<br>FD 656NHP<br>4SB,*12cf*,GS231,HS10126<br>Cen.Mar.Eng.Wrks.WHpl | 29 " 8 | |
| 25629 | **Nishiyama Maru** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)2*nd dk*(*Stl*) *except in No.2hold* | 3017<br>2603<br>1824 | ✠100A1<br>~~8,21~~ ~~2,21~~ 3.22 ~~Sha~~<br>✠LMC~~2,21~~ 3,22 | Nag | *u* | CL | 1921<br>2mo | MatsuoIrn Wrks.&Dkyd<br>Nagasaki<br>A&CP | ItayaShosen KaishaLd.<br>*Cell* | 311·0\|44·2\|27·0<br>P21'B78'F41'<br>FK<br>*DB*264'622*tFPT*83 | Nagasaki<br>Japanese<br>5*BHCem*<br>*tAPT*79*t* | T.3Cy.22",37"&61"–42" (*s*)<br>180lb 300NHP<br>2SB&1AuxSB,*8pf*,GS145, HS5167<br>MatsuoIronWorks&Dkyd. | 27 " 0<br>s 4 " 8<br>22 " 8 | |
| 25630<br>218836<br>LSQJ | **Nishmaha** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*&*Shelter dk*<br>Wireless *Longitudinal framing* | 6076<br>5500<br>3729 | | | | | 1919 | GMStandifer Cnst.Corp.<br>Vancouver, Wash. | UnitedStates ShippingBoard | 401·4\|53·2\|31·9<br>P34'F38' | Portlnd Or<br>Utd. States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>Hooven,Owens&RentschlerCo.Hamilton,O | | R |
| 25631<br>3744<br>JLRF | **Nissan** SteelScSr<br>*ss*Got.No.3-5,04<br>(*ex*BassRock) *ss*Got.No.2-12<br>*Well deck* 1*Dk*(*Irn*) | 517<br>344<br>226 | ✠<br>5,17<br>✠ | Got | *g* | | 1892<br>5mo | AilsaS.B. Co.<br>Troon | HallandsÅngbåts Aktiebolag. (R.H.Möller, *Mgr.*)<br>*WB* | 162·9\|26·1\|11·5<br>P15'Q73'B12'F14'<br>BK7"<br>=*DBa*33'36*t FPT* | Halmstad<br>Swedish<br>4*BHCem*<br>22*tAPT*12*t* | T.3Cy.14$\frac{1}{16}$",23⅜"&36"–27"<br>81NHP<br>1SB,*3pf*,GS54,HS1425<br>Dunsmuir&Jackson,Gls. | 12 " 1 | V |
| 25632<br>16332<br>MHLT | **Nissei Maru** SteelScSr<br>*ss*Kob.No.3-6,13<br>(*ex*Auguste) *ss*Kob.No.2-21<br>1*Dk*(*Stl*)2*trB*&*deep framing*3*Dk rule* | 2846<br>2624<br>1761 | ✠100A1<br>4,21<br>✠LMC4,21 | Kob | *u* | CL<br>N4,21 | 1900<br>6mo | A.Rodger &Co.<br>Pt.Glasgow<br>A&CP | OkazakiKisen KabushikiKaisha<br>*WB*=*CellDBa* | 320·2\|46·1\|21·3<br>P29'B88'F32'<br>FK<br>&*uE*120'*f*136'645*t* | Kobe<br>Japanese<br>6*BHCem*<br>*APT*137*t* | T.3Cy.22½",37"&59¼"–42"<br>160lb (*s*) 249NHP<br>2SB,*6pf*,GS107,HS3862<br>A.Rodger&Co.P.Glasgow | 23 " 9<br>s 4 " 0<br>20 " 1 | |
| 25633<br>20533<br>NJPS | — WoodAuxScSr | 198<br>—<br>145 | | | | | 1918 | ................ | AritaSeigoro | 101·2\|25·1\|12·1 | Minamihama<br>Japanese | | | |
| 25634<br>215037<br>LHOK | **Nisseqogue** WoodAuxTwinSc<br>*OilEng.* 4MstSr<br>1*Dk2trB*<br>(*See Sailing Ship Register*) | 966<br>—<br>769 | | | | | 1917 | Brunswick MarineCstCo.<br>BrunswickGa | SmithNav. Corporation | 194·4\|39·5\|14·7 | NewYork<br>Utd.States | 2 Oil Engines | | R |
| 25635<br>9150<br>JSGR | **Nissho Maru** SteelScSr<br>1*Dk2trB*<br>(*ex*Hermes) | 1412<br>1302<br>842 | | | ... | | 1896 | Wood, Skinner&Co.<br>Newcastle | NaguchiKisen KabushikiKaisha | 243·3\|36·0\|18·0<br>B30'F29'<br>FK | Setoda<br>Japanese<br>*WB* | T.3Cy.18½",30"&49⅜"–33"<br>139NHP<br>N.E.MarineCo.(Lim.)Nwc. | 20 " 6 | |
| 25636<br>13896<br>LRNT | **Nisshu Maru** SteelScSr<br>*ss*Kob.No.3-6,11<br>(*ex*Lucia) *ss*Kob.No.2-18<br>1*Dk*(*Stl*)&*Webframes*&*pt Awng dk*(*Stl*) | 2351<br>1648<br>1722 | ✠100A1<br>*pt Awng dk withfreeboard*<br>11,20<br>✠LMC11,20 | Kob | *s* | 11,20 | 1900<br>4mo | Craig, Taylor&Co.<br>Stockton<br>A&CP | OkazakiKisen KabushikiKaisha<br>*WB*=*CellDB* | 280·0\|43·0\|16·5<br>P26'Q76' FK<br>*pt Awng dk*177'<br>*a*86'*uE&B*32'*f*116' | Kobe<br>Japanese<br>4*BHCem*<br>500*tAPT*90*t* | T.3Cy.21",35"&57"–39" (*s*)<br>160lb 215NHP<br>2SB,*6pf*,GS106,HS3335<br>MacColl&Pollock,Sld. | 18 " 10<br>s 7 " 9½<br>18 " 5 | |
| 25637<br>104685 | **Nith** SteelScSr<br>*Well deck* *Mchy.Aft* 1*Dk* | 260<br>193<br>99 | | | ... | | 1897 | R.Williamson&Son<br>Workington | RoadMaintenance &StoneSupplyCo. Ld.(W.B.Conquest *Mgr.*) | 130·9\|22·2\|8·6<br>Q44'B9'F20'<br>FK | Maryport<br>British<br>*WB* | C.2Cy.17"&34"–24"<br>48RHP<br>Ross&Duncan,Glasgow | 10 " 9 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire. 3 Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7ª<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25638<br>91255<br>KCNM | **Nitinat** IronScSr<br>(*Tug*)<br>*Elec.light* (*ex*WilliamJolliffe) | 332<br>321<br>58 | | | | | 1885 | JReadhead<br>&Co.Ld.<br>S.Shields | CanadianPacific<br>RailwayCo. | 149·0 | 26·2 | 14·0 | Vict'ria BC<br>British | C.2Cy.30″&60″–30″<br>NB14 164NHP<br>J.Readhead&Co.S.Shields |
| 25639 | **Nito Maru** SteelSc<br>*Elec.light* 1*Dk* | 2100 | | | | | 1920 | Fujinagata<br>S.B.Co.<br>Osaka | NitoS.S.Co. | 272·0 | 40·0 | 24·1 | Osaka<br>Japanese<br>*WB* | |
| 25640<br>~~148917~~<br>~~KDBN~~ | **Nitokris** SteelTwinScSr<br>*Elec.light* Wireless 2*Dks* | 6150<br>4953<br>3941 | | | | | 1906 | Blohm&<br>Voss<br>Hamburg | DeutscheDampfsfahrtsGes.Kosmos | 411·8<br>P&B220′F60′ | 50·7 | 28·6 | ~~London~~<br>~~British~~<br>German | T.6Cy.20$\frac{1}{16}$″,34¾″&60½″–49½″<br>510NHP<br>Blohm&Voss,Hamburg |
| ❊ 25641<br>131460<br>HWRL | **Nitonian** SteelScSr<br>ssLon.No.2-21 ~~ssLon.No.1-16~~<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Wireless Sub.Sig.<br>*Carrying oil* | 6381<br>6048<br>4066 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~10.19~~11,21<br>~~BS10,20~~ ✠LMC~~7,19~~<br>BS9,21<br>MS12,21 | Lon<br>*fuel F.* | *z*<br>*P.* | CL<br>~~10,17~~<br>11,21<br>*above1* | 1912<br>9mo<br>*Lloyd*<br>50° F. | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle<br>'*sA&CP*<br>*inDB&DT* | F.Leyland&Co.Ld.<br>*WB=Cell* | 400·3<br>B52′*Fwd*B35′<br>*onShelter dk*<br>FK&BK2″<br>*DBa*115′*uE&B*80′*f* | 52·5 | 35·0 | Liverpool<br>British<br>7*BHCem*<br>154′937*tDT* | Q.4Cy.23½″,34″,49″&70″–51″<br>215lb HS9007 (*s*) 510NHP<br>2DB&1AuxSB,14*cf*,GS260,<br>N.E.MarineEng.CoLdNwc<br>*a*26′660*tFPT*135*tAPT*36*t* |
| ❊ 25642<br>314<br>QTSC | **Nitor** IronScSr<br>(*ex*Critic) ssPal.3rdNo.3-4,20<br>1*Dk*(*Irn*)&*Spardk*(*ptIrn*)3*trB*<br>*Cargo battens not fitted* | 2677<br>2615<br>1693 | ✠100A1<br>*Spar dk*<br>1,21<br>✠NB11,93 ✠LMC4,20 | Pal | *u* | 4,20 | 1881<br>11mo | JLThomp-<br>son&Son<br>Sunderland<br>A&CP | FratelliLagorara | 330·0<br>ptND93<br>*WB=CellDB*238′ | 39·0 | 18·7<br>26·2<br>FK | Genoa<br>Italian<br>7*BHCem*<br>457*tAPT*21*t* | T.3Cy.20″,40″&57″–48″ (*s*)<br>165lb *100lb* NDB10 225NHP<br>2SB,2*rf*&2*cf*,GS91,HS3338<br>*Tpd*93GourlayBs&Co.Dun |
| ❊ 25643<br><br>JOKT | **Nitrogen** SteelScLr<br>*OilEng.*<br>*Mchy.Aft* ssLon.No.2-21<br>1*Dk*(*Stl*)<br>*Carrying Tar* | 78<br>72<br>47 | ✠100A-<br>*Barge*<br>1,21<br>✠LMC1,21 | Lon<br>*in bulk* | | 8,19 | 1912<br>3mo | Hepple&<br>Co.Ld.<br>SouthShields | Burt,Boulton&<br>Haywood,Ld. | 79·0 | 17·1 | 6·7<br>FK | London<br>British<br>6*BH* | Oil Engines 2S.C.SA<br>2Cy.13″–13⅝″ 23NHP<br>J.&C.G.Bolinder&Co.<br>Stockholm |
| 25644<br>132686<br>HVKD | **Nivonia** SteelScK<br>(*Whaler*)<br>1*Dk* | 175<br>172<br>64 | | | | | 1912 | Smith's<br>DockCo.Ld.<br>Middlesbro' | EasternWhaling<br>Co.Ld. (C.Schlesinger, *Mgr.*) | 110·7 | 20·8 | 12·0 | London<br>British<br>*WB* | T.3Cy.12¼″,20″&34″–24″<br>73RHP<br>ShieldsEng.Co.Ld.N.Shl. |
| 25645<br>111300<br>RWKD | **Nivose** SteelScSr<br>ssCff.No.2-21 ssBry.No.3-2,13<br>~~ssCff.No.1-19~~<br>*Elec.light*<br>(*ex*Riverdale) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*deep framing* | 4206<br>4073<br>2752 | ✠100A1<br>*Spar dk*<br>5,21 ~~6,20~~<br>BS8,20<br>MS5,21 ✠LMC~~8,19~~ | Cff | *x* | ~~7,19~~<br>5,21 | 1900<br>10mo | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>A&CP | PlissonSteam Nav.<br>Co.Ld. | 360·0<br>P26′B90′F36′<br>*Ce* | 48·1 | 20·5<br>28·3<br>FK | London<br>British<br>6*BHCem*<br>*ll DBa*116′*u* | T.3Cy.26″,42½″&69½″–45″<br>180lb (*s*) 351NHP<br>3SB,9*cf*,GS154,HS5406<br>N.E.MarineEngCo.Ld.Sld.<br>*E&B*34′*f* 154′902*tAPT*80*t* |
| 25646 | **Nixe** SteelPad<br>*Elec.light* Wireless 1*Dk* | 727<br>586<br>283 | | | | | 1899 | G.Seebeck<br>A.G.<br>Bremerhaven | Norddeutscher<br>Lloyd | 247·6<br>B174′F53′ | 30·3 | 11·9 | Bremen<br>German<br>*WB* | T.3Cy.32⅝″,49½″&78″–63″<br>NB04 483NHP<br>G.SeebeckA.G.Bremerhvn |
| 25647 | — SteelSc<br>*Elec.light* 1*Dk* | 660<br>516<br>363 | | | | | 1910 | Akt.Ges.<br>"Weser"<br>Bremen | Dampfschifffahrts<br>Ges.Neptun | 180·0<br>Q51′B45′F22′ | 28·1 | 12·9 | Bremen<br>German<br>*WB* | T.3Cy.13½″,21$\frac{1}{16}$″&34$\frac{1}{16}$″<br>–23⅛″ 59NHP<br>A.G."Weser,"Bremen |
| 25648 | — IronSc<br>(*Trawler*)<br>1*Dk* | 129<br>—<br>23 | | | | | 1889 | J.C.Teck-<br>lenborg<br>Geestemünde | EmilSöhle | 103·7 | 20·2 | 9·7 | Gstemnde<br>German | C.2Cy.18″&33″–22″<br>43NHP<br>MaschinnfabrikBcku.Mdg |
| 25649<br>137416<br>JHLK | **Nizam** SteelScSr<br>ssCal.No.1-19<br>*Elec.light* Wireless 2*Dks*(*Stl-Uteak s*)<br>*Carrying oil fuel F.P.above*150°F.*inDB* | 5322<br>4922<br>3334 | ✠100A1<br>8,21 ~~10,20~~<br>~~BS10,20~~ ✠LMC7,19<br>~~BS2,22~~ | Cal<br>Bom | | CL<br>~~7,10~~<br>8,21 | 1914<br>12mo<br>*Lloyd* | C.Connell<br>&Co.Ld.<br>Glasgow<br>'*sA&CP* 120′ | AsiaticStm.Nav.<br>Co.Ld.<br>*WB=CellDBa*<br>*uE&B*46*f*187′ 111 | 404·0<br>P41′B137′F45′<br>3*tDTa*22′184*t FPT* | 52·8 | 28·7<br>FK | Liverpool<br>British<br>7*BHCem*<br>124*tAPT*30*t* | T.3Cy.25″,42″&70″–48″ (*r*)<br>200lb *100lb* 472NHP<br>2SB,8*cf*,GS150,HS6714 FD<br>Dunsmuir&Jackson,LdGls |
| 25650<br><br>NVSR | **Njall** WoodAuxTwinSc3MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 278<br>255<br>210 | | | | | 1917 | V.K.<br>Christensen<br>Kolding | A.T.Möller&Co. | 122·3 | 27·6 | 11·9 | Copnhagn<br>Danish | Oil Engines 2S.C.SA<br>8Cy.13″–13⅜″ 91NHP<br>J&CGBolindersCoLdSkm. |
| 25651<br>6363<br>KORV | **Njord** SteelSc<br>(*Tug*)<br>1*Dk* | 188<br>157<br>22 | | | | | 1897 | Lindhol-<br>mensV.A.<br>Gothenburg | RoslagensTrans-<br>portA/B | 113·3<br>H12*t* | 22·2 | 8·1 | Norrtälje<br>Swedish | LindholmensV.A.Got. |
| 25652<br><br>MBKW | — WoodSc<br>(*ex*Chorrillos) | 182<br>—<br>118 | | | | | 1916 | Oettinger<br>Hnos&Co.<br>Valdivia | H.E.Wolden | 111·5 | 21·3 | 12·1 | M.Video<br>Uruguayan | C.2Cy.11″&22″–14″<br>*Emade*10,*refitted*16 15NHP<br>Schill,Seebohm&Co.Ld. |
| 25653<br>Wrecked 10,21<br>JNRM | — WoodAuxScSr<br>*OilEng.*<br>(*ex*SailingVessel)<br>(*See Sailing Ship Register*) | 144<br>134<br>106 | | | | | 1873 | J.R.<br>Andersen<br>Svendborg | A.H.Ohlsson | 92·6 | 23·3 | 10·0 | Lidköping<br>Swedish | OilEngines |
| 25654<br><br>MDLK | — SteelScSr<br>(*Fishing*)<br>*Elec.light* 1*Dk* | 109<br>102<br>39 | | | | | 1907 | Mjellem&<br>Karlsen<br>Bergen | P.ThSandborgA/S<br>(G.Devold, *Mgr.*) | 94·6 | 19·0 | 9·2 | Aalesund<br>Norwegian | C.2Cy.9″&20″–17″<br>14NHP<br>Mjellem&Karlsen,Bergen |
| 25655 | **Njördur** SteelScK<br>*Elec.light* 1*Dk* | *343*<br>*303*<br>*178* | ✠100A1<br>*StmTrawler*<br>2,22 ~~7,20~~<br>✠LMC7,20 | ~~Bever-~~<br>Hul~~ley~~ | | CL | 1920<br>7mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | NjördurFiskeri-<br>selskab | 140·0<br>Q71′F22′<br>BK7½″<br>*DBuBunkers* | 25·1 | 11·3 | Reykjavik<br>Icelandic<br>4*BHCem*<br>21′24*t* | T.3Cy.13″,23″&37″–26″ (*s*)<br>200lb 91NHP<br>1SB,3*pf*,GS41,HS1545<br>C.D.Holmes&Co.Ld.Hull |
| 25656<br><br>MTBC | **Noatun** WoodAuxSc3MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 342<br>303<br>268 | | | | | 1919 | Skrubbens<br>Vœrft<br>Kragerö | SkibsA/SGard<br>(KarlJ.Olsen, *Mgr.*) | 142·4<br>Q24*t*H7*t* | 29·1 | 11·8 | Kragerö<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.16½″–18$\frac{9}{16}$″ 46NHP<br>J.&C.G.Bolinders,Skm. |
| 25657<br><br>MVJD | **Nobel** SteelAuxSc3MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register.*) | 371<br>335<br>288 | | | | | 1919 | Kaldnæs<br>Mek.Verks.<br>Tönsberg | A/S"Partagas" | 140·4<br>Q28′F13′ | 28·6 | 11·3 | Chrstiania<br>Norwegian<br>*Wb* | Oil Engine<br>2Cy.16$\frac{9}{16}$″–18⅞″ 45NHP<br>J&C.GBolindersCoLdSkm |
| 25658<br>214579<br>LHMW | **Noble Maxwell** WoodSc<br>1*Dk* | 578<br>—<br>352 | | | | | 1916 | F.Cobb<br>S.B.Co.<br>RocklandMe. | BostonSand&<br>GravelCo. | 159·0 | 35·1 | 13·2 | Boston<br>Utd.States | T.3Cy.15″,22″&36″–24″<br>64NHP<br>PortlandCo.Portland,Me. |
| 25659<br>132747<br>HWJS | **Noble Nora** SteelScK<br>(*Whaler*)<br>1*Dk* | 160<br>149<br>67 | | | | | 1912 | Smith's<br>DockCo.Ld.<br>Middlesbro' | PremierWhalg.Co.<br>Ld. (DeutschSchlesinger&Co. *Mgrs.*) | 105·0 | 20·9 | 12·4 | London<br>British | T.3Cy.13″,22″&35″–24″<br>90RHP<br>ShieldsEng.Co.Ld.N.Shl. |

| 1 | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 60<br>980<br>BH | **Nobles** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks&Web frames<br>Wireless | 5562<br>4573<br>3434 | | | ... | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo.<br>Schenectady,N.Y | 32 ″ 0 | R |
| 61<br>129<br>BF | **Noccalula** SteelScSr<br>Fitted for oil fuel<br>Elec.light 2Dks&Web frames<br>Wireless | 5411<br>4942<br>3375 | | | ... | | 1919 | Pensacola<br>S.B.Co.<br>PensacolaFla | UnitedStates<br>ShippingBoard | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 30·2 | Pensacola<br>Utd.States<br>WB | 2 Steam Turbines geared<br>to 1 Sc. Shaft 667NHP<br>WestinghouseElectric &<br>Mfg.Co.E.Pittsburgh,Pa. | 32 ″ 10 | R |
| 62<br>363<br>GJ | **Nockum** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 1Dk&Shelter dk<br>Ref.Mchy. Wireless &Web frames<br>Longitudinal framing | 6024<br>5535<br>4291 | | | ... | | 1919 | MooreS.B.<br>Co.<br>Oakland,Cal. | UnitedStates<br>ShippingBoard | 402·5<br>P34'F39' on Shelter dk<br>FK | 53·0 | 32·0 | S.Frncisco<br>Utd.States<br>WB | 2 Steam Turbines geared<br>to 1 Sc. Shaft 637NHP<br>MidwestEngineCo.<br>Indianopolis | 34 ″ 6 | R |
| 63<br>765<br>BQ | **Noddle Island** SteelSc<br>Elec.light 1Dk(Stl)2trB in fore&after holds&Web frames<br>Sub.Sig.<br>Wireless | 3257<br>—<br>1978 | ✠100A1<br>5,20<br>Fitted for oil fuel 5,20 F.P. above 150° F. | Newark,N.J. | ... | CL | 1920<br>5mo | Submarine<br>BoatCorp.<br>Newark,N.J.<br>CP | UnitedStates<br>ShippingBoard<br>CellDB251'827t M | 324·0<br>P30'B90'F35'<br>FK<br>T20'394t FPT 111t | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>6BHptCem<br>APT69t | 1 Geared Steam Turbine<br>200lb (s) HS5800 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 ″ 6 | |
| 64 | **Node** SteelScK<br>Mchy.Aft 1Dk | | ✠100A1<br>For fishing purposes<br>10,18<br>✠LMC10,18 | Lwt | | CL | 1918<br>10mo | ColbyBros.<br>Ld.<br>Lowestoft<br>Lloyd'sA&CP | TheAdmiralty | 86·2<br>BK7½' | 18·6 | 9·3 | British<br>3BHCem | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>Pollit&Wigzell,Ld.<br>SowerbyBridge | | |
| 65<br>528 | **Nodzu** SteelScK<br>Elec.light 1Dk | 281<br>251<br>110 | ✠100A1<br>StmTrawler<br>3,22 ~~12,20~~<br>✠LMC12,20 | ~~Beverley~~<br>Cff | | CL | 1920<br>12mo | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>Lloyd'sA&CP | Neale&West,Ld. | 128·5<br>Q75'F23'<br>BK7½" | 23·5 | 12·6 | Cardiff<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 85RHP<br>1SB,3pf,GS50,HS1530<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 66<br>312<br>HN | **Noelle** SteelScSr<br>“Lady Charlotte,” See No. 3823[illegible] in Supplement<br>ssCff.No.1-19<br>(exBronzeWings) 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 3874<br>3673<br>2400 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~6,21~~ ~~2,21~~ 2,22<br>BS2,21 ✠LMC9,19 | Cff<br>Lon | x | CL<br>~~4,20~~<br>1,22 | 1915<br>3mo | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | UniversalStm.Nav<br>Co.Ld. (P.Samuel<br>&Co.Ld.Mgrs.)<br>CellDBa125'u | 375·2<br>FK<br>E&B42' f 163'1182t | 51·9 | 23·7 | London<br>British<br>6BHCem<br>APT143t | T.3Cy.25",41"&69"-48" (s)<br>180lb 371NHP<br>3SB,9cf,GS160,HS5895<br>N.E.MarineEngCoLd.Nwc | 26 ″ 1<br>s 2 ″ 10½<br>23 ″ 7 | |
| 67<br>NT | **Nogat** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 250<br>—<br>96 | | | | | 1918 | J.W.<br>Klawitter<br>Danzig | BelgianGovernment | 126·7<br>H50'F21' | 23·4 | 10·9 | Ostend<br>Belgian<br>WB | T.3Cy.12⅘",21⅗"&32½"-23⅝"<br>55NHP<br>J.W.Klawitter,Danzig | | |
| 68 | **Nogi** SteelScK<br>[illegible]oterie,” See No. 386[illegible] in Supplement<br>ssCff.No.3-10,19<br>1Dk | 257<br>230<br>100 | ✠100A1<br>StmTrawler<br>7,20<br>~~BS7,20~~ BS7,21 ✠LMC10,19 | Cff | | CL<br>7,20 | 1908<br>7mo | Smith's<br>DockCo.Ld.<br>NorthShields<br>Lloyd'sA&CP | ~~Neale&West,Ld.~~<br>L.Ballias&A.Mahé | 125·4<br>Q70'F19'<br>BK7½" | 22·1 | 12·2 | Cardiff<br>French<br>3BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 82RH<br>1SB,3pf,GS51,HS1418<br>ShieldsEng.Co.Ld.N.Shl. | 13 ″ 0 | |
| 69<br>925<br>WD | **Nokatay** SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk<br>Sub.Sig. Wireless (Stl)&Web frames | 6036<br>5600<br>4515 | ✠100A1<br>Shelter dk<br>withfreeboard<br>12,19<br>Fitted for oil fuel 10,19 F.P. above 150° F. | NYk | ... | CL | 1919<br>9mo | Moore<br>S.B.Co.<br>Oakland,Cal.<br>A&CP | UnitedStates<br>ShippingBoard<br>CellDB348'1351t<br>MT30'554t | 402·5<br>P34'F39'onShelter dk<br>FK<br>FPT73tAPT48t | 53·0 | 32·0 | S.Frncisco<br>Utd.States<br>ptCem<br>4BHtoSh dk<br>3 ,, ,, U ,, | 2Steam Turbines geared to<br>1Sc.Shaft(s)225lb 657NHP<br>4 Water Tube Boilers<br>MidwestEngine HS11132<br>Co.Indianopolis,Ind | 34 ″ 6<br>s 8 ″ 5<br>26 ″ 6 | |
| 70<br>406<br>SV | **Nola** Steel&IronScSr<br>OilEng.<br>(exLouisDolive,exMcLean)<br>Elec.light 1Dk | 595<br>—<br>426 | | | | | 1861<br>1919 | Henderson<br>S.B.Co.<br>Mobile,Ala<br>Rebuilt by the Henderson S.B. Co. Mobile | GulfNavigationCo.<br>Inc.(G.Abaunza,<br>Mgr.) | 165·0<br>Q65'B38'F22' | 28·0 | 13·9 | N.Orleans<br>Utd.States | Oil Engine<br>4Cy.16"-21" NE19 92NHP<br>UnionGasEngineCo.<br>EastOakland,Cal. | | |
| 71<br>737<br>MR | **Nolisement** SteelScSr<br>ssCff.No.1-20<br>Elec.light 1Dk(Stl)<br>Wireless | 4447<br>4211<br>2820 | ✠100A1<br>~~5,21~~ ~~6,20~~ 4,22 ~~Mel~~ Rot<br>✠LMC6,20<br>BS12,21 | Cff | y | CL<br>~~N6,20~~<br>5,21 | 1915<br>1mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>Lloyd'sA&CP W | LongueilS.S.Co<br>Ld.(Morel,Ld.<br>Mgrs)<br>B = CellDBa 125' | 380·0<br>P30'B240'F36'<br>FK<br>uE26' f 166' 1078t | 52·0 | 26·0 | London<br>British<br>6BHCem<br>APT83t | T.3Cy.25",41"&68"-48" (s)<br>180lb HS7751 430NHP<br>2SB&1AuxSB,10cf,GS190,<br>Cen.Mar.Eng.Wrks.WHpl | 28 ″ 6<br>s 4 ″ 5<br>24 ″ 6 | |
| 72 | **Nolly** SteelSc<br>Elec.light 1Dk | 108<br>103<br>— | | | | | 1919 | DeGroot&<br>vanVliet<br>Slikkerveer | Nederl.Indische<br>Steenkolen Handel<br>Maats. | 75·3 | 20·5 | 9·5 | Dutch<br>WB | T3Cy13⅜",22 7/16"&33 7/16"-21⅝"<br>51NHP<br>Stork&Co.Hengelo | | V |
| 73 | **Noma** SteelSc<br>Elec.light 1Dk(Stl)2trB&Webframes<br>Wireless Longitudinal framing | 5553<br>4696<br>3477 | ✠100A1<br>6,19<br>✠LMC6,19<br>Carrying oil fuel in bulk F.P. above 150°F.<br>Fitted for oil fuel 6,19 F.P. above 150°F. | PGl | z | CL | 1919<br>6mo | R.Duncan<br>&Co.Ld.<br>Pt.Glasgow<br>Lloyd'sA&CP | Imperial Japanese<br>Navy<br>Middle line Bulkhead not oil-tight | 400·3<br>P50'B121'F39'<br>FK<br>CellDBuE&B | 52·2 | 28·4 | Tokio<br>Japanese<br>10BHptCem<br>59'264t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>D.Rowan&Co.Ld.Glasgow | 31 ″ 0<br>s 5 ″ 9½<br>25 ″ 7 | |
| 74<br>HD | **Nomadic** SteelTwinScSp<br>Elec.light 2Dks | 1273<br>—<br>814 | | | | | 1911 | Harland&<br>Wolff,Ld.<br>Belfast | Geo.A.Lanièce | 220·7 | 37·1 | 12·4 | Cherbourg<br>French | C.4Cy.13½"&27"-18"<br>52NHP<br>Harland&Wolff,Ld.Bel. | | V |
| 75<br>0859<br>VF | **Nome City** WoodSc<br>Fitted for oil fuel<br>Elec.light 2Dks | 939<br>—<br>597 | | | | | 1900 | H.D.Bendixsen,<br>Eureka,Cal. | CharlesNelsonCo.<br>Inc. | 230·0 | 38·0 | 16·2 | S.Frncisco<br>Utd.States | T.3Cy.13",22½"&38"-30"<br>79NHP<br>UnitedEng.Works.S.Fo. | | |
| 76 | **Nomentum** SteelScSr<br>ssBry.No.2-18<br>(exGlobe,exArdgoil) 1Dk(Stl)&Spar dk(Stl)&deep framing<br>Elec.light<br>Sub.Sig. Wireless | 4395<br>4100<br>2817 | ✠100A1<br>Spar dk<br>12,20<br>~~BS2,20~~ BS5,21 ✠LMC11,18 | Cff | x | CL<br>~~2,20~~<br>11,21 | 1909<br>7mo | Russell&<br>Co.<br>Pt.Glasgow<br>Lloyd'sA&CP | ItalianGovernment<br>CellDBa<br>f170'1071tD | 385·0<br>P30'B108'F45' 26·4<br>FK<br>126'uE24'<br>Ta32'760tAPT45t | 49·8 | 18·4 | Rome<br>Italian<br>Cem<br>5BH toSp dk<br>1BH to M dk | T.3Cy.26",42"&70"-48" (s)<br>180lb 100lb 411NHP<br>2SB,6cf,GS118,HS5534 FD<br>ClydeS.B.&E.Co.Ld.P.Gls. | 29 ″ 0<br>s 5 ″ 6<br>23 ″ 10 | |
| 77<br>8654<br>SFV | **Nomis** WoodAuxTwinScSr<br>Now a Sailing Ship OilEng.<br>Elec.light Mchy.Aft Salted 1Dk<br>(See Sailing Ship Register) | 460<br>398<br>368 | ✠12 A1<br>4,20<br>LMC9,19 | NOs | g | | 1919<br>8mo | Pensacola<br>VesselConstructnCorp.<br>PensacolaFla<br>A&CP | GulfExport&<br>TransportationCo. | 133·7<br>P32'F18' | 32·9 | 13·7 | Beaumont,<br>Texas<br>Utd.States | Oil Engine 2S.C.SA<br>3Cy.8½"-10" 38NHP<br>FairbanksMorseCo.<br>Baltimore,Md. | 15 ″ 1 | |
| 78<br>8794<br>SNT | **Nonantum** SteelSc<br>Elec.light Fitted for oil fuel<br>Wireless 1Dk&2nd dk in fore &<br>Sub.Sig. after holds&Web frames | 3545<br>3005<br>2174 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>WB | 1GearedSteamTurbine<br>386NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 ″ 6 | R |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25679<br>201557<br>KTMS | **Nonpareil** WoodSc<br>1*Dk* | 167<br>—<br>99 | | | | | 1904 | R.Palmer&SonS.B.Co<br>Noank,Ct. | Merchnts&Miners TransportationCo. | 101·0 | 25·0 | 12·0 | Baltimore<br>Utd.States | C.2Cy.16"&34"–26"<br>49NH |
| 25680<br>128768 | **Noogana** SteelScK<br>ssFlt.No 1–19<br>1*Dk* | 237<br>213<br>90 | ✠100A1<br>*StmTrawler*<br>10,19<br>✠LMC10,19<br>BS1,21 | Flt | | CL<br>10,19 | 1914<br>6mo | Hall,Russell&Co.Ld.<br>Aberdeen<br>*Lloyd*'*sA&CP* | PortSt.Mary Fishing&Curing Co.Ld.<br>(J.A.Taylor, *Mgr.*) | 120·9<br>Q72'F20'<br>BK7½" | 22·7 | 12·1 | Fleetwood<br>British<br>4*BHCem* | T.3Cy.12½",21"&35"–25" (*r*)<br>180lb 85RH<br>1SB,*3pf*,GS46,HS1564<br>Hall,Russell&Co.Ld.Abn. |
| 25681 | **Nooit Volmaakt** SteelScLr<br>*Motor*<br>1*Dk* | 134<br>—<br>91 | | | | | 1917 | ScheveningenSchps.Mij<br>Schevening'n | Jac.denDulk&Zonen | 121·1 | 22·3 | 9·4 | Schvningn<br>Dutch<br>*WB* | Motor<br>JeannetteWalen |
| 25682 | **Noontide** SteelScK<br>*Mchy.Aft* 1*Dk* | | ✠100A1<br>*For fishing purposes*<br>9,18<br>✠LMC9,18 | Lwt | | | 1918<br>9mo | ColbyBros.Ld.<br>Lowestoft<br>*Lloyd*'*sA&CP* | TheAdmiralty | 86·2<br>BK7½" | 18·6 | 9·3 | British<br>3*BHCem* | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NH<br>1SB,*2pf*,GS30,HS814<br>Crabtree&Co.Ld.Gt.Yar. |
| 25683<br>PMVK | **Noord** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2483<br>2311<br>1527 | ✠100A1<br>~~11,20~~ 11,21<br>✠LMC12,17 | Rot<br>Ams | *s* | 5,20 | 1918<br>1mo | N.V.Werf deNoord<br>Alblasserdam<br>A&CP | N.V.Maats."Houtvaart" | 286·0<br>P22'B74'F25'<br>FK<br>*CellDB*248' | 45·2 | 21·8 | Rottrdam<br>Dutch<br>4*BHCem*<br>574*tAPT*73*t* | T.3Cy.22½",37"&62"–39" (*s*)<br>180lb *100lb* 260NH<br>2SB,*6cf*,GS128,HS4000<br>Wilton'sEng.Co.Rot. |
| 25684<br>PNBM | **Noord-Holland** SteelScSr<br>ssRot.No.2–20<br>*Well deck* 1*Dk*(*Stl*) | 1006<br>670<br>522 | ✠100A1<br>10,21 ~~9,20~~<br>✠LMC<br>MS4,20 BS2,~~21~~ 4,22 | Rot | *m* | 9,19 | 1911<br>4mo | Rijkee&Co<br>Rotterdam<br>*Lloyd*'*sA&CP* | Scheepvaart en SteenkolenMaats.<br>*WB=CellDBa*54' | 216·5<br>Q75'B58'F24'<br>FK<br>*uE*21'*f*86'301*tFPT* | 32·7 | 13·1 | Rottrdam<br>Dutch<br>4*BHCem*<br>17*tAPT*13*t* | T.3Cy.17½",29"&46"–36" (*r*)<br>180lb 155NH<br>2SB,*4cf*,GS78,HS2621<br>Maats.Fyenoord.Rot. |
| 25685<br>PMVL | **Noordam** SteelTwinScSr<br>ssRot.No.3–3,15<br>ssHam.No.1–21<br>3*Dks*(*Stl–U*ws)&*Awng dk*(*Stl*–ws)<br>*Elec.light* Sub.Sig. Wireless | 12531<br>11395<br>7978 | ✠100A1<br>*Awng dk withfreeboard*<br>~~12,21~~ 2,21<br>✠LMC2,21<br>BS12,21 | Ham<br>Rot | *h*† | CL<br>3,20 | 1902<br>3mo | Harland&Wolff,Ld.<br>Belfast<br>*Lloyd*'*sA&CP* | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)<br>*WB=CellDBa*151'*uE* | 550·3<br>*Promenadedk*193'<br>FK&BK3"<br>&*B*107'*f*191'1847*tD* | 62·3 | 34·0<br>42·0 | Rottrdam<br>Dutch<br>10*BHCem*<br>*Tf*56'1620*t* | T6Cy.$28\frac{13}{16}$",$47\frac{13}{16}$"&78"–57"<br>180lb (*s*) 1265NH<br>3D&3SB*36cf*GS639HS23199<br>Harland&Wolff,Ld.Bel.<br>*FPT*147*tAPT*75*t* |
| 25686<br>PNBO | **Noorddijk** SteelScSr<br>ssRot.No.1–19<br>Wireless 1*Dk*(*Stl*) | 3241<br>2951<br>1979 | ✠100A1<br>5,22 ~~2,21~~<br>~~BS7,20~~ ✠LMC4,19<br>BS7,21 | Rot | *v* | CL<br>~~4,20~~<br>7,21 | 1914<br>5mo | RotterdamDroogd.Maat<br>Rotterdam<br>*Lloyd*'*sA&CP* | Solleveld,van der Meer&T.H.van Hattum'sStoomvaartMaats.<br>*W* | 331·7<br>P25'B94'F31'<br>FK<br>*B=CellDBa*90'*uE* | 48·1 | 22·3 | Rottrdam<br>Dutch<br>5*BHCem*<br>21'*f*156'704*t* | T.3Cy.23",38"&62"–42" (*s*)<br>180lb *100lb* 274NH<br>2SB,*6cf*,GS113,HS4270<br>RotterdamDroogd.Maats.<br>*FPT*58*tAPT*74*t* |
| 25687<br>PNBD | **Noorderdijk** SteelSc<br>ssRot.No.2–20<br>(*ex*Gernis,*ex*Harlow) 1*Dk*(*Stl*)2*nd dk*<br>(*Stl*)*in holds*&*Shelter dk*(*ptIrn ptStl*)<br>*Elec.light* Wireless | 8384<br>6156<br>5437 | ✠100A1<br>*Shelter dk withfreeboard*<br>4,21<br>✠LMC7,20<br>BS8,21 | Rot | *c*† | CL<br>7,20 | 1913<br>5mo | W.Doxford&Sons,Ld.<br>Sunderland<br>*Lloyd*'*sA&CP* | Nederl.-Amerika Stoom.Maats. (Holland-Amerika Lijn) *forward*<br>*CellDBa*149'*uE* | 470·0<br>B147'*onShelterdk*<br>1*BH in* FK<br>*hold dispensed with*<br>29'*f*212'1339*tFPT* | 58·0 | 28·5 | Rottrdam<br>Dutch<br>*Cem*<br>6*BH only*<br>95*tAPT*258*t* | T.3Cy.29",49"&80"–60" (*r*)<br>180lb 723NH<br>3SB(FD)&1AuxSB,*15cf*,<br>GS269,HS11309<br>W.Doxford&Sons,Ld.Sld. |
| 25688<br>PNBF | **Noordergat** SteelSc<br>*Mchy.Aft* 1*Dk* | 457<br>346<br>240 | | | | | 1920 | H.vanVlaardingen<br>Gouda | N.V.Holl.AlgemeeneAtlantische Scheepv.Maats.<br>(N.Haas, *Mgr.*) | 148·8<br>Q77'B14'F20' | 25·1 | 11·6 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.10½",17"&28"–17"<br>32NH<br>J&Av.d.Schuyt,Papndrcht |
| 25689<br>PNUD | **Noordstroom** SteelScSr<br>ssAms.No.1–22<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck* | 738<br>528<br>341 | ✠100A1<br>5,22 ~~4,20~~<br>~~BS11,20~~ ✠LMC~~1,17~~<br>5,22 | Ams | *j* | CL<br>~~4,20~~<br>5,22 | 1917<br>1mo | NVScheep.DeMerwede<br>Hardinxveld<br>A&CP | Hollandsche Stoomb.Maats.<br>*Cell DBa*24'*uE* | 185·0<br>Q92'B17'F24'<br>FK<br>13'*f*79'140*tFPT*44*t* | 29·1 | 12·5 | Amstrdam<br>Dutch<br>4*BHCem*<br>*APT*21*t* | T.3Cy.13½",21"&35"–27" (*s*)<br>180lb 100NH<br>2SB,*4pf*,GS60,HS1982<br>Richardsons,Westgarth&Co.Ld.Mdb. |
| 25690 | **Noordsvaarder** SteelSc<br>(*ex*Panadero, (*Tug*)<br>*ex*Glücksberg,*ex*Falkenstein) 1*Dk* | 184<br>168<br>35 | | | | | 1897 | J.W.Klawitter<br>Danzig | N.V.Scheepv.Maats.G.Doeksen&Zonen | 110·5<br>H39' | 21·0 | 10·9 | Terschelling<br>Dutch | C.2Cy.17¼"&31½"–19¾"<br>44NH<br>J.W.Klawitter,Danzig |
| 25691<br>PMVN | **Noordwijk** SteelScSr<br>ssRot.No.3–4,21<br>Sub.Sig. 1*Dk*(*Stl*)&*deep framing*<br>Wireless<br>*Elec.light* | 2118<br>1917<br>1338 | ✠100A1<br>1,22 ~~4,21~~<br>✠LMC<br>BS~~8,20~~7,21 MS3,21 | Rot | *s* | CL<br>10,20 | 1909<br>6mo | Schpw.v.JanSmit,Czn.<br>Alblasserdm<br>*Intermediate bulkhead in fore*<br>*Lloyd*'*sA&CP* | Maats.Stoomschip Noordwijk (Erhardt&Dekkers) | 286·7<br>P20'B72'F32'<br>FK<br>*hold dispensed with*<br>*WB=* | 42·1 | 19·5 | Rottrdam<br>Dutch<br>4*BH only*<br>*Cem*<br>*Cell DBa*84' | T.3Cy.21",35"&57"–39" (*s*)<br>160lb *100lb* 221NH<br>2SB,*6cf*,GS108,HS3586<br>Maats.deSchelde,Flushing<br>*uE*18'*f*120'590*tAPT*68*t* |
| 25692 | **Noordzee** SteelSc<br>*Now named* "OuedYquem," *See No.* 38837 *in Supplement*<br>*Elec.light* Wireless 1*Dk* | 1326<br>1105<br>721 | | | | | 1920 | N.V.Shps. v/hWd.A van Duijvendijk<br>Papendrecht | N.V.W.vanDriel's Stoomb.&Transp. Onderneming. | 238·8<br>P22'B63'F21' | 36·7 | 15·8 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.17½",29"&46"–36"<br>127NH<br>Alblasserdam.Msch.Fab. |
| 25693 | — SteelScLr<br>1*Dk* | 150<br>—<br>75 | | | | | 1907 | M.van der Kuijl<br>Slikkerveer | JoostPot | 93·1 | 21·3 | 10·7 | Vlaardngn<br>Dutch<br>*WB* | C.2Cy.$9\frac{1}{10}$"&16½"–12⅝"<br>8NH<br>J.H.v.Capellen,Bolnes |
| 25694<br>117575<br>HBQP | **Noorebar** SteelScSr<br>*Well deck* 1*Dk*(*ptStl*)<br>*Elec.light* | 670<br>397<br>309 | ✠<br>12,04<br>✠ | Lth | *i* | | 1904<br>12mo | Scott of Kinghorn,Ld<br>Kinghorn | FijiShippingCo. Ld. | 185·1<br>P&B116'F43'<br>BK7"<br>*WB=DBa*31' | 28·1 | 12·4 | SydnyNSW<br>British<br>4*BHCem*<br>35*tFPT*20*t* | T.3Cy.18",29"&49"–33"<br>176NH<br>2SB,*4cf*,GS80,HS3070<br>ScottofKinghorn,Ld.Kgn. |
| 25695 | **Noor-el-Bahr** SteelScSr<br>ssCpl.No.1–98<br>(*ex*RichardGrech,*ex*Noor-ul-Bahr)<br>*Elec.light* 1*Dk*(<br>*Should be* "Nour-el-Bakr," *See No.* 38641 *in Supplement* | 295<br>265<br>180 | ✠<br>8,00<br>✠ | Cpl | *e* | | 1893<br>12mo | GourlayBros.&Co.<br>Dundee | SultanofMuscat | 150·0<br>B8'F21'<br>BK6½"<br>*WB=FPT* | 23·2 | 10·7 | Muscat<br>Oman<br>4*BHCem*<br>20*tAPT*15*t* | T.3Cy.12½",20"&32"–24"<br>59NH<br>1SB,*2pf*,GS34,HS1029<br>GourlayBros.&Co.Dundee |
| 25696<br>JWRN | **Nor** WoodScSr<br>1*Dk* | 591<br>453<br>344 | | | | | 1897 | E.K.Lindstöl<br>Risör | ThygoSörensen A/S | 166·9<br>Q45*t*B72*t*H8*t*F23*t* | 29·8 | 15·1 | Chrstiania<br>Norwegian | T.3Cy.11¼",17½"&30"–27"<br>47NH<br>NylandsM.V.Xia. |
| 25697<br>JSNW | — IronScSr<br>2*Dks* | 158<br>158<br>87 | | | | | 1870 | TrondhjemsMek.<br>Trondhjem | ThorEgeland | 94·9 | 18·6 | 14·4 | Stavanger<br>Norwegian | C.2Cy.10"&22"–18"<br>17NH<br>TrondhjemsMek.V. |
| 25698<br>220687<br>MBQL | **Nora** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Mchy.Aft* Wireless &*Webframes*<br>*Longitudinalframing* | 9621<br>9327<br>7170 | ✠100A1<br>*Shelter dk withfreeboard*<br>4,21 ~~10,20~~ ✠LMC10,20<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 10,20 *F.P. above* 150° F. | ~~Camden~~<br>NYk | *d*† | CL | 1920<br>10mo | NewYorkS.B.Corp.<br>Camden,N.J.<br>A&CP | GraceS.S.Co.Inc. (W.R.Grace&Co. *Mgrs.*)<br>*Cell DBuE*&*B*71'283 | 467·6<br>FK<br>*tFPT*229*tAPT*131*t* | 62·7 | 31·3 | NewYork<br>Utd.States<br>16*BHptCem*<br>(2 *to Sh dk*<br>8 „ *U* „<br>6 „ *2nd* „) | Q.4Cy.24",36",51"&75"–51"<br>220lb (*r*) 568NH<br>3SB,*9cf*,GS177,HS7804<br>NewYorkS.B.Corp.<br>Camden,N.J. |

| | 2 Steamer's Name, Material, Rig, &c<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage<br>Gross. — Under deck. — Net. | 5 Particulars of Classification.<br>Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built.<br>When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12 Port of Registry.<br>Flag. | 13 Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught.<br>ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 99<br>68<br>QN | **Nora** IronScSr<br>(exLangdon)<br>Well deck 1Dk2trB | 1263<br>956<br>777 | | | ... | | 1882 | J.Readhead&Co.<br>S.Shields | E.Banck | 240·0\|34·2\|15·9<br>Q90'B40'H88tF31'<br>FK | Hlsngborg<br>Swedish<br>WB | C.2Cy.30"&57"-36"<br>147NHP<br>J.Readhead&Co.S.Shields | 17 ″ 0 | V |
| 00<br>SQ | — SteelScSr<br>1Dk | 1131<br>901<br>699 | | | | | 1901 | Hasseldal-ensJrnskbsb.<br>Grimstad | A/S D/S Nora<br>(K.S.Nordgreen) | 231·4\|34·0\|13·7<br>Q127tB52tF25t | Bergen<br>Norwegian<br>WB | T.3Cy.16",25"&42"-30"<br>97NHP<br>BergenMek.Værks.Bergen | | N |
| 01<br>60 | — SteelScYt<br>1Dk | 226<br>182<br>89 | | | | | 1907 | Scott&Sons<br>Bowling | MonroeShippingCo<br>Ld.(MonroeBros.<br>Mgrs.) | 100·2\|23·1\|10·7<br>F16' | Liverpool<br>British<br>WB | C.2Cy.14"&29"-20"<br>40RHP<br>Ross&Duncan,Glasgow | | |
| 02<br>HR | **Nora Hugo Stinnes 2** SteelSc<br>Elec.light Sub.Sig. Wireless 2Dks | 4985<br>4421<br>3100 | | | | | 1910 | Bremer Vulkan<br>Vegesack | FrenchGovernment | 382·9\|51·6\|26·8<br>P24'B71'F29' | Brest<br>French<br>WB | T3Cy$23\frac{3}{16}$",$39\frac{3}{16}$"&64"-$43\frac{5}{16}$"<br>270NHP<br>BremerVulkan,Vegesack | | V |
| 03<br>89<br>VR | **Nora Niven** SteelScK<br>1Dk | 166<br>147<br>66 | ✠<br>StmTrawler<br>2,07 ✠ | Hul | | | 1907<br>2mo | Cochrane&Sons<br>Selby | NewZealand<br>Trawling&Fish<br>SupplyCo.Ld. | 96·0\|20·6\|10·8<br>Q48'F15'<br>BK7½" | Napier, NZ<br>British<br>3BHCem | T.3Cy.10¼",15¾"&26¼"-20"<br>35RHP<br>1SB,2pf,GS31,HS995<br>Gt.CentrlCo-opEng.&Ship RepairingCo.Ld.Gms. | 11″10 | |
| 04 | **Nora Saliari** SteelScSr<br>ssLon.No.3-10,14<br>(exIndiana) ssQns.No 1-19<br>Wireless Spar dk(Stl)2trB&Web frames | 3869<br>3655<br>2508 | ✠100A1<br>Spar dk<br>withfreeboard<br>3,22 ~~6,20~~<br>BS8,21 ✠LMC11,19 | Hul<br>Gen | w | CL<br>~~N2,20~~<br>3,22 | 1902<br>5mo<br>Lloyd | R.Stephenson&Co.Ld<br>Newcastle<br>'sA&CP | K.C.H.Saliaris&<br>A.Negropontes<br>CellDBa | 340·0\|47·1\|20·0<br>P31'B105'F32' 27 2<br>FK<br>110' uE&B44'f133' | Chios<br>Greek<br>6BHCem<br>733tAPT41t | T.3Cy.25",40"&67"-45" (r)<br>165lb 100lb NDB18 314NHP<br>2SB,6cf,GS125,HS4840<br>Richardsons,Westgarth&Co.Ld.Mdb | 29″10<br>s 5 ″ [illegible]<br>24 ″ 5 | |
| 05<br>309 | **Norbreck** SteelScK<br>1Dk | 201<br>186<br>80 | | | ... | | 1905 | J.Duthie,Sons&Co.Ld.<br>Aberdeen | DirectFishSupplies<br>Ld.~~(J.McR.Knight Mgr.)~~ | 121·3\|21·6\|11·7<br>BK7½" | ~~Milford~~<br>British<br>Grimsby | T.3Cy.12",19½"&32"-23"<br>60RHP<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 06 | **Norburg** SteelScK<br>(exAxelWalter) (Trawler)<br>Elec.light Mchy.Aft 1Dk | 227<br>211<br>87 | | | | | 1918 | Schiffsw(v.J&Sch.)A.G.<br>Hamburg | N.Ebeling | 121·6\|23·0\|10·3 | Altona<br>German<br>WB | T.3Cy.13¼",20½"&32⅔"-22"<br>49NHP<br>Schwft.(vJ&Sch)AGHam | | |
| 07<br>435<br>FR | **Norburn** SteelScSr<br>Wireless 1Dk | 2028<br>1886<br>1226 | | | | | 1908 | Craig,Taylor&Co.Ld.<br>Stockton | Coombes,Marshall&Co.Ld. | 281·0\|43·8\|18·4<br>P26'B68'F29' | Middlsbro'<br>British<br>WB | T.3Cy.22",35"&58"-39"<br>Emade91,refitted08 210NHP<br>Cen.Mar.Eng.Wks.W.Hpl | | C |
| 08<br>HX | **Nord** SteelScSr<br>ssMsl.No.3-12,18<br>2Dks(U-ptIrn&ptStl)&deepframing<br>Well deck Wireless | 3193<br>2511<br>2052 | ✠100A1<br>10,21 ~~9,20~~<br>~~BS9,20~~ ✠LMC12,18<br>BS10,21 | Dnk | u | CL<br>~~12,19~~<br>10,21 | 1904<br>10mo<br>Lloyd | Sunderland S.B.Co.Ld.<br>Sunderland<br>'sA&CP | Cie.desBateaux<br>àVap.duNord<br>WB=Cell<br>DBa110'uE&B36' | 314·0\|46·5\|20·6<br>P&B215'F29'<br>FK<br>f122'701tFPT100t | Dunkirk<br>French<br>5BHCem<br>APT125t | T.3Cy.23",38"&62"-42" (s)<br>160lb 80lb 262NHP<br>2SB,6pf,GS111,HS4124<br>N.E.MarineEng.Co.Ld.Sld | 23 ″ 0<br>s 3 ″ 1½<br>20 ″ 3 | |
| 09 | — SteelScSr<br>ssShl.2ndNo.3-6,19<br>(exCairnmore) 1Dk(Irn)&deepframing<br>Wireless &ptAwngdk(Irn) | 1632<br>1243<br>1003 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>3,22 ~~6,20~~ ✠LMC<br>MS3,18 BS2,21 | Els<br>Xia | p | CL<br>~~5,19~~<br>3,22 | 1892<br>9mo | Wood,Skinner&Co<br>Newcastle<br>A&CP | ~~O.&H.Holta~~<br>RederiA/BAtos<br>(O.Borjesson,Mgr.) | 250·5\|36·1\|16·8<br>Q95'B60'F28'<br>RFD68' FK<br>WB=CellDB210' | Hlsingorg<br>Swedish<br>4BHCem<br>341tAPT28t | T.3Cy.19",31"&51"-36" (s)<br>160lb 100lb NDB06 156NHP<br>2SB,4pf,GS60,HS2340<br>Black,Hawthorn&Co.Gts. | 19 ″ 0<br>s 7 ″ 11<br>18 ″ 5 | |
| 10 | — IronSc3MstSr<br>6thSurvey,Pir.6,10<br>(exNikitas,exPetros,exGemelli,<br>exTento,exEugene,exAltofts) 1Dk2trB | 806<br>—<br>473 | ✠<br>6,10 | Pir | Lv | | 1873<br>1mo | Schlesnger Davis&Co.<br>Newcastle | | 193·1\|28·6\|16·9<br>Q117'H47t<br>FK<br>WB | 3BH1PBH<br>=DBa&f | C.2Cy.26"&48"-30"<br>NB84 109NHP<br>1SB,3pf,GS65,HS2121<br>Hawks,Crawshay&Co.Gts | | |
| 11 | — SteelScLr<br>1Dk | 129<br>129<br>67 | | | | | 1904 | Bremer Vulkan<br>Vegesack | BremerVegescker<br>FischereiGes. | 90·9\|21·4\|9·8 | Vegesack<br>German | C.2Cy.$9\frac{1}{16}$"&16½"-$12\frac{9}{16}$"<br>8NHP<br>BremerVulkan,Vegesack | | |
| 12<br>PIO | — SteelSc<br>(Tug)<br>1Dk | 119<br>109<br>— | | | | | 1912 | WdC.Boele&Zonen<br>Slikkerveer | Soc.Dunkerquoise<br>deRemorquage et<br>deSauvetage | 85·3\|18·7\|9·5 | Dunkirk<br>French<br>WB | T.3Cy.$11\frac{7}{16}$",$18\frac{5}{16}$"&$29\frac{15}{16}$"-$21\frac{11}{16}$"<br>39NHP<br>Alblasserdam.Msch.Fab. | | V |
| 13 | **Nord Africain** SteelSc<br>(exAmberton) ssShl.No.3-6,14<br>ssAlg.No.2-21<br>Wireless 1Dk(Stl)&Awng dk(Irn)<br>3trB&Web frames | 4556<br>4504<br>3387 | ✠100A1<br>Awng dk<br>withfreeboard<br>9,21 ~~4,21~~ ✠LMC4,21 | Alg | x | CL<br>12,20 | 1902<br>7mo<br>Lloyd | Ropner&Son<br>Stockton<br>'sA&CP | Soc.Algérienne de<br>ConstructnsNavales etMécaniques<br>CellDBa<br>1301t'tween dk tan | 365·0\|51·1\|22·5<br>29·5<br>FK<br>108'uE&B36'f158'<br>ks414tFPT225tAP | Algiers<br>French<br>9BHCem<br>T127t | T.3Cy.25",42¼"&68"-45" (s)<br>180lb 100lb NDB16 351NHP<br>2SB,2rf,4cf,GS128,HS5620<br>Blair&Co.Ld.Stockton | 34 ″ 0 | |
| 14<br>HJ | **Nordalsfjord** SteelScSr<br>Elec.light 1Dk | 295<br>156<br>148 | | | | | 1914 | Mjellem&Karlsen<br>Bergen | A/S Söndmöre<br>Dampskibsselsk. | 132·1\|21·7\|9·3<br>P85tH20tF32t | Aalesund<br>Norwegian | T.3Cy.12",20"&30"-21"<br>41NHP<br>Mjellem&Karlsen,Bergen | | N |
| 15<br>GW | **Nordamerika** SteelScSr<br>ssHam.No.3-1,20<br>1Dk(ptIrn&ptStl)2trB&<br>deepframing&Web frames 3Dk rule<br>Wireless | 2647<br>2464<br>1685 | ✠100A1<br>~~,21~~ ~~1,21~~ 1,22<br>✠LMC<br>MS8,18 BS2,21 | Cpn<br>~~Bal~~ NYk | u | CL<br>~~1,20~~<br>7,21 | 1905<br>4mo<br>Lloyd | JLThompson&Sons,Ld<br>Sunderland<br>'sA&CP | Dpskselsk.Norden<br>(P.Brown,Jr.&Co.<br>Mgrs.)<br>WB=Cell | 315·0\|46·5\|20·8<br>P29'B190'F34'<br>FK<br>DBa106'uE&B30'f | Copnhagn<br>Danish<br>5BHCem<br>132'720tDT | T.3Cy.23",38"&62½"-42" (s)<br>180lb 100lb 264NHP<br>2SB,6cf,GS113,HS3913<br>J.Dickinson&Sons,Ld.Sld.<br>a24'616tFPT40tAPT46t | 23 ″ 2<br>s 2 ″ 8<br>20 ″ 11 | |
| 16<br>d1,22<br>GF | **Nordborg** SteelSc<br>ssEls.No.1,20<br>Well deck 1Dk(Stl)<br>Elec.light | 468<br>318<br>236 | ✠100A1<br>4,21 | | | 3,21 | 1916<br>5mo | G.Niestern<br>Delfzyl<br>A&CP | A/S Nordborgs<br>Rederi(A.<br>Salomonsen,Mgr.)<br>Cell | 151·0\|25·2\|11·3<br>Q57'B29'F14'<br>FK<br>DBuE12' 19t FPT | Kopervik<br>Norwegian<br>4BHCem<br>24tAPT67t | T.3Cy.$11\frac{7}{16}$",$17\frac{11}{16}$"&$29\frac{1}{8}$"-24"<br>185lb (s) 58NHP<br>1SB,2cf,GS38,HS1075<br>Machf.Fulton,Hoogezand | 12 ″ 1<br>s ″ 9<br>11 ″ 7 | |
| 17<br>PIE | **Nordcaper** SteelScSr<br>(Trawler)<br>1Dk | 418<br>372<br>154 | | | ... | | 1907 | Atel.&Ch.deFrance<br>Dunkirk | Poret,Lobez&Co. | 151·2\|26·2\|13·7<br>F23'<br>BK8" | Boulogne<br>French<br>WB | T.3Cy.13¾",23"&38"-27"<br>100NHP<br>Atel.&Ch.deFrance,Dnk. | 15 ″ 0 | V |
| 18 | **Norddeich** SteelPadCtr<br>Elec.light 1Dk | 190<br>169<br>110 | | | | | 1888 | J.L.Meyer<br>Papenburg | A.-G.Reederei<br>Norden-Frisia | 150·9\|19·2\|7·7 | Norden<br>German | C.2Cy.20"&35"-39"<br>NB10 64NHP<br>J.L.Meyer,Papenburg | | |
| 19<br>FD | **Norden** SteelScSr<br>ssNYk.No.2-18<br>1Dk(Stl)&deepframing<br>&Shelter dk(Irn) | 2529<br>2360<br>1564 | ✠100A1<br>Shelter dk<br>withfreeboard<br>6,20 BS3,22<br>~~BS1,21~~ ✠LMC9,18 | NYk | u | CL<br>~~6,20~~<br>3,22 | 1909<br>1mo<br>Lloyd | JLThompson&Sons Ld.<br>Sunderland<br>'sA&CP | Dampskibsselsk bt<br>Norden(P.Brown,<br>Jr.&Co.Mgrs.)<br>DBa104'uE&B | 318·5\|47·2\|19·5<br>WB=Cell FK<br>30'f136' 772t FPT | Copnhagn<br>Danish<br>5BHCem<br>48tAPT84t | T.3Cy.23",38"&62"-42" (s)<br>180lb 100lb 285NHP<br>2SB,6cf,GS130,HS4601<br>J.Dickinson&Sons,Ld.Sld. | 21 ″ 9<br>s 1 ″ 8<br>20 ″ 5 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Details des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25720<br>HWCF | **Norden** Steel&IronScSr<br>ssGot.2ndNo.3–5,09<br>*Well deck* 1*Dk*2*trB*<br>*Floors,Beams&KeelsonIrn* | 702<br>461<br>382 | ✠<br>6,14<br>✠ | Got | *j* | | 1885<br>9mo | Boolds,<br>Sharer&Co.<br>Sunderland | Hijos deJosé Taya,<br>S.enC.<br>*WB=D* | 180·5\|27·2\|14·5<br>P118'H34*t*F21'<br>BK 7½"<br>*Ba37'f24'75t FPT* | S.Sebast'n<br>Spanish<br>4*BHCem*<br>30*tAPT*25*t* | C.2Cy.27"&50"–36"<br>NDB00 122NHP<br>1SB,3*pf*,GS49,HS2090<br>Carr&Co.(Lim.),Sld. | 15 |
| 25721<br>5601<br>TSV | — SteelScSr<br>*Elec.light* 1*Dk* | 520<br>376<br>259 | | | | | 1914 | Oskrshmns<br>M.V.Aktieb.<br>Oskarshamn | BlekingeÅngb.<br>Aktieb.(O.E.<br>Lundström,*Mgr.*) | 152·5\|27·7\|11·5<br>Q48'B38'H62*t*F18' | Karlshmn<br>Swedish<br>*WB* | T.3Cy.13",22"&36"–24"<br>63NHP<br>OskarshamnsM.V.Aktieb. | |
| 25722<br>QTMG | — SteelScSr | 184<br>—<br>123 | | | | | 1885 | W.Rosen-<br>lew&Co.<br>Björneborg | ÅngfartygsA/B<br>Kusten (H.<br>Nebermann,*Mgr.*) | 109·9\|18·5\| 8·0 | Åbo<br>Finnish | C.2Cy.14½"&26¼"–20½"<br>26NHP<br>W.Rosenlew&Co. | |
| 25723 | — SteelSc<br>(*Tug*) | 106 | | | | | 1915 | Johs.Thor-<br>mählen&Co.<br>Elmshorn | | ……………… | | | |
| 25724 | **Norderelbe** SteelSc<br>(*ex*Otto) (*Trawler*)<br>*Elec.light* 1*Dk* | 176<br>167<br>63 | | | | | 1904 | J.C.Teck-<br>lenborgA.G.<br>Geestemünde | Schmidt,Cordes&<br>Harms | 114·2\|22·6\|10·7<br>Q27'F20' | Hamburg<br>German | T3Cy.11$\frac{1}{12}$",17$\frac{11}{16}$"&29¾"–21¼"<br>42NHP<br>J.C.TecklenborgA.G.Gst. | |
| 25725 | **Norderney** SteelScSr<br>*Elec.light* 1*Dk* | 884<br>752<br>547 | | | | | 1902 | Akt.Ges.<br>"Neptun"<br>Rostock | ErnstRuss | 214·0\|30·6\|14·3<br>B49'F31' | Hamburg<br>German<br>*WB* | T.3Cy16$\frac{7}{12}$",24¾"&41¾"–28$\frac{11}{12}$"<br>92NHP<br>A.G."Neptun,"Rostock | |
| 25726 | — SteelPad<br>*Elec.light* 1*Dk* | 220<br>187<br>108 | | | | | 1892 | J.L.Meyer<br>Papenburg | A.-G.Reederei<br>Norden-Frisia | 160·7\|19·0\| 7·8 | Norden<br>German | C.2Cy.20½"&35½"–39½"<br>NB09 66NHP<br>StettinerA.G.,Stettin | |
| 25727<br>NJST | **Nordfarer** SteelScSr<br>ssHam.2ndNo.3–7,20<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>Wireless &*deep framing* | 3851<br>—<br>2355 | ✠100A1<br>*Spar dk*<br>~~9,21~~ ~~7,20~~<br>2,22<br>✠LMC7,20<br>MBS[illegible]21 2,22 | Ham<br>Cpn | *w* | CL<br>12,19 | 1898<br>3mo | Palmers'<br>Co.Ld.<br>Newcastle<br>A&CP | Dpskselsk.Norden<br>(P.Brown,Jr&Co.<br>*Mgrs.*) *WB=*<br>*uE18'f152'901t* | 365·0\|47·2\|17·8<br>P39'B120'F46' 25·7<br>*CellDBa120'* FK<br>*DTa 26' 579t FPT* | Copnhagn<br>Danish<br>6*BHCem*<br>97*tAPT*80*t* | T.3Cy.25",41"&66"–45" (*s*)<br>180lb *120lb* NDB20 320NHP<br>2SB,6*cf*,GS141,HS5000<br>Palmers'Co.Ld.Nwc. | 28<br>5<br>23 |
| 25728<br>LBRM | **Nordfjeld** SteelScSr<br>(*ex*Callisto) ssRot.No.3–6,13<br>*Elec.light* Wireless ssBrw.No.1–17<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing* | 3631<br>3368<br>2307 | ✠100A1<br>*Spar dk*<br>11,20 | Rot | … | CL<br>N11,20 | 1900<br>12mo | C.S.Swan&<br>Hunter,Ld.<br>Newcastle<br>A&CP | A/SDoris(Görris-<br>sen&Co.A/S*Mgrs.*)<br>*WB=CellDBa* | 347·5\|45·3\|26·0<br>P28'B92'F38' 26·0<br>FK<br>116'*uE&B*38'*f*148' | Chrstiania<br>Norwegian<br>6*BHCem*<br>813*tAPT*17*t* | T.3Cy.24",40"&66"–45" (*s*)<br>180lb 308NHP<br>2SB,6*cf*,GS121,HS4640<br>Blair&Co.Ld.Stockton | 28<br>5<br>22 |
| 25729<br>JRLD | **Nordfjord** IronScSr<br>(*ex*Vesteraalen)<br>1*Dk* | 223<br>157<br>126 | | | | | 1865 | ………………<br>Gothenburg | Möre FylkesRute-<br>selskap(J.A.<br>Andersen,*Mgr.*) | 113·7\|20·6\|11·7<br>B25*t*H7*t*F34*t* | Molde<br>Norwegian | C.2Cy.13"&30"–18"<br>NE82 NB02 32NHP<br>BergensMek.Værks.Bergn | |
| 25730<br>MLHJ | **Nordfjord I.** SteelScSr<br>*Elec.light* 2*Dks* | 572<br>319<br>231 | | | | | 1914 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | Fylkesbaatane i<br>Sogn ogFjordane | 168·0\|26·3\|13·0<br>P105'F49' | Bergen<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"–30"<br>106NHP<br>Helsingörs Jernsk.&Mskb. | |
| 25731<br>WMFK | **Nordfold** SteelSc<br>1*Dk* | 1314<br>1117<br>679 | | | | | 1917 | N.V.Schps.<br>"Juliana"<br>Papendrecht | A/SD/SFold<br>(M.Clausen,*Mgr.*) | 236·4\|36·4\|15·9 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.17½",29"&46"–36"<br>127NHP<br>J.&A.van derSchuyt,Pap. | |
| 25732<br>NJQL | **Nordhavet** SteelScSr<br>ssCpn.2ndNo.3–10,20<br>*Elec.light* *Spar dk*(*Stl*)2*trB*<br>Wireless &*deep framing* | 3355<br>3080<br>2084 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>4,22 ~~10,20~~<br>✠LMC10,20<br>BS2,22 | Cpn<br>NNs | *v* | CL<br>~~10,20~~<br>4,22 | 1898<br>4mo | W.Hamil-<br>ton&Co.<br>PortGlasgow<br>A&CP *WB=* | Dpskselsk.Norden<br>(P.Brown,Jr.&Co.<br>*Mgrs.*)<br>*Cell DBa&uE*114' | 330·0\|45·5\|16·2<br>P31'B118'F39' 23·8<br>FK<br>*f*144'727*t DTa* 22' | Copnhagn<br>Danish<br>6*BHCem*<br>438*tAPT*77*t* | T.3Cy.23¾",40"&65"–42" (*s*)<br>180lb *90lb* 302NHP<br>2SB,6*cf*,GS141,HS4691<br>D.Rowan&Son,Glasgow | 26<br>4<br>22 |
| 25733<br>6182<br>KBTC | — SteelScYl<br>(*Trawler*)<br>(*ex*Grani,*ex*Centaur) 1*Dk* | 134<br>121<br>47 | ------ | | | | 1896 | Mackie&<br>Thomson<br>Glasgow | A/BTrålfiske(Hj.<br>Olsson,*Mgr.*) | 99·1\|20·0\|10·3<br>Q17'F19'<br>BK7½" | Stockholm<br>Swedish | T.3Cy.10",16"&27"–20"<br>35NHP<br>Muir&Houston,Ld.Gls. | 11 |
| * 25734<br>NWVD | **Nordhvalen** SteelScSr<br>ssHam.2ndNo.3–2,20<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*<br>Wireless (*Irn*)&*Web frames* | 3297<br>3116<br>2121 | ✠100A1<br>*Spar dk*<br>~~10,21~~ ~~12,20~~<br>4,22<br>✠LMC2,20<br>BS1,21 | Cpn<br>NYk | *v* | CL<br>2,20 | 1895<br>5mo<br>*Lloyd* | Richardson<br>Duck&Co.<br>Stockton<br>'*sA&CP* | Dpskselsk.Norden<br>(P.Brown,Jr.&<br>Co.*Mgrs.*)<br>*WB=CellDBa*<br>110'*uE&B*40'*f* | 330·0\|43·0\|18·4<br>P29'B42'F33' 26·3<br>FK<br>132'598*tMT*22'287*t* | Copnhagn<br>Danish<br>5*BHCem*<br>*APT*118*t* | T.3Cy.24",38$\frac{1}{16}$"&64"–42"(*s*)<br>160lb *100lb* NDB97 267NHP<br>*refitted*15<br>2SB,6*cf*,GS95,HS4016<br>T.Rchrdsn&Sn(Lm)WHpl | 29<br>6<br>23 |
| 25735<br>5642<br>JVCB | **Nordic** SteelScSr<br>ssGot.No.1–19<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 4280<br>3874<br>2596 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~11,20~~ ~~4,21~~ 2,22<br>BS4,21 ✠LMC1,19 | Got | *y* | CL<br>4,21 | 1914<br>9mo<br>*Lloyd* | JLThomp-<br>son&Sons,Ld.<br>Sunderland<br>'*sA&CP* | Rederiaktieb.<br>Transatlantic (G.<br>Carlsson,*Mgr.*) | 385·0\|53·7\|23·6<br>F8'<br>FK<br>*WB=Cell DBa*134 | Gothenbrg<br>Swedish<br>6*BHCem*<br>*uE&B*45'*f* | T.3Cy.27",45"&74"–48" (*s*)<br>180lb 465NHP<br>3SB,9*cf*,GS197,HS7906<br>Blair&Co.Ld.Stockton<br>164'1176*tFPT*76*tAPT*77*t* | 26<br>2<br>23 |
| 25736<br>NHWB | **Nordkap** SteelScSr<br>ssCpn.2nd.No.3-11,21 ~~ssEls.No.3–2,09~~<br>*Elec.light* ~~ssBul.No.2–18~~<br>Wireless 1*Dk*(*Stl*)&*Spar dk*(*Irn*)3*trB* | 3582<br>2301<br>2254 | ✠100A1<br>*Spar dk* 4,22<br>~~11,19~~ ~~9,20~~ ~~2,22~~<br>~~BS2,21~~ ✠LMC~~11,19~~ 11,21<br>~~BS2,22~~ | Cpn<br>NNs | *w* | CL<br>2,21 | 1896<br>10mo | W.Dobson<br>&Co.<br>Newcastle<br>A&CP | Dpskselsk.Norden<br>(P.Brown,Jr.&<br>Co.*Mgrs.*)<br>*WB=CellDBa* | 350·0\|44·0\|18·5<br>P25'B70'F41' 26·4<br>FK<br>110'*uE&B*38'*f*150' | Copnhagn<br>Danish<br>6*BHCem*<br>692*tAPT*43*t* | T.3Cy.24",40"&64"–45" (*s*)<br>160lb *125lb* 288NHP<br>2SB,8*pf*,GS112,HS4500<br>N.E.MarineCo.(Lim.),Nwc | 29<br>6<br>23 |
| 25737<br>LBQF | **Nordkyn** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless *Cruiser Stern* | 4853<br>4415<br>2936 | ✠100A1<br>3,21<br>✠LMC3,21<br>*Fitted for oil* | Stk<br>*fuel*3, | *y*<br>21 | CL<br>*F.P. a* | 1921<br>3mo<br>*Lloyd*<br>*bove* 1 | Craig,Tay-<br>lor&Co.Ld.<br>Stockton<br>'*sA&CP*<br>50° F. | D/S A/S Doris<br>(Görrissen&Co<br>A/S*Mgrs.*)<br>*CellD* | 386·0\|53·0\|26·6<br>P49'B232'F34'<br>FK<br>*B*329'1150*tFPT*81*t* | Christania<br>Norwegian<br>7*BHptCem*<br>*APT*78*t* | T.3Cy.27",45"&74"–51" (*r*)<br>180lb 528NHP<br>3SB,9*cf*,GS181,HS7654 FD<br>Blair&Co.Ld.Stockton | 29 |
| 25738<br>LCJV | **Nordkyn II.** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless *Longitudinal framing*<br>*in DB & at decks* | ~~4400~~<br>4561<br>4214<br>2798 | ✠100A1<br>11,21<br>~~(*ClassContemplated*)~~<br>*Fittedforoilfu*<br>✠LMC11,21 | Grk<br>*el*11,21 | *x* | CL<br>*F.P* | 1921<br>11mo<br>*above*1<br>*Lloyd* | Greenock<br>~~&Grngemth~~<br>DockyardCo.<br>Ld. Greenock<br>50°F.<br>'*sA&CP* | ~~A.Harloff~~ A/SD/S<br>NordkynII<br>~~(A.Harloff)~~<br>*CellD* | ~~376·0\|52·2\|~~26·1<br>P37'B105'~~F36'~~F37'<br>376 · 5\|52 ·4\|<br>FK<br>*B*321'1068*tAPT*128*t* | Bergen<br>Norwegian<br>6*BHptCem* | T.3Cy.25",41"&68"–48" (*s*)<br>180lb 432NHP<br>3SB,9*cf*,GS165,HS6250 FD<br>Rankin&Blackmore,Ld.<br>Greenock | 28 |
| 25739<br>4427<br>JPHD | **Nordland** ~~—~~SteelScSr<br>ssGot.No.1–22 ssGot.No.3–3,18<br>Wireless 1*Dk*(*Stl*)3*trB deepframing*<br>&*Webframes* | 3769<br>3196<br>2346 | ✠100A1<br>*Turret dk*<br>~~3,22~~ 2,21<br>~~BS[illegible]~~ ✠LMC~~[illegible]~~ | Bgn<br>Got<br>3,22 | *v* | CL<br>2,21 | 1905<br>6mo<br>*Lloyd* | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>'*sA&CP* *WB* | ÅngfAktiebTirfing<br>(DanBroström,<br>*Mgr.*)<br>=*CellDBa* 82' *uE* | 352·0\|48·2\|23·4<br>P23'H92*t*F29'<br>FK<br>24'*f*170'754*tDTf*38' | Gothenbrg<br>Swedish<br>6*BHCem*<br>585*tAPT*14*t* | T.3Cy.24½",40½"&67"–45"(*s*)<br>180lb 409NHP<br>3SB,9*cf*,GS177,HS7474<br>W.Doxford&Sons,Ld.Sld. | 26<br>11<br>22 |
| 25740<br>JTOW | — SteelScSr<br>*Elec.light* 1*Dk*&*Awng dk* | 725<br>695<br>444 | | | | | 1898 | Trond-<br>hjemsM.V.<br>Trondhjem | Vesteraalens<br>Dampskibsselskab | 175·9\|27·6\|17·8<br>H30*t*<br>*WB* | Stokmark-<br>nses<br>Norwegian | T.3Cy.13½",23"&27"–27"<br>38NHP<br>TrondhjemsM.V.Trndhjem | |

| | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist. & Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **Nordland** WoodAuxScSr<br>Motor<br>(exSailingVessel) 1Dk<br>(See Sailing Ship Register) | 103<br>101<br>74 | | | | | 1872 | ……………<br>Spidsöen | P.Lund&L.Saltnes | 80·1 | 22·9 | 9·6 | Bodö<br>Norwegian | Motor | | |
| 2 | **Nordlys** SteelScSr<br>ssCpn.No.1-21<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 3718<br>3439<br>2307 | ✠100A1<br>Shelter dk<br>withfreeboard<br>8,21 ~~7,19~~<br>BS1,21 8,21<br>✠LMC~~6,18~~ | Phl<br>Cpn | *x* | CL<br>~~5,18~~<br>8,21 | 1916<br>6mo<br>Lloyd | Akt.Burmeistr&Wain<br>Copenhagen<br>'sA&CP | Dmpskibs.Norden<br>(P.Brown,Jr.&<br>Co.*Mgrs.*)<br>*CellD* | 362·0<br>FK<br>*B321'1030tFPT78t* | 51·5 | 23·4 | Copnhagn<br>Danish<br>6*BHCem*<br>*APT82t* | T.3Cy.25½",42"&70"-45" (*s*)<br>180lb 364NHP<br>3SB,9*cf*,GS124,HS5700<br>Akt.Burmeistr&Wain,Cpn | 26 ″ 0<br>s 2 ″ 9<br>23 ″ 7 | |
| 3 | **Nordlyset** IronScSr<br>ssBgn.No.3-5,85<br>ssBgn.No.1-89<br>1*Dk2trB* | 474<br>387<br>268 | 4,94 | Bgn | *h* | | 1872<br>11mo | Bergens<br>M.V.<br>Bergen | Backer&Malmstein | 155·5<br>B66'F17*t*<br>*WB=DBuE&B* | 23·8 | 15·4 | Drammen<br>Norwegian<br>4*BHCem* | C.2Cy.19½"&37"-24"<br>56NHP<br>BergensMek.Værks.,Bgn. | | N |
| 4 | **Nordmark** SteelScSr<br>ssMsl.No.1-20<br>Elec.light 2*Dks(Stl)&Shelter dk(Stl)*<br>med "Kosmo," See No. 38045 in Supplement | 5106<br>4783<br>3173 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,20<br>✠LMC3,20 | Msl | *z* | CL<br>3,20 | 1913<br>4mo<br>Lloyd | W.Doxford&Sns,Ld.<br>Sunderland<br>'sA&CP | Ellerman&Bucknall SS.Co.Ld.<br>1*BH in fore* | 420·0<br>FK<br>*hold dispensed with*<br>*WB=Cell DBa132' uE* | 54·1 | 26·3 | London<br>British<br>*Cem*<br>6*BH only*<br>*&B43' f 189'* | T.3Cy.27",44½"&75"-54" (*s*)<br>180lb 577NHP<br>3SB,9*cf*,GS198,HS8530 FD<br>W.Doxford&Sons,Ld.Sld.<br>1179*tFPT*109*tAPT*123*t* | 29 ″ 0 | |
| 5 | **Nordmöre** SteelScSr<br>1*Dk* | 180<br>120<br>96 | | | | | 1890 | ChristiansandsMk.Vrk<br>Chrstiansand | Nordmör Dampskibsselskab | 118·0<br>Q19*t*B28*t*H8*t*F5*t* | 18·1 | 9·6 | Xiansund<br>Norwegian | T.3Cy.11",18"&29"-21"<br>NB09 38NHP<br>BergensMekVærksBergen | | |
| 6 | **Nordnæs** SteelScSr<br>ssP.Gl.No.3-6,10<br>(exVizcaina) ssGen.No.2-19<br>Wireless 1*Dk(Irn)&deep framing* | 2153<br>2002<br>1292 | ✠100A1<br>5.20<br>BS12,20 ✠LMC12,18 | Cff | *s* | N2,20 | 1897<br>7mo | A.Stephen&Sons<br>Glasgow<br>A&CP | Dmpsk.LloydI.<br>(L.Poulsen&Co.,<br>*Mgrs.*)<br>*WB=CellDB* | 290·0<br>B66'F33'<br>FK<br>*a80'uE&B36'f116'* | 42·7 | 19·3 | Chrstiania<br>Norwegian<br>5*BHCem*<br>561*tAPT*99*t* | T.3Cy.19½",32"&53"-42" (*s*)<br>180lb *100lb* 199NHP<br>2SB,4*cf*,GS90,HS3070<br>A.Stephen&Son,Glasgow | 21 ″ 10<br>s 3 ″ 6½<br>18 ″ 7 | |
| 7 | **Nordö** WoodAuxSc4MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 369<br>312<br>281 | | | | | | Wasa<br>FartygsA/B<br>Wasa | WasaFartygsA/B<br>(G.Swanljung,<br>*Mgr.*) | 142·0 | 29·0 | 12·6 | Wasa<br>Finnish | Oil Engine<br>4Cy. E*made&fitted*20<br>A/BAtlasDiesel,Skm. | | |
| 8 | **Nordöst** SteelScSr<br>(*ex*Lifland) 1*Dk* | 1159<br>807<br>632 | | | | | 1918 | DeHaan&Oerlemans,<br>Heusden | RederiA/BNord&Östersjöfart (Axel Nordström,*Mgr.*) | 215·0<br>P12'Q51'B57'F25' | 34·3 | 15·5 | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.15",25"&40"-27"<br>83NHP | | V |
| 9 | **Nordsjö** IronScSp<br>1*Dk* | 184<br>67<br>107 | | | | | 1868 | AkersMek.Verkst.<br>Christiania | SkienTelemarkens Dpskaktieselsk. | 100·0<br>P100*t*H16*t* | 17·2 | 7·4 | Skien<br>Norwegian | 1Cy.15"-17½"<br>7NHP<br>AkersMek.V.,Christiania | | |
| 0 | **Nordsöen** SteelSc<br>1*Dk* | 941<br>813<br>548 | | | | | 1919 | Nüscke&Co.A/G<br>Stettin | A/SD/S"Vesterhavet" (L.D. Lauritzen*Mgr.*) | 224·3<br>P29'B63'F23' | 33·0 | 14·1 | Esbjerg<br>Danish<br>*WB* | T.3Cy.15⅗",25⅕"&71¾"-25⅗"<br>88NHP<br>AtlasWerkeA.G.Bremen | | |
| 1 | **Nordstern** SteelTwinSc<br>(*ex*SailingVessel<br>W.T.A.G. 32) *Elec.light* 1*Dk* | 514<br>467<br>312 | | | | | 19$\frac{00}{20}$ | E.Berninghaus<br>Duisburg | W.Kunstmann | 194·5 | 26·4 | 10·3 | Stettin<br>German | T.6Cy.7$\frac{1}{10}$",11⅗"&18$\frac{9}{10}$"-11"<br>E&B*made*09 *fitted*—<br>H.PauckschA.G. 24NHP<br>Landsberg a.W. | | |
| 2 | — SteelScSr<br>(*Trawler*)<br>1*Dk* | 201<br>167<br>64 | | | | | 1912 | G.Seebeck<br>Akt.Ges.<br>Geestemünde | Hochseefischerei NordsternAkt.Ges | 118·7<br>Q61'F21' | 22·1 | 8·5 | Gstemnde<br>German<br>*WB* | T.3Cy.10$\frac{13}{16}$",17⅞"&28¾"-21¼"<br>38NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 3 | — SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 170<br>150<br>— | | | | | 1911 | NordMsch.&Arm.Fab.<br>Bremen | Norddeutscher Lloyd | 98·3 | 21·8 | 10·7 | Bremen<br>German<br>*WB* | T.3Cy.12⅗",22"&36⅕"-21⅗"<br>61NHP<br>NordMsch&ArmFab.Bmn. | | |
| 4 | **Nordstjernan** IronScSr<br>(*ex*Nordstern,*ex*Nordstjernan)<br>*Elec.light* 1*Dk&Shelterdk* | 718<br>410<br>392 | | | | | 1871 | MotalaCo.<br>Norrköping | Ångf.-Aktieb. Bore(Thr.Kramer, *Mgr.*) | 195·9<br>H43*t* 19·7<br>*Shelter dk*259*t* | 27·4 | 12·7 | Åbo<br>Finnish<br>*WB* | T.3Cy.18½",30"&48¾"-35"<br>NE&B89 140NHP<br>MotalaM.V.Motala | | V |
| 5 | — IronScSr<br>1*Dk* | 114<br>73<br>65 | | | | | 1884 | GöteborgsMek.Wrks.<br>Gothenburg | Ångb.Aktieb. Byelfen (J. Carlsson,*Mgr.*) | 89·1<br>B32*t*H8*t* | 15·9 | 9·7 | Gillberga<br>Swedish | C.2Cy.12½"&22"-16"<br>16NHP<br>GthenburgMek.Werk.Got. | | |
| 56 | **Nordstjernen** SteelScSr<br>ssAnt.No.3-3,20 ~~ssShl.No.3-7,09~~<br>~~ssAnt.No.2-20~~<br>1*Dk(Stl)&deepframing* | 2130<br>1959<br>1338 | ✠100A1<br>7,21 ~~3,20~~<br>✠LMC3,20<br>BS7,21 | Ant<br>Cff | *s* | CL<br>~~3,20~~<br>7,21 | 1903<br>8mo<br>Lloyd | Helsingörs Jernsk&Msk.<br>Elsinore<br>'sA&CP *W* | DampskibsSelskbt Norden (P.Brown, jun.&Co.*Mgrs.*)<br>*B=Cell DBa &uE* | 291·7<br>P29'B172'F37'<br>FK<br>112'*f* 120'578*tFPT* | 42·6 | 19·0 | Copnhagn<br>Danish<br>5*BHCem*<br>58*tAPT*91*t* | T.3Cy.21½",36"&58½"-39"(*s*)<br>185lb *100lb* 238NHP<br>2SB,6*cf*,GS85,HS3705<br>HelsingörsJernsk.&Mskb. | 21 ″ 10<br>s 2 ″ 4½<br>19 ″ 9 | |
| 57 | — IronScSr<br>*Elec.light* 1*Dk&Awngdk3trB* | 856<br>825<br>447 | ✠<br>Awng dk<br>with load line<br>11,83<br>✠ | Ham | *l* | | 1882<br>6mo | RostockerAct.Ges.<br>Rostock | DetBergenske Dampskibsselskab | 188·0<br>H9*t* 21·3<br>*WB=DBa* | 28·2 | 14·8 | Bergen<br>Norwegian<br>4*BHCem*<br>53'*f*57'80*t* | C.2Cy.31½"&59"-35½"<br>NB07 173NHP<br>A.Borsig,Berlin | | |
| 58 | **Nordstrand** SteelScSr<br>named "Sextant," See No. 39418 in Supplement<br>*Elec.light* Wireless 1*Dk* | 1624<br>1186<br>956 | | | | | 1919 | BergensMek.Værks<br>Bergen | C.B.Nielsen | 244·3<br>P16'Q73'B65'F27' | 37·7 | 15·7 | Skien<br>Norwegian<br>*WB* | T.3Cy.18",29"&49"-33"<br>138NHP<br>BergensMekVærksBergen | | N |
| 59 | **Nordsund** WoodAuxScSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 180<br>163<br>100 | | | | | 1917 | ……………<br>Mandal | Th.Överland | 95·7<br>H16*t* | 24·7 | 11·7 | Xiansund<br>Norwegian | Oil Engines<br>2.Cy.14⅕"-15¾" 34NHP<br>LysekilsM.V.A/BLysekil | | N |
| 60 | **Nordvest** WoodScCtr<br>(*Whaler*)<br>*Mchy.Aft* 1*Dk* | 118<br>101<br>41 | | | | | 1918 | O.M.Carlsen&Co.<br>Florvaag | A/SNordvest (SantosDanielsen) | 93·6<br>Q9*t* | 21·1 | 9·9 | Bergen<br>Norwegian | C.2Cy.10¼"&18"-12"<br>9NHP<br>FredrikstadM.V.Fredstad | | |
| 61 | **Nore** SteelTwinScSr<br>*Elec.light* 2*Dks(StlU*-teak s)3*trB&*<br>Sub.Sig. Wireless *deep framing* | ~~6703~~ 6840<br>5851<br>~~4188~~<br>4232 | ✠<br>8,09<br>✠ | Lon | *b*† | | 1907<br>1mo | Caird&Co.Ld.<br>Greenock | P.&O.Stm.Nav.Co.<br>*WB=Cell* | 449·8<br>P78'B149'F85'<br>FK&BK3"<br>*DBa* 110'*f* 171' 774*t* | 52·2 | 30·6 | Greenock<br>British<br>7*BHptCem*<br>*APT*100*t* | Q.8Cy.19",27",38¼"&54"-48"<br>625NHP<br>2DB,12*cf*,GS234,HS9125 FD<br>Caird&Co.Ld.Greenock | 33 ″ 6 | BT till 10,21 |
| 62 | **Norefos** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk*<br>Now named "Norefjord," See No. 38663 in Supplement | *3074*<br>*2820*<br>*1880* | | | | | 1919 | WoodSkinner&Co.Ld<br>Newcastle | SkibsA/SThor ThoresenLinie (Otto&Thor ThoresenA/S*Mgs.*) | 331·7<br>P94*t*H154*t* | 46·7 | 23·1 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.25",41"&68"-45"<br>310NHP<br>N.E.MarineEngCoLd.Nwc | | N |

| 1 Numero d'Ordre<br>Numero Officiel<br>Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total<br>Sous le Pont<br>Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port l'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25763<br>MBCV | **Noreg** SteelScSr<br>1Dk&deep framing | 1389<br>1236<br>866 | | | ... | | 1903 | Laxevaags<br>Msk.&Jrnskb<br>Bergen | A/S D/S Noreg<br>(Alb.Harloff) | 245·4<br>P18'B64'F28'<br>FK | 36·3 | 16·7 | Bergen<br>Norwegian<br>WB | T.3Cy.17½",29"&48"–33"<br>145NHP<br>LaxevaagsMsk&Jrns.Bgn |
| 25764<br>210861<br>LCSG | **Norfolk** SteelScSr<br>ssNYk.No.1-18<br>Mchy.Aft Elec.light Wireless 1Dk(Stl)<br>Sub.Sig. Cargo battens not fitted | 3522<br>3050<br>1986 | ✠100A1<br>11,20<br>~~BS11,20~~ ✠LMC~~11,18~~<br>BS10,21 MBS8,21 | NYk | v | CL<br>11,20 | 1913<br>1mo | NewYork<br>S.B.Co.<br>Camden,N.J<br>A&CP | CoastwiseTransportationCorp.<br>~~(UnitedAmerican Lines,Inc.Mgrs.)~~<br>WB | 310·7<br>P79'B18'F30'<br>FK<br>=CellDBuE&B53' | 48·1 | 25·5 | NewYork ~~Boston~~<br>Utd.States<br>6BHCem<br>f217' 1274t | T.3Cy23½",38½"&64"–45"(r)<br>180lb 326NHP<br>2SB,8cf,GS175,HS5426<br>NewYorkS.B.Co.CmdnNJ<br>MT235tFPT304tAPT110 |
| 25765<br>214564<br>LGMV | — SteelScSr<br>Elec.light 3Dks | 2453<br>—<br>1759 | | | | | 1916 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | ClydeS.S.Co.Inc. | 253·0 | 43·5 | 21·5 | NewYork<br>Utd.States | T.3Cy.17",29¾"&50½"–36"<br>153NHP<br>Gt.LakesEng Wks,Detroit |
| 25766<br>217811<br>LQNC | — SteelSc<br>1Dk | 343<br>—<br>212 | | | | | 1919 | Spedden<br>S.B.Co.<br>Baltimore | NorthernTransportationCo. | 123·0 | 25·0 | 14·0 | Baltimore<br>Utd.States | T.3Cy.14½",23"&36"–26"<br>66NHP |
| 25767<br>109880<br>RSBC | — SteelPadSr<br>1Dk | 295<br>198<br>162 | | | | | 1900 | Gourlay<br>Bros.&Co.<br>Dundee | Gt.EasternRly.Co. | 184·0<br>Promenade dk142' | 24·1 | 7·0 | Harwich<br>British | C.D.2Cy.23½"&45"–45"<br>86RHP<br>GourlayBros.&Co.Dundee |
| 25768<br>130328<br>KCVS | — IronSc<br>(Tug)<br>1Dk | 212<br>—<br>106 | | | | | 1885 | Harlan&<br>Hollingsworth Co.<br>WlmingtnDl. | N.Yk.Philadelphia<br>&NorfolkR.R.Co. | 116·3 | 23·0 | 12·0 | Phildlphia<br>Utd.States | C.2Cy.22"&40"–38"<br>NB03 82NHP<br>Harlan&Hollingsworth Co.,Wilmington,Del. |
| 25769<br>102157<br>NKQC | **Norfolk Coast** SteelSc<br>ssBrs.2ndNo.3-2,20<br>(exCadoc,exValencia) 1Dk(Stl)&<br>Well deck Web frames | 981<br>770<br>606 | ✠100A1<br>8,21 ~~2,20~~<br>✠NB6,08 ✠LMC2,20<br>MBS8,21 | Brs<br>Liv | m | 2,20 | 1894<br>6mo<br>Lloyd | A.McMillan&Son,Ld.<br>Dumbarton<br>'sA&CP | CoastLines,Ld. | 222·0<br>Q120'B15'F24'<br>FK<br>CellDB168' | 31·8 | 14·4 | Penzance<br>British<br>4BHCem<br>237tAPT21t | T.3Cy.14",26½"&43"–36"(s)<br>160lb NDB20–100lb 143NHP<br>1SB,4pf,GS71,HS2633<br>D.Rowan&Son,Glasgow |
| 25770<br>140558<br>JSFR | **Norfolk Range** SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Cargo battens not fitted in Shelter 'tween dks<br>Wireless Sub.Sig. | 5120<br>4938<br>3249 | ✠100A1<br>Shelter dk<br>with freeboard<br>~~6,21 6,20~~8,21 ✠LMC1,18 | Gls<br>Qns | x | CL<br>~~N6,20~~<br>N6,21 | 1918<br>1mo<br>Lloyd | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'sA&CP | NeptuneS.N.Co.Ld<br>(Furness,Withy&<br>Co.Ld.Mgrs.) | 375·2<br>F32' on Shelter dk<br>FK<br>CellDB329'112 | 51·2 | 31·7 | Liverpool<br>British<br>6BHCem<br>5tAPT130t | T.3Cy.25",41"&69"–48"(s)<br>180lb 367NHP<br>3SB,9cf,GS159,HS5800<br>N.E.MarineEng.Co.Ld.Sld |
| 25771<br>MFWJ | **Norge** SteelScSr<br>Elec.light 2Dks | 793<br>700<br>397 | | | | | 1909 | Fredrkstad<br>MekVærks.<br>Fredrikstad | A/SArendals<br>Dampskibsselskab | 180·8<br>H72t | 28·7 | 20·4 | Arendal<br>Norwegian<br>5BH WB | T.3Cy.18",29"&49"–30"<br>Richardsons, 132NHP<br>Westgarth&Co.Ld.Mdb. |
| 25772<br>WNCR | **Norheimsund** SteelSc<br>(exSugashima Maru) 1Dk(Stl)<br>Elec.light | 1149<br>1023<br>657 | ✠100A1<br>8.21 ~~5,20~~<br>✠LMC9,19 | Liv<br>Bmn | n | 8,21 | 1919<br>9mo | Teikoku<br>S.S.Co.Ld.<br>Toba<br>A&CP | ~~H.Bjering,Jr.~~<br>A/S D/S Beatrice<br>(W.Gilbert Mgr.)<br>CellD | 228·0<br>P14'B55'F30'<br>FK<br>B186' 309t FPT50t | 33·0 | 18·7 | Bergen<br>Norwegian<br>4BHCem<br>APT58t | T.3Cy.15½",25½"&42½"–32"<br>200lb (s) 162NHP<br>2SB,4cf,GS71,HS2467 FD<br>TobaDockyardCo.Toba |
| 25773<br>NBPF | **Noris** SteelAuxSc3Mst ~~SteelAuxScSr~~<br>OilEng.<br>Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 159<br>136<br>111 | | | | | ~~1920~~<br>1919 | Marstal<br>Staal-Skibsværft<br>Marstal | H.A.Lorentzen | ~~88·1~~<br>87·5<br>Q18'F15' | ~~22·6~~<br>22·5 | ~~8·9~~<br>8·7 | Copnhagn<br>Danish | OilEngine<br>4Cy.12⅝"–16" 31NHP<br>FrederickshavnsJernstoberie&Maskfbk,Frdrkshvn |
| 25774<br>JTGQ | **Norlænningen** IronScSr<br>(exMabel)<br>1Dk | 137<br>104<br>82 | | | | | 1882 | R.Smith<br>Preston | A.C.Normann | 103·0<br>Q20tH8tF5t<br>len93 | 16·8 | 8·7 | Aalesund<br>Norwegian | C.2Cy.17"&32"–20"<br>NB05 38NHP<br>R.Smith,Preston |
| 25775<br>212840<br>LFPS | **Norlina** SteelScSr<br>ssLiv.No.3-11,19<br>(exGeorgiana, exHarfleur) 1Dk(Stl)&Spar dk(ptIrn &ptStl)&deep framing<br>Elec.light Wireless | 4596<br>4255<br>2846 | ✠100A1<br>Spar dk<br>1,22 ~~9,20~~<br>✠LMC10,19<br>BS7,21<br>Fitted for oil fuel10,19 F.P. above 150° F. | NYk<br>Bal | y | CL<br>9,20 | 1909<br>1mo<br>Lloyd | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'sA&CP | GarlandS.S.Corp.<br>CellDBauE27' | 385·0<br>P35'B111'F35'<br>129' FK<br>f167'1063tFPT11 | 51·1 | 26·4 | NewYork<br>Utd.States<br>6BHCem<br>3tAPT186t | T.3Cy.26",42"&70"–48"(r)<br>180lb 90lb 391NHP<br>2SB,6rf,GS141,HS6332<br>Cen.Mar.Eng.Wrks.WHpl |
| 25776<br>136131 | **Norlond** WoodSc<br>(exEugeneC.Hart)<br>2Dks | 522<br>—<br>470 | | | | | 1890 | Burger<br>Bros.<br>Manitowoc<br>Wis. | NorlondLine,Inc. | 152·5 | 25·0 | 9·4 | NewYork<br>Utd.States | C.2Cy.16"&36"–30"<br>59NHP |
| 25777<br>217399<br>LPHC | **Norma** SteelSc<br>Elec.light Wireless 1Dk | 2648<br>2325<br>1513 | | | ... | | 1918 | Bethlehem<br>S.B.Corp.Ld.<br>(HarlanPlnt)<br>Wilmgtn,Del | UnitedStates<br>ShippingBoard | 299·6<br>P24'B96'F39'<br>FK | 45·0 | 22·6 | Wilmngtn<br>(Del.)<br>Utd.States<br>WB | T.3Cy.21½",35"&58"–42"<br>341NHP<br>BethlehemS.B.Corp.Ld. |
| 25778 | — IronScSr<br>Now named "Bonus," See No. 36536 in Supplement<br>1Dk2trB | 842<br>648<br>519 | | | | | 1884 | Flensburgr<br>Schiffs.Ges.<br>Flensburg | FrenchGovernment | 199·1<br>Q66'B53'F21' | 30·0 | 13·9 | French | C.2Cy.27"&48"–30"<br>NB00 105NHP<br>FlensburgerSchiffsb.Ges. |
| 25779 | **Normal** IronScSr<br>ssApl.3rdNo.3-9,13<br>(exIndia) 1Dk | *364*<br>*325*<br>*182* | ✠<br>6,16<br>✠NB6,07 | Ham | g | | 1876<br>8mo | JReadhead<br>&Co.<br>S.Shields | Paulsen&Ivers | 160·0<br>B38'<br>ptND95 BK7"<br>WB= | 23·8 | 12·5 | Kiel<br>German<br>5BHCem<br>DBa35' f40' | C.2Cy.20"&38"–26"<br>NDB85 67NHP<br>1SB,2cf,GS34,HS1324<br>J.Readhead&Co.S.Shields |
| 25780<br>104042<br>NMRJ | **Norman** SteelTwinScSr<br>Sub.Sig.<br>Ref.Mchy. Elec.light Wireless 3Dks | 7596<br>6247<br>3983 | | | | | 1894 | Harland&<br>Wolff(Lim.)<br>Belfast | TheUnion-Castle<br>MailS.S.Co.Ld. | 490·8<br>P59'F60' | 53·2 | 33·5 | S'thamptn<br>British<br>WB | T.6Cy.31½",52"&85"–57"<br>1090NHP<br>Harland&Wolff(Lim.),Bel |
| 25781<br>132241<br>HSPN | — SteelScK<br>ssHul.No.2-19<br>Elec.light 1Dk | 346<br>306<br>135 | ✠100A1<br>StmTrawler<br>~~6,21 12,20~~ 2,22<br>BS8,21 ~~DS6,20~~ ✠LMC3,19 | Hul | | CL<br>~~3,19~~<br>~~6,21~~<br>2,22 | 1911<br>5mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld.Beverley<br>'sA&CP | HellyerBros.Ld. | 140·3<br>Q76'<br>BK8"<br>WB= | 24·1 | 12·5 | Hull<br>British<br>4BHCem<br>DTf8'25t | T.3Cy.13",22½"&37"–24"(s)<br>200lb 87RHP<br>1SB,3pf,GS51,HS1476<br>Amos&Smith,Ld.Hull |
| 25782 | — IronScSr<br>Mchy.Aft | 300<br>200<br>150 | | | | | 1877 | HM'Intyre<br>&Co.<br>Paisley | Cia.LaFrigorifera<br>Uruguaya | 112·1<br>Q40'B6'F11' | 18·2 | 8·3 | M.Video<br>Uruguayan | C.2Cy.13½"&23"–18"<br>19NHP<br>W.King&Co.,Glasgow |
| 25783<br>104162 | — IronScK<br>(Trawler)<br>1Dk | 120<br>110<br>47 | | | ... | | 1894 | Cook,Welt'n&Gemmell<br>Hull | J.Mitchell&Sons | 87·5<br>Q18'<br>BK7½" | 20·1 | 10·7 | Peterhead<br>British | C.2Cy.16"&32"–22"<br>43RHP<br>C.D.Holmes&Co.,Hull |
| 25784<br>203543 | **Norman B. Ream** SteelScSr<br>Mchy.Aft Elec.light Sub.Sig. 1Dk | 7053<br>—<br>5444 | | | | | 1906 | Chicago<br>S.B.Co.<br>Chicago | PittsburghS.S.Co. | 580·0 | 58·0 | 32·0 | Duluth<br>Utd.States<br>WB | T.3Cy.24",39"&65"–42"<br>274NHP<br>AmericanS.B.Co.,Clevelnd |

| 1 | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | **Norman Bridge** SteelScSr<br>ssN.Yk.No.2-21 ~~ssNYk.No.1-18~~<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing<br>Sub.Sig. Wireless | 4323<br>4021<br>2673 | ✠100A1<br>9,21 ~~11,20~~ 1,22<br>~~BS7,20~~ ✠LMC~~6,18~~ 9,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 4,13 F.P. above 150° F. | NYk | w | CL<br>~~7,20~~<br>9,21 | 1913<br>4mo<br>Lloyd's A&CP | Swan, Hunter&Wigham Richardson, Ld Newcastle | PanAmerican Petroleum& TransportCo.<br>WB=Cell DBuE&B53'213t FPT81tAPT27tDTf48'244t | 365·4\|50·3\|28·6<br>P88'B25'F41'<br>FK | L.Angeles, Cal.<br>Utd.States<br>15BHCem<br>9 to Upr dk<br>6 to 2nd dk | T.3Cy.23½",39"&66"-45" (r)<br>180lb 100lb 341NHP<br>2SB,6cf,GS224,HS4473 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 28 ″ 9<br>s 6 ″ 3½<br>22 ″ 10 | |
| 6 | **Norman Monarch** SteelScSr<br>Elec.light Wireless 2Dks | 4997<br>4674<br>3184 | | | | | 1909 | Napier& Miller,Ld. Glasgow | MonarchS.S.Co.Ld (Raeburn&Vérel Ld.Mgrs.) | 400·6\|52·2\|27·4<br>P43'B119'F44' | Glasgow<br>British<br>WB | T.3Cy.27",44"&73"-48"<br>369NHP<br>Dunsmuir&Jackson,LdGls | | C |
| 7 | **Normand** SteelScSr<br>(exSarmiento)<br>Elec.light Wireless 2Dks3trB | 3623<br>—<br>2269 | | | | | 1893 | Harland& Wolff,Ld. Belfast | MessageriesMaritimes | 361·0\|43·2\|19·5<br>P40'B96'F42' | Marseilles<br>French<br>WB | T.3Cy.24",39½"&68"-48"<br>302NHP<br>Harland&Wolff,Ld.Bel. | | V |
| 8 | — Steel&IronSc3MstSr<br>ssHav.2ndNo.3-11,18<br>(exBellRock) 1Dk(Irn)<br>Well deck IrnframingStlplating<br>Mchy.Aft | 341<br>273<br>140 | ✠100A1<br>7,21 ~~3,20~~<br>✠NB2,08 ✠LMC8,17<br>BS~~3,20~~ 7,21 | Nts | f | CL<br>N3,20 | 1893<br>2mo<br>Lloyd's A&CP | R.Williamson&Son Workington | J.Larran | 153·2\|23·6\|9·0<br>Q84'B10'F20'<br>BK7"<br>WB=DBf79' | Bayonne<br>French<br>3BHCem<br>94tFPT23t | C.2Cy.19"&38"-27" (s)<br>92lb 68NHP<br>1SB,2pf,GS36,HS1208<br>Dunsmuir&Jackson,Gls. | 11 ″ 3<br>s ″ 9<br>11 ″ 2 | |
| 9 | — IronScK<br>ssLiv.3rdNo.3-8,19<br>1Dk<br>Mchy.Aft | 190<br>142<br>66 | ✠100A1<br>10,21 ~~8,20~~<br>✠NB6,04 ✠LMC8,19<br>BS~~8,20~~ 10,21 | Liv | b | N8,20 | 1885<br>12mo<br>Lloyd's A&CP | Maats.de Maas Delfshaven | Whitehaven&I.of ManS.S.Co.Ld. (J.Beattie,Mgr.) | 116·0\|20·0\|8·4<br>Q35'B10'F16'<br>BK6½"<br>WB | Whitehvn<br>British<br>3BHCem<br>=FPT19t | C.2Cy.12⅛"&25"-18" (s)<br>90lb 30RHP<br>1SB,2pf,GS27,HS508<br>Mtschppy de Maas Dlfshvn | 9 ″ 1<br>s1 ″ 2½<br>8 ″ 9 | |
| 0 | **Normandia** SteelScSr<br>Elec.light 1Dk | 1153<br>972<br>644 | | | | | 1918 | Eriksbergs M.V.Aktieb. Gothenburg | Förn.Ångf. Aktieb.Götha (F. Sternhagen,Mgr.) | 224·6\|36·6\|14·3<br>P21'B51'F24'H115t | Gothenbrg<br>Swedish<br>WB | T.3Cy.16½",27"&44½"-30"<br>108NHP<br>KockumsM.V.Akt.Malmö | | V |
| 1 | **Normandie** SteelScSr<br>ssHav.No.1-19<br>Elec.light Wireless 1Dk | 535<br>449<br>184 | ✠100A1<br>StmTrawler<br>2,21<br>BS2,21 ✠LMC2,19 | Hav | | CL<br>6,20 | 1913<br>11mo<br>Lloyd's A&CP | JTEltringham&Co. S.Shields | Soc.Anon."Les Pêcheries de Fécamp" | 164·2\|27·1\|13·9<br>Q85'F33'<br>BK8"<br>WB= | Fécamp<br>French<br>3BHCem<br>DBf31'55t | T3Cy15½",25½"&42"-27" (s)<br>180lb 121NHP<br>1SB,3cf,GS63,HS2165<br>G.T.Grey,SouthShields | 15 ″ 5<br>s2 ″ 7<br>14 ″ 9 | |
| 2 | — SteelTwinScSr<br>ssHam.No.1-91<br>(exJeronymoRebello,exHarmonie, exIndustrieII.) 1Dk(Irn) | 335<br>263<br>200 | ✠<br>2,91<br>✠ | Ham | g | | 1886<br>3mo | Kon.My. deSchelde Flushing | Silva&Santos | 149·6\|24·9\|10·6<br>FK | R.Janeiro<br>Brazilian<br>5BHCem | T.3Cy.10",16"&26"-16"<br>27NHP<br>2SB,2cf,GS30<br>Maats.deSchelde,Flshng. | | |
| 3 | **Normandier** SteelScSr<br>ssCff.No.3-5,14<br>(exNortham) 1Dk(Stl)2trB&deep framing&Web frames&Shelter dk(Irn)<br>Cargo battens not fitted in Shelter 'tween dks. Tonnage opening closed 1917<br>Wireless | 4772<br>3552<br>3561 | ✠ ——<br>6,20<br>Shelter dk<br>✠ | Cff | w | | 1902<br>3mo | Richardsn, Duck&Co. Stockton | LloydRoyalBelge (GreatBritain)Ld.<br>CellDBa | 340·0\|48·1\|25·9<br>FK<br>108'uE&B40'f150' | London<br>British<br>6BHCem<br>944tDTf25' | T3Cy.26",42½"&69½"-45"<br>349NHP<br>2SB,6cf,GS128,HS5620<br>Blair&Co.Ld.Stockton<br>610tFPT180tAPT138t | 35 ″ 10 | |
| 94 | **Normandiet** SteelScSr<br>(exGulfaxe) 1Dk | 1434<br>1152<br>880 | | | | | 1909 | Helsingörs Jernsk&Msk Elsinore | DetDnsk-Franske Dmpsk. (A.N. Petersen,Mgr.) | 249·2\|38·1\|14·9<br>P17'Q77'B102'F29' | Copnhagn<br>Danish<br>WB | T.3Cy.18",30"&50"-36"<br>Helsingörs 150NHP<br>Jernsk.&Mskb.,Elsinore | | V |
| 95 | **Normann I.** SteelScSr<br>(Whaler)<br>1Dk | 136<br>131<br>47 | | | | | 1911 | Nylands Værksted Christiania | A/S Odd (Chr. Christensen, jnr. Mgr.) | 98·3\|19·1\|11·4 | Sandefjord<br>Norwegian | T.3Cy.11½",18½"&31"-22"<br>45NHP<br>NylandsVærksted,Xania. | | N |
| 96 | **Normann II.** SteelScSk<br>(Whaler)<br>(exRavn) 1Dk | 133<br>128<br>47 | | | | | 1908 | Framnes Mek.Værks Sandefjord | GrindrodWhaling Co. | 93·7\|19·1\|11·6<br>H5t | Durban<br>British | T.3Cy.11",18"&29"-21"<br>39NHP<br>G.T.Grey,SouthShields | | N |
| 97 | **Normannia** SteelScSr<br>ssStn.No.3-11,12<br>(exClaverdon) Spar dk(Stl)2trB& deep framing<br>Elec.light | 3229<br>3037<br>2012 | ✠Mdb 12,20<br>Spar dk ✠<br>withfreeboard<br>(See footnote*) | Bmn | v | | 1899<br>10mo | W.Hamilton&Co. Pt.Glasgow | JapaneseGovt.<br>WB=CellDB | 330·7\|45·7\|16·2<br>P31'B118'F41' 23·9<br>FK<br>a&uE114'f144'727t | Japanese<br>6BHCem<br>APT77t | T.3Cy.24",40"&65"-42"<br>301NHP<br>2SB,6rf,GS141,HS4691<br>D.Rowan&Co.Glasgow | 26 ″ 6 | |
| 98 | — SteelScSr<br>1Dk2trB | 2653<br>2434<br>1626 | | | | | 1897 | Howaldtswerke Kiel | D/S A/S Hafnia (P.Brown,jr.&Co. Mgrs.) | 312·2\|45·0\|20·5<br>B58'F30' | Copnhagn<br>Danish<br>WB | T.3Cy.22",35"&57"-39⅜"<br>204NHP<br>Howaldtswerke,Kiel | | V |
| 99 | — SteelTwinScSr<br>CruiserStern<br>Elec.light Sub.Sig. Wireless 2Dks | 1567<br>955<br>676 | | | | | 1911 | Fairfield Co.Ld. Glasgow | L.&S.W.Rlwy.Co. | 290·3\|36·1\|15·3<br>P46'B160'F48' | S'thamptn<br>British<br>WB | 2Sets geared Stm.Turbines<br>FairfieldCo.Ld.Glasgow | | BT till 2,22 |
| 800 | **Normanstar** SteelScSr<br>Elec.light 2Dks(Stl)<br>Ref.Mchy. &Awng dk(Stl-ptws)<br>Wireless CruiserStern | 6996<br>6047<br>4432 | ✠100A1<br>Awng dk<br>withfreeboard<br>7,21 ~~3,20~~ ✠LMC11,19<br>✠~~Lloyd'sRMC[illegible]~~<br>Fitted for oil fuel 11,20<br>✠~~Lloyd'sRMC12,21~~ 1,22 | Lon<br>Liv | a† | CL<br>Intermediate F.P. above 150°F. | 1919<br>10mo<br>Lloyd's A&CP | Dunlop, Brmnr&CoLd Pt.Glasgow<br>'tween dk BH | UnionColdStorage Co.Ld.(BlueStar Line(1920)Ld. Mgrs.)<br>in forehold dispensed with<br>CellDB364'1002t | 415·6\|56·2\|25·5<br>B130'F56'on Awng dk<br>FK<br>Collision<br>FPT70tAPT45t | London<br>British<br>Cem<br>BHtoA dk<br>1 ″ ″ 2nd ″<br>5 ″ ″ U ″ | T.3Cy.26",44"&75"-48" (s)<br>200lb 622NHP<br>3SB,12cf,GS185,HS9486 FD<br>DunlopBremnr&CoLdPGl | 37 ″ 0<br>s 9 ″ 11½<br>27 ″ 4 | |
| 801 | **Norna** SteelScSr<br>1Dk(ptStl-ws)<br>Elec.light | 457<br>319<br>171 | ✠<br>5,09<br>✠ | Dun | h | | 1909<br>5mo | CaledonS. B.&E.Co.Ld. Dundee<br>W | FisheryBoard forScotland<br>B=Cell DBf35'2 | 150·1\|25·0\|13·3<br>Q41'B58'F23'<br>BK7"<br>8tDTanksa12'17tF | British<br>5BHCem<br>PT9tAPT6t | T.3Cy.14",23"&38"-27"<br>150NHP<br>1SB,3cf,GS60,HS2584 FD<br>CaledonSB.&E.Co.LdDun. | 14 ″ 0 | |
| 802 | **Noronic** SteelSc<br>ssDet.No.1-20<br>Elec.light 2Dks(Stl)&Promenade dk<br>Mchy.Aft (Stl-ws)&Webframes<br>Wireless Longitudinal framing | 6905<br>6888<br>3935 | ✠100A—<br>ForServiceon the Great Lakes<br>5,21 ~~4,15~~<br>~~BS12,10~~ ✠LMC~~12,13~~<br>BS5,21 MS11,20 | Clv<br>Tto | | 9,20 | 1913<br>11mo | Western DD&SBCoLd P.Arthur,Ont<br>WB | CanadaSteamship Lines,Ld.<br>= CellDBuE&B1 | 362·0\|52·0\|24·8<br>FK<br>16'f205'1524tFPT | Pt.Arthur, Ont.<br>British<br>7BH<br>64tAPT34t<br>DTf25'148t | T4Cy.29½",47½"&(2)58"-42"<br>200lb (s) FD 805NHP<br>4SB&1AuxSB,14cf,GS308, HS13128<br>AmericanSBCo ClevelndO | 28 ″ 9 | |
| 803 | **Norriston** SteelScSr<br>ssGrk.2ndNo.3-4,21<br>(exEddystone)<br>Wireless 1Dk(Stl)&ptAwng dk (Irn)&Web frames | 2323<br>1704<br>1451 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>4,21 ✠LMC<br>MS8,20 BS9,20 | Grk | s | 4,21 | 1895<br>7mo<br>Lloyd's A&CP | Richards'n Duck&Co. Stockton | NorristonS.S.Co. Ld. (W.S.Miller& Co.)<br>WB=CellDBa | 290·0\|42·0\|16·8<br>P29'Q86'<br>ptAwng dk175' FK<br>100'uE&B38'f108' | Glasgow<br>British<br>5BHptCem<br>ptAsp<br>559tAPT67t | T.3Cy.22",36"&59"-39" (s)<br>160lb 100lb NDB08 219NHP<br>2SB,6cf,GS102,HS3300<br>Blair&Co.Ld.Stockton | 20 ″ 0<br>s 7 ″ 5<br>19 ″ 5 | |

ow named "PenaLabra," See No.38985 in Supplement

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued.

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25804<br>144043<br>KFGW | **Norrix** (SUNK 3,21) SteelSc<br>Mchy.Aft Well deck 1Dk(Stl) | 576<br>407<br>283 | ✠<br>11,20<br>✠NB4,20 ✠<br>✠NE06refitted4,20 | Hul | h | | 1920<br>6mo | Cochrane<br>&Sons,Ld.<br>Selby | R.Rix&Sons,Ld.<br>CellD | 165·0<br>Q94'B11'F23'<br>Bf97' 120t FPT50t | 27·0 | 11·0<br>FK | Hull<br>British<br>4BHCem<br>AP120t | T.3Cy.12⅞",22⅛"&36"–24"<br>84RHP<br>1SB,3pf,GS46,HS1460<br>Earle'sCo.Ld.Hull |
| 25805<br>6051<br>KBMQ | **Norrköping** SteelScSr<br>(exEdmond-Gustave, ssMsl.No 3–2,09<br>exGreylands) ssSkm.No.2-18<br>Wireless 1Dk(Irn)2trB&Webframes | 2576<br>2385<br>1551 | ✠100A1<br>2,20<br>BS10,20 ✠LMC6,18 | Cff | t | 12,18 | 1896<br>3mo | W.Gray&<br>Co.Ld.<br>W Hartlepool<br>A&CP | ~~Skandinaviska KreditA/B~~<br>WB=Cell | 314·0<br>P27'B70'F31'<br>DBa&uE128'f126' | 44·0 | 20·8<br>FK | Nrrköping<br>Swedish<br>BHCem<br>684tAPT40t | T.3Cy.23",36½"&62"–39" (s)<br>160lb 60lb 244NHP<br>2SB,4rf,2cf,GS83,HS3720<br>Cen.Mar.Eng.Wrks.WHpl |
| 25806<br>520<br>HTVC | **Norrland** SteelScSr<br>1Dk&Shelterdk | 427<br>201<br>293 | | | | | 1888 | Bergsunds<br>Mek.Verk.<br>Stockholm | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson,Mgr.) | 135·6<br>H53t | 22·5 | 11·1<br>18·1 | Stockholm<br>Swedish | T.3Cy.12¼",19½"&31¼"–23¼"<br>47NHP<br>BergsundsM.V.Stockholm |
| 25807<br>MHJR | **Norröna I.** SteelScSr<br>(Whaler)<br>1Dk | 144<br>140<br>51 | | | | | 1912 | Akers<br>Mek.Værks.<br>Christiania | NorrönaHvalf.A/S<br>(P.Bogen,Mgr.) | 99·3 | 20·1 | 11·6 | Sandefjord<br>Norwegian<br>WB | T.3Cy.12",20"&33"–24"<br>53NHP<br>Akers.Mek.Værks.Xia. |
| 25808<br>MGNB | **Norröna II.** SteelScSr<br>(Whaler)<br>1Dk | 170<br>167<br>62 | | | | | 1911 | Framnes<br>Mek.Værks.<br>Sandefjord | VestfoldsHvlfselsk<br>(P.Bogen,Mgr.) | 111·3 | 20·1 | 12·0 | Sandefjord<br>Norwegian<br>WB | T.3Cy.12",20"&33"–24"<br>53NHP<br>Akers.Mek.Værks.Xia. |
| 25809<br>6366<br>KCSD | **Norrtelje** SteelSc<br>1Dk<br>Elec.light Mchy.Aft CruiserStern | 731<br>592<br>357 | | | | | 1921 | Bergsunds<br>M.V.Aktieb,<br>Stockholm | C.G.Grönstedt | 193·2<br>P64'F28'H68t | 30·4 | 12·4 | Norrtälje<br>Swedish<br>WB | T.3Cy.13",21¼"&34⅝"–23¾"<br>58NHP<br>BergsundsM.V.Aktb.Skm. |
| 25810<br>3702<br>JLNP | — SteelScSp<br>1Dk | 359<br>164<br>213 | | | | | 1900 | Lindbergs<br>Mek.Verks.<br>Stockholm | VaxholmsNya<br>Ångf.Aktieb.(O.F.<br>Ekebohm,Mgr.) | 145·0<br>B68' H78t | 26·6 | 7·5 | Vaxholm<br>Swedish | T3Cy15 5/16",25 5/16"&41⅜"–25¾"<br>86NHP<br>LindbergsMek.Verks.Skm. |
| 25811<br>91900<br>KFMC | **Norseman** SteelTwinScSr<br>CableVessel ssNwc.2ndNo.3–9,10<br>ssRio.No.2–20<br>(exMirror) 2Dks(1ptStl)&Spardk<br>Elec.light Wireless | 1545<br>1021<br>790 | ✠100A1<br>Spar dk<br>11,21 ~~2,21~~<br>✠NB9,02 | Rio<br>✠LMC1,20<br>~~BS2,21~~<br>BS11,21 | q | ~~11,20~~<br>s2,21<br>11,21 | 1885<br>12mo | R.Napier&<br>Sons<br>Glasgow<br>A&CP | WesternTelegraph<br>Co.Ld. | 255·7 | 34·1 | 17·6<br>25·0<br>BK9"<br>WB= | London<br>British<br>4BHCem<br>DBf42'&uE | C.4Cy.26"&46"–36" (c)<br>100lb 100lb NDB02 238NHP<br>2SB,6cf,GS112,HS4298<br>R.Napier&Sons,Glasgow<br>20'153tDeepTanks36'104t |
| 25812<br>119150<br>JHFK | — SteelScSr<br>ssRot.No.3–1,17<br>Welldeck 1Dk(Stl)<br>Mchy.Aft | 352<br>247<br>145 | ✠100A1<br>12,19<br>BS11,19 | Bel<br>✠LMC1,17 | f | CL<br>11,18 | 1904<br>8mo<br>Lloyd's A&CP | IrvineSB&<br>ECo(1902)Ld<br>Irvine | J.J.Murphy | 142·0<br>Q75'B9'F20' | 24·1 | 10·6<br>BK7"<br>WB= | Belfast<br>British<br>3BHCem<br>FPT23t | C.2Cy.18"&40"–27" (s)<br>130lb 64RHP<br>1SB,3pf,GS48,HS1470<br>RenfrewBros.&Co.Irvine |
| 25813<br>113985 | — SteelScSr<br>Mchy.Aft 1Dk | 120<br>95<br>45 | | | ... | | 1901 | J Fullerton<br>&Co.<br>Paisley | Anglo-Egyptian<br>Oilfields,Ld.<br>(A.Agnew,Mgr.) | 82·8<br>P12'F15' | 19·1 | 8·6<br>BK6" | Glasgow<br>British<br>WB | C.2Cy.12"&26"–18"<br>30RHP<br>C.Houston&Co.Glasgow |
| 25814 | **Norte** SteelScSr<br>1Dk | 290<br>232<br>207 | | | | | 1891 | AkersMek.<br>Værkst.<br>Christiania | AlmeidaSobato&<br>Co. | 135·6<br>B22t H23t | 24·0 | 8·5<br>F12t | Para<br>Brazilian<br>WB | C.2Cy.11½"&25½"–18"<br>23NHP<br>AkersMekVærkChrstiania |
| 25815<br>88323 | **North** WoodPad | 289<br>183<br>182 | | | | | 1886 | G.T.Davie<br>Levis,Quebec | Quebec&Levis<br>FerryCo.Ld. | 132·4 | 25·2 | 9·3 | Quebec<br>British | 1Cy.26"–96"<br>30RHP<br>E.E.Gilbert,Montreal |
| 25816<br>130057<br>JWQT | **North America** IronScSr<br>(Tug)<br>2Dks | 290<br>—<br>145 | | | | | 1876 | Dialogue<br>&Wood<br>Camden,N.J. | AtlanticCoast<br>Transportn.Co. | 130·0 | 28·2 | 14·0 | NewYork<br>Utd.States | C.2Cy.24½"&44"–42"<br>Cmpd.02Neafie& 81NHP<br>LevyCo.Phl. |
| 25817<br>211076 | **North American** SteelScSr<br>Elec light Wireless 2Dks&3Shadedks | 2317<br>—<br>1262 | | | | | 1913 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | Chicago,Duluth&<br>GeorgianBay<br>TransitCo. | 259·0 | 47·1 | 18·3 | Chicago<br>Utd.States | Q.4Cy17½",25",36"&52"–36"<br>162NHP<br>GtLakesEngWrks,Detroit |
| 25818<br>141841<br>TPSN | — SteelSc<br>Elec.light 1Dk(Stl) | 2280<br>1800<br>1315 | ✠100A1<br>12,21 ~~1,21~~<br>Fitted for oil fuel 8,20 F.P. above 150° F. | NYk<br>✠LMC8,20 | r | CL<br>3,21 | 1920<br>8mo<br>A&CP | Canadian<br>AllisChal-<br>mers,Ld.<br>Bridgeburg.<br>Ont. | NorthAmerican<br>S.S.Co.Ld. | 252·0<br>P27'B64'F24'<br>CellDB208'538tFPT | 43·6 | 20·5<br>FK | Montreal<br>British<br>4BHptCem<br>66tAPT66t | T.3Cy.20",33"&54"–40" (s)<br>180lb 274NHP<br>2SB,6cf,GS115,HS4180 FD<br>CanadianAllisChalmersLd |
| 25819<br>211727<br>LDHC | — SteelScSr<br>(Tug)<br>Elec.light 1Dk | 134<br>—<br>14 | | | | | 1913 | J.H.Dia-<br>logue&Sons<br>Camden,N.J. | TheTexasS.S.Co. | 82·0 | 21·5 | 10·4 | NewYork<br>Utd.States | C.2Cy.15"&32"–24"<br>42NHP<br>J.H.Dialogue&Sons |
| 25820<br>216317<br>LKRF | **North Bend** WoodTwinSc<br>Elec.light Wireless 3Dks | 3009<br>—<br>1732 | | | | | 1917 | Kruse&<br>Banks<br>NorthBendOr | UnitedStates<br>ShippingBoard | 275·2 | 46·0 | 24·2 | Marshfield<br>Utd.States | T.6Cy.15½",26"&44"–26"<br>198NHP |
| 25821<br>125631<br>HLQV | **North Britain** SteelScSr<br>ssNwc.No.3–11,19<br>(exBalticExchange) 1Dk(Stl)2trB&<br>Elec.light deep framing&Web frames<br>Wireless 3Dk rule | 3679<br>3459<br>2357 | ✠100A1<br>12,21 ~~1,21~~<br>MS11,19 | Cff<br>Hul<br>✠LMC<br>BS~~5,21~~[illegible] | w | CL<br>~~3,21~~<br>12,21 | 1907<br>10mo<br>Lloyd's A&CP | Bartram&<br>Sons<br>Sunderland | NorthShippingCo.<br>Ld.(H.Roberts&<br>Son,Mgrs.)<br>WB=CellDBa | 346·5<br>P23'B94'F36'<br>119'uE21'f144'828t | 50·8 | 22·9<br>FK | London<br>British<br>6BHCem<br>APT50t | T.3Cy.24½",40"&66"–45" (c)<br>180lb 80lb 317NHP<br>2SB,6rf,GS123,HS4900<br>Blair&Co.Ld.Stockton |
| 25822<br>94537 | **North Cape** SteelScSr<br>ssAbn.No.3–10,01<br>ssLis.No.1–06<br>(exMachado,exNorthCape) 1Dk | 122<br>111<br>46 | ✠<br>For fishing purposes<br>1,10 ✠ | Abn | | | 1889<br>10mo | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen | ~~UlsterTrawlingCo. Ld.(G.Thomson, Mgr.)~~ J.Murray | 95·2<br>ptND01 | 19·6 | 10·1<br>BK6½" | Belfast<br>British<br>4BHCem | C.2Cy.17"&34"–24"<br>50RHP<br>1SB,2cf,GS27,HS847<br>Hall,Russell&Co.Abn. |
| 25823<br>118067 | **North Cock** SteelScSp<br>(Tug)<br>1Dk | 149<br>149<br>— | | | ... | | 1903 | LairdBros.<br>Ld.<br>Birkenhead | LiverpoolSw.Tow.<br>&LighterageCo.<br>(G.R.Nicholson) | 96·2 | 22·1 | 11·5<br>BK7½" | Liverpool<br>British | C.2Cy.19"&42"–27"<br>71RHP<br>LairdBros.Ld.Birkenhead |
| 25824<br>119163<br>HBGR | **North Inch** SteelSc<br>Now named "Stronshira." See No. 39571 in Supplement<br>(Lighter)<br>(exGarmoyle) 1Dk | 100<br>81<br>39 | | | | | 1904 | W.Denny&<br>Bros.<br>Dumbarton | ~~Dundee,Perth& LondonShipping Co.Ld.~~ C&C S McPhai | 66·5 | 18·3 | 8·8 | Dundee<br>British<br>WB | C.2Cy.10"&20"–16"<br>7RHP<br>Denny&Co.Dumbarton |
| 25825<br>123357 | **North King** SteelScK<br>(Trawler)<br>1Dk | 194<br>185<br>75 | | | ... | | 1906 | Hall,Rus-<br>sell&Co.Ld<br>Aberdeen | Walker'sTrawlers<br>(Newhaven)Ld.<br>(E.Walker,Mgr.) | 115·3 | 21·6 | 11·6<br>BK7½" | Granton<br>British<br>WB | T.3Cy.11½",21"&33"–23"<br>73RHP<br>Hall,Russell&Co.Ld.Abn. |

| 2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; PHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 **North King II.** SteelScK<br>(exNorthKing) 1Dk | 271<br>239<br>107 | | | ... | | 1906 | Earle'sCo. Ld.<br>Hull | Grant&Baker SteamFishingCo. Ld. | 131·8<br>Q72'F21' | 22·1 | 11·8<br>BK8" | Grimsby<br>British | T.3Cy.12¾",22"&36"–24"<br>78RHP<br>Earle'sCo.Ld.Hull | 12″10 | |
| **North Lake** SteelSc<br>Mchy.Aft Elec.light 2Dks | 3861<br>—<br>2941 | | | | | 1909 | Gt.Lakes Eng.Works<br>St.Clair, Mich | GreatLakesTransitCorporation | 350·0<br>F32' | 46·0 | 26·0 | BuffaloNY<br>Utd.States<br>WB | Q.4Cy.19",27½",40"&58"–42"<br>GreatLakes 218NHP<br>Eng.Works,Detroit | | |
| 3 **North Land** SteelTwinSc<br>Elec.light 2Dks&Spar dk | 4244<br>—<br>2340 | | | | | 1894 | GlobeIron WorksCo.<br>Cleveland,O. | | 358·5 | 44·0 | 23·2 | British<br>WB | Q.8Cy.25",36",51½"&74"–42"<br>710NHP<br>GlbeIrnWksCo,Clvelnd,O | | |
| — SteelScSr<br>Elec.light Wireless 3Dks | 3282<br>—<br>1973 | | | | | 1910 | Harlan& Hollings-worthCor.<br>Wlmgtn,Del. | EasternSteamship LinesInc. | 304·4 | 47·2 | 19·8<br>28·0 | Boston<br>Utd.States<br>WB | T.3Cy.28½",46"&75"–54"<br>413NHP<br>Harlan&HollingswrthCor | | |
| **North Pacific** SteelScSr<br>ssHam.No.2–21 ~~ssCff.No.1–16~~<br>1Dk(Stl)&Shelter dk(Stl)<br>Wireless Tonnage opening closed 1917 | 5287<br>3750<br>3980 | ✠100A1<br>Shelter dk<br>withfreeboard<br>9,21 ~~4,20~~<br>~~BS10,20~~ ✠LMC~~5,16~~ 9,21 | Nwc<br>Ham | x | CL<br>~~6,17~~<br>9,21 | 1913<br>5mo | JLThompson&Sons,Ld<br>Sunderland<br>Lloyd'sA&CP | NewfoundlandMaritimeCo.Ld.<br>(E.H.Mundy&Co. Ld.Mgrs.)<br>Cell DBa 133'uE&B | 379·5<br>38'f160' 1139t FPT | 53·0 | 22·8<br>FK | Sundrland<br>British<br>6BHCem<br>63tAPT80t | T.3Cy.26",42"&71"–48" (s)<br>180lb 180lb 399NH<br>3SB,9pf,GS168,HS6449<br>J Dickinson&Sons,Ld.Sld. | 33″4<br>s 9″8<br>24″0 | |
| **North Pines** SteelSc3MstSr<br>Sub.Sig. Wireless (exRepublic)<br>Mchy.Aft Elec.light 2Dks | 3599<br>—<br>2157 | | | | | 1890 | GlobeIron WorksCo.<br>Cleveland.O. | NorthPinesS.S.Co. Inc. | 364·5<br>H—F34'<br>len04 | 40·2 | 24·2<br>WB | NewYork<br>Utd.States | T3Cy.24",38"&61"–42"<br>NB15 241NHP<br>GlobeIrnWksCo.Clevelnd | | L |
| **North Pole** SteelSc<br>Wireless<br>Elec.light 2Dks&Webframes<br>Ref.Mchy. Longitudinal framing | 4131<br>3628<br>2501 | | | ... | | 1918 | Baltimore D.D.&S.B.Co.<br>Baltimore | UnitedStates ShippingBoard | 339·3<br>P47'B75'F30' | 49·1 | 26·3<br>FK | Baltimore<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>390NHP<br>WestinghouseMachineCo. Pittsburgh,Pa. | 28″8 | R |
| 3 **North Queen** SteelScK<br>(Trawler)<br>1Dk | 195<br>185<br>75 | | | ... | | 1906 | Hall,Russell&Co.Ld.<br>Aberdeen | Walker'sTrawlers (Newhaven)Ld.<br>(E.Walker,Mgr.) | 115·4 | 21·6 | 11·6<br>BK7½" | Granton<br>British<br>Wb | T.3Cy.11½",21"&33"–23"<br>73RHP<br>Hall,Russell&Co.Ld.Abn. | 12″6 | |
| **North Sands** SteelScSr<br>ssNwc.No.3–9,08<br>Wireless ssGls.No.2–17<br>1Dk(Stl)&Spar dk(Irn)3trB | 3553<br>3265<br>2265 | ✠~~100A1~~<br>Spar dk<br>2,22 ~~6,20~~<br>~~MS10,17~~ ✠LMC<br>~~BS7,18~~ ~~MBS6,20~~ | Bry | w | CL<br>N6,20 | 1895<br>9mo | JLThompson&Sons,Ld.<br>Sunderland<br>A&CP | BrockS.S.Co.Ld.<br>(J.C.Ozanne,Mgr.)<br>WB=CellDBa& | 345·0<br>P29'B76'F40'<br>ptuE122'f144'613t | 44·1 | 18·2<br>26·0<br>FK | Leith<br>British<br>6BHCem<br>APT45t | T.3Cy.24½",40"&64"–45" (s)<br>160lb 130lb NDB16 291NHP<br>2SB,8pf,GS109,HS4600<br>JDickinson&Sns(Lim),Sld | 28″8<br>s 5″11½<br>23″0 | |
| 5 **North Sea** SteelSc<br>Elec.light Mchy.Aft 2Dks | 4065<br>—<br>3119 | | | | | 1909 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | GreatLakesTransitCorporation | 351·2<br>F32' | 46·2 | 31·0 | BuffaloNY<br>Utd.States<br>WB | Q.4Cy.19",27½"40"&58"–42"<br>218NHP<br>Gt.LakesEng.Wks.Detroit | | |
| 6 **North Shore** SteelTwinSc<br>ssShl.2ndNo.3–10,20<br>(exNovaiaZemlia, 1Dk(ptStl)&Awng dk<br>Elec.light exQueenOlgaConstantine) | 880<br>784<br>522 | ✠100A1<br>Awng dk<br>withfreeboard<br>8,21 ~~4,21~~<br>BS4,22 ✠LMC10,20 | Shl<br>Mtl | k | N10,20 | 1896<br>2mo | W.Dobson &Co.<br>Newcastle<br>Lloyd'sA&CP | ~~D.Clarke~~ North Shppg.Co Ld. ~~(H. Roberts&Son,Mgrs.)~~<br>Cell | 206·5<br>DBa&uE61'f62'99t | 28·0 | 20·8<br>FK | Quobec<br>British<br>5BHCem<br>APT15t | T.6Cy.12½",20"&33"–24" (s)<br>160lb 122NHP<br>2SB,4cf,GS70,HS2060<br>N.E.MarineEngCoLdNwc. | 21″6<br>s 8″0<br>13″11 | |
| 7 **North Star** SteelScSr<br>Mchy.Aft Elec.light 2Dks | 3849<br>—<br>2928 | | | | | 1909 | Gt.Lakes Eng.Works<br>St.Clair,Mich | GreatLakesTransitCorporation | 350·0<br>F32' | 46·0 | 26·0 | Buffalo NY<br>Utd.States<br>WB | Q4Cy.19",27½",40"&58"–42"<br>218NHP<br>Gt.LakesEng.Wrks.St.Cl. | | |
| 8 — SteelScK<br>ssAbn.No.3–3,20<br>1Dk | 188<br>175<br>73 | ✠100A1<br>StmTrawler<br>2,21 ~~3,20~~ ✠LMC2,20<br>BS5,21 | Abn | | 2,20 | 1907<br>11mo | Hall,Russell&Co.Ld<br>Aberdeen<br>Lloyd'sA&CP | NorthStarSteam FishingCo.Ld.<br>(J.A.HarrowMgr) | 115·2 | 21·6 | 11·5<br>BK7½"<br>WB= | Aberdeen<br>British<br>3BHCem<br>DBf30'20t | T.3Cy.11½",21"&33"–23" (r)<br>180lb 73RHP<br>1SB,3pf,GS41,HS1374<br>Hall,Russell&Co.Ld.Abn. | 12″6 | |
| 9 — IronScSr<br>(exYacht,exGalejon,exMarimbert,<br>exNorthStar) (Fishing) | 105<br>97<br>44 | | | | | 1875 | J.S.White<br>Cowes | G.Craig | 105·0 | 18·1 | 9·7 | Aberdeen<br>British | C.2Cy.14"&27"–18"<br>NB86 30RHP<br>GEBelliss&CoBirminghm | | |
| 0 **North Vancouver Ferry No. 3** SteelSc<br>Elec.light (Screws fore&aft)<br>1Dk | 1176<br>398<br>792 | | | ... | | 1911 | Wallace Shipyards,Ld<br>N.Vancouver | Corporation of the City of North Vancouver | 145·0 | 29·1 | 12·4<br>BK6½" | Vancouver<br>British | C.4Cy.10½"&23½"–24"<br>121NHP<br>Mackie&Baxter,Glasgow | 13″6 | |
| 1 **North Western** SteelSc<br>(GrabHopperDredger)<br>Elec.light ssBng.No.3–3,21<br>1Dk(Stl–ws) | 874<br>829<br>439 | ✠100A1<br>HopperDredger<br>1,22 ~~3,21~~ ✠LMC3,21<br>BS1,22 | Bng | | 3,21 | 1908<br>11mo | Ferguson Bros.<br>Pt.Glasgow<br>Lloyd'sA&CP | L.&N.W.Rlwy.Co. | 190·0 | 35·1 | 15·6<br>FK | Liverpool<br>British<br>5BHCem | T.3Cy.18",27½"&46"–27" (s)<br>150lb 146NHP<br>2SB,6cf,GS108,HS2820<br>FergusonBros.P.Glasgow | 16″3<br>s 3″0<br>13″8 | |
| 2 **North Wind** SteelSc3MstSr<br>Elec.light Mchy.Aft 1Dk&Spar dk<br>Wireless | 2599<br>—<br>1526 | | | | | 1888 | GlobeIron WorksCo.<br>Cleveland,O. | InterCoastS.S.Co. Inc. | 299·5<br>H—F36' | 40·8 | 21·6 | Boston<br>Utd.States<br>WB | T.3Cy.24",38"&61"–42"<br>241NHP<br>GlobeIrnWksCo.,Clevelnd | | |
| 3 **Northborough** SteelSc<br>ssBry.No.2–21<br>(exArdenhall,exBathampton, 1Dk(pt<br>exWithernsea) Wireless Irn&ptStl) | 3299<br>3144<br>2058 | ✠100A1<br>~~8,21~~ ~~3,21~~ 1,22<br>✠LMC<br>BS~~9,20~~12,21 MS3,21 | Bry<br>Cff | w | CL<br>3,21 | 1912<br>10mo | Earle'sCo. Ld.<br>Hull<br>Lloyd'sA&CP | HazelwoodShippg. Co.Ld.(Humphries (Cardiff)Ld.Mgs.)<br>CellDBa108'u | 352·0<br>P30'B189'F37'<br>E22'f156'844tFPT | 49·6 | 22·0<br>FK | Cardiff<br>British<br>6BHCem<br>65tAPT105t | T.3Cy.24",39"&66"–45" (s)<br>180lb 307NHP<br>3SB,6cf,GS125,HS4590<br>Earle'sCo.Ld.Hull | 24″3<br>s 3″3<br>21″4 | |
| 4 **Northdene** SteelScSr<br>ssShl.2ndNo.3–10,19<br>1Dk(Irn)<br>Welldeck &Webframes | 1356<br>1010<br>843 | ✠100A1<br>9,21 ~~12,20~~<br>~~BS11,20~~ ✠LMC10,19<br>BS3,22 | Nwc<br>Shl | o | 12,20 | 1893<br>11mo | S.P.Austin &Son<br>Sunderland<br>A&CP W | TanfieldSS.Co.Ld.<br>B=DBa62' f94'& | 240·0<br>P28'Q59'B44'F27'<br>uE&B32'410tFPT | 36·1 | 14·8<br>FK | Newcastle<br>British<br>4BHCem<br>29tAPT29t | T.3Cy.19",31"&51"–33" (s)<br>160lb 90lb 155NHP<br>1SB,4pf,GS60,HS2420<br>W.Allan&Co.,Sunderland | 17″7<br>s 1″8½<br>16″2 | |
| 45 **Northern** SteelScSr<br>ssHav.No.2–20<br>Elec.light 1Dk(Stl)&Shelter dk<br>Wireless (ptIrnptStl) | 4731<br>4464<br>2912 | ✠100A1<br>Shelter dk<br>withfreeboard<br>4,21<br>~~MS2,20~~ ✠LMC<br>DBS8,20 MBS1,21 | Npt | y | CL<br>4,21 | 1912<br>2mo | JLThompson&Sons,Ld.<br>Sunderland<br>Lloyd'sA&CP | Derland Ld(Brown Jenkinson&Co. Mgrs.)<br>a136'uE&B | 388·7<br>WB=CellDB<br>46'f163'1270tFPT1 | 54·1 | 26·0<br>FK | London<br>British<br>6BHCem<br>15tAPT238t | T.3Cy.27½",44½"&74"–48"(s)<br>180lb 120lb 455NHP<br>3SB,9cf,GS195,HS7575<br>J.Dickinson&Sons,Ld.Sld. | 28″6<br>s 3″7½<br>25″4 | |
| Now named "Sonora," See No. 39334 in Supplement | | | | | | | | | | | | | | | |
| 46 **Northern Coast** SteelSc<br>Elec.light<br>Mchy.Aft | 1200 | 100A1<br>Shelter dk<br>(ClassContemplated) | | | | 1921 | A.&J. Inglis,Ld.<br>Glasgow | | 240·0 | 36·0 | 14·6 | British | T.3Cy.18",30"&50"–36"<br>A.&J.Inglis,Ld.Glasgow | | |
| ld be "Lady Valentia," See No. 38200 in Supplement | | | | | | | | | | | | | | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NH=Force en chevaux d'après les formules de la Société.<br>RH=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25847<br>130420<br>LJTR | **Northern King** SteelSc3MstSr<br>*Elec.light* *Mchy.Aft* 1*Dk&Spar dk* | 2565<br>2304<br>1503 | | | | | 1888 | GlobeIron WorksCo.<br>Cleveland,O. | UnitedStates ShippingBoard | 299·5<br>H—F36' | 40·8 | 21·6 | NewYork<br>Utd.States<br>*WB* | T.3Cy.24",38"&61"–42"<br>241NH<br>GlobeIrnWksCo.,Clevelnd | |
| 25848<br>130407<br>LJTS | **Northern Light** SteelSc3MstSr<br>*Elec.light* *Mchy.Aft* 1*Dk&Spar dk* | 2599<br>—<br>1526 | | | | | 1888 | GlobeIron WorksCo.<br>Cleveland.O. | WestIndian NavigationCo. | 299·5<br>H—F36' | 40·8 | 21·6 | NewYork<br>Utd.States<br>*WB* | T.3Cy.24",38"&61"–42"<br>NB06 241NH<br>GlobeIrnWksCo.,Clevelnd | |
| 25849 | **Northern Lights** SteelScK<br>1*Dk*(*Stl*) | 98<br>96<br>46 | ✠100A1<br>*For fishing purposes*<br>4,19<br>✠LMC4,19 | Inv | | CL | 1919<br>4mo<br>*Lloyd's A&CP* | RoseStreet Foundry& Eng.Co.Ld.<br>Inverness | ~~TheAdmiralty~~<br>F.G.Jary | 86·2 | 18·6 | 9·2<br>BK7½" | London<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"–18" (r)<br>180lb 43NH<br>1SB,2*pf*,GS30,HS814<br>RoseStreetFoundry& Eng.Co.Ld Inverness | 10 |
| 25850<br>Burnt & Sunk 2,22 | **Northern Pacific** SteelTrpScSr<br>*Elec.light* 2*Dks*(*Stl*)3*rdDk*(*Stl*)<br>*Ref.Mchy.* *forward&aftShade dk*(*Stl*)<br>Sub.Sig. &*Promenade dk*(*Stl*–ws)<br>Wireless | 8256<br>4071<br>4185 | ✠<br>*with freeboard*<br>*Water Tube Main Boilers*<br>5,17 ✠<br>*For Service between San Francisco & Columbia River*<br>*Fitted for oil fuel* 3,15 *F.P. above* 150° F. | SFo | | | 1915<br>4mo | WCramp& SonsS&EBCo<br>Philadelphia | UnitedStates Government(War Department)<br>*WB* | 509·5<br>*Prom.dk*482'<br>= *CellDB a*90' *uE&* | 63·1 | 21·0<br>FK | Utd.States<br>10*BHAsp*<br>*B*178 *f*130' | 3 Steam Turbines<br>3417NH<br>12B,HS59808 FD<br>W.Cramp&SnsS&EBCPhl<br>1005*tFPT*24*tAPT*69*t* | 34 |
| 25851<br>130436<br>LKMB | **Northern Queen** SteelSc3MstSr<br>*Elec.light* *Mchy.Aft* 1*Dk&Spar dk* | 2476<br>—<br>1885 | | | | | 1888 | GlobeIron WorksCo.<br>Cleveland,O. | UnitedStates ShippingBoard | 299·5<br>H—F36' | 40·8 | 21·6 | NewYork<br>Utd.States<br>*WB* | T.3Cy.24",38"&61"–42"<br>NB06 241NH<br>GlobeIrnWksCo.,Clevelnd | |
| 25852<br>219134<br>LTKH | **Northern Star** SteelSc<br>*Fitted for oil fuel*<br>(*ex*Waterbury) 2*Dks*<br>*Elec.light* Wireless | 5174<br>—<br>3823 | | | | | 1919 | Downey S.B.Corp.<br>Arlington, N.Y. | UnitedStates ShippingBoard | 415·0<br>P40'B110'F40' | 56·0 | 31·0 | NewYork<br>Utd.States<br>*WB* | T.3Cy.27",40"&70"–48"<br>339NH<br>DowneyS.B.Corp. Arlington,N.Y. | |
| 25853<br>130437<br>LJTV | **Northern Wave** SteelSc3MstSr<br>*Elec.light* *Mchy.Aft* 1*Dk&Spar dk* | 2599<br>—<br>1526 | | | | | 1889 | GlobeIron WorksCo.<br>Cleveland,O. | UnitedStates ShippingBoard | 299·5<br>H—F36' | 40·8 | 21·6 | NewYork<br>Utd.States<br>*WB* | T.3Cy.24",38"&61"–42"<br>241NH<br>GlobeIrnWksCo.,Clevelnd | |
| 25854<br>142864<br>KFMR | **Northerner** SteelSc<br>Wireless<br>(*ex*Kilclogher) 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | 617<br>486<br>260 | ✠100A1<br>3,22 5,20<br>✠LMC5,20 | Dun<br>Nwe | | CL<br>3,22 | 1919<br>5mo<br>*Lloyd's A&CP* | Cook, Welt'n& Gemmell<br>Ld.Beverley | BrownShipping Co.(Newcastle)Ld (Robinson,Brown &Co.*Mgrs.*) | 172·4<br>B50' | 30·0 | 15·7<br>FK<br>*CellDBu* | Newcastle<br>British<br>5*BHpt Cem*<br>*E*26'20*t* | T.3Cy.16",26"&44"–26" (r)<br>200lb 94RH<br>1SB,3*cf*,GS52,HS1832<br>Amos&Smith,Ld.Hull | 16<br>1<br>14 |
| 25855<br>135786 | **Northesk** SteelScK<br>1*Dk* | 100<br>100<br>42 | | | ... | | 1913 | J.Duthie, Torry S.B.Co.<br>Aberdeen | J.Johnston &Sons, Ld. | 86·2 | 18·6 | 9·1<br>BK7" | Montrose<br>British | T.3Cy.9",15"&25"–18"<br>30RH<br>JAbernethy&Co.Aberdeen | 9 |
| 25856<br>208377<br>LBTF | **Northland** SteelSc<br>*Elec.light* 2*Dks* | 2055<br>—<br>1205 | | | | | 1911 | Harlan& Hollingsworth Cor.<br>Wlmgtn,Del | Norfolk&Washington Steamboat Co. | 291·2 | 51·0 | 18·0 | Washngtn D.C.<br>Utd.States | T.4Cy.23½",37"&(2)43"–42"<br>240NH<br>Harlan&Hollingsw'rthCo | |
| 25857<br>201033<br>KTDR | — WoodSc3MstSr<br>*Fitted for oil fuel*<br>Wireless 1*Dk* | 1387<br>—<br>817 | | | | | 1904 | H.B.Bendixen<br>Fairhaven, Cal. | AtlasS.S.Co.Inc. | 195·0 | 39·2 | 14·6 | S.Frncisco<br>Utd.States | T.3Cy.15",25"&42"–30"<br>97NH | |
| 25858<br>129368 | **Northman** SteelScK<br>*ss*Abn.No.2–19<br>1*Dk* | 197<br>196<br>75 | ✠100A1<br>*StmTrawler*<br>1,22 ~~8,20~~<br>BS10,21<br>~~BS8,20~~ ✠LMC11,19 | Abn | | CL<br>11,19 | 1911<br>10mo<br>*Lloyd's A&CP* | Hall,Russell&Co.Ld.<br>Aberdeen | StandardFishing Co.ofAberdeen,Ld. (J.G.Adam,*Mgr.*) | 115·2<br>*WB=DB f*30' | 22·0 | 12·1<br>BK7½" | Aberdeen<br>British<br>4*BHCem*<br>18*tFPT*7*t* | T.3Cy.12",20"&34"–23" (r)<br>180lb 74RH<br>1SB,3*pf*,GS41,HS1334<br>Hall,Russell&Co.Ld. Abn. | 13 |
| 25859<br>139112<br>JMGV | **Northumberland** SteelTwinSc 4MstSr<br>*ss*Mch.No.1–19<br>*Elec.light* 2*Dks*(*Stl*)&*Shelterdk*(*Stl*-ws)<br>*Ref.Mchy.* 3*rd dk*(*Stl*)*inNo.1hold*<br>Wireless *Cruiser Stern* | 12160<br>10786<br>7834 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>3,22 5,20 ✠LMC9,19<br>✠Lloyd'sRMC~~12,20~~9,21<br>BS7,21 | Liv<br>~~Dy~~Syd | *g*† | CL<br>9,19<br>1,22 | 1915<br>11mo<br>*Lloyd's A&CP* | Swan,Hunter& Wigham Richardson,<br>Ld Newcastle | FederalSteam Nav.Co.Ld.<br>*WB* | 530·5<br>B209'F84'*on Shelter dk*<br>= *Cell DBa*124'*uE* | 63·0 | 31·9<br>39·8<br>FK | London<br>British<br>8*BHCem*<br>&*B*107'*f*226' | 4 Steam Turbines geared to 2 sc.shfts(s) 190lb 1923NH<br>8SB,32*cf*,GS586,HS23584FD<br>WllsndSlpwy.Co.Ld.Nwc.<br>1750*tFPT*104*tAPT*112*t* | 42<br>11<br>31 |
| 25860<br>96937<br>TONQ | — SteelTwinScSr<br>Wireless 1*Dk* | 1255<br>975<br>542 | | | | | 1891 | Wigham Richrdsn&Co<br>Newcastle | CanadianGovt. (Dept,ofRailways &Canals) | 220·0<br>H171' | 33·1 | 20·4 | Charletwn<br>British | T.6Cy.17½",27½"&46"–33"<br>243NH<br>WighmRchardsn&Co.Nwc | |
| 25861<br>130855 | — SteelSc | 993<br>—<br>675 | | | | | 1900 | Neafie& Levy<br>Philadelphia | Maryland.Delaware&Virginia Rly.Co. | 190·0 | 41·0 | 11·0 | Baltimore<br>Utd.States | T.3Cy.18",28"&45"–30"<br>111NH | |
| 25862<br>105210 | — IronPad<br>1*Dk* | 230<br>197<br>104 | | | | | 1895 | Wood, Skinner&Co.<br>Newcastle | TyneImprovement Commissioners | 110·0<br>H33*t* | 26·1 | 8·7 | N.Shields<br>British | L.2Cy.30"–48"<br>60RH<br>Baird&Barnsley,NShields | |
| 25863<br>104825 | **Northumbria** SteelScSr<br>*ss*Sng.2ndNo.3–10,14<br>1*Dk*(*Irn*) | 100<br>85<br>— | ✠100A1<br>*For Towing purposes*<br>4,16<br>BS1,16 ✠LMC10,14 | Sng | | 8,14 | 1894<br>12mo | Montrose S.B.&E.CoLd<br>Montrose<br>A&CP | ~~SirJ.Jackson,Ld.~~<br>Government of India | 85·0<br>B15'<br>*WB=FPT* | 18·2 | 8·2<br>BK6" | London<br>British<br>4*BHCem*<br>6*tAPT*6*t* | C.2Cy.15"&32"–24" (s)<br>130lb 53RH<br>1SB,2*pf*,GS33,HS953<br>Hall-Brwn,Buttery&C.Gls | 8 |
| 25864<br>122720<br>HNTV | **Northward** SteelScK<br>*ss*Gms.No.3–12,19<br>1*Dk* | 204<br>190<br>77 | ✠100A1<br>*StmTrawler*<br>10,20 ✠LMC9,19<br>BS4,21 | Gms | | CL<br>10,20 | 1906<br>2mo<br>*Lloyd's A&CP* | Cochrane &Sons<br>Selby | ForwardSteam FishingCo.Ld. | 117·0<br>Q61'F20'<br>ptND19 | 21·6 | 11·5<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"–24" (s)<br>180lb 60RH<br>1SB,2*pf*,GS31,HS1110<br>C.D.Holmes&Co.Hull | 12 |
| 25865<br>155177<br>KGVM | **Northwestern** Steel&IronScSr<br>(*ex*Orizaba) Wireless 2*Dks&Hur dk* | 3497<br>—<br>2334 | | | | | 1890 | Delaware RiverCo.<br>Chester,Pa. | AlaskaS.S.Co.Inc. | 336·2 | 43·2 | 22·0 | P.Twnsnd Wash.<br>Utd.States | T.3Cy.28",44"&70"–48"<br>NB10 339NH<br>DelawareRiverCo. Chester | |
| 25866<br>219246<br>LTRK | **Northwestern Bridge** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trB in fore&after holds&Web frames*<br>Wireless Sub.Sig. | 3283<br>3005<br>2000 | | | ... | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NH<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 |
| 25867<br>137431<br>JKGP | **Northwestern Miller** SteelScSr<br>*ss*Lon.No.1–20<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless Sub.Sig. 3*trB in No.1hold*<br>*Tonnage opening closed*1919 | 6504<br>4746<br>4151 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~3,21~~11,20 5,22 BS8,22<br>~~BS3,21~~ ✠LMC1,20<br>*Fitted for oil fuel* 1,20 *F.P. above* 150° F. | Lon<br>Hul | *a*† | CL<br>~~1,20~~<br>N9,21 | 1915<br>3mo<br>*Lloyd's A&CP*<br>*WB*= | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>*Cell DBa*146' *uE*33'*f*172'1230*t DTa*35'955*tFPT*110*t APT*125*t* | Norfolk&N.AmericanS.Shppg.Co.Ld. (Furness,Withy& Co.Ld.*Mgrs.*) | 419·8<br>F34'*on Shelter dk* | 53·4 | 27·8<br>FK | Liverpool<br>British<br>7*BHCem* | T.3Cy.29",49"&80"–54" (s)<br>180lb 682NH<br>3SB,12*cf*,GS234,HS10300FD<br>Richardsons,Westgarth& Co.Ld.Hpl. | 39<br>11<br>28 |

| 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 Regist'd Tonnage. Gross. Under deck. Net. | 4 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 5 Port of Survey. | 6 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Northwood** SteelScSr<br>*ss*Sld.No.3-5,01<br>*Well deck* *ss*Shl.No.2-10<br>1*Dk*(*Stl*) | 764<br>549<br>376 | ✠<br>8,13<br>✠NB9,10 ✠ | Lon | *k* | | 1889<br>1mo | Palmers' Co.(Lim.)<br>Newcastle | WFrance,Fenwick &Co.Ld. | 205·5<br>Q61'B44'F27' FK<br>*WB*=*Cell DB*168' | 31·2 | 11·0 | London<br>British<br>4*BHCem*<br>245*tAPT*7*t* | T.3Cy.18½",31"&51"-36"<br>157NHP<br>2SB,4*cf*,GS68,HS2760<br>Palmers'S.B.Co.(Lm)Nwc | 13 ″ 4 | CV |
| **Norton** SteelScSr<br>Sub.Sig. Wireless 1*Dk* | 1825<br>1684<br>1135 | | | | | 1907 | Greenock& Grngemouth Dockyard Co.<br>Grngemouth | ~~Furness,Withy& Co.Ld.~~ A.Capel& Co.Ld. | 276·2<br>P24'B60'F29' | 40·5 | 18·5 | W.Hartlpl<br>British<br>*WB* | T.3Cy.20½",33"&54"-36"<br>175NHP<br>Richardsons,Westgarth& Co.Ld.Mdb. | | C |
| **Nortonian** SteelScSr<br>*ss*Liv.No.1-18<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Sub.Sig. Wireless | 6367<br>6039<br>4097 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,21 ~~7,20~~<br>BS1,21<br>*Carrying oil fuel F.P. above 150° F in DB&DTs*<br>BS12,19 ✠LMC ~~12,17~~ MS4,22 | Liv | *z* | CL<br>~~6,18~~<br>8,21 | 1913<br>11mo<br>*Lloyd's A&CP* | D&WHenderson&CoLd<br>Glasgow | F.Leyland &Co.Ld | 400·7<br>*Aft*B52'*frd*.B35'*on Shltr dk* FK&BK2"<br>*WB*=*Cell DB a*115'*uE&B*80'*f*152'964*t DTa*26'675*tFPT*123*tAPT*30*t* | 52·4 | 26·9 | Liverpool<br>British<br>7*BHCem* | Q.4Cy23½",34",49"&70"-51"<br>215lb HS8935 (*s*) 507NHP<br>2DB&1Aux.SB,14*cf*,GS264<br>D&W.Hendersn&CoLdGls | 37 ″ 7<br>s9 ″ 1½<br>28 ″ 11 | |
| **Noruega** SteelScSr<br>*ss*Mmo.No.3-2,20 ~~*ss*Xia.No.2-17~~<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless &*Spar dk*(*Stl*-ws)3*tr B* | 3459<br>3027<br>2192 | ✠100A1<br>*Spar dk*<br>9,21 ~~11,19~~<br>✠LMC<br>MS2,20 BS ~~11,20~~ 11,21<br>*Fitted for oil fuel* 4 20 *F.P. above* 150° F. | Xia<br>~~Got~~Ham | *v* | CL<br>~~2,21~~<br>9,21 | 1909<br>1mo<br>*Lloyd's A&CP* | Fevigs Jernskibsbyg<br>Fevig | A/S NorgeMexico Gulf Linien (W. Wilhelmsen,*Mgr.*) | 330·9<br>P74'B116'F36' 24·3 FK<br>*WB*=*CellDBa*90'*uE*22'*f*150'681*tAPT*29*t* | 46·1 | 15·2 | Tönsberg<br>Norwegian<br>6*BHCem*<br>5*toSp dk*<br>1 *to M dk* | T.3Cy.24",40"&66"-45" (*r*)<br>185lb 340NHP<br>2SB&1AuxSB,8*cf*,GS151,<br>Richardsons, HS5493<br>Westgarth&Co.Ld.Mdb. | 27 ″ 0 | |
| — SteelScK<br>*Mchy.Aft* 1*Dk* | 180<br>139<br>114 | | | ... | | 1905 | SchpMaatsvrn.JJCroles<br>Ylst,Holland | TheArgentine Nav.Co.(Nicolás Mihanovich)Ld. | 103·7<br>F16' FK | 20·2 | 9·0 | Bns.Ayres<br>Argentine<br>*WB* | C.2Cy.11½"&25"-18"<br>27NHP<br>W.H.Jacobs,Haarlem | 9 ″ 9 | |
| **Norumbega** SteelScSr<br>~~*Fitted for oil fuel*~~<br>Sub.Sig. Wireless 2*Dks* | 5582<br>4965<br>4091 | | | | | 1920 | Atlantic Corp.<br>Portsmouth, N.H. | UnitedStates ShippingBoard | 410·5<br>P60'B114'F47' | 54·2 | 27·0 | Portsmth, N.H.<br>Utd. States<br>*WB* | T.3Cy.24½",41½"&78"-48"<br>422NHP<br>AtlanticCorp.Taunton, Mass. | | R |
| — WoodSc<br>1*Dk* | 304<br>—<br>142 | | | | | 1902 | Kelley SpearCo.<br>Bath,Me. | MaineCentral R.R.Co. | 146·0 | 28·6 | 10·1 | Prtlnd.Me.<br>Utd. States | T.3Cy.10",15½"&26"-15"<br>26NHP | | |
| **Nörve** IronScSr<br>(*ex*EliasSehlstedt, *ex*ExcellensenPosse) 1*Dk* | 308<br>179<br>157 | | | | | 1882 | Oskrshmns M.V.Aktieb.<br>Oskarshamn | Stockholms Rederiaktieb.Svea (H.Ericson,*Mgr.*) | 120·4<br>P89'B89'H16*t*F33' | 21·1 | 10·8 | Stockholm<br>Swedish | C.2Cy.19"&38"-21"<br>55NHP<br>OskarshamnsM.V.Aktieb. | | |
| **Norvegia** SteelScSr<br>(*Whaler*)<br>*Elec.light* 1*Dk* | 182<br>172<br>64 | | | | | 1912 | Akers Mek.Værks.<br>Christiania | TheAdmiralty | 106·4 | 21·5 | 12·3 | British<br>*WB* | T.3Cy.13½",22"&37½"-24"<br>69NHP<br>Akers.Mek.Værks,Xia. | | |
| **Nörvö** SteelScSr<br>1*Dk* | *1137*<br>*992*<br>*687* | | | | | 1915 | MossJrnst.&Mek.Værks<br>Moss | A/S D/SNörvö (P.A.Musæus) | 226·3<br>P10'B51'F27' | 36·6 | 15·7 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.16",25"&42"-30"<br>97NHP<br>MossJernst.&M.V.Moss | 16 ″ 8 | N |
| **Norwalk** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | 2157<br>—<br>1310 | | | | | 1920 | Pusey& JonesCo.<br>Wlmgtn,Del. | EasternS.S.Lines, Inc. | 250·8 | 42·6 | 25·6 | Boston<br>Utd. States<br>*WB* | T.3Cy.19",32"&56"-36"<br>188NHP<br>Pusey&JonesCo. | | |
| **Norway** SteelSc<br>*Mchy.Aft* *Elec.light* 1*Dk* | 6673<br>—<br>5314 | | | | | 1910 | ToledoS.B. Co.<br>Toledo,Ohio | GreatLakesSS.Co. | 504·0<br>F50' | 58·0 | 25·6 | Oswego<br>Utd.States<br>*WB* | Q.4Cy.20",29",42"&61"-42"<br>241NHP<br>ToledoS.B.Co.Toledo,Ohio | | |
| **Norway Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&<br>Wireless *Awng dk*(*Stl*) | 5870<br>5590<br>4266 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>9,21 ~~7,20~~<br>✠LMC ~~4,20~~ 9,21 | Kob | *y* | | 1920<br>4mo | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>A&CP | KawasakiKisen KabushikiKaisha | 385·0<br>FK *Collision*<br>*CellDB*334'1118*t FPT*126*tAPT*93*t* | 51·0 | 36·0 | Kobe<br>Japanese<br>*Cem*<br>*BH to Aw dk*<br>5 ,, ,, *U* ,, | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 440NHP<br>2SB&1AuxSB, FD<br>8*cf*,GS154,HS5742<br>KawasakiDockyardCo.Ld. | 36 ″ 0<br>s9 ″ 3½<br>27 ″ 1 | |
| **Norwegian** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | ~~6600~~<br>6357<br>4476<br>4018 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,21<br>~~(*Class Contemplated*)~~<br>✠LMC8,21 | Shl | *z* | CL | 1921<br>8mo<br>*Lloyd's A&CP* | CaledonS. B.&E.Co.Ld.<br>Dundee | F.Leyland&Co. Ld. | ~~400·6~~<br>400·2<br>B141'*on Shelter dk* FK2"<br>*CellDB*332'920*tDTa*26'654*tFPT*105*tAPT*31*t* | 52·4 | ~~26·9~~<br>35·0 | Liverpool<br>British<br>*Cem*<br>6*BHtoSh dk*<br>1*BHtoUdk* | Q.4Cy.23½",34",49"&70"-51"<br>215lb (*s*) 644NHP<br>4SB,12*cf*,GS239,HS10210 FD<br>CaledonSB.&E.Co.Ld.Dun | 37 ″ 7<br>s8 ″ 10½<br>29 ″ 1 | |
| 1 **Norwich City** SteelScSr<br>(*ex*Normanby)<br>Wireless 1*Dk*&*Shelter dk* | 5627<br>3945<br>4220 | | | ... | | 1911 | W.Gray& Co.Ld.<br>WHartlepool | St.JustS.S.Co.Ld. (W.R.Smith& Sons,*Mgrs.*) | 397·0<br>FK | 53·5 | 23·0 | Bideford<br>British<br>*WB* | T.3Cy.26",42"&70"-48"<br>412NHP<br>Cen.Mar.Eng.Wks.W.Hpl. | 25 ″ 5 | C |
| 3 **Norwood** WoodScSr<br>*Elec.light* Wireless 1*Dk* | 1323<br>—<br>1017 | | | | | 1904 | HallBros.<br>Winslow, Wash. | PacificAmerican Fisheries,Inc. | 203·0 | 38·5 | 15·0 | Seattle<br>Utd.States | T.3Cy.13½",23"&40"-30"<br>88NHP<br>FultonIronWorks,S.Fo. | | V |
| 4 **Nosei Maru** WoodAuxScSr | 250<br>—<br>194 | | | | | 1918 | ................ | SagaraUnyu KabushikiKaisha | 115·3 | 25·2 | 12·9 | Sagara<br>Japanese | | | |
| 5 **Noshima Maru** WoodAuxScSr | 332<br>—<br>227 | | | | | 1917 | ................ | YagiKamesaburo | 126·1 | 25·3 | 13·5 | Hashihama<br>Japanese | | | |
| 6 **Noshu Maru No 1** | 150<br>—<br>77 | | | | | 1918 | ................ | MarunakaKisen KabushikiKaisha | 105·4 | 17·1 | 10·2 | Nanao<br>Japanese | | | |
| 7 **Nösted I.** IronScSr<br>*ss*Xia.2ndNo.3-5,03<br>(*ex*Vestmandröd, *ss*Shl.No.1-08<br>*ex*Lagom,*ex*Opah) *Well deck* 1*Dk*2*tr B* | 1158<br>837<br>704 | ✠<br>7,12<br>✠NB5,03 | Nwc | *o* | | 1872<br>12mo | J.Duthie& Co.<br>Aberdeen | NöstedsRederi A/S(Pehrson& Wessel,*Mgrs.*) | 239·4<br>P137'F36' BK8"<br>*WB*=*DBa*59'*f* 55' | 30·6 | 14·8 | Drammen<br>Norwegian<br>4*BHCem* | C.2Cy.27"&50"-33"<br>NDB99 116NHP<br>1SB,3*pf*,GS56,HS1994<br>*Cmp*81,Earle'sCo.Ld.Hull | 17 ″ 9 | N |
| 8 **Nostra Signora del Boschetto** WoodAuxScSr<br>(*ex*AdmiralForet) *Motor*<br>(*See Sailing Ship Register*) | 106<br>—<br>81 | | | | | 1908 | J.Guerruel<br>Antibes | A.Mortola | 82·4 | 20·7 | 9·8 | Genoa<br>Italian | Motor | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25889<br>142321<br>JSMC | **Notanda** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 3338<br>3033<br>2071 | ✠100A1<br>7,21 ~~11,20~~<br>✠LMC3,18 | Sbl<br>Sws | *v* | CL<br>11,20 | 1918<br>3mo<br>*Lloyd* | R.Thompson&Sons,Ld<br>Sunderland<br>'sA&CP | Morgan&Cadogan,Ld. | 340·0<br>P29'B98'F33'<br>FK<br>*CellDB*285'733*t* | 48·5 | 21·9 | London<br>British<br>6*BHCem*<br>*APT*57*t* | T.3Cy.24",40"&65"-42" (r)<br>180lb *100lb* 307NHP<br>2SB,6*cf*,GS124,HS4874<br>Blair&Co.Ld.Stockton |
| 25890<br>7932<br>JCHN | **Noto Maru** SteelScSr<br>(*ex*Tai-Lee) 1*Dk*&*Spardk* | 1261<br>1148<br>770 | | | | | 1889<br>2mo | Flensburgr Schiffs.Ges.<br>Flensburg | MaruniKisen GoshiKaisha | 231·6<br>B28' F32'<br>*WB* | 31·9 | 19·9 | Nishinomiya<br>Japanese | T.3Cy.19½",28¾"&51"-33"<br>149NHP<br>FlensburgerSchiffsb.Ges. |
| 25891<br>MFDR | **Notodden** SteelSc<br>*Mchy.Aft* 1*Dk* | 159<br>114<br>82 | | | | | 1908 | Porsgrund Mek.Værks.<br>Porsgrund | SkienTelemarkens DampskibsAktieselskab | 95·4<br>P34*t* | 19·7 | 8·8 | Skien<br>Norwegian<br>*WB* | C.2Cy.9½"&19¼"-14$\frac{3}{16}$"<br>11NHP<br>PorsgrundM.V.Porsgrund |
| 25892<br>21031<br>NLTB | **Notoro Maru** SteelScSr<br>*Elec.light* 1*Dk* | 1213<br>—<br>845 | | | | | 1917 | OsakaIron Works,Ld.<br>Osaka | KitaNippon KisenKabushiki Kaisha | 220·0<br>P23'B34'F24' | 33·6 | 18·5 | Amagasaki<br>Japanese<br>*WB* | T.3Cy.13½",23"&38"-30"<br>79NHP<br>OsakaIrnWrks,Ld.Osaka |
| 25893<br>OPJV | **Notre Dame D'Afrique** SteelScK<br>*Mchy.Aft* 1*Dk*(*Stl*) | 216<br>206<br>92 | ✠<br>6,91<br>✠ | Bwg | *c* | | 1891<br>6mo | Scott&Co.<br>Bowling | Soc.deNav.Côtière pour l'Afrique du Nord(LtSchiaffino etCie,*Mgrs.*) | 120·0<br>Q38½'B14'F17'<br>BK6½"<br>*WB* | 20·1 | 10·0 | Algiers<br>French<br>3*BHCem*<br>=*FPT*39*t* | C.2Cy.14"&28"-21"<br>37NHP<br>1SB,2*pf*,GS24,HS738<br>Dunsmuir&Jackson,Gls. |
| 25894<br>OPLX | **Notre Dame d'Espérance** Steel (*Trawler*) ScK<br>*Elec.light* Wireless 1*Dk* | 311<br>—<br>94 | | | | | 1919 | Soc.Anon Atel.&Ch. duBoulonais<br>Boulogne | E.&J.Delpierre Fils | 141·5 | 23·5 | 12·4 | Boulogne<br>French<br>*WB* | T.3Cy.13",22"&36"-27"<br>67NHP<br>Caillard&Co.Havre |
| 25895 | **Notre Dame de Fourvière**<br>*Fitted for oil fuel* SteelSc<br>*Elec light* 2*Dks* | 7316<br>6280<br>4467 | | | | | 1921 | Ch.&Atel. dePenhoët<br>St.Nazaire | Cie.deNav.Mixte | 426·5<br>P54'B136'F51' | 58·2 | 35·1 | French<br>*WB* | T.3Cy.27½",44½"&75"-42¼"<br>364NHP<br>Ch.&Atel.dePenhoët |
| 25896<br>OPKQ | **Notre Dame de la Mer** SteelSc<br>Wireless 1*Dk* | 329<br>258<br>89 | | | | | 1908 | DelaBrosse &Fouché<br>Nantes | LloydFranco-Belge,Soc.Anon. | 142·1<br>P13'F31' | 22·6 | 11·9 | Havre<br>French<br>*WB* | T.3Cy.13",22"&36"-25"<br>65NHP<br>De la Brosse&Fouché |
| 25897<br>OPKT | **Notre Dame de la Salette**<br>SteelScK<br>*ss*Bou.No.1-19<br>1*Dk* | 69<br>65<br>— | ✠100A-<br>*For fishing purposes*<br>6,20<br>~~BS7,20~~ ✠LMC1,19 | Bou<br>BS7,21 | | 1,19 | 1913<br>12mo | Germe &Jouy<br>Boulogne | Trénaux& Leprêtre | 62·9<br>BK5" | 18·5 | 9·8 | Boulogne<br>French<br>3*BHCem*<br>*DBuB*16'7*t* | C.2Cy.12⅝"&23⅝"-14$\frac{3}{16}$" (*s*)<br>114lb 35NHP<br>1SB,2*pf*,GS31,HS831<br>Germe&Jouy,Boulogne |
| 25898<br>OPKZ | **NotreDamedeLourdes** SteelScK<br>*ss*BrestNo.2-19<br>*Elec.light* Wireless 1*Dk* | 375<br>360<br>173 | ✠100A1<br>*StmTrawler*<br>3,20<br>✠LMC~~6,20~~ 8,21 | Bou | | CL<br>6,20 | 1908<br>3mo<br>*Lloyd* | Cochrane &Sons<br>Selby<br>'sA&CP | Soc.Française Pêcharies à Vap.(V.Fourny,*Mgr.*) | 155·0<br>Q79'F24'<br>BK7½"<br>*WB*=*DBf*33'32*t* | 25·1 | 12·8 | Boulogne<br>French<br>5*BHAsp*<br>*APT*12*t* | T.3Cy.14",23"&38"-27" (*s*)<br>180lb 99NHP<br>1SB,3*pf*,GS54,HS1765<br>Amos&Smith,Hull |
| 25899<br>OPLR | **Notre Dame des Dunes** SteelScK<br>(*Trawler*)<br>*Elec.light* Wireless 1*Dk* | 482<br>391<br>211 | | | | | 1909 | Cochrane&Sons<br>Selby | Vve.Christiaens &Bourgain frères | 160·0<br>Q79'F30' | 25·0 | 13·6 | Boulogne<br>French<br>*WB* | T.3Cy.14",23"&38"-27"<br>75NHP<br>Amos&Smith,Hull |
| 25900<br>96249<br>MFBH | **Nottingham** IronScSr<br>*ss*Mdb 2ndNo.3-7,13<br>(*ex*Notts,*ex*Nottingham) 2*Dks*(*UIrn*-ws)<br>*Elec.light* Sub.Sig Wireless<br>*ss*Gms No.2-21 | 1051<br>825<br>~~487~~ | ✠100A1<br>8,21 ~~11,16~~<br>~~Examined8,19~~<br>✠NB7,13 ✠LMC~~12,17~~ 8,21<br>~~BS1,19~~ | Grk<br>Gms | *n* | CL<br>~~10,16~~<br>8,21 | 1891<br>5mo<br>*Lloyd* | C.S.Swan&Hunter<br>Newcastle<br>'sA&CP | GreatCentralRly. | 240·2<br>P55'B67'F32'<br>BK8"<br>*CellDB*185'213*t* | 32·0 | 15·9 | Grimsby<br>British<br>5*BHCem*<br>*APT*25*t* | T.3Cy.22",35"&57"-42" (*r*)<br>170lb *100lb* NDB13 238NHP<br>2SB,6*cf*,GS126,HS3898<br>WllsndSlpwy.Co.Ld.Nwc. |
| 25901<br>130672<br>KMBJ | — SteelSc<br>(*Tug*)<br>1*Dk* | 409<br>—<br>204 | | | | | 1894 | J.Dialogue<br>Camden,N.J. | Lehigh&Wilkes BarreCoalCo. | 128·5 | 27·3 | 17·1 | NewYork<br>Utd.States | T.3Cy.16",24"&42"-30"<br>97NHP<br>J.H.Dialogue,Camden,N.J |
| 25902<br>144400<br>KDVP | **Notton** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 3096<br>2866<br>1868 | ✠100A1<br>9,21 ~~3,20~~<br>✠LMC2,20 | Bly<br>Cff | *u* | CL | 1920<br>3mo<br>*Lloyd* | BlythS.B.&D.D.Co.Ld.<br>Blyth<br>'sA&CP | ~~AtlanticShipping &TradingCo.Ld. (W.J.Tatem,Ld. Mgrs.)~~<br>W.J.TatemLd | 331·3<br>P33'B98'F29'<br>FK<br>*CellDB*284'734*tFPT*110*t* | 46·7 | 23·2 | London<br>British<br>6*BHCem*<br>*APT*128*t* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 368NHP<br>3SB,9*cf*,GS155,HS6090<br>Richardsons,Westgarth&Co.Ld.Hpl. |
| 25903<br>OPMR | **Noun** SteelScSr<br>*ss*Goo.No.3-11,03<br>(*ex*Ioanna,*ex*Andreas *ss*Lis.No.1-08<br>Issaias,*ex*MariaLuiza,*ex*Eastham,*ex*<br>Amicizia,*ex*Eastham) 1*Dk*(*Irn*)<br>*Well deck* Wireless *FloorsIrn* | *569*<br>*408*<br>*253* | ✠<br>2,12<br>✠ | Lis | *h* | | 1891<br>9mo | TyneI.S.B.Co.Ld.<br>Newcastle | Cie.deNavigation Paquet | 169·8<br>Q86'B21'F18'<br>BK7"<br>*WB*=*DBa*37' | 27·2 | 10·5 | Marseilles<br>French<br>4*BHCem*<br>&*uE*&*B*33' | T.3Cy.13",22"&36"-24"<br>70NHP<br>1SB,3*pf*,GS39,HS1200<br>WllsndSlpwy.Co.Ld.Nwc<br>109*tFPT*19*tAPT*2*t* |
| 25904<br>OPMT | Stranded 6,21<br>**Nouveau Conseil** SteelScSr<br>*ss*Hav.No.3-10,18<br>(*ex*Thames) 1*Dk*(*Stl*)<br>*Mchy.Aft* *Well deck* | 310<br>226<br>115 | ✠ ~~100A1~~<br>4,21<br>~~BS4,21~~ ✠~~LMC10,18~~ | Bdx | *e* | N3,20 | 1905<br>12mo<br>*Lloyd* | GooleS.B.&RepgCo.Ld.<br>Goole<br>'sA&CP | Soc."Les AffréteursRéunis"(JeanStern) | 143·0<br>Q58'F20'<br>FK<br>*WB*= | 23·1 | 9·5 | Bordeaux<br>French<br>3*BHCem*<br>*FPT*20*t* | C.2Cy.16"&34"-24" (*s*)<br>130lb 61NHP<br>1SB,2*pf*,GS36,HS1279<br>Crabtree&Co.Ld.Gt.Yar. |
| 25905<br>OPMX | **Nouvelle Ecosse** WoodTwinSc<br>3MstSr<br>*Elec.light* 1*Dk*2*trB* | 2707<br>1908<br>1639 | | | | | 1919 | Foundat'n Co.ofBritish ColumbiaLd<br>Victoria,B.C. | FrenchGovernment | 279·0<br>P166'F36' | 46·7 | 21·1 | Havre<br>French | T.6Cy.13½",22"&30"-26"<br>92NHP<br>NationalMarineEngine Works,Scranton |
| 25906 | **Novador** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | *134*<br>*134*<br>44 | ✠ A1<br>*For towing purposes*<br>6,20<br>✠LMC6,20 | Drt | | | 1920<br>6mo<br>*Lloyd* | Philip&Son,Ld.<br>Dartmouth<br>'sA&CP | ArgentineNav.Co. | 88·5<br>BK6" | 21·0 | 10·5 | Bns.Ayres<br>Argentine<br>4*BHCem* | C.2Cy.15"&32"-24" (*s*)<br>150lb 77NHP<br>1SB,3*pf*,GS58,HS1600<br>Philip&Son,Ld.Drt. |
| 25907<br>131860<br>HWPR | **Novara** SteelTwinScSr<br>*Elec.light* 3*Dks*(*Stl*-*U*teaks)<br>Sub.Sig. Wireless | 6850<br>5872<br>4250 | ✠<br>6,15<br>✠ | Mdb | *b*† | | 1912<br>9mo | Caird&Co.Ld.<br>Greenock | P.&O.Stm.Nav.Co. | 449·7<br>P84'B149'F85'<br>FK&BK2"<br>*WB*=*CellDBa*110'*f*189'832*t* | 52·2 | 30·6 | Greenock<br>British<br>7*BHCem*<br>*APT*95*t* | Q.8Cy.19",27",38½"&54"-48"<br>628NHP<br>2DB,12*cf*,GS234,HS9180 FD<br>Caird&Co.Ld.Greenock |
| 25908<br>138954 | **Novelli** SteelScK<br>*ss*Gms.No.1-20<br>1*Dk* | 226<br>219<br>109 | ✠100A1<br>*StmTrawler*<br>5,20<br>✠LMC5,20 | Gms | | CL<br>5,20 | 1916<br>5mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>'sA&CP | ShaftesburyStm. FishingCo.Ld.(J.E.Rushworth,*Mgr.*) | 117·0<br>Q61'F16'<br>BK7½" | 22·0 | 12·7 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>200lb 74RHP<br>1SB,3*pf*,GS31,HS1268<br>Amos&Smith,Ld.Hull |

| 2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 YearsAssigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Novelty** CompTwinScSr<br>1*Dk* | 194<br>161<br>94 | | | | | 1909 | G.Niccol<br>Auckland,NZ | **J.A.Dalton** | 108·0 | 29·2 | 6·8 | **Newcastle N.S.W.**<br>British | C.2Cy.8"&16"-9" 31RHP<br>E&1B*made*97*refitted*09<br>J.Burton&Co.Liverpool<br>C.2Cy.9"&18"-12" 50RHP<br>NE&1NB*fitted*09<br>Ross&Duncan,Glasgow | | |
| **Novgorod** SteelScSr<br>ssShl.No.1-18<br>2*Dks*(*Stl*)2nd *dk*(ws)<br>*Elec.light*<br>Wireless | 5263<br>4485<br>3906 | ✠100A1<br>10,20 ~~12,19~~<br>~~BS8,19~~<br>BS12,20 | Lon<br>✠LMC5,18 | *y* | CL<br>5,18 | 1913<br>7mo<br>*Lloyd* | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>'*sA&CP*<br>*WB=C* | **TheShippingController(RoyalMail SteamPacketCo.** *Mgrs.*)<br>*ellDBa*134'*uE&B* | 390·0<br>P40'B111'F42'<br>FK<br>40' *f*170'1122*tFPT* | 50·7 | 28·0 | **London**<br>British<br>6*BH*<br>115*tAPT*50*t* | T.3Cy.26",42½"&70"-48" (*r*)<br>180lb *100lb* 427NHP<br>2SB,*6cf*,GS133,HS5926 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 30 ″ 5<br>s 6 ″ 3<br>24 ″ 6 | |
| **Novi** SteelScSr<br>1*Dk*<br>*Elec.light* | 247<br>191<br>146 | | | ... | | 1908 | Stabilmnto<br>Tecnico<br>Trieste | **Soc.inAzioni Ungaro-Croata di Nav.Maritt.aVap.** | 158·5<br>Q63'F23'<br>*Shade dk*38' BK6¼" | 21·6 | 10·2 | **Fiume** | T.3Cy.14",22½"&37"-24"<br>88NHP<br>StabilimentoTecnico,Tri. | 11 ″ 0 | A |
| **Novian** SteelScSr<br>ssLiv.No.1-18<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light*<br>Wireless Sub.Sig. | 6368<br>6034<br>4096 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>4,21 ~~3,19~~<br>~~BS2,20~~<br>*Carrying oil* | Liv<br>Lon<br>BS4,21<br>✠LMC3,18<br>*fuel F* | *z*<br>.*P*. | CL<br>~~3,19~~<br>4,21<br>*above* | 1914<br>2mo<br>*Lloyd*<br>*WB*<br>150° F | D&WHenderson&CoLd<br>Glasgow<br>'*sA&CP*<br>= *Cell DBa*11<br>*in D.B.&D.T.* | **F.Leyland&Co.Ld.**<br>5'*uE& B*80'*f*154'96 | 400·3<br>*After*B52'*for'd*B35'<br>*onShelter dk*<br>FK&BK2"<br>4*tDTa*26'675*t FPT* | 52·4 | 34·9 | **Liverpool**<br>British<br>7*BHCem*<br>123*tAPT*30*t* | Q.4Cy.23½",34",49"&70"-51"<br>215lb (*s*) 507NHP<br>2DB&1AuxSB,*14cf*,<br>GS264,HS8935<br>D&W.Hendersn&CoLdGls | 37 ″ 7<br>s 9 ″ 1½<br>28 ″ 11 | |
| **Novington** SteelScSr<br>ssBkn.No.2-20<br>1*Dk*(*Stl*)<br>Wireless | 3442<br>3229<br>2100 | ✠100A1<br>9,21 ~~8,20~~<br>MS8,20 | Cff<br>✠LMC<br>BS~~1,21~~2,22 | *w* | CL<br>~~8,20~~<br>9,21 | 1912<br>6mo<br>*Lloyd* | Richardsn,<br>Duck&Co.Ld.<br>Stockton<br>'*sA&CP* | **SouthdownS.S.Co. Ld.(Bell,Symondson&Co.***Mgrs.*)<br>*DBa*119'*uE&B*44' | 362·0<br>P31'B211'F37'<br>*WB = Cell* FK<br>*f*154'1126*tFPT*125*t* | 50·0 | 21·6 | **London**<br>British<br>6*BHCem*<br>*APT*102*t* | T.3Cy.25",41"&67"-45" (*r*)<br>170lb *100lb* 327NHP<br>2SB,*8cf*,GS135,HS5169<br>Blair&Co.Ld.Stockton | 24 ″ 0<br>s 3 ″ 2<br>21 ″ 3 | |
| **Novo** SteelScSr<br>1*Dk*<br>Wireless | 1683<br>1270<br>994 | | | | | 1902 | R.Stephenson&Co.Ld.<br>Newcastle | **Ellerman'sWilson Line,Ld.** | 280·4<br>P&B173'F31' | 37·1 | 17·6 | **Hull**<br>British<br>*WB* | T.3Cy.20",33"&56"-39"<br>196NHP<br>Richardsons,Westgarth&Co.Ld.Mdb. | | C<br>BT till 6,21 |
| **Nowshera** SteelTwinSc<br>*CruiserStern*<br>3*Dks*<br>*Elec.light* Wireless | 7920<br>5787<br>4875 | | | | | 1919 | Workman,<br>Clark&Co.Ld<br>Belfast | **BritishIndiaStm. Nav.Co.Ld.** | 450·0<br>P31'F43' | 58·4 | 29·1 | **Glasgow**<br>British<br>*WB* | T.6Cy.26½",44"&73"-48"<br>740NHP<br>Wrkman,Clark&Co.LdBel | | C |
| **Noyon** WoodAuxTwinSc<br>*Stm.Eng.* 5MstSr<br>1*Dk*<br>*Elec.light* *Mchy.Aft*<br>(*See Sailing Ship Register*) | 2142<br>—<br>1500 | | | | | 1918 | Foundat'n Co.<br>Tacoma, Wash. | **French Government** | 260·7<br>P&B118'F30' | 44·8 | 22·2 | **Bordeaux**<br>French | T.6Cy.10",16½"&26"-24"<br>66NHP<br>HarrisburgFoundry&Mch.Wks.Harrisburg,Pa. | | V |
| **Nubia** SteelScK<br>ssGms.No.3-3,20<br>1*Dk* | 196<br>177<br>76 | ✠100A1<br>*StmTrawler*<br>8,21 ~~1,21~~ | Gms<br>✠LMC3,20<br>BS5,21 | | CL<br>1,21 | 1903<br>8mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Hull<br>'*sA&CP* | **Gt.Gms.&E.Coast Stm.FishingCo.Ld** | 113·5<br>Q49'F19'<br>ND20 BK7"<br>*WB* | 20·8 | 11·2 | **Grimsby**<br>British<br>3*BHCem*<br>= *DBf*5'3*t* | T.3Cy.11¾",20"&33"-24" (*s*)<br>180lb 59RHP<br>1SB,*2pf*,GS32,HS913<br>Amos&Smith,Hull | 12 ″ 1 | |
| — IronScSr<br>1*Dk* | 102<br>98<br>18 | | | | | 1890 | Westwood<br>Baillie&Co.<br>London | **WilliamWatkins, Ld.(J.S.Watkins,** *Mgr.*) | 87·6 | 18·6 | 10·7 | **London**<br>British | T.3Cy.12½",19"&32"-20"<br>NB01*fitted*02 70RHP<br>J.Stewart&Son,Blackwall | | |
| **Nubian** SteelScSr<br>ssLiv.No.2-20<br>2*Dks*(*Stl*)&*Shelterdk*(*Stl*)<br>*Elec.light* Sub.Sig. Wireless<br>*Carrying oil fuel F.P.above* 150°F.*inDB* | 6384<br>6051<br>4067<br>&*DT* | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,21 ~~6,20~~ | Liv<br>✠LMC6,20<br>BS5,21 | *z* | 3,20 | 1912<br>4mo<br>*Lloyd* | Hawthorne<br>Leslie&Co.Ld<br>Newcastle<br>'*sA&CP* | **F.Leyland&Co.Ld**<br>*WB = Cell* | 400·3<br>B52'&*for'dB*35'<br>*onSheltrdk*<br>FK&BK2"<br>*DBa*115'*uE&B*80'*f* | 52·5 | 35·0 | **Liverpool**<br>British<br>7*BHCem*<br>154'937*t DT* | Q.4Cy.23½",34",49"&70"-51"<br>215lb (*s*) HS9007 510NHP<br>2DB&1AuxSB*14cf*GS260,<br>N.E.MarineEng.CoLdNwc<br>*a* 26'660*tFPT*135*tAPT*36*t* | 37 ″ 7<br>s 9 ″ 1½<br>28 ″ 11 | |
| **Nucula** SteelScSr<br>ssNpt.No.3-4,20<br>(*ex*SoyoMaru,*ex*Hermione) 2*Dks*(*Stl*)<br>*Elec.light* *Mchy.Aft* &*Webframes*<br>Wireless | 4614<br>4255<br>2807 | ✠100A1<br>7,21 ~~11,20~~<br>MS4,20<br>*CarryingPetr*<br>*Fitted for oil* | Suz<br>Gls<br>✠LMC<br>BS11,20<br>*oleum*<br>*fuel* 1 | *x*<br>*in*<br>0,0 | CL<br>N11,20<br>*bulk*<br>7 *F.P.* | 1906<br>9mo<br>*Lloyd*<br>*above* | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>'*sA&CP*<br>150°F. | **TheShippingController (Anglo-SaxonPetroleum Co.Ld.***Mgrs.*)<br>*CellDBuB*33'71*t* | 370·0<br>P95'B25'F38'<br>FK<br>*DTf* 40' 376*t FPT* | 48·5 | 28·7 | **London**<br>British<br>13*BHCem*<br>52*tAPT*22*t* | T.3Cy.25",42"&70"-48" (*r*)<br>180lb 410NHP<br>3SB,*9cf*,GS195,HS6870<br>WllsndSlpwy.Co.Ld.Nwc. | 30 ″ 3<br>s 6 ″ 4<br>24 ″ 4 | |
| **Nuddea** SteelTwinScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *CruiserStern* | 7928<br>7611<br>4956 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>4,22 ~~12,20~~<br>*Fitted for oil* | Sba<br>Mdb<br>✠LMC6,19<br>*fuel* 6, | *c*†<br>19 | CL<br>*F.P. a* | 1919<br>6mo<br>*Lloyd*<br>*bove* 1 | Barclay,<br>Curle&CoLd.<br>Glasgow<br>'*sA&CP*<br>50°F. | **BritishIndiaStm. Nav.Co.Ld.** | 449·5<br>P31'F43'*onShelter dk* FK<br>*CellDB*386'1 | 58·2 | 37·1 | **Glasgow**<br>British<br>*ptCem*<br>8*BHtoSh dk*<br>460*t DTa*39' | T.6Cy.26½",44"&73"-48" (*s*)<br>200lb FD 1138NHP<br>3DB,*24cf*,GS440,HS17079<br>Barclay,Curle&Co.Ld.Gls.<br>1100*tFPT*125*tAPT*80*t* | 40 ″ 0<br>s11 ″ 1½<br>29 ″ 3 | |
| **Nueces** IronScSr<br>Wireless 3*Dks*&*Spar dk* | 3367<br>—<br>2465 | | | | | 1887 | Delaware<br>RiverCo.<br>Chester,Pa. | **MalloryS.S.Co. Inc.** | 328·0 | 44·2 | 21·2 | **NewYork**<br>Utd.States<br>*WB* | C.2Cy.41"&82"-54"<br>NB05 412NHP<br>DelawareRvrCo.,Chstr.Pa. | | |
| **Nuestra Señora de Begona** SteelSc<br>(*ex*Penguin) ssMan.No.3-7,12<br>*Mchy.Aft* ssMan.No.1-17<br>*Well deck* *Elec.light* 1*Dk*(*Irn*) | 497<br>322<br>223 | ✠100A1<br>10,21 ~~5,20~~<br>~~BS5,20~~ | Man<br>~~✠LMC2,17~~ | *g* | CL<br>5,20 | 1899<br>3mo<br>Comp<br>*Lloyd* | J.Mc<br>Arthur&Co.<br>Paisley<br>leted by Shali<br>'*sA&CP* | **M.S.Tuason**<br>marWorks,Ld.Cal | 146·0<br>Q84'F19'<br>FK<br>*WB* | 27·0 | 10·2 | **Manila**<br>Utd.States<br>3*BHCem*<br>= *FPT*51*t* | T.3Cy.11",18"&31"-24" (*s*)<br>175lb *75lb* NDB02 60NHP<br>1SB,*2cf*,GS34,HS1067<br>McKie&Baxter,Glasgow | 11 ″ 0<br>s ″ 10<br>10 ″ 5 | |
| **Nuestra Señora del Carmen** IronScSr<br>*Elec.light* 1*Dk*&*pt Shadedk* | 317<br>245<br>168 | | | ... | | 1890 | Workman,<br>Clark&Co.Ld<br>Belfast | **Cia.Maritima** | 147·8<br>BK6" | 24·6 | 9·1 | **Manila**<br>Utd.States<br>*WB* | C.2Cy.20"&40"-30"<br>74NHP<br>Muir&Houston,Glasgow | 11 ″ 0 | |
| — WoodAuxScSr<br>(*ex*Chomin)<br>(*See Sailing Ship Register*) | 145<br>128<br>100 | | | | | 1916 | Hijos de<br>Mendiguren<br>Bilbao | **Hijos deJ.M. Rezola** | 95·3 | 22·5 | 9·7 | **Bilbao**<br>Spanish | C.2Cy.7"&14"-8"<br>5NHP<br>Cia.Euskalduna,Bilbao | | V |
| **Nueva Villeta** WoodSc<br>(*ex*Mentana) | 219<br>—<br>137 | | | | | | ..................<br>UnitedKingdom | **A.Narangera** | 142·8<br>len90 | 20·6 | 8·4 | **Bns.Ayres**<br>Argentine | | | |
| **Nueve** SteelScK<br>ssBAs.No.2-15<br>(*ex*PrincessMaud) 1*Dk*<br>*Elec.light* | 270<br>240<br>94 | ✠ 7,19<br>*StmTrawler*<br>✠ | Npt | | | 1907<br>1mo | A.Hall&<br>Co.Ld.<br>Aberdeen | **RussianGovt.** | 135·6<br>Q51'F20'<br>BK7½"<br>*WB*= | 22·1 | 12·0 | Russian<br>4*BHCem*<br>*DTf*7'13*t* | T.3Cy.12½",22"&36"-24"<br>79NHP<br>1SB,*3pf*,GS54,HS1351<br>A.Hall&Co.Ld.Aberdeen | 12 ″ 8 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux. Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25928<br>98353 | **Nulchira** SteelTwinSc<br>*ss*Cal.No.3-5,18<br>1*Dk*(*Teak*)&*Shade dk*(*Teak*)<br>*ss*Cal.No.1-21 | 272<br>259<br>160 | ✠ A1<br>*withfreeboard*<br>8,21 ~~6,20~~<br>*Coasting, Barisal & Chittagong*<br>~~BS6,20~~ ✠LMC5,~~14~~8,21 | Cal | | ~~6,20~~<br>SS,21<br>PN8,21 | 1908<br>6mo<br>*Lloyd*'*sA&CP* | W.Denny &Bros.<br>Dumbarton<br>Completed | RiversSteamNav. Co.Ld. (Macneill &Co.*Mgrs.*)<br>by RiversSteamNav.Co.Ld.Calcutta | 150·0 | 25·6 | 8·8<br>FK | Calcutta<br>British<br>5*BHAsp* | C.2Cy.16"&32"–21" (r)<br>130lb 43RHP<br>1SB,2*cf*,GS38,HS1150<br>Denny&Co.Dumbarton |
| 25929<br>137603 | **Nulli Secundus** WoodScDy<br>(*Fishing*)<br>1*Dk* | 104<br>103<br>50 | | | | | 1917 | ColbyBros. Ld.<br>OultonBroad | E.A.Baker | 89·8 | 20·4 | 10·0 | Yarmouth<br>British | C.2Cy.12"&26"–18"<br>28RHP<br>F.W.Carver&Co.Gt.Yar. |
| 25930 | **Numancia** IronScSr<br>1*Dk* | 512<br>—<br>268 | | | | | 1865 | A.Leslie& Co.<br>Newcastle | | 175·8 | 24·9 | 13·8 | | 2Cy.20"&25"–24"<br>26NHP<br>R.&W.Hawthorn&CoNwc. |
| 25931<br>16889<br>MLHR | **Numashima Maru No. 7** Wood ScSp<br>1*Dk* | 170<br>—<br>82 | | | | | 1914 | S.Amano<br>Osaka | NipponSuisan KabushikiKaisha | 114·0 | 16·7 | 11·5 | Shimo-noseki<br>Japanese | T.3Cy.9",15"&24½"–18"<br>25NHP<br>K.Yoshida,Osaka |
| 25932<br>137525 | **No. 1** SteelSc<br>*ss*Liv.No.1-21<br>1*Dk*(*Stl*–ws) | 863<br>821<br>407 | ✠100A1<br>*HopperBarge*<br>3,21 ✠LMC<br>BS10,20 MS2,21 | Liv | *m* | 2,21 | 1916<br>10mo<br>*Lloyd*'*sA&CP* | Fleming& Ferguson,Ld.<br>Paisley | MerseyDocks& HarbourBoard | 195·1<br>F21' | 35·6 | 14·4<br>FK | Liverpool<br>British<br>5*BHCem* | T.3Cy.16½",27"&45"–30" (s)<br>180lb 168NHP<br>2SB,6*cf*,GS103,HS3276<br>Fleming&Fergusn,Ld.Psy. |
| 25933<br>102102 | — IronScSp<br>(*ex*No.12)<br>(*HopperBarge*) 1*Dk* | 338<br>306<br>156 | | | | | 1893 | Exors.of the lateT.A Walker<br>Sudbrook | FurnessRly.Co. | 145·0 | 27·0 | 9·0 | Barrow<br>British | C.2Cy.16½"&33"–22"<br>60RHP<br>Newall&Co.Ld.Bristol |
| 25934 | — SteelScSr<br>(*exYacht* CarolineIII.) 1*Dk* | *137*<br>—<br>*47* | ✠<br>10,11 | StN | | | 1906<br>6mo | Hawthorns &Co.Ld.<br>Leith | Cia.Arrendataria deTabacos | 100·0 | 20·6 | 10·0<br>BK6" | Malaga<br>Spanish<br>4*BHCem* | C.2Cy.12"&25"–18"<br>36NHP<br>1B,2*pf*,GS28,HS749<br>Hawthorns&Co.Ld.Leith |
| 25935<br>58551 | **Number One** IronScSp<br>*Mchy.Aft* | 317<br>317<br>216 | | | | | 1868 | G. Robinsn &Co.<br>Cork | CorkHarbourCommissioners | 116·6 | 26·2 | 12·6 | Cork<br>British | C.2Cy.13½"&27"–24"<br>NE&B91 50RHP<br>M.Paul&Co.Dumbarton |
| 25936<br>74500 | — IronScSp<br>5thSurvey,Liv.8,97<br>(*HopperBarge*) 1*Dk* | 266<br>266<br>158 | *Special Service*<br>8,97 | Liv | Lv | | 1874 | Brassey& Co.<br>Birkenhead | SirW.G.Armstrong,Whitworth &Co.Ld. (A.H.J. Cochrane,*Mgr.*) | 135·5 | 23·2 | ...<br>BK9" | Manchestr<br>British<br>4*BH* | 2Cy.26½"–24"<br>50RHP<br>Brassey&Co.,Birkenhead |
| 25937<br>140601 | **No. 2** SteelSc<br>1*Dk*(*Stl*–ws) | 863<br>818<br>366 | ✠100A1<br>*Hopper Barge*<br>8,20 ✠LMC11,18 | Liv | *t* | | 1918<br>11mo<br>*Lloyd*'*sA&CP* | Lobnitz &Co.Ld.<br>Renfrew | MerseyDocks& HarbourBoard | 195·7<br>F20' | 35·6 | 14·4<br>FK | Liverpool<br>British<br>5*BHCem*<br>*MT*5'38*t* | T.3Cy.17",27"&43"–27" (s)<br>180lb 151NHP<br>2SB,6*cf*,GS95,HS2992<br>Lobnitz&Co.Ld.Renfrew |
| 25938 | **No. II.** SteelScK<br>*ss*Lth.No.1-08<br>(*ex*MayQueen) 1*Dk* | *217*<br>*198*<br>*27* | ✠<br>*StmTrawler*<br>7,10 | Lth | | | 1903<br>12mo | Scott of Kinghorn,Ld.<br>Kinghorn | Cia.Arrendataria deTabacos | 115·0 | 23·1 | 12·0<br>BK7½"<br>*WB*=*DBf*20' | Cadiz<br>Spanish<br>3*BHCem*<br>15*tAPT*8*t* | T.3Cy.13½",22"&36"–27"<br>82NHP<br>1SB,2*cf*,GS43,HS1423<br>ScottofKinghrn,Ld.Kghn. |
| 25939<br>58552 | **Number Two** IronScSp<br>*Mchy.Aft* | 317<br>317<br>216 | | | | | 1869 | G.Robinsn &Co.<br>Cork | CorkHarbourCommissioners | 116·6 | 26·2 | 12·6 | Cork<br>British | C.2Cy.14"&30"–24"<br>NE&B93 50RHP<br>J.Jones&Sons,Liverpool |
| 25940<br>90125 | **No. 3** IronTwinSc<br>(*HopperDredger*) | 760<br>—<br>372 | | | | | 1885 | W.Simons &Co.<br>Renfrew | BelfastHarbour Commissioners | 185·0 | 38·6 | 14·5 | Belfast<br>British | C.4Cy.20"&38½"–30"<br>162NHP |
| 25941<br>119962 | — SteelScCtr<br>*ss*Cff.No.3-2,17<br>1*Dk* | 516<br>477<br>213 | ✠100A1<br>*HopperBarge*<br>6,20<br>BS6,20 ✠LMC2,17 | Cff | | CL<br>6,20 | 1904<br>4mo<br>*Lloyd*'*sA&CP* | R.Stephenson&Co.Ld.<br>Newcastle | CardiffRailwayCo. | 140·0 | 33·2 | 12·4<br>FK | Cardiff<br>British<br>3*BHCem* | C.2Cy.21"&44"–30" (s)<br>130lb 79RHP<br>1SB,3*pf*,GS61,HS1772<br>McColl&Pollock,Ld.Sld. |
| 25942<br>125903 | — SteelSc<br>1*Dk*(*Stl*–ws) | 424<br>363<br>173 | ✠<br>*Hopper Barge*<br>2,11 ✠ | Brw | *g* | | 1907<br>10mo | Vickers,Ss. &Maxim,Ld.<br>Barrow | FurnessRailway Co. | 150·0<br>Q55'F37' | 28·7 | 10·9<br>FK | Barrow<br>British<br>5*BHCem* | C.2Cy.21"&42"–24" 92RHP<br>1SB,3*pf*,GS56,HS1650<br>VickersSs.&MaximLdBrw |
| 25943<br>74502 | — IronScSp<br>(*HopperBarge*)<br>1*Dk* | 274<br>274<br>153 | | | ... | | 1875 | W.Simons &Co.<br>Renfrew | Corporation of Belfast | 139·2 | 23·4 | <br>BK9' | Liverpool<br>British | 2Cy.28"–21"<br>56RHP<br>W.Simons&Co.,Renfrew |
| 25944 | — SteelSc<br>1*Dk* | 146<br>127<br>79 | ✠<br>*ForRiver purposes only*<br>3,17 ✠ | Cpl | | | 1911<br>1mo | J.&A.van derSchuyt<br>Papendrecht | Soc.Ottomane des Bateaux de la Corne d'Or | 98·7 | 20·2 | <br>FK | Constanpl<br>Turkish<br>4*BHCem* | C.2Cy.11"&20⅞"–12⅝"<br>29NHP<br>1SB,1*cf*,GS20,HS645<br>J.&A.van derSchuyt,Ppdt. |
| 25945<br>119964 | **No. 4** SteelScCtr<br>*ss*Cff.No.3-8,16<br>*ss*Cff.No.1-21<br>1*Dk* | 515<br>478<br>212 | ✠100A1<br>*HopperBarge*<br>4,21<br>✠LMC3,21 | Cff | | CL<br>2,20 | 1904<br>5mo<br>*Lloyd*'*sA&CP* | R.Stephenson&Co.Ld.<br>Newcastle | CardiffRailwayCo. | 140·0 | 33·2 | 12·4<br>FK | Cardiff<br>British<br>3*BHCem* | C.2Cy.21"&44"–30" (s)<br>130lb 79RHP<br>1SB,3*pf*,GS61,HS1772<br>MacColl&Pollock,Ld.Sld. |
| 25946<br>76488 | — IronScSp<br>(*HopperBarge*)<br>1*Dk* | 366<br>366<br>156 | | | ... | | 1877 | W.Simons &Co.<br>Renfrew | London&S.Westrn RailwayCo. | 150·2 | 25·2 | 12·3<br>BK6" | S'thamptn<br>British<br>*WB* | 2Cy.30"–27"<br>65RHP<br>W.Simons&Co.,Renfrew |
| 25947 | — SteelSc<br>*ss*Cpl.No.1-14<br>*Elec.light* 1*Dk* | 146<br>127<br>79 | ✠<br>*ForRiver purposes only*<br>3,17 ✠ | Cpl | | | 1911<br>2mo | P.Boele<br>Slikkerveer | Soc.Ottomane des Bateaux de la Corne d'Or | 98·7 | 20·2 | <br>FK | Constanpl<br>Turkish<br>4*BHCem* | C.2Cy.11"&20⅞"–12⅝"<br>29NHP<br>1SB,1*cf*,GS20,HS645<br>J.&A.van derSchuyt,Ppdt. |
| 25948<br>76489 | **No. 5** IronScSp<br>(*HopperBarge*)<br>1*Dk* | 365<br>365<br>155 | | | ... | | 1877 | W.Simons &Co.<br>Renfrew | MerseyDocks& HarbourBoard | 150·2 | 25·2 | 12·3<br>BK6" | Liverpool<br>British<br>*WB* | 2Cy.30"–27"<br>NB91 65RHP<br>W.Simons&Co.,Renfrew |
| 25949<br>215823<br>LJHN | — WoodSc<br>*OilEng.*<br>1*Dk* | 226<br>—<br>128 | | | | | 1917 | ..................<br>Bath,Me. | TexasS.S.Co. | 96·5 | 23·0 | 10·3 | NewYork<br>Utd. States | Oil Engine |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7a, 7b<br>Mean drafts.<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula. RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25950 | No. 5<br>SteelSc<br>Elec.light 1Dk | 146<br>127<br>80 | ✠<br>For River pur<br>11,15 ✠ | Cpl<br>poses o | <br>nly | | 1911<br>3mo | J.&A.Van derSchuyt<br>Papendrecht | Soc.Ottomane des Bateaux de la Corne d'Or | 98·7 | 20·2 | | Constanpl<br>Turkish<br>FK 4BHCem | C.2Cy.11"&$20\frac{7}{8}$"–$12\frac{5}{8}$"<br>29NHP<br>1SB,1cf,GS20,HS645<br>J.&A. van derSchuyt,Ppd. | 8″10 | |
| 25951<br>79746 | No. 6<br>IronScSp<br>(HopperBarge)<br>1Dk | 365<br>365<br>155 | | | … | | 1877 | W.Simons &Co.<br>Renfrew | MerseyDocks& HarbourBoard | 150·2 | 25·2 | 12·3<br>BK6" | Liverpool<br>British<br>WB | 2Cy.30"–27"<br>65RHP<br>W.Simons&Co.,Renfrew | 12″10 | |
| 25952 | —<br>SteelSc<br>Elec.light 1Dk | 120 | ✠<br>For River pur<br>3,17 ✠ | Cpl<br>poses o | <br>nly | | 1911<br>4mo | C.Ruthof<br>Mayence& Regensburg | Soc.Ottomane des Bateaux de la Corne d'Or | 99·0 | 18·4 | 8·3 | Constanpl<br>Turkish<br>FK 4BHCem | C.2Cy.11"&$18\frac{3}{4}$"–$11\frac{4}{5}$"<br>27NHP<br>1SB,1cf,GS20,HS650<br>Escher,Wyss&Co.Zurich | 8″10 | |
| 25953<br>95337 | Number Six<br>IronSc<br>(Hopper) | 572<br>572<br>389 | | | | | 1873 | T.Brassey &Co.<br>Birkenhead | DublinPort& DocksBoard | 155·6 | 33·1 | 13·9 | Dublin<br>British | 2Cy.$26\frac{1}{2}$"–24"<br>NB95 50RHP<br>T.Brassey&Co.Birkenhd. | | |
| 25954<br>95175 | —<br>IronScSp<br>(Hopper) | 427<br>389<br>248 | | | | | 1877 | Wingate& Co.<br>Glasgow | CardiffRailwayCo. | 130·0<br>Q13t | 30·2<br>F8t | 12·3 | Cardiff<br>British | C.2Cy.21"&36"–24"<br>60RHP<br>Wingate&Co.,Glasgow | | |
| 25955<br>119974 | No. 7<br>SteelScCtr<br>ssCff.No.3–7,18<br>1Dk | 516<br>482<br>218 | ✠100A1<br>Hopper Barge<br>2,22 ~~7,18~~<br>~~BS3,20~~ ✠LMC7,18 | Cff<br>BS3,22 | | CL<br>~~7,18~~<br>3,22 | 1905<br>8mo | R.Stephenson&Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | CardiffRailwayCo. | 140·0 | 33·2 | 12·4 | Cardiff<br>British<br>FK 3BHCem | C.2Cy.21"&44"–30" (s)<br>130lb 106NHP<br>1SB,3pf,GS61,HS1801<br>ShieldsEng.Co.Ld.N.Shl. | 13″2<br>s 2″$1\frac{1}{2}$<br>11″7 | |
| 25956<br>79747 | —<br>IronScSp<br>(HopperBarge)<br>1Dk | 367<br>366<br>174 | | | … | | 1877 | W.Simons &Co.<br>Renfrew | MerseyDocks& HarbourBoard | 150·4 | 25·1 | 12·4<br>BK6" | Liverpool<br>British<br>WB | 2Cy.30"–27"<br>65RHP<br>W.Simons&Co.,Renfrew | | |
| 25957 | —<br>SteelSc<br>Elec.light 1Dk | 120 | ✠<br>For River pur<br>3,17 ✠ | Cpl<br>poses o | <br>nly | | 1911<br>5mo | C.Ruthof<br>Mayence& Regensburg | Soc.Ottomane des Bateaux de la Corne d'Or | 99 0 | 18·4 | 8·3 | Constanpl<br>Turkish<br>FK 4BHCem | C.2Cy.11"&$18\frac{3}{4}$"–$11\frac{4}{5}$"<br>27NHP<br>1SB,1cf,GS20,HS650<br>Escher,Wyss&Co.Zurich | 8″10 | |
| 25958<br>95338 | Number Seven<br>IronSc<br>(Hopper) | 572<br>572<br>389 | | | | | 1873 | T.Brassey &Co.<br>Birkenhead | DublinPort& DocksBoard | 155·6 | 33·1 | 13·9 | Dublin<br>British | 2Cy.$26\frac{1}{2}$"–24"<br>50RHP<br>T.Brassey&Co.,Birkenhd. | | |
| 25959<br>119977 | No. 8<br>SteelScCtr<br>ssCff.No.3–2,18<br>1Dk | 515<br>482<br>222 | ✠100A1<br>Hopper Barge<br>9,21 ~~2,18~~<br>BS12,19 ✠LMC2,18 | Cff<br>BS11,21 | | CL<br>~~2,18~~<br>11,21 | 1905<br>9mo | R.Stephenson&Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | CardiffRailwayCo. | 140·1 | 33·2 | 12·4 | Cardiff<br>British<br>FK 3BHCem | C.2Cy.21"&44"–30" (s)<br>130lb 106NHP<br>1SB,3pf,GS61,HS1801<br>ShieldsEng.Co.Ld.N.Shl. | 13″2<br>s 2″$1\frac{1}{2}$<br>11″7 | |
| 25960<br>79748 | —<br>IronScSp<br>(HopperBarge)<br>1Dk | 366<br>366<br>174 | | | … | | 1877 | W.Simons &Co.<br>Renfrew | MerseyDocks& HarbourBoard | 150·4 | 25·1 | 12·4<br>BK6" | Liverpool<br>British<br>WB | 2Cy.30"–27"<br>65RHP<br>W.Simons&Co.Renfrew | | |
| 25961 | —<br>SteelSc<br>Elec.light 1Dk | 120 | ✠<br>For River pur<br>3,17 ✠ | Cpl<br>poses o | <br>nly | | 1911<br>5mo | C.Ruthof<br>Mayence& Regensburg | Soc.Ottomane des Bateaux de la Corne d'Or | 99·0 | 18·4 | 8·3 | Constanpl<br>Turkish<br>FK 4BHCem | C.2Cy 11"&$18\frac{3}{4}$"–$11\frac{4}{5}$"<br>27NHP<br>1SB,1cf,GS20,HS650<br>Escher,Wyss&Co.Zurich | 8″10 | |
| 25962<br>95339 | Number Eight<br>IronSc<br>(Hopper) | ~~572~~ 588<br>572<br>~~300~~ 324 | | | | | 1873 | T.Brassey &Co.<br>Birkenhead | TilburyContracting&DredgingCo. Ld. | 155·6 | 33·1 | 13·9 | London<br>British | T.3Cy.$16\frac{1}{2}$",$26\frac{1}{2}$"&45"–20"<br>NE&B96 50RHP<br>Wstgrth,English&Co.Mdb | | |
| 25963<br>91161 | No. 9<br>IronScSr<br>6thSurvey,Liv.6,10<br>2ndSurvey,Liv.11,19<br>(HopperBarge) 1Dk | 662<br>662<br>346 | ✠ A1*1<br>Special Service<br>10,21 ~~11,19~~ | Liv | Lv | 12·61<br>13·35<br>14·09<br>14·82 | 1884<br>6mo | W.Simons &Co.<br>Renfrew | MerseyDocks& HarbourBoard | 185·4 | 33·1 | 14·9<br>BK6" | Liverpool<br>British<br>6BH<br>WB | C.2Cy.26"&51"–35"<br>128NHP<br>2SB,4pf,GS71,HS2063<br>W.Simons&Co.Renfrew | | |
| 25964 | —<br>SteelSc<br>Elec.light 1Dk | 120 | ✠<br>ForRiver pur<br>11,15 | Cpl<br>poses o | <br>nly | | 1911<br>6mo | C.Ruthof<br>Mayence& Regensburg | Soc.Ottomane des Bateaux de la Corne d'Or | 99·2 | 18·3 | 8·3 | Constanpl<br>Turkish<br>FK 4BHCem | C.2Cy.11"&$18\frac{3}{4}$"–$11\frac{4}{5}$"<br>27NHP<br>1SB,1cf,GS20,HS650<br>Escher,Wyss&Co.Zurich | 8″10 | |
| 25965<br>143623 | No. 10<br>SteelSc<br>1Dk(Stl-ws) | 866<br>817<br>370 | 100A1<br>Hopper Barge<br>~~6,21~~ ~~3,20~~<br>10,21 ✠LMC3,20 | Rnf<br>Liv | | | 1920<br>3mo | Lobnitz& Co.Ld.<br>Renfrew<br>Lloyd'sA&CP | MerseyDocks& HarbourBoard | 195·7<br>F23' | 35·6 | 14·4 | Liverpool<br>British<br>FK 5BHCem<br>MT5'39t | T.3Cy.17",27"&43"–27" (s)<br>180lb 151NHP<br>2SB,6cf,GS95,HS2992<br>Lobnitz&Co.Ld.Renfrew | 15″6<br>s 2″$1\frac{1}{2}$<br>13″6 | |
| 25966<br>109067 | No. 11<br>IronSc<br>1Dk | 231<br>231<br>102 | | | | | 1884 | Soc.John Cockerill<br>Antwerp | W.Cooper&Sons Ld. (J.H. Cooper, Mgr.) | 124·8 | 24·1 | 8·4 | Liverpool<br>British | C.2Cy.20"&$32\frac{1}{2}$"–24"<br>45RHP<br>Soc.JohnCockerill,Ant. | | |
| 25967<br>143630 | No. 12<br>SteelSc<br>Mchy.Aft 1Dk(Stl) | 743<br>707<br>357 | ✠100A1<br>Hopper Barge<br>7,21 ~~4,20~~<br>1,22 ✠LMC4,20 | Rnf<br>Liv | | CL<br>~~7,21~~<br>1,22 | 1920<br>4mo | W.Simons &Co.Ld.<br>Renfrew<br>A&CP | MerseyDocks& HarbourBoard | 189·9<br>F23' | 30·2 | 15·1 | Liverpool<br>British<br>FK 4BHCem<br>Side tanks8'12t | T.3Cy.17",27"&43"–27" (s)<br>160lb 96RHP<br>2SB,4cf,GS76,HS2276<br>W.Simons&Co.LdRenfrew | 16″0<br>s 2″7<br>13″7 | |
| 25968<br>109123 | No. 13<br>IronScSp<br>(Hopper Barge)<br>1Dk | 333<br>301<br>144 | | | | | 1893 | Exors.of thelateT.A Walker<br>Sudbrook | MerseyDocks& HarbourBoard | 144·9 | 27·0 | 9·0 | Liverpool<br>British | C.2Cy.$16\frac{1}{2}$"&33"–22"<br>65RHP<br>Newall&Co.Bristol | | |
| 25969<br>106894 | No. 14<br>SteelTwinSc<br>ssLiv.No.3–1,17<br>ssLiv.No.1-21 1Dk(Stl–ws) | 982<br>909<br>455 | ✠ A1<br>Hopper Grab<br>2,21 ~~7,19~~<br>~~MS1,17~~ | Liv<br>Dredg<br>✠LMC3,21<br>~~BS5,20~~ | l<br>er | ~~6,19~~<br>N3,21 | 1897<br>12mo | W.Simons &Co.Ld.<br>Renfrew<br>A&CP | MerseyDocks& HarbourBoard | 200·0<br>F24' | 35·1 | 15·6 | Liverpool<br>British<br>FK 4BHCem | T.6Cy.$14\frac{1}{2}$",23"&36"–24" (s)<br>160lb 156NHP<br>2SB,4rf,GS88,HS2778<br>W.Simons&Co.LdRenfrew | 16″3 | |
| 25970<br>116993 | —<br>SteelScSr<br>(exLurcher)<br>2Dks | 396<br>396<br>269 | | | | | 1903 | PolsonIron WorksCo.Ld.<br>Toronto | CanadianGovernment | 121·3 | 24·7 | 19·0 | Ottawa<br>British | 1Cy.23"–22"<br>18RHP<br>PolsonI.W.Co.Ld.Toronto | | |
| 25971<br>109405 | No. 15<br>SteelTwinSc<br>ssLiv.No.3–10,16<br>1Dk(Stl-ws)<br>ssLiv.No 1-21 | 982<br>909<br>455 | ✠ A1<br>Hopper Grab<br>7,21 ~~2,19~~<br>~~MS10,16~~<br>MS6,21 | Liv<br>Dredg<br>✠LMC<br>~~BS7,20~~<br>BS11,21 | l<br>er | ~~2,10~~<br>6,21 | 1898<br>2mo | W.Simons &Co.Ld.<br>Renfrew<br>A&CP | MerseyDocks& HarbourBoard | 200·0 | 35·1 | 15·6 | Liverpool<br>British<br>FK 4BHCem | T.6Cy.$14\frac{1}{2}$",23"&36"–24" (s)<br>160lb 156NHP<br>2SB,4rf,GS88,HS2778<br>W.Simons&CoLd.Renfrew | 16″3 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Equipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NH=Force en chevaux d'après les formules de la Société.<br>RH=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25972<br>116994 | **No. 15** SteelScSr<br>(exAnticosti)<br>2Dks | 396<br>396<br>269 | | | | | 1904 | PolsonIron WorksCo.Ld.<br>Toronto | CanadianGovernment | 121·3 | 24·7 | 19·0 | Ottawa<br>British | 1Cy.23"–22"<br>18RH<br>PolsonI.W.Co.Ld.Toronto | |
| 25973 | — SteelSc<br>Elec.light 1Dk | 218<br>95<br>141 | ✠<br>For River purposes only<br>11,16 ✠ | Rot | | | 1913<br>4mo | J.&A.van derSchuyt<br>Papendrecht | Soc.Ottomane des Bateaux de la Corne d'Or | 98·4 | 21·7 | FK | Constanpl<br>Turkish<br>4BHCem | C.2Cy.11"&22"–11½"<br>33NH<br>1SB,1cf,GS21,HS752<br>J.&A.van derSchuyt,Ppd. | 8 |
| 25974<br>113378 | **No. 16** SteelSc<br>ssLiv.No.3-10,12<br>ssLiv.No.2-21 ~~ssLiv.No.1-17~~<br>1Dk(Stl–ws)<br>(Sand Suction Hopper Dredger) | 648<br>646<br>269 | ✠100A1<br>Hopper Dredger<br>11,21 ~~8,19~~ ✠LMC<br>~~BS8,20~~ MS1,21<br>BS11,21 | Liv | j | 1,21 | 1900<br>6mo | W.Simons &Co.Ld.<br>Renfrew<br>A&CP | MerseyDocks& HarbourBoard | 190·3<br>F20′ | 30·1 | 14·0<br>FK | Liverpool<br>British<br>4BHCem | T.3Cy.17",27"&43"–27" (s)<br>160lb 95RH<br>2SB,4rf,GS71,HS2149<br>W.Simons&CoLd.Renfrew | 15 |
| 25975 | — SteelSc<br>Elec.light 1Dk | 255<br>99<br>169 | ✠<br>For River purposes only<br>4,17 ✠ | Rot | | | 1914<br>9mo | J.&A.van derSchuyt S.B.&E.Co<br>Papendrecht | Soc.Ottomane des Bateaux de la Corne d'Or | 97·2 | 22·1 | FK | Constanpl<br>Turkish<br>4BHCem | T.3Cy.9¼",14¾"&23¾"–12¾"<br>37NH<br>1SB,2cf,GS27,HS775<br>J.&A.van derSchuytCo. | 8 |
| 25976<br>113404 | **No. 17** ssLiv.No.2-21 SteelSc<br>ssLiv.No.3-8,12<br>~~ssLiv.No.1-17~~<br>1Dk(Stl–ws) | 648<br>646<br>284 | ✠100A1<br>Hopper Barge<br>9,21 ~~7,19~~ ✠LMC9,21<br>~~MS8,17~~ ~~BS8,19~~ | Liv | j | ~~8,19~~<br>N9,21 | 1900<br>8mo | W.Simons &Co.Ld.<br>Renfrew<br>A&CP | MerseyDocks& HarbourBoard | 190·0<br>F20′ | 30·1 | 14·0<br>FK | Liverpool<br>British<br>4BHCem | T.3Cy.17",27"&43"–27" (s)<br>160lb 95RH<br>2SB,4rf,GS71,HS2149<br>W.Simons&CoLd.Renfrew | 15 |
| 25977<br>113416 | **No. 18** SteelSc<br>ssLiv.No.3-2,13<br>ssLiv.No.2-20<br>1Dk(Stl–ws) | 648<br>646<br>284 | ✠100A1<br>Hopper Barge<br>5,22 ~~12,20~~ ✠LMC5,20<br>BS1,22 | Liv | j | ~~6,20~~<br>5,22 | 1900<br>9mo | W.Simons &Co.Ld.<br>Renfrew<br>A&CP | MerseyDocks& HarbourBoard | 190·0<br>F20′ | 30·1 | 14·0<br>FK | Liverpool<br>British<br>4BHCem | T.3Cy.17",27"&43"–27" (s)<br>160lb 95RH<br>2SB,4rf,GS71,HS2149<br>W.Simons&CoLd.Renfrew | 15 |
| 25978<br>113371 | **No. 19** SteelScSp<br>(HopperBarge)<br>1Dk | 436<br>431<br>181 | | | | | 1900 | CHWalker &Co.Ld.<br>Sudbrook | MerseyDocks& HarbourBoard | 164·0 | 27·1 | 10·7 | Liverpool<br>British | T.3Cy.13",22"&34"–22½"<br>65RH<br>Plenty&Sons,Newbury | |
| 25979<br>113492 | **No. 20** ssLiv.No.2-21 SteelSc<br>ssLiv.No.3-7,13<br>~~ssLiv.No.1-18~~<br>1Dk(Stl–ws) | 703<br>664<br>300 | ✠100A1<br>Hopper Barge<br>9,21 ~~4,20~~ 2,22 ~~MS7,21~~<br>~~BS4,20~~ ✠LMC ~~10,19~~ 7,21 | Liv | j | ~~N1,19~~<br>~~7,21~~<br>2,22 | 1901<br>8mo<br>Lloyd | Fleming& Ferguson,Ld.<br>Paisley<br>'sA&CP | MerseyDocks& HarbourBoard | 190·4<br>F21′ | 30·1 | 14·2<br>FK | Liverpool<br>British<br>6BHCem | T.3Cy.16¼",26"&43"–27" (s)<br>180lb 60RH<br>2SB,4cf,GS80,HS2446<br>Fleming&Fergusn,Ld.Psy | 15 |
| 25980<br>115223 | **No. 21** SteelSc<br>ssLiv.No.3-10,14<br>ssLiv.No.1,20<br>1Dk(Stl–ws) | 702<br>664<br>305 | ✠100A1<br>Hopper Barge<br>2,21 ~~2,20~~ ✠LMC<br>~~BS7,19~~ 3,21 MS2,20 | Liv | j | N2,20 | 1901<br>10mo<br>Lloyd | Fleming& Ferguson,Ld<br>Paisley<br>'sA&CP | MerseyDocks& HarbourBoard | 190·7<br>F21′ | 30·2 | 14·2<br>FK | Liverpool<br>British<br>6BHCem | T.3Cy.16¼",26"&43"–27" (s)<br>180lb 93RH<br>2SB,4cf,GS81,HS2446<br>Fleming&FergusonLd.Psy | 15 |
| 25981<br>115260 | **No. 22** SteelSc<br>ssLiv.No.3-6,14<br>ssLiv.No.1-20<br>1Dk(Stl–ws) | 700<br>663<br>301 | ✠100A1<br>Hopper Barge<br>12,21 ~~5,20~~ ✠LMC<br>~~BS4,20~~ 5,21 MS5,20 | Liv | j | 6,20 | 1902<br>2mo<br>Lloyd | Fleming& Ferguson,Ld<br>Paisley<br>'sA&CP | MerseyDocks& HarbourBoard | 190·2<br>F21′ | 30·1 | 14·2<br>FK | Liverpool<br>British<br>6BHCem | T.3Cy.16¼",26"&43"–27" (s)<br>180lb 93RH<br>2SB,4cf,GS81,HS2446<br>Fleming&FergusonLd.Psy | 15 |
| 25982<br>115301 | **No. 23** SteelSc<br>ssLiv.No.3-6,15<br>ssLiv.No.1-20<br>1Dk(Stl–ws) | 700<br>663<br>298 | ✠100A1<br>Hopper Barge<br>4,22 ~~12,20~~ ✠LMC4,20<br>BS7,21 | Liv | j | ~~6,20~~<br>4,22 | 1902<br>6mo<br>Lloyd | Fleming& Ferguson,Ld.<br>Paisley<br>'sA&CP | MerseyDocks& HarbourBoard | 190·1<br>F21′ | 30·1 | 14·2<br>FK | Liverpool<br>British<br>6BHCem | T.3Cy.16½",26"&43"–27" (s)<br>180lb 92RH<br>2SB,4cf,GS81,HS2446<br>Fleming&Fergusn,Ld.Psy | 15 |
| 25983<br>115253 | **No. 24** SteelScSp<br>(HopperBarge)<br>1Dk | 434<br>413<br>186 | | | | | 1901 | CHWalker &Co.Ld.<br>Sudbrook | MerseyDocks& HarbourBoard | 164·0 | 27·1 | 10·7 | Liverpool<br>British | T.3Cy.13",22"&34"–22½"<br>60RH<br>Plenty&Sons,Newbury | |
| 25984<br>115254 | **No. 25** SteelScSp<br>(HopperBarge) | 434<br>413<br>186 | | | | | 1901 | CHWalker &Co.Ld.<br>Sudbrook | MerseyDocks& HarbourBoard | 164·0 | 27·1 | 10·7 | Liverpool<br>British | T.3Cy.13",22"&34"–22½"<br>60RH<br>Plenty&Sons,Newbury | |
| 25985 | **No. 46** Iron&SteelScSp<br>ssHfx.2ndNo.3-9,19<br>Mchy.Aft 1Dk(Stl) | 393<br>344<br>165 | A–<br>4,20<br>For coasting purposes New York & West Indies<br>Carrying Molasses in bulk | Sav<br>LMC9,19<br>BS3,21 | | CL<br>9,19 | 1895 | Executors of the late T.A.Walker<br>Sudbrook | ~~SugarProductsCo. of NewYork~~ Cia Cubana deCabotajeDeMieles(C.D. Mallory&Co.Inc., Mgrs.) | 160·0<br>B18′ | 26·0 | 10·6<br>FK | ~~London~~<br>~~British~~<br>~~6BH~~<br>Havana<br>Cuban<br>6BH | C.2Cy.18"&36"–22" (s)<br>120lb 54RH<br>1SB,2pf,GS40,HS1100<br>Plenty&Sons,Newbury | 11 |
| 25986<br>~~109982~~<br>~~VCGM~~ | **No. 62** SteelScSp<br>ssN.Yk.2ndNo.3-9,18<br>Mchy.Aft 1Dk(Stl) | 492<br>--<br>281 | A–<br>7,21 ~~8,20~~<br>For Coasting purposes<br>New York & West Indies<br>Carrying Molasses in bulk<br>BS6,[illegible] 7,21 | NNs<br>Sav<br>LMC9,18 | | 8,20 | 1898 | Exors.of lateT.A. Walker<br>Sudbrook | ~~Tres,Ld.(Houlder, Middleton &Co,Ld. Mgrs.)~~ Cia.Cubana deCabotajeDe Mieles(C.D.Mallory &Co.Inc.,Mgrs.) | 164·0<br>B18′ | 27·1 | 10·7<br>FK | ~~London~~<br>~~British~~<br>~~6BH~~<br>Havana<br>Cuban<br>6BH | T.3Cy.13",22¼"&34"–22½"<br>135lb (a) 65RH<br>1SB,2pf,GS36,HS1100<br>Plenty&Sons,Newbury | 11 |
| 25987<br>135138<br>JDCR | **No. 63** SteelSc<br>1Dk | 479<br>404<br>184 | | | ... | | 1912 | Earle's Co.Ld.<br>Hull | TeesConservancy Commissioners | 155·0<br>Q56′RFD40′ | 28·1 | 12·0<br>FK | Middlsbro'<br>British<br>WB | T.3Cy.13",18"&31"–21"<br>48RH<br>Earle'sCo.Ld.Hull | 13 |
| 25988<br>135139<br>JDCS | **No. 64** SteelSc<br>1Dk | 479<br>404<br>184 | | | ... | | 1912 | Earle'sCo. Ld.<br>Hull | TeesConservancy Commissioners | 155·0<br>Q56′RFD40′ | 28·1 | 12·0<br>FK | Middlsbro'<br>British<br>WB | T.3Cy.13",18"&31"–21"<br>48RH<br>Earle'sCo.Ld.Hull | 13 |
| 25989<br>112624<br>VCGK | **No. 69** SteelScSp<br>(Hopper)<br>(exStarborough,exNo.69) 1Dk | 457<br>408<br>191 | | | ... | | 1899 | Exors.of thelateT.A. Walker<br>Sudbrook | London&S.WesternRailwayCo. | 164·0 | 27·2 | 10·6<br>FK | S'thamptn<br>British | T.3Cy.13",22½"&34"–22½"<br>65RH<br>Plenty&Son,Newbury | 11 |
| 25990<br>123142 | **No. 350** SteelTwinSc<br>ssDdn.No.3-3,16<br>Elec.light ssDdn.No.1-19<br>(Bucket Hopper Dredger) 2Dks(UStl) | 942<br>919<br>488 | ✠ A1<br>Hopper Dredger<br>2,21 ~~1,19~~ ✠LMC11,19<br>BS2,21 | Ddn | m | 11,19 | 1906<br>7mo<br>Lloyd | Fleming& Ferguson,Ld.<br>Paisley<br>'sA&CP | TimaruHarbour Board | 215·3<br>P15′ | 38·1 | 15·2<br>FK<br>WB | TimaruNZ<br>British<br>5BHCem<br>=FPT54t | T.6Cy.12",18½"&30"–24" (s)<br>160lb 117NH<br>2SB,4cf,GS78,HS2197<br>Fleming&Fergusn,Ld.Psy | 15<br>3<br>12 |
| 25991<br>76075 | **No. 404** SteelTwinSc<br>(Sand Pump Hopper Dredger)<br>(exTimaru,exNo.404) 1Dk | 479<br>432<br>215 | | | ... | | 1893 | Lobnitz& Co.<br>Renfrew | Commonwealth Govt. | 145·0 | 30·1 | 12·2<br>FK | Melbourne<br>British<br>WB | C.4Cy.16"&30"–24"<br>78RH<br>Lobnitz&Co.Renfrew | 13 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross. — Under deck. — Net. | 5<br>Particulars of Classification<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom — Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25992 | **No. 487** SteelTwinSc<br>ssRot.No.1-18<br>1Dk(Stl) | <br>655 | ( Crane Barge<br>2,20 | | | | 1915<br>8mo | A.F.<br>Smulders<br>Schiedam | HullDockJoint<br>Committee | 115·0<br>FK | 58·0 | 13·6 | Hull<br>British<br>5BHCem | C.4Cy.$7\frac{7}{8}$"&$17\frac{3}{4}$"-13" (s)<br>150lb 43NHP<br>1SB,2cf,GS36,HS970<br>Werf.Gusto,Schiedam | 13 ″ 9 | |
| 25993 | **Numidia** SteelScSr<br>ssAnt.No.2-21 ~~ssVen.No.1-20~~<br>Elec.light 2Dks(Stl) | 5391<br>4639<br>3490 | ✠100A1<br>9,21 ~~10,20~~<br>~~BS2,20~~ ✠~~LMC8,19~~<br>~~BS4,21~~ 9,21 | Bry<br>Ant | y | CL<br>~~8,19~~<br>N9,21 | 1913<br>7mo<br><br>Lloyd | Cantiere<br>SanRocco<br>Trieste WB<br>'sA&CP | NumidiaS.S.Co.<br>(D.Tripcovich)<br>= CellDB a 132'<br>uE20' f 171' 1104t | 395·3<br>P32'B113'F43' FK<br>DTa 38' 957t FPT | 52·7<br>50·5 | 26·9 | Trieste<br>Italian<br>7BHCem<br>167tAPT33t | T.3Cy.26",42"&72"-48" (s)<br>180lb 415NHP<br>3SB,9cf,GS189,HS6738<br>N.E.MarineEng CoLdNwc | 29 ″ 8 | |
| 25994<br><br>OPQC | **—** SteelTwinScSr<br>Elec.light 1Dk&Awngdk<br>Wireless | 1284<br>—<br>455 | | | | | 1904 | Cie.Franç.<br>deNav.&de<br>Const.Nav.<br>Nantes | Cie.Marseillaisede<br>Nav.àVap. (Fraissinet&Co.Mgrs.) | 260·7<br>H— | 28·5 | 16·2<br>22·9 | Marseilles<br>French | T.6Cy.$19\frac{11}{16}$",$31\frac{1}{2}$"&$51\frac{31}{32}$"-<br>$31\frac{1}{2}$" NB11 305NHP<br>Cie.Franç.deNav.&<br>deConst.Nav.Lyons | | V |
| 25995<br>149109<br>KHGT | **Nunnington** SteelSc<br>Mchy.Aft 1Dk(ptStl)<br>Well deck | 703<br>490<br>319 | ✠100A1<br>1,22 ~~11,20~~<br>✠LMC11,20<br>BS1,22 | Shl<br>Pts | j | CL<br>1,22 | 1920<br>11mo<br><br>Lloyd | C.Rennoldson&Co.<br>SouthShields<br>'sA&CF | E.T.Lindley | 180·4<br>Q105'B11'F23'<br>FK<br>CellDBf103' | 28·0 | 12·1 | London<br>British<br>3BHCem<br>155tFPT63t | T.3Cy.14",23"&38"-27" (s)<br>180lb 150lb 95RHP<br>1SB,3cf,GS63,HS2101<br>W.Beardmore&Co.Ld.<br>APT4t Coatbridge | 14 ″ 6<br>s 4 ″ $8\frac{1}{2}$<br>14 ″ 0 | |
| 25996<br>76117<br>JLKP | **Nunthorpe** IronPad | 122<br>122<br>11 | | | | | 1876 | J.T.Eltringham<br>S.Shields | TeesTowingCo.Ld.<br>(Robinson&<br>CrosthwaiteMgrs) | 105·4 | 18·7 | 9·7 | Middlsbro'<br>British | L.2Cy.28"-50"<br>NE&B84 50RHP<br>Rennoldson&Sn.,S.Shields | | |
| 25997<br>127102 | **Nunthorpe Hall** SteelScK<br>(Fishing)<br>1Dk | 248<br>218<br>96 | | | | | 1909 | Smith's<br>DockCo.Ld.<br>NorthShields | C.L.Mason | 125·5 | 22·1 | 12·2 | London<br>British | T.3Cy.$12\frac{1}{2}$",21"&35"-26"<br>81RHP<br>ShieldsE.&D.D.CoLdNShl | | |
| 25998<br>139638 | **Nuorla** SteelScSr<br>(exNautilus)<br>Mchy.Aft 1Dk | 364<br>257<br>176 | | | | | 1918 | Gebrs. vanderWindt<br>Vlaardingen | Anglo-American<br>OilCo.Ld.<br>(J.Hamilton,Mgr) | 132·4 | 23·3 | 10·3 | Cardiff<br>British<br>WB | T.3Cy.$11\frac{7}{8}$",$18\frac{3}{4}$"&$30\frac{3}{4}$"-22"<br>H.Versteig, 45NHP<br>NederHardingsveld | | C |
| 25999<br>145961<br>KJGH | **Nupe** SteelTwinSc<br>Elec.light 1Dk | ~~300~~ 297<br>232<br>193 | | | | | 1921 | Lytham<br>S.B.&ECo.Ld<br>Lytham | NigerCo.Ld. | 136·0<br>P10'B53'F27' | ~~24·0~~<br>24·1 | ~~9·5~~<br>8·8 | London<br>British | C.4Cy.(2)9"&(2)22"-15"<br>32NHP<br>LythamS.B.&Eng.Co.Ld. | | |
| 26000<br>217100<br>LNJV | **Nupolela** WoodScSr<br>Elec.light Wireless 1Dk2trB | 2594<br>2071<br>1511 | | | | | 1918 | Grant,<br>Smith-Porter<br>ShipCo.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 267·5<br>P27'B67'F29' | 46·4 | 23·9 | PortlndOr<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>Allis,ChalmersMfg.Co.<br>Milwaukee,Wis. | | R |
| 26001<br>99438<br>NSOP | **Nurani** SteelTwinScSr<br>ssBom.2ndNo.3-9,15<br>ssBom.No.1-19<br>Elec.light 2Dks(Stl-ws)3trB | 4432<br>4098<br>2870 | ✠100A1<br>9,21 ~~3,21~~<br>BS3,21 ✠LMC7,19 | Bom | y | CL<br>SN4,19<br>P4,19 | 1892<br>9mo<br><br>Lloyd | Harland&<br>Wolff(Lim.)<br>Belfast<br>'sA&CP | Bombay&Persia<br>S.N.Co.Ld.<br>WB=Ce | 400·7<br>P39'B92'F47'<br>FK&BK$2\frac{1}{2}$"<br>llDB300'806tFPT | 45·2 | 28·1 | Bombay<br>British<br>7BHCem<br>67tAPT51t | T.6Cy.$18\frac{1}{2}$",30"&50"-42"(s)<br>180lb 90lb 373NHP<br>2DB,12rf,GS187,HS6060<br>Harland&Wolff(Lim.),Bel | 31 ″ 3<br>s 7 ″ $3\frac{1}{2}$<br>24 ″ 8 | |
| 26002<br><br>JBGD | **Nuria** SteelScSr<br>ssBcl No.2-21 ssShl.No.3-12,12<br>~~ssBcl.No.1-18~~<br>(exAlmirall Lluis de Requesens,exAsuarca,exAgnes)<br>Elec light 1Dk(Irn)2trB&deep framing<br>Wireless 3Dk rule | *2845*<br>*2622*<br>*1803* | ✠100A1<br>withfreeboard<br>7,21 ~~9,19~~ ✠LMC<br>~~MS11,17~~ MBS2,21<br>MS7,21 DBS7,21 | Bcl | u | N2,21 | 1900<br>9mo | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>A&CP | Cia.Barcelonesa de<br>Nav.<br>CellDBa102'uE& | 323·4<br>P33'B88'F37'<br>FK<br>B32'f134'761tFPT | 46·9 | 21·3 | Barcelona<br>Spanish<br>5BHCem<br>106tAPT51t | T.3Cy.23",38"&62"-42" (s)<br>160lb 100lb NDB19 270NHP<br>2SB,6pf,GS112,HS4360<br>N.E.MarineEng.Co.Ld.Sld | 23 ″ 9<br>s 3 ″ $10\frac{1}{2}$<br>20 ″ 2 | |
| 26003 | **Nürnberg** SteelSc<br>(Trawler)<br>1Dk | 214<br>187<br>81 | | | | | 1902 | G.Seebeck<br>Act.Ges.<br>Bremerhaven | DeutscheDmpfischereiGes.Nordsee | 122·0<br>Q60'F23' | 22·8 | 11·8 | Nordnham<br>German | T3Cy$11\frac{13}{16}$"$18\frac{1}{8}$"& $30\frac{5}{16}$"-$22\frac{1}{16}$"<br>43NHP<br>G.Seebeck A.G.Bremerhvn | | |
| 26004<br>133512<br>HWMV | **Nurtureton** SteelScSr<br>~~ssMch.No.1-16~~<br>Wireless 1Dk(Stl)&Awngdk(Stl)<br>ssHam.No.2-22 | 6055<br>5886<br>4495 | ✠100A1<br>Awngdk<br>withfreeboard<br>4,22 ~~1,20~~ BS4,22<br>~~BS1,20~~ ✠LMC~~11,16~~12,20 | Gms<br>Ham | z | CL<br>~~N12,20~~<br>3,22 | 1912<br>8mo<br><br>Lloyd | Ropner&<br>Sons,Ld.<br>Stockton<br>'sA&CP | J.E.Guthe<br>~~Mgr.)~~ WB=Cell<br>108'uE&B56' f | 415·0<br>DBa FK<br>175'1567tFPT 346t | 55·0 | 30·6 | Newcastle<br>British<br>7BHCem<br>APT258t | T.3Cy.$25\frac{1}{2}$",43"&71"-48" (s)<br>180lb HS7841 448NHP<br>2SB&1AuxSB,9cf,GS185,<br>Blair&Co.Ld.Stockton | 34 ″ 7<br>s 8 ″ 7<br>26 ″ 4 | |
| 26005<br>200856<br>KTOB | **Nushagak** SteelScSr<br>ssS.Fo.No.3-4,17<br>Elec.light Wireless 1Dk(Stl)<br>Mchy Aft ssS.Fo No1-22 | 739<br>584<br>479 | ✠100A1<br>3,22 ~~3,20~~<br>~~BS5,20~~ ✠LMC~~4,17~~<br>~~BS5,21~~ 3,22<br>Fitted foroil | SFo<br><br><br><br>fuel 3, | ~~j~~<br><br><br><br>07 | ~~N11,17~~<br>5,21<br><br><br>F. P. | 1904<br>5mo<br><br><br>above | United<br>Eng.Works<br>SanFrancisco<br>A&CP<br>150° F. | AlaskaPackers<br>Association<br><br>~~WB=CellDB~~ | 175·5<br>P43'F38'<br>FK<br>~~uE&B50'62t~~ FPT<br>CellDB140'223t | 34·0 | 14·5 | S.Frncisco<br>Utd.States<br>3BH<br>75tAPT27t | T.3Cy.14",22"&38"-30" (s)<br>180lb 120lb 118NHP<br>2SB,4cf,GS60,HS2320<br>UnitedEng.Works.S.Fo. | | |
| 26006 | **Nuthatch** SteelSc<br>For full particulars See No. 38628 in Supplement<br>1Dk | 316<br>278<br>136 | 100A1<br>StmTrawler<br>(ClassContem | <br><br>plated) | | | 1921 | Ferguson<br>Bros.(Port<br>Glasgow)Ld.<br>PortGlasgow | KelsallBros.&<br>BeechingLd.<br>(J.Slater,LdMgrs) | 140·4<br>F21' | 23·1 | 12·4 | Hull<br>British | T.3Cy.$13\frac{1}{2}$",22"&37"-26"<br>FergusonBros.(Port<br>Glasgow)Ld.Pt.Gls. | | |
| 26007<br>130863<br>KQCF | **Nuuanu** IronAuxScBarge<br>OilEng.<br>(exHighlandGlen) 1Dk2trB<br>Wireless Carrying oil fuel in bulk<br>(See Sailing Ship Register) | 988<br>935<br>786 | | | ... | | 1882 | Ramage&<br>Ferguson<br>Leith | Philippine<br>VegetableCo. | 203·2<br>P27'F30' BK8" | 34·0 | 19·6 | Manila<br>Utd.States | Oil Engine | 21 ″ 3 | |
| 26008<br>4422<br>JPGS | **Nya Dansätter** CompScSr<br>(exHeros)<br>Mchy.Aft 1Dk | 177<br>147<br>79 | | | | | 1904 | Sixten<br>Groth<br>Sjötorp | Ångf.A/B Samseglingen (Alb.<br>Svensson,Mgr.) | 99·8<br>P23'H5t | 22·9 | 10·3 | Gothenbrg<br>Swedish | C.2Cy.10"&$20\frac{1}{2}$"-15"<br>NE&B07 16NHP<br>LundbyM.V.Gothenburg | | |
| 26009<br>1719<br>JDKT | **Nya Hållsviken** IronSc<br>1Dk | 176<br>89<br>125 | | | | | 1877 | Oskrshmns<br>M.V.Aktieb.<br>Oskarshamn | Ångb.Aktieb.<br>VestraSödertörn<br>(K.F.Carlsson,<br>Mgr.) | 108·0<br>Q31'B47'H11tF10' | 19·7 | 8·4 | Stockholm<br>Swedish | C.2Cy.14"&29"-21"<br>32NHP<br>OskarshamnsM.V.Aktieb. | | |
| 26010<br>3478<br>JKQN | **Nya Hermes** CompScSr<br>(exWillie) 1Dk | 200<br>158<br>87 | | | | | 1899 | Sixten<br>Groth<br>Sjötorp | RederiAktieb.<br>Örnen (A.Th.Assmundson,Mgr.) | 100·1<br>B28'H7t | 22·6 | 10·6 | Gothenbrg<br>Swedish | C.2Cy.$10\frac{3}{8}$"&$21\frac{3}{8}$"-$15\frac{1}{2}$"<br>15NHP<br>MotalaNyaCo.Motala | | |
| 26011<br>3899<br>JMGQ | **Nya Hillersjö** SteelSc<br>1Dk | 174<br>94<br>120 | | | | | 1901 | Bergsunds<br>M.V.Aktieb.<br>Stockholm | Ångf.Aktieb.<br>Drottningholm-Fittja (J.W.<br>Rickander,Mgr.) | 103·5<br>Q28'B44'H14tF10' | 19·3 | 8·9 | Stockholm<br>Swedish | C.2Cy.$13\frac{1}{8}$"&$26\frac{1}{4}$"-$17\frac{5}{8}$"<br>24NHP<br>BergsundsM.V.Aktb.Skm. | | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 · 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total<br>Sous le Pont<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7"<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières<br>NHP=Force en chevaux d'après formules de la Société<br>RHP=Force en chevaux d'après papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26012<br>1736<br>JDLF | **Nya Sandhamn** IronSc<br>*OilEng.*<br>(*ex*ÖstanåL,*ex*Östanå) 1*Dk* | 154<br>74<br>108 | | | | | 1875 | W.Lindbergs Aktieb.<br>Stockholm | StockholmSandhamsRederiaktieb. (J.G.Ohlin,*Mgr.*) | 99·1<br>Q29'B57'H10*t*F12' | 17·6 | 8·0 | Sandhamn<br>Swedish | OilEngine *made*16 *fitted*19<br>4Cy.10¼"–14½"<br>A/BAtlasDiesel,Skm. |
| 26013<br>3086<br>JHFN | **Nya Slottsbron** WoodScSr<br>*Mchy.Aft* 1*Dk* | 200<br>150<br>116 | | | | | 1897 | S.Groth<br>Sjötorp | Jönköpings& VulcansTändstickfabrik A/B | 100·2<br>P22'H5*t*F11' | 22·3 | 9·9 | Mariestad<br>Swedish | C.2Cy.10"&22½"–15"<br>16NHP<br>LindholmenM.V.Got. |
| 26014<br>1626<br>JDGR | **Nya Södertelje** IronSc<br>(*ex*Hållsviken)<br>1*Dk* | 125<br>57<br>87 | | | | | 18$\frac{68}{79}$ | Oscarshmn M.V.<br>Oscarshamn | Ångb.Aktieb.VestraSödertörn (K.F.Carlsson,*Mgr.*) | 104·5<br>Q30'B43'H15*t* | 17·3 | 6·2 | Stockholm<br>Swedish | C.2Cy.14½"&25¼"–19½"<br>NB07 23NHP<br>BergsundsM.V.Stockholm |
| 26015<br>4050<br>JMTH | **Nya Svartsjölandet** SteelScSr<br>1*Dk* | 151<br>93<br>96 | | | | | 1900 | MotalaNya Co.<br>Motala | Ångf.Aktieb.Nya Svartsjölandet (A.Holm,*Mgr.*) | 103·0<br>B38'H13*t* | 19·4 | 8·6 | Svartsjö<br>Swedish | C.2Cy.13"&26½"–17½"<br>60NHP<br>MotalaNyaCo.Motala |
| 26016<br>2571<br>JFQT | **Nya Upsala** IronScSp<br>(*ex*Vesterås)<br>1*Dk* | 165<br>104<br>94 | | | | | 1855 | MotalaCo.<br>Norrköping | Ångf.Aktieb. Garibaldi (H.W.Söderman) | 95·4<br>Q29' B23' H8*t* F26' | 21·8 | 8·9 | Upsala<br>Swedish | C.2Cy.19"&32"–18"<br>NB01 36NHP<br>BergsundsMek.Verks.Skm. |
| 26017<br>123529<br>HJNC | **Nyanza** SteelTwinScSr<br>*Elec.light* 2*Dks*(*Stl–Uteak s*)3*tr B*<br>Wireless Sub.Sig. •&*deep framing* | 7023<br>5851<br>4322 | ✠<br>11,09<br>✠ | Ant | *b*† | | 1906<br>11mo | Caird&Co. Ld.<br>Greenock<br>*WB=Cell* | P.&O.Stm.Nav.Co. | 449·9<br>P78'B149'F85'<br>FK&BK3"<br>*DBa* 110'*f*171'774*t* | 52·2 | 30·6 | Greenock<br>British<br>7*BHptCem*<br>*APT*100*t* | Q.8Cy.19",27",38½"&54"–48"<br>625NHP<br>2DB,*12cf*,GS234,HS9125<br>Caird&Co.Ld.Greenock |
| 26018<br>215570<br>LHTJ | — SteelScSr<br>(*ex*Esslingen)<br>*Well deck* Wireless 2*Dks*(*Stl*)&<br>*Elec.light* Sub.Sig. 3*rd Dk in No.* 1 *hold* | 6213<br>—<br>3866 | ✠<br>2,16<br>✠ | Ham | *z* | | 1911<br>1mo | Blohm& Voss<br>Hamburg<br>*WB=Cell* | NyanzaS.S.Co.Inc (Moore&McCormackCo.Inc *Mgrs*) | 406·7<br>P&B333'F46'<br>FK<br>*DBa* 126' *uE&B*50' | 55·2 | 25·6 | S.Frncisco<br>Utd. States<br>8*BHCem*<br>*f*185'1178*t* | T.3Cy.26",43¾"&74¾"–54"<br>619NHP<br>3SB,*9cf*,GS194,HS8945<br>Blohm&Voss,Hamburg |
| 26019<br>NTWP | **Nyborg** Iron&SteelPad<br>(*Ferry*)<br>1*Dk* | 945<br>892<br>382 | | | | | 1883 | Kockums Mek.Vrkt.<br>Malmö | DeDanskeStatsbaner | 250·0 | 34·2 | 14·7 | Kallunbrg<br>Danish | C.4Cy.33¼"&63¼"–54"<br>490NHP<br>KockumsMek.V.Malmö |
| 26020<br>MVPL | — WoodSc<br>1*Dk* | 153<br>123<br>76 | | | | | 1920 | Lars Björgens Verft<br>Halsenö | A.Salomonsen | 89·2<br>F6*t*Q15*t* | 23·1 | 10·0 | Kopervik<br>Norwegian | |
| 26021<br>MTND | **Nyhavn** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 1626<br>1184<br>948 | | | | | 1919 | Bergens Mek.Værks.<br>Bergen | D/SA/SNyhavn (Chr.Haaland, *Mgr.*) | 244·6<br>P16'Q73'B65'F27' | 37·7 | 15·8 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.18",29"&49"–33"<br>138NHP<br>BergensMekVærksBergen |
| 26022<br>NBFD | **Nykjöbing** WoodAuxSc4MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 266<br>208<br>196 | | | | | 1919 | Akt.Morsö Skibsværft<br>Nykjöbing | A/S MorsöSkibs. (F.L.Knakkergaard,*Mgr.*) | 122·4 | 27·2 | 12·5 | Nykjöbing<br>Danish | Oil Engines 2S.C.SA<br>4Cy.12¾"–13¾" 40NHP<br>Motorfab.Densil,Aalborg |
| 26023<br>1820<br>JDNQ | **Nyköping** IronScSr<br>1*Dk* | 182<br>90<br>101 | | | | | 1861 | Nyköpings M.V.<br>Nyköping | Liljeholmens Rederiaktieb.(J.Bruneau,*Mgr.*) | 114·1<br>Q39'B46'H5*t*<br>F34' | 19·6 | 8·5 | Stockhlm<br>Swedish | C.2Cy.17¼"&33"–21"<br>42NHP<br>W.LindbergsAktieb.Skm. |
| 26024<br>5063<br>JRQP | **Nyland** SteelScSr<br>*Turret deck* 1*Dk* | 3325<br>2773<br>2041 | | | | | 1909 | W Doxford &Sons,Ld.<br>Sunderland | Ångf.Aktieb. Tirfing (Dan. Broström,*Mgr.*) | 326·9<br>P37'B42'F29' | 48·6 | 21·7 | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.24½",40"&66"–42"<br>282NHP<br>W.Doxford&Sons,Ld.Sld |
| 26025 | — SteelScSr<br>*Now named* "MariongaMari," *See No.* 38423 *in Supplement*<br>1*Dk&deep framing* | *1534*<br>*1453*<br>*960* | | | ... | | 1898 | R.Duncan &Co.Ld.<br>Port Glasgow | N.Maris | 259·2<br>P23'B62'F28'<br>FK | 37·1 | 18·1 | Greek<br>*WB* | T.3Cy.19",30½"&50"–36"<br>156NHP<br>Dunsmuir&Jackson,Gls. |
| 26026<br>590<br>JBRD | — IronScSr<br>1*Dk* | 163<br>86<br>104 | | | | | 1875 | W.LindbergsAktieb.<br>Stockholm | Sundsvalls Skärgård(F.Hägg, *Mgr.*) | 109·3<br>Q30'B47'H12*t*F16' | 17·7 | 7·7 | Sundsvall<br>Swedish | C.2Cy.11"&24"–21"<br>NB95 22NHP<br>W.LindbergsAktieb.Skm. |
| 26027<br>127826<br>HMJR | **Nylghau** SteelScK<br>*ss*Gms.No.3–5,19<br>1*Dk* | 261<br>236<br>112 | ✠100A1<br>*StmTrawler*<br>10,21~~8.20~~<br>BS5,21<br>~~BS5,19~~ ✠LMC5,19 | Gms | | CL<br>~~5,19~~<br>10,21 | 1908<br>2mo<br>*Lloyd* | Charlton& Doughty,Ld.<br>Grimsby<br>*sA&CP* | Morris&FisherLd. | 130·6<br>Q70'F19'<br>len14 BK8" | 22·1 | 11·5 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"–24" (*s*)<br>180lb 70RHP<br>1SB,*2pf*,GS35,HS1186<br>Amos&Smith,Hull |
| 26028 | **Nymphe** SteelTwinSc<br>*Elec.light* Wireless 1*Dk* | 385<br>298<br>134 | | | | | | Bremer Vulkan<br>Vegesack | Norddeutscher Lloyd | 182·7<br>F59' | 24·0 | 10·6 | Bremen<br>German | T6Cy13⅗",19$\frac{7}{10}$"&30$\frac{7}{10}$"–17½"<br>*E made*16 79NHP<br>BremerVulkan,Vegesack |
| 26029<br>MPPB | **Nynæs** SteelSc<br>*Motor*<br>(*ex*Vitesse) 1*Dk* | 124<br>99<br>68 | | | | | 1912 | G.J.van derWerff<br>Hoogesand | A/S Seil-Motor (O.LieAndersen, *Mgr.*) | 98·1 | 17·6 | 6·7 | Chrstiania<br>Norwegian | Motor<br>2Cy.9½"–10" 10NHP |
| 26030<br>124984 | **Nyounghla** SteelTwinSc<br>*Mchy.Aft* 1*Dk* | 382<br>312<br>132 | | | | | 1909 | Armstrong Whitworth &Co.Ld.<br>Newcastle | BurmahOilCo.Ld. | 160·0 | 31·1 | 8·1 | Rangoon<br>British | T.6Cy.9",14½"&24"–15"<br>58RHP<br>BairdBros.NorthShields |
| 26031<br>115115<br>VCHS | **Nyroca** SteelScSr<br>*ss*Ply.No.3–7,18<br>2*Dks*(*UptIrn&ptStl*)<br>*Well deck* | 1295<br>1141<br>634 | ✠100A1<br>5,21 ~~2.20~~ 3,22<br>~~✠NE&B7,18~~<br>DBS12,20✠LMC7,18 | Mch | *p* | CL<br>~~6,19~~<br>5,21 | 1903<br>6mo<br>*Lloyd* | Wigham-Richrdsn&Co Ld Newcastle<br>'*sA&CP* *WB* | CorkS.S.Co.Ld.<br>=*CellDBa*67'*uB*8' | 255·4<br>P144'F60'<br>BK9"<br>*f*88' 217*t* *FPT*27*t* | 33·8 | 18·6 | Cork<br>British<br>4*BHCem*<br>*APT*17*t* | T.3Cy.21",35"&55"–39" (*s*)<br>160lb *80lb* NDB12 195NHP<br>2SB,*6pf*,GS107,HS3570<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. |
| 26032<br>WNCJ | **Nystrand** SteelScSr<br>1*Dk* | 992<br>799<br>568 | | | | | 1920 | N.V.Holland Scheeps Maschinehandel<br>HendrikIdo Ambacht | A/SUtsire(C.B. Nielsen,*Mgr.*) | 215·0 | 34·4 | 15·6 | Skien<br>Norwegian<br>*WB* | T.3Cy.15",25"&40"–27"<br>83NHP<br>Maschienefabriek Kinderdijk |

*** Additional Ships are inserted in the Supplement at the end of the Register.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26033 | **O.A.Brodin** SteelScSr<br>Elec.light Wireless 1Dk | 1887<br>1646<br>1100 | | | | | 1920 | E.Brodins Varfs Aktiebolag<br>Gefle | ErikBrodins RederiA/B (E. Brodin, Mgr.) | 265·0<br>P33'B67'H62tF30' | 42·7 | 18·5 | Torö<br>Swedish | Steam Turbines<br>SvenskaTurbinfabr A/B, LjungströmFinspång | | |
| 26034<br>214468<br>LKWG | **O. A. Hermanson** WoodScTug<br>Elec.light Specially treated 1Dk<br>Wireless F&YM5,18 | 334<br>300<br>47 | ✠ 11A–<br>For towing purposes<br>7,21 ~~11,19~~<br>Fitted for oil fuel 8 18 F.P. above 1 50°F.<br>~~BS11,19~~ ✠LMC8,18<br>BS7,21 | Gal | | CL<br>7,21 | 1918<br>3mo | GulfS.B. Co.<br>Madisonville, La. | SunsetFuelOil Corporation | 126·3 | 28·2 | 14·3 | Corpus ChristeTex<br>Utd.States | T.3Cy.16⅜",25"&40"–30"<br>E&B made90 refitted18<br>160lb 88NHP<br>1SB<br>Dunsmuir&Jackson,Gls. | 15 ″ 3 | |
| 26035<br><br>MDBW | **O. A. Knudsen** SteelScSr<br>ssSou.No.3-10,17<br>ssBgn.No.1-22<br>1Dk(Stl)2trB&deep framing<br>Elec.light Wireless 3Dk rule | 3587<br>3338<br>2248 | ✠100A1<br>2,22 ~~8,20~~<br>~~BS8,20~~ ✠LMC11,17<br>1,22 | Shl | *v* | CL<br>N8,20 | 1907<br>1mo<br>Lloyd's A&CP | Craig,Taylor&Co.Ld.<br>Stockton | D/SA/SO.A.Knudsen(K.Knutsen)<br>WB=Cell DBa111'uE19' | 342·0<br>P46'B102'F31' FK<br>f146'931tFPT118t | 51·0 | 22·5 | Haugesnd<br>Norwegian<br>6BHCem<br>APT155t | T.3Cy.24½",40"&66"–45" (s)<br>180lb 160lb 307NHP<br>2SB,8pf,GS142,HS4600<br>J.Dickinson&Sons,Ld.Sld. | 25 ″ 1<br>s 4 ″ 5<br>21 ″ 1 | |
| 26036<br><br>MTPN | **O. B. S.** WoodAuxSc3MstSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 459<br>372<br>344 | | | | | 1918 | O.B. Sörensen<br>Arendal | A/SOra (O.B.Sörensen&Co Mgrs.) | 161·3<br>Q43tH35t | 32·4 | 13·1 | Arendal<br>Norwegian | Oil Engine<br>4Cy.14⅓"–15¾" 69NHP<br>LysekilsMek.Verks. A/B,Lysekil | | V |
| 26037<br>155336<br>KNSD | **O. L. Halenbeck** SteelSc<br>Tug<br>1Dk | 198<br>—<br>135 | | | | | 1898 | Neafie& LevyS.&E. B.Co.<br>Philadelphia | CahillTouring Line,Inc. | 103·3 | 22·6 | 12·6 | NewYork<br>Utd.States | C.2Cy.20"&36"–26"<br>55NHP<br>Neafie&LevyS.&E.B.Co., Philadelphia | | |
| 26038<br>216770<br>LMNK | **O. T. Waring** SteelSc<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing<br>Sub.Sig. Wireless | 5580<br>5091<br>3379 | ✠100A1<br>~~7,21~~ ~~11,20~~<br>1,22<br>✠LMC9,18<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 9,18 F.P.above 1 | NOs | *z* | CL<br>1,22 | 1918<br>9mo | Bethlehem S.B.Corp.Ld.<br>Wlmgtn, Del.<br>A&CP<br>50° F. Bnkrs | StandardOilCo. (NewJersey)<br>Cell<br>13'245tDTf32'336 | 411·6<br>P114'B29'F41' FK<br>DBuE&B67'in (<br>tFPT106tAPT105t | 53·4 | 29·8 | NewYork<br>Utd.States<br>18BHptCem<br>14 „ toU dk<br>4 „ „2nd „ | T.3Cy.27",45"&74"–48" (s)<br>180lb 180lb 528NHP<br>2SB,8cf,GS360,HS7788 FD<br>BethlehemS.B.Corp.Ld.<br>) | 31 ″ 0<br>s 6 ″ 11½<br>24 ″ 5 | |
| 26039<br>115636<br>HKCP | **Oak** SteelSc3MstSr<br>ssDub.No.3-9,19<br>Mchy.Aft 1Dk(Irn)<br>Well deck | 318<br>228<br>124 | ✠100A1<br>4,21<br>~~BS10,20~~ ✠LMC9,19<br>BS2,22 | Dub | *f* | CL<br>4,21 | 1906<br>10mo<br>Lloyd's A&CP | J Fullerton &Co.<br>Paisley | Newry&Kilkeel SS.Co.Ld(J.Fisher &Sons,Mgrs.) | 142·5<br>Q79'B7'F23'<br>BK6"<br>WB= | 23·3 | 10·1 | Newry<br>British<br>3BHCem<br>FPT43t | C.2Cy.16¼"&34"–24" (s)<br>~~160lb~~ 100lb 47RHP<br>1SB,2pf,GS40,HS1300<br>RenfrewBros.&Co.Irvine | 11 ″ 2<br>s 4 ″ 2<br>11 ″ 5 | |
| 26040<br>118750<br>HFGJ | **Oak Branch** SteelScSr<br>ssBkn.No.3-8,19<br>(exDen of Kelly) Wireless 1Dk(Stl)&<br>Elec.light Spar dk(Stl)&deep framing | 4430<br>4127<br>2875 | ✠100A1<br>Spar dk<br>~~9,215,20~~<br>2,22<br>✠LMC9,19<br>BS~~10,20~~1,22<br>Fitted for oil fuel 5,20 F.P. above 1 50° F. | Sou<br>~~Sws~~Shl | *x* | CL<br>~~9,19~~<br>9,21 | 1906<br>1mo<br>Lloyd's A&CP | Russell& Co.<br>Pt.Glasgow<br>Cell | NautilusStmShpg. Co.Ld.(F.&W. Ritson,Mgrs.) WB<br>DBa126'uE&B40' | 385·0<br>P30'B109'F41' 26·4<br>= FK<br>f170'1070t DTa32' | 49·8 | 18·4 | Sundrland<br>British<br>6BHCem<br>765tAPT45t | T.3Cy.26",42"&70"–48" (s)<br>180lb 130lb 410NHP<br>NDB09 refitted20<br>2SB,6cf,GS118,HS5523 FD<br>Rankin&Blackmore,Grk. | 29 ″ 0<br>s 5 ″ 7<br>23 ″ 10 | |
| 26041<br>115700<br>TNHL | **Oak Villa** SteelScSr<br>ssAyrNo.3-9,16<br>(exNorwood) ssApl.No.1-21 1Dk (Irn)<br>Mchy.Aft Well deck | 222<br>165<br>84 | ✠100A1<br>6,21 ~~1,20~~<br>✠LMC2,20<br>BS6,21 | Bkn<br>Apl | *b* | CL<br>2,20 | 1902<br>7mo<br>Lloyd's A&CP | Scott& Sons<br>Bowling | VillaStm.Coasters Ld.(W.A.Green& Co.Mgrs.) | 118·9<br>Q42'F23'<br>len16 FK<br>WB=FPT | 20·2 | 9·1 | Cardiff<br>British<br>3BHCem<br>26tAPT2t | C.2Cy.12"&26"–21" (s)<br>130lb 40RHP<br>1SB,2pf,GS29,HS824<br>Fisher&Co.Paisley | 10 ″ 0<br>s ″ 9½<br>9 ″ 5 | |
| 26042<br>132816<br>HVLN | **Oakfield** SteelScSr<br>ssAnt.No.2-21 ~~ssMil.No.1-18~~<br>Wireless 1Dk(ptIrn&ptStl) | 3646<br>3422<br>2289 | ✠100A1<br>10,21 ~~1,20~~<br>✠LMC<br>~~MS1,18~~<br>MS10,21 | Hpl<br>Rot<br>BS5,21 | *w* | CL<br>~~4,21~~<br>10,21 | 1912<br>3mo<br>Lloyd's A&CP | W.Gray& Co.Ld.<br>WHartlepool | Anglo-Celtic ShippingCo.Ld. (Griffiths,Payne& Co.Ld.Mgrs.)<br>WB=CellDBa | 360·0<br>P25'B221'F36' FK<br>&uE142'f158'991t | 51·0 | 22·7 | London<br>British<br>6BHCem<br>APT87t | T.3Cy.25",40½"&67"–45"(r)<br>180lb 120lb 317NHP<br>2SB,6cf,GS101,HS4769<br>Cen.Mar.Eng.Wrks.WHpl | 25 ″ 1<br>s 3 ″ 5½<br>22 ″ 1 | |
| 26043 | **—** SteelSc<br>Elec.light<br>Mchy.Aft | 435 | 100A1<br>(ClassContemplated) | | | | 1921 | LythamSB &E.Co.Ld.<br>Lytham | ZillahShipping& CarryingCo.Ld. | 142·5<br>Q90'B8'F24' | 26·0 | 12·5 | Liverpool<br>British | T.3Cy.14",22"&38"–24"<br>LythamS.B.&E.Co.Ld. | | |
| 26044<br>111030<br>SQLQ | **Oakford** SteelScSr<br>ssGms.No.2-20 ssArd.No.3-4,12<br>(exSaintKevin) ~~ssBkn.No.1-15~~<br>Well deck Mchy.Aft 1Dk(Stl) | 679<br>445<br>259 | ✠100A1<br>~~12,18~~10,20<br>✠LMC10,20<br>~~MS9,16~~ ~~BS6,16~~ | Shl<br>Gms | *j* | ~~7,17~~<br>10,20 | 1900<br>3mo<br>A&CP | J Fullerton &Co.<br>Paisley | T.W.Smyth&Co. Ld | 185·0<br>Q100'B9'F27'<br>BK7"<br>DBf99'119tFPT | 28·1 | 11·6 | London<br>British<br>3BHCem<br>44tAPT3t | C.2Cy.21"&46"–33" (s)<br>130lb 131NHP<br>1SB,3pf,GS69,HS2338<br>Hall-Brwn,Buttery&C.Gls | 14 ″ 0<br>s ″ 7<br>14 ″ 1 | |
| 26045<br>216387<br>LKSV | **Oakland** SteelSc<br>Elec.light 1Dk&Shelter dk<br>Wireless &Web frames<br>Sub.Sig. Longitudinal framing | 6002<br>5551<br>4492 | | | ... | | 1918 | MooreS.B. Co.<br>Oakland,Cal. | UnitedStates ShippingBoard | 402·5<br>P34'F38'on Shelter dk FK | 53·0 | 32·0 | S.Frncisco<br>Utd.States<br>WB | 2 Steam Turbines geared to 1 screw shaft 618NHP<br>WestinghouseCo. E.Pittsburg,Pa. | 34 ″ 6 | |
| 26046<br>132833<br>JBKV | **Oaklands Grange** SteelScSr<br>Wireless 1Dk | 4499<br>4275<br>2851 | | | | | 1912 | Nthmblnd S.B.Co.Ld.<br>Newcastle | HoulderLineLd. (HoulderBros.& Co.Ld.Mgrs.) | 385·0<br>P35'B119'F37' | 52·0 | 27·1 | W.Hartlpl<br>British<br>WB | T.3Cy.25",40"&68"–48"<br>Richardsons, 320NHP<br>Westgarth&Co.Ld.Sld. | | C |
| 26047<br>124289<br>HRKN | **Oakmere** SteelScSr<br>ssLiv.No.2-17<br>Elec.light 1Dk(Stl)&Shelter dk(ptStl) | 1251<br>1108<br>744 | ✠100A1<br>Shelter dk withfreeboard<br>~~7,21~~ ~~1,21~~ 1,22<br>BS1,21 ✠LMC6,17<br>MS1,22 | Liv | *p* | CL<br>~~1,19~~<br>~~7,21~~<br>1,22 | 1910<br>7mo<br>Lloyd's A&CP | Sunderlnd S.B.Co.Ld.<br>Sunderland | BromportS.S.Co. Ld.(H.R.Greenhalgh,Mgr.)<br>WB=CellDB | 245·0<br>FK<br>a61'uE17'f115'283t | 36·0 | 15·9 | Manchestr<br>British<br>4BHCem<br>APT24t | T.3Cy.18½",31"&52"–36" (s)<br>180lb 100lb 170NHP<br>1SB,3cf,GS50,HS2646<br>N.E.MarineEng.Co Ld.Sld. | 18 ″ 3<br>s ″ 9½<br>17 ″ 9 | |
| 26048<br>105158<br>KHRB | **Oakover** SteelSc<br>(exEendracht)<br>1Dk | 347<br>252<br>162 | | | | | 1914 | J.Th.Wilmink<br>Gideon | I.C.Ozanne | ~~182·3~~<br>P9'Q12'B81'<br>132·3 | 23·1 | 10·8 | Guernsey<br>British<br>WB | T3Cy11⅔",$17\frac{7}{10}$"&29½"–$17\frac{7}{10}$"<br>D.H.Landweer 60RHP<br>&Zn.Martenshoek | | V |
| 26049<br>95739<br>TKRQ | **Oaktown** SteelSc3MstSr<br>ssArd.No.3-8,14<br>(exPar) ssShl.No.1-20<br>Mchy.Aft Well deck 1Dk(Stl) | 436<br>293<br>172 | ✠100A1<br>10,21 ~~12,20~~<br>✠LMC5,20<br>MBS6,21 | Shl<br>Npt | *g* | 3,20 | 1902<br>3mo<br>Lloyd's A&CP | J Fullerton &Co.<br>Paisley | TownLine(Lon.) Ld.(Harrison Sons &Co.Mgrs.)<br>WB=DBamid | 155·5<br>Q85'B11'F25' FK<br>32'f12'79t FPT54t | 27·0 | 10·6 | London<br>British<br>3BHCem<br>APT35t | C.2Cy.21"&42"–30" (s)<br>115lb 115lb NDB20 88RHP<br>1SB,3pf,GS53,HS1447<br>Ross&Duncan,Glasgow | 11 ″ 5<br>s 4 ″ 4½<br>11 ″ 3 | |
| 26050<br>142770<br>JVTS | **Oakwin** SteelSc<br>(exWarOasis) Wireless 1Dk(Stl)<br>Elec.light Cargo battens not fitted | 3099<br>2864<br>1870 | | | ... | CL<br>11,19 | 1919<br>2mo<br>Lloyd's A&CP | W.Gray& Co.Ld.<br>WHartlepool | SirW.R.Smith, Bart. | 331·1<br>P33'B100'F29' FK<br>CellDB284'748tFPT | 46·8 | 23·1 | London<br>British<br>7BHptCem<br>105tAPT45t | T.3Cy.25",41"&68"–45" (s)<br>180lb 358NHP<br>3SB,9cf,GS153,HS5829<br>Cen.Mar.Eng.Wks.W.Hpl. | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |
| 26051<br>105533 | **Oakwold** IronScK<br>(Trawler)<br>1Dk | 129<br>119<br>52 | | | ... | | 1895 | Cochrane& Cooper<br>Beverley | EddystoneSteam FishingCo.Ld. (J.Guzzwell,Mgr) | 93·5<br>Q17'<br>BK7½" | 20·5 | 11·0 | Grimsby<br>British | T.3Cy.10",16"&25½"–20"<br>NB10 35RHP<br>Amos&Smith,Hull | 11 ″ 10 | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre. | Nom du Navire. | Matériaux, Gréement, etc. | Tonnage Officiel. | Détails de la Classification. | | | Date de la dernière visite de l'arbre porte-hélice. | Construit. | | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | | | Port d'Armement. | Machines. |
| Numero Officiel.<br>Signaux | Ex-nom, s'il y a lieu.<br>Visites Périodiques. | Nombres des Ponts. | Total.<br>Sous le Pont.<br>Net. | Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | | Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | | Longueur. | Largeur. | Creux. | Pavillon. | No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
| 26052<br>115351<br>TSPJ | **Oanfa**<br>ssLon.No.1-21<br>*Elec.light*<br>Wireless | SteelTwinScSr<br>ssLiv.No.3–2,16<br>2*Dks*(*Stl*)&*deep framing* | 9016<br>7286<br>5810 | ✠100A1<br>~~10,21~~ ~~10,19~~ 4,22<br>✠LMC10,20<br>BS10,21 | Liv<br>~~Bkn~~ NY | *e*† | CL<br>~~6,18~~<br>~~4,20~~<br>F10,21<br>N10,21 | 1903<br>1mo<br>*Lloyd* | D&WHendersn&Co.Ld.<br>Glasgow<br>'*sA&CP*<br>*WB=* | ChinaMutualStm. Nav.Co.Ld. (A.Holt&Co.*Mgrs.*)<br>*CellDBa* 147' *uE&* | 480·0<br>P&B338'F75'<br>*B*61' *f*204'1742*tDT* | 58·3 | 32·7<br>FK | Liverpool<br>British<br>9*BHCem*<br>*a*39'1228*t F* | T.6Cy.23",38½"&65½"–48"(s)<br>200lb *100lb* 820NHP<br>3DB*18rf*,GS300HS11625 FD<br>D&W.Hendersn&CoLdGl<br>*P T*110*tAPT*60*t* |
| 26053<br>136088<br>KFTQ | **Oarsman**<br>*Mchy.Aft Well deck* | SteelSc<br>1*Dk*(*Stl*) | 319<br>234<br>117 | ✠100A1<br>1,21<br>✠LMC7,20 | Lon | *d* | | 1920<br>6mo<br>*Lloyd* | W.J.Yarwood&Sons LdNorthwich<br>'*sA&CP* | A.Chester | 126·7<br>Q41'F21'B*on*Q8'<br>*FPT*52*t* | 22·5 | 10·1<br>FK | Middlsbro'<br>British<br>3*BHCem*<br>*APT*28*t* | C.2Cy.14½"&34"–22" (s)<br>140lb 45RHP<br>1SB,*2pf*,GS39,HS1090<br>W.J.Yarwood&Sons,Ld. |
| 26054 | **Oaxaca**<br>(*ex*Primula) | SteelScSr<br>1*Dk*&*Spar dk* | 1393<br>1297<br>860 | | | | | 1903 | Framnes Mek.Værks.<br>Sandefjord | Cia.deFomento delSureste de Mexico,S.A. | 231·9<br>H95*t* | 35·2 | 20·5 | Tabasco<br>Mexican<br>*WB* | T.3Cy.16½",27"&44"–33"<br>111NHP<br>AkersMek.Værks.Xia. |
| 26055<br>5858<br>JVTC | **Oaxen V** | SteelSc<br>(*Tug*) | 160<br>130<br>28 | | | | | 1916 | Scheepswerf Baanhoek<br>Baanhoek | A/BKarta& OaxensKalkbruk (A.deJounge,*Mgr*) | 95·6<br>H12*t* | 20·1 | 9·9 | Stockholm<br>Swedish | C.3Cy.12",19"&31½"–19"<br>43NHP<br>J.&A.van derSchuyt, Papendrecht |
| 26056<br>5696<br>KBHV | **Oaxen VIII.**<br>(*ex*Stege,*ex*Mars) | SteelScSr<br>(*Ice breaker*)<br>1*Dk* | 155<br>102<br>28 | | | | | 1897 | Arentz& Rosenfeldt<br>Copenhagen | A/BKarta& OaxensKalkbruk (A.deJounge,*Mgr*) | 87·9 | 20·5 | 8·5 | Stockholm<br>Swedish<br>*WB* | T.3Cy.11¾",18"&30"–16"<br>36NHP<br>HelsingörsJernsk.&Mskb. |
| 26057 | **Ob** | SteelSc<br>1*Dk* | 113<br>—<br>83 | | | | | 1883 | Motala Mek.Verk.<br>Motala | N.Rousanoff&Son | 92·8 | 17·6 | 8·6 | Archangel<br>Russian | C.2Cy.10¾"&18½"–16"<br>11NHP |
| 26058<br>217652<br>LQDC | **Obak**<br>*Elec.light* Wireless | CompSc<br>2*Dks* | 2469<br>—<br>1472 | | | | | 1919 | Mobile S.B.Co.<br>Mobile | UnitedStates ShippingBoard | 269·1 | 45·0 | 24·2 | Mobile<br>Utd. States | T.3Cy.19",32"&56"–36"<br>188NHP |
| 26059 | **Oberbürgermeister Haken**<br>*Elec.light* Wireless | SteelScSr<br>1*Dk*2*trB* | 1189<br>864<br>700 | | | | | 1895 | Flensburgr Schiffsb.Ges.<br>Flensburg | NeueDampfer-Co. Act.Ges. | 219·9<br>P134'F28' | 32·4 | 15·6 | Stettin<br>German<br>*WB* | T.3Cy.20",32"&52"–33"<br>155NHP<br>FlensburgerSchiffs.Ges. |
| 26060 | **Oberbürgermeister Schnackenburg**<br>*Elec.light* | SteelSc<br>(*Trawler*)<br>1*Dk* | 230<br>213<br>88 | | | | | 1920 | H.C.StülckenSohn<br>Hamburg | AltonaerHochseefischereiA.G. | 119·8<br>H49'F18' | 24·2 | 9·6 | Altona<br>German<br>*WB* | T.3Cy.12⅔",21½"&33 5/16"–22"<br>54NHP<br>H.C.StülckenSohn,Ham. |
| 26061 | **Oberelbe**<br>(*ex*Countess of Zetland) | SteelSc<br>*TwinScrews fore and aft*<br>(*SalvageSteamer*)<br>2*Dks* | 594<br>—<br>357 | ✠<br>11,89 | Lon | | | 1888<br>9mo | Steward& Latham<br>London | Nordischer Bergungs-Verein | 117·0 | 40·0 | 18·2<br>FK | Hamburg<br>German<br>7*BH* | T.6Cy.12⅘",18½"&25¾"–13¼"<br>NB02 49NHP<br>*Tpd*.02Akt.Ges."Vulcan," Stettin |
| 26062<br>OPRI | **Obernai**<br>*Mchy.Aft Elec.light* | WoodTwinSc<br>1*Dk* | 1152<br>826<br>668 | | | | | 1920 | DavieS.B. &Repg.Co.<br>Lauzon,P.Q. | FrenchGovernment | 195·7<br>P98'F28' | 40·5 | 15·2 | Havre<br>French | C.4Cy.12"&24"–16"<br>38NHP<br>TidewaterShipbuildersLd ThreeRiversP.Q. |
| 26063<br>PNGB | **Oberon**<br>*Elec.light* Wireless | SteelScSr<br>(*ex*Ussa)<br>1*Dk*&*Shelter dk* | 1955<br>1667<br>1103 | | | | | 1911 | ClydeS.B. &E.Co.Ld.<br>PortGlasgow | Koninkl.Nederl. Stoomb.Maats. | 295·9 | 43·2 | 17·2 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.22",35"&59"–39"<br>217NHP<br>ClydeS.B.&E.Co.Ld.PtGl |
| 26064 | **Oberpräsident Delbrück** | SteelScSr<br>1*Dk* | 1011<br>829<br>620 | | | | | 1902 | Schömer& Jensen<br>Tönning | F.G.Reinhold | 219·3<br>B62'Q75'F28' | 34·3 | 13·8 | Danzig<br>*WB* | T.3Cy.15",24¾"&40½"–28"<br>85NHP<br>Schömer&Jensen,Tönning |
| 26065 | **Oberschlesien**<br>*Elec.light* | SteelSc<br>(*Trawler*)<br>1*Dk* | 215<br>189<br>83 | | | | | 1920 | Deutsche WerkeA.G.<br>Rüstringen | StädtHochseefisch Gemeinnützige G.m.b.H. | 125·3<br>Q70'F19' | 22·6 | 9·2 | Brmrhavn<br>German<br>*WB* | T.3Cy.12⅔",20½"&32½"–22½"<br>DeutscheWerke 50NHP<br>A.G.Rüstringen |
| 26066<br>21402<br>NPJF | **Oboshi Maru No. 2** | WoodSc | 412<br>—<br>228 | | | | | 1917 | .................. | SutsuTsuchizaki GoshiKaisha | 144·6 | 26·3 | 14·1 | Osaka<br>Japanese | |
| 26067 | **Obotrit** | SteelSc<br>(*Trawler*)<br>1*Dk* | 168<br>153<br>41 | | | | | 1906 | G.Seebec Akt.Ges.<br>Bremerhaven | F.A.Pust | 109·9<br>Q22'F18' | 21·6 | 11·1 | Gstemnde<br>German<br>*WB* | T.3Cy.10⅘",17 9/16"&28 7/16"–21 5/16"<br>38NHP<br>G.SeebeckA.G.Bremerhvn. |
| 26068<br>104628<br>NVMK | **Obra**<br>Wireless | SteelScSr<br>2*Dks*(*Stl*)&*Web frames* | 5462<br>5232<br>3521 | ✠<br>6,95 | Sld | *y* | | 1895<br>6mo | J.Laing<br>Sunderland<br>*W* | BritishIndiaStm. Nav.Co.Ld.<br>*B = Cell DBa*133' | 410·0<br>B86'F40'<br>*uE&B*61'*f*166' 970*t* | 50·7 | 29·2<br>FK | Glasgow<br>British<br>6*BHCem*<br>*APT*147*t* | T.3Cy.26",43"&70"–54"<br>403NHP<br>2DB,*12cf*,GS230,HS6382<br>G.Clark(Lm.),Sunderland |
| 26069 | **Obrascon No. 1** | SteelSc<br>1*Dk*(*ptStl*) | 145<br>107<br>51 | ✠<br>*For Towing purposes*<br>1,17 ✠ | Cdz | | | 1913<br>10mo | Cia.Euskalduna deConst<br>Bilbao | TheAdmiralty | 92·8 | 20·1 | 8·4<br>FK<br>*WB=* | British<br>4*BHCem*<br>*DT*14'15*t* | T.3Cy.12",20"&32"–22"<br>76NHP<br>1SB,*3pf*,GS55,HS1505<br>McKie&Baxter,Glasgow |
| 26070<br>76763<br>KJFT | **Observation**<br>(*ex*YachtElsa,*ex*Jean) | WoodSc<br>1*Dk* | 122<br>—<br>83 | | | | | 1888 | ..................<br>Brooklyn, N.Y. | MarineOperating Co.Inc. | 92·4 | 17·8 | 9·2 | NewYork<br>Utd. States | |
| 26071<br>132182 | **Obtain** | WoodScK<br>(*Fishing*)<br>1*Dk* | 105<br>97<br>45 | | | | | 1917 | Herd& McKenzie<br>Findochty | W.Findlay | 90·8 | 19·4 | 9·5 | Buckie<br>British | T.3Cy.9",14"&23½"–18"<br>RoseStreet 37RHP<br>Fndry.&Eng.Co.Inv. |
| 26072<br>Broken | **Ocamo**<br>up<br>(*ex*TaymouthCastle)<br>*Elec.light* | IronScSr<br>ssHfx.3rdNo.3–9,13<br>2*Dks*(1*ptIrn*)3*trB* | ~~1910~~<br>~~1790~~<br>*1827* ~~1228~~<br>*1790*<br>*1172* | ✠<br>6,20<br>✠NB6,00 | NYk | *s* | | 1877<br>3mo | Barclay, Curle&Co.<br>Glasgow | | 300·1<br>B24'F43'<br>ND00 | 33·8 | 25·0<br>BK10" | German<br>5*BHCem* | C.2Cy.36⅜"&64"–39"<br>NDB00 229NHP<br>1DB,*8cf*,GS150,HS4330<br>Barclay,Curle&Co.Gls. |
| 26073 | **Occident** | SteelScSr<br>1*Dk* | *813*<br>*610*<br>*506* | | | | | 1889<br>6mo | Flensburgr Schiffsb.Ges.<br>Flensburg | S.Accame di A. | 191·3<br>Q64'B52'F26' | 30·8 | 13·3 | Italian<br>*WB* | T.3Cy.14",23"&40½"–27"<br>85NHP<br>FlensburgerSchiffsb.Ges. |
| 26074<br>220025<br>LWNG | **Occidental**<br>Wireless<br>*Mchy.Aft*<br>*Elec.light* | SteelSc<br>2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing* | 6727<br>6071<br>5108 | ✠100A1<br>~~5,21 1,21~~ 12,21<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 5,20<br>✠LMC5,20<br>BS5,21 | NYk<br>M | *a*† | CL<br>1,21<br>*F.P. above* | 1920<br>5mo<br>A&CP | TexasS.S. Co.<br>Bath,Me.<br>150° F. | TheTexasS.S.Co. Inc.<br>*CellDBuE&* | 416·8<br>P107'B35'F33'<br>*B*64'209*t FPT* 229*t* | 56·1 | 31·1<br>FK | New York<br>Utd.States<br>16*BHptCem*<br>*APT*130*t* | T.3Cy.26½",44"&74"–51"(s)<br>200lb HS9969 556NHP<br>3 Water Tube Boilers<br>H.S.TroutCo.Buffalo,NY. |

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. / Late Name if any. / Special Surveys. | 3 Material, Rig, &c. / No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built: When. Ship. Engines | 9 By Whom. Where. | Owners. | Length. | Breadth. | Depth. | 12 | 13 Engines. | 14 Moulded depth. Freeboard | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26075 | Oceaan II. | SteelScK<br>ssAms.No.3-7,13<br>ssYmn.No.1-17<br>1Dk | 214<br>200<br>61 | ✠100A1<br>StmTrawler<br>12,20<br>BS12,20 ✠LMC12,17 | Ymu | | 5,18 | 1901<br>3mo | Nederl.<br>Schps.Maats.<br>Amsterdam<br>A&CP | N.V.OceaanViss. Maats."Oceaan II."(L.Allard, Mgr.) | 120·7 | 22·2 | 10·8<br>BK7½"<br>WB=Cell | Ymuiden<br>Dutch<br>3BHCem<br>DBf14'15t | T.3Cy.12",21"&32"-22½" (s)<br>200lb 71NHP<br>1SB,2cf,GS36,HS1300<br>NedFb.v.Wrk&Spoor,Ams | 12″0<br>s1″4½<br>11″7 | |
| 26076<br>PNGK | Ocean<br>Mchy.Aft<br>Elec.light<br>Wireless | SteelSc3MstSr<br>ssRot.2ndNo.3-11,12<br>ssRot.No.~~1-17~~ 2-21<br>2Dks(Stl)&Webframes &Shelterdk | 2752<br>2740<br>1694 | ✠100A1<br>Shelter dk<br>withfreeboard<br>5,21 ~~12,19~~<br>CarryingPetroleum in bulk<br>✠NB3,04 ✠LMC5,21<br>~~MS8,17 5,21BS10,19~~ | Rot | u | CL<br>12,19 | 1888<br>2mo | Russell & Co.<br>Greenock<br>A&CP | AmericanPetroleumCo. | 310·7<br>ptND06 | 39·1 | 25·2<br>FK<br>WB=FPT147t | Rotterdm<br>Dutch<br>15BHCem<br>APT110t | T.3Cy.22¾",36"& 58"-42"(s<br>160lb 100lb NDB12 258NHP<br>2SB,6cf,GS124,HS4360<br>D.Stewart&Co.,Glasgow | 26″2<br>s2″10½<br>23″7 | |
| 26077<br>OPRV | —<br>Elec.light Wireless | Steel&IronScSr<br>(Trawler)<br>1Dk | 634<br>—<br>289 | | | | | 1914 | Earle's Co. Ld.<br>Hull | Coppin&Co. | 175·4<br>Q89'F29' | 29·1 | 14·0 | Boulogne<br>French<br>WB | T.3Cy.15",25"&42"-27"<br>95NHP<br>Earle'sCo.Ld.Hull | | V |
| 26078<br>17704<br>LRCG | —<br>Elec.light | SteelScSr<br>1Dk | 301<br>259<br>96 | | | ... | CL | 1918<br>11mo | GlobeS.B. Co.<br>Superior,Wis. | BayStateFishing Co. | 135·0<br>Q73'F26' | 22·8 | 13·4<br>BK | Boston<br>Utd.States<br>4BHCem<br>DTf7'24t | T.3Cy.12¾",21½"&35"-24"<br>180lb (s) 89NHP<br>1SB,2cf,GS33,HS1312 FD<br>Bertelsen&PetersenE.Co. Boston,Mass | 13″3 | |
| 26079 | —<br>Elec.light | SteelScK<br>ssHam.No.1-11<br>1Dk | 220<br>208<br>85 | ✠<br>StmTrawler<br>11,15 ✠ | Ham | | | 1907<br>1mo | J.Duthie, Sons&Co.Ld.<br>Aberdeen | B.Brookmann | 126·8 | 22·0 | 9·4<br>BK7½"<br>WB=DB | Altona<br>German<br>3BHCem<br>uBkr14'16t | T.3Cy.12½",21"&35"-25"<br>91NHP<br>1SB,3pf,GS53,HS1731<br>W.V.V.Lidgerwood,Gls. | 13″0 | |
| 26080<br>102484 | —<br>Mchy.Aft | SteelScSp<br>ssBrs.2ndNo.3-3,18<br>1Dk(Irn) | 140<br>110<br>71 | ✠100A1<br>7,20<br>Bristol Channel Service<br>✠NB7,20 ✠LMC<br>MS9,17 | Npt | a | 7,20 | 1893<br>10mo | Exors.of T.A.Walker<br>Sudbrook<br>Lloyd'sA&CP | Osborn&Wallis Ld. | 95·0<br>Q32' | 19·1 | 7·9<br>BK6½"<br>WB | Bristol<br>British<br>3BHCem<br>=FPT7t | C.2Cy.13½"&27"-18" (s)<br>100lb 45RHP<br>1SB,2pf,GS26,HS610<br>Newall&Co.(Lim.),Bristol | 8″10<br>s″9½<br>8″8 | |
| 26081<br>99659<br>JNKT | Ocean Bride | SteelScK<br>(Trawler)<br>1Dk | 175<br>155<br>71 | | | ... | | 1894 | Mackie& Thomson<br>Glasgow | AberdeenMutual &GeneralMarine InsuranceCo.Ld. (D.Rennie,Mgr.) | 103·6<br>Q42'RFD18' | 21·0 | 10·8<br>BK7½" | Aberdeen<br>British<br>WB | C.2Cy.14½"&34"-22"<br>NB19 46RHP<br>Muir&Houston,Glasgow | 12″0 | |
| 26082<br>143891 | Ocean Clipper<br>(exHenryHarding) | SteelScK<br>1Dk | 203<br>201<br>88 | ✠100A1<br>StmTrawler<br>12,18 ✠LMC12,18 | Lth | | CL | 1918<br>12mo | Hawth'rns &Co.Ld.<br>Leith<br>Lloyd'sA&CP | Bloomfields,Ld. | 115·4 | 22·2 | 12·1<br>BK7½" | British<br>3BHCem<br>DBf29'20t | T.3Cy.12",20"&34"-23" (s)<br>180lb 75NHP<br>1SB,3pf,GS40,HS1368<br>Hawthorns&Co.Ld.Leith | 13″0 | |
| 26083<br>99575 | Ocean Comrade<br>(exPesha, exMelbourne) | IronScK<br>1Dk | 133<br>126<br>54 | ✠<br>StmTrawler<br>6,92 ✠ | Hul | | | 1892<br>6mo | Cook,Welt'n&Gemmell<br>Hull | A.Lewis | 95·6<br>WB=FPT17t | 20·5 | 10·8<br>BK7½" | Yarmouth<br>British<br>3BHCem | T.3Cy.10",16"&25½"-19½"<br>1SB,2pf,GS19,HS511 35RHP<br>C.D.Holmes&Co.Hull | | |
| 26084<br>143817 | Ocean Ensign<br>(exJohnHighland) | SteelScK<br>1Dk | 330<br>293<br>145 | ✠100A1<br>StmTrawler<br>4,21 ✠LMC12,18 | Bos | | CL<br>4,21 | 1918<br>12mo | FergsnBrs. (Pt.Gl.)Ld.<br>PortGlasgow<br>Lloyd'sA&CP | Bloomfields,Ld. | 138·9<br>Q78'F20' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 70RHP<br>1SB,3pf,GS47,HS1467<br>FergusonBros.(PtGl.)Ld | 13″6 | |
| 26085<br>137611 | Ocean Fisher | SteelScK<br>1Dk | 205<br>201<br>88 | ✠100A1<br>StmTrawler<br>3,19 ✠LMC3,19 | Lth | | CL | 1919<br>2mo | Hawthorns &Co.Ld.<br>Leith<br>Lloyd'sA&CP | B.Knowles | 115·4 | 22·2 | 12·1<br>BK7½" | Hull<br>British<br>3BHCem<br>DBf29'20t | T.3Cy.12",20"&34"-23" (r)<br>180lb 75NHP<br>1SB,3pf,GS39,HS1347<br>Hawthorns&Co.Ld.Leith | 13″0 | |
| 26086<br>119145<br>VTJS | Ocean Monarch<br>Elec.light Wireless | SteelScSr<br>2Dks | 4521<br>4156<br>2898 | | | | | 1904 | Russell& Co.<br>Pt.Glasgow | MonarchSS.Co.Ld. (Raeburn&Verel, Ld.Mgrs.) | 384·7<br>P37'B104'F40' | 48·6 | 27·0 | Glasgow<br>British<br>WB | T.3Cy.27",43"&72"-48"<br>359NHP<br>Dunsmuir&JacksonLd Gls | | C |
| 26087<br>115578 | Ocean Prince | SteelScK<br>ssAbn.No.1-07<br>1Dk | 203<br>191<br>79 | ✠<br>StmTrawler<br>10,09 ✠ | Abn | | | 1902<br>10mo | Mackie& Thomson<br>Glasgow | AberdeenFish SupplyAssoc.Ld. (H.H.Girdlestone, Mgr.) | 115·7 | 21·5 | 12·0<br>BK7½"<br>WB= | Aberdeen<br>British<br>3BHCem<br>DBf26'30t | T.3Cy.11",19"&32"-22"<br>50RHP<br>1SB,2cf,GS32,HS1195<br>W.V.V.Lidgerwood,Gls. | 13″0 | |
| 26088<br>115581 | Ocean Princess | SteelScK<br>(Trawler)<br>1Dk | 203<br>191<br>78 | | | ... | | 1902 | Mackie& Thomson<br>Glasgow | AberdeenFish SupplyAssoc.Ld. (H.H.Girdlestone, Mgr.) | 115·8 | 21·5 | 12·0<br>BK7½" | Aberdeen<br>British<br>WB | T.3Cy.11",19"&32"-22"<br>50RHP<br>W.V.V.Lidgerwood,Gls. | 13″0 | |
| 26089<br>123215<br>HFJK | Ocean Queen | SteelScK<br>ssHul.No.2-14<br>1Dk | 284<br>253<br>113 | ✠100A1<br>StmTrawler<br>5,14 ✠LMC<br>Examined7,19<br>MS4,14 BS~~7,19~~11,21 | Hul | | CL<br>10,13 | 1906<br>1mo | Earle'sCo. Ld.<br>Hull<br>Lloyd'sA&CP | Progressive Trawlers,Ld. (H. Burns,Mgr.) | 135·0<br>Q70'F21' | 22·3 | 12·3<br>BK8" | Grimsby<br>British<br>4BHCem | T.3Cy.12¾",22"&36"-24" (s)<br>200lb 77RHP<br>1SB,3pf,GS43,HS1250<br>Earle'sCo.Ld.Hull | 13″4 | |
| 26090 | Ocean Rambler | SteelScK<br>ssYar.No.1-19<br>1Dk | 96<br>96<br>37 | ✠100A1<br>For fishing purposes<br>12,20 ✠LMC12,20 | Yar | | CL<br>12,20 | 1914<br>6mo | A.Hall& Co.Ld.<br>Aberdeen<br>Lloyd'sA&CP | Bloomfields,Ld. | 86·5 | 18·7 | 9·3<br>BK7"<br>WB= | Yarmouth<br>British<br>3BHAsp<br>MT2'5t | T.3Cy.9¼",16"&26"-18" (s)<br>180lb 34RHP<br>1SB,2pf,GS29,HS660<br>A.Hall&Co.Ld.Aberdeen | 10″0 | |
| 26091 | Ocean Reward | SteelScK<br>ssYar.No.2-20<br>1Dk | 95<br>94<br>39 | ✠100A1<br>For fishing purposes<br>12,20 ✠LMC12,20 | Yar | | CL<br>12,20 | 1912<br>7mo | A.Hall& Co.Ld.<br>Aberdeen<br>Lloyd'sA&CP | Bloomfields,Ld. | 86·1 | 18·6 | 9·3<br>BK7" | Yarmouth<br>British<br>3BHCem | T.3Cy.9¼",16"&26"-18" (s)<br>180lb 37RHP<br>1SB,2pf,GS24,HS650<br>W.V.V.Lidgerwood,Gls. | 10″0 | |
| 26092 | Ocean Swell | SteelScK<br>1Dk(Stl) | 97 | ✠100A1<br>For fishing purposes<br>6,20 ✠LMC6,20 | Lwt | | CL | 1920<br>2mo | JWBrooke &Co.Ld.<br>Lowestoft<br>Lloyd'sA&CP | J.W.Brooke&Co. Ld. | 86·0 | 18·5 | 9·3<br>BK7½" | Lowestoft<br>British<br>3BHCem | T.3Cy,9¾",15"&22"-16" (s)<br>180lb 38NHP<br>1SB,2pf,GS30,HS814<br>Elliott&GarroodLdBeccles | 10″0 | |
| 26093 | | | | | | | | | | | | | | | | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. Navire. Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26094<br>135887<br>JCQR | **Ocean Transport**<br>Wireless | **SteelScSr**<br>1*Dk* | 4643<br>4375<br>2919 | | | | | 1913 | Irvine'sSB.<br>&D.D.Co.Ld.<br>WHartlepool | EmpireTransport Co.Ld.(Houlder Bros&CoLd.*Mgrs*) | 385·0\|52·0\|27·0<br>P36'B119'F36' | W.Hartlpl<br>British<br>*WB* | T.3Cy.25",40"&68"–48"<br>Richardsons, 320NHP<br>Westgarth&Co.Ld.Hpl |
| 26095<br>143798 | **Ocean Victor**<br>(*ex*JohnFairman)<br>*Mchy.Aft* | **SteelScK**<br>1*Dk* | 202<br>199<br>79 | ✠100A1<br>*StmTrawler*<br>~~6,21~~ ~~12,10~~<br>10,21<br>✠LMC4,18 | Mil<br>Hul | | CL<br>8,21 | 1918<br>6mo<br>*Lloyd* | Rennie<br>ForresttS.B.<br>E.&DD.CoLd<br>Wivenhoe<br>'*sA&CP* | B.Knowles | 115·4\|22·1\|12·1<br>BK7½" | Grimsby<br>British<br>3*BHCem*<br>*DBf*29'15*t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 57RHP<br>1SB,3*pf*,GS42,HS1347<br>A.G.Mumford,Ld.Colchstr |
| 26096 | **Oceania**<br>*Elec.light* | **SteelSc**<br>1*Dk*(*Stl*) | *3557*<br>*3337*<br>*2222* | ✠100A1<br>6,20<br>✠LMC6,20 | Cpb | *w* | CL | 1920<br>6mo<br>*Lloyd* | Campbel-townS.B.Co.<br>Ld.<br>Campbelt'wn<br>'*sA&CP* | DittaLuigi Pittaluga<br>*Cell* | 348·6\|49·9\|23·6<br>P29'B213'F26'<br>FK<br>*DB*300'995*t* *MT*24' | Genoa<br>Italian<br>7*BHCem*<br>800*t* *APT*85*t* | T.3Cy.25",40"&65"–45" (*s*)<br>180lb 327NHP<br>3SB,9*cf*,GS161,HS5313<br>J.G.Kincaid&Co.Ld.Grk. |
| 26097<br>109821<br>QGTK | **Oceanic** | **SteelScK**<br>*ss*Gms.No.3–11,16<br>1*Dk* | 235<br>216<br>109 | ✠ ——<br>8,20<br>*Well Fishing*<br>✠NB98*refitted*08<br>✠ | Gms<br>*Vessel* | | | 1898<br>9mo | Earle'sCo.<br>Ld.<br>Hull | NewCleeSteam FishingCo.Ld. (A.Bannister, *Mgr.*) | 122·7\|21·0\|11·7<br>Q44'F21'<br>BK7½"<br>len10ptND10 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12",20"&32"–23"<br>55RHP<br>1SB,2*pf*,GS33,HS880<br>Earle'sCo.Ld.Hull |
| 26098<br>105543 | — | **IronScK**<br>1*Dk* | 168<br>150<br>69 | | | ... | | 1895 | T.Charlton<br>Grimsby | KelsallBros.& Beeching,Ld. (JohnSlater,*Mgr.*) | 102·0\|21·0\|11·0<br>Q50'F20'<br>BK7½" | Hull<br>British | T.3Cy.12½",20"&32"–22"<br>53RHP<br>T.Charlton,Grimsby |
| 26099<br>Broken up 5,22<br>OPRZ | **Océanien**<br>*Elec.light* Wireless | **IronScBk**<br>3*Dks* | 4162<br>3921<br>2544 | | | | | 1884 | Mssageries<br>Maritimes<br>LaCiotat | MessageriesMari-times | 416·7\|41·7\|30·9<br>H215*t* F54' | Marseilles<br>French<br>*Tpd*.95 | T.3Cy.45¾",65"&94½"–43¼"<br>NB00 586NHP<br>MessageriesMar.,LaCiotat |
| 26100<br>559<br>RFNW | **Oceano**<br>(*ex*Masconomo)<br>Wireless | **SteelScSr**<br>*ss*Rot.No.3–3,11<br>1*Dk*(*Stl*)&*Spar dk*<br>(*ptIrnptStl*)3*trB*&*Webframes* | 4131<br>3985<br>2696 | ✠<br>*Spar dk*<br>1,15 ✠ | NYk | *x* | | 1898<br>7mo | JLThomp-son&Sons,Ld<br>Sunderland<br>*W* | LloydMediter-raneoSoc.Italiana diNav.<br>*B*= *Cell DBa* 113' | 370·0\|48·5\|19·3<br>P34'B121'F34' 27·3<br>FK<br>*uE*&*B*57' *f*145'843*t* | Genoa<br>Italian<br>6*BHCem*<br>*MT*39'636*t* | T.3Cy.24",41½"&71"–48"<br>412NHP<br>3SB,9*rf*,GS173,HS6500<br>Blair&Co.Ld.Stockton |
| 26101 | **Ocho**<br>*Elec.light* | **SteelScK**<br>*ss*BAs.No 1–15<br>1*Dk* | *275*<br>*242*<br>*104* | ✠ ——<br>7,19<br>*StmTrawler*<br>✠ | Npt | | | 1911<br>4mo | Hall,Rus-sell&Co.Ld.<br>Aberdeen | RussianGovt. | 136·4\|23·7\|11·7<br>Q77'F24'<br>BK7½"<br>*WB*= | Russian<br>3*BHCem*<br>*DBf*36'22*t* | T.3Cy.13",21½"&36"–24"<br>86NHP<br>1SB,3*pf*,GS46,HS1540<br>Hall,Russell&Co.Ld.Abn. |
| 26102 | **Ochsenwärder**<br>*Elec.light* | **SteelSc**<br>(*Trawler*)<br>1*Dk* | 215<br>—<br>— | | | | | 1920 | Deutsche<br>WerkeA.G.<br>Rüstringen | DeutscheSeefisch. A.G. | 125·3\|<br>Q70'F19' | Cuxhaven<br>German<br>*WB* | T.3Cy.12¾",20½"&32¼"–22¼"<br>DeutscheWerke 50NHP<br>A.G.Rüstringen |
| 26103<br>203953<br>KVWP | **Ocmulgee**<br>*Elec.light* | **SteelScSr**<br>2*Dks* | 2667<br>2515<br>2042 | | | | | 1907 | ForeRiver<br>S.B.Co.<br>Quincy,Mass. | MalloryS.S.Co.Inc | 300·0\|41·0\|25·8 | NewYork<br>Utd.States | T.3Cy.18",28½"&48"–40"<br>146NHP<br>ForeRiverS.B.Co.Quincy |
| 26104<br>[illegible]<br>LHBW | **Oconee**<br>(*ex*Maia)<br>Wireless<br>Now named "Commercial Pilot," See No. [illegible] in Supplement. | **SteelScSr**<br>1*Dk*&*Shelter dk* | 2555<br>2429<br>1635 | | | | | 1906 | Eiderwerft<br>Akt.Ges.<br>Tönning | OconeeS.S.Co.Inc. | 282·8\|42·0\|24·9 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20½",34¼"&55½"–35½"<br>180NHP<br>EidrwrftAkt.Ges.Tönning |
| 26105<br>123238<br>JHQK | **Octavia** | **SteelScK**<br>*ss*Hul.No.3–9,18<br>1*Dk* | 173<br>166<br>68 | ✠100A1<br>*StmTrawler*<br>8,19<br>BS11,20 ✠LMC9,18 | Gms | | CL<br>8,19 | 1906<br>3mo<br>*Lloyd* | Cook,Wel-t'n&Gemmell<br>Beverley<br>'*sA&CP* | Home&Colonial Stm.FishingCo.Ld (~~W.G.Pitchers, Mgr.~~) (N.Swann Mgr) | 108·5\|21·6\|11·5<br>BK8"<br>*WB*= | Grimsby<br>British<br>4*BHCem*<br>*DTf*10'14*t* | T.3Cy.10",16¼"&27"–24" (*s*)<br>200lb 45RHP<br>1SB,2*pf*,GS25,HS750<br>Amos&Smith,Hull |
| 26106<br>207175 | **Octorara**<br>*Elec.light*<br>*Mchy.Aft* Wireless | **SteelScSr**<br>2*Dks*&2*ShadeDks* | 4329<br>—<br>2652 | | | | | 1910 | Detroit<br>S.B.Co.<br>Wyandotte | GreatLakesTran-sitCorporation | 340·0\|45·2\|28·0 | Erie,Pa.<br>Utd.States | Q.4Cy.22",31½"45"&65"–42"<br>274NHP<br>DetroitS.B.Co.,Detroit |
| 26107<br>217231<br>LNTG | —<br>*Elec.light* Wireless | **WoodSc**<br>1*Dk*2*trB* | 2531<br>2075<br>1527 | | | | | 1918 | Nelson&<br>KelezS.B.Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 267·7\|46·5\|24·5<br>P28'B65'F26' | Seattle<br>Utd.States | T.3Cy.19½",32"&56"–36"<br>188NHP<br>NordbergMfg.Co.Milwkee |
| 26108<br>137105 | **Octoroon** | **SteelScK**<br>1*Dk* | 195<br>192<br>85 | ✠<br>*StmTrawler*<br>12,14 ✠ | Abn | | | 1914<br>12mo | Hall,Rus-sell&Co.Ld.<br>Aberdeen | SuttonSteam TrawlingCo.Ld. (A.R.Sutton *Mgr.*) | 115·4\|22·1\|11·9<br>BK7½"<br>*WB*= | Hartlpool<br>British<br>3*BHCem*<br>*DBf*19'13*t* | T.3Cy.12",20"&34"–24"<br>78RHP<br>1SB,3*pf*,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. |
| 26109 | **Octubre** | | 137 | | | | | | ................. | AstillerosEraso, S.A. | 85·3\|19·7\| 9·8 | Pasajes<br>Spanish | C.2Cy.9½"&19"–12"<br>10NHP |
| 26110<br>204455 | **Odanah**<br>Sub.Sig.<br>*Mchy.Aft* *Elec.light* | **SteelScSr**<br>1*Dk* | 4907<br>—<br>3588 | | | | | 1907 | American<br>S.B.Co.<br>Lorain,O. | InterlakeS.S.Co. (Pickands, Mather &Co.*Mgrs.*) | 420·0\|52·0\|28·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"–42"<br>218NHP<br>AmericanSB.Co.Cleveland |
| 26111<br>MGVT | **Odd II.** | **SteelScSr**<br>(*Whaler*)<br>1*Dk* | 177<br>171<br>64 | | | | | 1911 | Nylands<br>Værksted<br>Christiania | Bryde&Dahl's Hvalfangerslsk. (T.Dahl,*Mgr.*) | 111·1\|20·1\|11·9 | Sandefjrd<br>Norwegian<br>*WB* | T.3Cy.12",19½"&33"–24"<br>53NHP<br>NylandsVærksted,Xnia |
| 26112<br>MVGB | **Oddersjaa** | **WoodScSr**<br>*OilEng.*<br>1*Dk* | 477<br>411<br>344 | | | | | 1920 | Otterdals<br>Interessen-skabsSkibs-byggeri,<br>Xiansand | SkibsA/SOdder-sjaa(A.I.Lang-feldt&Co.*Mgrs.*) | 146·9\|28·6\|16·0<br>Q22*t*H38*t* | Xiansand<br>Norwegian | Oil Engine 2S.C.SA<br>4Cy.15¾"–17½" 83NHP<br>LysekilsMek.Verksted<br>A/B,Lysekil |
| 26113<br>4611<br>JQOM | **Oddevold**<br>(*ex*Odensvold,<br>*ex*Cairngowan)<br>*Well deck* | **IronScSr**<br>*ss*Got.3rdNo.3–11,21<br>~~*ss*Lth.2ndNo.3–6,08~~<br>~~*ss*Got.No.2 17~~<br>1*Dk*(*Irn*)&*Web frames* | 1129<br>860<br>649 | ✠100A1<br>11,21 ~~4,20~~<br>~~BS10,20~~ ✠LMC~~6,17~~<br>11,21 | Got | *n* | ~~7,13~~<br>11,21 | 1883<br>6mo | S.P.Austin<br>&Son<br>Sunderland<br>A&CP | Aktiebol. J.N.Sanne (J.N.Sanne,*Mgr.*)<br>*WB* | 225·4\|34·0\|14·4<br>Q76'B57'F23'<br>FK<br>=*Cell DBa* 52' *f*90' | Uddevalla<br>Swedish<br>4*BHCem*<br>323*t* *APT*36*t* | C.2Cy.26¼"&53$\frac{9}{16}$"–33" (5)<br>80lb *100lb* ND812 124NHP<br>1SB,4*pf*,GS60,HS1970<br>Blair&Co.Ld.Stockton |
| 26114<br>4007<br>JMQN | **Oden**<br>*Mchy.Aft* | **CompScSr**<br>1*Dk* | 190<br>162<br>115 | | | | | 1902 | S.Groth<br>Sjötorp | Ångf.Aktieb.Oden (A.Svensson) | 99·7\|23·1\|10·0<br>P17'Q2'H7*t* | Gothenbrg<br>Swedish | C.2Cy.9½"&21"–13½"<br>13NHP<br>AktLundbyMekVrks.Got. |

| | 2 / 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification. Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built. When.<br>Ship.<br>Engines | By Whom.<br>Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
| 15<br>91<br>PT | **Oder** **SteelScSr**<br>*ss*Liv.No.3-2,21<br>1*Dk*(*Stl*)<br>*Elec.light*<br>*Well deck* | 965<br>690<br>550 | ✠100A1<br>2,21<br>✠LMC2,21 | Bkn | *m* | 2,21 | 1909<br>3mo<br>*Lloyd* | Ramage&Ferguson,Ld.<br>Leith<br>'*sA&CP* | Leith,Hull&HamburgStm.Pkt.Co.Ld.(J.Currie&Co.<br>*Mgrs.*) *WB=Ce* | 215·0<br>P&B122'F68'<br>FK<br>*llDBa*40'*uE*18'*f*90' | 31·5 | 13·8 | Leith<br>British<br>5*BHCem*<br>230*tAPT*39*t* | T.3Cy.16½",27"&44"-30" (*s*)<br>180lb 98RHP<br>2SB,4*cf*,GS80,HS2303<br>Ramage&Fergusn,Ld.Lth. | 14 ″ 8<br>s ″7½<br>14 ″ 3 | |
| 16 | — **IronScSr**<br>(*ex*DerPreusse)<br>1*Dk* | 290<br>241<br>157 | | | | | 18$\frac{56}{65}$ | J.Scott Russell&Co.<br>London | "Oder"Ges.m.b.H. | 146·4<br>Q25'B29'F11' | 19·8 | 11·7 | Stettin<br>German | C.2Cy.20½"&35½"-25"<br>53NHP<br>A.G."Vulcan,"Stettin | | |
| 17<br>S<br>TG | **Odessa** **SteelScSr**<br>(*ex*Russia,*ex*SantaBarbara,*ex*Wireless Russia) 2*Dks&Sprdk*<br>*Elec.light* | 4272<br>—<br>2503 | | | | | 1889 | LairdBros.<br>Liverpool | RussianStm.Nav.&TradingCo. | 373·0<br>P53'B11'F56' 30·1 | 44·5 | 22·2 | Odessa<br>Russian | T.3Cy.33",52"&80"-60"<br>NB12 496NHP<br>LairdBros.Birkenhead | | V |
| 18<br>55<br>TG | — **SteelScSr**<br>*ss*Gls.No.3-4,10<br>*ss*Got.No.2,19<br>1*Dk*(*Irn*)&*deep framing*<br>(*ex*Elizabeth,*ex*Camperdown)<br>Wireless | 2554<br>2341<br>1563 | ✠100A1<br>8,21 ~~11,20~~<br>~~MBS7,20~~<br>MBS8,21<br>✠LMC8,19<br>DBS1,22 | Xia<br>Got | *t* | 11,20 | 1898<br>7mo<br>*Lloyd* | R.Napier&Sons,Ld.<br>Glasgow<br>'*sA&CP* | Rederiaktb.SverigeLevanten(DanBroström,<br>*Mgr.*)<br>*CellDBa*100' | 310·0<br>P29'B82'F31'<br>FK<br>*uE&B*38' *f*128' 645*t* | 44·2 | 20·4 | Gothenbrg<br>Swedish<br>5*BHCem*<br>*APT*105*t* | T.3Cy.23½",38"&62"-39" (*s*)<br>160lb *100lb* NDB20 245NHP<br>2SB,6*cf*,GS108,HS3736<br>R.Napier&Sons,Ld.Gls. | 23 ″ 0<br>s3 ″ 9<br>19 ″ 7 | |
| 19<br>51 | — **IronPad**<br>(*Tug*)<br>1*Dk* | 202<br>—<br>37 | | | | | 1880 | Hartmann<br>Budapest | RussianBlackSea-DnieprS.N.Co. | 129·1 | 22·2 | 10·3 | Odessa<br>Russian | C.2Cy.24½"&35¾"-49¼"<br>75NHP | | |
| 20<br>SV | **Odet** **SteelScK**<br>(*Trawler*)<br>1*Dk* | 212<br>197<br>67 | | | | | 1908 | A.Dubigeon et fils<br>Nantes | PêcheMaritimeFrançaise,Soc.Anon | 124·5 | 21·3 | 12·5 | Lorient<br>French<br>*WB* | T3Cy12$\frac{19}{32}$"20$\frac{7}{8}$"&33$\frac{15}{32}$"-24$\frac{13}{32}$"<br>53NHP<br>BrissonneauetLotz,Nantes | | V |
| 21<br>IV | **Odin** **SteelTwinSc**<br>(*Ferry*)<br>1*Dk*<br>*Elec.light* | 1510<br>1395<br>593 | | | | | 1909 | Akt.Burmeistr&Wain<br>Copenhagen | DeDanskeStatsbaner | 290·0 | 48·5 | 17·2 | Korsör<br>Danish<br>*WB* | T.6Cy.17",28"&45"-24"<br>198NHP<br>Akt.Burmeistr&Wain,Cpn | | |
| 22 | — **SteelTwinScSr**<br>*Elec.light* Wireless ,2*Dks3trB* | 1177<br>1074<br>388 | | | | | 1902 | OderwerkeAct.Ges.<br>Stettin | StettinerDmpfsch.Ges. J.F.Braeunlich,G.m.b.H. | 236·5<br>B12'H– | 33·9 | 20·8 | Stettin<br>German<br>*WB* | T.6Cy.18",28"&46"-28"<br>224NHP<br>OderwerkeAct.Ges.Stettin | | |
| 23<br>ID | — **SteelSc** | 732<br>—<br>403 | | | | | 1896 | ..................<br>Holland | BrahestadFartygsA/B (JohnNurminenO/Y,*Mgrs.*) | | | | Brahestad<br>Finnish | T.3Cy. | | |
| 24 | — **SteelScSr**<br>(*ex*Hungerburg,*ex*Paramaribo)<br>*Elec.light* 2*Dks* | 716<br>—<br>395 | | | | | 1896 | Nederl.Schps.Maats.<br>Amsterdam | J.H.Bendelac | 175·2 | 27·4 | 11·1 | Amstrdam<br>Dutch | T.3Cy.14¾",24½"&39⅜"-27⅝"<br>82NHP<br>NedFb.v.Wrk&Spoor,Ams | | V |
| 25<br>C | — **SteelScSr**<br>*Elec.light* 1*Dk* | 646<br>433<br>323 | | | | | 1910 | KjöbnhvnsFlydk.&Skbs<br>Copenhagen | DetForenedeDampskibsSelsk. | 184·8<br>P115'F24' | 31·1 | 12·5 | Copnhagn<br>Danish<br>*WB* | T.3Cy.16½",27"&48"-30"<br>126NHP<br>KjbnhavensFlydk&Skbsv | | V |
| 26<br>26<br>JQ | — **SteelTwinScSr**<br>(*ex*NorraFinland) 1*Dk* | 624<br>342<br>364 | | | | | 1885 | MotalaCo.<br>Norrköping | StockholmsRederiaktieb.Svea(H.Ericson,*Mgr.*) | 168·0<br>P110'H61*t*F37' | 26·5 | 11·2 | Stockholm<br>Swedish | C.4Cy.20"&34"-21"<br>NB11 88NHP<br>MotalaCo.,Motala | | |
| 27 | — **SteelScK**<br>~~*ss*Ymu.No.2-16~~<br>(*ex*Clydesdale) 1*Dk*<br>*ss*Ymu.No.3-7,21 | *254*<br>*238*<br>*87* | ✠100A-<br>*StmTrawler*<br>7,21 ~~11,19~~<br>2,22<br>~~MS7,20~~<br>✠LMC7,21<br>~~BS10,20~~ | Ymu | | 7,20 | 1907<br>12mo | J.Duthie TorryS.B.Co.<br>Aberdeen | N.V.Exploit.enAdmin.Maats."ShamrockI." (S.Koster<br>*Mgr.*) | 135·1<br>F16'<br>BK7½"<br>*WB=* | 22·3 | 12·1 | Ymuiden<br>Dutch<br>3*BHCem*<br>*DBf*33'15*t* | T.3Cy.12",20"&33"-24" (*r*)<br>180lb 70NHP<br>1SB,3*pf*,GS50,HS1254<br>W.V.V.Lidgerwood,Gls. | 13 ″ 0 | |
| 28<br>V | — **SteelScSr**<br>1*Dk* | 158<br>92<br>63 | | | | | 1908 | TrndhjmsMek.Værks.<br>Trondhjem | A/S TrondhjemsLægtercompagni(E.L.Paust,*Mgr.*) | 100·4<br>Q18*t*H42*t*F6*t* | 18·3 | 8·6 | Trndhjem<br>Norwegian<br>*WB* | T.3Cy.10",16"&26"-18"<br>29NHP<br>TrondhjemsM.V.Trndhjm | | N |
| 29 | — **Steel&IronTwinSc**<br>(*ex*FrisiaII.,*ex*Burgem.Jonkh.Coenen) 1*Dk* | 123<br>101<br>50 | | | | | 1896 | ..................<br>Rotterdam | MichaelJebsen | 120·1<br>Q32' | 16·8 | 6·8 | Hamburg<br>German | C.4Cy.8$\frac{3}{10}$"&15$\frac{7}{10}$"-9$\frac{7}{10}$"<br>13NHP<br>H.Ritter,Rotterdam | | |
| 30 | — **IronSc**<br>(*Tug*)<br>(*ex*Felicitas,*ex*DonaElvira,*ex*Johanna,*ex*Scheveningen,*ex*Satoe,*ex*WesterSchelde) 1*Dk* | 105<br>—<br>23 | | | | | 1885 | P.Smit,jr.<br>Slikkerveer | H.E.Wolden | 89·4 | 20·3 | 9·5 | Bns. Ayres<br>Argentine | C.2Cy.15½"&28½"-16"<br>150lb HS1075 NB93 51NHP<br>P.Smit.jun.Slikkerveer | | |
| 31<br>BQ | **Odland** **SteelScSr**<br>*Mchy.Aft* 1*Dk* | 1244<br>1080<br>746 | | | | | 1908 | SunderlndS.B.Co.Ld.<br>Sunderland | D/S A/S Odland (J.A.Jespersen,<br>*Mgr.*) | 231·0<br>P70*t*H13*t*F29*t* | 38·0 | 15·4 | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.17½",29"&48"-33"<br>132NHP<br>N.E.MarineEng.Co.Ld.Sld | | N |
| 32<br>FG | **Odnes** **SteelScSr**<br>amed "Isa," *See No. 37883 in Supplement*<br>*Elec.light* | 1522<br><br>892 | | | | | 1920 | FredrkstadMek.Værks<br>Fredrikstad | SkibsA/S Fagernes(H.J.Hansen,<br>*Mgr.*) | 243·0<br>P27'B67'F29' | 39·3 | 17·3 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.18",29½"&49"-33"<br>132NHP<br>FredrikstadM.V.Frdstad. | | N |
| 33<br>163<br>CQ | **Oehringen** **SteelScSr**<br>*ss*Ant.No3-10,20<br>*Elec.light* 1*Dk*(*Stl*)2*trBdeep framing&Web frames3Dk rule*<br>Wireless | 3419<br>3198<br>2148 | ✠100A1<br>7,21<br>✠LMC9,20<br>BS10,21 | Rot<br>Shl | *v* | 7,21 | 1907<br>9mo<br>*Lloyd* | Chant.Nav Anversois<br>Hoboken<br>*sA&CP WB=* | GasconyS.S.Co.(L.Walford(London)Ld*Mgrs*)<br>*Cell DBa*108'*uE&* | ~~345·9~~<br>P31'B180'F31'<br>347·2 48·3 FK<br>*B*42'*f*152'788*tFPT* | ~~48·1~~ | 23·0 | London<br>British<br>6*BHCem*<br>108*tAPT*81*t* | T.3Cy.24",40"&66"-45" (*s*)<br>180lb 320NHP<br>3SB,9*cf*,GS129,HS4986<br>N.E.MarineEng.Co.Ld.Sld | 25 ″ 7<br>s3 ″ 8<br>22 ″ 3 | |
| 34 | **Oevelgönne** **SteelSc**<br>*particulars See No.38827 in Supplement*<br>(*Trawler*)<br>*Elec.light* 1*Dk* | —<br><br>— | | | | | 1920 | Schiffsw.u.Maschf.A.G.<br>Hamburg | AltonaerHochseefischerieA.G. | 135·5<br>H49'F21' | | | Altona<br>German<br>*WB* | T.3Cy.13⅖,22"&33-23⅗"<br>Schiffsw.u.Maschf. 53NHP<br>A.G.Hamburg | | |
| 35<br>988<br>QS | **Offa** **SteelScK**<br>*ss*PGl.No.1-19<br>*Elec.light* 1*Dk* | 313<br>297<br>136 | ✠100A1<br>*StmTrawler*<br>7,21 ~~2,21~~<br>BS10,21<br>~~BS1,21~~<br>✠LMC4,19 | Gms | | CL<br>~~4,19~~<br>7,21 | 1913<br>12mo<br>*Lloyd* | Cochrane&Sons,Ld.<br>Selby<br>'*sA&CP* | A.Bannister | 135·2<br>Q75'F23'<br>BK7½" | 23·5 | 12·7 | Grimsby<br>British<br>4*BHCem* | T3Cy.13½",22¾"&37"-24"(*s*)<br>180lb 87RHP<br>1SB,3*pf*,GS43,HS1550<br>Amos&Smith,Ld.Hull | 13 ″ 6 | |
| 36<br>351<br>BG | **Offenbach** **SteelScSr**<br>*Now named* "AnnaKayser," *See No. 36188 in Supplement*<br>*ss*Ham.No.3-8,12<br>2*Dks*(*Stl*)3*trB&Shelter dk*(*Stl*)<br>Wireless | 5455<br>4106<br>3522 | ✠<br>*Shelterdk*<br>9,16<br>✠ | Ham | *y* | | 1900<br>12mo | Wigham-Richrdsn&Co<br>Ld Newcastle | TheShippingController(BritishIndiaS.N.Co.Ld.,<br>*Mgrs.*) *WB=C* | 390·0<br>FK<br>*ellDBa*1021'*uE&B* | 48·1 | 27·1 | London<br>British<br>7*BHCem*<br>65'*f*161'900*t* | Q.4Cy.24",34",51"&74"-54"<br>508NHP<br>2S&2DB,12*cf*,GS237HS8252<br>WghmRchrdsn&C.LdNwc | 29 ″ 9<br>s4 ″ 3<br>25 ″ 11 | |
| 37<br>BH | **Ofoten** **IronScSr**<br>1*Dk&pt*<br>*Awngdk*<br>(*ex*Namsos,*ex*Katzjarloff) | 301<br>148<br>173 | | | | | 1871 | Pattison&Atkinson<br>Newcastle | SaltenDpskslsk. | 125·4<br>P109*t*H13*t*F30*t*<br>len95 | 20·1 | 10·2 | Bodö<br>Norwegian<br>*WB* | C.2Cy.17"&31"-20"<br>NB95 36NHP<br>Pattison&Atkinson,Nwc. | | |

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*~~This vessel, the class of which has lapsed, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued.~~

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NH'=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26138<br>10089<br>JWRQ | **Ogasawara Maru** SteelTwinScSr<br>*Cable Vessel*<br>Wireless 2*Dks* | 1392<br>1282<br>589 | | | | | 1906 | MitsuBishi<br>Dkyd&EWks<br>Nagasaki | ImperialGovnmt.<br>(Department of<br>Communications) | 243·2<br>B73' | 34·0 | 22·3 | Tokio<br>Japanese | T.6Cy.14½",24"&40"-30"<br>176NH<br>MitsuBishiD.&E.Wks.Nag |
| 26139<br>11102<br>LBTF | **Ogawa Maru** IronScSp<br>ssHpl.No.3-11,98<br>(*ex*PeiTai,*ex*Stepney) ssHpl.No.1-03<br>1*Dk*(*Irn*)&*Webframes* | 664<br>561<br>379 | ✠<br>4,08<br>✠ | Shi | *j* | | 1886<br>4mo | W.Gray<br>&Co.<br>WHartlepool | H.Narasaki<br>*WB=DBa* | 160·0<br>*48'f49'179tAPT28t* | 33·8 | 12·6<br>BK7½" | Amagasaki<br>Japanese<br>*4BHptAsp*<br>*ptCem* | C.2Cy.27"&50"-33"<br>NDB98 120NH<br>1SB,*2pf*,GS43<br>Cen.Mar.Eng.Wrks.WHpl |
| 26140<br>19911<br>NGCT | **Ogimi Maru** WoodSc | 320<br>—<br>181 | | | | | 1917 | ………………… | NagaokaTasaburo | 131·5 | 24·4 | 13·3 | Osaka<br>Japanese | |
| 26141<br>217339<br>LPDQ | **Oglethorpe** CompScSr<br>*Elec.light* 2*Dks*<br>*Ref.Mchy.* Wireless | 2427<br>2376<br>1440 | | | | | 1919 | TerryS.B.<br>Corp.<br>Savannah,Ga | UnitedStates<br>ShippingBoard | 266·8<br>P38'B69'F34' | 45·7 | 22·2 | Savannah<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NH<br>WorthingtonPump&<br>Mchy.Corp.Buffalo,N.Y. |
| 26142<br>MHGW | **Ogna** SteelScSr<br>(*ex*Hertha)<br>*Mchy.Aft* 1*Dk* | 198<br>155<br>97 | | | | | 1902 | Thorskogs<br>Mek.Verks.<br>Thorskog | IndherredsAktie<br>Dampskibsselskab<br>(A.Kleven, *Mgr.*) | 100·8<br>P31tF4t | 22·5 | 10·1 | Stenkjær<br>Norwegian<br>*WB* | C.2Cy.11"&18"-16"<br>25NH<br>P.Larsson,Thorskog |
| 26143<br>JBNT | **Ogoño** SteelScSr<br>ssBbo.No.3-9,07<br>(*ex*Cundall) ssBbo.No.1-12<br>1*Dk*(*ptIrnptStl*)&*Webframes*<br>Wireless &*ptAwngdk*(*ptIrn ptStl*) | 2416<br>1804<br>1487 | ✠<br>*ptAwng dk*<br>*withfreeboard*<br>4,12 ✠ | Bbo | *s* | | 1894<br>10mo | Furness,<br>Withy&CoLd<br>WHartlepool<br>A&CP | Cia.Naviera<br>"LaBlanca"<br>*WB=CellDBa* | 290·0<br>Q109'<br>*ptAwngdk181'*<br>*90'uE&B42'f106'* | 40·5 | 18·8<br>FK | Bilbao<br>Spanish<br>*6BHCem*<br>*445tAPT33t* | T.3Cy.22",35"&59"-39"<br>NDB11 221NH<br>2SB,*6cf*,GS89,HS3357<br>T.Richardsn&Sns.Ld.Hpl. |
| 26144<br>218408<br>LRSW | **Ogontz** SteelSc<br>*Fitted for liquid fuel*<br>*Elec.light* 2*Dks*&*Webframes*<br>Sub.Sig. Wireless | 5562<br>4740<br>3434 | | | ... | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B122'F43' | 54·2 | 27·6<br>FK | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>600NH<br>GeneralElectricCo.<br>Schenectady,N.Y. |
| 26145<br>16787<br>MKDT | **Ohi Maru** WoodAuxScSr | 185<br>—<br>135 | | | | | 1913 | ………………… | SanrikuKisen<br>KabushikiKaisha | 91·5 | 29·2 | 10·4 | Kamaishi<br>Japanese | |
| 26146<br>94252 | **Ohinemuri** WoodScK<br>1*Dk* | 114<br>81<br>52 ~~78~~ | | | | | 1891 | W.Homes<br>Auckland NZ | WhangapeTimber<br>Co.Ld. | 89·1<br>B15tH18t | 18·4 | 6·9 | AuklndNZ<br>British | C.2Cy.12"&24"-15"<br>30RHP<br>G.Fraser,Auckland,N.Z. |
| ❋ 26147<br>26811<br>RWDJ | **Ohio Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) | 5873<br>5590<br>4254 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>2,22 ~~5,20~~ ✠LMC~~5,20~~<br>2,22 | Kob | *y* | | 1920<br>5mo | Kawasaki<br>DockyardCo.<br>Ld. Kobe<br>A&CP | KawasakiDock-<br>yardCo.Ld.<br>*CellDB334'1118t* | 385·0<br>*FPT 126t APT93t* | 51·0 | 36·0<br>FK<br>*Collision* | Kobe<br>Japanese<br>*Cem*<br>*BHtoAwdk*<br>5 „ „ *U* „ | T.3Cy.26",43½"&72"-48"<br>200lb 437NH<br>2SB&Aux.SB,*8cf*,GS154,<br>HS5636 FD<br>KawasakiDockyardCo.Ld. |
| ❋ 26148<br>212314<br>LDMK | **Ohioan** SteelScSr<br>ssBal.No.1-19<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Sub.Sig. 3*rd dk inNo.1hold*&<br>Wireless *Webframes*<br>*Longitudinal framing* | 6488<br>—<br>4005 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~4,21~~ ~~8,20~~ 1,22<br>*Fitted for oil*<br>~~BS12,20~~ ✠LMC~~10,19~~<br>1,22 | NNs<br>~~SF~~ Bal<br>*fuel* 6 | *a*†<br>,14 | CL<br>~~10,19~~<br>~~N4,21~~<br>1,22<br>*F.P. a* | 1914<br>6mo<br>*bove 1*<br>*WB=* | Maryland<br>SteelCo.<br>Sparro'PtMd<br>A&CP<br>50°F.<br>*CellDBa122'v* | American-Hawai-<br>ianS.S.Co.Inc.<br>(UnitedAmerican<br>Lines,Inc.*Mgrs.*)<br>*Intermediate*<br>*'tweendkBHinNo.2*<br>*E&B54'f166'1234* | 407·7<br>B90'<br>*hold dispensed with*<br>*tDTf30' 866t FP* | 53·7 | 36·1<br>FK | NewYork<br>Utd.States<br>*Cem*<br>*6BH to Udk*<br>1 „ „2*nd* „<br>*125tAPT52t* | Q4Cy25½",37",53½"&78"-54"<br>215lb (*s*) 704NH<br>3SB(FD)&1AuxSB,*14cf*,<br>GS241,HS10618<br>*only*<br>MarylandStl.Co.Sparr'.Pt |
| 26149<br>137020 | **Ohm** SteelScK<br>ssSou.No.1-20<br>(*ex*Welbeck) 1*Dk*<br>*Elec.light* | 302<br>278<br>~~157~~<br>128 | ✠100A1<br>*StmTrawler*<br>4,20 ✠LMC4,20<br>BS7,21 | Sou | | CL<br>4,20 | 1915<br>3mo<br>*Lloyd* | Cochrane<br>&Sons,Ld.<br>Selby<br>*'sA&CP* | F.&T.Ross,Ld. | 135·0<br>Q74'F21' | 23·5 | 12·3<br>BK7½" | Hull<br>British<br>*4BHCem* | T.3Cy.13",23"&37"-24" (*s*)<br>200lb 84RHP<br>1SB,*3pf*,GS47,HS1400<br>C.D.Holmes&Co.Ld.Hull |
| 26150<br>MSVQ | **Öiekast** WoodScSr<br>(*ex*Os) *OilEng.*<br>1*Dk* | 571<br>438<br>322 | | | | | 1919 | A/SRakke-<br>vik<br>Rakkevik | A/S Öiekast<br>(Abrahamsen&<br>Sommerfelt) | 154·6<br>Q36tB41tH20tF21t | 30·5 | 15·2 | Porsgrund<br>Norwegian | Oil Engine 2S.C.SA<br>4Cy.16½"-19$\frac{1}{10}$" 91NH<br>J&CGBolindersCoLdSkm |
| 26151<br>1665<br>HLBM | **Oigawa Maru** SteelTwinScSr<br>2*Dks* | 568<br>554<br>338 | | | | | 1897 | Shirato<br>Takahisa<br>Osaka | OsakaShosen<br>KabushikiKaisha | 176·8 | 24·6 | 16·3 | Osaka<br>Japanese | T.6Cy.12",18½"&31"-22"<br>90NH<br>OsakaIronWorks,Osaka |
| ❋ 26152<br>SQLW | **Oihonna** SteelScSr<br>ssSkm.No.3-5,10<br>*Elec.light* ssSkm.No.2-18<br>1*Dk*(*Stl*-ws)&*Awngdk*&*Webframes* | 1076<br>1002<br>622 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>~~6,10~~ 11,21 BS5,21<br>~~BS6,20~~ ✠LMC5,18 | Skm<br>~~Hl~~ Hfs | *l* | ~~6,20~~<br>5,21 | 1898<br>5mo<br>*Lloyd* | Gourlay,<br>Bros.&Co.<br>Dundee<br>*'sA&CP* | FinskaÅngfAktieb<br>*WB=Cell* | 200·0<br>*DBuE&B53'64tFP* | 31·2 | 13·6<br>21·1<br>BK6½" | Helsingfrs<br>Finnish<br>*5BHCem*<br>*T7tAPT35t* | T.4Cy.21",33"&(2)38"-33"<br>170lb (*s*) 240NH<br>2SB,*6rf*,GS116,HS3688 FD<br>GourlayBros.&Co.Dundee |
| 26153<br>55453<br>JTKS | **Oimara** CompAuxScCtr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 112<br>111<br>77 | | | | | 1867 | …………………<br>Greenock | Anglo-Russian<br>GrumantCo.Ld.<br>(B.Searle, *Mgr.*) | 96·6 | 20·0 | 12·0 | Hull<br>British | 1 Oil Engine 2S.C.SA<br>2Cy.12"-12½" NE17 14NH<br>A&E.Woodward,Keighley |
| 26154<br>24471<br>RJLV | **Oimatsu Maru** SteelSc | 987<br>—<br>562 | | | | | 1918 | ………………… | NagayoTeiyo | 190·0 | 31·0 | 18·5 | Tsumori<br>Japanese | |
| 26155<br>OPTX | **Oise** SteelSc<br>(*ex*WarTimiskaming)<br>*Elec.light* 1*Dk* | 2085<br>—<br>1265 | | | | | 1919 | PolsonIron<br>Works,Ld.<br>Toronto | Cie.Gén.Trans-<br>atlantique | 251·0<br>P25'B68'F20' | 43·5 | 22·1 | St.Nazaire<br>French<br>*WB* | T.3Cy.20½",33"&54"-36"<br>188NH<br>PolsonI.W.Ld.Toronto |
| ❋ 26156<br>MNWC | **Öistein** SteelScSr<br>*OilEng.*<br>(*ex*Steady,*ex*Cornelis) ssBly.No.2-18<br>*Elec.light* 1*Dk*(*Stl*) | 410<br>347<br>231 | ✠100A1<br>2,22 ~~6,20~~ | Fal<br>Xia<br>LMC~~6,20~~<br>2,22 | *g* | CL<br>~~6,20~~<br>2,22 | 1910<br>11mo | J.Meyer's<br>S.B.Co.<br>ZaltBommel<br>A&CP | G.Pedersen&Sön | 154·8<br>F14' | 26·9 | 10·6<br>FK<br>*CellDBf97'* | Lillesand<br>Norwegian<br>*3BHCem*<br>*124tFPT21t* | Oil Engines 4S.C.SA<br>4Cy.12⅝"-16$\frac{9}{16}$" 32NH<br>NedFb.vWrk.&Spoor,Ams |
| 26157<br>10335<br>LBPQ | **Oita Maru** SteelScSr<br>2*Dks* | 700<br>663<br>400 | | | | | 1907 | OsakaIron<br>Works<br>Osaka | OsakaShosen<br>KabushikiKaisha | 186·8 | 26·3 | 18·1 | Osaka<br>Japanese | T.3Cy.13⅝",21½"&36"-27"<br>67NH<br>OsakaIronWorks,Osaka |
| 26158<br>HCJB | **Oito de Setembro** SteelScK<br>(*ex*PrincessVictoria) 1*Dk* | 211<br>189<br>67 | | | ... | | 1903 | Smith's<br>DockCo.Ld.<br>NorthShields | Cia.Portugueza<br>dePesca | 115·3 | 21·5 | 11·9<br>BK7½" | Lisbon<br>Portuguese<br>*WB* | T.3Cy.12",20"&33"-23"<br>65NH<br>W.V.V.Lidgerwood,Gls. |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | No. & Dia. of Cy… Boiler Pressure. NHP=… power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | …sponding draught.<br>ft. in. | Regi… classe… Dateo… |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26159 | **Oituz** SteelScSr<br>(exLeros,exHornsund)<br>*Elec.light* 1*Dk&Shelter dk* | 2679<br>2528<br>1699 | | | | | 1905 | Akt.Ges.<br>"Neptun"<br>Rostock | RoumanianState<br>MaritimeService | 291·3 | 44·0 | 23·7 | Galatz<br>Roumanian<br>*WB* | T.3Cy.20½"35 7/16"&55⅞"–37⅜"<br>192NHP<br>A.G."Neptun,"Rostock | | V |
| 26160<br>21430<br>NQWJ | **Ojo Maru** WoodSc | 901<br>—<br>640 | | | | | 1917 | ……………… | Tanakamaru<br>Zenzo | 197·3 | 31·2 | 17·8 | Osaka<br>Japanese | | | |
| 26161<br>122378 | **Okanagan** WoodPad<br>1*Dk* | 1078<br>731<br>679 | | | | | 1907 | J.M.Bulger<br>Okanagan<br>Landing,B.C. | CanadianPacific<br>RailwayCo. | 193·2 | 32·3 | 7·7 | Vancouver<br>British | H.2Cy.22"–96"<br>32RHP<br>PolsonI.W.Co.Ld.Toronto | | |
| 26162<br>108968<br>PDJH | **Okara** SteelScSr<br>Wireless 2*Dks*(*Stl*)3*trB&Webframes* | 5291<br>5042<br>3439 | ✠<br>11,95<br>✠ | Dmb | *z* | | 1895<br>11mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndiaStm.<br>Nav.Co.Ld.<br>*WB*= | 410·0<br>B77'F51'<br>*DBa*158' *u E&B*45' | 50·7 | 28·9<br>FK | Glasgow<br>British<br>6*BHCem*<br>*f*158'1086*t* | T.3Cy.26½",42"&66½"–51"<br>354NHP<br>2SB,6*pf*,GS105,HS4714 FD<br>Denny&Co.,Dumbarton | 32 ″ 0 | |
| 26163<br>939<br>HGBC | **Okawa Maru** WoodScSr<br>2*Dks* | 164<br>—<br>95 | | | | | 1886 | Okawa<br>UnyuKaisba<br>Okawa | KyushuKisen<br>KabushikiKaisha | 111·0 | 16·0 | 12·8 | Tokitsu<br>Japanese | C.2Cy.14"&23⅜"–16"<br>18NHP<br>MitsuBishiD.&E.Wks.Nag | | |
| 26164<br>216904<br>LMVH | **Okesa** WoodScSr<br>*Elec.light* 1*Dk*2*trB* | 2551<br>2400<br>1528 | | | | | 1918 | Russell<br>S.B.Co.<br>Portland,Me. | UnitedStates<br>ShippingBoard | 268·7<br>P25'B66'F30' | 45·1 | 26·0 | Prtlnd.Me.<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 26165<br>1525<br>HKMO | **Oki Maru No. 2** WoodScSr<br>2*Dks* | 235<br>215<br>126 | | | | | 1895 | Morita<br>Usaburo<br>Osaka | OkiKisen<br>KabushikiKaisha | 127·5 | 18·3 | 13·9 | Saigo,Oki<br>Japanese | C.2Cy.17 15/32"&34"–22"<br>45NHP<br>OkamotoKisaburo,Osaka | | |
| 26166<br>17065<br>MNHP | **Oki Maru No. 6** SteelScSr<br>2*Dks* | 455<br>—<br>263 | | | | | 1914 | I.Aizawa<br>Osaka | SadoShosen<br>KabushikiKaisha | 156·9 | 21·3 | 15·8 | Amagasaki<br>Japanese | T.3Cy.11",18"&30"–22"<br>B *made—refitted* 14 42NHP<br>G.Ohara,Osaka | | |
| 26167<br>20758<br>NKMW | **Oki Maru No. 8** WoodSc | 371<br>—<br>258 | | | | | 1917 | ……………… | OkiKisen<br>KabushikiKaisha | 141·6 | 23·1 | 12·6 | Sakai-<br>maichi<br>Japanese | | | |
| 26168<br>1601<br>HKSD | **Okinawa Maru** SteelTwinScSr<br>*CableVessel*<br>*Elec.light* 1*Dk&Spar dk&Webframes*<br>Wireless | 2178<br>1962<br>1021 | | | … | | 1896 | Lobnitz&<br>Co.<br>Renfrew | ImperialGovnmt.<br>(Department of<br>Communications) | 296·5<br>B94' | 40·0 | 13·5<br>24·4<br>BK8" | Yokohama<br>Japanese<br>*WB* | T.6Cy.18 3/16",30 1/16"&48"–36"<br>313NHP<br>Lobnitz&Co.,Renfrew | 24 ″ 7 | |
| 26169<br>8706<br>JRDG | **—** IronScSr<br>(*ex*Oslo) 1*Dk&Spardk*3*trB* | 1320<br>1230<br>815 | | | … | | 1882 | Kockums<br>M.V.Actieb.<br>Malmö | KagoshimaYusen<br>KabushikiKaisha | 233·9<br>H19*t* | 30·5 | 15·2<br>22·5<br>*WB* | Nishino-<br>miya<br>Japanese | T.3Cy.15⅛",25 3/16"&40¼"–30"<br>NE&B95 88NHP<br>W.Allan&Co.Sunderland | | |
| 26170<br>139951<br>JQCH | **Okino** SteelScK<br>*Elec.light* 1*Dk* | 311<br>274<br>123 | ✠100A1<br>*StmTrawler*<br>2,21<br>✠LMC6,17 | Gms | | CL<br>N2,21 | 1917<br>2mo | Cochrane&<br>Sons,Ld.<br>Selby<br>*Lloyd'sA&CP* | H.L.Taylor&<br>H.G.Hopwood | 135·4<br>Q73'F20' | 23·5 | 12·3<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.13½",22½"&37"–24"<br>185lb (*s*) 98RHP<br>1SB,3*pf*,GS48,HS1565<br>Amos&Smith,Ld.Hull | 13 ″ 0 | |
| 26171<br>10379<br>LBSJ | **Okinoshima Maru** SteelScSp<br>1*Dk* | 100<br>—<br>34 | | | | | 1907 | Osaka<br>IronWorks<br>Osaka | MitsuiBussan<br>KabushikiKaisha | 86·2 | 17·2 | 9·7 | Waka-<br>matsu<br>Japanese | T.3Cy.10",16"&26"–21"<br>31NHP<br>OsakaIronWorks,Osaka | | |
| 26172<br>20265<br>NHMP | **Okinoura Maru** IronSc | 112<br>—<br>74 | | | | | | ……………… | WakaiKyuzo | 93·4 | 15·8 | 9·0 | Hakodate<br>Japanese | | | |
| 26173<br>217357<br>LPFJ | **Okiya** WoodTwinScSr<br>*Elec.light* Wireless 1*Dk*2*trB* | 2573<br>2073<br>1507 | | | | | 1918 | GMStandi-<br>ferConst.Cpn<br>Portland,Or. | UnitedStates<br>ShippingBoard | 266·6<br>P42'B55'F29' | 46·2 | 23·9 | PortlndOr<br>Utd.States | T.6Cy.15½",26"&44"–26"<br>99NHP<br>GeneralOrdnanceCo.<br>Denver,Col. | | R |
| 26174<br>219833<br>LWFJ | **Oklahoma City** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk* | 3545<br>3005<br>2179 | | | | | 1920 | Mobile<br>S.B.Co.<br>Mobile,Ala. | UnitedStates<br>ShippingBoard | 324·0<br>P41'B90'F34' | 46·2 | 25·0 | Mobile,Ala<br>Utd.States<br>*WB* | T.3Cy.22",37½"&60"–42"<br>EllicottMachine 233NHP<br>Corp.Baltimore,Md. | | R |
| 26175<br>HKGO | **Oksö** SteelScSr<br>1*Dk* | 186<br>167<br>88 | | | | | 1899 | Xiansands<br>Mek.Værks.<br>Chrstiansand | NorgesFyrvæsen | 118·2<br>H9*t*len09 | 20·1 | 10·9 | Chrstiania<br>Norwegian | C.2Cy.13⅘"&25"–18½"<br>21NHP<br>XiansandsMek.Værks. | | |
| 26176<br>128499<br>HQDM | **Oku** SteelScK<br>*ss*Cff.No.2–19<br>1*Dk* | 248<br>217<br>95 | ✠100A1<br>*StmTrawler*<br>5,20<br>✠LMC6,19<br>BS4,21 | Cff | | CL<br>~~6,19~~<br>3,22 | 1909<br>11mo | Smith's<br>DockCo.Ld.<br>North Shields<br>*Lloyd'sA&CP* | ~~Neale&West,Ld.~~<br>~~J.B.B.Huddleston~~<br>HakinTrawlingCo | 125·6<br>Q74'F20 | 22·1 | 12·2<br>BK7½" | Milford<br>~~Cardiff~~<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 81RHP<br>1SB,3*pf*,GS50,HS1420<br>ShieldsEng.Co.Ld.N.Shl. | 13 ″ 0 | |
| 26177<br>21125<br>NMFS | **Okuni Maru** WoodSc | 459<br>—<br>293 | | | | | 1917 | ……………… | GoshiKaisha<br>SanseiShokai | 142·0 | 26·4 | 13·2 | Osaka<br>Japanese | | | |
| 26178<br>21125<br>NMFS | **Okura Maru** WoodSc | 458<br>—<br>262 | | | | | 1917 | ……………… | GoshiKaisha<br>IwasakiShokai | 142·0 | 26·4 | 13·2 | Osaka<br>Japanese | | | |
| 26179<br>NWQS | **Olaf** SteelScSr<br>*ss*Hbg.2ndNo.3–5,20<br>1*Dk*(*Irn*)*&deep framing* | 1920<br>1716<br>1181 | ✠100A1<br>5,20<br>✠LMC5,20<br>BS3,22 | Hbg | *r* | 5,20 | 1897<br>3mo | W.Gray&<br>Co.(Lim.)<br>WHartlepool<br>A&CP | DetForenedeDamp<br>-skibsSelskab<br>*WB*=*CellDB* | 280·5<br>P29'B69'F25'<br>*a&uE*108'*f*118'517*t* | 39·7 | 18·6<br>FK | Copnhagn<br>Danish<br>4*BHCem*<br>*APT*38*t* | T.3Cy.21",33"&56"–36" (*s*)<br>160lb *80lb* NDB01 198NHP<br>*refitted* 20<br>2SB,4*rf*,GS63,HS3110<br>Cen.Mar.Eng.Wrks,WHpl | 21 ″ 0<br>s 3 ″ 2<br>18 ″ 2 | |
| 26180<br>5901<br>NBFL | **—** CompAuxScSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 226<br>188<br>123 | | | | | 1917 | AktiesKarl<br>-shamnsSkp.<br>Karlshamn | ~~Rederi A/S Dragør~~<br>Rederi.Akties.<br>"Halla" (T.C.<br>Christensen,*Mgr.*) | 100·7<br>P30' | 22·6 | 10·7 | Copnhagn<br>Danish | Oil Engines 2S.C.SA<br>3Cy.13⅛"–14 3/16" 38NHP<br>BergsundsM.V.Akt.Skm. | | V |
| 26181<br>JTVN | **Olaf Kyrre** SteelScSr<br>1*DkptAwng dk*2*trB&deep framing*<br>Wireless | 3063<br>2367<br>1956 | | | … | | 1895 | Readhead<br>&Sons<br>SouthShields | DmpskibetOlaf<br>Kyrre'sRederi<br>(Bergh&Helland). | 321·2<br>P29'Q94'<br>*ptAwngdk*198' | 41·5 | 21·9<br>FK | Bergen<br>Norwegian<br>*WB* | T.3Cy.24",40"&64"–42"<br>283NHP<br>J.Readhead&Sons,S.Shl. | 24 ″ 4 | N |

| 1<br>Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26182<br>JSNQ | **Olaf Trygveson** | **IronScSr**<br>*2Dks&Awngdk* | 663<br>646<br>398 | | | | | 1876 | Wigham<br>Richrdsn&Co<br>Newcastle | Det Nordenfjeldske<br>Dampskibsselskab | 192·2<br>H16*t* | 25·2 | 12·9<br>19·8 | Trondhjem<br>Norwegian | T.4Cy(2)11½″,26″&42½″–30″<br>NB96 100NHP<br>*Tpd.*02NylandsVerk,Xla. |
| 26183 | **Olancho**<br>*Elec.light* | **SteelTwinSc**<br>*1Dk(Stl)&*<br>*Shelter dk(Stl)* | 2499<br>1374<br>1532 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,21 ~~2,21~~ 2,22<br>✠LMC2,21<br>*Fitted for oil fuel* 2,21 | NYk<br>NOs | *s* | CL<br>*F.P. above* 150° F. | 1921<br>2mo | Newburgh<br>Shipyd.Inc.<br>Newburgh,<br>N.J.<br>A&CP | CuyamelFruitCo.<br>*CellDB*256′491*t* | *FPT*22*t APT*34*t* | | FK | Puerto<br>Cortez<br>Honduran<br>*Asp*<br>*3BHtoSh dk*<br>*2 ,, ,, U ,,* | T.3Cy.18″,30″&48″–33″ (r)<br>185lb 492NHP<br>3SB,*9cf*,GS173,HS8280 FD<br>VulcanIronWorks,<br>JerseyCity,N.J. |
| 26184<br>3889<br>JMGH | **Öland** | **IronScSp**<br>*1Dk* | 239<br>124<br>156 | | | | | 1883 | Bergsunds<br>Mek.Verks<br>Stockholm | Kungl.General-<br>poststyrelsen | 100·4<br>Q27′B50′H22*t*F25′ | 24·1 | 9·3 | Stockholm<br>Swedish | C.2Cy.19½″&34″–23½″<br>47NHP<br>Bergsnds.Mk.Vrks.,Skm. |
| 26185<br>710<br>RFPJ | **Olanda** | **WoodSc**<br>*(Tug)* | 100<br>—<br>15 | | | | | 1914 | ABagnasco<br>Varazze | Soc.Rimorchiatori<br>Genovesi | 81·2 | 19·0 | 11·7 | Genoa<br>Italian | C.2Cy.15½″&30 7/16″–21¼″<br>36NHP<br>D.Torriani&Co.Samprdna. |
| 26186<br>GSFN | **Olands Rev**<br>*Elec.light* | **SteelTwinScSr**<br>*ParaffinMotors*<br>*1Dk&Awng dk* | 322<br>318<br>— | ✠<br>*Lightship*<br>5,15 ✠ | Skm | | | 1914<br>9mo | Bergsunds<br>M.V.Aktieb.<br>Stockholm | SwedishGovernment (Kungl.<br>Lotsstyrelsen) | 95·8<br>*WB=FPT* | 24·3 | 17·9<br>BK6¾″ | Stockholm<br>Swedish<br>*3BHptCem*<br>12*tAPT*6*t* | Paraffin Motors 4S.C.SA<br>10Cy.10¾″–13″ 71NHP<br>BergsundsM.V.Aktb.Skm. |
| 26187<br>JBMN | **Olavarria**<br>(*ex*WhiteJacket)<br>Wireless | **SteelScSr**<br>*ss*Bbo.2ndNo.3–1,16<br>*ss*Bbo.No.1–20<br>*1Dk(Stl)&Webframes* | *2237*<br>*1987*<br>*1406* | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>3,22 ~~11,20~~<br>BS3,22<br>✠LMC11,20 | Bbo | *s* | 11,20 | 1889<br>5mo | JLThompson&Sons<br>Sunderland<br>A&CP | Cia.Maritima del<br>Nervion<br>*WB=CellDBa*88′*f*114′386*t* | 290·0<br>P29′Q80′<br>*ptAwng dk*180′ | 38·6 | 19·7<br>BK10″ | Bilbao<br>Spanish<br>*6BHCem*<br>*APT*16*t* | T.3Cy.22″,37″&60″–39″ (r)<br>160lb *100lb* NDB16 232NHP<br>2SB,*6rf*,GS110,HS3600<br>J.Dickinson,Sunderland |
| 26188<br>144057<br>KGNF | **Olavus**<br>*Elec.light* Wireless<br>*Cruiser Stern* | **SteelSc**<br>*1Dk(Stl)*<br>*Cargo battens not fitted* | 1294<br>1088<br>759 | ✠100A1<br>12,20<br>✠LMC9,20 | Cpn | *o* | 12,20 | 1920<br>9mo | C.Renoldson&Co.<br>SouthShields<br>*Lloyd's*A&CP | SirE.O.Ohlson<br>(T.Oliver,*Mgr.*) | 230·0<br>P20′B65′F28′<br>*CellDB*196′393*t* | 36·7 | 15·8<br>FK | Hull<br>British<br>*4BHCem*<br>*APT*50*t* | T.3Cy.18″,30″&50″–33″ (r)<br>180lb 199NHP<br>2SB,*6pf*,GS98,HS3672<br>ShieldsEng.&D.D.Co.Ld. |
| 26189 | **Olbers**<br>*Elec.light* | **SteelSc**<br>*(Trawler)*<br>*1Dk* | 226<br>199<br>86 | | | | | 1907 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | Hochseefischerei<br>Bremerhaven,Akt.<br>Ges. | 132·3<br>Q74′F19′ | 22·5 | 8·5 | Brmerhvn<br>German | T.3Cy.12″,19½″&31½″–23″<br>47NHP<br>G.SeebeckA.G.Bremerhvn |
| 26190<br>OPUE | **Olbia**<br>*Elec.light* | **SteelSc**<br>(*ex*Warundi)<br>*2Dks* | 3821<br>3409<br>2336 | | | | | 1914 | Blohm&<br>Voss<br>Hamburg | Cie,Franç.deNav.<br>àVap.(Cyp.Fabre,<br>*Mgr.*) | 360·9<br>P&B249′F46′ | 50·3 | 23·8 | Marseilles<br>French<br>*WB* | Q.4Cy 1[illegible]″,32 5/16″,47½″&68½″–<br>49½″ 330NHP<br>Blohm&Voss,Hamburg |
| 26191<br>144292<br>KDJL | **Old Charlton**<br>*Elec.light* | **SteelScSr**<br>*1Dk(Stl)*<br>*Cargo battens not fitted* | 1556<br>1334<br>830 | ✠100A1<br>8,21 ~~3,21~~<br>✠LMC12,19 | Shl | *p* | CL<br>8,21 | 1919<br>12mo | Dublin<br>Dkyd.Co.Ld.<br>Dublin<br>*Lloyd's*A&CP | SouthMetropolitanGasCo.<br>*CellDB*171′306*t DTa*29′ 118*t FPT* | 240·1<br>B52′F23′ | 36·4 | 19·2<br>FK | London<br>British<br>*4BHCem*<br>80*tAPT*38*t* | T.3Cy.18″,30″&50″–33″ (r)<br>180lb 172NHP<br>2SB,*6cf*,GS97,HS2886<br>J.G.Kincaid&Co.Ld.Grk. |
| 26192<br>~~144463~~ | **Old Colony**<br>*Elec.light* Wireless | **SteelTrpSc**<br>*2Dks3trB* | 3364<br>3364<br>1514 | | | | | 1907 | W Cramp&<br>SnsS.&EBCo<br>Philadelphia | ~~TheAdmiralty~~<br>E.Beyer | 375·4 | 52·2 | 20·2 | ~~London~~<br>~~British~~<br>German *WB* | 3 Steam Turbines<br>W.Cramp&SonsCo. |
| 26193<br>200888<br>KTOL | — | **WoodPad**<br>*1Dk* | 741<br>—<br>434 | | | | | 1903 | J.K.Montgomery<br>ChelseaMass. | NantasketBeach<br>SteamboatCo. | 184·2 | 32·5 | 11·3 | Boston<br>Utd.States | 1Cy.50″–96″<br>188NHP<br>W.&A.FletcherCo.N.Yk. |
| 26194<br>220709<br>MBRD | **Old North State**<br>*Elec.light* Sub.Sig.<br>*Ref.Mchy.* Wireless | **SteelTwinSc**<br>*Fitted for oil fuel* **5TwinMst**<br>*3Dks*<br>*Cruiser Stern* | 10533<br>—<br>6195 | | | | | 1920 | NewYork<br>S.B.Corp.<br>Camden,N.J. | UnitedStates<br>ShippingBoard | 502·1<br>P23′B177′F40′ | 62·2 | 28·3 | Phildlphia<br>Utd.States<br>*WB* | Q.8Cy.(2)24″,(2)40½″&(4)<br>54″–45″ 782NHP<br>NewYorkS.B.Corp.<br>Camden,N.J |
| 26195<br>124284 | **Old Quay** | **SteelScSp**<br>*1Dk* | 119<br>113<br>4 | ✠<br>*For Towing purposes*<br>9,07 ✠ | Shl | | | 1907<br>9mo | J.P.Renoldson&Sns.<br>South Shields | ManchesterShip<br>CanalCo. | 85·4 | 20·1 | 10·1<br>BK6″ | Manchestr<br>British<br>*4BHCem* | C.2Cy.18″&40″–26″<br>75RHP<br>1SB,*3cf*,GS49,HS1479<br>J.P.Rennoldsn&Sns,S.Shl |
| 26196<br>124285 | **Old Trafford** | **SteelPad**<br>*1Dk(ptStl)* | 156<br>139<br>2 | ✠<br>*For Towing purposes*<br>10,07 ✠ | Shl | | | 1907<br>10mo | JTEltringham&Co.<br>SouthShields | ManchesterShip<br>CanalCo. | 100·0 | 20·2 | 9·9<br>BK6″ | Manchestr<br>British<br>*3BHCem* | L.2Cy.30″–54″<br>66RHP<br>2SB,*4pf*,GS50,HS1393<br>Hepple&Co.Ld.S.Shields |
| 26197<br>129391<br>HQVR | **Oldenburg**<br>*Well deck* | **SteelScSr**<br>*ss*Hul.No.2–17<br>*1Dk(Stl)* | 1454<br>1125<br>780 | ✠100A1<br>10,20<br>BS6,20 ✠LMC9,17 | Gmh | *p* | 3,19 | 1910<br>5mo | Greenock&<br>Grangem'uth<br>DockyardCo.<br>Grngemouth<br>*Lloyd's*A&CP | T.C.Steven&Co.<br>*WB=CellDBa*60′<br>*uE&B*34′ *f*104′366*t* | 234·8<br>P21′Q118′F26′<br>B *on*Qdk56′<br>*APT* 82*t Tweendk* | 36·0 | 16·6<br>FK | Leith<br>British<br>*4BHCem*<br>*tanks*14′34*t* | T.3Cy.18″,27½″&45″–33″(r)<br>180lb 143NHP<br>2SB,*4cf*,GS80,HS2440<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. |
| 26198<br>~~[illegible]~~ | —<br>*Elec.light* | **SteelScSr**<br>*1Dk&Spar dk* | 1316<br>1105<br>828 | | | | | 1900 | Schiffsw.v.<br>H.Koch<br>Lübeck | FrenchGovernment Oldenburg-<br>Portug.Dampsch<br>Rhed. | 226·6<br>B71′F24′ | 32·2 | 18·7 | ~~French~~<br>German *WB* | T.3Cy.17″,28″&44½″–32½″<br>113NHP<br>J.F.Ahrens,Ottensen |
| 26199 | —<br>*Elec.light* | **SteelScK**<br>*(Trawler)*<br>*1Dk* | 214<br>203<br>83 | | | | | 1913 | J.H.N.<br>Wichhorst<br>Hamburg | N.Ebeling | 117·2<br>F16′H— | 22·2 | 9·8 | Altona<br>German | T.3Cy.12 3/16″,20 1/16″&32 5/16″–<br>22 1/16″ 49NHP<br>J.H.N.Wichhorst,Ham. |
| 26200 | — | **SteelSc**<br>*(Trawler)*<br>*1Dk* | 129<br>128<br>49 | | | | | 1895 | J.C.Tecklenborg<br>Geestemünde | Hochseefischerei<br>J.Wieting,Akt.Ges | 105·7 | 20·7 | 9·7 | Brmrhavn<br>German | T.3Cy.11 1/32″,17 5/16″&28 3/16″–<br>21⅝″ 37NHP<br>J.C.Tecklenborg,Gstmnde |
| 26201 | **Oldenburg II.**<br>*Elec.light* | **SteelScSr**<br>(*ex*Strauss)<br>*1Dk&Spardk* | 903<br>736<br>563 | | | | | 1899 | Bremer<br>Vulkan<br>Vegesack | OldenburgPortug.<br>Dampsch.Rhed. | 185·5<br>P24′B53′F17′ | 29·4 | 17·7 | Oldenburg<br>German<br>*WB* | T.3Cy.16 5/16″,26½″&41¾″–27½″<br>91NHP<br>BremerVulkan,Vegesack |
| 26202<br>LBRH | **Older**<br>*Elec.light* | **SteelSc**<br>*1Dk* | 1324<br>1135<br>743 | | | | | 1920 | Stavanger<br>Stöberi&Dok<br>Stavanger | A/S Rederiet<br>Odfjell | 243·0<br>P56*t*H71*t*F15*t* | 37·3 | 16·0 | Bergen<br>Norwegian<br>*WB* | T.3Cy.17½″,28½″&48″–39″<br>144NHP<br>StavangerStöberi&Dok |
| 26203<br>82338 | **Olderfleet**<br>*Mchy.Aft* | **IronScSr**<br>*ss*Bwg.3rdNo.3–2,20<br>*1Dk(ptIrn)* | 247<br>180<br>90 | ✠100A1<br>11,20<br>✠NB10,94 ✠LMC2,20<br>BS2,21 | Bwg | *d* | CL<br>N 2,20 | 1880<br>8mo | T.B.Seath<br>&Co.<br>Glasgow<br>*Lloyd's*A&CP | CarnloughLimeCo.<br>Ld.(J.H.Martin,<br>*Mgr.*) | 134·3<br>Q44′B7′F23′<br>len.&ptND94 | 21·2 | 9·7<br>BK6″<br>*WB* | Glasgow<br>British<br>*3BHCem*<br>*=FPT*25*t* | C.2Cy.15″&32″–22″ (r)<br>110lb 50RHP<br>1SB,*2pf*,GS36,HS780<br>W.King&Co.,Glasgow |

*Now named* "Caudebec," *See No.* 35781 *in Supplement*

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26204<br>221113<br>MCNS | **Oldham** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | 6171<br>—<br>3797 | | | | | 1921 | Doullut&Williams S.B.Co.Inc.<br>NewOrleans | UnitedStates ShippingBoard | 395·5<br>P60'B109'F37' | 55·0 | 31·4 | N.Orleans<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>VulcanIronWorks, JerseyCity,N.J. | | |
| 26205<br>108813 | — SteelScYl<br>*ss*Gms.No.3–10,10<br>*ss*Gms.No.2–20<br>1*Dk* | 165<br>152<br>64 | ✠100A1<br>*StmTrawler*<br>10,21 ~~2,20~~<br>BS10,21<br>✠NB11,14 ✠LMC2,20 | Gms | | CL<br>2,20 | 1898<br>3mo | Mackie&Thomson<br>Glasgow<br>A&CP | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*) | 104·2<br>Q17'F18'<br>DptF&S10 BK7½" | 21·0 | 10·7 | Grimsby<br>British<br>4*BHCem* | T.3Cy.10",16"&27"–20" (*s*)<br>180lb 45RHP<br>1SB,2*pf*,GS26,HS656<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 26206<br>VHJS | **Ole Wegger**<br>"Spera," *See No. 39413 in Supplement*<br>SteelSc<br>(*Whaler*)<br>1*Dk* | 178<br>178<br>64 | | | | | 1911 | Nylands Værksted<br>Christiania | ~~HenrikN.~~<br>~~Henriksen~~<br>HansEllefsenLt | 111·1 | 20·1 | 11·9 | CapeTown<br>British<br>*WB* | T.3Cy.12",19½"&33"–24"<br>53RHP ~~53NHP~~<br>NylandsVærksted,Xania | | N |
| 26207<br>126<br>PAOH | **Oleg** SteelScSr<br>(*ex*Pronto) *Elec.light* 1*Dk&Spar dk* | 1377<br>1264<br>880 | | | | | 1896 | Helsingörs Jernsk&Msk.<br>Elsinore | RussianVolunteer Fleet | 239·9<br>H99*t* | 34·4 | 20·1 | Vladvostk<br>Russian<br>*WB* | T.3Cy.17",27½"&47"–33"<br>127NHP<br>HelsingörsJernsk.&Mskb. | | N |
| 26208<br>218668<br>LSGD | **Olen** SteelScSr<br>*Fitted for liquid fuel*<br>*Elec.light* 2*Dks*<br>Wireless *Longitudinal framing* | 5203<br>4445<br>3985 | | | | | 1919 | ToddDry Dock&Const Corpn.<br>Tacoma,Wsh. | UnitedStates ShippingBoard | 379·5<br>P52'B102'F41' | 53·1 | 27·0 | Tacoma<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"–48"<br>339NHP<br>ToddD.D.&ConstCorpn. Tacoma,Wash. | | R |
| 26209 | **Olesa** SteelSc<br>1*Dk* | 859<br>—<br>682 | | | | | 1919 | Astilleros Cardona,S.A.<br>Barcelona | Soc.Anon.Naviera Española(M.G. delMoral,*Mgr.*) | 187·5<br>B12'F25' | 32·7 | 13·8 | Valencia<br>Spanish | T.3Cy.12",20"&32"–24"<br>50NHP<br>AlexanderHnos.Barcelona | | V |
| 26210<br>145862<br>KQMJ | **Oleum** SteelTwinScSr<br>(*exDredger*Thomas)<br>*Elec.light* *Carrying Oil in bulk* 1*Dk*<br>*Mchy.Aft* Sub.Sig. Wireless | 2998<br>—<br>1738 | | | | | 1900 | Maryland SteelCo.<br>Sparro'PtMd | UnionOilCo.of California | 293·0 | 52·5 | 25·0 | S.Frncisco<br>Utd.States | T.6Cy.18",28"&45"–30"<br>NB19 222NHP<br>MarylandStl.Co.Sparr'.Pt. | | R |
| 26211<br>ndoned 11,20 | **Olga** WoodTwinSc<br>(*ex*America)<br>*Elec.light* | 1205<br>—<br>794 | | | | | 1914 | P.H.Doyen Co.<br>SPortlandMe | C.Petzalis& ElDounias | 171·0 | 38·8 | 20·1 | Spezie<br>Greek | C.4Cy.11"&24"–16"<br>E&B *fitted*16 38NHP | | R |
| 26212<br>NRQK | — SteelScSr<br>*ss*Cpn.No.2–20<br>1*Dk*(*Stl*) | 798<br>675<br>463 | ✠100A1<br>8,21 ~~11,20~~<br>✠LMC11,20 | Cpn | *l* | 11,20 | 1911<br>7mo | Antwerp Eng.Co.Ld.<br>Hoboken<br>*Lloyd's A&CP* | DmpskSelsk. Progress(M.Nielsen&Sön,*Mgr.*)<br>*WB=CellDBa47'* | 207·8<br>P29'B60'F26'<br>FK<br>*uE23'f90'213tFPT* | 30·9 | 13·3 | Copnhagn<br>Danish<br>4*BHCem*<br>24*tAPT*21*t* | T.3Cy.13",21"&35"–27" (*s*)<br>180lb 82NHP<br>2SB,4*cf*,GS44,HS1428<br>N.E.MarineEng.Co Ld.Sld. | 15 ″ 5<br>s1 ″ 7½<br>14 ″ 0 | |
| 26213<br>NPOS | — IronScSr<br>*Ref.Mchy.* 2*Dks&Hurdk* | 777<br>636<br>471 | | | | | 1875 | Norddeut. Schiffb.A.G.<br>Kiel | DetForenede DampskibsSelsk. | 210·9<br>P14*t* B111*t* 21·5<br>F21*t* | 28·5 | 14·7 | Aalborg<br>Danish<br>*WB* | C.2Cy.30"&56"–36"<br>157NHP<br>Schweffel&Howaldt,Kiel | | |
| 26214<br>872<br>HCJM | — SteelTwinScSr<br>(*ex*Malleco) 1*Dk&Shelter dk2trB* | 641<br>—<br>447 | | | | | 1893 | R.Napier &Sons<br>Glasgow | E.Germain | 170·2 | 32·1 | 9·9<br>16·8 | Valpraiso<br>Chilian<br>*WB* | T.3Cy.11",17"&28"–21"<br>NB14 72NHP<br>R.Napier&Sons,Glasgow | | |
| 26215 | — IronScSr<br>(*ex*Duesternbrook) 1*Dk2trB* | 584<br>496<br>331 | | | | | 1882 | G.Howaldt<br>Kiel | L.F.Mathies&Co. | 175·6<br>B40' | 25·3 | 15·8 | Hamburg<br>German<br>*WB* | C.2Cy.20"&37½"–27"<br>NB98 61NHP<br>Gebr.Howaldt,Kiel | | |
| 26216<br>LROB | — SteelTwinScSr<br>(*ex*Tomsk)<br>*Mchy.Aft* 1*Dk* | 327<br>—<br>229 | | | | | 1880 | C.Mitchell &Co.<br>Newcastle | S.Silaieff&Co. | 185·0 | 28·7 | 7·2 | Rostoff o/Don<br>Russian | C.4Cy.12½"&22"–18"<br>34NHP<br>R.&W.Hawthorn,Nwc. | | |
| 26217<br>3238<br>JHSF | — WoodScSp<br>*Mchy.Aft* 1*Dk* | 153<br>130<br>102 | | | | | 1898 | J.Johansson<br>Arvika | BillerudsAktieb. (Chr.Storjohann, *Mgr.*) | 96·6<br>H23*t* | 22·1 | 8·9 | Jössefors<br>Swedish | | | |
| 26218 | — SteelScLr<br>*OilEng.*<br>(*ex*SailingVessel) 1*Dk* | 102<br>100<br>71 | | | | | 1906 | C.Lühring<br>Hammelwarden | BrakerHeringsfischereiAkt.Ges. | 80·7 | 21·6 | 9·7 | Brake<br>German | OilEngine 4S.C.SA 13NHP<br>1Cy.13⅕"–13⅘" E*fitted*13<br>DeutscheKromhoutMotorenfabrik,G.m.b.H.Brake | | |
| 26219<br>41 | **Olga Methinity** WoodPad<br>(*SalvageTug*)<br>1*Dk* | 123<br>99<br>24 | | | | | 1905 | McLaren, Frischist&Co<br>Novorossisk | J.ArvanitidiFils | 108·9 | 19·6 | 11·6 | Kertch<br>Russian | C.2Cy.19"&28⅛"–45¾"41NHP<br>McLaren, E*built*03*fitted*05<br>Frischist&Co. Novorossisk | | |
| 26220<br>NBWM | **Olga S.** SteelSc<br>*Elec.light* 1*Dk* | 1752<br>1369<br>1035 | | | | | 1920 | Kjöbnhvns Flydk.&Skbs.<br>Copenhagen | Dampskibs.Torm (Chr.Kramer, *Mgr.*) | 261·0<br>P15'Q77'B106'F30' | 40·1 | 16·9 | Copnhagn<br>Danish<br>*WB* | T.3Cy.18",29"&48"–33"<br>132NHP<br>KjbnhavnsFldyk.&Skbsv. | | V |
| 26221 | **Olimpo** SteelScSr<br>*ss*Tri.No.3–5,19<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing* | 3525<br>3195<br>2242 | ✠100A1<br>*Spar dk*<br>1,22 ~~5,19~~<br>~~BS7,20~~ ✠LMC6,19<br>BS9,21 | Tri | *v* | ~~6,10~~<br>1,22 | 1898<br>11mo | C.S.Swan&Hunter Ld.<br>Newcastle<br>A&CP | Soc.Anon.diNav. a vap.T.Cossovich<br>*WB=* | 330·0<br>B84'F38' 26·4<br>FK<br>*Cell DBa*106'*uE&B* | 45·3 | 18·1 | Trieste<br>Italian<br>5*BHCem*<br>38'*f*140'696*t* | T.3Cy.24",38"&64"–42" (*r*)<br>180lb ~~70lb~~ 50lb 285NHP<br>2SB,6*cf*,GS126,HS4352<br>SirC.Furness,Westgarth& Co.Ld.Mdb. | 28 ″ 9 | |
| 26222 | — SteelTwinSc<br>*OilEng.* | 997 | | | | | 1884 | A&JInglis<br>Glasgow | TheArgentine NavigationCo. (Nicholas Mihanovich,Ld. | 286·1 | 34·2 | 12·1 | Bns.Ayres<br>Argentine | Oil Engines<br>4Cy.16$\frac{9}{16}$"–18⅞" 91NHP<br>NE19<br>J&CGBolindersCoLd Skm | | |
| 26223<br>HGLD | **Olinda** SteelScBn<br>*Elec.light* Wireless 2*Dks* | 2376<br>2042<br>1492 | | | | | 1887 | Armstrong Mitchell&Co.<br>Newcastle | Cia.Mar.Cubana (MunsonS.S.Line, *Mgrs.*) | 308·4<br>P86'B76'F48' | 40·2 | 22·4 | Havana<br>Cuban<br>*WB* | T.3Cy.24",39"&64"–42"<br>265NHP<br>WllsndSlpwyCo.Ld.,Nwc. | | R |
| 26224 | **Oliva** SteelSc<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 7829<br>—<br>4857 | | | | | 1921 | Bremer Vulkan<br>Vegesack | "Artus"Danziger Reederei&Handels A.G. | 467·3<br>P55'B102'F41' | 58·0 | 35·1 | Danzig<br>*WB* | T.3Cy.32$\frac{3}{10}$",52⅘"&86$\frac{3}{10}$"–55$\frac{1}{10}$" 550NHP<br>BremerVulkan,Vegesack | | |
| 26225<br>139131<br>JMVD | — SteelScSr<br>*ss*Sng.No.1–21<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 5694<br>5273<br>3335 | ✠100A1<br>~~8,21~~ 1,21 4,22<br>✠LMC1,21<br>BS4,22<br>*Carrying Petroleum in bulk Lloyd's A&CP*<br>*Fitted for oil fuel* 7,16 *F.P.above* 150° F. | Sng<br>~~Liv~~ Rot | *z* | CL<br>~~8,19~~<br>4,22 | 1916<br>7mo | Swan,Hunter&Wigham Richardson, Ld.Newcastle | Anglo-Saxon PetroleumCo.Ld.<br>*CellDB*78'245*t* | 412·2<br>P109'B26'F46'<br>FK<br>*DTf* 32' 315*t FPT* | 53·3 | 31·1 | London<br>British<br>16*BHCem*<br>11 „ *to U dk*<br>5 „ „*2nd* „<br>80*tAPT*135*t* | T.3Cy.27",45"&74"–48" (*s*)<br>180lb 518NHP<br>3SB,9*cf*,GS190,HS7557 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 31 ″ 0<br>s6 ″ 9<br>24 ″ 8 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26226<br>137610 | **Olivae** SteelScDy<br>(*Fishing*)<br>1*Dk* | 107<br>106<br>51 | | | | | 1915 | Fellows&<br>Co.Ld.<br>Gt Yarmouth | ThanetSteam<br>TrawlingCo.Ld.<br>~~(T.W.Chapman,~~<br>(E.H.Jones*Mgr.*) | 92·0 | 19·1 | 9·0 | Ramsgate<br>British | T.3Cy.9½″,14½″&24″–18″<br>30RHP<br>F.W.Carver&Co.Gt.Ymth |
| 26227<br>102618<br>NDVB | **Olive** SteelScSr<br>*ss*Gls.2ndNo.3–6,18<br>*Elec.light* Wireless 2*Dks*(*UStl*–ws) | 1047<br>881<br>446 | ✠100A1<br>3,22 ~~2,21~~<br>✠NB5,11<br>BS3,22 | Gls<br>Ard<br>✠LMC5,21 | *o* | CL<br>~~6,19~~<br>3,22 | 1893<br>8mo | D&WHenderson&Co.<br>Glasgow<br>A&CP | LairdLine,Ld. | 260·0<br>P62′B92′F52′<br>ptND03 BK8½″ | 33·1 | 15·8 | Glasgow<br>British<br>4*BHCem* | T.3Cy.26″,42″&68½″–45″ (*s*)<br>150 ~~165~~lb *85lb* NDB11 369NHP<br>2DB,*12cf*,GS228,HS6368<br>D.&W.Henderson&Co.Gls. |
| 26228<br>115639<br>HNLW | — SteelSc3MstSr<br>*ss*Dub.No.3–11,19<br>*Well deck* 1*Dk*(*Irn*)<br>*Mchy.Aft* | 328<br>241<br>122 | ✠100A1<br>11,19 | Dub<br>✠LMC11,19<br>BS~~3,21~~ 4,25 | *f* | CL<br>11,19 | 1907<br>9mo<br>*Lloyd* | J Fullerton<br>&Co.<br>Paisley<br>'*sA&CP* | FrontierTownS.S.<br>Co.Ld. (J.Fisher<br>&Sons,*Mgrs.*) | 142·5<br>Q80′B7′F25′<br>BK6″<br>*WB* | 23·4 | 10·2 | Newry<br>British<br>3*BHCem*<br>=*FPT*43*t* | C.2Cy.16″&34″–24″ (*s*)<br>130lb 47RHP<br>1SB,*2pf*,GS40,HS1300<br>RenfrewBros.&Co.Irvine |
| 26229<br>139390 | **Olive Branch** WoodAuxSc3MstBk<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 744<br>681<br>491 | | | | | 1919 | AV.Joseph<br>&Co.<br>Rangoon | A.V.Joseph | 165·0 | 32·0 | 18·6 | Rangoon<br>British | Oil Engines 2S.C.SA<br>4Cy.16½″–18¾″ 91NHP<br>J&CG BolindersCoLd.Skm |
| 26230<br>130611 | **Olive M.** WoodScSp<br>1*Dk* | 134<br>92<br>71 | | | | | 1911 | W.Turpel<br>&Son<br>Victoria,B.C. | VancouverIsland<br>TowingCo.Ld. | 78·0 | 22·0 | 10·0 | Vict'riaBC<br>British | C.2Cy.9″&24″–18″<br>*E*made97 *B*made08 22RHP<br>AlbionIronWorks<br>Co.Ld.Victoria,B.C. |
| 26231<br>143462 | **Oliver Pickin** SteelScK<br>*ss*Mil.No.3–9,20<br>*Elec.light* 1*Dk* | 275<br>246<br>107 | 100A1<br>*StmTrawler*<br>3,22 ~~9,20~~ | Mil<br>LMC9,20 | | CL<br>9,20 | 1917<br>*Lloyd* | Smith's<br>DockCo.Ld<br>Middlesbro'<br>'*sA&CP* | TheAdmiralty | 125·5<br>Q72′F21′<br>BK7½″ | 23·4 | 12·8 | London<br>British<br>2*BHCem* | T.3Cy.12½″,21″&35″–26″ (*s*)<br>180lb 61RHP<br>1SB,*3pf*,GS50,HS1619<br>Smith'sDockCo.Ld.Mdb. |
| 26232<br>3193<br>JHPM | **Olivia** IronScSr<br>*ss*Mmo.3rdNo.3–6,20<br>(*ex*ThomasAllen)<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1591<br>1285<br>947 | ✠100A1<br>~~5,21~~ 3,21 ~~12,21~~<br>5,22<br>BS8,21 | ~~Shl~~Bly<br>✠LMC6,20 | *q* | ~~6,20~~<br>~~7,21~~<br>~~12,21~~<br>5,22 | 1882<br>9mo | Bartram,<br>Haswell&Co.<br>Sunderland<br>A&CP | Rederiakt"Activ"<br>(F.Börjesson*Mgr*) | 258·0<br>P28′Q66′B60′F33′<br>BK9″<br>*D* *Ba*66′*f*44′210*tFPT* | 36·0 | 18·6 | Hlsngborg<br>Swedish<br>4*BHCem*<br>37*tAPT*22*t* | C.2Cy.33″&62″–42″ (*s*)<br>80lb *80lb* NDB03 197NHP<br>2SB,*6pf*,GS96,HS3300<br>J.Dickinson,Sunderland |
| 26233 | — IronScSr<br>2*Dks* | 904<br>663<br>568 | | | | | 1884 | Flensburgr<br>SchiffsbGes.<br>Flensburg | | 199·6<br>P119*t*F23′ | 30·2 | 15·0 | *WB* | C.2Cy.28″&51″–30″<br>119NHP<br>FlensburgerSchiffsb.Ges. |
| 26234<br>121097<br>HFCV | **Olivine** SteelScK<br>*ss*Wvn.No.3-5,19<br>1*Dk* | 289<br>255<br>115 | ✠100A1<br>*StmTrawler*<br>9,20<br>BS1,20 | Flt<br>✠LMC5,19 | | CL<br>9,20 | 1905<br>11mo<br>*Lloyd* | Mackie&<br>Thomson<br>Glasgow<br>'*sA&CP* | BritishTrawling<br>Co.Ld. (C.W.<br>Pickering, *Mgr.*) | 135·8<br>Q74′F18′<br>BK8″ | 22·5 | 11·8 | Fleetwood<br>British<br>4*BHCem* | T.3Cy.13″,22″&37″–27″ (*s*)<br>200lb 67RHP<br>1SB,*3pf*,GS44,HS1460<br>W.V.V.Lidgerwood,Gls. |
| 26235<br>6129<br>KBST | **Olle** CompAuxScSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 187<br>142<br>85 | | | | | 1918 | Hjelmare<br>Docka<br>Arboga | Rederi A/B Semele<br>(Jac.Svensson,<br>*Mgr.*) | 97·8<br>F11′P24′H10*t* | 21·6 | 9·8 | Stockholm<br>Swedish | Oil Engine<br>3Cy.13$\frac{3}{16}$″–14$\frac{3}{16}$″ 33NHP<br>BergsundsM.V.A/B Stkm. |
| 26236<br>219005<br>LTDJ | In port damaged<br>**Olockson** SteelSc<br>Sub.Sig. *Fitted for liquid fuel*<br>*Elec.light* 1*Dk*2*trB*&*ShelterDk*<br>*Longitudinal framing* | 6076<br>5500<br>3729 | | | | | 1919 | GMStandifer Cnst.Corp.<br>Vancouver,<br>Wash. | UnitedStates<br>ShippingBoard | 401·4<br>P34′F38′ | 53·2 | 31·9 | Portlnd, O.<br>Utd. States<br>*WB* | T.3Cy.24½″,41½″&72″–48″<br>359NHP<br>Hooven,Owens&RentschlerCo.Hamilton,O. |
| 26237 | **Olof** IronSc | 154<br>129<br>93 | | | | | | …………………<br>Finland | PerAd.Elfving | 95·8 | 23·1 | 8·4 | Länna<br>Swedish | |
| 26238<br>6198<br>KOGD | **Olof Brodin** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk* | 1825<br>1602<br>1062 | | | | | 1919 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | E.BrodinsRederiaktiebolag (E.<br>Brodin,*Mgr.*) | 264·5<br>P22′B71′F29′ | 42·0 | 17·9 | Torö<br>Swedish<br>*WB* | T.3Cy.18½″,29½″&50″–36″<br>150NHP<br>FredrikstadM.V.Frdstad. |
| 26239<br>2386<br>HTMS | **Olof Trätälja** IronScSp<br>*Mchy.Aft* 1*Dk* | 198<br>156<br>114 | | | | | 1879 | P.Larsson<br>Thorskog | BillerudsAktieb.<br>(Chr.Storjohann,<br>*Mgr.*) | 100·8<br>B21′F11′ | 21·7 | 10·0 | Seffle<br>Swedish | C.2Cy.10¾″&21½″–19½″<br>17NHP<br>P.Larsson,Thorskog |
| 26240<br>1547<br>HVRS | **Olof Wijk** SteelSc<br>(*ex*Polwick,*ex*OlafWijk)<br>Sub Sig. 1*Dk*<br>*Now named* "Greypoint," *See No.* 37542 *in Supplement* | 796<br><br>438 | | | | | 1891 | Bergsunds<br>M.V.Aktieb.<br>Stockholm | FörnyadeÅngf.<br>A/B"Götha" (F.<br>Sternhagen,*Mgr.*) | 194·4<br>Q56′B57′H29′F20′ | 28·1 | 14·6 | Gothenbrg<br>Swedish | T.3Cy.18″,29″&46½″–30″<br>118NHP<br>BergsundsM.V.Aktb.Skm. |
| 26241<br>605<br>RFSG | **Olona** IronAuxScBk<br>*OilEng.*<br>(*ex*Aristomene) 2*Dks*<br>(*See Sailing Ship Register*) | 1751<br>1636<br>1460 | | | … | | 1881 | WH Potter<br>&Son<br>Liverpool | LloydMediterraneoSoc.Ital.diNav | 263·0<br>P37′F22′ BK9″ | 39·1 | 24·1 | Genoa<br>Italian | Oil Engines 116NHP<br>6Cy.18½″–20½″ NE*fitted*18<br>F.Tosi,Legnano |
| 26242 | **Oltenia** SteelScSr<br>*ss*Brs.2ndNo.3-5,08<br>(*ex*Archimides, *ss*Bry.No.1–12<br>*ex*Iolo,*ex*SarahRadcliffe) 1*Dk*(*Irn*)<br>*Well deck* &*Web frames* | *2251*<br>*1680*<br>*1410* | ✠ —<br>8,20<br>✠ | Pir | *r* | | 1889<br>6mo | Ropner&<br>Son<br>Stockton | "Maritima" SocietateAnon.Româna<br>deNavigatiune<br>(Theodoridi&Co.<br>*Mgrs.*) | 272·2<br>P27′Q78′B114′F29′<br>BK9″<br>*WB*=*CellDB*218′ | 38·8 | 18·6 | Braila<br>Roumanian<br>4*BHCem*<br>426*tAPT*91*t* | T.3Cy.21″,35″&57″–39″<br>NDB02 206NHP<br>2SB,*4cf*,GS74,HS3123<br>Blair&Co.Ld.Stockton |
| 26243<br>548<br>PHBM | **Oltul** SteelScSr<br>*ss*Alx.No.2–20<br>(*ex*Iriston) 1*Dk*(*Stl*) | 3782<br>3521<br>2398 | ✠100A1<br>10,20 | Npt<br>✠LMC8,20<br>BS7,21 | *w* | CL<br>8,20 | 1912<br>9mo<br>*Lloyd* | R.Duncan<br>&Co.Ld.<br>Pt.Glasgow<br>'*sA&CP* *W* | RomaniaPrima<br>SocietateNationala<br>deNav.Maritima<br>*B* = *CellDBa*115′ | 354·3<br>P22′B90′F36′<br>FK<br>*uE*&*B*36′ *f*156′915*t* | 51·5 | 23·8 | Braila<br>Roumanian<br>6*BHCem*<br>*APT*105*t* | T.3Cy.25″,41″&67″–45″ (*s*)<br>180lb *100lb* 338NHP<br>2SB,*6cf*,GS130,HS5384<br>Rankin&Blackmore,Grk. |
| 26244<br>NCRS | **Oluf Bager** SteelScSr<br>*Elec.light* | 366<br>256<br>186 | | | | | 1890 | Burmeister<br>&Wain<br>Copenhagen | DetForenede<br>DampskibsSelsk. | 162·3 | 24·1 | 11·2 | Frdrkshvn<br>Danish<br>*WB* | T.3Cy.14⅗″,22⅗″&36″–24″<br>64NHP<br>Burmeister&Wain,Cpn. |
| 26245<br>NVDJ | **Oluf Mærsk** SteelScSr<br>*ss*Shl.No.1–21<br>Wireless 1*Dk*(*Stl*) | 1950<br>1764<br>1146 | ✠100A1<br>~~3,21~~ ~~2,20~~ 1,22<br>4,22 | ~~Cff~~ Sws<br>~~Shl~~ Svb<br>✠LMC 3,21 | *r* | CL<br>~~3,21~~<br>1,22 | 1916<br>9mo<br>A&CP | A.Vuijk&<br>Zonen<br>Capelle a/d<br>Ysel | A/S Dmpskselsk<br>af1912 (A.P.<br>Möller,*Mgr.*)<br>*Cell* | 281·3<br>P22′B74′F31′<br>FK<br>*DB*252′ 535*t* *FPT* | 40·2 | 18·9 | Svendborg<br>Danish<br>4*BHCem*<br>78*tAPT*82*t* | T.3Cy.20$\frac{1}{16}$″,31½″&51$\frac{3}{16}$″–<br>35$\frac{7}{16}$″ 180lb *140lb*(*s*) 208NHP<br>2SB,*4cf*,GS74,HS3000 FD<br>NedFb.v.Wrk&Spoor,Ams |
| 26246<br>OPVD | **Olympe** SteelSc<br>(*ex*WarAnglian) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | *5378*<br>*4834*<br>*3289* | ✠100A1<br>2,22 ~~5,21~~ | Msl<br>✠LMC11,18 | *y* | CL<br>2,20 | 1918<br>11mo<br>*Lloyd* | Richardsn,<br>Duck&Co.Ld.<br>Stockton<br>'*sA&CP* | Soc.LesAffreteurs<br>Reunis (Jean<br>Stern)<br>*CellDB*336′1058*t DT* | 400·2<br>P49′B113′F40′<br>FK<br>*a*28′1800*t FPT*132*t* | 52·4 | 28·4 | Rouen<br>French<br>7*BHptCem*<br>*APT*213*t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Blair&Co.Ld.Stockton |

*Carrying oil fuel F.P. above 150°F. in DT*

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26247<br>114021<br>TGRV | **Olympia**<br>Wireless | **SteelScSr**<br>2*Dks* | 5150<br>4409<br>3266 | | | | | 1902 | D&WHendersn&Co.Ld.<br>Glasgow | **AnchorLine(HendersonBros.)Ld.** | 400·0\|49·2\|27·8<br>P27'B132'F46' | **Glasgow**<br>British<br>*WB* | T.3Cy.26″,43″&71″–48″<br>350NHP<br>D&W.Hendersn&CoLdGls | | C<br>BT till 12,21 |
| 26248<br>cked 6,21 | —<br>(*ex*Glenlochy)<br>*Elec.light* Wireless | **SteelScSr**<br>*ss*Ant.No.3–6,08<br>*ss*Rot.No.2–20<br>2*Dks*(1*Stl*&*UptStlptIrn-ptws*)3*trB* | *4654*<br>*4418*<br>*2997* | ✠~~100A1~~<br>6,20<br>✠~~LMC11,20~~ | Rot | *y* | N12,20 | 1896<br>4mo<br>*Lloyd* | Lon&Gls.Co.Ld.<br>Glasgow<br>'*sA&CP* | **D.Anghelatos** | 400·0\|49·2\|29·6<br>B94'F52'<br>BK9″<br>*CellDBa*113'*uE* | **Argostoli**<br>Greek<br>7*BHCem*<br>29'*f*136'835*t* | T.3Cy.29″,47″&77″–54″ (*s*)<br>170lb *65lb* 525NHP<br>3SB,*9rf*,GS157,HS7201 FD<br>London&Gls.Co.Ld.Gls. | 31 ″ 2<br>6 ″ 4½<br>25 ″ 9 | |
| 26249<br>139958 | —<br>*Elec.light* | **SteelScK**<br>*ss*Gms.No.1–21<br>1*Dk* | 261<br>228<br>116 | ✠100A1<br>*StmTrawler*<br>10,21~~3,19~~ ✠LMC~~7,17~~<br>9,21 | Gms | | CL<br>9,21 | 1917<br>7mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>'*sA&CP* | **GreatGrimsby&EastCoastSteamFishingCo.Ld.** | 120·2\|22·5\|12·0<br>Q67'<br>BK8″ | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.12½″,21½″&35¼″–24″<br>180lb (*s*) 74RHP<br>1SB,*2pf*,GS38,HS1267<br>Amos&Smith,Ld.Hull | 12 ″ 10 | |
| 26250<br>1335<br>LROA | **Olympiade** | **SteelTwinSc** | 551<br>—<br>351 | | | | | 1911 | Stab.Tec.Triestino<br>Linz | **T.G.Birukoff** | 190·4\|31·6\|10·0 | **Rostoff**<br>Russian | C.4Cy.12½″&24″–20″<br>42NHP<br>StabilimentoTecnico,Tri. | | |
| 26251<br>131346<br>HSRP | **Olympic**<br>*Fitted for oil fuel*<br>Sub.Sig. Wireless<br>*Elec.light Ref.Mchy.* | **SteelTrpScSr**<br>5*Dks amidships,*<br>7*Dks inNo.*1*hold,*<br>6*Dks in other holds* | 46439<br>35043<br>24823 | | | | | 1911 | Harland&Wolff,Ld.<br>Belfast | **OceanicStmNavCoLd.(WhiteStar Line)** | 852·5\|92·5\|59·5<br>P76'B540'F127'<br>*Prom dk on*B495' | **Liverpool**<br>British<br>*WB* | T8Cy.(2)54″,(2)84″&(4)97″–75″ 6906RHP<br>1LowPressureTurbine<br>Harland&Wolff,Ld.Bel. | | BT till 2,22 |
| 26252 | **Olympier**<br>*Elec.light* Wireless | **SteelSc**<br>2*Dks*(*Stl*) | *5109*<br>*4761*<br>*3175* | ✠100A1<br>7,20<br>✠LMC7,20 | Gls | *y* | CL | 1920<br>7mo<br>*Lloyd* | Lloyd RoyalBelge (Gt.Britain), Ld. Glasgow<br>'*sA&CP* | **LloydRoyalBelgeSoc.Anon.**<br>*Intermediate'tween dk BH in after*<br>*CellDB*342'920*tD* | 400·5\|52·2\|28·7<br>P37'B120'F45'<br>FK<br>*hold dispensed with*<br>*Ta*30'850*t FPT*122*t* | **Antwerp**<br>Belgian<br>*Cem*<br>5*BH to U dk*<br>1 „ „ 2*nd* „<br>*APT*104*t* | T.3Cy.26½″,44″&73″–51″ (*s*)<br>200lb 574NHP<br>3SB,*9cf*,GS179,HS8523 FD<br>Dunsmuir&JacksonLd,Gls<br>*only* | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 26253 | **Olympos**<br>(*ex*Gaspesien, *ex*Warkworth,*ex*Théodore Conseil, *ex*Warkworth) | **IronScSr**<br>1*Dk* | *598*<br>*486*<br>*319* | | | ... | | 1874 | C.S.Swan&Hunter<br>Newcastle | **A.A.Capparis** | 160·8\|27·1\|11·3<br>Q88'F25'<br>ND87 BK6½″ | **Piræus**<br>Greek<br>*WB* | C.2Cy.20½″&41″–28″<br>70RHP<br>Christie,Gutch&Co.N.Shl. | 13 ″ 3 | |
| 26254<br>136413 | **Omana**<br>*Elec.light* | **SteelScSr**<br>*ss*Syd.No.1–18 2550<br>1*Dk*(*Stl*) | ~~2523~~<br>2248<br>~~1519~~<br>1513 | ✠100A1<br>1,22 ~~1,21~~<br>~~BS1,21~~ ✠LMC12,18<br>BS1,22 | Syd | *t* | CL<br>~~3,20~~<br>1,22 | 1915<br>1mo<br>*Lloyd* | Osbourne,Graham&Co.<br>Sunderland<br>'*sA&CP Inter* | **OmanaS.S.ProprietaryCo.Ld.**<br>**(D.F.Stewart)**<br>*mediateBH infore*<br>*W* | 303·0\|46·2\|20·2<br>P21'B76'F26'<br>FK<br>*hold dispensed with*<br>*B=CellDB a*98'*uE* | **SydneyNSW**<br>British<br>*Cem*<br>4*BHonly*<br>&*B*36'*f* 126' | T.3Cy.22″,37″&61″–39″ (*s*)<br>180lb 282NHP<br>2SB,*6cf*,GS134,HS4750<br>G.Clark,Ld.Sunderland<br>680*tFPT*40*tAPT*120*t* | 22 ″ 6<br>s 3 ″ 7½<br>19 ″ 3 | |
| 26255<br>ken up<br>84477<br>WLSF | **Omapere** | **SteelScSr**<br>1*Dk* | 601<br>560<br>352 | | | ... | | 1882 | W.Denny&Bros.<br>Dumbarton | **EasternShippingCo.Ld.** | 180·3\|29·2\|14·4<br>B36'F19'<br>FK | **Penang**<br>British<br>*WB* | C.2Cy.24″&42″–30″<br>80RHP<br>Denny&Co.Dumbarton | | |
| 26256<br>143196<br>JWQP | **Omar**<br>(*ex*KöniginLuise)<br>*Elec.light Ref.Mchy.*<br>Wireless | **SteelTwinSc**<br>3*Dks*&*Shelter dk* | 11103<br>8808<br>6806 | | | | | 1896 | Act.Ges. "Vulcan"<br>Stettin | **OrientSteamNav.Co.Ld.** | 523·1\|60·1\|34·9<br>P82'B257'F67' | **London**<br>British<br>*WB* | Q.8Cy.25 3/16″,38 3/16″,52⅜″&75⅝″–55⅛″ 846NHP<br>A.G."Vulcan,"Stettin | | BT till 8,21 |
| 26257<br>TGVM | **Ombilin**<br>*Elec.light Mchy.Aft* Wireless | **SteelSc**<br>1*Dk* | 5658<br>4532<br>3195 | | | | | 1915 | Nederl.Schps.Maats.<br>Amsterdam | **Koninkl.Paketv.Maats.** | 420·4\|54·2\|24·3<br>F42' | **Batavia**<br>Dutch<br>*WB* | T.3Cy.24½″,40½″&67″&48″<br>311NHP<br>NedFb.v.Wrk&Spoor,Ams | | V |
| 26258<br>15278<br>MDJB | **Omi Maru**<br>*Elec.light* | **SteelScSr**<br>*ss*Kob.No.2–20<br>1*Dk*(*Stl*)&<br>*Shelter dk*(*Stl*–ws) | 3384<br>2973<br>2091 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21~~10,20~~ ✠LMC~~10,20~~ 10,21 | Kob | *v* | CL<br>10,19 | 1912<br>7mo<br>*Lloyd* | Napier&Miller,Ld.<br>Glasgow<br>'*sA&CP WB=* | **NipponYusenKabushikiKaisha**<br>*CellDBa*108' *uE*& | 345·5\|46·3\|25·5<br>P37'F42'<br>*on Shelter dk* FK<br>*B*60'*f*128'690*tFPT* | **Tokio**<br>Japanese<br>6*BHCem*<br>45*tAPT*15*t* | T.3Cy.24½″,41″&68″–48″ (*s*)<br>200lb GS172HS6811 456NHP<br>2SB(FD)&1AuxSB,*9cf*,<br>Dunsmuir&Jackson,LdGls | 28 ″ 0<br>s 5 ″ 10½<br>22 ″ 8 | |
| 26259<br>23034<br>RBGC | — | **WoodSc** | 500<br>—<br>312 | | | | | 1918 | ................ | **NakanoMitsuyo** | 167·7\|28·6\|13·3 | **Minamitonda**<br>Japanese | | | |
| 26260<br>6970<br>JOTK | — | **WoodPad**<br>1*Dk* | 143<br>41<br>82 | | | | | 1894 | M.Hayashi<br>Fushimi | **YodogawaUnsuKabushikiKaisha** | 98·2\|13·9\|3·5 | **Osaka**<br>Japanese | C.2Cy.10″&20″–14″<br>13NHP<br>OsakaIronWorks,Osaka | | |
| 26261<br>22706<br>RBHL | **Omine Maru** | **WoodSc** | 744<br>—<br>541 | | | | | 1918 | ................ | **NipponKokwanKabushikiKaisha** | 193·4\|29·9\|16·4 | **Yokohama**<br>Japanese | | | |
| 26262<br>19903<br>NGOJ | **Omiya Maru** | **WoodAuxScSr** | 175<br>—<br>151 | | | | | 1917 | ................ | **HashimotoYeiji** | 99·0\|24·2\|11·7 | **Osaka**<br>Japanese | | | |
| 26263<br>NTKM | **Omlandenes I.**<br>(*ex*Darket) *Mchy.Aft* | **SteelSc**<br>*OilEng.*<br>1*Dk* | 189<br>145<br>118 | | | | | 1915 | P.T.Stuhrs Mask.&Skibs.<br>Aalborg | **OmlandenesHandelsselskabA/SRederi** | 101·0\|21·6\|9·3<br>B22'F20' | **Copnhagn**<br>Danish<br>*WB* | Oil Engines 2S.C.SA<br>2Cy.15″–16⅛″ 34NHP<br>J&CGBolindersCoLd.Skm | | V |
| 26264 | **Omoa**<br>(*ex*Rosina,*ex*Paraense)<br>*Elec.light* | **IronScSr**<br>6thSurveyN.Os.11,19<br>2*Dks*3*trB* | 1697<br>937<br>1094 | ✠ A1*1<br>~~11,20~~5,21<br>✠NB4,05 LMC11,19<br>BS11,20 | NOs | Lv | CL<br>~~11,20~~<br>5,21 | 1871<br>5mo | T.Royden&Sons<br>Liverpool | **CuyamelFruitCo.** | 270·2\|33·0\|23·9<br>P122*t*H37*t*<br>BK9″ | **Puerto Cortez**<br>Honduran<br>8*BHCem* | T.3Cy22″,37″&58″–36″ (*s*)<br>180lb *100lb* NDB09 230NHP<br>2SB*6cf*,GS115,HS3704NE89<br>WestrayCopeland&CoBrw | 25 ″ 3<br>s4 ″ 5½<br>22 ″ 0 | |
| 26265<br>119132 | **Omravati** | **SteelScSr**<br>1*Dk*&*Shade dk* | 253<br>193<br>103 | | | | | 1904 | Grngem'th&Greenock DockyardCo.<br>Greenock | **BombayStm.Nav.Co.Ld.** | 149·4\|26·1\|8·8 | **Bombay**<br>British<br>*WB* | T.3Cy.12″,19″&31″–27″<br>49RHP<br>Dunsmuir&Jackson,Gls. | | |
| 26266<br>109398 | **Omsk**<br>Wireless<br>(*ex*RioTiete,*ex*Knight Errant) *Elec.light*<br>*Carrying oil fuel F.P.above*150°F.*inDB*<br>*Now named* "**Calanda,**" *see Supplement* | **SteelSc4MstSr**<br>*ss*Bry.No.3–7,10<br>*ss*NYk.No.2–19<br>2*dks*(*Stl*)&*Web frames* | 7526<br>7168<br>4823 | ✠100A1<br>12,19<br>✠LMC12,19 | NYk | *c*† | CL<br>12,19 | 1898<br>3mo<br>*Lloyd* | C.Connell&Co.<br>Glasgow<br>'*sA&CP* | **London&ForeignTradingCorp.Ld.(W.J.M.Bell,*Mgr*)**<br>*WB=CellDBa* | 470·0\|57·2\|31·9<br>P43'B136'F56'<br>FK<br>163'*uE*&*B*52'*f*204' | **London**<br>British<br>6*BHptAsp ptCem*<br>1748*t DTa* | T.3Cy.27″,46″&76″–51″ (*s*)<br>200lb 549NHP<br>3SB,*9cf*,GS142,HS7567 FD<br>Dunsmuir&Jackson,Gls.<br>41'1306*tFPT*200*tAPT*50*t* | 34 ″ 10<br>s8 ″ 3½<br>27 ″ 0 | |
| 26267<br>7094<br>JMTB | **Omuro Maru**<br>(*ex*Kolpino) | **SteelScSr**<br>1*Dk*(*Stl*)&*ptAwngdk*(*Irn*)2*trB* | 2446<br>1805<br>1776 | ✠<br>*pt Awng dk*<br>*withfreeboard*<br>3,92 ✠ | Shl | *s* | | 1889<br>8mo | R.Stephenson&Co.Ld.<br>Newcastle | **HiroumiNisaburo** | 295·0\|39·0\|19·3<br>Q115'<br>*ptAwng dk*179' FK<br>*WB=CellDB*244'486*tFPT* | **Sekoshi**<br>Japanese<br>6*BHCem*<br>70*tAPT*26*t* | T.3Cy.22″,35″&59″–39″<br>217NHP<br>2SB,*6cf*,GS94,HS3236<br>R.Stephenson&Co.Ld.Nwc | 21 ″ 8 | |

| 1 Numero d'Ordre — Numero Officiel — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26268<br>127007 | **On Lee** SteelTwinSc<br>1*Dk* | 695<br>417<br>397 | | | | | 1909 | HongK'ng &Whampoa DockCo.Ld. HongKong | SzeYapS.S.Co. Ld. | 168·0 | 34·0 | 10·4 | HongKong<br>British | C.4Cy.15"&31"–22"<br>80RHP<br>HongKong&Whampoa DockCo.Ld.HongKong | |
| 26269<br>4774<br>JQPN | **Önafors** SteelScSr<br>(*ex*Polvo,<br>*ex*Hammar) *Mchy.Aft* 1*Dk* | 267<br>213<br>168 | | | | | 1907 | Bergsunds M.V.Aktieb. Stockholm | WargönsA/B(F.G. Samuelsson, *Mgr.*) | 123·8<br>P30'P9*t*F11'<br>len14 | 22·8 | 9·1 | Wargön<br>Swedish | C.2Cy.10¾"&22$\frac{7}{16}$"–10¼"<br>14NHP<br>BergsundsM.V.Aktb.Skm. | |
| 26270 | **Once** SteelScK<br>*ss*BAs.No.2–14<br>(*ex*Corbina, 1*Dk*<br>*ex*BenCruachan) | *261*<br>*231*<br>*76* | ✠<br>7,19<br>*Stm Trawler*<br>✠ | Npt | | | 1906<br>3mo | J.Duthie TorryS.B.Co Aberdeen | RussianGovernment | 130·7 | 22·2 | 12·1<br>BK7½' | Russian<br>4*BHCem* | T.3Cy.12¾",22"&36"–24"<br>81NHP<br>1SB,3*pf*,GS46,HS1439<br>Clyne,Mitchell&CoLdAbn | 13 |
| 26271<br>105967<br>PDHM | **Onda** SteelScSr<br>Wireless 2*Dks*(*Stl*)3*trB*&*Webframes* | 5247<br>4973<br>3410 | ✠<br>2,96<br>✠ ✠ | Bom | *z* | | 1895<br>12mo | A&J Inglis Glasgow | BritishIndiaStm. Nav.Co.Ld.<br>*WB=Cell* | 410·0<br>B72'F52'<br>*DBa*120'*uE*&*B*58' | 50·7 | 29·0<br>FK | Glasgow<br>British<br>6*BHCem*<br>*f*152'1101*t* | T.3Cy.25",40"&65"–51"<br>345NHP<br>2DB,8*cf*,GS160,HS5841<br>A.&J.Inglis,Glasgow | 32 |
| 26272<br>OPVJ | — SteelScSr<br>*ss*Lon.No.1–11<br>1*Dk*(*ptIrn*&*ptStl*)&*deepframing* | 2751<br>2584<br>1720 | ✠<br>7,16<br>✠ | Tri | *u* | | 1907<br>8mo | ClydeS.B. &E.Co.Ld. Pt.Glasgow | FrenchGovernment<br>*WB=CellDBa* | 315·3<br>P37'B94'F31'<br>106'*uE*18'*f*134'703*t* | 46·5 | 21·0<br>FK | French<br>5*BHCem*<br>*APT*54*t* | T.3Cy.23",38"&61"–42"<br>269NHP<br>2SB,6*cf*,GS120,HS4244<br>ClydeS.B.&E.Co.Ld.P.Gls. | 23 |
| 26273<br>571 | **Ondina** SteelAuxScSr<br>*OilEng.*<br>(*ex*Ganzediep) 1*Dk*<br>(*See Sailing Ship Register*) | 258<br>—<br>208 | | | | | 1918 | Gebr.Boot Leiderdorp | BancaCommercialePugliese | 118·6 | 24·6 | 10·3 | Molfetta<br>Italian | Oil Engine 2S.C.<br>2Cy.13⅜"–14⅛" 26NHP<br>Schps.deHoop,Liederdorp | |
| 26274 | **Ondine II.** SteelSc<br>(*Tug*)<br>(*ex*Furet,*ex*N.Strong)<br>*Now named* "**Furet,**" *see Supplement* | 124<br>—<br>32 | | | | | 1890 | TynesideE Wks.Co.Ld. Cardiff | Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Co.*Mgrs.*) | 111·5 | 20·4 | 9·2 | Algiers<br>French | C.2Cy.18"&36"–24"<br>NB16 53NHP<br>TynesideE.W.Co.Ld Cff. | |
| 26275 | **162** SteelSc<br>(*Tug*)<br>1*Dk* | *202*<br>*166*<br>*19* | | | | | 1915 | J.Constant Kievits&Co. Ld.Dordrecht | RussianGovernment | 97·5 | 23·9 | 11·4 | Russian | T.3Cy.14½",23½"&38½"–20"<br>66NHP<br>Verschure&CoAmsterdam | |
| 26276<br>216765<br>LMNF | **Oneco** WoodScSr<br>*Elec.light* 1*Dk*2*trB*<br>Wireless<br>*Now named* "GibelZalag," *See No.* 37505 *in Supplement* | 2571<br>—<br>1496 | | | | | 1918 | Beaumont S.B.Co. Beaumont, Texas | UnitedStates ShippingBoard | 281·5<br>P40'B56'F33' | 46·0 | 26·0 | Pt.Arthur, Tex.<br>Utd.States | T.3Cy.19",32"&57"–42"<br>211NHP | |
| ❊ 26277<br>142011<br>KDJT | **Onega** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 3021<br>2830<br>1850 | ✠100A1<br>7,21 ~~9,20~~ | Dun<br>Shl<br>LMC1,20 | *u* | CL | 1920<br>1mo<br>*Lloyd's A&CP* | N.of IrelandS.B. Co.Ld. Londonderry | W.Thomson&Co.<br>*CellD* | 331·1<br>P33'B100'F34'<br>*B*280'750*tFPT*104*t* | 46·7 | 23·1<br>FK | Leith<br>British<br>7*BHCem*<br>*APT*134*t* | T.3Cy.26",41"&68"–45" (*s*)<br>180lb 433NHP<br>3SB FD<br>McKie&Baxter,Glasgow | 25 |
| 26278<br>220779<br>MBTG | **Oneida** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2309<br>1849<br>1440 | ✠100A1<br>11,20<br>✠LMC11,20<br>*Fitted for oil fuel*11,20 | Wyan-dotte | *r* | CL<br>*F.P. above* 150° F. | 1920<br>11mo<br>A&CP | Detroit S.B.Co. Wyandotte | IndependentS.S. Co.Inc.<br>*CellD* | 251·0<br>P27'B64'F26'<br>*B*204' 531*t FPT*58*t* | 43·6 | 22·2<br>FK | Detroit<br>Utd.States<br>4*BHptCem*<br>*APT*89*t* | T.3Cy.20",33"&54"–40" (*r*)<br>185lb 265NHP<br>2SB,4*cf*,GS88,HS3940 FD<br>DetroitS.B.Co.Detroit | 24 |
| 26279<br>125733<br>HNFL | — SteelSc<br>~~*ss*Brs.No.2–16~~<br>*Well deck* 1*Dk*(*ptStl*–ws)<br>*Mchy.Aft* ~~*ss*~~Shl.No.3–2,22<br>*Elec.light* | 698<br>496<br>332 | ✠100A1<br>2,22 ~~9,20~~<br>*Carrying Petroleum in bulk*<br>~~BS9,20~~ ✠LMC~~11,17~~ 2,22 | Cff<br>Shl | | CL<br>~~9,20~~<br>2,22 | 1908<br>10mo<br>*Lloyd's A&CP* | Greenock& Grangem'th DockyardCo. Grngemouth | Anglo-American OilCo.Ld. (J. Hamilton,*Mgr.*)<br>*WB* | 165·0<br>Q63'B15'F26'<br>=*CellDBuE*&*B*46' | 32·5 | 12·1<br>FK | London<br>British<br>9*BH ptCem ptAsp*<br>58*tFPT*25*t* | T.3Cy.14",23"&37"–24" (*s*)<br>180lb 70RHP<br>1SB,3*cf*,GS57,HS2033<br>Richardsons,Westgarth&Co.Ld.Sld. | 12 |
| ❊ 26280<br>118290<br>VCMH | **Oneka** SteelScSr<br>*ss*N.Yk.No.3–5,15<br>*ss*N.Yk.No.1–20<br>(*ex*Schuylkill) 2*Dks*(*Stl*)&*deepframing*<br>*Elec.light* Wireless &*Shelter dk*(*Stl*) | 5176<br>4811<br>3344 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~5,21~~ ~~7,20~~ 2,22<br>✠LMC7,20<br>BS2,22 | NYk | *a*† | CL<br>~~8.10~~<br>2,22 | 1903<br>6mo<br>*Lloyd's A&CP* | Russell& Co Pt.Glasgow | StandardTransportationCo.Ld.<br>*WB=CellDB* | 411·8<br>*a*146' *uE*23' *f*171' | 52·3 | 27·6<br>FK | HongKong<br>British<br>7*BHCem*<br>1210*t DTa* | T.3Cy.27",43"&72"–48" (*s*)<br>180lb 418NHP<br>3SB,9*cf*,GS184,HS6850<br>Rankin&Blackmore,Grk.<br>42'1089*tFPT*82*tAPT*45*t* | 30 |
| 26281<br>217493<br>LPQK | **Onekama** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB in fore*&<br>Wireless *after holds*&*Web frames* | 3545<br>3005<br>2179 | | | ... | | 1918 | Submarine BoatCorp. Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>886NHP<br>WestinghouseElectric&Mfg.Co.Essington,Pa. | 28 |
| 26282<br>207593 | **Oneonta** SteelSc<br>(*Tug*)<br>Wireless | 214<br>—<br>99 | | | | | 1910 | Willamette Irn&StlWrks Portland,Or. | PortofPortland | 103·5 | 25·3 | 13·2 | Prtlnd,Or.<br>Utd.States | C.2Cy.20"&44"–28"<br>86NHP | |
| 26283<br>133639 | **Onetos** SteelScK<br>*ss*Npt.No.1–19<br>1*Dk* | 217<br>213<br>79 | ✠100A1<br>*Stm Trawler*<br>[illegible] | Mil | ... | CL<br>2,19 | 1913<br>11mo<br>*Lloyd's A&CP* | J.Duthie TorryS.B.Co. Aberdeen | ~~Tucker,Tippett&Co,J.C.Tippett (J.C.Tippett,Mgr.)~~<br>Tippett&Schock | 115·1 | 22·6 | 12·3<br>BK7½"<br>*WB*= | Aberdeen<br>British<br>3*BHCem*<br>*DTf*5'11*t* | T.3Cy.11½",20"&34"–23" (*s*)<br>180lb 70RHP<br>1SB,3*pf*,GS38,HS1250<br>W.V.V.Lidgerwood,Gls. | 13 |
| ❊ 26284<br>128048<br>HRBG | **Onitsha** SteelScSr<br>*ss*Liv.No.2–18<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*<br>*Ref.Mchy.* Wireless (*ptIrnptStl*) | 3921<br>3210<br>2422 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~10,21~~ 12,21<br>BS12,21 ~~BS1,21~~<br>✠LMC1,19 | Liv | *x* | CL<br>N5,21 | 1910<br>6mo<br>*Lloyd's A&CP* | Irvine'sSB &D.D.Co.Ld. W Hartlepool | British&African S.N.Co.Ld. (Elder,Dempster& Co.Ld.*Mgrs.*)<br>*WB=CellD* | 360·2<br>P34'B108'F44'<br>*on Shelter dk*<br>*Ba*113'*uE*27' *f*156' | 50·1 | 22·7<br>FK | Liverpool<br>British<br>6*BHCem*<br>715*t FPT* | T.3Cy.25",40"&68"–48" (*s*)<br>180lb 370NHP<br>3SB,9*cf*,GS171,HS6012<br>Richardsons,Westgarth&Co.Ld.Hpl.<br>83*tAPT*52*t* | 25 |
| 26285<br>240<br>POFV | **Onjo Maru** Steel<br>2*Dks* | 372<br>—<br>211 | | | | | 1913 | ................ Osaka | ChosenYusen KabushikiKaisha | 130·0 | 24·2 | 15·5 | Jinsen, Corea<br>Japanese | | |
| 26286<br>17063<br>MNHK | **Ono Maru No. 12** SteelScSr<br>2*Dks* | 685<br>—<br>401 | | | | | 1914 | S.Ono Osaka | S.Ono | 168·3<br>B42' | 25·2 | 17·1 | Osaka<br>Japanese<br>*WB* | T.3Cy.11",19"&32"–22"<br>48NHP<br>S.Ono,Osaka | |
| 26287<br>14443<br>LSBD | **Ono Maru No. 13** SteelSc<br>(*ex*ShoryoMaru)<br>1*Dk* | 515<br>—<br>305 | | | | | 1911 | S.Ono Osaka | YamadaShoten | 178·7 | 22·0 | 16·9 | Nagoya<br>Japanese | T.3Cy.11",19"&32"–22"<br>51NHP | |
| 26288<br>25224<br>RNSC | **Ono Maru No. 14** SteelSc | 1268<br>—<br>728 | | | | | 1918 | ................ | OnoTarosuke | 220·0 | 32·0 | 20·0 | Nishinomiya<br>Japanese | | |

| 1 | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6289<br>1330<br>JQO | **Onogawa Maru** | WoodScSp<br>2Dks | 317<br>297<br>185 | | | | | 1893 | Kawasaki S.B.Yard<br>Kobe | TosaUnyu KabushikiKaisha | 142·4 | 19·0 | 15·2 | Osaka<br>Japanese | T.3Cy.11",16"&26"–20"<br>NB02 30NHP<br>KawasakiS.B.Yard,Kobe | | |
| 6290<br>4272<br>WQB | **Onomea** | WoodScSr<br>(exDoris)<br>1Dk | 736<br>—<br>421 | | | | | 1908 | JW Dickie, Raymond, Wash. | InterIslandS.N. Co.Inc. | 178·5 | 40·0 | 13·3 | Honolulu<br>Utd.States | T.3Cy.11½",19"&32"–24" | | |
| 6291<br>0782<br>BTK | **Onondaga**<br>Elec.light Wireless | SteelSc<br>1Dk(Stl) | 2310<br>1949<br>1440 | ✠100A1<br>8,20<br>✠LMC8 20<br>Fitted for oil fuel 8,20 F.P. above 150° F. | Wyan-dotte | r | CL | 1920<br>8mo | Detroit S.B.Co.<br>Wyandotte<br>A&CP | IndependentS.S. Co.Inc. | 251·0<br>P27'B64'F26'<br>FK<br>CellDB204'531tFPT | 43·6 | 22·2 | Detroit<br>Utd.States<br>4BHptCem<br>58tAPT89t | T.3Cy.20",33"&54"–40" (r)<br>185lb 265NHP<br>2SB,4cf,GS88,HS3940 FD<br>DetroitS.B.Co.Detroit | 24 ″ 2<br>s 3 ″ 4½<br>21 ″ 2 | |
| 6292<br>LFSV | **Onoria**<br>sunk 7,21<br>(exGiovanrosa, exJohnBright)<br>Well deck Wireless | SteelScSr<br>ssShl.No.3–5,00<br>ssNpt.No.1–04<br>1Dk(Stl)&Webframes | 2580<br>2087<br>1617 | ✠<br>8,09<br>✠ | NYk | t | | 1890<br>1mo | W.Gray& Co.Ld.<br>WHartlepool | D.De Castro&A. Aboaf | 300·6<br>P27'Q98'B112'F27'<br>BK10"<br>WB=DBa100' | 41·6 | 21·2 | Rome<br>Italian<br>5BHCem<br>f112'529t | T.3Cy.23",36½"&62"–39"<br>NDB06 240NHP<br>2SB,6rf,GS108<br>Cen.Mar.Eng.Wrks.WHpl | 23 ″ 0 | I |
| 6293<br>790<br>IFLC | **Onoura Maru** | WoodScSr<br>2Dks | 199<br>—<br>111 | | | | | 1885 | Kawasaki Kiyemon<br>Maisaka | TokiowanKisen KabushikiKaisha | 123·6 | 16·9 | 12·9 | Tokio<br>Japanese | C.2Cy.12⅝"&22⅛"–14"<br>Ishikawajima 15NHP<br>S.B.&Eng.Co.Tokio | | |
| 6294 | **Onsala** | SteelScSr<br>(exPan)<br>1Dk2trB | 819<br>729<br>488 | | | | | 1886 | Aktiebol. Atlas<br>Gefle | A.Menchaca | 201·4<br>B48'H15t | 28·2 | 18·5 | Bilbao<br>Spanish<br>WB | C.2Cy.26"&44⅞"–28¾"<br>90NHP<br>Actiebol.Atlas,Stockholm | | V |
| 6295<br>9447<br>TDW | **Onshu Maru**<br>(exBjörnstjerneBjörnson) | SteelScSr<br>1Dk&Spardk | 1185<br>1084<br>702 | | | | | 1904 | Nylands Værksted<br>Christiania | OsakaShosen KabushikiKaisha | 229·1<br>H76t | 32·6 | 12·7<br>19·0 | Osaka<br>Japanese<br>WB | T.3Cy.16½",27"&44"–32"<br>109NHP<br>NylandsVærksted,Xania | | |
| 6296<br>PWA | **Ontario**<br>(exWarCompany)<br>Elec.light Wireless | SteelScSr<br>2Dks(Stl) | 5476<br>6147<br>3935 | ✠100A1<br>12,20<br>✠LMC8,19 | Hav | z | CL<br>12,20 | 1919<br>8mo | JCoughlan &Sons<br>Vancouver, B.C.<br>Lloyd'sA&CP | Cie.Générale Transatlantique<br>Intermediate BH in fore hold dispensed with | 410·5<br>P44'B115'F47'<br>FK<br>CellDB368'1274tFPT | 54·1 | 27·5 | Havre<br>French<br>ptCem<br>6BH only<br>131tAPT85t | 2 Steam Turbines geared to 1Sc.Shaft(s)190lb 577NHP<br>3SB,9cf,GS189,HS8325 FD<br>Hallidie&Co.Ld.Spokane | 29 ″ 9<br>s 5″11½<br>24 ″ 2 | |
| 26297<br>01169<br>KTGJ | —<br>Elec.light Sub.Sig Wireless | SteelScSr<br>4Dks | 3099<br>—<br>1952 | | | | | 1904 | NewYork S.B.Co.<br>Camden,N.J. | Merchnts&Miners TransportationCo Inc. | 292·2 | 42·2 | 15·9<br>24·0 | Baltimore<br>Utd.States | T.3Cy.28",45"&72"–54"<br>381NHP<br>NewYorkS.B.Co.CmdnNJ | | RV |
| 26298<br>94885 | — | SteelPad | 1615<br>1288<br>1018 | | | | | 1890 | Polsn.IWC (Lim.)<br>OwenSnd Ont | CanadianPacific RailwayCo. | 297·0 | 41·3 | 14·9 | Montreal<br>British | 2Cy.50"–114"<br>411NHP<br>PolsonI.W.C.(Lim.),Tto. | | |
| 26299<br>04974<br>WMS | — | SteelScSr<br>(Tug)<br>1Dk | 415<br>—<br>282 | | | | | 1908 | J.H.Dia-logue&Son<br>Camden,N.J | NewYork,Ontario &WesternRly.Co. | 134·9 | 27·1 | 15·2 | NewYork<br>Utd.States | T.3Cy.17",25"&43"–30"<br>101NHP<br>JHDialogue&Sn,CmdnNJ | | |
| 26300<br>125046 | — | SteelScK<br>~~ssGms.No.1–11~~<br>1Dk<br>ssGms.No.3–3,19 | 208<br>190<br>100 | ✠100A1<br>StmTrawler<br>~~6,21~~ ~~11,14~~ 2,22<br>~~Examined3,19~~<br>~~BS3,20~~ ✠LMC5,19 | Abn<br>Gms<br>BS2,22<br>BS6,21 | | CL<br>~~3,19~~<br>2,22 | 1907<br>2mo | Smith's DockCo.Ld.<br>NorthShields<br>Lloyd'sA&CP | DominionSteam FishingCo.Ld.(Sir T.Robinson, Mgr.) | 115·5<br>Q64'F19'<br>BK7½" | 21·6 | 11·2 | Grimsby<br>British<br>3BHCem | T.3Cy.12",21"&34"–24" (s)<br>180lb 65RHP<br>1SB,2pf,GS36,HS1195<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 0 | |
| 26301<br>125983 | **Ontario No. 1**<br>Elec.light Wireless | SteelTwinSc<br>(Car ferry) | 5146<br>—<br>3229 | | | | | 1907 | Canadian S.B.Co.<br>Toronto | OntarioCarFerry Co.Ld. | 317·0 | 54·2 | 36·0 | Montreal<br>British | T.6Cy.20½",32½"&54"–36"<br>350NHP<br>CanadianS.B.Co.Toronto | | |
| 26302<br>137978 | **Ontario No. 2**<br>Wireless | SteelTwinSc<br>(Car ferry)<br>2Dks | 5568<br>4812<br>3376 | | | | | 1915 | PolsonIron WorksCo.Ld.<br>Toronto | OntarioCarFerry Co.Ld. | 307·5 | 54·0 | 20·2 | Montreal<br>British<br>WB | T.6Cy.20¼",33"&54"–36"<br>350NHP<br>PolsonI.W.Co.Ld.Toronto | | V |
| 26303<br>22743<br>NVWS | **Onuma Maru** | WoodSc | 534<br>—<br>321 | | | | | 1918 | .................. | TokioKaiun KabushikiKaisha | 172·5 | 29·3 | 15·8 | Fushiki<br>Japanese | | | |
| 26304 | **Onward**<br>Mchy.Aft | SteelScSp<br>1Dk(Irn) | 358<br>258<br>124 | ✠<br>Coasting<br>3,00 ✠ | Lon | | | 1899<br>5mo | T.Turnbull &Son<br>Whitby | TheAdmiralty | 130·0<br>Q45'F24'<br>FK<br>WB=FPT | 25·2 | 9·9 | British<br>2BHCem<br>46tAPT5t | C.2Cy.15"&30"–22"<br>70RHP<br>1SB,2pf,GS38,HS774<br>J.G.Fay&Co.Ld.Sou. | 10 ″ 11 | |
| 26305<br>122705<br>HNVR | — | SteelScK<br>ssGms.No.2–13<br>1Dk | 209<br>194<br>79 | ✠<br>StmTrawler<br>9,15 ✠ | Gms | | | 1905<br>10mo | Cochrane &Sons<br>Selby | ForwardStea FishingCo.Ld. | 115·0<br>Q58'F19'<br>BK7½" | 21·6 | 11·5 | Grimsby<br>British<br>4BHCem | T.3Cy.12",21"&34"–24"<br>NB18 60RHP<br>1SB,2cf,GS32,HS1110<br>C.D.Holmes&Co.Hull | 12 ″ 3 | |
| 26306<br>129501<br>HROW | **Onyx**<br>Well deck<br>Mchy.Aft | SteelScSr<br>ssTrn.No.2–19<br>1Dk(ptStl) | 592<br>416<br>241 | ✠100A1<br>7,19<br>~~BS9,20~~ ✠LMC7,19<br>BS9,21 | Trn | i | CL<br>7,19 | 1910<br>6mo | Scott& Sons<br>Bowling<br>Lloyd'sA&CP | W.Robertson | 175·1<br>Q96'B11'F32'<br>BK7¼"<br>WB=CellDBf103'153tFPT | 28·1 | 10·8 | Glasgow<br>British<br>3BHCem<br>35tAPT4t | T.3Cy.15",25½"&41"–30" (s)<br>170lb 85RHP<br>2SB,4pf,GS65,HS1852<br>Muir&Houston,Ld.Gls. | 13 ″ 0<br>s ″ 7<br>13 ″ 2 | |
| 26307<br>136167<br>JDRC | **Onyx II.**<br>(exOnyx) | SteelScK<br>ssLon.No.1–19<br>1Dk | 248<br>226<br>98 | ✠100A1<br>StmTrawler<br>12,21 ~~8,19~~<br>~~BS9,20~~ ✠LMC8,19 | Lon<br>Hul<br>BS9,21 | | CL<br>~~8,19~~<br>12,21 | 1913<br>12mo | Cochrane& Sons,Ld.<br>Selby<br>Lloyd'sA&CP | KingstonSteam TrawlingCo.Ld. | 121·9<br>Q70'F20'<br>BK7½" | 22·1 | 12·2 | Hull<br>British<br>4BHCem | T.3Cy.13",21½"&35"–24" (s)<br>200lb 76RHP<br>1SB,3pf,GS43,HS1250<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 0 | |
| 26308<br>~~[illegible]~~<br>~~[illegible]~~ | **Oolobaria**<br>renamed "Kikukiri Maru," See No. 38106 in Supplement<br>Wireless | SteelScSr<br>2Dks(Stl)3trB&Webframes | 5295<br>5042<br>3437 | ✠<br>10,96<br>✠ | Dmb | z | | 1896<br>10mo | W.Denny &Bros.<br>Dumbarton | ~~BritishIndiaStm. Nav.Co.Ld.~~ KwantoKisenGoshiKaisha<br>WB=CellDBa158'uE&B45' | 410·0<br>B77'F51'<br>FK | 50·7 | 28·9 | Japanese<br>6BHCem<br>f158'1093t | T.3Cy.26½",42"&66½"–51"<br>854NHP<br>2SB,6pf,GS104,HS4714 FD<br>Denny&Co.Dumbarton | 32 ″ 0 | |
| 26309<br>120603<br>HDKN | **Ooma**<br>(exCroxtethHall,exClaverhill)<br>1Dk(Stl)&Spar dk(Stl)&deep framing<br>Elec.light Wireless | SteelScSr<br>ssMel.No.3–4,18 | 3991<br>3773<br>2435 | ✠100A1<br>Spar dk<br>4,21 ~~8,20~~ 1,22<br>~~BS4,20~~ ✠LMC12,17<br>BS1,21 | Syd<br>Mel | x | CL<br>~~8,20~~<br>1,22 | 1905<br>9mo | Craig,Tay-lor&Co.Ld.<br>Stockton<br>Lloyd'sA&CP | W.Crosby&Co.<br>WB=CellDB a108'uE&B38' | 358·0<br>P&B228'F32'<br>FK<br>f158'810tFPT136t | 49·3 | 18·2<br>26·2 | Melbourne<br>British<br>6BHCem<br>APT194t | T.3Cy.26",42"&72"–48" (r)<br>180lb 391NHP<br>3SB,9cf,GS158,HS6051<br>N.E.MarineEng.Co.Ld.Sld | 28 ″ 9<br>s 4 ″ 7<br>24 ″ 6 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26310<br>57617<br>QTVR | **Oonah** **SteelScSr**<br>*ss*Syd.No.1–92<br>1*Dk*&*Spar dk*(*Stl*-ws)&*Webframes*<br>*Elec.light* Wireless | 1757<br>1618<br>945 | ✠<br>*Spar dk*<br>12,92 ✠ | Syd | *s* | | 1888<br>2mo | A&J Inglis<br>Glasgow | ~~UnionS.S.Co.of NewZealand,Ld.~~<br>Tasmanian SteamersP'ty.Ld | 290·3\|35·8\|13·2<br>B100'F53' 21·0<br>BK10"<br>*WB*=*Cell* | Hobart<br>British<br>5*BHCem*<br>*DB*210'370*t* | T.3Cy.25",40"&68"–48"<br>298NHP<br>2DB,*12cf*,GS198,HS4826<br>A.&J.Inglis,Glasgow |
| 26311 | **Oost-Capelle** **SteelSc** | 1600<br>—<br>1000 | 100A1<br>(*ClassContemplated*) | | | | 1921 | NVScheep. v.d.Windt.<br>Vlaardingen | M.J.van der Eb,Ld | 180·0\|28·0\|14·6<br>B53'F22' | Dutch | T.3Cy.15",24¼"&40½"–27½"<br>Scheepswerf&Mach.Fab. Sliedrech |
| 26312<br>PNKJ | **Oostdijk** **SteelScSr**<br>*ss*Rot.No.2–19<br>Wireless 1*Dk*(*Stl*) | 3051<br>2800<br>1871 | ✠100A1<br>3,22 ~~3,21~~<br>~~BS6,20~~ ✠LMC6,19<br>BS6,21 | Rot | *u* | CL<br>~~6,19~~<br>3,22 | 1912<br>2mo<br>*Lloyd*'*sA&CP* | Rotterdam<br>Droogd.Maat<br>Rotterdam | Solleveld,van der Meer&T.H.van Hattum'sStoomv. Maats. | 325·3\|47·3\|21·8<br>P21'B94'F31'<br>*WB*=*CellDBa* FK<br>90'*u* *E*21'*f*150'698*t* | Rotterdam<br>Dutch<br>5*BHCem*<br>*APT*77*t* | T.3Cy.22½",37½"&62"–42"<br>160lb *100lb* (*s*) 266NHP<br>2SB,*6cf*,GS120,HS4268<br>RotterdamDroogd.Maats. |
| 26313<br>PNKM | **Oosterland** **SteelScSr**<br>*ss*Rot.No.1–20<br>*Well deck* 1*Dk*(*Stl*) | 1192<br>905<br>724 | ✠100A1<br>5,22 ~~4,21~~<br>~~BS5,20~~ ✠LMC MS9,20<br>BS5,22 | Rot | *o* | 4,21 | 1916<br>2mo<br>A&CP | Wrf.voorh.<br>Rijkee&Co<br>Rotterdam | Scheepvaart en SteenkolenMaats. | 230·0\|34·6\|14·7<br>Q83'B52'F26'<br>*CellDBa*65'*u* FK<br>*E*19' *f* 98'309*tFPT* | Rotterdam<br>Dutch<br>4*BHCem*<br>21*tAPT*18*t* | T.3Cy.17½",29"&46"–36" (*r*)<br>180lb 155NHP<br>2SB,*4cf*,GS78,HS2620<br>Maats.Fyenoord,Rot. |
| 26314<br>PNKQ | **Oosterschelde** **SteelAuxSc3MstSr**<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 260<br>233<br>177 | | | | | 1918 | H.Appelo&<br>Zonen<br>Zwartsluis | N.V.Hollandsche Alg.Atlantische Scheepv.Maats. | 119·3\|24·6\|10·8<br>P25'F15' | Amstrdam<br>Dutch | Motor<br>2Cy.16"–17" 25NHP<br>Motorenfabriek "Industrie," Alphen a/Rij |
| 26315<br>PNKH | **Oostvoorne** **SteelSc**<br>*Mchy.Aft* 1*Dk* | 533<br>389<br>336 | | | | | 1916 | Joh.Berg<br>Delfzijl | A.Jordens,jun. | 163·4\|25·8\|11·8<br>P58'F22' | Rottrdam<br>Dutch<br>*WB* | T.3Cy.12⅝"19⁹⁄₁₆"&31½"-12⁷⁄₁₆"<br>46NHP<br>Joh.Berg,Delfzijl |
| 26316<br>PNKT | **Oostzee** **SteelScSr**<br>*Elec.light* Wireless 1*Dk* | 1291<br>1103<br>736 | | | | | 1919 | Wed.A.van<br>Duyvendijk<br>Papendrecht | N.V.W.vanDriel's Stoomboot&Transport | 237·0\|36·5\|18·0<br>P22'B59'F21' | Rottrdam<br>Dutch<br>*WB* | T.3Cy.17½",29"&46"–36"<br>127NHP<br>Alblasserdam.Msch.Fab. |
| 26317<br>PNLB | **Ootmarsum** **SteelSc**<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3684<br>3315<br>2209 | ✠100A1<br>~~3,21~~ 3,21 ~~12,21 Gl.&Rot~~<br>✠LMC4,20<br>1,22<br>Bry<br>*Fitted for oil fuel* 4,20 *F.P. above* 150° F. | Ams | *w* | | 1920<br>5mo<br>A&CP | A.Vuijk&<br>Zonen<br>Capelle a/d<br>Ysel | Stoomv.Maats. "Oostzee"<br>*Intermediate BH in after hold dispensed with* | 360·2\|48·2\|22·8<br>P30'B229'F27'<br>FK<br>*CellDB*304'950*t FPT*74*t* | Amstrdam<br>Dutch<br>*Cem*<br>5*BH to U dk*<br>*APT*81*t* | T3Cy24½"40"&67⁷⁄₁₆"–45" (*s*)<br>180lb 426NHP<br>3SB,*6cf*,GS132,HS6312<br>Kon.Maats.deSchelde, Flushing |
| 26318<br>124566<br>HJVM | **Opawa** **SteelTwinScSr**<br>Wireless<br>*Elec.light* *Ref.Mchy* 2*Dks*&*Shelter dk* | 9297<br>6885<br>5890 | | | | | 1906 | Denny&<br>Bros.<br>Dumbarton | NewZealand ShippingCo.Ld. | 460·7\|60·2\|31·3 | Plymouth<br>British<br>*WB* | T.6Cy.24½",41¼"&69"–48"<br>HS13505 943NHP<br>Denny&Co.Dumbarton |
| 26319<br>91800 | — **CompScK**<br>1*Dk* | 110<br>79<br>59 | | | | | 1897 | T.S.Dixon<br>&Co.<br>Wellington | Mrs.J.Eckford | 90·0\|16·0\|7·9 | Wellingtn<br>British | C.2Cy.10"&20"–12"<br>NB02 18RHP<br>AnchorFndry,Nelson,N.Z. |
| 26320<br>217483<br>LPNV | **Opelika** **SteelScSr**<br>Wireless 1*Dk*2*trB in fore*&*after holds*&*Web frames*<br>*Elec.light* Sub.Sig. *Fitted for oil fuel* | 3283<br>3005<br>2000 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0\|46·3\|25·0<br>P30'B90'F35'<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric &Mfg.Co.Essington,Pa. |
| 26321<br>217925<br>LQTJ | **Opequan** **SteelSc**<br>*Elec.light* 1*Dk*2*trB in fore*<br>Sub.Sig. & *after holds*&*Web frames*<br>*Fitted for oil fuel* | 3545<br>3005<br>2179 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0\|46·2\|25·0<br>P30'B90'F35'<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. |
| 26322<br>286<br>RFTB | **Operosità** **IronScBg**<br>*ss*Mes.2ndNo.3–9,02<br>*ss*Gen.No.2–11<br>(*ex*Brento,*ex*Antonio) 2*Dks*(1*Irn*)3*trB* | 1800<br>1689<br>1092 | ✠<br>12,15<br>✠NB8,90 | Nap | *s* | | 1877<br>6mo | W Doxford<br>&Sons<br>Sunderland | Flli.Beraldo | 280·0\|34·0\|23·9<br>P29'B24'F31'<br>ptND90 BK9½"<br>*WB*=*DBa*75'121*t* | Genoa<br>Italian<br>5*BHCem*<br>*MT*36'350*t* | T.3Cy.19⅝",30½"&59"–39"<br>NDB99*fitted*08 207NHP<br>2SB,*6pf*,GS86,HS2961<br>*Tpd*.90G.Clark,Ld.Sld. |
| 26323<br>98673<br>MJGD | **Ophir** **SteelTwinScSr**<br>*ss*Lon.No.3–11,03<br>Wireless *ss*Lon.No.2–13<br>*Elec.light* 4*Dks*(2*Stl*-ws) | 6942<br>5412<br>2939 | ✠<br>10,14<br>✠ | Lon | *b*† | | 1891<br>10mo | R.Napier&<br>Sons<br>Glasgow | TheAdmiralty | 465·0\|53·4\|34·1<br>P42'B252'F59'<br>FK<br>*WB* = *Cell D B*319'949*t* | British<br>10*BHCem*<br>*Tf*49'70*t* | T.6Cy.34",51½"&85"–54"<br>1398NHP<br>5D&2SB*36rf*GS756HS26004<br>R.Napier&Sons,Glasgow |
| 26324 | — **SteelScSr**<br>*Elec.light* Sub.Sig. Wireless 3*Dks* | 4726<br>3644<br>2928 | | | | | 1904 | Kon.Maats<br>deSchelde<br>Flushing | BeaverS.S.Co. | 394·4\|47·1\|27·2<br>P80'B180'F80' | NewYork<br>Utd.States<br>*WB* | T.3Cy.28½",48"&82"–60"<br>521NHP<br>Maats.deSchelde,Flushing |
| 26325<br>MDBL | — **SteelScSr**<br>1*Dk* | 1005<br>784<br>621 | | | | | 1906 | Bergens<br>Mek.Værks.<br>Bergen | R.F.Olsen | 225·1\|32·1\|13·2<br>Q115*t*B50*t*H6*t*F31*t* | Bergen<br>Norwegian<br>*WB* | T.3Cy.16",25"&43"–30"<br>101NHP<br>BergensMekVærksBergen |
| 26326 | — **SteelScSr**<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 538<br>372<br>222 | ✠100A1<br>6,20<br>LMC1,20 | Bbo | *h* | CL | 1919<br>11mo<br>*Lloyd*'*sA&CP* | Echevarri-<br>eta y<br>Larrinaga<br>Cadiz | Cia.Vasco-Valenciana deNav. | 164·0\|26·2\|10·3<br>Q94'B11'F25'<br>BK7"<br>*CellDBf*92' 136*t FPT*43*t* | Cadiz<br>Spanish<br>3*BHCem*<br>*APT*7*t* | T.3Cy.12",20"&32"–24" (*s*)<br>180lb 75NHP<br>1SB,*2cf*,HS1505<br>AlexanderBros.Bcl. |
| 26327<br>124102<br>HMCS | — **SteelScSr**<br>*ss*Bkn.No.3–8,20<br>*Well deck* 1*Dk*(*Stl–pt* teak s)<br>*Mchy.Aft* | 469<br>350<br>172 | ✠100A1<br>12,21 ~~8,20~~<br>~~BS8,20~~ ✠LMC6,19<br>BS10,21 | Bkn | *g* | CL<br>8,20 | 1907<br>12mo<br>*Lloyd*'*sA&CP* | AilsaS.B.<br>Co.Ld.<br>Ayr | ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*) *WB*=*Cell* | 155·1\|26·2\|10·5<br>Q50'B10'F29'<br>BK7"<br>*DB f*79' 112*t FPT* | Liverpool<br>British<br>3*BHCem*<br>48*tAPT*7*t* | C.2Cy.18"&40"–27" (*s*)<br>130lb 94RHP<br>1SB,*3pf*,GS51,HS1752<br>Ross&Duncan,Glasgow |
| 26328<br>123581 | **Ophir II.** **SteelScK**<br>*ss*Gms.No.3–6,20<br>(*ex*Ophir) 1*Dk* | 213<br>195<br>105 | ✠100A1<br>*StmTrawler*<br>7,21 ~~6,20~~<br>✠NB6,20 ✠LMC7,19 | Gms | | CL<br>~~7,19~~<br>7,21 | 1906<br>9mo<br>*Lloyd*'*sA&CP* | Cochrane<br>&Sons<br>Selby | ForwardSteam FishingCo.Ld.(A. Bannister,*Mgr.*) | 119·0\|22·0\|11·5<br>Q63'F19'<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",22"&35"–24" (*s*)<br>180lb 68RHP<br>1SB,*2pf*,GS32,HS1150<br>C.D.Holmes&Co.Hull |
| 26329<br>116137 | **Ophir III.** **SteelScK**<br>*ss*Gms.No.3–7,19<br>(*ex*Ophir) 1*Dk* | 230<br>217<br>89 | ✠100A1<br>*StmTrawler*<br>2,22 ~~8,20~~ BS2,22<br>~~BS8,20~~ ✠LMC7,19 | Gms | | CL<br>8,20 | 1903<br>3mo<br>*Lloyd*'*sA&CP* | Cook,Wel-<br>t'n&Gemmell<br>Hull | CrampinSteam FishingCo.Ld. (H.G.Crampin, *Mgr.*) | 125·0\|21·7\|12·0<br>ptND12<br>BK7" | Grimsby<br>British<br>4*BHCem* | T3Cy.12½",21½"&35"–24"(*s*)<br>200lb 70RHP<br>1SB,*2cf*,GS34,HS1090<br>Amos&Smith,Hull |
| 26330<br>219009<br>LTDP | **Ophis** **SteelScSr**<br>*Fitted for liquid fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless *Longitudinal framing* | 4755<br>4279<br>3533 | | | | | 1919 | ToddDry<br>Dock&Const<br>Corpn.<br>Tacoma,Wsh. | UnitedStates ShippingBoard | 380·5\|53·1\|27·0<br>P52'B102'F41' | Tacoma<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"–48"<br>339NHP<br>ToddD.D.&Const.Corpn. Tacoma,Wash. |

| 1 | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned new expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6331<br>3491<br>TSF | Opihi | SteelScSr<br>(exLilla)<br>1Dk | 1117<br>987<br>638 | | | | | 1886 | Rostocker<br>Act.Ges.<br>Rostock | ~~D.Reese~~ Opihi<br>ShippingCo.Ld<br>(ReeseBros.) | 208·5<br>P66tH24t | 34·6 | 19·7 | Lyttelton<br>British | T.3Cy.15",25½"&41"-30"<br>Emadell 86RHP<br>Ross&Duncan,Glasgow | | C |
| 6332<br>BHG | Opland<br>*Elec.light* | SteelScSr<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*deep framing* | 1344<br>1250<br>843 | ✠<br>1,07<br>✠ | Mdb | *p* | | 1903<br>7mo | Fevigs<br>Jernskibsbyg<br>Arendal | SkibsA/SLoddings<br>RederiI. (T.<br>Lodding)<br>*WB* | 235·7<br>=*CellDBa52'f104'* | 35·0 | 19·6<br>19·6<br>FK | Christania<br>Norwegian<br>4*BHCem*<br>281*tAPT*27*t* | T.3Cy.17½",27"&47"-33"<br>138NHP<br>1SB,3*pf*,GS60,HS2142<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 21 ″ 0 | N |
| 6333<br>93783<br>SMN | Oporto | SteelScSr<br>2*Dks* | 739<br>682<br>460 | | | ... | | 1888 | C.J.Bigger<br>Londonderry | BombayStm.Nav.<br>Co.Ld. | 212·0<br>B59'F23' | 27·1 | 16·8<br>BK8″ | Bombay<br>British | C.2Cy.16"&43"-36"<br>70RHP<br>D.Rollo&Sons,Liverpool | 17″10 | |
| 6334<br>45416 | Optic<br>*Mchy.Aft* | SteelSc3Mst ~~SteelSc~~<br>1*Dk* | ~~500~~<br>496<br>322<br>189 | | | | | 1921 | Ardrossan<br>D.D.Co.Ld.<br>Ardrossan | BelfastS.S.Co.Ld.<br>(CoastLines,Ld.<br>*Mgrs.*) | 160·6<br>Q95'B9'F22' | 25·1 | 9·2 | Belfast<br>British<br>*WB* | T.3Cy.12",20"&34"-24"<br>57RHP ~~57NHP~~<br>Hall,Russell&Co.Ld.Abn. | | |
| 6335<br>DBT | Optima | SteelScSr<br>1*Dk* | 174<br>—<br>100 | | | | | 1907 | Björne-<br>borgsM.V.<br>Björneborg | Hackman&Co. | 101·7 | 21·0 | 10·0 | Wiborg<br>Finnish | C.2Cy.13½"&26"-15½"<br>22NHP<br>BjörneborgsM.V. | | |
| 6336<br>12563<br>TLR | Opua<br>*Elec.light* | SteelTwinSc<br>(exRamornie)<br>1*Dk* | 575<br>363<br>288 | | | ... | | 1902 | A&J.Inglis<br>Glasgow | ~~D.Reese~~ Opua<br>ShippingCo.Ld<br>(ReeseBros.) | 184·2<br>P&B75'F34' | 28·1 | 9·6<br>FK | Lyttelton<br>British | T.6Cy.9",14"&23"-22"<br>80RHP<br>A.&J.Inglis,Glasgow | 10 ″ 3 | |
| 6337<br>84043 | Opus | SteelScFlat<br>(exSailingVessel) | 168<br>158<br>114 | | | | | 1880 | H.E.Falk<br>Winsford | SaltUnion,Ld. | 89·0 | 21·0 | 10·6 | Liverpool<br>British | 2Cy.10½"-14"<br>NE&B86 4RHP<br>W.E.Bates,Northwich | | |
| 6338<br>1063 | Opyt<br>(exGibraltar) | IronScK<br>ssHul.No.1-95<br>1*Dk* | 170<br>—<br>75 | ✠<br>*StmTrawler*<br>2,96 ✠ | Hul | | | 1891<br>1mo | Cook,Wel-<br>t'n&Gemmell<br>Hull | A.G.Agafieff | 100·4<br>Q24' | 20·5 | 10·7<br>BK7½″ | Archangel<br>Russian<br>3*BHCem* | C.2Cy.17"&33"-22"<br>43NHP<br>1SB,2*pf*,GS29,HS930<br>C.D.Holmes&Co.Hull | 11″10 | |
| 6339 | Oquendo<br>*Elec.light* | SteelTwinSc<br>(exIndependencia,exCastelloI.,<br>exRioAffua)<br>1*Dk*&*Promenade dk* | 460<br>354<br>313 | | | ... | | 1896 | Russell&<br>Co.<br>Pt.Glasgow | C.Montaldo | 160·4<br>F16' | 32·0 | 9·8<br>FK | Bns.Ayres<br>Argentine | T.6Cy.10",16"&26"-21"<br>80NHP<br>J.C.Kincaid&Co.Greenock | 10 ″ 0 | |
| 26340<br>[illegible] | Oran<br>Wireless<br>(exFrancesL.Skinner,<br>exSesostris,exOctavia)<br>*Elec.light* *Well deck* | ssBbo.No.1-22 SteelScSr<br>ssSea.2ndNo.3-7,17<br>2*Dks*(*StlU*-ws<br>*Hold beams aft*<br>*lower dk forward* | 5335<br>2893<br>3803 | ✠100A1<br>1,22 ~~12,19~~<br>~~BS2,19~~ ✠LMC~~7,17~~<br>~~BS3,20~~ 1,22 | NNs<br>Bbo | *x* | CL<br>~~N12,19~~<br>1,22 | 1897<br>11mo | Flensburgr<br>Schiffsb.Ges.<br>Flensburg<br>A&CP | ~~M.Allende~~<br>LaEstrella del Sur<br>Cia Anon de Nav | 378·0<br>P&B232'F40'<br>ND17<br>*CellDBa* 110'*uE*18' | 48·0 | 26·4<br>FK | Bilbao<br>Spanish<br>6*BHCem*<br>*f*172'800*t* | T.3Cy.26½",44"&72"-48" (*o*)<br>165lb 426NHP<br>3SB,9*cf*,GS138,HS7309<br>FlensburgerSchiffsb.Gems | 29 ″ 0<br>s 4 ″ 9<br>24 ″ 7 | |
| 26341<br>135903<br>JFGR | Orange River<br>Wireless | SteelScSr<br>1*Dk* | 4708<br>4353<br>2959 | | | | | 1914 | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool | BritishEmpireStm<br>NavCoLd (Houlder<br>Bros.&Co.Ld.*Mgs*) | 385·0<br>P36'B119'F36' | 52·0 | 27·0 | W.Hartlpl<br>British<br>*WB* | T.3Cy.25",40"&68"-48"<br>Richardsons, 320NHP<br>Westgarth&Co.Ld.Hpl. | | C |
| 26342<br>140300<br>JPVD | Orangeleaf<br>*Elec.light*<br>Wireless | SteelTwinScSr<br>2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing* | 5927<br>5295<br>2627 | ✠100A1<br>1,21<br>✠LMC6,17<br>*CarryingPetr*<br>*Fitted for oil* | Hul<br>*oleum*<br>*fuel*6, | *in*<br>17 | CL<br>1,21<br>*bulk*<br>*F.P. a* | 1917<br>4mo<br>*Lloyd*<br>*bove* 1 | JLThomp-<br>son&Sons,Ld<br>Sunderland<br>*'sA&CP*<br>50° F. | TheShipping<br>Controller(~~Lane&~~<br>~~Macandrew,Ld.~~<br>~~Mgrs.)~~ Davies&<br>NewmanLd*Mgrs*) | 405·0<br>P36'B32'F89'<br>*CellDBuE&B* | 54·5 | 32·6<br>FK | London<br>British<br>20*BHptCem*<br>87' 384*t* *DT* | T.6Cy.26",42½"&70"-45" (*s*)<br>200lb 1086NHP<br>6SB,18*cf*,HS16860 FD<br>G.Clark,Ld.Sunderland<br>*f*48'214*t* *FPT*67*tAPT*174*t* | 35 ″ 2 | |
| 26343<br>~~132052~~<br>~~HBWE~~ | Orangemead<br>*Turret deck* Wireless | SteelSc<br>(exOrangemoor)<br>1*Dk*2*trB* | 4134<br>3455<br>2576 | | | | | 1911 | W.Doxford<br>&Sons,Ld.<br>Sunderland | ~~F.V.Eberhardt&~~<br>~~Co.Ld~~<br>~~Karck&Knott~~<br>Co.Ld.*Mgrs.*) | 350·0<br>P28'F41' | 51·1 | 24·0 | ~~London~~<br>~~British~~<br>*WB*<br>Norwegian | T.3Cy.26",42"&68"-45"<br>310NHP<br>W.Doxford&Sons,Ld.Sld. | | V |
| 26344<br>218874<br>LSRK | Orani<br>Wireless<br>*Elec.light*<br>Sub.Sig. | SteelScSr<br>*Fitted for liquid fuel*<br>1*Dk*2*trB*&*Shelter dk*<br>*Longitudinal framing* | 6040<br>5600<br>4506 | | | | | 1919 | Seattle<br>NorthPacific<br>S.B.Co.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 402·4<br>P34'F38' | 53·1 | 32·0 | Seattle<br>Utd.States<br>*WB* | 2 Steam Turbines<br>W.A.Fletcher,<br>JerseyCity,N.J. | | R |
| 26345<br>6163<br>KODB | Orania<br>*Elec.light* Wireless | SteelScSr<br>1*Dk*(*Stl*) | 1874<br>1621<br>1266 | ✠100A1<br>8,21 ~~11,20~~<br>✠LMC8,19 | Ant<br>Got | *r* | | 1919<br>8mo | Lindhol-<br>mensV.A.<br>Gothenburg<br>A&CP | FörnyadeÅngf.<br>Aktieb.Götha<br>(F.Sternhagen<br>*Mgr.*) | 262·0<br>P26'B151'F24'<br>*Cell DB*223'470*t* | 42·7 | 18·1<br>FK | Gothenbrg<br>Swedish<br>4*BHCem*<br>*APT*41*t* | T.3Cy.20½",33"&55"-36" (*s*)<br>185lb 216NHP<br>2SB,4*cf*,GS66,HS2850 FD<br>LindholmensV.A.Got. | 20 ″ 6<br>s 2 ″ 0½<br>18 ″ 9 | |
| 26346<br>135574<br>JFKL | Oranian<br>Sub.Sig.<br>*Elec.light* Wireless<br>*Carrying oil fuel F.P. above*150°F. *inDB* | SteelScSr<br>ssLiv.No.1-18<br>2*Dks*(*Stl*) | 3942<br>3682<br>2448 | ✠100A1<br>~~7,21~~ ~~7,19~~ 1,22<br>~~BS5,20~~ ✠LMC6,18<br>BS7,21 | Liv | | CL<br>12,20 | 1914<br>4mo<br>*Lloyd* | Napier&<br>Miller,Ld.<br>Glasgow<br>*'sA&CP* *WB*= | F.Leyland&Co.Ld.<br>*CellDBa*96' *uE&B* | 365·2<br>P38'B140'F67'<br>58'*f*158' 772*t* *FPT*1 | 47·8 | 27·0<br>FK&BK2″ | Liverpool<br>British<br>7*BHCem*<br>10*tAPT*40*t* | T.3Cy.25½"42½"&72"-48"(*s*)<br>200lb 449NHP<br>3SB,9*cf*,GS207,HS7443<br>Dunsmuir&JacksonLd.Gls | 29 ″ 6<br>s 5 ″ 1<br>24 ″10 | |
| 26347<br>PNLQ | Oranje<br>Sub.Sig. Wireless<br>*Elec.light* | SteelScSr<br>ssAms.No.3-9,15<br>ssAms.No.1-19<br>3*Dks*(2*Stl*-1ws&*U*teak s) | 4437<br>3446<br>2734 | ✠100A1<br>~~8,21~~ ~~4,21~~ 3,22<br>~~BS4,21~~ ✠LMC6,19<br>BS3,22 | Ams | *y* | CL<br>~~9,19~~<br>8,21 | 1903<br>5mo<br>*Lloyd* | Maats.<br>Feyenoord<br>Rotterdam<br>*'sA&CP* | Stoomv.Maats.<br>"Nederland"<br>*WB=Cell* | 397·6<br>P&B282'F80'<br>*DBa*94'*uE*48'*f*136' | 45·7 | 26·7<br>FK&BK3″ | Amstrdam<br>Dutch<br>7*BHCem*<br>570*t* | Q.4Cy.27½",39",55"&82"-60"<br>210lb 210lb (*s*) 718NHP<br>3DB,18*cf*,GS253,HS9915 FD<br>Maats.Feyenoord,Rot. | 29 ″ 9<br>s 5 ″ 9½<br>24 ″ 9 | |
| 26348<br>PNLT | Oranje Nassau<br>*Elec.light*<br>*Well deck* Wireless | SteelScSr<br>ssAms.No.2-20<br>2*Dks*(*Stl*-*U*teaks)3*trB* | 3721<br>2576<br>2345 | ✠100A1<br>~~7,21~~ ~~2,21~~ ~~10,21~~<br>12,21<br>~~BS10,20~~ ✠LMC10,19<br>BS10,21 | Ams | *v* | ~~7,19~~<br>7,21 | 1911<br>6mo<br>*Inter* | Kon.Maats<br>deSchelde<br>Flushing<br>A&CP<br>*mediate bulkh* | Konink.West-In-<br>dischеMaildienst<br>*WB=CellDBa*76'<br>*eadsinfore & after* | 337·6<br>P&B218'F66'<br>*f*135'326*tAPT*20*t*<br>*holds dispensed wit* | 44·2 | 23·3<br>FK&BK2″ | Amstrdam<br>Dutch<br>*h*-4*BHonly* | T.3Cy.25",41½"&68"-51" (*s*)<br>180lb 501NHP<br>3SB,9*cf*,GS186,HS7827 FD<br>Maats.deSchelde,Flushing<br>*Asp* | 26 ″ 0<br>s 2 ″ 11<br>23 ″ 6 | |
| 26349<br>PNLS | —<br>ssRot.No.1-21<br>*Elec.light* Sub.Sig.<br>Wireless | SteelTwinScSr<br>ssRot.No.3-11,18<br>3*Dks*(*Stl*-*Upt*ws) | 2885<br>2405<br>1133 | ✠ A-<br>*withfreeboard*<br>~~10,21~~ ~~4,23~~ ✠LMC6,20<br>*ForChannelS*<br>BS~~6,21~~5,22 | Rot<br>~~Flg~~<br>*ervice* | *Fo* | 5,21<br>*lkesto* | 1909<br>11mo<br>*ne,Qu* | Fairfield<br>Co.Ld.<br>Glasgow<br>*eenboro' & Flu* | Stoomv.Maats.<br>"Zeeland"<br>*shing* *W* | 350·0<br>F60'<br>*B*–*Cell DB uE*12' | 42·7 | 16·4<br>23·9<br>FK | Flushing<br>Dutch<br>8*BHAsp*<br>23*tAPT*56*t* | T8Cy.(2)28",(2)43½",(4)49"<br>-33" 190lb (*s*) 1130NHP<br>4DB,24*cf*,GS534,HS19450FD<br>FairfieldCo.Ld.Glasgow | 25 ″ 0<br>s12″9½<br>12 ″ 7 | |
| 26350 | — | SteelScSr<br>1*Dk* | 184<br>—<br>91 | | | | | 1899 | J.S.Figee<br>Vlaardingen | DoggerMaats.<br>(A.Hoogendijk,Jz.<br>*Mgr.*) | 110·0 | 23·0 | 11·5 | Vlaardngn<br>Dutch<br>*WB* | T.3Cy.10",15"&25"-16"<br>25NHP<br>P.Smit,Jr.Rotterdam | | |
| 26351<br>PNLW | Oranjepolder | SteelSc<br>1*Dk* | 711<br>524<br>296 | | | | | 1918 | J.Meyer's<br>S.B.Co<br>Leeuwen | N.V.Algem.Neder-<br>landscheScheepv.<br>Maats. | 180·9<br>B60'F20' | 28·2 | 12·7 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.15½",25½"&39½"-23½"<br>76NHP<br>Gebr.Stork&Co.Hengelo | | NC |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux. Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expire. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. \| Largeur. \| Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26352<br>105315<br>NVMS | **Oranmore** SteelScSr<br>ssBel2ndNo.3–3,19<br>(exNorthford,ex 1Dk(Irn)<br>BeaconRock) *Welldeck*<br>*Mchy.Aft* | 495<br>352<br>194 | ✠100A1<br>4,21 ~~1,20~~<br>✠NB5,15 ✠LMC5,19<br>BS11,20 | Bel | *h* | ~~3,10~~<br>~~6,21~~<br>4,22 | 1895<br>6mo | AilsaS.B.<br>Co.<br>Troon<br>A&CP | S.Kelly | 170·0\|25·9\|11·7<br>Q93'B10'F28'<br>BK7"<br>*DBf*11'34*t FPT* | Glasgow<br>British<br>3*BHCem*<br>44*tAPT*8*t* | C.2Cy.19"&42 5/16"–30" (s)<br>115lb 69RHP<br>1SB,3*pf*,GS56,HS1492<br>Muir&Houston,Glasgow |
| 26353<br>121193<br>HLTM | **Orara** SteelScSr<br>*Elec.light Ref.Mchy.* 2*Dks* | 1297<br>1141<br>629 | | | | | 1907 | Scott of<br>Kinghorn,Ld.<br>Kinghorn | NorthCoastSteam<br>Nav.Co.Ld. | 240·3\|33·9\|19·9 | SydnyNSW<br>British<br>*WB* | T.3Cy.22½",37"&60"–36"<br>216NHP<br>Scott of Kinghorn,Ld.Kgn |
| 26354<br>119350<br>HJFP | **Orari** SteelTwinScSr<br>Wireless<br>*Ref.Mchy. Elec.light* 2*Dks&Shelter dk* | 9179<br>6743<br>5905 | | | | | 1906 | W.Denny<br>&Bros.<br>Dumbarton | NewZealand<br>ShippingCo.Ld. | 460·7\|60·2\|31·3<br>B*on Shelter dk*99' | Plymouth<br>British<br>*WB* | T.6Cy.24½",41½"&69"–48"<br>HS13505 943NHP<br>Denny&Co.Dumbarton |
| 26355<br>217589<br>LPVS | **Oraton** WoodSc<br>Wireless 1*Dk* | 2563<br>—<br>1525 | | | | | 1919 | Traylor<br>S.B.Corp.<br>Cornwells,Pa | UnitedStates<br>ShippingBoard | 267·4\|46·0\|23·6 | Phildlphia<br>Utd.States | T.3Cy.19",32"&56"–42"<br>TraylorEng.Co. 203NHP<br>Allentown,Pa |
| 26356<br>133076<br>HWRT | **Orator** SteelScSr<br>ssLiv.No.2–21<br>(exSaintFillans, 2*Dks*(*Stl*)<br>exHawkhead) Wireless | 4622<br>4299<br>2947 | ✠100A1<br>9,21 ~~1,24~~ ✠LMC<br>BS~~6,20~~ 9,21MS1,21 | Liv Rot | *y* | CL<br>N1,21 | 1912<br>10mo<br>*Lloyd* | Russell&<br>Co.<br>PortGlasgow<br>'s*A&CP* | CharenteS.S.Co.<br>Ld.(T&JHarrison,<br>*Mgrs.*)<br>*CellDBa*124'*uE*22 | 385·5\|52·0\|26·5<br>P37'B115'F45'<br>FK<br>*f*169'1028*tDT f*26' | Liverpool<br>British<br>6*BHCem*<br>699*tAPT*20*t* | T 3Cy.26",42"&70"–48" (r)<br>180lb 381NHP<br>3SB,9*cf*,GS189,HS6063<br>Rankin&Blackmore,Grk. |
| 26357<br>127089 | **Orb** SteelScSp<br>ssBrs.No.2–20<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 196<br>157<br>71 | ✠100A1<br>1,20<br>*For Bristol Channel Service*<br>~~BS1,20~~ ✠LMC10,19 | Brs<br>BS4,22 | *b* | 1,20 | 1911<br>5mo<br>*Lloyd* | C.H.Wal-<br>ker&Co.Ld.<br>Sudbrook<br>'s*A&CP* | Osborn&WallisLd. | 116·7\|20·0\|7·9<br>Q36'<br>BK5½"<br>*WB=FPT*52*t* | Bristol<br>British<br>3*BHCem*<br>*APT*4*t* | C.2Cy.14"&28"–18" (s)<br>130lb 32RHP<br>1SB,2*pf*,GS31,HS847<br>Plenty&Sons,Ld.Newbury |
| 26358 | — IronScSr<br>(exYacht,exDeva,exEllinor,<br>exAmelia,exOssian,exDeva) | 115<br>—<br>48 | | | | | 1878 | W.Allsup<br>&Sons<br>Preston | Cattaropoulos | 111·4\|17·1\|10·0 | Greek | C.2Cy.14"&25"–21"<br>NB98 25NHP<br>J.H.Wilson&Co.Liverpool |
| 26359 | **Orbit** SteelScK<br>*Mchy.Aft* 1*Dk*(*Stl*) | *198*<br>*146*<br>*85* | ✠<br>2,07 ✠ | Shl | *h* | | 1907<br>2mo | Hepple&<br>Co.Ld.<br>South Shields | A.E.Bunge&<br>J.Born | 110·3\|21·1\|7·1<br>B13'F16'<br>FK<br>*WB=* | B'hiaBlnca<br>Argentine<br>3*BHCem*<br>*FPT*30*t* | C.2Cy.14¼"&30"–21"<br>44NHP<br>1SB,2*pf*,GS30,HS780<br>Hepple&Co.Ld.S.Shields |
| 26360<br>137467<br>JLND | **Orbita** SteelTrpScSr<br>ssBel.No.1–19<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*–<br>*Ref.Mchy.* Sub.Sig. *ptws*) *Shade dk*(*Stl*)<br>Wireless 3*rd dk*(*Stl*)*inNos.*1,2&3*holds* | 15486<br>12425<br>9392 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>~~4,21~~ ~~12,20~~ 10,21 BS9,21<br>~~BS11,20~~ ✠LMC9,19 | Liv<br>~~Bel~~Ham | *k*† | CL<br>~~10,18~~<br>4,21 | 1915<br>4mo<br>*Lloyd* | Harland&<br>Wolff,Ld.<br>Belfast<br>'s*A&CP* | PacificStmNav.Co.<br>*WB=CellDB*<br>*a*145'*uE&B*142'*f* | 550·3\|67·3\|43·0<br>FK&BK2"<br>188'1898*t FPT*211*t* | Liverpool<br>British<br>10*BHCem*<br>*APT*125*t* | T.8Cy.(2)26½",(2)42"&(4)<br>47½"–51" 215lb<br>1L.P.Turbine<br>6DB,36*cf*,GS709,HS28410<br>Harland&Wolff,Ld.Bel. |
| 26361 | **Orby** SteelSc<br>*Elec.light* 3*Dks*(*Stl–Uptws*) | 1401<br>1346<br>610 | ✠ A1<br>*For Government Service*<br>11,18 ✠LMC11,18 | Nwc | | CL | 1918<br>11mo<br>*Lloyd* | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld Newcastle<br>'s*A&CP* | TheAdmiralty<br>*Cell DBuB* | 258·0\|34·8\|23·7<br>FK<br>20'21*tDT*8'24*tFPT* | British<br>8*BHptCem*<br>36*tAPT*22*t* | T.4Cy.20½",33"&(2) 37"–30"<br>180lb (s) 337NHP<br>2SB,8*cf*,GS156,HS6072<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. |
| 26362<br>140579<br>JTLW | **Orca** SteelTrpSc<br>*Elec.light* 2*Dks*(*Stl*)<br>*Ref.Mchy.* &*Awng dk*(*Stl–ptws*)&*Shade*<br>Sub.Sig. *dk*(*Stl*–teaks) 3*rd dk*(*Stl*) *in*<br>*CruiserStern* Wireless *Nos.*1,2&3*holds* | 15120<br>12703<br>9449 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>7,20 ✠LMC5,18 | Liv | *k*† | CL | 1918<br>1mo<br>*Lloyd* | Harland&<br>Wolff,Ld.<br>Belfast<br>'s*A&CP* | PacificStmNavCo.<br>*CellDB* | 550·3\|67·3\|43·0<br>FK&BK2"<br>475'1898*t FPT*211*t* | Liverpool<br>British<br>10*BHCem*<br>*APT*125*t* | T.8Cy.(2)26½",(2)42"&<br>(4) 47½"–51"<br>& 1 Low pressureTurbine<br>215lb (s)<br>6DB,36*cf*,GS709,HS28032<br>Harland&Wolff,Ld.Bel. |
| 26363<br>143122<br>JWPT | **Orcades** SteelTwinSc<br>(exPrinzLudwig)<br>*Elec.light* Sub.Sig. Wireless 3*Dks* | ~~9687~~ 9764<br>7778<br>~~5688~~ 5721 | | | | | 1906 | Akt.Ges.<br>"Vulcan"<br>Stettin | OrientSteamNav.<br>Co.Ld. | ~~492·0~~\|57·6\|~~35·0~~<br>P&B325'F108'<br>492·1\|34· | London<br>British<br>*WB* | Q.8Cy.25",36",52"&75"–55"<br>836NHP<br>A.G."Vulcan,"Stettin |
| 26364<br>55385<br>WJRK | **Orcadia** IronScSr<br>1*Dk* | 198<br>161<br>79 | | | ... | | 1868 | Readhead,<br>Softley&Co.<br>South Shields | OrkneyStmNav.Co<br>Ld. | 140·1\|20·2\|9·2<br>Q35'B25'<br>len84 BK6" | Kirkwall<br>British | C.2Cy.19"&36"–24"<br>NE84 NB92 60RHP<br>Hall,Russell&Co.,Abn. |
| 26365<br>135965<br>JSFP | **Orchis** SteelScSr<br>*Mchy.Aft Well deck* 1*Dk*(*Stl*) | 483<br>337<br>191 | ✠100A1<br>10,20<br>✠LMC2,18 | Apl | *g* | | 1918<br>2mo<br>*Lloyd* | R.Cock&<br>Sons,Ld.<br>Appledore<br>'s*A&CP* | R.Cock&Sons,Ld. | 150·0\|25·9\|12·0<br>Q83'B9'F24'<br>FK | Bideford<br>British<br>3*BHCem*<br>*FPT*10*t* | T.3Cy.13",22"&34"–22½" (s)<br>180lb 72NHP<br>1SB,2*cf*,GS38,HS1271<br>Plenty&Son,Ld.Newbury |
| 26366<br>127920<br>HMWP | **Orcoma** SteelTwinScSr<br>ssBkn.No.3–10,19<br>*Elec.light* 2*Dks*(*Stl–Uws*)&*deep framing*<br>Sub.Sig. &*Shltr dk*(*Stl*–teaks)<br>Wireless *lower dk*(*Stl*)*inNos.*1&2*holds* | 11571<br>9186<br>7100 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~6,21~~ ~~1,21~~ 10,21 BS2,22<br>~~BS2,21~~ ✠LMC10,19 | Liv | *g*† | CL<br>10,19 | 1908<br>8mo<br>*Lloyd* | W.Beard-<br>more&Co.Ld.<br>Glasgow<br>'s*A&CP* | PacificStmNav.Co.<br>*WB=Cell*<br>*DBa*123'*uE&B* | 511·6\|62·2\|29·1<br>P50'B243'F93' 37·5<br>FK&BK2"<br>103'*f*200'1452*tFPT* | Liverpool<br>British<br>8*BHCem*<br>206*tAPT*92*t* | Q8Cy.26",37½",53½"&76"–54"<br>210lb (s) 1342NHP<br>3D&3SB,36*cf*,GS657,<br>HS25047<br>W.Beardmore&Co.Ld.Gls. |
| 26367 | **Orconera** IronScSr<br>ssRot.3rdNo.3–10,10<br>ssRot.No.1–14<br>Sub.Sig. 1*Dk*2*trB* | 1361<br>1233<br>848 | ✠<br>1.17<br>✠NB6,91 | Rot | *p* | | 1874<br>4mo | M.Pearse&<br>Co.<br>Stockton | FrenchGovern-<br>ment<br>*WB=DBa*72' | 272·1\|32·2\|19·3<br>F24' len98<br>ND91ptND98 FK<br>*f*111'500*t* | French<br>4*BHCem*<br>*Qpd*.91Kon. | Q4Cy.16 5/32",24 5/16",32"&48½"–<br>36" NDB11 138NHP<br>2SB,2*rf*,2*cf*,GS62,HS1860<br>Maats.deSchelde,Flushing |
| 26368<br>218873<br>LSRJ | **Orcus** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless *Longitudinal framing* | 4954<br>4418<br>3074 | | | | | 1919 | ToddD.D.<br>&Const.Corp.<br>Tacoma | UnitedStates<br>ShippingBoard | 380·2\|53·1\|27·0<br>P52'B102'F41' | Tacoma<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"–48"<br>339NHP<br>ToddD.D.&Const.Corp. |
| 26369<br>135539<br>JDTF | **Orduña** SteelTrpScSr<br>ssBkn.No.1–19<br>*Elec.light* Sub.Sig. 2*Dks*(*Stl*)&*Awng dk*<br>*Ref.Mchy.* (*Stl-ptws*)&*Shade dk*(*Stl*)<br>Wireless 3*rd dk*(*Stl*)*inNos.*1,2&3*holds* | 15499<br>12425<br>~~9548~~<br>9470 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>~~5,21~~ ~~1,21~~ 11,21<br>~~BS5,20~~ ✠LMC5,19<br>BS5,21 | Liv<br>~~Bel~~ Ham | | CL<br>~~4,18~~<br>5,21 | 1914<br>2mo<br>*Lloyd* | Harland&<br>Wolff,Ld.<br>Belfast<br>'s*A&CP* | PacificStmNav.Co.<br>*WB=CellDB*<br>*a*145'*uE&B*142'*f* | 550·3\|67·3\|43·0<br>FK&BK2"<br>188'1898*t FPT*211*t* | Liverpool<br>British<br>10*BHCem*<br>*APT*125*t* | T.8Cy.(2)26½",(2)42"&(4)<br>47½"–51"&1L.P.Turbine<br>215lb (s)<br>6DB,36*cf*,GS709,HS28410<br>Harland&Wolff,Ld.Bel. |
| 26370<br>JBQM | **Ordunte-Mendi** SteelScSr<br>ssBbo.No.3–10,11<br>ssBbo.No.2–19<br>(exScarthoe) 1*Dk*(*Irn*)2*trB*<br>Wireless &*Webframes*3*Dk rule* | 3952<br>3401<br>2435 | ✠100A1<br>*Trunk dk*<br>*withfreeboard*<br>7,21 ~~12,19~~ MBS4,22<br>[illegible] ✠LMC12,19 | Bbo<br>Bcl | *w* | ~~12,19~~<br>7,21 | 1898<br>9mo | Ropner&<br>Son<br>Stockton<br>A&CP | Cia.Nav.Sota y<br>Aznar(Sota y<br>Aznar,*Mgrs.*)<br>*WB=CellDBa* | 336·5\|46·6\|25·7<br>P27'B64'F33'<br>FK<br>114'*uE*24'*f*132'662*t* | Bilbao<br>Spanish<br>6*BHCem*<br>*APT*130*t* | T.3Cy.24½",40½"&66½"–42"<br>160lb *100lb* NDB21 (s)<br>294NHP<br>2SB,6*rf*,GS119,HS4535<br>Blair&Co.Ld.Stockton |
| 26371<br>2283<br>JFGK | **Örebro I.** IronScSp<br>1*Dk&Shelterdk* | 203<br>75<br>152 | | | | | 1888 | MotalaCo.<br>Motala | ÖrebroNyaRederi-<br>aktieb. (G.<br>Tidholm,*Mgr.*) | 94·2\|20·5\|6·6<br>H24*t* 13·5 | Örebro<br>Swedish | C.2Cy.16"&32"–19½"<br>38NHP<br>MotalaCo.,Motala |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 3 / 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26372<br>1284<br>JFGL | **Örebro II.** **IronScSp**<br>(exOrebro)<br>*1Dk&Awngdk* | 234<br>98<br>179 | | | | | 1872 | MotalaCo.<br>Motala | **ÖrebroNyaRederi-aktieb (G. Tidholm,*Mgr.*)** | 96·0<br>H24tF15' | 21·5 | 7·5<br>14·3 | **Örebro**<br>Swedish | C.2Cy14½"&29¼"-19½"&20½"<br>NB12 32NHP<br>MotalaCo.,Motala | | |
| 26373<br>1799<br>JLQF | **Orebro III.** **SteelScSp**<br>*1Dk&Shelter dk2trB* | 242<br>89<br>175 | | | | | 1899 | Bergsunds<br>M.V.Aktieb<br>Stockholm | **ÖrebroNyaRederi-aktieb. (G. Tidholm,*Mgr.*)** | 95·8<br>H43t | 21·5 | 7·3<br>14·2 | **Örebro**<br>Swedish | C.2Cy.13¼"&26¼"-17½"<br>24NHP<br>BergsundsMVAktieb.Skm | | |
| 26374<br>NTSJ | **Oregon** **SteelTwinScSr**<br>*OilEng.*<br>*Elec.light* *1Dk&Shelterdk* | 4774<br>4363<br>2900 | | | | | 1916 | Akt.Bur-meistr&Wain<br>Copenhagen | **DetForenede DampskibsSelsk.** | 407·8 | 54·2 | 34·4 | **Copnhagn**<br>Danish<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.23$\frac{1}{10}$"-35$\frac{3}{10}$" 477NHP<br>Akt.Burmeistr&Wain,Cpn | | V |
| 26375<br>215742<br>LJDW | — **WoodTwinScSr**<br>Wireless *OilEng.*<br>*Elec.light* *Mchy.Aft* *2Dks* | 1616<br>1356<br>1224 | | | | | 1917 | Alaska<br>PacificNavCo<br>Seattle | **GulfMailS.S.Co.** | 215·0<br>P61'F41' | 41·9 | 20·5 | **Portlnd Or**<br>Utd.States | Oil Engines 2S.C.SA<br>8Cy.14"-21" 180NHP<br>SouthwarkCo.Phl. | | V |
| 26376<br>214322<br>LGFP | — **WoodScSr**<br>*1Dk*<br>Wireless *Fitted for oil fuel* | 989<br>—<br>628 | | | | | 1916 | A.Petersen<br>Aberdeen,<br>Wash. | **WilsonBros.&Co.** | 200·1 | 41·0 | 14·7 | **S.Frncisco**<br>Utd.States | T.3Cy.13",21"&36"-24"<br>64NHP | | R |
| 26377<br>202622<br>KVCW | — **WoodAuxSc3MastSr**<br>*OilEng.*<br>*1Dk*<br>*(See Sailing Ship Register)*<br>Now named "Apollo," See No 36224 in Supplement | 343<br>—<br>304 | | | | | 1905 | J.L.<br>Kronenburg,<br>Prosper,Or. | **T.Crowley** | 139·1 | 35·2 | 9·9 | **S.Frncisco**<br>Utd.States | 2 Oil Engines | | RV |
| 26378<br>26823<br>RWFD | **Oregon Maru** **SteelSc**<br>*Elec.light* *2Dks(Stl)&Awng dk(Stl)* | 5873<br>5590<br>4254 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>1,22 ~~9,20~~<br>✠LMC~~9,20~~ 1,22<br>*Fitted for oil fuel 9,20 F.P. above 150° F.* | Kob<br>~~Stn~~ | *y* | | 1920<br>9mo | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>A&CP | **Kawasaki DockyardCo.Ld.**<br>*CellDB*327'1126 | 385·0<br>FK *Collision*<br>*tFPT*127*t APT*94*t* | 51·0 | 36·0 | **Kobe**<br>Japanese<br>*ptCem*<br>*BHtoAw dk*<br>5 ,, ,, *U* ,, | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 440NHP<br>2SB&1AuxSB,*8cf*,GS154,<br>HS5636 FD<br>KawasakiDkydCo.Ld.Kob | 36 ″ 0<br>s 9 ″ 3½<br>27 ″ 1 | |
| 26379<br>155408<br>KQSO | **Oregonian** **SteelScSr**<br>*ss*NYk.No.3-10,12<br>*ss*NYk.No.2-20<br>*Elec.light* Sub.Sig. Wireless<br>*2Dks(Stl)&deep framing lower beams inNo.1hold* | 5648<br>5089<br>3535 | ✠100A1<br>2,22 ~~3,21~~<br>BS9,21 ✠LMC6,20 | NYk<br>Bal | *z* | CL<br>~~3,21~~<br>2,22 | 1901<br>5mo | Delaware<br>RiverCo.<br>Chester,Pa.<br>A&CP | **American-Hawai-ianS.S.Co.Inc. (UnitedAmerican LinesInc.*Mgrs.*)**<br>*WB=CellDBa*131'*uE&B* | 406·0<br>P52' B100' F42'<br>FK<br>63'*f*161'1060*tFPT* | 51·1 | 30·3 | **NewYork**<br>Utd.States<br>6*BHCem*<br>102*tAPT*63*t* | T.3Cy.27¾",46"&75"-48" (*s*)<br>180lb 470NHP<br>4SB,*12cf*,GS288,HS8268<br>DelawareRiverCo.Chester | 33 ″ 7<br>s 7 ″ 7<br>26 ″ 4 | |
| 26380<br>NTWS | **Orehoved** **SteelSc**<br>*(Screws fore&aft)*<br>*Elec.light* *(RailwayFerry)* *1Dk* | 789<br>717<br>322 | | | | | 1916 | Helsingörs<br>Jernsk.&Msk<br>Elsinore | **DeDanske Statsbaner** | 222·9 | 34·5 | 14·1 | **Masnedö**<br>Danish<br>*WB* | C.2Cy.19"&38"-20"(*forwd*)<br>C.2Cy.19"&38"-20"(*aft*)<br>108NHP<br>HelsingörsJernsk.& Mskb. | | V |
| 26381<br>108<br>PABG | **Orel** **SteelScSr**<br>*Elec.light* *1Dk&Spar dk(Stl-pt* teaks*& pt* ws*)&lower dk(Stl)* | 3462<br>3281<br>1922 | ✠ 7,20<br>*Spar dk* ✠<br>*withfreeboard*<br>*Vladivostock& Shanghai* | Shi | *w* | | 1909<br>8mo | F.Schichau<br>Danzig | **RussianVolunteer FleetAssociation**<br>*WB=CellDBa*62' | 336·7<br>FK | 45·3 | 29·6<br>30·1 | **Vladvostk**<br>Russian<br>6*BHCem*<br>*uE&B*104'*f* | T.3Cy.27½",46⅔"&76⅔"-47⅓"<br>654NHP<br>4SB,*12cf*,GS245,HS9900 FD<br>F.Schichau,Elbing<br>108'431*tFPT*35*tAPT*18*t* | 32 ″ 6 | |
| 26382<br>132550<br>HSVR | **Oreland** **SteelScSr**<br>*ss*Cff.No.2-19<br>Wireless *1Dk(Stl)* | 4190<br>4021<br>2709 | ✠100A1<br>~~7,21~~ ~~12,20~~ 3,22<br>~~BS1,21~~ ✠LMC9,19<br>BS12,21 | Cal<br>~~Rot~~ Cff | *x* | CL<br>~~1,20~~<br>~~7,21~~<br>3,22 | 1911<br>6mo | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | **HazelwoodShipg. Co.Ld.(Humphries (Cardiff)Ld. *Mgrs.*)**<br>*WB=CellDBa*1 | 370·2<br>P22'B100'F33'<br>FK<br>17'*uE & B*43'*f*166'1 | 51·0 | 26·2 | **London**<br>British<br>6*BHCem*<br>120*tAPT*45*t* | T.3Cy.25",41"&69"-48" (*s*)<br>180lb 372NHP<br>3SB,*9cf*,GS150,HS5940<br>Richardsons,Westgarth& Co.Ld.Sld. | 28 ″ 9<br>s 5 ″ 6½<br>23 ″ 6 | |
| 26383 | **Orenie** **SteelSc**<br>*Mchy.Aft* | 482<br>335<br>— | 100A1<br>*(ClassContemplated)* | | | | 1921 | R.Cock&<br>Sons,Ld.<br>Appledore | **R.Cock&Sons,Ld.** | 150·0<br>Q83'B9'F24' | 15·7 | 12·0 | **Bideford**<br>British | T.3Cy.13",22"&34"-22½"<br>Plenty&Son,Newbury | | |
| 26384<br>OPWY | **Orénoque** **IronSc**<br>*Elec.light* Wireless *3Dks* | 3833<br>3559<br>2362 | | | | | 1874 | Messageres<br>Maritimes<br>LaCiotat | **Messageries Maritimes** | 393·7<br>H192*t* F50' | 39·7 | 30·9 | **Marseilles**<br>French | C.3Cy.43¼"&(2)60¼"-43¼"<br>NB86 398NHP<br>Mess.Mar.,LaCiotat | | V |
| 26385<br>128092<br>HMSW | **Orepuki** **SteelScSr**<br>~~*ss*Syd.No.2-16~~<br>(*ex*TayI.) *ss*Lyt.No.3-10,20 *1Dk(Stl)*<br>*Well deck* | 536<br>378<br>224 | ✠100A1<br>~~10,20~~ ~~11,18~~ 9,21<br>✠LMC10,20 | Lyt | *h* | CL<br>~~10,20~~<br>9,21 | 1908<br>7mo | GooleS.B.<br>&RepgCo.Ld.<br>Goole<br>*Lloyd'sA&CP* | **OrepukiShipping Co.Ld.(Reese Bros.)** | 165·0<br>Q85'B14'F19'<br>FK<br>*DBa*32'33*t FPT*43*t* | 26·0 | 12·5 | **Lyttelton**<br>British<br>4*BHCem*<br>*APT*16*t* | T.3Cy.13",21"&35"-24" (*s*)<br>180lb *80lb* 78RHP<br>1SB,*3pf*,GS40,HS1373<br>Earle'sCo.Ld.Hull | 13 ″ 5<br>s ″ 8<br>13 ″ 0 | |
| 26386 | **Orest** **SteelSc**<br>*Elec.light* *1Dk2trB* | 652<br>515<br>382 | | | | | 1906 | Akt.Ges.<br>"Weser"<br>Bremen | **Dampfschiffahrts Ges.Neptun** | 180·0<br>Q44'B43'F18' | 28·1 | 12·7 | **Bremen**<br>German<br>*WB* | T.3Cy.13",20½"&33$\frac{1}{16}$"-21⅝"<br>51NHP<br>A.G."Weser,"Bremen | | |
| 26387<br>109174<br>NPDT | **Orestes** **SteelScSr**<br>*Ref.Mchy.* Wireless *2Dks* | 4446<br>3962<br>2824 | | | | | 1894 | Scott&Co.<br>Greenock | **OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)** | 392·3<br>P32'B106'F49' | 47·1 | 26·0 | **Liverpool**<br>British<br>*WB* | T.3Cy.25½",43"&69"-54"<br>350NHP<br>Scott&Co.,Greenock | | BT<br>till<br>9,21 |
| 26388<br>PNMB | — **SteelScSr**<br>Wireless *Cruiser Stern*<br>*Elec.light* *Fitted for oil fuel* *3Dks* | 2652<br>2314<br>1619 | | | | | 1918 | Wrf.voorh.<br>Rijkee&Co.<br>Rotterdam | **Koninkl.Nederl. Stoomb.Maats.** | 347·2 | 48·2 | 18·3 | **Amsterdm**<br>Dutch<br>*WB* | T.3Cy.23",37"&61"-45"<br>250NHP<br>Werkspoor,Amsterdam | | V |
| 26389<br>3256<br>JHTF | **Öresund** **IronScSr**<br>(*ex*Craiglands) *ss*Osc.2ndNo.3-7,08<br>*ss*Cpn.No.2-16<br>*Well deck* *1Dk(Irn)2trB* | 1321<br>1053<br>760 | ✠~~100A1~~<br>~~12,18~~ 10,21<br>~~BS4,19~~ ✠~~LMC11,16~~ | StN | *o* | 12,18 | 1883<br>12mo | Irvine&Co.<br>WHartlepool | RederiAktieb Æolus<br>~~**RederiAktieb. Standar(J.E. Österlund,*Mgr.*)**~~ | 245·2<br>Q90'B63'F65'<br>BK8½"<br>*WB=Cell* | 33·3 | 15·9 | **Nrrköping**<br>Swedish<br>4*BHCem*<br>*DB*201'321*t* | C.2Cy.30"&57"-33" (*b*)<br>80lb *90lb* NDB01 156NHP<br>1DB,*4pf*,GS68<br>T.Richardson&Sons,Hpl. | 18″11<br>s 1 ″ 8<br>18 ″ 1 | |
| 26390<br>4398<br>JPFL | — **SteelScSr**<br>*Elec.light* *1Dk2trB* | 611<br>437<br>235 | | | | | 1905 | Kockums<br>M.V.Aktieb<br>Malmö | **SvenskaRederi-aktieb.Öresund (O.Persson,*Mgr.*)** | 179·5<br>H149*t*F18*t* | 30·0 | 13·8 | **Malmö**<br>Swedish<br>*WB* | T3Cy16$\frac{15}{16}$",27⅓"&47¼"-27$\frac{9}{16}$"<br>117NHP<br>KockumsM.V.Akt.Malmö | | |
| 26391<br>1206 | — **IronScSr**<br>*(SalvageSteamer)*<br>*1Dk* | 195<br>192<br>79 | | | | | 1865 | Burmeister<br>&Wain<br>Copenhagen | **S.Subbotin** | 130·5<br>B7*t* | 21·0 | 12·2 | **Archangel**<br>Russian<br>*WB* | C.4Cy.15"&30"-20"<br>67NHP<br>Burmeister&Wain,Cpn. | | |
| 26392<br>LBFJ | **Oria** **SteelSc**<br>*Elec.light* Wireless *1Dk* | 2127<br>1891<br>1256 | | | | | 1920 | Osbourne,<br>Graham&<br>Co.Ld.<br>Sunderland | **D/S A/S Garonne (Fearnley&Eger, *Mgrs.*)** | 285·0<br>P68*t*H94*t*F20*t* | 43·6 | 19·1 | **Chrstiania**<br>Norwegian<br>*WB* | T.3Cy.21",35"&58"-39"<br>210NHP<br>G.Clark,Ld.Sunderland | | N |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26393<br>123973<br>HGLC | **Oriana** **SteelTwinScSr**<br>ssLiv.No.3-9,18<br>*Elec.light* Wireless 3*Dks*(*Stl–Mpt*ws<br>Sub.Sig. *U*–wsptteak)&*deep framing*<br>*Orlop dk*(*Stl*)*inNos.*1&5*holds* | 8117<br>7155<br>4549 | ✠100A1<br>11,21 5,21<br>~~BS1,21~~ ✠LMC8,1<br>BS3,22 | Liv | *d*† | CL<br>1,21 | 1906<br>6mo<br><br>*Lloyd* | Barclay,<br>Curle&Co.Ld<br>Glasgow<br>*'sA&CP* | **PacificStmNavCo.**<br><br>*WB=CellDB*<br>*a*103'*uE&B*88' | 465·7<br>F88'<br><br>*f*198'1179*tFPT*72*t* | 56·2 | 35·8<br><br>FK&BK2" | Liverpool<br>British<br>7*BHCem*<br>*APT*50*t* | Q8Cy.25½",36½",52"&74"-51"<br>215lb (*s*) 1138NHP<br>3D&3SB27*cf*,GS540,HS2010<br>Barclay,Curle&Co.Ld.Gls. |
| 26394<br>106003<br>PHGO | — **SteelScSr**<br>ssGrk.No.3-5,08<br>(*ex*Yacht) ssBgs.No.1-11 1*Dk* | 128<br>109<br>12 | ✠ —<br>11,18<br>✠ | Sou | | | 1896<br>5mo | C.Connell<br>&Co.<br>Glasgow | **VanninTrawler&**<br>**TowageCo.Ld.** | 100·2 | 20·1 | 9·6<br><br>BK10" | Glasgow<br>British | C.2Cy.12"&24"-15"<br>31RHP<br>1SB,2*pf*,GS28,HS672<br>D.Rowan&Son,Glasgow |
| 26395<br>21385<br>NPGQ | **Oridono Maru** **SteelSc**<br>ssYka.No.1-22<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5305<br>4851<br>3302 | ✠100A1<br>~~7,21~~ ~~1,21~~ 1,22<br>✠LMC~~1,21~~<br>1,22 | Kob<br>~~Sha~~ Yka | *z* | 1,21 | 1917<br>12mo<br><br><br>*Lloyd* | Mitsubishi<br>ZosenKaisha<br>Ld.<br>Kobe<br>*'sA&CP* | **TatsuumaKisen**<br>**KabushikiKaisha**<br><br><br>*CellD* | 400·0<br>P38'B121'F40'<br><br><br>*B*350'996*tFPT*132*t* | 54·5 | 30·0<br><br><br>FK | Nishi-<br>nomiya<br>Japanese<br>6*BHCem*<br>*APT*89*t* | T.3Cy.26½",43"&72"-48" (*s*)<br>180lb 510NHP<br>3SB,9*cf*,GS183,HS7618 FD<br>MitsubishiZosenKaisha,<br>Ld.Kobe |
| 26396<br>219167<br>LTMP | **Orient** **SteelScSr**<br><br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Wireless *Longitudinal framing* | 4995<br>4269<br>3058 | 100A1<br>~~4,21~~ ~~8,20~~ 3,22<br>LMC11,19<br>*Fitted for oil* | NNs<br>NYk<br><br>*fuel* 11 | *x*<br><br><br>,19 | CL<br>N3,22<br><br>*F.P. a* | 1919<br>11mo<br><br><br>*bove* 1 | Bethlehem<br>S.B.Corp.Ld.<br>SparrowsPt.<br>Md.<br>50°F. | **OrientS.S.Corpn.**<br><br><br><br>*CellDB*336'1133*t* | 376·4<br>P54'B94'F39'<br><br><br>*MT*21'328*tFPT*116 | 52·3 | 27·0<br><br>FK | NewYork<br>Utd.States<br>6*BHCem*<br><br>*tAPT*206*t* | T.3Cy.24",41"&68"-48"<br>200lb (*r*) 486NHP<br>3SB,9*cf*,HS7237 FD<br>BethlehemS.B.Corp.Ld |
| 26397<br>22024<br>NJSF | — **IronScSr** | 739<br>693<br>457 | | | | | 1859 | Barclay,<br>Curle&Co.<br>Glasgow | **Leith,Hull&Ham.**<br>**S.P.Co.Ld.(J.Cur-**<br>**rie&Co.*Mgrs.*)** | 226·7<br>P30*t* | 27·7 | 15·2 | Leith<br>British | C.2Cy.24"&42"-30"<br>NB88 NE73 70RHP<br>J.Penn&Sons,London |
| 26398<br>96339 | — **WoodPad**<br>*Now named* "Bay Queen," *See No.* 36491 *in Supplement*<br>(*ex*Hingham) | 471<br><br>331 | | | | | 1896 | ..................<br>Chelsea,Mass | **MontaukSteam-**<br>**boatCo.Ld.** | 167·6 | 25·0 | 9·2 | SagHarbor<br>N.Y.<br>Utd.States | |
| 26399<br><br><br>OPXF | — **SteelSc**<br>(*Trawler*)<br>Wireless 1*Dk* | 283<br>—<br>78 | | | | | 1908 | DelaBrosse<br>&Fouché<br>Nantes | **Soc.Franç.de**<br>**Pêcheries àVapeur** | 140·3 | 22·8 | 11·7 | Boulogne<br>French | T.3Cy.13",22"&36"-25"<br>De laBrosse& 65NHP<br>Fouche,Nantes |
| 26400<br>132622<br>HTPL | **Orient City** **SteelScSr**<br>(*ex*Cloughton) 1*Dk*&<br>Wireless *Shelter dk* | 5622<br>3957<br>4225 | | | ... | | 1911 | Richardsn,<br>Duck&Co.<br>Stockton | **St.JustS.S.Co.Ld.**<br>**(W.R.Smith&**<br>**Sons,*Mgrs.*)** | 396·5 | 53·5 | 23·0<br><br>FK | Bideford<br>British<br>*WB* | T.3Cy.26",42½"&70"-48"<br>415NHP<br>Blair&Co.Ld.Stockton |
| 26401 | **Oriental** **SteelScSr**<br>ssGls.No.3-5,04<br>*Elec.light* (*ex*Yacht) 1*Dk* | *281*<br>*271*<br>*157* | ✠<br>8,06 | Grk | | | 1891<br>6mo | A.&J.<br>Inglis<br>Glasgow | **A.S.Vagliano** | 165·4 | 22·1 | 13·1 | Piræus<br>Greek<br>5*BHCem* | T.3Cy.13½",22½"&36"-27"<br>1SB,3*cf*,GS46 67NHP<br>A.&J.Inglis,Glasgow |
| 26402 | **Oriente** **IronScK**<br><br>(*ex*SaoSebastião,*ex*WestwardHo)<br>1*Dk* | *111*<br>*104*<br>*22* | ✠<br>*Stm Trawler*<br>8,90 | Shl | | | 1890<br>8mo | JTEltring-<br>ham&Co.<br>S.Shields | **Camuyrano y Cia.** | 93·0 | 18·6 | 10·1<br><br>BK6" | R.Janeiro<br>Brazilian<br>3*BHCem* | C.2Cy.16"&32"-22"<br>42NHP<br>1SB,2*pf*,GS28,HS719<br>Baird&Barnsley,N.Shields |
| 26403<br>910<br>RFTO | **Orietta** **WoodAuxScSr**<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 469<br>423<br>349 | | | | | 1920 | Cant.Nav.<br>Riuniti<br>Ancona | **CantieriNavali**<br>**Riuniti** | 150·0<br>P39'F21' | 32·0 | 15·0 | Genoa<br>Italian | Oil Engines<br>4Cy.10$\frac{7}{16}$"-12$\frac{1}{8}$" 29NHP<br>FairbanksMorseCo.<br>ThreeRivers,Mich. |
| 26404<br>145037<br>KGTN | **Oriflamme** **SteelSc**<br><br>*Elec.light* 1*Dk*(*Stl*)2*trB*&*Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 5920<br>4698<br>3624 | ✠100A1<br>7,21 ~~10,20~~<br>✠LMC10,20<br>*CarryingPetr*<br>*Fitted for oil* | PGl<br>Cff<br><br>*oleum*<br>*fuel*10 | *z*<br><br><br>*in*<br>,20 | CL<br><br><br>*bulk*<br>*F.P. a* | 1920<br>10mo<br><br>*Lloyd*<br>*bove* 1 | Lithgows,<br>Ld.<br>PortGlasgow<br>*'sA&CP*<br>50° F. | **OriflammeS.S.Co.**<br>**Ld.(~~Lane&~~**<br>**~~Macandrew,Ld.~~**<br>~~*Mgrs.*~~)(Davies&NewmanLd,*Mgrs*)<br>*CellDBuE&B*8 | 400·5<br>P111'B30'F39'<br><br><br>3'*f*46'187*tFPT*106*t* | 51·2 | 30·8<br><br>FK | London<br>British<br>15*BHptCem*<br><br>*APT*84*t* | T.3Cy.27",44"&73"-48' (*s*)<br>180lb *120lb* 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>D.Rowan&Co.Ld.Glasgow |
| 26405<br>218388<br>LRSK | **Orinoco** **SteelScSr**<br>(*ex*Huachuca) 2*Dks*(*Stl*)&*Webframes*<br>*Elec.light* Sub.Sig. ~~2*Dks*~~<br>Wireless *Longitudinal framing* | 5144<br>4399<br>3056 | 100A1<br>11,21<br>~~(*Class Contemplated*)~~<br>*Fitted for oil/* | NYk<br><br>LMC5,21<br>*uel*5 | *x*<br><br><br>,21 | CL<br>11,21<br><br>*F.P.above* | 1919<br><br><br><br>1 | Bethlehem<br>S.B.Corp.Ld.<br>Sparrow'sPt.<br>Md.<br>50°F. | **OrinocoS.S.Corp.**<br>(OrientalNav.Co)<br><br><br>*CellDB*331'1133*t* | 376·4<br>~~P54'B95'F38'~~<br>P54'B94'F39'<br><br>*MT*21'328*tFPT*1 | 52·3 | 27·0<br><br>FK | NewYork<br>Utd.States<br>6*BH* ~~*WB*~~<br>*Cem*<br>6*tAPT*206*t* | T.3Cy.24",41"&68"-48' (*r*)<br>200lb 486~~320~~NHP<br>BethlehemS.B.Corp.Ld.<br>Sparrow'sPoint,Md.<br>3SB,9*cf*, HS7237 FD |
| 26406<br>124732 | **Oriole** **SteelScK**<br><br>1*Dk* | 172<br>161<br>65 | ✠<br>*StmTrawler*<br>1,10 ✠ | Hul | | | 1907<br>1mo | GooleS.B.<br>&RepgCo.Ld<br>Goole | **KelsallBros.&**<br>**Beeching,Ld.**<br>**(JohnSlater,**<br>***Mgr.*)** | 110·2 | 21·1 | 11·2<br><br>BK7½"<br>*WB*= | Hull<br>British<br>3*BHCem*<br>*DTf*23'42*t* | T.3Cy.12",20"&32"-21"<br>60RHP<br>1SB,2*pf*,GS24,HS900<br>Earle'sCo.Ld.Hull |
| 26407<br>215171<br>LHGM | **Orion** **SteelTwinScSr**<br>(*ex*PrinzOskar)<br>*Elec.light* Sub.Sig. Wireless 3*Dks* | 6026<br>4336<br>3777 | | | | | 1902 | Bremer<br>Vulkan<br>Vegesack | **UnitedStates**<br>**ShippingBoard** | 403·4<br>P&B278'F64' | 49·2 | 27·1 | NewYork<br>Utd.States<br>*WB* | Q8Cy.18½",26⅜"&38⅜"&55"<br>-41⅛" 402NHP<br>BremerVulkan,Vegesack |
| 26408<br><br>HRNJ | — **SteelScSr**<br>ssPir.2ndNo.3-4,22 ~~ssNpt.No.3-3,07~~<br>(*ex*Hillcrag) ~~ssPir.No.2-16~~<br>Wireless 1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>&*deep framing* | *3256*<br>*3029*<br>*2081* | ✠100A1<br>*Spar dk*<br>4,22 ~~1,18~~<br>~~Examined2,2~~<br>✠LMC4,22<br>~~MS1,16~~ ~~BS1,16~~ | Cff<br>Pir | *v* | ~~4,18~~<br>4,22 | 1896<br>8mo | R.Thomp-<br>son&Sons<br>Sunderland<br>A&CP *W* | **OrientalShpg.Co.**<br>**Ld.(A.A.Capparis,**<br>***Mgr.*)**<br>*B = CellDBa*106' | 328·1<br>P29'B70'F35'<br><br>*uE*22'*f*130'714*t A* | 47·1 | 15·9<br>23·3<br>FK | Piræus ~~Syra~~<br>Greek<br>6*BHCem*<br>*PT*50*t* | T.3Cy.24",39"&64"-42" (*s*)<br>160lb *80lb* NDB18 275NHP<br>2SB,6*pf*,GS100,HS4274<br>G.Clark,Ld.Sunderland |
| 26409<br><br>NBHQ | — **SteelScSr**<br><br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2405<br>2212<br>1475 | ✠100A1<br>3,21<br>✠LMC10,19 | Cpn | *t* | CL | 1919<br>10mo<br><br>*Lloyd* | WoodSkin-<br>ner&Co.Ld.<br>Newcastle<br>*'sA&CP* | **A/S D/S Orion**<br>**(C.P.Jensen,*Mgr*)**<br><br>*Cell* | 303·0<br>P33'B81'F32'<br><br>*DB* 260' 670*t FPT* | 43·0 | 20·8<br><br>FK | Copnhagn<br>Danish<br>5*BHCem*<br>0*tAPT*87*t* | T.3Cy.22",36"&59"-39" (*s*)<br>180lb 263NHP<br>2SB,6*cf*,GS124,HS4432<br>N.E.MarineEng.CoLdNwc |
| 26410<br><br>PNMF | — **SteelScSr**<br><br>*Elec.light* Wireless 1*Dk*&*Spar dk* | 1705<br>1465<br>977 | | | | | 1914 | A.Vuijk&<br>Zonen<br>Capellea/d<br>Ysel | **Koninkl.Nederl.**<br>**Stoomb.Maats.** | 297·0 | 43·3 | 16·1<br>26·5 | Amstrdam<br>Dutch | T.3Cy.21",35"&56"-39"<br>196NHP<br>Maats.Fyenoord,Rot. |
| 26411 | — **SteelScSr**<br>ssNwc.2ndNo.3-4,10<br>ssHfs.No.2-19<br>1*Dk*(*Stl*)&*Awngdk*3*trB* | 1068<br>1037<br>691 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>4,21 ✠LMC7,19<br>✠NB7,03 ~~BS4,21~~ 5,22 | Lon | *n* | 4,21 | 1884<br>5mo<br><br>*Lloyd* | Bremer<br>Schiffsb.Ges.<br>Vegesack<br>*'sA&CP* | **FinskaÅngfartygs**<br>**Aktiebolaget** | 210·0 | 30·0 | 14·6<br><br>BK8"<br>*WB=Cell* | Helsingfrs<br>Finnish<br>4*BHCem*<br>*DB*178'235*t* | C.2Cy.25"&46"-33" (*s*)<br>85lb *90lb* NDB03 101NHP<br>1SB,3*cf*,GS56,HS1707<br>GuteHffngshutteStrhde |
| 26412<br><br>MFPK | — **WoodScSr** | 850<br>716<br>499 | | | | | 1909 | O.B.Sören-<br>sensVærft<br>Arendal | **D/S A/S Orion**<br>**(O.B.Sörensen)** | 183·6<br>Q61*t*B87*t*H11*t*F21*t* | 32·3 | 17·3 | Arendal<br>Norwegian | T.3Cy.13½",21"&36"-27"<br>67NHP<br>MossMek.Værks.Moss |

| 1 | 2 Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built.<br>When | 9 By Whom<br>Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12 Port of Registry.<br>Flag. | 13 Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 413<br>8093<br>RTD | Orion SteelScSr<br>1Dk2trB | 646<br>448<br>296 | | | | | 1896 | J.Laing<br>Sunderland | Rederiaktieb. Fortuna<br>(A.Nilsson, Mgr.) | 183·1\|27·2\|12·3<br>Q65'B46'H19tF27' | Hlsngborg<br>Swedish<br>WB | T.3Cy.16½",26½"&43½"–38"<br>117NHP<br>G.Clark(Lim.),Sunderland | | V |
| 414<br>176<br>KOW | — IronScSr<br>(exGrafSchuvaloff, exOrion) 1Dk | 429<br>—<br>258 | | | | | 18$\frac{60}{84}$ | Bergsunds M.V.Aktieb.<br>Stockholm | G.G.Sarandinaki | 168·1\|23·8\|10·7<br>P99'H20tF20' | Odessa<br>Russian | C.2Cy.20"&41"–24"<br>69NHP<br>W.Lindberg,Stockholm | | |
| 415 | — SteelSc<br>(Trawler)<br>Elec.light 1Dk | 191<br>181<br>70 | | | | | 1907 | H.C.Stülcken Sohn<br>Hamburg | SimonWriede | 117·6\|22·4\|12·0<br>F17' | Altona<br>German<br>WB | T3Cy12$\frac{5}{16}$"19½"&32$\frac{5}{16}$"–22$\frac{1}{16}$"<br>50NHP<br>H.C.StülckenSohn,Ham. | | |
| 416<br>0863<br>KOW | — WoodSc<br>1Dk | 127<br>—<br>74 | | | | | 1906 | Portland Co. South<br>Portland,Me. | D.W.RyanTow BoatCo.(Inc.) | 96·5\|22·2\|13·1 | Houston, Tex.<br>Utd. States | C.2Cy.15"&32"–22"<br>40NHP | | |
| 417<br>6932 | — SteelScSr<br>(Whaling)<br>1Dk | 109<br>104<br>40 | | | | | 1904 | Akers Mek.Værks.<br>Christiania | Consolidated WhalingCorp.Ld. | 94·1\|17·4\|10·6 | Vict'riaBC<br>British | T.3Cy.11",18"&29"–18"<br>42RHP<br>AkersMek.Værks.Xia. | | |
| 418<br>126<br>GHJ | Orione IronSc3MstSr<br>Elec.light Wireless 2Dks&Spardk | 4016<br>2664<br>2065 | | | ... | | 1883 | R.Napier &Sons<br>Glasgow | SocietàMarittima Italiana | 380·0\|42·1\|24·9<br>H190t F34' 32·6 | Genoa<br>Italian<br>WB | T.3Cy.37",61"&98⅓"–60"<br>NE&B91 750NHP<br>G.Ansaldo&Co.,Smprdrna. | | |
| 419<br>8100<br>TOJ | Orissa SteelScSr<br>Wireless 2Dks(Stl)3trB&Web frames | 5436<br>5163<br>3525 | ✠<br>8,97<br>✠ | Sld | z | | 1897<br>8mo | SirJ.Laing<br>Sunderland<br>W | BritishIndiaStm. Nav.Co.Ld.<br>B=Cell DBa153'u | 410·1\|50·7\|28·9<br>B90'F53'<br>FK<br>E&B45'f 168'1236t | Glasgow<br>British<br>6BHCem<br>APT113t | T.3Cy.26½",42"&66½"–51"<br>369NHP<br>2SB,6pf,GS117,HS5070 FD<br>G.Clark(Lim.),Sunderland | 32 〃 0 | |
| 420 | Oristano SteelScSr<br>ed Ryokai Maru, See No. 3015 in Supplement<br>ssBom.No.2–20<br>Sub.Sig. Wireless 2Dks(Stl) | 4253<br>4037<br>2732 | ✠100A1<br>9,21 ~~12,20~~<br>✠LMC4,20<br>BS6,21 | NYk<br>Hul | x | CL<br>~~4,20~~<br>8.21 | 1911<br>10mo | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>Lloyd'sA&CP W | T.Yamamoto<br>B=CellDBa 129'u | 380·0\|49·0\|26·4<br>P31'B94'F36'<br>FK<br>E&B42'f 164' 1108t | Japane e<br>6BHCem<br>APT42t | T.3Cy.25",41"&69"–48" (s)<br>180lb 372NHP<br>3SB,9cf,GS150,HS5940<br>Richardsons,Westgarth& Co.Ld.Sld. | 29 〃 0<br>s 5 〃 8½<br>23 〃 8 | |
| 421<br>8010<br>VGB | Orita SteelTwinScSr<br>ssLiv.No.3–10,16<br>Elec.light Sub.Sig ssBkn.No.1–20<br>Wireless 3Dks(Stl-2ws)<br>Orlop beams aft Orlop dk(Stl) forward | 9298<br>6677<br>5811 | ✠100A1<br>~~6,21~~ ~~8,21~~ 12,21<br>✠LMC7,20<br>BS6,21<br>Fitted for oil fuel 7,20 | Liv | f† | CL<br>7,20<br>F.P. above 150° F. | 1903<br>3mo | Harland& Wolff,Ld.<br>Belfast<br>Lloyd'sA&CP | PacificStmNavCo.<br>WB=Cell DBa133'uE&B | 485·4\|58·2\|39·3<br>F53'<br>FK&BK3"<br>108'f180'1502tFPT | Liverpool<br>British<br>8BHCem<br>135tAPT84t | Q.8Cy.24½",35",51"&72"–54"<br>210lb (s) 1148NHP<br>3D&3SB27cfGS540HS20880<br>Harland&Wolff,Ld.Bel. | 42 〃 8<br>s11 〃 5<br>32 〃 0 | BT till 6.21 |
| 422<br>0345<br>QDM | Oritani SteelSc<br>Elec.light 1Dk(Stl)&<br>Sub.Sig. Awng dk(Stl-ws)3trB | 1396<br>1184<br>790 | ✠100A1<br>Awng dk withfreeboard<br>3,22 ~~2,21~~<br>✠LMC2,21<br>Fitted for oil fuel 2,21 | NYk<br>~~Bos~~ Bal | o | CL<br>F.P. above 150° F. | 1921<br>2mo | ToddShip-yardsCorp.<br>BrooklynNY<br>A&CP | ~~DonaldS.S.Co.~~<br>OrmesS.S.Co.Ld.<br>CellDB 165'177t DTf17'2 | 227·3\|33·7\|21·3<br>FK<br>Collision<br>42tFPT18tAPT22t | Montreal<br>British<br>ptCem<br>BHtoAwdk<br>4 „ „ U „ | T.3Cy.19",32"&52"–36" (s)<br>180lb 245NHP<br>2SB,6cf,GS220,HS3780 FD<br>WhiteFuelEng.Co.N.Yk. | 23 〃 7<br>s 7 〃 4½<br>16 〃 9 | |
| 6423<br>16294<br>KJM | Orizaba SteelTwinSc<br>Elec.light 3Dks(Stl)&Shelter dk<br>Ref.Mchy. Sub.Sig. Wireless (Stl-ws) | 7582<br>5678<br>4248<br>~~12,21~~ | ✠100A1<br>Shelter dk withfreeboard<br>~~8,21~~ 3,21 3,22<br>✠LMC6,18<br>Fitted for oil fuel 6,18 | NYk | c† | CL<br>S2,20<br>P12,21<br>F.P. above 150° F. | 1918<br>6mo | WCramp& SonsS&EBCo<br>Philadelphia<br>A&CP | NewYork&Cuba MailS.S.Co.Inc.<br>DT at sides of tunnel | 423·0\|60·0\|15·7<br>B & F on 32·0<br>Shelter dk316' FK<br>CellDB335'805tDT<br>149t FPT48t A | NewYork<br>Utd.States<br>9BHCem<br>a 18' 50t<br>PT36t | 4 SteamTurbines geared to 2 screw shafts 1908NHP<br>193lb (r) FD<br>8SB,32cf,GS616,HS25820<br>W.Cramp&SonsS&EBCo. | 35 〃 0<br>s10〃9½<br>24 〃 6 | |
| 6424<br>27827<br>MJT | — SteelScK<br>ssBwg.No.3–2,19<br>1Dk | 233<br>209<br>91 | ✠100A1<br>StmTrawler<br>~~1,21~~ ~~9,20~~<br>12,21<br>✠LMC2,19<br>~~BS9,20~~ 12,21 | Gms<br>~~Abn~~ | | CL<br>~~9,20~~<br>~~11,20~~<br>12,21 | 1908<br>3mo | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>Lloyd'sA&CP | ForwardSteam FishingCo.Ld.<br>(A.Bannister, Mgr.) | 120·0\|22·0\|11·7<br>Q67'F19'<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.12½",22"&35"–24" (s)<br>180lb 70RHP<br>1SB,2pf,GS33,HS1103<br>C.D.Holmes&Co.Hull | 12 〃 6 | |
| 6425<br>PMR | Orjen SteelScSr<br>ssFiu.No.3–4,19<br>1Dk(Stl)&deepframing | 2363<br>2042<br>1459 | ✠100A1<br>11,21 ~~8,20~~<br>BS8,20 ✠LMC4,19 | Tri<br>Gen | s | CL<br>~~4,19~~<br>11,21 | 1900<br>10mo | Stabilmnto Tecnico<br>Trieste<br>Lloyd'sA&CP | Nav.Libera Giovanni Racich&Ci.<br>WB=CellDBa | 290·0\|42·8\|19·6<br>P33'B76'F35'<br>FK<br>84'uE 20'f108'620t | Dubrovnik ~~Ragusa~~<br>Jugo-Slav.<br>5BHCem<br>APT50t | T.3Cy.20",32"&54"–39" (s)<br>180lb 100lb NDB05 200NHP<br>2SB,6cf,GS100,HS3121<br>StabilimentoTecnico,Tri. | 22 〃 0 | |
| 6426 | Orkan SteelScSr<br>(exRescue)<br>Welldeck Elec.light 1Dk | 691<br>—<br>386 | | | ... | | 1900 | J.P.Rennoldson&Sns<br>SouthShields | Russian Government | 189·2\|30·2\|11·1<br>Q92'B14'F23'<br>FK | Russian | T.3Cy.15½",25"&41"–27"<br>90NHP<br>J.P.Rennoldsn&Sns,S.Shl. | 13 〃 6 | |
| 6427 | — WoodAuxScLr<br>OilEng.<br>(exSanGiacomo)<br>(See Sailing Ship Register) | —<br>—<br>105 | | | | | 1910 | O.Picinich<br>Lussinpiccolo | Soc.Anon. Atlantica | ................. | Fiume | Oil Engines<br>NE19<br>J&CGBolindersCoLdSkm. | | A |
| 6428<br>PWO | Örkild SteelScSr<br>(exBoscia)<br>1Dk&Awngdk | 1963<br>1782<br>1178 | | | | | 1906 | Helsingörs Jernsk& Msk.<br>Elsinore | DampskibsSelsk Dannebrog (C.K. Hansen, Mgr.) | 281·7\|42·1\|17·9 | Copnhagn<br>Danish<br>WB | T.3Cy.20",32"&53"–36"<br>169NHP<br>HelsingörsJernsk.&Msk. | | V |
| 6429<br>MFCJ | Orkla SteelScSr<br>Elec.light 1Dk | 292<br>143<br>146 | | | | | 1908 | Trndhjms Mek.Værks<br>Trondhjem | Chr.Salvesen&Chr ThamssCommunicationsA/S | 137·2\|20·9\| 9·7<br>Q31tB56tH20tF79t | Trndhjem<br>Norwegian | T.3Cy.13¾",23"&38"–22"<br>68NHP<br>TrondhjemsM.V.Trndhjm | | N |
| 6430<br>WTL | Orkney WoodAuxSc3MstSr<br>Motor<br>(See Sailing Ship Register) | 125<br>116<br>95 | | | | | 1919 | Th. Andersen<br>Aalborg | Intsk.Orkney (Rechnitzer, Thomson&Co. Mgrs.) | 90·7\|25·1\| 9·1 | Aalborg<br>Danish | Motor<br>Motorfabr.Densil,Aalborg | | V |
| 26431<br>128245<br>INMC | Orkney Coast SteelSc3Mst<br>(exPrincess Thyra) 1Dk<br>Elec.light Mchy.Aft | 781<br>621<br>311 | | | | | 1909 | Russell& Co.<br>PortGlasgow | CoastLines,Ld. (M.Langlands& Sons,Ld. Mgrs.) | 210·0\|31·5\|13·2<br>P&B115'F60' | Liverpool<br>British<br>WB | T.3Cy.17",28"&45"–33"<br>116NHP<br>Dunsmuir&JacksonLdGls. | | C |
| 6432<br>KBW | Orla SteelScSr<br>ssShl.No.1–19<br>Wireless 1Dk(Stl) | 4032<br>3833<br>2536 | ✠100A1<br>3,21<br>~~BS7,20~~ ✠LMC7,19<br>BS8,21 | Stv | w | CL<br>3,21 | 1914<br>5mo | TyneI.S.B. Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | IvarAn.ChristensenRederiII.<br>(IvarAn.Christensen, Mgr.) | 355·3\|50·8\|24·9<br>P32'B102'F34'<br>FK<br>WB=Cell | Chrstiania<br>Norwegian<br>6BHCem<br>DBa115'uE | T.3Cy.25",41"&68"–45" (s)<br>180lb 355NHP<br>3SB,9cf,GS135,HS5742<br>NE.MarineEngCoLd.Nwc<br>&B40'f 154 1001tAPT102t | 27 〃 4<br>s 4 〃 10<br>22 〃 10 | |
| 26433 | — SteelSc<br>Elec.light Wireless 1Dk | 1288<br>1022<br>607 | | | | | 1921 | Frd.Krupp Akt.Ges.<br>Kiel | RhedereiA.G.von 1896 | 238·6\|37·6\|14·8<br>P&B187'F26' | Hamburg<br>German<br>WB | T.3Cy.17¾",28¾"&47$_1$"–33½"<br>129NHP<br>Frd.KruppA.G.Kiel | | |

| 1 Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26434<br>118187<br>HBCL | **Orlando** SteelSc<br>ssLon.No.3-6,17<br>(exInanda) ssHul.No.1-20<br>Wireless 1Dk(Stl)&Spar dk<br>*Elec.light* (*Stl*-teak s)&*deep framing* | 4233<br>3468<br>2646 | ✠100A1<br>*Spar dk*<br>8,21 ~~2,20~~<br>✠LMC11,20 | Hul | *x* | CL<br>6,19 | 1904<br>8mo<br>*Lloyd*'s A&CP | Hall,Russell&Co.Ld.<br>Aberdeen | Ellerman'sWilson Line,Ld. | 370·0 \| 46·2 \| 18·5<br>P62'B135'F36' 26·5<br>FK&BK2½"<br>*CellDBa*110'*uE&B*72'*f*132'696*t* | Hull<br>British<br>6*BHCem* | T.3Cy.26½",44"&72"-48" (*r*)<br>180lb 525NHP<br>6SB,*18cf*,GS326,HS9954<br>Hall,Russell&Co.Ld.Abn. |
| 26435<br>3524<br>JKTH | — ssGot.3rdNo.3-7,21 IronScSr<br>~~ssHbg.2ndNo.3-4,08~~<br>(exHelmswood, ~~ssCpn.No.2-16~~<br>*Well deck* exHelmsley) 1*Dk*(*Irn*)2*trB*<br>Wireless *Cargo battens not fitted* | 1757<br>1363<br>1037 | ✠100A1<br>7,21 ~~11,15~~<br>~~MS8,16~~ | Bry<br>Got<br>✠LMC 7,21<br>~~BS5,20~~ | *r* | ~~11,19~~<br>7,21 | 1883<br>3mo | W.Gray&Co.<br>WHartlepool<br>A&CP | Rederiaktieb Orlando (E.A. Enhörning) | 265·1 \| 36·0 \| 18·1<br>P28'Q68'B68'F63'<br>ptND03 BK9½"<br>*WB*=*DBa*80'*f*98'849*t* | Sundsvall<br>Swedish<br>4*BHCem* | C.2Cy.32½"&62"-39" (*s*)<br>80lb *80lb*NDB~~04~~21 184NHP<br>2SB,*6pf*,GS78,HS2958<br>Blair&Co.Ld.Stockton |
| 26436<br>217931<br>LQTS | **Orleans** SteelScSr<br>(exDonora) 1*Dk*(*Stl*)&*Shelter dk*<br>*Elec.light* Sub.Sig. (*Stl*)&*Web frames*<br>Wireless *Longitudinal framing* | 6629<br>5895<br>4122 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>8,21 ~~9,20~~<br>✠LMC4,19<br>*Fitted for oil fuel* 4,19 *F.P. above* 150° F. | NYk | *z* | CL | 1919<br>5mo | Federal S.B.Co.<br>Kearny,N.J.<br>A&CP | OrleansS.S. Corporation | 395·5 \| 55·0 \| 31·4<br>P45'B110'F38' *on Shelter dk* FK<br>*CellDB*331'1512*t FPT* 187*t* | NewYork<br>Utd.States<br>*Cem*<br>7*BHtoSh dk*<br>*APT* 175*t* | 1 Geared Steam Turbine<br>210lb (*s*) 619NHP<br>3SB,*9cf*,HS5934 FD<br>GeneralElectricCo.<br>Schenectady,N.Y. |
| 26437<br><br>OPXM | — SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 2719<br>2301<br>1724 | | | ... | CL | 1918<br>3mo<br>*Lloyd*'s A&CP | ForthS.B.&Eng.Co.Ld<br>Alloa | Cie.Française des Chemins deFer de Paris-Orleans(Soc MaritmeAuxiliare deTransports, *Mgrs.*) | 305·3 \| 42·8 \| 21·5<br>P24'B85'F32'<br>FK<br>*Intermediate BH in hold dispensed with*<br>*CellD B*256' 548*t FPT*78*t* | Nantes<br>French<br>*Cem fore-*<br>4*BH only*<br>*APT*29*t* | T.3Cy.20½",33"&54"-39" (*s*)<br>180lb 234NHP<br>2SB,*6cf*,GS126,HS4104<br>G.T.Grey&Co.Ld.South Shields |
| 26438<br>220874<br>MCBT | — SteelSc<br>1*Dk* | 269<br>185<br>183 | | | | | 1898 | Carrier, Laine&Co.<br>Levis,Quebec | NiagaraFerry&TransprtnCo.Inc | 118·0 \| 28·0 \| 9·2 | BuffaloNY<br>Utd. States | C.2Cy.17"&34"-28"<br>52RHP<br>A.F.Beaulieu,Levis |
| 26439<br>140859<br>KDFH | **Orleigh** SteelScSr<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 484<br>336<br>188 | ✠100A1<br>6,21 ~~10,20~~<br>✠LMC12,19 | Apl | *g* | 6,21 | 1919<br>12mo<br>*Lloyd*'s A&CP | R.Cock&Sons,Ld.<br>Appledore | R.Cock&Sons,Ld. | 150·0 \| 25·7 \| 12·0<br>Q83'B9'F24'<br>FK | Bideford<br>British<br>3*BHCem*<br>*FPT*34*t* | T.3Cy.12",22"&34"-22½" (*s*)<br>180lb 72RHP<br>1SB,*2cf*,GS38,HS1271<br>Plenty&Son,Ld.Newbury |
| 26440<br>145413<br>KHRJ | **Orlock Head** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)2*trB in holds*<br>Wireless | 1563<br>1331<br>841 | ✠100A1<br>~~6,21~~ 3,21 ~~11,21~~ ~~Mch~~<br>1,22<br>✠LMC2,21 | Bel | *p* | CL | 1921<br>3mo<br>*Lloyd*'s A&CP | Dublin Dckyd.Co.Ld<br>Dublin | UlsterS.S.Co.Ld. (G.Heyn&Sons, *Mgrs.*) | 240·0 \| 36·3 \| 19·3<br>P15'B54'F23'<br>FK<br>*CellD B*198' 328*t FPT*49*t* | Belfast<br>British<br>4*BHCem*<br>*APT*68*t* | T.3Cy.18",30"&50"-33" (*s*)<br>180lb 172NHP<br>2SB,*6cf*,GS97,HS2886<br>J.G.Kincaid&Co.Ld.Grk. |
| 26441<br>136305<br>JFVB | **Ormara** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 4742<br>4406<br>2978 | ✠<br>7,14<br>✠ | Hpl | *y* | | 1914<br>7mo | W.Gray&Co.Ld.<br>W.Hartlepool | BritishIndiaStm.Nav.Co.Ld.<br>*WB*=*CellDBa*119'*uE&B*48'*f*169'1308*tAPT*40*t* | 380·0 \| 51·5 \| 27·5<br>P36'B121'F53'<br>FK | Glasgow<br>British<br>6*BHCem* | T.3Cy.28",46"&77"-48"<br>588NHP<br>3SB,*9cf*,GS192,HS8832 FD<br>Cen.Mar.Eng.WrksWHpl. |
| 26442<br>141858 | **Ormes** SteelSc<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)&<br>Wireless *Awng dk*(*Stl*-ws)3*trB* | 1394<br>1185<br>796 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>11,21 ~~3,20~~<br>✠LMC12,20<br>*Fitted for oil fuel* 12,20 *F.P. above* 150° F. | NYk | *o* | CL<br>5,21 | 1920<br>12mo<br>A&CP | ToddShipyardCorp.<br>(TeboPlant)<br>Brooklyn NY | OrmesS.S.Co.Ld. (DonaldS.S.Co. Inc.)<br>*CellDB* 165'177*tDTf*17'242*tFPT*18*tAPT*22*t* | 227·6 \| 33·7 \| 23·7<br>FK<br>*Collision BH to Aw dk* 4 ,, ,, *Up* ,, | Montreal<br>British<br>*pt Cem* | T.3Cy.19",32"&52"-36" (*s*)<br>180lb 245NHP<br>2SB,*6cf*,GS200,HS3780 FD<br>WhiteFuelOilEngineering Co.NewYorkCity |
| 26443 | **Ormesby** SteelScK<br>*Mchy.Aft* | 600 | 100A1<br>(*Class Contemplated*) | | | | 1921 | GooleS.B.&RepgCo.Ld.<br>Goole | A.Chester | 175·0 \| 26·1 \| 13·0<br>Q99'B11'F24' | Middlsbro'<br>British | T.3Cy.13",21"&35"-27"<br>W.Beardmore&Co.Ld.<br>Coatbridge |
| 26444<br>141866<br>JRQF | **Ormonde** SteelTwinScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*<br>*Ref.Mchy.* (*Stl*-teak s)3*rd dk*(*ptStl*)<br>Wireless | 14853<br>11796<br>9021 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>8,21 ~~4,21~~<br>✠LMC10,17<br>✠Lloyd'sRMC4,21 | Syd<br>Lon<br>BS4,21 | *k*† | CL<br>P 8,20<br>s 12,20 | 1917<br>10mo<br>*Lloyd*'s A&CP<br>*CellD B*464' 2048*t Side tanks in Engine space* 128*tFPT* 82*tAPT*130*t* | J.Brown&Co.Ld.<br>Clydebank | OrientS.Nav.CoLd | 580·5 \| 66·7 \| 40·5<br>B303'F59' *on Shelter dk*<br>FK&BK2¼" | Glasgow<br>British<br>12*BHCem* | 4 Steam Turbines geared to 2 Screw Shafts 215lb (*s*)<br>4DB&2SB,*40cf*,GS755, HS33361 FD 2120NHP<br>JBrown&CoLdClydebank |
| 26445<br>123578 | — SteelScK<br>ssGms.No.3-7,19<br>1*Dk* | 250<br>246<br>101 | | | ... | CL<br>7,19 | 1906<br>8mo<br>*Lloyd*'s A&CP | Cochrane&Sons<br>Selby | ArcticSteamFishingCo.Ld. (E.Bacon, *Mgr.*) | 125·0 \| 22·0 \| 12·4<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>180lb 69RHP<br>1SB,*2pf*,GS34,HS1164<br>Amos&Smith,Hull |
| 26446<br>133103 | **Ormsa** SteelScSk<br>1*Dk* | 100<br>79<br>41 | | | | | 1913 | LarneS.B.Co.<br>Larne | M.Campbell | 66·7 \| 18·4 \| 8·5 | Glasgow<br>British<br>*WB* | C.2Cy.11"&22"-16"<br>26RHP<br>Gauldie,Gillespie&Co.Gls. |
| 26447<br><br>MGSR | **Örn II.** SteelSc4MstSr<br>(exFalkland,<br>exCarnarvonshire,exGaekwar)<br>*Elec.light* Wireless 2*Dks*3*trB* | 4358<br>4026<br>2757 | | | ... | | 1890 | Harland&Wolff,Ld.<br>Belfast | A/S Örnen (SörenL.Christensen, *Mgr.*) | 400·6 \| 45·2 \| 28·4<br>H185*t*F59*t*<br>BK9½" | Sandefjord<br>Norwegian<br>*WB* | T.3Cy.22½",37"&64"-48"<br>334NHP<br>Harland&Wolff,Ld.Bel. |
| 26448<br>136261<br>JDKQ | **Orna** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 4783<br>4457<br>2997 | ✠<br>11,13<br>✠ | Hpl | *y* | | 1913<br>11mo | W.Gray&Co.Ld.<br>WHartlepool<br>*WB*=*CellDBa*119'*uE*26*f*169'1070*tDTa*35'880*tAPT*40*t* | BritishIndiaStm.Nav.Co.Ld. | 380·0 \| 51·5 \| 27·5<br>P25'B124'F40'<br>FK | Glasgow<br>British<br>6*BHCem* | T.3Cy.28",46"&77"-48"<br>588NHP<br>3SB,*12cf*,GS213,HS8813 FD<br>Cen.Mar.Eng.Wrks.WHpl. |
| 26449<br><br>OPXS | **Orne** SteelSc<br>(exWarWeasel)<br>*Elec.light* Wireless 1*Dk* | 2139<br>1818<br>1283 | | | | | 1918 | British American S.B.Co.<br>Welland,Ont. | Cie.Générale Transatlantique | 251·0 \| 43·7 \| 20·7 | St.Nazaire<br>French<br>*WB* | 1 Geared Steam Turbine<br>BritishWestinghouse Electric&Mfg.Co.Mch. |
| 26450<br><br>NWMT | **Örneborg** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 1775<br>1582<br>1055 | ✠100A1<br>7,21 ~~6,20~~<br>✠LMC5,19 | Cpn<br>Rot | *r* | CL<br>~~6,20~~<br>7,21 | 1919<br>4mo | Wilton'sE.&SlpwyCo.<br>Rotterdam<br>A&CP | A/SDampskibsskb "Dannebrog" (C.K.Hansen *Mgr*) | 269·8 \| 39·0 \| 18·3<br>P24'B65'F27'<br>FK<br>*CellDB*225'481*t* | Copnhagn<br>Danish<br>4*BHCem*<br>*APT*40*t* | T.3Cy.19",32"&51"-36" (*s*)<br>180lb 187NHP<br>2SB,*6cf*,GS100,HS3120<br>Wilton'sE.&SlpwyCo.Rot. |
| 26451<br><br>MBRF | **Örnefjell** SteelSc<br>(exHufterö,<br>exNorma) 1*Dk*<br>*Well deck* | 1421<br>1173<br>861 | | | ... | | 1904 | NaamVen.Schwf.v.JanSmitCz.<br>Alblasserdm | A/S Rudolf(Olsen &Ugelstad, *Mgrs.*) | 244·8 \| 37·2 \| 16·4<br>P41*t*Q94*t*B53*t*F36*t*<br>FK | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.19",31"&51"-33"<br>NDB11 163NHP<br>Maats de Schelde,Flushing |

| 1 | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification: Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 452<br>RDS | **Örnen** SteelScSr<br>Elec.light 1*Dk* | 793<br>391<br>419 | | | | | 1909 | Akt.Burmeistr&Wain<br>Copenhagen | **Dmpskibs.paa Bornholm af 1866 (T.H.Lund,*Mgr.*)** | 191·9 | 32·1 | 19·3 | **Rönne**<br>Danish<br>*WB* | T.3Cy.16½″,27″&45″–24″<br>99NHP<br>Akt.Burmeistr&WainCpn | | V |
| 453<br>5371<br>SVK | — WoodScSp<br>*OilEng.*<br>1*Dk* | 114<br>84<br>68 | | | | | 1912 | Skebäcks Varf<br>Örebro | **ÖrebroNyaRederi Aktieb.(G.Tidholm,*Mgr.*)** | 90·3<br>Q30′H19*t*F8′ | 20·7 | 7·0 | **Örebro**<br>Swedish | Oil Engines 2Cy. 13NHP<br>I.V.SvenssonsMotorfab. Stockholm | | |
| 454<br>3301<br>KBN | **Örnsköldsvik** SteelScSr<br>(*ex*Rollo,*ex*NordreElf)<br>1*Dk* | 117<br>95<br>62 | | | | | 1898 | P.Larsson<br>Thorskog | **T.M.Wågström** | 97·9<br>B25′H13*t* | 18·6 | 8·0 | **Örnsköldsvik**<br>Swedish | C.2Cy.13″&20″–16″<br>13NHP<br>P.Larsson,Thorskog | | |
| 455<br>QDV | **Örnstol** SteelScSr<br>(*Fishing*)<br>(*ex*Storholmen) 1*Dk* | 130<br>90<br>63 | | | | | 1917 | Rosenberg Mek.Værk<br>Stavanger | **Th.Överland** | 98·4 | 19·8 | 10·0 | **Xiansund**<br>Norwegian | C.2Cy.9½″&18″–16″<br>25NHP<br>RosenbergM.V.Stavanger | | N |
| 456<br>1006<br>BDO | **Orompello** IronSc<br>(*ex*Valparaiso,*ex* Matias-Cousino)<br>Wireless 1*Dk* | 906<br>—<br>646 | | | | | 1859 | A.Mitchell &Co.<br>Newcastle | **Borquez y Cia.** | 210·3 | 30·7 | 18·9 | **Valparaiso**<br>Chilian | T.2Cy.28″&53″–32″<br>132NHP<br>T.Richardson&Sons,Hpl. | | |
| 457<br>6067<br>JTG | **Oronite** WoodAuxTwinSc4MstSr<br>*OilEng.*<br>Elec.light 2*Dks3trB*<br>(*See Sailing Ship Register*) | 1704<br>—<br>1325 | | | | | 1918 | J.Robertson<br>Benicia,Cal. | **A.F.Thane&Co. (Inc.)** | 232·0 | 43·6 | 26·6 | **S.Frncisco**<br>Utd.States | Oil Engines<br>4Cy.16½″–18$\frac{9}{16}$″<br>110NHP | | R |
| 458<br>986<br>GM | **Oronoke** SteelSc<br>Elec.light 1*Dk*(*Stl*)*2trBin fore&after holds&Webframes*<br>Sub.Sig.<br>Wireless | 3545<br>3005<br>2174 | *Fitted for oil fuel 5,20 F.P. above 150° F.* | | ... | CL | 1920<br>5mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | **UnitedStates ShippingBoard**<br>*CellDB*251′827*t M* | 324·0<br>P30′B90′F35′ FK<br>*T*20′394*t FPT* 111*t* | 46·2 | 25·0 | **NewarkNJ**<br>Utd.States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb HS5804 (*s*) 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | |
| 6459<br>5707<br>WN | **Orontes** SteelTwinScSr<br>*ss*Lon No.3–2,14<br>*ss*Liv.No.1–18<br>3*Dks*(*Stl*–2ws *U* teak s)4*trB*<br>Elec.light *Ref.Mchy.* Wireless | 9023<br>7377<br>4622 | ✠100A1<br>2,21<br>✠LMC<br>MS12,18 BS10,20<br>✠Lloyd'sRMC2,21 | Rot | *f*† | CL<br>s10,19<br>PN6,20 | 1902<br>9mo | Fairfield Co.Ld.<br>Glasgow<br>*Lloyd's A&CP*<br>*WB = Cell* | **OrientS.Nav.CoLd**<br>*DBa*45′ *uE&B*167′ | 513·7<br>P74′B267′F74′ FK<br>*f*169′1303*t FPT*74*t* | 58·2 | 34·4 | **Glasgow**<br>British<br>10*BHCem*<br>*APT*150*t* | Q.8Cy.27¼″,39″,56″&80″–60″<br>215lb *60lb* (*s*) 1700NHP<br>2DB&4SB,*32rf*,GS574, FD HS26142<br>FairfieldCo.Ld.Glasgow | 38 ″ 2 | BT till 10,21 |
| 6460 | — SteelSc<br>Elec.light 1*Dk* | 338<br>292<br>180 | | | | | 1920 | Schiffs-u Dckbauwerft. Flender<br>Lübeck | **DeutscheLevante-Linie** | ..................<br>B34″F20′ | | | **Hamburg**<br>German<br>*WB* | C.2Cy.14¾″&22⅘″–15¾″<br>17NHP<br>G.SeebeckA.G.Geestmnde | | |
| 6461<br>5040 | — IronScK<br>1*Dk* | 178<br>166<br>76 | | | ... | | 1895 | Cochrane &Cooper<br>Beverley | **NorthwoldSteam FishingCo.Ld. (T.Sowerby,*Mgr.*)** | 111·5<br>Q20′<br>BK7½″ | 21·0 | 11·5 | **Grimsby**<br>British | T.3Cy.13″,21″&34″–24″<br>NB09 60RHP<br>C.D.Holmes&Co.,Hull | 12 ″ 4 | |
| 6462<br>3667<br>GRJ | **Oropesa** SteelTwinSc<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*-teak s)<br>Elec.light 3*rd dk*(*Stl*)*inNos.1&2holds*<br>Wireless *Cruiser Stern* | 14072<br>11915<br>8607 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~10,21~~ ~~4,21~~<br>1,22<br>✠LMC9,20 | Bel<br>Ham | | CL | 1920<br>9mo | Cammell Laird&Co.Ld<br>Birkenhead<br>*Lloyd's A&CP* | **PacificStm.Nav. Co.**<br>*CellDB* | 530·0<br>B250′F91′*on Shelter dk* FK<br>444′2049*t FPT* 133*t* | 66·3 | 41·2 | **Liverpool**<br>British<br>*Cem* 10*BHto S dk*<br>*APT*279*t* | 6 SteamTurbines geared to 2ScShfts 190lb (*s*) 1517NHP<br>4DB,*32cf*,GS644,HS25000<br>CammellLaird&Co.Ld. | 45 ″ 0<br>s 11 ″ 0<br>34 ″ 3 | BT till 8,21 |
| 6463<br>7011 | — SteelScK<br>*ss*Bng.No.1–19<br>Elec.light 1*Dk* | 324<br>297<br>171 | ✠100A1<br>*StmTrawler*<br>~~1,21~~ ~~10,19~~ 1,22<br>✠LMC10,19<br>BS7,21 | Bng<br>Gms | | CL<br>10,19 | 1914<br>11mo | Cochrane &Sons,Ld.<br>Selby<br>*Lloyd's A&CP* | **A.Bannister** | 140·2<br>Q77′F20′<br>BK7½″ | 24·0 | 12·6 | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.13½″,23″&37″–24″ (*s*)<br>200lb 84RHP<br>1SB,*3pf*,GS47,HS1400<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 3 | |
| 6464<br>6348<br>WHF | **Orotava** SteelSc4MstSr<br>*Ref.Mchy.* *Elec.light* Wireless | 5980<br>5063<br>3423 | | | | | 1889 | Naval Con. &Arm.Co.Ld.<br>Barrow | ~~TheShippingController(RoyalMail Stm.Pkt.Co.,*Mgrs*)~~ | 430·0<br>P48′ F66′ | 49·3 | 34·2 | **London**<br>British | T.3Cy.39″,61″&97″–66″<br>764NHP<br>NavalCon.&A.Co.Ld., Brw | | |
| 6465<br>KFSB | — SteelScSr<br>"Castelar," See No. 36744 in Supplement<br>Elec.light<br>Wireless *Mchy.Aft* 1*Dk* | 2064<br>1609<br>1193 | | | | | 1914 | Schiffsw. v. HenryKoch<br>Lübeck | ~~TheShippingController(Macandrews&CoLd *Mgrs*)~~<br>MacAndrews&CoLd | 291·3<br>P&B107′F81′ | 41·1 | 16·9 | **London**<br>British<br>*WB* | T.3Cy.22⅘″,37″&57″–35⅗″<br>192NHP<br>OttensenerMaschf.Altona | | |
| 6466<br>5213<br>JCG | **Orowaiti** SteelSc<br>Elec.light 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *Cruiser Stern*<br>*Longitudinal framing in DB & at dks* | 6684<br>6339<br>4051 | ✠100A1<br>*Shelter dk withfreeboard*<br>11,21 ~~4,21~~<br>✠LMC4,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 4,21 F.P. above 150° F.* | Grk<br>Lon | *z* | CL | 1921<br>4mo | Greenock Dkyd.Co.Ld<br>Greenock<br>*Lloyd's A&CP* | **UnionS.S.Co.of NewZealand,Ld.**<br>*CellDBa* | 408·6<br>B81′F36′*on Shelter dk* FK<br>15′ *uE&B*42′ *f* 43′ | 53·7 | 27·9 | **London**<br>British<br>16*BHptCem*<br>13*BHto S dk*<br>3 „ „ *U* „<br>224*tAPT*29*t* | T.3Cy.26½″,44″&75″–48″ (*s*)<br>200lb 590NHP<br>3SB,*9cf*,GS190,HS8749 FD<br>J.G.Kincaid&Co.Ld.Grk. | 38 ″ 6<br>s 8 ″ 10<br>30 ″ 1 | |
| 6467 | **Oroya** SteelTwinSc<br>Elec.light<br>*CruiserStern* | 14000 | 100A1<br>(*Class Contemplated*) | | | | 1921 | Harland& Wolff,Ld.<br>Belfast | **PacificStmNavCo.** | 525·3<br>B217′F55′*on Shelter dk* | 62·8 | 32·1 | **Liverpool**<br>British | 2 Geared Steam Turbines<br>Harland&Wolff,LdBelfast | | |
| 6468 | **Orpheus** SteelSc<br>*Fitted for oil fuel*<br>Elec.light 2*Dks* | 1030<br>794<br>464 | | | | | 1920 | DeHaan& Oerlemans<br>Heusden | **Koninkl.Nederl. Stoomb.Maats.** | 216·4 | 34·6 | 13·4 | **Amstrdam**<br>Dutch<br>*WB* | T.3Cy.17½″,29″&76″–36″<br>346NHP<br>Verschure&Co.Amstrdam | | V |
| 6469<br>22695 | — SteelScK<br>*ss*Gms.No.3–11,19<br>1*Dk* | 228<br>213<br>91 | | | ... | CL<br>5,21 | 1905<br>7mo | Cochrane &Sons<br>Selby<br>*Lloyd's A&CP* | **Arctic SteamFishingCo.Ld. (E.Bacon,*Mgr.*)** | 120·0<br>Q65′F22′<br>BK7½″ | 21·6 | 11·5 | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.12″,21″&34″–24″ (*s*)<br>180lb 69RHP<br>1SB,*2pf*,GS34,HS1164<br>Amos&Smith,Hull | 12 ″ 4 | |
| 6470<br>44<br>RGJF | **Orseolo** SteelScSr<br>*ss*Gen.No.3–2,19<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws)<br>Elec.light Wireless & *Webframes* | 4450<br>3696<br>2785 | ✠100A1<br>*Spar dk*<br>5,20<br>✠LMC<br>MS11,17 BS1,20 | Tri | *w* | 5,20 | 1905<br>6mo | Cant.Nav. diMuggiano<br>Spezia<br>*Lloyd's A&CP*<br>*WB = CellDBa* | **Soc.Veneziana di Nav.aVap.** | 342·3<br>P40′B118′F38′ 27·5 FK<br>84′ *uE&B*44′ *f* 152′ | 48·6 | 19·7 | **Venice**<br>Italian<br>7*BHCem*<br>702*tAPT*80*t* | T.3Cy.25″,40″&68″–48″ (*s*)<br>180lb 388NHP<br>2SB,*6cf*,GS122,HS5231 FD<br>Richardsons,Westgarth& Co.Ld.Hpl. | 30 ″ 0<br>s 5 ″ 4<br>25 ″ 0 | |
| 6471<br>28278<br>HPFB | **Orsova** SteelTwinScSr<br>*ss*Lon.No.3–7,21 ~~*ss*Bkn.No.2–16~~<br>Elec.light 3*Dks*(*Stl*–ws)4*trB*<br>*Ref.Mchy.* *Orlop dk*(*Stl*)*inNos.1&5holds*<br>Wireless &*Shelter dk*(*Stl*–teak s) | 12036<br>8313<br>6831 | ✠100A1<br>*Shelter dk*<br>~~11,21~~ ~~3,21~~ 3,22<br>~~BS7,20~~ ✠LMC~~9,18~~ 7,21<br>✠Lloyd'sRMC~~3,21~~ ~~7,21~~<br>3,22 ~~11,21~~ | Lon | *i*† | CL<br>~~P9,18~~<br>SN7,19<br>PN7,21 | 1909<br>5mo | J.Brown& Co.Ld.<br>Clydebank<br>*Lloyd's A&CP*<br>*WB = CellD* | **OrientS.Nav.Co. Ld.**<br>*Ba*105′ *uE&B*188′ | 536·2<br>B60′ FK<br>*f*168′1307*tFPT*92*t* | 63·3 | 34·3 | **Glasgow**<br>British<br>10*BHCem*<br>*APT*119*t* | Q.8Cy.28¾″41″58½″&84″–60″<br>215lb (*s*) 1987NHP<br>4D&2SB,*40rf*,GS728, HS31373 FD<br>J.Brown&Co.Ld.Clydebnk | 38 ″ 0<br>s10 ″ 9½<br>27 ″ 8 | BT till 7,21 |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ※ 26472 | **Orsova** SteelScSr<br>ssSba,No.3-2,20 ~~ssShl.No.1-12~~<br>1Dk(Stl)&deepframing | 3549<br>3324<br>2226 | ✠100A1<br>11,21 ~~1,16~~<br>BS5,21 ✠LMC2,20 | Shl<br>Tri | w | 2,20 | 1907<br>10mo<br>Lloyd | R.Craggs &Sons,Ld.<br>Middlesbro'<br>'sA&CP | LevanteSoc.Anon. diNav.Marittima<br>WB=Cell DBa119'uE&B | 350·0<br>P31'B101'F35' FK<br>42'f144'1034t FPT | 49·7 | 23·4 | Fiume<br>6BHCem<br>88tAPT99t | T.3Cy.23½",39"&66"-45"(s)<br>180lb 322NHP<br>3SB,9cf,GS122,HS5034<br>N.E.MarineEngCoLd.Nwc |
| 26473 | **Orszom** IronScSr<br>Now named "Gelida," See No. 37550 in Supplement<br>exBlanes,exSte.Marthe,exEvangeline,<br>Elec.light exCinderella) | 112<br>47 | | | | | 1874 | T.B.Seath &Co.<br>Rutherglen | Soc.Anon diNav. Marittima Atlantica | 131·2 | 19·0 | 8·5 | Fiume | C.2Cy.17"&34"-20"<br>43NHP<br>A.Campbell&SonGlasgow |
| 26474<br>123976<br>HGNJ | **Ortega** SteelTwinScSr<br>ssGls.No.3-8,18<br>Elec.light Wireless 3Dks(Stl-U&Mws)<br>&deep framing,Orlop dk(Stl)in fore hold<br>Sub.Sig. | 8075<br>5423<br>4510 | ✠100A1<br>~~6,21~~ 3,21 ~~10,21~~ 1,22<br>~~[illegible]~~ ✠LMC11,19<br>BS1,22 | Liv<br>Bkn | d† | CL<br>12,20 | 1906<br>6mo<br>Lloyd | Harland& Wolff,Ld.<br>Belfast<br>'sA&CP | PacificStmNavCo.<br>WB=CellDB a115'uE&B125' | 465·3<br>F86' FK&BK2"<br>f163'1303tAPT71t | 56·3 | 35·9 | Liverpool<br>British<br>7BHCem<br>FPT89t | Q.8Cy.24",34½",50"&71"-54"<br>215lb (s) 1125NHP<br>3D&3SB27cfGS529HS20343<br>Harland&Wolff,Ld.Bel. |
| 26475<br>784<br>RGJQ | **Ortensia** SteelScSr<br>(exGiacomoGrasso,ex Rescuer,exBreidablik) 1Dk2trB<br>Well deck | 688<br>538<br>367 | | | ... | | 1890 | Bergens Mek.Værks.<br>Bergen | G.Rossi | 201·1<br>Q51'B55'F30' | 31·8 | 11·6 | Genoa<br>Italian<br>WB | T.3Cy.15½",25"&40"-27"<br>92NHP<br>BergensMekVærksBergen |
| ※ 26476<br>141907<br>KBMF | **Orteric** SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 6696<br>6417<br>4077 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,22 ~~3,21~~ ✠LMC6,19<br>Carrying oil fuel F.P. above 150° F. in DB<br>Fitted for oil fuel 6,19 F.P. above 150° F. | NNs<br>Syd | a† | CL<br>12,20 | 1919<br>6mo<br>Lloyd | W.Doxford &Sons,Ld.<br>Sunderland<br>'sA&CP | BankLine,Ld.<br>(A.Weir&Co.)<br>CellDB366'1334tDT | 412·5<br>Fon Shelter dk 36' FK<br>a26'1019tFPT148t | 55·5 | 34·4 | Glasgow<br>British<br>pt Cem<br>6BHtoSh dk<br>2 " " U "<br>APT192t | T.3Cy.27",45"&75"-54" (s)<br>180lb 619NHP<br>3SB,12cf,GS219,HS9525 FD<br>W.Doxford&Sons,Ld.Sld. |
| 26477<br>106012<br>PJDV | **Orthia** SteelScSr<br>ssGls.2ndNo.3-11,18<br>1Dk(Stl)&Spar dk(Irn)3trB<br>Wireless Web frames only in No.2hold | 4225<br>3988<br>2694 | ✠100A1<br>Spar dk<br>3,22 ~~2,21~~ ✠LMC4,21 | Gls<br>Hfx | x | CL<br>N4,21 | 1896<br>6mo | J.Laing<br>Sunderland<br>A&CP<br>WB=C | DonaldsonLine,Ld<br>(DonaldsonBros. Ld.Mgrs.)<br>ellDBa118'uE&B | 377·0<br>P34'B84'F35' 26·9 FK<br>34'f164'750tMT26' | 46·6 | 19·0 | Glasgow<br>British<br>6BHCem<br>608tAPT78t | T.3Cy.27",44"&72"-48" (s)<br>160lb 70lb 404NHP<br>2SB,6cf,GS117,HS5407 FD<br>G.Clark,Ld.Sunderland |
| ※ 26478<br>142307 | **Orthis** SteelTwinSc<br>OilEng.<br>(exOakol)<br>Elec.light 1Dk(Stl)&Webframes<br>Mchy.Aft Longitudinal framing | 1144<br>876<br>516 | ✠100A1<br>withfreeboard<br>1,21<br>DBS1,21 LMC1,21<br>Carrying Petroleum in bulk | Rot | | CL<br>1,21 | 1918<br>3mo<br>Lloyd | W.Gray &Co.Ld.<br>W Hartlepool<br>'sA&CP | Anglo-Saxon PetroleumCo.Ld.<br>CellDB&E34' | 210·0<br>P53'F41' FK<br>63tDTf194tFPT35 | 34·6 | 16·6 | London<br>British<br>12BHptCem<br>tAPT66t | Oil Engines 2S.C.SA<br>8Cy.16 9/16"-18¾"<br>DB100lb 188NHP<br>J.&CGBolindersCoLd.Skm |
| 26479<br>MBRJ | **Ortiga Hermanos** IronScSr<br>ssSng.No.2-83<br>(exFlorencio,exCarmen,exRosa) 2Dks | 475<br>353<br>270 | ✠<br>10,85<br>✠NB85 | Sng | g | | 1874<br>10mo | Macfayden &Co.<br>PortGlasgow | OrtigaHnos. | 150·7<br>B22'H39t<br>WB=ptDB | 23·2 | 15·1 | Manila<br>Utd.States<br>4BHCem | C.2Cy.22"&39"-27"<br>66NHP<br>Kemp&Hume,Glasgow |
| ※ 26480<br>100264<br>MHVR | **Ortinashell** SteelTwinSc<br>OilEng<br>(exOweenee) ssBrs.2nd.No.3-5,17<br>Mchy.Aft 1Dk(ptStl-ptws)2trB&<br>Elec.light Wireless Webframes | 2603<br>2302<br>1561 | ✠100A1<br>10,19<br>✠LMC~~9,19~~ 7,21<br>✠NE9,19 DBS~~9,19~~ 7,21<br>Carrying homogeneous cargo of Petroleum in bulk | Gls | w | ~~N9,19~~<br>7,21 | 1891<br>10mo<br>Lloyd | Richardsn, Duck&Co.<br>Stockton<br>'sA&CP | Anglo-Saxon PetroleumCo.Ld. | 309·0<br>P45'F36' BK10½" | 42·0 | 24·6 | London<br>British<br>Cem<br>6BHtoU dk<br>2 " " 2nd " | Oil Engines 4S.C.SA<br>16Cy.14½"-15" 163NHP<br>NDB6,17-100lb<br>Vickers,Ld.Barrow |
| 26481<br>140856<br>JWFP | **Ortona** SteelScSr<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 483<br>335<br>191 | ✠100A1<br>2,21<br>✠LMC2,19 | Apl | g | | 1919<br>1mo<br>Lloyd | R.Cock& Sons,Ld.<br>Appledore<br>'sA&CP | R.Cock&Sons,Ld. | 150·0<br>Q83'B9'F24' FK | 25·7 | 12·0 | Bideford<br>British<br>3BHCem<br>FPT34t | T.3Cy.13",22"&34"-22½"(s)<br>180lb 72RHP<br>1SB,2cf,GS38,HS1271<br>Plenty&Son,Ld.Newbury |
| 26482<br>118184<br>VMBS | **Oruba** SteelTwinSc<br>(exMarathon) ssLon.No.3-3,15<br>ssLon.No.1-19<br>3Dks(Stl-MptwsUteaks)<br>Elec.light Ref.Mchy. Wireless Sub.Sig. | 7848<br>6158<br>4884 | ✠100A1<br>10,21 ~~5,21~~<br>BS5,21 ✠LMC4,19<br>✠Lloyd'sRMC~~5,21~~ 9,21 | Cff<br>Liv | - | CL<br>S4,19<br>P1,19 | 1904<br>1mo<br>Lloyd | A.Stephen &Sons,Ld.<br>Glasgow<br>'sA&CP | ~~PacificS.N.Co.~~<br>RoyalMailSteam PacketCo.<br>CellDBa104'uE&B | 504·1<br>P92'B217'F74'<br>len12 FK&BK3"<br>91'f241'1317tFPT | 55·1 | 30·0 | Aberdeen<br>British<br>9BHCem<br>57tAPT69t | T.6Cy.27",P45",S45½"&75"-51" (s) 200lb 1218NHP<br>3D&1SB,21cf,<br>GS443HS18302 FD<br>A.Stephen&Sons,Ld.Gls. |
| 26483<br>9045<br>JMNK | **Oruga Maru** SteelScSp<br>(exOlga)<br>1Dk | 125<br>118<br>67 | | | | | 1898 | Akers Mek.Værks.<br>Christiania | ToyoHogei KabushikiKaisha | 94·5 | 18·2 | 11·5 | Osaka<br>Japanese | T.3Cy.11",18"&29"-20"<br>39NHP<br>AkersMek.Værks.Xania. |
| ※ 26484<br>79148<br>RVTK | **Oruro** IronScBg<br>ssBom.4thNo.3-4,20<br>(exDuartCastle,exAdjutant)<br>Elec.light 3Dks(1Irn) | 1919<br>1799<br>1249 | ✠100A-<br>4,20<br>✠NB8,00 ✠LMC4,20 | Bom | | 4,20 | 1878<br>7mo | Barclay, Curle&Co.<br>Glasgow | Anglo-India& ColonialNav.Co. | 301·5<br>F42' BK10" | 33·2 | 25·1 | London<br>British<br>5BHCem | C.2Cy.34"&63"-45" (s)<br>80lb 80lb NDB00 233NHP<br>1DB,8cf,GS150,HS4330<br>Barclay,Curle&Co.Gls. |
| 26485<br>1864<br>HJTG | **Orvar Odd** WoodScSr<br>(exSigne)<br>Mchy.Aft 1Dk | 157<br>132<br>98 | | | | | $18\frac{7}{8}\frac{2}{6}$ | E.Jansson<br>Liljedal | Kindberg&Co.A/B<br>(H.KindbergMgr) | 97·5<br>Q4'B17'H4tF10' | 22·5 | 9·0 | Stockholm<br>Swedish | C.2Cy.7½"&17¼"-12"<br>9NHP<br>EriksbergM.V.Aktieb.Got |
| 26486<br>138962 | **Orvicto** SteelScK<br>ssGms.No.1-21<br>1Dk | 226<br>219<br>109 | ✠100A1<br>StmTrawler<br>1,22 ~~4,19~~ ✠LMC~~7,19~~ 11,21<br>~~BS11,21~~ | Ard<br>Gms | | CL<br>4,19 | 1916<br>7mo<br>Lloyd | Cook,Wel- t'n&Gemmell<br>Ld. Beverley<br>'sA&CP | NorthernSteam FishingCo.Ld.<br>(W.Hill,Mgr.) | 117·0<br>Q61'F16' BK7½" | 22·0 | 12·7 | Grimsby<br>British<br>4BHCem | T.3Cy.12",21"&34"-24" (s)<br>200lb 74RHP<br>1SB,3pf,GS31,HS1268<br>Amos&Smith,Ld.Hull |
| 26487<br>129628<br>HQBL | **Orvieto** SteelTwinScSr<br>ssBel.No.3-10,19<br>Elec.light 2Dks(Stl)&Shelter dk<br>Ref.Mchy. Wireless (Stl-ptws) | 12133<br>9782<br>7342 | ✠100A1<br>Shelter dk<br>1,22 ~~2,21~~<br>BS6,21<br>~~BS7,20~~ ✠LMC10,19<br>✠Lloyd'sRMC~~2,21~~ 6,21 1,22 | Rot<br>Lon | h† | CL<br>10,19 | 1909<br>11mo<br>Lloyd | Workman, Clark&Co.Ld<br>Belfast<br>'sA&CP<br>WB= | OrientS.Nav.CoLd<br>CellDBa85'uE&B | 535·3<br>B305' FK<br>165'f170'1425tFPT | 64·0 | 38·6 | Belfast<br>British<br>9BHCem<br>55tAPT80t | Q.8Cy.29",41",59"&84"-60"<br>215lb (s) 1977NHP<br>4D&2SB,40cf,GS733,<br>HS31086 FD<br>Wrkman,Clark&CoLd.Bel |
| 26488<br>MHTV | **Orwell** SteelScSr<br>ssCff.No.3-6,10<br>2Dks(Stl)&Webframes<br>Elec.light Wireless | 3880<br>3273<br>2474 | ✠<br>8,12<br>✠ | Shl | w | | 1897<br>8mo | C.Connell &Co.<br>Glasgow | A/S Tönsbergs Hvalfangeri(Hans Borge,Mgr.)<br>WB=CellDBa | 353·5<br>P34'B104'F38' FK<br>114'uE&B38'f152' | 45·0 | 29·4 | Tönsberg<br>Norwegian<br>6BHCem<br>801tAPT62t | T.3Cy.25",40"&66"-45"<br>354NHP<br>2SB,6rf,GS94,HS4900 FD<br>Dunsmuir&Jackson,Gls. |
| 26489 | **Orzarrosa** SteelSc<br>Wireless 1Dk | 1371<br>1231<br>832 | | | | | 1920 | Soc.Espanola deConst. Metalicas<br>Gijon | ZarauzRodrigo y Sarachu | 218·0 | 33·0 | 20·4 | Bilbao<br>Spanish | T.3Cy.14",23"&38"-27"<br>Soc.Española de 75NHP<br>Const.Metalicas,Bilbao |
| 26490<br>215368<br>LHNM | **Osage** SteelScSr<br>ssHam.No.1-11<br>(exSerapis) 2Dks(StlU-ptws)<br>Elec.light Wireless &deep framing<br>Sub.Sig. | 4807<br>4344<br>2953 | ✠<br>11,15<br>✠ | Ham | y | | 1906<br>4mo | Swan,Hunter&Wigham<br>Richardson,<br>Ld.Newcastle | OsageS.S.Co.<br>(Moore&McCormackCo.Inc.Mgrs)<br>WB=CellDBa<br>E&B42'f175'1050t | 396·7<br>P38'B112'F40' FK<br>125'u<br>DTa31'775tFPT75 | 49·5 | 27·4 | S.Frisco<br>Utd.States<br>7BHCem<br>tAPT45t | T.3Cy.27",43½"&73"-48"<br>448NHP<br>2SB,6cf,GS128,HS6040 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. |

| | 2<br>Steamer's Name.<br>Special Surveys. | 3<br>Material, Rig, &c<br>*Late Name if any.*<br>No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross<br>—<br>Under deck.<br>—<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>—<br>Ship.<br>—<br>Engines | 9<br>By Whom.<br>—<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6491<br>6733 | **Osage**<br>(*ex*Ferol)<br>*Elec.light*<br>*Mchy.Aft* | **SteelTwinSc**<br>*OilEng.*<br>*ss*Lth No.3-9,20<br>1*Dk(Stl)&Web frames* | 1020<br>786<br>529 | 100A1<br>10,21~~11,20~~<br>*CarryingPetr* | Lon<br>Sld<br>*oleum* | 11,21<br>LMC~~10,2~~<br>*in* | CL<br>P10,20<br>s10,21<br>*bulk* | 1914<br><br><br>*Lloyd* | H.M.<br>Dockyard<br>Devonport<br>'*sA&CP* | Anglo-American<br>OilCo.Ld.(J.<br>Hamilton,*Mgr.*)<br>*DBuE&B38'74t D*<br>*Middle* | 200·0<br>P45'F40'<br>FK<br>*Tf20' 166tFPT34t*<br>*lineBH not oil tight* | 34·2 | 15·4 | London<br>British<br>11*BHptCem*<br>*APT79t* | Oil Engines 2S.C.SA<br>8Cy.12"-20" 129NHP<br>NDB20-*100lb*<br>FairfieldS.B.&E.CoLd.Gls | 16 " 3<br>s 1 " 7<br>14 " 10 | |
| 6492<br>9431 | **Osaka** | **SteelPad**<br>1*Dk* | 297<br>224<br>171 | | | | | 1909 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.Ld. | 176·3 | 26·0 | 7·2 | Glasgow<br>British | T.3Cy.15½",23½"&36"-48"<br>70RHP<br>Denny&Co.Dumbarton | | |
| 6493<br>2913<br>WQD | **Osaka Maru** | **WoodSc** | 922<br>—<br>631 | | | | | 1918 | ................ | ItoKuhei | 196·7 | 31·4 | 18·0 | Amagasaki<br>Japanese | | | |
| 6494<br>2923<br>WQD | **Osaka Maru No. 2** | **WoodSc** | 922<br>—<br>631 | | | | | 1918 | ................ | ItoKuhei | 196·7 | 31·4 | 18·0 | Amagasaki<br>Japanese | | | |
| 6495<br>17791<br>QKW | **Osakis**<br>*Elec.light* Sub.Sig.<br>Wireless | **SteelSc**<br>*Fitted for oil fuel*<br>2*Dks* | 5312<br>—<br>3370 | | | | | 1919 | Downey<br>S.B.Corp.<br>Arlington<br>N.Y. | UnitedStates<br>ShippingBoard | 381·0<br>P40'B110'F40' | 52·0 | 30·0 | NewYork<br>Utd.States<br>*WB* | T.3Cy.27",40"&70"-48"<br>339NHP<br>DowneyS.B.Corp.<br>StatenIsland,N.Y. | | R |
| 6496<br>18085<br>LRPJ | **Osaqumsick**<br>*Elec.light*<br>Sub.Sig. Wireless | **SteelScSr**<br>*Fitted for liquid fuel*<br>1*Dk2trB&Shelter dk*<br>*Longitudinal framing* | 6034<br>5718<br>4483 | | | | | 1919 | Seattle<br>NorthPacific<br>S.B.Co.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 401·9<br>P34'F38'<br>*On shelter dk* | 53·1 | 32·0 | Seattle<br>Utd.States<br>*WB* | 2 Steam Turbines<br>W.A.Fletcher,<br>JerseyCity,N.J. | | R |
| 6497<br>17515<br>LPRG | **Osawatomie**<br>*Elec.light*<br>Sub.Sig.<br>Wireless | **SteelScSr**<br>*Fitted for oil fuel*<br>2*Dks&Webframes*<br>*Longitudinal framing* | 5720<br>5218<br>3559 | | | ... | | 1919 | Baltimore<br>D.D.&S.B.Co.<br>BaltimoreMd | UnitedStates<br>ShippingBoard | 409·6<br>P53'B120'F44' FK | 54·4 | 27·4 | Baltimore<br>Utd.States<br>*WB* | 1 Geared SteamTurbine<br>629NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 " 0 | R |
| 6498<br>29377 | **Osborne Stroud** | **SteelScK**<br>*ss*Dun.No.2-20<br>1*Dk* | 209<br>205<br>79 | ✠100A1<br>*StmTrawler*<br>12,21~~2,20~~ | Abn<br>✠LMC2,20<br>BS6,21 | | CL<br>~~2,20~~<br>12,21 | 1912<br>3mo<br><br>*Lloyd* | A.Hall&<br>Co.Ld.<br>Aberdeen<br>'*sA&CP* | Stroud'sSteam<br>FishingCo.Ld. | 115·5<br>BK7½"<br>*WB*= | 22·5 | 12·4 | Aberdeen<br>British<br>3*BHCem*<br>*DTf*5'10*t* | T.3Cy.11⅝",20"&33"-23" (*r*)<br>180lb 66RHP<br>1SB,3*pf*,GS51,HS1149<br>A.Hall&Co.Ld.Aberdeen | 13 " 0 | |
| 26499<br>4553<br>JPST | **Oscar**<br>Wireless<br>(*ex*Valpen,*ex*Nautilus,*ex*Sir Walter Raleigh)<br>*Well deck* | **IronSc**<br>*ss*Hbg.2ndNo.3-4,15<br>*ss*Got.No.1-19<br>1*Dk(Irn)2trB* | 1615<br>1390<br>942 | ✠100A1<br>~~10,19~~12,21<br>~~[illegible]~~ ✠LMC5,19<br>BS12,21 | Got<br>Ams | *r* | ~~5,19~~<br>11,21 | 1889<br>12mo | Craig,<br>Taylor&Co.<br>Stockton<br>A&CP | RederiA/BOrvar<br>(J.Ohlsson,*Mgr.*)<br>*DBa80' f 114'365t* | 269·8<br>Q103'B106'F31'<br>FK<br>*FPT66tAPT21t* | 37·2 | 18·3 | Helsnborg<br>Swedish<br>4*BHptCem*<br>*ptAsp* | T.3Cy.20",33"&54"-36" (*s*)<br>160lb *100lb* NDB15 175NHP<br>2SB,6*rf*,GS72<br>M.Pratt,Huddersfield | 19 " 8<br>s 1 " 9<br>18 " 2 | |
| 26500<br>189 | —<br>*Well deck*<br>Now named "Stemmalos," See No. 39303 in Supplement | **IronScSr**<br>(*ex*Bilda) | 645<br><br>304 | | | ... | | 1872 | Backhouse<br>&Dixon<br>Middlesbro' | J.ArvanitidiFils | 190·0<br>Q68' B55*t* F28' | 26·9 | 15·3 | Odessa<br>Russian | C.2Cy.24"&47½"-30"<br>103NHP<br>Blair&Co.(Lim.),Stockton | | |
| 26501 | —<br>*Elec.light* | **SteelScSr**<br>*Fitted for oil fuel*<br>1*Dk* | 175<br>134<br>59 | | | | | 1910 | R.Holz<br>Harburg | HamburgColum-<br>bierBananenA.G. | 94·5 | 21·4 | 9·2 | PrtoCesar<br>Colombian | T.4Cy.(2)8¼",18⅛"&29½"-<br>14 15/16" 34NHP<br>R.Holz,Harburg | | |
| 26502<br>PNML | —<br>(*ex*SailingVessel,<br>*ex*Vriendschap)<br>(*See Sailing Ship Register*) | **SteelAuxScSr**<br>*OilEng.*<br>1*Dk* | 157<br>—<br>126 | | | | | 1902 | B.Niestern<br>&Zoon<br>Delfzijl | R.Eggens | 96·7<br>Q39'H26' | 21·9 | 8·0 | Groningen<br>Dutch | OilEngines4S.C.<br>Fitted 19 19NHP<br>2Cy.11⅘"-14⅘"<br>ConcordiaMotorenfabr.,<br>Ams. | | |
| 26503<br>HDNO | — | **IronSc** | 106<br>64<br>55 | | | | | 1888 | Akers<br>MekVærks<br>Christiania | D/SA/SAsker,<br>Röken&Hurum<br>Dpskslsk (Th.<br>Mortensen,*Mgr.*) | 89·3<br>P14*t*B23*t*H5*t* | 16·2 | 8·3 | Chrstiania<br>Norwegian | T.3Cy.8½",13"&21½"-15"<br>18NHP<br>AkersMek.Værks.Xia. | | |
| 26504<br>214161<br>LGCJ | **Oscar D. Bennett**<br>(*ex*GeorgeE.Paddleford)<br>*Elec.light* *Mchy.Aft*<br>Wireless<br>Sub.Sig. | **SteelSc**<br>*ss*NYk.No.3-11,18<br>2*Dks(Stl)*<br>*&Web frames*<br>*Longitudinal framing* | ~~4788~~<br>~~4293~~<br>~~3665~~<br>4710<br>4293<br>3587 | ✠100A1<br>~~4,21~~ ~~8,20~~11,21<br><br>*CarryingPetr*<br>*Fitted for oil* | NYk<br>NOs<br>✠LMC11,18<br>*oleum*<br>*fuel*7, | *y*<br><br><br>*in*<br>16 | CL<br>~~11,18~~<br>4,21<br>*bulk*<br>*F.P.* | 1916<br>6mo<br><br>*above* | Harlan&<br>Hollings-<br>worthCor.<br>Wlmgtn.Del.<br>A&CP<br>150° F. | PanAmerican<br>Petroleum&<br>TransportCo.Inc.<br>*CellDBuE&*<br>*B72'216t DTf65'8* | 391·8<br>P99'B34'F44'<br>FK<br>*18tFPT89tAPT30t* | 51·3 | 28·8 | L.Angeles<br>Cal.<br>Utd.States<br>14*BHptCem*<br>7 " *to Udk*<br>7 " " *2nd* " | T.3Cy.27",45"&75"-48" (*s*)<br>190lb *190lb* 511NHP<br>3SB,9*cf*,GS174,HS7127 FD<br>Harlan&HollingswrthCor. | 30 " 2 | |
| 26505<br>623<br>HNRF | **Oscar Dickson** | **IronScSr**<br>1*Dk* | 297<br>156<br>166 | | | | | 1876 | MotalaCo.<br>Gothenburg | Ångf.Aktieb.<br>Bohuslänska<br>Kusten(C.Thor-<br>burn,*Mgr.*) | 141·4<br>P83' H17*t* F32' | 21·4 | 9·7 | Uddevalla<br>Swedish<br>*WB* | C.2Cy.23"&40"-24"<br>NB03 65NHP<br>MotalaCo.,Gothenburg | | |
| 26506<br>3593<br>JLDG | **Oscar Fredrik**<br>Wireless<br>*Elec.light*<br>Now named "FritzHugoStinnes5," See No. 37417 in Supplement | **SteelScSr**<br>1*Dk&Trunk dk&Web frames* | 4379<br>3704<br>2543 | | | | | 1900 | Howaldts-<br>werke<br>Kiel | Rederiaktieb.<br>Nordstjernan<br>(A.A.Johnson,*Mg*) | 389·8<br>P28'H180*t*F31' | 52·5 | 21·5 | Stockholm<br>Swedish<br>*WB* | T.3Cy.26½",42"&69"-43"<br>312NHP<br>Howaldtswerke,Kiel | | V |
| 26507<br>4081<br>JNBG | **Oscar Midling**<br>(*ex*Bertha,*ex*Ainsdale)<br>*Well deck* | **SteelScSr**<br>*ss*Kel.No.1-21 *ss*Got.2ndNo.3-4,16<br>1*Dk(Irn)2trB*<br>*Cargo battens not fitted* | 2237<br>1715<br>1371 | ✠100A1<br>5,21~~12,18~~<br>~~MS11,16~~ | Cpn<br>Kel<br>✠LMC5,21<br>~~BS5,20~~ | *s* | ~~10,17~~<br>5,21 | 1889<br>9mo | JReadhead<br>&Sons<br>S.Shields<br>A&CP | RederiAktieb.<br>Fredrika<br>(J.Mannerheim,<br>*Mgr.*) | 290·5<br>P28'Q82'B118'<br>F33' BK10"<br>*Cell* | 39·0 | 18·9 | Hernösand<br>Swedish<br>6*BHCem*<br>*DB*250'534*t* | T3Cy19½"37½"&61½"-39"(*r*)<br>160lb *100lb* NDB07 234NHP<br>2SB,4*rf*,2*cf*,GS107,HS3490<br>JReadhead&Sons,S.Shl. | 21 " 5<br>s 1 " 11½<br>20 " 5 | |
| 26508<br>NLTM | **Oscar II.**<br>Sub.Sig. Wireless<br>*Ref.Mchy.* *Elec.light* | **SteelTwinScSr**<br>2*Dks&Awngdk* | 9996<br>6539<br>6038 | | | | | 1901 | A.Stephen<br>&Sons,Ld<br>Glasgow | DetForenede<br>DampskibsSelsk. | 500·8<br>P44'B176'F59' 37·6 | 58·3 | 29·2 | Copnhagn<br>Danish<br>*WB* | T.6Cy.30",50"&80"-54"<br>940NHP<br>A.Stephen&Sons,Ld.Gls. | | V |
| 26509<br>2584<br>JFRH | — | **IronScSr**<br>(*ex*Söderhamn)<br>1*Dk&Shelter dk* | 527<br>260<br>374 | | | | | 1872 | Bergsunds<br>Mek.Verkst.<br>Stockholm | StockholmsRederi<br>Aktieb.Svea (H.<br>Ericson,*Mgr.*) | 163·1<br>H37*t* 18·7 | 25·1 | 11·6 | Stockholm<br>Swedish | C.2Cy.19½"&38"-26¼"<br>NE&B95 62NHP<br>Aktieb.GefleVerkst.Gefle | | |
| 26510<br>MGND | **Oscarsborg I.** | **SteelScSr**<br>(*ex*StyrsöI.)<br>1*Dk* | 191<br>85<br>85 | | | | | 1904 | W.Lind-<br>bergsAktieb<br>Stockholm | A/S Næsoddens<br>Dpskselsk. (H.M.<br>Gjertsen,*Mgr.*) | 99·0<br>B56*t*H10*t* | 22·2 | 7·8 | Chrstiania<br>Norwegian | C.2Cy.14⅜"&26¼"-17½"<br>24NHP<br>W.LindbergsAktieb Skm | | |
| 26511<br>108275<br>PWCV | **Osceola**<br>*Well deck*<br>*Mchy.Aft* *Elec.light* | **SteelScSr**<br>*ss*Grk.2ndNo.3-2,20<br>1*Dk(ptStl)* | 393<br>284<br>161 | ✠100A1<br>5,21 ~~2,20~~<br>*CarryingPetr*<br>✠NB2,20 | Grk<br>Nwc<br>*oleum*<br>✠LMC2,20 | *f*<br><br>*in* | CL<br>~~N2,20~~<br>*bulk*<br>5,21 | 1897<br>12mo | D.J.Dun-<br>lop&Co.<br>Pt.Glasgow<br>A&CP | Anglo-American<br>OilCo.Ld.<br>(J.Hamilton,*Mgr.*) | 140·5<br>Q56'B16'F15'<br>FK<br>*WB=FPT* | 26·1 | 10·8 | London<br>British<br>7*BHCem*<br>43*tAPT*35*t* | T.3Cy.13",21"&34"-24" (*s*)<br>160lb 75NHP<br>1SB,3*cf*,GS42 HS1407<br>D.J.Dunlop& Co.P.Gl. | 11 " 3<br>s " 9½<br>10 " 8 | |

| 1 Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26512<br>217626<br>LQBT | **Oscoda** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* *2dks&web frames*<br>Sub.Sig. *Longitudinal framing* | 5780<br>5332<br>3540 | | | ... | | 1919 | Baltimore D.D.&S.B.Co Baltimore, Md. | UnitedStates ShippingBoard | 409·6<br>P33'B120'F44' FK | 54·4 | 27·4 | Baltimore<br>Utd. States *WB* | 1 Geared Steam Turbine 629NHP<br>GeneralElectricCo. Schenectady,N.Y |
| 26513<br>6834<br>JKVC | **Oseto Maru** SteelSc | 177<br>—<br>115 | | | | | 1901 | Mitsu BishiDkyd. &Eng.Works, Nagasaki | Government Railways | 100·0 | 27·0 | 8·4 | Tokio<br>Japanese | |
| 26514<br>13177<br>LMSH | **Oshima Maru** SteelScK<br>1*Dk* | 214<br>172<br>115 | | | | | 1911 | Kawasaki Dkyd.Co.Ld. Kobe | T.Shibuya | 115·2<br>Q65'F18' | 20·4 | 11·0 | Nagasaki<br>Japanese *WB* | T.3Cy.12½",20"&33"-23" 52NHP<br>KawasakiDkydCoLdKobe |
| 26515<br>5182<br>JGQV | — SteelSc | 180<br>—<br>100 | | | | | | ................ | ToyoKaijiKogyo Kaisha | 115·4 | 19·9 | 11·0 | Osaka<br>Japanese | |
| 26516<br>217205<br>LNRV | **Oshkosh** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>Sub.Sig. Wireless | 3961<br>—<br>2393 | | | | | 1918 | Long Beach S.B.Co LongBeach, Cal. | UnitedStates ShippingBoard | 354·0 | 48·0 | 27·2 | LsAngeles<br>Utd. States | Turbine |
| 26517<br>124013<br>HJPC | **Oshogbo** SteelTwinScSr<br>*Elec.light* 1*Dk* | 949<br>815<br>577 | | | | | 1906 | DJ Dunlop &Co. Pt.Glasgow | ElderLine,Ld. (ElderDempster& Co.Ld. *Mgrs.*) | 220·0<br>P31'B58'F32' | 36·1 | 13·2 | Liverpool<br>British *WB* | T.6Cy.13",21"&34"-24" 114NHP<br>D.J.Dunlop&Co.P.Gl. |
| 26518<br>146 | **Osilia** SteelScSr<br>*Elec.light* 1*Dk* | 539<br>—<br>320 | | | | | 1911 | Bergsunds M.V.Aktieb. Stockholm | | 170·0<br>Q113'F45' | 26·0 | 9·1 | Arensburg<br>Esthonian *WB* | T.3Cy.14⅛",22 7/16"&37½"-27½" 74NHP<br>BergsundsM.V.Aktb.Skm. |
| 26519 | **Osiris** SteelSc<br>*Now named "Pays de Liège." See No. 38976 in Supplement*<br>*Elec.light* Wireless 2*Dks* | 5952<br>[illegible]<br>3814 | | | | | 1902 | Blohm& Voss Hamburg | | 410·8<br>P&B248'F53' | 50·9 | 28·5 | *WB* | T.3Cy.25",41¾"&72¼"-54" 384NHP<br>Blohm&Voss,Hamburg |
| 26520<br>109243<br>QGHK | — SteelTwinScSr<br>2*Dks*(1*Stl*-ws&1*ptStl*-ws)<br>*Elec.light* Wireless &*pt Awng dk*(*Stl*-ws) | 1728<br>1097<br>684 | ✠<br>*ptAwng dk withfreeboard*<br>8,98 | Grk | *r* | | 1898<br>8mo | Caird&Co. Ld. Greenock | P.&O.Stm.Nav.Co. | 300·4<br>P59'F49' BK8"<br>*ptAwng dk*176'<br>*WB*=*CellDBf*80' | 37·1 | 17·5 | Greenock<br>British<br>8*BHCem*<br>52*tFPT*12*t* | T.8Cy.(2)24½",(2)39"&(4) 42"-36" FD 755NHP<br>2DB&2SB18*cf* GS365 HS130<br>Caird&Co.Ld.Greenock |
| 26521<br>109838<br>RDTJ | — IronScK<br>*ss*Gms.No.3-7,10<br>*ss*Gms.No.2-19<br>1*Dk* | 173<br>155<br>69 | ✠100A1<br>*StmTrawler*<br>9,20 ✠LMC9,19<br>✠NB8,15 BS9,20 | Gms | | CL<br>9,19 | 1898<br>12mo<br>*Lloyd* | Cook, Wel-t'n&Gemmel Hull<br>'*sA&CP* | BrentStm.Fishing Co.Ld. (T.A.Langley, *Mgr.*) | 108·8<br>Q47'F19' BK7½" | 21·0 | 11·0 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12¼",19½"&32"-22½" 180lb (*s*) 50RHP<br>1SB,2*pf*,GS29,HS888<br>C.D.Holmes&Co.Hull |
| 26522<br>217391<br>LPGS | **Oskaloosa** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>Sub.Sig. Wireless | 5623<br>—<br>4189 | | | | | 1918 | Western Pipe&SteelCo SanFrancisco Cal. | UnitedStates ShippingBoard | 410·5 | 54·0 | 27·0 | S.Frncisco<br>Utd. States | Turbine |
| 26523 | **Oskar** SteelSc<br>(*ex*W.6.) | 372<br>—<br>208 | | | | | 1914 | Joh.Berg Delfzijl | FranzWitte&Co., G.m.b.H. | 134·5<br>P56'H33'F17' | 23·5 | 11·4 | Stettin<br>German | T.3Cy.12",18 9/10"&30"-21½" 42NHP<br>Joh.Berg,Delfzijl |
| 26524<br>217206<br>LNRW | **Oskawa** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*<br>*Ref.Mchy.* (*Stl*)&*Web frames*<br>*Longitudinal framing*<br>Sub.Sig. Wireless | 6100<br>5651<br>4539 | ✠Lloyd'sRMC9,20<br>*Fitted for oil* | *fuel* | 12,18 | CL<br>3,21<br>*F.P. a* | 1918<br>11mo<br>*Lloyd*<br>*bove* 1 | MooreS.B. Co. Oakland,Cal.<br>'*sCP*<br>50° F. | UnitedStates ShippingBoard<br>*CellDB*348'1351*t* | 402·5<br>P34'F39'*on Shltrdk* FK<br>*MT*30'534*t* *FPT*73*t* | 53·0 | 32·0 | S.Frncisco<br>Utd. States<br>*ptCem*<br>4*BHtoSh dk*<br>3 „ „ *U* „<br>*APT*48*t* | 1 Geared Steam Turbine 225lb HS11132 657NHP (*s*)<br>4 Water Tube Boilers<br>GeneralElectricCo. Schenectady,N.Y. |
| 26525 | **Osmanié** IronScSr<br>(*ex*Swift)<br>*Well deck* 1*Dk* | 667<br>463<br>344 | | | ... | | 1884 | Sunderlnd S.B.Co.Ld. Sunderland | Bank of Athens (A.Gaetano&Co. *Mgrs.*) | 210·0<br>P39'Q78'B59'F26' BK6" | 28·4 | 12·9 | Greek *WB* | T.3Cy.21½",32"&56"-30" NB94 177NHP<br>E.Wales,Hull |
| 26526 | **Osnabrück** SteelSc<br>(*Trawler*)<br>1*Dk* | 260 | | | | | 1918 | Nordsee-werke Emden | FreiwilligeKrieg-shilfe | 124·1<br>H56'F24' | 24·1 | 13·1 | Rüstring n<br>German | T3Cy13 1/10",20 9/10"&32 7/10"-22" 50NHP<br>Steen&KaufmannElmshrn |
| 26527<br>MNKF | **Osnes** SteelScSr<br>(*Fishing*)<br>1*Dk* | 112<br>108<br>38 | | | | | 1916 | Xiansands Mek.Værks. Xiansand | J.Osnes | 98·0 | 19·0 | 10·3 | Aalesund<br>Norwegian | T.3Cy.9",14½"&24"-15" 22NHP<br>XiansandsM.V.Xiansand |
| 26528<br>132404<br>HSLF | **Ospray II.** SteelScK<br>*ss*Flt.No.2-19<br>1*Dk* | 295<br>258<br>114 | ✠100A1<br>*StmTrawler*<br>~~6,21~~ ~~3,10~~2,22 BS6,21<br>✠LMC3,19 | Flt | | CL<br>~~3,10~~<br>2,22 | 1911<br>3mo<br>*Lloyd* | Smith's DockCo.Ld. Middlesbro'<br>'*sA&CP* | CygnetSteam FishingCo.Ld. (T.Cardwell, *Mgr*) | 130·0<br>Q76'F21' BK7½" | 23·0 | 13·2 | Fleetwood<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26" (*s*) 180lb 85RHP<br>1SB,3*pf*,GS50,HS1549<br>ShieldsEng.Co.Ld.N.Shl. |
| 26529<br>219744<br>LVWP | **Osprey** SteelSc<br>(*Trawler*)<br>Wireless 1*Dk* | 409<br>—<br>169 | | | | | 1919 | Founda-tionCo. Savannah,Ga. | EastCoastFisheries Co. | 139·4 | 25·2 | 14·3 | Rockland, Me.<br>Utd. States | T.3Cy.12¾",21½"&35"-24" 60NHP |
| 26530<br>89095<br>KBOM | — SteelScSr<br>(*ex*Eagle)<br>1*Dk* | 208<br>204<br>25 | ✠<br>7,85 | Dun | *d* | | 1885<br>6mo | PearceBrs. Dundee | Melb'rneHarbour TrustCommisionrs | 125·3 | 22·1 | 12·5 | Melbourne<br>British<br>4*BHCem* | C.2Cy.23½"&47"-27" NB90 95RHP<br>A.Shanks&Son,Arbroath |
| 26531 | — SteelScYl<br>1*Dk* | 141<br>135<br>59 | | | ... | | 1893 | Mackie& Thomson Glasgow | J.Scouryalos | 98·0<br>BK7½" | 20·5 | 10·7 | Greek *WB* | T.3Cy.10",16"&25½"-20" NB06 29NHP<br>Muir&Houston,Glasgow |
| 26532<br>67974 | — IronTwinScSk<br>*Mchy.Aft* | 111<br>100<br>44 | | | | | 1872 | T.B.Seath &Co. Glasgow | Charlton&Co.Ld. | 105·8 | 18·2 | 8·2 | Grimsby<br>British | C.2Cy.13"&24"-20" NE91NB15 40RHP<br>Rankin&Blackmore,Grk. |
| 26533<br>1746<br>JDLR | **Osric** IronScSr<br>(*ex*Ingvar,*ex*Otto,*ex*Sweden) 1*Dk*2*trB* | 642<br>545<br>419 | | | ... | | 1869 | J.Laing Sunderland | OttoHillerström | 190·7<br>Q28'B37'H11'F19' | 27·5 | 15·2 | Helsingbrg<br>Swedish *WB* | 2Cy.15"&41"-28" NB93 74NHP<br>G.Clark,Sunderland |

| | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired, Equipment Letter. | 7* Date when tail shaft last seen | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34 | **Osric** | Steel&IronSc<br>*OilEng.*<br>ssGlr.No.2-21 ~~ssGlr.No.1-17~~<br>1*Dk*(*Stl*) | 70<br>72 | ✠100A-<br>*Lighter*<br>11,21 ~~9,20~~<br>✠NE11,15 ✠LMC~~9,20~~ 11,21 | Brs<br>Glr | *a* | ~~5,19~~<br>11,21 | 1913<br>7mo | Simpson, Strickland &Co.Ld.<br>Dartmouth | Severn&Canal CarryingCo. (J.W. Danks,*Mgr.*) | 79·7\|17·6\| 7·3<br>FK<br>*WB*= | Gloucestr<br>British<br>3*BHCem*<br>*FPT6t* | Oil Engines 2S.C.SA<br>2Cy.13″-13⅜″ 23NHP<br>J&CGBolindersCoLd Skm | 8 ″ 0<br>s ″ 8½<br>7 ″ 5 | |
| 35<br>83<br>SR | **Ossa**<br>*Elec.light* Sub.Sig.<br>Wireless | SteelSc<br>*Fitted for oil fuel*<br>2*Dks*<br>*Longitudinal framing* | 4846<br>4274<br>3003 | | | | | 1920 | ToddD.D. &Const.Corp.<br>Tacoma,Wsh | UnitedStates ShippingBoard | 380·2\|53·1\|27·0<br>P52′B102′F41′ | Tacoma<br>Utd.States | T.3Cy.24½″,41½″&72″-48″<br>359NHP<br>Hooven,Owens&Rentschler Co.Hamilton,O. | | R |
| 36<br>456<br>TR | **Ossabaw** | SteelScSr<br>2*Dks* | 2667<br>2515<br>2043 | | | | | 1907 | ForeRiver S.B.Co.<br>Quincy,Mass. | MalloryS.S.Co. Inc. | 300·0\|41·0\|25·8 | New York<br>Utd.States | T.3Cy.18″,28½″&48″-40″<br>146NHP<br>ForeRiverS.B.Co.Quincy | | R |
| 37<br>143<br>BT | **Ossian**<br>(*ex*Valpen,*ex*Harald,<br>*ex*Brunsnis,*ex*Mediterraneo)<br>*Welldeck* Wireless | SteelScSr<br>ssEls.2ndNo.3-1,18<br>1*Dk*(*Stl*)&*Web frames* | 1573<br>1293<br>914 | ✠100A1<br>7,20<br>~~BS3,20~~ ✠LMC1,18<br>MBS7,21 DBS12,20 | Bly | *q* | 8,20 | 1892<br>4mo | Osbourne, Graham&Co.<br>Sunderland<br>A&CP | ~~RederiAktieb. Amaryllis (O. Börjesson,*Mgr.*)~~<br>RederiA/B Alfa (O.Börjesson*Mgr.*) | 260·0\|37·0\|16·5<br>P27′Q76′B106′F35′<br>FK<br>*CellDB*214′385*t* | Hlsngborg<br>Swedish<br>4*BHCem*<br>*APT53t* | T.3Cy.20″,32½″&53″-36″(*r*)<br>160lb ~~65lb~~ 174NHP<br>2SB,6*pf*,GS86,HS2705<br>G.ClarkLd.Sunderland | 18 ″ 9<br>s1 ″ 1½<br>17 ″ 11 | |
| 38<br>414 | **Ossian Bedell**<br>*Elec.light* | SteelSc<br>2*Dks* | 296<br>—<br>192 | | | | | 1901 | ..................<br>Buffalo,N.Y. | Buffalo&Erie BeachTransitCo. | 104·5\|28·0\| 9·6 | Buffalo<br>Utd.States | C.2Cy.14″&30″-20″<br>34NHP | | |
| 539<br>155<br>MH | **Ossineke**<br>*Elec.light*<br>Sub.Sig. Wireless | SteelSc<br>(*Fitted for oil fuel*)<br>2*Dks* | 5577<br>5076<br>4149 | | | | | 1918 | Skinner& Eddy Corp.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·6\|54·1\|27·1<br>P44′B115′F47′ | Seattle<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | | R |
| 540<br>369<br>RSC | **Ossining**<br>Wireless<br>*Elec.light*<br>Sub.Sig. | SteelScSr<br>*Fitted for liquid fuel*<br>2*Dks*<br>*Longitudinal framing* | 4801<br>4304<br>2968 | | | | | 1919 | ToddDry Dock&Const Corpn.<br>Tacoma,Wsh. | UnitedStates ShippingBoard | 380·1\|53·1\|27·0<br>P39′B102′F42′ | Tacoma<br>Utd.States<br>*WB* | T.3Cy.24″,40″&70″-48″<br>339NHP<br>Skinner&EddyCorpn. Seattle | | R |
| 541 | **Ossun**<br>(*ex*Higuerote,*ex*ButeNo.2) | IronTwinScSk<br>1*Dk* | *231*<br>*148*<br>*80* | ✠<br>8,97<br>✠ | PGl | *c* | | 1890<br>5mo | Scott&Co.<br>Bowling | Cia.Anon.deNav. Carenero (V Crassus,*Mgr.*) | 409·6\|22·0\| 8·7<br>B40′F17′<br>*WB*=*FPT*12*t* BK7″ | Carenero<br>Venezuelan<br>3*BHCem* | C.4Cy.12″&23″-18″<br>1SB,2*pf*,GS28,HS640 38NHP<br>W.Kemp,Glasgow | 9 ″ 0 | |
| 542<br>CW | **Öst** | WoodScK<br>(*Fishing*)<br>1*Dk* | 230<br>188<br>93 | | | | | 1913 | K.Skaaluren<br>Hardanger | A/S DetNorske Sæloljerafineri (H. Henriksen,*Mgr.*) | 114·7\|24·0\|10·4<br>Q41′ | Aalesund<br>Norwegian | T.3Cy.9½″,14½″&24½″-18″<br>26NHP<br>BergensMekVærksBergen | | N |
| 543 | **—**<br>(*ex*Alderney) | IronScK<br>ssHul.No.3-7,07<br>ssHul.No.1-11<br>1*Dk* | 138<br>132<br>57 | ✠<br>*For fishing purposes*<br>9,13 ✠ | Hul | | | 1895<br>3mo | Cook,Welt'n&Gemmell<br>Hull | TheAdmiralty | 98·7\|20·5\|11·0<br>BK7½″<br>*WB*= | British<br>3*BHCem*<br>*DTf*15′27*t* | T.3Cy.$10\frac{7}{16}$″,16″&25½″-20″<br>34NHP<br>1SB,2*pf*,GS22,HS573<br>Amos&Smith,Hull | 11 ″ 10 | |
| 6544 | **—** | SteelScLr<br>1*Dk* | 129<br>129<br>67 | | | | | 1904 | Bremer Vulkan<br>Vegesack | Bremen-Vegesacker FischereiGes. | 90·9\|21·4\| 9·8 | Vegesack<br>German | C.2Cy.$9\frac{1}{16}$″&16½″-$12\frac{9}{16}$″<br>8NHP<br>BremerVulkan,Vegesack | | |
| 6545<br>39201<br>JLFR | **Osta**<br>*Elec.light* | SteelScK<br>ssMil.No.1-20<br>1*Dk* | 230<br>201<br>90 | ✠100A1<br>*StmTrawler*<br>4,20<br>BS2,21 ✠LMC4,20 | Mil | | CL<br>4,20 | 1915<br>5mo<br>Lloyd | J.Duthie TorryS.B.Co.<br>Aberdeen<br>'s*A&CP* | NewDocksSteam TrawlingCo. (Fleetwood)Ld. (Taylor&Tomlinson,Ld.*Mgrs.*) | 123·8\|22·1\|11·8<br>P77′F16′<br>BK7½″ | Fleetwood<br>British<br>3*BHCem* | T.3Cy.12″,20″&34″-24″ (*s*)<br>180lb 75RHP<br>1SB,3*pf*,GS52,HS1340<br>Lidgerwood,Ld.Glasgow | 12 ″ 7 | |
| 26546<br>4637<br>JQPC | **Östanå I.** | SteelSc<br>1*Dk* | 254<br>106<br>161 | | | | | 1906 | Bergsunds M.V.Aktieb<br>Stockholm | VaxholmsNya Ångf.Aktieb.(O F. Ekebohm,*Mgr.*) | 109·1\|22·5\| 8·6<br>B78′H47*t* | Vaxholm<br>Swedish | C.2Cy.$13\frac{9}{16}$″&28¾″-20½″<br>31NHP<br>BergsundsM.V.Aktb.Skm | | |
| 26547<br>4879<br>JRCN | **Östanå II.** | SteelScSr<br>1*Dk* | 272<br>122<br>72 | | | | | 1908 | Bergsunds M.V.Aktieb<br>Stockholm | VaxholmsNya Ångf.Aktieb.(O.F. Ekebohm,*Mgr.*) | 110·0\|22·3\| 8·8<br>B78′H45*t* | Vaxholm<br>Swedish | C.2Cy.$13\frac{9}{16}$″&28¾″-20½″<br>31NHP<br>BergsundsM.V.Aktb.Skm. | | |
| 26548<br>3698<br>JLNG | **Östanå III.** | SteelScSr<br>1*Dk* | 145<br>88<br>86 | | | | | 1900 | Motala NyaCo.<br>Motala | VaxholmsNya Ångf.Aktieb.(O.F. Ekebohm,*Mgr.*) | 104·3\|19·0\| 8·2<br>B29′H31*t*F14′ | Vaxholm<br>Swedish | C.2Cy.13″&26¼″-17½″<br>24NHP<br>MotalaNyaCo.Motala | | |
| 26549<br>4604<br>JQCD | **Ostanvik**<br>(*ex*Ragnar)<br>*Well deck* | SteelScSr<br>ssMmo.No.3-3,19<br>1*Dk*(*Stl*)&*deep framing*<br>*Cargo battens not fitted* | 1215<br>971<br>718 | ✠100A1<br>8,21 ~~8,20~~<br>~~BS5,20~~ ✠LMC5,19<br>BS8,21 | Hbg | *o* | ~~7,19~~<br>8,21 | 1906<br>5mo<br>Lloyd | WoodSkinner&Co.Ld.<br>Newcastle<br>'s*A&CP* | Norrköpings Rederiaktb. (K. Henningson,*Mgr.*)<br>*CellDBa*69′*uE* | 236·0\|35·6\|14·3<br>P14′Q74′B62′F24′<br>FK<br>&*B*33′*f*94′371*tFPT* | Nrrköping<br>Swedish<br>4*BHCem*<br>57*tAPT*19*t* | T.3Cy.18″,29″&50″-33″ (*s*)<br>180lb *120lb* 156NHP<br>1SB,4*pf*,GS68,HS2398<br>J.Dickinson&Sons,Ld.Sld. | 16 ″ 6<br>s1 ″ 4<br>15 ″ 5 | |
| 26550 | **Oste**<br>(*ex*Hadassa) | SteelScSr<br>1*Dk* | 227<br>177<br>133 | | | | | 1902 | H.C.StülckenSohn<br>Hamburg | BugsierReed.& BergungsA.-G. | 131·2\|22·4\| 8·7<br>P34′F15′ | Hamburg<br>German<br>*WB* | C.2Cy.11¼″&19⅝″-14⅛″<br>NE&B04 12NHP<br>H.C.StülckenSohn,Ham. | | |
| 26551<br>NTWH | **Östen**<br>(*ex*East,*ex* Demetrios, *ex*BenLedi)<br>*Well deck* | IronScSr<br>ssCpn.3rdNo.3-10,19<br>1*Dk*(*Irn*)2*trB* | *1916*<br>*1600*<br>*1220* | ✠100A-<br>4,22 ~~10,19~~<br>~~BS2,21~~ ✠LMC10,19<br>BS3,22 | Cpn<br>Kel | | ~~N10,19~~<br>4,22 | 1884<br>3mo | J.Laing<br>Sunderland | A/S D/S Gylfe ~~(J.L.Didrichsen, Mgr.)~~ (T.C.Christensen,*Mgr.*) | 270·0\|36·4\|21·0<br>Q98′B56′F34′<br>BK9½″<br>*DBa* | Copnhagn<br>Danish<br>4*BHCem*<br>80′*f*52′209*t* | C.2Cy.30″&60″-39″<br>80lb 173NHP<br>2SB,4*pf*,GS72,HS2794<br>G.Clark,Sunderland | 22 ″ 4<br>s2 ″ 7½<br>20 ″ 8 | |
| 26552<br>MFKS | **Oster** | SteelScSr<br>1*Dk* | 206<br>159<br>95 | | | | | 1908 | Xiansands Mek.Værks<br>Xiansand | IndreNordhordlandsDmpskselsk. (BSamuelsen*Mgr*) | 118·6\|21·7\| 9·7<br>H39*t* | Bergen<br>Norwegian<br>*WB* | T.3Cy.11″,18″&29″-18″<br>35NHP<br>XiansandsM.V.Xiansand | | |
| 26553<br>MTFK | **Öster-Riisöer** | WoodScSr<br>*OilEng.*<br>1*Dk* | 599<br>501<br>412 | | | | | 1919 | A/SHolmensVœrft<br>Risör | A/SÖster-Riisöer (FritzPrebensen) | 156·4\|32·8\|16·6<br>P54*t*Q6*t*H24*t* | Risör<br>Norwegian | Oil Engine 2.S.C.SA<br>4Cy.16½″-$18\frac{3}{10}$″<br>J.&C.G.Bolinders,Skm. | | N |
| 26554<br>MDNF | **Österdal**<br>(*ex*Alden)<br>Wireless | SteelScSr<br>1*Dk*2*trB* | 3840<br>3495<br>2382 | | | | | 1907 | J.Priestman&Co.<br>Sunderland | D/S A/S Östlandet (T.Sagen,*Mgr.*) | 344·0\|49·1\|25·0<br>P84*t*B100′H110*t*<br>F55*t* | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.24″,40″&66″-45″<br>292NHP<br>J.Dickinson&Sons,Ld.Sld. | | N |
| 26555<br>758<br>JCDS | **Östergötland**<br>*Mchy.Aft* | CompScSr<br>1*Dk* | 170<br>139<br>91 | | | | | 1888 | S.Groth<br>Sjötorp | Ångf.Aktieb. Halfdan (J.E.Manne,*Mgr.*) | 99·6\|22·6\| 8·8<br>P12′ H13*t* | Gothenbrg<br>Swedish | C.2Cy.11¾″&23¼″-14½″<br>17NHP<br>EriksbergsM.V.Got. | | |
| 26556<br>4551<br>JPLQ | **Österland**<br>*Turret deck* | SteelSc<br>1*Dk*2*trB* | 4085<br>3455<br>2546 | | | | | 1905 | W.Doxford &Sons,Ld.<br>Sunderland | Ångf.Aktieb.Tirfing(Dan.Broström,*Mgr.*) | 346·3\|51·1\|23·8<br>P38′H124*t*F41′ | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.24″,41″&68″-45″<br>310NHP<br>W.Doxford&Sons,Ld.Sld. | | V |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 3<br>Matériaux, Gréement, etc. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26557<br>128287<br>HPGN | **Osterley**<br>*Elec.light*<br>*Ref.Mchy.*<br>Wireless | SteelTwinScSr<br>ssBel.No.2-18<br>3*Dks*(*Stl*-ws)4*trB*<br>*Orlopdk*(*Stl*)*inNos.*1&5*holds*<br>&*Shelterdk*(*Stl*-teaks) | 12129<br>8480<br>6781 | ✠100A1<br>*Shelterdk*<br>3,21 ~~9,20~~<br>~~BS[illegible]~~ ✠LMC[illegible]<br>✠Lloyd'sRMC<br>BS10,21 | Lon<br>Syd<br>MS1,21<br>2,22 | *i*†<br>~~10,21~~ | CL<br>~~P4,18~~<br>S11,19<br>P10,21 | 1909<br>6mo<br>*Lloyd* | Lon.&Gls.<br>Co.Ld.<br>Glasgow<br>'*sA&CP* | OrientS.N.Co.Ld. | 535·0<br>B57'<br>*WB = CellDBa* 80' | 63·2 | 34·1<br>FK | Glasgow<br>British<br>10*BHCem*<br>*uE&B*165'*f* | Q.8Cy.28¾",41"58½"&84"-60"<br>215lb HS31038 FD 1978NHP<br>4D&2SB,40*cf*,GS682<br>London&Gls.Co.Ld.Gls.<br>185' 1476*tFPT*85*tAPT*130*t* |
| 26558<br>2319<br>JFHM | **Ostern** | IronTwinScSr<br>1*Dk* | 266<br>105<br>204 | | | | | 1869 | Oskrshmns<br>M.V.Aktieb.<br>Oskarshamn | A/BP.Janson&Co.<br>(HugoBlom,*Mgr.*) | 118·6<br>P90'H20*t*F32' | 22·4 | 7·4 | Nrrköping<br>Swedish | C.4Cy.10½"&18"-22"<br>25NHP<br>OskarshamnsM.V.Aktieb. |
| 26559<br>106700 | **Ostero** | IronScK<br>(*Trawler*)<br>1*Dk* | 138<br>132<br>52 | | | ... | | 1897 | Edwards<br>Bros.<br>N.Shields | G.Smith<br>(J.Coombes,*Mgr.*) | 101·0<br>Q17'F19' | 20·6 | 10·8<br>BK7½" | Grimsby<br>British | T.3Cy.11",17"&30"-21"<br>44RHP<br>N.E.MarineCo.(Lim.),Sld. |
| 26560<br>827<br>HSQV | **Ostersjön** | SteelScSr<br>1*Dk* | 388<br>295<br>201 | | | | | 1886 | H.Koch<br>Lübeck | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson,*Mgr.*) | 147·1<br>P95' | 25·3<br>H17*t* | 11·6<br>F22' | Stockholm<br>Swedish<br>*WB* | C.2Cy.17¾"&31¼"-22"<br>38NHP<br>BerlinerActienGes.Berlin |
| 26561<br><br>MSPN | **Östfjeld**<br>(*See Sailing Ship Register*) | CompAuxScSr<br>*Oil.Eng.*<br>1*Dk* | 417<br>315<br>220 | | | | | 1918 | A/S Frams<br>Skibsbyggeri<br>Larvik | SkibsA/SÖstfjeld<br>(J.L.Gjœrum) | 145·6<br>F19'P63' | 26·6 | 12·0 | Notodden<br>Norwegian | Oil Engine 2S.C.SA<br>13½"-14 3/16"<br>J.&C.G.Bolinders,Skm. |
| 26562<br>2375<br>HGNJ | **Östhammar I.**<br>(*ex*Svanen,*ex*Amiral vonPlaten) | IronScSr<br>1*Dk*&*Shelterdk* | 259<br>129<br>189 | | | | | 1858 | MotalaCo.<br>Motala | Ångf.Aktieb.<br>Östhammar (M. Lundqvist,*Mgr.*) | 123·6<br>P67'H19*t*F32' | 21·2 | 8·9 | Östhammr<br>Swedish | C.2Cy.16"&30"-21"<br>34NHP<br>MotalaCo.,Motala |
| 26563<br>3514<br>JKSP | **Östhammar II.**<br>(*ex*Björneborg) | IronScSr<br>1*Dk* | 169<br>72<br>127 | | | | | 1876 | ..................<br>Stockholm | Ångf.Aktieb.<br>Östhammar (M. Lundqvist,*Mgr.*) | 107·6<br>P79*t* | 18·4<br>H9*t* | 7·1<br>F12' | Östhammr<br>Swedish | C.2Cy.11 1/16"&21 3/16"-16 11/16"<br>NE11 NB93 15NHP<br>HernösandsMek.Verk. Hernösand |
| 26564 | **Ostmark**<br>~~Now named "London," See No. 38179 in Supplement~~ | SteelSc<br>(*ex*London)<br>1*Dk*&*Spardk*3*trB* | 1234<br>1207<br>751 | | | | | 1889 | Akt.Ges.<br>"Vulcan"<br>Stettin | NeueDampfer-Co.<br>Akt.Ges. | 231·1<br>F12' | 31·1 | 20·9 | Stettin<br>German<br>*WB* | T.3Cy.15",24"&39"-24"<br>NB13 75NHP<br>A.G."Vulcan,"Stettin |
| 26565 | **Ostpreussen**<br>*Elec.light* | SteelSc<br>(*Trawler*)<br>1*Dk* | 215<br>189<br>83 | | | | | 1921 | Deutsche<br>WerkeA.G.<br>Rüstringen | Gemeinnützige<br>HochseefG.m.b.H.<br>"Gross-Berlin" | 125·3<br>Q70'F19' | 22·6 | 9·2 | Gstemnde<br>German<br>*WB* | T.3Cy.12⅝",20½"&32¼"-22½"<br>DeutscheWerke 50NHP<br>A.G.Rüstringen |
| 26566<br>96246<br>MJWD | **Ostrich** | IronScK<br>(*Trawler*)<br>1*Dk* | 146<br>134<br>69 | | | ... | | 1891 | Cochrane,<br>Coopr&Scho-<br>fieldBeverley | TaylorStm.Fshng.<br>Co.Ld.(H.L.Taylor<br>Ld.*Mgrs.*) | 97·2<br>Q17'F17' | 20·6 | 11·0<br>BK7½" | Grimsby<br>British | T.3Cy.11½",18"&30"-22"<br>NB09 45RHP<br>C.D.Holmes&Co.Hull |
| 26567<br>116141<br>TWPJ | **Ostrich II.**<br>(*ex*Ostrich) | SteelScK<br>ssHul.No.3-3,20<br>1*Dk* | 244<br>218<br>95 | ✠100A1<br>*StmTrawler*<br>3,20<br>BS5,21 ✠LMC3,20 | Hul | | CL<br>3,20 | 1903<br>4mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>'*sA&CP* | St.AndrewsSteam<br>FishingCo.Ld.<br>(C.F.Foster,*Mgr.*) | 125·0<br>Q50'<br>ND15 | 22·0 | 12·0<br>BK7"<br>*WB* | Hull<br>British<br>4*BHCem*<br>=*DBf*8'5*t* | T.3Cy.12½",21½"&35"-24"<br>200lb (*s*) 63RHP<br>1SB,2*pf*,GS32,HS1100<br>C.D.Holmes&Co.Hull |
| 26568 | **Ostsee** | SteelScSr<br>1*Dk* | 974<br>775<br>568 | | | | | 1907 | ClydeS.B.<br>&E.Co.Ld.<br>Pt.Glasgow | NordischesErzkon-<br>tor,G.m.b.H. | 215·0<br>Q73'B61'F25' | 32·2 | 15·0 | Lübeck<br>German<br>*WB* | T.3Cy.17",27"&45"-30"<br>111NHP<br>ClydeS.B.&E.Co.Ld.P.Gls. |
| 26569 | —<br>*Elec.light* | IronScSr<br>1*Dk*2*trB* | 815<br>610<br>496 | | | | | 1881 | Act.Ges.<br>"Vulcan"<br>Stettin | Ostsee Dmpfschiff-<br>fahrtsGes. | 199·5<br>P110' | 28·3<br>B14' | 15·0<br>F30' | Stettin<br>German<br>*WB* | C.2Cy.27½"&51"-31½"<br>NB04 122NHP<br>A.G."Vulcan,"Stettin |
| 26570 | —<br>(*ex*WodeleiNo.4) Wireless | SteelSc<br>(*Tug*)<br>1*Dk* | 567<br>483<br>201 | | | | | 1908 | Wm.Crich-<br>ton&Co.Ld.<br>Petrograd | GermanGovern-<br>ment | 148·5 | 29·7 | 14·9 | <br>German | T.3Cy.14⅝",24"&39⅝"-23⅝"<br>Wm.Crichton& 75NHP<br>Co.Ld.Petrograd |
| 26571<br><br>MFJW | **Östvaagö**<br>*Mchy.Aft* | SteelScSr<br>1*Dk* | 150<br>121<br>70 | | | | | 1908 | Rosenbrgs<br>Mek.Værks.<br>Stavanger | A/S Nordlands<br>Olie&Kraftfoder-<br>fabrik | 94·5<br>Q14*t* | 20·1 | 8·7 | Svolvær<br>Norwegian<br>*WB* | C.2Cy.8½"&17½"-12"<br>5NHP<br>RosenbergsM.V.Stavanger |
| 26572<br>10210<br>LBDQ | **Osumi Maru** | SteelScSr<br>2*Dks* | 1278<br>1263<br>711 | | | | | 1906 | OsakaIron<br>Works<br>Osaka | NipponYusen<br>KabushikiKaisha | 235·0 | 31·5 | 21·6 | Tokio<br>Japanese<br>*WB* | T.3Cy.17½",28"&46"-33"<br>122NHP<br>OsakaIronWorks,Osaka |
| 26573<br>137497 | **Oswald**<br>*Mchy.Aft* | SteelSc<br>1*Dk* | 191<br>178<br>127 | | | | | 1915 | Yarwood<br>&Sons,Ld.<br>Northwich | Brunner,Mond<br>&Co.Ld. | 96·8 | 22·0 | 10·5 | Liverpool<br>British<br>*WB* | C.2Cy.13"&26"-18"<br>Yarwood 28RHP<br>&Sons,Ld.Northwich |
| 26574<br>139962 | **Oswaldian**<br>*Elec.light* | SteelScK<br>ssGms.No.1-21<br>1*Dk* | 260<br>228<br>102 | ✠100A1<br>*StmTrawler*<br>11,21 ~~5,19~~<br>✠LMC~~10,1~~ 11,21 | Gms | | CL<br>11,21 | 1917<br>10mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | LoyalSteam<br>FishingCo.Ld. | 120·0<br>Q67' | 22·5 | 12·0<br>BK8" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",21½"&35¼"-24"<br>180lb (*s*) 74RHP<br>1SB,2*pf*,GS38,HS1267<br>Amos&Smith,Ld.Hull |
| 26575<br>212825<br>LFBK | **Oswego**<br>(*ex*Gargoyle,<br>*ex*Pennoil)<br>*Elec.light* Wireless Sub.Sig. | SteelSc<br>ssPhl.No.3-12,14<br>ssN.Yk.No.1-19<br>2*Dks*(*Stl*)&*Webframes* | 4375<br>4203<br>2675 | ✠100A1<br>6,21 ~~9,20~~<br>*Carrying Petroleum in bulk*<br>~~BS[illegible]~~ BS6,21 ✠LMC2,17 | Lon<br>NYk | *x* | CL<br>9.20 | 1903<br>1mo<br>*Lloyd* | Grngem'th<br>&Greenock<br>DockyardCo.<br>Greenock<br>'*sA&CP* | UnionPetroleum<br>S.S.Co.Inc. | 363·8<br>P28'B78'F39' | 50·1 | 27·5<br>FK | NewYork<br>Utd.States<br>10*BHCem*<br>*CellDBuE&* | T.3Cy.26⅝",42"&70"-48" (*r*)<br>150lb ~~180lb~~ 426NHP<br>3SB,9*cf*,GS205,HS7565<br>D.Rowan&Co.Glasgow<br>*B*68'217*tFPT*320*tAPT*80*t* |
| 26576<br>119595<br>HDTR | **Oswestry**<br>Wireless | SteelScSr<br>ssShl.No.3-8,19<br>1*Dk*(*ptIrn*&*ptStl*)1*ptDk*(*Stl*)<br>&*deepframing*<br>*WB = CellD* | 3657<br>3451<br>2354 | ✠100A1<br>~~10,21~~3,~~21~~1,22<br>~~BS10,20~~ ✠LMC8,18<br>BS10,21 | Liv | *w* | CL<br>10,21 | 1905<br>11mo<br>*Lloyd* | JLThomp-<br>son&Sons,Ld.<br>Sunderland<br>'*sA&CP* | DaytonS.S.Co.Ld. | 352·0<br>P34'B100'F35'<br>*Ba*115'*uE*23'*f*154' | 50·0 | 24·6<br>FK | Manchestr<br>British<br>6*BHCem*<br>824*tAPT*36*t* | T.3Cy.~~24½~~ 24⅞",40"&67"-45" (*s*)<br>180lb 328NHP<br>3SB,9*pf*,GS129,HS5090<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. |
| 26577<br>5402<br>JTCL | **Oswin**<br>(*ex*Thai) | SteelSc<br>ssMmo.No.2-21<br>1*Dk*(*Stl*)<br>*CellDBa*60'*u* | 1320<br>1157<br>915 | ✠100A1<br>1,22 ~~3,21~~<br>BS1,22 ~~BS[illegible]~~ ✠LMC MS5,21 | Mmo<br>Sws | *o* | 11,20 | 1913<br>2mo<br>*Lloyd* | Kockums<br>M.V.Aktieb.<br>Malmö<br>'*sA&CP* | Rederiaktieb.<br>Walhall(C.W.<br>Winck,*Mgr.*) | 237·5<br>P22'B57'F24'<br>*E* 29'*f* 94'323*tFPT* | 37·7 | 16·3<br>FK | Helsnborg<br>Swedish<br>4*BHCem*<br>44*tAPT*93*t* | T.3Cy.18¼",28¾"&48 13/16"-31½"<br>185lb (*s*) 153NHP<br>2SB,4*cf*,GS71,HS2443<br>KockumsM.V.Akt.Malmö |
| 26578<br>7700<br>JQHD | **Otaka Maru** | WoodSc<br>1*Dk* | 146<br>132<br>79 | | | | | 1902 | S.Ono<br>Osaka | KochiKen | 105·7 | 15·7 | 11·0 | Ushioye<br>Japanese | T.3Cy.9¼",15"&24½"-18"<br>25NHP<br>S.Ono,Osaka |

| | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. DateofB.ofTradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79<br>03 | **Otaki** SteelTwinScSr<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless CruiserStern | 7964<br>5777<br>4985 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~3,21~~9,20<br>1,22<br>✠LMC1,20 | Ant<br>~~NYk~~ Cff | c† | CL<br>9,20 | 1920<br>2mo<br>Lloyd | Barclay,<br>Curle&Co.Ld.<br>Glasgow<br>'sA&CP | NewZealand<br>ShippingCo.Ld.<br><br>CellDB386'1275t | 449·1\|58·2\|37·1<br>P31'F43'on Shelter<br>dk FK<br>FPT125tAPT80t | Plymouth<br>British<br>Cem<br>8BHtoSh dk | T.6Cy.26½",44"&73"-48" (s)<br>200lb HS16680 1122NHP<br>2DB&2SB,22cf,GS420, FD<br>Barclay,Curle&Co.Ld.Gls. | 40 ″ 0<br>s11 ″ 1½<br>29 ″ 3 | |
| 80<br>12<br>F | **Otarama** SteelTwinScSr<br>ssLon.No.1-17<br>(exAjana) 2Dks(Stl)&Shelter dk<br>Elec.light Wireless (Stl-ws)<br>Ref.Mchy. | 7759<br>7123<br>4873 | ✠100A1<br>Shelter dk<br>withfreeboard<br>4,20<br>~~BS3,20~~ ✠LMC~~1,18~~ | Brs | c†<br>7,21 | CL<br>4,20 | 1912<br>5mo<br>Lloyd | Russell&<br>Co.<br>Pt.Glasgow<br>'sA&CP | NewZealand<br>ShippingCo,Ld. | 454·0\|56·2\|36·0<br>F49' on Shelter dk<br>FK<br>CellDBa108' | Plymouth<br>British<br>7BHCem<br>u E & B 68'f | Q.8Cy.19½" 27½"40"&58"-48"<br>220lb (s) 817NHP<br>4SB,16cf,GS306,HS12600FD<br>D.Rowan&Co.Glasgow<br>212'1311tFPT75tAPT49t | 38 ″ 9<br>s10 ″ 2<br>29 ″ 2 | |
| 81<br>32 | **Otaru** SteelPad<br>1Dk | 297<br>224<br>171 | | | | | 1909 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.Ld. | 176·3\|26·0\| 7·2 | Glasgow<br>British | T.3Cy.15½",23½"&36"-48"<br>70RHP<br>Denny&Co.Dumbarton | | |
| 82<br>62<br>G | **Otaru Maru** SteelScSr<br>(exGaute) 1Dk(Stl)&Spar dk(Stl-ws)<br>Elec.light &deep framing | 1464<br>1345<br>906 | ✠<br>Spar dk<br>withfreeboard<br>11,05 ✠ | Yka | d | | 1905<br>7mo | Fevigs<br>Jernskibsbyg<br>Fevig | NipponYusen<br>KabushikiKaisha<br><br>W | 235·0\|35·2\|14·6<br>B64' 21·8<br>FK<br>B=CellDBa61'uE | Tokio<br>Japanese<br>4BHCem<br>19'f 88'304t | T.3Cy.16½",28"&48"-33"<br>175NHP<br>1SB,3cf,GS59,HS2417 FD<br>Richardsons,Westgarth&<br>APT15t Co.Ld.Mdb. | 22 ″ 9 | |
| 83<br>99<br>DS | — SteelSc | 199<br>—<br>109 | | | | | 1915 | ................ | Y.Fujiyama | 105·0\|19·0\|13·0 | Otaru<br>Japanese | | | |
| 84<br>19<br>KJ | **Otaru Maru No. 1** SteelScSr<br>(exFalk.exClandeboye)<br>Well deck 1Dk&Webframes | 2132<br>1729<br>1327 | | | ... | | 1888 | Richardsn,<br>Duck&Co.<br>Stockton | Nakamura<br>Seishichiro | 275·0\|37·3\|19·1<br>P28'Q78'B110'F29'<br>BK9½" | Tarumi<br>Japanese<br>WB | T.3Cy.22",36"&59"-39"<br>218NHP<br>Blair&Co.Ld.Stockton | 22 ″ 2 | |
| 85<br>20<br>M | **Otaru Maru No. 2** SteelScSr<br>(exBlackheath)<br>Wireless 1Dk&Web frames&pt Awng dk | 2739<br>2088<br>1998 | | | ... | | 1889 | W.Gray&<br>Co.Ld.<br>WHartlepool | Sugaya<br>KabushikiKaisha | 300·0\|41·6\|19·6<br>P27'Q98' BK10"<br>pt Awng dk175' WB | Minami-<br>tonda<br>Japanese | T.3Cy23",37½"&61½"-39"<br>236NHP<br>Blair&Co.Ld.Stockton | 23 ″ 0 | |
| 86<br>52 | **Otava** IronScSr<br>ssGms.3rdNo.3-1,21<br>(exGirdleness) 1Dk(Irn)<br>Welldeck | 551<br>410<br>305 | ✠100A1<br>1,21<br>✠LMC1,21 | Gms | i | CL<br>1,21 | 1883<br>10mo<br>Lloyd | A.Hall&Co<br>Aberdeen<br>'sA&CP | Latus,Linsley &Co<br>Ld. | 171·7\|26·7\|13·1<br>Q52'B44'F20'<br>BK7½"<br>DBa | Hull<br>British<br>4BHCem<br>40'f31'110t | C.2Cy.20½"&44"-30" (s)<br>90lb 70lb NDB97 84NHP<br>1SB,3pf,GS53,HS1339<br>Hall,Russell&Co.Abn. | 13 ″ 10<br>s ″ 10½<br>13 ″ 8 | |
| 87 | **Otavi** SteelScSr<br>(exLuluBohlen) Wireless 1Dk&Spar dk<br>Elec.light deep framing&Web frames | 5173<br>3894<br>3856 | | | ... | | 1904 | Russell&<br>Co.<br>Pt.Glasgow | FrenchGovern-<br>ment | 380·1\|47·4\|18·8<br>P36'B245'F36' 27·2<br>FK | French<br>WB | T.3Cy.26",42"&70"-48"<br>412NHP<br>D.Rowan&Co.Glasgow | 30 ″ 0 | |
| 88<br>29 | **Otez** IronPad<br>(Tug)<br>(exAchilles) 1Dk | 127<br>—<br>48 | | | | | 1867 | ..............<br>Newcastle | N.J.Sposito | 101·8\|19·0\|10·3 | Nicolaieff<br>Russian | 2Cy.28¼"-33⅛"<br>35NHP | | |
| 89<br>732<br>KH | **Othello** SteelScSr<br>Wireless 2Dks | ~~5099~~ 5092<br>4879<br>~~3291~~ 3277 | | | | | 1897 | Earle'sCo.<br>(Lim.)<br>Hull | Ellerman'sWilson<br>Line,Ld. | 420·0\|48·2\|28·8<br>P27'B115'F39' | Hull<br>British<br>WB | T.3Cy.24¾",40"&70"-48"<br>339NHP<br>Earle'sCo.(Lim.),Hull | | C |
| 90<br>070<br>VN | — IronScSr<br>(exUno,exPrinci-<br>pessaElenaexSylvia) Well deck 1Dk2trB | 1759<br>1386<br>1056 | | | ... | | 1883 | W.Gray&<br>Co.<br>WHartlepool | Rederiaktieb.<br>Othello<br>(E.A.Enhörning) | 264·8\|35·7\|20·0<br>P28'Q68'B70'F31'<br>BK9½" | Sundsvall<br>Swedish<br>WB | C.2Cy.32"&62"-40"<br>186NHP<br>Black,Hawthorn&Co.Gts. | 21 ″ 4 | V |
| 91<br>080 | — SteelScK<br>~~ssGms.No.1-11~~<br>ssGms.No 3-7,20 1Dk | 201<br>187<br>94 | ✠100A1<br>StmTrawler<br>12,21~~7,14~~<br>~~Examined3,20~~ ✠NB12,21<br>~~BS2,10~~ ✠LMC7,20 | Hul<br>Shl | | CL<br>~~3,21~~<br>12,21 | 1907<br>10mo<br>Lloyd | Cochrane&<br>Sons<br>Selby<br>'sA&CP | A.Bannister | 115·0\|21·6\|11·5<br>Q59'F20'<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.12",21"&34"-24" (s)<br>180lb 67RHP<br>1SB,~~2cf,GS31,HS1110~~<br>C.D.Holmes&Co.Hull<br>2pf,GS36,HS129 | 12 ″ 3 | |
| 592<br>597<br>SN | **Othem** SteelSc<br>ssGot.No.1-18<br>1Dk(Stl) | 687<br>564<br>376 | ✠100A1<br>10,20<br>BS10,20 ✠LMC5,18 | Rot | k | CL<br>4,19 | 1914<br>7mo<br>Lloyd | Framnæs<br>Mek.Værks.<br>Sandefjord<br>'sA&CP WB= | Rederiaktiebo-<br>lagetVolo<br>(J.Myrsten,Mgr.)<br>CellDBa44'u E20 | 184·0\|30 0\|12·9<br>P17'B53'F30'<br>FK<br>f66' 155t FPT 27t | Slite<br>Swedish<br>4BHCem<br>APT37t | T.3Cy.13½",22"&37½"-28"<br>180lb (s) 95NHP<br>2SB,4pf,GS53,HS1666<br>AkersMek.Værks.Xia. | 14 ″ 11<br>s1 ″ 6<br>13 ″ 8 | |
| 593 | **Othmarschen** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 230<br>214<br>86 | | | | | 1920 | H.C.Stülc-<br>kenSohn<br>Hamburg | Altonaer Hochsee-<br>fischereiA.G. | 119·7\|24·2\| 9·6<br>F18' | Altona<br>German<br>WB | T.3Cy.12⅗",21½"&$33\frac{9}{10}$"-22"<br>54NHP<br>H.C.StülckenSohn,Ham. | | |
| 594<br>814<br>DP | **Otho** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless Longitudinal framing | 4839<br>4374<br>2976 | | | | | 1920 | ToddD.D.<br>&Const. Corp.<br>Tacoma,<br>Wash. | UnitedStates<br>ShippingBoard | 380·5\|53·1\|27·0<br>P52'B102'F41' | Tacoma<br>Utd.States<br>WB | T.3Cy.24½",41½"&72"-48"<br>359NHP<br>Hooven,Owens&Rentsch-<br>lerCo.Hamilton,O. | | R |
| 595<br>MR | **Othon Stathatos** SteelSc4MstSr<br>ssPir No.3-2,14<br>ssPir.No.1-17<br>Elec.light 1Dk(ptIrnptStl)2trB&<br>Wireless deepframing3Dkrule | 3254<br>2840<br>1957 | ✠100A1<br>withfreeboard<br>4,21 ✠LMC10,17<br>~~BS7,20~~ DBS10,20<br>DS10,21 | Pir | v | CL<br>~~10,19~~<br>3,22 | 1902<br>5mo<br>Lloyd | JReadhead<br>&Sons<br>S.Shields W<br>'sA&CP | O.A.Stathatos<br><br>B=CellDBa110'<br>uE&B40'f140'760t | 326·0\|46·1\|23·5<br>P11'B150'F30'<br>FK<br>DTa40' 426t FPT | Ithaca<br>Greek<br>6BHCem<br>72tAPT29t | T.3Cy.24½",40"&66"-45" (r)<br>160lb 80lb 310NHP<br>2SB,6rf,GS121,HS4940<br>J.Readhead&Sons,S.Shls. | 26 ″ 0<br>s4 ″ 1½<br>22 ″ 2 | |
| 6596<br>15706<br>VVD | **Otira** SteelTwinScSr<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless Cruiser Stern | 7995<br>7633<br>4911 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~2,21 11,20~~ ✠LMC4,19<br>2,22 | Syd<br>Lon | c† | CL<br>s12,19 | 1919<br>4mo<br>Lloyd | Harland&<br>Wolff,Ld.<br>Belfast<br>'sA&CP | Shaw,Savill&<br>AlbionCo.Ld. | 450·4\|58·4\|37·2<br>P31'F34'onShelter<br>dk FK<br>CellDB392' | S'thamptn<br>British<br>8BHtoSh dk<br>pt Cem<br>1461tDTa39 | T.6Cy.26½",44"&73"-48" (s)<br>200lb FD 1138NHP<br>3DB,24cf,GS440,HS17079<br>Harland&Wolff,Ld.Bel.<br>'1116tFPT119tAPT76t | 40 ″ 0<br>s11 ″ 1½<br>29 ″ 3 | |
| 6597<br>548<br>HTSL | **Otis** IronScSr<br>(exMarie) ssGot.3rdNo.3-5,20<br>Well deck 1Dk(Irn)2trB<br>Cargo battens not fitted | 1313<br>1053<br>759 | ✠100A1<br>~~11,21 5,20~~ 1,22<br>MS1,22 ✠LMC~~5,20~~<br>BS11,21 | Got | p | ~~5,20~~<br>1,22 | 1880<br>12mo<br>Lloyd | Palmer's<br>Co.<br>Newcastle<br>'sA&CP | Rederiaktieb.<br>~~Ätran~~ Inga<br>(F.Hultman,Mgr.)<br>WB=DBa74' | 249·4\|33·1\|17·4<br>Q100'B48'H35t<br>F28' BK8½"<br>f36'&uE&B36'284t | Falkenbrg<br>Swedish<br>3BHCem<br>APT10t | C.2Cy.28"&54"-36" (i)<br>75lb ~~80lb~~ NDB99 120NHP<br>1SB,4pf,GS60,HS1708 70lb<br>Palmers'Co.(Lim.),Nwc. | 18 ″ 6<br>s2 ″ 0½<br>17 ″ 4 | |
| 6598 | **Otoño** SteelScSr<br>OilEng.<br>(exSailingVessel) 1Dk<br>(See Sailing Ship Register) | 292 | | | ... | | 1912 | Bow,Mc-<br>Lachlan &Co.<br>Ld.Paisley | TheArgentine<br>NavigationCo.<br>(NicolasMihano-<br>vich),Ld. | 126·9\|29·1\|10·0<br>BK6" | Bns. Ayres<br>Argentine | Oil Engine 69NHP<br>NE19<br>4Cy.14"-18½"<br>A.MietzCorp.NewYork | 10 ″ 3 | |
| 6599 | — SteelScK<br>ssAms.No.3-8,09<br>ssAms.No.2-16<br>(exAlert,exMountCenis) 1Dk | 182<br>175<br>68 | ✠100A1<br>StmTrawler<br>10,17<br>✠NB8,16 ✠LMC8,16 | Ymu | | 1,17 | 1898<br>6mo | Cumming<br>&Ellis<br>Inverkeithng<br>A&CP | N.V.Vissch.<br>Maats."Pesca"<br>(P.J.Bakker,Mgr) | 109·0\|21·1\|10·4<br>Q18'F19'<br>BK7½" | Ymuiden<br>Dutch<br>3BHCem | T.3Cy.12¼",20"&32"-23" (s)<br>160lb 56NHP<br>1SB,2pf,GS30,HS950<br>MacColl&Pollock,Sld. | 11 ″ 9 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire, Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26600<br>25373<br>RPSH | **Otori Maru** WoodAuxScSr<br>Wireless | 163<br>—<br>82 | | | | | 1919 | .................. | RoryoSuisan<br>Kumiai | 94·7 | 24·5 | 9·7 | Tokio<br>Japanese | |
| 26601 | **Otranto** SteelSc<br>*Elec.light* 2*Dks* | | | | | | 1921 | Verein.<br>Elbe u.Nor-<br>derwerft<br>A.-G.<br>Boizenburg | Hamburg-Amerik.<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie)<br>(Deutsch Levante<br>Linie, *Mgrs.*) | P22'Q61'B91'F27' | | | Hamburg<br>German<br>*WB* | T.3Cy.17½",27½"&45 7/16"-27½"<br>109NHP<br>A.BorsigG.m.b.H.Berlin-Tegel |
| 26602<br>215813<br>LJHB | **Otsego** SteelScSr<br>(*ex*PrinzEitelFriedrich)<br>*Elec.light* Wireless Sub.Sig. 2*Dks* | 4638<br>3609<br>2595 | | | | | 1901 | Reiherst'g<br>Schiffsw.<br>Hamburg | UnitedStates<br>ShippingBoard | 371·0<br>P&B244'F50' | 45·3 | 26·8 | NewYork<br>Utd.States<br>*WB* | Q.4Cy.22½",32¼",47¼"&68"-47¼"<br>184NHP<br>Reiherst.Maschinenf.Ham |
| 26603<br>JVTH | **Otta** SteelScSr<br>*Elec.light* 1*Dk&Webframes*<br>Wireless | 3238<br>3067<br>2036 | | | ... | | 1899 | J.Priest-<br>man&Co.<br>Sunderland | LorentzW.Han-<br>sen'sRederiA/S<br>(LorentzW.<br>Hansen, *Mgr.*) | 325·0<br>P31'B90'F35'<br>FK | 47·0 | 25·6 | Bergen<br>Norwegian<br>*WB* | T.3Cy.25",41"&67"-45"<br>NDB12 312NHP<br>W.Allan&Co.Ld.Sld. |
| 26604<br>MFGL | **Ottar** SteelScSr<br>*Elec.light* 1*Dk&Spar dk&deep framing* | 1585<br>1438<br>972 | | | ... | | 1908 | Fevigs<br>Jernskibsbyg<br>Fevig | A/S Ottar<br>(J.C.Knudsen) | 252·6<br>P15'B69'F29' 19·2<br>FK | 37·0 | 11·8 | Porsgrund<br>Norwegian<br>*WB* | T.3Cy.20",33"&54"-36"<br>Richardsons, 192NHP<br>Westgarth&Co.Ld.Mdb. |
| 26605<br>MJTQ | **Ottar Jarl** SteelSc<br>(*ex*Völund)<br>Wireless 1*Dk* | 1900<br>1645<br>1138 | | | | | 1913 | Fredrkstad<br>Mek.Værks<br>Fredrikstad | DetNordenfjeldske<br>Dampskibsselskab | 265·0<br>P56*t*B71'H92*t*F40*t* | 42·1 | 17·9 | Trndhjem<br>Norwegian<br>*WB* | T.3Cy.20½",33"&56"-36"<br>188NHP<br>FredrikstadM.V.Frdstad. |
| 26606<br>95480<br>KVMN | **Ottawa** SteelSc3MstSr<br>(*MISSING SINCE 2,21*)<br>(*ex*Elbruz) *CarryingPetroleuminbulk*<br>*Mchy.Aft* *Elec.light* Wireless | 2742<br>2700<br>2074 | | | | | 1888 | Armstrong<br>Mitchell&<br>Co.Ld.<br>Newcastle | Anglo-American<br>OilCo.Ld. (J.<br>Hamilton, *Mgr.*) | 309·5 | 40·4 | 28·2 | London<br>British | T.3Cy.23",37"&60"-39"<br>FD 225NHP<br>WllsndSlpwyCo.Ld.Nwc. |
| 26607<br>OPYT | — WoodTwinScSr<br>*Elec.light* | 2700<br>1900<br>1600 | | | | | 1919 | Foundat'n<br>Co.ofBritish<br>Columbia,Ld.<br>Victoria,B.C. | FrenchGovern-<br>ment | 273·0<br>P166'F36' | 42·0 | 21·4 | Havre<br>French | T.6Cy.13½",22"&30"-30"<br>99NHP<br>HutchinsonBros.&Co.Ld.<br>Victoria,B.C. |
| 26608<br>MGDR | — SteelScSr<br>*ss*Xia.No.3-2,18<br>(*ex*Craigisla) *Spar dk(Stl)2trB*<br>*Elec.light* *&deep framing*<br>Wireless | 2462<br>2319<br>1583 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>9,21 ~~8,19~~<br>~~MS2,18~~ ✠LMC<br>~~DBS4,20~~ ~~MBS12,19~~<br>MS9,21 MBS12,20 DBS9,21 | Nwc<br>Sws | *t* | CL<br>~~N8,19~~<br>~~9,21~~<br>2,22 | 1906<br>3mo<br>*Lloyd* | A.Rodger<br>&Co.<br>PortGlasgow<br>'*sA&CP* | A/S Ottawa<br>(F.Th.Bergh)<br>*WB=Cell* | 313·6<br>P29'B82'F30' 20·7<br>FK<br>*DBa&uE*118'*f*136' | 43·8 | 13·3 | Porsgrund<br>Norwegian<br>5*BHCem*<br>623*tAPT*67*t* | T.3Cy.21 3/16",35"&57"-39"(r)<br>180lb 65*lb* 248NHP<br>2SB,6*cf*,GS116,HS4220<br>A.Rodger&Co.Glasgow |
| 26609<br>116650 | **Ottawan** SteelSc<br>2*Dks* | 311<br>222<br>157 | | | | | 1904 | J.&R.Weir<br>Montreal | OttawaTrans-<br>portationCo.Ld. | 108·0 | 24·0 | 6·2 | Ottawa<br>British | C.2Cy.11"&20"-16"<br>NB09 17RHP<br>J.&R.Weir,Montreal |
| 26610 | **Ottensen** SteelScSr<br>*ss*Ham.No.2-13<br>1*Dk(Stl)&Spar dk(Stl)3trB*<br>*Elec.light* | 4258<br>3974<br>2681 | ✠<br>*Spar dk*<br>9,16 ✠ | Ham | *y* | | 1904<br>10mo | SwanHun-<br>ter&Wigham<br>Richardsn Ld<br>Newcastle | <br><br><br>*WB=Cell* | 378·8<br>P&B308'F46' 27·1<br>FK<br>*DBa* 106' *uE&B* 46' | 49·7 | 19·1 | <br><br>7*BHCem*<br>*f*172'925*t* | Q.4Cy.23",32",48"&72"-54"<br>492NHP<br>3SB,9*cf*,GS161,HS6492<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. |
| 26611 | — SteelScK<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 201<br>184<br>75 | | | | | 1913 | G.Seebeck<br>Ak.Ges.<br>Geestemünde | Altonaer Hochsee-<br>fischereiA.-G. | 123·1<br>Q68'F19' | 22·6 | 12·1 | Altona<br>German<br>*WB* | T3Cy12½",1 7/16"&31½"-23½"<br>48NHP<br>G.SeebeckA.G.Gstemünde |
| 26612<br>107832 | **Otter** WoodScSr<br>2*Dks* | 366<br>212<br>232 | | | | | 1900 | Canadian<br>PacificNav.<br>Co.Ld.<br>Victoria,B.C. | CanadianPacific<br>RailwayCo. | 128·0 | 24·5 | 11·0 | Vict'riaBC<br>British | C.2Cy.12"&24"-18"<br>E.*blt*.87,*alt.&fitted*00 24RHP<br>T.Gowen,Victoria,B.C. |
| 26613<br>81390 | — IronScSk<br>*Mchy.Aft* | 287<br>270<br>187 | | | | | 1880 | Blackwood<br>&Gordon<br>Pt.Glasgow | W.Cooper&Sons,<br>Ld.(J.H.Cooper,<br>*Mgr.*) | 142·2 | 23·2 | 10·2 | Liverpool<br>British | C.2Cy.14"&25"-21"<br>40RHP<br>Blackwood&Gordon,P.Gl |
| 26614<br>87323 | — SteelTwinScSr<br>1*Dk* | 242<br>187<br>94 | | | ... | | 1884 | Ramage&<br>Ferguson<br>Leith | Government of<br>Queensland | 128·6<br>B42' | 21·2 | 10·2 | Brisbane<br>British | C.4Cy.15½"&30"-20"<br>99RHP<br>Ramage&Ferguson,Leith |
| 26615<br>89213 | — IronScSr<br>(*Tug*)<br>(*ex*African,*ex*SirW.T.Lewis) | 165<br>141<br>73 | | | | | 1887 | Elliot&<br>Jeffery<br>Cardiff | MerseyTowingCo.<br>Ld.(Canadian<br>PacificRailway<br>Co.*Mgrs.*) | 105·4 | 19·8 | 10·5 | Liverpool<br>British | C.2Cy.22"&44"-24"<br>NB06 80RHP<br>Elliot&Jeffery,Cardiff |
| 26616<br>1649<br>HTON | **Otterbäcken** CompScSp<br>(*ex*Amalia)<br>*Mchy.Aft* 1*Dk* | 194<br>162<br>118 | | | | | 1886 | S.Groth<br>Sjötorp | NoraBergslags<br>Jernvägsaktieb.<br>(E.Hildebrand,<br>*Mgr.*) | 101·4<br>B18' H7*t* | 22·2 | 10·3 | Nora<br>Swedish | 2Cy.12"&24"-16"<br>19NHP<br>EriksbergsMV.Gothenbrg |
| 26617<br>119147<br>VTLN | **Otterburn** SteelSc<br>*ss*Ham.No.1-21 *ss*Bom.No.3-7,16<br>(*ex*QueenHelena) 1*Dk(Stl)&Spar dk*<br>Wireless (*ptStl&ptIrn*)*& deep framing* | 4224<br>4086<br>2755 | ✠100A1<br>*Spar dk*<br>3,22 ~~7,20~~ ~~10,21~~<br>~~BS10,19~~ ✠LMC ~~7,16~~<br>10,21 | Bry<br>~~Ham~~ Cff | *x* | ~~7,20~~<br>10,21 | 1904<br>7mo<br>*Lloyd* | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'*sA&CP* | GuernseyShipping<br>CoLd.(I.C.Ozanne.<br>*Mgr.*)<br>*Cell DBa*116'*u* | 360·2<br>P32'B92'F32' 28·1<br>FK<br>*E&B* 42' *f*154' 855*t* | 48·0 | 20·2 | Guernsey<br>British<br>6*BHCem*<br>*APT*85*t* | T.3Cy.24½",40"&68"-48" (r)<br>180lb 360NHP<br>3SB,9*cf*,GS155,HS5715<br>N.E.MarineEng.CoLdNwc |
| 26618 | **Otterndorf** SteelSc<br>Now named "Kerpape," See No. 3808 in Supplement<br>(*Trawler*)<br>1*Dk* | 238 | | | | | 1919 | | | 121·0 | 22·1 | | <br>French | T.3Cy.13",21½",&33½"-22½<br>42NHP |
| 26619<br>MDQG | **Otterstad** SteelScSr<br>Now named "Antzouletta," See No. 36299 in Supplement<br>(*ex*Kristiania) 1*Dk* | 2693<br>[illegible]<br>1672 | | | ... | | 1907 | J.Blumer<br>&Co.<br>Sunderland | A.Yannoulato | 314·0<br>P30'B148'F28'<br>FK | 46·5 | 20·6 | Piræus<br>Greek<br>*WB* | T.3Cy.23",38"&62"-42"<br>270NHP<br>N.E.MarineEng.Co.LdSld |
| 26620<br>136010<br>JFSB | **Ottilie** SteelScK<br>*ss*Gms.No.1-19<br>1*Dk* | 226<br>218<br>113 | | | ... | CL<br>1,21 | 1914<br>7mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld.Beverley<br>'*sA&CP* | Trawlers(White<br>Sea&Grimsby)Ld.<br>(J.N.&H.Bacon,<br>*Mgrs.*) | 117·0<br>Q61'<br>BK7½" | 22·0 | 12·7 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"-24" (r)<br>200lb 68RHP<br>1SB,3*pf*,GS32,HS1099<br>Amos&Smith,Ld.Hull |

| 1 | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 621<br>9039<br>VPK | Otto SteelScSr<br>1Dk | 836<br>596<br>360 | | | | | 1898 | Caledon SB.&E.Co.Ld<br>Dundee | Wilsons&North EasternRy Shppg. Co.Ld. | 225·0\|32·1\|12·0<br>Q61tB93t | Hull<br>British | T.3Cy.17″,30″&52″–36″<br>162NHP<br>CaledonS.B&E.Co.Ld.Dun | | C |
| 622 | — SteelScSr<br>(Trawler)<br>1Dk | 202<br>193<br>79 | | | | | 1904 | Bonn& Mees<br>Rotterdam | EdwardRichardsonHerings-u-Hochseefischerei | 119·0\|22·3\|11·6 | Gstemnde<br>German<br>WB | T3Cy12$\frac{1}{10}$″20$\frac{1}{10}$″&33$\frac{1}{10}$″–23$\frac{1}{2}$″<br>Alblasserdamsche 53NHP<br>Maschinenfab.Alblas. | | |
| 623 | — IronScSr<br>Elec.light 1Dk | 152<br>130<br>88 | | | | | 1881 | F.Schichau<br>Elbing | Sartori&Berger | 114·8\|19·0\|8·3<br>B15′<br>len97 | Kiel<br>German | C.2Cy.9$\frac{1}{2}$″&17$\frac{1}{4}$″–10″<br>NB05 8NHP<br>F.Schichau,Elbing | | |
| 624 | Otto Cords SteelScSr | 906<br>772<br>494 | | | | | 1910 | Akt.Ges. "Neptun"<br>Rostock | Dmpfsch.Ges.Aug. CordsG.m.b.H. | 231·5\|33·8\|12·0<br>P&B177′F25′ | Rostock<br>German<br>WB | T.3Cy.14$\frac{3}{8}$″,24$\frac{3}{16}$″&38$\frac{5}{8}$–26$\frac{3}{4}$″<br>77NHP<br>A.-G."Neptun,"Rostock | | |
| 625 | Otto Ippen XIX. IronSc<br>(exDemminPacketI.)<br>Mchy.Aft 1Dk | 110<br>107<br>60 | | | | | 1883 | Aron& Gollnow<br>Stettin | Herm.O.Ippen | 110·6\|17·6\|7·0 | Stettin<br>German | NB05<br>Aron&Gollnow,Stettin | | |
| 626 | Otto Ippen XX. IronSc<br>(exDemminPacketII.)<br>Mchy.Aft 1Dk | 110<br>107<br>59 | | | | | 1884 | Aron& Gollnow<br>Stettin | Herm.O.Ippen | 110·5\|17·6\|6·9 | Stettin<br>German | NB07<br>Aron&Gollnow,Stettin | | |
| 627 | Otto Ippen XXI. SteelSc<br>(exDemminPacketIII.)<br>Mchy.Aft 1Dk | 121<br>119<br>72 | | | | | 1889 | Stettiner Msch.&Sch.<br>A.G.Stettin | Herm.O.Ippen | 117·8\|17·1\|7·6 | Stettin<br>German | Stettiner NB08<br>Masch.&Schiffsbw.A.G. | | |
| 628 | Otto Ippen XXII. SteelSc<br>(exDemminPacketV., exStadtAnklam) | 112<br>—<br>64 | | | | | 1904 | G.Koch<br>Stettin | Herm.O.Ippen | 122·7\|16·5\|7·0 | Stettin<br>German | C.2Cy.8$\frac{9}{10}$″&17$\frac{7}{16}$″–10$\frac{1}{5}$″<br>NE&B12 8NHP<br>StettinerOderwerke, | | |
| 629 | Otto Leonhardt SteelScSr<br>(exBussard)<br>Elec.light 1Dk&Spar dk | 1494<br>1369<br>925 | | | | | 1906 | Schiffsw.v. HenryKoch<br>Lübeck | Leonhardt& Blumberg | 245·8\|36·2\|19·3<br>P15′B63′F28′ | Hamburg<br>German<br>WB | T.3Cy.19$\frac{3}{4}$″,32$\frac{1}{8}$″&51$\frac{1}{4}$″–33$\frac{1}{2}$″<br>152NHP<br>Ottensener Maschinenf.Alt | | |
| 630<br>1208 | Otto M. Reiss SteelScSr<br>(exFrederickB.Wells)<br>Mchy.Aft Elec.light 1Dk2trB | 4463<br>—<br>3630 | | | | | 1901 | Chicago S.B.Co.<br>Chicago | ReissS.S.Co. | 430·0\|50·2\|24·5 | Duluth<br>Utd.States<br>WB | Q.4Cy.15″,23$\frac{3}{4}$″,36$\frac{1}{2}$″&56″ –40″<br>198NHP<br>ChicagoS.B.Co. | | L |
| 631 | Otto Reith SteelScSr<br>(exLotteReith,exPortin[illegible])<br>1Dk&Spar dk | 1489<br>1258<br>923 | | | | | 1899 | Schiffsw.v. H.Koch<br>Lübeck | AlfredCalvert (Shipping)Ld. (A.Calvert, Mgr.) | 245·9\|35·2\|18·4<br>B69′F29′ | British<br>WB | T.3Cy.16$\frac{3}{4}$″,28″&44$\frac{1}{2}$″–32$\frac{1}{2}$″<br>113NHP<br>J.F.Ahrens,Ottensen | | |
| | Now named "Lotte Reith," See No. 38184 in Supplement | | | | | | | | | | | | | |
| 632 | Otto Rudolf SteelSc<br>(Trawler)<br>1Dk | 216<br>191<br>81 | | | | | 1919 | Schiffb. Ges."Unterweser"Lehe | O.Beucker | 127·6\|22·6\|9·2 | Gstemnde<br>German<br>WB | T.3Cy12$\frac{3}{5}$″,20$\frac{1}{2}$″&32$\frac{3}{10}$″–22$\frac{4}{5}$″<br>49NHP<br>OttensenerMaschf.Altona | | |
| 633<br>GDC | Otto Sinding SteelScSr<br>1Dk | 948<br>738<br>572 | | | | | 1910 | Laxevaags Msk.&Jrnskb<br>Bergen | A/SD/SOttoSinding(V.Torkildsen) | 214·3\|32·2\|12·8<br>Q109tB51tF29t | Bergen<br>Norwegian<br>WB | T.3Cy.16″,25$\frac{1}{2}$″&43″–30″<br>101NHP<br>LaxevaagsMsk.&Jrns.Bgn | | N |
| 634<br>BSR | Otto Sverdrup SteelScSr<br>1Dk2trB | 3526<br>3307<br>2291 | | | | | 1904 | JReadhead &Sons,Ld.<br>SouthShields | A/SD/SOtto Sverdrup (Bergh&Helland) | 340·9\|46·6\|24·7<br>H174t F42′ | Bergen<br>Norwegian<br>WB | T.3Cy.24″,40″&65″–45″<br>283NHP<br>J.Readhead&Sons,S.Shl. | | N |
| 635<br>334<br>ABI | Otton WoodSc<br>(SalvageTug)<br>1Dk | 120<br>—<br>63 | | | | | 1895 | McDowall &Barbour<br>Piræus | G.Panagiotato | 99·0\|19·6\|9·0 | Kertsch<br>Russian<br>WB | C.2Cy.17$\frac{1}{2}$″&35″–22″<br>48NHP<br>McDowall&Barbour,Pir. | | |
| 636<br>809 | Otvazhiny SteelTwinSc | 151<br>—<br>106 | | | | | 1893 | Maats. Fyenoord<br>Rotterdam | N.Cariophily (A.Scanavides, Mgr.) | 142·2\|17·2\|·8·2 | Novorossisk<br>Russian | | | |
| 637 | Otzari IronSc<br>ssShl.2ndNo.3-9,04<br>(exAnnandale) ssLon.No.1-08<br>Well deck 1Dk(Irn)2trB | 1521<br>1190<br>938 | ✠<br>10,13<br>✠ | Sld | q | | 1878<br>8mo | E.Withy& Co.<br>Hartlepool | J.deArgacha y Elorza | 264·5\|33·4\|17·1<br>Q96′B68′F40′<br>BK9″<br>DBa86′f82′& | S.Sebast'n<br>Spanish<br>4BHCem<br>uE&B45′37t | C.2Cy.32″&59″–33″<br>NDB91 167NHP<br>1DB,4pf,GS69<br>T.Richardson&Sons,Hpl. | 20 ″ 0 | |
| 638 | Oudalej SteelSc<br>1Dk2trB | 254<br>226<br>107 | | | | | 1894 | Kockums Mek.Verks.<br>Malmö | RussianGovernment | 117·5\|25·0\|14·2<br>B13′ | Russian | C.2Cy.22″&44″–27$\frac{1}{2}$″<br>85NHP<br>Motala Mek.Verks.,Motala | | |
| 639<br>NQD | Oude Maas SteelSc<br>Elec.light 1Dk | 1323<br>1208<br>784 | | | | | 1918 | N.V.Werf Conrad<br>Haarlem | Jordens&Co. | 238·1\|37·3\|17·6<br>B57′F25′ | Rottrdam<br>Dutch<br>WB | T.3Cy.17$\frac{3}{4}$″29$\frac{1}{10}$″&47$\frac{1}{3}$″–35$\frac{2}{5}$″<br>133NHP<br>Gebr.Stork&Co.Hengelo | | V |
| med | "Cap Blanc Nez," See No. 36892 in Supplement | | | | | | | | | | | | | |
| 640<br>PZB | Oudjda IronScBn<br>(exVilledeNaples)<br>Elec.light Wireless 2Dks&Spar dk | 1894<br>1790<br>1066 | | | | | 1881 | A&JInglis<br>Glasgow | Cie.Générale Transatlantique | 311·6\|34·1\|16·7<br>H186tF47′ 24·2 | Marseilles<br>French<br>Tpd.97 | T.3Cy.30″,48$\frac{3}{4}$″&80″–48″<br>NB16 506NHP<br>Cie.Gén.Trans.Penhoët | | V |
| 641 | Oudkarspel SteelSc<br>Mchy.Aft | 359<br>281<br>179 | | | | | 1919 | Werf "Nordster"<br>Groningen | BertusBernhard | 131·2\|23·0\|11·1 | Amstrdam<br>Dutch<br>WB | T.3Cy.10$\frac{1}{5}$″16$\frac{3}{5}$″&27$\frac{1}{2}$″–18$\frac{1}{10}$″<br>32NHP<br>P.Versteeg,Hardinxveld | | |
| 642<br>PZD | Ouessant SteelTwinSc<br>Elec.light Ref.Mchy.Wireless 3Dks4trB | 8525<br>7386<br>5360 | ✠Lloyd'sRMC ~~5,21~~ 8,21 | | | | 1908 | Atel.&Ch. de laLoire<br>St.Nazaire | ChargeursRéunis | 484·5\|55·8\|33·8<br>P34′H—F54′ | Havre<br>French<br>WB | T.6Cy.25$\frac{19}{32}$″,42$\frac{1}{2}$″&70$\frac{7}{8}$″–47$\frac{1}{4}$″<br>346NHP<br>Atel.&Ch.delaLoire,Nts. | | V |
| 643 | Ougrée SteelSc<br>Collision 12,20<br>(exAnomineMaru)<br>Elec light Wireless 1Dk | 1979<br>1816<br>1191 | | | | | 1918 | Taikoku S.S.Co.<br>Toba | Soc.d'Opérations Maritimes | 270·0/39·0\|23·9<br>P16′B65′F31′ | Antwerp<br>Belgian<br>WB | T.3Cy.18″,29″&49″–36″<br>144NHP<br>TobaShipyard&Eng.Wks. | | V |
| 644<br>25163 | Our Elsie WoodTwinScK<br>1Dk | 213<br>179<br>112 | | | | | 1908 | AWSettree Laurieton, N.S.W. | A.&E.Ellis,Ld. | 119·3\|28·5\|7·6 | SydnyNSW<br>British<br>WB | C.4Cy.9″&18″–12″<br>28RHP<br>Mort'sDk&E.CoLd.Balmn | | |
| 645 | Our Jack WoodTwinScK<br>ered 6,21<br>1Dk | 272<br>212<br>152 | | | | | 1907 | J.Wright CapeHawke, N.S.W. | NorthCoastStm. Nav.Co.Ld. | 133·0\|28·0\|6·8 | SydnyNSW<br>British | C.4Cy.10″&20″–16″<br>30RHP<br>Chapman&Co.Sydney | | |
| 646<br>13579<br>GQW | Our Tena Iron&SteelScK<br>ssHul.No.3-6,13<br>ssGms.No.1-19<br>(exEmu) 1Dk<br>Stl framing Irn plating | 164<br>155<br>65 | ✠100A1<br>StmTrawler<br>11,20<br>BS5,20 ✠LMC5,19 | Gms | | 11,20 | 1900<br>10mo<br>Lloyd'sA&CP | Cook,Wel-t'n&Gemmell<br>Hull | H.Wood | 105·0\|21·0\|11·0<br>ptND13 BK7$\frac{1}{2}$″<br>DTanks | Grimsby<br>British<br>3BHCem<br>f15′30t | T.3Cy.10″,17″&28″–21″ (s)<br>200lb 40RHP<br>1SB,2pf,GS26,HS635<br>Amos&Smith,Hull | 11 ″ 9 | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26647<br>7828<br>LPNH | **Oura Maru** SteelScSr<br>ssNag.No.3-6,14<br>Elec.light ssNag.No.1-18<br>Wireless 2Dks | 672<br>497<br>379 | ✠~~100A1~~<br>10,21 ~~7,19~~<br>~~✠LMC~~ | Kob | k | 5,18 | 1902<br>4mo<br>Lloyd's A&CP | MitsuBishi<br>Dkyd&EWks<br>Nagasaki | NipponKaiji<br>KogyoKabushiki<br>Kaisha<br>WB= | 184·1\|29·0\|16·1<br>B86'F35'<br>FK<br>CellDBuE&B59'f | Nishino-miya<br>Japanese<br>4BHCem<br>59'128tDTa | T.3Cy.13",22"&36"-27" (s)<br>180lb 88NHP<br>1SB,3cf,GS47,HS1558<br>MitsuBishiD.&E.Wks.Nag<br>22'56tFPT18tAPT7t |
| 26648<br><br>OPZQ | **Ouragan** SteelScSr<br>(Tug)<br>(exDrente) 1Dk | 275<br>236<br>— | | | | | 1916 | Gebr.<br>Jonker<br>Kinderdijk | Chemins de Fer de l'ÉtatFrançais (SocMar Nationale Mgrs.) | 115·0\|26·2\|13·0 | Marseilles<br>French<br>WB | T.3Cy.15",24"&40"-24"<br>78NHP<br>Machinefabriek Bolnes |
| 26649 | **Oural** Steel&IronSc3MstSr<br>(exHans&Kurt)<br>Elec.light CarryingPetroleum in bulk<br>Mchy.Aft 3Dks | 2419<br>1713<br>1836 | | | | | 1887 | Armstrong<br>Mitchell& Co.(Lim.)<br>Newcastle | Soc.Anon.d'Armement,d'Industrie etdeCommerce | 270·0\|39·2\|21·2<br>P157 F34' | Antwerp<br>Belgian | T.3Cy.20½",34"&55"-36"<br>NB03 181NHP<br>Wllsnd SlpwyCo.Ld.,Nwc |
| 26650<br><br>HPML | **Ourana** IronScSr<br>ssNwc.No.3-12.91<br>4thSurvey2-96 ssLiv.No.1-96<br>Elec.light (exLodore) 1Dk(Irn)2trB | 624<br>539<br>334 | ✠<br>6,00<br>✠NB9,95 ✠ | Pir | k<br>Lv | | 1878<br>9mo | Wigham<br>Richrdsn&Co<br>Newcastle | Nav.Orientale<br>(P.Pantaleon) | 200·2\|28·3\|14·0<br>P30'F24'<br>BK7½"<br>WB=DBa | Syra<br>Greek<br>4BHCem<br>55'f26'118t | C.2Cy.26"&46"-30"<br>NDB87 83NHP<br>1SB,3pf,GS45,HS1240<br>WighmRichrdsn&Co.Nwc |
| 26651<br>220927<br>MCFW | **Ourcq** SteelSc4TwinMsts<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless Sub.Sig. CruiserStern | 7556<br>6282<br>3908 | Fitted for oil fuel 1,21 F.P. above 150°F. A&CP | | | | 1920<br>12mo<br>— | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard<br>Cell DB288'1187tL | 436·9\|58·2\|35·9<br>P80'B135'F82'<br>on Shelter dk FK<br>Ta 11'53tFPT103t | Phildlphia<br>Utd. States<br>Cem<br>11BHtoS dk<br>APT171t | 2 Steam Turbines geared to 1 Sc. Shaft 200lb (s)<br>HS17512 1295NHP<br>6 Water Tube Boilers FD<br>General ElectricCoErie,Pa |
| 26652<br>128876<br>HTRL | **Ouse** SteelScSr<br>ssGoo.No2.-19<br>Elec.light 1Dk(Stl) | 1004<br>832<br>419 | ✠100A1<br>12,20<br>~~BS1,21~~ ✠LMC5,19<br>BS1,22 | Goo | o | 5,19 | 1911<br>11mo<br>Lloyd's A&CP | W.Dobson<br>&Co.<br>Newcastle | ~~Lancashire& YorkshireRly.Co.~~<br>L.&N.W.Rlwy.Co<br>WB = Cell D Ba58'u | 240·2\|34·2\|15·4<br>P38'B88'F35'<br>FK<br>E15'f91'182tFPT | Goole<br>British<br>5BHCem<br>14tAPT31t | T.3Cy.22",36"&61"-39" (s)<br>180lb 331NHP<br>2SB,6cf,GS124,HS4948<br>WllsndSlpwyCo.Ld.Nwc |
| 26653<br>113574 | — SteelScK<br>ssAnt.No.3-9,13<br>ssHul.No.1-19<br>1Dk | 167<br>159<br>66 | | | ... | ~~CL~~<br>~~6,18~~<br>6,21 | 1900<br>8mo<br>Lloyd's A&CP | Mackie&<br>Thomson<br>Glasgow | A.Gouldby | 104·1\|21·0\|10·7<br>BK7½"<br>WB= | Lowestoft<br>British<br>3BHCem<br>DTf7'10t | T.3Cy.10",16"&27"-20" (s)<br>200lb 45RHP<br>1SB,2pf,GS26,HS642<br>Muir&Houston,Ld.Gls. |
| 26654<br>91305<br>KJSM | **Ouse Hopper No. 3** Irn&ptStlSc<br>ssHul.3rdNo.3-3,15<br>ssGoo.No.1-19<br>1Dk(Irn) | 582<br>529<br>275 | ✠ A1<br>HopperBarge<br>2,19 ✠LMC2,19 | Goo | h | 2,19 | 1886<br>5mo<br>Lloyd's A&CP | W.Dobson<br>&Co.<br>Newcastle | Trustees of the Aire&CalderNav. Co. | 169·0\|28·7\|12·8<br>BK6" | Goole<br>British<br>7BHCem | C.2Cy.22"&44"-30" (s)<br>100lb 80RHP<br>1SB,3pf,GS49,HS1720<br>NEMarineEC(Lim.),Nwc. |
| 26655<br>91312<br>KQPB | **Ouse Hopper No. 6** IronSc | 216<br>203<br>112 | | | | | 1888 | W.Dobson<br>&Co.<br>Newcastle | Wick&Pulteney Hrb'rTrustees (D. W.Georgeson Mgr) | 125·0\|22·2\|8·8 | Wick<br>British | C.2Cy.12"&24"-15"<br>24RHP<br>N.EasternEng.Co.,Nwc. |
| 26656<br>602 | **Ouspekh** SteelScK<br>(Trawler)<br>(exSt.Bernard) 1Dk | 169<br>—<br>61 | | | ... | | 1893 | Grngem'th<br>DockyardCo.<br>Grangem'th | Russian-Danube S.N.Co. | 113·2\|21·2\|10·3<br>F14'<br>BK6½" | Odessa<br>Russian<br>WB | C.2Cy.21"&42"-24"<br>73NHP<br>Hutson&Son,Glasgow |
| 26657<br>219804<br>LWDJ | **Outagamie** SteelSc<br>(Tug)<br>Elec.light Wireless 1Dk | 429<br>—<br>91 | | | | | 1920 | Northwest<br>Eng.Works<br>GreenBay, Wis. | StandardOilCo. of Indiana | 141·5\|27·7\|14·8 | Whiting, Ind.<br>Utd.States | T.3Cy.17",25"&43"-30"<br>101NHP<br>MurrayIronWorks, Burlington,Iowa |
| 26658<br><br>OPZV | **Outarde** SteelSc<br>(exSavora)<br>1Dk | 117<br>—<br>39 | | | | | 1903 | J.Burrell & Co.<br>Barcelona | Scott,Ambrosino &Pugliese | 90·0\|16·5\|9·7 | Oran<br>French | C.2Cy.16"&30"-20"<br>33NHP<br>J.Burell&Co.Barcelona |
| 26659<br>128732<br>VHDM | **Outeniqua** SteelScSr<br>ssC.Tn.No.1-19<br>Elec.light 2Dks(2nd dkStl) | 1019<br>942<br>627 | ✠100A1<br>10,21 ~~9,19~~<br>✠LMC9,19<br>BS10,21 | CTn | l | ~~1,21~~<br>10,21 | 1915<br>2mo<br>Lloyd's A&CP | Porsgrund<br>Mek. Værks.<br>Porsgrund | ThesenS.S.Co.Ld. (Thesen&Co.Ld. Mgrs.)<br>WB=CellD | 195·8\|30·1\|21·2<br>FK<br>Ba42'f86'141tFPT | Cape Town<br>British<br>4BHCem<br>23tAPT24t | T.3Cy.14",23"&38"-27" (s)<br>180lb 109NHP<br>2SB,4cf,GS80,HS2060<br>Porsgrund M.V.Porsgrund |
| 26660 | **Outline** SteelSc<br>1Dk(Stl) | | ✠100A1<br>For fishing purposes<br>4,21 ✠LMC5,21 | Ips | | CL | 1920<br>4mo<br>Lloyd's A&CP | JWBrooke<br>&Co.Ld.<br>Lowestoft | ~~J.W.Brooke&Co. Ld.~~ W.B.Jenner | 86·0\|18·5\|9·3<br>BK7½" | Lowestoft<br>British<br>3BHCem | T.3Cy.9¾",15"&22"-16" (s)<br>180lb 38NHP<br>1SB.2pf,GS30,HS814<br>Elliott&GarroodLdBeccles |
| 26661<br><br>OPZW | **Outreau** IronScSr<br>ssDnk.3rdNo.3-10,20<br>(exBeckFrères,exLaju)<br>Wireless 1Dk(Irn)&Spar dk3trB<br>Cargo battens not fitted | 1874<br>1883<br>1164 | ✠100A1<br>Spar dk<br>10,21 ~~10,20~~<br>✠NB5,17 ✠LMC10,20<br>BS11,21 | Dnk<br>Nwc | r | ~~9,20~~<br>10,21 | 1881<br>12mo<br>A&CP | J.Laing<br>Sunderland | Soc.desAciéries de Paris et d'Outreau (Mory&Co. Mgrs.) | 261·0\|35·0\|27·1<br>ND08 BK9½"<br>DBa | Boulogne<br>French<br>4BHCem<br>78' f42'202t | C.2Cy.20"&54"-42" (s)<br>150lb 100lb NDB13 201NHP<br>2SB,4cf,GS80,HS3330<br>G.Clark,Sunderland |
| 26662<br><br>OQAB | **Ouvrier** SteelTwinSc<br>Elec.light 1Dk<br>Mchy.Aft | 1065<br>—<br>588 | | | | | 1919 | Ch.&Atel.<br>deAugustin<br>Normand<br>Havre | FrenchGovernment | 229·6\|34·1\|14·7<br>P59'F19' | Havre<br>French<br>WB | T.6Cy.10 3/16",16⅔"&26½"-13 7/16"<br>50NHP<br>Ch.&Atel. deAugustin Normand,Havre |
| 26663 | **Ouzou-Kalé** SteelSc | 319<br>311<br>195 | | | | | 1900 | Danubius<br>Schoenichen<br>Hartmann<br>Budapest | RussianGovernment | 150·0\|29·5\|11·5 | Nicolaieff<br>Russian<br>WB | C.2Cy.21"&32"-18"<br>36NHP<br>DanubiusSchoenichen Hartmann,Budap |
| 26664<br>216157<br>LKMN | **Overbrook** SteelSc<br>Elec.light Wireless 1Dk(Stl)<br>Mchy.Aft | 5725<br>4550<br>3507 | Fitted for oil fuel 4,18 F.P. above 150°F.<br>Fitted with cylindrical tanks for carrying Petroleum | | ... | CL<br>8,18 | 1918<br>4mo<br>A&CP | ChesterSB<br>Co.Ld.<br>Chester,Pa. | UnitedStates<br>ShippingBoard<br>CellD | 400·8\|54·3\|31·4<br>P99'B27'F50'<br>FK<br>B350'1611tFPT11 | Phildlphia<br>Utd. States<br>10BHptCem<br>5tAPT144t | 2 Steam Turbines geared to 1Sc.Shaft 180lb(s) 628NHP<br>3SB,9cf,GS176,HS8862 FD<br>Westinghouse MachineCo. E.Pittsburgh |
| 26665<br>115786<br>VFTD | **Overdale** SteelScSr<br>ssLth.No.1-21<br>ssLth.No.3-9,16<br>(exDumbarton) 1Dk(Stl)&Spar dk(Stl)<br>Wireless &deep framing | 3586<br>3310<br>2281 | ✠100A1<br>Spar dk<br>11,21 ~~5,20~~<br>✠LMC 8,21 | Lth | w | CL<br>~~10,18~~<br>11,21 | 1903<br>8mo<br>Lloyd's A&CP | AM'Millan<br>&Son,Ld.<br>Dumbarton | Chr.Salvesen& Co.<br>WB=CellD | 340·0\|45·0\|17·8<br>P30'B88'F36 26·1<br>FK<br>Ba112'uE24'f144' | Leith<br>British<br>6BHCem<br>715tAPT91t | T.3Cy.24",40"&65"-42" (s)<br>180lb 90lb 305NHP<br>2SB,6cf,GS121,HS4818<br>ClydeS.B.&E.Co.Ld.P.Gls. |
| 26666<br>145241 | **Overfall** SteelScK<br>1Dk | | | | ... | CL | 1918<br>10mo<br>Lloyd's A&CP | ColbyBros.<br>Ld.<br>Lowestoft | ~~TheAdmiralty~~<br>~~M.S.Hilton~~<br>J.Mair | 86·2\|18·6\|9·3<br>BK7½" | Banff<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18 (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>Pollit&Wigzell,Ld. SowerbyBridge |

| in<br>ck.<br>cial<br>o.<br>de<br>ers. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Master. Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Year Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 667<br>14069<br>LFR | **Overgarth** SteelSc<br>ssBkn.No.3–11,19<br>1Dk(Stl) | 97<br>90<br>— | ✠100A1<br>For Towing purposes<br>~~5,21~~ ~~1,21~~2,22<br>~~BS11,20~~ BS10,21 ✠LMC11,19 | Liv<br>Bkn | | ~~11,20~~<br>~~5,21~~<br>2,22 | 1907<br>5mo<br>Lloyd'sA&CP | LythamSB&Eng.Co.Ld<br>Lytham | Rea,Ld. | 81·6\|17·6\|10·0<br>BK6″ | Liverpool<br>British<br>4BHCem | C.2Cy.15″&32″–21″ (s)<br>130lb 60RHP<br>1SB,2pf,GS33,HS1220<br>LythmSB&E.CoLd.Lythm | 10 ″ 5 | |
| 668<br>1393<br>TPW | **Overton** SteelScSr<br>ssLon.No.2–20<br>1Dk(ptStl)<br>Well deck<br>Mchy.Aft | 426<br>286<br>185 | ✠100A1<br>11,20<br>✠LMC11,20 | Lon | f | CL<br>6,15 | 1911<br>10mo<br>Lloyd'sA&CP | JTEltringham&Co.Ld.<br>SouthShields | OvertonS.S.Co.Ld.<br>(R.R.Clark) | 143·5\|24·4\|10·5<br>Q81′B9′F25′<br>FK<br>WB=FPT | Liverpool<br>British<br>3BHCem<br>24tAPT23t | C.2Cy.17″&36″–24″ (s)<br>130lb 74RHP<br>1SB,3cf,GS46,HS1408<br>BairdBros.NorthShields | 11 ″ 9<br>s 3″10½<br>11 ″ 7 | |
| 669<br>NQH | **Overveen** SteelAuxSc<br>OilEng.<br>1Dk<br>Mchy.Aft<br>(See Sailing Ship Register) | 153<br>127<br>118 | | | | | 1917 | G.Barkmeyer&Zoon<br>Aalsum | N.V.van der Touw'sScheepv. Maats. | 102·0\|20·1\| 7·8<br>Q18′ | Rottrdam<br>Dutch | Oil Engines 2S.C.<br>2Cy.11⅘″–12⅕″ 20NHP<br>D.Goedkoop,Jr.Ams. | | |
| 670 | **Overwaard** SteelSc<br>(exLeeuwarden)<br>1Dk<br>Mchy Aft | 831<br>647<br>456 | | | | | 1918 | NVScheep.My.Farsum<br>Delfzyl | N.V.ScheepsExploitatieMaats.<br>"Navis"(M.J.vanderEb,Ld.Mgrs) | 194·7\|32·2\|13·1<br>Q105′B12′F23′ | Sliedrecht<br>Dutch<br>WB | T.3Cy.14⅖″,23⅗″&38⅗″–26⅘″<br>77NHP<br>Alblasserdam.Msch.Fab. | | N |
| 671<br>5865<br>CJH | **Ovid** SteelSc<br>ssCff.No.3–2,21<br>2Dks(1Stl&UIrn)<br>&deep framing<br>(exLipsos,exCérès,exCasilda)<br>Elec.light Wireless | 3928<br>3602<br>2463 | ✠100A1<br>2,22~~2,21~~<br>✠LMC2,21 | Cff | u | CL<br>~~2,21~~<br>2,22 | 1902<br>8mo<br>Lloyd'sA&CP | SirJ.Laing&Sons,Ld.<br>Sunderland | ShakespearShppg.Co.Ld.(GloverBros.Mgrs.)<br>Cell DBa 114′ | 365·8\|47·1\|24·8<br>P37′B96′F40′<br>FK<br>uE&B36′f162′1072t | London<br>British<br>7BHCem<br>APT51t | T.3Cy.24″,37″&64″–45″ (r)<br>180lb 362NHP<br>3SB,6cf,GS90,HS5171 FD<br>G.Clark,Ld.Sunderland | 27 ″ 6<br>s 5 ″ 6½<br>22 ″ 4 | |
| 672<br>VBD | **Övre** SteelScSr<br>(exAthamas)<br>1Dk<br>Wireless | 3988<br>3581<br>2413 | | | | | 1912 | W.Doxford&Sons,Ld.<br>Sunderland | D/S A/S Övre<br>(O.M.Milberg&Co.) | 370·5\|51·2\|22·5<br>P33′B243′F33′ | Chrstiania<br>Norwegian<br>WB | T.3Cy.25″,42″&70″–45″<br>329NHP<br>W.Doxford&Sons,Ld.Sld. | | |
| 673<br>271<br>DL | **Owain Tudur** IronSc3MstSr<br>1Dk<br>Welldeck Mchy.Aft | 238<br>171<br>89 | | | .. | | 1882 | SamuelBrs.<br>Llanelly | HarryParker(Grimsby)Ld. | 125·9\|20·1\|10·2<br>Q63′B7′F17′<br>BK6½″ | Grimsby<br>British<br>WB | C.2Cy.14″&32″–22″<br>NB03 55RHP<br>R.Nevill,Llanelly | 10 ″ 9 | |
| 674<br>813 | **Owana** SteelPad<br>(exPennsylvania)<br>1Dk&Saloon dk<br>Elec.light | 747<br>—<br>420 | | | | | 1899 | DetroitDryDockCo.<br>WyndtteMch | WhiteStarLine<br>(C.F.Bielman Mgr) | 200·6\|32·0\|12·0 | Detroit<br>Utd.States | B.1Cy.48″–108″<br>E.built64,fitted99<br>DetroitDryDockCo. | | |
| 675<br>497<br>PRQ | **Owatama** WoodScSr<br>1Dk2trB<br>Elec.light Wireless | 2531<br>2035<br>1496 | | | | | 1918 | WilsonS.B.Co.<br>Astoria,Or. | UnitedStates ShippingBoard | 266·3\|46·1\|24·0<br>P38′B63′F29′ | Astoria,Or<br>Utd.States | T.3Cy.19″,32″&56″–36″<br>188NHP<br>Filer&StowelCo.,Milwaukee,Wis. | | R |
| 676<br>153<br>TN | **Owego** SteelSc<br>2Dks<br>Wireless<br>Elec.light Mchy.Aft | 3069<br>—<br>1877 | | | | | 1888 | UnionDryDockCo.<br>Buffalo,N.Y | WinettOperatingCo.Inc. | 325·7\|41·2\|14·6 | NewYork<br>Utd.States<br>WB | T.3Cy.28″,42½″&72″–54″<br>NB12 381NHP<br>QuintardIronWorks,N.Yk | | V |
| 677<br>795 | **Owl** SteelScK<br>1Dk | 169<br>161<br>64 | ✠<br>StmTrawler<br>11,06<br>✠ | Hul | | | 1904<br>1mo | GooleS.B.&RepgCo.Ld<br>Goole | KelsallBros.&Beeching,Ld.<br>(JohnSlater, Mgr.) | 110·3\|21·1\|11·2<br>BK7½″<br>WB=Deeptanks | Hull<br>British<br>3BHCem<br>f23′41t | T.3Cy.12″,18″&30″–21″<br>45RHP<br>1SB,2pf,GS26,HS880<br>C.D.Holmes&Co.Hull | 12 ″ 0 | |
| 678<br>550 | — Steel&IronScK<br>(Trawler)<br>1Dk<br>Elec.light | 117<br>112<br>41 | | | ... | | 1896 | EdwardsBros.<br>NorthShields | T.Davidson | 90·8\|20·1\|10·9<br>Q18′F18′<br>BK7½″ | Aberdeen<br>British | T.3Cy.9½″,16″&25½″–19½″<br>30RHP<br>N.E.MarineCo.(Lim.),Sld | 11 ″ 7 | |
| 679<br>145<br>KV | **Ox** WoodSc<br>1Dk | 177<br>—<br>30 | | | | | 1919 | Leatham&SmithTwng&WrckngCo.<br>SturgeonBay Wis. | J.W.Sullivan | 95·5\|24·7\|12·2 | NewYork<br>Utd.States | C.2Cy.18″&36″–26″<br>61NHP | | R |
| | Now named "Claremont," see Supplement | | | | | | | | | | | | | |
| 80<br>928<br>PS | **Oxbird** SteelScK<br>ssLon.No.1–20<br>1Dk<br>Mchy.Aft | 310<br>221<br>111 | ✠100A1<br>7,20<br>✠LMC7,20<br>BS10,21 | Lon | e | CL<br>7,20 | 1916<br>3mo<br>Lloyd'sA&CP | Crabtree&Co.Ld.<br>Gt.Yarmouth | R.&W.Paul,Ld. | 135·0\|23·2\| 9·5<br>Q17′F18′<br>FK<br>FPT | Ipswich<br>British<br>3BHCem<br>29tAPT17t | C.2Cy.17″&36″–24″ (s)<br>130lb 53RHP<br>1SB,2pf,GS38,HS1370<br>Crabtree&Co.Ld.Gt.Yar. | 10 ″ 6<br>s ″ 7½<br>10 ″ 1 | |
| 81<br>454<br>PD | **Oxfordshire** SteelTwinSc4MstSr<br>ssBel.No.2–20<br>3Dks(Stl–Uws)<br>&Webframes<br>Elec.light<br>Wireless Sub.Sig. | 8624<br>6620<br>5424 | ✠100A1<br>1,22 ~~3,21~~<br>✠LMC11,20<br>Fitted for oil fuel 12,19F.P. above 150° F. | Liv<br>Bkn | d† | CL<br>PN6,19<br>s2,21 | 1912<br>9mo<br>Lloyd'sA&CP | Harland&Wolff,Ld.<br>Belfast | BibbyS.S.Co.Ld.<br>(BibbyBros.Mgrs)<br>WB=CellDB<br>a123′uE&B | 474·7\|55·3\|32·1<br>P52′B250′F78′<br>FK<br>70′f218′1313tFPT | Liverpool<br>British<br>8BHCem<br>92tAPT52t | Q.8Cy.22″,31½″,46″&66″–51″<br>215lb (s) 906NHP<br>2D&2SB24cfGS394HS16014<br>Harland&Wolff,Ld.Bel. | 35 ″ 4<br>s 7 ″ 8<br>28 ″ 2 | BT till 10,21 |
| 82<br>175<br>LR | **Oxonian** SteelSc4MstSr<br>ssLiv.No.3–2,12<br>ssLiv.No.2–20<br>(exPinemore)<br>2Dks(1Stl&UptIrn&ptStl)3trB<br>Ref.Mchy.<br>Elec.light Wireless Sub.Sig. | 6383<br>5999<br>4123 | ✠100A1<br>5,21 ~~9,20~~<br>✠LMC5,20<br>BS5,21 | Ant<br>Liv | c† | CL<br>5,20 | 1898<br>11mo<br>Lloyd'sA&CP | C.Connell&Co.<br>Glasgow | F.Leyland&Co.Ld.<br>WB=CellD | 459·0\|52·5\|31·0<br>P56′B&F338′<br>FK&BK2½″<br>Ba132′uE&B61′f | Liverpool<br>British<br>7BHCem<br>205′1417tDT | T.3Cy.28″,47½″&78″–60″ (s)<br>200lb 608NHP<br>2D&1SB15cfGS312HS10261<br>D.Rowan&Son.Glasgow<br>a35′1150t ~~FPT77t~~APT60t | 34 ″ 1<br>s 6 ″ 3½<br>28 ″ 3 | |
| 83<br>35<br>HR | **Oxshott** SteelScSr<br>ssSld.No.1–19<br>1Dk(Stl)<br>Well deck<br>Cargo battens not fitted | 1241<br>1022<br>761 | ✠100A1<br>1,21 ~~2,21~~<br>BS2,21 ✠LMC5,19 | Shl | o | CL<br>11,21 | 1915<br>5mo<br>Lloyd'sA&CP | CampbeltnS.B.Co.<br>Campbelt'wn | HudsonS.S.Co.Ld.<br>WB=CellDB | 230·0\|35·8\|15·6<br>Q79′B48′F24′<br>FK<br>a56′uE&B33′f102 | London<br>British<br>4BHCem<br>395tAPT85t | T.3Cy.18″,27½″&45″–33″ (r)<br>180lb 139NHP<br>2SB,4cf,GS72,HS2324<br>Rankin&BlackmoreLdGrk | 17 ″ 7<br>s 1 ″ 6<br>16 ″ 5 | |
| 84<br>87 | **Oxton** IronTwinSc<br>ssLiv.No.1–84<br>1Dk | 431<br>431<br>88 | ✠<br>For Ferry purposes<br>7,84 | Liv | g | | 1879<br>6mo | W.Simons&Co.<br>Renfrew | MunicipalCorporation of Birkenh'd | 130·0\|45·2\|12·0 | Liverpool<br>British<br>4BHCem | C.4Cy.19″&34″–24″<br>NB13 98RHP<br>W.Simons&Co.,Renfrew | | BT till 11,21 |
| 85<br>61<br>DB | **Oyaka** CompScSr<br>1Dk<br>Elec.light Wireless | 2469<br>—<br>1472 | | | | | 1919 | MobileS.B.Co.<br>Mobile,Ala. | UnitedStates ShippingBoard | 284·5\|45·5\|24·2<br>P37′B69′F34′ | Mobile<br>Utd.States<br>WB | T.3Cy.19″,32″&56″–36″<br>188NHP<br>Hooven,Owens&RentschlerCo.Hamilton,O. | | R |
| 86<br>99<br>R | **Oyama** SteelScK<br>ssCff No.3–10,19<br>1Dk | 257<br>230<br>100 | ✠100A1<br>StmTrawler<br>10,19<br>✠LMC9,19 | Cff | | CL<br>9,19 | 1908<br>7mo<br>Lloyd'sA&CP | Smith'sDockCo.Ld.<br>NorthShields | Neale&West,Ld. | 125·4\|22·1\|12·2<br>Q70′F19′<br>BK7½″ | Cardiff<br>British<br>3BHCem | T.3Cy.12½″,21″&35″–26″ (s)<br>180lb 82RHP<br>1SB,3pf,GS51,HS1418<br>ShieldsEng.Co.Ld.N.Shl. | 13 ″ 0 | |
| | Now named "Le Brivet," See No. 38136 in Supplement | | | | | | | | | | | | | |

| 1<br>Numer d'Ordre<br>Numero Officiel<br>Signaux | 2<br>Nom du Navire. | 3<br>Matériaux. Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote. — ✠ Surveillance Speciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>IHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14<br>Creux au Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26687<br>OQAR | **Oyapoc**<br>*Elec.light* | **SteelTwinSc**<br>1*Dk* | 255<br>173<br>112 | | | | | 1911 | A.Dubi-geon&Fils<br>Nantes | Tanon&Cie. | 132·5<br>P28'F20' | 21·4 | 8·7 | Cayenne<br>French<br>*WB* | C.4Cy.10¼"&18$\frac{29}{32}$"–14$\frac{3}{16}$"<br>28NHP<br>Brissonneau&Lotz,Nantes | |
| 26688 | **Oyapock**<br>*Elec.light* Wireless | **SteelTwinScSr**<br>(*ex*Venus)<br>1*Dk&Awng dk* | 916<br>—<br>439 | | | | | 1905 | Howaldts-werke<br>Kiel | LloydBrasileiro | 200·0 | 30·0 | 8·9 | R.Janeiro<br>Brazilian<br>*WB* | T.6Cy.11⅝",19¼"&31½"–18⅛"<br>84NHP<br>Howaldtswerke,Kiel | |
| 26689 | —<br>*Elec.light* | **SteelSc** | *470* | | | | | 1905 | A.Rodger &Co.<br>Pt.Glasgow | AmazonRiverStm. Nav.Co.(1911)Ld. | 150·0 | 26·1 | 10·3 | Para<br>Brazilian | T.3Cy.12½",20"&32"–24"<br>50NHP<br>D.Rowan&Co.Glasgow | |
| 26690<br>MTFB | **Öygar**<br>(*ex*Ingólfur) | **SteelScSr**<br>1*Dk* | 128<br>114<br>56 | | | | | 1908 | Mjellem& Karlsen<br>Bergen | A/SHjelma& Herlö D/S(M.Hellesö, *Mgr.*) | 100·0<br>B28' | 19·1 | 9·0 | Bergen<br>Norwegian | C.2Cy.9",&20"–17"<br>14NHP<br>Mjellem&Karlsen,Bergen | |
| 26691<br>136269<br>JDVG | **Oyleric**<br>(*ex*Barneson)<br>*Elec.light*<br>*Mchy.Aft* Wireless | **SteelScSr**<br>*ss*Hul.No.1-18<br>2*Dks*(*Stl*)&*Webframes*<br>*Longitudinal framing* | 6051<br>5744<br>3791 | ✠100A1<br>1.21<br>~~BS6,20~~<br>*Carrying Petroleum in bulk F.P. above 150° F.*<br>*Fitted for oil fuel* 2.14 | Nwc<br>BS8,21<br>✠LMC9,18 | *a*† | CL<br>3,20 | 1914<br>2mo<br>*Lloyd's A&CP* | Hawthorn, Leslie&Co.Ld<br>Newcastle | BankLine,Ld. (A. Weir&Co. *Mgrs.*)<br>*WB=CellDBuB DT f*42'510*t* | 420·3<br>P99'B26'F45'<br>41'116*t*<br>*FPT*83*tAPT*38*t* | 54·6 | 32·4<br>FK | Glasgow<br>British<br>17*BHCem*<br>9*BH to Udk*<br>8 " " 2*nd* " | T.3Cy.27",45"&74"–48" (*r*)<br>180lb 536NHP<br>3SB,*9cf*,GS180,HS7983 FD<br>Hwthrn,Leslie&C.LdNwc | 32<br>7<br>25 |
| 26692<br>136112 | **Oystermouth Castle** | **SteelScK**<br>*ss*Sws.No.1-19<br>1*Dk* | 283<br>253<br>112 | ✠100A1<br>*StmTrawler*<br>12,21 | Sws<br>BS1,22<br>✠LMC6,19 | | CL<br>5.19 | 1914<br>3mo<br>*Lloyd's A&CP* | Smith's DockCo.Ld.<br>Middlesbro' | ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (J. D.Marsden, *Mgr.*) | 128·8<br>Q76'F23' | 23·5 | 12·8<br>BK7½" | Swansea<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 85RHP<br>1SB,*3pf*,GS54,HS1522<br>Smith'sDockCo.Ld.Mdb. | 13 |
| 26693<br>MQPS | **Öyulf** | **SteelScSr**<br>(*Fishing*)<br>1*Dk* | 137<br>132<br>48 | | | | | 1917 | Akties. Mjellem& Karlsen<br>Bergen | JohanOttesen | 102·1 | 20·1 | 10·1 | Aalesund<br>Norwegian | T.3Cy.9½",15"&25"–18"<br>27NHP<br>Akties.Mjellem&Karlsen | |
| 26694<br>214562<br>LGMR | **Ozama**<br>*Elec.light* Wireless | **SteelScSr**<br>*ss*NYk.No.1-21<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 2118<br>1680<br>1259 | ✠100A1<br>~~11,21,21~~ 2,22 | NYk<br>✠LMC1,21 | *r* | CL<br>N11,21 | 1916<br>11mo | Detroit S.B.Co.<br>Wyandotte<br>A&CP | ~~AtlanticGulf& WestIndiesS.S. LinesInc.~~ New York &PortoRicoSSCo.Inc<br>*CellDB*212'478*tFPT* | 251·0<br>P28'B65'F27' | 43·8 | 18·2<br>FK | NewYork<br>Utd.States<br>4*BHCem*<br>67*tAPT*77*t* | T.3Cy.20",33"&54"–40" (*s*)<br>180lb 274NHP<br>2SB,*6cf*,GS126,HS5246<br>DetroitSBCo.DetroitMich | 20 |
| 26695<br>133114<br>JCDN | **Ozarda**<br>*Elec.light* Wireless | **SteelScSr**<br>2*Dks*(*Stl*) | 4791<br>4465<br>3038 | ✠<br>4,13 | Hpl<br>✠ | *y* | | 1913<br>4mo | W.Gray& Co.Ld.<br>WHartlepool<br>*WB=* | BritishIndiaStm. Nav.Co.Ld.<br>*CellDBa*119'*uE*26 | 380·0<br>P25'B124'F40'<br>*f*169'1070*tDTa*35'8 | 51·5 | 27·5<br>FK | Glasgow<br>British<br>6*BHCem*<br>80*tAPT*44*t* | T.3Cy.28",46"&77"–48"<br>603NHP<br>3SB,*12pf*,GS213,HS9174 FD<br>Cen.Mar.Eng.Wrks.WHpl | 30 |
| 26696<br>216095<br>LNDC | **Ozaukee**<br>Wireless Sub.Sig. | **SteelSc**<br>*Fitted for oil fuel*<br>2*Dks* | 4045<br>—<br>2835 | | | | | 1918 | L'ngBeach S.B.Co. Long Beach,Cal. | UnitedStates ShippingBoard | 341·0 | 48·0 | 27·2<br>*WB* | L.Angeles, Cal.<br>Utd.States | 1 Steam Turbine | |
| 26697<br>217839<br>LQPF | **Ozette**<br>*Elec.light* Wireless | **SteelScSr**<br>*Fitted for oil fuel*<br>2*Dks*<br>*Longitudinal framing* | 6078<br>5734<br>4490 | | | | | 1919 | Seattle NorthPacific S.B.Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 402·5<br>P34'B81'F38' | 53·0 | 32·0 | Seattle<br>Utd.States<br>*WB* | 2 Steam Turbines<br>HallidayMachineryCo. Spokane,Wash. | |
| 26698<br>201550<br>KTMP | **Ozmo**<br>*Elec.light* Wireless<br>(*See Sailing Ship Register*) | **WoodAuxSc3MstSr**<br>(*ex*Hugh Hogan) *OilEng.*<br>2*Dks* | 765<br>—<br>594 | | | | | 1904 | K.V.Kruse<br>Marshfield | NorthernCommercialCo. | 160·0 | 38·8 | 16·8 | S.Frncisco<br>Utd.States | Oil Engines 2S.C.SA<br>4Cy.16½"–18$^{15}$" 91NHP<br>NE*fitted*16<br>J.&C.G.Bolinder,Skm. | |
| 26699<br>88947 | **Ozone** | **SteelPadSr**<br>1*Dk&Promenadedk* | 572<br>520<br>241 | | | | | 1886 | Napier, Shanks&Bell<br>Glasgow | BaySteamersLd. | 260·0<br>H52*t* | 28·1 | 10·6 | Melbourne<br>British | C.2Cy.47"&85"–66"<br>NB01 489NHP<br>Rankin&Blackmore,Grnck | |
| 26700 | —<br>*Now named "GirlGeorgia," See No.37587 in Supplement* | **SteelScK**<br>1*Dk* | 95<br>95<br>40 | ✠100A1<br>*For fishing purposes*<br>3,20 | Inv<br>✠LMC5,20 | | CL | 1920<br>3mo<br>*Lloyd's A&CP* | Rose Street Foundry& Eng.Co.Ld<br>Inverness | TheAdmiralty | 86·1 | 18·6 | 9·2<br>BK7½ | London<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>RoseStreetFndry&ECo.Ld | 10 |

***Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 3 Regist'd Tonnage. Gross. Under deck. Net. | 4 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 5 Port of Survey. | 6 Years Assigned now expired, Equipment Letter. | 7 Date when tail shaft last seen. | 7* Built. When. Ship. Engines | 8 By Whom. Where. | 9 Owners. | 10 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | 11 Port of Registry. Flag. | 12 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name | 13 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 14 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 01<br>PO | **P. A. Heuch** SteelSc<br>OilEng.<br>1Dk | 166<br>126<br>80 | | | | | 1918 | Kragerö Mek.Verk. Kragerö | A/S P.A.Heuch (L.O.Silius) | 91·2\|20·1\|9·5<br>P22'H1tF7' | Kragerö<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.13"-13⅝" 23NHP<br>J&CGBolindersCoLd.Skm | | |
| 02 | **P. Claris** SteelScSr<br>ssNwc.No.3-11,97<br>ssBcl.No.1-02<br>(exMiguelJover, exPortDenison) 1Dk(Stl)&Spar dk (Stl)3trB<br>Elec.light | 3591<br>3216<br>2554 | ✠<br>Spar dk<br>6.10<br>✠NB11,97 ✠ | Bcl | w | | 1887<br>8mo | R&WHawthorn,Leslie&Co.Newcastle | Hijos de JoséTayá, S.enC.<br>WD=DBa | 375·0\|42·2\|20·9<br>P24'B82'F57' 28·5<br>BK11"<br>94'f&uE&B58'320t | Barcelona<br>Spanish<br>8BHCem<br>APT23t | T.3Cy.31",46"&78"-54"<br>NDB97 503NHP<br>2DB,12cf,GS232,HS8206<br>WghmRchrdson&Co.Nwc. | 29 ″ 6 | V |
| 703<br>HW | **P. de Satrustegui** SteelScSr<br>ssCdz.2ndNo.3-4,19 ~~ssCdz.No.3-0,06~~<br>(exTara) Sub.Sig. ~~ssBbo.No.2-14~~<br>Elec.light Wireless 3Dks(2Stl-Uws) | 4671<br>3915<br>2718 | ✠100A1<br>8,21 ~~4,18~~ 11,21<br>~~Examined4,19~~<br>✠LMC8,21<br>~~MS3,19~~ ~~BS4,14~~ | NYk<br>~~Cdz~~ Bcl | y | CL<br>~~12,18~~<br>~~8,21~~<br>11,21 | 1890<br>1mo<br>Lloyd | A.&J. Inglis Glasgow<br>'sA&CP | Cia.Trasatlantica<br>WB= | 410·0\|46·1\|29·5<br>P51'B162'F51'<br>BK11"<br>DBa88'f166'&uE&B102'770t | Barcelona<br>Spanish<br>6BHCem | T.3Cy.33",52"&86"-60" (s)<br>170lb 125lb 700NHP<br>3DB,18cf,GS327,HS9681 FD<br>A.&J.Inglis,Glasgow | 31 ″ 2 | |
| 704<br>T173 | **P. Fannon** SteelScK<br>ssAbn.No.1-20<br>1Dk | 211<br>207<br>78 | ✠100A1<br>StmTrawler<br>~~8,21~~ ~~6,20~~<br>2,22<br>✠LMC6,20<br>BS3,21 | Abn | | CL<br>6,20 | 1915<br>7mo<br>Lloyd | A.Hall&Co.Ld. Aberdeen<br>'sA&CP | AberdeenPioneer Stm.Fishing Co.Ld (H.E.Stroud, Mgr)<br>WB= | 115·7\|22·6\|12·2<br>BK7½" | Aberdeen<br>British<br>3BHCem<br>DTf7'12t | T.3Cy.12",20"&34"-23" (s)<br>180lb 69RHP<br>1SB,3pf,GS38,HS1250<br>A.Hall&Co.Ld.Aberdeen | 13 ″ 0 | |
| 705<br>HJP | **P. G. Halvorsen** SteelScSr<br>1Dk | 1101<br>984<br>663 | | | | | 1912 | Bergens Mek.Værks. Bergen | A/S Thv.HalvorsensRederi (T. Halvorsen, Mgr.) | 226·3\|36·5\|15·9<br>H56tF31t | Bergen<br>Norwegian<br>WB | T.3Cy.17",26½"&46"-30"<br>116NHP<br>BergensMekVærksBergen | | N |
| 706<br>PKQ | **P. Hansen** SteelScSr<br>Elec.light 1Dk | 137<br>85<br>49 | | | | | 1914 | Kjöbnhvns Flydk.&Skbs. Copenhagen | Ingv.Thorsen | 100·0\|19·2\|8·2<br>Q32'B32'F19' | Stavanger<br>Norwegian<br>WB | C.2Cy.14¼"&28"-18"<br>42NHP<br>KjbnhavnsFlydk.&Skbsv. | | |
| 707<br>0969<br>DHL | **P. J. Riley** WoodSc<br>Fitted for oil fuel<br>Elec.light 1Dk3trB<br>Mchy.Aft Carrying Petroleum in bulk | 3376<br><br>2550 | | | | | 1920 | National S.B.Co. Orange,Tex. | NationalOil TransportCo. Inc. | 299·5\|49·3\|31·2 | Pt.Arthur, Tex.<br>Utd.States<br>WB | T.3Cy.19",32"&56"-36"<br>138NHP | | |
| 708<br>QVA | **P. L. M. 2** SteelScSr<br>(exPenobscot) ~~ssN.Yk.No.3-8,16~~<br>Elec.light ~~ssShl.No.1-20~~<br>Mchy.Aft ssSld.No.3-12,21 1Dk(Stl)<br>Wireless Cargo battens not fitted | 2334<br>2334<br>1369 | 100A1<br>12,21 ~~11,20~~<br>✠NB12,21<br>~~MS2,20~~ | Shl<br>Sld<br>LMC12,21<br>~~BS11,20~~ | s | ~~2,20~~<br>12,21 | 1911 | Gt.Lakes Eng.Works Ecorse,Mich.<br>A&CP | Soc.Nationale d'Affrêtements | 247·0\|43·7\|28·4<br>F25'<br>FK<br>CellDB204'634t Topside tanks157'902tFPT137tAPT35t | Havre<br>French<br>5BHAsp | T.3Cy.21",34½"&57"-42" (s)<br>175lb 291NHP<br>2SB,6cf,GS103,HS4320 FD<br>Gt.LakesEng.Works,Det. | 27 ″ 6<br>s 5 ″ 4¾<br>22 ″ 3 | |
| 709<br>QVD | **P. L. M. 5** SteelScSr<br>ssShl.No.1-20<br>Elec.light 1Dk(Stl)Topside tanks<br>Mchy.Aft Cargo battens not fitted<br>Wireless | 2478<br>2477<br>1509 | ✠100A1<br>12,21 ~~9,20~~ | Cff<br>Rou<br>✠LMC2,20<br>BS11,21 | s | CL<br>2,20 | 1916<br>10mo | Gt.Lakes Eng.Works Ecorse,Mich.<br>A&CP | Soc.Nationale d'Affrêtements | 253·0\|43·5\|25·6<br>F25'<br>FK<br>CellDB209'595tTopside tanks382tFPT180tAPT50t | Havre<br>French<br>4BHCem | T.3Cy.21",34½"&57"-42" (s)<br>175lb 284NHP<br>2SB,6cf,GS104,HS4160 FD<br>Gt.LakesEng.Wks Detroit | 27 ″ 7<br>s 4 ″ 2¾<br>23 ″ 7 | |
| 6710<br>~~QVB~~ | **P. L. M. 6** SteelScSr<br>(exKifunezanMaru) ssShl.No.1-19<br>Elec.light 2Dk(Stl)&Web frames<br>Wireless Longitudinal framing<br>New name "Bedeburn," See No. 36493 in Supplement | 3071<br>3071<br>1951 | ✠100A1<br>10,21 ~~5,20~~<br>✠LMC4,19 | Shl | t | CL<br>~~4,19~~ | 1916<br>4mo | OsakaIron Works,Ld. Osaka<br>A&CP | ~~Soc.Nationale d'Affrêtements~~<br>Frew,Elder&Co. | 305·0\|43·7\|27·2<br>P19'B82'F32'<br>FK<br>CellDB 255' 519t FPT76tAPT20t | Havre<br>British<br>5BHCem | T.3Cy.22",37"&61"-42" (s)<br>180lb 288NHP<br>2SB,6cf,GS90,HS3824 FD<br>OsakaIronWrksLdOsaka | 27 ″ 3<br>s 4 ″ 4½<br>23 ″ 2 | |
| 6711<br>QVF | **P. L. M. 7** SteelScSr<br>(exAmbatielos, ssShl.No.3-8,20<br>exFameliaris) 1Dk(Stl)&deepframing<br>Wireless Cargo battens not fitted | 3479<br>3479<br>2608 | ✠100A1<br>~~10,21~~ ~~8,20~~<br>5,22<br>MBS10,21 | Shl<br>~~Bly~~ Rot<br>✠LMC8,20 | u | CL<br>~~8,20~~<br>10,21 | 1908<br>7mo<br>Lloyd | W.Gray&Co.Ld. WHartlepool<br>'sA&CP | Soc.Nationale d'Affrêtements | 331·0\|47·7\|22·5<br>P23'B90'F32'<br>FK<br>CellDBa&uE130'uB18'f142'829tAPT97t | Havre<br>French<br>5BHCem | T.3Cy.24",38"&64"-42" (s)<br>180lb 100lb NDB20 277NHP<br>2SB,6rf,GS100,HS4114<br>Cen.Mar.Eng.Wks.W.Hpl | 25 ″ 0<br>s 4 ″ 5<br>21 ″ 0 | |
| 6712<br>QVG | **P. L. M. 8** SteelSc<br>ssShl.No.1-20<br>(exVirginia) 1Dk(Stl)<br>Elec.light Cargo battens not fitted<br>Mchy.Aft Wireless | 3296<br>3295<br>1865 | ✠100A1<br>10,21 ~~12,20~~ | Shl<br>✠LMC1,20<br>BS1,21 | v | CL<br>~~12,18~~<br>11,21 | 1915<br>12mo | NewYork S.B.Co. Camden, N.J.<br>A&CP | Soc.Nationale d'Affrêtements | 318·5\|49·5\|24·2<br>P79'B18'F31'<br>FK<br>CellDBuE&B53'f216'1254tDT13'412tFPT293tAPT92t | Havre<br>French<br>7BHCem | T.3Cy.21",35"&58"-42" (r)<br>200lb 318NHP<br>2SB,6cf,GS110,HS4643 FD<br>NewYorkSBCoCamdnNJ | 27 ″ 6<br>s 5 ″ 6<br>22 ″ 4 | |
| 26713<br>QVI | **P. L. M. 10** SteelScSr<br>ssCff.No.3-12,10<br>(exEasingwold) ssShl.No.2-18<br>1Dk(Irn)2trB&deep framing 3Dk rule<br>Wireless | 3289<br>3035<br>1907 | ✠100A1<br>~~10,21~~ ~~11,20~~ 5,22<br>BS11,20 | Shl<br>~~Sld~~ Rot<br>✠LMC8,18<br>MBS6,21 | u | CL<br>11,20 | 1898<br>9mo | W.Gray&Co.Ld. WHartlepool<br>A&CP | Soc.Nationale d'Affrêtements | 330·1\|48·5\|21·6<br>P27'B82'F30'<br>FK<br>WB=Cell DBa 106'uE&B40'f136' 765tAPT72t | Havre<br>French<br>5BHCem | T.3Cy.24",38"&64"-42" (s)<br>170lb 100lb NDB16 292NHP<br>2SB,6rf,GS111,HS4680<br>Cen.Mar.Eng.Wrks.WHpl | 24 ″ 0<br>s 4 ″ 0½<br>20 ″ 4 | |
| 26714<br>QVK | **P. L. M. 12** SteelSc<br>Elec.light Mchy.Aft 1Dk(Stl)<br>Cantilever framed topside tanks | 3985<br>3416<br>2022 | ✠100A1<br>~~10,21~~ ~~1,21~~<br>2.22 | Mdb<br>Shl<br>✠LMC12,20 | w | CL | 1921<br>1mo<br>Lloyd | Smith's Dk.Co.Ld Middlesbro'<br>'sA&CP | Soc.Nationale d'Affrêtements | 345·0\|49·5\|25·0<br>P97'B30'F35'<br>FK<br>CellDB297'810tTopsidetanks243'770tFPT280tAPT195t | Havre<br>French<br>6BHCem | T.3Cy.25",41"&68"-45" (s)<br>180lb 430NHP<br>2SB(FD)&1AuxSB,8cf, GS173,HS6590<br>Smith'sDockCo.Ld.Mdb. | 27 ″ 3<br>4 ″ 9¾<br>22 ″ 8 | |
| 26715<br>QVL | **P. L. M. 13** SteelSc<br>Elec.light 1Dk(Stl)<br>Mchy.Aft | 4015<br>3416<br>2073 | ✠100A1<br>~~7,21~~ 4,21 1,22 | Mdb<br>Shl<br>✠LMC4,21 | w | CL | 1921<br>4mo<br>Lloyd | Smith's DockCo.Ld. Middlesbro'<br>'sA&CP | Soc.Nationale d'Affrêtements | 345·0\|49·5\|25·0<br>P97'B30'F35'<br>FK<br>CellDB297'810t Topsidetanks243' 770t FPT280t APT195t | Havre<br>French<br>6BHCem | T.3Cy.25",41"&68"-45" (s)<br>180lb 430NHP<br>2SB(FD)&1AuxSB,8cf, GS168,HS6590<br>Smith'sDockCo.Ld.Mdb. | 27 ″ 3<br>s 4 ″ 9¾<br>22 ″ 8 | |
| 26716<br>QVM | **P. L. M. 14** SteelSc<br>llparticulars See No. 38834 in Supplement<br>Elec.light<br>Mchy.Aft | 3985<br>3416<br>2022 | 100A1<br>(ClassContemplated) | | | | 1921 | Smith's DockCo.Ld. Middlesbro' | Soc.Nationale d'Affrêtements | 345·0\|49·5\|27·2<br>P97'B30'F35' | Havre<br>French | T.3Cy.25",41"&68"-45"<br>Smith'sDockCo.Ld.Mdb. | 27 ″ 3<br>s 4 ″ 9¾<br>22 ″ 8 | |
| 26717<br>QVN | **P. L. M. 15** SteelSc<br>Elec.light 1Dk(Stl)<br>Mchy.Aft Cantilever framed topside tanks | ~~3985~~ 4016<br>~~3416~~ 3416<br>~~2022~~ 2081 | ✠100A1<br>5,22 ~~10,21~~<br>~~(ClassContemplated)~~<br>✠LMC10,21 | Mdb<br>Shl | u | CL | 1921<br>10mo<br>Lloyd | Smith's DockCo.Ld Middlesbro'<br>'sA&CP | Soc.Nationale d'Affrêtements | 345·0\|49·5\|~~27·2~~ 25·0<br>P97'B30'F35'<br>FK<br>CellDB297'810tTopsidetanks243'770tFPT280tAPT190t | Havre<br>French<br>6BHCem | T.3Cy.25",41"&68"-45"(s)<br>180lb 430NHP<br>2SB(FD)&1AuxSB8cf,GS164,HS6609<br>Smith'sDockCo.Ld.Mdb. | 27 ″ 3<br>s 4 ″ 9¾<br>22 ″ 8 | |
| 26718<br>QVU | **P. L. M. 20** SteelSc<br>Elec.light Mchy.Aft 1Dk(Stl)<br>Cantilever framed topside tanks | 5697<br>5121<br>2937 | ✠100A1<br>3,22 ~~2,21~~ ~~10,21~~ | Mdb<br>Shl<br>✠LMC10,20 | z | CL | 1920<br>12mo<br>Lloyd | Sir Raylton Dixon&CoLd Middlesbro'<br>'sA&CP | Soc.Nationale d'Affrêtements | 400·0\|56·0\|28·4<br>P127'B30'F40'<br>FK<br>CellDBuE&B78'f263'1224tTopside tanks 302'1353tDTf14'373tFPT144tAPT244t | Havre<br>French<br>7BHCem | Q.4Cy.23",32½",47"&68"-48"<br>220lb (s) 529NHP<br>3SB,9cf,GS308,HS7905 FD<br>N.E.MarineEngCoLd.Nwc | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 1 | |
| 26719<br>QVW | **P. L. M. 21** SteelSc<br>Elec.light<br>Mchy.Aft<br>For full particulars See No. 38876 in Supplement | 5600 | 100A1<br>(ClassContemplated) | | | CL | 1920 | SirRaylton Dixon&Co. Ld. Middlesbro' | Soc.Nationale d'Affrêtements | 400·0\|56·0\|28·4<br>P127'B30'F40' | French | Q4Cy.23",32½",47"&68"-48"<br>N.E.MarineEngCo.LdNwc | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 1 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26720<br>OQVX | **P. L. M. 22**<br>*Elec.light*<br>*Mchy.Aft* | **SteelSc**<br>5646<br>1*Dk*(*Stl*) | ~~5600~~<br>5121<br>2908 | ✠100A1<br>~~10,21~~ 4,22<br>~~(*ClassContem plated*)~~<br>✠LMC4,21 | Mdb<br>Rot | z | CL | 1921<br>4mo<br>*Lloyd'sA&CP* | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | Soc.Nationale<br>d'Affrêtements<br>*CellDBuE&B78'f263'1224t Topsidetanks302'1353t DTf14'378t FPT144t APT244t* | 400·0<br>P127'B30'F40' | 56·0 | 28·4 | Havre<br>French<br>FK 7*BHCem* | Q.4Cy.23",32½",47"&68"–48"<br>220lb (*s*) 529NHP<br>3SB,9*cf*,GS174,HS7905 FD<br>N.E.MarineEng.CoLdNwc | 31 ,<br>6 ,<br>25 , 1 |
| 26721<br>OQVY | **P. L. M. 23**<br>*Cantilever framed topside tanks*<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* | **SteelSc**<br>5642 | ~~5600~~<br>5121<br>2905 | ✠100A1<br>8,22 ~~11,21~~<br>~~(*ClassContem plated*)~~<br>✠LMC8,21 | Mdb<br>Rot | z | CL | 1921<br>6mo<br>*Lloyd'sA&CP* | Sir Raylton<br>Dixon&Co.Ld<br>Middlesbro' | Soc.Nationale<br>d'Affrêtements<br>*CellDBuE&B78'f263'1224t Topsidetanks302'1353t DTf14'378t FPT144t APT244t* | 400·0<br>P127'B30'F40' | 56·0 | 28·4 | Havre<br>French<br>FK 7*BHCem* | Q.4Cy.~~23~~ 23",32½",47"&68"–48"<br>220lb (*s*) 529NHP<br>3SB,9*cf*,GS174 HS7905 FD<br>N.E.MarineEng.CoLdNwc | 31 ,<br>6 , 2<br>25 , 1 |
| 26722<br>OQVZ | **P. L. M. 24**<br>*Cantilever framed topside tanks*<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* | **SteelSc**<br>5651 | ~~5600~~<br>5120<br>2829 | ✠100A1<br>5,22 ~~12,21~~<br>~~(*ClassContem plated*)~~<br>✠LMC12,21 | Mdb<br>Bly | z | CL | 1921<br>12mo<br>*Lloyd'sA&CP* | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | Soc.Nationale<br>d'Affrêtements<br>*CellDBuE&B81'f260'1286t Topsidetanks323'1519t DTf14'378t FPT120t APT244t* | 400·0<br>P127'B30'F40' | 56·0 | ~~31·0~~<br>28·4 | Havre<br>French<br>FK 7*BHCem* | Q.4Cy.23",32½",47"&68"–48"<br>220lb (*s*) 532NHP<br>3SB,9*cf*,GS189,HS7980 FD<br>Richardsons,Westgarth&Co.Ld.Mdb | 31 , 0<br>6 , 2<br>25 , 1 |
| 26723<br>OQWA | **P. L. M. 25**<br>*Cantilever framed topside tanks*<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* | **SteelSc**<br>5651 | ~~5600~~<br>5120<br>2833 | ✠100A1<br>3,22<br>~~(*ClassContem plated*)~~<br>✠LMC3,22 | Mdb | z | CL | ~~1921~~<br>1922<br>3mo<br>*Lloyd'sA&CP* | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | Soc.Nationale<br>d'Affrêtements<br>*CellDBuE&B81'f260'1286t Topsidetanks323'1519t DTf14'378t FPT120t APT244t* | 400·0<br>P127'B30'F40' | 56·0 | ~~31·0~~<br>28·4 | Havre<br>French<br>FK 7*BHCem* | Q.4Cy.23",32½",47"&68"–48"<br>220lb (*s*) 532NHP<br>3SB,9*cf*,GS189,HS7980 FD<br>Richardsons,Westgarth&Co.Ld.Mdb | 31 , 0<br>6 , 2<br>25 , 1 |
| 26724<br>OQWB | **P. L. M. 26**<br>*Cantilever framed topside tanks*<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* | **SteelSc** | ~~5600~~<br>5651<br>5120<br>2834 | ✠100A1<br>4,22<br>~~(*ClassContem plated*)~~<br>✠LMC4,22 | Mdb | z | CL | ~~1921~~<br>1922<br>4mo<br>*Lloyd'sA&CP* | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | Soc.Nationale<br>d'Affrêtements<br>*CellDBuE&B81'f260'1286t Topsidetanks323'1519t DTf14'378t FPT120t APT244t* | 400·0<br>P127'B30'F40' | 56·0 | ~~31·0~~<br>28·4 | Havre<br>French<br>FK 7*BHCem* | Q.4Cy.23",32½",47"&68"–48"<br>220lb (*s*) 532NHP<br>3SB,9*cf*,GS189,HS7980 FD<br>Richardsons,Westgarth&Co.Ld.Mdb | 31 , 0<br>6 , 2<br>25 , |
| 26725<br>OQWC | **P. L. M. 27**<br>*Elec.light*<br>*Mchy.Aft* | **SteelSc** | 5600 | 100A1<br>(*ClassContem plated*) | | | | 1921 | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | Soc.Nationale<br>d'Affrêtements | 400·0<br>P127'B30'F40' | 56·0 | 31·0 | Havre<br>French | Q.4Cy.23",32½",47"&68"–48"<br>Richardsons,Westgarth&Co.Ld.Mdb | |
| 26726<br>TGKJ | **P. Thorvöst** | **IronScSr**<br>(*ex*TransitNo.1)<br>1*Dk* | 284<br>172<br>210 | | | | | 18$\frac{54}{59}$ | MotalaCo.<br>Motala | Ångf.Aktieb.<br>Transito(H.Wilén,<br>*Mgr.*) | 121·7 | 21·8 | 10·2 | Åbo<br>Finnish | 2Cy.18"&37½"–19½"<br>52NHP<br>MotalaCo.Motala | |
| 26727<br>130866 | **P. W.** | **WoodTwinScSp**<br>(*ex*Birdswell)<br>1*Dk* | 147<br>122<br>81 | | | | | 1912 | I.Whitworth<br>Ladner,B.C. | WallaceFisheries, Ld. | 103·0 | 24·0 | 8·2 | N.Wstmtr, B.C.<br>British | T.6Cy.6½",10"&14"–8"<br>*Emade02–fitted12* 23RHP<br>UlametIrnWks.Prtlnd,Or. | |
| 26728<br>MHQJ | **Paal** | **SteelScSr**<br>(*Whaler*)<br>1*Dk* | 155<br>149<br>53 | | | | | 1912 | Bergens<br>Mek.Værks<br>Bergen | A/S Hvalen<br>(N.Bugge, *Mgr.*) | 103·6 | 20·1 | 11·9 | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.12",20"&33"–24"<br>53NHP<br>BergensMekVærksBergen | |
| 26729 | **Pace**<br>(*See Sailing Ship Register*) | **WoodAuxSc3MstSr**<br>F.&C.8,20 *OilEng.*<br>1*Dk* | 394<br>376<br>265 | | | | | 1920 | G.Penco<br>Leghorn | M.Aiello | 156·6 | 30·5 | 14·3 | Leghorn<br>Italian | Oil Engine 4S.C.<br>4Cy.11"–11$\frac{9}{10}$" 31NHP<br>P.Kind&Co.Turin | |
| 26730 | **Pachet**<br>Wireless | **SteelSc**<br>*Fitted for oil fuel*<br>2*Dks* | 5527<br>4985<br>3965 | | | | | 1920 | Atlantic<br>Corp.<br>Portsmouth,<br>N.H. | UnitedStates<br>ShippingBoard | 410·5<br>P44'B115'F47' | 54·2 | 27·0 | Portsmth<br>N.H.<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>AtlanticCorp.Portsmouth<br>N.H. | |
| 26731<br>MTSD | **Pacific**<br>*Elec.light* | **SteelScSr**<br>ssBal.No.1-20<br>2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing* | 5862<br>5394<br>3557 | ✠100A1<br>~~5,20~~ ~~10,19~~ 4,22<br>MS5,20 ✠LMC~~11,19~~<br>BS4,22<br>*Fitted for oil* | Sba<br>~~NYk~~ Ant<br>*fuel* 1 | z<br>1,1 | CL<br>N5,20<br>4,22<br>5 *F.P.* | 1915<br>11mo<br>*above* | Union Iron<br>WorksCo.<br>SanFrancisco<br>A&CP W<br>150° F. | A/S D/S Pacific<br>(V.Torkildsen,<br>*Mgr.*)<br>*B=CellDBa100'u*<br>*of tunnel 30' 223t* | 400·0<br>P57'B73'F40'<br>FK<br>*E 28' f 188' 1236t*<br>*DT f 30'405t FPT* | 56·2 | 29·4 | Bergen<br>Norwegian<br>6*BHAsp*<br>*D T at sides*<br>80t*APT*200t | 1 Geared Steam Turbine<br>210lb (*s*)<br>3SB,HS7704 498NHP<br>GeneralElectricCo.N.Y. | 32 , 0<br>7 , 0<br>25 , 4 |
| 26732<br>NCGF | —<br>*Elec.light* Wireless | **SteelSc**<br>*Fitted for oil fuel*<br>2*Dks* | 4088<br>3685<br>2506 | | | | | 1920 | Kjöbnhvns<br>Flydk&Skbs.<br>Copenhagen | A/S DetOversöiske<br>Compagnie | 378·0<br>H104'F32' | 52·2 | 24·5 | Copnhagn<br>Danish<br>*WB* | 1 Steam Turbine<br>Sven.Trbfab.Akt.<br>Ljungström,Finspång | |
| 26733<br>5657<br>JVCT | —<br>*Elec.light*<br>Wireless | **SteelTwinSc3MstSr**<br>*OilEng.*<br>ssSkm.No 1-20<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | 3731<br>3350<br>2232 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,21 ~~3,21~~<br>✠LMC | Sea<br>Cpn<br>6,21<br>DBS | u | 3,20 | 1914<br>12mo<br>*Lloyd*<br>12,21 | Akt.Burmeistr&Wain<br>Copenhagen<br>*'sA&CP* | Rederiaktieb.<br>Nordstjernan<br>(A.A.Johnson,<br>*Mgr.*) *DBa69'uE* | 360·0<br>*WB=Cell* FK<br>*37'f212'1138t FPT* | 51·6 | 22·1 | Stockholm<br>Swedish<br>6*BHptAsp*<br>74t*APT*53t | Oil Engines 4S.C.SA<br>12Cy.21¼"–28¾" 364NHP<br>DB*80lb*<br>AktBurmeistr&Wain,Cpn | 25 , 6<br>2 , 7<br>23 , 1 |
| 26734<br>NMLT | —<br>*Cable Vessel*<br>*Elec.light* Wireless | **SteelTwinScSr**<br>1*Dk*&*Spardk* | 1570<br>934<br>728 | | | | | 1903 | Akt.Burmeistr&Wain<br>Copenhagen | DetStoreNordiske<br>TelegrafSelskab | 264·6 | 35·8 | 21·5 | Copnhagn<br>Danish<br>*WB* | T.6Cy.16½",27"&45"–27"<br>210NHP<br>AktBurmeistr&Wain,Cpn | |
| 26735<br>220743<br>MBSD | —<br>*Elec.light* | **WoodSc**<br>1*Dk*2*trB* | 1240<br>1055<br>702 | | | | | 1920 | Kruse&<br>BanksS.B.Co.<br>Nth.Bend,Or. | PacificMarineIron<br>WorksInc. | 220·6<br>P15'B36'F36' | 43·0 | 17·0 | Portlnd,O.<br>Utd.States | T.3Cy.15",25"&42"–30"<br>97NHP<br>PacificMar.I.W.Prtlnd,Or | |
| 26736<br>26831<br>RWFP | **Pacific Maru**<br>*Elec.light* | **SteelSc**<br>2*Dks*(*Stl*)&*Awn dk*(*Stl*) | 5873<br>5590<br>4254 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>1,22 ~~11,20~~ ✠LMC<br>*Fitted for oil* | Kob<br>~~Nap~~<br>1,22<br>*fuel* 1 | y<br>1,2 | 0 *F.P.* | 1920<br>11mo<br>*Lloyd*<br>*above* | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>*'sA&CP*<br>150° F. | ~~KawasakiDockyardCo.Ld.~~<br>KawasakiKisen<br>KabushikiKaisha<br>*CellDB327'1126t* | 385·0<br>FK<br>*CollisionB*<br>*FPT127tAPT'94t* | 51·0 | 36·0 | Kobe<br>Japanese<br>*ptCem*<br>*IItoAwng dk*<br>*5BH to U dk* | T.3Cy.26",43½"&72"–48"(*s*)<br>200lb 440NHP<br>2SB&1AuxSB,8*cf*,GS154,<br>HS5636 FD<br>KawasakiDkydCoLd.Kobe | 36 ,<br>9 , 3<br>27 , 1 |
| 26737<br>135893<br>JDLB | **Pacific Transport**<br>Wireless | **SteelScSr**<br>4490<br>1*Dk* | ~~4482~~<br>4271<br>~~2848~~<br>2842 | | | | | 1913 | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle | EmpireTransport<br>Co.Ld. (Houlder<br>Bros.&Co.Ld.<br>*Mgrs.*) | 385·1<br>P36'B120'F37' | 52·0 | 27·1 | W.Hartlpl<br>British<br>*WB* | T.3Cy.25",40"&68"–48"<br>320NHP<br>Richardsons,Westgarth&Co.Ld.Sld | |
| 26738<br>WNKB | **Pacifico**<br>*Elec.light* Wireless | **SteelSc**<br>(*ex*TaigiMaru)<br>2*Dks* | 3781<br>3315<br>2293 | | | | | 1918 | AsahiS.B.<br>Co.Ld.<br>Osaka | Arth.H.Mathiesen | 330·0<br>P17'B72'F39' | 46·0 | 27·8 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.24",39"&64"–42"<br>265NHP<br>OsakaHatsudokiKKOsak | |
| 26739 | —<br>*Elec.light*<br>*Mchy.Aft* | **SteelSc**<br>(*Tug*)<br>1*Dk*(*Teak*) | 154<br>149<br>9 | ✠<br>2,17 ✠<br>*Fitted for oil* | Rnf<br>*fuel* 12 | b<br>,11 | *F.P.* | 1911<br>12mo<br>*above* | Lobnitz&<br>Co.Ld.<br>Renfrew<br>150° F. | Tehuantepec<br>NationalRly.Co. | 100·3<br>FK | 21·1 | 11·3 | Salina<br>Cruz<br>Mexican<br>6*BHCem* | T.3Cy.13",22"&35"–27"<br>82NHP<br>1SB,2*cf*,GS42,HS1500<br>Lobnitz&Co.Ld.Renfrew | 12 , 0 |

| 1 | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 740<br>RM | **Pacifico** IronScK<br>(exPacific) 1Dk | 137<br>—<br>58 | | | | | 1892 | Anderson &Laverick<br>Newcastle | | 102·7 | 19·3 | 8·9<br>BK6½" | Spanish | C.2Cy.17"&34"–24"<br>47NHP<br>Hedley&Boyd,N.Shields | 11 ″ 6 | V |
| 741<br>BH | **Pacifique** SteelScBn<br>Elec.light Wireless 3Dks&Spar dk | 1938<br>—<br>900 | | | | | 1899 | Message. Maritimes<br>LaCiotat | ~~Messageries Maritimes~~ Soc.des ServicesContractues des MessageriesMaritimes | 292·0<br>H123'F85' | 35·6 | 16·6<br>25·3 | Marseilles<br>French<br>WB | T.3Cy.25⅓",37"&55"–43⅓"<br>199NHP<br>Forges&C.dela Médit.Msl. | | V |
| 742<br>279<br>DJL | **Pacita** WoodAuxScSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 362<br>343<br>274 | | | | | 1918 | ................<br>Negros,P.I. | M.Tuason | 158·8 | 28·3 | 11·1 | Manila<br>Utd.States | Oil Engines<br>4Cy.10½"–12½" 29NHP<br>Fairbanks,Morse&Co. | | |
| 743<br>026<br>BP | **Packerton** SteelSc<br>1Dk | 430<br>—<br>292 | | | | | 1907 | Burlee D.D.Co.<br>Pt.Richmond N.Y. | LehighValley TransportationCo. | 100·2 | 30·4 | 11·4 | NewYork<br>Utd.States | | | |
| 744<br>med | **Packice** WoodSc<br>"ClanMurray," See No.36873 in Supplement<br>9&12yrs.Mat. 1Dk | 95<br>94<br>41 | ✠ 11A1<br>For fishing purposes<br>7,20<br>✠LMC7,20 | Buckie | | CL<br>7.20 | 1917<br>5mo<br>Lloyd | G.Smith, Jun.<br>Buckie<br>'sA&CP | TheAdmiralty | 86·7 | 19·8 | 10·0 | British | T.3Cy.9½",15½"&26"–18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>Yeaman&Baggesen,Dndee | 10 ″ 5 | |
| 745<br>INR | **Paco Figueras** SteelSc4MstSr<br>ssKob.2ndNo.3-8,14<br>(exCardiganshire, ssKob.No.1-18<br>exIdeMaru,exHakushika 2Dks(UStl-<br>Maru,exCardiganshire, ws&1Irn)3trB<br>exAmeer) Elec.light Wireless | 4156<br>3921<br>2695 | ✠100A1<br>12,21 ~~5,20~~<br>✠AuxNB9,02<br>✠LMC10,19<br>BS3,21 | HKg<br>Ham | y | 10,19 | 1889<br>10mo<br>Lloyd | Harland& Wolff,Ld.<br>Belfast<br>'sA&CP | FiguerasS.S.Co. Ld. | 400·6<br>P41'B88'F42'<br>CellDB316' | 45·2 | 31·1<br>BK9½" | Manila<br>Utd.States<br>7BHCem<br>827tAPT50t | T.3Cy.22½",37"&64"–48" (s)<br>180lb 338NHP<br>2DB&1AuxSB,8rf&2cf,<br>GS178,HS5636<br>Harland&Wolff,Ld.Bel. | 31 ″ 4<br>s 7 ″ 1½<br>25 ″ 2 | |
| 746<br>RW | **Paco Garcia** SteelScK<br>(exGarciaNo.2,<br>Well deck exAsturias,exLewis) 1Dk | 197<br>150<br>85 | | | ... | | 1897 | R.Thompson&Sons<br>Sunderland | F.Garcia | 115·0<br>Q37'B7'F18' | 20·1 | 9·0<br>FK | Bilbao<br>Spanish<br>WB | C.2Cy.14"&28"–21"<br>37NHP<br>N.E.MarineEng.Co.Ld.Sld | 9 ″ 8 | |
| 747<br>0705<br>CMJ | **Pacuare** SteelScSr<br>ssBel.No.3–6,20<br>Elec.light 4Dks(Stl–Uws)<br>Ref.Mchy. Wireless | 3896<br>3576<br>2473 | ✠100A1<br>10,21 ~~3,21~~<br>✠LMC6,20<br>BS9,21 | Liv<br>Bkn | x | CL<br>~~6,20~~<br>10,21 | 1905<br>5mo<br>Lloyd | Workman, Clark&Co.Ld<br>Belfast<br>'sA&CP | Elders&Fyffes, Ld.<br>WB=CellDBa79' | 367·3<br>F43'<br>uE&B65'f131'770t | 46·8 | 29·3<br>FK | Belfast<br>British<br>4BH only, Cem<br>Tanks at si | T.3Cy.27",44"&75"–48" (s)<br>190lb 577NHP<br>4SB,16cf,GS314,HS10800<br>Wrkman,Clark&Co.Ld Bel<br>des of Tunnel 31'P85ts75t | 32 ″ 6<br>s 7 ″ 3½<br>25 ″ 9 | |
| 748 | **Padma** WoodAuxSc3MstSr<br>Par.Mot.<br>(See Sailing Ship Register) | 116<br>—<br>81 | | | | | 1892 | ................<br>Boston,Mass. | Levy,Genoud&Co. | 109·4 | 22·5 | 13·0 | Marseilles<br>French | Paraffin Motors<br>3Cy.6 5/16"–5⅞" 5NHP | | V |
| 749<br>9942 | **Padmavati** SteelScSr<br>1Dk&Shade dk | 252<br>191<br>102 | | | | | 1904 | Gmh & Grk DockyardCo.<br>Greenock | BombayS.N.Co.Ld. | 148·9 | 26·1 | 8·8 | Bombay<br>British<br>WB | T.3Cy.12",19"&31"–27"<br>49RHP<br>Dunsmuir&Jackson,Gls. | | |
| 750<br>9936<br>WJP | **Padnsay** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless Longitudinal framing | 4838<br>4374<br>2977 | | | | | 1920 | ToddD.D. &Const.Co.<br>Tacoma | UnitedStates ShippingBoard | 380·4<br>P52'B102'F41' | 53·1 | 27·0 | Tacoma<br>Utd.States<br>WB | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>Hooven,Owens&RentschlerCo.Hamilton,O. | | R |
| 751 | **Padoue** IronScK<br>ssHul.No.2–98<br>(exCityofWakefield) 1Dk | 147<br>136<br>21 | ✠<br>StmTrawler<br>8,00<br>✠ | Hul | | | 1891<br>3mo | Cook,Welton&Gemm'll<br>Hull | Soc.Salazar y Marqueze | 99·0 | 20·9 | 11·0<br>BK7½" | S.Sebast'n<br>Spanish<br>3BHCem | C.2Cy.17½"&34"–24"<br>1SB,2pf,GS41 47NHP<br>Tindall&Co.Hull | 11 ″ 10 | |
| 752<br>GSK | **Padova** SteelScSr<br>(exVolos)<br>Elec.light Wireless 1Dk | 1903<br>1708<br>1206 | | | | | 1902 | Akt.Ges. "Neptun"<br>Rostock | Requisitioned by theItalianGovt. | 280·9<br>P23'B163'F22' | 40·6 | 18·4 | Genoa<br>Italian<br>WB | T.3Cy.20⅞",35 7/16"&55⅛"–<br>35 7/16" 180NHP<br>A.G."Neptun,"Rostock | | I |
| 753<br>44312<br>DJR | **Padua** SteelSc<br>(exLüneburg) Wireless 2Dks(Stl)&<br>Elec.light 3rd dk in No.1hold only<br>Well deck | 5907<br>5472<br>3678 | ✠<br>7,16<br>✠ | Ham | b† | | 1912<br>12mo | J.C.TecklenborgA.G.<br>Geestemünde | P.&O.Stm.Nav.Co.<br>Cell | 450·8<br>P&B381'F50'<br>DBa146' uE&B71' | 57·2 | 26·9<br>FK | London<br>British<br>9BHCem<br>f190'1453t | T3Cy27 15/16"46 13/16"&78¾"-53 15/16"<br>734NHP<br>4SB,12cf,GS258,HS11192FD<br>J.C.TecklenborgA.G.Gst. | 29 ″ 8 | |
| 754 | **Paes de Carvalho** SteelTwinScSr<br>Elec.light 1Dk&Promenade dk | 459<br>354<br>261 | | | ... | | 1896 | Gourlay Bros.&Co.<br>Dundee | AmazonRiverStm. Nav.Co.(1911)Ld. | 172·0<br>P28'B11'F36' | 33·2 | 8·6<br>FK | Para<br>Brazilian | T.6Cy.10",16"&26"–21"<br>81NHP<br>GourlayBros.&Co.,Dundee | 8 ″ 9 | |
| 755<br>20710<br>BRF | **Pagasset** SteelSc<br>Sub.Sig. Wireless 2Dks | 5527<br>4985<br>3965 | | | | | 1920 | Atlantic Corp.<br>Prtsmth,N.H | UnitedStates ShippingBoard | 410·5<br>P44'B115'F47' | 54·2 | 27·0<br>WB | Portsmth N.H.<br>Utd.States | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>AtlanticCorp.PrtsmthNH | | R |
| 756<br>HRT | **Pagodroma** SteelScSr<br>(Whaler)<br>Elec.light 1Dk | 179<br>171<br>64 | | | | | 1912 | Akers Mek.Værks.<br>Christiania | Hvalfselsk.Ocean A/S (P.Bogen, Mgr.) | 106·4 | 21·5 | 12·3 | Sandefjrd<br>Norwegian<br>WB | T.3Cy.13½",22"&37½"–24"<br>69NHP<br>AkersMek.Værks.Xia. | | N |
| 757<br>KCTV | **Paignton** SteelSc<br>"Ossian," See No.38781 in Supplement<br>1Dk(Stl)<br>Cargo battens not fitted | 1514<br>[illegible]<br>823 | ✠100A1<br>6,20<br>✠LMC10,19 | Npt | p | CL<br>6,20 | 1919<br>10mo<br>Lloyd | Murdoch& Murray,Ld.<br>PortGlasgow<br>'sA&CP | London&EdinburghShipping Co.Ld.<br>Cell D | 240·2<br>B52'F23'<br>B198' 298t FPT58t | 36·1 | 19·1<br>FK | Drtmouth<br>British<br>4BHCem<br>APT84t | T.3Cy.18",30"&50"–33" (s)<br>180lb 172NHP<br>2SB,6cf,GS97,HS2886<br>Rankin&Blackmre,Ld.Grk | 21 ″ 3<br>s 2 ″ 11<br>18 ″ 7 | |
| 758<br>30840 | **Paipoonge** SteelSc<br>(exCorona)<br>Wireless 1Dk&Spar dk | 2545<br>2183<br>1478 | | | | | 1888 | GlobeIron Works<br>ClevlandOhio | ~~V.W.Scott~~ British Dominion Holding &InvestmentCorp Ld. | 300·8<br>H—F34'<br>len20 | 40·3 | 21·2 | Montreal<br>British<br>WB | T.3Cy.20",38"&61"–42"<br>NB13 241NHP<br>GlobeI.Works,Cleveland | | |
| 759 | **Paita** SteelScSr<br>ssHam.No.3–3,10<br>(exAnubis,exLuciana) 2Dks(Stl–Uws)<br>Well deck 3trBLower dk forehold<br>Elec.light | 4763<br>3897<br>3089 | ✠<br>12,15<br>✠ | Ham | | | 1898<br>2mo | JLThompson&SonsLd.<br>Sunderland | PeruvianGovernment(operated by theUnitedStates ShippingBoard)<br>WB= | 382·0<br>P233'F44'<br>CellDBa120'uB36' | 48·2 | 26·2<br>BK8½" | Peruvian<br>6BHCem<br>f152'729t | T.3Cy.27",44"&72"–48"<br>391NHP<br>3SB,9pf,GS197,HS6300<br>G.Clark,Ld.Sunderland | 29 ″ 0 | |
| 760<br>105732<br>PBGD | **Pak Ling** SteelScSr<br>ssBkn.No.3–12,08<br>Wireless ssLon.No.2–17<br>2Dks(Stl–Uteak s)&deepframing<br>Elec.light 3Dk rule | 4621<br>4243<br>2954 | ✠100A1<br>8,20<br>~~BS3,21~~ ✠LMC8,20<br>BS3,22 | Shi | y | CL<br>4,21 | 1895<br>9mo<br>Lloyd | Workman, Clark&Co.Ld<br>Belfast<br>'sA&CP | ChinaMutualStm. Nav.Co.Ld. (A. Holt&Co.Mgrs.)<br>WB=CellD | 410·0<br>P45'B108'F47'<br>Ba125'uE&B61'f1 | 48·1 | 27·4<br>BK9" | Liverpool<br>British<br>6BHCem<br>44'1095tDT | T.3Cy.28",47"&77"–60" (s)<br>180lb 90lb FD 600NHP<br>2DB,8pf&4cf,GS220HS8493<br>Wrkmn,Clark&Co(L),Bel.<br>a25'370t FPT75tAPT50t | 30 ″ 5<br>s 6 ″ 1½<br>25 ″ 2 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ❋ 26761<br>131750<br>HRMK | **Pakeha** SteelTwinScSr<br>ssLon.No.2-19<br>*Elec.light* *2Dks(Stl)&Shelter dk*<br>*Ref.Mchy.* Wireless *(Stl-ws)* | 7899<br>7390<br>5055 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~6,21 12,20~~ 12,21 BS12,21<br>~~[illegible]~~ ✠LMC8,1<br>✠Lloyd'sRMC ~~[illegible]~~ 6,21 12,21 | Lon | *e*† | CL<br>12,20 | 1910<br>8mo<br><br>*Lloyd* | Harland& Wolff,Ld.<br>Belfast<br>*'sA&CP* | Shaw,Savill& AlbionCo.Ld.<br>*WB=CellDBa133'uE&B90'f193'1390t* | 477·5<br>B181'F50'*onShlrdk*<br>FK&BK2" | 63·1 | 31·3 | S'thamptn<br>British<br>*9BHCem* | Q8Cy22",31½",46"&65½"-48"<br>215lb (*s*) 854NHP<br>2D&2SB*24cf*GS309HS14950<br>Harland&Wolff,Ld.Bel. |
| 26762<br>105730<br>PBFH | **Pakhoi** SteelScSr<br>*2Dks* | 1992<br>1783<br>1227 | | | | | 1895 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 274·8<br>P9'B58'F31' | 38·2 | 21·4 | London<br>British<br>*WB* | T.3Cy.20",32"&52"-39"<br>169NHP<br>Scott&Co.,Greenock |
| ❋ 26763 | **Palacky** SteelScSr<br>ssTri.No.3-10,19<br>*Elec.light* *1Dk(Stl)&Spar dk(Stl-ws)*<br>Wireless *&deep framing* | 3902<br>2822<br>2328 | ✠100A1<br>*Spar dk*<br>~~1,21 3,07~~ 12,21 ✠LMC<br>~~[illegible]10,19~~<br>MS10.19 BS ~~[illegible]~~ 4,21 | Tri | *w* | CL<br>10,19 | 1907<br>12mo<br><br>*Lloyd* | Lloyd Austriaco<br>Trieste<br>*'sA&CP* | LloydTriestino<br>*WB=CellDBa108'uE38'f138'* | 356·0<br>P&B246'F65'<br>FK | 44·2 | 22·9 | Trieste<br>Italian<br>*4BHCem*<br>686t*APT*21t | T.3Cy.24½",40½"&68"-48"(*r*)<br>200lb *180lb* 432NHP<br>2SB,*8cf*,GS146,HS6000 FD<br>Lloyd Austriaco,Trieste |
| 26764<br>133151 | **Paladin** SteelTwinScK<br>(*ex*PaladinII.,*ex*Paladin)<br>*Elec.light* *1Dk* | 326<br>310<br>127 | | | | | 1913 | Murdoch& Murray,Ld.<br>Pt.Glasgow | AnchorLine(HendersonBros.)Ld. | 140·3 | 30·1 | 11·6 | Glasgow<br>British<br>*WB* | C.4Cy.18"&40"-27"<br>138NHP<br>Ross&Duncan,Glasgow |
| 26765<br>218170<br>LRJB | **Palafox** WoodAuxTwinSc3MstSr<br>*OilEng.*<br>*1Dk*<br>*(See Sailing Ship Register)* | 663<br>—<br>531 | | | | | 1919 | Palafox S.B.Co.<br>PensacolaFla | PensacolaTrading Co. | 150·2 | 39·2 | 13·8 | Pensacola<br>Utd.States | Oil Engines<br>8Cy.10½"-12½" 57NHP<br>FairbanksMorseCo.<br>ThreeRivers,Mich. |
| ❋ 26766 | **Palatino** SteelTwinScSr<br>(*ex*BaronBruck) ssTri.No.1-19<br>*Elec.light* *1Dk&Awng dk(Teak)*<br>*2trB in holds* | 1964<br>1631<br>812 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>10.20 1,22<br>~~MS6,20~~ ✠LMC ~~[illegible]~~<br>*For Service in the Adriatic*<br>*Fitted for oil fuel* 9, 3 *F.P. above* 150°F. | Tri | *r* | ~~1,19~~<br>6,21 | 1913<br>8mo<br><br>*Lloyd* | Cantiere SanRocco<br>Trieste<br>*'sA&CP* | LloydTriestino<br>*WB=CellDBa94'f82'148tDTa8'111tDTf8'129tFPT9t* | 278·0<br>FK | 38·2 | 23·1 | Trieste<br>Italian<br>*4BHCem* | T.8Cy.(2)22",(2)32½"&(4)38"-33" 180lb (*r*) 600NHP<br>4SB,*12cf*, HS10096 FD<br>StabilimentoTecnico,Tri. |
| 26767<br>215935<br>LJPD | **Palawan** WoodAuxSc3MstSr<br>*OilEng.*<br>*(See Sailing Ship Register)* | 818<br>—<br>637 | | | | | 1918 | Renck<br>Stone<br>Oakland,Cal. | A/B Vanda(KaptenStenius,*Mgr.*) | 167·5 | 38·8 | 20·4 | Helsingfrs<br>Finnish | Oil Engines<br>6Cy.12"-15" 62NHP<br>UnionGasEngine,S.Fo. |
| 26768 | **Palembang** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless *3Dks* | 7081<br>6689<br>4498 | | | | | 1920 | Bonn& Mees<br>Rotterdam | RotterdamscheLloyd(W.Ruys&Zonen,*Mgrs.*) | 445·8 | 54·3 | 34·2 | Rotterdam<br>Dutch<br>*WB* | T.3Cy.29",48"&82½"-54"<br>500NHP<br>Maats.deSchelde,Flushing |
| ❋ 26769<br><br>TGWN | — SteelSc<br>ssSng.No.3-3,17<br>ssShi.No.1-20<br>*Mchy.Aft* *1Dk(ptIrn&ptStl)*<br>*Elec.light* *&Webframes&Trunkdk(Stl)* | 2106<br>1441<br>1119 | ✠100A1<br>*Trunkdk*<br>8,21 ~~2,21~~ ✠LMC5,20<br>~~BS6,21~~ ~~LMC10,19~~ BS3,21<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel*2,05 *F.P. above* 150°F. | HKg | *q* | CL<br>N10,19 | 1905<br>2mo<br><br>*Lloyd* | Nederl. Schps.Maats.<br>Amsterdam<br>*'sA&CP* | Bataafsche PetroleumMaats.<br>*WB=CellDBuE&B46'70tFPT* | 241·0<br>P68'F43'<br>FK | 41·9 | 18·7 | Batavia<br>Dutch<br>11*BHCem*<br>103t*APT*37t | T.3Cy.21",32¾"&55"-36" (*s*)<br>180lb *80lb* 248NHP<br>NB1,18*refitted*3,21 FD<br>2SB,*6cf*,GS51,HS3650<br>NedFb.v.Wrk&Spoor,Ams |
| 26770<br>621<br>HOLF | **Palena** SteelSc3MstSr<br>*Elec.light* Wireless *2Dks&Shadedk* | 2640<br>—<br>1581 | | | ... | | 1896 | J.Reid& Co.(Lim.)<br>Glasgow | CompañiaSud Americana de Vap. | 350·0<br>F27'<br>BK10½" | 42·1 | 19·5 | Valparaiso<br>Chilian<br>*WB* | T.3Cy.28",45"&74"-54"<br>500NHP<br>Dunsmuir&Jackson,Gls. |
| 26771<br>137528 | **Palencia** SteelSc<br>ssLiv.No.1-20<br>(*ex*Sloyne) *1Dk(Stl-ws)* | 95<br>95<br>4 | ✠100A1<br>*For towing purposes*<br>4,20 4,20<br>~~MS4,20~~ ✠LMC ~~[illegible]~~ | Liv | | CL<br>4,20 | 1916<br>12mo<br><br>*Lloyd* | I.J.Abdela &Mitchell,Ld<br>Queensferry<br>*'sA&CP* | WilliamWatkins, Ld. | 75·6<br>BK6" | 18·1 | 10·2 | Liverpool<br>British<br>*4BHCem*<br>*APT*10t | C.2Cy.15"&31½"-24" (*s*)<br>130lb 41RHP<br>1SB,*2pf*,GS36,HS1054<br>Dodmn&CoLdKing'sLynn |
| 26772<br>115774<br>VCQW | **Palermo** SteelTwinScSr<br>*Elec.light* *Ref.Mchy.*Wireless *2Dks3trB* | ~~7619~~ 7636<br>7236<br>4801 | Lloyd'sRMC4,22 | | | | 1903 | Barclay, Curle&Co.Ld<br>Glasgow | P.&O.StmNav.Co. | 479·5<br>P43'B98'F54' | 57·2 | 32·5 | Glasgow<br>British<br>*WB* | T.6Cy.22½",37"&60½"-48"<br>506NHP<br>Barclay,Curle&Co.Ld.Gls. |
| 26773 | — SteelSc<br>ssBAs.No.1-18<br>*Elec.light* *1Dk* | 227<br>214<br>— | ✠100A1<br>*For towing purposes*<br>9,20<br>~~BS9,20~~ ✠LMC ~~11,18~~<br>8,22 | BAs | | CL<br>8,20<br>3,22 | 1914<br>6mo | J.&A.van derSchuyt S.B.&E.Co.<br>Papendrecht<br>A&CP | NavigazioneGeneraleItaliana | 111·5<br>B39'F10'<br>BK6⅜"<br>*WB=FPT* | 24·7 | 12·3 | Bns.Ayres<br>Argentine<br>5*BHCem*<br>8t*APT*30t | T.3Cy.14⅜",23⅝"&38 9/16"-26¾"<br>186lb (*s*) 114NHP<br>2SB,*4cf*,GS73,HS2152<br>J.&A.vanderSchuytS.B.&E.Co.Papendrecht |
| 26774<br>~~OQCB~~ | **Palestro** SteelScSr<br>*Elec.light* *1Dk* | 321<br>233<br>150 | ✠100A1<br>*StmTrawler*<br>7,20 ✠LMC10,18 | Bos | | CL | 1918<br>10mo | Canadian Car&F'ndry Co.Ld. Fort William,Ont.<br>A&CP | ~~FrenchGovernment~~<br>— | 135·6<br>Q74'F27'<br>BK7"<br>*FPT*3t | 22·6 | 12·7 | Utd.States<br>~~French~~<br>5*BHCem*<br>*APT*2t | T.3Cy.13",22"&36"-24" (*s*)<br>185lb 95NHP<br>1SB,*2cf*,GS37,HS1451 FD<br>NordbergManfg.Co., Milwaukee |
| 26775<br>109701<br>SFMN | **Paliki** SteelScSr<br>*Well deck* ssPortArthur2ndNo.3-8,15<br>*Elec.light* ssHulNo.1-20<br>*Cargo battens not fitted* *1Dk&Webframes* | 1578<br>1178<br>993 | ✠100A1<br>1,22 ~~4,20~~<br>MBS6,21 ✠LMC4,20 | Hul<br>Gms | *p* | CL<br>4.20 | 1889 | J.Blumer &Co.<br>Sunderland<br>A&CP | C.A.Stewart&Co.<br>*WB=CellDB198'326t* | 240·0<br>Q89'B106'F29'<br>FK | 36·0 | 17·1 | Sundrland<br>British<br>4*BHCem* | T.3Cy.17",30"&48"-36' (*r*)<br>180lb *100lb* NDB17 156NHP<br>1SB,*3cf*,GS66,HS2475 NB12<br>Alley&Maclellan,Glasgow |
| 26776<br>18188<br>MTSB | **Paling Maru** SteelTwinScSr<br>(*ex*Tamoshima<br>*Elec.light* Maru,*ex*Sui-Mow) *2Dks* | 2422<br>—<br>1666 | | | | | 1907 | W.Hamilton&Co.Ld.<br>Pt.Glasgow | NisshinKisen KabushikiKaisha | 294·4 | 44·0 | 13·3 | Tokio<br>Japanese<br>*WB* | T.6Cy.16",26½"&43"-30"<br>202NHP<br>Muir&Houston,Ld.Gls. |
| 26777<br>Foundered 7,21 | **Palinuro** SteelSc | 319<br>—<br>150 | | | | | 1887 | Royal Dockyard<br>Castellamare | Soc.Cintia | 149·0 | 25·1 | 13·8 | Reggio<br>Italian | C.2Cy.23½"&43 3/16"-25⅜"<br>79NHP<br>E.Cravero,Genoa |
| 26778<br>219202<br>LTPH | **Palisades** SteelScSr<br>*Elec.light* *2Dks*<br>Sub.Sig. Wireless | 4844<br>—<br>2987 | | | | | 1919 | Standard S.B.Corp.<br>Shooters Island,N.Y. | UnitedStates ShippingBoard | 377·0<br>P41'B106'F41' | 52·0 | 26·8 | NewYork<br>Utd.States<br>*WB* | T.3Cy.25",42"&70"-48"<br>340NHP<br>StandardS.B.Corp. ShootersIsland,N.Y. |
| 26779<br>213913<br>LFSW | — WoodSc<br>*Motor*<br>*1Dk* | 136<br>—<br>93 | | | | | 1911 | ................<br>Camden,N.J. | VanLearBlack | 111·7 | 22·0 | 6·1 | Baltimore Md.<br>Utd.States | Motor |
| 26780<br>~~93391~~<br>~~KHVS~~ | **Palitana** SteelSc3MstSr<br>*Elec.light* Wireless *3Dks(UStl-ws)* | 2998<br>1861<br>1934 | ✠<br>10,86<br>✠ | Gls | *v* | | 1886<br>1mo | A&J Inglis<br>Glasgow | ~~BritishIndiaStm.Nav.Co.Ld.~~ Société d'Avances Commerciales | 335·0<br>P57'B76'F29' 26·7<br>*WB=DBa86'280t* | 40·2 | 18·8 | Egyptian<br>6*BHCem* | T.3Cy.27½",44"&66"-54"<br>320NHP<br>A.&J.Inglis,Glasgow |

| 1 | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 3 Regist'd Tonnage Gross. — Under deck. — Net. | 4, 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | **Pallada** SteelScSr<br>ssOda.No.3-3,13<br>1Dk(Stl)&Spardk(Stl) &deepframing<br>Elec.light | 3455<br>3005<br>2148 | ✠~~100A1~~<br>Spar dk<br>6,21 ~~3,14~~<br>~~Examined6,20~~<br>~~BS8,20~~ ✠~~LMC3,14~~ | Oda | v | 3,19 | 1900<br>5mo | Howaldtswerke<br>Kiel<br>A&CP W | (VictorEk, Mgr.)<br>B=Cell DBa106'u | 345·0<br>P30'B74'F40'<br>E26'f152'622tFPT | 46·0 | 16·4<br>24·3<br>FK | Finnish<br>6BHCem<br>48tAPT25t | T.3Cy.26½",42$\frac{3}{16}$"&69"–43¼"<br>160lb 105lb (s) 339NHP<br>2SB,6cf,GS103,HS4379 FD<br>Howaldtswerke,Kiel | 26 ″ 9<br>s 5 ″ 4<br>21 ″ 10 | |
| 32<br>15<br>G | **Pallas** SteelSc<br>Fitted for oil fuel<br>2Dks<br>Longitudinal framing<br>Elec.light<br>Sub.Sig. | 4839<br>4374<br>2978 | | | | | 1920 | ToddD.D. &Const.Corp.<br>Tacoma, Wash. | UnitedStates ShippingBoard | 380·5<br>P39'B102'F41' | 53·1 | 27·0 | Tacoma, Wash.<br>Utd.States<br>WB | T.3Cy.24",40"&70"–48"<br>340NHP<br>ToddD.D.&Const. Corp.Tacoma,Wash. | | R |
| 33 | — SteelScSr<br>1Dk&deepframing&ptAwngdk | 2052<br>1399<br>1332 | | | ... | | 1897 | W.Gray& Co.(Lim.)<br>WHartlepool | | 270·0<br>P17'Q86'<br>ptAwngdk167' FK | 39·2 | 15·9 | WB | T.3Cy.19",30½"&51"–36"<br>156NHP<br>Cen.Mar.Eng.Wrks.WHpl | 18 ″ 2 | |
| 06<br>M | Renamed "Nedjan," See No. [illegible] in Supplement<br>SteelScSr<br>ssCff.2nd.No.3-1,20<br>(exWellpark)<br>Welldeck<br>1Dk(Irn) | 838<br>657<br>494 | ✠100A1<br>1,22 ~~11,20~~<br>MS1,20 | Got<br>Hbg<br>✠LMC<br>~~BS6,20~~ 7,21 | l | CL<br>~~1,20~~<br>1,22 | 1893<br>11mo<br>Lloyd | Scott&Co.<br>Greenock<br>'sA&CP | Ångf.AktiebPallas (Alex.Pedersen, Mgr.)<br>WB | 212·7<br>Q109'B16'F21'<br>BK7½"<br>=DBa48'f46'148t | 31·2 | 14·0 | Gothenbrg<br>Swedish<br>4BHCem<br>APT14t | T.3Cy.16",26"&44"–33" (s)<br>160lb 85lb NDB07 112NHP<br>1SB,3cf,GS58,HS1702<br>Scott&Co.Greenock | 14 ″ 10<br>s1 ″ 6<br>14 ″ 1 | |
| 35 | — SteelScSr<br>1Dk | 627<br>498<br>370 | | | | | 1904 | Act.Ges. "Weser"<br>Bremen | Dampfschifffahrts Ges.Neptun | 179·8<br>Q54'B43'F19' | 27·3 | 12·8 | Bremen<br>German<br>WB | T.3Cy.13",20$\frac{7}{16}$"&33$\frac{1}{16}$"–21⅝"<br>51NHP<br>A.G."Weser,"Bremen | | |
| 36<br>35<br>V | — Iron&SteelScSp<br>1Dk&Shelterdk | 252<br>94<br>165 | | | | | 1885 | MotalaCo.<br>Motala | Ångf.Aktieb.Göta Kanal (A.Jonsson, jr.Mgr.) | 96·0<br>H42t | 22·0 | 8·2<br>15·0 | Gothenbrg<br>Swedish | C.2Cy.18½"&30"–16"<br>30NHP<br>MotalaCo.,Motala | | |
| 37 | — IronScK<br>ssHul.No.3-7,10<br>ssYmu.No.2-18<br>(exColonialEmpire)<br>1Dk | 164<br>160<br>57 | ✠100A1<br>StmTrawler<br>7,21 ~~1,21~~<br>~~BS4,20~~ | Ymu<br>Ams<br>BS6,21<br>✠LMC6,18 | | CL<br>1,21 | 1898<br>6mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Hull<br>'sA&CP | N.V.Vissch. Maats."Praxis" | 105·4<br>Q20'<br>ptND10 BK7½"<br>WB= | 20·7 | 11·0 | Ymuiden<br>Dutch<br>3BHCem<br>DBf10'6t | T.3Cy.12",20"&32"–23" (s)<br>180lb 58NHP<br>1SB,2pf,GS29,HS975<br>Tindall&Co.Hull | 11 ″ 10 | |
| 88<br>086<br>V | **Palm Branch** SteelScSr<br>(exRangoon)<br>2Dks&deep frames<br>Wireless | 3891<br>3502<br>2523 | | | | | 1897 | W.Denny &Bros.<br>Dumbarton | NautilusStmShpg Co.Ld. (F.&W. Ritson, Mgrs.) | 360·0<br>P36'B108'F34' | 45·1 | 26·4 | Sundrland<br>British<br>WB | T.3Cy.26½",42"&66½"–51"<br>316NHP<br>Denny&Co.Dumbarton | | C |
| 89<br>09<br>LT | **Palma** SteelTwinScSr<br>2Dks3trB& deepframing<br>Elec.light Ref.Mchy.<br>Wireless | ~~7632~~ 7719<br>7230<br>~~4912~~ 4822 | Lloyd'sRMC3,22 | | | | 1903 | Workman, Clark&Co.Ld<br>Belfast | P.&O.Stm.Nav.Co. | 480·0<br>P45'B98'F52' | 57·2 | 32·7 | Belfast<br>British<br>WB | T.6Cy.22½",36½"&61"–48"<br>516NHP<br>Wrkman,Clark&Co.LdBel | | |
| 90<br>080<br>N | — SteelScSr<br>ssHam.No.3-3,22 ~~ssRot.No.2-15~~<br>2Dks(Stl)&Webframes& Shelter dk(ptIrn ptStl)<br>Elec.light<br>Wireless | 2981<br>2799<br>1864 | ✠100A1<br>Shelter dk withfreeboard<br>3,22 ~~1,19~~<br>~~BS12,20~~ | Liv<br>Ham<br>BS3,22<br>✠LMC10,19 | v | CL<br>~~N10,10~~<br>3,22 | 1907<br>8mo<br>Lloyd | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool<br>'sA&CP | British&African S.N.Co.Ld. (Elder, Dempster&Co.Ld. Mgrs.) WB=Cell | 325·0<br>FK<br>DBa96'uE26'f142' | 45·9 | 22·7 | Liverpool<br>British<br>6BHCem<br>563tAPT27t | T.3Cy.24",39"&66"–45" (s)<br>180lb ~~80lb~~ 310NHP<br>2SB,6cf,GS114,HS4683<br>Richardsons,Westgarth& Co.Ld.Hpl | 25 ″ 3<br>s 2 ″ 5<br>23 ″ 2 | |
| 91<br>639<br>QB | **Palmella** SteelSc<br>Well deck<br>1Dk(Stl)<br>CruiserStern<br>Elec.light Wireless | 1568<br>1249<br>978 | ✠100A1<br>1,22 ~~12,20~~ | Lth<br>Liv<br>✠LMC5,20 | q | CL<br>12,20 | 1920<br>5mo<br>Lloyd | Ramage& Ferguson,Ld.<br>Leith<br>'sA&CP | EllermanLines, Ld. | 245·9<br>P&B156'F59'<br>FK<br>CellDB213'377t | 38·2 | 16·9 | Liverpool<br>British<br>5BHCem<br>APT9t | T.3Cy.16½",28¼"&48½"–33"<br>210lb 100lb (s) 210NHP<br>2SB,4cf,GS75,HS3062 FD<br>Ramage&Ferguson,Ld. | 19 ″ 0<br>s1 ″ 6½<br>17 ″ 9 | |
| 92<br>588<br>CB | **Palmer** SteelTwinScSr<br>1Dk | 279<br>216<br>99 | ✠<br>4,89 | Tns<br>✠ | e | | 1884<br>5mo | J Fullerton &Co.<br>Paisley | VictorianShipping Co.ProprietaryLd. | 140·2<br>Q28'B28'F16'<br>FK | 26·0 | 8·5 | SydneyNSW<br>British<br>4BHCem | C.4Cy.15"&30"–18"<br>74RHP<br>Kincaid&Co.,Greenock | 9 ″ 0 | |
| 93<br>636 | **Palmerston** IronScSr<br>(exRook)<br>1Dk | 463<br>383<br>239 | | | ... | | 1878 | J.&G. Thomson<br>Clydebank | MountPleasant Coal&IronMining Co.Ld. | 175·3<br>Q29'B38'F30' | 25·0 | 13·0 | SydneyNSW<br>British | C.2Cy.20"&39"–28"<br>70RHP<br>J&G Thomson,Clydebank | | |
| 794<br>923<br>FS | — IronPad | 121<br>109<br>28 | | | | | 1864 | Simpson& Co.<br>London | BroomhillCollieriesLd. (H.Coates, Mgr.) | 96·5 | 18·5 | 9·4 | Milford<br>British | L.2Cy.30"–48"<br>NB97 60RHP<br>Simpson&Co.,London | | |
| 795<br>428 | **Palmston** SteelScSp<br>ssB.As.No.3-7,17<br>ssCff.No.1-20<br>(exLaPlata)<br>Mchy.Aft<br>1Dk(Stl) | 429<br>352<br>196 | ✠ A–<br>~~2,22~~ ~~2,21~~ 5,22<br>Coasting U.K. (Except West Coast, Cork to Pentland Firth) and Continent — from Brest to Hamburg. | Cff<br>~~Lon~~ Ant<br>✠LMC11,20<br>~~BS2,22~~ | 5,22 | CL<br>~~11,20~~<br>5,22 | 1907<br>8mo | J.Fullerton&Co.<br>Paisley | ~~InstoneTransport &TradingCo. (S.Instone&Co Ld. Mgrs.)~~<br>S.Instone&Co.Ld | 160·0<br>F16'<br>FK<br>MDT16'138t | 31·1 | 9·1 | London<br>British<br>3BHCem<br>FPT32t | C.2Cy.15"&32"–22" (s)<br>130lb 59RHP<br>1SB,2pf,GS37,HS1148<br>C.Houston&Co.Glasgow | 9 ″ 10<br>s2 ″ 1½<br>7 ″ 11 | |
| 796<br>JR | **Palnatoke** SteelScSr<br>1Dk | 1249<br>950<br>719 | | | | | 1920 | Ph.Stuhr's Mask.&Skbs.<br>Aalborg | Dampskibsselskbt Hamlet (T.C Christensen, Mgr) | 238·7<br>P14'Q71'B94'F29' | 36·2 | 13·4 | Copnhagn<br>Danish<br>WB | T.3Cy.16",25"&42½"–30"<br>101NHP<br>A/S.Friehs,Aarhus | | V |
| 797<br>566<br>BJV | **Palo Alto** Ferro-ConcreteSc<br>Fitted for oil fuel<br>1Dk2trB<br>Carrying Petroleum in bulk<br>Wireless | 6144<br>5700<br>3696 | | | | | 1920 | SFrancisco S.B.Co.<br>Oakland,Ca | UnitedStates ShippingBoard | 420·0<br>P21'B72'F38' | 54·0 | 35·0 | S.Frncisco<br>Utd.States<br>WB | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>LlewellynIronWorks, LosAngeles,Cal. | | R |
| 798 | **Paloma** SteelScSr<br>ssN.Yk.2ndNo.3-4,20<br>(exArdanrose)<br>Elec.light<br>1Dk(Stl)&Spar dk (Stl-teaks)&deepframing | 2169<br>1916<br>1403 | ✠100A1<br>Spar dk<br>1,22 ~~1,21~~<br>BS8,21 | NYk<br>✠LMC4,20 | s | CL<br>N4,20 | 1894<br>1mo | Workman, Clark&CoLd.<br>Belfast<br>A&CP | Cia.Maritima Cubana (Munson SteamshipLine, N.Yk.Mgrs.) WB | 281·7<br>P23'B70'F36'<br>FK<br>=CellDB220' 318t | 39·7 | 15·0<br>22·5 | Havana<br>Cuban<br>4BHCem<br>APT36t | T.3Cy.22",36"&60"–42" (s)<br>180lb 274NHP<br>2SB,4cf,GS73,HS3580 FD<br>Wrkman,Clark&Co.LdBel | | |
| 799<br>1728<br>FMB | **Paloona** SteelScSr<br>ssSyd.No.3-11,11<br>ssDdn.No.2-20<br>(exZealandia)<br>Ref.Mchy. Well deck 2Dks(Stl-Uws) &Webframes<br>Elec.light Wireless | 2793<br>1991<br>1725 | ✠100A1<br>~~2,21~~ ~~8,20~~ 1,22 | Ddn<br>✠LMC2,20<br>BS2,21 | u | CL<br>2,20 | 1899<br>6mo<br>Lloyd | Gourlay Bros.&Co.<br>Dundee<br>'sA&CP WB | UnionS.S.Co.of NewZealand,Ld.<br>=CellDBa68'uE& | 327·0<br>P&B193'F94'<br>BK8½"<br>B54'f142'439tFPT | 42·0 | 20·5 | Dunedin<br>British<br>6BHCem<br>42tAPT24t | T.3Cy.26",43"&70"–48" (s)<br>180lb ~~180lb~~ 120lb 443NHP<br>2DB,12cf,GS270,HS7848<br>GourlayBros.&Co.Dundee | 23 ″ 0<br>s 2 ″ 11<br>21 ″ 3 | |
| 800 | **Palopo** SteelSc<br>Elec.light<br>1Dk | 1100 | | | | | 1921 | N.V.Werf Conrad<br>Haarlem | Koninklijke Paketv.Maats. | 230·0<br>P31'~~F18~~F27' | 38·0 | 16·0 | Batavia<br>Dutch<br>WB | T.3Cy.15¾",25⅝"&~~43¼"~~ 43"–32¾"<br>107NHP<br>Gebr.Stork&Co.Hengelo | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26801<br>82262 | **Palow** SteelPad | 244<br>244<br>154 | | | | | 1879 | Denny&<br>Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.Ld. | 160·4 | 26·0 | 7·6 | Glasgow<br>British | C.D.2Cy.25"&48"–42"<br>90RHP<br>Denny&Co.Dumbarton |
| 26802<br>135349<br>KJSN | **Pamela** SteelSc<br>Mchy.Aft Well deck Elec.light 1Dk(Stl) | ~~400~~ 408<br>283<br>147 | ✠100A1<br>9,21<br>~~(ClassContemplated)~~<br>✠LCM9,21 | Bwg | g | CL | 1921<br>9mo<br>Lloyd | Scott&<br>Sons<br>Bowling<br>'sA&CP | Rt.Hon.Baron<br>Penrhyn(T.J.W.<br>Humphreys, Mgr.)<br>CellDB f71' 85tFPT | Q53'~~B10'F31'~~<br>B11'F32' BK7'<br>T32tAPT 26t | 25·1 | 9·2 | Beaumaris<br>British<br>3BHCem | T.3Cy.13",21"&34"–24" (s)<br>180lb 59RHP<br>1SB,3cf,GS51,HS1431<br>AitchisonBlair,Ld.Clybnk |
| 26803<br>HBGN | **Pampa** SteelScSr<br>ssNYk.2ndNo.3-8,18<br>(exBarcelona) 1Dk(Stl)&Spardk<br>Elec.light Wireless (Stl-ws)3trB | 4218<br>3958<br>2761 | ✠100A1<br>Spar dk<br>8,18<br>BS1,20 ✠LMC5,18 | NYk | x | 8,18 | 1895<br>6mo | C.Connell<br>&Co.<br>Glasgow<br>A&CP | ArgentineGovernment<br>WB= | 390·0<br>P36'F48'<br>Cell DBa 96'uE&B | 46·0 | 20·6<br>28·7<br>BK11" | Bns.Ayres<br>Argentine<br>5BHCem<br>30'f142'660t | T.3Cy.30",48"&78"–54" (s)<br>160lb 80lb HS8828 501NHP<br>2DB&1SB,15cf,GS298,<br>Dunsmuir&Jackson,Gls. |
| 26804<br>MRDN | **Pan** SteelScSr<br>1Dk | 933<br>681<br>555 | | | | | 1917 | Jarlsö<br>Værft<br>Tönsberg | D/S A/S Pan<br>(E.B.Aaby) | 200·4<br>Q62'B53'F24' | 31·9 | 12·7 | Chrstiania<br>Norwegian | T.3Cy.15",25"&41"–26"<br>86NHP<br>TrondhjemsM.Værksted |
| 26805<br>3267<br>JHTS | — IronScSr<br>Well deck ssHpl.No.3-1,84<br>(exRusken,exSeaton) 1Dk(Irn)2trB | 931<br>734<br>566 | 4,89 | Npt | l | | 1871<br>4mo | Denton,<br>Gray&Co.<br>WHartlepool | Aktieb.Nordiska<br>Handelsbanken<br>[illegible] | 217·0<br>Q77'B44'H41tF22'<br>WB=ptDB | 29·6 | 14·4 | Halmstad<br>Swedish<br>4BHCem | T.3Cy.15½",25½"&40½"–33"<br>NB91 94NHP<br>Tpd.91NylandsM.V.,Xia. |
| 26806<br>OQCK | — IronScK<br>(Trawler)<br>(exRusé,exDragon, exImperialQueen) 1Dk | 183<br>—<br>63 | | | … | | 1897 | Cook,Wel-<br>t'n&Gemmell<br>Hull | Soc."Les<br>AffréteursRéunis"<br>(JeanStern) | 108·5<br>Q47' | 20·6 | 11·0<br>BK7½" | Lorient<br>French<br>WB | T.3Cy.12",20"&33"–24"<br>49NHP<br>C.D.Holmes&Co.Hull |
| 26807 | — SteelSc<br>ssAms.No.1-21<br>1Dk | 138<br>124<br>31 | ✠100A1<br>Forfishingpurposes<br>7,21 ~~6,18~~<br>✠LMC<br>M88,20 BS~~1,21~~ 1,22 | Ymu<br>Ams | | CL<br>8,20 | 1916<br>1mo | Arnhem-<br>scheStoom<br>Sleephelling<br>My.Arnhem<br>A&CP | N.V.Vissch.<br>Maats."Praxis" | 95·1 | 19·9 | 9·3<br>BK6¼"<br>WB | Ymuiden<br>Dutch<br>4BHCem<br>=DTf12'8t | T.3Cy.10",16"&26"–18" (r)<br>180lb 45NHP<br>1SB,2cf,GS28,HS892<br>ArnhemscheStoom<br>SleepshellingMy.Arnhem |
| 26808<br>210960<br>LCTJ | **Pan-American** SteelScSr<br>Wireless (Tug)<br>Elec.light Fitted for oil fuel 1Dk2trB | 344<br>—<br>234 | | | | | 1913 | StatenIsld.<br>S.B.Co.<br>Pt.Richmond | TexasS.S.Co. | 132·7 | 27·6 | 15·1 | NewYork<br>Utd.States<br>WB | T.3Cy.16½",25"&43"–30"<br>101NHP<br>StatenI.SB.Co.P.Richmnd |
| 26809<br>HRCP | **Panaghi Vagliano** SteelScSr<br>ssDnk.No.3,10-19<br>1Dk(ptIrn&ptStl)2trB&Webframes<br>Elec.light 3Dk rule | 2979<br>2791<br>1878 | ✠100A1<br>withfreeboard<br>6,21 12,20<br>BS1,21 ✠LMC10,19 | Ant<br>Npt | v | CL<br>1,21 | 1904<br>7mo<br>Lloyd | R.Craggs&<br>Sons,Ld.<br>Middlesbro'<br>'sA&CP | A.S.Vagliano<br>WB=CellDBa<br>100'uE26'f140'699 | 330·1<br>P36'B166 F36'<br>tDTa 26'468t FPT | 46·0 | 22·2<br>FK | Argostoli<br>Greek<br>5BHCem<br>85tAPT66t | T.3Cy.23½",39"&64"–42" (s)<br>180lb 90lb 295NHP<br>2SB,6cf,GS120,HS4640<br>Blair&Co.Ld.Stockton |
| 26810<br>377<br>LABD | — SteelScSr<br>1Dk2trB | 813<br>695<br>503 | | | | | 1899 | Smith's<br>DockCo.Ld.<br>NorthShields | F.C.Svorono&<br>E.diPollone | 224·4<br>B22'F19' | 32·0 | 12·0 | Kertsch<br>Russian<br>WB | T.3Cy.15",25"&40"–27"<br>83NHP<br>MacColl&Pollock,Sld. |
| 26811 | **Panaghis** SteelScSr<br>Elec.light Wireless 1Dk(Stl) | 5187<br>4767<br>3192 | ✠100A1<br>5,21 ~~4,20~~ ~~8,21~~<br>6,22<br>✠LMC4,20<br>Fitted for oil | Rot<br>~~Gib~~ Cff<br>fuel 4,20 | y | CL<br>F.P. a | 1920<br>3mo<br>Lloyd<br>bove 1 | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>'sA&CP<br>50° F. | N.D.Lykiardopulo<br>CellDB | 400·0<br>P49'B113'F38'<br>340'1098t FPT133t | 52·4 | 28·5<br>FK | Argostoli<br>Greece<br>7BHptCem<br>APT204t | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7668 FD<br>W.Doxford&Sons,Ld.Sld. |
| 26812 | **Panaghis Dracatos** IronScSr<br>ssNwc.3rdNo.3-5,19<br>(exCityofHamburg) 2Dks(1Irn)<br>Well<br>Now named "Arthur Serena" See No.30156 in Supplement | 1200<br>889<br>687 | ✠100A1<br>5,20 | Lon | n | 5,19 | 1881<br>10mo | J.Laing<br>Sunderland<br>A&CP | T.Dracatos | 231·0<br>P134'F26' | 32·6 | 14·5<br>BK6½"<br>Cell | Piræus<br>Greek<br>4BHCem<br>DB184'285t | C.2Cy.29½"&57"–33" (i)<br>70lb 80lb NDB98 161NHP<br>1DB,4pf,GS70<br>T.Richardson&Sons,Hpl. |
| 26813 | **Panaghis Vergottis** SteelScSr<br>(exLakeWeston) 1Dk(Stl)<br>Elec.light Wireless | 1949<br>1576<br>1157 | ✠100A1<br>7,21 ~~7,20~~<br>✠LMC5,18 | Bkn<br>Cff | r | CL<br>5,20 | 1918<br>3mo | Detroit<br>S.B.Co.<br>Wyandotte<br>A&CP | PanaghisVer-<br>gottis<br>C | 251·0<br>P25'B64'F23'<br>ellDB208'538tFPT | 43·8 | 18·5<br>FK | Argostoli<br>Greek<br>6BHCem<br>55tAPT69t | T.3Cy.20",33"&54"–40" (s)<br>180lb 274NHP<br>2SB,6cf,GS126,HS5246<br>DetroitS.B.Co Detroit |
| 26814 | **Panagia** SteelSc<br>(exJoyeuse)<br>Elec.light | 320 | | | | | 1898 | Day,Sum-<br>ners&Co.<br>Southampton | Papas&Co. | 144·3 | 22·1 | 13·9 | Kumi<br>Greek | T.3Cy.14",22"&37"–27"<br>71NHP<br>Day,Sumners&Co. |
| 26815 | **Panagis** SteelSc<br>Elec.light 1Dk(Stl) | 3116<br>2848<br>1948 | ✠100A1<br>12,19<br>✠LMC12,19 | Shi | u | CL | 1919<br>12mo<br>Lloyd | Shanghai<br>Dk.&E.CoLd<br>Shanghai<br>'sA&CP | N.E.Ambatielos<br>C | 331·0<br>P33'B100'F29'<br>llDB284'745tFPT | 46·5 | 25·5<br>FK | Argostoli<br>Greek<br>6BHCem<br>110tAPT45t | T.3Cy.25",41"&68"–45" (s)<br>180lb 434NHP<br>3SB,9cf,GS153,HS6420 FD<br>ShanghaiDk.&Eng.Co.Ld. |
| 26816<br>NTDH | **Panama** SteelTwinSc4MstSr<br>ssCpn.No.1-19<br>OilEng.<br>Elec.light 2Dks(Stl)&Shelterdk(Stl)<br>Wireless Tonnage opening closed 1918 | 6650<br>4778<br>4247 | ✠100A1<br>Shelter dk<br>withfreeboard<br>8,21 ~~2,21~~<br>~~DBS8,20~~ ✠LMC | Cpn<br>8,21 9,20 | a† | CL<br>3,21<br>DBS11·21<br>~~DBS8,20~~ 11,21 | 1915<br>3mo<br>Lloyd | Akt.Bur-<br>meistr&Wain<br>Copenhagen<br>'sA&CP | A/SDetÖstasia-<br>tiskeKompagni<br>WB=C | 410·0<br>ellDBa126'uE&B4 | 55·2 | 35·4<br>FK | Copnhagn<br>Danish<br>7BHptCem<br>2'f194'1198t | Oil Engines 4S.C.SA<br>12Cy.24 13/16"–37 13/16"<br>DB80lb 568NHP<br>AktBurmeistr&Wain,Cpn<br>FPT90tAPT72t |
| 26817<br>96435<br>KNTV | — SteelTwinScSr<br>(exHavana)<br>Elec.light Sub.Sig. 3Dks&Awngdk<br>Wireless | 5638<br>—<br>3476 | | | | | 1898 | W Cramp&<br>SonsS&EBCo<br>Philadelphia | PanamaCanal<br>(PanamaR.R.Co.<br>Inc., Mgrs.) | 360·0 | 50·0 | 32·2 | NewYork<br>Utd.States<br>WB | T.6Cy.25",41½"&68"–42"<br>600NHP<br>W.Cramp&SnsS&EBC Phl |
| 26818<br>13084<br>LMHJ | **Panama Maru** SteelTwinScSr<br>ssYka.No.2-18<br>2Dks(UptIrnptStl MStl)&deepframing<br>Elec.light<br>Wireless Lowerdk(Stl)inforehold | 5790<br>4958<br>3568 | ✠100A1<br>~~8,21~~ ~~5,20~~ 8,22<br>✠LMC~~5,20~~<br>8,21 | Kob | z | PN<br>5,20<br>~~5,20~~<br>8,21 | 1910<br>4mo<br>Lloyd | MitsuBishi<br>Dkyd&EWks<br>Nagasaki<br>'sA&CP | OsakaShosen<br>KabushikiKaisha<br>WB=CellDBa<br>f137'1070tDT | 408·0<br>P34'B152'F44'<br>131'uE&B79'<br>a36'565t FPT122t | 49·7 | 29·8<br>FK | Osaka<br>Japanese<br>7BHCem<br>APT39t | T.6Cy.19½",32"&54"–48" (s)<br>200lb 604NHP<br>4SB,11cf,GS216,HS8925 FD<br>MitsuBishiD.&E.Wks.Nag |
| 26819<br>135905<br>JFRK | **Panama Transport** SteelScSr<br>Wireless 1Dk | 4644<br>4368<br>2915 | | | | | 1914 | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool | EmpireTransport<br>Co.Ld.(Houlder<br>Bros&Co.Ld Mgrs) | 385·2<br>P35'B120'F37' | 52·0 | 27·0 | W.Hartlpl<br>British<br>WB | T.3Cy.25",40"&68"–48"<br>Richardsons, 320NHP<br>Westgarth&Co.Ld.Hpl. |
| 26820<br>211629<br>LDGF | **Panaman** SteelScSr<br>ssNYk.No.3-11,19<br>Elec.light 2Dks(Stl)&Shelterdk(Stl)<br>3rd dk in No.1 hold & Webframes<br>Longitudinal framing<br>Sub.Sig. Wireless | 6499<br>6423<br>4032 | ✠100A1<br>Shelter dk<br>withfreeboard<br>10,21 ~~2,21~~<br>Fitted for oil<br>BS2,21 ✠LMC11,19 | NYk<br>fuel 9,13 | a† | CL<br>~~11,19~~<br>10,21<br>F.P.a | 1913<br>9mo<br>bove 1 | Maryland<br>SteelCo.<br>Sparro'PtMd<br>A&CP<br>50°F. | American-Hawai-<br>ianS.S.Co.Inc.<br>(UnitedAmerican<br>Lines,Inc. Mgrs.)<br>Intermediate 'tween<br>No. 2 hold dispe<br>WB=CellDB | 407·7<br>dk BH in<br>nsed with<br>a122'uE&B54' f16 | 53·7 | 36·1<br>FK<br>6BH to<br>BH to | NewYork<br>Utd.States<br>Cem<br>Upr dk<br>2nd dk only<br>6'1234t DT | Q4Cy25½",37",53½"&78"–54"<br>215lb (s) 704NHP<br>3SB(FD)&1AuxSB,<br>14cf,GS241,HS10618<br>MarylandStl.Co.Sparr'.Pt.<br>f30'866t FPT125t APT52t |
| 26821<br>150959 | **Panay** SteelScSr<br>Wireless<br>Mchy.Aft Elec.light 1Dk2trB | 3811<br>3697<br>2778 | | | | | 1902 | ChicagoS.<br>B.Co.<br>Chicago | PaisleyS.S.Co. | 356·0 | 50·0 | 24·0 | Cleveland<br>Utd States<br>WB | T.3Cy.20",33½"&55"–40"<br>191NHP<br>ChicagoS.B.Co.Chicago |

| | 2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 YearsAssigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | **Panay** SteelScSr<br>(*ex*Hanametal, *ex*Germania)<br>2*Dks* | 2237<br>2058<br>1709 | | | | | 1895 | Howaldts-werke<br>Kiel | EasternPeninsular Nav.Co.Ld. | 286·0<br>B40'F32' | 40·2 | 22·0 | Calcutta<br>British<br>*WB* | T.3Cy.19½",31½"&52"-36"<br>156NHP<br>Howaldtswerke,Kiel | | V |
| 23 | **Panayotis** IronScBg<br>(*ex*Vera,*ex*Vassillisa Olga,*ex*ErnestaFoscola,*ex*Moldova,*ex* ErnestaFoscola,*ex*ParisLambrinidi,*ex* Olga) *Well deck* 1*Dk*2*trB* | 1231<br>1038<br>696 | | | ... | | 1870 | J.Laing<br>Sunderland | SocAnon.Maritime Lascarides | 251·2<br>P258*t*F32*t*<br>FK | 32·2 | 17·2 | Piræus<br>Greek<br>*WB* | C.2Cy.31"&58"-30"<br>NB08 140NHP<br>Thompson,Boyd&Co.Nwc. | | V |
| 24 | **Pancras** SteelScSr<br>*ss*Nwc.No.2-19<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 4436<br>3607<br>2809 | ✠100A1<br>*Shelter dk withfreeboard*<br>11,21~~6,20~~<br>✠LMC6,19<br>BS12,21 | Liv | *x* | CL<br>~~12,10~~<br>12,21 | 1911<br>9mo<br>*Lloyd* | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>'*sA&CP* | BoothS.S.Co.Ld.<br>*WB=CellDBa*<br>*uE*23'*f*171'804*t* | 376·5<br>Bon*Shelter dk*116'<br>FK<br>108'<br>*DTa*33' 625*t FPT* | 50·3 | 23·6 | Liverpool<br>British<br>7*BHCem*<br>60*tAPT*32*t* | T.3Cy.24",40"&67"-48" (*r*)<br>~~120lb~~180lb 446NHP<br>2SB(FD)&1AuxSB,8*cf*, GS167,HS6955<br>N.E.MarineEngCoLd Nwc | 26 " 0<br>s 2 " 11<br>23 " 5 | |
| 25 | **Pandan** WoodAuxScSr<br>*OilEng.*<br>(*See Sailing Ship Register*) | 293<br>—<br>184 | | | | | 1920 | ................ | V.Singson | ................ | | | Manila<br>Utd. States | Oil Engine | | |
| 26 | **Pandelis** SteelScSr<br>*ss*Cff.2ndNo.3-5,20<br>(*ex*Tregurno) 1*Dk*(*ptStl&ptIrn*)2*trB*<br>*Well deck* | *2411*<br>*2411*<br>*1490* | ✠100A1<br>3,22 ~~1,21~~<br>BS~~5,20~~1,21<br>✠LMC<br>MS1,21 | Lth<br>Alx | *s* | CL<br>1,21 | 1891<br>9mo | J Readhead &Sons<br>S.Shields<br>A&CP | PandeliBros.<br>*WB* | 290·0<br>P29'Q82'B118'F33'<br>BK10"<br>*=Cell D B* 248'544*t* | 40·0 | 19·9 | Piræus<br>Greek 145<br>5*BHCem*<br>*APT*41*t* | T.3Cy23",37½"&61½"-39"(*r*)<br>160lb ~~100lb~~ NDB13 234NHP<br>2SB,2*cf*,4*rf*,GS104,HS3490<br>J.Readhead&Sons,S.Shl. | 22 " 6<br>s 1 " 10<br>21 " 7 | |
| 27 | **Pandia A. Ralli** SteelScSr<br>*ss*Pir.No.3-3,15<br>*ss*Pir.No.1-20<br>*Elec.light* 1*Dk*(*Irn*)&*deepframing* | 2281<br>2111<br>1451 | ✠100A1<br>3,22~~4,20~~<br>MS4,20<br>✠LMC<br>BS4,21 | Pir<br>Shl | *s* | ~~4,19~~<br>N3,22 | 1903<br>3mo<br>*Lloyd* | W.Gray& Co.Ld.<br>WHartlepool<br>'*sA&CP* | HellenicCo.ofMaritimeEnterprises<br>*WB=CellDBa*100 | 302·8<br>P26'B72'F31'<br>FK<br>*uE&B* 40'*f*120'668*t* | 43·2 | 19·8 | Piræus<br>Greek<br>5*BHCem*<br>*APT*40*t* | T.3Cy.22",35"&59"-39" (*s*)<br>160lb 222NHP<br>2SB,6*rf*,GS85,HS3398<br>Cen.Mar.Eng.Wrks.WHpl | 22 " 3<br>s 3 " 7½<br>18 " 11 | |
| 28 | **Pandia S.** IronTwinScSr<br>1*Dk* | 381<br>—<br>202 | | | | | 1871 | ................<br>UtdKingdom | P.S.Logothetti | 179·6 | 27·8 | 6·4 | Taganrog<br>Russian | C.4Cy.11"&22"-18"<br>34NHP | | |
| 29 | **Pandion** SteelSc<br>(*ex*Thisted)<br>1*Dk* | 1018<br>787<br>545 | | | | | 1917 | DeHaan & Oerlemans<br>Heusden | Rederiaktiebolag. S.S.A.(A.Broomé, *Mgr.*) | 216·2<br>Q51*t*P19'H109*t*<br>B57'F25' | 34·6 | 13·0 | Stockholm<br>Swedish | T.3Cy.15",25"&40"-27"<br>83NHP<br>Kuypers,Rotterdam | | V |
| 30 | **Pandora** SteelScK<br>*ss*Bwg.2ndNo.3-1,19<br>1*Dk*(*Irn*) | 203<br>154<br>76 | ✠100A1<br>1,19<br>~~BS2,20~~<br>BS7,21<br>✠LMC1,19 | Bwg | *c* | CL<br>N1,19 | 1893<br>1mo | Schlsinger, Davis&Co.<br>Newcastle<br>A&CP | Rt.Hon.Baron Penrhyn (T.J.W. Humphreys,*Mgr.*)<br>*WB* | 116·0<br>Q46'B7'F14'<br>FK | 23·1 | 7·9 | Beaumaris<br>British<br>3*BHCem*<br>*=FPT*16*t* | C.2Cy.13"&26"-16" (*r*)<br>100lb 35RHP<br>1SB,2*pf*,GS27,HS552<br>Hedley&Boyd,N.Shields | 8 " 7<br>s " 10½<br>7 " 11 | |
| 31 | **Panga** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2551<br>—<br>1528 | | | | | 1918 | Dierks<br>BledgettS.B. Co. Pascagoula,Miss. | UnitedStates ShippingBoard | 268·0<br>P40'B66'F30' | 46·0 | 26·0 | Gulfport<br>Utd. States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 32 | **Pangani** SteelScSr<br>med "Cassio," *See No. 36759 in Supplement*<br>Wireless 2*Dks* | 5735<br>5211<br>3598 | | | | | 1915 | Blohm& Voss<br>Hamburg | ~~TheShipping Controller(Glen Line,Ld.*Mgrs.*)~~<br>DavidS.S.Co.Ld | 420·0 | 56·3 | 27·9 | London<br>British | Q.4Cy.24",$34\frac{7}{10}$",50"&72⅘"-54" 388NHP<br>Blohm&Voss,Hamburg | | |
| 33 | **Pangbourne** SteelScSr<br>*ss*Lon.No.1-18<br>*Elec.light* 1*Dk*(*Stl*)&2nd*Dk*(*Stl*)<br>*Mchy.Aft* Wireless *in Nos.*1&2*holds* | 1668<br>1449<br>1021 | ✠100A1<br>~~6,21~~ ~~6,20~~ 12.21<br>~~BS4,20~~<br>BS6,21<br>✠LMC7,18 | Lon | *q* | CL<br>10,19 | 1914<br>1mo<br>*Lloyd* | Earle'sCo. Ld.<br>Hull<br>'*sA&CP* *WB* | PowerS.S.Co.Ld. (J.Power&Co. *Mgrs.*)<br>*= Cell DBuE&B*5 | 250·2<br>P69'B28'F53'<br>FK<br>9'*f*161'319*t FPT*46*t* | 40·1 | 19·7 | London<br>British<br>4*BHCem*<br>*APT*35*t* | T.3Cy.18",29"&50"-33" (*s*)<br>180lb 182NHP<br>2SB,4*cf*,GS92,HS3180<br>Earle'sCo.Ld.Hull | 21 " 11<br>s 2 " 8<br>19 " 6 | |
| 34 | **Pange** WoodTwinSc<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1152<br>826<br>668 | | | | | 1920 | DavieS.B. &Repg.Co.<br>Lauzon,P.Q. | FrenchGovernment | 195·7<br>P98'F28' | 40·5 | 15·2 | Havre<br>French | C.4Cy.12"&24"-16"<br>38NHP<br>TidewaterShipbuilders,Ld. ThreeRivers,P.Q. | | V |
| 35 | **Pangim** SteelScSr<br>*ss*Ham.No.3-5,14<br>*ss*Bom.No.1-17<br>(*ex*Numantia) 2*Dks*(1*Stl*&*UIrn*)<br>*Elec.light* *Cell side tanks amidships, deep framing at ends* | 4503<br>4051<br>2875 | ✠100A1<br>1,21<br>BS7,20<br>✠LMC2,19 | Lis | *x* | CL<br>2,19 | 1901<br>4mo | W.Gray& Co.Ld.<br>WHartlepool<br>A&CP | Requisitioned by thePortuguese Government<br>*CellD* | 384·5<br>P40'B145'F40'<br>FK<br>*Ba*126' *uE* 26'*f*172' | 52·1 | 25·6 | Lisbon<br>Portuguese<br>6*BHCem*<br>1008*t Cell si* | T.3Cy.27",43"&72"-45" (*s*)<br>180lb 369NHP<br>3SB,9*cf*,GS157,HS5592<br>Cen.Mar.Eng.Wrks.WHpl<br>*de tanks*217'850*tAPT*55*t* | 28 " 4<br>s 5 " 9<br>23 " 0 | |
| 36 | **Pangkor** SteelSc<br>*Elec.light* 1*Dk&Shade dk* | 205<br>168<br>94 | | | ... | | 1910 | Kwong TakCheong<br>HongKong | EasternShipping Co.Ld. | 131·6<br>FK | 20·8 | 8·5 | Penang<br>British<br>*WB* | C.2Cy.14½"&30"-19"<br>37RHP<br>TinHingEng.Co.H.Kg. | 8 " 7 | |
| 37 | **Panglima** CompScSr<br>1*Dk* | 452<br>353<br>245 | | | | | 1911 | ................<br>Sandakan, Borneo | OrtigaHnos. | 179·0 | 27·0 | 12·4 | Manila<br>Utd. States | C.2Cy.20"&38"-26"<br>61NHP | | |
| 38 | **Panhandle State** SteelTwinSc<br>5TwinMst<br>Wireless *Elec.light* Sub.Sig. *Fitted for oil fuel*<br>*Ref.Mchy.* *CruiserStern* 3*Dks* | 10533<br>—<br>6195 | | | | | 1920 | NewYork S.B.Corp.<br>Camden,N.J. | UnitedStates ShippingBoard | 502·1<br>P23'B177'F40' | 62·2 | 28·3 | Phildlphia<br>Utd. States<br>*WB* | T.8Cy.(2)24",(2)40½"& (4)54"-45" 784NHP<br>NewYorkSBCoCamdn,NJ | | R |
| 39 | **Panmure** IronScSr<br>*ss*Apl.No.2-21 *ss*Pnz.4thNo.3-9,12<br>~~*ss*Bkn.No.1-17~~<br>(*ex*H.M.S.Lord Panmure) *Mchy.Aft* 1*Dk* | 321<br>269<br>129 | 100A1<br>~~5,21~~ ~~9,20~~ 3,22<br>✠NB9,00<br>~~BS7,20~~ | Liv<br>~~Bkn~~<br>LMC~~4,17~~ 5,21<br>~~MS5,21~~ | *f* | CL<br>~~9,18~~<br>5,21 | 1859 | J.&W. Dudgeon<br>London<br>A&CP | Carreg-y-Llam Quarries,Ld. | 148·2<br>Q53'F28'<br>BK7" | 22·0 | 12·0 | London<br>British<br>4*BHCem* | C.2Cy.22"&40"-27" (*s*)<br>66lb *Emade*83 90RHP<br>1SB,3*pf*,GS50,HS1350<br>Seaward&Co.London | 12 " 7<br>s 1 " 9<br>11 " 10 | |
| 340 | **Pannonia** SteelTwinScSr<br>*ss*Lon.No.3-3,19 ~~*ss*Liv.No.2-12~~<br>2*Dks*(*Stl*-ws)3*trB*& *deepframing&Shelter dk*(*Stl*-ws)<br>*Elec.light* Wireless<br>*Carrying oil fuel F.P. above* 150° F. *in after deep tanks* | 9858<br>7434<br>6208 | ✠100A1<br>*Shelter dk*<br>~~11,20~~ ~~8,14~~ 3,22<br>~~Examined3,19~~<br>~~BS4,20~~<br>✠LMC2,16 | NYk<br>~~Liv~~<br>BS9,21<br>4,20 | *f*† | CL<br>~~P3,19~~<br>~~SN1,20~~<br>~~P11,21~~<br>3,22 | 1903<br>3mo<br>*Lloyd* | J.Brown &Co.Ld.<br>Clydebank<br>'*sA&CP* | CunardS.S.Co.Ld.<br>*WB= CellDBa*<br>*f*196'1347*tDTa*32' | 486·5<br>FK<br>126'*uE&B*81'<br>1025*t* ~~*DTf*36' 1060*t*~~ | 59·3 | 33·0 | Liverpool<br>British<br>8*BHCem*<br>*APT*94*t* | T.6Cy.25⅞",42"&70"-48" (*s*)<br>190lb 811NHP<br>2D&2SB,18*rf*,GS418, HS13235<br>J.Brown&Co.Ld.Clydebnk | 36 " 0<br>s 7 " 11<br>28 " 6 | |
| 341 | — SteelScSr<br>*ss*Fiu.No.3-1,09<br>*ss*Fiu.No.2-18<br>*Well deck* *Elec.light* 1*Dk*(*Stl-pt* teaks)2*trB* | 779<br>529<br>361 | ✠100A1<br>*withfreeboard*<br>10,20<br>~~BS7,20~~<br>BS6,21<br>✠LMC11,18 | Fiu | *l* | 10,20 | 1896<br>8mo<br>*Lloyd* | Wigham Richrdsn&Co<br>Newcastle<br>'*sA&CP* | Soc.inAzioni Ungaro-Croatadi Nav.Maritt.aVap. | 220·0<br>P140'F48'<br>&*ptShade dk* BK7½"<br>*WB= CellDBa* | 29·2 | 14·4 | Fiume<br>5*BHCem*<br>37'*f*26'50*t* | Q.4Cy.17",24",36"&52"-36"<br>200lb (*s*) 203NHP<br>2SB,6*rf*,GS116,HS3338<br>WighmRichrdsn&CoNwc | 15 " 1 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Matériaux, Gréement, etc. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Construit. Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26842<br>217637<br>LQCF | **Panoil**<br>*Elec.light*<br>*Mchy.Aft*<br>Wireless | **SteelTwinSc**<br>1*Dk*(*Stl*)&*Web frames*<br>*Longitudinal framing* | 1371<br>1090<br>761 | ✠NE&B4,21<br>*Carrying Petroleum in bulk Coasting Service — New York, West Indies & Gulf of Mexico*<br>*Fitted for oil fuel 3,19 F.P. above 150°F.* | | ... | CL<br>~~NY~~<br>~~6,19~~<br>N4,21 | 1918<br>12mo<br>A&CP | Alabama<br>NewOrleans<br>Transptn.Co.<br>Violet,La. | **Pan-American**<br>**Petroleum&**<br>**TransportCo.** | 242·5<br>P72'F21' | 36·9 | 19·7<br>FK<br>*FPT* | **L.Angeles,**<br>**Cal.**<br>Utd.States<br>*9BHpt Asp*<br>*20tAPT45t* | C.4Cy.16"&32"-24" (r)<br>165lb 194NHP<br>2SB,4cf,GS88,HS3414 FD<br>StatenIslandS.B.Co.N.Yk |
| 26843<br>217251<br>LNVJ | **Panola**<br>*Elec.light*<br>Wireless<br>Sub.Sig. | **SteelScSr**<br>*Fitted for oil fuel*<br>1*Dk* 2*trB in fore& after holds& Web frames* | 3545<br>3005<br>2179 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | **UnitedStates**<br>**ShippingBoard** | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | **NewarkNJ**<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric<br>&Mfg.Co.Essington,Pa. |
| 26844<br>220254<br>LWTH | **Pansa**<br>*Elec.light* Sub.Sig.<br>Wireless | **SteelSc**<br>*Fitted for oil fuel*<br>2*Dks*<br>*Longitudinal framing* | 4839<br>4374<br>2977 | | | | | 1920 | ToddD.D.<br>&Const.Corp.<br>Tacoma,<br>Wash. | **UnitedStates**<br>**ShippingBoard** | 380·2<br>P50'B102'F41' | 53·1 | 27·0 | **Tacoma**<br>**Wash.**<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"-48"<br>339NHP<br>ToddD.D.&Const.<br>Corp.Tacoma,Wash. |
| 26845 | **Pansy**<br>*Elec.light* | **SteelSc**<br>ssDun.No.1-20<br>2*Dks*(*Stl-U* ws) | 990<br>814<br>202 | ✠ A1<br>5,20<br>✠LMC5,20<br>*For Service in the River Hooghly* | Dun | | CL<br>5,20 | 1916<br>4mo<br>*Lloyd's A&CP* | W.Hamil-<br>ton&Co.Ld.<br>Pt.Glasgow | **Commissioners for**<br>**Improvements in**<br>**the Port of Calcutta**<br>*CellDBuB22t* | 255·2<br>F63'<br>*DTf7'20tFPT11t* | 33·6 | 17·3<br>FK | **Calcutta**<br>British<br>*12BHCem*<br>*APT14t* | T.4Cy.21",35"(2)39"-36" (r)<br>180lb 348NHP<br>2SB,6cf,GS149,HS6140 FD<br>J.G.Kincaid&Co.Ld.Grk. |
| 26846<br>109433<br>QFHN | —<br>*Well deck*<br>*Mchy.Aft* | **SteelSc3MstSr**<br>ssLiv.No.3-9,10<br>1*Dk*(*Stl*) | 559<br>395<br>242 | ✠<br>2,16<br>✠NE90*fitted*93<br>✠ | Liv | *h* | | 1898<br>6mo | Grangm'th<br>DockyardCo.<br>Grangmouth | ~~R.Leeson~~<br>R.Hughes&Co | 175·0<br>Q90'B12'F33' | 26·3 | 11·6<br>BK8"<br>*WB=FPT* | **Liverpool**<br>British<br>*3BHCem*<br>*45tAPT5t* | T.3Cy.13",21½"&34"-27"<br>60RHP<br>1SB,2pf,GS36,HS1394<br>Muir&Houston,Ld.Gls. |
| 26847<br>20<br>RHDM | **Pantelleria**<br>*Elec.light* | **SteelScSr**<br>1*Dk* | 408<br>240<br>204 | | | | | 1911 | Mackie&<br>Thomson,Ld.<br>Glasgow | **Soc.Anon.diNav.**<br>**LaSicania** | 153·0<br>P27'B61'F26' | 24·0 | 10·7 | **Trapani**<br>Italian<br>*WB* | T.3Cy.13",22"&36"-24"<br>63NHP<br>W.V.V.Lidgerwood,Gls |
| 26848<br>133123 | **Panthay** | **SteelPad**<br>1*Dk* | 1250<br>1250<br>915 | | | | | 1913 | W.Denny<br>&Bros.<br>Dumbarton | **IrrawaddyFlotilla**<br>**Co.Ld.** | 313·3 | 46·0 | 10·8 | **Glasgow**<br>British | T.3Cy.28",41½"&60"-66"<br>292NHP<br>Denny&Co.Dumbarton |
| 26849<br>112643 | **Panther** | **SteelTwinScSp**<br>1*Dk* | 236<br>194<br>90 | | | | | 1899 | Ramage&<br>Ferguson,Ld.<br>Leith | **UnionGovt.of S.**<br>**Africa(South**<br>**AfricanRailways**<br>**&HarbourDept**<br>**Durban)** | 110·0 | 23·1 | 10·9 | **Durban,**<br>**Natal**<br>British | T.6Cy.8½",14"&22"-20"<br>68RHP<br>Ramage&Fergusn,Ld.Lth |
| 26850<br>89188 | —<br>(*ex*Elliot&Jeffery) | **IronScSp** | 150<br>132<br>19 | | | | | 1884 | Elliot&<br>Jeffery<br>Cardiff | **CoulsonTugCo.Ld.**<br>**(J.C.Coulson *Mgr*)** | 105·2 | 19·8 | 10·7 | **Liverpool**<br>British | C.2Cy.19"&35"-20"<br>NB01 70RHP<br>Elliot&Jeffery,Cardiff |
| 26851<br>OQCN | **Panthère**<br>(*ex*Ruth,*ex*Barão doRio Branco,*ex*SwanseaCastle) | **SteelScK**<br>ssBah.No.2-16<br>1*Dk* | 291<br>—<br>97 | ✠ —<br>9,19<br>✠ | Rio | | | 1906<br>1mo | Smith's<br>DockCo.Ld.<br>NorthShields | **H.Calloch** | 125·9<br>Q63' | 22·1 | 12·0<br>BK7½" | **Lorient**<br>French<br>*3BHCem* | T.3Cy.12½",20"&34"-25"<br>88NHP<br>1SB,2pf,GS36,HS1697<br>ShieldsEng.Co.Ld.N.Shl. |
| 26852<br>214668<br>LGPS | **Panuco**<br>*Elec.light* Wireless<br>*Ref.Mchy.* | **SteelScSr**<br>2*Dks*(*Stl*) | 3820<br>3148<br>2319 | ✠100A1<br>5,20<br>✠LMC~~4,19~~<br>6,21<br>*Fitted for oil fuel 9,19 F.P. above 150°F.* | NYk | *w* | CL<br>4,19 | 1917<br>1mo<br>A&CP | SeattleCon<br>&D.D.Co.<br>Seattle,Wash<br>*Intermediate BH in for'd & after holds dispensed with 4BH only* | **NewYork&Cuba**<br>**MailS.S.Co.Inc.**<br>**(WardLine)** | 351·0<br>P44'B90'F38' | 47·9 | 24·7<br>FK | **NewYork**<br>Utd.States<br>*Cem*<br>*CellDB315'* | T.3Cy.24",40"&70"-48" (s)<br>190lb 472NHP<br>3SB,9cf,GS169,HS6831 FD<br>SeattleCon&DDCoSeattle<br>*743tFPT86tAPT27t* |
| 26853<br>212596<br>LDQP | —<br>(*ex*LaHesbaye,*ex*Oevelgonne) *Carrying Petroleum in bulk*<br>*Elec.light* *Mchy.Aft*<br>Wireless | **SteelSc3MstSr**<br>*Fitted for oil fuel*<br>2*Dks* | 2556<br>2516<br>1975 | | | | | 1888 | Armstrong<br>Mitchell&Co.<br>Newcastle | **SinclairNav.Co.**<br>**Inc.** | 300·0 | 39·2 | 28·1 | **NewYork**<br>Utd.States<br>*WB* | T.3Cy.21½",35"&57"-38"<br>NB92 200NHP<br>WllsndSlpwy.Co.Ld.Nwc. |
| 26854 | **Panuco II.**<br>(*ex*JuanJ.Vina) | **SteelScSp**<br>(*Tug*) | 106<br>—<br>57 | | | | | 1890 | Neafie&<br>Levy<br>Philadelphia | **MexicanNational**<br>**Railways** | 75·0 | 18·0 | 7·3 | **Tampico**<br>Mexican | C.2Cy.12½"&22"-18"<br>17NHP<br>Neafie&Levy,Philadelphia |
| 26855 | **Pao-hua** | **IronScSr**<br>1*Dk*&*Shadedk* | *665*<br>*317*<br>*492* | | | | | 1885 | S.C.Farn-<br>ham&Co.<br>Shanghai | **ChingChiChang** | 191·8 | 22·3 | 8·8<br>15·2 | **Ningpo**<br>Chinese | C.4Cy.12"&21"-18"<br>32NHP<br>S.C.Farnham&Co.,Shanghi |
| 26856<br>150710<br>KMLJ | **Paoli**<br>Sub.Sig. | **SteelSc**<br>(*Tug*) | 331<br>—<br>225 | | | | | 1895 | C.Hillman<br>S.E.&B.Co.<br>Philadelphia | **AtlanticCoast**<br>**TransportationCo.** | 125·4 | 26·0 | 14·7 | **NewYork**<br>Utd.States | T.3Cy.16",24"&40"-28"<br>85NHP |
| 26857<br>98972<br>MHBR | **Paoting** | **SteelScSr**<br>2*Dks* | 1742<br>1603<br>1073 | | | | | 1891 | Scott&Co.<br>Greenock | **ChinaNav.Co.Ld.** | 260·0 | 36·8 | 21·6 | **London**<br>British | T.3Cy.18",29"&47"-39"<br>138NHP<br>Scott&Co.,Greenock |
| 26858 | **Papagaio** | **SteelSc**<br>ssRio.No.2-21 ~~ssVictoriaNo.1-17~~<br>1*Dk* | *84*<br>*75*<br>*17* | ✠100A1<br>4,21 ~~7,20~~<br>*For Towing purposes*<br>~~BS1,20~~ ✠LMC~~4,17~~<br>4,21 | Rio | | 7,20 | 1912<br>10mo<br>*Lloyd's A&CP* | Day,Sum-<br>mers&Co.Ld<br>Southampton | **LeopoldinaRly.Co.**<br>**Ld.** | 80·2 | 16·0 | 8·4<br>BK6" | **Victoria**<br>Brazilian<br>*4BHCem* | C.2Cy.15"&30"-24" (s)<br>120lb 49NHP<br>1SB,2pf,GS38,HS951<br>Day,Summers&Co.Ld.Sou. |
| 26859<br>111346<br>RJPD | **Paparoa**<br>*Ref.Mchy.Elec.light*<br>Wireless | **SteelTwinScSr**<br>2*Dks*&*Shade dk* | 7697<br>5539<br>4954 | | | | | 1899 | W.Denny<br>&Bros.<br>Dumbarton | **NewZealand**<br>**ShippingCo.Ld.** | 430·0 | 54·2 | 30·0 | **Plymouth**<br>British<br>*WB* | T.6Cy.22",35½"&58"-48"<br>233NHP<br>Denny&Co.Dumbarton |
| 26860 | **Papelera**<br>*Elec.light* Wireless | **SteelSc**<br>*Fitted for oil fuel*<br>1*Dk* | 1740 | | | | | 1921 | Osbourne,<br>Graham&<br>Co.Ld.<br>Sunderland | **Dampskibintersk**<br>**Garonne(Fearnley**<br>**&Eger, *Mgrs.*)** | 260·0<br>P31'B150'F27' | 41·3 | 20·6 | **Chrstiania**<br>Norwegian<br>*WB* | T.3Cy.21",35"&56"-39"<br>195NHP<br>N.E.MarineEng.Co.Ld.Sd |
| 26861 | **Papenburg**<br>*New name* "Futurist," *See No.* 37[illegible] *in Supplement* | **SteelSc**<br>(*Trawler*)<br>1*Dk* | 241<br>93 | | | | | 1920 | T.L.Meyer<br>Papenburg | | 128·2 | 23·0 | 11·0 | British | T.3Cy.12⅝",21½"&33½"-22"<br>52NHP<br>T.L Meyer,Papenburg |
| 26862<br>PNSB | **Papendrecht**<br>*Elec.light* | **SteelSc**<br>1*Dk* | 1313<br>1138<br>752 | — | | | | 1917 | H.teVeld-<br>huis<br>Papendrecht | **N.V.Maats."Kust-**<br>**vaart" (Phs.van**<br>**Ommeren, *Mgr.*)** | 237·6<br>F22'B62'P24' | 36·5 | 15·9 | **Rottrdam**<br>Dutch<br>*WB* | T.3Cy.18",29"&48"-30"<br>126NHP<br>Ca.Kuypers,Rotterdam |

|  | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage.<br>Gross.<br>—<br>Under deck.<br>—<br>Net. | Particulars of Classification.<br>Character.<br>—<br>✠ for Special Survey.<br>Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built.<br>When | By Whom<br>—<br>Where | Owners. | Regist'd Dimensions. Deck Erections, &c.<br>Length. \| Breadth. \| Depth. | Port of Registry.<br>—<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|  | **Pará** SteelTwinScSr<br>Wireless ssRio.No.2–15<br>2Dks(UStlteak s)&deep framing lower<br>Elec.light Ref.Mchy. dk inNos.1&2holds | 3351<br>2687<br>2097 | ✠ —<br>5,20<br>✠ | Rio | v |  | 1907<br>7mo | Workman,<br>Clark& Co.Ld<br>Belfast<br>WB | LloydBrasileiro<br>= Cell DBa88' uE | 340·2\|44·8\|23·5<br>F67'<br>FK&BK1¼"<br>36'f96'395tFPT45t | R.Janeiro<br>Brazilian<br>6BHCem<br>APT55t | T.6Cy.18",30"&49"–42"<br>534NHP<br>3DB,12cf,GS224,HS8754 FD<br>Wrkman,Clark& CoLd.Bel | 26 ″ 0 |  |
|  | **Para Rio** SteelTwinScSr<br>(exCassioReis) 1Dk(Teak)&<br>Elec.light Promenade dk(Teak) | 360<br>—<br>220 | ✠<br>For River pur<br>6,15<br>✠ | Liv<br>poses o | nly |  | 1911<br>2mo | LythamSB<br>&E.Co.Ld.<br>Lytham | B.Cordeiro | 145·0\|28·1\|7·6<br>F26'<br>FK | Para<br>Brazilian<br>5BHCem | C.4Cy.12½"&28"–18" 82NHP<br>1SB,3pf,GS50,HS1520<br>LythamS.B.&E.Co.Ld.Lyt | 8 ″ 0 |  |
|  | **Paraguay** SteelScSr<br>CarryingPetroleuminbulk<br>Mchy.Aft Elec.light Wireless 1Dk2trB | 2627<br>—<br>1583 |  |  |  |  | 1900 | American<br>S.B.Co.<br>Lorain,O. | SunCompanyInc. | 292·0\|42·0\|23·0<br>len09 | Phildlphia<br>Utd.States<br>WB | Q.4Cy.15",23",35"&54"–36"<br>175NHP<br>AmericanS.B.Co.Clevelnd |  | V |
|  | — IronScSr<br>Named "Torero," See No. 39650 in Supplement<br>(exMaria,exMarina)<br>Elec.light Wireless 3Dks | 1329<br>[illegible]<br>747 |  |  | ... |  | 1870 | Barclay,<br>Curle&Co.<br>Glasgow | SiciliaSocietà di Navigazione | 241·1\|32·6\|23·8<br>H64t | Palermo<br>Italian<br>Tpd90 | T.3Cy.21",33"&55"–36"<br>NB90 185NHP<br>Contntl.Lead&IronCo.Ld. |  |  |
|  | — IronTwinScSr<br>(exZorro,exNeptuno,exSilex) | 439<br>—<br>294 |  |  |  |  | 1870 | A.&J.Inglis<br>Glasgow | TheArgentine Nav.Co.(Nicholas Mihanovich),Ld. | 167·0\|27·0\|9·0 | Bns.Ayres<br>Argentine | C.4Cy.22"&44"–26"<br>164NHP |  |  |
| 8 | **Paraiso** SteelTwinScSr<br>Wireless 1Dk | 1437<br>—<br>891 |  |  |  |  | 1912 | CraigS.B.<br>Co., Long<br>Beach,Cal. | O.J.Olson | 216·5\|40·2\|14·1 | S.Frisco<br>Utd.States<br>WB | C.4Cy.13"&30"–24"<br>74NHP<br>CraigS.B.Co. |  | V |
| 9<br>L | **Paralos** SteelScSr<br>ssPir.No.3–7,19<br>Elec.light Wireless Spar dk(Stl)2trB<br>&deepframing | 3180<br>2985<br>2022 | ✠100A1<br>Spar dk<br>withfreeboard<br>11.21 ~~1,20~~<br>BS1,21<br>✠LMC7,19 | Brs<br>Cff | v | CL<br>~~7,19~~<br>2,21 | 1906<br>11mo<br>Lloyd | J.Priestman&Co.<br>Sunderland<br>'sA&CP | NationalStm.Nav. Co.Ld.Greece (EmbiricosBros.Mgrs.)<br>WB= | 332·0\|49·5\|23·6<br>P29'B184'F33'<br>FK<br>DBa106'f136'1024t | Andros<br>Greek<br>5BHCem<br>APT142t | T.3Cy.24",40"&66"–45" (s)<br>180lb 316NHP<br>2SB,8pf,GS142,HS4850<br>G.Clark,Ld.Sunderland | 24 ″ 8<br>s 3 ″ 4½<br>21 ″ 8 |  |
| 0<br>F | **Paramé** SteelScSr<br>(exJ.S.Keefe)<br>Now named "Glenfarn," See No. 37547 in Supplement<br>Mchy.Aft Elec.light 1Dk | 1640<br>—<br>944 |  |  |  |  | 1903 | Buffalo<br>DryDockCo.<br>Buffalo,N.Y. | Chemins de Fer de l'EtatFrançais (Soc.Maritime Nationale,Mgrs.) | 238·7\|41·0\|19·2<br>Q60'F36' | Havre<br>French<br>WB | T.3Cy.15",25"&42"–30"<br>97NHP<br>DetroitS.B.Co.Detroit |  | V |
| 71 | **Paramonoff** IronPad<br>(Tug)<br>1Dk | 232<br>—<br>113 |  |  |  |  | 1884 | ..................<br>Budapest |  | 164·6\|23·7\|7·0 |  | C.2Cy.20"&36"–44⅜"<br>72NHP |  |  |
| 72<br>116<br>3H | **Parana** SteelScSr<br>ssHav.No.1–22 ssCff.No.3–3,17<br>Ref.Mchy. 2Dks(Stl)&deepframing<br>Elec.light Sub.Sig. Wireless | 4182<br>3676<br>2689 | ✠100A1<br>2,22 ~~12,20~~<br>~~BS7,20~~ ✠LMC~~8,19~~ 2,22<br>✠Lloyd'sRMC~~8,21~~2,22 | Lon<br>Hav | x | CL<br>~~8,19~~<br>N2,22 | 1904<br>6mo<br>Lloyd | Workman,<br>Clark&Co.Ld<br>Belfast<br>'sA&CP | RoyalMailSteam PacketCo.<br>WB=<br>CellDBa108'uE& | 375·3\|48·3\|25·9<br>P45'B110'F99'<br>FK<br>B50'f161'877tFPT | Belfast<br>British<br>6BHCem<br>55tAPT20t | T.3Cy.24",39"&67"–48" (s)<br>205lb 430NHP<br>3SB,9cf,GS150,HS6000 FD<br>Wrkman,Clark&Co Ld.Bel | 28 ″ 9<br>s4 ″10<br>24 ″ 3 |  |
| 73<br>FB | — Wood | —<br>—<br>195 |  |  |  |  |  | .................. | T.doD'Acheno | .................. | Paranagua<br>Brazilian |  |  |  |
| 74<br>DX | **Paranagua** SteelScSr<br>(exLasMercedes)<br>1Dk | 857<br>—<br>447 | ✠<br>For River pu<br>10,88 | Liv<br>rposes | j |  | 1888<br>10mo | Cnada Wks<br>S.B.&ECo.Ld<br>Birkenhead<br>WB | TheArgentine Nav.Co.(Nicolás Mihanovich)Ltd.<br>=DBa26'&uB18' | 200·3\|29·0\|9·6<br>B33'F25'<br>FK<br>69tFPT34tAPT5t | Bns.Ayres<br>Argentine<br>6BHCem | T.3Cy.15½",25"&41"–30"<br>NB02 92NHP<br>CanadaWks.Co.(Lim)Bkn |  |  |
| 375<br>702 | **Parastrine** SteelSc<br>Mchy.Aft 1Dk | 130<br>121<br>88 |  |  |  |  | 1900 | W.I.Yarwood<br>Northwich | Price'sPatent CandleCo.Ld. (J.FindlaterMgr.) | 85·7\|20·7\|9·0 | London<br>British | C.2Cy.10½"–12"<br>7RHP<br>W.I.Yarwood,Northwich |  |  |
| 876<br>GV | **Parat** SteelScSr<br>(SalvageSteamer)<br>Elec.light 1Dk | 135<br>130<br>52 |  |  |  |  | 1905 | Trndhjms<br>Mek.Værks.<br>Trondhjem | Norsk BjergningskompagnieA/S | 106·0\|18·8\|10·0<br>H5t | Trondhjm<br>Norwegian<br>WB | C.2Cy.14½"&26"–16"<br>Emade90fitted05 22NHP<br>A.L.ThuneMekVærks.Xia |  | N |
| 877<br>9017<br>LBR | **Parattah** SteelScSr<br>(exBerlin)<br>Elec.light Wireless 3Dks | 4229<br>3939<br>2605 |  |  |  |  | 1904 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | Requisitioned by theCommonwealth ofAustralia | 375·6\|48·7\|27·3<br>P306'F46' | London<br>British<br>WB | T.3Cy.27¾",46¼"&76"–48"<br>400NHP<br>FlensburgerSchiffsb.Ges. |  |  |
| 878<br>0701<br>BJF | **Pardo** SteelScSr<br>ssSou.No.3–2,15<br>ssShl.No.1–20<br>Ref.Mchy. 2Dks(Stl)&deepframing<br>Elec.light Sub.Sig. Wireless | 4454<br>3862<br>2798 | ✠100A1<br>~~0,21~~ ~~11,20~~ 1,22<br>✠LMC12,20<br>✠Lloyd'sRMC~~1,21~~ 1,22<br>BS1,22 | Shl<br>~~Liv~~ Bry | x | CL<br>N12,20 | 1904<br>9mo<br>Lloyd | Harland&<br>Wolff,Ld.<br>Belfast<br>'sA&CP WB= | RoyalMailSteam PacketCo.<br>CellDBa110'uE& | 375·0\|48·3\|25·8<br>P49'B112'F98'<br>FK<br>B48'f164'926tFPT | Belfast<br>British<br>6BHptCem<br>77tAPT58t | T.3Cy.23",39"&64"–51" (s)<br>205lb 378NHP<br>3SB,9cf,GS172,HS6309<br>Harland&Wolff,Ld.Bel. | 28″11<br>s 5 ″ 2<br>24 ″ 1 |  |
| 6879<br>45006<br>GPT | **Paria** SteelScSr<br>(exRickmerRickmers)<br>Now named "Wray Castle," See No. 39926 in Supplement<br>Elec.light Wireless 2Dks | 6086<br>5582<br>3333 |  |  |  |  | 1916 | Rickmers<br>Akt.Ges.<br>Bremerhaven | LancashireShppg. CoLd(J.Chambers &Co.Mgrs.) | 419·2\|55·8\|28·6 | London<br>British | T.3Cy.28$\frac{7}{10}$",46$\frac{1}{10}$"&75⅗"–53$\frac{9}{10}$"<br>420NHP<br>A.G."Weser,"Bremen |  |  |
| 6880 | — CompPadSr | 120<br>110<br>60 |  |  |  |  | 1892 | J.S.White<br>EastCowes,<br>I.W. | CrownAgentsfor theColonies | 110·0\|19·0\|8·0<br>B39' | British | C.2Cy.19"&35"–30"<br>56NHP<br>J.S.White,E.Cowes,I.W. |  |  |
| 6881<br>120466<br>HBLO | **Parika** SteelTwinScCtr<br>ssDem.No.3–10,13<br>1Dk | 304<br>220<br>151 | ✠ —<br>7,19<br>✠ | Dem | d |  | 1904<br>10mo | Swan,Hunter&Wigham<br>Richardson,<br>LdNewcastle | Sprostons,Ld. | 141·0\|24·5\|8·6<br>B21'F25'<br>FK<br>WB= | Georget'n,<br>Dem.<br>British<br>4BHCem<br>FPT25t | T.6Cy.9½",15"&25"–18"<br>90RHP<br>1SB,2cf,GS38,HS1291<br>J.S.Vaux&Co.Ld.Sld. | 9 ″ 0 |  |
| 26882<br>96643<br>LJON | **Parima** SteelSc3MstSr<br>(exBungaree) ssHfx.3rdNo.3–8,20<br>Welldeck 2Dks(1Stl&UptStl-ws)3trB<br>Wireless | 2990<br>2761<br>1875 | ✠100A1<br>~~7,21~~ ~~11,20~~ 4,22<br>~~BS11,20~~ ✠LMC11,19<br>BS1,23 | NYk | v | ~~11,20~~<br>4,22 | 1889<br>9mo | Wigham<br>Richrdsn&Co<br>Newcastle<br>A&CP | QuebecS.S.Co.Ld.<br>WB=D | 335·0\|42·1\|24·0<br>P214'F41'<br>BK11"<br>BuE&B&c.66'213t | Montreal<br>British<br>6BHCem<br>Tunnel Tan | T.3Cy.28",45"&73"–48" (s)<br>140lb NDB03 420NHP<br>2DB,12pf,GS189,HS7340<br>Wghm.Richardson&CNwc<br>k96'83t FPT65tAPT43t | 28 ″ 0 |  |
| 26883<br>122723<br>HMLJ | **Paringa** SteelScSr<br>Mchy.Aft Elec.light 1Dk | ~~1310~~<br>1359<br>874<br>766 ~~762~~ |  |  |  |  | 1908 | Scott of<br>Kinghorn,Ld.<br>Kinghorn | ~~AdelaideS.S.Co.Ld~~<br>TheAdelaide SteamshipCo.Ld. | 230·2\|36·1\|13·9<br>P&B132'F33' | P.Adelaide<br>British | T.3Cy.21",35"&57"–36"<br>195NHP<br>Scott ofKinghorn,Ld.Kgn. |  | C |
| 26884 | **Paris** SteelQuadScSr<br>Elec.light Wireless | 32000 |  |  |  |  | ~~1917~~<br>1921 | Ch.&Atel.<br>deSt.Nazaire<br>St.Nazaire | Cie.Gén.Transatlantique | 734·9\|85·2\|59·1 | Havre<br>French | 4 Steam Turbines<br>Chant.dePenhoët,St.N. |  | V |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26885 | **Paris** SteelPad<br>Wireless *3Dks.* | 2000<br>—<br>1176 | | | | | 1896 | A.&J. Inglis<br>Glasgow | TheArgentine Nav.Co.(Nicolás Mihanovich)Ld. | 292·0\|36·0\|29·5<br>*Hurricane dk*235′ | M.Video<br>Uruguayan | T.3Cy.30″,49″&75″-84″<br>516NHP<br>A.&J.Inglis,Glasgow |
| 26886<br>105658<br>JOPN | — SteelTwinScSr<br>*CruiserStern*<br>*Elec.light* Wireless *2Dks& Awng dk* | 1774<br>1649<br>712 | | | | | 1913 | W.Denny &Bros.<br>Dumbarton | LondonBrighton& S.CoastRailwayCo | 293·5\|35·6\|15·2 | Newhaven<br>British<br>*WB* | 2sets geared Stm.Turbines<br>Denny&Co.Dumbarton |
| 26887<br><br>NHOS | — SteelScSr<br>Now named "Hilde," See No. 37775 in Supplement<br>*Well deck* (*ex*Saturn) *1Dk2trB* | 1192<br>631<br>743 | | | | | 1894 | Flensburgr Schiffsb.Ges.<br>Flensburg | Dmpskselsk.Trafic (P.L.Fisker, *Mgr.*) | 232·1\|34·3\|13·7<br>Q71′B107′F25′ | Copnhagn<br>Danish<br>*WB* | T.3Cy.16″,26″&43″-33″<br>106NHP<br>FlensburgerSchiffsb.Ges. |
| 26888<br>95354<br>LBHN | — SteelPadSr<br>*Elec.light* *1Dk* | 804<br>710<br>365 | | | | | 1888 | Fairfield Co.(Lim.)<br>Glasgow | ~~TheAdmiralty~~<br>TheShipping FederationLd | 250·6\|29·1\|14·0<br>B49′F80′<br>*pt Shelter Dk*48′ FK | Newhaven<br>British | C.D.2Cy.46″&83″-72″<br>487NHP<br>FairfieldCo.(Lim.),Gls. |
| 26889<br>111191 | — SteelSc3MstSr<br>*ss*PGl.No.3-3,11<br>*ss*PGl.No.2-19<br>*Mchy.Aft* *Well deck* *1Dk(Stl)* | 599<br>431<br>240 | ✠100A1<br>9,21 ~~10,19~~<br>BS1,21 ✠LMC10,19 | PGl | *i* | CL<br>N10,19 | 1899<br>6mo | IrvineS.& E.Co.Ld.<br>Irvine<br>A&CP | J.&P.Hutchison, Ld.<br>*WB=Cell* | 180·0\|27·6\|11·6<br>P57′B58′F27′<br>FK<br>*DB f*97′ 130*t FPT* | Glasgow<br>British<br>*3BHCem*<br>65*t APT*7*t* | T.3Cy.14″,23″&37″-27″ (*s*)<br>160lb *80lb* 86RHP<br>1SB,*3pf*,GS49,HS1493<br>Hutson&Sons,Ld.Glasgow |
| 26890<br><br>KNJQ | — SteelScK<br>(*Trawler*)<br>*Elec.light* *1Dk* | 551<br>477<br>208 | | | | | 1913 | ANormand &Cie.<br>Havre | Poret,Lobez&Co. | 164·0\|27·6\|15·4<br>F36′ | Boulogne<br>French | T3Cy.15⅝″,31$\frac{9}{16}$″&40$\frac{1}{16}$″-27½″<br>85NHP<br>Caillard&Co.Havre |
| 26891 | — SteelScK<br>*ss*Gms.No.3-7,11<br>(*ex*Uriel) *ss*Ymu.No.1-15<br>*1Dk* | 190<br>178<br>63 | ✠100A1<br>*StmTrawler*<br>5.17 ✠LMC5,15<br>✠NB7,11 BS~~11,19~~3,21 | Ymu | | ~~5,17~~<br>3,21 | 1899<br>2mo | Earle'sCo. Ld.<br>Hull<br>*Lloyd'sA&CP* | N.V.Vissch.Maats. Praxis | 115·0\|21·0\|11·2<br>Q46′F19′<br>BK7½″ | Ymuiden<br>Dutch<br>*4BHCem* | T.3Cy.11″,20″&32″-23″ (*s*)<br>180lb 62NHP<br>1SB,*2pf*,GS32,HS1077<br>Earle'sCo.Ld.Hull |
| 26892<br>140862<br>KGHC | **Paris City** SteelSc<br>*Elec.light* Wireless *2Dks* | 6343<br>6057<br>3959 | | | | | 1920 | Craig,Taylor&Co.Ld.<br>Stockton | St.JustS.S.Co.,Ld. (W.R.Smith& Sons,Ld.(*Mgrs.*) | 412·2\|55·0\|33·5<br>F35′ | Bideford<br>British<br>*WB* | T.3Cy.28″,46″&75″-51″<br>402NHP<br>Blair&Co.Ld.Stockton |
| 26893<br>212632<br>LDRT | **Parismina** SteelScSr<br>Wireless<br>*Elec.light* *Ref.Mchy.* *2Dks&2ptDks* | 4937<br>3936<br>3102 | | | | | 1908 | Workman, Clark &Co.Ld<br>Belfast | ParisminaS.S. Corp.(United FruitCo.) | 378·8\|49·8\|29·6<br>B154′F44′ | NewYork<br>Utd. States<br>*WB* | T.3Cy.27″,45″&75″-54″<br>413NHP<br>Wrkman,Clark&Co.LdBel |
| 26894<br>121384 | **Paritutu** SteelTwinScCtr<br>*ss*Wln.No.3-6,21 ~~*ss*Wln.No.2-17~~<br>*Elec.light* *1Dk(Stl)*<br>(*Bucket & Suction Hopper Dredger*) | 564<br>563<br>233 | ✠ A<br>*Hopper Dredger*<br>6,21 ~~4,19~~<br>~~BS5,19~~ ✠LMC~~5,17~~ 7,21 | Wln | *j* | CL<br>~~SN5,18~~<br>~~PN5,18~~<br>7,21 | 1910<br>3mo | Fleming& Ferguson,Ld<br>Paisley<br>~~Lloyd'sA&CP~~ | NewPlymouth HarbourBoard | 180·0\|34·1\|12·2<br>FK | Wellingtn N.Z.<br>British<br>*5BHCem* | T.6Cy.11″,18″&30″-22″ (*s*)<br>160lb *160lb* 90RHP<br>1SB,*3cf*,GS73,HS1921<br>Fleming&Fergusn,Ld.Psy. |
| 26895<br>150774 | **Park City** WoodSc | 391<br>—<br>208 | | | | | 1898 | Mather& Wood,Pt. Jefferson,NY | C.E.Tooker | 143·5\|28·0\| 9·9 | Bridgeprt<br>Utd. States | |
| 26896 | **Parkhaven** SteelSc<br>*Elec.light* *1Dk(Stl)&Shelter dk(Stl)*<br>Wireless | 4803<br>4631<br>2984 | ✠100A1<br>*Shelter dk withfreeboard*<br>2,22 ~~4,21~~ ✠LMC11,20 | Rot<br>NNs | *x* | CL<br>2,22 | 1920<br>11mo | W.Dobson &Co.<br>Newcastle<br>*Lloyd'sA&CP* | Gebr.vanUden<br>*CellDB*313′960*t* | 360·0\|52·0\|31·5<br>FK<br>Collision<br>*FPT*100*tAPT*87*t* | Rottrdam<br>Dutch<br>*Cem*<br>*BHto Sh dk*<br>5 „ „ *U* „ | T.3Cy.25″,41″&69″-48″ (*s*)<br>180lb 401NHP<br>3SB,*9cf*,GS174,HS6678<br>N.E.MarineEngCoLd Nwc |
| 26897<br>135917<br>JHTB | **Parklands** SteelScSr<br>*ss*Gls.No.3-2,15<br>(*ex*MarieGlaeser) *ss*Nwc.No.1-19<br>*Elec.light* *Well deck* *1Dk(Stl)* | 1343<br>1098<br>818 | 100A1<br>3,21<br>~~BS3,20~~ LMC9,19<br>BS1,22 | Nwc | | CL<br>3,21 | 1905 | Akt.Ges. "Neptun"<br>Rostock<br>*Lloyd'sA&CP* | H.Harrison(Shipping)Ld. | 244·0\|36·1\|14·9<br>P15′Q64′B110′F31′<br>*WB=Cell* FK<br>*DBa*56′ *uE&B* | W. Hartlpl<br>British<br>*4BHCem*<br>30′*f*114′449*t* | T.3Cy.16½″,25⅝″&41⅝″-31½″<br>185lb (*s*) 98RHP<br>2SB,*4cf*,GS130,HS2378<br>A.G."Neptun,"Rostock |
| 26898<br>137107 | **Parkmore** SteelScK<br>*ss*Shl.No.1-19<br>*1Dk* | 199<br>196<br>86 | ✠100A1<br>*StmTrawler*<br>~~9,20~~ ~~10,19~~<br>8,21<br>✠LMC~~10,15~~ 12,20 | Shl<br>Abn | | CL<br>~~9,20~~<br>N8,21 | 1915<br>10mo | Hall,Russell&Co.Ld<br>Aberdeen<br>*Lloyd'sA&CP* | R.H.Davison&Co. | 115·7\|22·3\|11·9<br>BK7½″<br>*WB=* | Hartlepo'l<br>British<br>*3BHCem*<br>*DBf*19′13*t* | T.3Cy.12″,20″&34″-24″ (*s*)<br>180lb 80RHP<br>1SB,*3pf*,GS47,HS1480<br>J.Abernethy&Co.Ld.Abn. |
| 26899<br>150478 | **Parks Foster** SteelSc3MstSr<br>*Mchy.Aft* *2Dks* | 1730<br>—<br>1475 | | | | | 1889 | GlobeIron WorksCo.<br>Cleveland.O. | J.Prindiville& Sons | 262·0\|39·0\|19·2<br>H—F34′ | Chicago<br>Utd. States<br>*WB* | C.2Cy.25″&50″-42″<br>NB08 135NHP<br>GlobeIrnWksCo.,Clevelnd |
| 26900<br>206818<br>LBGQ | **Parksley** SteelSc<br>(*Tug*)<br>*1Dk* | 296<br>—<br>201 | | | | | 1909 | J.H.Dialogue&Son<br>Camden,N.J. | N.Yk.Philadelphia &NorfolkR.R.Co. | 125·0\|25·0\|12·6 | Phildlphia<br>Utd. States<br>*WB* | T.3Cy.17″,24″&41″-30″<br>92NHP<br>JHDialogue&Sn,Cmdn,NJ |
| 26901<br>218822<br>LSQC | **Parksville** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *1Dk2trB in fore&after*<br>Sub.Sig. Wireless *holds& Web frames* | 3545<br>3005<br>2174 | | | ... | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0\|46·2\|25·0<br>P30′B90′F35′<br>FK | NewarkNJ<br>Utd. States<br>*WB* | 1Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. |
| 26902<br>121244<br>HOVG | **Parktown** SteelScSr<br>*ss*Bly.No.3-8,13<br>(*ex*Marthara) *ss*Nwc.No.1-18<br>Wireless *1Dk(Stl)&Spar dk(Stl) &deep framing* | 3910<br>3594<br>2519 | ✠100A1<br>*Spar dk*<br>6,21 ~~8,20~~<br>~~BS2,20~~ ✠LMC8,18<br>BS5,21 | Cff | *w* | CL<br>~~8,18~~<br>6,21 | 1905<br>7mo | Russell& Co.<br>Pt.Glasgow<br>*Lloyd'sA&CP* | TownLine(London)Ld(Harrison, Sons&Co.*Mgrs.*)<br>*Cell DBa* 116′*uE&* | 345·1\|49·9\|17·9<br>P38′B97′F41′ 25·9<br>FK<br>B40′*f*142′899*t FPT* | London<br>British<br>*6BHCem*<br>88*t APT*45*t* | T.3Cy.24″,40″&65″-45″ (*s*)<br>180lb *100lb* 324NHP<br>2SB,*6cf*,GS126,HS5200<br>ClydeS.B.&E.Co.Ld.P.Gls |
| 26903 | **Parnahyba** SteelSc4MstSr<br>(*ex*Alrich) *2Dks(Stl)&Shelter dk(Stl)*<br>*Elec.light* Wireless | 6692<br>6278<br>4126 | ✠<br>*Shelter dk withfreeboard*<br>9,16 ✠ | Bmn | *c*† | | 1913<br>3mo | Flensburgr Schiffsb.Ges.<br>Flensburg | Requisitioned by theBrazilian Government (Operated by the FrenchGovt.) | 460·5\|59·1\|28·8<br>*F on Shelter dk*46′<br>FK<br>*CellDBa*149′*uE*34′ *f*195′ 1541*t FPT* | R.Janeiro<br>Brazilian<br>*7BHCem*<br>220*t APT*15*t* | Q.4Cy.26$\frac{3}{16}$″,38⅜″,56⅝″&81¼″-54″<br>670NHP<br>4SB,*12cf*,GS222,HS9416 FD<br>FlensburgerSchiffsb.Ges. |
| 26904 | — SteelScSr<br>(*ex*AugustoLeal,*ex*Grangense) *1Dk(Stl)* | 420<br>368<br>223 | ✠<br>8,89<br>✠ | Liv | *g* | | 1887<br>5mo | BarrowS. B.Co.Ld.<br>Barrow | J.A.daSilva Pedreira<br>*WB=* | 180·0\|26·2\|10·4<br>P11′B17′F25′ FK<br>*DBa*42′35*t FPT* 28*t* | Para<br>Brazilian<br>*4BHCem* | T.3Cy.17″,26½″&42″-24″<br>86NHP<br>BarrowS.B.Co.Ld.Brw. |
| 26905 | **Parnassos** SteelTwinScSr<br>(*ex*Yt.Zoraide,*ex*Sylvabelle, *2Dks*<br>*Elec.light* *ex*FiorentinaII,*ex*Zoraide) | *532*<br>—<br>*210* | | | ... | | 1894 | Earle'sCo. Ld.<br>Hull | ZissimosBros.& Co. | 168·6\|27·0\|16·0 | <br>Greek | T.6Cy.12½″,19″&32″-24″<br>204NHP<br>Earle'sCo.Ld.Hull |
| 26906 | **Parnon** SteelSc<br>*ss*Shl.No.3-6,19<br>(*ex*Isfond, *ex*Lothian) *2Dks(1StlUptIrnptStl)& deep framing*<br>*Elec.light* | *4986*<br>*4436*<br>*3093* | ✠100A1<br>3,21<br>~~BS7,20~~ ✠LMC7,19<br>BS7,21<br>*Fitted for oil fuel* 7, | Nwc | *y*<br>19 | CL<br>1,21<br>*F.P. a* | 1902<br>5mo<br>*bove* 1 | C.Connell &Co.<br>Glasgow<br>*Lloyd'sA&CP*<br>50° F. | C.Petzalis& E.Dounias<br>*CellDBa*125′*u E&B*45′*f*164′1066 | 385·5\|~~55·2~~\|28·5<br>P39′B117′F51′<br>50·2\| FK<br>*tDTa*31′ 853*t FPT* | Spezia<br>Greek<br>*6BHCem*<br>84*t APT*39*t* | T.3Cy.27″,43″&72″-48″ (*s*)<br>185lb *110lb* 422NHP<br>2SB,*8cf*,GS136,HS5497 FD<br>Dunsmuir&Jackson,Gls. |

| | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07<br>32 | **Paroto** WoodAuxTwinScK<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 109<br>92<br>48 | | | | | 1914 | G.Niccol<br>Auckland | NorthernS.S.Co.<br>Ld. | 87·3\|23·3\| 6·8 | Auckland<br>British | Oil Engines<br>4Cy.9"–14" 37NHP<br>W.Beardmore&Co.Gls. | | |
| 08<br>67<br>3S | **Parramatta** IronScK<br>1*Dk* | 168<br>158<br>63 | ✠<br>*StmTrawler*<br>10,91 ✠ | Shl | | | 1891<br>10mo | Hepple&<br>Co.<br>N.Shields | KelsallBros.&<br>Beeching,Ld.<br>(JohnSlater, *Mgr*) | 119·0\|20·6\|10·8<br>len.05 BK7" | Hull<br>British<br>3*BHCem*<br>*WB* | T.3Cy.12",20"&32"–22"<br>60RHP<br>1SB,2*cf*,GS26,HS1014<br>Hepple&Co.N.Shields | 11″10 | |
| 09 | **Parreiras Horta** SteelTwinScK<br>*ss*Pra.No.2–17<br>(*ex*Consort) 1*Dk* | *157*<br>*125*<br>*21* | ✠100A1<br>*For Towing purposes*<br>7,17 ✠LMC2,21 | Pra | | 2,21 | 1908<br>11mo | Cochrane<br>&Sons<br>Selby<br>*Lloyd'sA&CP* | Port of Para | 94·0\|23·0\| 9·6<br>BK6" | Para<br>Brazilian<br>5*BHCem* | C.4Cy.14′&28″–18″ (*s*)<br>130lb 28NHP<br>1SB,2*pf*,GS48,HS1288<br>Crabtree&Co.Ld.Gt.Yar. | 10″6 | |
| 10<br>VH | **Partagas** SteelScSr<br>(*ex*OttoSverdrup)<br>1*Dk* | 196<br>134<br>84 | | | | | 1898 | Trondhjms<br>Mek.Verks.<br>Trondhjem | A/SArendal<br>Smelteverk | 121·1\|19·2\| 9·0<br>B49*t*F6*t* | Arendal<br>Norwegian | T.3Cy.10⅛"8"17½"&28½"–18"<br>34NHP<br>Trondhjems Mek.Verks. | | |
| 11<br>847<br>CR | **Parthenia** SteelScSr<br>(*ex*Kirkholm) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 4753<br>4504<br>3063 | ✠100A1<br>3,21<br>✠LMC6,17<br>*Carrying oil fuel F. P. above 150°F. in DB*<br>*Fitted for oil fuel*5,21 *F.P. above* 150°F. | Liv | *y* | CL<br>12,20 | 1917<br>6mo | Russell&<br>Co.<br>Pt.Glasgow<br>*Lloyd'sA&CP* | DonaldsonLine,Ld<br>(DonaldsonBrs.Ld.<br>*Mgrs.*)<br>*after hold dispensed with* | 399·7\|51·9\|26·9<br>P46'B119'F46'<br>FK<br>*'Tween dk BH in*<br>*CellDB*351' 1163*t* | Glasgow<br>British<br>*Cem*<br>5*BH to U dk*<br>1 ,, 2*nd dk only* | T.3Cy.26½",44"&72"–48" (*s*)<br>180lb 488NHP<br>3SB,9*cf*,GS169,HS7119 FD<br>D.Rowan&Co.Glasgow<br>*DTa*30'769*tAPT*22*t* | 29″6<br>s5″7½<br>24″3 | |
| 12<br>BM | **Parthia** WoodSc<br>*OilEng.*<br>(*ex*Avance) 1*Dk*<br>*Elec.light* *Salted & specially treated*<br>*Well deck* | 683<br>522<br>468 | ✠12A1<br>4,21 ~~8,20~~<br>LMC8,20 | Pld<br>Xia | *j* | | 1919<br>4mo | Columbia<br>Eng.Wrks.<br>Linnton,Or.<br>A&CP | A/S Parthia (L.<br>ChristensenA/S) | 171·9\|30·3\|15·4<br>Q64'B32'F32' | Sandefjord<br>Norwegian | Oil Engine 2S.C.SA<br>4Cy.17¾"–18½" 92NHP<br>DB *100lb*<br>SwenssonsMotorMfg.Co.<br>Augustendahl,Sweden | 17″4 | |
| 13<br>405<br>VH | **Parthian** IronScSr<br>Wireless 3*Dks* | 2001<br>—<br>1366 | | | | | 1887 | Harlan&<br>HllngswthCo<br>WilmingtnDl | OlympiaShipping<br>Corp. | 267·8\|38·0\|16·5<br>len.02 | NewYork<br>Utd.States | C.2Cy.30"&56"–54"<br>192NHP<br>Harlan&HollingsworthCo. | | V |
| 14<br>115 | **—** SteelScK<br>*ss*Gms.No.2–19<br>1*Dk* | 202<br>185<br>90 | ✠100A1<br>*StmTrawler*<br>4,21 ~~8,20~~<br>~~BS6,20~~ ✠LMC8,19<br>BS1,21 | Gms | | CL<br>8,19 | 1911<br>10mo | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>*Lloyd'sA&CP* | OnwardSteam<br>FishingCo.Ld.<br>(SirT.Robinson,<br>*Mgr.*) | 115·4\|21·6\|11·5<br>Q58'F18'<br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.12",21"&34"–24" (*s*)<br>180lb 67RHP<br>1SB,2*pf*,GS33,HS1044<br>C.D.Holmes&Co.Ld.Hull | 12″3 | |
| 915<br>847 | **Partington** SteelScCtr<br>(*Tug*)<br>1*Dk* | 103<br>92<br>— | | | ... | | 1899 | J.G.Fay&<br>Co.Ld.<br>Southampton | ManchesterShip<br>CanalCo. | 80·3\|19·0\| 9·9<br>BK6" | Manchestr<br>British | C.2Cy.17"&35"–24"<br>63RHP<br>J.G.Fay&Co.Ld.Sou. | 10″3 | |
| 916<br>4121<br>GSR | **Partridge** SteelScSr<br>(*ex*Partridge II, *ss*Mil.No.3–7,20<br>*ex*Partridge) 2*Dks*(*UStl*–ws)<br>*Elec.light* Wireless | 1461<br>1044<br>629 | ✠100A1<br>6,21 ~~7,20~~<br>✠LMC7,20<br>BS6,21 | Mil<br>Gls | *q* | CL<br>7,20 | 1906<br>7mo | J.Brown&<br>Co.Ld.<br>Clydebank<br>*Lloyd'sA&CP* | G.&J.Burns,Ld. | 270·4\|36·1\|16·3<br>P75'B103'F44'<br>BK8"<br>*WB=DTa*10' | Glasgow<br>British<br>5*BHCem*<br>24*tFPT*30*t* | T.3Cy.29",48"&76"–45" (*s*)<br>175lb *70lb* 460NHP<br>2DB,12*cf*,GS264,HS7720<br>J.Brown&Co.Ld.Clydebnk | 17″6<br>s2″5½<br>16″2 | BT till 6,21 |
| 917<br>3364 | **Parvati** SteelSc<br>(*ex*NaniwaMaru) 1*Dk* | 208<br>183<br>74 | | | | | 1912 | GoshiKai-<br>shaHarada<br>Shoko<br>Osaka | A.M.Jeevanjee | 113·7\|21·8\|11·9 | Bombay<br>British<br>*WB* | T.3Cy.$11\frac{7}{16}$",$19\frac{5}{16}$"&32"–22"<br>50RHP<br>GoshiKaishaHarada<br>Shoko,Osaka | | |
| 918<br>6303<br>KJS | **Pasadena** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless Sub.Sig. &*Web frames*<br>*Longitudinal framing* | 6002<br>5551<br>4494 | | | ... | | 1918<br>5mo | Moore&<br>ScottIron<br>Works,<br>Oakland, Cal.<br>A&CP | UnitedStates<br>ShippingBoard | 402·5\|53·0\|32·0<br>P34'F38'*onShltrdk*<br>FK<br>*Cell DB*348'1351*t*<br>*DTf*30'604*tFPT* | S.Frncisco<br>Utd.States<br>7*BHCem*<br>73*tAPT*46*t* | 2 Steam Turbines geared<br>to 1 screw shaft (*r*)<br>210lb 618NHP<br>3SB,9*cf*,GS237,HS8112 FD<br>Fletcher&Sons,HoboknNJ | 34″6<br>s8″5<br>26″6 | |
| 6919<br>50410<br>DVS | **—** WoodScSr<br>*Fitted for oil fuel*<br>1*Dk* | 300<br>—<br>236 | | | | | 1887 | A. Hay<br>SanFrancisco | AlbionLumberCo.<br>(P.M.Dimmick,<br>*Mgr.*) | 141·0\|31·1\|10·4 | S. Frncisco<br>Utd.States | C.2Cy.14"&28"–20"<br>29NHP<br>HinkleySpiers&HayesSFo | | |
| 6920 | **Pasaya** SteelScK<br>*ss*Hul.No.2–15<br>(*ex*Falstaff) 1*Dk* | *173*<br>*166*<br>*68* | ✠~~100A1~~<br>*Stm Trawler*<br>8,21 5,15<br>~~Examined5,19~~<br>~~BS5,20~~ ✠~~LMC5,10~~ | Hul | | CL<br>5,19 | 1906<br>11mo | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>*Lloyd sA&CP* | Lerchundi,<br>Olaizola&Ca. | 108·5\|21·6\|11·5<br>BK8" | S.Sebast'n<br>Spanish<br>4*BHCem*<br>*DTf*13'30*t* | T.3Cy.10",16¼"&27"–24" (*s*)<br>200lb 30NHP<br>1SB,2*pf*,GS25,HS750<br>Amos&Smith,Hull | 12″4 | |
| 6921<br>16991<br>LNOT | **Pascagoula** WoodSc<br>*Elec.light* Wireless 1*Dk*2*trB* | 2551<br>—<br>1528 | | | | | 1918 | Dierks<br>Blodgett<br>Shpg.Co.<br>Pascagoula | UnitedStates<br>ShippingBoard | 267·3\|46·0\|23·5<br>P40'B66'F30' | Gulfport<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 26922<br>143375<br>CGM | **Pasha** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5307<br>4827<br>3196 | ✠100A1<br>~~10,21~~ ~~4,21~~4,22<br>✠LMC8,19 | Cal | *y* | CL<br>4,22 | 1919<br>8mo | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>LdNewcastle<br>*Lloyd'sA&CP* | AsiaticStm.Nav.<br>Co.Ld. | 400·3\|52·4\|28·4<br>P49'B113'F40'<br>FK<br>*CellDB*345'1025*tFPT*130*t* | London<br>British<br>7*BHptCem*<br>*APT*204*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS189,HS7668 FD<br>Swan,Hunter&Wigham<br>RichardsonLd.Nwc. | 31″0<br>s6″2<br>25″3 | |
| 26923<br>217926<br>LQTK | **Passaic Bridge** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk*2*trB in fore&*<br>Sub.Sig. *after holds& Web frames* | 3545<br>3005<br>2179 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0\|46·2\|25·0<br>P30'B90'F35'<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric<br>&Mfg.Co.Essington,Pa | 28″6 | R |
| 26924<br>WNFL | **Passat** SteelSc<br>(*ex*Raritan,*ex*CarlDiederichsen)<br>*Elec.light* 1*Dk*&*Spar dk*2*trB* | 1243<br>1126<br>774 | | | | | 1901 | Howaldts-<br>werke<br>Kiel | A/S D/SPassat<br>(Torp&Wiese) | 218·8\|33·1\|11·8<br>Q61'H16'F31' 20·4 | Bergen<br>Norwegian | T.3Cy.$16\frac{15}{16}$",$27\frac{9}{16}$"&$43\frac{5}{16}$"–<br>$24\frac{13}{16}$" 94NHP<br>Howaldtswerke,Kiel | | |
| 26925<br>OQDT | **Passereau** IronScK<br>*ss*Mil.No.2–00<br>(*ex*MamelenaNo.10,*ex* 1*Dk*<br>St.Pierre,*ex*DaleCastle) | 157<br>—<br>37 | ✠<br>*StmTrawler*<br>11,00 ✠ | Mil | | | 1892<br>5mo | Cook,Wel-<br>t'n&Gemmell<br>Hull | H.LeRenard | 100·5\|20·8\|11·0<br>Q20'<br>BK7½" | Cherbourg<br>French<br>3*BHCem* | T.3Cy.12½",19½"&31½"–22½"<br>1SB,2*cf*,GS27,HS790 50NHP<br>C.D.Holmes&Co.Hull | 11″11 | |
| 26926 | **Passing** SteelScK<br>*ss*Gms.No.2–20<br>*Elec.light* 1*Dk* | *459*<br>*427*<br>*291* | ✠100A1<br>*StmTrawler*<br>5,20 ✠LMC5,20 | Gms | | CL<br>2,15 | 1913<br>8mo | Cook,Wel-<br>t'n&Gemmell<br>Ld.Beverley<br>*Lloyd'sA&CP* | PêcheriesaVap.<br>duCongoBelge | 160·2\|26·1\|14·1<br>Q90'F24'<br>BK7½" | Belgian<br>4*BHCem* | T.3Cy.13",22½"&37"–26" (*s*)<br>200lb 91NHP<br>1SB,3*pf*,GS43,HS1560<br>Amos&Smith,Ld.Hull | 15″0 | |

*Now named* "BoulaMatari," *See No.* 36438 *in Supplement*

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7ᵐ<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26927<br>212653<br>LDSP | **Pastores** SteelTwinScSr<br>Sub.Sig. Wireless<br>*Elec.light Ref.Mchy.* *2Dks&2ptdks* | 7241<br>5888<br>3843 | | | | | 1912 | Workman,<br>Clark&Co.Ld<br>Belfast | PastoresS.S.Corp.<br>(UnitedFruitCo.) | 470·4<br>P48'B245'F47' | 55·3 | 30·8 | NewYork<br>Utd.States<br>*WB* | Q.8Cy.23½",33½",47½"&68"-<br>45" 620NHP<br>Wrkman,Clark&Co.Ld Bel | |
| 26928<br><br>MGFT | **Pasvik** SteelScSp<br>(*Tug&IceBreaker*)<br>1*Dk* | 237<br>220<br>85 | | | | | 1910 | Bergens<br>Mek.Værk.<br>Bergen | D/S A/S Pasvik<br>(G.Lien) | 108·7<br>H17*t* | 26·2 | 13·6 | Kirkenes<br>Norwegian<br>*WB* | T.3Cy.14",23½"&38"-27'<br>75NHP<br>BergensMekVærks Bergen | |
| 26929<br>143868 | **Pat Caharty** SteelScK<br>ssWvn.No.3-4.20<br>*Mchy.Aft* 1*Dk*(*Stl*) | 202<br>199<br>88 | ✠100A1<br>*StmTrawler*<br>9,20 ✠LMC4,20 | Bos | | CL<br>4,20 | 1918<br>10mo<br>*Lloyd*'sA&CP | Rennie,<br>ForresttS.B.<br>Eng.&D.Dk.<br>Co.Ld.<br>Wivenhoe | ~~TheAdmiralty~~<br>BostonDeepSea<br>Fishing&IceCo.Ld.<br>(F.Parkes,*Mgr.*) | 115·4<br>BK7½" | 22·1 | 12·1 | London<br>British<br>3*BHCem*<br>*DBf*29'15*t* | T.3Cy.12",20"&34"-23" (*s*)<br>180lb 75NHP<br>1SB,3*pf*,GS42,HS1347<br>A.G.Mumford,Ld.Colchester | |
| 26930 | **Patagonia** SteelScBn<br>*Elec.light* *2Dks&Awngdk* | 3016<br>2076<br>1903 | | | | | 1890 | Reiherst'g<br>Schiffsw.<br>Hamburg | | 327·3<br>H— F54' | 41·6 | 29·2 | *WB* | T.3Cy.25½",41"&66"-48"<br>302NHP<br>Reiherst.Maschinenf.Ham. | |
| 26931<br><br>HBGZ | — SteelSc<br>*Elec.light* Wireless | 1203<br>—<br>534 | | | | | 1885 | Stabilmnto<br>Tecnico<br>Trieste | Argentine<br>Government | 224·2 | 32·8 | 24·9 | Bns.Ayres<br>Argentine<br>*WB* | C.2Cy.24"&55"-23½"<br>NB90 122NHP<br>StabilimentoTecnico,Tri. | |
| 26932<br>710<br>HBGT | — SteelScSr<br>ssP.Ar.No.3-12,16<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 351<br>210<br>175 | ✠<br>12,16 ✠ | PAr | *d* | | 1903<br>9mo | Langeveld<br>enVanVliet<br>Nederhardinveld | Braun&Blanchard | 130·5<br>Q51'F18'<br>FK<br>*WB*=*FPT*27*t* | 22·1 | 9·9 | PntaArnas<br>Chilian<br>3*BHCem*<br>*APT*11*t* | C.2Cy.13½"&31"-21"<br>49NHP<br>1SB,2*pf*,GS30,HS888<br>MacColl&Pollock,Sld. | 10 ′ |
| ✳ 26933 | **Patagonier** SteelSc<br>(*ex*WarBittern) 2*Dks*(*Stl*)<br>*Elec.light* Wireless<br>*Cargo battens not fitted in 'tween decks* | 5178<br>4739<br>3150 | ✠100A1<br>~~N10,10~~ 9,21 ✠LMC4,18<br>*Carrying oil fuel F. P. above 150°F. in DB* | Sws<br>Ant | *y* | CL<br>~~N10,10~~<br>9,21 | 1918<br>4mo<br>*Lloyd*'sA&CP | Harland&<br>Wolff,Ld<br>Belfast | LloydRoyalBelge<br>Soc.Anon. | 400·4<br>P49'B113'F40'<br>FK<br>*CellDB*245'1123*tF* | 52·3 | 28·4 | Antwerp<br>Belgian<br>7*BHptCem*<br>*PT*122*tAP* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 518NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel.<br>*T*181*t* | 31 ′<br>s6 ′ 1<br>25 ′ 1 |
| 26934<br>120872<br>HDON | **Patani** SteelScSr<br>*Elec.light* Wireless 2*Dks&Shelter dk* | 4810<br>3089<br>3087 | | | | | 1905 | Workman,<br>Clark&Co.Ld<br>Belfast | AfricanS.S.Co.<br>(Elder,Dempster<br>&Co.Ld.*Mgrs.*) | 370·3<br>B98'F48' | 49·3 | 30·3 | Liverpool<br>British<br>*WB* | T.3Cy.26",44"&74"-48"<br>379NHP<br>Wrkman,Clark&Co.LdBel | |
| 26935<br>79262<br>QHSP | **Pateena** SteelScSr<br>*Elec.light* 1*Dk&Spar dk* | 1212<br>1133<br>550 | | | ... | | 1883 | A&J Inglis<br>Glasgow | UnionS.S.Co.of<br>NewZealand,Ld. | 240·0<br>F18*t*<br>FK | 31·7 | 22·2 | Dunedin<br>British<br>*WB* | C.2Cy.38⅝"&76⅝"-48"<br>333NHP<br>A.&J.Inglis,Glasgow | |
| 26936<br>Wrecked 8,21<br>125781<br>HNTL | **Patella** SteelScSr<br>ssNNs.No.2-17<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft*<br>Wireless | 5617<br>5013<br>3501 | ✠~~100A1~~<br>9,20 ✠~~LMC~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 4,09 F.P. above 150°F.* | Cff | *z* | CL<br>6,19 | 1909<br>4mo<br>*Lloyd*'sA&CP | Swan Hunter&Wigham<br>Richardson,<br>LdNewcastle | Anglo-Saxon<br>PetroleumCo.Ld.<br>*WB*=*CellDBa*<br>85'134*tDTf*50'521 | 406·3<br>P108'B33'F35'<br>FK<br>*tFPT*72*tAPT*106*t* | 51·3 | 29·5 | London<br>British<br>15*BHCem*<br>11*to U Dk*<br>4 „ *M* „ | T.3Cy.26½",43"&72"-48"(*s*)<br>180lb *100lb* 448NHP<br>3SB,9*cf*,GS204,HS7725<br>WllsndSlpwyCo.Ld.Nwc. | 31 ′<br>s6 ′<br>25 ′ 2 |
| 26937<br><br>MSQP | **Patent** Ferro-ConcreteSc<br>*OilEng.*<br>*Mchy.Aft* (*Lighter*) 1*Dk*<br>*Cruiser Stern* | 454<br>382<br>249 | | | | | 1918 | Fougners<br>Staal-Beton<br>Skibs.A/S.<br>Moss | LödrupsRederi<br>A/S(CarlLödrup) | 141·0<br>F7*t*H44*t* | 27·6 | 13·0 | Chrstiania<br>Norwegian<br>*WB* | Oil Engine 2S.C.SA<br>4Cy.16½"-18$\frac{9}{10}$" 91NHP<br>J&CGBolindersCoLd.Skm | |
| 26938<br>133951 | **Pater** SteelTwinSc<br>*OilEng.*<br>(*ex*Pioneer) 1*Dk* | 141<br>120<br>117 | | | | | 1913 | I.J.Abdela<br>&Mitchell,Ld<br>Queensferry | TheBargePirate<br>Co.Ld. (J.D.<br>Fairclough,*Mgr.*) | 95·1 | 18·8 | 8·1 | Runcorn<br>British | Oil Engines 2S.C.SA<br>4Cy.13$\frac{3}{16}$"-13$\frac{13}{16}$" 51NHP<br>Plenty&Sons,Ld.Newbury | |
| 26939<br>136469 | **Paterson** WoodSc<br>*Elec.light* *Mchy.Aft* 1*Dk* | 446<br>365<br>226 | | | | | 1920 | T.F.Morrison,Sinclair<br>&Co.<br>Blmain,NSW | Newcastle&<br>HunterRiverS.S.<br>Co.Ld. | 148·8<br>F28' | 32·7 | 11·3 | SydnyNSW<br>British | T.3Cy.12",19"&32"-18"<br>51RHP<br>Chapman&Co.Ld.Sydney | |
| 26940<br>208757<br>LBWP | — SteelScSr<br>(*Whaler*)<br>1*Dk* | 120<br>—<br>77 | | | | | 1911 | MoranCo.<br>Seattle,<br>Wash. | AmericanPacific<br>WhalingCo. | 87·3 | 18·0 | 11·4 | Seattle,<br>Wash.<br>Utd.States | T.3Cy.11",18"&29"-18"<br>36NHP<br>MoranCo.Seattle,Wash. | |
| 26941 | — IronScSr<br>(*ex*Lilian)<br>1*Dk* | 105<br>—<br>— | | | | | 1886 | D.&W.<br>Robertson<br>Sydney NSW | Government of<br>NewSouthWales | 98·2 | 17·1 | 7·1 | SydnyNSW<br>British | C.2Cy.15"&28"-20"<br>28RHP<br>London&Colonial ECoLon. | |
| 26942<br>118219<br>HDMN | **Pathan** SteelScSr<br>ssSou.No.3-9,18<br>2*Dks*(*Stl*)&*deepframing*<br>*Elec.light* Wireless &*Shelter dk*(*Stl*) | 5145<br>3821<br>3304 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>6,21 ~~12,10~~<br>~~BS10,20~~ ✠LMC9,18<br>BS12,21 | Ams<br>PNl | *x* | CL<br>7,19 | 1905<br>9mo<br>*Lloyd*'sA&CP | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | MogulS.S.Co.Ld.<br>(Gellatly,Hankey<br>&Co.*Mgrs.*)<br>*WB*=*CellDBa*110'*u* | 360·0<br>P30'B285'F45'<br>FK<br>*E&B*52'*f*144'1000*t* | 50·2 | 33·4 | Rochester<br>British<br>6*BHCem*<br>*APT*34*t* | T.3Cy.25",40"&68"-48" (*s*)<br>180lb 386NHP<br>3SB,9*cf*,GS171,HS6477<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 28 ′ 4<br>s3 ′ 6<br>25 ′ 3 |
| 26943 | **Pathfinder** IronPad<br>(*ex*PilotFish)<br>1*Dk* | 377<br>322<br>153 | ✠<br>*For Tug purposes only*<br>2,77 | Shl | | | 1876<br>12mo | JReadhead<br>&Co.<br>SouthShields | | 161·4 | 24·8 | 12·7 | 3*BHCem* | L.2Cy.42½"-66"<br>NB95 223NHP<br>J.Readhead&Co.S.Shields | |
| 26944<br>123709<br>HJLV | — SteelScSr<br>1*Dk* | 258<br>255<br>116 | | | | | 1906 | Smith's<br>DockCo.Ld.<br>NorthShields | Corporation of the<br>TrinityHouse | 135·5 | 23·2 | 11·8 | London<br>British | T.3Cy.13½",21"&35"-24"<br>85RHP<br>G.Clark,Ld.Sunderland | |
| 26945<br>150921<br>KRGW | **Patience** SteelSc<br>(*Tug*)<br>1*Dk* | 292<br>—<br>198 | | | | | 1901 | J.H.Dialogue&Son<br>Camden,N.J. | ReadingCo. | 122·3 | 25·0 | 14·0 | Phildlphia<br>Utd.States | T.3Cy.16",24"&40"-28"<br>85NHP | |
| 26946 | **Patoka** SteelScSr<br>Sub.Sig. *Fitted for oil fuel*<br>*Mchy.Aft* *Elec.light* 3*Dks*<br>*Carrying Petroleum in bulk*<br>Wireless *Longitudinal framing* | 8267<br>8017<br>6426 | | | | | 1919 | NwprtNws<br>SB.&D.D.Co.<br>NewprtNews | UnitedStatesGovt.<br>(NavyDept.) | 461·6 | 60·0 | 27·7 | Nwpt.Nws.<br>Utd.States<br>*WB* | Q.4Cy.24",35",51"&75"-51"<br>402NHP<br>NewportNewsSB&DD.Co. | |
| 26947 | **Patrão Lopes** IronScSr<br>(*ex*Newa) (*SalvageSteamer*)<br>1*Dk* | 467<br>425<br>98 | | | | | 1880 | Rostocker<br>Act.Ges.<br>Rostock | Requisitioned by<br>thePortuguese<br>Government | 160·6<br>B26' | 26·1 | 14·4 | Portuguese<br>*WB* | C.3Cy.31½"&(2)42"-24"<br>NB93 144NHP<br>RostockerA.G.Rostock | |

| 1 | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. — Under deck. — Net. | 5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built: When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c.: Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 48<br>89<br>DA | **Patras** SteelScSr<br>(exIbex,exForestBrook)<br>Wireless 1Dk<br>Turret deck | 2529<br>—<br>1602 | | | | | 1895 | C.S.Swan&Hunter<br>Newcastle | Flli.Denegri | 300·0 \| 43·0 \| 24·0<br>H23t | Genoa<br>Italian | T.3Cy.23",38"&61"-39"<br>232NHP<br>N.E.MarineEng.Co.Nwc. | | V |
| 49<br>DZ | **Patria** SteelTwinScSr<br>Elec.light Wireless 7Dks | 11885<br>9189<br>6744 | | | | | 1913 | Forg.&Ch. delaMédit.<br>LaSeyne | Cie.Françaisede Nav.àVap. (Cyp. Fabre,Mgr.) | 487·2 \| 59·2 \| 40·1<br>B236'F69' | Marseilles<br>French<br>WB | T6Cy30⅗"49 19/32"&79 9/16"-51 3/16"<br>900NHP<br>Forg.&Ch.de la Médit.Msl. | | IV |
| 50<br>TG | — SteelTwinScSr<br>CruiserStern<br>Elec.light Wireless 3Dks | 9891<br>7347<br>6062 | | | | | 1916 | Kon.Maats deSchelde<br>Flushing | Rotterdamsche Lloyd(W.Ruys& Zonen,Mgrs.) | 480·7 \| 57·3 \| 34·9<br>P&B364'F84' | Rottrdam<br>Dutch | Turbines<br>Maats.deSchelde,Flushing | | V |
| 51<br>CD | — SteelScSr<br>Elec.light 1Dk | 1326<br>1135<br>748 | | | | | 1919 | Stavanger Stöberi&Dok<br>Stavanger | A/S D/S Patria (J.Jespersen& H.Madsen) | 242·9 \| 37·3 \| 16·0<br>P56tH70tF14t | Stavanger<br>Norwegian<br>WB | T.3Cy.17½",28½"&48"-33"<br>132NHP<br>StavangerStöberi&Dok | | N |
| 52<br>733<br>KH | — SteelSc<br>Elec.light 1Dk | 1220<br>754<br>774 | | | | | 1915 | Göteborgs NyaV Aktieb<br>Gothenburg | FörnyadeÅngf. Aktieb.Göta(F. Sternhagen.Mgr.) | 213·0 \| 34·2 \| 13·1<br>P120'H128tF33' | Gothenbrg<br>Swedish<br>WB | T.3Cy.18½",29½"&47⅝"-29½"<br>123NHP<br>GöteborgsN.V.AktiebGot | | V |
| 53 | — SteelSc<br>ssLis.No.2-20<br>1Dk | 73<br>65<br>— | ✠100A1<br>For towing purposes<br>10,21 ~~8,20~~<br>✠LMC ~~8,20~~<br>10,21 | Lis | | CL<br>8,20 | 1912<br>2mo<br>Lloyd'sA&CP | Scott&Sons<br>Bowling | "A.Maritima" SociedadAnonima de Responsab. Ltda. | 75·3 \| 17·1 \| 7·8<br>BK5" | Lisbon<br>Portuguese<br>4BHCem | C.2Cy.13"&28"-18" (s)<br>140lb 42NHP<br>1SB,2pf,GS29,HS800<br>Gauldie,Gillespie&Co.Gls. | 8″6<br>s″9<br>8″5 | |
| 54<br>871<br>WV | **Patricia** SteelTwinSc4MstSr<br>Elec.light Sub.Sig. Wireless 4Dks5trB | 14466<br>12873<br>9073 | | | | | 1899 | Akt.Ges. "Vulcan"<br>Stettin | ~~TheShippingController(EllermanLines,Ld.Mgrs.)~~ | 560·3 \| 62·3 \| 37·1<br>B160' | London<br>British<br>WB | Q8Cy23",33⅗",48"&69⅗"-55"<br>719NHP<br>A.G."Vulcan,"Stettin | | |
| 55<br>316<br>BTJ | — SteelTwinScSr<br>ssGot.2nd.No.3-8,20<br>2Dks(UptStl-ws) &Awngdk(ptStl-teaks)<br>(exWestern Australia, exMongolia)<br>Elec.light Wireless | 3285<br>1950<br>1579 | ✠100A1<br>Awngdk withfreeboard<br>4,22 ~~8,20~~<br>✠LMC7,20<br>BS4,22 | Got | v | 7,20 | 1901<br>8mo<br>Lloyd'sA&CP | Stabilmnto Tecnico<br>Trieste<br>WB | RederiAktb. SvenskaLloyd (H.Metcalfe,Mgr.)<br>=CellDBa24'uE | 344·0 \| 43·0 \| 24·3<br>P40'F52' 31·9<br>FK<br>&B80'f104'365tFP | Gothenbrg<br>Swedish<br>8BHCem<br>T20tAPT6t | T.6Cy.24",38"&62"-36" (s)<br>180lb 712NHP<br>5SB,15cf,GS271,HS11067 FD<br>StabilimentoTecnico,Tri. | 31″0<br>s11″0½<br>20″6 | |
| 956<br>412<br>VL | — SteelTwinScSr<br>ssCws.No.1-14<br>2Dks(U-Teak)<br>(exYt.MirandaII.,ex Miranda)<br>Elec.light | 793<br>—<br>364 | ✠<br>10,18 | Shl | | | 1910<br>1mo | JIThornycroft&Co.Ld.<br>Southampton | Corporation of the TrinityHouse | 206·5 \| 31·8 \| 16·4<br>BK8"<br>DTa15'33t | Portsmth<br>British<br>4BHCem<br>APT8t | T.6Cy.14½",23½"&38"-24"<br>206NHP<br>2SB,6cf,GS131,HS3920<br>J.I.Thornycroft&Co.Ld. | | |
| 957<br>894<br>HFO | — SteelSc3MstSr<br>~~ssDub.No.1-19~~<br>ssDub.No.2-21 1Dk(Stl)<br>Elec.light<br>Mchy.Aft Well deck | 781<br>557<br>342 | ✠100A1<br>11,21 ~~6,20~~<br>~~BS5,21~~<br>✠LMC ~~6,18~~<br>11,21 | Dub | k | CL<br>6,20 | 1913<br>10mo<br>Lloyd'sA&CP | Dublin Dkyd.Co.Ld.<br>Dublin | MichaelMurphy, Ld.(J.O'Dowd, Mgr.)<br>WB=Cell | 192·7 \| 30·6 \| 12·5<br>Q115'B9'F29'<br>BK7"<br>DBf113'148tFPT | Cardiff<br>British<br>3BHCem<br>52tAPT13t | C.2Cy.21½"&46"-30" (s)<br>135lb 90lb 87RHP<br>1SB,3cf,GS69,HS2370<br>Ross&Duncan,Glasgow | 14″9<br>s″7½<br>14″10 | |
| 958<br>639 | **Patrician** SteelScSr<br>ssCal.No.1-21<br>2Dks(Stl)<br>(exSaintJerome)<br>Elec.light Wireless | 5742<br>5356<br>3636 | ✠100A1<br>3,22 ~~4,21~~<br>✠LMC ~~10,17~~<br>3,22<br>Carrying oil fuel F.P. above 150°F.in DB&DT | Cal<br>Liv | a† | CL<br>~~8,18~~<br>3,22<br>One | 1917<br>10mo<br>Lloyd'sA&CP<br>e intermediate BH | Russell&Co.<br>Pt.Glasgow | CharenteS.S.Co. Ld. (T.&J. Harrison,Mgrs.)<br>and one 'tween dk CellDB360' | 423·0 \| 56·0 \| 28·7<br>P38'B123'F53'<br>FK<br>BH dispensed with<br>1181t DTa36' 1109t | Liverpool<br>British<br>Cem<br>5BH to Udk<br>1 " " 2nd " only<br>APT31t | T.3Cy.27",45"&74"-51" (r)<br>180lb 561NHP<br>3SB,9cfGS190,HS8428 FD<br>J.G.Kincaid&Co.Ld.Grk. | 31″4<br>s6″2½<br>25″6 | |
| 959<br>RSQ | **Patrick** SteelScSr<br>Mchy.Aft 1Dk | 617<br>479<br>332 | | | | | 1918 | Rosenb'rgs Mek.Verkstd.<br>Stavanger | LödrupsRederiII. A/S(C.Lödrup, Mgr.) | 170·3 \| 28·1 \| 12·3 | Chrstiania<br>Norwegian | T.3Cy.12",20"&33"-24"<br>53NHP<br>BergensMek.Verkstd.Bgn | | N |
| 960 | **Patrick Bowe** SteelScK<br>med "Test," See No.39643 in Supplement<br>Mchy.Aft 1Dk | 290<br>249<br>119 | ✠100A1<br>StmTrawler<br>5,18<br>✠LMC5,18 | Hul | | CL | 1918<br>5mo<br>Lloyd'sA&CP | Cook, Welt'n&Gemmell Ld.<br>Beverley | TheAdmiralty | 125·5 \| 23·5 \| 12·7<br>Q72'F21'<br>BK7½" | British<br>3BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 87NHP<br>1SB,3pf,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13″6 | |
| 961<br>1949<br>WV | **Patrick Cullen** SteelScSr<br>Now named "Briarlyn," See No. 3643[illegible] in Supplement<br>(Trawler)<br>1Dk | 276<br>246<br>119 | | | | | 1919 | AilsaS.B. Co.Ld.<br>Ayr | H.Blackburn | 125·1 \| 23·5 \| 12·8 | Fleetwood<br>British<br>WB | T.3Cy.12½",21"&35"-26"<br>87NHP<br>AilsaS.B.Co.Ld.Ayr | | C |
| 962<br>4236 | **Patrick Divine** SteelScK<br>ed "Yolanda," See No.40093 in Supplement<br>1Dk(Stl-ws) | 202<br>139<br>77 | ✠100A1<br>StmTrawler<br>~~5,21~~ ~~11,20~~<br>8,21<br>✠LMC2,20 | Wvn<br>Bgs | | ~~5,21~~<br>8,21 | 1920<br>2mo<br>Lloyd'sA&CP | Rennie ForresttS.B. E.&DDCo.Ld<br>Wivenhoe | ~~TheAdmiralty~~ ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (J.D.Marsden,Mgr.) | 115·4 \| 22·1 \| 12·1<br>BK7½" | London<br>British<br>3BHCem<br>DBf29'15t | T.3Cy.12",20"&34"-23" (s)<br>180lb 75NHP<br>1SB,3pf,GS42,HS1347<br>AGMumford&Co.Colchstr | 13″0 | |
| 963<br>4513 | **Patrick Donovan** SteelScK<br>named "LochNevis," See No.38246 in Supplement<br>(Trawler)<br>1Dk | 276<br>246<br>113 | | | | | 1920 | J.P.Rennoldson&Sns. Ld.<br>S.Shields | ~~TheAdmiralty~~ A.S.Bowlby(LC Cockrell,Mgr.) | 125·4 \| 23·4 \| 12·6<br>Q72'F22' | London<br>British | T.3Cy.12½",21"&35"-26"<br>69RHP<br>J.P.Rennoldson&Sons,Ld. | | C |
| 964<br>19903<br>WHR | **Patrick Henry** SteelSc<br>Sub.Sig. Fitted for oil fuel<br>Elec.light 1Dk&Shelter dk<br>2nd dk&Web frames<br>Wireless Longitudinal framing | 8295<br>7203<br>5289 | | | | ... | 1920 | ThePusey&JonesCo.<br>Gloucester City,N.J. | UnitedStates ShippingBoard | 439·6 \| 60·2 \| 33·7<br>P41'B134'F46'on Shelter dk<br>FK | Phildlphia<br>Utd.States<br>WB | Q4Cy25½",37",52½"&76"-54"<br>648NHP<br>W.CrampS.B.Co.Ld.Phl. | 36″8 | R |
| 965<br>41652 | **Patrick & Michael** WoodSc<br>Motor<br>1Dk | 193<br>189<br>119 | | | | | 1920 | K.&S.Co.<br>Yarmouth, N.S. | W.D.Sweeney | 128·0 \| 27·5 \| 11·6 | Yarmouth N.S.<br>British | Motor<br>8Cy.6"-6" 16NHP<br>HumboldtGasEngineCo. Chester,N.S. | | |
| 966<br>QNJ | **Patrie** SteelScK<br>Elec.light Wireless 1Dk | ~~788~~<br>754 ~~700~~<br>526<br>878 | ✠100A1<br>StmTrawler<br>2,22 ~~10,20~~<br>✠LMC10,20<br>BS2,22 | Selby<br>Bdx | | CL | 1920<br>8mo<br>Lloyd'sA&CP | Cochrane&Sons,Ld.<br>Selby | E.Louvet | 200·0 \| 32·2 \| 14·8<br>Q86'F32'<br>BK8"<br>DBuBunkers32'48t | St.Malo<br>French<br>4BHCem | T.3Cy.15",25"&42"-27" (s)<br>180lb 127NHP<br>1SB,4pf,GS74,HS2371<br>Amos&Smith,Ld.Hull | 16″0<br>s2″1½<br>14″10 | |
| 967<br>93197<br>PGL | **Patriot** SteelScSr<br>Elec.light ssNwc.No.3-9,99<br>(exIslami,exGulf of Trinidad) ssBom.No.2-08<br>2Dks(1Stl&1ptStl)3trB | 2545<br>2227<br>1605 | ✠<br>5,12<br>✠ | Bom | t | | 1887<br>10mo | R.Dixon&Co.<br>Middlesbro' | A.R.Burkill&Sons<br>DBa86'&uE&B58' | 300·0 \| 40·2 \| 23·9<br>P82'B76'F80'<br>BK10"<br>279t ~~MF12'22t~~ | Shanghai<br>British<br>6BHCem | T.3Cy.26",42"&69"-48"<br>342NHP<br>2SB,9cf,GS195,HS5740<br>Blair&Co.Ld.Stockton | 25″2 | |
| 968 | — IronSc3MstSr<br>(exMemelPacket,exAlma) 1Dk | 166<br>141<br>89 | | | | | 1855 | ..................<br>Glasgow | "Patriot"Rhed. Ges.m.b.H. | 135·0 \| 18·9 \| 8·7<br>Q21'B14'H18'<br>len74 | Hamburg<br>German | C.2Cy.15"&25¾"-12½"<br>NE81 NB97 20NHP<br>Möller&Holberg,Stettin | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | 9<br>Par qui.<br>—<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres —Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26969<br>132019<br>HVNM | **Patriotic** **SteelTwinScSr**<br>ssBel.No.2–20<br>*Elec.light* 1*Dk*(*Stl-pt*ws)*2nd dk*<br>Wireless *in Nos.1&2holds* | 2254<br>1427<br>937 | ✠100A1<br>*withfreeboard*<br>2,22~~2,21~~<br>~~BS9,21~~ ✠LMC2,20<br>BS1,22 | Liv | *u* | CL<br>2,20 | 1912<br>3mo<br>*Lloyd* | Harland&<br>Wolff,Ld.<br>Belfast<br>'sA&CP | **BelfastS.S.Co.Ld.**<br>*WB=Cell* | 325·4<br>P53'B162'F76'<br>*DBuE40'81tFPT* | 41·7 | 16·2<br>FK&BK1½" | **Belfast**<br>British<br>7*BHCem*<br>37*tAPT*48*t* | T8Cy(2)21½"(2)35"&(4)41"-36" 195lb (*s*) 840NHP<br>2DB&1SB20*cf*,GS386,<br>HS14437<br>Harland&Wolff,Ld.Bel. |
| 26970<br>HSGF | **Patris** **SteelTwinScSr**<br>ssPir.No.3–6,20<br>*Elec.light* 2*Dks*(*UStl,MStlinNos.3&4 holds*)*&deepframing&Shelterdk*(*Stl*–ws)<br>Wireless *lower dk*(*Stl*)*inNos.4&5holds* | *4390*<br>*3876*<br>*2558* | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~2,21~~ 6,20 11,21 ✠LMC6,20<br>BS9,21 | Pir<br>Mid | *x* | CL<br>~~7,21~~<br>7,21<br>11,21 | 1909<br>3mo<br>*Lloyd* | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'sA&CP | **NationalStm.Nav. Co.Ld.ofGreece (EmbiricosBros.)**<br>*WB=CellDBa* | 370·0 | 47·0 | 23·9<br>FK | **Andros**<br>Greek<br>8*BHCem*<br>66'*uE&B*82' | T.6Cy.22½",37"&60"-42" (*s*)<br>170lb *60lb* 776NHP<br>1SB,16*cf*,GS295,HS12557FD<br>G.Clark,Ld.Sunderland<br>*f*46'420*tFPT*53*tAPT*96*t* |
| 26971<br>PNTK | **Patroclus** **SteelScSr**<br>Wireless 2*Dks* | 5312<br>—<br>3379 | | | | | 1896 | Workman,<br>Clark&Co.Ld<br>Belfast | **Nederlandsche Stoomv.Maats. "Oceaan"** | 422·0<br>P39' B121' | 49·4 | 28·6<br>F43' | **Amstrdam**<br>Dutch<br>*WB* | T.3Cy.29",50"&82"-60"<br>520NHP<br>Wrkman,Clark&Co.LdBel |
| 26972<br>115948<br>TSMB | **Patrol** **SteelTwinScSr**<br>*CableVessel* Wireless ssSng.No.3–2,15<br>ssSng.No.1–19<br>1*Dk*(*Stl*–ws)*&Spar dk*(*Stl*–teak s)*&Web frames,lower dk fore hold*<br>*Elec.light* | 3132<br>2960<br>1281 | ✠100A1<br>*Spar dk*<br>11,21~~10,20~~ ✠LMC<br>MS5,19 ~~BS11,20~~<br>BS12,21 | Sng | *v* | CL<br>10,20 | 1903<br>1mo<br>*Lloyd* | Wigham-<br>Richrdsn&Co<br>LdNewcastle<br>'sA&CP | **EasternExtension Australasia& ChinaTelegraph Co.Ld.**<br>*WB=CellD* | 357·0 | 44·0 | 21·0<br>29·0<br>BK10" | **London**<br>British<br>6*BHCem*<br>*Ba*70'*uE*28' | T.6Cy.23",39"&64"-42" (*r*)<br>180lb *180lb* 701NHP<br>4SB12*cf*,GS234,HS10016 FD<br>WghmRchrdsn&C.LdNwc<br>*f*62'380*tFPT*69*tAPT*86*t* |
| 26973<br>136095<br>JGTP | — **SteelScSr**<br>*Elec.light* 1*Dk*(*Teak*) | 261<br>245<br>109 | ✠<br>*Pilot Steamer*<br>7,14 ✠ | Mdb | | | 1914<br>7mo | W.Harkess<br>&Son,Ld.<br>Middlesbro' | **Hon.Corporation oftheTrinityHouse** | 135·0 | 23·0 | 11·7<br>BK7" | **London**<br>British<br>5*BHCem* | T.3Cy.13½",21"&35"-24"<br>62RHP<br>1SB,3*cf*,GS53,HS1819<br>MacColl&Pollock,Ld.Sld. |
| 26974 | **Patron** **SteelScK**<br>*Elec.light* 1*Dk* | 278<br>*250*<br>*80* | ✠ —<br>7,19<br>*StmTrawler*<br>✠ | Mdb | | | 1913<br>11mo | Smith's<br>DockCo.Ld.<br>Middlesbro' | **RussianGovt.** | 140·0<br>F22' | 24·4 | 12·1<br>BK7½" | **Vladvostk**<br>Russian<br>4*BHCem* | T.3Cy.14",23"&39"-27"<br>114NHP<br>1SB,3*cf*,GS61,HS2154<br>Smith'sDockCo.Ld.Mdb. |
| 26975<br>209000<br>LOBW | **Patsy** **WoodScSr**<br>*Petrol Motor*<br>1*Dk* | 155<br>—<br>123 | | | | | 1911 | Kruse&<br>Banks,<br>NorthBend,<br>Or. | **ColumbiaRiver PackersAssn.** | 96·6 | 24·6 | 7·6 | **Astoria**<br>Utd.States | Petrol Motor |
| 26976<br>133570<br>JKRC | **Pattersonian** **SteelScK**<br>ssShl.No.1–19<br>(*ex*Blaydonian) 1*Dk*(*ptStl*)<br>*Mchy.Aft* | 315<br>230<br>119 | ✠100A1<br>5,21 ~~8,20~~<br>✠LMC7,19<br>BS5,21 | Shl<br>Nwc | *e* | ~~7,19~~<br>5,21 | 1915<br>3mo<br>*Lloyd* | J.P.Ren-<br>noldson&Sns<br>Ld.S.Shields<br>'sA&CP | **Blaydon&London S.S.Co.Ld.**<br>*Ce* | 135·3<br>Q55'F18'<br>*llDBf*77'90*tFPT*3 | 23·6 | 9·1<br>FK | **Newcastle**<br>British<br>3*BHCem*<br>7*tAPT*17*t* | C.2Cy.17"&36"-24" (*s*)<br>130lb 75RHP<br>1SB,3*pf*,GS44,HS1296<br>JP.Rennldsn&SnsLd.SShl |
| 26977<br>132040<br>JOMV | **Patuca** **SteelTwinScSr**<br>Sub.Sig. Wireless<br>*Elec.light Ref.Mchy.* 2*Dks&*2*pt dks* | 6103<br>4858<br>3337 | | | | | 1913 | Workman,<br>Clark&Co.Ld<br>Belfast | **Elders&Fyffes,Ld.** | 417·2<br>P45'F50' | 53·3 | 30·1 | **Belfast**<br>British<br>*WB* | T.6Cy.23",39"&66½"-45"<br>594NHP<br>Wrkman,Clark&Co.LdBel |
| 26978 | **Paul** **IronScSr**<br>*Elec.light* 1*Dk&Awngdk* | 721<br>704<br>447 | | | | | 1882 | G.Howaldt<br>Kiel | **Sartori&Berger** | 187·1<br>H49' | 24·7 | 19·4 | **Kiel**<br>German<br>*WB* | C.2Cy.23"&37½"-27"<br>NB13 61NHP<br>Gebr.Howaldt,Kiel |
| 26979<br>934<br>LRCE | — **IronTwinScSr**<br>1*Dk* | 437<br>—<br>286 | | | | | 1879 | Stabilmnto<br>Tecnico<br>Trieste | **G.P.Gripari** | 177·0 | 28·0 | 9·0 | **Rostoff**<br>Russian | C.4Cy.11½"&23½"-18"<br>39NHP |
| 26980 | — **SteelSc**<br>(*Tug*)<br>*Elec.light* 1*Dk* | 109<br>103<br>— | | | | | 1919 | DeGroot&<br>vanVliet<br>Slikkerveer | **Nederl.Indische Steenkolen HandelMaats.** | 75·3 | 20·5 | 9·5 | **Batavia**<br>Dutch | T.3Cy.13⅜",22 7/16"&33 7/16"-21⅝"<br>51NHP<br>Stork&Co.Hengelo |
| 26981 | **Paul Beneke** **SteelPad**<br>*Elec.light* 1*Dk* | 344<br>207<br>158 | | | | | 1906 | J.W.Kla-<br>witter<br>Danzig | **"Weichsel"Dan- zigerDampfschifff. &SeebadA.G.** | 142·7<br>P34'B30'H40' | 24·8 | 8·8 | **Danzig** | C.2Cy.21½"&39⅓"-39⅓"<br>96NHP<br>J.W.Klawitter,Danzig |
| 26982<br>216222<br>LKPJ | **Paul H. Harwood** **SteelScSr**<br>*Elec.light* 2*Dks*(*Stl*)*&Webframes*<br>*Mchy.Aft Longitudinalframing*<br>Sub.Sig. Wireless | ~~7193~~<br>6520 6444<br>~~4372~~<br>3957 | *CarryingPetr*<br>*Fitted for oil* | *oleum*<br>*fuel* 5, | *in*<br>18 | CL<br>12,19<br>*bulk*<br>*F.P. a* | 1918<br>4mo<br>*bove* 1 | Bethlehem<br>S.B.Corp.<br>Ld.<br>S.Francisco<br>A&CP<br>50° F. | **PanAmerican Petroleum& TransportCo.**<br>*CellDBuE&B*<br>*DTf*56'1038 | 435·0<br>P106'B50'F42'<br>62'197*t*<br>*tFPT*97*tAPT*74*t* | 56·0 | 32·0<br>FK | **LosAnge- les,Cal.**<br>Utd.States<br>15*BHptAsp*<br>(11 *to U dk*<br>4 ,, *2nd*,,) | 1GearedSteamTurbine (*s*)<br>220lb 606NHP<br>3SB,9*cf*,HS8265<br>GeneralElectricCo.<br>Schenectady,N.Y. |
| 26983<br>992<br>LROF | **Paul Kotzebue** **IronPad**<br>(*Tug*)<br>1*Dk* | 116<br>—<br>41 | | | | | 1869 | ..................<br>London | **RussianExportCo.** | 110·8 | 18·8 | 8·5 | **Rostoff**<br>Russian | C.2Cy.20"&33"-42"<br>59NHP |
| 26984<br>OQFG | **Paul Lecat** **SteelTwinSc**<br>*Elec.light* Wireless 4*Dks* | 12989<br>10671<br>7546 | | | | | 1911 | Message.<br>Maritimes<br>LaCiotat | ~~**MessageriesMari- times**~~<br>Soc.desSer- vicesContractuelsdes MessageriesMaritimes | 510·7<br>B254' | 61·6 | 42·0 | **Marseilles**<br>French<br>*WB* | Q.8Cy.30 23/32",43 5/16",62 23/32"& 88 9/16"-53 5/32"<br>1140NHP<br>Message.Marit.LaCiotat |
| 26985 | **Paul Leferme** **SteelSc**<br>1*Dk* | 209<br>—<br>175 | | | | | 1909 | Chant.de<br>l'Atlantique<br>St.Nazaire | **Ponts etChaussées** | 130·3<br>B44' | 22·1 | 9·5 | **St. Nazaire**<br>French | T.3Cy.11½",18¼"&30"-16"<br>36NHP<br>Cen.Mar.Eng.Wrks.WHpl |
| ⁂ 26986<br>125146<br>HNKR | **Paul Paix** **SteelScSr**<br>ssMdb.No.3–5,21 ~~ssSws.No.2–17~~<br>*Elec.light* 1*Dk*(*Stl*)*&Web frames*<br>Wireless *Longitudinal framing* | 4196<br>3717<br>2481 | ✠100A1<br>~~5,21~~ ~~6,20~~ 2,22<br>*CarryingPetr*<br>~~BS6,20~~ ✠LMC~~5,17~~ | Mdb<br>*oleum*<br>6,21 | *w*<br>*in* | CL<br>~~N6,20~~<br>*bulk*<br>6,21 | 1908<br>11mo<br>*Lloyd* | R.Craggs&<br>Sons,Ld.<br>Middlesbro'<br>'sA&CP | **Lennard'sCarry- ingCo.Ld. (J.M. Lennard&Sons,Ld** *Mgrs.*)<br>*WB=* | 355·2<br>P27'B106'F37'<br>*Trunk dk* 186'<br>*Cell DB uE&B* 78' | 49·4 | 25·7<br>FK | **Middlsbro'**<br>British<br>15*BHCem*<br>306*tAPT*46*t* | Q.4Cy.21½",30",44"&64"-45"<br>220lb (*s*) 376NHP<br>3SB,9*cf*,GS169,HS6336<br>N.E.MarineEng.CoLdNwc |
| 26987 | **Paul Radmann** **SteelSc**<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 187<br>171<br>69 | | | | | 1906 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | **A.vonAppen** | 115·5<br>Q23'F17' | 22·0 | 11·4 | **Altona**<br>German<br>*WB* | T3Cy11 9/16",18 11/16"&29 13/16"-22"<br>42NHP<br>G.Seebeck A.G.Bremerhvn |
| 26988 | **Paula** **SteelScSr**<br>1*Dk* | 843<br>722<br>493 | | | | | 1916 | Schiffsb.G.<br>Unterweser<br>Lehe | **A/S D/SVester- havet (L.D. Laurifzen,** *Mgr.*) | 212·9<br>P30'B63'F21' | 31·4 | 16·1 | **Esbjerg**<br>Danish<br>*WB* | T.3Cy.14⅗",22 1/16"&35½"-23½"<br>Christiansen& 62NHP<br>Meyer,Harburg |
| 26989 | — **SteelScLr**<br>*OilEng.*<br>(*ex*SailingVessel) 1*Dk* | 102<br>100<br>71 | | | | | 1906 | C.Lühring<br>Hammel-<br>warden | **BrakerHerings- fischereiAkt.Ges.** | 80·7 | 21·6 | 9·7 | **Brake**<br>German | OilEngine 4S.C.SA 10NHP<br>1Cy.13⅗"-13⅗" *Ebuilt*13<br>DeutscheKromhout<br>MotorenWerke,Brake |

| 1 | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 90<br>ed12,21<br>EN | **Paule Simone** WoodAuxScSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 234<br>194<br>193 | | | | | 1919 | Shelburne Shpbldrs,Ld.<br>ShelburneNS | R.Chuinard | 114·0 | 27·5 | 11·1 | St.Pierre, Miquelon<br>French | Oil Engine<br>4Cy.10½"–12½" 29NHP<br>FairbanksMorse&Co. ThreeRivers,Mich. | | |
| 91 | **Paulgallus** WoodTwinSc<br>(*ex*Hollywood) C.7,19 2*Dks*<br>*Elec.light* | 1941<br>—<br>1351 | | | | | 1917 | Pacific American Fisheries<br>S.Bellingham Wash. | Soc.duPacifique | 241·8<br>P50' | 42·2 | 24·3 | Marseilles<br>French | T.6Cy.13",21"&35"–24"<br>120NHP<br>SeattleMachineWorks, Seattle,Wash. | | V |
| 92<br>RH | **Paulina** IronSc<br>(*ex*PuertoRiqueño)<br>2*Dks*3*trB* | *2098*<br>*1890*<br>*1328* | | | | | 1881 | R.&J. Evans&Co.<br>Liverpool | Barcelonesa de Navegacion,S.A. | 279·7<br>P63*t* B139*t* F44*t* | 35·8 | 24·7 | Barcelona<br>Spanish | C.2Cy.33"&66"–42"<br>235NHP<br>D.Rollo&Sons,Liverpool | | V |
| 93<br>LBS | **Pauline** Iron&SteelScSr<br>1*Dk* | 165<br>137<br>93 | | | | | 1898 | D.W.Kre-merSohn<br>Elmshorn | Petersen&Albeck | 109·0<br>H23' | 21·0 | 7·7 | Copnhagn<br>Danish<br>*WB* | C.2Cy.10"&18½"–13⅘"<br>10NHP<br>Chr.SteenSr.Elmshorn | | |
| 94<br>698 | — SteelScK<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 133<br>124<br>52 | | | ... | | 1899 | JTEltring-ham&Co.<br>South Shields | WearStm.Fishing Co.Ld. | 96·3<br>BK7" | 19·3 | 10·9 | Sundrland<br>British | C.2Cy.16"&34"–22"<br>47RHP<br>G.T.Grey,SouthShields | 11 〃 0 | |
| 995 | — SteelSc<br>1*Dk* | 97<br>91<br>— | ✠~~100A1~~<br>*For towing purposes*<br>9,21 5,16 ~~✠LMC5,16~~ | Rot | | CL | 1916<br>5mo<br>A&CP | J.&A.van derSchuyt S.B.&E.Co.<br>Papendrecht | | 82·0<br>BK6"<br>*FPT* | 19·5 | 9·6 | Bergen<br>Russian<br>4*BHCem*<br>7*t APT*8*t* | T.3Cy.10½",16¾"&27¾"–16¾"<br>186lb (*s*) 53NHP<br>1SB,2*cf*,GS36,HS1076<br>J &A.v.d.SchuytS.B&E Co | 10 〃 4<br>s 〃 9<br>10 〃 2 | |
| 996 | **Pauline Haubuss** SteelScSr<br>*Elec.light* 1*Dk* | 403<br>334<br>229 | | | | | 1894 | Nüscke& Co.<br>Grabow | Dampfer"Pauline-Haubuss"A.G. (E.Haubuss,*Mgr.*) | 149·9<br>Q59'B24'F14' | 24·8 | 12·5 | Stettin<br>German<br>*WB* | C.2Cy.17¾"&30¾"–19½"<br>35NHP<br>KetteSchiffs.,Uebigau Drs | | |
| 6997<br>14449<br>GJM | **Paulsboro** SteelScSr<br>*ss*Bal.No.1-20<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Sub.Sig. Wireless | 6966<br>6422<br>4329 | ✠100A1<br>1,22~~4,21~~<br>BS1,22 ✠LMC5,20<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 9,16 | Ham<br>NYk | *b*† | CL<br>N4,21<br>*F.P.above* | 1916<br>9mo<br>150° F. | Union Iron WorksCo.<br>SanFrancisco<br>A&CP | VacuumOilCo. Inc.<br>*CellDBuE&B64'*<br>197*tDTf*50'880*tF* | 435·0<br>P106'B50'F42'<br>FK<br>*PT*97*tAPT*74*t* | 56·0 | 32·0 | NewYork<br>Utd.States<br>15*B HptAsp*<br>10 „ *to U dk*<br>5 „ „ 2*nd* „ | T.3Cy.27",47"&78"–48" (*s*)<br>215lb 563NHP<br>3SB,9*cf*,HS9405<br>UnionIronWorksCo.S.Fo. | 33 〃 6<br>s 8 〃 3½<br>25 〃 7 | |
| 6998<br>29316 | **Paunglin** SteelTwinScSr<br>1*Dk* | 175<br>154<br>98 | | | | | 1910 | Irrawaddy FlotillaCo.Ld<br>Rangoon | BurmaOilCo.Ld. | 115·9<br>H21*t* | 24·3 | 7·0 | Rangoon<br>British | T.6Cy.8½",14"&23"–12"<br>53RHP<br>McKie&Baxter,Glasgow | | |
| 6999<br>67 | **Pavanna** IronScSr<br>6thSurvey,Shl.9,91<br>(*ex*Beta) 3rdSurvey,Oda.7,04<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1524<br>1037<br>821 | ✠<br>9,08 | Oda | Lv | | 1871<br>9mo | Humphrys & Pearson<br>Hull | SpolianskySuccessors(Arvanitidi& Faerman,*Mgrs.*)<br>*WB* | 253·5<br>P157'H17*t*F26'<br>BK9"<br>=*DBa*20'&*inMain* | 31·9 | 18·1 | Batoum<br>Russian<br>5*BH*<br>*hold*60'225*t* | C.2Cy.30"&56"–33"<br>NB80 150NHP<br>Humphreys&Co.Hull | 19 〃 1 | V |
| 7000<br>06853<br>PTJN | **Pavia** SteelScSr<br>*ss*Liv.No.3-12,09<br>*ss*Mch.No.2-18<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Elec.light* Wireless &*deep framing* | 2945<br>2733<br>1885 | ✠100A1<br>*Spar dk*<br>11,21~~11,20~~<br>MS5,18 ✠LMC<br>DBS1,20 MBS~~7,20~~7,21 | Lon<br>Liv | *u* | CL<br>~~12,18~~<br>11,21 | 1897<br>6mo | Workman, Clark&Co.Ld<br>Belfast<br>A&CP | CunardS.S.Co.Ld.<br>*WB=CellDBa* | 332·1<br>P25'B76'F33' 22·5<br>FK<br>106'*uE&B*52'*f*108' | 45·7 | 15·0 | Liverpool<br>British<br>6*BHCem*<br>620*tAPT*35*t* | T.3Cy.24",40"&66"–45" (*s*)<br>200lb *90lb* NDB20 354NHP<br>2SB,6*cf*,GS112,HS4604 FD<br>Barclay,Curle&Co.Ld.Gls. | 25 〃 0<br>s 4 〃 7½<br>20 〃 8 | |
| 7001 | **Pavie** SteelSc<br>1*Dk* | 115<br>—<br>45 | | | | | 1909 | ADubig'on &fils<br>Nantes | MessageriesFluvialesdeCochinchine | 114·8 | 21·3 | 5·1 | Saïgon<br>French | C.2Cy.9$\frac{1}{16}$"&19$\frac{11}{16}$"–11$\frac{1}{32}$"<br>7NHP<br>Brissonneau &Lotz,Nantes | | |
| 7002<br>134736<br>WKQ | **Pavlova** SteelScK<br>*ss*Gls.No.2-19<br>*Elec.light* 1*Dk* | 342<br>319<br>191 | ✠100A1<br>*StmTrawler*<br>1,20 ✠LMC10,19<br>BS10,21 | Gms | | CL<br>10,19 | 1912<br>7mo<br>*Lloyd's A&CP* | Cook,Welt'n&Gemmell Ld. Beverley | T.W.Baskcomb | 140·0<br>Q81'<br>BK7½"<br>*WB*= | 24·1 | 13·0 | Grimsby<br>British<br>4*BHCem*<br>*DTf*8'25*t* | T.3Cy.13",22½"&37"–24" (*s*)<br>200lb 68RHP<br>1SB,3*pf*,GS40,HS1557<br>Amos&Smith,Ld.Hull | 13 〃 10 | |
| 27003 | **Pavon** SteelSc<br>(*Tug*)<br>(*ex*Belgrano) | 132 | | | | | 1899 | ................ | TheArgentine Nav.Co.(N.Mihanovich)Ld. | 90·0 | 18·2 | 8·4 | Bns. Ayres<br>Argentine | T.3Cy. | | |
| 27004<br>219551<br>LVMR | **Pawlet** SteelSc<br>*Fitted for liquid fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB*&*Shelter dk*<br>Wireless *Longitudinal framing* | 6076<br>5563<br>3729 | | | | | 1919 | GMStandifer Cnst.Corp.<br>Vancouver, Wash. | UnitedStates ShippingBoard | 401·4<br>P48'B81'F37' | 53·2 | 31·9 | PortlndOr<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>Hooven,Owens&RentschlerCo.Hamilton,O. | | R |
| 27005 | **Pawnee** SteelScSr<br>*ss*N.Yk.No.3-11,20<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless Sub.Sig. | 4972<br>4536<br>3002 | ✠100A1<br>8,21 ~~1,20~~<br>✠LMC11,20<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 9,13 | NYk | *y* | CL<br>11,20<br>*F.P.* | 1913<br>9mo<br>*Lloyd's A&CP*<br>*above* 150° F. | Palmers' Co.Ld.<br>Newcastle | StandardOilCo. (NewJersey)<br>*WB=CellDB uE&B*68'195*t* | 380·1<br>P95'B32'F36'<br>FK<br>*FPT* 180*t* *APT* 76*t* | 52·8 | 29·0 | NewYork<br>Utd.States<br>*Cem*<br>12*BHtoUdk*<br>2 „ 2*nd dk* | Q4Cy20¼"29¼"42¼"&61"–45"<br>215lb *120lb* (*s*) 332NHP<br>2SB,6*cf*,GS102,HS4446 FD<br>Palmers'Co.Ld.Newcastle | 29 〃 3<br>s 6 〃 1<br>23 〃 6 | |
| 27006<br>215189<br>LHGV | — SteelScSr<br>(*ex*Harburg) *ss*Ham.No.3-9,11<br>*Welldeck* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)3*trB*<br>Wireless | 4472<br>4263<br>2837 | | | ... | | 1899<br>7mo | Flensburgr Schiffsb.Ges.<br>Flensburg | UnitedStates ShippingBoard<br>*WB*= | 388·0<br>P&B232'F46' 28·3<br>FK<br>*Cell DBa* 94'*u E&B* | 47·6 | 20·8 | NewYork<br>Utd.States<br>6*BHCem*<br>62'*f*164'895*t* | T.3Cy.28½",47½"&78"–54"<br>554NHP<br>4SB,12*cf*,GS185,HS9800<br>FlensburgerSchiffsb.Ges. | 31 〃 0 | R |
| 27007<br>203925<br>KVWJ | — SteelScSr<br>2*Dks*<br>*Elec.light* | 1908<br>—<br>1382 | | | | | 1907 | Harlan& Hollingsworth Co.<br>Wlmgtn,Del. | ClydeS.S.Co.Inc. | 250·5 | 40·0 | 25·0 | NewYork<br>Utd.States | T.3Cy.19",30"&50"–30"<br>137NHP<br>Harlan&HollingsworthCo | | R |
| 27008<br>218457<br>LRVN | **Pawtucket** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trBin fore*&<br>Wireless *after holds*&*Webframes* | 3283<br>3005<br>1996 | | | ... | | 1919 | Submarine BoatCorp.<br>Newark, N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared SteamTurbine<br>386NH<br>WestinghouseElectric& Mfg.Co.Essington,Pa | 28 〃 6 | R |
| 27009<br>116098<br>KDJF | — WoodSc<br>(*ex*Sappho)<br>1*Dk* | 275<br>193<br>137 | | | | | 1886 | NewEngland,S.B.Co.<br>Bath,Me. | BlackstoneValley TransportationCo. Inc. | 149·8 | 28·8 | 9·5 | Providnce, R.I.<br>Utd. States | T.3Cy.15",24"&37½"–30"<br>77NHP | | |
| 27010 | **Pax** WoodScSr<br>(*ex*Europa)<br>2*Dks* | 1447<br>1285<br>1174 | | | | | 1870 | D.B.Bayles<br>Setauket | ZarauzRodrigo y Sarachu | 198·5<br>P31'F30' | 38·0 | 22·9 | Bilbao<br>Spanish | T.3Cy.14",23"&38"–27"<br>NE19 75NHP<br>Soc.Española deConst. Metalicas,Bilbao | | V |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27011 | **Pax** SteelScSr<br>1*Dk*. | 513<br>385<br>301 | | | | | 1893 | Akt.Ges. "Weser"<br>Bremen | Dampfschiffiahrts Ges.Neptun | 159·1<br>Q44' | 26·1<br>B38' | 11·9<br>F21' | Bremen<br>German<br>*WB* | C.2Cy.17¾"&31½"–21⅝"<br>NB19 38NHP<br>A.G."Weser,"Bremen |
| 27012<br>OQFV | — SteelAuxSc3MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 236<br><br>172 | Now named "Pax Annick," See No. 38920 in Supplement | | | | 1917 | Gebr.<br>Martenshoek | J.Hemery | 117·2<br>Q25' | 24·4 | 11·1 | Redon<br>French | Oil Engines 4S.C.<br>3Cy.11½"–14½" 29NHP<br>ConcordiaMoteren Fabriek,Ams. |
| 27013<br>Lost 10,21<br>NBCR | — SteelAuxScSr<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 148<br>129<br>105 | | | | | 1919 | W.F.Stoel &Zoon<br>Alkmaar | P.H.Kofod | 90·6 | 21·2 | 8·3 | Rönne<br>Danish | Motor<br>1Cy.13½"–13¾"<br>KromhoutMotorenfabriek, Amsterdam |
| 27014<br>131639<br>JBCN | **Pays de Waes** SteelTwinSc<br>(*ex*Indarra) 2*Dks*(*U Stl*&*2nd dk pt Stl*)<br>*Elec.light* &*Awng dk*(*Stl*–teaks)<br>Wireless *3rd dk in No.2 hold* | 9735<br>7493<br>6051 | ✠<br>*Awng dk with freeboard*<br>1,13 ✠ | Syd | *d*† | | 1912<br>11mo | W.Denny &Bros.<br>Dumbarton | LloydRoyalBelge (GreatBritain),Ld | 451·0<br>B215'F51'<br>*on Awng dk* F&BK1"<br>*Cell DBa*64'*uE* | 60·1 | 37·4 | London<br>British<br>7*BHCem*<br>&*B*151'*f*163' | Q.8Cy.26½",38",54"&76"–48"<br>1378NHP<br>7SB,*28cf*,GS560,HS21420 FD<br>Denny&Co.Dumbarton<br>976*tFPT*122*tAPT*73*t* |
| 27015 | **Paysandu** SteelScSr<br>(*ex*Bahia)<br>*Elec.light* Wireless 2*Dks* | 4817<br>3849<br>3106 | | | | | 1898 | Reiherst'g Schiffsw.<br>Hamburg | Requisitionedby theUruguayan Government | 375·7<br>P247'F49' | 46·6 | 27·4 | NewYork<br>Utd.States<br>*WB* | Q 4Cy.21¾",32",46½"&66"-51"<br>311NHP<br>Reiherst.Maschinenf.Ham |
| 27016 | **Paz** SteelScSr<br>(*ex*Don Zoilo,*ex*Mathilde)<br>*Elec.light* 1*Dk*&*Spar dk* | 1372<br>1198<br>831 | | | | | 1906 | Howaldts-werke<br>Kiel | Madrigal&Co. | 230·8<br>P20'B68'F36' | 34·1 | 19·3 | Manila<br>Utd.States<br>*WB* | T.3Cy.17",27⅞"&43⅜"–24¾"<br>94NHP<br>Howaldtswerke,Kiel |
| 27017<br>Wrecked 12,21 | **Paz de Epalza** SteelScSr<br>Wireless *ss*Ham.No.3–8,11<br>(*ex*Oron) *ss*Bbo.No.2–19<br>*Elec.light* 2*Dks*(1*pt Stl*–ws&*U Stl*–ws)<br>&*deep framing* | *3171*<br>*2670*<br>*2015* | ✠~~100A1~~<br>8,21 ~~11,19~~<br>✠~~LMC...~~ | Bbo | *v* | CL<br>~~8,17~~<br>8,21 | 1898<br>11mo<br>*Lloyd* | Barclay Curle&Co.Ld.<br>Glasgow<br>'*sA&CP* | Cia.Naviera Bidasoa(Candina y Echevarria, *Mgrs*) | 345·0<br>P36'B122'F41'<br>FK<br>*CellDBa*70' | 42·2 | 23·0 | Bilbao<br>Spanish<br>6*BHCem*<br>*u E*& *B*34' *f* | T.3Cy.23",38"&63"–45" (*s*)<br>180lb *100lb* NDB12 300NHP<br>2SB,*6rf*,GS138,HS4723<br>Barclay,Curle&Co.Ld.Gls<br>152'626*tFPT*85*tAPT*44*t* |
| 27018<br>220852<br>MBWV | **Peacock** SteelSc<br>(*ex*U.S.Navy)<br>Wireless | 731<br>—<br>7 | | | | | 1918 | Staten IslandSBCo<br>NewYorkNY | UnitedStates ShippingBoard | 180·0 | 35·4 | 15·7 | Bostn,Mas<br>Utd. States | |
| 27019<br>144835<br>KJGC | **Pear Branch** SteelSc<br>*Elec.light* Wireless 2*Dks* | ~~4783~~<br>4786 4357<br>2902 ~~3084~~ | | | | | 1921 | Palmers' Co.Ld.<br>Newcastle | NautilusSteam ShippingCo.Ld. (F&W,Ritson *Mgrs.*) | ~~98·5~~<br>37'B121'F42'<br>398·6 | ~~53·5~~<br>53·9 | ~~28·5~~<br>26·1 | Sunderlnd<br>British<br>*WB* | ~~2 Steam Turbines~~ geared<br>Steam Turbine 450NHP<br>Palmers'Co.Ld.Newcastle |
| 27020<br>106026<br>PLBR | **Pearl** SteelSc3MstSr<br>*ss*Ayr.No.3–11,16<br>*Elec.light* *ss*P.Gl.No.1–20<br>*Well deck* *Mchy.Aft* 1*Dk*(*Stl*) | 691<br>473<br>269 | ✠100A1<br>9,20<br>✠NB9,20 ✠LMC9,20 | PGl | *i* | CL<br>9,20 | 1896<br>8mo | J.Shearer &Son<br>Glasgow<br>A&CP | W.Robertson | 185·0<br>Q92'B11'F36'<br>BK7½"<br>*WB* =*CellDBf*108'153*t* | 29·1 | 10·8 | Glasgow<br>British<br>3*BHCem*<br>*FPT*25*t* | T.3Cy.16",26"&42"–33" (*s*)<br>160lb ~~*160lb*~~ 90RHP<br>1SB,*3pf*,GS58,HS1600<br>Muir&Houston(Lim.),Gls. |
| 27021<br>110920<br>RMQJ | — IronScK<br>(*Trawler*)<br>1*Dk* | 198<br>182<br>79 | | | ... | | 1899 | Cochrane& Cooper,Ld.<br>Beverley | T.C.&F.MossLd. | 115·7<br>Q47'<br>BK7½" | 21·0 | 11·5 | Grimsby<br>British | T.3Cy.12½",21"&34"–24"<br>NB10 60RHP<br>C.D.Holmes&Co.Hull |
| 27022<br>114994 | — SteelScCtr<br>*Well deck* *Mchy.Aft* 1*Dk* | 191<br>135<br>77 | | | ... | | 1901 | J.P.Ren-noldson&Sns.<br>SouthShields | GeneralStm.Nav. Co.Ld. | 110·8<br>Q37'B9'F17'<br>FK | 19·1 | 9·0 | London<br>British<br>*WB* | C.2Cy.14"&29"–20"<br>30RHP<br>J.P.Rennoldsn &Sns,S.Shl. |
| 27023<br>106855 | — SteelPad<br>1*Dk* | 171<br>171<br>82 | | | | | 1897 | J.Jones& Sons<br>Liverpool | NewLiverpool EasthamFerry& HotelCo.Ld.(E.J. Hannaford,*Mgr.*) | 130·0 | 22·0 | 8·0 | Liverpool<br>British | C.D.2Cy.20"&38"–42"<br>NB12 80RHP<br>J.Jones&Sons,Liverpool |
| 27024<br>214490<br>LGKD | **Pearl Shell** SteelScSr<br>*ss*HKg.No.1–21<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 5614<br>5310<br>3420 | ✠100A1<br>~~4,21~~ ~~7,20~~ 10,21<br>✠LMC ~~...~~ 4,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 11,16 *F.P. above* 150° F. | NNs<br>~~HKg~~ Cf | *z* | CL<br>1,20 | 1916<br>12mo | Harlan& Hollings-worthCor.<br>Wlmgtn,Del.<br>A&CP | ShellLine | 411·6<br>P110'B29'F40'<br>FK<br>*CellDBuE* &*B*74'199*t*<br>*DTf*32'337*tFPT*114*tAPT*106*t* | 53·4 | 29·8 | Wilmgton Del.<br>Utd.States<br>16*BHptCem*<br>(12 „ *to U dk*<br>4 „ „*2nd* „) | T.3Cy.27",45"&74"–48" (*s*)<br>180lb 537NHP<br>3SB,*9cf*,GS192,HS8001 FD<br>Harlan&Hollingsw'th Cor |
| 27025<br>133431<br>JBVG | **Pearl II.** SteelScK<br>*ss*Gms.No.2–19 ~~*ss*Gms.No.1–19~~<br>(*ex*Pearl) 1*Dk* | 289<br>253<br>115 | | | ... | CL<br>10,19 | 1913<br>4mo<br>*Lloyd* | Cochrane& Sons,Ld.<br>Selby<br>'*sA&CP* | Trawlers(White Sea&Grimsby)Ld. (J.N.&H.Bacon, *Mgrs.*) | 133·5<br>Q73'F20'<br>BK7½" | 23·0 | 12·2 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",22½"&37"–24" (*s*)<br>200lb 83RHP<br>1SB,*3pf*,GS47,HS1350<br>C.D.Holmes&Co.Ld.Hull |
| 27026<br>220860<br>MCBH | **Pearldon** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 5187<br>4522<br>3686 | ✠100A1<br>2,21<br>LMC12,20<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 12,20 *F.P. above* 150° F. | NYk | *y* | CL<br>2,21 | 1920<br>12mo<br>CP | TerryS.B. Corp.<br>Savannah,Ga<br>*CellDBuE*&*B*71'235*tDTf*61' 781*tFPT*88*tAPT*27*t* | UnitedStates MexicanOilCorp. | 391·9<br>P99'B34'F44'<br>FK | 51·0 | 28·5 | NewYork<br>Utd.States<br>14*BHptCem*<br>(7 *to U dk*<br>7 „*2nd* „) | T.3Cy.24½",41½"&72"–48"<br>210lb *190lb* (*r*) 562NHP<br>3SB,*9cf*,GS185,HS8331 FD<br>BadenhausenCo.Phl. |
| 27027<br>140269<br>JPCT | **Pearleaf** SteelTwinScSr<br>*ss*HKg.No.1–21<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Wireless *Longitudinal framing* | 5911<br>5283<br>2711 | ✠100A1<br>3,22 ~~2,21~~<br>✠LMC2,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,17 *F.P. above* 150° F | HKg | | CL<br>3,20 | 1917<br>3mo<br>*Lloyd* | W.Gray& Co.Ld.<br>W Hartlepool<br>'*sA&CP* | TheShipping Controller ~~(Lane& Macandrew,Ld. *Mgrs.*)~~ (Davies&Newman Ld *Mgrs*) | 404·8<br>P36'B32'F85'<br>FK<br>*CellDBuE* &*B*87'383*tDTf*48'196*tDTa* 19'62*tFPT*70*tAPT*90*t* | 54·5 | 32·6 | London<br>British<br>20*BHptCem* | T.6Cy.26",42½"&70"–45' (*s*)<br>200lb 1089NHP<br>6SB,*18cf*,HS16932 FD<br>Cen.Mar.Eng.Wrks.W Hpl |
| 27028<br>120613<br>HDQB | **Pearlmead** SteelSc<br>(*ex*Pearlmoor) 1*Dk*2*trB*<br>*Turret deck* Wireless | 4119<br>3461<br>2576 | | | | | 1905 | W.Doxford &Sons,Ld.<br>Sunderland | Karck&Knott<br>~~WesternCounties ShippingCo.Ld. (E.EdwardsSons& Co.Ld. *Mgrs.*)~~ | 350·0<br>P28'F41' | 51·1 | 24·0 | London<br>British<br>*WB* | T.3Cy.26",42"&68"–45"<br>310NHP<br>W.Doxford&Sons,Ld.Sld. |
| 27029 | **Peau Rouge** SteelSc<br>(*ex*Emerson) (*Tug*)<br>*Elec.light* 1*Dk* | 276<br>*221*<br>*188* | | | | | 1903 | Collingwd. S.B.Co.Ld.<br>Collingwood | FrenchGovern-ment | 108·0 | 23·0 | 14·0 | Brest<br>French | T.3Cy.15",25½"&43"–36"<br>111NHP<br>CollingwoodS.B.Co.Ont. |
| 27030<br>OQGN | **Pechelbronn** SteelScSr<br>*Carrying Petroleum in bulk*<br>*Elec.light* 2*Dks*<br>*Mchy.Aft* *Longitudinal framing* | 4901<br>4469<br>2892 | | | | | 1914 | Howaldts-werke<br>Kiel | Soc.Navale de l'Ouest | 386·0<br>P115'B32'F35' | 52·5 | 28·5 | French<br>*WB* | Q.4Cy.19½"28"41"&59"–41¾"<br>224NHP<br>Howaldtswerke,Kiel |

| 1 | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31 | **Pêcheur** SteelTwinSc<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 1065<br>—<br>588 | | | | | 1920 | Soc.Anon.<br>deTrav.Dyle<br>etBacalan<br>Bordeaux | FrenchGovernment | 216·5<br>P75'F29' | 34·1 | 14·8 | Bordeaux<br>French<br>*WB* | T.6Cy.12",20"&31½"–16"<br>79NHP<br>Atel.&Ch.de laLoire,St.N. | | V |
| 32 | **Pechiney** WoodAuxTwinSc<br>*Elec.light Mchy.Aft OilEng.* 4MstSr<br>(DAMAGED BY FIRE 11,20, NOW IN PORT)<br>*Salted & specially treated* 1*Dk*2*tr B*<br>ptGIB Hardwood treenails<br>(*See Sailing Ship Register*) | 1563<br>1355<br>1099 | ✠<br>2,20<br>✠ | Msl | | | 1917<br>6mo | Peninsula<br>S.B.Co.<br>Portland,Or. | CieMarit.France<br>Atlantique | 236·1<br>P30'F46' | 44·1 | 18·5 | Marseilles<br>French | Oil Engines 4S.C.SA<br>12Cy.12$\frac{15}{16}$"–18"<br>DB*85lb fitted*20 106NHP<br>WintonEng.Works,<br>Cleveland,O | 21 " 3 | |
| 33 | **Pedernal** SteelTwinSc<br>(*ex*Adela) | 218 | | | | | 1905 | Badaracco<br>Hnos<br>BuenosAyres | TheArgentine Nav<br>Co.(Nicholas<br>Mihanovich)Ld. | 124·0 | 19·0 | 9·2 | Asuncion<br>Paraguayan | | | |
| 34 | **Pedrito** SteelTwinSc<br>ssSt.T.No.1-21<br>*Mchy.Aft* 1*Dk*(*Stl*) | 296<br>—<br>153 | ✠ A1<br>*Barge*<br>3,21 ~~5,17~~ ✠LMC3,21 | J'ville<br>St.T | | 3,21 | 1917<br>5mo<br>A&CP | Merrill-<br>StevensCo.<br>Jacksonville,<br>Fla. | BostonMolasses<br>Co. | 133·0<br>FK<br>*FPT*13*t* | 25·0 | 9·0 | Boston<br>Utd.States<br>5*BHptAsp*<br>*APT*12*t* | C.4Cy.10"&20"–16" (*a*)<br>140lb 47NHP<br>1SB,*2cf*,GS33,HS993<br>Merrill-StevensCo.<br>Jacksonville,Fla. | 9 " 0 | |
| | | | *Carrying Molasses in bulk—Coasting Service in Porto Rico* | | | | | | | | | | | | | |
| 35 | **Pedro Christophersen** Steel<br>TwinSc3MstSr<br>*ss*Cpn.No.1-17<br>*Elec.light Oil Eng.*<br>Wireless 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)<br>*Tonnage opening closed* 1918 | 4910<br>3354<br>3037 | ✠100A1<br>*Shelter dk withfreeboard*<br>6,21 ~~9,20~~ 6,21<br>DBS9,20 ✠LMC~~2,20~~ | Mmo<br>Got | *x* | 3,19 | 1913<br>8mo<br>*Lloyd's A&CP* | Akt.Bur-<br>meistr&Wain<br>Copenhagen | Rederiaktieb.<br>Nordstjernan<br>(A.A.Johnson,<br>*Mgr.*) *a*69'*uE* | 360·0<br>H252*t*<br>*WB=CellDB* FK<br>37'*f*212'1138*tFPT* | 51·6 | 22·2 | Stockholm<br>Swedish<br>6*BHAsp*<br>74*tAPT*53*t* | Oil Engines 4S.C.SA<br>16Cy.19$\frac{11}{16}$"–26" 394NHP<br>DB*80lb*<br>Akt.Burmeistr&Wain,Cpn | 34 " 0<br>s 9 " 7<br>24 " 9 | |
| 36 | **Pedro Nunes** SteelSc<br>(*ex*Malange.*ex*PedroNunes,*ex*Malange)<br>*Elec.light* Wireless 2*Dks*& *Awngdk*4*trB* | 3574<br>3474<br>2404 | | | … | | 1890 | Scott&Co.<br>Greenock | PortugueseGovt.<br>(Transp.Marit.do<br>Estado) | 363·5<br>23·3<br>BK11" | 42·2 | 25·3 | Lisbon<br>Portuguese<br>*WB* | T.3Cy.31",50"&80"–54"<br>606NHP<br>Scott&Co.Greenock | 36 " 5 | |
| 37 | **Pedrosa** SteelSc<br>*Elec.light* 2*Dks* | 2670<br>2433 | | | | | 1921 | W.Harkess<br>&Son,Ld.<br>Middlesbro | CompañiaVasco<br>Cantabrica deNav.<br>(U.de laTorre *Mgr*) | 305·2<br>P27'B80'F33' | 42·3 | 23·2 | Bilbao<br>Spanish<br>*WB* | T.3Cy.22½",37"&61"–42"<br>Richardsons, 241NHP<br>Westgarth&Co.Ld.Mdb. | | |
| 38 | **Peebles** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 5260<br>4790<br>3218 | ✠100A1<br>9,19<br>✠LMC5,19 | Nwc | | cr. | 1919<br>5mo<br>*Lloyd's A&CP* | Richards'n<br>Duck&CoLd.<br>Stockton | IslesStm.Shipping<br>CoLd(B.J.Sutherland&CoLd.*Mgrs*)<br>*CellDB* | 400·1<br>P49'B113'F40'<br>FK<br>345'1058*tFPT*132*t* | 52·4 | 28·4 | Newcastle<br>British<br>7*BHptCem*<br>*APT*213*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb *100lb* 455NHP<br>2SB,*8cf*,GS153,HS6204 FD<br>Blair&Co.Ld.Stockton | 31 " 0<br>s 6 " 2<br>25 " 3 | |
| 39 | **Peekskill** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*& *Web frames*<br>Wireless Sub.Sig. | 5590<br>5045<br>3450 | | | … | | 1919 | Newburgh<br>ShipyardsInc<br>Newburgh,<br>N.Y. | UnitedStates<br>ShippingBoard | 400·5<br>P36'B124'F44'<br>FK | 54·2 | 30·0 | NewYork<br>Utd.States<br>*WB* | 2 SteamTurbines geared to<br>1ScShaft 676NHP<br>WestinghouseElec.&Mfg.<br>Co.EssingtonPa. | 32 " 10 | R |
| 40 | **Peel** SteelScSr<br>(*Tug*)<br>1*Dk*(*Stl*) | 205<br>159<br>117 | ✠<br>*For Towing purposes*<br>9,09 ✠ | Qbc | | | 1909<br>9mo | AM'Millan<br>&Son,Ld.<br>*Completed by* | CanadianGovernment<br>Cie.Pontbriand,Ld.Sorel,P.Q. | 91·5<br>FK<br>*WB=FPT* | 22·1 | 10·7 | Montreal<br>British<br>5*BHCem*<br>16*tAPT*12*t* | T.3Cy.12",19"&30"–20"<br>47RHP<br>1SB,*3cf*,GS45,HS1120<br>J.Reid&Co.Glasgow | 11 " 6 | |
| 41 | **Peel Castle** SteelTwinScSr<br>(*ex*Duke of York)<br>Wireless 2*Dks* | 1474<br>1112<br>596 | | | | | 1894 | W.Denny<br>&Bros.<br>Dumbarton | Isle ofManSteam<br>PacketCo.Ld. | 310·2<br>P76'B126'F70' | 37·0 | 16·0 | DouglasIM<br>British<br>*WB* | T.6Cy.23",35½"&53"–33"<br>NB11 323NHP<br>Denny&Co.Dumbarton | | BT<br>till<br>5,21 |
| 42 | **Peerless** WoodSc<br>(*Tug*) | 205<br>—<br>98 | | | | | 1917 | J.M.Clark<br>Norfolk,Va. | JosephM.Clark | 109·6 | 25·2 | 13·0 | Norfolk Va<br>Utd.States | C.2Cy.17"&34"–25"<br>48NHP | | |
| 43 | — WoodScSp<br>1*Dk* | 128<br>107<br>89 | | | | | 1904 | W.Peck<br>NewWest-<br>minster,B.C. | ~~WestminsterTowing&FishCo.Ld.~~<br>~~C.M.Lindsay~~<br>CoyleTowingCoLd | 92·0 | 20·5 | 9·5 | N.Wstmtr,<br>B.C.<br>British | T.3Cy.10",17"&28"–20"<br>39RHP<br>McKie&Baxter,Glasgow | | |
| 44 | **Peewit** SteelTwinSc<br>1*Dk*(*Stl–pt* teak s) | 537<br>493<br>256 | ✠<br>*Hopper Barge*<br>10,10 ✠ | Rnf | *h* | | 1910<br>10mo | W.Simons<br>&Co.Ld.<br>Renfrew | BombayPortTrust | 168·0<br>FK<br>*WB* | 28·1 | 12·6 | Bombay<br>British<br>4*BHCem*<br>=*FPT*22*t* | C.4Cy.15"&30"–21"<br>74RHP<br>2SB,*4cf*,GS81,HS2297<br>W.Simons&Co.Ld.Rnf. | 13 " 3 | |
| 45 | **Pegasus** SteelScSr<br>(*ex*WilliamH.Gratwick)<br>*Elec.light Mchy.Aft* 1*Dk*2*trB* | 4776<br>—<br>3352 | | | | | 1902 | American<br>S.B.Co.<br>Cleveland | InterlakeS.S.Co.<br>(Pickands,Mather<br>&Co.*Mgrs.*) | 416·0 | 50·0 | 28·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"–40"<br>213NHP<br>AmericanSB.Co.Cleveland | | |
| 46 | — SteelTwinScSr<br>2*Dks*& *Shelter dk*<br>*Elec.light* (*ptStl*teak s)<br>Wireless | | ✠ A1<br>*Shelter dk withfreeboard*<br>8,17 LMC8,17 | Gls | | | 1917<br>8mo<br>*Lloyd's A&CP* | J.Brown<br>&Co.Ld.<br>Clydebank<br>*CellD* | TheAdmiralty<br>*BuE*40'61*tDTf*44' | 320·0<br>F *on shelter dk* 60'<br>FK<br>39*tFPT*9*tAPT*39*t* | | | British<br>7*BHCem* | 4SteamTurbines (*r*)<br>geared to 2 ScrewShafts<br>200lb 1466NHP FD<br>5SB,*20cf*,GS420,HS14405<br>JBrown&CoLd,Clydebank | 26 " 6<br>s 11 " 4<br>15 " 6 | |
| | | | *Fitted for oil fuel* 8,17 & *F.P.above 150°F.*<br>*Harwich, Antwerp & Hook of Holl and Service* | | | | | | | | | | | | | |
| 47 | — IronPad | 848<br>—<br>579 | | | | | 1881 | W.Cramp<br>&Sons<br>Philadelphia | IronSteamboatCo.<br>ofNewJersey | 211·6 | 32·0 | 10·6 | NewYork<br>Utd.States | 1Cy.53"–132"<br>NB10 248NHP<br>W.Cramp&Sons,Phl. | | |
| 48 | — SteelScK<br>1*Dk* | 21<br>20<br>9 | ✠100A1<br>*Stm Trawler* | | … | CL<br>11,19 | 1917<br>10mo<br>*Lloyd's A&CP* | GooleS.B.<br>&RepgCo.Ld<br>Goole | LindseyStm.FishingCo.Ld.(E.Bacon,*Mgr.*) | 117·2<br>Q69'<br>BK7½" | 22·0 | 12·1 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12½",21½"&35"–24"<br>180lb (*s*) 76RHP<br>1SB,*2pf*,GS33,HS1310<br>C.D.Holmes&Co.Ld.Hull | 13 " 0 | |
| 49 | **Peggy** SteelScK<br>1*Dk* | 100<br>92<br>39 | | | … | | 1907 | Hall,Russell&Co.Ld.<br>Aberdeen | W.Hay | 86·4<br>BK7½" | 18·6 | 9·1 | Peterhead<br>British<br>*WB* | C.2Cy.13"&28"–18"<br>38RHP<br>Hall,Russell&Co.Ld.Abn. | 9 " 10 | |
| 50 | **Peggy Nutten** SteelScK<br>*ss*Abn.No.3-7,20<br>1*Dk* | 193<br>182<br>75 | ✠100A1<br>*Stm Trawler*<br>1,22 ~~3,21~~ BS12,21<br>~~BS7,20~~ ✠LMC4,19 | Abn | | 3,21 | 1907<br>11mo<br>*Lloyd's A&CP* | Hall,Russell&Co.Ld.<br>Aberdeen | J&A.Brown<br>(MeffBros,*Mgrs.*) | 110·5<br>BK7½" | 21·8 | 11·7 | Aberdeen<br>British<br>3*BHCem* | T.3Cy.12",20"&33"–21" (*r*)<br>160lb 67RHP<br>1SB,*2pf*,GS36,HS1254<br>Hall,Russell&Co.Ld.Abn. | 12 " 7 | |
| 51 | **Pegli** SteelScSr<br>(*ex*Kirchberg,*ex*Markomannia)<br>Wireless 1*Dk*& *Spar dk* 3*trB* | 3321<br>2958<br>2064 | | | … | | 1890 | Edwards'<br>S.B.Co.Ld.<br>Newcastle | Soc.AnonGenovese<br>diArmamenti e<br>Trasporti | 330·8<br>P49'B94'F44' | 41·7 | 18·9<br>26·2 | Genoa<br>Italian<br>*WB* | T.3Cy.25⅓",41⅓"&67"–42"<br>291NHP<br>R.Stephenson&CoLd.Nwc | | I |

| 1 Numero d'Ordre — Numero Officiel — Signaux | 2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Matériaux, Gréement, etc. Nombres des Ponts | 4 Tonnage Officiel. Total — Sous le Pont — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27052<br>6396<br>KOTQ | **Pehr Ennes**<br>(exSulitelmaVII.)<br>*Elec.light* | **SteelSc**<br>(*Tug*)<br>1*Dk* | 240<br>202<br>102 | | | | | 1915 | Kockums<br>M.V.Aktieb.<br>Malmö | **GefleStadsHamnvesen(G.Delin,** *Mgr.*) | 104·5<br>H38*t* | 26·3 | 13·2 | **Gefle**<br>Swedish | T.3Cy.14½",22½"&39"-25½"<br>59NH<br>KockumsM.V.Akt.Malm | |
| 27053<br>5558<br>JTPV | **Pehr Hellzén**<br>(exHolmenI.exHercules) | **SteelSc**<br>(*Tug*)<br>1*Dk* | 209<br>163<br>16 | | | | | 1899 | H.C.Stülcken Sohn<br>Hamburg | **Vifstavarfs A/B (J.W.Lilliestråle,** *Mgr.*) | 100·4<br>H11*t* | 20·7 | 14·0 | **Vifstavarf**<br>Swedish | C.2Cy.18"&34½"-24"<br>HS1400 60NH<br>H.C.StülckenSohn,Ham. | |
| 27054<br><br>OQHF | **Peiho**<br><br>*Elec.light* Wireless | **SteelScSr**<br><br>2*Dks* | 5956<br>5089<br>3783 | | | | | 1907 | Barclay,<br>Curle&Co.Ld<br>Glasgow | **MessageriesMaritimes** | 410·7<br>P39'B148'F44' | 52·7 | 29·8 | **Marseilles**<br>French<br>*WB* | T.3Cy.26",45"&76"-54"<br>424NH<br>Barclay,Curle&Co.Ld.Gl | |
| 27055 | **Peik** | **SteelSc**<br><br>1*Dk* | 930 | | | | | 1921 | A/S Jarlsö<br>Værft<br>Tönsberg | **E.B.Aaby** | 200·0<br>B54'Q63'F25' | 31·7 | 14·7 | **Chrstiania**<br>Norwegian<br>*WB* | T.3Cy.16",25½"&44"-30"<br>106NH<br>TrondhjemsM.V.Trdhm | |
| 27056<br><br>OQHI | **Peintre**<br><br>*Elec.light* | **SteelTwinSc**<br><br>2*Dks* | 1240<br><br>570 | | | | | 1920 | SocAnciens<br>Etab.Henri<br>Satre Arles | **FrenchGovernment** | 229·7<br>P66'F30' | 34·2 | 14·7 | **Marseilles**<br>French<br>*WB* | T.6Cy.12⅝",19½"&31½"-16½"<br>82NH<br>LaChaliassierè,St.Etienne | |
| 27057 | **Peizerdiep** | **SteelSc**<br><br>1*Dk* | 539<br>388<br>209 | | | | | 1920 | Gebroeders<br>Boot<br>Leiderdorp | **HollandscheVrachtv.Maats.** | 164·0<br>Q | 25·5 | 12·8 | **Rottrdam**<br>Dutch<br>*WB* | T.3Cy.12⅝",20½"&33 1/16"-23½"<br>Kon.Ned. 56NH<br>Grofsmederij,Leiden | |
| 27058<br>203899<br>KWBL | **Pejepscot** | **WoodSc**<br><br>1*Dk* | 142<br>—<br>79 | | | | | 1907 | ...............<br>S.Portland,<br>Me. | **SagadahocTowingCo.** | 102·0 | 24·2 | 12·3 | **Bath,Me.**<br>Utd.States | | |
| 27059<br>127823<br>HMDR | **Peken** | **SteelScK**<br>*ss*Gms.No.3-5,19<br>1*Dk* | 228<br>202<br>119 | ✠100A1<br>*StmTrawler*<br>8,21 ~~5,19~~<br>✠LMC5,19<br>BS2,21 | Gms | | CL<br>5,19 | 1908<br>1mo<br>*Lloyd* | Cochrane<br>&Sons<br>Selby<br>'*sA&CP* | **H.L.Taylor** | 120·0<br>Q67'F20'<br>BK7½" | 22·0 | 11·4 | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>180lb 66RHP<br>1SB,2*pf*,GS32,HS1095<br>C.D.Holmes&Co.Hull | 12 |
| 27060<br>173054<br>MCNP | **Peking**<br>(exLemery,exCervantes,<br>exNuestraSeñora deGracia) | **WoodScSr** | 155<br>—<br>78 | | | | | 1901 | ...............<br>HongKong | **LooTengSiu y Martinez** | 108·9 | 29·9 | 7·6 | **Manila**<br>Utd.States | | |
| 27061<br>17072<br>MNJF | **Peking Maru**<br><br>*Elec.light*<br>Wireless | **SteelScSr**<br>*ss*Kob.No.1-18<br>2*Dks*(*Stl*)&*Webframes*<br>*Longitudinalframing* | 2955<br>2738<br>1867 | ✠100A1<br>8,21 ~~7,20~~<br>✠LMC~~7,20~~<br>8,21 | Nag<br>Kob | *t* | ~~7,20~~<br>8,21 | 1914<br>8mo<br>*Lloyd* | OsakaIron<br>Works<br>Osaka<br>'*sA&CP* | **OsakaShosen KabushikiKaisha**<br>*WB=CellDB* | 305·3<br>P19'B82'F32'<br>FK<br>*a*85'*uE*&*B*33'*f*122' | 42·4 | 24·8 | **Osaka**<br>Japanese<br>5*BHCem*<br>519*tAPT*20*t* | T.3Cy.22",37"&61"-42" (*s*)<br>180lb 288NH<br>2SB,6*cf*,GS90,HS3824<br>OsakaIronWorks,Osaka | 27<br>4<br>21 |
| 27062<br>137194 | **Pelagos**<br><br>*Elec.light* | **SteelScK**<br>*ss*Abn.No.1-20<br>1*Dk* | 231<br>216<br>89 | ✠100A1<br>*StmTrawler*<br>8,20<br>✠LMC8,20 | Abn | | CL<br>8,20 | 1916<br>5mo<br>*Lloyd* | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'*sA&CP* | **EastCoastSteamFishingCo.(Aberdeen)Ld.** | 115·2<br>BK7½" | 22·7 | 12·1 | **Aberdeen**<br>British<br>3*BHCem*<br>*DTf*5'12*t* | T.3Cy.11½",20"&34"-23" (*s*)<br>180lb 71RHP<br>1SB,3*pf*,GS38,HS1250<br>W.Beardmore&Co.Ld.Gls. | 13 |
| 27063<br>122<br>RJLQ | **Pelagus**<br><br>*Elec.light* | **SteelSc**<br>(*Tug*) | 141<br>—<br>34 | | | | | 1914 | Wed.C.<br>Boele&Zonen<br>Slikkerveen | **E.Almagia** | 98·4 | 20·1 | 11·9 | **Venice**<br>Italian | T.3Cy.12⅔",20 3/16"&33"-23½"<br>52NH<br>Alblasserdam.Msch.Fab. | |
| 27064<br>113159<br>HPVR | **Pelaw Main**<br><br>*Well deck*<br>*Elec.light* | **SteelTwinScSr**<br>*ss*Syd.No.2-18<br>1*Dk*(*Stl*)&*deep framing* | 1221<br>961<br>584 | ✠100A1<br>1,21<br>~~BS8,20~~<br>✠LMC~~5,18~~<br>1,21 | Syd | *o* | 1,21 | 1909<br>11mo<br>*Lloyd* | Hall,Russell&Co.Ld<br>Aberdeen<br>'*sA&CP* | **J.&A.Brown**<br>*WB=CellDB*<br>*a*59'*uE*17'*f*96'288*t* | 235·1<br>Q143'F24<br>BK8"<br>*FPT*21*tAPT*39*t* | 34·6 | 15·9 | **Newcastle N.S.W.**<br>British<br>4*BHCem* | T.6Cy.16",26"&43"-27" (*r*)<br>180lb *90lb* 239NH<br>2SB,6*cf*,GS121,HS4102<br>Hall,Russell&Co.Ld.Abn. | 17<br>1<br>16 |
| 27065 | **Pelayo** | **SteelSc** | 148<br>—<br>81 | | | | | 1897 | ............... | **AgusanCoconutCo.** | 109·2 | 17·1 | 10·1 | **Cebu,P.I.**<br>Utd.States | | |
| 27066<br>130388 | **Pelee**<br><br>*Elec.light* | **SteelSc**<br><br>2*Dks* | 538<br>413<br>243 | | | | | 1914 | Collingw'd<br>S.B.Co.Ld.<br>Collingwood | **Windsor&PeleeIslandS.S.Co.Ld.** | 146·0 | 24·1 | 9·9 | **Amherstburg**<br>British *WB* | T.3Cy.12½",21"&34"-21"<br>58RH<br>CollingwoodS.B.Co.Ld. | |
| 27067<br>113467<br>SHJC | **Peleus**<br><br>*Elec.light* Wireless | **SteelScSr**<br><br>2*Dks*&*deepframing* | 7441<br>6045<br>4800 | | | | | 1901 | Workman,<br>Clark&Co.Ld<br>Belfast | **OceanS.S.Co.Ld.(A.Holt&Co** *Mgrs*) | 454·7<br>P53'B160'F57' | 54·1 | 32·3 | **Liverpool**<br>British<br>*WB* | T.3Cy.29",49½"&83"-60"<br>533NH<br>Wrkman,Clark&Co.LdBel | |
| 27068<br>122697<br>KFBN | **Pelham**<br><br>(exSkallagrimur,exGlorie,<br>exGloria) | **SteelScK**<br>*ss*Gms No 3-3,20<br>1*Dk* | 279<br>255<br>115 | ✠100A1<br>*StmTrawler*<br>2.21<br>✠LMC3,20<br>BS1,21 | Gms | | CL<br>2,21 | 1905<br>7mo<br>*Lloyd* | Dundee<br>Shipbuilders'<br>CoLd Dundee<br>'*sA&CP* | **H.Smethurst,Ld.(J.W.Smethurst,** *Mgr.*) | 130·0<br>Q72'F21'<br>BK7"<br>ND20 | 22·6 | 12·3 | **Grimsby**<br>British<br>3*BHCem* | T.3Cy.13",23"&37"-24" (*s*)<br>200lb 70RH<br>1SB,2*cf*,GS36,HS1340<br>C.D.Holmes&Co.Hull | 13 |
| 27069<br>5945 | **Pelican**<br>*ss*Rgn.No.1-21<br>*Elec.light* | **SteelTwinSc**<br>(*SandPumpDredger*)<br>*ss*Rgn.No.3-11,17<br>1*Dk*(*Stl*) | 890<br>776<br>394 | ✠ A1<br>*Dredger*<br>3,22 ~~4,20~~<br>~~BS5,19~~<br>✠LMC~~11,17~~<br>8,21 | Rgn<br>Cal | | ~~8,20~~<br>8,21 | 1908<br>5mo<br>*Lloyd* | W.Simons<br>&Co.Ld.<br>Renfrew<br>'*sA&CP* | **RangoonPortCommissioners** | 207·9<br>F18'<br>FK | 36·1 | 13·3 | **Rangoon**<br>British<br>5*BHptCem* | T6Cy.13",20½"&34½"-22" (*s*)<br>175lb 284NH<br>4SB,12*cf*,GS268,HS6632<br>W.Simons&Co.Ld.Rfw. | 14<br>3<br>11 |
| 27070<br>114681<br>SJRF | —<br>(*IN PORT DAMAGED, 11,20*)<br>CF Cont.Lon.15—13yrs.<br>(*Fullrigged Sailing Bk.—See Sailing Ship Register*). | **CompScBk**<br><br><br>1*Dk*&*ptlower dkIrn frame planked* | 638<br>549<br>294 | 6,19<br>✠NB6,01 | Shl | | | 1877 | TheAdmiralty<br>Devonport | **Hudson'sBayCo.**<br>Rudder post American White Oak | 180·0<br>P32'F33'<br>ptND01 | 36·1 | 16·8 | **London**<br>British<br>*Cem*<br>*Cmp*.01 | C.H.2Cy.27"&54"-24"<br>122NH<br>2SB,4*pf*,GS60,HS2058<br>GlengallIronWks.Milwall | 18 |
| 27071<br>218621<br>LSDT | —<br><br>*Elec.light* | **WoodSc3MstSr**<br>(*Trawler*)<br>1*Dk* | 379<br>—<br>168 | | | | | 1919 | Portland<br>S.B.Co.<br>Portland,Me. | **EastCoastFisheriesCo.** | 150·4 | 25·0 | 13·3 | **Prtlnd,Me.**<br>Utd.States | T.3Cy.14",22"&36"-24"<br>63NH<br>PortlandS.B.Co. | |
| 27072<br>122707 | — | **SteelScK**<br>*ss*Gms.No.3-12,19<br>1*Dk* | 205<br>190<br>78 | ✠100A1<br>*StmTrawler*<br>9,21 ~~12,20~~<br>BS9,21<br>✠NB12,15 ✠LMC12,19 | Gms | | CL<br>12,19 | 1905<br>11mo<br>*Lloyd* | Cochrane&<br>Sons<br>Selby<br>'*sA&CP* | **Sleight'sSteamFishingCo.Ld.(SirErnestSleight,Bart.**_Mgr_) | 114·0<br>Q64'F19'<br>ptND19 BK8" | 21·6 | 11·2 | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>180lb 60RH<br>1SB,2*pf*,GS32,HS1125<br>C.D.Holmes&Co.Hull | 12 |
| 27073<br><br>MFSW | — | **SteelScSr**<br>(*Whaler*)<br>1*Dk* | 168<br>162<br>62 | | | | | 1909 | Framnæs<br>Mek.Værks.<br>Sandefjord | **Hvalfangerselsk.Vestfold(P.Bogen,** *Mgr.*) | 101·0<br>H6*t* | 20·1 | 11·9 | **Sandefjord**<br>Norwegian | T.3Cy.11",18"&29"-24"<br>41NH<br>Akers.Mek.Værks.Xia. | |
| 27074<br>94185 | — | **SteelTwinSc**<br>(*Tug*)<br>1*Dk* | 162<br>135<br>62 | | | ... | | 1900 | Fleming&<br>Ferguson,Ld.<br>Paisley | **E.G.Zohrab** | 100·0<br>B11'<br>FK | 21·0 | 8·4 | **Auklnd NZ**<br>British | T.6Cy.9",14"&24"-22"<br>57RH<br>Fleming&Fergusn,Ld.Psy | 9 |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27075<br>63888<br>JGDB | **Pelican** IronScSk<br>*Mchy.Aft* | ~~191~~ 133<br>128<br>87 ~~76~~ | | | | | 1871 | T.B.Seath<br>&Co.<br>Rutherglen | W.H.Bowater,Ld<br>~~PelicanSteam~~<br>~~BargeCo.Ld.~~<br>~~(J.Forster)~~ | 108·8<br>len78 | 18·9 | 8·3 | Liverpool<br>British | C.2Cy.14"–18"<br>NB19*fitted*21 27 ~~30~~RHP<br>A.Campbell&Co.Glasgow | | |
| 27076<br>OQHS | — SteelScSr<br>(*Tug*)<br>(*ex*Dove,*ex*DonLouis) 1*Dk* | 129<br>—<br>22 | | | | | 1911 | Framnæs<br>Mek.Værks<br>Sandefjord | Cie.Gén.<br>Transatlantique | 100·4 | 18·4 | 10·8 | Havre<br>French<br>*WB* | T.3Cy.11",18"&29"–24"<br>41NHP<br>FredrikstadM.V.Frdstad. | | |
| 27077<br>124578 | **Pelican I.** SteelScK<br>*ss*Flt.No.3–7,19<br>1*Dk* | 248<br>217<br>94 | ✠100A1<br>*StmTrawler*<br>11,21 ~~11,20~~<br>BS11,21<br>~~BS6,20~~ ✠LMC7,19 | Flt | | CL<br>7,19 | 1908<br>12mo<br>*Lloyd's A&CP* | A.Hall&<br>Co.Ld.<br>Aberdeen | RedRoseSteam<br>Trawlers,Ld.<br>(J.A.Taylor,*Mgr*) | 125·6<br>Q59'F21' | 22·0 | 11·9<br>BK7½" | Fleetwood<br>British<br>4*BHCem* | T.3Cy.12½",21"&34"–24"(*r*)<br>180lb 71RHP<br>1SB,*3pf*,GS46,HS1229<br>A.Hall&Co.Ld.Aberdeen | 12 ″ 6 | |
| 27078 | **Pelikaan** SteelScSr<br>*ss*Ymu.No.3–5,14<br>(*ex*Agincourt) *ss*Ymu.No.1–18<br>1*Dk* | 182<br>166<br>50 | ✠100A1<br>*StmTrawler*<br>3,20<br>✠NB5,13*fitted*14<br>BS4,21 ✠LMC11,18 | Ymu | | 11,18 | 1897 | Dundee<br>Shipbuilders'<br>CoLd.Dundee<br>A&CP | N.V.Zeevissch.<br>Maats."Pelikaan"<br>(W&J.Polderman) | 110·0<br>Q23' | 21·0 | 11·0<br>BK7½" | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy11½",19½"&32"–22"(*s*)<br>180lb 59NHP<br>1SB,*2pf*,GS31,HS1001<br>Whyte&Mair,Dundee | 12 ″ 0 | |
| 27079 | **Pelikan** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 223<br>212<br>87 | | | | | 1907 | Schffsw.&<br>Msch.A.G.<br>(v.J.&Schm.)<br>Hamburg | Deutsche<br>Seefischerei A.-G. | 121·4<br>H7'F18' | 22·5 | 10·1 | Cuxhaven<br>German<br>*WB* | T.3Cy.12⅗",20⅒"&32$\frac{3}{10}$"–22"<br>50NHP<br>Schffsw.&Msch.A.-G.(v.J.&Schm.) | | |
| 27080 | — SteelScLr<br>*Motor*<br>1*Dk* | 119<br>113<br>75 | | | | | 1919 | J.Frerichs<br>&Co.A.G.<br>Brake | BremenVegesack-<br>erFischereiGes. | 83·1<br>Q17' | 21·1 | 9·6 | Vegesack<br>German | Motor 4S.C.SA.<br>3Cy.7"–12⅗" 9HP<br>Gasmotoren-Fabrik<br>"Deutz"Cöln-Deutz | | |
| 27081 | **Pelikan I.** WoodScSr<br>*OilEng.* | 103<br>—<br>83 | | | | | 1916 | G.Kyntzell<br>Borgå | BorgåRederiA/B<br>(TorstenEklöf,<br>*Mgr.*) | | | | Borgå<br>Finnish | Oil Engine | | |
| 27082<br>SNMK | **Pelikan II.** WoodScSr<br>*OilEng.* | 131<br>—<br>102 | | | | | 1917 | G.Kyntzell<br>Borgå | BorgåRederiA/B<br>(TorstenEklöf,<br>*Mgr.*) | 93·2 | 23·9 | 9·0 | Borgå<br>Finnish | Oil Engine<br>Gulbrandsen&Sön,Got. | | |
| 27083<br>OQHT | **Pelion** IronScBn<br>*ss*Msl.No.3–5,95<br>Wireless 1*Dk*(*Irn*)&*Spardk3trB* | 1728<br>1352<br>1089 | ✠<br>*Spar dk*<br>5,95 ✠ | Msl | *r* | | 1883<br>2mo | A.M'Mil-<br>lan&Son<br>Dumbarton | Cie.Marseillaise de<br>Nav.àVap.(Frais-<br>sinet &Co.,*Mgrs.*) | 259·8<br>P24'B28'F29' | 36·7 | 15·5<br>23·0<br>BK8" | Marseilles<br>French<br>6*BHCem* | C.2Cy.36½"&63"–48"<br>2DB,*4pf*,GS168 229NHP<br>Denny&Co.,Dumbarton | | V |
| 27084<br>OQHV | **Pellegrini** SteelScSr<br>*ss*Hav.No.3–5,20<br>(*ex*Skerne) 1*Dk*(*Stl*)<br>*Well deck* | 892<br>611<br>560 | ✠100A1<br>6,21 ~~5,20~~<br>✠LMC5,20 | Hav<br>Bdx | *k* | 5,20 | 1909<br>6mo<br>*Lloyd's A&CP* | Short Bros.<br>Ld.<br>Sunderland | DenisQuertier<br>*WB=CellDBa37'* | 195·7<br>Q92'B17'F22'<br>*uE15'f92'223tFPT* | 34·1 | 11·3<br>FK | Lorient<br>French<br>4*BHCem*<br>31*tAPT20t* | T.3Cy.15",25"&41"–27" (*s*)<br>180lb *100lb* 100NHP<br>1SB,*3pf*,GS49,HS1600<br>G.T.Grey,SouthShields | 13 ″ 6<br>s1 ″ 0½<br>12 ″ 8 | |
| 27085<br>HMKB | **Peloponessos** IronScSr<br>(*ex*Electric) *Elec.light* Wireless | *608*<br>*505*<br>*272* | | | | | 1863 | Tod&<br>McGregor<br>Glasgow | HellenicCo.ofMar-<br>itimeEnterprises | 210·1<br>P61*t* | 27·1 | 14·4 | Piræus<br>Greek | T.3Cy.19½",31"&49"–33"<br>138NHP<br>A.&J.Inglis,Glasgow | | |
| 27086<br>HLDT | **Pelops** IronScSr<br>*Elec.light* Wireless 2*Dks* | 973<br>—<br>613 | | | | | 1883 | T.Royden<br>&Sons<br>Liverpool | HellenicCo.ofMar-<br>itimeEnterprises | 230·8 | 30·2 | 15·5 | Piræus<br>Greek | C.2Cy.32"&62"–42"<br>208NHP<br>J.Jack&Co.,Liverpool | | |
| 27087 | **Peloro** IronScSr<br>1*Dk*&*Spardk3trB* | 1874<br>—<br>1140 | | | ... | | 1874 | Wigham<br>Richrdsn&Co<br>Newcastle | | 299·8 | 35·4 | 18·0<br>25·2 | | C.2Cy.44"&74"–42"<br>NB94 295NHP<br>GourlayBros.&Co.Dun. | | |
| 27088 | **Pelorus** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | *128*<br>*125*<br>*46* | | | ... | | 1911 | Scott&<br>Sons<br>Bowling | BoothS.S.Co.Ld. | 92·4 | 20·6 | 10·0<br>BK7" | Manaos<br>Brazilian<br>*WB* | T.3Cy.13",21"&34½"–24"<br>78NHP<br>Fishers,Ld.Paisley | 10 ″ 6 | |
| 27089 | **Pelotas** SteelScSr<br>Wireless (*ex*Pontos)<br>*Elec.light* 2*Dks*&*Webframes*&*Shelterdk* | 5703<br>5355<br>3666 | | | ... | | 1900 | J.Priest-<br>man&Co.<br>Sunderland | BrazilianGovern-<br>ment (Operated by<br>theFrenchGovt.) | 430·8<br>B *on Shelter dk*112' | 54·0 | 27·8<br>FK | R.Janeiro<br>Brazilian<br>*WB* | T.3Cy.27",44½"&73"–54"<br>436NHP<br>Blair&Co.Ld.Stockton | 31 ″ 0 | V |
| 27090<br>140592 | **Pelter** IronSc<br>1*Dk* | 199<br>178<br>77 | | | | | 1867 | Maudslay,<br>Sons&Field<br>E.Greenwich | KymoShippingCo.<br>Ld. | 114·7 | 21·9 | 9·9 | Liverpool<br>British | T.3Cy.11½",19"&30"–22"<br>E*made*09 93RHP<br>Ramage&Ferguson,Leith | | |
| 27091<br>139124<br>JMPC | **Pemba** SteelSc<br>(*ex*RioItapemirim,<br>*ex*RobertSuzanne) *Elec.light* 1*Dk* | 533<br>348<br>212 | | | | | 1910 | Soc.des<br>Etabl.Bertin<br>FrèresBezons | ~~F.Ward~~ British&<br>SouthAmerican<br>S.N.Co.Ld. (R.P.<br>Houston&Co,*Mgs.*) | 161·8 | 24·9 | 11·2 | London<br>British<br>*WB* | C.2Cy.17"&30"–19½"<br>Soc.des 39RHP<br>Etabl.BertinFrères.Bezons | | V |
| 27092<br>130059 | **Pembrey** SteelSc<br>*Mchy.Aft* 1*Dk* | 549<br>381<br>242 | | | | | 1920 | F.D.Boot<br>Alphen a/d<br>Rijn | PembreyS.S.Co.Ld<br>(F.J.Evans,*Mgr.*) | 165·8<br>B12'F20' | 25·4 | 10·7 | Llanelly<br>British<br>*WB* | T.3Cy.13⅜",21¼"&37⅛"–23⅝"<br>67RHP<br>N.V.Industriele<br>My.Hera,Ymuiden | | V |
| 7093<br>82973<br>HSNL | **Pembroke** SteelTwinScSr<br>*Elec.light* Wireless 2*Dks* | 918<br>760<br>311 | | | | | 1880 | Laird Bros.<br>Birkenhead | Gt.Western Rly.Co | 254·0<br>P74'B87' | 30·9 | 15·0 | Milford<br>British | T.6Cy.19",30"&46"–30"<br>NE&B96 232NHP<br>LairdBros.Birkenhead | | |
| 7094<br>03434 | — SteelPad | 194<br>174<br>122 | | | | | 1895 | Bertram<br>Eng.WrksCo<br>Pembrke,Ont | UpperOttawa<br>ImprovementCoLd | 104·5 | 28·2 | 6·6 | Ottawa<br>British | H.1Cy.16"–48"<br>30RHP<br>Bartley&Co.Montreal | | |
| 7095<br>08324 | **Pembroke Castle** IronScK<br>*ss*Sws.No.2–06<br>1*Dk* | 153<br>148<br>58 | ✠<br>*StmTrawler*<br>2,09 ✠ | Sws | | | 1898<br>3mo | Edwards<br>Bros.<br>N.Shields | PortSt.MaryFish-<br>ing&CuringCo.<br>Ld.(C.Jeffs,jr.<br>*Mgr.*) | 105·5<br>Q19' | 20·8 | 10·9<br>BK7½" | Fleetwood<br>British<br>3*BHCem* | T.3Cy.12",19"&32"–22½"<br>1SB,*2pf*,GS25,HS890 56RHP<br>N.E.MarineCo.(Lim.),Sld. | 11″10 | |
| 7096<br>35432<br>BMF | **Pembroke Coast** SteelSc3MstSr<br>*ss*Liv.No.2–19<br>(*ex*SirRogerBacon) 1*Dk*(*Stl*)<br>*Elec.light Mchy.Aft* | 809<br>568<br>354 | ✠100A1<br>1,22 ~~12,20~~<br>~~BS12,20~~ ✠LMC12,19<br>BS1,22 | Liv | *k* | CL<br>~~N8,18~~<br>1,22 | 1912<br>12mo<br>*Lloyd's A&CP* | J.Fullerton<br>&Co.<br>Paisley | CoastLines,Ld. | 199·2<br>Q121'F33'<br>*WB=CellDBf106'* | 30·1 | 11·2<br>FK | Liverpool<br>British<br>3*BHCem*<br>185*tFPT79t* | T.3Cy.17",27½"&44"–33" (*s*)<br>170lb 99RHP<br>2SB,*4pf*,GS78,HS2696<br>Ross&Duncan,Glasgow | 13 ″ 7<br>s ″10½<br>13 ″ 0 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27097<br>136349<br>JKSG | **Pembrokeshire** SteelScSr<br>ssLon.No.1-19<br>*Elec.light* Sub.Sig. *2Dks(Stl)*<br>*Ref.Mchy.* Wireless | 7821<br>7246<br>4968 | ✠100A1<br>1,21<br>BS12,20 ✠LMC11,19<br>✠Lloyd'sRMC 1,21 8,21<br>*Fitted for oil fuel*11,19 *F.P. above* 150° F.<br>*Carrying oil fuel F.P. above*150°F.*in DB&DT* | Lon | *d*† | CL<br>10,20 | 1915<br>4mo | Workman,<br>Clark&Co.Ld<br>Belfast<br>*Lloyd'sA&CP* | RoyalMailS.P.Co.<br>*WB=CellDBa*<br>*uE&B*84'*f*190'180 | 470·2\|58·3\|32·2<br>P93'B171'F79'<br>141' FK<br>0t*DTa*27'810t *FPT* | Belfast<br>British<br>7*BHCem*<br>105t*APT*25t | Q4Cy27½",39½"57"&82"-54"<br>215lb (s) 735NHP<br>4SB,*16cf*,GS260,HS10500FD<br>Wrkman,Clark&Co.Ld.Bel |
| 27098<br>Missing since 3,22<br>NHJT | **Pemsco** Iron&SteelSc3MstSr<br>ssNpt.2ndNo.3-9,19<br>(exEmlyn,exQueen's *1Dk(Irn)*<br>Channel) *Iron framing Steel plating*<br>*Mchy.Aft Well deck* | 370<br>273<br>142 | ✠~~100A1~~<br>12,19<br>~~BS11,20~~ ✠~~LMC8,19~~ | Sws | *f* | CL<br>12,19 | 1894<br>2mo | R.William-son&Son<br>Workington<br>*Lloyd'sA&CP* | PembreyS.S.Co.Ld<br>(F.J.Evans,*Mgr.*) | 153·2\|23·6\|9·0<br>Q86'B10'F20'<br>BK7"<br>*DBf*79' | Llanelly<br>British<br>3*BHCem*<br>94t*FPT*23t | C.2Cy.19"&38"-27" (s)<br>110lb 60RHP<br>1SB,*3pf*,GS45,HS1373<br>Dunsmuir&Jackson,Gls. |
| 27099<br>135172<br>JBHM | **Pen Cw.** SteelPad<br>(*Tug*)<br>*1Dk* | 168<br>159<br>69 | | | ... | | 1912 | JTEltring-ham&Co.<br>SouthShields | Gt.WesternRly.Co | 105·1\|21·1\|9·5<br>B37'<br>FK | London<br>British<br>*WB* | C.D.2Cy.28"-48"<br>68RHP<br>BairdBros.NorthShields |
| 27100 | **Pen-Er-Vro** SteelScK<br>ssHav.No.3-12,18 ~~ssFlt.No.1-10~~<br>(exGuenon,exEarl *1Dk*<br>Hereford) | 281<br>—<br>126 | ✠100A1<br>*StmTrawler*<br>8,21 ~~12,15~~<br>✠LMC12,18<br>BS8,21 | Gms<br>Nts | | CL<br>8,21 | 1906<br>6mo | Cook,Wel-t'n&Gemmell<br>Beverley<br>*Lloyd'sA&CP* | F.Even | 128·1\|22·6\|13·0<br>Q68'<br>BK7½" | Lorient<br>French<br>4*BHCem* | T.3Cy.12½",22"&35"-24" (s)<br>200lb 71NHP<br>1SB,*2cf*,GS33,HS1115<br>C.D.Holmes&Co.Hull |
| 27101<br>OQID | **Pen Men** SteelScSr<br>(*Trawler*)<br>(exDugong,exSealark) *1Dk* | 154<br>145<br>38 | | | ... | | 1896 | J.Duthie,<br>Sons&Co.<br>Aberdeen | OscarDahl | 101·9\|20·5\|11·0<br>BK7½" | LaRochlle<br>French | C.2Cy.14¼"&34"-22"<br>57NHP<br>Clyne,Mitchell&Co.Abn. |
| 27102<br>JOMB | **Peña Rocias** SteelScSr<br>Wireless ssBbo.2ndNo.3-8,13<br>(exNorlands) ssBbo.No 1-19<br>*Well deck* *1Dk(Stl)&Webframes* | 1697<br>1306<br>996 | ✠100A1<br>7,21 ~~12,20~~<br>✠LMC5,19<br>BS6,21 | Bbo | *q* | 12,20 | 1889<br>5mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | Cia.Santanderina deNav. (A.Piris, *Mgr.*) | 260·0\|36·6\|18·3<br>P27'Q80'B104'F25'<br>FK<br>*WB=DBa*82' | Santander<br>Spanish<br>4*BHCem*<br>*f*100'378t | T.3Cy.19",30½"&51"-36" (s)<br>145lb ~~100lb~~ NDB13 156NHP<br>2SB,*4rf*,GS66<br>Cen.Mar.Eng.Wrks.WHpl |
| 27103<br>28 | **Penai** SteelScSr<br>(exEkaterini,exPeters)<br>*Elec.light* | 595<br>—<br>349 | | | | | 1891 | Blohm&<br>Voss<br>Hamburg | UnionCoubansky<br>Co-opérative | 170·6\|27·0\|14·0<br>P21'B62'F29' | Novrssisk<br>Russian<br>*WB* | C.2Cy.18"&35"-23"<br>49NHP<br>Blohm&Voss,Hamburg |
| 27104<br>JOMP | **Penalba** SteelSc<br>ssMdb.3rdNo.3-3,20<br>(exProgress,exCordova, *1Dk(Irn)&*<br>exJessmore) *Web frames,Floors Irn*<br>*Well deck* Wireless | 2387<br>1781<br>1484 | ✠100A1<br>3,20<br>✠LMC3,20 | Mdb | *s* | CL<br>3,20 | 1888<br>7mo | Oswald<br>Mordnt&Co.<br>Southampton<br>*Lloyd'sA&CP* | A.Navajas<br>*DBuE&B*34'119t | 294·0\|40·3\|18·6<br>Q94'B140'F35'<br>FK<br>*MT*40'523t*FPT*53t | Bilbao<br>Spanish<br>7*BHAsp*<br>*APT*40t | T.3Cy.21½",36"&61"-39" (s)<br>170lb 258NHP<br>2SB,*6rf*,GS120,HS4002<br>Oswald,Mordaunt&Co.Sou |
| 27105<br>82853<br>VKTJ | **Penang** IronScSr<br>*1Dk&Shade dk* | 867<br>511<br>542 | | | ... | | 1881 | Ramage&<br>Ferguson<br>Leith | StraitsS.S.Co.Ld. | 201·0\|27·1\|13·9<br>P41'F35'<br>FK | Singapore<br>British | C.2Cy.27"&50"-33"<br>120NHP<br>T.Richardson&Sons,Hpl. |
| 27106<br>16104<br>MFVK | **Penang Maru** SteelScSr<br>ssKob.No.1-17<br>*Elec.light* Wireless *2Dks* | 5214<br>4744<br>3215 | | | ... | CL<br>7,20 | 1913<br>1mo | Russell&<br>Co.<br>Pt.Glasgow<br>*Lloyd'sA&CP* | NipponYusen<br>KabushikiKaisha<br>*WB=CellDBa*121' | 405·0\|52·2\|27·4<br>P37'B119'F46'<br>FK<br>*uE*24'*f*184'1125t | Tokio<br>Japanese<br>6*BHCem*<br>*APT*28t | T.3Cy.26",42"&70"-48" (s)<br>180lb 488NHP<br>3SB,*9cf*,GS177,HS7348 FD<br>Rankin&Blackmore,Grk. |
| 27107<br>109225<br>SBTH | **Penare** SteelScSr<br>ssBry.No.3-10,12<br>Wireless ssCff.No.2-19<br>*1Dk(Irn)2trB&Web frames3Dk rule* | 3078<br>2862<br>1973 | ✠100A1<br>*withfreeboard*<br>7,21 ~~7,20~~<br>✠LMC10,19<br>BS3,21 | Cff | *u* | ~~12,20~~<br>8,21 | 1900<br>11mo | Ropner&<br>Son<br>Stockton<br>A&CP | R.B.ChellewStm. Nav.Co.Ld.(F. Shearman,*Mgr.*)<br>*WB=CellDB* | 325·0\|48·1\|21·9<br>P29'B166'F36'<br>FK<br>*a&uE*124'*f*136'626t | Falmouth<br>British<br>5*BHCem*<br>*APT*104t | T.3Cy.23½",39"&64⅝"-42"<br>160lb *80lb* (s) 273NHP<br>2SB,*6rf*,GS119,HS4200<br>Blair&Co.Ld.Stockton |
| 27108<br>137213<br>KJGS | **Pencarrow** SteelSc<br>*Elec.light* *1Dk(Stl)* | ~~4810~~<br>4841<br>4415<br>2955 | ✠100A1<br>~~10,21~~ 5,22<br>~~(ClassContemplated)~~<br>✠LMC7,21 | Hpl<br>~~Cff~~ Npt | *y* | CL | 1921<br>7mo | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool<br>*Lloyd'sA&CP* | R.B.ChellewStm. Nav.Co.Ld. (F. Shearman *Mgr.*)<br>*CellDBa*134' | 390·0\|52·0\|~~26·9~~ 26·8<br>P40'~~B121~~'F38'<br>B122' FK<br>*E*28'*f*169'1012t*FPT* | Falmouth<br>British<br>6*BHCem*<br>73t*APT*152 | T.3Cy.~~26"~~,42"&70"-48"(s)<br>180lb 25½" 402NHP<br>3SB,*9cf*,GS166,HS6656<br>Richardsons,Westgarth& Co.Ld.Hpl. |
| 27109<br>Now named "Shogen Maru," See No. [illegible] in Supplement<br>~~HRPN~~ | **Pencisely** SteelScSr<br>ssBkn.No.2-18<br>(exUsworth) *1Dk(ptIrnptStl)*<br>Wireless | 3004<br>2800<br>1890 | ✠100A1<br>4,21 ~~4,20~~<br>~~BS4,20~~ ✠LMC11,15<br>BS5,21 | Cff<br>Hul | *u* | CL<br>~~11,18~~<br>5,21 | 1910<br>8mo | JReadhead<br>&Sons,Ld.<br>South Shields<br>*Lloyd'sA&CP* | SakaiShoten<br>KabushikiKaisha<br>*WB=CellDBa* | 321·4\|48·0\|21·5<br>P27'B92'F33'<br>FK<br>104'*uE&B*39'*f*135' | Japanese<br>6*BHCem*<br>718t*APT*53t | T.3Cy.23½",39"&64"-42"(s)<br>180lb ~~100lb~~ 75lb 308NHP<br>2SB,*6rf*,GS123,HS4868<br>J.Readhead&Sns,Ld,S.Shl. |
| 27110<br>99156<br>MTWF | **Pendarves** SteelScSr<br>ssCff.2ndNo.3-12,18<br>*1Dk(ptStlptIrn)&Webframes*<br>Wireless *&ptAwngdk(Irn)* | 2669<br>2063<br>1706 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>7,21 ~~7,20~~<br>BS8,21<br>MS12,17 ✠LMC<br>~~BS12,18~~ ~~MBS1,20~~ 8,21 | Npt<br>Cff | *t* | ~~6,10~~<br>8,21 | 1892<br>9mo | SirRDixon<br>&Co.<br>Middlesbro'<br>A&CP | R.B.ChellewStm. Nav.Co.Ld.(F. Shearman,*Mgr.*)<br>*WB* | 299·5\|40·1\|20·5<br>P27'Q84'<br>FK<br>*=Cell DB*234'513t | Falmouth<br>British<br>6*BHCem*<br>*APT*111t | T.3Cy23",37½"&61½"-39"(s)<br>160lb *150lb* NDB17 244NHP<br>2SB,*6cf*,GS91,HS3788<br>T.Richardson&Sons,Hpl. |
| 27111<br>Now named "Citos," See No. [illegible] in Supplement<br>QTFJ | **Pendeen** SteelScSr<br>ssHpl.No.3-[illegible]<br>ssCff.No.2-20<br>Wireless *1Dk(Irn)&Web frames* | 2108<br>1932<br>1342 | ✠100A1<br>2,21<br>~~BS10,19~~ ✠LMC<br>BS2,21 ~~DBS[illegible]~~ MS6,20 | Cff | *s* | 2,21 | 1899<br>2mo | W.Gray&<br>Co.Ld<br>WHartlepool<br>A&CP | R.B.ChellewStm. Nav.Co.Ld.(F. Shearman,*Mgr.*)<br>*WB=Cell* | 290·0\|42·0\|19·2<br>P25'B69'F29'<br>FK<br>*DBa&uE*110'*f*120' | Falmouth<br>British<br>5*BHCem*<br>607t*APT*54t | T.3Cy.21⅝",35"&58"-39"(s)<br>160lb *80lb* 217NHP<br>2SB,*6rf*,GS82,HS3370<br>Cen.Mar.Eng.Wrks,WHpl |
| 27112<br>108015<br>PQMC | **Pendennis** SteelScSr<br>ssShl.2n No.3-2,20 ~~ssBry.No.3-7,09~~<br>Wireless ~~ssShl.No.2-20~~<br>*1Dk(Irn)&Webframes* | 2123<br>1956<br>1348 | ✠100A1<br>~~6,21~~ ~~5,21~~ 11,21<br>✠LMC4,19<br>BS7,20 11,21 | Shl<br>~~Bkn~~ | *s* | ~~2,20~~<br>11,21 | 1897<br>4mo | W.Gray&<br>Co.(Lim.)<br>WHartlepool<br>A&CP | PendennisS.S.Co. Ld.(Wilson& Armstrong)<br>*WB=Cell* | 290·0\|42·2\|19·1<br>P25'B69'F29'<br>FK<br>*DBa&uE*110'*f*120' | London<br>British<br>5*BHCem*<br>607t*APT*54t | T.3Cy.21½",35"&58"-39"(s)<br>160lb *100lb* NDB09 218NHP<br>2SB,*6rf*,GS73,HS3380<br>Cen.Mar.Eng.Wrks.WHpl |
| 27113 | **Pendik** SteelTwinSc<br>*Elec.light* *1Dk* | 530 | | | | | 1914 | J.W.<br>Klawitter<br>Danzig | Admin.deNav.<br>Ottomane | 175·5\|25·6\|11·5 | Constanpl<br>Turkish<br>*WB* | T.6Cy.16⅝",22⅞"&37⅞"-21⅝"<br>24NHP<br>J.W.Klawitter,Danzig |
| 27114<br>Now named "Chofuku Maru," See No. [illegible] in Supplement<br>~~HMQT~~ | **Pendragon Castle** SteelScSr<br>ssAnt.No.3-8,20<br>(exInverkip) *1Dk(Stl)&Spar dk(Stl)*<br>Wireless *&deep framing* | 4353<br>4107<br>2806 | ✠100A1<br>*Spar dk*<br>8,21 ~~8,20~~<br>✠LMC2,20<br>BS4,21 | Ant<br>Bry | *x* | CL<br>2,20 | 1908<br>1mo | Russell&<br>Co.<br>PortGlasgow<br>A&CP | ~~LancashireShppg. CoLd(J.Chambers &Co.Mgrs.)~~<br>TsudaKabushiki Kaisha | 385·0\|49·8\|18·4<br>P36'B108'F41' 26·4<br>FK<br>1*BH*<br>*CellDBa*126' | ~~Liverpool~~<br>Japanese<br>5*BHtoSp dk*<br>*toM dk Cem*<br>*uE*24'*f*170' | T.3Cy.26",42"&70"-48"(s)<br>180lb *100lb* 410NHP<br>2SB,*6cf*,GS118,HS5523 FD<br>Rankin&Blackmore,Grk.<br>1071t*DTa*32'760t*APT*45t |
| 27115<br>PNWK | **Pendrecht** SteelTwinSc<br>ssHam.No.1-21 *OilEng.*<br>*Elec.light* *1Dk(Stl)&Web frames*<br>*Mchy.Aft* *Longitudinal framing* | 1589<br>1169<br>955 | ✠100A1<br>~~10,21~~ 3,22<br>*Carrying Petroleum in bulk*<br>✠LMC~~2,21~~ 4,22 | Ham | *o* | ~~3,20~~<br>3,22 | 1916<br>12mo | Werf.Con-rad<br>Haarlem<br>A&CP | N.V.Maats.S.S. "Pendrecht" (Phs.vanOm-meren,*Mgr.*) | 242·1\|33·6\|18·1<br>P39'F39'<br>FK | Rottrdam<br>Dutch<br>12*BH*<br>*APT*23t | Oil Engines 2S.C.SA<br>8Cy.16½"-18½" 183NHP<br>J&CGBolindersCoLdSkm |

| 1 | 2, 3. Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4. Regist'd Tonnage. Gross. Under deck. Net. | 5. Character. ✠ for Special Survey. Date of last Survey. | 6. Port of Survey. | 7. Years Assigned now expired. Equipment Letter. | 7*. Date when tail shaft last seen. | 8. Built. When. Ship. Engines | 9. By Whom. Where. | 10. Owners. | 11. Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth | 12. Port of Registry. Flag. | 13. Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14. Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15. Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7116<br>SLT | Penelope IronScSr<br>(exLibau)<br>1Dk2trB | 803<br>593<br>474 | | | | | 1879 | Rostocker<br>Act.Ges.<br>Rostock | ChiosSS.Co.Ld.<br>(SaliarisBrs.,<br>Mgrs.) | 200·6\|27·6\|14·5<br>P104'F31' | Piræus<br>Greek | C.2Cy.23½"&47"-30"<br>NB90 101NHP<br>RostockerA.G.Rostock | | V |
| 7117 | — SteelScBn<br>(exPlazaVictoria,<br>exEstebanD.Risso,exSanPaolo) 1Dk | 392<br>—<br>305 | | | | | 1895 | G.Ansaldo<br>&Co.<br>SestriP'nente | Cia.deNav.<br>S.Lambruschini<br>Ltda. | 167·5\|35·6\|8·8 | Bns.Ayres<br>Argentine | C.4Cy.9"&17⅓"-9⅘"<br>·16NHP<br>G.Ansaldo&Co.Smprdrna | | |
| 7118 | — IronScK<br>ssAms.2ndNo.3-6,11<br>ssYmu.No.1-15<br>1Dk | 151<br>150<br>53 | ✠100A1<br>StmTrawler<br>6,17 ✠LMC5,15<br>✠NB11,09 BS6,20 | Ymu | | 5,17 | 1895<br>10mo<br>Lloyd | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>'sA&CP | N.V.Vissch.Maats.<br>"Praxis" | 102·5\|20·5\|11·0<br>ptND07 BK7½" | Ymuiden<br>Dutch<br>3BHCem | T.3Cy.11½",18"&30"-22" (s)<br>160lb 43NHP<br>1SB,2pf,GS24,HS660<br>C.D.Holmes&Co.Hull | 11 ″ 9 | |
| 7119<br>42818 | Peng Fook WoodAuxSc<br>1Dk<br>(See Sailing Ship Register) | 163<br>156<br>93 | | | | | 1919 | Chong<br>KumFatt<br>Singapore | ChowSowSan | 96·0\|25·4\|10·6 | Singapore<br>British | C.2Cy.7"&14"-12"<br>6NHP | | |
| 7120<br>43524<br>KHJR | Pengam SteelSc<br>ssSou.No.3-12,20<br>(exKildwick) 1Dk(Stl)<br>Cargo battens not fitted | 825<br>677<br>415 | ✠100A1<br>12,20<br>✠LMC12,18 | Sou | | CL | 1918<br>Lloyd | Cochrane&<br>Sons,Ld.<br>Selby<br>'sA&CP | AshburnhamS.S.<br>Co.Ld.(P.E.Fry,<br>Mgr.)<br>CellD | 213·5\|30·0\|15·4<br>B45'F27'<br>len.20 FK<br>BuE26'20tDTf42' | Cardiff<br>British<br>5BHptCem<br>100t | T.3Cy.16",26"&44"-26" (s)<br>200lb NDB20-100lb 213NH<br>1SB,3cf,GS51,HS1832 FD<br>C.D.Holmes&Co.Ld.Hull | 16 ″ 5<br>s 2 ″ 1<br>14 ″ 6 | |
| 27121<br>121011<br>HBRP | Pengelly SteelScSr<br>ssCff.No.3-10,19<br>(exGermanic) 1Dk(ptStl&ptIrn)&<br>Wireless deepframing | 3377<br>3148<br>2171 | ✠100A1<br>4,20<br>✠LMC<br>BS10,20 MS8,19 | Liv | v | 10,19 | 1905<br>1mo<br>Lloyd | Irvine'sS.B<br>&D.D.Co.Ld.<br>WHartlepool<br>'sA&CP | PenciselySS.Co.Ld<br>(Hopkins,Saunders&Co.Mgrs.)<br>CellD | 342·4\|49·5\|22·8<br>P31'B100'F30'<br>FK<br>Ba110'uE25'f148' | Cardiff<br>British<br>6BHCem<br>848tFPT80t | T.3Cy.23½",39"&66"-45" (s)<br>180lb 90lb 312NHP<br>2SB,6cf,GS105,HS4742<br>Richardsons,Westgarth&<br>APT50t Co.Ld.Hpl | 25 ″ 2<br>4 ″ 6<br>21 ″ 1 | |
| 27122<br>133349<br>JFNQ | Pengreep SteelScSr<br>ssLth.No.1-19<br>1Dk(Stl)<br>Carrying oil fuel F.P.above150°F.inDB<br>Wireless | 4806<br>4432<br>3007 | ✠100A1<br>9,21 ~~5,21~~<br>~~BS11,20~~ ✠LMC8,19<br>BS12,21 | Rot<br>Cff | y | CL<br>~~5,21~~<br>N9,21 | 1914<br>5mo<br>Lloyd | Irvine's SB<br>&D.D.Co.Ld.<br>WHartlepool<br>'sA&CP<br>WB | R.B.ChellewStm.<br>Nav.Co.Ld. (F.<br>Shearman, Mgr.)<br>=CellDBa134'uE | 390·0\|52·0\|26·9<br>P38'B121'F38'<br>FK<br>28'f169'1002tFPT | Falmouth<br>British<br>6BHCem<br>73tAPT152t | T.3Cy.25½",42"&70"-48" (s)<br>180lb 402NHP<br>3SB,9cf,GS167,HS6653<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 29 ″ 6<br>s 5 ″ 7½<br>24 ″ 3 | |
| 27123<br>219215<br>LTPW | Penguin SteelSc<br>Elec.light 1Dk | 378<br>317<br>183 | ✠100A1<br>StmTrawler<br>11,19 ✠LMC11,19 | Clv | | | 1919<br>11mo | OhioS.B.<br>Co.<br>Cleveland,O.<br>A&CP | EastCoast<br>FisheriesCo. | 139·4\|25·2\|13·2<br>Q79'F26'<br>BK7"<br>FPT6t | Cleveland<br>Utd.States<br>3BHCem<br>APT8t | T.3Cy.12¾",21½"&35"-24"<br>180lb (s) 89NHP<br>1SB,3pf,GS47,HS1700<br>HarrisburgFoundry&<br>Mach.Wrks.HarrisburgPa | | |
| 27124 | — WoodSc<br>2Dks | 210<br>203<br>10 | | | | | 1907 | Forrestt&<br>Co.Ld.<br>Wyvenhoe | PeruvianCorporation,Ld. | 114·2\|24·3\|12·3 | Peruvian | T.3Cy.14½",24"&40"-27"<br>83NHP<br>J.Stewart&Sons,London | | |
| 27125<br>114622 | — SteelScK<br>ssPly.No.3-9,19<br>1Dk | 190<br>176<br>74 | ✠<br>StmTrawler<br>5,20 ✠ | Bkn | | | 1902<br>11mo | A.Hall&<br>Co.<br>Aberdeen | A.A.Davidson | 112·4\|21·1\|11·6<br>Q21'<br>BK7½"<br>WB= | Aberdeen<br>British<br>3BHCem<br>DTf5'6t | T.3Cy.12",19"&32¼"-24"<br>63RHP<br>1SB,2cf,GS31,HS1096<br>A.Hall&Co.Aberdeen | 12 ″ 2 | |
| 27126<br>MFSK | — SteelScSr<br>(Whaler)<br>1Dk | 169<br>162<br>62 | | | | | 1909 | Framnes<br>Mek.Verks.<br>Sandefjord | Hvalfangerselsk.<br>Vestfold(P.Bogen,<br>Mgr.) | 101·0\|20·1\|11·9<br>H7t | Sandefjord<br>Norwegian<br>WB | T.3Cy.11",18"&29"-24"<br>41NHP<br>Akers.Mek.Værks.Xia. | | N |
| 27127<br>63849 | — IronSc<br>1Dk | 129<br>129<br>80 | | | | | 1871 | Lon.&Gls.<br>Co.Ld.<br>Glasgow | W.Jones | 107·6\|18·7\|8·5<br>len77 | Glasgow<br>British | 2Cy.13"-18"<br>15RHP<br>London&Glas.Co.Ld.Gls. | | |
| 27128<br>110187<br>RHTM | — SteelTwinScSr<br>(Tender)<br>1Dk | 123<br>93<br>53 | | | ... | | 1899 | Cox&Co.<br>Falmouth | TheUnion-Castle<br>MailS.S.Co.Ld. | 90·2\|19·3\|7·4<br>Q18'<br>BK4" | London<br>British<br>WB | C.4Cy.10½"&21"-16"<br>36RHP<br>Cox&Co.Falmouth | 8 ″ 0 | |
| 27129<br>OQIB | Penhoët IronScSp<br>(exHopperBarge<br>Mchy.Aft Fives-Lille) | 255<br>—<br>97 | | | | | 1884 | Cie.de<br>Fives-Lille<br>Calais | Cie.Générale<br>Transatlantique | 124·5\|23·2\|10·5 | St.Nazaire<br>French<br>WB | C.2Cy.17"&27½"-18" 27NHP<br>E&Bmade84refitted17<br>Cie.deFives-Lille | | V |
| 27130<br>HPEN | Peniche SteelScSr<br>(exPhoenicia)<br>Elec.light Wireless 1Dk&Shelterdk | 3566<br>3284<br>2185 | Lis.8,21<br>(See footnote*) | | | | 1913 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | Requisitioned by<br>thePortuguese<br>Govt.~~(Furness,<br>Withy&CoLd Mgs)~~ | 364·3\|51·1\|22·0<br>B30' 30·0 | Lisbon<br>Portuguese<br>WB | T.3Cy.24¾",40⅞"&67¾"-48"<br>318NHP<br>FlensburgerSchiffsb.Ges. | | |
| 27131<br>144466 | Peninnis SteelSc<br>(exArgon,exArgus)<br>1Dk | 224<br>201<br>88 ~~84~~ | | | | | 1904 | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley | ~~W.H.Ward~~<br>IslesofScillyS.S.<br>Co.Ld (E.N.V<br>Moyle,Mgr.) | 130·0\|23·2\|11·5 | Scilly<br>British | T.3Cy.13",20"&30½"-21"<br>65RHP<br>Bow,McLachlan&Co.Ld. | | BT<br>till<br>8,21 |
| 27132<br>HBWM | Peninsular SteelSc3MstSr<br>ssLis.No.3-1,00<br>(exMurrumbidgee) ssLis.No.2-08<br>Elec.light 2Dks(1Stl&1ptStl-ws)3trB<br>Wireless | 2744<br>2594<br>1774 | ✠<br>5,08<br>✠ | Lis | u | | 1887<br>10mo | JLThomp-<br>son&Sons<br>Sunderland | Cia.Nacional de<br>Navegaçâo<br>WB | 325·0\|40·0\|25·9<br>P37'B90'F41'<br>BK11"<br>= Cell D B238'407t | Lisbon<br>Portuguese<br>6BHCem<br>APT31t | T.3Cy.27",42"&70"-45"<br>NDB06 329NHP<br>3DB,12pf,GS174<br>T.Richardson&Sons,Hpl. | 29 ″ 3 | |
| 27133<br>133347<br>JDKB | Penmorvah SteelScSr<br>ssNpt.No.2-22 ~~ssNYk.No.1-19~~<br>Wireless 1Dk(Stl) | 4336<br>4024<br>2707 | ✠100A1<br>~~7,21~~ ~~12,20~~ 1,22<br>BS2,20 ✠LMC~~7,18~~<br>BS7,21 MS4,22 | Cff<br>~~Br~~ Npt | x | CL<br>~~12,20~~<br>1,22 | 1913<br>10mo<br>Lloyd | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'sA&CP WB= | R.B.ChellewStm.<br>Nav.Co.Ld. (F.<br>Shearman, Mgr.)<br>CellDBa&uE145'f | 365·2\|50·8\|26·0<br>P25'B106'F36'<br>FK<br>159'966tFPT110tA | Falmouth<br>British<br>6BHCem<br>PT109t | T.3Cy.25",41"&68"-48" (s)<br>180lb 100lb 371NHP<br>2SB,8cf,GS147,HS6039<br>Cen.Mar.Eng.Wrks.WHpl | 28 ″ 4<br>s 5 ″ 6½<br>23 ″ 3 | |
| 27134<br>109221<br>RMLF | Penmount SteelScSr<br>ssCff.No.3-10,12<br>ssNpt.No.2-21 ~~ssCff.No.1-18~~<br>Wireless 1Dk(Irn)&Webframes | 2324<br>2136<br>1452 | ✠100A1<br>~~9,21~~ ~~10,19~~ 3,22<br>✠LMC<br>~~BS9,20~~ ~~MS2,21~~<br>MBS9,21 DBS2,21 | Cff<br>Npt | s | ~~2,21~~<br>~~9,21~~<br>3,22 | 1900<br>2mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | R.B ChellewStm.<br>Nav.Co.Ld. (F.<br>Shearman, Mgr.)<br>WB= CellDB | 302·5\|43·2\|19·7<br>P25'B71'F29'<br>FK<br>a&uE120'f124'644t | Falmouth<br>British<br>5BHCem<br>APT40t | T.3Cy.22⅛',35"&59"-39" (s)<br>160lb NDB17-150lb 218NHP<br>2SB,6rf,GS82,HS3303<br>Cen.Mar.Eng.Wrks.WHpl | 22 ″ 3<br>s 3 ″ 8<br>18 ″ 11 | |
| 27135<br>200053 | Penn SteelSc<br>1Dk | 445<br>—<br>289 | | | | | 1903 | Harlan&<br>Hollings-<br>worthCo.<br>Wlmgtn, Del. | Baltimore&Philadelphia Stm.Bt.Co. | 196·0\|23·5\|12·0 | Phildlphia<br>Utd.States | T.4Cy.21",32"&(2)35"-24"<br>120NHP<br>Harlan&HollingsworthCo.<br>Wilmington,Del. | | |
| 27136<br>214597<br>LGNQ | Pennant SteelTwinScSr<br>OilEng.<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinal framing<br>Wireless | 3253<br>2994<br>2029 | ✠100A1<br>5,19<br>DBS9,20<br>CarryingPetr<br>Fitted for oil | NYk<br>✠LMC9,20<br>oleum<br>fuel12 | t<br>in<br>,16 | P12,17<br>bulk<br>F.P. a | 1916<br>12mo<br>bove 1 | Baltimore<br>D.D.&S.B.Co<br>Baltimore<br>A&CP<br>50°F. | PierceOilCorporation | 292·3\|47·2\|26·9<br>P76'F26'<br>FK<br>FPT73tAPT117t | NewYork<br>Utd.States<br>11BHptCem<br>7 „ toUdk<br>4 „ „2nd „ | Oil Engines 2S.C.SA<br>8Cy.20½"-29½" 285NHP<br>1 Water Tube DB-135lb<br>1 DB-150lb<br>J&CGBolindersCoLd.Skm | 28 ″ 1<br>s 5 ″ 5<br>23 ″ 0 | |

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*This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. \| Largeur. \| Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chandières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chandières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27137<br>101759<br>PTQH | **Pennant** **SteelSc3MstSr**<br>ssBng.No.3-4,10<br>*Well deck* ssBel.No.2-18<br>*Elec.light* *Mchy.Aft* 1*Dk*(*Stl*) | 648<br>448<br>254 | ✠100A1<br>12,19<br>BS9,20 ✠LMC12,19 | Bel | *i* | CL<br>12,19 | 1897<br>9mo | Scott&<br>Sons<br>Bowling<br>A&CP | Rt.Hon.Baron<br>Penrhyn(T.J.W.<br>Humphreys,*Mgr.*)<br>*WB* | 180·0\|29·1\|10·7<br>Q97'B16'F34'<br>BK7½"<br>=*CellDBf*97'186*t* | Beaumaris<br>British<br>3*BHCem*<br>*FPT*21*t* | T.3Cy.16",27"&43"-33" (*s*)<br>180lb *70lb* NDB11 94RHP<br>1SB,*3cf*,GS59,HS1806<br>Barclay,Curle&Co.Ld.Gls. |
| 27138<br>124099 | **Pennar** **SteelSc**<br>*Mchy.Aft* 1*Dk* | 130<br>112<br>75 | | | | | 1907 | W.J.Yar-<br>wood&Sons<br>Northwich | CoastLines,Ld. | 94·7\|20·6\|6·6 | Liverpool<br>British<br>*WB* | C.2Cy.10½"&21"-12"<br>18RHP<br>W.J.Yarwood&Sons |
| 27139<br>105986<br>PGHS | **Pennard** **SteelScSr**<br>(*ex*HighlandMonarch,*ex*Balmoral)<br>Wireless 1*Dk*&*Spar dk*&*deep framing* | 3934<br>3723<br>2548 | | | ... | | 1896 | C.S.Swan&<br>Hunter,Ld.<br>Newcastle | PennardS.S.Co.Ld | 365·0\|46·0\|19·5<br>P36'B100'F39' 27·9<br>FK | Swansea<br>British<br>*WB* | T.3Cy.26",42"&69"-48"<br>FD 365NHP<br>G.Clark,Ld.Sunderland |
| 27140<br>124360 | **Pennard Castle** **SteelScK**<br>ssGms.No.3-5,19<br>1*Dk* | 259<br>222<br>100 | ✠100A1<br>*StmTrawler*<br>8,21 ~~5,18~~<br>~~BS?~~ ✠LMC5,19 | Gms<br>BS8,21 | | CL<br>5,19 | 1907<br>1mo<br>*Lloyd* | W.Walker<br>Maryport<br>'s*A&CP* | ConsolidatedStm.<br>Fishing&IceCo.<br>(Grimsby)Ld(J.D.<br>Marsden,*Mgr.*) | 120·0\|22·0\|11·7<br>Q67'F19'<br>BK7½" | Swansea<br>British<br>3*BHCem* | T.3Cy.12½",20"&34"-24" (*s*)<br>180lb 57RHP<br>1SB,*2pf*,GS38,HS1423<br>MacColl&Pollock,Ld.Sld. |
| 27141<br>215286<br>LHMF | **Pennsylvania** **SteelScSr**<br>ssNYk.No.1-21<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 6499<br>6064<br>5048 | ✠100A1<br>~~3,21~~~~12,20~~ 1,22<br>~~MS?,20~~ ✠LMC~~?,17~~<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel 7,17 F.P. above 150°F.* | Mob<br>~~NYk~~ | *a*†<br>3,21 | CL<br>~~7,20~~<br>1,22 | 1917<br>7mo | ForeRiver<br>S.B.Cor.<br>Quincy,Mass.<br>A&CP | TheTexasSteam-<br>shipCo.Inc.<br>*CellDBuE&* | 416·8\|56·1\|31·1<br>P107'B35'F33'<br>FK<br>*B64'209t FPT229t* | NewYork<br>Utd.States<br>16*BHCem*<br>*APT130t* | T.3Cy.26½",44"&74"-51" (*r*)<br>190lb *125lb* 549NHP<br>3SB,*9cf*, HS7979 FD<br>ForeRiver S.B.Cor.Quincy |
| 27142<br>NQFM | **—** **SteelScSr**<br>ssEls.No.3-8,20<br>*Elec.light* 2*Dks*(*Stl*)&*deep framing*<br>Wireless | 3759<br>3502<br>2386 | ✠100A1<br>6,21 ~~8,20~~<br>✠LMC8,20<br>BS11.21 | Els<br>Lon | *w* | N8,20 | 1907<br>4mo<br>*Lloyd* | W.Dobson<br>&Co.<br>Newcastle<br>'s*A&CP* | DetForenede<br>DampskibsSelsk.<br>*WB=CellDB* | 354·4\|48·0\|26·0<br>P41'B112'F38'<br>FK<br>*a114'uE&B46'f150'* | Copnhagn<br>Danish<br>6*BHCem*<br>*720tAPT54t* | T.3Cy.24½",40"&67"-45" (*s*)<br>180lb 361NHP<br>3SB,*9cf*,GS124,HS4830 FD<br>N.E.MarineEng.CoLdNwc |
| 27143<br>105849<br>KQFM | **—** **SteelTwinSc**<br>1*Dk*&*Shade dk* | 1352<br>—<br>857 | | | | | 1900 | Delaware<br>RiverCo.<br>Chester,Pa. | NewYork,Phila-<br>delphia&Norfolk<br>R.R.Co. | 244·3\|40·0\|14·8 | Cape<br>Charles<br>Utd.States | T.8Cy.18",29"&(2)33"-28"<br>230NHP<br>DelawareRiver Co.Chester |
| 27144<br>211297<br>LDBH | **Pennsylvanian** **SteelScSr**<br>ssNYk.No.3-10,19<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Sub.Sig. *3rd dk in No. 1 hold &*<br>Wireless *Web frames*<br>*Longitudinal framing* | 6499<br>—<br>4032 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~3,21~~ ~~3,21~~3,22<br>*Fitted for oil fuel 6,13 F. P. above 150° F.*<br>~~BS1,21~~ ✠LMC10,19<br>BS3,22 | NYk<br>Bal | *a*† | CL<br>~~3,21~~<br>3,22 | 1913<br>6mo | Maryland<br>SteelCo.<br>Sparro'Pt.Md<br>A&CP | American-Hawai-<br>ianS.S.Co.Inc.<br>(UnitedAmerican<br>Lines,Inc.*Mgrs.*)<br>*Intermediate 'tween dk BH in { 6 BH to Upr dk*<br>*No. 2 hold dispensed with { 1 BH to 2nd dk only*<br>*WB = CellDBa122'uE&B54'f166'1 234tDTf30' 866tFPT125tAPT52t* | 407·7\|53·7\|36·1<br>FK | NewYork<br>Utd.States<br>*Cem* | Q.4Cy 25½"37"53½"&78"-54"<br>215lb (*s*) 704NHP<br>3SB(FD)&1Aux.SB,*14cf*,<br>GS241,HS10618<br>MarylandStl.Co.Sparr.'Pt. |
| 27145<br>137828<br>JNLB | **Pennyworth** **SteelScSr**<br>ssLiv.No.1-21<br>(*ex*Gogovale) 2*Dks*(*Stl*)<br>*Elec.light* Wireless<br>~~*Carrying oil fuel F.P. above 150°F. in DB*~~ | 5388<br>4986<br>3418 | ✠100A1<br>5,22 ~~8,20~~<br>✠NE3,19 ✠LMC~~3,19~~<br>8,21 | Shl<br>Cff | *z* | CL<br>~~8,19~~<br>5,22 | 1916<br>10mo<br>*Lloyd* | Greenock&<br>Grngemouth<br>DkyrdCo.Ld.<br>Greenock<br>'s*A&CP* | DalglieshSteam<br>Shppg.Co.Ld(R.S.<br>Dalgliesh,*Mgr.*)<br>*'Tween dk BH in after hold dispensed with 6BH to Udk*<br>*1 ,, 2nd ,, only*<br>*CellDBa&uE147'f189'1163t DT a33' 985t APT49t* | 410·2\|53·5\|28·4<br>P35'B171'F41'<br>FK | Newcastle<br>British<br>*Cem* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 488NHP<br>3SB,*9cf*,GS165,HS6972 FD<br>FairfieldCo.Ld.Glasgow |
| 27146<br>150705 | **Penobscot** **SteelSc3MstSr**<br>*Mchy.Aft* *Elec.light* 2*Dks* | 4077<br>—<br>3530 | | | | | 1895 | F.W.<br>Wheeler&Co.<br>W.BayCity,<br>Mich. | LakeTransitCo.<br>(H.L.Shaw,*Mgr.*) - | 454·0\|44·5\|22·5<br>len06 | Duluth,<br>Minn<br>Utd.States<br>*WB* | T.3Cy.22",35½"&59"-44"<br>231NHP<br>F.W.Wheeler&Co.West<br>BayCity,Mich. |
| 27147<br>133334<br>HWBF | **Penolver** **SteelScSr**<br>ssCff.No.2-21<br>Wireless 1*Dk*(*Stl*) | 3721<br>3474<br>2338 | ✠100A1<br>11,21 ~~2,21~~<br>MS8,19 ✠LMC<br>MBS~~6,20~~ 8,21 DBS2,21 | Cff<br>Bry | *w* | CL<br>2,21 | 1912<br>6mo<br>*Lloyd* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'s*A&CP* | R.B.ChellewStm.<br>Nav.Co.Ld. (F.<br>Shearman,*Mgr.*)<br>*WB= Cell DBa&uE* | 350·0\|50·0\|23·6<br>P23'B101'F34'<br>FK<br>*138'f154'927tFPT* | Falmouth<br>British<br>6*BHCem*<br>*80tAPT97t* | T.3Cy.25",40½"&67"-45" (*s*)<br>180lb *100lb* 336NHP<br>2SB,*6cf*,GS132,HS5303<br>Cen.Mar.Eng.Wrks.WHpl |
| 27148<br>95908<br>MCBN | **Penpol** **SteelScSr**<br>ssHpl.2ndNo.3-12,13<br>Wireless ssShl.No.2-21<br>1*Dk*(*Stl*)&*Webframes*&*ptAwngdk*(*Irn*)<br>*Now named* "**Malmesbury,**" *See Supplement* | 2061<br>1546<br>1300 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>1,21 ✠LMC1,21 | Shl | *r* | 1,21 | 1891<br>2mo<br>*Lloyd* | Harvey<br>&Co.(Lim.)<br>Hayle<br>'s*A&CP* | Capper,Alexander<br>&Co. | 276·0\|36·9\|19·0<br>P29'Q82'B110' 26·0<br>F28' BK9½"<br>*Cell D Ba86'f108'288t* | London<br>British<br>5*BHCem*<br>*APT41t* | T.3Cy.19½",33"&56"-39" (*s*)<br>160lb *80lb* NDB06 209NHP<br>2SB,*6rf*,GS117,HS3328<br>Harvey&Co.(Lim.)Hayle |
| 27149<br>120632<br>HDTS | **Penrhos** **SteelScSr**<br>ssNpt.No.3-2,18<br>(*ex*Penylan,*ex*ArlingtonCourt)<br>Wireless 1*Dk*(*Stl*)2*trB*&*deep framing*<br>3*Dk rule* | 4360<br>4071<br>2794 | ✠100A1<br>10,21 ~~8,20~~<br>~~BS8,20~~ ✠LMC2,18<br>BS10,21 | Npt<br>Cff | *x* | CL<br>~~10,19~~<br>10,21 | 1905<br>11mo<br>*Lloyd* | R.Stephen-<br>son&Co.Ld.<br>Newcastle<br>'s*A&CP* | SidneyReesNav,<br>Co.Ld. (Ferrier&<br>Rees,Ld.*Mgrs.*)<br>*CellDBa117'uE* | 355·0\|50·0\|27·5<br>P46'B98'F34'<br>FK<br>*23'f150' 910t FPT* | Cardiff<br>British<br>6*BHCem*<br>*58tAPT202t* | T.3Cy26",42½"&69½"-45" (*s*)<br>180lb *100lb* 358NHP<br>2SB,*6cf*,GS127,HS5620<br>Blair&Co.Ld.Stockton |
| 27150<br>120837<br>HCFQ | **Penrhydd** **SteelScSr**<br>ssCff.No.1-21 ssNYk.No.3-2,17<br>(*ex*Trojan,*ex*Inchborva) 2*Dks*(*Stl*)<br>*Elec.light* Wireless *& deep framing*<br>~~*Carrying oil fuel F.P. above 150°F. in DB*~~ | 4017<br>3770<br>2573 | ✠100A1<br>10,21 ~~2,21~~<br>✠LMC10,21<br>~~MS2,17~~ ~~BS5,20~~ | Hul<br>Cff | *x* | CL<br>~~5,20~~<br>10,21 | 1905<br>3mo<br>*Lloyd* | W.Pickers-<br>gill&Sons<br>Sunderland<br>'s*A&CP* | SidneyReesNav.<br>Co.Ld. (Ferrier&<br>Rees,Ld.*Mgrs.*)<br>*Cell* | 375·0\|47·5\|25·7<br>P31'B208'F39'<br>FK<br>*DBa122'uE&B44'f* | Cardiff<br>British<br>6*BHCem*<br>*156'972tDT* | T.3Cy.25",42"&71"-48" (*a*)<br>~~150~~ ~~180lb~~ 180lb *100lb* 423NHP<br>2SB,*6rf*,GS122,HS5720 FD<br>G.Clark,Ld.Sunderland<br>*a28'583tFPT104tAPT48t* |
| 27151<br>101755<br>PDJR | **Penrhyn** **SteelScSr**<br>ssBwg.2ndNo.3-6.21 ~~ssBng.No.3-7,08~~<br>*Well deck* ~~ssBel.No.2-17~~<br>*Elec.light* *Mchy.Aft* 1*Dk*(*Stl*) | 342<br>253<br>137 | ✠100A1<br>6,21 ~~3,17~~<br>~~BS9,19~~ ✠LMC~~3,17~~<br>✠NB4,21 MS4,21 | Bel<br>Bwg | *f* | CL<br>~~3,17~~<br>N4,21 | 1895<br>8mo | Scott&<br>Sons<br>Bowling<br>A&CP | Rt.Hon.Baron<br>Penrhyn(T.J.W.<br>Humphreys,*Mgr.*) | 145·0\|24·0\|9·0<br>Q54'B10'F24'<br>BK7"<br>*WB=CellDBf67'* | Beaumaris<br>British<br>3*BHCem*<br>*72tFPT30t* | C.2Cy.18⅝"&40"-27" (*s*)<br>120lb GS45,HS1578 64RHP<br>1SB,*2pf*,~~GS38,HS1257~~<br>Ross&Duncan,Gls. |
| 27152<br>136971 | **Penrhys** **SteelScSr**<br>ssBkn.No.3-1,18<br>(*ex*LadyPlymouth) 1*Dk*(*Stl*)<br>Wireless<br>ssHam.No.1-22 | 3521<br>3324<br>2246 | ✠100A1<br>~~11,20~~ ~~10,21~~<br>4,22<br>✠LMC~~1,18~~ 1,22<br>~~BS10,21~~ | Cff<br>Ham | *w* | CL<br>~~11,20~~<br>4,22 | 1915<br>3mo<br>*Lloyd* | Campbeltn<br>S.B.Co.<br>Campbelt'wn<br>'s*A&CP*<br>*Intermediate Bulkhead in after hold dispensed with 5BH only*<br>*CellDB a111' uE&B36'f153'995tAPT85t* | SidneyReesNav.<br>Co.Ld.(Ferrier&<br>Rees,Ld.*Mgrs.*) | 349·0\|49·9\|23·6<br>P29'B102'F36'<br>FK | Cardiff<br>British<br>*Cem* | T.3Cy.24",40"&65"-45" (*s*)<br>180lb 327NHP<br>3SB,*9cf*,GS163,HS5305<br>Rankin&Blackmre,Ld.Grk |
| 27153<br>128940 | **Penrice Castle** **SteelScK**<br>~~ssSws.No.1-19~~<br>1*Dk*<br>ssSws.No.2-19 | 255<br>227<br>100 | ✠100A1<br>*StmTrawler*<br>~~5,21~~~~9,20~~ 5,22 BS11,21<br>~~BS10,20~~ ✠LMC6,19 | Sws | | CL<br>N12,19 | 1913<br>3mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'s*A&CP* | ConsolidatedStm.<br>Fishing&IceCo.<br>(Grimsby)Ld(J.D.<br>Marsden,*Mgr.*) | 125·0\|23·5\|12·3<br>Q76'F21'<br>BK7½" | Swansea<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 85RHP<br>1SB,*3pf*,GS50,HS1522<br>Smith'sDockCo.Ld.Mdb. |
| 27154<br>124608<br>HMQK | **Penrose** **SteelSc**<br>*Turret deck* Wireless 1*Dk* | 3882<br>3186<br>2463 | | | | | 1908 | W.Doxford<br>&Sons,Ld.<br>Sunderland | R.B.ChellewStm.<br>Nav.Co.Ld. (F.<br>Shearman,*Mgr.*) | 350·0\|49·1\|23·9<br>P32'F31' | Falmouth<br>British<br>*WB* | T.3Cy.25",41"&66"-45"<br>292NHP<br>W.Doxford&Sons,Ld.Sld. |

| 1 | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7155 | **Pensacola** SteelScSr<br>(exNicaria)<br>Sub.Sig. Elec.light Wireless 2Dks | 3974<br>3572<br>2298 | | | | | 1901 | Akt.Ges. "Neptun" Rostock | UnitedStates Govt.(NavyDept.) | 339·1<br>P33'B123'F27' | 51·2 | 24·2 | Utd.States | T3Cy25$\frac{9}{16}$",40½"&66⅞"-44$\frac{7}{16}$"<br>298NHP<br>A.G."Neptun,"Rostock | | |
| 7156<br>5906<br>JFVS | **—** SteelScSr<br>ssBry.No.1-18<br>Arch deck Wireless 1Dk(Stl)<br>Cargo battens not fitted | 2092<br>1922<br>1268 | ✠100A1<br>6,21 ~~7,20~~ ~~10,21~~<br>3,22 ~~1,22~~<br>~~MS11,19~~<br>MS3,22 | Liv<br>Mch Shl<br>✠LMC<br>~~BS9,20~~<br>BS8,21 | r | CL<br>~~3,17~~<br>~~6,21~~<br>1,22 | 1914<br>7mo<br>Lloyd | Osbourne, Graham&Co. Sunderland<br>'sA&CP WB= | ~~Furness,Withy&Co.Ld.~~ A.Capel &Co.Ld.<br>CellDBa84'u E20' | 279·3<br>P25'F29'<br>f112'475t FPT103t | 40·3 | 22·6<br>FK | W.Hartlpl<br>British<br>4BHCem<br>APT67t | T.3Cy.20½",33"&54"-36" (s)<br>180lb 90lb 206NHP<br>2SB,4pf,GS82,HS3400<br>Richardsons,Westgarth&Co.Ld.Sld | 24 ″ 9<br>s 6″11½<br>18 ″ 1 | |
| 7157<br>OQIF | **Pensée** SteelSc<br>(Trawler)<br>(exHinodeMaruNo.1, exTaiseiMaruNo.2) 1Dk | 206<br>—<br>42 | | | | | 1911 | OsakaIron Works Osaka | P.LeBeau | 109·1 | 21·2 | 10·8 | Brest<br>French | T.3Cy.11½",19"&32"-22"<br>48NHP<br>OsakaIronWorks,Osaka | | V |
| 27158<br>33342<br>JCHG | **Pensilva** SteelScSr<br>~~ssOff.No.1-20~~<br>Wireless ssOff.No.2-20 1Dk(Stl) | 4316<br>4028<br>2714 | ✠100A1<br>9,21 ~~11,20~~<br>~~DBS3,20~~<br>DBS9,21 MS3,20 | Gls<br>Npt<br>✠LMC<br>MBS~~11,20~~ | x | CL<br>~~3,20~~<br>9,21<br>2,22 | 1913<br>5mo<br>Lloyd | W.Gray&Co.Ld. WHartlepool<br>'sA&CP WB= | R.B.ChellewStm. Nav.Co.Ld.(F. Shearman,Mgr.)<br>Cell D Ba&uE145' | 365·2<br>P27'B106'F36'<br>f159'966tFPT110t | 50·8 | 26·0<br>FK | Falmouth<br>British<br>6BHCem<br>APT109t | T.3Cy.25",41"&68"-48" (s)<br>180lb 100lb 371NHP<br>2SB,8cf,GS147,HS6039<br>Cen.Mar.Eng.Wrks.WHpl | 28 ″ 4<br>s 5 ″ 6½<br>23 ″ 3 | |
| | ~~Carrying oil fuel. F.P. above 150°F. in DB~~ | | | | | | | | | | | | | | | |
| 27159<br>118454<br>KOFD | **Pentaff** SteelSc<br>ssBry.No.3-12,20<br>(exJenny) 1Dk(Stl)&deepframing<br>Elec.light Wireless | 1809<br>1625<br>1086 | ✠100A1<br>9,21 ~~12,20~~<br>BS1,22 | Bry<br>✠LMC12,20 | r | CL<br>~~12,20~~<br>9,21 | 1904<br>6mo<br>Lloyd | Craig, Taylor&Co. Stockton<br>'sA&CP<br>CellDBa | PentaffS.S.Co.Ld.<br>90'uE16'f116'406t | 279·3<br>P26'B72'F28'<br>FPT 79t APT 87t | 38·3 | 18·4<br>FK | London<br>British<br>4BHptCem ptAsp | T.3Cy.18¾",30½"&50¼"-32½"<br>180lb (s) 167NHP<br>2SB,4pf,GS74,HS2654<br>N.E.MarineEng.Co.Ld.Sld | 20 ″ 7<br>s 3 ″ 1<br>17 ″ 10 | |
| 27160<br>7,21<br>98588<br>LWKT | **Pentakota** SteelScSr<br>Wireless 3Dks(UStl-ws&1ptStl-ws)<br>Elec.light | 3427<br>3088<br>2215 | ✠<br>11,90<br>✠ | Gls | w | | 1890<br>11mo | A&JInglis Glasgow | BritishIndiaStm. Nav.Co.Ld. | 360·0<br>P68'B86'F48'<br>BK11" WB=Cell | 42·2 | 26·4 | Glasgow<br>British<br>6BHCem<br>DB270'467t | T.3Cy.27½",45"&70"-54"<br>382NHP<br>2DB,12cf,GS220,HS6000<br>A.&J.Inglis,Glasgow | 29 ″ 3 | |
| 27161<br>96663 | **Pentecost Mitchell** SteelScSr<br>(exH.B.Hawgood)<br>Mchy.Aft Elec.light. Sub.Sig. 1Dk2trB | 4655<br>—<br>3386 | | | | | 1902 | American S.B.Co. Lorain,Ohio | PittsburghS.S.Co. | 414·0<br>F48' | 50·0 | 28·0 | Duluth<br>Utd.States<br>WB | T.3Cy.22",35"&58"-40"<br>213NHP<br>AmericanSB.Co.Cleveland | | |
| 27162<br>143364<br>KBWM | **Penteifi** SteelSc<br>ssMdb.No.3-12,20<br>(exWilh.Hemsoth) 1Dk(Stl)&ptAwng dk(Stl)<br>Elec.light Wireless | 1978<br>1361<br>1188 | 100A1<br>ptAwngdk withfreeboard<br>11,21 ~~12,20~~<br>BS1,22 | Mdb<br>Bry<br>LMC12,20 | r | CL<br>12,20 | 1908 | Nordseewk EmderWerft &DockA.G. Emden<br>CellDB225'572t | PentwynS.S.Co. Ld. | 271·2<br>PonQ24'Q103'<br>ptAwngdk168' FK<br>Collision<br>FPT61tAPT15t | 39·4 | 15·7 | London<br>British<br>Cem<br>BHtoAwdk<br>4 ,, ,, U ,, | T.3Cy.18¾",31⅛"&50⅛"-35⅖"<br>185lb 192NHP<br>2SB,6cf,GS108,HS3358<br>EiderwerftA.G.Tönning | 18 ″ 0<br>s 7 ″ 7<br>17 ″ 9 | |
| 27163<br>141942 | **Pentland Firth** SteelScSr<br>Mchy.Aft. 1Dk(Stl)<br>WellDeck Cargo battens not fitted | 638<br>424<br>296 | ✠100A1<br>11,20 | Trn<br>✠LMC1,20 | i | CL | 1920<br>1mo<br>Lloyd | Ardrossan D.D.&S.B. Co.Ld. Ardrossan<br>'sA&CP | BorderShppg.Co. Ld. (G.T.Gillie&Co.Mgrs.)<br>CellD | 175·4<br>Q100'B11'F28'<br>Bf 97'148t FPT46t | 28·3 | 10·1<br>FK | Glasgow<br>British<br>3BHCem<br>APT29t | T.3Cy.14",23"&38"-27" (s)<br>180lb 99RHP<br>1SB,3pf,GS58,HS1780<br>W.Beardmore&Co.Ld. Coatbridge | 12 ″ 6<br>s 3″10½<br>12 ″ 4 | |
| 27164<br>136666 | **Pentower** SteelScCtr<br>(Tug)<br>(exCleopatra) 1Dk | 102<br>99<br>— | | | | | 1913 | Gebr.G.& H.Bodewes Martenshoek | Topham,Jones& Railton,Ld. | 87·0 | 19·2 | 8·9 | London<br>British<br>WB | T.3Cy.11½",18"&30"-17¼"<br>45RHP<br>NVMachinef"Fulton,"Hzd | | |
| 27165<br>PABK | **Penza** SteelScSr<br>named "La Marsa II," See No. [illegible] in Supplement<br>ssShi.No.2-19<br>Elec.light 2DksLowerdk(Stl)<br>Wireless &Spardk(Stl-teaks) | 2679<br>2506<br>1334 | ✠100A1<br>Spardk withfreeboard<br>7,21 ~~12,20~~<br>BS12,20 | HKg<br>NYk<br>✠LMC1,19 | u | 12,20 | 1909<br>10mo<br>Lloyd | F.Schichau Danzig<br>'sA&CP | Russian Volunteer FleetAssociation<br>WB=CellD | 299·8 | 41·6 | 28·4<br>FK | Vladvostk<br>Russian<br>5BHCem<br>Ba44'uE&B | T3Cy25½",43$\frac{3}{10}$"&70$\frac{9}{10}$"-47¼"<br>210lb (s) 584NHP<br>4SB,12cf,GS223,HS8978 FD<br>F.Schichau,Elbing<br>96'f92'304tFPT23tAPT12t | 30 ″ 8<br>s12 ″ 0<br>19 ″ 2 | |
| | | | Shanghai & Vladivostock | | | | | | | | | | | | | |
| 27166<br>JCQP | **Pepin** SteelScSr<br>ssBbo.No.3-11,05<br>(exOlimpia) ssBbo.No.1-10<br>Welldeck 1Dk(Irn) | 446<br>347<br>201 | ✠<br>1,15<br>✠ | Bbo | g | | 1893<br>8mo | W.Harkess &Son Middlesbro' | Cia.deNav. "Vasco Asturiana" (L.C. delos Cobos, Mgr.)<br>WB | 160·0<br>Q82'B14'F24'<br>=DBa31' 28t FPT | 24·5 | 12·2<br>BK7" | Gijon<br>Spanish<br>4BHCem<br>18tAPT10t | T.3Cy.13",21"&34"-24"<br>65NHP<br>1SB,2rf,GS38,HS1086<br>Wstgrth,English&Co.Mdb | 12 ″ 9 | V |
| 27167 | **Pepita Maura** SteelSc<br>(Whaler)<br>(exSagittaire,exCrozet) 1Dk | 138<br>135<br>52 | | | | | 1911 | MossVærft Bjg.&Dyk.Co Moss | Cia.Ballenera Española(Lorentz Brunn,Mgr.) | 96·9 | 19·5 | 11·3 | Algeciras<br>Spanish<br>WB | T.3Cy.11½",18½"&31"-22"<br>45NHP<br>MossVærft.B.&D.Co.Moss | | N |
| 27168<br>anded9,21 | **Pepita Mumbru** SteelScSr<br>ssNwc.No.3-11,11<br>(exRioBlanco,exSouth Australia) ssBly.No.2-20<br>1Dk(Stl)&Spardk(Stl)<br>Elec.light Wireless &deepframing | 4014<br>3847<br>2580 | ✠~~100A1~~<br>Spardk<br>4,21<br>~~BS4,21~~ | Rot<br>✠~~LMC~~ | x | N3,20 | 1899<br>8mo | ShortBros. Sunderland<br>A&CP | D.Mumbru,S.A.<br>CellDB | 370·3<br>P35'B214'F37' 28·9<br>FK | 48·1 | 20·3 | Barcelona<br>Spanish<br>6BHCem<br>a106' uE24' | T.3Cy.26",42"&70"-48" (s)<br>180lb 100lb NDB08 366NHP<br>3SB,9cf,GS159,HS5600<br>Blair&Co.Ld.Stockton<br>f152' 900t FPT 69t APT78t | 30 ″ 0<br>s 4 ″ 11<br>25 ″ 5 | |
| 27169<br>JOPG | **Pepito** WoodAuxScBk<br>(exSailingVessel, Motor<br>exIsis,exEmmaR.Smith) 1Dk2trB<br>F&YM12,18<br>(See Sailing Ship Register) | 426<br>—<br>383 | | | | | 1883 | J.B.North Hantspt,NS | F.AdellCarrol | 133·7<br>H19t | 30·0 | 15·8 | Valencia<br>Spanish | Motor<br>2.Cy.11½"-12" 20NHP<br>J.Nielsen | | |
| 27170<br>202939<br>RVGT | **Pequonnock** SteelScSr<br>Wireless 2Dks | 2930<br>—<br>1986 | | | | | 1906 | Delaware RiverCo. Chester,Pa. | NewEnglandS.S. Co. | 275·7 | 45·1 | 16·7 | N.LndnCn<br>Utd.States | T.3Cy.20",34"&56"-42"<br>203NHP<br>DelawareRiverCo.Chester | | |
| 27171<br>215126<br>LHFG | **Pequot** SteelScSr<br>(exOckenfels) 2Dks(Stl-Uteaks)<br>Elec.light<br>Wireless | 5621<br>5322<br>3542 | ✠<br>11,16<br>✠ | Ham | a† | | 1910<br>5mo | J.C.Tecklenborg A.G Geestemünde<br>In<br>WB=Cell | UnitedStates ShippingBoard<br>termediate BH in<br>DBa141'uE24'f18 | 420·9<br>P60'B124'F51'<br>fore hold dispensed<br>3'1225t' Tweendk ta | 51·9 | 27·3<br>FK | NewYork<br>Utd.States<br>6BHonly<br>with Cem<br>nks a42'451t | Q4Cy24$\frac{1}{64}$"34$\frac{21}{32}$"50$\frac{25}{64}$"&74$\frac{1}{32}$"<br>-53$\frac{15}{16}$" 517NHP<br>3SB,9cf,GS161,HS6780 FD<br>J.C.TecklenborgA.G.Gst.<br>f40'496tFPT86tAPT60t | 31 ″ 3 | R |
| 27172<br>5697<br>JVGB | **Per** WoodScSr<br>OilEng.<br>1Dk | 138<br>115<br>91 | | | | | 1905 | Westerviks WarfsA/B Westervik | Rederiet for MotorfartygetPer (H.Jansson,Mgr.) | 95·6 | 21·3 | 8·4 | Mörbylånga<br>Swedish | Oil Engines 2S.C.SA 17NHP<br>2Cy.12¼"-13⅗" NEfitted15<br>JVSvenssonMotorfabSkm | | V |
| 27173<br>120296<br>WDJB | **Perak** SteelScSr<br>Elec.light 2Dks | 1188<br>809<br>519 | | | | | 1906 | CaledonS. B.&E.Co.Ld. Dundee | StraitsS.S.Co.Ld. | 239·8 | 35·2 | 13·8 | Singapore<br>British | T.3Cy.20",33"&54"-36"<br>175NHP<br>CaledonSB.&E.Co.Ld.Dun | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27174<br>89150 | **Perak** **SteelScSr**<br>1*Dk&Promenade dk* | 529<br>391<br>296 | | | ... | | 1903 | Riley, Hargreaves&Co.<br>Ld.Singapore | EasternShipping Co.Ld. | 164·0<br>P41'F25' BK7'<br>*Promenade dk*63' | 25·0 | 12·6 | Penang<br>British<br>*WB* | C.2Cy.19"&34"–27"<br>NB03 51RHP<br>NE85 *re-fitted* 03<br>SmithBros.Glasgow | 14 |
| 27175<br>221030<br>MCKG | **Peralta** **FerroConcreteScSr**<br>*Carrying petroleum in bulk*<br>Wireless 1*Dk* | 6149<br>—<br>3701 | | | | | 1921 | S.Francsco S.B.Co.<br>Oakland,Cal. | UnitedStates ShippingBoard | 420·0<br>P21'B72'F38' | 54·0 | 35·0 | S.Frncisco<br>Utd. States | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>LlewellynIronWorks, LosAngeles,Cal. | |
| 27176<br>OQIT | **Perceur** **SteelTwinSc**<br>*Elec.light Mchy.Aft* 1*Dk* | 1039<br>—<br>564 | | | | | 1919 | Ch.&Atel. deSt.Nazaire<br>St.Nazaire | FrenchGovernment | 216·3<br>P74'F30' | 34·1 | 15·6 | Havre<br>French<br>*WB* | C.4Cy.16⅛"&30⅜"–19 1/16"<br>66NHP<br>Ch.&Atel.deSt.Nazaire | |
| 27177<br>211025 | **Percival Roberts, Jr.** **SteelScSr**<br>*Mchy.Aft* 1*Dk(Stl)&Webframes*<br>*Elec.light Longitudinal framing*<br>Sub.Sig. | 7593<br>7290<br>5862 | ✠100A–<br>11,13<br>*For Service on the Great Lakes*<br>~~BS4,19~~ ✠LMC4,13<br>BS12,20 | NYk | | | 1913<br>4mo | American S.B.Co<br>Lorain,O. | PittsburghS.S.Co.<br>*WB=CellDBuE&B55'f&in Hopper side tanks* | 580·0<br>F51'<br>FK | 58·0 | 32·0 | Duluth<br>Utd. States<br>4*BH* | T.3Cy.24",39"&65"–42" (s)<br>170lb *170lb* 406NHP<br>2SB,*6cf*,GS132,HS6338 FD<br>AmericanSB.Co.Cleveland<br>479'8549t*FPT*259t*APT*59 | 32 |
| 27178<br>83518 | **Percy** **WoodScFlat**<br>1*Dk* | 104<br>85<br>36 | | | | | 1887 | Brundrit &Co.<br>Runcorn | Stm.FlatPercyCo. Ld.(T.J.May) | 73·4 | 19·5 | 8·5 | Runcorn<br>British | C.2Cy.11"&22"–15"<br>NE&B98 30RHP<br>Plenty&Son,Newbury | |
| 27179<br>131309<br>HSCB | **Perdita** **SteelScSr**<br>*ss*Liv.No.2-19<br>*Well deck* 1*Dk(Stl)*<br>*Mchy.Aft* | 543<br>394<br>211 | ✠100A1<br>11,20<br>✠LMC8,19 | Liv | *i* | CL<br>8,19 | 1910<br>12mo<br>*Lloyd's*A&CP | Mackay Bros.<br>Alloa | S.Wales&LiverpoolS.S.Co.Ld.(R. Gilchrist&Co *Mgs*)<br>*WB=CellDBf*93'123t*FPT* | 175·0<br>Q97'B13'F28'<br>FK | 26·1 | 10·7 | Liverpool<br>British<br>3*BHCem*<br>41t*APT*3t | T.3Cy.16",27"&44"–30" (s)<br>180lb *100lb* 97RHP<br>1SB,*3cf*,GS64,HS2340<br>MacColl&Pollock,Ld.Sld. | 13 |
| 27180<br>OQIY | **Perdreau** **SteelSc**<br>(*ex*Peregrine, *ex*Yacht) *Elec.light* | 265<br>—<br>78 | | | | | 1896 | BathIron Works<br>Bath,Me. | J.Nivet | 143·5 | 22·8 | 13·3 | St.Brieuc<br>French | T.3Cy.14",22"&34½"–22"<br>56NHP<br>BathIronWorks | |
| 27181<br>150740 | **Pere Marquette** **SteelTwinSc**<br>(*CarFerry*)<br>*Elec.light* Wireless 2*Dks3trB* | 2443<br>—<br>1634 | | | | | 1896 | F.W. Wheeler&Co.<br>W.BayCity | Milwaukee, Chicago&MichiganCityLine | 337·1 | 56·0 | 17·0 | Milwaukee<br>Utd. States | C.4Cy.27"&56"–36"<br>314NHP<br>FWWheeler&CoWB'yCity | |
| 27182<br>200611 | **Pere Marquette 14** **SteelTwinSc**<br>*Two Screws forward & two aft*<br>*Elec.light* (*Car Ferry*) 1*Dk* | 2531<br>—<br>1655 | | | | | 1904 | DetroitS.B Co.<br>Wyandotte | PereMarquette RailwayCo. | 327·6 | 52·1 | 21·0 | Detroit<br>Utd. States | C.4Cy.28"&52"–36"<br>279NHP<br>DetroitS.B.Co.Detroit | |
| 27183<br>150906 | **Pere Marquette 17** **SteelTwinSc**<br>(*CarFerry*)<br>*Elec.light* Wireless 1*Dk&Shade dk3trB* | 2775<br>2400<br>1685 | | | | | 1901 | American S.B.Co.<br>Cleveland | PereMarquette RailwayCo. | 338·0<br>*WB* | 56·0 | 17·7 | Grand Haven<br>Utd.States | T.6Cy.19",31"&52"–36"<br>324NHP<br>AmericanSB.Co.Cleveland | |
| 27184<br>208305 | **Pere Marquette 18** **SteelTwinSc**<br>(*CarFerry*)<br>*Elec.light* Wireless 2*Dks3trB* | 2777<br>—<br>1660 | | | | | 1910 | Chicago S.B.Co.<br>Chicago | PereMarquette RailwayCo. | 338·0 | 56·0 | 20·5 | Grand Haven<br>Utd.States | T.6Cy.19",31"&52"–36"<br>324NHP<br>AmericanSB.Co.Cleveland | |
| 27185<br>200459 | **Pere Marquette 19** **SteelTwinSc**<br>(*CarFerry*)<br>Wireless 2*Dks* | 2626<br>—<br>1548 | | | | | 1903 | American S.B.Co.<br>Cleveland | PereMarquette RailwayCo. | 338·0 | 56·0 | 19·5 | Grand Haven<br>Utd.States | T.6Cy.19",31"&52"–36"<br>324NHP<br>AmericanSB.Co.Cleveland | |
| 27186<br>200531 | **Pere Marquette 20** **SteelTwinSc**<br>(*CarFerry*)<br>*Elec.light* Wireless 2*Dks* | 2626<br>—<br>1495 | | | | | 1903 | American S.B.Co.<br>Cleveland | PereMarquette RailwayCo. | 338·0 | 56·0 | 19·5 | Grand Haven<br>Utd.States | T.6Cy.19",31"&52"–36"<br>324NHP<br>AmericanSB.Co.Cleveland | |
| 27187<br>~~99975~~<br>~~MHGC~~ | **Peregrine** **IronScSr**<br>*ss*Mel.2ndNo.3-2,16<br>*Ref.Mchy.* 2*Dks*(*UIrn*–ws) *Shelt plating*(*ptStl*) | 2514<br>1468<br>1537 | ✠<br>*Awng dk withfreeboard*<br>8,16<br>✠ | Mel | *s*<br>*Intermediate BHinforehold dispensedwith4BHonlyCollisionBHtoUpper dk only* | | 1891<br>9mo | WBThmpson&Co.,Lim.<br>Dundee | ~~TheShipping Controller~~<br>*WB* | 320·2<br>P36'B179'F31'<br>len06 BK9"<br>=*DBa*27'*uE*31'*f*82 | 37·7 | 16·2 | ~~London~~<br>~~German~~<br>*Cem*<br>166t*FPT*22t | T.3Cy.30",47"&75"–48"<br>NDB06 430NHP<br>2DB,*12rf*,GS190,HS6997<br>W.B.Thmpsn&Co.Ld.Dun. | 17 |
| 27188<br>135162 | **Perena** **SteelSc**<br>*ss*Vpo.No.2-20<br>1*Dk(Stl)* | 45<br>36<br>— | ✠ A–<br>*For Towing purposes*<br>1,20<br>✠LMC1,20<br>BS4,21 | Vpo | | CL<br>1,20 | 1912<br>11mo | Bow,McLachlan&Co.<br>Ld. Paisley | S.Pearson&Son, Ld. | 55·5<br>BK4" | 15·1 | 6·6 | London<br>British<br>3*BHCem* | C.2Cy.10"&20"–14" (o)<br>120lb 17RHP<br>1SB,*1pf*,GS17,HS480<br>Bow,McLachln&Co LdPsy | 7 |
| 27189 | **Perene** **SteelSc**<br>(*ex*Marie)<br>*Elec.light* 1*Dk&Spar dk* | 1866<br>1677<br>1169 | | | | | 1905 | Howaldtswerke<br>Kiel | PeruvianGovernment(Cia.Peruana deVap.yDique del Callao,*Mgrs.*) | 284·1<br>P21'B75'F36' | 39·1 | 19·8 | Callao<br>Peruvian<br>*WB* | T.3Cy20 1/10",32 1/10"&51⅛"–35⅛"<br>158NHP<br>Howaldtswerke,Kiel | |
| 27190<br>JCQW | **Perez Pujol** **SteelScSr**<br>*ss*Msl.No.2-10<br>(*ex*Dolores,*ex* MarieElisabeth) 1*Dk(ptIrn&ptStl)*<br>*&deep framing* | 1297<br>1180<br>788 | ✠<br>1,16<br>✠ | Bbo | *n* | | 1902<br>6mo | W.Harkess &Son<br>Middlesbro' | Cia.Trasmediterranea<br>*DB* | 225·0<br>P15'Q83'B56'<br>RFD86'F21' FK<br>*a&uE*79' *uB*15' *f*92' | 35·1 | 17·8 | Valencia<br>Spanish<br>4*BHCem*<br>351t*APT*29t | T.3Cy.17",28½"&46"–33"<br>131NHP<br>1SB,*3cf*,GS59,HS2025<br>MacColl&Pollock,Sld. | 16 |
| 27191<br>208989<br>LCBV | **Perfection** **SteelScSr**<br>Sub.Sig.<br>*Elec.light Carrying Petroleum in bulk*<br>Wireless *Fitted for oil fuel* 1*Dk2trB* | 2209<br>—<br>1151 | | | | | 1911 | American S.B.Co.<br>Cleveland,O. | StandardOilCo.of NewYork | 250·0<br>P92'F52' | 43·0 | 23·0 | NewYork<br>Utd.States<br>*WB* | T.3Cy.19",31"&54"–42"<br>189NHP<br>AmericanSB.Co.Cleveland | |
| 27192<br>100470 | **Peribonca** **WoodPad**<br>1*Dk* | 179<br>113<br>113 | | | | | 1892 | H.J. Beemer<br>Roberval | QuebecDevelopmentCo.Ld. | 90·0 | 21·8 | 6·2 | Quebec<br>British | C.2Cy.13"&16"–32"&40"<br>28RHP<br>Carrier,Lane&Co.Levis | |
| 27193<br>909<br>HRCF | **Pericles** **IronTwinScSr**<br>1*Dk* | 380<br>—<br>273 | | | | | 1878 | Stabilmnto Tecnico<br>Trieste | A.&I.Frangopoulo | 176·0 | 27·6 | 9·1 | Rostoff<br>Russian | C.4Cy.10½"&21"–18"<br>31NHP | |
| 27194<br>129283<br>JHNL | — **SteelScK**<br>*ss*Hul.No.2-19<br>1*Dk* | 208<br>204<br>82 | ✠100A1<br>*Stm Trawler*<br>12,20<br>BS9,21<br>~~BS8,20~~ ✠LMC8,19 | Hul | | CL<br>12,20 | 1910<br>8mo<br>*Lloyd's*A&CP | Cook,Welt'n&Gemmell<br>Ld.Beverley | HullNorthern FishingCo.Ld. (W.R.Nowell, *Mgr.*) | 112·0<br>BK8"<br>*WB*= | 22·5 | 12·1 | Hull<br>British<br>4*BHCem*<br>*APT*3t | T.3Cy.10",16½"&27"–24"(s)<br>200lb 45RHP<br>1SB,*2pf*,GS25,HS750<br>Amos&Smith,Ld.Hull | 13 |
| 27195<br>115216<br>SRLW | **Perico** **SteelTwinScSr**<br>1*Dk&Shadedk* | 268<br>207<br>21 | | | | | 1901 | J.Jones& Sons<br>Birkenhead | PacificStmNavCo. | 125·5 | 25·1 | 9·4 | Liverpool<br>British | C.4Cy.14"&28"–20"<br>65RHP<br>J.Jones&Sons,Liverpool | |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27196<br>OQJN | **Perigord** SteelScSk<br>(*Tug*)<br>(*ex*DonaCatalina) 1*Dk* | 149<br>—<br>33 | | | ... | | 1896 | J Fullerton &Co.<br>Paisley | Worms&Co. | 100·0<br>BK6" | 21·6 | 11·3 | Havre<br>French | C.2Cy.20"&42"-27"<br>93NHP<br>Ross&Duncan,Glasgow | 12 ″ 0 | V |
| 27197<br>126995 | **Perihelion** SteelScK<br>*ss*Pts.No.1-20<br>1*Dk* | 215<br>200<br>98 | ✠100A1<br>*StmTrawler*<br>~~5,21~~ ~~1,20~~ 1,22<br>✠LMC1,20<br>BS5,21 | Pts<br>Gms | | CL<br>1,20 | 1914<br>7mo<br>*Lloyd* | GooleS.B. &RepgCo.Ld.<br>Goole<br>'*sA&CP* | ~~Grimsby&N.Sea-StmTrawlingCoLd~~<br>~~W.W.Crampin~~<br>H.G.Crampin | 120·4<br>Q66'<br>BK7½" | 22·0 | 11·6 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12",21½"&35"-24"(*s*)<br>180lb 76RHP<br>1SB,2*pf*,GS33,HS1313<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 6 | |
| 27198<br>120736<br>TVPF | **Period** SteelSc4MstSr<br>*ss*Mel.No.3-2,19<br>*Elec.light* *Spar dk(Stl)&deep framing*<br>*Spar dk rule*<br>*Cantilever framed topside tanks*<br>*Cargo battens not fitted* | ~~2785~~<br>~~2503~~<br>~~1747~~<br>2791<br>2499<br>1753 | ✠100A1<br>3,21<br>LMC3,21 | Mel | *u* | CL<br>2,20 | 1907<br>4mo<br>*Lloyd* | Sir Raylton Dixon&CoLd<br>Middlesbro'<br>'*sA&CP* | AustralianSteamshipsProprietary, Ld. (*Man.Agents*, HowardSmithLd.)<br>*WB = Cell*<br>*DBa*106' *uE&B* | 330·3<br>B58'F39'<br>FK<br>35' *f*135' 657*t* *Topsidetanks* | 45·3 | 22·6 | Melbourne<br>British<br>5*BHCem*<br>P&S | T.3Cy.24",40"&66"-42" (*s*)<br>180lb 307NHP<br>3SB,6*cf*,GS133,HS4761<br>Richardsons,Westgarth&Co.Ld.Mdb.<br>219' 554*t* *FPT*82*t* *APT*132 | 25 ″ 0 | |
| 27199<br>JCQS | **Peris Valero** SteelScSr<br>*ss*Bbo.2ndNo.3-9,11<br>(*ex*Pepita,*ex*Cairnryan) 1*Dk*(*Irn*)&<br>*Well deck* Wireless *Web frames* | 1663<br>1230<br>1060 | ✠<br>*ptAwngdk withfreeboard*<br>9,16<br>✠ | Bbo | *q* | | 1888<br>5mo | Palmers' Co.Ld.<br>Newcastle | Cia.Trasmediterranea<br>*Cell* | 260·0<br>P31'Q64'B110'<br>F27' FK<br>*DBa* 218' 407*t* *FPT* | 36·3 | 16·5 | Barcelona<br>Spanish<br>4*BHCem*<br>60*tAPT*9*t* | T.3Cy.18½",31"&51"-36"<br>NDB11 159NHP<br>SB,4*rf*,GS69,HS2418<br>Palmers'Co.Ld.Newcastle | 18 ″ 9 | V |
| 27200 | **Peritia** SteelScSr<br>*Elec.light* 1*Dk* | 2081<br>1810<br>1307 | | | | | 1908 | Eiderwerft<br>Tönning | | 274·8<br>P11'B82'F24' | 40·6 | 15·9 | *WB* | T.3Cy.18½",30¾"&49⅛"-33½"<br>139NHP<br>Eiderwerft,Tönning | | |
| 27201<br>174022<br>MCSR | **Perla** SteelSc<br>(*ex*DonaRamona,*ex*Pluto) 1*Dk* | 326<br>301<br>181 | | | | | 1903 | Farnham, Boyd&Co.<br>Shanghai | Vergosa& Rementeria | 125·5 | 26·2 | 11·9 | Manila<br>Utd.States | C.2Cy.16"&32"-18"<br>36NHP<br>FarnhamBoyd&Co.Shi. | | |
| 27202<br>129305<br>HSWQ | **Perlak** SteelScSr<br>*ss*Cal.No.1-19<br>*ss*Cal.No.3-3,15<br>*Elec.light* 1*Dk*(*ptIrn&ptStl*)<br>*Mchy.Aft* &*Webframes*&*Trunkdk*(*Stl*) | 1899<br>1468<br>1103 | ✠100A1<br>9,21 ~~1,21~~<br>MBS1,21 ✠LMC11,19<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 11,04 *F.P. above* 150° F. | Cal | *q* | CL<br>~~11,19~~<br>9,21 | 1904<br>11mo | Maats. Fyenoord<br>Rotterdam<br>A&CP | Indo-Burma PetroleumCo.Ld. | 242·0<br>P68'F40'<br>FK | 42·0 | 18·9 | Rangoon<br>British<br>10*BHCem*<br>*WB = Cell* | T3Cy.20½",33⅛"&55"-36"(*s*)<br>180lb *180lb* NDB21 215NHP<br>2SB,6*cf*,GS98,HS3561<br>Maats.Fyenoord,Rot.<br>*DBa*44'60*tFPT*60*tAPT*6*t* | 20 ″ 1<br>s 2 ″ 4<br>18 ″ 1 | |
| 27203 | **Perlis** SteelSc<br>*Elec.light* 1*Dk*(*Teak*)&*ptShadedk* | 146<br>100<br>48 | | | | | 1913 | Eastern Shpg.Co.Ld<br>Penang | EasternShipping Co.Ld. | 102·0 | 19·6 | 7·6 | Penang<br>British | C.2Cy.13"&26"-18"<br>120lb 28RHP<br>1SB,2*pf*,GS33,HS726<br>Jeffray&Co.London | | |
| 27204<br>138409 | **Permanencia** Ferro-ConcreteSc<br>(WRECKED 3,21) *OilEng.*<br>*Elec.light*<br>*Mchy.Aft* | 320 | | | | | 1920 | Canadian Concrete S.B.Co.Ld.<br>N.Sydney,NS | CanadianConcrete S.B.Co.Ld. | 127·0<br>F22' | 27·0 | 12·5 | Sydney,NS<br>British | Oil Engines 2S.C.SA<br>4Cy.15"-16$\frac{1}{16}$"<br>J&CGBolindersCoLd.Skm | | |
| 27205<br>967 | **Pernigel** SteelScSr<br>(*ex*Blankenese) 1*Dk* | 169<br>156<br>40 | | | | | 1896 | Act.Ges. "Neptun"<br>Rostock | PernigelSteam Nav.Co. | 113·0<br>H36' | 21·0 | 10·3 | Riga<br>Latvian | C.2Cy.17¾"&32½"-22"<br>41NHP<br>A.G."Neptun,"Rostock | | |
| 27206 | **Pero-da Nhaya** SteelScSr<br>*ss*E.Ln.2nd,No.3-2,22 ~~*ss*Wvn.No.3-12,10~~<br>~~*ss*BeiraNo.1-15~~<br>(*ex*Nina d'AstyIV.,*ex*Otaria, 1*Dk*<br>*Mchy.Aft* *ex*City of Manchester) | 297<br>222<br>94 | ✠100A1<br>2,22 ~~7,15~~<br>~~MS2,16~~ | Beira<br>ELn<br>✠LMC2,22<br>~~BS11,18~~ | *e* | ~~6,20~~<br>CL<br>2,22 | 1898<br>3mo | Mackie& Thomson<br>Glasgow<br>A&CP | Cia.deMoçambique | 140·5<br>Q61'F23'<br>BK7½"<br>*WB* | 23·5 | 10·0 | Beira<br>Portuguese<br>~~5*BHCem*~~<br>=*FPT*22*t*<br>3*BHCem* | T.3Cy.13½",21½"&35½"-27"<br>170lb (*s*) 71NHP<br>1SB,3*cf*,GS51,HS1270<br>Muir&Houston,Ld.Gls | 11 ″ 2<br>s ″ 11½<br>11 ″ 2 | |
| 27207<br>OQJU | **Péronne** WoodAuxTwinSc4MstSr<br>*OilEng.*<br>*Elec.light* 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 1618<br>—<br>1230 | | | | | 1918 | Puget SoundBridge &DredgingCo<br>Seattle,Wash | French Government | 230·2<br>P47'F52' | 44·2 | 18·8 | Brest<br>French | Oil Engines 2S.C.SA<br>8Cy.14"-18½" 137NHP<br>Meitz&Weiss,Newark,NJ | | V |
| 27208<br>OQJT | — IronScSr<br>*ss*Liv.No.3-5,95<br>(*ex*GeneralPueyrredon, *ss*Liv.No.2-03<br>*ex*NorthCoast, 1*Dk*(*Irn*)<br>*Well deck* *ex*Oreaden) Wireless | 502<br>382<br>291 | ✠<br>7,06 | BAs | *h* | | 1883<br>3mo | J.Eltringham<br>S.Shields | Cie.Normande de Nav.àVap.<br>*WB=* | 165·5<br>Q84'B17'F20'<br>BK7"<br>*DBa*42'56*tFPT*20*t* | 25·3 | 12·7 | Havre<br>French<br>4*BHCem* | C.2Cy.22"&40"-30"<br>NB09 NDB00 73NHP<br>J.P.Rennoldson,S.Shields | 13 ″ 4 | V |
| 27209<br>142285<br>JSFG | — SteelScK<br>*Mchy.Aft* 1*Dk*(*ptStl*) | 207<br>185<br>122 | 100A1<br>11,21 ~~9,20~~<br>LMC2.18<br>*CoastingU.K.(except WestCoast Cork to PentlandFirth)&Continent from Brest to Hamburg* | Lon | *b* | 8,20 | 1917<br>12mo<br>*Lloyd* | W.J.Yarwood&SnsLd<br>Northwich<br>'*sA&CP*<br>~~London, Southampton, Cherbourg&Dunkirk~~ | R.&J.Park,Ld. | 99·8<br>F13'<br>FK<br>*FPT*11*tAPT*4*t* | 21·7 | 10·3 | London<br>British<br>3*BHCem* | C.2Cy.13"&27"-18" (*s*)<br>125lb 30RHP<br>1SB,2*pf*,GS28,HS569<br>W.J.Yarwood&Sons,Ld. | 10 ″ 10<br>s 1 ″ 0<br>10 ″ 0 | |
| 27210<br>OQJW | **Perou** SteelTwinSc<br>Wireless 3*Dks* | 6599<br>5166<br>2972 | | | | | 1907 | Chant.de l'Atlantique<br>St.Nazaire | Cie.Générale Transatlantique | 432·5<br>P52'Q204'H—F55' | 52·3 | 31·4 | Havre<br>French<br>*WB* | T.6Cy.27",43"&72"-48"<br>718NHP<br>Ch. de l'Atlantique,St.Naz. | | V |
| 27211<br>OQJX | — SteelTwinScSr<br>(*ex*Peru)<br>*Elec.light* 1*Dk* | 799<br>615<br>408 | | | | | 1906 | Bow,McLachlan&Co. Ld.<br>Paisley | Soc.Anon.deNav. Hâvraise | 211·2<br>F22'<br>*Shade dk*52' | 34·1 | 10·8 | Havre<br>French<br>*WB* | T.6Cy.11",18"&30"-22"<br>84NHP<br>Bow,McLachln&CoLd.Psy | | V |
| 27212<br>OQKA | **Perregaux** SteelScSr<br>*ss*Stv.2ndNo.3-6,18<br>(*ex*Kurt,*ex*Wansbeck) 1*Dk*(*Stl*)2*trB*<br>*Well deck* | 1837<br>1293<br>1308 | ✠100A1<br>11,20<br>BS9,19 ✠LMC6,18 | Npt | *q* | 8,19 | 1889<br>11mo<br>*Lloyd* | Palmers' Co.Ld.<br>Newcastle<br>'*sA&CP* | Chemins de fer Algériens de l'État<br>*Cell DB*218' | 260·2<br>P30'Q64'B110'F28'<br>FK<br>425*tFPT*62*tAPT*7*t* | 37·3 | 16·5 | French<br>4*BHptCem*<br>*ptAsp* | T.3Cy.20",33"&54"-36" (*a*)<br>160lb *80lb* NDB07 187NHP<br>2SB,6*pf*,GS96,HS2991<br>Palmers'Co.Ld.Newcastle | 19 ″ 2<br>s 1 ″ 2<br>18 ″ 3 | |
| 27213<br>OQKG | **Persepolis** SteelScSr<br>(*ex*Brandenburg)<br>*Elec.light* Wireless 2*Dks* | 1682<br>—<br>1023 | | | ... | | 1889 | C.J.Bigger<br>Londonderry | MessageriesMaritimes | 271·0<br>P60'B82'F48'<br>BK8" | 35·2 | 19·7 | Marseilles<br>French<br>*WB* | T.3Cy.23",37"&59"-42"<br>235NHP<br>D.Rollo&Sons,Liverpool | 22 ″ 0 | V |
| 27214 | **Perseus** SteelTwinSc<br>*Fitted for oil fuel*<br>*Elec.light* 3*Dks* | 9500 | | | | | 1920 | CaledonS. B.&E.Co.Ld.<br>Dundee | OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*) | 485·0<br>P50'B173'F54' | 62·3 | 38·7 | British<br>*WB* | GearedSteamTurbines | | |
| 27215<br>202475 | — SteelScSr<br>Sub.Sig. (*ex*FrankJ.Hecker)<br>*Elec.light* *Mchy.Aft* 1*Dk* | 4978<br>—<br>3770 | | | | | 1905 | St.Clair Eng.Works<br>StClair,Mch. | InterlakeS.S.Co. (Pickands,Mather &Co.,*Mgrs.*) | 462·0 | 50·0 | 24·0 | Fairport<br>Utd.States<br>*WB* | T.3Cy.22",36"&60"-40"<br>228NHP<br>GreatLakesEng.Works | | |
| 27216<br>150213<br>JVGW | — IronPad | 848<br>—<br>579 | | | | | 1881 | W.Cramp &Sons<br>Philadelphia | IronSteamboatCo. ofNewJersey | 211·0 | 32·0 | 10·6 | New York<br>Utd.States | 1Cy.53"-132"<br>NB10 248NHP<br>W.Cramp&Sons,Phl. | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27217 | **Perseus** SteelSc<br>1*Dk* | 658<br>517<br>362 | | | | | 1910 | Akt.Ges.<br>"Weser"<br>Bremen | Dampfschifffahrts<br>Ges.Neptun | 180·0<br>Q52'B44'F19' | 28·1 | 12·8 | Bremen<br>German<br>*WB* | T3Cy.13½"21$\frac{1}{16}$"&34$\frac{7}{16}$"-23¾"<br>57NHP<br>A.G."Weser,"Bremen | |
| 27218 | — Iron&SteelScK<br>~~ssGms.No.3-10,09~~<br>(*ex*Dane) ~~ssYmu.No.2-17~~ 1*Dk*<br>*Irn plating&Stl framing*<br>ssYmu.2ndNo.3-5,21 | 157<br>152<br>56 | ✠100A1<br>*StmTrawler*<br>10,21 ~~2,20~~<br>✠NB5,07 | Ymu<br>MS5,21<br>✠LMC7,17<br>BS~~6,20~~7,21 | | CL<br>~~N2,20~~<br>5,21 | 1897<br>9mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>'*sA&CP* | N.V.Vissch.<br>Maats."Praxis" | 100·2<br>Q23'F19' | 21·0 | 11·0<br>BK7½" | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.10",17½"&30"-22" (*r*)<br>180lb 51NHP<br>1SB,2*pf*,GS28,HS866<br>Earle'sCo.Ld.Hull | 11 |
| 27219 | — SteelScSr<br>(*Tug*)<br>(*ex*Telegraph) 1*Dk* | 147<br>141<br>1 | | | | | 1890 | H.Bran-<br>denburg<br>Hamburg | BugsierReed.&<br>BergungsA.-G. | 89·6 | 19·6 | 13·3 | Hamburg<br>German | C.2Cy.18⅞"&33"-23½"<br>HS1100 55NHP<br>H.Brandenburg,Hamburg | |
| 27220 | **Perseverança** SteelTwinSc<br>1*Dk&Shadedk&ptShadedk* | *498*<br>*363*<br>*338* | *ForRiver pur*<br>10,87 | Liv<br>*poseso* | *nly* | | 1887<br>10mo | LairdBros.<br>Birkenhead | AmazonRiverStm.<br>Nav.Co.(1911)Ld. | 182·1<br>F28' | 28·1 | 9·6<br>FK | Para<br>Brazilian<br>7*BHCem* | T.6Cy.13",19½"&33"-24"<br>107NHP<br>LairdBros.,Birkenhead | 10 |
| 27221<br>105232 | **Perseverance** IronTwinScSp<br>(*Tug*)<br>1*Dk* | 212<br>189<br>23 | | | ... | | 1896 | Allsup&<br>Co.(Lim.)<br>Preston | Corporation of<br>Preston | 120·8 | 22·7 | 10·3<br>BK7" | Preston<br>British<br>*WB* | C.4Cy.17"&34"-24"<br>98RHP<br>Allsup&Co.(Lim.),Preston | 11 |
| 27222 | — SteelScSr<br>(*ex*KoninginEmma)<br>1*Dk* | 177<br>—<br>80 | | | | | 1902 | P.Smit,Jr.<br>Rotterdam | Soc.d'Arm.<br>"Neptunus" (M.<br>Smits&Co.*Mgrs.*) | 110·0 | 23·0 | 11·5 | Antwerp<br>Belgian | T.3Cy.9",14"&23"-16"<br>21NHP<br>P.Smit,Jr.Rotterdam | |
| 27223<br>113743 | — CompScSr<br>1*Dk* | 108<br>93<br>46 | | | | | 1903 | F.Palmer<br>Ringaskiddy<br>co.Cork | R.Palmer | 86·7 | 21·0 | 7·8 | Boston<br>British | C.2Cy.13"&24"-18"<br>32BHP<br>M.Pratt,Huddersfield | |
| 27224<br>OQKJ | **Persévérant** IronSc<br>(*Trawler*)<br>(*ex*Snowdrop) 1*Dk* | 102<br>86<br>15 | | | ... | | 1885 | W.B.<br>Thompson<br>Dundee | P.Libert | 90·0 | 20·1 | 9·1<br>BK6" | Boulogne<br>French | C.2Cy.15"&27"-16"<br>NB90 32NHP<br>W.B.Thompson,Dundee | |
| 27225 | **Perseveranza** SteelScSr<br>ssRot.No.3-6,12<br>1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*)&<br>*deep framing*<br>ssTri No.2-20 | 3512<br>3348<br>2244 | ✠100A1<br>*Spar dk*<br>2,22 ~~11,20~~<br>~~Examined~~<br>MS8,19 | Shl<br>~~Tri~~Rot<br>✠LMC<br>BS~~10,20~~3,22 | *v* | CL<br>10,20 | 1901<br>6mo | R.Thomp-<br>son&Sons<br>Sunderland<br>A&CP | Soc.AnondiNav.<br>a Vap.<br>"Perseveranza"<br>*WB=CellDBa* | 335·3<br>P29'B78'F36'<br>108'*uE*22'*f*136'786*t* | 46·2 | 17·8<br>25·7<br>FK | Trieste<br>~~Lussinpiccolo~~<br>Italian<br>6*BHCem*<br>*APT*48*t* | T.3Cy.24",39"&64"-42" (*r*)<br>160lb *100lb* NDB14 285NHP<br>2SB,6*pf*,GS122,HS4574<br>G.Clark,Ld.Sunderland | 28 |
| 27226 | **Persia** SteelScSr<br>ssTri.No.3-6,19<br>1*Dk*(*Stl*)2*trB*&*Spar dk*(*Stl-pt* ws)<br>*Elec.light* | 6283<br>5417<br>3909 | ✠100A1<br>*Spar dk*<br>~~1,22 3,21~~ 2,22<br>BS~~5,21~~ | Tri<br>BS1,22<br>✠LMC7,19 | *a*† | CL<br>~~2,21~~<br>2,22 | 1903<br>4mo | Wigham-<br>Richrdsn&Co<br>LdNewcastle<br>*W* | LloydTriestino<br>*B=Cell-DB a* 129' | 424·0<br>P53'B117'F46'<br>*uE*33' *f*215' 1096*t* | 52·5 | 21·3<br>29·1<br>FK | Trieste<br>Italian<br>7*BHCem*<br>*APT*55*t* | Q.4Cy.24",34",51"&74"-54"<br>210lb ~~140lb~~ (*r*) 533NHP<br>3SB,9*cf*,GS177,HS7167 FD<br>WghmRchrdsn&C.LdNwc | 32 |
| 27227<br>87701<br>JCNT | — IronScSr | 3596<br>3326<br>2331 | | | ... | | 1883 | D&WHen-<br>derson&Co.<br>Glasgow | DenabyShipping&<br>CommercialCo.Ld. | 378·2<br>P23*t* F27*t* | 40·2 | 28·6 | Glasgow<br>British | C.2Cy.33"&66"-60"<br>281NHP<br>D.&W.Henderson&Co.,Gl | |
| 27228 | — SteelScSr<br>2*Dks*<br>*Elec.light* | 3569<br>3282<br>2182 | | | | | 1914 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | | 364·2<br>H25' | 51·1 | 22·1 | | T.3Cy.24⅘",41"&67$\frac{1}{16}$"-48"<br>318NHP<br>FlensburgerSchffsb.Ges. | |
| 27229 | — SteelSc<br>*Elec.light* 1*Dk*(*Stl*-ws)<br>*Mchy Aft Well deck* | 895<br>635<br>467 | ✠100A1<br>1,21<br>*Fitted for oil* | Rot<br>✠LMC2,21<br>*fuel* 2, | *k*<br>21 | *F.P. a* | 1921<br>1mo<br>*bove* 1 | N.V.WedC.<br>Boele&Zonen<br>Slikkerveer<br>50° F. A&CP | G.Rossi<br>*CellDBu* | 200·0<br>Q122'B11'F23'<br>B30'*f*123'252*tFPT* | 30·2 | 12·9<br>FK | Rome<br>Italian<br>4*BHCem*<br>38*tAPT*8*t* | T.3Cy.15",25"&40"-27" (*s*)<br>180lb 109NHP<br>2SB,4*cf*,HS1948<br>Verschure&Co Amsterdam | 15<br>5<br>14 |
| 27230<br>87875 | — WoodScFlat | 225<br>207<br>180 | | | | | 1867 | W.O'Kell<br>Northwich<br>Rebuilt88 | SaltUnion,Ld. | 120·5<br>len88 | 20·8 | 10·3 | Liverpool<br>British | C.2Cy.12"&20"-16"<br>NB91 18RHP<br>SaltUnion,Ld.Winsford | |
| 27231<br>18617<br>MVHS | **Persia Maru** SteelSc4MstBk<br>(*ex*Persia,<br>*ex*Coptic) 3*Dks*<br>*Elec.light* Wireless | 4381<br>3974<br>2670 | | | | | 1881 | Harland&<br>Wolff<br>Belfast | ToyoKisen<br>KabushikiKaisha | 430·2<br>H329*t* | 42·2 | 29·4 | Yokohama<br>Japanese | T.3Cy.28",47"&78"-60"<br>NE&B94 471NHP<br>Harland&Wolff,Ld.Bel. | 33 |
| 27232<br>145320<br>JWNG | **Persian** IronScSr<br>(*ex*Tallahassee)<br>Sub.Sig. Wireless 2*Dks&Spar dk* | 2677<br>—<br>1890 | | | | | 1882 | J.Roach&<br>Son<br>Chester,Pa. | Merchants&<br>MinersTransprtn.<br>Co.Inc. | 280·0<br>H787*t* | 40·7 | 15·8<br>24·1 | Baltimore<br>Utd.States | C.2Cy.38"&74"-54"<br>NB03 335NHP<br>J.Roach&Son,Chester,Pa. | |
| 27233<br>110743<br>RKLN | **Persian Empire** IronScK<br>ssHul.No.3-8,12<br>ssHul.No.2-19<br>1*Dk* | 195<br>172<br>76 | ✠100A1<br>*StmTrawler*<br>1,21 ~~2,20~~<br>✠NB5,14 | Hul<br>✠LMC8,19<br>BS~~8,20~~8,21 | | CL<br>N11,21 | 1899<br>10mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>'*sA&CP* | JutlandAmalga-<br>matedTrawlersLd.<br>(E.Cargill,*Mgr.*) | 115·5<br>Q50'<br>ND12 | 21·0 | 11·2<br>BK7½"<br>*WB=* | Hull<br>British<br>4*BHCem*<br>*DBf*10'5*t* | T.3Cy.12¾",21½"&35"-24"<br>200lb (*s*) 63RHP<br>1SB,2*pf*,GS35,HS1022<br>C.D.Holmes&Co.Hull | 12 |
| 27234<br>140716<br>JTVB | **Persian Prince** SteelSc<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* *2nd dk*(*Stl*)*in forward holds*<br>Sub.Sig. Wireless | 5685<br>5438<br>3499 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>9,20<br>*Carrying oil* | NYk<br>✠LMC7,18<br>*fuelF.* | *z*<br>*P.* | CL<br>9,20<br>*above* 1 | 1918<br>7mo<br>*Lloyd*<br>50° F. | W.Pickers-<br>gill&Sns,Ld.<br>Sunderland<br>'*sA&CP*<br>*in DB* | PrinceLine,Ld.<br>(Furness,Withy&<br>Co.Ld.*Mgrs.*)<br>*CellDB* | 405·0<br>F35'*on Shelter dk*<br>351'1295*t FPT*129*t* | 52·3 | 31·9<br>FK | Newcastle<br>British<br>6*BHCem*<br>*APT*113*t* | T.3Cy.26",43"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS189,HS7668 FD<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 34<br>9<br>25 |
| 27235<br>110620<br>RKGS | **Persic** SteelTwinSc4MstSr<br>Wireless<br>*Ref.Mchy. Elec.light* Sub.Sig. 3*Dks* | 12042<br>11185<br>7851 | ✠Lloyd'sRMC | 4,22 | | | 1899 | Harland&<br>Wolff,Ld.<br>Belfast | OceanicStmNavCo<br>Ld. (WhiteStar<br>Line) | 550·2<br>P57'B107'F55' | 63·3 | 39·9 | Liverpool<br>British<br>*WB* | Q.8Cy.22",31½",46"&67"-51"<br>641NHP<br>Harland&Wolff,Ld.Bel. | |
| 27236 | **Persier** SteelSc<br>(*ex*WarBuffalo) 2*Dks*(*Stl*)<br>*Elec.light* Wireless<br>*Cargo battens not fitted in 'tween dks* | 5228<br>*4769*<br>*3227* | ✠100A1<br>3,22 ~~2,19~~<br>*Carrying oil* | Ply<br>NYk<br>✠LMC5,18<br>*fuelF.* | *y*<br>*P.* | CL<br>12,21<br>*above* 1 | 1918<br>6mo<br>*Lloyd*<br>50°F *i* | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'*sA&CP*<br>*n DB* | LloydRoyalBelge<br>Soc.Anon.<br>*CellDB* | 400·2<br>P49'B113'F39'<br>344'1125*t FPT*115*t* | 52·3 | 28·5<br>FK | Antwerp<br>Belgian<br>7*BHptCem*<br>*APT*175*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>N.E.MarineEngCoLdNwc | 31<br>6<br>25 |
| 27237<br>MHQG | **Perth** SteelScSr<br>ssXia.2ndNo.3-10,20<br>(*ex*Gloamin)<br>2*Dks*(1*Irn*&1*Stl*)&*deepframing*3*Dk rule*<br>*Elec.light* Wireless | 3774<br>3245<br>2240 | ✠100A1<br>9,21 ~~10,20~~ | Xia<br>Rot<br>✠LMC10,20<br>BS8,21 | *w* | CL<br>10,20 | 1895<br>11mo | AM'Millan<br>&Son,Ld.<br>Dumbarton<br>A&CP | Hvalfangerselsk.<br>OceanA/S<br>(J.Rasmussen&<br>A.Lange,*Mgrs.*)<br>*WB=CellD*<br>*Dtank* | 344·0<br>P36'B88'F44'<br>*Ba*114'*uE*24'*f*140'<br>*f*52'1158*t Dtanksa* | 44·5 | 25·9<br>FK | Sandefjord<br>Norwegian<br>6*BHCem*<br>769*tAPT*43*t*<br>64'2194*t* | T.3Cy.25",42"&68"-45" (*s*)<br>170lb *120lb* NDB20 370NHP<br>2SB,6*rf*,GS106,HS5084 FD<br>D.Rowan&Son,Glasgow | 28<br>5<br>23 |
| 27238<br>123346<br>JLNW | — SteelScSr<br>ssDun.No.1-19<br>*Well deck* 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 2058<br>1370<br>972 | ✠100A1<br>4,22 ~~5,21~~<br>~~BS11,20~~<br>BS4,22 | Dun<br>✠LMC9,19 | *s* | CL<br>11,20 | 1915<br>7mo<br>*Lloyd* | CaledonS.<br>B.&E.Co.Ld.<br>Dundee<br>'*sA&CP* *WB* | Dundee,Perth&<br>LondonShppg.Co.<br>=*Cell DBa*50'*uE* | 280·2<br>P&B167'F45'<br>24'*f*108'259*t FPT* | 40·2 | 19·8<br>FK&BK½" | Dundee<br>British<br>5*BHCem*<br>44*tAPT*39*t* | T.3Cy.24½",39"&64"-42" (*r*)<br>180lb 345NHP<br>3SB,10*cf*,GS195,HS6100<br>CaledonSB.&E.Co.Ld.Dun | 19<br>1<br>17 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27239<br>PWNQ | Perth **SteelScSr**<br>ked 11,21<br>*ss*Mel.No.3–1,11<br>*ss*Mel.No.2–19<br>*Welldeck* 1*Dk*(*Irn*)&*Webframes* | 1799<br>1331<br>1126 | ✠~~100A1~~<br>3,21<br>✠~~LMC3,21~~ | Mel | *r* | CL<br>N3,20 | 1897<br>12mo | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>A&CP | MelbourneSSCoLd<br>*WB=CellD* | 264·0<br>Q99'B112'F29'<br>FK<br>*Ba*74'*uE*18'*f*108'4 | 37·0 | 16·7 | Melbourne<br>British<br>4*BHCem*<br>20*tAPT*71*t* | T.3Cy.19½",31½"&51½"–36"<br>160lb *90lb* (*s*) 181NHP<br>2SB,*6pf*,GS91,HS3035<br>J.Dickinson&Sons,Ld.Sld. | 19 " 5<br>s 1 " 6<br>18 " 3 | |
| 27240<br>200781<br>LCRF | Perth Amboy **SteelScSr**<br>(*Tug*)<br>1*Dk* | 452<br>—<br>307 | | | | | 1912 | StatenIs-<br>landS.B.Co.<br>Pt.Richmond<br>N.Y. | LehighValley<br>Transportation Co. | 138·9 | 28·4 | 16·5 | Perth<br>Amboy<br>Utd.States | T.3Cy.25"&43"–30"<br>102NHP | | |
| 27241<br>109538<br>JMHR | Perthshire **SteelScSr**<br>*ss*Lon.No.3–8,06<br>*ss*Liv.No.1–11<br>*Elec.light* 2*Dks*(*Stl–Uptws*)&<br>Wireless *deepframing*3*Dkrule* | 5865<br>5195<br>3751 | ✠<br>4,14<br>✠ | Lon | *a*† | | 1893<br>11mo | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | TheAdmiralty<br>*WB=Cell* | 420·0<br>P41'B262'F49'<br>FK<br>*DB*354' 1150*tFPT* | 54·0 | 28·8 | London<br>British<br>7*BHCem*<br>175*tAPT*75*t* | T.3Cy.30",48"&78"–54"<br>NDB11 477NHP<br>2SB&1AuxSB7,00,<br>*9cf*,GS172,HS6083 FD<br>Hwthrn,Leslie&C.Ld.Nwc | 32 " 0 | |
| 27242<br>NVBR | Peru **SteelTwinSc4MstSr**<br>*OilEng.*<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *Tonnage opening closed* 1918 | 6919<br>5045<br>5223 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,20<br>10,21<br>✠LMC~~8,20~~<br>DBS8,20 | Cpn | *a*† | CL<br>~~10,18~~<br>10,21 | 1916<br>8mo<br>*Lloyd* | Akt.Bur-<br>meistr&Wain<br>Copenhagen<br>'*sA&CP* | DetÖstasiatiske<br>Kompagni<br>*Cell* | 425·3<br>FK<br>*DB*378' 1266*tFPT* | 55·2 | 27·5 | Copnhagn<br>Danish<br>7*BHptCem*<br>93*tAPT*73*t* | Oil Engines 4S.C.SA<br>12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" 568NHP<br>DB*100lb*<br>Akt.Burmeistr&Wain,Cpn | 38 " 6<br>s 11 " 2<br>28 " 0 | |
| 27243<br>106815<br>PMGN | — **SteelTwinScSr**<br>Wireless 2*Dks*&*Shadedk* | 3225<br>2300<br>1702 | | | | | 1896 | Caird&Co.<br>(Lim.)<br>Greenock | PacificStmNavCo. | 350·0<br>*Promenadedk*318'<br>*Shadedk*153' | 43·1 | 19·4 | Liverpool<br>British<br>*WB* | T.6Cy.19¾",32"&52"–36"<br>324NHP<br>Caird&Co.(Lim),Greenock | 22 " 6 | |
| 27244 | Peruvier **SteelScSr**<br>(*ex*Dupuy deLome)<br>*Elec.light* Wireless 3*Dks* | 3920<br>3369<br>1789 | | | | | 1891 | Arsenal de<br>la Marine<br>Lorient | LloydRoyalBelge<br>Soc.Anon. | 374·6<br>F59' | 50·6 | 35·0 | Antwerp<br>Belgian<br>*WB* | T.3Cy.33",51½"&80½"–33½"<br>NB06 357NHP<br>Ch.de laLoire,St.Denis | | V |
| 27245<br>OQKP | Pervenche **IronScSr**<br>(*ex*Saturn)<br>*Elec.light* 1*Dk* | 369<br>—<br>202 | | | | | 1883 | Stettiner<br>Act.Ges.<br>Stettin | Vve.G.deBéchade | 137·2<br>Q29*t*B33*t*F17*t* | 22·9 | 11·5 | Nouméa<br>French<br>*WB* | C.2Cy.17¾"&30¾"–20½"<br>NB02 36NHP<br>StettinerA.G.Stettin | | |
| 27246 | Pervoi **SteelPad**<br>(*Tug*)<br>1*Dk* | *264*<br>*252*<br>*117* | | | | | 1894 | Armstrong<br>Mitchell&Co.<br>LdNewcastle | RussianGovern-<br>ment | 185·0 | 25·0 | 7·2 | Yeniseisk<br>Russian | C.4Cy.16"&30"–42"<br>97NHP<br>Bow,McLachlan&Co.Psy. | | |
| 27247<br>MBOT | Pervyse **SteelScSr**<br>(*ex*AlfredKrelinger)<br>1*Dk* | 994<br>783<br>700 | | | | | 1909 | Osbourne,<br>Graham &Co.<br>Sunderland | Messageries<br>MaritimesBelges<br>(FAlexander,Fils<br>&Co.,*Mgrs.*) | 210·5<br>Q108'B10'F20' | 33·2 | 13·6 | Antwerp<br>Belgian<br>*WB* | T.3Cy.16",27"&44"–30"<br>Richardsons, 106NHP<br>Westgarth&Co.Ld.Sld | | C |
| 27248<br>956<br>LRCG | Perwenetz **IronTwinSc**<br>(*ex*Ecaterina) | 325<br>—<br>215 | | | | | 1880 | Stabilmnto<br>Tecnico<br>Trieste | Ch.A.Theofani | 176·0 | 27·8 | 7·4 | Rostoff<br>Russian | C.4Cy.11"&22"–18"<br>34NHP<br>StabilimentoTecnico,Tri. | | |
| 27249<br>5454<br>JTGS | Perwie **Iron&SteelScSr**<br>*Now named* "Carla," *See No.* 35767 *in Supplement*<br>1*Dk* | 407<br>319<br>186 | | | | | 1883 | Kockums<br>Mk.Værks.<br>Malmö | SvenskaCement-<br>försäljningsA.B.<br>(W.deSharen-<br>grad,*Mgr.*) | 149·9<br>Q46'B38'F18' | 23·3 | 12·2 | Malmö<br>Swedish<br>*WB* | C.2Cy.20"&33"–20"<br>41NHP<br>KockumsMkVærksMalmö | | V |
| 27250<br>RKFS | Pesaro **SteelTwinScSr**<br>(*ex*Moltke)<br>*Elec.light* Sub.Sig. Wireless | 12335<br>9182<br>7633 | | | | | 1901 | Blohm&<br>Voss<br>Hamburg | Requisitioned by<br>theItalianGovt. | 525·6<br>P&B403'F74' | 62·3 | 35·6 | Genoa<br>Italian<br>*WB* | Q.8Cy.29½",42⅛",60⅛"&85⅞"–<br>55⅛" 1090NHP<br>Blohm&Voss,Hamburg | | |
| 27251<br>141934<br>KDGR | Peshawur **SteelTwinScSr**<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *Ref.Mchy.* *CruiserStern* | 7934<br>7611<br>4935 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,21 ~~4,21~~<br>✠Lloyd's RMC~~3,21~~12,21<br>✠LMC12,19 | Bry<br>Ant | *c*† | CL | 1919<br>12mo<br>*Lloyd* | Barclay,<br>Curle&Co.Ld<br>Glasgow<br>'*sA&CP* | P.&O.Stm.Nav.Co.<br>*CellDB*386'1275*t* | 449·5<br>P31'F43'*onShltr dk*<br>FK<br>*FPT*125*tAPT*80*t* | 58·2 | 37·1 | Glasgow<br>British<br>*Cem*<br>8*BHtoShdk* | T.6Cy.26½",44"&73"–48" (*s*)<br>200lb FD 1162NHP<br>2D&2SB*24cf*GS440HS17604<br>Barclay,Curle&Co.Ld.Gls. | 40 " 0<br>s11 " 1½<br>29 " 3 | |
| 27252<br>OQKW | Pessac **SteelSc3MstSr**<br>1*Dk* | 775<br>501<br>141 | | | | | 1907 | Forg.&Ch.<br>de laMédit.<br>Havre | Worms&Co. | 197·7<br>P&B128'F35' | 27·8 | 11·9 | Havre<br>French<br>*WB* | T.3Cy.15",23⅝"&37"–27⅝"<br>72NHP<br>Forg.&Ch.de laMédit.Hav. | | V |
| 27253 | Petar Zrinski **IronScSr**<br>(*ex*YachtLadyGhiga,*ex*St.Georges,<br>*ex*JeanneBlanche,*ex*Caliban) | 123<br>—<br>59 | ✠<br>*Yacht*<br>1,82 | Lon | | | 1881<br>11mo | Edwards&<br>Symes<br>London | F.Tomacevic | 111·7 | 15·4 | 10·5 | Segna | C.2Cy.14"&25"–16"<br>NB06 21NHP<br>A.Wilson&Co.London | | A |
| 27254<br>~~144000~~<br>~~TQMF~~ | Petchora **SteelSc**<br>1*Dk*&*ptAwng dk* | 696<br>399<br>418 | | | | | 1901 | J.W.Kla-<br>witter<br>Danzig | ~~C.G.Wilkinson~~<br>A.Ziska | 177·6 | 27·3 | 11·3 | Thorshavn<br>Danish<br>*WB* | T.3Cy.13⅘",21$\frac{7}{10}$"&35⅖"–<br>25⅗" 63RHP<br>J.W.Klawitter,Danzig | | |
| 27255<br>984<br>LRCI | Peter **IronTwinScSr**<br>1*Dk* | 338<br>—<br>214 | | | | | 1883 | Stabilmnto<br>Tecnico<br>Trieste | K.K.Mavrogor-<br>dato | 176·0 | 27·1 | 7·5 | Rostoff<br>Russian | C.4Cy.11⅛"&23½"–18"<br>39NHP | | |
| 27256<br>203677 | Peter A. B. Widener **SteelScSr**<br>*Elec.light* *Mchy.Aft* Sub.Sig. 1*Dk* | 7053<br>—<br>5444 | | | | | 1906 | Chicago<br>S.B.Co.<br>Chicago | PittsburghS.S.Co. | 580·0 | 58·0 | 27·4 | Duluth<br>Utd.States<br>*WB* | T.3Cy.24",39"&65"–42"<br>274NHP<br>AmericanS.B.Co.Clevelnd. | | |
| 27257<br>MBPW | Peter Benoit **SteelScSr**<br>*ss*Nwc.No.3–2,19<br>1*Dk*(*Stl*)&*deep framing* | *1359*<br>*1248*<br>*859* | ✠100A1<br>6,20<br>~~BS3,21~~<br>BS2,22<br>✠LMC2,19 | Ant | *p* | CL<br>6,20 | 1902<br>5mo<br>*Lloyd* | Soc.Anon.<br>Chant.Naval<br>Anversois<br>Hoboken *WB*<br>'*sA&CP* | LaMaritimeBelge<br>(F.Alexander,<br>*Mgr.*)<br>=*CellDBa*70'*uE*& | 253·2<br>B50'F26'<br>FK<br>*B*36'*f*106'410*tFPT* | 36·1 | 16·3 | Antwerp<br>Belgian<br>4*BHCem*<br>45*tAPT*25*t* | T.3Cy.19",31"&51"–33" (*s*)<br>160lb 158NHP<br>2SB,*4cf*,GS136,HS2510<br>N.E.MarineEng.CoLdNwc | 19 " 2<br>s 2 " 11<br>16 " 7 | |
| 27258<br>144507 | Peter Blumberry **SteelScK**<br>*Now named* "Ingouville," *See No.* 37875 *in Supplement*<br>*ss*Pts.No.3–4,20<br>1*Dk* | 290<br>249<br>116 | ✠100A1<br>*Stm Trawler*<br>4,20<br>✠LMC4,20 | Pts | | CL<br>4,20 | 1918<br>2mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | TheAdmiralty | 125·5<br>Q72'F21'<br>BK7½" | 23·5 | 12·7 | London<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 86RHP<br>1SB,*3pf*,GS49,HS1590<br>Amos&Smith,Ld.,Hull | 13 " 6 | |
| 27259<br>141951<br>KCQP | Peter Carey **SteelScSr**<br>(*Trawler*)<br>1*Dk* | 280<br>250<br>113 | | | | | 1919 | G.Brown &<br>Co.<br>Greenock | VictoryStmTrawl-<br>ingCo.(Fleetwood)<br>Ld. (W.Morley,<br>*Mgr.*) | 125·6<br>F22' | 23·5 | 12·7 | Fleetwood<br>British<br>*WB* | T.3Cy.12½",21"&35"–26"<br>83RHP<br>Gauldie,<br>Gillespie&Co.Ld.Gls. | | C |
| 27260 | Peter D. **SteelScK**<br>(*Trawler*)<br>(*ex*Jetty,*ex*Mercedes) 1*Dk* | 208<br>—<br>75 | | | | ... | 1899 | Mackie&<br>Thomson<br>Glasgow | Stomvisscherij<br>Maats.<br>"Mercurius" | 117·2<br>Q51'<br>BK7½" | 21·5 | 10·9 | Ymuiden<br>Dutch | T.3Cy.12½",19½"&32"–22"<br>NB20 64NHP<br>Ross&Duncan,Glasgow | 12 " 0 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. \| Largeur. \| Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27261 | **Peter Deuss** SteelSc<br>*(Trawler)*<br>1*Dk* | 218<br>194<br>85 | | | | | 1914 | Schiffsb.G.<br>Unterweser<br>Lehe | Schultz&Merz | 127·7\|22·6\|9·2<br>Q74'F191' | Gstemnde<br>German<br>*WB* | T.3Cy.12⅔",20½"&32⅛"–22⅛"<br>51NHP<br>Ottensener Maschf.,Alton |
| 27262<br>~~144288~~ | **Peter Dobbin** SteelScK<br>ssIps.No.3-7,20<br>*Mchy.Aft* 1*Dk* | 203<br>200<br>78 | ✠100A1<br>*StmTrawler*<br>5,21 ~~7,20~~<br>✠LMC7,20 | Ips | | CL<br>7,20 | 1918<br>2mo<br>*Lloyd*'s*A&CP* | R.William-son&Son<br>Workington | ~~TheAdmiralty~~ | 115·2\|22·1\|12·2<br>BK7½" | ~~London~~<br>Belgian<br>3*BHCem*<br>*DB*)29'19t | T.3Cy.12",20"&34"–23" (s)<br>180lb 74RHP<br>1SB,3*pf*,GS39,HS1347<br>W.Beardmore&Co.Ld.Gls. |
| 27263<br>210818<br>LCRN | **Peter H. Crowell** SteelScSr<br>Wireless ssNYk.No.1-17<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes*<br>Sub.Sig. *Longitudinal framing* | 3102<br>2699<br>2423 | ✠100A1<br>11,19<br>~~MS5,16~~<br>✠LMC6,21<br>~~BS4,19~~ | NYk | *u* | CL<br>1,21 | 1912<br>12mo | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews<br>A&CP *WB* | Crowell&Thurlow<br>S.S.Co.Inc.<br>=*CellDBa*102'*uE* | 313·5\|46·1\|22·0<br>P36'B94'F37'<br>FK<br>20' *f* 134'671*t FPT* | Boston<br>Utd.States<br>5*BHCem*<br>70*tAPT*248*t* | T.3Cy.22",37"&60"–42" (s)<br>~~180lb~~ *180lb* 279NHP<br>3SB,6*cf*,GS138,HS4680<br>NewportNewsSB&DD.Co. |
| 27264<br>143948 | **Peter Hall** SteelScK<br>ssPly.No.3-10,20<br>*Elec.light* 1*Dk* | 278<br>247<br>114 | 100A1<br>*StmTrawler*<br>6,21 ~~10,20~~<br>LMC10,20 | Ply | | CL<br>10,20 | 1918<br>*Lloyd*'s*A&CP* | AilsaS.B.<br>Co.Ld.<br>Ayr | TheAdmiralty | 125·5\|23·5\|12·8<br>Q72'F21'<br>BK7½" | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"–26"<br>180lb 61RHP<br>1SB,3*pf*,GS50,HS1619<br>FawcettPreston&CoLdLv |
| 27265<br>139806 | **Peter Killen** SteelScK<br>Wireless | 276<br>247<br>118 | ✠100A1<br>*StmTrawler*<br>3,20<br>LMC3,19 | Abn | | CL<br>3,20 | 1919<br>3mo<br>*Lloyd*'s*A&CP* | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | KillenSteam<br>FishingCo.Ld.<br>(J.Nierinck,*Mgr.*) | 125·6\|23·6\|12·7<br>Q72'F22'<br>BK7½" | Fleetwood<br>~~Plymouth~~<br>British<br>2*BHCem*<br>*MT*4'12*t* | T.3Cy.12½",21"&35"–26"<br>180lb 87RHP<br>1SB,3*pf*,GS49,HS1590<br>Bellis&Morcom,Ld.B'ghm |
| 27266<br>143965 | **Peter Lovitt** SteelScK<br>ssMil No.3-2,20<br>1*Dk*(*Stl*) | 276<br>246<br>107 | ✠100A1<br>*StmTrawler*<br>1,22 ~~2,20~~<br>~~BS2,20~~<br>✠~~LMC5,17~~<br>2,20 | Mil<br>Flt | | CL<br>1,22 | 1917<br>5mo<br>*Lloyd*'s*A&CP* | Smith's<br>DockCo.Ld.<br>Middlesbro' | ~~TheAdmiralty~~<br>RobsonTrawlers<br>Ld (R.Preston<br>Mgr.) | 125·5\|23·4\|12·8<br>Q72'F21'<br>BK7½" | Fleetwood<br>~~London~~<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"–26" (s)<br>180lb 61RHP<br>1SB,3*pf*,GS50,HS1619<br>Smith'sDockCo.Ld.Mdb. |
| 27267<br>NPWJ | **Peter Mærsk** SteelScSr<br>ssRot.No.3-10,19<br>1*Dk*(*Stl*)&*deepframing* | 1375<br>1220<br>807 | ✠100A1<br>~~6,21~~ ~~10,19~~ 3,22<br>~~BS4,20~~<br>BS5,21<br>✠LMC10,19 | Rot<br>~~Hul~~<br>Cpn | *p* | ~~10,19~~<br>6,21<br>~~11,?~~<br>3,22 | 1906<br>9mo<br>*Lloyd*'s*A&CP* | A.Vuijk&<br>Zonen<br>Capelle a/d<br>Ysel | Dampskbselsk.<br>Svendborg (P.M.<br>Möller,*Mgr.*) | 241·3\|36·8\|16·7<br>P19'B66'F28'<br>FK<br>*WB*=*CellDB* | Svendborg<br>Danish<br>4*BHCem*<br>*a*60'*uE*18'*f* | T.3Cy.18",29"&48"–33" (s)<br>180lb *90lb* 143NHP<br>1SB,3*cf*,GS60,HS2208<br>G.T.Grey,SouthShields<br>102'354*t FPT*30*tAPT*50*t* |
| 27268<br>127452<br>HWDV | **Peter Pan** SteelScSr<br>(*ex*Harlingen)<br>Sub.Sig. 1*Dk* | 938<br>829<br>545 | | | | | 1909 | Osbourne,<br>Graham&Co.<br>Sunderland | Furness,Withy&<br>Co.Ld. | 210·0\|33·2\|14·1<br>P16'B65'F24' | Leith<br>British<br>*WB* | T.3Cy.16",27"&44"–30"<br>106NHP<br>Richardsons,Westgarth&<br>Co.Ld.Sld. |
| 27269<br>60 | **Peter Regier** IronScSr<br>(*ex*Ferncliffe) 1*Dk*2*trB* | 1461<br>1232<br>818 | | | ... | | 1883 | Palmers'<br>Co.(Lim.)<br>Newcastle | Sch.&E.Karapat-nitsky | 251·3\|37·8\|17·2<br>B52'F33'<br>FK | Odessa<br>Russian<br>*WB* | C.2Cy.31⅝"&60¼"–39"<br>168NHP<br>Palmers'Co.Ld.Nwc. |
| 27270<br>207471 | **Peter Reiss** SteelScSr<br>Wireless<br>*Elec.light* *Mchy.Aft* 1*Dk* | 5923<br>—<br>4217 | | | | | 1910 | Superior<br>Shipbldng Co<br>Superior, Wis | NorthAmerican<br>SteamshipCo(R.A.<br>Williams,*Mgr.*) | 512·0\|54·0\|30·0<br>F44' | Duluth<br>Utd.States<br>*WB* | T.3Cy.23½",38"&63"–42"<br>TheAmerican 257NHP<br>ShipbuildingCo.Cleveland |
| 27271<br>1005<br>HDFS | **Peter Weliki** SteelScSr<br>(*Icebreaker*)<br>*One screw forward & one aft*<br>*Elec.light* 2*Dks* | 1267<br>—<br>427 | | | | | 1911 | Göteborgs<br>NyaV.Akt.<br>Gothenburg | RigaerBörsen-komitte | 166·0\|51·0\|26·9<br>B44' | Riga<br>Latvian<br>*WB* | T3Cy(aft)22 7/16"35 7/16"&59 11/16"–39⅝" T.3Cy.(for.)15 11/16",25 9/16"&41 11/16"–17¾"<br>GöteborgsNyaVærks.Got |
| 27272 | **Peter Wessels** SteelSc<br>(*SalvageVessel&Tug*)<br>1*Dk* | 135<br>—<br>— | | | | | 1903 | Schiffsw(v.<br>J.&Sch.)A.G.<br>Hamburg | P.W.WesselsWwe. | 89·0\|20·1\|11·4 | Emden<br>German<br>*WB* | C.2Cy.14¾"&28"–20½"<br>30NHP<br>Schwft(v.J&Sch)AGHam |
| 27273<br>202368 | **Peter White** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 6184<br>—<br>4931 | | | | | 1905 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | PresqueIsleTrans-ptn.Co.(Cleveland<br>CliffsIronCo.*Mgs.*) | 504·0\|54·2\|31·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.23",38"&63"–42"<br>257NHP<br>GreatLakesEngWksDetrit |
| 27274 | **Peter Wilstermann** SteelScSr<br>(*ex*Gamma,*ex*Holtenau) 1*Dk* | 497<br>425<br>264 | | | | | 1889 | Akt.Ges.<br>"Neptun"<br>Rostock | Norden.Schifff.<br>Ges.m.b.H. | 144·7\|25·3\|14·1 | Stettin<br>German<br>*WB* | C.2Cy.20½"&34⅛"–15 3/16"<br>John 39NHP<br>Spengel&Sons,Ld.Nwc. |
| 27275<br>108451 | **Peterborough** SteelScYl<br>ssGms.No.3-7,09<br>ssGms.No.2-19<br>1*Dk* | 161<br>148<br>63 | ✠100A1<br>*StmTrawler*<br>11,20<br>✠LMC7,19<br>✠NB6,14<br>~~BS11,20~~<br>DS6,21 | Gms | | CL<br>7,19 | 1897<br>2mo | Mackie&<br>Thomson<br>Glasgow<br>A&CP | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden,*Mgr.*) | 104·2\|20·5\|10·7<br>Q17'F19'<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.10",16"&27½"–20" (s)<br>180lb 45RHP<br>1SB,2*pf*,GS26,HS656<br>Muir&Houston(Lim.),Gls. |
| 27276 | **Peterhof** SteelScSr<br>*Now named "Garonne," See No. 37581 in Supplement*<br>*Elec.light* 1*Dk* | 1460<br>1027<br>859 | | | | | 1911 | Stettiner<br>Oderwerke<br>Stettin | BelgianGovern-ment | 230·6\|36·5\|15·0<br>Q75'B101'F29' | Antwerp<br>Belgian<br>*WB* | T3Cy16 3/16",27½"&45 3/16"–31½"<br>105NHP<br>StettinerOderwerke |
| 27277<br>34<br>HBLP | **Petersburg** SteelTwinSc3MstSr<br>[*ex*Dniepr(RussianNavy)*ex*Petersburg]<br>*Elec.light* 3*Dks*(*Stl* ws–*U*teak s) | 5432<br>4750<br>1796 | ✠<br>5,94<br>✠ | Nwc | *a*† | | 1894<br>5mo | R&WHaw-thorn,Leslie<br>&Co.Ld.<br>Newcastle | RussianVolunteer<br>FleetAssociation | 439·0\|52·0\|31·6<br>P50'B65'F71'<br>*WB*=*Cell* | Odessa<br>Russian<br>9*BHCem*<br>*DB*322'770*t* | T.6Cy.34",54"&85"–51"<br>1149NHP<br>5D&2SB36*cf*GS790HS1900<br>Hwthrn,Leslie&C.Ld.Nwc |
| 27278 | **Petersfield** SteelTwinScSr<br>*Elec.light* 2 *Dks*(*Stl*) | 774<br>690<br>251 | ✠<br>*ForGovernmentService*<br>5,19<br>✠ | Rnf | | | 1919<br>5mo | Lobnitz&<br>Co.Ld.<br>Renfrew | TheAdmiralty<br>*CellDB*<br>*f*12'16*tDTf*18'24 | 219·9\|28·6\|15 5<br>FK<br>*tDTa*16'36*t FPT*6*t* | London<br>British<br>10*BHptCem*<br>*APT*22*t* | T.6Cy.13¼",21½"&34"–21"<br>HS6990 378NHP<br>2 Water Tube Boilers FD<br>Lobnitz&Co.Ld.Renfrew |
| 27279<br>108757<br>QGTC | **Petersham** SteelScSr<br>ssBkn.No.3-11,11<br>(*ex*Comerio) ssHpl.No.2-20<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&<br>Wireless *deepframing* | 3984<br>3654<br>2499 | ✠100A1<br>*Spar dk*<br>~~6,21~~ ~~8,20~~<br>4,22<br>✠LMC8,20<br>MBS11,21<br>DBS4,22 | Hpl<br>~~Gib~~<br>Bom | *w* | CL<br>~~9,10~~<br>4,22 | 1898<br>9mo | Russell&<br>Co.<br>Port Glasgow<br>A&CP | BritainS.S.Co.Ld.<br>(Watts,Watts&Co.<br>Ld.*Mgrs.*)<br>*CellDBa*~~112~~'*u* | 344·6\|49·8\|17·9<br>P20'B72'F36 25·8<br>FK<br>*E&B*36'*f*146'885*t* | London<br>British<br>6*BHCem*<br>*APT*133*t* | T.3Cy.25",41"&67"–45" (s)<br>180lb *90lb* NDB16 364NHP<br>2SB,6*cf*,GS112,HS4900 FD<br>Rankin&Blackmore,Grk. |
| 27280<br>142854<br>KDFP | **Peterton** SteelScSr<br>Wireless 1*Dk*(*Stl*) | 5221<br>4796<br>3189 | ✠100A1<br>~~6,21~~ ~~11,20~~<br>12,21<br>✠LMC12,19 | Bry<br>~~Npt~~ | *y* | CL<br>12,21 | 1919<br>12mo<br>*Lloyd*'s*A&CP* | Richardsn,<br>Duck&Co.Ld.<br>Stockton | R.Chapman&Son<br>*CellDB* | 400·1\|52·4\|28·4<br>P49'B113'F40'<br>FK<br>336'1058*t FPT*168*t* | Newcastle<br>British<br>7*BHCem*<br>*APT*279*t* | T.3Cy.26",44"&73"–48" (s)<br>180lb *100lb* 397NHP<br>2SB,6*cf*,GS137,HS6066<br>Blair&Co.Ld.Stockton |
| 27281<br>105217<br>PNFL | **Petingaudet** SteelScSr<br>ssShl.No.3-3,09<br>(*ex*Gloxinia) ssCff.No.2-17<br>Wireless 1*Dk*(*Irn*)&*deep framing*<br>*Now named "Francisca Uravain," See No. 37861 in Supplement* | 2540<br>2365<br>1618 | ✠100A1<br>11,20<br>✠LMC<br>MS8,17<br>BS11,20 | Npt | *t* | 11,20 | 1897<br>1mo | TyneI.S.B.<br>Co.<br>Newcastle<br>A&CP | BolivianGeneral<br>Enterprise,Ld.<br>(LeopoldWalford<br>(London)Ld,*Mgs*) | 313·0\|45·0\|20·7<br>P28'B72'F33'<br>*CellDBa*100' FK<br>*uE&B*38'*f*126' | N.Shields<br>British<br>6*BHCem*<br>679*tAPT*21*t* | T.3Cy.23",38"&61"–39" (r)<br>180lb *90lb* NDB09 258NHP<br>2SB,6*cf*,GS90HS4088<br>N.E.MarineEng.CoLdNwc |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27282 | **Petka** SteelScSr<br>*ss*Tri.No.3-11,13<br>*ss*Tri.No.1-18<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light* | 498<br>308<br>309 | ✠100A1<br>12,20<br>✠NB11,13<br>BS12,20 | Nap<br>✠LMC7,18 | | 12,20 | 1896<br>4mo<br>*Lloyd* | Howaldts-werke<br>Kiel<br>*'sA&CP* | Dubrovacka Parobrodska Plovidba<br>*WB=* | 174·1\|25·8\|11·5<br>P&B103'F42'<br>BK7"<br>*DBa*40'*f*23'*uECell* | Ragusa<br>4*BHCem*<br>*DB*16'69*t* | T.3Cy.16⅞",27½"&43¼"-24¾"<br>180lb *100lb* NDB13(*s*)133NHP<br>1SB,3*cf*,GS58,HS2009 FD<br>Howaldtswerke,Kiel | 11″11 | |
| 27283<br>113654<br>RMBT | **Petone** SteelScSr<br>*ss*Mil.No.2-21 *ss*Ddn.No.3-7,12<br>~~*ss*Lyt.No.1-16~~<br>(*ex*Gresham)<br>*Well deck*<br>*Now named* "Sparta," *See No.* 39333 *in Supplement* | 708<br>503<br>388 | ✠100A1<br>3,21 ~~12,19~~<br>~~BS12,19~~ | Sws<br>Mil<br>✠LMC 3,21 | *j* | CL<br>3,21 | 1900<br>1mo<br>*Lloyd* | Taylor& Mitchell<br>Greenock<br>*'sA&CP* | ~~ZenithStmShipping Co.Ld.(Loane Williams&Co. Mgrs.)~~ Bennett S.S.Co.Ld.<br>*W* | 185·4\|29·2\|11·8<br>Q64'B48'F26'<br>BK7½"<br>*B=Cell DBa*48'*uE* | ~~London~~ Goole<br>British<br>4*BHCem*<br>15'*f*68'145*t* | T.3Cy.15",25"&40"-27" (*s*)<br>160lb *70lb* 82RHP<br>1SB,3*pf*,GS56,HS1490<br>McKie&Baxter,Glasgow | 14″0<br>s″11<br>13″0 | |
| 27284<br>145095<br>KHGB | **Petrel** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&<br>*Mchy.Aft* *Shelter dk*(*Stl*-ws) | 1457<br>986<br>776 | ✠100A1<br>*Shelter dk withfreeboard*<br>11,20<br>*Fitted for oil fuel* 11,20 *F.P. above* 150° F. | Ayr<br>✠LMC11,20 | *p* | CL | 1920<br>11mo<br>*Lloyd* | AilsaS.B. Co.Ld.<br>Ayr<br>*'sA&CP* | GeneralStm.Nav. Co.Ld.<br>*CellDB* | 250·2\|37·2\|14·2<br>B17'<br>FK<br>*f*161' 218*t* *FPT*20*t* | London<br>British<br>4*BHCem*<br>*APT*16*t* | T.3Cy.22",35"&57"-39" (*s*)<br>180lb 258NHP<br>2SB,6*cf*,GS126,HS4516<br>AilsaS.B.Co.Ld.Troon | 16″6<br>s″8<br>16″2 | |
| 27285<br>134468 | — SteelSc<br>*Now named* "Chantecler," *See No.* 36787 *in Supplemen*<br>*Elec.light* 2*Dks* | 540<br>295<br>367 | | | | | 1915 | StatenIsl'd S.B.Co.Pt.<br>Richmnd,NY | | 123·7\|26·3\|15·3 | British | T.3Cy.13",22"&36"-28"<br>65RHP<br>StatenIslandS.B.Co. | | R |
| 27286<br>96917 | — IronSc<br>*Mchy.Aft* Wireless 2*Dks* | 346<br>210<br>199 | | | | | 1892 | Collins Bay Rft.&For.Co.<br>CollinsBay,O | ReidNewfoundlnd Co. | 129·2\|26·3\| 9·6<br>H36*t* | Kingston, Ont.<br>British | 2Cy.18"-20"<br>CollinsBayRaftg. 80RHP<br>&ForwardingCo.Ont | | |
| 27287<br>215842<br>LJKF | — SteelScSr<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 292<br>270<br>124 | | | | | 1917 | GlobeS.B. Co.<br>Superior,Wis | AtlanticCoast FisheriesCo. | 135·0\|22·5\|13·4<br>F20' | NewYork<br>Utd.States | T.3Cy.12¾",21½"&35"-24"<br>60NHP<br>MarineIronWks.Chicago | | R |
| 27288 | — SteelScK<br>*Elec.light* 1*Dk* | 265<br>231<br>75 | | | ... | | 1912 | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | | 130·3\|22·1\|12·0<br>Q77'<br>BK7½" | *WB* | T.3Cy.12½",21"&35"-27"<br>85NHP<br>W.V.V.Lidgerwood,Gls. | 12″9 | |
| 27289<br>OQME | — IronScK<br>*ss*Arc.2ndNo.3-9,10<br>(*ex*Courage) 1*Dk*<br>*Mchy.Aft* | 209<br>207<br>98 | ✠100A1<br>5,14 | Bdx | ... | 5,21 | 1885<br>4mo<br>*Lloyd* | R.Dixon& Co.<br>Middlesbro'<br>*'sA&CP* | Soc.desPêch.de l'Océan<br>(C.Olivari,*Mgr.*) | 123·8\|21·0\|11·6<br>ptND10 BK6½" | Bordeaux<br>French<br>4*BHCem* | C.2Cy.19"&36"-24"<br>71lb 52NHP<br>1SB,2*pf*,GS24,HS952<br>Blair&Co.(Lim.),Stockton | 12″1<br>s″11¾<br>11″11 | |
| 27290<br>103040 | — SteelScSr<br>1*Dk* | 192<br>156<br>98 | | | | | 1892 | PolsonIron WksCo(Lim)<br>OwenSound | CanadianGovernment | 116·0\|22·0\|10·3 | Ottawa<br>British | C.2Cy.18"&36"-24"<br>50RHP<br>PolsonI.W.Co.(Lim.),Tto. | | |
| 27291<br>106061 | — IronPadK<br>(*Tug*)<br>1*Dk* | 170<br>154<br>19 | | | | | 1897 | J.P.Ren-noldson&Sns<br>SouthShields | N.BritishRailway Co. | 110·5\|20·2\|10·0 | Glasgow<br>British | L.2Cy.30"-54"<br>95RHP<br>J.P.Rennoldsn&Sns,S.Shl. | | |
| 27292<br>121974 | — SteelScSp<br>1*Dk* | 134<br>101<br>58 | | | | | 1906 | VctriaMch DepotCo.Ld.<br>Victoria,B.C. | Govt.ofCanada | 86·4\|17·0\|12·3 | Vict'riaBC<br>British | C.2Cy.11"&24"-16"<br>23RHP<br>VictoriaMchyDepotCo.Ld | | |
| 27293 | — IronScSr<br>(*ex*Oriental) 1*Dk* | 111<br>—<br>65 | | | | | 1880 | Reiherst'g Schiffsw.<br>Hamburg | MessageriesFluviales deCochinchine | 71·2\|10·9\| 6·6<br>P38'Q— | Saïgon<br>French | 2Cy.8"-10"<br>2NHP<br>Reiherst.Maschinenf.Ham. | | |
| 27294<br>155319<br>KNJV | — WoodSc<br>(*ex*Arcady,*ex*Osceola)<br>1*Dk* | 110<br>—<br>75 | | | | | 1898 | S.Pine<br>Brooklyn, N.Y. | A.Meeker | 119·4\|17·9\| 9·6 | NewYork<br>Utd.States | C.2Cy.15"&27"-20"<br>27NHP | | |
| 27295<br>MNVQ | **Petrell** SteelSc<br>(*ex*Gunvor III.,*ex*Frida) | 855<br>730<br>489 | | | | | 1915 | Schffb.Ges. Unterweser<br>Lehe | BergenLloydA/R (Björnstad& Brækhus,*Mgr.*) | 211·8\|31·3\|13·3<br>F21*t*P24*t*H55*t* | Bergen<br>Norwegian<br>*WB* | T.3Cy.14⅖",22 1/10"&35⅘"-23⅗"<br>62NHP<br>Christian&Meyer Harburg | | N |
| 27296<br>142383 | **Petrella** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Well deck* | 475<br>360<br>162 | ✠100A1<br>10,18<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 4,18 *F.P. above* 150° F. | Qns<br>✠LMC4,18 | *h* | CL | 1918<br>4mo<br>*Lloyd* | Dunlop, Bremner&Co.<br>LdPGlasgow<br>*'sA&CP* | TheAdmiralty | 155·0\|28·1\|11·2<br>Q63'B15'F24'<br>FK<br>*DTa*15*tFPT* | London<br>British<br>11*BHptCem*<br>37*tAPT*8*t* | T.3Cy.14",23"&38"-24" (*s*)<br>180lb 72RHP<br>2SB,4*cf*,HS1890 FD<br>Dunlop,Bremner&Co.Ld. PortGlasgow | 12″0 | |
| 27297<br>142308 | **Petrobus** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Well deck* | 475<br>360<br>163 | ✠100A1<br>2,18<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 2,18 *F.P. above* 150° F. | PGl<br>✠LMC2,18 | *h* | CL | 1918<br>2mo<br>*Lloyd* | Dunlop, Bremner&Co.<br>LdPGlasgow<br>*'sA&CP* | TheAdmiralty | 155·0\|28·1\|11·2<br>Q63'B15'F24'<br>FK<br>*DTa*11'15*tFPT* | London<br>British<br>11*BHptCem*<br>37*tAPT*8*t* | T.3Cy.14",23"&38"-24" (*s*)<br>180lb 72RHP<br>2SB,4*cf*,HS1890 FD<br>Dunlop,Bremner&Co.Ld. PortGlasgow | 12″0<br>s″9½<br>11″5 | |
| 27298<br>99222<br>MFVC | **Petrograd** SteelScSr<br>*ss*Sld.2ndNo.3-11,16<br>(*ex*Petersburg) *ss*Lth.No.1-20<br>1*Dk*(*Irn*)&*Spardk*(*Irn*)&*Webframes*<br>Wireless | 1713<br>1523<br>1090 | ✠100A1<br>*Spar dk*<br>11,21 ~~11,20~~<br>~~MBS7,20~~<br>MBS5,21 | Brs<br>Lth<br>✠LMC8,19 | *q* | CL<br>~~8,10~~<br>11,21 | 1891<br>7mo<br>*Lloyd* | J.Laing<br>Sunderland<br>*'sA&CP* | W.Thomson&Co. | 245·0\|36·2\|14·0<br>B59'F30' 20·9<br>BK8½"<br>*WB=CellDB*195' | Leith<br>British<br>4*BHCem*<br>247*tAPT*35*t* | T.3Cy.19 3/16",31"&50"-36"(*s*)<br>160lb *100lb* NDB19 149NHP<br>2SB,4*rf*,GS66,HS2221<br>G.Clark,Ld.Sunderland | 23″1<br>s 3″11½<br>20″0 | |
| 27299<br>NPBJ | **Petrolea** SteelSc<br>*CarryingPetroleum in bulk*<br>*Elec.light* *Mchy.Aft* 1*Dk* | 480<br>385<br>231 | | | | | 1904 | Kjöbnhvns Flydk.&Skbs<br>Copenhagen | C.FromHolm | 155·9\|27·9\|12·0<br>P62'F19' | Copnhagn<br>Danish<br>*WB* | T.3Cy.13",20½"&33½"-21"<br>51NHP<br>KjbnhavnsFlydk.&Skbsv | | V |
| 27300<br>125775<br>HNMQ | — SteelScSr<br>*CarryingPetroleum in bulk*<br>1*Dk* | 202<br>178<br>95 | | | | | 1905 | L.Zobel<br>Bromberg | BritishTanker Co.Ld. | 119·0\|21·9\|10·0<br>B20' | London<br>British | T.3Cy.7¾",12⅜"&19½"-11 13/16"<br>NB15 20RHP<br>L.Zobel,Bromberg | | |
| 27301<br>SROD | — SteelScSr<br>*OilEng.*<br>(*ex*Aleks.Pelander) 1*Dk*<br>*Carrying oil in bulk* | 145<br>138<br>116 | | | | | 1913 | Joh.Berg<br>Delfzijl | NobelsPetroleum-importA/B. | 99·6\|20·6\| 6·9 | Helsingfrs<br>Finnish | Oil Engine<br>2Cy.<br>*Efitted*16<br>J.&C.G.Bolinders,Skm. | | |
| 27302<br>125445<br>HNGL | **Petroléine** Steel&IronSc3MstSr<br>*Carrying Oil in bulk*<br>*Mchy.Aft* *Elec.light* Wireless 2*Dks* | 4395<br>3924<br>2620 | | | | | 1908 | TyneIron S.B.Co.Ld.<br>Newcastle | SaxoleineS.S.Co. Ld.(Hunting& Son) | 350·3\|48·5\|28·9<br>P96'B23'F41' | Newcastle<br>British<br>*WB* | T.3Cy.26",42"&70"-48"<br>340NHP<br>Wllsnd Slpwy.Co.Ld.Nwc. | | V |
| 27303<br>118493 | **Petroleum** SteelSc3MstSr<br>Wireless *CarryingPetroleum in bulk*<br>*Elec.light* *Mchy.Aft* 2*Dks*&*Webframes* | 4686<br>4273<br>3055 | | | ... | | 1903 | Swan,Hunter&Wigham Richardson,<br>LdNewcastle | TheAdmiralty | 370·8\|48·7\|29·3<br>P79'B28'F38'<br>FK | London<br>British<br>*WB* | T.3Cy.24½",40"&68"-48"<br>320NHP<br>N.E.MarineEng.Co.Nwc. | 30″9 | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit.<br>Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27304<br>MGVS | **Petroleum** SteelSc<br>*CarryingPetroleum in bulk*<br>*Elec.light Mchy.Aft* 1*Dk* | 720<br>502<br>384 | | | | | 1911 | Kjöbnhvns<br>Flydk.& Skbs<br>Copenhagen | VestlandskePetro-leumskompagni | 176·5<br>P126tH55tF34t | 30·4 | 13·8 | Bergen<br>Norwegian<br>*WB* | T.3Cy.15",24½"&40"-27"<br>83NHP<br>KjbnhvnsFlydk.&Skbev. | |
| * 27305<br>142453 | **Petronel** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft Well deck* | 475<br>360<br>162 | ✠100A1<br>1,22 ~~6,18~~ ✠LMC6,18<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel 6,18 F.P. above 150° F.* | PGl<br>Lon | *h* | CL<br>1,22 | 1918<br>6mo<br>*Lloyd's A&CP* | Dunlop,<br>Bremner&Co.<br>LdPGlasgow | TheAdmiralty | 155·0<br>Q63'B15'F25'<br>*DTa*11'15*tFP*7 | 28·1 | 11·2<br>FK | London<br>British<br>11*BHptCem*<br>37*tAPT*8*t* | T.3Cy.14",23"&38"-24" (*s*)<br>180lb 72RHP<br>2SB,*4cf*,HS1890 FD<br>Dunlop,Bremner&Co.Ld.<br>PortGlasgow | 12 |
| 27306 | **Petropolis** SteelPadSk | 289<br>259<br>59 | | | | | 1890 | AM'Millan<br>&Son(Lim.)<br>Dumbarton | Leopoldina RailwayCo. | 210·6 | 23·1 | 8·0 | R.Janeiro<br>Brazilian | C.D.2Cy.31"&60"-60"<br>232NHP<br>D.Rowan&Son,Glasgow | |
| 27307<br>HSCJ | **Petros** IronScSr<br>(*ex*Mabel) 1*Dk*&*Webframes* | 761<br>640<br>463 | | | ... | | 1870 | Denton,<br>Gray&Co.<br>WHartlepool | Tsouros&Co. | 199·1<br>Q90'F32' | 29·1 | 16·5<br>BK7" | Piræus<br>Greek<br>*WB* | C.4Cy.13"&32"-30"<br>NB98 82NHP<br>BlythDryDkCo.Ld.Blyth | 17 |
| 27308 | **Petrus Paulus** SteelScYl<br>(*Trawler*)<br>*Mchy.Aft* 1*Dk* | 194<br>—<br>90 | | | | | 1916 | P.Boot<br>Woubrugge | Vissch.Maats. VereenigdeSteenkolenhandel(W.H. Arends,*Mgr.*) | 114·0 | 22·0 | 10·9 | Ymuiden<br>Dutch | T.3Cy.9⅝",15 11/16"&26 5/16"-14"<br>Machinefabriek 26NHP<br>"Delfshaven,"Delfshaven | |
| 27309 | **Petschora** SteelPad<br>1*Dk* | 135<br>103<br>47 | | | | | 1899 | Allsup&<br>Co.Ld.<br>Preston | StellaPolare SawmillCo.Ld. | 110·0 | 20·0 | 6·5 | Archangel<br>Russian | C.2Cy.16½"&38"-36"<br>72NHP<br>Allsup&Co.Ld.Preston | |
| 27310<br>110910<br>RLNG | **Petunia** IronScK<br>(*Trawler*)<br>1*Dk* | 209<br>191<br>85 | | | ... | | 1899 | Cochrane&<br>Cooper, Ld.<br>Selby | T.W.Baskcomb | 117·0<br>Q48'F20' | 21·5 | 11·2<br>BK7½" | Grimsby<br>British | T.3Cy.11¾",21"&34"-24"<br>NB19 60RHP<br>C.D.Holmes&Co.Hull | 12 |
| 27311<br>OQMG | — SteelScSr<br>(*ex*TakiwaMaru)<br>1*Dk* | 205<br>—<br>60 | | | | | 1912 | OsakaIron<br>Works<br>Osaka | D.Mallet | 109·1 | 21·2 | 10·8 | Dieppe<br>French | T.3Cy.11½",19"&32"-22"<br>48NHP<br>OsakaIronWorks,Osaka | |
| 27312<br>108437 | — SteelScK<br>*ss*Shl.No.3-11,09<br>*ss*Mil.No.2-19<br>1*Dk* | 180<br>161<br>71 | ✠100A1<br>*Stm Trawler*<br>7,19<br>✠NB11,09 ✠LMC7,19 | Mil<br>BS12,21 | | 7,19 | 1899<br>3mo<br>*Lloyd's A&CP* | J.Duthie,<br>Sons&Co.<br>Aberdeen | RainbowSteam FishingCo.Ld. (A. W.Rainbow,*Mgr.*) | 110·3<br>Q23'<br>ptND19 | 20·8 | 11·1<br>BK7½" | Milford<br>British<br>3*BHCem* | T.3Cy.12",19½"&32"-22" (*s*)<br>180lb 61RHP<br>1SB,*2pf*,GS35,HS1080<br>Whyte&Mair,Dundee | 12 |
| 27313<br>142319<br>JSLW | **Petworth** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2012<br>1850<br>1224 | ✠100A1<br>9,21 ~~8,20~~<br>✠LMC5,18<br>*Platform deck in forehold for light cargoes only* | Lon | *s* | CL<br>2,20 | 1918<br>3mo<br>*Lloyd's A&CP* | E.Finch&<br>Co.(1916)Ld.<br>Chepstow | PowerSteamship Co.Ld.(J.Power& Co.*Mgrs.*) | 284·3<br>P29'B78'F28'<br>*CellDB*244'576 | 41·7 | 19·4<br>FK | London<br>British<br>4*BHCem*<br>*tAPT*87*t* | T.3Cy.21½",35"&59"-39"(*s*)<br>180lb *100lb* 259NHP<br>2SB,*6cf*,GS110,HS4300<br>Richardsons,Westgarth&<br>Co.Ld.Sld | 21<br>3<br>18 |
| 27314<br>135758 | **Pevensey Castle** WoodScDy<br>(*Fishing*)<br>1*Dk* | 101<br>101<br>47 | | | | | 1913 | J.Chambers<br>Lowestoft | ~~J.V.Breach~~<br>PevenseyCastle Ld (J.V.Breach) | 86·3 | 20·2 | 10·4 | Lowestoft<br>British | T.3Cy.9¾",15"&22"-16"<br>Elliott& 25RHP<br>Garrood,Ld.Beccles | |
| * 27315<br>87041<br>HDRP | **Peveril** IronScBn<br>*ss*Mdb.3rdNo 3-5,17<br>(*ex*Carina) Wireless 1*Dk*(*Irn*)2*trB*<br>*Well deck* *Cargo battens not fitted* | 1643<br>1336<br>1019 | ✠100A1<br>11,21 ~~3,20~~<br>✠NB5,17 ✠LMC5,15<br>MS2,20 | Lon<br>Goo | *q* | CL<br>2,20 | 1882<br>11mo | M.Pearse&<br>Co.<br>Stockton<br>A&CP | C.A.Stewart&Co. | 257·5<br>Q68'B64'F30' | 34·5 | 18·1<br>BK9"<br>*WB=Cell* | Glasgow<br>British<br>4*BHCem*<br>*DB*214'363*t* | C.2Cy.28½"&60"-39" (*s*)<br>100lb *80lb* NDB17 182NHP<br>1DB,*4pf*,GS85,HS2850<br>Blair&Co.Ld.Stockton | 20<br>2<br>19 |
| 27316 | **Phädra** SteelSc<br>2*Dks* | 619<br>612<br>372 | | | | | 1898 | G.Seebeck<br>Act.Ges.<br>Bremerhaven | Dampfschifffahrts Ges.Neptun | 170·6<br>H42' | 27·1 | 16·4 | Bremen<br>German<br>*WB* | T.3Cy.14¾",17¾"&38¾"-23⅝"<br>72NHP<br>G.Seebeck A.G.Bremerhvn | |
| 27317<br>131910 | **Phaeacian** SteelSc<br>3Mst<br>1*Dk* | 480<br>326<br>220 | | | | | ~~1921~~<br>1920 | MistleyS.B.<br>&Rpg.Co.<br>Mistley | ~~F.W.Horlock~~ Miss C.C.Horlock(F.W. Horlock,*Mgr.*) | 144·1<br>Q81'B9'F18' | 25·2 | 11·1<br>*WB* | Harwich<br>British | T.3Cy.12",20"&34"-23"<br>W H.Allen,Sns&Co.Bedfrd | 12 |
| 27318<br>104518 | **Phalarope** SteelScSr<br>1*Dk* | 124<br>117<br>48 | | | ... | | 1896 | A.Hall&<br>Co.<br>Aberdeen | ProgressSteam TrawlingCo.Ld. (F.Harrison,*Mgr*) | 96·0 | 19·6 | 10·0<br>BK7½" | Scarboro'<br>British | C.2Cy.13½"&30"-21"<br>45RHP<br>A.Hall&Co.Aberdeen | 10<br>7 |
| 27319 | **Phaliron** SteelSc<br>(*ex*Thora)<br>*Elec.light* 1*Dk*&*Spar dk* | 1067<br>909<br>536 | | | | | 1907 | A.Vuijk&<br>Zonen<br>Capelle/Ysel | A.Costaropulo | 216·2<br>H94*t* | 30·2 | 18·8 | Piræus<br>Greek<br>*WB* | T.3Cy.17½",28½"&47"-33"<br>127NHP<br>G.T.Grey,SouthShields | |
| 27320<br>OQMZ | **Phalsbourg** WoodTwinScSr<br>(*ex*C.-31)<br>*Elec.light* | 1082<br>—<br>624 | | | | | 1919 | W.Lyall<br>S.B.Co.<br>Vancuvr. B.C | FrenchGovernment | 195·4 | 39·8 | 17·0 | Havre<br>French | C.4Cy.12"&24"-16"<br>38NHP<br>SorelMechanicalShopsQbc | |
| 27321 | **Phan-Samud** SteelScSr<br>(*ex*Pitsanulok)<br>*Elec.light* 2*Dks* | 2019<br>1865<br>1267 | | | | | 1901 | G.Seebeck<br>Act.Ges.<br>Bremerhaven | Government of Siam (SiameseS.S. Co.*Mgrs.*) | 290·2<br>P13'B82'H31'F43' | 39·2 | 20·2 | Bangkok<br>Siamese<br>*WB* | T.3Cy20½",34½"&55½"-35 7/16"<br>180NHP<br>G.SeebeckA.G.Bremerhvn | |
| 27322<br>125500<br>HQGD | **Pharos** SteelTwinScSr<br>*Elec.light* 2*Dks*(*UptStl*-ws) | 921<br>625<br>393 | ✠<br>3,13<br>✠ | Lth | *m* | | 1909<br>12mo | W.Beardmore&Co.Ld.<br>Glasgow | Commissioners of NorthernLighthouses<br>*WB=CellD* | 206·4<br>P&B127'F30'<br>*Ba*33'*f*69'93*t FPT* | 31·2 | 15·0<br>FK | Leith<br>British<br>6*BHCem*<br>28*tAPT*54*t* | T.6Cy.15",24"&38"-24"<br>HS4190 215NHP<br>2SB&1AuxSB,*8cf*,GS140,<br>W.Beardmore&Co.Ld.Gls | 15<br>11 |
| 27323 | **Phase** WoodSc<br>(*Drifter*)<br>9&12yrsMat. 1*Dk* | 96<br>95<br>40 | ✠ 11A1<br>*For fishing purposes*<br>1,20 ✠LMC1,20 | Abn | | CL | 1919<br>4mo<br>*Lloyd's A&CP* | G.Smith,<br>jun.<br>Buckie | J.Main,Jr. (D.Munro,*Mgr.*) | 87·0 | 19·8 | 10·0 | Inverness<br>British | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>Yeaman&BaggesenTayp't | |
| 27324<br>PQFB | **Phecda** SteelScSr<br>Wireless 1*Dk* | 2637<br>2431<br>1653 | | | | | 1906 | Bonn&<br>Mees<br>Rotterdam | VanNievelt,Goudriaan&Co's Stoomv.Maats. | 306·6 | 44·6 | 21·0 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.23",36"&62"-39"<br>240NHP<br>Maats.deSchelde,Flushing | |
| 27325 | **Phemius** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*& *lower dk in No.1 hold* | 7500 | | | | | 1920 | Scotts'S.B.<br>&E.Co.Ld.<br>Greenock | OceanS.S.Co.Ld. (A Holt&Co*Mgrs*) | 455·0<br>P54'B165'F62' | 56·2 | 32·5 | Liverpool<br>British<br>*WB* | 2 Steam Turbines geared to 1 Sc. Shaft<br>Scotts'S.B.&E.Co.Ld.Grk. | |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired, Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27326<br>78839<br>SPVG | **Pheumpenh** IronSc3MstSr<br>ssCal.No.3–5,91<br>(exShahjehan) ssCal.No.2–99<br>2Dks(1Irn) | 1692<br>1537<br>1065 | ✠<br>6,04<br>✠NB6,91 | Cal | r | | 1878<br>12mo | Harland&<br>Wolff<br>Belfast | LuenHingS.S.Co.<br>Ld.<br>WB= | 305·8<br>F48'<br>MTf26' a28' FPT | 31·7 | 22·2<br>BK9" | HongKong<br>British<br>6BHCem<br>19tAPT6t | C.2Cy.34"&61"–45"<br>NDB89 211NHP<br>2DB,8cf,GS160,HS3812<br>D.Rowan,Glasgow | 23″10 | |
| 27327<br>135459<br>JOGM | **Phidias** SteelScSr<br>ssLiv.No.1–18<br>Elec.light Wireless 2Dks(Stl) | 5623<br>5281<br>3565 | ✠100A1<br>11,20<br>~~BS6,20~~ ✠LMC~~8,17~~<br>11,21 | Gls | z | CL<br>~~8,18~~<br>3,21 | 1913<br>5mo<br>Lloyd | A.McMil-<br>lan&Son,Ld.<br>Dumbarton<br>'sA&CP | LivBrazil&RPlate<br>SN.CoLd(Lamport<br>&Holt,Ld.Mgrs.)<br>Tween<br>hold<br>WB= CellDB | 415·5<br>P44'B123'F46'<br>dk BH in No.3<br>dispensed with<br>a133' uE&B 43' f18 | 56·0 | 28·1<br>FK<br>{ 6B<br>1B | Liverpool<br>British<br>Cem<br>H to Upr dk<br>H to 2nd dk<br>6'1056t DTa | T.3Cy.27",44"&73"–48" (s)<br>180lb 480NHP<br>3SB,9cf,GS189,HS8502<br>D.Rowan&Co.Glasgow<br>only<br>35'1048tFPT121tAPT41t | 30″9<br>s 6″0½<br>25″1 | |
| 27328<br>150617<br>KLPO | **Philadelphia** SteelTwinScSr<br>ssSou.2ndNo.3–12,13<br>ssN.Yk.No.1–18<br>(exParis,exCity of Paris)4Dks(2Stl–ws&<br>Elec.light 1ptStl–ws)&Promenade dk<br>Ref.Mchy. Sub.Sig. Wireless (Stl–ws) | 10232<br>8566<br>4205 | ✠100A1<br>3,20<br>MS4,17 ✠LMC<br>✠NE&B8,01 BS3,20 | NYk | | CL<br>3,20 | 1889<br>3mo<br>Lloyd | J.&G.<br>Thomson<br>Clydebank<br>'sA&CP | InternationalMer-<br>cantileMarineCo.<br>Inc.<br>WB = CellDBa106'uE | 527·6<br>P75'F109'<br>&B 179' f121' 1553t | 63·2 | 22·0<br>39·2<br>FK | NewYork<br>Utd.States<br>14BHptAsp<br>ptCem<br>DTf30'194t | Q8Cy39",54",76"&106"–60"<br>206lb (s) 2675NHP<br>NDB01 FD HS39618<br>6DB&4SB,64cf,GS1128,<br>Harland&Wolff,Ld.Bel. | 41″10<br>s12″2<br>30″4 | |
| 27329<br>150344<br>KOWD | — IronScBg<br>ssN.Yk.2ndNo.3–8,11<br>ssN.Yk.No.1~~–17~~2–21<br>Elec.light 2Dks(1ptIrn)&Shaded<br>Wireless | 2520<br>1655<br>1900 | ✠100A–<br>Shade dk<br>withfreeboard<br>~~1,21~~ ~~5,19~~ 10,21<br>~~BS1,21~~ ✠LMC~~2,17~~ | NYk | 1,21 | 11,20 | 1885<br>2mo | W.Cramp<br>&SonsS.&<br>E.B.Co.<br>Philadelphia | Atlantic&Carib-<br>beanStm.Nav.Co. | 300·0<br>len92 | 35·0 | 20·6<br>28·1<br>BK9½" | Wilmgton<br>(Del.)<br>Utd.States<br>5BHCem | C.2Cy.32"&61"–36" (a)<br>90lb 75lb 186NHP<br>2SB,6f,GS144<br>WCramp&SsS&EBCo.Phl.<br>Freeboard to Shade dk | 22″1<br>s 3″5<br>19″9<br>11″1 | |
| 27330<br>214565<br>LGMW | — SteelScSr<br>Elec.light 3Dks | 2453<br>—<br>1759 | | | | | 1916 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | ClydeS.S.Co.Inc. | 253·0 | 43·5 | 19·9 | NewYork<br>Utd.States | T.3Cy.17",29¾"&50½"–36"<br>153NHP<br>Gt.LakesEngWks.Detroit | | |
| 27331 | — IronScSr<br>(exMuquy,exParahyba) 1Dk2trB<br>Wireless | 696<br>520<br>378 | ✠<br>9,82<br>✠ | Gls | k | | 1882<br>8mo | W.B.<br>Thompson<br>Glasgow | Emprza Brazileira<br>deNav.(Prates,<br>Magalhães&Co.<br>Mgrs.) | 200·0<br>P66'B46'F35' | 28·0 | 14·2<br>WB= | R.Janeiro<br>Brazilian<br>4BHCem<br>APT26t | C.2Cy.30"&60"–33"<br>172NHP<br>W.B.Thompson,Dundee | | V |
| 27332<br>143613<br>KDSL | **Philadelphian** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless &2nd dk(Stl)in forward holds<br>Sub.Sig. &after main hold<br>Cargo battens not fitted in Shelter'tweendks<br>Straight frames & bevelled bilge | 6586<br>6224<br>4059 | ✠100A1<br>Shelter dk<br>withfreeboard<br>7,21 ~~6,20~~<br>~~BS2,21~~ ✠LMC2,20<br>BS4,22 | Mdb<br>Liv | a† | CL<br>~~5,20~~<br>7,21 | 1920<br>2mo<br>Lloyd | Harland&<br>Wolff,Ld.<br>Belfast<br>'sA&CP | Leyland&Co.Ld.<br>CellDB343 1571 | 412·6<br>F40'onShelter dk<br>t DTa23' 858t FPT | 55·8 | 34·4<br>FK | Liverpool<br>British<br>Cem<br>6BHtoSh dk<br>2 „ „ U „<br>91tAPT126t | 2 SteamTurbines geared to<br>1ScShaft 200lb (s) 678NHP<br>3 Water Tube Boilers FD<br>HS9636<br>Harland&Wolff,Ld.Bel. | 38″0<br>s10″0½<br>28″3 | |
| 27333<br>439 | **Philip** IronPad<br>(Tug)<br>(exFratelliPassalacqua, 1Dk<br>exTelemachos,exLordCollingwood) | 108<br>—<br>34 | | | | | 1877 | JReadhead<br>&Co.<br>SouthShields | Ph.P.Scourtely | 100·5 | 18·7 | 9·8 | Kertsch<br>Russian | 1Cy.35"–51"<br>NB98 67NHP | | |
| 27334<br>140785 | **Philip Godby** SteelScK<br>1Dk(Stl) | 290<br>249<br>127 | ✠100A1<br>StmTrawler<br>5,19 ✠LMC5,19 | Hul | | CL | 1919<br>3mo<br>Lloyd | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'sA&CP | ~~H.Pennington,~~<br>~~(J.Nierinck,Mgr)~~<br>GodbySteam<br>FishingCo.Ld.<br>(J.Nierinck,Mgr.) | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | Fleetwood<br>~~Grimsby~~<br>British<br>3BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 87RHP<br>1SB,3pf,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13″6 | |
| 27335 | **Philip Maxsted** IronScK<br>(Trawler)<br>1Dk | 148<br>140<br>61 | | | … | | 1889 | Cook,Wel-<br>t'n&Gemmell<br>Hull | J.Stranne | 100·6 | 20·9 | 10·8<br>BK7½" | Gothenbrg<br>Swedish | C.2Cy.17"&33"–22"<br>42NHP<br>Bailey&Leetham,Hull | 11″11 | |
| 27336<br>201928 | **Philip Minch** SteelScSr<br>Elec.light Mchy.Aft 1Dk | 5865<br>—<br>4471 | | | | | 1905 | American<br>S.B.Co.<br>Lorain,O. | KinsmanTransCo.<br>(H.Steinbrenner,<br>Mgr.) | 480·0 | 52·0 | 30·0 | Cleveland<br>Utd.States<br>WB | T.3Cy.22½",36"&60"–42"<br>233NHP<br>AmericanS.B.Co.Cleveland | | |
| 27337<br>220607<br>MBLD | **Philip Publicker** SteelSc<br>Elec.light 1Dk(Stl)<br>Wireless | 2398<br>1988<br>1439 | ✠100A1<br>~~4,21~~ ~~9,20~~ 9,21<br>✠LMC9,20<br>Carrying Molasses in bulk<br>Fitted for oil fuel 9,20 F.P. above 150° F. | Dul<br>~~Wmn~~ Phl | r | CL | 1920<br>9mo | M'Dougall-<br>DuluthSBCo.<br>Duluth,Minn<br>A&CP | PublickerShipp-<br>ingCoInc.(Charles<br>KurzCo.Inc.Mgrs)<br>CellD | 251·0<br>P25'B64'F22'<br>B206' 537t FPT60t | 43·7 | 22·2<br>FK | Phildlphia<br>Utd.States<br>10BH<br>APT82t | T.3Cy.19",32¼"&54"–40" (s)<br>190lb 262NHP<br>2SB,4cf,GS100,HS3828 FD<br>McDougall-DuluthS.B.Co. | 24″3<br>s 3″5<br>21″2 | |
| 27338<br>143084<br>JWMB | **Philip T. Dodge** SteelSc<br>ssMch.No.3–3,21<br>(exCläreHugoStinnes1) 1Dk(Stl)<br>Elec.light Sub.Sig. Wireless | 5047<br>4457<br>3691 | 100A1<br>withfreeboard<br>3,21 | Mch<br>LMC3,21 | x | CL<br>3,21 | 1910<br>Lloyd | Bremer<br>Vulkan<br>Vegesack<br>sA&CP Cell | AtlanticTrans-<br>portationCo.Ld<br>(J.L.Crosthwaite Mgr)<br>DB332'1240tTank | 384·0<br>P24'B71'F29'<br>on dkf89t a46tFPT | 51·7 | 26·8<br>FK | St.John.N.B.<br>~~London~~<br>British<br>6BHCem<br>164tAPT60t | T.3Cy.24⅜",39⅛"&64"–43½"<br>200lb (s) 257NHP<br>2SB,6cf,GS134,HS2610 FD<br>BremerVulkan,Vegesack | 29″6<br>s 6″10<br>23″1 | |
| 27339<br>215828<br>LJHP | **Philippines** SteelTwinScSr<br>(exHercules,exBulgaria.<br>Elec.light exCanada,exBulgaria) 3Dks&<br>Ref.Mchy. Wireless Sub.Sig. Shelter dk | 11440<br>10924<br>7305 | | | | | 1898 | Blohm&<br>Voss<br>Hamburg | UnitedStates<br>ShippingBoard | 501·4<br>B110' | 62·2 | 42·6 | NewYork<br>Utd.States<br>WB | Q.8Cy.21⅓",31⅔",46"&66½"–<br>48" 610NHP<br>Blohm&Voss,Hamburg | | R |
| 27340<br>135755 | **Phillip J. Kenny** WoodSc<br>(exEleanorF.Peck) | 357<br>—<br>218 | | | | | 1884 | ………………<br>Brooklyn,<br>N.Y. | NewEnglandS.S.<br>Co. | 105·0 | 30·0 | 8·0 | N.London<br>Utd.States | 1Cy.20"–24"<br>NB12 15NHP<br>J.W.Sullivan,NewYork | | |
| 27341<br>139135 | **Philol** SteelSc<br>ssLon.No.1–22<br>Elec.light 1Dk(Stl)&Web frames<br>Mchy.Aft | 1178<br>863<br>570 | ✠100A1<br>withfreeboard<br>1,22 ~~11,17~~ ✠LMC1,22<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 8,16 F.P. above 150° F. | Nwc<br>Lon | n | 1,22<br>Lloyd's | 1916<br>8mo | TyneIron<br>A&CP<br>S.B.Co.Ld.<br>Newcastle | TheAdmiralty<br>Cell DBuE&B43' 63 | 210·0<br>P44'F40'<br>t DTf30'253t FPT<br>Middle line Bulkhead not oil-tight. | 34·8 | 15·6<br>FK | London<br>British<br>13BHptCem<br>36tAPT30t | T.3Cy.16",26"&43"–27" (s)<br>180lb 142NHP<br>2SB,4cf,HS2174 FD<br>N.E.MarineEngCoLd Nwc | 16″6 | |
| 27342<br>146164<br>KLCB | **Philomel** SteelSc<br>1Dk(Stl)&Shelter dk(Stl–ws) 1563<br>Elec.light 2nd dk in No.1 hold 1103 | ~~1580~~<br>~~1100~~<br>~~960~~<br>928 | ✠100A1<br>Shelter dk<br>withfreeboard<br>11,21 ✠LMC11,21<br>~~(ClassContemplated)~~ | Trn | r | CL | 1921<br>11mo<br>Lloyd | AilsaS.B.<br>Co.Ld.<br>Troon<br>'sA&CP | GeneralStm.Nav.<br>Co.Ld.<br>CellDB236'357t | ~~270·0~~<br>270·4<br>B73'onShltrdk<br>FPT16tAPT18t | 39·2 | 14·9<br>FK | London<br>British<br>Cem<br>3BHtoSh.dk<br>2 „ „ U „ | T.3Cy.23",37½"&60"–39" (s)<br>180lb 292NHP<br>2SB,8cf,GS167,HS5154<br>AilsaS.B.Co.Ld.Troon | 17″0<br>s ″9<br>16″6 | |
| 27343<br>141873<br>JSCP | **Philotis** SteelSc<br>ssP.Gl.No.1–21<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Mchy.Aft | 1037<br>953<br>543 | ✠100A1<br>Shelter dk<br>withfreeboard<br>12,21 ~~3,20~~ ✠LMC~~1,18~~<br>12,21 | Liv<br>PGl | l | CL<br>~~3,19~~<br>12,21 | 1918<br>1mo<br>Lloyd | Ardrossan<br>DD&SBCoLd<br>Ardrossan<br>'sA&CP | J.&P.Hutchison,<br>Ld.<br>CellDBuB4 | 200·4<br>0'f100'196tFPT81t | 30·7 | 19·1<br>FK | Glasgow<br>British<br>3BHCem<br>APT13t | T.3Cy.16",26"&44"–33" (s)<br>180lb 143NHP<br>2SB,4pf,GS60,HS2456<br>W.Beardmore&Co.Ld.Gls. | 21″4<br>s 6″3½<br>15″4 | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant<br>pds. pa |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27344<br>143773 | **Phineas Beard** SteelScK<br>*Mchy.Aft* 1*Dk* | 278<br>249<br>114 | ✠100A1<br>*StmTrawler*<br>3,18<br>✠LMC3,18 | Hul | | CL<br>12,21 | 1918<br>3mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | ~~TheAdmiralty~~<br>Brand&CurzonLd. | 125·5<br>Q72'F21'<br>BK7½" | 23·5 | 12·7 | MlfrdHvn<br>~~London~~<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 61NHP<br>1SB,*3pf*,GS49,HS1590<br>Amos&Smith,Ld,Hull | 13 |
| 27345 | **Phoca** SteelSc<br>(*Tug*)<br>1*Dk* | *112*<br>99<br>5 | | | ... | | 1908 | CHWalker<br>&Co.Ld.<br>Sudbrook | LloydBrasileiro | 86·0<br>BK6" | 18·6 | 9·7 | R.Janeiro<br>Brazilian | T.3Cy.13",22"&34"-22½"<br>55NHP<br>Plenty&Son,Ld.Newbury | 10 |
| 27346<br>OQPA | **Phocée** SteelSc<br>(*Trawler*)<br>*Elec.light* (*ex*Sansonnet) 1*Dk* | 343<br>—<br>93 | | | | | 1919 | Forg.&Ch.<br>de laMédit.<br>LaSeyne | L.Sicard | 131·2 | 23·9 | 13·0 | Marseilles<br>French | C.2Cy.17 7⁄16"&35⅛"-23½"<br>50NHP<br>Forg.&Ch.de laMédit Msl. | |
| 27347<br>OQPD | **Phocéen** IronScSr<br>(*Tug&SalvageVessel*)<br>(*ex*JaneJolliffe) Wireless | 257<br>—<br>17 | | | | | 1888 | J.Readhead&Co.<br>SouthShields | "France"Soc.<br>Nationale de Sauv.<br>et de Remorq | 133·0 | 22·6 | 12·9 | Marseilles<br>French | T.3Cy.16",26"&43"-30"<br>101NHP<br>J.Readhead&Co.S.Shields | |
| 27348<br>123253 | **Phoebe** SteelScK<br>*ss*Gms.No.3-6,20<br>1*Dk* | 178<br>166<br>68 | ✠100A1<br>*StmTrawler*<br>9,21 ~~6,20~~<br>✠LMC6,20<br>BS9,21 | Gms | | CL<br>6,20 | 1906<br>5mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Beverley<br>'*sA&CP* | DobsonSteam<br>FishingCo.Ld.<br>(C.Dobson,*Mgr.*) | 108·5<br>BK8"<br>*WB*= | 21·6 | 11·5 | Grimsby<br>British<br>4*BHCem*<br>*DTf*13'30*t* | T.3Cy.10",16¼"&27"-24" (*s*)<br>200lb 45RHP<br>1SB,*2pf*,GS25,HS750<br>Amos&Smith,Hull | 12 |
| 27349<br>98449<br>NQHJ | **Phœbe** SteelScSr<br>*ss*Mdb.2ndNo.3-7,20<br>1*Dk*(*Irn*)&*Webframes*&*ptAwng dk*(*Irn*)<br>Wireless | 2754<br>2127<br>1755 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>~~11,20~~<br>11,21<br>✠LMC7,20<br>BS11,21 | Shl | *t* | 10,20 | 1894<br>12mo | TTurnbull<br>&Son<br>Whitby<br>A&CP | BedeStm.Shipping<br>Co.Ld. (Frew,<br>Elder&Co.*Mgrs.*) | 312·4<br>P29'Q90'<br>*ptAwng dk*193' FK<br>*WB*=*DBa*104' | 40·6 | 21·8 | Cardiff<br>British<br>6*BHCem*<br>,120'574*t* | T3Cy23",37½"&61½"-39" (*s*)<br>160lb *80lb* NDB11 240NHP<br>2SB,*6cf*,GS90,HS3664<br>T.Richrdsn&Sns(Lm),Hpl | 23<br>8<br>22 |
| 27350 | **Phoebos** IronScK<br>*ss*Lon.2ndNo.3-6,99<br>(*ex*Commercial) *ss*Lon.No.2-08<br>*Mchy.Aft* 1*Dk* | 115<br>109<br>53 | ✠<br>5,12<br>✠NB8,05 | Lon | *a* | | 1874<br>9mo | J.Softley&<br>Co.<br>SouthShields | H.Himminghoffen | 100·7<br>ND86<br>ptND04 BK6½" | 18·3 | 8·6 | Altona<br>German<br>3*BHCem* | C.2Cy.11½"&28"-18"<br>19NHP<br>1SB,*2pf*,GS24,HS431<br>W.&J.Almond,N.Shields | 9 |
| 27351 | **Phœbus** SteelSc<br>*Elec.light* 2*Dks*(*Stl*) | 5019<br>4079<br>3149 | ✠100A1<br>3,21<br>✠LMC5,21<br>*Fitted for oil fuel* 3,21 *F.P. above* 150° F. | Nwc | *y* | CL | 1921<br>3mo<br>*Lloyd* | Palmers'<br>Co.Ld.<br>Newcastle<br>'*sA&CP* | Soc."LesAffréteursRéunis"<br>(JeanStern)<br>*CellD* | 386·1<br>P36'Ba21'B113'<br>Bf21'F42' FK<br>*B*327' 848*t FPT*97*t* | 52·6 | 26·3 | Rouen<br>French<br>6*BHptCem*<br>*APT*20*t* | T.3Cy.26",43"&71"-48" (*s*)<br>180lb 453NHP<br>3SB,*9cf*,GS220,HS8007<br>Palmers'Co.Ld.Newcastle | 28<br>5<br>23 |
| 27352 | — SteelSc<br>1*Dk* | 657<br>517<br>362 | | | | | 1910 | Akt.Ges.<br>"Weser"<br>Bremen | Dampfsch.Ges.<br>Neptun | 180·0<br>Q50'B45'F22' | 28·1 | 12·8 | Bremen<br>German<br>*WB* | T.3Cy.13¾"21 1⁄16"&34 7⁄16"-23¼"<br>57NHP<br>A.G."Weser,"Bremen | |
| 27353 | **Phoenicier** SteelScSr<br>*Elec.light* (*ex*LakeWorth) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 2080<br>1691<br>1268 | ✠100A1<br>3,20<br>✠LMC10,17 | Bos | *r* | CL<br>10,19 | 1917<br>10mo | Chicago<br>S.B.Co.<br>Chicago<br>A&CP | LloydRoyalBelge<br>Soc.Anon. | 250·0<br>P25'B64'F25'<br>FK<br>*CellDB*220' 528*tFPT* | 43·6 | 18·2 | Antwerp<br>Belgian<br>4*BHCem*<br>67*tAPT*77*t* | T.3Cy.20",33"&54"-40" (*s*)<br>180lb 274NHP<br>2SB,*6cf*,GS126,HS5246<br>AmericanSBCo.ClevelndO | |
| 27354<br>216824<br>LMRB | **Phoenix** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* 1*Dk*<br>*Mchy.Aft* *Fitted with cylindrical tanks for carrying Petroleum*<br>Sub Sig. | 5731<br>4550<br>3511 | | | ... | | 1918 | ChesterS.B<br>Co.Ld.<br>Chester,Pa. | UnitedStates<br>ShippingBoard | 400·8<br>P99'B27'F50'<br>FK | 54·3 | 31·4 | Phildlphia<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Screw Shaft<br>WestinghouseElectric&<br>Mfg.Co.E.Pittsburgh | 32 |
| 27355 | — SteelScSr<br>*Elec.light* 1*Dk* | 999<br>828<br>530 | | | | | 1913 | Stettiner<br>Oderwerke<br>Stettin | Dampfsch.Ges.<br>Argo | 236·0<br>P&B144'F27' | 32·5 | 13·7 | Bremen<br>German<br>*WB* | T.3Cy.21¾",35½"&57 1⁄16"-39⅜"<br>205NHP<br>StettinerOderwerke | |
| 27356<br>NWMD | — SteelScSr<br>1*Dk* | 599<br>458<br>275 | | | | | 1918 | Wed. Duijvendijk<br>Gouderak | A/SRederiet<br>Örkild(Fr.E.W.<br>v.d.Hude&Sön,<br>*Mgrs.*) | 171·6 | 28·3 | 12·2 | Svendborg<br>Danish<br>*WB* | T.3Cy.13",20½"&35-21"<br>56NHP<br>Van derKuij&Van derRee<br>Rotterdam | |
| 27357<br>1196<br>LRDB | — IronTwinSc<br>1*Dk* | 365<br>—<br>262 | | | | | 1881 | Stabilmnto<br>Tecnico<br>Trieste | Ch.A.Theofani | 176·0 | 27·1 | 8·6 | Rostoff<br>Russian | C.4Cy.11"&22"-19"<br>35NHP | |
| 27358<br>150929<br>KRLF | — WoodScSr<br>(*ex*Aloha) 1*Dk* | 256<br>226<br>160 | | | | | 1898 | Hay&<br>Wright<br>Alameda,Cal. | GoodyearRedwood<br>Co. | 126·5 | 30·5 | 10·0 | S.Frncisco<br>Utd.States | Oakland NB10<br>IronWorks,Oakland,Cal. | |
| 27359<br>86223 | — WoodScFlat | 128<br>119<br>87 | | | | | 1882 | G.Deakin<br>(Lim.)<br>Winsford | SaltUnion,Ld. | 88·2 | 20·8 | 9·0 | Liverpool<br>British | 2Cy.12"-14"<br>24RHP<br>G.Deakin(Lim.),Winsford | |
| 27360<br>217241<br>LNTS | **Phœnix Bridge** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trB in fore&after holds&Webframes*<br>Wireless Sub.Sig. | 3283<br>3005<br>2000 | | | ... | | 1918 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 335·6<br>P30'B90'F35'<br>FK | 46·0 | 25·0 | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa | 28 |
| 27361<br>NVBC | **Phönix** SteelScSr<br>*Elec.light* Wireless 1*Dk*&*Awng dk* | 1894<br>1679<br>1145 | | | | | 1916 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | Dampskibsselsk.<br>NordenA/S (P.<br>Brown,Jnr.&Co.<br>*Mgrs.*) | 280·1 | 41·5 | 17·8 | Copnhagn<br>Danish<br>*WB* | T.3Cy.20",32"&53"-36"<br>168NHP<br>HelsingörsJernsk.&Mskb. | |
| 27362<br>NRSW | — SteelScSr<br>1*Dk*&*partAwng dk* | 322<br>240<br>167 | | | | | 1911 | Nüscke&<br>Co.<br>Stettin | A/S D/S Phönix<br>(S.Jensen,*Mgr.*) | 136·1<br>B31' | 25·7 | 15·9 | Esbjerg<br>Danish<br>*WB* | T.3Cy.12¼",19"&31"-20½"<br>43NHP<br>Christiansen&Meyer,Har. | |
| 27363 | — IronPad<br>(*ex*Union)<br>*Elec.light* 1*Dk* | 197<br>—<br>122 | | | | | 1885 | J.C.Tecklenborg<br>Geestemünde | E.Artel | 149·6<br>H61' | 21·9 | 8·3 | Heligoland<br>German | C.2Cy.23"&39"-47"<br>87NHP<br>H.Paucksch,Landsberg | |
| 27364 | — IronTwinSc<br>(*ex*Ems)<br>*Elec.light* | 147<br>144<br>63 | | | | | 1875 | Meyer&<br>Barth<br>Papenburg | Ver.Flensburg-<br>Ekensunder&Sonderburg<br>Dampfs.G. | 123·8<br>B72' | 22·8 | 8·3 | Flensburg<br>German<br>*WB* | C.4Cy.12½"&21½"-15¾"<br>NB00 31NHP<br>Meyer&Barth,Papenburg | |
| 27365 | **Phopho Macris** WoodSc<br>Lost by Explosion 11,20<br>*Motor*<br>(*ex*NicolaosKyriakidis) | 248<br>— | | | | | 1919 | S.Fetouris<br>Syra | PandelisMacris | 100·1 | 24·0 | 14·1 | Syra<br>Greek | Motor<br>6Cy.11"-12" 38NHP<br>WolvrineMtrWksBrdgprt | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in LR. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27366<br>OQPE | **Phoque II.** IronScK<br>ssArc.2ndNo.3-8,13<br>(exHermione,exBassanio, exSailingVessel) 1Dk | 135<br>122<br>9 | 7,19 ✠<br>Trawler<br>✠NE&B8,88 | Arc | | | 1885<br>3mo | Cook,Welt'n&Gemmell<br>Hull | J.F.Castaing | 96·7<br>len88 ND96 BK7″ | 20·4 | 10·0 | LaRochlle<br>French<br>3BHCem | C.2Cy.16″&30″-22″<br>40NHP<br>1SB,2pf,GS27,HS760<br>C.D.Holmes&Co.Hull | 11 ″ 0 | |
| 27367<br>149470<br>TVRP | **Phorus** SteelSc<br>ssShl.No.3-2,13 ~~ssShl.No.3-2,13~~<br>(exHuntball) ssH.Kg.No.1-18<br>Elec.light Wireless 2Dks(1Stl-UIrn)<br>&deep framing& Web frames | 4247<br>3850<br>2753 | ✠100A1<br>1.21<br>~~BS6,20~~ ✠LMC11,18<br>BS8,21<br>Carrying oil fuel in bulk F.P. above 150° F. | Shi | x | CL<br>~~1,18~~<br>1,21 | 1900<br>12mo | SirJ.Laing &Sons,Ld.<br>Sunderland<br>A&CP | Anglo-Saxon PetroleumCo.Ld.<br>Middle-line bulkhead not oil-tight<br>CellDBa96'uE&B48'f156'950tFPT112tAPT59t | 360·5<br>P36'B96'F40' FK | 47·0 | 28·3 | London<br>British<br>8BHptAsp ptCem | T.3Cy.26½″46″&77″-48″ (r)<br>180lb 530NHP<br>3SB,9cf,GS136,HS7843 FD<br>T Richardson&Sns,Ld.Hpl | 31 ″ 0<br>s 6 ″ 2½<br>25 ″ 2 | |
| 27368<br>97675<br>VJQD | **Phra Nang** SteelScSr<br>2Dks | 1604<br>1472<br>1022 | | | | | 1890 | Fairfield S.B.Co.(Lim)<br>Glasgow | CheongYueS.S.Co.Ld. | 270·4<br>B30' H52' F42' | 37·0 | 21·8 | HongKong<br>British | T.3Cy.22″,36″&57″-42″<br>211NHP<br>FairfieldS.B.Co.(Lim.)Gls. | | |
| 27369<br>132405 | **Phrontis** SteelScK<br>ssFlt.No.2-19<br>1Dk | 288<br>267<br>114 | ✠100A1<br>StmTrawler<br>9.19<br>BS11,21<br>~~BS10,20~~ ✠LMC9,19 | Flt | | CL<br>9,19 | 1911<br>4mo<br>Lloyd | Cochrane &Sons<br>Selby<br>'sA&CP | MountSteam FishingCo.Ld. | 130·1<br>Q79'F23' BK8″ | 23·5 | 12·5 | Fleetwood<br>British<br>4BHCem | T.3Cy.13″,22¾″&37″-26″ (s)<br>180lb 90RHP<br>1SB,3pf,GS47,HS1590<br>Amos&Smith,Ld.Hull | 13 ″ 3 | |
| 27370<br>110973<br>RLWN | **Phrygia** SteelScSr<br>ssLiv.No.3-1,13<br>ssMch.No.1-18<br>(exOro) 1Dk(Stl)&Spardk<br>Wireless (ptIrn&ptStl)&deepframing | 3353<br>3126<br>2147 | ✠100A1<br>Spar dk<br>12.20 ✠LMC<br>MS~~5,17~~6,21 ~~BS12,19~~<br>BS12,20 | Cff | v | CL<br>N4,20 | 1900<br>1mo | SirRaylton Dixon&CoLd<br>Middlesbro'<br>A&CP | CunardS.S.Co.Ld.<br>WB=CellDBa106'uE20'f146'749t | 340·0<br>P30'B78'F36' 23·4 FK | 47·1 | 15·4 | Liverpool<br>British<br>6BHCem | T.3Cy.25″,40″&66″-45″ (r)<br>180lb 60lb 337NHP<br>2SB,6cf,GS106,HS4378 FD<br>SirC.Furness,Westgarth &Co.Ld.Mdb. | 25 ″ 9<br>s 4 ″ 11<br>21 ″ 2 | |
| 27371<br>OQPJ | **Phrygie** SteelScSr<br>Elec.light Wireless 2Dks3trB | 3814<br>3219<br>2419 | | | | | 1906 | Gourlay Bros.&Co. (Dundee)Ld<br>Dundee | Cie.deNavigation Paquet | 358·0<br>P51'B126'F56' | 44·1 | 26·4 | Marseilles<br>French<br>WB | T.3Cy.26″,41½″&68″-45″<br>310NHP<br>GourlayBros.&Co. (Dundee),Ld.Dun. | | V |
| 27372<br>OQPL | **Phryné** SteelScSr<br>ssAlg.No.3-10,07<br>Wireless 1Dk(Stl)&Spardk(Irn)<br>&deep framing | 2893<br>2610<br>1799 | ✠<br>Spar dk<br>10,16 ✠ | Hav | y | | 1895<br>11mo | C.S.Swan& Hunter,Ld.<br>Newcastle | Cie.Française des CheminsdeFer de Paris-Orléans(Soc Mar.Aux.deTransports,Mgrs.)<br>WB=CellDBa96'uE&B36'f130'576tAPT25t | 320·4<br>P30'B52'F34' 24·8 FK | 42·0 | 14·1 | Nantes<br>French<br>5BHCem | T.3Cy.22″,37½″&61½″-42″<br>NDB11 257NHP<br>2SB,6cf,GS112,HS3830<br>N.E.Mar.E.Co.(Lim.)Nwc. | 27 ″ 6 | V |
| 27373<br>OQPU | **Phuoc Kien** IronScSr<br>2Dks | 318<br>—<br>102 | | | | | 1881 | Scott&Co.<br>Greenock | MessageriesFluviales deCochinchine | 135·7<br>Erections39t | 19·9 | 17·2 | Saïgon<br>French | C.2Cy.15″&27″-15″<br>24NHP<br>Scott&Co.Greenock | | V |
| 27374<br>214757<br>LGRW | **Phyllis** WoodSc3MstSr<br>Fitted for oil fuel<br>Elec.light Wireless 1Dk | 1266<br>1065<br>695 | | | | | 1917 | Aberdeen S.B.Co. Aberdeen,Wash | PhyllisS.S.Co. (W.R.Chamberlin &Co.) | 215·3<br>P12'F34' | 42·8 | 17·1 | S.Frncisco<br>Utd.States | T.3Cy.13½″,23″&40″-30″<br>88NHP<br>MainStreetIronWrks,S.Fo | | R |
| 27375<br>137169 | **Phyllis Belman** SteelScK<br>ssTrn.No.1-19<br>1Dk | 211<br>207<br>78 | ✠100A1<br>StmTrawler<br>1.22~~4,19~~ ✠LMC3,19<br>BS1,22 | Trn<br>Abn | | CL<br>~~3,19~~<br>1,22 | 1915<br>6mo<br>Lloyd | A.Hall& Co.Ld.<br>Aberdeen<br>'sA&CP | ~~P.Belman~~<br>Stroud&Cannon | 115·7<br>BK7½″<br>WB= | 22·6 | 12·2 | Aberdeen<br>British<br>3BHCem<br>DTf7'12t | T.3Cy.12″,20″&34″-23″ (s)<br>180lb 69RHP<br>1SB,3pf,GS38,HS1250<br>A.Hall&Co.Ld.Aberdeen | 13 ″ 0 | |
| 27376<br>118072<br>VNDQ | **Physa** SteelScSr<br>ssSng.No.3-1,16<br>(exSaintEgbert) ssSng.No.1-20<br>Elec.light 1Dk(Stl)&<br>Wireless Spar dk(Stl)&deep framing<br>Cargo battens not fitted | 3899<br>3493<br>2438 | ✠100A1<br>Spar dk<br>10,21 ~~8.21~~<br>BS2,21 ✠LMC5,20 | Sng | x | CL<br>5,19 | 1904<br>2mo<br>Lloyd | W.Pickersgill&Sons<br>Sunderland<br>'sA&CP | Anglo-Saxon PetroleumCo.Ld.<br>WB=CellDBa114'uE&B40'f154'839tDTa24'510tFPT103tAPT46t | 361·0<br>P31'B198'F38' 25·6 FK | 46·2 | 17·6 | London<br>British<br>6BHCem | T.3Cy.24″,40″&67″-45″ (r)<br>180lb 110lb 343NHP<br>2SB,6pf,GS114,HS4399 FD<br>G.Clark,Ld.Sunderland | 28 ″ 2<br>s 4 ″ 3½<br>24 ″ 3 | |
| 27377<br>132766<br>KHLS | **Piako** SteelSc<br>Ref.Mchy. Wireless<br>Cruiser Stern 2Dks&Shelter dk | 8283<br>7747<br>5127 | | | | | 1920 | A.Stephen &Sons,Ld<br>Glasgow | NewZealand ShippingCo.Ld. | 450·0 | 58·2 | 37·2 | Plymouth<br>British<br>WB | 2 Steam Turbines geared to 1Sc.Shaft<br>A.Stephen&Sons,Ld. | | |
| 27378<br>130510<br>KHQR | **Piankatank** IronTwinSc<br>(exNeuse)<br>1Dk | 899<br>—<br>611 | | | | | 1890 | Harlan& Hollingsworth Corp<br>Wlmgtn,Del. | Baltimore,Chesapeake&Atlantic RailwayCo. | 200·0 | 31·0 | 11·0 | Baltimore<br>Utd.States | T.6Cy.12″,20″&30″-20″<br>NB05 81NHP | | |
| 27379 | **Piauhy** SteelSc<br>(exGuarany)<br>Elec.light 1Dk&Awng dk | 1022<br>901<br>644 | | | | | 1902 | Off.e.Cant. Ligur.Ancon.<br>Ancona | Cia.Commercia e Navegação | 209·9 | 32·1 | 18·3 | R.Janeiro<br>Brazilian | T.3Cy.15⅓″,23¼″&39⅓″-19⅔″<br>Emade93fitted02 68NHP<br>G.Ansaldo&Co.Smprdrena | | |
| 27380 | **Piave** SteelSc<br>For full particulars See No. 38905 in Supplement<br>Elec.light | 7434<br>[illegible]<br>4684 | 100A1<br>Shelter dk<br>withfreeboard<br>(ClassContemplated) | | | | 1919 | Cantiere SanRocco<br>Trieste | Navigazione LiberiaTriestina Soc.inAzioni | 450·0<br>B105' | 57·0 | 35·0 | Trieste<br>Italian | T.3Cy.32″,51½″&83″-54″<br>StabilimentoTecnico,Tri. | | |
| 27381 | — SteelScSr<br>(exWarNorman)<br>Elec.light 1Dk<br>Wireless Fitted for oil fuel | 5269<br>4796<br>3222 | | | | | 1918 | Barclay, Curle&CoLd<br>Glasgow | Nav.Gen.Italiana | 400·8<br>P49'B113'F39' | 52·3 | 28·5 | Genoa<br>Italian<br>WB | T.3Cy.27″,44″&73″-48″<br>369NHP<br>Barclay,Curle&Co.Ld.Gls. | | C |
| 27382 | — SteelScSr<br>(exWarBrae)<br>Elec.light Wireless 1Dk(Stl)<br>Cargo battens not fitted | 3109<br>2840<br>1855 | 100A1<br>6,19<br>LMC6,19 | Npt | u | 10,21 | 1918 | Irvine'sS B &D.D.Co.Ld.<br>WHartlepool | Soc.Anon.Sbarchi, Imbarchi e Trasporti<br>CellDB284'725tFPT104tAPT130t | 331·1<br>P37'B98'F25' FK | 46·7 | 23·2 | Rome<br>Italian<br>7BH | T.3Cy.25″,41″&68″-45″ (s)<br>180lb 433NHP<br>3SB,9cf,GS155,HS6420 FD<br>Richardsons,Westgarth& Co.Ld.Sld. | 25 ″ 6 | |
| 27383 | — SteelSc<br>Elec.light Wireless (exHamiltonian)<br>Longitudinal framing 2Dks | 2347<br>2066<br>1277 | | | | | 1912 | Western DD&SBCoLd<br>P.Arthur,Ont | LloydNacional (G.Martinelli&Co. Mgrs.) | 257·0 | 42·5 | 23·4 | R.Janeiro<br>Brazilian<br>WB | T.3Cy.18″,29″&48″-40″<br>146NHP<br>AmericanS.B.Co.Clv. | | V |
| 27384<br>OQRF | **Picardie** SteelTwinScSp<br>ssHul.No.3-7,17<br>(exArtigas) 1Dk(Stl)<br>Mchy.Aft Elec.light | 954<br>568<br>577 | ✠100A1<br>12.20<br>BS5,20 ✠LMC7,17 | Dnk | | 12,20 | 1911<br>12mo<br>Lloyd | G.Brown& Co.<br>Greenock<br>'sA&CP | Soc.Métallurgique deMontbard-Aulnoye(Leroux& Henzey,Mgrs.) | 196·8<br>B&F147'<br>Alt.7,17 FK<br>DBf28'55tFPT23t | 34·1 | 9·9 | Rouen<br>French<br>3BHCem | T.6Cy.10″,16″&27″-18″ (s)<br>180lb 87NHP<br>2SB,4cf,GS60,HS1625<br>Ross&Duncan,Glasgow | 10 ″ 6<br>s 1 ″ 1½<br>9 ″ 7 | |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero l'Ordre.<br>Numero Officiel.<br>ignaux | Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po |
| 27385 | **Picardier** SteelScSr<br>(*ex*LakeMichigan)<br>*Elec.light* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 2021<br>1647<br>1243 | ✠100A1<br>10,19<br>✠LMC11,17 | NYk | *r* | CL | 1917<br>11mo | American<br>S.B.Co.<br>Cleveland,O.<br>A&CP | LloydRoyalBelge<br>Soc.Anon. | 251·0<br>P25′B64′F25<br>FK<br>*Cell DB*218′538*t FPT* | 43·5 | 20·0 | Antwerp<br>Belgian<br>4*BHCem*<br>56*t APT*69*t* | T.3Cy.20″,33″&54″–40 (*s*)<br>180lb 274NHP<br>2SB,*6cf*,GS126,HS5246<br>AmericanSBCoClevelnd,O | 20<br>s 2<br>17 |
| 27386<br>144421<br>KFBC | **Picardy** SteelSc<br>*Well Deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 320<br>209<br>133 | ✠100A1<br>7,20<br>✠NB7,20 ✠LMC7,20 | Ant | | 7,20 | 1920<br>3mo<br>*Lloyd* | Crabtree&<br>Co.Ld.<br>Gt.Yarmouth<br>'*sA&CP* | R.&J.Park,Ld. | 130·0<br>Q51′B9′F16′<br>FK<br>*FPT* | 23·2 | 9·5 | London<br>British<br>3*BHCem*<br>21*t APT*28*t* | C.2Cy.16″&33″–22″ (*s*)<br>180lb 45RHP<br>1SB,*2pf*,GS37,HS1188<br>Crabtree&Co.Lt.Gt.Yar. | 10<br>s 10½<br>9 1 |
| 27387<br>117512 | **Pick Me Up** SteelSc<br>*ss*Bng.No.3–11,14<br>*ss*Bng.No.1–19<br>1*Dk*(*Stl*) | 170<br>161<br>68 | | | | CL<br>11,20 | 1902<br>10mo<br>*Lloyd* | Fleming&<br>Ferguson,Ld.<br>Paisley<br>'*sA&CP* | L.&N.W.Rlwy.Co | 100·2<br>FK<br>*WB=MTanks* | 22·6 | 9·0 | Dublin<br>British<br>4*BHCem*<br>23′39*t*&4′6*t* | C.2Cy.12″&24″–16″ (*s*)<br>110lb *75lb* 24RHP<br>1SB,*2pf*,GS30,HS645<br>Fleming&Fergusn,Ld.Pay. | 9 6 |
| 27388<br>106814 | **Pickavance** SteelScSr<br>*ss*Liv.No.3–3,18<br>(*ex*FrancisHenderson) 1*Dk*<br>*Elec.light* | 299<br>245<br>109 | ✠100A–<br>2,20<br>BS3,21 ✠LMC3,18 | Liv | | CL<br>3,18 | 1896<br>10mo | Murdoch&<br>Murray<br>Pt.Glasgow | PickavanceShippingCo.Ld. (J.W.Fisher&Co.*Mgrs.*) | 128·2<br>B8′<br>BK7½″<br>*FPT* | 24·1 | 11·7 | Liverpool<br>British<br>4*BHCem*<br>25*t APT*15*t* | T.3Cy.12″,18″&30″–22″ (*s*)<br>180lb 53RHP<br>1SB,*2cf*,GS36,HS927<br>D.Rowan&Son,Glasgow | 13<br>s 1 1½<br>12 1 |
| 27389 | **Pickhuben** SteelSc<br>(*Trawler*)<br>1*Dk* | 238<br>222<br>92 | | | | | 1920 | Reiherst'g<br>Schiffsw.<br>Hamburg | Deutsche<br>SeefischereiA.G. | 125·3<br>H39′F19′ | 24·2 | 9·6 | Cuxhaven<br>German<br>*WB* | T.3Cy.13″,20⅔″&33½″–22½″<br>53NHP<br>Reiherst.Maschinenf.Ham. | |
| 27390<br>143692<br>KHFT | **Pickmere** SteelSc3Mst<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 466<br>321<br>192 | ✠100A1<br>12,20<br>✠LMC11,20 | Liv | | CL | 1920<br>11mo<br>*Lloyd* | Cochrane<br>&Sons,Ld.<br>Selby<br>'*sA&CP* | NorthwichCarryingCo.Ld. | 152·0<br>Q86′B9′F25′<br>FK<br>*FPT*48*t* | 25·2 | 10·8 | Liverpool<br>British<br>3*BHCem*<br>*APT*21*t* | T.3Cy.13″,23″&37″–24″ (*s*)<br>180lb 85RHP<br>1SB,*3pf*,GS46,HS1470<br>C.D.Holmes&Co.Ld.Hull | 12<br>s 3 11<br>11 9 |
| 27391<br><br>OQRG | **Picorre** SteelScK<br>Wireless (*Trawler*)<br>(*ex*Sajou,*ex*Mai) *Elec.light* 1*Dk* | 287<br>—<br>97 | | | ... | | 1914 | Smith's<br>DockCo.Ld.<br>Middlesbro' | Soc.Anon.<br>"Chalutiers de La Rochelle" | 129·5<br>Q72′F21′<br>BK7½″ | 23·5 | 12·7 | LaRochlle<br>French<br>*WB* | T.3Cy.12½″,21″&35″–26″<br>84NHP<br>Smith'sDockCo.Ld.Mdb. | 13 6 |
| 27392<br>123165<br>HGTD | **Picton** SteelScSr<br>*ss*Cff.No.3–9,19<br>Wireless 1*Dk*(*Irn*)2*tr B*&*deep framing*<br>3*Dk rule*<br>*Carrying oil fuel F.P. above* 150°*F. in DB* | 5083<br>4706<br>3241 | ✠100A1<br>7,21 ~~9,19~~<br>~~BS10,20~~ ✠LMC10,19<br>BS10,21 | Cff<br>Npt | *y* | CL<br>~~10,19~~<br>7,21 | 1906<br>8mo<br>*Lloyd* | Richardsn,<br>Duck&Co.<br>Stockton<br>'*sA&CP* | PictonS.S.Co.Ld.<br>(E.ThomasRadcliffe&Co.)<br>*WB* | 378·5<br>P28′B111′F27′<br>FK<br>= *Cell DBa* 126′ *uE* | 52·1 | 27·9 | London<br>British<br>6*BHCem*<br>&*B* 43′ *f* 169′ | T.3Cy.27″,44½″&73″–48″ (*s*)<br>180lb *100lb* 419NHP<br>3SB,*9cf*,GS175,HS6700<br>Blair&Co.Ld.Stockton<br>1260*t FPT*177*t APT*193*t* | 30<br>s 6<br>24 |
| 27393<br>150807<br>KNWJ | **Piedmont** SteelScSr<br>(*Tug*)<br>2*Dks* | 391<br>—<br>214 | | | | | 1899 | Columbian<br>I.W.&D.D.Co<br>Baltimore | Consolidation<br>CoastwiseCo. | 141·0 | 27·0 | 15·4 | Boston<br>Utd.States | T.3Cy.16″,24″&41″–30″<br>92NHP<br>ColumbianI.W.&D.D.Co. | |
| 27394<br>84<br>RKMB | **Piemonte** SteelScSr<br>1*Dk*&*Spar dk*&*deep*<br>*Elec.light* (*ex*St.JohnCity) *framing*<br>Wireless | 2654<br>1891<br>1617 | | | .. | | 1895 | A.Stephen<br>&Sons<br>Glasgow | Soc.Anon.diNav.<br>Orientale | 311·0<br>P&B196′F36′ 23·2<br>BK9½″ | 37·0 | 15·8 | Palermo<br>Italian<br>*WB* | T.3Cy.25″,40″&66″–45″<br>318NHP<br>A.Stephen&Sons,Glasgow | 25 9 |
| 27395<br><br>OQRX | **Pierre et Marthe** SteelAuxSc<br>*OilEng.* 3MstSr<br>(*ex*Catharina) 1*Dk*<br>(*See Sailing Ship Register*) | 254<br>—<br>186 | | | | | 1918 | G.J.van<br>derWerff<br>Hoogezand | G.Papin&Co. | 122·0<br>Q23′F10′ | 22·7 | 10·3 | Mortagne<br>French | Oil Engines 2S.C.<br>4Cy.10⅗″–11⅘″ 30NHP<br>Maschinefb.Drakenburgh,<br>Utrecht | |
| 27396<br><br>OQRZ | **Pierre François** IronScK<br>*ss*Hul.No.3–5,94<br>(*ex*Electra) *ss*Hul.No.1–98<br>1*Dk* | *102*<br>*102*<br>*54* | ✠<br>*Trawler*<br>12,01 ✠ | Hul | | | 1886<br>5mo | Cook,Welt'n&Gemmell<br>Hull | Mme.Vve.A.Lecat | 90·0<br>ptND94 BK7½″ | 20·4 | 10·6 | Dieppe<br>French<br>3*BHCem* | C.2Cy.14″&26″–20″<br>29NHP<br>1SB,*2pf*,GS24,HS560<br>C.D.Holmes&Co.Hull | 11 1 |
| * 27397<br><br>MBPD | **Pierre François Deswarte**<br>SteelScK<br>(*ex*JamesMcGill) 1*Dk*(*Stl*) | *275*<br>*246*<br>*119* | ✠100A1<br>*Stm Trawler*<br>4,21 LMC11,19 | Ght | | CL<br>4,21 | 1919<br>8mo<br>*Lloyd* | C.Renoldson&Co.<br>S.Shields<br>'*sA&CP* | Soc.Anon."Delta"<br>(J.Nierinck,*Mgr.*) | 125·4<br>Q72′F22′<br>BK7½″ | 23·4 | 12·6 | Ostend<br>Belgian<br>2*BHCem*<br>*APT*3*t* | T.3Cy.12½″,21″&35″–26″ (*s*)<br>185lb 87NHP<br>1SB,<br>Hwthrn,Leslie&C.Ld.Nwc | 13 6 |
| 27398<br><br>OQST | **Pierrot** SteelSc<br>(*ex*PierrotII.)<br>*Elec.light* 1*Dk* | 352<br>—<br>94 | | | | | 1918 | Forg.&Ch.<br>de laMédit.<br>Havre | Transp.Gén.Mar.<br>&Fluv. | 131·3<br>Q79′F25′ | 23·9 | 11·5 | Lorient<br>French | C.2Cy.18″&36″–24″<br>53NHP<br>Forg.&Ch.de laMédit.Hav. | |
| 27399 | **Pieter Cornelis** SteelScK<br>*ss*Ams.No.3–10,18<br>(*ex*DirkJob,*ex*PieterCornelis,<br>*ex*Abbeydale) 1*Dk* | 210<br>190<br>51 | ✠100A1<br>*Stm Trawler*<br>8,21 ~~3,21~~ BS2,22<br>~~BS3,21~~ ✠LMC10,18 | Ymu | | ~~N2,21~~<br>8,21 | 1907<br>3mo<br>*Lloyd* | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'*sA&CP* | Stoomv.Maats.<br>"BlauweSter"<br>(P.J.Freni,*Mgr.*) | 115·2<br>BK7½″ | 21·6 | 12·1 | Ymuiden<br>Dutch<br>3*BHCem*<br>*DTf*7′11*t* | T.3Cy.11⅔″,20″&33″–23″ (*s*)<br>180lb 71NHP<br>1SB,*3pf*,GS50,HS1294<br>W.V.V.Lidgerwood,Gls. | 13 0 |
| 27400 | — SteelScK<br>Now named "Sommelsdijk" [illegible]<br>*ss*Ams.No.3–10,12<br>(*ex*Strathleven) *ss*AmsNo.1–16<br>1*Dk* | *187*<br>*176*<br>*56* | ✠100A1<br>*Stm Trawler*<br>12,19 ✠LMC<br>BS ~~4,19~~ 7,21 MS12,19 | Ymu | | 7,19 | 1901<br>8mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | ~~N.V.Stoomvissch.~~<br>~~"ViribusUnitus"~~<br>N.V.Algemeene Vissch.Maats. | 108·7<br>BK7½″ | 21·8 | 11·5 | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.12½″,20″&33″–21″ (*s*)<br>140lb 56NHP<br>1SB,*2pf*,GS36,HS992<br>Hall,Russell&Co.Ld.Abn | 12 1 |
| 27401<br><br>GQDK | **Pieter de Coninck** SteelTrpScSr<br>*Elec.light* Wireless 3*Dks* | 1767<br>1254<br>827 | | | | | 1910 | Soc.Anon.<br>Jhn Cockerill<br>Hoboken | BelgianGovernment | 348·0<br>B218′ | 40·0 | 23·2 | Ostend<br>Belgian | 3 Steam Turbines<br>SocAn.J.Cockerill,Seraing | |
| * 27402<br>84617<br>WPFH | **Pieter Faure** SteelScYl<br>*ss*C.Tn.No.3–2,10<br>*ss*C.Tn.No.2–18<br>1*Dk*(*Teak*) | 177<br>157<br>58 | ✠100A1<br>*Stm Trawler*<br>3,20 BS11,21<br>~~BS10,20~~ ✠LMC5,18 | CTn | | 3,20 | 1897<br>5mo | Mackie&<br>Thomson<br>Glasgow<br>A&CP | UnionGovt.of S.Africa (Dept.of theInterior, Pretoria) | 110·0<br>Q21′F25′<br>BK7½″<br>*WB=FPT* | 22·1 | 10·4 | CapeTown<br>British<br>3*BHCem*<br>9*t APT*4*t* | T.3Cy.12″,19″&31″–22″ (*s*)<br>160lb 50RHP<br>1SB,*2pf*,GS26,HS770<br>Muir&Houston(Lim.),Gls. | 11<br>s1<br>11 1 |
| 27403 | **Pieter Jan** SteelScK<br>*ss*Ams.No.3–7,09<br>(*ex*Waverley) *ss*Ymu.No.2–19<br>1*Dk* | 158<br>144<br>43 | ✠NB10,14 | | ... | 7,20 | 1897<br>2mo<br>*Lloyd* | Edwards<br>Bros.<br>NorthShields<br>'*sA&CP* | Maats.Vooruitgang (v.d.Plats Arnken&Klop*Mgrs.*) | 96·0<br>Q18′F19′<br>BK7½″ | 20·7 | 10·9 | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.10″,17½″&30″–21″ (*s*)<br>180lb 48NHP<br>1SB,*2cf*,GS30,HS785<br>N.E.MarineEng.Co.Ld.Sld | 11 8 |
| 27404 | **Pietro Calvi** SteelTwinScSr<br>(*ex*PrinzRegentLuitpold)<br>*Elec.light* Wireless 3*Dks*&*Webframes* | 6740<br>5189<br>3820 | | | | | 1894 | F Schichau<br>Danzig | Requisitionedby theItalianGov'nt. | 455·4<br>P128′B179′F99′ | 51·3 | 29·8 | Genoa<br>Italian<br>*WB* | T.6Cy.28½″,46″&71″–47¼″<br>NB03 694NHP<br>F.Schichau,Elbing | |
| * 27405<br><br>NGWH | **Pietro Gori** SteelSc<br>*ss*Gen.No.3–2,21 ~~*ss*Lon.No.1–09~~<br>(*ex*Belluno, 2*Dks*(1*Stl*&*Upt Irn*<br>*ex*Persepolis, *pt Stl*)&*deep framing*<br>*ex*Gorjistan) *Elec.light* Wireless | 4566<br>4229<br>2888 | ✠100A1<br>9,21 ~~2,18~~<br>✠LMC2,21 | Ham<br>Gen | *x* | ~~1,19~~<br>9,21 | 1905<br>5mo<br>*Lloyd* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'*sA&CP* | Soc.Anon.<br>Cooperativa<br>Garibaldi | 373·2<br>P25′B123′F34′<br>FK<br>*Cell DBa*&*uE*150′ | 50·2 | 27·4 | Genoa<br>Italian<br>6*BHCem*<br>*f*161′ 994*t* | T.3Cy.28″,46″&77″–48″ (*s*)<br>180lb *90lb* 506NHP<br>2SB,*8pf*,GS148,HS6920 FD<br>Cen.Mar.Eng.Wks.WHpl<br>*DTa*36′922*t APT*41*t* | 30<br>s 5 10<br>24 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross. — Under deck. — Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When. — Ship. — Engines | 9<br>By Whom. — Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27406<br>33<br>RKSH | **Pietro Micca** SteelScK<br>„Nap.2ndNo.3–1,22 ~~ssNap.No.3–4,10~~<br>(exDilwara) ~~ssNap.No.1–14~~<br>1Dk | 134<br>135<br>26 | ✠100A1<br>For Tug purposes<br>1,22<br>✠LMC1,22 | Nap | b | 1,22 | 1895<br>10mo | J.P.Rennoldson&Sns<br>SouthShields<br>A&CP | Impresa Geometra<br>G.Fogliotti | 95·4<br>BK6½" | 20·2 | 11·2 | Naples<br>Italian<br>4BHCem | T.3Cy.13½",22"&36"–24" (s)<br>160lb 77NHP<br>1SB,3pf,GS43,HS1368<br>J.P.Rennoldsn&Sons,SShl | 12 ″ 1 | |
| 27407 | **Pietze** SteelSc<br>(Trawler)<br>1Dk | 243<br>—<br>90 | | | | | 1919 | ......... | | 125·0 | 23·0 | | <br>French | T.3Cy.13",20"&32½"–16½"<br>42NHP | | |
| 27408<br>108527 | **Pigeon** IronScK<br>(Trawler)<br>1Dk | 166<br>163<br>69 | | | ... | | 1897 | Edwards<br>Bros.<br>N.Shields | KelsallBros.&<br>Beeching,Ld.<br>(JohnSlater,Mgr.) | 118·2<br>len12<br>BK7½" | 20·6 | 10·9 | Hull<br>British<br>WB | T.3Cy.12",18"&30"–21"<br>41RHP<br>N.E.MarineCo.(Lim.),Sld. | 11 ″ 10 | |
| 27409<br>TGWJ | **Pijnacker Hordijk** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 3Dks | 2982<br>2367<br>1810 | | | | | 1914 | Maats.<br>Fyenoord<br>Rotterdam | Koninkl.Paketv.<br>Maats. | 325·5<br>B95' | 40·8 | 22·7 | Batavia<br>Dutch<br>WB | T.3Cy.22",36½"&60"–42"<br>233NHP<br>Maats.Fyenoord,Rot. | | V |
| 27410<br>127453<br>HQFT | **Pikepool** SteelScSr<br>Wireless 1Dk | 3683<br>3397<br>2271 | | | | | 1909 | Ropner&<br>Sons,Ld.<br>Stockton | PoolShippingCo.<br>Ld.(SirR.Ropner&<br>Co.Ld.Mgrs.) | 346·5<br>P23'B99'F36' | 51·0 | 23·3 | W.Hartlpl<br>British<br>WB | T.3Cy.25",41"&67"–45"<br>301NHP<br>Blair&Co.Ld.Stockton | | C |
| 27411<br>175077<br>MCVF | **Pilar** WoodSc3MstSr<br>OilEng. | 252<br>216<br>183 | | | | | 1914 | S.Madrid<br>Pilar,P.I. | Rio yOlabarrieta | 133·2 | 27·0 | 10·4 | Manila<br>Utd.States | Oil Engine<br>2Cy.16⅝"<br>J&CGBolindersCoLd.Skm | | |
| 27412<br>142675<br>JVMP | **Pilar de Larrinaga** SteelScSr<br>(exWarNymph) 2Dks(Stl)<br>Elec.light Wireless | 7046<br>6542<br>4517 | ✠100A1<br>9,21 ~~7,20~~<br>✠LMC1,18 | Shl<br>Ham | b† | CL<br>7,20 | 1918<br>1mo<br>Lloyd | Mitsubishi<br>Zosen Kaisha<br>Ld. Nagasak<br>'sA&CP | MigueldeLarrinagaSSCoLd(Larrinaga&CoLdMgrs)<br>CellDB392' | 445·0<br>P35'B138'F35'<br>FK<br>1316tDT a42' 1226t | 58·1 | 31·3 | Liverpool<br>British<br>7BHCem<br>APT26t | T.3Cy.28",47"&79"–51" (s)<br>200lb 524NHP<br>3SB,9cf,GS162,HS6591 FD<br>MitsubishiZosenKaishaLd | 34 ″ 0<br>s7 ″ 8½<br>26 ″ 8 | |
| 27413 | **Pilcomayo** SteelSc | 318<br>—<br>181 | | | | | 1893 | E.Badaracco<br>BuenosAyres | L.Carsoglio | 164·0<br>len04 | 24·0 | 8·0 | Bns.Ayres<br>Argentine | C.2Cy.15"&30"–18"<br>NB04 32NHP | | |
| 27414 | **Pilote Nivière** SteelSc<br>(exScarabée,exCarmen)<br>Elec.light 1Dk | 109<br>108<br>38 | | | | | 1910 | Akers<br>Mek.Værks.<br>Christiania | Service du<br>Pilotage | 92·1 | 18·6 | 10·7 | Marseilles<br>French | T.3Cy.11",18"&29"–18".<br>36NHP<br>Akers.MekVærks.Xia. | | V |
| 27415<br>144688 | **Pilotwhale** SteelSc<br>Elec.light 1Dk | 237<br>210<br>107 | | | | | 1915 | Smith's<br>DockCo.Ld.<br>Middlesbro | J.J.Esplen | 125·0 | 25·0 | 11·9 | London<br>British<br>WB | T.3Cy.14½",23½"&39"–24"<br>74NHP<br>MacColl&Pollock,Ld.Sld. | 12 ″ 6 | C |
| 27416 | **Pilsna** SteelTwinScSr<br>Elec.light 2Dks(StlU-ws)<br>Wireless &Shelter dk(Stl-ws) | 8040<br>6137<br>~~4915~~<br>4648 | ✠100A–<br>Shelter dk<br>withfreeboard<br>10,20<br>✠LMC5,20 | Tri | | CL<br>12,19 | 1918<br>4mo | Cantiere<br>SanRoccoS.A<br>SanRocco | LloydTriestino<br>CellD | 432·7<br>B213'F83'onShelter dk<br>FK<br>Collisio<br>B368'815t APT57t | 51·2 | 25·3 | Trieste<br>Italian<br>Cem<br>nBHtoSh dk<br>6 „ „ U „ | T6Cy.25½",40½"&66"–48"(r)<br>180lb 853NHP<br>5SB,15cf,GS314,HS12735<br>Stabilimento FD<br>TecnicoTriestino,Tri. | 36 ″ 11<br>s11 ″ 7<br>25 ″ 11 | |
| 27417<br>144319 | **Pilton** SteelScSr<br>Elec.light Wireless 1Dk(Stl) | 3063<br>2832<br>1848 | ✠100A1<br>3,21 ~~6,20~~<br>✠LMC11,19 | Cff | u | CL | 1920<br>1mo<br>Lloyd | TyneI.S.B.<br>Co.Ld.<br>Newcastle<br>'sA&CP | ~~AtlanticShipping~~<br>~~&TradingCo.Ld.~~<br>W.J.TatemLd.<br>CellD | 331·1<br>P33'B101'F29'<br>FK<br>B284'734t FPT110 | 46·8 | 23·1 | London<br>British<br>5BHptCem<br>tAPT123t | T.3Cy.25",41"&68"–45" (s)<br>180lb 358NHP<br>3SB,9cf,GS155,HS5829<br>N.E.MarineEng.CoLdNwc | 25 ″ 6<br>s4 ″ 1½<br>21 ″ 9 | |
| 27418<br>136324 | **Pima** SteelPad<br>1Dk | 181<br>181<br>166 | | | | | 1914 | Yarrow&<br>Co.Ld.<br>Glasgow | IrrawaddyFlotilla<br>Co.Ld. | 132·1 | 32·0 | 5·3 | Glasgow<br>British | C.2Cy.15"&27"–54"<br>32RHP<br>Yarrow&Co.Ld.Glasgow | | |
| 27419 | **Pin-Samud** SteelSc<br>(exSamsen,exEllen<br>Rickmers) Elec.light 1Dk&Spardk | 1632<br>1508<br>998 | HKg. ~~11,20~~ 6,21<br>(See footnote*) | | | CL | 1902 | Rickmers<br>Act.Ges.<br>Bremerhaven | SiameseGovt.<br>(SiameseS.S.Co.<br>Mgrs.) | 253·1<br>P&B161'F16' | 37·4 | 19·6 | Bangkok<br>Siamese<br>WB | T3Cy18⅞"30$\frac{11}{16}$"&49$\frac{3}{16}$"-33$\frac{7}{16}$"<br>140NHP<br>OttenserMasch.Ottensen | | |
| 27420<br>[illegible] | **Pin Seng** IronScSr<br>(exLabuan,exRanee) 1Dk&Shadedk | 617<br>501<br>378 | | | ... | | 1881 | Ramage&<br>Ferguson<br>Leith | ~~EasternShipping~~<br>~~Co.Ld.~~ SiChang<br>Kwong | 185·0<br>P41'F31' | 27·1 | 13·6 | ~~Penang~~<br>~~British~~<br>Chinese | C.2Cy.25"&48"–30"<br>99RHP<br>T.Richardson&Sons,Hpl. | | |
| 27421<br>143621<br>KFCH | **Pinar del Rio** SteelScSr<br>Elec.light 1Dk(Stl)&2nddk(Stl)<br>Wireless in holds | 3069<br>2829<br>1830 | ✠100A1<br>~~6,21~~ ~~12,20~~ 11,21<br>✠LMC5,20<br>Fitted for oil fuel 3,20 F.P. above 150° F. | Bal<br>NYk | u | | 1920<br>3mo<br>Lloyd | N.ofIrelandSBCo.Ld<br>Londonderry<br>'sA&CP | SantaClaraS.S.Co<br>Ld. (T.Royden&<br>Sons,Mgrs.)<br>CellD | 331·1<br>P33'B100'F40'<br>FK<br>B280'750t FPT104t | 46·7 | 23·2 | Liverpool<br>British<br>6BHCem<br>APT134t | T.3Cy.25",41"&68"–45" (s)<br>180lb 120lb 378NHP<br>2SB,6cf,GS190,HS5112 FD<br>Buckley&Taylor,Ld.<br>Oldham | 25 ″ 6<br>s4 ″ 1<br>21 ″ 9 | |
| 27422<br>115640<br>HQTB | **Pine** SteelSc3MstSr<br>ssDub.No.3–8,20<br>Well deck 1Dk(Irn)<br>Mchy.Aft | 328<br>241<br>122 | ✠100A1<br>8,20<br>✠LMC8,20<br>~~BS2,21~~ 3,22 | Dub | f | CL<br>8,20 | 1907<br>11mo<br>Lloyd | J Fullerton<br>&Co.<br>Paisley<br>'sA&CP | FrontierTownS.S.<br>Co.Ld.<br>(J.Fisher&Sons,<br>Mgrs.) | 142·7<br>Q80'B7'F25'<br>BK6"<br>WB= | 23·4 | 10·2 | Newry<br>British<br>3BHCem<br>FPT43t | C.2Cy.16"&34"–24" (s)<br>130lb 47RHP<br>1SB,2pf,GS40,HS1300<br>RenfrewBros.&Co.Irvine | 11 ″ 2<br>s4 ″ 2<br>11 ″ 5 | |
| 27423 | **Pine Tree State** SteelTwinSc<br>Fitted for oil fuel<br>Elec.light Cruiser Stern 4Dks<br>Longitudinal framing | 15000 | | | | | 1921 | Bethlehem<br>S.B.Corp.Ld.<br>Sparrows'<br>Point,Md. | UnitedStates<br>ShippingBoard | 518·0<br>P229' | 72·0 | 41·0 | Baltimore<br>Utd. States<br>WB | 4 Geared Steam Turbines<br>BethlehemS.B.Corp.Ld.<br>Quincy,Mass. | | |
| 27424 | **Pine Villa** SteelScSp<br>(exSaxfjed,exRolf)<br>Mchy.Aft 1Dk | 206<br>162<br>104 | | | | | 1907 | Thorskogs<br>Mek.Værk.<br>Thorskog | VillaSteam<br>Coasters,Ld. (W.<br>A.Green,Mgr.) | 100·5<br>P28'H12tF11' | 22·1 | 9·6 | Newcastle<br>British<br>WB | C.2Cy.11"&18"–16"<br>15NHP<br>P.Larsson,Thorskog | | V |
| 27425<br>219782<br>LWCK | **Pinellas** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks<br>Wireless Longitudinal framing | 3513<br>3216<br>2144 | | | | | 1920 | Merrill-<br>StevensS.B.<br>Corp.<br>Jacksonville | UnitedStates<br>ShippingBoard | 333·8<br>P36'B97'F36' | 48·0 | 24·9 | Jacksnvlle<br>Utd.States<br>WB | 2 Geared Turbines<br>W.&A.FletcherCo.<br>Hoboken,N.J. | | R |
| 27426<br>123343<br>JDLN | **Pinemore** SteelScSr<br>ssQns.No.2–2,22 ~~ssLiv.No.1–18~~<br>(exDen of Ewnie) 1Dk(Stl)&Shelter<br>Elec.light Sub.Sig. Wireless dk(Irn) | 5980<br>5724<br>4465 | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,22 ~~12,20~~<br>~~N12,20~~ ✠LMC 2,22 | Gls<br>Qns | y | CL<br>~~N12,20~~<br>1,22 | 1913<br>11mo<br>Lloyd | JLThompson&Sons,Ld<br>Sunderland<br>'sA&CP Cell | JohnstonLine,Ld.<br>(Furness,Withy &<br>Co.Ld.Mgrs.)<br>DBa136' uE&B41' | 388·5<br>FK<br>f167'1214tFPT106 | 54·1 | 26·0 | Liverpool<br>British<br>6BHCem<br>tAPT219t | T3Cy.27½",44½"&74"–48"(s)<br>180lb 120lb 455NHP<br>3SB,9cf,GS195,HS7575<br>J.Dickinson&Sons,Ld.Sld. | 36 ″ 6<br>s10 ″ 0<br>26 ″ 11 | |
| 27427<br>142646<br>JTMN | **Pinewin** SteelSc<br>(exWarJavelin) Elec.light 1Dk(Stl)<br>Well deck Cargo battens not fitted<br>Wireless<br>Now named "Arcos," See No. 36235 in Supplement | 2343<br>1749<br>1327 | ✠100A1<br>7,21 ~~3,20~~<br>✠LMC9,18 | Mdb<br>Shl | s | CL<br>~~2,20~~<br>7,21 | 1918<br>9mo<br>Lloyd | WoodSkinner&Co.Ld.<br>Newcastle<br>'sA&CP | ~~EssexLine,Ld.~~<br>~~(Meldrum&Swinson,Mgrs.)~~<br>AllRussian Co-operativeSocietyLd (Capt.V.Sagovsky,C.B.,Mgr)<br>Cel | 285·0<br>P28'Q77'B56'F28'<br>FK<br>lDB228'568t FPT1 | 42·1 | 18·9 | London<br>British<br>7BHptCem<br>22tAPT234t | T.3Cy.22",36"&59"–39" (s)<br>180lb 265NHP<br>2SB,6cf,GS124,HS4500<br>NEMarineEng.Co Ld.Nwc | 21 ″ 2<br>s2 ″ 3<br>19 ″ 3 | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register. and a certificate for six months issued

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux Gréement, etc.<br>Ex-nom, s'il y a lieu<br>Visites Périodiques. | Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit. Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27428<br>109523 | **Pinewold** | **IronScK**<br>(*Trawler*)<br>1*Dk* | 141<br>138<br>55 | | | ... | | 1898 | Cochrane&Cooper,Ld.<br>Beverley | **NorthwoldSteam FishingCo.Ld.**<br>**(T.Sowerby,*Mgr.*)** | 97·5\|20·6\|11·0<br>Q17'<br>BK7½" | Grimsby<br>British | T.3Cy.11",17"&28"–21"<br>NB12 40RHP<br>Amos&Smith,Hull | 11 |
| 27429 | **Ping Ching**<br>(*ex*Amatista&JorgeJuan) | **IronScSr**<br>*ss*H.Kg.No.1–84 2*Dks*<br>(*UIrn*–ws) | *819*<br>*769*<br>*522* | ✠<br>12,86<br>✠ | HKg | *m* | | 1880<br>2mo | AM'Millan&Sons<br>Dumbarton | **ChineseMaritime Customs**<br>*WB=DBa* | 212·0\|30·0\|18·0<br>F40'<br>40'*f*21'59*tFPT*12*t* | **Peking**<br>Chinese<br>4*BHCem* | C.2Cy.29"&56"–36"<br>157NHP<br>D.Rowan,Glasgow | |
| 27430 | **Ping On** | **WoodScSr**<br>1*Dk&Shade dk* | *157*<br>*133*<br>*97* | | | | | 1902 | KwongKi Sun<br>HongKong | **TangLaiTong** | 133·1\|20·7\|7·4 | Chinese | C.2Cy.13"&26"–18"<br>24NHP<br>YuHingLoong,HongKong | |
| 27431 | **Pingha** | **WoodSc**<br>(*Tug*)<br>1*Dk* | 134<br>127<br>73 | | | | | 1916 | HoahSeng<br>Singapore | **SarawakS.S.Co.Ld.** | 85·0\|27·5\|9·6 | **Kuching**<br>Sarawak | C.2Cy.8"&16"–10"<br>7NHP<br>SingaporeEng.Co.Ld.Sng. | |
| 27432 | **Pingo** | **IronPad** | 138<br>—<br>70 | | | | | 1879 | Aitken&Mansel<br>Glasgow | **TheArgentine Nav.Co. (Nicolás Mihanovich)Ld.** | 98·0\|20·0\|6·0 | **Bns.Ayres**<br>Argentine | C.2Cy.17"&34"–40"<br>NB13 61NHP | |
| 27433 | **Pinguino**<br>(*ex*BramleyMoore)<br>*Elec.light* | **SteelScSr**<br>*ss*Liv.No.1–20<br>1*Dk*(*Irn*) | 216<br>197<br>5 | ✠100A1<br>*For towing purposes*<br>4,21 ~~3,20~~<br>✠LMC5,20<br>BS4,21<br>*Fitted for oil fuel,* 3,20 *F.P. above* 150° F. | Mob | | ~~9,19~~<br>4,21 | 1916<br>8mo | J.Cran&Co.<br>Leith<br>*Lloyd's A&CP* | **Cia.Mexicana de Petroleo"El Aguila"S.A.** | 100·1\|23·7\|12·6<br>B34'<br>BK7½" | **Puerto**<br>Mexican<br>4*BHCem*<br>*APT*3*t* | C.2Cy.21"&44"–27" (*s*)<br>130lb 105NHP<br>1SB,3*cf*,GS66,HS1850<br>J.Cran&Co.Leith | 13 |
| 27434<br><br>HKMO | **Pinios**<br>*Elec.light* Wireless | **IronScSr**<br>(*ex*Raven) | 778<br>632<br>493 | | | | | 1869 | J.&G.Thomson<br>Glasgow | **HellenicCo.ofMaritimeEnterprises** | 215·7\|28·4\|15·5 | **Piræus**<br>Greek | C.2Cy.35"&61"–36"<br>186NHP<br>J.&G.Thomson,Glasgow | |
| 27435<br>139293 | **Pinky** | **SteelScK**<br>*ss*Hul.No 3–5,19<br>1*Dk* | 103<br>101<br>— | ✠100A1<br>*For towing purposes*<br>6,21 ~~5,19~~<br>✠LMC5,19 | Hul | | CL<br>5,19 | 1916<br>6mo | Livingstne&Cooper,Ld.<br>Hessle<br>*Lloyd's A&CP* | ~~**PremierTugCo.Ld.**~~<br>~~**(W.H.Miller, *Mgr.*)**~~<br>United TowingCo.,Ld. | 85·2\|19·1\|9·8<br>BK6" | **Hull**<br>British<br>4*BHCem*<br>*APT*5*t* | C.2Cy.15½"&33"–22" (*s*)<br>140lb 63RHP<br>1SB,2*pf*,GS34,HS1187<br>C.D.Holmes&Co.Ld.Hull | 10 |
| 27436<br>104848<br>NSVT | **Pinot**<br>(*ex*Rossall)<br>Wireless | **SteelScSr**<br>*ss*Hpl.2ndNo.3–5,19<br>1*Dk*(*Irn*)2*trB*<br>*&Web frames* | 2739<br>2588<br>1751 | ✠100A1<br>*withfreeboard*<br>7,20<br>BS6,20 ✠LMC3,19 | Nwc | *t* | 7,20 | 1895<br>3mo | W.Gray&Co.Ld.<br>W Hartlepool<br>A&CP | **A.&C.Aboaf,Ld.** | 312·2\|42·1\|24·8<br>P27'B68'F31'<br>FK<br>*WB=DBa*100'*f* 124' | **London**<br>British<br>5*BHCem*<br>675*tAPT*64*t* | T.3Cy.23",36½"&62"–39" (*s*)<br>160lb *100lb* NDB10 245NHP<br>2SB,6*rf*,GS83,HS3760<br>Cen.Mar.Eng.Wrks W.Hpl | 26<br>4·9<br>21·7 |
| 27437<br>134907 | **Pinta**<br>(*See Sailing Ship Register.*) | **WoodAuxTwinScSr**<br>*OilEng.*<br>1*Dk* | 101<br>87<br>60 | | | | | 1893 | ..................<br>Essex,Mass. | **A.Jarvis** | 92·6\|24·4\|9·2 | **SJhnsNFL**<br>British | Oil Engines<br>6Cy.6¾"–8" 8NHP<br>StandardMotorCon.Co.NJ | |
| 27438<br>124830 | **Pintail** | **SteelScK**<br>(*Trawler*)<br>1*Dk* | 199<br>188<br>73 | | | ... | | 1908 | GooleS.B.&RepgCo.Ld.<br>Goole | **KelsallBros.&Beeching,Ld.**<br>**(JohnSlater,*Mgr*)** | 110·0\|21·6\|11·6<br>BK7½" | **Hull**<br>British<br>*WB* | T.3Cy.12",21"&33"–21"<br>55RHP<br>Earle'sCo.Ld.Hull | 12 |
| * 27439<br>LCDF<br>~~WMNH~~ | **Pinthia**<br>(*ex*LouiseBryn) *Elec.light*<br>*Mchy.Aft*<br>*pt*GIB<br>(*See Sailing Ship Register*) | **WoodAuxTwinSc4MstSr**<br>*OilEng.*<br>1*Dk*<br>*Salted & specially treated*<br>Hardwood treenails | ~~821~~<br>~~703~~<br>~~625~~<br>832<br>699<br>658 | ✠12A1<br>9,18<br>✠LMC11,18 | Pld | *l* | CL | 1918<br>6mo | Columbia Eng.Works<br>Portland,Or.<br>A&CP | **A/SStolt(Chr. Christensen.Jr. A/S.*Mgrs.*)** | 187·6\|36·2\|15·2<br>P30'F38' | **Sandefjord**<br>Norwegian | Oil Engines 2S.C.SA<br>4Cy.14$\frac{3}{16}$"–15¾" DB*125lb*<br>69NHP<br>SkandiaPacificOilEng.Co.<br>Oakland,Cal. | 17·7 |
| * 27440 | **Pinthis**<br>Wireless<br>*Mchy.Aft*<br>*Elec.light* | **SteelSc**<br>*OilEng.*<br>1*Dk*(*Stl*)*&Web frames*<br>*Longitudinal framing* | 1111<br>928<br>636 | ✠100A1<br>1,21<br>✠LMC1,21<br>*Carrying Petroleum in bulk* | NOs | *n* | CL | 1919<br>11mo | TankS.B.Corp.<br>Newburgh, N.Y.<br>A&CP | **MarimonOilCo.**<br>*CellDB* | 206·8\|35·6\|16·8<br>P56'F23'<br>FK<br>*u E*30' 31*t FP*144*t* | Cuban<br>11*BHCem*<br>*APT*21*t* | Oil Engine 2S.C.SA<br>4Cy.20½"–29½" 143NHP<br>1DB *125lb*<br>J&CGBolindersCoLdSkm | 17 |
| 27441<br><br>MTFL | **Pinto**<br>*Mchy.Aft* | **SteelTwinScSr**<br>*OilEng*<br>1*Dk* | 441<br>369<br>309 | | | | | 1918 | A/SMarstal Staalskbsv.<br>Marstal | **ChristianHansen** | 141·6\|30·1\|10·3<br>B48'F12' | **Brevik**<br>Norwegian<br>*WB* | Oil Engine<br>8Cy.12⅝"–16" 61NHP<br>FrederikshavnsJernstöberi<br>&MaskinfabrikFrederiksv. | |
| * 27442<br>140218 | **Pinzon**<br>*Elec.light* *Mchy.Aft.* | **SteelSc**<br>*OilEng.*<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | ~~1300~~<br>1365<br>1093<br>658 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,22<br>✠LMC1,22<br>~~(*ClassContemplated*)~~ | Gls | *p* | CL | ~~1921~~<br>1922<br>1mo | W.Beardmore&Co.Ld.<br>Glasgow<br>*Lloyd's A&CP* | **MacAndrews&Co. Ld.**<br>*CellDB*188'355*t* | ~~240·0\|38·1\|26·2~~<br>240·7\|38·2\|15·7<br>FK<br>*Collision BH to Shdk*<br>*FPT*100*tAPT*35*t* | London<br>British<br>*Cem*<br>3*BH to Udk* | OilEngines 1S.C.SA<br>6Cy.24$\frac{1}{16}$"–38⅝" 276NHP<br>W.Beardmore&Co.Ld.Gls. | 18·0<br>17 |
| 27443<br><br>203941 | **Pioneer**<br>*Elec.light* *Mchy.Aft* Wireless | **SteelScSr**<br>(*ex*J.H.Bartow)<br>1*Dk* | 6316<br>—<br>5021 | | | | | 1907 | Detroit S.B.Co.<br>Wyandotte | **ClevelandCliffs IronCo.** | 504·0\|54·2\|31·0 | **Fairport**<br>Utd.States<br>*WB* | T.3Cy.22½",36"&60"–42"<br>233NHP<br>DetroitS.B.Co.Detroit | |
| 27444<br>212913<br>LFDC | —<br>(*ex*Kiowa)<br>*Elec.light*<br>*Mchy.Aft* Wireless | **SteelScSr**<br>*ss*NYk.No.3–5,20<br>2*Dks*(*Stl*)*&Web frames*<br>*Longitudinal framing* | 5075<br>4470<br>3026 | ✠100A1<br>~~6,21~~ ~~5,20~~ BS1,21<br>3,22 ✠LMC5,20<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 7,13 *F.P. above* 150°F | NOs | *y* | CL<br>~~5,20~~<br>6,21 | 1913<br>7mo | Howaldtswerke<br>Kiel<br>*Lloyd's A&CP* | **StandardOilCo. (NewJersey)**<br>*WB=CellDBuE*<br>*DTf*31'480*t* | 385·7\|52·4\|28·5<br>P115'B22'F37'<br>FK<br>*&B*74'221*t*<br>*FPT*169*tAPT*66*t* | **NewYork**<br>Utd.States<br>13*BHCem*<br>10 *to Upr dk*<br>3 „ *2nd* „ | Q.4Cy19½",28",41"&59"–41½"<br>213lb *120lb* (*s*) 320NHP<br>2SB,6*cf*,GS100,HS4512 FD<br>Howaldtswerke,Kiel | 28·8 |
| 27445 | — | **SteelTwinSc**<br>*OilEng.* | 436<br>—<br>303 | | | | | 1902 | Geestemunde | **PacificCommercialNavigationCo.** | 156·2\|25·4\|11·1 | **Honolulu**<br>Utd.States | Oil Engine | |
| 27446<br>121220<br>JKMS | — | **SteelPadSp**<br>1*Dk* | 241<br>195<br>92 | | | | | 1905 | A.&J.Inglis<br>Glasgow | **DavidMacBrayne,Ld.** | 160·0\|22·1\|8·3<br>Q15'B&F145' | **Glasgow**<br>British | C.2Cy.20"&38"–48"<br>84RHP<br>A.&J.Inglis,Glasgow | |
| 27447<br>216647<br>LMGR | — | **WoodScSr**<br>(*Motor*)<br>1*Dk* | 233<br>—<br>128 | | | | | 1918 | ..................<br>Essex,Mass. | **F.C.Pearce** | 129·1\|22·7\|12·0 | **Gloucester**<br>Utd.States | Motor | |
| 27448<br>150132<br>LHFP | — | **IronScSr** | 161<br>—<br>80 | | | | | 1878 | W.Cramp&Sons<br>Philadelphia | **PugetSoundTug BoatCo.** | 107·0\|21·0\|13·0 | **Seattle**<br>Utd.States | C.2Cy.18"&31"–28"<br>42NHP<br>W.Cramp&Sons,Pha. | |
| 27449<br>98971<br>MHGF | — | **SteelScYt**<br>1*Dk* | 156<br>155<br>82 | | | ... | | 1891 | W.Denny&Bros.<br>Dumbarton | **Corporation of the TrinityHouse** | 114·3\|21·0\|11·4<br>B6'<br>BK6½" | **London**<br>British | C.2Cy.12½"&24"–15"<br>24RHP<br>M.Paul&Co.,Dumbarton | 12 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 3<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 4<br>Particulars of Classification. Character.<br>✠ for Special Survey.<br>Date of last Survey. | 5<br>Port of Survey. | 6<br>Years Assigned now expired.<br>Equipment Letter | 7*<br>Date when tail shaft last seen | 8<br>Built. When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27450 | **Pionier** **SteelSc**<br>*Elec.light* Wireless *2Dks(Stl)* | 5195<br>4733<br>3203 | ✠100A1<br>9,21 ~~10,19~~ | HKg<br>Ant<br>✠LMC10,19 | *y* | CL<br>9,21 | 1919<br>10mo<br>*Lloyd* | Hong K'ng &Whampoa DockCo.Ld. HongKong<br>*'sA&CP* | **LloydRoyalBelge Soc.Anon.**<br>*CellDB* | 400·2<br>P49'B113'F40'<br>340' 1120t *FPT*123t | 52·2 | 28·5<br>FK | **Antwerp**<br>Belgian<br>*7BHCem*<br>*APT*175t | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>HongKong&Whampoa DockCo.Ld.HongKong | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 27451 | — **IronScSr**<br>*Welldeck Elec.light* 1*Dk* | 433<br>323<br>249 | | | ... | | 1873 | Reiherst'g Schiffsw. Hamburg | **R.Kleyenstüber &Co** | 160·1<br>Q80'B20'F24' | 23·0 | 12·8 | **Königsbrg**<br>German | C.2Cy.19"&34⅓"–26"<br>NB99 50NHP<br>Reiherst.Maschinenf.Ham. | | |
| 27452 | — **SteelSc**<br>(*Tug*)<br>1*Dk* | 130<br>—<br>12 | | | | | 1911 | Gebr.Wiemann Brandenburg | **R.Wönckhaus&Co.** | 114·2 | 20·7 | 6·6 | **Hamburg**<br>German | T.3Cy.9⅘",16$\frac{1}{10}$"&26⅖"–12⅗"<br>25NHP<br>Geb.Wiemann,Brand'nbrg | | |
| 27453<br>118409<br>LRTB | **Pipestone County** **SteelSc**<br>*Elec.light* Sub.Sig. *2Dks& Web frames*<br>Wireless<br>*Fitted for oil fuel* | 5102<br>4740<br>3126 | | | ... | | 1919 | American International S.B.Corp. HogIslandPa | **UnitedStates ShippingBoard** | 390·0<br>P39'B122'F43' | 54·2 | 27·6<br>FK | **Phildlphia**<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R |
| 27454<br>JDBF | **Piquera** **SteelScYl**<br>(*ex*Manuela,*ex*May)<br>*Mchy.Aft* 1*Dk* | 147<br>—<br>40 | | | | | 1898 | LarneShipbuildingCo Larne | **Cia.Nespral,S.A.** | 89·0 | 19·0 | 8·2 | **Gijon**<br>Spanish<br>*WB* | C.2Cy.12"&24"–18"<br>21NHP<br>Shanks,Anderson&Co.Gls. | 9 ″ 0 | |
| 27455 | **Pirangy** **IronSc3MstSr**<br>(*ex*Tupy,*ex*Olaf) 1*Dk&Spar dk* | 1540<br>1534<br>950 | | | ... | | 1875 | Lobnitz, Coulborn&Co Renfrew | **Cia.Commercio e Navegação** | 257·8 | 32·3 | 17·1<br>24·1<br>BK8½" | **R.Janeiro**<br>Brazilian<br>*WB* | C.2Cy.28"&60"–48"<br>NB85*fitted*88 175NHP<br>Lobnitz,Coulborn&Co.Rnf | | |
| 27456 | **Pirgos** **WoodPad**<br>(*ex*Aida)<br>1*Dk* | 135<br>—<br>74 | | | | | 1875 | L.Polli Capo d'Istria | **G.Policantriti& Co.** | 115·2 | 16·6 | 11·2 | **Syra**<br>Greek | C.2Cy.21"&35¾"–30"<br>NB80 58NHP<br>J.Holt,Trieste | | |
| 27457 | **Pisagua** **SteelSc**<br>(*ex*SailMarionFrazer)<br>Wireless 1*Dk2trB* | 2400<br>—<br>— | ✠<br>8,09 | | | | 1892<br>6mo | C.Connell &Co. Glasgow | **Borquez yCia.** | 295·0 | 43·0 | 24·1<br>BK10" | **Valparaiso**<br>Chilian | | | |
| 27458 | **Pisco** **SteelScSr**<br>Sub.Sig. (*ex*Luxor)<br>*Elec.light* Wireless *2Dks&Shelterdk* | 7109<br>6511<br>4310 | | | | | 1913 | J.C.TecklenborgA.G. Geestemünde | **PeruvianGovernment(Operated by theFrenchGovernment)** | 472·0<br>F50' | 61·0 | 28·5 | Peruvian<br>*WB* | T.3Cy.29$\frac{9}{16}$",48⅘"&80$\frac{7}{16}$"–55$\frac{1}{16}$"<br>482NHP<br>J.C.TecklenborgA.G.Gst. | | V |
| 27459 | **Piteå** **SteelScSr**<br>1*Dk* | 962<br>793<br>570 | | | | | 1902 | Helsingörs Jernsk&Msk. Elsinore | **H.M.Gehrckens** | 224·2<br>Q67'B108'F24' | 33·0 | 13·5 | **Hamburg**<br>German<br>*WB* | T.3Cy.17",27½"&47"–33"<br>127NHP<br>HelsingörsJernskb.&Msk. | | |
| 27460<br>464<br>HLGP | — **IronScSr**<br>1*Dk&Shelterdk* | 644<br>353<br>486 | | | | | 1873 | Bergsunds Mek.Verks. Stockholm | **Stockholms Rederiaktieb.Svea (H.Ericson,*Mgr.*)** | 171·0<br>H47*t* | 25·2 | 13·0<br>20·2 | **Stockholm**<br>Swedish | C.2Cy.24⅜"&33⅛"–25¼"<br>NE&B96 34NHP<br>W.LindbergsAktieb.,Skm. | | |
| 27461<br>130214 | **Pitfour** **SteelScK**<br>*ss*Abn.No.1–20<br>1*Dk* | 227<br>208<br>98 | ✠100A1<br>*StmTrawler*<br>12,21 ~~9,20~~ | Abn<br>✠LMC9,20 | | CL<br>9,20 | 1916<br>10mo<br>*Lloyd* | Hawthorns &Co.Ld. Leith<br>*'sA&CP* | **Peterhead TrawlingCo.Ld.** | 117·2 | 22·1 | 12·6<br>BK7½"<br>*DBf*29'21*t* | **Peterhead**<br>British<br>*4BHCem*<br>*FPT4t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 82RH<br>1SB,*3pf*,GS41,HS1554<br>Hawthorns&Co.Ld.Leith | 13 ″ 6 | |
| 27462<br>136489 | **Pitho** **SteelTwinSc**<br>(*Tug*)<br>1*Dk* | 165<br>165<br>5 | | | | | 1914 | Singapore HrbourBoard Singapore | **Singapore HarbourBoard** | 76·0 | 24·0 | 11·9 | **Singapore**<br>British | C.4Cy.15"&30"–20"<br>B*made*99 75RHP<br>SingaporeHarbrBoardSng | | |
| 27463<br>139804 | **Pitstruan** **SteelScK**<br>1*Dk(Stl)* | 203<br>200<br>88 | ✠100A1<br>*StmTrawler*<br>1,22 ~~8,20~~ | Hul<br>✠LMC2,19 | | ~~8,20~~<br>1,22 | 1919<br>2mo<br>*Lloyd* | Hall,Russell&Co.Ld. Aberdeen<br>*sA&CP* | **HullNorthern FishingCo.Ld.(W. R.Nowell,*Mgr.*)** | 115·4 | 22·1 | 12·1<br>BK7½"<br>*DBf*29'19*t* | **Hull**<br>British<br>*3BHCem* | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 74RH<br>1SB,*3pf*,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 27464<br>208690 | **Pittsburg** **SteelTwinSc**<br>*Mchy.Aft Elec.light* 1*Dk* | 1270<br>—<br>620 | | | | | 1911 | Buffalo DryDockCo. Buffalo,N.Y. | **PittsburghCoalCo** | 134·0 | 40·0 | 21·7 | **Cleveland, Ohio**<br>Utd.States | 2Cy.12"–14"<br>AmericanSBCo.ClevelndO | | |
| 27465 | **Pittsburgh** **SteelTrpSc**<br>*Fitted for oil fuel*<br>*Elec.light* 4*Dks*<br>*Ref.Mchy.* Wireless *Cruiser Stern* | 16600<br>12900<br>10500 | | | | | 1920 | Harland& Wolff.Ld. Belfast | | 575·3<br>P&B463'F92' | 67·8 | 41·2 | **Liverpool**<br>British<br>*WB* | T.8Cy.(2)28"(2)44"&(4) 49½"–54"&1 Steam Turbine<br>Harland&Wolff,Ld.Bel. | | |
| 27466<br>219766<br>LWBR | **Pittsburgh Bridge** **SteelSc**<br>*Elec.light* 1*Dk(Stl)2trBin fore& after holds&Web frames*<br>Sub.Sig.<br>Wireless | 3545<br>3005<br>2174 | ✠100A1<br>5,20<br>*Fitted for oil fuel* 5,20 *F.P. above* 150° F. | NewarkN.J. | | CL | 1920<br>5mo | Submarine BoatCorp. Newark,N.J.<br>CP | **UnitedStates ShippingBoard**<br>*CellDB*251'827*t M* | 324·0<br>P30'B90'F35'<br>T20' 394*t FPT*111*t* | 46·2 | 25·0<br>FK | **NewarkNJ**<br>Utd.States<br>*6BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb (*s*) HS5800 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa | 28 ″ 6 | |
| 27467<br>102467<br>RCGP | **Pivoc** **SteelSc3MstSr**<br>*ss*Bkn.No.3–2,12<br>*ss*Pnz.No.2–20<br>(*ex*SirEdwardBacon,*ex*BirkerForce)<br>*Welldeck Mchy.Aft* 1*Dk(Stl)* | 483<br>320<br>197 | ✠100A1<br>5,20<br>✠NB11,15 ✠LMC4,20<br>SS7,21 | Pnz | *g* | 4,20 | 1899<br>4mo | IrvineS.& E.Co.Ld. Irvine<br>A&CP | **HolmanCoal& ShippingCo.Ld. (F.W.Holman,** *Mgr*) *WB=* | 165·0<br>Q89'B12'F33'<br>*CellDBf*91'130*tFP* | 25·1 | 9·7<br>BK7" | **Penzance**<br>British<br>*3BHCem*<br>*T65tAPT8t* | C.2Cy.17"&42"–30" (*s*)<br>140lb 69RHP<br>1SB,*3pf*,GS58,HS1586<br>Hutson&Sons,Ld.Glasgow | 12 ″ 1<br>s 4 ″ 5½<br>12 ″ 4 | |
| 27468<br>OQUI | **Pivoine** **SteelScSr**<br>(*ex*HaradaMaru)<br>1*Dk* | 234<br>—<br>72 | | | | | 1912 | GoshiKaishaHarada Shoko,Osaka | **D.Tristan** | 117·0 | 21·3 | 11·3 | **Lorient**<br>French | T.3Cy.11",19¼"&32"–22"<br>48NHP<br>GoshiKaishaHaradaShoko | | V |
| 27469 | **Pizarro** **SteelSc**<br>*OilEng.*<br>*Elec.light* | 1300 | 100A1<br>*Shelter dk*<br>(*ClassContemplated*) | | | | 1921 | W.Beardmore&Co.Ld. Glasgow | **MacAndrews&Co. Ld.** | 240·0 | 38·1 | 26·2 | **London**<br>British | Oil Engine 4S.C.SA<br>6Cy.24⅔"–38$\frac{3}{16}$"<br>W.Beardmore&Co.Ld.Gls. | | |
| 27470<br>124239<br>HLTG | **Pladda** **SteelScSr**<br>*Elec.light* 2*Dks*<br>Wireless | 1334<br>1023<br>565 | | | | | 1907 | Scott'sS.B. &E.Co.Ld. Greenock | **ClydeShppg.CoLd. (W.Cuthbert,** *Mgr.*) | 252·3<br>P&B151'F50' | 35·7 | 17·0 | **Glasgow**<br>British<br>*WB* | T.3Cy.25",40"&65"–48"<br>293NHP<br>Scott'sS.B.&E.Co.Ld.Grk. | | C<br>BT<br>till<br>1,22 |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Construit.<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | 11<br>Largeur. | 11<br>Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27471<br>216822<br>LMQW | **Plainfield**<br>*Elec.light* Sub.Sig.<br>Wireless | SteelScSr<br>1*Dk*(*Stl*) | 2962<br>2362<br>1756 | ✠100A1<br>7,20<br>✠LMC[illegible] | Bos | … | CL | 1918<br>9mo | Bethlehem S.B.Corp.Ld<br>Elizabeth-port,N.J.<br>A&CP | UnitedStates ShippingBoard<br>*Cell* | 299·4<br>F39'P24'B96'<br>*DB240'572tFPT40t* | 45·0 | 22·8<br>FK | Newark<br>Utd.States<br>6*BHCem*<br>*APT70t* | T.3Cy.21½",35"&58"-42" (s)<br>190lb 341NHP<br>2SB,8*cf*,GS133,HS5256 FD<br>BethlehemS.B.Corp.Ld. | 25 |
| 27472<br>OQUM | **Plajodel**<br>*Mchy.Aft* | SteelTwinSc<br>1*Dk* | 152<br>135<br>96 | | | | | 1913 | Soc.Dyle& Bacalan<br>Bordeaux | Cie.Gén.de l'AfriqueFrançaise | 116·1<br>F18' | 21·4 | 6·5 | Grand Bassam<br>French | C.4Cy.9"&18"-12"<br>19NHP<br>Plenty&Son,Ld.Newbury | |
| 27473 | **Plamia**<br>*Elec.light* | SteelScK<br>1*Dk* | 278<br>250<br>80 | ✠ ~~—~~<br>7,19<br>*StmTrawler*<br>✠ | Mdb | | | 1913<br>11mo | Smith's DockCo.Ld.<br>Middlesbro' | RussianGovt. | 140·0<br>F22' | 24·4 | 12·1<br>BK7½" | Vladvostk<br>Russian<br>4*BHCem* | T.3Cy.14",23"&39"-27"<br>114NHP<br>1SB,3*cf*,GS61,HS2154<br>Smith'sDockCo.Ld.Mdb. | 12 |
| 27474 | **Planet** | IronScSr<br>1*Dk2trB* | 725<br>563<br>433 | | | | | 1881 | Rostocker Act.Ges.<br>Rostock | H.Schacht | 186·1<br>Q60'B48'F26' | 25·7 | 15·6<br>*WB* | Altona<br>German<br>*Tpd98* | T.3Cy.12½",21"&34½"-24"<br>NB98 58NHP<br>Hels.Jerns.&Mask.,Els. | |
| 27475 | — | IronScGlt<br>1*Dk2trB* | 686<br>629<br>478 | | | | | 1883 | F.Schichau<br>Elbing | Königsberger Dampf.Compagnie A.G.(Rob.Kleyen-stüber&Co.*Mgrs.*) | 187·3<br>B44'F26' | 26·5 | 17·1 | Königsbrg<br>German<br>*WB* | C.2Cy.20"&42½"-23½"<br>NB02 73NHP<br>F.Schichau,Elbing | |
| 27476<br>108792<br>QRWJ | **Plasma**<br>*Mchy.Aft*<br>*Well deck* | SteelScSr<br>*ss*Bwg.No.3-8,11<br>*ss*Bwg.No.2-20<br>1*Dk*(*Irn*) | 325<br>228<br>129 | ✠100A1<br>9,20<br>✠LMC8,20<br>BS10,21 | Bwg | *e* | CL<br>8,20 | 1899<br>2mo | Crmichael, MacLean&Co<br>Greenock<br>A&CP | W.Robertson | 135·4<br>Q46'B9'F22' | 23·0 | 10·0<br>BK8"<br>*WB* | Glasgow<br>British<br>3*BHCem*<br>=*FPT22t* | C.2Cy.16"&32"-22" (s)<br>120lb 42RHP<br>1SB,2*pf*,GS32,HS860<br>Muir&Houston,Ld.Gls. | 11 |
| 27477<br>109259<br>SDHB | **Plassy**<br>*Elec.light*<br>Wireless | SteelTwinScSr<br>3*Dks*(*Stl*-1ws&*U* teak s) | 7393<br>5801<br>4576 | ✠<br>9,04<br>✠ | Sou | *c*† | | 1901<br>1mo | Caird&Co. Ld.<br>Greenock<br>*WB=* | P.&O.Stm.Nav.Co.<br>*CellDBa99'uE&B* | 450·3<br>P28'B245'F94'<br>*97'f169'1010tFPT* | 54·2 | 31·6<br>FK&BK3" | Greenock<br>British<br>8*BHCem*<br>*75tAPT101t* | T.6Cy.28½",46"&76"-48"<br>FD 1055NHP<br>3D&1SB21*cf*GS413HS15424<br>Caird&Co.Ld.Greenock | 34 |
| 27478<br>OQUR | **Plata**<br>Wireless<br>*Elec.light Ref.Mchy.* | SteelTwinSc<br>2*Dks*&*Shelter dk* | 5577<br>4782<br>3480 | | | | | 1907 | Lon.&Gls. Co.Ld.<br>Glasgow | Soc.Gén.deTransp. Mar.àVap. | 420·0<br>P42'B156'F45' | 50·2 | 23·7 | Marseilles<br>French<br>*WB* | T.6Cy.23½",40"&64"-42"<br>520NHP<br>London&Glas.Co.Ld.Gls. | |
| 27479 | —<br>*Elec.light* | SteelScSr<br>(*ex*Paranagua)<br>2*Dks* | 2117<br>—<br>1206 | | | | | 1890 | R.Dixon& Co.<br>Middlesbro' | D.Schakouskoy | 295·0<br>H93*t* | 38·2 | 22·2 | M.Video<br>Uruguayan<br>*WB* | T.3Cy.23",37"&61"-42"<br>241NHP<br>T.Richardson&Sons,Hpl. | |
| 27480<br>HSMG | **Platea** | SteelScSr<br>*ss*Rot.No.3-6,09<br>*ss*Pir.No.1-14<br>1*Dk*(*Stl*)&*Spardk* (*Irn*)&*Deepframing* | 3039<br>2930<br>1956 | ✠~~100A1~~<br>*Spar dk*<br>6,21 ~~4,17~~<br>~~Examined~~<br>✠~~LMC9,18~~ | NNs | *u* | CL<br>8,20 | 1897<br>10mo | Russell& Co.<br>Pt.Glasgow<br>A&CP | OrientalShipping Co.Ld.(A.A.Cap-paris,*Mgr.*)<br>*WB=CellDB* | 324·6<br>P22'B68'F32' 22·6<br>*a94'uE&B40'f144'* | 48·0 | 15·6<br>FK | Piræus<br>Greek<br>5*BHCem*<br>*835tAPT41t* | T.3Cy.25$\frac{7}{16}$",41"&66"-42" (s)<br>145lb *100lb* NDB13 294NHP<br>2SB,6*rf*,GS130,HS4600<br>J.G.Kincaid&Co Greenock | 25 |
| 27481<br>113625 | **Plato** | SteelSc<br>*ss*Hul.No.3-10,13<br>*ss*Hul.No.2-22 ~~*ss*Hul.No.1-18~~<br>1*Dk* | 135<br>116<br>50 | ✠100A1<br>*For Towing purposes*<br>2,22 ~~7,20~~<br>~~BS7,20~~<br>~~BS[illegible]~~<br>✠LMC~~10,18~~ 3,22 | Hul | *s* | CL<br>~~7,20~~<br>3,22 | 1901<br>11mo<br>*Lloyd* | Cook,Wel-t'n&Gemmell<br>Hull<br>'*sA&CP* | Ellerman'sWilson Line,Ld. | 90·0<br>B22' | 22·1 | 9·5<br>BK6" | Hull<br>British<br>3*BHCem* | T.3Cy.12",20"&33"-24" (s)<br>180lb 65RHP<br>1SB,2*cf*,GS35,HS1110<br>Amos&Smith,Hull | 10 |
| ⁕ 27482<br>144891<br>KGBM | **Plawsworth**<br>*Elec.light* | SteelSc<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1489<br>1322<br>802 | ✠100A1<br>~~5,21~~ ~~7,20~~ 9,21<br>✠LMC7,20 | Goo<br>~~Nwc~~ Shp | *p* | CL<br>9,21 | 1920<br>7mo<br>*Lloyd* | OuseS.B. Co.Ld.<br>Hook,Goole<br>'*sA&CP* | RobertStanley ShippingCo.Ld. (R.S.Dalgliesh,Ld. *Mgrs.*)<br>*CellL* | 240·2<br>B52'F23'<br>*B198'303tFPT79t* | 36·1 | 19·1<br>FK | Newcastle<br>British<br>4*BHCem*<br>*APT54t* | T.3Cy.18",30"&50"-33" (s)<br>180lb 172NHP<br>2SB,6*cf*,GS97,HS2886<br>Earle'sCo.Ld.Hull | 21 |
| 27483<br>150856<br>KPSL | **Pleiades**<br>Wireless Sub.Sig. | SteelScSr<br>2*Dks* | 3923<br>—<br>3002 | | | | | 1900 | Maryland SteelCo.<br>Sparr'wsP'nt | LuckenbachS.S. Co.,Inc. | 331·5 | 47·0 | 25·0 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&56"-42"<br>NB19 203NHP<br>MarylandStlCo.Baltimore | |
| 27484 | **Plejaden** | SteelSc<br>1*Dk* | 311<br>276<br>100 | ✠100A1<br>*StmTrawler*<br>10,20<br>✠LMC4,18 | Ymu | | CL<br>N4,20 | 1917<br>11mo | Arnhem-scheStoom Sleephelling My.Arnhem<br>A&CP | N.V.Vissch.Maats. "Praxis" | 140·1<br>F20'<br>*CellDBf36'35t* | 23·7 | 12·7<br>BK7" | Ymuiden<br>Dutch<br>4*BHCem*<br>*DTf12'10t* | T.3Cy.14½",24"&39"-24" (r)<br>190lb 104NHP<br>1SB,3*cf*,GS52,HS1887<br>ArnhemscheStoom SleephellingMy.Arnhem | 13 |
| 27485<br>MLSF | **Plentingen**<br>*ex*Xenia) | SteelScSr<br>(*ex*Bed[illegible]<br>1*Dk* | 667<br>486<br>351 | | | | | 1894 | Bergens Mek.Værks.<br>Bergen | BrödreneOlsen | 182·0<br>Q38*t*B104*t*H13*t*<br>F24*t* | 28·1 | 12·0 | Stavanger<br>Norwegian<br>*WB* | T.3Cy.17$\frac{1}{16}$",27"&45"-30"<br>111NHP<br>BergensMekVærksBergen | |
| 27486 | **Pleskow**<br>*Elec.light* | SteelScSr<br>1*Dk* | 999<br>710<br>612 | | | | | 1915 | Schiffsw.v. HenryKoch<br>Lübeck | Hanseatische Dampfsch.Ges. | 216·6<br>P114'F27' | 32·9 | 13·1 | Lübeck<br>German | T.3Cy.17$\frac{3}{16}$",29½"&45$\frac{7}{16}$"-29½"<br>113NHP<br>OttensenerMaschf.Altona | |
| 27487<br>126925 | **Plessis**<br>*Elec.light* | SteelSc<br>(*Ferry Steamer*)<br>1*Dk*&*Shade dk* | 559<br>341<br>338 | | | … | | 1911 | G.T.Davie &Sons<br>Levis,P.Q. | LaTraverse de Lévis,Ltée | 120·6 | 34·0 | 15·5<br>BK8" | Quebec<br>British<br>*WB* | T3Cy15⅛",25⅛"&42⅛"-30"<br>E*made*10 88RHP<br>CanadianGen.&Shoe Mchy Co.Levis | 16 |
| ⁕ 27488<br>~~[illegible]~~ | **Plitvice** | SteelScSr<br>*ss*Dnk.No.3-~~1,21~~<br>1*Dk*(*Stl*)&*Spar dk*(*ptIrn*&*ptStl*) &*deep framing* | 3778<br>3629<br>2442 | ✠100A1<br>*Spar dk*<br>3,22 ~~1,21~~<br>✠LMC1,21<br>BS3,22 | Dnk | *w* | CL<br>~~10,19~~<br>6,21 | 1902<br>11mo<br>*Lloyd* | R.Thomp-son&Sons<br>Sunderland<br>'*sA&CP* | ~~FrenchGovern-ment~~ Soc.Ungaro-Croata diNav.Libera<br>*WB=CellDBa* | 356·0<br>P29'B88'F37' 26·6<br>*118'uE22'f146'846t* | 45·2 | 18·7<br>FK | Fiume<br>~~French~~<br>6*BHCem*<br>*APT53t* | T.3Cy.24",39"&64"-42" (s)<br>160lb *80lb* 280NHP<br>2SB,6*pf*,GS122,HS4420<br>N.E.MarineEng.CoLd.Sld. | 29 |
| 27489<br>OQWH | **Plougastel** | SteelSc<br>1*Dk* | 156<br>—<br>41 | | | | | 1912 | A.Blasse et Fils<br>Nantes | Soc.Anon.des VapeursBrestois | 109·2 | 20·2 | 9·2 | Brest<br>French<br>*WB* | T3Cy12$\frac{3}{16}$"20$\frac{1}{16}$"&32$\frac{5}{32}$"-19½"<br>46NHP<br>Mancour frères,Nantes | |
| 27490<br>131865 | **Plough** | SteelScK<br>1*Dk* | 95<br>94<br>40 | ✠<br>*For fishing purposes*<br>2,14<br>✠ | Yar | | | 1912<br>5mo | A.Hall& Co.Ld.<br>Aberdeen | Irvin&Johnson, Ld. | 86·4<br>*WB=FPT5t* | 18·6 | 9·2<br>BK7" | Kirkcaldy<br>British<br>3*BHCem* | T.3Cy.9½",16"&26½"-18"<br>1SB,2*pf*,GS25,HS691 39RHP<br>A.Hall&Co.Ld.Aberdeen | 10 |
| 27491<br>132948 | **Ploughboy** | SteelScDy<br>(*Fishing*)<br>1*Dk* | 102<br>100<br>47 | | | | | 1912 | Cochrane &Sons<br>Selby | PloughboyCo.Ld. (S.Turrell) | 88·0 | 19·1 | 9·0 | Lowestoft<br>British | C.2Cy.12½"&26"-18"<br>35RHP<br>Crabtree&Co.Ld.Gt.Yar. | |

Now named "Polar," See No. 3892 in Supplement

| 1 | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7492<br>10790<br>OGT | **Plover** IronSc3MstSr<br>*Mchy.Aft* 2*Dks* | 908<br>792<br>561 | | | ... | | 1875 | Mounsey&Foster<br>Sunderland | GeneralStm.Nav.Co.Ld. | 231·8<br>Q67'B33'F33' BK8" | 29·2 | 17·3 | London<br>British<br>*WB* | C.2Cy.21½"&52"–33"<br>NB99 119NHP<br>GourlayBros.&Co.,Dun. | 18 ″ 4 | |
| 7493<br>9679<br>TSM | — SteelSc (*Trawler*) 1*Dk*<br>Wireless | 411<br>—<br>208 | | | | | 1920 | Foundat'n Co.<br>Savannah, Ga. | EastCoast FisheriesCo. | 139·4 | 25·2 | 14·2 | Rockland, Me.<br>Utd.States | T.3Cy.12¾",21½"&35"–24"<br>60NHP | | |
| 7494<br>73764<br>PJL | — IronTwinScSr<br>(*ex*Fylde) | 245<br>216<br>4 | | | | | 1881 | J.Reid&Co<br>PortGlasgow | Lawson-Batey Tugs,Ld. | 122·4 | 22·5 | 10·8 | S.Shields<br>British | C.2Cy.25"&48"–27"<br>NB09 98RHP<br>Rankin&Blackmore, Grk | 12 ″ 0 | |
| 7495<br>3140<br>KMT | — SteelScSr<br>1*Dk* | 187<br>154<br>66 | | | | | 1904 | Scott&Sons<br>Bowling | DavidMacBrayne,Ld. | 136·8<br>P44'B40'F43' | 21·1 | 9·4 | Glasgow<br>British<br>*WB* | C.2Cy.23½"&42"–24"<br>*E made*78, *fitted*04 77RHP<br>BarrowS.B.Co.Barrow | | BT till 3,22 |
| 7496<br>5740 | — SteelSc<br>1*Dk* | 155<br>111<br>64 | | | | | 1902 | J.Fullerton&Co.<br>Paisley | Steel&Bennie,Ld. | 105·0<br>Q32'F14' | 20·5 | 7·2 | Glasgow<br>British<br>*WB* | C.2Cy.11"&22"–16"<br>22RHP<br>Ross&Duncan,Glasgow | | |
| 7497<br>19584<br>VNR | **Plow City** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk2nd trBin fore&after holds&Webframes*<br>Sub.Sig. Wireless | 3545<br>3005<br>2174 | | | ... | | 1920 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35' FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>*WB* | 1Geared Steam Turbine<br>386NHP<br>WestinghouseElectric&Mfg.Co.Essington,Pa. | 28 ″ 6 | |
| 7498<br>4532<br>JBF | **Plum Branch** SteelSc<br>*Elec.light* Wireless 2*Dks* | ~~4793~~ 4798<br>4357<br>2900 ~~3173~~ | | | | | 1921 | Palmers' Co.Ld.<br>Newcastle | NautilusSteam Shppg.Co.Ld.(F.&W.Ritson,*Mgrs.*) | 398·5<br>P50'B121'F42' | ~~53·5~~<br>53·8 | ~~28·5~~<br>26·1 | Sundrland<br>British<br>*WB* | ~~2 Steam Turbines~~ 1 Geared SteamTurbine<br>Palmers'Co.Ld.Newcastle | | |
| 7499<br>39997 | **Plumer** WoodScDy<br>(*Fishing*)<br>1*Dk* | 113<br>112<br>48 | | | | | 1919 | ColbyBros. Ld.<br>OultonBroad | VigilantFishing Co.Ld.(G.F.Spashett *Mgr.*) | 90·0 | 20·8 | 10·3 | Lowestoft<br>British | T.3Cy.10",16½"&26½"–18"<br>44RHP<br>Wm.Burrell,Gt.Yarmouth | | |
| 7500<br>27062<br>MVJ | **Plumgarth** SteelScK<br>*ss*Brs.No.3-12,19<br>1*Dk*(*Stl*) | 164<br>162<br>2 | ✠100A1<br>*For Towing purposes*<br>5,21 ~~12,19~~<br>✠LMC12,19<br>BS5,21 | Brs | | N12,19 | 1908<br>7mo<br>*Lloyd's A&CP* | JTEltringham&Co.<br>SouthShields | R.&J.H.Rea,Ld. | 95·4<br>BK7"<br>*WB=FPT9t* | 22·2 | 11·3 | Bristol<br>British<br>4*BHAsp*<br>*APT14t* | T.3Cy.12½",21"&34"–24" (*s*)<br>180lb 84RHP<br>1SB,3*pf*,GS53,HS1610<br>G.T.Grey,SouthShields | 12 ″ 0 | |
| 7501<br>40263<br>PCM | **Plumleaf** SteelTwinScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Wireless *Longitudinal framing* | 5916<br>5277<br>2889 | ✠100A1<br>12,20<br>BS12,20 ✠LMC3,17<br>*Carrying Petroleum in bulk F.P. above 150° F.*<br>*Fitted for oil fuel 3,17* | Pts | | CL<br>11,18 | 1917<br>2mo<br>*Lloyd's A&CP* | Swan,Hunter&Wigham Richardson,<br>Ld.Newcastle | TheShipping Controller (~~Lane& Macandrew,Ld. Mgrs.~~)( Davies&Newman Ld.*Mgrs*)<br>Cell*DBuE&B*87' 393*t DTf*48'214*t FPT* | 405·5<br>P36'B32'F84' FK | 54·5 | 32·5 | London<br>British<br>20*BHptCem*<br>67*tAPT*174*t* | T.6Cy.26",42½"&70"–45"(*s*)<br>200lb 1104NHP<br>6SB,18*cf*,HS17274 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc | 35 ″ 2 | |
| 7502<br>35531<br>DQP | **Plutarch** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 5613<br>5351<br>3587 | | | | | 1913 | Russell&Co.<br>Pt.Glasgow | LivBrazil&RPlate SNCoLd(Lamport&Holt,Ld.*Mgrs.*) | 423·5<br>P38'B123'F48' | 56·0 | 28·7 | Liverpool<br>British<br>*WB* | T.3Cy.27",44"&73"–48"<br>369NHP<br>J.G.Kincaid&Co.Ld.Grk. | | C |
| 7503<br>QKB | **Pluto** SteelScSr<br>*Elec.light* 2*Dks* | 1156<br>890<br>709 | | | | | 1905 | Maats. Fyenoord<br>Rotterdam | Koninkl.Nederl. Stoomb.Maats. | 229·7<br>Q70'B63'F32' | 32·0 | 15·8 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.17½",28"&45"–36"<br>121NHP<br>Maats.Fyenoord,Rot. | | V |
| 7504<br>1974<br>DSB | — IronScSr<br>(*ex*Visby)<br>1*Dk* | 286<br>193<br>215 | | | | | 1866 | MotalaCo.<br>Norrköping | Bergnings&Dykeriaktieb Neptun (W.R.Edlind,*Mgr*) | 121·1<br>Q39'B36'H7*t* | 25·3 | 10·5 | Stockholm<br>Swedish | C.2Cy.18½"&36"–23½"<br>52NHP<br>W.LindbergsMek.V.Skm. | | |
| 7505 | — IronScSr<br>1*Dk* | 186<br>154<br>66 | ✠<br>8,86 | Sld | *b* | | 1886<br>7mo | JLThompson&Sons<br>Sunderland | LloydTriestino<br>*WB=DB* | 111·5<br>B10'F19'<br>20'4*tFPT*7*tAPT*6*t* | 21·2 | 11·2 | Trieste<br>Italian<br>4*BHCem* | T.3Cy.15½",24½"&40"–24"<br>NB00 78NHP<br>T.Richardson&Sons,Hpl. | 11 ″ 10 | |
| 7506<br>QWP | **Pluton** IronScSr<br>*ss*Brs.2ndNo.3-5,98<br>(*ex*Activity) *ss*Rou.No.1-02<br>*Well deck* Wireless 1*Dk*(*Irn*)2*trB* | 999<br>842<br>580 | ✠<br>7,07 | Dnk | *n* | | 1879<br>6mo | J.Laing<br>Sunderland | Chevilotte frères | 225·5<br>Q82'B42'F23' BK8"<br>*WB=DBa*53'*f*91' | 31·8 | 16·2 | Brest<br>French<br>4*BHCem*<br>*FPTAPT* | C.2Cy.24½"&55"–36"<br>NB17 144NHP<br>J.Dickinson,Sunderland | 17 ″ 6 | V |
| 7507 | **Plutos** SteelScK<br>*ss*Ymu.No.3-7,13<br>*ss*Ymu.No.2-21<br>(*ex*HollandVII.) 1*Dk* | 272<br>267<br>89 | 100A–<br>*StmTrawler*<br>3,21<br>✠LMC<br>BS[illegible]0,21 | Ymu<br>MS3,2 | | CL<br>N12,20 | 1903<br>5mo | DeWedC. Boele&Zoon<br>Slikkerveer | N.V.Vissch. Maats."Praxis" | 135·1<br>BK8"<br>*WB=* | 23·1 | 10·3 | Ymuiden<br>Dutch<br>6*BHCem*<br>*DTf*18'25*t* | T.3Cy.11",18¾"&32"–20" (*s*)<br>192lb 70NHP<br>1SB,2*cf*,GS36,HS1328<br>ArnhemscheStmMts.Arn. | 12 ″ 0 | |
| 27508 | **Plym** SteelScK<br>*ss*Hul.No.3-10,16<br>1*Dk* | *193*<br>*183*<br>75 | ✠ —<br>2,21<br>*StmTrawler*<br>✠ | Hul | | | 1904<br>9mo | Mackie&Thomson<br>Glasgow | Barandica y Cia | 110·8<br>BK7½"<br>*WB=* | 22·0 | 10·8 | S.Sebast'n<br>Spanish<br>4*BHCem*<br>*DTf*12'28*t* | T.3Cy.11",17"&28"–21"<br>46NHP<br>1SB,2*pf*,GS24,HS788<br>W.V.V.Lidgerwood,Gls. | 11 ″ 7 | |
| 27509<br>113670<br>LFPM | **Plymouth** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes*<br>Wireless *Cargo battens not fitted* | 5266<br>4737<br>3354 | ✠100A1<br>5,19<br>✠LMC10,15 | NNs | | CL<br>~~5,20~~<br>7,21 | 1915<br>10mo | NewYork S.B.Co.<br>Camden,N.J<br>A&CP | GreenStarS.S. Corp.<br>*WB=Cell DBa* 104'*uE&B*43'*f*173'1832*tFPT*220*tAPT*201*t* | 368·6<br>P27'B72'F31' FK | 55·2 | 30·5 | NewYork<br>Utd.States<br>7*BHCem* | T.3Cy.25",41½"&70"–46"(*r*)<br>195lb 462NHP<br>3SB,9*cf*,GS150,HS6624 FD<br>NewYorkSBCo.Camdn NJ | 34 ″ 5 | |
| 27510<br>150502<br>KHQS | — Steel&IronPad<br>Wireless 1*Dk&Saloons&Webframes* | 3770<br>—<br>2280 | | | | | 1890 | Delaware RiverCo.<br>Chester,Pa. | NewEnglandS.S.Co. | 352·0 | 50·4 | 18·8 | FallRiver, Mass.<br>Utd.States | T.4Cy47"&75"&(2)81½"–99"<br>NB05 1320NHP<br>W.&A.Fletcher,NewYork | | |
| 27511<br>150604 | — IronSc<br>(*Tug*)<br>*Elec.light* 2*Dks* | 373<br>—<br>187 | | | | | 1892 | Neafie&LevyCo.<br>Philadelphia | Lehigh&Wilkes BarreCoalCo. | 126·2 | 26·2 | 15·2 | NewYork<br>Utd.States | T.3Cy.16",24"&41"–30"<br>92NHP<br>Neafie&LevyS&EB.C.,Phl. | | |
| 27512<br>76<br>RLBT | **Po** IronSc3MstSr<br>(*ex*Titania)<br>*Elec.light* Wireless 2*Dks*3*trB* | 2261<br>2037<br>1397 | | | ... | | 1880 | D&WHenderson&Co.<br>Glasgow | SiciliaSocietà di Navigazione | 329·7<br>B96' F35' | 36·8 | 25·1 | Palermo<br>Italian<br>*WB* | C.2Cy.36"&68"–54"<br>NB94 283NHP<br>D.&W.Henderson&Co.Gls. | | |
| 27513<br>601<br>RLBS | — IronAuxTwinScBk<br>*OilEng.*(*notclassed*)<br>*ss*Gen.No.3-7,10<br>(*ex*HuttonHall) *ss*Gen.No.2-19<br>(*See Sailing Ship Register*) 1*Dk* | 2046<br>1900<br>1757 | ✠100A1<br>7,19<br>DBS5,20 | Gen | *v* | | 1884<br>3mo<br>*Lloyd's A&CP* | W.H.Potter&Sons<br>Liverpool | Soc.diNav. "IlMare" | 291·3<br>P42'F18' BK9" | 40·1 | 24·2 | Genoa<br>Italian<br>1*BHCem* | Oil Engines 2S.C.SA<br>8Cy.12 3/16"–18⅛" 85NHP<br>80lb *E made*1916<br>SulzerFreres,Winterthur, Switzerland | 26 ″ 4<br>s 5 ″ 3½<br>22 ″ 3 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27514 | **Po** SteelTwinScSr<br>(exLilias)<br>1Dk | 495<br>—<br>316 | | | | | 1906 | Edwards&Co.Ld.<br>Millwall | | 190·0 | 36·1 | 9·6 | WB | C.4Cy.15"&30"–18"<br>Vauxhall& 64NHP<br>WestHydraulicCo.Luton | |
| 27515<br>202<br>RLBM | **—** WoodSc<br>(Tug)<br>(exBritannia) cf 1Dk(Teak)<br>Elec.light 9&12yrsMat. | 186<br>160<br>31 | ✠<br>7,05<br>✠ | Gen | 12 | | 1905<br>4mo | F.Parodi<br>Multedo,<br>Genoa | Soc.Ilva | 93·0 | 22·7 | 14·9 | Genoa<br>Italian | T.3Cy.15⅝",24"&39⅝"–25½"<br>103NHP<br>1SB,3cf,GS61,HS1832<br>Soc.Co-op.Prod.Samprdra | 14 × |
| 27516<br>529<br>LMBF | **Pobieda** SteelPad<br>1Dk2trB | 279<br>—<br>124 | | | | | 1905 | G.Fechter<br>Königsberg | NewAzoffS.N.Co. | 176·0 | 21·0 | 10·2 | Taganrog<br>Russian | T.3Cy.15",23"&38"–49½"<br>Giesserei 102NHP<br>"Union,"Königsberg | |
| 27517<br>215456<br>LHQS | **Pocahontas** SteelTwinScSr<br>(exPrinzessIrene)<br>Elec.light 4Dks<br>Ref.Mchy. Sub.Sig. Wireless | 10352<br>9160<br>6103 | | | | | 1900 | Act.Ges.<br>"Vulcan"<br>Stettin | UnitedStates ShippingBoard | 523·5<br>P110'B242'F104' | 60·2 | 34·7 | NewYork<br>Utd.States<br>WB | Q.8Cy.27½",40",57½"&82¼"–55" 1016NHP<br>A.G."Vulcan,"Stettin | |
| 27518<br>212389<br>LDMT | **—** WoodSc<br>(exDavidW.Burbage)<br>Elec.light 1Dk | 286<br>—<br>147 | | | | | 1914 | WGAbbott<br>Milford,Del. | PocahontasFuel Co.Inc. | 139·6 | 24·2 | 11·5 | Phildlphia<br>Utd.States | C.2Cy.16"&33"–26"<br>46NHP | |
| 27519<br>140620 | **Pochard II.** SteelScK<br>(exIsaacHarris) 1Dk | 203<br>201<br>88 | ✠100A1<br>StmTrawler<br>~~9,21~~ ~~1,21~~ ✠LMC6,19<br>2,22 | Liv | | CL<br>9,21 | 1919<br>3mo<br>Lloyd | Hawthorns&Co.Ld.<br>Leith<br>'sA&CP | Harley&Miller,Ld | 115·4<br>BK7½" | 22·2 | 12·1 | Liverpool<br>British<br>3BHCem<br>DBf29'20t | T.3Cy.12",20"&34"–23" (r)<br>180lb 75RHP<br>1SB,3pf,GS39,HS1347<br>Hawthorns&Co.Ld.Leith | 13 × |
| 27520<br>203766<br>KVSJ | **Pocomoke** SteelSc<br>(Tug)<br>Elec.light 1Dk | 293<br>—<br>199 | | | | | 1906 | J.H.Dialogue&Son<br>Camden,N.J. | N.Yk.Philadelphia &NorfolkR.R.Co. | 125·0 | 25·0 | 12·6 | Phildlphia<br>Utd.States<br>WB | T.3Cy.16½",24"&41"–30"<br>J.H.Dialogue 92NHP<br>&Son,Camden,N.J. | |
| 27521 | **Poconé** SteelSc<br>(exCoburg)<br>Elec.light Sub.Sig. Wireless 2Dks | 6750<br>5024<br>4201 | ~~Ham. 8,21~~ N.Yk 3,22<br>(See footnote* | | | | 1908 | BremerVulkan<br>Vegesack | BrazilianGovernment (Lloyd Brazileiro, Mgrs.) | 419·6<br>P&B286'F68' | 54·5 | 27·8 | R.Janeiro<br>Brazilian<br>WB | Q4Cy.24",34½",50⅝"&72⅝"–53⅝" 387NHP<br>BremerVulkan,Vegesack | |
| 27522<br>131360<br>HTDG | **Poderoso** SteelScSp<br>(Tug)<br>1Dk | 285<br>284<br>115 | | | ... | | 1911 | H.&C.Grayson,Ld.<br>Garston | PacificStmNavCo. | 115·3<br>BK6" | 25·1 | 13·2 | Liverpool<br>British<br>WB | T.3Cy.15",23½"&36"–27"<br>103NHP<br>Crabtree&Co.Ld.Gt.Yar. | 14 × |
| 27523 | **Poelcapelle** SteelSc3MstSr<br>(exGroningen)<br>Mchy.Aft 1Dk | 828<br>647<br>455 | | | | | 1917 | Gebr.Niestern<br>Delfzijl | UnionMar.Belge, Soc.Anon. (M.J. van derEb, Mgr.) | 195·0<br>Q126'B12'F23' | 32·0 | 15·0 | Antwerp<br>Belgian | T.3Cy.14⅝",23⅝"&38⅝"–26¼"<br>77NHP<br>Alblasserdam.Msch.Fab. | |
| 27524<br>144392 | **Poeldiep** SteelSc<br>Mchy.Aft 1Dk | 510<br>367<br>262 | | | | | ~~1918~~<br>1919 | Gebr.Boot<br>Leiderdorp | EclipseShipping &TradingCo.Ld. (J.J.Thomas, Mgr) | 163·8<br>Q59'B11'F22' | 25·8 | 10·4 | London<br>British<br>WB | T.3Cy.13",21"&34"–24"<br>Koninklijk 90RHP<br>NederlGrossmederij,Leidn | |
| ※ 27525<br>PQJV | **Poeldijk** SteelScSr<br>ssRot.No.3-5,21 ~~ssRot.No.2-15~~<br>(exVrijbergen, exFlodden) 1Dk(Stl)&Spar dk(Stl)<br>Wireless &deep framing | 4226<br>4073<br>2711 | ✠100A1<br>Spar dk<br>~~11,18~~ 5,21<br>~~BS1,20~~ ✠LMC~~6,18~~ 4,21 | Rot | x | CL<br>~~1,20~~<br>4,21 | 1907<br>10mo<br>Lloyd | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>sA&CP | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)<br>WB = CellDBo | 360·0<br>P31'B93'F32' 28·0<br>FK<br>117'uE&B41' f 157' | 48·0 | 20·2 | Rottrdam<br>Dutch<br>6BHCem<br>860tAPT63t | T.3Cy.25"41"&69"–48" (s)<br>180lb 372NHP<br>3SB,9cf,GS150,HS5940<br>Richardsons,Westgarth&Co.Ld.Sld. | 30×10<br>6×2<br>25× |
| ※ 27526<br>142230 | **Poet Chaucer** SteelSc<br>Elec.light 1Dk(Stl) | 239<br>234<br>84 | ✠100A1<br>ForTowing purposes<br>2,20 ✠LMC2,20 | HKg | | | 1920<br>2mo<br>Lloyd | W.S.Bailey&Co.Ld.<br>HongKong<br>'sA&CP | TheAdmiralty | 105·0<br>F27'<br>BK6"<br>FPT13t | 25·0 | 12·5 | HongKong<br>British<br>3BHCem<br>APT22t | T.3Cy.15",25"&40"–27" (s)<br>180lb 135NHP<br>2SB,4cf,GS84,HS2700<br>H.M.Dockyard,H.Kg. | 13 × |
| ※ 27527<br>142229 | **Poet Langland** SteelSc<br>Elec.light 1Dk(Stl) | 239<br>234<br>84 | ✠100A1<br>For Towing purposes<br>12,19 ✠LMC12,19 | HKg | | | 1919<br>12mo<br>Lloyd | W.S.Bailey&Co.Ld.<br>HongKong<br>'sA&CP | TheAdmiralty | 105·0<br>F27'<br>BK6"<br>FPT13t | 25·0 | 13·5 | HongKong<br>British<br>3BHCem<br>APT22t | T.3Cy.15",25"&40"–27" (s)<br>180lb 135NHP<br>2SB,4cf,GS84,HS2700<br>H.M.Dockyard,H.Kg. | 13 × |
| 27528 | **Poeta Arolas** SteelSc<br>Elec.light 2Dks | 3253<br>3120<br>1868 | | | | | 1919 | Cia.Euskalduna deConst<br>Bilbao | Cia.Trasmediterranea | 316·0 | 44·1 | 29·5 | Barcelona<br>Spanish<br>WB | T.3Cy.25",41"&68"–45"<br>810NHP<br>J.G.Kincaid&Co.Ld.Grk. | |
| 27529<br>JDGW | **Poeta Querol** IronScSr<br>(exJulian, exChatsworth) ssSws.No.3–10,85 ssNwc.No.2–94<br>Well deck Wireless 1Dk2trB | 929<br>816<br>593 | ✠<br>11,96<br>✠NB5,91 | Shl | n | | 1872<br>12mo | J.Softley&Co.<br>SouthShields | Cia.Trasmediterranea | 229·2<br>Q83'B47'F29'<br>ptND91 BK7½" | 29·0 | 17·0 | Valencia<br>Spanish<br>4BHCem<br>DBa68'f69' | C.2Cy.25½"&50³⁄₁₆"–30"<br>100NHP<br>1DB,4pf,GS45,HS1536<br>T.Richardson&Sons,Hpl. | 18 × |
| 27530<br>82588<br>WORD | **Poh Ann** IronScSr<br>2Dks | 828<br>645<br>479 | | | ... | | 1881 | WighamRichrdsn&Co<br>Newcastle | StraitsS.S.Co.Ld. | 211·2<br>P48'B44'F26'<br>FK | 28·1 | 16·0 | Singapore<br>British | C.2Cy.27"&51"–33"<br>NB12,94 131NHP<br>Wghm.Rchrdsn.&Co.,Nwc | 16×1 |
| 27531<br>98061<br>SLPH | **Poherua** SteelScSr<br>(exCroydon)<br>1Dk&Webframes&ptAwngdk | 1178<br>838<br>716 | | | ... | | 1890 | W.Harkess&Son<br>Middlesbro' | UnionS.S.Co.of NewZealand,Ld. | 221·5<br>Q77' BK8"<br>ptAwngdk144' | 32·0 | 15·6 | Dunedin<br>British<br>WB | T.3Cy.17",28"&47"–33"<br>127NHP<br>A.Shanks&Son,Arbroath | 17 × |
| 27532<br>SBWV | **Pohjan-Tähti** WoodAuxSc3MstSr<br>Motor<br>1Dk<br>(See Sailing Ship Register) | 299<br>272<br>285 | | | | | 1919 | A.Wendelin<br>Björkö | J.Peusa | 121·5 | 29·0 | 12·6 | Wiborg<br>Finnish | Motor<br>2Cy.16⅜"–17⅛" 30NHP<br>BjörneborgsMek.Verks.<br>Björneborg | |
| ※ 27533<br>OQXM | **Poilu** WoodSc<br>(exLePoilu,exWarTatla) 1Dk2trB<br>Elec.light Salted & specially treated<br>Mchy.Aft | 2320<br>1745<br>1371 | ✠ 12A1<br>10,18<br>BS9,19 ✠LMC9,18 | Vcr | r | 10,20 | 1918<br>5mo<br>Lloyd | WesternCanadaShipyards,Ld.<br>Vancouver, B.C.<br>'sA&CP | Soc.Anon.des CargosFrançais (E.J.Heinz, Mgr.) | 249·7<br>P&B138'F32' | 43·3 | 22·9 | Marseilles<br>French | T.3Cy.20",33"&54"–40" (s)<br>185lb 322NHP<br>2Water Tube Boilers<br>GS120,HS5280 FD<br>CanadianIngersoll-Rand, Ld.Sherbrooke | 25×6<br>3×5 |
| 27534 | **Poinsot** SteelTwinSc<br>Elec.light Mchy.Aft. 1Dk | 2636<br>2406<br>1907 | | | | | 1920 | Foundat'n Co.<br>NewOrleans | FrenchGovernment | 328·3<br>P63'B17'F35' | 46·4 | 23·6 | Brest<br>French | T.6Cy.15½",26"&44"–26"<br>NationalMarine 198NHP<br>EngCo.Scranton,Pa | |
| ※ 27535<br>216749<br>LMKQ | **Point Adams** SteelScSr<br>Elec.light Sub.Sig. 1Dk(Stl)<br>Wireless | 2671<br>1945<br>1664 | ✠100A1<br>10,19 ✠LMC8,18<br>Fitted for oil fuel 8,18 | NYk | s | CL<br>F. P. | 1918<br>8mo<br>A&CP<br>above | AlbinaEng &Mach.Wrks<br>Portland,Or.<br>150° F. | PacificMailS.S.Co. Inc. | 289·0<br>P24'B144'F32'<br>FK<br>Cell DB250'620tFPT83t | 44·1 | 19·0 | S.Frncisco<br>Utd.States<br>6BHptAsp<br>tAPT67t | T.3Cy.22",37½"&60"–42" (r)<br>180lb 100lb 313NHP<br>2SB,6cf,GS115,HS4522 FD<br>EllicottMachineCorp.Bal. | 21×6<br>2×8<br>19×4 |

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*This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27536<br>116119<br>LJWH | Point Arena SteelScSr<br>Elec.light Wireless 1Dk(Stl)<br>Sub.Sig. Cargo battens not fitted | 2117<br>1745<br>1285 | | | ... | CL | 1918<br>3mo | AlbinaEng &Mach.Wrks Portland,Or.<br>A&CP | UnitedStates ShippingBoard | 251·0\|43·5\|18·1<br>P25'B64'F25'<br>CellDB FK<br>212'477tFPT102tA | PrtlandOr<br>Utd.States<br>4BHCem<br>PT112t | T.3Cy.20",33"&54"-40" (s)<br>180lb 279NHP<br>2SB,6cf,GS115,HS5384<br>AlbinaE.&M.Wrks Pld.O. | 19"11<br>s2"9<br>17"7 | |
| 27537<br>116312<br>LMBH | Point Bonita SteelScSr<br>Elec.light Wireless 1Dk(Stl)<br>Sub.Sig. | 2676<br>1945<br>1669 | ✠100A1 ~~5,21~~ ~~10,19~~ 1,22<br>✠LMC6,18<br>Fitted for oil fuel 6,18 F.P. above 150° F. | Bal<br>SFo | s | CL<br>10,19 | 1918<br>6mo | AlbinaEng &MachWrks Portland,Or.<br>A&CP | PacificMailS.S.Co. Inc. | 289·0\|44·1\|19·0<br>P24'B144'F32'<br>FK<br>CellDB250'620tFPT | S.Frncisco<br>Utd.States<br>6BHptAsp<br>83tAPT67t | T.3Cy.22",37½"&60"-42" (r)<br>180lb 100lb 313NHP<br>2SB,6cf,GS115,HS4522 FD<br>EllicottMachineCorp.Bal. | 21"6<br>s2"8½<br>19"1 | |
| 27538<br>130897 | Point Ellice SteelSc<br>1Dk | 205<br>149<br>98 | | | | | 1911 | McDougall Jenkins,Ld. N.Vancouver | CanadianGovernment | 95·8\|20·1\|11·6 | Vict'riaBC<br>British | C.2Cy.16"&34"-24"<br>47RHP<br>Ross&Duncan,Glasgow | | |
| 27539<br>130917 | Point Grey SteelSc<br>(Tug)<br>1Dk | 300<br>227<br>150 | | | | | 1912 | Wallace Shipyards,Ld N.Vancouver | CanadianGovernment | 105·0\|21·9\|13·3 | Vancouver<br>British | C.2Cy.17"&40"-27"<br>63RHP<br>Campbll&Calderwood,Gls. | | |
| 27540<br>216656<br>LMGV | Point Judith SteelScSr<br>Elec.light 1Dk(Stl)<br>Wireless Sub.Sig. | 2670<br>1945<br>1664 | ✠100A1 2,22~~7,10~~<br>✠LMC7,18<br>Fitted for oil fuel 7,18 F.P. above 150° F. | NYk<br>SFo | s | CL<br>5,22 | 1918<br>8mo | AlbinaEng &Mach.Wrks Portland,Or.<br>A&CP | PacificMailS.S.Co. Inc. | 289·0\|44·1\|19·0<br>P24'B144'F32'<br>FK<br>CellDB250'620tFPT83tAPT67t | S.Frncisco<br>Utd.States<br>6BHptAsp | T.3Cy.22",37½"&60"-42" (r)<br>180lb 313NHP<br>2SB,6cf,GS115,HS4522 FD<br>EllicottMachineCorp.Bal. | 21"6<br>s2"9<br>19"0 | |
| 27541<br>216535<br>LMBW | Point Lobos SteelScSr<br>Elec.light 1Dk(Stl)<br>Wireless | 2671<br>1944<br>1664 | ✠100A1<br>7,18<br>✠LMC7,18 | Pld | s | CL | 1918<br>7mo | AlbinaEng &MachWrks Portland,Or.<br>A&CP | PacificMailS.S.Co. Inc. | 289·0\|44·1\|19·0<br>P24'B144'F32'<br>FK<br>CellDB250'620tFPT | S.Frncisco<br>Utd.States<br>4BHptAsp<br>83tAPT67t | T.3Cy.22",37½"&60"-42" (r)<br>180lb 313NHP<br>2SB,6cf,GS115,HS4522 FD<br>EllicottMachineCorp.Bal. | 21"6<br>s2"9<br>19"0 | |
| 27542<br>216021<br>LJSB | Point Loma SteelScSr<br>Elec.light 1Dk<br>Wireless | 2119<br>1746<br>1289 | | | ... | | 1918 | AlbinaEng. &Machine Works,Inc. Portland,Or. | UnitedStates ShippingBoard | 251·0\|43·5\|18·1<br>P25'B64'F26'<br>FK | Prtland Or<br>Utd. States<br>WB | T.3Cy.20",33"&54"-40"<br>279NHP<br>AlbinaEngine&Machine Works,Inc.Portland,Or. | 19"11 | R |
| 27543<br>106001<br>PHGT | Pointer SteelScSr<br>Ref.Mchy. Wireless 2Dks | 1183<br>869<br>502 | | | | | 1896 | A.&J. Inglis Glasgow | G.&J.Burns,Ld. | 250·0\|33·6\|15·9<br>P66'Q78'B46' | Glasgow<br>British<br>WB | T.3Cy.24",39"&64"-42"<br>265NHP<br>A.&J.Inglis,Glasgow | | C<br>BT till 1,22 |
| 27544<br>123351 | — SteelScK<br>(Trawler)<br>1Dk | 198<br>187<br>77 | | | ... | | 1906 | Hall,Russell&Co.Ld. Aberdeen | LothianTrwlrsLd. (J.A.Black,Mgr.) | 110·3\|21·8\|11·7<br>BK7½" | Lowestoft<br>British | T.3Cy.11½",20"&33"-21"<br>67RHP<br>Hall.Russell&Co.Ld.Abn. | 12"7 | |
| 27545<br>219596<br>LVPJ | — WoodSc<br>Elec.light 1Dk | 176<br>—<br>29 | | | | | 1920 | Burger BoatCo. Manitowoc, Wis. | W.D.Dittmar | 95·5\|24·7\|12·2 | Milwaukee Wis.<br>Utd.States | C.2Cy.18"&38"-26"<br>61NHP | | R |
| 27546<br>136113 | Pointz Castle SteelScK<br>ssSws.No.1-19<br>1Dk | 283<br>253<br>112 | ✠100A1<br>StmTrawler<br>~~5,21~~ ~~10,20~~12,21<br>~~BS6,20~~ BS1,22 ✠LMC1,19 | Sws | | CL<br>1,19 | 1914<br>3mo | Smith's DockCo.Ld. Middlesbro'<br>Lloyd'sA&CP | ConsolidatedStm. Fishing&IceCo. (Grimsby),Ld. (J.D.Marsden, Mgr.) | 128·8\|23·5\|12·8<br>Q76'F23'<br>BK7½" | Swansea<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 85RHP<br>1SB,3pf,GS54,HS1522<br>Smith'sDockCo.Ld.Mdb. | 13"6 | |
| 27547 | Poitiers SteelSc<br>4731<br>Elec.light Well deck 1Dk(Stl)<br>Cargo battens not fitted | ~~4730~~<br>~~3645~~<br>~~2550~~<br>3633<br>2549 | ✠100A1<br>11,21<br>~~(Class Contemplated)~~<br>✠LMC11,21 | Nwc | x | ~~CL~~ | 1921<br>11mo | TyneI.S.B. Co.Ld. Newcastle<br>Lloyd'sA&CP | CieFrancaise des Chemins de Fer Paris-Orleans(Soc MarAux deTransports Mgrs.) | 364·4\|52·8\|24·5<br>P18'B68'Q128'F29'<br>FK<br>CellDBuE25'f152'561tDTa98'1390tFPT78t | Nantes<br>~~British~~ French<br>6BHCem<br>APT102t | T.3Cy.23½",38"&64"-42" (s)<br>180lb 347NHP<br>3SB,9cf,GS189HS6156<br>Armstrong,Whitworth &Co.Ld.Nwc. | 26"8<br>s3"10½<br>23"0 | |
| 27548<br>OQXT | — SteelScSr<br>Elec.light Wireless 1Dk | 355<br>303<br>102 | ✠100A1<br>Stm Trawler<br>8,19<br>✠LMC8,19 | Sav | | CL | 1919<br>8mo | Foundat'n Co. Savannah Ga<br>A&CP | FrenchGovernment | 150·0\|25·0\|14·6<br>Q79'F26'<br>BK7"<br>FPT6t | French<br>4BHCem<br>APT8t | T.3Cy.12¾",21½"&35"-24"<br>180lb (s) 39NHP<br>1SB,3pf,GS53,HS1700<br>J.InglisCo.Ld.Toronto | 14"8<br>s2"5½<br>14"1 | |
| 27549<br>OQXV | Poitou SteelScK<br>~~ssCpn.No.1-16~~<br>(exSapajou,exApril) 1Dk<br>Elec.light ssLaR.No.2-21 | 310<br>272<br>102 | ✠100A1<br>StmTrawler<br>11,21 ~~9,12~~<br>~~BS3,20~~ ✠LMC10,16 | Nts<br>LaR | | CL<br>~~9,10~~<br>11,21 | 1912<br>8mo | Smith's DockCo.Ld Middlesbro'<br>Lloyd'sA&CP | H.Verron & Cie. | 135·0\|23·5\|12·7<br>Q74'F23'<br>BK7½" | LaRochlle<br>French<br>2BHCem<br>DBf14'12t | T.3Cy.13½",22½"&37½"-24"<br>180lb (s) 94NHP<br>1SB,3pf,GS49,HS1730<br>Smith'sDockCo.Ld.Mdb. | 13"7<br>s2"1<br>13"3 | |
| 27550<br>74<br>RLBU | Pola SteelTwinSc<br>Wireless 2Dks | 6240<br>5729<br>3604 | | | | | 1915 | Stabilmnto Tecnico Trieste | Requisitioned by theItalianGovernment | 449·8\|55·6\|34·1 | Taranto<br>Italian | T.6Cy.26",43½"&73"-48"<br>370NHP<br>Stab.TecnicoTrieste | | I |
| 27551 | — SteelSoLr | 186<br>—<br>95 | | | | | 1890 | Stabilmnto Tecnico Trieste | Soc.inAzioni Ungaro-Croata di Nav.Maritt.a Vap. | 134·0\|18·6\|10·6 | Fiume | 2Cy.18"&32"-21"<br>NB01 39NHP<br>StabilimentoTecnico,Tri. | 11"6 | A |
| 27552<br>~~[illegible]~~<br>~~JQPT~~ | Polalp SteelScSr<br>named "Ascensione," See No. 35[illegible] in Supplement<br>ssHam.No.3-5,04<br>(exBrietzig,ex ssHam.No.2-13<br>AxelJohnson) 1Dk(Stl)&Webframes | 1517<br>1188<br>926 | ✠ Sws.8,21<br>~~1,17~~ (See footnote*)<br>✠ | Ros | p | | 1891<br>10mo | O.A. Brodin Gefle | ~~RondoS.S.Co.Ld.~~<br>~~(H.H.Penman, Mgr.)~~<br>F.M.Pucci | 251·1\|36·1\|16·5<br>Q106'B54'H51t<br>F30' FK<br>CellDB194'418tFPT | Catania<br>Italian<br>4BHCem<br>62tAPT34t | T.3Cy.18",29"&46½"-30"<br>125NHP<br>2SB,4rf,GS65,HS1960<br>BergsundsM.V.Aktb.Skm. | 18"9<br>s1"6½<br>17"6 | |
| 27553<br>5968<br>KBJD | Polana SteelScSr<br>1Dk(Stl)&Shelter dk(Stl)<br>Elec.light | 1050<br>958<br>612 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~6,21~~ ~~5,20~~<br>3,22<br>✠LMC4,18 | Got | m | ~~5,20~~<br>3,22 | 1918<br>3mo | Aktieb. Lödöse Varf. Lödöse | RederiaktiebCon-cordia (J.A. Waller,Mgr) | 213·5\|32·8\|18·2<br>FK<br>CellDB161'220tFPT | Gothenburg<br>Swedish<br>4BHCem<br>24tAPT8t | C.2Cy.15 5/16"&36"-24" (s)<br>130lb 130lb 75NHP<br>1SB,2cf,GS38HS1450<br>Aktieb.LödöseVarfLödöse | 20"2<br>s6"4<br>14"2 | |
| 27554<br>136930 | — SteelSc<br>1Dk | 296<br>205<br>86 | | | | | 1911 | Kingston S.B.Co.Ld. Kingston Ont | CanadianGovernment | 107·3\|23·0\|12·6 | Quebec<br>British | C.2Cy.18"&36"-24"<br>54RHP<br>CollingwoodS.B.Co.Ld. | | |
| 27555<br>106971<br>PWJC | Poland SteelSc4Mst<br>(exManitou, ssAnt.No.3-4,10<br>exVictoria) ssLon.No.2-19<br>3Dks(Stl)Shade deck&Webframes<br>Elec.light Sub.Sig. Wireless | 8282<br>6004<br>5134 | ✠100A1<br>Shade dk<br>withfreeboard<br>1,22 ~~12,20~~<br>✠LMC12,20<br>BS2,22 | Lon<br>Ant | c† | CL<br>~~N3,20~~<br>2,22 | 1898<br>1mo | Furness, Withy&CoLd WHartlepool<br>A&CP | AtlanticTransport Co.Ld. | 475·5\|52·2\|31·1<br>B129' on Shade dk<br>FK&BK3"<br>CellDBa130'uE&B80'f143'1082tDTa50' | W.Hartlpl<br>British<br>7BHCem<br>989tAPT22t | T.3Cy.32",54"&90"-66" (a)<br>190lb 763NHP<br>2D&2SB18cfGS297HS12141<br>T.Richardsn&Sns,Ld.Hpl | 34"6<br>s7"6<br>27"6 | BT till 12,21 |
| 27556<br>217303<br>LPCB | Polar Bear SteelSc<br>Sub.Sig.<br>Elec.light 2Dks&Webframes<br>Wireless Longitudinal framing | 4297<br>3663<br>2623 | | | ... | | 1918 | Baltimore D.D.&S.B.Co Baltimore | UnitedStates ShippingBoard | 339·3\|49·1\|26·3<br>P47'B75'F30'<br>FK | Baltimore<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>390NHP<br>Westinghouse Electric& Mfg.Co.Pittsburgh,Pa. | 28"8 | R |

*This vessel, the class of which has lapsed, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27557<br>137371 | **Polar Prince** SteelScK<br>ssShl.No.1,19<br>1*Dk* | 194<br>191<br>86 | ✠100A1<br>*StmTrawler*<br>3,21~~10,20~~<br>✠LMC6,20 | Shl | | CL<br>6,20 | 1915<br>9mo<br>*Lloyd* | Jos.T.Eltringham&Co.Ld. WillingtonQuay<br>'*sA&CP* | R.Irvin&Sons,Ld. | 115·7 | 22·0 | 11·9<br>BK7½″<br>*WB*= | N.Shields<br>British<br>3*BHCem*<br>*DBf*19′13*t* | T.3Cy.12″,20″&34″-24″ (*s*)<br>180lb 80RHP<br>1SB,3*pf*,GS48,HS1474<br>ShieldsEng.Co.Ld.N.Shl. | 12 9 |
| 27558<br>216530<br>LMCB | **Polar Sea** SteelSc<br>*Elec.light* 2*Dks&Web frames*<br>*Ref.Mchy.* *Longitudinal framing*<br>Wireless Sub.Sig. | 4111<br>3629<br>2500 | | | ... | | 1918 | Baltimore DD&SB.Corp<br>Baltimore | UnitedStates ShippingBoard | 339·3<br>P47′B75′F30′ | 49·1 | 26·5<br>FK | Baltimore<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>344NHP<br>WestinghouseMachineCo. E.Pittsburgh,Pa | 28 8 |
| 27559<br>217407<br>LPHQ | **Polar Star** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)*&Web frames*<br>Wireless *Longitudinal framing*<br>Sub.Sig. | 4297<br>3663<br>2623 | | | ... | CL<br>4,20 | 1918<br>12mo | D.D.&S.B.Co.<br>Baltimore<br>A&CP | UnitedStates ShippingBoard<br>*CellD* | 339·3<br>P47′B75′F30′<br>B301′ 791*t* *FPT*98*t* | 49·1 | 26·3<br>FK | Baltimore<br>Utd.States<br>6*BHptCem*<br>*APT*128*t* | 1 Geared Steam Turbine(*s*)<br>175lb 389NHP<br>3SB,9*cf*,GS189,HS5305 FD<br>WestinghouseElectric&Mfg.Co.E.Pittsburgh,Pa | 28 8<br>5 5<br>23 1 |
| 27560<br>MTON | **Polarbjörn** Wood3MstSr<br>*OilEng.*<br>1*Dk* | 327<br>258<br>165 | | | | | 1919 | NJakobsen<br>Narvik | A/SPolarbjörnen (N.Jacobsen) | 123·6<br>P30′ | 26·9 | 13·2 | Narvik<br>Norwegian | Oil Engines2S.C.SA<br>46NHP<br>A/B AtlasDiesel,Stockhom | |
| 27561<br>MRWT | **Polaric** WoodAuxScSr<br>*Stm.Eng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 155<br>142<br>74 | | | | | 1918 | N.K.<br>Bölsönæs Kirksæterören | J.R.Rasmusson | 99·3<br>Q27′ | 22·9 | 10·2 | Aalesund<br>Norwegian | C.2Cy.$8\frac{3}{16}$″&$20\frac{1}{16}$″-17″<br>14NHP<br>Mjellem&Karlsen,Bergen | |
| 27562<br>212916<br>LFDH | **Polarine** SteelScSr<br>(*ex*Ems) *CarryingOil in bulk*<br>*Elec.light Mchy.Aft* 2*Dks*<br>Wireless Sub.Sig. *Longitudinalframing* | 4046<br>—<br>2389 | | | | | 1914 | G.Seebeck Akt.Ges.<br>Geestemünde | StandardOilCo. (NewJersey) | 354·6<br>P88′B33′F34′ | 50·0 | 26·7 | NewYork<br>Utd.States<br>*WB* | T.3Cy.23⅝″,38½″&59″-$43\frac{1}{16}$″<br>230NHP<br>G.SeebeckA.G.Gstemnde | |
| 27563<br>NTVB | **Polaris** SteelSc<br>*ss*Gen.2ndNo.3-5,15<br>*ss*Kel.No.1-20<br>(*ex*Amleth,*ex*Hallingdal, *ex*Sifnos,*ex*Trevaylor) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | 2462<br>1850<br>1520 | ✠100A1<br>3,21~~4,21~~<br>BS11,21<br>✠LMC8,20 | Mmo<br>Cpa | *s* | CL<br>N8,20 | 1890<br>7mo | J.Readhead&Sons<br>S.Shields<br>A&CP | A/S D/S Orion (C.P.Jensen,*Mgr*) | 290·4<br>P28′Q82′B118′F33′<br>*CellDB*250′545*t* | 40·0 | 19·8<br>BK10″ | Copnhagn<br>Danish<br>6*BHCem*<br>*APT*41*t* | T3Cy.23″,37½″&61½″-39″(*r*)<br>160lb NDB02 234NHP<br>2SB,~~6*pf*~~,GS104,HS3490<br>J.Readhead&Sons,S.Shl.<br>5*rf*1*cf* | 22<br>1<br>21 |
| 27564<br>SQMK | — SteelScSr<br>*ss*Hul.No.3-6,12<br>1*Dk*(*Stl*)&*Spar dk*(*Stl-ptws*)<br>*Elec.light* &*Web frames* | 2011<br>1510<br>1150 | ✠ —<br>7,19<br>*Spar dk withfreeboard*<br>✠NB4,15 ✠ | Hul | *s* | | 1899<br>3mo | Gourlay Bros.&Co.<br>Dundee | RussianGovernment<br>*WB*=*CellDBa*36′ | 281·4<br>P41′B102′F62′ 21·1<br>*uE&B*61′*f*94′227*t* | 38·2 | 13·7<br>BK8″ | Russian<br>4*BHCem*<br>*APT*17*t* | T.3Cy.30⅛″,47″&75″-45″<br>551NHP<br>3SB,9*cf*,GS183,HS8520 FD<br>GourlayBros.&Co.Dundee | 23 |
| 27565<br>4753<br>JQNH | — IronScSr<br>(*ex*RobertKöppen, *ss*Mmo.2ndNo.3-4,09<br>*ex*Derwentdale) *ss*Mmo.No.2-19<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1402<br>1198<br>842 | ✠100A1<br>2,21<br>✠NB5,06 ✠LMC10,19<br>BS2,21 | Bly | *q* | 2,21 | 1883<br>2mo<br>*Lloyd* | J.Readhead&Co.<br>S.Shields<br>'*sA&CP* | ~~RederiaktiebOlof (JohnE.Osterlund, *Mgr.*)~~ | 259·5<br>Q100′B52′F34′ | 36·0 | 17·5<br>BK9″<br>*WB*=*DBa* | Nrrköping<br>Swedish<br>4*BHCem*<br>78′*f*72′340*t* | C.2Cy.25″&58″-36″ (*s*)<br>85lb *85lb* NDB06 161NHP<br>2SB,4*cf*,GS64,HS1230<br>J.Readhead&Co.S.Shields | 18<br>1<br>17 |
| 27566<br>85759 | — WoodSc<br>1*Dk* | 533<br>341<br>336 | | | | | 1883 | R.Sample<br>Levis,Quebec | Quebec&Levis FerryCo.Ld. | 118·5<br>H192*t* | 31·4 | 16·5 | Quebec<br>British | C.2Cy.25″&49½″-33″<br>B*made*99-*refitted*14 117NHP<br>Carrier,Laine&C.,Lvs,Qbc. | |
| 27567<br>MKDL | — WoodScSr<br>*Mchy Aft* 1*Dk* | 155<br>129<br>70 | | | | | 1914 | G.Ottesen<br>Sagvaag | P.S.Brandal | 95·5<br>Q20′ | 22·6 | 10·8 | Aalesund<br>Norwegian | C.2Cy.8½″&17″-12″<br>8NHP<br>Laxevaags.Msk&Jrn.Bgn. | |
| 27568<br>MHFV | **Polarlys** SteelScSr<br>*Elec.light Ref.Mchy.* 2*Dks* | 1069<br>919<br>579 | | | | | 1912 | Akt.Burmeistr&Wain<br>Copenhagen | DetBergenske Dampskibsselskab | 208·5<br>H122*t* | 31·6 | 19·8 | Bergen<br>Norwegian<br>*WB* | T.3Cy.18½″,30″&50″-30″<br>137NHP<br>Akt.Burmeistr&Wain,Cpn | |
| 27569<br>NWFH | **Polarstjernen** WoodAuxSc4MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 343<br>317<br>270 | | | | | 1918 | Oxenbjerg Skibsværft<br>Svendborg | RederietFalken A/S(E.B.Kromann *Mgr.*) | 136·0 | 29·9 | 13·2 | Marstal<br>Danish | Oil Engines 3S.C.SA<br>3Cy. 150NHP<br>Tuxham,Copenhagen | |
| 27570 | **Polarstjernen VII.** WoodSc<br>*OilEng.* 4MstSr<br>*Mchy.Aft* 1*Dk* | 339<br>293<br>306 | | | | | 1919 | A/S Skibs. Lilleo<br>Korsör | Rederiaktiebolaget Polstjernen | 125·0<br>Q28′ | 28·0 | 13·8 | Stockholm<br>Swedish | Oil Engines 2S.C.SA<br>3Cy.14⅛″-15⅛″ 43NHP<br>Tuxham'sMachnfrbk.Cpn. | |
| 27571<br>MTFJ | **Polarulv** WoodScK<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 133<br>118<br>58 | | | | | 1919 | Storesæter &Onarheim<br>Hardanger | LudolfScheldrup | 93·1<br>Q11*t* | 22·2 | 10·6 | Bodö<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.15¾″-16½″<br>J.VSvenssonsMotorf.Skm. | |
| 27572<br>~~137688~~<br>~~THKP~~ | **Polbain** SteelSc<br>(*ex*Paklat,*ex*Maria Rickmers) *Elec.light* 1*Dk&Spar dk*<br>Wireless | 2064<br>1531<br>1254 | | | | | 1902 | Rickmers Akt.Ges.<br>Bremerhaven | ~~TheShippingController(CoastLines Ld.*Mgrs.*)~~ NeueDampferCo.Act.Ges. | 255·2<br>P&B160′F26′ | 37·2 | 19·7 | ~~London~~<br>~~British~~<br>German *WB* | T.3Cy.$18\frac{5}{16}$″,$30\frac{13}{16}$″&$49\frac{3}{16}$″-31½″<br>135NHP<br>OttenserMaschf.Altona | |
| 27573<br>140425<br>JRTP | **Polberg** SteelScSr<br>(*ex*Bergvik) 1*Dk*(*Stl*)<br>Now named "Bellbrook," See No. 36449 in Supplement | 1443<br>1146<br>838 | ✠100A1<br>11,18<br>✠LMC7,20 | Cff | *p* | 7,20 | 1916<br>2mo<br>*Lloyd* | Kockums M.V.Aktieb.<br>Malmö<br>'*sA&CP* | J.Bell&Co.<br>*CellDBa*69′*u* | 232·8<br>P18′B63′F26′<br>*E*19′*f*93′364*tFPT* | 37·7 | 16·1<br>FK | London<br>British<br>4*BHCem*<br>44*tAPT*59*t* | T3Cy.18⅛″,28¾″&$48\frac{13}{16}$″-31½″<br>185lb (*s*) 156NHP<br>2SB,4*cf*,GS70,HS2546<br>KockumsM.V.Akt.Malmö | 18<br>1<br>17 |
| 27574<br>4679<br>JQHG | **Polcirkeln** SteelScSr<br>*Turret deck*<br>*Elec.light Mchy.Aft* 1*Dk*<br>Wireless | 1920<br>1490<br>741 | | | | | 1907 | LindholmensV.A<br>Gothenburg | Trafikaktiebolaget Grängesberg-Oxelösund (G.Dillner,*Mgr.*) | 291·6<br>P52′H83*t* | 39·9 | 19·7 | Stockholm<br>Swedish<br>*WB* | T.3Cy.21½″,35½″&58½″-36″<br>206NHP<br>LindholmensV.A.Got. | |
| 27575<br>140424<br>JRTQ | **Polcrag** CompScSr<br>(*ex*Dagny)<br>1*Dk*<br>Now named "Greyabbey," See No. 37533 in Supplement | 229<br>170<br>114 | | | | | 1915 | Norra | ~~Wilson&Reid,Ld.~~ A.Gray (T.S Wilson,*Mgr.*) | 101·9<br>P24′H12*t*F11′ | 23·2 | 10·5 | London<br>British | C.2Cy.9½″&21″-13½″<br>13RHP<br>VilhelmsbergsM.V.Got. | |
| 27576<br>~~139617~~<br>~~JQPC~~ | **Polcrest** SteelScSr<br>*ss*Cff.No.3-12,20<br>(*ex*Heinz Blumberg,*ex*ElsezumBach) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Wireless | ~~1822~~<br>~~1682~~<br>~~1308~~<br>1819<br>1678<br>1298 | 100A1<br>*Shelter dk withfreeboard*<br>~~3,21 12,20~~1k21<br>LMC12,20<br>Bs11,21 | Cff<br>Sws | *q* | ~~12,20~~<br>5,21 | 1906<br>*Lloyd* | Schiffsw. v. HenryKoch<br>Lübeck<br>'*sA&CP* | ~~Polcrest S.S.Co. Ld.(Lowricheux&David,Ld.*Mgrs*)~~<br>Sekiguchi<br>*CellD* | 251·0<br>B26′ *on Shelter dk*<br>B210′ 394*t* *FPT*69 | 37·2 | 22·2<br>FK | Japanese<br>*Cem*<br>4*BHtoShdk*<br>*APT*18*t* | T.3Cy.17⅛″,28¾″&46″-32½″<br>185lb 142NHP<br>2SB,4*cf*,GS69,HS2388<br>J.F.Ahrens,Altona | 24<br>4<br>19 11 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27577<br>138821<br>JLTV | Now named "Izrada," See No. 37867 in Supplement<br>**Poldennis** SteelScSr<br>(exIzrada) Wireless 1Dk | 3518<br>3265<br>2210 | | | | | 1910 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Fisher,Alimonda<br>&Co.Ld. | 360·2\|50·3\|21·5<br>P26'B231'F32' | London<br>British<br>WB | T.3Cy.26",42"&68"-42"<br>300NHP<br>W.Doxford&Sons,Ld.Sld. | | C |
| 27578<br>99936<br>NGQH | **Pole Star** SteelTwinScSr<br>Elec.light 2Dks | 459<br>398<br>207 | | | ... | | 1892 | Fairfield<br>Co.(Lim.)<br>Glasgow | Commissioners of<br>NorthernLight-houses | 175·4\|26·4\|13·8<br>B50'F28'<br>BK6½" | Leith<br>British<br>WB | T.6Cy.14½",24"&39"-24"<br>177NHP<br>FairfieldSB&ECo(Ld)Gls. | 14 ″ 6 | |
| 27579<br>110797<br>RQOK | **Poleric** SteelTwinSc4MstSr<br>ssCff.No.3-9,12<br>(exAlbania,exCairnrona, ssGrk.No.2-20<br>exConsuelo) 2Dks(Stl)&deep framing<br>lower dk in 1,3&5holds&<br>Elec.light Shelter dk(Stl)<br>Wireless Sub.Sig. | 6243<br>5781<br>3909 | ✠100A1<br>Shelter dk<br>10,21 ~~4,20~~<br>✠NB4,20<br>Fitted for oil fuel, 4,20 F.P. above 150° F. | N Yk<br>Rot | c†<br>10,21<br>✠LMC4,20 | CL<br>~~4,20~~<br>10,21 | 1900<br>6mo<br>Lloyd'sA&CP | C.S.Swan&<br>Hunter,Ld.<br>Newcastle | BankLine,Ld.<br>(A.Weir&Co.Mgs)<br>WB = CellDBa124' uE&B 67' f195'1070tDTa30'790tFPT97tAPT55t | 461·5\|52·1\|38·7<br>FK | Glasgow<br>British<br>6BHCem | T.6Cy.22",~~37"~~ 37$\frac{13}{16}$"&64"-42"<br>180lb FD (s) 711NHP<br>4SB,12cf,GS253,HS10268<br>T.Richardsn&Sns,Ld.Hpl. | 34 ″ 2<br>s 5 ″ 11<br>28 ″ 8 | |
| 27580<br>188<br>HNPB | **Polezny** SteelScSr<br>Wireless 1Dk2trB | 363<br>312<br>21 | ✠<br>6,87<br>✠ | Nwc | g | | 1887<br>4mo | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | RussianStm.Nav.<br>&TradingCo.<br>WB = FPT15tAPT10t | 151·0\|26·1\|12·5<br>B28' | Odessa<br>Russian<br>4BHCem | T.3Cy.19",30"&50"-33"<br>NB13 144NHP<br>Hwthrn,Leslie&C.Ld.Nwc | 13 ″ 0 | |
| 27581<br>[illegible]<br>JLSM | **Polglass Castle** SteelScSr<br>Now named "Reichenfels," See No. 39115 in Supplement<br>(exReichenfels) 2Dks(Stl-U teak s)&<br>Elec.light Wireless Web frames | 4762<br>[illegible]<br>2968 | ✠100A1<br>[illegible],14<br>Examined12,19<br>BS5,20 | Bom | y<br>✠LMC5,19 | CL<br>3,19 | 1903<br>10mo<br>Lloyd'sA&CP | Swan,Hunter &Wigham<br>Richardson,<br>Ld Newcastle | TheShippingController(Union-CastleMailS.S.Co.Ld.Mgrs) WB= CellDBa119' uE25' f175'885t<br>'Tween deck tanks a42' 390tf42' 450t FPT75t APT50t | 390·0\|51·5\|27·5<br>P50'B123'F53'<br>BK10" | London<br>British<br>7BHCem | Q.4Cy.23",32",48"&72"-54"<br>213lb 120lb (r) 492NHP<br>3SB,9rf,GS154,HS6462 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 30 ″ 3<br>s 6 ″ 0½<br>25 ″ 3 | |
| 27582<br>139057<br>JLKF | **Polgowan** SteelScSr<br>Now named "Meropi," See No. 38508 in Supplement<br>(exMacedonia)<br>Wireless 1Dk& Spar dk&deep framing | 4347<br>4022<br>2779 | | | ... | | 1900 | C.S.Swan&<br>Hunter,Ld.<br>Newcastle | EuropeanShippingCo Ld. (A. RappoportMgr.) | 379·4\|46·3\|20·2<br>P42'B96'F44' 28·1<br>FK | London<br>British<br>WB | T.3Cy.24½",40"&68"-48"<br>370NHP<br>N.E.MarineEng.CoLdNwc | 31 ″ 0 | |
| 27583<br>MSOL | **Polhavet** WoodScK<br>1Dk | 148<br>130<br>59 | | | | | 1918 | Pusnæs<br>Stöperi&M.V<br>Arendal | Walderhaug&<br>Ratvik | 102·0\|22·0\|10·0<br>P10'H6t | Aalesund<br>Norwegian | C.2Cy. | | N |
| 27584<br>MKTQ | **Polheim** WoodScK<br>1Dk | 109<br>98<br>54 | | | | | 1914 | G.Ottesen<br>Sagvaag | Fredr.Hessen | 89·0\|21·7\| 9·6<br>Q9t | Aalesund<br>Norwegian | C.2Cy.9"&19"-12"<br>11NHP<br>AalesundsMek.Værkst. | | N |
| 27585<br>1973<br>JDRV | **Polhem** SteelScSr<br>1Dk&Shelterdk | 379<br>199<br>252 | | | | | 1889 | W.Lind-bergsM.V.<br>Stockholm | Ångf.Aktieb.Gotland (CarlE.<br>Ekman,Mgr.) | 117·8\|24·2\|11·4<br>H18t 18·4 | Visby<br>Swedish | 2Cy.20"&38"-25$\frac{3}{8}$"<br>61NHP<br>W.LindbergsM.V.Skm. | | |
| 27586 | **Polikos** SteelScSr<br>ssCff.2ndNo.3-2,20<br>(exYachtsNorthStar,Cherokee, 2Dks<br>Elec.light Sub.Sig. Sybarite&Venetia)<br>Wireless | 819<br>—<br>329 | ✠ A1<br>withfreeboard<br>For service in the Mediterranean<br>~~2,20~~<br>2,22 | Cff<br>Pir | ✠LMC2,20<br>BS1,21 | 2,20 | 1893<br>5mo<br>Lloyd'sA&CP | Nav.Const.<br>&Armament<br>Co.Ld.<br>Barrow | G.Anghelatos | 233·5\|29·1\|18·9<br>BK8" | Cephlonia<br>Greece<br>6BHCem | T.3Cy.21½",34"&56"-34" (s)<br>160lb ~~135lb~~ 223NHP<br>2SB,6cf,GS138,HS3950<br>Nav.Cnst&ArmamntCoLd | 20 ″ 1<br>s 4 ″ 0<br>17 ″ 1 | |
| 27587<br>~~[illegible]~~ | **Polish Monarch** SteelScSr<br>Now named "Izabran," See No. [illegible] in Supplement<br>ssBkn No.1-[illegible]<br>(exPolmont,exKarpat) 1Dk(ptIrn ptStl)<br>Wireless | 4292<br>[illegible]<br>2675 | ✠100A1<br>[illegible],20<br>BS11,21 | Liv | x<br>✠LMC11,20 | CL<br>11,20 | 1912<br>10mo<br>Lloyd'sA&CP | W.Dobson<br>&Co.<br>Newcastle | ~~Raeburn&Verel, Ld.~~ Soi di NavMarittimaLevante<br>Cell DBa 132' uE 21' f157' 971tDTa26'908tFPT151tAPT108t | 378·2\|53·3\|24·5<br>P35'B250'F42'<br>FK | ~~Glasgow~~<br>Italian<br>7BHCem | T.3Cy.24",39"&66"-45" (s)<br>180lb 343NHP<br>3SB,9cf,GS150,HS5658<br>N.E.MarineEng.CoLdNwc | 26 ″ 11<br>s 4 ″ 2½<br>23 ″ 0 | |
| 27588<br>110533<br>QPSW | **Politician** SteelSc4MstSr<br>ssLiv.No.3-3,11<br>ssLiv.No.2-19<br>2Dks(Stl)&deep framing& Webframes<br>Elec.light Wireless | 7380<br>6690<br>4830 | ✠100A1<br>8,21 ~~12,20~~<br>MS3,19 | Liv | c†<br>✠LMC<br>BS12,20 | CL<br>12,20 | 1899<br>1mo<br>Lloyd'sA&CP | C.S.Swan&<br>Hunter,Ld.<br>Newcastle | CharenteS.S.CoLd<br>(T.&J.Harrison,<br>Mgrs.)<br>WB = CellDBa137'uE&B63'f204'1534t DTa30'970tFPT117tAPT30t | 469·5\|56·4\|31·9<br>P37'B165'F38'<br>FK | Liverpool<br>British<br>9BHCem | T.3Cy.27½",45½"&75"-60"<br>180lb (s) 571NHP<br>2D&1SB15cfGS308HS10150<br>WllsndSlpwyCo.Ld.Nwc. | 34 ″ 10<br>s 8 ″ 3<br>27 ″ 0 | |
| 27589 | **Polixeni V.** SteelSc<br>(exWoitto)<br>Elec.light 1Dk | 243<br>—<br>132 | | | | | 1919 | AAhlström<br>Warkaus<br>Bruk | D.Demetriades&<br>Co. | 132·0\|22·2\|11·3 | Piræus<br>Greek | C.2Cy.11½"&21"-12"<br>A.Ahlström,<br>Warkhaus,Bruk | | V |
| 27590<br>MVHC | **Poljana** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 3886<br>3577<br>2335<br>2,22 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~6,21~~ ~~1,21~~<br>Fitted for oil fuel 6,20 F.P. above 150° F. | Ham<br>~~Rot Liv~~<br>Rot | x<br>✠LMC6,20 | CL<br>~~5,21~~<br>~~9,21~~<br>2,22 | 1920<br>6mo<br>Lloyd'sA&CP | Ardrossan<br>DD&SBCoLd<br>Ardrossan | Winge&Co.'sD/S<br>A/S(Winge&Co.<br>Mgrs.)<br>CollisionBH to Shelter dk<br>CellDB313'1076tMT23'721tFPT92tAPT88t | 360·7\|52·2\|28·5<br>F33'onShelter dk<br>FK | Chrstiania<br>Norwegian<br>ptCem<br>6BHtoU dk | T.3Cy.25",41"&69"-48" (s)<br>180lb 388NHP<br>3SB,9cf,GS190,HS6408<br>J.G.Kincaid&Co.Ld.Grk. | 26 ″ 0<br>s 2 ″ 7<br>23 ″ 7 | |
| 27591<br>137499<br>JMPG | **Polladern** SteelScSr<br>Now named "Sunheath," See No. [illegible] in Supplement<br>ssBom.No.2-20<br>(exEmir) 2Dks(Stl)<br>Elec.light Wireless | 5932<br>[illegible]<br>3825 | 90A1<br>1,21<br>LMC6,20 | Cff | a† | CL<br>1,21 | 1911<br>Lloyd'sA&CP | Bremer<br>Vulkan<br>Vegesack | J.Herron&Co.<br>One bulkhead in forward hold dispensed with | 420·4\|54·5\|28·0<br>P&B333'F60'<br>FK | Liverpool<br>British<br>Cem<br>6BHonly<br>CellDB358'1255tFPT92tAPT11t | Q.4Cy.24",34$\frac{11}{16}$",50$\frac{3}{8}$"&72$\frac{13}{16}$"-53$\frac{3}{16}$" 227lb (s) 601NHP<br>4SB,12cf,GS188,HS8611 FD<br>BremerVulkan,Vegesack | 30 ″ 6<br>s 4 ″ 11½<br>25 ″ 11 | |
| 27592<br>~~[illegible]~~<br>JVWG | **Pollcrea** SteelScSr<br>Now named "Isabel Harrison," See No. [illegible] in Supplement<br>ssRot.No.3-7,11<br>ss.Npt.No.2-20<br>(exGrahamland,1Dk(Stl)&deepframing<br>exJosephina) Cargo battens not fitted | 1209<br>[illegible]<br>750 | ✠100A1<br>[illegible],20<br>BS3,20 7,21 | Npt<br>Pts | o<br>✠LMC<br>MS12,20 | N7,19 | 1899<br>12mo | R.Duncan<br>&Co.Ld.<br>PortGlasgow<br>A&CP | ~~TheShippingController(Mordey,Jones&Co.Ltd.Mgrs.)~~<br>H.Harrison(Shppg.)Ld<br>CellDBa65'f84'260tAPT42t | 234·9\|34·7\|16·5<br>P29'B63'F28'<br>FK | London<br>British<br>4BHCem | T.3Cy.18$\frac{13}{16}$",30"&49"-33"(s)<br>160lb 80lb 141NHP<br>1SB,3pf,GS49,HS2156<br>Hall-BrwnButtery&CoGls | 18 ″ 9<br>s 2 ″ 3<br>16 ″ 9 | |
| 27593<br>952<br>RLDA | **Pollenzo** SteelSc<br>1Dk&Shelterdk<br>Elec.light CruiserStern | 6521<br>6198<br>4069 | | | ... | | 1920 | Furness<br>S.B.Co.Ld.<br>Middlesbro' | Lloyd SabaudoSoc.<br>Anon.perAzione | 412·4\|55·6\|34·4<br>F40'onShelter dk<br>FK | Genoa<br>Italian<br>WB | 2SteamTurbines geared to<br>1ScShaft 678NHP<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 38 ″ 1 | |
| 27594<br>827<br>RLBV | **Polluce** SteelScCtr<br>Mchy.Aft 1Dk2trB | 1015<br>823<br>610 | | | | | 1917 | N.Odero<br>&Co.<br>Genoa | LloydMediterraneoSoc.Italiana<br>diNav. | 204·7\|32·2\|16·8<br>P52'F20' | Genoa<br>Italian<br>WB | T.3Cy.15$\frac{1}{10}$",24$\frac{2}{5}$"&39$\frac{3}{10}$"-25½"<br>79NHP<br>N.Odero&Co.Genoa | | CI |
| 27595 | — SteelPad<br>(exPollux) | 282<br>282<br>149 | | | | | 1883 | Atel.&<br>Chant.Loire.<br>Nantes | Nav.aVap.(Vierci<br>Hnos.)S.A. | 123·7\|21·0\|13·1 | Asuncion<br>Paraguay'n | O.2Cy.16"&27½"-30¾"<br>35NHP<br>Atel.&Chant.Loire.Nts. | | |
| 27596<br>PQKG | **Pollux** SteelSc<br>Elec.light Wireless 2Dks | 2886<br>2237<br>1815 | | | | | 1909 | Wrf.voorh.<br>Rijkee&Co.<br>Rotterdam | Koninkl.Nederl.<br>Stoomb.Maats. | 326·8\|44·1\|18·7<br>Q106'B88'F40' | Amstrdam<br>Dutch<br>WB | T.3Cy.21",33"&56¾"-39½"<br>202NHP<br>NedFb.vWrk.&Spoor,Ams | | V |

| 1 Numero l'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Tonnage assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27597 | **Pollux** SteelScSr<br>(exByzanz,exGodrevy)<br>1Dk&Web frames&pt Awng dk | 1799<br>1308<br>1151 | | | ... | | 1892 | W.Dobson &Co.<br>Newcastle | Schröder,Holke&<br>Fischer | 254·0<br>Q89'B67'F32'<br>FK | 35·1 | 18·1 | German<br>WB | T.3Cy.19",31½"&51"-36"<br>152NHP<br>Blair&Co.Ld.Stockton | 19 , |
| ✻ 27598<br>SQMB | — SteelScSr<br>ssNwc.No.3-3,11<br>ssGfl.No.2-18<br>1Dk(Stl)&deep framing&<br>ptAwng dk(Stl–ptws)<br>Elec.light | 1281<br>1230<br>743 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>11.20<br>~~BS6,20~~ ✠LMC6,18<br>BS4,21 | Abn | n | CL<br>N11,20 | 1898<br>6mo | Campbeltown S.B.Co.<br>Campbelt'wn<br>A&CP | FinskaÅngfAktieb<br>WB=CellD | 230·2<br>Q79'<br>ptAwng dk151' FK<br>Ba53'uE&B38'f94' | 32·7 | 15·0 | Helsingfrs<br>Finnish<br>4BHCem<br>267tAPT80t | T.3Cy.17½",27½"&45"-33"<br>160lb 100lb (a) 114NHP<br>NDB14<br>1SB,3rf,GS68,HS1668<br>J.G.Kincaid&Co.Greenock | 17 ,<br>7 ,<br>17,1 |
| 27599 | — SteelSc | 526<br>436<br>185 | | | | | 1912 | A.F. Smulders<br>Schiedam | Habermann&<br>GuckesA.G. | 144·7 | 28·9 | 12·9 | Kiel<br>German<br>WB | T.3Cy.10⅜",16 1⁄16"&29½"-18½"<br>33NHP<br>A.F.Smulders,Schiedam | |
| 27600 | — SteelSc<br>1Dk&ptAwng dk | 518<br>289<br>319 | | | | | 1896 | Akt.Ges.<br>"Weser"<br>Bremen | Dampfschifffahrts<br>Ges.Neptun | 163·0<br>F16'<br>ptAwng dk133' | 24·1 | 9·6 | Bremen<br>German<br>WB | C.2Cy.16 7⁄16"&30 11⁄16"-20½"<br>36NHP<br>A.G."Weser,"Bremen | |
| 27601<br>Missing since 12,21 | SteelScK<br>Mchy.Aft 1Dk | 138<br>124<br>29 | ~~100A~~<br>For fishing purposes<br>7,21 ~~9,20~~ ✠~~[illegible]~~ | Ams | | CL<br>7,21 | 1919<br>7mo | ArnhemscheStoomsleephelling<br>My.Arnhem | N.V.Vissch. Maats<br>"Praxis" | 94·9<br>BK6¼" | 19·8 | 9·3 | Ymuiden<br>Dutch<br>4BHCem<br>DTf12'8t | T.3Cy.10",16"&26"-18" (r)<br>180lb 45NHP<br>1SB,2cf,GS28,HS892<br>ArnhemscheStoomsleephellingMy.Arnhem | 9 ,1 |
| ✻ 27602<br>NRQP | **Polly** SteelScSr<br>ssCpn.No.2-21 ~~ssCpn No.1-17~~<br>1Dk(Stl) | 798<br>675<br>463 | ✠100A1<br>~~7,21~~ 10,18 5,22<br>~~Examined 3,19~~<br>BS9,20 ✠LMC2,17<br>BS7,21 | Cpn<br>Svb | l | ~~8,20~~<br>7,21 | 1911<br>8mo<br>Lloyd | Antwerp Eng.Co.Ld.<br>Hoboken<br>'sA&CP | Dampskibs.Progress(M.Nielsen&Sön,Mgrs.)<br>WB=CellDBa47' | 208·0<br>P29'B60'F26'<br>FK<br>uE23'f90'213tFPT | 31·3 | 13·1 | Copnhagn<br>Danish<br>4BHCem<br>24tAPT21t | T.3Cy.13",21"&35"-27" (s)<br>180lb 82NHP<br>2SB,4cf,GS44,HS1428<br>N.E.MarineEng.CoLd.Sld. | 15 ,<br>1 ,<br>14 , |
| 27603<br>139289<br>JMTD | **Polly Bridge** SteelScSr<br>ssQns.No.1-20<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 403<br>291<br>163 | ✠100A1<br>9,21 ~~3,20~~<br>✠LMC11,20 | Sws<br>Trp | f | CL<br>~~11,20~~<br>9,21 | 1916<br>5mo<br>Lloyd | J.P.Rennoldson&Sns.<br>Ld.S.Shields<br>'sA&CP | WestvilleShipping<br>Co.Ld.(Allin,Leyshon&Co.,Mgrs.) | 143·1<br>Q47'B9'F19'<br>FK<br>FPT34t | 24·4 | 10·4 | Hull<br>British<br>4BHCem<br>APT16t | C.2Cy.17"&36"-24" (s)<br>130lb 75RHP<br>1SB,3pf,GS47,HS1400<br>JPRennoldsn&SnsLdSShl | 11 ,<br>,11<br>11 , |
| ✻ 27604<br>143267 | **Polly Johnson** SteelScK<br>1Dk(Stl) | 290<br>249<br>127 | ✠100A1<br>StmTrawler<br>12,21 ~~9,19~~ ✠LMC9,19 | Beverley<br>Hul | | CL<br>12,21 | 1919<br>6mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | ~~J.Johnson~~ W.A.<br>Massey&SonsLd. | 125·5<br>Q72'F21'<br>BK7½" | 23·5 | 12·7 | ~~Scarboro'~~<br>British Hull<br>3BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 86RHP<br>1SB,3pf,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 , |
| 27605<br>140434<br>JRWF | **Polmina** SteelSc3MstSr<br>ssSld.No.1-22<br>(exHermina) 1Dk(Stl)<br>Mchy.Aft Well deck | 896<br>623<br>484 | ✠100A1<br>~~3,22~~ ~~4,20~~ 5,22<br>✠~~LMC2,17~~<br>3,22 | Shl<br>Sld Off | l | ~~4,20~~<br>3,22 | 1917<br>2mo | Verschure &Co.Sp.&Mh<br>Amsterdam<br>A&CP | HairShippingCo.<br>Ld(King&Co.(Cardiff)Ld.Mgrs.)<br>CellD | 201·9<br>Q123'B11'F22'<br>FK<br>B156'287t FPT40t | 30·2 | 12·3 | London<br>British<br>3BHCem<br>APT34t | T.3Cy.15",25"&40"-27" (s)<br>180lb 113NHP<br>2SB,4cf,GS82,HS2045<br>Verschure&CoSp&M.Ams | 15 ,<br>4 ,<br>14 , |
| 27606<br>139337<br>KBGN | **Polo** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Cargo battens not fitted in 'tween dks<br>Wireless | 1950<br>1638<br>970 | ✠100A1<br>Shelter dk<br>withfreeboard<br>1,22 ~~1,21~~ ✠LMC2,19 | Liv<br>Hul | s | CL<br>1,21 | 1919<br>5mo<br>Lloyd | Swan,Hunter&Wigham<br>Richardson<br>LdSundrland<br>'sA&CP | Ellerman'sWilson<br>Line,Ld.<br>Collision<br>Cell | 290·0<br>FK<br>BH to Shelter dk<br>DB 248' 501t FPT | 42·5 | 18·8 | Hull<br>British<br>ptCem<br>5BH to U dk<br>31tAPT39t | T.3Cy.22",36"&59"-39" (s)<br>180lb 324NHP<br>3SB,6cf,GS123,HS4960 FD<br>Richardsons,Westgarth&Co.Ld.Sld. | 21 ,<br>1 ,<br>19 ,1 |
| 27607 | **Pologne** SteelScSr<br>(exOregonexRawson)<br>Elec.light Wireless 2Dks | 3090<br>—<br>1827 | | | ... | | 1911 | irJ Laing<br>&Sons,Ld.<br>Sunderland | Cie.Générale<br>Transatlantique | 325·0<br>P33'B148'F36'<br>FK | 44·0 | 22·6 | Bordeaux<br>French<br>WB | T.3Cy.25",41"&68"-45"<br>455NHP<br>Richardsons,Westgarth&Co.Ld.Mdb | 25 , |
| 27608 | **Polonia** SteelTwinSc<br>ssBrs.No.2-19<br>(exKursk) 3Dks(UStl–teaks)<br>Elec.light Sub.Sig. (2nd dkStl–ws)<br>Wireless | 7858<br>5896<br>4718 | ✠100A1<br>1,22 ~~7,20~~<br>~~BS1,21~~ ✠LMC9,17<br>BS1,22 | Sou<br>Cpn | c† | CL<br>~~7,20~~<br>1,22 | 1910<br>9mo<br>Lloyd | Barclay,<br>Curle&Co.Ld<br>Glasgow<br>'sA&CP | A/SDetÖstasiatiskeKompagni<br>CellDBa106'uE | 450·0<br>P75'B203'F84'<br>Shade dk 40' FK<br>47'f184' 897t FPT | 56·2 | 31·3 | Copnhagn<br>Danish<br>7BHCem<br>57tAPT29t | Q.8Cy.P24 1⁄16",S23 11⁄16",33",47"&68"-48"<br>215lb (s) 1020NHP<br>6SB,18cf,GS363,HS15114 FD<br>Barclay,Curle&Co.Ld.Gls. | 34 ,<br>8 ,<br>25 ,1 |
| ✻ 27609<br>139103<br>JMDG | **Polshannon** SteelScSr<br>ssGls.No.2-18<br>(exTandem, exBirkenfels) 2Dks(StlU–teaks)<br>Elec.light Wireless | 6121<br>5365<br>3956 | ✠100A1<br>6,21 ~~12,20~~ ✠LMC12,20 | Sng | a† | CL<br>~~12,19~~<br>6,21 | 1910<br>7mo<br>Lloyd | J.C.TecklenborgA.G.<br>Geestemünde<br>'sA&CP | AngloSaxon<br>PetroleumCo.,Ld. | 421·0<br>P60'B124'F51'<br>FK | 55·1 | 28·7 | London<br>British<br>6BHonly<br>Cem | Q.4Cy.24 1⁄32",34 21⁄32",50 21⁄32"&74 3⁄32"-53 1⁄16" (r) 517NHP<br>213lb 121lb<br>3SB,9cf,GS161,HS6780 FD<br>J.C.TecklenborgA.G.Gst. | 31 , |
| | | | Carrying oil | fuel F. | P. | above | 150° F. | . in DB Inter | mediate bulkheads<br>WB=CellD Ba141'uE24'f183' | in forehold dispens<br>1225t'Tween Dk Ta | | | ed with<br>nks a42'451t | f40'496tFPT86tAPT60t | |
| 27610<br>~~140435~~<br>~~JRWG~~ | **Polstell** SteelScSr<br>(exTellus)<br>1Dk2trB | 1029<br>777<br>729 | | | | | 1882 | MotalaCo.<br>Norrköping | L.Liano&Co. | 204·7<br>P117'H12tF24' | 29·7 | 17·1 | Santander<br>Spanish<br>WB | T.3Cy.14⅝",23¾"&38"-25½"<br>NE00 61RHP<br>W.Lindberg'sM.V.Skm. | |
| 27611<br>137737<br>RLFQ | **Poltolia** SteelSc<br>(exAnatolia)<br>Elec.light Wireless 1Dk2trB | 1831<br><br>1165 | Now named "Millgate," See No. 840 | | | | 1905 | Bremer<br>Vulkan<br>Vegesack | ManchesterSpanishLineLd.<br>(H.Watson&Co.Ld.Mgrs.) | 261·2 | 37·2 | 21·7 | London<br>British<br>WB | T3Cy19 11⁄16",32 11⁄16"&53⅛"-39½"<br>176NHP<br>BremerVulkan,Vegesack | |
| 27612<br>218068<br>LRDN | **Polybius** SteelSc<br>Wireless<br>Elec.light 2Dks3trB&Shelter dk<br>Sub.Sig. Fitted for liquid fuel | 7041<br>6748<br>5359 | | | | | 1919 | Skinner&<br>EddyCorp.<br>Seattle | UnitedStates<br>ShippingBoard | 409·6 | 54·2 | 27·1 | Seattle<br>Utd.States<br>WB | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 27613<br>140569<br>JSTR | **Polycarp** SteelSc<br>2Dks(Stl)<br>Elec.light Wireless | 3577<br>3235<br>2249 | ✠100A1<br>~~12,21~~ ~~1,21~~ 3,22<br>✠LMC4,18 | ~~Liv~~<br>NYk | v | 9,20 | 1918<br>4mo<br>Lloyd | Barclay,<br>Curle&Co.Ld<br>Glasgow<br>'sA&CP | BoothS.S.Co.Ld.<br>CellDB | 340·7<br>P42'B88'F41'<br>FK6BH<br>288'720t FPT60t A | 46·8 | 25·6 | Liverpool<br>British<br>pt asp pt cem<br>PT25t | T.3Cy.22½",39"&67"-45" (r)<br>215lb 403NHP<br>3SB,9cf,GS188,HS6759<br>Barclay,Curle&Co.Ld.Gls. | 28 ,<br>5 ,<br>23 ,1 |
| ✻ 27614<br>HSBQ | **Polyktor** SteelScSr<br>ssPir.No.2-21<br>1Dk(ptStlptIrn)<br>Wireless | 4077<br>3805<br>2484 | ✠100A1<br>4,21 ✠LMC<br>~~BS10,20~~ MS4,21<br>BS2,22 | Pir | x | CL<br>2,20 | 1914<br>2mo<br>Lloyd | W.Pickersgill&Sons,Ld.<br>Sunderland<br>'sA&CP | G.C.Dracoulis<br>WB=Cell<br>D Ba131'uE&B44'f | 380·0<br>P31'B221'F37'<br>FK<br>163' 1444t FPT135t | 52·4 | 22·3 | Ithaca<br>Greek<br>6BHCem<br>APT231t | T.3Cy.25",42"&68"-45" (s)<br>180lb 120lb 357NHP<br>2SB,8cf,GS154,HS5774<br>G.Clark,Ld.Sunderland | 25 ,<br>8 ,<br>22 ,1 |
| 27615<br>54525 | **Polynesia** SteelScSrBarge<br>(exSailingBarge) 1Dk2trB<br>Elec.light Mchy.Aft | 3640<br>—<br>2596 | | | | | 1897 | GlobeIron<br>Works<br>Cleveland | PioneerS.S.Co.<br>(Hutchinson&Co.<br>Mgrs.) | 375·0 | 46·0 | 26·7 | Fairport<br>Utd.States<br>WB | T.3Cy.19",30"&52"-40"<br>Ebuilt88fitted07 NB07<br>171NHP<br>DryDockEng.Wks.Detroit | |
| 27616<br>Sunk by Mine 8,21<br>283<br>RLDM | — IronScSr<br>ssGen.2ndNo.3-12,04<br>Elec.light ssGen.No.2-14<br>Wireless 2Dks(Irn)3trB | 2145<br>1928<br>1294 | ✠ ——<br>3,19<br>✠ | Gen | s | | 1881 | C.Mitchell<br>&Co.<br>Newcastle | O.R.Cichero | 306·1<br>P44'B83'F30'<br>WB=Cell | 36·1 | 23·3 | Genoa<br>Italian<br>4BHCem<br>DB242'342t | C.2Cy.35"&68"-45"<br>NDB99 258NHP<br>2SB,6f,GS108<br>WallsendSlipwayCo.,Nwc. | 25 ,11 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27617<br>120945<br>HGFB | **Polyphemus** SteelScSr<br>Wireless 2Dks | 4968<br>4473<br>3061 | | | | | 1906 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | ChinaMutualStm.<br>Nav.Co.Ld. (A.<br>Holt&Co.Mgrs.) | 392·0<br>P41'B110'F43' | 49·2 | 28·8 | Liverpool<br>British<br>WB | T.3Cy.25",41"&70"-48"<br>339NHP<br>N.E.MarineEng.CoLdNwc | | |
| 27618<br>~~[illegible]~~ | **Polzeath** SteelScSr<br>Renamed "Margretha," See No. 38512 in Supplement<br>ssHul.No.1-1[illegible]<br>(exWalterDammeyer) 1Dk(Stl)<br>Well deck | 882<br>[illegible]<br>480 | ~~✠100A1~~<br>~~Examined10,12~~<br>~~BS10,12 ✠LMC5,15~~ | Bry | l | 2,18 | 1911<br>3mo<br>Lloyd | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>'sA&CP | ~~R.M.Sloman Jnr.~~<br>H.H.Schmidt<br>WB=CellDBa54 | 205·0<br>Q66'B57'F23'<br>uE23'f83'190tFPT | 30·6 | 12·8<br>FK | Hamburg<br>German<br>4BHCem<br>24tAPT10t | T.3Cy.16½",26"&43"-30" (s)<br>180lb 129NHP<br>2SB,4pf,GS65,HS2250<br>N.E.MarineEng.Co.Ld S'ld. | 15 ″ 0<br>s 1 ″ 0½<br>14 ″ 3 | |
| 27619<br>124345<br>HLQG | **Pomaron** SteelScSr<br>Wireless 1Dk | 1809<br>1817<br>1672<br>1127<br>1112 | | | | | 1907 | Grngem'th<br>&Greenock<br>DockyardCo.<br>Grngemouth | Furness,Withy&<br>Co.Ld. | 276·3 | 40·5 | 18·5 | W.Hartlpl<br>British<br>WB | T.3Cy.20½",33"&54"-36"<br>Richardsons, 175NHP<br>Westgarth&Co.Ld. | | C |
| 27620 | **Pomerania** SteelScSr<br>Elec.light 1Dk | 392<br>319<br>226 | | | | | 1888<br>10mo | Stettiner<br>Akt.Ges.<br>Stettin | BaltischeDmpfsch<br>Ges.m.b.H.(Ernst<br>Rolke,Mgr.) | 169·0<br>B33' F13'<br>len98 | 22·3 | 10·9 | Stettin<br>German<br>WB | C.2Cy.15"&26⅘"-18"<br>NB08 25NHP<br>StettinerA.G.,Stettin | | |
| 27621 | — SteelScSr<br>1Dk | 189<br>164<br>108 | | | | | 1891 | Stettiner<br>Akt.Ges.<br>Stettin | C.E.Geiss | 121·4<br>P20' F16' | 18·6 | 9·4 | Stlpmünde<br>German | C.2Cy.10¾"&20"-13¾"<br>NB12 12NHP<br>StettinerA.G.,Stettin | | |
| 27622<br>OQYD | **Pomerol** SteelScSr<br>(exFreya)<br>Elec.light Wireless 1Dk&Spar dk | 1149<br>—<br>678 | | | | | 1905 | Nylands<br>Værksted<br>Christiania | Worms&Co. | 225·0<br>H74t | 33·7 | 18·5 | Havre<br>French<br>WB | T.3Cy.16½",27"&44"-32"<br>109NHP<br>NylandsVærksted,Xania | | V |
| 27623 | **Pommern** SteelScSr<br>(exSt.Petersburg)<br>Elec.light 1Dk&ptAwng dk | 3157<br>2240<br>2020 | | | | | 1900 | Act.Ges.<br>"Neptun"<br>Rostock | NeueDampferCo.<br>Akt.Ges. | 325·8<br>P18'Q127'<br>pt Awng dk198' | 44·2 | 18·8 | Stettin<br>German<br>WB | T.3Cy.24",41$\frac{5}{16}$"&61"-39⅜"<br>236NHP<br>A.G."Neptun,"Rostock | | |
| 27624<br>[illegible]<br>KFWH | — SteelScSr<br>Renamed "Earlshall," See No. 37251 in Supplement<br>Elec.light Sub.Sig. Wireless 1Dk | 2182<br>[illegible]<br>1272 | | | | | 1906 | Stettiner<br>Oderwerke<br>Stettin | J.Thompson | 284·7<br>P26'B55'F29' | 41·2 | 19·0 | London<br>British<br>WB | T.3Cy.21",34"&55"-39"<br>189NHP<br>StettinerOderwerke,Stn. | | |
| 27625 | — SteelSc<br>(Icebreaker)<br>Wireless 2Dks | 525<br>—<br>230 | | | | | 1905 | Stettiner<br>Oderwerke<br>Stettin | Korporation der<br>Kaufmannschaft | 136·3<br>H—F16' | 36·9 | 16·5 | Stettin<br>German | T.3Cy.19¾",31½"&51⅓"-35⅔"<br>156NHP<br>StettinerOderwerke,Stn. | | |
| 27626 | **Pommerscher Greif** IronTwinSc | 209<br>180<br>123 | | | | | 1898 | Kroll&<br>Eulert<br>Memel | RobertMeyhoefer | 141·7 | 19·8 | 8·2 | Memel<br>German | C.4Cy.10½"&18½"-11"<br>NB10 19NHP<br>Kroll&Eulert,Memel | | V |
| 27627<br>220334<br>MBCD | **Pomona** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 1Dk&Shelter dk<br>Wireless Longitudinal framing | 7583<br>—<br>4819 | | | | | 1920 | Bethlehem<br>S.B.Corp.Ld.<br>S.Francisco,<br>Cal. | UnitedStates<br>ShippingBoard | 440·0 | 56·0 | 35·2 | S.Frncisco<br>Utd.States<br>WB | T.3Cy.27",47"&78"-48"<br>422NHP<br>BethlehemS.B.Corp.Ld. | | R |
| 27628<br>110721 | — IronScK<br>ssHul.No.3-3,11<br>ssHul.No.2-18<br>1Dk | 161<br>154<br>65 | ✠100A1<br>Stm Trawler<br>12.18 BS3,22<br>~~BS2,21~~ ✠LMC12,18 | Hul | | CL<br>N12,18 | 1899<br>6mo | Cochrane&<br>Cooper,Ld.<br>Beverley<br>A&CP | HullSteamFishing<br>&IceCo.Ld. | 107·0<br>BK7½"<br>WB= | 21·2 | 11·0 | Hull<br>British<br>4BHCem<br>DTf14'23t | T.3Cy.10",17"&28"-21" (s)<br>200lb 45RHP<br>1SB,2rf,GS24,HS720<br>Amos&Smith,Hull | 11 ″ 9 | |
| 27629<br>OQYF | **Pomone** SteelTwinScSr<br>(exGalveston) | 1865<br>—<br>1124 | | | | | 1904 | J.W.Kla-<br>witter<br>Danzig | Soc."LesAffré-<br>teursRéunis"<br>(JeanStern) | 244·6<br>P38'B17'F24' | 39·0 | 21·0 | Rouen<br>French<br>WB | T.6Cy.16",27"&37"-18"<br>116NHP<br>J.W.Klawitter,Danzig | | V |
| 27630 | **Pomorcyk** SteelTwinScSr<br>(exWotan,exDeutschland)<br>Elec.light 1Dk | 186<br>147<br>64 | | | | | 1893 | Gebrüder<br>Sachsenberg<br>Gesel.m.b.H.<br>Rosslau | Departament dla<br>SprawMorkich<br>Ministerstwo | 117·5<br>Promenade dk 55' | 20·7 | 8·5 | Polish<br>WB | C.2Cy.10¼"&19"-12⅝"<br>NB09 11NHP<br>GebrüderSachsenberg<br>Gesel.m.b.H.,Rosslau | | |
| 27631<br>96051<br>LCHV | **Ponani** IronScSr<br>ssBom.2ndNo.3-8,11<br>ssBom.No.2-20<br>1Dk&Awngdk | 908<br>839<br>552 | ✠100A1<br>Awng dk<br>withfreeboard<br>11,21 ~~10,20~~ ✠LMC2,20<br>✠NB5,05 BS9,20 11,21 | Bom | j | CL<br>2,20 | 1889<br>4mo | Whitehavn<br>S.B.Co(Lm.)<br>Whitehaven<br>A&CP | BombayS.Nav.Co.<br>Ld. | 180·0<br>BK7½"<br>WB=FPT | 29·1 | 12·4<br>19·5 | Bombay<br>British<br>6BHCem<br>25tAPT34t | T.3Cy.16",26"&40"-30" (s)<br>180lb 84RHP<br>1SB,3cf,GS58,HS1580 FD<br>Dunsmuir&Jackson,Gls. | 20 ″ 2<br>s 7 ″ 11<br>13 ″ 1 | |
| 27632 | **Ponant** SteelSc<br>(exTrombe,exPresidenteMenocal,exIgnacioAgramonte,exNarcisoDeulofeu) 1Dk | 158<br>—<br>73 | ✠<br>9,95 | | | | 1889<br>10mo | Cox&Co.<br>Falmouth | Chemins deFer de<br>l'ÉtatFrançais<br>(SocMarNationale<br>Mgrs.) | 110·0 | 19·5 | 12·6 | French | T.3Cy.14⅝",22"&39"-24"<br>74NHP<br>Cox&Co.Falmouth | | |
| 27633<br>150831<br>KPJD | **Ponce** SteelScSr<br>ssN.Yk.No.3-6,10<br>ssN.Yk.No.2-19<br>Elec.light 1Dk&Spar dk(Stl-ws)<br>Wireless &Web frames | 3506<br>3051<br>2192 | ✠100A1<br>Spar dk<br>10,21 ~~2,21~~<br>✠NB4,19 ✠LMC4,19<br>Fitted for oil fuel 4,19 | NYk | u | CL<br>3,20<br>F.P. above 150° F. | 1899<br>9mo<br>A&CP | Harlan&<br>Hollings-<br>worthCo.<br>Wlmgtn,Del.<br>WB | NewYork&Porto<br>RicoS.S.Co.Inc.<br>=CellDBa86'uE& | 317·0<br>P49'B116'F33' 27·8<br>B60'f124'543tFPT | 42·0 | 20·1<br>FK | NewYork<br>Utd.States<br>6BHCem<br>128tAPT68t | T.3Cy.24",38"&62"-42" (r)<br>180lb 180lb NDB19 303NHP<br>2SB,6cf,GS104,HS5230 FD<br>Harlan&HollingswrthCo.<br>Wilmington,Del. | | |
| 27634 | **Poncelet** SteelTwinSc<br>Elec.light 1Dk<br>Mchy.Aft | 2636<br>2406<br>1907 | | | | | 1920 | Foundat'n<br>Co.<br>NewOrleans | FrenchGovern-<br>ment | 328·3<br>P68'B17'F35' | 46·4 | 23·6 | Brest<br>French | T.6Cy.15½",26"&44"-26"<br>197NHP<br>NationalMarineEng.Co.<br>Scranton,Pa. | | V |
| 27635<br>184 | **Ponga** SteelSc<br>1Dk | 161<br>133<br>85 | | | | | 1901 | Sandvikens<br>M.V.Aktieb.<br>Helsingfors | OnegaWoodCo. | 94·6<br>H17'RFD15' | 20·2 | 11·0 | Onega<br>Russian<br>WB | C.2Cy.13¾"&26"-13¾"<br>21NHP<br>SandvikensMV.AktiebHls | | |
| 27636<br>10179 | **Ponrabbel II.** SteelTwinSc<br>ssGrk.No.1-20<br>Elec.light 1Dk(Stl) | 457<br>455<br>176 | ✠100A1<br>Dredger<br>12,20 ✠LMC6,20 | Gib | | 12,20 | 1916<br>9mo<br>Lloyd | Ferguson<br>Bros.(Port<br>Glasgow)Ld.<br>PortGlasgow<br>'sA&CP | MarineBoard of<br>Launceston,<br>Tasmania | 155·3<br>F18' | 34·2 | 11·4<br>FK | Launceston<br>British<br>5BHCem | C.4Cy.15"&30"-21" (s)<br>120lb 75RHP ~~94NHP~~<br>2SB,4cf,GS66,HS1830<br>FergusonBros.(Pt.Gl.)Ld. | 12 ″ 0<br>s 1 ″ 8<br>11 ″ 1 | |
| 27637<br>218352<br>LRQT | **Pontchartrain** WoodScSr<br>Elec.light Wireless 1Dk2trB | 2542<br>—<br>1531 | | | | | 1919 | Jahncke<br>S.B.Corpn.<br>Madisonville<br>La. | UnitedStates<br>ShippingBoard | 267·3<br>P29'B66'F28' | 46·0 | 23·6 | N.Orleans<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>—<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | 9<br>Par qui.<br>—<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27638<br>218459<br>LRVQ | **Pontia** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec light* *1Dk2trB in fore & after*<br>Sub.Sig. Wireless *holds & Web frames* | 3283<br>3005<br>1998 | | | ... | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | **UnitedStates ShippingBoard** | 324·0<br>P30'B90'F85' | 46·2 | 25·0<br>FK | Newark NJ<br>Utd.States<br>*WB* | 1 Geared SteamTurbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa | 28 · |
| 27639<br>215048 | **Pontiac** **SteelScSr**<br>Sub.Sig.<br>*Elec.light* *Mchy.Aft* 1*Dk* | 8200<br>—<br>6367 | | | | | 1917 | Gt.Lakes Eng.Works,<br>Ecorse,Mich. | **ClevelandCliffs IronCo.** | 580·0<br>F54' | 60·0 | | GrndIslnd<br>Utd.States<br>*WB* | T.3Cy.24½",40"&65"-42"<br>274NHP<br>Gt.LakesEng.Wks.Detroit | |
| 27640<br>THDP | **Pontianak** **IronScSr**<br>(*ex*Kourier) 1*Dk* | *200*<br>*138*<br>*97* | | | | | 1875 | Lobnitz, Coulborn&Co<br>Renfrew | **OeiBokSin** | 125·2 | 20·4 | 8·0 | Tandjong Pinang<br>Dutch | C.2Cy.16"&36"-18"<br>46NHP<br>Lobnitz,Coulborn&Co.Rnf | |
| 27641<br>109143<br>NJFK | **Pontic** **SteelScSp**<br>*Mchy.Aft* 1*Dk* | 395<br>346<br>210 | | | | | 1894 | Harland& Wolff(Lim.)<br>Belfast | **Oceanic StmNavCo Ld.**<br>**(WhiteStarLine)** | 150·5<br>Q22*t* | 26·1 | 11·1 | Liverpool<br>British<br>*WB* | T.3Cy.13",21"&34"-24"<br>64RHP<br>Harlnd & Wolff(Lim.),Bel. | |
| ✻ 27642 | **Pontos** **SteelScSr**<br>ssCff.No.3-1,15<br>ssRot.No.1-20<br>(*ex*Fernley) 1*Dk*(*Irn*)2*trB deep framing & Web frames 3Dk rule* | *3820*<br>*3581*<br>*2471* | ✠100A1<br>4,21 ~~6,20~~<br>BS6,20 ✠LMC10,19 | Rot<br>Msl | *w* | CL<br>6,20 | 1901<br>12mo<br>*Lloyd*'s*A&CP* | W.Gray& Co.Ld.<br>WHartlepool | **J.B.Culucundis**<br>*Cell* | 340·0<br>P28'B87'F31'<br>*DBa&uE* 133' *f*144' | 49·6 | 25·6<br>FK | Syra<br>Greek<br>6*BHCem*<br>911*t* *APT*70*t* | T.3Cy25½",40½"&67"-45"(*s*)<br>160lb *80lb* 297NHP<br>2SB,6*rf*,GS113,HS4404<br>Cen.Mar.Eng.WrksWHpl. | 28 ·<br>· 5 ·<br>23 · 1 |
| 27643 | — **SteelScSr**<br>ssHpl.No.3-2,03<br>(*ex*St.JohnCity, *ex*ClanMacnab) ssNwc.No.2-12<br>2*Dks*(1*Stl-UIrn*-ws)<br>*Elec.light* 3*trB* | 2265<br>2058<br>1412 | ✠<br>10,14<br>✠ | Mdb | *s* | | 1891<br>6mo | A.Stephen &Sons<br>Glasgow | **TheAdmiralty** | 305·0<br>P28'B72'F37' | 39·0 | 23·3<br>BK10" | British<br>6*BHCem* | T.3Cy.22",37"&62"-42"<br>306NHP<br>2SB,6*cf*,GS100,HS4180 FD<br>A.Stephen&Sons,Glasgow<br>*WB*=*MTa*28' 302*t f*18' 330*t* | 24 · |
| 27644<br>99816<br>HMKD<br>Sunk 11,21 | **Poolena** **Steel&IronScSr**<br>(*ex*Pert,*ex*Plover) ssCff.2ndNo.3-11,20<br>*Well deck* 1*Dk*(*Irn*)<br>*Stl plating & Irn framing* | 171<br>127<br>67 | ✠~~100A1~~<br>10,20<br>✠NB11,07 ✠~~LMC~~<br>~~MS12,19~~ ~~BS11,20~~ | Cff | *b* | 11,20 | 1892<br>8mo<br>A&CP | Scott&Co.<br>Bowling | **MerchesS.S.Co.Ld.**<br>**(E.J.Williams, *Mgr.*)** | 105·2<br>Q37'B7'F16' | 20·1 | 8·9 | London<br>British<br>3*BHCem*<br>*FPT*15*t* | C.2Cy.13"&26"-18" (*s*)<br>120lb 28RHP<br>1SB,2*pf*,GS29,HS788<br>Ross&Duncan,Glasgow | 9 ·<br>· 8<br>9 · 6 |
| 27645<br>132670<br>HVKB | **Poolgate** **SteelScK**<br>(*ex*Skipper,*ex*Swyn,*ex*Yare) 1*Dk* | 356<br>237<br>173 | | | | | 1904 | Bonn& Mees<br>Rotterdam | **H.H.Poole&Co.Ld** | 135·7<br>P60'F18' | 25·0 | 9·3 | London<br>British<br>*WB* | C.2Cy.15"&30"-19¾"<br>38RHP<br>AlblasserdamMsch.Alb. | |
| 27646<br>94032<br>LQOB | **Poolton** **Steel&IronSc3Mst**<br>ssBkn.No.3-11,08<br>(*ex*Oliver,*ex*Stanley Force) ssShl.No.2-18<br>*Well deck* 1*Dk*(*Irn*)<br>*Mchy.Aft* *Stl plating & Irn framing* | 373<br>285<br>144 | ✠100A1<br>✠NB11,03 | | ... | CL<br>5,19 | 1890<br>3mo<br>*Lloyd*'s*A&CP* | R.Williamson&Son<br>Workington | **H.H.Poole&Co.Ld.** | 152·0<br>Q84'B10'F20' | 23·7 | 9·7<br>BK7'<br>*FPT*25*t* | London<br>British<br>*Cem*<br>3*BH*(*Irn*) | T.3Cy.13½",20"&33"-24"(*a*)<br>160lb 60RHP<br>1SB,2*pf*,GS25,HS846<br>Dunsmuir&Jackson,Gls. | 11 ·<br>· 10<br>11 · |
| 27647<br>PQKR | **Poolzee** **SteelScSr**<br>(*Tug*)<br>1*Dk* | 304<br>291<br>12 | | | | | 1900 | L.Smit& Zoon<br>Kinderdijk | **LSmit&Co'sSleepdienst,Ld.** | 134·5 | 27·6 | 12·8 | Rottrdam<br>Dutch | T.3Cy.17",28"&46"-27"<br>160lb HS2596 141NHP<br>Maats. deSchelde,Flushing | |
| 27648<br>121202<br>HBVD | **Poona** **SteelTwinScSr**<br>*Ref.Mchy.* *Elec.light* Wireless 2*Dks*3*trB* | 7626<br>7223<br>4878 | Lloyd'sRMC1,22 | | | | 1905 | Barclay, Curle&Co.Ld<br>Glasgow | **P.&O.Stm.Nav.Co.** | 479·7<br>P43'B98'F53' | 57·2 | 32·6 | Glasgow<br>British<br>*WB* | T.6Cy.22½",37"&60½"-48"<br>506NHP<br>Barclay,Curle&Co.Ld.Gls. | |
| 27649<br>131557<br>JBWT | **Poonbar** **SteelTwinScSr**<br>*Elec.light* 1*Dk* | 909<br>650<br>421 | | | | | 1913 | Murdoch& Murray,Ld.<br>PortGlasgow | **NorthCoastStm. Nav.Co.Ld.** | 200·4<br>Q96'F31' | 34·1 | 12·2 | SydnyNSW<br>British<br>*WB* | T.6Cy.11",18"&30"-22"<br>90RHP<br>W.V.V.Ligderwood,Gls. | |
| 27650<br>PQKW | **Poortvliet** **SteelScSr**<br>(*ex*Zeeraaf) *Mchy.Aft* 1*Dk* | 705<br>493<br>308 | | | | | 1917 | J.&K. Smit'sSchps.<br>Krimpena/d Lek | **NationaleStoomv. Maats(Soetermeer Fekkes&Co *Mgrs.*)** | 180·2<br>Q105'B11'F23' | 28·1 | 12·0 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.15",25"&40"-27"<br>83NHP<br>Machinefab.Kinderdijk | |
| 27651 | **Popi** **IronSc**<br>(*ex*YachtRefalonia,*ex*Sayonara,*ex*Goize Ko-Izarra,*ex*Romola,*ex*Sans Peur *ex*Catarina)<br>*Elec.light* 2*Dks* | 408<br>—<br>142 | ✠ | | | | 1880<br>3mo | R.Steele& Co.<br>Greenock | **G.Potamianos& G.Vlassopulo Frères** | 186·4 | 26·1 | 15·8 | Piræus<br>Greek | C.2Cy.28"&48"-36"<br>NB97 91NHP<br>R.Steele&Co.Greenock | |
| 27652<br>Abandoned 8,21 | — **SteelScSr**<br>ssLon.No.3-8,09<br>(*ex*Primrose, *ex*St.George) ssAlx.No.2-19<br>1*Dk* | 150<br>137<br>11 | ✠~~100A=~~<br>11,19<br>~~BS12,20~~ ✠~~LMC11,19~~<br>~~[illegible]~~ | Alx | | 11,19 | 1892<br>3mo | A.Hall&Co<br>Aberdeen | **Zacharis&Kampouris** | 102·4 | 20·7 | 10·7<br>BK6½" | Syra<br>Greek<br>4*BHCem* | C 2Cy.18"&34"-24" (*s*)<br>75lb 50RHP<br>1SB,2*pf*.GS40,HS1127<br>A.Hall&Co.Aberdeen | 11 ·<br>· 1 ·<br>10 · 11 |
| 27653<br>114642<br>THJG | **Poplar Branch** **SteelSc**<br>**5TwinMsts**<br>*Turret deck* *Elec.light* 2*Dks*3*trB*<br>Wireless | 5391<br>4526<br>3475 | | | | | 1902 | W.Doxford &SonsLd.<br>Sunderland | **NautilusStmShpg. Co.Ld. (F.&W. Ritson, *Mgrs.*)** | 396·2 | 56·2 | 25·8 | Sunderlnd<br>British<br>*WB* | T.3Cy.26",44"&72"-48"<br>359NHP<br>W.Doxford&SonsLd.Sld. | |
| ✻ 27654<br>5285<br>JSND | **Porjus** **SteelScSr**<br>ssGot.No.3-11,19<br>(*ex*Hampshire) 1*Dk*(*pt Irn & pt Stl*) *& deep framing*<br>Wireless *Cargo battens not fitted* | 2779<br>2580<br>1692 | ✠100A1<br>4,22 ~~5,21~~<br>~~BS11,20~~ ✠LMC11,19<br>BS11,21 | Shl<br>Ant | *t* | CL<br>6,20 | 1906<br>11mo<br>*Lloyd*'s*A&CP* *WB*= | S.P.Austin &Son,Ld.<br>Sunderland | **Grängesborg-Oxelösund Trafikaktieb. (G.Dillner, *Mgr.*)**<br>*Cell DBa* 104' *uE&* | 313·8<br>P23'B86'F31'<br>*B*38' *f*130' 832*t* *FPT* | 46·5 | 20·6<br>FK | Stockholm<br>Swedish<br>5*BHCem*<br>102*t* *APT*81*t* | T.3Cy.23",38"&62"-42" (*s*)<br>160lb *90lb* 266NHP<br>2SB,6*pf*,GS117,HS4237<br>G.Clark,Ld.Sunderland | 23 ·<br>· 3 · 8<br>19 · |
| ✻ 27655<br>Should be "Thorolfur," See No, 39663 in Supplement | **Porolfur** **SteelScK**<br>*Elec.light* 1*Dk* | *409*<br>[illegible]<br>*193* | ✠100A1<br>*StmTrawler*<br>~~7,21~~ ~~2,21~~ ✠LMC4,20<br>2,22 | Hul | | 2,22 | 1920<br>3mo<br>*Lloyd*'s*A&CP* | Cochrane &Sons,Ld.<br>Selby | **Kveldulfur,Ld.** | 150·0<br>Q79'F21'<br>*DBf*63' 55*t* *DTa*7' | 25·0 | 12·1<br>BK7½" | Reykjavik<br>Icelandic<br>4*BHCem*<br>13*t* | T.3Cy.14½",24½"&40"-27"<br>200lb (*s*) 121NHP<br>1SB,4*pf*,GS62,HS2200<br>Amos&Smith,Ld.Hull | 14 · |
| 27656<br>HSDB | **Poros** **IronScSr**<br>(*ex*YachtMona) | *193*<br>—<br>*110* | | | | | 1871 | Day,Summers&Co.<br>Southampton | **Hatgiconstandis Bros.** | 146·6 | 20·1 | 12·1 | Piræus<br>Greek | C.2Cy.20"&40"-24"<br>NB06 65NHP<br>Day,Summers&Co.Sou. | |
| 27657<br>78341 | **Porpoise** **IronScSr**<br>1*Dk* | 125<br>99<br>75 | | | | | 1875 | Australas'n Stm.Nav.Co.<br>Sydney | **JohnBurke,Ld.** | 103·8 | 17·9 | 6·9 | SydnyNSW<br>British | C.2Cy.10"&20"-14"<br>Smith NE&B08 12RHP<br>&Faulkner,S.Brisbane | |
| ✻ 27658<br>LBSJ | **Porsanger** **SteelScSr**<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 4267<br>3923<br>2613 | ✠100A1<br>2,21<br>✠LMC6,18 | Rot | *x* | CL<br>1,21 | 1918<br>5mo<br>*Lloyd*'s*A&CP* *in DB* | Canadian Vickers,Ld.<br>Montreal | **WestfalLarsen& Co.A/S** | 380·7<br>P44'B102'F42' | 49·2 | 26·8<br>FK | Bergen<br>Norwegian<br>6*BH*<br>*Cell DB*316' | T.3Cy.25",41"&67"-45" (*s*)<br>180lb *100lb* 333NHP<br>2SB,6*cf*,GS138,HS5200<br>CanadianVickers,Ld.Mtl.<br>1873*t* *FPT*102*t* *APT*151*t* | 30 ·<br>· 6 · 1<br>21 · |
| | | | *Carrying oil fuel F. P. above 150° F.* | | | | | | | | | | | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27659 | Porsteinn Ingolfsson „ SteelSc<br>Thorsteinn Ingolfsson, „ See No. 39662 in Supplement<br>Elec.light 1Dk | 335<br>226<br>163 | ✠100A1<br>Stm Trawler<br>6,20 ✠LMC6,20 | Selby | | | 1920<br>5mo<br>Lloyd | Cochrane & Sons,Ld.<br>Selby<br>'sA&CP | Fiskiveidafje-ladgidHankur | 140·3<br>Q80'F22'<br>BK7½"<br>DBf56'48t | 24·0 | 10·9 | Reykjavik<br>Icelandic<br>4BHCem<br>APT8t | T.3Cy13½",22½"&37"–26"(s)<br>180lb 97NHP<br>1SB,3pf,GS56,HS1788<br>Amos&Smith,Ld.Hull | 13 ″ 3 | |
| 27660<br>143349<br>KDGV | Port Adelaide SteelTwinScSr<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Ref.Mchy. Wireless Cruiser Stern | 8422<br>7799<br>5350 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~5,21~~ 8,20 ✠LMC12,19<br>11,21 | Bry<br>~~Hul~~ Lon | e† | CL | 1918<br>12mo<br>Lloyd | Hawthorn Leslie&CoLd<br>Newcastle<br>'sA&CP | Commonwealth& DominionLine,Ld.<br>CellDB | 481·2<br>F55'onShelter dk<br>FK<br>Collision<br>413'1342tAPT91t | 62·3 | 33·0 | London<br>British<br>Cem<br>BHto Sh dk<br>7BHto U „ | 4 Steam Turbines geared to 2 Sc Shafts<br>200lb (s) 967NHP<br>4SB,16cf,GS316,HS13060FD<br>Hwthrn,Leslie&C.Ld.Nwc | 35 ″ 8<br>s 6 ″ 5<br>29 ″ 7 | |
| 27661<br>136676<br>JFND | Port Albany SteelScSr<br>ssCff.No.1–19<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Ref.Mchy. Wireless | 5714<br>5250<br>3620 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~4,21~~ 10,21 BS10,21<br>~~BS8,20~~ ✠LMC5,18 | Lon | a† | CL<br>1,20 | 1914<br>5mo<br>Lloyd | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>'sA&CP | Commonwealth& DominionLine,Ld.<br>WB=CellDBa | 426·3<br>FonShltr dk50'<br>FK<br>117'uE&B88'f170'1 | 54·1 | 29·3 | London<br>British<br>7BHCem<br>033tAPT27t | Q4Cy 27½",39",56"&81½"–54"<br>220lb (s) 767NHP<br>4SB,16cf,GS260,HS11160FD<br>N.E.MarineEng.CoLdNwc | 31 ″ 10<br>s 4 ″ 10½<br>27 ″ 4 | |
| 27662<br>113469<br>SHKW | Port Alma SteelScSr<br>ssLon No.3–6,13<br>(exIndralema) ssSyd.No.1–19<br>Ref.Mchy. Wireless 2Dks(Stl)&deep<br>Elec.light framing&Shelter dk(Stl) | 6669<br>6278<br>4344 | ✠100A1<br>Shelter dk<br>12,20 ✠LMC12,21<br>~~MS5,16~~ ~~BS5,20~~ | Lon | c† | CL<br>7,19 | 1901<br>6mo<br>Lloyd | C.Connell &Co.<br>Glasgow<br>'sA&CP | Commonwealth& DominionLine,Ld.<br>Cell DBa129'u E | 450·6<br>FK | 55·0 | 30·8 | London<br>British<br>6BHCem<br>&B63' f 204' | T.3Cy.27",46"&76"–51" (s)<br>200lb 100lb 615NHP<br>3SB,9cf,GS152,HS8763 FD<br>D.Rowan&Co.Glasgow<br>1395tFPT195tAPT75t | 33 ″ 10<br>s 5 ″ 10½<br>28 ″ 4 | |
| 27663<br>214716<br>LGQT | Port Angeles WoodScSr<br>1Dk | 1358<br>—<br>760 | | | | | 1916 | Kruse& Banks, North Bend,Oreg. | CharlesNelsonCo. Inc. | 233·2 | 42·3 | 15·8 | S.Frncisco<br>Utd. States | | | |
| 27664<br>MJOW | Port Antonio SteelScSr<br>Elec.light 2Dks | 1266<br>1101<br>717 | | | | | 1912 | Sörlandets Skibsbyg<br>Fevig | A/S Frugtfart (L.Harboe-Jensen, Mgr.) | 235·0 | 33·7 | 20·0 | Chrstiania<br>Norwegian<br>WB | T.3Cy.20½",33"&56"–36"<br>188NHP<br>FredrikstadM.V.Frdstad | | N |
| 27665 | Port Auckland SteelTwinSc<br>Elec.light<br>Ref.Mchy. | 8300<br>7712 | 100A1<br>(ClassContemplated) | | | | 1921 | Workman, Clark&Co.Ld<br>Belfast | Commonwealth& DominionLine,Ld. | 480·7<br>F57' | 62·4 | 32·9 | London<br>British | T.6Cy.22½",38"&63½"–48"<br>Wrkman,Clark&Co.Ld Bel | | |
| 27666<br>123696<br>HJBL | Port Augusta SteelScSr<br>ssSyd.No.3–11,19<br>Elec.light 2Dks(Stl)&deep framing<br>Wireless & Shelter dk(Stl) | 4063<br>3815<br>2587 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~0,21~~ ~~5,20~~ 3,22 ✠LMC11,19<br>Carrying oil fuel F.P. above 150° F. in DB. | Syd<br>Hul<br>BS6,21 | y | CL<br>5,20 | 1906<br>9mo<br>Lloyd | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>'sA&CP | Commonwealth& Dominion Line,Ld.<br>WB=CellDBa | 380·6<br>FK<br>120'uE28'f168'813t | 49·1 | 25·7 | London<br>British<br>6BHCem<br>APT21t | T.3Cy.27",45"&74"–48" (s)<br>180lb HS6903 FD 481NHP<br>2SB&1Aux.SB,10cf,GS180<br>Hwthrn,Leslie&C.Ld.Nwc. | 28 ″ 6<br>s 3 ″ 11½<br>24 ″ 11 | |
| 27667<br>143202<br>KBGV | Port Bowen SteelTwinSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Ref.Mchy. Wireless CruiserStern | 8267<br>7712<br>5110 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~5,21~~ 2,20 ✠LMC5,19<br>1,22 | Bel<br>Lon | e† | CL | 1919<br>5mo<br>Lloyd | Workman, Clark&Co.Ld<br>Belfast<br>'sA&CP | Commonwealth& DominionLine,Ld.<br>CellDB410'1462t | 480·7<br>F on Shelter dk 56'<br>FK<br>Collision<br>APT80t | 62·4 | 32·9 | London<br>British<br>Cem<br>BH to Sh dk<br>7 „ „ U „ | 4 Steam Turbines geared to 2 Screw Shafts<br>210lb (s) 1001NHP<br>4SB,16cf,GS322,HS12800FD<br>Wrkman,Clark&Co.Ld Bel | 35 ″ 8<br>s 6 ″ 4½<br>29 ″ 8 | |
| 27668 | Port Campbell SteelTwinSc<br>Elec.light<br>Ref.Mchy. | 8300<br>7712 | 100A1<br>(ClassContemplated) | | | | 1921 | Workman, Clark&Co.Ld<br>Belfast | Commonwealth& DominionLine,Ld. | 480·7<br>F57' | 62·4 | 32·9 | London<br>British | T.6Cy.22½",38"&63½"–48"<br>Wrkman,Clark&Co.Ld Bel | | |
| 27669<br>143790<br>KCVB | Port Caroline SteelTwinScSr<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Ref.Mchy. Wireless CruiserStern | 8263<br>7712<br>5108 | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,21 ✠LMC11,19 | Lon | e† | CL | 1919<br>11mo<br>Lloyd | Workman Clark&Co.Ld<br>Belfast<br>'sA&CP | Commonwealth& DominionLine,Ld.<br>Collis<br>CellDB | 480·7<br>F56'onShltr dk FK<br>ionBHtoShelter dk<br>110'1462tAPT80t | 62·4 | 32·9 | London<br>British<br>7BHto U dk<br>Cem | 4 Steam Turbines geared to 2 Sc Shafts<br>210lb (s) 1001NHP<br>4SB,16cf,GS322,HS12800FD<br>WorkmanClark&CoLdBel | 35 ″ 8<br>s 6 ″ 4½<br>29 ″ 8 | |
| 27670<br>125591<br>HLBK | Port Chalmers SteelTwinScSr<br>ssBry.No.3–4,19<br>(exWhakarua) 2Dks(Stl)&deepframing<br>Elec.light &Shelter dk(Stl–ws)<br>Ref.Mchy. Lower dk beams in No.3 hold<br>Wireless | 6534<br>6135<br>4198 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~6,21~~ ~~11,20~~ 10,21 ✠LMC<br>MS6,18 | Syd<br>Lon<br>BS~~12,19~~ 3,21 | c† | CL<br>SN2,19<br>~~PN6,18~~<br>P10,21 | 1907<br>7mo<br>Lloyd | Workman, Clark&Co.Ld<br>Belfast<br>'sA&CP | Commonwealth& Dominion Line,Ld.<br>Ce | 450·3<br>FK<br>ll DBa 121'u | 55·3 | 30·4 | London<br>British<br>7BHCem | T.6Cy.20",33½"&56"–45" (s)<br>200lb 650NHP<br>4SB,16cf,GS246,HS9784 FD<br>Wrkman,Clark&Co.LdBel<br>E&B67'f204'1345tAPT80t | 33 ″ 4<br>s 5 ″ 7½<br>28 ″ 1 | |
| 27671<br>77354<br>KPOL | Port Covington WoodSc<br>(Tug)<br>1Dk | 145<br>—<br>99 | | | | | 1899 | ................<br>Camden,N.J. | CurtisBayTowing Co. | 85·6 | 22·5 | 10·7 | Baltimore<br>Utd. States | | | |
| 27672<br>144533<br>KFLV | Port Curtis SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Ref.Mchy. Wireless CruiserStern<br>Cargo battens not fitted in Shelter 'tween dks | 8287<br>7770<br>5155 | ✠100A1<br>Shelter dk<br>withfreeboard<br>10,21 ~~2,21~~ ✠LMC5,20 | Bry<br>Lon | c† | CL | 1920<br>4mo<br>Lloyd | Workman, Clark&Co.Ld<br>Belfast<br>'sA&CP | Commonwealth& DominionLine,Ld.<br>Ce | 450·2<br>P35'F43'onShelter dk FK<br>llDB383'1575tFPT | 58·4 | 37·1 | London<br>British<br>Cem<br>7BHtoSh dk<br>105tAPT55t | 2 Steam Turbines geared to 1 Sc. Shaft<br>210lb (s) 892NHP<br>4SB,16cf,GS286,HS11452FD<br>Wrkman,Clark&Co.Ld Bel | 40 ″ 0<br>s 11 ″ 1½<br>29 ″ 3 | |
| 27673<br>140446<br>JRTD | Port Darwin SteelTwinScSr<br>Elec.light 2Dks(Stl)&<br>Ref.Mchy. Wireless Shelter dk(Stl–ws)<br>Cargo battens not fitted in Shelter' tween dks | 8179<br>7501<br>5137 | ✠100A1<br>Shelter dk<br>withfreeboard<br>9,21 ~~12,20~~ ✠LMC~~12,17~~<br>3,22 | Lon | e† | CL<br>S6,19<br>P1,21 | 1918<br>1mo<br>Lloyd | Workman, Clark&Co.Ld<br>Belfast<br>'sA&CP | Commonwealth& DominionLine,Ld. | 480·4<br>F on Shelter dk 56'<br>FK<br>CellDB420'1490t | 60·3 | 40·8 | London<br>British<br>8BHCem<br>APT75t | T.6Cy.22½",38"&63½"–45"<br>200lb (s) 809NHP<br>4SB,16cf,GS293,HS11960FD<br>Wrkman,Clark&Co.LdBel | 31 ″ 1<br>s 6 ″ 3½<br>29 ″ 2 | |
| 27674<br>142397<br>JTGB | Port Denison SteelTwinSc<br>Elec.light 2Dks(Stl)&Sheltr dk(Stl–ws)<br>Ref.Mchy Tonnage opening closed 1918<br>Cargo battens not fitted in Shelter 'tween dks<br>Wireless | 8191<br>7501<br>5152 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~7,21~~ ~~3,21~~ ✠LMC5,18<br>1,22 | Syd<br>Lon | c† | CL<br>7,21 | 1918<br>5mo<br>Lloyd | Workman, Clark&Co.Ld<br>Belfast<br>'sA&CP | Commonwealth& DominionLine,Ld.<br>C | 480·4<br>FK<br>ellDB421'1490t AP | 60·3 | 32·3 | London<br>British<br>8BHCem<br>T75t | T.6Cy.22½",38"&63½"–45"<br>200lb (s) 809NHP<br>4SB,16cfGS293HS11960 FD<br>Wrkman,Clark&Co Ld.Bel | 43 ″ 8<br>s 13 ″ 8<br>30 ″ 8 | |
| 27675<br>131279<br>HRLK | Port Elliot SteelTwinSc4MstSr<br>ssBry.No.2–19<br>(exIndrabarah) 2Dks(Stl)&Shelter dk (Stl)<br>Ref.Mchy.<br>Elec.light Wireless | 7395<br>6891<br>4664 | ✠100A1<br>Shelter dk<br>withfreeboard<br>10,21 ~~1,21~~<br>~~BS1,21~~ ✠LMC6,19 | Liv<br>Lon<br>BS3,22 | d† | CL<br>6,19 | 1910<br>8mo<br>Lloyd | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>'sA&CP Cell | Commonwealth& DominionLine,Ld.<br>DBa137'uE&B65' | 471·0<br>B34'Shade dk93'<br>F44'onShelter dk<br>FK<br>f221'1336tFPT81t | 58·4 | 31·6 | London<br>British<br>7BHCem<br>APT80t | T.6Cy.22",37"&62"–45" (s)<br>200lb 755NHP<br>4SB,12cf,GS262,HS1104 FD<br>Richardsons,Westgarth& Co.Ld.Hpl. | 34 ″ 7<br>s 6 ″ 1<br>28 ″ 10 | |
| 27676<br>112681<br>RNFG | Port Hacking SteelScBn<br>ssLon.No.3–1,13<br>(exMimiro) ssCff.No.1–17<br>Ref.Mchy. 2Dks(Stl)&deep framing&<br>Elec.light Wireless Shelter dk(Stl–ws) | 6225<br>5846<br>4025 | ✠100A1<br>Shelter dk<br>11,20 ✠LMC8,21<br>~~MS5,17~~ | Lon<br>~~BS5,20~~ | b† | CL<br>~~11,18~~<br>8,21 | 1900<br>3mo | Workman, Clark&Co.Ld<br>Belfast<br>A&CP | Commonwealth& Dominion Line,Ld.<br>CellDBa111'u | 440·0<br>FK<br>E&B65'f199'1287t | 55·1 | 29·9 | London<br>British<br>7BHCem<br>APT95t | T.3Cy.27",46"&78"–54" (s)<br>200lb 570NHP<br>4SB,12cf,GS194,HS7648 FD<br>Wrkman,Clark&CoLd.Bel | 33 ″ 0<br>s 5 ″ 9½<br>27 ″ 7 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| See No. 38977 in Supplement<br>27677 | **Port Hunter**<br>Elec.light<br>Ref.Mchy. | SteelTwinSc<br>Cruiser Stern | 8423<br>7799<br>5350 | 100A1<br>(ClassContem | plated) | | | 1921 | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | Commonwealth&<br>DominionLine,Ld. | 481·2<br>F55' | 62·3 | 33·0 | British | 6 Geared Steam Turbines<br>Hwthrn,Leslie&CoLd.Nwc |
| ✻ 27678<br>114303<br>HKMN | **Port Jackson** | SteelScK<br>ssFlt.No.3–8,18<br>1Dk | 197<br>183<br>76 | ✠100A1<br>Stm Trawler<br>6,21 ~~[illegible]~~<br>BS6,21 ✠LMC8,18 | Flt | | ~~8,18~~<br>6,21 | 1904<br>3mo<br>Lloyd | J.Duthie,<br>Sons&Co.Ld.<br>Aberdeen<br>'sA&CP | T.F.Kelsall | 115·7 | 21·8 | 11·8<br>BK7½'<br>WB= | Fleetwood<br>British<br>3BHCem<br>DT f5'6t | T.3Cy.12",19½"&32"–23"<br>180lb 51RHP<br>1SB,2pf,GS36,HS1243<br>W.V.V.Lidgerwood,Gls. |
| 27679<br>144631<br>KGDW | **Port Kembla**<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Ref.Mchy. Wireless | SteelTwinSc<br>CruiserStern | 8435<br>7799<br>5345 | ✠100A1<br>Shelter dk<br>withfreeboard<br>10,21 ~~3,21~~<br>✠LMC7,20 | Lon | e† | CL | 1920<br>7mo<br>Lloyd | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle<br>'sA&CP | Commonwealth&<br>Dominion Line,Ld.<br>Collis | 481·2<br>F55'on Shelter dk<br>FK<br>ionBH to Shelter dk<br>CellDB413'1342t | 62·3 | 33·0 | London<br>British<br>Cem<br>7BH to U dk<br>APT91t | 4 Steam Turbines geared to<br>2Sc.Shafts (s) 967NHP<br>200lb<br>4SB,16cf,GS316,HS13060 FD<br>Hwthorn,Leslie&C,LdNwc |
| 27680<br>OQZF | **Port Lay**<br>(exGirafe,exBuenosAiresII.,<br>exAlmirante,exAlbatros,exWollin) | SteelSc<br>(Trawler)<br>1Dk | 194<br>—<br>64 | | | | | 1903 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | E.Yvon | 113·4<br>H14' | 21·3 | 10·3 | Lorient<br>French<br>WB | T3Cy11⅝"18⅔"&30$\frac{5}{12}$"–22½"<br>43NHP<br>G.Seebeck A.G.Bremerhvn |
| ✻ 27681<br>132733<br>HWFD | **Port Lincoln**<br>Elec.light 2Dks(Stl)&Shelter dk<br>Wireless ssAnt.No 2–20 (Stl–ws) | SteelScSr<br>~~ssLon.No.1–17~~ | 7243<br>6749<br>4638 | ✠100A1<br>Shelter dk<br>withfreeboard<br>5,21 ~~2,20~~<br>✠LMC2,20 BS5,21 | Lon | a† | CL<br>2,20 | 1912<br>6mo<br>Lloyd | Hawthorn,<br>Leslie&Co Ld<br>Newcastle<br>'sA&CP W | Commonwealth&<br>Dominion Line,Ld.<br>B=CellDBa117'u | 426·0<br>FonShltr dk50'<br>FK<br>E&B88'f170'1033t | 54·1 | 37·3 | London<br>British<br>7BHCem<br>APT27t | Q4Cy27½",39",56"&81½"–54"<br>220lb (s) 777NHP<br>4SB,16cf,GS276,HS11420FD<br>N.E.MarineEng.CoLdNwc |
| ✻ 27682<br>114854<br>TGWL | **Port Lyttelton**<br>(exNiwaru) 2Dks(Stl)&deepframing&<br>Ref.Mchy. Shelter dk(Stl–ws)<br>Elec.light Wireless | SteelTwinScBn<br>ssLon.No.3–4,14 | 6444<br>6061<br>4170 | ✠100A1<br>Shelter dk<br>10,17<br>Examined5,18<br>BS1,20 ✠LMC10,18 | Lon | c† | CL<br>P10,18<br>S5,19 | 1902<br>3mo<br>Lloyd | Workman,<br>Clark&Co.Ld<br>Belfast<br>'sA&CP | Commonwealth&<br>DominionLine,Ld. | 450·0<br>FK<br>CellDBa121'u | 55·2 | 30·2 | London<br>British<br>7BHCem | T.6Cy.20",33½"&56"–45"<br>200lb<br>4SB,12cf,GS208,HS82[illegible]<br>Wrkman,Clark&Co Ld.Bel<br>E&B63'f204'1845tAPT80t |
| 27683<br>135132<br>HWPC | **Port Macquarie**<br>2Dks(Stl)&Shelter dk(Stl–ws)<br>Elec.light Wireless ssAnt.No.2–20 | SteelScSr<br>~~ssBry.No.1–17~~ | 7236<br>5237<br>4638 | ✠100A1<br>Shelter dk<br>withfreeboard<br>9,21 ~~5,20~~ 9,21<br>~~BS9,19~~ ✠LMC2,17 | Lon | a† | CL<br>~~9,18~~<br>9,21 | 1912<br>9mo<br>Lloyd | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle<br>'sA&CP W | Commonwealth&<br>Dominion Line,Ld.<br>B=Cell DBa117'u | 426·0<br>F on Shltr dk 50'<br>FK<br>E&B88'f170'1033t | 54·1 | 29·3 | London<br>British<br>7BHCem<br>APT27t | Q4Cy27½",39",56"&81½"–54"<br>220lb (s) 777NHP<br>4SB,16cf,GS276,HS11420FD<br>N.E.MarineEng.CoLdNwc |
| ✻ 27684<br>132046<br>JDTC | **Port Melbourne**<br>(exStar of Victoria) 2Dks(Stl)<br>Elec.light &Shelter dk(Stl–ws)<br>Ref.Mchy. Wireless | SteelTwinScSr<br>ssLon.No.1–18 | 9152<br>8338<br>5852 | ✠100A1<br>Shelter dk<br>withfreeboard<br>11,20<br>BS2,20 ✠LMC4,18 | NYk<br>MS1,22 | f† | CL<br>PN5,18<br>S2,20 | 1914<br>1mo<br>Lloyd | Workman,<br>Clark&Co.Ld<br>Belfast<br>'sA&CP | Commonwealth&<br>Dominion Line,Ld.<br>CellDBa117' | 501·3<br>F57' onShelter dk<br>FK<br>uE&B98'f199'1645t | 63·3 | 33·6 | London<br>British<br>9BHCem<br>APT70t | T.6Cy.24",40½"&68"–48"(s)<br>200lb 979NHP<br>2DB&1SB,20cf,GS367,<br>HS14650 FD<br>Wrkman,Clark&Co.LdBel |
| ✻ 27685<br>135175<br>JBKG | **Port Napier**<br>(exHawkesBay) Wireless 2Dks(Stl)&<br>Elec.light Ref.Mchy. Shelter dk(Stl–ws) | SteelTwinScSr<br>ssLon.No.1–17 | 8491<br>7800<br>5430 | ✠100A1<br>Shelter dk<br>withfreeboard<br>7.20<br>~~BS7,20~~ ✠LMC[illegible] | Lon<br>BS11,21<br>MS8,21 | e† | CL<br>~~5,19~~<br>~~P10,20~~<br>~~11,21~~<br>1,22 | 1912<br>12mo<br>Lloyd | Workman,<br>Clark&CoLd<br>Belfast<br>'sA&CP | Commonwealth&<br>DominionLine,Ld.<br>CellDBa131' | 490·2<br>FK<br>uE&B88'f209'1530t | 61·4 | 32·9 | London<br>British<br>8BHCem<br>APT70t | T6Cy.23",38½"&64½"–45"(s)<br>200lb 804NHP<br>4SB,16cf,GS274,HS11628FD<br>Wrkman,Clark&Co.LdBel |
| 27686<br>143058<br>JWKS | **Port Nicholson**<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Ref.Mchy. Wireless | SteelTwinScSr<br>CruiserStern | 8402<br>7799<br>5338 | ✠100A1<br>Shelter dk<br>withfreeboard<br>12,21 ~~4,21~~ ✠LMC5,19 | Lon | c† | CL | 1919<br>5mo<br>Lloyd | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle<br>'sA&CP | Commonwealth&<br>DominionLine,Ld.<br>Collision | 481·2<br>F on Shelter dk55'<br>FK<br>BH to Shelter dk<br>CellDB413'1342t | 62·3 | 33·0 | London<br>British<br>Cem<br>7BH to U dk<br>APT91t | 4 Steam Turbines geared<br>to 2 screw shafts (s)<br>200lb FD<br>4SB,16cf,GS316,HS13060<br>Hwthrn,Leslie&C.Ld.Nwc |
| ✻ 27687<br>129635<br>HRWD | **Port Pirie**<br>(exStar of India) 2Dks(Stl)&Shelterdk<br>Ref.Mchy.Elec.light Wireless (Stl–ws) | SteelTwinScSr<br>ssLon.No.2–18 | 7316<br>6900<br>4602 | ✠100A1<br>Shelter dk<br>withfreeboard<br>8,22 ~~6,20~~ ✠LMC<br>MS7,18 BS~~8,20~~ 8,21 | Hul<br>~~Ddn~~ Gls | d† | CL<br>~~6,19~~<br>2,22 | 1910<br>10mo<br>Lloyd | Workman,<br>Clark&Co.Ld<br>Belfast<br>'sA&CP | Commonwealth&<br>DominionLine,Ld.<br>CellDBa126' | 470·1<br>BonShelter dk37'<br>FK<br>uE&B70'f216'1378t | 58·4 | 31·6 | London<br>British<br>7BHCem<br>APT40t | T.6Cy.22",37"&62"–45" (s)<br>200lb 756NHP<br>4SB,16cf,GS273,HS11040FD<br>Wrkman,Clark&Co.LdBel |
| 27688<br>220150<br>LWRB | **Port Saunders**<br>Wireless | SteelSc<br>1Dk | 104<br>99<br>20 | | | | | 1904 | Akers<br>Mek.Værks.<br>Christiania | CaliforniaSea<br>ProductsCo. | 92·7 | 17·5 | 11·6 | S.Frncisco<br>Utd.States | T.3Cy.10",17"&28"–24"<br>52RHP<br>AkersMek.Værks.Xia. |
| 27689<br>122390 | **Port Simpson** | WoodPad<br>1Dk | 607<br>168<br>379 | | | | | 1908 | A.Watson<br>Victoria,B.C. | Hudson'sBayCo. | 136·6 | 30·4 | 5·4 | Vict'riaBC<br>British | 2Cy.15"–72"<br>15RHP<br>PolsonI.W.Co.Ld.Toronto |
| 27690<br>MGRQ | **Port Stanley** | SteelScSr<br>(Whaler)<br>1Dk | 169<br>166<br>61 | | | | | 1911 | Kaldnæs<br>P.Slip&M.V<br>Tönsberg | Hvalfangerselsk<br>HektorAkties.<br>(N.Bugge,Mgr.) | 106·1 | 20·0 | 12·4 | Tönsberg<br>Norwegian<br>WB | T.3Cy.12",20"&33"–24"<br>53NHP<br>BergensMekVærksBergen |
| 27691<br>110507<br>RJOV | **Port Stephens**<br>ssBry.No.2–18<br>(exStar of Australia)<br>2Dks(Stl)&deep framing&Shelterdk<br>Elec.light Wireless (Stl–ptws) | SteelScBn<br>ssHul.No.3–9,11<br>~~ssLon.No.1–16~~ | 6179<br>5843<br>3985 | ✠100A1<br>Shelter dk<br>1,22 ~~[illegible]~~ ✠LMC<br>~~BS3,20~~ 7,21 MS7,20 | Bry<br>~~Lon~~ Hul | b† | CL<br>~~8,18~~<br>7,21 | 1899<br>9mo<br>Lloyd | Workman,<br>Clark&Co.Ld<br>Belfast<br>'sA&CP | Commonwealth&<br>DominionLine,Ld.<br>CellDBa106'u | 440·0<br>FK<br>E&B65'f204'1285t | 55·1 | 29·7 | London<br>British<br>7BHCem<br>APT95t | T.3Cy.27",46"&78"–54" (s)<br>200lb 579NHP<br>4SB,12cf,GS194,HS7849 FD<br>Wrkman,Clark&Co.LdBel |
| ✻ 27692<br>136660<br>JFHL | **Port Sydney**<br>(exStar of England)<br>Elec.light 2Dks(Stl)&Shelter dk<br>Ref.Mchy. Wireless (Stl–ws) | SteelTwinScSr<br>ssSyd.No.1–19 | 9136<br>8338<br>5835 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~4,21~~12,21 BS11,21<br>~~BS4,20~~ ✠LMC9,19 | Lon | f† | CL<br>P4,19<br>S11,21 | 1914<br>4mo<br>Lloyd | Workman,<br>Clark& Co.Ld<br>Belfast<br>'sA&CP | Commonwealth&<br>DominionLine,Ld.<br>CellDBa117'u | 501·3<br>P57' on Shelter dk<br>FK<br>E&B98'f199'1645t | 63·3 | 33·6 | London<br>British<br>9BHCem<br>APT70t | T.6Cy.24",40½"&68"–48"(s)<br>200lb 979NHP<br>2D&1SB,20cf,GS367, FD<br>HS14650<br>Wrkman,Clark&Co LdBel |
| ✻ 27693<br>129099<br>HRCK | **Port Victor**<br>(exMuritai) Wireless 2Dks(Stl)&<br>Elec.light Ref.Mchy.Shelter dk(Stl–ws) | SteelTwinScSr<br>ssBel.No.2–18 | 7280<br>6875<br>4645 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~5,21~~ ~~11,20~~3,22 BS3,21<br>~~BS7,19~~ ✠LMC3,15 | Ddn<br>~~Syd~~<br>Lon | d† | CL<br>P1,20<br>S3,22 | 1910<br>6mo<br>Lloyd | Workman,<br>Clark&Co.Ld<br>Belfast<br>'sA&CP | Commonwealth&<br>DominionLine,Ld.<br>Cell DBa131'u | 470·0<br>FK<br>E&B79'f201'1384t | 58·2 | 31·7 | London<br>British<br>7BHCem<br>APT46t | T.6Cy.22",37"&62"–45" (s)<br>200lb FD 727NHP<br>4SB,16cf,GS247,HS10396<br>Wrkman,Clark&CoLd.Bel |
| 27694 | | | | | | | | | | | | | | | |

| 1 No. in Book.<br>Official No.<br>Code Letters. | 2 / 3 Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification. Character.<br>✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When.<br>Ship.<br>Engines | 9 By Whom.<br>Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry.<br>Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27695<br>110038 | **Port of London Authority Hopper No. 3** SteelScSr<br>*ss*Lon.No.3–12,10<br>(*ex*ThamesConservancy HopperNo.3) *ss*Lon.No.2–20<br>1*Dk*(*Stl*)& *Web frames* | 704<br>694<br>321 | ✠100A1<br>*HopperBarge*<br>1,20 ✠LMC12,19<br>BS8,21 | Lon | *j* | 12,19 | 1898<br>10mo | W.Simons<br>&Co.<br>Renfrew<br>A&CP | Port of London Authority | 190·0<br>F22' | 30·1 | 14·6<br>FK<br>*WB*= | London<br>British<br>4*BHCem*<br>*MT*20'140*t* | T.3Cy.18",28"&47"&27" (*s*)<br>180lb 153NHP<br>2SB,4*rf*,GS94,HS2767<br>W.Simons&Co.Renfrew | 15 ″ 6 | |
| 27696<br>110039 | **Port of London Authority Hopper No. 4** SteelScSr<br>*ss*Lon.No.3–12,10<br>*ss*Pts.No.2–20<br>(*ex*ThamesConservancyHopperNo.4)<br>1*Dk*(*Stl*)& *Web frames* | 704<br>694<br>321 | ✠100A1<br>*HopperBarge*<br>4,20 ✠LMC4,20<br>BS6,21 | Pts | *j* | 4,20 | 1898<br>10mo | W.Simons<br>&Co.<br>Renfrew<br>A&CP | Port of London Authority | 190·0<br>F22' | 30·1 | 14·6<br>FK<br>*WB*= | London<br>British<br>4*BHCem*<br>*MT*20'140*t* | T.3Cy.18",28"&47"–27" (*s*)<br>180lb 153NHP<br>2SB,4*rf*,GS94,HS2767<br>W.Simons&Co.Renfrew | 15 ″ 6 | |
| 27697<br>123780<br>HKDG | **Port of London Authority Hopper No. 5** SteelScCtr<br>*ss*Ply.No.3–4,20<br>(*ex*ThamesConservancyHopperNo.5)<br>1*Dk*(*Stl*) | 869<br>832<br>368 | ✠100A1<br>1,21<br>*For English Channel purposes*<br>~~BS11,20~~ ✠LMC4,20<br>BS1,22 | Lon | *l* | 4,20 | 1906<br>11mo<br>*Lloyd* | Fleming&<br>Ferguson,Ld.<br>Paisley<br>'*sA&CP* | Port of London Authority | 198·0 | 32·1 | 16·3<br>FK<br>*WB*= | London<br>British<br>5*BHCem*<br>*FPT*43*t* | T.3Cy.18",29"&48"–30" (*s*)<br>175lb 161NHP<br>2SB,6*cf*,GS118,HS2841<br>Fleming&Fergusn,Ld.Psy. | 17 ″ 6 | |
| 27698<br>123823<br>HLFS | **Port of London Authority Hopper No. 6** SteelScCtr<br>*ss*Lon.No.3–2,20<br>(*ex*ThamesConservancyHopperNo.6)<br>1*Dk*(*Stl*) | 869<br>832<br>369 | ✠100A1<br>7,21 ~~2,20~~<br>*For English Channel purposes*<br>BS7,21 ✠LMC3,20 | Lon | *l* | CL<br>3,20 | 1907<br>3mo<br>*Lloyd* | Fleming&<br>Ferguson,Ld.<br>Paisley<br>'*sA&CP* | Port of London Authority | 198·0 | 32·1 | 16·3<br>FK<br>*WB*= | London<br>British<br>5*BHCem*<br>*FPT*43*t* | T.3Cy.18",29"&48"–30" (*s*)<br>175lb 161NHP<br>2SB.6*cf*,GS118,HS2841<br>Fleming&Fergusn,Ld.Psy. | 17 ″ 6 | |
| 27699<br>123834<br>HLFT | **Port of London Authority Hopper No. 7** SteelScCtr<br>*ss*Lon.No.3–1,20<br>(*ex*ThamesConservancyHopperNo.7)<br>1*Dk*(*Stl*) | 869<br>832<br>368 | ✠100A1<br>12,21 ~~1,20~~<br>*For English Channel purposes*<br>~~BS7,20~~ ✠LMC12,19<br>BS8,21 | Lon | *l* | CL<br>~~12,10~~<br>12,21 | 1907<br>4mo<br>*Lloyd* | Fleming&<br>Ferguson,Ld.<br>Paisley<br>'*sA&CP* | Port of London Authority | 197·9 | 32·1 | 16·3<br>FK<br>*WB*= | London<br>British<br>5*BHCem*<br>*FPT*43*t* | T.3Cy.18",29"&48"–30" (*s*)<br>175lb 161NHP<br>2SB,6*cf*,GS118,HS2841<br>Fleming&Fergusn,Ld.Psy. | 17 ″ 6 | |
| 27700<br>123847<br>HLFV | **Port of London Authority Hopper No. 8** SteelScCtr<br>*ss*Lon.No.3–3,20<br>(*ex*ThamesConservancyHopperNo.8)<br>1*Dk*(*Stl*) | 869<br>832<br>368 | ✠100A1<br>3,21<br>*For English Channel purposes*<br>~~BS11,20~~ ✠LMC2,20<br>BS11,21 | Lon | | CL<br>2,20 | 1907<br>5mo<br>*Lloyd* | Fleming&<br>Ferguson,Ld.<br>Paisley<br>'*sA&CP* | Port of London Authority | 197·8 | 32·1 | 16·3<br>FK<br>*WB*= | London<br>British<br>5*BHCem*<br>*FPT*43*t* | T.3Cy.18",29"&48"–30" (*s*)<br>175lb 161NHP<br>2SB,6*cf*,GS118,HS2841<br>Fleming&Fergusn,Ld.Psy. | 17 ″ 6 | |
| 27701<br>132542 | **Port of London Authority Hopper No. 9** SteelSc<br>*ss*Lon.No.2–20<br>1*Dk*(*Stl*) | 583<br>565<br>224 | ✠100A1<br>*Hopper Barge*<br>*For Channel purposes*<br>12,20 ✠LMC12,20 | Lon | | 12,20 | 1911<br>5mo<br>*Lloyd* | Ferguson<br>Bros.<br>Pt.Glasgow<br>'*sA&CP* | Port of London Authority | 173·7<br>F18' | 32·1 | 12·8<br>FK<br>*WB*= | London<br>British<br>4*BHCem*<br>*FPT*56*t* | T.3Cy.15½",25½"&42"–27"(*s*)<br>180lb 88RHP<br>2SB,4*cf*,GS80,HS2500<br>FergusonBros.Pt.Glasgow | 13 ″ 5<br>s 1 ″ 11<br>11 ″ 8 | |
| 27702<br>132554 | **Port of London Authority Hopper No. 10** SteelSc<br>*ss*Lon.No.2–20<br>1*Dk*(*Stl*) | 583<br>565<br>224 | ✠100A1<br>*HopperBarge*<br>*ForChannel purposes*<br>3,20<br>BS2,21 ✠LMC2,20 | BS8,21<br>Lon | *i* | 2,20 | 1911<br>6mo<br>*Lloyd* | Ferguson<br>Bros.<br>Pt.Glasgow<br>'*sA&CP* | Port of London Authority | 173·7<br>F18' | 32·1 | 12·8<br>FK<br>*WB*= | London<br>British<br>4*BHCem*<br>*FPT*56*t* | T.3Cy15½",25½"&42"–27"(*s*)<br>180lb 88RHP<br>2SB,4*cf*,GS80,HS2500<br>FergusonBros.Pt.Glasgow | 13 ″ 5<br>s 1 ″ 11<br>11 ″ 8 | |
| 27703<br>132590 | **Port of London Authority Hopper No. 11** SteelSc<br>*ss*Lon.No.2–20<br>1*Dk*(*Stl*) | 583<br>565<br>224 | ✠100A1<br>*Hopper Barge*<br>*For Channel purposes*<br>7,20 ✠LMC7,20 | Lon | | 7,20 | 1911<br>8mo<br>*Lloyd* | Ferguson<br>Bros.<br>Pt.Glasgow<br>'*sA&CP* | Port of London Authority | 173·7<br>F18' | 32·1 | 12·8<br>FK<br>*WB*= | London<br>British<br>4*BHCem*<br>*FPT*56*t* | T.3Cy.15½"25½"&42"–27"(*s*)<br>180lb 88RHP<br>2SB,4*cf*,GS80,HS2500<br>FergusonBros.Pt.Glasgow | 13 ″ 5<br>s 1 ″ 11<br>11 ″ 8 | |
| 27704<br>132606 | **Port of London Authority Hopper No. 12** SteelSc<br>*ss*Lon.No.2–20<br>1*Dk*(*Stl*) | 583<br>565<br>224 | ✠100A1<br>*HopperBarge*<br>*ForChannel purposes*<br>~~7,21~~ ~~2,20~~ 1,22 BS11,21<br>~~BS12,20~~ ✠LMC2,20 | Lon | *i* | ~~2,20~~<br>1,22 | 1911<br>9mo<br>*Lloyd* | Ferguson<br>Bros.<br>Pt.Glasgow<br>'*sA&CP* | Port of London Authority | 173·7<br>F18' | 32·1 | 12·8<br>FK<br>*WB*= | London<br>British<br>4*BHCem*<br>*FPT*56*t* | T.3Cy.15½",25½"&42"–27"(*s*)<br>180lb 88RHP<br>2SB,4*cf*,GS80,HS2500<br>FergusonBros.Pt.Glasgow | 13 ″ 5<br>s 1 ″ 11<br>11 ″ 8 | |
| 27705<br>132626 | **Port of London Authority Hopper No. 13** SteelSc<br>*ss*Lon.No.2–20<br>1*Dk*(*Stl*) | 583<br>565<br>224 | ✠100A1<br>*Hopper Barge*<br>*ForChannel purposes*<br>4,22 ~~3,20~~ ✠LMC3,20<br>BS7,21 | Lon | *i* | 3,20 | 1911<br>10mo<br>*Lloyd* | Ferguson<br>Bros.<br>Pt.Glasgow<br>'*sA&CP* | Port of London Authority | 173·7<br>F18' | 32·1 | 12·8<br>FK<br>*WB*= | London<br>British<br>4*BHCem*<br>*FPT*56*t* | T.3Cy.15½",25½"&42"–27"(*s*)<br>180lb 88RHP<br>2SB,4*cf*,GS80,HS2500<br>FergusonBros.Pt.Glasgow | 13 ″ 5<br>s 1 ″ 11<br>11 ″ 8 | |
| 27706<br>132639 | **Port of London Authority Hopper No. 14** SteelSc<br>*ss*Lon.No.2–20<br>1*Dk*(*Stl*) | 583<br>565<br>224 | ✠100A1<br>*Hopper Barge*<br>*forChannel purposes*<br>7,20 ✠LMC6,20 | Lon | *i* | 6,20<br>BS4,21 | 1911<br>11mo<br>*Lloyd* | Ferguson<br>Bros.<br>Pt.Glasgow<br>'*sA&CP* | Port of London Authority | 173·7<br>F18' | 32·1 | 12·8<br>FK<br>*WB*= | London<br>British<br>4*BHCem*<br>*FPT*56*t* | T3Cy.15½",25½"&42"–27"(*s*)<br>180lb 88RHP<br>2SB,4*cf*,GS80,HS2500<br>FergusonBros.Pt.Glasgow | 13 ″ 5<br>s 1 ″ 11<br>11 ″ 8 | |
| 27707<br>132648 | **Port of London Authority Hopper No. 15** SteelSc<br>*ss*Ply.No.2–20<br>1*Dk*(*Stl*) | 583<br>565<br>224 | ✠100A1<br>*Hopper Barge* BS2,22<br>*for Channel purposes*<br>9,20 ✠LMC8,20 | Ply | *i* | 8,20 | 1911<br>12mo<br>*Lloyd* | Ferguson<br>Bros.<br>Pt.Glasgow<br>'*sA&CP* | Port of London Authority | 173·7<br>F18' | 32·1 | 12·8<br>FK<br>*WB*= | London<br>British<br>4*BHCem*<br>*FPT*56*t* | T3Cy.15½",25½"&42"–27"(*s*)<br>180lb 88RHP<br>2SB,4*cf*,GS80,HS2500<br>FergusonBros.Pt.Glasgow | 13 ″ 5<br>s 1 ″ 11<br>11 ″ 8 | |
| 27708<br>132587<br>JNKH | **Port of London Authority Hopper No. 16** SteelSc<br>*ss*Bly.No.2–19<br>1*Dk*(*Stl*) | 1279<br>1073<br>477 | ✠100A1<br>*HopperBarge*<br>*for Channel purposes*<br>9,21 ~~6,19~~ BS8,22<br>~~BS5,20~~ ✠LMC6,19 | Bly<br>Lon | *n* | ~~7,19~~<br>9,21 | 1911<br>8mo<br>*Lloyd* | Ropner&<br>Sons,Ld.<br>Stockton<br>'*sA&CP* | Port of London Authority | 215·0<br>F25' | 35·6 | 18·1<br>FK<br>*WB*= | London<br>British<br>4*BHCem*<br>*FPT*47*t* | T.3Cy.21",34½"&56"–36" (*s*)<br>180lb 252NHP<br>2SB,6*cf*,GS126,HS4544<br>Blair&Co.Ld.Stockton | 19 ″ 3<br>s 3 ″ 1½<br>16 ″ 4 | |
| 27709<br>132602<br>JNHF | **Port of London Authority Hopper No. 17** SteelSc<br>*ss*Bly.No.2–19<br>1*Dk*(*Stl*) | 1126<br>1074<br>511 | ✠100A1<br>*Hopper Barge*<br>*forChannel purposes*<br>1,22 ~~12,20~~<br>BS6,20 ✠LMC8,19<br>7,21 | Lon | *n* | ~~8,19~~<br>1,22 | 1911<br>9mo<br>*Lloyd* | Ropner&<br>Sons,Ld.<br>Stockton<br>'*sA&CP* | Port of London Authority | 215·0<br>F25' | 35·6 | 18·1<br>FK<br>*WB*= | London<br>British<br>4*BHCem*<br>*FPT*47*t* | T.3Cy.21",34½"&56"–36" (*s*)<br>180lb 252NHP<br>2SB,6*cf*,GS126,HS4544<br>Blair&Co.Ld.Stockton | 19 ″ 3<br>s 3 ″ 1½<br>16 ″ 4 | |
| 27710<br>132615<br>JNHK | **Port of London Authority Hopper No. 19** SteelSc<br>*ss*Nwc.No.2–19<br>1*Dk*(*Stl*) | 1287<br>1074<br>487 | ✠100A1<br>*Hopper Barge*<br>*forChannel purposes*<br>7,19 BS3,22<br>~~BS4,20~~ ✠LMC7,19 | Nwc | *n* | 7,19 | 1911<br>10mo<br>*Lloyd* | Ropner&<br>Sons,Ld.<br>Stockton<br>'*sA&CP* | Port of London Authority | 215·0<br>F25' | 35·6 | 18·1<br>FK<br>*WB*= | London<br>British<br>4*BHCem*<br>*FPT*47*t* | T.3Cy.21",34½"&56"–36" (*s*)<br>180lb 252NHP<br>2SB,6*cf*,GS126,HS4544<br>Blair&Co.Ld.Stockton | 19 ″ 3<br>s 3 ″ 1½<br>16 ″ 4 | |
| 27711<br>132647<br>JNHM | **Port of London Authority Hopper No. 21** SteelSc<br>*ss*Sld.No.3–8,19<br>1*Dk*(*Stl*) | 1283<br>1075<br>482 | ✠100A1<br>*Hopper Barge*<br>*for Channel purposes*<br>11,21 ~~12,20~~<br>~~BS7,20~~ ✠LMC8,19<br>BS8,21 | Lon | *n* | ~~6,19~~<br>11.21 | 1911<br>12mo<br>*Lloyd* | Ropner&<br>Sons,Ld.<br>Stockton<br>'*sA&CP* | Port of London Authority | 215·0<br>F25' | 35·6 | 18·1<br>FK<br>*WB*= | London<br>British<br>4*BHCem*<br>*FPT*47*t* | T.3Cy.21",34½"&56"–36" (*s*)<br>180lb 252NHP<br>2SB,6*cf*,GS126,HS4544<br>Blair&Co.Ld.Stockton | 19 ″ 3<br>s 3 ″ 1½<br>16 ″ 4 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Materiaux, Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7″<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27712<br>132667<br>JNHQ | **Port of London Authority Hopper No. 23**<br>SteelSc<br>ssSld.No.3–6,19<br>1*Dk*(*Stl*) | 1291<br>1075<br>489 | ✠100A1<br>*HopperBarge forChannel purposes*<br>~~1121–6,10~~ 3,22<br>~~BS4,20~~ BS6,21 ✠LMC6,1 | Sld<br>Lon | *n*<br>*s* | ~~6,10~~<br>12,21 | 1912<br>2mo<br>*Lloyd* | Ropner&Sons,Ld.<br>Stockton<br>'*sA&CP* | Port of London Authority | 215·0<br>F25'<br>FK *WB=* | 35·6 | 18·1 | London<br>British<br>4*BHCem*<br>*FPT47t* | T.3Cy.21",34½"&56"–36" (*s*)<br>180lb 252NHP<br>2SB,6*cf*,GS126,HS4544<br>Blair&Co.Ld.Stockton | 19 3<br>s 3 1<br>18 |
| 27713<br>[illegible]<br>KOLR | **Porta**<br>SteelSc4Mst<br>Now named "City of Dunedin," See No 3[illegible] in Supplement<br>Wireless 2*Dks* | 7852<br>7286<br>4895 | | | | | 1917 | Bremer "Vulkan"<br>Vegesack | EllermanLines,Ld. | 476·0 | 60·7 | 32·9 | London<br>British<br>*WB* | T3Cy32$\frac{1}{16}$"52$\frac{7}{16}$"&86½"–55$\frac{1}{16}$"<br>555NHP<br>Bremer"Vulkan"Vegesack | |
| 27714<br>108646<br>HFKG | **Portadown**<br>SteelScSr<br>ssDub.No.3–5,12<br>*Mchy.Aft* ssDub.No.2–20<br>*Well deck* 1*Dk*(*Stl*) | 273<br>217<br>108 | ✠100A1<br>3,20<br>✠LMC3,20 | Dub | *e* | CL<br>3,20 | 1900<br>3mo | JFullerton&Co.<br>Paisley<br>A&CP | Newry&Kilkeel S.S.Co.Ld.<br>(J.Fisher&Sons, *Mgrs.*) | 142·5<br>Q45'B7'F24'<br>BK6" *WB* | 21·3 | 10·4 | Newry<br>British<br>3*BHCem*<br>=*FPT34t* | C.2Cy.16"&34"–24" (*s*)<br>130lb 61RHP<br>1SB,2*pf*,GS39,HS1109<br>Hall-Brwn,Buttery&C.Gl | 11 2<br>8 11<br>10 10 |
| 27715 | **Porteña**<br>IronScSr<br>ssVpo.3rdNo.3–6,19<br>(*ex*Cachalote, *ex*DonPedro,*ex*NantFrancon)<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 586<br>512<br>354 | ✠100A1<br>8,20<br>✠NB9,05 ✠LMC8,20 | Vpo | *j* | CL<br>N 5,20 | 1881<br>11mo | JReadhead&Co.<br>S.Shields | Cia.Carbonifera y deFundicion Schwager<br>*W* | 189·8<br>Q71'B40'F22'<br>BK7½"<br>*B=DBa51'f48'&u* | 26·7 | 15·0 | Valparaiso<br>Chilian<br>4*BHCem*<br>*E&B29'135t* | C.2Cy.22½"&42"–30" (*s*)<br>75lb *60lb* 77NHP<br>NDB07 *fitted*09<br>1SB,3*pf*,GS41,HS1351<br>J.Readhead&Co.S.Shields | 15 8 |
| ❋ 27716<br>139637<br>KOHQ | **Portfield**<br>SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 5242<br>4815<br>3219 | ✠100A1<br>8,21 ~~11,20~~<br>✠LMC8,19 | Bry<br>Cff | *y* | CL<br>11,20 | 1919<br>8mo<br>*Lloyd* | Craig,Taylor&Co.Ld.<br>Stockton<br>'*sA&CP* | W.E.Hinde&Co.<br>*CellDB* | 400·1<br>P49'B113'F40'<br>FK<br>336'1015*t FPT*128*t* | 52·3 | 28·4 | Cardiff<br>British<br>7*BHCem*<br>*APT207t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Blair&Co.Ld.Stockton | 31<br>6 1<br>25 1 |
| 27717<br>[illegible]<br>JFHP | **Portgwarra**<br>SteelScSr<br>Foundered 12,21<br>ssNpt.No.1–19<br>(*ex*Simoom) 1*Dk*(*Stl*)<br>*Elec.light Well deck*<br>Wireless | 2222<br>1747<br>1365 | ✠~~100A1~~<br>8,21 ~~11,20~~<br>~~MS6,20~~ ✠~~LMC~~<br>~~BS6,21~~ | Cff | *r* | CL<br>~~2,20~~<br>8,21 | 1914<br>4mo<br>*Lloyd* | J.Priestman&Co.<br>Sunderland<br>'*sA&CP Inter* | PortfieldS.S.Co. Ld.(W.E.Hinde& Co.*Mgrs.*)<br>*mediate B Hinfore*<br>*CellDB* | 290·5<br>P24'RQD90'B53'<br>F31' FK<br>*hold dispensed with*<br>*a&uE108'f116'501t* | 40·8 | 17·9 | Cardiff<br>British<br>*Cem*<br>*BH only*<br>*FPT60t* | T.3Cy.21",35"&57"–39" (*s*)<br>180lb 222NHP<br>2SB,6*pf*,GS104,HS3463<br>G.Clark,Ld.Sunderland | 20<br>s 2 1<br>18 |
| 27718<br>144618<br>KGML | **Porthia**<br>SteelSc<br>For full particulars See No. 33877 in Supplement<br>*Elec.light* Wireless 2*Dks* | 3919<br>[illegible]<br>2403 | | | | | 1919 | FlensburgrSchiffsb.Ges.<br>Flensburg | PorthiaS.S.Co.Ld. (R.H.Read&Co. Ld.) | 384·8 | 52·8 | 22·1 | St.Ives<br>British<br>*WB* | T3Cy28$\frac{7}{10}$",46$\frac{1}{8}$"&75$\frac{7}{10}$"–47½"<br>396NHP<br>FlensburgerSchiffsb.Ges. | 24<br>2<br>22 |
| ❋ 27719<br>143583<br>KGVP | **Porthminster**<br>SteelSc<br>ssSou.No.3–9,20<br>(*ex*Kilfree)<br>*Cargo battens not fitted* | 823<br>677<br>411 | ✠100A1<br>9,21 ~~9,20~~<br>✠LMC5,19 | Sou<br>Cff | *l* | CL | 1918 | Cochrane&Sons,Ld.<br>Selby | R.P.Care | 213·5<br>B44'F27'<br>len.20 | 30·0 | 15·4 | S'thamptn<br>British<br>5*BH*<br>*DTf42'100t* | T.3Cy.16",26"&44"–26" (*s*)<br>200lb *100lb* NDB20 116NHP<br>1SB,3*cf*,GS51,HS1832<br>MacColl&Pollock,Ld.Sld. | 16<br>s 2 1<br>14 |
| 27720<br><br>OQZD | **Porthos**<br>SteelTwinSc<br>*Elec.light* Wireless 4*Dks* | 12692<br>10722<br>7530 | | | | | 1914 | Ch.&Atel. delaGironde<br>Bordeaux | ~~MessageriesMaritimes~~<br>Soc.desServicesContractuelsdes MessageriesMaritimes | 510·8 | 61·6 | 42·1 | Marseilles<br>French<br>*WB* | T.6Cy.28½",46⅝"&78$\frac{7}{10}$"–53½"<br>904NHP<br>Schneider&Co.LeCreusot | |
| 27721<br>~~[illegible]~~ | **Portia**<br>SteelScSr<br>*Elec.light* 1*Dk* | 1189<br>843<br>729 | | | | | 1911 | Schiffsw.v.HenryKoch<br>Lübeck | ~~A.Kirsten~~ ~~TyneTeesSteamShippingCo.Ld.~~<br>A.Kirsten | 225·6<br>P&B177'F28' | 33·1 | 14·9 | Hamburg<br>German<br>*WB* | T3Cy18$\frac{1}{16}$",29$\frac{1}{16}$"&46¼"–32½"<br>122NHP<br>OttensenerMaschf.Altona | |
| ❋ 27722<br>118120<br>HBDQ | —<br>SteelScSr<br>ssNFL.No.3–4,16<br>ssNFL.No.1,20<br>1*Dk*&*Webframes*&<br>*Elec.light* Wireless *Awngdk*(*Stl–ws*) | 978<br>914<br>599 | ✠100A1<br>*Awngdk withfreeboard*<br>5,21 ~~7,20~~<br>BS5,21 ✠LMC7,20 | NFL | *m* | CL<br>7,20 | 1904<br>8mo<br>*Lloyd* | Murdoch&Murray<br>Pt.Glasgow<br>'*sA&CP* | Government of Newfoundland (TheMinister of Shipping)<br>*WB=CellDBa39'* | 204·8<br>F23'<br>*uE17'f77'141tFPT* | 31·2 | 13·0<br>20·5<br>BK7½" | SJhnsNFL<br>British<br>4*BHCem*<br>*31tAPT23t* | T.3Cy.18½",30"&50"–33" (*r*)<br>175lb *100lb* 197NHP<br>1SB,3*cf*,GS59,HS2924 FD<br>D.Rowan&Co.Glasgow | 22<br>s 7<br>16 1 |
| 27723<br>105038<br>NTQW | —<br>IronScK<br>ssHul.No.3–11,05<br>ssHul.No.2–14<br>1*Dk* | 178<br>163<br>68 | ✠ —<br>7,20<br>*StmTrawler*<br>✠<br>✠NB97*refitted*05 | Hul | | | 1895<br>5mo | Cook,Welt'n&Gemmell<br>Hull | SirAlecBlack, Bart. | 108·8<br>Q45'<br>ptND05 BK7½"<br>*WB=DTa* | 20·6 | 11·3 | Grimsby<br>British<br>4*BHCem*<br>*nksf13 25t* | T.3Cy.10¾",17½"&29"–23"<br>55RHP<br>1SB,2*cf*,GS25,HS876<br>C.D.Holmes&Co(Lim)Hul | 12 |
| 27724 | **Portici**<br>SteelScSr<br>Now named "Rollon," See No. 39097 in Supplement<br>*Elec.light* 1*Dk* | 1754<br>[illegible]<br>1032 | | | | | 1911 | Akt.Ges. "Neptun"<br>Rostock | Leroux&Heuzey | 287·3<br>P&B226'F20' | 41·1 | 16·8 | Rouen<br>French<br>*WB* | T.3Cy.22$\frac{1}{16}$",35$\frac{7}{16}$"&55⅝"–37$\frac{7}{16}$"<br>192NHP<br>A.G."Neptun," Rostock | |
| 27725<br>127436<br>HNGR | **Portinglis**<br>SteelScSr<br>Wireless Sub.Sig. 1*Dk* | 1876<br>1727<br>1152 | | | | | 1908 | Irvine'sSB&D.D.Co.Ld.<br>WHartlepool | Furness,Withy&Co.Ld. | 279·2<br>P25'B66'F29' | 40·1 | 18·2 | W.Hartlpl<br>British<br>*WB* | T.3Cy.20½",33"&54"–36"<br>175NHP<br>MacColl&Pollock,Ld.Sld. | |
| ❋ 27726<br>102006<br>JHLR | **Portlairge**<br>SteelSc<br>ssDub.No.3–12,19<br>(*GrabHopperDredger*) 1*Dk*(*Stl*) | 401<br>367<br>165 | ✠100A1<br>*HopperDredger*<br>12,20<br>✠LMC12,19 | Wtf | *f* | CL<br>12,19 | 1907<br>8mo<br>*Lloyd* | DublinDockyardCo.<br>Dublin<br>'*sA&CP* | TheWaterford HarbourCommissioners | 140·3<br>FK<br>*WB=FPT* | 29·1 | 11·5 | Waterford<br>British<br>5*BHCem*<br>*45tAPT1t* | C.2Cy.16"&33"–22" (*s*)<br>130lb 62RHP<br>1SB,2*cf*,GS36,HS1225<br>Muir&Houston,Ld.Gls. | 12<br>1<br>11 |
| ❋ 27727<br>24753<br>RKPD | **Portland Maru**<br>SteelSc<br>*Elec. light* Wireless 2*Dks*(*Stl*)&<br>*Awngdk*(*Stl*) | 5865<br>5586<br>4293 | ✠100A1<br>*Awngdk withfreeboard*<br>10,20<br>✠LMC6,20 | Bry | *y* | 10,20 | 1919<br>3mo | KawasakiDkyd.Co.Ld.<br>Kobe<br>A&CP | KokusaiKisen KabushikiKaisha<br>*Colli*<br>*CellDB* | 385·0<br>FK<br>*sion BHtoAwngdk*<br>334'1118*t FPT*126*t* | 51·0 | 36·0 | Susami<br>Japanese<br>*Cem*<br>5*BHtoUdk*<br>*APT93t* | T.3Cy.26",43½"&72"–48" (*s*)<br>200lb 444NHP<br>2SB,6*cf*,GS126,HS5809 FD<br>KawasakiDkydCoLdKobe | 36<br>9 3<br>27 1 |
| 27728<br>143534<br>KHTM | **Portlaurie**<br>SteelSc<br>*Well deck Elec.light* 1*dk*(*Stl*)<br>*Mchy.Aft.* | 700<br>454<br>34[illegible] | ✠100A1<br>3,21<br>✠LMC3,21<br>~~(ClassContemplated)~~ | Lwt | *i* | CL | 1921<br>1mo<br>*Lloyd* | JChambersLd.<br>Lowestoft<br>'*sA&CP* | ~~R.McNeil&Sons~~<br>PortlandSSCo.Ld. (R.McNeil&Sons, *Mgrs.*)<br>*CellDB* | 178·1<br>Q114'F23'<br>FK<br>*f103'172tFPT85tB* | 27·6 | 11·0 | Cardiff<br>British<br>3*BHCem*<br>*PT35t* | T.3Cy.15",25"&41"–27" (*s*)<br>180lb *100lb* 108NHP<br>1SB,3*cf*,GS55,HS1844<br>G.T.Grey&Co.Ld.S.Shields | 13<br>4<br>13 |
| 27729<br>127145 | **Portlethen**<br>CompScSp<br>*Mchy.Aft* 1*Dk*(*ptStl*)<br>GIB *Iron frame planked* | 146<br>122<br>57 | Cont.7A1<br>*from*19Abn.<br>✠ ~~10,20~~10,21 BS10,21<br>~~BS10,20~~ ✠LMC10,19<br>*For Coasting purposes* | Abn | C<br>10 | CL<br>10,19 | 1908<br>1mo<br>*Lloyd* | DundeeS.B.Co.Ld.<br>Dundee<br>'*sA&CP* | AberdeenLimeCo. Ld. | 83·0 | 22·3 | 9·3 | Aberdeen<br>British<br>3*BHCem* | C.2Cy.11"&27"–18" (*s*)<br>150lb 28RHP<br>1SB,2*pf*,GS24,HS703<br>J.Abernethy&Co.Abn. | 10 2<br>1 |
| ❋ 27730<br>128949<br>JDPG | **Portloe**<br>SteelScSr<br>ssGrk.No.1–17<br>(*ex*Nigaristan) 1*Dk*(*Stl*)<br>Wireless | 4345<br>4042<br>2743 | ✠100A1<br>7,21 ~~5,19~~<br>~~BS10,20~~ ✠LMC[illegible]<br>BS1,22 MS7,21 | Rot<br>Cff | *x* | CL<br>~~11,19~~<br>7,21 | 1913<br>11mo<br>*Lloyd* | W.Gray&Co.Ld.<br>WHartlepool<br>'*sA&CP* | PortfieldS.S.CoLd (W.E.Hinde&Co. *Mgrs.*)<br>*CellDBa* | 365·2<br>P27'B106'F36'<br>FK<br>119'*uE*26'*f*159'966*t* | 50·8 | 26·0 | Cardiff<br>British<br>6*BHCem*<br>*APT109t* | T.3Cy.25",41"&68"–48" (*s*)<br>180lb *100lb* 371NHP<br>2SB,8*cf*,GS147,HS6039<br>Cen.Mar.Eng.Wrks.WHpl | 28<br>5 4<br>23 1 |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27731 | **Porto** SteelTwinSc<br>(exPrinzHeinrich)<br>*Elec.light* Wireless *3Dks&Web frames* | 6636<br>5196<br>3886 | Liv.12,20<br>(*See footnote**) | | | | 1894 | F.Schichau<br>Danzig | Requisitioned by the Portuguese Government<br>~~(CunardS.S.Co Ld., *Mgrs.*)~~ | 455·3<br>P128'B179'F99' | 51·3 | 29·8 | Lisbon<br>Portuguese<br>*WB* | T.6Cy.28½",46"&71"-47½"<br>NB02 694NHP<br>F.Schichau,Elbing | | |
| 27732 | **—** SteelTwinSc<br>(*SuctionDredger*)<br>*Elec.light* 1*Dk* | 791<br>—<br>281 | | | ... | | 1913 | F.Schichau<br>Elbing | JuntaAutonoma dasObrasda Cidade | 188·0 | 35·9 | 13·8<br>FK | Oporto<br>Portuguese<br>*WB* | C.8Cy.13⅜"&25$\frac{3}{16}$"-15"<br>159NHP<br>F.Schichau,Elbing | 15 ″ 0 | |
| 27733<br>LBKC | **—** SteelSc3MstSr<br>*Well deck*<br>*Mchy.Aft* 1*Dk* | 712<br>500<br>326 | | | ... | | 1916 | NVSchpsw deMerwede<br>Hardinxveld | Skibs.-A/SPorto (J.W.Prebensen) | 180·0<br>Q102tB18tF19t<br>H21t | 28·1 | 12·5<br>FK | Risör<br>Norwegian<br>*WB* | T.3Cy.15",25"&40"-27"<br>110NHP<br>Verschure&Co.Amstrdam. | 14 ″ 6 | N |
| 27734<br>HPAL | **Porto Alexandre** SteelScSr<br>(exIngbert,exThoraMenzell)<br>*Elec.light* Sub.Sig. 1*Dk&Spar dk* | 2699<br>2560<br>1681 | ~~Liv.12,20~~ Lis,7,21<br>(*See footnote†*) | | | 8,18 | 1906 | Eiderwerft Akt.Ges.<br>Tönning | Requisitioned by thePortuguese Government (TransportesMaritimos doEstado) | 292·8 | 43·7 | 16·7<br>24·1 | Lisbon<br>Portuguese<br>*WB* | T.3Cy.21¼",36"&56¾"-37⅜"<br>197NHP<br>EiderwerftA G.Tönning | | |
| 27735 | **Porto Allegre** SteelTwinSc<br>*Elec.light* 1*Dk&2Shade dks* | 1491<br>1149<br>985 | | | | | 1912 | Jonker& Stans<br>HendrikIdo Ambacht | Cia.Commercio e Navegação | 224·0 | 45·0 | 10·8 | R.Janeiro<br>Brazilian | T.6Cy.14",23"&37½"-16½"<br>114NHP<br>Alblasserdam.Msch.Fab. | | |
| 27736<br>680<br>RLDO | **Porto di Alessandretta** SteelScSr<br>(exHeinz, exThoraMenzell, exAmiralAube)<br>*2Dks3trB*<br>*Elec.light* Wireless | 4175<br>3577<br>2581 | | | ... | | 1898 | Atel.&Ch. de laLoire<br>Nantes | Soc.Marittima Italiana | 376·6<br>P44'B117'F66' | 46·8 | 26·1<br>BK11" | Genoa<br>Italian<br>*WB* | T3Cy25¼"42½"&68½"-44"<br>NB12 423NHP<br>Atel.&Ch.delaLoire,Nts. | 29 ″ 6<br>s5 ″ 11½<br>24 ″ 11 | I |
| 27737<br>690<br>RLDY | **Porto di Savona** SteelScSr<br>(exGoetz,exLotteMenzell,exAmiral Courbet)<br>*Elec.light* Wireless *2Dks3trB* | 4195<br>3575<br>2537 | | | ... | | 1899 | Forg.&Ch. delaMédit.<br>Havre | Soc.Marittima Italiana | 376·6<br>P45'B117'F66' | 46·8 | 26·1<br>BK11' | Genoa<br>Italian<br>*WB* | T.3Cy.24$\frac{7}{16}$",37⅛"&58"-43¼"<br>NB12 376NHP<br>Forg.&Ch.delaMédit.Hav. | 29 ″ 6<br>s5 ″ 10½<br>5 ″ 0 | I |
| 27738<br>646<br>RLDS | **Porto di Suez** IronScBn<br>(exOasis)<br>*Elec.light* 2*Dks&Spar dk* | 1320<br>—<br>822 | | | | | 1883 | Scott&Co.<br>Greenock | Soc.Marittima Italiana | 249·5<br>H37t | 31·8 | 16·0<br>23·5 | Genoa<br>Italian<br>*WB* | C.2Cy.34⅘"&64⅘"-41$\frac{9}{16}$"<br>NB95 224NHP<br>GreenockFoundryCo.Grk. | | I |
| 27739 | **Porto Grande** SteelScSp<br>ssStVincentNo.1-20<br>*Mchy.Aft* 1*Dk(Stl)*<br>*Longitudinal framing* | *198*<br>*170*<br>*99* | ✠100A1<br>11,20 ~~2,16~~ StVincent(CVI)<br>✠LMC11,20 | Grk | *b* | CL<br>11,20 | 1916<br>2mo<br>*Lloyd* | G.Brown &Co.<br>Greenock<br>*'sA&CP* | Ferro&CompanhiaLimitada | 97·3 | 23·6 | 10·0<br>FK<br>*DTf6* | St.Vincent<br>Portuguese<br>*7BHCem*<br>*'40tAPT10t* | C.2Cy.12"&24"-18" (*s*)<br>130lb 35NHP<br>1SB,2*pf*,GS29,HS733<br>McKie&Baxter,Glasgow | 10 ″ 0<br>s1 ″ 0½<br>9 ″ 2 | |
| 27740<br>672<br>RLDT | **Porto Maurizio** IronScSr<br>(exVilledeBastia)<br>*Elec.light* | 848<br>—<br>392 | | | | | 1885 | Claparède &Co.<br>Rouen | Soc.Marittima Italiana | 217·0 | 29·0 | 17·5 | Genoa<br>Italian | C.2Cy.34"&60"-36"<br>NB97 180NHP<br>Claparède&Co.Rouen | | I |
| 27741<br>Sunk<br>118026<br>VCSF | **Porto Novo** SteelScSr<br>1*Dk* | 603<br>484<br>328 | | | | | 1903 | DJ.Dunlop &Co.<br>Pt.Glasgow | ElderLine,Ld. (Elder,Dempster&Co.Ld.,*Mgrs.*) | 202·5<br>P24'F25' | 30·1 | 9·9 | Liverpool<br>British | C.2Cy.22"&44"-27"<br>99RHP<br>D.J.Dunlop&Co.Pt.Gls. | | |
| 27742<br>215812<br>LJGW | **Porto Rico** SteelScSr<br>(exMoccasin,exPrinzJoachim)<br>Wireless 2*Dks&Web frames*<br>*Elec.light* *Ref.Mchy.* | 4301<br>3393<br>2396 | | | | | 1903 | Flensburgr Schiffsb.Ges.<br>Flensburg | UnitedStates ShippingBoard | 370·8<br>P244'B on P152'<br>F50' | 45·2 | 25·2 | NewYork<br>Utd.States<br>*WB* | Q.4Cy.23¼",33¾",49¼"&72"-54"<br>381NHP<br>FlensburgerSchiffsb.Ges. | | R |
| 27743 | **Porto-Seguro** SteelTwinScSr<br>*Elec.light* 1*Dk&Promenade dk(Teak)*<br>Wireless | *395*<br>*252*<br>*205* | ✠<br>9,13 ✠<br>*withfreeboard*<br>*Brazilian Coasting*<br>*Pernambuco& Rio de Janeiro* | PGl | | | 1910<br>9mo | Murdoch& Murray<br>PortGlasgow | EmprezaNav. Bahiana | 150·3<br>F38' | 27·5 | 8·0<br>FK<br>*WB* | Bahia<br>Brazilian<br>*4BHCem*<br>*=FPT11t* | T.6Cy.10",16½"&27½"-21"<br>95NHP<br>1SB,3*cf*,GS54,HS1747<br>Muir&Houston,Ld.Gls. | 8 ″ 6 | |
| 27744<br>712<br>RLDX | **Porto Torres** SteelScSr<br>(exHelen) 1*Dk&ptAwng dk*<br>*Elec.light* | 1162<br>947<br>696 | | | ... | | 1901 | Fevigs Jernskibsbyg<br>Fevig | Soc.Marittima Italiana | 229·6 | 30·8 | 16·7<br>FK | Genoa<br>Italian<br>*WB* | T.3Cy.20",32"&53"-33"<br>186NHP<br>Richardsons,Westgarth& Co.Ld Mdb. | 14 ″ 5 | I |
| 27745<br>219834<br>LWFK | **Portola Plumas** SteelSc<br>Wireless Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* *CarryingPetroleum in bulk*<br>*Mchy.Aft* *Longitudinal framing* 2*Dks* | 7076<br>—<br>4359 | | | | | 1920 | Bethlehem S.B.Corp.Ld.<br>Alameda,Cal. | UnitedStates ShippingBoard | 435·0<br>P123'B50'F33' | 56·0 | 32·0 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.27",47"&78"-48"<br>422NHP<br>BethlehemS.B.Corp.Ld. SanFrancisco | | R |
| 27746<br>5268<br>JSMF | **Portos** SteelScSr<br>Wireless ssEls.2ndNo.3-3,16<br>(exIlmari,exDordrecht)<br>*Well deck* 1*Dk(Irn)&Web frames* | 1797<br>1452<br>1087 | ✠100A1<br>10,19<br>~~[illegible]~~ | Skm<br>✠LMC10,21<br>~~[illegible]~~ | *r* | ~~10,18~~<br>10,21 | 1891<br>8mo<br>*Lloyd* | Wood, Skinner&Co.<br>Newcastle<br>*'sA&CP* | Rederiaktieb H.Modin (H.Modin,*Mgr.*)<br>*WB=Cell* | 274·5<br>Q101'B64'F31'<br>*DBa76'uE18'f112'* | 37·2 | 17·2<br>FK | Stockholm<br>Swedish<br>*4BHCem*<br>*320tAPT29t* | T.3Cy.21¾",34"&56"-39" (*s*)<br>160lb *100lb* NDB06 194NHP<br>2SB,6*pf*,GS88,HS2900<br>N.E.MarineEngCoLdNwc | 19 ″ 8<br>s2 ″ 2½<br>17 ″ 9 | |
| 27747<br>128522<br>HSJR | **Portreath** SteelScSr<br>ssHpl.No.2-20<br>(exAmicus) 1*Dk(Stl)*<br>Wireless | 3726<br>3412<br>2329 | ✠100A1<br>~~7,21~~ 9,20 5,22<br>MS9,19 | Lon<br>Cff<br>✠LMC<br>BS9,20<br>~~[illegible]10,21~~ | *w* | ~~9,20~~<br>5,22 | 1911<br>3mo<br>*Lloyd* | Craig,Taylor&Co.Ld.<br>Stockton<br>*'sA&CP* | PortfieldSS.Co.Ld. (W.E.Hinde&Co. *Mgrs.*)<br>*CellDBa117'u* | 355·0<br>P36'B108'F36'<br>*E24'f152'978tFPT* | 50·0 | 23·3<br>FK | Cardiff<br>British<br>*6BHCem*<br>*77tAPT125t* | T.3Cy.25",42"&68"-45" (*r*)<br>180lb *100lb* NDB20 340NHP<br>2SB,8*pf*,GS125,HS5302<br>N.E.MarineEng.Co.Ld.Sld | 25 ″ 8<br>s4 ″ 7<br>21 ″ 5 | |
| 27748<br>OQZJ | **Portrieux** SteelSc<br>(exWarBuckler) 1*Dk(Stl)*<br>*Elec.light* *Well deck*<br>*Cargo battens not fitted* | 2257<br>1761<br>1263 | ✠100A1<br>1,20<br>✠LMC5,18 | Shl | *s* | CL<br>1,20 | 1918<br>5mo<br>*Lloyd* | Harland& Wolff,Ld.<br>Belfast<br>*'sA&CP* | Soc.Marit.Nationale<br>~~Chemins deFer de l'EtatFrançais (Soc.Maritime Nationale,*Mgrs.*)~~<br>*CellD* | 285·0<br>P29'Q68'B65'F32'<br>*B228'572tFPT105t* | 42·0 | 19·0<br>FK | Havre<br>French<br>*7BHptCem*<br>*APT226t* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 411NHP<br>2SB,8*cf*,GS148,HS5882 FD<br>Harland&Wolff,Ld.Bel. | 21 ″ 2<br>s2 ″ 3<br>19 ″ 3 | |
| 27749<br>139595<br>JNMP | **Portrushton** SteelScSr<br>ssCff.No.1-20<br>(exPortrush) 1*Dk(Stl)*<br>*Elec.light* Wireless | 3814<br>3207<br>2416 | ✠100A1<br>7,21 ~~4,21~~<br>✠LMC10,20 | Npt | *u* | CL<br>10,20 | 1916<br>11mo<br>*Lloyd* | J.Blumer &Co.<br>Sunderland<br>*'sA&CP Interm* | PortlandS.S.CoLd (R.McNeil&Sons, *Mgrs.*)<br>*ediateBH in after* | 348·5<br>P35'B106'F34'<br>*hold dispensed with* | 48·7 | 23·3<br>FK | Cardiff<br>British<br>*Cem*<br>*5BHonly*<br>*CellDB308'* | T.3Cy.25⅛",40"&65"-42" (*s*)<br>180lb *120lb* 313NHP<br>2SB,6*cf*,GS136,HS5024<br>J.Dickinson&Sons,Ld.Sld.<br>*918tFPT59tAPT132t* | 25 ″ 4<br>s4 ″ 4<br>21 ″ 5 | |
| 27750<br>25477<br>RNPJ | **Portsaid Maru** SteelSc<br>*Elec.light* Wireless 2*Dks(Stl)&*<br>*Awng dk(Stl)* | 5360<br>5586<br>4260 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>5,21 ~~5,20~~<br>✠LMC~~5,20~~ 5,21 | Kob | *y* | ~~5,20~~<br>5,21 | 1919<br>8mo | Kawasaki DkydCo.Ld.<br>Kobe<br>A&CP | KokusaiKisen KabushikiKaisha<br>*CellDB334'1118t* | 385·0<br>*FPT126tAPT93t* | 51·0 | 36·0<br>FK<br>*Collision* | Kobe<br>Japanese<br>*Cem*<br>*BHtoAwgdk*<br>*5 ,, ,, U ,,* | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 437NHP<br>2SB&1AuxSB,8*cf*,GS154, HS5636 FD<br>KawasakiDkydCoLdKobe | 36 ″ 0<br>s9 ″ 3½<br>27 ″ 1 | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register.

† This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Speciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | 9<br>Par qui.<br>—<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NH=Force en chevaux d'après les formules de la Société.<br>RH=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27751<br>133415<br>JBFK | **Portsea** **SteelScSr**<br>ssMdb.No.2-20<br>Wireless 1*Dk*(*ptIrn ptStl*) | 3283<br>3146<br>2062 | ✠100A1<br>1,22 ~~5,20~~<br>BS11,21 | Mdb<br>Mch<br>✠LMC5,20 | *w* | CL<br>5,20 | 1912<br>11mo<br>*Lloyd* | Earle'sCo.<br>Ld.<br>Hull<br>'*sA&CP* *WB* | SeaS.S.Co.Ld.<br>(W.Brown,Atkinson&Co.Ld.*Mgrs*)<br>= *CellDBa*108'*uE* | 352·0<br>P30'B189'F37'<br>22' *f* 156' 844*t FPT* | 49·6 | 22·0<br>FK | Hull<br>British<br>6*BHCem*<br>65*tAPT*105*t* | T.3Cy.24",39"&66"-45' (*s*)<br>180lb 307NHP<br>3SB,6*cf*,GS125,HS4590<br>Earle'sCo.Ld.Hull | 24<br>3<br>21 |
| 27752<br>219119<br>LTJS | **Portsmouth** **SteelScSr**<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5881<br>5172<br>4544 | | | | | 1919 | Atlantic<br>Corporation<br>Portsmouth,<br>N.H. | UnitedStates<br>ShippingBoard | 410·5<br>P60'B114'F47' | 54·2 | 27·0 | Portsmth,<br>N.H.<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"-48'<br>359NHP<br>AtlanticCorporation,<br>Taunton,Mass. | |
| 27753<br><br>OQZL | — **SteelTwinSc**<br>Wireless 1*Dk* | 524<br>—<br>256 | | | | | 1902 | Forges&C.<br>delaMédit.<br>Havre | Chemins deFer de l'EtatFrançais (L.B.&S.C.R.Co.*Mgs*) | 204·0 | 26·0 | 15·0 | Dieppe<br>French | T.6Cy.11",17½"&25½"-18"<br>55NHP<br>Forges&C.de laMédit.Hav | |
| 27754<br>150375<br>KDMQ | — **IronSc**<br>(*Tug*)<br>1*Dk* | 214<br>—<br>107 | | | | | 1886 | Harlan&<br>HllngswthCo<br>WlmngtnDel | N.Yrk.Philadlphia&NorfolkR.R.Co. | 116·3 | 23·0 | 12·0 | Phildlphia<br>Utd.States | C.2Cy.22"&40"-26"<br>NB03 68NHP<br>Harlan&HollingsworthCo. | |
| ※ 27755<br>117703 | — **SteelScK**<br>ssMil.No.3-6,20<br>1*Dk* | 178<br>168<br>68 | ✠100A1<br>*StmTrawler*<br>6,20<br>~~BS6,20~~ | Mil<br>BS9,21<br>✠LMC4,19 | | 6,20 | 1903<br>5mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>NorthShields<br>'*sA&CP* | NorthLincolnshire StmFishingCo.Ld,(T.Sowerby,*Mgr.*) | 110·0 | 21·0 | 11·6<br>BK7½" | Milford<br>British<br>3*BHCem* | T.3Cy.12",19"&32"-22½' (*s*)<br>160lb 51RHP<br>1SB,2*pf*,GS32,HS976<br>MacColl&Pollock,Sld. | 12 |
| 27756<br><br>HJQD | **Portugal** **SteelScSr**<br>ssLis.No.1-04<br>1*Dk*(*Stl*-ws)&*Spar dk*(*Stl*-teak s)3*trB*<br>*Elec.light* Wireless | 3998<br>3555<br>2771 | ✠<br>*Spar dk*<br>2,04<br>✠ | Lis | *u* | | 1899<br>10mo | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | Cia.Nacional de Navegação<br>*WB*= *CellDBa*96' | 365·0<br>B96'F50'<br>*uE&B*64' *f*130'652*t* | 45·7 | 19·0<br>27·2<br>BK10" | Lisbon<br>Portuguese<br>7*BHCem*<br>*DTa* 52'497*t* | T.3Cy.28",46"&77"-48"<br>504NHP<br>2DB,12*cf*,GS222,HS8568<br>T.Richardsn&Sns,Ld.Hpl. | 29 |
| 27757<br><br>OQZN | — **SteelSc**<br>(*Tug & Salvage Vessel*)<br>*Elec.light* | 338<br>—<br>110 | | | | | 1897 | Werf<br>Conrad<br>Haarlem | "France"Soc. Nationale deSauv. &deRemorq. | 124·7 | 24·4 | 10·5 | Algiers<br>French | C.2Cy.13"&21"-17"<br>15NHP<br>WerfConrad,Haarlem | |
| 27758<br>129798<br>HVQC | **Portuguese Prince** **SteelScSr**<br>ssHav.No.2-20<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless Sub.Sig. | 4981<br>4556<br>3142 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,22 ~~12,20~~<br>MS4,20 | NYk<br>Cff<br>✠LMC<br>BS 2,22 | *z* | CL<br>~~12,20~~<br>3,22 | 1912<br>4mo<br>*Lloyd* | J.Priest-<br>man&Co.<br>Sunderland<br>'*sA&CP* | PrinceLine,Ld.<br>(Furness,Withy&Co.Ld.*Mgrs.*)<br>119'*uE*28'*f*182'102 | 410·0<br>*WB*=*CellDBa*<br>9*tDTa*28'629*t FPT* | 53·3 | 26·7<br>FK | Newcastle<br>British<br>7*BHCem*<br>52*tAPT*19*t* | T.3Cy.27",45"&74"-54' (*a*)<br>180lb *100lb* 542NHP<br>3SB,9*cf*,GS181,HS7857<br>G.Clark,Ld.Sunderland | 28<br>3<br>25 |
| * 27759<br>135217<br>JCDW | **Portwood** **SteelScSr**<br>ssSou.No.3-11,19<br>*Well deck* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 2248<br>1756<br>1281 | ✠100A1<br>10,21 ~~10,20~~<br>~~BS11,20~~<br>BS3,22 ✠NE11,19 | Cff<br>Sld<br>✠LMC11,19<br>✠NB(P)11,19 | *r* | ~~11,19~~<br>10,21 | 1913<br>5mo<br>*Lloyd* | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>'*sA&CP* | WFrance,Fenwick&Co.Ld.<br>*WB*=*CellDBa*45'<br>*f*100'480*t* | 280·0<br>Q116'B53'F29'<br>*uE&B*41'<br>*DTa*45' 300*t FPT*1 | 40·5 | 18·5<br>FK | London<br>British<br>4*BHCem*<br>03*tAPT*97*t* | T.3Cy.21",34"&56"-39" (*s*)<br>180lb 232NHP<br>2SB,3*pf*,3*cf*,GS98,HS3513<br>~~N.E.MarineEng.Co.Ld.Sld~~<br>Bever,Dorling&Co,Bradford | 20<br>2<br>18 |
| 27760 | **Posadas** **SteelPadSp** | 231<br>—<br>188 | | | | | 1884 | Napier,<br>Shanks&Bell<br>Glasgow | Nav.aVap. (Vierci Hnos.)S.A. | 140·0<br>P48' F22' | 20·1 | 6·3 | Asuncion<br>Paraguay'n | C.2Cy.19"&34"-36"<br>58NHP<br>D.Rowan,Glasgow | |
| 27761 | — **SteelPadSr**<br>(*ex*Tesoro,*ex*Teseo) | *188*<br>*168*<br>*28* | | | | | 1886 | W.Denny<br>&Bros.<br>Dumbarton | TheArgentineNav.Co.(Nicholas Mihanovich)Ld. | 140·0 | 22·1 | 6·7 | Bns.Ayres<br>Argentine | C.D.2Cy.21"&37"-42"<br>NB07 74NHP<br>Denny&Co.Dumbarton | |
| 27762<br>61<br>HKCS | **Posadnik** **SteelScBk**<br>(*ex*Czar)<br>*Elec.light* 3*Dks*(1*Stl*) | 2160<br>2007<br>1524 | ✠<br>6,83 | Nwc | *t* | | 1883<br>4mo | Armstrong<br>Mitchell&Co.<br>Newcastle | RussianStm.Nav.&TradingCo. | 319·0<br>P59'B94'F55'<br>*CellDB*300*t* | 37·0 | 23·5 | Odessa<br>Russian<br>8*BHCem* | T.3Cy.24",40"&65"-48"<br>NE&B95 293NHP<br>WallsendSlpwyCoLd.Nwc | |
| 27763 | **Poseidon** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk&Shelter dk*<br>*Cruiser Stern* | *1910*<br>*1598*<br>*1000* | | | | | 1920 | Dunlop,<br>Bremner&<br>Co.Ld.<br>Pt.Glasgow | Koninkl.Nederl. Stoomb.Maats. | 295·6 | 43·2 | 17·2 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.22",35"&59"-39"<br>217NHP<br>Dunlop,Bremner&Co.Ld. | |
| 27764<br><br>SRBG | — **SteelScSr**<br>ssHfs.No.3-9,19<br>*Elec.light* 1*Dk*(*Irn*)&*ptAwng dk* | 802<br>—<br>458 | ✠100A1<br>*ptAwning dk*<br>*withfreeboard*<br>6,21 ~~6,20~~ | Cpn<br>Hfs<br>BS6,21<br>✠LMC9,19 | *j* | CL<br>~~N9,19~~<br>6,21 | 1899<br>1mo<br>*Lloyd* | Grangmth<br>Dockyard Co.<br>Gr'ngemouth<br>'*sA&CP* | FinskaÅngf. Aktieb. | 181·3<br>P&B117'F48'<br>*CellDBuE&B*40' | 28·6 | 12·0<br>19·3<br>BK7" | Helsingfrs<br>Finnish<br>4*BHCem*<br>32*tAPT*27*t* | T.3Cy.15",25"&40"-30" (*s*)<br>160lb 101NHP<br>2SB,4*pf*,GS64,HS1705<br>Cooper&Greig,Dundee | 13 |
| ※ 27765<br><br>TGWK | — **SteelScSr**<br>*OilEng.*<br>*Elec.light* ssManilaNo.1-19<br>*Mchy.Aft* 1*Dk*(*Stl*) | 696<br>484<br>378 | ✠100A1<br>9,21 ~~11,20~~<br>~~DBS11,20~~<br>DBS9,21 | Sng<br>✠LMC ~~11,20~~ | *j* | CL<br>~~N4,19~~<br>3,21 | 1914<br>9mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | Nederlandsch-IndischeTank-StoombootMaats. | 185·3<br>P54'F62' | 30·5 | 12·2<br>FK | Batavia<br>Dutch<br>4*BHCem*<br>*WB*= | Oil Engines 4S.C.SA<br>4Cy.15¾"-27$\frac{9}{16}$" 65NHP<br>DB*120lb*<br>NedFb.v.Wrk&Spoor,Ams<br>*DBf*46'78*tFPT*45*tAPT*7*t* | 13<br>1<br>11 |
| 27766 | — **IronSc3MstSr**<br>ssCly.No.3-6,81<br>(*ex*Celt,*ex*Gothenburg) ssBrs.No.1-85 | 604<br>450<br>314 | ✠<br>5,89 | Sws | *j* | | 1855 | C.Lungley<br>London | J.Potamianos&Co. | 179·4<br>*WB*=*MT*14'85*t* | 25·4 | 17·2 | Constanpl<br>Turkish<br>4*BHCem* | C.2Cy.26"&45"-30"<br>92NHP<br>D.Rowan,Glasgow | |
| 27767 | — **SteelTwinScSr**<br>*Elec.light* Wireless 1*Dk* | 453<br>392<br>176 | | | | | 1902 | Bremer<br>Vulkan<br>Vegesack | GermanGovernment (Deutscher SeefischreiVerein) | 150·5<br>H74*t* | 29·8 | 11·9 | Geeste-<br>münde<br>German | C.4Cy.14$\frac{3}{16}$"&26"-19⅝"<br>50NHP<br>BremerVulkan,Vegesack | |
| 27768<br>1732<br>HJLD | — **IronScSr**<br>(*SalvageSteamer*)<br>*Elec.light* 1*Dk* | 237<br>216<br>65 | | | | | 1872 | WLndbrgs<br>Aktieb.<br>Stockholm | BergningsochDykeriaktieb.Neptun (W.R.Edlind,*Mgr*) | 125·1<br>H7*t* | 24·7 | 12·0 | Stockholm<br>Swedish | C.2Cy.18"&35"-20½"<br>NE&B07 46NHP<br>BergsundsMekV.Skm. | |
| 27769 | — **IronScSr**<br>ssTrn.2ndNo.3-5,03<br>(*exYacht*SeaKing) 1*Dk*2*trB*<br>*Elec.light* | *187*<br>—<br>*110* | ✠<br>12,09<br>✠NB6,98 | PGl | | | 1877<br>4mo | Duncan&<br>Co.<br>PortGlasgow | Th.G.Lymberakis | 145·2 | 20·1 | 11·1 | Piræus<br>Greek<br>5*BHCem* | C.2Cy.18"&36"-22"<br>52NHP<br>1B,2*pf*,GS32,HS925<br>Rankin&Blackmore,Gnk. | |
| 27770 | — **IronScK**<br>ssHul.No.3-5,10<br>(*ex*Butterfly) ssYmu.No.2-19<br>1*Dk* | 175<br>170<br>60 | ✠100A1<br>*StmTrawler*<br>7,20<br>~~BS6,20~~ | Ymu<br>BS6,21<br>✠LMC7,19 | | CL<br>7,20 | 1898<br>5mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>'*sA&CP* | N.V.Vissch.Maats. "Praxis" | 110·0<br>Q20'<br>ptND11 | 21·0 | 11·3<br>BK7½"<br>*WB* | Ymuiden<br>Dutch<br>3*BHCem*<br>=*DBf*17'8*t* | T.3Cy.12",20"&33"-24" (*s*)<br>180lb 60NHP<br>1SB,2*cf*,GS27,HS940<br>C.D.Holmes&Co.Hull | 12 |
| 27771 | — **SteelSc**<br>*OilEng.*<br>(*Trawler*) | 115 | | | | | 1917 | G.H.Thyen<br>Brake | EdwardRichardsonHerings-u. Hochseefischerei | ........ | | | Emden<br>German | Oil Engine | |
| 27772<br>132158 | — **SteelScK**<br>1*Dk* | 96<br>96<br>40 | ✠ ——<br>4,21<br>*For fishing purposes*<br>✠ | Abn | | | 1913<br>8mo | A.Hall<br>&Co.Ld.<br>Aberdeen | A.Cowie | 86·5 | 18·6 | 9·3<br>BK7" | Buckie<br>British<br>3*BHCem* | T.3Cy.9½",16"&26½"-18"<br>35RHP<br>1SB,2*pf*,GS27,HS698<br>A.Hall&Co.Ld.Aberdeen | 10 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired, Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27773 | **Posen** SteelSc<br>(*Trawler*)<br>1*Dk*<br>*Elec.light* | 227<br>211<br>86 | | | | | 1920 | Reichswrft<br>Kiel | Gemeinnützige Hochseefischerei G.m.b.H. "Gross Berlin" | 119·3<br>H48'F18' | 24·3 | 9·6 | Gstemnde<br>German<br>*WB* | T.3Cy.13",20½"&32¼"–22⅘"<br>50NHP<br>Reichswerft,Kiel | | |
| 27774<br>150<br>RLDV | **Posillipo** SteelScSr<br>*Elec.light* Wireless 2*Dks&Shelterdk* | 6061<br>5704<br>3875 | | | ... | | 1912 | D&W Hendersn&Co.Ld.<br>Glasgow | "Transoceanica" Soc.Italiana di Nav. | 380·2 | 53·1 | 25·8<br>FK | Naples<br>Italian<br>*WB* | T.3Cy.26",43"&71"–48"<br>457NHP<br>D&W.Hendersn&CoLdGls | 36 ″ 3 | I |
| 27775<br>210378<br>LCNJ | **Potlatch** SteelScSr<br>*Fitted for oil fuel*<br>2*Dks*<br>*Elec.light* | 575<br>—<br>325 | | | | | 1912 | SeattleConstruction& DryDockCo.<br>Seattle,Wash. | PugetSoundNav. Co.(J.Green, *Mgr.*) | 150·0 | 26·8 | 16·8 | Seattle Wash.<br>Utd. States<br>*WB* | T.3Cy.15",24"&38"–24"<br>78NHP<br>SeattleConstruction& DryDockCo.Seattle,Wash | | |
| 27776 | **Potomac** SteelTwinSc<br>(*ex*Antigone,*ex*Neckar)<br>Sub.Sig.<br>*Elec.light Ref.Mchy.* Wireless 3*Dks* | 9709<br>8489<br>5632 | | | | | 1900 | J.C.TecklenborgA.G.<br>Geestemünde | UnitedStates ShippingBoard | 499·3<br>P71'B210'F85' | 58·1 | 37·4 | NewYork<br>Utd. States<br>*WB* | Q8Cy.23$\frac{13}{16}$",33⅞",48$\frac{1}{32}$"&71¼"–51⅛"<br>726NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 27777<br>109798<br>NDPW | — SteelSc3MstSr<br>*ss*Sld.2ndNo.3–12,20<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*Webframes*<br>*Elec.light*<br>*Mchy.Aft* Wireless | 3858<br>3487<br>2272 | ✠100A1<br>*Spar dk*<br>4,21<br>✠NB12,20 ✠LMC12,20<br>*Carrying Petroleum in bulk F.P. above 150° F.*<br>*Fitted for oil fuel* 11,20 | Mch | *w* | 4,20 | 1893<br>8mo | A.&J. Inglis<br>Glasgow<br>A&CP | Anglo-American OilCo.Ld. (J. Hamilton,*Mgr.*)<br>*WB*=*DBuE&B*60' 190*t* | 345·2<br>P93'B30'F49'<br>*FPT*172*tAPT*128*t* | 44·2 | 23·0<br>30·2<br>FK | London<br>British<br>16*BHCem*<br>*DTf*20'410*t* | T.3Cy.27¼",45"&70"–54" (*s*)<br>160lb *100lb* NDB09 426NHP<br>2SB,*8cf*,GS152,HS5902 FD<br>A.&J.Inglis,Glasgow | 31 ″ 6<br>s 6 ″ 7<br>25 ″ 3 | |
| 27778<br>150672<br>KMBD | — SteelSc<br>1*Dk* | 763<br>—<br>688 | | | | | 1894 | ..................<br>Philadelphia | Maryland,Delaware&Virginia Rly.Co. | 176·8 | 35·8 | 11·0 | Baltimore<br>Utd. States | | | |
| 27779<br>120855<br>HOQP | **Potosi** SteelScSr<br>*ss*Mdb.No.1-22 *ss*Liv.No.3–12,17<br>2*Dks*(*Stl*)&*deep framing*&<br>Wireless *Shelter dk*(*Stl*) *Orlop dk*(*Stl*) *in*<br>*Elec.light* Sub.Sig. *Nos.1&4 holds* | 4375<br>3883<br>3155 | ✠100A1<br>*Shelter dk with freeboard*<br>4,22 ~~8,21~~<br>~~BS10,20~~ ✠LMC~~12,19~~10,21 | Cff<br>Mdb | *y* | CL<br>10,20 | 1905<br>6mo<br>*Lloyd* | W.Pickersgill&Sons<br>Sunderland<br>*'sA&CP* | PacificStm.NavCo<br>*WB* | 381·4<br>=*Cell DBa* 122'*uE* | 49·0 | 25·7<br>FK | Liverpool<br>British<br>6*BHCem*<br>&*B*44'*f*164 | T.3Cy.26",43"&72"–48" (*a*)<br>180lb ~~110lb~~ 429NHP<br>2SB,*6cf*,GS123,HS5731 FD<br>G.Clark,Ld.Sunderland<br>992*tAPT*42*t* | 28 ″ 5<br>s 3 ″ 7<br>25 ″ 3 | |
| 27780 | **Potrerillos** SteelScSr<br>(*ex*ElizabethWeems,<br>*ex*Anita) 1*Dk&Spardk*<br>*Elec.light* | 1186<br>1080<br>837 | | | | | 1906 | Akers Mek.Værks.<br>Christiania | | 224·7<br>H2*t* | 33·7 | 19·1 | Chilian<br>*WB* | T.3Cy.16½",27"&44"–33"<br>111NHP<br>AkersMek.Værks.Xia. | | R |
| 27781<br>220620<br>MBLK | **Potter** SteelSc<br>*Fitted for oil fuel*<br>2*Dks*<br>*Elec.light*<br>Wireless *Longitudinal framing* | 6171<br>—<br>3797 | | | | | 1920 | Doullut&WilliamsS.B. Corp Inc.<br>N.Orleans,La | UnitedStates ShippingBoard | 395·5<br>P60'B109'F37' | 55·0 | 3·4 | N.Orleans<br>Utd. States | 2 Geared Steam Turbines<br>VulcanIronWorks, JerseyCity,N.J. | | R |
| 27782<br>217010<br>LQST | **Poughkeepsie** SteelSc<br>*Fitted for oil fuel*<br>2*Dks&Web frames*<br>*Elec.light*<br>Sub.Sig. Wireless | 5588<br>5012<br>3466 | | | ... | | 1919 | Newburgh Shpyrds, Inc<br>Newburgh, N.Y. | UnitedStates ShippingBoard | 400·5<br>P36'B124'F44' | 54·2 | 30·0<br>FK | NewYork<br>Utd. States<br>*WB* | 2 Steam Turbines geared to 1 sc. shaft 645NHP<br>WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa. | 32″10 | R |
| 27783<br>215041 | — SteelSc<br>2*Dks*<br>*Elec.light* | 1566<br>772<br>948 | | | | | 1917 | Tampa Shpbldg.& RepairCo.<br>Tampa,Fla. | CentralHudson SteamboatCo. | 206·8 | 47·0 | 14·2 | Newburgh<br>Utd. States<br>*WB* | T.3Cy.18",29"&47"–30"<br>121NHP<br>TampaS.B.&RepairCo. Tampa,Fla. | | |
| 27784<br>OQZY | **Poupée** SteelScSr<br>*ss*Nap.2ndNo.3–12,10<br>(*ex*Yacht,*ex*Poupette, 2*Dks*<br>*ex*L'Aigle,*ex*Rionnag-na-Mara) | 257<br>—<br>82 | ✠ ——<br>8,19<br>✠ | | | | 1886<br>3mo | J.Reid& Co.<br>Pt.Glasgow | Soc.AnonCabotageMarseillais | 156·4 | 21·3 | 12·3 | Marseilles<br>French | Q.6Cy.(3)7".16",22"&34"–24" NB12 73NHP<br>1SB,*2rf*,GS39,HS1291<br>Rankin&Blackmore,Grk. | | V |
| 27785 | **Pourquoi-Pas** WoodScBk<br>2*Dks*<br>*Elec.light* | 449<br>—<br>103 | | | | | 1908 | Ed.Gautier<br>St.Malo | Dr.J.B.Charcot | 139·7 | 31·2 | 15·4 | St.Malo<br>French | C.2Cy.18"&31½"–23½"<br>40NHP<br>DelaBrosse&Fouché,Nts. | | V |
| 27786<br>ORAD | **Pouyer Quertier** IronTwinScSr<br>*CableVessel*<br>*Elec.light* Wireless 3*Dks* | 1396<br>1324<br>728 | | | ... | | 1879 | C.Mitchell &Co.<br>Newcastle | Cie.Françaisedes CâblesTélégraphiques | 238·2<br>P17'B42'F36' | 35·9 | 22·9<br>FK | St.Nazaire<br>French<br>*WB* | C.4Cy.24"&40"–30"<br>NB11 146NHP<br>T.Clark&Co.,Newcastle | | V |
| 27787<br>ORAC | — SteelScSr<br>1*Dk*<br>*Elec.light* | *144*<br>*136*<br>*59* | | | ... | | 1914 | Lobnitz& Co.Ld.<br>Renfrew | Pilots of theSeine | 98·6<br>B7'F14' | 21·4 | 10·7<br>FK | Havre<br>French<br>*WB* | T.3Cy.12",19"&31"–21" (*s*)<br>53NHP<br>Lobnitz&Co.Ld.Renfrew | 11 ″ 6 | V |
| 27788<br>202339 | **Powell Stackhouse** SteelScSr<br>*Elec.light Mchy.Aft* 1*Dk* | 6171<br>—<br>4919 | | | | | 1905 | Detroit S.B.Co.<br>Wyandotte | MahoningS.S.Co. (M.A.Hanna&Co. *Mgrs.*) | 504·0 | 54·2 | 31·0 | Cleveland<br>Utd. States<br>*WB* | T.3Cy.22½",38"&63"–42"<br>257NHP<br>DetroitS.B.Co.Detroit | | L |
| 27789 | **Power** SteelTwinSc<br>*ss*Lon.No.3–12,13<br>*ss*Lon.No.1-17 ~~*ss*Lon.No.2-20~~<br>1*Dk*(*Stl*) | 149<br>141<br>— | ✠100A–<br>*For Towing purposes*<br>11,20<br>*Water tube boilers*<br>BS11,20 ✠LMC8,17 | Lon | | 10,19 | 1908<br>11mo | J.P.Renoldson&Sns.<br>South Shields | Port of London Authority<br>*WB*= | 86·0<br>*FPT*11*tAPT*20*t* | 21·1 | 11·5<br>BK6½" | London<br>British<br>4*BHCem* | C.4Cy.19"&40"–24"<br>200lb 120lb *atEngines*<br>2B,GS73,HS3090 167NHP<br>J.P.Rennoldsn&Sns,S.Shl. | 12 ″ 0 | |
| 27790 | **Powerful** SteelSc<br>(*Tug*)<br>1*Dk*<br>*Elec.light* | *206*<br>*172*<br>*28* | | | ... | | 1905 | J Fullerton &Co.<br>Paisley | Government of Uruguay | 105·1 | 23·6 | 12·3<br>BK6" | M.Video<br>Uruguayan<br>*WB* | C.2Cy.20½"&44"–30"<br>104NHP<br>Ross&Duncan,Glasgow | 13 ″ 0 | |
| 27791<br>116130<br>VNGK | — SteelScSr<br>1*Dk*<br>Wireless | 195<br>174<br>6 | | | ... | | 1903 | Cochrane& Sons<br>Selby | JohnS.Darrell&Co | 114·0<br>B12' | 21·1 | 12·0<br>BK7"<br>*WB* | Hamilton, Bermuda<br>British | T.3Cy.14",22"&36"–24"<br>Tindall,Earle& 98RHP<br>Hutchinson,Ld.Hull | 12″10 | |
| 27792<br>78628 | — IronPadSp<br>(*ex*FlyingHuntress) | 182<br>165<br>3 | | | | | 1878 | JTEltringham<br>S.Shields | TeesTowingCo.Ld. (Robinson& Crosthwaite*Mgrs*) | 122·5 | 20·2 | 10·6 | Middlsbro'<br>British | L.1Cy.41"–60"<br>NB03 98RHP<br>J.P.Rennoldsn&Sns,S.Shl. | | |
| 27793<br>136142 | **Powis Castle** SteelScK<br>*ss*Sws.No.1–21<br>1*Dk* | 275<br>245<br>107 | ✠100A1<br>*StmTrawler*<br>~~7,21~~ ~~12,20~~ 1,22<br>~~MS8,19~~ ✠LMC~~12,16~~<br>7,21 | Sws | | CL<br>~~8,19~~<br>7,21 | 1916<br>12mo<br>*Lloyd* | Smith's DockCo.Ld.<br>Middlesbro'<br>*'sA&CP* | Consolidated Stm. Fishing&IceCo. (Grimsby)Ld. (J. D.Marsden,*Mgr.*) | 125·4<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | Swansea<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 87RHP<br>1SB,*3pf*,GS50,HS1616<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27794<br>98976<br>MHFP | **Poyang** SteelTwinScSp<br>3*Dks* | 2551<br>1899<br>1892 | | | | | 1891 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 287·7<br>H652t | 43·0 | 27·9 | London<br>British<br>*WB* | T.6Cy.14",23"&37"-30"<br>150NHP<br>Scott&Co.,Greenock |
| 27795<br>215528<br>LHSJ | **Poznan** SteelScSr<br>Sub.Sig. (*ex*Suwanee*ex*Mark)<br>*Elec.light* Wireless 3*Dks* | 8405<br>6183<br>5298 | | | | | 1913 | Bremer<br>Vulkan<br>Vegesack | PolishAmerican<br>Nav.Corp. | 471·1 | 59·2 | 36·9 | NewYork<br>Utd.States<br>*WB* | T.3Cy.32$\frac{3}{16}$",52$\frac{1}{2}$"&86$\frac{1}{2}$"-<br>55$\frac{1}{16}$" 560NHP<br>BremerVulkan,Vegesack |
| ❋ 27796<br>135321<br>JBHT | **—** SteelScSr<br>*ss*Gmh.No.1-16<br>(*ex*Carronpark) 1*Dk*(*Stl*)<br>*Well deck* | 1401<br>1179<br>840 | ✠100A1<br>4,20<br>BS2,21 ✠LMC10,16 | Gls | *p* | CL<br>2,21 | 1912<br>12mo<br>*Lloyd* | Mackay<br>Bros.<br>Alloa<br>'*sA&CP* | Anglo-PolishS.S.<br>Line,Ld.(Leopold<br>Walford(London)<br>Ld.*Mgrs.*)<br>*Cell DBa*61' | 241·0<br>Q91'B58'F29'<br><br>*uE*17'*f*96'319t*FPT* | 36·0 | 16·7<br><br>FK | Greenock<br>British<br>4*BHCem*<br>64t*APT*36t | T.3Cy.18",29"&48"-33" (s)<br>180lb *100lb* 153NHP<br>1SB,3*cf*,GS66,HS2484<br>MacColl&Pollock,Ld.Sld. |
| 27797 | **Prachatipok** SteelScSr<br>~~ssBgk.No.2-19~~<br>*Elec.light* 1*Dk*(*Stl*)&*Awng dk*(*Teak*)<br>*ss*Bgk.No.3-1,22 | 968<br>832<br>603 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>~~7,21~~ ~~3,21~~ 1,22<br>1,22<br>~~BS3,21~~ ✠LMC1,19 | Bgk | *l* | CL<br>~~1,19~~<br>1,22 | 1909<br>11mo | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen<br>A&CP | SiamS.Nav.Co.Ld.<br><br><br>*WB=Ce* | 201·5<br><br><br>*llDBa*50'*uE*13'*f*87' | 30·2 | 16·6<br><br>FK | Bangkok<br>Siamese<br>4*BHCem*<br>174t*APT*15t | T.3Cy.14",23"&37"-24" (s)<br>180lb 87NHP<br>2SB,4*cf*,GS52,HS1540<br>KjbnhavnsFlydk.&Skbsv |
| 27798<br><br>JQHN | **Præsident Christie** IronScSr<br>1*Dk*&*Awngdk* | 611<br>596<br>361 | | | | | 1873 | Bergens.<br>Mek.Verks.<br>Bergen | Nordenfjeldske<br>Dampskibsselskab | 166·6<br>H13t | 24·8 | 20·3 | Trondhjm<br>Norwegian | C.2Cy.24"&45"-24"<br>83NHP<br>BergensMek.Verks.,Bgn. |
| 27799<br><br>MPNK | **Præsident Wilson** WoodScSr<br>1*Dk* | 296<br>282<br>168 | | | | | 1919 | Wincents<br>Skibsbyggeri<br>Hornes,<br>Bergen | A/S Præsident<br>Wilson(K.Huse) | 136·7 | 26·9 | 14·0 | Haugesnd<br>Norwegian | T.3Cy.9$\frac{5}{16}$",14$\frac{3}{16}$"&23$\frac{1}{2}$"-19"<br>24NHP<br>Neafie&LevyS&EBCo.Phl |
| ❋ 27800 | **Praga** SteelScSr<br>*ss*Tri.No.3-7,21~~ssTri.No.1-13~~<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*-ws)<br>Wireless &*deep framing* | 3840<br>~~3005~~<br>2822<br>~~2306~~<br>2226 | ✠100A1<br>*Spar dk*<br>3,22 ~~7,21~~<br>✠LMC2,21<br>~~[illegible]~~ BS1,22 | Tri<br>Nap | *w* | CL<br>8,19 | 1908<br>7mo<br>*Lloyd* | Lloyd<br>Austriaco<br>Trieste<br>'*sA&CP* | LloydTriestino<br><br><br>*WB=CellD* | 356·0<br>P&B246'F65'<br><br>*Ba*108'*uE*38'*f*142' | 44·2 | 22·9<br><br>FK | Trieste<br>Italian<br>6*BHCem*<br>669t*APT*21t | T.3Cy.26",43$\frac{1}{2}$"&73"-48" (r)<br>200lb 495NHP<br>3SB,9*cf*,GS162,HS6855 FD<br>LloydAustriaco,Trieste |
| ❋ 27801<br>110548<br>QVKN | **Prah** SteelScSr<br>*ss*Ham.No.3-3,11<br>*Elec.light* Wireless *ss*Liv.No.2-19<br>2*Dks*(*Stl*) | 3339<br>2349<br>2466 | ✠100A1<br>~~[illegible]~~ 7,20 3,22<br>✠LMC<br>MS2,20 BS7,~~20~~ 10,21 | Liv<br>~~Rot~~ Ham | *u* | ~~N3,17~~<br>10,21 | 1899<br>3mo | W.Dobson<br>&Co.<br>Newcastle<br>A&CP | British&African<br>S.N.Co.Ld.(Elder,<br>Dempster&Co.Ld.<br>*Mgrs.*) *WB=Cell* | 325·0<br>P33'B224'F38'<br><br>*DBa*92'*uE*22'*f*142' | 45·2 | 19·5<br><br>FK | Liverpool<br>British<br>5*BHCem*<br>656t*APT*26t | T.3Cy.23",37"&61"-42" (s)<br>160lb ~~140lb~~ 254NHP<br>~~2SB,6cf~~,GS106,HS4008<br>Wllsnd.Slpwy.Co.Ld.Nwc. |
| 27802<br>124075<br>HKWL | **Prahsu** SteelScSr<br>*ss*Liv.No.3-1,20~~ssLiv.No.2-16~~<br>*Elec.light* 2*Dks*(*Stl*)&*deep framing*&<br>*Ref.Mchy.* Wireless *Shelter dk*(*Stl*-ws)<br>*Tonnage opening closed*, 1917 | 5072<br>3239<br>3181 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,22 5,19<br>✠LMC<br>MS4,20 BS3,21 | Liv | *x* | CL<br>~~8,20~~<br>1,22 | 1907<br>6mo<br>*Lloyd* | Harland&<br>Wolff,Ld.<br>Belfast<br>'*sA&CP* *WB=* | AfricanS.S.Co.<br>(Elder,Dempster&<br>Co.Ld.*Mgrs.*)<br>*CellDBa*106'*uE*& | 370·6<br>P28'B106'F54'<br><br>*B*42'*f*152'835t*FPT* | 49·3 | 21·8<br><br>FK | Liverpool<br>British<br>6*BHCem*<br>87t*APT*32t | T.3Cy.26",44"&74"-48" (s)<br>205lb 528NHP<br>3SB,9*rf*,GS177,HS7395 FD<br>Harland&Wolff Ld Bel. |
| ❋ 27803<br>106426<br>QBPM | **Prairial** SteelScSr<br>*ss*Shl.No.3-12,10<br>(*ex*Palestrina) Wireless *ss*Bry.No.2-19<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*deep framing* | 3489<br>3229<br>2209 | ✠100A1<br>*Spar dk*<br>9,21 ~~9,20~~<br>BS9,20 ✠LMC6,19 | Cff<br>Bry | *v* | CL<br>9,20 | 1898<br>4mo | Bartram&<br>Sons<br>Sunderland<br>A&CP | PlissonStm.Nav.<br>Co.Ld.<br><br>*WB=CellD* | 350·0<br>P32'B68'F36'<br><br>*Ba*112'*uE*26'*f*140' | 46·5 | 16·2<br>24·3<br>BK8" | London<br>British<br>6*BHCem*<br>714t*APT*68t | T.3Cy.24",39"&64"-42" (s)<br>180lb ~~180lb~~ 120lb 288NHP<br>2SB,6*rf*,GS118,HS4450<br>J.Dickinson&Sons,Ld.Sld. |
| 27804<br>89672<br>JTRK | **Prairie Cock** IronScSp<br>(*ex*Condor,*ex*PrairieKing) 1*Dk* | 125<br>124<br>8 | ✠<br>*For towing purposes*<br>3,90 | Npt | | | 1884 | S.&H.Mor-<br>ton&Co.<br>Leith | LiverpoolScw.Tow<br>&LighterageCo.<br>(G.R.Nicholson) | 90·7 | 19·1 | 11·2 | Liverpool<br>British<br>3*BHCem* | C.2Cy.20$\frac{1}{2}$"&40"-24"<br>NB02 90RHP<br>A.Shanks&Son,Arbroath |
| 27805<br>108784<br>QRHS | **Prase** Iron&SteelScSr<br>*ss*Bwg.No.3-4,11<br>*ss*Bwg.No.2-20<br>*Mchy.Aft* 1*Dk*(*Irn*)<br>*Well deck* *Iron framing,Steel plating* | 285<br>196<br>113 | ✠100A1<br>12,20<br>~~BS12,20~~ ✠LMC5,20<br>BS12,21 | Bwg | *d* | CL<br>12,20 | 1899<br>1mo | Crmichael,<br>MacLean&Co<br>Greenock<br>A&CP | W.Robertson | 135·1<br>Q46'B9'F22' | 21·1 | 9·4<br><br>BK8"<br>*WB* | Glasgow<br>British<br>3*BHCem*<br>=*FPT*18t | C.2Cy.16$\frac{5}{16}$"&32"-22" (s)<br>120lb 42RHP<br>1SB,2*pf*,GS32,HS860<br>Muir&Houston,Ld.Gls. |
| 27806 | **Präsident** SteelScSr<br>*Elec.light* 2*Dks* | 3335<br>2599<br>2086 | | | | | 1900 | Blohm&<br>Voss<br>Hamburg | | 320·9<br>P&B217'F40' | 40·3 | 24·9 | *WB* | T.3Cy.23$\frac{3}{4}$",38"&63$\frac{3}{4}$"-42$\frac{1}{2}$"<br>264NHP<br>Blohm&Voss,Hamburg |
| 27807 | **Präsident Rose** SteelSc<br>*Trawler*<br>*Elec.light* 1*Dk* | 217<br>193<br>85 | | | | | 1916 | Schiffs.Ges.<br>"Unterweser"<br>Lehe | Hochseefischerei<br>"Bremerhaven"<br>A.-G. | 127·7<br>Q75'F19' | 22·6 | 9·2 | Brmrhavn<br>German | T.3Cy.12$\frac{5}{8}$",20$\frac{1}{2}$"&32$\frac{3}{16}$"-22$\frac{1}{2}$"<br>51NHP<br>OttensenerMaschf.,Altona |
| 27808<br>132413 | **Preesall** SteelTwinSc<br>*Elec.light* 1*Dk*(*Stl*-ws) | 572<br>500<br>257 | ✠<br>*Hopper Barge*<br>11,12<br>✠ | Rnf | *i* | | 1912<br>11mo | W.Simons<br>&Co.Ld.<br>Renfrew | ~~Lan.&Yorks.&Lon~~<br>~~&N.W.Rlwy.Cos.~~<br>L.&N.W.Rlwy.Co | 165·0<br>Q65'RFD45' | 32·0 | 11·3<br><br>FK<br>*WB* | Fleetwood<br>British<br>6*BHCem*<br>=*FPT*23t | T.6Cy.11",17"&28"-21"<br>79RHP<br>2SB,4*cf*,GS78,HS2277<br>W.Simons&CoLdRenfrew |
| 27809<br>138941<br>JMGQ | **Prefect** SteelScK<br>*ss*Gms.No.1-20<br>*Elec.light* 1*Dk* | 302<br>278<br>159 | ✠100A1<br>*StmTrawler*<br>9,21 ~~3,20~~<br>✠LMC5,20<br>BS9,21 | Gms | | CL<br>~~3,20~~<br>9,21 | 1916<br>1mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>'*sA&CP* | AnchorStm.Fishg.<br>CoLd (LettenBros.<br>*Mgrs.*) | 135·3<br>Q74'F21' | 23·5 | 12·4<br><br>BK7$\frac{1}{2}$" | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-24" (s)<br>200lb 84RHP<br>1SB,3*pf*,GS43,HS1371<br>Gt.CentrlCo-opEng.&Ship<br>RepairingCo.Ld.Gms. |
| 27810 | **Préfet Alfred Roth** SteelSc<br>*Elec.light* 1*Dk* | 2170<br>—<br>1354 | | | | | 1921 | Govern-<br>mentYard<br>Lorient | FrenchGovern-<br>ment | 266·7<br>P19'B54'F23' | 39·4 | 23·0 | Brest<br>French<br>*WB* | 1 Steam Turbine<br>MaisonBréguet,<br>Soc.Anon.Paris |
| 27811 | **Pregel** IronScSr<br>(*ex*Africa)<br>1*Dk* | 363<br>303<br>222 | | | | | 1871 | Reiherst'g<br>Schiffsw.<br>Hamburg | Hamburg-Danzig<br>Linie,G.m.b.H. | 150·9<br>Q36tB36tF22t | 22·8 | 13·0 | Danzig | C.2Cy.17"&28"-24"<br>NB02 32NHP<br>Reiherst.Maschinenf.Ham |
| 27812 | **—** SteelSc<br>Now named "AugusteDenise," See No. [illegible]02 in Supplement<br>(*Trawler*)<br>1*Dk* | 260<br>—<br>96 | | | | | 1920 | | Delpierre&<br>Bourgain | 130·0 | 23·0 | | Boulogne<br>French | T.3Cy.13",20$\frac{1}{2}$"&33"-22$\frac{1}{2}$"<br>51NHP |
| 27813<br><br>LBRS | **Premier** WoodSc<br>1*Dk* | 351<br>260<br>179 | | | | | 1921 | A/S Hol-<br>mensVærft<br>Risör | ThomasJuell | 123·1<br>P59tF17tH5t | 27·6 | 12·6 | Risör<br>Norwegian | T.3Cy. |
| 27814<br>122444 | **—** WoodSc<br>1*Dk* | 254<br>69<br>191 | | | | | 19$\frac{07}{15}$ | CliftonS.S.<br>Co.Ld.<br>CliftonNB *Rebuilt* MeteghanNS | D.Coy | 84·2 | 21·8 | 6·0 | S.John,NB<br>British | C.4Cy.9"&15"-13"<br>*Bmade*93 20RHP |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27815<br>127834<br>HMVW | **Premier** SteelScK<br>*ss*Lon.No.3–5,20<br>1*Dk* | 253<br>234<br>98 | ✠100A1<br>*StmTrawler*<br>9,21 ~~5,20~~<br>✠LMC4,20<br>BS8,21 | Lon<br>Gms | | CL<br>5,20 | 1908<br>7mo<br>*Lloyd* | Cochrane<br>&Sons<br>Selby<br>'*sA&CP* | AnchorStm.Fishg. Co.Ld.(G.S.Letten *Mgr.*) | 127·0<br>Q69'F21'<br>BK7½" | 22·0 | 11·9 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",22"&35"–24" (*s*)<br>180lb 70RHP<br>1SB,2*cf*,GS33,HS1120<br>C.D.Holmes&Co.Hull | 12 ″ 9 | |
| 27816<br>98190<br>MFND | — IronScK<br>*Mchy.Aft* 1*Dk* | 162<br>138<br>60 | | | … | | 1890 | Hawthorns<br>&Co.<br>Leith | BombayS.N.Co.Ld | 100·2<br>F11'<br>BK7" | 21·1 | 10·4 | Bombay<br>British<br>*WB* | C.2Cy.17"&34"–22"<br>48RHP<br>Hawthorns&Co.,Leith | 11 ″ 6 | |
| 27817<br>6387<br>JNPS | — IronPad | 129<br>115<br>54 | | | | | 1846 | W.Denny<br>&Bros.<br>Dumbarton | Cosens&Co.Ld. | 148·5<br>len78 | 17·3 | 6·7 | Weymouth<br>British | C.2Cy.29"–33"<br>NE78 NB10 50RHP<br>J.Penn&Sons,Greenwich | | BT till 7,21 |
| 27818<br>150938<br>KRPD | **Prentiss** WoodScSr<br>1*Dk* | 406<br>367<br>267 | | | | | 1901 | W.A.Boole<br>&Son<br>Oakland,Cal. | AndrewF.Mahony | 144·0 | 34·5 | 11·5 | S.Frncisco<br>Utd.States | C.2Cy.14"&32"–24"<br>42NHP<br>FultonE.&S.B.Wrks,S.Fo. | | |
| 27819<br>127918 | **Prenton** IronTwinSc<br>(*Ferry*) *ScrewsFore&Aft*<br>*Elec.light* (*ex*Liverpool) 1*Dk* | 487<br>483<br>170 | | | … | | 1907 | Caledonian<br>E.&S.B.Co.<br>Preston | MunicipalCorporation ofBirkenh'd | 129·2<br>BK7" | 45·4 | 13·0 | Liverpool<br>British | C.4Cy.18"&36"–24"<br>135NHP<br>CaledonianE.&SB.Co.Prs. | 13 ″ 6 | BT till 7,21 |
| 27820 | **Presen** IronSc<br>(*ex*WarVessel) | *375*<br>*322*<br>*152* | | | | | 1889 | Arsenal,<br>Carraca,<br>Cadiz | Cia.NavieraItxaso | 186·5 | 22·2 | 11·2 | Bilbao<br>Spanish | T.<br>R.Napier&Sons | | |
| 27821<br>136616 | **Presenter** WoodScDy<br>(*Fishing*)<br>1*Dk* | 109<br>105<br>46 | | | | | 1915 | J.Chambers,Ld.<br>Lowestoft | J.Teviotdale | 89·4 | 20·4 | 10·9 | Arbroath<br>British | T.3Cy.10",15"&24"–16"<br>39RHP<br>Crabtree&Co.Ld.Gt.Yar. | | |
| 27822 | **Presidency** SteelScK<br>*ss*Gms.No.3–7,20<br>(*ex*President) 1*Dk* | *257*<br>*231*<br>*109* | ✠100A1<br>*StmTrawler*<br>7,20<br>✠LMC7,20 | Gms | | N8,19 | 1907<br>3mo<br>*Lloyd* | Cochrane<br>&Sons<br>Selby<br>'*sA&CP* | Cia.Nacional de Nav.Costeiro | 128·0<br>Q69'F21'<br>BK7½" | 22·0 | 11·6 | R.Janeiro<br>Brazilian<br>4*BHCem* | T.3Cy.12½",22"&35"–24" (*s*)<br>200lb 60NHP<br>1SB,2*cf*,GS38,HS1120<br>C.D.Holmes&Co.Hull | 12 ″ 6 | |
| | *Now named* "SantaMaria," *See No.* 39325 *in Supplement* | | | | | | | | | | | | | | | |
| 27823<br>203813<br>KVTF | **President** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 3*Dks&Shelterdk*<br>Sub.Sig. Wireless | 5453<br>—<br>2546 | | | | | 1907 | NewYork<br>S.B.Co.<br>Camden,N.J. | AdmiralLine (PacificS.S. Co.Inc.) | 391·9 | 48·2 | 19·7 | Tacoma, Wash.<br>Utd.States<br>*WB* | T.3Cy.34",56"&90"–60"<br>601NHP<br>NewYorkS.B.Co. | | R |
| 27824<br>125592<br>JSKG | — WoodPad<br>(*ex*Columbia)<br>1*Dk* | 1468<br>—<br>1098 | | | | | 1877 | ……………<br>GreenPoint,<br>N.Y. | ColumbiaTransportationCo. (B. Johnson,*Mgr.*) | 260·6 | 39·0 | 12·0 | Phildlphia<br>Utd.States | 1Cy.66"–132"<br>E*made*52 *fitted*—<br>B*made*13 *fitted*14<br>MorganIronWorks,N.Yk. | | |
| 27825<br>86652 | — IronPad<br>1*Dk* | 130<br>130<br>26 | ✠<br>*For Tug purposes*<br>10,76 | Shl | | | 1876<br>8mo | J.Readhead&Co.<br>S.Shields | G.Brown | 100·0 | 20·0 | 9·9 | S.Shields<br>British<br>4*BHCem* | 2Cy.30"–52"<br>NB89 70RHP<br>J.Readhead&Co.,S.Shields | | |
| 27826<br>MBQG | **President Bunge** SteelScSr<br>*ss*Ant.No.3–7,20<br>(*ex*Endsleigh) 1*Dk*(*ptIrn&ptStl*)2*trB*<br>*deepframing&Webframes*3*Dk rule*<br>Wireless | *3709*<br>*3454*<br>*2391* | ✠100A1<br>3,22 ~~7,20~~<br>✠LMC<br>MS7,20<br>~~BS12,19~~<br>BS3,22 | Ant | *w* | CL<br>~~7,20~~<br>3,22 | 1905<br>3mo<br>*Lloyd* | JLThompson&Sons,Ld<br>Sunderland<br>'*sA&CP* | Cie.RoyaleBelgo Argentine(Arment Deppe,*Mgrs*)<br>*WB*=*CellD* | 346·7<br>P23'B94'F31'<br>FK<br>*Ba*119'*uE*21'*f*146' | 50·8 | 23·0 | Antwerp<br>Belgian<br>6*BHCem*<br>843*tAPT*94*t* | T.3Cy.24½",40"&66"-45" (*s*)<br>180lb *75lb* 317NHP<br>2SB,6*rf*,GS138,HS4870<br>G.Clark,Ld.Sunderland | 25 ″ 6<br>s 4 ″ 6<br>21 ″ 5 | |
| 27827<br>ORBF | **Président Clémenceau** Wood<br>*OilEng.* AuxSc4MstSr<br>(*See Sailing Ship Register*) | 998<br>—<br>762 | | | | | 1920 | Ch.&Atel.<br>deSt.Malo<br>St.Malo | Soc.Mar.France-Atlantique | 192·6 | 37·1 | 20·0 | St.Malo<br>French | Oil Engines<br>4Cy.13½"–21" 42NHP | | V |
| 27828 | **President de Leeuw** SteelSc<br>(*Tug*) | 260<br>257<br>43 | | | | | 1908 | A.Vuijk&<br>Zoon<br>Capelle a/Y. | Soc.Anon.de Remorq.àHélice | 125·4<br>B26' | 25·3 | 12·8 | Antwerp<br>Belgian<br>*WB* | T.3Cy.16⅓",26⅘"&44¹⁄₁₀"–29½"<br>Kattendyk 106NHP<br>Wks.Soc.AnonAnt | | |
| 27829 | **President Grant** SteelTwinSc<br>6MstSr<br>*Elec.light Ref.Mchy.* 4*Dks&Awngdk*<br>Sub.Sig. Wireless | 18072<br>16073<br>11112 | | | | | 1907 | Harland&<br>Wolff,Ld.<br>Belfast | UnitedStates Govt.(WarDept.) | 599·0<br>B166' | 68·2 | 48·3 | NewYork<br>Utd.States<br>*WB* | Q.8 Cy.25",36",52½"&75"–54"<br>827NHP<br>Harland&Wolff,Ld.Bel. | | R |
| 27830 | **Président John P. Best** SteelSc<br>(*Tug*)<br>(*ex*OctavePinnoy,*ex*Président OctavePinnoy) 1*Dk* | 125<br>—<br>44 | | | | | 1900 | Wed.A.van<br>Duyvendijk<br>Papendrecht | Soc.Anon.de Remorq.àHélice | 90·2 | 18·0 | 10·7 | Antwerp<br>Belgian<br>*WB* | T.3Cy.13⅔",22"&36⅓"–16"<br>52NHP<br>Huiskens&vnDijk,Drdrcht | | |
| 27831<br>ORBI | **President Mithouard** WoodSc<br>(*ex*WarCamchin) 1*Dk*2*trB*<br>*Elec.light* Wireless<br>*Well deck* *Salted&specially treated* | ~~2339~~ 2258<br>~~1751~~<br>~~1418~~<br>1751<br>1397 | ✠ 12A1<br>12,20<br>BS1,21<br>✠LMC10,18 | Dnk | | CL<br>12,19 | 1918<br>8mo<br>*Lloyd* | Foundati'n<br>Co.Ld.<br>Victoria,B.C.<br>'*sA&CP* | Soc.Anon.deNav. "LesArmateurs Français" | 249·8<br>P&B138'F32' | 43·4 | 22·9 | Dunkirk<br>French | T.3Cy.20½",33"&54"–36" (*s*)<br>185lbGS120HS5280 318NHP<br>2 Water Tube Boilers FD<br>PolsonI.W.Co.Ld.Toronto | 25 ″ 6<br>s 3 ″ 5 | |
| 27832<br>MBQH | **President Stevens** SteelScK<br>1*Dk* | 212<br>194<br>87 | ✠<br>*StmTrawler*<br>9,05<br>✠ | Hul | | | 1905<br>9mo | Cochrane<br>&Sons<br>Selby | PêcheriesàVapeur Soc.Anon. (John Bauwens,*Mgr.*) | 115·0<br>Q54'F19'<br>BK7½"<br>*WB*= | 21·5 | 11·7 | Ostend<br>Belgian<br>4*BHCem*<br>*DTf*12'12*t* | T.3Cy.12",21"&34"–24"<br>69NHP<br>1SB,2*cf*,GS30,HS1126<br>C.D.Holmes&Co.Hull | 12 ″ 6 | |
| 27833<br>VHPQ | **President Wilson** WoodSr<br>1*Dk* | 696<br>632<br>450 | | | | | 1919 | A.Lannu<br>Kaskö | O/Y Meritie A/B (M.A.Koivistio, *Mgr.*) | 168·2<br>H30'P20'Q118' | 33·1 | 15·7 | Kaskö<br>Finnish | C.2Cy.13½"&28"–18"<br>Oscarshamns, 28NHP<br>Mek.Verk.Oscarshamns | | V |
| 27834 | **Presidente Estrada Cabrera** SteelSc<br>(*ex*BlueHill,*ex*Yuma) 1*Dk*2*trB*<br>*Mchy.Aft* | 2195<br>—<br>1829 | | | | | 1893 | Cleveland<br>S.B.Co.<br>Cleveland,O. | S.W.Zebo | 322·8<br>H—F30'<br>*WB* | 42·2 | 18·9 | Puerto Barrios<br>Guatemalan | T.3Cy.20",33"&54"–40"<br>148NHP<br>ClevelandS.B.Co.,Clevelnd | | R |
| 27835<br>HBDS | **Presidente Mitre** SteelScSr<br>(*ex*Argentina)<br>*Elec.light* Wireless 2*Dks&Webframes* | 3841<br>3103<br>2189 | | | | | 1894 | Reiherst'g<br>Schiffsw.<br>Hamburg | ArgentinaCia. General de Nav. (A.M.Delfino y Cia *Mgrs.*) | 343·0<br>P&B212'F41' | 42·4 | 26·1 | Bns.Ayres<br>Argentine<br>*WB* | T.3Cy.23",37½"&63"–42"<br>257NHP<br>Reiherst.Maschinenf.Ham. | | |
| 27836<br>HBFR | **Presidente Quintana** SteelScSr<br>*Elec.light* Wireless 1*Dk&Spar dk* | 1731<br>1410<br>1063 | | | | | 1905 | Howaldtswerke<br>Kiel | ArgentinaCia. General de Nav. (A.M.Delfino y Cia *Mgrs.*) | 240·0<br>B75'F33' | 36·0 | 20·8 | Bns.Ayres<br>Argentine<br>*WB* | T.3Cy.17½",27½"&45¼"–27½"<br>107NHP<br>Howaldtswerke,Kiel | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>—<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | 9<br>Par qui.<br>—<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27837 | **Presidente Sarmiento** SteelSc<br>(*Tug*) | 116<br>—<br>— | | | | | 1887 | Soc.GénéraleForges&AteliersSt.Denis<br>StDenis | TheArgentineNavigationCo(Nicholas Mihanovich)Ld. | 96·7 | 18·5 | 8·8 | Bns.Ayres<br>Argentine | C.2Cy.17⅜&30$\frac{11}{16}$–18⅞<br>41NHP<br>Soc.Anon.Batignolles, Paris |
| ※ 27838 | **Presidente Wilson** SteelTwinScSr<br>(*ex*KaiserFranzJosefI.)*ss*Fiu.No.3-11,17<br>3*Dks*(*Stl*-*U*ws)&*Shelter dk*(*Stl*-ws)<br>*Elec.light* 4*th dk*(*Stl*)*in*No.1*hold*<br>Wireless Sub.Sig. | 12567<br>10023<br>7596 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~[illegible]~~10,21<br>~~BS2,20~~ ✠LMC11,17<br>BS3,21 | NYk | *f*† | CL<br>~~7,19~~<br>~~10,21~~<br>4,22 | 1912<br>5mo<br>*Lloyd*'*sA&CP* | Cant.Nav.Triestino<br>Monfalcone<br>*WB*=*Cell* | CosulichSoc.Triestina diNav.<br>*DBa*89'*uE*&*B*147' | 477·5<br>Bon*Shelter dk*176'<br>*f*165' 1418*t FPT* 5 | 60·2<br>62·0 | 43·2<br>FK | Trieste<br>Italian<br>9*BHCem*<br>2*tAPT*40*t* | Q8Cy28",40",57"&82"–57 (*s*)<br>220lb HS28757 FD 1834NHP<br>6DB&1AuxSB,*30cf*,GS732,<br>D.Rowan&Co.Glasgow |
| ※ 27839 | **Presjednik Becher** SteelScSr<br>*ss*Tri.No.3–3,19<br>1*Dk*(*Stl*)&*deep framing* | 2319<br>1924<br>1445 | ✠100A1<br>3,22~~5,20~~<br>BS5,20 ✠LMC5,1 | Nap<br>Pal | *s* | ~~8,19~~<br>3,22 | 1900<br>7mo | Craig,Taylor&Co.<br>Stockton<br>A&CP | DubrovackaParobrodskaPlovidba<br>*WB*=*CellDBa* | 289·2<br>P27'B76'F33'<br>90'*uE* 20'*f*114'493*t* | 43·2 | 20·1<br>FK | Ragusa<br>5*BHCem*<br>*APT*42*t* | T.3Cy.21",35"&57"–39" (*s*)<br>160lb *80lb* 206NHP<br>2SB,*6cf*,GS92,HS3150<br>Blair&Co.Ld.Stockton |
| 27840<br>150786 | **Presque Isle** SteelScSr<br>*Elec.light* 1*Dk*2*trB*<br>*Mchy.Aft* | 4578<br>—<br>3486 | | | | | 1898 | ClevelandS.B.Co.<br>Lorain,O. | PresqueIsleTransportationCo.<br>(ClevelandCliffs IronCo.*Mgrs.*) | 407·0 | 50·0 | 24·7<br>*WB* | Cleveland, Ohio<br>Utd.States | Q.4Cy.17",25½",39"&60"–40"<br>228NHP<br>ClevelandS.B.Co.Clev. |
| 27841<br>2562<br>HMRF | **Presto** IronScSr<br>1*Dk*2*trB* | 1049<br>802<br>586 | | | | | 1875 | BergsundsMek.Vrks.<br>Stockholm | StockholmsRederiaktiebSvea<br>(H.Ericson,*Mgr.*) | 217·2<br>P128' H11*t* F29' | 29·8 | 17·7 | Stockholm<br>Swedish | C.2Cy.25½"&45"–26¼"<br>86NHP<br>BergsundsActieb.,Skm. |
| 27842<br>137258<br>JNBC | — SteelScSr<br>*ss*Nwc.No.1–20<br>(*ex*Dunelm) 1*Dk*(*Stl*)<br>*Well deck*<br>*Mchy.Aft* *Cargo battens not fitted* | 964<br>721<br>473 | ✠100A1<br>~~[illegible]3,20~~ 12,21<br>✠LMC5,20 | Nwc<br>Shl | *l* | CL<br>~~3,20~~<br>12,21 | 1916<br>7mo<br>*Lloyd*'*sA&CP* | R.Thompson&Sons,Ld<br>Sunderland | PeltonS.S.Co.Ld.<br>*Cell DB*129'213*tFPT* | 203·0<br>Q98'B9'F21' | 33·0 | 13·0<br>FK | Newcastle<br>British<br>3*BHCem*<br>42*tAPT*35*t* | T.3Cy.17½",29"&48"–33" (*s*)<br>180lb *100lb* 150NHP<br>1SB,*3pf*,GS58,HS2397<br>N.E.MarineEng.Co.Ld.Sld |
| 27843<br>102033 | — IronPadSk<br>(*ex*Triumph) 1*Dk* | 155<br>139<br>59 | | | | | 1893 | J.T.Eltringham&Co<br>SouthShields | Ellerman'sWilsonLine,Ld. | 107·0 | 19·6 | 10·0 | Hull<br>British | 2Cy.28½"–50"<br>NB10 60RHP<br>Baird&Barnsley,N.Shl. |
| ※ 27844<br>140442 | **Prestol** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing*<br>*CruiserStern* | 2629<br>2195<br>993 | ✠100A1<br>12,17<br>✠LMC12,17<br>*For Government Service Carrying Petroleum in bulk Fitted for oil fuel 12,17 F.P. above 150° F.* | Gls | *t* | CL | 1917<br>12mo<br>*Lloyd*'*sA&CP* | Napier&Miller,Ld.<br>Glasgow | TheAdmiralty<br>*CellDBuE*&*B*68'<br>148*tDTf*24' | 319·7<br>P46'B107'F45'<br>93*tFPT*53*tAPT*36*t* | 41·6 | 23·1<br>FK | London<br>British<br>16*BHptCem*<br>(10 *to U dk*<br>6 „ *2nd* „) | T.3Cy.26",42½"&70"–45' (*s*)<br>200lb 557NHP<br>3SB,*9cf*,HS8754 FD<br>J.G.Kincaid&Co.Ld.Grk. |
| 27845<br>144407<br>KDTN | **Pretoria** SteelTwinSc4MstSr<br>4*Dks*<br>*Elec.light* Sub.Sig. Wireless | 13234<br>10562<br>8415 | | | | | 1897 | Blohm&Voss<br>Hamburg | ~~J.Lithgow~~ -<br>J.Lithgow | 561·1<br>B163' | 62·2 | 37·9 | London<br>British<br>*WB* | Q.8Cy.23",33",48"&69¾"–54"<br>1000NHP<br>Blohm&Voss,Hamburg |
| 27846<br>116104 | — SteelScK<br>*ss*Hul.No.3–6,14<br>*ss*Hul.No.1–20<br>1*Dk* | 180<br>169<br>70 | ✠100A1<br>*StmTrawler*<br>3,22~~4,20~~<br>✠LMC4,20<br>BS[illegible]3,22 | Hul | | CL<br>3,20 | 1902<br>11mo<br>*Lloyd*'*sA&CP* | Cook,Welt'n&Gemmell<br>Beverley | HullSteamFishing&IceCo.Ld. | 109·0<br>Q19'<br>*WB*=*DeepTanks* | 21·5 | 11·0<br>BK7" | Hull<br>British<br>4*BHCem*<br>*f*13'30*t* | T.3Cy.10",17"&28"–21" (*s*)<br>200lb 45RHP<br>1SB,*2pf*,GS25,HS750<br>Amos&Smith,Hull |
| 27847<br>113070 | — SteelScK<br>(*Trawler*)<br>1*Dk* | 159<br>148<br>61 | | | ... | | 1900 | Hall,Russell&Co.Ld.<br>Aberdeen | A.Jonckheer<br>(J.A.Taylor,*Mgr.*) | 103·3 | 20·6 | 11·3<br>BK7½" | Fleetwood<br>British | T.3Cy.11½",18"&31"–21"<br>56RHP<br>Hall,Russell&Co.Ld.Abn. |
| 27848<br>113969<br>SMKV | **Pretorian** SteelScSr<br>*Ref.Mchy.* 2*Dks*(*Stl*–*Mpt*ws)<br>*Elec.light* 3*trB*&*Shelter dk*(*Stl*–*pt*ws)<br>Sub.Sig. Wireless | 6948<br>5475<br>4375 | ✠<br>*Shelter dk*<br>3,04<br>✠ | Liv | *b*† | | 1901<br>6mo | Furness,Withy&CoLd<br>WHartlepool<br>*WB*=*Cell* | AllanLineSSCo.Ld<br>(CanadianPacific Steamships,Ld *Mgrs.*)<br>*DBa*135'*uE*&*B*81' | 436·9<br>B*on Shelterdk* 144'<br>*f*163'1117*tDTa*29' | 53·1 | 29·7<br>FK | Glasgow<br>British<br>7*BHCem*<br>868*tAPT*31*t* | T.3Cy.32",53"&88"–54"<br>NB11 800NHP<br>4SB,*12cf*,GS274,HS11896FD<br>Richardsons,Westgarth&Co Ld.Mdb. |
| 27849 | **Preussen** SteelTwinScSr<br>(*Ferry*)<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 2849<br>2425<br>707 | | | | | 1909 | Akt.Ges."Vulcan"<br>Stettin | | 354·2<br>F69'<br>*Promenade dk*275' | 50·8 | 22·1 | *WB* | T.6Cy.23",38"&63"–36"<br>476NHP<br>A.G."Vulcan,"Stettin |
| 27850 | — SteelSc<br>(*Ferry*) (*Screws fore & aft*)<br>*Elec.light* 1*Dk* | 323<br>300<br>128 | | | | | 1911 | J.C.TecklenborgA.G.<br>Geestemünde | Weserschiffsges.m.b.H. | 164·5<br>B70' | 29·7 | 12·1 | Oldenburg<br>German | T.3Cy.11⅜",18¼"&30"–22"<br>42NHP<br>J.C.TecklenborgA.G.Gst. |
| 27851 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 241<br>211<br>92 | | | | | 1903 | G.SeebeckAkt.Ges.<br>Bremerhaven | DeutscheDmpfischereiGes.Nordsee | 135·3<br>Q66'F23' | 22·6 | 9·8 | Nordnham<br>German<br>*WB* | T.3Cy.12",19$\frac{5}{16}$"&31½"–23¼"<br>48NHP<br>G.SeebeckA.G.Bremerhvn |
| 27852<br>JDHL | **Previsor** SteelScSr<br>(*ex*PresidenteSaenzPenna,*ex*C.A.Bade)<br>*Well deck* Wireless 1*Dk* | 701<br>—<br>322 | | | ... | | 1888 | SunderlndS.B.Co.Ld.<br>Sunderland | LaPrevisoraNavalSoc.Anon.<br>(L.Baldor,*Mgr.*) | 170·0<br>P100'F20' | 26·2 | 12·5<br>BK6" | Bilbao<br>Spanish<br>*WB* | T.3Cy.14",23"&39"–27"<br>79NHP<br>N.E.MarineEng.Co.Sld. |
| 27853<br>118143<br>HBLV | **Priam** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 4543<br>4031<br>2905 | | | | | 1904 | R.&W.Hawthorn,Leslie&Co.Ld<br>Newcastle | OceanS.S.Co.Ld.<br>(A.Holt&Co. *Mgrs.*) | 382·7<br>P39'B117'F42' | 47·2 | 28·2 | Liverpool<br>British<br>*WB* | T.3Cy.24",41"&69"–54"<br>350NHP<br>N.E.MarineEng.CoLdNwc |
| 27854<br>205324 | **Price McKinney** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 4671<br>—<br>3433 | | | | | 1908 | AmericanS.B.Co.<br>Lorain | PioneerS.S.Co.<br>(Hutchinson&Co. *Mgrs.*) | 432·0 | 54·0 | 28·0 | Fairport<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"–40"<br>213NHP<br>AmericanS.B.Co.Clevelnd |
| 27855<br>110530 | **Pride o'th'Weaver** SteelScFlat<br>1*Dk* | 178<br>169<br>78 | | | | | 1898 | W.I.Yarwood<br>Northwich | WeaverS.S.Co.Ld.<br>(J.Forster,*Mgr.*) | 100·0 | 21·5 | 9·9 | Liverpool<br>British | C.2Cy.13"&26"–18"<br>45RHP<br>W.E.Bates,Northwich |
| 27856<br>129087 | **Priestman** SteelSc<br>*ss*NFL.No.1–14<br>1*Dk*(*Stl*) | 291<br>271<br>138 | ✠<br>*Steam Grab*<br>*HopperBarge*<br>4,15<br>✠ | NFL | *d* | | 1910<br>4mo | Smith'sDockCo.Ld<br>Middlesbro' | GovernmentofNewfoundland<br>(TheMinister of Shipping) | 122·0 | 26·5 | 10·8<br>FK | SJhnsNFL<br>British<br>4*BHCem* | C.2Cy.16"&34"–23"<br>68RHP<br>1SB,*2pf*,GS35,HS1304<br>ShieldsEng.Co.Ld.N.Shl. |
| 27857<br>Stranded 6,21<br>MFOV | **Prim** FerroConcreteScSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 505<br>397<br>364 | Now named 'Frankrige,' | | | | 1919 | SörlandetsStaalbetonSkibsbyggeriA/SLista,pr.<br>Farsund | A/S Prim<br>(Bernh.Hansen) | 154·0<br>F9*t*P78*t*H6*t* | 27·0 | 13·8 | Chrstiania<br>Norwegian | Oil Engine<br>4Cy.16¼"–18$\frac{5}{16}$" 91NHP<br>J&CGBolindersCoLd.Skm |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 When. Ship. Engines | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27858<br>8475<br>JTKF | Prima **SteelAuxTwinScBarge**<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 212<br>186<br>168 | | | | | 1906 | Hlsingbrgs<br>VarfsAktieb.<br>Helsingborg | Reymersholms<br>GamlaIndustri<br>A/B(N.Mathiasson,*Mgr.*) | 114·0<br>H27*t* | 22·1 | 8·5 | Stockholm<br>Swedish | Oil Engines 2S.C.SA<br>4Cy.$11\frac{7}{16}$"-$13\frac{3}{8}$" 20NHP<br>J.V.Svenson'sMotorf.Skm | | V |
| 27859 | Primavera **SteelTwinSc**<br>(*Tug*)<br>1*Dk* | 124<br>103<br>14 | | | | | 1898 | G.Seebeck<br>Akt.Ges<br>Bremerhaven | Telles&Co.<br>(Hamb.-Amr.Linie<br>*Mgrs.*) | 96·7 | 18·0 | 9·0 | RioGrande<br>doSul<br>Brazilian | C.4Cy.$10\frac{13}{16}$"&$20\frac{1}{16}$"-$13\frac{3}{4}$"<br>30NHP<br>G.SeebeckAkt.Ges.Bhn. | | |
| 27860<br>132168 | Prime **SteelScK**<br>(*Fishing*)<br>1*Dk* | 101<br>101<br>42 | | | | | 1914 | J.Duthie<br>TorryS.C.Co.<br>Aberdeen | W.Murray,Junr. | 87·9 | 18·6 | 9·0 | Buckie<br>British<br>*WB* | T.3Cy.$9\frac{3}{4}$",$15\frac{1}{2}$"&26"-18"<br>52RHP<br>Lidgerwood,Ld.Glasgow | | |
| 27861<br>HBDG | Primero **SteelSc**<br>(*ex*SailingVesselOctavia)<br>*Elec.light* 2*Dks* | 2566<br>—<br>1700 | ✠<br>5,05 | | | | 1894<br>6mo | J.Reid&<br>Co.Ld.<br>Glasgow | G.Cappagli | 295·9 | 42·5 | 24·4 | Bns. Ayres<br>Argentine<br>*WB* | T.3Cy.$25\frac{3}{8}$",$40\frac{9}{16}$"&$65\frac{7}{16}$"-48"<br>299NHP<br>E *made* 91 } B *made* 02 } *refitted* 18<br>ReiherstiegSchiffsw.& Mchnfb.Hamburg | | IV |
| 27862<br>MTIB | — **SteelScSr**<br>*Motor*<br>*Mchy.Aft* 2*Dks* | 445<br>369<br>308 | | | | | 1919 | Kallundborgs M.V.<br>Kallundborg | Skibs.A/SSmestad<br>(GustavB.Bull,<br>*Mgr.*) | 141·6<br>F14*t*P44*t* | 30·1 | 10·5 | Chrstiania<br>Norwegian | Motor<br>FredrikshavnJernstöberi<br>&Maskinfabrik | | V |
| 27863<br>136601 | Primevère **SteelScK**<br>(*Fishing*)<br>1*Dk* | 100<br>99<br>44 | | | | | 1914 | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | T.Anderson | 86·2 | 18·6 | 9·0 | Lowestoft<br>British | T.3Cy.$9\frac{3}{4}$",15"&22"-16"<br>E *made* 11 25RHP<br>Elliott&Garrood,Beccles | | |
| 27864 | Primiero **WoodAuxSc3MstSr**<br>*Motor*<br>1*Dk*<br>(*ex*SailingVesselMapleland)<br>(*See Sailing Ship Register*) | *665*<br>*474*<br>*590* | | | | | 1918 | Annapolis<br>ShippingCo.<br>Ld.<br>Annapolis,<br>N.S. | | 173·0 | 35·0 | 13·0 | Italian | Motor<br>NE18 | | V |
| 27865<br>133571<br>JKPB | Primo **SteelScSr**<br>*ss*Nwc.No.1-19<br>1*Dk*(*Stl*)<br>*Elec.light*<br>*Welldeck* *Cargo battens not fitted* | 1250<br>1023<br>751 | ✠100A1<br>3,22 ~~12,20~~<br>✠LMC12,19<br>BS7,21 | Sld<br>Nwc | *o* | CL<br>12,19 | 1915<br>4mo | Cmpbltwn<br>S.B.Co.<br>Campbeltwn<br>*Lloyd's*A&CP | PeltonS.S.Co.Ld.<br>*WB=CellDB* | 230·0<br>Q79'B57'F28'<br>*a56'uE&B33' f102'* | 35·8 | 15·6<br>FK | Newcastle<br>British<br>4*BHCem*<br>395*tAPT*85*t* | T.3Cy.18",$27\frac{1}{2}$"&45"-33" (*s*)<br>180lb 136NHP<br>2SB,4*cf*,GS73,HS2228<br>Rankin&BlackmreLd.Grk | 17 ″ 7<br>s 1 ″ 4<br>16 ″ 7 | |
| 27866<br>6157<br>KBVN | — **WoodAuxSc3MstSr**<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 446<br>388<br>326 | | | | | 1919 | Bergkvara<br>Skeppsvarf<br>Bergkvara | P.A.Carlsson | 141·3<br>P15'Q13'F15' | 35·1 | 11·6 | Bergkvara<br>Swedish | Oil Engine<br>2Cy.15"-$16\frac{1}{8}$" 34NHP<br>J&CGBolindersCoLd.Skm | | V |
| 27867<br>HBGP | Primo de Mayo **Steel**<br>*Elec.light* | 905<br>—<br>640 | | | | | 1893 | Howaldtswerke<br>Kiel | Argentine<br>Government | 196·8 | 29·5 | 15·1 | Bns.Ayres<br>Argentine<br>*WB* | T.3Cy.17",$27\frac{1}{2}$"&43"-25"<br>93NHP | | |
| 27868 | Primorje **SteelSc**<br>(*ex*Vida,*ex*Volosca)<br>*Mchy.Aft* | 129<br>—<br>58 | | | | | 1895 | G.Howaldt<br>&Co.<br>Fiume | Soc.Anon diNav.a<br>Vap.Dalmatia | 109·9 | 19·0 | 8·0 | Zara | T.3Cy.9",$14\frac{1}{2}$"&$24\frac{1}{2}$"-12"<br>21NHP<br>Howaldtswerke,Kiel | | |
| 27869<br>128044<br>HTKG | Primrose **SteelSc3MstSr**<br>*ss*Liv.No.1-14<br>*Mchy.Aft* 1*Dk*(*Stl*) | 611<br>419<br>256 | ✠<br>1,16<br>✠ | Liv | *i* | | 1910<br>4mo | J Fullerton<br>&Co.<br>Paisley | ~~R.Leeson~~<br>R.Hughes&Co | 175·0<br>Q105'F32'<br>*WB=CellDBf*95' | 28·1 | 10·5<br>BK6" | Liverpool<br>British<br>3*BHCem*<br>137*tFPT*51*t* | T.3Cy.$14\frac{7}{8}$",24"&40"-27"<br>90RHP<br>1S*B*,3*pf*,GS54,HS1899<br>Ross&Duncan,Glasgow | 13 ″ 0 | C |
| 27870 | Primula **SteelTwinSc**<br>1*Dk*(*Stl*)&*Webframes* *OilEng.*<br>*Elec.light* *Welldeck*<br>*Mchy.Aft* *Longitudinalframing* | ~~2200~~<br>2311<br>1758<br>1336 | ✠100A1<br>10,21<br>~~(*ClassContemplated*)~~<br>✠LMC6,21 | Rot | *s* | | 1921<br>7mo | G.&A.Flli.<br>Migliardi<br>Savona<br>*Lloyd's*A&CP | ~~E.Massa~~ E.Mazza<br>*Cell1* | 290·0<br>P32'Q135'F35'<br>*Bf*170'575*tFPT*130*t* | 41·3 | 19·0<br>FK | Savona<br>Italian<br>4*BHCem*<br>*APT*65*t* | Oil Engines 4S.C.SA<br>12Cy.~~17"-$26\frac{3}{8}$"~~ $16\frac{15}{16}$"-$26\frac{3}{8}$"<br>2DB100lb 221NHP<br>FrancoTosi,Legnano | 21 ″ 11<br>s 7 ″ 2<br>19 ″ 6 | |
| 27871<br>NWRP | — **SteelScSr**<br>2*Dks*&*Spar dk*<br>*Ref.Mchy.* *Elec.light* Wireless | 1524<br>878<br>676 | | | | | 1896 | Lobnitz&<br>Co.(Lim.)<br>Renfrew | DetForenede<br>DampskibsSelsk. | 271·5 | 34·1 | 15·9<br>21·9 | Esbjerg<br>Danish<br>*WB* | T.3Cy.25",40"&64"-42"<br>266NHP<br>Lobnitz&Co.,Renfrew | | V |
| 27872<br>6085<br>KBPR | — **SteelScSr**<br>1*Dk* | 1026<br>787<br>616 | | | | | 1918 | DeHaan&<br>Oerlemans<br>Heusden | RederiA/B.Activ<br>(F.Börjesson,<br>*Mgr.*) | 215·0 | 34·4 | 15·6 | Hlsngborg<br>Swedish | T.3Cy.18",$29\frac{1}{8}$"&$48\frac{3}{4}$"-$29\frac{1}{8}$"<br>148NHP<br>Verschure&Co.Ams. | | V |
| 27873 | — **SteelScSr**<br>*Elec.light* 1*Dk* | 825<br>—<br>534 | | | | | 1904 | W.Lindbergs Aktieb.<br>Stockholm | GermanGovernment | 196·2 | 28·2 | 13·0 | German | T.3Cy.18",$29\frac{3}{4}$"&$48\frac{11}{16}$"-$29\frac{1}{4}$"<br>128NHP<br>W.LindbergsAktieb.Skm. | | |
| 27874 | Primus **SteelTwinScSr**<br>*Longitudinalframing*<br>*Elec.light* Wireless 2*Dks* | 4000 | | | | | 1912 | Akt.Ges.<br>"Weser"<br>Bremen | | 352·3<br>P&B271'F41' | 50·2 | 22·9 | *WB* | | | |
| 27875<br>1909<br>JDQN | — **IronScSr**<br>*Mchy.Aft* 1*Dk*&*Shelterdk* | 228<br>101<br>157 | | | | | 1876 | MotalaCo.<br>Motala | Ångb.Aktieb.Göta<br>Kanal (A.Jonsson,<br>Jr.*Mgr.*) | 95·9<br>H19*t* | 21·8 | 9·3<br>15·9 | Gothenbrg<br>Swedish | C.2Cy.$17\frac{1}{2}$"&$32\frac{3}{4}$"-$21\frac{1}{2}$"<br>NE&B06 41NHP<br>MotalaCo.,Motala | | |
| 27876 | — **SteelTwinSc**<br>(*Tug*)<br>*Elec.light* 1*Dk* | 219<br>205<br>86 | | | | | 1908 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | Zollausschlussgebiet&Holzhafen | 102·9 | 26·3 | 12·9 | Bremen<br>German | T.6Cy.$11\frac{1}{4}$",$17\frac{15}{16}$"&$28\frac{3}{4}$"-$21\frac{1}{4}$"<br>79NHP<br>G.SeebeckA.G. Bremerhvn | | |
| 27877<br>1905<br>HRVB | — **CompScSp**<br>(*ex*Skoghall) 1*Dk* | 164<br>136<br>77 | | | | | 18$\frac{72}{71}$ | C.J.Berglund<br>Carlstad | Rederiaktieb Juno<br>(A.H.Borgström,<br>*Mgr.*) | 99·1<br>B20' | 22·8 | 9·2 | Karlstad<br>Swedish | 2Cy.<br>ChristinehamnsMekVerks | | |
| 27878<br>SROF | — **SteelScSp**<br>(*ex*Ophelia) 1*Dk* | 110<br>94<br>35 | | | | | 1899 | Jönköpings<br>Mek.Verks.<br>Jönköping | FinskaÅngfAktieb | 86·2<br>H17*t* | 19·5 | 10·6 | Helsingfrs<br>Finnish | C.2Cy.17"&$29\frac{5}{8}$"-$17\frac{1}{2}$"<br>31NHP<br>JönköpingsM.V.Jönkping | | |
| 27879<br>99584<br>MTPR | Prince Albert **SteelScSr**<br>*ss*Hul.No.3-3,10<br>(*ex*Bruno) *ss*Vcr.No.2-18<br>*Elec.light* Wireless 1*Dk*(*Stl-ptws*)2*trB* | 1015<br>686<br>587 | ✠100A1<br>2,21<br>✠NB5,10 ✠LMC~~4,19~~<br>~~BS12,20~~12,21 12,21<br>*Fitted for oil fuel* 3,13 *F.P. above* 150°F. | Vcr | *m* | CL<br>2,20 | 1892<br>10mo | Earle'sCo.<br>Ld.<br>Hull<br>A&CP | GrandTrunk<br>PacificDevelopmnt<br>Co.Ld. (C.H.<br>Nicholson,*Mgr.*) | 232·0<br>P&B139'F37'<br>*WB=*<br>*CellDB*165'14*t* | 30·0 | 14·1<br>FK | PrinceRupertB.C.<br>British<br>5*BHCem* | T.3Cy.$23\frac{1}{2}$",35"&57"-33" (*s*)<br>150lb 215NHP<br>2SB,6*cf*,GS114,HS3760<br>Earle'sCo.Ld.Hull | 16 ″ 4<br>1 ″ 2<br>15 ″ 5 | |
| 27880<br>107349 | — **WoodScSr**<br>(*ex*Messenger)<br>1*Dk* | 127<br>86<br>64 | | | | | 1901 | J.McGill<br>ShelburneNS | DominionAtlantic<br>Ry.Co. | 97·0 | 20·0 | 8·4 | YarmthNS<br>British | C.2Cy.12"&24"-18"<br>24RHP<br>W.&A.Moir,Halifax,N.S. | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7"<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27881<br>110131<br>RMHL | **Prince Arthur** SteelTwinScSr<br>ssNYk.No.3-1,20<br>Elec.light 2Dks(UptStl-ws,lowerdk Stl-wsaft)&Awngdk<br>Wireless | 2188<br>1791<br>923 | ✠ A1<br>Awng dk withfreeboard<br>~~11,21~~ ~~3,21~~ 4,22<br>BS4,22<br>~~BS[illegible]~~ ✠LMC4,20<br>Coasting New York, Yarmouth&St. John,N.B.<br>Fitted for oil fuel, 4 20 F. P. above 150° F. | Bos | r | CL<br>4,20<br>SP1,21 | 1899<br>1mo | Earle'sCo. Ld.<br>Hull<br>A&CP | Boston&YarmouthS.S.Co.Ld.<br>WB= | 290·5\|38·0\|16·5<br>23·9<br>FK<br>FPT25tAPT15t | YarmthNS<br>British<br>6BHptAsp<br>ptCem | T.8Cy.26",40"&(4)45"-30"<br>~~180lb~~ 170lb (s) 718NHP<br>4SB,12cf,GS280,HS11440FD<br>Earle'sCo.Ld.Hull |
| 27882<br>MBRO | **Prince Charles** SteelScK<br>ssAms.No.2-12<br>1Dk | 226<br>207<br>102 | ✠100A1<br>StmTrawler<br>11,15<br>✠LMC<br>Examined9,19<br>BS1,18 MS9,18 | Sws | | CL<br>9,18 | 1904<br>3mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Beverley<br>'sA&CP | A.T.Golder&Co. | 120·0\|22·0\|12·0<br>Q50'F20'<br>BK7"<br>WB= | Ostend<br>Belgian<br>4BHCem<br>DBf12'10t | T.3Cy.13",21½"&35"-24" (s)<br>180lb 71NHP<br>1SB,2cf,GS35,HS1120<br>C.D.Holmes&Co.Hull |
| 27883<br>98702<br>MSGL | **Prince Consort** IronScK<br>(Trawler)<br>1Dk | 154<br>144<br>61 | | | … | | 1890 | Cook,Welt'n&Gemmell<br>Hull | BankStm.Fishing Co.Ld.(J.MacL. Methven,Mgr.) | 104·0\|20·3\|11·0<br>Q24'<br>BK7½" | Grimsby<br>British | T.3Cy.12½",19½"&31½"-22½"<br>NB07 50RHP<br>C.D.Holmes&Co.,Hull |
| 27884 | **Prince Edward** SteelPadSr<br>(exPrince of Wales) | 1547<br>1252<br>654 | | | | | 1887 | Fairfield Co.Ld.<br>Glasgow | TheAdmiralty | 330·5\|39·1\|15·2<br>P71tF158t | British | C.D.2Cy.61"&112"-78"<br>925NHP<br>FairfieldCo.Ld.Glasgow |
| 27885<br>133036 | — SteelPadSp<br>1Dk | 304<br>161<br>163 | | | | | 1911 | A.&J. Inglis,Ld.<br>Glasgow | Dumbarton&BallochJointLine Committee (L.H Gilchrist,Mgr.) | 175·0\|22·1\|6·0 | Glasgow<br>British | C.2Cy.26"&48"-48"<br>133NHP<br>A.&J.Inglis,Ld.Glasgow |
| 27886<br>134206 | **Prince Edward Island**<br>SteelTrpScSr<br>(2Screws aft & 1 for'd.)<br>Elec.light 2Dks(Stl)&Web frames<br>Promenade dk(Stl-ws) | 2795<br>2071<br>1110 | ✠<br>TrainFerry<br>6,15<br>✠ | Nwc | v | | 1915<br>4mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>WB= | CanadianGovernment(Dept.ofRailways&Canals)<br>CellDBa42'uE& | 285·3\|52·2\|21·3<br>FK<br>B164'f24'463tFPT | Charlotte-townP.E.I.<br>British<br>8BHCem<br>148tAPT78t | T.6Cy(a)23½",37½"&60"-39"<br>T.3Cy.(f)21",33½"&54"-36"<br>1014NHP<br>6SB,18cf,GS383,HS16230FD<br>WallsndSlpwyCo.Ld.Nwc |
| 27887<br>129748<br>HQTW | **Prince George** SteelTwinScSr<br>ssVcr.No.3-4,19<br>Elec.light Wireless 2Dks&Shelter dk<br>Ref.Mchy. Cruiser Stern | 3372<br>2148<br>1625 | ✠ A1<br>10,21 ~~7,20~~<br>BS3,20 LMC4,19<br>Channel&Sound Service<br>Tacoma&Skagway<br>Fitted for oil fuel 3, 12 F. P. above 150°F. | Vcr | | CL<br>~~N4,19~~<br>10 21 | 1910<br>5mo<br>Lloyd | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>'sA&CP | GrandTrunk PacificDevelopmentCo.Ld. (C.H. Nicholson,Mgr.)<br>WB=CellDB | 306·7\|42·2\|24·0<br>BonShltrdk170'<br>FK<br>uE&B122'f50'277t | Newcastle<br>British<br>7BHAsp<br>DTa26'94tD | T.8Cy.(2)23½",(2)37"& (s)<br>(4)41"-33"180lb FD 768NHP<br>2D&2SB18cfGS360HS1333[illegible]<br>WllsndSlpwy.Co.Ld.Nwc<br>Tf38'179tFPT27tAPT26t |
| 27888<br>110003<br>QKBS | — SteelTwinScSr<br>ssNYk.No.3-5,20<br>2Dks(UptStl-ws lower dkStl-ws aft)<br>Elec.light Wireless &Awng dk | 2194<br>1791<br>863 | ✠ A1<br>Awng dk withfreeboard<br>~~5,21~~ ~~10,20~~<br>10,21<br>✠LMC5,20<br>EBS5,21<br>Coasting,New York, Yarmouth&St. John,N.B.<br>Fitted for oil fuel,5 20 F. P. above 150° F. | Bos | r | CL<br>5,20 | 1898<br>11mo<br>Lloyd | Earle'sCo. Ld.<br>Hull<br>'sA&CP | Boston&YarmouthS.S.Co.Ld. | 290·5\|38·0\|16·5<br>FK<br>WB=FPT | YarmthNS<br>British<br>6BHptAsp<br>ptCem<br>25tAPT15t | T8Cy.(2)26"(2)40"&(4)45"<br>-30" 180lb 100lb NDB20(s)<br>718NHP<br>4SB,12cf,GS280,HS11440FD<br>Earle'sCo.Ld.Hull |
| 27889<br>126476 | **Prince Ito** IronScSp<br>Now named "Baxter Dick," See No. 35417 in Supplement<br>1Dk | 473<br>466<br>321 | | | | | 1900 | ……………<br>Kinderdijk | MissMabel Poupore | 159·3\|28·0\|10·2 | HalifaxNS<br>British | T.3Cy.12",18"&30"-18"<br>38NHP |
| 27890<br>129472<br>HQMK | **Prince John** SteelSc3MstSr<br>ssVcr.No.2-18<br>(exAmethyst) Wireless 1Dk(ptStl)<br>Welldeck Elec.light Mchy.Aft | 905<br>466<br>540 | ✠100A1<br>ptAwng dk withfreeboard<br>~~6,21~~ 6,20 ~~1,22~~<br>3,22<br>BS6,21 ✠LMC1<br>MS11,18 ~~BS6,20~~<br>Fitted for oil fuel 3, 14 F. P. above 150° F. | Vcr | j | CL<br>~~6,20~~<br>9,21 | 1910<br>3mo<br>~~Lloyd~~ | Scott& Sons<br>Bowling<br>~~'sA&CP~~A&CP | GrandTrunk PacificDevelopmentCo.Ld. (C.H. Nicholson,Mgr.) | 185·3\|29·6\|10·9<br>Q103'ptAwngdk82'<br>BK7¼"<br>W | Prince Rupert,BC<br>British<br>3BHCem<br>B=CellDB | T.3Cy.17",28"&45"-33" (s)<br>160lb 136NHP<br>2SB,4pf,GS70,HS2336<br>Muir&Houston,Ld.Gls.<br>f106'170tFPT42tAPT7t |
| 27891<br>135969 | **Prince Leo** SteelScK<br>ssGms.No.2-21<br>1Dk | 218<br>210<br>86 | ✠100A1<br>StmTrawler<br>4,21 ~~3,18~~<br>✠LMC ~~9,13~~ 4,21<br>~~Examined9,19 BS4,20~~ | Lon<br>Gms | | CL<br>10,20 | 1913<br>9mo<br>Lloyd | Cochrane &Sons,Ld.<br>Selby<br>'sA&CP | ~~ZareeStm.Fishing Co.Ld. (H.Burns, Mgr.)~~<br>D.H.Strachan | 117·1\|22·0\|11·9<br>Q64'F20'<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.12½",21"&34"-24" (s)<br>200lb 58RHP<br>1SB,2pf,GS32,HS1086<br>Amos&Smith,Ld.Hull |
| 27892<br>MBRG | **Prince Leopold de Belgique**<br>SteelScSr<br>(exRoman) ssAnt.No.3-4,13<br>Well decks ssAnt.No.2-21 ~~ssHul.No.1-17~~<br>1Dk(Stl)&deep framing | 1216<br>897<br>750 | ✠100A1<br>10,21 7,~~20~~<br>✠LMC11,21<br>~~MS[illegible]11,21 BS7,20~~ | Nwc<br>Ant | n | ~~7,19~~<br>N11,21 | 1900<br>12mo | Mackie& Thomson<br>Glasgow<br>A&CP | OcéanSoc.Anon. Belge d'Armement et de Nav. (L.Dens &Co.Mgrs.) | 228·0\|34·5\|14·4<br>P15'Q67'B60'F29'<br>FK<br>WB= | Antwerp<br>Belgian<br>4BHCem<br>CellDBa63' | T.3Cy.17",27½"&46"-33" (s)<br>180lb ~~60lb~~ NDB21 135NHP<br>1SB,3cf,GS64,HS2143 10<br>W.V.V.Lidgerwood,Gls.<br>f94'233tFPT58tAPT27t |
| 27893<br>136189<br>JFTD | **Prince Palatine** SteelScK<br>ssGms.No.1-19<br>Elec.light 1Dk | 256<br>235<br>100 | ✠100A1<br>StmTrawler<br>10,19<br>✠LMC10,19<br>BS7,21 | Gms | | CL<br>9,19 | 1914<br>5mo<br>Lloyd | Cochrane& Sons,Ld.<br>Selby<br>'sA&CP | EquitableSteam FishingCo.Ld. (J.Harris,Mgr.) | 123·5\|22·5\|12·2<br>Q72'F20'<br>BK8" | Grimsby<br>British<br>4BHCem | T.3Cy.12¾",22"&35"-24" (s)<br>200lb 70RHP<br>1SB,2pf,GS35,HS1100<br>C.D.Holmes&Co.Ld.Hull |
| 27894<br>129743<br>HQNV | **Prince Rupert** SteelTwinScSr<br>ssVcr.No.3-5,21 ~~ssVcr.No.3-3,20~~<br>Elec.light 2Dks&Shelterdk<br>Ref.Mchy. Wireless CruiserStern | 3379<br>2151<br>1626 | ✠ A1<br>5,21 ~~3,20~~<br>✠LMC3,20<br>For Channel& Sound Service,<br>Tacoma&Skagway<br>Fitted for oil fuel 5, 12 F. P. above 150° F. | Vcr | | CL<br>~~3,20~~<br>N5,21 | 1910<br>3mo<br>Lloyd | Swan,Hunter&Wigham Richardson, Ld.Newcastle<br>'sA&CP | GrandTrunk PacificDevelopmentCo.Ld. (C.H. Nicholson,Mgr.)<br>WB=CellDBuE | 306·7\|42·2\|23·9<br>Bon Shltr dk. 170'<br>FK<br>&B122'f50'277tDT | Newcastle<br>British<br>7BHAsp<br>a26' 94tDT | T.8Cy.28½",37"&(2)41"-33"<br>180lb (s) 768NHP<br>2D&2SB,18cf,GS360,<br>FD HS1333[illegible]<br>Wllsnd.Slpwy.Co.Ld.Nwc.<br>f38'179tFPT27tAPT26t |
| 27895 | — SteelPadSr<br>3Dks | 1158<br>1048<br>620 | | | | | 1894 | W.Denny &Bros.<br>Dumbarton | | 260·0\|32·2\|11·5<br>19·5 | Utd.States<br>WB | T.3Cy.31½",47"&68"-72"<br>392NHP<br>W.Denny&Co.,Dumbarton |
| 27896<br>127865 | **Prince Victor** SteelScK<br>ssGms.No.2-20<br>1Dk | 207<br>193<br>94 | ✠100A1<br>StmTrawler<br>5,22 ~~10,20~~<br>BS5,22<br>~~BS10,20~~ ✠LMC5,19 | Gms | | CL<br>2,20 | 1910<br>8mo<br>Lloyd | Cochrane &Sons<br>Selby<br>'sA&CP | ~~ZareeStm.Fishing Co.Ld. (H.Burns, Mgr.)~~<br>D.H.Strachan | 115·2\|21·5\|11·5<br>Q61'<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.12",21"&34"-24" (s)<br>180lb 65RHP<br>1SB,2pf,GS33,HS1070<br>C.D.Holmes&Co.Ld.Hull |
| 27897<br>98850 | **Prince of Wales** SteelPadSp | 280<br>198<br>117 | | | | | 1891 | Southmptn Nav.Wks.Ld.<br>Southampton | Sou.I.of Wight& S.of Eng.Royal MailStmPktCo.Ld | 185·5\|22·2\|7·5<br>H43t | S'thamptn<br>British | C.D.2Cy.21½"&38"-60"<br>119RHP<br>Sou.Nav.Wks.(Lim.),Sou. |
| 27898<br>63747 | — IronPad | 142<br>140<br>89 | | | | | 1858 | L.Hill&Co.<br>Pt.Glasgow | J.Carvill | 153·8\|18·6\|7·7 | Glasgow<br>British | D.2Cy.34"-42"<br>NB77 75RHP<br>Scott&Sinclair,Greenock |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired<br>Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27899<br>84646 | **Prince of Wales** IronPad | 114<br>114<br>25 | | | | | 1884 | Hepple&<br>Co.<br>N.Shields | TeesConservancy<br>Commissioners | 101·0 | 18·4 | 9·0 | Stockton<br>British | L.1Cy.35"–54"<br>40RHP<br>Hepple&Co.,NorthShields | | |
| 27900<br>PQMH | **Princenhage III.** SteelSc<br>*Mchy.Aft* 1*Dk* | 473<br>343<br>211 | | | | | 1918 | A.Roorda<br>Scheepsw.<br>Sliedrecht | N.V.StoomvMaats<br>"Princenhage"<br>(CJDijkhuis,*Mgr*) | 150·7<br>Q55'B9'F16' | 25·0 | 11·1 | Rottrdam<br>Dutch<br>*WB* | C.2Cy.14⅛"&30"–16"<br>30NHP<br>Werf.Gusto,Schiedam | | V |
| 27901<br>PQMG | **Princenhage IV.** SteelScSr<br>*Mchy.Aft* 1*Dk* | 642<br>525<br>359 | | | | | 1919 | E.J.van<br>Aller<br>Hasselt | N.V.StoomvMaats<br>"Princenhage"<br>(CJDijkhuis,*Mgr*) | 174·2<br>P51'B10'F21' | 28·1 | 13·1 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.<br>NoordNederlandsche<br>Machinefab.Winschoten | | |
| 27902<br>133109<br>HTFM | **Princeps** SteelScK<br>*ss*Gms.No.2–19<br>1*Dk* | 264<br>242<br>106 | ✠100A1<br>*StmTrawler*<br>10,21 ~~8,20~~<br>~~BS8,20~~ ✠LMC4,19<br>BS10,21 | Gms | | CL<br>3,19 | 1911<br>8mo<br>*Lloyd* | Cochrane<br>&Sons<br>Selby<br>'*sA&CP* | AnchorStm.Fishg.<br>Co.Ld.(G.S.Letten<br>*Mgr.*) | 130·1<br>Q71' | 22·5 | 12·0<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¾",22"&36"–24" (*s*)<br>180lb 73RHP<br>1SB,*2pf*,GS37,HS1170<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 9 | |
| 27903<br>140685<br>JTSC | **Princesa** SteelTwinSc<br>*Elec.light* 3*Dks&Shelterdk*<br>*Ref.Mchy.* Wireless *CruiserStern* | 8731<br>7484<br>5453 | | | | | 1918 | A.Stephen<br>&Sons,Ld.<br>Glasgow | Furness-Houlder<br>ArgentineLines,<br>Ld. | 430·2<br>B255'F35' | 61·2 | 36·0 | Liverpool<br>British<br>*WB* | T.6Cy.25",41½"&70"–48"<br>679NHP<br>J.Brown&Co.Ld.Clydebk | | C |
| 27904<br>143933<br>JQWM | **Princess** SteelTwinScSr<br>*ss*Cal.No.3–5,19<br>(*ex*Kronprinzessin 2*Dks*(*Stl U*–ws)&<br>Cecilie) Sub.Sig. *Web frames*<br>*Elec.light* Wireless | 7849<br>6094<br>4793 | 100A1<br>8,21 ~~7,20~~ 11,21<br>~~BS12,19~~<br>BS3,21 | Hul<br>Npt<br>LMC5,19 | *c*† | CL<br>~~12,19~~<br>9,21 | 1905<br>*Lloyd* | Frd.Krupp<br>Akt.Ges.<br>Kiel<br>'*sA&CP* | TheShippingController(Ellerman<br>&BucknallS.S.Co.<br>Ld. *Mgrs.*) | 472·2<br>P55'B218'F92' | 55·3 | 30·0<br>FK<br>*CellDB* | London<br>British<br>9*BHCem*<br>384'1313*t* | Q.8Cy.23⅜",34$\frac{7}{16}$",50$\frac{3}{16}$"&<br>70$\frac{13}{16}$"–53$\frac{13}{16}$" 213lb 1225NHP<br>3DB(FD)&1AuxSB,*21cf*,<br>GS420,HS18299<br>Frd.KruppA.G.Kiel | 33 ″ 0<br>s 6″10½<br>26 ″ 9 | |
| 27905<br>126948 | **Princess Adelaide** SteelScSr<br>1*Dk*(*Stl*)&*pt2nd dk*(*Stl*)<br>&*ptAwng dk*(*Stl*)&*Promenade dk*(*ptStl*)<br>*Elec.light* Wireless | 3061<br>1186<br>1910 | ✠<br>*withfreeboard*<br>9,10 ✠<br>*For Channel& Sound Service,*<br>*Seattle & Skagway* | Gls | | | 1910<br>9mo | Fairfield<br>Co.Ld.<br>Glasgow | CanadianPacific<br>RailwayCo.<br>*WB=CellDB*<br>*uE&B98'f* | 290·5<br>60'254*tDTanks f*18' | 46·1 | 15·0<br>FK | Vict'riaBC<br>British<br>7*BHCem*<br>55*tFPT*22*t* | T.4Cy.27",42"&(2)48½"–39"<br>616NHP<br>4SB,*12cf*,GS331,HS10900 FD<br>FairfieldCo.Ld.Glasgow | 17 ″ 0 | |
| 27906<br>130609 | **Princess Alice** SteelScSr<br>*Elec.light* 1*Dk*(*ptStl*)&*ptAwng dk*<br>Wireless (*Stl*–ws)&*Promenade dk* | 3099<br>1146<br>1904 | ✠<br>*withfreeboard*<br>9,11 ✠<br>*For Channel& Sound Service,*<br>*Seattle & Skagway* | Nwc | | | 1911<br>9mo | Swan,Hunter&Wigham<br>Richardson,<br>Ld Newcastle | CanadianPacific<br>RailwayCo.<br>*WB=CellDB* | 290·6<br>*u E&B*100'*f*54'246*t* | 46·1 | 14·3<br>FK | Vict'riaBC<br>British<br>8*BHCem*<br>*DTa*34'163*t* | T.4Cy.27",42"&(2)48½"–39"<br>FD 610NHP<br>4SB,*12cf*,GS332,HS10780<br>Wllsnd.Slpwy.Co.Ld.Nwc.<br>*DTanks f*18'56*tAPT*79*t* | 17 ″ 0 | |
| 27907<br>109509 | **Princess Beara** SteelScCtr<br>*ss*Qns.No.3–6,17<br>*ss*Qns.No.1–21<br>1*Dk* | 212<br>164<br>95 | ✠100A1<br>5,22 ~~[illegible]~~<br>✠NB4,12 | Qns<br>✠LMC4,21<br>BS5,22 | *c* | CL<br>4,21 | 1901<br>7mo<br>A&CP | G. Brown&<br>Co.<br>Greenock | BantryBayS.S.Co.<br>Ld. (J.R.Kerr,<br>*Mgr.*) | 115·2<br>Q27'F25' | 21·2 | 10·2<br>BK7"<br>*WB* | Cork<br>British<br>5*BHCem*<br>=*APT*19*t* | C.2Cy.17½"&35"–24" (*s*)<br>120lb 70RHP<br>1SB,*3cf*,GS51,HS1448<br>J.G.Kincaid&Co.Greenock | 10 ″ 9<br>s1 ″ 3½<br>10 ″ 5 | |
| 27908<br>116405 | **Princess Beatrice** WoodScSr<br>*Elec.light* Wireless 1*Dk&Awngdk* | 1290<br>1008<br>635 | | | ... | | 1903 | BColumbia<br>Mar.Ry.Co.<br>Victoria,B.C. | CanadianPacific<br>RailwayCo. | 193·4 | 37·4 | 15·2 | Vict'riaBC<br>British | T.3Cy.18½",30"&50"–36"<br>150NHP<br>Bow,McLachln&CoLdPsy | 24 ″ 6 | |
| 27909<br>82408 | — IronPadSk | 253<br>189<br>105 | | | | | 1880 | Barclay&<br>Co.<br>Glasgow | Sou.I.of Wight&<br>S.ofEng.Royal<br>MailStmPktCo.Ld | 175·7 | 20·1 | 8·2 | S'thamptn<br>British | C.D.2Cy.25"&45"–54"<br>NB93 90RHP<br>Barclay&Co.,Glasgow | | BT<br>till<br>2,22 |
| 27910<br>126236 | **Princess Charlotte**<br>SteelTwinScSr<br>2*Dks*(*MptStl&L Stl*) *Shelter dk*(*Stl*)&<br>*Elec.light* *Promenade dk*(*Stl–pt*ws)<br>Wireless | 3844<br>2457<br>1999 | ✠<br>10,08<br>✠<br>*For Channel& Sound Service,*<br>*Seattle & Skagway* | Gls | *v* | | 1908<br>10mo | Fairfield<br>Co.Ld.<br>Glasgow | CanadianPacific<br>RailwayCo.<br>*WB=CellDBa*26 | 330·0 | 46·7 | 23·7<br>FK | Vict'riaBC<br>British<br>6*BHCem*<br>'*uE&B*124'*f* | T.8Cy.(2)24",(2)38"&<br>(4)43"–33" 795NHP<br>6SB,*18cf*,GS362,HS13476FD<br>FairfieldCo.Ld.Glasgow<br>74'335*tDT f*20'82*tAPT*74*t* | 26 ″ 0 | |
| 27911<br>122387 | **Princess Ena** SteelScSr<br>Wireless 1*Dk&Spar dk&deep framing* | 1368<br>1287<br>827 | ✠<br>*Spar dk*<br>10,07 ✠ | Liv | *o* | | 1907<br>10mo | Garston<br>G.D.&SB.Co.<br>Ld. Garston | CanadianPacific<br>RailwayCo.<br>*WB=CellDB* | 195·1<br>B61'<br>*a* 44'*uE&B* 48' *f* 56' | 38·2 | 14·8<br>22·6<br>FK | Vic'triaBC<br>British<br>4*BHCem*<br>268*tFPT*66*t* | C.2Cy.20"&43"–30"<br>75RHP<br>2SB,*4cf*,GS78,HS2668<br>Crabtree&Co.Ld.Gt.Yar. | 24″10 | |
| 27912<br>119743<br>HGRO | — SteelTwinScSr<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 1198<br>744<br>502 | | | | | 1906 | Gourlay<br>Bros.&Co.<br>(Dundee)Ld.<br>Dundee | L.&S.W.Rlwy.Co. | 250·6<br>P&B166'F43' | 33·3 | 15·1 | S'thamptn<br>British | T.6Cy.16",26"&41"–24"<br>165NHP<br>GourlayBros.&Co.<br>(Dundee),Ld.Dun. | | BT<br>till<br>6,21 |
| 27913<br>125<br>HDCY | **Princess Eugenie of Oldenburg**<br>SteelScSr<br>*Elec.light* 2*Dks&Awng dk* | 1852<br>1696<br>1085 | | | ... | | 1903 | Howaldtswerke<br>Kiel | RussianStm.Nav.<br>&TradingCo. | 266·0 | 36·0 | 15·3<br>22·8<br>FK | Odessa<br>Russian<br>*WB* | T.3Cy.22⅛",34⅞"&56⅛"–39½"<br>245NHP<br>Howaldtswerke,Kiel | 25 ″ 1 | |
| 27914<br>86341 | **Princess Helena** IronPadSk | 246<br>187<br>102 | | | | | 1883<br>6mo | Barclay&<br>Co.<br>Glasgow | Sou.I.of Wight&<br>S.ofEng.Royal<br>MailStmPktCo.Ld | 175·4 | 20·2 | 8·3 | S'thamptn<br>British | C.D.2Cy.25"&44"–54"<br>NB12 118NHP<br>Barclay&Co.,Glasgow | | BT<br>till<br>1,22 |
| 27915<br>121065<br>HDMR | **Princess Juliana** SteelScK<br>*ss*Flt.No.3–9,19<br>(*ex*LordCurzon) 1*Dk* | 266<br>236<br>107 | ✠100A1<br>*StmTrawler*<br>9,19<br>~~BS12,20~~ | Flt<br>BS11,21<br>✠LMC9,19 | | CL<br>9,19 | 1905<br>8mo<br>*Lloyd* | Earle'sCo.<br>Ld.<br>Hull<br>'*sA&CP* | CrostonSteam<br>TrawlingCo.Ld.<br>(E.Taylor,*Mgr.*) | 130·0<br>Q63' | 22·1 | 11·8<br>BK8" | Fleetwood<br>British<br>4*BHCem* | T.3Cy12¾",22"&36"–24" (*s*)<br>200lb 77RHP<br>1SB,*3pf*,GS43,HS1250<br>Earle'sCo.Ld.Hull | 12″10 | |
| 27916<br>108750 | **Princess Louise** SteelScSr<br>*ss*Bwg.No.3–4,10<br>*ss*Grk.No.2–19<br>1*Dk* | 106<br>83<br>39 | ✠100A1<br>4,20<br>✠NB3,19 | Grk<br>✠LMC~~3,19~~<br>4,22 | *a* | ~~4,20~~<br>4,22 | 1898<br>7mo<br>A&CP | Ritchie,<br>Graham&<br>Milne<br>Glasgow | MissE.A.Paterson | 95·1<br>Q25' | 17·1 | 8·2<br>BK6" | Glasgow<br>British<br>4*BHCem* | C.2Cy.13¼"&26"–18" (*s*)<br>120lb 30RHP<br>1SB,*2pf*,GS26,HS711<br>Campbell&Calderwd,Psy. | 8 ″ 6<br>s1 ″ 4<br>8 ″ 0 | |
| 27917<br>121084<br>JGVF | **Princess Louise II.** SteelScK<br>*ss*Hul.No.3–10,14<br>(*ex*PrincessLouise) *ss*Hul.No.1–19<br>1*Dk* | 289<br>252<br>116 | ✠100A1<br>*StmTrawler*<br>5,19<br>~~[illegible]~~<br>BS6,21 | Hul<br>✠LMC5,19 | | CL<br>5,19 | 1905<br>10mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Beverley<br>'*sA&CP* | ~~T.H.Smith~~<br>~~J.W.Armitage~~<br>SunStm.Trawling<br>Co.Ld.(J.W.Armitage*Mgr.*) | 133·6<br>Q70'F19' | 22·5 | 12·3<br>BK8" | Fleetwood<br>British<br>4*BHCem* | T.3Cy.13",22"&37"–24" (*s*)<br>200lb 70RHP<br>1SB,*2cf*,GS36,HS1288<br>C.D.Holmes&Co.Hull | 13 ″ 2 | |
| 27918<br>133789 | **Princess Maquinna** SteelScSr<br>*Elec.light*<br>Wireless 1*Dk&Awng dk* | 1777<br>1308<br>979 | | | ... | | 1913 | British<br>Columbia<br>Mar.R.Co.Ld.<br>Victoria,B.C. | CanadianPacific<br>RailwayCo. | 232·6<br>*BonAwng dk*142' | 38·0 | 14·5<br>FK | Vict'ria BC<br>British<br>*WB* | T.3Cy.20",33"&54"–36"<br>238NHP<br>Bow,McLachln& CoLdPsy | 25 ″ 0 | |
| 27919 | | | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27920<br>98465 | **Princess Margaret** SteelPadSp<br>1*Dk* | 260<br>225<br>110 | | | | | 1893 | Scott&Co.<br>Greenock | L.&S.W.Rlwy.Co.<br>&L.B.&S.C.Rly.Co | 170·6 | 22·1 | 8·5 | Portsmth<br>British | C.D.2Cy.23″&54″–54″<br>NB03 178NHP<br>Scott&Co.,Greenock | |
| 27921<br>136234<br>JKDG | **Princess Marie-José** SteelScK<br>ssLon.No.1–19<br>*Elec.light* 1*Dk* | 274<br>239<br>109 | ✠100A1<br>*StmTrawler*<br>5,21 ~~12,19~~<br>11,21<br>✠LMC12,19<br>BS5,21 | Flt | | CL<br>12,19 | 1915<br>3mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | SunStm.Trawling<br>Co.Ld. (J.W.<br>Armitage,*Mgr.*) | 125·4<br>Q71′F19′<br>BK8″ | 22·7 | 12·2 | Hull<br>British<br>3*BHCem* | T.3Cy.12¾″,22″&36″–24″ (*s*)<br>200lb 80RHP<br>1SB,3*pf*,GS47,HS1310<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 27922<br>126950 | **Princess Mary** SteelTwinScSr<br>*Elec.light* 1*Dk*(*Stl*)&*pt2nd dk*(*Stl*)<br>Wireless &*ptAwng dk*(*Stl*–ws)<br>&*ptProm dk*(*Stl*–ws) | 2155<br>1336<br>1346 | ✠<br>*ptAwng dk*<br>*withfreeboard*<br>11,12 ✠ | Vcr | *p* | | 1910<br>11mo<br>*Reblt*<br>14 | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley<br>Yarrow'sLd.<br>Esquimault,<br>B.C. | CanadianPacific<br>RailwayCo.<br>*WB=Cell DBa27′* | 248·4<br>len14<br>FK<br>*uE&B* 65′ *f*46′ 218*t* | 40·1 | 14·0 | Vict'riaBC<br>British<br>6*BHCem*<br>*DTf*14′52*t* | T.6Cy.16″,27″&44″–30″<br>388NHP<br>2SB,6*cf*,GS181,HS6502 FD<br>Bow,McLachln&CoLd Psy | 16 |
| 27923<br>133321<br>JFDC | — SteelScK<br>ssAbn.No.1–19<br>1*Dk* | 225<br>220<br>84 | ✠100A1<br>*StmTrawler*<br>3,22 ~~11,20~~<br>~~[illegible]~~ ✠LMC3,19<br>BS8,22 | Abn | | CL<br>~~8,19~~<br>3,22 | 1914<br>3mo<br>*Lloyd* | A.Hall&<br>Co.Ld.<br>Aberdeen<br>'*sA&CP* | The"Dodds"Steam<br>FishingCo.Ld.(W.<br>H.Dodds,*Mgr.*) | 121·1<br>BK7½″<br>*WB*= | 22·5 | 12·3 | N.Shields<br>British<br>3*BHCem*<br>*DTF*5′11*t* | T.3Cy.12″,20″&34″–24″ (*s*)<br>180lb 37RHP<br>1SB,3*pf*,GS46,HS1427<br>A.Hall&Co.Ld.Aberdeen | 13 |
| 27924<br>216018<br>LJMR | **Princess Matoika** SteelTwinScSr<br>(*ex*PrincessAlice,<br>*ex*Kiautschou) 4*Dks*<br>*Elec.light* Sub.Sig. Wireless | 10421<br>8610<br>6019 | | | | | 1900 | Akt.Ges.<br>"Vulcan"<br>Stettin | UnitedStates<br>ShippingBoard | 523·5<br>P110′B242′F85′ | 60·1 | 34·7 | NewYork<br>Utd.States<br>*WB* | Q.8Cy.27½″,40″,57½″&82¾″–<br>55″ 1016NHP<br>A.G."Vulcan,"Stettin | |
| 27925<br>98333<br>JKDP | **Princess Maud** SteelTrpScSr<br>*Elec.light* Wireless 2*Dks* | 1655<br>1168<br>687 | | | | | 1904 | W.Denny<br>&Bros.<br>Dumbarton | P'patrick&Wigtns<br>RlysJntCommittee<br>(W.McConchie,<br>*Mgr.*) | 300·6<br>P85′B130′F57′ | 40·1 | 15·8 | Stranraer<br>British<br>*WB* | 3 Steam Turbines<br>ParsonsMar.<br>SteamTurbineCo.Ld.Nwc. | |
| 27926<br>109860<br>PVNQ | **Princess May** SteelTwinScSr<br>(*ex*Hating,<br>*ex*Ningchow,*ex*Cass,*ex*Arthur,*ex*Cass)<br>*Elec.light* Wireless 2*Dks*&*ptShade deck* | 1708<br>1015<br>1022 | | | ... | | 1888 | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | PrincessMay<br>S S.Co.Ld. | 249·0<br>F46′<br>FK | 33·2 | 17·7 | Vancvr.BC<br>British | T.6Cy.19″,30″&50″–33″<br>NB06 287NHP<br>Hwthrn,Leslie&C.Ld.Nwc | 19 |
| 27927<br>98331 | — SteelPadSr | 1123<br>771<br>472 | | | | | 1892 | W.Denny<br>&Bros.<br>Dumbarton | TheAdmiralty | 280·5<br>P74′B109′F75′ | 35·6 | 13·4 | Stranraer<br>British | C.D.2Cy.52″&90″–66″<br>548NHP<br>Denny&Co.,Dumbarton | |
| 27928<br>101546<br>RLFB | **Princess Melita** SteelScK<br>1*Dk* | 120<br>100<br>51 | | | | | 1893 | J.Scott&<br>Co.<br>Kinghorn | AlexanderMattei | 112·8<br>H11*t* | 18·1 | 8·3 | Malta<br>British<br>*WB* | C.2Cy.16″&32″–18″<br>50RHP<br>J.Scott&Co.,Kinghorn | |
| 27929<br>114192<br>SPTF | **Princess Melton** SteelScK<br>(*Trawler*)<br>1*Dk* | 224<br>211<br>91 | | | ... | | 1901 | J.Duthie,<br>Sons&Co.<br>Aberdeen | E.Taylor<br>(J.A.Taylor,*Mgr.*) | 120·3<br>Q19′<br>BK7½″ | 22·0 | 11·8 | Fleetwood<br>British | T.3Cy.11¾″,20″&33″–22″<br>NB02 50RHP<br>J.S.Vaux&Co.Ld.Sld. | 12 |
| 27930<br>115686<br>HVDJ | **Princess Patricia** SteelTrpScSr<br>(*ex*QueenAlexandra)<br>Wireless 1*Dk*&*Promenade dk* | 1158<br>558<br>535 | | | ... | | 1902 | W.Denny<br>&Bros.<br>Dumbarton | CanadianPacific<br>RailwayCo. | 270·0<br>FK | 32·1 | 11·6 | Vict'riaBC<br>British<br>*WB* | 3 Steam Turbines<br>412NHP<br>Parsons'Mar.S.TurbineCo.<br>Ld.Nwc. | 11 |
| 27931<br>120553 | — SteelPad<br>(*ex*Shakespeare)<br>*Elec.light* 1*Dk* | 127<br>118<br>59 | | | ... | | 1905 | JI.Thorny-<br>croft&Co.Ld<br>Woolston | Dumbarton&<br>BallochJointLine<br>Committee (L.H.<br>Gilchrist,*Mgr.*) | 130·3<br>FK | 18·0 | 6·8 | Glasgow<br>British | C.D.2Cy.16″&31″–36″<br>53RHP<br>Scotts'S.B.&E.Co.Ld.Grk. | 7 |
| 27932<br>121988 | **Princess Royal** WoodScSr<br>*Elec.light* *Salted*† cf 1*Dk*&*Awng dk*<br>Wireless | 1997<br>1338<br>981 | ✠<br>*Awng dk*<br>*withfreeboard*<br>10,09 ✠ | Vcr | | | 1907<br>3mo | B.C.<br>MarineRail-<br>waysCo.Ld<br>Esquimault | CanadianPacific<br>RailwayCo. | 228·0 | 40·0 | 16·6 | Vict'riaBC<br>British<br>4*BH* | T.3Cy.22″,35″&60″–36″<br>302NHP<br>3SB,9*cf*,GS190,HS5596<br>Bow,McLachlan&Co.Psy. | 25 |
| 27933<br>133307 | — SteelScK<br>ssLth.No.2–19<br>1*Dk*(*Stl*) | 213<br>209<br>79 | ✠100A1<br>*StmTrawler*<br>4,22 ~~8,20~~<br>BS12,21<br>~~BS8,20~~ ✠LMC10,19 | Abn | | CL<br>8,20 | 1913<br>3mo<br>*Lloyd* | A.Hall&<br>Co.Ld.<br>Aberdeen<br>'*sA&CP* | The"Dodds"Steam<br>FishingCo.Ld.(W.<br>H.Dodds,*Mgr.*) | 117·3<br>BK7½″<br>*WB*= | 22·6 | 12·1 | N.Shields<br>British<br>3*BHCem*<br>*DTf*5′11*t* | T.3Cy.12″,20″&34″–24″ (*s*)<br>180lb 56RHP<br>1SB,3*pf*,GS46,HS1433<br>A.Hall&Co.Ld.Aberdeen | 13 |
| 27934<br>95124 | — SteelPadSp | 105<br>105<br>56 | | | | | 1888 | Willough-<br>byBros.<br>Plymouth | PlymouthProm-<br>enadePier&Pavil-<br>ionCo.Ld. | 117·6<br>Q44*t* | 16·6 | 4·7 | Plymouth<br>British | C.O.2Cy.17″&32″–30″<br>NB09 45RHP<br>WilloughbyBros.Ply. | |
| 27935<br>115953<br>TSQJ | **Princess Victoria** StlTwinScSr<br>Wireless 1*Dk*&*Promenadedk* | 1943<br>1194<br>785 | | | | | 1903 | C.S.Swan&<br>Hunter,Ld.<br>Newcastle | CanadianPacific<br>RailwayCo. | 300·0 | 40·5 | 15·4 | Vict'riaBC<br>British<br>*WB* | T.8Cy(2)26″(2)40″&(4)43½″<br>–33″ 434NHP<br>Hwthrn,Leslie&C.Ld.Nwc | |
| 27936<br>98335<br>JHCN | — SteelTrpScSr<br>*Elec.light* Wireless 2*Dks* | 1687<br>1184<br>702 | | | ... | | 1912 | W.Denny<br>&Bros.<br>Dumbarton | P'patrick&Wigtns<br>RlysJntCommittee<br>(WMcConchie*Mg*) | 300·6<br>P90′B130′F57′<br>FK | 40·2 | 15·8 | Stranraer<br>British<br>*WB* | 3 Steam Turbines<br>1040NHP<br>Denny&Co.Dumbarton | 16 |
| 27937<br>137380 | — SteelScK<br>ssGls.No.1–19<br>1*Dk* | 245<br>228<br>93 | ✠100A1<br>*StmTrawler*<br>1,22 ~~8,20~~ ✠LMC10,19 | Abn | | CL<br>10,19 | 1916<br>9mo<br>*Lloyd* | Cochrane<br>&Sons,Ld.<br>Selby<br>'*sA&CP* | The"Dodds"Steam<br>FishingCo.Ld. | 124·8<br>F21′<br>BK7½″ | 22·7 | 12·3 | N.Shields<br>British<br>3*BHCem*<br>*DTf*55′11*t* | T.3Cy.12½″,21″&35″–24″(*s*)<br>180lb 82RHP<br>1SB,3*pf*,GS49,HS1477<br>Cooper&Greig,Ld.Dundee | 13 |
| 27938<br>106516 | **Princess of Wales** SteelPadSp<br>1*Dk* | 163<br>138<br>75 | | | | | 1896 | R.Craggs<br>&Sons<br>Middlesbro' | NewMedwayStm.<br>PacketCo.Ld.<br>(E.Scoones,*Mgr.*) | 139·6 | 18·1 | 7·5 | Rochester<br>British | C.D.2Cy.21″&39″–30″<br>65RHP<br>Jameson&MacColl,Sld. | |
| 27939<br>SNPJ | **Princessan** WoodAuxSc3MstSr<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 253<br>233<br>199 | | | | | 1920 | T.W.Joh-<br>ansson<br>Borgå | RederiA/BBorgå | 124·2 | 29·2 | 11·9 | Borgå<br>Finnish | Motor<br>2Cy.<br>J&CGBolindersCoLdSkm. | |
| 27940<br>MBRF | **Princesse Clémentine** SteelScSr<br>ssNwc.No.3–6,20<br>1*Dk*(*Stl*)&*deep framing*&<br>*Elec.light* *Shelter dk*(*Stl*)<br>Wireless *Tonnage opening closed* 1917 | 2859<br>1815<br>1828 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>9,21 ~~6,20~~ ✠LMC6,20<br>BS6,21 | Nwc<br>Ant | *t* | CL<br>N6,20 | 1909<br>1mo<br>*Lloyd* | TyneI.S.B.<br>Co.Ld.<br>Newcastle<br>'*sA&CP* | "Océan"Soc.Anon.<br>Belged'Armement<br>&deNav.(L.Dens<br>&Co.*Mgrs.*) | 300·5<br>FK<br>*WB* | 42·0 | 18·9 | Antwerp<br>Belgian<br>5*BHCem*<br>= *CellDBa* | T.3Cy.22″,37″&61″–42″ (*s*)<br>180lb 278NHP<br>3SB,6*cf*,GS129,HS4530<br>N.E.MarineEngCoLd Nwc<br>86′*uE*22′ *f*130′457*tAPT*85 | 29<br>3 8<br>21 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R.; Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27941<br>GQDM | PrincesseClémentine **SteelPadSr**<br>*Elec.light* Wireless *2Dks3trB* | 1474<br>1108<br>770 | | | | | 1896 | Soc.J.<br>Cockerill<br>Hoboken | BelgianGovernment | 341·3 | 37·8 | 14·2 | Ostend<br>Belgian | C.2Cy.60"&108"-84"<br>891NHP<br>Soc.J.Cockerill,Seraing | | |
| 27942<br>GQDN | PrincesseElisabeth **SteelTrpScSr**<br>Wireless *3Dks* | 1747<br>1256<br>787 | | | | | 1905 | Soc.Anon.<br>Jhn.Cockerill<br>Hoboken | BelgianGovernment | 357·0 | 40·0 | 23·2 | Ostend<br>Belgian<br>*WB* | 3 Steam Turbines<br>NB15<br>ParsonsMarineSteam TurbineCo.Ld.Nwc. | | |
| 27943<br>antled 10,21<br>GQDP | Princesse Henriette **SteelPad**<br>*Elec.light* Wireless | 1094<br>865<br>541 | | | | | 1888 | W.Denny<br>&Bros.<br>Dumbarton | | 300·0 | 38·0 | 13·6 | Ostend<br>Belgian | C.2Cy.58"&104"-72"<br>765NHP<br>Denny&Co.,Dumbarton | | |
| 27944<br>MBRJ | Princesse Marie José **SteelScK**<br>ssAnt,No,2-19 ~~ssAnt.No.1-19~~<br>*1Dk*<br>— | 222<br>195<br>86 | ✠100A1<br>*StmTrawler*<br>8,21 ~~9,19~~<br>BS9,19 | Ant<br>✠LMC5,17 | | CL<br>9,19 | 1913<br>1mo<br>*Lloyd'sA&CP* | Smith's<br>DockCo.Ld.<br>Middlesbro' | A.T.Golder&Co. | 120·0<br>Q73'F19'<br>BK7½" *WB* | 22·0 | 11·7 | Ostend<br>Belgian<br>*4BHCem*<br>*=MT6'22t* | T.3Cy.12¼",20"&34"-24" (*s*)<br>180lb 74NHP<br>1SB,*3pf*,GS42,HS1322<br>Smith'sDockCo.Ld.Mdb. | 12 ″ 6 | |
| 27945<br>150876 | Princeton **SteelScSr**<br>Sub.Sig. *Mchy.Aft Elec.light 1Dk2trB* | 5125<br>—<br>3820 | | | | | 1900 | American<br>S.B.Co<br>Lorain | PittsburghS.S.Co. | 454·0<br>*WB* | 50·0 | 28·5 | Duluth,<br>Minn.<br>Utd.States | Q.4Cy.18",26¾",41"&63"-42"<br>257NHP<br>AmericanSB.Co.Cleveland | | |
| 27946<br>212833<br>LFBP | — **SteelScSr**<br>ssBal.No.2-20<br>(*ex*Sioux) *2Dks(Stl)&Webframes*<br>*Elec.light Longitudinal framing*<br>*Mchy.Aft* Wireless | 5081<br>4466<br>3049<br>– | ✠100A1<br>2,22 ~~3,21~~<br>BS3,22<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 12,21<br>*2F. P. above* 150°F. | NYk<br>NNs<br>✠LMC3,21 | *y* | CL<br>3,21 | 1912<br>12mo<br>A&CP<br>~~*Lloyd'sA&CP*~~ | Howaldts-<br>werke<br>Kiel | StandardOilCo.<br>(NewJersey)<br>*WB=CellDBuE* 480t | 385·1<br>P115'B22'F37' FK<br>*&B74'221tDTf31'*<br>*FPT169tAPT66t* | 52·5 | 25·9 | NewYork<br>Utd.States<br>*13BHCem*<br>*10BHtoUdk*<br>3 ,, ,, *2nd* ,, | Q4Cy.19½"28",41"&59"-41⅝"<br>213lb *80lb* (*s*) 320NHP<br>2SB,*6cf*,GS100,HS4512 FD<br>Howaldtswerke,Kiel | 28 ″ 8 | |
| 27947<br>140451 | Princetown **SteelScSr**<br>*Mchy.Aft*<br>*Well deck* *1Dk(Stl)* | 719<br>494<br>272 | ✠100A1<br>10,20 | Cff<br>✠LMC8,17 | | CL<br>10,20 | 1917<br>8mo<br>*Lloyd'sA&CP* | J.P.Ren-<br>noldson&Sns<br>Ld. S.Shields | HiberniaS.S.Co.<br>Ld.(J.Weatherill<br>&Sons,*Mgrs.*)<br>*CellDBf106'165tFPT* | 188·5<br>Q109'B11'F32 FK | 28·7 | 11·1 | Dublin<br>British<br>*3BHCem*<br>*91tAPT49t* | T.3Cy.15",25½"&41"-30" (*s*)<br>180lb *100lb* 85RHP<br>1SB,*3cf*,GS60,HS1590<br>JPRennoldsn&SnsLdSShl | 13 ″ 9<br>s4 ″ 7½<br>13 ″ 4 | |
| 27948 | Principe de Asturias **SteelSc**<br>(*ex*Iris)<br>Wireless *2Dks(StlU-ws)* | 1200 | ✠<br>*For Government Service*<br>7,15 ✠ | Rnf | | | 1915<br>7mo | Lobnitz&<br>Co.Ld.<br>Renfrew | Hijos deJoseTaya<br>S.enC.<br>*CellDBuB22t* | 250·0<br>F63' FK<br>*DTf22t FPT11t* | 33·0 | 17·2 | Barcelona<br>Spanish<br>*12BHptCem*<br>*APT19t* | T.3Cy.23",37"&61"-27"<br>381NHP<br>2SB,*8cf*,GS192,HS6600 FD<br>Lobnitz&Co.Ld.Renfrew | 18 ″ 0 | |
| 27949 | — **SteelSc**<br>*1Dk* | 445<br>—<br>180 | | | | | 1917 | Astilleros<br>Riera<br>Gijon | H.Julia&Cia. | 135·8 | 25·0 | 11·8 | Bilbao<br>Spanish | C.2Cy.15"&34"-23½"<br>46NHP<br>*Emade91fitted*— NB20<br>VulcanIronWorks<br>(Tyndall&Co.),Hull | | V |
| 27950 | Principe de Piamonte **SteelSc**<br>(*ex*Marigold)<br>Wireless *2Dks(StlU-ws)* | 1200 | ✠<br>*For Government Service*<br>7,15 ✠ | Psy | | | 1915<br>7mo | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley | Hijos deJoseTaya<br>S.enC.<br>*CellDBuB22t* | 250·0<br>F63' FK<br>*DTf21t FPT11t* | 33·0 | 17·2 | Barcelona<br>Spanish<br>*12BHCem*<br>*APT11t* | T.3Cy.21½",35"&57"-27"<br>368NHP<br>2SB,*6cf*,GS169,HS6608 FD<br>Bow,McLachln&CoLd Psy | 18 ″ 0 | |
| 27951 | Principe de Viana **SteelSc**<br>ssSou.No.3-4,12<br>(*ex*Tagus) ssBcl.No.2-21<br>*3Dks(UStl*-ws)*&Spar dk(Stl*-teaks)<br>*Elec.light* Sub.Sig. Wireless | 5556<br>4586<br>3070 | ✠100A1<br>*Spar dk*<br>3,21 | Bcl<br>✠LMC9,20 | *z* | CL<br>9,20 | 1899<br>10mo<br>*Lloyd'sA&CP* | R.Napier&<br>Sons,Ld.<br>Glasgow | Hijos de JoseTaya<br>S.enC.<br>*Cell* | 410·0<br>P40'F74' 32·3 FK<br>*DBa 76' uE&B 102'* | 50·0 | 23·3 | Barcelona<br>Spanish<br>*6BHAsp*<br>*f149'650t* | T.3Cy.37",58"&97"-66" (*s*)<br>180lb 1050NHP<br>6SB,*18cf*,GS348,HS15384 FD<br>R.Napier&Sons,Ld.Gls. | 35 ″ 4<br>s11 ″ 0<br>24 ″ 11 | |
| 27952<br>372<br>RLTN | Principe di Udine **SteelTwinScSr**<br>*Elec.light*<br>*Ref.Mchy.* Wireless *2Dks&Shelter dk* | 7828<br>6167<br>4936 | | | ... | | 1908 | Barclay,<br>Curle&Co.Ld<br>Glasgow | "LloydSabaudo,"<br>Soc.Anon.per<br>Azioni | 450·8<br>F58' | 55·2 | 25·1 | Genoa<br>Italian<br>*WB* | Q.8Cy.25½"36½"52"&74"-51"<br>1266NHP<br>Barclay,Curle&Co.Ld.Gls. | 27 ″ 10 | CI |
| 27953<br>PFBJ | Principesa Maria **SteelTwinScSr**<br>(*ex*IgnazioFlorio) *Fitted for oil fuel*<br>*Elec.light* Wireless *2Dks* | 1605<br>1261<br>635 | | | | | 1896 | Flli.<br>Orlando<br>Leghorn | RoumanianState<br>MaritimeService | 289·0<br>P35'B72'F41' | 34·5 | 20·1 | Constanza<br>Roumanian<br>*WB* | T.6Cy.23¼",37⅖"&59"-36"<br>NB08 417NHP<br>Flli.Orlando,Leghorn | | V |
| 27954 | Principessa Cristiana **StlScSr**<br>ssTri.No.3-10,08<br>ssNap.No.2-19 ~~ssTri.No.1-12~~<br>*1Dk(ptStl ptIrn)&Webframes*<br>*&ptAwngdk(Irn)* | 2854<br>2201<br>1770 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>10,19 ~~6,14~~<br>~~Examined10,19~~<br>✠NB9,12 | Cff<br>Tri<br>✠LMC~~5,10~~12,21 | *t* | ~~10,19~~<br>N12,21 | 1896<br>7mo<br>A&CP | Osbourne,<br>Graham&Co.<br>Sunderland | NavGenGerolimich<br>&Co.Soc. in Az.<br>*WB=CellDBa* | 308·5<br>P29'Q94' FK<br>*ptAwngdk*183'<br>104'*uE&B*44'*f*110' | 42·1 | 20·2 | Trieste<br>Italian<br>*5BHCem*<br>*583tAPT60t* | T.3Cy.22⅞",37"&61"-42" (*r*)<br>160lb *80lb* 246NHP<br>2SB,*6cf*,GS97,HS3756<br>NDB01*refitted*11<br>G.Clark(Lim.) Sunderland | 22 ″ 9<br>s8 ″ 3½<br>21 ″ 8 | |
| 27955<br>123<br>RMBS | Principessa Jolanda **SteelScSr**<br>ssGen.No.3-4,17<br>*1Dk(Stl)&Webframes&*<br>Wireless *Awng dk(Stl)* | 2930<br>2576<br>1760 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>2,21 | Gen<br>✠LMC2,21 | *t* | 2,21 | 1903<br>5mo<br>*Lloyd'sA&CP* | Off.e.Cant.<br>Ligur.Ancon<br>Ancona | Soc.Veneziana di<br>Nav.aVap.<br>*WB=CellDBa82'* | 296·6<br>B70'F33' 25·3 FK<br>*uE&B40'f110'525t* | 42·0 | 18·0 | Venice<br>Italian<br>*6BHCem*<br>*APT61t* | T.3Cy.23¼",38½"&61"-39"<br>170lb *80lb* 244NHP<br>2SB,*6cf*,GS126,HS3736<br>Off.e.Cant.Lig.-Anconit.<br>Ancona | 27 ″ 9<br>s5 ″ 3½<br>22 ″ 9 | |
| 27956<br>410<br>RMOF | Principessa Mafalda **SteelTwin ScSr**<br>*Ref.Mchy*<br>Sub.Sig. Wireless *3Dks* | 9210<br>—<br>5087 | | | | | 1908 | Soc.Eser-<br>cizioBacini<br>RivaTrigoso | Nav.Gen.Italiana | 485·2<br>P59'B230'F52' | 55·6 | 32·6 | Genoa<br>Italian<br>*WB* | Q.8Cy.27⅕"39⅜"56½"&$79\frac{3}{10}$"-53⅕"<br>917NHP<br>Soc.EsercizioBacini | | I |
| 27957<br>17<br>RMOD | — **SteelSc**<br>~~*Ref.Mchy.*~~ *1Dk* | 459<br>330<br>270 | | | | | 1903 | C.&T.T.<br>Pattison<br>Naples | Cia.Napoletana di<br>Nav. | 180·5 | 25·4 | 13·2 | Naples<br>Italian | T.3Cy.20½",$26\frac{9}{10}$"&48"-27⅗"<br>121NHP<br>C.&T.T.Pattison,Naples | | I |
| 27958<br>1158<br>HKBQ | Princyp **SteelTwinSc3MstSr** | 687<br>—<br>445 | | | | | 1897 | Stabilmnto<br>Tecnico<br>Trieste | E.T.Paramonoff<br>SonsCo. | 210·0 | 31·0 | 11·0 | Rostoff<br>Russian<br>*WB* | C.4Cy.13"&28"-20"<br>58NHP<br>Stabil.Tecnico,Trieste | | |
| 27959 | Prinkipo **SteelSc**<br>*Elec.light* *2Dks* | | | | | | | Brücken-<br>bauFlender<br>A.-G.<br>Siems<br>b/Lübeck | Hamburg-Amerik.<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie)<br>(Deutsche Levante<br>Linie,*Mgrs.*) | ...... | ...... | ...... | Hamburg<br>German<br>*WB* | T.3Cy.15¾",26"&43⅓"-27⅗"<br>99NHP<br>VulcanWerke,Hamburg | | |
| 27960<br>HTMS | Prinkipos **IronSc**<br>(*ex*Eptalofos,*ex* ssStn.3rdNo 3-3,12<br>Pyrin,*ex*Pirini, ssHul.No.2-20<br>*ex*Palmerino,*ex*Riga) *1Dk2trB*<br>*Well deck* | 646<br>488<br>384 | ✠90A1<br>10,21 ~~3,20~~<br>✠NB5,00<br>~~BS8,19~~<br>BS10,21 | Hul<br>~~Bry~~<br>✠LMC<br>MS5,20 | *j* | ~~CL~~<br>N6,17 | 1875<br>6mo<br>A&CP | Act.Ges.<br>"Hansa"<br>Rostock | AngelicaMango | 181·4<br>P96'F26'<br>*MTa24'* | 27·3 | 14·8 | Piræus<br>Greek<br>*4BHCem*<br>*43tf13'80t* | C.2Cy.24"&40"-27"<br>71lb 76NHP<br>1SB,*2pf*,GS45,HS1441<br>A.G."Hansa,"Rostock | 15 ″ 9<br>s1 ″ 5½<br>15 ″ 3 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27961<br>1244<br>JOMQ | **Prins Bernadotte** IronScSr<br>(*ex*Oregrund)<br>1*Dk* | 144<br>108<br>63 | | | | | 1887 | MotalaCo.<br>Oscarshamn | A.Strandberg | 105·7<br>Q40′B50′H14*t*F25′ | 19·2 | 8·4 | Alne<br>Swedish | C.2Cy.15″&29″–19½″<br>NB95 31NHP<br>MotalaCo.,Oscarshamn | |
| 27962<br>3257<br>JHTG | **Prins Carl** IronScSr<br>1*Dk* | 195<br>116<br>132 | | | | | 1897 | Ekensberg<br>Varf<br>Stockholm | StockhlmsTransp.<br>ochBogs.Aktieb.<br>(JAAppelqvist*Mr*) | 114·8<br>Q31′B42′H11*t*F18′ | 18·8 | 8·3 | Stockholm<br>Swedish | C.2Cy.12⅛″&27⅛″–19½″<br>*Ebuiltin78* 28NHP<br>Lindahl&Runer,Gefle | |
| 27963<br>NMLH | **Prins Christian** SteelTwinSc<br>(*Ferry*)<br>*Elec.light* Sub.Sig. Wireless 1*Dk2trB* | 1824<br>1636<br>757 | | | | | 1903 | Helsingörs<br>Jernsk.&Msk<br>Elsinore | DeDanske<br>Statsbaner | 285·0 | 44·9 | 21·1 | Gjedser<br>Danish<br>*WB* | T.6Cy.19″,31½″&52″–28″<br>286NHP<br>HelsingörsJernsk.&Mskb. | |
| ❊ 27964<br>PQMS | **Prins der Nederlanden** Steel<br>TwinScSr<br>*ss*Ams.No.1–19<br>*Elec.light*<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl* teak s)<br>Wireless Sub.Sig. *3rd dk in No.1 hold* | 9322<br>7169<br>5689 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~5,21~~ ~~2,21~~ 1,22<br>~~BS10,20~~ BS5,21<br>✠~~LMC1,19~~<br>MS5,22 | Sba<br>Ams | *d*† | CL<br>2,21 | 1914<br>1mo<br>*Lloyd*'s*A&CP* | Nederl.<br>Schps.Maats.<br>Amsterdam | Stoomv.Maats.<br>"Nederland"<br>*WB* = *CellDBa*122′*uE* | 481·2<br>P43′F74′ *on Shelter dk* FK<br>58′*f*159′1033*tFPT* | 57·2 | 26·8 | Amsterdm<br>Dutch<br>8*BHCem*<br>78*tAPT*62*t* | Q.8Cy.24$\frac{1}{16}$″,34⅝″,47¼″&70¾″<br>–47¼″ 213lb (*s*) 1105NHP<br>3D&2SB,*24cf*,GS400,<br>HS16411 FD<br>NedFb.v.Wrk&SpoorAms | 37<br>12<br>26 |
| ❊ 27965<br>PQMT | — StlScSr<br>*ss*Ams.No.3–7,14<br>*Elec.light* Wireless *ss*Ams.No.1–20<br>2*Dks*(1*Stl*–ws)&*Shadedk*(*Teak*) | 2287<br>1527<br>1429 | ✠100A1<br>*Shade dk*<br>*withfreeboard*<br>~~7,21~~ ~~12,20~~ 3,22<br>BS4,21<br>✠LMC7,20 | Ams | *s* | CL<br>7,20 | 1902<br>8mo<br>A&CP | Blohm&<br>Voss<br>Hamburg | KoninklijkeWest-<br>Indische<br>Maildienst<br>*WB* = *Cell D B a* 56′*u E* | 290·0<br>FK&BK3″ | 38·0 | 18·8 | Amsterdm<br>Dutch<br>5*BHCem*<br>36′*f*116′260*t* | T.3Cy.22″,37″&59″–39″ (*s*)<br>180lb *100lb* NDB14 267NHP<br>2SB,*6cf*,GS135,HS4605<br>Blohm&Voss,Hamburg | 21<br>2<br>19 |
| 27966<br>PQMV | **Prins Frederik Hendrik** StlScSr<br>*ss*AmsNo3–9,16<br>*Elec.light* *ss*HamNo·1–21<br>Sub.Sig. 2*Dks*(*Stl–M*ws)&*Shadedk*<br>Wireless (*ptStl*–teak s) | 2164<br>1730<br>1366 | ✠100A1<br>*Shade dk*<br>*withfreeboard*<br>~~6,21~~ ~~3,21~~ 1,22<br>✠LMC3,21<br>BS1,22 | Ham<br>Ams | *t* | CL<br>N3,21 | 1904<br>10mo<br>A&CP | Nederl.<br>Schps.Maats.<br>Amsterdam | KoninklijkeWest-<br>Indische<br>Maildienst<br>*WB* = *Cell* | 317·8<br>FK&BK2⅔″<br>*DBa* 80′ *uE* & *B*68′ *f*110′ ~~1334~~ | 40·1 | 18·5 | Amsterdm<br>Dutch<br>5*BHCem*<br>~~*f*11033*t*~~ | T.3Cy.22″,37″&59″–39″ (*s*)<br>180lb *80lb* 266NHP<br>2SB,*6cf*,GS130,HS4510<br>NedFb.v.Wrk&Spoor,Ams | 21<br>3<br>18 |
| 27967<br>3362<br>JHTM | **Prins Gustaf** SteelSc<br>1*Dk* | 138<br>82<br>83 | | | | | 1898 | Motala<br>M.V.Aktieb.<br>Motala | VaxholmsNya<br>Angf.Aktieb.(O.F.<br>Ekebohm) | 100·4<br>B33′H13*t*F12′ | 19·0 | 7·9 | Vaxholm<br>Swedish | C.2Cy.13⅞″&26¼″–17½″<br>24NHP<br>MotalaM V.Aktieb,Motala | |
| 27968<br>2133<br>JDVR | — Iron&SteelScSp<br>1*Dk* | 104<br>91<br>34 | | | | | 1855 | MotalaCo.<br>Motala | BogseringsAktieb.<br>Frej (A.Björklund,<br>*Mgr.*) | 93·8<br>Q27′B34′H8*t*F19′ | 17·9 | 9·7 | Måvik<br>Swedish | C.2Cy.16″&32″–21¼″<br>NB09 39NHP<br>MotalaCo.,Motala | |
| 27969<br>NMPS | **Prins Hamlet** SteelPad<br>(*ex*Nordsee)<br>*Elec.light* 1*Dk* | 123<br>88<br>49 | | | | | 1892 | Howaldts-<br>werke<br>Kiel | L.C.Andersen | 120·5 | 16·5 | 6·7 | Rngköbng<br>Danish<br>*WB* | T.3Cy.11¾″,18¾″&29⅞″–23¼″<br>43NHP<br>Howaldtswerke,Kiel | |
| ❊ 27970<br>PQNF | **Prins Hendrik** SteelPadSr<br>*ss*Rot.2ndNo.3–2,14<br>*Elec.light* *ss*Rot.No.2–20<br>Sub.Sig. Wireless 2*Dks*&*Awngdk* | 1968<br>1820<br>814 | ✠ A1<br>*Awngdk*<br>*withfreeboard*<br>4,22 ~~10,20~~ ~~2,22~~<br>✠LMC3,20<br>✠NB12,04<br>~~BS6,20~~ 7,21 | Rot | *r* | | 1895<br>10mo<br>*Lloyd*'s*A&CP* | Fairfield<br>Co.(Lim.)<br>Glasgow | Stoomv.Maats.<br>"Zeeland" | 320·0<br>23·6<br>FK | 35·8 | 16·0 | Flushing<br>Dutch<br>8*BHptAsp*<br>*ptCem* | T.3Cy.51″,75″&112″–78″ (*s*)<br>170lb 1305NHP<br>6SB,*24cf*,GS396,HS17658 FD<br>FairfieldCo.(Lim.)Gls | 24<br>10<br>13 |
| | | | *For Channel purposes—Flushing & Queenboro'* | | | | | | | | | | | | |
| 27971<br>1201<br>HTCK | **Prins Oscar** IronScSr<br>(*ex*Färdig)<br>*Elec.light* 1*Dk* | 174<br>128<br>28 | | | | | 18$\frac{73}{88}$ | MotalaCo.<br>Motala | Rederiaktieb.Höf-<br>ding(E.A.Enhörn-<br>ing) | 101·5<br>H36*t*F11′<br>len88 | 19·6 | 10·6<br>15·9 | Kubiken-<br>borg<br>Swedish | C.2Cy.18″&35″–20½″<br>'NE&B96 46NHP<br>W.LindbergsAktieb.Stkm | |
| ❊ 27972<br>PQNW | **Prinses Juliana** SteelTwinSc<br>*ss*Ams.No.2–19<br>*Elec.light* 2*Dks*(*Stl*)&*deep framing*&<br>Sub.Sig. *Shelter dk*(*Stl*–teak s)<br>Wireless *lower dk beams in No.1 hold* | 8085<br>6432<br>4998 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~6,21~~ ~~2,21~~ 2,22<br>BS6,21<br>~~BS11,20~~<br>✠LMC2,19 | Ams | *c*† | ~~10,19~~<br>10,21 | 1910<br>9mo<br>*Lloyd*'s*A&CP* | Nederl.<br>Schps.Maats.<br>Amsterdam | Stoom.Maats.<br>Nederland<br>*WB* = *CellDBa*108′*uE* | 455·1<br>P44′F73′<br>*Prom dk*273′ FK<br>*on Shelter dk*<br>56′*f*158′881*tFPT* | 55·2 | 36·8 | Amstrdam<br>Dutch<br>7*BHCem*<br>68*tAPT*68*t* | Q.8Cy.24$\frac{7}{16}$″,34⅝″,47¼″&70¾″<br>–47¼″ 210lb (*s*) 1094NHP<br>3DB&2SB,*24cf*,GS391,<br>HS16336 FD<br>NedFb.v.Wrk&Spoor,Ams | 37<br>11<br>26 |
| ❊ 27973<br>PQRF | — SteelTwinSc<br>*Elec.light* 3*Dks*(*StlU*–ws)<br>Wireless | 2908<br>2407<br>1122 | ✠ A–<br>*withfreeboard*<br>~~10,21~~ ~~4,21~~ 4,22<br>✠LMC8,20 | Rot | | | 1920<br>8mo | Kon.Maats<br>"deSchelde"<br>Flushing | Stoomv.Maats.<br>Zeeland | 350·4<br>F60′<br>FK<br>*CellDBuE*12′ | 42·7 | 23·9 | Flushing<br>Dutch<br>11*BHAsp*<br>23*tAPT*56*t* | T.8Cy.(2)28″,(2)43½″&<br>(4)49″–33″ (*s*)<br>190lb 1130NHP<br>4DB,*24cf*GS534,HS19440 FD<br>Maats.deSchelde,Flushing | 25<br>12<br>12 |
| | | | *For Channel Service Queenbro', Folkestone & Flushing* | | | | | | | | | | | | |
| 27974<br>GSWX | — SteelScSr<br>*Elec.light* 1*Dk* | 443<br>281<br>229 | | | | | 1910 | Wilton's<br>E.&SlpwyCo.<br>Rotterdam | Government of<br>Suriname | 165·0<br>P34′B68′F20′ | 25·0 | 9·8 | Paramribo<br>Dutch<br>*WB* | T.3Cy.10½″,17″&27″–18″<br>31NHP<br>Wilton'sE.&Slpwy.Co.Rot | |
| 27975<br>4499<br>JPNH | **Prinsessan Ingeborg** SteelScSr<br>*ss*Opn.No.3–2,17<br>*Elec.light* 2*Dks*(*Stl*)&*deep framing*<br>Wireless [illegible]–21 | 3670<br>3213<br>2159 | ✠100A1<br>3,21 ~~4,20~~<br>~~BS11,19~~ ✠~~LMC2,17~~ | Mmo<br>Cpn | *x* | 3,21 | 1905<br>11mo | Akt.Bur-<br>meistr&Wain<br>Copenhagen | Rederiaktiebolag.<br>Nordstjernan<br>(A.A.Johnson,<br>*Mgr.*) | 359·6<br>P&B296′H193*t*F40′<br>FK<br>*WB* = *CellDBa*121′ | 49·0 | 22·2 | Stockholm<br>Swedish<br>7*BHCem*<br>*uE*&*B*22′ *f* | T.3Cy.24¾″,42″&70″–45″ (*s*)<br>200lb 441NHP<br>4SB,*12cf*,GS231,HS7340<br>Akt.Burmeistr&Wain,Cpn<br>142′1117*tFPT*56*tAPT*26*t* | 25<br>2<br>23 |
| | Now named "Ernst | | HugoStinnes II." See No. 37205 in Supplement<br>*Fitted for oil fuel 3,21 F.P. above 150°F.* | | | | | | | | | | | | |
| 27976<br>NMPF | **Prinsesse Alexandrine** StlPad<br>(*Ferry*)<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 1733<br>1554<br>696 | | | | | 1903 | F.Schichau<br>Elbing | DeDanske<br>Statsbaner | 338·8<br>len05 | 36·1 | 18·7 | Giedser<br>Danish | T.3Cy.31½″,52″&82⅝″–63″<br>442NHP<br>F.Schichau,Elbing | |
| 27977 | **Prinz Adalbert** SteelTwinScSr<br>*Elec.light* 2*Dks* | 659<br>396<br>269 | | | | | 1895 | Howaldts-<br>werke<br>Kiel | Sartori&Berger | 205·7<br>B121′F56′ | 28·7 | 12·2 | Kiel<br>German<br>*WB* | T.6Cy.15⅛″,23″&37$\frac{13}{16}$″–21⅝″<br>NB06 133NHP<br>Howaldtswerke,Kiel | |
| 27978<br>Lost | **Prinz Eitel Friedrich** SteelScSr<br>*Elec.light* 1*Dk* | 1525<br>961<br>860 | | | | | 1912 | Akt.Ges.<br>"Vulcan"<br>Stettin | NeueDampfer-Co.<br>Akt.Ges. | 240·8<br>P&B161′F30′ | 34·6 | 15·4 | Stettin<br>German<br>*WB* | T.3Cy.19⅝″31½″&51$\frac{3}{16}$″–31½″<br>148NHP<br>A.G."Vulcan,"Stettin | |
| 27979<br>144402<br>KDTM | **Prinz Friedrich Wilhelm**<br>SteelTwinScSr<br>*Elec.light Ref.Mchy.* Sub.Sig. 3*Dks*<br>Wireless | 17099<br>[illegible]<br>9849 | | | | | 1908 | J.C.Teck-<br>lenborgA.G.<br>Geestemünde | CanadianPacific<br>OceanServices,Ld. | 589·9<br>P98′B130′F123′ | 68·3 | 38·6 | London<br>British | Q8Cy32½″48″,66½″&98⅜″–61″<br>1416NHP<br>J.C.TecklenborgA.G.Gst. | |
| | Now named "Empress of ~~China~~ India," See No. 37167 in Supplement | | | | | | | | | | | | | | |
| 27980 | **Prinz Heinrich** SteelTwinScSr<br>*Elec.light* 1*Dk* | 212<br>175<br>99 | | | | | 1909 | J.L.Meyer<br>Papenburg | Borkumer<br>Kleinbahn-und<br>Dampfsch.Akt.Ges | 121·9<br>H23′ | 23·1 | 8·6 | Emden<br>German | C.4Cy.11″&18$\frac{9}{16}$″–13¾″<br>23NHP<br>J.L.Meyer,Papenburg | |
| 27981 | — SteelSc<br>*Elec.light* 1*Dk* | 117<br>88<br>50 | | | | | 1906 | Howaldts-<br>werke<br>Kiel | NeueDampfer-Co.<br>Akt.Ges. | 90·6<br>F33′<br>*Promenade dk*57′ | 21·1 | 8·6 | Kiel<br>German<br>*WB* | C.2Cy.14$\frac{9}{16}$″&27$\frac{9}{16}$″–13¾″<br>23NHP<br>Howaldtswerke,Kiel | |
| 27982<br>143189<br>JWSH | **Prinz Hubertus** SteelTwinScSr<br>(*ex*CapBlanco) 2*Dks*<br>*Ref.Mchy. Elec.light* Sub.Sig. Wireless | 7523<br>5379<br>4533 | | | | | 1903 | Reiherst'g<br>Schiffsw.<br>Hamburg | FalmouthDockCo. | 440·5<br>P68′B218′F76′ | 52·4 | 29·7 | London<br>British<br>*WB* | T.6Cy.22⅞″,39″&65⅜″–48″<br>598NHP<br>Reiherst.Maschinenf.Ham. | |

Burnt & being Broken up

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Boiler Pressure … power by Society's … RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>… draught.<br>ft. in. | Reg. class Dated |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27983 | Prinz Leopold **SteelSc**<br>1*Dk* | 283<br>260<br>111 | | | | | 1917 | Reiherst'g Schiffsw.<br>Hamburg | Gemeinnützige Hochseefischerei G.m.b.H. "Gross Berlin" | 132·1<br>H50'F18' | 25·2 | 10·1 | Gstemnde<br>German<br>*WB* | T.3Cy.13",20½"&32¼"-22⅝"<br>50NHP<br>Reiherst.Maschinenf.Ham. | | |
| 27984 | Prinz Sigismund **SteelTwinScSr**<br>*Elec.light* 2*Dks* | 630<br>—<br>255 | | | | | 1899 | Howaldtswerke<br>Kiel | Sartori&Berger | 205·4<br>B120'H18'F56' | 28·6 | 12·4 | Kiel<br>German<br>*WB* | T.6Cy.15½",23⅝"&37¾"-21⅝"<br>66NHP<br>Howaldtswerke,Kiel | | |
| 27985 | Prinz Waldemar **SteelTwinScSr**<br>*Elec.light* 1*Dk* | 625<br>398<br>261 | | | | | 1893 | Howaldtswerke<br>Kiel | Sartori&Berger | 204·1<br>B102'H18'F58' | 27·8 | 12·1 | Kiel<br>German | T.6Cy.15⅝",23"&36⅝"-19$\frac{13}{16}$"<br>NB01 119NHP<br>Howaldtswerke,Kiel | | |
| 27986 | Prinzessin **SteelTwinScSr**<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 6387<br>*4708*<br>*3697* | | | | | 1905 | Blohm&Voss<br>Hamburg | FrenchGovernment | 416·0<br>P&B267'F86' | 50·4 | 28·0 | French<br>*WB* | T.6Cy.23⅝",39⅜"&67"-48"<br>622NHP<br>Blohm&Voss,Hamburg | | |
| 27987 | Prinzessin Heinrich **SteelPadSr**<br>*Elec.light* Wireless 2*Dks3trB* | 867<br>632<br>348 | | | | | 1896 | Blohm&Voss<br>Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 250·3<br>F25' | 27·2 | 13·2 | Hamburg<br>German | T.3Cy.29",44"&73¼"-60"<br>416NHP<br>Blohm&Voss,Hamburg | | |
| 27988 | Prinzessin Irene **SteelSc**<br>1*Dk* | 117<br>88<br>50 | | | | | 1906 | Howaldtswerke<br>Kiel | NeueDampfer-Co. Akt.Ges. | 90·6<br>F33'<br>*Promenade dk*57' | 21·1 | 8·6 | Kiel<br>German<br>*WB* | C.2Cy.14$\frac{9}{16}$"&27$\frac{9}{16}$"-13¾"<br>23NHP<br>Howaldtswerke,Kiel | | |
| 27989 | Prinzessin Sophie Charlotte **SteelScSr**<br>*Elec.light* Wireless 1*Dk* | 1543<br>963<br>866 | | | | | 1912 | Stettiner Oderwerke<br>Stettin | NeueDampfer-Co. Akt.Ges. | 240·9<br>P150'F28' | 34·6 | 15·3 | Stettin<br>German<br>*WB* | T.3Cy.18¾"29½"&47$\frac{5}{16}$"-35½"<br>134NHP<br>StettinerOderwerke | | |
| 27990<br>150666<br>KLWJ | Priscilla **SteelPad**<br>Wireless 2*Dks& Webframes* | 5292<br>—<br>2673 | | | | | 1893 | Delaware RiverCo.<br>Chester,Pa. | NewEnglandS.S. Co. | 425·8 | 52·3 | 18·3 | FallRiver, Mass.<br>Utd.States | C.4Cy.51"&95"-132"<br>1727NHP<br>WAFletcher&Co. Hob'ken | | |
| 27991<br>88914<br>VPCN | — **SteelScSr**<br>*ss*Liv.No.3-5,10<br>*ss*Liv.No.2-18<br>*Well deck* *Mchy.Aft* 1*Dk*(*ptStlptTeak*) | 243<br>196<br>98 | ✠100A1<br>4,~~20~~ 12,21<br>✠NB5,08 ✠LMC12,18<br>BS~~4,20~~ 7,21 | Liv | *d* | 4,20 | 1896<br>10mo | AilsaS.B. Co.<br>Troon<br>A&CP | ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*) | 120·0<br>Q42'F18'<br>BK7"<br>*WB=FPT* | 22·5 | 10·3 | Liverpool<br>British<br>*3BHCem*<br>*18tAPT8t* | C.2Cy.16"&33"-24" (*s*)<br>135lb 48RHP<br>1SB,*2pf*,GS33,HS896<br>Muir&Houston(Lim.),Gls. | 11 ″ 3<br>s ″ 9½<br>11 ″ 2 | |
| 27992<br>78799 | — **WoodSc** | 111<br>106<br>72 | | | | | 1877 | Hulse<br>Chester | SaltUnion,Ld. | 84·8 | 20·4 | 8·2 | Liverpool<br>British | D.2Cy.13½"-12"<br>27RHP<br>J.Stewart,Leigh | | |
| 27993<br>ORCZ | Pro Patria **SteelScSr**<br>*ss*Hfx.No.3-4,19<br>(*ex*Calshot) 1*Dk*(*ptIrnptStl*)<br>*Well deck* *Elec.light* | *549*<br>*390*<br>*216* | ✠100A1<br>7,21 ~~4,21~~<br>~~BS4,20~~ ✠LMC4,19<br>BS4,21 | Hfx | *i* | CL<br>4,21 | 1905<br>6mo | AilsaS.B. Co.Ld.<br>Troon<br>*Lloyd*'*sA&CP* | LaMorueFrançaise&Sêcheries deFécamp<br>*WB=CellDBa* 35' 50*t FPT* | 178·5<br>P18'Q79'B16'F32'<br>BK7¼" | 27·1 | 12·4 | St.Pierre<br>French<br>*4BHCem*<br>*50tAPT23t* | T.3Cy.16",26½"&43"-30" (*s*)<br>170lb ~~*90lb75lb*~~ 110NHP<br>1SB,*3cf*,GS59,HS1930<br>Muir&Houston,Ld.Gls. | 13 ″ 3<br>s 1 ″ 0½<br>12 ″ 11 | |
| 27994<br>84<br>RMCB | Procida **SteelScSr**<br>(*ex*Isola diProcida)<br>*Elec.light* *Ref.Mchy.* 1*Dk& Spardk3trB*<br>Wireless | 3928<br>3391<br>2436 | ✠Lloyd'sRMC ~~4,21~~ 9,21 | | … | | 1901 | Soc.Esercizio Baccini<br>RivaTrigoso | Nav.Gen.Italiana | 359·5<br>P32'B100'F38' 26·4<br>FK | 45·2 | 18·0 | Genoa<br>Italian<br>*WB* | T3Cy23$\frac{19}{32}$"39⅜"&64$\frac{9}{16}$"-43$\frac{5}{16}$"<br>369NHP<br>N.Odero fuA.Sestri Pnente | 28 ″ 8 | I |
| 27995 | — **SteelScSr**<br>*Elec.light* Wireless 2*Dks* | 3003<br>2765<br>1884 | | | | | 1910 | Akt.Ges. "Neptun"<br>Rostock | FrenchGovernment | 321·2<br>P27 H-F31' | 46·2 | 24·2 | French<br>*WB* | T3Cy.20½",35$\frac{7}{16}$"&55⅞"-37⅜"<br>191NHP<br>A.G."Neptun,"Rostock | | V |
| 27996<br>217682<br>LQFP | Proctor **SteelSc**<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2324<br><br>1396 | | | | | 1919 | Globe S.B.Co.<br>Superior,Wis | UnitedStates ShippingBoard | 251·0<br>P24'B43'F31' | 43·6 | 22·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"-40"<br>184NHP | | R |
| 27997<br>PQSK | Procyon **SteelScSr**<br>Wireless 1*Dk* | 3566<br>3259<br>2175 | | | | | 1915 | Rotterdam Droogd.Maat<br>Rotterdam | VanNievelt,Goudriaan&Co's Stoomv.Maats. | 345·8<br>P25'B115'F35' | 48·8 | 23·3 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.25",41"&67"-45"<br>301NHP<br>RotterdamDroogd.Maats. | | V |
| 27998<br>118170 | — **SteelScK**<br>(*Trawler*)<br>(*ex*Strathmartin) 1*Dk* | 195<br>184<br>76 | | | … | | 1903 | Hall,Russell&Co.Ld.<br>Aberdeen | T.Davidson | 110·5<br>BK7½" | 21·8 | 12·0 | Aberdeen<br>British | T.3Cy.12",20"&33"-22"<br>64RHP<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 7 | |
| 27999<br>HFKS | Prodomos **IronScSr**<br>*ss*Nwc.No.3-80<br>(*ex*PrinkipessaEleni,*ex*Epirus,*ex* Estremadura)<br>*Elec.light* Wireless | 613<br>472<br>460 | ✠<br>3,82 | Tri | | | 1862<br>1mo | A.Leslie& Co.<br>Newcastle | P.Vayannis | 213·0<br>P43'F50'<br>len80<br>*WB=* | 24·3 | 13·1 | Piræus<br>Greek<br>*4BHCem*<br>*DBf*31'40*t* | C 2Cy.23"&44"-30"<br>NE80 NB88 88NHP<br>1SB,*2pf*,GS36<br>N.E.MarineEng.Co.Ld.Sld | | V |
| 28000<br>MOLN | Produce **SteelScSr**<br>*Elec.light* 1*Dk& Spardk* | 1170<br>1082<br>743 | | | | | 1905 | Nylands Værksted<br>Christiania | D/S A/S Produce (H.M.Wrangell& Co.A/S.*Mgrs.*) | 225·0<br>H76*t* | 33·7 | 19·0 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"-32"<br>109NHP<br>NylandsVærksted,Xania | | N |
| 28001<br>~~[illegible]~~<br>~~[illegible]~~ | Professor **SteelScSr**<br>Now named "Edmund Wagenknecht," See No. 37257 in Supplement<br>(*ex*ProfessorWoermann)<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 6118<br>4218<br>3648 | | | | | 1912 | Reiherst'g Schiffsw.<br>Hamburg | A.G.HugoStinnes fur Seeschiff.u. Uberseehandel | 394·0<br>P&B272'F72' | 52·3 | 27·1 | ~~London~~<br>~~British~~<br>German *WB* | Q.4Cy.26⅛",38⅜",55⅛"&81⅛"-55⅛"<br>484NHP<br>Reiherst.Maschinenf.Ham. | | |
| 28002<br>128017<br>HQKF | — **SteelScSr**<br>*ss*Liv.No.2-19<br>*Elec.light* 1*Dk*(*Stl*)& *Spardk*(*Stl*)<br>Wireless & *deep framing* | 3596<br>3400<br>2271 | ✠100A1<br>*Spar dk*<br>6,21 ~~11,20~~<br>~~BS5,20~~ ✠LMC1,19<br>*Carrying oil fuel F P. above* 150°F. *in DB* | Bkn<br>Liv<br>BS6,21 | *w* | CL<br>~~5,18~~<br>6,21 | 1910<br>2mo | Workman, Clark&Co.Ld<br>Belfast<br>*Lloyd*'*sA&CP* | CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*)<br>*CellDBa*98' *uE&B* | 350·2<br>P31'B102'F34'<br>FK<br>60' *f*138' 700*t FPT* | 46·1 | 27·0 | Liverpool<br>British<br>*6BHCem*<br>*45tAPT40t* | T.3Cy.20",34"&58"-48" (*s*)<br>200lb 301NHP<br>3SB,*9cf*,GS142,HS5082<br>Wrkman,Clark&Co.Ld Bel | 29 ″ 7<br>s 5 ″ 5½<br>24 ″ 6 | |
| 28003<br>PQSG | Professor Buys **SteelScSr**<br>*Elec.light* 1*Dk2trB* | 751<br>629<br>377 | | | … | | 1891 | W.Dobson &Co.<br>Newcastle | Stoomv.Maats. "Friesland" | 205·7<br>P36'B53'F27'<br>BK7" | 29·2 | 14·5 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.19",31"&51"-33"<br>NB06 149NHP<br>N.E.Mar.E.Co.(Lim.)Nwc. | 17 ″ 0 | V |
| 28004<br>NOVL | Progress **SteelSc**<br>*Elec.light* 2*Dks* | 5245<br>3589<br>3981 | | | | | 1920 | Schiffsw.v. H.KochA.G.<br>Lübeck | J.J.Petersen | 385·9<br>F45'Q191' | 52·8 | 22·4 | Haderslev<br>Danish<br>*WB* | T.3Cy.27½",43⅓"&67"-47⅓"<br>Ottensener 309NHP<br>Mch.G.m.b.H.Altona | | |
| 28005<br>150598 | — **SteelSc**<br>(*ex*Pathfinder)<br>*Whaleback* *Mchy.Aft* 1*Dk* | 2425<br>—<br>1762 | | | | | 1892 | American Stl.BargeCo.<br>Superior,Wis. | InterlakeS.S.Co. (Pickands, Mather &Co.*Mgrs.*) | 340·0<br>*WB* | 42·0 | 25·0 | Cleveland, Ohio<br>Utd. States | T.3Cy.23",37"&62"-42"<br>NB08 249NHP<br>FrontierIronWrks,Detroit | | |

| 1<br>Numéro d'Ordre<br>Numéro Officiel<br>Signaux | 3<br>Nom du Navire. Matériaux. Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28006<br>72<br>NACS | Now named "Maréchal Joffre," See No. 88408 in Supplement<br>**Progress** IronScSr<br>ssOda.No.3–2,95<br>(exNutford) ssGen.No.1–00<br>1Dk(Irn)2trB | 1173<br>1018<br>668 | ✠<br>4,05 ✠ | Oda | o | | 1882<br>4mo | J.L.Thmpson&Sons<br>Sunderland | D.&A.Walik&<br>J.Ostrowsky | 240·0<br>P23′B44′F24′<br>FK<br>WB = D Ba77′f46′251t | 35·0 | 15·0 | Odessa<br>Russian<br>4BHCem<br>APT14t | C.2Cy.28 3⁄16″&54⅝″–36″<br>NDB97 138NHP<br>2SB,4pf,GS70,HS2416<br>J.Dickinson,Sunderland | 16 ′ 8 |
| 28007 | — SteelScSr<br>Mchy.Aft Elec.light 1Dk&deepframing | 768<br>655<br>437 | | | | | 1903 | Schömer&<br>Jensen<br>Tönning | Hamburg-Danzig<br>Linie,G.m.b.H. | 206·3<br>P&B157′F27′ | 31·2 | 13·0 | Danzig<br>WB | T.3Cy.15″,24¾″&40 1⁄16″–28″<br>85NHP<br>Schömer&Jensen,Tönning | |
| 28008 | — SteelSc<br>ssGoo.2ndNo.3–9,10<br>Well deck 1Dk | *408*<br>*311*<br>*172* | ✠<br>1,13 ✠ | Sou | g | | 1884<br>10mo | JM'Arthur<br>&Co.<br>Paisley | J.Crespin | 157·0<br>Q77′B15′F18′<br>BK7″<br>DBa31′ | 23·1 | 11·6 | Constanpl<br>French<br>4BHCem<br>37tFPT32t | C.2Cy.20″&40″–27″<br>70NHP<br>1SB,2pf,GS38,HS1021<br>Bow,M'Lachlan&Co.Psy. | 12 ′ 3 |
| 28009<br>210839<br>LMRS | — WoodSc<br>(Tug)<br>1Dk | 345<br>—<br>157 | | | | | 1918 | Bethlehem<br>S.B.Corp.,<br>Solomon's<br>Island,Md. | BethlehemS.B.<br>Corp.Ld. | 125·3 | 29·9 | 13·7 | Baltimore<br>Utd.States | | |
| 28010<br>212081<br>LDKG | — WoodScSr<br>(PetrolMotor)<br>2Dks | 169<br>—<br>115 | | | | | 1914 | ..................<br>Seattle,<br>Wash. | NorthernFisheries<br>Inc. | 90·5 | 21·9 | 15·4 | Seattle<br>Utd.States | Petrol Motor | |
| 28011 | **Progresso** SteelTwinSc<br>Motor<br>(Trawler) | 159<br>150<br>105 | | | | | 1911 | Frdrkshvn<br>Skibsværft<br>Frederikshvn | Costa,Ribeiro&<br>Co. | 90·0 | 23·0 | 9·0 | Bahia<br>Brazilian | 2 Motors<br>Brd.Houmöller,Frdrkshvn | |
| 28012<br>119174 | **Prome** SteelPad<br>1Dk | 752<br>752<br>474 | | | | | 1904 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.Ld. | 250·0 | 37·1 | 10·3 | Glasgow<br>British | T.3Cy.28″,41½″&60″–66″<br>292NHP<br>Denny&Co.Dumbarton | |
| 28013<br>105387<br>JGTH | **Prometheus** SteelScSr<br>Wireless 2Dks | 5305<br>4761<br>3391 | | | | | 1896 | Scott&Co.<br>Greenock | OceanS.S.Co.Ld.<br>(A.Holt&Co Mgrs) | 422·0<br>P38′B115′F46′ | 49·0 | 28·3 | Liverpool<br>British<br>WB | T.3Cy.29″,50″&82″–60″<br>520NHP<br>Scott&Co.,Greenock | |
| 28014<br>HGDW | — SteelScSr<br>Elec.light 1Dk&Spar dk | 1672<br>1523<br>1023 | | | | | 1902 | J.Crown<br>Sunderland | D/S A/S Produce<br>(H.M.Wrangell&<br>Co.A/S Mgrs.) | 259·4<br>H112tF35t | 36·8 | 20·0 | Haugesnd<br>Norwegian<br>WB | T.3Cy.19″,31″&51″–32″<br>147NHP<br>N.E.MarineEng.CoLd.Sld. | |
| 28015<br>WMQR | **Prominent** SteelScSr<br>2Dks(Stl-Uteak s)<br>Elec.light | *2232*<br>*1786*<br>*1377* | ✠100A1<br>~~5,21 11,20~~ 11,21<br>✠LMC8,19 | HKg<br>Syd | r | CL<br>8,19 | 1918<br>2mo | HongK'ng<br>&Whampoa<br>DockCo.Ld.<br>HongKong<br>Lloyd'sA&CP | D/S A/S Produce<br>(H.M.Wrangell&<br>Co.A/S Mgrs.) | 270·6<br>P26′B76′F26′<br>FK<br>CellDB231′442tFPT | 40·1 | 19·4 | Haugesnd<br>Norwegian<br>4BHCem<br>34tAPT71t | T.3Cy.20″,33″&54″–39″ (s)<br>180lb 215NHP<br>2SB,6cf,GS119,HS3552<br>HongKong&Whampoa<br>DockCo.Ld. | 21 ′ 6<br>s 3 ′ 0<br>18 ′ 1 |
| 28016 | **Prompt** SteelScSp<br>Mchy.Aft 1Dk | 144<br>122<br>68 | | | | | 1895 | W.Dobson<br>&Co.<br>Newcastle | Empresa<br>Funchalense de<br>Cabotagem,Ld. | 100·3 | 21·0 | 7·1 | Funchal<br>Portuguese | T.3Cy.8″,13″&21″–15″<br>17NHP<br>N.E.Mar.E.Co.(Lim.)Nwc. | |
| 28017<br>139626<br>JSKW | **Promus** SteelScSr<br>Elec.light Wireless 1Dk(Stl)<br>Cargo battens not fitted in Enclosed bridge | 4816<br>3747<br>2913 | ✠100A1<br>1,22 ~~4,21~~<br>✠LMC2,18 | Cff<br>NYk | x | CL<br>10,20 | 1918<br>2mo | Craig,Taylor&Co.Ld.<br>Stockton<br>Lloyd'sA&CP | TempusShipping<br>Co.Ld. (W.H.<br>Seager&Co.Ld.<br>Mgrs.) CellDB | 370·1<br>P52′B&F285′<br>FK<br>319′1134tFPT106t | 51·4 | 24·0 | Cardiff<br>British<br>6BHCem<br>APT184t | T.3Cy.26″,42½″&69½″–45″<br>180lb (r) 411NHP<br>2SB&1AuxSB,8cf,GS167,<br>HS7160<br>N.E.Marine Eng.Co.LdSld | 26 ′ 6<br>s 3 ′ 2<br>23 ′ 3 |
| 28018 | **Pronta** SteelScSr<br>ssTri.No.3–11,19<br>Elec.light 1Dk(Stl) | 182<br>143<br>85 | ✠100A–<br>For towing purposes<br>12,21 ~~10,20~~<br>BS12,21<br>~~BS12,19~~ ✠LMC7,18 | Tri | | CL<br>12,19 | 1913<br>10mo | Cant.Nav.<br>Triestino<br>Monfalcone | CosulichSoc.<br>Triestina diNav. | 123·5<br>24·6<br>BK5½″<br>WB | 23·7 | 10·1 | Trieste<br>Italian<br>4BHCem<br>=DB10′15t | T.3Cy.14″,22¼″&36″–27″ (s)<br>175lb 97NHP<br>1SB,3cf,GS62,HS1825<br>Cant.Nav.Triestino | 12 ′ |
| 28019 | **Propontis** SteelScSr<br>ssMch.2ndNo.3–2,17<br>(exKaffirPrince) 1Dk(Stl)&deep framing&pt Awngdk(Irn–ws)<br>ssPir No.1–22 | *2228*<br>*1507*<br>*1402* | ✠100A1<br>ptAwng dk<br>withfreeboard<br>3,22 ~~2,20~~<br>✠LMC~~11,20~~ 3,22 | Mch<br>Pir. | r | ~~2,20~~<br>3,22 | 1891<br>12mo | ShortBros.<br>Sunderland<br>A&CP | PandeliBros. | 292·5<br>F30′RFD68′<br>ptAwngdk210′ FK<br>CellDB a84′f110′335tFPT | 38·6 | 17·6 | Piræus<br>Greek<br>5BHCem<br>78tAPT56t | T.3Cy.22″,36″&59″–39″ (s)<br>160lb 100lb NDB20 223NHP<br>2SB,6pf,GS102,HS3440<br>G.Clark,Ld.Sunderland | 20 ′ 0<br>s 8 ′ 7<br>19 ′ 9 |
| 28020 | — SteelScSp<br>(Tug)<br>1Dk(Irn) | *125*<br>*125*<br>*4* | ✠<br>For River purposes only<br>11,90 ✠ | Shl | | | 1890<br>11mo | J.P.Rennoldson&Ss.<br>S.Shields | J.G.Matsoukis | 100·0<br>BK6″ | 18·2 | 9·8 | Ithaca<br>Greek<br>4BHCem | T.3Cy.12″,20″&32″–22″<br>1SB,2pf,GS27,HS984 57NHP<br>J.P.Rennoldson&Ss,S.Shl. | 10 ′ 0 |
| 28021 | — WoodPad<br>(Tug) | 118<br>—<br>71 | | | | | 1877 | ..................<br>NorthShields | P.Stefanovich diG.<br>(P.Cosmetto,Mgr) | 95·2 | 16·4 | 10·2 | Leghorn<br>Italian | L.1Cy.37″–32″<br>60NHP | |
| 28022<br>1148<br>LRCK | **Prorok Jona** SteelTwinScSr<br>1Dk | 472<br>—<br>314 | | | | | 1896 | Stabilmnto<br>Tecnico<br>Trieste | A.Tschernikow | 186·0 | 31·0 | 8·9 | Rostoff<br>Russian | C.4Cy.13″&24″–20″<br>NB08 43NHP<br>StabilimentoTecnico,Tri. | |
| 28023<br>MTJH | **Prospect** WoodScSr<br>OilEng.<br>1Dk | 436<br>366<br>350 | | | | | 1919 | O.K.<br>Haabestad<br>Fevig | A/S Prospect(Joh.<br>S.Andreassen) | 145·7<br>Q32tH28t | 30·2 | 13·7 | Arendal<br>Norwegian | Oil Engine 2S.C.SA<br>4Cy.14¾″–16½″ 87NHP<br>A/S MotorfabrikenDensil,<br>Aalborg | |
| 28024<br>WMQS | **Prosper** SteelScSr<br>ssHKg.No.1–22<br>2Dks(Stl-Uteak s) | 2232<br>1786<br>1377 | ✠100A1<br>3,22 ~~8,20~~<br>✠LMC~~7,19~~ 3,22 | Hkg | r | CL<br>8,20 | 1917<br>12mo | HongK'ng<br>&Whampoa<br>DockCo.Ld.<br>HongKong<br>Lloyd'sA&CP | D/S A/S Produce<br>(H.M.Wrangell&<br>Co.A/S Mgrs.)<br>CellD | 270·6<br>P26′B76′F26′<br>FK<br>B231′442tFPT34t | 40·1 | 19·4 | Haugesnd<br>Norwegian<br>4BHCem<br>APT71t | T.3Cy.20″,33″&54″–39″ (s)<br>180lb 215NHP<br>2SB,6cf,GS118,HS3552<br>HongKong&Whampoa<br>DockCo.Ld.HongKong | 21 ′ 6<br>s 3 ′ 0<br>18 ′ 1 |
| 28025<br>136739<br>JLWC | — SteelScSr<br>Elec.light Mchy.Aft 1Dk&deepframing | 1075<br>667<br>705 | | | | | 1904 | Schömer&<br>Jensen<br>Tönning | J.Cory&Sons,Ld. | 206·4<br>P155′F27′ | 31·2 | 12·6 | London<br>British<br>WB | T.3Cy.15″,24⅝″&40⅓″–28″<br>85NHP<br>Schömer&Jensen,Tönning | |
| 28026<br>150781 | — WoodSc<br>(Tug) | 168<br>—<br>85 | | | | | 1898 | ..................<br>Pt.Townsend<br>Wash. | Comyn-Mackall&<br>Co. | 84·1 | 18·6 | 9·6 | S.Frncisco<br>Utd.States | C.2Cy.11″&24″–20″<br>21NHP | |
| 28027<br>118129<br>HBGT | **Prospero** SteelScSr<br>ssNFL.No.3–5,16<br>Elec.light 1Dk&Webframes<br>Wireless &Awngdk(Stl–ws)<br>ssNFL.No.1–21 | 978<br>914<br>599 | ✠100A1<br>Awngdk<br>withfreeboard<br>5,21 ~~4,20~~<br>~~BS6,19~~ ✠LMC~~6,16~~ 5,21 | NFL | m | CL<br>5,21 | 1904<br>10mo | Murdoch&<br>Murray<br>Pt.Glasgow<br>Lloyd'sA&CP | Government of<br>Newfoundland<br>(TheMinister of<br>Shipping)<br>WB=CellDBa39′ | 204·8<br>F23′<br>20·5<br>BK7½″<br>uE17′f77′141tFPT | 31·2 | 13·0 | SJhnsNFL<br>British<br>4BHCem<br>31tAPT33t | T.3Cy.18½″,30″&50″–33″ (r)<br>~~175lb~~ 165 100lb 197NHP<br>1SB,3cf,GS59,HS2924<br>D.Rowan&Co.Glasgow | 22 ′ 9<br>s 7 ′ 7<br>16 ′ 1 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28028<br>MBSL | Prospero SteelSc<br>*Mchy.Aft* | 530<br>384<br>275 | | | | | 1917 | N.V Schps. Maats.Farm-sumVfh.<br>Geb. Niestern | D/S A/S Prospero (O.Kvilhaug) | 160·2\|25·9\|11·8<br>F23'P49' | Haugesnd<br>Norwegian | T.3Cy.12⅗",19 9/10"&31½"–21⅗"<br>46NHP<br>Joh.Berg.Delfzijl | | |
| 28029<br>18<br>RMGB | — WoodSc<br>1*Dk* | 177<br>—<br>109 | | | | | 1903 | M.Della Rocca,<br>Naples | Flli.Valenzano | 103·6\|20·3\|12·2 | Naples<br>Italian | C.2Cy.15"&27"–18 1/10"<br>25NHP<br>FonderiaFratte,Salernó | | |
| 28030<br>131920<br>WCLM | Prosperous SteelSc<br>1*Dk* | 485<br>342<br>241 | | | | | 1918 | Burns&Co.<br>Calcutta | EasternPeninsula Nav.Co.Ld. | 145·0\|24·4\|11·0 | Calcutta<br>British<br>*WB* | C.2Cy.16"&32"–24"<br>43RHP<br>Burns&Co.Howrah | | C |
| 28031<br>NPMR | Protector SteelScSr<br>(*SalvageVessel*)<br>*Elec.light* Wireless 1*Dk* | 562<br>532<br>147 | | | | | 1905 | Akt.Bur-meistr&Wain<br>Copenhagen | Em.Z.Svitzer's Bjerg.Entreprise | 185·0\|29·4\|14·0<br>B35'F30' | Copnhagn<br>Danish<br>*WB* | T.3Cy.16½",27"&45"–27"<br>FD HS2500 161NHP<br>Akt.Burmeistr&Wain,Cpn | | |
| 28032<br>113744<br>VQHC | — SteelScSr<br>*ss*Bos.No.3-5,17<br>*Elec.light* 1*Dk* | 161<br>139<br>70 | ✠100A1<br>7,18<br>~~BS1,20~~ ✠LMC7,18<br>BS8,21 | Bos | *b* | CL<br>~~7,18~~<br>8,21 | 1904<br>3mo | G.Brown& Co.<br>Greenock<br>*Lloyd's A&CP* | EasternSea FisheriesJoint Committee | 108·8\|21·1\|9·4<br>BK7"<br>*WB=FPT* | Boston<br>British<br>5*BHCem*<br>3*tAPT*3*t* | T.3Cy.12",20"&32½"–24" (*r*)<br>180lb 70RHP<br>1SB,2*cf*,GS35,HS1490<br>Muir&Houston,Ld.Gls. | 10 " 0 | |
| 28033<br>SQNH | — SteelScSr<br>(*Salvage Steamer*) | 149<br>137<br>86 | | | | | 1900 | Aktb.Sand-vikensM.V.<br>Helsingfors | FinskaBergnings-aktieb.Neptun (O. Sandström,*Mgr.*) | 91·5\|21·7\|10·5<br>B22'F18' | Helsingfrs<br>Finnish<br>*WB* | C.2Cy.16½"&33"–19⅝"<br>41NHP<br>SandvikensMek.Verkst. | | |
| 28034 | — IronPadK<br>(*Tug*)<br>(*ex*Annandale) 1*Dk* | 133<br>119<br>48 | | | | | 1893 | J.P.Ren-noldson&Sns<br>S.Shields | C.SvoronoSons | 100·3\|18·3\|9·4 | Mariapol<br>Russian | L.1Cy.34"–54"<br>65NHP<br>J.P.Rennoldsn&Sns,S.Shl. | | |
| 28035 | Proteo SteelScSr<br>*ss*Tri.No.3-6,19<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*deep framing* | 3813<br>3351<br>2441 | ✠100A1<br>*Spar dk*<br>2,21<br>BS2,21 ✠LMC6,19 | Nap | *w* | CL<br>6,19 | 1900<br>10mo | C.S.Swan& Hunter,Ld<br>Newcastle<br>A&CP *W* | Soc.Anon.diNav.a Vap.T.Cossovich<br>*B = Cell DBa*116' | 348·0\|45·3\|17·8<br>P28'B92'F38' 26·0<br>FK<br>*uE&B*38'*f*148'813*t* | Trieste<br>Italian<br>6*BHCem*<br>*APT*17*t* | T.3Cy.24",39"&66"–45" (*s*)<br>180lb *80lb* 310NHP<br>2SB,6*cf*,GS102,HS4687<br>T.Richardsn&Sns,Ld.Hpl | 28 " 9 | |
| 28036<br>128014<br>HQGV | Protesilaus SteelTwinScSr<br>*Elec.light* Wireless 3*Dks* | 9547<br>9113<br>6118 | | | | | 1910 | Hawthorn, Leslie&Co.Ld<br>Newcastle | ChinaMutualS. Nav.Co.Ld. (A. Holt&Co.*Mgrs.*) | 484·9\|60·4\|39·5 | Liverpool<br>British<br>*WB* | T.6Cy.23",38½"&65"–48"<br>586NHP<br>N.E.MarineEng.CoLdNwc | | BT till 11,21 |
| 28037<br>HGDF | Proteus SteelScSr<br>*Elec.light* Wireless 1*Dk*&*Spardk* | 1678<br>1532<br>1024 | | | | | 1902 | J.Crown<br>Sunderland | D/S A/S Produce (H.M.Wrangell &Co.A.S.*Mgrs.*) | 260·0\|36·8\|20·0<br>H108*t* F37*t* | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.19",31"&51"–33"<br>149NHP<br>N.E.MarineEng.Co.Ld.Sld | | N |
| 28038 | Provençal 15 SteelScCtr<br>*ss*Msl.No.3-8,18<br>*ss*Msl.No.1-22 1*Dk* | 53<br>52<br>3 | ✠100A1<br>*For towing purposes*<br>2,22 ~~8,18~~<br>~~BS2,21~~ ✠LMC~~8,18~~ 2,22 | Msl | | CL<br>~~8,18~~<br>2,22 | 1905<br>5mo | P.Mc-Gregor&Sons<br>Kirkintilloch<br>*Lloyd's A&CP* | Soc.Anon. Provençale de Remorquage (M.Venture,*Mgr.*) | 68·0\|16·4\|8·5<br>BK6" | Marseilles<br>French<br>4*BHCem* | C.2Cy.15"&30"–21" (*s*)<br>130lb 47NHP<br>1SB,2*pf*,GS34,HS879<br>J.Ritchie,Glasgow | 9 " 2<br>s " 9<br>9 " 0 | |
| 28039<br>ORDF | Provençal 17 SteelScSp<br>*ss*Msl.No.3-11,20<br>1*Dk*(*Stl*-ws) | 82<br>73<br>— | ✠100A1<br>*For towing purposes*<br>11,20 ✠LMC<br>BS~~6,20~~9,21 MS11,20 | Msl | | CL<br>11,20 | 1909<br>6mo | I.J.Abdela &Mitchell,Ld<br>Queensferry<br>*Lloyd's A&CP* | Soc.Anon. Provençale de Remorquage (M.Venture,*Mgr.*) | 71·2\|16·6\|8·7<br>BK6" | Marseilles<br>French<br>4*BHCem* | C.2Cy.15"&30"–21" (*s*)<br>130lb 47NHP<br>1SB,2*pf*,GS33,HS881<br>Plenty&Son,Ld.Newbury | 9 " 6 | |
| 28040<br>ORDH | Provence Steel&IronSc3MstSr<br>*Elec.light* Wireless 2*Dks*&*Spardk* | 3941<br>—<br>2480 | | | | | 1884 | Forges&C. de la Médit.<br>LaSeyne | Cie.de Nav.France Amérique(Soc.Gén deTransp.Mar.à Vap.*Mgrs.*) | 387·1\|42·3\|22·6<br>H— F34' 30·4 | Marseilles<br>French | C.2Cy.43"&78¾"–49¼"<br>NB01 362NHP<br>Forges&C.delaMédit,Msl. | | V |
| 28041<br>ORDS | Providence SteelTwinSc<br>*Elec.light* Wireless 7*Dks* | 11996<br>—<br>6694 | | | | | 1915 | Forg.&Ch. de laMédit.<br>LaSeyne | Cie.Française de Nav.àVap.(Cyp. Fabre,*Mgr.*) | 511·8\|59·7\|43·5<br>B234'F70' | Marseilles<br>French<br>*WB* | T.6Cy.30⅖",49 19/32"&79 9/16"–51 3/16"<br>910NHP<br>Forg.&Ch.delaMédit.Msl. | | V |
| 28042<br>201723<br>KTQP | — SteelPad<br>Wireless 2*Dks*<br>*Elec.light* *Saloon&Promenade dks* | 4365<br>2607<br>2502 | | | | | 1904 | ForeRiver S.B.Co.<br>QuincyMass. | NewEnglandS.S. Co. | 379·4\|50·0\|18·6 | FallRiver<br>Utd.States | C.D.4Cy.44"&83"–108"<br>1193NHP<br>ForeRiv.S.B.Co.Quincy | | |
| 28043<br>WKHG | — SteelScSr<br>(*ex*ProvidenceA., *ex*Providence)<br>1*Dk*&*Spar dk*<br>&*deep framing*<br>*Elec.light* | 1095<br>1012<br>693 | | | ... | | 1903 | Fevigs Jernskibsbyg<br>Fevig | D/S A/S Produce (H.M.Wrangell &Co.A/S*Mgrs.*) | 225·8\|33·6\|10·0<br>17·2<br>FK | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.17",27"&46"–33"<br>131NHP<br>Richardsons,Westgarth& Co.Ld.Mdb. | 19 " 6 | N |
| 28044 | Providencia SteelScSr<br>(*ex*Olson&Mahony)<br>*Elec.light* 1*Dk* | 1630<br>—<br>947 | | | | | 1907 | Harlan& Hollngswrth<br>Wlmgtn,Del. | Cie.duBoleo | 224·3\|41·2\|20·6 | French | T.3Cy.19",30"&50"–36"<br>150NHP | | |
| 28045<br>220625<br>MBLR | Provincetown SteelSc<br>2*Dks*&*Shelter dk* 6206<br>*Elec.light* Sub.Sig. Wireless<br>*Longitudinal framing Fitted for oil fuel* | ~~6216~~<br>5702<br>3805 | 100A1<br>(Class Contemplated) | | ... | ~~CL~~ | 1920 | Groton IronWorks<br>Groton,Conn. | UnitedStates ShippingBoard | 402·6\|~~53·2\|32·0~~<br>53·0\|33·2<br>P48'~~F38~~<br>F37' | ~~N.Lon.Con~~<br>Utd. States<br>NewYork<br>*WB* | 2 Steam Turbines geared to 1 Sc Shaft 467NHP<br>~~3 Water Tube Boilers~~<br>W.&A.FletcherCo. Hoboken,N.J. | 34 / 6 | |
| 28046<br>191<br>HBGF | Provorny SteelPad<br>1*Dk* | 518<br>—<br>259 | | | | | 1892 | Russian S.N.&T.Co<br>Sebastopol | RussianStm.Nav. &TradingCo. | 210·0\|28·2\|8·1 | Odessa<br>Russian | C.2Cy.31"&61"–48"<br>215NHP | | |
| 28047<br>164<br>RMGL | Provvidenza IronScSr<br>*ss*Sld.2ndNo.3-1,00<br>(*ex*Mitidja,*ex*Pongola) *ss*Msl.No.2-09<br>2*Dks*(1*Irn*-ws)&*Awng dk* | 1451<br>971<br>936 | ✠<br>*Awng dk withfreeboard*<br>2,13<br>✠NB10,91✠ | Msl | *o* | | 1879<br>7mo | AM'Millan &Son<br>Dumbarton | R.Rizzuto&Co. | 250·2\|32·9\|16·1<br>FK<br>*WB=FPT* | Naples<br>Italian<br>5*BHCem*<br>37*tAPT*26*t* | C.2Cy.31"&58½"–39"<br>NDB03 170NHP<br>1DB,6*rf*,GS90,HS2796<br>J.&J.Thomson,Glasgow | 23 " 10 | V |
| 28048<br>~~NGVB~~ | Proximus SteelSc<br>1*Dk* | 2147<br>1764<br>1308 | | | | | 1920 | Schiffsw.v. H.KochA.G.<br>Lübeck | ~~J.J.Petersen~~<br>E.G Culucundis | 286·6\|42·7\|17·6<br>P14'Q92'B122'F32' | ~~Haderslev~~<br>~~Danish~~<br>Greek *WB* | T.3Cy.20⅗",33½"&43¾"–35⅖"<br>114NHP<br>Ottensener,Machf G.m.b.H.Altona | | |
| 28049<br>150885<br>KQMR | Prudence SteelScSr<br>(*Tug*)<br>1*Dk* | 292<br>—<br>198 | | | | | 1900 | J.H.Dia-logue&Son<br>Camden,N.J. | F.W.Munn TransportationCo. | 122·3\|25·0\|14·0 | Philadlphia<br>Utd.States | T.3Cy.16",24"&40"–28"<br>85NHP | | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7"<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14<br>Cours sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28050<br>123740<br>HJRF | **Prudence** SteelScSr<br>1*Dk* | 258<br>255<br>116 | | | | | 1906 | Smith's<br>DockCo.Ld<br>NorthShields | Corporation of the TrinityHouse | 135·5 | 23·2 | 11·8 | London<br>British | T.3Cy.13½",21"&35"–24"<br>86RHP<br>G.Clark,Ld.Sunderland | |
| 28051 | **Prudente de Moraes** SteelTwin ScSr<br>Wireless 1*Dk&Shadedk2trB* | *780*<br>*613*<br>*497* | | | | | 1896 | Craig,<br>Taylor&Co<br>Stockton | LloydBrasileiro | 223·0 | 33·0 | 12·5 | Bahia<br>Brazilian | T.6Cy.12½",20"&33"–24"<br>107NHP<br>N.E.MarineCo.(Lim.),Sld. | |
| 28052 | **—** SteelTwinScSr<br>1*Dk(Teak)&Promenadedk(Teak)*<br>*Elec.light* | *472*<br>*360*<br>*321* | ✠<br>*ForRiver pur*<br>3,96 ✠ | PG1<br>*poses o* | <br>*nly* | | 1896<br>3mo | Russell&<br>Co.<br>Pt.Glasgow | AmazonRiverStm. Nav.Co.(1911)Ld. | 172·6<br>F23'<br>FK | 33·2 | 8·6 | Para<br>Brazilian<br>4*BHptCem ptAsp* | T.6Cy.10",16"&26"–21"<br>81NHP<br>1SB,*2cf*,GS40,HS1509<br>Rankin&Blackmore,Grk. | 8·9 |
| 28053<br>217591<br>LPVW | **Prusa** SteelSc<br>*Elec.light* 2*Dks&Webframes*<br>Sub.Sig. Wireless *Fitted for oil fuel* | 5113<br>4740<br>3102 | | | ... | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | 32·0 |
| 28054 | **Prussia** SteelScSr<br>(*ex*CharlotteBlumberg,*ex* Lewisport) *Elec.light* 1*Dk&deepframing* | 1833<br>1718<br>1152 | | | ... | | 1903 | CaledonSB<br>&E.Co.Ld.<br>Dundee | | 279·3<br>P25'B68'F27'<br>FK | 40·0 | 18·1 | <br><br>*WB* | T.3Cy.20",33"&54"–36"<br>191NHP<br>CaledonS.B.&E.CoLd.Dun | 20·7 |
| 28055 | **Prutan** SteelSc3MstSr<br>(*ex*Adler)<br>*Mchy.Aft* 1*Dk* | 333<br>277<br>120 | | | | | 1912 | C.Lühring<br>Hammel-<br>warden | RolandLinieA.-G. | 151·5<br>Q48'B46'F21' | 24·7 | 9·3 | Hamburg<br>German<br>*WB* | T.3Cy.11¼",17⅞"&28¾"–21¼"<br>88NHP<br>G.SeebeckA.G.Gst. | |
| 28056<br>139109<br>JMGD | **Pruth** SteelScSr<br>*ss*Shl.No.1–20<br>*Elec.light* Wireless 2*Dks(Stl)* | 4698<br>4424<br>2945 | ✠100A1<br>~~10,19~~11,21<br>✠LMC~~1,19~~<br>12,20 | Liv<br>Bry | *y* | CL<br>~~10,19~~<br>N11,21 | 1916<br>1mo<br>*Lloyd*'*sA&CP* | JLThomp-<br>son&Sons,Ld<br>Sunderland | MercantileS.S.Co. Ld. (E.Hain&Son. *Mgrs.*)<br>*CellDBa139' u E&B* | 400·0<br>P27'B241'F39'<br>FK<br>41'*f*176'1222*t FPT* | 53·0 | 26·0 | London<br>British<br>6*BHCem*<br>88*tAPT*121*t* | T.3Cy.26",43"&71"–48" (*s*)<br>180lb 421NHP<br>3SB,*9cf*,GS192,HS7060<br>Blair&Co.Ld.Stockton | 28·7<br>s4·7<br>24·4 |
| 28057<br>110631<br>JNKF | **Prygona** SteelTwinSc4Mst<br>Wireless *ss*Gls.No.3–4,12<br>(*ex*Aspenleaf,*ex*Tyrolia,*ex*LakeErie)<br>*Elec.light* 2*Dks(Stl)&deep framing hold beams fore hold&Shelter dk(Stl)* | 6124<br>5364<br>3715 | ✠<br>*Shelter dk*<br>3,14 ✠ | Liv | *b*† | | 1900<br>1mo | Barclay,<br>Curle&Co.Ld<br>Glasgow | Anglo-Saxon PetroleumCo.Ld. | 446·0<br>FK<br>*CellDBa*120' *uE* | 52·0 | 35·5 | London<br>British<br>7*BHCem*<br>*& B66'f*198' | T.6Cy.22",37½"&60"–48"<br>660NHP<br>3DB,*18cf*,GS369,HS11790<br>Barclay,Curle&Co.Ld.Gls.<br>1256*tDTa*36'916*tAPT*75*t* | 30·10 |
| 28058<br>ORES | **Psyche** SteelScSr<br>Wireless 1*Dk&Spardk* | 2951<br>2776<br>1895 | | | ... | | 1904 | J.Blumer<br>&Co.<br>Sunderland | Cie.Française des Chemins de Fer de Paris-Orléans (Soc.Mar.Aux.de Transports,*Mgrs.*) | 315·0<br>P30'B80'F34' 24·9<br>FK | 46·0 | 14·0 | Nantes<br>French<br>*WB* | T.3Cy.23",38"&63"–42"<br>283NHP<br>N.E.MarineEngCo.Ld.Sld | 27·6 |
| 28059 | **Puchoco** SteelSc<br>*Elec.light* **Welldeck** 1*Dk(Stl)*<br>**Cargobattens notfitted** | ~~2250~~<br>*2516*<br>*1876*<br>*1443* | ✠100A1<br>12,21<br>~~(ClassContemplated)~~<br>✠LMC12,21 | Gls | *s* | CL | 1921<br>**12mo**<br>*Lloyd's* **A&CP** | Dublin<br>Dkyd.Co.Ld.<br>Dublin | Cia.Carbonifera y de FundicionSchwager<br>**Intermediate**BH in forehold [illegible]<br>*CellDB*23[illegible] | 290·0<br>**PonQ**21' Q228' F32<br>FK | 44·3 | 18·5 | Valparaiso<br>Chilian<br>*Cem* | T.3Cy.20",33"&54"–36" (*s*)<br>180lb 254NHP<br>3SB,9[illegible],GS152,HS4788<br>D.Rowan&Co.Ld.Gls. | 20·7<br>s5·9<br>12·? |
| 28060 | **Puente** SteelSc<br>*For full particulars See No. 38503 in Supplement*<br>*Elec.light Mchy.Aft*<br>*Longitudinal framing* | 7000 | 100A1<br>(*ClassContemplated*)<br>*CarryingPetroleum in bulk* | | | | 1921 | Merchant<br>S.B.Corp.<br>Chester,Pa. | UnionOilCo. | 424·4<br>P128'B25'F41' | 58·2 | 32·9 | NewYork<br>Utd.States | T.3Cy.27",45"&75"–51"<br>NewYorkSBCoCamdenNJ | |
| 28060* | **Puerto Real** SteelSc | 149<br>116<br>94 | | | | | 1919 | M.Tavora<br>Barrera<br>Seville | Herederos de AntonioMillan | 96·0<br>P38'F18' | 17·2 | 7·5 | Seville<br>Spanish | C.2Cy.12"&22"–15"<br>15NHP<br>M.TavoraBarrera,Seville | |
| 28061<br>OREZ | **Puerto Rico** SteelTwinScSr<br>*Elec.light* Wireless 3*Dks* | 6127<br>3254<br>3667 | | | | | 1913 | Ch.&Atl.<br>deSt.Nazaire<br>Gnd Quevilly | Cie.Générale Transatlantique | 413·1<br>P268'F46' | 51·4 | 29·0 | Havre<br>French<br>*WB* | T.6Cy.21",27 7/10"&55"–41½"<br>390NHP<br>Ch.de l'Atlantique,St.Naz. | |
| 28062<br>111363<br>HVWS | **Puffin** SteelScSr<br>*ss*Lon.No.3–1,19<br>*Well deck* 1*Dk(ptIrn ptStl–pt* teak s)<br>*Mchy.Aft Elec.light* | 371<br>283<br>141 | ✠100A1<br>8,21 ~~5,20~~<br>~~BS6,20~~<br>BS8,21 | Liv<br>✠LMC1,19 | *g* | CL<br>6,20 | 1900<br>5mo | AilsaS.B.<br>Co.<br>Troon<br>A&CP | ZillahShppg&CarryingCo.Ld.(W.A. Savage,Ld.*Mgrs.*)<br>*WB*= | 150·0<br>Q57'B11'F27'<br>BK7"<br>*DB f* 72' 105*t FPT* | 25·0 | 9·9 | Liverpool<br>British<br>3*BHCem*<br>45*tAPT*5*t* | C.2Cy.19"&43½"–30" (*s*)<br>140lb 93RHP<br>1SB,*3cf*,GS56,HS1750<br>Dunsmuir&Jackson,Gls. | 12·6<br>s·8<br>12·5 |
| 28063<br>124807 | **—** SteelScK<br>1*Dk* | 199<br>188<br>73 | ✠<br>*StmTrawler*<br>12,07 ✠ | Goo | | | 1907<br>12mo | GooleS.B.<br>&Repg.Co.Ld<br>Goole | KelsallBros.& Beeching,Ld. (JohnSlater *Mgr.*) | 110·0<br>*WB=Deep* BK7½"<br>*tanks f*23'40*t* | 21·6 | 11·6 | Hull<br>British<br>3*BHCem* | T.3Cy.12",21"&33"–21"<br>1SB,*2pf*,GS24,HS900 55RHP<br>Earle'sCo.Ld.Hull | 12·6 |
| 28064<br>205849<br>KWSC | **Puget** WoodScSr<br>*Fitted for oil fuel*<br>*Elec.light* (*ex*Vashonian) 2*Dks* | 234<br>—<br>140 | | | | | 1908 | P.Sloan<br>Seattle | PugetSoundNav. Co. (J.Green, *Mgr.*) | 115·0 | 24·5 | 7·5 | P.Twnsnd Wash.<br>Utd.States | T.3Cy.12½",19¾"&33"–16"<br>NorthWestern 43NHP<br>IronWorks,Seattle | |
| 28065<br>217015<br>LNFG | **Puget Sound** SteelSc<br>*Elec.light* 2*Dks&Web frames*<br>WirelessSub.Sig. *Longitudinal framing* | 4838<br>4369<br>3631 | | | ... | | 1918 | ToddD.D.<br>&Const.Corp<br>Tacoma,Wsh | UnitedStates ShippingBoard | 379·1<br>P39'B102'F42' FK | 53·1 | 27·0 | Seattle<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"–48"<br>472NHP<br>SeattleCnst.&DryDockCo. | 29·4 |
| 28066<br>84491<br>SLPO | **Pukaki** SteelScSr<br>1*Dk* | 1444<br>1138<br>917 | | | | | 1887 | W.Denny<br>&Bros.<br>Dumbarton | W.Crosby&Co. | 230·0 | 36·2 | 17·5 | Melbourne<br>British | Q.4Cy.16",24",32"&47"–36"<br>132NHP<br>Denny&Co.,Dumbarton | |
| 28067<br>219939<br>LWJS | **Pulaski** SteelSc<br>Sub.Sig. *Fitted for* [illegible]<br>*Elec.light* Wireless 1*Dk2trB*<br>*Now named "Pulwico," See No 38942 in Supplement* | 2560<br>[illegible]<br>1586 | | | ... | | 1920 | Toledo<br>S.B.Co.<br>Toledo,Ohio | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·6 | 25·8 | NewYork<br>Utd.States<br>*WB* | T.3Cy.22",36"&59"–42"<br>315NHP<br>ToledoS.B.Co.Toledo | 28·2 |
| 28068<br>215232<br>LHJT | **Pulawski,** SteelScSr<br>*Now named "Ida," See No. 37905 in Supplement*<br>(*ex*Ida), *ss*NYk.No.3–6,20<br>1*Dk(Stl)&Spar dk(Stl–ptws)& deep framing*<br>Wireless | 4730<br>4049<br>3093 | ✠100A1<br>*Spar dk*<br>6,20 ✠LMC6,20 | NYk | *x* | CL<br>6,20 | 1906<br>6mo<br>*Lloyd*'*sA&CP* | Russell&<br>Co.<br>Pt.Glasgow | PolishAmerican Nav.Corp.<br>*WB=CellDBa 116'uE24'f* | 370·3<br>P36'B108'F40' 27·0<br>FK<br>162' 949*t DTa* 28'6 | 49·8 | 19·2 | NewYork<br>Utd.States<br>6*BHCem*<br>36*tAPT*45*t* | T.3Cy.26",42"&70"–48" (*s*)<br>180lb *80lb* 410NHP<br>2SB,*6cf*,GS118,HS5523 FD<br>Rankin&Blackmore,Grk. | 29·8 |
| 28069<br>133509<br>HVMF | **Pulganbar** SteelScSr<br>*Elec.light Ref.Mchy.* 1*Dk&Shade dk* | 1160<br>641<br>474 | | | | | 1912 | Greenock&<br>Grngemouth<br>DkyrdCo.Ld<br>Grngemouth | NorthCoastSteam Nav.Co.Ld. | 225·0<br>F35' | 35·1 | 12·5 | SydnyNSW<br>British | T.4Cy.21",34½"&(2)40"–33"<br>184NHP<br>Dunsmuir&JacksonLdGls | |
| 28070<br>HCKF | **Pulp** SteelScSr<br>(*ex*Fredriksstad) 1*Dk* | 107<br>84<br>46 | | | | | 1897 | Fredrikstd<br>Mek.Værks.<br>(H.Helland)<br>Fredriksstad | TheKellner PartingtonPaper PulpCo.Ld. | 84·2<br>B22*t* | 18·1 | 8·4 | Sarpsborg<br>Norwegian | C.2Cy.10¾"&23"–14"<br>16NHP<br>FredriksstadM.V.,Frstad. | |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28071<br>MFPR | **Pulp 2** CompSc<br>(*ex*F Hollender)<br>1*Dk*<br>*Mchy.Aft* | 192<br>149<br>121 | | | | | 1897 | P.Larsson<br>Thorskog | TheKellner PartingtonPaper PulpCo.Ld. | 100·3<br>P32*t* | 22·1 | 9·9 | Sarpsborg<br>Norwegian | C.2Cy.11"&18"–16"<br>11NHP<br>P.Larsson,Thorskog | | |
| 28072<br>104693<br>RGWS | **Pulteney** SteelSc3MstSr<br>*ss*Pnz.No.3–5,12<br>*ss*Hay.No.2–19<br>(*ex*BarrowCastle)<br>*Mchy.Aft* *Well deck* 1*Dk*(*Irn*) | 326<br>233<br>129 | ✠100A1<br>7,21 5,20<br>~~BS11,20~~ ✠LMC10,19<br>BS5,22 | Hay | *f* | CL<br>~~N10,19~~<br>5,21 | 1899<br>6mo | AilsaS.B. Co.<br>Troon<br>A&CP | Harvey&Co.Ld. | 145·2<br>Q83'B9'F22'<br>FK&BK1¼"<br>*W B=DTf*7'19*tFPT*31*tAPT*5*t* | 23·6 | 10·0 | Falmouth<br>British<br>3*BHCem* | C.2Cy.16½"&38"–27" (*s*)<br>140lb 78RHP<br>1SB,3*pf*,GS47,HS1385<br>Dunsmuir&Jackson,Gls. | 11 ″ 0<br>s 3 ″ 11<br>10 ″ 10 | |
| 28073<br>111025<br>HCSW | **Puma** SteelScSr<br>*ss*Gls.No.3–2,11<br>~~*ss*Gls.No.1–16~~<br>(*ex*Duke of Rothesay)<br>*Elec.light* 2*Dks*(*UStl*–ws)&*ptAwng dk*<br>Wireless *ss*Gls.No.2–21 (*ptStl*–ws) | 1226<br>862<br>525 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>9,21 ~~3,18~~<br>✠NB9,21<br>~~BS?,19~~ ✠LMC~~3,16~~ 9,21 | Gls | *q* | CL<br>N9,21 | 1899<br>10mo<br>*Lloyd's A&CP* | Caledon<br>SB.&E.Co.Ld<br>Dundee | BurnsS.S.Co.Ld. | 265·0<br>BK7½"<br>*WB=CellDBa*42'*f*65'130*t* *Deep tank f* 42*t* | 35·2 | 15·5 | Glasgow<br>British<br>4*BHCem* | T.3Cy.28".47"&75"–45" (*s*)<br>180lb *100lb* NDB21 439NHP<br>2DB,*12cf*,GS246,HS7182<br>CaledonSB.&E.Co.Ld.Dun | 16 ″ 6<br>s 2 ″ 3<br>15 ″ 3 | |
| 28074<br>143414<br>KCMB | **Pundit** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5305<br>4828<br>3199 | ✠100A1<br>~~5,21 1,21~~ 8,21<br>2,22<br>✠LMC9,19 | Cal | *y* | CL<br>2,22 | 1919<br>9mo<br>*Lloyd's A&CP* | Swan,Hunter&Wigham<br>Richardson, LdNewcastle | AsiaticStm.Nav. Co.Ld. | 400·3<br>P49'B113'F40'<br>FK<br>*CellDB*345'1025*t FPT*130*t APT*204*t* | 52·4 | 28·4 | London<br>British<br>7*BHptCem* | T.3Cy.27".44"&73"–48" (*s*)<br>180lb *110lb* 517NHP<br>3SB,*9cf*,GS189,HS7668 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 28075<br>96 008<br>KVLM | **Pundua** SteelScSr<br>3*Dks*(*UStl*-ws)<br>*Elec.light* Wireless *Inner bottomIrn* | 3305<br>2978<br>2126 | ✠<br>10,88<br>✠ | Gls | *w* | | 1888<br>10mo | A.&J. Inglis<br>Glasgow | BritishIndiaStm. Nav.Co.Ld. | 350·1<br>P62' B86' F44'<br>*WB = Cell DB* 270'487*t* | 42·2 | 26·5 | Glasgow<br>British<br>6*BHCem* | T.3Cy.27½",45"&70"–54"<br>360NHP<br>A.&J.Inglis,Glasgow | 29 ″ 3 | |
| 28076 | **Pungah** SteelSc<br>*Elec.light* 1*Dk&ptShade dk* | 125<br>96<br>44 | | | | | 1913 | Eastern Shpg.Co.Ld.<br>Penang | EasternShipping Co.Ld. | 95·0 | 19·5 | 7·8 | Penang<br>British | C.2Cy.14"&28"–14½"<br>120lb 30RHP<br>1SB,2*pf*,GS30,HS710<br>Dudgeon&Co.London | | |
| 28077<br>HPUN | **Pungué** SteelScSr<br>(*ex*LindaWoermann, *ex*Gutrune)<br>1*Dk* | 1377<br>925<br>878 | | | | | 1895 | Flensburgr Schiffsb. Ges.<br>Flensburg | Requisitioned by thePortuguese Government (TransportesMaritimos doEstado) | 231·9<br>Q71'B107'F25' | 34·2 | 14·0 | Lisbon<br>Portuguese<br>*WB* | T.3Cy.16",26"&43"–33"<br>106NHP<br>FlensburgerSchiffsb.Ges. | | |
| 28078<br>133151 | **Punjab** SteelPad<br>1*Dk* | 1248<br>1248<br>913 | | | | | 1913 | W.Denny &Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 313·2 | 46·0 | 10·8 | Glasgow<br>British | T.3Cy.28",41½"&60"–66"<br>292NHP<br>Denny&Co.Dumbarton | | |
| 28079 | **Punta Alcazar** IronScK<br>(*ex*Penguin) 1*Dk* | *151*<br>*140*<br>*65* | | | ... | | 1895 | Cook, Welt'n&Gemmell<br>Hull | SociedadPesquera Malagueña (G. Bentabol, *Mgr.*) | 101·7<br>Q24'<br>BK7½" | 20·7 | 11·0 | Malaga<br>Spanish | T.3Cy.11½",18"&30"–22"<br>42NHP<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |
| 28080 | **Punta Azamor** IronScK<br>*ss*Hul.No.3–5,08<br>(*ex*Cuckoo) *ss*Hul.No.1–12<br>1*Dk* | *156*<br>*144*<br>*64* | ✠ ——<br>9,19<br>*Stm Trawler*<br>✠NB5,08 ✠ | Hul | | | 1896<br>3mo | Cook, Welt'n&Gemmell<br>Hull | SociedadPesquera Malagueña (G. Bentabol, *Mgr.*) | 103·5<br>Q24'<br>ptND08 BK7½" | 20·9 | 10·8 | Malaga<br>Spanish<br>3*BHCem* | T.3Cy.12¼",19½&32"–22½"<br>49NHP<br>1SB,2*pf*,GS25,HS850<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |
| 28081<br>JDQW | **Punta Belilla** IronScK<br>(*Trawler*)<br>(*ex*MamelenaNo.4,*ex*Sokorri, *ex*Springfield) 1*Dk* | 156<br>—<br>53 | | | ... | | 1893 | Cook, Welt'n&Gemmell<br>Hull | SociedadPesquera Malagueña (G. Bentabol, *Mgr.*) | 103·0<br>BK7½ | 20·5 | 11·0 | Malaga<br>Spanish | T.3Cy.11½",18"&30"–22"<br>42NHP<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |
| 28082 | **Punta Bermeja** SteelScK<br>(*Trawler*)<br>(*ex*Ayacanora) 1*Dk* | *147*<br>*147*<br>*60* | | | ... | | 1894 | T.R. Oswald<br>Milford Havn | SociedadPesquera Malagueña (G. Bentabol, *Mgr.*) | 103·5<br>BK6½" | 21·1 | 9·8 | Malaga<br>Spanish | C.2Cy.17"&34"–22"<br>48RHP<br>Ross&Duncan,Glasgow | 11 ″ 6 | |
| 28083<br>JBQT | **Punta Calaburra** IronScK<br>(*Trawler*)<br>(*ex*Kámentxo,*ex*Oregon) 1*Dk* | 162<br>151<br>64 | | | ... | | 1893 | Cochrane & Cooper<br>Beverley | SociedadPesquera Malagueña (G. Bentabol, *Mgr.*) | 108·0<br>Q20'<br>BK7½" | 21·0 | 11·0 | Malaga<br>Spanish | T.3Cy.13",21"&34"–24"<br>57NHP<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |
| 28084 | **Punta Europa**<br>(*Trawler*)<br>(*ex*Miguelito) | 142<br>—<br>25 | | | | | 1866 | ................. | SociedadPesquera Malagueña (G. Bentabol, *Mgr.*) | 93·3 | 17·0 | 13·2 | Malaga<br>Spanish | | | |
| 28085<br>JDQV | **Punta Leona** IronScSr<br>(*ex*MamelenaNo.2,<br>*Mchy.Aft* *ex*Dolphin) 1*Dk* | 111<br>—<br>50 | | | ... | | 1885 | W.B. Thompson<br>Dundee | SociedadPesquera Malagueña (G. Bentabol, *Mgr.*) | 100·0<br>BK6½" | 20·1 | 10·0 | Malaga<br>Spanish | C.2Cy.17"&34"–24"<br>41NHP<br>W.B.Thompson,Dundee | 11 ″ 0 | |
| 28086 | **Punta Paloma** IronScK<br>(*ex*Albatross)<br>1*Dk* | *151*<br>*140*<br>*65* | | | ... | | 1895 | Cook, Welt'n&Gemmell<br>Hull | SociedadPesquera Malagueña (G. Bentabol, *Mgr.*) | 101·7<br>Q24'<br>ND07 BK7½" | 20·7 | 11·0 | Malaga<br>Spanish | T.3Cy.11½,18"&30"–22"<br>NB07 42NHP<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |
| 28087 | **Pura Rasilla** SteelScSr<br>*ss*Nwc.No.2–20 *ss*Bry.No.3–1,12<br>(*ex*Craonne, ~~*ss*Bry.No.1–17~~<br>*ex*Turnwell,*ex*Queen Alexandra) 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*Web frames* | *4264*<br>*4132*<br>*2788* | ✠100A1<br>*Spar dk*<br>4,21 ~~1,20~~<br>✠LMC<br>BS4,21 MS3,20<br>*Carrying oil fuel F. P. above* 150°F. *in DB* | Nwc<br>Cdz | *x* | CL<br>4,21 | 1901<br>7mo | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>A&CP | W.GonzalezGarra | 360·0<br>P32'B90'F33' 28·1<br>FK<br>*CellDBa*114'*uE&B*42'*f*154' 811*t* *APT*65*t* | 48·0 | 20·2 | Villagrcia<br>Spanish<br>6*BHCem* | T.3Cy.24½",40"&68"–48" (*s*)<br>180lb 356NHP<br>3SB,*9cf*,GS174,HS5630<br>N.E.Marine EngCoLd.Nwc | 30 ″ 10<br>s 6 ″ 3<br>25 ″ 0 | |
| 28088<br>150898 | **Puritan** SteelSc<br>*Elec.light* Wireless 2*Dks&Awngdk* | 1762<br>—<br>1267 | | | | | 1901 | CraigS.B. Co.<br>Toledo,O. | ChicagoRacine& MilwaukeeLine | 259·0<br>len08 | 40·5 | 26·6 | Chicago<br>Utd. States | T.3Cy.21",35"&58"–40"<br>NB05 213NHP<br>CraigS.B.Co.,Toledo | | |
| 28089<br>96033<br>KWNR | **Purnea** SteelScSr<br>*Elec.light* Wireless 3*Dks*(*UStl*–ws) | 3306<br>2979<br>2127 | ✠<br>12,88<br>✠ | Gls | *w* | | 1888<br>12mo | A.&J. Inglis<br>Glasgow | BritishIndiaStm. Nav.Co.Ld. | 350·0<br>P62' B86' F44'<br>*WB = CellDB*270'487*t* | 42·2 | 26·5 | Glasgow<br>British<br>6*BHCem* | T.3Cy.27½",45"&70"–54"<br>360NHP<br>A.&J.Inglis,Glasgow | 29 ″ 3 | |
| 28090 | **Purus** SteelScSr<br>*ss*NYk.No.3–9,12<br>(*ex*RasDara) 1*Dk*(*Stl*)<br>&*Spar dk*(*ptIrn&ptStl*)&*deep framing*<br>Wireless | *3822*<br>*3599*<br>*2495* | ✠ ——<br>10,20<br>*Spar dk*<br>✠<br>*Fitted for oil fuel* 9,12 *F. P. above* 150° F | NYk | *w* | | 1900<br>6mo | Osbourne, Graham&Co.<br>Sunderland | LloydBrasileiro | 339·0<br>P29'B86'F34' 27·8<br>FK<br>*WB = CellDBa*108'*uE* 22'*f* 140' 739*t APT*78*t* | 48·0 | 19·4 | R.Janeiro<br>Brazilian<br>6*BHCem* | T.3Cy.25",42"&68"–48"<br>349NHP<br>2SB,*6cf*,GS119,HS5410<br>J.Dickinson &Sons,Ld.Sld. | 29 ″ 0 | |
| * 28091<br>MRHT | **Puseyjones No. 2** SteelAuxSc<br>*OilEng.* 3MstSr<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*<br>(*See Sailing Ship Register*) | 398<br>329<br>266 | ✠100A1<br>3,20<br>✠LMC3,20 | Bgn | *i* | CL | 1917<br>7mo | ThePusey &JonesCo.<br>Wlmgtn,Del.<br>A&CP | ~~A/S Pusey (E.Abrahamsen, *Mgr.*)~~ J.H.Lamey | 129·1<br>P31'F26'<br>FK<br>*CellDB* 100'105*t FPT*40*t APT*36*t* | 28·0 | 13·1 | Sandefjrd<br>Norwegian<br>3*BHCem* | Oil Engines 2S.C.SA<br>2Cy.15¾"–16½" 28NHP<br>J.V.Svensson's Motorfabrik, Stockholm. | 15 ″ 0<br>s 2 ″ 0<br>13 ″ 2 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 Nom du Navire. 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. p |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28092 | Pushkar SteelScCtr<br>1Dk(Teak) | 159<br>134<br>14 | ✠<br>Fortowing pu<br>5,96 | Nwc<br>rposes<br>✠ | b | | 1896<br>5mo | S.C.Farnham&Co.,Ld.<br>Shanghai | RussianGovernment | 107·5<br>F14'<br>BK6"<br>WB=FPT | 20·3 | 9·6 | Vladivostk<br>Russian<br>5BHCem<br>3tAPT2t | C.2Cy.16"&32"-24"<br>55NHP<br>1SB,2pf,GS41,HS1172<br>S.C.Farnham&Co.,Ld.,Shi | 10 4 |
| 28093<br>208636 | Put-in-Bay SteelScSr<br>Elec.light 2Dks | 1182<br>—<br>731 | | | | | 1911 | Detroit<br>S.B.Co.<br>Wyandotte | Ashley&Dustin<br>SteamerLine | 226·0 | 46·5 | 17·6 | Detroit<br>Utd.States<br>WB | T.4Cy.25",40"&(2)45"-36"<br>243NHP<br>DetroitS.B.Co.Detroit | |
| 28094<br>108088<br>QHWR | Putiki IronScSr<br>1Dk | 433<br>282<br>168 | | | | | 1904 | SeagorBros<br>Auckland,NZ | Richardson&Co.<br>Ld. | 150·4 | 25·1 | 10·2 | Wellingtn<br>British | C.2Cy.19"&38"-24"<br>60RHP<br>Robertson&Co Wellington | |
| 28095<br>218795<br>LSNV | Putnam SteelSc<br>Elec.light 1Dk2trB in fore & after<br>Sub.Sig. Wireless holds & Web frames<br>Fitted for oil fuel | 3545<br>3005<br>2174 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | Newark NJ<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 |
| 28096<br>110608<br>RHVL | Putney SteelScSr<br>ssAnt.No.3-10,12<br>(exLynton) ssBkn.No.2-19<br>Wireless 1Dk(Stl)&Spardk(Irn)&<br>deep framing | 3277<br>2989<br>2033 | ✠100A1<br>Spar dk<br>12,21 ~~11,20~~<br>MS7,19 | Bal<br>Alx<br>✠LMC<br>MBS~~5,21~~ 5,22 | v | 11,19 | 1899<br>9mo | R.Thompson&Sons<br>Sunderland<br>A&CP | BritainS.S.Co.Ld.<br>(Watts,Watts&<br>Co.Ld.Mgrs.)<br>CellDBa | 340·2<br>P29'B74'F37'<br>FK<br>112'uE22'f136'791t | 45·0 | 15·3<br>23·0 | London<br>British<br>6BHCem<br>APT48t | T.3Cy.23⅜",39"&65"-42"(s)<br>180lb 100lb NDB19 289NHP<br>2SB,8pf,GS120,HS4428<br>N.E.MarineEng.Co.Ld.Sld | 25<br>4<br>21 |
| 28097<br>95407<br>VFTB | Pylades SteelSc3MstSr<br>ssLiv.No.3-2,19<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 681<br>498<br>275 | ✠100A1<br>2,22 ~~2,21~~<br>BS~~9,20~~12,21 | Lth<br>✠LMC<br>MS2,21 | j | CL<br>~~2,21~~<br>2,22 | 1903<br>9mo<br>Lloyd | R.Williamson&Son<br>Workington<br>'sA&CP | M.Taylor | 182·8<br>BK7"<br>WB=DBf95' | 27·9 | 12·3 | Methill<br>British<br>3BHCem<br>134tFPT50t | T.3Cy.15",25½"&41"-30"(s)<br>160lb 85RHP<br>1SB,3pf,GS57,HS1889<br>Ross&Duncan,Glasgow | 14<br>1<br>14 |
| 28098 | — SteelSc<br>Elec.light 1Dk2trB | 651<br>515<br>383 | | | | | 1906 | Akt.Ges.<br>"Weser"<br>Bremen | Dampfschiffahrts<br>Ges.Neptun | 180·1<br>Q52'B43'F22' | 28·2 | 12·8 | Bremen<br>German<br>WB | T.3Cy.13",20½"&33$\frac{1}{16}$"-21⅝"<br>50NHP<br>A.G."Weser,"Bremen | |
| 28099<br>HPQG | Pylaros IronTwinScSr<br>(exCarmenSylva,<br>Elec.light exHermod) 1Dk | 310<br>—<br>121 | | | | | 1864 | Baumgarten<br>&Burmeister<br>Copenhagen | N.M.Athanassulis | 181·9<br>H26t | 20·1 | 10·4 | Argostoli<br>Greek | T.6Cy.12",19"&30"-16"<br>NE&B95 72NHP<br>Howaldtswerke,Kiel | |
| 28100<br>219802<br>LWDG | Pylos SteelSc<br>Elec.light Sub.Sig. Wireless 1Dk | 441<br>—<br>118 | | | | | 1920 | Northwest<br>Eng.Wrks.<br>GreenBay,<br>Wis. | UnitedStates<br>ShippingBoard | 150·0 | 27·5 | 14·5 | Milwaukee<br>Wis.<br>Utd.States | T.3Cy.17",25"&43"-30"<br>MurrayIron 101NHP<br>WorksBurlington,Iowa | |
| 28101 | Pyrgos SteelScSr<br>(exHorncap,<br>exHaimon) Elec.light 2Dks | 3588<br>3404<br>2307 | | | | | 1906 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | BelgianGovt. | 341·7<br>H24' | 48·7 | 17·2<br>25·0 | Antwerp<br>Belgian<br>WB | T.3Cy.20$\frac{1}{16}$",34⅞"&61"-39⅜"<br>236NHP<br>FlensburgerSchiffsb.Ges. | |
| 28102 | Pyrineus SteelTwinScSr<br>Elec.light Wireless 1Dk | 1696<br>1570<br>1044 | | | | | 1910 | Wrkman,<br>Clark&Co.Ld<br>Belfast | LloydBrasileiro | 276·2<br>F29' | 44·9 | 16·4 | R.Janeiro<br>Brazilian<br>WB | T.6Cy.14",22"&37"-21"<br>126NHP<br>Wrkman,Clark&Co.LdBel | |
| 28103<br>98592<br>MBCF | Pyrope Steel&IronSc3MstSr<br>ssP.Gl.2ndNo.3-4,13<br>ssBwg.No.1~~-18~~-2-22<br>Mchy.Aft 1Dk(ptIrn)<br>Well deck Ironframing&Steelplating | 452<br>330<br>180 | ✠100A1<br>3,22 ~~2,20~~<br>✠NB3,13<br>~~BS9,20~~ 9,21 | Bwg<br>✠LMC~~5,18~~<br>3,22 | h | CL<br>~~N2,20~~<br>3,22 | 1890<br>12mo | Scott&Co.<br>Bowling<br>A&CP | W.Robertson | 165·2<br>Q81'B10'F27'<br>BK7½"<br>WB | 26·1 | 10·9 | Glasgow<br>British<br>4BHCem<br>=FPT32t | T.3Cy.14$\frac{11}{16}$",23¼"&36"-27"<br>160lb (s) 60RHP<br>1SB,3pf,GS52,HS1174<br>Muir&Houston,Glasgow | 12<br>s<br>12 |
| 28104<br>137410<br>JHDR | Pyrrhus SteelScSr<br>Elec.light Wireless 2Dks | 7615<br>6299<br>4823 | | | | | 1914 | Workman,<br>Clark&Co.Ld<br>Belfast | OceanS.S.Co.Ld.<br>(A.Holt&CoMgrs) | 455·5<br>P53'B162'F59' | 56·5 | 32·5 | Liverpool<br>British<br>WB | T.3Cy.31",51½"&86"-60"<br>572NHP<br>Wrkman,Clark&Co.Ld.Bel | |
| 28105<br>102126<br>JPFS | Pyrula SteelTwinSc4Mst<br>ssBel.2ndNo.3-3,17<br>(exBayleaf,exCevic) 3Dks(Stl)<br>Elec.light Wireless Sub.Sig. | 8455<br>7913<br>5285 | 100A1<br>3,21<br>BS6,20<br>CarryingPetr<br>bottom and in | Rot<br>LMC3,17<br>oleum<br>circul | f†<br>in<br>ar | CL<br>~~3,17~~<br>6,20<br>double<br>tanks | 1894<br>1mo<br>Lloyd<br>fitted i | Harland&<br>Wolff,Ld.<br>Belfast<br>'sA&CP<br>n holds | Anglo-Saxon<br>PetroleumCo.Ld.<br>Cell | 500·0<br>P58'B210'F104'<br>FK&BK3"<br>DB401'1407tFPT1 | 60·2 | 34·0 | London<br>British<br>9BH pt Cem<br>& pt Asp<br>16tAPT60t | T6Cy.28½",38½"&64"-48"(s)<br>175lb 723NHP<br>2DB&2SB,18cf,GS360,<br>HS12760<br>Harland&Wolff,Ld.Bel. | 37<br>8<br>29 |
| 28106<br>5404<br>JTON | Pysen IronScK<br>ssHul.No.1-95<br>(exDesideratum) 1Dk | 145<br>135<br>48 | ✠<br>StmTrawler<br>5,00 | Hul<br>✠ | | | 1891<br>7mo | Cook,Welt'n&Gemmell<br>Hull | Westerberg&<br>Berglund | 101·5<br>Q23'H7tF6'<br>BK7½" | 20·3 | 10·6 | Gothenbrg<br>Swedish<br>3BHCem | C.2Cy.17"&33"-22"<br>1SB,2pf,GS30,HS810 42NHP<br>Bailey&Leetham,Hull | 11 11 |
| 28107<br>MHNF | Pythia SteelScSr<br>ssBkn.No.3-8,20<br>(exRaglanCastle,exSt.Domingo,<br>Elec.light Wireless exRaglanCastle)<br>2Dks(1Stl-ws)&Spardk(Stl-teaks) | 4493<br>3888<br>2724 | ✠100A1<br>Spar dk<br>10,21 ~~8,20~~<br>BS10,21 | Bkn<br>Xia<br>✠LMC8,20 | x | ~~8,20~~<br>10,21 | 1897<br>8mo | Barclay,<br>Curle&Co.Ld<br>Glasgow<br>A&CP | A/SOdd<br>(Chr.Christensen<br>jr.Mgr.)<br>Cell | 383·5<br>P49'B119'F47'<br>FK&BK3"<br>DBa92'uE36'f158' | 46·3 | 20·0<br>27·5 | Sandefjord<br>Norwegian<br>7BHCem<br>684t Dtanks | T.3Cy.26½",44"&70"-48"(s)<br>180lb 419NHP<br>3SB,11rf,GS199,HS7161<br>Barclay,Curle&Co.Ld.Gls.<br>a92'898tDTf66'1202t | 30<br>6<br>24 |
| | | | Forcarryingf | uel oro | the | r oils h | aving | aF.P.of over 1 | 50°F. | | | | | | |
| 28108<br>217954<br>LQVP | Python SteelScSr<br>Elec.light 1Dk<br>Sub.Sig. | 2153<br>1753<br>1280 | | | ... | | 1919 | Manitowoc<br>S.B.Co.<br>Manitowoc | UnitedStates<br>ShippingBoard | 250·5<br>P27'B64'F26'<br>FK | 43·7 | 20·1 | Phildlphia<br>Pa.<br>Utd.States<br>WB | T.3Cy.20",33"&54"-40"<br>269NHP<br>ManitowocS.B.Co.<br>Manitowoc | 23 |

*** Additional Ships are inserted in the Supplement at the end of the Register.

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**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28109<br>119755<br>LWBH | Quabbin SteelScSr<br>Sub.Sig. Wireless *Fitted for oil fuel*<br>*Elec.light* 2*Dks&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>*Carrying Petroleum in bulk* | 7017<br>6514<br>4357 | | | … | | 1919 | MooreS.B.<br>Co.<br>Oakland,Cal. | UnitedStates<br>ShippingBoard | 425·8<br>P106'B40'F41'<br>FK | 57·0 | 31·2 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.24½"41½"&72"-48"<br>579NHP<br>LlewellynIronWorks,<br>LosAngeles | 33 ″ 0 | R |
| 28110<br>138596<br>TPGW | Quaco Queen WoodTwinScSr<br>*OilEng.*<br>1*Dk* | 523<br>443<br>480 | | | | | 1919 | St Martin's<br>S.B.Co.<br>St.Martin's,<br>N.B. | W.E.Foster,S.E.<br>Ellrin,&A.F.&<br>W.B.Bentley(E.C.<br>Ellrin,*Mgr.*) | 158·7 | 35·4 | 12·8 | SJhnsNFL<br>British | Oil Engine<br>8Cy.10½"-12½" 57NHP<br>FairbanksMorseCo.<br>ThreeRivers,Mich | | V |
| 28111<br>96899 | Quadra SteelScSr<br>*Elec.light.* 2*Dks* | 683<br>436<br>375 | | | … | | 1891 | Fleming<br>&Ferguson<br>Paisley | QuadrasS.S.Co.Ld | 174·5<br>P44'B28'F31'<br>BK7½" | 31·1 | 13·6 | VancvrB.C<br>British<br>*WB* | Q.4Cy.15",23",30"&45"-33"<br>140NHP<br>Fleming&Ferguson,Psy. | 14 ″ 5 | |
| 28112<br>123593<br>HJRV | Quail SteelScK<br>*ss*Gms.No.3-9,20<br>*Elec.light* 1*Dk* | 265<br>243<br>108 | ✠100A1<br>*StmTrawler*<br>11,21 ~~9,20~~<br>✠LMC9,20<br>BS11,21 | Gms | | CL<br>11,19 | 1906<br>11mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | ThomasBaskcomb<br>Ld. (T.W.Bask-<br>comb,*Mgr.*) | 130·0<br>Q71'<br>BK8" | 22·5 | 11·4 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-24" (*s*)<br>180lb 80RHP<br>1SB,2*pf*,GS36,HS1338<br>C.D.Holmes&Co.Hull | 12 ″ 4 | |
| 28113<br>219524<br>LVKJ | Quaker City SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5590<br>4598<br>3453 | | | | | 1920 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y | | R |
| 28114<br>130607 | Qualicum SteelScSr<br>(*Tug*)<br>(*ex*Colima) 1*Dk* | 200<br>178<br>98 | | | | | 1904 | Neafie&<br>Levy<br>Philadelphia | CanadianPacific<br>RailwayCo. | 96·0<br>H23*t* | 22·0 | 11·9 | Vict'riaBC<br>British | C.2Cy.16"&32"-24"<br>43RHP<br>Neafie&Levy,Philadelphia | | |
| 28115<br>ORIT | Quand-Même IronScSr<br>*ss*Dnk.4thNo.3-6,18<br>(*ex*Sultan) 1*Dk2trB*<br>*Well deck* | 1095<br>761<br>611 | ✠ 90A1<br>11,20<br>✠NB10,90 LMC~~1,20~~<br>MS11,20 BS5,21 | Dnk | *w* | 11,20 | 1867<br>4mo | C.&W.<br>Earle<br>Hull<br>A&CP | Soc.Longueville,<br>Meulemans,<br>Patfoort&Place | 239·2<br>P127'F25*t*<br>len69 BK7"<br>ptND10 | 31·4 | 14·7 | Dunkirk<br>French<br>4*BHCem* | T3Cy.17½",29½"&48"-30"(*s*)<br>145lb 80*lb* NDB90 110NHP<br>1SB,3*rf*,GS54,HS1490<br>*Tpd*90Baily&Leethm,Hull | 16 ″ 2<br>s 2 ″ 6<br>14 ″ 6 | |
| 28116<br>126076<br>JWRL | Quantico IronScSr<br>(*ex*Chattahoochee)<br>Wireless 2*Dks&Spar dk* | 2461<br>—<br>1391 | | | | | 1882 | J.Roach<br>&Son<br>Chester,Pa. | Merchnts&Miners<br>Transportation Co.<br>Inc. | 280·0<br>H— | 40·7 | 15·8<br>24·1 | Baltimore<br>Utd.States | T.3Cy.22",38"&74"-54"<br>NB00 402NHP<br>*Tpd*.00MorganIronWorks | | |
| 28117<br>128505<br>HQSM | Quantock SteelScSr<br>Wireless 1*Dk* | 4470<br>4183<br>2777 | | | | | 1910 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Mediterranean<br>CargoSteamersLd. | 365·0<br>P36'B117'F35' | 50·1 | 26·1 | Cardiff<br>British<br>*WB* | T.3Cy.25",42"&68"-45"<br>310NHP<br>W.Doxford&Sons,Ld.Sld. | | C |
| 28118<br>217446<br>LPMC | Quapaw WoodSc<br>*Elec.light* 1*Dk2trB* | 2551<br>2073<br>1528 | | | | | 1919 | McBride&<br>Law<br>Beaumont,<br>Texas | UnitedStates<br>ShippingBoard | 267·3 | 46·0 | 23·6 | P.Arthur<br>Texas<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>Hooven,Owens&Rentsch-<br>lerCo.Hamilton,O. | | R |
| 28119 | Quarta SteelScSr<br>1*Dk&Spar dk2trB* | 1890<br>1673<br>1125 | | | | | 1896 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | | 258·9<br>P26'B64'F29' | 38·3 | 20·4 | British<br>*WB* | T.3Cy.21",35"&56"-39"<br>196NHP<br>FlensburgerSchiffsb.Ges. | | |
| 28120<br>ORJC | Quartz SteelScSr<br>(*ex*B.A.H.W.No.10)<br>*Mchy.Aft* Wireless 1*Dk*(*Stl*) | 563<br>—<br>320 | ✠<br>12,11<br>✠ | Npt | *i* | | 1911<br>12mo | C.H.Wal-<br>ker&Co.Ld.<br>Sudbrook | Soc.Minière&<br>Métal.dePenar-<br>roya(Cie.Franç.de<br>Marine&deCom-<br>merce,*Mgrs.*) | 171·0<br>Q62'F24' FK<br>B *on Quarter dk* 17'<br>*WB=FPT*46*t* | 30·0 | 11·1 | Rouen<br>French<br>4*BHCem*<br>*MT*6'66*t* | T.3Cy.13",22"&34"-22½"<br>75NHP<br>1SB,3*pf*,GS50,HS1405<br>Plenty&Son,Ld.Newbury | 12 ″ 3 | V |
| 28121<br>110938<br>RMQG | Quassia IronScYl<br>(*Trawler*)<br>1*Dk* | 207<br>195<br>98 | | | … | | 1900 | Schofield,<br>Hagerup&<br>Doughty,Ld.<br>Grimsby | T.W.Baskcomb | 116·2<br>Q48'F20'<br>BK7½" | 21·5 | 11·2 | Grimsby<br>British | T.3Cy.11¾",21"&34"-24"<br>NB16*refitted*19 58RHP<br>C.D.Holmes&Co.Hull | 12 ″ 1 | |
| 28122<br>133541<br>JDLS | Quaysider SteelScSr<br>*ss*Nwc.No.1-17<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 595<br>428<br>239 | ✠100A1<br>10,21 ~~7,20~~<br>BS1,21 ✠LMC10,17 | Nwc<br>S.d | *i* | CL<br>~~7,20~~<br>9,21 | 1913<br>11mo<br>*Lloyd* | J.P.Ren-<br>noldson&Sns.<br>SouthShields<br>'*sA&CP* | "T"Stm.Coasters,<br>Ld.(Robinson,<br>Brown&Co.*Mgrs.*)<br>*WB=Cell* | 175·3<br>Q89'B9'F22'<br>FK<br>*DBf*112'140*t* *FPT* | 28·2 | 11·0 | Newcastle<br>British<br>3*BHCem*<br>44*tAPT*31*t* | T.3Cy.15½",25"&41"-27" (*s*)<br>180lb 80*lb* 95RHP<br>1SB,3*pf*,GS55,HS1825<br>J.P.Rennoldsn&Sns,S.Shl. | 13 ″ 3<br>s ″ 9½<br>12 ″ 8 | |
| 28123<br>122405 | Quebec Iron&SteelPad<br>Wireless 4*Dks* | 3498<br>3345<br>2013 | | | | | 1865<br>1907 | W.P.<br>Bartley<br>Sorel,P.Q.<br>*Rebuilt by* Richelieu & OntarioNavigation Co. Montreal | CanadaSteamship<br>Lines,Ld. | 311·0 | 64·1 | 44·6 | Montreal<br>British | 1Cy.60"-132"<br>B*made*98<br>W P.Bartley&Co.Montreal | | |
| 28124<br>ORJQ | — WoodTwinSc3MstSr<br>2*Dks* | 2699<br>1907<br>1635 | | | | | 1919 | Founda-<br>tionCo.ofBrit.<br>Columbia,Ld.<br>Victoria,B.C. | FrenchGovern-<br>ment | 279·0<br>P166'F36' | 46·8 | 21·2 | Havre<br>French | T.6Cy.13½",22"&30"-26"<br>92NHP<br>NationalMarineEngine<br>Works,Scranton | | V |
| 28125<br>143413<br>KCLQ | Quebec City SteelScSr<br>(*ex*Haimon)<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 4936<br>4678<br>3134 | ✠<br>*Shelter dk*<br>*withfreeboard*<br>3,16 ✠ | Rot | *z* | | 1911<br>2mo | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | St.JustS.S.Co.Ld.<br>(W.R.Smith&Sons<br>*Mgrs.*) | 402·3<br>FK<br>*CellDBa*131'*uE*20' | 54·0 | 26·7 | Bideford<br>British<br>7*BHCem*<br>*f*185'1119*t* | T.3Cy.28⅜",47¼"&78"-54"<br>580NHP<br>3SB,9*cf*,GS189,HS8106 FD<br>FlensburgerSchiffsb.Ges. | 29 ″ 0 | |
| 28125* | Quebracho SteelScSr<br>(*ex*FranciscoVidiella) 1*Dk*(*Irn*) | *454*<br>*343*<br>*269* | ✠<br>*For River purposes only*<br>3,90 ✠ | Cly | | | 1890<br>3mo | DJDunlop<br>&Co.<br>Pt.Glasgow | P.Risso | 162·2<br>P20' B14' F21'<br>FK | 28·6 | 9·8 | M.Video<br>Uruguayan<br>4*BHCem* | T.3Cy.14½",22½"&37"-24"<br>67NHP<br>1SB,3*rf*,GS44,HS1083<br>D.J.Dunlop&Co.,P.Gls. | 10 ″ 0 | |
| 28126<br>121238<br>HOPB | Queda SteelSc<br>*Turret deck*<br>*Elec.light* Wireless 1*Dk2trB* | 7703<br>6508<br>4944 | | | | | 1905 | W.Doxford<br>&Sons,Ld.<br>Sunderland | BritishIndiaStm.<br>Nav.Co.Ld. | 455·2<br>P26'F29' | 58·1 | 30·2 | Glasgow<br>British<br>*WB* | T.3Cy.27½",45½"&75"-54"<br>413NHP<br>W.Doxford&Sons,Ld.Sld. | | |
| 28127<br>20587<br>JVWG | Queen IronScBn<br>(*ex*Queen of the Pacific)<br>*Elec.light* 2*Dks&Awngdk*<br>Sub.Sig. Wireless | 2728<br>1974<br>1672 | | | | | 1882 | W.Cramp<br>&Sons<br>Philadelphia | AdmiralLine<br>(PacificS.S.Co.<br>Inc.) | 331·2 | 38·5 | 12·5<br>21·2 | Tacoma,<br>Wash.<br>Utd.States<br>*WB* | T.3Cy.27⅛",43"&68"-48"<br>NE97B*mde*06*ftd*08 319NHP<br>UnionIronWrks.SFrncsco | | |
| 28128<br>92335 | — WoodSc<br>1*Dk* | ~~367~~ 285<br>204<br>182 ~~240~~ | | | | | 1886 | Etienne<br>Samson<br>Levis,P.Q. | Quebec&Levis<br>FerryCo.Ld. | 117·0 | 31·6 | 14·8 | Quebec<br>British | C.2Cy.22"&42"-30"<br>NE89 74~~75~~RHP<br>Carrier,Laine&Cie.,Levis | | |
| 28129<br>114559 | — SteelPadSp<br>1*Dk&Promenadedk* | 345<br>267<br>145 | | | | | 1902 | J.Reid&Co<br>Ld.<br>Glasgow | Sou.I.of Wight&<br>S.ofEng.Royal<br>MailStm.PktCoLd | 200·3 | 24·1 | 8·3 | S'thamptn<br>British | C.2Cy.27"&55"-54"<br>185NHP<br>Barclay,Curle&Co.Ld.Gls. | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28130<br>99580<br>MVPC | **Queen** IronScSr<br>1*Dk* | 190<br>182<br>72 | | | ... | | 1892 | Earle'sCo.<br>(Lim.)<br>Hull | HumberConservancyBoard | 125·4\|22·0\|10·5<br>H30*t* | Hull<br>British | T.3Cy.12¾",20"&32"–22"<br>NB02 60RHP<br>Earle'sCo.(Lim.),Hull | |
| 28131<br>88126<br>HNTD | — IronPadSp | 169<br>146<br>76 | | | | | 1883 | L.Smit&<br>Zoon<br>Holland | ArdrossanHarbourCo.~~(R.W.Orr, Mgr.)~~(H.Hopperton, *Mgr*) | 110·2\|19·7\|8·9 | Ardrossan<br>British | L.2Cy.26"–48"<br>70RHP<br>VulcanI.W.C.(Lim.)Hull | |
| 28132<br>113203 | — IronScK<br>1*Dk* | 161<br>144<br>61 | | | ... | | 1900 | Cook,Welt'n&Gemmell<br>Hull | QueenStm.FishingCo.Ld. | 100·0\|21·0\|11·0<br>Q45'F17'<br>BK7½" | Grimsby<br>British | T.3Cy.12¼",19½"&32"–22½"<br>NB11 50RHP<br>C.D.Holmes&Co.Hull | 11×1 |
| 28133<br>136672<br>JFLW | **Queen Alexandra** SteelScSr<br>*ss*Mdb.No.1–18<br>(*ex*Elfland) Wireless 1*Dk*(*Stl*)<br>*Elec.light* | 4211<br>4013<br>2670 | ✠100A1<br>8,21 ~~11,20~~<br>~~BS6,20~~ ✠LMC~~6,18~~<br>9,21 | Cff | *x* | CL<br>~~11,20~~<br>9,21 | 1914<br>5mo<br>*Lloyd*'*sA&CP* | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle | RhonddaMerthyrShippingCo.Ld.<br>(C.J.Evans,*Mgr.*)<br>*CellDBa*1 | 370·0\|50·9\|26·2<br>P22'B100'F35'<br>FK<br>17'*uE&B*43'*f*166'11 | Cardiff<br>British<br>6*BHCem*<br>20*tAPT*140*t* | T.3Cy.25",41"&69"–48" (*s*)<br>180lb 371NHP<br>3SB,*9cf*,GS160,HS5895<br>N.E.MarineEng.CoLdNwc | 28×<br>5×<br>23× |
| 28134<br>133045 | — SteelTrpScSr<br>*Elec.light* 1*Dk&Promenadedk* | 785<br>557<br>326 | | | | | 1912 | W.Denny&<br>Bros.<br>Dumbarton | TurbineSteamers,Ld.(J.Williamson&Co.*Mgrs.*) | 270·3\|32·1\|11·0 | Glasgow<br>British<br>*WB* | 3 Steam Turbines<br>Denny&Co.Dumbarton | |
| 28135<br>114840<br>TGHS | — SteelScK<br>*ss*Yar.No.3–5,14<br>*ss*Yar.No.1–19<br>*Elec.light* 1*Dk* | 267<br>249<br>101 | ✠100A1<br>*StmTrawler*<br>~~8,21~~ ~~8,20~~1,22 BS10,21<br>~~BS8,20~~ ✠LMC6,19 | Yar<br>Shl | | ~~5,19~~<br>8,21 | 1902<br>2mo<br>*Lloyd*'*sA&CP* | Hawthorns<br>&Co.Ld.<br>Leith | RoyalNational Mission toDeep SeaFishermen | 135·0\|22·5\|13·8<br>Q29'F21'<br>BK7½"<br>*WB=DTanksf*6' | London<br>British<br>4*BHCem*<br>16*t*&7'10*t* | T.3Cy.13",21"&34"–24" (*s*)<br>180lb 65RHP<br>1SB,*2cf*,GS36,HS1040<br>Hawthorns&Co.Ld.Leith | 14× |
| 28136<br>113614<br>SNFP | — Iron&SteelScK<br>*ss*Hul.No.3–5,14<br>*ss*Flt.No.1–19<br>1*Dk Irnframes&Stlplating* | 231<br>217<br>93 | ✠100A1<br>*StmTrawler*<br>6,21 ~~10,20~~<br>BS10,20 ✠LMC8,19 | Flt | | CL<br>~~1,18~~<br>6,21 | 1901<br>8mo<br>*Lloyd*'*sA&CP* | Cook,Welt'n&Gemmell<br>Hull | ~~T.H.Smith~~<br>~~J.W.Armitage~~<br>SunStm.TrawlingCo.Ld.(J.W.Armitage*Mgr.*) | 121·7\|21·5\|12·0<br>BK7" | Fleetwood<br>British<br>4*BHCem* | T3Cy.12½",21½"&35"–24"(*s*)<br>200lb 63RHP<br>1SB,*2pf*,GS32,HS1056<br>C.D.Holmes&Co.Hull | 12×1 |
| 28137 | — SteelScK<br>(*Whaler*)<br>1*Dk* | *117*<br>*108*<br>*43* | | | | | 1907 | Nylands<br>Værksted<br>Christiania | RussianGovernment | 91·7\|17·9\|10·6 | Russian | T.3Cy.10½",17"&28½"–20"<br>36NHP<br>NylandsVærksted,Xania | |
| 28138<br>121174 | **Queen Bee** WoodTwinScK<br>1*Dk* | 173<br>158<br>70 | | | | | 1907 | R.Davis<br>Blackwall,<br>N.S.W. | Mrs.M.J.Weston | 110·0\|26·0\|8·2 | SydneyNSW<br>British | C.4Cy.9½"&16"–15"<br>*E*made85 *B*made03 31RHP<br>J.&A.Taylor,Ayr | |
| 28139<br>20612 | **Queen City** SteelSc<br>*Elec.light Mchy.Aft* Sub.Sig. 1*Dk* | 3980<br>—<br>3198 | | | | | 1896 | Cleveland<br>S.B.Co.<br>Cleveland | PittsburghS.S.Co. | 401·4\|48·0\|23·7 | Duluth<br>Utd.States<br>*WB* | T.3Cy.23",38"&63"–40"<br>251NHP<br>ClevelandS.B.Co.,Clevelnd | |
| 28140<br>133048 | **Queen-Empress** SteelPadSp<br>*Elec.light* 2*Dks* | 411<br>291<br>164 | | | | | 1912 | Murdoch &<br>Murray,Ld.<br>PortGlasgow | Williamson BuchananSteamersLd.(J.Williamson&Co.*Mgrs.*) | 210·0\|25·6\|8·4 | Glasgow<br>British | C.D.2Cy.27½"&54"–54"<br>178NHP<br>Rankin&Blackmore,Grk. | |
| 28141<br>133028<br>HVND | **Queen Louise** SteelScSr<br>*ss*Gls.No.3–10,21 ~~*ss*Nap.No.1–16~~<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5194<br>4666<br>2087 | ✠100A1<br>10,21 ~~5,19~~ 10,21<br>✠LMC~~4,20~~<br>*Fitted with cylindrical tanks for carrying Petroleum*<br>*Fitted for oil fuel* 10,21 *F.P.above* 150°F. *Lloyd*'*sA&CP* | NNs<br>Gls | *y* | CL<br>~~4,20~~<br>10,21 | 1912<br>4mo | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>*WB* | TheDunlopS.S.Co.Ld. (T.Dunlop&Sons,*Mgrs.*)<br>= *Cell DBa*135' *u* | 404·9\|53·0\|27·1<br>P41'B115'F40'<br>FK<br>*E&B*43' ~~*f*173'1232*t*~~<br>*f*65'772*t* | Glasgow<br>British<br>~~6*BHCem*~~<br>*APT*38*t*<br>11*BHCem* | T.3Cy.26",42"&72"–48" (*r*)<br>180lb 436NHP<br>3SB,*9cf*,GS202,HS7356<br>N.E.MarineEngCoLd.Nwc | 29×<br>6×<br>24× |
| 28142<br>133093<br>JBKW | **Queen Margaret** SteelScSr<br>*Elec.light* Wireless ~~*ss*NYk.No.1–16~~<br>2*Dks*(*UptIrnptStl*)&2*nd dk*(*Stl*)<br>~~*Carrying oil fuel F.P.above* 150°F.*inDB*~~<br>*ss*Cff.No.2-22 | 4972<br>4748<br>3197 | ✠100A1<br>2,22 ~~6,20~~<br>~~BS6,20~~ ✠LMC~~6,18~~<br>6,21 | NNs<br>Cff | *y* | CL<br>~~12,19~~<br>~~N3,21~~<br>2,22 | 1912<br>12mo<br>*Lloyd*'*sA&CP* | R.Duncan<br>&Co.Ld<br>Pt.Glasgow<br>*W* | ~~Barr,~~Crombie&Co.Ld.<br>*B=CellDBa*135'*u* | 405·0\|53·0\|27·2<br>P41'B115'F41'<br>FK<br>*E&B*43' *f*173'1189*t* | Glasgow<br>British<br>6*BHCem*<br>*APT*36*t* | T.3Cy.26",42"&71"–48" (*s*)<br>180lb 415NHP<br>3SB,*9cf*,GS189,HS6888<br>J.G.Kincaid&Co.Ld.Grk. | 29×<br>5×<br>24× |
| 28143<br>132310<br>TMKQ | **Queen Mary** SteelTwinSc<br>*Mchy.Aft*<br>*Elec.light* 1*Dk* | 636<br>594<br>338 | | | ... | | 1913 | Lobnitz&<br>Co.Ld.<br>Renfrew | Govt.ofNigeria | 170·7\|34·1\|12·8<br>F16'<br>FK | Lagos<br>British | T.6Cy.13",22"&34"–22"<br>137NHP<br>Lobnitz&Co.Ld.Renfrew | 13× |
| 28144<br>120567 | — SteelPad<br>(*ex*EarlGodwin) 1*Dk*<br>*Elec.light* | 116<br>116<br>53 | ✠<br>*For River purposes only*<br>5,08 ✠ | Lon | | | 1905<br>5mo | Napier&<br>Miller,Ld.<br>Glasgow | Dumbarton&BallochJointLine Committee (L.H. Gilchrist.*Mgr.*) | 130·0\|18·5\|6·8<br>FK | Glasgow<br>British<br>3*BHAsp*<br>*inE&Bspace* | C.D.2Cy.16"&31"–36"<br>53RHP<br>1SB,*2pf*,GS25,HS730 FD<br>Scotts'S.B.&Eng.CoLdGrk | 7× |
| 28145<br>139973 | **Queen Mother** WoodScDy<br>(*Fishing*)<br>1*Dk* | 120<br>117<br>54 | | | | | 1916 | ColbyBros.<br>Ld.<br>OultonBroad | W.A.W.Greaves | 93·6\|21·4\|10·1 | Lowestoft<br>British | T.3Cy.9¾",14½"&24½"–18"<br>29RHP<br>F.W.Carver&Co.Gt.Yar. | |
| 28146<br>53<br>HBDJ | **Queen Olga** SteelSc<br>3*Dks*(1*Stl*–teaks&1*ptStl*–ws)<br>*Elec.light* Wireless | 4171<br>3289<br>2479 | ✠<br>1,94 | Grk | *w* | | 1894<br>1mo | W.Denny<br>&Bros.<br>Dumbarton | RussianStm.Nav.&TradingCo. | 371·2\|45·1\|27·5<br>P36'B152'F40'<br>FK<br>*Cell* | Odessa<br>Russian<br>7*BHCem*<br>*DB*308'563*t* | T.3Cy.28½",47½"&76"–54"<br>A.Cy.21" 501NHP<br>4SB,*12cf*,GS300,HS8496<br>Denny&Co.Dumbarton | 30× |
| 28147<br>145105 | **Queen Philippa** WoodTwinSc<br>*OilEng.*<br>1*Dk* | 160<br>136<br>92 | | | | | 1921 | KentishSB<br>&Eng.Co.Ld.<br>Whitstable | QueenboroughNav.Co.Ld. (A.G.Thomson,*Mgr.*) | 94·8\|23·1\| | London<br>British | Oil Engines 2S.C.SA<br>4Cy.12"–14" 43NHP<br>Vickers-PettersLd.Ipswich | |
| 28148 | **Queen Victoria** SteelPadSr | 1547<br>1252<br>654 | | | | | 1887<br>3mo | Fairfield<br>Co.(Lim.)<br>Glasgow | TheAdmiralty | 330·5\|39·1\|15·2<br>P71*t*F158*t* | British | C.D.2Cy.61"&112"–78"<br>925NHP<br>FairfieldCo.(Lim.),Gls. | |
| 28149<br>109416 | — SteelScSr<br>*ss*Liv.No.3–1,11<br>*ss*Liv.No.2–19<br>*Elec.light* Sub.Sig. 1*Dk* | 275<br>240<br>111 | ✠100A1<br>12,20<br>BS9,20 ✠LMC5,19 | Liv | *d* | CL<br>12,20 | 1898<br>4mo<br>A&CP | Murdoch&<br>Murray<br>PortGlasgow | MerseyDocks&HarbourBoard | 128·4\|24·1\|11·7<br>B14'<br>BK7½" | Liverpool<br>British<br>4*BHCem* | T.3Cy.12",18"&30"–22" (*s*)<br>180lb 53RHP<br>1SB,*2rf*,GS34,HS927<br>D.Rowan&Son,Glasgow | 18× |
| 28149*<br>124241 | **Queen of the Lake** SteelTwinScSk<br>1*Dk* | 152<br>150<br>69 | ✠<br>9,11<br>*LochTayService*<br>✠ | Ayr | | | 1907<br>8mo | AilsaS.B.<br>Co.Ld.<br>Ayr | ~~LochTaySteamboatCo.Ld.~~<br>CaledonianSteamPacketCo.Ld. | 110·1\|20·1\|9·3<br>BK5" | Glasgow<br>British<br>4*BHCem* | C.4Cy.10½"&23"–16"<br>43RHP<br>1SB,*2cf*,GS31,HS989 FD<br>AilsaS.B.Co.Ld.Troon | 9× |
| 28150<br>120511<br>HOKJ | **Queenie** SteelSc3MstSr<br>*ss*Liv.No.3–7,18<br>*Welldeck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 329<br>230<br>130 | ✠100A1<br>~~4,21~~~~11,20~~ 8,22<br>~~BS10,19~~ ✠LMC7,18<br>BS12,20 1,22 | Ayr<br>Sws Liv | *e* | CL<br>12,20 | 1905<br>4mo<br>*Lloyd*'*sA&CP* | R.Williamson&Son<br>Workington | JamesHenryMonks(Preston)Ld. | 135·9\|24·0\|9·8<br>Q78'B9'F20'<br>FK<br>*WB=FPT*27*t* | Liverpool<br>British<br>3*BHCem*<br>*DT f*9'20*t* | C.2Cy.18"&36"–24" (*s*)<br>125lb 54RHP<br>1SB,*2pf*,GS40,HS1300<br>Ross&Duncan,Glasgow | 10×<br>10× |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28151 | **Queenmead** SteelSc<br>(exQueenmoor, exSiward) 1Dk2trB<br>Turret deck Wireless | 3753<br>3154<br>2409 | | | | | 1903 | W.Doxford &Sons,Ld. Sunderland | Rederi.A/STriton (T.Nielsen, Mgr.) | 342·9<br>F37' | 46·6 | 24·8 | ~~London~~<br>~~British~~<br>Danish WB | T.3Cy.26",42"&68–42"<br>180lb 300NHP<br>W.Doxford&Sons,Ld.Sld. | | V |
| 28152<br>202347 | **Queens** SteelSc<br>(Screws fore&aft) (Ferry)<br>Elec.light 2Dks | 1954<br>—<br>1329 | | | | | 1905 | Maryland SteelCo. Sparro'PtMd | CityofNewYork | 246·4 | 46·1 | 18·4 | NewYork<br>Utd.States | C.4Cy.22½"&50"–30"<br>228NHP<br>MarylandStl.Co.Sparr'.Pt. | | |
| 28153<br>136710<br>JGVR | **Queensferry** SteelScSp<br>ssGmh.No.1-19<br>1Dk(Stl) | 472<br>450<br>207 | ✠100A1<br>Hopper Barge<br>[illegible] | Lon<br>Sou | ... | CL<br>N2,19 | 1914<br>10mo<br>Lloyd | CHWalker &Co.Ld. Sudbrook<br>'sA&CP | L.&N.W.Rlwy.Co. | 166·5 | 27·7 | 11·2<br>FK | Liverpool<br>British<br>4BHCem | T.3Cy.13",22"&34"–22½" (s)<br>165lb 60RHP<br>1SB,2cf,GS38,HS1360<br>Plenty&Son,Ld.Newbury. | 11″11<br>s1″9½<br>10″3 | |
| 28154<br>97530<br>LSTB | **Queensland** SteelScSr<br>ssSld.2ndNo.3-12,15<br>Elec.light 2Dks(Irn)&Webframes<br>Wireless 3Dk rule | 3840<br>3505<br>2420 | ✠100A1<br>4,19<br>✠NB12,05 ✠LMC4,19 | Mlt | w | CL<br>4,19 | 1890<br>7mo | JLThompson&Sons Sunderland<br>A&CP | QueenslandS.S.Co. Ld.(R.M.Hudson& Sons,Ld. Mgrs.)<br>WB= | 360·0<br>P29'B80'F42'<br>Cell DBa 104' f130' | 48·0 | 24·7<br>BK11" | Sundrland<br>British<br>6BHCem<br>571tAPT46t | T.3Cy.26",43"&70"–45" (s)<br>160lb 100lb 360NHP<br>NDB01 fitted04<br>2SB,6pf,GS116,HS4700 FD<br>J.Dickinson,Sunderland | 27″3<br>s5″5<br>22″11 | |
| 28155<br>99249 | **—** SteelScSr<br>Well deck 1Dk(Irn) | 461<br>332<br>232 | ✠<br>7,94<br>✠ | Lth | g | | 1894<br>7mo | J.Scott &Co. Kinghorn | R.Hart<br>WB= | 160·0<br>Q74'B14'F20'<br>DBa30'f9'40tFPT | 25·6 | 11·2<br>FK | Leith<br>British<br>4BHCem<br>27tAPT16t | T.3Cy.14",22"&36"–27"<br>70RHP<br>1SB,3pf,GS55,HS1500<br>J.Scott&Co.,Kinghorn | 11″9 | |
| 28156<br>135881<br>JODV | **Queensland Transport** SteelScSr<br>Wireless 1Dk | ~~4663~~ 4669<br>4399<br>~~2931~~ 2922 | | | | | 1913 | Irvine's SB &D.D.Co.Ld. WHartlepool | EmpireTransport Co.Ld.(Houlder Bros&CoLd Mgrs) | 385·0<br>P36'B119'F36' | 52·0 | 27·1 | W.Hartlpl<br>British<br>WB | T.3Cy.25",40"&68"–48"<br>Richardsons, 320NHP<br>Westgarth&Co.Ld.Hpl. | | C |
| 28157 | **Queguay** IronSc3MstSr<br>(exReveil) ssSws.No.1-82<br>Mchy.Aft 1Dk | 415<br>319<br>211 | ✠<br>8,85 | Cff | g | | 1878<br>3mo | A.Leslie &Co. Newcastle | G.Cambitsis | 159·5<br>Q91'F20'<br>WB=DBf89'FPT | 25·0 | 10·0 | Andros<br>Greek<br>3BHCem | C.2Cy.20"&37"–27"<br>NB01 59NHP<br>Black,Hawthorn&Co.Gts. | | V |
| 28158<br>HQUE | **Quelimane** SteelTwinSc<br>(exKronprinz)<br>Elec.light Sub.Sig 2Dks | 5689<br>4379<br>3541 | Lis. 1,21<br>(See Footnote*) | | | | 1900 | Blohm& Voss Hamburg | Requisitioned by thePortuguese Government (TransportesMaritimos do Estado) | 411·1<br>P&B274'F86' | 48·2 | 27·9 | Lisbon<br>Portuguese<br>WB | T.6Cy.23$\frac{13}{16}$",38"&63–48"<br>NB09 550NHP<br>Blohm&Voss,Hamburg | | |
| 28159<br>217447<br>LPMB | **Quemakoning** WoodScSr<br>Elec.light 1Dk2trB<br>Wireless | 2551<br>—<br>1528 | | | | | 1919 | Beaumont S.B.&D.D.Co. Beaumont, Texas | UnitedStates ShippingBoard | 281·5<br>P40'B66'F33' | 46·0 | 26·0 | P.Arthur Tex.<br>Utd.States | T.3Cy.19",32"&57"–42"<br>211NHP | | R |
| 28160<br>115764<br>VCBR | **Quenast** SteelScSr<br>(exDunavon) ssLon.No.3-10,18<br>Elec.light 1Dk(ptStl)&deepframing<br>Mchy.Aft Well deck | 569<br>436<br>280 | ✠100A1<br>~~8,20~~ 11,21<br>✠LMC<br>MS3,19 ~~BS4,20~~ BS11,21 | Lon | h | CL<br>~~N10,18~~<br>11,21 | 1903<br>5mo<br>Lloyd | Bow,McLachlan&Co. Ld. Paisley<br>'sA&CP | TheLondon GraniteCo.Ld. | 165·5<br>Q48'B11'F34'<br>WB= Cell DBf 94' | 28·2 | 12·0<br>FK | London<br>British<br>3BHCem<br>216tFPT62t | C.2Cy.20⅝"&44⅜"–30" (s)<br>140lb 78RHP<br>1SB,3pf,GS75,HS2094<br>Bow,McLachln&CoLdPsy | 14″5<br>s1″4½<br>13″4 | |
| 28161<br>99233<br>MQVB | **Quentin** SteelScSr<br>(exDurward) ssRot.2ndNo3-12-17<br>Elec.light 2Dks(1Stl)<br>Wireless | 1274<br>1032<br>648 | ✠100A1<br>3,21<br>✠LMC<br>MS12,17 BS12,20 | Lth | p | 3,21 | 1892<br>7mo | A.Stephen &Sons Glasgow<br>A&CP | G.Gibson&Co.Ld. | 260·0<br>P50'B65'F50' | 32·5 | 16·2<br>BK9"<br>WB= | Leith<br>British<br>6BHCem<br>MT23'202t | T.3Cy.23",37"&59"–42" (s)<br>170lb 50lb 261NHP<br>2SB,6cf,GS147,HS4352<br>A.Stephen&Sons,Glasgow | 17″5<br>s2″3<br>16″1 | |
| 28162<br>ORJV | **Quentin-Bauchart** WoodSc<br>(exWarNipigon)<br>Elec.light 1Dk2trB<br>Well deck Wireless Salted | ~~2290~~ 2261<br>~~1751~~<br>~~1388~~<br>1751<br>1394 | ✠12A1<br>11,20<br>BS12,19 ✠LMC11,18 | Ant | r | CL<br>2,20 | 1918<br>9mo<br>Lloyd | Gt.Lakes DredgingCo FortWilliam, Ont.<br>'sA&CP | Soc.Anon.deNav. "LesArmateurs Français" | 250·0<br>P&B138'F31' | 43·5 | 22·9 | Dunkirk<br>French | T.3Cy.20",33"&54"–40" (s)<br>185lb 322NHP<br>2 Water Tube Boilers<br>GS120,HS5280 FD<br>CanadianAllisChimersTto | 25″7<br>s3″6 | |
| 28163<br>132126 | **Quercia** SteelScK<br>ssGms.No.2-20<br>1Dk | 288<br>256<br>144 | ✠100A1<br>Stm Trawler<br>7,21 ~~12,20~~<br>BS7,21<br>~~BS12,20~~ ✠LMC2,19 | Gms | | CL<br>2,19 | 1912<br>4mo<br>Lloyd | Cook,Welt'n&Gemmell Ld. Beverley<br>'sA&CP | Gt.Gms.&E.Coast Stm.FishingCo.Ld | 130·1<br>Q72' | 22·2 | 12·2<br>BK8" | Grimsby<br>British<br>4BHCem | T.3Cy13½",22½"&37"–24"(s)<br>185lb 89RHP<br>1SB,3pf,GS52,HS1595<br>Amos&Smith,Ld.Hull | 13″1 | |
| 28164<br>127069<br>HPSB | **Querida** SteelScSr<br>ssSws.No.3-11,20<br>1Dk(Stl)&deepframing | 1175<br>1057<br>690 | ✠100A1<br>11,20<br>✠LMC11,20 | Sws | o | CL<br>9,20 | 1909<br>9mo<br>Lloyd | Swan,Hunter&Wigham Richardson, LdNewcastle<br>'sA&CP | WestGlamorgan Steamers,Ld. | 230·0<br>P16'B60'F27'<br>WB=CellD | 36·5 | 16·0<br>FK | London<br>British<br>4BHCem<br>Ba70'uE&B | T.3Cy.17",28"&46"–33" (s)<br>180lb 145NHP<br>2SB,4cf,GS63,HS2404<br>N.E.MarineEng.CoLdNwc<br>32'f94'400tFPT45tAPT40t | 18″2<br>s2″5½<br>16″0 | |
| 28165<br>121245<br>HOVJ | **Querimba** SteelScSr<br>Elec.light Turret deck 1Dk<br>Wireless | 7696<br>6511<br>4937 | | | | | 1905 | W.Doxford &Sons,Ld. Sunderland | BritishIndiaStm. Nav.Co.Ld. | 455·3<br>P26'F29' | 58·2 | 30·2 | Glasgow<br>British<br>WB | T.3Cy.27½",45½"&75"–54"<br>413NHP<br>W.Doxford&Sons,Ld.Sld. | | |
| 28166<br>MGDV | **Quernstad** SteelScSr<br>Now named "Halse," See No. 37796 in Supplement<br>(ex[illegible])<br>Elec.light 1Dk | 2095<br>1334<br>1302 | | | ... | | 1910 | Sunderland S.B.Co.Ld. Sunderland | GrefstadsRederi A/S (B.J.Grefstad, Mgr.) | 290·0<br>P27'B76'F29' | 42·0 | 19·2<br>FK | Arendal<br>Norwegian<br>WB | T.3Cy.22",36"&59"–39"<br>232NHP<br>N.E.MarineEng.CoLd.Sld | 21″6 | N |
| 28167<br>217834<br>LQNV | **Quero** WoodSc<br>(Tug)<br>Elec.light 1Dk | 415<br>—<br>197 | | | | | 1919 | CrowninshieldS.B.Co. FallRiver, Mass. | UnitedStates ShippingBoard | 142·0 | 31·6 | 14·4 | FallRiver, Mass.<br>Utd.States | T.3Cy.17",25"&43"–30"<br>101NHP<br>VulcanIronWorks, JerseyCity,N.J. | | |
| 28168<br>ORKB | **Quevilly** SteelAuxTwinSc4MstBk<br>OilEng. (not classed)<br>ssRot.No.3-7,09<br>ssNYk.No.2-19<br>Elec.light 2Dks(Stl-Uws)&Webframes<br>(See Sailing Ship Register) | 3203<br>2700<br>2418 | ✠100A1<br>2,21<br>Carrying Petroleum in bulk | Dnk | x | | 1897<br>6mo | Laporte& Cie. Rouen<br>A&CP | Soc.Anon.du "Quevilly" (Leroux&Heuzey) | 322·0<br>P104'B32'F88' | 45·5 | 24·2<br>FK | Rouen<br>French<br>10BHCem | Oil Engine 2S.C.SA<br>12Cy.9$\frac{1}{16}$"–15¾" 96NHP<br>125lb NE11 NDB19<br>Maschinenfabrik<br>Augsburg–Nürnberg A.G. | 25″7 | |
| 28169<br>144781 | **Quicksand** SteelScK<br>ssAbn.No.3-7,20<br>1Dk | 97<br>—<br>42 | ✠100A1<br>For fishing purposes<br>4,22 ~~7,20~~<br>✠LMC7,20 | Abn | | CL<br>7,20 | 1919<br>2mo<br>Lloyd | ColbyBros. Ld. Lowestoft<br>'sA&CP | W.H.Gore ~~(SamIsaacs,Ld. Mgrs.)~~(B.Allenby Mgr) | 86·0 | 18·5 | 9·3<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.9½",15½"&26"–18"(s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>Pollit&Wigzell,Sowerby Bridge | 10″0 | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register.

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28170<br>125464<br>HPJF | **Quickstep** SteelScSr<br>ssSld.No.3-2,22 ~~ssNwc.No.2-19~~<br>*Elec.light* 1*Dk*(*Stl*)&*deep framing*<br>*Well deck* *Cargo battens not fitted* | 1446<br>1130<br>834 | ✠100A1<br>2,22 ~~5,20~~<br>~~BS5,20~~ ✠LMC5,19<br>~~BS5,21~~ | Shl<br>Sld | *o*<br>2,23 | CL<br>~~5,20~~<br>2,22 | 1909<br>7mo | J.Crown&Sons,Ld.<br>Sunderland<br>*Lloyd*'sA&CP | Witherington&Everett<br>*W B = CellDBa* 65'*u* | 239·5<br>P24'Q59'B50'F26'<br>FK<br>*E*17'*f*104'349*tFPT* | 36·0 | 15·7 | Newcastle<br>British<br>4*BHCem*<br>53*tAPT*92*t* | T.3Cy.19",31"&51"-36" (*s*)<br>180lb *90lb* 174NHP<br>1SB,4*pf*,GS66,HS2743<br>N.E.MarineEng.Co.Ld.Sld | 17 ·<br>1 ·<br>14 · |
| 28171<br>20581 | **—** WoodSc | 214<br>—<br>87 | | | | | 1879 | ..................<br>Noank,Conn. | FisheriesProducts Co. | 139·5 | 19·2 | 11·2 | Newport R.I.<br>Utd.States | | |
| 28172<br>216521<br>LMBI | **Quidnic** WoodSc<br>Wireless | 3004<br>—<br>1727 | | | | | 1918 | Kruse&Banks<br>NorthBend, Or. | UnitedStates ShippingBoard | 275·2 | 46·0 | 24·2 | Marshfield<br>Utd.States | T.3Cy. | |
| 28173 | **Quieto** IronScSr<br>1*Dk* | 189<br>—<br>88 | | | | | 1887 | G.Howaldt<br>Kiel | Soc.diNav.aVap.<br>Istria-Trieste | 137·8<br>P82' | 19·0 | 13·9 | Trieste<br>Italian | T.3Cy.14",24"&36"-20"<br>58NHP<br>Gebr.Howaldt,Kiel | 10 · |
| 28174<br>124036<br>HKDR | **Quillota** SteelTwinScSr<br>*ss*Lon.No.3-3,20<br>2*Dks*(*StlU*-teak*s*)*pt deep framing*<br>*Elec.light* Wireless &*pt Web frames* | 3692<br>2856<br>1965 | ✠100A– 11,21<br>~~6,21~~ 8,20<br>~~BS8,20~~ ✠LMC7,19<br>BS7,21 | Lon<br>NYk | | CL<br>3,20 | 1907<br>2mo | W.Beardmore&Co.Ld.<br>Glasgow | PacificStmNavCo.<br>*WB = CellDBa*81'*uE*& | 361·4<br>P41'F55'<br>FK&BK2'<br>*B*59'*f*153'634*tFPT* | 46·2 | 22·2 | Liverpool<br>British<br>7*BHCem*<br>65*tAPT*31*t* | T.6Cy.20",33"&55"-40' (*s*)<br>190lb *120lb* 550NHP<br>4SB,12*cf*,GS270,HS10160<br>W.Beardmore&Co.Ld.Gls | 25 ·<br>5 ·<br>20 · |
| 28175<br>220250<br>LWTF | **Quillwark** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*&*Shelter dk*<br>Sub.Sig. Wireless &*Web frames*<br>*Longitudinal framing* | 6034<br>5600<br>4445 | | | ... | | 1920 | MooreS.B.Co.<br>Oakland,Cal. | UnitedStates ShippingBoard | 402·6<br>P34'F39'*onShelter dk*<br>FK | 53·0 | 32·0 | S. Frncisco<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Sc.Shaft 657NHP<br>W.&A.FletcherCo.<br>Hoboken,N.J. | 34 · |
| 28176<br>121253<br>HDFW | **Quiloa** SteelScSr<br>*Turret deck* *Elec.light* 1*Dk*2*trB*<br>Wireless | 7697<br>6519<br>4942 | | | | | 1905 | W.Doxford&Sons,Ld.<br>Sunderland | BritishIndiaStm.Nav.Co.Ld. | 455·4<br>P26'F29' | 58·2 | 30·2 | Glasgow<br>British<br>*WB* | T.3Cy.27½",45½"&75"-54"<br>413NHP<br>W.Doxford&Sons,Ld.Sld. | |
| ※ 28177<br>124065<br>HKQD | **Quilpue** SteelTwinScSr<br>*ss*Liv.No.3-9,18<br>*Elec.light* 2*Dks*(*Stl*–*U*teak*s*)*pt deep*<br>Wireless *framing*&*Web frames* | 3732<br>2856<br>1949 | ✠100A–<br>~~6,21~~10,20 12,21<br>~~BS10,20~~ ✠LMC9,18<br>BS6,21 | Lon<br>NYk | | CL<br>s10,20<br>PN12,21 | 1907<br>5mo | W.Beardmore&Co.Ld.<br>Glasgow | PacificStm.NavCo<br>*WB* = *CellDBa*81'*uE*& | 361·0<br>P41'F55'<br>FK&BK2"<br>*B*59'*f*153'634*tFPT* | 46·2 | 22·2 | Liverpool<br>British<br>7*BHCem*<br>65*tAPT*31*t* | T.6Cy.20",33"&55"-40" (*s*)<br>190lb 550NHP<br>4SB,12*cf*,GS270,HS10160<br>W.Beardmore&Co.Ld.Gls | 25 ·<br>5 ·<br>20 · |
| ※ 28178 | **Quimistan** IronScSr<br>6thSurveyNOs.12,18<br>(*ex*JosephVaccaro,<br>*ex*Lisbonense) 2*Dks*3*trB* | 1661<br>1440<br>1037 | ✠ A1* 1 2,22<br>~~5,21~~ 10,20<br>✠NB12,04 LMC12,18<br>~~BS4,20~~ 4,21 | NOs | Lv | CL<br>10,20 | 1871 | T.Royden&Sons<br>Liverpool | CuyamelFruitCo. | 269·4<br>23·7<br>BK9" | 33·2 | 16·4 | Puerto Cortez<br>Honduran<br>6*BH*<br>*WB*=*DB* | T.3Cy.23",36½"&58"-36" (*s*)<br>160lb NE88 213NHP<br>2SB,6*cf*,GS109,HS3374<br>NDB13<br>WestrayCopeland&CoBrw | 25 · |
| 28179<br>220985<br>MCHT | **Quinalt** WoodSc<br>*Elec.light* 1*Dk* | 1138<br>1100<br>610 | | | | | 1921 | G.F.Mathews(ofHoquiam,Wash)<br>Portland,Or. | Hart-Wood LumberCo. | 210·0 | 43·1 | 15·4 | S.Frncisco<br>Utd.States | T.3Cy.15",23"&39"-24"<br>74NHP<br>PacificMarineIronWorks,<br>Portland,Or. | |
| 28180<br>216588<br>LMFC | **Quinault** WoodScSr<br>*Elec.light* 1*Dk*2*trB*<br>Wireless | 2531<br>2060<br>1496 | | | | | 1918 | SeaborneS.B.Co.<br>Tacoma | UnitedStates ShippingBoard | 264·6<br>P28'B65'F26' | 46·1 | 24·0 | Seattle<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>WorthingtonPump&<br>Mach.Co.Buffalo | |
| 28181 | **Quincy** SteelScSr<br>(*ex*Vogesen)<br>*Elec.light* Wireless 1*Dk* | 3716<br>3457<br>2357 | | | | | 1909 | W.Doxford&Sons,Ld.<br>Sunderland | UnitedStatesGovt.<br>(NavyDept.) | 349·2<br>P23'B156'F37' | 51·0 | 22·8 | Utd.States<br>*WB* | T.3Cy.23",38"&64"-42"<br>265NHP<br>W.Doxford&Sons,Ld.Sld. | |
| 28182<br>208762 | **Quincy A. Shaw** SteelScSr<br>*ss*Clv.No.1-18<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Webframes*<br>*Elec.light* *Longitudinal framing* | 6336<br>—<br>5013 | ✠100A–<br>11,21 ~~6,10~~<br>~~BS12,19~~ ✠LMC4,18<br>*For Service on the Great Lakes*<br>BS12,20 | Clv | | 6,19 | 1911<br>6mo | AmericanS.B.Co<br>Lorain | CalumetTransportationCo.(M.A.Hanna&Co.*Mgrs.*)<br>*W B*=*Cell DB* & *Sid* | 504·0<br>F48'<br>FK<br>*etanksf*410'4471*tC* | 54·0 | 30·0 | Cleveland<br>Utd.States<br>4*BH*<br>*ellDBuE*&*B* | T.3Cy.23½",38"&63"-42" (*s*)<br>180lb FD 349NHP<br>2SB,6*cf*,GS115,HS5086<br>AmericanS.B.Co.Clevelnd.<br>48'297*tFPT*247*tAPT*47*t* | 30 · |
| 28183 | **Quinette de Rochemont** Steel TwinSc<br>*Mchy.Aft* 1*Dk* | 200 | | | | | 1911 | Atel.&Ch.delaLoire<br>Nantes | Ponts etChaussées | 124·7 | 22·3 | 10·0 | Royan<br>French | C.4Cy.13$\frac{25}{32}$"&25$\frac{3}{16}$"-14$\frac{31}{32}$"<br>41NHP<br>Atel.&Ch.delaLoire,Nts. | |
| 28184 | **Quinnebaug** SteelScSr<br>(*ex*Pongtong,<br>*ex*ElisabethRickmers) 1*Dk*&*Spar dk*<br>*Elec.light* | 1631<br>1489<br>997 | | | | | 1903 | RickmersAkt.Ges.<br>Bremerhaven | UnitedStates ShippingBoard | 253·2<br>P&B161'F26' | 37·4 | 19·6 | Utd.States<br>*WB* | T3Cy18$\frac{5}{16}$",30$\frac{11}{16}$"&49$\frac{3}{16}$"-31$\frac{1}{2}$"<br>135NHP<br>OttenserMaschinenf.Alt. | |
| 28185<br>21711<br>LNKM | **Quinneseco** CompScSr<br>*Elec.light* 1*Dk*<br>Wireless | 2445<br>—<br>1440 | | | | | 1918 | TerryS.B.Corp.<br>Savannah,Ga | UnitedStates ShippingBoard | 266·8<br>P24'B69'F34' | 45·7 | 22·2 | Savannah (Ga.)<br>Utd.States<br>*WB* | T.3Cy.19",33"&55"-36"<br>181NHP<br>HardyTyneMfg.Co.<br>Birmingham,Ala. | |
| 28186<br>219309<br>LTWM | **Quinnipiac** SteelSc<br>*Fitted for oil fuel*<br>*Elec light* Sub.Sig. 2*Dks*&*Web frames*<br>Wireless *Longitudinal framing* | 6202<br>5219<br>3844 | | | ... | | 1919 | GrotonIronWorks<br>Groton,Conn. | UnitedStates ShippingBoard | 409·6<br>P41'B121'F43'<br>FK | 54·4 | 27·4 | N.Lndn Cn<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>GeneralElectric 629NHP<br>Co.Schenectady,N.Y. | 30 · |
| 28187<br>HBJC | **Quinto** IronSc3MstSr<br>(*ex*B.A.H.W.No.13,*ex*Teresa)<br>*Mchy.Aft* 2*Dks* | 483<br>—<br>275 | | | ... | | 1890 | TAWalker<br>Sudbrook | G.Cappagli | 151·0<br>FK | 26·3 | 14·0 | Bns.Ayres<br>Argentine | Q.4Cy.9",12",16"&25"-21½"<br>NB12 29NHP<br>Fleming&Ferguson,Psy. | 8 · |
| 28188 | **Quirinale** SteelScSr<br>(*ex*BaronCall) *ss*Tri.No.3-9,19<br>1*Dk*(*Stl*)&*SparDk*(*Stl*–ws)&<br>*Elec.light* *deepframing* | 3264<br>2486<br>~~1367~~<br>1896 | ✠100A1<br>*Spar dk*<br>9,21 ~~2,21~~<br>~~Examined9,14~~ ✠LMC<br>~~BS3,19~~ 2,21 MS9,19 | Tri<br>~~Fm~~ | *v* | CL<br>~~5,18~~<br>~~2,21~~<br>9,21 | 1904<br>5mo | LloydAustriaco<br>Trieste<br>A&CP | LloydTriestino<br>*CellDBa*112'*uE* | 337·5<br>P36'B96'F64' 23·0<br>FK<br>28'*f*134' 583*t FPT* | 42·3 | 14·8 | Trieste<br>Italian<br>6*BHCem*<br>10*tAPT*8*t* | T.3Cy.24",40½"&68"-45' (*s*)<br>200lb *160lb* 394NHP<br>2SB,6*cf*,GS128,HS5266 FD<br>LloydAustriaco,Trieste | 25 · |
| 28189<br>217144<br>LNMR | **Quistconck** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Web frames*<br>Wireless | 5144<br>4664<br>3072 | | | ... | | 1918 | AmericanInternationalS.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>GeneralElectric 600NHP<br>Co.Schenectady,N.Y. | 32 · |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>*Late Name if any.*<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28190<br>111250<br>RNMV | Quito<br>*Spar dk(Stl)2trB&deep framing*<br>*Elec.light* Wireless | SteelScSr<br>*ss*Nwc.No.3–10,12<br>*ss*Liv.No.2–19 | 3256<br>3038<br>2069 | ✠100A1<br>*Spar dk*<br>*with freeboard*<br>2,22 ~~11,20~~<br>~~BS1,21~~ ✠LMC3,19 | Cff<br>Shl<br>BS3,22 | *v* | CL<br>~~8,20~~<br>3,22 | 1900<br>4mo | W.Hamilton&Co.<br>Pt.Glasgow<br>A&CP | DeanShippingCo.<br>Ld.(E.I.Harris&<br>Co.*Mgrs.*)<br>*WB=CellDBa* | 330·7\|45·7\|16·2<br>P31'B118'F38' 23·9<br>FK<br>*&uE*114' *f*144'727*t* | London<br>British<br>6*BHCem*<br>*APT*77*t* | T.3Cy.24",40"&65"–42" (*s*)<br>180lb *100lb* NDB14 300NHP<br>2SB,*6cf*,GS126,HS4620<br>Dunsmuir&Jackson,Gls. | 26 ″ 6<br>s 4 ″ 6<br>22 ″ 5 | |
| 28191<br>KSMP | —<br>*Elec.light* Wireless | SteelScSr | *1089*<br>*815*<br>*652* | | | | | 1888 | LairdBros.<br>Birkenhead | Etchegaray,<br>Onfray&Co. | 216·0\|35·2\|14·9<br>P24*t*F51*t* | Valparaiso<br>Chilian | T.3Cy.17",27"&42"–36"<br>106NHP<br>LairdBros.,Birkenhead | | V |
| 28192<br>218370<br>LRSD | Quittacas<br>*Elec.light*<br>Wireless Sub.Sig. | SteelScSr<br>2*Dks*<br>*Longitudinal framing* | 4767<br>4413<br>2950 | | | | | 1919 | ToddD.D.<br>&Const.Corp.<br>Tacoma,Wsh. | UnitedStates<br>ShippingBoard | 379·4\|53·1\|27·0<br>P39'B102'F41' | Tacoma<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"–48"<br>339NHP<br>Skinner&EddyCrp.Seattle | | R |
| 28193<br>109837<br>JMVB | Quixotic | SteelScK<br>*ss*Gms.2ndNo.3–11,20<br>1*Dk* | 197<br>180<br>79 | ✠100A1<br>*StmTrawler*<br>5,22 ~~11,20~~<br>✠NB11,20 ✠LMC11,20 | Gms | | CL<br>~~11,20~~<br>N5,22 | 1898<br>11mo<br>*Lloyd* | Earle'sCo.<br>Ld.<br>Hull<br>*'sA&CP* | GrimsbySteam<br>FishingCo.Ld. | 115·6\|21·0\|11·2<br>Q44'F20'<br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.12",20"&32"–23" (*s*)<br>190lb 55RHP<br>1SB,*2pf*,GS33,HS964<br>Earle'sCo.Ld.Hull | 12 ″ 0 | |
| 28194<br>122740<br>TQSJ | Quorna<br>(*ex*Warrener)<br>*Elec.light* | SteelScSr<br>*ss*Adl.No.1 -16<br>1*Dk*(*Stl*) | 606<br>414<br>265 | ✠<br>8,18<br>✠ | Adl | *i* | | 1912<br>9mo | J.Fullerton&Co.<br>Paisley | ~~AdelaideS.S.Co.Ld~~<br>TheAdelaide<br>SteamshipCo.Ld<br>*WB=Cell* | 175·5\|28·1\|11·6<br>B55'F28'<br>FK<br>*DBa*40'26*t* *FPT*40*t* | Adelaide<br>British<br>4*BHCem*<br>*APT*28*t* | T.3Cy.15",25½"&41"–30"<br>86RHP<br>1SB,*3cf*,GS62,HS2107<br>Ross&Duncan,Glasgow | 12 ″ 3 | |
| 28195<br>87959 | Quorra | SteelTwinScSr<br>*Fitted for oil fuel*<br>1*Dk* | 189<br>148<br>89 | ✠<br>4,86<br>✠ | Lon | *b* | | 1883<br>12mo | Forrestt&<br>Son<br>London | LimChweeChian | 125·0\|20·2\| 7·0<br>FK | Singapore<br>British<br>4*BHCem* | C.4Cy.10½"&24"–16"<br>NB00 46RHP<br>Forrestt&Son,London | 7 ″ 6 | |
| 28196<br>2668<br>JFTQ | Qvarntorp | WoodScSr<br>(*ex*Minnet)<br>1*Dk* | 163<br>150<br>120 | | | | | 18<sub></sub>75 | P.Larsson<br>Thorskog | J.R.Svensson | 92·3\|22·8\|10·9<br>H12*t* | Gothenbrg<br>Swedish | C.2Cy.8⅜"&17"–11⅝"<br>NE&B95 8NHP<br>EriksbergsMVAktieb,Got | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire.<br>Visites Périodiques. | 3 Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit.<br>Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28197<br>110896 | **R. C. Veit** | WoodSc<br>(Tug) | 192<br>—<br>96 | | | | | 1891 | ……………<br>Athens,N.Y. | TheLutcher&<br>MooreLumberCo. | 106·2 | 23·8 | 12·2 | Orange,<br>Tex.<br>Utd.States | T.3Cy.14",21"&36"–26"<br>NB19 66NHP | |
| 28198<br>218515<br>LSBF | **R. Granger Benson**<br>Elec.light | WoodSc<br>(exGuardian)<br>1Dk | 177<br>—<br>30 | | | | | 1919 | NorthWest<br>Eng.Wrks.<br>GreenBay,<br>Wis. | UnitedStates<br>ShippingBoard | 95·5 | 24·7 | 12·2 | Mlwaukee<br>Utd.States | C.2Cy.18"&38"–26"<br>61NHP | |
| 28199<br>137110 | **R. H. Davison** | SteelScK<br>ssHpl.No.1–20<br>1Dk | 210<br>196<br>91 | ✠100A1<br>StmTrawler<br>10,21~~7,20~~<br>✠LMC7,20 | Abn<br>Shl | | CL<br>7,20 | 1916<br>5mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | HartlepoolSteam<br>TrawlingCo.Ld.<br>(R.H.Davison&<br>Co.Mgrs.) | BK7½" | 22·3 | 11·9 | Hartlepool<br>British<br>3BHCem<br>DTf19'13t | T.3Cy.12",20"&34"–24" (r)<br>180lb 78RHP<br>1SB,3pf,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 12 |
| 28200 | **R. J. Hanna**<br>Elec.light<br>Mchy.Aft | SteelSc<br>Fitted for oil fuel<br>2Dks<br>CarryingPetroleum in bulk<br>Longitudinal framing | 7000 | | | | | 1921 | UnionConstructionCo.<br>Oakland,Cal. | StandardOilCo.<br>California | 435·0<br>P106'B40'F42' | 56·0 | 33·5 | S.Frncisco<br>Utd.States<br>WB | T.3Cy.27",47"&78"–48"<br>422NHP<br>LlewellynIronWorks,<br>LosAngeles | |
| 28201<br>204701 | **R. L. Agassiz**<br>Elec.light Mchy.Aft | SteelScSr<br>(exWilliamA.Hawgood)<br>1Dk | 6530<br>—<br>4910 | | | | | 1907 | Chicago<br>S.B.Co.<br>Chicago | CalumetTransptn.<br>Co.(M.A.Hanna<br>&Co.Mgrs.) | 532·0 | 56·2 | 31·0<br>WB | Cleveland,<br>Ohio<br>Utd.States | T.3Cy.23½",38"&63"–42"<br>257NHP<br>AmericanSB.Co.Cleveland | |
| 28202 | **R. L. Barnes**<br>Elec.light Mchy.Aft | SteelSc<br>1Dk2trB | 1914<br>—<br>1118 | | | | | 1917 | McDougall-DuluthCo<br>Duluth | UnitedStates<br>Government<br>(NavyDept.) | 251·8 | 43·2 | 21·5 | Duluth<br>Utd.States | T.3Cy.18",30"&50"–42"<br>Emade89refitted17 162NHP<br>GlobeIronWorks,Co.Clv. | |
| 28203<br>111124<br>KRJN | **R. M. Waterman** | WoodSc<br>(Tug) | 175<br>—<br>74 | | | | | 1896 | ……………<br>NewLondon,<br>Conn. | ThamesTowBoat<br>Co. | 91·0 | 23·5 | 10·8 | N.Lndn.Cn<br>Utd.States | | |
| 28204<br>135095<br>JSCH | **R. Nicholson**<br>(exVulcan) | IronSc<br>(Tug)<br>1Dk | 200<br>184<br>17 | | | | | 1891 | J.P.Renoldson&Sns<br>S.Shields | LeithSalvage&<br>TowageCo.Ld.<br>(J.Little&Co.Ld.<br>Mgrs.) | 108·5 | 21·7 | 12·8<br>BK5" | Leith<br>British<br>WB | C.2Cy.21⅝"&38"–26"<br>75RHP<br>J.P.Rennoldsn&Sns,S.Shl. | |
| 28205<br>208215 | **R. P. Clark** | WoodSc | 661<br>—<br>550 | | | | | 1910 | ……………<br>Westlake,La. | BowersSouthern<br>DredgingCo. | 164·8 | 38·0 | 11·0 | Galveston<br>Utd.States | | |
| 28206<br>77532 | **R. R. Richardson**<br>Elec.light Sub.Sig. | SteelScSr<br>(exJ.M.Jenks)<br>1Dk2trB | 4644<br>—<br>3381 | | | | | 1902 | American<br>S.B.Co.<br>Lorain,O. | PittsburghS.S.Co. | 414·0 | 50·0 | 28·0 | Duluth<br>Utd.States<br>WB | T.3Cy.22",35"&58"–40"<br>213NHP<br>AmericanSB.Co.Cleveland | |
| 28207<br>135050 | **R. R. S.** | SteelScK<br>1Dk | 159<br>152<br>73 | | | … | | 1913 | Cochrane<br>&Sons,Ld.<br>Selby | R.Sutton | 110·1 | 21·1 | 10·2<br>BK6½" | Yarmouth<br>British<br>WB | T.3Cy.9¾",15"&22"–16"<br>Elliott& 25RHP<br>Garrood,Ld.Beccles | 11 |
| 28208<br>144051<br>KGPS | **R. W. Wheeldon**<br>(exCabral) | SteelScSp<br>(Tug)<br>1Dk | 138<br>127<br>— | | | | | 1912 | Kaldnæs<br>Mek.Verks.<br>Tonsberg | ~~R.W.Wheeldon~~<br>UnitedTowing<br>Co.,Ld. | 95·5 | 19·0 | 11·5 | Hull<br>British<br>WB | T.3Cy.11",18"&29"–24"<br>60RHP<br>FredrikstadM.V.Frdstad. | |
| 28209<br>MRQK | **Raa**<br>Elec.light | SteelSc<br>1Dk | 816<br>679<br>458 | | | | | 1918 | Pusnæs<br>Stöperi&M.V.<br>Arendal | AalesundsDampskibsrederiAkt.(Hj.<br>Wesenberg,Mgr.) | 210·6<br>F30'B51'P20' | 33·2 | 13·6 | Aalesund<br>Norwegian<br>WB | T.3Cy.15",25"&40"–30"<br>88NHP<br>PusnæsStöperi&Mek.Vrks | |
| 28210 | **Raaf**<br>Mchy.Aft | SteelScYl<br>(Fishing)<br>1Dk | 146<br>134<br>26 | | | | | 1919 | FirmaWed<br>Boot.Werf de<br>Dageraad<br>Woubrugge | N.V.VisscheryMy.<br>Raaf | 95·1 | 21·8 | 10·0 | Ymuiden<br>Dutch<br>WB | T.3Cy.9⅞",15¾"&27 3/16"–21¼"<br>36NHP<br>N.V.IndistrueeleMy.Hera,<br>Ymuiden | |
| 28211<br>PQWB | **Raamsdonkveer**<br>Elec.light | SteelSc<br>(exJan vanSteen)<br>1Dk | 1277<br>1114<br>731 | | | | | 1916 | T.v.Duivendijk<br>Lekkerkerk | N.V.Rottrdamsche<br>Alg.Scheepv.Mij.<br>(M.J.van derEb,<br>Ld.Mgrs.) | 237·4 | 36·4 | 16·0 | Rottrdam<br>Dutch<br>WB | T.3Cy.17",28"&46"–36"<br>v.d.Kuy& 127NHP<br>v.d.Rees'Mchf.Rot. | |
| 28212<br>145215 | **Rabat**<br>Elec.light<br>Now named "Cisneros," See No. 36755 in Supplement | SteelScSr<br>2Dks | 1723<br>1525<br>1043 | | | | | 1912 | Schiffsw.v.<br>HenryKoch<br>Lübeck | ~~TheShipping~~<br>~~Controller~~ Mac<br>Andrews&Co.Ld | 278·7<br>P&B220'F35' | 39·2 | 17·8 | London<br>British | T.3Cy.22 1/16",35 1/16"&53⅛"–33⅜"<br>160NHP<br>OttensenerMaschf.Altona | |
| 28213<br>JDVR | —<br>Wireless | IronScSr<br>(exPasages)<br>2Dks | 869<br>697<br>514 | ✠<br>8,72 | Lon | | | 1872<br>5mo | J.&W.<br>Dudgeon<br>London | D.TejeroPerez | 229·9<br>P58'F33' | 27·1 | 16·5 | Corunna<br>Spanish<br>4BHCem | C.2Cy.35"&61"–32"<br>175NHP<br>J.&W.Dudgeon,London | |
| 28214 | **Rabe**<br>Mchy.Aft | SteelScLr<br>1Dk | 136<br>129<br>68 | | | | | 1907 | Bremer<br>Vulkan<br>Vegesack | BremenVegescker<br>FischereiGes. | 90·9<br>Q21' | 21·4 | 9·8 | Vegesack<br>German | C.2Cy.9 1/16"&16½"–12⅝"<br>8NHP<br>BremerVulkan,Vegesack | |
| 28215<br>542 | **Rabotnik**<br>(exUmguza) | IronScK<br>ssGms.No.3–5,08<br>1Dk | 147<br>135<br>77 | ✠<br>StmTrawler<br>4,12 ✠<br>✠NB95refitted06 | Oda | | | 1896<br>7mo | Cochrane&<br>Cooper<br>Beverley | W.W.Feodoroff | 94·2<br>Q17' | 20·6 | 10·9<br>BK7½" | Odessa<br>Russian<br>3BHCem | T.3Cy.11",17"&30"–21"<br>44NHP<br>1SB,2pf,GS24,HS690<br>Earle'sCo.Ld.Hull | 11 |
| 28216<br>137533<br>JNVW | **Rabymere**<br>Elec.light<br>Wireless | SteelScSr<br>ssLiv.No.1–21<br>1Dk(Stl)&Shelter dk(Stl) | 1776<br>1592<br>1052 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~5,21~~ ~~12,20~~<br>11,21<br>5,21<br>✠LMC2,17 | Liv | r | CL<br>12,20 | 1917<br>2mo<br>Lloyd | ClydeS.B.<br>&Eng.Co.Ld.<br>PortGlasgow<br>'sA&CP | BromportS.S.Co.<br>Ld.(H.R.<br>Greenhalgh,Mgr.)<br>CellD | 265·2<br>B223' 493t FPT52t | 42·2 | 17·8<br>FK | Liverpool<br>British<br>4BHCem<br>APT53t | T.3Cy.21",33"&57"–36" (s)<br>180lb 214NHP<br>2SB,6cf,GS105,HS3320<br>ClydeS.B.&E.Co.Ld.P.Gl. | 20<br>1<br>19 |
| 28217<br>684<br>RPDF | **Racconigi**<br>(exLaSicilia,exSicilia)<br>Wireless | SteelScSr<br>2Dks&Shelter<br>dk&Webframes | 4298<br>4160<br>2716 | | | … | | 1899 | Hofer,<br>Manaira&Co.<br>Spezia | LloydSabaudoSoc.<br>Anon.perAzioni | 342·8 | 47·7 | 23·5<br>31·2<br>FK | Genoa<br>Italian<br>WB | T.3Cy.24",40"&66"–48"<br>357NHP<br>N.E.MarineEngCo.LdNwc | 25 |
| 28218<br>220673<br>MBPS | **Racehorse** | WoodSc<br>1Dk | 164<br>—<br>101 | | | | | 1920 | Chance<br>Mar.Con.Co.<br>Eastport,Md. | NorfolkTowing<br>Corp. | 94·5 | 24·8 | 12·0 | Norfolk Va<br>Utd.States | C.2Cy.18"&38"–26"<br>61NHP | |
| 28219<br>90331<br>KFTR | **Racer** | SteelSc<br>(Tug)<br>1Dk | 185<br>182<br>3 | | | … | | 1886 | Boolds,<br>Sharer&Co.<br>Sunderland | MelbourneS.S.Co.<br>Ld. | 120·0 | 20·1 | 12·3 | Melbourne<br>British | T.3Cy.15",23"&40"–27"<br>NB97 78RHP<br>Carr&Co.(Lim.),Sld. | 13 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 3 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. DateofB.ofTradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28220 | Rachel **WoodAuxScSr**<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 140 | | | | | 1921 | ALSobrado<br>VianaDo<br>Castelo | **ModernaCon-<br>structoraNaval Ld** | | | | Portuguese | Oil Engine | | |
| 28221<br>64370<br>SQBJ | Rachel Cohen **WoodTwinScSr**<br>*Oil Eng.*<br>1*Dk* | 171<br>164<br>95 | | | | | 1871 | A.Newton<br>Manning<br>River,N.S.W. | **BrowseIslandCo.<br>Proprietary,Ld.** | 105·5 | 21·0 | 10·4 | **P.Adelaide**<br>British | Oil Engines *made* 1914<br>4Cy.8⅝″–10″ 14NHP<br>NormaplanBros.Cologne | | |
| 28222<br>139116<br>KGNV | Racia **SteelScSr**<br>(*ex*Oceaan)<br>*Elec.light* 1*Dk* | 410<br>360<br>31 | | | | | 1894 | L.Smit&<br>Zoon<br>Kinderdijk | **Crichton,Thomp-<br>son&Co.Ld.** | 149·2<br>B46'F16' | 28·3 | 13·6 | **London**<br>British<br>*WB* | T.3Cy.18″,28″&46″–30″<br>160lb HS3208NB08 165NHP<br>Maats.deSchelde,Flushing | | |
| 28223 | Radames **SteelScSr**<br>*Elec.light* 2*Dks* | 4756<br>3878<br>3032 | | | | | 1901 | Blohm&<br>Voss<br>Hamburg | DeutscheDampf<br>Ges."Kosmos" | 380·8<br>B&P226'F44' | 47·0 | 26·9 | German<br>*WB* | T.3Cy.24″,40″&70$\frac{1}{16}$″–48″<br>340NHP<br>Blohm&Voss,Hamburg | | |
| 28224<br>10460<br>KGSR | Radha **IronSc**<br>1*Dk* | 255<br>—<br>116 | | | | | 1881 | ……………<br>Newburgh,<br>N.Y. | **PelicanOil<br>RefiningCo.Inc.** | 145·0 | 20·0 | 12·2 | **N.Orleans**<br>Utd. States | T.3Cy.13⅝″,23″&35″–24″<br>60NHP | | |
| 28225<br>211610<br>LDFT | Radiant **SteelScSr**<br>Sub.Sig. Wireless *Fitted for oil fuel*<br>*Elec.light Mchy.Aft* 1*Dk&Web frames*<br>*CarryingPetroleum in bulk*<br>*Longitudinal framing* | 2487<br>2137<br>1258 | | | … | | 1913 | American<br>S.B.Co.<br>Cleveland,O. | **StandardOilCo.of<br>NewYork** | 250·0<br>P83'F53' | 43·0 | 26·0<br>FK | **NewYork**<br>Utd.States<br>*WB* | T.3Cy.19″,31″&54″–42″<br>277NHP<br>AmericanSBCo Clvelnd,O. | 25 ″ 0 | |
| 28226<br>144791 | Radiation **SteelSc**<br>1*Dk*(*Stl*) | 96<br>95<br>37 | ✠100A1<br>*For fishing purposes*<br>11,21 ~~2,21~~ | Abn<br>✠LMC11,20 | | CL | 1920<br>1mo<br>*Lloyd* | OuseS.B.<br>Co.Ld.<br>Goole<br>*'sA&CP* | **G.Holmes(J.W.<br>Johnston,*Mgr.*)** | 86·2 | 18·5 | 9·2<br>BK7½″ | **Aberdeen**<br>British<br>3*BHCem* | T.3Cy.9½″,15½″&26″–18″ (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>Pollit&Wigzell,Ld.<br>SowerbyBridge | 10 ″ 0 | |
| 28227<br>ORMI | Radioléine **SteelSc**<br>*Elec.light* Wireless<br>*Mchy.Aft* 2*Dks*<br>*Carrying Petroleum in bulk* | 4029<br>3505<br>2305 | | | | | 1912 | Chant.de<br>Normandie<br>Rouen | **Soc."Pétroles<br>Transports"<br>(Cie.deNav.Mixte,<br>*Mgrs.*)** | 350·0<br>P97'B18'F38' | 47·2 | 24·8 | **Marseilles**<br>French<br>*WB* | T3Cy24$\frac{3}{10}$″,40$\frac{1}{10}$″&66½″–47⅗″<br>302NHP<br>Chant.del'Atlantique,StN | 25 ″ 0 | V |
| 28228 | Radium **SteelScSr**<br>*ss*Nap.No.3-4,19<br>(*ex*Maude) *Spardk*(*Stl*)*2trB*<br>*&deep framing* | *3254*<br>*2819*<br>*2078* | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>9,21 ~~6,20~~<br>~~BS6,20~~ | Tri<br>Npt<br>BS7,21<br>✠LMC4,19 | *u* | 620 | 1906<br>11mo<br>*Lloyd* | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool<br>*'sA&CP*<br>*W* | **Soc.Anon.diAr-<br>mamentoOceania**<br>*B=CellDBa*106'*u* | 324·6<br>P32'B100'F32' 22·6<br>*E*24'*f*138'615*tFPT* | 47·0 | 13·7<br>FK | **Trieste**<br>Italian<br>5*BHCem*<br>100*tAPT*35*t* | T.3Cy.24″,40″&66″–45″<br>160lb 301NHP<br>2SB,*6cf*,GS120,HS4640<br>Blair&Co.Ld.Stockton | 24″10 | |
| 28229<br>ORML | — **SteelScSr**<br>(*ex*Cambo,*ex*Dalegarth)<br>*Elec.light* Wireless 1*Dk&deep framing* | 1601<br>1255<br>891 | | | … | | 1897 | W.Gray&<br>Co.Ld.<br>WHartlepool | **AnciensÉtablis.<br>CharlesLeBorgne,<br>Soc.Anon.** | 250·0<br>Q107'B40'F30' | 36·7 | 17·5<br>FK | **Fécamp**<br>French<br>*WB* | T.3Cy.21″,34″&58″–39″<br>238NHP<br>Cen.Mar.Eng.Wrks.WHpl | 19 ″ 9 | V |
| 28230<br>210806<br>LORK | — **SteelSc**<br>*Pet.Mot.*<br>*Mchy.Aft* 1*Dk* | 339<br>—<br>230 | | | | | 1912 | SkinnerSB<br>&D.D.Co.<br>Baltimore | **GulfRefiningCo.** | 140·4 | 23·2 | 13·0 | **Pt.Arthur,<br>Tex.**<br>Utd.States | PetrolMotor<br>6Cy. 86NHP | | |
| 28231<br>142849<br>~~KORJ~~<br>KJTD | Radix (*STRANDED 11,19 &* **SteelSc**<br>(*ex*Linerton) *REFLOATED*)<br>1*Dk*(*Stl*)*&Shelter dk*(*Stl*)<br>*CruiserStern*<br>*Cargo battens not fitted in 'tween dks* | ~~6698~~<br>6852<br>~~6452~~<br>~~4131~~<br>64[illegible]<br>3967 | ✠<br>*Shelter dk*<br>*withfreeboard*<br>10,19<br>For full particulars See No. 39110 in Supplement | Sld<br>✠ | *a*† | | 1919<br>10mo | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>*CellDB*366 | **Anglo-Saxon<br>PetroleumCo.Ld.**<br>1334*t DTa*27'1019*t* | ~~412·6~~<br>F36'*onShelter dk*<br>411·8<br>*FPT*148*t APT*292*t* | ~~55·5~~<br>55·7 | 34·2<br>FK | ~~**Newcastle**~~<br>London<br>British<br>*ptCem*<br>6*BHto S dk*<br>2 " " *U* " | T.3Cy.27″,45″&75″–54″<br>619NHP<br>3SB,*12cf*,GS216,HS9525 FD<br>W.Doxford&Sons,Ld.Sld. | 37 ″ 0 | |
| 28232<br>PQWC | Radja **SteelScSr**<br>*ss*Ams.No.2–21<br>*Elec.light* 2*Dks*(*Stl*)*&Shelter dk*<br>Wireless (*Stl*–teak s) | 7503<br>6985<br>4704 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~10,21~~ 5,21<br>4,22<br>BS4,22 | Ams<br>Ham<br>✠LMC5,21 | *b*† | CL<br>7,20 | 1913<br>11mo<br>*Lloyd* | W.Hamil-<br>ton&Co.Ld<br>PortGlasgow<br>*'sA&CP* | **Stoomv.Maats.<br>"Nederland"**<br>*WB=* | 450·5<br>P46'B29'F52'<br>*CellDBa*110' *uE*57' | 55·9 | 35·6<br>FK | **Amstrdam**<br>Dutch<br>7*BHptCem*<br>*ptAsp*<br>*f*179'1084*tD* | T.3Cy.28½″,47″&82″–54″ (*s*)<br>213lb 827NHP<br>6SB,*18cf*,GS272,HS12600 FD<br>D.Rowan&Co.Glasgow<br>*Ta*29'1157*tFPT*161*tAPT*8*t* | 38 ″ 3<br>s 9 ″ 11<br>28 ″ 10 | |
| 28233<br>216293<br>LKJN | Radnor **SteelSc**<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks&Shelter dk* | 7770<br>7195<br>5598 | | | … | | 1918 | SunS.B.<br>Co.<br>Chester,Pa. | **UnitedStates<br>ShippingBoard** | 434·3 | 57·7 | 27·1<br>35·3<br>FK | **Phildlphia**<br>Utd.States<br>*WB* | T.3Cy.27″,45½″&76″–51″<br>412NHP<br>SunS.B.Co.Chester,Pa. | 38 ″ 0 | R |
| 28234<br>144278 | Radnor Castle **SteelScK**<br>*ss*Sws.No.1–20<br>(*ex*WilliamChaseman) 1*Dk* | 275<br>246<br>107 | 100A1<br>1,21 | Sws<br>LMC9,20 | | CL<br>8,20 | 1917<br><br><br>*Lloyd* | Smith's<br>DockCo Ld.<br>Middlesbro'<br>*'sA&CP* | **ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden,*Mgr.*)** | 125·5<br>Q72'F22' | 23·4 | 12·8<br>BK7½″ | **Swansea**<br>British<br>2*BHptCem* | T.3Cy.12½″,21″&35″–26″ (*s*)<br>180lb 61RHP<br>1SB,*3pf*,GS50,HS1619<br>Smith'sDockCo.Ld.Mdb. | 14 ″ 2 | |
| 28235<br>143441<br>KCPR | Radnorshire **SteelScSr**<br>*Elec.light* 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)<br>Sub.Sig. Wireless | 6723<br>6361<br>4133 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,22 ~~3,21~~ | Shl<br>Hul<br>✠LMC9,19 | *a*† | CL | 1919<br>9mo<br><br>*Lloyd* | JLThomp-<br>son&Sons,Ld.<br>Sunderland<br>*'sA&CP* | **RoyalMailSteam<br>PacketCo.**<br>*CellDB*365'1364*t* | 412·5<br>F36'*onShelter dk*<br>*FPT*154*tAPT*228*t* | 55·5 | 34·4<br>FK | **London**<br>British<br>*ptCem*<br>6*BHtoSh dk*<br>1 " " *U* " | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 597NHP<br>3SB,*12cf*,GS220,HS9525 FD<br>J.Dickinson&Sons,Ld.Sld. | 37 ″ 0<br>s8 ″11½<br>28 ″ 6 | |
| 28236<br>113365<br>RQKJ | Raeburn **SteelScSr**<br>*Elec.light* 2*Dks&Shade dk*<br>Wireless | 6511<br>4792<br>4050 | | | | | 1900 | D&WHen-<br>derson&Co<br>Glasgow | **LivBrazil&RPlate<br>S.N.Co.Ld.(Lam-<br>port&Holt,Ld.<br>*Mgrs.*)** | 405·4 | 52·2 | 28·3 | **Liverpool**<br>British<br>*WB* | T.3Cy.29½″,47″&78″–54″<br>447NHP<br>D.&W.Henderson&Co.Gls. | | C |
| 28237<br>132138 | Raetia **SteelScK**<br>*ss*Gms.No.2–20<br>1*Dk* | 295<br>264<br>121 | ✠100A1<br>*Stm Trawler*<br>11,20 | Gms<br>✠LMC4,19<br>BS7,21 | | CL<br>3,19 | 1912<br>5mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld.Beverley<br>*'sA&CP* | **Gt.Gms.&E.Coast<br>Stm.FishingCo.Ld** | 130·0<br>Q72' | 23·0 | 12·2<br>BK8″ | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.13½″,22½″&37″–24″<br>185lb (*s*) 69RHP<br>1SB,*3pf*,GS52,HS1595<br>Amos&Smith,Ld.Hull | 13 ″ 1 | |
| 28238<br>JFBG | Rafael **IronTwinScSr**<br>(*ex*Corriere diLivorno)<br>1*Dk* | 233<br>141<br>113 | | | | | 1887 | T.&W.<br>Smith<br>N.Shields | **AgenciaMaritima<br>Cerra,S.A.** | 125·0<br>P17'B43'F14' | 23·0 | 6·0 | **Cadiz**<br>Spanish | C.4Cy.14″&25″–18″<br>44NHP<br>WallsndSlipwyC.Ld.Nwc. | | V |
| 28239 | Rafael Arcangel **SteelSc**<br>(*ex*MarieRichardson) (*Trawler*)<br>*Elec.light* 1*Dk* | 242<br>214<br>92 | | | | | 1920 | Nordd.<br>Werft m.b.H.<br>Geestemünde | **RamonCarranza** | 127·7<br>Q70'F19' | 23·9 | 9·4 | **Cadiz**<br>Spanish<br>*WB* | T.3 Cy.12⅘″,20$\frac{7}{10}$″&33½″-23⅗″<br>Görlitzer 55NHP<br>Maschb.Anst.Görlitz | | |
| 28240<br>187<br>RPFJ | Raffaele Padre **WoodAuxScBkn**<br>*Motor*<br>(*See Sailing Ship Register*) | 239<br>—<br>170 | | | | | 1915 | G.Donna-<br>rumma<br>Castellamare | **R.Capano&Figli** | 127·3 | 26·5 | 11·5 | **Cstllmare**<br>Italian | Motor | | |

*New name] "Goulfar II," See No. 37517 in Supplement*

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 / 3 Nom du Navire. Matériaux Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28241<br>136129 | **Raglan Castle** SteelScK<br>ssMil.No.1-19<br>1*Dk* | 274<br>245<br>108 | ✠100A1<br>*StmTrawler*<br>5,21 ~~11,20~~ ✠LMC12,19 | Sws | | CL<br>12,19 | 1915<br>11mo<br>*Lloyd*'sA&CP | Smith's<br>DockCo.Ld.<br>Middlesbro' | ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld.(J.D. Marsden,*Mgr.*) | 125·0<br>Q72'F21'<br>BK7½" | 23·5 | 12·8 | Swansea<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 87RHP<br>1SB,*3pf*,GS51,HS1619<br>Smith'sDockCo.Ld.Mdb. | 13 |
| 28242 | **Ragna** SteelScSr<br>1*Dk* | 850<br>—<br>— | | | | | 1918 | Schiffb.G.<br>Unterweser<br>Lehe | D/S A/S Vesterhavet(L.D. Lauritzen,*Mgr.*) | ..................<br>P30'B63'F21' | | | Esbjerg<br>Danish<br>*WB* | T.3Cy.14⅝",22 1/16"&35½"-23½"<br>Christiansen& 62NHP<br>Meyer,Harburg | |
| 28243<br>JTKS | **Ragnar** SteelScSr<br>1*Dk* | 119<br>93<br>51 | | | | | 1890 | AkersMek.<br>Værksted<br>Christiania | HindöDmpskselsk. (J.N.A.Ellingsen) | 103·5<br>Q8*t*H5*t*F5*t*<br>len08 | 17·1 | 8·4 | Sigerfjord<br>Norwegian | T.3Cy.10",15"&24"-16"<br>NB09 23NHP<br>AkersMek.Værksted,Xia. | |
| 28244<br>6206<br>KCPG | **Ragne** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 1329<br>634<br>743 | | | | | 1919 | Oskrshmns<br>M.V.Aktieb.<br>Oskarshamn | Stockholms Rederiaktieb.Svea (H.Ericson,*Mgr.*) | 234·5 | 36·0 | 14·1 | Stockholm<br>Swedish<br>*WB* | 2 Steam Turbines<br>SvenskaTurb.Akt.<br>Ljungström,Finspång | |
| 28245<br>NWQR | **Ragnhild** SteelSc<br>1*Dk* | 1139<br>975<br>678 | | | | | 1918 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | Dmpselsk.Torm (C.Kraemer,*Mgr.*) | 230·4<br>P20'B62'F26' | 36·0 | 14·6 | Copnhagn<br>Danish<br>*WB* | T.3Cy.16½",26"&44"-30"<br>106NHP<br>FredrikstadM.V.Frdstad. | |
| 28246<br>5835<br>JVRQ | — CompScSr<br>*OilEng.*<br>1*Dk* | 182<br>160<br>137 | | | | | 1905 | S.Groth<br>Sjötorp | Jönköpings&Vulcans TändstikfabriksA/B (O.von Nolting,*Mgr.*) | 100·3<br>P14'H9*t* | 22·7 | 10·3 | Vänersbrg<br>Swedish | Oil Engines<br>2Cy.13"-13⅝" 23NHP<br>F.C.BolindersCo.Ld.Stkm. | |
| 28247<br>HDNM | **Ragni** IronScSr<br>ssXia.4thNo.3-8,19<br>(*ex*KateForster, *Well deck* *ex*Ballogie) 1*Dk*2*trB* | 959<br>748<br>577 | ✠100A1<br>8,21 ~~8,19~~<br>✠NB12,94 LMC1,19<br>~~BS5,20~~ DBS5,21 | Xia | *m* | ~~1,19~~<br>8,21<br>MBS11,21 | 1879<br>10mo<br>A&CP | Hall,Russell&Co.<br>Aberdeen | Dmpskibacties Ragni(E.Lund) | 220·4<br>P112'F28'<br>BK7"<br>*WB=DBa* | 29·7 | 16·7 | Chrstiania<br>Norwegian<br>5*BHCem*<br>34'*f*54'155*t* | C.2Cy.26½"&48"-30" (*r*)<br>80lb *90lb* NDB01 98NHP<br>1SB,*3pf*,GS57,HS1608<br>Hall,Russell&Co.,Abn. | 17 |
| 28248 | **Ragnvald Jarl** SteelSc<br>*Elec.light* Wireless 1*Dk* | 1917<br>1694<br>1118 | | | | | 1921 | Trndhjms<br>Mek.Værks.<br>Trondhjem | DetNordenfjeldske Dampskibsselskab | 265·0<br>P27'B72'F30' | 42·1 | 17·9 | Trondhjm<br>Norwegian<br>*WB* | T.3Cy.20½",33"&56"-36"<br>188NHP<br>TrondhjemsMVTrndhjem | |
| 28249<br>573<br>JVKD | **Ragunda** SteelScSr<br>(*ex*Lena)<br>*Elec.light* Wireless 1*Dk*&*Awng dk* | 1652<br>1096<br>975 | | | | | 1901 | Hellerup<br>Skibsvœrft<br>Hellerup | RederiAktieb. Fredrika (J.Mannerheim,*Mgr.*) | 247·2<br>P37*t*Q85*t*H96*t*<br>F329*t* | 36·1 | 14·3 | Hernösand<br>Swedish<br>*WB* | T.3Cy.18",29"&48"-33"<br>132NHP<br>Dansk.Maskinfabr.Cpn. | |
| 28250<br>2705<br>HSFM | **Ragvald** IronScSp<br>(*ex*Köping,*ex*Delfin,*ex*Murena)<br>1*Dk* | 167<br>96<br>107 | | | | | 1884 | W.Lindbergs M.V.<br>Stockholm | VästeråsTorshälla AngbåtsA/B (C.A. Palmén,*Mgr.*) | 97·5<br>B59'H10*t* | 18·6 | 7·2 | Västerås<br>Swedish | C.2Cy.11½"&19"-16"<br>12NHP<br>W.LindbergsM.V.Skm. | |
| 28251<br>121300 | **Raheng** SteelTwinSc<br>1*Dk* | 151<br>151<br>68 | | | | | 1905 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 135·5 | 25·0 | 6·6 | Glasgow<br>British | C.4Cy.14"&26"-18"<br>15RHP<br>Denny&Co.Dumbarton | |
| 28252<br>23666<br>RFBQ | **Raifuku Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Awngdk*(*Stl*)<br>Wireless | 5857<br>5586<br>4259 | ✠100A1<br>*Awng dk withfreeboard*<br>4,22 ~~2,21~~ ✠LMC2,21 | Kob<br>NYk | *y* | 2,21 | 1918<br>11mo<br>A&CP | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | KokusaiKisen KabushikiKaisha | 385·0<br>FK<br>*CollisionBH to Awng dk*<br>*Cell* *DB*333'1118*t* *FPT*1 | 51·0 | 36·0 | Kobe<br>Japanese<br>*Cem*<br>5*BH to U dk*<br>26*t* *APT*98*t* | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 440NHP<br>2SB&1AuxSB,*8cf*,GS154,<br>HS5741 FD<br>KawasakiDkydCoLdKobe | 36 |
| 28253<br>123355 | **Rainbow** SteelScK<br>(*Trawler*)<br>1*Dk* | 176<br>167<br>68 | | | ... | | 1906 | Hall,Russell&Co.Ld.<br>Aberdeen | T.Davidson | 105·6<br>BK7½" | 21·1 | 11·5 | Aberdeen<br>British | T.3Cy.11",18½"&32"-21"<br>67RHP<br>Hall,Russell&Co.Ld.Abn. | 12 |
| 28254<br>50083 | — IronPadSp | 125<br>112<br>3 | | | | | 1864 | I.Ash&Co.<br>CubittTown | FranceFenwick Tyne&WearCo.Ld. (J.E.Dawson *Mgr*) | 90·0 | 18·5 | 9·9 | N.Shields<br>British | L.2Cy.30"-42"<br>NB78 60RHP<br>J.Stewart,London | |
| 28255<br>129375 | **Raindrop** SteelScK<br>*Elec.light* 1*Dk* | 167<br>167<br>65 | | | ... | | 1912 | Hall,Russell&Co.Ld.<br>Aberdeen | T.Davidson | 105·4<br>BK7½" | 21·2 | 11·6 | Aberdeen<br>British<br>*WB* | T.3Cy.11",18½"&32"-21"<br>67RHP<br>Hall,Russell&Co.Ld.Abn. | 12 |
| 28256<br>125658 | **Rainham** SteelSc<br>ssLon.No.3-7,20<br>(*ex*Helpful) 1*Dk* | 44<br>43<br>20 | ✠100A-<br>*For towing purposes*<br>10,20 ✠LMC8,20<br>BS6,21 | Lon | | 8,20 | 1908<br>2mo | J.&K.Smit<br>Kinderdijk | Port of London Authority | 65·6<br>BK6" | 14·7 | 7·3 | London<br>British<br>3*BHCem* | C.2Cy.9½"&20"-14" (*s*)<br>140lb 20RHP<br>1SB,*2pf*,GS27,HS680<br>J.Stewart&Son,Ld.Lon. | 8 |
| 28257<br>111268<br>KPRS | **Rainier** WoodSc<br>Wireless 1*Dk* | 1410<br>—<br>818 | | | | | 1900 | G.H.<br>Hutchings<br>HoquiamWsh | AtlasS.S.Co.Inc. | 204·9 | 38·0 | 13·6 | S.Frncisco<br>Utd.States | | |
| 28258<br>45263 | **Rainstorm** WoodSc<br>1*Dk*<br>9 & 12 yrs. Mat. | 97<br>96<br>42 | ✠11 A1<br>*For fishing purposes*<br>3,22 ~~11,20~~ ✠LMC11,20 | Gms | | CL<br>11,20 | 1918<br>5mo<br>*Lloyd*'*sA&CP* | ColbyBros<br>Ld.<br>Lowestoft | ~~TheAdmiralty~~<br>W Garratt | 87·4 | 20·0 | 10·0 | London<br>British | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 42NHP<br>1SB,*2pf*,GS30,HS932<br>Plenty&Son,Ld.Newbury | 10 |
| 28259<br>106995<br>QTVD | **Raithwaite** SteelScSr<br>ssGmh.No.2-21 ssNwc.No.3-2,12<br>~~ssBry.No.1-16~~<br>Wireless<br>1*Dk*(*Irn*)2*trB*&*deep framing*3*Dk rule* | 3025<br>2845<br>1966 | ✠100A1<br>~~5,21~~ 9,19 4,22<br>~~MBS5,20~~ ✠LMC~~[illegible]~~ 5,21 | Liv<br>~~Gmh~~ Gls | *u* | CL<br>11,20 | 1899<br>3mo<br>A&CP | W.Gray&<br>Co.Ld.<br>WHartlepool | H.W.Renny (E.J.Leslie,*Mgr.*)<br>*WB=Cell* | 329·0<br>P27'B80'F32'<br>FK<br>*DBa*&*uE*130'*f*136' | 47·1 | 22·4 | Dundee<br>British<br>5*BHCem*<br>715*t* *APT*51*t* | T.3Cy.24",38"&64"-42" (*s*)<br>160lb *100lb* NDB15 258NHP<br>2SB,*6rf*,GS94,HS3784<br>Cen.Mar.Eng.Wrks.WHpl | 24 |
| 28260<br>54573<br>HDLS | **Raithwaite Hall** IronSc3MstSr<br>1*Dk*2*trB* | 723<br>644<br>445 | | | ... | | 1868 | Denton,<br>Gray&Co.<br>Hartlepool | TheDwina,Ld. (F.C.Strick&Co. Ld.*Mgrs.*) | 200·3<br>Q27'F—<br>ND83 BK8" | 28·8 | 16·9 | W.Hartlpl<br>British<br>*WB* | C.2Cy.25"&47"-30"<br>NE74 NB94 96RHP<br>T.Richardson&Sons,Hpl. | 17 |
| 28261<br>110595<br>RHCG | **Rajah** SteelScSr<br>ssCal.No.3-1,14<br>ssBom.No.1-18<br>2*Dks*(*Stl*-*Uteak* s)&*Web frames*<br>*Elec.light* Wireless | 5662<br>5231<br>3634 | ✠100A1<br>12,21 ~~3,21~~<br>~~BS12,20~~ ✠LMC4,18<br>BS3,22 | Cal<br>Bom | *z* | GL<br>3,21 | 1899<br>8mo<br>*Lloyd*'*sA&CP* | C.Connell<br>&Co.<br>Glasgow | AsiaticStm.Nav. Co.Ld<br>*WB=CellDBa* | 420·0<br>P38'B90'F47'<br>FK<br>122'*uE*&*B*56'*f*193' | 51·2 | 29·5 | Liverpool<br>British<br>7*BHCem*<br>1281*t* *FPT*1 | T.3Cy.26",43"&71"-48" (*s*)<br>180lb *100lb* 406NHP<br>2DB,*12cf*,GS231,HS6618<br>Dunsmuir&Jackson,Gls.<br>14*t* *APT*38*t* | 32 |
| 28262<br>215818<br>LHSG | — SteelScSr<br>(*ex*Hohnstein) Wireless 1*Dk* | 2264<br>1839<br>1350 | | | | | 1902 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | UnitedStates ShippingBoard | 283·5<br>P10'B64'F26' | 42·1 | 18·8 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20",32½"&52"-33½"<br>157NHP<br>G.SeebeckA.G.Bremerhvn | |
| 28263<br>110874 | — IronScK<br>(*Trawler*)<br>1*Dk* | 172<br>154<br>70 | | | ... | | 1899 | Cochrane&<br>Cooper,Ld.<br>Beverley | Sleight'sSteam FishingCo.Ld. (Sir ErnestSleight, Bart.*Mgr.*) | 100·0<br>Q45'F17'<br>BK7½" | 21·0 | 11·0 | Grimsby<br>British | T.3Cy.12½",19½"&32"-22½"<br>NB11 50RHP<br>C.D.Holmes&Co.Hull | 11 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28264<br>SRLP | **Rajah of Sarawak** SteelScSr<br>*ss*Sng.No.3-3,13<br>*ss*Sng.No.2-20<br>*Elec.light* 1*Dk*(*Stl*-ws)&*Web frames*&<br>*Shade dk*(*Teak*) | *1452*<br>*897*<br>*892* | ✠100A1<br>*Shade dk*<br>~~6,21~~~~6,20~~ ✠LMC6,20<br>3,22 BS6,21 | Sng | *n* | 6,20 | 1901<br>10mo | Ramage&<br>Ferguson,Ld.<br>Leith<br>*Lloyd*'*sA&CP* | SarawakS.S.Co.<br>Ld. | 230·0 | 34·1 | 14·8<br>FK<br>*W* | Kuching<br>Sarawak<br>1*BHCem*<br>*B=APT*6*t* | T.3Cy.19″,31″&50″-36″ (*s*)<br>170lb *100lb* NDB17 175NHP<br>2SB,*4cf*,GS90,HS2931<br>Ramage&Fergusn,Ld.Lth. | 15 ″ 10<br>s1 ″ 2½<br>15 ″ 1 | |
| 28265<br>93371<br>KLNW | **Rajapuri** SteelScSr<br>1*Dk*<br>*Elec.light* | 236<br>210<br>93 | | | | | 1887<br>2mo | Grangmth<br>DockyardCo.<br>Grangem'uth | BombayS.Nav.Co.<br>Ld. | 155·3 | 26·0 | 9·5 | Bombay<br>British | T.3Cy.14″,22″&38″-27″<br>70RHP<br>Dunsmuir&Jackson,Gls. | | |
| 28266<br>113421<br>SBKD | **Rajput** SteelScSr<br>*ss*Cal.No.3-2,14<br>*ss*Cal No 1-19<br>2*Dks*(*Stl*-*U* teak s)<br>*Elec.light* Wireless &*Web frames* | 5628<br>5175<br>3615 | ✠100A1<br>6,21~~9,20~~<br>~~BS5,20~~ ✠LMC4,19<br>BS6,21 | Cal<br>Bom | *z* | CL<br>~~4,19~~<br>6,21 | 1900<br>11mo | C.Connell<br>&Co.<br>Glasgow<br>A&CP | AsiaticStm.Nav.<br>Co.Ld.<br>*WB=CellD* | 419·5<br>P37′B90′F46′<br>*Ba*122′*uE&B*56′*f* | 51·2 | 29·3<br>FK | Liverpool<br>British<br>7*BHCem*<br>193′1281*tD* | T.3Cy.26″,43″&71″-48″ (*s*)<br>180lb *100lb* 406NHP<br>2DB,*12cf*,GS231,HS6618<br>Dunsmuir&Jackson,Gls.<br>*Ta*29′760*tFPT*90*tAPT*33*t* | 32 ″ 6<br>s7 ″ 8<br>25 ″ 6 | |
| 28267<br>101477<br>SLPV | **Rakanoa** SteelScSr<br>1*Dk*(*ptStlptIrn*)&*ptAwng dk*(*Irn*)3*trB*<br>Wireless | 2252<br>1673<br>1367 | ✠<br>*pt Awng dk*<br>*withfreeboard*<br>4,96 ✠ | Nwc | *s* | | 1896<br>4mo | W.Dobson<br>&Co.<br>Newcastle<br>*W* | UnionS.S.Co.of<br>NewZealand,Ld.<br>*B = Cell DBa*110′ | 280·0<br>P29′Q74′<br>*ptAwng dk*176′<br>*f*116′531*t APT*13*t* | 38·2 | 19·7<br>FK | Dunedin<br>British<br>4*BHCem*<br>*MT*28′385*t* | T.3Cy.21″,35″&57″-39″<br>206NHP<br>2SB,*6rf*,GS88,HS3130<br>Blair&Co.(Lim.),Stockton | 20 ″ 11 | |
| 28268 | **Rákóczy** SteelScSr<br>*ss*Fiu.2ndNo.3-10,17<br>1*Dk*(*Stl*)&*Spardk*<br>(*Irn*)&*Webframes*<br>*Now named* "Cimarosa," *See No. 36739 in Supplement* | 1554<br>1387<br>943 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>12,19 ✠LMC1,20<br>BS5,21 | Fiu | *p* | CL<br>~~10,19~~<br>5,21 | 1892<br>11mo | Wigham<br>Richrdsn&Co<br>Newcastle<br>A&CP | AdriaSoc.Anon.di<br>Nav.Marittima<br>*WB* | 240·0<br>P28′B55′F31′<br>*= Cell D B*199′304*t* | 34·0 | 14·0<br>21·2<br>FK | Fiume<br>4*BHCem*<br>*APT*21*t* | T.3Cy.20″,32″&53″-36″ (*s*)<br>165lb 181NHP<br>NDB92*refitted*06<br>2SB,*4rf*,GS80,HS2868<br>Wghm Richardsn&CoNwc | 23 ″ 6 | |
| 28269 | **Rakuyo Maru** SteelTwinSc<br>2*Dks*(*Stl*&*Shelter dk*(*Stl*-ws)<br>*Elec.light* | ~~9300~~<br>9419<br>8544<br>5678 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,21~~5,21~~ ✠LMC5,21<br>*Fitted for oil fuel*6,21*F.P.above*150°F. | Nag<br>HKg | *d*† | | 1921<br>5mo | Mitsubishi<br>ZosenKaisha<br>Ld. Nagasaki<br>*Lloyd*'*sA&CP* *CellD* | ToyoKisen<br>KabushikiKaisha<br>*B*389′1519*tDTa*24′549*t*<br>*FWTanks in ER*9′97*tFPT*127*tAPT*47*t* | 460·0<br>~~F41~~′<br>F42′*onShelter dk* | 60·0<br>40 | ~~40·6~~<br>5<br>FK | Yokohama<br>Japanese<br>6*BHtoShdk*<br>1*BHtoUdk*<br>*Cem* | 4 ~~Geared~~ Steam Turbines<br>geared to 2 Sc.Shafts<br>200lb (*s*) 1153NHP<br>5SB,*15cf*,GS289,HS12065 FD<br>MitsubishiZosenKaishaLd | 40 ″ 7<br>s10 ″ 8½<br>30 ″ 7 | |
| 28270<br>132116 | **Ralco** SteelScK<br>*ss*Gms.No.2-20<br>1*Dk* | 228<br>210<br>108 | ✠100A1<br>*StmTrawler*<br>7,20 ✠LMC7,20 | Gms | | CL<br>1,19 | 1912<br>1mo | Cook, Wel-<br>t'n&Gemmell<br>Ld.Beverley<br>*Lloyd*'*sA&CP* | TheExor.ofSirG.F.<br>Sleight,Bt. | 117·3<br>Q59′ | 22·0 | 11·7<br>BK7½″ | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¼″,22″&35″-24″ (*s*)<br>180lb 70RHP<br>1SB,*2pf*,GS35,HS1070<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 6 | |
| 28271<br>203422<br>KVNS | **Raleigh** SteelScSr<br>2*Dks* | 1185<br>—<br>805 | | | | | 1906 | Maryland<br>SteelCo.<br>Sparro'PtMd | BaltimoreSteam<br>PacketCo. | 222·5 | 33·0 | 21·3 | Baltimore<br>Utd.States | T.3Cy.19″,30″&50″-30″<br>137NHP<br>MarylandStl.Co.Sparr'Pt. | | |
| 28272 | — SteelPad<br>*Elec.light* 1*Dk* | *125*<br>*118*<br>57 | ✠<br>*For River purposes only*<br>5,08 ✠ | Lon | | | 1905<br>5mo | JI.Thorny-<br>croft&Co.Ld.<br>Woolston | Soc.deSucrerie et<br>Raffinerie de<br>Pontelongo | 130·3 | 18·0 | 6·8<br>FK | Belgian<br>3*BHAsp*<br>*inE&Bspace* | C.D.2Cy.16″&31″-36″<br>53RHP<br>1SB,*2pf*,GS27,HS730 FD<br>Scott'sS.B.&E.Co.Ld.Grk. | 7 ″ 0 | |
| 28273<br>104479 | **Ralph Brocklebank** SteelTwin<br>ScSp<br>1*Dk* | 173<br>162<br>64 | | | ... | | 1903 | Tranmere<br>BayDevelop-<br>mentCo.Ld.<br>Birkenhead | ShropshireUnion<br>Rlwy.&CanalCo. | 105·1 | 22·7 | 10·0<br>FK | Chester<br>British<br>*WB* | C.4Cy.14″&30″-20″<br>83RHP<br>J.Jones&Sons,Liverpool | 11 ″ 0 | |
| 28274<br>142690<br>JVQL | **Ralph Harrison** SteelSc3Mst<br>(*ex*Plodder) 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 959<br>682<br>500 | ✠100A1<br>12,21~~9,20~~<br>✠LMC10,18 | Goo<br>Lon | *l* | CL<br>2,20 | 1918<br>10mo | Dundee<br>S.B.Co.Ld.<br>Dundee<br>*Lloyd*'*sA&CP* | ~~H.Harrison~~<br>H.Harrison(Ship-<br>ping)Ld.<br>*Ce* | 200·1<br>Q118′B13′F25′<br>*llDBf*120′214*tFPT* | 32·1 | 13·0<br>FK | London<br>British<br>3*BHCem*<br>73*tAPT*59*t* | T.3Cy.14″,23″&33″-27″ (*s*)<br>180lb *100lb* 95RHP<br>1SB,*3cf*,GS55,HS2101<br>W.Beardmore&Co.Ld.Gls. | 15 ″ 1<br>s5 ″ 1½<br>14 ″ 6 | |
| 28275<br>89402 | **Ralph Moller** IronScSr<br>(*ex*Castlefield.*ex*<br>ShintenMaru,*ex*Adelaide) 2*Dks*(1*Irn*-<br>*Elec.light* ws)&*Awng dk* | 1700<br>1635<br>1027 | ✠<br>*Awng dk*<br>*withfreeboard*<br>11,83 | Gls | *r* | | 1883<br>8mo | D&WHen-<br>derson&Co.<br>Glasgow | TheRalphMoller<br>S.S.Co Ld.(Moller<br>&Co.(Shanghai)<br>Ld.) | 280·0<br>H34*t*<br>*DBa*28′*f*80′170*t* | 33·2 | 17·6<br>25·2 | Shanghai<br>British<br>4*BHCem*<br>*FPT*30*t* | T.3Cy.17″,27½″&46″-33″<br>NE&B20 121NHP<br>ShanghaiDk&EngCoLdShi | | |
| 28276 | **Ralum** SteelSc<br>*Elec.light* Wireless 1*Dk* | 356<br>283<br>194 | | | | | 1914 | F.Lemm<br>Boizenburg | Hamburgische<br>SüdseeA.G. | 132·0<br>F27′ | 23·8 | 11·4 | Hamburg<br>German<br>*BW* | T.3Cy.9⅖″,15³⁄₁₆″&24⅕″-13⅘″<br>23NHP<br>Steen&Kaufmann,Elmshn | | |
| 28277<br>~~214703~~<br>~~LCMT~~ | **Rama** SteelTwinSc<br>*ss*B.As.No.3-5,16<br>(*ex*Madrid) *ss*Mob.No.1-20<br>*Elec.light* Wireless 1*Dk*(*Sl*-*p* teak s) | 1577<br>1012<br>957 | ✠ A1<br>~~3,21~~12,20 1,22<br>*Gulf of Mexico & Caribbean Sea*<br>BS1,22 ✠LMC9,20<br>*Fitted for oil fuel*1,22*F.P.above*150°F | NOs | | N 9,20 | 1905<br>7mo | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>A&CP | NewOrleans-Blue-<br>fieldsFruit&<br>TransportationCo. | 255·0<br>P59′B82′F60′ | 38·1 | 14·0<br>FK | N.Orleans<br>Nicaraguan<br>4*BHAsp*<br>*FPT*65*t* | T.6Cy.15½″,25″&41″-27″ (*s*)<br>180lb *180lb* 234NHP<br>2SB,*6cf*,GS116,HS4224<br>N.E.MarineEng.Co.Ld.Sld | 14 ″ 9 | |
| 28278<br>121394<br>QCVP | — SteelSc<br>1*Dk* | 610<br>471<br>244 | | | | | 1895 | H.M's.<br>Dockyard<br>Sheerness | ChathamIslands<br>FishingCo.Ld. | 181·5 | 32·0 | 14·5 | Wellingtn<br>British | T.3Cy.19″,28″&42″-24″<br>93RHP<br>H.M's.Dockyard,Sheerness | | |
| 28279 | **Ramapo** SteelScSr<br>*Elec.light* Sub.Sig. *Fitted for oil fuel*<br>*Mchy.Aft* Wireless 3*Dks*<br>*Carrying Petroleum in bulk*<br>*Longitudinal framing* | 8207<br>8017<br>6182 | | | | | 1919 | NwprtNws<br>S.B.&D.D.Co<br>NewprtNews | UnitedStates<br>Govt.(NavyDept.) | 463·2 | 60·0 | 37·1 | Utd.States | Q.4Cy.24″,35″,51″&75″-51″<br>402NHP<br>NewportNewsSB&DD.Co. | | R |
| 28280<br>Foundered 11,21<br>KPMR | **Rambler** WoodSc<br>(*ex*Yt.Dreamer)<br>1*Dk* | 288<br>—<br>196 | | | | | 1889 | Lew.Nixon<br>Elizabeth,<br>N.J. | J.M.Scott | 155·3 | 23·5 | 12·5 | NewYork<br>Utd. States | T.3Cy.14″,22″&36″-24″<br>64NHP | | |
| 28281<br>109034 | — IronScK<br>*ss*Liv.No.3-7,10<br>*ss*Lth.No.2-20<br>1*Dk* | 162<br>150<br>65 | ✠100A1<br>*Stm Trawler*<br>9,20 ✠LMC<br>MS2,20 BS9,20 | Abn | | CL<br>2,20 | 1898<br>6mo | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>*Lloyd*'*sA&CP* | A.Walker | 105·4<br>Q20′ | 20·7 | 11·0<br>BK7½″ | Aberdeen<br>British<br>3*BHCem* | T.3Cy.12¼″,19⅛″&32″-22½″<br>170lb (*s*) 50RHP<br>1SB,*2cf*,GS25,HS896<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |
| 28282<br>MVDL | **Ramfos** SteelScSr<br>*Now named* "Tyrifjord," *See No. 39643 in Supplement*<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk* | 3074<br>2820<br>1877 | | | | | 1919 | WoodSkin-<br>ner&Co.Ld.<br>Newcastle | Skibs-A/SThor<br>ThoresensLinje<br>(Otto&ThorThor-<br>esenA/S*Mgrs.*) | 331·7<br>P94*t*H154*t* | 46·7 | 23·1 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.25″,41″&68″-45″<br>310NHP<br>N.E.MarineEng.CoLdNwc | | N |
| 28283<br>125482 | **Ramna** SteelScK<br>(*Whaler*)<br>1*Dk* | 108<br>106<br>39 | | | | | 1908 | Akers<br>Mek.Værks.<br>Christiania | Chr.Salvesen&Co. | 91·8 | 18·0 | 10·7 | Leith<br>British | T.3Cy.11″,18″&29″-18″<br>43RHP<br>AkersMek.Værks.Xia. | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28284<br>MHLF | **Ramoen** SteelScSr<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 139<br>132<br>51 | | | | | 1912 | Mjellem& Karlsen<br>Bergen | Hess&Andersen | 101·8 | 20·0 | 10·2 | Bergen<br>Norwegian | T.3Cy.9½″,15″&25″-18″<br>26NHP<br>Mjellem&Karlsen,Bergen | |
| 28285<br>JFBH | **Ramon** SteelScSr<br>*ss*Shl.No.3–1,11<br>(*ex*SheppyAllison) *ss*Bbo.No.2–20<br>Wireless 1*Dk*(*Irn*)&*deep framing* | 2310<br>2117<br>1376 | ✠100A1<br>4,22 ~~12,20~~<br>MS7,19<br>MBS12,21 | Bbo<br>Bcl<br>✠LMC<br>BS5,20 | *s* | ~~N10,19~~<br>4,22 | 1899<br>10mo | W.Gray& Co.Ld.<br>WHartlepool<br>A&CP | Cia.Nav.Euzkera<br>*WB=CellDBa* | 302·2<br>P27′B69′F29′<br>FK<br>&*uE*120′ *f*124′643*t* | 43·1 | 19·8 | Bilbao<br>Spanish<br>5*BHCem*<br>*APT*40*t* | T.3Cy.22″,35″&59″-39″ (*s*)<br>160lb *100lb* NDB19 223NHP<br>2SB,6*rf*,GS82,HS3445<br>Cen.Mar.Eng.Wrks.WHpl | 22 ′<br>3 ′<br>18 ′ |
| 28286<br>JFGM | — IronScSr<br>*ss*Nwc.No.3 3,82<br>(*ex*Villena,*ex*Bautista *ss*Nwc.No.1–87<br>Ramos,*ex*Rowena,*ex*Eldon) 1*Dk*2*tr B*<br>*Well deck* | 955<br>738<br>626 | ✠<br>5,91<br>✠NB82 | Shl | | | 1868<br>6mo | C.Mitchell &Co.<br>Newcastle | Hijo deRamon<br>A.Ramos<br>*DBa* | 224·5<br>P128′F28′ | 29·2 | 17·6 | Barcelona<br>Spanish<br>4*BHCem*<br>70′*f*80′233*t* | C.2Cy.27″&52″-30″<br>123NHP<br>1SB,3*pf*,GS55<br>Thompson,Boyd&Co.Nwc | |
| 28287 | **Ramon Corral** SteelTwinScCtr<br>1*Dk* | 103<br>86<br>59 | | | | | 1907 | G.Ansaldo, Armstrong& CoStPonente | Cia.Zamorense de Nav. | 91·9 | 19·8 | 6·4 | VeraCruz<br>Mexican | C.4Cy.9″&17″-10″<br>15NHP<br>Ansaldo,Armstrong,Smp. | |
| 28288<br>JFGN | **Ramon de Bikuna** SteelScSr<br>*ss*Hpl.2ndNo.3–10,09<br>(*ex*Magda) 1*Dk*(*ptStl*&*ptIrn*)&*Web*<br>Wireless *frames pt Awng dk*(*Irn*) | 2351<br>1765<br>1506 | ✠<br>11,14<br>✠ | Hpl | *s* | | 1888<br>6mo | W.Gray& Co.<br>WHartlepool | Cia.Naviera Bidasoa(Candina yEchevarria, *Mgrs.*) | 290·0<br>P27′Q94′ BK10″<br>*pt Awng dk*169′<br>*DBa*96′*f*106′ | 38·2 | 20·3 | Bilbao<br>Spanish<br>447*tAPT*21*t* | T.3Cy.22½″,36½″&60″-39″<br>224NHP<br>Blair&Co.Ld.Stockton | 22 ′ |
| 28289 | **Ramon de C.** SteelSc<br>(*Trawler*)<br>(*ex*ArthurDunker) 1*Dk* | 216<br>191<br>79 | | | | | 1919 | Schiffb.Ges Unterweser m.b.H. Lehe | RamonCarranza | 127·3<br>F19′ | 22·6 | 9·2 | Cadiz<br>Spanish<br>*WB* | T.3Cy.12⅜″,20½″&32½″-22½″<br>50NHP<br>OttensenerMaschf.Altona | |
| 28290<br>143616<br>KDVQ | **Ramon de Larrinaga** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted* *Cruiser Stern*<br>*in shelter 'tween decks* Wireless | 5791<br>5325<br>3550 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>6,21 ~~12,20~~ | Mch<br>✠LMC3,20 | *b*† | CL | 1920<br>3mo<br>*Lloyd* | R.Duncan &Co.Ld.<br>PortGlasgow<br>'*sA&CP*<br>*CellDB*389′ | Miguel deLarrinagaS.S.CoLd(Larrinaga&CoLd.)<br>1452*tDTa*40′1150*t* | 449·9<br>F55′*on Shelter dk*<br>FK<br>*Collision*<br>*FPT*93*tAPT*60*t* | 57·9 | 26·6 | Liverpool<br>British<br>*Cem*<br>*BH* to *Sh dk*<br>6 ,, ,, *U* ,, | T.3Cy.26″,44″&73″-48″ (*r*)<br>200lb *140lb* 609NHP<br>2DB,16*cf*,GS246,HS11800<br>Rankin&Blackmre,Ld.Grk | 29 ′<br>4 ′<br>25 ′ |
| 28291 | **Ramon Marimon** SteelScSr<br>(*ex*Minneapolis)<br>*Mchy.Aft* *Elec.light* 2*Dks* | 2029<br>—<br>1222 | | | | | 1897 | Chicago S.B.Co.<br>Chicago | EmpresaNaviera deCubaS.A. | 238·0 | 42·2 | 22·2 | Havana<br>Cuban<br>*WB* | T.3Cy.17″,29″&47″-36″<br>132NHP<br>Cleveland S.B.Co.Clevelnd | |
| 28292 | **Ramon Mumbru** SteelScSr<br>Stranded & Sunk 6,21<br>*ss*Nwc.No.3–5,14<br>(*ex*CoralieHorlock, *ss*Nwc.No.1–19<br>*ex*Coronation) 1*Dk*&*Spar dk* & *deep*<br>*Elec.light* Wireless *framing* | *3920*<br>*3676*<br>*2476* | ✠~~100A1~~<br>*Spar dk*<br>11,20<br>~~BS4,21~~ | NOs<br>✠~~LMC2,19~~ | *x* | CL<br>11,20 | 1903<br>1mo<br>*Lloyd* | ShortBros. Ld.<br>Sunderland<br>'*sA&CP* | DomingoMumbrú, S.A.<br>*CellDBa*110′*uE* | 366·0<br>P32′B&F308′ 25·9<br>FK<br>26′ *f* 154′ 971*t FPT* | 50·1 | 17·3 | Barcelona<br>Spanish<br>6*BHCem*<br>79*tAPT*68*t* | T.3Cy.26″,42″&70″-18″ (*s*)<br>180lb *100lb* 384NHP<br>3SB,9*pf*,GS247,HS6125<br>J.Dickinson&Sons,Ld.Sld. | 27 ′<br>3 ′<br>24 ′ |
| 28293<br>JFBT | **Ramonita** IronSc3MstSr<br>(*ex*Miguel,*ex*Moratin)<br>*Mchy.Aft* Wireless | 816<br>673<br>632 | | | | | 1872 | Bowdler, Chaffer&Co.<br>Liverpool | G.Ontañon | 200·1 | 27·9 | 16·7 | S.Sebast'n<br>Spanish | C.2Cy.23″&46″-24″<br>86NHP<br>J.Jones&Sons,Liverpool | 17 ′ |
| 28294<br>99144<br>MCPD | **Ramore Head** SteelScSr<br>*ss*Bel.No.1–20 *ss*Bel.2ndNo.3–3,17<br>*Elec.light.* Sub.Sig. 2*Dks*(*Stl*)3*tr B*<br>Wireless | 4585<br>4183<br>2952 | ✠100A1<br>1,22 ~~9,20~~ | Bel<br>Dub<br>✠LMC9,20<br>BS9,21 | *x* | 9,20 | 1891<br>4mo<br>*Lloyd* | Workman, Clark&Co.Ld<br>Belfast<br>'*sA&CP* | UlsterS.S.Co.Ld. (G.Heyn&Ss.*Mgs*)<br>*WB= CellD* | 402·1<br>B100′F49′<br>BK10″<br>*B*316′ 833*t DTa*20′ | 44·7 | 27·8 | Belfast<br>British<br>6*BHCem*<br>160*tAPT*30*t* | T.3Cy.26½″,44″&72″-51″ (*s*)<br>170lb *90lb* 473NHP<br>2DB,12*rf*,GS220,HS6788 FD<br>J.&J.Thomson,Glasgow | 30 ′<br>6 ′<br>24 ′ |
| 28295<br>112563<br>NTLR | **Ramornie** SteelTwinScSr<br>*Elec.light* 1*Dk* | 575<br>363<br>288 | | | ... | | 1902 | A&J.Inglis<br>Glasgow | D.Reese | 184·2<br>P&B75′F34′<br>FK | 28·1 | 9·6 | SydnyNSW<br>British | T.6Cy 9″,14″&23″-22″<br>80RHP<br>A.&J.Inglis,Glasgow | 10 ′ |
| 28296<br>132726<br>HWBC | **Ramos** SteelTwinScSr<br>(*Cable Vessel*)<br>*Elec.light* Wireless 1*Dk* | 272<br>188<br>91 | | | | | 1912 | Napier& Miller,Ld.<br>Glasgow | AmazonTelegraph Co.Ld. | 123·4<br>F20′ | 25·1 | 7·7 | London<br>British<br>*WB* | T.6Cy.8″,12″&18″-12″<br>98RHP<br>Miller&McFie,Glasgow | |
| 28297<br>~~133367~~ | **Rampur** SteelSc<br>(*ex*NanyoMaruNo.2)<br>2*Dks* | 1274<br>1137<br>748 | | | | | 1918 | Uraga DockCo.Ld.<br>Uraga | ~~Anglo-India&~~<br>~~ColonialNav.Co.~~<br>~~Ld.~~ | 200·0<br>B42′F22′ | 32·0 | 21·0 | ~~Bombay~~<br>~~British~~<br>Japanese *WB* | T.3Cy.15½″,26″&43″-33″<br>106NHP<br>UragaDockCo.Ld.Uraga | |
| 28298<br>~~PQWD~~ | **Ramsay** SteelScK<br>Lost 12,20 *Now named* "Neptune"<br>1*Dk* | 122<br>106<br>26 | ✠~~100A1~~<br>*For fishing purposes*<br>12.19 | Rot<br>✠~~LMC12,18~~ | | CL | 1919<br>1mo | Wilton's E.&SlpwyCo.<br>Rotterdam | 'tKindt deWinter &Pauwels | 96·8<br>Q18′<br>BK6″ | 18·2 | 8·4 | Antwerp<br>Belgian<br>3*BHCem*<br>*DBf*17′11*t* | T.3Cy.8⅝″,14⅜″&23¼″-15¾″<br>170lb (*s*) 35NHP<br>1SB,2*pf*,GS29,HS725<br>Wilton'sE.& SlpwyCo.Rot | 9 ′ |
| 28299 | **Ramscapelle** SteelSc<br>(*ex*Delfzijl)<br>*Mchy.Aft* 1*Dk* | 831<br>648<br>456 | | | | | 1919 | NV.Schpsb My.Farmsum<br>Delfzijl | UnionMar.Belge, Soc.Anon.(M.J. van derEb,*Mgr.*) | 194·7<br>P118′B12′F23′ | 32·2 | 13·0 | Antwerp<br>Belgian<br>*WB* | T.3Cy.14⅜″,23⅝″&38⅜″-26⅜″<br>77NHP<br>AlblasserdamMsch.Fab. | |
| 28300 | **Ramses** SteelScSr<br>*Now named* "Pfalz," *See No.* 38983 *in Supplement*<br>*Elec.light* 2*Dks*&*Shelter dk* | 7128<br>6591<br>4449 | | | | | 1912 | Flensburgr Schiffsb.Ges.<br>Flensburg | Norddeutscher Lloyd | 470·5<br>H— F50′ 36·6 | 60·8 | 28·3 | German<br>*WB* | T.3Cy.31½″,50¾″&84″-53⅞″<br>516NHP<br>FlensburgerSchiffsb.Ges. | |
| 28301<br>5482<br>JTKN | **Ramshäll** SteelScSr<br>*ss*Hul.No.3–3,13<br>(*ex*Scania,*ex*Narcissus) *ss*Skm.No.1–17<br>*Well deck* 1*Dk*(*Stl*) | 862<br>630<br>403 | ✠100A1<br>4,20<br>BS3,20 | Sld<br>✠LMC4,17 | *k* | CL<br>4,20 | 1901<br>4mo<br>*Lloyd* | Mackie& Thomson<br>Glasgow<br>'*sA&CP* | Rederiaktieb. Trelleborg (Rob. Göhle, *Mgr.*)<br>*CellD* | 190·3<br>Q98′B15′F25′<br>FK<br>*Ba*40′*f*79′184*tFPT* | 31·0 | 13·4 | Nrrköping<br>Swedish<br>4*BHCem*<br>45*tAPT*24*t* | T3Cy17½″,28⅝″&45″-33″ (*s*)<br>180lb *90lb* 130NHP<br>1SB,3*rf*,GS60,HS2040<br>Muir&Houston,Ld.Gls. | 14 ′<br>11<br>13 ′ |
| 28302<br>3881<br>JMFV | **Ran** IronScSr<br>(*ex*Mulgrave) *ss*Mmo.2ndNo.3–11,07<br>*Well deck* *ss*Gms.No.1–12<br>1*Dk*(*Irn*)2*tr B* | 1572<br>1333<br>930 | ✠<br>7,16<br>✠ | Lon | *q* | | 1883<br>11mo | JLThompson&Sons<br>Sunderland | RederiaktiebHild (Ericsson& Horndahl,*Mgrs.*)<br>*WB=DB* | 260·0<br>Q100′B58′F26′<br>FK<br>*a*76′*f*58′ 268*t FPT* | 36·0 | 18·6 | Norrköpng<br>Swedish<br>4*BHCem*<br>33*tAPT*26*t* | C.2Cy.29½″&60″-39″<br>NDB05 180NHP<br>2SB,6*pf*,GS96,HS3066<br>J.Dickinson,Sunderland | 19 ′ |
| 28303<br>LCDR | — SteelSc<br>(*Trawler*)<br>1*Dk* | 263<br>222<br>105 | | | | | 1915 | Schiffsbau Ges.Unterweser,Lehe | A.Petursson | 131·1 | 23·5 | 12·6 | Akuseyri<br>Icelandic | T.3Cy.12⅝″,20½″&32 5/16″-22¼″<br>50NHP<br>SchiffsbauGes.Unterweser | |
| 28304<br>3291<br>JKBC | — CompScSr<br>*Mchy.Aft* 1*Dk* | 176<br>147<br>79 | | | | | 1898 | S.Groth<br>Sjötorp | Ångf.Aktieb.Ran (T.Almén) | 97·7<br>P20′H6*t* | 22·3 | 9·5 | Jönköping<br>Swedish | C.2Cy.9½″&21″-13½″<br>13NHP<br>LundbyM.V.Aktieb.Got. | |
| 28305<br>5962<br>KBHS | **Rana** CompAuxScSr<br>*OilEng.*<br>*Elec.light* *Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 349<br>255<br>163 | | | | | 1917 | AktiebC.O. Christianson &CoStrömstd | Rederiaktieb. Bäckeröd (AndersLarson) *Mgr.*) | 116·0<br>P41′B7′F38′ | 25·1 | 16·4 | Uddevalla<br>Swedish | Oil Engines<br>4Cy.13 5/16″-14 5/16″ 51NHP<br>Bergsunds M.V.Aktb.Skm | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28306 | **Rancagua** SteelSc4MstSr<br>ssVpo.No.3-3,13<br>(exIdaho) ssTal.No.1-18<br>Elec.light 3Dks(2Stl)&Shelter dk(Stl) | 6210<br>5784<br>3802 | | | | 6,17 | 1898<br>4mo<br>Lloyd's A&CP | C.S.Swan&<br>Hunter,Ld.<br>Newcastle | ChilianGovernment<br>WB=Cell DBa117'uE&B70'f192' 1072tDTa30' 91tAPT75t | 460·0 | 50·1 | 31·6<br>FK | Valparaiso<br>Chilian<br>6BHCem | T.3Cy.31",52"&91"-60" (s)<br>180lb FD 874NHP<br>2D&2SB18cfGS324HS12278<br>WllsndSlpwy.Co.Ld.Nwc | 34″11 | |
| 28307<br>208158<br>LBRK | **Rancocas** SteelSc<br>(Tug)<br>1Dk<br>Elec.light | 106<br>—<br>71 | | | | | 1910 | J.H.Dialogue&Sons<br>Camden,N.J. | HainesportMining&Transptn.Co. | 79·0 | 20·0 | 9·2 | CamdenNJ<br>Utd.States<br>WB | C.2Cy.15"&30"-20"<br>34NHP<br>JHDialogue&Sn,Cmdn NJ | | |
| 28308<br>PQWD | **Randfontein** SteelSc<br>(exStaur) 2Dks(Stl)&Shelter dk(Stl)<br>Longitudinal framing in DB&at dks<br>Cruiser Stern<br>Elec.light | 5059<br>4704<br>3159 | ✠100A1<br>Shelter dk withfreeboard<br>9,21 ~~1,21~~<br>✠LMC10,20<br>Fitted for oil fuel 10,20 F.P. above 150° F. | Rot | z | CL<br>~~1,21~~<br>7,21 | 1920<br>10mo<br>Lloyd's A&CP | Greenock Dkyd.Co.Ld.<br>Greenock | N.V.Hollandsche Zuid-Afrikaansche Stoomv.Maats.<br>CellDB344'1064t | 409·0 | 53·8 | 27·9<br>F38'onShelter dk<br>FK | Amsterdam ~~Rottrdam~~<br>Dutch<br>6BHptCem<br>APT28t | T.3Cy.27",45"&74"-51" (s)<br>180lb 565NHP<br>3SB,9cf,GS186,HS8517 FD<br>Rankin&Blackm'reLdGrk | 30 ″ 6<br>s4 ″ 2½<br>26 ″ 8 | |
| 28309<br>TPDL | — WoodAuxSc4MstSr<br>Now named "Cobo," See No. 36854 in Supplement<br>Stm.Eng.<br>1Dk2trB<br>Wireless<br>(See Sailing Ship Register) | 1254<br>1074<br>799 | | | | | 1919 | Marine Const.Co. Canada,Ld<br>St.John,N.B. | ~~MarineConst.Co. Canada,Ld.~~<br>.C.Ozanne | 209·8 | 37·8 | 18·2 | StJohn NB<br>British | C.2Cy.15"&32"-20"<br>Bmade15fitted19 42RHP<br>Emade12fitted19<br>SeattleMachineCo.Seattle | | V |
| 28310<br>NBKT | **Randi** SteelScSr<br>1Dk | 844<br>722<br>493 | | | | | 1918 | Schiffsbau Ges.Unterweser,Lehe | A/S D/S Vesterhavet (L.D. Lauritzen,Mgr.) | 212·9 | 31·4 | 13·2 | Esbjerg<br>Danish | T.3Cy.14⅜",21⅞",35¾"-23⅝"<br>Christiansen 88NHP<br>&Meyer,Harburg | | |
| 28311 | **Randulf Hansen** SteelScSr<br>Now named "Gerhilde," See No. [illegible] in Supplement<br>ssSld.No.2-14<br>1Dk(Stl-ptws)&deep framing<br>Elec.light | 1287<br>1110<br>750 | ✠<br>,19<br>✠ | Bdx | p | | 1906<br>6mo | Fevigs Jernskibsbyg<br>Fevig | ~~GermanGovernment~~ EmilR.Retzlaff<br>WB = CellDBa50'uE20'f102'284tAPT51t | 246·2 | 35·6 | 17·8<br>P26'B70'F24'<br>FK | German<br>4BHCem | T.3Cy.18",29"&48"-33"<br>159NHP<br>2SB,4cf,GS78,HS2650<br>Richardsons,Westgarth&Co.Ld.Mdb. | 18 ″ 9 | |
| 28312<br>PQWF | **Randwijk** SteelScSr<br>ssRot.No.2-21<br>Elec.light Sub Sig. 1Dk(Stl)<br>Wireless | 2401<br>2222<br>1517 | ✠100A1<br>1,22 ~~2,21~~<br>✠LMC7,19<br>DBS~~6,20~~ 6,21<br>MBS~~9,20~~ 9,21 | Rot | s | 2,21 | 1912<br>7mo<br>A&CP | Schpw.v. JanSmit,Czn.<br>Alblasserdm | Maats.Stoomschip Randwijk(Erhardt &Dekkers,Mgrs.)<br>Intermediate BH in fore hold dispensed with WB=Cell DB a 86' uE 22' f 118' 605t APT 120t | 287·4 | 45·2 | 20·9<br>F34'P22'B74'<br>FK | Rottrdam<br>Dutch<br>Cem<br>4BHonly | T.3Cy.22½",37"&62"-39" (s)<br>160lb 100lb 265NHP<br>2SB,6cf,GS128,HS4296<br>Maats.deSchelde,Flushing | 23 ″ 1<br>s 3 ″ 4<br>20 ″ 1 | |
| 28313<br>110612<br>RKGD | **Ranee** SteelScSr<br>ssCal.No.3-3,14<br>ssCal.No.1-20<br>2Dks(Stl-Uteaks)&Webframes<br>Elec.light Wireless | 5660<br>5231<br>3634 | ✠100A1<br>12,20<br>~~BS6,20~~ BS5,21<br>✠LMC5,18 | Bom | z | CL<br>12,20 | 1899<br>10mo<br>A&CP | C.Connell &Co.<br>Glasgow | AsiaticStm.Nav. Co.Ld.<br>WB=CellDBa 122'uE&B56' f193' 1281tDTa29' 880t FPT114t APT38t | 420·0 | 51·2 | 29·5<br>P38'B90'F47'<br>FK | Liverpool<br>British<br>7BHCem | T.3Cy.26",43"&71"-48" (s)<br>180lb 100lb 406NHP<br>2DB,12cf,GS231,HS6618<br>Dunsmuir&Jackson,Gls. | 32 ″ 6<br>s 7 ″ 8<br>25 ″ 6 | |
| 28314<br>136517<br>TWKQ | — SteelTwinScSr<br>Elec.light 1Dk | 790<br>476 ~~477~~<br>319 ~~317~~ | | | | | 1906 | Schiffsw.v. HenryKoch<br>Lübeck | StraitsS.S.Co.Ld. | 180·5 | 32·2 | 11·2<br>P33'B27'F36' | Singapore<br>British<br>WB | T.6Cy.12¼",20¾"&33½"-21¾"<br>102NHP<br>J.F.Ahrens,Altona | | |
| 28315<br>113164<br>JMVF | — SteelScK<br>ssGms.No.3-4,12<br>ssGms.No.1-16<br>1Dk | 194<br>174<br>78 | ✠100A1<br>Stm Trawler<br>10,21 ~~6,19~~<br>MS7,21 BS10,21<br>~~BS8,20~~ ✠LMC~~10,17~~<br>✠NB6,13 ✠NE10,17 | Gms | | CL<br>6,19 | 1900<br>4mo<br>Lloyd's A&CP | Earle'sCo. Ld.<br>Hull | Bowering'sSteam FishingCo.Ld. (SirErnest Sleight Bart.Mgr.) | 110·4 | 21·1 | 11·2<br>Q46'F18'<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11½",21"&33"-24" (s)<br>180lb 52RHP<br>1SB,2pf,GS32,HS1000<br>Gt.CentralCo-operative S.&E.Repg.Co.Ld.Gms. | 12 ″ 0 | |
| 28316<br>132715<br>HVTG | **Ranella** SteelScSr<br>ssLiv.No.2-20 ~~ssSng.No.1-17~~<br>Mchy.Aft 2Dks(Stl)<br>Elec.light Wireless &Webframes | 5590<br>4970<br>~~3494~~<br>3372 | ✠100A1<br>~~6,21~~ 3,20 ~~10,2~~<br>3,22<br>✠LMC5,20<br>BS6,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 5,12 F.P. above 150°F. | Liv<br>~~Cff~~ Cff | z | CL<br>~~N10,20~~<br>6,21 | 1912<br>5mo<br>Lloyd's A&CP | Swan,Hunter&Wigham Richardson, Ld Newcastle | Anglo-Saxon PetroleumCo.Ld.<br>WB=CellDBuE&B77'128t DTf50'521t FPT72t APT106t | 406·4 | 51·3 | 28·9<br>P110'B33'F38'<br>FK | London<br>British<br>15BHCem<br>10 to Udk<br>5 „ Mdk | T.3Cy.26½",43"&72"-48" (s)<br>180lb 100lb 449NHP<br>3SB,9cf,GS204,HS7740<br>WllsndSlpwy.Co.Ld.Nwc. | 31 ″ 0<br>s 6 ″ 3<br>25 ″ 2 | |
| 28317<br>MRVB | **Ranen** SteelScSr<br>1Dk&Awng dk | 399<br>351<br>224 | | | | | 1918 | J.Storviks Mek.Verks.<br>Xiansund | DetHelgelandske Dampskibsslsk. | 140·2 | 23·0 | 16·1 | Sandnessjöen<br>Norwegian | T.3Cy.13½",22"&36"-22"<br>61NHP<br>J.StorviksM.V.Xiansund | | N |
| 28318<br>MPNF | **Ranenfjord** SteelScSr<br>ssXia.No.3-1,21<br>(exIsthmian) 2Dks(Stl)&deep framing<br>Elec.light Wireless &Shelter dk(Stl)<br>Sub.Sig. | 5404<br>5170<br>3464<br>4,22 | ✠100A1<br>Shelter dk withfreeboard<br>~~1,21~~ 2,21 ~~2,22~~<br>DBS11,21<br>~~DBS11,19~~ ✠LMC<br>MS3,20 MBS~~6,20~~ 6,21<br>Fitted for oil fuel 12,08 F.P. above 150°F. | NYk<br>~~Stv~~<br>Xia | y | CL<br>1,21 | 1908<br>4mo<br>A&CP | Union Iron Works<br>SanFrancisco | DenNorskeAmerikaLinjeA/S<br>CellDBa117' uE&B52' f156'1031tFPT66tAPT26t | 383·3 | 50·0 | 25·8<br>B84'<br>FK | Chrstiania<br>Norwegian<br>6BHAsp | T.3Cy.~~28"~~27½",47"&78"-48" (s)<br>200lb 120lb 577NHP<br>3SB,9cf,GS162,HS8127 FD<br>UnionIronWorks,S.Fo. | 36 ″ 5<br>s 9 ″ 2<br>27 ″ 8 | |
| 28319<br>211290<br>LDBG | **Rangeley** SteelSc<br>1Dk | 652<br>—<br>282 | | | | | 1913 | BathIron Works<br>Bath,Me. | MaineCentralR.R. Co. | 185·1 | 35·6 | 13·5 | Portland, Me.<br>Utd.States | T.4Cy.16",26"&(2)30"-24"<br>88NHP | | |
| 28320<br>64271<br>WNHT | **Ranger** WoodScSr<br>Mchy.Aft Wireless 2Dks | 520<br>493<br>354 | | | | | 1871 | A.Stephen &Son<br>Dundee | BowringBros.Ld. | 161·1 | 28·7 | 18·0<br>F27t | SJhnsNFL<br>British | 2Cy.<br>70RHP | | |
| 28321<br>102075<br>MWLK | — CompScSr<br>Wireless 2Dks | 409<br>400<br>134 | | | | | 1880 | J.Elder& Co.<br>Glasgow | LivAssn.forProtcn ofCom.Interestsas respectsWrecked& DamagedProperty | 157·5 | 29·5 | 14·4 | Liverpool<br>British<br>WB | T.3Cy.16½",27"&45"-27"<br>NE&B02 150NHP<br>Wrkman,Clark&Co.Ld Bel | | |
| 28322<br>110534 | — WoodSc | 160<br>—<br>88 | | | | | 1882 | ................<br>Mystic,Conn | FisheriesProducts Co. | 121·0 | 20·2 | 10·2 | Newport, R.I.<br>Utd.States | | | |
| 28323<br>110740<br>LHFR | — WoodSc<br>1Dk | 144<br>—<br>72 | | | | | 1887 | ................<br>NorthBend, Or. | Humboldt StevedoreCo. | 106·4 | 22·9 | 11·2 | EurekaCal<br>Utd.States | | | |
| 28324<br>15804<br>MDJL | **Rangoon Maru** SteelScSr<br>ssKob.No.3-4,20<br>(exHillcrag,exBannockburn)<br>Elec.light 1Dk(Stl)&deep framing<br>Wireless &Spar dk(Stl) | 5050<br>4582<br>3638 | ✠100A1<br>Spar dk<br>4,21 ~~4,20~~<br>~~BS4,20~~ ✠LMC~~6,19~~<br>4,21 | Kob | y | CL<br>6,19 | 1908<br>9mo<br>Lloyd's A&CP | Russell& Co.<br>Pt.Glasgow | NipponYusen KabushikiKaisha<br>WB=CellDBa134'uE24'f171' 1228tDTa35'886tAPT44t | 400·0 | 52·0 | 27·3<br>P36'B120'F40'<br>FK | Tokio<br>Japanese<br>Cem<br>1BHtoMdk<br>5 „ Sp „ | T.3Cy.27",44"&73"-48" (s)<br>180lb 100lb 471NHP<br>2SB,8cf,GS136,HS6576 FD<br>Rankin&Blackmore,Grk. | 30 ″ 0<br>s 6 ″ 0<br>24 ″ 5 | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 3 | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28325<br>MJRQ | **Ranheim**<br>1*Dk* | SteelScSr | 329<br>232<br>192 | | | | | 1913 | Akers<br>Mek.Værks.<br>Christiania | A/S Ranheims Papirfabrik | 130·0<br>P55tH8tF16t | 24·6 | 10·1 | Trondhjm<br>Norwegian<br>*WB* | T.3Cy.11",18"&29"-18"<br>36NHP<br>AkersMek.Værks.Xia | |
| 28326<br>121191<br>TVQD | **Rani**<br>1*Dk* | WoodScSr | 186<br>146<br>78 | | | | | 1907 | D.Drake<br>Sydney,<br>N.S.W. | ColonialSugar RefiningCo.Ld. | 109·9 | 24·5 | 8·5 | SydnyNSW<br>British | T.3Cy.11½",18"&29½"-20"<br>GourlayBros.&Co. 60RHP<br>(Dundee)Ld.Dun. | |
| 28327 | **Ranmenika**<br>(*ex*NishisoMaruNo.2)<br>*Elec.light* 1*Dk* | SteelScSr<br>(*Trawler*) | 224<br>—<br>84 | | | | | 1913 | Kawasaki<br>DkydCo.Ld.<br>Kobe | CeylonGovernment | 119·4<br>Q70'F22' | 21·9 | 11·8 | Colombo<br>British<br>*WB* | T.3Cy.12½",20"&33"-23"<br>52NHP<br>KawasakiDkydCoLdKobe | |
| 28328<br>111430<br>KSCQ | **Ransom B. Fuller**<br>*Elec.light* Wireless 1*Dk* | WoodPad | 2329<br>—<br>1617 | | | | | 1902 | New<br>EnglandCo.<br>Bath,Me. | EasternSteamship Lines,Inc. | 317·5<br>len10 | 40·1 | 14·0 | Boston<br>Utd.States | B.1Cy.63"-132"<br>351NHP<br>W.&A.Fletcher,NewYork | |
| 28329<br>109494<br>QKMB | **Raphael**<br>Wireless 2*Dks* | SteelScSr | 5855<br>4282<br>3652 | | | | | 1898 | D&WHenderson&Co.<br>Glasgow | LivBrazil&RPlate SNCoLd.(Lamport &Holt,Ld.*Mgrs.*) | 380·0<br>P46'B98'F47' | 50·2 | 27·8 | Liverpool<br>British<br>*WB* | T.3Cy.27½",46"&74"-48"<br>379NHP<br>D.&W.Henderson&Co.Gls | |
| 28330 | — | IronPad<br>(*Tug*) | 168<br>111<br>87 | | | | | 1879 | Stbilimnto<br>Tecnico<br>Trieste | L.Mendl&Co. | 125·0 | 21·0 | 10·0 | | C.2Cy.25"&39"-42"<br>NB95 82NHP<br>StabilimentoTecnico,Tri. | |
| 28331<br>219403<br>LVDF | **Rapidan**<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* 3*Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>Wireless *Longitudinal framing* | SteelScSr | 8333<br>8017<br>6192 | | | | | 1919 | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews | UnitedStates ShippingBoard | 461·6 | 60·0 | 27·7 | Newport News<br>Utd.States<br>*WB* | Q.4Cy.24",35",51"&75"-51"<br>402NHP<br>NewportNewsSB&DD.Co. | |
| 28332<br>124334<br>HKTD | —<br>(*ex*ClanMaciver,<br>*ex*Rapidan) 2*Dks*&*Shelter dk*3*trB*<br>Wireless | SteelScSr | 4809<br>3523<br>3720 | | | | | 1907 | Furness,<br>Withy&CoLd<br>WHartlepool | Furness,Withy& Co.Ld. | 368·4 | 49·0 | 33·7 | W.Hartlpl<br>British<br>*WB* | T.3Cy.25",40"&68"-48"<br>Richardsons, 320NHP<br>Westgarth&Co.Ld.Hpl. | |
| 28333<br>GQDT | **Rapide**<br>Wireless 2*Dks*3*trB* | SteelPadSr | 1195<br>904<br>634 | | | | | 1895 | Société<br>Cockerill<br>Hoboken | BelgianGovernment | 300·0 | 38·0 | 13·6 | Ostend<br>Belgian | C.2Cy.60"&108"-72"<br>825NHP<br>Soc.JohnCockerill,Seraing | |
| 28334<br>ORNP | —<br>1*Dk* | SteelPadSr | 175<br>—<br>56 | | | | | 1881 | ANormand<br>Havre | Cie.Normandede Nav.àVap. | 151·5 | 20·4 | 9·6 | Havre<br>French | C.2Cy.29½"&47"-38"<br>NB08 113NHP<br>A.Normand,Havre | |
| 28335<br>140322 | **Rapidol**<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing*<br>*CruiserStern* | SteelScSr | 2648<br>2224<br>1064 | ✠100A1<br>8,17<br>✠LMC8,17<br>*For Government Service*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 8,17 F.P. above 150° F.* | Hpl | | CL | 1917<br>8mo<br>*Lloyd's*A&CP | W.Gray&<br>Co.Ld.<br>WHartlepool | TheAdmiralty<br>*CellDBuE&B68'*<br>146*tDTf*24' | 320·0<br>P46'B107'F39'<br>91*tFPT*49*tAPT*32*t* | 41·5 | 23·1<br>FK | London<br>British<br>16*BHptCem*<br>(10 *to U dk*<br>6 „ *2nd* „) | T.3Cy.26",42½"&70"-45' (*s*)<br>200lb 545NHP<br>3SB,9*cf*,HS8466 FD<br>Cen.Mar.Eng.Wrks,WHpl | 25 |
| 28336<br>122407 | **Rapids King**<br>Wireless 3*Dks* | SteelTwinSc | 1801<br>1801<br>1199 | | | | | 1907 | Canadian<br>S.B.Co.Ld.<br>Toronto,Ont. | CanadaSteamship Lines,Ld. | 239·0 | 40·0 | 25·5 | Montreal<br>British | T.8Cy.(2)15½",(2)24"&(4)30"-22"<br>168NHP<br>CanadianS.B.Co.Ld.Trnto. | |
| 28337<br>130418 | **Rapids Prince**<br>*Elec.light* 3*Dks* | SteelTwinSc | 1384<br>916<br>955 | | | | | 1910 | Toronto<br>ShipyardsLd.<br>Toronto | CanadaSteamship Lines,Ld. | 196·6 | 37·0 | 22·6 | Montreal<br>British | T.8Cy.12½",20"&(2)22"-16"<br>102RHP<br>J.InglisCo.Ld.Toronto | |
| 28338<br>101254 | **Rapids Queen**<br>(*ex*Brockville,<br>*ex*Columbian) *Elec.light* 3*Dks* | SteelTwinScSp | 1307<br>738<br>770 | | | | | 1892 | Delaware<br>RiverCo<br>Chester,Pa. | CanadaSteamship Lines,Ld. | 194·4<br>rbt01&09 | 33·3 | 8·8 | Montreal<br>British | T.6Cy.12½",19"&30"-15"<br>NB09 96RHP<br>DelawareRiverCo. | |
| 28339<br>215709<br>LJOV | **Rappahannock**<br>(*ex*Pommern)<br>*Elec.light* 2*Dks*&*Shelter dk*<br>*Ref.Mchy.* Sub.Sig. Wireless | SteelScSr | 6478<br>6174<br>4021 | | | | | 1913 | Bremer<br>Vulkan<br>Vegesack | UnitedStates ShippingBoard | 471·2 | 59·2 | 36·7 | S.Frncisco<br>Utd.States<br>*WB* | T3Cy$32\frac{3}{16}$",$52\frac{4}{5}$"&$86\frac{5}{8}$"-$55\frac{1}{16}$"<br>556NHP<br>BremerVulkan,Vegesack | |
| 28340<br>135699<br>JNQH | **Raranga**<br>*Elec.light* Wireless 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Ref.Mchy.* | SteelTwinScSr<br>*ss*Lon.No.1-21 | 7956<br>7441<br>5073 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,21 ~~4,20~~<br>✠LMC11,16<br>✠Lloyd'sRMC ~~10,20~~ | Liv<br>Lcn | *e*†<br>9,21<br>2,22 | CL<br>~~3,19~~<br>9,21 | 1916<br>12mo<br>*Lloyd's*A&CP | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | Shaw,Savill& AlbionCo.Ld. | 478·0<br>B181'F51'*onShelter dk*<br>*CellDB*415'1514*t* | 63·2 | 31·2<br>FK | S'thamptn<br>British<br>9*BHCem*<br>*APT*42*t* | Q.8Cy.23",32",45"&65"-48"<br>220lb (*s*) 967NHP<br>5SB,20*cf*,GS341,HS14475 FD<br>N.E.MarineEngCoLdNwc | 34<br>6<br>28 |
| 28341<br>115207<br>WHJN | **Rarawa**<br>1*Dk*(*Stl*-ws)&*Awng dk*(*Teak*)<br>*Elec.light* | SteelTwinScSr<br>*ss*Auk.No.2-11 | 1077<br>984<br>451 | ✠<br>*Awng dk*<br>*withfreeboard*<br>10,12 ✠ | Auk | *m* | | 1903<br>7mo | Gourlay<br>Bros.&Co.<br>Dundee | NorthernSS.CoLd. | 210·3<br>*WB*=*DTa*13' | 31·1 | 13·3<br>21·0<br>FK | AuklndNZ<br>British<br>5*BHCem*<br>22*tFPT*16*t* | T.6Cy.14",23"&37"-24"<br>198NHP<br>2SB,6*cf*,GS113,HS3029 FD<br>GourlayBros.&Co.Dundee | 21 |
| 28342<br>9561<br>JTNL | **Rashu Maru**<br>(*ex*Argun) Sub.Sig. Wireless<br>*Elec.light* 1*Dk*&*Spardk*&*deepframing* | SteelTwinScSr | 2342<br>1902<br>1299 | | | ... | | 1901 | Akt.Ges.<br>"Neptun"<br>Rostock | ImperialGovernment (Dpt.of Communications) | 275·0<br>P32'B106'F40' | 41·5 | 14·4<br>21·8<br>FK | Yokohama<br>Japanese<br>*WB* | T.6Cy.20⅞",35½"&55⅛"-35½"<br>426NHP<br>A.G."Neptun,"Rostock | 24 |
| 28343<br>NVTF | **Rask**<br>*Elec.light* Wireless 1*Dk* | SteelScSr | 1709<br>1346<br>1014 | | | | | 1918 | Akt.Burmeistr&Wain<br>Copenhagen | A/S Kjöbenhavns BunkerkulDepôt (J.Hansen& A.Erlandsen, *Mgs*) | 255·0<br>Q68'B56'F32' | 37·2 | 17·6 | Copnhagn<br>Danish<br>*WB* | Akt.Burmeistr&Wain,Cpn | |
| 28344<br>MRTG | —<br>(*ex*HjalmarSörensen)<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | SteelAuxSc4MstSr<br>*OilEng.* | 584<br>448<br>382 | | | | | 1915 | P.Ph.<br>Stuhr'sMsk&<br>SkbsAalborg | D/S A/S "Rask" (Sigv.&Joh. Rasmussen) | 175·3<br>P22'B18'F19' | 33·3 | 11·1 | Haugesnd<br>Norwegian<br>*WB* | Oil Engines<br>4Cy.16½"-$18\frac{15}{16}$" 91NHP<br>J&CGBolindersCoLd.Skm | |
| 28345<br>97615<br>LQKF | **Rasmara**<br>*Elec.light* | SteelPadSr | 892<br>671<br>372 | | | | | 1890 | A&JInglis<br>Glasgow | BritishIndiaStm. Nav.Co.Ld. | 256·3<br>P39*t* | 31·1 | 13·2 | Glasgow<br>British | T.3Cy.29",47"&70"-78"<br>433NHP<br>A.&J.Inglis,Glasgow | |
| 28346<br>120605<br>HDKT | **Rassay**<br>(*ex*Hatumet)<br>*Turret deck* Wireless 1*Dk*2*trB* | SteelScSr | 4147<br>3466<br>2584 | | | | | 1905 | W.Doxford<br>&Sons,Ld.<br>Sunderland | IslesSteamShppg. Co.Ld. (B.J.Sutherland &Co.Ld.*Mgrs.*) | 350·0<br>P28'F43' | 51·1 | 24·0 | Newcastle<br>British<br>*WB* | T.3Cy.24",41"&68"-45"<br>310NHP<br>W.Doxford&Sons,Ld.Sld. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28347 | **Rastede** SteelSc<br>(Trawler)<br>1Dk<br>Elec.light | 194<br>164<br>72 | | | | | 1907 | J.Frerichs<br>&Co.A.G.<br>Einswarden | Hochseefischerei<br>J.Wieting,Akt.<br>Ges. | 117·5<br>Q64'F21' | 22·6 | 9·1 | Brmrhavn<br>German<br>WB | T.3Cy.11$\frac{13}{32}$",17$\frac{29}{32}$"&29$\frac{59}{64}$"-<br>22$\frac{3}{64}$" 42NHP<br>J.Frerichs&Co.A.G. | | |
| 28348 | **Rat Kirchenpauer** SteelSc<br>(Trawler)<br>1Dk<br>Elec.light | 198<br>175<br>73 | | | | | 1912 | G.Seebeck<br>Akt.Ges.<br>Geestemünde | Cuxhavener<br>Hochseefischerei<br>Akt.Ges. | 120·7<br>Q61'F21' | 22·6 | 8·6 | Cuxhaven<br>German<br>WB | T.3Cy.11$\frac{2}{5}$",18$\frac{7}{16}$"&30$\frac{3}{16}$"-<br>22$\frac{1}{16}$" 42NHP<br>G.SeebeckA.G.Gstmnde | | |
| 28349<br>129379 | **Ratapiko** SteelScK<br>ssHul.No.2-20<br>1Dk | 256<br>244<br>99 | ✠100A1<br>9,20<br>BS9,20 ✠LMC5,19 | Hul | | CL<br>9,20 | 1912<br>3mo<br>Lloyd | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'sA&CP | Co-operative<br>FishingSociety,Ld<br>(C.Naylor,Mgr) | 120·3<br>BK7½"<br>WB | 22·6 | 13·6 | Scarboro'<br>British<br>3BHCem<br>=DTf5'15t | T.3Cy.12½",21"&34"-24" (s)<br>180lb 79RHP<br>1SB,3pf,GS54,HS1464<br>W.V.V.Lidgerwood,Gls. | 13 ″ 6<br>s1 ″ 4½<br>13 ″ 1 | |
| 28350<br>121234<br>HCMP | **Rathlin** SteelScSr<br>Wireless 2Dks | 1321<br>1008<br>581 ~~588~~ | | | | | 1905 | W.Beard-<br>more&Co.Ld.<br>Glasgow | ClydeShppg.Co.Ld<br>(W.Cuthbert Mgr) | 252·2<br>P&B156'F51' | 35·1 | 17·1 | Glasgow<br>British<br>WB | T.3Cy.25",40"&65"-48"<br>293NHP<br>W.Beardmore&Co.Ld.Gls. | | C<br>BT<br>till<br>3,22 |
| 28351<br>110510<br>RKVF | **Rathlin Head** SteelTwinScSr<br>ssBel.No.3-10,18<br>Elec.light Wireless<br>Sub.Sig. 2Dks(Stl)3trB&Webframes<br>Carrying oil fuel F.P.above150°F.inDB | 6736<br>6461<br>4326 | ✠100A1<br>9,21 ~~3,20~~4,22<br>~~BS4,21~~ ✠LMC10,18<br>~~BS4,23~~ | Bel | c† | CL<br>~~10,18~~<br>9,21 | 1899<br>12mo<br>Lloyd | Workman,<br>Clark &Co.Ld<br>Belfast<br>'sA&CP W | UlsterS.S.Co.Ld.<br>(G.Heyn&Ss.Mgs)<br>B=CellDBa153'u | 469·0<br>P54'B135'F55'<br>FK&BK3"<br>E&B75'f158'1270t | 53·4 | 32·3 | Belfast<br>British<br>8BHCem<br>APT180t | T.6Cy.19¼",32"&54"-45" (s)<br>200lb 200lb 520NHP<br>3SB,9rf,GS177,HS7180 FD<br>Wrkman,Clark&Co.Ld Bel | 35 ″ 5<br>s 8 ″ 3½<br>27 ″ 8 | |
| 28352<br>123136<br>HMRN | **Rathmore** SteelTwinScSr<br>Wireless<br>Elec.light Sub.Sig. 2Dks | 1569<br>1089<br>634 | | | … | | 1908 | Vickers,Ss.<br>&Maxim,Ld.<br>Barrow | L.&N.W.Rlwy.Co. | 299·5<br>P75'B126'F68'<br>FK&BK1" | 40·2 | 14·8 | Dublin<br>British<br>WB | T8Cy(2)25"(2)37"&(4)41"-<br>30" 742NHP<br>VickersSs.&MaximLd Brw | 15 ″ 9 | BT<br>till<br>7,21 |
| 28353 | **Rathven Burn** SteelSc<br>1Dk(Stl) | 51<br>51<br>3 | ✠100A1<br>For towing purposes<br>2,20 ✠LMC2,20 | Gls | | | 1920<br>2mo<br>Lloyd | PM'Gregor<br>&Sons<br>Kirkintilloch<br>'sA&CP | TheAdmiralty | 69·0<br>FK | 16·1 | 7·7 | London<br>British<br>4BHCem<br>FPT3t | C.2Cy.11"&22"-15" (s)<br>130lb 27NHP<br>1SB,2pf,GS25,HS580<br>Campb'll&CalderwoodPsy | 8 ″ 6 | |
| 28354<br>98735 | **Rattler** IronScYl<br>ssFlt.No.3-7,03<br>ssFlt.No.1-07<br>1Dk | 149<br>142<br>55 | ✠<br>StmTrawler<br>10,11 ✠ | Flt | | | 1891<br>5mo | Mackie&<br>Thomson<br>Glasgow | J.Marr&Son,Ld.<br>(J.A.Robertson,<br>Mgr.) | 100·5<br>Q19'F19'<br>ptND03 BK7½" | 20·5 | 10·7 | Fleetwood<br>British<br>3BHCem | C.2Cy.16"&32"-22"<br>45RHP<br>1SB,2pf,GS30,HS690<br>Muir&Houston,Glasgow | 11″11 | |
| 28355<br>110860<br>SDML | **Rattray** SteelScK<br>ssAbn.No.1-05<br>1Dk | 182<br>171<br>71 | ✠<br>StmTrawler<br>11,07 ✠ | Abn | | | 1900<br>12mo | Hall,Rus-<br>sell&Co.Ld<br>Aberdeen | RattrayStm.Fishg<br>Co.(A.Bannister,<br>Mgr.) | 110·2<br>BK7½" | 21·2 | 11·4 | Grimsby<br>British<br>3BHCem | T.3Cy.11½",19"&33"-22"<br>NB19 59RHP<br>1SB,2pf,GS32,HS969<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 1 | |
| 28356<br>129414<br>HWPT | **Rattray Head** SteelScSr<br>ssLth.No.2-20<br>Well deck 1Dk(Stl)<br>Mchy.Aft | 252<br>206<br>99 | ✠100A1<br>12,21~~11,20~~<br>✠LMC<br>BS~~7,20~~7,21 MS11,20 | Lth | d | CL<br>11,20 | 1912<br>8mo<br>Lloyd | Scott&<br>Sons<br>Bowling<br>'sA&CP | A.F.Henry&<br>J.MacGregor,Ld. | 128·7<br>Q44'B7'F18'<br>BK7"<br>WB= | 22·1 | 9·2 | Leith<br>British<br>3BHCem<br>DTf9'17t | C.2Cy.15"&32"-24" (s)<br>135lb 80RHP<br>1SB,2pf,GS40,HS1315<br>Gauldie,Gillespie&Co.Gls. | 10 ″ 0<br>s ″ 10<br>9 ″ 10 | |
| 28357 | **Rauha** WoodAuxScSr<br>Motor<br>1Dk<br>(See Sailing Ship Register) | 134<br>127<br>124 | | | | | 1907 | J.Kelkka,<br>Neuvattoma,<br>Wiborg | ÅngfartygsA/B<br>Transito(H.Wilén,<br>Mgr.) | 87·3 | 22·2 | 10·4 | Åbo<br>Finnish | Motor<br>4Cy.5$\frac{9}{16}$"-5" 13NHP | | V |
| 28358<br>JRQV | **Rauma** Steel&IronScSr<br>1Dk | 120<br>95<br>67 | | | | | 1889 | AkersMek.<br>Verkst<br>Christiania | MöreFylkes<br>Ruteselskap(J.A.<br>Andersen,Mgr.) | 96·9<br>B18t H7t | 16·1 | 10·0 | Molde<br>Norwegian | T.3Cy.8½",13"&21½"-15"<br>NB06 18NHP<br>AkersMek.Verks.,Xia. | | N |
| 28359 | **Raumo** SteelSc<br>(Tug)<br>(exUnterweser10) 1Dk | 153<br>139<br>10 | | | | | 1899 | Act.Ges.<br>"Weser"<br>Bremen | RederiO/Y Raumo<br>WoodLd. | 95·5<br>B5' | 22·4 | 10·7 | Raumo<br>Finnish | T.3Cy.13",20½"&33"-21$\frac{11}{16}$"<br>51NHP<br>A.G."Weser,"Bremen | | |
| 28360 | **Ravana** SteelTwinSc<br>Elec.light 2Dks | 120 | | | | | 1916 | IndiaGen.<br>Nav.&Rly.Co<br>Ld. Calcutta | IndiaGeneralNav.<br>&Rly.Co.Ld. | 105·5 | 22·5 | 6·5 | Calcutta<br>British | C.4Cy.9"&18"-11"<br>50NHP<br>J.King&Co.Calcutta | | |
| 28361<br>90925<br>HGVJ | **Ravelston** SteelScSr<br>ssNwc.No.3-10,19<br>1Dk(ptIrn&ptStl)&deep framing<br>Wireless Cargo battens not fitted | 2085<br>1935<br>1316 | ✠100A1<br>~~10,19~~ 11,21<br>✠LMC<br>MS10,19 BS~~5,20~~4,21<br>Intermediate bulkhead in fore hold dispensed with, | Nwc<br>Gmh | s | CL<br>~~10,19~~<br>11,21 | 1906<br>8mo<br>Lloyd | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'sA&CP | RavelstonS.S.Co.<br>Ld. (Gillespie&<br>Nicol,Mgrs.)<br>4BHonly | 288·0<br>P29'B76'F31'<br>FK<br>WB | 43·1 | 18·8 | Grngemth<br>British<br>Cem<br>= CellDBa | T.3Cy.21½",34"&57"-39"(s)<br>160lb 90lb 219NHP<br>2SB,6pf,GS92,HS3532<br>Cen.Mar.Eng.Wrks.WHpl<br>&uE116'f122'629tAPT71t | 21 ″ 2<br>s 3 ″ 2½<br>18 ″ 4 | |
| 28362<br>136715<br>JHBG | **Raven** SteelScSr<br>ssLon.No.1-20<br>Elec.light 1Dk(Stl)<br>Mchy.Aft &Shelter dk(ptStl-ws) | 1337<br>981<br>660 | ✠100A1<br>Shelter dk<br>withfreeboard<br>6,20 ✠LMC<br>MS12,19 BS~~6,20~~6,21 | Lon | p | CL<br>6,20 | 1914<br>10mo<br>Lloyd | AilsaS.B.<br>Co.Ld.<br>Troon<br>'sA&CP | GeneralStm.Nav.<br>Co.Ld.<br>WB=CellDB | 250·2<br>FK<br>f163'262t FPT20t | 37·2 | 14·2 | London<br>British<br>4BHCem<br>APT20t | T.3Cy.22",35"&59"-39" (s)<br>180lb 266NHP<br>2SB,6cf,GS126,HS4516<br>AilsaS.B.Co.Ld.Troon | 16 ″ 6<br>s ″ 7½<br>16 ″ 2 | |
| 28363<br>123217 | — SteelScK<br>1Dk | 172<br>161<br>65 | ✠<br>StmTrawler<br>8,07 ✠ | Hul | | | 1906<br>1mo | GooleS.B.<br>&RepgCo.Ld.<br>Goole | KelsallBros.&<br>Beeching,Ld.<br>(JohnSlater,<br>Mgr.) | 110·3<br>BK7½"<br>WB= | 21·1 | 11·2 | Hull<br>British<br>5BHCem<br>DTf23'40t | T.3Cy.12",18"&30"-21"<br>51RHP<br>1SB,2pf,GS24,HS900<br>Earle'sCo.Ld.Hull | 12 ″ 0 | |
| 28364<br>95206<br>KTRF | **Ravenna** SteelSc3MstSr<br>ssLth.No.2-21 ssLth.2ndNo.3-8,13<br>~~ssShl.No.1-17~~<br>2Dks(1Irn) | 1169<br>1073<br>713 | ✠100A1<br>8,21~~7,20~~<br>~~BS7,20~~ ✠LMC~~3,17~~<br>8,21 | Lth | o | ~~1,19~~<br>8,21 | 1888<br>8mo<br>Lloyd | Ramage&<br>Ferguson<br>Leith<br>'sA&CP | London&Edin-<br>burghShipping<br>Co.Ld. | 248·9<br>P23'B40'F28'<br>BK9"<br>WB=FPT30t | 33·2 | 17·0 | Leith<br>British<br>6BHCem<br>MT38'340t | T.3Cy.18",30"&48"-36"<br>150lb 55lb 134NHP<br>1SB,1cf,2rf,GS62,HS2032<br>Ramage&Ferguson,Leith | 18 ″ 4<br>s 2 ″ 10<br>16 ″ 5 | |
| 28365<br>1<br>RPKD | — IronScSr<br>(exPsyche) 1Dk | 402<br>291<br>229 | | | | | 1883 | Stabilmnto<br>Tecnico<br>Trieste | Soc.Anon.diSpedi-<br>zioni eNavSucces-<br>sori diSansone<br>Forli | 171·6 | 23·1 | 10·8 | Ravenna<br>Italian | C.2Cy.22"&39¾"-24"<br>NB92 65NHP<br>StabilimentoTecnico,Tri. | | I |
| 28366<br>139031<br>JLDR | **Ravenrock** SteelScSr<br>ssCff.No.3-3,20<br>(exRabenfels) 2Dks(Stl-Uteaks)<br>Elec.light &Webframes<br>Wireless | 4678<br>4412<br>2893 | ✠100A1<br>~~8,21~~ ~~8,20~~ 3,22<br>BS8,21 ✠LMC3,20 | Liv<br>Lon | y | CL<br>~~3,20~~<br>3,22 | 1903<br>12mo<br>Lloyd | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld Newcastle<br>'sA&CP | Requisitioned by<br>theAdmiralty<br>CellDBa119'uE25'<br>Tweendktanksa42' | 390·4<br>P50'B123'F53'<br>BK10"<br>f175'885t<br>390tf42'450tFPT | 51·5 | 27·5 | London<br>British<br>7BHCem<br>75tAPT50t | Q.4Cy.23",32",48"&72"-54"<br>213lb 120lb (r) 492NHP<br>3SB,9rf,GS154,HS6462 FD<br>Swan,Hunter&Wigham<br>Richardson,Ld.Nwc. | 30 ″ 3<br>s 6 ″ 0½<br>25 ″ 3 | |
| 28367 | **Ravensberg** IronScSr<br>(exRolandseck) 1Dk2trB | 742<br>661<br>539 | | | | | 1882 | J.W.Kla-<br>witter<br>Danzig | J.W.Paulin&Co. | 193·5<br>B48' F22' | 30·2 | 13·2 | Wiborg<br>Finnish<br>WB | C.2Cy.20½"&41"-21½"<br>NB88 65NHP<br>F.Schichau,Elbing | | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>ignaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane.<br>Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pa |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28368 | **Ravensberg** SteelScLr<br>1Dk | 168<br>165<br>85 | | | | | 1911 | J.L.Meyer<br>Papenburg | GrosserKurfürst Heringsfischerei A.G. | 99·1\|23·1\|10·5 | Emden<br>German | C.2Cy.9½"&18⅛"-12⅝"<br>10NHP<br>J.L.Meyer,Papenburg | |
| 28369<br>107039<br>RLSD | **Ravenscraig** SteelScSr<br>ssDun.No.3-8,11<br>Mchy.Aft ssSld.No.2-20<br>Well deck 1Dk(Irn) | 330<br>258<br>132 | ✠100A1<br>9,21 ~~7,20~~<br>✠LMC2,20<br>BS6,21 | Sld | e | ~~2,20~~<br>N9,21 | 1899<br>11mo<br>Lloyd | Dundee<br>Shipbuilders' CoLd Dundee<br>'sA&CP | ~~WearStmShipping Co.(1917)Ld. (T. Rose, Mgr.)~~<br>RoselaneLd.<br>(J.H.Soppitt,Mgr.) | 135·0\|23·1\|11·0<br>Q48'B10'F15'<br>BK6"<br>WB=FPT | Kirkcaldy<br>British<br>3BHCem<br>32tAPT2t | C.2Cy.13½"&34"-27" (s)<br>120lb ~~80lb~~ 50RHP<br>1SB,2pf,GS35,HS1089<br>Cooper&Greig,Dundee | 11 · 10<br>s · 11<br>11 · 4 |
| 28370<br>140597<br>JVMH | **Ravenspoint** SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Cargo battens not fitted in Shelter 'tween dks<br>Wireless | 1787<br>1554<br>974 | ✠100A1<br>Shelter dk withfreeboard<br>6,20<br>BS4,19 ✠LMC9,18 | Liv | r | CL | 1918<br>9mo<br>Lloyd | H.&C. Grayson,Ld.<br>Garston<br>'sA&CP | Atlantic&Eastern SS.Co.Ld. (J. Glynn&Son,Ld. Mgrs.) | 265·3\|41·2\|26·6<br>FK<br>CollisionBH to Shelter dk<br>Cell DB216'399tFPT | Liverpool<br>British<br>Cem<br>3BHto U dk<br>63tAPT18t | T.3Cy.21",34"&56"-36" (s)<br>180lb 262NHP<br>2SB,6cf,GS126,HS4840<br>Richardsons,Westgarth&Co.Ld.Mdb | 21 ·<br>s1 · 3<br>20 · 1 |
| 28371<br>122826<br>HDGR | **Ravenstone** SteelScSr<br>ssLiv.No.3-1,18<br>Wireless 1Dk(ptIrn&ptStl)2trB<br>&deep framing 3Dk rule | 3049<br>2859<br>1946 | ✠100A1<br>10,20<br>~~BS4,20~~ ✠LMC2,18<br>BS3,21 | Sws | v | CL<br>4,20 | 1905<br>9mo<br>Lloyd | BlythS.B. Co.Ld.<br>Blyth<br>'sA&CP | Chr.Salvesen&Co.<br>WB=Cell DB a 108' | 330·4\|47·2\|21·8<br>P29'B168'F30'<br>FK<br>uE&B38' f136'762t | Newcastle<br>British<br>5BHCem<br>APT44t | T.3Cy.24",40"&65"-42" (s)<br>180lb 100lb 289NHP<br>2SB,6rf,GS118,HS4345<br>Blair&Co.Ld.Stockton | 24 · 5<br>s 3 · 4<br>21 · 1 |
| 28372<br>98821 | **Ravenswood** SteelPadSk<br>Wireless | 345<br>317<br>123 | | | | | 1891 | SMcKnght &Co.<br>Ayr | P.&A.CampbellLd | 215·0\|24·1\| 8·5<br>Q12'<br>Saloon dk153' | Bristol<br>British | C.2Cy.25½"&50"-54"<br>NE&B09 153NHP<br>Barclay,Curle&Co.,Gls. | |
| 28373<br>120598<br>HDGS | **Ravensworth** SteelScSr<br>ssNwc.No.3-5,19<br>(exDunsLaw,exPortChalmers)<br>Elec.light 2Dks(Stl)&deep framing<br>Wireless &Shelter dk(Stl) | 4077<br>3832<br>~~2602~~<br>2608 | ✠100A1<br>Shelter dk withfreeboard<br>4,21<br>BS2,21 ✠LMC5,19 | Brs | y | CL<br>4,21 | 1905<br>8mo<br>Lloyd | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>'sA&CP | DalglieshStm. Shppg.Co.Ld. (R.S.Dalgliesh, Mgr.) | 380·5\|49·0\|25·7<br>FK<br>WB=Cell | Newcastle<br>British<br>6BHCem<br>DBa120' uE | T.3Cy.27",45"&74"-48" (s)<br>180lb 180lb 434NHP<br>2SB,8cf,GS137,HS5624 FD<br>N.E.MarineEng.CoLdNwc<br>28' f 168'813tAPT21t | 28 ·<br>s 3·11<br>24 · 11 |
| 28374<br>MSCT | **Ravn** SteelScSr<br>(exHerakles, ssHul.2ndNo.3-10,14<br>exSaragossa) ssSld.No.1-19 1Dk(Irn)<br>Well deck Wireless &Web frames | *1766*<br>*1312*<br>*1080* | ✠100A1<br>4,22 ~~10,20 12,21~~<br>✠LMC<br>MS7,18 BS8,~~19~~ 11,21 | Rot<br>Bly | q | ~~10,20~~<br>12,21 | 1889<br>9mo<br>Lloyd | W.Dobson &Co.<br>Newcastle<br>'sA&CP | Björnstad& Brækhus | 263·8\|37·2\|19·1<br>P24'Q64'B118'<br>F29' FK<br>Cell | Bergen<br>Norwegian<br>4BHCem<br>DB218'343t | T.3Cy.20",33"&54"-39" (s)<br>150lb ~~90lb~~ NDB00 157NHP<br>2SB,6pf,GS102,HS2084<br>Alley&MacLellan,Gls. | 18 · 6<br>s1 · 1<br>17 · 7 |
| 28375<br>MTSW | **Ravnanger** SteelScSr<br>1Dk<br>Wireless | 3371<br>3009<br>2004 | | | | | 1919 | C.v.d.Giessen&Zonen's Schpsv.<br>Krimgen a/d Ysel | H.WestfalLarsen &Co.A/S | 335·6\|48·2\|22·9<br>F21tP98tH139t | Bergen<br>Norwegian | T.3Cy.23",37½"&63"-42"<br>257NHP<br>RotterdamscheDroogdok MaatschappijRotterdam | |
| 28376<br>MSDF | **Ravnedal** SteelScSr<br>1Dk | 951<br>654<br>565 | | | | | 1918 | LarvikSlip &Verk.<br>Larvik | IngvaldBjörnebos RederiAkties. (I.Björnebo,Mgr.) | 197·9\|32·2\|12·5<br>Q53'B57'H96tF28' | Xiansand<br>Norwegian<br>WB | T.3Cy.14",23½"&38"-27"<br>75NHP<br>BergensMekVærksBergen | |
| 28377 | **Ravnefjell** SteelSc<br>Elec.light Wireless 1Dk | 2360<br>2150<br>1520 | | | | | 1921 | ForthS.B. Co.Ld<br>Newcastle | Olsen&Ugelstad | 295·0\|43·7\|22·5<br>P27'B90'F31' | Chrstiania<br>Norwegian<br>WB | T.3Cy.20½",33"&54"-39"<br>182NHP<br>G.T.Gray&Co.Ld.S.Shl. | |
| 28378<br>124393<br>HMJW | **Ravonia** SteelSc3MstSr<br>~~ssNwc.No.2-16~~<br>Well deck ssLon.No 3-5,21 1Dk(Stl)<br>Mchy.Aft | 703<br>511<br>278 | ✠100A1<br>5,21 ~~1,20~~<br>BS1,20 ✠LMC~~7,16~~<br>5,21 | Nwc<br>Lon | j | CL<br>~~8,19~~<br>5,21 | 1908<br>3mo<br>Lloyd | R.Williamson&Son<br>Workington<br>'sA&CP | Wandsworth, Wimbledon& EpsomDistrict GasCo. | 182·7\|27·9\|12·3<br>Q101'B11'F22'<br>FK<br>WB=DBf101' | London<br>British<br>3BHCem<br>138tFPT53t | T.3Cy.14",25½"&41"-30" (s)<br>160lb 80lb 85RHP<br>1SB,3pf,GS58,HS2048<br>Ross&Duncan,Glasgow | 14 · 7<br>s · 10<br>14 · 4 |
| 28379<br>122955<br>HGNS | **Rawcliffe** SteelScSr<br>ssGoo.No.3-11,19<br>Elec.light 1Dk(Irn)deep framing | 866<br>727<br>518 | ✠100A1<br>1,21<br>✠LMC11,19<br>BS1,21 | Goo | m | 11,19 | 1906<br>6mo<br>Lloyd | J.Crown& Sons,Ld.<br>Sunderland<br>'sA&CP | ~~Lancs&YorksRly. Co.~~ L.&N.W.Rlwy. Co.<br>WB=CellDBa48' | 215·0\|32·6\|12·8<br>P21'B50'F24'<br>FK<br>uE19'f94'249tFPT | Goole<br>British<br>4BHCem<br>22tAPT49t | T.3Cy.17",28½"&46"-33" (s)<br>180lb 80lb 99RHP<br>1SB,3cf,GS59,HS2131<br>MacColl&Pollock,Ld.Sld. | 15 · 3<br>s1 · 9<br>13 · 1 |
| 28380<br>144616 | **Rawlinson** SteelSc<br>(exBoschpolder) 1Dk | 610<br>406<br>338 | | | | | 1919 | N.V.Werf Vooruit<br>Enkhuizen | E.T.Lindley | 167·4\|26·6\|11·0<br>Q58'B41'F24' | London<br>British<br>WB | T.3Cy.13⅜",21¾"&35⅝"-24⅞"<br>DeMan& 61NHP<br>TeVeldhuys,Dordrecht | |
| 28381 | **Rawson** SteelTwinSc<br>(exBuenosAires,exCosmos) OilEng.<br>Elec.light | *1003*<br>564<br>734 | | | | | 1879<br>10mo | A&J Inglis<br>Glasgow | The Argentine Nav.Co.(Nicolás Mihanovich)Ld. | 249·6\|29·1\|11·2<br>P173tF36t | Concordia<br>Argentine | Oil Engine 2S.C.<br>4Cy. NE *fitted* 19<br>J.&C.G.BolindersM.V. A/B.Stockholm | |
| 28382 | **Ray** WoodSc<br>1Dk<br>9&12yrs.Mat. | 86<br>85<br>40 | ✠10A1<br>For fishing purposes<br>10,18<br>✠LMC10,18 | Banff | | | 1917<br>12mo<br>Lloyd | W.&G. Stephen<br>Banff<br>'sA&CP | TheAdmiralty | 88·0\|19·6\| 8·9 | British | T.3Cy.9",14"&23½"-18" (s)<br>180lb 37NHP<br>1SB,2pf,GS28 HS730<br>RoseSt.Foundry&Eng.Co. Ld.Inverness. | 9 · 9 |
| 28383<br>102131<br>NHSC | **Rayford** SteelSc3MstSr<br>ssArd.2ndNo.3-5,17<br>(exBlancheRock) 1Dk(Irn)<br>Well deck Mchy.Aft ssLth.No.1-22 | 471<br>343<br>186 | ✠100A1<br>4,22 ~~10,20~~<br>✠NB10,15 ✠LMC 4,22<br>~~BS6,20~~ | Lth | g | CL<br>~~10,20~~<br>4,22 | 1894<br>2mo | AilsaShipbuildingCo.<br>Troon<br>A&CP | M.Taylor<br>WB | 162·0\|25·6\|11·5<br>Q89'B10'F24'<br>BK7"<br>=DBf10'20tFPT | Methil<br>British<br>3BHCem<br>48t | C.2Cy.17"&42"-30" (s)<br>115lb 73RHP<br>1SB,3pf,GS51,HS1492<br>Muir&Houston,Glasgow | 12 · 7<br>s · 6<br>12 · 1 |
| 28384<br>145586 | **Raylight** SteelSc<br>1Dk(Steel)<br>Elec.light Well deck<br>Mchy.Aft | ~~717~~ 719<br>~~585~~ 485<br>~~302~~ 288 | ✠100A1<br>3,22 ~~2,21~~<br>~~(ClassContemplated)~~<br>✠LMC7,21 | Cowes | j | CL | 1921<br>6mo | J.S.White &Co.Ld.<br>Cowes<br>Lloyd'sA&CP | “Light” Shipping Co.Ld.(Ross& Marshall,Ld.Mgrs.)<br>Cell WB f101' | 181·0\|29·4\|11·4<br>Q103'B11'F34'<br>FK<br>157tFPT58tAPT43t | Greenock<br>British<br>3BHCem | T.3Cy.15",25½"&41"-30"(s)<br>180lb 98RHP<br>2SB,4cf,GS66,HS2324<br>J.S.White&Co.Ld.Cowes | 13 · 5 |
| 28385<br>203448<br>KVPF | **Raymond** WoodScSr<br>1Dk | 595<br>—<br>350 | | | | | 1906 | EH.Heickendorff<br>Prosper,Or. | Sudden& Christenson,Inc. | 182·4\|38·0\|13·0 | S.Frncisco<br>Utd.States | | |
| 28386<br>MBHC | — SteelSc<br>(Trawler)<br>Elec.light (exJacqueline) 1Dk | 221<br>197<br>76 | | | | | 1910 | Soc.Anon. Jhn.Cockerill<br>Hoboken | Pêcheries à Vap., Soc.Anon.(John Bauwens,Mgr.) | 115·8\|21·6\|12·7 | Ostend<br>Belgian<br>WB | T.3Cy.12",20"&32"-23"<br>49NHP<br>Earle'sCo.Ld.Hull | |
| 28387<br>ORPT | **Raymond Poincaré** SteelSc<br>(exWarKarma) 1Dk(Stl)<br>Elec.light | *2271*<br>*1739*<br>*1321* | ✠100A1<br>1,21<br>✠LMC11,18 | Dnk | r | CL<br>11,19 | 1918<br>11mo | Pt.Arthur S.B.Co.Ld.<br>PtArthurOnt<br>A&CP | Soc.Anon.deNav. “LesArmateurs Français” | 251·0\|43·8\|20·7<br>P25'B64'F28'<br>FK<br>CellDB226' 526t FPT | Rouen<br>French<br>4BHCem<br>80tAPT78t | T.3Cy.20½",34"&56"-40" (s)<br>190lb 265NHP<br>2SB,6cf,GS135,HS4670<br>PortArthurS.B.Co.Ld. | 23 ·<br>s3 · 0<br>20 · 1 |

| 1 | 2 / 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c | Regist'd Tonnage.<br>Gross.<br>—<br>Under deck.<br>—<br>Net. | Particulars of Classification.<br>Character.<br>—<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built.<br>When.<br>—<br>Ship.<br>—<br>Engines | By Whom.<br>—<br>Where. | Owners. | Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
| 28388<br>138959 | **Raymont** SteelScK<br>ssGms No.1-21<br>1*Dk* | 226<br>219<br>109 | ✠100A1<br>*StmTrawler*<br>10,21 ~~5,20~~ ✠LMC~~7,16~~<br>10,21 | Hul<br>Gms | | CL<br>~~5,20~~<br>10,21 | 1916<br>7mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>*'sA&CP* | H.Smethurst,Ld.<br>(J.W.Smethurst,<br>*Mgr.*) | 117·0<br>Q61'F16' | 22·0 | 12·7<br>BK7½" | Grimsby<br>British<br>*4BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>200lb 74RHP<br>1SB,*3pf*,GS31,HS1268<br>Amos&Smith,Ld.Hull | 13 ″ 7 | |
| 28389<br>210519<br>LONT | **Rayo** SteelScSr<br>*Elec.light* Sub.Sig. *Fitted for oil fuel*<br>*Mchy.Aft* Wireless *2Dks&Web frames*<br>*Carrying Petroleum in bulk* | 3664<br>3168<br>2223 | | | ... | | 1912 | NewYork<br>S.B.Co.<br>Camden,NJ. | StandardOilCo.of<br>NewYork | 321·7<br>P116'B30'F43' | 46·2 | 27·5<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&58"-42"<br>318NHP<br>NewYorkSBCo.CamdnNJ | 27 ″ 0 | |
| 28390<br>134737<br>HWLD | **Rayon d'or** SteelScK<br>~~ssHfx.No.1-17~~<br>*Elec.light* 1*Dk*<br>ssBos.No.2-20 | 342<br>319<br>191 | ✠100A1<br>*StmTrawler*<br>9,21 ~~5,20~~ 9,21<br>BS4,20 ✠LMC~~6,17~~ | Hfx | | CL<br>11,20 | 1912<br>8mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>*'sA&CP* | GoldenRayFshg.<br>Co.Ld. | 140·0<br>Q81' | 24·1 | 13·0<br>BK7½"<br>*WB*= | HalifaxN.S<br>British<br>*4BHCem*<br>*DTf*8'25*t* | T.3Cy.13",22½"&37"-24" (*s*)<br>200lb 68RHP<br>1SB,*3pf*,GS40,HS1557<br>Amos&Smith,Ld.Hull | 13 ″ 10 | |
| 28391<br>132700 | **Rayvernol** SteelScK<br>1*Dk* | 221<br>195<br>85 | ✠<br>*StmTrawler*<br>4,12 ✠ | Mdb | | | 1912<br>4mo | Smith's<br>DockCo.Ld.<br>Middlesbro' | TheAdmiralty | 120·0<br>Q69'F19' | 22·0 | 11·7<br>BK7½" | Milford<br>British<br>*3BHCem* | T.3Cy.12½",20"&34"-24"<br>70RHP<br>1SB,*3pf*,GS41,HS1501<br>MacColl&Pollock,Ld.Sld. | 12 ″ 6 | |
| 28392<br>341<br>RPKM | **Re d'Italia** SteelTwinScSr<br>Wireless<br>*Elec.light Ref.Mchy.* 2*Dks&Shelter dk* | 6237<br>4110<br>3982 | | | ... | | 1907 | SirJ.Laing<br>&Sons,Ld.<br>Sunderland | "Lloyd Sabaudo,"<br>Soc.Anon.per<br>Azioni | 430·0 | 52·7 | 25·0<br>FK | Genoa<br>Italian<br>*WB* | T.6Cy.24",39"&64"-45"<br>869NHP<br>G.Clark,Ld.Sunderland | 27 ″ 10 | CI |
| 28393<br>392<br>RPLC | **Re Vittorio** SteelTwinSc<br>Wireless<br>*Elec.light* 3*Dks&ShelterDk* | 7977<br>—<br>4363 | | | | | 1907 | N.Odero&<br>Co.<br>Genoa | Nav.Gen.Italiana | 476·7 | 53·3 | 30·3 | Genoa<br>Italian<br>*WB* | Q.8Cy.23⅗",33⅞",49⅗"&72⅘"-51⅕"<br>759NHP<br>N.Odero&Co.Genoa | | I |
| 28394<br>136968<br>JHNR | **Reading** SteelScSr<br>ssCff.No.1-19<br>Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 3801<br>3627<br>2396 | ✠100A1<br>*Shelter dk withfreeboard*<br>11,21 3,21 ✠LMC<br>BS~~7,19~~4,21 MS12,19<br>*Carrying oil fuel F.P. above* 150° F. *in DB* | Cff | *x* | CL<br>N8,20 | 1914<br>11mo<br>*Lloyd* | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>*'sA&CP* | Orders& Handford<br>S.S.Co.Ld<br>(J.Cory&Sons,Ld.<br>*Mgrs.*) *DBa*125'*u* | 374·9<br>*WB=Cell*<br>*E&B*43' *f*162'1130*t* | 51·3 | 23·7<br>FK | Cardiff<br>British<br>*6BHCem*<br>*APT*145*t* | T.3Cy.25",41"&69"-48" (*s*)<br>180lb 367NHP<br>3SB,*9cf*,GS156,HS5796<br>N.E.MarineEngCoLd.Nwc | 26 ″ 1<br>s2 ″ 10½<br>23 ″ 8 | |
| 28395<br>108183<br>PNWG | **Ready** Steel&IronScK<br>1*DkFrames&BeamsIron*<br>*Mchy.Aft Elec.light* | 268<br>201<br>137 | | | ... | | 1896 | R.Craggs&<br>Sons<br>Middlesbro' | AustralianSteamships,Proprietary,<br>Ld. (*Man.Agents*,<br>HowardSmithLd.) | 119·6<br>Q37'F14' | 25·1 | 8·2<br>BK6" | Sydney,<br>N.S.W.<br>British<br>*WB* | C.2Cy.14"&30"-22"<br>65RHP<br>J.Stewart&Sons(Lim.)Lon | 8 ″ 9 | |
| 28396<br>89501<br>KBHF | **—** IronTwinScSr<br>*Mchy.Aft* 1*Dk* | 119<br>119<br>61 | ✠<br>9,85 ✠ | Cff | *a* | | 1883<br>9mo | T.B.Seath<br>&Co.<br>Glasgow | Corporation of the<br>TrinityHouse | 100·0 | 18·1 | 9·9 | London<br>British<br>*4BHCem* | C.4Cy.12"&24"-18"<br>50RHP<br>A.Campbell&Son,Glasgow | 10 ″ 6 | |
| 28397<br>THGM | **Reäel** IronScSr<br>*Elec.light* Wireless 2*Dks&Shade dk* | 1333<br>1294<br>825 | | | | | 1890 | Kon.Maats<br>"deSchelde"<br>Flushing | Koninkl.Paketv.<br>Maats. | 258·5 | 34·4 | 16·8 | Batavia<br>Dutch | T.3Cy.20",31"&51"-42"<br>169NHP<br>Kon.Maats.deSchldeFlsng | | V |
| 28398<br>144759<br>KLDQ | **Reagarth** SteelSc<br>1*Dk* (*Stl*) | 137<br>133 | ✠100A1<br>*For towing purposes*<br>11,21 ✠LMC11,21<br>~~(*ClassContemplated*)~~ | Fal | | | 1921<br>9mo<br>*Lloyd* | Cox&Co.<br>(Engineers)<br>Ld.Falmouth<br>*'sA&CP* | R.&J.H.Rea,Ld. | 85·2<br>*FPT*6*t APT*15*t* | 21·5 | 10·5<br>BK6¼" | Bristol<br>British<br>*4BHCem* | T.3Cy.14½",22"&36"-24"(*s*)<br>180lb 91RHP<br>Cox&Co.(Engrs.)Ld.Fal.<br>1SB,*3cf*,GS54,HS1709 | 11 ″ 0<br>s1 ″ 0<br>10 ″ 8 | |
| 28399<br>136588 | **Realize** WoodScDy<br>(*Fishing*)<br>1*Dk* | 108<br>107<br>50 | | | | | 1914 | J.Chambrs<br>Ld.<br>Lowestoft | R.Wylie | 86·3 | 20·3 | 10·9 | Lowestoft<br>British | T.3Cy.9¾",15"&22"-16"<br>Elliott& 25RHP<br>Garrood,Ld.Beccles | | |
| 28400<br>220864<br>MCBN | **Reaper** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft Longitudinal framing*<br>Sub.Sig. Wireless | 6774<br>6117<br>5160 | ✠100A1<br>~~8,21~~ ~~2,21~~ ~~11,21~~<br>4,22 ✠LMC11,20<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 11,20 *F.P. above* 150° F. | Mob<br>NYk | *a*† | CL<br>4,22 | 1920<br>11mo | TexasS.S.<br>Co<br>Bath,Me.<br>A&CP | TexasS.S.Co.Inc.<br>*CellDBu* | 416·8<br>P107'B35'F33'<br>*E&B*209*t FPT*229*t* | 56·1 | 32·7<br>FK | NewYork<br>Utd.States<br>16*BHptCem*<br>*APT*130*t* | T.3Cy.26½",44"&74"-51" (*s*)<br>190lb 549NHP<br>3SB,*9cf*,HS7979 FD<br>H.G.TroutCo.Buffalo,NH. | 32 ″ 10<br>s7 ″ 7<br>25 ″ 7 | |
| 28401<br>92218<br>PFNS | **Rebecca** SteelSc3MstSr<br>*Well deck Mchy.Aft* 1*Dk* | 317<br>213<br>115 | | | ... | | 1895 | J Fullerton<br>&Co.<br>Paisley | Cullen,Allen&Co.<br>Ld.(Wilson&Reid,<br>*Mgrs.*) | 140·3<br>Q72'B14'F25' | 23·1 | 10·0<br>BK6" | Belfast<br>British<br>*WB* | C.2Cy.18"&36"-24"<br>54RHP<br>Ross&Duncan,Glasgow | 10 ″ 8 | |
| 28402 | **—** SteelAuxSc3MstSr<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 203<br>180<br>127 | | | | | 1920 | D.W.KremerSohn<br>Elmshorn | D.W.KremerSohn | 112·5<br>Q33' | 23·3 | 9·1 | Elmshorn<br>German | Motor 2S.C.<br>4Cy.8½"-12⅗" 19NHP<br>Benz&CieA.G.Mannheim | | |
| 28403<br>JRDP | **Rebecka** WoodAuxSc3MstSr<br>*OilEng.*<br>(*ex*SailingVessel) 1*Dk*<br>(*See Sailing Ship Register*) | 117<br>109<br>98 | | | | | 1908 | E.Waldemar<br>Saltvik | J.G.Andersson | 8·86 | 23·2 | 8·9 | St.Anna<br>Swedish | OilEngines2Cy.10¼"-11$\frac{13}{16}$"<br>E*made*18*fitted*- 13NHP<br>A/B.J.V.Svenson,Motorf.<br>Skm. | | V |
| 28404<br>PRBD | **Rebekka** SteelAuxSc3MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 321<br>287<br>229 | | | | | 1918 | L.Mulder<br>Groningen | N.Haas&Co. | 133·4 | 25·6 | 11·5 | Rottrdam<br>Dutch<br>*WB* | Oil Engine<br>2Cy.15⅓"-16¾" 37NHP<br>Steijaard&J.Walen,Rot. | | V |
| 28405<br>ORQF | **Rebia** SteelScSr<br>(*ex*Wyoming)<br>*Welldeck* Wireless 1*Dk* | 598<br>469<br>530 | | | ... | | 1907 | R.Thompson&Sons,Ld.<br>Sunderland | Cie.deNavigation<br>Paquet | 176·0<br>Q85'B17'F23' | 29·8 | 10·6 | Marseilles<br>French<br>*WB* | T.3Cy.15½",25"&41"-27"<br>Richardsons, 87NHP<br>Westgarth&Co.Ld.Mdb. | 13 ″ 0 | V |
| 28406<br>140817 | **Reboundo** SteelScK<br>*Elec.light* 1*Dk* | 278<br>242<br>122 | ✠100A1<br>*StmTrawler*<br>12,20 ✠LMC12,20 | Beverley | | CL | 1920<br>10mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld Beverley<br>*'sA&CP* | TheExor.ofSirG.F.<br>Sleight,Bart. | 125·0<br>Q71' | 22·8 | 12·2<br>BK7½" | Grimsby<br>British<br>*4BHCem* | T.3Cy.13",23"&37"-24" (*s*)<br>205lb 91RHP<br>1SB,*3pf*,GS47,HS1550<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 1 | |
| 28407<br>5168<br>JGPH | **Rebun Maru** SteelScSr<br>2*Dks* | 348<br>—<br>198 | | | | | 1904 | OsakaIron<br>Works<br>Osaka | Y.Fujiyama | 134·0<br>B26' | 20·0 | 15·3 | Otaru<br>Japanese<br>*WB* | T.3Cy.11",18"&29½"-22"<br>41NHP<br>OsakaIronWorks | | |
| 28408 | **Recca** SteelSc<br>*For full particulars See No. 39089 in Supplement*<br>*Elec.light* | 5400 | 100A1<br>*Shelter dk withfreeboard*<br>(*ClassContemplated*) | | | | 1921 | Stabilmnto<br>Tecnico<br>Trieste | Nav.Libera<br>Triestina,Soc.in<br>Azioni (E.Pollich,<br>*Mgr.*) | 390·0 | 53·7 | 22·0 | Trieste<br>Italian | T.3Cy.27",42"&68"-48"<br>StabilimentoTecnico,Tri. | | |

| 1 Numéro l'Ordre. — Numéro Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| For full particulars See No. 39140 in Supplement<br>28409<br><br>RPKH | **Recco** SteelSc<br>*Carrying Petroleum in bulk*<br>*Elec.light* *Mchy.Aft* 1*Dk* | 6192<br>4964<br>3827 | 100A<br><br>(*Class Contemplated*) | | | | 1921 | Soc.Esercizio Baccini<br>RivaTrigoso | Soc.Esercizio Baccini | 376·5\|51·9\|30·2<br>P237'F36' | Genoa<br>Italian<br>*WB* | T.3Cy.26",42$\frac{11}{16}$"&67$\frac{1}{16}$"–48"<br>318NHP<br>Soc.EsercizioBaccini |
| 28410 | **Réchid Pacha** SteelTwinScSr<br>ssBrs.No.2–09<br>(*ex*PortAntonio) 2*Dks*(*U Stl*–ptws)&<br>*Elec.light* *Awng dk*(*Stl*–ws) | *4458*<br>*3872*<br>*2482* | ✠<br>*Awng dk withfreeboard*<br>3,11 ✠ | Brs | *w* | | 1901<br>7mo | SirRaylton Dixon&CoLd<br>Middlesbro' | Administr.deNav. àVap.Ottomane<br>*WB = CellDB* | 370·0\|46·5\|22·0<br>F45' 30·0<br>BK10"<br>*a88' uE&B72'f142'* | Constanpl<br>Turkish<br>6*BHCem*<br>641*tFPT*69*t* | T.6Cy.24",38"&64"–45"<br>799NHP<br>4SB,*12cf*,GS274,HS12084 FD<br>Richardsons,Westgarth&Co.Ld.Mdb.<br>*APT*26*t* |
| 28411<br>91232<br>KBGD | **Reclaimer** IronScSr<br>(*ex*YachtArgo)<br>*Elec.light* 2*Dks*&*Break dk* | 296<br>252<br>132 | | | ... | | 1885 | Scott&Co.<br>Greenock | Lindsay,Swan, Hunter,Ld. | 141·0\|23·4\|12·7 | Sundrland<br>British | C.2Cy.16"&32"–28"<br>NB09 44RHP<br>Scott&Co.Greenock |
| 28412<br>138936 | **Recono** SteelScK<br>ssGms.No.1–21<br>*Elec.light* 1*Dk* | 248<br>228<br>108 | ✠100A1<br>*Stm Trawler*<br>5,21 ~~12,19~~ ✠LMC~~5,16~~ 5,21 | Pts<br>Gms | | CL<br>12,19 | 1916<br>2mo<br>*Lloyd*'*sA&CP* | Cook,Wel-t'n&Gemmell Ld. Beverley | TheExor.ofSir G.F.Sleight,Bart. | 120·5\|22·0\|12·2<br>Q67'<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",22"&35"–24" (*s*)<br>195lb 80RHP<br>1SB,*3pf*,GS43,HS1402<br>C.D.Holmes&Co.Ld.Hull |
| 28413<br>105904<br>PSDR | **Record Reign** WoodAuxTwinScK<br>*Roof* GIB *OilEng*<br>(*ex*SailingBarge) HTNwc.03 1*Dk*<br>(*See Sailing Ship Register*) | 200<br>179<br>139 | ✠<br>5,03 | Nwc | 11 | | 1897<br>3mo<br>9&12yrs.Mat. | JTHoward<br>Maldon | ~~J.Sadler~~<br>(~~H.W.Sadd,Mgr.~~)<br>~~(J.G.Sadd,Mgr.)~~<br>J.Sadd&Sons Ld.<br>(J.G.Sadd,*Mgr*) | 112·2\|24·1\| 9·5 | Maldon<br>British | Oil Engines 2S.C.SA<br>2Cy.13"–13⅝" 23NHP<br>*made&fitted*16<br>J&CGBolindersCoLdSkm |
| 28414<br>91879<br>KOWB | **Recorder** SteelScSr<br>*Cable Vessel* ssH.Kg.3rdNo.3–4,12<br>ssSng.No.2–19<br>*Elec.light* 2*Dks*(1*ptStl*)&*Awngdk*<br>Wireless | 1201<br>771<br>677 | ✠100A1<br>*Awng dk withfreeboard*<br>~~[illegible]~~ 9,20 2,22<br>✠NB4,12 ✠LMC<br>MS12,19 ~~BS9,20~~ MBS10,21 ~~BS3,21~~ | Sng | *o* | CL<br>12,19 | 1885<br>9mo<br>A&CP | R.Napier& Sons<br>Glasgow | Eastern Extension, Australasia& ChinaTel.Co.Ld.<br>*WB=* | 236·8\|32·0\|16·5<br>23·7<br>BK7½"<br>*DBf*42'&*uE*21'166*t* | London<br>British<br>4*BHCem*<br>*DTa*40'121*t* | C.2Cy.32"&64"–42" (*s*)<br>100lb *100lb 75lb* 185NHP<br>2SB,*6cf*,GS78,HS2300<br>R.Napier&Sons,Glasgow |
| 28415<br>127855 | **Recordo** SteelSrK<br>ssPly.No.2–20<br>1*Dk* | 230<br>211<br>105 | ✠100A1<br>*Stm Trawler*<br>5,21 ~~3,20~~ ✠LMC5,20<br>BS8,21 | Ply<br>Gms | | CL<br>3,20 | 1910<br>4mo<br>*Lloyd*'*sA&CP* | Cook,Wel-t'n&Gemmell Ld. Beverley | TheExor.ofSirG.F. Sleight,Bart. | 117·3\|22·0\|11·7<br>Q59'<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¼",22"&35"–24" (*s*)<br>180lb 63RHP<br>1SB,*2pf*,GS33,HS960<br>C.D.Holmes&Co.Ld.Hull |
| 28416<br>82281<br>KRFN | **Recovery** IronTwinScSk<br>ssGms.3rdNo.3–3,21<br>(*ex*Conqueror)<br>*Elec.light* | 208<br>183<br>76 | A1<br>*For towing purposes*<br>3,21<br>B&MS5,21 | Gms | | 3,21 | 1879<br>12mo<br>*Lloyd*'*sA&CP* | Napier, Shanks&Bell<br>Glasgow | Charlton&Co.Ld. (R.H.Charlton, *Mgr.*) | 126·6\|20·9\|11·0<br>ptND07<br>*WB* | Grimsby<br>British<br>4*BHCem*<br>=*FPT*7*t* | C.2Cy.21⅜"&40¼"–26"<br>66lb 98RHP<br>1SB,*3pf*,GS45,HS1388<br>Rankin&Blackmore,Grk. |
| 28417<br><br>MJQD | **Recto** SteelScSr<br>1*Dk* | 1114<br>983<br>670 | | | | | 1913 | Bergens Mek.Værks<br>Bergen | D/S A/S Recto (B.Stolt-Nielsen) | 226·3\|36·5\|15·8<br>P21*t*H51*t*F29*t* | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.17",26½"&46"–30"<br>115NHP<br>BergensMekVærksBergen |
| 28418<br>140264 | **Rector** SteelSc<br>(*Tug*)<br>1*Dk* | 106<br>106<br>1 | | | | | 1916 | Rennie ForresttS.B. E&DD.Co.Ld<br>Wivenhoe | CoryColliers,Ld. | 73·3\|20·0\|10·2 | London<br>British | T.3Cy.14",25"&35"–24"<br>80RHP<br>Plenty&Sons,Ld.Newbury |
| 28419<br>216815<br>LMQP | **Red Cloud** CompScSr<br>Now named "Cortellazzo," See No. 36388 in Supplement<br>*Elec.light* Wireless 1*Dk* | 2474<br><br>1457 | | | | | 1918 | Merrill StevensS.B. Corp.<br>JcksnvlleFla | RedCloudS.S.Co. (Inc.) | 270·0\|46·0\|22·4<br>P22'B69'F34' | NewYork<br>Utd.States<br>*WB* | T.3Cy.19",33"&55"–36'<br>181NHP<br>HardieTyneMfg.Co. Birmingham,Ala. |
| 28420<br>114845 | **Red Cross** SteelPadSp<br>1*Dk* | 162<br>153<br>101 | | | | | 1901 | Mordey, Carney,Ld.<br>Southampton | Managers of the Metropolitan AsylumDistrict | 136·0\|18·6\| 8·4<br>*Break*7*t* | London<br>British | C.2Cy.24"&40"–36"<br>72RHP<br>Mordey,Carney,Ld.Sou. |
| 28421<br>133560 | **Red Hand** SteelScSr<br>ssNwc.No.1–19 *OilEng.*<br>*Mchy.Aft* 1*Dk*(*Stl*) | 123<br>84<br>45 | ✠100A1<br>2,19<br>✠NE3,16 ✠LMC12,19 | Nwc | | CL<br>2,19 | 1914<br>6mo<br>*Lloyd*'*sA&CP* | A.Jeffrey &Co.<br>Alloa | J.Summers&Sons. Ld. (C.B.Gardner, *Mgr.*) | 75·8\|18·0\| 8·2<br>Q24'F15'<br>FK<br>*WB=FPT* | Chester<br>British<br>3*BHCem*<br>15*tAPT*6*t* | Oil Engines 2S.C.SA<br>4Cy 11"–15" 40NHP<br>W.Beardmore&Co.Ld.Gls. |
| 28422<br>220501<br>MBH K | **Red Hook** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Wireless *Longitudinal framing* | 4752<br>4274<br>2989 | ✠100A1<br>2 18,20 ✠LMC8,20<br>*Fitted for oil fuel* 8,20 | Tac<br>NYk | *y* | CL<br>*F.P. above* 1 | 1920<br>8mo<br>CP | ToddD.D. &Const.Corp.<br>Tacoma,<br>50° F. Wash. | ErieBasinTowing &HoistingCo.Inc.<br>~~ToddD.D.&Const.Corporation~~<br>*CellDB*328' 1069*t* | 380·3\|53·1\|27·0<br>P38'B102'F42'<br>FK<br>*MT*24'666*tFPT*91*t* | New York ~~Tacoma~~<br>Utd.States<br>6*BH ptCem*<br>*APT*318*t* | T.3Cy.24",40"&70"–48" (*s*)<br>190lb 472NHP<br>3SB,*9cf*,GS169,HS6831 FD<br>ToddD.D.&Const.Corp. |
| 28423<br>219442<br>LVFT | **Red Mountain** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Sub.Sig.<br>Wireless | 5892<br>4942<br>3697 | ~~✠100A1 10,20~~<br>*Fitted for oil fuel* 1,20 | ~~Gal~~ | .. | CL<br>*F.P. above* 1 | 1920<br>1mo<br>*Lloyd*'*s*CP | Pensacola S.B.Co.<br>PensacolaFla<br>50° F. | UnitedStates ShippingBoard<br>*CellDB*338' 1305*t* | 400·7\|54·2\|30·2<br>P36'B124'F44'<br>FK<br>*MT*27' 830*t FPT*104*t* | Pensacola<br>Utd.States<br>7*BHptCem*<br>*APT*136*t* | 2 Steam Turbines geared to<br>1Sc Shaft 225lb (*r*)667N<br>HS8745<br>3 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.E.Pittsburg,Pa |
| 28424<br>128311<br>HMVC | **Red Nab** SteelSc<br>1*Dk* | 537<br>490<br>322 | | | | | 1908 | W.Simons &Co.Ld.<br>Renfrew | MidlandRlwy.Co. | 146·2\|33·1\|12·3 | Lancaster<br>British<br>*WB* | C.2Cy.17"&34"–24"<br>*Emade*07, *fitted*08 48RHP<br>W.Simons&Co.Ld. Renfrw |
| 28425<br>132188 | **Red Sky** WoodSc<br>*Elec.light* 1*Dk*<br>9&12yrs.mat | 94<br>93<br>41 | ✠ 11A1<br>*For fishing purposes*<br>7,20 ✠LMC7,20 | Pts | | CL<br>7,20 | 1918<br>8mo<br>*Lloyd*'*sA&CP* | W.&G. Stephen<br>Banff | A.Garden | 87·4\|19·8\| 9·7 | London<br>British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 42NHP<br>1SB,*2pf*,GS30,HS814<br>W.Beardmore&Co.Ld. Coatbridge |
| 28426 | **Redang** SteelScSr<br>~~ssBgk.No.3–1,18~~<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>ssBgk.No.3–1,22 | 500<br>398<br>298 | ✠100A1<br>~~7,21 12,20~~ 2,22<br>~~BS10,20~~ ✠LMC~~1,18~~ 1,22<br>*Fitted for oil fuel* 9,01 | Bgk<br>Sng | *h* | CL<br>~~12,19~~<br>~~1,22~~<br>2,22<br>*F.P. above* 1 | 1901<br>9mo<br>A&CP | Kjöbnhvns Flydk.&Skbs<br>Copenhagen<br>50°F. | SiamS.N.Co.Ld. | 165·0\|27·9\|11·9<br>P59'F23'<br>FK<br>*WB=FPT*20*t* | Bangkok<br>Siamese<br>3*BHCem*<br>*APT*40*t* | T3Cy.13",20½"&33½"–21"(*s*)<br>150lb *100lb* 61NHP<br>1SB,*2cf*,GS36,HS1030<br>KjbnhavnsFlydk.&Skbsv. |
| 28427<br>144238<br>KHQT | **Redbreast** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | 772<br>599<br>351 | ✠100A1<br>~~12,21~~ ~~2,21~~ 2,22<br>✠LMC2,21 | Gls<br>Liv | *k* | CL<br>2,22 | 1921<br>2mo<br>*Lloyd*'*sA&CP* | Harland& Wolff,Ld.<br>Glasgow | G.&J.Burns,Ld.<br>*CellDBuE*21' | 200·2\|31·1\|11·9<br>P74'F22'<br>1 FK<br>*f*120' 193*t FPT*28*t* | Glasgow<br>British<br>3*BHCem*<br>*APT*4*t* | T.3Cy.16",26"&42"–30" (*s*)<br>180lb 123NHP<br>2SB,*4cf*,GS71,HS2145<br>A.&J.Inglis,Ld.Glasgow |

| 1 No. in Book. / Official No. / Code Letters | 2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's ormulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships / Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28428<br>123841<br>HKSF | **Redbridge** SteelScSr<br>*Turret deck* Wireless 1*Dk* | 3834<br>3127<br>2444 | | | | | 1907 | W.Doxford &Sons,Ld.<br>Sunderland | TemperleyS.Shpg. Co.Ld. (J.Temperley&Co.*Mgrs.*) | 350·0<br>P32'F31' | 50·2 | 22·3 | London<br>British<br>*WB* | T.3Cy.24",41"&68"–45"<br>310NHP<br>W.Doxford&Sons,Ld.Sld. | | C |
| 28429<br>144501<br>KFHC | **Redcar** SteelScSr<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*) | 1475<br>1314<br>794 | ✠100A1<br>8,21 ~~4,20~~<br>✠LMC4,20 | Goo<br>Lon | *p* | CL | 1920<br>4mo<br>*Lloyd* | GooleS.B. &RepgCo.Ld.<br>Goole<br>'*sA&CP* | P.&O.Stm.Nav.Co.<br>*Cell* | 240·2<br>B52'F23'<br>*DB*198'295*t FPT*77 | 36·1 | 19·1<br>FK | London<br>British<br>4*BHCem*<br>*tAPT*66*t* | T.3Cy.18",30"&50"–33" (*s*)<br>180lb 172NHP<br>2SB,6*cf*,GS97,HS2886<br>Earle'sCo.Ld.Hull | 21 ″ 3<br>s 3 ″ 0<br>18 ″ 7 | |
| 28430<br>ORQS | **Redemirol** SteelSc<br>(*ex*BanseiMaruNo.5)<br>*Elec.light* 1*Dk&Spar dk* | 1319<br>—<br>923 | | | | | 1917 | Thomas S.B.Yard<br>Osaka | R.Cahen | 220·1<br>P25'B59'F28' | 32·5 | 21·0 | Havre<br>French | T.3Cy.15⅗",24¾"&41¾"–30"<br>95NHP<br>OsakaSeikiDockCo.Osaka | | V |
| 28431<br>145870<br>KJPW | **Redesmere** SteelSc<br>*Mchy.Aft Well deck* 1 *Dk*(*Stl*) | ~~425~~<br>345<br>221<br>132 | ✠100A1<br>1,22 ~~9,21~~<br>~~(ClassContem plated)~~<br>✠LMC9,21 | Hul<br>Bkn | *e* | CL | 1921<br>9mo<br>*Lloyd's A&CP* | Cook,Welt'n&Gemmell Ld. Beverley | Northwich CarryingCo.Ld.<br>*FPT*3 | 135·0<br>~~Q49'B9'F22'~~<br>Q50'B9'F21'<br>*tAPT*11*t* | 23·1 | ~~10·2~~<br>9·0<br>FK | Liverpool<br>British<br>3*BHCem* | T.3Cy.12",21"&34"–24" (*s*)<br>180lb 73RHP<br>1SB,2*pf*,GS34,HS1271<br>C.D.Holmes&Co.Ld.Hull | 10 ″ 3<br>s ″ 7½<br>9 ″ 10 | |
| 28432<br>125663<br>HMFB | **Redgate** SteelScSr<br>*ss*Npt.No.3–9,20<br>(*ex*Gordonia) 1*Dk*(*ptIrn&ptStl*)2*trB*&<br>Wireless *deepframing3Dk rule* | 3860<br>3657<br>2461 | ✠100A1<br>~~8,21~~12,20 1,22 ~~Bry.~~<br>✠LMC<br>BS~~8,20~~4,21 MS9,20 | Cff | *w* | CL<br>~~3,20~~<br>8,21 | 1908<br>1mo<br>*Lloyd* | JReadhead &Sons<br>SouthShields<br>'*sA&CP* | RedgateS.SCo.Ld. (Turnbull,Scott& Co.*Mgrs.*)<br>*WB=CellD* | 346·1<br>P30'B96'F33'<br>*Ba*115' *u E*25' *f*148' | 49·6 | 26·5<br>FK | London<br>British<br>6*BHCem*<br>905*tAPT*65*t* | T.3Cy.25",42"&68"–45" (*r*)<br>180lb *100lb* 331NHP<br>2SB,6*cf*,GS121,HS5026<br>J.Readhead&Sons,S.Shl. | 27 ″ 11<br>s 5 ″ 2<br>23 ″ 2 | |
| 28433<br>104623 | **Redgauntlet** SteelPadSk<br>1*Dk* | 278<br>255<br>113 | | | | | 1895 | Barclay, Curle&Co.Ld<br>Glasgow | | 215·0<br>H22*t* | 22·1 | 7·4 | Leith<br>British | D.1Cy.53"–72"<br>183NHP<br>Barclay,Curle&C(Lim)Gls | | |
| 28434<br>139800<br>JQFN | **Redhall** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 1093<br>775<br>467 | ✠100A1<br>10,20<br>✠LMC~~6,17~~ 4,22<br>~~BS4,22~~ | Abn | *n* | CL<br>~~5,19~~<br>4,22 | 1917<br>6mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | AberdeenCoal& ShippingCo.Ld.<br>*CellDBa*54'*uE*20' | 221·0<br>Q131'B16'F27'<br>*f*90'306*t FPT*33*t A* | 33·3 | 14·3<br>FK | Aberdeen<br>British<br>4*BHCem*<br>*PT*79*t* | T.3Cy.17½",29"&47"–33" (*r*)<br>180lb *100lb* 178NHP<br>2SB,6*cf*,GS104,HS3300<br>Hall,Russell&Co.Ld.Abn. | 16 ″ 5<br>s 1 ″ 3½<br>15 ″ 5 | |
| 28435<br>217873<br>LQRN | **Redlands** WoodScSr<br>*Fitted for liquid fuel*<br>*Elec.light* 1*Dk*2*trB*<br>Wireless | 2574<br>—<br>1535 | | | | | 1919 | RalphJ. ChandlerCo.<br>Wilmington, Cal. | UnitedStates ShippingBoard | 268·0<br>P26'B66'F29' | 46·0 | 22·4 | L.Angeles<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 28436<br>215063<br>LJPV | **Redondo** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)2*trB*<br>Sub.Sig. Wireless | 4114<br>3641<br>2955 | ✠100A1<br>3,21<br>✠LMC<br>MS2,19 BS~~4,20~~4,22<br>*Fitted for oil fuel* 2,18 *F.P. above* 150°F. | Bal | *v* | CL<br>11,19 | 1918<br>2mo | Bethlehem S.B.Corp.Ld.<br>Alameda,Cal.<br>A&CP | RedondoS.S.Co. Inc.(F.Auditore, *Mgr.*)<br>*CellDB*290'967*tD* | 341·0<br>P29'B73'F36'<br>*Ta*14'240*t' FPT*12*t* | 48·2 | 24·5<br>FK | NewYork<br>Utd.States<br>6*BHptCem*<br>*APT*102*t* | T.3Cy.24",39"&65"–42" (*s*)<br>180lb 339NHP<br>2SB&1AuxSB,8*cf*,GS154<br>Bethlehem HS6474<br>SBCorp.Ld.Alameda | 27 ″ 3<br>s 5 ″ 0<br>22 ″ 7 | |
| 28437<br>111405<br>KRPW | — SteelScSr<br>*Fitted for oil fuel*<br>*Mchy.Aft Elec.light* 1*Dk*<br>Sub.Sig Wireless | 1130<br>—<br>680 | | | | | 1902 | CraigS.B. Co.<br>Toledo,O. | AlaskaS.S.Co.Inc. | 188·0 | 38·0 | 11·5 | P.Twnsnd, Wash.<br>Utd.States<br>*WB* | T.3Cy.15¼",25"&42"–36"<br>106NHP<br>CraigS.B.Co.Toledo | | |
| 28438<br>139193<br>JNTP | **Redriff** SteelScSr<br>*ss*Shl.No.1–21<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 1256<br>1032<br>723 | ✠100A1<br>8,21 ~~4,21~~<br>✠LMC4,21 | Shl | *o* | CL<br>~~4,21~~<br>8,21 | 1917<br>2mo<br>*Lloyd* | Campbeltown S.B.Co.<br>Campbelt'wn<br>'*sA&CP* | SouthMetropolitn GasCo.<br>*CellDB*171'370*t D* | 230·0<br>Q79'B48'F26'<br>*Ta*29' 125*t FPT*60*t* | 35·8 | 15·6<br>FK | London<br>British<br>4*BHCem*<br>*APT*85*t* | T.3Cy.18",27½"&45"–33" (*s*)<br>180lb 142NHP<br>2SB,4*cf*,GS79,HS2386<br>Ross&Duncan,Glasgow | 17 ″ 7<br>s 1 ″ 6<br>16 ″ 5 | |
| 28439<br>95177<br>LDNW | **Redruth** SteelScSr<br>*ss*Ard.2nd.No.3–6,14<br>*Well deck* *ss*Shl.No.1–19<br>Wireless 1*Dk*(*Stl*)2*trB* | 2374<br>1887<br>1504 | ✠100A1<br>7,20<br>✠LMC12,19 | Cff | *s* | 12,19 | 1889<br>5mo<br>*Lloyd* | Palmers' Co.(Lim.)<br>Newcastle<br>'*sA&CP* | RedruthS.S.Co.Ld. (J.Cory&SonsLd.)<br>*WB=DBa*86'*f* | 285·3<br>P29'Q74'B118'F30'<br>114' 494*t FPT* 62*t* | 39·0 | 21·6<br>FK | Cardiff<br>British<br>5*BHCem*<br>*APT*60*t* | T.3Cy.22",35"&58"–42" (*r*)<br>150lb *100lb* NDB09 218NHP<br>2SB,6*rf*,GS102<br>Palmers'Co.(Lim.),Nwc. | 23 ″ 0<br>s 2 ″ 0½<br>21 ″ 3 | |
| 28440<br>82826<br>VDRM | **Redstart** IronScSr<br>*Well deck* 2*Dks* | 904<br>803<br>553 | | | ... | | 1880 | M.Pearse &Co.<br>Stockton | GeneralStm.Nav. Co.Ld. | 225·5<br>P142'F42' | 31·0 | 16·5<br>BK8" | London<br>British<br>*WB* | C.2Cy.28½"&53"–33"<br>130NHP<br>Blair&Co.(Lim.),Stockton | 17 ″ 6 | |
| 28441 | **Reducindo Melliza** WoodSc | 184<br>—<br>105 | | | | | 1889 | ...............<br>Donzol | J.Castro | 128·3 | 21·7 | 9·0 | Cebu<br>Utd.States | | | |
| 28442<br>94025 | **Redwing** SteelScSr<br>(*Fishing*)<br>1*Dk* | 119<br>110<br>51 | | | ... | | 1896 | Mackie& Thomson<br>Glasgow | J.Buthlay | 95·0 | 19·9 | 9·8<br>BK7½" | Aberdeen<br>British | C.2Cy.13½"&30"–21"<br>40RHP<br>Muir&Houston,Glasgow | 10 ″ 9 | |
| 28443<br>214849<br>LGTR | **Redwood** WoodTwinSc4MstSr<br>*Elec.light* 2*Dks*<br>Wireless | 1793<br>1586<br>1045 | | | | | 1917 | Pacific American Fisheries<br>Bellingham | PacificAmerican FisheriesCo.Inc. | 226·4 | 41·8 | 23·1 | Seattle<br>Utd.States | T.6Cy.13",21"&35"–24"<br>120NHP<br>SeattleMachineWorks, Seattle,Wash. | | V |
| 28444 | **Reedham** SteelSc<br>*Mchy.Aft* | 500 | 100A1<br>(*ClassContem plated*) | | | | 1921 | J.Payne, Ld.<br>Bristol | WalfordLines,Ld. | 150·0<br>Q50'B9'F21' | 25·0 | 13·0 | British | T.3Cy.13",21"&35"–24"<br>W.Beardmore&Co.Ld.Gls. | | |
| 28445<br>143051<br>JWCD | **Rees Llewellyn** SteelSc<br>*Now named* "**Homeside**," *See No.* 3782[illegible] *in Supplement*<br>(*ex*WarPyramid) 1*Dk*<br>*Elec.light* Wireless | 3104<br>[illegible]<br>1877 | | | | | 1919 | Ropner& Sons,Ld.<br>Stockton | CharltonSteam ShippingCoLd (Charlton,McAllum&Co.*Mgrs*) | 331·0<br>P33'B98'F29' | 46·7 | 23·2 | Newcastle<br>British<br>*WB* | T.3Cy.25",41"&68"–45"<br>310NHP<br>Blair&Co.Ld.Stockton | | C |
| 28446<br>121094 | **Reeve** SteelScK<br>1*Dk* | 172<br>161<br>65 | ✠<br>*StmTrawler*<br>7,07 ✠ | Hul | | | 1905<br>12mo | GooleS.B. &Repg Co.Ld<br>Goole | KelsallBros.& Beeching,Ld. (JohnSlater,*Mgr*) | 110·3 | 21·1 | 11·2<br>BK7½"<br>*WB=* | Hull<br>British<br>5*BHCem*<br>*DTf*23'40*t* | T.3Cy.12",18"&30"–21"<br>51RHP<br>1SB,2*pf*,GS24,HS900<br>Earle'sCo.Ld.Hull | 12 ″ 0 | |
| 28447<br>91260<br>KGLJ | **Refloater** IronTwinSc<br>(*Tug*)<br>Wireless 1*Dk* | 373<br>344<br>134 | | | | | 1885 | LairdBros.<br>Birkenhead | MaritimeSalvors, Ld.(M.Rush,*Mgr*) | 160·0 | 25·1 | 13·0 | London<br>British | C.4Cy.26"&45"–30"<br>185NHP<br>LairdBros.Birkenhead | | |
| 28448 | **Reformer** SteelTwinScSp<br>*ss*BAs.2ndNo.3–11,20<br>*Ref.Mchy.* *Elec.light*<br>*Mchy.Aft* 1*Dk*(*Stl*) | 1086<br>977<br>541 | ✠ A1<br>*For river purposes only*<br>9,21 ~~11,20~~ ✠LMC11,20<br>BS9,21 | BAs | | ~~11,20~~<br>9,21 | 1901<br>6mo | A.Rodger &Co.<br>Pt.Glasgow<br>A&CP | British&ArgentineMeatCo.Ld.<br>*WB* | 230·2<br>=*CellDBf*138'296*t* | 42·0 | 11·5<br>FK | Bns.Ayres<br>Argentine<br>3*BHAsp*<br>*FPT*78*t* | T.6Cy.11",17"&28"–21" (*s*)<br>175lb 130NHP<br>2SB,6*pf*,GS93,HS2760<br>Ross&Duncan,Glasgow | 13 ″ 6 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28449<br>110869<br>HTQR | **Reformo** **SteelScK**<br>ssHulNo.3-5,20<br>(*ex*Mollymawk,*ex* 1*Dk*<br>Dannebrog,*ex*WindsorCastle) | 242<br>215<br>96 | ✠100A1<br>*StmTrawler*<br>5,20<br>✠NB10,07 ✠LMC5,20 | Hul | | CL<br>N5,20 | 1899<br>3mo | Dundee<br>Shipbuilders<br>Co.Ld.Dun.<br>A&CP | **TheExor.ofSirG.F.**<br>**Sleight,Bart.** | 119·3<br>Q66'F19'<br>ND20 BK7½" | 22·1 | 11·6 | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.12½",23"&37"-24" (*s*)<br>200lb 80RHP<br>1SB,2*cf*,GS40,HS1384<br>Cooper&Greig,Dundee | 12 |
| 28450<br>132186 | **Refraction** **WoodSc**<br>9&12yrsMat. 1*Dk* | 93<br>92<br>41 | ✠ 11A1<br>*For fishing purposes*<br>6,19<br>✠LMC6,19 | Banff | | CL | 1918<br>11mo<br>*Lloyd* | W.&G.<br>Stephen<br>Banff<br>'*sA&CP* | **W.J.Halfnight** | 87·2 | 19·7 | 9·8 | **Banff**<br>British | T.3Cy.9½",15½"&26"-18"(*s*)<br>180lb 42NHP<br>1SB,2*pf*,GS30,HS814<br>Cooper&Greig,Ld.Dundee | 10 |
| 28451<br>ORSE | **Réfrigérant** **SteelSc**<br>(*ex*WarCoppice) 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted* | *3124*<br>*2881*<br>*1877* | ✠100A1<br>11,19<br>✠LMC7,18 | Hul | *u* | CL<br>10,19 | 1918<br>7mo<br>*Lloyd* | J.Blumer<br>&Co.<br>Sunderland<br>'*sA&CP* | **FrenchGovern-ment**<br>*CellD* | 331·3<br>P33'B98'F28'<br>FK<br>*B*276'734*tFPT*105*t* | 46·8 | 23·2 | French<br>7*BHptCem*<br>*APT*122*t* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 430NHP<br>3SB,9*cf*,GS153,HS6304 FD<br>J.Dickinson&Sons,Ld.Sld. | 25 |
| 28452<br>139953 | **Refundo** **SteelScK**<br>ssGms.No.1-21<br>*Elec.light* 1*Dk* | 258<br>228<br>113 | ✠100A1<br>*StmTrawler*<br>6,21 ~~10,20~~<br>✠LMC~~10,19~~ 6,21 | Gms | | CL<br>10,19 | 1917<br>5mo<br>*Lloyd* | Cook,Wel-t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | **TheExor.ofSirG.F.**<br>**Sleight,Bart.** | 120·5<br>Q67'<br>BK7½" | 22·0 | 12·2 | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.12½",22"&35"-24" (*s*)<br>195lb 80RHP<br>1SB,3*pf*,GS43,HS1402<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 28453<br>MBPW | **Regal** **SteelScSr**<br>(*ex*Ala)<br>1*Dk* | 892<br>783<br>528 | | | | | 1904 | Akers<br>Mek.Værks<br>Christiania | **D/S A/S**<br>**Fagerstrand (B.**<br>**Felix,***Mgr.*) | 216·3<br>B47*t*H36*t*F25*t* | 31·6 | 14·0 | **Chrstiania**<br>Norwegian<br>*WB* | T.3Cy.15½",25"&42"-30"<br>97NHP<br>Akers.Mek.Værks.Xia. | |
| 28454<br>123573 | — **SteelScK**<br>ssGms.No.3-10,20<br>1*Dk* | 212<br>195<br>83 | ✠100A1<br>*StmTrawler*<br>10,20<br>✠LMC10,20 | Gms | | CL<br>N2,19 | 1906<br>7mo<br>*Lloyd* | Cook,Wel-t'n&Gemmell<br>Beverley<br>'*sA&CP* | **LoyalStm.Fishing**<br>**Co.Ld. (W.W.Butt,**<br>*Mgr.*) | 116·0<br>Q59'F19'<br>ND20 BK8" | 21·6 | 11·5 | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.11¾",20"&33"-24" (*s*)<br>180lb 63RHP<br>1SB,2*pf*,GS33,HS1041<br>Amos&Smith,Hull | 12 |
| 28455<br>137035 | **Regardo** **SteelScK**<br>ssLivNo.1-19<br>*Elec.light* 1*Dk* | 248<br>228<br>108 | BS12,21<br>✠100A1<br>*StmTrawler*<br>2,21<br>BS8,20 ✠LMC10,19 | Gms | | CL<br>2,21 | 1915<br>12mo<br>*Lloyd* | Cook,Wel-t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | **TheExor.ofSirG.F.**<br>**Sleight,Bart.** | 120·5<br>Q67'<br>BK7½" | 22·0 | 12·2 | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.12½",22"&35"-24" (*s*)<br>195lb 80RHP<br>1SB,3*pf*,GS43,HS1402<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 28456<br>PFBK | **Regele Carol I.** **SteelTwinScSr**<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks&Shadedk*3*trB* | 2653<br>1790<br>1194 | | | | | 1898 | Fairfield<br>Co.Ld.<br>Glasgow | **RoumanianState**<br>**MaritimeService** | 350·0 | 42·0 | 18·5 | **Cnstantza**<br>Roumanian<br>*WB* | T.6Cy.23",38½"&61"-36"<br>NB10 446NHP<br>FairfieldCo.Ld.Glasgow | |
| 28457<br>114650<br>TSVC | **Regent** **SteelScSr**<br>ssSld.No.3-4,16<br>*Elec.light* 1*Dk*(*Irn*)2*trB&deep*<br>Wireless *framing*3*Dkrule* | 3281<br>3072<br>2055 | ✠100A1<br>11,19<br>✠LMC7,20 | Bry | *v* | CL<br>11,19 | 1903<br>1mo<br>*Lloyd* | Bartram<br>&Sons<br>Sunderland<br>'*sA&CP* | **J.Westoll**<br>*WB=Cell*<br>*DBa*104'*uE&B* | 325·1<br>P29'B90'F35'<br>FK<br>40'*f* 136'766*t FPT* | 46·9 | 24·2 | **Sunderlnd**<br>British<br>6*BHCem*<br>72*tAPT*124*t* | T.3Cy.24",40"&65"-42" (*s*)<br>180lb *90lb* 294NHP<br>2SB,6*pf*,GS123,HS4466<br>J.Dickinson&Sons,Ld.Sld. | 26 |
| 28458<br>45<br>RPMB | **Reggio** **SteelTwinSc**<br>1*Dk* | 998<br>—<br>353 | | | | | 1909 | C.&T.T.<br>Pattison<br>Naples | **ItalianGovern-ment** | 272·5 | 34·4 | 13·1 | **Messina**<br>Italian | T.6Cy.16⅜",25⅜"&40½"-23⅝"<br>159NHP<br>C.&T.T.Pattison,Naples | |
| 28459<br>MTLD | **Regia** **WoodAuxScCtr**<br>*Motor*<br>(*See Sailing Ship Register*) | 136<br>125<br>95 | | | | | 1919 | OleSalatu<br>Levanger-nesset | **DoktorBernt**<br>**Berntsen** | 91·9<br>B8*t*H2*t* | 24·0 | 9·7 | **Levanger**<br>Norwegian | Motor | |
| 28460 | **Regin** **SteelScSr**<br>*Elec.light* 2*Dks*<br>*CruiserStern* | 1329<br>634<br>753 | | | | | 1919 | Oskrshmns<br>M.V.Aktieb<br>Oskarshamn | **Stockholms**<br>**Rederiaktieb.Svea**<br>**(H.Ericson,***Mgr.*) | 234·7 | 36·0 | 14·1 | **Stockholm**<br>Swedish<br>*WB* | 2 Steam Turbines<br>SvenskaTurbinf.Akt.<br>Ljungström,Finspång | |
| 28461<br>140596<br>JVMC | **Regina** **SteelTrpScSr**<br>*CruiserStern*<br>*Ref.Mchy.* Wireless 4*Dks* 9874 | 16500<br>12961<br>10130 | | | | | 1918 | Harland&<br>Wolff,Ld.<br>Glasgow | **F.Leyland&Co.Ld.** | 575·3 | 67·8 | 41·2 | **Liverpool**<br>British<br>*WB* | T.8Cy.(2)28",(2)44"&<br>(4)49½"-54"&1L.P.Turbine<br>Harland&Wolff,Ld.Bel. | |
| 28462<br>143006<br>JWLK | — **SteelScSr**<br>*Now named "Maria," See No. 38425 in Supplement*<br>*Elec.light* Wireless 1*Dk&Spardk* | 2662<br>2430<br>1662 | | | | | 1906 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | **EuropeanShppng**<br>**Co.Ld. (A.Rap-poport,** *Mgr.*) | 291·0<br>P27'B72'F34' 23·7 | 44·1 | 23·7 | **London**<br>British<br>*WB* | T.3Cy20 1/16",33½"&55⅞"-37½"<br>192NHP<br>FlensburgerSchiffsb.Ges. | |
| 28463 | — **SteelSc**<br>*Elec.light* 2*Dks* | 1297<br>853<br>792 | | | | | 1911 | F.Schichau<br>Danzig | | 241·8<br>P&B147'F27' | 34·1 | 15·4 | *WB* | T.3Cy.19 7/16",31 9/16"&51 3/8"-<br>29½" 141NHP<br>F.Schichau,Elbing | |
| 28464<br>HGSN | — **SteelScSr**<br>*Elec.light* 1*Dk* | 1160<br>970<br>669 | | | | | 1904 | Workman,<br>Clark&Co.Ld<br>Belfast | **Cia.Cubana de**<br>**Transportes de**<br>**Mieles** | 247·5<br>Q69'B16'F26' | 36·7 | 14·2 | **Havana**<br>Cuban<br>*WB* | T.3Cy.17",28"&46"-30"<br>116NHP<br>Wrkman,Clark&Co.LdBel. | |
| 28465 | — **Wood**<br>*Motor* | 694<br>—<br>594 | | | | | 1919 | G.Kyntzell<br>Borgå | **BorgåRederiA/B**<br>**(TorstenEklöf,**<br>*Mgr.*) | | | | **Borgå**<br>Finnish | Motor | |
| 28466<br>MNDL | — **SteelAuxScSr**<br>*OilEng.*<br>(*ex*NöstedII.,*ex*Sailing 1*Dk*<br>VesselNoordkaap)<br>(*See Sailing Ship Register*) | 189<br>163<br>127 | | | | | 1910 | J.Th.Wil-mink<br>Groningen | **A/S Opo (Juel**<br>**Hansen,***Mgr.*) | 105·2 | 22·3 | 8·6 | **Bergen**<br>Norwegian | Oil Engines 2S.C.SA<br>2Cy.15"-16½" 34NHP<br>J.&C.G.Bolinders,M.V.<br>A/BSkm. | |
| 28467<br>99191<br>MJWH | — **IronScK**<br>(*Trawler*)<br>1*Dk* | 125<br>115<br>51 | | | ... | | 1891 | Earle'sCo.<br>(Lim.)<br>Hull | **F.Ballard** | 92·0<br>Q18'<br>BK7½" | 20·1 | 10·6 | **Aberdeen**<br>British | C.2Cy.17"&32"-21"<br>NB14 44RHP<br>Earle'sCo.(Lim.),Hull | 11 |
| 28468 | **Regina Cæli** **SteelScK**<br>ssGms.2ndNo.3-8,20<br>(*ex*City ofLondon) 1*Dk* | *225*<br>*196*<br>*86* | ✠~~100A1~~<br>*StmTrawler*<br>3,22 ~~8,20~~<br>✠NB1,11 ✠~~LMC8,20~~ | Gms | | 8,20 | 1897<br>1mo | Edwards<br>Bros.<br>Newcastle<br>A&CP | **E.R.Maffei** | 129·6<br>Q49'B7'F20'<br>BK7½" | 22·6 | 10·8 | **Malaga**<br>Spanish<br>3*BHCem* | T.3Cy.11½",19½"&33"-24"<br>180lb (*s*) 67NHP<br>1SB,2*pf*,GS32,HS1027<br>N.E.MarineEngCo.LdNwc | 11 |
| 28469<br>344<br>RPML | **Regina d'Italia** **SteelTwinScSr**<br>*Elec.light* 2*Dks&deepframing&*<br>*Ref.Mchy.* Wireless *Shelterdk* | 6237<br>4231<br>3398 | | | ... | | 1907 | SirJ.Laing<br>&Sons,Ld.<br>Sunderland | **"LloydSabaudo"**<br>**Soc.Anon.per**<br>**Azioni** | 430·0<br>FK | 52·7 | 25·0 | **Genoa**<br>Italian<br>*WB* | T.6Cy.24",39"&64"-45"<br>807NHP<br>G.Clark,Ld.Sunderland | 27 |
| 28470<br>12<br>RPSF | **Regina Elena** **SteelSc**<br>Wireless 1*Dk* | 459<br>330<br>270 | | | | | 1903 | C.&T.T.<br>Pattison<br>Naples | **Cia.Napoletana**<br>**diNav.** | 180·5 | 25·4 | 13·2 | **Naples**<br>Italian | T.3Cy.20 11/32",32 3/32"&48"-27 1/4"<br>121NHP<br>C.&T.T.Pattison,Naples | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28471<br>83377<br>RSQH | **Reginald** IronSc3MstSr<br>*Mchy.Aft* Wireless 2*Dks&ptAwngdk* | 930<br>763<br>436 | | | ... | | 1878 | Lon.&Gls. Co.<br>Glasgow | TheAdmiralty | 240·2 | 32·2 | 15·7 | Glasgow<br>British<br>*WB* | C.2Cy.23"&60"-45"<br>NE&B94 201NHP<br>D.Rollo&Sons,Liverpool | | |
| 28472<br>129038<br>HPRK | **Regis** SteelScSr<br>*ss*Nwc.No.2-18<br>*Well deck* 1*Dk(Stl)&deepframing*<br>*Cargo battens not fitted* | 1370<br>1082<br>798 | ✠100A1<br>9,21 ~~8,20~~<br>~~BS9,20~~<br>BS9,21 | Nwc<br>✠LMC6,18 | *o* | CL<br>9,20 | 1909<br>9mo<br>*Lloyd* | S.P.Austin &Son,Ld.<br>Sunderland<br>*'sA&CP* | Stephenson Clarke &Co.<br>*WB=*<br>*CellDBa63'uE&B* | 235·1<br>Q81'B48'F24'<br>FK<br>33'*f*103'375*t FPT*6 | 36·1 | 15·5 | London<br>British<br>4*BHCem*<br>2*tAPT*118*t* | T.3Cy.19",31"&51"-36" (*s*)<br>180lb *100lb* 170NHP<br>1SB,*4cf*,GS66,HS2634<br>N.E.MarineEng.Co.Ld. Sld | 17 " 8<br>s 1 " 8<br>16 " 3 | |
| 28473<br>133315 | **Regnault** SteelScSr<br>~~ssShl.No.1-14~~<br>(*ex*NorthernQueen,*ex* R.Irvin) 1*Dk*<br>*ss*Shl.No.3-3 19 | 208<br>205<br>82 | ✠100A1<br>*StmTrawler*<br>11,20<br>~~BS9,20~~ | Hul<br>BS6,21<br>✠LMC3,19 | | CL<br>3,20 | 1913<br>7mo<br>*Lloyd* | JTEltringham&Co.<br>SouthShields<br>*'sA&CP* | F.&T.Ross,Ld. | 115·3<br>BK7½" | 22·2 | 11·6 | Hull<br>British<br>3*BHCem* | T.3Cy.12",20"&34"-24" (*s*)<br>180lb 81RHP<br>1SB,*3pf*,GS51,HS1506<br>ShieldsEng.Co.Ld.N.Shl. | 12 " 9 | |
| 28474<br>77456 | **Regulus** SteelSc<br>(*ex*JohnJ.Albright)<br>*Mchy.Aft Elec.light* 1*Dk2trB* | 4805<br>—<br>3298 | | | | | 1900 | American S.B.Co.<br>Cleveland | InterlakeS.S.Co.<br>(Pickands,Mather &Co.*Mgrs.*) | 416·0 | 50·0 | 28·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy 23",37½"&63"-42"<br>257NHP<br>AmericanSB.Co.Cleveland | | |
| 28475<br>LBGP | — SteelScSr<br>*ss*Xia.No 1-21<br>1*Dk(Stl)2trB*<br>*Elec.light*<br>Wireless | 3785<br>3458<br>2307 | ✠100A1<br>5,21 ~~8,20~~ ~~10,21~~<br>12,21<br>*Fitted for oil* | Bmn<br>~~Xia~~<br>✠LMC ~~4,17~~<br>5,21<br>*fuel* 4 | *v*<br>~~Bgn~~<br>,17 | CL<br>5,21<br>*F.P.* a | 1917<br>4mo<br>*bove* 1 | Union Iron WorksCo.<br>Alameda,Cal.<br>A&CP<br>50° F. | A/S Pacific(A.O. Lindvig,*Mgr.*) | 340·0<br>P29'B73'F36'<br>FK | 48·2 | 26·0 | Chrstiania<br>Norwegian<br>6*BHptCem*<br>*CellDB*290' | T.3Cy.24",39"&65"-42" (*r*)<br>180lb *180lb* 325NHP<br>2SB,*6cf*,GS144,HS5400<br>UnionIronWksCoAlamda<br>967*tFPT*120*tAPT*102*t* | 27 " 3<br>s 5 " 0<br>22 " 7 | |
| 28476 | — SteelSc<br>*Well deck* 1*Dk(Stl)*<br>*Elec.light* | 1403<br>1133<br>732 | ✠100A1<br>4,21 | Rot<br>✠LMC5,21 | *p* | | 1921<br>4mo<br>*Lloyd* | P.SmitJr. S.B.&E.Co.<br>Rotterdam<br>*'sA&CP* | FinskaÅngfartygs A/B<br>*CellD* | 235·0<br>P&B187'F23'<br>FK<br>*B*182'355*t FPT*14*t* | 36·9 | 17·8 | Helsingfrs<br>Finnish<br>4*BHCem*<br>*APT*31*t* | T3Cy20¾",32¼"&55"-39⅜"(*s*)<br>180lb HS3341 212NHP<br>1SB&1AuxSB,*5cf*,GS97,<br>P.Smit,Jr.S.B.&E.Co.Rot. | 20 " 0<br>s 1 " 9½<br>18 " 6 | |
| 28477<br>6203<br>KCGL | — SteelScSr<br>*Elec.light* 1*Dk* | 900<br>722<br>— | | | | | 1919 | Helsingbrg VarfsAkt.<br>Helsingborg | Rederiaktieb. Stjärnan(J. Bergendorff,*Mgr.*) | 205·1<br>Q64'B56'F20' | 33·5 | 12·7 | Karlstad<br>Swedish<br>*WB* | T3Cy.17¾",$29\frac{5}{16}$"&$46\frac{7}{8}$"-27½"<br>175NHP<br>HelsingbrgsVrfsA.B.Hbg | | V |
| 28478<br>117596<br>HKJT | — SteelTwinScSr<br>*Elec.light* 1*Dk* | 584<br>389<br>232 | | | | | 1907 | Swan,Hunter&Wigham Richardson,<br>LdNewcastle | AnchorShipping& FoundryCo.Ld. | 170·0<br>Q96'B10'F22' | 29·9 | 9·7 | Nelson,NZ<br>British<br>*WB* | C.4Cy.17"&24"-21"<br>36NHP<br>A.G.Mumford,Ld.Colchstr | | |
| 28479 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 260<br>241<br>97 | | | | | 1914 | G. Seebeck, Akt.Ges.<br>Geestemünde | Hochseefischerei "Nordstern"Akt. Ges. | 132·3<br>F21' | 23·4 | 10·9 | Gstemnde<br>German<br>*WB* | T.3Cy.12⅗",20½"&$33\frac{1}{10}$"-23⅗"<br>53NHP<br>G.Seebeck,A.G.Gestmnde | | |
| 28480<br>143801 | **Rehearo** SteelScK<br>*ss*Gms.No.1-21<br>(*ex*JohnBurlingham) 1*Dk*<br>*Mchy.Aft* | 266<br>237<br>105 | ✠100A1<br>*StmTrawler*<br>7,21 ~~4,20~~ | Gms<br>✠LMC ~~7,17~~<br>7,21 | | CL<br>4,20 | 1917<br>7mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>LdBeverley<br>*'sA&CP* | TheExor.ofSir G.F.Sleight,Bart. | 125·2<br>Q67'<br>BK7½" | 22·0 | 12·2 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",21½"&35¼"-24"<br>195lb (*s*) 62RHP<br>1SB,*3pf*,GS43,HS1402<br>Amos&Smith,Ld.Hull | 13 " 1 | |
| 28481 | **Reiger** SteelScK ~~SteelScYl~~<br>~~*Mchy.Aft*~~ 1*Dk* | ~~169~~ 168<br>153<br>35 ~~36~~ | ✠100A1<br>*StmTrawler*<br>5,22 ~~4,22~~<br>~~(*ClassContemplated*)~~ | Ymu<br>Ams<br>✠LMC3,22 | | | ~~1921~~<br>1920<br>9mo | DeBoot Werf<br>Alphen,Rijn<br>A&CP | N.V.Industrieele Maats."Hera"<br>*DB*13'8*t* | ~~105·4~~<br>106·2<br>BK7½" | ~~20·8~~<br>20·9 | ~~11·4~~<br>10·4 | Ymuiden<br>Dutch<br>4*BHCem* | T.3Cy. ~~12½",20"&33"-17½"~~<br>9⅝",13¾"&$29\frac{9}{16}$"-21½"<br>180lb (*s*) 51NHP<br>1SB,*2cf*,GS36,HS970<br>N.V.Industrieele Maats."Hera,"Ymuiden | 11 " 7 | |
| 28482 | **Reihefahrer** IronScSr<br>1*Dk* | 106<br>—<br>56 | | | | | 1878 | Möller& Hollberg<br>Grabow | Stralsunder Dampfschiffahrts Ges.m.b.H. | 111·9<br>Q14'B10'<br>len98 | 16·3 | 8·6 | Stralsund<br>German | C.2Cy.14⅘"&$25\frac{1}{10}$"-12⅕"<br>NB05 18NHP<br>Möller&Hollberg,Stettin | | |
| 28483 | **Reiher** SteelScSr<br>*Elec.light* 1*Dk* | 969<br>750<br>399 | | | | | 1909 | Bremer Vulkan<br>Vegesack | Dampfsch.Ges. Argo | 220·6<br>P&B138'F23' | 32·4 | 13·6 | Bremen<br>German<br>*WB* | T.3Cy.21¼",$34\frac{7}{16}$"&54½"-$35\frac{7}{16}$" 179NHP<br>BremerVulkan,Vegesack | | |
| 28484 | — SteelSc<br>(*Tug*)<br>1*Dk* | 132<br>123<br>— | | | | | 1891 | C.Jürgens &Co.<br>Hamburg | Nordischer Bergungs-Verein | 87·3 | 19·2 | 11·0 | Hamburg<br>German | C.2Cy.16½"&31"-20½"<br>NB03 36NHP<br>C.Jürgens&Co.,Hamburg | | |
| 28485 | **Reiherstieg** SteelSc<br>(*Trawler*)<br>Wireless 1*Dk*<br>*Now named* "Star of the Realm" (*See No.* 39363 *in Supplement*) | 226<br>212<br>88 | | | | | 1916 | Reiherst'g Schiffsw.<br>Hamburg | | 120·0 | 24·2 | 9·7 | British | T.Cy.$12\frac{9}{10}$",20⅗&32⅕"-22⅘"<br>50NHP<br>Reiherst.Maschinenf.Ham. | | |
| 28486<br>THJB | **Reijniersz** SteelSc<br>*Elec.light* 1*Dk* | 1693<br>1328<br>902 | | | | | 1908 | Maats. Feyenoord<br>Rotterdam | Koninkl.Paketv. Maats. | 270·4<br>P33'B73'F30' | 40·2 | 16·9 | Batavia<br>Dutch<br>*WB* | T.3Cy.19",31½"&51½"-39"<br>165NHP<br>Maats.Feyenoord,Rot. | | V |
| 28487<br>THJD | **Reijnst** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | 1359<br>950<br>831 | | | | | 1895 | Maats. "deMaas"<br>Rotterdam | Kouinkl.Paketv. Maats. | 251·2 | 35·0 | 15·0 | Batavia<br>Dutch<br>*WB* | T.3Cy.19",29"&48"-36"<br>138NHP<br>MaatschappijDeMaas,Rot. | | V |
| 28488<br>ORSQ | **Reims** WoodAuxTwinSc5MstSr<br>*Stm.Eng*<br>*Elec.light Mchy.Aft* 1*Dk2trB*<br>(*See Sailing Ship Register*) | 2142<br>—<br>1500 | | | | | 1918 | Foundat'n Co.<br>Tacoma, Wsh | FrenchGovernment | 259·2<br>P118'F30' | 44·8 | 22·3 | Bordeaux<br>French | T.6Cy.10",16½"&26"-24"<br>66NHP<br>StatenIslandS.B.Co.<br>Pt.Richmond,N.Yk. | | V |
| 28489<br>HDPB | **Rein** SteelScSr<br>1*Dk* | 1175<br>1032<br>725 | | | | | 1900 | Framnes Mek.Værks.<br>Sandefjord | D/S ReinsAktierederi(Jacobsen &Aarvold) | 241·2<br>P15*t*H96*t*F32*t* | 35·3 | 14·7 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"-33"<br>111NHP<br>AkersMek.Verks.Xia. | | N |
| 28490<br>334 | — SteelScSr<br>1*Dk* | 117<br>—<br>54 | | | | | 1907 | Borgå Mek.Værks.<br>Borgå | J.Leesman | 89·7 | 20·2 | 8·3 | Reval<br>Esthonian<br>*WB* | C.2Cy.14"&26½"-18" 25NHP<br>E *built* 74, *fitted* 07 NB07<br>MotalaM.V.Motala | | |
| 28491<br>HGTC | **Reina de los Angeles** SteelTwin ScSr<br>2*Dks* | 1234<br>—<br>956 | | | | | 1896 | Neafie& LevyCo.<br>Philadelphia | EmpresaNaviera deCubaS.A. | 232·0<br>H— | 35·0 | 20·4 | Havana<br>Cuban<br>*WB* | T.6Cy.14",21"&36"-26"<br>NB07 132NHP<br>Neafie&LevyCo.,Phil. | | |
| 28492<br>JFHR | **Reina Maria Cristina** SteelScSr<br>*Elec.light* Wireless 3*Dks* | 4818<br>3752<br>2436 | | | | | 1888 | W.Denny &Bros.<br>Dumbarton | Cia.Trasatlantica | 408·8<br>P20'H94' | 48·0 | 27·7 | Barcelona<br>Spanish<br>*WB* | T.3Cy.34",57"&91"-60"<br>641NHP<br>Denny&Co.,Dumbarton | | V |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>D te de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28493<br>JFHN | Reina Victoria **SteelScSr**<br>2*Dks&Awng dk*<br>*Elec.light* Wireless | 1247<br>648<br>687 | | | ... | | 1907<br>11mo | Swan,Hunter&Wigham Richardson, Ld Newcastle | Cia.Trasmediterranea | 250·2<br>F41' | 32·1 | 13·7<br>20·8<br>BK8" | Barcelona<br>Spanish<br>*WB* | T.3Cy.21",33½"&54"-39"<br>223NHP<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 23 |
| 28494 | — **SteelSc**<br>(*ex*Almy)<br>*Elec.light* 1*Dk* | 365<br>—<br>214 | | | | | 1890 | Pusey&JonesCo. Wilmington, Del. | M.F.Kafailovich | 175·0 | 24·0 | 12·3 | Santiago deCuba<br>Cuban | T.3Cy.18",28"&42"-33"<br>101NHP<br>Pusey&JonesCo. Wilmington,Del. | |
| 28495<br>JFHM | — **IronScK**<br>*ss*Hul.No.2-05<br>(*ex*LordNelson) 1*Dk* | *162*<br>*150*<br>*63* | ✠<br>*Stm Trawler*<br>10,06 ✠ | Hul | | | 1897<br>2mo | Cook,Welt'n&Gemmell Hull | Lamigueiro y Jove | 105·5<br>Q25' | 20·7 | 11·0<br>BK7½" | S.Sebast'n<br>Spanish<br>3*BHCem* | T.3Cy.12¼",19½"&32"-22½"<br>54NHP<br>1SB,2*cf*,GS23,HS876<br>C.D.Holmes&Co.Hull | 11 |
| 28496<br>JFGW | Reina Victoria-Eugenia **Steel QuadScSr**<br>*ss*Bcl No.2-21<br>~~*ss*Cdz.No.1-17~~<br>*Elec.light* Sub.Sig. 3*Dks*(*UStl*-teak s)<br>Wireless &*Shade dk*(*Stl*-teak s) | 10137<br>6924<br>5564 | ✠100A1<br>*Shade dk*<br>~~5,21~~ ~~1,21~~2,22<br>~~BS5,20~~ ✠LMC~~3,17~~<br>5,21 | BAs | *e*† | CL<br>~~P6,20~~<br>6,20 | 1913<br>2mo<br>*Lloyd*'*sA&CP* | Swan,Hunter&Wigham Richardson, Ld Newcastle | Cia.Trasatlantica<br>*WB=CellDB*<br>*a*105'*uE&B*150' | 480·0<br>*f*170' 1080*t FPT* | 61·3 | 40·7<br>FK&BK2½" | Barcelona<br>Spanish<br>9*BHCem*<br>81*tAPT*42*t* | T.8Cy.(2)29",(2)43"&(4)47"-42" 180lb (*r*)<br>7SB,21*cf*,GS480,HS20657 FD<br>2L.P.Turbines<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc | 35<br>11<br>25 |
| 28497<br>142621<br>JTQR | Reindeer **SteelSc**<br>(*ex*WarBeach) Wireless 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted* | 3112<br>2859<br>1865 | ✠100A1<br>3,22 ~~9,20~~<br>✠LMC8,18 | Npt<br>~~Shl~~ | *u* | CL<br>5,19 | 1918<br>8mo<br>*Lloyd*'*sA&CP* | TyneI.S.B. Co.Ld. Newcastle | ReindeerS.S.Co.Ld (JacksonBros.&Cory, *Mgrs.*)<br>*CellD* | 331·4<br>P33'B100'F29'<br>*B*284'724*tFPT*110*t* | 46·8 | 23·1<br>FK | London<br>British<br>7*BHptCem*<br>*APT*123*t* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 431NHP<br>3SB,9*cf*,GS155,HS6420 FD<br>N.E.MarineEngCoLd.Nwc | 25<br>4<br>21 |
| 28498<br>108424<br>PSJV | — **SteelTwinScSr**<br>*Elec.light* Wireless 2*Dks* | 1101<br>811<br>455 | | | ... | | 1897 | Naval Con.&Arm.Co.Ld. Barrow | Gt.WesternRly.Co | 280·0<br>P57'B&F209' | 34·5 | 16·8<br>BK7" | Milford<br>British<br>*WB* | T.6Cy.23",36"&56"-33"<br>643NHP<br>NavalCon.&A.Co.Ld.Brw. | 15 |
| 28499<br>113236 | — **SteelScK**<br>*ss*Liv.No.3,12-19<br>1*Dk* | 192<br>167<br>76 | ✠100A1<br>*StmTrawler*<br>7,21 ~~12,19~~<br>✠LMC11,19<br>BS7,21 | Liv<br>Gmg | | CL<br>11,19 | 1902<br>11mo<br>*Lloyd*'*sA&CP* | Cook,Welt'n&Gemmell Beverley | Morris&Fisher,Ld | 112·7<br>Q56'F20' | 21·5 | 11·5<br>BK8" | Grimsby<br>British<br>4*BHCem* | T.3Cy.11¾",20"&33"-24" (*s*)<br>180lb 62RHP<br>1SB,2*pf*,GS33,HS1000<br>Amos&Smith,Hull | 12 |
| 28500<br>219866<br>LWGQ | — **WoodSc**<br>*Elec.light* 1*Dk* | 164<br>—<br>101 | | | | | 1920 | ChanceMarineConst.Co. Eastport,Md. | UnitedStates ShippingBoard | 94·5 | 24·8 | 12·0 | Annapolis, Md.<br>Utd.States | C.2Cy.18"&36"-26"<br>61NHP | |
| 28501<br>55889<br>KOPQ | Reine de Prevoyance **Wood**<br>*ParaffinMotor* **AuxScK**<br>1*Dk*<br>(*See Sailing Ship Register*) | 112<br>108<br>67 | | | | | 1867 | CRaymond St.Irene | G.&S.G.B.Chugg | 85·0 | 22·7 | 10·2 | Barnstple<br>British | Paraffin Motor<br>2Cy.12"-15" 21NHP<br>InvincibleEng.Co.Wrks. Keighley | |
| 28502 | Reinier **SteelSc**<br>(*Tug*)<br>1*Dk* | 83<br>69<br>31 | | | ... | | 1914 | Shanghai S.B.&D.CoLd Shanghai | Netherland HarbourWorksCo. | 78·0 | 17·0 | 7·3<br>FK | Shanghai<br>Dutch | C.2Cy.12½"&26"-16"<br>47NHP<br>ShanghaiE.S.B.&DDCoLd | 8 |
| 28503<br>27736<br>SFTB | Reiyo Maru **SteelSc**<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5446<br>4988<br>3311 | ✠100A1<br>~~1,22~~ ~~12,20~~ 2,22<br>✠LMC~~12,20~~ 1,22<br>*Fitted for oil fuel*3,21*FP above*150°F. | Yka<br>~~Nag~~ Auk | *z* | | 1920<br>12mo<br>A&CP | Asano S.B.Co. Tsurumi | ToyoKisen KabushikiKaisha | 400·0<br>P33'B124'F41'<br>*CellDB*331'1072*t* | 53·2 | 29·4<br>FK | Yokohama<br>Japanese<br>6*BHCem*<br>*APT*27*t* | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 513NHP<br>3SB,9*cf*,GS174,HS2376 FD<br>IshikawajimaSB&ECoTok | 32<br>6<br>25 |
| 28504<br>23254<br>RODN | Rekisan Maru **SteelScSr**<br>*Elec.light* 1*Dk* | 1280<br>—<br>863 | | | | | 1918 | Yoshiura DockYard Yoshiura | TakanoKisen KabushikiKaisha | 228·0 | 33·0 | 18·7 | Yoshiura<br>Japanese<br>*WB* | T.3Cy.14½",25 5/16"&40"-30"<br>88NHP<br>TakaoIronWorks,Kobe | |
| 28505<br>10523<br>LFSP | Rekkusu Maru **SteelScSp**<br>(*Whaler*)<br>(*ex*Rex) 1*Dk* | 108<br>—<br>39 | | | | | 1902 | Nylands Værksted Christiania | ToyoHogei KabushikiKaisha | 95·2<br>H6*t* | 17·3 | 10·7 | Nishinomiya<br>Japanese | T.3Cy.10½",17"&28½"-20"<br>36NHP<br>NylandsVærksted,Xania | |
| 28506 | Relay **SteelTwinScSr**<br>*CableVessel* *ss*NYk.3rdNo.3-8,14<br>*ss*NYk.No.1-18<br>*Mchy.Aft* 2*Dks*(1*Irn-ptws*)&*Awngdk*<br>Wireless | *1198*<br>*1182*<br>*742* | ✠100A1<br>*Awng dk withfreeboard*<br>9,20<br>✠LMC10,18<br>✠NB7,06 BS~~3,20~~7,21 | NYk | *n* | 9,20 | 1890<br>3mo<br>A&CP | R.Thompson&Sons Sunderland | MexicanTelegraph Co. | 240·0<br>ND13<br>*WB=Cell* | 32·2 | 14·2<br>21·5<br>BK8" | NewYork<br>Utd.States<br>5*BHCem*<br>*DB*174'280*t* | T.6Cy.16½",26½"&43½"-30"<br>130lb ~~40lb~~ NDB06(*s*) 213NHP<br>2SB,6*rf*,GS102,HS3292<br>G.Clark(Lim.),Sld. | 24<br>8<br>17 |
| 28507<br>114426<br>TLMN | Relentless **SteelScSr**<br>(*ex*Alto) *ss*Cff.No.3-7,15<br>*ss*Shp.No.1-20<br>Wireless 1*Dk*(*Stl*)&*deep framing*<br>*Cargo battens not fitted* | 2027<br>1900<br>~~1294~~<br>1285 | ✠100A1<br>3,21<br>✠LMC<br>MS3,20 BS~~11,20~~<br>12,21 | Cff | | 3,21 | 1902<br>6mo<br>*Lloyd*'*sA&CP* | S.P.Austin &Son,Ld. Sunderland<br>*WB* | PenmarkShppng.Co.Ld.<br>*=CellDBa*88'*uE&* | 289·0<br>P27'B72'F28'<br>*B*30' *f*50' 380*t FPT* | 43·1 | 18·7<br>FK | Newcastle<br>British<br>5*BHCem*<br>61*tAPT*47*t* | T.3Cy.21",35"&57½"-39" (*s*)<br>160lb *160lb* 215NHP<br>2SB,6*pf*,GS99,HS3373<br>G.Clark,Ld.Sunderland | 21<br>3<br>18 |
| 28508<br>126603 | Reliable **WoodSc**<br>1*Dk* | 208<br>159<br>112 | | | | | 1901 | American Car&Fndy Co Wlmgton Del | NorthernDredging&Const.Co.Ld. | 90·0 | 23·0 | 11·0 | Chthm,NB<br>British<br>*WB* | C.2Cy.17"&34"-25"<br>68RHP<br>FAVerdonCoHoboken NY | |
| 28509<br>202077<br>KTVP | Reliance **WoodTwinScSr**<br>(*ex*Anvil) *Pet.Mot.*<br>*Elec.light* | 363<br>346<br>276 | | | | | 1905 | W.F.Stone SanFrancisco | C.H.Trolliet | 116·0 | 24·5 | 16·5 | S.Frncisco<br>Utd.States | 2 Petrol Motors<br>71NHP | |
| 28510<br>97115 | — **CompSc**<br>Wireless 1*Dk* | 311<br>—<br>182 | | | | | 1892 | Cllngwood DryDockCo Collingwood | LakeSuperior PaperCo.Ld. | 124·0 | 23·0 | 11·6 | SaulteSt. Marie,Ont.<br>British | C.2Cy.20"&40"-24"<br>NB01 NE02 67RHP<br>J.Inglis&Son,Toronto | |
| 28511<br>200023<br>KSNR | — **WoodSc**<br>1*Dk* | 251<br>—<br>122 | | | | | 1903 | Kelley, Spear&Co. Bath,Me. | BostonSand and GravelCo. | 109·8 | 30·5 | 10·1 | Boston<br>Utd.States | Q.4Cy.8",12",16"&24"-18"<br>24NHP | |
| 28512<br>ORTV | — **SteelScK**<br>*ss*Mil.No.1-08<br>1*Dk* | 198<br>168<br>44 | ✠<br>*StmTrawler*<br>12,11 ✠ | Mil | | | 1903<br>11mo | Cochrane&Sons Selby | G.Malandin | 110·0<br>Q47'F22' | 21·1 | 11·0<br>BK7½" | Fécamp<br>French<br>3*BHCem* | T.3Cy.11½",18½"&30½"-22"<br>59NHP<br>1SB,2*pf*,GS30,HS1098<br>Gt.CentrlCo-opEng.&ShipRepairingCo.Ld.Gms. | 11 |
| 28513<br>119233 | — **WoodScSr**<br>1*Dk* | 158<br>110<br>86 | | | | | 1904 | J.E.Heron Pt.Esperance Tasmania | F.Carpenter | 112·1 | 24·0 | 8·0 | Melbourne<br>British | C.2Cy.14"&28"-20"<br>32RHP<br>Ross&Duncan,Glasgow | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28514<br>111278 | **Reliance** WoodSc<br>Elec.light 1Dk&Awngdk | 153<br>—<br>104 | | | | | 1900 | J.Supple<br>Portland,O. | KitsapTransptn. Co. | 118·0 | 20·5 | 6·5 | P.Twnsnd<br>Utd.States | C.2Cy.12"&20"–14"<br>12NHP | | |
| 28515<br>118936<br>HBSD | **Reliance II.** SteelScK<br>ssLiv.No.3–8,19<br>1Dk<br>(exReliance) | 203<br>189<br>83 | ✠100A1<br>StmTrawler<br>3,21<br>~~BS7,20~~ | Gms<br>BS7,21<br>✠LMC8,19 | | CL<br>3,21 | 1904<br>11mo<br>Lloyd | Cochrane &Sons<br>Selby<br>'sA&CP | Baker&Green | 115·0<br>Q60'F20' | 21·6 | 11·3<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.11½",20"&33"–24"(s)<br>180lb 58RHP<br>1SB,2cf,GS30,HS1000<br>C.D.Holmes&Co.Hull | 12 " 4 | |
| 28516<br>143873 | **Reliant** SteelScSr<br>(exMannaHata)<br>2Dks<br>Wireless | 1066<br>1020<br>443 | | | | | 1900 | Harlan&Hollingsworth Co.<br>Wlmgtn,Del. | MaritimeSalvors, Ld.(M.Rush Mgr.) | 210·2 | 32·0 | 21·7 | London<br>British | T.3Cy.18",38"&45"–30"<br>111NHP<br>Harlan&HollingsworthCo.<br>Wilmington,Del. | | |
| 28517<br>203988<br>KWBH | **Relief** SteelScSr<br>(Tug)<br>Elec.light Wireless 2Dks | 828<br>—<br>563 | | | | | 1907 | Harlan&Hollingsworth Co.<br>Wlmgtn,Del. | Merritt&Chapman Derrick&WreckingCo. | 184·6 | 30·2 | 20·6 | NewYork<br>Utd.States<br>WB | T.3Cy.18",30"&50"–30"<br>137NHP<br>Harlan&HollingsworthCo | | R |
| 28518<br>110886 | — IronSc | 242<br>—<br>113 | | | | | 1890 | Neafie&Levy<br>Philadelphia | W.R.Boutwell | 128·7<br>len06 | 23·0 | 12·1 | Norfolk, Va.<br>Utd.States | C.2Cy.22"&40"–26"<br>NB06 68NHP<br>Neafie&Levy,Philadelphia | | |
| 28519<br>110655<br>KCSM | — IronSc<br>(Tug)<br>Elec.light Fitted for oil fuel 1Dk | 204<br>—<br>79 | | | | | 1884 | W.Cramp &Sons<br>Philadelphia | RolphNav.&Coal Co. | 112·0 | 22·5 | 12·6 | S.Frncisco<br>Utd.States | C.2Cy.20½"&40"–30"<br>73NHP<br>W.Cramp&Sons,Phl. | | |
| 28520<br>121639<br>HPDW | **Relillio** SteelScSr<br>ssShl.No.3–5,20<br>1Dk(ptIrnptStl)&deep framing<br>Wireless | 2398<br>2255<br>1481 | ✠100A1<br>5,20<br>BS3,22 | Shl<br>✠LMC4,20 | s | 4,20 | 1909<br>6mo<br>Lloyd | R.Thompson&Sons,Ld<br>Sunderland<br>'sA&CP | Orders&Handford S.S.Co.Ld.(J.Cory &Sons,Ld.Mgrs.)<br>WB=CellDBa90' | 290·0<br>B74'F29'<br>uE&B36' f116' 669t | 46·0 | 19·7<br>FK | Newport<br>British<br>5BHCem<br>APT163t | T.3Cy.21½",36"&59"–39" (s)<br>180lb 100lb 237NHP<br>2SB,6pf,GS92,HS3664<br>N.E.MarineEng.Co.Ld.Sld | 22 " 0<br>s 3 " 6<br>18 " 10 | |
| 28521<br>99868<br>KOTS | **Rellim** SteelTwinSc<br>(exHopperNo.3) | 894<br>721<br>486 | | | | | 1892 | Fleming&Ferguson<br>Paisley | ~~MillerS.S.Co.Ld.~~<br>~~(W.H.Miller Mgr.)~~<br>E.T.Lindley | 195·7 | 34·1 | 12·8 | Hull<br>British<br>WB | T.6Cy.15",24"&37"–24"<br>134NHP<br>Fleming&Ferguson,Psy. | | C |
| 28522<br>136988 | **Relonzo** SteelScK<br>ssSou.No.1–20<br>1Dk<br>Elec.light | 245<br>226<br>107 | ✠100A1<br>StmTrawler<br>6,21 ~~3,20~~<br>BS1,22 | Sou<br>Gms<br>✠LMC5,20 | | CL<br>1,20 | 1914<br>8mo<br>Lloyd | Cook,Welt'n&Gemmell Ld. Beverley<br>'sA&CP | TheExor.ofSirG.F. Sleight,Bart. | 120·5<br>Q67' | 22·0 | 12·3<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.12½",22"&35"–24" (s)<br>190lb 80RHP<br>1SB,3pf,GS46,HS1402<br>C.D.Holmes&Co.Ld.Hull | 13 " 1 | |
| 28523<br>134770 | **Remagio** SteelScK<br>~~ssGms.No.1–10~~<br>ssGms.No.2–21 1Dk | 174<br>160<br>76 | ✠100A1<br>StmTrawler<br>7,21 ~~7,20~~<br>~~BS7,20~~ | Gms<br>✠LMC10,19<br>7,21 | | CL<br>10,19 | 1913<br>6mo<br>Lloyd | Cook,Welt'n&Gemmell Ld. Beverley<br>'sA&CP | TheExor.ofSirG.F. Sleight,Bart. | 106·7<br>Q58' | 21·0 | 10·9<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.11½",19½"&32"–23"<br>180lb (s) 62RHP<br>1SB,2pf,GS30,HS1050<br>C.D.Holmes&Co.Ld.Hull | 11"10 | |
| 28524<br>PRFN | **Rembrandt** SteelScSr<br>ssAms.No.3–4,19<br>Elec.light UDk(Stl–ws)ptStlMDk<br>Sub.Sig. 3trB&Shelter dk(Stl–teak s)<br>Wireless | 5876<br>5172<br>3670 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~6,21~~ ~~1,21~~ ~~10,21~~<br>2,22<br>~~BS5,20~~ | Ams<br>BS6,21<br>✠LMC4,19 | a† | CL<br>~~4,19~~<br>6,21 | 1906<br>10mo<br>Lloyd | Nederl. Schps.Maats.<br>Amsterdam<br>'sA&CP | Stoomv.Maats. "Nederland"<br>WB = Cell DBa106' | 420·8<br>B102'F75'<br>uE&B81'f130'699t | 47·9 | 34·7<br>FK&BK3" | Amstrdam<br>Dutch<br>6BHCem<br>FW Tanks o | T.4Cy.29⅛",41$\frac{5}{16}$",58¼"&88½"–59" 210lb 210lb (s)807NHP<br>3DB,18cf,GS280HS10935FD<br>NedFb.v.Wrk&Spoor,Ams<br>n lower dk a25'118tFPT45t | 37 " 6<br>s11 " 1<br>27 " 3 | |
| 28525<br>~~110571~~<br>~~RDCV~~ | — SteelScSr<br>Wireless 3Dks | 4667<br>4279<br>2904 | | | | | 1899 | D&WHenderson&Co.<br>Glasgow | ~~LivBrazil&RPlate SNCoLd(Lamport &Holt,Ld.Mgrs.)~~<br>Industrie-Werke G.m.b.H | 380·0<br>P45'B100'F46' | 50·2 | 27·8 | ~~Liverpool~~<br>~~British~~<br>WB<br>German | T.3Cy.27½",46"&74"–48"<br>379NHP<br>D.&W.Henderson&Co.Gls | | C |
| 28526<br>134738 | **Remexo** SteelScK<br>ssLth.No.2–20<br>1Dk | 231<br>212<br>108 | ✠100A1<br>StmTrawler<br>10,20 | Gms<br>✠LMC9,19<br>BS6,21 | | CL<br>9,19 | 1912<br>8mo<br>Lloyd | Cook,Welt'n&Gemmell Ld. Beverley<br>'sA&CP | TheExor.ofSirG.F. Sleight,Bart. | 117·5<br>Q60' | 22·0 | 11·7<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.12¼",22"&35"–24" (s)<br>180lb 62RHP<br>1SB,2pf,GS35,HS1070<br>C.D.Holmes&Co.Ld.Hull | 12 " 6 | |
| 28527<br>MBVL | **Remier** SteelScSr<br>ssRot.No.2–15<br>(exGloriana) Spar dk(ptIrn&ptStl)<br>Wireless 2trB&deep framing | 3039<br>2826<br>2119 | ✠ —<br>5,20<br>Spar dk<br>withfreeboard<br>✠ | | u | | 1905<br>5mo | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool | LloydRoyalBelge Soc.Anon.<br>WB=Cell D Ba106'u E24' | 325·3<br>P33'B100'F32' 22·6<br>f138'654tFPT100t | 47·1 | 13·8<br>FK | Antwerp<br>Belgian<br>5BHCem<br>APT42t | T.3Cy24",38"&64"–42"<br>275NHP<br>2SB,6cf,GS100,HS4264<br>Richardsons,Westgarth& Co.Ld.Hpl. | 24"10 | V |
| 28528<br>143803 | **Remillo** SteelScK<br>ssGms.No.1–21<br>(exRobertBetson) 1Dk | 266<br>237<br>105 | ✠100A1<br>Stm Trawler<br>10,21 ~~4,20~~ | Gms<br>✠LMC~~7,17~~<br>10,21 | | CL<br>4,20 | 1917<br>8mo<br>Lloyd | Cook,Welt'n&Gemmell Ld.Beverley<br>'sA&CP | TheExor.ofSirG.F. Sleight,Bart. | 125·2<br>Q67'F19' | 22·0 | 12·2<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.12½",21½"&35¼"–24"<br>195lb (s) 62RHP<br>1SB,3pf,GS43,HS1402<br>Amos&Smith,Ld.Hull | 13 " 1 | |
| 28529<br>140029 | **Remlik** SteelSc<br>(exYacht)<br>1Dk | 432<br>352<br>218 | | | | | 1903 | Cook,Welt'n&Gemmell<br>Hull | J.S.Webster&Sons | 169·0 | 23·0 | 14·0 | KingstnJa<br>British | T.3Cy.14½",24"&40"–27"<br>83NHP | | R |
| 28530 | **Remo** SteelSc<br>ssTri.2ndNo.3–2,21<br>(exHabsburg) 2Dks(1Stl–ws)&Spar dk<br>Elec.light Wireless (Stl–teak s) | 4063<br>3270<br>2207 | ✠100A1<br>Spar dk<br>~~6,21~~ ~~2,21~~<br>4,22 | Tri<br>✠LMC2,21 | x | CL<br>1,21 | 1895<br>7mo<br>~~Lloyd~~ | Lloyd Austriaco<br>Trieste<br>~~'sA&CP~~ A&CP | LloydTriestino | 374·0<br>P78'B95'F85' 27·5<br>WB=uE41' | 44·4 | 19·5<br>FK | Trieste<br>Italian<br>6BHCem<br>f125'361t | T.3Cy.35½",57"&92"–54" (s)<br>170lb 165lb NDB05 758NHP<br>5SB,20rf,GS430,HS13130<br>LloydAustriaco,Trieste | 30 " 6 | A |
| 28531<br>113212 | — IronScK<br>1Dk | ~~169~~ 209<br>~~152~~ 184<br>~~69~~ ~~63~~ 87 | | | ... | | 1900 | Cochrane&Cooper,Ld.<br>Selby | ~~TheAdmiralty~~<br>H.Burdon | ~~101·0~~ 116·4<br>Q45'F18' len22 | 21·0 | ~~11·0~~ 10·8<br>BK7½" | ~~Grimsby~~ London<br>British | T.3Cy.11⅞",19½"&32"–23"<br>55RHP<br>C.D.Holmes&Co.Hull | 11 " 9 | |
| 28532<br>MSPR | **Remö** WoodScSr<br>Mchy.Aft 1Dk | 151<br>131<br>54 | | | | | 1918 | Edvard Stenodegaard<br>Remmensvik | Fugleberg&Tösse | 90·1<br>Q11tH2t | 23·0 | 11·6 | Aalesünd<br>Norwegian | C.2Cy.12½"&24"–21"<br>Emade79refitted18 22NHP<br>GreenockFoundryCo.Grk. | | N |
| 28533<br>130162 | **Remora** SteelTwinSc<br>(Suction& Grab Hopper Dredger)<br>Elec.light 1Dk | 1045<br>983<br>461 | | | ... | | 1912 | F.Schichau<br>Elbing | Government of Queensland | 213·5 | 37·3 | 15·9<br>FK | Brisbane<br>British<br>WB | T.12Cy.11",18½"&29½"–16½"<br>204NHP<br>F.Schichau,Elbing | 17 " 1 | |
| 28534<br>124590<br>HTJK | **Remuera** SteelTwinScSr<br>Wireless<br>Ref.Mchy. Elec.light 3Dks&Shelter dk | 11276<br>9948<br>7154 | | | | | 1911 | W.Denny&Bros.<br>Dumbarton | NewZealand ShippingCo.Ld. | 485·0 | 62·3 | 41·0 | Plymouth<br>British<br>WB | T.6Cy.28",47"&78"–48"<br>843NHP<br>Denny&Co.Dumbarton | | C<br>BT till 8,21 |

| 1<br>Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7ª<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28535 | **Remus** SteelSc<br>Elec.light 1Dk(Stl)&Shelterdk(Stl)<br>Cargo battens not fitted in tween dks | ~~5000~~<br>~~3300~~ 4893<br>4622<br>3078 | ✠100A1<br>Shelter dk with freeboard<br>2,22 ~~10,21~~ ✠LMC10,21<br>Fitted for oil fuel 10,21 | PGl<br>Sea | w<br>F | CL<br>P.above | 1921<br>8mo<br>150°F. | ClydeS.B. &E.Co.Ld.<br>Pt.Glasgow<br>Lloyd'sA&CP | ~~A.O.Lindvig~~<br>Aktie [illegible] California (A.O Lindvig,Mgr.)<br>CellDB297' 888tF | 350·0<br>F36'<br>F35'onShelterdk FK<br>PT121tAPT100t | 50·2 | ~~24·6~~<br>32·4 | Chrstiania<br>Norwegian<br>Cem<br>2BHtoShdk<br>4 " " " Udk | T.3Cy.25",41"&67"-45" (s)<br>180lb 368NHP<br>3SB,9cf,GS180,HS6090<br>ClydeS.B.&E.CoLd.P.Gl. |
| 28536<br>218189<br>LRJQ | — SteelScSr<br>Fitted for oil fuel<br>Elec.light 2Dks<br>Sub.Sig. Wireless Longitudinal framing | 4744<br>4374<br>2931 | | | | | 1919 | ToddDry Dock&Const Corpn.<br>Tacoma,Wsh. | UnitedStates ShippingBoard | 379·1<br>P39'B102'F42' | 53·1 | 27·0 | Tacoma<br>Utd.States<br>WB | T.3Cy.24",40"&70"-48"<br>389NHP<br>Skinner&EddyCorpn. Seattle |
| 28537<br>MGVJ | **Rena** SteelScSr<br>Elec.light 1Dk&Shelterdk2trB<br>Wireless | 4686<br>4362<br>2885 | | | | | 1911 | W.Doxford &Sons,Ld.<br>Sunderland | DenNorskeAfrika-ogAustralielinje (W.Wilhelmsen, Mgr.) | 390·0<br>P101tH194t | 53·5 | 26·2 | Tönsberg<br>Norwegian<br>WB | T.3Cy.27",46½"&77"-54"<br>436NHP<br>W.Doxford&Sons,Ld.Sld. |
| 28538 | **Renaico** SteelTwinScSr<br>ssYka.No.3-10,08<br>(exNipponMaru) ssHKg.No.2-17<br>2Dks(Stl-Uteaks)&Webframes lower dk(Stl)inNo.1hold<br>Elec.light Wireless | 5919<br>4354<br>2965 | ✠100A1<br>12,19<br>✠LMC~~1,14~~ 8,21 | Nag | z | CL<br>~~11,18~~<br>8,21 | 1898<br>8mo | SirJ.Laing<br>Sunderland<br>A&CP | Cia.SudAmericana deVapores<br>CellDBa98'uE&B | 431·0<br>P78'B221'F54'<br>FK&BK1½"<br>144'f119'751tFPT | 50·7 | 29·7 | Valparaiso<br>Chilian<br>7BHCem<br>69tAPT80t | T.6Cy.28¼",46"&75"-48" (s)<br>180lb 1058NHP<br>4D&1SB27cfGS648HS19293<br>G.Clark,Ld.Sunderland |
| 28539<br>133637 | **Renaissance** SteelScK<br>ssGls.No.1-19<br>(exJohnH.Irvin) 1Dk | 199<br>196<br>77 | ✠<br>StmTrawler<br>11,19 ✠ | Gls | | | 1913<br>11mo | Hall,Russell&Co.Ld.<br>Aberdeen | ReliableSteam FishingCo.(Scarborough)Ld. (C.J.Smith,Mgr.) | 115·4<br>BK7½" | 22·1 | 12·0 | Scarboro'<br>British<br>3BHCem<br>DBf21'14t | T.3Cy.12",20"&34"-24"<br>78RHP<br>1SB,3pf,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. |
| 28540 | **Renata** IronScSr<br>Elec.light 1Dk2trB | ·726<br>548<br>435 | | | | | 1879 | Akt.Ges. "Vulcan"<br>Stettin | RenataDmpfsch. Ges.ThGribel(Rud ChristGribel,Mgr) | 199·4<br>P107' F26' | 27·5 | 13·1 | Stettin<br>German<br>WB | C.2Cy.25"&43"-27½"<br>NB93 81NHP<br>A.G."Vulcan,"Stettin |
| 28541<br>879 | **Renato** WoodAuxScBn<br>OilEng.<br>(exSailingVesselSalomeaK.) 1Dk<br>(See Sailing Ship Register) | 235<br>—<br>138 | | | | | 1914 | A.Codecasa<br>Viareggio | C.Buet&G. Durante | 121·7 | 27·3 | 11·7 | Genoa<br>Italian | Oil Engine<br>4Cy.11¾"-13½" 18NHP<br>NEfitted17<br>CampbellGasEng.Co.Hfx. |
| 28542<br>127862 | **Renco** SteelScK<br>ssGms.No.2-19<br>1Dk | 230<br>211<br>105 | ✠100A1<br>StmTrawler<br>7,20<br>BS7,20 ✠LMC4,19 | Gms | | CL<br>3,19 | 1910<br>7mo<br>Lloyd'sA&CP | Cook,Welt'n&Gemmell Ld. Beverley | TheExor.ofSir G.F.Sleight,Bart. | 117·3<br>Q59'F18'<br>BK7½" | 22·0 | 11·7 | Grimsby<br>British<br>4BHCem | T.3Cy.12¼",22"&35"-24" (s)<br>180lb 64RHP<br>1SB,2pf,GS33,HS960<br>C.D.Holmes&Co.Ld.Hull |
| 28543<br>MBNW | **René** SteelScSr<br>(exMinisterDelbeke)<br>1Dk | 1832<br>1708<br>1431 | | | | | 1909 | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool | L.Hermans | 279·1<br>P24'B60'F28' | 40·2 | 18·2 | Bruges<br>Belgian<br>WB | T.3Cy.20½",33"&54"-36"<br>Richardsons, 175NHP<br>Westgarth&Co.Ld.Hpl. |
| 28544<br>KTGX | — SteelSc<br>(exRacine,exArgo)<br>Elec.light 1Dk&Awng dk | 1089<br>—<br>740 | | | | | 1901 | CraigS.B. Co.<br>Toledo,O. | French Government | 173·5 | 31·6 | 20·8 | Brest<br>French | T.3Cy.15",25"&42"-24"<br>86NHP<br>CraigS,B.Co.Toledo,O. |
| 28545 | **René Lionel** WoodSc | 420 | | | | | 1920 | Ch.Navals del'Ouest<br>St.Malo | ChantiersNavals del'Ouest | 164·7 | 27·2 | 21·4 | St.Malo<br>French | |
| 28546 | **Renée** WoodAuxSc<br>(exMariaAnnunziata, Motor<br>exRaimondoPadre) YM12,20<br>(See Sailing Ship Register) | 100<br>—<br>— | | | | | 1905 | Torre del Greco | Soc.Anon. di Armamento Oceania | …… | | | Trieste<br>Italian | Motor |
| 28547<br>ORUT | **Renée Marthe** SteelScSr<br>ssFal.No.2-18<br>1Dk(Stl)<br>Cargo battens not fitted | 1389<br>1072<br>727 | ✠100A1<br>11,21 5,20<br>~~BS5,20~~ ✠LMC2,18<br>BS10,21 | Cff<br>Sws | o | 5,20 | 1910<br>9mo<br>Lloyd'sA&CP | Osbourne, Graham&Co.<br>Sunderland<br>WB | F.Bouet<br>=CellDBa75'uE& | 248·3<br>P22'Q67'B56'F21'<br>FK<br>B29'f102'392tFPT | 35·0 | 14·8 | Caen<br>French<br>4BHCem<br>48tAPT121t | T.3Cy.18",30"&49"-36" (s)<br>180lb 177NHP<br>2SB,4pf,GS73,HS2998<br>N.E.Marine Eng.CoLd.Sld. |
| 28548<br>102569<br>NVRH | **Renfield** SteelTwinSc<br>OilEng.<br>ssNwc.2ndNo.3-10,20 1Dk2trB | 1130<br>1028<br>857 | ✠100A1<br>3,22 ~~10,20~~<br>LMC~~10,20~~ 1,22 | Nwc | r | CL<br>10,20<br>S3,22 | 1895<br>7mo | Russell& Co.<br>Pt.Glasgow<br>A&CP | TheodorShppg.Co. Ld.(A.Tate&Co. Ld.Mgrs.) | 209·6<br>P32'F26'<br>BK8"<br>DBf28'60tFPT40t | 35·6 | 19·5 | Blyth<br>British<br>2BHCem<br>APT30t | Oil Engines 2S.C.SA<br>4Cy.14"-16" 126NHP<br>NE10,20 NDB20-100lb<br>Vickers-PettersLd.Ipswch |
| 28549<br>22922<br>NWQO | **Renjo Maru** WoodSc | 480<br>—<br>261 | | | | | 1918 | ……………… | YagiKamesaburo | 142·4 | 28·8 | 15·2 | Kobe<br>Japanese | |
| 28550<br>89154<br>TWMF | **Renong** SteelSc<br>1Dk | 733<br>460<br>405 | | | | | 1916 | Eastern Shpg.Co.Ld.<br>Penang | EasternShipping Co.Ld. | 180·0 | 28·0 | 14·6 | Penang<br>British | C.2Cy.22½"&46½"-30"<br>88RHP<br>J.Dickinson&Sons,Ld.Sld. |
| 28551<br>118933 | **Renovo** IronScK<br>ssGms.No.3-5,20<br>1Dk | 170<br>159<br>64 | ✠100A1<br>StmTrawler<br>1,22 ~~5,20~~ ✠LMC5,20<br>BS1,22 | Gms | | CL<br>N5,20 | 1904<br>9mo<br>Lloyd'sA&CP | Cook,Welt'n&Gemmell<br>Beverley | TheExor.ofSir G.F.Sleight,Bart. | 105·0<br>Q46'F18'<br>ND20 BK7½" | 21·1 | 11·0 | Grimsby<br>British<br>4BHCem | T.3Cy.11½",19½"&32"-23"(s)<br>180lb 55NHP<br>1SB,2cf,GS29,HS950<br>C.D.Holmes&Co.Hull |
| 28552<br>210175 | **Renown** SteelScSr<br>ssCgo.No.1-19<br>Elec.light 1Dk(Stl)&Webframes<br>Mchy.Aft Longitudinal framing<br>Sub.Sig. | 4154<br>3778<br>2098 | ✠100A1<br>3,22 ~~1,19~~ BS3,22<br>~~BS3,21~~ ✠LMC1,19<br>For Serviceon the Great Lakes<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 7,12 F.P. above 150°F. | Cgo | b | 1,19 | 1912<br>7mo | American S.B.Co.<br>Lorain,O.<br>A&CP<br>W | StandardOilCo., Indiana (B.Parker,Mgr.)<br>B=CellDBu E&B | 373·0<br>F54'<br>FK<br>73'f266'1210tFPT | 52·0 | 25·0 | Whiting, Ind.<br>Utd.States<br>12BH<br>180tAPT18t | T.3Cy.23½",38"&63"-42" (s)<br>180lb 388NHP<br>2SB,6cf,GS126,HS5998 FD<br>AmericanSBCo.ClevelndO |
| 28553<br>109545 | — Steel&IronScSp<br>1Dk | 120<br>107<br>80 | | | | | 1898 | H.Scarr<br>Hessle | OceanS.S.Co.Ld. (A.Holt&Co. Mgrs.) | 92·7<br>F10' | 17·4 | 7·6 | Liverpool<br>British | C.2Cy.10"&20"-12"<br>NB06 17RHP<br>F.T.Harker,Stockton |
| 28554<br>MRVS | **Rensfjell** SteelScSr<br>Elec.light 1Dk | 1115<br>979<br>656 | | | | | 1918 | Akers Mek.Værks.<br>Christiania | Kristiansunds Dpsk.RederiA/S (H.Schnitler,Mgr.) | 226·5<br>P18'B56'F24' | 36·5 | 16·6 | Xiansund<br>Norwegian<br>WB | T.3Cy.17",29"&47"-33"<br>150NHP<br>AkersMek.Værks.Xia. |
| 28555<br>9433<br>JVSB | **Rensho Maru** SteelScSr<br>ssDdn.No.1-89<br>(exHerald) 1Dk(Stl) | 587<br>—<br>342 | ✠<br>4,89<br>✠ | Ddn | i | | 1884<br>7mo | Pearce Bros.<br>Dundee<br>WB= | HamaguchiKisen KabushikiKaisha | 172·0<br>Q33'B43'F18' FK<br>DBa40'60tFPT67t | 28·2 | 13·3 | Amagasaki<br>Japanese<br>4BHCem | C.2Cy.23"&45"-30"<br>92NHP<br>PearceBros.Dundee |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 3<br>Regist'd Tonnage.<br>Gross<br>Under deck.<br>Net. | 4<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 5<br>Port of Survey. | 6<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.–Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28556<br>THGF | Rensiena **SteelScSr**<br>1*Dk* | 246<br>204<br>134 | | | | | 1912 | E.J.Smit<br>&Zoon<br>Hoogezand | Maats. totExploitatie van het stoomschip "Rensiena" | 125·3<br>Q6'B18'F11' | 21·7 | 9·7 | Pal'mbang<br>Dutch<br>*WB* | C.2Cy.10¼"&19¾"–13"<br>12NHP<br>E.J.Smit &Zoon,Hoogeznd | | |
| 28557<br>111302 | Rensselaer **SteelScSr**<br>*Mchy.Aft* *Elec.light* Sub.Sig. 1*Dk*2*trB* | 4472<br>—<br>3411 | | | | | 1900 | American<br>S.B.Co.<br>Cleveland | Pittsburgh S.S.Co. | 454·0 | 50·0 | 28·5<br>*WB* | Duluth, Minn.<br>Utd. States | Q.4Cy.18",26¾",41"&63"–42"<br>257NHP<br>ChicagoS.B.Co.,Chicago | | |
| 28558<br>206501 | — **SteelPad**<br>*Elec.light* 3*Dks* | 2690<br>—<br>1796 | | | | | 1909<br>N | MarvelS.B.<br>Co.<br>ewburgh,NY. | HudsonNav.Co. | 317·3 | 42·5 | 12·5 | NewYork<br>Utd. States | B.1Cy.70"–144"<br>452NHP<br>W.&A.FletcherCo.Hbkn | | |
| 28559<br>LBWC | Renteria **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk* | 1872<br>1575<br>940 | | | | | 1921 | Dunlop,<br>Bremner&Co.<br>Ld. PortGls. | Dampskbsintskb. "Garonne"(Fearnley&Eger, *Mgrs.*) | 260·4<br>P72*t*H100*t*F21*t* | 41·2 | 18·5 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.20½",33"&54"–39"<br>182NHP<br>Dunlop,Bremner&Co.Ld. | | |
| 28560<br>12,20<br>JLWP | Renvoyle **SteelScSr**<br>Wireless<br>*Mchy.Aft* *Elec.light* 1*Dk* | 1830<br>1477<br>1176 | | | ... | | 1910 | ClydeS.B.<br>&Eng.Co.Ld<br>Pt.Glasgow | CanadaSteamship Lines,Ld. | 250·0<br>Q94'F38' | 42·7 | 16·3<br>FK | Toronto<br>British<br>*WB* | T.3Cy.17",28"&46"–33"<br>159NHP<br>ClydeS.B.&ECo.Ld.Pt.Gls | 18 ″ 6 | C |
| 28561<br>134765 | Renzo **SteelScK**<br>*ss*Gms.No.1–19<br>1*Dk* | 230<br>212<br>108 | ✠100A1<br>*Stm Trawler*<br>11,20 ✠LMC5,19 | Gms | | CL<br>11,20 | 1913<br>3mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>*'sA&CP* | TheExor.ofSirG.F. Sleight,Bart. | 117·5<br>Q60' | 22·0 | 11·7<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¼",22"&35"–24" (*s*)<br>180lb 70RHP<br>1SB,*2pf*,GS35,HS1113<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 6 | |
| 28562<br>JFHV | Réocin **IronScSr**<br>1*Dk* | 298<br>245<br>148 | | | | | 1873 | Cunliffe&<br>Dunlop<br>Pt.Glasgow | JoséDiaz | 133·5<br>Q21' | 22·4 | 11·6 | Santander<br>Spanish | C.2Cy.20"&35"–24"<br>50NHP<br>Cunliffe&Dunlop,Pt.Gls. | | |
| 28563<br>125069 | Reperio **SteelScK**<br>*ss*Gms.No.3–1,19<br>1*Dk* | 230<br>211<br>91 | ✠100A1<br>*Stm Trawler*<br>12,21 ~~9,20~~ BS12,21<br>~~BS9,20~~ ✠LMC1,19 | Gms | | CL<br>9,20 | 1907<br>8mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>*'sA&CP* | TheExor.ofSirG.F. Sleight,Bart. | 117·0<br>Q59'F18' | 22·0 | 11·7<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¼",22"&35"–24" (*s*)<br>180lb 70RHP<br>1SB,*2pf*,GS32,HS1110<br>C.D.Holmes&Co.Hull | 12 ″ 6 | |
| 28564<br>127831 | Reporto **SteelScK**<br>*ss*Gms.No.3–7,20<br>1*Dk* | 230<br>211<br>107 | ✠100A1<br>*Stm Trawler*<br>7,20 ✠LMC7,20 | Gms | | CL<br>8,19 | 1908<br>7mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>*'sA&CP* | TheExor.ofSirG.F. Sleight,Bart. | 117·0<br>Q59'F18' | 22·0 | 11·7<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¼",22"&35"–24" (*s*)<br>180lb 70RHP<br>1SB,*2pf*,GS33,HS1066<br>C.D.Holmes&Co.Hull | 12 ″ 6 | |
| 28565 | Repton **SteelTwinScSr**<br>*Now named* "Rupavati," *See No*, 39133 *in Supplement*<br>*Elec.light* 2*Dks*(*Stl*) | 767<br>652<br>320 | | | ... | CL<br>12,20 | 1919<br>9mo<br>*Lloyd* | A&J Inglis<br>Ld.<br>Glasgow<br>*'sA&CP* *C* | BombayS.N.Co. Ld.<br>*ellDBf*12'16*tDTa* | 219·8<br>*16'33tDTf*8'12*tFP* | 28·6 | 15·5<br>FK | Bombay<br>British<br>10*BHptCem*<br>*T5tAPT*20*t* | T.6Cy.13¼",21¼"&34"–21"<br>235lb (*s*) 378NHP<br>2 Water Tube Boilers FD<br>HS6990<br>A.&J.Inglis,Ld.Glasgow | 16 ″ 3 | |
| 28566<br>214028<br>LFQT | Republic **SteelSc**<br>(*ex*Walküre) *Fitted for oil fuel*<br>*Turret deck* *Elec.light* 1*Dk*<br>Wireless | 4159<br>—<br>2609 | | | | | 1907 | W.Doxford<br>&Sons,Ld.<br>Sunderland | ChileS.S.Co.Inc. | 345·1<br>P32'F31' | 49·1 | 25·1 | NewYork<br>Utd. States<br>*WB* | T.3Cy.24",41"&68"–45"<br>310NHP<br>W.Doxford&Sons,Ld.Sld. | | V |
| 28567 | Republica **SteelSc**<br>*Now named* "Bernache," *See No.* 36482 (*Tug*) *in Supplement*<br>*Elec.light* 1*Dk* | 323<br>294<br>130 | ✠<br>4,11<br>✠ | Abn | | | 1911<br>4mo | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | E.deAguiar | 135·5<br>Q75' | 24·1 | 12·5<br>BK8"<br>*WB=* | Lisbon<br>Portuguese<br>4*BHCem*<br>*DB f*26'25*t* | T.3Cy.15",25"&40"–27"<br>116NHP<br>1SB,*3cf*,GS51,HS2150<br>J.Abernethy&Co.Abn. | 13 ″ 6 | V |
| 28568<br>MBRK | Republica Argentina **SteelScSr**<br>*ss*Rot.2ndNo.3–6,19<br>(*ex*PortElliot) 1*Dk*(*Stl*)&*Spardk*<br>Wireless (*Irn*)3*trB* | *3556*<br>*3310*<br>*2295* | ✠100A1<br>*Spar dk*<br>9,20<br>✠NB9,04 ✠LMC6,19<br>BS7,20 | Ant | *v* | 6,19 | 1894<br>3mo<br>*Lloyd* | W.Dobson<br>&Co.<br>Newcastle<br>*'sA&CP* | Cie.RoyaleBelgo-Argentine (ArmementDeppe, *Mgrs.*) | 345·5<br>P30'B60'F33'<br>*WB=Cell*<br>*DBa&uE*120'*f*148' | 44·1 | 19·7<br>27·5<br>FK | Antwerp<br>Belgian<br>6*BHCem*<br>606*tAPT*51*t* | T.3Cy.22½",40½"&64"–45"<br>180lb (*r*) 305NHP<br>2SB,*6cf*,GS126,HS4800<br>WllsndSlpwy.Co.Ld. Nwc. | 28 ″ 8<br>s 6 ″ 0½<br>22 ″ 11 | |
| 28569 | Republicano **SteelTwinScSr**<br>*Elec.light* 1*Dk*(*Stl*)&*Promenade dk* (*Teak*) | 328<br>231<br>223 | ✠<br>*River purpose*<br>12,14 ✠ | Grk<br>*s only* | | | 1910<br>8mo | Murdoch&<br>Murray<br>Pt.Glasgow | Coutinho&Co. | 150·0<br>F17 | 32·1 | 6·2<br>FK | Para<br>Brazilian<br>5*BHCem* | C.4Cy.12½"&26"–18"<br>73NHP<br>1SB,*2pf*,GS41,HS1471<br>Ross&Duncan,Glasgow | 6 ″ 6 | |
| 28570<br>ORVQ | République **WoodAuxTwinSc**<br>*Stm.Eng.* 5MstSr<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 2035<br>—<br>1418 | | | | | 1918 | Foundat'n<br>Co.<br>Tacoma,Wsh. | French Government | 259·2<br>P118'F30' | 44·9 | 22·1 | Bordeaux<br>French | T.6Cy.10",16½"&26"–24"<br>Dominion 66NHP<br>BridgeCo.Montreal | | V |
| 28571<br>109022<br>QDCB | Reresby **SteelScSr**<br>*ss*Cff.No.3–3,11<br>Wireless *ss*Cff.No.2–19<br>1*Dk*(*Stl*)2*trB*&*deepframing*<br>3*Dkrule* | 2974<br>2737<br>1877 | ✠100A1<br>11,21 ~~1,21~~<br>~~BS9,20~~ ✠LMC8,19<br>BS9,21 | Bry<br>Cff | *u* | 1,21 | 1898<br>4mo<br>*Lloyd* | C.S.Swan&<br>Hunter,Ld.<br>Newcastle<br>*'sA&CP* | BirkdaleS.S.Co. Ld.(C.Radcliffe& Co. *Mgrs.*)<br>*WB=CellDBa* | 325·4<br>P30'B60'F33'<br>ptND11<br>100'*uE&B*38'*f*138' | 47·2 | 21·5<br>FK | London<br>British<br>5*BHCem*<br>713*tAPT*48*t* | T.3Cy.24",38"&64"–42" (*r*)<br>170lb 276NHP<br>3SB,*6pf*,GS103,HS4215<br>SirC.Furness,Westgarth & Co.Ld.Mdb. | 24 ″ 0<br>s 4 ″ 3<br>20 ″ 2 | |
| 28572<br>93717<br>KLJN | Rescue **IronTwinSc**<br>(*Tug*)<br>1*Dk*2*trB* | 630<br>532<br>194 | | | ... | | 1887 | W.H.Pot-<br>ter&Sons<br>Liverpool | Government of Bengal | 200·6<br>F25' | 27·3 | 14·0<br>BK12" | Calcutta<br>British<br>*WB* | C.4Cy.24"&46½"–36"<br>NB06 259NHP<br>Fawcett,Preston&Co.,Liv. | 14 ″ 9 | |
| 28573<br>111215<br>KPBN | — **WoodScSr**<br>(*Tug*)<br>Wireless 1*Dk* | 538<br>—<br>284 | | | | | 1899 | A.C.Brown<br>&Sons<br>TottnvlleNY | Merritt&Chapman Derrick&WreckingCo. | 160·3 | 32·2 | 16·8 | NewYork<br>Utd. States | T.3Cy.16½",26½"&42½"–28"<br>LakeErie 96NHP<br>BoilerWorks,Buffalo,N.Y. | | |
| 28574<br>111335<br>WHJC | — **SteelScSr**<br>*ss*Gib.No.3–6,19<br>*Elec.light* 1*Dk*(*Teak*)<br>Wireless | 357<br>308<br>143 | ✠100A1<br>*For Salvage &*<br>*Towing purposes*<br>5,21 ~~6,19~~ BS2,22<br>~~[illegible]~~ ✠LMC6,19 | Gib | *g* | CL<br>6,19 | 1904<br>6mo<br>*Lloyd* | J.P.Ren-<br>noldson&Sns.<br>SouthShields<br>*'sA&CP* | M.H.Bland&Co.Ld | 150·0 | 26·2 | 12·8<br>BK7"<br>*WB=FPT* | Gibraltar<br>British<br>4*BHCem*<br>12*tAPT*10*t* | C.2Cy.23½"&49"–33" (*a*)<br>130lb 143NHP<br>1SB,*4pf*,GS71,HS2514<br>J.P.Rennoldsn&Sns.S.Shl. | 14 ″ 0<br>s1 ″ 11<br>13 ″ 0 | |
| 28575<br>63510 | — **IronPadSp** | 142<br>126<br>16 | | | | | 1869 | HeppleBrs.<br>N.Shields | FranceFenwick Tyne&WearCo. Ld.(J.E.Dawson, *Mgr.*) | 107·2 | 18·5 | 9·8 | N.Shields<br>British | 2Cy.28½"–54"<br>NB92 60RHP | | |
| 28576<br>95017 | — **SteelPadLr**<br>*Elec.light* | 135<br>135<br>65 | | | | | 1887 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 120·0 | 22·1 | 6·8 | Glasgow<br>British | C.D.2Cy.15"&26"–42"<br>30RHP<br>Denny&Co.,Dumbarton | | |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7" | 8 | 9 | 10 | 11 | | | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré, Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | Par qui.<br>—<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>—<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. |
| 28577<br>139961 | **Resercho** SteelScK<br>ssGms.No.1-21<br>*Elec.light* 1*Dk* | 258<br>228<br>113 | ✠100A1<br>*StmTrawler*<br>~~5,21~~ ~~10,20~~ ✠LMC~~10,17~~<br>5,22 5,21 | Gms<br>BS5,22 | | CL<br>~~7,19~~<br>5,22 | 1917<br>8mo<br><br>*Lloyd* | Cook,Wel-t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | TheExor.ofSirG.F.<br>Sleight,Bart. | 120·5<br>Q67'<br>BK7½" | 22·0 | 12·2 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",22"&35"-24" (*s*)<br>195lb 80RHP<br>1SB,3*pf*,GS43,HS1402<br>C.D.Holmes&Co.Ld.Hull |
| ※ 28578<br>3857<br>JMDN | **Reserv** IronScSr<br>ssGot.3rdNo.3-7,16<br>*Elec.light* Wireless ssSkm.No.1-20<br>(*ex*Merkur,*ex*Bestevâer,*ex*Wellfield)<br>*Well deck* 1*Dk*(*pt Irn,pt Stl*)2*trB* | 1725<br>1439<br>1014 | ✠100A1<br>12,20<br>✠LMC12,20<br>BS3,22 | Skm | *r* | 12,20 | 1882<br>8mo<br><br>*Lloyd* | E.Withy& Co.<br>WHartlepool<br>'*sA&CP* | SundsRederiA/B<br>(H E.Hammarberg *Mgr.*)<br>*WB=DBa* | 275·0<br>P30'Q82'B66'F31'<br>ptND04 BK9½"<br>84'*f*96'287*tAPT*15*t* | 35·6 | 19·5 | Sundsvall<br>Swedish<br>4*BHCem*<br>*DTa*14'184*t* | C.2Cy.33¼"&65"-36" (*s*)<br>80lb 211NHP<br>2SB,4*pf*,GS89,HS2469<br>T.Richardson&Sons,Hpl. |
| 28579<br><br>THGD | **Resident Bodemeijer** SteelScSr<br>(*ex*LaurensPit)<br>*Elec.light* 1*Dk* | 236<br>—<br>170 | | | | | 1902 | Nederl. Schps.Maats.<br>Amsterdam | MadoeraStoomtramMaats. | 124·0<br>P38'B20'F22' | 22·0 | 9·5 | Kamal Madoera<br>Dutch *WB* | C.2Cy.14"&28"-18"<br>28NHP<br>NedFb.v.Wrk&Spoor,Ams |
| 28580<br>97510 | **Resident Halewyn** WoodScSr<br>1*Dk* | 105<br>95<br>47 | | | | | 1889 | J.M.Lyon &Co.<br>Singapore | ChinKengChew | 104·8 | 16·2 | 7·8 | Singapore<br>British | C.2Cy.12"&24"-15"<br>25RHP<br>Ross&Duncan,Glasgow |
| 28581<br><br>THGW | **Resident Schiff Bahru** WoodSc<br>1*Dk* | 134<br>—<br>68 | | | | | 1885 | ..................<br>Singapore | OeiTiangTjai | 118·3 | 16·0 | ... | Tandjong Pinang<br>Dutch | Hall,Russell&Co.Abn. |
| 28582<br>139938 | **Resmilo** SteelScK<br>*Elec.light* 1*Dk* | 258<br>228<br>113 | ✠100A1<br>*StmTrawler*<br>10,20 ✠LMC10,19 | Gms | | CL<br>10,19 | 1917<br>3mo<br><br>*Lloyd* | Cook,Wel-t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | TheExor.ofSirG.F.<br>Sleight,Bart. | 120·5<br>Q67'<br>BK7½" | 22·0 | 12·2 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",22"&35"-24" (*s*)<br>195lb 80RHP<br>1SB,3*pf*,GS43,HS1402<br>C.D.Holmes&Co.Ld.Hull |
| 28583<br><br>MDBS | **Resolut** IronScSr<br>(*ex*Resolute)<br>*Elec.light* *Mchy.Aft* 1*Dk* | 191<br>158<br>71 | | | ... | | 1884 | M.Pearse &Co.<br>Stockton | A/S UnitedSardineFactories | 120·4<br>Q52'F22'<br>FK | 21·0 | 9·9 | Bergen<br>Norwegian *WB* | C.2Cy.22"&41"-26"<br>71NHP<br>Blair&Co.(Lim.), Stockton |
| 28584<br>214625<br>LGDP | **Resolute** SteelSc<br>(*Tug*)<br>*Elec.light* Wireless 1*Dk* | 453<br>—<br>219 | | | | | 1916 | Gt.Lakes Eng.Works<br>Ashtabula | Merritt&Chapman Derrick&WreckingCo. | 135·0 | 30·0 | 16·0 | NewYork<br>Utd.States | C.2Cy.19"&42"-28"<br>78NHP<br>Gt.LakesEng.Wrks.Ash. |
| 28585<br>205311<br>KWQF | — SteelScSr<br>(*ex*SarahE.McWilliams)<br>(*Tug*) 1*Dk* | 294<br>—<br>199 | | | | | 1908 | J.H.Dialogue&Sons<br>Camden,N.J. | P.DoughertyCo. | 122·3 | 25·0 | 14·0 | Baltimore<br>Utd.States | T.3Cy.15",24"&40"-30"<br>88NHP<br>JHDialogue&Sn,Cmdn,NJ |
| 28586<br><br>JFGP | — WoodAuxTwinSc3MstSr<br>*Now named* "Mary D.Soppit," *See No.38*[illegible] *in Supplement*<br>*cf* HTLon.82 1*Dk*<br>(*See Sailing Ship Register*) | 238<br>220<br>162 | ✠<br>[illegible]82 | Lon | 9<br>C6 | | 1869<br>2mo | Duthie<br>Aberdeen | TheodorShipping Co.Ld. (A.Tate&Co.*Mgrs.*) | 116·6 | 24·6 | 13·2 | Blyth<br>British | Paraffin Motors<br>2Cy.12"-12" 20NHP<br>KronhoutPerman&CoLon |
| 28587<br>22170 | — WoodPadSp<br>1*Dk* | 133<br>121<br>24 | | | | | 1858 | T.Bilbe& Co.<br>Rotherhithe | Townsville HarbourBoard | 102·3 | 18·7 | 10·0 | Townsvlle<br>British | 2Cy.<br>60RHP |
| 28588<br>142760 | **Resolve** SteelTwinScSr<br>*Elec.light* 1*Dk*(*Stl*) | 801<br>656<br>13 | ✠ A1<br>*For towing purposes*<br>9,18 ✠LMC9,18 | Irv | | | 1918<br>9mo<br><br>*Lloyd* | Ayrshire Dkyd.Co.Ld.<br>Irvine<br>'*sA&CP* | TheAdmiralty<br>*CellDBuBunker* | 175·1<br>B52'<br>FK<br>*s*16'22*tf*26'26*t FPT* | 34·1 | 16·5 | London<br>British<br>6*BHptCem*<br>25*tAPT*50*t* | T.6Cy.18¼",28½"&48½"-28"<br>180lb (*s*) 372NHP<br>4SB,12*cf*,GS264,HS7200<br>Cen.Mar.Eng.Wks.WHpl. |
| 28589<br>135974 | **Resolvo** SteelScK<br>~~ssPts.No.1-20~~<br>ssPts.No.2-20 1*Dk* | 231<br>212<br>108 | ✠100A1<br>*Stm Trawler*<br>10,21 ~~3,20~~ ✠LMC3,20<br>BS10,21 | Pts<br>Gms | | CL<br>9,19 | 1913<br>10mo<br><br>*Lloyd* | Cook,Wel-t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | TheExor.ofSirG.F.<br>Sleight,Bart. | 117·4<br>Q61'<br>BK7½" | 22·0 | 11·7 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¼",22"&35"-24" (*s*)<br>180lb 70RHP<br>1SB,2*pf*,GS35,HS1113<br>C.D.Holmes&Co.Ld.Hull |
| 28590<br>138973 | **Resparko** SteelScK<br>ssGms.No.1-20<br>*Elec.light* 1*Dk* | 248<br>228<br>108 | ✠100A1<br>*StmTrawler*<br>7,20 ✠LMC7,20 | Gms | | CL<br>7,20 | 1916<br>6mo<br><br>*Lloyd* | Cook,Wel-t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | TheExor.ofSirG.F.<br>Sleight,Bart. | 120·5<br>Q67'F19'<br>BK7½" | 22·0 | 12·2 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",22"&35"-24" (*s*)<br>195lb 80RHP<br>1SB,3*pf*,GS43,HS1402<br>C.D.Holmes&Co.Ld.Hull |
| 28591<br>127372 | **Resplendent** SteelScK<br>1*Dk* | 100<br>99<br>42 | | | ... | | 1914 | A.Hall& Co.Ld.<br>Aberdeen | InvictaTrawling&FishingCo.Ld.<br>(H.W.Hire,*Mgr.*) | 88·0<br>BK7" | 18·7 | 9·3 | Ramsgate<br>British *WB* | T.3Cy.9½",16"&26½"-18"<br>35RHP<br>A.Hall&Co.Ld.Aberdeen |
| 28592<br>143047 | **Respond** SteelTwinScSr<br>*Elec.light* 1*Dk*(*Stl*) | 842<br>656<br>54 | ✠ A1<br>*For towing purposes*<br>3,19 ✠LMC3,19 | Irv | | | 1919<br>3mo<br><br>*Lloyd* | Ayrshire Dkyd.Co.Ld.<br>Irvine<br>'*sA&CP* | TheAdmiralty<br>*CellDBuBunker* | 175·1<br>B52' F32'<br>FK<br>*s*16'22*tf*26'26*t FPT* | 34·1 | 16·5 | London<br>British<br>6*BHptCem*<br>25*tAPT*50*t* | T.6Cy.18¼",28½"&48½"-28"<br>180lb (*s*) 372NHP<br>4SB,12*cf*,GS264,HS7200<br>Cen.Mar.Eng.Wks.WHpl. |
| 28593<br>121601 | **Respondo** SteelScK<br>ssGms.No.3-5,20<br>(*ex*Emerald) 1*Dk* | 209<br>196<br>82 | ✠100A1<br>*StmTrawler*<br>7,21 ~~5,20~~ ✠LMC5,20<br>BS7,21 | Gms | | 5,20 | 1905<br>6mo<br><br>*Lloyd* | Cochrane &Sons<br>Selby<br>'*sA&CP* | TheExor.ofSirG.F.<br>Sleight,Bart. | 115·0<br>ND20 BK7½" | 21·6 | 11·9 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>180lb 60RHP<br>1SB,2*cf*,GS35,HS1096<br>C.D.Holmes&Co.Hull |
| 28594<br>130642 | **Restigouche** SteelSc<br>1*Dk* | 470<br>446<br>319 | | | | | 1900 | ..................<br>Kinderdijk | CanadianGovernment | 156·0 | 33·0 | 10·2 | Ottawa<br>British | T3Cy11 1/16",16 7/32"&27 1/16"-18"<br>60RHP |
| 28595<br><br>LDVN | **Restorer** SteelTwinScSr<br>*Cable Vessel*<br>ssSea.No.3-9,15<br>ssSea.No.1-19<br>1*Dk*(*Stl*-ws)<br>&*Spar dk*(*Stl*-teaks)&*Web frames*<br>*Elec.light* Wireless *lower deck fore hold* | 3180<br>2995<br>1284 | ✠100A1<br>*Spar dk*<br>11,21 ~~11,19~~ ✠LMC<br>MS11,19 ~~BS10,20~~<br>BS11,21<br>*Fitted for oil fuel* 6,16 *F.P.above* 150°F. | Sea | *v* | CL<br>~~11,19~~<br>11,21 | 1903<br>1mo<br><br>*Lloyd* | Armstrong Whitworth<br>&Co.Ld.<br>Newcastle<br>'*sA&CP* | Commercial PacificCableCo. | 358·4<br>28·8<br>BK10"<br>*WB=CellD* | 44·0 | 20·8 | NewYork<br>Utd.States<br>6*BHCem*<br>*Ba* 68'*uE*28' | T.6Cy.23",39"&64"-42" (*s*)<br>180lb *180lb* 705NHP<br>4SB,12*cf*,GS240HS10112 FD<br>WllsndSlpwy.Co.Ld.Nwc.<br>*f*62'362*tFPT*77*tAPT*75*t* |
| 28596<br>143874 | — SteelScSr<br>(*ex*Chesapeake)<br>Wireless 2*Dks* | 1066<br>1020<br>443 | | | | | 1900 | Harlan& Hollingsworth Co.<br>Wlmgtn,Del. | MaritimeSalvors, Ld.(M.Rush,*Mgr*) | 210·2 | 32·0 | 21·7 | London<br>British | T.3Cy.18",~~26~~ 38"&45"-30"<br>111NHP<br>Harlan&HollingsworthCo. |
| 28597<br>136992 | **Restrivo** SteelScK<br>ssLon.No.1-19<br>*Elec.light* 1*Dk* | 245<br>226<br>107 | ✠100A1<br>*Stm Trawler*<br>8,20<br>BS5,20 ✠LMC9,19 | Gms | | CL<br>9,19 | 1914<br>10mo<br><br>*Lloyd* | Cook,Wel-t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | TheExor.ofSirG.F.<br>Sleight,Bart. | 120·5<br>Q67'<br>BK7½" | 22·0 | 12·3 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",22"&35"-24" (*s*)<br>190lb 80RHP<br>1SB,3*pf*,GS46,HS1402<br>C.D.Holmes&Co.Ld.Hull |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28598<br>99937 | Result SteelAuxSc3MstSr<br>*OilEng.(not classed)*<br>ssApl.No.1-22 ssApl.2ndNo.3-3,18<br>1*Dk*<br>(*See Sailing Ship Register*) | 122<br>121<br>77 | ✠100A1<br>2,22 ~~8,18~~ | Apl | *c* | | 1893<br>1mo<br>*Lloyd* | P.Rodgers &Co.<br>Carrickfergus<br>'*sA&CP* *Completed by* R.Kent&Co. | ~~H.S.G.Clarke~~<br>G.G.Clarke | 102·0 | 21·7 | 9·1<br>BK7" | Barnstaple<br>British<br>1*BHCem* | Oil Engine 2S.C.SA<br>1Cy.$13\frac{3}{16}$"-$13\frac{7}{8}$" 13NHP<br>Plenty&Son,Ld.Newbury | 9″10<br>s 1″2<br>9″7 | |
| 28599<br>651<br>RQLN | Resurrezione SteelSc3MstSr<br>(*ex*Montana)<br>*Elec.light* *Ref.Mchy.* 2*Dks3trB*<br>Wireless | 3026<br>2655<br>1896 | | | ... | | 1887 | W.Gray& Co.<br>WHartlepool | Soc.AnonLaPolare perTrasportiRefrigeranti (Lloyd Sabaudo,*Mgrs.*) | 333·1<br>P31'B94'F47' | 40·8 | 25·0<br>BK11" | Genoa<br>Italian<br>*WB* | T.3Cy.25⅜",42"&68"-45"<br>NB04 325NHP<br>CentralMar.Eng.C. WHpl. | 28″6 | CI |
| 28600<br>136990 | Retako SteelScK<br>ssGms.No.1-19<br>1*Dk*<br>*Elec.light* | 245<br>226<br>107 | ✠100A1<br>*StmTrawler*<br>6,21 ~~5,19~~ | Gms<br>✠LMC5,19<br>BS6,21 | | CL<br>5,19 | 1914<br>9mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | TheExor of SirG.F. Sleight,Bart. | 120·5<br>Q67' | 22·0 | 12·3<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",22"&35"-24" (*s*)<br>190lb 80RHP<br>1SB,*3pf*,GS46,HS1402<br>C.D.Holmes&Co.Ld.Hull | 13″1 | |
| 28601 | Retiro SteelSc<br>ssB.As.No.1-19<br>1*Dk*<br>*Elec.light* | 130<br>109<br>— | ✠100A1<br>*For towing purposes*<br>5,19<br>~~BS5,20~~<br>BS7,21 | BAs<br>✠LMC5,19 | | CL<br>5,19 | 1914<br>6mo | deGroot& vanVliet<br>Slikkerveer<br>A&CP | Navigazione GeneraleItaliana | 82·0<br>B14'<br>*WB=FPT4t* | 19·5 | 9·6<br>BK6" | Bns.Ayres<br>Argentine<br>4*BHCem*<br>*APT8t* | T.3Cy.10½",16¾"&27¾"-16¾"<br>186lb (*s*) 53NHP<br>1SB,*2cf*,GS36,HS1076<br>J&A.v.d.Schuyt,Ppndrcht | 10″4<br>s 1″1½<br>9″10 | |
| 28602<br>142714 | Retort SteelTwinSc<br>(*Tug*)<br>2*Dks* | 811<br>664<br>18 | | | | | 1918 | Day,Summers&Co.Ld.<br>Southampton | TheAdmiralty | 174·6 | 34·1 | 16·4 | London<br>British<br>*WB* | T.6Cy.18¼",28½"&48¼"-28"<br>250NHP<br>Day,Summers&Co.Ld.Sou | | C |
| 28603<br>220827<br>MBWF | Retriever SteelSc<br>(*ex*U.S.N.Warbler)<br>2*Dks* | 715<br>—<br>330 | | | | | 1917 | NavyYard<br>Philadelphia | | 181·6 | 35·5 | 16·3 | Phildlphia<br>Utd. States | | | |
| 28604<br>129024<br>HPJN | — SteelScSr<br>*CableVessel* ~~ssClo.No.2-17~~<br>1*Dk*(*Teak*)2*trB*<br>*Elec.light* Wireless ssClo.No.3-12,21 | 674<br>578<br>332 | ✠100A1<br>12,21 ~~11,20~~<br>~~BS9,20~~ | Clo<br>✠LMC~~9,17~~<br>12,21 | *k* | CL<br>9,20 | 1909<br>7mo<br>*Lloyd* | GooleS.B. &Repg.CoLd<br>Goole<br>'*sA&CP* | WestCoast of AmericaTelegraph Co.Ld. | 190·2<br>B55'F27'<br>*WB=CellDBa33'* | 28·2 | 15·5<br>BK7½" | London<br>British<br>4*BHCem*<br>*f*68'122*t* | C.2Cy.23"&46"-30" (*s*)<br>120lb 91RHP<br>1SB,*3pf*,GS56,HS2080<br>Richardsons,Westgarth& Co.Ld.Mdb. | 16″6<br>s 2″1<br>15″4 | |
| 28605<br>135980 | Retrudo SteelScK<br>ssSou.No.1-19<br>1*Dk*<br>ssGms No.2-21 | 178<br>165<br>68 | ✠100A1<br>*StmTrawler*<br>~~9,21~~ ~~10,20~~<br>12,21<br>BS~~[illegible]~~ | Sou<br>Gms<br>✠LMC~~10,19~~<br>9,21 | | CL<br>9,19 | 1913<br>11mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | TheExor of SirG.F. Sleight,Bart. | 106·7<br>Q58' | 21·0 | 11·8<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T3Cy.11½",19½"&32"-23"(*s*)<br>180lb 61RHP<br>1SB,*2pf*,GS30,HS1050<br>C.D.Holmes&Co.Ld.Hull | 11″10 | |
| 28606 | Retter IronScSp<br>2*Dks* | 392<br>352<br>23 | | | | | 1885 | J.C.Tecklenborg<br>Geestemünde | Norddeutscher Lloyd | 152·5 | 24·6 | 15·1 | Bremen<br>German | C.2Cy.31"&57½"-31½"<br>Maschinen- NB99 154NHP<br>fab.BuckauMagdeburg | | |
| 28607<br>136989 | Returno SteelScK<br>ssGms.No.1-19<br>1*Dk*<br>*Elec.light* | 245<br>226<br>107 | ✠100A1<br>*StmTrawler*<br>8,21 ~~7,20~~<br>~~BS7,20~~ | Gms<br>BS8,21<br>✠LMC6,19 | | CL<br>6,19 | 1914<br>9mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | TheExor of SirG.F. Sleight,Bart. | 120·5<br>Q67' | 22·0 | 12·3<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",22"&35"-24" (*s*)<br>190lb 80RHP<br>1SB,*3pf*,GS46,HS1402<br>C.D.Holmes&Co.Ld.Hull | 13″1 | |
| 28608<br>109588<br>QLBF | Reval SteelScSr<br>ssLth.No.3-2,11<br>*Elec.light* Wireless ssLth.No.2-19<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*deep framing* | 1682<br>1476<br>1056 | ✠100A1<br>*Spar dk withfreeboard*<br>2,22 ~~5,20~~<br>~~BS5,20~~ | Lth<br>BS2,22<br>~~BS3,21~~<br>✠LMC5,19 | *q* | CL<br>~~8,17~~<br>~~5,19~~<br>2,22 | 1898<br>8mo<br>*Lloyd* | Ramage& Ferguson,Ld.<br>Leith<br>'*sA&CP* | W.Thomson&Co.<br>*WB=CellBDa59'* | 246·2<br>B60'F30'<br>*uE&B35'f100'357t* | 37·6 | 13·6<br>20·5<br>FK | Leith<br>British<br>4*BHCem*<br>*APT22t* | T.3Cy.19",31"&50"-36" (*s*)<br>175lb *90lb* 154NHP<br>2SB,*4cf*,GS80,HS2272<br>Ramage&Fergusn,Ld.Lth. | 22″6<br>s 3″4½<br>19″5 | |
| 28609<br>Stranded 1,21 | — SteelScSr<br>(*ex*ImperatorNicolaiII.)<br>*Elec.light* Wireless 1*Dk2trB* | 915<br>679<br>546 | | | | | 1898 | Howaldtswerke<br>Kiel | | 222·7<br>Q57'B40' | 31·6 | 14·0 | Danish | T.3Cy.$16\frac{15}{16}$",$27\frac{9}{16}$"&$42\frac{11}{16}$"-$24\frac{13}{16}$" 91NHP<br>Howaldtswerke,Kiel | | V |
| 28610<br>993<br>HDFR | — IronScSr<br>(*ex*Deutschland)<br>*Elec.light* 1*Dk* | 717<br>512<br>387 | | | | | 1882 | Stettiner Act.Ges.<br>Stettin | Gebr.Kross | 199·0<br>P92'B35' | 26·0 | 15·4 | Riga<br>Latvian<br>*WB* | C.2Cy.23"&46"-27"<br>NB95 92NHP<br>StettinerA.G.Stettin | | |
| 28611<br>Wrecked | — IronScSr<br>*Elec.light* 1*Dk2trB* | 695<br>562<br>425 | | | | | 1874 | Rostocker Akt.Ges.<br>Rostock | NeueDampfer-Co. Akt.Ges. | 199·8<br>P103' F31' | 27·5 | 13·8 | Stettin<br>German | C.2Cy.23½"&47"-27½"<br>NB89 97NHP<br>RostockerA.G.,Rostock | | |
| 28612<br>127830 | Revello SteelScK<br>ssGms.No.3-8,19<br>1*Dk* | 230<br>211<br>107 | ✠100A1<br>*StmTrawler*<br>8,21 ~~11,20~~<br>BS11,20 | Gms<br>✠LMC8,19 | | CL<br>3,20 | 1908<br>6mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | TheExor of SirG.F. Sleight,Bart. | 117·0<br>Q59'F18' | 22·0 | 11·7<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¼",22"&35"-24" (*s*)<br>180lb 70RHP<br>1SB,*2pf*,GS33,HS1066<br>C.D.Holmes&Co.Hull | 12″6 | |
| 28613<br>145415<br>KHVG | Reventazon SteelSc<br>Wireless<br>*Elec.light* *Ref.Mchy.* 2*Dks&2ptDks* | 5304<br>4683<br>3292 | | | | | 1921 | Workman, Clark&Co.Ld<br>Belfast | Elders&Fyffes,Ld. | 400·3<br>P42'B155'F41' | 51·3 | 30·0 | Belfast<br>British<br>*WB* | T.3Cy.27½",46½"&78"-54"<br>447NHP<br>Wrkman,Clark&Co.Ld Be | | |
| 28614<br>139981 | Reverberation WoodSc<br>9&12yrs.Mat. 1*Dk* | 99 | ✠ 11A1<br>*For fishing purposes*<br>4,19 | Lwt<br>✠LMC4,19 | | CL | 1918<br>10mo<br>*Lloyd* | Colby Bros. Ld.<br>Lowestoft<br>'*sA&CP* | EastAnglianRed StarFishg.Co.Ld (J.V.Breach,*Mgr*) | 87·5 | 20·0 | 10·0 | British | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>N.Brit.DieselEWrksLdGl | 10″1 | |
| 28615 | Revesby IronScK<br>*named* "Marguerite René" *See No. 28609 in Supplement*<br>ssGms.No.3-5,12<br>ssGms.No.1-19<br>1*Dk* | *194*<br>*163*<br>*79* | ✠<br>2,21<br>*StmTrawler*<br>✠ | Gms | | | 1898<br>12mo | J.Jones& Sons<br>Liverpool | CameleyreFreres | 110·0<br>Q49'F19' | 20·9 | 10·8<br>BK7½' | Arcachon<br>French<br>3*BHCem* | T.3Cy.11",20"&33"-24"<br>80RHP<br>1SB,*2cf*,GS34,HS1056<br>J.Jones&Sons,Liverpool | 11″9 | |
| 28616<br>MSWG | Rex SteelSc<br>1*Dk* | 1385<br>1132<br>712 | | | | | 1917 | J.&A.van derSchuyt<br>Papendrecht | LindvigsA/SRex (A.O.Lindvig, *Mgr.*) | 239·9<br>P59*t*B102*t*H72*t* | 36·7 | 15·8<br>F25' | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.17½",29"&46"-36"<br>127NHP<br>J.&A.van der Schuyt,Ppn. | | V |
| 28617<br>2597<br>HPCV | -- IronScBn<br>1*Dk2trB* | 1013<br>760<br>666 | | | | | 1877 | MotalaCo.<br>Norrköping | Stockholms Rederiaktieb.Svea (H.Ericson,*Mgr.*) | 206·9<br>P119' H21*t* | 29·8 | 17·0<br>F23' | Stockholm<br>Swedish<br>*WB* | T.3Cy.16½",25½"&43¾"-33"<br>NB89 110NHP<br>*Tpd.*89MotalaCo.,Norrkpg | | V |
| 28618<br>Wrecked 11,21 | — WoodAuxSc4MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 685<br>652<br>584 | | | | | 1920 | Hammer<br>Borgå | BorgåRederi A/B | 195·5<br>P47'H21'F30' | 34·8 | 15·9 | Borgå<br>Finnish | OilEngine<br>6Cy.10⅘"-12⅗"<br>Benz&Co.Mannheim | | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Equipement. | 7ª<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>MHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28619<br>KCVT | **Rex** WoodSc<br>1*Dk* | 210<br>159<br>79 | | | | | 1920 | ……………<br>Nyköping | NyköpingsNya KolimportA/B. (C. O.Djurfeldt, *Mgr.*) | 98·5<br>P32′F18′ | 23·0 | 10·2 | Nyköping<br>Swedish | C.2Cy.10½″&19½″–13¾″<br>Wennbergs 12NHP<br>Mek.Verks.A/B,Karlsbad |
| 28620<br>1747<br>JDLS | — SteelScSp<br>(*ex*Eskilstuna)<br>1*Dk* | 200<br>92<br>138 | | | | | 1891 | W.LindbergsAktieb.<br>Stockholm | VaxholmsNya Angf.Aktieb. (O. F.Ekebohm, *Mgr.*) | 108·9<br>P71′H28*t*F12′ | 19·2 | 9·2 | Vaxholm<br>Swedish | C.2Cy.17″&30½″–20½″<br>34NHP<br>W.LindbergsAktieb.Skm. |
| 28621<br>4694<br>JQKD | — CompScSp<br>*Mchy.Aft* 1*Dk* | 165<br>134<br>87 | | | | | 1907 | Norra Grns Skeppsvarf<br>SödraGarn | SulfitA/B Göta (O.Lindstedt, *Mgr.*) | 98·5<br>H25*t* | 22·1 | 8·4 | Göta<br>Swedish | C.2Cy.10″&15″–12″<br>NE&B09 6NHP<br>ThorskogsMek.Verkst. |
| 28622<br>205815<br>KWRV | — WoodSc<br>*Motor*<br>1*Dk* | 134<br>—<br>75 | | | | | 1908 | ……………<br>Essex,Mass. | F.L.DavisCo. | 102·6 | 24·4 | 12·0 | Gloucester Mass.<br>Utd. States | Motor |
| 28623<br>140584<br>JTRW | **Rexmore** SteelSc<br>Sub.Sig.<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless 3*rd tr beams in No.* 1 *hold*<br>*Cargo battens not fitted in Sheltr 'tween dks* | 6512<br>6311<br>4134 | ✠100A1<br>*Shelter dk with freeboard*<br>6,21 ~~12,20~~ ✠LMC6,18<br>*Carrying oil*<br>*Fitted for oil fuel* | Liv<br>*fuel F.P.*<br>1,21 *F.P.* | *a*† | CL<br>11,20<br>*above 150° F.*<br>*above 150° F.* | 1918<br>6mo<br>*Lloyd's A&CP* | SirJ.Laing &Sons,Ld.<br>Sunderland<br>*in DB & DT* | JohnstonLine,Ld. (Furness,Withy& Co.Ld. *Mgrs.*)<br>*Cell DB* 321′964*t*<br>*DTf* 31′957*t* | 420·3<br>*F on Shelter dk* 33′<br>FK<br>*DTa* 31′861*t FPT* 67*t* | 55·0 | 36·4 | Liverpool<br>British<br>7*BHCem*<br>*APT* 52*t* | T.3Cy.29″,49″&80″–54″ (*s*)<br>180lb FD 712NHP<br>4SB,12*cf*,GS249,HS11000<br>Richardsons,Westgarth& Co.Ld.Mdb. |
| 28624<br>JFHP | **Rey Jaime I.** SteelTwinScSr<br>*Elec.light* Wireless 2*Dks*&*Awng dk* | 2257<br>1290<br>1100 | | | … | | 1911 | N.Odero fuA.<br>SestriPnente | IsleñaMaritima, Cia.Mallorquina deVapores | 304·8<br>FK | 37·8 | 25·3 | Palma,Maj<br>Spanish<br>*WB* | T.6Cy.23″,37″&59½″–37½″<br>683NHP<br>N.Odero fuA.SestriPnente |
| 28625<br>JFHQ | **Rey Jaime II.** SteelScSr<br>(*ex*Corte)<br>*Elec.light* Wireless 2*Dks* | 1380<br>1214<br>476 | | | | | 1906 | Swan,Hunter& Wigham Richardson, Ld.Newcastle | IsleñaMaritima, Cia.Mallorquina deVapores | 263·0<br>F35′ | 34·4 | 18·1 | Palma,Maj<br>Spanish<br>*WB* | T.4Cy.29″,45″&(2)52″–45″<br>363NHP<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc |
| 28626<br>543<br>HSKF | **Rhea** IronScSr<br>(*ex*TransitNo.6)<br>1*Dk*&*Shelterdk* | 616<br>332<br>360 | | | | | 1884 | MotalaCo.<br>Norrköping | StockholmsRederiaktieb.Svea (H.Ericson, *Mgr.*) | 165·5<br>H43*t* | 25·5 | 12·2<br>19·2 | Stockholm<br>Swedish | T.3Cy.14⅛″,27⅝″&37½″–27¼″<br>NE&B04 60NHP<br>BergsundsM.V.Aktb.Skm. |
| 28627 | — SteelScSr<br>1*Dk* | 491<br>369<br>293 | | | | | 1892 | H.Koch<br>Lübeck | Dampfschifffahrts Ges.Neptun | 159·1<br>Q40′B38′F21′ | 24·2 | 11·9 | Bremen<br>German<br>*WB* | C.2Cy.19 1/16″&31½″–21⅝″<br>38NHP<br>C.Daevel,Kiel |
| Lost<br>28628 | **Rhein** IronScSr<br>*Elec.light* 1*Dk*&*Spardk*3*trB* | 1024<br>—<br>625 | | | | | 1882 | G.Howaldt<br>Kiel | NeueDampfer-Co. Akt.Ges. | 219·2 | 28·4 | 21·2 | Stettin<br>German<br>*WB* | C.2Cy.23″&43″–35½″<br>NB00 92NHP<br>Gebr.Howaldt,Kiel |
| 28629 | — SteelScSr<br>1*Dk* | 669<br>475<br>418 | | | | | 1897 | J.C.TecklenborgA.G.<br>Geestemünde | A.Kirsten | 184·5<br>P110′F23′ | 26·1 | 12·0 | Hamburg<br>German<br>*WB* | C.2Cy.19″&37″–26¾″<br>59NHP<br>J.C.TecklenborgA.G.,Gst. |
| ❊ 28630<br>139044<br>JLGC | **Rheinfels** SteelScSr<br>*ss*Cal.No.3-7,18<br>1*Dk*(*Stl*)&*Spar dk*(*Stl–pt teaks*)<br>*Elec.light* Wireless &*Web frames*<br>*Carrying oil fuel F.P. above 150°F. in DB & in 'tween deck tanks* | 5512<br>5332<br>3529 | ✠100A1<br>*Spar dk*<br>11,21 ~~1,21~~ ✠LMC<br>MS2,18 BS12,20 | Hul<br>Ant | *a*† | CL<br>~~1,21~~<br>11,21 | 1905<br>7mo<br>*Lloyd's A&CP* | SwanHunter&Wigham RichardsnLd<br>Newcastle<br>*WB =* | Secretary ofState forIndia inCouncil (Director,India OfficeShipping, *Mgr.*)<br>*Cell D Ba* 138′ *uE* | 422·0<br>P60′B123′F52′ 28·5<br>FK&BK2½″<br>25′*f*183′ 1100*t Tween* | 55·3 | 20·4 | London<br>British<br>6*BHCem*<br>*n dk tanks a* | Q.4Cy.24″,34″,51″&74″–54″<br>213lb 120*lb* (*r*) 500NHP<br>3SB,9*cf*,GS153,HS6372 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc.<br>46′490*t f* 44′526*t FPT* 80*t* |
| 28631 | **Rheinland** SteelSc4MstSr | 11500 | | | | | 1918 | Bremer Vulkan<br>Vegesack | ~~TheShippingController~~ | …………………… | | | ~~British~~ | |
| 28632 | — SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 238<br>222<br>92 | | | | | 1920 | Schiffsw(v.J&Sch.)A.G.<br>Hamburg | CranzerFischdampfschGes. (O.Bröhan, *Mgr.*) | 128·2<br>H50′F17′ | 24·0 | 9·7 | Cranz<br>German<br>WB | T.3Cy.13⅜″,20½″&32¼″–22″<br>49NHP<br>Schwft.(vJ&Sch)AGHam |
| 28633 | **Rheinpfalz** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 227<br>211<br>86 | | | | | 1920 | Deutsche WerkeA.G.<br>Kiel | Hochseefischerei u.FishmarktA.G. | 119·3<br>H48′F18′ | 24·2 | 9·6 | Emden<br>German<br>*WB* | T.3Cy.13″,20½″&32¼″–22⅝″<br>50NHP<br>DeutscheWerkeA.G.Kiel |
| 28634<br>~~143149~~<br>~~JWVM~~ | **Rhenania** SteelScSr<br>*ss*Rot.No.3-2,13<br>(*ex*Inchmarlo) 1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>*Elec.light* Wireless &*deep framing* | 4116<br>3840<br>2398 | ✠<br>*Spar dk*<br>1,17 ✠<br>Now named "Vorwärts," See No 39843 in Supplement | Lbc | *w* | | 1900<br>10mo | W.Gray& Co.Ld.<br>WHartlepool | W.Schuchmann<br>*BuE* 26′ *f* 148′498*t* | 360·2<br>P21′B95′F33′ 26·6<br>FK<br>*DTa* 26′ 682*t FPT* | 48·0 | 17·7 | German<br>6*BHCem*<br>66*t APT* 58*t* | Q.5Cy.17″,24″,34″&(2)42″–42″<br>266NHP<br>2SB,6*rf*,GS86,HS2846 FD<br>Cen.Mar.Eng.Wrks.WHpl |
| 28635 | — SteelScSr<br>*Elec.light* 1*Dk* | *836*<br>*707*<br>*488* | | | | | 1894 | Flensburgr Schiffsb.Ges.<br>Flensburg | J.D.Brockdorff &Co. | 206·4<br>Q18′B44′F21′ | 33·7 | 12·9 | Copnhagn<br>Danish<br>*WB* | T.3Cy.14″,23″&37″–24″<br>69NHP<br>FlensburgerSchiffsb.Ges. |
| 28636<br>131363<br>HTDP | **Rhesus** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 6731<br>5558<br>4289 | | | | | 1911 | Scott'sS.B. &Eng.Co.Ld.<br>Greenock | ChinaMutualS.N. Co.Ld. (A. Holt&Co. *Mgrs.*) | 443·5<br>P50′B162′F52′ | 52·8 | 36·1 | Liverpool<br>British<br>*WB* | T.3Cy,30″,50″&83″–60″<br>534NHP<br>Scott'sS.B.&E.Co.Ld.Grk. |
| 28637 | **Rhin** SteelSc<br>*Elec.light* | 2600 | 100A1<br>(*Class Contem* | *plated*) | | | 1921 | Chantiers Navals Français<br>Caen | Cie.Delmas frères &Vieljeux | 312·0 | 45·5 | 23·0 | French | T.3Cy.18⅝″,29 11/16″&50⅝″–37⅝″<br>Leflaive&Cie.<br>LaChaléassière |
| ❊ 28638<br>115176<br>VHJW | **Rhio** SteelScSr<br>*ss*Shl.No.3–8,20<br>Wireless 1*Dk*(*pt Irn*&*pt Stl*)<br>&*deep framing* | 2365<br>2228<br>1505 | ✠100A1<br>3,22 ~~8,20~~ ✠LMC8,20<br>BS3,22<br>*Carrying oil* | Shl<br>Cff<br>*fuel F.P.* | *t* | 5,19<br>*above 150°F. in DB* | 1903<br>11mo<br>*Lloyd's A&CP* | R.Thompson&Sons<br>Sunderland | Orders&Handford S.S.Co.Ld.(J.Cory &SonsLd. *Mgrs.*)<br>*WB = Cell D Ba* 90′ | 299·0<br>B74′F30′<br>FK<br>*uE&B* 36′ *f* 124′706*t* | 44·5 | 19·8 | Newport<br>British<br>5*BHCem*<br>*APT* 62*t* | T.3Cy.21½″,36″&59″–39″ (*s*)<br>180lb 80*lb* 233NHP<br>2SB,6*pf*,GS98,HS3546<br>N.E.MarineEng.CoLd.Sld |
| 28639<br>140568<br>JSQR | **Rhode Island** SteelScSr<br>*Elec.light* 2*Dks*<br>Sub.Sig. Wireless | 5655<br>5292<br>3530 | | | | | 1918 | Napier& Miller,Ld.<br>Glasgow | WhiteDiamondSS. Co.Ld.(G.Warren &Co.(Liverpool) Ld. *Mgrs.*) | 420·7<br>P48′B129′F46′ | 54·2 | 29·0 | Liverpool<br>British<br>*WB* | T.3Cy.26½″,44″&73″–51″<br>381NHP<br>J.Brown&Co.Ld.Clydebnk |
| ❊ 28640<br>NSTH | **Rhodesia** SteelScSr<br>*ss*Kob.No.1–18<br>*Elec.light* 1*Dk*(*Stl*)&*Awng dk*(*Stl*) | *4112*<br>*3906*<br>*2625* | ✠100A1<br>*Awng dk with freeboard*<br>8,21 ~~9,20~~ ✠LMC<br>✠NE&B4,09 refitted5,14<br>MS4,18 BS~~10,20~~ 9,21 | Cpn<br>Lon | *w* | CL<br>N10,20 | 1914<br>5mo<br>*Lloyd's A&CP* | W.Dobson &Co.<br>Newcastle | Dmpsk.Akties. Orient<br>*WB = Cell D* | 360·2<br>P27′B97′F34′<br>*on Awng dk* FK<br>*Ba* 117′ *uE* 20′ *f* 158′8 | 51·2 | 27·7 | Copnhagn<br>Danish<br>6*BHCem*<br>44*t APT* 47*t* | T.3Cy.22″,36½″&62″–42″<br>200lb (*s*) 326NHP<br>3SB,9*cf*,GS175,HS5551<br>Barclay,Curle&Co.Ld.Gls. |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28641<br>133913<br>JHGT | **Rhodesian Transport** SteelScSr<br>ssSwsNo.1-18<br>(exCluthaRiver) 2Dks(Stl)<br>Wireless | 4986<br>4667<br>3145 | ✠100A1<br>3.20<br>~~BS3,20~~ ✠LMC12,18<br>BS9,21 | Lon | y | CL<br>3,20 | 1914<br>12mo | Irvine'sSB.<br>&D.D.Co.Ld.<br>WHartlepool<br>Lloyd'sA&CP WB | EmpireTransport<br>Co.Ld.(Houlder<br>Bros&CoLdMgrs)<br>= CellDBa132'uE | 400·0<br>P36'B126'F43'<br><br>28' f173'1029tFPT | 52·0 | 27·4<br><br>FK | W.Hartlpl<br>British<br>6BHCem<br>83tAPT110t | T.3Cy.26",42"&70"–48" (s)<br>180lb 402NHP<br>3SB,9cf,GS167,HS6636<br>Richardsons,Westgarth&Co.Ld.Hpl. | 30″ 0<br>s 5″10½<br>24″ 6 | |
| 28642 | **Rhodopis** SteelTwinSc<br>Elec.light Wireless 2Dks | 6975<br>5642<br>4470 | | | | | 1906 | Blohm&<br>Voss<br>Hamburg | DeutcheDampfschiffsGesKosmos | 435·7<br>P&B284'F51' | 53·2 | 29·2 | German<br>WB | T.6Cy.22⅒",36⅜"&63"–42⅝"<br>514NHP<br>Blohm&Voss,Hamburg | | |
| 28643<br>207254<br>LBJQ | **Rhodora** WoodSc<br>Motor<br>1Dk | 116<br>—<br>70 | | | | | 1910 | ..............<br>Essex,Mass. | GortonPewVessels<br>Co. | 103·9 | 23·5 | 11·0 | Gloucester<br>Mass.<br>Utd. States | Motor | | |
| 28644<br>HJMQ | **Rhona** SteelTwinScSp<br>(Tug)<br>1Dk | 142<br>142<br>3 | | | ... | | 1897 | J.P.Rennolds'n&Sons<br>S.Shields | Mason&Barry,Ld. | 105·4 | 21·6 | 8·6<br>BK5″ | Villareal<br>Portuguese | C.4Cy.15"&30"–21"<br>83NHP<br>JPRennoldson&Sons,SShl | 9″ 0 | |
| 28645<br>ORXN | **Rhône** SteelScSr<br>Elec.light Wireless 2Dks&Spardk | 1398<br>—<br>885 | | | | | 1889 | Wigham<br>Rchrdsn&Co.<br>Newcastle | Cie.deNav.Mixte | 251·5<br>B38' | 32·2 | 17·0<br>24·0 | Marseilles<br>French<br>WB | T.3Cy.25",38½"&65"–42"<br>NB01 274NHP<br>WighamRchardsn&C.Nwc | | V |
| 28646<br>NTQG | **Rhone** SteelScSr<br>Elec.light 1Dk&Awngdk | 1064<br>875<br>567 | | | | | 1915 | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen | DetForenede<br>DampskibsSelsk. | 237·1 | 35·6 | 21·6 | Copnhagn<br>Danish<br>WB | T.3Cy.18",28½"&48"–33"<br>132NHP<br>KjbnhavnsFlydk.&Skbsv. | | V |
| 28647<br>99704 | **—** IronScK<br>(Trawler)<br>1Dk | 117<br>109<br>47 | | | ... | | 1893 | Cochrane&<br>Cooper<br>Beverley | A.Walker | 88·4<br>Q17' | 20·1 | 10·7<br>BK7½″ | Aberdeen<br>British | C.2Cy.15¾"&32"–21"<br>NB12 44RHP<br>C.D.Holmes&Co.,Hull | 11″ 4 | |
| 28648<br>ORXY | **Rhuys** SteelScSr<br>Elec.light 1Dk | 2921<br>—<br>1812 | | | | | 1919 | Atel.&Ch.<br>delaLoire<br>Nantes | Soc.Anon.des<br>Chargeurs de<br>l'Ouest | 313·8<br>P36'B79'F26' | 46·4 | 21·0 | Nantes<br>French<br>WB | T.3Cy.23½",38"&64"–42"<br>265NHP | | V |
| 28649<br>131323 | **Rhyl** SteelTwinSc<br>ssBng.No.2–19<br>Elec.light 1Dk<br>(Suction & Grab Hopper Dredger) | 988<br>944<br>482 | ✠100A1<br>Hopper Dredger<br>8,21 ~~11,20~~<br>~~BS11,20~~ ✠LMC11,19<br>~~BS8,21~~ | Liv<br>Bng | m | ~~s10,18~~<br>P 11,20<br>s8,21 | 1911<br>3mo | Ferguson<br>Bros.<br>Pt.Glasgow<br>Lloyd'sA&CP | L.&N.W.Rlwy.Co. | 200·0 | 38·1 | 15·5<br>FK | Liverpool<br>British<br>4BHCem | T6Cy.15½",24"&38½"–24"(r)<br>150lb 175NHP<br>2SB,6cf,GS125,HS3200<br>FergusonBros.Pt.Gl. | 16″ 3<br>s 2″9½<br>13″ 7 | |
| 28650<br>143155<br>KBCH | **Rialto** SteelSc<br>(exOlympos)<br>Elec.light Wireless 1Dk&Shelter dk 2trB | 2948<br>2736<br>1773 | For full particulars See No 39078 in Supplement | | | | 1911 | Akt.Ges.<br>"Neptun"<br>Rostock | Ellerman&BucknallS.S.Co.Ld. | 339·0<br>H21'F33' | 48·1 | 20·9 | London<br>British<br>WB | T3Cy23",37$\frac{13}{16}$"&61$\frac{15}{16}$"–41$\frac{5}{16}$"<br>250NHP<br>A.G."Neptun,"Rostock | | |
| 28651<br>108477 | **—** IronScK<br>(Trawler)<br>Elec.light 1Dk | 139<br>130<br>53 | | | ... | | 1897 | Cochrane&<br>Cooper<br>Beverley | TheExor.of SirG.F<br>Sleight,Bart. | 95·0<br>Q17' | 20·6 | 11·0<br>BK7½″ | Grimsby<br>British | T.3Cy.11",17"&28"–21"<br>NB08 40RHP<br>C.D.Holmes&Co.,Hull | 11″ 7 | |
| 28652<br>123583 | **Riano** SteelScK<br>ssBel.No.3–7,19<br>1Dk | 212<br>194<br>83 | ✠100A1<br>StmTrawler<br>4,21<br>~~BS8,20~~ ✠LMC7,19 | Gms<br>BS4,21 | | CL<br>7,19 | 1906<br>9mo | Cook,Welt'n&Gemmell<br>Ld.Beverley<br>Lloyd'sA&CP | TheExor.of SirG.F<br>Sleight,Bart. | 117·0<br>Q59'F19' | 22·0 | 11·4<br>BK7½″ | Grimsby<br>British<br>4BHCem | T.3Cy.12¼",22"&35"–24" (s)<br>180lb 70RHP<br>1SB,2pf,GS32,HS1110<br>C.D.Holmes&Co.Hull | 12″ 3 | |
| 28653<br>113166<br>HCGM | **Ribble** IronScK<br>1Dk | 197<br>180<br>79 | | | ... | | 1900 | J.Duthie<br>&Co.<br>Montrose | RouletteSteam<br>Drifter,Trawler&<br>FshngCo.Ld. (J.C.<br>Patterson,Mgr) | 111·6<br>Q50'F23' | 21·3 | 11·5<br>BK7½″ | N.Shields<br>British | T.3Cy.10¾",20"&32"–23"<br>55RHP<br>Tindall&Co.Hull | 12″ 4 | |
| 28654<br>115271<br>TKCP | **Ribbledale** SteelScSr<br>ssLiv.No.2–22 ssLiv.No.3–6,13<br>(exBritishMonarch) ~~ssLiv.No.1–18~~<br>Welldeck Mchy.Aft 1Dk(Stl) | 523<br>349<br>229 | ✠100A1<br>1,22 ~~3,21~~<br>~~BS10,20~~ ✠LMC~~8,17~~ 1,22 | Liv | g | CL<br>1,20 | 1902<br>4mo | GarstonG.<br>Dk&SBCoLd<br>Garston<br>Lloyd'sA&CP | RibbleShppgCoLd<br>(J.S.Sellers&Co.,<br>Mgrs.)<br>WB= | 160·0<br>Q93'B16'F24'<br><br>CellDBf12'9tFPT | 24·7 | 11·0<br>FK | Liverpool<br>British<br>3BHCem<br>21tAPT5t | C.2Cy.18⅞"&42"–27" (s)<br>130lb 91RHP<br>1SB,3pf,GS53,HS1538<br>Ross&Duncan,Glasgow | 12″ 3<br>s 4″ 3<br>11″ 11 | |
| 28655<br>NTPM | **Ribe** SteelScSr<br>ssPir.No.3–2,11<br>ssAbg.No.2–20<br>(exGeorgiosB.Panoutsos, exCresyl) Wireless 1Dk(Irn)&Webframes | 2381<br>2174<br>1480 | ✠100A1<br>8,21 ~~8,20~~<br>BS8,21 | Abg<br>Kel<br>✠LMC8,20 | s | CL<br>N8,21 | 1897<br>12mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | A/S Nord-Östersö<br>Rederiet(A.Krohn,<br>Mgr.)<br>WB=CellDBa | 302·0<br>P25'B69'F29'<br><br>&uE120' f124' 643t | 43·1 | 19·7<br>FK | Copnhagn<br>Danish<br>5BHCem<br>APT39t | T.3Cy.22",35"&59"–39" (s)<br>170lb 227NHP<br>2SB,6rf,GS81,HS3460<br>Cen.Mar.Eng.Wrks.WHpl | 22″ 3<br>s 3″8½<br>18″ 11 | |
| * 28656<br>ORYD | **Ribeauville** SteelSc<br>(exWarBadger) 1Dk(Stl)<br>Elec.light Wireless | ~~2243~~ 2055<br>1818<br>~~1315~~<br>1244 | 100A1<br>2,22 ~~1,21~~<br>BS11,20 | Ant<br>Chb<br>LMC10,19 | r | CL | 1919 | British<br>American<br>S.B.Co.<br>Welland Ont.<br>Lloyd'sA&CP | Soc.Anon.deNav.<br>"LesArmateurs<br>Français"<br>CellD | 251·0<br>P24'B68'F22'<br><br>B190' 478t FPT61t | 43·5 | 22·9<br>FK | Rouen<br>French<br>4BHAsp<br>APT91t | 2Steam Turbines geared to<br>1 Sc Shaft 180lb (s)<br>2SB,6cf,GS115,HS4346 FD<br>BritishWestinghouseCo.<br>Manchester | 22″ 11 | |
| 28657<br>143782<br>KORN | **Ribera** SteelSc<br>(exHanau) ssBkn.No.3–3,21<br>Elec.light 2Dks(Stl)&deepframing<br>Wireless lower dk inNos.1&3 holds | 4221<br>3924<br>2633 | ✠100A1<br>3,21<br>✠LMC3,21 | Bkn | y | CL<br>3,21 | 1907<br>10mo | Flensburgr<br>Schiffsb.Ges.<br>Flensburg<br>Lloyd'sA&CP | BoltonS.Shppg.Co<br>Ld.(F.Bolton&Co.<br>Mgrs.)<br>Cell | 389·3<br>P&B315'F50'<br><br>DBa122'uE&B42' | 51·0 | 24·8<br>FK | London<br>British<br>7BHAsp<br>f175'1040t | T.3Cy.27¾",46¼"&76"–48"(s)<br>180lb 473NHP<br>3SB,9cf,GS147,HS6255 FD<br>FlensburgerSchiffsb.Ges. | 27″ 9<br>s3″10½<br>24″ 3 | |
| 28658<br>NPCQ | **Riberhuus** IronScSr<br>Condemned after Collision<br>2Dks&Awngdk | 627<br>507<br>341 | ✠<br>Awng dk<br>4,77 | Lon | | | 1875<br>5mo | Gourlay<br>Bros.<br>Dundee | RederiA/S Triton<br>(TorbenNielsen,<br>Mgr.) | 199·6<br>H24t | 27·2 | 13·6<br>20·2 | Copnhagn<br>Danish<br>5BHCem | C.2Cy.27"&50"–36"<br>NE&B83 125NHP<br>Lobnitz&Co.,Renfrew | | |
| 28659<br>132092 | **Riby** SteelScK<br>1Dk | 214<br>192<br>98 | | | ... | | 1910 | Cook,Welt'n&Gemmell<br>Ld.Beverley | W.Grant | 118·8<br>Q68' | 21·5 | 11·5<br>BK8″ | Grimsby<br>British | T.3Cy.12½",22"&35"–24"<br>67RHP<br>C.D.Holmes&Co.Ld.Hull | 12″ 3 | |
| * 28660 | **Ricardito** SteelScSr<br>ssSld.2ndNo.3–4,11<br>(exEthelreda) ssShl.No.2–20<br>Well deck 1Dk(ptStl&Irn)&Webframes | 2218<br>1703<br>1403 | ✠100A1<br>2,21<br>BS12,21 ✠LMC2,20 | Lth | s | 2,20 | 1889<br>7mo | JLThompson&Sons<br>Sunderland<br>A&CP | RicardoOrtiz<br>Artinano | 292·0<br>P29'Q80'B124'<br>F33'<br>WB=Cell | 39·0 | 19·1<br><br>BK10″ | Bilbao<br>Spanish<br>6BHCem<br>DB244'502t | T.3Cy.23",37½"&61½"–39"(s)<br>160lb 90lb NDB97 246NHP<br>2SB,6rf,GS110,HS3840<br>J.Dickinson,Sunderland | 21″ 9<br>s 1″10<br>20″ 10 | |
| 28661<br>183 | **Richard** SteelSc<br>(exPatrolVessel G35) | 260<br>—<br>145 | | | | | | .............. | F.Visciola | 127·6 | 30·8 | 15·5 | Naples<br>Italian | T.3Cy.12",22⅔"&33"–24"<br>53NHP | | |
| * 28662 | **—** SteelScK<br>ssYmu.No.2–20<br>(exCopia) 1Dk | 229<br>214<br>55 | ✠100A1<br>StmTrawler<br>7,21 ~~12,20~~<br>MS11,18 | Ham<br>Ams<br>✠LMC<br>~~BS5,20~~<br>~~BS9,21~~ 2,22 | | CL<br>~~12,20~~<br>7,21 | 1911<br>10mo | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>Lloyd'sA&CP | L.Parlevliet,<br>M.Parlevliet&<br>N.Parlevliet | 115·0<br><br>WB= | 22·6 | 12·2<br>BK7½″ | Ymuiden<br>Dutch<br>3BHCem<br>DBf26'25t | T.3Cy.12",20"&34"–23" (s)<br>180lb 70NHP<br>1SB,3pf,GS46,HS1294<br>W.V.V.Lidgerwood,Gls. | 13″ 0 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7"<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28663<br>143809 | Richard Bacon **SteelScK**<br>ssPly.No 3-10,20<br>*Mchy.Aft* *Elec.light* 1*Dk* | 290<br>249<br>119 | ✠100A1<br>*StmTrawler*<br>6,21 ~~10,20~~ ✠LMC10,20 | Ply | | CL<br>10,20 | 1918<br>3mo<br><br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>*'sA&CP* | ~~TheAdmiralty~~<br>BostonDeepSea Fishing&IceCo.Ld.<br>(F.Parkes,*Mgr.*) | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | London<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 61RHP<br>1SB,3*pf*,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 |
| 28664<br>143766 | Richard Bagley **SteelScK**<br>ssPem.No.3-4,21<br>*Mchy.Aft* *Elec.light* 1*Dk* | 248<br>237<br>109 | ✠100A1<br>*StmTrawler*<br>~~4,21~~ ~~9,17~~ 3,22 ✠LMC~~9,17~~<br>4,21 | Hul<br>~~Pem~~ Mil | | 4,21 | 1917<br>9mo<br><br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>*'sA&CP* | ~~TheAdmiralty~~ | 125·~~7~~<br>Q66' | 22·5 | 12·2<br>BK7½" | London<br>British<br>4*BHCem* | T3Cy12½",21½"&35½"-24"(*s*)<br>200lb 62RHP<br>1SB,3*pf*,GS48,HS1450<br>Amos&Smith,Ld.Hull | 13 |
| 28665<br>144668 | Richard Bennett **SteelScK**<br>ss.Mil.No.3-3,21<br>*Elec.light* 1*Dk* | 227<br>223<br>92 | ✠100A1<br>*StmTrawler*<br>3,21 ✠LMC3,21 | Mil | | CL<br>3,21 | 1917<br>6mo<br><br>*Lloyd* | Hall,Russell&Co.Ld Aberdeen<br>*'sA&CP* | ~~TheAdmiralty~~<br>~~R.J.Williams~~<br>IveyStm.Trawling Co.Ld.<br>R.J.Williams *Mgr.* | 122·8 | 22·2 | 12·4<br>BK7½" | London<br>British<br>3*BHCem*<br>*DBf*22'14*t* | T.3Cy.12",20"&34"-24" (*r*)<br>180lb 57RHP<br>1SB,3*pf*,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 28666 | Richard Bowden **SteelScK**<br>1*Dk*(*Stl*) | 202<br>200<br>88 | ✠100A1<br>*StmTrawler*<br>5,19 ✠LMC5,19 | Abn | | | 1919<br>5mo<br><br>*Lloyd* | Hall,Russell&Co.Ld. Aberdeen<br>*'sA&CP* | ~~TheAdmiralty~~<br>R.W.Crawford | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb 74NHP<br>1SB,3*pf*,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 28667<br>144676 | Richard Briscoll **SteelScK**<br>ssLon.No.3-7,20<br>*Now named "Braconburn," see No 36496 in Supplement* | 203<br>200<br>78 | ✠100A1<br>*StmTrawler* | Lon | | CL<br>7,20 | 1918<br>11mo<br><br>*Lloyd* | Hall,Russell&Co.Ld. Aberdeen<br>*'sA&CP* | ~~TheAdmiralty~~ | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb 75NHP<br>1SB,3*pf*,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 28668 | Richard Bulkeley **SteelScK**<br>*Mchy.Aft* 1*Dk* | 324<br>288<br>133 | ✠100A1<br>*StmTrawler*<br>11,17 ✠LMC11,17 | Hul | | CL | 1917<br>11mo<br><br>*Lloyd* | Cochrane&Sons,Ld. Selby<br>*'sA&CP* | TheAdmiralty | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 87NHP<br>1SB,3*pf*,GS48,HS1440<br>CampbllGasEngCoLd.Hfx | 13 |
| 28669 | Richard C. Krogmann **SteelScSr**<br>(*Trawler*)<br>1*Dk* | 209<br>184<br>79 | | | | | 1913 | Schffb.Ges. Unterweser Lehe | **Cuxhavener Hochseefischerei Akt.Ges.** | 124·1<br>Q67'F20' | 22·6 | 9·0 | Cuxhaven<br>German<br>*WB* | T.3Cy.12½",19 3/16"&31 3/16"-22"<br>48NHP<br>OttensenerMasch.Altona | |
| 28670<br>140528 | Richard Colliver **SteelScSr**<br>ssSou.No.3-6,21<br>*Elec.light* 1*Dk*(*Stl*-ws) ~~1*Dk*(*Stl*)~~ | 330<br>292<br>135 | ✠100A1<br>*StmTrawler*<br>6,21 ~~3,18~~ ✠LMC~~2,18~~<br>6,21 | Rnf<br>Sou | | CL<br>6,21 | 1918<br>3mo<br><br>*Lloyd* | Lobnitz&Co.Ld. Renfrew<br>*'sA&CP* | TheAdmiralty | 138·8<br>Q77'F20' | 23·7 | 12·9<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 87RHP ~~87NHP~~<br>1SB,3*pf*,GS48,HS1440<br>Lobnitz&Co.Ld.Renfrew | 13 |
| 28671<br>143931 | Richard Crofts **SteelScK**<br>*Mchy.Aft* 1*Dk*(*Stl*-ws) | 290<br>249<br>127 | ✠100A1<br>*StmTrawler*<br>6,20 ✠LMC12,18 | Mil | | CL<br>6,22 | 1918<br>12mo<br><br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>*'sA&CP* | "Iago"Stm. TrawlerCo.Ld.~~(C. Curzon,*Mgr.*)~~<br>(E.D.W.Lawford *Mgr.*) | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | London<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 61RHP<br>1SB,3*pf*,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 |
| 28672<br>210354 | Richard Fitzgerald **SteelSc**<br>(*Tug*)<br>*Elec.light* | 167<br>—<br>110 | | | | | 1912 | Manitowoc S.B.&D.D.Co Manitowoc | **KellyIslandLime&TransportCo.** | 82·0 | 22·0 | 12·0 | Sandusky, O.<br>Utd.States | C.2Cy.18"&38"-30"<br>66NHP<br>MarineIronWorksChicago | |
| 28673<br>110335<br>JSPL | Richard Holyoke **WoodScSr**<br>1*Dk* | 182<br>—<br>91 | | | | | 1877 | ..................<br>Seabeck,Wsh | **Skinner&Eddy Corp.** | 115·6 | 24·3 | 11·8 | Seattle, Wash.<br>Utd.States | C.2Cy.20"&36"-24"<br>53NHP | |
| 28674<br>127159<br>HWJK | Richard Irvin **SteelScK**<br>1*Dk* | 197<br>194<br>75 | | | ... | | 1909 | Hall,Russell&Co.Ld. Aberdeen | **Irvin&Johnson, Ld.** | 112·9 | 22·1 | 11·9<br>BK7½" | CapeTown<br>British<br>*WB* | T.3Cy.12",20"&34"-23"<br>75RHP<br>Hall,Russell&Co.Ld.Abn. | 12 |
| 28675<br>86582 | Richard J. Reiss **SteelScSr**<br>Wireless (*ex*GeorgeW.Peavey)<br>*Mchy.Aft* *Elec.light* 1*Dk*2*trB* | 4409<br>—<br>3488 | | | | | 1901 | American S.B.Co. Lorain | **ReissS.S.Co.** | 430·0 | 50·0 | 28·5 | Duluth<br>Utd.States<br>*WB* | Q.4Cy.15",23¾",36½"&56"-40"<br>198NHP<br>AmericanS.B.Co. | |
| 28676<br>145062 | Richard Jewell **SteelScK**<br>ssPly.No.3-3,21<br>*Mchy.Aft* *Elec.light* 1*Dk*(*Stl*) | 312<br>288<br>130 | ✠100A1<br>*StmTrawler*<br>7,21 ~~8,18~~ ✠LMC~~8,18~~<br>3,21 | Hul<br>Ply | | CL<br>3,21 | 1918<br>8mo<br><br>*Lloyd* | Cochrane&Sons,Ld. Selby<br>*'sA&CP* | TheAdmiralty | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 28677<br>99203<br>MGKJ | Richard King **IronTwinScSr**<br>*Elec.light* 1*Dk* | 327<br>316<br>17 | ✠<br>8,91<br>✠ | Dun | *g* | | 1891<br>8mo | Gourlay Bros.&Co. Dundee | **UnionGovt.of SouthAfrica (S.AfricanRlys.& HarbourDept. Durban)** | 150·0<br>B50'<br>*WB=DBa*<br>24'*f*34'78*t FPT* | 26·7 | 12·9<br>FK | PortNatal<br>British<br>4*BHCem*<br>10*t APT*7*t* | T.6Cy.15",25"&40"-27"<br>177NHP<br>2SB,4*rf*,GS91,HS2805<br>GourlayBros.&Co.,Dundee | 13 |
| 28678<br>132560<br>HTBJ | Richard Lander **SteelPad**<br>*Elec.light* 2*Dks* | 340<br>218<br>235 | | | | | 1911 | LythamSB&E.Co.Ld. Lytham | **NigerCo.Ld.** | 150·2 | 30·0 | 6·2 | London<br>British | H.2Cy.17"&37"-48"<br>55RHP<br>Lytham S.B.&E.Co Ld.Lyt | |
| 28679<br>110971<br>KLGF | Richard Peck **Steel&IronTwinSc**<br>*Elec.light* Wireless | 2906<br>—<br>1819 | | | | | 1892 | Harlan&Hollingswrth WlmngtnDel | **NewEnglandS.S. Co.** | 303·3 | 48·0 | 17·8 | N.LndnCn<br>Utd.States | T.6Cy.24",38"&60"-30"<br>NB12 394NHP<br>Harlan&HollingsworthCo. | |
| 28680<br>144574 | Richard Roberts **SteelScK**<br>(*Fishing*)<br>1*Dk* | 275<br>246<br>129 | | | | | 1917 | Smith's DockCo.Ld. Middlesbro' | ~~TheAdmiralty~~<br>H.Westenboy | 125·5 | 23·4 | 12·8 | London<br>British | T.3Cy.12½",21"&35"-26"<br>87RHP<br>Smith'sDockCo.Ld.Mdb. | |
| 28681<br>211287 | Richard Trimble **SteelScSr**<br>*Elec.light* 1*Dk*(*Stl*)& *Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Sub.Sig. | 7607<br>7306<br>5868 | ✠100A-<br>11,13<br>*For Service on the Great Lakes*<br>BS4,20 ✠LMC7,13 | Toledo | | | 1913<br>6mo | American S.B.Co. Lorain,Ohio | **PittsburghS.S.Co.**<br>*WB=CellD* | 580·0<br>F51'<br>*BuE&B55'f & in H* | 58·0 | 32·0<br>FK | Duluth<br>Utd.States<br>4*BH*<br>*pr side tanks* | T.3Cy.24",39"&65"-42" (*s*)<br>170lb *170lb* 406NHP<br>2SB,6*cf*,GS132,HS6338<br>AmericanSBCo.ClevelndO<br>479'8549*t FPT*259*t APT*59 | 32 |
| 28682<br>125439<br>HMJD | Richard Welford **SteelScSr**<br>*Elec.light* Wireless 2*Dks* | 1349<br>908<br>650 | | | | | 1908 | Palmers' Co.Ld. Newcastle | **Tyne-TeesSteam ShippingCo.Ld.** | 255·7<br>P&B170'F32' | 35·5 | 14·4 | Newcastle<br>British<br>*WB* | T.3Cy.25",41"&66"-45"<br>292NHP<br>Palmers'Co.Ld.Newcastle | |
| 28683 | Richard Wesselop **SteelSc**<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 226<br>—<br>87 | | | | | 1920 | R.Holtz Harburg | **Hamburgische Hochseefischerei A.G.** | 119·9<br>F17' | 23·9 | 9·1 | Hamburg<br>German<br>*WB* | T.3Cy.12⅝",21⅛"&33 9/16"-22"<br>54NHP<br>R.Holtz,Harburg | |
| 28684<br>MFQT | Richard With **SteelScSr**<br>*Elec.light* 1*Dk*& *Awngdk*2*trB* | 904<br>462<br>542 | | | | | 1909 | Trndhjms Mek.Værks Trondhjem | **Vesteraalens Dampskibsselskab** | 193·2 | 29·2 | 13·0 | Stokmarknæs<br>*WB* Norwegian | T.3Cy.17½",29"&49"-33"<br>138NHP<br>Trondhjems M.V.Trndhjm | |

| No. in Book<br>Official No.<br>Code Letters | Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | Regist'd Tonnage<br>Gross. — Under deck. — Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built. When. — Ship. — Engines | By Whom. — Where. | Owners. | Length. | Breadth. | Depth. | Regist'd Dimensions. Deck Erections, &c. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth. Freeboard amidships Corresponding draught. ft. in. | Registers in which classed, if not in L.R. Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28685<br>220143<br>LWQS | **Richconcal** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>Sub.Sig. *Longitudinal framing* | 7072<br>—<br>4360 | | | | | 1920 | Bethlehem S.B.Corp.Ld.<br>Alameda,Cal. | UnitedStates ShippingBoard | 435·0 | 56·0 | 32·0 | P123'B50'F33' | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.27",47"&78"-48"<br>422NHP<br>BethlehemSBCorpLd.S.Fo | | R |
| 28686 | **Richdale** SteelTwinSc<br>(*ex*St.Nicholas,*ex*GunboatZsaporozets)<br>1*Dk*<br>*Elec.light* | 1010<br>—<br>560 | | | | | 1885 | OblaskVoi-skyDanskoï<br>Taganrog | R.Dunderdale | 210·1 | 36·0 | 15·2 | F49' | British<br>*WB* | C.4Cy.20½"&36½"-25"<br>112NHP<br>Wotkay&Co.Siberia | | V |
| 28687 | **Richecourt** WoodTwinScSr<br>(*ex*C-33)<br>*Elec.light* | 1182<br>838<br>702 | | | | | 1919 | W.Lyall S.B.Co.<br>VancvrB.C. | FrenchGovernment | 195·3 | 40·6 | 15·0 | | Havre<br>French | C.4Cy.12"&24"-16"<br>38NHP<br>SorelMechanicalShopsQbc | | V |
| 28688<br>ORYI | **Richelieu** SteelScK<br>*ss*La R.No.3-9,21 ~~(*Fishing*)~~<br>*Elec.light* Wireless 1*Dk* | 279<br>—<br>96 | 100A—<br>*Stm Trawler*<br>9,21 | LaR | LMC9,21 | CL<br>9,21 | 1911 | Smith's DockCo.Ld.<br>Middlesbro' | R.Maubaillarcq &Cie. | ~~125·0~~<br>126·2 | ~~23·0~~<br>23·2 | ~~12·8~~<br>12·0 | Q76'F21' BK7½"<br>*MT*4'22*t* | LaRochlle<br>French<br>3*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 82 ~~62~~NHP<br>ShieldsEng.Co.Ld.N.Shl.<br>1SB,3*pf*,GS40,HS1445 | 13 ″ 0 | ~~V~~ |
| 28689<br>211443<br>LDCJ | **Richmond** SteelSc3MstSr<br>*ss*SFo.No.2-21 ~~*ss*S.Fo.No.-1,18~~<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Sub.Sig. Wireless | 6563<br>5902<br>4089 | ✠100A1<br>~~4,21~~ ~~9,20~~<br>12,21<br>*Carrying Petr* | SFo<br>*oleum* | z ✠LMC~~11,18~~ 4,21<br>*in* | CL<br>9,20<br>*bulk* | 1913<br>9mo | ForeRiver S.B.Co.<br>Quincy,Mass.<br>A&CP | StandardOilCo. California<br>*WB*=*CellDBuE*&<br>*DTf*45'834*t* | 419·4 | 54·2 | 31·2 | P101'B34'F43'<br>*B*79'267*t* FK<br>*FPT* 180*tAPT*60*t* | S.Frncisco<br>Utd.States<br>15*BHCem*<br>(8*BHtoUdk*<br>7 ,, 2*nd dk*) | Q4Cy23",32¾",49"&71½"-51"<br>220lb *200lb* (*s*) 512NHP<br>3SB,9*cf*,-,HS8760<br>ForeRiverS.B.Co.Quincy | 31 ″ 6 | |
| | *Fitted for oil fuel* 9,13 *F.P. above* 150° F. | | | | | | | | | | | | | | | | |
| 28690<br>201898 | — SteelSc<br>(*Screws fore and aft*) (*Ferry*)<br>*Elec.light* Wireless 2*Dks* | 2006<br>—<br>1364 | | | | | 1905 | BurleeD.D Co. Port<br>RichmndNY. | CityofNewYork | 231·6 | 46·0 | 18·2 | | NewYork<br>Utd.States | C.4Cy.22½"&50"-30"<br>228NHP | | |
| 28691<br>108455 | — SteelScYl<br>*ss*Gms.No.3-6,09<br>1*Dk* *ss*Gms.No.2-18 | 161<br>148<br>63 | ✠100A1<br>*Stm Trawler*<br>12,20<br>✠NB9,13 ✠LMC<br>MS~~5,18~~2,22 BS12,20 | Gms | | CL<br>~~11,18~~<br>2,22 | 1897<br>3mo | Mackie& Thomson<br>Glasgow<br>A&CP | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,*Mgr.*) | 104·2 | 20·5 | 10·7 | Q17'F19'<br>BK7½"<br>DptF&S6,09 | Grimsby<br>British<br>4*BHCem* | T.3Cy.10",16"&27"-20" (*s*)<br>180lb 45RHP<br>1SB,2*pf*,GS26,HS656<br>Muir&Houston(Lim.),Gls | 11 ″ 7 | |
| 28692<br>216582<br>LMDS | — WoodScSr<br>*OilEng.*<br>1*Dk* | 141<br>—<br>76 | | | | | 1918 | ..................<br>Weems,Va. | Bellows&Squires Co.Inc. | 109·4 | 19·9 | 8·4 | | Reedville, Va.<br>Utd.States | Oil Engine<br>Cy.10½"-12½" 7NHP | | |
| 28693<br>114200 | **Richmond Castle** SteelScK<br>(*Trawler*)<br>(*ex*LochLeven) 1*Dk* | 178<br>167<br>68 | | | ... | | 1901 | Hall,Russell&Co.Ld.<br>Aberdeen | DundeeFishingCo. Ld. (Cameron& Farlane,Ld. *Mgrs.*) | 106·2 | 21·2 | 11·6 | BK7½" | Dundee<br>British | T.3Cy.12",19"&33"-22"<br>62RHP<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 4 | |
| 28694<br>99237 | **RichmondCrawford** SteelTwin ScSr<br>*ss*Krh.2ndNo.3-10,17<br>1*Dk* | 258<br>231<br>29 | ✠100A1<br>10,17<br>✠NB10,17 ✠LMC10,17<br>BS~~12,20~~11,21 | Krh | d | ~~10,17~~<br>11,21 | 1892<br>10mo<br>*Lloyd* | Hawthorns &Co.<br>Leith<br>'*sA&CP* | KarachiPortTrust | 125·5 | 24·0 | 11·5 | BK7"<br>*WB*= | Karachi<br>British<br>3*BHCem*<br>*DBf*12'17*t* | C.4Cy.20"&40"-24" (*s*)<br>100lb 66RHP<br>1DB,4*cf*,GS75,H2720<br>Hawthorns&Co.,Leith | 12 ″ 0 | |
| 28695<br>PRHS | **Ridderkerk** SteelSc<br>*Fitted for oil fuel*<br>(*ex*Kieldrecht,*ex*WarRoach) 2*Dks*<br>*Elec.light* Wireless | 5199<br>4702<br>3174 | | | | | 1918 | CaledonSB &E.Co.Ld<br>Dundee | ~~N.V.~~Vereenigde Nederl.Scheepv. Maats. | 400·1 | 52·2 | 28·5 | P49'B112'F39' | Rottrdam<br>Dutch<br>*WB* | T.3Cy.27",44"&73"-48"<br>369NHP<br>CaledonSB&ECo.Ld.Dun. | | C |
| 28696<br>105894 | **Ridgway** SteelScSp<br>*ss*Azr.No.2-05<br>(*ex*Condor) 1*Dk*<br>*Floors,Keelsons&StringersIrn* | 112<br>100<br>1 | ✠<br>*For Towing purposes*<br>1,05 ✠ | Azr | | | 1896<br>10mo | JTEltringham&Co.<br>S.Shields | J.Cooper | 88·0 | 19·1 | 10·4 | BK6" | London<br>British<br>3*BHCem* | C.2Cy.17½"&36"-24"<br>66RHP<br>1SB,3*pf*,GS41,HS1205<br>Hepple&Co.S.Shields | 11 ″ 0 | |
| 28697<br>127128<br>HVFW | **Riding** SteelScSr<br>*ss*Shl.No.2-19<br>*Well deck* Sub.Sig. 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted* | 1287<br>979<br>674 | ✠100A1<br>~~7,21~~~~9,20~~ 3,22<br>~~BS2,20~~ ✠LMC5,19<br>~~BS3,21~~ BS3,22 | Nwc<br>~~Shl~~ | o | ~~3,19~~<br>7,21 | 1912<br>2mo<br>*Lloyd* | W.Dobson &Co.<br>Newcastle<br>'*sA&CP* | TynesideLine (1920)Ld. (J. Ridley,Son&Tully, *Mgrs.*)<br>*WB* | 240·1 | 33·5 | 15·4 | Q127'B13'F25' FK<br>= *CellDBa*69' *uE*& | Newcastle<br>British<br>4*BHCem*<br>*B*35'*f*100'29 | T.3Cy.19",31"&51"-36" (*s*)<br>180lb 201NHP<br>2SB,6*pf*,GS84,HS3524<br>N.E.MarineEngCoLd.Nwc<br>4*tFPT*40*tAPT*66*t* | 17 ″ 3<br>s1 ″ 7½<br>15 ″ 11 | |
| 28698<br>JOLH | **Ridley** SteelScSr<br>*Now named* "GilwenManor," *See No.* [illegible] *in Supplement*<br>Wireless 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 3332<br>3080<br>2078 | ✠100A1<br>5,21 6,20<br>~~BS10,18~~ ✠LMC10,18<br>BS5,21 | Nwc<br>Bry | v | CL<br>~~6,20~~<br>5,21 | 1913<br>6mo<br>*Lloyd* | BlythS.B. &D.D.Co.Ld.<br>Blyth<br>'*sA&CP* | GilwenShppg Co. Ld. (Harrison Sons&Co.Ld.*Mgrs*)<br>*WB*=*CellDB* | 331·1 | 47·5 | 23·2 | P29'B102 F35' FK<br>*a*106'*uE*&*B*37'*f*143' | London<br>~~Newcastle~~<br>British<br>5*BHCem*<br>746*tAPT*44*t* | T.3Cy.24",40"&65"-42" (*s*)<br>180lb *100lb* 298NHP<br>2SB,6*cf*,GS118,HS4616<br>N.E.MarineEng.CoLdNwc | 25 ″ 8<br>s4 ″ 3½<br>21 ″ 9 | |
| 28699<br>ORYN | **Riff** SteelScSr<br>*ss*Cff.2ndNo.3-11,97<br>(*ex*Naranja) *ss*Liv.No.1-01<br>*Well deck* 1*Dk*(*ptStl*)&*Webframes* | 975<br>768<br>591 | ✠<br>3,10<br>✠NB7,01 ✠ | Liv | m | | 1884<br>3mo | Murdoch& Murray<br>Pt.Glasgow | JosephLasry<br>*WB* | 214·7 | 31·1 | 15·4 | Q75'B64'F45' BK8"<br>=*DBa*29'*f* 74'193*t* | Oran<br>French<br>4*BHCem*<br>*APT*15*t* | C.2Cy.22"&54"-36"<br>NDB01 148NHP<br>1SB,4*pf*,GS74,HS2697<br>J.Howden&Co.Glasgow | 16 ″ 4 | |
| 28700 | **Rift** WoodSc<br>*Now named* "DoorieBrae," *See No.* 37093 *in Supplement*<br>9&12yrs.Mat. 1*Dk* | 94<br>93<br>40 | ✠11A1<br>*For fishing purposes*<br>12,20 ✠LMC12,20 | Bnf | | CL | 1920<br>7mo<br>*Lloyd* | G.Smith, Junior<br>Buckie<br>'*sA&CP* | ~~TheAdmiralty~~<br>W.Bruce | 87·6 | 19·7 | 9·8 | | London<br>British | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>S.Richards&CoLdLowestft | 10 ″ 5 | |
| 28701<br>68<br>MBGT | **Riga** IronSc<br>*ss*No.1-67<br>(*ex*Aziz,*ex*Eugenie,*ex*PrincessDagmar)<br>*Elec.light* *Mchy.Aft* 1*Dk* | 462<br>380<br>280 | ✠<br>3,67 | Lon | | | 1863<br>6mo | Henderson Coulborn&Co<br>Renfrew | RussianEast AsiaticS.S.Co.Ld. (BalticLine) | 196·0 | 24·5 | 12·0 | P92' | Riga<br>Latvian<br>4*BH* | C.2Cy.24"&36"-24"<br>NE83 NB11 53NHP<br>Felser&Co.,Riga | | |
| 28702<br>ORYS | **Rigel** SteelScSr<br>*ss*Msl.No.3-5,12<br>(*ex*AbbeyHolme) *ss*Msl.No.2-20<br>1*Dk*(*Stl*)&*Spar dk*(*ptIrn*&*ptStl*)<br>Wireless &*deep framing* | 3365<br>2861<br>2191 | ✠100A1<br>*Spar dk*<br>1,22 ~~2,20~~ ✠LMC2,20<br>~~BS2,21~~1,22 | Msl | v | 1,21 | 1899<br>6mo | JLThompson&Sons,Ld.<br>Sunderland<br>A&CP | Soc.Gén.deTransportsMaritimes à Vap.<br>*WB*=*CellDBa* | 342·0 | 45·2 | 16·1 | P29'B94'F26' 24·1<br>FK<br>108'*uE*24'*f*138'681*t* | Marseilles<br>French<br>6*BHCem*<br>*APT*161*t* | T.3Cy.23",39"&66"-42" (*s*)<br>180lb ~~180lb~~ 296NHP<br>2SB,6*pf*,GS134,HS4412<br>G.Clark,Ld.Sunderland | 26 ″ 7<br>s4 ″ 7¼<br>22 ″ 2 | |
| 28703<br>MPQG | — SteelScSr<br>(*ex*Jomfruland)<br>*Elec.light* Wireless 1*Dk* | 1618<br>1185<br>937 | | | | | 1916 | Bergens Mek.Værks.<br>Bergen | A/SBugge&Olsen (JacobOlsen, *Mgr.*) | 244·4 | 37·8 | 15·7 | P16'Q73'B65'F27' | Larvik<br>Norwegian | T.3Cy.18",29"&49"-33"<br>138NHP<br>BergensMekVærksBergen | | N |
| 28704<br>TPKV | — SteelSc | 454<br>331<br>259 | | | | | 1920 | Sandvik'ns Skepsdocka<br>Helsingfors | FinskaTransoceanaHandelsaktiebolag | | | | | Helsingfrs<br>Finnish | C.2Cy.15¾"&29½"-19¾"<br>A/BSandvikens 32NHP<br>Skeppsdocka | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>ignaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28705<br>140816 | **Righto** SteelScK<br>*Elec.light* 1*Dk* | 278<br>242<br>122 | ✠100A1<br>*StmTrawler*<br>3,22 ~~10,20~~ ✠LMC11,20 | Hul<br>Gms | | CL | 1920<br>9mo<br>*Lloyd* | Cook,Wel-t'n&Gemmell Ld. Beverley<br>'*sA&CP* | TheExor.ofSirG.F. Sleight,Bart. | 125·0<br>Q71'<br>BK7½" | 22·8 | 12·2 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–24" (*s*)<br>205lb 91RHP<br>1SB,3*pf*,GS47,HS1550<br>C.D.Holmes&Co.Ld.Hull | 13 1 |
| 28706<br>LBQC | **Rigi** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in 'tween dks*<br>Wireless | 5811<br>5572<br>3637 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~7,21~~ ~~2,21~~<br>2,22 ✠LMC1,21<br>*Fitted for oil fuel* 1,21 | Mdb<br>Lth | *z* | CL<br>*F.P. above* 150° F. | 1921<br>2mo<br>*Lloyd* | Furness S.B.Co.Ld. Haverton-Hill-on-Tees<br>'*sA&CP* | A/S Uto(C.Eitzen &Co.*Mgrs.*)<br>*CellDB* | 400·0<br>F38'*onShelter dk*<br>FK<br>*Collision*<br>351'1170t*APT*100t | 53·0 | 32·8 | Chrstiania<br>Norwegian<br>*ptCem*<br>*BH to S dk*<br>5 „ „ *U* „ | T.3Cy.27",45"&75"–51" (*s*)<br>180lb 569NHP<br>3SB,9*cf*,GS187,HS8491 FD<br>Richardsons,Westgarth&Co.Ld. | 35<br>9<br>26 |
| 28707<br>NBRH | **Rigmor** SteelSc<br>1*Dk* | 943<br>833<br>525 | | | | | 1920 | F.Schichau Elbing | D/S A/S Skagerak (MariusNielsen& Sön,*Mgrs.*) | 224·3 | 33·6 | 13·5 | Copnhagn<br>Danish<br>*WB* | T.3Cy.15",24¾"&38⅝"–25¾"<br>76NHP<br>F.Schichau,Elbing | |
| 28708<br>Wrecked 9,21<br>NBOJ | — SteelAuxSc3MstSr<br>*OilEng.*<br>(*ex*Alida) *Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 275<br>235<br>212 | | | | | 1919 | J.T.Smit Vierverlaten | S.Nielsen | 120·9<br>P23'F10' | 23·6 | 10·5 | Nakskov<br>Danish | Oil Engine 2S.C.SA<br>2Cy.15½"–16¾"<br>N.V.SteyndalMotoren Fabriek,Overschie | |
| 28709<br>123584 | **Rigoletto** SteelScK<br>*ss*Gms.No.3–12,19<br>1*Dk* | 212<br>194<br>83 | ✠100A1<br>*StmTrawler*<br>11,20<br>BS11,20 ✠LMC12,19 | Gms | | CL<br>12,19 | 1906<br>9mo<br>*Lloyd* | Cook,Wel-t'n&Gemmell Ld.Beverley<br>'*sA&CP* | TheExor.ofSirG.F. Sleight,Bart. | 117·0<br>Q59'F19'<br>BK7½" | 22·0 | 11·4 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¼",22"&35"–24" (*s*)<br>180lb 70RHP<br>1SB,2*pf*,GS32,HS1110<br>C.D.Holmes&Co.Hull | 12 |
| 28710<br>MQCD | **Riis** WoodScCt<br>1*Dk* | 125<br>113<br>55 | | | | | 1916 | Brödrene Bolsonæs Molde | R.J.Brandal | 90·0 | 22·0 | 10·0 | Aalesund<br>Norwegian | C.2Cy.8½"&19"–12³⁄₁₆"<br>Storvik 12NHP<br>Mek.Værks.Xiansund | |
| 28711<br>PRMV | **Rijn** SteelScSr<br>*ss*Rot.No.1–20<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 1964<br>1753<br>1165 | ✠100A1<br>12,20<br>✠LMC11,20 | Rot | *r* | CL<br>11,20 | 1916<br>9mo<br>A&CP | A.Vuijk& Zonen Capelle a/d Ysel | Naam.Venn. Houtvaart(Vinke &Co.*Mgrs.*)<br>*CellDB*244'5 | 281·3<br>P23'B70'F24'<br>FK<br>75t*FPT*81t*APT*41t | 40·3 | 19·1 | Rottrdam<br>Dutch<br>4*BHptCem*<br>*ptAsp* | T.3Cy.21",34½"&57"–36" (*s*)<br>190lb *100lb* 225NHP<br>2SB,6*cf*,GS104,HS3560<br>ArnhemscheStm.Maats. | 21 |
| 28712<br>PRNB | **Rijndam** SteelTwinScSr<br>*ss*Rot.No.3–7,20<br>3*Dks*(*Stl–U* ws)&*Awng dk*(*Stl*–ws)<br>*Elec.light* Sub.Sig. Wireless | 12527<br>11396<br>7976 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>~~7,21~~ ~~12,20~~<br>3,22 ✠LMC7,20<br>BS7,21 | Rot | *h*† | CL<br>~~10,19~~<br>~~12,20~~<br>PN7,21<br>~~7,21~~<br>SN3,22 | 1901<br>10mo<br>*Lloyd* | Harland& Wolff,Ld. Belfast<br>'*sA&CP* | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)<br>*WB=CellDBa* | 550·3<br>42·0<br>*Promenade dk*193'<br>FK&BK3"<br>151'*uE&B*107'*f*191' | 62·3 | 26·2 | Rottrdam<br>Dutch<br>10*BHCem*<br>1847t *DTf* | T.6Cy.28¾",47¾"&78"–57"<br>180lb (*s*) 1265NHP<br>3D&3SB36*cf*GS639HS23199<br>Harland&WolffLd.Belfast<br>56'1620t*FPT*147t*APT*75t | 45<br>14<br>32 |
| 28713<br>PRMT | **Rijndijk** SteelScSr<br>*ss*Rot.No.1–19<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 3557<br>3259<br>2172 | ✠100A1<br>~~7,21~~ ~~9,20~~ 2,22<br>✠LMC7,19<br>BS7,21 | Rot | *v* | CL<br>~~7,10~~<br>7,21 | 1915<br>3mo | Rotterdam Droogd.Maat Rotterdam<br>A&CP | Solleveld,van der Meer&H.T.van Hattum'sStoomv. Maats.<br>*WB=CellDB* | 345·6<br>P25'B115'F35'<br>FK | 48·8 | 23·2 | Rottrdam<br>Dutch<br>6*BHCem*<br>*a*96' *u E*23'*f* | T.3Cy.25",41"&67"–45" (*s*)<br>180lb *100lb* 329NHP<br>2SB,6*cf*,GS131,HS5083<br>RotterdamDroogd.Maats.<br>163'816t*FPT*82t*APT*110t | 25<br>4<br>21 |
| 28714<br>PRNH | **Rijnland** SteelScSr<br>*ss*Ams.No.3–7,12<br>*ss*Ams.No.2–19<br>Wireless 2*Dks*(*Stl*)&*deep framing*&<br>*Elec.light* *Shade dk*(*ptStl*–teak s) | 5421<br>5259<br>3528 | ✠100A1<br>*Shade dk*<br>~~7,21~~ ~~5,20~~ 3,22<br>~~BS8,20~~ ✠LMC9,19<br>BS11,21 | Ams | *y* | CL<br>~~8,19~~<br>7,21 | 1900<br>11mo<br>*Lloyd* | Russell& Co. Pt.Glasgow<br>'*sA&CP* | Koninkl.Holland-scheLloyd | 389·4<br>FK<br>*WB=CellDBa*118' | 51·2 | 25·2 | Amstrdam<br>Dutch<br>6*BHCem*<br>*uE & B*44' *f* | T.3Cy.27",42"&69"–54"<br>180lb *80lb* 449NHP<br>3SB,9*cf*,GS150,HS6296 FD<br>Dunsmuir&Jackson,Gls<br>168'908t*FPT*74t*APT*116t | 28<br>4<br>23 |
| 28715<br>~~PRNG~~<br>PRNK | **Rijnsburg** SteelSc<br>*ss*Rot.2ndNo.3–11,14<br>(*ex*Rijsbergen, *ss*Liv.No.1–19<br>*ex*Swaledale,*ex*Ile 1*Dk*(*Stl*)&*Spar dk*<br>de laRéunion) (*Irn*-ws) &*Web frames*<br>Wireless | ~~3658~~<br>~~3408~~<br>~~2848~~<br>3662<br>3411<br>2305 | ✠100A1<br>*Spar dk*<br>10,21 ~~7,20~~<br>~~BS7,20~~ ✠LMC7,19<br>BS5,21 | Rot | *w* | 7,20 | 1897<br>7mo<br>A&CP | Sir J.Laing Sunderland | Vrachtv.Maats. "Bothnia" (C.Goudriaan&Co. *Mgrs.*) | 355·7<br>P23'B100'F32' 26·5<br>NDS09 FK<br>*Ce* | 46·0 | 18·6 | Rottrdam<br>Dutch<br>6*BHCem*<br>*ll DBa* 108'*u* | T.3Cy.24½",41"&67"–45"(*r*)<br>180lb *80lb* NDB11 323NHP<br>3SB,9*rf*,GS150,HS4959<br>G.Clark,Ld.Sunderland<br>*E*18'*f*145'692t*APT*67t | 29<br>5<br>23 |
| 28716<br>PRND | **Rijnstroom** SteelScSr<br>*Elec.light* 1*Dk* | 855<br>644<br>437 | | | | | 1896 | R.Thomp-son&Sons Sunderland | Hollandsche Stoomb.Maats. | 247·7<br>Q73'B65'F32'<br>len99 | 31·2 | 11·6 | Rotterdam<br>Dutch<br>*WB* | T.3Cy.20",33"&55"–36"<br>181NHP<br>G.Clark(Lim.)Sunderland | |
| 28717 | **Rijnveer** SteelSc<br>*GasEng.*<br>*Elec.light* | 337<br>—<br>152 | | | | | 1919 | Gebr.v.d. Windt Vlaardingen | N.V.Rotterdmsche Alg.Scheepv.Mij. (M.J.van derEb. Ld.*Mgrs.*) | 131·2 | 22·9 | 11·1 | Rottrdam<br>Dutch | Gas Engines<br>Machinefb."Drakenburgh," Utrecht | |
| 28718<br>PRNF | **Rijswijk** SteelScSr<br>*ss*Rot.No.2–19<br>Sub.Sig. Wireless 1*Dk*(*Stl*) | 1673<br>1494<br>1037 | ✠100A1<br>9,21 ~~11,20~~<br>~~BS5,20~~ ✠LMC8,19<br>BS4,21 | Bal<br>Rot | *q* | 8,19 | 1910<br>7mo<br>A&CP | Schpw.v. JanSmit,Czn Alblasserdm | Maats.Stoomsch. Rijswijk(Erhardt &Dekkers)<br>*WB=Cell* | 256·5<br>P18'B65'F31'<br>FK<br>*DBa*72'*uE*18' *f*106' | 39·0 | 18·7 | Rottrdam<br>Dutch<br>4*BHCem*<br>418t*APT*59t | T.3Cy.19",32"&51"–36" (*r*)<br>180lb *100lb* 183NHP<br>2SB,6*cf*,GS94,HS3001<br>Maats.Feyenoord,Rot. | 20<br>2<br>18 |
| 28719<br>5944<br>KBGL | **Rikard** WoodScSr<br>*OilEng.*<br>*Mchy.Aft* | 204<br>157<br>7 | | | | | 1917 | E.Ohlssons Sägverk, Stockholm | E.Ohlssons Trävaruaktieb. (G.A.Nilsson,*Mg.*) | 99·0<br>F11'P26'Q6'H9t | 23·0 | 9·6 | Stockholm<br>Swedish | Oil Engines 2S.C.SA<br>2Cy.15'–16½" 34NHP<br>J&CGBolindersM.V.Skm. | |
| 28720<br>MKSD | **Rikard Kaarbö** SteelScSr<br>*Elec.light* 1*Dk* | 401<br>330<br>154 | | | | | 1914 | Bergens Mek.Værks. Bergen | Haalogalands Dmpskselsk. | 152·5<br>P11'Q7tB61tH3t<br>F7t | 24·0 | 13·2 | Harstad<br>Norwegian<br>*WB* | T.3Cy.13½",22"&37"–24"<br>67NHP<br>BergensMekVærksBergen | |
| 28721<br>139947 | **Rilette** SteelScSr<br>*ss*Gms.No.1–21<br>1*Dk* | 212<br>197<br>82 | ✠100A1<br>*StmTrawler*<br>12,21 ~~3,19~~ ✠LMC~~5,17~~ 12,21 | Gms | | CL<br>~~3,19~~<br>12,21 | 1917<br>5mo<br>*Lloyd* | A.Hall& Co.Ld Aberdeen<br>'*sA&CP* | E.E.Cox | 115·5<br>BK7½" | 22·1 | 11·9 | Grimsby<br>British<br>3*BHCem*<br>*DBf*19'12t | T.3Cy.12",20"&34"–24" (*s*)<br>180lb 78RHP<br>1SB,3*pf*,GS46,HS1433<br>A.Hall&Co.Ld.Aberdeen | 12 |
| 28722<br>140837 | **Rime** WoodScK<br>1*Dk* | 93<br>92<br>40 | ✠ 11A1<br>*For fishing purposes*<br>12,19 ✠LMC12,19 | Bnf | | CL | 1919<br>5mo<br>*Lloyd* | W.&G. Stephen Banff<br>'*sA&CP* | J.H.Falconer | 86·8<br>9&12yrs.Mat. | 19·8 | 9·8 | Banff<br>British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>Urquhart,Lindsay&Co.Ld Dundee | 10 |
| 28723<br>LBRP | **Rimfakse** SteelSc<br>1*dk*(*Stl*) | 1334<br>1170<br>746 | ✠100A1<br>3,21<br>✠LMC5,21 | Mmo | *p* | | 1921<br>3mo<br>*Lloyd* | Kockums M.V.Aktieb. Malmö<br>'*sA&CP* | A/S D/S Rimfakse (A.Schjelderup)<br>*CellDB*196'364t | 235·5<br>P17'B63'F25'<br>FK<br>*FPT*44t*APT*59t | 37·7 | 16·5 | Bergen<br>Norwegian<br>4*BHCem* | T.3Cy.18⅛",28¾"&48¹³⁄₁₆"–31½"<br>185lb (*s*) 157NHP<br>2SB,4*cf*,GS70,HS2546<br>KockumsM.V.Akt.Malmö | 18 |
| 28724<br>140589<br>JTWF | **Rimouski** SteelTwinScSr<br>Wireless Sub.Sig. *CruiserStern*<br>*Elec.light* *Ref.Mchy.* 4*Dks* | 9281<br>8370<br>5719 | | | | | 1918 | Harland& Wolff,Ld. Glasgow | F.Leyland&Co.Ld. | 460·3<br>P39'B130'F53' | 58·3 | 37·3 | Liverpool<br>British<br>*WB* | Q8Cy20½",29½",42"&61"–48"<br>516NHP<br>Harland&Wolff,Ld.Bel. | |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired, Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28725<br>105235<br>PRTB | **Rimu** SteelTwinScSr<br>*Well deck* 1*Dk* | 412<br>231<br>169 | | | ... | | 1898 | Allsup&Co<br>Ld.<br>Preston | NorthernS.S.Co.<br>Ld. | 142·6\|24·0\| 9·6<br>Q75'B21'F15'<br>FK | Auklnd NZ<br>British<br>*WB* | T.6Cy.10¼",16"&28"–22"<br>95RHP<br>Allsup&Co.Ld.Preston | 10 ″ 2 | |
| 28726<br>111355<br>SDJL | **Rimutaka** SteelTwinScSr<br>Wireless<br>*Elec.light Ref.Mchy.* 2*Dks&Shelterdk* | 8893<br>6439<br>5759 | | | | | 1900 | W.Denny<br>&Bros.<br>Dumbarton | NewZealand<br>ShippingCo.Ld. | 457·7\|58·2\|30·8 | Plymouth<br>British<br>*WB* | T.6Cy.24",39"&63"–48"<br>550NHP<br>Denny&Co.Dumbarton | | C<br>BT<br>till<br>5,21 |
| 28727<br>113206 | **Rinaldo** IronScK<br>1*Dk* | 163<br>149<br>62 | | | ... | | 1900 | Cochrane&<br>Cooper,Ld.<br>Beverley | ~~R.Meyrick~~<br>J.A.Steele | 101·0\|21·0\|11·0<br>Q45'F17'<br>BK7½" | Portsmth<br>British | T3Cy.11½",19½"&32"–23"<br>NB14 55RHP<br>C.D.Holmes&Co.Hull | 11 ″ 9 | |
| 28728<br>MVHB | **Rinda** SteelSc<br>*ss*Ham.No.1–21<br>(*ex*Appleby) 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted in*<br>Wireless *Shelter 'tween dks* | 6029<br>4158<br>3820 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,22 ~~7,20~~ ✠LMC12,17<br>*Carrying oil*<br>*Fitted for oil* | Lon<br>~~Ham~~<br><br><br>*fuel F.*<br>*fuel* 7, | *z*<br>Xia<br>7,21<br><br>*P.*<br>20 | CL<br>~~7,20~~<br>7,21<br><br>*above*1<br>*F.P. a* | 1917<br>10mo<br><br>*Lloyd*<br>50° F.<br>*bove* 1 | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>'*sA&CP*<br>*in DB*<br>50° F. | DenNorskeAfrika<br>ogAustralielinie<br>(W.Wilhelmsen,<br>*Mgr.*) | 405·3\|53·5\|33·5<br>FK<br>*Cell* | Tönsberg<br>Norwegian<br>6*BHCem*<br>*DB a* 130' *u* | T.3Cy.28",46"&75"–51" (*s*)<br>180lb 559NHP<br>3SB,*9cf*,GS195,HS8214 FD<br>J.Dickinson&Sons,Ld.Sld<br>*E*22'*f*184'975*tAPT*63*t* | 36 ″ 0<br>s 9 ″ 2½<br>27 ″ 2 | |
| 28729<br>PRJH | **Rindjani** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 3*Dks* | 4762<br>3647<br>2952 | | | | | 1906 | Kon.Maats<br>deSchelde<br>Flushing | Rotterdamsche<br>Lloyd(W.Ruys&<br>Zonen,*Mgrs.*) | 394·3\|47·1\|27·2<br>P72'B176'F80' | Rottrdam<br>Dutch<br>*WB* | T.3Cy.28½",48"&82"–60"<br>521NHP<br>Maats.deSchelde, Flushing | | V |
| 28730<br>3590<br>JLDB | **Ring** SteelScSr<br>*ss*Got.2ndNo.3–2,09<br>(*ex*LordRosebery) *ss*Got.No.2–17<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1196<br>886<br>695 | ✠100A1<br>8,20<br>✠NB2,09<br>BS8,20 | Got<br><br>✠LMC8,16 | *n* | 9,19 | 1888<br>8mo<br><br>*Lloyd* | Russell&<br>Co.<br>Pt.Glasgow<br>'*sA&CP* | Rederiaktieb<br>SvenskaLloyd<br>(H.Metcalfe,*Mgr.*)<br>*WB=DBa*56' | 231·3\|33·0\|17·0<br>P135'F31'<br>BK8"<br>*f*84'245*tFPT*44*t* | Gothenbrg<br>Swedish<br>4*BH*(*Irn*)<br>*Cem* | T.3Cy.17",28"&45"–36" (*s*)<br>150lb *80lb* NDB03 115NHP<br>1SB,*3cf*,GS54,HS1710<br>Kincaid&Co.Greenock | 18 ″ 0<br>s 1 ″ 9<br>17 ″ 0 | |
| 28731<br>MVBS | **Ringborg** SteelScSr<br>(*ex*Bengalen,*ex*<br>*Elec.light* Leonis)<br>Wireless 1*Dk2trB&deep framing* | 2641<br>2415<br>1623 | | | ... | | 1903 | W.Gray&<br>Co.Ld.<br>WHartlepool | D/S A/S Ringborg<br>(J.Ringen A/S) | 317·5\|45·0\|20·3<br>P26'B192'F35'<br>FK | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.23",36½"&62"–39"<br>245NHP<br>Cen.Mar.Eng.Wrks.WHpl | 23 ″ 6 | V |
| 28732<br>MBTG | **Ringhorn** SteelScSr<br>Wireless 1*Dk* | 1713<br>1535<br>1078 | | | | | 1904 | Laxevaags<br>Msk.&Jrnskb<br>Bergen | AlbertSchjelderup | 268·0\|38·8\|17·5<br>H74*t*F38*t* | Bergen<br>Norwegian<br>*WB* | T.3Cy.19",31"&51"–33"<br>149NHP<br>LaxevaagsMsk.&Jrns.Bgn | | N |
| 28733<br>110943 | **Rinto** IronScK<br>*ss*Gms.No.3–5,12<br>*ss*Gms.No.2–19<br>1*Dk* | 169<br>152<br>66 | ✠100A1<br>*StmTrawler*<br>9,21 ~~8,20~~<br>✠NB11,14 | Gms<br><br>✠LMC9,19<br>BS8,~~20~~-9,21 | | CL<br>N8,20 | 1900<br>2mo<br><br>*Lloyd* | Cochrane&<br>Cooper,Ld.<br>Selby<br>'*sA&CP* | TheExor of SirG.F.<br>Sleight,Bart. | 101·0\|21·0\|11·0<br>H45'F17'<br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.12",19½"&32"–23" (*s*)<br>180lb 55RHP<br>1SB,*2pf*,GS32,HS1070<br>C.D.Holmes&Co.Hull | 11 ″ 9 | |
| 28734 | **Rio Amazonas** IronScSr<br>5thSurvey,Sld.2,05<br>(*ex*Remembrance) 1*Dk*(*Irn*)2*trB*<br>*Well deck* Wireless | *1668*<br>*1342*<br>*1060* | ✠<br>3,08<br>✠NB1,00 | Cff | Lv | | 1882<br>4mo | ShortBros.<br>Sunderland | LloydNacional | 272·0\|36·1\|20·1<br>P67*t*Q87*t*B137*t*<br>H34*t*F31*t* BK9"<br>*WB=D* | R.Janeiro<br>Brazilian<br>5*BHCem*<br>*Ba&f* | C.2Cy.27"&63"–39"<br>NDB00 190NHP<br>2SB,*4pf*,GS79,HS2584<br>N.E.MarineEng.Co.Ld.Sld | 21 ″ 11 | V |
| 28735 | **Rio Aripuana** SteelScSr<br>*Elec.light* 1*Dk&Promenade dk* | *210*<br>*141*<br>*143* | | | ... | | 1911 | Lytham<br>SB.&E.Co.Ld<br>Lytham | H.DaCostaSantos | 124·0\|24·1\| 6·2<br>F22'<br>FK | Manaos<br>Brazilian | C.2Cy.14"&30"–21"<br>57NHP<br>LythamS.B.&E.Co.Ld.Lyt | 6 ″ 6 | |
| 28736<br>146122<br>KJQM | **Rio Azul** SteelSc<br>1*Dk*(*Stl*)&*Webframes*<br>*Elec.light* *Corrugated sides* | ~~4200~~ 4088<br>3844<br>2512 | ✠100A1<br>9,21<br>~~(*Class Contemplated*)~~<br>✠LMC9,21 | Bly | *x* | CL | 1921<br>7mo<br><br>*Lloyd* | BlythS.B.<br>&D.D.Co.Ld.<br>Blyth<br>'*sA&CP* | ~~Petersen&Co.Ld.~~<br>ThompsonSteam<br>Shpg.Co.Ld.(Peter<br>sen&Co.Ld.,*Mgrs*) | ~~363·0~~\|53·2\|26·3<br>~~P20'B218'F36~~F37'<br>363·1\|P30'B219' FK<br>*CellDB*314'920*tFPT*81*tAP* | London<br>British<br>6*BHCem*<br>*T*105*t* | T.3Cy.26",43"&72"–48" (*s*)<br>180lb 474NHP<br>3SB,*9cf*,GS141,HS6792 FD<br>N.E.MarineEng.Co.Ld.Sld | 28 ″ 9<br>s 4 ″ 5<br>24 ″ 8 | |
| 28737 | **Rio Branco** SteelTwinScSr<br>1*Dk&Shadedk* | *556*<br>*415*<br>*378* | ✠<br>*ForRiver pur*<br>12,88 ✠ | Cly<br>*poses o* | *nly* | | 1888<br>12mo | Russell&<br>Co.<br>PortGlasgow | AmazonRiverStm.<br>Nav.Co.(1911)Ld. | 200·6\|34·3\| 9·7<br>F28'<br>*WB=APT*5*t* FK | Para<br>Brazilian<br>7*BHAsp* | T.6Cy.13",20"&32"–24"<br>1DB,*4cf*,GS75 100NHP<br>Rankin&Blackmore,Grk. | 10 ″ 1 | |
| 28738 | **Rio Cunene** SteelScSr<br>(*Whaler*)<br>(*ex*Hekla) 1*Dk* | 135<br>132<br>49 | | | | | 1912 | Akers<br>Mek.Værks.<br>Christiania | | 99·3\|19·6\|11·6 | Swedish | T.3Cy.12",20"&33"–21"<br>50NHP<br>Akers.Mek.Værks.Xia. | | |
| 28739 | **Rio Curuça** SteelScSr<br>*Elec.light* 1*Dk*(*Teak*)&<br>*Promenade dk*(*Teak*) | *333*<br>*244*<br>*226* | ✠<br>*River purpose*<br>10,14 ✠ | PGl<br>*s only* | | | 1910<br>8mo | Murdoch&<br>Murray<br>Pt.Glasgow | C.deQ.Carvalho | 150·0\|30·0\| 7·7<br>B20'F26'<br>FK | Manaos<br>Brazilian<br>5*BHCem* | T.3Cy.13½",22"&36"–24"<br>90NHP<br>1SB,*3pf*,GS53,HS1667<br>Muir&Houston,Ld.Gls. | 8 ″ 0 | |
| 28740 | **Rio de Janeiro** SteelTwinScSr<br>*ss*NYk.No.2–16<br>*Elec.light* 2*Dks*(*UStl*–teaks)<br>*Ref.Mchy.* Wireless *&deep framing* | *3583*<br>*2772*<br>*2213* | ✠~~100A1~~<br>4,22 ~~4,18~~<br>✠~~LMC[illegible]~~ | Rio | *v* | CL<br>7,20 | 1908<br>2mo<br><br>*Lloyd* | Workman,<br>Clark&Co.Ld<br>Belfast<br>'*sA&CP* | LloydBrasileiro<br>*WB=CellDBa*88' | 340·3\|45·1\|24·8<br>P48'B130'F48'<br>FK&BK1¼"<br>*uE*36'*f*98'460*tFPT* | R.Janeiro<br>Brazilian<br>6*BHCem*<br>50*tAPT*50*t* | T.6Cy.18",30"&49"–42" (*s*)<br>180lb 534NHP<br>3SB,*12cf*,GS224,HS8754 FD<br>Wrkman,Clark&CoLd.Bel | 26 ″ 0<br>s 4 ″ 5<br>22 ″ 2 | |
| 28741<br>MKPO | — SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2827<br>2397<br>1489 | | | | | 1914 | J.Blumer<br>&Co.<br>Sunderland | DetNordenfjeldske<br>Dampskibsselskab | 333·6\|48·7\|19·6<br>P85*t*H153*t*F39*t* | Trondhjm<br>Norwegian<br>*WB* | T.3Cy.24",40"&66"–42"<br>282NHP<br>N.E.MarineEng.Co.Ld.Sld | | N |
| 28742<br>MKQL | **Rio de la Plata** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 2823<br>2394<br>1527 | | | | | 1914 | J.Blumer<br>&Co.<br>Sunderland | DetNordenfjeldske<br>Dampskibsselskab | 333·6\|48·7\|19·5<br>P77*t*H160*t*F39*t* | Trondhjm<br>Norwegian<br>*WB* | T.3Cy.24",40"&66"–42"<br>282NHP<br>N.E.Marine Eng.CoLd.Sld | | N |
| 28743 | **Rio Envira** SteelTwinScSr<br>(*ex*RioJamary)<br>*Elec.light* 1*Dk&Promenade dk* | *305*<br>*216*<br>*207* | | | ... | | 1906 | Murdoch&<br>Murray<br>Pt.Glasgow | A.Mesquita&Co. | 140·0\|28·1\| 8·0<br>F26'<br>FK | Para<br>Brazilian | C.4Cy.12"&24"–18"<br>62NHP<br>McKie&Baxter,Glasgow | 8 ″ 4 | |
| 28744 | **Rio Galindo** SteelScSr<br>*ss*HKg.No.3–7,01<br>(*ex*AikokuMaru, *ss*Kob.No.2–08<br>*ex*Colonies,*ex*Azamor,<br>*ex*AnnieBarrow,*ex*EiffelTower)<br>Wireless 1*Dk*(*Stl*)&*Spar dk*(*Stl*)3*trB* | 3333<br>2878<br>2466 | ✠<br>*Spar dk*<br>9,14 ✠ | Kob | *u* | | 1889<br>11mo | W.Dobson<br>&Co.<br>Newcastle | Cia.Naviera<br>Galindo | 331·9\|40·3\|19·2<br>P47'B80'F42' 26·7<br>BK10"<br>*WB=Cell* | Bilbao<br>Spanish<br>5*BHCem*<br>*DB*264'433*t* | T.3Cy.23¼",38"&61"–39"<br>NDB05 234NHP<br>2SB,*6cf*,GS98,HS3916<br>WllsndSlpwy.Co.Ld.Nwc. | 29 ″ 4 | |
| 28745<br>843<br>HBLT | **Rio Gallegos** SteelScSr<br>*ss*Ard.No.1–07<br>(*ex*Douglas) 1*Dk*(*Stl*)<br>*Well deck Mchy.Aft Elec.light* | 259<br>157<br>130 | ✠<br>11,07<br>✠ | PGl | *c* | | 1903<br>2mo | Ardrossan<br>DD&SBCoLd<br>Ardrossan | Braun&<br>Blanchard | 115·0\|22·1\| 8·5<br>Q42'F18'<br>FK<br>*WB=FPT*28*t* | Punta<br>Arenas<br>Chilian<br>3*BHCem* | C.2Cy.13"&29"–21"<br>42NHP<br>1SB,*2pf*,GS29,HS771<br>Menzies&Co.Ld.Leith | 9 ″ 6 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7"<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28746<br>MVJH | **Rio Grande**<br>*Elec.light* Wireless | **SteelScSr**<br>*Fitted for oil fuel*<br>2*Dks* | 3660<br>3340<br>2221 | | | | | 1920 | W.Dobson<br>&Co.<br>Newcastle | **DetNordenfjeldske Dampskibsselskab** | 360·3<br>P89tH210tF20t | 52·1 | 23·5 | Trondhjm<br>Norwegian<br>*WB* | T.3Cy.25½",41"&69"–48"<br>330NHP<br>N.E.MarineEng.CoLdNwc | |
| 28747<br>110303<br>JSDV | —<br>Wireless | **IronScSr**<br>2*Dks* | 2556<br>—<br>2048 | | | | | 1876 | J.Roach&<br>Son<br>Chester,Pa. | **MalloryS.S.Co. Inc.** | 289·5 | 39·2 | 21·6 | **NewYork**<br>Utd.States | C.2Cy.34"&60"–54"<br>NB91 220NHP<br>J.Roach&Son,Chester,Pa. | |
| 28748 | **Rio Iguazu**<br>*Elec.light* | **SteelTwinSc** | —<br>—<br>283 | | | | | 1906 | T.Dobson<br>&Co.<br>Hessle,Hull | **TheArgentine Nav.Co.(Nicolás Mihanovich)Ld.** | 155·0<br>P&B105'F16'<br>len— | 27·0 | 7·5 | **Bns.Ayres**<br>Argentine | C.4Cy.15"&30"–<br>G.T.Grey,SouthShields | |
| 28749<br>Sunk 7,21 | **Rio Macautan**<br>(*ex*RioItuhy)<br>*Elec.light* | **SteelTwinScSr**<br>1*Dk&Promenade dk* | *474*<br>*374*<br>*323* | | | … | | 1900 | Murdoch&<br>Murray<br>Pt.Glasgow | **Pinho,Certo&Co.** | 170·1<br>F16'<br>FK | 33·1 | 9·8 | **Para**<br>Brazilian | T.6Cy.10",16½"&26½"-21"<br>91NHP<br>D.Rowan&Son,Glasgow | 10 |
| 28750 | **Rio Madeira**<br>*Elec.light* | **SteelScSr**<br>1*Dk*(*Teak*)&<br>*Promenade dk*(*Teak*) | *312*<br>222<br>212 | ✠<br>*For River purposes only*<br>2,14 ✠ | Pra | | | 1910<br>1mo | LythamS.<br>B.&E.Co.Ld.<br>Lytham | **Gunzburger&Co. (E.Levy,*Mgr.*)** | 141·0<br>F28'<br>FK | 30·1 | 7·7 | **Manaos**<br>Brazilian<br>5*BHCem* | T.3Cy.12½",21"&34"–24"<br>81NHP<br>1SB,*3pf*,GS50,HS1520<br>LythamSB&Eng.CoLdLyt | 8 |
| 28751 | **Rio-Mar**<br>*Elec.light* | **SteelTwinScSr**<br>2*Dks* | 680<br>500<br>450 | | | | | 1905 | Gourlay<br>Bros.&Co.<br>(Dundee)Ld.<br>Dundee | **AmazonRiverStm. Nav.Co.(1911)Ld.** | 204·0 | 35·6 | 10·2 | **Para**<br>Brazilian | T.6Cy.14",21½"&35"–24"<br>120NHP<br>GourlayBros.&Co.<br>(Dundee)Ld.Dundee | |
| 28752 | **Rio Minho**<br>(*See Sailing Ship Register*) | **WoodAuxSc3MstSr**<br>*OilEng.* | 400 | | | | | 1921 | M.F.Rod-<br>rigues<br>Caminho | **Dr.F.D.Carneiro** | | 28·5 | 11·8 | Portuguese | Oil Engine | |
| 28753<br>902 | —<br>(*ex*Bicalho,*ex*Lucida) | **SteelScK**<br>1*Dk* | *243*<br>*211*<br>*93* | ✠<br>2,20<br>*StmTrawler*<br>✠ | Lis | | | 1911<br>3mo | GooleS.B.<br>&Repg.Co.Ld<br>Goole | **EmprezaCentral dePesca a Vapor, Ltda.** | 126·7<br>Q75'RFD19'<br>BK7½"<br>*WB=DB underCrossBunker* | 23·0 | 9·7 | **Lisbon**<br>Portuguese<br>4*BHCem*<br>20'15t | T.3Cy.13",21"&35"–26"<br>85NHP<br>1SB,*2pf*,GS37,HS1560<br>Earle'sCo.Ld.Hull | 12 |
| 28754 | **Rio Negro**<br>(*ex*Mera)<br>*Elec.light*<br>Wireless | **SteelScSr**<br>*ss*Ham.No.3–3,13<br>2*Dks*(*Stl–Uteaks*)&*Web frames lower dk*(*Stl*) *forward* | *4819*<br>*4002*<br>*3061* | ✠<br>8,16<br>✠ | Ham | *x* | | 1901<br>2mo | C.Connell<br>&Co.<br>Glasgow | **UruguayanGovt.** | 374·0<br>P&B230'F45'<br>FK<br>*CellDBa*102'*uE&B* | 48·1 | 27·6 | Uruguayan<br>6*BHCem*<br>73'/143'939t | T.3Cy.25",41½"&70"–48"<br>386NHP<br>3SB,*9cf*,GS193,HS5910<br>Dunsmuir&Jackson,LdGls | 30 |
| 28755<br>HBGQ | —<br>(*ex*Tiempo,*ex* PedroTercero,*ex*Conde deVilana,*ex* Claris,*ex*Hecla) | **IronScBk** | 2478<br>—<br>1412 | | | | | 1860 | R.Napier&<br>Sons<br>Glasgow | **Argentine Government** | 338·7<br>len71 | 36·4 | 26·7 | **Bns. Ayres**<br>Argentine | C.2Cy.44"&78"–42"<br>NE71 329NHP<br>J.&G.Thomson,Glasgow | |
| 28756 | —<br>(*ex*SailingVesselEnsenada)<br>(*See Sailing Ship Register*) | **WoodAuxSc4MstBkn**<br>*Motor*<br>1*Dk2trB* | 962<br>—<br>910 | | | | | 1889 | W.P.Cam-<br>eron<br>SMaitlndN.S. | **A.Serra** | 196·0<br>P15tH96tF36t | 37·0 | 19·1 | **M.Video**<br>Uruguayan | Motor | |
| 28757 | —<br>*Mchy.Aft* | **SteelScSr**<br>2*Dks* | 669<br>582<br>406 | | | | | 1906 | Soc.Co-op.<br>diProduzione<br>Samprdarena | **Peyrano&Co.** | 167·0<br>P7'B165'F13' | 31·4 | 14·7 | **Bns.Ayres**<br>Argentine<br>*WB* | T.3Cy.14½",21⅝"&35⅜"–21¼"<br>60NHP<br>Soc.Co-op.diProduzione | |
| 28758 | **Rio Pauhiny**<br>*Elec.light* | **SteelTwinScSr**<br>*ss*Pra.No.1–99<br>1*Dk*(*Teak*)&*Promenade dk*(*Teak*) | 442<br>369<br>240 | ✠<br>*For River purposes only*<br>11,03 ✠ | Pra | | | 1895<br>9mo | Murdoch&<br>Murray<br>Pt.Glasgow | **M.Militar&Irmao** | 160·2<br>F16'<br>FK | 33·0 | 9·8 | **Para**<br>Brazilian<br>5*BHCem* | T.6Cy.10",16½"&26½"–21"<br>79NHP<br>1SB,*3rf*,GS60,HS1369<br>D.Rowan&Son,Glasgow | 10 |
| * 28759<br>115123<br>TBQW | **Rio Preto**<br>(*ex*Birmingham)<br>Wireless | **SteelScSr**<br>*ss*Cff.No.3–1,14<br>*ss*Bly.No.1–19<br>*Spar dk*(*ptIrn& ptStl*)2*trB&deep framing* | 4026<br>3762<br>2564 | ✠100A1<br>*Spar dk withfreeboard*<br>4,21<br>~~RS11,19~~ | Lon<br>4,22<br>✠LMC~~11,19~~<br>~~MBS11,20~~ | *w* | CL<br>~~3,21~~<br>4,22 | 1901<br>10mo<br>*Lloyd's A&CP* | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool | ~~**T.Lewis**~~<br>SamuelLewis | 345·0<br>P31'B100'F34' 27·6<br>FK<br>*WB = CellDBa*112'*uE&B*36'*f*148' | 47·9 | 19·4 | **London**<br>British<br>6*BHCem* | T.3Cy.25",40"&67"–45" (*s*)<br>165lb *100lb* NDB17 306NHP<br>2SB,*6cf*,GS114,HS4615<br>876t*APT*101t<br>Richardsons,Westgarth& Co.Ld.Hpl. | 30<br>5<br>24 |
| 28760 | **Rio Purus**<br>*Mchy.Aft Elec.light* | **SteelTwinScSp**<br>1*Dk&Promenade dk* | 394<br>325<br>227 | | | … | | 1893 | Murdoch&<br>Murray<br>Pt.Glasgow | **CiaCommercio e Navegaçao** | 170·1<br>F16'<br>FK | 30·0 | 8·4 | **R.Janeiro**<br>Brazilian<br>*WB* | T.6Cy.9",14"&22"–18"<br>62NHP<br>D.Rowan&Son,Glasgow | 9 |
| 28761<br>844<br>HBLV | **Rio Santa Cruz**<br>(*ex*Alice)<br>*Mchy.Aft Elec.light* | **SteelScK**<br>*ss*P.Ar.No.3–8,16<br>1*Dk*(*Stl*) | 267<br>152<br>133 | ✠<br>8,16<br>✠ | PAr | *c* | | 1903<br>11mo | Gourlay,<br>Bros.&Co.<br>Dundee | **Braun& Blanchard** | 115·0<br>Q43'F18'<br>FK<br>*WB=FPT*35t | 22·1 | 8·5 | **Punta Arenas**<br>Chilian<br>3*BHCem* | C.2Cy.12 13/16"&28"–22"<br>38NHP<br>1SB,*2pf*,GS36,HS712<br>GourlayBros.&Co.Dundee | 9 |
| 28762 | **Rio Tapajos**<br>*Elec.light* | **SteelTwinScSr**<br>1*Dk&Promenade dk* | *414*<br>*333*<br>*281* | | | … | | 1895 | Murdoch<br>&Murray<br>Pt.Glasgow | **AmazonRiverStm. Nav.Co.(1911)Ld.** | 150·0<br>F16'<br>FK | 33·0 | 9·8 | **Para**<br>Brazilian | T.6Cy.10",16"&26"–21"<br>78NHP<br>D.Rowan&Son,Glasgow | 10 |
| 28763 | **Rio Tejo**<br>(*ex*Alberia) | **SteelScK**<br>*ss*Lis.No.1–14<br>1*Dk* | 337<br>293<br>173 | ✠<br>2,20<br>*StmTrawler*<br>✠ | Lis | | | 1910<br>3mo | Cook,Wel-<br>t'n&Gemmell<br>Ld.Beverley | **EmprezaCentral dePesca a Vapor, Ltda.** | 135·0<br>Q73'F22'<br>BK8" | 24·0 | 12·4 | **Lisbon**<br>Portuguese<br>4*BHCem* | T.3Cy.13½",23"&37"–26"<br>85NHP<br>1SB,*3pf*,GS47,HS1400<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 28764<br>HBDN | **Rio Uruguay**<br>(*ex*Princess of Wales)<br>Wireless | **SteelPadSr**<br>2*Dks* | 1389<br>—<br>628 | | | | | 1898 | LairdBros.<br>Birkenhead | **C.Pujol** | 270·0 | 32·2 | 14·7 | **Bns.Ayres**<br>Argentine | C.3Cy.47"&(2)66"–72"<br>740NHP<br>LairdBros.Birkenhead | |
| 28765<br>HBDC | **Rio Victoria**<br>(*ex*Operaio) | **SteelScSr**<br>1*Dk* | 222<br>202<br>127 | | | | | 1889 | A.Roncallo<br>Sampierdrna | **F.Chiessa** | 119·7<br>H18t F16' | 22·8 | 10·0 | **Bns.Ayres**<br>Argentine | C.2Cy.18½"&33½"–20"<br>42NHP<br>A.Roncallo,Sampierdarena | |
| 28766 | **Rio Vouga**<br>(*ex*Monchique, *ex*LochLaggan) | **SteelScK**<br>*ss*Lis.No.2–12<br>1*Dk* | *207*<br>*194*<br>*63* | ✠<br>2,20<br>*StmTrawler*<br>✠ | Lis | | | 1903<br>10mo | A.Hall&<br>Co.<br>Aberdeen | **EmprezaCentral dePesca a Vapor, Ltda.** | 115·7<br>BK7½"<br>*WB=Deeptankf*5'9t | 21·6 | 11·7 | **Lisbon**<br>Portuguese<br>3*BHCem* | T.3Cy.11½",20"&33"–22"<br>51NHP<br>1SB,*2cf*,GS49,HS1045<br>A.Hall&Co.Aberdeen | 12 |
| 28767 | **Rio Xapury** | **SteelTwinScSr**<br>1*Dk&Promenade dk* | *250*<br>*194*<br>*170* | | | … | | 1895 | Murdoch &<br>Murray<br>Pt.Glasgow | **J.F.deMendonça& Co.** | 130·2<br>F16'<br>FK | 27·1 | 8·0 | **Para**<br>Brazilian | C.4Cy.12"&24"–18"<br>55NHP<br>Lees,Anderson&Co.,Gls. | 8 |

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 3 Regist'd Tonnage Gross. Under deck. Net. | 4 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 5 Port of Survey. | 6 Years Assigned now expired. Equipment Letter | 7 Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28768 | **Rio Xapury** **SteelScSr**<br>*Elec.light* 1*Dk*&*Promenade dk* | 124<br>94<br>96 | | | ... | | 1904 | Murdoch&<br>Murray<br>PortGlasgow | **Banco de Credito Popular** | 110·4\|23·1\|5·8<br>F13'<br>FK | Para<br>Brazilian | C.2Cy.12"&24"-19"<br>34NHP<br>White&Hemphill,Grk. | 6 ″ 0 | |
| 28769 | **Rio Yaco** **SteelTwinScSr**<br>1*Dk*(*Teak*)&*Promenade dk*(*Teak*) | *361*<br>*258*<br>*246* | ✠<br>*For River purposes only*<br>6,10 ✠ | PGl | | | 1910<br>6mo | Murdoch&<br>Murray<br>PortGlasgow | **J.A.Martins** | 145·0\|31·0\|8·4<br>B34'F35'<br>FK | Para<br>Brazilian<br>5*BHCem* | T.6Cy.10",16½"&26½"-21"<br>86NHP<br>1SB,*3cf*,GS54,HS1562<br>J.G.Kincaid&Co.Ld.Grk. | 8 ″ 9 | |
| 28770<br>HFKJ | **Rio Zezere** **SteelScK**<br>*ss*Lis.No.1-14<br>1*Dk*<br>(*ex*MindelloII.<br>*ex*BaronRuzette) | *216*<br>*191*<br>*98* | ✠ —<br>2,20<br>*StmTrawler*<br>✠ | Lis | | | 1909<br>11mo | Mackie&<br>Thomson,Ld<br>Glasgow | **EmprezaCentral dePesca a Vapor, Ltda.** | 122·5\|21·6\|11·5<br>Q69'F20'<br>BK7"<br>*WB=DBf*33' | Lisbon<br>Portuguese<br>4*BHCem*<br>34*tFPT*7*t* | T.3Cy.13",21"&34"-24"<br>78NHP<br>1SB,*2cf*,GS39,HS1407<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 28771 | **Rio Zingu** **SteelScSr**<br>(*ex*RioMuru,*ex*SophiaMartins)<br>*Elec.light* 1*Dk*(*Teak*)&<br>*Promenade dk*(*Teak*) | *319*<br>*225*<br>*217* | ✠<br>*For River purposes only*<br>9,12 | Liv | | | 1908<br>4mo | LythamSB<br>&Eng.Co.Ld.<br>Lytham | | 142·1\|30·1\|7·6<br>F27'<br>FK | Para<br>Brazilian<br>5*BHCem* | T.3Cy.12½",21"&34"-24"<br>81NHP<br>1SB,*3pf*,GS50,HS1520<br>LythamS.B.&E.Co.Ld.Lyt | 8 ″ 0 | |
| 28772 | **Rioja** **IronSc3MstSr**<br>(*ex*JuanCunningham)<br>*Mchy.Aft* 2*Dks* | 795<br>632<br>610 | | | | | 1872 | Bowdler,<br>Chaffer&Co.<br>Liverpool | | 191·6\|27·9\|17·4<br>P60'B10'F27' | | C.2Cy.23"&46"-24"<br>NB92 86NHP<br>J.Taylor&Co.,Birkenhead | | |
| 28773<br>HKCR | **Riojun Maru** **SteelScBn**<br>tranded & Sunk 5,21<br>*ss*Kob.2ndNo.3-12,13<br>(*ex*PortHunter) *ss*Kob.No.1-17<br>Wireless 2*Dks*(*IrnU*-ws)&*Webframes*<br>&*Awngdk*(*Irn*-ws) | 4731<br>4634<br>2990 | ✠~~100A1~~<br>*Awng dk*<br>*withfreeboard*<br>10,20<br>✠~~LMC11,20~~ | Kob | *x* | N11,20 | 1892<br>12mo<br>*Lloyd* | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle<br>'*sA&CP* | **HaradaKisen KabushikiKaisha** | 360·4\|48·0\|26·2<br>34·1<br>BK9"<br>*WB* | Amagasaki<br>Japanese<br>7*BHCem*<br>= *CellDBa* | T.3Cy.30",48"&78"-54" (*a*)<br>160lb 529NHP<br>2D&1SB,*19pf*,GS255HS9152<br>Hwthrn,Leslie&C(L),Nwc<br>90'*uE*38'*f*135'645*tAPT*60*t* | 36 ″ 10<br>s 11 ″ 4½<br>26 ″ 8 | |
| 28774<br>146204<br>KLJP | **Riol** **SteelScSr**<br>*Elec.light* 2*Dks* | ~~5329~~ 5341<br>~~5018~~ 5020<br>~~3379~~ 3418 | | | | | 1907 | Bremer<br>Vulkan<br>Vegesack | LeedsShippingCo. Ld.(SirW.R.Smith &Sons,Ld.*Mgrs.*) | ~~119·7~~\|54·5\|27·9<br>P&B266'F52'<br>420·5 | Bideford<br>British<br>*WB* | Q4Cy.24"34⅝"50"&72$\frac{13}{16}$"-53⅛"<br>386NHP<br>BremerVulkan,Vegesack | | |
| 28775<br>96150<br>LHBF | **Rion** **SteelScSr**<br>*Mchy.Aft* *ss*Bly.2ndNo.3-2,14<br>*Elec.light* *ss*Shl.No.1-18<br>1*Dk*(*Irn*)&*Spar dk*(*Irn*)&*Webframes*<br>Wireless | 2186<br>2153<br>1419 | ✠100A1<br>*Spar dk*<br>2,22 ~~2,21~~<br>BS2,22<br>~~BS2,21~~ ✠LMC7,18<br>*Carrying Petroleum in bulk* | Cff<br>Sld | *s* | ~~4,20~~<br>2,22 | 1889<br>8mo<br>*Lloyd* | Palmers'<br>Co.(Lim.)<br>Newcastle<br>'*sA&CP* | **RionS.S.Co.Ld.** **(S.&J.Thompson,** *Mgrs.*) | 279·0\|37·7\|19·1<br>F24' 25·2<br>FK<br>*WB=FPT* | London<br>British<br>10*BHptCem*<br>48*tAPT*53*t* | T.3Cy.22",35"&58"-39" (*s*)<br>150lb *100lb* NDB18 216NHP<br>2SB,*6pf*,GS110,HS3464<br>Palmers'Co.(Lim.),Nwc. | 26 ″ 7<br>s 5 ″ 4<br>21 ″ 6 | |
| 28776<br>PRJL | **Riouw** **SteelScSr**<br>*ss*Ams.No.1-19<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*-teak s)<br>*Elec.light* 3*rd deck beams in No.*1 *hold*<br>Wireless | 7624<br>7009<br>4710 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~9,21~~ ~~3,21~~ 1,22<br>BS2,22<br>~~BS11,20~~ ✠LMC9,19 | Ams | *b*† | CL<br>~~9,19~~<br>9,21 | 1914<br>4mo<br>*Lloyd* | A.McMil-<br>lan&Co.Ld.<br>Dumbarton<br>'*sA&CP* | **Stoomv.Maats. "Nederland"**<br>*WB=* | 450·1\|55·9\|35·5<br>P46'B29'F51'<br>*onShelter dk* FK<br>*CellDBa*93'*f*177'9 | Amstrdam<br>Dutch<br>7*BHptAsp &ptCem*<br>80*tDTa*29' | T.3Cy.28½",47"&82"-54" (*s*)<br>213lb 827NHP<br>6SB,*18cf*,GS272,HS12600 FD<br>D.Rowan&Co.Glasgow<br>1173*tFPT*160*tAPT*13*t* | 38 ″ 3<br>s 9 ″ 11<br>28 ″ 10 | |
| 28777 | **Riozinho** **SteelScSr**<br>*Elec.light* 1*Dk*&*Promenade dk*(*Teak*) | *225*<br>*164*<br>*153* | ✠<br>*For River purposes only*<br>1,16 ✠ | Liv | | | 1911<br>11mo | LythamSB<br>&E.Co.Ld.<br>Lytham | **Pinho,Certo&Co.** | 112·5\|27·1\|7·7<br>FK | Para<br>Brazilian<br>6*BHCem* | T.3Cy.11",17¼"&29"-22"<br>64NHP<br>1SB,*2pf*,GS36,HS1280<br>LythamS.B.&E.Co.Ld.Lyt | 8 ″ 0 | |
| 28778<br>140379<br>JRLB | **Ripley Castle** **SteelTwinScSr**<br>(*ex*WarSoldier) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 7521<br>6476<br>4591 | ✠100A1<br>12,20<br>✠LMC6,17 | NYk | *b*† | 3,20 | 1917<br>6mo<br>*Lloyd* | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>'*sA&CP* | **Union-CastleMail S.S.Co.Ld.**<br>*CellDB*375'1192*t* | 445·5\|58·4\|31·3<br>P34'B138'F37'<br>FK<br>*DTa*42' 1312*t FPT* | London<br>British<br>7*BHCem*<br>55*tAPT*60*t* | T.3Cy.21",35"&59"-48" (*s*)<br>200lb 659NHP<br>4SB,*12cf*,GS242,HS9219 FD<br>KawasakiDkydCoLdKobe | 34 ″ 0<br>s 7 ″ 11<br>26 ″ 5 | |
| 28779<br>218623<br>LSDW | **Ripogenus** **WoodTwinSc**<br>*Elec.light* *Mchy.Aft* 2*Dks*<br>*Salted*† | 2369<br>2036<br>1379 | ✠12A1<br>1,20<br>✠LMC8,19 | NNs | *s* | | 1919<br>5mo | Francis<br>CobbS.B.Co.<br>Rockland,Me<br>A&CP | **GreatNorthern PaperCo.Inc.** | 267·0\|42·1\|25·8 | Belfast,Me<br>Utd.States | T.6Cy.15",22"&38"-24" (*a*)<br>180lb 226NHP<br>2SB,*6cf*,GS185,HS4470<br>PortlandCo.Portland,Me. | 27 ″ 8 | |
| 28780<br>219702<br>LVTM | **Ripon** **SteelSc**<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* *Wireless 1*Dk*2*trB* | 2689<br>2329<br>1667 | | | ... | | 1920 | Manitowoc<br>S.B.Co.<br>Manitowoc | **UnitedStates ShippingBoard** | 253·5\|43·9\|25·9<br>P25'B65'F26'<br>FK | NewYork<br>Utd. States<br>*WB* | T.3Cy.21",35"&59"-42"<br>326NHP<br>NordbergMfg.Co.Milwkee. | 28 ″ 5 | R |
| 28781<br>140660 | **Riposto** **SteelScSr**<br>*Elec.light* Wireless 2*Dks* | 3044<br>2818<br>1834 | | | | | 1919 | Irvine'sS.B<br>&D.D.Co.Ld.<br>WHartlepool | **J.Glynn&Son,Ld.** | 331·0\|46·8\|23·1 | Liverpool<br>British | T.3Cy.25",41"&68"-45"<br>Richardsons, 310NHP<br>Westgarth&Co.Ld.Hpl. | | C |
| 28782<br>120627<br>HFBT | **Ripple** **SteelScSr**<br>*Well deck* 1*Dk*<br>*Elec.light* | 413<br>288<br>174 | | | ... | | 1905 | VanVliet&<br>Co.<br>Hardinxveld | **Richardson&Co. Ld.** | 141·7\|24·1\|11·3<br>Q71'B14'F19'<br>FK | Napier, NZ<br>British<br>*WB* | T.3Cy.13½",22"&36"-24"<br>80RHP<br>E&B*made*02*refitted*05<br>J.S.Vaux&Co.Ld.Sld. | 11 ″ 9 | |
| 28783<br>216973<br>LROH | **—** **SteelScSr**<br>*Elec.light* 1*Dk* | 301<br>259<br>96 | | | ... | CL | 1918<br>11mo | GlobeS.B.<br>Co.<br>Superior,Wis | **BayStateFishing Co.** | 135·0\|22·8\|13·4<br>Q73'F26'<br>BK7" | Boston<br>Utd.States<br>4*BHCem*<br>*DTf*7'24*t* | T.3Cy.12¾",21½"&35"-24"<br>180lb (*s*) 87NHP<br>1SB,*2cf*,GS33,HS1312 FD<br>NationalIronWks.Duluth | 13 ″ 3 | |
| 28784<br>208239<br>LBRT | **—** **SteelScSr**<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 244<br>210<br>114 | | | | | 1910 | ForeRiver<br>S.B.Co.<br>Quincy,Mass. | **A.Elder** | 114·3\|22·5\|11·6 | Boston<br>Utd.States | T.3Cy.12¾",22"&36"-24"<br>63NHP<br>ForeRiverS.B.Co.Quincy | | |
| 28785<br>99<br>QBKN | **Risai Maru** **SteelSc** | 623<br>557<br>373 | | | | | 1913 | ..................<br>Osaka | **DairenKisen KabushikiKaisha** | 173·2\|24·5\|17·4 | Dairen<br>Japanese | | | |
| 28786<br>131425<br>HVLK | **Risaldar** **SteelScSr**<br>*ss*Cal.No.2-20<br>*Elec.light* 2*Dks*(*Stl*-*U*teak s)<br>Wireless | 4919<br>4588<br>3092 | ✠100A1<br>5,21 ~~8,20~~<br>✠LMC8,20<br>BS9,21 | Cal | *y* | CL<br>N3,20 | 1912<br>3mo<br>*Lloyd* | C.Connell<br>&Co.Ld.<br>Glasgow<br>'*sA&CP* | **AsiaticStm.Nav. Co.Ld.**<br>*WB=CellDB a*119'*uE&B* | 400·2\|51·9\|28·2<br>P40'B132'F46'<br>FK<br>46'*f*182'1087*t FPT* | Liverpool<br>British<br>6*BHCem*<br>111*tAPT*75*t* | T.3Cy.25",42"&70"-48" (*r*)<br>200lb *100lb* 455NHP<br>3SB,*9cf*,GS172,HS6324 FD<br>Dunsmuir&JacksonLdGls | 30 ″ 9<br>s 6 ″ 7½<br>24 ″ 6 | |
| 28787 | **Risano** **IronScSr**<br>1*Dk* | 188<br>—<br>87 | | | | | 1887 | G.Howaldt<br>Kiel | **Soc.diNav.aVap. Istria-Trieste** | 135·8\|18·5\|9·7<br>Q82'F18' | Trieste<br>Italian | T.3Cy.14¼",23½"&36½"-19¾"<br>NB11 59NHP<br>GebrüderHowaldt,Kiel | 10 ″ 5 | A |
| 28788<br>143293<br>KBPR | **Rishon** **SteelSc**<br>*ss*Nwc.No.3-3,22 ~~*ss*Cff.No.1-10~~<br>(*ex*Gustav,*ex*Thebea,*ex* KonsulSchulte,*ex*Cora,*ex* Deux-Sévres) Wireless<br>1*Dk*(*Stl*)& *deep framing* | 2240<br>2038<br>1349 | ✠100A1<br>8,22<br>✠LMC3,22 | Nwc | *s* | 3,22 | 1906<br>10mo | Forg.&Ch.<br>de la Médit.<br>Havre<br>A&CP<br>*Inter* | **EuropeanShipping Co.Ld.(A.Rappo-port,** *Mgr.*)<br>*mediateBH in fore*<br>*CellD Ba*98'*u* | 290·7\|44·0\|18·8<br>P23'B74'F35'<br>FK<br>*hold dispensed with*<br>*E*18'*f*120'616*t FPT* | London<br>British<br>*Cem*<br>4 *BH only*<br>62*tAPT*32*t* | T3Cy.21$\frac{1}{16}$"33$\frac{3}{32}$"&52"-35$\frac{7}{16}$"<br>170lb *100lb* (*s*) 190NHP<br>2SB,*6cf*,GS108,HS3234<br>Forg.&Ch.de la Médit Hav. | 21 ″ 4<br>s 3 ″ 1<br>18 ″ 6 | |

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~~* This vessel, the class of which has lapsed, has now been surveyed by the Surveyors to Lloyd's Register, and a Certificate for six months issued.~~

| 1<br>Numéro d'Ordre.<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28789<br>145261 | **Rising Sea** **WoodSc**<br>1*Dk*<br>9&12yrs.Mat. | 97<br>96<br>42 | ✠11A1<br>*For fishing purposes*<br>3,2 ~~12,20~~<br>✠LMC12,20 | Gms | | CL<br>12,20 | 1918<br>6mo<br>*Lloyd* | ColbyBros.<br>Ld.<br>Lowestoft<br>'*sA&CP* | ~~TheAdmiralty~~<br>W.Garratt | 87·4 | 20·0 | 10·0 | British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS36,HS814<br>Urquhart,Lindsay&Co.Ld.<br>Dundee | 10 |
| 28790<br>138969 | **Riskato** **SteelScK**<br>*ss*Fal.No.1–19<br>*Elec.light* 1*Dk* | 248<br>228<br>108 | ✠100A1<br>*StmTrawler*<br>8,20<br>BS8,20 ✠LMC12,19 | Gms | | CL<br>12,19 | 1916<br>5mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | TheExor.ofSirG.F.<br>Sleight,Bart. | 120·5<br>Q67' | 22·0 | 12·2<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",22"&35"–24" (*s*)<br>195lb 80RHP<br>1SB,*3pf*,GS43,HS1402<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 28791<br>9<br>RQLZ | **Risoluto** **IronSc**<br>(*Tug*)<br>(*ex*Resoler) 1*Dk* | 113<br>—<br>29 | | | | | 1887 | Lobnitz&<br>Co.<br>Renfrew | U.Calderai&<br>F.Bastianelli | 104·3 | 17·9 | 8·7 | Brindisi<br>Italian | C.2Cy.16⅓"&30⅓"–36½"<br>46NHP<br>Lobnitz&Co.Renfrew | |
| 28792<br>MBSD | **Risösund** **SteelScSr**<br>*Elec.light* 1*Dk&Awngdk* | 216<br>206<br>122 | | | | | 1904 | Xiansands<br>Mek.Værks.<br>Xiansand | Vesteraalens<br>Dampskibsselskab | 109·3<br>H10*t* | 19·1 | 9·0<br>15·0 | Stok-<br>marknæs<br>Norwegian | T.3Cy.10¼",16"&26"–18"<br>29NHP<br>XiansandsM.V.Xiansand | |
| 28793<br>135976 | **Ristango** **SteelScK**<br>*ss*Liv.No.1–19<br>1*Dk* | 178<br>165<br>68 | ✠100A1<br>*StmTrawler*<br>2,21<br>BS11,20 ✠LMC8,19 | Gms | | CL<br>2,21 | 1913<br>11mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | TheExor.ofSirG.F.<br>Sleight.Bart. | 106·7<br>Q58' | 21·0 | 11·0<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T3Cy.11½",19½"&32"–23"(*s*)<br>180lb 61RHP<br>1SB,*2pf*,GS30,HS1050<br>C.D.Holmes&Co.Ld.Hull | 11 |
| 28794<br>MVDP | **Risvær** **SteelSc**<br>*Elec.light* Wireless 1*Dk* | 1954<br>1677<br>1128 | | | | | 1919 | Shanghai<br>Dk.&E.CoLd<br>Shanghai | Müller&Johnsens<br>RederiA/S (Müller<br>&Johnsen,*Mgrs.*) | 265·1<br>P34'B72'F30' | 42·2 | 17·8 | Bergen<br>Norwegian<br>*WB* | T.3Cy.18",29½"&50"–36"<br>150NHP<br>ShanghaiDk.&E.Co.Ld. | |
| 28795<br>53<br>RQMT | **Risveglio** **SteelScSr**<br>(*ex*Mimi)<br>1*Dk* | 871<br>677<br>489 | | | | | 1889 | Howaldts-<br>werke<br>Kiel | G.Messina | 203·2<br>Q59'B46'F29' | 30·2 | 14·2 | Catania<br>Italian<br>*WB* | T.3Cy.14⅜",22⅟₁₆"&36⅝"–23⅝"<br>NB08 65NHP<br>Howaldtswerke,Kiel. | |
| 28796<br>JFKP | **Rita** **SteelScSr**<br>Wireless *ss*Pir.2ndNo.3–5,13<br>(*ex*Evangelistria,*ex*Kittie) 1*Dk*(*Stl*)&<br>*Elec.light* *Well deck* *Web frames* | *2212*<br>*1734*<br>*1446* | ✠~~100A1~~<br>7,21 ~~1,16~~<br>~~Examined1,19~~<br>~~BS2,20~~ ✠~~LMC7,18~~ | Gen | *s* | N1,19 | 1888<br>2mo | W.Gray&<br>&Co.<br>WHartlepool<br>A&CP | Hijos deJoséTaya,<br>S.enC. | 284·2<br>P27'Q90'B108'F28' | 37·6 | 19·5<br>BK10"<br>*CellDB* | Barcelona<br>Spanish<br>5*BHCem*<br>240'489*t* | T.3Cy.21½",35"&58"–39" (*s*)<br>150lb 210NHP<br>2SB,*4rf&2pf*,GS91<br>Cen.Mar.Eng.Wrks.WHpl | 22 |
| 28797<br>JFNP | **—** **SteelScSr**<br>*ss*Liv.No.3–5,14<br>Wireless *ss*Bel.No.1,19<br>1*Dk*(*Stl–pt*ws)&*deep framing&*<br>*pt Awng dk*(*Stl–pt*ws)*lower dk after hold* | *1238*<br>*909*<br>*768* | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>10,21 ~~3,21~~<br>BS10,21<br>~~BS7,20~~ ✠LMC5,19 | Bcl | *n* | CL<br>~~5,10~~<br>10,21 | 1901<br>2mo<br>*Lloyd* | Cmpbltwn<br>S.B.Co.<br>Campbeltwn<br>'*sA&CP* | Soc.Anon.Franco<br>Espanola de Nav<br>(E Gironella *Mgr.*)<br>*WB* | 230·0<br>Q79'<br>*pt Awng dk*151'<br>=*Cell DBa*54' *f*94' | 32·8 | 16·3<br>FK | Barcelona<br>Spanish<br>4*BHCem*<br>205*t*APT80*t* | T.3Cy.18",27½"&45"–33" (*a*)<br>160lb *80lb* 120NHP<br>1SB,*3rf*,GS65,HS1871<br>Hutson&Sons,Ld.Glasgow | 17 |
| 28798<br>NFMT | **—** **SteelScSr**<br>*Elec.light* | 534<br>395<br>305 | | | | | 1892 | Helsingörs<br>skibs byggeri<br>Elsinore | DetForenede<br>DampskibsSelsk. | 174·1<br>Q82'B18'F22' | 27·1 | 11·7 | Copnhagn<br>Danish | C.2Cy.18½"&34"–20"<br>43NHP<br>HelsingörsMaskinbyggeri | |
| 28799<br>HKLQ | **—** **SteelTwinScSp**<br>1*Dk* | 148<br>—<br>55 | | | ... | | 1892 | J.P.Ren-<br>noldson&Son<br>S.Shields | Mason&Barry,Ld. | 95·0 | 20·7 | 8·9<br>BK5" | Villareal<br>Portuguese<br>*WB* | C.4Cy.13"&26"–20"<br>NB15 54NHP<br>J.P.Rennoldson&Sn.,S.Shl | 9 |
| 28800<br>103099 | **Rita B** **CompPad**<br>(*ex*Chateauguay) 2*Dks* | 332<br>147<br>170 | | | | | 1894<br>rblt07 | J.&R.Weir<br>Montreal | MissRitaBeaudoin | 126·5 | 20·5 | 7·0 | Montreal<br>British | 1Cy.24½"–84"<br>NB03 20RHP<br>J.&R.Weir,Montreal | |
| 28801<br>JFNM | **Rita Garcia** **SteelScSr**<br>(*ex*Chasna) 1*Dk* | *202*<br>*189*<br>*112* | | | ... | | 1904 | Gibbs&Co.<br>Galmpton | F.Garcia | 106·1 | 21·0 | 11·6<br>BK6¾" | Bilbao<br>Spanish | C.2Cy.12½"&27½"–16"<br>38NHP<br>ShieldsEng.Co.Ld.N.Shl. | 12 |
| 28802 | **Ritzebüttel** **SteelSc**<br>(*ex*ProfessorPagel) (*Trawler*)<br>*Elec.light* 1*Dk* | 226<br>213<br>88 | | | | | 1916 | Reiherstieg<br>Schiffsw.&<br>Maschf.<br>Hamburg | DeutscheSeefis-<br>chereiA.-G. | 119·7<br>F18' | 24·2 | 9·6 | Cuxhaven<br>German<br>*WB* | T.3Cy.13",20½"&32¼"–22¼"<br>50NHP<br>ReiherstiegSchiffsw.&<br>Maschf.Ham. | |
| 28803<br>JFHW | **Rius y Taulet** **SteelScSr**<br>*ss*Bkn.No.3–11,12<br>(*ex*Fortuny, *ss*Bcl.No.1–18<br>*ex*SpartanChief) 1*Dk*(*Stl*)&*deep*<br>*Well deck* *Elec.light* *framingin forehold* | 1357<br>1115<br>936 | ✠100A1<br>3,20<br>✠LMC<br>MS[illegible],21 BS[illegible]2,21 | Bkn | *o* | CL<br>~~5,19~~<br>10,21 | 1899<br>8mo<br>*Lloyd* | R.Duncan<br>&Co.Ld.<br>Pt.Glasgow<br>'*sA&CP* | Cia.Trasmediter-<br>ranea<br>*CellDBa*65' | 234·3<br>P&B150'F28'<br>*uE&B*40'*f*84' 350*t* | 34·6 | 16·5<br>FK | Barcelona<br>Spanish<br>4*BHCem*<br>*APT*42*t* | T.3Cy.18",28¾"&49½"–33"<br>160lb NDB21 (*s*) 142NHP<br>1SB,*3cf*,GS49,HS2156 *100lb*<br>Hall-Brwn,Buttery&C.Gls | 18 |
| 28804<br>139<br>RQMV | **Riva Trigoso** **SteelScSr**<br>(*ex*RioClaro, *ex*Elaine) 1*Dk*2*trB*<br>*Turret deck* *Elec.light* | 3956<br>3723<br>3022 | | | | | 1904 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Soc.Italiana<br>Salvataggi e<br>Navigazione | 341·0<br>*New Forend*20 | 50·2 | 22·4 | Leghorn<br>Italian<br>*WB* | T.3Cy.26½",42"&68"–42"<br>300NHP<br>W.Doxford&Sons,Ld.Sld. | |
| 28805 | **Rival** **SteelScSr**<br>1*Dk* | 570<br>418<br>353 | | | | | 1887 | Rostock<br>S.&E.Co.<br>Rostock | Paulsen&Ivors | 173·2<br>Q&B104'F18' | 26·2 | 11·1 | Kiel<br>German | T.3Cy.11⅝",17¾"&30¾"–19¾"<br>NB99 42NHP<br>RostockS.&E.Co.,Rostock | |
| 28806<br>140622<br>KBHV | **Rivelin** **SteelScK**<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 365<br>264<br>145 | ✠100A1<br>7,21 ~~5,19~~<br>✠LMC5,19 | Nwc<br>Sws | *e* | CL<br>7,21 | 1919<br>5mo<br>*Lloyd* | J.&D.<br>Morris,Ld.<br>Newcastle<br>'*sA&CP* | T.W.Ward,Ld. | 135·5<br>Q49'B8'F18' | 23·6 | 10·0<br>FK<br>*FPT* | Liverpool<br>British<br>3*BHCem*<br>35*t*APT12*t* | C.2Cy.17"&34"–24" (*s*)<br>130lb 64RHP<br>1SB,*3pf*,GS44,HS1085<br>G.T.Grey&Co.Ld.Shl. | 11 |
| 28807<br>127132 | **River Annan** **SteelScK**<br>*ss*Lth.No.3–9,20<br>(*ex*LochKildonan) 1*Dk* | 211<br>198<br>80 | ✠100A1<br>*StmTrawler*<br>3,21 ✠LMC2,20 | Lth | | 3,21 | 1907<br>10mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | MontroseFishing<br>Co.Ld.(~~G.F.Paton~~<br>~~*Mgr.*~~)(W.C.Simpson,*Mgr.*) | 115·4 | 22·2 | 11·6<br>BK7½" | Montrose<br>British<br>3*BHCem*<br>*Dtf*5'12*t* | T.3Cy.11½",20"&32"–22" (*r*)<br>180lb 69RHP<br>1SB,*3pf*,GS44,HS1270<br>Hall,Russell&Co.Ld.Abn. | 12 |
| 28808<br>124174<br>HKLT | **River Araxes** **SteelScSr**<br>~~*ss*NYk.No.3–21~~ ~~*ss*Lgn.No.2–16~~<br>(*ex*Fitzclarence) Wireless 1*Dk*(*Stl*)&<br>*Elec.light* *Spar dk*(*Irn*)&*deep framing*<br>*ss*NYk.No.3–2,21 | 4407<br>4100<br>2832 | ✠100A1<br>*Spar dk*<br>~~6,21~~ ~~12,18~~ 1,22<br>✠LMC<br>MS5,20 BS~~10,20~~1,22 | NNs<br>NYk | *x* | CL<br>10,20 | 1907<br>4mo<br>*Lloyd* | R.Craggs<br>&Sons,Ld.<br>Middlesbro'<br>'*sA&CP* | America-Levant<br>Line,Ld. (S.&J.<br>Thompson,*Mgrs.*)<br>*WB*= | 376·0<br>P28'B92'F40'<br>*CellDBa*118' *uE&B*42'*f*166' 1159*t* | 52·3 | 17·5<br>25·4<br>FK | London<br>British<br>7*BHCem* | T.3Cy.25",41"&68"–48" (*s*)<br>180lb 366NHP<br>3SB,*9cf*,GS169,HS5900<br>N.E.MarineEng.CoLd Nwc<br>*DTf*24' 608*t*APT109*t* | 28 |
| 28809<br>143905 | **River Ayr** **SteelScK**<br>(*ex*CharlesCarroll) 1*Dk* | 202<br>199<br>89 | 100A1<br>*StmTrawler*<br>7,20 ✠LMC8,18 | Abn | | CL<br>1,20 | 1918<br>9mo<br>*Lloyd* | Montrose<br>S.B.Co.<br>Montrose<br>'*sA&CP* | MontroseFishing<br>Co.Ld.<br>~~(G.F.Paton, *Mgr.*)~~<br>(W.C.Simpson,<br>*Mgr.*) | 115·1 | 22·1 | 12·1<br>BK7½" | Montrose<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 57RHP<br>1SB,*3pf*,GS40,HS1347<br>W.H.Allen,Son&Co.Ld<br>Bedford | 13 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R.<br>Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28810<br>135789 | **River Clyde** SteelScSr<br>(*Trawler*)<br>1*Dk*<br>(*ex*RichardCundy) | 276<br>246<br>122 | | | | | 1919 | AilsaS.B.<br>Co.Ld.<br>Ayr | MontroseFishing Co.Ld.(C.F.Paton, *Mgr.*) | 125·3 | 23·5 | 12·8 | Montrose<br>British | T.3Cy.12½",21"&35"–26"<br>60RHP<br>AilsaS.B.Co.Ld.Troon | | C |
| 28811<br>67821<br>QNPM | **River Crake** IronScSr<br>*ss*Goo.3rdNo.3–6,15<br>*ss*Goo.No.1–20<br>(*ex*Altona) 1*Dk*<br>*Well deck* | 669<br>498<br>313 | ✠90A1<br>1,21<br>✠NB6,15 ✠LMC2,20<br>BS2,21 | Goo | *k* | 2,20 | 1877<br>2mo | W.B.<br>Thompson<br>Dundee<br>A&CP | ~~Lancashire& YorkshireRly.Co.~~<br>L&N.W.Rlwy.Co | 202·1<br>Q99'B16'F29'<br>BK7"<br>*WB=DB* | 28·2 | 13·0 | Goole<br>British<br>5*BHCem*<br>*a*51'*f*59' | C.2Cy.27¼"&52"–33" (*s*)<br>90lb 126NHP<br>1SB,3*cf*,GS53,HS2065<br>W.B.Thompson,Dundee | 13″11<br>s1″3<br>13″7 | |
| 28812<br>142273<br>KCBL | **River Dare** SteelSc<br>(*ex*Ashpark)<br>Wireless 1*Dk*(*Stl*)<br>*Longitudinal framing in DB & Deck*<br>*Elec.light* *Cargo battens not fitted* | 1968<br>1788<br>1196 | ✠100A1<br>11,20<br>✠LMC9,19 | Cff | *r* | CL<br>N10,20 | 1919<br>9mo<br>*Lloyd* | Grngem'th<br>Dkyd.Co.Ld.<br>Grngemouth<br>'*sA&CP* | D.R.Llewellyn, Merrett&Price,Ld (MerrettBros.Ld. *Mgrs.*) | 280·3<br>P24'B65'F30'<br>FK<br>*CellDB*238'619*tFPT* | 41·9 | 18·9 | Cardiff<br>British<br>4*BHCem*<br>45*tAPT*43*t* | T.3Cy.21",35"&57"–36" (*r*)<br>180lb *100lb* 230NHP<br>2SB,6*cf*,GS113,HS3796<br>Cooper&Greig,Ld.Dundee | 20″9<br>s3″0½<br>18″1 | |
| 28813<br>128659<br>JMTF | **River Dart** SteelSc<br>*ss*Hpl.No.1–21<br>(*ex*Denpark) 1*Dk*(*Stl*)<br>*Elec.light* Wireless *Cargo battens not fitted* | 2121<br>1785<br>1305 | ✠100A1<br>3,21 ~~3,20~~<br>✠LMC~~6,18~~ 12,20 | Bry<br>Hpl | *r* | CL<br>3,20 | 1916<br>6mo<br>*Lloyd* | Greenock&<br>Grngemouth<br>Dkyd.Co.Ld.<br>Grngemouth<br>'*sA&CP* | D.R.Llewellyn, Merrett&Price,Ld (MerrettBros.Ld. *Mgrs.*)<br>*CellDBa*70'*uE*28' | 280·2<br>P21'B68'F29'<br>FK<br>*f*124' 523*t FPT* 55*t* | 41·9 | 18·9 | Cardiff<br>British<br>4*BHCem*<br>*APT*46*t* | T.3Cy.21",35"&57"–36" (*r*)<br>180lb *100lb* 228NHP<br>2SB,6*cf*,GS113,HS3734<br>Cooper&Greig,Ld.Dundee | 20″9<br>s3″1<br>18″1 | |
| 28814<br>140098<br>KFSL | **River Deben** SteelAuxTwinScSr<br>*Motors*<br>(*ex*Zwaluw) 1*Dk*<br>(*See Sailing Ship Register*) | 191<br>168<br>149 | | | | | 1910 | E.J.Smit&<br>Zoon<br>Westerbroek | ~~SuffolkShipping Co.Ld. (C.C.L. Ionides,*Mgr.*)~~<br>Mc[illegible]&Goulder<br>~~Ld.~~ J.D.Sullivan | 108·7<br>Q22'H11' | 22·5 | 10·3 | Ipswich<br>British | 2 Motors<br>*made&fitted*18 38NHP<br>4Cy.12"–12½"<br>InvincibleE.Wks Keighley | | |
| 28815<br>139808<br>KBNC | **River Dee** SteelScSr<br>*Mchy.Aft Well deck* 1*Dk*(*Stl*) | 573<br>393<br>248 | ✠100A1<br>8,21 ~~1,20~~<br>✠LMC6,19 | Cff<br>Sws | *h* | CL<br>8,21 | 1919<br>6mo<br>*Lloyd* | J.Lewis&<br>Sons,Ld.<br>Aberdeen<br>'*sA&CP* | D.R.Llewellyn, Merrett&PriceLd. (MerrettBros.Ld. *Mgrs.*) | 164·8<br>Q94'B11'F21'<br>FK<br>*CellDB f*97'125*t* | 27·0 | 11·1 | British<br>3*BHCem*<br>*FPT*44*t* | T.3Cy.14",24"&39"–27" (*s*)<br>180lb 105NHP<br>1SB,3*pf*,GS54,HS1894 FD<br>J.Lewis&Sons,Ld.Abn. | 13″3<br>s3″10½<br>13″2 | |
| 28816<br>143842 | **River Don** SteelScK<br>(*ex*PatrickBorrow) 1*Dk* | 202<br>199<br>86 | 100A1<br>*StmTrawler*<br>7,20<br>✠LMC6,18 | Abn | | CL<br>1,20 | 1918<br><br>*Lloyd* | Montrose<br>S.B.Co.<br>Montrose<br>'*sA&CP* | MontroseFishing Co.Ld. (C.F.Paton, *Mgr.*) | 115·1<br>BK7½" | 22·1 | 12·1 | Montrose<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 57RHP<br>1SB,3*pf*,GS39,HS1347<br>W.H.Allen,Son&Co.Ld. Bedford | 13″0 | |
| 28817<br>127131 | **River Doon** SteelScK<br>*ss*Lth.No.3–8,19<br>(*ex*LochDoon) 1*Dk* | 198<br>188<br>74 | ✠100A1<br>*StmTrawler*<br>8,19<br>BS4,20 ✠LMC8,19 | Lth | | 8,19 | 1907<br>10mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | MontroseFishing Co.Ld.(C.F.Paton, *Mgr.*) | 112·2<br>BK7½"<br>*WB*= | 22·0 | 11·6 | Montrose<br>British<br>3*BHCem*<br>*DTf*5'12*t* | T.3Cy.11½",20"&33"–22" (*r*)<br>180lb 69RHP<br>1SB,3*pf*,GS44,HS1270<br>Hall,Russell&Co.Ld.Abn. | 12″6 | |
| 28818<br>138790 | **River Earn** SteelScK<br>(*ex*JamesFeagan) 1*Dk*(*Stl*–ws) | 202<br>199<br>88 | 100A1<br>*StmTrawler*<br>9,20<br>✠LMC12,19 | Abn | | CL<br>8,20 | 1919<br><br>*Lloyd* | Montrose<br>S.B.Co.<br>Montrose<br>'*sA&CP* | MontroseFishing Co.Ld. (C.F.Paton, *Mgr.*) | 115·1<br>BK7½" | 22·1 | 12·1 | Montrose<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 74RHP<br>1SB,3*pf*,GS42,HS1347<br>W.Beardmore&Co.Ld.Gls | 13″0 | |
| 28819<br>143872 | **River Esk** SteelScK<br>(*ex*WilliamBond) 1*Dk* | 216<br>200<br>91 | ✠100A1<br>*StmTrawler*<br>1,20<br>✠LMC2,18 | Abn | | CL<br>1,20 | 1918<br>2mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | MontroseFishing Co.Ld. (C.F.Paton, *Mgr.*) | 115·4<br>BK7½" | 22·1 | 12·1 | Montrose<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 57RHP<br>1SB,3*pf*,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13″0 | |
| 28820<br>144164 | **River Findhorn** SteelScK<br>1*Dk* | 202<br>199<br>88 | 100A1<br>*StmTrawler*<br>10,20<br>✠LMC2,20 | Abn | | CL | 1919<br><br>*Lloyd* | Montrose<br>S.B.Co.<br>Montrose<br>'*sA&CP* | MontroseFishing Co.Ld.(C.F.Paton, *Mgr.*) | 115·1<br>BK7½" | 22·1 | 12·1 | Montrose<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 74RHP<br>1SB,3*pf*,GS42,HS1347<br>W.Beardmore&Co.Ld. Coatbridge | | |
| 28821<br>99947<br>RHLM | **River Fisher** SteelSc3MstSr<br>*ss*Lan.No.3–8,11<br>*ss*Liv.No.2–19<br>*Mchy.Aft* Well deck* 1*Dk*(*Irn*) | 457<br>311<br>185 | ✠100A1<br>11,20<br>~~BS11,20~~ ✠LMC9,19<br>BS1,22 | Liv | *h* | 9,19 | 1899<br>8mo | J Fullerton<br>&Co.<br>Paisley<br>A&CP | J.Fisher&Sons | 168·0<br>Q93'B10'F25'<br>BK6"<br>*WB=DBf*89'119*t* | 25·1 | 9·7 | Barrow<br>British<br>3*BHCem*<br>*FPT*30*t* | C.2Cy.19"&42"–30" (*s*)<br>115lb 88RHP<br>1SB,3*pf*,GS53,HS1447<br>Ross&Duncan,Glasgow | 12″5<br>s″7<br>12″5 | |
| 28822<br>144161 | **River Forth** SteelScK<br>(*ex*JoshuaArabin) 1*Dk*(*Stl*)<br>*Mchy.Aft* | 290<br>249<br>127 | ✠100A1<br>*StmTrawler*<br>6,21 ~~12,19~~<br>✠LMC12,19 | Hul<br>Abn | | CL | 1919<br>11mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | MontroseFishing Co.Ld.(C.F.Paton, *Mgr.*) | 125·5<br>Q72'F21'<br>BK7½" | 23·5 | 12·7 | Montrose<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 86RHP<br>1SB,3*pf*,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13″6 | |
| 28823<br>143959 | **River Garry** SteelScSr<br>(*ex*JohnCope) 1*Dk*(*Stl*) | 202<br>199<br>88 | ✠100A1<br>*StmTrawler*<br>11,21 ~~7,20~~<br>✠LMC11,18 | Abn | | CL<br>7,20 | 1918<br>11mo<br>*Lloyd* | Rennie,<br>ForresttS.B.<br>E.&D.DckCo<br>Ld.Wivenhoe<br>'*sA&CP* | MontroseFishing Co.Ld.(C.F.Paton, *Mgr.*) | 115·4<br>BK7½" | 22·1 | 12·1 | Montrose<br>British<br>3*BHCem*<br>*DBf*29'15*t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 75RHP<br>1SB,3*pf*,GS42,HS1347<br>W.Beardmore&Co.Ld. Glasgow | | |
| 28824<br>144913<br>KGPN | **River Humber** SteelSc<br>*Mchy.Aft Well deck* 1*Dk*(*Stl*) | 351<br>235<br>137 | ✠100A1<br>~~9,21~~ 8,20 ~~11,21~~<br>4,22<br>✠LMC8,20 | ~~Shl~~ Npt<br>~~Shl~~ ~~Nwc~~ | *e* | CL<br>~~6,21~~<br>4,22 | 1920<br>8mo<br>*Lloyd* | Hepples<br>(1919),Ld.<br>South Shields<br>'*sA&CP* | PorthgainS.S.Co Ld.(D.LMacIntosh, *Mgr.*) | 135·0<br>Q46'B9'F22'<br>BK7" | 23·3 | 9·7 | Bristol ~~Newcastle~~<br>British<br>3*BHCem*<br>*FPT*45*t* | C.2Cy.17"&34"–24" (*s*)<br>130lb 65RHP<br>1SB,2*pf*,GS35,HS1219<br>ShieldsEng.Co.Ld.N.Shl. | 10″6<br>s″7½<br>10″7 | |
| 28825<br>141916 | **River Kelvin** SteelScSr<br>(*ex*GeorgeLane) 1*Dk*(*Stl*) | 200<br>197<br>87 | ✠100A1<br>*StmTrawler*<br>8,19<br>✠LMC6,19 | Bwg | | CL | 1919<br>6mo<br>*Lloyd* | Scott&<br>Sons<br>Bowling<br>'*sA&CP* | MontroseFishing Co.Ld.(C.F.Paton, *Mgr.*) | 115·6<br>BK7½" | 22·2 | 12·2 | Montrose<br>British<br>3*BHCem*<br>*DBf*29'20*t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 57RHP<br>1SB,3*pf*,GS40,HS1368<br>WHAllen,Son&Co.Ld.Bed. | 13″0 | |
| 28826<br>85948<br>HDPF | **River Lagan** IronScSr<br>*ss*Sws.3rdNo.3-10,21 ~~*ss*Lon.2ndNo.3–9,07~~<br>~~*ss*Lon.No.2–18~~<br>*Elec.light* 1*Dk*(*Irn*)2*trB* | 803<br>669<br>505 | ✠100A1<br>10,21 ~~11,18~~<br>~~Examined12,19~~<br>✠NB4,02 ✠LMC~~2,19~~<br>~~BS6,20~~ 10,21 | Lon | *l* | ~~2,21~~<br>10,21 | 1882<br>6mo<br>*Lloyd* | R.Duncan<br>&Co.<br>Pt.Glasgow<br>'*sA&CP* | WestGlamorgan Steamers,Ld.<br>*WB* | 207·8<br>Q114'F27'<br>BK7"<br>=*DBa*59'131*tFPT* | 28·9 | 14·0 | Glasgow<br>British<br>4*BHCem*<br>42*tAPT*16*t* | C.2Cy.24"&48"–36" (*a*)<br>90lb *80lb* NDB99 96RHP<br>1SB,3*pf*,GS49,HS1521<br>Hutson&Corbett,Glasgow | 14″9 | |
| 28827<br>143841 | **River Leven** SteelScK<br>(*ex*JohnEdsworth) 1*Dk* | 202<br>198<br>81 | ✠100A1<br>*StmTrawler*<br>12,19<br>✠LMC5,18 | Abn | | CL<br>12,19 | 1918<br>5mo<br>*Lloyd* | J.Fullerton&Co.<br>Paisley<br>'*sA&CP* | MontroseFishing Co.Ld.(C.F.Paton, *Mgr.*) | 115·4<br>BK7½" | 22·1 | 12·1 | Montrose<br>British<br>3*BHCem*<br>*DBf*29'20*t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 57RH<br>1SB,3*pf*,GS40,HS1368<br>W.H.Allen,Son&CoLdBed | 13″0 | |
| 28828<br>144163 | **River Lossie** SteelScK<br>(*Trawler*)<br>(*ex*ArthurHerwin) 1*Dk* | 202<br>198<br>86 | | | | | 1919 | Fleming&<br>Ferguson,Ld.<br>Paisley | MontroseFishing Co.Ld.(C.F.Paton. *Mgr.*) | 115·5 | 22·1 | 12·1 | Montrose<br>British | T.3Cy.12",20"&34"–23"<br>55NHP<br>Fleming&Fergusn,Ld.Psy. | | C |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28829<br>108641<br>HFKB | River Lune SteelScSr<br>(exFrontierTown)<br>Well deck Mchy.Aft 1Dk | 275<br>209<br>108 | | | ... | | 1898 | J Fullerton<br>&Co.<br>Paisley | J.Little&Co.Ld. | 142·5<br>Q45'B7'F24'<br>BK6" | 21·3 | 10·4 | Barrow<br>British<br>WB | C.2Cy.16"&34"-24"<br>47RHP<br>Hall-Brwn,Buttery&C.Gl |
| 28830<br>143466 | River Ness SteelScK<br>(exDavidBuchan) 1Dk | 203<br>200<br>85 | ✠100A1<br>StmTrawler<br>~~5,18~~<br>3,22<br>✠LMC5,18 | Abn | | CL | 1918<br>5mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | MontroseFishing Co.Ld.(C.F.Paton, Mgr.) | 115·4<br>BK7½" | 22·1 | 12·1 | Montrose<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 57RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. |
| 28831<br>143860 | River Nith SteelScK<br>(Trawler)<br>(exJohnCowarder) 1Dk | 202<br>199<br>88 | | | | | 1917 | Fleming&<br>Ferguson,Ld.<br>Paisley | MontroseFishing Co.Ld.(C.F.Paton, Mgr.) | 115·8 | 22·2 | 12·1 | Montrose<br>British | T.3Cy.12",20"&34"-23'<br>57RHP<br>Fleming&Fergusn,Ld.Psy |
| 28832<br>144162 | River Orchy SteelScK<br>(Trawler)<br>(exWilliamHarvey) 1Dk | 201<br>198<br>88 | | | | | 1919 | Fleming&<br>Ferguson,Ld.<br>Paisley | MontroseFishing Co.Ld.(C.F.Paton, Mgr.) | 115·8 | 22·1 | 12·1 | Montrose<br>British | T.3Cy.12",20"&34"-23"<br>Fleming&Fergusn,Ld.Psy. |
| 28833<br>135161<br>JBFW | River Orontes SteelScSr<br>Elec.light 2Dks<br>Wireless | 4351<br>4056<br>2809 | | | | | 1912 | Greenock&<br>Gr'ngemouth<br>Dckyd Co.Ld.<br>Greenock | America-Levant Line,Ld. (S.&J. Thompson, Mgrs.) | 375·8<br>P36'B100'F41' | 52·2 | 25·5 | London<br>British<br>WB | T.3Cy.25",41"&68"-48"<br>320NHP<br>J.G.Kincaid&Co.Ld.Grk. |
| 28834<br>98383<br>MGTL | River Ribble SteelScSr<br>ssGoo2ndNo.3-11,17<br>(exBerlin) Ref.Mchy.<br>Elec.light 1Dk(Stl-ws)&Web frames | 1111<br>903<br>497 | ✠100A1<br>5,20<br>✠NB7,04 ✠LMC9,16<br>BS~~5,20~~9,21 | Hul | o | 5,20 | 1891<br>8mo<br>Lloyd | WBThompson&Co.Ld.<br>Dundee<br>'sA&CP | ~~Lancashire&YorkshireRly.Co.~~<br>L.&N.W.Rlwy.Co. | 245·0<br>P33'B77'F33'<br>BK8½"<br>DBa50' f57' | 34·1 | 15·8 | Goole<br>British<br>5BHCem<br>&uE24'214t | T.3Cy.24",38"&62"-42' (s)<br>160lb 277NHP<br>2SB,6rf,GS136,HS4580<br>WBThmpsn&Co.Ld.,Dun. |
| 28835<br>143906 | River Spey SteelScK<br>(exDavidConn) 1Dk | 202<br>199<br>89 | 100A1<br>StmTrawler<br>11,21 ~~7,20~~<br>✠LMC12,18 | Abn | | CL<br>12,19 | 1918<br>Lloyd | Montrose<br>S.B.Co.<br>Montrose<br>'sA&CP | MontroseFishing Co.Ld.(C.F.Paton, Mgr.) | 115·1<br>BK7½" | 22·1 | 12·1 | Montrose<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23' (r)<br>180lb 57RHP<br>1SB,3pf,GS39,HS1347<br>W.Beardmore&<br>Co.Ld.Coatbridge |
| 28836<br>137053<br>JQWC | River Taff SteelSc<br>(exBroompark) 1Dk(Stl)<br>Elec.light Wireless | 2126<br>1791<br>1311 | ✠100A1<br>8,21 ~~3,20~~<br>✠LMC8,17 | Cff<br>Gls | r | CL<br>3,20 | 1917<br>9mo<br>Lloyd | Greenock&<br>Grngemouth<br>Dkyd.Co.Ld.<br>Grngemouth<br>'sA&CP | D.R.Llewellyn, Merrett&Price,Ld (MerrettBros.Ld. Mgrs.) | 279·8<br>P21'B68'F29'<br>FK<br>CellD | 41·9 | 18·9 | Cardiff<br>British<br>4BHCem<br>Ba70' uE28' | T.3Cy.21",35"&57"-36' (r)<br>180lb 100lb 228NHP<br>2SB,6cf,GS113,HS3734<br>Dunsmuir&JacksonLdGls<br>f124'523tFPT55tAPT29 |
| 28837<br>143515<br>KGSM | River Tawe SteelSc<br>Mchy.Aft 1Dk(Stl)<br>Well deck Cargo battens not fitted | 815<br>583<br>413 | ✠100A1<br>10,20<br>✠LMC8,20 | Cff | k | CL | 1920<br>8mo<br>Lloyd | London&<br>Montrose<br>S.&R.Co.Ld.<br>Montrose<br>'sA&CP | D.R.Llewellyn, Merrett&Price,Ld | 189·4<br>Q109'B11'F24'<br>FK<br>CellDBf119'171tFPT | 30·3 | 12·6 | Cardiff<br>British<br>3BHCem<br>55tAPT6t | T.3Cy.14½",24"&40"-27' (s)<br>180lb 100lb 79RHP<br>1SB,3cf,GS63,HS2101<br>W.Beardmore&Co.Ld.Gls. |
| 28838<br>143468 | River Tay SteelScK<br>(exHenryButcher) 1Dk | 203<br>200<br>85 | ✠100A1<br>StmTrawler<br>12,19 ✠LMC4,18 | Abn | | CL<br>12,19 | 1918<br>4mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | ~~MontroseFishing Co.Ld.(C.F.Paton, Mgr.)~~ C.F.Paton | 115·4<br>BK7½" | 22·1 | 12·1 | Montrose<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 74NHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. |
| 28839<br>144932<br>KHCT | River Tees SteelSc<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 749<br>508<br>370 | ✠100A1<br>8,21 ~~10,20~~<br>✠LMC10,20 | Cws<br>Sld | j | CL | 1920<br>10mo<br>Lloyd | J.S.White<br>&Co.Ld.<br>Cowes<br>'sA&CP | Lythgoe,Prince Co. | 180·6<br>B11'Q111'F24'<br>FK<br>CellDB110'166t | 29·4 | 11·5 | Newcastle<br>British<br>3BHCem<br>FPT38t | T.3Cy.15",25½"&41"-30' (s)<br>180lb 94RHP<br>1SB,3cf,GS56,HS2127 FD<br>J.S.White&Co.Ld.Cowes |
| 28840<br>135338<br>JDWQ | River Teign SteelSc<br>ssCff.No.1-18<br>(exHolmpark) 1Dk(Stl)<br>Well deck | 1468<br>1229<br>905 | ✠100A1<br>8,21 ~~6,20~~<br>~~BS6,20~~ ✠LMC10,18<br>BS6,21 | Cff<br>Gls | p | CL<br>~~10,18~~<br>3,20 | 1914<br>2mo<br>Lloyd | Greenock&<br>Grngemonth<br>Dkyd.Co.Ld.<br>Grngemouth<br>'sA&CP | D.R.Llewellyn, Merrett&Price,Ld (MerrettBros.Ld. Mgrs.) | 250·1<br>P17'Q70'B65'F26'<br>FK<br>CellD | 37·2 | 16·5 | Cardiff<br>British<br>4BHCem<br>Ba68' uE15' | T.3Cy.18",30"&50"-36" (r)<br>180lb 172NHP<br>2SB,6cf,GS94,HS2766<br>Cooper&Greig,Dundee<br>f107'357tFPT31tAPT50t |
| 28841<br>123682<br>HGSN | River Trent SteelSc<br>ssNpt.No.3-7,19<br>(exAntar) 1Dk(ptIrn&ptStl)2trB<br>Wireless &deep framing3Dk rule | 3584<br>3368<br>2268 | ✠100A1<br>~~11,18~~ 8,20 11,21<br>~~BS8,20~~ ✠LMC8,19<br>BS11,21 | Cff<br>Sws | w | CL<br>~~11,18~~<br>11,21 | 1906<br>7mo<br>Lloyd | TyneI.S B.<br>Co.Ld.<br>Newcastle<br>'sA&CP | D.R.Llewellyn, Merrett&Price,Ld (MerrettBros.Ld. Mgrs.)<br>CellDBa114'u | 348·8<br>P29'B102'F36'<br>FK<br>E24'f152'805tFPT | 50·0 | 23·2 | Cardiff<br>British<br>6BHCem<br>95tAPT95t | T.3Cy.24",39"&66"-45" (s)<br>180lb 100lb 311NHP<br>2SB,6cf,GS129,HS4724<br>N.E.MarineEng.CoLdNwc |
| 28842<br>143768 | River Tummel SteelScK<br>(Fishing)<br>(exThomasFoley) 1Dk | 202<br>199<br>88 | | | | | 1918 | Ritchie<br>Graham&<br>Milne<br>Glasgow | MontroseFishing Co.Ld. (C.F.Paton, Mgr.) | 115·8 | 22·2 | 12·1 | Montrose<br>British<br>WB | T.3Cy.12",20"&34"-23"<br>57RHP<br>FairfieldCo.Ld.Glasgow |
| 28843<br>143880 | River Tweed SteelScK<br>(exThomasBird) 1Dk | 203<br>200<br>81 | ✠100A1<br>StmTrawler<br>12,19 ✠LMC8,17 | Abn | | CL<br>12,19 | 1917<br>8mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | MontroseFishing Co.Ld.(C.F.Paton, Mgr.) | 115·4<br>BK7½" | 22·1 | 12·1 | Montrose<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23" (s)<br>180lb 57RHP<br>1SB,3pf,GS32,HS1347<br>WHAllenSon&Co.Ld.Bed. |
| 28844<br>142867<br>KFJN | River Tyne SteelSc<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 489<br>316<br>202 | ✠100A1<br>1,22 ~~10,20~~<br>✠LMC4,20 | Sld<br>Nwc | g | CL<br>10,20 | 1920<br>4mo<br>Lloyd | J.Lewis&<br>Sons,Ld.<br>Aberdeen<br>'sA&CP | EastCoast Trnsprt Co.Ld.(Lythgoe, Prince&Co.Mgrs.)<br>CellDBf95'11 | 160·1<br>Q92'B11'F23'<br>FK<br>4tFPT33tAPT12t | 25·2 | 9·7 | Newcastle<br>British<br>3BHptAsp<br>ptCem | T.3Cy.12½",21"&34"-24" (s)<br>180lb 64RHP<br>1SB,3pf,GS52,HS1573<br>J.Lewis&SonsLdAberdeen |
| 28845<br>140846 | River Ugie SteelSc<br>(exFlaff) 1Dk(Stl) | 164<br>139<br>68 | ✠<br>2,21<br>For fishing purposes<br>✠ | Hul | | | 1920<br>2mo | J S Watson<br>Gainsboro' | PeterheadSteam ShippingCo.Ld. (J.J.Henderson, Mgr.) | 116·2<br>BK7½" | 18·7 | 9·2 | Peterhead<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18"<br>43RHP<br>1SB,2pf,GS30,HS932<br>W.Beardmore&Co.Ld.<br>Coatbridge |
| 28846 | River Usk SteelSc<br>Mchy.Aft Well deck 1Dk(Stl) | ~~570~~<br>582<br>402<br>264 | ✠100A1<br>10,21<br>~~(ClassContemplated)~~<br>✠LMC10,21 | Abn | h | CL | 1921<br>9mo<br>Lloyd | J.Lewis&<br>Sons,Ld.<br>Aberdeen<br>'sA&CP | D.R.Llewellyn, Merrett&Price,Ld<br>CellDBf97'125tF | ~~164·5~~<br>Q94'B11'~~F22~~F24'<br>165·2<br>PT44tAPT19t FK | ~~26·8~~<br>27·0 | ~~13·2~~<br>11·2 | Cardiff<br>British<br>3BHCem<br>Sunderland | T.3Cy.14",24"&39"-27" (s)<br>180lb 105NHP<br>1SB,3pf,GS54,HS1894<br>JLewis&Sons,LdAberdeen |
| 28847<br>144927<br>KGWS | River Wear SteelSc<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 749<br>508<br>371 | ✠100A1<br>~~8,21~~ ~~10,20~~ 1,22<br>✠LMC10,20 | Cws<br>~~Sld~~ Nwc | j | CL | 1920<br>10mo<br>Lloyd | J.S.White<br>&Co.Ld.<br>Cowes<br>'sA&CP | ~~J.Saunders (Lythgoe,Prince Co.Mgrs.)~~<br>JohnSaunders,Ld. | 180·6<br>Q111'B11'F24'<br>FK<br>CellDBf110'166t | 29·4 | 11·5 | ~~Newcastle~~<br>British<br>3BHCem<br>FPT38t | T.3Cy.15",25½"&41"-30" (s)<br>180lb 94RHP<br>1SB,3cf,GS56,HS2127<br>J.S.White&Co.Ld.Cowes |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Late Name if any. / Special Surveys. | 3 Material, Rig, &c. / No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28848<br>133170<br>HJLM | River Wye<br>(exGlamorgan)<br>Wireless | SteelSc<br>ssLiv.No.3-4,19<br>1Dk(Stl)2trB&deep<br>framing, 3Dk rule | 3539<br>3319<br>2258 | ✠100A1<br>~~9,21~~ ~~4,20~~ 3,22<br>~~BS4,20~~ ✠LMC4,19<br>BS6,21 | Cff<br>~~Sws~~ | v | CL<br>~~4,19~~<br>~~9,21~~<br>3,22 | 1906<br>10mo<br>Lloyd | Craig,Taylor&Co.Ld.<br>Stockton<br>'sA&CP<br>Cell | D.R.Llewellyn,<br>Merrett&PriceLd.<br>(MerrettBros.Ld.<br>Mgrs.)<br>DBa111'uE&B38' | 342·0<br>P46'B102'F31'<br>f146'931tFPT118t | 51·0 | 22·7<br>FK | Cardiff<br>British<br>6BHCem<br>APT155t | T.3Cy.24½",40"&66"-45" (s)<br>180lb ~~100lb~~ 307NHP<br>2SB,8pf,GS142,HS4600<br>J.Dickinson&Sons,Ld.Sld. | 25 ″ 1<br>s 4 ″ 5<br>21 ″ 1 | |
| 28849 | Rivera<br>Elec.light Wireless Sub.Sig. 2dks | SteelScSr<br>(exSilvia) | 6580<br>5278<br>4198 | | | | | 1900 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg. | Requisitioned by<br>theUruguayan<br>Government | 420·6<br>P&B272'F50' | 56·3 | 27·8 | M.Video<br>Uruguayan<br>WB | Q.4Cy.24",34",51"&74"-54"<br>402NHP<br>FlensburgerSchiffsb.Ges. | | C |
| 28850<br>120729<br>WHFT | Riverina<br>Elec.light<br>Wireless | SteelScSr<br>Ref.Mchy. ssSyd.No.3-7,17<br>2Dks(Stl-Uws)&Webframes&<br>Shelter dk(ptStl-wsptteak)<br>ssSyd.No.1-21 | 4758<br>3009<br>2808 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~8,21~~ 3,21<br>3,22 ✠LMC5,21<br>BS3,22 | Syd | x | CL<br>8,19 | 1905<br>10mo<br>Lloyd | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>'sA&CP | HuddartParker,<br>Ld.<br>WB=CellDBa | 370·0<br>P&B245'F93'<br>84'uE&B100'f134' | 49·7 | 22·8<br>BK9" | Melbourne<br>British<br>7BHCem<br>713tFPT63t | T.3Cy.32",51"&84"-54" (r)<br>180lb 719NHP<br>6SB,18cf,GS418,HS13212<br>Richardsons,Westgarth&<br>APT33t Co.Ld.Hpl. | 25 ″ 4<br>s 2 ″ 11<br>23 ″ 7 | |
| 28851<br>111098<br>KMNF | Riverside | SteelSc<br>1Dk | 452<br>—<br>372 | | | | | 1895 | Delaware<br>RiverCo.<br>Chester,Pa. | Geo.W.Cole&Co.<br>Inc. | 141·5 | 27·1 | 10·3 | NewYork<br>Utd.States | C.2Cy.18"&36"-26"<br>55NHP | | |
| 28852<br>219585<br>LVNS | Riverside Bridge<br>Elec.light<br>Sub.Sig.<br>Wireless | SteelSc<br>1Dk(Stl)2ndtrBinfore<br>&after holds&Webframes | 3545<br>3005<br>2174 | Fitted for oil fuel 3,20 F.P. above 150°F. | | | CL | 1920<br>3mo | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard<br>CellDB251'827tM | 324·0<br>P30'B90'F35'<br>T20' 394t FPT111t | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>6BHptCem<br>APT69t | 1Geared Steam Turbine(s)<br>200lb HS5800 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 ″ 6 | |
| 28853<br>137898 | Riverton<br>Elec.light Wireless | SteelScSr<br>(exL.C.Waldo)<br>Mchy.Aft 1Dk2trB | 4423<br>4262<br>2684 | | | | | 1896 | F.W.<br>Wheeler&Co.<br>W.BayCity | MathewsSS.Co.Ld<br>(A.E.Mathews,<br>Mgr.) | 451·0<br>len05 | 46·6 | 23·1 | Toronto<br>British<br>WB | T.3Cy.23",37½"&63"-44"<br>NB16 263NHP<br>FWWheelr&CoWBayCity | | L |
| 28854<br>110339<br>RHFS | — | SteelScSr<br>ssShl.No.3-9,11<br>ssShl.No.2-20<br>1Dk(Stl)&Awngdk(Irn)3trB<br>&Webframes | 3438<br>3387<br>2236 | ✠100A1<br>Awng dk<br>withfreeboard<br>~~7,21~~ ~~3,20~~<br>12,21 ✠LMC<br>MS12,19 BS5,20 7,21 | Shl | v | 3,20 | 1899<br>8mo | Ropner&<br>Son<br>Stockton<br>A&CP | CarltonS.S.Co.Ld.<br>(R.Chapman&Son,<br>Mgrs.) WB=Cell<br>DBa88'uE & B36' | 325·0<br>f140'702tFPT145t | 46·0 | 21·6<br>28·9<br>BK12" | Newcastle<br>British<br>7BHCem<br>APT48t | T.3Cy.24",40$\frac{3}{16}$"&66"-45"(s)<br>180lb 100lb NDB14 314NHP<br>2SB,6rf,GS131,HS4825<br>Blair&Co.Ld.Stockton | 32 ″ 6<br>s 3 ″ 3½<br>25 ″ 5 | |
| 28855<br>ORZG | Riveur<br>Elec.light | SteelTwinSc<br>Mchy.Aft 1Dk | 1039<br>—<br>564 | | | | | 1919 | Ch.&Atel.<br>deSt.Nazaire<br>Penhöet | French<br>Government | 216·4<br>P74'F30' | 34·1 | 13·6 | Havre<br>French<br>WB | C.4Cy.16⅛"&30⅜"-19$\frac{5}{16}$"<br>66NHP<br>Ch.&Atel.deSt.Nazaire | | V |
| 28856<br>132546<br>HSVG | Riviera<br>Elec.light Wireless | SteelTrpScSr<br>2Dks&Awng dk | 1675<br>1203<br>649 | | | | | 1911 | W.Denny<br>&Bros.<br>Dumbarton | S.Eastrn&Chathm<br>RlyCos.'Managing<br>Committee | 316·0 | 41·1 | 15·8 | London<br>British<br>WB | 3 Steam Turbines<br>Denny&Co.Dumbarton | | |
| 28857<br>20<br>RQMZ | —<br>(exSallustrioBandini,ex<br>Ancona,exOsborne) | IronScSr<br>2Dks | 679<br>518<br>377 | | | | | 1861 | Blackwood<br>&Gordon<br>Pt.Glasgow | G.Guidi | 217·2 | 26·5 | 14·6 | P.Maurizio<br>Italian | C.2Cy.27½"&50½"-32⅝"<br>NE77 NB93 121NHP<br>W.Allan&Co.Ld.Sld. | | V |
| 28858<br>138956 | Riviere | SteelScK<br>ssGms.No.1-20<br>1Dk | 226<br>219<br>109 | ✠100A1<br>StmTrawler<br>7,20 ✠LMC7,20 | Gms | | CL<br>7,20 | 1916<br>5mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | J.Coombes | 117·0<br>Q61' | 22·0 | 12·7<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.12",21"&34"-24" (s)<br>200lb 74RHP<br>1SB,3pf,GS31,HS1268<br>Amos&Smith,Ld.Hull | 13 ″ 7 | |
| 28859<br>ORZI | Rivoli<br>(exPetalis,<br>Elec.light exYachtPacifique) | SteelTwinSc<br>(Salvage&TugBoat)<br>ssN.Yk.2ndNo.3-4,17 | 488<br>—<br>200 | ✠<br>4,17<br>✠ | NYk | | | 1905<br>6mo | DelaBrosse<br>&Fouché<br>Nantes | Soc.Française des<br>TravauxSous-<br>Marins | 186·8 | 27·3 | 13·5<br>BK6½"<br>CellDBa24'f | Brest<br>French<br>3BHCem<br>18'32t | T6Cy11$\frac{13}{16}$"19$\frac{11}{16}$"&31½"-23⅝"<br>243NHP<br>2B(watertube)GS97,HS4380<br>De laBrosse&Fouché.Nts. | | |
| 28860<br>119590 | Rixton | SteelPadSp<br>1Dk(ptStl) | 158<br>141<br>6 | ✠<br>For Towing purposes<br>4,05<br>✠ | Shl | | | 1905<br>4mo | JTEltringham&Co.<br>SouthShields | ManchesterShip<br>CanalCo. | 100·0 | 20·1 | 10·0<br>BK6" | Manchestr<br>British<br>3BHCem | L.2Cy.30"-54" 66RHP<br>2SB,4pf,GS72,HS1393<br>Hepple&Co.SouthShields | 10 ″ 4 | |
| 28861<br>22279<br>NTBG | Riyo Maru No. 1 | SteelSc | 1234<br>—<br>718 | | | | | 1918 | ................ | FuruyaTaiichi | 228·0 | 33·0 | 18·7 | Otaru<br>Japanese | | | |
| 28862<br>22579<br>NVGF | Riyo Maru No. 2 | SteelSc | 994<br>—<br>608 | | | | | 1918 | ................ | MayedaRiichi | 190·0 | 32·0 | 18·5 | Nishinomiya<br>Japanese | | | |
| 28863<br>MTNF | Rjukan<br>(exWarVessel)<br>(See Sailing Ship Register) | CompAuxScCtr<br>Motor<br>1Dk | 113<br>92<br>90 | | | | | 1861 | Carljohansverns Værft<br>Horten | L.SörensenHasle | 101·3<br>P18t | 22·5 | 7·5 | Larvik<br>Norwegian | Motor | | |
| 28864 | Rjukanfos | SteelTwinSc<br>1Dk(Stl) | 338<br>338<br>113 | ✠<br>11,14<br>✠<br>Railwayferry, Lake Service | Xia | | | 1908<br>10mo<br>Tinns | Fevigs<br>Jernskibsbyg<br>Fevig<br>jöen | NorskTransport<br>A/S<br>(K.Holmboe, Mgr) | 138·8<br>B51' | 32·3 | 10·3<br>FK<br>WB=FPT | Skien<br>Norwegian<br>4BHCem<br>23tAPT21t | T.6Cy.9",15"&25"-15"<br>66NHP<br>2SB,2cf,GS36,HS1217<br>Akers.Mek.Værks.Xia. | 11 ″ 0 | |
| 28865<br>MJFT | Roald Jarl<br>Elec.light | SteelScSr<br>1Dk | 1404<br>1235<br>810 | | | | | 1912 | Trndhjms<br>Mek.Værks.<br>Trondhjem | DetNordenfjeldske<br>Dampskibsselskab | 253·3<br>P22'B86'F34' | 38·5 | 15·4 | Trndhjem<br>Norwegian<br>WB | T.3Cy.18",29"&50"-33"<br>144NHP<br>TrondhjemsM.V.Trndhjm | | N |
| 28866 | Roana | SteelScSr<br>1Dk(Stl)&Shelter dk(Stl)<br>Straight frames bevelled bilge<br>Cargo battens no' fitted in 'tween dks | 6521<br>6198<br>4070 | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,22 ~~5,21~~<br>BS5,21 ✠LMC2,20 | Nap | a† | CL<br>2,22 | 1920<br>3mo<br>Lloyd | Furness<br>S.B.Co.Ld.<br>Middlesbro'<br>'sA&CP<br>CellDB344 | Soc.diNav.Roma<br>'1482t DTa23' 846 | 412·4<br>F41'onShelterdk<br>tFPT97tAPT119t | 55·6 | 34·4<br>FK | Genoa<br>Italian<br>ptCem<br>5BH to S dk<br>3 ,, ,, U ,, | 2Steam Turbines geared to<br>1 Sc.Shaft 2NDB21-100lb(s)<br>200lb HS9636 678NHP<br>3 Water Tube Boilers FD<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 38 ″ 1<br>s10 ″ 1<br>28 ″ 1 | |
| 28867<br>219512<br>LVKC | Roanoke<br>Elec.light<br>Mchy.Aft<br>Sub.Sig. Wireless | SteelSc<br>2Dks(Stl)&Webframes<br>Longitudinal framing | 6784<br>6126<br>5165 | ✠100A1<br>~~4,21~~ ~~12,20~~ 4,22<br>BS1,21 ✠LMC2,20<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 2,20 F.P. above 150° F. | Mob<br>NYk | a† | CL<br>4,21 | 1920<br>2mo | TexasS.S.<br>Co.<br>Bath,Me.<br>A&CP<br>Cell | TheTexasS.S.Co.<br>Inc. | 416·8<br>P107'B35'F33'<br>DBuE & B64'209tF | 56·1 | 31·1<br>FK | NewYork<br>Utd.States<br>16BHCem<br>PT229t AP | T.3Cy.26½",44"&74"-51" (s)<br>200lb HS9969 556NHP<br>3WaterTubeBoilers FD<br>H.G.TroutCo.Buffalo,NY<br>T130t | 32 ″ 10<br>s 7 ″ 7<br>25 ″ 7 | |
| 28868<br>MPCF | Roar | SteelScSr<br>1Dk | 1251<br>1090<br>704 | | | | | 1916 | Stavanger<br>Stöberi&Dok<br>Stavanger | D/SA/SBill<br>(J.WJohannessen) | 235·1<br>P21'B60'F23' | 37·2 | 15·2 | Chrstiania<br>Norwegian | T.3Cy.17½",28½"&48"-33"<br>132NHP<br>StavangerStöberi&Dok | | N |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28869<br>115363<br>STMJ | **Roath** SteelScSr<br>ssShl.No.1-21 ssHul.No.3-6,15<br>1Dk(Stl)&Spar dk(ptIrn&ptStl)<br>Wireless &Web frames | 4317<br>4146<br>2808 | ✠100A1<br>Spar dk<br>~~8,21~~ ~~4,1912,21~~<br>4,22<br>~~Examined7,20~~ ~~MS7,21~~<br>~~BS7,20~~ ✠LMC~~6,19~~ 7,21 | NYk<br>~~Sld~~ Bry | x | CL<br>~~4,19~~<br>~~7,21~~<br>4,22 | 1901<br>10mo<br><br>Lloyd | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>'sA&CP | BritishStm.Shpng Co.Ld.(J.Cory& Sons,Ld. *Mgrs.*)<br>*WB=CellDBa* | 360·0<br>P32'B94'F40'<br><br>114'uE24'f160'803t | 48·1 | 20·2<br>28·1<br>FK | Cardiff<br>British<br>6BHCem<br>APT265t | T.3Cy.24½",40"&68"-48" (s)<br>180lb 356NHP<br>3SB,9cf,GS174,HS5610<br>N.E.MarineEng.CoLdNwc |
| 28870 | **Rob. de Neufville** SteelSc<br>(*Trawler*)<br>1*Dk* | 223<br>183<br>71 | | | | | 1907 | J.C.Tecklenborg A.G.<br>Geestemünde | ReedereiSiebert& Co. | 121·1<br>Q64'F21' | 22·6 | 9·0 | Gstemnde<br>German<br>*WB* | T.3Cy.11 13/32",18 5/16"&29 3/4"-21 21/32"<br>42NHP<br>J.C.TecklenborgA.G.Gst. |
| 28871<br>106015<br>PJRK | **Rob Roy** SteelScSr<br>*Welldeck Mchy.Aft* 1*Dk* | 130<br>97<br>50 | | | ... | | 1896 | AilsaS.B. Co.<br>Troon | W.McLachlan&Co | 100·0<br>Q43'F17' | 18·1 | 8·6<br>BK6" | Glasgow<br>British<br>*WB* | C.2Cy.14"&30"-21"<br>36RHP<br>Muir&Houston(Lim),Gls. |
| 28872<br>144289 | **Robert Barton** SteelScK<br>ssMil.No.3-10,21<br>*Elec.light* 1*Dk* | 324<br>288<br>133 | ✠100A1<br>*StmTrawler*<br>~~10,21~~ ~~11,17~~ 2,22<br>✠LMC~~11,17~~ 10,21 | Selby<br>Mil | | CL<br>10,21 | 1917<br>11mo<br><br>Lloyd | Cochrane &Sons,Ld.<br>Selby<br>'sA&CP | TheAdmiralty | 138·5<br>Q78 F19' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (s)<br>200lb 87RHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull |
| 28873<br>14[illegible] | **Robert Bookless** SteelScK<br>*Now named "Gris Nez," See No. 37588 in Supplement*<br>ssWvn.No.1-21<br>*Mchy.Aft* Elec.light 1*Dk* | 324<br>288<br>133 | ✠100A1<br>*StmTrawler*<br>10,21 ~~11,17~~<br>✠LMC~~11,17~~ 10,21 | Hul<br>Wvn | | CL<br>10,21 | 1917<br>11mo<br><br>Lloyd | Cochrane & Sons,Ld.<br>Selby<br>'sA&CP | ~~TheAdmiralty~~ | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (s)<br>200lb 87RHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull |
| 28874<br>143810 | **Robert Bowen** SteelScK<br>*Mchy.Aft* 1*Dk(Stl)* | 290<br>249<br>127 | ✠100A1<br>*StmTrawler*<br>7,18<br>✠LMC7,18 | Hul | | CL | 1918<br>7mo<br><br>Lloyd | Cook,Welt'n&Gemmell Ld.Beverley<br>'sA&CP | BritannicTrawler Co.Ld (T.W.Holland, *Mgr.*) | 125·5<br>Q72'F21' | 23·6 | 12·7<br>BK7½" | London<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26" (s)<br>180lb 61RHP<br>1SB,3pf,GS49,HS1590<br>Amos&Smith,Ld.Hull |
| 28875<br>207299<br>LBKD | **Robert C. Clowry** WoodTwinSc<br>*CableVessel*<br>*Elec.light* 1*Dk* | 532<br>—<br>235 | | | | | 1910 | A.C.Brown &Sons<br>Ttnvlle,N.Y. | WesternUnion TelegraphCo. | 132·3 | 33·3 | 15·1 | NewYork<br>Utd.States | C.4Cy.14"&30"-22"<br>70NHP<br>A.Miller&Bro.JerseyCity |
| 28876 | **Robert C.Sudden** WoodSc3MstSr<br>(*ex*Hadrumète, *Fitted for oil fuel*<br>*Elec.light ex*RobertC.Sudden) 1*Dk*<br>*Now named* "John C.Kirkpatrick," *See No.* 37942 *in Supplement* | 1363<br><br>1016 | | | | | 1917 | F.Stone<br>Oakland,[illegible] | Crowley&Mahony | 225·0 | 43·0 | 17·0 | S.Frncisco<br>Utd.States | T.3Cy.15½",26"&43"-33"<br>106NHP<br>MainStr.IronWksS.Frisco |
| 28877 | **Robert Cahill** SteelSc<br>*Now named* "Pierre-André," *See No.* 38932 *in Supplement*<br>*Mchy.Aft* 1*Dk* | 325<br>288<br>132 | | | | | 1920 | GooleS.B. &Rpg.Co.Ld.<br>Goole | ~~TheAdmiralty~~<br>F.FourneyFils &Cie. | 138·5 | 23·7 | 12·8 | ~~British~~<br>French | T.3Cy.13",23"&37"-26"<br>Richardsons, 70NHP<br>Westgarth&Co.Ld.Mdb |
| 28878<br>145063 | **Robert Davidson** SteelScK<br>ssMil.No.3-3,21<br>*Elec.light* 1*Dk*<br>*Now named* "AugustineIsabelle," *See No.* 38205 *in Supplement* | 275<br>246<br>[illegible] | 100A1<br>*StmTrawler*<br>3,21<br>✠LMC3,21 | Mil | | CL<br>3,21 | 1918<br><br><br>Lloyd | C.Rennold son&Co.<br>South Shields<br>'sA&CP | ~~TheAdmiralty~~<br>M.Papin Morard &MalloyTerroir | 125·6<br>Q72'F21' | 23·4 | 12·6<br>BK7½" | ~~London~~<br>French<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (s)<br>180lb 61RHP<br>1SB,3pf,GS35,HS1619<br>ShieldsEng.Co.Ld.N.Shl |
| 28879<br>145168<br>KHJF | **Robert Dollar** SteelTwinSc4Mst<br>(*ex*Kurland)<br>*Elec.light* Wireless 3*Dks*<br>*For full particulars See No.* 39077 *in Supplement* | 10893<br>10044<br>6791 | 100A1<br>*Awng dk withfreeboard*<br>(*ClassContemplated*) | | | CL | 1920 | J.C.Tecklenborg A.G.<br>Geestemünde | DollarS.S.Lines, Ld. | 523·5<br>P64'B14'F44' | 65·7 | 37·5 | London<br>British<br>*WB* | T.6Cy.27 13/16",45¼"&74"-51 3/16"<br>784NHP<br>J.C.TecklenborgA.G. |
| 28880<br>14[illegible] | **Robert Double** SteelScK<br>*For full particulars See No.* 39126 *in Supplement*<br>1*Dk* | 326<br>288<br>150 | | | | | 1918 | GooleS.B. &Repg.Co.Ld<br>Goole | TheAdmiralty | 138·5 | 23·7 | 12·8 | London<br>British | T.3Cy.13",23"&37"-26"<br>W.Beardmore& 69RHP<br>Co.Ld.Coatbridge |
| 28881 | **Robert Drummond** SteelScSr<br>1*Dk* | 330<br>293<br>145 | ✠100A1<br>*StmTrawler*<br>6,18<br>✠LMC6,18 | PGl | | CL | 1918<br>6mo<br><br>Lloyd | Ferguson Bros(PGl)Ld<br>PortGlasgow<br>'sA&CP | TheAdmiralty | 138·9<br>Q78'F20' | 23·7 | 12·8<br>BK7½" | British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (s)<br>200lb 88NHP<br>1SB,3pf,GS47,HS1467<br>FergusonBrs(PGl)Ld.PGl |
| 28882<br>221663<br>MDFT | **Robert E. Hopkins** SteelSc<br>2*Dks(Stl)&Web frames*<br>*Elec.light* Wireless<br>*Mchy.Aft Longitudinal framing* | ~~7000~~<br>6625<br>6058<br>4117 | ✠100A1<br>~~2,22~~ 10,21 1,22 ~~Pa.~~<br>✠LMC10,21<br>(~~ClassContemplated~~)<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 10,21 F.P. above150°F. | NYk<br>~~Chester~~ | n† | CL | 1921<br>10mo | Merchant S.B.Corp.<br>Chester,Pa.<br>A&CP | TidewaterOil Company<br>*CellDBuE&* | 424·4<br>P128'B25'F41'<br>360'236tDTf43'750tFPT223tAPT178t | 58·2 | 32·9<br>FK | NewYork<br>Utd.States<br>16BH,tCem<br>(9BHtoUdk<br>7 " " 2nd.) | T.3Cy.27",45"&75"-51" (r)<br>210lb 110lb 584NHP<br>3SB,9cf,GS185,HS8331 FD<br>NewYorkS.B.Co.Cam.N.J. |
| 28883<br>111129 | **Robert Fulton** SteelSc<br>*Mchy.Aft Elec.light* Sub.Sig. 1*Dk2trB* | 3801<br>—<br>2680 | | | | | 1896 | Detroit DryDockCo.<br>Wyandotte | PittsburghS.S.Co. | 424·6 | 45·8 | 27·8 | Duluth<br>Utd.States<br>*WB* | T.3Cy.24",38"&64"-42"<br>266NHP<br>DryDockE.Works,Detroit |
| 28884<br>206288 | — SteelPad<br>*Elec.light* 2*Dks&shadedk* | 2168<br>—<br>1344 | | | | | 1909 | NewYork S.B.Co.<br>Camden,N.J. | HudsonRiverDay Line | 337·0<br>2*Promenadedecks* | 42·0 | 11·5 | NewYork<br>Utd.States | B.1Cy.75"-144" 519NHP<br>E*made87,refitted09*<br>W.&A.Fletcher,N.Yk. |
| 28885<br>130622 | **Robert G. Cann** WoodScSr<br>1*Dk* | 265<br>156<br>112 | | | | | 1911 | NwBurrell JohnsnCo.Ld<br>ShelburneNS | H.Cann&Son,Ld. | 119·0<br>H109t | 24·6 | 9·4 | YarmthNS<br>British | C.2Cy.15"&32"-24"<br>NewBurrellJohn- 41RHP<br>sonIronCo.Ld.Yar.N.S. |
| 28886<br>144612 | **Robert Gibson** SteelScK<br>ssMil.No.3-8,20<br>1*Dk* | 203<br>199<br>81 | ✠100A1<br>*StmTrawler*<br>8,20<br>✠LMC8,20 | Mil | | CL<br>8,20 | 1918<br>4mo<br><br>Lloyd | Scott& Sons<br>Bowling<br>'sA&CP | ~~TheAdmiralty~~<br>~~C.E.Curzon~~<br>Brand. CurzonLd | 115·6 | 22·2 | 12·2<br>BK7½" | London<br>British<br>3*BHCem*<br>*DBf*29'19t | T.3Cy.12",20"&34"-23" (s)<br>180lb 57RHP<br>1SB,3pf,GS39,HS1347<br>W.H.Allan,Son&Co.Ld.<br>Bedford |
| 28887<br>14[illegible] | **Robert Harding** SteelScK<br>*Now named* "Henriette," *See No.* 37805 *in Supplement*<br>ssMil.No.3-8,20<br>1*Dk* | 204<br>[illegible]<br>82 | ✠100A1<br>*StmTrawler*<br>12,21 8,20<br>✠LMC8,20 | Mil<br>Sws | | CL<br>8,20 | 1919<br>2mo<br><br>Lloyd | Hawthorns &Co.Ld.<br>Leith<br>'sA&CP | ~~TheAdmiralty~~<br>ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (J.D.Marsden*Mgr.*) | 115·4 | 22·2 | 12·1<br>BK7½" | Grimsby<br>~~London~~<br>British<br>3*BHCem*<br>*DBf*29'20t | T.3Cy.12",20"&34"-23" (s)<br>180lb 57RHP<br>1SB,3pf,GS40,HS1368<br>A.&W.Dalgleish,Glasgow |
| 28888<br>133303 | **Robert Hastie** SteelScK<br>1*Dk* | 210<br>207<br>81 | | | ... | | 1912 | JTEltringham&Co.<br>S.Shields | R.Hastie&Sons | 117·3 | 21·6 | 12·2<br>BK7½" | N.Shields<br>British<br>*WB* | T.3Cy.13",21½"&35"-24"<br>80RHP<br>G.T.Grey,SouthShields |
| 28889<br>86662 | **Robert J. Paisley** SteelScSr<br>(*ex*RobertR.Paisley,<br>*ex*GeorgeL.Craig) 1*Dk2trB*<br>*Mchy.Aft Elec.light* | 3762<br>—<br>3130 | | | | | 1903 | CraigS.B. Co.<br>Toledo,O. | PaisleyS.S.Co. | 370·8<br>F50' | 50·2 | 24·2 | Detroit<br>Utd.States<br>*WB* | T.3Cy.21",35"&58"-40"<br>213NHP<br>CraigS.B.Co.Toledo,Ohio |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7a<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke<br>Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register.<br>Particulars of Boilers & Furnaces.<br>Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R.<br>Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28890<br>73609 | **Robert L. Cook** IronPad<br>(Tug)<br>(exBetefdoe,exChampion) 1Dk | 143<br>128<br>23 | | | | | 1877 | J.Readhead&Co.<br>SouthShields | ~~R.C.Baister~~<br>R.L.C.Baister | 107·3<br>B10' | 19·0 | 9·7 | Sunderlnd<br>British | 2Cy.29"-50⅝"<br>56RHP<br>J.Readhead&Co.S.Shields | | |
| 28891<br>212078 | **Robert L. Ireland** SteelScSr<br>1Dk&Web frames<br>Elec.light Longitudinal framing<br>Mchy.Aft | 6387<br>—<br>4899 | | | … | | 1914 | American<br>S.B.Co.<br>Lorain,O. | KinneyS.S.Co.<br>(A.T.Kinney,<br>Mgr.) | 504·0<br>F43' | 54·0 | 30·0<br>FK | Duluth<br>Utd.States<br>WB | T.3Cy.22½",36"&60"-42"<br>318NHP<br>American S.B.Co.Lorain,O. | 30 ″ 0 | L |
| 28892<br>210287<br>LOMP | **Robert M. Thompson** SteelScSr<br>ssN.Yk.No.2-21<br>Elec.light Wireless 2Dks(Stl) | 2459<br>2198<br>1606 | ✠100A1<br>1,21<br>✠LMC1,21 | NYk | s | CL<br>N 1,20 | 1912<br>8mo | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich.<br>A&CP | AmericanTransportationCo. (J.W.<br>Elwell&Co.Mgrs)<br>DBa56'uE&B | 247·0<br>P19'B68'F23'<br>WB=Cell<br>42' f110' 404t FPT | 43·7 | 29·3<br>FK | NewYork<br>Utd.States<br>4BHCem<br>44tAPT22t | T.3Cy.21½",35½"&58"-42"(s)<br>180lb 303NHP<br>2SB,6cf,GS105,HS4458 FD<br>GtLakesEngWrks.Detroit | 28 ″ 5 | |
| 28893<br>107419 | **Robert Mackay** SteelSc<br>1Dk | 129<br>94<br>87 | | | | | 1899 | Carrier,<br>Laine&Co<br>Levis | HarbourCommissionersofMontreal | 79·2 | 17·6 | 11·9 | Montreal<br>British | C.2Cy.16"&32"-24"<br>43RHP<br>Carrier,Laine&Co.Levis | | |
| 28894<br>NBQK | **Robert Mærsk** SteelSc<br>1Dk | 1307<br>1115<br>789 | | | | | 1919 | Odense<br>Staalskibsv.<br>Odense | A/S D/S Svendborg<br>(P.M.Möller,<br>Mgr.) | 241·6 | 36·3 | 16·3 | Svendborg<br>Danish<br>WB | T.3Cy.16½",27"&44"-30"<br>106NHP<br>KjbnhavnsFlydk.&Skbsv. | | V |
| 28895<br>144393 | **Robert Murray** SteelScK<br>1Dk(Stl-ws) | 324<br>287<br>148 | ✠100A1<br>StmTrawler<br>3,22 ~~3,21~~ ✠LMC2,20 | Hul<br>Bgs | | | 1919<br>12mo<br>Lloyd | Cochrane<br>&Sons,Ld.<br>Selby<br>'sA&CP | TheAdmiralty | 138·3<br>Q78'F19' | 23·7 | 12·7<br>BK7½" | London<br>British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87RHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 28896<br>215529<br>LHSK | **Robert P. Clark** WoodScSr<br>Fitted for oil fuel (Tug)<br>Wireless 1Dk | 291<br>—<br>147 | | | | | 1917 | F.H.Swails<br>Orange,Tex. | GulfRefiningCo. | 128·1 | 25·8 | 13·2 | Pt.Arthur<br>Utd.States | T.3Cy.16½",28"&42"-24"<br>87NHP | | |
| 28897 | **Robert Sauber** SteelSc<br>(exMargot)<br>Elec.light 1Dk | 632<br>468<br>333 | | | | | 1920 | Howaldtswerke<br>Kiel | SauberGebr. | 176·0<br>P16'Q48'B36'F22' | 29·2 | 11·9 | Hamburg<br>German<br>WB | T.3Cy.14⅗",15"&38⅓"&19⁷⁄₁₀"<br>65NHP<br>Howaldtswerke,Kiel | | V |
| 28898<br>726<br>JOBS | **Robert Thorburn** IronScSr<br>1Dk | 190<br>92<br>124 | | | | | 1883 | Bergsund's<br>Mk.Vrks.<br>Stockholm | Ångb.Aktieb.BohuslänskaKusten<br>(C.ThorburnMgr.) | 108·9<br>Q34' B45'<br>F31' | 19·4 | 8·6<br>H11t | Uddevalla<br>Swedish | C.2Cy.17½"&31¼"-19½"<br>36NHP<br>Bergsnd'sMek.Vrks.,Skm. | | |
| 28899<br>132869 | **Robert Vassall** SteelSc<br>(BucketDredger)<br>1Dk | 317<br>317<br>143 | | | … | | 1912 | W.Simons<br>&Co.Ld.<br>Renfrew | TaffValeRly.Co.<br>(1836) | 122·0 | 31·1 | 11·5<br>FK | Cardiff<br>British | C.2Cy.17"&34"-24"<br>48RHP<br>W.Simons&Co.Ld.Rnf. | 12 ″ 0 | |
| 28900<br>111294 | **Robert W. E. Bunsen** SteelSc<br>Mchy.Aft Elec.light Sub.Sig. 1Dk | 5181<br>—<br>4012 | | | | | 1900 | ChicagoS.B.Co.<br>Chicago | PittsburghS.S.Co. | 439·0 | 50·2 | 25·3 | Duluth<br>Utd.States<br>WB | Q.4Cy.20½",30",43½"&63"-42" 257NHP<br>ChicagoS.B.Co.Chicago | | |
| 28901 | **Roberta** SteelSc<br>(Fishing)<br>1Dk | 143<br>—<br>47 | | | | | 1916 | Gebr.Boot<br>Leiderdorp | N.V.ScheepsExploitatieMaats.<br>"Velzen" | 102·0 | 20·4 | 10·2 | Ymuiden<br>Dutch | T.3Cy.9⅘",15¾"&27⅗"-21¼"<br>36NHP<br>N.V.Indust.MyHera,Ymu | | |
| 28902 | **Roberto** WoodAuxScSr<br>Motor<br>(See Sailing Ship Register) | 126<br>—<br>120 | | | | | 1885 | F.Mateu<br>yMas<br>Palma | DavidMarch | 96·5 | 23·9 | 8·5 | Soller,Maj<br>Spanish | Motor<br>3Cy.<br>F.Mateu yMas,Palma | | |
| 28903<br>~~95100~~ | **Roberto Figueras** SteelScSr<br>(exKolya,ex<br>Kirklands) Elec.light 1Dk&Spar dk | 1801<br>1772<br>1168 | | | … | | 1888 | Workman,<br>Clark&Co.Ld.<br>Belfast | FiguerasS.SCo.Ld | 271·2<br>B6'F28' | 37·1 | 16·0<br>23·4<br>BK10" | ~~HongKong~~<br>~~British~~<br>Manila<br>UnitedStates | T.3Cy.19",32"&52"-42"<br>NB06 175NHP<br>W.King&Co.Glasgow | | V |
| 28904<br>665<br>NGMP | **Roberto Ginori** SteelSc<br>ssBry.No.3-1,11<br>(exBattininAccame, ssPal.No.1-15<br>exNewtonHall) 1Dk(Stl)&Spar dk<br>Elec.light (ptIrn&ptStl)&Web frames | 4257<br>3953<br>2701 | ✠~~100A1~~<br>Spar dk<br>1,21 ~~9,17~~<br>~~Examined2,20~~<br>~~BS2,20~~ ~~✠LMC9,17~~ | Gen | x | CL<br>12,18 | 1899<br>9mo | JLThompson&Sons,Ld.<br>Sunderland<br>A&CP | Soc.diNav.Etruria<br>CellDBo | 368·0<br>P29'B112'F45'<br>116'uE24'f162'849t | 49·5 | 19·0<br>27·0<br>FK | Genoa<br>Italian<br>6BHCem<br>APT51t | T.3Cy.26",44"&72"-48" (s)<br>180lb 410NHP<br>3SB,12pf,GS181,HS6630<br>N.E.MarineEngCo.LdNwc | 29 ″ 6<br>s 6 ″ 1<br>23 ″ 10 | |
| 28905<br>3711<br>JLPC | **Robertsfors** SteelScSp<br>1Dk | 124<br>108<br>27 | | | | | 1900 | Jönköpngs<br>M.V.Aktieb.<br>Jönköping | AktiebRobertsfors<br>(S.M.Kempe) | 86·2<br>H16t | 19·5 | 11·8 | Sikeå<br>Swedish | C.2Cy.17"&29¾"-17½"<br>31NHP<br>JönköpingsM.V.Aktieb. | | |
| 28906 | **Robilante** SteelSc<br>1Dk(Stl)&Shelter dk(Stl)<br>Straight frames bevelled bilge<br>Elec.light Cruiser Stern<br>Cargo battens not fitted in 'tween dks | 6521<br>6198<br>4045 | ✠100A1<br>Shelter dk<br>withfreeboard<br>1,22 ~~12,20~~ ✠LMC8,20<br>BS1,22 | NYk<br>Nap | a† | CL<br>~~12,20~~<br>1,22 | 1920<br>8mo<br>Lloyd | Furness<br>S.B.Co.Ld.<br>Middlesbro'<br>'sA&CP | Soc.diNav.Latina<br>Cell DB344' 1482t D | 412·4<br>F40' onShelter dk<br>Ta 23' 846t FPT97t | 55·6 | 34·4<br>FK | Naples<br>Italian<br>ptCem<br>5BHtoSh dk<br>3 ,, to U ,,<br>APT119t | 2 SteamTurbines geared to 1 Sc.Shaft (s) 678NHP<br>200lb ~~120lb~~ HS9636<br>3 Water Tube Boilers FD<br>Richardsons,Westgarth&Co.Ld.Hpl.<br>NDB05refitted22 | 38 ″ 1<br>s 10 ″ 1<br>28 ″ 2 | |
| 28907<br>118799 | **Robin** SteelScK<br>(Trawler)<br>1Dk | 169<br>161<br>64 | | | … | | 1904 | GooleS.B.<br>&Repg.Co.Ld<br>Goole | KelsallBros.&<br>Beeching,Ld.<br>(JohnSlater,Mgr) | 110·3 | 21·1 | 11·2<br>BK7½" | Hull<br>British<br>WB | T.3Cy.12",18"&30"-21"<br>45RHP<br>C.D.Holmes&Co.Hull | 12 ″ 0 | |
| 28908<br>219473<br>LVHG | **Robin Adair** SteelSc<br>Elec.light Sub.Sig. 2Dks(Stl)&<br>Wireless Shelter dk(Stl) | 6859<br>6531<br>5121 | Fitted for oil fuel 1,20 F.P. above 150° F. | | | CL | 1920<br>1mo | Skinner&<br>EddyCorp.<br>Seattle,Wash<br>A&CP | SeasShippingCo.<br>Inc.<br>CellDB358'1222t<br>DTa35'811t | 424·8<br>FPT91tAPT200t | 55·2 | 33·4<br>FK | NewYork<br>Utd.States<br>ptCem<br>3 BH to S dk<br>4 ,, ,, U ,, | 1 Geared Steam Turbine<br>210lb 637NHP<br>3SB,9cf,GS189,HS8346 FD<br>GeneralElectricCo.<br>Schenectady,N.Y. | 36 ″ 0<br>s 8 ″ 11<br>27 ″ 6 | |
| 28909<br>219569<br>LVND | **Robin Goodfellow** SteelSc<br>Elec.light Sub.Sig. 2Dks(Stl)&<br>Wireless Shelter dk(Stl) | 6939<br>6531<br>5203 | Fitted for oil fuel2,20 F.P. above 150° F. | | | CL | 1920<br>2mo | Skinner&<br>EddyCorp.<br>Seattle,Wash<br>A&CP | RobinLineS.S.Co.<br>Inc.(Skinner&<br>EddyCorp.Mgrs.)<br>CellDB358'1222t | 424·8<br>DTa35'811tFPT91 | 55·2 | 33·4<br>FK | S.Frncisco<br>Utd.States<br>ptCem<br>3BHtoSh dk<br>4 ,, ,, U ,,<br>tAPT200t | 1 Geared Steam Turbine<br>210lb (s) 637NHP<br>3SB,9cf,GS189,HS8346 FD<br>GeneralElectricCo.<br>Erie,Pa. | 36 ″ 0<br>s 8 ″ 11<br>27 ″ 6 | |
| 28910<br>219511<br>LVKB | **Robin Gray** SteelSc<br>2Dks(Stl)&<br>Elec.light Sub.Sig. Shelter dk(Stl)<br>Wireless | 6859<br>6531<br>5120 | Fitted for oil fuel 1,20 F.P. above 150° F. | | | CL<br>4,21 | 1920<br>1mo | Skinner&<br>EddyCorp.<br>Seattle,Wash<br>A&CP | RobinLineS.S.Co.<br>Inc.<br>CellDB358'1222t<br>DTa35'811t | 424·8<br>FPT91tAPT200t | 55·2 | 33·4<br>FK | S.Frncisco<br>Utd.States<br>ptCem<br>3BHtoSh dk<br>4 ,, ,, U ,, | 1 Geared Steam Turbine<br>210lb (r) 637NHP<br>3SB,9cf,GS189,HS8346 FD<br>GeneralElectricCo.Erie,Pa. | 36 ″ 0<br>s 8 ″ 11<br>27 ″ 6 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28911<br>219436<br>LVFR | **Robin Hood** **SteelSc**<br>*2Dks(Stl)&*<br>*Elec.light* Wireless *Shelterdk(Stl)* | 6861<br>6532<br>5124 | ✠100A1<br>Shelter dk<br>[illegible] freeboard<br>6,21 ~~12,20~~ ✠LMC12,19<br>*Fitted for oil fuel 12,19 F.P. above 150° F.* | [illegible] | ... | CL | 1919<br>12mo | Skinner& EddyCorp. Seattle, Wash<br>A&CP | **SeasShippingCo. Inc.**<br>*CellDB358'1222t DTa35'811t FPT91tAPT200t* | 424·8 | 55·2 | 33·4<br>FK | **NewYork**<br>Utd.States<br>*7BHptCem*<br>3 „ *toSh dk*<br>4 „ „ *U* „ | 1 Geared Steam Turbine<br>210lb (r) 637NHP<br>3SB,*9cf*,GS189,HS8346 FD<br>GeneralElectricCo. Schenectady,N.Y. |
| 28912<br>135726 | **Robina** **SteelTwinScSr**<br>*ss*Liv.No.1–19<br>1*Dk* | 306<br>242<br>121 | ✠ A–<br>*IrishChannel Service*<br>4,20<br>BS5,20 ✠LMC6,19 | Cff | | N6,19 | 1914<br>5mo | Ardrossan DD&SBCoLd Ardrossan | **NewMorecambe CentralPierCo.Ld. (W.A.Turner,** *Mgr.*) | 159·6<br>B63' | 26·1 | 8·8<br>FK | **Ardrossan**<br>British<br>*5BHAsp* | T.6Cy.10½",17"&28"–18" (s)<br>160lb 79RHP<br>1SB,*3cf*,GS52,HS1927 FD<br>McKie&Baxter,Glasgow |
| ※ 28913<br>118174 | — **SteelScK**<br>*ss*Gms.No.3–9,19<br>1*Dk* | 168<br>155<br>63 | ✠100A1<br>*Stm Trawler*<br>~~11,20~~ 9,21<br>✠NB9,19 ✠LMC9,19 | Gms | | ~~N2,20~~<br>9,21 | 1903<br>9mo | Scott(of Kinghorn)Ld Kinghorn | **H.C.Smethurst (J.W.Smethurst,** *Mgr.*) | 108·2<br>Q57' | 21·1 | 11·3<br>ND19<br>BK6" | **Grimsby**<br>British<br>*3BHCem* | T.3Cy.11",18"&32"–22" (s)<br>180lb 67RHP<br>1SB,*2pf*,GS32,HS1082<br>Scott(ofKinghorn),Ld. |
| 28914<br>110944<br>RNBO | **Robinia** **IronScYl**<br>(*Trawler*)<br>1*Dk* | 208<br>195<br>97 | | | ... | | 1900 | Schofield, Hagerup& Doughty,Ld. Grimsby | **T.W.Baskcomb** | 116·3<br>Q48'F20' | 21·5 | 11·2<br>BK7½" | **Grimsby**<br>British | T.3Cy.11¾",21"&34"–24"<br>NB19 58RHP<br>C.D.Holmes&Co.Hull |
| 28915<br>139307<br>JNRD | **Robrix** **SteelSc3MstSr**<br>*ss*Hul.No.1–21<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 314<br>220<br>124 | ✠100A1<br>~~5,21~~ ~~9,20~~ 9,21<br>✠NB1,17 ✠LMC~~1,17~~<br>✠NE7,00*refitted*1,17 | Hul<br>5,21 | | CL<br>~~12,18~~<br>5,21 | 1917<br>1mo<br>*Lloyd's A&CP* | Cochrane& Sons,Ld. Selby | **HumberSteam Coasters,Ld. (R. Rix&Sons,** *Mgrs.*) | 135·3<br>Q68'B*on*Q9'F20' | 23·1 | 9·5<br>BK7"<br>*FPT39t* | **Hull**<br>British<br>*3BHCem*<br>*APT2t* | T.3Cy.10",16"&26"–20" (s)<br>180lb 50RHP<br>1SB,*2pf*,GS29,HS1007<br>DrypoolEng.Co.(Hull)Ld. |
| 28916 | **Robuste** **SteelSc**<br>(*Tug*)<br>1*Dk* | 245<br>—<br>96 | | | | | 1890 | Forges&C. de la Médit. Havre | **Cie. Universelle du CanalMaritime de Suez** | 131·3 | 23·0 | 15·6 | **PortSaid**<br>Egyptian | C.2Cy.28"&52"–26"<br>115NHP<br>Forges&C.delaMédit.,Hav. |
| 28917 | **Roca** **SteelScSr**<br>(*Tug*)<br>1*Dk* | *142*<br>*127*<br>*72* | | | ... | | 1904 | Bow,Mc Lachlan&Co. Ld. Paisley | **Liebig'sExtract of MeatCo.Ld.** | 100·8 | 19·3 | 9·9<br>FK | **Bns. Ayres**<br>Argentine | C.2Cy.16"&32"–21"<br>61NHP<br>Bow,McLachln&CoLd.Psy |
| 28918<br>OSA | **Rochambeau** **SteelQuadSc**<br>*Elec.light* Wireless Sub.Sig. 4*Dks* | 12678<br>10233<br>6620 | | | | | 1911 | Chant.de l'Atlantique St.Nazaire | **Cie.Générale Transatlantique** | 559·4<br>B287'F69' | 63·7 | 43·3 | **Havre**<br>French | T.8Cy.(2)34½"(2)50¾"&(4) 57½"–39"&2Stm.Turbines<br>Ch.del'Atlantique,St.Naz. |
| 28919<br>123155<br>HFWK | **Rochdale** **SteelScSr**<br>*ss*Lth.No.3–6,18<br>Wireless 1*Dk*(*ptIrn&ptStl*)2*trB,deep framing&Webframes3Dk rule* | 3718<br>3495<br>2377 | ✠100A1<br>5,21<br>~~BS7,20~~ ✠LMC6,18<br>BS11,21 | Rot | *v* | CL<br>5,21 | 1906<br>4mo<br>*Lloyd's A&CP* | Bartram& Sons Sunderland | **RochdaleSS.CoLd. (C.Radcliffe&Co.)**<br>*WB= CellDBa 119' uE& B43'f144'899tFPT 89tAPT 50t* | 346·5<br>P31'B88'F37' | 50·8 | 22·9<br>FK | **London**<br>British<br>*6BHCem* | T.3Cy.24½",40"&66"–45" (s)<br>180lb *80lb* 307NHP<br>2SB,*8pf*,GS142,HS4600<br>J.Dickinson&Sons,Ld.Sld. |
| ※ 28920<br>128918 | **Roche Castle** **SteelScK**<br>*ss*Sws.No.2–19<br>1*Dk* | 241<br>213<br>94 | ✠100A1<br>*StmTrawler*<br>~~12,21~~ ~~5,21~~ 4,22<br>~~BS5,20~~ BS11,21 ✠LMC5,19 | Sws | | CL<br>~~5,21~~<br>4,22 | 1910<br>11mo<br>*Lloyd's A&CP* | Smith's DockCo.Ld. Middlesbro' | **ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (J. D.Marsden,** *Mgr.*) | 124·9<br>Q74'F20' | 22·0 | 11·9<br>BK7½" | **Swansea**<br>British<br>*3BHCem* | T.3Cy.12½",21"&35"–26" (s)<br>180lb 81RHP<br>1SB,*3pf*,GS50,HS1420<br>ShieldsEng.Co.Ld.N.Shl. |
| 28921<br>OSAR | **Rochebonne** **SteelScK**<br>(*Trawler*)<br>*Elec.light* Wireless 1*Dk* | 253<br>212<br>89 | | | | | 1913 | Smith's DockCo.Ld. Middlesbro' | **OscarDahl** | 125·0<br>Q76'F21' | 23·5 | 12·3 | **LaRochlle**<br>French<br>*WB* | T.3Cy.12½",21"&35"–26"<br>62NHP<br>Smith'sDockCo.Ld.Mdb. |
| 28922 | — **IronScSr**<br>(*ex*LeReynaud) 1*Dk* | 101<br>—<br>50 | | | | | 1880 | Jollet& Babin Nantes | **Ponts et Chaussées** | 70·5 | 14·3 | 7·9 | **LaRochlle**<br>French | C.2Cy.11¾"&19"–15¾"<br>12NHP<br>Jollet&Babin,Nantes |
| 28923<br>KTRZ | **Rochefort** **SteelTwinScSr**<br>(*ex*Belgica, *ex*Alemania,*ex*Kurt) 1*Dk*<br>*Elec.light* | 618<br>527<br>347 | | | | | 1898 | J.C.Tecklenborg A.G. Geestemünde | **Cie.Royale Asturienne des Mines** | 204·2<br>B20'F24' | 32·2 | 10·5 | **Antwerp**<br>Belgian<br>*WB* | T.6Cy.10¼",16½"&26¾"–18"<br>61NHP<br>J.C.TecklenborgA.G.Gst. |
| ※ 28924<br>135231<br>JCLQ | **Rochelie** **SteelScSr**<br>*ss*NOs.No.1–18<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 1487<br>1194<br>904 | ✠100A1<br>12,20<br>BS12,20 ✠LMC10,17<br>*Fitted for oil fuel 9,16 F.P. above 150°F*<br>*Carrying Molasses or Vegetable Oils in bulk in Nos 2&3 holds* | NOs | *p* | CL<br>N12,20 | 1913<br>6mo<br>*Lloyd's A&CP* | Mackay Bros. Alloa | **Tres,Ld. (Houlder, Middleton&Co.Ld.** *Mgrs.*)<br>*WB=CellDBa65'uE17'f96'322tFPT64tAPT36t* | 241·0<br>Q91'B58'F29' | 36·0 | 16·7<br>FK | **London**<br>British<br>*8BHCem* | T.3Cy.19",30"&50"–33" (s)<br>180lb 1[illegible]0NHP<br>2SB,*4cf*,GS86,HS2820<br>ShieldsEng.Co.Ld.N.Shl. |
| 28925<br>220133<br>LWQR | **Rochester** **SteelSc**<br>*Elec.light* *2Dks(Stl)&Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Sub.Sig. Wireless | 6911<br>6427<br>4271 | ✠100A1<br>6,21 ~~11,20~~<br>✠LMC6,20<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel 6,20 F.P. above 150° F.* | NYk<br>Blt | *b*† | CL<br>6,21 | 1920<br>6mo | Bethlehem S.B.Corp.Ld. Sprrow'sPnt. Md.<br>A&CP | **VacuumOilCo.Inc.**<br>*CellDBuE&B57' 197tDTf50'824t FPT97t APT74t* | 435·6<br>P122'B50'F44' | 56·2 | 31·7<br>FK | **NewYork**<br>Utd. States<br>*15BHptCem*<br>(9 „ *toU dk*<br>6 „ „*2nd*„) | T.3Cy.27",47"&78"–48" (s)<br>220lb 598NHP<br>3SB,*9cf*,GS165,HS8235 FD<br>BethlehemS.B.Corp.Ld. |
| 28926<br>109529 | — **SteelScYl**<br>*ss*Gms.No.3–9,10<br>*ss*Gms.No.2–19<br>1*Dk* | 165<br>152<br>64 | ✠100A1<br>*StmTrawler*<br>~~11,20~~<br>✠NB11,13 | Gms<br>~~Lst~~<br>✠LMC4,19<br>~~BS8,20~~ [illegible] | | CL<br>~~4,19~~<br>9,21 | 1898<br>4mo | Mackie& Thomson Glasgow<br>A&CP | **ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden,** *Mgr.*) | 104·2<br>Q17'F18'<br>DptF&s10 | 21·0 | 10·7<br>BK7½" | **Grimsby**<br>British<br>*4BHCem* | T.3Cy.10",16 7/16"&27"–20"(s)<br>180lb 45RHP<br>1SB,*2pf*,GS26,HS656<br>Muir&Houston,Ld.Gls. |
| 28927<br>THJM | **Rochussen** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* Wireless *2Dks&Awngdk* | 2777<br>1920<br>1695 | | | | | 1903 | Nederl. Schps.Maats. Amsterdam | **Koninkl.Paketv. Maats.** | 317·0 | 41·4 | 21·8 | **Batavia**<br>Dutch<br>*WB* | T.3Cy.23⅝",37"&63"–43 1/16"<br>261NHP<br>NedFb.v Wrk&Spoor,Ams |
| 28928<br>135798<br>JLSC | **Rocio** **SteelScSr**<br>*ss*Cff.No.1–20<br>Wireless 1*Dk*(*Stl*) | 3729<br>3466<br>2320 | ✠100A1<br>~~8,21~~ ~~11,20~~ 1,22<br>BS8,21 | Cff<br>~~Bry~~<br>✠LMC7,20 | *w* | CL<br>~~2,19~~<br>8,21 | 1915<br>8mo<br>*Lloyd's A&CP* | R.Thompson&Sons,Ld Sunderland | **Orders&Handford S.S.Co.Ld. (J. Cory &Sons,Ld.** *Mgrs.*)<br>*WB=CellDBa106'uE21'f148'807tAPT139t* | 350·0<br>P35'B210'F36' | 50·5 | 22·8<br>FK | **Newport**<br>British<br>*6BHCem* | T.3Cy.25",42"&68"–48" (s)<br>180lb *100lb* 346NHP<br>2SB,*6cf*,GS138,HS5300<br>N.E.MarineEng.Co.Ld.Sld |
| 28929<br>218427<br>LRTN | **Rock Island** **SteelSc**<br>Sub.Sig.<br>*Elec.light* Wireless 2*Dks* | 2966<br>2459<br>1760 | | | ... | | 1919 | ThePusey &JonesCo. Wlmgtn,Del. | **UnitedStates ShippingBoard** | 300·0<br>P37'B76'F29' | 44·1 | 22·9<br>FK<br>*WB* | **Wilmgton Del.**<br>Utd. States | T.3Cy.19¼",31½"&54¼"–36"<br>332NHP<br>Pusey&JonesCo.Wlmngtn |
| 28930 | **Rock Island Bridge** **SteelSc**<br>(*BEACHED AFTER COLLISION 3,20*)<br>*Elec.light* *1Dk2trB in fore&after holds&Webframes*<br>*Fitted for oil fuel* | 3545<br>3005<br>2174 | | | ... | | 1920 | Submarine BoatCorp. Newark, N.J. | **AllSeasMarine &SalvageCo.Ld.** | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | *WB* | 1 Geared Steam Turbine<br>386NHP<br>Westinghouse Electric& Mfg.Co.Essington,Pa. |
| 28931<br>121137<br>TVQW | **Rock Lily** **WoodScK**<br>1*Dk* | 218<br>185<br>100 | | | | | 1906 | G.Frost Kincumber, N.S.W. | **J.Weston** | 117·7 | 27·9 | 9·0 | **SydnyNSW**<br>British | C.2Cy.13"&27"–18"<br>30RHP<br>Poole&Steel,BlmainNSW |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28932<br>218866<br>LSRF | **Rockaway Park** SteelScSr<br>*Elec.light* 2*Dks*<br>Sub.Sig. Wireless | 4844<br>—<br>2987 | | | | | 1919 | Standard S.B.Corp.<br>Shooter's Island,N.Y. | UnitedStates ShippingBoard | 377·0<br>P41'B106'F41' | 52·0 | 26·8 | NewYork<br>Utd.States<br>*WB* | T3Cy.25",42"&70"–48"<br>339NHP<br>StandardS.B.Corp.<br>Shooter'sIsland,N.Y. | | R |
| 28933<br>139460 | **Rockfinch** SteelSc<br>1*Dk* | 114<br>95<br>53 | | | | | 1921 | P.Mc-Gregor&Sons<br>Kirkintilloch | ~~E.H.Bennett&Co. Ld.~~ ~~J.P.Gunn~~<br>BookerBros,<br>McConnell&Co.Ld. | 75·3 | 18·6 | 9·9 | NwprtMon<br>British | C.2Cy.10"&20"–16"<br>13NHP<br>Gouldie,Gillespie&Co.Ld.<br>Glasgow | | |
| 28934<br>219517<br>LVKJ | **Rockport** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks& Web frames*<br>Sub.Sig. Wireless | 5401<br>4942<br>3364 | | | ... | | 1920 | Pensacola S.B.Co.<br>Pensacola, Fla. | UnitedStates ShippingBoard | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 30·2 | Pensacola<br>Utd. States<br>*WB* | 2 Steam Turbines geared to 1ScShaft<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 32 ″ 10 | R |
| 28935 | **Rocksand** SteelSc<br>*Elec.light* 3*Dks*(*Stl–Uptws*) | 1402<br>1346<br>611 | ✠ A1<br>*For Government Service*<br>8,18 ✠LMC8,18 | Nwc | | CL | 1918<br>8mo<br>*Lloyd* | Swan,Hunter&Wigham<br>Richardson,<br>LdNewcastle<br>'*sA&CP* | TheAdmiralty<br>*CellDBuB*21'21 | 258·0<br>FK<br>*tDTf*8'24*t FPT*36*t* | 34·8 | 23·8 | British<br>8*BHptCem*<br>*APT*22*t* | T.4Cy.20½",33"&(2)37"–30"<br>180lb (*s*) 336NHP<br>2SB,8*cf*,GS156,HS6072 FD<br>Swan,Hunter&Wigham<br>Richardson,Ld.Nwc. | 24 ″ 6 | |
| 28936<br>OSAZ | **Rocroi** SteelScSr<br>*Elec.light* 1*Dk* | 355<br>303<br>102 | ✠100A1<br>*StmTrawler*<br>9,19 ✠LMC9,19 | Sav | | CL | 1919<br>9mo | Foundat'n Co.<br>Savannah,Ga<br>A&CP | FrenchGovernment | 150·0<br>Q79'F26'<br>BK7"<br>*FPT*6*t* | 25·0 | 14·7 | French<br>4*BHCem*<br>*APT*8*t* | T.3Cy.12¾",21½"&35"–24"(*s*)<br>180lb 89NHP<br>1SB,3*pf*,GS53,HS1700<br>JohnInglisCo.Ld.Toronto | 14 ″ 8<br>s2 ″ 5½<br>14 ″ 1 | |
| 28937<br>14308[illegible]<br>JWMK | **Roda** SteelTwinSc<br>named "City of Valencia," See No. 367[illegible] Supplement<br>*Elec.light* Wireless 2*Dks* | 7266<br>5729<br>4639 | | | | | 1908 | Reiherst'g Schiffsw.<br>Hamburg | EllermanLinesLd | 442·0<br>P&B266'F66' | 52·8 | 29·7 | London<br>British<br>*WB* | T6Cy.22$\frac{1}{16}$",39⅜"&63$\frac{13}{16}$"–42⅛"<br>532NHP<br>Reiherst.Maschinenf.Ham | | |
| 28938<br>NBWV | **Rödfaxe** SteelSc<br>*Well deck* 1*Dk* | 1651<br>1160<br>1015 | | | | | 1920 | Helsingörs<br>Jernsk.&Msk.<br>Elsinore | Dampsks. Primula<br>(SchachSteenberg<br>&Co. *Mgrs.*) | 249·5<br>P17'Q76'B96'F28' | 38·1 | 15·0 | Copnhagn<br>Danish<br>*WB* | T.3Cy.18",30"&50"–36"<br>150NHP<br>HelsingörsJrnsk.&Mskb. | | |
| 28939<br>LBMV | **Rödfjell** SteelSc<br>(*ex*Tolken,*ex*Waldemar,*ex*AnnaPodeus)<br>*Elec.light* 1*Dk*2*trB* | 1642<br>1346<br>978 | | | | | 1908 | Nordsee-werke<br>Emden | Kristiansunds<br>Dampskibs.A/S<br>(H.Schnitler,*Mgr*) | 271·3<br>P20'Q95'B107'<br>H92*t*F31' | 39·8 | 15·5 | Xiansund<br>Norwegian<br>*WB* | T.3Cy.22⅞",35½"&53⅓"–33½"<br>Ottensener 163NHP<br>Masch.Ottensener | | |
| 28940<br>101<br>RQNE | **Rodi** SteelSc<br>*Elec.light* Wireless<br>*Well deck* 1*Dk*(*Stl*)<br>(*ex*WarBarrage) *Cargo battens not fitted* | 2268<br>1734<br>1248 | ✠100A1<br>1,22 ~~7,19~~<br>✠LMC5,18 | Bry<br>Gen | *s* | CL<br>6,19 | 1918<br>5mo<br>*Lloyd* | BlythS.B.<br>&D.D.Co.Ld.<br>Blyth<br>'*sA&CP* | ~~SiciliaSoc.Anon.di Nav.~~ ~~Nav.Orientale~~<br>Soc Anon.diNav.<br>Orientale *CellD* | 285·0<br>P25'Q78'B58'F28'<br>FK<br>*B*228'568*tFPT*104*t* | 42·0 | 19·0 | Palermo<br>Italian<br>7*BHptCem*<br>*APT*228*t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 417NHP<br>2SB,8*cf*,GS150,HS6022 FD<br>N.E.MarineEngCoLd Nwc | 21 ″ 2<br>s2 ″ 3<br>19 ″ 3 | |
| 28941<br>962<br>RQSL | — SteelSc<br>(*ex*Evelyn,*ex*FlavioGioia)<br>*Elec.light* 2*Dks* | 878<br>613<br>560 | | | | | 1900 | Sc.Esercizio Bacini<br>RivaTrigoso | ProraItalicaSoc.<br>Anon.diNav. | 226·5 | 28·2 | 15·4 | Genoa<br>Italian | T.3Cy.19",31"&51⅕"–30"<br>144NHP<br>FonderiaOretea,Palermo | | I |
| 28942<br>134766 | **Rodino** SteelScK<br>~~ssSou.No.1-20~~<br>*ss*Sou.No.2-20 1*Dk* | 230<br>212<br>108 | ✠100A1<br>*StmTrawler*<br>~~8,21~~ ~~2,20~~<br>12,21<br>✠LMC2,20<br>BS8,21 | Sou<br>Gms | | CL<br>2,20 | 1913<br>3mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | TheExor.of Sir<br>G.F.Sleight,Bart. | 117·5<br>Q60'<br>BK7½" | 22·0 | 11·7 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¼",22"&35"–24" (*s*)<br>180lb 70RHP<br>1SB,2*pf*,GS35,HS1113<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 6 | |
| 28943<br>MHCR | **Rodney** IronScSr<br>(*ex*F.Bischoff,*ex*Potaro)<br>*Well deck* 1*Dk*2*trB* | 1182<br>920<br>725 | | | ... | | 1879 | E.Withy &Co.<br>Hartlepool | A/S Rodney<br>(Alf.Monsen) | 229·9<br>Q92*t*B113*t*H39*t*<br>F30*t* | 31·5 | 17·2 | Tönsberg<br>Norwegian<br>*WB* | C.2Cy.28⅕"&52⅖"–33"<br>NB03 131NHP<br>T.Richardson&Sons,Hpl. | 18 ″ 2 | N |
| 28944<br>123587 | — SteelScK<br>*ss*Liv.No.3–10,19<br>1*Dk* | 246<br>221<br>100 | ✠100A1<br>*StmTrawler*<br>1,21<br>BS1,21 ✠LMC9,19 | Gms | | CL<br>9,19 | 1906<br>10mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld.Beverley<br>'*sA&CP* | SylviaStm.Fishing<br>Co.Ld.(E.Beacock,<br>*Mgr.*) | 125·0<br>Q68'F19'<br>BK8" | 22·0 | 11·8 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",22"&35"–24" (*s*)<br>180lb 70RHP<br>1SB,2*pf*,GS33,HS1103<br>C.D.Holmes&Co.Hull | 12 ″ 7 | |
| 28945<br>MLQH | **Rödölöven** WoodScSr<br>(*ex*SailingVesselRoma) *OilEng.* | 106<br>99<br>78 | | | | | 1871 | ..................<br>Rudkjöping | M.Lossius | 83·2 | 21·6 | 10·2 | Bodö<br>Norwegian | Oil Engine<br>E*fitted* 19.<br>J&CGBolindersCoLd Skm. | | |
| 28946 | **Rodosto** SteelSc<br>(*ex*HeleneRickmers)<br>*Elec.light* 2*Dks* | 3662<br>3277<br>2325 | | | | | 1903 | Rickmers Akt.Ges.<br>Bremerhaven | ItalianGovernment(Soc.Anon.<br>Cooperativa<br>Garibaldi,*Mgrs.*) | 353·2<br>P47'B94'F45' | 45·1 | 26·2 | Genoa<br>Italian<br>*WB* | T.3Cy.33⅝"37¾"&66$\frac{15}{16}$"–43$\frac{5}{16}$"<br>295NHP<br>Masch.BuckauAG.Buckau | | IV |
| 28947<br>900<br>RQSN | -- WoodSc<br>(*ex*WarHaida) 1*Dk*2*trB*<br>*Elec.light* Wireless *Salted & specially treated*<br>*Well deck* | 2350<br>1766<br>1490 | ✠ 12A1<br>7,21 ~~1,21~~<br>BS1,21 ✠LMC10,18 | Nap<br>Lgn | *r* | CL<br>1,21 | 1918<br>4mo<br>*Lloyd* | Cameron GenoaMills,<br>Ld.<br>Victoria,B.C.<br>'*sA&CP* | Soc.diNav.Roma | 249·8<br>P&B138'F32' | 43·4 | 23·0 | Genoa<br>Italian | T.3Cy.20",33"&54"–40" (*s*)<br>185lb 322NHP<br>2 Water Tube Boilers FD<br>GS120,HS5280<br>CanadianAllis-Chalmers,<br>Ld.Toronto. | 25 ″ 6<br>s3 ″ 5 | |
| 28948<br>134769 | — SteelScK<br>~~ssPts.No.1-20~~<br>*ss*Pts.No.2-20 1*Dk* | 174<br>160<br>76 | ✠100A1<br>*StmTrawler*<br>5,21 ~~3,20~~<br>5,22<br>✠LMC3,20<br>~~BS6,21~~ 5,22 | Pts<br>Gms | | CL<br>3,20 | 1913<br>4mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | TheExor.of Sir<br>G.F.Sleight,Bart. | 106·7<br>Q58'<br>BK7½" | 21·0 | 10·9 | Grimsby<br>British<br>4*BHCem* | T3Cy.11½",19½"&32"–23"(*s*)<br>180lb 62RHP<br>1SB,2*pf*,GS30,HS1050<br>C.D.Holmes&Co.Ld.Hull | 11 ″ 10 | |
| 28949<br>113214 | **Rodrigo** IronScK<br>*ss*Gms.No.3–7,13<br>*ss*Hul.No.1-19<br>1*Dk* | 169<br>152<br>69 | ✠100A1<br>*StmTrawler*<br>10,20<br>✠NB11,19 ✠LMC7,19 | Gms | | CL<br>7,19 | 1900<br>11mo<br>*Lloyd* | Cochrane& Cooper,Ld.<br>Selby<br>'*sA&CP* | TheExor.of Sir<br>G.F.Sleight,Bart. | 101·0<br>Q45'F18'<br>BK7½" | 21·0 | 11·0 | Grimsby<br>British<br>3*BHCem* | T.3Cy.11½",19½"&32"–23"(*s*)<br>~~170lb~~ ~~185lb~~ 185lb 55RHP<br>1SB,2*pf*,GS29,HS1097<br>C.D.Holmes&Co.Hull | 11 ″ 9 | |
| 28950<br>MKHQ | **Rödskjæl** SteelSc<br>1*Dk* *OilEng.*<br>*Carrying Petroleum in bulk* | 133<br>110<br>65 | | | | | 1914 | Kaldnæs Mek.Værks.<br>Tönsberg | Norsk-Engelsk<br>MineraloljeA/S | 97·3<br>Q7*t*H6*t*F5*t* | 19·1 | 8·9 | Chrstiania<br>Norwegian | Oil Engines 2S.C.SA<br>2Cy.15"–16⅛" 34NHP<br>J&GCBolindersCoLdSkm. | | N |
| 28951<br>MLVS | **Rödskjær** SteelScSr<br>*ss*Got.2ndNo.3–12,15<br>(*ex*England,*ex*Bentala) 1*Dk*(*Stl*)2*trB*<br>*Welldeck* Wireless | 2725<br>2102<br>1729 | ✠100A1<br>2,19<br>✠LMC12,19 | Sld | *t* | ~~11,20~~<br>CL<br>N11,21 | 1889<br>7mo | Schlesinger Davis&Co.<br>Newcastle<br>A&CP | A/S D/S Rödskjær<br>(Jacobsen&Co.<br>*Mgrs.*)<br>*WB=C* | 303·0<br>P17'Q98'B124'<br>F33' FK<br>*ellDB*250'727*tFPT* | 40·2 | 20·2 | Langesund<br>Norwegian<br>6*BHCem*<br>82*tAPT*32*t* | T.3Cy.22½",34"&56"–42"(*s*)<br>160lb *80lb* NDB01 212NHP<br>2SB,6*rf*,GS93,HS3300<br>Black,Hawthorn&Co.Gts. | 23 ″ 2<br>s2 ″ 4<br>21 ″ 2 | |
| 28952<br>VNCS | **Rödsö** WoodAuxSc<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 256<br>249<br>213 | | | | | 1919 | Hongell Gamla-karleby | VarvsochRederi<br>A/BRödsö(S.A.<br>Hongell,*Mgr.*) | 115·8 | 29·1 | 12·3 | Gamle-karleby<br>Finnish | Motor<br>1Cy.13"–15"<br>Guldbrandsen&Co.Got. | | V |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Matériaux, Gréement, etc. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ※ 28953<br>PRLN | **Roepat**<br>Elec.light<br>Wireless | SteelScSr<br>ssAms.No.1-19<br>2Dks(Stl)&Shelter dk<br>(Stl-teak s) | 7563<br>7053<br>4746 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~6,21~~ ~~1,21~~ 1,22<br>BS1,21 ✠LMC8,19 | Ams<br>Ham | b† | CL<br>1,21 | 1914<br>3mo | W.Hamilton&Co.Ld.<br>Glasgow<br>Lloyd'sA&CP | Stoomv.Maats. "Nederland"<br>WB=Cell | 450·0<br>P46'B29'F51'<br>DBa 110' uE57' f1 | 55·9 | 35·6<br>FK | Amstrdam<br>Dutch<br>7BHptCem<br>ptAsp<br>79'1084tDT | T.3Cy.28½",47"&82"-54"(s)<br>218lb 827NH<br>6SB,18cf,GS272,HS12600FD<br>D.Rowan&Co.Glasgow<br>a29'1157tFPT161tAPT8t |
| 28954<br>JWGT | **Rogaland** | IronScSr<br>1Dk | 127<br>90<br>62 | | | | | 1878 | Kockums Mk.Wrks.<br>Malmö | DetStavangerske Dampskibsselskab | 97·4<br>Q15tH14tF8t | 18·7 | 9·3 | Stavanger<br>Norwegian | C.2Cy.18½"&32½"-17½"<br>36NH<br>KockumsMk.Wrk.,Malmö |
| 28955 | **Rogday**<br>Elec.light | SteelScSr<br>(exNevada)<br>3Dks | 2122<br>—<br>1078 | | | | | 1915 | Manitowoc S.B.&D.D.Co.<br>Manitwc,Wis | Russian Government | 212·0 | 42·2 | 24·7 | Russian<br>WB | T.3Cy.28½",31½"&56"-36"<br>188NH<br>GtLakesEngWrks.Detroit |
| 28956<br>KTRV | **Roger**<br>(exSailingVessel) | WoodScDy<br>Pet.Mot.<br>1Dk | 108<br>—<br>84 | | | | | 1896 | Meuwisse<br>Dunkirk | F.M.Castel | 85·8 | 22·1 | 10·6 | Morlaix<br>French | Petrol Motor<br>1Cy.5½"-5½" NEfitted18<br>3NH |
| 28957<br>JFKT | **Roger de Flor**<br>(exArana)<br>Wireless | SteelScSr<br>ssHam.No.3-7,10<br>ssShl.No.1-15<br>1Dk(Stl)&Spardk(Irn)<br>&deep framing | 1471<br>1881<br>921 | ✠ —<br>9,19<br>Spar dk<br>withfreeboard<br>✠ | Bcl | p | | 1897<br>12mo | A.Rodger &Co.<br>Pt.Glasgow | Cia.Trasmediterranea<br>DBa56' | 245·1<br>B57'<br>uE&B33'f106'258t | 34·1 | 21·1<br>BK8" | Barcelona<br>Spanish<br>4BHCem<br>APT21t | T.3Cy.19",31"&51"-33"<br>NDB10 155NH<br>1SB,4pf,GS63,HS2420<br>Hall-Brwn,Bttery&Co.Gls |
| 28958<br>MBSW | **Roger Poizat** | WoodScSr<br>(exJ.Rodrigues)<br>2Dks | 497<br>400<br>304 | | | | | 1904 | J Rodrgues<br>Manila | J.M.Poizat | 167·7 | 27·3 | 13·4 | Manila<br>Utd.States | C.2Cy.30½"&61"-38"<br>Emade87 fitted04 191NH<br>Rankin&Blackmore,Grk. |
| 28959<br>200246 | **Roger Williams**<br>Elec.light | WoodSc<br>(Tug) | 149<br>—<br>101 | | | | | 1903 | ..................<br>Athens,N.Y. | NeptuneLineInc. | 108·0 | 25·9 | 10·6 | NewYork<br>Utd.States | C.2Cy 15¾"&32"-22"<br>40NH<br>J.W.Sullivan,NewYork |
| 28960<br>THJL | **Roggeveen**<br>Elec.light Wireless | SteelScSr<br>Fitted for oil fuel<br>3Dks | 4687<br>3843<br>2908 | | | | | 1914 | Maats. Feyenoord<br>Rotterdam | Koninkl.Paketv. Maats. | 382·3 | 48·7 | 27·4 | Batavia<br>Dutch<br>WB | T.3Cy.28½",47"&77"-54"<br>436NH<br>Maats.Fyenoord,Rot. |
| ※ 28961 | **Rogier**<br>Elec.light<br>Wireless | SteelSc<br>1Dk(Stl) | 3108<br>2866<br>1879 | ✠100A1<br>4,22 ~~3,19~~<br>BS7,20 ✠LMC5,19<br>MBS5,22 | Gls<br>Ant | u | CL<br>4,22 | 1919<br>3mo | Lloyd RoyalBelge, (Gt.Britain) Ld. Glasgow<br>Lloyd'sA&CP | Lloyd RoyalBelge, Soc.Anon.<br>CellDB | 331·0<br>P33'B100'F28'<br>284'738tFPT106t | 46·7 | 23·2<br>FK | Antwerp<br>Belgian<br>7BHptCem<br>APT124t | T.3Cy.25",41"&68"-45" (s)<br>180lb 100lb 513NH<br>3 Water Tube Boilers FD<br>GS253,HS8239<br>Mackie&Baxter,Glasgow |
| 28962<br>MLWD | **Rogn**<br>(exBorna,exMaterial, exSune)<br>Mchy.Aft | SteelSc<br>1Dk&deep framing | 927<br>746<br>519 | — | | ... | | 1903 | GooleS.B. &Repairing Co.Ld.<br>Goole | A/S ArnfinnM. Johannessens RederiI(A/SRederiet Odfjell, Mgrs.) | 200·0<br>P59'F27' | 32·1 | 14·0<br>FK | Bergen<br>Norwegian<br>WB | T.3Cy.15",25"&41"-27"<br>104NH<br>G.T.Grey,SouthShields |
| 28963<br>MTRH | **Rognlund**<br>Machy.Aft | WoodSc<br>OilEng.<br>1Dk | 347<br>265<br>185 | | | | | 1919 | ÖensSkibsværft<br>Brevik | A/S Rognlund (S.Ugelstad&Co.) | 120·0<br>F16tP49t | 27·8 | 12·9 | Brevik<br>Norwegian | Oil Eng. 2S.C.SA<br>4Cy.11⅝"-16$\frac{9}{16}$"<br>A/SAtlasDiesel.Skm. |
| 28964<br>MQPC | **Roheim**<br>(exJohanna)<br>(See Sailing Ship Register) | Steel&IronAuxScSr<br>Motor | 119<br>104<br>84 | | | | | 1898 | J.J.Pattje &Zn.<br>Martenshoek | A/SSkiensfjordens Lægterkompani | 87·8 | 20·2 | 7·9 | Skien<br>Norwegian | Motor fitted17 |
| ※ 28965<br>MBPN | **Roi Albert**<br>Elec.light Wireless | SteelScSr<br>ssAnt.No.2-19<br>2Dks(Stl) | 2853<br>2685<br>1975 | ✠100A1<br>12,21 ~~8,20~~<br>✠LMC<br>MS6,19 ~~BS8,20~~<br>BS12,21 | Ant | u | CL<br>8,20 | 1911<br>7mo | Antwerp Eng.Co.Ld.<br>Hoboken<br>Lloyd'sA&CP | ArmementDeppe<br>WB=Cell | 329·3<br>P27'B96'F37'<br>DBa94'uE20'f149' | 45·6 | 22·3<br>FK | Antwerp<br>Belgian<br>5BHCem<br>654tAPT85t | T.3Cy.23½",39"&66"-45"(s)<br>180lb 100lb 318NH<br>2SB,6cf,GS128,HS4906<br>N.E.Marine EngCoLd.Nwc |
| 28966<br>MRHK | **Röisheim**<br>Elec.light Wireless | SteelSc4Mst<br>1Dk | 1890<br>1688<br>1125 | | | | | 1917 | Trndhjms Mek.Værks<br>Trondhjem | D/S A/S Röisheim (E.Lund) | 265·0<br>P23'B72'F30' | 42·1 | 18·0 | Chrstiania<br>Norwegian<br>WB | T.3Cy.20½",33"&56"-36"<br>188NH<br>TrondhjemsMVTrondhjm |
| 28967<br>WNHD | **Roitelet**<br>(exHauken) | SteelSc<br>(Whaler) | 111<br>—<br>55 | | | | | 1904 | Framnes Mek.Værks.<br>Sandefjord | Alex.Lange | 91·7 | 18·1 | 10·9 | Sandefjord<br>Norwegian | T.3Cy.11",18"&29"-18"<br>36NH<br>AkersMek.Værks.Xia. |
| 28968 | — | SteelScSr | 106<br>—<br>72 | | | | | 1888 | Canada Works<br>Birkenhead | V.Sallenave | 90·2<br>P12' F12' | 18·0 | 7·7 | Dakar<br>French | C.2Cy.12"&26"-16"<br>NB01 23NH<br>CnadaWks.Co.Ld.,Brknhd |
| 28969<br>MSFB | **Röken** | SteelScSr<br>(exSamsö)<br>1Dk | 122<br>79<br>54 | | | | | 1893 | Eriksbergs Mek.Verk.<br>Gothenburg | Röken-Hurum Skibsakties.(Owesen&Co. Mgrs.) | 91·2<br>Q23'B23' | 17·6 | 8·2 | Chrstiania<br>Norwegian | C.2Cy.12⅝"&24"-14⅝"<br>NB07 18NH<br>Eriksbergs Mek.Værk.Got |
| ※ 28970<br>106424<br>QBLC | **Roker**<br>Wireless | SteelScSr<br>ssShl.No.3-3,11<br>ssShl.No.2-20<br>1Dk(Stl)2trB&deepframing3Dk rule | 3499<br>3306<br>2263 | ✠100A1<br>withfreeboard<br>3,21 ✠LMC9,20 | Shl | v | CL<br>9,20 | 1898<br>3mo | Short Bros.<br>Sunderland<br>A&CP | J.Westoll<br>WB=CellD | 360·0<br>P31'B84'F37'<br>Ba110'uE24'f139' | 47·2 | 24·7<br>FK | Sundrland<br>British<br>6BHCem<br>846tAPT64t | T.3Cy.25",40"&67"-45" (s)<br>160lb 100lb NDB21 310NH<br>2SB,8pf,GS124,HS4790<br>W.Allan&Co.Ld.Sld. |
| 28971<br>119208 | — | SteelPadSp<br>(Tug)<br>1Dk | 119<br>118<br>5 | | | | | 1904 | J.P.Renoldson&Sns<br>South Shields | FranceFenwick Tyne&WearCo.Ld. (J.E.Dawson Mgr) | 95·0 | 19·0 | 10·0 | Sundrland<br>British | L.2Cy.28"-50"<br>70RH<br>J.P.Rennoldsn&Sns,S.Shl |
| 28972<br>Wrecked 9,21<br>10157<br>JWVK | **Rokko Maru**<br>(exBawtry)<br>Well deck | SteelScSr<br>ssNag.No.3-7,06<br>ssKob.No.1-09 1Dk<br>(ptStl&ptIrn)&Webframes | 2455<br>1826<br>1541 | ✠<br>8,15<br>✠ | Kob | s | | 1890<br>11mo | TyneI.S.B. Co.Ld.<br>Newcastle | YamazakiKisen KabushikiKaisha<br>WB=CellDB248' | 290·0<br>Q117'B120'F33' | 38·1 | 19·9<br>FK | Hakodate<br>Japanese<br>6BHCem<br>563tAPT8t | T.3Cy.21½",35"&58"-39"<br>NDB07 222NH<br>2SB,6pf,GS100,HS3500<br>WllsndSlpwy.Co.Ld.Nwc. |
| 28973<br>22571<br>NVFQ | — | WoodSc | 682<br>—<br>392 | | | | | 1918 | .................. | IkedaShoji KabushikiKaisha | 173·7 | 29·0 | 16·4 | Nishinomiya<br>Japanese | |
| 28974<br>26002<br>RVLC | — | SteelSc | 225<br>—<br>79 | | | | | 1919 | .................. | KunishiKosuke | 118·0 | 22·3 | 12·7 | Habu<br>Japanese | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Year Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28975<br>16010<br>MFLV | **Rokko Maru** | **SteelSc**<br>1*Dk* | 157<br>—<br>54 | | | | | 1913 | GoshiKaishaHarada<br>Shoko, Osaka | KobeSanbashi<br>KabushikiKaisha | 99·3 | 19·9 | 10·3 | Kobe<br>Japanese | T.3Cy.11",19"&32"-22"<br>48NHP<br>GoshiKaishaHaradaShoko | | |
| 28976<br>10376<br>LBSF | — | **SteelScSp**<br>1*Dk* | 143<br>123<br>43 | | | | | 1907 | OsakaIron<br>Works<br>Osaka | ToyoHogei<br>KabushikiKaisha | 101·2 | 17·5 | 10·6 | Nishino-<br>miya<br>Japanese | T.3Cy.11",18"&30"-20"<br>40NHP<br>OsakaIronWorks,Osaka | | |
| 28977<br>14167<br>LQPK | **Rokkosan Maru**<br>*Elec.light*<br>*Mchy.Aft* | **SteelScSr**<br>*ss*Kob.No,2-20<br>1*Dk*(*Stl*)*Cantilever framed, topside tanks* | 2137<br>1734<br>1148 | ✠100A1<br>2,22 ~~2,21~~<br>✠LMC~~2,21~~<br>2,22 | Kob | *r* | CL<br>~~2,21~~<br>2,22 | 1911<br>7mo<br>*Lloyd* | SirRaylton<br>Dixon&CoLd<br>Middlesbro'<br>'*sA&CP* | MitsuiBussan<br>Kaisha,Ld.<br>*WB=CellDBuE f196'519t topside* | 275·5<br>P73'B16'F23' &B43' FK<br>*tanks* 193'430*tFPT* | 42·3 | 18·1 | Kobe<br>~~Mikawa~~<br>Japanese<br>4*BHCem*<br>85*tAPT*26*t* | T.3Cy.21",35"&57"-39" (*s*)<br>180lb 240NHP<br>2SB,6*cf*,GS120,HS3963<br>Blair&Co.Ld.Stockton | 20 ″ 7<br>s 3 ″ 0½<br>17 ″ 11 | |
| 28978 | **Rokos Vergottis**<br>*Elec.light*<br>Wireless | **SteelScSr**<br>1*Dk*(*Stl*) | 5202<br>4796<br>3261 | ✠100A1<br>5,22 ~~11,19~~<br>✠LMC11,19 | Shl<br>Npt | *y* | CL | 1919<br>11mo<br>*Lloyd* | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>'*sA&CP* | Panaghis<br>Vergottis<br>*CellDB* | 400·0<br>P49'B113'F38' FK<br>340'1098*t FPT*133*t* | 52·4 | 28·5 | Argostoli<br>Greek<br>7*BHptCem*<br>*APT*204*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS189,HS7668 FD<br>W.Doxford&Sons,Ld.Sld. | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 28979<br>MSDK | **Rokta**<br>*Mchy.Aft* | **SteelSc**<br>1*Dk* | 368<br>273<br>190 | | | | | 1918 | Glommens<br>Mek.Værks<br>Fredriksstad | IndherredsAkt.<br>Dampsk. | 131·4<br>P47'F24'H15*t* | 25·1 | 10·8 | Stenkjœr<br>Norwegian | T.3Cy.10¼",18"&29"-21"<br>38NHP<br>GlommensMek.Værks. | | N |
| 28980<br>22253<br>NWLF | **Rokuro Maru**<br>*Mchy.Aft* | **WoodScSr**<br>1*Dk* | 999<br>940<br>609 | | | | | 1918 | Mitsubishi<br>ZosenKaisha<br>Ld.Nagasaki | MitsubishiShoji<br>Kaisha,Ld. | 195·6 | 32·0 | 22·0 | Tokio<br>Japanese | T.3Cy.15½",25½"&42½"-30"<br>Mitsu-bishiZosenKaishaLdNag 99NHP | 21 ″ 9<br>s 3 ″ 7½ | |
| 28981<br>21825<br>NRDH | **Rokusan Maru** | **SteelSc** | 996<br>—<br>689 | | | | | 1917 | ................. | NognchiKisen<br>KabushikiKaisha | 208·0 | 31·0 | 18·4 | Setoda<br>Japanese | | | |
| 28982 | **Roland**<br>Missing since 11,21<br>*Elec.light* Wireless | **SteelSc**<br>1*Dk* | 227<br>204<br>— | | | | | 1913 | J.W.<br>Klawitter<br>Danzig | BugsierReed.&<br>BergungsA.-G. | 111·7<br>B8'H33' | 24·3 | 11·6 | Hamburg<br>German<br>*WB* | T.3Cy.16½",25⅗"&38⅗"-23⅗"<br>HS1840 104NHP<br>J.W.Klawitter,Danzig | | |
| 28983 | —<br>*Elec.light* | **SteelSc**<br>(*Trawler*)<br>1*Dk* | 218<br>193<br>82 | | | | | 1916 | Schiffb.Ges<br>Unterweser<br>m.b.H. Lehe | HansKunkel | 127·7<br>Q75'F19' | 22·6 | 9·2 | Gstemnde<br>German<br>*WB* | T.3Cy.12⅗",20½"&32¼"-22⅗"<br>50NHP<br>OttensenerMchFabAltona | | |
| 28984<br>108659 | — | **SteelScK**<br>(*Trawler*)<br>1*Dk* | 159<br>151<br>59 | | ... | | | 1899 | JTEltring-<br>ham&Co.<br>S.Shields | G.F.Paul | 104·5<br>BK7" | 21·3 | 11·2 | Aberdeen<br>British | T.3Cy.10½",18"&30"-22"<br>58RHP<br>Clyne,Mitchell&Co.Abn. | 12 ″ 0 | |
| 28985<br>1018 | —<br>(*See Sailing Ship Register*) | **WoodAuxScSr**<br>*Motor* | 143<br>128<br>124 | | | | | 1913 | A.Apse<br>Neubad | J.Kirschstein | 91·0 | 24·0 | 9·5 | Riga<br>Latvian | Motor<br>2Cy. 7NHP | | V |
| 28986<br>106655 | **Rolando** | **IronScK**<br>*ss*Gms.No.2-04<br>1*Dk* | 120<br>111<br>48 | ✠<br>*StmTrawler*<br>7,07<br>✠NB7,07✠ | Gms | | | 1896<br>6mo | Cochrane<br>&Cooper<br>Beverley | TheExor.ofSirG.F.<br>Sleight,Bart. | 89·4<br>Q17' BK7½" | 20·1 | 10·8 | Grimsby<br>British<br>3*BHCem* | T.3Cy.11",17"&28"-21"<br>40RHP<br>1SB,2*pf*,GS27,HS740<br>C.D.Holmes&Co.,Hull | 11 ″ 4 | |
| 28987<br>NMDS | **Rolf** | **SteelScSr**<br>1*Dk* | 1916<br>1688<br>1202 | | | | | 1902 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | D/S Norden A/S<br>(P.Brown,jun.&<br>Co.*Mgrs.*) | 280·2<br>P17'B166'F32' | 40·3 | 18·0 | Copnhagn<br>Danish<br>*WB* | T.3Cy.19",32"&53"-36"<br>169NHP<br>HelsingörsJernsk.&Mskb | | V |
| 28988 | — | **CompScSr**<br>1*Dk* | 210<br>165<br>122 | | | | | 1887 | Kustens<br>Varf.<br>Gothenburg | A.Holdö | 100·3<br>Q13*t*B28*t* | 22·4 | 10·8 | Akyreyri<br>Icelandic | C.2Cy.12¼"&24⅝"-17"<br>21NHP<br>EriksbergsMV,Gothenbrg | | |
| 28989<br>LBQH | **Rolf Jarl**<br>*Elec.light* Wireless | **SteelSc**<br>1*Dk* | 1917<br>1693<br>1118 | | | | | 1920 | Trndhjms<br>Mek.Værks.<br>Trondhjem | DetNordenfjeldske<br>Dampskibsselskab | 265·6<br>P75*t*H96*t* | 42·1 | 17·9 | Trondhjm<br>Norwegian<br>*WB* | T.3Cy.20½",33"&56"-36"<br>188NHP<br>TrondhjemsMVTrondhjm | | N |
| 28990<br>MRSB | **Roll**<br>(*See Sailing Ship Register*) | **WoodAuxSc3MstSr**<br>*Oil Eng.* | 237<br>226<br>178 | | | | | 1917 | E.Eriksen<br>Marstal | H.H.Gjertsen | 119·8<br>Q5*t*H3*t* | 28·1 | 11·6 | Chrstiania<br>Norwegian | OilEngines 2 S.C.SA<br>2Cy.16½"-18¹⁵⁄₁₆" 46NHP<br>J&CG BolindersM.V.Skm. | | V |
| 28991<br>JTBR | **Rollaug** | **SteelScSr**<br>1*Dk*&*Awng dk* | 221<br>206<br>124 | | | | | 1902 | Xiansands<br>Mek.Værks.<br>Xiansand | NamdalensAktie<br>Dampskibsselskab<br>OlafLöfsnæs,*Mgr.*) | 109·2<br>H12*t* | 20·0 | 14·7 | Namsos<br>Norwegian<br>*WB* | T 3Cy.10¼",16"&25"-18"<br>26NHP<br>XiansandsM.V.Xiansand | | N |
| 28992<br>142752 | **Rollcall** | **SteelTwinScSr**<br>(*Tug*)<br>1*Dk* | 739<br>656<br>1 | | | | | 1918 | Ferguson<br>Bros. (Pt.<br>Glasgow)Ld.<br>PortGlasgow | TheAdmiralty | 175·0 | 34·1 | 16·4 | London<br>British<br>*WB* | T.6Cy.18¼",28½"&48¼"-28"<br>250NHP<br>FergusonBros.Ld.P.Gl. | | C |
| 28993<br>143164 | **Rollicker** | **SteelTwinScSr**<br>(*Tug*) | 817<br>656<br>7 | | | | | 1919 | Ferguson<br>Bros.(Port<br>Glasgow)Ld.<br>Port Glasgow | TheAdmiralty | 175·0 | 34·1 | 16·4 | London<br>British | T.6Cy.18¼",28½&48¼"-28"<br>231NHP<br>FergusonBros.(Port Glasgow)Ld.Pt.Gl. | | C |
| 28994<br>208918<br>LCBN | **Rollin E. Mason** | **WoodSc**<br>1*Dk* | 323<br>—<br>145 | | | | | 1911 | ................<br>Essex,Mass. | FisheriesProducts<br>Co. | 155·6 | 23·1 | 12·9 | N.LndnCn<br>Utd.States | | | |
| 28995<br>110090<br>RCFV | **Rollo**<br>*ss*Hul.No.2-22<br>(*ex*Italian,*ex*Fantee)<br>*Elec.light*<br>Wireless | **SteelSc**<br>*ss*Gls.No.3-9,13<br>~~*ss*Liv.No.1-18~~<br>1*Dk*(*ptStl*)&*Spar dk* (*Stl*-ws)&*deep framing* | 3658<br>2751<br>2225 | ✠100A1<br>*Spar dk*<br>1,22 ~~1,21~~<br>~~BS12,20~~ ✠LMC~~5,20~~<br>~~BS10,21~~ 1,22 | Hul | *v* | CL<br>~~3,21~~<br>1,22 | 1899<br>4mo | Barclay,<br>Curle&Co.Ld.<br>Glasgow<br>A&CP | Ellerman'sWilson<br>Line,Ld.<br>*CellDBa*76'*uE*2 | 345·0<br>P&B226'F41' 23·2 FK<br>4'*f*158'539*tFPT*76*t* | 44·0 | 14·2 | London<br>British<br>6*BHCem*<br>*APT*44*t* | T.3Cy.25",41"&67"-48" (*s*)<br>180lb 370NHP<br>2SB(FD)&1SB, 11*cf*,GS212,<br>HS6190<br>Barclay,Curle&Co.Ld.Gls. | 25 ″ 8<br>s 3 ″ 8½<br>22 ″ 7 | |
| 28996<br>NBFS | —<br>(*ex*LexaMærsk,*ex*Fredensborg)<br>*Well deck* Wireless | **SteelScSr**<br>*ss*Cpn.2ndNo.3-5,15<br>*ss*Kel.No.1-20<br>1*Dk*(*Stl*)2*trB* | 1568<br>1173<br>950 | ✠100A1<br>5,20<br>✠LMC5,20 | Kel | *p* | 5,20 | 1889<br>6mo | Burmeister<br>&Wain<br>Copenhagen<br>A&CP | A/S D/SGylfe<br>~~(J.L Didrichsen, Mgr.)~~ (T.C.Christensen,*Mgr*)*DBa*56' | 250·8<br>P140'F58' BK9"<br>*f*98' *uE*&*B*48' 369*t* | 34·7 | 16·2 | Copnhagn<br>Danish<br>4*BHCem*<br>*APT*44*t* | T.3Cy.18½",30"&48"-36" (*s*)<br>150lb ~~145lb~~ NDB15 145NHP<br>2SB,4*cf*,GS71,HS2356<br>Burmeister&Wain,Cpn. | 19 ″ 0<br>s 1 ″ 5<br>18 ″ 6 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expire. Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28997<br>110907 | **Rollo** IronScK<br>ssGms.No.3-6,11<br>ssGms.No.2-20<br>1Dk | 167<br>150<br>66 | ✠100A1<br>StmTrawler<br>10 20<br>✠NB6,14 | Gms<br>✠LMC9,15<br>BS10,20 | | CL<br>N11,17 | 1899<br>8mo<br><br>Lloyd | Cochrane&<br>Cooper, Ld.<br>Beverley<br>'sA&CP | TheExor.ofSirG.F.<br>Sleight,Bart. | 101·0<br>Q45'F17' | 21·0 | 11·0<br><br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.12¼",19½"&32"-23"<br>180lb (s) 55RHP<br>1SB,2pf,GS32,HS1097<br>C.D.Holmes&Co.Hull | 11 |
| 28998<br><br>OSCE | **Rollon** SteelSc<br>(Tug) | 152<br>—<br>— | | | | | 1910 | H.J.<br>Koopman<br>Dordrecht | Cie.Générale<br>Transatlantique | 98·5 | 21·4 | 8·7 | Rouen<br>French | T.3Cy.14",21½"&36"-16½"<br>53NHP<br>H.J.Koopman,Dordrecht | |
| 28999<br>137079<br>KFWM | **Rolse** SteelAuxScSr<br>Motor<br>(exAnnie) Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 234<br>197<br>130 | | | | | 1919 | Gebroeder<br>Pot<br>Bolnes | R.W.Milburn | 112·0 | 23·0 | 9·4 | Whitby<br>British | Motor<br>2Cy.12¼"-12" 26NHP<br>Mchnefab.Bolnes Bolnes, | 10 |
| 29000 | **Roma** SteelScSr<br>Elec.light Wireless 2Dks&Spar dk | 5291<br>—<br>2875 | | | | | 1901 | Forges&C.<br>de la Médit.<br>LaSeyne | Cie.Française de<br>Nav.àVap. (Cyp.<br>Fabre.Mgr.) | 411·0<br>P58'H—F63' | 46·1 | 28·6 | Marseilles<br>French<br>WB | T.3Cy.39",59"&90½"-51½"<br>588NHP<br>Forges&C.de la Médit.Msl | |
| 29001<br>696<br>RQSP | — SteelTwinScSr<br>Elec.light Wireless 2Dks3trB | 3952<br>—<br>2328 | | | | | 1912 | Soc.EsercizioBacini<br>RivaTrigoso | SocietàMarittima<br>Italiana | 360·9<br>P69'B72'F46' | 44·6 | 24·5 | Genoa<br>Italian<br>WB | T.6Cy.21¼",34¼"&59 7/12"-41"<br>Soc.Esercizio 454NHP<br>Bacini,Genoa | |
| 29002<br>113729<br>SNPL | — SteelScSr<br>ssSws.No.3-1,14<br>ssGls.No.1-18<br>1Dk(Irn)2trB<br>Wireless Deepframing&Webframes | 3634<br>3439<br>2363 | ✠100A1<br>8,21 ~~8,21~~<br>MS5,18 | Bry<br>✠LMC<br>BS~~5,20~~<br>8,21 | w | CL<br>8,21 | 1901<br>8mo | JLThompson&Sons,Ld.<br>Sunderland<br>A&CP | Rowland&Marwood'sS.S.Co.Ld.<br>(Headlam&<br>Rowland,Mgrs.) | 342·0<br>P29'B100'F32'<br><br>WB=CellDBa104'u | 49·5 | 25·0<br><br>FK | Whitby<br>British<br>6BHCem | T.3Cy.24½",40"&66"-45" (s)<br>160lb 299NHP<br>3SB,9pf,GS135,HS4580<br>J.Dickinson&Sons,Ld.Sld.<br>E23'f150'832tAPT55t | 27 |
| 29003<br>~~113160~~<br>~~JWVS~~<br>Now named "Erda," See No. 37174 in Supplement | — SteelScSr<br>(exSommerfeld)<br>Welldeck Elec.light 2Dks&deepframing<br>Wireless | 2606<br>2133<br>1671 | | | ... | | 1889 | C.Connell<br>&Co.<br>Glasgow | Emil.R.Retzlaff | 320·7<br>P&B186'F41' | 38·7 | 22·6<br><br>BK10" | ~~London~~<br>~~British~~<br>German WB | T.3Cy.23",37"&61"-42"<br>247NHP<br>D.Rowan&Son,Glasgow | 25 |
| 29004<br>74<br>RQWJ | — SteelScSr<br>(exSwallow)<br>Well deck Elec.light 1Dk | 1081<br>782<br>558 | | | ... | | 1899 | Earle'sCo.<br>Ld.<br>Hull | SiciliaSocietà<br>diNavigazione | 240·0<br>Q79'B65'F29' | 33·0 | 15·1<br><br>BK7" | Palermo<br>Italian<br>WB | T.3Cy.19½",32"&52"-36"<br>189NHP<br>Earle'sCo.Ld.Hull | 16 |
| 29005<br>Sunk 1,22<br>MJQB | — SteelSc<br>(exHeimlandII.)<br>Mchy.Aft 1Dk | 507<br>372<br>270 | | | | | 1913 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | D/S A/S Roma<br>(O.W.Bergmann) | 165·0<br>P78tH4tF18t | 27·6 | 10·4 | Bergen<br>Norwegian<br>WB | T.3Cy.11",18"&29"-24"<br>41NHP<br>FredrikstadM.V.Frdkstad | |
| 29006<br>74<br>RQTM | — SteelSc<br>Elec.light | 197<br>—<br>129 | | | | | 1911 | J.&A.van<br>derSchuijt<br>Papendrecht | Soc.Veneta di<br>Nav.aVap.<br>Lagunare | 118·1 | 20·5 | 8·4 | Venice<br>Italian | T.3Cy.10",16"&26½"-16"<br>28NHP<br>J.&A.Van der Schuijt | |
| 29007<br><br>PRLT | — SteelSc<br>(Tug)<br>Elec.light 1Dk | 192<br>154<br>7 | | | | | 1920 | Scheepsw.<br>&Machfb."De<br>Liesbosch"<br>Jutphaas | W.J.Kalis,Wzn.&<br>Co.'sBaggerMaats. | 97·9<br>F8' | 21·5 | 11·0 | The Hague<br>Dutch<br>WB | T.3Cy.13¾",21¼"&35¼"-21¼"<br>57NHP<br>Boele'sScheepsw.&<br>Machfb.Bolnes | |
| 29008<br>116007<br>JHFD | — SteelScYl<br>1Dk | 181<br>135<br>68 | | | | | 1903<br>reblt<br>1913 | Larne<br>S.B.Co.<br>Larne | SeaNavigationCo.<br>Ld.(W.J.Stewart<br>&D.Cable,Mgrs.) | 106·0<br>P32'B5'F15'<br>len13 | 18·9 | 8·5 | Belfast<br>British<br>WB | C.2Cy.12"&24"-18"<br>32RHP<br>Muir&Houston,Ld.Gls. | |
| 29009<br>220790<br>MBTR | **Romagne** SteelSc<br>Elec.light Wireless 1Dk(Stl) | 2284<br>1948<br>1433 | ✠100A1<br>12,20<br>Fitted for oil fuel 9,20 F.P. above 150° F. | Phl<br>✠LMC9,20 | r | CL | 1920<br>8mo | American<br>S.B.Co.<br>Cleveland,O.<br>A&CP | IndependentS.S.<br>Co.Inc. | 251·0<br>P27'B64'F26'<br><br>CellDB204'476tFPT | 43·7 | 22·2<br><br>FK | Detroit, M.<br>Utd.States<br>4BHptCem<br>38tAPT31t | T.3Cy.20",33"&54"-40" (r)<br>185lb 267NHP<br>2SB,4cf,GS88,HS3940 FD<br>AmericanS.B.Co.Clv.O. | 24 |
| 29010<br>123264<br>HGPR | **Roman** SteelScK<br>ssHul.No.3-6,15<br>ssHul.No.2-21 ~~ssHul.No.1-20~~<br>(Tug) 1Dk | 108<br>93<br>5 | ✠ A–<br>For River Service<br>9,21 ~~3,20~~<br>BS7,21 | Hul<br>✠LMC5,20 | | ~~N3,20~~<br>8,21 | 1906<br>6mo | J.P.Rennoldson&Sns<br>SouthShields | ~~T.Gray&Co.Ld.~~<br>UnitedTowing<br>Co.,Ld. | 90·2 | 18·0 | 9·9<br><br>BK6"<br>WB= | Hull<br>British<br>4BHCem<br>APT7t | C.2Cy.16"&34"-22" (s)<br>125lb 75RHP<br>1SB,2pf,GS31,HS1104<br>J.P.Rennoldsn&Sns,S.Shl. | 10 |
| 29011<br>109082<br>QMFS | **Roman Empire** IronScK<br>ssHul.No.3-7,11<br>ssHul.No.2-20<br>1Dk | 182<br>169<br>73 | ✠100A1<br>StmTrawler<br>8,21 ~~11,20~~<br>~~BS9,20~~ | Hul<br>BS8,21<br>✠LMC7,19 | | CL<br>~~9,20~~<br>8,21 | 1898<br>11mo<br><br>Lloyd | Cook,Welt'n&Gemmell<br>Hull<br>'sA&CP | JutlandAmalgamatedTrawlers,Ld.<br>(E.Cargill,Mgr.) | 110·0<br>Q20'<br>ptND11 | 21·0 | 11·3<br><br>BK7½"<br>WB | Hull<br>British<br>3BHCem<br>=DBf17'8t | T.3Cy.13",21"&34"-24" (s)<br>180lb 60RHP<br>1SB,2cf,GS29,HS1037<br>C.D.Holmes&Co.Hull | 12 |
| 29012<br>133549<br>JDWV | **Roman Prince** SteelScSr<br>ssGls.No.1-18<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Sub Sig. Wireless | 5284<br>4863<br>3301 | ✠100A1<br>Shelter dk<br>withfreeboard<br>12,20<br>~~BS5,20~~<br>Carrying oil fuel F.P. above 150°F.in DB | NYk<br>BS6,21<br>✠LMC5,18 | z | CL<br>7,20 | 1914<br>3mc<br><br>Lloyd | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>'sA&CP | PrinceLine,Ld.<br>(Furness,Withy&<br>Co.Ld.Mgrs.)<br>1BHin fore<br>WB=CellDBa | 420·0<br>hold dispensed with<br>132'uE&B43'f184' | 54·1 | 26·3<br><br>FK | Newcastle<br>British<br>Cem<br>6BHonly<br>1095t DTa | T.3Cy.27",44½"&75"-54" (s)<br>180lb 577NHP<br>3SB,9cf,GS198,HS8530 FD<br>W.Doxford&Sons,Ld.Sld.<br>26'643tFPT109tAPT17t | 29 |
| 29013<br><br>PGBD | **Romania** SteelTwinScSr<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks&Awngdk | 3034<br>2815<br>1340 | | | | | 1904 | Atel.&<br>Chant.Loire<br>St.Nazaire | RoumanianState<br>MaritimeService | 356·9 | 41·9 | 27·5 | Constanza<br>Roumanian<br>WB | T.6Cy.24⅜",38⅝"&64⅝"-39⅜"<br>524NHP<br>Atel&Ch.de laLoire,Nantes | |
| 29014 | **Romanita** SteelSc<br>ssHfx.No.3-1,21<br>Elec.light 1Dk | 289<br>265<br>110 | 100A1<br>StmTrawler<br>1,21<br>Fitted for oil fuel 1,21 F.P. above 150° F. | Hfx<br>LMC1,21 | | CL<br>1,21 | 1918<br><br><br><br>Lloyd | Collingwd<br>S.B.Co.Ld.<br>CollngwdOnt<br>'sA&CP | DominicanS.S.Co. | 125·0<br>F21' | 23·4 | 13·5<br><br>BK8" | LaRomana<br>Dominican<br>3BHCem<br>MT16'78t | T.3Cy.12¾",21½"&35"-24"<br>180lb (s) 86NHP<br>1SB,3pf,GS55,HS1607<br>DominionBridgeCo.<br>Lachine,P.Q. | 13 |
| 29015<br>113210<br>JCHS | **Romanoff** IronScK<br>ssGms.2ndNo.3-2,20<br>(exCecilie,exRomanoff) 1Dk | 178<br>160<br>69 | ✠100A1<br>StmTrawler<br>3,20<br>✠NB3,20 | Gms<br>✠LMC5,20 | | CL<br>3,20 | 1900<br>11mo<br><br>Lloyd | Cook,Welt'n&Gemmell<br>Hull<br>'sA&CP | HeadwaySteam<br>FishingCo.Ld.<br>(W.Jagger,Mgr.) | 108·7<br>Q56'F19'<br>ND20 | 21·0 | 11·2<br><br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11⅝",19½"&32"-23"<br>180lb (s) 55RHP<br>1SB,2cf,GS32,HS910<br>C.D.Holmes&Co.Hull | 11 |
| 29016<br>105262<br>NVRP | **Romanstar** SteelSc<br>ssLon.No.3-5,07<br>ssLiv.No.2-15<br>(exBrodmead,ex Rakaia) Ref.Mchy. 2Dks(Stl-Uptws)&<br>Elec.light Wireless deepframing3Dkrule | 5617<br>5212<br>3588 | ✠100A1<br>8,17<br>Examined10,19<br>Fitted for oil fuel 9,20 F.P. above 150°F.<br>Lloyd'sRMC3,22<br>BS2,22 | Liv<br>✠LMC9,20 | a+ | CL<br>9,20 | 1895<br>6mo | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle<br>A&CP | UnionColdStorage<br>Co.Ld.(BlueStar<br>Line(1920)Ld.<br>Mgrs.)<br>CellDBa104'u | 420·0<br>P46'B266'F49'<br><br>E&B69'f186'1150t | 54·0 | 28·7<br><br>FK | London<br>British<br>7BHCem<br><br>APT75t | T.3Cy.30",48"&78"-54" (s)<br>160lb 491NHP<br>3SB,9cf,GS174,HS6415 FD<br>Hwthrn,Leslie&CoLdNwc | 32 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29017<br>140630<br>KBMW | **Romeo** **SteelScSr**<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>*Cargo battens not fitted in 'tween dks* | 5157<br>4823<br>3236 | ✠100A1<br>7,21 ~~9,20~~ | NYk<br>Mch<br>✠LMC6,19 | *z* | CL<br>9,20 | 1919<br>6mo<br>*Lloyd* | W.Gray&<br>Co.(1918)Ld.<br>WHartlepool<br>*'sA&CP* | **EllermanLines,Ld.**<br>**(HallLine,Ld.**<br>*Mgrs.)*<br>*CellDB* | 400·0<br>P49'B219'F39'<br>FK<br>345'1129*t* *FPT*129*t* | 52·3 | 28·5 | **Liverpool**<br>British<br>7*BHptCem*<br>*APT*61*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Cen.Mar.Eng.Wrks.WHpl | 31 ″ 0<br>s 5 ″ 4<br>26 ″ 1 | |
| 29018<br>129424<br>HPQS | **Romera** **SteelScSr**<br>*ss*Gls.No.3–2,20<br>*Elec.light* 2*Dks*(*Stl*)&*deepframing*<br>Wireless | 4949<br>4656<br>3189 | ✠100A1<br>6,21 ~~4,21~~<br>MS1,20 | Gls<br>NNs<br>✠LMC<br>BS~~1,21~~4,22 | *z* | CL<br>1,20 | 1909<br>8mo<br>*Lloyd* | A.Stephen<br>&Sons,Ld.<br>Glasgow<br>*'sA&CP* | **GlasgowUnited**<br>**ShippingCo.Ld.**<br>**(Maclay&Mc-**<br>**Intyre,***Mgrs.***)**<br>*WB* | 402·2<br>P45'B125'F38'<br>FK<br>=*Cell DBa* 131'*uE* | 52·2 | 27·3 | **Glasgow**<br>British<br>6*BHCem*<br>&*B*42' *f*181' | T.3Cy.25",41"&67"-51" (*s*)<br>175lb 425NHP<br>3SB,9*cf*,GS150,HS6144 FD<br>A.Stephen&Sons,Ld.Gls.<br>1018*tFPT*141*tAPT*265*t* | 29 ″ 10<br>s5 ″ 11½<br>24 ″ 3 | |
| 29019 | **Romeu** **SteelSc**<br>*Elec.light* Wireless 3*Dks* | 3081<br>2649<br>1844 | | | | | 1918 | Soc.Españ-<br>ola deCstNav<br>Carthagena | **Cia.Trasmediter-**<br>**ranea** | 310·0 | 43·5 | 19·0 | **Carthagna**<br>Spanish | T.3Cy.24",40"&65"-45"<br>283NHP<br>Soc.Española deCnst.Nav. | | V |
| 29020<br>122701<br>HQLW | **Romilly** **SteelScK**<br>*ss*Gms.No.3–7,19<br>1*Dk* | 214<br>196<br>83 | ✠100A1<br>*Stm Trawler*<br>7,21 ~~6,20~~<br>~~BS6,20~~ | Gms<br>BS7,21<br>✠LMC7,19 | | CL<br>~~7,19~~<br>7,21 | 1905<br>8mo<br>*Lloyd* | Cochrane&<br>Sons<br>Selby<br>*'sA&CP* | **JohnL.Green,Ld.**<br>**(F.Clark,***Mgr.***)** | 117·0<br>Q62'F19'<br>BK7½" | 21·6 | 11·7 | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>180lb 60RHP<br>1SB,2*pf*,GS39,HS1096<br>C.D.Holmes&Co.Hull | 12 ″ 6 | |
| 29021<br>110532<br>QRCS | **Romney** **SteelScSr**<br>Wireless 2*Dks*&*Shelter dk*3*trB* | 5719<br>4178<br>3568 | | | | | 1899 | Sir Raylton<br>Dixon&Co Ld<br>Middlesbro' | **LivBrazil&RPlate**<br>**SNCoLd.(Lamport**<br>**&Holt,Ld.***Mgrs.***)** | 380·0<br>P43'F42' | 50·2 | 27·7 | **Liverpool**<br>British<br>*WB* | T.3Cy.27½",44"&75"-48"<br>390NHP<br>T.Richardsn&Sns.Ld. Hpl. | | C |
| 29022<br>JRFN | **Romsdal** **SteelScSr**<br>1*Dk* | 138<br>88<br>77 | | | | | 1889 | Akers Mek.<br>Verks.<br>Christiania | **A/S Söndmöre**<br>**Dampskibsselskab** | 117·5<br>Q10*t*B24*t*H6*t*F10*t* | 17·1 | 7·7 | **Aalesund**<br>Norwegian | T.3Cy.10",15"&24"-16"<br>NB04 23NHP<br>AkersMek.Værks.Xia. | | |
| 29023 | **Romsdalshorn** **SteelSc**<br>*For full particulars See No.39091 in Supplement*<br>*Elec.light* | 6550<br>[illegible]<br>4100 | 100A1<br>(*ClassContemplated*) | | | | 1921 | W.Doxford<br>&Sons,Ld.<br>Sunderland | **D/S A/S Britannia** | 420·0 | 54·0 | 29·0 | **Bergen**<br>Norwegian | T.3Cy.27",44½"&75"-54"<br>W.Doxford&Sons,Ld.Sld. | | |
| 29024<br>218003<br>LRBD | **Romulus** **SteelSc**<br>Wireless *Longitudinalframing*<br>*Elec.light* *Fitted for liquid fuel* 2*Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk* | 5104<br>—<br>3748 | | | | | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>Wilmington,<br>Del. | **UnitedStates**<br>**ShippingBoard** | 391·0<br>P98'B33'F43' | 51·3 | 28·8 | **Wilmgton**<br>**Del.**<br>Utd.States<br>*WB* | T.3Cy.27",45"&75"-48"<br>390NHP<br>BethlehemS.B.Corp.Ld.<br>Wilmington,Del. | | R |
| 29025<br>LBNM | — **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks* | 3707<br>3445<br>2300 | | | | | 1921 | R.Thomp-<br>son&Sons,Ld<br>Sunderland | **A/SRomulus**<br>**(A.O.Lindvig)** | 347·4<br>P89*t*H149*t*F24*t* | 50·0 | 24·0 | **Chrstiania**<br>Norwegian<br>*WB* | T.3Cy.25",42"&68"-45"<br>310NHP<br>N.E.MarineEng.Co.Ld.Sld | | N |
| 29026<br>MODT | — **IronScSr**<br>*Mchy.Aft* *Well deck* *Elec.light* 1*Dk*2*trB* | 854<br>688<br>534 | | | .. | | 1879 | HM'Intyre<br>&Co.<br>Paisley | **Cia.Maritima** | 210·0<br>P133'F16'<br>BK8" | 29·2 | 15·3 | **Manila**<br>Utd.States<br>*WB* | C.2Cy.28"&50"-33"<br>NB93 114NHP<br>Hutson&Corbett,Glasgow | | |
| 29027<br>93063<br>LGVF | — **IronSc**<br>(*Trawler*)<br>1*Dk* | 170<br>142<br>70 | | | ... | | 1885 | Cochrane<br>&Co.<br>Beverley | **F.E.Peters** | 109·0<br>Q20'F18'<br>BK7½" | 20·2 | 10·6 | **Bristol**<br>British | C.2Cy.17½"&33"-22"<br>NB01 45RHP<br>C.D.Holmes&Co.,Hull | 11 ″ 7 | |
| 29028<br>136451 | **Rona** **SteelSc**<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)<br>*Cantilever framed topside tanks*<br>*Cargo battens not fitted in Shelter 'tween dks*<br>*Mchy.Aft* | 6205<br>5727<br>3784 | ✠100A1<br>*Shelter dk withfreeboard*<br>2,22 ~~8,20~~<br>*Carrying Molasses in Topside tanks*<br>*Carrying oil fuel F.P. above 150° F. inDB* | Syd<br>✠LMC4,18 | *z* | CL<br>6,21 | 1918<br>3mo<br>*Lloyd* | SirR.Dixon<br>&Co.Ld.<br>Middlesbro'<br>*'sA&CP* | **ColonialSugar**<br>**RefiningCo.Ld.**<br>*CellDB*3 | 400·0<br>F40' *on Shelter dk*<br>FK<br>50'1070*tTopsidetanks* 1470*t* *FPT*288*t* | 54·5 | 32·2 | **SydnyNSW**<br>British<br>6*BHptCem*<br>*APT*194*t* | T.3Cy.27',45"&74"-48" (*s*)<br>180lb 495NHP<br>3SB,9*cf*,GS168,HS7035 FD<br>N.E.MarineEng.CoLdNwc | 35 ″ 0<br>s8 ″ 9<br>26 ″ 11 | |
| 29029<br>MVLT | **Ronald** **SteelSc**<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 6249<br>5581<br>3619 | ✠100A1<br>9,21 ~~7,20~~<br>*Fitted for carrying whale oil or other oils in bulk having a F.P. above 150° F.* | PGl<br>Liv<br>✠LMC7,20 | *a*† | CL | 1920<br>7mo<br>*Lloyd* | R.Duncan<br>&Co.Ld.<br>PortGlasgow<br>*'sA&CP* | **A/S"Hektor"**<br>**(N.Bugge,***Mgr.***)**<br>*IntermediateBHin* | 423·3<br>P45'B&F338'<br>FK<br>*fore&in after 'tween decks dispensed with* | 56·0 | 28·8 | **Tönsberg**<br>Norwegian<br>*Cem*<br>5*BH to U dk*<br>6 ,, ,, 2*nd* ,,<br>*CellDB* 368' | T.3Cy.27",45"&74"-51" (*s*)<br>180lb 573NHP<br>3SB,9*cf*,GS192,HS8700 FD<br>D.Rowan&Co.Ld.Glasgow<br>1202*tFPT*145*tAPT*51*t* | 31 ″ 3 | |
| 29030<br>110493<br>LGWC | **Ronald G. Keeler** **WoodSc**<br>(*ex*Resolute)<br>1*Dk* | 120<br>—<br>60 | | | | | 1881 | ...............<br>FlyMountain<br>N.Y. | **ElmerA.Keeler** | 101·0 | 22·0 | 9·6 | **NewYork**<br>Utd.States | | | |
| 29031<br>144593<br>KFST | **Ronalee** **SteelSc**<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 3194<br>3012<br>1987 | ✠100A1<br>~~5,21~~ ~~6,20~~2,22<br>*Fitted for oil fuel* 6,20 *F.P. above* 150° F. | Sld<br>Cff<br>✠LMC6,20 | *v* | CL<br>5,21 | 1920<br>6mo<br>*Lloyd* | R.Thomp-<br>son&Sons,Ld.<br>Sunderland<br>*'sA&CP* | ~~**UniversalSteam Nav.Co.Ld.**~~<br>(~~**P.Samuel&Co.Ld.** *Mgrs.*~~) WoodLine Ld. (J.Constantino, *Mgr.*) | 342·2<br>P31'B100'F36'<br>FK<br>*CellDB*290'740*t* | 48·0 | 21·9 | **London**<br>British<br>6*BHptCem*<br>*APT*121*t* | T.3Cy.24",38"&64"-42" (*a*)<br>180lb *90lb* 293NHP<br>2SB,6*cf*,GS124,HS4594<br>J.Dickinson&Sons,Ld.Sld. | 24 ″ 4<br>s 3″11½<br>20 ″ 9 | |
| 29032<br>109586<br>QBLH | **Ronan** **SteelScSr**<br>*ss*Lth.No.3–4,11<br>*ss*Rot.No.2–19<br>*Elec.light* Wireless 2*Dks*(*U-Stl*) | 1198<br>997<br>515 | ✠100A1<br>5,21 ~~3,20~~<br>BS5,21 | Rot<br>Lth<br>✠LMC12,19 | *p* | 12,19 | 1898<br>3mo<br>*Lloyd* | Ramage&<br>Ferguson,Ld.<br>Leith<br>*'sA&CP* | **G.Gibson&Co.Ld.**<br>*WB* | 259·0<br>P30'B66'F37'<br>FK<br>=*DBa* 72' *f*80'331*t* | 33·9 | 17·6 | **Leith**<br>British<br>4*BHCem*<br>*APT*30*t* | T.3Cy.21",33"&54"-42" (*s*)<br>170lb *100lb* 232NHP<br>2SB,6*cf*,GS130,HS4027<br>Ramage&Fergusn,Ld.Lth | 18 ″ 9<br>s 2 ″ 8<br>16 ″ 4 | |
| 29033 | **Ronashill** **SteelScSr**<br>(*Whaler*)<br>1*Dk* | 164<br>152<br>55 | | | | | 1911 | Porsgrund<br>Mek.Værks<br>Porsgrund | | 103·9<br>H12*t* | 20·0 | 11·9 | Russian<br>*WB* | T.3Cy.12",20"&33"-24"<br>53NHP<br>BergensMekVærksBergen | | |
| 29034<br>144511<br>KFHT | **Ronda** **SteelScSr**<br>*Elec.light* 1*Dk*(*Stl*)&2*nd dk*(*Stl*)<br>Wireless *in fore&after holds* | 4943<br>4539<br>3030 | ✠100A1<br>1,22 ~~1,21~~ | Npt<br>✠LMC4,20 | *y* | CL<br>1,21 | 1920<br>4mo<br>*Lloyd* | JReadhead<br>&Sons,Ld.<br>SouthShields<br>*'sA&CP* | **BowringS.S.Co.**<br>**Ld. (C.T.Bowring**<br>**&Co.Ld.***Mgrs.***)**<br>*Cell* | 385·0<br>P36'B119'F40'<br>FK<br>*DB*334' 1100*t* *FPT* | 53·6 | 27·1 | **London**<br>British<br>6*BHCem*<br>94*tAPT*147*t* | T.3Cy.26½",44"&73"-48"(*r*)<br>180lb 433NHP<br>3SB,9*cf*,GS180,HS7110<br>J.Readhead&Sons,Ld.SShl | 29 ″ 8<br>s 5 ″ 7<br>24 ″ 6 | |
| 29035<br>89479<br>LHWV | — **SteelScSr**<br>(*ex*RydalHolme)<br>Wireless 1*Dk*&*ptAwngdk*&*Webframes* | 1941<br>1428<br>1226 | | | ... | | 1889 | J.Blumer<br>&Co.<br>Sunderland | **TheAdmiralty** | 274·0<br>P29'Q74' BK9½"<br>*ptAwngdk*169' | 36·6 | 19·0 | **Hull**<br>British<br>*WB* | T.3Cy.21",33"&54"-39"<br>NB97 196NHP<br>Amos&Smith,Hull | 20 ″ 2 | |
| 29036<br>HDKQ | **Rondane** **IronScSr**<br>*ss*Xia.3rdNo.3–10,17<br>(*ex*Southwood) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | 1188<br>944<br>716 | ✠100A1<br>2,22 ~~3,20~~<br>✠NB2,97<br>MS10,17 | Xia<br>✠LMC<br>BS~~1,20~~4,21 | *o* | N3,20 | 1880<br>7mo<br>*Lloyd* | Richardsn,<br>Duck&Co.<br>Stockton<br>*'sA&CP* | **Dampskibselsk.**<br>**Rondane**<br>**(ErlingLund)** | 240·0<br>Q79'B63'F28'<br>ptND04 BK8½"<br>*WB*=*DB* | 35·0 | 16·0 | **Chrstiania**<br>Norwegian<br>5*BHCem*<br>*a*55'*f*55'270*t* | C.2Cy.27⅝"&55⅛"-36" (*a*)<br>90lb 145NHP<br>2SB,4*pf*,GS40,HS2322<br>Blair&Co.Ld.Stockton | 16″11 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ✻ 29037<br>PRMF | **Rondo** SteelScSr<br>ssAms.No.1-19<br>*Elec.light* 2Dks(Stl)&<br>Wireless Shelter dk(Stl-teak s) | 7549<br>7026<br>4759 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,22 ~~5,20~~<br>✠LMC8,19 | Sba<br>Ams<br>~~BS5,21~~ | b†<br>1,22 | CL<br>~~7,19~~<br>1,22 | 1914<br>12mo<br>*Lloyd* | Rotterdam<br>Droogd.Maat<br>Rotterdam<br>'sA&CP | Stoomv.Maats.<br>"Nederland" | 450·3<br>P46'B29'F52'*on*<br>*Shelter dk* FK<br>*WB=CellDBa110'* | 55·9 | 35·6 | Amstrdam<br>Dutch<br>*7BHCem*<br>*uE60' f177'* | T3Cy27$\frac{5}{12}$"47¼"&82$\frac{11}{12}$"-53$\frac{7}{12}$"<br>213lb (s) FD 829NHP<br>6SB,*18cf*,GS292,HS12618<br>RotterdamDroogd.Maats.<br>999t*FPT*140t*DTa*1173t | 38<br>9<br>28 |
| ✻ 29038<br>129799<br>HVTS | — SteelScSr<br>ssSld.No.2-20<br>*Well deck* Wireless 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted* | 1906<br>1489<br>1070 | ✠100A1<br>~~8,21~~ ~~7,20~~12,21<br>✠LMC7,20<br>BS8,21 | Sld<br>~~Sld~~ Bly | *q* | CL<br>7,20 | 1912<br>5mo<br>*Lloyd* | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>'sA&CP<br>*WB=* | PeltonS.S.Co.Ld.<br>*CellDBa73'uE&* | 267·0<br>P28'Q71'B51'F28'<br>FK<br>*B35'f*110'439t*Side* | 38·0 | 17·6 | Newcastle<br>British<br>*4BHCem*<br>*tanks in ER* | T.3Cy.20½",33"&54"-39"(s)<br>180lb *100lb* 199NHP<br>2SB,*6pf*,GS97,HS3090<br>G.Clark,Ld.Sunderland<br>12'106t*FPT*119t*APT*156t | 19<br>2<br>18 |
| 29039<br>20889<br>NLDB | **Ronko Maru** SteelSc | 152<br>—<br>85 | | | | | | ………………… | KidoYoichi | 99·8 | 17·9 | 9·4 | Hakodate<br>Japanese | | |
| 29040 | **Rönnaug** SteelSc<br>1*Dk* | 1101<br>684<br>844 | | | | | 1920 | A/BSvnska<br>Maritimvrkn<br>Trelleborg | D/S A/S Röisheim<br>(E.Lund,*Mgr.*) | 215·5<br>P19'Q56'B90'F30' | 32·3 | 12·2 | Chrstiania<br>Norwegian<br>*WB* | T3Cy.13¾",22$\frac{13}{32}$"&37"-27$\frac{9}{16}$"<br>Akt.Lindholmen- 72NHP<br>Mot.Motala | |
| 29041<br>439<br>JBMV | **Ronneby** SteelScSr<br>1*Dk* | 192<br>122<br>99 | | | | | 1890 | Bergsunds<br>M.Verk.<br>Stockholm | BlekingeÅngb.Aktieb (O.E.Lundström,*Mgr.*) | 117·8<br>Q35'B57'H18tF31' | 21·5 | 8·7 | Karlshamn<br>Swedish | C.2Cy.17½"&31¼"-19½"<br>NB05 36NHP<br>BergsundsMk.Vek.,Skm. | |
| ✻ 29042<br>134777<br>JONH | **Rononia** SteelScK<br>ssFlt.No.1-19<br>1*Dk* | 213<br>206<br>89 | ✠100A1<br>*StmTrawler*<br>8,19<br>~~BS11,20~~ ✠LMC~~8,19~~ | Flt | 1,22 | CL<br>8,19 | 1913<br>7mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | NevaStmTrawlers Ld. (J.A.Taylor, *Mgr.*) | 117·1<br>Q61'F14'<br>BK7½" | 21·5 | 12·1 | Fleetwood<br>British<br>*4BHCem* | T.3Cy.12",21"&34"-24" (s)<br>200lb 66RHP<br>1SB,*2pf*,GS30,HS1020<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 29043<br>137034 | **Ronso** SteelScK<br>ssSou.No.1-20<br>*Elec.light* 1*Dk* | 248<br>228<br>108 | ✠100A1<br>*StmTrawler*<br>4,21 2,20<br>✠LMC2,20<br>BS7,21 | Pts<br>Gms | | CL<br>2,20 | 1915<br>11mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | TheExor.of Sir G.F.Sleight,Bart. | 120·5<br>Q67'<br>BK7½" | 22·0 | 12·2 | Grimsby<br>British<br>*4BHCem* | T.3Cy.12½",22"&35"-24" (s)<br>195lb 80RHP<br>1SB,*3pf*,GS43,HS1402<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 29044 | **Rontegui** IronScSr<br>(*FOUNDERED 4,21*)<br>(*ex*Oakdale) ssGrk.3rdNo.3-12,17<br>*Well deck* Wireless 1*Dk*2*trB* | *1340*<br>*1026*<br>*836* | ✠<br>9,18 | Stn | *o* | | 1878<br>3mo | E.Withy&<br>Co.<br>Hartlepool | Soc.Anon.Nav.<br>"Rontegui"<br>(J.Rubièra,*Mgr.*) | 243·7<br>Q84'B69'F39'<br>ptND91 BK8½" | 32·0 | 16·9 | Bilbao<br>Spanish<br>*4BHCem*<br>*DB*202'311t | C.2Cy.29$\frac{9}{16}$"&57"-33"<br>NDB04 156NHP<br>1DB,GS63<br>T.Richardson&Sons,Hpl. | 19 |
| 29045<br>PRMG | **Roode Zee** SteelScSr<br>ssRot.No.3-9,20<br>*Elec.light* Wireless (*Tug*) 1*Dk* | 573<br>556<br>91 | ✠100A1<br>4,22 ~~4,21~~<br>✠LMC<br>MS8,20 | Rot<br>~~BS4,21~~ 6,22 | *j* | 4,21 | 1908<br>7mo<br>*Lloyd* | J.&K.Smit<br>Kinderdijk<br>'sA&CP | L.Smit&Co.'s Sleepdienst,Ld.<br>*WB* | 172·0<br>B46'F17'<br>BK7½"<br>*=DTa* 11'23t *FPT* | 30·9 | 16·2 | Rottrdam<br>Dutch<br>*4BHCem*<br>18t*APT*20t | T.3Cy.22",33"&55"-30" (s)<br>165lb 246NHP<br>2SB,*6cf*,GS126,HS4860<br>Masch.Kinderdijk,Kin. | 17<br>2<br>16 |
| 29046<br>140304 | **Rooke** SteelScSr<br>ssHpl.No.3-4,20<br>(*ex*Slawentzitz) 1*Dk*(*Stl*)2*trB*&<br>*deep framing& Web frames3Dk rule*<br>*Elec.light* Wireless<br>*Now named "Thetis," See No. 33607 in Supplement* | 3391<br>3192<br>2194 | ✠100A1<br>12,20<br>✠LMC4,20 | Cff | *v* | CL<br>4,20 | 1908<br>1mo<br>*Lloyd* | Chant.Nav<br>Anversois<br>Hoboken<br>'sA&CP | F.C.Strick&Co.Ld | 345·9<br>P31'B180'F31'<br>FK<br>*WB=CellDBa*1 | 48·1 | 23·0 | London<br>British<br>*6BHCem*<br>08'*uE&B*42' | T.3Cy.24",40"&66"-45" (s)<br>180lb 320NHP<br>3SB,*9cf*,GS129,HS4986<br>N.E.MarineEngCo.Ld.Sld.<br>*f*152'788t*FPT*108t*APT*81t | 25<br>3<br>22 |
| 29047 | **Roon** SteelTwinSc<br>Sub.Sig. Wireless 3*Dks&pt lower dk*<br>*Now named "Constantinoupolis," See No. 36822 in Supplement* | *8174*<br>*7081*<br>*4956* | | | | | 1902 | J.C.Tecklenborg A.Gest.<br>Geestemünde | Greek Government | 453·7<br>P79'B186'F88' | 55·8 | 36·0 | Greek<br>*WB* | T6Cy24$\frac{13}{16}$"41$\frac{5}{16}$"&69⅞"-51$\frac{3}{16}$"<br>690NHP<br>J.C.TecklenborgA.G.Gst. | 39 |
| 29048 | — SteelScK<br>(*Trawler*)<br>1*Dk* | 211<br>187<br>78 | | | | | 1914 | Schffsb Ges<br>Unterweser<br>Bremerhaven | DeutscheDmpfischereiGes.Nordsee | 124·4<br>Q72'B20' | 22·6 | 9·7 | Nordenhm<br>German<br>*WB* | T.3Cy.12⅝",19$\frac{3}{16}$"&31$\frac{5}{16}$"-22"<br>48NHP<br>OttensenerMasch.Altona | |
| ✻ 29049<br>140582<br>JTMW | **Roquelle** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 4364<br>3327<br>2761 | ✠100A1 ~~7,22~~<br>~~6,21~~ ~~10,20~~<br>4,22<br>✠LMC5,18<br>*Carrying oil* | Cff<br>~~Liv~~ ~~NYL~~<br>BS6,22<br>*fuel F.* | *w*<br>*P.* | CL<br>5,22<br>*above*1 | 1918<br>5mo<br>*Lloyd*<br>50°F. | Campbeltown SBCoLd<br>Campbelt'wn<br>'sA&CP<br>*in DB* | ImperialDirect LineLd.(Elder, Dempster&Co.Ld. *Mgrs.*) | 348·6<br>P29'B213'F37'<br>FK<br>*CellDB*300'995t | 49·9 | 23·6 | Liverpool<br>British<br>*6BHCem*<br>*APT*85t | T.3Cy.25",40"&65"-45" (s)<br>180lb 327NHP<br>3SB*9cf*,GS160,HS5313<br>J.G.Kincaid&Co.Ld.Grk | 26<br>3<br>22 |
| 29050<br>OSCX | **Rorqual** SteelScK<br>*Elec.light* 1*Dk&deep framing*<br>Wireless | 468<br>410<br>148 | ✠<br>*StmTrawler*<br>5,10 ✠ | Shl | | | 1908<br>12mo | JTEltringham&Co.<br>S.Shields | Poret,Lobez&Co. | 156·0<br>F34'<br>BK7½"<br>*WB=* | 27·1 | 14·3 | Boulogne<br>French<br>*4BHCem*<br>*DBf*35'38t | T.3Cy.15",24"&39"-27"<br>118NHP<br>1SB,*4pf*,GS62,HS2250<br>G.T.Grey,SouthShields | 15 |
| ✻ 29051 | **Rosa** SteelScSr<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 1154<br>874<br>661 | ✠100A1<br>6,21 ~~11,19~~<br>✠LMC11,19 | Ams<br>Ant | *n* | | 1919<br>11mo | Verschure<br>&Co.<br>Amsterdam<br>A&CP | L.Hermans<br>*CellDBuB*19 | 230·1<br>Q138'B13'F23'<br>FK<br>*f*156'397t*FPT*88t*A* | 34·0 | 13·2 | Bruges<br>Belgian<br>*4BHCem*<br>*PT*48t | T.3Cy.15½",25½"&41"-36"<br>180lb *100lb* (s) 120NHP<br>1SB,*3cf*,GS69,HS2010<br>Verschure&Co.Amstrdam | 16<br>4<br>14 |
| 29052<br>113<br>RSDL | — IronScSr<br>6thSurveyNwc.1,91<br>*Well deck* 1*Dk*2*trB* | 919<br>736<br>545 | ✠<br>11,91 | Bly | Lv | | 1870<br>10mo | Denton,<br>Gray&Co.<br>Hartlepool | G.Bagnoli | 219·4<br>Q82'B42'H17tF26'<br>*WB=DBa&f* BK8' | 29·3 | 16·1 | Leghorn<br>Italian<br>*4BHCem* | C.2Cy.27"&50"-36"<br>NB79 *fitted* 84 125NHP<br>T.Richardson&Sons,Hpl. | 17 |
| 29053<br>245<br>LGAC | — SteelTwinScSr<br>*Mchy.Aft* 1*Dk* | 478<br>*411*<br>*325* | | | | | 1910 | Smith's<br>DockCo.Ld.<br>Middlesbro' | G.Kralevitch | 192·0 | 31·4 | 10·2 | Berdiansk<br>Russian<br>*WB* | C.4Cy.12"&26"-20"<br>60NHP<br>ShieldsEng.Co.Ld.N.Shl. | |
| 29054<br>112468 | — SteelScK<br>ssMil.No.2-13<br>1*Dk* | 242<br>218<br>93 | ✠ ~~—~~<br>4,21<br>*StmTrawler*<br>✠ | Mil | | | 1904<br>12mo | Smith's<br>DockCo.Ld.<br>NorthShields | DirectFishSuppliesLd. ~~(J.McR. Knight,*Mgr.*)~~ | 125·5<br>Q49'<br>BK7½" | 22·0 | 12·0 | Grimsby ~~MilfordHvn~~<br>British<br>*3BHCem* | T.3Cy.12",21"&34"-24"<br>58RHP<br>1SB,*3pf*,GS49,HS1408<br>W.V.V.Lidgerwood,Gls. | 12 |
| 29055<br>43<br>NADB | — IronPad<br>(*Tug*)<br>1*Dk* | 161<br>—<br>56 | | | | | 1875 | Richardsn<br>&Co.<br>Newcastle | V.G.Sarandinaki | 129·5 | 24·0 | 8·0 | Odessa<br>Russian | C.2Cy.28"&48"-24"<br>94NHP | |
| 29056<br>63728 | — IronSc<br>(*ex*Sailing,*ex*Steamer)<br>1*Dk* | 156<br>150<br>93 | | | | | 1884 | JTEltringham&Co.<br>S.Shields | R.Burbage-Clark | 116·0<br>F17' | 19·6 | 10·3 | Alloa<br>British | C.2Cy.10"&20"-15" 50RHP<br>*Emade*00 *Bmade*96<br>AlloaDryDock&Eng.Co. | |
| 29057<br>JFLR | — Iron<br>(*ex*Trocadero,*ex*Almagrera) | 139<br>—<br>82 | | | | | 1874 | …………………<br>England | JoseDiaz&Cia. | 96·6 | 18·4 | 9·8 | Cadiz<br>Spanish | NB02 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29058<br>144070 | **Rosa Maris** SteelScK<br>*Elec.light* 1*Dk* | 237<br>226<br>92 | ✠100A1<br>*StmTrawler*<br>2,22 ~~2,21~~<br>✠LMC2,21 | Hul | | CL | 1920<br>11mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | WilberforceS.S. FishingCo.Ld. | 117·4<br>Q65' | 22·0 | 12·7<br>BK7½" | Hull<br>British<br>4*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>200lb 75RHP<br>1SB,*3pf*,GS42,HS1275<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 7 | |
| 29059<br>247 | **Rosa P.** IronScSp<br>1*Dk*(*Irn*) | 126<br>114<br>30 | ✠<br>*For River purposes only*<br>9,94<br>✠NB9,94 ✠ | Gen | | | 1894<br>5mo | J.P.Rennoldson&Sons<br>S.Shields | R.Peirano di E. | 92·3 | 20·1 | 8·9<br>FK<br>*WB* | Genoa<br>Italian<br>4*BHCem*<br>=*APT7t* | T.3Cy.12",20"&32"-22"<br>6NHP<br>1SB,*2pf*,GS30,HS930<br>J.P.Rennldsn&Sns,S.Shlds | 9 ″ 0 | |
| 29060 | **Rosa & Silva** SteelSc<br>(*ex*MariaHendrikaII.) 1*Dk* | 133 | | | ... | | 1909 | Jonker&Stans<br>HendrikIdo Ambacht | Soc.desConstructions duPort dePernambuco | 91·0 | 18·5 | 8·2<br>BK5" | Bahia<br>Brazilian<br>*WB* | T.3Cy.$11\frac{13}{16}$",$17\frac{11}{32}$"&$29\frac{5}{32}$"-$14\frac{31}{32}$"<br>57NHP<br>MachinefabriekBolnes | 8 ″ 8 | |
| 29061<br>102597<br>HJDG | **Rosabelle** SteelScK<br>*ss*Liv.2ndNo.3-2,18<br>(*ex*Rhanbuoy) 1*Dk*(*Stl*)<br>*Mchy.Aft* | 273<br>179<br>99 | ✠100A1<br>5,21 ~~2,18~~2,22<br>~~BS6,19~~<br>BS11,20 ✠LMC2,18 | Liv<br>~~Bkn~~ | *d* | 11,20 | 1893<br>6mo<br>*Lloyd* | R.Kent&Co.<br>Carrickfrgus<br>'*sA&CP* | T.Coppack&Co. | 129·0<br>Q44'B9'F23' | 22·3 | 9·0<br>BK7"<br>*WB* | Chester<br>British<br>3*BHCem*<br>=*FPT29t* | T.3Cy.11",16½"&27"-22" (*s*)<br>160lb 45RHP<br>1SB,*2pf*,GS36,HS870<br>Muir&Houston,Glasgow | 9 ″ 11<br>s ″ 8½<br>9 ″ 11 | |
| 29062<br>5473<br>JTKO | **Rosafred** SteelScSr<br>(*ex*Jyden, *ex*IrmgardLinnemann) 1*Dk* | 620<br>438<br>351 | | | | | 1908 | Eiderwerft Akt.Ges.<br>Tönning | VerkebäcksÅngf. Aktieb.(Fredr. Olsson, *Mgr.*) | 174·4<br>Q55'B47'H51*t*F21' | 29·0 | 10·7 | Verkebäck<br>Swedish<br>*WB* | T.3Cy.13¾",23¼"&37⅜"-23⅝"<br>68NHP<br>EiderwerftA.G.Tönning | | V |
| 29063<br>29<br>RSQF | **Rosalba** SteelScSr<br>*ss*Gen.2ndNo.3-1,16<br>*ss*Gen.No.1-21<br>(*ex*Orfordness) 1*Dk*(*Irn*)<br>& *Webframes&ptAwngdk*(*Irn*) | 1853<br>1688<br>1137 | ✠100A1<br>*pt Awng dk withfreeboard*<br>2,21<br>✠LMC2,21 | Gen | *r* | CL<br>N2,21 | 1890<br>10mo<br>*Lloyd* | Richardsn Duck&Co.<br>Stockton<br>'*sA&CP* | Dragone&Turcio | 270·0<br>Q105'<br>*ptAwngdk*165' | 37·1 | 17·0<br>FK | Naples<br>Italian<br>4*BHptAsp ptCem*<br>*WB* | T3Cy21",34"&$56\frac{5}{16}$"-36" (*s*)<br>160lb *100lb* NDB06 187NHP<br>2SB,*4cf*,GS60,HS2800<br>Blair&Co.(Lim),Stockton<br>=*CellDB226'428tAPT30t* | 19 ″ 6<br>s 7 ″ 7<br>19 ″ 0 | |
| 29064<br>98<br>RSQM | **Rosalia** SteelScSr<br>(*ex*Barkston,*ex* Heathglen)<br>*ss*Mdb.No.3-6,10<br>*ss*Nap.No.2-19<br>Wireless 1*Dk*(*Stl*)&*Spar dk*(*Stl*) & *Web frames* | 4184<br>4013<br>2673 | ✠100A1<br>*Spar dk*<br>11,19<br>BS12,20 ✠LMC9,19 | Liv | *x* | CL<br>1,19 | 1902<br>1mo<br>*Lloyd* | Craig, Taylor&Co.<br>Stockton<br>'*sA&CP* *WB*= | Soc.diNav.Lloyd Adriatico<br>*Cell DBa*118'*uE&* | 361·0<br>P31'B90'F38'<br>*B38'f*148'830*tFPT* | 48·5 | 20·4<br>28·4<br>FK | Venice<br>Italian<br>6*BHCem*<br>188*tAPT*47*t* | T.3Cy.$25\frac{3}{16}$",42"&68"-48"(*s*)<br>180lb 348NHP<br>3SB,*9pf*,GS121,HS5367<br>N.E.MarineEng.Co.Ld.Sld | 30 ″ 11<br>s6 ″ 6<br>24 ″ 9 | |
| 29065<br>211634<br>LDGK | **Rosalie Mahony** WoodScSr<br>*Fitted for oil fuel*<br>*Elec.light Mchy.Aft* 2*Dks* | 1473<br>—<br>858 | | | | | 1913 | Mathews' S.B.Co.<br>Hoquiam | F.Lindermann | 201·1 | 41·0 | 26·0 | S.Frncisco<br>Utd.States | T.3Cy.13½",22"&36"-24"<br>60NHP<br>UnitedE.WksAlameda,Cal | | R |
| 29066<br>132505<br>HVBC | **Rosalind** SteelScSr<br>*ss*Dun.No.2-19<br>(*ex*LadyGwendolen) 2*Dks*(*UStl-ws*)<br>*Elec.light* Wireless | ~~2163~~<br>~~1527~~<br>~~1836~~<br>2390<br>1753 ~~1527~~<br>1563 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~6,21 1,21~~ 1,22<br>BS6,21<br>~~BS10,20~~ ✠LMC7,19<br>*Fitted for oil fuel* 11,19 *F.P. above* 150°F | NYk | *s* | CL<br>~~1,21~~<br>N6,21 | 1911<br>9mo<br>*Lloyd* | ClydeS.B.&Eng.Co.Ld.<br>PortGlasgow<br>'*sA&CP* | NewYork, Newfoundland& HalifaxS.S.Co.Ld. (C.T.Bowring&Co Ld.*Mgrs.*)<br>*CellD* | 300·2<br>P62'B115'F54'<br>*Ba*59'*f*69'265*tFPT* | 39·7 | 17·5<br>BK8" | Liverpool<br>British<br>5*BHCem*<br>13*tAPT*27*t* | T.3Cy.26",42"&68"-45" (*s*)<br>170lb 362NHP<br>2DB,*12cf*,GS200,HS6080<br>ClydeS.B.&E.Co.Ld.Pt.Gl | 18 ″ 9<br>s2 ″ 2½<br>17 ″ 8 | |
| 29067<br>121085<br>JHQN | — SteelScK<br>~~*ss*Hul.No.2-14~~<br>*ss*Hul.No.3-10,19 1*Dk* | 174<br>168<br>68 | ✠100A1<br>*StmTrawler*<br>~~10,21~~ ~~9,14~~ 4,22<br>BS4,22 ✠LMC10,19<br>~~Examined10,19 BS10,21~~ | Hul<br>Lwt | | CL<br>~~10,19~~<br>4,22 | 1905<br>11mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Beverley<br>'*sA&CP* | Baxter&Catchpole (G.D.Ulting *Mgr.*) | 108·5 | 21·6 | 11·5<br>BK8"<br>*WB*= | Lowestoft<br>British<br>4*BHCem*<br>*DTf*13'30*t* | T.3Cy.10",16¼"&27"-24" (*s*)<br>200lb 45RHP<br>1SB,*2pf*,GS25,HS750<br>Amos&Smith,Hull | 12 ″ 4 | |
| 29068<br>89594<br>JWNS | **Rosamond** IronScSr<br>*Well deck* 1*Dk* | 721<br>552<br>462 | | | ... | | 1884 | Nederlandsche S.M.<br>Rotterdam | UnionS.S.Co.of NewZealand,Ld. | 179·4<br>Q60' B41' F23' | 27·7 | 13·5 | Dunedin<br>British<br>*WB* | C.2Cy.23"&43"-30"<br>90RHP<br>StombootMtschppy.,Rot. | 14 ″ 3 | |
| 29069 | **Rosandra** SteelSc<br>*For full particulars See No.* 39090 *in Supplement*<br>*Elec.light* | 7700 | 100A1<br>*Shelter dk withfreeboard*<br>(*ClassContemplated*) | | | | 1921 | Cantiere SanRocco S.A.<br>Trieste | Nav.Libera TriestinaSoc in Az. | 450·0<br>B175' | 57·0 | 35·0 | Trieste<br>Italian | T.3Cy.32",51½"&83"-54"<br>StabilimentoTecnico Trestino,Trieste | | |
| 29070<br>113233 | **Rosareno** Iron&SteelScK<br>*ss*Gms.No.3-9,14<br>*ss*Gms.No.1-18 1*Dk*<br>*Irn framing&Stl plating* | 166<br>148<br>64 | ✠100A1<br>*Stm Trawler*<br>10,21 ~~8,20~~<br>BS10,21<br>~~BS8,20~~ ✠LMC7,18 | Gms | | CL<br>8,20 | 1902<br>10mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Beverley<br>'*sA&CP* | TheExor of SirG.F. Sleight,Bart. | 101·0<br>Q55'F17' | 21·0 | 11·0<br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.11½",19½"&32"-23"(*s*)<br>180lb 55RHP<br>1SB,*2pf*,GS29,HS970<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |
| 29071 | **Rosario** SteelScSr<br>*ss*Mdb.No.3-3,21<br>(*ex*WarMaker) 1*Dk*(*Stl*)<br>*Elec.light*<br>Wireless | 5468<br>*4742*<br>*3386* | 100A1<br>3,21<br>✠LMC3,21<br>*Fitted for oil fuel* 1,18 *FP above* 150°F<br>*Carrying oil fuel in bulk, FP above* 150° F | Mdb | *y* | CL<br>3,21 | 1918<br>*Lloyd* | Swan,Hunter&Wigham Richardson,<br>LdNewcastle<br>'*sA&CP* | Soc.diNav.Roma<br>*CellD* | 400·3<br>P49'B113'F39'<br>*B*345' 1033*t FPT*1 | 52·2 | 28·4<br>FK<br>*Middle line BH* | Palermo<br>Italian<br>11*BHptCem*<br>*not oil tight*<br>10*tAPT*44*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb *100lb*NDB3,21 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>N.EMarineEngCo Ld.Nwc | 31 ″ 0 | |
| 29072<br>JFTR | — IronSc3MstSr<br>(*ex*Calderon)<br>*Mchy.Aft* 2*Dks* | 612<br>515<br>342 | | | | | 1869 | Bowdler, Chaffer&Co.<br>Birkenhead | | 185·0 | 26·2 | 15·9 | Santander<br>Spanish | C.2Cy.22"&44"-24"<br>79NHP<br>J.Taylor&Co.,Birkenhead | 15 ″ 8 | |
| 29073<br>850<br>RSTG | — CompScSr<br>(*ex*GiulioCosulich,*ex* FaustoCosulich,*ex*Ivete,*ex*Julia) 1*Dk* | 277<br>219<br>161 | | | | | 1891 | P.Larson<br>Thorskog | Soc.Salvator | 122·0<br>Q34'B28'H9*t* | 21·0 | 11·1 | Genoa<br>Italian | C.2Cy.16½"&24½"-17½"<br>NB06 21NHP<br>P.Larsson,Thorskog | | V |
| 29074<br>JFTV | — SteelScK<br>*Mchy.Aft* 1*Dk* | 119<br>79<br>74 | ✠<br>1,01<br>✠ | Stk | | | 1895<br>8mo | Craig, Taylor&Co.<br>Stockton | Soc.Anon.Hidroelectrica del Pindo | 80·0<br>F14'<br>*WB*=*FPT*20*t* | 19·1 | 6·9<br>FK | Bilbao<br>Spanish<br>3*BHCem* | C.2Cy.12"&24"-18"<br>1SB,*2pf*,GS20,HS470 25NHP<br>Fisher&Co.,Paisley | 7 ″ 6 | |
| 29075<br>113232 | **Rosco** Iron&SteelScK<br>*ss*Gms.No.3-7,14<br>*ss*Gms.No.1-19<br>1*Dk Irn framing&Stl plating* | 166<br>148<br>65 | ✠100A1<br>*Stm Trawler*<br>~~9,21~~ ~~1,21~~ 5,22<br>BS5,22<br>~~[illegible]~~ ✠LMC5,19 | Gms | | CL<br>1,21 | 1902<br>9mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Beverley<br>'*sA&CP* | TheExor of SirG.F. Sleight,Bart. | 101·0<br>Q55'F17'<br>ptND14 | 21·0 | 11·0<br>BK7½" | Grimsby<br>British<br>3*BHCem* | T3Cy.11½",19½"&32"-23"(*s*)<br>180lb 55RHP<br>1SB,*2pf*,GS29,HS970<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |
| 29076<br>115692<br>TQKP | **Rose** SteelScSr<br>*ss*Gls.No.3-5,14<br>*ss*Pts.No.1-20<br>*Elec.light* Wireless 2*Dks*(*Stl-Uptws*) | 1098<br>807<br>458 | ✠100A1<br>2,22 ~~2,21~~<br>~~BS2,21~~ ✠LMC3,20<br>BS2,22 | Gls | *p* | CL<br>3,20 | 1902<br>6mo<br>*Lloyd* | A.&J. Inglis<br>Glasgow<br>'*sA&CP* | LairdLine,Ld. | 250·5<br>P43'B121'F39'<br>*Shltr dkf*17' | 36·1 | 15·2<br>BK8½"<br>*WB* | Glasgow<br>British<br>5*BHCem*<br>=*FPT28t* | T.3Cy.26",42"&65"-42" (*s*)<br>165lb *100lb* 330NHP<br>2DB,*12cf*,GS191,HS5790<br>A.&J.Inglis,Glasgow | 16 ″ 0<br>s 2 ″ 0<br>14 ″ 11 | BT till 2,22 |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Speciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7"<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29077<br>90914<br>HKGV | **Rose** SteelScSr<br>*ss*Bry.2ndNo.3-11,19<br>(*ex*Genbert,*ex*Rose) 1*Dk*(*Irn*)<br>*Well deck* & *Web frames*<br>*Cargo battens not fitted* | 872<br>670<br>521 | ✠100A1<br>12,20<br>✠NB8,15 ✠LMC11,19<br>DBS12.20 | Bry | *l* | CL<br>N12,20 | 1894<br>5mo | Wood,<br>Skinner&Co.<br>Newcastle<br>A&CP | LondonTransport<br>Co.Ld.<br>(E.J.Heinz *Mgr.*) | 200·4<br>P17'Q82'B9'F25'<br>FK<br>*WB=CellDB167'245tFPT35tAPT22t* | 32·7 | 12·7 | London<br>British<br>4*BHCem* | T.3Cy.14½",26"&43"-30" (*s*)<br>160lb *90lb* NDB02*fitted*07<br>93RHP<br>1SB,3*pf*,GS49,HS1835<br>N.E.MarineEngCoLd.Nwc |
| 29078<br>113422 | — SteelTwinSc<br>(*Ferry*)<br>*Elec.light* 1*Dk* | 514<br>506<br>212 | | | ... | | 1900 | J.Jones&<br>Sons<br>Birkenhead | TheMayor,Aldermen&Burgessesof<br>theBorough of<br>Wallasey | 155·6<br>FK | 42·1 | 11·0 | Liverpool<br>British<br>*WB* | T.8Cy.(2)19"(2)26"&(4)31"<br>-21" 242NHP<br>J.Jones&Sons,Liverpool |
| 29079<br>109946<br>TBWQ | — SteelTwinSc<br>1*Dk*(*Teak*)<br>*Elec.light* | 308<br>301<br>6 | ✠<br>*For towing purposes*<br>8,04 | Abn | *g* | | 1904<br>8mo | Hall,Russell&Co.Ld.<br>Aberdeen | BombayPortTrust | 140·1<br>F14'<br>BK7"<br>*WB=DBf28'50tFPT10tAPT19t* | 26·1 | 13·1 | Bombay<br>British<br>4*BHCem* | T.6Cy.13½",22½"&36"-25'<br>154NHP<br>2SB,6*cf*,GS102,HS2680<br>Hall,Russell&Co.Ld.Abn. |
| 29080<br>118085 | — SteelScSr<br>1*Dk* | 299<br>229<br>113 | | | | | 1904 | Scott&<br>Sons<br>Bowling | MonroeShipping<br>Co.Ld.(Monroe<br>Bros.*Mgrs.*) | 130·2<br>Q46'B9'F22' | 23·1 | 10·9 | Liverpool<br>British<br>*WB* | C.2Cy.16"&36"-24"<br>52RHP<br>Fisher&Co.Paisley |
| 29081<br>112843 | — SteelTwinSc<br>(*Ferry*) | 259<br>189<br>176 | | | | | 1901 | A.W.<br>Robertson<br>London | MidlandRly.Co. | 124·7 | 24·7 | 7·8 | London<br>British | C.4Cy.12"&24"-18"<br>100RHP<br>A.W.Robertson,London |
| 29082<br>129540 | — SteelScK<br>(*Trawler*)<br>1*Dk* | 218<br>210<br>86 | | | ... | | 1911 | A.Hall&<br>Co.Ld.<br>Aberdeen | J.S.Boyle | 121·2<br>RFD19'<br>BK7½" | 22·5 | 12·2 | Glasgow<br>British<br>*WB* | T.3Cy.12",20"&33"-23"<br>66RHP<br>A.Hall&Co.Ld.Aberdeen |
| 29083<br>80453<br>MKFC | **Rose Ann** IronScSr<br>*Mchy.Aft* 1*Dk* | 125<br>104<br>48 | | | ... | | 1879 | H.M'Intyre&Co.<br>Paisley | ~~PremierTugCo.Ld.~~<br>~~(W.H.Miller,~~<br>~~*Mgr.*)~~ United<br>TowingCo.Ld. | 100·5<br>Q44' F12' | 19·0 | 8·8 | DouglasIM<br>British<br>*WB* | C.2Cy.17½"&34"-24"<br>NB99 47RHP<br>Hutson&Corbett,Glasgow |
| 29084<br>137438<br>JKNS | **Rose Castle** SteelScSr<br>*ss* Mdb.No.1-19<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>Sub.Sig. *Longitudinal framing*<br>Wireless | 7546<br>6894<br>4351 | ✠100A1<br>4,22 ~~2,21~~<br>✠LMC10,19<br>*Carrying oil fuel F.P. above 150° F.* | Rot<br>Hfx 4,22 | *b*† | CL<br>~~2,21~~<br>~~12,21~~<br>4,22 | 1915<br>4mo | ShortBros.<br>Ld.<br>Sunderland<br>*Lloyd's A&CP*<br>*in part DB* | DominionShipping<br>Co.Ld (H.McInnes,<br>*Mgr.*) | 455·0<br>P27'B76'*fwd*B16'<br>F33' FK<br>*WB=CellDBa152'uE&B52'f195'1758t topside tanks a 169' E&B space62'f185'1460tFPT147tAPT118t* | 58·0 | 31·1 | Montreal<br>British<br>7*BHCem* | T.3Cy.28½",47"&79"-54' (*s*)<br>180lb 606NHP<br>3SB,12*cf*,GS213,HS8670 FD<br>G.Clark,Ld.Sunderland |
| 29085<br>27637<br>KGTR | **Rose City** SteelScSr<br>(*ex U.S.*Lawton,*ex*Badger,*ex*Yumuri)<br>Sub.Sig. Wireless 1*Dk*&*Hur dk* | 3468<br>2412<br>2154 | | | | | 1889 | Delaware<br>RiverCo.<br>Chester,Pa. | SanFrancisco&<br>PortlandS.S.Co.<br>(F.Schafer,*Mgr.*) | 336·2 | 43·2 | 22·3 | S.Frncisco<br>Utd.States | T.3Cy.28",44"&70-48"<br>NB16 339NHP<br>DelawareRiverCo.Chester |
| 29086<br>114801 | **Rose Duncan** SteelScK<br>(*ex*Melody) 1*Dk*(*Stl*)<br>*Mchy.Aft.* | 97<br>96<br>41 | ✠100A1<br>*For fishing purposes*<br>4,21<br>✠LMC2,21 | Abn | | CL | 1921<br>1mo | King's<br>LynnS.B.Co.<br>Ld.<br>King'sLynn | J.Duthie | 86·9<br>BK7½" | 18·5 | 9·3 | Aberdeen<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"-18' (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>A.Dodman&Co.Ld.<br>King'sLynn |
| 29087<br>128498<br>HQBG | **Rose Marie** SteelScSr<br>*ss*Nwc.No.2-19<br>(*ex*Spero,*ex*Ashtree) 1*Dk*(*Stl*)<br>*Well deck* &*deep framing* | 1579<br>1192<br>758 | ✠100A1<br>1,21<br>~~BS1,21~~ ✠LMC8,19<br>BS1,23 | Shl | *p* | CL<br>1,21 | 1909<br>10mo | Craig,Taylor&Co.Ld.<br>Stockton<br>*Lloyd's A&CP* | RodneyS.S.Co.Ld. | 245·0<br>Q145'B10'F28'<br>FK<br>*CellDBa76uE18'f92'367tFPT85tAPT89t* | 36·6 | 17·1 | Newcastle<br>British<br>4*BHCem* | T.3Cy.19",31"&51"-36" (*s*)<br>180lb *90lb* 181NHP<br>2SB,4*cf*,GS73,HS2940<br>N.E.MarineEng.CoLd.Sld. |
| 29088<br>209822<br>LCJK | **Rose Standish** SteelPad<br>*Elec.light* 1*Dk* | 993<br>—<br>504 | | | | | 1912 | Harlan&<br>HollingsworthCor.<br>Wlmgtn,Del. | NantasketBeach<br>SteamboatCo. | 205·4 | 34·5 | 11·4 | Boston<br>Utd.States | C.D.2Cy.31"&56"-102"<br>262NHP<br>A.&W.FletcherCo.N.Yk. |
| 29089<br>128374 | **Rose III.** SteelScK<br>*ss*Abn.No.1-13<br>1*Dk* | 88<br>88<br>39 | ✠ ——<br>12,19<br>*For fishing purposes*<br>✠ | Abn | | | 1908<br>9mo | A.Hall&<br>Co.Ld.<br>Aberdeen | A.Smith | 86·5<br>BK7" | 18·6 | 9·0 | Buckie<br>British<br>3*BHCem* | C.2Cy.13"&26"-18"<br>33RHP<br>1SB,2*pf*,GS27,HS652<br>A.Hall&Co.Ld.Aberdeen |
| 29090<br>127954<br>HPQJ | **Rose of England** SteelScK<br>*ss*Liv.No.3-6,19<br>*Elec.light* 1*Dk* | 223<br>203<br>86 | ✠100A1<br>*Stm Trawler*<br>~~5,21~~ ~~7,20~~ 10,21<br>✠LMC7,20<br>BS10,21 | Liv | | CL<br>12,19 | 1909<br>1mo | Cochrane&<br>Sons<br>Selby<br>*Lloyd's A&CP* | J.Duncan,Son&<br>Co. | 120·2<br>Q69'F20'<br>BK7½" | 22·0 | 11·3 | Liverpool<br>British<br>3*BHCem* | T.3Cy.12½",21½"&35"-24"<br>180lb (*s*) 68RHP<br>1SB,2*pf*,GS33,HS1070<br>C.D.Holmes&Co.Ld.Hull |
| 29091<br>84908 | **Rosebery** IronScDy | 103<br>101<br>39 | | | ... | | 1883 | Hawthorns<br>&Co.<br>Leith | GeneralSteam<br>FishingCo.Ld. | 92·5<br>F12' | 18·0 | 9·4 | Granton<br>British | C.2Cy.15"&27"-21"<br>32RHP<br>Hawthorns&Co.,Leith |
| 29092<br>119618<br>HGQP | **Rosebud** SteelScK<br>1*Dk* | 100<br>92<br>39 | ✠<br>*For fishing purposes*<br>3,07<br>✠ | Abn | | | 1907<br>3mo | Hall,Russell&Co.Ld.<br>Aberdeen | A.Cordiner | 86·4<br>BK7½"<br>*WB=FPT8t* | 18·6 | 9·0 | Peterhead<br>British<br>3*BHCem* | C.2Cy.13"&28"-18"<br>38RHP<br>1SB,2*pf*,GS27,HS724<br>Hall,Russell&Co.Ld.Abn. |
| 29093<br>110329 | **Rosedale** WoodPad | 938<br>—<br>677 | | | | | 1877 | ..................<br>Norfolk,Va. | R.M.Bryson | 216·0 | 34·2 | 10·0 | Phildlphia<br>Utd.States | |
| 29094<br>140712<br>JTDL | **Roseden** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 4323<br>4029<br>2700 | ✠100A1<br>~~5,21~~ ~~1,20~~ 12,21<br>✠LMC4,18<br>*Carrying oil fuel F.P. above 150° F.* | Nwc<br>~~Bly~~ Rot | *x* | CL<br>5,21 | 1918<br>4mo | BlythS.B.<br>&D.D.Co.Ld.<br>Blyth<br>*Lloyd's A&CP*<br>*in DB* | Stephens,Sutton,<br>Ld. | 363·2<br>P31'B98'F36'<br>FK<br>*CellDB316'977tAPT141t* | 51·0 | 26·3 | Newcastle<br>British<br>6*BHCem* | T.3Cy.25",41"&68"-48" (*s*)<br>180lb 377NHP<br>3SB,9*f*,GS222,HS6229<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. |
| 29095<br>105811<br>PGJR | **Rosefield** SteelScSr<br>*ss*Cff.No.3-9,09<br>Wireless *ss*Shl.No.2-19<br>1*Dk*(*Stl*)2*tr B*&*Web frames* | 3079<br>2860<br>1902 | ✠100A1<br>*with freeboard*<br>9,21 ~~12,20~~<br>✠LMC12,20<br>MBS4,22 | Npt<br>Rtg | *u* | CL<br>12,20 | 1896<br>3mo | J.Priestman&Co.<br>Sunderland<br>A&CP | WoodfieldS.Shppg<br>CoLd(WoodsTylor<br>&Brown,*Mgrs.*) | 325·0<br>P31'B88'F36'<br>ptND09 FK<br>*WB=DBa110'f120'776tAPT100t* | 47·0 | 23·6 | London<br>British<br>5*BHCem* | T.3Cy.24",40"&66"-45" (*r*)<br>160lb *100lb* NDB16 301NHP<br>2SB,6*cf*,GS124,HS4650<br>Blair&Co.(Lim.),Stockton |
| 29096<br>MKHS | **Rosegg** SteelSc4MstSr<br>(*ex*Röisheim)<br>*Elec.light* Wireless 1*Dk* | 1840<br>1645<br>1116 | | | | | 1914 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | A/S Uto(C.Eitzen<br>&Co.*Mgrs.*) | 265·0<br>P56tB71'H76tF29' | 42·1 | 17·9 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.20½",33"&56"-36"<br>188NHP<br>FredrikstadM.V.Frdstad |
| 29097<br>OSDY | **Rosemonde** SteelScK<br>(*Trawler*)<br>Wireless 1*Dk* | 364<br>303<br>173 | | | | | 1910 | Smith's<br>DockCo.Ld.<br>Middlesbro' | Soc.Française de<br>Pêcheries à Vap | 147·6<br>Q79'F28' | 23·0 | 13·1 | Boulogne<br>French | T.3Cy.14",23"&39"-27"<br>79NHP<br>ShieldsEng.Co.Ld.N.Shl. |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29098<br>NBKO | Rösen Wood4MstScSr<br>OilEng.<br>Mchy Aft 1Dk | 383<br>347<br>285 | | | | | 1920 | Codan<br>VaerftetA/S<br>Köge | ~~RederiA/S Dragör~~<br>~~(J.Övrebeck,Mgr.)~~<br>RederiAkties"Halla"<br>(T.C.Christensen,Mgr) | 134·3<br>Q34' | 30·5 | 13·2 | Copnhagn<br>Danish | Oil Engines 4S.C.SA<br>4Cy.11⅘"–16½" 48NHP<br>HolebyDieselMotorFabrik<br>Holeby | | V |
| 29099<br>NSWL | Rosenborg SteelScSr<br>ssEls.No.1-19<br>Elec.light 1Dk(Irn) | 1997<br>1764<br>1206 | ✠100A1<br>8,21 ~~7,20~~<br>✠LMC3,19<br>BS11,20 | Els | r | ~~11,19~~<br>8,21 | 1914<br>6mo<br>Lloyd | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'sA&CP | Dampskibsselsk.<br>Dannebrog (C.K.<br>Hansen,Mgr.)<br>WB=CellDBa88' | 280·0<br>P21'B74'F31'<br>FK<br>uE&B38' f114' 535t | 40·0 | 19·1 | Copnhagn<br>Danish<br>4BHCem<br>APT78t | T.3Cy.20",31½"&53"–36" (s)<br>180lb 100lb 188NHP<br>2SB,4cf,GS70,HS3030<br>Cen.Mar.Eng.Wrks.WHpl | 21 ″ 4<br>s 3 ″ 1½<br>18 ″ 6 | |
| 29100<br>MFSL | Rosendal SteelScSr<br>Elec.light 1Dk | 357<br>187<br>171 | | | | | 1909 | Laxevaags<br>Msk&Jrnskb<br>Bergen | Hardanger<br>Söndhordlandske<br>Dampskibsselskab | 140·0<br>P106tH19tF42t | 23·6 | 10·7 | Bergen<br>Norwegian<br>WB | T.3Cy.13¼",22"&35"–25"<br>61NHP<br>LaxevaagsMsk.&Jrns.Bgn | | |
| 29101<br>129498<br>HRBW | Roseric SteelScSr<br>ssNpt.No.2-18 ~~ssSws.No.1-14~~<br>Elec.light 2Dks(Stl)&deepframing&<br>Wireless Shelter dk(Stl-ws)<br>Carrying oil fuel F.P.above150°F.in DB | 4738<br>4296<br>3005 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~8,21~~ ~~11,16~~ 4,22<br>BS8,21<br>~~BS1,21~~ ✠LMC10,18 | Nag<br>~~Han~~ NYk | z | CL<br>~~10,18~~<br>8,21 | 1910<br>6mo<br>Lloyd | Russell&<br>Co.<br>Pt.Glasgow<br>'sA&CP | BankLine,Ld.<br>(A.Weir&Co.<br>Mgrs.) | 405·2<br>FK<br>WB=CellDBa134' | 52·0 | 25·8 | Glasgow<br>British Cem<br>5BHto Udk<br>1 to Mdk<br>uE24' f173' | T.3Cy.27",44"&73"–48" (s)<br>180lb 110lb 478NHP<br>2SB,8cf,GS146,HS6764 FD<br>Rankin&Blackmore,Grk.<br>1121t DTa43'1031t APT25t | 28″ 5<br>s 3 ″ 8½<br>25 ″ 1 | |
| 29102<br>124685<br>HKGB | Rosetta SteelScK<br>ssLiv.No.3-7,19<br>Elec.light 1Dk | 236<br>208<br>95 | ✠100A1<br>StmTrawler<br>7,19<br>BS12,20 ✠LMC8,19 | Liv | | CL<br>7,19 | 1907<br>2mo<br>Lloyd | J.Duthie<br>Sons&Co.Ld.<br>Aberdeen<br>'sA&CP | G.Kelton | 126·8<br>BK7½" | 22·0 | 11·8 | Aberdeen<br>British<br>3BHCem | T.3Cy.12½",20"&33"–24" (s)<br>180lb 68RHP<br>1SB,2pf,GS37,HS1200<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 29103<br>97468<br>QFJH | — WoodAuxScK<br>GIB Par.Mot.<br>Salted† 1Dk<br>(See Sailing Ship Register) | 74<br>73<br>46 | ✠<br>.8,16 | Apl | 12<br>C8<br>C4 | | 1890<br>4mo | Watson&<br>Fox<br>Plymouth | ~~S.E.Wood~~<br>~~H.W.Bear~~<br>W.J.Davies | 76·3<br>9&12yrsMat | 19·5 | 8·7 | ~~Brnstaple~~<br>British<br>Liverpool | Paraffin Motor<br>Made&fitted 16 6NHP<br>2Cy.9½"–10"<br>InvincibleEg.Co.Keighley | 9 ″ 6 | |
| 29104<br>137648 | Rosevalley WoodScK<br>(exSilt) 1Dk<br>9&12yrs.Mat. | 100<br>99<br>42 | ✠11A1<br>For fishing purposes<br>9.20<br>✠LMC9,20 | Abn | | 9,20 | 1918<br>10mo<br>Lloyd | Herd&<br>Mackenzie<br>Findochty<br>'sA&CP | A.Jack | 87·0 | 20·0 | 10·1 | Inverness<br>British | T.3Cy.9½",15½"&26"–18" (s)<br>180lb 42RHP<br>1SB,2pf,GS30,HS814<br>Yeaman&Baggeson,Dndee | 10 ″ 5 | |
| 29105<br>217121<br>LNKQ | Roseway WoodSc<br>Elec.light 1Dk | 359<br>316<br>168 | | | | | 1918 | A.D.Storey<br>Essex,Mass. | BostonTrawling<br>Co.(A.L.Parker,<br>Mgr.) | 142·1 | 29·6 | 11·8 | Boston<br>Utd.States | T.3Cy.13½",22"&36"–24"<br>63NHP<br>PortlandCo.Portland,Me. | | |
| 29106<br>88817<br>LBHC | Rosewood SteelScSr<br>ssGls.No.3-5,01<br>ssShl.No.2-10<br>(exBlakemoor) 1Dk(Irn)2trB<br>Well deck Innerbottom plating pt Irn | 1757<br>1324<br>1104 | ✠<br>5,14<br>✠ | Shl | q | | 1889<br>1mo | J.Read-<br>head&Sons<br>S.Shields | TheAdmiralty | 259·0<br>P28'Q70'B108'<br>F33' BK9½"<br>WB= CellDBa76'uE | 36·0 | 17·9 | S.Shields<br>British<br>4BHCem<br>16'f104'338t | T3Cy.20½",33½"&55"–36"<br>NDB08 181NHP<br>2SB,4rf,GS71,HS2701<br>J.Readhead&Sons,S.Shl. | 20 ″ 6 | |
| 29107<br>142852<br>KOWM | Roseworth SteelScSr<br>Elec.light Wireless 1Dk(Stl)<br>CruiserStern | 2554<br>2244<br>1408 | ✠100A1<br>~~[illegible]~~ ~~2,21~~ 1,22<br>✠LMC11,19<br>Fitted for oil fuel 8,20 F.P. above 150°F | Shl<br>~~[illegible]~~ Liv | t | CL<br>8,21 | 1919<br>11mo<br>Lloyd | Dunlop,<br>Bremner&Co.<br>Ld.PGlasgow<br>'sA&CP | RobertStanley<br>ShippingCo.Ld.<br>(R.S.Dalgliesh,<br>Mgr.) CellD | 302·9<br>P33'B80'F32'<br>FK<br>B260' 669t FPT72t | 42·9 | 20·7 | Newcastle<br>British<br>5BHptCem<br>APT170t | T.3Cy.22",36"&59"–39" (s)<br>180lb 100lb 175NHP<br>2SB,6cf,GS124,HS4426<br>DunlopBrmnr&CoLdPGl. | 23 ″ 0<br>s 3 ″ 6½<br>19″10 | |
| 29108<br>MTFQ | Rosholmen SteelScSr<br>(Fishing)<br>1Dk | 143<br>136<br>52 | | | | | 1919 | A/SAale-<br>sundsM.V.<br>Aalesund | AalesundsFiskeri-<br>selskap,A/S.<br>(E.O.Roald,Mgr.) | 105·5<br>B15' | 20·2 | 10·4 | Aalesund<br>Norwegian | T.3Cy.9½",15"&23"–18"<br>23NHP<br>A/S AalesundsM.V. | | N |
| 29109<br>110129<br>HLDW | Rosia SteelScSp<br>(exNo.66)<br>Wireless 1Dk | 462<br>411<br>192 | | | ... | | 1899 | Exors.of<br>T.A.Walker<br>Sudbrook | L.&N.W.Ry.Co. | 164·0<br>FK | 27·1 | 10·7 | Liverpool<br>British | T3Cy.13",22¼"&34"–22½"<br>NB14 65RHP<br>Plenty&Son,Newbury | 11″ 5 | |
| 29110<br>124736 | Rosie SteelScK<br>ssGms.No.3-4,20<br>Mchy.Aft 1Dk(Stl) | 115<br>99<br>64 | ✠100A1<br>3,22 ~~4,20~~<br>✠LMC4,20<br>BS8,21 | Gms<br>Hul | | ~~N4,20~~<br>3,22 | 1907<br>4mo<br>Lloyd | J.Scarr&<br>Son<br>Beverley<br>'sA&CP | ~~SuffolkShipping~~<br>~~Co.Ld.(C.G.L.~~<br>~~Ionides,Mgr.)~~<br>Mellonie&Goulder<br>Ld. | 80·5<br>Q24'F10'<br>BK6"<br>WB= | 17·5 | 8·6 | Ipswich<br>British<br>3BHCem<br>FPT12t | C.2Cy.10"&20"–14" (s)<br>140lb 16RHP<br>1SB,2pf,GS19,HS460<br>F.T.Harker,Stockton | 9 ″ 2<br>s ″ 10½<br>8 ″ 10 | |
| 29111<br>79358<br>KOVQ | — WoodAuxScK<br>Par.Mot.(not classed)<br>10&12yrs.Mat. CF 1Dk<br>Salted†-HTApl.20<br>(See Sailing Ship Register) | 101<br>95<br>71 | ✠ A1<br>10,20<br>SSApl 16-9yrs. | Apl | 14<br>C9 | | 1885<br>10mo | R.Cock<br>Appledore | Mrs.M.A.Beddis | 83·0<br>ND04 | 21·0 | 9·9 | Bideford<br>British | Paraffin Motor 2S.C.SA<br>1Cy.10⅝"–12¼" NE19 8NHP<br>A.Gulowsen,Christiania | 10 ″ 8 | |
| 29112 | Rosignano SteelSc<br>(exWarBagpipe) 1Dk(Stl)<br>Elec light Wireless<br>Well deck Cargo battens not fitted | 2314<br>1734<br>1307 | ✠100A1<br>12,21 ~~10,19~~<br>✠LMC6,18 | Lth<br>Lgn | s | CL<br>~~11,19~~<br>12,21 | 1918<br>7mo<br>Lloyd | BlythS.B.<br>&D.D.Co.Ld.<br>Blyth<br>'sA&CP | Soc. diNav.Roma<br>CellD | 285·0<br>P28'Q75'B66'F32'<br>FK<br>B228'568tFPT104t | 42·0 | 19·0 | Genoa<br>Italian<br>7BHptCem<br>APT228t | T.3Cy.25",41"&68"–45" (s)<br>180lb 416NHP<br>2SB,8cf,GS150,HS5998 FD<br>N.E.MarineEng.Co.Ld.Sld | 21 ″ 2<br>s2 ″ 3<br>19 ″ 3 | |
| 29113<br>HQLF | Rosina ssPir.No.1-21 SteelScSr<br>ssSws.No.3-5,16<br>1Dk(Stl)2trB&Webframes<br>Elec.light Wireless 3Dk rule | 2572<br>2412<br>1600 | ✠100A1<br>6,21 ~~3,20~~<br>~~BS6,19~~ ✠LMC~~6,16~~<br>BS2,21 MS6,21 | Cff<br>Pir | u | CL<br>6,19 | 1904<br>2mo<br>Lloyd | Chant. Nav<br>Anversois<br>Hoboken<br>'sA&CP | A.Embiricos<br>WB=CellDBa92'<br>uE&B38'f142'810t | 318·0<br>P35'B200'F37'<br>FK<br>DTa 28' 510t FPT | 44·6 | 20·7 | Andros<br>Greek<br>6BHCem<br>82tAPT100t | T.3Cy.23",38"&64"–42" (s)<br>180lb NDB21-90lb 287NHP<br>2SB,6cf,GS126,HS4417<br>N.E.MarineEng.Co.Ld.Sld | 23 ″ 6<br>s 2 ″ 9<br>21 ″ 1 | |
| 29114<br>RTDB | Rosina Ferrara WoodAuxScBn<br>(exSailing Vessel,ex Motor<br>EmmaM,exMongibello) 1Dk<br>(See Sailing Ship Register) | 232<br>—<br>140 | | | | | 1876 | A.Briasco<br>Sestri | Flli.F.&S.<br>Pittaluga | 117·4 | 25·6 | 14·0 | Genoa<br>Italian | Motor<br>2Cy. NEfitted19<br>CampbellGasCo.Ld.<br>Halifax,N.S. | | V |
| 29115 | Rosita IronSc<br>(exElihuThomson,exItalia)<br>1Dk(Irn)&Spar dk&Webframes | 896<br>—<br>448 | ✠<br>Spar dk<br>withfreeboard<br>3,91 | Nwc | l | | 1888<br>9mo | W.Dobson<br>&Co.<br>Newcastle | J.F.Mould&Co.<br>DBa5 | 195·1<br>H20t 20·6<br>1'f79'132tAPT30t | 28·0 | 13·6 | Callao<br>Peruvian<br>4BHAsp | T.3Cy.15",23"&40"–30"<br>88NHP<br>N.E.Mar.Eng.Co.Ld.Nwc. | 21 ″ 8 | |
| 29116 | — SteelScSk<br>(Whaler)<br>1Dk | 166<br>149<br>43 | | | | | 1905 | Framnes<br>Mek.Værks.<br>Sandefjord | Cia.Argentina de<br>PescaS.A. | 100·8 | 20·1 | 11·7 | Bns.Ayres<br>Argentine | T.3Cy.11",18"&29"–24"<br>41NHP<br>AkersMek.Værks.Xia. | | |
| 29117<br>MBPN | Röskva SteelScSr<br>Elec.light (exLom) 1Dk | 1256<br>1134<br>765 | | | | | 1904 | Nylands<br>Værksted<br>Christiania | D/S A/S Röskva<br>(A.H.Arvesen) | 241·5<br>P22tH77tF26t | 35·7 | 17·8 | Chrstiania<br>Norwegian<br>WB | T.3Cy.18",29"&48"–33"<br>132NHP<br>NylandsVærksted,Xania. | | N |

| 1 Numéro d'Ordre — Numéro Officiel — Signaux | 2, 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Longueur. | Largeur. | Creux. | Superstructures, &c. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29118<br>3847<br>JMCT | **Roslagen** IronScSr<br>(exProbus, exTudorPrince) ssOsc.2ndNo.3–3,10<br>ssSkm.No.2–20<br>Well deck 1Dk(IrnQws) & Web frames | 1445<br>1148<br>823 | ✠100A1<br>3,20<br>BS8,21 ✠LMC3,20 | Skm | o | 3 20 | 1884<br>10mo | JLThompson&Sons<br>Sunderland<br>A&CP | RederiAktieb Fortuna (A. Nilsson, Mgr.) | 245·2 | 35·0 | 17·6 | P23'Q69'B59'F27'<br>FK<br>W | Hlsngborg<br>Swedish<br>4BHCem<br>B = DBa 69' | C.2Cy.31"&57"–36" (a)<br>80lb 100lb NDB01 162NHP<br>1DB,4pf,GS80,HS2811<br>J.Dickinson,Sunderland<br>f54'288t | 18<br>1<br>16 |
| 29119<br>907 | **Rosolino Orlando** SteelScSr<br>Elec.light Mchy.Aft 2Dks<br>Wireless | 5733<br>4596<br>3500 | | | | | 1919 | Società Esercizio Bacini<br>RivaTrigoso | LloydMediterraneo | 376·5 | 50·8 | 30·3 | P16'B252'F36' | Genoa<br>Italian<br>WB | T.3Cy.26",42½"&69 7/16"–48"<br>336NHP<br>SocietàEsercizioBacini, RivaTrigoso | |
| 29120 | **Ross** SteelTwinScSr<br>Elec.light Wireless 2Dks(Stl) | 766<br>690<br>320 | ✠<br>For Government Service<br>8,19<br>✠ | Rnf | | | 1919<br>8mo | Lobnitz &Co.Ld.<br>Renfrew<br>Cell | TheAdmiralty<br>DBf12'16tDTf18' | 219·3 | 28·6 | 15·5 | FK<br>24t D Ta16'36t FP | London<br>British<br>10BHptCem<br>T6tAPT22t | T.6Cy.13¼",21¼"&34"–21"<br>HS6990 378NHP<br>2 Water Tube Boilers FD<br>Lobnitz&Co Ld.Renfrew | 16 |
| 29121<br><br>MHSW | — SteelScSr<br>(Whaler)<br>1Dk | 173<br>170<br>62 | | | | | 1912 | Kaldnæs Mek.Værks.<br>Tönsberg | A/S Hector (N. Bugge, Mgr.) | 106·1 | 20·0 | 12·4 | | Tönsberg<br>Norwegian<br>WB | T.3Cy.12",20"&33"–24"<br>53NHP<br>BergensMekVærksBergen | |
| 29122<br>~~127442~~<br>~~HPBG~~ | **Rossano** SteelScSr<br>Wireless 1Dk<br>Now named "Possidon," See No. 38950 in Supplement | 3744<br>[illegible]<br>2371 | | | | | 1909 | W.Gray&Co.Ld.<br>WHartlepool | ~~GulfLine,Ld.~~<br>N.P.Roussos | 346·3 | 50·8 | 23·1 | P27'B96'F32' | ~~W.Hartlpl~~<br>~~British~~<br>Piræus<br>Greek<br>WB | T.3Cy.25",40"&65"–42"<br>274NHP<br>Cen.Mar.Eng.Wrks.WHpl | |
| 29123<br>113401<br>RTVQ | **Rossetti** SteelScSr<br>Elec.light Wireless 3Dks | 6540<br>4806<br>4100 | | | | | 1900 | D&WHenderson&CoLd<br>Glasgow | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. Mgrs.) | 405·4 | 52·2 | 36·3 | | Liverpool<br>British<br>WB | T.3Cy.29½",47"&78"–54"<br>447NHP<br>D.&W.Henderson&Co.Gls. | |
| 29124<br>119143<br>HCNQ | **Rossgarragh** SteelScSr<br>ssLiv.No.3–2,19<br>(exGlenarm) 1Dk(ptStl)<br>Mchy.Aft Well deck | 281<br>217<br>109 | ✠100A1<br>7,19<br>BS11,20 ✠LMC11,17 | Bel | d | 2,19 | 1904<br>6mo<br>Lloyd | Bow,McLachlan&Co. Ld. Paisley<br>'sA&CP | S.B.Stevenson | 132·8 | 23·1 | 9·7 | Q46'B7'F21'<br>BK7"<br>FPT | Lndnderry<br>British<br>3BHGem<br>30tAPT8t | C.2Cy.16 7/16"&34"–24" (s)<br>125lb 47RHP<br>1SB,2pf,GS40,HS1254<br>Bow,McLachlan&CoLdPsy | 10<br>8<br>10 |
| 29125<br>113440<br>JLVT | **Rossia** SteelScSr<br>ssShl.No.3–1,14<br>(exLowtherCastle) ssLiv.No.1–19<br>Wireless 1Dk(Stl)&<br>Elec.light Spar dk(Stl)&deep framing | 4576<br>4324<br>2879 | ✠100A1<br>Spar dk<br>1,21<br>BS5,20 ✠LMC MS1,21 | Msl | x | CL<br>N9,19 | 1900<br>12mo | AM'Millan &Son,Ld.<br>Dumbarton<br>A&CP W | SeftonS.S.Co.Ld. (H.E.Moss&Co. Mgrs.)<br>B = Cell DBa116 | 375·5 | 50·0 | 18·6 | P40'B104'F35' 27·1<br>FK<br>uE&B44'f158'994t | Liverpool<br>British<br>6BHCem<br>APT210t | T.3Cy.26",43"&72"–48" (s)<br>200lb 396NHP<br>3SB,9cf,GS189,HS5910<br>Muir&Houston,Ld.Gls. | 29<br>5·1<br>24 |
| 29126 | **Rossie** SteelSc<br>Should be "Manxsona," See No. 38475 in Supplement<br>Mchy.Aft | 200 | 100A1<br>(Class Contemplated) | | | | 1921 | Coaster Const.Co.Ld.<br>Montrose | | 100·8 | 21·1 | 9·6 | F21' | British | T.3Cy.10",16½"&26½"–18<br>W.Burrill,Gt.Yarmouth | |
| 29127<br><br>OSEJ | **Rossignol I.** SteelScSr<br>(exOdin)<br>1Dk | 117<br>103<br>51 | | | | | 1906 | Xiansands Mek.Værks.<br>Xiansand | PaulBesset | 102·8 | 17·9 | 8·6 | | Algiers<br>French | C.2Cy.10"&21"–12"<br>13NHP<br>XiansandsM.V.Xiansand | |
| 29128<br><br>OSEK | **Rossignol II.** SteelScSr<br>Elec.light 1Dk | 319<br>—<br>53 | | | | | 1919 | Forg&Ch. de la.Médit.<br>LaSeyne | A.Senac | 137·8 | 23·3 | 11·7 | | Oran<br>French | C.2Cy.18"&36"–23½"<br>63NHP<br>Forg.&Ch.de laMédit.Msl. | |
| 29129<br>535<br>LMBG | **Rossija** IronScSr<br>2ndSurvey,Liv.7,88<br>(exCongal,exArranmore) 1Dk(Irn)2trB<br>Well deck | 1447<br>1109<br>921 | ✠<br>7,89 | Bgn | Lv | | 1879<br>5mo | W.Doxford &Sons<br>Sunderland | SpolianskySuccessors(Arvanitidi& Faerman, Mgrs.) | 253·1 | 33·0 | 17·8 | Q98t B160t H10t<br>FK<br>WB=DBuE& | Taganrog<br>Russian<br>4BH2PBH<br>BMT F34t | C.2Cy.23"&50"–39"<br>NB02 130NHP<br>W.Doxford&Sons,Sld. | |
| 29130<br>252 | **Rossiji** SteelScSr<br>ssOda.No.3–5,14<br>1Dk(Stl)&Webframes&Awngdk<br>Elec.light<br>Now named "Hedwige," See No. 37754 in Supplement | 1322<br>1173<br>760 | ✠<br>9,19<br>Awng dk<br>✠NB5,14 ✠ | Oda | n | | 1896<br>7mo | W.Dobson &Co.<br>Newcastle | RussianTransport &InsuranceCo.<br>WB= | 239·6 | 32·1 | 13·0 | B53'F37' 20·1<br>FK<br>Cell DBa59' uE&B | Odessa<br>Russian<br>5BHCem<br>33'f94'238t | T.3Cy.18½",30"&49"–36"<br>NDB09 155NHP<br>2SB,4cf,GS80,HS2552<br>WllsndSlpwyCo.Ld.Nwc. | 22 |
| 29131<br>123376 | **Rosskeen** SteelScK<br>(Trawler)<br>1Dk | 196<br>183<br>77 | | | ... | | 1907 | Hall,Russell&Co.Ld<br>Aberdeen | J.Lyle | 115·7 | 21·7 | 11·6 | BK7½" | Granton<br>British<br>WB | T.3Cy.12",20"&33"–22"<br>69RHP<br>Hall,Russell&Co.Ld.Abn. | 12 |
| 29132<br>133035 | **Rosslyn** SteelSc<br>1Dk | 702<br>699<br>354 | | | | | 1912 | Lobnitz& Co.Ld.<br>Renfrew | Trustees of the ClydeNavigation | 189·0 | 39·6 | 12·4 | | Glasgow<br>British<br>WB | C.3Cy.20"&(2)30"–24"<br>88NHP<br>Lobnitz&Co.Ld.Renfrew | |
| 29133<br>124166<br>HKJD | **Rossmore** SteelSc3MstSr<br>ssBel.No.3–10,19<br>Well deck 1Dk(Stl)<br>Mchy.Aft | 627<br>419<br>253 | ✠100A1<br>~~3,21~~ ~~3,20~~ 1,22<br>~~BS11,20~~ ✠LMC10,19<br>BS1,22 | Npt<br>~~Sws~~ | j | CL<br>~~10,19~~<br>~~1,21~~<br>1,22 | 1907<br>3mo<br>Lloyd | Murdoch& Murray<br>PortGlasgow<br>'sA&CP | FortShippingCo. Ld(W.H.Thurston Mgr.)<br>WB= | 180·2 | 27·6 | 11·0 | Q103'B11'F33'<br>FK<br>DBf94' 150t FPT | Cardiff<br>British<br>3BHCem<br>53tAPT12t | C.2Cy.20½"&44"–30" (s)<br>130lb 80RHP<br>1SB,3pf,GS59,HS1768<br>Ross&Duncan,Glasgow | 13<br>8<br>13 |
| 29134<br>6091<br>KBQG | **Rossö** WoodAux3MstSr<br>OilEng.<br>Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 465<br>351<br>273 | | | | | 1918 | Rossö Sågverks A/B<br>Nyland | RossöSågverkA/B (R.Martin, Mgr.) | 139·2 | 29·6 | 12·4 | P44'F11'H41t | Rossö<br>Swedish | Oil Engine<br>4Cy.16⅜"–14 13/16" 69NHP<br>BergsundsM.V.A/B,Skm. | |
| 29135<br>104964<br>NTQK | **Rosstrevor** SteelTwinScSr<br>Elec.light Sub.Sig. Wireless 2Dks | 805<br>728<br>329 | | | | | 1895 | W.Denny &Bros.<br>Dumbarton | L.&N.W.Rly.Co. | 272·1 | 35·1 | 14·2 | P58'B119'F51' | Dublin<br>British<br>WB | T.6Cy.19",29"&44"–30"<br>212NHP<br>Denny&Co.,Dumbarton | |
| 29136<br><br>~~PMMH~~ | **Rossum** SteelScSr<br>Now named "Maroc," See No. 38606 in Supplement<br>(exSnel) ssRot.No.3–2,15<br>Well deck 1Dk(Stl)&deepframing | 1320<br>[illegible]<br>814 | ✠100A1<br>4,21<br>BS4,21 ✠LMC3,19 | Ams | o | CL<br>1,20 | 1902<br>7mo<br>Lloyd | Bonn& Mees<br>Rotterdam<br>'sA&CP | ~~Stoomv.Maats. "Oostzee" (Vinke &Co.Mgrs)~~ L.Sicard<br>WB=CellDBa | 236·0 | 36·2 | 15·6 | Q83'B58'F25'<br>FK<br>60'uE17'f104'350t | ~~Amstrdam~~<br>~~Dutch~~<br>4BHCem<br>APT50t | T.3Cy.19",30½"&51"–36" (s)<br>160lb 100lb NDB15 148NHP<br>1SB,3cf,GS53,HS2120<br>Cen.Mar.Eng.Wrks.WHpl | 18<br>1<br>16 |
| 29137<br><br>JTDV | **Röst** SteelScSr<br>Wireless 1Dk&Awngdk | 379<br>334<br>210 | | | | | 1898 | Trndhjems Mek.Værkst.<br>Trondhjem | Vesteraalens Dampskibsselskab | 147·5 | 21·1 | 15·4 | H45t<br>WB | Stokmarknæs<br>Norwegian | T.3Cy.12½",20½"&33"–21"<br>NB12 50NHP<br>TrondhjemsM.V.Trndjhm | |
| 29138<br>118734<br>VNGM | **Rosyth** SteelScSr<br>ssSld.No.3–1,16<br>Well deck Elec.light ssDun.No.1–20<br>Mchy.Aft 1Dk(ptStl–ptws) | 409<br>303<br>158 | ✠100A1<br>9,21 ~~9,20~~<br>✠LMC6,20<br>BS9,21 | Dun<br>Lth | g | CL<br>6,20 | 1903<br>12mo<br>Lloyd | Dundee Shipbuilders' CoLdDundee<br>'sA&CP | Dundee,Perth& LondonShipping Co.Ld.<br>WB | 165·0 | 25·1 | 11·7 | Q67'B11'F23'<br>FK<br>=DBf33'50t FPT | Dundee<br>British<br>3BHCem<br>24tAPT4t | T3Cy.15½",25½"&41"–33"(s)<br>180lb 80lb 86RHP<br>1SB,3cf,GS61,HS2122<br>Cooper&Greig,Dundee | 12<br>1<br>11 |

| 1 No. in Book.<br>Official No.<br>Code Letters. | 2-3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29139<br>142794<br>TNJS | Now named "Umlazi," See No. 39779 in Supplement<br>**Rosyth Castle** SteelSc<br>1*Dk*(*Stl*)<br>(*ex*WarEarl)<br>*Elec.light* Wireless | 4328<br>3924<br>2580 | ✠100A1<br>1,21<br>*Carrying oil f* | Ham<br>✠LMC8,18<br>*uel F.* | *x*<br>*P.* | CL<br>12,18<br>*above1* | 1918<br>8mo<br>*Lloyd*<br>50° F. | Canadian Vickers,Ld.<br>Montreal<br>'*sA&CP*<br>*in DB* | Bullard,King&Co. Ld. | 380·4<br>P43'B102'F41' | 49·2 | 26·7<br>FK | London<br>British<br>6*BH*<br>*CellDB*316' | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 474NHP<br>3SB,9*cf*,GS174,HS6660 FD<br>CanadianVickers,Ld.Mtl.<br>1367*tFPT*102*tAPT*136*t* | 30 ″ 1<br>s 6 ″ 1½<br>24 ″ 5 | |
| 29140 | **Rosyth No. 1** SteelSc<br>*ss*Lth.No.2–18<br>1*Dk* | 26<br>26<br>4 | ✠<br>*For towing pu*<br>3,18 | Lth<br>*rposes*<br>✠ | | | 1909<br>9mo | P.McGregor&Sons<br>Kirkintilloch | TheAdmiralty | 55·2 | 13·1 | 5·8<br>BK5" | Leith<br>British<br>4*BHCem* | C.2Cy.10"&20"–16"<br>19RHP<br>1SB,1*pf*,GS14,HS418<br>Fishers,Ld.Paisley | 6 ″ 3 | |
| 29141<br>NWSC | **Rota** SteelScSr<br>1*Dk*<br>Wireless | 1254<br>948<br>724 | | | | | 1918 | PThStuhrs Maskin-Skibs<br>Aalborg | A/S D/S Rota (A.Krohn) | 237·0<br>P15'Q71'B94'F29' | 36·0 | 15·9 | Copnhagn<br>Danish<br>*WB* | T.3Cy.15",24"&40"–27"<br>83NHP<br>Akties.Frichs.Aarhus | | V |
| 29142<br>NCVD | — IronScSr<br>1*Dk* | 105<br>84<br>44 | | | | | 1885 | FlensburgrSchiffsb.Ges.<br>Flensburg | VerFlensburg-Ekensunder&SonderburgerDampfs.G. | 93·9<br>Q30' | 18·2<br>B26' | 8·3 | Sönderbrg<br>Danish | C.2Cy.15½"&28½"–18"<br>29NHP<br>FlensburgerSchiffsb.Ges. | | |
| 29143<br>210444<br>MBFV | **Rotarian** SteelSc<br>*Fitted for oil fuel*<br>2*Dks*<br>*Longitudinal framing*<br>*Elec.light* Wireless | 4747<br>4374<br>2925 | | | | | 1920 | ToddD.D.&Const.Corp.<br>Tacoma, Wash. | UnitedStates ShippingBoard | 380·3<br>P52'B102'F41' | 53·1 | 27·0 | Tacoma<br>Utd. States<br>*WB* | T.3Cy.24",40"&70"–48"<br>339NHP<br>ToddD.D.&Const.Corp.<br>Tacoma,Wash. | | R |
| 29144<br>218·52<br>LSJG | — SteelTwinScSr<br>(*ex*Nicaragua, *ex*Yulu) 2*Dks*<br>*Fitted for oil fuel*<br>Sub.Sig. | 473<br>279<br>264 | | | | | 1891 | F.W. Wheeler&Co.<br>W.BayCity | SeaboardTrans.& ShippingCo. | 132·0 | 27·0 | 9·2 | Galveston, Texas<br>Utd.States | C.4Cy.14"&24"–14"<br>36NHP<br>F.W.Wheeler&Co.<br>W.BayCity | | |
| 29145 | **Rotary** SteelSc<br>1*Dk*(*Stl*) | 87<br>—<br>5 | ✠100A–<br>*For towing pu*<br>12,20 | Cws<br>*rposes*<br>✠LMC12,20 | | CL | 1920<br>12mo | J.S.White &Co.Ld.<br>Cowes | AssociatedPortlandCementCo.Ld. | 75·5 | 19·0 | 9·0<br>BK7½" | London<br>British<br>4*BHCem*<br>*FPT3t* | T.3Cy.13",22"&35"–24" (*s*)<br>180lb 74NHP<br>1SB,2*cf*,GS39,HS1265<br>J.S.White&Co.Ld.Cowes | 10 ″ 0 | |
| 29146<br>139045<br>JLGD | **Rotenfels** SteelScSr<br>*ss*Gls.No.3–4 20<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*–*pt teaks*)&*Web frames*<br>*Elec.light*<br>Wireless<br>*Carrying oil fuel F.P.above*150°*inD.B.* | 5589<br>5379<br>3591 | ✠100A1<br>*Spar dk*<br>9,21 ~~1,21~~<br>~~BS1,20~~ | Bom<br>BS4,21<br>✠LMC1,19 | *a*† | CL<br>N1,21 | 1906<br>11mo<br>*Lloyd* | J.C.TecklenborgA.G<br>Geestemünde<br>'*sA&CP*<br>*WB=CellD* | SecretaryofState forIndia in Council (Director,India OfficeShppg,*Mgr.*)<br>*Ba*136'*uE*29'*f*181' | 421·0<br>P58'B125'F51' 28·3<br>1049*t Tween dk Tan* | 55·1 | 20·3<br>FK&BK2" | London<br>British<br>6*BH only Cem*<br>*ks a* 44' 439*t* | Q.4Cy.24",34⅝",50⅜"&74"–53 15/16" 213lb *121lb* (*s*) 504NHP<br>3SB.9*cf*,GS156,HS6456 FD<br>J.C.TecklenborgA.G.Gst.<br>*f*44'520*tFPT*85*t* | 31 ″ 2 | |
| 29147<br>128883<br>JFNW | **Rother** SteelScSr<br>*ss*Goo.No.2–21 ~~*ss*Goo.No.1–18~~<br>1*Dk*(*Stl*)<br>*Elec.light*<br>*Ref.Mchy.* Wireless | 986<br>817<br>403 | ✠100A1<br>~~5,21~~ ~~5,19~~3,22<br>~~BS4,20~~ | Hul<br>~~Goo~~<br>✠LMC~~3,18~~ 5,21 | *o* | ~~3,18~~<br>5,21 | 1914<br>5mo<br>*Lloyd* | ClydeS.B. &Eng.Co.Ld.<br>Pt.Glasgow<br>'*sA&CP* | ~~Lancashire&YorkshireRly.Co.~~<br>L.&N.W.Rlwy.Co<br>*WB=CellDBa*51' | 240·0<br>P38'B88'F37'<br>*uE*23'*f*92'197*tFPT* | 34·1 | 15·3<br>FK | Goole<br>British<br>5*BHCem*<br>13*tAPT*28*t* | T.3Cy.22",36"&61"–39" (*r*)<br>180lb 349NHP<br>2SB,6*cf*,GS120,HS5370 FD<br>ClydeSB.&Eng.Co.Ld.PGl. | 16 ″ 4<br>s 2 ″ 0<br>14 ″ 7 | |
| 29148<br>143820 | — SteelScK<br>(*Trawler*)<br>(*ex*AnthonyAslett) 1*Dk* | 305<br>268<br>122 | | | ... | | 1917 | Cochrane& Sons,Ld.<br>Selby | ~~TheAdmiralty~~<br>J.SamuelWhite& Co.Ld. | 130·3<br>Q73'F20' | 23·5 | 12·5<br>BK8" | London<br>British | T.3Cy.13",23"&37"–26"<br>87NHP<br>Richardsons,Westgarth& Co.Ld.Mdb. | 13 ″ 2 | |
| 29149<br>96659<br>LKFR | **Rotherfield** SteelScSr<br>*ss*Lon.No.3–10,01<br>*ss*Cff.No.2–10<br>1*Dk*(*Irn*)2*trB*&*Web frames*<br>*Well deck* | 2831<br>2157<br>1843 | ✠<br>7,13 | Sws<br>✠ | *u* | | 1889<br>10mo | E.Withy& Co.<br>WHartlepool<br>*W* | TheAdmiralty<br>*B=CellDBa*108'*f* | 320·0<br>P35'Q98'B132'F31'<br>ptND01<br>114'461*tAPT*29*t* | 40·1 | 21·6<br>FK | London<br>British<br>5*BHptAsp*<br>*ptCem* | T.3Cy.24",38"&64"–42"<br>NDB01 270NHP<br>2DB,8*rf*,GS120,HS4105<br>T.Richardson&Sons, Hpl. | 24 ″ 3 | |
| 29150<br>123511<br>HRCV | **Rotherhill** SteelScSr<br>*ss*Cff.No.2–19<br>1*Dk*(*ptIrn*&*ptStl*)<br>Wireless *Cargo battens not fitted* | 2401<br>2154<br>1455 | ✠100A1<br>2,22 ~~1,21~~<br>~~BS1,21~~<br>BS1,22 | Cff<br>✠LMC11,19 | *s* | CL<br>~~1,21~~<br>2,22 | 1910<br>6mo<br>*Lloyd* | Richardsn, Duck&Co.<br>Stockton<br>'*sA&CP* | LlewellynShippngCoLd(WB.Thomas&Co.Ld.*Mgrs.*)<br>*a*104' *u E*22' *f* 114' | 303·0<br>P23'B55'F25'<br>*WB=CellDB*<br>625*t FPT*116*tAPT* | 42·5 | 20·1<br>FK | Cardiff<br>British<br>5*BHCem*<br>132*t* | T.3Cy.22½",37"&61"–42"(*a*)<br>180lbGS148,HS5542 313NHP<br>2SB&1AuxSB,6*cf*&2*pf*,<br>Blair&Co.Ld.Stockton | 22 ″ 5<br>s 3 ″ 9<br>19 ″ 1 | |
| 29151<br>144429 | **Rotherslade** SteelScK<br>(*ex*JohnKidd) 1*Dk* | 276<br>246<br>129 | ✠100A1<br>*Stm Trawler*<br>5,21 | Sws<br>✠LMC5,17 | | CL<br>6,20 | 1917<br>5mo<br>*Lloyd* | Smith's DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | RhonddaFishing Co.Ld.(C.Heron, *Mgr.*) | 125·5<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>62NHP<br>1SB,3*pf*,GS50,HS1619<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 | |
| 29152<br>107038 | **Rothesay Bay** WoodScK<br>1*Dk* | 101<br>94<br>37 | | | ... | | 1897 | W.Jarvis<br>Anstruther | J.Stewart (T.Cunningham, *Mgr.*) | 91·8 | 19·1 | 10·0 | Kirkcaldy<br>British | C.2Cy.14"&29"–20"<br>38RHP<br>J.Cran&Co.,Leith | | |
| 29153<br>129780<br>HTMF | **Rothley** SteelScSr<br>*ss*Nwc.No.2–19<br>1*Dk*(*Stl*)<br>Wireless ~~*Cargo battens not fitted*~~ | 3959<br>3757<br>2481 | ✠100A1<br>5,21 ~~12,19~~<br>BS~~6,19~~3,21 | Nwc<br>Bly<br>✠LMC<br>MS12,19 | *w* | CL<br>12,19 | 1911<br>9mo<br>*Lloyd* | BlythSB.& D.D.Co.Ld.<br>Blyth<br>'*sA&CP* *W* | Stephens,Sutton, Ld.<br>*B=CellDBa*115' | 352·5<br>P31'B98'F39'<br>*uE&B*40'*f*154' 929*t* | 50·8 | 24·9<br>FK | Newcastle<br>British<br>6*BHCem*<br>*APT*155*t* | T.3Cy.35",41"&68"–45" (*s*)<br>180lb *125lb* 356NHP<br>2SB,6*cf*,GS136,HS5756<br>N.E.MarineEngCoLd Nwc | 27 ″ 4<br>s 4 ″ 11<br>22 ″ 8 | |
| 29154<br>118931 | **Roto** IronScK<br>*ss*Liv.No.3–12,19<br>1*Dk* | 170<br>159<br>64 | ✠100A1<br>*Stm Trawler*<br>4,21<br>BS4,21 | Gms<br>✠LMC11,19 | | CL<br>11,19. | 1904<br>8mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Beverley<br>'*sA&CP* | TheExor.ofSirG.F. Sleight,Bart. | 105·0<br>Q46'F18' | 21·1 | 11·0<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.11½",19½"&32"–23"(*s*)<br>180lb 55RHP<br>1SB,2*cf*,GS29,HS950<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |
| 29155<br>75224<br>WLJV | **Rotomahana** SteelScSr<br>*ss*Ddn.2ndNo.3–10,02<br>*ss*Mel.No.2–11<br>2*Dks*(1*Stl*)3*Dk rule*<br>*Elec.light*<br>Wireless | 1777<br>1605<br>915 | ✠<br>8,16<br>✠NB9,01 | Mel | *s* | | 1879<br>6mo | W.Denny &Bros.<br>Dumbarton | UnionS.S.Co.of NewZealand,Ld. | 298·2<br>H71*t*F52'<br>ptND91&01<br>*WB=DBa*48' | 35·2 | 23·7<br>FK | Dunedin<br>British<br>4*BHCem*<br>&*uE*40' 140*t* | C.2Cy.42"&82"–48"<br>380NHP<br>4SB,12*pf*,GS228,HS6302<br>Denny&Co.,Dumbarton | | |
| 29156<br>75214<br>WLJR | **Rotorua** IronScSr<br>3*Dks* | 926<br>909<br>576 | | | ... | | 1876 | W.Denny &Bros.<br>Dumbarton | T.W.Bowern | 226·0 | 27·2 | 20·4 | HongKong<br>British | C.2Cy.34"&60"–39"<br>187NHP<br>Denny&Co.,Dumbarton | | |
| 29157<br>PRMN | **Rotterdam** SteelTwinScSr<br>~~*ss*Rot.No.2–16~~<br>*ss*Rot.No.3–3,22<br>4*Dks*(*StlU,M&L–ptws*)<br>*Lower Orlop dk in Nos.*1,2,3&4 *holds*<br>*Elec.light* Sub.Sig.<br>Wireless | 24149<br>17293<br>~~15020~~<br>15056 | ✠100A1<br>3,22 ~~5,20~~<br>~~MS1,16~~ | Sou<br>Rot<br>✠LMC3,22<br>~~BS11,20~~ | *q*† | CL<br>~~7,19~~<br>4,21<br>*WB=* | 1908<br>6mo<br>*Lloyd*<br>*CellD* | Harland& Wolff,Ld.<br>Belfast<br>'*sA&CP*<br>*Ba*170'*uE&B* | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)<br>188'*f*205'3073*tDT* | 650·5<br>B&F535'<br>*f*59'1636*tFPT*197*t* | 77·4 | 43·5<br>FK&BK2½" | Rottrdam<br>Dutch<br>12*BHptCem*<br>*APT*92*t* | Q.8Cy.33",47",68"&97½"–60"<br>215lb (*s*) 2451NHP<br>8D&2SB,54*cf*,GS1116,<br>HS46436<br>Harland&Wolff,Ld.Belfast | 47 ″ 4<br>s15 ″ 0½<br>33 ″ 0 | |
| 29158<br>PRMS | — SteelSc3MstSr<br>*ss*Rot.2ndNo.3–8,20<br>*Mchy.Aft* Wireless<br>*Elec.light*<br>2*Dks*(*Stl*)&*Web frames* | 4114<br>3434<br>2623 | ✠100A1<br>9,21 ~~8,20~~<br>✠NB9,12<br>*CarryingPetr* | Rot<br>Ams<br>✠LMC8,20<br>*oleum*<br>BS9,21 | *x*<br>*in* | CL<br>~~12,19~~<br>8,21<br>*bulk* | 1895<br>6mo<br>*Lloyd* | Palmers' Co.(Lim.)<br>Newcastle<br>'*sA&CP* | AmericanPetroleumCo.<br>*WB=DBuE* | 360·0<br>P218'F41'<br>&*B*72'250*tFPT*107 | 46·7 | 27·7<br>FK | Rottrdam<br>Dutch<br>14*BHCem*<br>*tAPT*86*t* | T.3Cy.28½",46"&75"–48" (*r*)<br>180lb 468NHP<br>4SB,12*cf*,GS260,HS7860<br>Palmers'Co.(Lim.),Nwc. | 29 ″ 3<br>s4 ″ 10½<br>24 ″ 9 | |

| 1 | 2 / 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Grément, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | |
| 29159<br>106032<br>PLJB | **Rotterdam** SteelScSr<br>Wireless 2Dks | 1092<br>848<br>490 | | | | | 1896 | Gourlay<br>Bros.&Co.<br>Dundee | G.Gibson&Co.Ld. | 250·0<br>P44'B77'F58' | 32·0 | 15·9 | Glasgow<br>British<br>WB | T.3Cy.21½",34"&56"–42"<br>203NHP<br>GourlayBros.&Co.,Dundee | |
| 29160<br><br>PRMB | — SteelScSr<br>1Dk | 280<br>234<br>129 | | | | | 1917 | Gebr.Bos<br>Groningen | ZeevaartMaats.<br>"Groningen"<br>(R.Kramer, *Mgr.*) | 123·3<br>P9'B14'F16' | 23·2 | 9·6 | Groningen<br>Dutch<br>WB | C.2Cy.11½"&24"–15¾"<br>19NHP<br>Scheepsv.&Machinefabriek Groningen | |
| 29161<br><br>PRMQ | **Rotti** SteelSc<br>ssSba.No.1–18<br>*2Dks(Stl)&Shelter dk(Stl–*teak *s)3rd dk*<br>*Elec.light* Wireless *inNo.1hold only* | 7518<br>7003<br>4736 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>7,21 ~~4,20~~<br>✠LMC<br>BS~~[illegible]~~7,21 MS7,18 | Sba<br>Ams | *b*† | ~~4,18~~<br>7,21 | 1914<br>8mo<br>*Lloyd* | Nederl.<br>Schps.Maats.<br>Amsterdam<br>'sA&CP | Stoomv.Maats.<br>"Nederland"<br>*WB=Cell* | 450·0<br>P46'B29'F51'<br>*onShelterdk* FK<br>*DBa111'uE60'f171* | 55·8 | 35·6 | Amstrdam<br>Dutch<br>8*BHCem*<br>'1052*tFPT* | T3Cy.27$\frac{9}{16}$",47¼"&82¼"–53½"<br>213lb (*s*) 830NHP<br>6SB,*18cf*,GS300HS12630 FD<br>NedFb.v.Wrk&SpoorAms<br>133*tAPT*13*tDTa*29'960*t* | 38<br>9<br>2 |
| 29162<br>130251 | **Rotundus** WoodScSp<br>1Dk | 123<br>71<br>66 | | | | | 1910 | J.McGill<br>ShelburneNS | SS.RotundusCoLd | 92·0 | 20·6 | 6·8 | WindsrNS<br>British | C.2Cy.10½"&22"–14"<br>19RHP<br>W.&A.Moir,Halifax,N.S. | |
| 29163 | **Roubaisien** SteelSc<br>*Elec.light* 2*Dks(Stl)* | ~~3144~~<br>3152<br>2912<br>~~1993~~<br>1978 | ✠100A1<br>10,21 ~~5,21~~<br>✠LMC5,21 | Shl<br>Bry | *v* | CL | 1921<br>5mo<br>*Lloyd* | J Readhead<br>&Sons,Ld.<br>S.Shields<br>'sA&CP | Cie.desBateaux à Vapeur du Nord | 331·2<br>P30'B170'F33'<br>FK<br>*CellDB289'886t* | 47·2 | 22·1 | Dunkirk<br>French<br>5*BHCem*<br>*APT48t* | T.3Cy.23½",39"&65"–45"(*r*)<br>180lb *100lb* 307NHP<br>2SB,*6cf*,GS115,HS4720<br>J.Readhead&Sns,Ld.S.Shl. | 24<br>3<br>21 |
| 29164 | **Roubaix** SteelSc<br>(*ex*WarFish) *Elec.light* 1*Dk(Stl)*<br>Wireless *Cargo battens not fitted* | 2412<br>2230<br>1488 | ✠100A1<br>9,19<br>✠LMC9,17 | Ply | | CL<br>6,19 | 1917<br>9mo | Pt.Arthur<br>S.B.Co.Ld.<br>PtArthurOnt<br>A&CP | Soc.Anon.des CargosFrançais<br>(E.J.Heinz, *Mgr.*)<br>*CellD* | 251·0<br>P27'B78'F27'<br>FK<br>*B210' 628t FPT80t* | 43·8 | 26·5 | Havre<br>French<br>4*BHCem*<br>*APT105t* | T3Cy.20$\frac{7}{16}$",33"&54"–40"(*s*)<br>190lb 278NHP<br>2SB,*6cf*,GS126.HS5246<br>PortArthurS.B.Co.Ld. | 28<br>4<br>24 |
| 29165<br>127438<br>HNMK | **Rouen** SteelScSr<br>Sub.Sig. Wireless 1*Dk* | 1968<br>1727<br>1201 | | | | | 1909 | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool | Furness,Withy& Co.Ld. | 279·2<br>P25'B60'F29' | 40·1 | 18·2 | W.Hartlpl<br>British<br>WB | T.3Cy.20½",33"&54"–36"<br>175NHP<br>MacColl&Pollock,Ld.Sld. | |
| 29166<br><br>OSEV | — SteelTrpScSr<br>*Elec.light* Wireless 2*Dks* | 1656<br>1520<br>474 | | | | | 1912 | Forg.&Ch.<br>de la Médit.<br>Havre | Chemins deFer de l'EtatFrançais(LB &S.C.R.Co.*Mgrs.*) | 292·0 | 34·6 | 22·1 | Dieppe<br>French<br>WB | 3 Steam Turbines<br>Forg.&Ch.de la Médit.Hav. | |
| 29167<br><br>OSEX | **Rouffach** WoodTwinScSr<br>(*ex*C.–34)<br>*Elec.light* 1*Dk* | 1180<br>836<br>702 | | | | | 1919 | Wm.Lyall<br>S.B.Co.Ld.<br>N.Vancouver,B.C. | FrenchGovernment | 195·2<br>P91'B10'F28' | 40·5 | 15·2 | Havre<br>French | C.4Cy.12",24"–16"<br>38NHP<br>SorelMechanicalShops, Quebec | |
| 29168<br>93457<br>NMRV | **Roulers** SteelTwinScSr<br>(*ex*Vienna)<br>Sub.Sig. Wireless 2*Dks&ptAwngdk* | 1767<br>1131<br>761 | | | | | 1894 | Earle's<br>Co.Ld.<br>Hull | Gt.EasternRly.Co. | 302·4<br>P40'<br>*ptAwngdk248'* | 36·0 | 16·2 | Harwich<br>British<br>WB | T.6Cy.26½",40"&61⅞"–36"<br>NB08 447NHP<br>Earle'sCo.Ld.Hull | |
| 29169<br>11<br>HPRW | **Roumania** IronPadSp<br>1*Dk* | 180<br>—<br>55 | | | | | 1889 | J.Jones&<br>Sons<br>Liverpool | RussianDanube Stm.Nav.Co. | 145·0 | 20·2 | 7·3 | Reni<br>Russian | C.D.4Cy.14½"&28"–42"<br>85NHP<br>J.Jones&Sons,Liverpool | |
| 29170 | **Roumanier** WoodSc<br>(*DAMAGED BY FIRE 1,20. NOW IN PORT*)<br>(*ex*WarNanoose)<br>*Elec.light* 1*Dk2trB*<br>*Well deck* *Salted & specially treated*<br>Hardwood treenails | *2227*<br>*1727*<br>*1383* | ✠<br>11,18<br>✠ | Victoria | *r* | | 1918<br>9mo | Foundati'n<br>Co.ofB.C.Ld.<br>Victoria,B.C. | LloydRoyalBelge Soc.Anon. | 250·5<br>P&B136'F30' | 42·5 | 22·8 | Antwerp<br>Belgian | T.3Cy.19½",33"&54"–40"<br>322NHP<br>2 Water Tube Boilers FD<br>Canadian GS120,HS5280<br>Allis-Chalmers,Ld.Tto. | 25 |
| 29171 | — SteelScSr<br>(*ex*LakeDuane)<br>*Elec.light* Wireless 1*Dk(Stl)*<br>*Cargo battens not fitted* | 1949<br>1576<br>1157 | ✠100A1<br>12,19<br>✠LMC12,17 | Bos | *r* | N12,19 | 1917<br>12mo | Detroit<br>S.B.Co.<br>Wyandotte<br>A&CP | LloydRoyalBelge Soc.Anon.<br>*C* | 251·0<br>P24'B64'F23'<br>FK<br>*ellDB208'538tFPT* | 43·8 | 18·5 | Antwerp<br>Belgian<br>6*BHCem*<br>55*tAPT69t* | T.3Cy.20",33"&54"–40"(*s*)<br>180lb 274NHP<br>2SB,*6cf*,GS126,HS5246<br>DetroitS.B.Co.Detroit | 20<br>2<br>17 |
| 29172<br><br>HLDN | **Roumeli** IronScSr<br>*Elec.light* | 297<br>—<br>193 | | | | | 1881 | T.B.Seath<br>&Co.<br>Glasgow | Nav.Orientale (P.Pantaleon) | 155·0 | 21·7 | 11·1 | Syra<br>Greek | C.2Cy.21"&38"–30"<br>66NHP<br>ScottBros.,Glasgow | |
| 29173<br>137414<br>JHFT | **Roumelian** SteelScSr<br>ssLiv.No.1–20<br>*Elec.light CruiserStern* 2*Dks(Stl)*<br>Wireless | 2687<br>2545<br>1710 | ✠100A1<br>~~11,20~~12,21<br>✠LMC<br>~~BS11,18~~<br>BS4,21 MS4,19 | Lon | *u* | CL<br>11,20 | 1914<br>11mo<br>*Lloyd* | Palmers'<br>Co.Ld.<br>Newcastle<br>'sA&CP | EllermanLines,Ld.<br>(GrahamSmith, *Mgr.*)<br>*WB=CellDBa* | 312·0<br>P71'B103'F32'<br>FK<br>*95' u E&B45' f135'* | 43·0 | 23·8 | Liverpool<br>British<br>6*BHCem*<br>621*tAPT15t* | T.3Cy.20",34½"&59"–42"(*s*)<br>220lb *112lb* 331NHP<br>2SB,*6cf*,GS111,HS4654 FD<br>Richardsons,Westgarth& Co.Ld.Mdb. | 26<br>3<br>22 |
| 29174<br>172<br>HBKN | **Roumiantzeff** SteelPadSr<br>*Elec.light* 2*Dks(U–Teak)* | 778<br>584<br>399 | ✠<br>3,94 ✠<br>*Coasting—Odessa & Cherson* | Nwc | | | 1894<br>3mo | Hawthorn,<br>Leslie&Co,Ld<br>Newcastle | RussianStm.Nav. &TradingCo.<br>*WB* | 212·0<br>P57'B61'F36'<br>*=APT17t* FK | 28·0 | 14·1 | Odessa<br>Russian<br>4*BHCem* | C.2Cy.32"&61"–51" 219NHP<br>2SB,*6pf*,GS111,HS3255<br>Hwthrn,Leslie&C.Ld.Nwc | 14 |
| 29175<br>102845<br>NHDP | **Rounton** SteelScSr<br>ssShl.2ndNo.3–7,19<br>Wireless 1*Dk(Irn)&Webframes&*<br>*ptAwngdk(Irn)* | 2640<br>1972<br>1697 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>4,22 ~~5,20~~<br>~~BS9,20~~<br>BS11,21 ✠LMC7,19 | Npt<br>Rot | *l* | CL<br>~~7,19~~<br>4,22 | 1894<br>3mo | W.Gray&<br>Co.(Lim.)<br>WHartlepool<br>A&CP | HansenShppngCo. Ld.(HansenBros. Ld, *Mgrs.*)<br>*WB* | 304·5<br>P29'Q88'<br>*ptAwngdk183'* FK<br>*=Cell DB238' 643t* | 42·0 | 18·3 | London<br>British<br>5*BHCem*<br>*APT32t* | T.3Cy.23",36½"&62"–39"(*s*)<br>160lb *100lb* NDB11 239NHP<br>2SB,*6rf*,GS88,HS3580<br>Cen.Mar.Eng.Wks.,WHpl. | 20<br>8<br>20 |
| 29176<br>132837<br>JBST | **Rounton Grange** SteelScSr<br>Wireless 1*Dk* | ~~4487~~<br>4495<br>4275<br>2850<br>~~2855~~ | | | | | 1913 | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle | HoulderLine,Ld.<br>(HoulderBros.& Co.Ld. *Mgrs.*) | 385·0<br>P35'B119'F37' | 52·0 | 27·1 | W.Hartlpl<br>British<br>WB | T.3Cy.25",40"&68"–48"<br>320NHP<br>Richardsons,Westgarth& Co.Ld.Sld. | |
| 29177 | **Roussillon** SteelTwinSc<br>(*ex*Goeben)<br>*Elec.light* Sub.Sig. Wireless 3*Dks* | 8800<br>7316<br>5108 | | | | | 1906 | Akt.Ges.<br>"Weser"<br>Bremen | Cie.Générale Transatlantique | 462·1<br>P83'F40' | 57·6 | 35·8 | Havre<br>French<br>WB | Q.8Cy.23⅜",34$\frac{5}{16}$",50"&72"–53$\frac{1}{16}$"<br>756NHP<br>A.G."Weser,"Bremen | |
| 29178<br>421 | **Rousslane** SteelScSr<br>ssOda.No.2–13<br>*Elec.light* 1*Dk(Stl)&Spardk*<br>*&Web frames*<br>Now named "Minadora," See No. 33435 in Supplement | 1678<br>1448<br>1610 | ✠<br>9,19<br>*Spar dk*<br>*withfreeboard* | Oda | *r* | | 1904<br>12mo | Soc.Anon.<br>Jhn.Cockerill<br>Hoboken | RussianTransport &InsuranceCo.<br>*WB=Cell* | 265·0<br>P55'B66'F50' 21·2<br>FK<br>*DBa63'uE&B60'f* | 36·0 | 13·8 | Odessa<br>Russian<br>5*BHCem*<br>*90'325t* | T3Cy22$\frac{1}{16}$",35$\frac{15}{32}$"&57½"–43$\frac{1}{16}$"<br>278NHP<br>3SB,*9cf*,GS159,HS4962<br>SocAn.J.Cockerill,Seraing | 23 |
| 29179<br>126528 | **Rouville** WoodScSr<br>2*Dks* | 301<br>248<br>144 | | | | | 1906 | Dept.Marine&Fisheries<br>Sorel,P.Q. | CanadianGovernment | 125·0 | 26·0 | 14·2 | Ottawa<br>British | C.2Cy.18"&36"–24"<br>54RHP<br>Pontbriand&Co.Ld.Sorel | |

| 1 No. in Book. Official No. Code Letters | 2–3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist' Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29180<br>MSGW | **Rövær** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 1614<br>1195<br>935 | | | | | 1918 | Laxevaags<br>Msk.&Jernsk<br>Bergen | **D/S A/S JohnK.<br>HaalandsRederi<br>(JKHaaland,*Mgr*)** | 246·0<br>P18'Q71'B125'F40' | 37·9 | 15·4 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.18",29"&49"-33"<br>138NHP<br>LaxevaagsMsk&Jrns.Bgn | | N |
| 29181 | **Rovato** SteelSc<br>(*ex*WarAmazon) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 3165<br>2692<br>1891 | ✠100A1<br>11,21~~2,21~~<br>BS10,19 | Gen<br>Nap<br>✠LMC3,18 | *u* | CL<br>2,21 | 1918<br>3mo | Harima<br>Dkyd.Co.Ld.<br>Harima<br>A&CP | **Soc.diNav.Roma**<br>*CellD* | 305·0<br>P25'B94'F33'<br>FK<br>B262' 643t *FPT*92t | 43·7 | 27·2 | Palermo<br>Italian<br>5*BHCem*<br>*APT*17t | T.3Cy.22",37"&61"-42" (*s*)<br>200lb 290NHP<br>2SB,6*cf*,GS94,HS3704 FD<br>KobeSteelWorks,Kobe | 27 ″ 3<br>s 4 ″ 4<br>23 ″ 3 | |
| 29182<br>OSFP | **Rover** IronScSr<br>(*ex*Yacht,*ex*Uarda,*ex*Semillante,*ex* Rover,*ex*Miranda,*ex*Rover)<br>*Elec.light* | 423<br>—<br>165 | | | ... | | 1882 | Ramage&<br>Ferguson<br>Leith | **F.PuechFils** | 170·2<br>*Shade dk*39'<br>DkHouse *added*88 | 27·7 | 14·7 | Marseilles<br>French | C.2Cy.23"&46"-24"<br>NDB10 NB02 77NHP<br>M.Paul&Co.Dumbarton | 17 ″ 0 | V |
| 29183 | **Roverbella** SteelScSr<br>(*ex*WarDog) Wireless 1*Dk*(*Stl*)& 2*nd dk*(*Stl*)*inE&Bspace*<br>*Elec.light* | *3046*<br>*2745*<br>*1753* | ✠100A1<br>2,21 | Npt<br>✠LMC8,17 | *t* | CL<br>~~11,19~~<br>2,22 | 1917<br>8mo<br>*Lloyd* | Wallace<br>Shipyards,Ld<br>N.Vancouver<br>'*sA&CP* | **Soc.Anon.diNav.<br>Orientale**<br>*Cel* | 300·0<br>P25'B57'F35'<br>FK<br>*lDB* 257' 593t *FPT* | 45·3 | 24·9 | Genoa<br>Italian<br>5*BHCem*<br>66t*APT*137t | T.3Cy.24",38"&62"-42" (*s*)<br>160lb 266NHP<br>2SB,6*cf*,GS112,HS4268<br>WallaceShpyds.Ld.N.Vcr. | 27 ″ 0<br>s 4 ″ 9<br>22 ″ 7 | |
| 29184 | **Rovereto** SteelSc<br>(*ex*WarAngler) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 5322<br>4777<br>3233 | ✠100A1<br>11,21~~8,20~~ | Rot<br>Pal<br>✠LMC3,18 | *y* | CL<br>11,21 | 1918<br>3mo<br>*Lloyd* | Scotts'S.B<br>&Eng.Co.Ld.<br>Greenock<br>'*sA&CP* | **Soc.diNav.Roma**<br>*CellDB* | 400·3<br>P50'B113'F39'<br>FK<br>345' 1122t *FPT*123t | 52·3 | 28·5 | Genoa<br>Italian<br>7*BHptCem*<br>*APT*195t | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 490NHP<br>3SB,9*cf*,GS190,HS7020 FD<br>Scotts'S.B.&Eng.Co.Ld. | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 29185<br>874 | **Rovigno** SteelScSr<br>*ss*Hul.No.3-3,15<br>*ss*Npt.No.1-19<br>(*ex*Potomac)<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*<br>Wireless | 3963<br>3481<br>2547 | ✠100A1<br>*Spar dk*<br>10,21~~10,20~~<br>MS4,19 | Gen<br>Pal<br>✠LMC<br>~~BS10,20~~<br>BS10,21 | *w* | ~~4,19~~<br>10,21 | 1902<br>4mo<br>*Lloyd* | C.S.Swan&<br>Hunter,Ld<br>Newcastle<br>'*sA&CP* | **Soc.diNav.Roma**<br>*Cell* | 348·5<br>P28'B92'F39' 26·2<br>FK<br>*DBa* 116'*u E&B*38' | 45·3 | 18·0 | Genoa<br>Italian<br>6*BHCem*<br>*f*148'813t | T.3Cy.23⅝",39"&66"-45" (*s*)<br>180lb *60lb* 315NHP<br>2SB,6*cf*,GS133,HS4840<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 29 ″ 0<br>s 5 ″ 5<br>24 ″ 0 | |
| 29186<br>OSFU | **Rovuma** SteelSc<br>*Elec.light* 2*Dks* | 5618<br>5120<br>3491 | | | | | 1918 | Bremer<br>Vulkan<br>Vegesack | **FrenchGovern-<br>ment** | 420·2<br>P&B333'F58' | 56·2 | 28·3 | French<br>*WB* | Q.4Cy.24",$34\frac{7}{10}$",50⅖"&72⅘"-53⅕"<br>386NHP<br>BremerVulkan,Vegesack | | V |
| 29187 | **—** SteelScSr<br>1*Dk* | 144<br>127<br>84 | | | | | 1894 | Germania-<br>werft<br>Kiel | | 113·4<br>len06 | 17·8 | 9·2 | | C.2Cy.13½"&24¾"-12½"<br>18NHP<br>A.G."Germania,"Berlin | | |
| 29188<br>HPDQ | **Rowan** SteelScSr<br>Sunk by Collision 10,21<br>*ss*Pts.No.3-6,20<br>2*Dks*(*UStl-ws*)<br>*Elec.light* Wireless | 1493<br>1103<br>622 | ~~✠100A1~~<br>4,21 | Gls<br>✠~~LMC6,20~~<br>~~BS1,21~~ | *r* | CL<br>10,19 | 1909<br>6mo<br>*Lloyd* | D&WHen-<br>dersn&Co.Ld.<br>Glasgow<br>'*sA&CP* | **LairdLine,Ld.** | 280·8<br>P58'B120'F47'<br>BK8"<br>*WB=CellDBuE* | 38·1 | 16·5 | Glasgow<br>British<br>4*BHCem*<br>30'*f*28'104t | T.3Cy.27",45"&73"-36" (*s*)<br>185lb 525NHP<br>4SB,12*cf*,GS230,HS8361 FD<br>D&WHendersn&CoLd.Gls | 17 ″ 6<br>s 2 ″ 6<br>16 ″ 0 | |
| 29189 | **Rowanmore** SteelSc<br>Should be "Feliciana," See No. 37369 in Supp<br>*Elec.light*<br>*Cruiser Stern* | 7680<br><br>4780 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>(*ClassContemplated*) | | | | 1921 | Furness<br>S.B.Co.Ld.<br>Middlesbro' | **FurnessWithy&<br>Co.Ld.** | 450·0<br>F41' | 57·7 | 38·0 | British | 2 Geared Steam Turbines<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | | |
| 29190<br>143762<br>KHFV | **Rowanpark** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Longitudinal framing in DB & at dks*<br>Wireless | 1935<br>1741<br>1183 | ✠100A1<br>3,22~~12,20~~ | Gmh<br>PGl<br>✠LMC12,20 | *r* | CL | 1920<br>11mo<br>*Lloyd* | Grngem'th<br>DockyardCo.<br>Ld. Grngmth<br>'*sA&CP* | **DenholmShipping<br>Co.Ld.(J.&J.Den-<br>holm,Ld.*Mgrs.*)**<br>*CellDBa*66'*uE*2 | 280·2<br>P24'B65'F29'<br>FK<br>7'*f*121'550t*FPT*43t | 41·9 | 19·0 | Greenock<br>British<br>4*BHCem*<br>*APT*43t | T.3Cy.21",35"&57"-36" (*r*)<br>180lb *100lb* 230NHP<br>2SB,6*cf*,GS113,HS3796<br>Cooper&Greig,Ld.Dun. | 20 ″ 9<br>s 2 ″ 11<br>18 ″ 3 | |
| 29191<br>120718<br>LGWJ | **Rowe** WoodSc<br>1*Dk* | 476<br>—<br>394 | | | | | 1888 | ..................<br>Manitowoc,<br>Wis. | **H.GordonRowe** | 142·8 | 30·0 | 10·6 | NewHaven<br>Utd.States | | | |
| 29192<br>MDQL | **Rowena** SteelScSr<br>(*ex*Norfolk)<br>Wireless 1*Dk*2*trB* | 3779<br>3513<br>2347 | | | | | 1907 | J.Priest-<br>man&Co.<br>Sunderland | **A/SDetSelmerske<br>Rederi** | 344·0<br>P18*t*H101*t*F57*t* | 49·1 | 24·9 | Trndhjem<br>Norwegian<br>*WB* | T.3Cy.24",40"&66"-45"<br>292NHP<br>N.E.MarineEng.Co.Ld.Sld | | N |
| 29193<br>101791 | **Rowitta** WoodScCtr<br>2*Dks* | 121<br>88<br>45 | | | | | 1909 | Purdon&<br>Featherstone<br>Hobart,Tas. | **RiverTamar<br>TradingCo.Ld.** | 103·5 | 20·5 | 7·7 | Launceston<br>British | T.3Cy.10½",16½"&27"-18"<br>45RHP<br>Ross&Duncan,Glasgow | | |
| 29194<br>MBRW | **Rowland** SteelScK<br>(*ex*Thistle) 1*Dk* | 178<br>*168*<br>*73* | ✠<br>*StmTrawler*<br>12,06 ✠ | Abn | | | 1904<br>5mo | A.Hall&<br>Co.<br>Aberdeen | **Soc.Anon.<br>Pêcheries àVap.<br>"Zeester"** | 110·2<br>*DTf*5'6t BK7½" | 21·1 | 11·3 | Ostend<br>Belgian<br>3*BHCem* | T.3Cy.11½",18"&31"-22"<br>1SB2*cf*,GS31 HS1096 45NHP<br>A.Hall&Co.Aberdeen | 12 ″ 0 | |
| 29195<br>208410 | **Rowland H. Wilcox** WoodSc<br>*Elec.light* 1*Dk* | 247<br>—<br>119 | | | | | 1911 | R.Palmer&<br>SonS.B.&<br>M.Rly.Co.<br>Noank,Conn. | **FisheriesProducts<br>Co.** | 132·0 | 22·3 | 10·7 | Newport,<br>R.I.<br>Utd.States | C.2Cy.15"&30"-24"<br>37NHP<br>PortlandCo.Portland,Me. | | |
| 29196<br>133372<br>JNDB | **Rowsay** SteelScK<br>*ss*Hul.No.2-20~~*ss*Hul.No.1-16~~<br>1*Dk* | 207<br>207<br>81 | ✠100A1<br>*StmTrawler*<br>9,21~~5,19~~<br>~~BS7,20~~<br>BS9,21 | Lon<br>Hul<br>7,20<br>✠LMC~~2,12~~ | | CL<br>~~5,19~~<br>N9,21 | 1912<br>2mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld.Beverley<br>'*sA&CP* | **HullSteamFishing<br>&IceCo.Ld.** | 112·2<br>BK8"<br>*WB=DTf*13' | 22·5 | 12·3 | Hull<br>British<br>4*BHCem*<br>30t*APT*2t | T.3Cy.10",17"&28"-24" (*s*)<br>200lb 49RHP<br>1SB,2*pf*,GS27,HS835<br>Amos&Smith,Ld.Hull | 13 ″ 2 | |
| 29197<br>134746<br>HWVG | **Rowsley** SteelScK<br>*ss*Sou.No.2-19<br>*Elec.light* 1*Dk* | 213<br>206<br>89 | ✠100A1<br>*StmTrawler*<br>10,21~~10,19~~ | Sou<br>Gms<br>✠LMC10,19<br>BS7,21 | | CL<br>9,19 | 1912<br>10mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | **W.H.Beeley** | 117·2<br>Q61'<br>BK7½" | 21·5 | 12·1 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>200lb 68RHP<br>1SB,2*pf*,GS32,HS1086<br>Amos&Smith,Ld.Hull | 13 ″ 1 | |
| 29198<br>TPRG | **Roxana Burton** WoodTwinSc<br>andoned on Fire 7,21<br>*OilEng.* 3Mst<br>1*Dk* | 202<br>162<br>130 | | | | | 1920 | J.Burton<br>Grosses<br>Coques,N.S. | **J.Burton** | 120·0 | 27·7 | 10·0 | Wymouth<br>N.S.<br>British | Oil Engines 4S.C.SA<br>4Cy.8½"-10" 38NHP<br>FairbanksMoran,Baltimre | | |
| 29199<br>4215<br>JNMD | **Roxane** SteelScSr<br>(*ex*SailingVessel) 1*Dk* | 430<br>367<br>297 | | | | | 1903 | Aktieb.<br>LödöseVarf<br>Lödöse | **RederiaktiebUnda<br>(J.A.Waller,*Mgr*)** | 131·7<br>Q37'H23*t*F13' | 26·0 | 13·9 | Gothenbrg<br>Swedish | C.2Cy.12"&27"-18"<br>N.E.&B.*fitted*09 26NHP<br>LödöseVarf,Gothenburg | | V |
| 29200<br>125078 | **Roxano** SteelScK<br>~~*ss*Gms.No.1-11~~<br>*ss*Hul.No.3-2,20 1*Dk* | 228<br>213<br>112 | ✠100A1<br>*StmTrawler*<br>12,21~~11,14~~<br>~~BS2,20~~ | Gms<br>✠LMC~~6,11~~<br>12,21 | | CL<br>7,19 | 1907<br>11mo<br>*Lloyd* | Charlton&<br>Doughty,Ld.<br>Grimsby<br>'*sA&CP* | **TheExor.ofSirG.F.<br>Sleight,Bart.** | 117·3<br>Q60'F19'<br>BK7½" | 22·0 | 11·7 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¼",22"&35"-24" (*s*)<br>180lb 70RHP<br>1SB,2*pf*,GS32,HS1110<br>C.D.Holmes&Co.Hull | 12 ″ 6 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu. | 3<br>Matériaux, Gréement, etc.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Construit.<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Should be "Roxburgh," See No.39092 in Supplement<br>29201<br>125709<br>HMRW | **Roxmead**<br>(*ex*Roxburgh,*ex* CressingtonCourt)<br>Wireless | **SteelSc**<br>ssBry.No.2-16<br>1*Dk*(*Stl*)2*trB*&<br>*deepframing*3*Dkrule* | 4396<br>4128<br>2716 | ✠100A1<br>4.20<br>BS11,19 ✠LMC9,16 | Npt | *x* | CL<br>4,20 | 1908<br>7mo<br>*Lloyd*'*sA&CP* | Richards'n Duck&Co.<br>Stockton | B.J.Sutherland&Co.Ld.<br>*CellDBa*121'*uE*23'*f*142'920*tFPT*167*tAPT*234*t* | 354·4<br>P46'B98'F35'<br>FK | 50·5 | 27·6 | British<br>6*BHCem* | T.3Cy26",42½"&69½"-45" (*s*)<br>180lb *100lb* 358NHP<br>2SB,*6cf*,GS127,HS5605<br>Blair&Co.Ld.Stockton | 30<br>5<br>24 |
| 29202<br>145897<br>KRFT | **Roy Hoober**<br>(*ex*Texas)<br>Wireless | **SteelSc**<br>(*Tug*)<br>2*Dks* | 220<br>—<br>149 | | | | | 1901 | Neafie&LevyCo.<br>Philadelphia | SinclairNav.Co. | 103·0 | 23·0 | 12·3 | NewYork<br>Utd.States | C.2Cy.16"&32"-24"<br>42NHP | |
| 29203<br>WMPQ<br>Wrecked 10,21 | **Royal**<br>*Elec.light* | **SteelScSr**<br>ssNwc.No.3-9,19<br>2*Dks*(*Stl*)&*deepframing* | 3833<br>3643<br>2497 | ✠~~100A1~~<br>2,21<br>✠NB9,19 ✠~~LMC9,19~~<br>~~BS2,21~~ | Sws | *x* | CL<br>2,21 | 1902<br>3mo<br>*Lloyd*'*sA&CP* | Palmers'Co.Ld.<br>Newcastle | SkjelbredsRederi A/S(O.A.T.Skjelbred,*Mgr.*)<br>*WB=CellDBa*120'*uE*26'*f*146'852*tFPT*168*tAPT*148*t* | 365·0<br>P40'B118'F32'<br>FK | 48·3 | 25·4 | Xiansand<br>Norwegian<br>6*BHCem* | T3Cy.24½",41½"&70"-45" (*s*)<br>200lb *80lb* 414NHP<br>2SB,*8cf*,GS76,HS6204 FD<br>Palmers'Co.Ld.Newcastle | 28<br>5<br>23 |
| 29204<br>~~[illegible]~~ | — | **SteelScSr**<br>1*Dk*&*Spar dk* | 1446<br>1377<br>911 | | | | | 1892 | Akt.Ges. "Neptun"<br>Rostock | ~~Paulsen&Ivers~~<br>~~J.[illegible]&Co.~~<br>IversKommandit Linie | 240·5<br>P&B188' F26' | 36·1 | 19·8 | Kiel<br>German<br>*WB* | T.3Cy.16⅝",25⅝"&41¾"-31½"<br>98RHP ~~98NHP~~<br>A.G."Neptun"Rostock | |
| 29205<br>214581<br>LGNF | **Royal Arrow**<br>*Elec.light*<br>*Mchy.Aft*<br>Sub.Sig.<br>Wireless | **SteelScSr**<br>ssSFo.No.1-21<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&<br>*Webframes*<br>*Longitudinal framing* | 7794<br>7385<br>4800 | ✠100A1<br>*Shelter dk withfreeboard*<br>10,21 ~~8,20~~ ✠LMC~~12,16~~ 10,21<br>*CarryingPetroleum inbulk*<br>*Fitted for oil fuel*12,16 *F.P. above* 150°F. | SFo | *d*† | CL<br>~~N6,20~~<br>10,21 | 1916<br>12mo<br>A&CP | NewYork S.B.Co.<br>Camden, N.J. | StandardTransportationCo.Inc.<br>*CellDBa*23'*uE&B*76'463*tDTf*40'441*tFPT*229*tAPT*131*t* | 467·6<br>FK | 62·7 | 32·0 | NewYork<br>Utd.States<br>16*BH*<br>10 „ *toUdk*<br>6 „ „2*nd* „ | Q.4Cy.24",35",51"&75"-51"<br>220lb (*r*) 568NHP<br>3SB,*9cf*,GS177,HS7804 FD<br>NewYorkSB.Co.Cmdn,NJ | 32<br>5<br>27 |
| 29206<br>143099<br>JWRG | **Royal City**<br>(*ex*Gerfrid,*ex*FederikoGlavic)<br>*Elec.light*<br>Wireless | **SteelSc**<br>1*Dk*(*Stl*)&2*nd dk*(*Stl*)<br>*in Nos.*1&4 *holds only* | 5411<br>4989<br>3481 | ✠<br>2,17<br>✠ | Nwc | *z* | | 1913<br>4mo | Earle'sCo.Ld.<br>Hull | St.JustS.S.Co.Ld.(W.R.Smith&Sons Ld.*Mgrs.*)<br>*CellDBa*153'*uE*25'*f*168'1253*t DTf*25' 980*tAPT*175*t* | 419·7<br>P49'B250'F45'<br>FK | 53·8 | 26·3 | Bideford<br>~~London~~<br>British<br>7*BHCem* | T.3Cy.26",42½"&70"-51"<br>467NHP<br>3SB,*9cf*,GS168,HS6735 FD<br>Earle'sCo.Ld.Hull | 28 |
| 29207<br>123974 | **Royal Daffodil**<br>(*ex*Daffodil)<br>*Elec.light* | **SteelTwinScCtr**<br>(*Ferry*)<br>1*Dk* | 465<br>465<br>134 | | | … | | 1906 | R.Stephenson&Co.Ld.<br>Newcastle | TheMayor,Aldermen&Burgesses of theBorough of Wallasey | 152·1<br>FK | 40·6 | 11·2 | Liverpool<br>British<br>*WB* | T.6Cy.16",24"&41"-21"<br>217NHP<br>D.Rollo&Sons,Liverpool | 11 |
| 29208<br>144263 | **Royal Firth**<br>*Mchy.Aft* | **SteelSc**<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | ~~403~~ 411<br>291<br>173 | ✠100A1<br>8,21<br>(~~ClassContemplated~~)<br>✠LMC8,21 | Hul | *f* | CL | 1921<br>5mo<br>*Lloyd*'*sA&CP* | Brown'sSB&D.D.Co.Ld.<br>Hull | BorderShippingCo.Ld.(G.TGillie&Co.*Mgrs.*)<br>*CellDBf*11 15*tFPT* 8*tAPT*9*t* | ~~145·0~~<br>Q45'B11'~~F24~~'<br>145·1 F25' FK | 24·1 | ~~11·0~~ 10·9 | Glasgow<br>British<br>3*BHCem* | T.3Cy.12½",21"&34"-24" (*s*)<br>180lb 68RHP<br>1SB,*2pf*,GS35,HS1140<br>C.D.Holmes&Co.Ld.Hull | 11<br>11 |
| 29209<br>125643<br>HLTW | **Royal George**<br>(*ex*Heliopolis)<br>*Elec.light*<br>*Ref.Mchy*.Sub.Sig. Wireless | **SteelTrpScSr**<br>ssLiv.No.3-2,19<br>3*Dks*(*UStl*-ws)<br>*Webframes*&*Shelter dk*<br>(*Stl*-teaks) | 11146<br>5647<br>5685 | ✠100A1<br>*Shelter dk withfreeboard*<br>6,20<br>BS2,20 ✠LMC2,19 | Sou | *g*† | CL<br>P2.19<br>C2,19<br>S2,19 | 1907<br>11mo<br>*Lloyd*'*sA&CP* | Fairfield Co.Ld.<br>Glasgow | CunardS.S.Co.Ld.<br>*WB=CellDBa*56'*uE&B*204'*f*125'947*tFPT*34*t* | 525·8<br>B308'F70'<br>FK&BK3" | 60·2 | 27·0 | Liverpool<br>British<br>8*BHCem* | 3 Steam Turbines (*s*)<br>180lb HS39540 FD<br>4DB&4SB,*48cf*,GS989,<br>FairfieldCo.Ld.Glasgow | 30<br>5<br>25 |
| 29210<br>123971 | **Royal Iris**<br>(*ex*Iris)<br>*Elec.light* | **SteelTwinScCtr**<br>(*Ferry*)<br>1*Dk* | 465<br>465<br>134 | | | … | | 1906 | R.Stephenson&Co.Ld.<br>Newcastle | TheMayor,Aldermen&Burgesses of theBorough of Wallasey | 152·0<br>FK | 40·6 | 11·2 | Liverpool<br>British<br>*WB* | T.6Cy.16",24"&41"-21"<br>217NHP<br>D.Rollo&Sons,Liverpool | 11 |
| 29211<br>84852 | **Royal Norman** | **IronPad**<br>(*Tug*) | 133<br>133<br>57 | | | | | 1881 | J.T.Eltringham<br>S.Shields | LeithSalvage&TowageCo.Ld.(J.Little&Co.Ld.*Mgrs.*) | 108·0 | 18·6 | 9·8 | Leith<br>British | L.1Cy.37"-54"<br>NB97 70RHP<br>J.P.Rennoldson,S.Shields | |
| 29212<br>125435<br>HMBF | **Royal Prince**<br>Sub.Sig.<br>*Elec.light*<br>Wireless | **SteelScSr**<br>ssN.Yk.No.3-1,20<br>2*Dks*(*Stl*)&*deepframing*<br>&*Shelter dk*(*Stl*-ws)<br>*Carrying oil fuel F.P.above* 150°F.*in DB* &*deep tank* | 5547<br>5212<br>3516 | ✠100A1<br>*Shelter dk withfreeboard*<br>9,21 ~~12,20~~<br>BS3,21 ✠LMC1,20 | Rot<br>NYk | *a*† | CL<br>~~8,20~~<br>9,21 | 1907<br>12mo<br>*Lloyd*'*sA&CP* | Short Bros. Ld.<br>Sunderland | PrinceLine,Ld.(Furness,Withy&Co.Ld.,*Mgrs.*)<br>*WB=CellDBa*113'*uE*29'*f*179'1125*tDTa*33' 970*t FPT*89*tAPT*52*t* | 417·8<br>FK | 54·5 | 29·3 | Newcastle<br>British<br>7*BHCem* | Q.4Cy24½",35",51"&74"-51"<br>220lb(*a*)HS8658 FD 587NHP<br>3SB&1AuxSB,*11cf*.GS205,<br>N.E.MarineEngCo LdNwc | 30<br>4<br>26 |
| 29213<br>99734 | **Royal Rose**<br>(*ex*España) | **SteelScSk**<br>ssCff.No.3-2,18<br>1*Dk*(*Teak*) | 130<br>129<br>59 | ✠100A1<br>~~2,21~~ 12,21<br>~~BS1,21~~ ✠LMC~~2,18~~ 12,21 | Sng | *a* | CL<br>8,19 | 1904<br>5mo<br>*Lloyd*'*sA&CP* | AilsaS.B. Co.Ld.<br>Ayr | Topham,Jones&Railton,Ld. | 95·0<br>BK6½"<br>*WB=FPT*8*t* | 18·3 | 9·8 | Cardiff<br>British<br>4*BHCem*<br>*APT*12*t* | C.2Cy.17"&34"-24" (*s*)<br>120lb 48RHP<br>1SB,*2pf*,GS43,HS1276<br>McKie&Baxter,Glasgow | 10<br>1<br>10 |
| 29214<br>122862<br>HJMG | **Royal Sceptre**<br>*Turret deck*<br>Wireless | **SteelSc**<br>1*Dk* | 3838<br>3131<br>2435 | | | | | 1906 | W.Doxford&Sons,Ld.<br>Sunderland | LauriumTransportCo.Ld.(L.Walford(London)Ld.*Mgrs.*) | 350·2<br>P32'F31' | 50·1 | 22·4 | London<br>British<br>*WB* | T.3Cy.25",41"&67"-45"<br>301NHP<br>W.Doxford&Sons,Ld.Sld. | |
| 29215<br>129399<br>HRQJ | **Royal Scot**<br>*Elec.light* Wireless | **SteelScSr**<br>2*Dks* | 1726<br>1234<br>794 | | | | | 1910 | CaledonS.B.&E.Co.Ld.<br>Dundee | London&EdinburghShippingCo.Ld. | 290·2 | 38·2 | 18·1 | Leith<br>British<br>*WB* | T.3Cy.33$\frac{1}{16}$",51$\frac{1}{16}$"&85"-54"<br>530NHP<br>CaledonSB.&E.Co.Ld.Dun | |
| 29216<br>102763 | **Royal Sovereign** | **SteelPadSp**<br>2*Dks* | 891<br>727<br>365 | | | | | 1893 | Fairfield Co.(Lim.)<br>Glasgow | RoyalSovereignS.S.Co.Ld.(A.W.Pickard,*Mgr.*) | 300·2<br>H71*t* | 33·1 | 10·6<br>18·1 | London<br>British | C.D.2Cy.45"&83"-66"<br>NB09 444NHP<br>FairfieldCo.(Lim.),Gls. | |
| 29217<br>135895<br>JDRG | **Royal Transport**<br>Wireless | **SteelScSr**<br>1*Dk* | 4652<br>4382<br>2927 | | | | | 1913 | Irvine'sSB&D.D.Co.Ld.<br>WHartlepool | EmpireTransportCo.Ld.(HoulderBros.&CoLd*Mgrs*) | 385·0<br>P36'B119'F36' | 52·0 | 27·0 | W. Hartlpl<br>British<br>*WB* | T.3Cy.25",40"&68"-48"<br>Richardsons, 320NHP<br>Westgarth&Co.Ld.Hpl. | |
| 29218<br>109078<br>RGPS | **Royalist** | **IronScK**<br>(*Trawler*)<br>1*Dk* | 183<br>171<br>74 | | | … | | 1898 | Cook,Welt'n&Gemmell<br>Hull | A.Walker | 111·7<br>Q20'<br>BK7½" | 21·0 | 11·3 | Aberdeen<br>British<br>*WB* | T.3Cy.12",20"&33"-24"<br>58RHP<br>C.D.Holmes&Co.Hull | 12 |
| 29219<br>134513 | **Royalite**<br>*Elec.light*<br>*Mchy.Aft* Wireless | **SteelSc**<br>ssNYk.No.1-19<br>1*Dk*(*Stl*)&<br>*Webframes* | 2052<br>1530<br>1542 | ✠100A-<br>2,21<br>BS1,22 ✠LMC12,19<br>*CarryingPetroleum in bulk* | Hfx | | CL<br>12,19 | 1916<br>6mo | Collingw'd S.B.Co.Ld.<br>Collingwood, Ont. | ImperialOilLd.<br>*CellDBuE&B*42' 108*t FPT*210*tAPT*51*t* | 250·0<br>P63'F43'<br>FK | 43·1 | 16·6 | Sarnia Ont<br>British<br>13*BH* | T.3Cy.16",26"&44"-36" (*r*)<br>180 ~~160~~lb 96RHP<br>1SB,*3cf*,GS72,HS2443<br>CollingwoodS.B.Co. | 18<br>2<br>16 |
| 29220<br>125072 | **Royallieu** | **SteelScK**<br>ssGms.No3-5,19<br>1*Dk* | 211<br>194<br>83 | ✠100A1<br>*StmTrawler*<br>6,21 ~~7,20~~<br>~~BS7,20~~ ✠LMC4,19<br>BS2,22 | Gms | | CL<br>~~4,19~~<br>6,21 | 1907<br>9mo<br>*Lloyd*'*sA&CP* | Cook,Welt'n&Gemmell Ld.<br>Beverley | W.H.Beeley | 115·4<br>Q58'F19'<br>BK7½" | 21·6 | 11·5 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",22"&35"-24" (*s*)<br>180lb 70RHP<br>1SB,*2pf*,GS35,HS1110<br>C.D.Holmes&Co.Hull | 12 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5, 6<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not classed in L.R. Date of R of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29221<br>138977 | **Royalo** SteelScK<br>ssGms.No.1-20<br>Elec.light 1Dk | 248<br>228<br>108 | ✠100A1<br>StmTrawler<br>11,21~~8,16~~<br>✠LMC~~8,16~~ 8,20<br>BS11,21 | Hul<br>Gms | | CL<br>11,21 | 1916<br>6mo<br>Lloyd | Cook,Wel-t'n&Gemmell Ld. Beverley<br>'sA&CP | TheExor.ofSir G.F.Sleight,Bart. | 120·5<br>Q67'<br>BK7½" | 22·0 | 12·2 | Grimsby<br>British<br>4BHCem | T.3Cy.12½",22"&35"-24" (s)<br>195lb 80RHP<br>1SB,3pf,GS43,HS1402<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 1 | |
| 29222<br>142772<br>JWFC | **Royalstar** SteelTwinSc<br>CruiserStern<br>Elec.light Ref.Mchy. 2Dks(Stl)&<br>Wireless Shelter dk(Stl) | 7900<br>7576<br>4880 | 100A1<br>Shelter dk<br>withfreeboard<br>10,20<br>LMC1,19<br>Lloyd'sRMC~~9,20~~ 3,21<br>Fitted for oil fuel 2,20 F.P. above 150°F. | Mlt | c† | CL | 1919<br>2mo<br>Lloyd | Workman, Clark&Co.Ld Belfast<br>'sA&CP | UnionColdStorage Co.Ld. (BlueStar Line(1920),Ld. Mgrs.)<br>CellDB | 450·0<br>P31'F43' on Shelter dk<br>FK<br>392'1495t FPT120t | 58·5 | 37·1 | London<br>British<br>ptCem<br>8BHtoSh dk<br>APT70t | T.6Cy.26½",44"&73"-48" (s)<br>200lb 1138NHP<br>3DB,24cf,GS439,HS17079FD<br>Wrkman,Clark&Co,LdBel | 40 ″ 0<br>s11 ″ 1½<br>29 ″ 3 | |
| 29223<br>130356 | **Royan** SteelScSr<br>(exWaccamaw)<br>Mchy.Aft Elec.light 1Dk2trB | 1471<br>1206<br>879 | | | | | 1900 | CraigS.B. Co. Toledo,O. | GeorgeHallCoal Co.ofCanadaLd.<br>(<br>1 | ~~249·7~~<br>250·2 | ~~40·5~~<br>40·2 | ~~15·4~~<br>14·8 | Montreal<br>British<br>WB | T.3Cy.20",~~33"&54"~~ 32½"&55"-40"<br>185NHP<br>CraigS.B.Co.Toledo | | V |
| 29224<br>143219 | **Roysterer** SteelTwinSc<br>(Tug)<br>2Dks | 836<br>667<br>67 | | | | | 1919 | JIThornycroft&Co.Ld Woolston | TheAdmiralty | 175·0 | 34·1 | 16·6 | London<br>British | T.6Cy.18¼",28½"&48¼"-28"<br>Belliott& 250NH<br>Morcom,Ld.Birmingham | | C |
| 29225<br>108276<br>PWDH | **Royston Grange** SteelScSr<br>ssNpt.2ndNo.3-3,20<br>Ref.Mchy. 1Dk(Stl)&Spar dk(Stl)<br>Elec.light Wireless &deep framing | 4058<br>3721<br>2519 | ✠100A1<br>Spar dk<br>6,21 ~~3,20~~<br>✠LMC3,20<br>Lloyd'sRMC~~1,21~~ 6,21<br>~~2,21~~ 5,22<br>BS6,21 | Npt<br>Lon | x | CL<br>N7,19 | 1897<br>12mo | Workman, Clark&Co.Ld Belfast<br>A&CP WB= | HoulderLine,Ld. (HoulderBros.& Co.Ld.Mgrs.)<br>CellDBa102'uE& | 370·0<br>P37'B174'F79' 27·3<br>FK<br>B62'f130'747tFPT | 47·6 | 19·0 | London<br>British<br>6BHCem<br>138tAPT30t | T.3Cy.26",43"&72"-48" (s)<br>190lb 90lb 415NHP<br>2SB,6cf,GS125,HS5253 FD<br>Wrkman,Clark&Co.LdBel | 29 ″ 10<br>s4 ″ 10½<br>25 ″ 3 | |
| 29226<br>25086<br>RMBJ | **Rozan Maru** SteelScSr<br>Elec.light Wireless 2Dks(Stl) | 5447<br>4996<br>3406 | ✠100A1<br>12,21~~10,20~~<br>✠LMC~~10,20~~ 12,21 | Kob<br>Osa | z | CL<br>12,21 | 1919<br>5mo | AsanoS.B. Co.Ld. Tsurumi<br>A&CP | KokusaiKisen KabushikiKaisha | 400·0<br>P33'B124'F41'<br>FK<br>CellDB342'844t | 53·0 | 29·4 | Uraga<br>Japanese<br>6BHCem<br>APT28t | T.3Cy.26",43½"&72"-48" (s)<br>200lb 513NHP<br>3SB,9cf,GS175,HS7376 FD<br>KobeSteelWorks,Kobe | 32 ″ 0<br>s6 ″ 7<br>25 ″ 9 | |
| 29227 | **Rozenburg** SteelScSr<br>Elec.light Wireless 1Dk | 2068<br>1805<br>1259 | | | | | 1918 | N.V.Werf Rijkee&Co. Rotterdam | N.V.Stoom.Reed. "DeGoedeVerwachting" | 281·3<br>P18'B63'F27' | 41·3 | 19·2 | Dutch<br>WB | T.3Cy.21",32½"&55"-36"<br>181NHP<br>Werkspoor,Amsterdam | | |
| 29228<br>PRMK | — SteelSc<br>(Tug) | 112<br>112<br>— | | | | | 1906 | J.&K.Smit Kinderdijk | L.Smit&Co's Sleepdienst,Ld. | 91·4 | 20·1 | 11·2 | Rottrdam<br>Dutch | T.3Cy.11½",17"&29"-18"<br>156·5lb HS1273 60NHP<br>Machinef."Kinderdijk" | | V |
| 29229 | **Rozetta** SteelAuxSc3MstSr<br>OilEng.<br>Mchy.Aft 1Dk<br>(See Sailing Ship Register)<br>Now renamed "Mornar," See No. 38429 in Supplement | 358<br>325<br>265 | | | | | 1918 | Gebr.G.& H.Bodewes Martenshoek | Soc.diNav.Vesna | 141·0 | 25·4 | 11·6 | Buccari | Oil Engine 2Cy.15⅓"-16¾"<br>37NHP<br>Steyaard&J.Walen, Rotterdam | | V |
| 29230<br>124582<br>HPVS | **Ruahine** SteelTwinSc<br>Wireless<br>Ref.Mchy. Elec.light 3Dks | ~~10758~~ 10839<br>9593<br>~~6823~~ 6856 | | | | | 1909 | W.Denny &Bros. Dumbarton | NewZealand ShippingCo.Ld. | 480·6<br>B157' | 60·3 | 32·1 | Plymouth<br>British<br>WB | T.6Cy.28",47"&78"-48"<br>843NHP<br>Denny&Co.Dumbarton | | C |
| 29231<br>111357<br>SHBP | **Ruapehu** SteelTwinScSr<br>(exAustralasian, exRuapehu)<br>2Dks&Shelter dk<br>Ref.Mchy. Elec.light Wireless | 8881<br>6376<br>5746 | | | | | 1901 | W.Denny &Bros. Dumbarton | NewZealand ShippingCo.Ld. | 457·3 | 58·2 | 30·8 | Plymouth<br>British<br>WB | T.6Cy.24",39"&63"-48"<br>550NHP<br>Denny&Co.Dumbarton | | C<br>BT till 6,21 |
| 29232<br>136860 | **Ruawai** SteelScCtr<br>1Dk | 291<br>232<br>177 | | | | | 1915 | G.T.Niccol Auckland NZ | G.T.Niccol | 123·6 | 27·8 | 9·0 | AuklndNZ<br>British | T.3Cy.12",20"&32"-21"<br>52RHP<br>Ross&Duncan,Glasgow | | |
| 29233<br>118719<br>JWMF | **Rubens** SteelSc<br>ssShl.No.3-4,21<br>(exPera,exHeimfeld, exWellgunde, exArmanistan) 1Dk(Stl)&Spar dk(Stl)&deep framing<br>Wireless Elec.light | 4071<br>3804<br>2576 | ✠100A1<br>Spar dk<br>4,21<br>✠LMC4,21 | Shl | w | CL<br>4,21 | 1905<br>8mo<br>Lloyd | D&WHendersn&Co.Ld Glasgow<br>'sA&CP | BoltonStm.Shppg. Co.Ld. (F.Bolton& Co.Mgrs.)<br>CellDBa118'u E24'f15 | 360·0<br>P31'B100'F33' 25·0<br>FK<br>2' 907t DTa34'800t | 50·2 | 17·0 | London<br>British<br>6BHCem<br>APT117t | T.3Cy.25",41"&67"-45" (s)<br>180lb 100lb FD 370NHP<br>2SB,5pf,1cf,GS118,HS5048<br>D&WHendersn&CoLdGls | 27 ″ 6<br>s5 ″ 0½<br>22 ″ 10 | |
| 29234<br>OSGU | — WoodAuxSc3MstSr<br>(exGaby) GasEng.<br>Elec.light Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 364<br>—<br>242 | | | | | 1918 | Chilman Shipyard Hoquiam, Wash. | P.Hervot | 135·0 | 32·0 | 13·0 | St. Malo<br>French | Gas Engine<br>4Cy. 43NHP<br>UnionGasEng.Co.S.Fo. | | V |
| 29235<br>MBPC | **Rubis** SteelTwinSc<br>Sub.Sig. | 633<br>528<br>389 | | | | | 1897 | Société JohnCock'rill Hoboken | Soc.Anon.John Cockerill | 213·8<br>Q64'H8'F30' | 27·9 | 13·2 | Ostend<br>Belgian | T.6Cy.16½",24⅝"&37⅜"-25⅝"<br>142NHP<br>SociétéJ.Cockerill,Seraing | | V |
| 29236<br>OSGY | — SteelAuxScSr<br>OilEng.<br>(exNidar,exSparta)<br>(See Sailing Ship Register) | 147<br>—<br>82 | | | | | 1918 | Gebr.v.d. Meer Vlaardingen | Etablissements Salagna | 114·1 | 19·9 | 7·0 | Bordeaux<br>French | Oil Engine<br>2Cy.11⅘"-11⅘" 16NH<br>Mchfbrk.Drakenbagh, Utrecht | | V |
| 29237<br>118189<br>HBVK | **Rubislaw** SteelScSr<br>ssShl.No.3-3,19<br>Well deck 1Dk(Stl)&deep framing<br>Elec.light | 1018<br>606<br>412 | ✠100A1<br>1,22~~1,21~~<br>~~BS5,20~~<br>BS1,22<br>✠LMC3,19 | Cff<br>Abn | n | CL<br>1,21 | 1905<br>1mo<br>Lloyd | Hall,Russell&Co.Ld. Aberdeen<br>'sA&CP WB | GraniteCityS.S. Co.Ld. (R.Connon Reid&Co.,Mgrs.)<br>=CellDBa54'uE | 220·2<br>Q76'B67'F47'<br>BK8"<br>19'f91'241tFPT14t | 32·2 | 14·8 | Aberdeen<br>British<br>4BHCem<br>APT48t | T.3Cy.18½",31"&51½"-36"<br>180lb 100lb (r) 190NHP<br>2SB,6cf,GS103,HS3166<br>Hall,Russell&Co.Ld.Abn. | 15 ″ 7<br>s1 ″ 0<br>15 ″ 5 | |
| 29238<br>210550<br>LONW | **Ruby** SteelScSr<br>ssN.Yk.No.1-16<br>Elec.light Wireless 2Dks(Stl) | 2459<br>2198<br>1606 | ✠100A1<br>3.21<br>BS3,19<br>✠LMC10,16 | NYk | s | 3,21 | 1912<br>9mo | Gt.Lakes Eng.Works Ecorse,Mich.<br>A&CP | AmericanTransportationCo. (J.W.Elwell&Co. Mgrs.)<br>WB=CellDBa56 | 247·0<br>P19'B68'F23'<br>FK | 43·7 | 29·3 | NewYork<br>Utd.States<br>4BHCem<br>uE & B42' f | T.3Cy.21½",35½"&58"-42"<br>180lb (s) 303NHP<br>2SB,6cf,GS105,HS4458<br>Gt.LakesEng.Wks.Detroit<br>110'404tFPT44tAPT22t | 28 ″ 5 | |
| 29239<br>119106<br>VPRB | — SteelSc3MstSr<br>ssBwg.No.3-5,11<br>Well deck ssBwg.No.2-20<br>Mchy.Aft Elec.light 1Dk(Stl) | 406<br>287<br>157 | ✠100A1<br>6,20<br>✠LMC6,20<br>BS8,21 | Bwg | g | CL<br>6,20 | 1904<br>3mo<br>Lloyd | Scott& Sons Bowling<br>'sA&CP | W.Robertson | 142·5<br>Q70'B9'F26'<br>BK7¼"<br>WB= | 26·1 | 10·9 | Glasgow<br>British<br>3BHCem<br>FPT39t | C.2Cy.18"&40"-27" (s)<br>130lb 91RHP<br>1SB,3pf,GS53,HS1680<br>Muir&Houston,Ld.Gls. | 12 ″ 1<br>s ″ 6<br>12 ″ 4 | |
| 29240<br>111419<br>KRVP | — WoodAuxSc3MstSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 345<br>—<br>273 | | | | | 1902 | J.WDickie Alameda,Cal. | KuskokwinFishing&TransportationCo. | 132·0 | 34·0 | 9·0 | S.Frncisco<br>Utd.States | Oil Engine | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7" Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Macn. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane, Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29241<br>122724 | **Ruby** **CompPad**<br>*3Dks* | 205<br>186<br>108 | | | | | 1907 | D.Milne<br>Morgan,S.A. | **MurrayShipping Ld.** | 130·9 | 18·8 | 6·0 | **P.Adelaide**<br>British | H.2Cy.10½"-14"<br>20RHP<br>Robey&Co.Lincoln | |
| 29242<br>106856 | — **SteelPad**<br>*1Dk* | 171<br>171<br>82 | | | | | 1897 | J.Jones& Sons<br>Liverpool | **NewLiverpool EasthamFerry& HotelCo.Ld. (E J. Hannaford, *Mgr.*)** | 124·0 | 22·0 | 8·0 | **Liverpool**<br>British | C.D.2Cy.20"&38"-42"<br>NB12 80RHP<br>J.Jones&Sons,Liverpool | |
| 29243<br>122148 | **Ruby L.** **WoodScSr**<br>*1Dk* | 119<br>90<br>49 | | | | | 1907 | JA.Balcom<br>Margaretville,N.S. | **MargaretvilleS.S. Co.Ld.** | 90·0 | 20·4 | 8·6 | **Annapolis Royal,N.S.**<br>British | C.2Cy.10"&20"-16"<br>NewBurrell 17RHP<br>JohnsonIronCo.Yrmth,NS | |
| Abandoned at Sea12,21<br>29244<br>[illegible]<br>TNBM | **Ruby W.** **WoodAuxSc3MstSr**<br>*OilEng.*<br>*1Dk*<br>(*See Sailing Ship Register*) | 375<br>299<br>287 | | | | | 1917 | Nova ScotiaS.B.& Transptn.Co.<br>Liverp'l,N.S. | **W.B.Grieve** | 129·7<br>P49*t*H15*t* | 33·0 | 11·4 | **SJhnsNFL**<br>British | 1 Oil Engine 2S.C.SA<br>4Cy.10½"-12½" 29NHP<br>FairbankMorseCo.Mich. | |
| 29245<br>JGFC | **Ruda** **IronSc3MstSr**<br>(*ex*Glengarry, *ex*Risö,*ex*SaintPetersburg) *1Dk* | 335<br>—<br>165 | | | | | 1857 | Denny& Rankin<br>Dumbarton | **I.Artero** | 158·9<br>P45*t*H16*t* | 23·0 | 11·2 | **S.Sebast'n**<br>Spanish | C.2Cy.20"&40"-24"<br>NB91 NE77 78NHP<br>Aron&Gollnow,Stettin | |
| 29246 | **Rude** **SteelScK**<br>*1Dk* | 400 | | | | | 1920 | Anciens Chantiers Dubigeon<br>Nantes | **FrenchGovernment** | 134·5 | 27·1 | 13·1 | French<br>*WB* | T.3Cy.14",22⅞"&37½"-29½"<br>79NHP<br>Atel&Ch.delaLoire,SDenis | |
| 29247<br>143092<br>JWQV | **Rudelsburg** **SteelSc**<br>Now named "City of Westminster" See No. 36784 in Supplement<br>*Elec.light* Wireless *1Dk* | 6173<br>5879<br>3790 | Lon. 10,20<br>(*See footnote**) | | | | 1916 | Flensburgr Schiffsb.Ges.<br>Flensburg | **City ofOranS.S. Co.Ld.(HallLine Ld.*Mgrs.*)** | 469·7 | 62·1 | 25·5 | **London**<br>British | T.3Cy.31½",51"&82½"-55'<br>504NHP<br>FlensburgerSchiffsb.Ges. | 28 |
| 29248 | **Rudi** **IronScSr**<br>(*ex*Kopernikus,*ex*Elve) *1Dk2trB* | 415<br>357<br>243 | | | | | 1885 | G.Howaldt<br>Kiel | **J.Bauer** | 160·8<br>*WB* | 24·0 | 11·4 | **Florianopolis**<br>Brazilian | C.2Cy.18"&34"-24"<br>NB93 47NHP<br>Gebr.Howaldt,Kiel | |
| 29249<br>132058<br>HSKR | **Rudmore** **SteelScSr**<br>*ss*Lon.No.2-19<br>*Mchy.Aft* *1Dk(Stl)*<br>*Well deck* *Cargo battens not fitted* | 969<br>730<br>574 | ✠100A1<br>3,21<br>~~BS7,20~~ ✠LMC7,19<br>BS3,21 | Shl | *m* | CL<br>1,21 | 1911<br>3mo<br>*Lloyd* | S.P.Austin &Son.Ld.<br>Sunderland<br>*'sA&CP* | **J.Westoll**<br>*WB=Cell* | 208·0<br>Q98'B10'F22'<br>FK<br>*DBf*129'263*t* *FPT* | 34·0 | 12·9 | **Sundrland**<br>British<br>4*BHCem*<br>51*t*APT31*t* | T.3Cy.17½".29"&48"-33" (*s*)<br>180lb *100lb* 162NHP<br>1SB,*4pf*,GS82,HS2782<br>G.Clark,Ld.Sunderland | 14 |
| 29250 | **Rudolf** **IronScBn**<br>(*ex*AnnaStrowig, *ex*Lipsos,*ex*Gothia,*ex*Jacata) *2Dks3trB* | 2381<br>2138<br>1506 | | | … | | 1884 | R.Dixon& Co.<br>Middlesbro' | **FrenchGovernment** | 313·4<br>P53'B71'F38' | 38·0 | 23·2 | **Marseilles**<br>French<br>*WB* | T.3Cy.22",37"&58"-36"<br>202NHP<br>T.Richardson&Sons,Hpl. | 27 |
| * 29251<br>MLDB | — **SteelScSr**<br>*ss*Xia.2ndNo.3-6,19<br>(*ex*Småland,*ex*Skeffington)<br>*Well deck* *1Dk(Irn)2trB* | 924<br>734<br>541 | ✠100A1<br>~~3,21~~ ~~12,20~~ 3,22<br>~~BS6,20~~ ✠LMC6,19<br>~~BS5,21~~ DBS5,21 MBS8,21 | Bly<br>Xia | *m* | CL<br>~~12,20~~<br>3,22 | 1893<br>4mo | Wood, Skinner&Co.<br>Newcastle<br>A&CP | **A/S Rudolf (Olsen&Ugelstad)**<br>*WB=Cell D* | 206·0<br>Q100'B21'F23'<br>FK<br>*B*173'254*t* *FPT*41*t* | 32·3 | 14·4 | **Chrstiania**<br>Norwegian<br>4*BHCem*<br>*APT*22*t* | T3Cy$16\frac{15}{32}$",28⅝"&47"-33"(*s*)<br>160lb *65lb* NDB98 127NHP<br>1SB,*3pf*,GS56,HS1900<br>N.E.MarineEng.CoLdNwc | 16 |
| 29252 | — **SteelScSr**<br>*Elec.light* *1Dk* | 821<br>654<br>487 | | | | | 1905 | Stettiner Oderwerke<br>Stettin | **L.F.Mathies&Co.** | 210·9<br>P14'Q41'B71'F27' | 30·8 | 12·8 | **Hamburg**<br>German<br>*WB* | T.3Cy.16",25"&41"-30"<br>92NHP<br>StettinerOderwerke,Stn. | |
| 29253 | — **SteelSc3MstSr**<br>*Elec.light* *Mchy.Aft* *1Dk* | 266<br>216<br>157 | | | | | 1889 | Howaldtswerke<br>Kiel | **Rud.Christ.Gribel** | 132·9<br>P23' F19' | 22·7 | 10·6 | **Stettin**<br>German<br>*WB* | C.2Cy.15¾"&27¾"-15¾"<br>NB11 25NHP<br>Howaldtswerke,Kiel | |
| 29254<br>144068<br>KHQJ | **Rudyard Kipling** **SteelScK**<br>*Elec.light* *1Dk* | 333<br>297<br>140 | ✠100A1<br>*Stm Trawler*<br>5,21 ✠LMC2,21 | Hul | | CL | 1921<br>2mo<br>*Lloyd* | Cochrane &Sons,Ld<br>Selby<br>*'sA&CP* | **NewingtonSteam TrawlingCo.Ld.** | 138·8<br>Q74'F20'<br>BK7½" | 23·7 | 12·9 | **Hull**<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 94RHP<br>1SB,*3pf*,GS48,HS1625<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 29255 | **Ruediger** **SteelScLr**<br>*OilEng.*<br>*1Dk* | 138<br>128<br>92 | | | | | 1911 | J.Frerichs &Co.A.G.<br>Einswarden | **Securitas-Werke A.-G.** | 90·8<br>Q22' | 21·4 | 9·9 | **Harburg**<br>German | OilEngines<br>2Cy.$11\frac{13}{16}$"-$12\frac{9}{16}$" 23NHP<br>J.Frerichs&Co.A.G.Osthl | |
| 29256<br>118802 | **Ruff** **SteelScK**<br>*1Dk* | 169<br>161<br>64 | ✠<br>*Stm Trawler*<br>4,06 ✠ | Hul | | | 1904<br>2mo | GooleS.B. &Repg.Co.Ld<br>Goole | **KelsallBros.& Beeching,Ld. (JohnSlater *Mgr.*)** | 110·3<br>BK7½"<br>*WB=Deep* | 21·1 | 11·2 | **Hull**<br>British<br>3*BHCem*<br>*Tanks*23'41*t* | T.3Cy.12",18"&30"-21"<br>45RHP<br>1SB,*2pf*,GS26,HS880<br>C.D.Holmes&Co.Hull | 12 |
| 29257<br>205088 | **Rufus P. Ranney** **SteelScSr**<br>*Elec.light* *Mchy.Aft* *1Dk* | 4797<br>—<br>3505 | | | | | 1908 | Superior S.B.Co.<br>Superior Wis. | **TritonS.S.Co. (G.A.Tomlinson, *Mgr.*)** | 425·0 | 52·0 | 28·0 | **Cleveland**<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"-42"<br>218NHP<br>AmericanS.B.Co.Superior | |
| 29258 | **Rugby** **SteelTwinScSr**<br>*Elec.light* *2Dks(Stl)* | 781<br>699<br>322 | ✠<br>*For Government Service*<br>12,18 ✠ | PGl | | | 1918<br>12mo | Dunlop, Bremner& Co.Ld.<br>P.Glasgow | **TheAdmiralty**<br>*CellDB* | 219·3<br>FK<br>12'15*t* *DTa* 36*t* *DTf* | 28·6 | 15·6 | British<br>10*BHptCem*<br>23*t* *APT* 22*t* | T.6Cy.13¼",21¼"&34"-21"<br>378NHP<br>2WaterTubeBoilers<br>GS130,HS6990 FD<br>Dunlop,Bremnr&CoLdPGl | 16 |
| 29259<br>139924 | — **SteelScK**<br>*1Dk* | 274<br>240<br>123 | | | … | | 1916 | Cook,Welt'n&Gemmell Ld.<br>Beverley | **W.Grant** | 125·6<br>Q71'F19'<br>BK8" | 22·8 | 12·2 | **Grimsby**<br>British | T.3Cy.12¾",22"&36"-24"<br>79RHP<br>C.D.Holmes&Co.Ld.Hull | 13 |
| * 29260<br>96194<br>MJKP | — **IronScK**<br>*ss*Shl.2ndNo.3-3,13<br>*ss*Gms.No.2-20 ~~*ss*Hpl.No.1-17~~<br>*1Dk* | 107<br>107<br>95 | ✠100A1<br>*Stm Trawler*<br>~~8,21~~ ~~9,18~~ 11,21 ~~LMC5,18~~<br>✠NB2,13 ~~BS1,20~~ 3,21 | Gms<br>6,20 | | CL<br>~~9,18~~<br>8,21 | 1889<br>4mo<br>*Lloyd* | Earle'sCo. (Lim.)<br>Hull<br>*'sA&CP* | **Gibney,Doig&Co. Ld. (R.W. Crawford, *Mgr.*)** | 88·0<br>BK7½" | 20·1 | 10·7 | **Grimsby**<br>British<br>3*BHCem* | C.2Cy.17"&32"-21" (*s*)<br>100lb 44RHP<br>1SB,*2pf*,GS29,HS730<br>Earle'sCo.(Lim.),Hull | 11 |
| 29261<br>~~[illegible]~~<br>~~[illegible]~~ | **Rügen** **SteelTwinSc~~Sr~~**<br>*Elec.light* *3Dks* | 1894<br>1593<br>727 | | | | | 1914 | Stettiner Oderwerke<br>Stettin | ~~**TheShippingController (W. Langridge, *Mgr.*)**~~ | 294·9<br>B26'H— | 38·2 | 21·5 | ~~**London**~~<br>~~British~~<br>German | T6Cy$20\frac{1}{16}$",$32\frac{3}{16}$"&51¼"-29½"<br>283NHP<br>StettinerOderwerke | |
| 29262 | — **SteelScSr**<br>(*SalvageSteamer*)<br>*Elec.light* Wireless *1Dk* | 221<br>203<br>101 | | | | | 1885 | Stettiner Act.Ges.<br>Stettin | **Heinr.Spruth** | 130·6<br>B26'<br>len94 | 22·4 | 10·1 | **Greifswald**<br>German<br>*WB* | C.2Cy.18"&31½"-20½"<br>NB08 37NHP<br>J.Kessler,Greifswald | |
| 29263<br>MHBP | **Ruggen** **SteelScSr**<br>(*Whaler*)<br>*Elec.light* *1Dk* | 164<br>161<br>59 | | | | | 1911 | Kaldnæs Mek.Værks<br>Tönsberg | **A/S Tönsbergs Hvalfangeri (HansBorge *Mgr.*)** | 106·5 | 20·0 | 12·4 | **Tönsberg**<br>Norwegian<br>*WB* | T.3Cy.12",20"&33"-24"<br>53NHP<br>G.T.Grey,SouthShields | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.

| No. in Book. Official No. Code Letters. | Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | Regist'd Tonnage Gross. Under deck. Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Mean drafts. Date when tail shaft last seen. | When. Ship. Engines | By Whom. Where. | Owners. | Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | Registers in which classed, if not in L.R. Date of R. of Trade cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29264<br>[illegible] | Rugia SteelSc<br>Sub.Sig.<br>Elec.light Wireless 2Dks | 6605<br>4742<br>4144 | | | | | 1905 | Bremer Vulkan<br>Vegesack | Hamburg Amerik PacketfA.G.<br>(Ham-AmerLinie | 409·4<br>P265'F79' | 52·7 | 28·0 | ~~London~~<br>~~British~~<br>German WB | Q.4Cy.24",34½",50⅜"&72⅞"–53⅞" 386NHP<br>BremerVulkan,Vegesack | | |
| 29265<br>NVDP | Rugsö SteelAuxSc4MstSr<br>Oil Eng.<br>1Dk<br>(See Sailing Ship Register)<br>Renamed "Asta," See No. 36251 in Supplement | 385<br>342<br>280 | | | | | 1916 | RingAndr-<br>[illegible]<br>Svendborg | A/S D/S Malm<br>(A.Malm, Mgr.) | 139·4 | 29·8 | 11·0 | Copnhagn<br>Danish<br>WB | Oil Engines<br>4Cy.12"–16 9/16" 28NHP<br>H.ChristoffersensMaskinfabrik,Holeby | | V |
| 29266<br>JGFV | Ruiz Capdepon SteelScSr<br>ssSld.No.1-'98<br>(exFlorencioRodriguez,exBrenda)<br>Well deck 1Dk(Irn)&Web frames<br>Renamed "Modesto Fuente," See No. 3[illegible] in Supplement | 992<br>778<br>658 | ✠<br>5,04<br>✠ | Sld | m | | 1894<br>11mo | W.Harkess<br>&Son<br>Middlesbro' | Cia.Trasmediterranea<br>CellD | 211·4<br>P25'Q46'B44'F22'<br>BK7"<br>Ba50' u&BE35'f88' | 32·1 | 13·7 | Barcelona<br>Spanish<br>4BHCem<br>252tAPT20t | T.3Cy.17",28"&46"–30" 120NHP<br>1SB,3pf,GS47,HS1870<br>N.E.MarineEng.CoLd.Sld | 16 " 1 | |
| 29267<br>109941 | Rukmavati SteelScSr<br>1Dk&Shadedk | 266<br>201<br>109 | | | | | 1904 | Grngem'th<br>&Greenock<br>DockyardCo.<br>Greenock | BombayS.N.Co.<br>Ld. | 150·0 | 26·1 | 9·0 | Bombay<br>British<br>WB | T.3Cy.12",19"&31"–27" 70RHP<br>Dunsmuir&Jackson,Gls. | | |
| 29268<br>131148<br>HVGW | Rumania SteelSc<br>ssVcr.No 1–16<br>1Dk<br>(exDreadful)<br>Elec.light | 286<br>231 | ✠ ~~[illegible]~~<br>9,21<br>ForTowingpurposes<br>✠~~LMC3,20~~ | Vcr | | CL<br>3,20 | 1912<br>3mo<br>Lloyd | Hepple&<br>Co.Ld.<br>SouthShields<br>'sA&CP | WilliamWatkins,<br>Ld. | 118·5<br>BK7"<br>FPT20tAPT35t | 25·2 | 13·8 | London<br>British<br>6BHCem<br>DTf15'15t | T.3Cy.15",23½"&38"–30" (s)<br>180lb 74RHP<br>1SB,3cf,GS63,HS1970<br>Hepple&Co.Ld.S.Shields | 14 " 6<br>s1 " 7½<br>13 " 9 | |
| 29269<br>132897<br>JDTS | Rumney SteelScSr<br>ssCff.No.1–18<br>1Dk(ptIrn ptStl)<br>(exOnwen)<br>Wireless | 4274<br>4022<br>2702 | ✠100A1<br>9,21 ~~2,21~~<br>✠LMC7,20<br>BS9,21 | Bry<br>Shl | x | CL<br>~~3,21~~<br>9,21 | 1914<br>1mo<br>Lloyd | JReadhead<br>&Sons,Ld.<br>South Shields<br>'sA&CP | RumneyS.S.Co.Ld.<br>(S.Instone&CoLd)<br>CellDBa110'uE&B | 363·1<br>P32'B110'F34'<br>FK<br>42'f161' 1017tFPT | 51·0 | 26·3 | Cardiff<br>British<br>6BHCem<br>75tAP/61t | T.3Cy.26",43"&71"–48" (r)<br>180lb 120lb 400NHP<br>3SB,9cf,GS173,HS6467<br>J.Readhead&Sons,LdSShl | 28 " 9<br>s5 " 6<br>23 " 7 | |
| 29270<br>[illegible]<br>JGPR | Rumoye Maru WoodScSr<br>2Dks<br>Wrecked 1,21 | 313<br>—<br>185 | | | | | 1907 | B.Takemori<br>Otaru | HiguchiTakiso | 133·8 | 20·1 | 15·2 | Hakodate<br>Japanese | C.2Cy.13¾"&31⅛"–22" 38NHP | | |
| 29271<br>24301<br>RHSM | Rumoye Maru No. 2 WoodSc | 195<br>—<br>114 | | | | | 1918 | ........ | HiguchiTakiso | 111·6 | 20·1 | 11·8 | Onomichi<br>Japanese | | | |
| 29272<br>THJK | Rumphius SteelTwinScSr<br>Elec.light Wireless 2Dks&Awngdk | 2548<br>2052<br>1246 | | | | | 1908 | Nederl.<br>Schps.Maats.<br>Amsterdam | Koninkl.Paketv.<br>Maats. | 299·7 | 42·0 | 23·0 | Batavia<br>Dutch<br>WB | T.8Cy.19",30"&(2)35"–31½" 275NHP<br>NedFb.v.Wrk&Spoor,Ams | | V |
| 29273<br>MGPT | Runa SteelScSr<br>(exMarie diGiorgio)<br>Elec.light 2Dks3trB | 1611<br>1451<br>941 | | | | | 1911 | Nylands<br>Værksted<br>Christiania | A/S Marie di<br>Giorgio(H.Waage,<br>Mgr.) | 250·1<br>H110t | 34·7 | 22·1 | Chrstiania<br>Norwegian<br>WB | T.3Cy.21½",34½"&60"–39" 225NHP<br>NylandsVærksted,Xania | | N |
| 29274<br>1541<br>HNJM | Runeberg IronSc<br>(exJ.L.Runeberg) 1Dk | 472<br>266<br>275 | | | | | 1876 | Bergsunds<br>M.V.Aktieb.<br>Stockholm | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson, Mgr.) | 159·4<br>P102'H59tF34' | 24·6 | 12·3 | Stockholm<br>Swedish | T.3Cy.14⅝",23⅜"&38"–25⅜" 73NHP<br>W.LindbergsAktieb.Skm. | | |
| 29275<br>113441<br>SDOT | Runic SteelTwinSc4MstSr<br>Ref.Mchy. Sub.Sig. Wireless 3Dks | ~~12490~~<br>12663<br>11178<br>~~8102~~<br>7989 | ✠Lloyd'sRMC2,21 ~~10,21~~ 4,22 | | | | 1900 | Harland&<br>Wolff,Ld.<br>Belfast | OceanicStmNavCo<br>Ld. (WhiteStar<br>Line) | 550·2 | 63·3 | 39·9 | Liverpool<br>British<br>WB | Q.8Cy.22",31½",46"&67"–51" 641NHP<br>Harland&Wolff,Ld.Bel. | | BT till 2,22 |
| 29276<br>134955 | Runnel WoodSc<br>1Dk<br>9&12yrsMat. | 98<br>97<br>43 | ✠11 A1<br>ForFishingpurposes<br>10,20 ✠LMC10,20 | Sou | | CL<br>10,20 | 1918<br>7mo<br>Lloyd | ColbyBros.<br>Ld.Lowestoft<br>'sA&CP | ~~F.J.Vingoe~~<br>T.Baskcomb,Ld.<br>(T.W.Baskcomb,Mgr.) | 87·5 | 20·0 | 10·0 | British | T.3Cy.9½",15½"&26"–18 (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS810<br>W.Crabtree&Co.Ld.Gt.Yar | 10 " 1 | |
| 29277<br>93334 | Runner IronPadSk<br>(exChampion,<br>exFlyingScotsman) | 146<br>131<br>24 | | | | | 1886 | JTEltringham<br>S.Shields | Grangemouth&<br>ForthTowingCo.<br>Ld | 108·0 | 18·6 | 9·7 | Grngemth<br>British | L.1Cy.36"–54" 80RHP<br>J.P.Rennoldson&SnsS.Shl | | BT till 5,21 |
| 29278<br>141061<br>KHJB | Runo SteelSc<br>Cruiser Stern<br>Elec.light Wireless 1Dk | 1858<br>1322<br>1089 | | | | | 1920 | Ramage&<br>Ferguson,Ld.<br>Leith | Ellerman'sWilson<br>Line,Ld. | 262·7<br>P&B163'F57' | 39·0 | 16·2 | Hull<br>British<br>WB | T.3Cy.17½",30"&52"–36" 162NHP<br>Ramage&Fergusn,Ld.Lth. | | C |
| 29279<br>242<br>IWAM | — SteelScSr<br>Mchy.Aft 1Dk | 775<br>—<br>409 | | | | | 1912 | Scott&<br>Sons<br>Bowling | RussianEast<br>AsiaticS.S.Co.Ld.<br>(BalticLine) | 204·6<br>Q92'B16'F22' | 35·6 | 9·6 | Libau<br>Latvian | T.3Cy.13½",22"&36"–24" 63NHP<br>W.V.V.Lidgerwood,Gls. | | |
| 29280<br>~~123062~~<br>~~[illegible]~~ | Rupara SteelScSr<br>Elec.light 2Dks | 1527<br>1321<br>786 | | | | | 1906 | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | ~~Hajee.M.H.~~<br>~~Nemazee~~ | 230·2 | 36·2 | 21·5 | ~~HongKong~~<br>~~British~~<br>Ud.States WB | T.3Cy.20",33"&54½"–39" 185NHP<br>Hwthrn,Leslie&C.Ld.Nwc | | C |
| 29281<br>959<br>HCBP | Rurik SteelScSr<br>ssRga.No.3–4,12<br>1Dk(Stl) | 509<br>429<br>274 | ✠<br>8,19<br>✠ | Rga | h | | 1900<br>2mo | A.McMillan&Son,Ld.<br>Dumbarton | "Rurik" Russian<br>S.S.Co.Ld.<br>(BalticLine) | 170·0<br>B53'F23'<br>BK5"<br>WB=FPT | 26·0 | 13·3 | Riga<br>Latvian<br>4BHCem<br>62tAPT38t | T.3Cy.15",25"&40"–27" 102NHP<br>1SB,3pf,GS63,HS1800<br>McKie&Baxter,Glasgow | 14 " 0 | |
| 29282<br>6027<br>KBLD | — SteelAuxScSr<br>Motor<br>(exEbenhaezer) 1Dk<br>(See Sailing Ship Register) | 150<br>117<br>108 | | | | | 1902 | ........<br>Delfzijl | A/B Rurik(C.<br>Hellberg) | 100·3<br>H34t | 21·1 | 7·1 | Stockholm<br>Swedish | Motor | | |
| 29283<br>121586 | Ruru WoodScK<br>1Dk | 158<br>107<br>62 | | | | | 1905 | T.M.Lane<br>&Sons<br>Auckland | Richardson&Co.<br>Ld. | 96·4 | 20·2 | 8·2 | Napier NZ.<br>British | C.2Cy.13"&26"–18" 10RHP<br>A.&G.Price,Thames,N.Z. | | |
| 29284<br>169<br>HMSK | Rus IronScSr<br>(exBenedict)<br>Well deck 1Dk(Irn)2trB | 1185<br>782<br>666 | ✠<br>12,80 | Liv | Lv | 12·60<br>13·42<br>14·22<br>15·06 | 1880<br>11mo | W.H.Pottr<br>&Son<br>Liverpool | Sch.&E.Karapatnitsky<br>W | 203·0<br>Q94tB96tF45t FK<br>B=MT APT FPT | 32·4 | 14·3 | Odessa<br>Russian<br>3BH 3PBH | C.2Cy.23"&46"–33"<br>NB96 101NHP<br>J.Jones&Sons,Liverpool | | |
| 29285<br>41<br>HNDR | — SteelScSr<br>1Dk | 734<br>—<br>389 | | | | | 1886 | Stab.Tecnico, N.I.<br>Trieste | M.E.Edelstein | 201·0 | 26·0 | 12·7 | Odessa<br>Russian | C.2Cy.27"&50"–24" 102NHP | | |
| 29286<br>28 | — SteelPad<br>1Dk | 348<br>—<br>213 | | | | | 1899 | Soc.John<br>Cockerill<br>Antwerp | ZariaDampfsch.<br>Ges. | 175·0 | 25·6 | 8·2 | Cronstadt<br>Russian | | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29287<br>566 | **Rusalka** **IronPad**<br>1*Dk* | 246<br>—<br>119 | | | | | 1880 | ……………<br>Linz | **G.Kuman,<br>Wolochin&Co.** | 172·8 | 19·8 | 8·6 | **Nicolaieff**<br>Russian | C.2Cy.24"&36"-36"<br>65NHP | |
| 29288<br>211774<br>LDHJ | **Rush** **WoodScSr**<br>Wireless 1*Dk* | 459<br>—<br>254 | | | | | 1885 | ……………<br>Pt.Blakeley | **EverettPacking<br>Co.Inc.** | 163·0 | 25·0 | 14·2 | **Seattle**<br>Utd.States | | |
| 29289<br>114065 | **Rushlight** **SteelScSk**<br>*Mchy.Aft* 1*Dk* | 118<br>95<br>56 | | | | | 1902 | Ross&<br>Marshall<br>Greenock | **Wansbrough<br>PaperCo.Ld. (E.S.<br>Reed, *Mgr.*)** | 84·1 | 18·8 | 8·4 | **Greenock**<br>British<br>*WB* | C.2Cy.11"&24⅝"-14"<br>35RHP<br>Ross&Marshall,Greenock | |
| 29290<br>150035<br>VHJQ | **Rusholme** **SteelTwinSc**<br>(*ex*Flora,*ex*<br>BaggerNo.1) 1*Dk* | 272<br>247<br>119 | | | | | 1904 | ……………<br>Germany | ~~**SouthernSeas<br>SalvageCo.Ld.**~~<br>T Martin | 112·5 | 30·0 | 9·7 | **Cape Town**<br>British<br>*WB* | C.2Cy.9"&18"-12"<br>70RHP | |
| 29291<br>219644<br>LVRH | **Rushville** **SteelSc**<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk2trB* | 2560<br>2203<br>1586 | | | … | | 1920 | Toledo<br>S.B.Co.<br>Toledo,Ohio | **UnitedStates<br>ShippingBoard** | 251·0<br>P25'B64'F23' | 43·6 | 25·8<br>FK | **NewYork**<br>Utd.States<br>*WB* | T.3Cy.22",36"&59"-42"<br>315NHP<br>ToledoS.B.Co.Toledo | 28 |
| 29292 | **Russ** **SteelSc**<br>(*ex*Lahn)<br>*Elec.light* 4*Dks* | 5383<br>4786<br>2449 | | | | | 1887 | Fairfield<br>Co.Ld.<br>Glasgow | **RussianGovernment** | 447·1<br>P54'B213'F71' | 48·4 | 34·6 | Russian | T.5Cy.(2)32½",68"&(2)85"-72"<br>1225NHP<br>FairfieldCo.Ld.Glasgow | |
| 29293<br>NJFM | — **SteelScSr**<br>1*Dk* | 2475<br>2310<br>1528 | | | | | 1897 | SirRaylton<br>Dixon&Co.<br>Middlesbro' | **DetForende<br>Damps.Selskab** | 314·7<br>P25'B84'F30' | 43·0 | 20·5 | **Copnhagn**<br>Danish<br>*WB* | T.3Cy.22",36½"&60"-42"<br>233NHP<br>G.Clark(Lim.),Sunderland | |
| 29294<br>478 | — **SteelTwinScSr**<br>1*Dk&Shelter dk2trB* | 1078<br>—<br>619 | | | | | 1906 | Bergsunds<br>M.V.Aktieb.<br>Stockholm | **RussianDanube<br>Stm.Nav.Co.** | 217·5<br>H107*t* | 32·0 | 14·1<br>21·7 | **Odessa**<br>Russian | T.6Cy.14⅛",22⅝"&37½"-27½"<br>74NHP<br>BergsundsM.V.Aktb.Skm. | |
| 29295 | — **IronScSr**<br>(*SalvageSteamer*)<br>(*ex*Frederikshavn) 1*Dk* | 254<br>—<br>183 | | | | | 1875 | Burmeister<br>&Wain<br>Copenhagen | **"Union"Transport&Bjergningsselskab A/S** | 130·1<br>B8*t* | 21·2 | 12·1 | **Copnhagn**<br>Danish | C.4Cy.16½"&34"-20"<br>86NHP<br>Burmeister&Wain,Cpn. | |
| 29296<br>135107 | **Russell** **SteelScK**<br>(*Whaler*)<br>1*Dk* | 156<br>151<br>68 | | | | | 1912 | Akers<br>Mek.Værks.<br>Christiania | | 104·1 | 20·1 | 11·8 | **Leith**<br>British<br>*WB* | T.3Cy.12",20"&33"-24"<br>84RHP<br>AkersMek.Værks.Xia. | |
| 29297<br>123585 | **Russell II.** **SteelScK**<br>*ss*Hul.No.3-3,20<br>(*ex*Russell) 1*Dk* | 246<br>221<br>100 | ✠<br>*StmTrawler*<br>3,20 ✠ | Hul | | | 1906<br>9mo | Cook,Welt'n&Gemmell<br>Ld.Beverley | **W.Grant** | 125·0<br>Q68'F19' | 22·0 | 11·8<br>BK8" | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.12½"22"&35"-24"<br>70RHP<br>1SB,2*pf*,GS33,HS1103<br>C.D.Holmes&Co.Hull | 12 |
| 29298<br>93829 | **Russia** **WoodSc**<br>(*Flat*) | 124<br>118<br>85 | | | | | 1873 | C.Gibson<br>Northwich | **SaltUnion,Ld.** | 85·4 | 20·6 | 8·7 | **Liverpool**<br>British | C.2Cy.14"&24"-12"<br>NE&B85 28RHP<br>F.Friedenstral&Co.,Prs. | |
| 29299 | **Russland** **IronScSr**<br>(*ex*Europa) 1*Dk&Awng dk* | 680<br>657<br>415 | | | | | 1883 | G.Howaldt<br>Kiel | **Hanseatische<br>DampfsfahrtsGes.** | 175·3<br>H45' | 25·2 | 18·7 | **Lübeck**<br>German<br>*WB* | C.2Cy.23"&37½"-27"<br>NB01 61NHP<br>Gebr.Howaldt,Kiel | |
| 29300<br>WMDQ | **Rutenfjell** **SteelScSr**<br>Wireless<br>(*ex*Ugelstad) 1*Dk(Stl)*<br>*Elec.light* | 2406<br>2221<br>1463 | ✠100A1<br>2,21<br>✠LMC8,17<br>4,22 | Abg | *r* | CL<br>~~2,21~~<br>3,22 | 1917<br>8mo | Pt.Arthur<br>S.B.Co.<br>PtArthurOnt<br>A&CP | **A/S Östkysten<br>(J.Johannesen,<br>*Mgr.*)**<br>*CellD* | 251·0<br>P27'B78'F27'<br>*B*210'628*t FPT*80*t* | 43·8 | 26·5<br>FK | **Farsund**<br>Norwegian<br>4*BHCem*<br>*APT*105*t* | T.3Cy.20",33"&54"-40" (*s*)<br>190lb 278NHP<br>2SB,6*cf*,GS126,HS5246<br>PortArthurS.B.Co. | 28<br>4<br>24 |
| 29301<br>HDNQ | **Ruth** **SteelScSr**<br>*ss*Shl.No.3-11,12<br>1*Dk(Stl)2trB&deepframing3Dk rule*<br>Wireless | 3535<br>3233<br>2228 | ✠<br>4,18<br>✠ | Gms | *v* | | 1900<br>4mo | C.S.Swan&<br>Hunter,Ld.<br>Newcastle | **D/S A/SRuth(H.<br>Waage)** | 330·0<br>P24'B70'F34'<br>*WB=CellDBa*<br>106'*uE*18'*f*140'829*t* | 48·0 | 24·6<br>FK | **Chrstiania**<br>Norwegian<br>5*BHCem*<br>*APT*39*t* | T.3Cy.24¼",38"&64"-42"<br>275NHP<br>2SB,6*cf*,GS92,HS4048<br>T.Richardsn&Sns.Ld.Hpl. | 27 |
| | | | *Carrying oil fuel F.P. above 150°F. in DB* | | | | | | | | | | | | |
| 29302<br>207775<br>LBPS | — **SteelScSr**<br>*ss*NYk.No.2-18<br>Wireless 1*Dk(Stl)&Webframes*<br>*Elec.light* Sub.Sig.*Longitudinal framing* | 3102<br>2699<br>2423 | ✠100A1<br>4,21 ~~3,20~~ 12,21<br>~~BS9,20~~ ✠LMC6,18<br>BS12,21 | NYk | *u* | CL<br>~~6,18~~<br>4,21 | 1910<br>8mo | NwprtNws<br>S.B.&D.D.Co.<br>NewportNws<br>A&CP *W* | **A.H.BullS.S.Co.<br>Inc.(A.H.Bull&Co.<br>*Mgrs.*)**<br>*B=CellDBa*102'*u* | 313·6<br>P36'B94'F37'<br>*E*20'*f*134'671*tFPT* | 46·1 | 22·1<br>FK | **NewYork**<br>Utd.States<br>5*BHCem*<br>70*tAPT*248*t* | T.3Cy.22",37"&60"-42" (*s*)<br>180lb *100lb* 271NHP<br>2SB,6*cf*,GS149,HS4400<br>NewportNewsSB.&DD.Co. | 24 |
| 29303<br>MFBL | — **SteelSc3MstSr**<br>*ss*Xia.No.3-3,21 ~~*ss*Cff.No.2-17~~<br>*Mchy.Aft* 1*Dk(Stl)*<br>*Well deck* | 549<br>392<br>231 | ✠100A1<br>3,21 ~~12,10~~<br>✠LMC8,21<br>✠NE&B12,05*fitted*08<br>~~[illegible]~~ ~~[illegible]~~ | Xia | *h* | CL<br>5,20 | 1908<br>3mo | W.Walker<br>Maryport<br>*Lloyd's A&CP* | **H.Rachlew**<br>*WB=* | 160·5<br>Q92'B9'F28'<br>*DB f* 88' 120*t FPT* | 28·1 | 11·0<br>FK | **Sandefjord**<br>Norwegian<br>3*BHCem*<br>40*tAPT*4*t* | T3Cy13½"21½"&34½"-27"(*r*)<br>160lb *80lb* 78NHP<br>NDB05 *fitted*08<br>1SB,3*pf*,GS50,HS1414<br>Hutson&Sons Ld.Glasgow | 13<br>12 |
| 29304<br>124066 | — **SteelScYl**<br>*Mchy.Aft* 1*Dk* | 226<br>181<br>89 | | | | | 1907 | Scott&<br>Sons<br>Bowling | **S.S.Ruth,Ld.<br>(Clerke&Renton,<br>Ld.)** | 100·0<br>F16' | 23·1 | 10·7 | **Liverpool**<br>British<br>*WB* | C.2Cy.14"&29"-20"<br>38RHP<br>Ross&Duncan,Glasgow | |
| 29305<br>5259<br>JSLQ | — **IronScYl**<br>*ss*Hul.No.3-10,03<br>(*ex*Mosquito) *ss*Hul.No.1-07<br>1*Dk* | 160<br>148<br>53 | ✠<br>*StmTrawler*<br>4,12 ✠ | Hul | | | 1891<br>2mo | Mackie&<br>Thomson<br>Glasgow | **A.Odenberg** | 100·5<br>Q19'F19' | 20·5 | 10·7<br>BK7½' | **Smögen**<br>Swedish<br>3*BHCem* | C.2Cy.16"&32"-22"<br>42NHP<br>1SB,2*pf*,GS30,HS690<br>Muir&Houston,Glasgow | 11 |
| 29306 | — **SteelAuxSc3MstSr**<br>*Motor*<br>(*See Sailing Ship Register*) | 102<br>91<br>76 | | | | | 1908 | J.Ring<br>Andersen<br>Svendborg | **G.E.Möller** | 83·4 | 21·3 | 16·8 | **Torekov**<br>Swedish | Motor<br>3Cy.10¼"-12⅞" 16NHP<br>FrederikshavnsJernstöberi,Frhavn. | |
| 29307<br>111181 | **Ruth B. Lute** **WoodSc** | 148<br>—<br>91 | | | | | 1898 | ……………<br>Wlmgtn, Del. | **DyerTransportationLine** | 95·0 | 21·8 | 7·6 | **Providnce,<br>R.I.**<br>Utd.States | C.2Cy.10½"&18"-18"<br>11NHP | |
| 29308<br>NBWL | **Ruthby** **WoodAuxScSr**<br>*Motor*<br>(*See Sailing Ship Register*) | 111<br>104<br>82 | | | | | 1920 | H.Lunds<br>Træskibs.<br>RödbyHavn | **A/S D/S Rödby<br>Havn (A.<br>Andersen, *Mgr*).** | 85·7 | 22·7 | 9·2 | **RödbyHvn**<br>Danish | Motor<br>TuxhamA/S,Copenhagen | |
| 29309<br>11[illegible]650<br>JMHD | **Ruthenia** **SteelTwinSc4MstSr**<br>(*ex*LakeChamplain) *ss*Liv.No.3-4,12<br>*Elec.light* 2*Dks(Stl)&deepframing.*<br>Wireless *holdbeamsforehold&*<br>*Shltrdk(Stl)* | 7239<br>5387<br>4866 | ✠<br>*Shelter dk*<br>4,14 ✠ | Liv | *b*† | | 1900<br>5mo | Barclay,<br>Curle&CoLd.<br>Glasgow<br>*W* | **TheAdmiralty**<br>*B = CellDBa*120' | 446·0<br>*uE&B*66'*f*198'1256*t* | 52·0 | 27·8<br>FK | **London**<br>British<br>7*BHCem*<br>*APT*75*t* | T.6Cy.P22⅝"37¼"S22"37¼"&<br>60"-48"<br>HS11790 660NHP<br>3DB,13*cf*&5*rf*,GS369,<br>Barclay,Curle&Co.Ld.Gls. | 30 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any*<br>Special Surveys. No. of Decks, &c. | 3<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 4<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 5<br>Port of Survey. | 6<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When. Ship. Engines | 9<br>By Whom. Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | <br>Breadth. | <br>Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth. Freeboard amidships. Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29310<br>MTJF | **Rutho** WoodAuxSc3MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 289<br>237<br>224 | | | | | 1919 | A/S.Moen &Moy<br>Vik.Fiære | SkibsA/S Grim (T. Evensen&Co. *Mgrs.*) | 124·3<br>Q17*t*H25*t* | 27·1 | 12·5 | Xiansand<br>Norwegian | Oil Engine 2S.C.SA.<br>2Cy.13⅓"-15" 25NHP<br>A.GulowsenA/S,Xia. | | N |
| 29311<br>102110<br>NDRJ | **Rutland** SteelScSr<br>*ss*Liv.2ndNo.3-3.19<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*3*trB* | 1424<br>1371<br>884 | ✠100A1<br>*Spar dk*<br>5,21<br>✠NB8,10 ✠LMC2,19<br>BS5,21 | Liv | *q* | CL<br>5,21 | 1893<br>9mo | Barclay, Curle&Co Ld.<br>Glasgow<br>A&CP | Leith,Hull&HamburgS.P.Co.Ld.(J. Currie&Co.*Mgrs.*)<br>*WB=CellDB*211'260*tFPT* | 255·0<br>B26'F29' | 34·1 | 14·2<br>21·3<br>FK | Liverpool<br>British<br>5*BHCem*<br>26*tAPT*16*t* | T.3Cy.20",33"&54"-42" (*r*)<br>160lb *85lb* 198NHP<br>1SB,4*cf*,GS82,HS3110<br>BarclayCurle&Co(Lm)Gls | 23 ″ 6<br>s 4 ″ 3½<br>19 ″ 3 | |
| 29312<br>HJWD | — IronScSr<br>(*ex*MotalaVerkstad,*ex*Södern)<br>1*Dk* | 211<br>164<br>121 | | | | | 18$\frac{67}{82}$ | MotalaCo.<br>Motala | D/S A/S Rutland (J.Chr.Olsen) | 111·8<br>H16*t* | 22·2 | 10·3 | Moss<br>Norwegian | C.2Cy.10¾"&21½"-15½"<br>15NHP<br>MotalaCo.Motala | | |
| 29313<br>PRLS | **Ruurlo** SteelScSr<br>*ss*Ham.No.1-21<br>(*ex*EigenHulpII.) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 3151<br>2808<br>1940 | ✠100A1<br>~~7,212,21~~ 2,22<br>~~BS7,20~~ ~~LMC9,17~~<br>~~[illegible]~~ | Ham<br>Rot 2,22 | *u* | CL<br>~~7,19~~<br>~~6,21~~<br>2,22 | 1917<br>8mo | Wilton's E. &Slpwy.Co.<br>Rotterdam<br>A&CP | Stoomv.Maats. "Nordzee" (A. Donker&J.C. Scheuer,*Mgrs.*) | 325·0<br>P24'B206'F29'<br>*CellDB*278'662*t* | 47·2 | 21·8<br>FK | Amstrdam<br>Dutch<br>5*BHCem*<br>*APT*48*t* | T.3Cy.22½",37"&62"-39" (*s*)<br>160lb *140lb* 272NHP<br>NB95*reftd*17NDB01*reftd*17<br>2SB,4*rf*,GS120,HS4542<br>Wilton'sE.&Slpwy.Co.Rot | 24 ″ 2 | |
| 29314 | **Ruy Barbosa** SteelTwinScSr<br>(*ex*Jupiter)<br>*Elec.light* Wireless 1*Dk*&*Awngdk* | 1905<br>1629<br>984 | | | | | 1905 | Reiherst'g Schiffsw.<br>Hamburg | LloydBrasileiro | 269·0<br>F30' | 37·8 | 11·5 | R.Janeiro<br>Brazilian<br>*WB* | T.Cy.13⅜",23¼"&37$\frac{11}{16}$"-29$\frac{9}{16}$"<br>156NHP<br>Reiherst.Maschinenf.Ham. | | |
| 29315<br>127462<br>HRPF | **Ryburn** SteelScSr<br>*Cargo battens not fitted* *ss*Shl.No.2-19<br>Wireless 1*Dk*(*Irn*) | 2974<br>2770<br>1848 | ✠100A1<br>2,22 ~~6,20~~<br>~~BS8,20~~ ✠LMC~~6,19~~ 2,22 | Cff<br>Mdb | *u* | CL<br>~~1,19~~<br>2,22 | 1910<br>9mo | W.Gray& Co.Ld.<br>WHartlepool<br>*Lloyd'sA&CP* | TomHuss,Griffiths&Payne,Ld.<br>*WB=CellDB* | 331·0<br>P29'B106'F35'<br>*a&uE*133'*f*145'821*t* | 46·0 | 21·9<br>FK | W.Hartlpl<br>British<br>5*BHCem*<br>*APT*113*t* | T.3Cy.24",38"&64"-42" (*s*)<br>180lb *100lb* 287NHP<br>2SB,6*cf*,GS108,HS4424<br>Cen.Mar.Eng.Wrks.WHpl | 24 ″ 4<br>s 4 ″ 1½<br>20 ″ 6 | |
| 29316<br>142657<br>TNFM | **Ryckett** WoodSc<br>(*ex*WarYukon) 1*Dk*2*trB*<br>*Elec.light* *Salted&specially treated*<br>*Well deck* Wireless | 2324<br>1762<br>1417 | ✠12A1<br>9,20<br>BS9,20 ✠LMC7,18 | Bry | | N9,20 | 1918<br>1mo | Cameron GenoaMills Ld.<br>Victoria,B.C.<br>*Lloyd'sA&CP* | LondonTransport Co.Ld.(E.J.Heinz, *Mgr.*) | 242·2<br>P&B138'F32' | 43·4 | 23·2 | London<br>British<br>5*BH* | T.3Cy.20",33½"&54"-40" (*s*)<br>185lb 322NHP<br>2 Water Tube Boilers<br>HS5280 FD<br>TheJohnInglisCo.Ld.Tto. | 25 ″ 6<br>s 3 ″ 6 | |
| 29317<br>124559<br>HKLD | **Ryde** SteelSc<br>*ss*Cff.No.3-6,19<br>1*Dk*(*ptIrn ptStl*)&*deep framing*<br>Wireless | 3556<br>3331<br>2288 | ✠100A1<br>~~9,21~~ ~~12,20~~ 3,22<br>~~BS3,20~~ ✠LMC6,19<br>BS9,21 | Cff<br>Shl | *w* | CL<br>12,20 | 1907<br>2mo | TyneI.S.B. Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | Rowland&Marwood'sS.S.Co.Ld. (Headlam&Rowland,*Mgrs.*) | 348·5<br>P28'B100'F37'<br>*WB=CellDB*<br>*a*110'*uE*25'*f*152' | 50·1 | 23·1<br>FK | Whitby<br>British<br>6*BHCem*<br>868*tAPT*99*t* | T.3Cy.24",40"&66"-45" (*s*)<br>180lb *80lb* 307NHP<br>2SB,8*pf*,GS142,HS4600<br>J.Dickinson&Sons,Ld.Sld. | 25 ″ 8<br>s 4 ″ 7½<br>21 ″ 5 | |
| 29318<br>220052<br>LWNS | **Ryder Hanify** WoodScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk* | 1343<br>—<br>756 | | | | | 1920 | Kruse& BanksS.B.Co.<br>NorthBend, O. | J.R.HanifyCo.Inc. | 235·0<br>P18'B67'F38' | 43·0 | 17·7 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.16",27"&46"-33"<br>121NHP<br>PacificMarineIronWorks, Portland,O. | | R |
| 29319<br>JWQT | **Ryfylke** SteelScSr<br>*Elec.light* 1*Dk*&*Awngdk*3*trB* | 527<br>270<br>318 | | | ... | | 1891 | Kockums M.V.Aktieb<br>Malmö | DetStavangerske Dampskibsselskab | 156·6<br>B35'H31*t*F34'<br>len94 | 23·1 | 11·6 | Stavanger<br>Norwegian<br>*WB* | T.3Cy.13¾",21$\frac{13}{16}$"&38"-23⅜"<br>NB03 70NHP<br>KockumsAktieb.Malmö | | N |
| 29320<br>MVHJ | **Rygja** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3534<br>3284<br>2146 | ✠100A1<br>9,21 ~~6,20~~<br>✠LMC6,20 | Sld<br>Shl | *w* | CL<br>9,21 | 1920<br>6mo | J.Blumer &Co.Ld.<br>Sunderland<br>*Lloyd'sA&CP* | A/S J.Ludwig Mowinckels' Rederi<br>*CellD* | 356·3<br>P35'B170'F30'<br>*B*312' 802*t FPT*67*t* | 48·7 | 23·9<br>FK | Bergen<br>Norwegian<br>6*BHCem*<br>*APT*109*t* | T.3Cy.24",40"&66"-45" (*s*)<br>180lb 348NHP<br>2SB&1Aux.SB,8*cf*,GS149,<br>HS5801<br>N.E.MarineEng.Co.Ld.Sld | 25 ″ 11 | |
| 29321<br>124340<br>HLGW | **Ryhope** SteelScSr<br>*ss*Npt.No.3-12,19<br>*Well deck* 1*Dk*(*ptIrn&ptStl*)<br>&*deepframing*<br>*Cargo battens not fitted* | 1334<br>1030<br>695 | ✠100A1<br>9,21 ~~12,20~~<br>MS11,19 ✠LMC<br>BS~~6,20~~ 9,21 | Sld<br>Shl | *o* | CL<br>~~11,19~~<br>9,21 | 1907<br>8mo | BlythS.B. Co.Ld.<br>Blyth<br>*Lloyd'sA&CP* | Furness,Withy& Co.Ld.<br>*WB=*<br>*CellDBa*65'*uE&* | 234·5<br>Q121'B10'F24'<br>*B*35'*f*98'341*tFPT* | 34·5 | 15·0<br>FK | W.Hartlpl<br>British<br>4*BHCem*<br>53*tAPT*75*t* | T.3Cy.19",31"&51"-36" (*s*)<br>180lb *100lb* 179NHP<br>2SB,4*cf*,GS62,HS2900<br>Richardsons,Westgarth& Co.Ld.Sld. | 17 ″ 3<br>s 1 ″ 8<br>15 ″ 11 | |
| 29322<br>24242<br>RHMT | **Rynsei Maru** WoodAuxScBkn | 971<br>—<br>722 | | | | | 1918 | ........ | NanyoBoyeki KabushikiKaisha | 169·5 | 40·0 | 19·0 | Toba<br>Japanese | | | |
| 29323<br>20425<br>NVWH | **Rynten Maru** WoodAuxScSr | 121<br>—<br>96 | | | | | 1918 | ........ | YanagiJujiro | 87·7 | 21·7 | 8·1 | Fushiki<br>Japanese | | | |
| 29324<br>94<br>QBKG | **Ryohei Maru** SteelScSr<br>2*Dks* | 742<br>658<br>431 | | | | | 1910 | OsakaIron Works<br>Osaka | DairenKisen KabushikiKaisha | 180·0 | 27·0 | 19·0 | Dairen<br>Japanese | T.3Cy.13",21½"&36"-27"<br>67NHP<br>OsakaIronWorks,Osaka | | |
| 29325<br>16238<br>MGWP | **Ryohi Maru** WoodScSp<br>2*Dks* | 154<br>—<br>79 | | | | | 1913 | T.Mikami<br>Misumi | KyushuKisen KabushikiKaisha | 117·2 | 15·5 | 12·2 | Tokitsu<br>Japanese | C.2Cy.13"&26"-15"<br>E*made*87*refitted*13 22NHP<br>OsakaIronWorks,Osaka | | |
| 29326<br>8949<br>JRPN | **Ryoto Maru** SteelScSr<br>*ss*Kob.2ndNo.3-6,11<br>(*ex*Benlawers) *ss*Kob.No.2-19<br>2*Dks*(*Irn-Uws*)3*trB* | 2522<br>2182<br>1564 | ✠100A1<br>1,21<br>✠LMC1,21 | Kob | *t* | 1,21 | 1886<br>11mo | Barclay, Curle&Co.Ld.<br>Glasgow<br>*Lloyd'sA&CP* | OiyeShichihei<br>*WB=* | 319·7<br>P37'B84'F36'<br>*DBuE&B*66'180*t* | 38·0 | 25·3<br>BK10″ | Nishinomiya<br>Japanese<br>6*BHCem* | T.3Cy.24",40"&61"-45" (*o*)<br>160lb *100lb* NDB99 264NHP<br>2DB,8*cf*,GS120,HS4174<br>Barclay,Curle&Co.Ld.Gls. | 26 ″ 5<br>s 5 ″ 0½<br>22 ″ 8 | |
| 29327<br>25510<br>RNTD | **Ryoyo Maru No.3** WoodAuxScSr | 100<br>—<br>70 | | | | | 1919 | ........ | SasakiHyogoro | 74·2 | 22·3 | 9·1 | Osaka<br>Japanese | | | |
| 29328<br>20411<br>NLCF | **Ryoyo Maru No. 4** WoodAuxScSr | 168<br>—<br>124 | | | | | 1917 | ........ | SasakiHyogoro | 90·1 | 25·9 | 9·1 | Osaka<br>Japanese | | | |
| 29329<br>21414<br>NQWB | **Ryoyo Maru No. 5** WoodAuxScSr | 187<br>—<br>102 | | | | | 1917 | ........ | SasakiHyogoro | 97·3 | 24·5 | 11·3 | Osaka<br>Japanese | | | |
| 29330<br>22651<br>NVMK | **Ryoyo Maru No. 6** WoodAuxScSr | 194<br>—<br>105 | | | | | 1918 | ........ | SasakiHyogoro | 98·5 | 24·7 | 11·9 | Osaka<br>Japanese | | | |

| 1 Numero l'Ordre. Numero Officiel. Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Const sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29331<br>23044<br>RBGQ | Ryoyo Maru No. 7 WoodAuxScSr | 182<br>—<br>149 | | | | | 1918 | ………………… | SasakiHyogoro | 94·5 | 24·9 | 11·1 | Osaka<br>Japanese | | |
| 29332<br>144910<br>KFMS | Rytoner SteelSc<br>*Mchy.Aft Well deck* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 437<br>291<br>171 | ✠100A1<br>1,22 ~~10,20~~<br>✠LMC8,20 | Nwc<br>Cpn | *f* | CL<br>1,22 | 1920<br>8mo<br>*Lloyd's*A&CP | ColbyBros.<br>Ld.<br>Lowestoft | T SteamCoasters, Ld.(Robinson, Brown&Co.*Mgrs.*) | 142·0<br>Q79'B9'F19' FK | 25·1 | 11·5 | Newcastle<br>British<br>3*BHCem* | C.2Cy.18"&38"–27" (*s*)<br>130lb 82RHP<br>1SB,3*pf*,GS47,HS1352<br>MacColl&Pollock,Ld.Sld. | 12<br>4<br>12 |
| 29333<br>24083<br>RGTL | Ryufuku Maru SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) | 5857<br>5586<br>4259 | ✠100A1<br>*Awng dk withfreeboard*<br>~~5,21~~ ~~12,20~~<br>3,22<br>✠LMC 5,21 | NNs<br>~~Kob~~<br>NYk | *y* | ~~12,20~~<br>5,21 | 1919<br>1mo<br>A&CP | Kawasaki<br>Dkyd.Co.Ld<br>Kobe | KawasakiDkyd. Co.Ld.<br>*Collis* | 385·0<br>FK<br>*ion BH to Awng dk*<br>*CellD* B334'1118*tFPT*126 | 51·0 | 36·0 | Kobe<br>Japanese<br>*Cem*<br>5*BH to Udk*<br>*tAPT*93*t* | T.3Cy.26",43½"&72"–48" (*s*)<br>200lb 436NHP<br>2SB&1AuxSB,8*cf*,GS154, HS5636 FD<br>KawasakiDkydCoLdKobe | 36<br>9<br>27 |
| 29334<br>23803<br>RFPQ | Ryuge Maru WoodSc | 442<br>—<br>257 | | | | | 1918 | ………………… | MihashiSawajiro | 151·2 | 27·0 | 16·3 | Shinagawa<br>Japanese | | |
| 29335<br>17181<br>MLVJ | Ryuho Maru WoodScSr<br>1*Dk* | 339<br>—<br>255 | | | | | 1916 | Hakodate<br>Zosensho<br>Hakodate | H.Awaya | 132·0<br>P20'B22'F19' | 20·0 | 12·5 | Hakodate<br>Japanese | C 2Cy.13"&28⅝"–16"<br>E&B*mde*92*refittd*16 27NHP<br>S.Nagata,Osaka | |
| 29336<br>24166<br>RHFN | Ryuho Maru No. 3 WoodSc | 198<br>—<br>116 | | | | | 1918 | ………………… | WakaiYoshigoro | 107·7 | 23·4 | 12·1 | Osaka<br>Japanese | | |
| 29337<br>10305<br>LBMB | Ryukyu Maru SteelScSr<br>*Elec.light* 2*Dks* | 737<br>668<br>429 | | | | | 1906 | OsakaIron<br>Works<br>Osaka | OsakaShosen KabushikiKaisha | 185·0<br>B35' | 27·1 | 17·8 | Osaka<br>Japanese<br>*WB* | T.3Cy.13",24 5/16"&39"–30"<br>83NHP<br>OsakaIronWorks,Osaka | |
| 29338<br>23349<br>RDNC | Ryusei Maru WoodSc | 655<br>—<br>382 | | | | | 1918 | ………………… | Yamamoto SenpakuGoshi Kaisha | 192·6 | 28·8 | 16·1 | Osaka<br>Japanese | | |
| 29339<br>87<br>QBJS | Ryusho Maru SteelScSr<br>(*ex*RitaWallem, *ex*Baluchistan,*ex*Harmonic) 1*Dk*2*trB* | 2880<br>2572<br>1752 | | | … | | 1897 | S.P.Austin<br>&Son,Ld.<br>Sunderland | DairenKisen KabushikiKaisha | 314·1<br>P34'B62'F36'<br>FK | 45·5 | 23·6 | Dairen<br>Japanese<br>*WB* | T.3Cy.22½",37¼"&61"–42"<br>249NHP<br>G.Clark,Ld.Sunderland | 23 |
| 29340<br>22714<br>NVSH | Ryutokusan Maru WoodSc<br>1*Dk* | 693<br>—<br>490 | | | | | 1918 | Ono<br>Zosensho<br>Hakodate | KudoKaichiro | 175·5 | 27·1 | 17·0 | Hakodate<br>Japanese | C.2Cy.19⅛"&38"–24"<br>59NHP<br>NiigataTekkosho,Niigata | |
| 29341<br>23462<br>RDGB | Ryuun Maru WoodSc | 613<br>—<br>430 | | | | | 1918 | ………………… | NiigataUnso KabushikiKaisha | 162·9 | 27·0 | 16·3 | Niigata<br>Japanese | | |
| 29342<br>21795<br>NRBK | Ryuyo Maru WoodSc | 769<br>—<br>464 | | | | | 1917 | ………………… | YagiMichishige | 193·7 | 29·7 | 16·8 | Hashihama<br>Japanese | | |
| 29343<br>21747<br>NQSR | Ryuyu Maru SteelScSr<br>(*ex*LoongYue,*ex*Stettin)<br>*Elec.light* 2*Dks*3*trB*<br>*Fitted for oil fuel* | 2217<br>1928<br>1358 | | | | | 1886 | Akt.Ges.<br>"Vulcan"<br>Stettin | TowaKisen KabushikiKaisha | 316·0<br>P33'B125'F40'<br>len95 | 35·4 | 24·5 | Amagasaki<br>Japanese<br>*WB* | T.3Cy.23½",39"&63"–49"<br>NB95 278NHP<br>A.G."Vulkan,"Stettin | |
| 29344<br>10<br>QBCP | Ryuzan Maru Steel | 416<br>—<br>210 | | | | | 1910 | …………………<br>Osaka | Minamimanshu TetsudoKabushiki Kaisha | 160·0 | 30·0 | 11·0 | Dairen<br>Japanese | | |
| 29345<br><br>MDGB | Ryvarden SteelScSr<br>1*Dk* | 1116<br>983<br>646 | | | | | 1907 | Laxevaags<br>Msk.&Jrnskb<br>Bergen | D/S A/S Ryvarden (K.J. Bredsdorff& N.Chr.Sörensen) | 229·0<br>P11*t* | 35·2<br>H54*t* | 15·9<br>F29*t* | Kragerö<br>Norwegian<br>*WB* | T.3Cy.16",25½"&43"–30'<br>101NHP<br>LaxevaagsMsk&JernsBgn | 16 |

***Additional Ships are inserted in the Supplement at the end of the Register.

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**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29346<br>218630<br>LSFJ | **S. B. Hunt** SteelSc<br>*Elec.light* *2Dks(Stl)&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 6689<br>6133<br>4165 | ✠100A1<br>~~8,21~~ ~~10,20~~ 1,22<br>✠LMC8,19<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel 8,19 F.P. above 150° F.* | NYk<br>Ams | *b*† | CL<br>~~10,20~~<br>N8,21 | 1919<br>8mo | SunS.B.<br>Co.<br>Chester,Pa.<br>A&CP | StandardOilCo.<br>(NewJersey)<br>*CellDBuE&B60'*<br>*DTf40'552t* | 429·3\|59·2\|31·4<br>P133'B36'F40'<br>FK<br>259t<br>*FPT222tAPT57t* | NewYork<br>Utd.States<br>*17BHptCem*<br>*13BHtoUdk*<br>4 „ „*2nd*„ | T.3Cy.27",45½"&76"-51" (*r*)<br>190lb 612NHP<br>3SB,*9cf*,GS207,HS9198 FD<br>SunS.B.Co.Chester,Pa. | 33 ″ 3 | |
| 29347<br><br>MVRQ | **S. B. Lund** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck* | 1749<br>1319<br>1029 | ✠100A1<br>12,21 ~~2,21~~<br>✠LMC7,20 | Shl<br>Liv | *q* | CL | 1920<br>7mo<br>*Lloyd's A&CP* | Osbourne,<br>Graham&<br>Co.Ld.<br>Sunderland | Dmpskselsk.<br>"Kriton" (Jens.<br>Lund&Co.A/S,<br>*Mgrs.*) *CellD* | 258·0\|39·7\|16·3<br>P23'Q76'B62'F23'<br>FK<br>*B222' 460t FPT25t* | Tönsberg<br>Norwegian<br>*4BHCem*<br>*APT55t* | T.3Cy.19½",32"&53"-36" (*s*)<br>180lb 197NHP<br>2SB,*6cf*,GS105,HS3222<br>G.Clark,Ld.Sunderland | 18 ″ 6<br>s 1 ″ 8<br>17 ″ 2 | |
| 29348<br>220941<br>MCGK | **S. C. T. Dodd** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* *Longitudinal framing 2Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk* | 7023<br>6349<br>4353 | | | | | 1920 | MooreS.B.<br>Co.<br>Oakland,Cal. | StandardOilCo.of<br>California | 425·0\|57·2\|33·1<br>P106'B40'F41' | S.Frncisco<br>Utd. States<br>*WB* | T.3Cy.27½",46"&78"-51"<br>434NHP<br>Hooven,Owens&Rentschler Co.Hamilton,O. | | R |
| 29349<br>132971 | **S. D. J.** SteelScDy<br>(*Fishing*)<br>1*Dk* | 100<br>100<br>36 | | | | | 1912 | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | J.Smith | 87·3\|18·4\|9·0 | Lowestoft<br>British | T.3Cy.9¾",15"&22"-16"<br>25RHP<br>Elliott&Garrood,Beccles | | |
| 29350<br>134721 | **S. D. Severn** SteelTwinSc<br>(*SuctionDredger*)<br>*Elec.light* 1*Dk*(*Stl*) | 992<br>950<br>517 | ✠ A1<br>*HopperDredger*<br>~~6,21~~ ~~4,20~~<br>3,22<br>✠LMC12,19 | Brs | *m* | 3,22 | 1919<br>12mo<br>*Lloyd's A&CP* | W.Simons<br>&Co.Ld.<br>Renfrew | BristolCorporation | 199·8\|37·2\|16·2<br>Q11'<br>FK | Bristol<br>British<br>*6BHCem* | C.4Cy.18"&36"-24" (*s*)<br>130lb 172NHP<br>2SB,*6cf*,GS118,HS3572<br>W.Simons&Co.Ld.Rnf. | 17 ″ 0<br>s 2 ″ 9½<br>14 ″ 4 | |
| 29351<br><br>JDFW | **S. Giner** SteelScSr<br>(*ex*MelitonGonzalez, *ss*Sws.No.1-93<br>*ex*Wittekind) 1*Dk*(*Irn*)&*Web frames*<br>*Elec.light* *IrnBeams&Stringers*(*Irn*) | 1001<br>690<br>610 | ✠<br>*pt Awng dk*<br>*withfreeboard*<br>5,94<br>✠ | Gls | *m* | | 1889<br>4mo | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland | Cia.Trasmediterranea | 210·0\|30·1\|13·4<br>P22'Q46'B22'<br>*CellDB(Irn)174'210t* | Valencia<br>Spanish<br>*4BHCem* | T.3Cy.17 3/16",28"&46"-30"<br>116NHP<br>1SB,*3pf*,GS52,HS1777<br>N.E.MarineEngCoLd.Nwc | 15″10 | |
| 29352 | **'sGravenhage** SteelScK<br>*ss*Ams.No.3-9,15<br>(*ex*HighlandPrince) *ss*Ymu.No 1-20<br>1*Dk* | 150<br>148<br>51 | ✠<br>*Stm Trawler*<br>9,20<br>✠ | Ymu | | | 1902<br>9mo | JTEltringham&Co.<br>S.Shields | N.V.Scheeps<br>ExploitatieMij.<br>Zandvoort | 104·0\|20·2\|11·4<br>BK7" | Ymuiden<br>Dutch<br>*3BHCem* | T.3Cy.11",18"&32"-22"<br>59NHP<br>1SB,*2pf*,GS32,HS1031<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 0 | |
| 29353 | **S. H. Hillman** SteelTwinSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks&Shelter dk*<br>*Mchy.Aft* *CarryingPetroleum in bulk*<br>*Longitudinal framing* | 10600 | *Should be* "F.H.Hillman," *See No.* 37396 *in Supplement* | | | | 1921 | Bethlehem<br>S.B.Corp.<br>Alameda,Cal. | StandardOilCo.of<br>California | 500·0\|68·0\|37·7 | S.Frncisco<br>Utd.States<br>*WB* | T.6Cy.24",39"&65"-42"<br>548NHP<br>BethlehemS.B.Corp. | | |
| 29354<br>96445 | **S. H. Robbins** SteelSc<br>(*ex*HenryW.Oliver)<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB* | 4909<br>—<br>3617 | | | | | 1899 | Cleveland<br>S.B.Co.<br>Lorain,O. | WilsonTransitCo. | 444·0\|50·0\|24·6 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.23",38"&63"-40"<br>NB17 251NHP<br>ClevelandS.B.Co. | | L |
| 29355 | **S. I. P. E. 1°** WoodAuxScBkn<br>*Motor*<br>1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 366<br>—<br>320 | | | | | 1919 | G.Picchiotti<br>Forte dei<br>Marmi | Soc.ItalianaProdottiEsplodenti | 128·2\|30·6\|13·6 | Viareggio<br>Italian | Motor<br>4Cy.5½"-6 3/10" 8NHP<br>WestinghouseCo.Havre | | I |
| 29356<br><br>TFGK | **'sJacob** SteelScSr<br>*Elec.light* 2*Dks*&*ptAwng dk*3*trB*<br>Wireless | 2988<br>2549<br>1873 | | | | | 1907 | Maats.<br>Fyenoord<br>Rotterdam | Koninkl.Paketv.<br>Maats. | 325·5\|44·1\|22·8<br>F39'<br>*ptAwng dk*220' | Batavia<br>Dutch<br>*WB* | T.3Cy.22",36½"&60"-42"<br>233NHP<br>NB*made*13 *fitted*16<br>Maats.Fyenoord,Rot. | | V |
| 29357 | **S. João da Barra** SteelTwinScSr<br>(*ex*Itaya) 1*Dk* | *665*<br>*586*<br>*452* | | | | | 1896 | Scott&Co.<br>Greenock | Cia.deNav.S.João<br>daBarra eCampos | 181·5\|35·0\|10·6<br>B26'F25' | R.Janeiro<br>Brazilian | T.6Cy.9",15"&25"-21"<br>57NHP<br>Scott&Co.Greenock | | |
| 29358<br><br>HSJG | **S. Jorge** SteelScSr<br>(*ex*Sardinia)<br>*Elec.light* Wireless 2*Dks*&*Web frames* | 3601<br>3156<br>2264 | Lis. 12,20<br>(*See footnote**) | | | CL | 1898 | Blohm&<br>Voss<br>Hamburg | Requisitioned by<br>thePortuguese<br>Government<br>(TransportesMaritimos doEstado) | 345·6\|43·7\|25·8<br>P34'B102'F45' | Lisbon<br>Portuguese<br>*WB* | Q.4Cy.20½",30½",44½"&64½"-44¾"<br>276NHP<br>Blohm&Voss,Hamburg | | |
| 29359 | **S. Luiz** SteelTwinScSr<br>*Elec.light* 1*Dk*&*Promenade dk* | *372*<br>*270*<br>*253* | | | ... | | 1900 | Murdoch &<br>Murray<br>Pt.Glasgow | Gomes,Pereira&<br>Co. | 150·0\|35·0\|8·2<br>F16'<br>FK | Manaos<br>Brazilian | C.4Cy.16"&32"-21"<br>106NHP<br>Lees,Anderson&Co.Gls. | 8 ″ 4 | |
| 29360<br>216019<br>LJRW | **S. M. Spalding** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft*<br>Sub.Sig. *Longitudinal framing* | 7176<br>6444<br>4361 | ✠100A1<br>10,20<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel 3,18 F.P. above 150°F.* | NYk | ••• | CL<br>10,20 | 1918<br>3mo | Bethlehem<br>S.B Corp.Ld.<br>S.Francisco<br>A&CP | PanAmerican<br>Petroleum&<br>TransportCo.<br>*CellDBuE&B62'197t*<br>*DfT56'1038t* | 435·0\|56·0\|32·0<br>P106'B50'F42'<br>FK (<br>*FPT97tAPT74t* | L.Angeles<br>Utd.States<br>*15BHpt Asp*<br>11 „ *to Udk*<br>4 „ „*2nd*„ | 1GearedSteamTurbine (*s*)<br>220lb 531NHP<br>3SB,*9cf*,HS8265<br>GeneralElectricCo.<br>) Schenectady,N.Y. | 33 ″ 6<br>s 8 ″ 0½<br>25 ″ 10 | |
| 29361<br>1<br>RTWZ | **S. Malfidano** SteelScSr<br>1*Dk* | 124<br>—<br>25 | | | | | 1891 | E.Cravero<br>&Co.<br>Genoa | Soc.Anon.delle<br>MinierediMalfidno<br>(R.Jacomy,*Mgr.*) | 93·2\|18·4\|10·9 | Cagliari<br>Italian | T.3Cy.10⅗",17⅘"&28"-15¾"<br>NB02 31NHP<br>E.Cravero&Co.Genoa | | |
| 29362<br>146135<br>~~OTQI~~ | **S.N.A. 1.** SteelSc3MstSr<br>*ss*Shl.No.1-17<br>*Elec.light* (*ex*International) 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | ~~1593~~<br>~~1592~~<br>~~964~~<br>1728<br>1465<br>1074 | ✠100A1<br>9,21 ~~11,20~~<br>BS11,20 ✠LMC10,17<br>*For River St. Lawrence & Coasting Service to West Indies* | Shl<br>Sou | *q* | 11,20 | 1914<br>8mo | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich.<br>A&CP | ~~Soc.Nationale~~<br>~~d'Affrêtements~~<br>~~W.Steed~~<br>M.A.Toomey<br>*Intermediate bulkhead in forehold dispensedwith 3BH only*<br>*CellDBuE&B42'f166'604tFPT223tAPT11t* | ~~255·6~~\|43·0\|~~16·6~~ 17·1<br>Q68'F38'<br>250·1<br>FK | ~~Havre~~ London<br>~~French~~<br>British *Cem* | T.3Cy.16",26½"&45"-33"(*s*)<br>180lb 170NHP<br>2SB,*4cf*,GS80,HS3249<br>Gt.LakesEngWrksDetroit | 19 ″ 2<br>s 3 ″ 5<br>15 ″ 11 | |
| 29363<br><br>OTQJ | **S.N.A. 2.** SteelScSr<br>*ss*Shl.No.1-18<br>(*ex*Espelette) 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 1133<br>856<br>557 | ✠100A1<br>12,21 ~~10,20~~<br>~~BS1,21~~ ✠LMC12,18<br>BS12,21 | Shl | *n* | CL<br>~~10,20~~<br>12,21 | 1915<br>1mo<br>*Lloyd's A&CP* | G.Brown &<br>Co.<br>Greenock | Soc.Nationale<br>d'Affrêtements<br>*CellDBa60'uE15*<br>*f*103'294*t MT*15'231*t DTa*12' 167*t FPT*39*t APT*32*t* | 235·0\|33·2\|13·6<br>Q166'F28'<br>FK | LaRchelle<br>French<br>*8BHCem* | T3Cy.17½",27½"&45"-33"(*s*)<br>180lb 152NHP<br>2SB,*4cf*,GS82,HS2716<br>Ross&Duncan,Glasgow | 15 ″ 9<br>s 5 ″ 0¼<br>14 ″ 10 | |
| 29364<br><br>OTQN | **S.N.A. 6.** SteelSc<br>*Elec.light* *Well deck* 1*Dk*(*Stl*<br>*Cargo battens not fitted* | ~~2650~~<br>~~2000~~<br>~~—~~<br>2668<br>1997<br>1389 | ✠100A1<br>3,22 ~~11,21~~<br>~~(ClassContemplated)~~<br>✠LMC11,21 | Sld<br>Rot | *t* | CL | 1921<br>8mo<br>*Lloyd's A&CP* | Osbourne,<br>Graham&Co.<br>Ld.<br>Sunderland | Soc.Nationale<br>d'Affrêtements<br>*IntermediateBHinforehold dispensed with4BHonly*<br>*CellDBuE&B40'f116'396tDTa106'870tFPT79tAPT75t* | 300·0\|46·0\|~~18·0~~<br>P19'Q106'B52 F23'<br>FK 18·1 | Havre<br>French<br>*Cem* | T.3Cy.23½",38"&64"-42"(*s*)<br>180lb 317NHP<br>2SB,*8cf*,GS143,HS5264<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 20 ″ 3<br>s2 ″ 1¾<br>18 ″ 3 | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register.

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. p |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29365<br>Sunk in port 5,21 | **S. Paulo** **SteelTwinScSr**<br>ssNYk.No.2–16<br>*Ref.Mchy.* 2*Dks*(*UStl*–teaks)<br>*Elec.light* Wireless &*deep framing* | 3583<br>2772<br>2213 | ~~✠100A1~~<br>3,19<br>~~BS5,09~~ ✠~~LMC~~ | Rio | *v* | CL<br>3,19 | 1907<br>12mo<br>*Lloyd*'sA&CP | Workman,<br>Clark&Co.Ld<br>Belfast | **LloydBrasileiro**<br>*WB=CellDBa*88' | 340·3<br>P48'B130'F48'<br>FK&BK1¾"<br>*uE*36'*f*98'460*t**FPT* | 45·1 | 24·8 | **R.Janeiro**<br>Brazilian<br>6*BHCem*<br>50*t**APT*50*t* | T.6Cy 18",30"&49"–42" (*s*)<br>180lb 534NHP<br>3SB,*12cf*,GS224,HS8754 FD<br>Wrkman,Clark&Co.Ld.Bel | 26 |
| 29366 | **S. Salvador** **SteelScSr**<br>2*Dks*(*UptStl*–ws)&*Shadedk*<br>*Elec.light* Wireless | 2020<br>1582<br>1240 | ✠<br>*Shade dk withfreeboard*<br>9,91 ✠<br>*Coasting, Rio de Janeiro & Para* | Gls | *s* |  | 1891<br>9mo | J.&G.<br>Thomson,Ld.<br>Clydebank | **LloydBrasileiro**<br>*WB=CellDB*76' 124*t* | 282·0<br>F48'<br>BK7" | 38·1 | 20·7 | **R.Janeiro**<br>Brazilian<br>4*BHCem*<br>*APT*23*t* | T.3Cy.27",40½"&61"–45"<br>318NHP<br>2DB,*12cf*,GS202,HS5986<br>J.&G.Thomson(Lim.)<br>Clydebank | 22 |
| 29367<br>162946 | **S. T. Co. No. 5** **SteelSc**<br>(*ex*Barge) *OilEng.* | 830<br>—<br>631 |  |  |  |  | 1906 | ..................<br>Sparrow'sPt.<br>Md. | **StandardOilCo. of NewYork** | 185·0 | 35·0 | 15·0 | **NewYork**<br>Utd.States | Oil Engine |  |
| 29368<br>209668 | **S. T. Co. No. 62** **SteelSc**<br>(*ex*Barge) *OilEng.* | 848<br>—<br>721 |  |  |  |  | 1912 | ..................<br>Pt.Richmond<br>N.Y. | **StandardOilCo. of NewYork** | 197·3 | 35·0 | 14·4 | **NewYork**<br>Utd.States | Oil Engine |  |
| 29369<br>Wrecked 9,21 | **S. Thome** **SteelSc3Mst**<br>(*ex*Fornaes,*ex*Usken,*ex*Oregon, *ex*Uller,*ex*Sama)<br>1*Dk*&*Awng dk*<br>*Mchy.Aft* | 729<br>690<br>423 |  |  |  |  | 1890 | Abercorn<br>S.B.Co.<br>Paisley | **JulioPinto,Ltda.** | 185·1<br>H46*t*<br>BK7" | 28·0 | 18·8 | **Lisbon**<br>Portuguese<br>*WB* | T.3Cy.15½",25"&40"–33"<br>92NHP<br>Hanna,Donld&Wilsn,Psy. |  |
| 29370<br>215006<br>LHBQ | **S. V. Harkness** **SteelScSr**<br>~~ss~~S.Fo.No.1–21<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Sub.Sig. Wireless | 6899<br>6150<br>5293 | ✠100A1<br>9,21 ~~9,10~~<br>✠LMC<br>*Carrying Petroleum in bulk F.P. above 150° F.*<br>*Fitted for oil fuel 5,17* | SFo<br>NYk 2,21 | *a*† | CL<br>~~3,19~~<br>2,21 | 1917<br>5mo<br>A&CP | Skinner&<br>EddyCorp.<br>Seattle,Wash | **StandardOilCo. (NewJersey)**<br>*CellDBa*12<br>*uE*&*B*63'188*t**D* | 419·4<br>P98'B41'F37'<br>FK<br>*Tf*36'457*t**FPT*199*t* | 57·2 | 29·8 | **NewYork**<br>Utd.States<br>18*BHptCem*<br>*APT*66*t* | 1 Geared SteamTurbine(*s*)<br>210lb *180lb* 506NHP<br>3SB,*9cf*,GS195,HS8055<br>General Electric Co.<br>Schenectady, N.Y. | 31<br>6<br>25 |
| 29371 | **Saale** **SteelSc**<br>(*Trawler*)<br>1*Dk* | 256<br>218<br>93 |  |  |  |  | 1907 | J.Frerichs<br>&Co.A.G.<br>Einswarden | **DeutscheDmpfischereiGes.Nordsee** | 129·9<br>Q73'F24' | 23·1 | 11·2 | **Nordenhm**<br>German<br>*WB* | T.3Cy.12$\frac{5}{16}$",19$\frac{1}{2}$"&31½"–23⅝"<br>48NHP<br>J.Frerichs&Co.A.G. |  |
| 29372<br>OSIA | **Saar-Union** **WoodTwinScSr**<br>(*ex*C-35)<br>*Elec.light* 1*Dk* | 1186<br>842<br>706 |  |  |  |  | 1919 | W.Lyall<br>S.B.Co.Ld.<br>VancvrB.C. | **FrenchGovernment** | 195·4 | 40·6 | 15·0 | **Havre**<br>French | C.4Cy.12"&24"–16"<br>38NHP<br>SorelMechanicalShopsQbc |  |
| 29373<br>Sunk 12,21 | **Saaremaa** **IronScK**<br>ssMil.No.1–02<br>(*ex*Nicolai,*ex*RocheCastle) 1*Dk* | 165<br>156<br>59 | ✠<br>*StmTrawler*<br>9,07 | Sws |  |  | 1898<br>10mo | Cook,Welt'n&Gemmell<br>Hull | **PaulMalachow** | 110·0<br>Q20'<br>BK7½" | 20·7 | 11·0 | **Reval**<br>Esthonian<br>3*BHCem* | T.3Cy.12¼",19½"&32"–22½"<br>1SB,*2cf*,GS27,HS876 54NHP<br>C.D.Holmes&Co.Hull | 11 |
| 29374<br>VBKW | **Saari** **WoodAuxTwinSc3MstSr**<br>*Motor*<br>(*ex*SailingVessel) 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 423<br>345<br>343 |  |  |  |  | 1891 | W.Wigelius<br>Gustaf | **Rederi A/B Vanda (G.Stenius,*Mgr.*)** | 131·5 | 31·4 | 15·0 | **Helsingfrs**<br>Finnish | Motor<br>NE*fitted*17 37NHP<br>J.C.&G.Bolinders,M.V.<br>Stockholm |  |
| 29375<br>1199<br>HJOL | **Sabagawa Maru** **WoodScSr**<br>2*Dks* | 317<br>287<br>184 |  |  |  |  | 1890 | J.Ellerton<br>Kobe | **OsakaShosen KabushikiKaisha** | 144·7 | 18·8 | 15·2 | **Osaka**<br>Japanese | T.3Cy.11",17¼"&27½"–20"<br>NB03 34NHP<br>OsakaIronWorks,Osaka |  |
| 29376 | **Sabah** **WoodScSr**<br>*Elec.light* 1*Dk* | 212<br>—<br>137 |  |  |  |  | 1904 | China-<br>BorneoCo.Ld<br>Sandakan | **SabahS.S.Co. (Darby&Co*Mgrs.*)** | 125·3 | 21·3 | 9·2 | **Sandakan**<br>Borneo | C.2Cy.15"&32"–21"<br>39NHP<br>A.Young&Co.Glasgow |  |
| 29377 | **Sabalo** **SteelSc**<br>(*ex*FeliciaD.) (*Tug*)<br>1*Dk* | 161<br>128<br>80 |  |  |  |  | 1914 | Sincennes<br>McNaughton<br>Line,Ld.Sorel | **Cia.International dePetroleo** | 81·0 | 22·2 | 11·6 | **Tampico**<br>Utd. States | C.2Cy.18"&36"–24"<br>53NHP<br>Cie.Pontbriand,Ld.Sorel |  |
| 29378<br>THJN | **Sabangbaai** **SteelSc**<br>(*Tug*)<br>1*Dk* | 181<br>156<br>70 |  |  |  |  | 1903 | Kon.Maats<br>deSchelde<br>Flushing | **N.V."AtjehTransportMaats."** | 100·0<br>Q30'B40' | 20·0 | 11·0 | **Sabang**<br>Dutch<br>*WB* | C.2Cy.16"&32"–18"<br>36NHP<br>Maats.deSchelde,Flushing |  |
| 29379 | **Sabará** **SteelTwinScSr**<br>Wireless *OilEng.*<br>*Elec.light* (*ex*MontePenedo) 2*Dks* | 3693<br>3329<br>2312 |  |  |  |  | 1912 | Howaldtswerke<br>Kiel | **BrazilianGovernment (Operated by the FrenchGovernment)** | 350·7<br>P&B279'F33' | 50·1 | 23·7 | **R.Janeiro**<br>Brazilian<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.18⅛"–26¾" 340NHP<br>Gebr.Sülzer,Winterthur |  |
| 29380<br>98665<br>MHDB | **Sabarmati** **SteelScSr**<br>ssBom.2ndNo.3–7,16<br>*Elec.light* 1*Dk*&*Spardk* & *deep framing*<br>ssBom.No.1–21 | 1022<br>941<br>523 | ✠100A1<br>*Spar dk withfreeboard*<br>8,21 ~~4,20~~<br>~~BS4,20~~ ✠LMC7,16 | Bom | *m*<br>8,21 | ~~12,18~~<br>8,21 | 1891<br>9mo<br>A&CP | AilsaSBCo<br>Troon | **BombayS.Nav.Co. Ld.** | 210·0<br>20·2<br>BK7½"<br>*WB=FPT* | 31·0 | 13·0 | **Bombay**<br>British<br>5*BHCem*<br>28*t**APT*22*t* | T.3Cy.19",29⅝"&48"–30" (*s*)<br>165lb 154NHP<br>2SB,*6rf*,GS104,HS2619<br>Dunsmuir&Jackson,Gls. | 20<br>5<br>16 |
| 29381<br>141027<br>KGNS | **Sabine** **SteelScSr**<br>(*ex*Leona) Wireless 2*Dks*&*Saloon dk* | 3328<br>—<br>2478 |  |  |  |  | 1889 | Delaware<br>RiverCo.<br>Chester,Pa. | **MalloryS.S.Co. Inc.** | 314·0 | 46·2 | 20·3 | **NewYork**<br>Utd.States | T.3Cy.28",44"&70"–48"<br>NB99 339NHP<br>DelawareRiverC.Chst.,Pa. |  |
| 29382<br>93780<br>HFWV | **—** **SteelScSr**<br>ssSou.2ndNo.3–4,06<br>ssGrk.No.1–10<br>(*ex*Yacht,*ex*Marjorie,*ex*Nellie,*ex*Jeannette)<br>*Elec.light* | 118<br>—<br>60 | ✠<br>8,17<br>✠NB7,99✠ | Grk |  |  | 1888<br>4mo | Cochrane&<br>Co.<br>Birkenhead | **G.A.Cooper** | 113·2<br>ND06 | 17·0 | 10·0 | **Aberdeen**<br>British<br>4*BHCem* | T.3Cy.11",17"&28"–20"<br>40RHP<br>1SB,*2cf*,GS30,HS749<br>Cochrane&Co.Birkenhead |  |
| 29383<br>216033<br>LJSD | **Sabine Sun** **SteelSc**<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 6728<br>6112<br>4083 | ✠100A1<br>~~7,21~~ ~~11,20~~ 3,22<br>✠LMC3,18<br>*Carrying Petroleum in bulk F.P. above 150°F.*<br>*Fitted for oil fuel 3,18* | NNs<br>Phl | *b*†<br>3,22 | CL<br>~~11,20~~<br>7,21 | 1918<br>3mo<br>A&CP | SunS.B.<br>Co.<br>Chester,Pa. | **SunCompanyInc.**<br>*CellDBuE*&*B*60'<br>259*t**DT*40'552*t* | 429·3<br>P133'B36'F40'<br>FK<br>*FPT*222*t**APT*57*t* | 59·2 | 31·4 | **Phildlphia**<br>Utd.States<br>17*BHptCem*<br>(13 „ *to Udk*<br>4 „ „2*nd*„) | T.3Cy.27",45½"&76"–51"(*s*)<br>190lb 532NHP<br>3SB,*9cf*,HS7331 FD<br>SunS.B.Co.Chester,Pa. | 33<br>8<br>25 |
| 29384<br>129571<br>HSTN | **Sable** **SteelSc**<br>ssGls.No.2–19<br>1*Dk*(*Stl*–ws) | 687<br>598<br>280 | ✠100A1<br>~~10,2~~ ~~10,20~~ 2,22<br>~~BS10,20~~ ✠LMC10,19<br>BS10,21 | Gls | *k* | CL<br>~~10,19~~<br>2,22 | 1911<br>5mo<br>*Lloyd*'sA&CP | A.&J.<br>Inglis,Ld.<br>Glasgow | **G.&J.Burns,Ld.**<br>*WB=Cell* | 195·2<br>B54'F30'<br>BK7"<br>*DBf*75'87*t**DTa*23' | 31·1 | 13·0 | **Glasgow**<br>British<br>4*BHCem*<br>64*t**FPT*12*t* | T.3Cy.17",27"&44"–36" (*s*)<br>175lb *70lb* 124NHP<br>1SB,*3cf*,GS60,HS1900<br>A.&J.Inglis,Ld.Glasgow | 15<br>2<br>14 |
| 29385<br>136307 | **Sable I.** **SteelScSr**<br>ssHfx.No.1–18<br>*Elec.light* 1*Dk*(*Stl*)&*Shade dk*<br>Wireless | 734<br>425<br>341 | ✠100A1<br>*Shade dk*<br>5,21 ~~5,20~~<br>~~BS3,21~~ ✠LMC8,18<br>BS3,22 | Hfx | *j* | CL<br>5,20 | 1914<br>6mo<br>*Lloyd*'sA&CP | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley | ~~**HalifaxTrading&SealingCoLd.(J.A.Farquhar&Co.Mgrs.)**~~ Maritime & NewfoundlandSSCoLd (Farquhar&CoLdMgrs)<br>*WB=Cell DBa*35'*uE* | 183·0<br>FK&BK1" | 28·6 | 12·2 | **Wndsor NS**<br>British<br>4*BHCem*<br>27'*f*83'156*t* | T.3Cy.15",25½"&41"–30" (*s*)<br>200lb 85RHP<br>2SB,*4cf*,GS81,HS2410<br>Bow,McLachln&CoLdPsy | 13<br>12 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29386<br>144504<br>KFHQ | **Sabor** SteelScSr<br>*Elec.light* Wireless Sub.Sig. 2*Dks* | 5212<br>4793<br>3227 | | | | | 1920 | Earle'sCo. Ld.<br>Hull | RoyalMailSteam PacketCo. | 400·4<br>F39'P49'B113' | 52·2 | 28·5 | London<br>British<br>*WB* | T.3Cy.27",44"&73"-48"<br>369NHP<br>Earle'sS.B.&E.Co.Ld.Hull. | | C |
| 29387<br>218186<br>LRJN | **Sabotawan** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks* | 5312<br>—<br>3370 | | | | | 1919 | Downey S.B.Corp.<br>ArlingtonNY | UnitedStates ShippingBoard | 386·8<br>P40'B110'F40' | 52·2 | 27·4 | NewYork<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"-48"<br>339NHP<br>DowneyS.B.Corp. | | R |
| 29388<br>138976 | **Sabreur** SteelScK<br>*ss*Gms.No.1-20<br>1*Dk* | 188<br>172<br>82 | ✠100A1<br>*StmTrawler*<br>1,22 ~~8,20~~<br>✠LMC8,20<br>BS6,21 | Gms | | CL<br>~~8,20~~<br>1,22 | 1916<br>9mo<br>*Lloyd's*A&CP | Cook,Welt'n&Gemmell Ld.<br>Beverley | StrandStmFishng Co.Ld. (Baker& Green,*Mgrs.*) | 110·4<br>Q59'F19' | 21·0 | 11·6<br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.12",20"&34"-24" (*s*)<br>180lb 69RHP<br>1SB,2*pf*,GS38,HS1175<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 6 | |
| 29389 | **Sabrina** IronSc3MstSr<br>(*Barge*)<br>*Mchy.Aft* 1*Dk* | *335*<br>*270*<br>*193* | | | ... | | 1890 | T.A. Walker<br>Sudbrook | LeopoldinaRy.Co. | 150·1<br>Q38'B9'F24' | 26·3 | 8·3<br>FK | Brazilian<br>*WB* | Q.4Cy.9",12",16"&25"-21½"<br>29NHP<br>Fleming&Ferguson,Psy. | 8 ″ 5 | |
| 29390<br>217365<br>LPFR | **Sac City** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks& Web frames*<br>Sub.Sig. Wireless | 5735<br>4664<br>3445 | | | ... | | 1918 | American Intrnational S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43' | 54·2 | 27·6<br>FK | Phldlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R |
| 29391<br>217439<br>LTKQ | **Sacandaga** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks& Web frames*<br>Wireless | 4967<br>4664<br>2944 | | | ... | | 1918 | American Intrnational S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43' | 54·2 | 27·6<br>FK | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R |
| 29392<br>HSAC | **Sacavem** SteelScSr<br>*ss*Nap.No.3-4,09<br>(*ex*Jaffa,*ex*Nizza, *ss*Cff.No.2-18<br>*ex*Margaritone,*ex*Whitehall) 1*Dk*(*Stl*)<br>Sub.Sig. *&Webframes&ptAwng dk*(*Stl*)<br>*Cargo battens not fitted* | 2047<br>1524<br>1263 | ✠100A1<br>*ptAwng dk with freeboard*<br>9,20<br>✠LMC9,20 | Cff | *r* | CL<br>9,20 | 1897<br>10mo | Craig, Taylor&Co.<br>Stockton<br>A&CP | Requisitioned by thePortuguese Government<br>*CellDB* | 271·0<br>P27'Q72'<br>*ptAwng dk*172'<br>*a*80'*u*E22'*f*104'399*t* | 40·7 | 17·5<br>FK | Portuguese<br>4*BHCem*<br>*APT*54*t* | T.3Cy.20",32½"&53"-36"(*r*)<br>160lb *90lb* NDB08 176NHP<br>2SB,4*cf*,GS71,HS2762<br>SirC.Furness,Westgarth& Co.Ld.Mdb | 18 ″ 9<br>s 7 ″ 9<br>18 ″ 5 | |
| 29393<br>217328<br>LPDF | **Saccarappa** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks& Web frames*<br>Sub.Sig. Wireless | 5057<br>4664<br>3014 | | | ... | | 1918 | American Intrnational S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43' | 54·2 | 27·6<br>FK | Phldlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo Schenectady,N.Y. | 32 ″ 0 | R |
| 29394<br>OSIG | **Sacha** SteelScSr<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 295<br>—<br>94 | | | | | 1906 | DelaBrosse &Fouché<br>Nantes | Soc.Générale d'Armement (G.Belot,*Mgr.*) | 139·8<br>Q53' | 22·0 | 10·8 | Arcachon<br>French | T3Cy.11$\frac{13}{16}$"19$\frac{11}{16}$"32$\frac{9}{32}$"-24$\frac{13}{32}$"<br>52NHP<br>De laBrosse&Fouché,Nts. | | V |
| 29395<br>102114<br>NFKJ | **Sachem** SteelSc4MstSr<br>*ss*Liv.2ndNo.3-4,19<br>*Elec.light* Sub.Sig. 3*Dks*(*Stl*)<br>Wireless | 5423<br>4864<br>3429 | ✠100A1<br>12,21 ~~11,20~~<br>BS4,21 ✠LMC3,19 | Liv | *a*† | CL<br>3,19 | 1893<br>10mo<br>*Lloyd's*A&CP | Harland& Wolff(Lim.)<br>Belfast<br>*WB= CellD* | White DiamondSS. Co.Ld. (G.Warren &Co.(Liverpool), Ld.*Mgrs.*)<br>*B*338' 802*t FPT*37 | 445·5<br>P77'B122'F94'<br>*t APT*50*tMT*36'714 | 46·2 | 31·1<br>FK | Liverpool<br>British<br>6*BHCem*<br>*t DTa*34'589*t* | T.3Cy.31",49"&79"-60" (*s*)<br>160lb 591NHP<br>2DB&1SB,15*cf*,GS248, HS10160<br>Harland&Wolff(Lim),Bel. | 34 ″ 4<br>s 7 ″ 4½<br>27 ″ 5 | |
| 29396<br>116994 | — SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 195<br>—<br>132 | | | | | 1900 | Columbian IronWorks<br>Baltimore | Hartford&New YorkTranspn.Co. | 110·3 | 24·0 | 10·0 | Hartford, Conn.<br>Utd.States | C.2Cy.20"&40"-28"<br>71NHP | | |
| 29397<br>204106 | — SteelSc<br>(*Tug*)<br>(*ex*JohnKelderhouse) 1*Dk* | 100<br>—<br>70 | | | | | 1907 | B.T.Cowles<br>Buffalo | EmpireEng. Corporation | 71·8 | 20·1 | 10·5 | Buffalo<br>Utd.States | C.2Cy.14"&32"-22" 40NHP<br>E&B*made*93,*refitted*07<br>SuttonBros.Buffalo | | |
| 29398<br>22939<br>NWRF | **Sachi Maru** SteelSc | 2205<br>—<br>1308 | | | | | 1918 | ........... | KobeSanbashi KabushikiKaisha | 272·0 | 40·0 | 24·1 | Kobe<br>Japanese | | | |
| 29399<br>17178<br>MLVF | — SteelSc | 194<br>—<br>92 | | | | | 1915 | ........... | MitsubishiShoji Kaisha,Ld. | 110·0 | 20·0 | 11·7 | Hakodate<br>Japanese | | | |
| 29400 | **Sachsenwald** SteelSc<br>(*ex*MetteJensen,*ex*Baklan,<br>*Elec.light* *ex*Earl ofForfar) 2*Dks* | 4437<br>4091<br>2783 | | | | | 1910 | Russell& Co.<br>PortGlasgow | Hamb.Amerik. Packetf.Akt.Ges. (Ham-Amer Linie) | 385·0<br>P45'B109'F29' | 49·7 | 26·2 | Hamburg<br>German<br>*WB* | T.3Cy.25",42"&68"-48"<br>320NHP<br>Rankin&Blackmore,Grk. | | |
| 29401<br>217693<br>LQFV | **Saco** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks&*<br>*Web frames* | 5106<br>4740<br>3097 | | | ... | | 1919 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43' | 54·2 | 27·6<br>FK | Phildlphia<br>Utd.States<br>*WB* | 1Geared Steam Turbine<br>600NHP<br>GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R |
| 29402<br>142021<br>KHGJ | **Sacra** SteelScCtr<br>(*Whaler*) (*ex*Congre)<br>1*Dk* | 133<br>128<br>57 | | | | | 1913 | Akers. Mek.Værks.<br>Christiania | Chr.Salvesen& Co. | 99·3 | 19·6 | 11·6 | Stanley,F.L<br>~~Leith~~<br>British | T.3Cy.12",20"&33"-21"<br>79RHP<br>AkersMek.Værks.Xia. | | |
| 29403<br>215939<br>LJPF | **Sacramento** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>Sub.Sig. | 4856<br>4387<br>3596 | | | ... | CL<br>2,21 | 1918<br>1mo | SeattleCon &DryDkCo.<br>Seattle<br>A&CP | SacramentoS.S. Co.Inc. (F. Auditore,*Mgr.*)<br>*CellDB* | 380·0<br>P40'B100'F41'<br>325' 960*t FPT*115*t* | 53·2 | 27·0<br>FK | NewYork<br>Utd.States<br>7*BHCem*<br>*APT*264*t* | T.3Cy.24",40"&70"-48" (*s*)<br>190lb 472NHP<br>3SB,9*cf*,GS169,HS6831 FD<br>SeattleConst.&DryDk.Co., Seattle | 29 ″ 4<br>s5 ″ 11<br>23 ″ 9 | |
| 29404<br>21781<br>NQWK | **Sada Maru No. 1** WoodSc | 451<br>—<br>254 | | | | | 1917 | ........... | MayedaYeijiro | 160·0 | 26·4 | 13·3 | Osaka<br>Japanese | | | |
| 29405<br>116374<br>KHTS | **Sadie** WoodAuxSc3MstSr<br>*Oil Eng.*<br>(*ex*SailingVessel) 1*Dk*<br>(*See Sailing Ship Register*) | 264<br>195<br>140 | | | | | 1890 | H.D.Bendixen<br>Eureka,Cal. | D.C.Worcester | 148·3 | 33·9 | 9·0 | Manila<br>Utd.States | Oil Engines<br>4Cy.10¾"-10" 26NHP<br>NE17 | | |
| 29406<br>672<br>NACB | **Sadko** SteelScSr<br>*ss*Nwc.No 3-7,12<br>(*ex*Winkfield) *ss*Cpl.No.2-19<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*deep framing* | 5542<br>3839<br>4016 | ✠100A1<br>*Spar dk*<br>8,20<br>BS8,20 ✠LMC10,19 | Shl | *x* | 8,20 | 1900<br>2mo | Short Bros.<br>Sunderland<br>A&CP<br>*WB* | RussianStm.Nav. &TradingCo.<br>= *Cell DBa* 106' *u* | 370·4<br>P35'B228'F37' 28·8<br>*E*24'*f*152'900*tFPT* | 48·1 | 20·3<br>FK | Odessa<br>Russian<br>6*BHCem*<br>69*tAPT*78*t* | T.3Cy.26",43"&71"-51" (*r*)<br>180lb *100lb* 418NHP<br>2SB,6*cf*,GS144,HS5466 FD<br>G.Clark,Ld.Sunderland | 30 ″ 0<br>s4 ″ 10<br>25 ″ 6 | |

| 1 Numero d'Ordre — Numero Officiel — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29407<br>JCQH | **Sadko** SteelScSr<br>(exLintrose) 2Dks(Stl)&<br>Elec.light Shelterdk(Stl-ws) | 1616<br>1426<br>683 | ✠ —<br>7,19<br>Shelter dk<br>withfreeboard<br>✠ | Bel | v | | 1913<br>3mo | Swan,Hunter&Wigham Richardson, Ld Newcastle | RussianGovernment<br>WB=CellDBa45' | 255·0<br>F36'<br>FK<br>uE18' f93' 157t FP | 37·4 | 22·7 | Archangel<br>Russian<br>5BHCem<br>T9tAPT20t | T.3Cy.26",42½"&70"-42"<br>587NHP<br>4SB,12cf,GS248,HS9920 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. |
| 29408<br>HSAL | **Sado** SteelSc<br>(exPluto)<br>1Dk | 1408<br>948<br>892 | | | | | 1905 | J.C.TecklenborgA.G. Geestemünde | Requisitioned by thePortuguese Govt.(TransportesMaritimos doEstado) | 229·7<br>Q87'F43' | 36·2 | 15·1 | Lisbon<br>Portuguese<br>WB | T.3Cy.17",28"&45"-33"<br>116NHP<br>J.C.TecklenborgA.G.Gst. |
| 29409<br>2475<br>HPKL | **Sado Maru** SteelTwinScSr<br>ssYka.No.1-20ssKob.No.3-12,16<br>2Dks(Stl-Uteaks)&deepframing<br>Elec.light Wireless | 5898<br>5327<br>3627 | ✠100A1<br>1,22 ~~5,20~~<br>✠LMC~~5,21~~<br>1,22 | Yka | † | CL<br>P5,20<br>SN3,21 | 1898<br>2mo | Workman, Clark&Co.Ld Belfast<br>A&CP | NipponYusen KabushikiKaisha<br>WB=CellD | 445·0<br>P60'B111'F57'<br>FK&BK1½"<br>Ba135'uE&B53'f | 49·7 | 30·4 | Tokio<br>Japanese<br>7BHCem<br>200' 1150t D | T.6Cy.20",33½"&56"-48" (s)<br>200lb 554NHP<br>2D&2SB18cf,GS313,HS9271<br>Wrkman,Clark&Co.Ld Bel<br>Ta28'480tFPT95tAPT45t |
| 29410<br>17078<br>MNJT | **Sado Maru No. 1** SteelScSp<br>1Dk | 172<br>138<br>101 | | | | | 1914 | S.Ono Osaka | SadoShosen KabushikiKaisha | 113·3 | 18·3 | 9·3 | Amagasaki<br>Japanese<br>WB | T.3Cy.10",16½"&26½"-20"<br>31NHP<br>S.Ono,Osaka |
| 29411<br>22942<br>NWRJ | **Sado Maru No. 6** SteelSc | 651<br>—<br>366 | | | | | 1909 | .................. | SadoShosen KabushikiKaisha | 171·2 | 27·2 | 17·0 | Nishinomiya<br>Japanese | |
| 29412<br>MSFD | **Sæl** WoodScSr<br>Mchy.Aft 1Dk | 124<br>110<br>56 | | | | | 1917 | G.Ottesen Stordöen | O.T.Nedrelid | 94·0<br>Q11'H2t | 21·0 | 9·0 | Aalesund<br>Norwegian | C.2Cy.8⅜"&19"-14"<br>fitted18 11NHP<br>BrunholmnsMV.Åalesund |
| 29413<br>MQPN | **Sælbarden** WoodScCtr<br>(Whaler)<br>Mchy.Aft 1Dk | 133<br>120<br>59 | | | | | 1917 | G.Ottesen Bergen | P.Lillenæs | 95·7 | 22·7 | 10·4 | Aalesund<br>Norwegian | C.2Cy.9⅜"&19¾"-14⅜"<br>12NHP<br>E&Bmade09fitted17<br>PorsgrundM.V.Porsgrund |
| 29414<br>MGKD | **Sælen** WoodAuxScCtr<br>1Dk<br>(See Sailing Ship Register) | 133<br>129<br>70 | | | | | 1910 | N.K. Bolsönæs Molde | Feddersen& Nissen | 93·2 | 22·7 | 11·2 | Hamerfest<br>Norwegian | C.2Cy.7⅘"&17⅗"-12"<br>9NHP<br>AalesundsM.V.Aalesund |
| 29415<br>MPHB | **Sælfangeren** WoodSc | 111<br>96<br>46 | | | | | 1916 | KnutSkaaluren Rosendal Bergen | A/S Skjerva (M.Knutsen Mgr.) | 92·2 | 21·6 | 9·7 | Aalesund<br>Norwegian | C.2Cy.9"&19"-12"<br>10NHP<br>AalesundsMek.Værksted |
| 29416<br>146173<br>KLCW | **Safeguard** er SteelTwinScK<br>(exSafeguard)<br>Elec.light 1Dk(Stl-ws)pt2nd dk | 562<br>509<br>~~191~~<br>328 | ✠100A1<br>withfreeboard<br>9,14 ✠LMC9,14 | Sou | | | 1914<br>9mo | Day,Summers&Co.Ld. Southampton<br>Lloyd'sA&CP | T.Ensor&Son | 160·2<br>F33'<br>BK7"<br>WB= | 29·1 | 15·8 | London<br>British<br>7BHCem<br>DTf9'18t | T.6Cy.13",20½"&33"-24"(s)<br>180lb 193NHP<br>2SB,6cf,GS140,HS4040<br>Day,Summers&Co.Ld.Sou |
| 29417 | **Saffi** SteelScSr<br>Elec.light 1Dk&Spardk | 1301<br>1055<br>795 | | | | | 1905 | Schiffsw.v. HenryKoch Lübeck | OldenburgPortug. Dampfsch.Rhed. | 230·8<br>P15'B67'F30' | 33·7 | 17·4 | Oldenburg<br>German<br>WB | T.3Cy.17",28⅜"&45¼"-32½"<br>116NHP<br>J.F.Ahrens,Altona |
| 29418<br>216845<br>LMSD | **Sag Harbor** SteelSc<br>Elec.light 1Dk<br>Sub.Sig. Wireless | 2431<br>1946<br>1417 | | | ... | | 1918 | StatenIsld. S.B.Co. StatenIsland, N.Y. | UnitedStates ShippingBoard | 264·0<br>P22'B65'F29'<br>FK | 42·2 | 21·9 | NewYork<br>Utd.States<br>WB | T.3Cy.18",30"&51"-36"<br>160NHP<br>StatenIslandS.B.Co. StatenIsland,N.Y. |
| 29419<br>5035<br>JRPG | **Saga** SteelScSr<br>ssGot.No.3-8,19 ~~ssGot.No.3-19~~<br>Well deck 2Dks(Stl-ptws)<br>Ref.Mchy Sub.Sig. Wireless<br>Elec.light | 2809<br>1932<br>1684 | ✠100A1<br>2,22 ~~5,21~~<br>✠LMC~~7,20~~<br>6,21 | Got. | u | 8,19 | 1909<br>6mo | Swan,Hunter&Wigham-Richardson, Ld Newcastle<br>Lloyd'sA&CP | Rederiaktieb SvenskaLloyd (H.Metcalfe, Mgr.)<br>WB=CellDBa56'uE& | 322·4<br>P&B222'F78'<br>FK<br>B58'f156'315tFPT | 46·2 | 19·5 | Gothenbrg<br>Swedish<br>5BHCem<br>20tAPT15t | T.3Cy.28",46"&75"-48" (r)<br>170lb 500NHP<br>3SB,9cf,GS182,HS7155 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. |
| 29420<br>NQFV | — SteelScSr<br>ssCpn.No.3-6,20<br>(exScotscraig) 1Dk(Stl)&deepframing<br>Well deck | 919<br>674<br>540 | ✠100A1<br>7,21 ~~6,20~~<br>✠LMC6,20<br>BS7,21 | Cpn | l | CL<br>6,20 | 1904<br>7mo | Grngem'th &Greenock DockyardCo. Greenock<br>Lloyd'sA&CP | DetForenede DampskibsSelsk.<br>WB=CellD | 200·1<br>Q69'B58'F22'<br>FK<br>Ba44'uE&B31'f86' | 32·5 | 13·1 | Aarhus<br>Danish<br>4BHCem<br>282tAPT10t | T.3Cy.15½",26"&43"-30" (s)<br>180lb 100lb 119NHP<br>1SB,3cf,GS63,HS1954<br>D.Rowan&Co.Glasgow |
| 29421<br>6311<br>KCPF | — WoodAuxSc3MstSr<br>(exTaru) OilEng.<br>Mchy.Aft (See Sailing Ship Register) | 251<br>216<br>186 | | | | | 1917 | A.Wendelin Säkkijär | S.P.Pettersson | 114·2<br>H35t | 27·2 | 10·5 | Uddevalla<br>Swedish | 2 Oil Engines 2S.C.SA<br>4Cy.16½"-18 9/10" 91NHP<br>J&CGBolindersCoLd.Skm |
| 29422<br>6175<br>KODR | — WoodScSr<br>1Dk | 201<br>167<br>95 | | | | | 1918 | Nyquist&Holm Troedhättan | O.P.Svensson | 100·6 | 22·6 | 10·2 | Gothenbrg<br>Swedish | C.2Cy.11"&18 9/10"-13 1/10"<br>11NHP<br>JönköpingsMV.Jönköpng |
| 29423<br>26447<br>RTNS | **Saga Maru** SteelSc<br>Elec.light Wireless 1Dk(Stl) | 2112<br>1929<br>1432 | ✠100A1<br>9,21 ~~11,20~~<br>✠LMC~~8,20~~<br>9.21 | Kob | s | CL | 1919<br>12mo | Teikoku S.S.Co.Ld. Toba,Ise Province<br>A&CP | TaiyoKisen KabushikiKaisha | 275·0<br>P19'B64'F30'<br>FK<br>CellDB238'452tFPT | 41·0 | 24·0 | Toba<br>Japanese<br>4BHCem<br>60tAPT110t | T.3Cy.20",33"-55"-39" (s)<br>200lb 258NHP<br>2SB,4cf,GS83,HS3626 FD<br>KobeSteelWorks,Ld.Kobe |
| 29424<br>216584<br>LMDV | **Sagadahoc** SteelSc3MstSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless &Web frames<br>Longitudinalframing | 6698<br>5824<br>4950 | ✠100A1<br>Shelter dk<br>withfreeboard<br>6,21 ~~3,20~~ ✠LMC7,18<br>Fitted for oil fuel 7,18 F.P. above 150°F. | NNs<br>NYk | a† | CL<br>~~8,20~~<br>~~[illegible]~~<br>1,22 | 1918<br>7mo | TexasS.S.Co. Bath,Me.<br>A&CP | UnitedStates ShippingBoard | 420·5<br>P42'B130'F39' on Shelter dk<br>FK<br>CellDB361'1192t<br>DTa32'1075tFPT | 54·2 | 31·4 | Bath,Me.<br>Utd.States<br>8BHCem<br>114tAPT63t | T.3Cy.26½",44"&74"-51" (r)<br>190lb 555NHP<br>3SB,9cf,HS8118 FD<br>H.G.Trout Co.Buffalo,N.Y |
| 29425<br>LBVG | **Sagaland** SteelSc<br>For full particulars See No. 39252 in Supplement<br>Elec.light | 2677<br>2275<br>1588 | 100A1<br>(ClassContemplated) | | | | 1921 | C.Hill&Sons Bristol | D/S A/S Vestland (Rich.Amlie, Mgr) | 310·8<br>P33'B100'F28' | 44·2 | 21·6 | Haugesnd<br>Norwegian | T.3Cy.21",34"&56"-36"<br>Richardsons,Westgarth&Co.Ld.Hpl. |
| 29426<br>137422<br>JHRM | **Sagama River** SteelScSr<br>Wireless 1Dk | 4732<br>4373<br>2989 | | | | | 1915 | Irvine'sSB&D.D.Co.Ld. WHartlepool | BritishEmpire SteamNav.Co.Ld. (HoulderBros.& Co.Ld., Mgrs.) | 385·0<br>P36'B126'F38' | 52·0 | 27·1 | Liverpool<br>British<br>WB | T.3Cy.25",40"&68"-48"<br>Richardsons, 320NHP<br>Westgarth&Co.Ld.Hpl. |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29427<br>9657<br>JTRQ | **Sagami Maru**<br>(exMazagan) | SteelScSr<br>ssYka.No.1-05<br>2Dks(UStl-ws)&<br>deep framing | 1833<br>1499<br>1083 | ✠<br>10,06<br>✠ | Kob | r | | 1902<br>6mo | Grngem'th<br>&Greenock<br>DockyardCo<br>Grngemouth | NipponYusen<br>KabushikiKaisha<br>WB= CellDBa66' | 270·3<br>P29'B82'F28'<br>FK<br>uE& B38'f112'401t | 37·0 | 18·5 | Tokio<br>Japanese<br>4BHCem<br>APT68t | T.3Cy.21",35"&57"-39"<br>243NHP<br>2SB,6cf,GS114,HS4045<br>Cooper&Greig,Dundee | 20 ″ 6 | |
| 29428<br>17749<br>MQNP | — | WoodSc | 178<br>—<br>104 | | | | | 1914 | ................ | TokiowanKisen<br>KabushikiKaisha | 108·6 | 17·0 | 11·7 | Shimoda<br>Japanese | | | |
| 29429<br>122218 | **Sagamo** | SteelTwinSc<br>2Dks | 744<br>611<br>420 | | | | | 1906 | Canadian<br>S.B.Co.<br>Toronto | MuskokaLakes<br>Nav.&HotelCo.Ld. | 152·0 | 29·0 | 9·7 | Toronto<br>British | T.6Cy.10",16"&26"-16"<br>69RHP<br>CanadianSBCoLd.Toronto | | |
| 29430 | **Sagamore**<br>Elec.light | SteelSc<br>1Dk(Stl) | 507<br>457<br>215 | ✠100A1<br>For towing purposes<br>7,18<br>Fitted for oil fuel 7,18 F.P. above 150° F. | Bos | ... | CL | 1918<br>5mo<br>A&CP | Buffalo<br>DryDockCo.<br>Buffalo | UnitedStates<br>Govt.(NavyDept.)<br>CellDBuB26' | 142·5<br>BK7″<br>18t DTf7'13tFPT2 | 30·0 | 15·1 | Washngtn<br>Utd.States<br>4BHCem<br>2tAPT9t | T3Cy.21",33½"&55½"-42"(s)<br>185lb 317NHP<br>2SB,6cf,GS120,HS4972 FD<br>AmericanS.B.Co.Lorain | 17 ″ 6 | |
| 29431<br>142096 | — | WoodSc3MstSr<br>1Dk | 323<br>298<br>174 | | | | | 1888 | ................<br>Bath,Me. | NewfoundlandS.B.<br>Co.Ld. | 164·4 | 26·2 | 13·2 | SJhnsNFL<br>British | T.3Cy.15",24"&37½"-30"<br>64RHP<br>NewEngSBCoLd.Bath,Me | | |
| 29432<br>217619<br>LQBK | **Sagaporack**<br>Wireless<br>Elec light<br>Sub.Sig. | SteelSc<br>Fitted for oil fuel<br>2Dks&Webframes | 5113<br>4740<br>3101 | | | ... | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | 32 ″ 0 | R |
| 29433<br>WLMS | **Sagatind**<br>Wireless<br>(exGeneralHubbard) | SteelScSr<br>Fitted for oil fuel<br>1Dk | 1698<br>1478<br>964 | | | | | 1910 | CraigS.B.<br>Co.<br>LongBeach | A\|SReidar(Finn<br>Friis&C.O.Lund,<br>Mgrs.) | 259·2<br>P48'B21'F38' | 42·1 | 17·0 | Drammen<br>Norwegian | T.3Cy.19",31"&52"-36"<br>162NHP<br>CraigSBCo.LongBeachCal | | V |
| 29434<br>22953<br>NWSD | **Sagawa Maru** | SteelSc | 1165<br>—<br>671 | | | | | 1918 | ................ | HamaguchiKisen<br>KabushikiKaisha | 220·0 | 32·0 | 18·0 | Amagasaki<br>Japanese | | | |
| 29435<br>119195<br>HBQM | **Sagenite**<br>Welldeck<br>Mchy.Aft Elec.light | SteelSc3MstSr<br>ssTrn.No.3-10,19<br>1Dk(Irn) | 712<br>518<br>288 | ✠100A1<br>5,21<br>~~BS11,20~~ ✠LMC10,19<br>BS10,21 | Trn<br>Ayr | k | CL<br>10,19 | 1905<br>1mo<br>Lloyd | J.Shearer&<br>Sons,Ld.<br>Glasgow<br>'sA&CP | W.Robertson | 194·7<br>Q98'B11'F35'<br>BK7½″<br>WB= CellDBf122' | 30·2 | 11·2 | Glasgow<br>British<br>4BHCem<br>183tFPT71t | T.3Cy.17 5/16",27½"&44"-33"<br>160lb (s) 99RHP<br>1SB,3pf,GS61,HS1840<br>Ross&Duncan,Glasgow | 13 ″ 6<br>s ″10<br>13 ″ 5 | |
| 29436<br>204673<br>LBFK | **Saginaw** | WoodSc | 886<br>—<br>498 | | | | | 1908 | Mathews<br>S.B.Co. | C.NelsonCo.Inc. | 191·4 | 39·1 | 14·2 | S.Frncisco<br>Utd.States | T.3Cy.14",23"&40"-30"<br>88NHP | | |
| 29437<br>94075<br>JKTM | **Sagittarius** | IronScK<br>1Dk | 195<br>167<br>90 | | | ... | | 1887 | Earle's<br>Co.(Lim.)<br>Hull | Wenn,Ld.<br>(F.Wenn,Mgr.) | 119·1<br>Q17'F22'<br>len.19 BK7½″ | 20·2 | 10·6 | GYarmuth<br>British | T.3Cy.11½",17"&30"-18"<br>NB03 45RHP<br>Earle'sS.B.Co.(Lim.),Hull | 11 ″ 7 | |
| 29438<br>5522<br>JTMR | **Sagoland**<br>Elec.light<br>Wireless | SteelScSr<br>~~ssGot.No.1-17~~<br>ssGot.No.2-22 1Dk(Stl)<br>&Shelter dk(Stl) | 5334<br>4991<br>3299 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~6,21~~ 7,20 3,22 BS11,21<br>~~BS9,20~~ ✠LMC~~7,18~~<br>MS3,22 | Shl<br>~~NNs~~ Got | a† | CL<br>~~6,19~~<br>~~6,21~~<br>3,22 | 1913<br>6mo | Earle'sCo.<br>Ld.<br>Hull<br>A&CP | Ångf.Aktieb.<br>Tirfing (Dan<br>Broström,Mgr.)<br>DBa146'uE29'f | 430·2<br>WB= Cell FK<br>187'1350tDTa36'13 | 54·2 | 26·2 | Gothenbrg<br>Swedish<br>7BHCem<br>68tAPT113t | T.3Cy.28 7/16",45½"&76"-54"<br>180lb (s) 534NHP<br>3SB,9cf,GS189,HS7395 FD<br>Earle'sCo.Ld.Hull | 28″11<br>s 4 ″ 0<br>25 ″ 3 | |
| 29439<br>132682 | **Sagona**<br>Elec.light<br>Wireless | SteelScSr<br>~~ssNFL.No.1-17~~<br>1Dk(Stl)&Shelter dk<br>ssNFL.No.2-21 | 808<br>701<br>420 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~6,19~~ 11,21<br>~~BS11,20~~ ✠LMC6,19<br>BS11,21 | NFL | j | CL<br>~~6,19~~<br>11,21 | 1912<br>2mo<br>Lloyd | DundeeS.B<br>Co.Ld.<br>Dundee<br>'sA&CP | ReidNewfound-<br>landCo.<br>WB= CellDBa32 | 175·0<br>FK<br>'uE15'f64'105t FP | 28·3 | 20·3 | SJhns NFL<br>British<br>4BHCem<br>T30t APT8t | T.3Cy.16",27"&44"-30" (s)<br>180lb 98RHP<br>2SB,4pf,GS74,HS2493<br>MacColl&Pollock,Ld Sld. | 21 ″ 0<br>s 7 ″10<br>13 ″ 7 | |
| 29440<br>214722<br>LGQV | **Sagua**<br>(exVan derDuyn)<br>Elec.light Ref.Mchy.<br>Wireless | SteelScSr<br>ssYk.No.1-17<br>2Dks(Stl)&Awngdk<br>(Stl-ws) | 3298<br>2838<br>2005 | ✠100A1<br>Awng dk<br>withfreeboard<br>~~9,21~~ ~~7,20~~ 4,22 BS9,21<br>~~BS7,20~~ ✠LMC6,17<br>✠Lloyd'sRMC~~9,21~~ 11,21 for temp. 50° F. | NYk | u | CL<br>~~9,13~~<br>4,22 | 1914<br>7mo<br>Lloyd | Swan,Hun-<br>ter&Wigham-<br>Richardson,<br>Ld Newcastle<br>'sA&CP | AtlanticFruitCo. | 331·1<br>F43' onAwng dk<br>FK<br>CellDBa | 45·2 | 25·6 | NewYork<br>Utd.States<br>5BHCem<br>80'uE&B56' | T.3Cy.23",38"&63"-39" (s)<br>180lb 440NHP<br>3SB,9cf,GS174,HS7308 FD<br>N.E.MarineEngCoLdNwc<br>f144'607tFPT38tAPT26t | 28 ″ 0<br>s 7 ″ 6<br>21 ″ 1 | |
| 29441 | —<br>(exIxia) | IronScSr<br>ssNwc.2ndNo.3-7,06<br>ssShl.No.2-15<br>2Dks(1Irn&1ptIrn)3trB | 1970<br>1811<br>1254 | ✠<br>8,19<br>✠<br>CarryingMolasses in bulk | Npt | s | | 1881<br>10mo | TyneI.S.B<br>Co.Ld.<br>Newcastle | UnitedStatesFood<br>ProductsCorp.<br>Cell | 287·0<br>P28'B28'F22'<br>FK<br>DB236' 403t FPT | 37·0 | 21·9 | <br>Utd.States<br>6BHCem<br>18tAPT6t | C.2Cy.30"&63"-39"<br>187NHP<br>2SB,4pf,GS73,HS2955<br>N.E.MarineEng.Co.Ld.Sld | 24 ″ 7 | |
| 29442<br>217501<br>LPQT | **Saguache**<br>Elec.light<br>Sub.Sig. Wireless | SteelScSr<br>Fitted for oil fuel<br>2Dks&Web frames | 5021<br>4664<br>3040 | | | ... | | 1919 | American<br>International<br>S.B.Corpn.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 32 ″ 0 | R |
| 29443<br>130526 | **Saguenay**<br>Elec.light<br>Wireless | SteelTwinScSr<br>2Dks | 2777<br>1931<br>1864 | | | ... | | 1911<br>6mo | Fairfield<br>Co.Ld.<br>Glasgow | CanadaSteamship<br>Lines,Ld. | 275·3<br>FK | 40·0 | 14·9 | Montreal<br>British<br>WB | T.8Cy.(2)16¼"(2)25½"&(4)<br>29½"-24" 354NHP<br>FairfieldCo.Ld.Glasgow | 15″10 | |
| 29444<br>JGHQ | **Sagunto**<br>Elec.light<br>Wireless | IronSc<br>ssMsl.No.3-6,89<br>ssMsl.No.1-94<br>1Dk2trB | 962<br>698<br>600 | ✠<br>2,94 | Msl | | | 1875<br>8mo | JReadhead<br>&Co.<br>S.Shields | Cia.Trasmediter-<br>ranea | 205·6<br>P126' F30'<br>BK8″ | 29·0 | 16·9 | Valencia<br>Spanish<br>4BHCem<br>WB= APT | C.2Cy.28"&50"-33"<br>NB02 NDB91 120NHP<br>2SB,4pf<br>J.Readhead&Co.,S.Shields | | V |
| 29445<br>217692<br>LQFT | **Sahale**<br>Wireless<br>Elec.light<br>Sub.Sig. | SteelSc<br>Fitted for oil fuel<br>2Dks&Web frames | 5593<br>4740<br>3422 | | | ... | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>WB | 1GearedSteamTurbine<br>600NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 32 ″ 0 | R |
| 29446<br>OLJS | **Sahara**<br>exPrussia) | IronScSr<br>(exIntrepido,<br>1Dk2trB | 670<br>—<br>375 | | | | | 1883 | F.Schichau<br>Elbing | Soc."LesAffré-<br>teursRéunis"<br>(JeanStern) | 185·8<br>B44'F26' | 26·4 | 17·7 | Algiers<br>French<br>WB | C.2Cy.21⅔"&42½"-23⅔"<br>NB02 73NHP<br>F.Schichau,Elbing | | V |
| 29447 | **Sahir**<br>Elec.light | IronSc3MstSr<br>(exLapwing)<br>2Dks | 1215<br>1004<br>786 | | | ... | | 1879 | Gourlay<br>Bros.<br>Dundee | AbbasPasha | 235·9<br>P61'B60'F51'<br>FK | 32·0 | 18·2 | Constanpl<br>Turkish<br>WB | C.2Cy.27"&58"-36"<br>NB01 168NHP<br>GourlayBros.&Co.Dundee | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand<br>—<br>Navire.<br>—<br>Mach. | 9<br>Par qui.<br>—<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29448<br>21053<br>NLVK | **Saian Maru** SteelSc | 1823<br>—<br>1245 | | | | | | …………… | KabushikiKaisha NittoShokai | 271·2 | 34·1 | 24·6 | Nishino-miya<br>Japanese | | |
| 29449 | **Saigen Maru** SteelSc<br>*1Dk* | 1269<br>1047<br>876 | | | | | 1918 | UchidaS.B &Eng.Co. Yokohama | UchidaKisen KabushikiKaisha | 228·0 | 33·0 | 16·5 | Yokohama<br>Japanese | T.3Cy.14",24"&40"–30"<br>88NHP<br>UchidaEng.Co.Yokohama | |
| 29450<br>26188<br>RSKT | **Saigo Maru** WoodSc | 440<br>—<br>247 | | | | | 1919 | …………… | Yotsumoto Shun-ichi | 144·0 | 27·1 | 15·0 | Saigo<br>Japanese | | |
| 29451<br>15217<br>MDKN | **Saigon Maru** SteelScSr<br>ssKob.No.2–20 ssYka.No.3–11,12<br>(*ex*Alleghany) ~~ssKob.No.1–17~~<br>Wireless *1Dk(ptStl)&*<br>*Spar dk(Stl)&Web frames* | 4466<br>4179<br>2757 | ✠100A1<br>*Spar dk*<br>~~[illegible]~~ 10,19<br>8,21<br>✠LMC ~~[illegible]~~ 8,21 | Osa<br>Kob | *x* | CL<br>~~6,19~~<br>7,21 | 1901<br>3mo | Furness, Withy&CoLd WHartlepool<br>A&CP | OsakaShosen KabushikiKaisha<br>*WB=CellDBa* | 354·0<br>P31'B104'F36'<br>120' *uE&B* 52'*f*126' | 50·3 | 20·3<br>28·2<br>FK | Osaka<br>Japanese<br>6*BHCem*<br>838*tAPT*45*t* | T.3Cy.25",40"&68"–48" (*s*)<br>180lb *100lb* 380NHP<br>3SB,9*cf*,GS148,HS6300<br>NDB09*fitted*11<br>SirC.Furness,Westgarth&Co.Ld.Mdb | 30 |
| 29452<br>13907<br>LRPK | **Saikai Maru** SteelScSr<br>(*ex*Bucentaur, ssKob.2ndNo.3–7,18<br>*ex*Oolong) *2Dks(StlUpt–ws)3trB*<br>*Elec.light* Wireless | 3709<br>3543<br>2320 | ✠100A1<br>3,21 ~~7,20~~<br>✠LMC~~9,19~~<br>3,21 | Syd<br>Kob | *w* | ~~9,19~~<br>3,21 | 1893<br>8mo<br>*Lloyd* | Lon.&Gls. Co.Ld. Glasgow<br>*'sA&CP* | KatsudaKisen KabushikiKaisha | 360·0<br>P17'B72'F44'<br>*WB=CellDB*276'7 | 44·2 | 26·9<br>FK | Kobe<br>Japanese<br>6*BHCem*<br>50*tAPT*103*t* | T.3Cy.24½",39"&64"–48" (*s*)<br>160lb *130lb* NDB06 297NHP<br>2SB,6*cf*,GS105,HS4654 FD<br>Lon.&Gls.Co.Ld.Glasgow | 29 |
| 29453<br>5443<br>JHSG | — WoodSc | 112<br>—<br>61 | | | | | 1901 | …………… | KyushuKisen KabushikiKaisha | 89·3 | 15·2 | 11·7 | Misumi<br>Japanese | | |
| 29454<br>1092<br>HGQF | **Saikio Maru** SteelScSr<br>ssYka.No.3–5,01<br>*Elec.light* ssKob.No.1–05<br>*2Dks(Stl-Uws)&Spardk* | 2849<br>2520<br>1511 | ✠<br>*Spar dk*<br>1,07<br>✠NB6,02✠ | Kob | *u* | | 1888<br>6mo<br>*BHd* | Lon.&Gls. S&ECo(Ld) Glasgow<br>*extendsto Mai* | NipponYusen KabushikiKaisha<br>*WB=Cell*<br>*n deck onlyin Fore* | 325·0<br>F38'<br>*DB*246' 447*t FPT*<br>*Hold* | 41·2 | 18·9<br>26·5<br>BK10" | Tokio<br>Japanese<br>6*BHCem*<br>42*tAPT*12*t* | T.3Cy.33½",54"&87"–54"<br>563NHP<br>2D&2SB,18*cf*,GS280HS8557<br>Lon.&GlsS&ECo(Lim)Gls | 29 |
| 29455<br>129408<br>HWKT | **Saima** SteelScFlat<br>(*Whaler*)<br>*Mchy.Aft* *1Dk* | 192<br>178<br>70 | | | | | 1912 | Smith's DockCo.Ld. Middlesbro' | Chr.Salvesen&Co. | 106·5 | 21·5 | 12·9 | Leith<br>British<br>*WB* | T.3Cy.13½",22"&37½"–24"<br>97RHP<br>Smith'sDockCo.Ld.Mdb. | |
| 29456 | **Sainam** SteelPad<br>*2Dks* | 588<br>280<br>367 | | | | | 1900 | G.Fenwick &Co.Ld. HongKong | SiHingS.S.Co. | 147·0 | 31·0 | 7·2 | Chinese | 2Cy.18"&38"–72"<br>102NHP<br>G.Fenwick&Co.Ld.HKg. | |
| 29457<br>143042 | **St. Abbs** SteelScSr<br>(*Tug*)<br>*1Dk* | 465<br>370<br>8 | | | | | 1919 | Ferguson Bros.(Port Glasgow) Ld. PortGlasgow | TheAdmiralty | 135·4 | 29·0 | 13·6 | London<br>British<br>*WB* | T.3Cy.18¼",28½"&48½"–28"<br>123NHP<br>FergusonBros.(Port Glasgow)Ld.Pt Glasgow | |
| 29458<br>118061<br>VNBJ | **St. Abbs Head** SteelScSr<br>ssLth.No.3–6,16<br>(*ex*Taunton) ssShl.No.1–20<br>*Well deck Mchy.Aft 1Dk(Stl)* | 342<br>232<br>143 | ✠100A1<br>2,22 ~~12,20~~ ~~11,21~~<br>✠LMC<br>~~BS7,20~~ MS11,20 BS11,21 | Shl<br>~~Lon~~ Brs | *e* | ~~11,20~~<br>~~11,21~~<br>2,22 | 1903<br>11mo<br>*Lloyd* | GarstonG. Dk&SBCoLd Garston<br>*'sA&CP* | ~~JohnHarrison,Ld.~~<br>DeansgateSSCoLd<br>(Care&Perry*Mgrs*) | 136·3<br>Q78'B9'F20' | 23·9 | 9·9<br>FK<br>*FPT* | Leith<br>British<br>3*BHCem*<br>17*tAPT*4*t* | C.2Cy.16½"&37"–24" (*s*)<br>130lb 55RHP<br>1SB,2*pf*,GS42,HS1461<br>McKie&Baxter,Glasgow | 10 |
| 29459<br>118316<br>VDSF | **St. Agnes** SteelScSr<br>ssSld.No.3–7,16<br>ssSld.No 1–20<br>*1Dk(ptIrn&ptStl)&Web frames*<br>*Well deck Cargo battens not fitted* | 1195<br>942<br>740 | ✠100A1<br>~~11,20~~ 12,21<br>BS11,21 ✠LMC11,20 | Sld | *n* | CL<br>~~10,20~~<br>12,21 | 1903<br>8mo<br>*Lloyd* | S.P.Austin &Son,Ld. Sunderland<br>*'sA&CP* | StephensonClarke &Co.<br>*WB=CellDB* | 227·8<br>Q85'B50'F26'<br>*a*67' *uE*17'*f*90'293*t* | 35·1 | 14·6<br>FK | London<br>British<br>4*BHCem*<br>*APT*80*t* | T.3Cy.19",31"&51"–36" (*s*)<br>165lb *90lb* 167NHP<br>1SB,4*pf*,GS74,HS2648<br>N.E.MarineEng.CoLd.Sld. | 16 |
| 29460<br>127101 | **St. Agnes No. 1** SteelScK<br>(*Trawler*)<br>*1Dk* | 205<br>202<br>79 | | | … | | 1908 | JTEltring-ham&Co. S.Shields | R.Hastie&Sons, Ld. | 117·2 | 21·6 | 12·4<br>BK7½" | N.Shields<br>British<br>*WB* | T.3Cy.13",21½"&35"–24"<br>80RHP<br>G.T.Grey,SouthShields | 13 |
| 29461<br>144208<br>KGFS | **Saint Aidan** SteelSc<br>*Mchy.Aft 1Dk(Stl)*<br>*Well deck* | 362<br>247<br>138 | ✠100A1<br>6,21 ~~7,20~~<br>✠LMC7,20 | Bwg | *f* | CL<br>6,21 | 1920<br>7mo<br>*Lloyd* | Scott& Sons Bowling<br>*'sA&CP* | J.&A.Gardner& Co.Ld. | 141·5<br>Q81'B8'F24' | 23·8 | 10·1<br>BK7"<br>*FPT*31*t* | Glasgow<br>British<br>3*BHCem*<br>*APT*12*t* | C.2Cy.16"&34"–24" (*s*)<br>130lb 47RHP<br>1SB,2*pf*,GS43,HS1360<br>Fisher's,Ld.Paisley | 11 |
| 29462<br>129108<br>HRFV | **St. Albans** SteelScSr<br>ssSyd.No.2–19<br>*Elec.light 2Dks(Stl–Upt*teak s)<br>*Ref.Mchy.* Wireless | 4119<br>3127<br>2538 | ✠100A1<br>~~[illegible]11,20~~ 12,21<br>~~BS6,20~~ ✠LMC6,19<br>BS4,21<br>✠Lloyd'sRMC~~[illegible]~~13,22 | Syd<br>~~Hng~~ | *w* | CL<br>~~2,18~~<br>5,21 | 1910<br>7mo<br>*Lloyd* | Workman, Clark&Co.Ld Belfast<br>*'sA&CP* | Eastern&Austra-lianS.S.Co.Ld.<br>*WB=*<br>*CellDBa*104'*uE&*<br>~~[illegible] 'tween deck only~~ | 367·2<br>P63'B156'F50'<br>*B*61'*f*150'685*tFPT* | 47·0 | 24·0<br>FK | London<br>British<br>6*BHCem*<br>50*tAPT*25*t* | T.3Cy.27",45"&75"–54" (*s*)<br>190lb 588NHP<br>4SB,12*cf*,GS220,HS8616 FD<br>Wrkman,Clark&Co.Ld.Bel | 26 |
| 29463<br>143353<br>KBVL | **St. Alban's Abbey** SteelSc<br>(*ex*Totmes)<br>*Elec.light* Wireless *2dks&Shelter dk* | 7384<br>6786<br>4523 | Nwc 2,21<br>(*See footnote**) | | | | 1914 | Akt.Ges. "Neptun" Rostock | DavidS.S.Co.Ld. | 475·6<br>F48' | 61·2 | 28·7<br>36·5 | London<br>British<br>*WB* | T3Cy29 9/10"48⅘"&80 1/10"–55 1/10"<br>484NHP<br>A.G."Neptun,"Rostock | |
| 29464 | **St. Alexandre Nevsky** SteelTrp<br>(*Icebreaker*) ScSr<br>*1Dk(Stl)&Awng dk(Stl–*teak s)<br>*Elec.light &Web frames*<br>*2 Screws aft & 1 forward* | *3375*<br>*3302*<br>13[illegible] | ✠100A1<br>*Awng dk*<br>(*withfreeboard*)<br>8,17<br>✠LMC5,17<br>*Now named "Lenin," See No. 38220 in Supplement* | Nwc | *v* | | 1917<br>6mo<br>*Lloyd* | Armstrong Whitworth &Co.Ld. Newcastle<br>*'sA&CP* | RussianGovern-ment<br>*CellDBu E&B*171'<br>*'tween dk* | 264·2<br>584*t Side trimming*<br>*tanks*22' 85*t FPT*19 | 64·1 | 21·2<br>FK | Vladvostk<br>Russian<br>6*BHCem*<br>*tanks*95'872*t*<br>9*t APT*247*t* | T6Cy24½"38"&61"–39"(aft)<br>T3Cy.23",36"&57"–39"(frd)<br>180lb (*s*) 1142NHP<br>8SB,24*cf*,GS484,HS18696FD<br>WllsndSlpwyCo.Ld.Nwc. | 23 |
| 29465<br>OSJF | **Saint Amarin** WoodTwinScSr<br>(*ex*O.–37)<br>*Elec.light* *1Dk* | 1076<br>—<br>611 | | | | | 1919 | W.Lyall S.B.Co.Ld. Vancuvr, BC. | FrenchGovern-ment | 195·4 | 40·5 | 15·3 | Havre<br>French | C.4Cy.12"&24"–16"<br>38NHP<br>SorelMechanicalShopsQbc | |
| 29466<br>OSJI | **Saint Ambroise** SteelSc2Twin Masts<br>*Elec.light* Wireless *2Dks(Stl)* | 3075<br>2818<br>1825 | ✠100A1<br>4,22 ~~4,21~~<br>✠LMC4,20<br>*Fitted for oil* | Msl<br>Ant<br>*fuel*4, | *u*<br>20 | CL<br>4,21<br>*F.P. a* | 1920<br>4mo<br>*Lloyd*<br>*bove* 1 | W.Gray& Co. (1918)Ld. W Hartlepool<br>*'sA&CP*<br>50°F | SociétéNavale de l'Ouest<br>*CellDBa*86'*u* | 310·0<br>P23'F32'<br>*Ba*23'*Bf*23'<br>*E*33'*f*131'699*tFPT* | 46·5 | 23·7<br>FK | Havre<br>French<br>6*BHptCem*<br>20*tAPT*60*t* | T.3Cy.25",41"&68"–45" (*r*)<br>200lb 414NHP<br>3SB,6*cf*,GS132,HS5727 FD<br>Cen.Mar.Eng.Wrks,W Hpl | 26 |
| 29467<br>OSJN | **Saint André** SteelScSr<br>*Elec.light* Wireless *2Dks* | 5765<br>4890<br>3681 | | | … | | 1912 | Atel.&Ch. de laLoire St.Nazaire | Cie.Générale Transatlantique | 397·9<br>P40'B121'F43' | 50·3 | 28·2<br>FK | Havre<br>French<br>*WB* | T.3Cy.25⅗",42½"&68½"–51¼"<br>446NHP<br>Atel.&Ch.de laLoire,Nts. | 31 |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R.<br>Date of T... of Cert |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29468<br>OSJQ | **Saint André** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 286<br>261<br>101 | | | | | 1907 | Atel.&Ch.<br>deFrance<br>Dunkirk | A.Coppin&Cie. | 137·7 \| 23·0 \| 11·6 | Boulogne<br>French<br>WB | T.3Cy.13",21½"&35"-24"<br>60NHP<br>Atel.&Ch.deFrance,Dnk. | | V |
| 29469<br>140659<br>KCMF | **Saint Andrew** SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 5616<br>5448<br>3535 | ✠100A1<br>Shelter dk<br>withfreeboard<br>11,21 ~~8,20~~<br>✠LMC8,19 | Liv<br>Bly | y | CL<br>2,20 | 1919<br>9mo<br>Lloyd | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'sA&CP | Rankin,Gilmour&<br>Co.Ld. | 399·6 \| 53·0 \| 32·8<br>F39'on Shelter dk<br>FK<br>CollisionBH to Shelter dk<br>CellDB 351' 1290t | Liverpool<br>British<br>ptCem<br>6BH to Udk | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>N.E.MarineEngCoLd.Nwc<br>FPT60tAPT90t | 35 ″ 5<br>s 9 ″ 6½<br>26 ″ 3 | |
| 29470<br>135682<br>HMNK | **St. Andrew** SteelTrpSc<br>ssGls.No.3-6.20<br>Elec.light Wireless 2Dks(MptStl-ws)&<br>Awngdk(ptStl-teaks) | 2495<br>1369<br>1015 | ✠ A1<br>Awng dk<br>withfreeboard<br>7,21 ~~6,20~~<br>✠LMC6,20<br>Irish Channel Service | Gls<br>Liv<br>BS3,21 | t | CL<br>6,20 | 1908<br>4mo<br>Lloyd | J.Brown&<br>Co.Ld.<br>Clydebank<br>'sA&CP | Fishguard&Ross-<br>lareRailways&<br>HarboursCo.<br>WB | 351·1 \| 41·1 \| 16·5<br>F44'<br>FK<br>=CellDBuE44'67t | London<br>British<br>9BHAsp<br>DTf10'82t | 3 Steam Turbines (s)<br>185lb 1606NHP<br>8SB,24cf,GS472HS18304 FD<br>J.Brown&Co.Ld.Clydebnk | 17 ″ 8<br>s 3 ″ 5½<br>14 ″ 10 | BT<br>till<br>6,21 |
| 29471<br>143139<br>JWVK | **St. Andrews** SteelSc<br>ssLiv.No.3-5,21<br>(exSofia) 1Dk(Stl)&Shelter dk(Stl)<br>Elec.light<br>Wireless | 4145<br>3873<br>3041 | 100A1<br>Shelter dk<br>withfreeboard<br>2,22 ~~5,21~~<br>LMC4,21 | Liv<br>Cff | | CL<br>~~4,21~~<br>2,22 | 1914<br>Lloyd | Akt.Ges.<br>"Neptun"<br>Rostock<br>'sA&CP | TreherbertS.S.Co.<br>Ld.(Morel,Ld.<br>Mgrs) | 339·4 \| 48·1 \| 28·9<br>F33' on Shelter dk<br>FK<br>CellDBa141'uE24'f106'792tFPT110t<br>CollisionBHtoShelterdk | London<br>British<br>~~6BH~~Cem<br>APT60t<br>5BH to Udk | T.3Cy.23⅝",38$\frac{3}{16}$"&62"-41$\frac{3}{16}$"<br>190lb (s) 308NHP<br>2SB,6cf,GS98,HS4160 FD<br>A.G."Neptun,"Rostock | 31 ″ 6<br>s 8 ″ 9<br>23 ″ 1 | |
| 29472<br>143283 | **St. Anne** SteelScSr<br>(Tug)<br>1Dk | 465<br>370<br>10 | | | | | 1920 | Ferguson<br>Bros.(Port<br>Glasgow)Ld.<br>PortGlasgow | TheAdmiralty | 135·4 \| 29·0 \| 13·6 | London<br>British<br>WB | T.3Cy.18¼",28½"&48¼"-28"<br>123NHP<br>FergusonBros.(Port Glasgow)Ld.Pt.Glasgow | | C |
| 29473<br>219567<br>LVNB | **St. Anthony** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless Longitudinal framing | 4839<br>4271<br>2994 | | | | | 1920 | ToddD.D.<br>&Const.Co.<br>Tacoma | UnitedStates<br>ShippingBoard | 379·1 \| 53·1 \| 27·1<br>P39'B102'F42' | Tacoma<br>Utd.States<br>WB | T.3Cy.24",40"&70"-48"<br>339NHP<br>ToddD.D.&Cnst.Corp.Tac. | | R |
| 29474<br>109248 | **Saint Anthony** SteelScSk<br>(Barge)<br>1Dk | 115<br>86<br>43 | | | ... | | 1899 | Taylor&<br>Mitchell<br>Greenock | NeptuneMarine<br>SalvageCo.Ld.<br>(J.Johnston,Mgr) | 80·4 \| 19·6 \| 7·5<br>Q25'F15'<br>BK6" | Greenock<br>British<br>WB | C.2Cy.10"&20"-16"<br>Emde93fittd99NB99 30RHP<br>Walker,Henderson&C.Gls | 8 ″ 0 | |
| 29475<br>OSJW | **Saint Antoine** SteelTwinScSr<br>ssMns.No.1-14<br>(exAngra,exRioMachado) 1Dk(pt<br>Elec.light Teak)&Promenade dk(Teak) | 919<br>—<br>515 | ✠ | Mns | | | 1911<br>1mo | RitchieGraham&Milne<br>Glasgow | Ph.Camoin | 180·1 \| 36·1 \| 8·7<br>F35'<br>FK | Marseilles<br>French<br>5BHCem | T.6Cy.11",18"&29"-21"<br>117NHP<br>1SB,3cf,GS63,HS2254<br>J.G.Kincaid&Co.Ld.Grk. | 9 ″ 1 | V |
| 29476<br>OSJY | — SteelScSr<br>(exNorseman)<br>Welldeck Elec.light 1Dk2trB | 807<br>676<br>504 | | | ... | | 1890 | Day,Summers&Co.<br>Southampton | UnionCommercialeetdeNav.<br>Calédonienne | 230·1 \| 30·0 \| 12·4<br>P123'F37'<br>BK8" | Noumea<br>French<br>WB | T.3Cy.16½",26"&44"-36"<br>NB11 125NHP<br>Day,Summers&Co.,Sou. | 15 ″ 10 | |
| 29477<br>145042<br>KGWC | **St. Aristell** SteelSc<br>Elec.light 1Dk(Stl) | 413<br>370<br>9 | ✠ A1<br>For towing purposes<br>10,20<br>✠LMC10,20 | Yar | | CL | 1920<br>9mo<br>Lloyd | Crabtree&<br>Co.Ld.<br>Gt.Yarmouth<br>'sA&CP | TheAdmiralty | 135·2 \| 29·1 \| 13·6<br>F32'<br>BK6"<br>CellDBuBunkers17'19t FPT25t | London<br>British<br>3BHCem<br>APT38t | T.3Cy.18¼",28½"&48¼"-28"<br>180lb (s) 208NHP<br>2SB,6cf,GS87,HS3384 FD<br>Crabtree&Co.Ld. | 16 ″ 0<br>s 2 ″ 0½<br>14 ″ 7 | |
| 29478<br>143330<br>KCHF | **St. Arvans** SteelSc<br>Elec.light 1Dk(Stl) | 420<br>367<br>7 | ✠ A1<br>For towing purposes<br>10,19<br>✠LMC8,19 | Lon | | | 1919<br>7mo<br>Lloyd | Day,Summers&Co.Ld.<br>Southampton<br>'sA&CP | TheAdmiralty | 135·0 \| 29·1 \| 13·7<br>F35'<br>BK6"<br>CellDBuBunkers17'19tFPT | London<br>British<br>3BHCem<br>26tAPT38t | T.3Cy.18¼",28½"&48¼"-28"<br>180lb (s) 208NHP<br>2SB,6cf,GS87,HS3384 FD<br>Day,Summers&Co.Ld.Sou. | 16 ″ 2<br>s 2 ″ 1<br>14 ″ 8 | |
| 29479<br>143447 | **St. Athan** SteelScSr<br>Elec.light 1Dk(Stl) | 419<br>367<br>7 | ✠ A1<br>For towing purposes<br>6,20<br>✠LMC12,19 | Sou | | | 1919<br>11mo<br>Lloyd | Day,Summers&Co.Ld.<br>Southampton<br>'sA&CP | TheAdmiralty | 135·0 \| 29·1 \| 13·7<br>F35'<br>BK6"<br>CellDBuBkr17' 19t FPT26t | London<br>British<br>3BHCem<br>APT38t | T.3Cy.18¼",28½"&48¼"-28"<br>180lb (s) 208NHP<br>2SB,6cf,GS87.HS3384 FD<br>Day,Summers&Co.Ld.Sou. | 16 ″ 2<br>s 2 ″ 1<br>14 ″ 8 | |
| 29480<br>142612 | **St. Aubin** SteelScSr<br>Elec.light 1Dk(Stl) | 468<br>371<br>14 | ✠ A1<br>For towing purposes<br>8,18<br>✠LMC8.18 | Gls | | | 1918<br>8mo<br>Lloyd | Harland&<br>Wolff,Ld.<br>Glasgow<br>'sA&CP | TheAdmiralty | 135·5 \| 29·0 \| 13·6<br>F32'<br>BK6"<br>Cell DBa17'19t FPT | London<br>British<br>3BHCem<br>26tAPT38t | T.3Cy.18¼",28½"&48¼"-28"<br>180lb (s) 208NHP<br>2SB,6cf,GS88,HS3384 FD<br>Harland&Wolff,Ld.Gls. | 16 ″ 0 | |
| 29481<br>218242<br>LRMK | **St. Augustine** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. Wireless 1Dk2trB<br>in fore & after holds & Web frames | 3283<br>3005<br>2000 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0 \| 46·2 \| 25·0<br>P30'B90'F35'<br>FK | NewarkNJ<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| * 29482<br>143311<br>KBQH | **St. Augustine Abbey** SteelSc<br>ssRot.No.2-21<br>(exAtto) 2Dks(Stl)& Shelter dk(Stl)<br>Elec.light Wireless<br>Now "Hoogkerk," See No. 37760 in Supplement | 5125<br>4816<br>3205 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,21<br>✠LMC1,21 | Rot | d† | CL<br>5,19 | 1911<br>9mo<br>Lloyd | Flensburgr<br>Schiffsb.Ges.<br>Flensburg<br>'sA&CP | DavidS.S.Co.Ld. | 410·0 \| 54·7 \| 26·7<br>FonShelter dk41'<br>FK<br>CellDBa134'uE30' f181'1195tFPT | London<br>British<br>7BHCem<br>77tAPT15t | Q.4Cy.24",34",51"&74"-54"<br>213lb (s) 563NHP<br>3SB,9cf,GS183,HS7808 FD<br>FlensburgerSchiffsb.Ges. | 29 ″ 3<br>s 3 ″ 10<br>25 ″ 10 | |
| 29483<br>OSKJ | **Saint Avold** WoodTwinScSr<br>(exC.-38)<br>Elec.light 1Dk | 1174<br>840<br>698 | | | | | 1919 | W.Lyall<br>S.B.Co.Ld.<br>Vancouver,<br>B.C. | FrenchGovernment | 195·6 \| 40·6 \| 15·3<br>P91'B10'F28' | Havre<br>French | C.4Cy.12"&24"-16"<br>38NHP<br>SorelMechanicalShops,<br>Quebec | | |
| 29484<br>OSKL | **Saint Aygulf** SteelSc<br>Elec.light Wireless 2Dks | 3860 | | | | | 1920 | Napier&<br>Miller,Ld.<br>Glasgow | Soc.Française<br>d'Armement<br>Em.Frisch&Co. | 365·0 \| 49·0 \| 27·0<br>F36' | Marseilles<br>French<br>WB | T.3Cy.26",42½"&69"-48"<br>330NHP<br>Dunsmuir&JacksonLd Gls | | |
| 29485<br>141931 | **Saint Barchan** SteelSc3MstSr<br>Mchy.Aft 1Dk(Stl) | 356<br>247<br>141 | ✠100A1<br>2,22 11,20<br>✠LMC10,19 | Bwg<br>Bry | f | CL | 1919<br>10mo<br>Lloyd | Scott&<br>Sons<br>Bowling<br>'sA&CP | J.&A.Gardner&<br>Co.Ld. | 141·6 \| 23·8 \| 10·1<br>Q81'B8'F24'<br>BK7"<br>FPT | Glasgow<br>British<br>3BHCem<br>31tAPT12t | C.2Cy.16"&34"-24" (s)<br>130lb 47RHP<br>1SB,2pf,GS42,HS1388<br>Fishers,Ld.Paisley | 11 ″ 0<br>s 3 ″ 5½<br>11 ″ 3 | |
| 29486<br>OSKN | **Saint Barthelemy** SteelScSr<br>(exSahel,exKarthago.<br>exGeiserich) 1Dk(Stl)&<br>Elec.light Awng dk&Web frames<br>Wireless | 1476<br>—<br>919 | ✠<br>Awng dk<br>withfreeboard<br>8,89<br>✠ | Hpl | o | | 1889<br>7mo | W.Gray&<br>Co.Ld.<br>WHartlepool | Soc.Navale de<br>l'Ouest | 245·5 \| 35·1 \| 14·9<br>21·9<br>WB=CellDB205'309t | Havre<br>French<br>4BHCem | T.3Cy.19",30½"&51"-36"<br>156NHP<br>Cen.Mar.Eng.Wrks.WHpl | 24 ″ 3 | V |
| 29487<br>139596 | **St. Baruch** SteelTwinSc<br>1Dk | 177<br>177<br>— | | | ... | | 1916 | Cox&Co.<br>(Engineers),<br>Ld.<br>Falmouth | BarryRailwayCo. | 85·7 \| 25·1 \| 12·5<br>BK6¼" | Cardiff<br>British | C.4Cy.17"&34"-22"<br>99RHP<br>Cox&Co.(Engnrs),Ld.Fal. | 13 ″ 0 | |

| 1<br>Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Materiaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Official.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après la formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29488<br>OSKP | **Saint Basile** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Fitted for oil fuel 8,20 F.P. above 150° F.* | 2835<br>2511<br>1744 | ✠100A1<br>2,21<br>✠LMC8,20 | Msl | *u* | CL<br>2,21 | 1920<br>8mo<br>*Lloyd* | Livingstne<br>&Cooper,Ld.<br>Hessle<br>'*sA&CP* | Soc.Navale de l'Ouest<br>*CellD* | 324·5<br>P28'B85'F35'<br>FK<br>*B262' 690t FPT66t* | 44·1 | 23·2 | Havre<br>French<br>6*BHptCem*<br>*APT58t* | T.3Cy.20½",33"&54"-39' (*s*)<br>180lb 234NHP<br>2SB,*6cf*,GS126,HS4104<br>G.T.Grey&Co.Ld.S.Shl. |
| 29489<br>142683 | **St. Bees** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*) | 422<br>371<br>1 | ✠ A1<br>*For towing purposes*<br>10,18<br>✠LMC10,18 | Gls | | | 1918<br>10mo<br>*Lloyd* | Harland&<br>Wolff,Ld.<br>Glasgow<br>'*sA&CP* | TheAdmiralty<br>*Cell* | 135·5<br>F39'<br>BK6"<br>*DBa17'19t FPT26t* | 29·0 | 13·7 | London<br>British<br>3*BHCem*<br>*APT38t* | T.3Cy.18¼",28½"&48¼"-28'<br>180lb (*s*) 208NHP<br>2SB,*6cf*,GS87HS,3384 FD<br>JohnBrown&Co.Ld.Gls. |
| 29490<br>140637<br>KBSG | **Saint Bede** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 4663<br>4293<br>2886 | ✠100A1<br>1,22~~7,20~~<br>✠LMC7,19 | NYk<br>Mch | *y* | CL | 1919<br>7mo<br>*Lloyd* | Lithgows,<br>Ld.<br>PortGlasgow<br>'*sA&CP* | SaintLine,Ld.<br>(Rankin,Gilmour &Co.Ld.*Mgrs.*)<br>*C* | 384·9<br>P49'B113'F38'<br>FK<br>*ellDB331'985tFPT* | 52·0 | 26·7 | Liverpool<br>British<br>7*BHCem*<br>*132tAPT20t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Rankin&BlackmoreLdGrk |
| 29491<br>143381 | **St. Blazey** SteelScSp<br>(*Tug*)<br>1*Dk* | 463<br>370<br>29 | | | | | 1919 | J.Cran&<br>SomervilleLd<br>Leith | TheAdmiralty | 135·4 | 29·1 | 13·6 | London<br>British<br>*WB* | T.3Cy.18¼",28½"&48¼"-28'<br>123NHP<br>JCran&Somerville,Ld.Lt |
| 29492<br>[illegible]<br>KDRW | **St. Boniface** SteelSc<br>(*Tug*)<br>1*Dk*<br>For full particulars See No.39357 in Supplement | 468<br>[illegible]<br>20 | | | | | 1919 | Fleming&<br>Ferguson,Ld.<br>Paisley | TheAdmiralty | 135·7 | 29·0 | 13·6 | London<br>British<br>*WB* | T.3Cy.18¼",28½"&48¼"-28'<br>123NHP<br>Fleming&Fergusn,Ld.Ps |
| 29493 | **St. Botolph** SteelSc<br>1*Dk*(*Stl*) | 444<br>371<br>8 | ✠ A1<br>*For towing purposes*<br>10,20<br>✠LMC3,19 | Nwc | | ~~CL~~<br>1,20 | 1919<br>3mo<br>*Lloyd* | Livingstne<br>&Cooper,Ld.<br>Hessle<br>'*sA&CP* | TheAdmiralty<br>*Ce* | 135·5<br>F32'<br>BK6"<br>*llDBuB17'19tFPT* | 29·0 | 13·7 | London<br>British<br>3*BHCem*<br>*26tAPT38t* | T3Cy18¼",28½"&48¼"-28'(*s*)<br>180lb 208NHP<br>2SB,*6cf*,GS87,HS3384 FD<br>Earle'sCo.Ld.Hull |
| 29494 | **St. Breock** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames* | 451<br>393<br>43 | ✠ A1<br>*For towing purposes*<br>5,20<br>✠LMC5,20 | HKg | *g* | CL | 1920<br>5mo<br>*Lloyd* | HongKong<br>&Whampoa<br>Dk.Co.Ld.<br>HongKong<br>'*sA&CP* | TheAdmiralty<br>*CellDBbetweenE&* | 135·0<br>F32'<br>BK6½"<br>*B17' f7'28tFPT30t* | 29·1 | 15·1 | HongKong<br>British<br>3*BHCem*<br>*APT32t* | T.3Cy.18",29"&48"-33' (*s*)<br>180lb 212NHP<br>2SB,*6cf*,GS87,HS3384 FD<br>HongKong&<br>WhampoaDk.Co.Ld. |
| 29495<br>OSKQ | **Saint Brevin** SteelSc<br>*Elec.light* 1*Dk* | 175<br>134<br>80 | | | | | 1908 | DelaBrosse<br>&Fouché<br>Nantes | Messageries de l'Ouest (Cie.de Transp.Mar.) | 123·0<br>len13 | 21·7 | 6·7 | Nantes<br>French<br>*WB* | T.3Cy.9⅝",14¾"&23⅝"-14⅛"<br>21NHP<br>DelaBrosse&Fouché,Nts. |
| 29496<br>OSKV | **Saint-Brieuc** SteelSc<br>*Elec.light* 1*Dk* | 461<br>—<br>135 | | | | | 1904 | DelaBrosse<br>&Fouché<br>Nantes | Vte.Le Gualès de Mézaubran | 180·0<br>P52'H-F29' | 24·8 | 11·9 | LeLégué<br>French<br>*WB* | T.3Cy.15⅝",24⅞"&40⅜"-26"<br>83NHP<br>De la Brosse&Fouché,Nts. |
| 29497<br>OSKW | **Saint Camille** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless<br>*Fitted for oil fuel 10,20 F.P. above 150° F.* | 3241<br>2818<br>1909 | ✠100A1<br>4,22 ~~8,21~~<br>✠LMC10,20 | Ant | *u* | CL | 1920<br>9mo<br>*Lloyd* | W.Gray&<br>Co.(1918)Ld.<br>W Hartlepool<br>'*sA&CP* | Soc.Navale de l'Ouest<br>*Ce* | 310·2<br>P23'Ba23'Bf23'<br>F32' FK<br>*llDBa86'uE&B49'*<br>*f131'758tFPT120t* | 46·5 | 23·7 | Havre<br>French<br>6*BHptCem*<br>*APT60t* | T.3Cy.25",41"&68"-45" (*r*)<br>200lb 414NHP<br>3SB,*6cf*,GS132,HS5727 FD<br>Cen.Mar.E.WrksLd.WHp |
| 29498<br>143165 | **St. Catherine** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 444<br>371<br>8 | ✠ A1<br>*For towing purposes*<br>9,20<br>✠LMC5,19 | Lth | | | 1919<br>5mo<br>*Lloyd* | Livingstne<br>&Cooper,Ld.<br>Hessle<br>'*sA&CP* | TheShippingController (Alexandra TowingCoLd*Mgs.*)<br>*CellDBu* | 135·5<br>F32'<br>BK6"<br>*Bunker17'19tFPT* | 29·0 | 13·6 | London<br>British<br>4*BHCem*<br>*26tAPT38t* | T.3Cy.18¼",28½"&48¼"-28'<br>180lb (*s*) 208NHP<br>2SB,*6cf*,GS87,HS3384 FD<br>Earle'sCo.Ld.Hull |
| 29499<br>214443<br>LGJH | **St. Charles** IronScSr<br>*Elec.light* (*ex*Plan deGuadaloupe, *ex*Olympia,*ex*Lanfranc) 2*Dks* | 1671<br>1463<br>1020 | | | | | 1884 | T.Royden<br>&Sons<br>Liverpool | MaruNav.Co. | 280·9<br>P55*t* | 34·1 | 22·9 | NewYork<br>Utd.States | C.2Cy.28"&58"-48"<br>194NHP<br>G.Forrester&Co.Liverpool |
| 29500<br>OSKZ | **Saint Charles** SteelScSr<br>(*ex*Mirone,*ex*Portugal)<br>*Elec.light* 1*Dk*&*Spar dk* | 950<br>862<br>567 | | | | | 1890 | Howaldts-<br>werke<br>Kiel | LouisCastel | 199·1<br>B50' | 29·3 | 18·3 | Cette<br>French<br>*Wb* | T.3Cy.15⅝",22¼"&36½"-23⅝"<br>NB99 65NHP<br>Howaldtswerke,Kiel |
| 29501<br>OSLG | **Saint Christophe** IronTwinSc<br>*Elec.light* 1*Dk*&*Promenade dk* | 245<br>—<br>33 | | | | | 1913 | Chantiers<br>deLaPallice<br>LaRochelle-<br>Pallice | Messageries de l'Ouest (Cie.de Transp.Mar.) | 132·8 | 32·7 | 7·3 | Nantes<br>French | C.4Cy.13¾"&25½"-14½"<br>40NHP |
| 29502<br>Lost by Fire 8,21<br>OSLM | **Saint Clair** IronScSr<br>*ss*Msl.3rdNo.3-9,13<br>(*ex*Hellespont,*ex*Jasper, *ss*Msl.No.1-18<br>*ex*Balmuir) 2*Dks*(1*Irn*-ws) | 1355<br>1231<br>822 | ~~✠100A1~~<br>12,20<br>✠NB4,92<br>~~[illegible]~~ | Msl<br>~~LMC8,18~~ | *q* | 12,20 | 1879<br>1mo | Gourlay<br>Bros.<br>Dundee<br>A&CP | Gillet&Fils<br>*WB=DB* | 258·1<br>P36'B57'F30'<br>BK8½"<br>*a54' f50'uE & B14'* | 32·0 | 20·2 | Marseilles<br>French<br>7*BHCem*<br>*FPT&APT* | C.2Cy.32"&56"-36"<br>80lb *80lb* NDB02 134NHP<br>1SB,*4pf*,GS69,HS1956<br>GourlayBros.&Co.Dundee |
| 29503<br>56613<br>HLBD | —  IronScSr<br>*ss*Abn.6thNo.3-12,19<br>*Elec.light* Wireless 1*Dk*2*trB* | 637 ~~682~~<br>481<br>350 | ✠*A1<br>2,21~~11,20~~<br>✠LMC12,19<br>✠NE&B12,19 BS11,20 | Lth<br>Abn | | CL<br>N~~12,19~~<br>12,21 | 1868<br>2mo | Randolph,<br>Elder&Co.<br>Glasgow<br>A&CP | N.ofScotland,Orkney&ShetlandStm Nav.Co. | 205·6<br>P50'B57'F17'<br>ND85&95 BK7"<br>ptND14 | 26·6 | 14·1 | Aberdeen<br>British<br>4*BHCem* | T.3Cy.16",27"&45"-30"<br>~~C.2Cy.38¼"&67¼"-38"~~ (*r*)<br>190lb*100lb* NDB19 137NHP<br>1DB,*6cf*,GS82,HS2284<br>Hall,Russell&Co.Abn. |
| 29504<br>118797<br>VNBD | —  SteelScK<br>*ss*Hul.No.3-9,19<br>1*Dk* | 255<br>232<br>103 | ✠100A1<br>*StmTrawler*<br>2,22~~9,19~~<br>~~BS8,20~~ ✠LMC9,19<br>BS6,21 | Hul | | CL<br>~~9,19~~<br>2,22 | 1904<br>1mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>'*sA&CP* | T.Hamling&Co.Ld | 128·3<br>Q51'<br>ND21 BK7" | 22·2 | 12·0 | Hull<br>British<br>4*BHCem* | T.3Cy.13",22"&37"-24" (*s*)<br>200lb 70RHP<br>1SB,*2cf*,GS36,HS1200<br>C.D.Holmes&Co.Hull |
| 29505<br>144336<br>KDQW | **St. Claude** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 444<br>371<br>8 | ✠ A1<br>*For towing purposes*<br>8,20<br>✠LMC3,20 | Ant | | | 1920<br>3mo<br>*Lloyd* | Livngstone<br>&Cooper,Ld.<br>Hessle,Hull<br>'*sA&CP* | The Admiralty<br>*CellDBu* | 135·5<br>F32'<br>BK6"<br>*Bkrs17'19tFPT26t* | 29·0 | 13·6 | London<br>British<br>3*BHCem*<br>*APT38t* | T.3Cy.18¼",28½"&48¼"-28'<br>180lb (*s*) 208NHP<br>2SB,6*cf*,GS87,HS3384 FD<br>Earle'sCo.Ld.Hull |
| 29506<br>143306 | **St. Clears** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*) | 444<br>371<br>8 | ✠ A1<br>*For towing purposes*<br>7,19<br>✠LMC7,19 | Hul | | | 1919<br>7mo<br>*Lloyd* | Livingstne<br>&Cooper,Ld.<br>Hessle<br>'*sA&CP* | TheAdmiralty<br>*CellDBu* | 135·5<br>F32'<br>BK6"<br>*Bunkers17'19tFPT* | 29·0 | 13·6 | London<br>British<br>3*BHCem*<br>*26tAPT38t* | T.3Cy.18¼",28½"&48¼"-28'<br>180lb (*s*) 208NHP<br>2SB,*6cf*,GS87,HS3384 FD<br>Earle'sCo.Ld.Hull |
| 29507<br>~~143700~~<br>~~KCWQ~~ | **St. Clement** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 465<br>370<br>10 | | | | | 1919 | Ferguson<br>Bros.Ld.<br>PortGlasgow | ~~TheAdmiralty~~<br>~~Crichton,Thomson&Co.Ld.~~ | 135·4<br>F28' | 29·0 | 13·6 | ~~London~~<br>~~British~~<br>Spanish *WB* | T.3Cy.18¼",28½"&48¼"-28'<br>123NHP<br>FergusonBros.Ld.P.Gl. |
| 29508<br>110866 | **St. Cloud** SteelScK<br>*ss*Gms.No.3-7,11<br>*ss*Gms.No.2-19<br>(*ex*Hajen,*ex*St.Louis) 1*Dk* | 189<br>172<br>93 | ✠100A1<br>*StmTrawler*<br>~~10,19~~ 11,21<br>✠NB7,13 ✠LMC10,19<br>BS11,21 | Gms | | CL<br>10,19 | 1899<br>2mo<br>*Lloyd* | Earle'sCo.<br>Ld.<br>Hull<br>'*sA&CP* | J.Coombes | 108·9<br>Q46'F20'<br>BK7½" | 21·0 | 10·9 | Grimsby<br>British<br>3*BHCem* | T.3Cy.11½",20"&32"-22" (*s*)<br>180lb 50RHP<br>1SB,*2pf*,GS33,HS1027<br>Earle'sCo.Ld.Hull |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B.of TradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29509<br>143032 | **St. Columb** SteelScSr<br>(*Tug*)<br>*Elec.light* 1*Dk* | 419<br>370<br>9 | | | | | 1918 | J.Crichton<br>&Co.Ld.<br>Chester | TheAdmiralty | 135·2<br>F35' | 29·1 | 13·6 | London<br>British | T.3Cy.18¼",28½"&48¼"–28"<br>123NHP<br>FawcettPreston&CoLdLiv | | C |
| 29510<br>OSLW | **Saint Corentin II.** SteelScK<br>(*ex*Capucine.*ex*Shimonoseki Maru,*ex*YebisuMaruNo.3) 1*Dk* | 236<br>—<br>79 | | | | | 1911 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | Cie.Lorientaise de Chalutage | 116·8<br>Q67'F19' | 23·3 | 13·4 | Lorient<br>French | T.3Cy.12½",20"&33"–23"<br>52NHP<br>KawasakiDkydCoLdKobe | | V |
| 29511<br>138943<br>JMLB | **St. Cuthbert** SteelScK<br>*ss*Brw.No.1–19<br>*Elec.light* 1*Dk* | 311<br>282<br>162 | ✠100A1<br>*StmTrawler*<br>2,20<br>BS10,20 ✠LMC9,19 | Lan | | CL<br>9,19 | 1916<br>3mo | Cochrane<br>&Sons,Ld.<br>Selby<br>*Lloyd*'*sA&CP* | TheNewDks.Stm. Trlg.Co.(Fleetwd) Ld.(Taylor&Tomlinson,Ld.*Mgrs.*) | 137·0<br>Q75'F22'<br>BK8" | 23·5 | 12·3 | Fleetwood<br>British<br>4*BHCem*<br>*APT*6*t* | T.3Cy.13",23"&37"–24" (*s*)<br>180lb 80RHP<br>1SB,3*pf*,GS43,HS1332<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 0 | |
| 29512<br>138235<br>JKTG | **St. Cyr** SteelScK<br>*ss*Hul.No.1–20<br>*Elec.light* 1*Dk* | 315<br>277<br>126 | ✠100A1<br>*StmTrawler*<br>2,21 ✠LMC8,20<br>BS11,21 | Hul | | CL<br>2,21 | 1915<br>3mo | Cochrane&<br>Sons,Ld.<br>Selby<br>*Lloyd*'*sA&CP* | J.Johnson (HudsonBros, *Mgrs.*) | 135·3<br>Q74'F21'<br>BK8" | 23·5 | 12·6 | Scarboro'<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 84RHP<br>1SB,3*pf*,GS58,HS1350<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 4 | |
| 29513<br>OSLY | **Saint Cyrille** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 3075<br>2812<br>1826 | ✠100A1<br>12,21~~11,20~~<br>✠LMC11,20<br>*Fitted for oil fuel* 11,20 *F.P. above* 150° F. | Hpl<br>Ant | *u* | CL<br>12,21 | 1920<br>11mo | W.Gray&<br>Co.(1918)Ld.<br>WHartlepool<br>*Lloyd*'*sA&CP* | SociétéNavale de l'Ouest | 310·1<br>B*a*23'B84'B*f*23'<br>F32' FK<br>*CellD B*265'758*tFPT*120*t* | 46·5 | 23·7 | Havre<br>French<br>6*BHptCem*<br>*APT*60*t* | T.3Cy.25",41"&68"–45" (*r*)<br>200lb 414NHP<br>3SB,6*cf*,GS132,HS5727 FD<br>Cen.Mar.E.Wks.Ld.WHpl | 26 ″ 3<br>s 4 ″ 1¼<br>22 ″ 4 | |
| 29514<br>143073 | **St. Cyrus** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 419<br>370<br>9 | | | | | 1918 | J.Crichton<br>&Co.Ld.<br>Chester | TheAdmiralty | 135·0<br>F35' | 29·1 | 13·6 | London<br>British | T.3Cy.18¼",28½"&48¼"–28"<br>123NHP<br>FawcettPreston&CoLdLiv | | C |
| 29515<br>123675<br>HGQN | **St. David** SteelTrpScSr<br>*ss*Gls.No.3–10,19<br>*Elec.light* 2*Dks*(*MptStl*–ws)<br>Wireless &*Shelter dk*(*ptStl*–teak s) | 2457<br>1320<br>1006 | ✠ A1<br>*Shelter dk with freeboard*<br>1,22 ~~1,21~~<br>BS1,22<br>~~BS1,21~~ ✠LMC10,19<br>*Irish Channel Service* | Bkn<br>Liv | *t* | S10,19<br>P1,22 | 1906<br>8mo | J.Brown&<br>Co.Ld.<br>Clydebank<br>*Lloyd*'*sA&CP* | Fishguard&RosslareRailways&HarboursCo. | 350·8<br>F44' FK<br>*WB* = *CellDBuE*44'67*t* | 41·1 | 16·5 | London<br>British<br>9*BHAsp*<br>*DTf*20'172*t* | 3SteamTurbines (*s*)<br>185lb 1606NHP<br>8SB,24*cf*,GS473HS18304 FD<br>J.Brown&Co.Ld.Clydebnk | 17 ″ 8<br>s 3 ″ 5½<br>14 ″ 10 | BT till 12,21 |
| 29516<br>142217 | **St. Day** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes* | 451<br>393<br>35 | ✠ A1<br>*For towing purposes*<br>3,19 ✠LMC3,19 | HKg | *g* | CL | 1919<br>3mo | Taikoo<br>Dockyard&<br>Eng.Co.Ld.<br>HongKong<br>*Lloyd*'*sA&CP* | TheAdmiralty | 135·0<br>F32' BK6"<br>*CellDB between E&B*17'*f*7'28*t FPT* | 29·1 | 15·1 | HongKong<br>British<br>3*BHCem*<br>30*tAPT*32*t* | T.3Cy.18",29"&48"–33" (*s*)<br>180lb 213NHP<br>2SB,6*cf*,GS87,HS3384 FD<br>TaikooDkyd&ECoLdHKg | 16 ″ 2 | |
| 29517 | **Saint Denis** SteelSc<br>*Elec.light* | 3235<br>2812<br>1905 | 100A1<br>(*Class Contemplated*) | | | | 1921 | W.Gray&<br>Co.(1918)Ld.<br>WHartlepool | Soc.Nav.de l'Ouest | 310·0<br>P23'B85'F32'<br>*PartSheltr dk a* 22'<br>*PartSheltr dk f* 22' | 46·5 | 23·7 | Havre<br>French | T.3Cy.25",41"&68"–45"<br>Cen.Mar.Eng.Wks.W.Hpl | | |
| 29518<br>123938<br>HNJM | **St. Denis** SteelTrpScSr<br>*ss*Gls.No.3–3,20<br>*Elec.light* Sub.Sig. Wireless 2*Dks*<br>(*ex*Munich) | 2435<br>1503<br>1025 | | | ... | | 1908 | J.Brown<br>&Co.Ld.<br>Clydebank | Gt.EasternRly.Co. | 331·0<br>P63'B&F254'<br>BK6" | 43·2 | 17·8 | Harwich<br>British<br>*WB* | 3 Steam Turbines<br>1325NHP<br>J.Brown&Co.Ld.Clydebnk | 18 ″ 9 | BT till 3,22 |
| 29519<br>136228<br>JKTF | — SteelScK<br>*ss*Hul.No.1–20<br>*Elec.light* 1*Dk* | 294<br>270<br>128 | ✠100A1<br>*StmTrawler*<br>2,21 ✠LMC6,20<br>BS8,21 | Hul | | CL<br>6,20 | 1915<br>2mo | Cochrane<br>&Sons,Ld.<br>Selby<br>*Lloyd*'*sA&CP* | StorrsStm.TrawlingCo.,Ld. (J.W.Storr,*Mgr.*) | 133·5<br>Q72'F21'<br>BK7½" | 23·0 | 12·3 | Hull<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–24" (*s*)<br>180lb 78RHP<br>1SB,3*pf*,GS48,HS1290<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 1 | |
| 29520<br>OSLZ | **Saint Didier** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2828<br>2511<br>1725 | ✠100A1<br>2,22~~2,21~~<br>✠LMC11,20<br>*Fitted for oil fuel* 11,20 *F.P. above* 150° F. | Msl | *u* | CL<br>2,21 | 1920<br>11mo | Livingstne<br>&Cooper,Ld.<br>Hessle<br>*Lloyd*'*sA&CP* | Soc.Navale de l'Ouest | 324·5<br>P28'B85'F35' FK<br>*CellD B*262'690*t FPT*66*t* | 44·1 | 23·2 | Havre<br>French<br>6*BHptCem*<br>*APT*58*t* | T.3Cy.20½",33"&54"–39" (*s*)<br>180lb 234NHP<br>2SB,6*cf*,GS126,HS4104<br>G.T.Grey&Co.Ld.S.Shl. | 25 ″ 6<br>s 3 ″ 11<br>21 ″ 10 | |
| 29521<br>142218 | **St. Dogmael** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames* | 451<br>393<br>35 | ✠ A1<br>*For towing purposes*<br>3,19 ✠LMC3,19 | HKg | *g* | CL | 1919<br>3mo | Taikoo<br>Dockyard&<br>Eng.Co.Ld.<br>HongKong<br>*Lloyd*'*sA&CP* | TheAdmiralty | 135·0<br>F32' BK6"<br>*CellDB between* | 29·1 | 15·1 | HongKong<br>British<br>3*BHCem*<br>*E&B* 17' *f*7' | T.3Cy.18",29"&48"–33" (*s*)<br>180lb 213NHP<br>2SB,6*cf*,GS87,HS3384 FD<br>TaikooDkyd.&Eng.Co.Ld.<br>28*tFPT*30*tAPT*32*t* | 16 ″ 2 | |
| 29522<br>142224 | **St. Dominic** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes* | 451<br>393<br>35 | ✠ A1<br>*For towing purposes*<br>~~4,21~~ ~~7,20~~ ✠LMC5,19<br>9,21 | Shi | *g* | CL | 1919<br>5mo | HongKong<br>&Whampoa<br>Dk.Co.Ld.<br>HongKong<br>*Lloyd*'*sA&CP* | Shanghai Tug & LighterCo.Ld. | 135·0<br>F32' BK6½"<br>*CellDB between E&B*17'*f*7' 28*tFPT* | 29·1 | 15·1 | HongKong<br>British<br>3*BHCem*<br>30*tAPT*32*t* | T.3Cy.18",29"&48"–33" (*s*)<br>180lb 213NHP<br>2SB,6*cf*,GS87,HS3384 FD<br>HongKong&Whampoa Dk.Co.Ld. | 16 ″ 2 | |
| 29523 | **Saint Dominique** SteelSc<br>*Elec.light* | 2830<br>2511<br>1730 | 100A1<br>(*Class Contemplated*) | | | | 1921 | Livingstne<br>&Cooper<br>Hessle | Soc.Nav.de l'Ouest | 324·0<br>P27'B87'F34' | 44·0 | 25·6 | Havre<br>French | T.3Cy.20½",33"&54"–39"<br>G.T.Grey&Co.S.Shields | | |
| 29524<br>140635<br>KBRT | **Saint Dunstan** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in Shelter 'tween dks*<br>Wireless | 5662<br>5496<br>3567 | ✠100A1<br>*Shelter dk with freeboard*<br>7,21 ~~1,21~~ ✠LMC7,19 | Bkn<br>Liv | *y* | CL | 1919<br>7mo | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>*Lloyd*'*sA&CP* | SaintLine,Ld. (Rankin,Gilmour &Co.Ld.*Mgrs.*) | 400·0<br>F39'*onShelter dk* FK<br>*Collision BHto Shelter dk*<br>*CellDB*351'1284*tFPT*60*tAPT*90*t* | 53·0 | 32·8 | Liverpool<br>British<br>6*BHto U dk ptCem* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 597NHP<br>3SB,12*cf*,GS220,HS9525 FD<br>N.E.MarineEng.CoLdNwc | 35 ″ 5<br>s 9 ″ 6½<br>26 ″ 3 | |
| * 29525<br>120461<br>HBKF | **St. Edmund** SteelScSr<br>*ss*Sld.No.1–21 *ss*Bry.No.3–8,17<br>*Welldeck* 1*Dk*(*ptIrn&ptStl*)&*deep framing*<br>*Cargo battens not fitted* | 1228<br>1017<br>758 | ✠100A1<br>~~2,21~~ ~~11,20~~12,21<br>~~BS11,20~~ ✠LMC~~7,17~~<br>BS12,21 2,21 | Nwc<br>~~Sld~~ Shl | *o* | CL<br>11,20 | 1904<br>10mo | ClydeS.B.<br>&E.Co.Ld.<br>Pt.Glasgow<br>*Lloyd*'*sA&CP* | StephensonClarke &Co. | 234·6<br>Q89'B46'F30' FK<br>*WB*=*CellD Ba*67'*uE&B*33'*f*94' | 36·1 | 14·9 | London<br>British<br>4*BHCem*<br>394*tAPT*18*t* | T.3Cy.19",31"&51"–36" (*r*)<br>165lb *90lb* 167NHP<br>1SB,4*pf*,GS73,HS2636<br>ClydeS.B.&E.Co.Ld.P.Gl. | 17 ″ 3<br>s 1 ″ 7<br>15 ″ 11 | |
| 29526<br>136170<br>JDSH<br>Wrecked 3,21 | **St. Elmo** SteelScK<br>*ss*Hul.No.1–19<br>*Elec.light* 1*Dk* | 314<br>281<br>125 | ✠~~100A1~~<br>*StmTrawler*<br>6,19<br>~~BS7,20~~ ✠~~LMC6,19~~ | Hul | | CL<br>6,19 | 1914<br>2mo | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>*Lloyd*'*sA&CP* | St.Andrew'sStm. FishingCo.Ld. | 136·3<br>Q76'F20' BK8"<br>*WB*=*DB* | 23·5 | 10·9 | Hull<br>British<br>4*BHCem*<br>*uBkr*20'22*t* | T.3Cy.12¾",23"&37"–26" (*s*)<br>200lb 86RHP<br>1SB,3*pf*,GS47,HS1280<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 7 | |
| 29527<br>132184 | **St. Elmos Light** WoodSc<br>(*Drifter*)<br>1*Dk* | 94<br>93<br>40 | ✠11A1<br>*For fishing purposes*<br>11,19 ✠LMC11,19 | Abn | | CL | 1918<br>11mo | G.Innes<br>Macduff<br>*Lloyd*'*sA&CP* | J.Ritchie (W. Thompson,*Mgr.*) | 86·0<br>9&12yrs.Mat. | 19·6 | 9·8 | Peterhead<br>British | T.3Cy.9½",15½"&26"–18"(*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>Yeaman&Baggesen, Tayport | 10 ″ 4 | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3 Matériaux, Grément, etc.<br>Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29528<br>105390<br>JGOS | St. Elvies | SteelPadSr<br>2Dks&Shelter dk | 567<br>423<br>232 | | | | | 1896 | Fairfield Co.(Lim.)<br>Glasgow | Liverpool&North WalesS.S.Co.Ld. | 240·6<br>Promenade dk240' | 28·3 | 10·2 | Liverpool<br>British | C.D.2Cy.37½"&72"-60"<br>NB14 335NHP<br>FairfieldCo.(Lim.),Gls. |
| 29529<br>143806<br>KDBT | St. Endellion<br>(exJohnCottrel) | SteelScK<br>1Dk(Stl-ws) | 325<br>288<br>150 | 100A1<br>StmTrawler<br>2,20 ✠LMC10,19 | Hul | | CL | 1919<br>Lloyd | GooleS.B. &RepgCo.Ld<br>Goole<br>'sA&CP | T.Hamling&Co. Ld. | 138·5<br>Q84'F21'<br>BK7½" | 23·7 | 12·8 | Hull<br>British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87RHP<br>1SB,3pf,GS48,HS1440<br>Cooper&Greig,Ld.Dundee |
| 29530<br>141891<br>JVSQ | Saint Enoch<br>Well deck<br>Mchy.Aft | SteelSc3MstSr<br>1Dk(Stl) | 362<br>247<br>138 | ✠100A1<br>3,22 ~~2,21~~<br>✠LMC11,18 | Bwg | f | CL<br>12,20 | 1918<br>11mo<br>Lloyd | Scott& Sons<br>Bowling<br>'sA&CP | J.&A.Gardner& Co.Ld. | 141·8<br>Q81'B8'F24'<br>BK7"<br>FPT31t | 23·8 | 10·1 | Glasgow<br>British<br>3BHCem<br>APT12t | C.2Cy.16"&34"-24" (s)<br>180lb 47RHP<br>1SB,2pf,GS43,HS1360<br>Fishers,Ld.Paisley |
| 29531<br>144365<br>KDRM | St. Enoder<br>Elec.light | SteelSc<br>1Dk(Stl) | 414<br>367<br>7 | ✠ A1<br>For towing purposes<br>9,20 ✠LMC1,20 | Ant | | | 1920<br>3mo<br>Lloyd | Day,Summers&Co.Ld.<br>Southampton<br>'sA&CP | TheAdmiralty<br>CellDBu | 135·0<br>F35'<br>BK6'<br>Bkrs17'19tFPT26t | 29·1 | 13·7 | London<br>British<br>3BHCem<br>APT38t | T.3Cy.18¼",28½"&48¼"-28'<br>180lb (s) 208NHP<br>2SB,6cf,GS87,HS3384 FD<br>Day,Summers&Co.Ld.Son. |
| 29532<br><br>OSPB | Saint-Enogat<br>(exWarClarion) Elec.light<br>Well deck Wireless Cargo battens not fitted | SteelSc<br>1Dk(Stl) | 2245<br>1761<br>1271 | ✠100A1<br>3,21<br>✠LMC9,18 | Rot | s | CL<br>3,21 | 1918<br>9mo<br>Lloyd | ForthS.&E Co.Ld.<br>Alloa<br>'sA&CP | Soc.MaritNationale<br>~~Chemins de Fer de l'EtatFrançais (Soc.Maritime Nationale, Mgrs.)~~<br>CellD | 285·5<br>P28'Q69'B64'F32'<br>FK<br>B228'566tFPT108t | 41·9 | 19·1 | Havre<br>French<br>7BHptCem<br>APT238t | T.3Cy.25",41"&68"-45' (s)<br>180lb 411NHP<br>2SB,8cf,GS148,HS5882 FD<br>D.Rowan&Co.Ld.Glasgow |
| 29533<br>1176<br>JCKT | St. Erik | SteelScSr<br>1Dk | 215<br>115<br>144 | | | | | 1880 | MotalaCo.<br>Gothenburg | MarstrandsNya Angf.Aktieb. (E. Rutgerson, Mgr.) | 122·3<br>Q38'B41'H12tF45' | 20·1 | 8·7 | Marstrand<br>Swedish | C.2Cy.16"&29"-21"<br>NB90 32NHP<br>MotalaCo.,Gothenburg |
| 29534<br>143177 | St. Erth | SteelSc<br>1Dk(Stl) | 441<br>370<br>4 | ✠ A1<br>For towing purposes<br>5,19 ✠LMC5,19 | PGl | | | 1919<br>5mo<br>Lloyd | Murdock& Murray,Ld.<br>Pt.Glasgow<br>'sA&CP | TheShippingController(Alexandra TowingCoLd. Mgs)<br>CellDBu | 135·4<br>F36'<br>BK6"<br>Bunker17'19tFPT | 29·0 | 13·6 | London<br>British<br>3BHCem<br>26tAPT38t | T.3Cy.18¼",28½"&48¼"-28'<br>180lb (s) 208NHP<br>2SB,6cf,GS87,HS3384 FD<br>Ross&Duncan,Glasgow |
| 29535<br>143183 | St. Ewe | SteelSc<br>1Dk(Stl) | 441<br>370<br>4 | ✠ A1<br>For towing purposes<br>8,20 ✠LMC6,19 | Ant | | | 1919<br>6mo<br>Lloyd | Murdoch& Murray,Ld.<br>Port Glasgow<br>'sA&CP | TheAdmiralty<br>Cel | 135·4<br>F36'<br>BK6"<br>lDBuB17'19t FPT | 29·0 | 13·6 | London<br>British<br>3BHCem<br>26tAPT38t | T.3Cy.18¼",28½"&48½"-28'<br>180lb (s) 208NHP<br>2SB,6cf,GS87,HS3384 FD<br>Ross&Duncan,Ld.Gls. |
| 29536<br>143309 | St. Fagan<br>Elec.light Wireless | SteelScSr<br>1Dk(Stl) | 420<br>370<br>12 | ✠ A1<br>For towing purposes<br>7,19 ✠LMC7,19 | Liv | | CL | 1919<br>3mo<br>Lloyd | LythamSB &E.Co.Ld.<br>Lytham<br>'sA&CP | TheAdmiralty<br>Cell | 135·2<br>F32'<br>BK6"<br>DBa17'19tFPT26t | 29·1 | 13·6 | London<br>British<br>3BHCem<br>APT38t | T.3Cy.18¼",28½"&48¼"-28'<br>180lb (s) 208NHP<br>2SB,6cf,GS84,HS3380 FD<br>LythamS.B.&E.Co.Ld. |
| 29537<br>143397 | St. Faith<br>Elec.light | SteelScSr<br>1Dk(Stl) | 414<br>369<br>11 | ✠ A1<br>For towing purposes<br>3,20 ✠LMC9,19 | Lon | | | 1919<br>6mo<br>Lloyd | LythamSB &Eng.Co.Ld<br>Lytham<br>'sA&CP | TheShippingController(Alexandra TowingCoLd. Mgs)<br>C | 135·3<br>F32'<br>BK6"<br>ellDBa17' 19t FPT | 29·1 | 13·6 | London<br>British<br>3BHCem<br>26tAPT38t | T.3Cy.18¼",28½"&48¼"-28'<br>180lb (s) 208NHP<br>2SB,6cf,GS85,HS3380 FD<br>LythamS.B.&Eng.Co.Ld. |
| 29538 | St. Fergus<br>Now named "StBoniface," See No. 29357 in Supplement<br>Elec.light | SteelSc<br>1Dk(Stl) | 423<br>[illegible]<br>54 | ✠ A1<br>For towing purposes<br>9,19 ✠LMC9,19 | Psy | | | 1919<br>9mo<br>Lloyd | Fleming& Ferguson,Ld.<br>Paisley<br>'sA&CP | TheAdmiralty<br>C | 135·5<br>F36'<br>BK6"<br>ell DBa 17'19tFPT | 29·1 | 13·7 | London<br>British<br>3BHCem<br>26tAPT38t | T.3Cy.18½",28½"&48¼"-28"<br>180lb (s) 208NHP<br>2SB,6cf,GS87,HS3384 FD<br>Fleming&Fergusn,Ld.Psy |
| 29539<br>137189<br>JMLG | —<br>Well deck<br>Mchy.Aft | SteelSc<br>ss.Shl.No.1-18<br>1Dk(Stl) | 390<br>288<br>144 | ✠100A1<br>5,20<br>~~[illegible]~~ ✠LMC8,18<br>BS8,22 | Hul | f | CL<br>~~5,20~~<br>3,22 | 1913<br>8mo<br>Lloyd | Hawthorns &Co.Ld.<br>Leith<br>'sA&CP | North of Scotland, Orkney&Shetland S.N.Co.Ld. | 150·0<br>Q85'B14'F22'<br>BK7"<br>WB=FPT46t | 24·1 | 10·0 | Aberdeen<br>British<br>3BHCem<br>APT40t | T.3Cy.13",21"&34"-24" (s)<br>180lb 100lb 58RHP<br>1SB,3pf,GS52,HS1569<br>Hawthorns&Co.Ld.Leith |
| 29540<br>144285<br>KDJF | St. Finbarr<br>Elec.light | SteelSc<br>1Dk(Stl) | 468<br>372<br>20 | ✠ A1<br>For towing purposes<br>7,20 ~~12,19~~ ✠LMC12,19 | ~~Psy~~ Lon | | 7,20 | 1919<br>12mo<br>Lloyd | Fleming& Ferguson,Ld.<br>Paisley<br>'sA&CP | TheAdmiralty<br>Cell | 135·7<br>F36'<br>BK6"<br>DBa17'18tFPT26t | 29·0 | 13·6 | London<br>British<br>3BHCem<br>APT38t | T.3Cy.18¼",28½"&48¼"-28"<br>180lb (s) 208NHP<br>2SB,6cf,GS87,HS3384 FD<br>Fleming&Fergusn,Ld.Psy |
| 29541<br><br>OSPR | Saint Firmin<br>Elec.light<br>Wireless | SteelSc<br>2Dks(Stl) | 4356<br>4021<br>2661 | ✠100A1<br>6,21 ~~3,21~~<br>✠LMC6,20<br>Fitted for oil fuel 6,20 F.P. above 150° F. | Hav<br>Ham | x | CL | 1920<br>5mo<br>Lloyd | W.Gray& Co.(1918)Ld.<br>WHartlepool<br>'sA&CP | SociétéNavale de l'Ouest<br>C | 351·1<br>P30'Ba22'B103'<br>Bf22'F36 FK<br>ellDB308'963tFPT | 52·5 | 26·7 | Havre<br>French<br>6BHptCem<br>122tAPT89t | T.3Cy.26",42"&70"-48" (r)<br>200lb 515NHP<br>3SB,9cf,GS186,HS7665 FD<br>Cen.Mar.Eng.Wrks.WHpl |
| 29542<br>143307 | St. Florence | SteelSc<br>(Tug)<br>1Dk | 419<br>370<br>9 | | | | | 1919 | J.Crichton &Co.Ld.<br>Saltney,Chstr | TheAdmiralty | 135·2 | 29·1 | 13·6 | London<br>British<br>WB | T.3Cy.18¼",28½"&48½"-28"<br>Fawcett, 123NHP<br>Preston&Co.Ld.Liv |
| 29543<br><br>OSPV | Saint Francois,<br>Now named "Dorrigo," See No. [illegible] in Supplement<br>Elec.light Wireless | SteelScSr<br>1Dk | 683<br>[illegible]<br>359 | | | | | 1913 | Smith's DockCo.Ld.<br>Middlesbro' | Cie.Navale de l'Océanie | 180·3<br>P51'F41' | 29·5 | 14·5 | Bordeaux<br>French<br>WB | T.3Cy.16",26"&43"-27"<br>96NHP<br>Smith'sDockCo.Ld.Mdb. |
| 29544<br><br>OSPX | Saint François d'Assise<br>Elec.light | Steel Sc3MstSr | 407<br>—<br>209 | | | | | 1901 | E.de la Brosse& Fouché<br>Nantes | Caudal&Leray | 149·7<br>Q34'F19' | 27·7 | 14·6 | Nantes<br>French<br>WB | C.2Cy.18"&30"-17"<br>30NHP<br>E.de la Brosse&Fouché Nantes |
| 29545<br>143435 | St. Genny<br>Wireless | SteelScSr<br>(Tug)<br>1Dk | 419<br>370<br>9 | | | | | 1919 | J.Crichton &Co.Ld.<br>SaltneyChstr | TheAdmiralty | 135·2 | 29·1 | 13·6 | London<br>British | T.3Cy,18¼",28½"&48¼"-28'<br>Fawcett, 123NHP<br>Preston&Co.Ld.Liv. |
| 29546<br>123673<br>HGQK | St. George<br>Elec.light Wireless<br>Sub.Sig. | SteelTrpScSr<br>2Dks&Shelter dk | 2571<br>1346<br>1066 | | | ... | | 1906 | Cammell Laird&Co.Ld<br>Birkenhead | G.EasternRly.Co. | 352·0<br>F45'<br>FK | 41·1 | 16·2 | Harwich<br>British<br>WB | 3 Steam Turbines<br>CammellLaird&Co.LdBkn |
| 29547<br>105360<br>PFDG | Saint George<br>Elec.light Wireless | SteelScSr<br>1Dk | 515<br>410<br>288 | | | ... | | 1895 | JLThompson&Sons,Ld.<br>Sunderland | LooTomFin | 161·0<br>F25'<br>FK | 25·5 | 12·7 | SydnyNSW<br>British<br>WB | T.3Cy 15½",25"&41"-27"<br>95RHP<br>J.P.Rennoldsn&Sns,S.Shl. |
| 29548<br>103937 | — | WoodPad<br>1Dk | 278<br>237<br>175 | | | | | 1897 | J.B.Snowball<br>Chatham,NB | J.B.SnowballCo. Ld. | 114·6<br>H41t | 25·1 | 12·3 | Chthm,NB<br>British | C.2Cy.18"&32"-60"<br>Eng.made80&81 44RHP<br>J.Hains&Co.,St.John; & EagleFoundryCo.,Mtreal. |

| 1 | 2 · 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29549 | **St. Georges** SteelScSr<br>*Elec.light* 1*Dk* | 321<br>233<br>150 | ✠100A1<br>*StmTrawler*<br>7,20 ✠LMC10,18 | Bos | | CL | 1918<br>11mo | Canadian Car&Fndry. Co.Ld. Fort William,Ont.<br>A&CP | ~~FrenchGovernment~~ | 135·6<br>Q74'F27'<br>BK7" *FPT* | 22·6 | 12·7 | Utd.States<br>~~French~~<br>5*BHCem*<br>3*tAPT*2*t* | T 3Cy.13",22"&36"-24" (*s*)<br>185lb 95NHP<br>1SB,2*cf*,GS37,HS1451 FD<br>MarineIronWrks,Chicago | 13 " 3<br>s2 " 3½<br>12 " 10 | |
| 29550<br>143373 | **St. Giles** SteelScK<br>(*Tug*)<br>*Elec.light* 1*Dk* | 465<br>370<br>10 | | | | | 1919 | Ferguson Bros.(Port Glasgow) Ld. PortGlasgow | TheShippingController(Alexandra TowingCo.Ld. *Mgrs.*) | 135·4<br>F28' | 29·0 | 13·6 | London<br>British<br>*WB* | T.3Cy.18¼",28½"&48¼"-28"<br>123NHP<br>FergusonBros.(Pt.Gl.)Ld. | | C |
| 29551<br>99907 | **St. Gothard** SteelScK<br>(*Trawler*)<br>1*Dk* | 156<br>142<br>59 | | | ... | | 1894 | H.McIntyre&Co<br>Alloa | G.R.Drennan | 112·2<br>F14'<br>BK7" | 21·1 | 10·3 | Granton<br>British<br>*WB* | T.3Cy.12",20"&32"-14"<br>NB17 50RHP<br>Hutson&Son,Glasgow | 11 " 3 | |
| 29552<br>OSQP | **Saint Guen Ael** SteelScK<br>(*Trawler*)<br>1*Dk* | 216<br>191<br>62 | | | | | 1908 | Smith's DockCo.Ld.<br>NorthShields | Cie.Lorientaise de Chalutage | 112·0<br>Q67'F20' | 21·0 | 11·7 | Lorient<br>French<br>*WB* | T.3Cy.12",19½"&32"-23"<br>49NHP<br>ShieldsEng.Co.Ld.S.Shl. | | V |
| 29553<br>220957<br>MCHB | **St. Heliers** SteelScK<br>(*Tug*)<br>*Elec.light* 1*Dk* | 458<br>370<br>9 | | | | | 1919 | Ferguson Bros.(Port Glasgow) Ld. PortGlasgow | Huasteca PetroleumCo. | 135·4<br>F28' | 29·0 | 13·6 | Ls Angeles<br>Utd.States<br>*WB* | T.3Cy.18¼",28½"&48¼"-28"<br>123NHP<br>FergusonBros.(Pt.Gl.)Ld. | | C |
| 29554 | **St. Herblain** SteelSc<br>*Elec.light* 2*Dks* | 140 | | | | | 1920 | Soc.Anon. desAnciens Ch.Dubigeon<br>Nantes | Cie.desMessageries del'Ouest | 105·0 | 22·3 | 8·4 | Nantes<br>French | T.3Cy.9½",15⅜"&$25\frac{3}{20}$"-$14\frac{3}{16}$"<br>24NHP<br>Atel.&Ch.de laLoire,Nts. | | |
| 29555<br>143778 | **St. Hilary** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 414<br>369<br>11 | ✠ A1<br>*For towing purposes*<br>7,20 ✠LMC10,19 | Lon | | 7,20 | 1919<br>11mo | Lytham S.B&E.Co.Ld<br>Lytham<br>*Lloyd's A&CP* | TheAdmiralty | 135·3<br>F32'<br>BK6"<br>*CellDBa*17' 19*t FPT* | 29·1 | 13·6 | London<br>British<br>3*BHCem*<br>26*tAPT*38*t* | T.3Cy.18¼",28"&48¼"-28"<br>180lb (*s*) 208NHP<br>2SB,6*cf*,GS84,HS3380 FD<br>LythamS.B.&E.Co.Ld. | 16 " 2<br>s2 " 1<br>14 " 8 | |
| 29556<br>NVLR | **St. Hilda** SteelTwinSc<br>*ss*Hpl.No.3-4,12<br>*ss*St.ThomasNo.1-17<br>(*Bucket Hopper Dredger*) 1*Dk*(*Irn*) | *499*<br>*499*<br>*297* | ✠ ~~A1~~<br>12,21 ~~7,17~~<br>*HopperDredger*<br>✠~~LMC7,15~~ | St. Thomas | | 7,17 | 1902<br>6mo | W.Simons &Co.Ld.<br>Renfrew<br>*Lloyd's A&CP* | N.C.Monberg,J. Saabye&O.Lerche | 170·0<br>FK | 30·1 | 13·4 | Copnhagn<br>Danish<br>4*BHCem* | C.4Cy.16½"&33"-21" (*s*)<br>120lb 102NHP<br>2SB,4*cf*,GS63,HS1838<br>W.Simons&CoLd Renfrew | 14 " 0<br>s 2 " 5<br>12 " 3 | |
| 29557<br>139298<br>JNCG | **St. Hubert** SteelScK<br>*ss*Hul.No.1-21<br>*Elec.light* 1*Dk* | 349<br>311<br>140 | ✠100A1<br>*StmTrawler*<br>8,21 ~~5,21~~ ✠LMC5,21 | Hul | | CL<br>~~11,19~~<br>8,21 | 1916<br>9mo | Cook,Welt'n&Gemmell Ld. Beverley<br>*Lloyd's A&CP* | SaintAndrew's StmFishingCo.Ld. | 140·0<br>Q75'F21'<br>BK8" | 24·0 | 13·0 | Hull<br>British<br>4*BHCem* | T.3Cy.12¾",23"&37"-26" (*s*)<br>200lb 86RHP<br>1SB,3*pf*,GS46,HS1280<br>C.D.Holmes&Co.Ld.Hull | 13 " 10 | |
| 29558<br>103290 | **St. Isidore** WoodPad<br>1*Dk* | 142<br>111<br>89 | | | | | 1895 | J.B.Snowball<br>Chatham,NB | PrescottLumber Co.Ld. | 96·2 | 23·1 | 5·5 | Chatham, N.B.<br>British | C.2Cy.15"&28"-24"<br>31RHP<br>JB.Snowball&C.ChthmNB | | |
| 29559<br>142739 | **St. Issey** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 420<br>370<br>11 | ✠ A1<br>*For towing purposes*<br>5,19 ✠LMC12,18 | Alg | *g* | | 1918<br>12mo | Napier& MillerLd.<br>Glasgow<br>*Lloyd's A&CP* | TheAdmiralty<br>*CellDBa*17'19*tFP* | 135·5<br>F36'<br>BK6"<br>*T*26*tAPT*38*t* | 29·1 | 13·7 | London<br>British<br>3*BHCem* | T.3Cy.18¼",28½"&48¼"-28"<br>180lb (*s*) 208NHP<br>2SB,6*cf*,GS87,HS3384 FD<br>A.&J.InglisLd.Glasgow | 16 " 2<br>s2 " 0½<br>14 " 8 | |
| 29560<br>OSRQ | **Saint Jean** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5681<br>4774<br>3600 | ✠<br>9,16<br>✠ | | *y* | | 1915<br>11mo | Atel.&Ch. de laLoire<br>Nantes<br>*WB=Cell* | Cie.Générale Transatlantique<br>*DBa*121'*uE&B*74' | 397·0<br>P40'B121'F43'<br>FK<br>*f*139' 957*t FPT*91*t* | 50·1 | 28·9 | Havre<br>French<br>6*BHCem*<br>*APT*118*t* | T3Cy 25⅝",42½"&68½"-$51\frac{3}{16}$"<br>HS6553 446NHP<br>2SB&1AuxSB8*cf*GS233 FD<br>Atel.&Ch.de laLoire,Nts. | 31 " 6 | V |
| 29561<br>OSRP | **—** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 287<br>261<br>101 | | | | | 1906 | Atel.&Ch. deFrance<br>Dunkirk | A.Coppin&Co. | 137·8 | 22·9 | 12·8 | Boulogne<br>French<br>*WB* | T.3Cy.13",21½"&35"-24"<br>60NHP<br>Atl&Ch.deFrance,Dunkirk | | V |
| 29562<br>OSTB | **Saint Joachim** SteelScK<br>(*Trawler*)<br>1*Dk* | 192<br>175<br>53 | | | | | 1914 | Baheux frères<br>Boulogne | E.Deconinck (A.Etienne,*Mgr.*) | 103·6 | 22·2 | 11·7 | Boulogne<br>French<br>*WB* | T.3Cy.10⅕",17⅙"&28"-23½"<br>38NHP<br>CaillardetCie.Havre | | V |
| 29563<br>115623<br>JTDQ | **St. Johns** IronPad<br>1*Dk* | 1098<br>—<br>667 | | | | | 1878 | Harlan& Hollingsworth Co.<br>Wlmgtn,Del. | Washington ColonialBeachCo. | 250·0 | 38·0 | 12·5 | Washngtn<br>Utd. States | 1Cy.66"-144"<br>402NHP | | |
| 29564<br>218235<br>LRMB | **St. John's County** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB*<br>*in fore & after holds & Web frames* | 3256<br>3005<br>1983 | | | ... | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 " 6 | R |
| 29565<br>OSTG | **Saint Joseph** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 5796<br>4859<br>3689 | | | ... | | 1912 | Atel.&Ch. de laLoire<br>St.Nazaire | Cie.Générale Transatlantique | 398·0<br>P40'B121'F43'<br>FK | 50·3 | 28·2 | Havre<br>French<br>*WB* | T3Cy25½"42½"&68½"-51"<br>446NHP<br>Atel.&Ch.de laLoire,Nts. | 31 " 6 | V |
| 29566<br>OSTH | **—** SteelScSr<br>*ss*Syd.No.3-2,19<br>(*ex*Bellambi) 1*Dk*(*Irn*)&*deep framing*<br>*Elec.light Mchy.Aft Well deck* | *1162*<br>*905*<br>*705* | ✠100A1<br>3,21<br>BS6,20 ✠LMC2,19 | Syd | *o* | CL<br>~~2,10~~<br>1,22 | 1908<br>8mo | ClydeS.B. &E.Co.Ld.<br>Pt.Glasgow<br>*Lloyd's A&CP* | Cie.Navale de l'Océanie<br>*CellDBu E&B*46'*f*167'334*t* | 244·0<br>Q129'B13'F25'<br>FK<br>*FPT*29*tAPT*11*t* | 31·4 | 14·6 | Nouméa,<br>French<br>5*BHCem* | T.3Cy.18",30"&48"-33" (*s*)<br>180lb 161NHP<br>2SB,4*cf*,GS86,HS2720<br>ClydeS.B.&E.Co.Ld.P.Gl. | 17 " 0<br>s1 " 6<br>15 " 9 | |
| 29567 | **St. Joseph** WoodScSr<br>1*Dk* | 119<br>—<br>36 | | | | | 1883 | Curet fils<br>LaSeyne | Soc.deNav.Côtière pour l'Afrique du Nord(LtSchiaffino etCie.*Mgrs.*) | 91·5 | 18·2 | 10·4 | Philppvlle<br>French | C.2Cy.13"&26"-12⅕"<br>20NHP<br>Labarre,Marseilles | | V |
| 29568<br>142782 | **St. Just** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*) | 420<br>370<br>11 | ✠ A1<br>*For towing purposes*<br>2,19 ✠LMC2,19 | Gls | *g* | | 1919<br>2mo | Napier& MillerLd.<br>Glasgow<br>*Lloyd's A&CP* | TheAdmiralty<br>*CellDBa*17'19*tFP* | 135·5<br>F36'<br>BK6"<br>*T*26*tAPT*38*t* | 29·1 | 13·7 | London<br>British<br>3*BHCem* | T.3Cy.18¼",28½"&48¼"-28"<br>180lb (*s*) 208NHP<br>2SB,6*cf*,GS87,HS3384 FD<br>A.&J.InglisLd.Glasgow | 16 " 2<br>s2 " 0½<br>14 " 8 | |
| 29569<br>144041 | **St. Keverne** SteelScK<br>(*Trawler*)<br>1*Dk* | 325<br>288<br>132 | | | | | 1920 | GooleS.B. &Repairing Co.Ld.<br>Goole | T.Hamling&Co. Ld. | 138·5 | 23·7 | 12·8 | Hull<br>British | T.3Cy.13",23"&37"-26"<br>87RHP<br>C.D.Holmes&Co.Ld.Hull | | C |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5, 6, 7<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite.<br>Port de Visite.<br>Terme assigné maintenant expiré. Lettres d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29570<br>143779 | **St. Keyne** SteelScK<br>Elec.light 1*Dk*(*Stl*) | 429<br>370<br>3 | ✠ A1 Nwc<br>*For towing purposes*<br>10,20 ✠LMC10,19 | 10,20 | 1919<br>10mo<br>*Lloyd* | Murdoch&Murray,Ld.<br>PortGlasgow<br>'*sA&CP* | TheAdmiralty<br>*CellD* | 135·4<br>F36'<br>BK6"<br>*BuB*17'19*t FPT*26*t* | 29·0 | 13·6 | London<br>British<br>3*BHCem*<br>*APT*38*t* | T.3Cy.18¼",28½"&48¼"-28"<br>180lb (*s*) 208NHP<br>2SB,6*cf*,GS87,HS3384 FD<br>Ross&Duncan,Glasgow |
| 29571<br>118838<br>JMRV | **St. Kilda** SteelScK<br>*ss*Hul.No.3-5,17<br>1*Dk* | 187<br>180<br>73 | ✠100A1 Hul<br>*StmTrawler*<br>1,21<br>BS1,21 ✠LMC8,19 | CL<br>1,21 | 1904<br>10mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Beverley<br>'*sA&CP* | HullSteamFishing&IceCo.Ld. | 108·4<br>ptND19 BK7"<br>*WB*= | 21·5 | 11·5 | Hull<br>British<br>4*BHCem*<br>*DTf*13'30*t* | T.3Cy.10",17"&28"-21" (*s*)<br>200lb 45RHP<br>1SB,2*pf*,GS25,HS750<br>Amos&Smith,Hull |
| 29572<br>MGPC | — SteelScSr<br>(*Whaler*)<br>1*Dk* | 130<br>128<br>46 | | | 1911 | Kaldnæs Patentslp&MV.<br>Tönsberg | A/S Harpunen<br>(H.Sandberg, *Mgr.*) | 97·3 | 19·5 | 11·2 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.11½",18½"&31"-22"<br>45NHP<br>NylandsVærksted,Xania |
| 29573<br>143780 | **St. Kitts** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 429<br>370<br>3 | ✠ A1 Ant<br>*For towing purposes*<br>8,20 ✠LMC11,19 | | 1919<br>11mo<br>*Lloyd* | Murdoch&Murray,Ld.<br>PortGlasgow<br>'*sA&CP* | TheAdmiralty<br>*CellD* | 135·4<br>F36'<br>BK6"<br>*BuB*17'19*t FPT*26*t* | 29·0 | 13·6 | London<br>British<br>3*BHCem*<br>*APT*38*t* | T.3Cy.18¼",28½"&48¼"-28"<br>180lb (*s*) 208NHP<br>2SB,6*cf*,GS87,HS3384 FD<br>Ross&Duncan,Glasgow |
| 29574<br>NPMQ | **St. Knud** IronScSr<br>1*Dk* | 189<br>158<br>97 | | | 1865 | Burmeister&Wain<br>Copenhagen | DetForende DampskibsSelsk. | 131·6<br>Q10*t*B14*t*<br>len76 | 18·5 | 10·6 | Nakskov<br>Danish | C.4Cy.14"&28"-18"<br>55NHP<br>Burmeister&Wain,Cpn. |
| 29575 | **St. Lawrence** SteelTwinSc<br>1*Dk*(*Stl*)<br>(*SandPumpHopperDredger*) | 2121<br>2070<br>1442 | ✠ Rnf<br>*HopperDredger*<br>10,10 ✠ | | 1910<br>10mo | W.Simons&Co.Ld.<br>Renfrew | TheAdmiralty | 280·0<br>F36'<br>FK | 46·2 | 18·5 | British<br>7*BHCem* | T.6Cy.18",28"&48"-27"<br>299NHP<br>3SB,9*cf*,GS178,HS5391<br>W.Simons&Co.Ld.Rnf. |
| 29576<br>117295 | **Saint Lawrence** SteelScSr<br>1*Dk* | 111<br>106<br>24 | | | 1903 | Nylands Værksted<br>Christiania | Cosolidated WhalingCorporationLd. | 93·2 | 16·9 | 10·6 | SJhnsNFL<br>British | T.3Cy.10½",17"&28½"-20"<br>50RHP<br>NylandsVærksted,Xania |
| 29577<br>127105 | **St. Lawrence No. 1** SteelScK<br>(*Trawler*)<br>1*Dk* | 211<br>208<br>80 | ... | | 1909 | JTEltringham&Co.<br>S.Shields | R.Hastie&Sons,Ld | 117·3<br>BK7½" | 21·6 | 12·2 | N.Shields<br>British<br>*WB* | T.3Cy.13",21½"&35"-24"<br>80RHP<br>G.T.Grey,SouthShields |
| 29578<br>[illegible]<br>JWLH | **St. Lawrence River** SteelSc<br>*ss*Liv.No.1-20<br>(*ex*Kronenfels) 2*Dks*(*Stl U*-teak s)<br>*Elec.light* Sub.Sig. Wireless<br>*Now named "Scheer." See No. 29[illegible] in Supplement* | 8229<br>[illegible]<br>5210 | ✠100A1 Bkn *d*†<br>Mil<br>3,21 ~~1,20~~<br>~~BS6,20~~ ✠LMC1,20<br>BS8,21 | CL<br>~~1,20~~<br>8,21 | 1915<br>4mo<br>*Cel* | Flensburger Schiffsb.Ges.<br>Flensburg<br>*lDB*424'1750*t* | ~~McLelland&Co.~~<br>F.V.Eberhardt&Co.Ld.<br>*FPT*100*tAPT*70*t* | 478·9<br>P61'B139'F57'<br>FK<br>2*BH dispensed with tweendk tanks f*43'7 | 62·3 | 32·7 | London<br>British<br>*Cem*<br>6*BHonly*<br>50*ta*45'700*t* | Q.4Cy26¾",38⅝",56¾"& 82¼"-59"<br>213lb (*s*) 742NHP<br>4SB,12*cf*GS227 HS10348 FD<br>FlensburgerSchiffsb.Ges. |
| 29579 | **Saint Léger** SteelSc<br>(*ex*Lotus, *ex*ShimonosekiMaru) (*Fishing*)<br>*Elec.light* | 204<br>—<br>51 | | | 1911 | OsakaIron Works<br>Osaka | Pêcheries de St.Valery | 113·5<br>P67'F19'<br>*WB* | 21·0 | 11·0 | St.Valèry-en-Caux<br>French | T.3Cy.13",20½"-31½"-25"<br>50NHP<br>OsakaIronWorks,Osaka |
| 29580<br>134755<br>JBHC | **St. Leonard** SteelScK<br>*ss*Flt.No.2-19<br>*Elec.light* 1*Dk* | 296<br>267<br>128 | ✠100A1 Flt<br>*StmTrawler*<br>1,22 ~~1,21~~<br>BS9,20 ✠LMC7,19 | CL<br>N7,19 | 1912<br>12mo<br>*Lloyd* | Cochrane&Sons<br>Selby<br>'*sA&CP* | PortSt.Mary Fishing&Curing Co.Ld. (C.Jeffs, Jun.*Mgr.*) | 135·2<br>Q75'F22'<br>BK8" | 23·0 | 12·2 | Fleetwood<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-24" (*s*)<br>180lb 79RHP<br>1SB,3*pf*,GS43,HS1332<br>C.D.Holmes&Co.Ld.Hull |
| 29581<br>133306 | **St. Leonard No. 1** SteelScK<br>1*Dk* | 210<br>207<br>81 | ... | | 1913 | JTEltringham&Co.<br>S.Shields | R.Hastie&Sons,Ld | 117·3<br>BK7½" | 21·6 | 12·2 | N.Shields<br>British<br>*WB* | T.3Cy.13",21½"&35"-24"<br>80RHP<br>G.T.Grey,S.Shields |
| 29582<br>145314<br>KHVD | **St. Levan** SteelSc<br>1*Dk*(*Stl*)<br>*Mchy.Aft Well deck* | 351<br>235<br>138 | ✠100A1 Yar *e*<br>Fal<br>6,21 ~~4,21~~<br>✠LMC5,21 | CL | 1921<br>3mo<br>*Lloyd* | Hepples (1919)Ld.<br>South Shields<br>'*sA&CP* | County ofCornwall ShippingCo.Ld. (J.Hampton, *Mgr.*)<br>*FPT*45*t* | 135·0<br>Q46'B9'F23'<br>BK7½" | 23·3 | 9·7 | Penzance<br>British<br>3*BHCem* | C.2Cy.17"&34"-24" (*s*)<br>130lb 65RHP<br>1SB,2*pf*,GS35,HS1120<br>ShieldsE&DDCoLd.N.Shl. |
| 29583<br>OSUZ | **St. Louis** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5818<br>4857<br>3712 | ✠ Gls *y*<br>3,16<br>✠ | | 1913<br>7mo | Atel.&Ch. delaLoire<br>St.Nazaire | Cie.Générale Transatlantique<br>*WB*= *CellDB*<br>*a*121'*uE&* | 398·1<br>P40'B121'F43'<br>FK<br>*B*74'*f*139'940*tFPT* | 50·3 | 28·2 | Havre<br>French<br>6*BHCem*<br>99*tAPT*60*t* | T.3Cy.25⅝",42½"&68½"-51[illegible]<br>446NHP<br>2SB(FD)& 1AuxSB,8*cf*,<br>GS171,HS5384<br>Atel.&Ch.de laLoire,Nts. |
| 29584<br>OSVC | **Saint Louis** SteelSc<br>*Elec.light* Wireless 2*Dks* | 5202<br>4290<br>3277 | | | 1913 | Atel.&Ch. deFrance<br>Dunkirk | Soc.Navale de l'Ouest | 352·5<br>P30'B102'F35' | 52·5 | 28·4 | Havre<br>French<br>*WB* | T.3Cy.26",42"&70"-48"<br>340NHP<br>Atel.&Ch.deFrance,Dnk. |
| 29585<br>OSUQ | **St. Louis** SteelScSr<br>1*Dk&Spar dk&*<br>(*ex*BaronFife) *Webframes* | 1352<br>1259<br>762 | ... | | 1890 | R.Duncan&Co.<br>Pt.Glasgow | UnionCommerciale et deNav. Calédonienne | 230·0<br>B19'<br>FK | 33·1 | 13·7<br>20·5 | Noumea<br>French<br>*WB* | T.3Cy.17½",27½"&46"-36"<br>134NHP<br>D.Stewart&Co.,Glasgow |
| 29586<br>OSUY | **Saint Louis** SteelScK<br>(*Trawler*) | 303<br>271<br>117 | | | 1905 | Atel.&Ch. deFrance<br>Dunkirk | Poret,Lobez&Co. | 138·6 | 23·1 | 11·6 | Boulogne<br>French<br>*WB* | T.3Cy.13",21½"&35"-24"<br>59NHP<br>Atel.&Ch.deFrance |
| 29587<br>110798<br>VRLC | **St. Louis** IronScK<br>*ss*Hul.No.3-6,12<br>*ss*Hul.No.2-20<br>1*Dk* | 233<br>211<br>92 | ✠100A1 Hul<br>*StmTrawler*<br>1,22 ~~1,20~~<br>BS3,21 ✠LMC6,19 | CL<br>~~N9,19~~<br>1,22 | 1900<br>5mo<br>*Lloyd* | Cochrane&Cooper,Ld.<br>Beverley<br>'*sA&CP* | T.Hamling&Co.Ld | 126·0<br>Q50'<br>ptND12 BK7½" | 21·5 | 11·8 | Hull<br>British<br>4*BHCem* | T.3Cy.12½",22"&36"-24" (*s*)<br>200lb 70RHP<br>1SB,2*pf*,GS34,HS1114<br>C.D.Holmes&Co.Hull |
| 29588<br>124749<br>JNDC | **St. Lucia** SteelScK<br>*ss*Hul.No.3-6,20<br>*Elec.light* 1*Dk* | 186<br>179<br>73 | ✠100A1 Hul<br>*StmTrawler*<br>6.20 ✠LMC6,20<br>BS7,21 | CL<br>~~11,17~~<br>6,20 | 1907<br>3mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld.Beverley<br>'*sA&CP* | HullSteamFishing&IceCo.Ld. | 110·5<br>BK8"<br>*WB*= | 21·6 | 11·7 | Hull<br>British<br>4*BHCem*<br>*DTf*13'30*t* | T.3Cy.10",17"&28"-24" (*s*)<br>200lb 50RHP<br>1SB,2*pf*,GS27,HS835<br>Amos&Smith,Hull |
| 29589<br>143413 | **St. Mabyn** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*) | 444<br>371<br>8 | ✠ A1 Lon<br>*For towing purposes*<br>6,20 ✠LMC10,19 | | 1919<br>10mo<br>*Lloyd* | Livingstne&Cooper,Ld.<br>Hessle<br>'*sA&CP* | TheAdmiralty<br>*CellDBuB* | 135·5<br>F32'<br>BK6"<br>*nkrs*17'19*t FPT*26*t* | 29·0 | 13·6 | London<br>British<br>3*BHCem*<br>*APT*38*t* | T.3Cy.18¼",28½"&48¼"-28"<br>180lb (*s*) 208NHP<br>2SB,6*cf*,GS87,HS3384 FD<br>Earle'sCo.Ld.Hull |
| 29590<br>132278<br>HVMD | **Saint Malo** SteelScK<br>*ss*Gms.No.2-19<br>1*Dk* | 335<br>297<br>136 | ✠100A1 Gms<br>*StmTrawler*<br>10,21 ~~7,20~~ ✠LMC12,19<br>BS6,21 | CL<br>12,19 | 1911<br>12mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld.Beverley<br>'*sA&CP* | St.MaloSteam FishingCo.Ld. (G.W.Jeffs) | 140·0<br>Q75'<br>BK8" | 23·7 | 12·4 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 86RHP<br>1SB,3*pf*,GS47,HS1240<br>C.D.Holmes&Co.Ld.Hull |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29591<br>OSVK | **Saint Marc** SteelSc<br>*Elec.light* Wireless 2*Dks&Awng dk* | 2456<br>2214<br>1338 | | | | | 1908 | Atel.&Ch. deFrance<br>Dunkirk | Soc.Navale de l'Ouest | 288·8\|38·9\|16·6<br>B31'F32' 24·2 | Havre<br>French<br>*WB* | T.3Cy.19",30½"&51"-36"<br>156NHP<br>Atel.&Ch.deFrance,Dun. | | V |
| 29592<br>OSVJ | **St. Marc** SteelScSr<br>1*Dk* | 2249<br>1840<br>1143 | | | | | 1912 | Atel.&Ch. deBretagne<br>Nantes | Soc.Mar.Aux.de Transports | 270·5\|41·4\|19·5<br>B62'F26' | St.Nazaire<br>French<br>*WB* | T.3Cy.18⅜",29$\frac{17}{32}$"&48$\frac{7}{16}$"-37$\frac{15}{32}$"<br>144NHP<br>Atel.&Ch.deBretagne.Nts. | | V |
| 29593<br>124202<br>JKMB | **St. Margaret** SteelScSr<br>*ss*Gls.No.1-11<br>(*ex*Chieftain) 1*Dk(Stl)&Shelter dk*<br>*Elec.light* Wireless | 1105<br>450<br>611 | ✠ *Shelter dk withfreeboard*<br>5,12 ✠<br>*Coasting West Coast of Scotland* | Gls | *n* | | 1907<br>8mo | AilsaS.B. Co.Ld.<br>Ayr | North ofScotland& Orkney&Shetland S.N.Co.Ld. | 241·7\|33·1\|11·1<br>BK7½"<br>*CellDB u E34' f80'* | Aberdeen<br>British<br>5*BHCem*<br>143*tAPT*12*t* | T.3Cy.21½",35"&58"-36"<br>257NHP<br>2SB,6*cf*,GS135,HS4442<br>ClydeS.B.Co.Ld.P.Gl. | 12 " 0 | C<br>BT till 5,21 |
| 29594<br>129629<br>HQDV | **St. Margaret of Scotland** Steel TwinScSp<br>*Elec.light* Wireless (*ex*Balantia)<br>*Ref.Mchy.* Sub.Sig. 1*Dk&Shelter dk*2*trB* | 2467<br>1859<br>1429 | | | | | 1909 | Harland& Wolff,Ld.<br>Belfast | RoyalMailSteam PacketCo. | 300·7\|38·2\|22·9<br>B144'F47' | Belfast<br>British<br>*WB* | Q8Cy.13½",19½",28"&40"-28"<br>170NHP<br>Harland&Wolff,Ld.Bel. | | |
| 29595<br>143452 | **St. Martyn** SteelSc<br>*Elec.light* Wireless 1*Dk(Stl)* | 444<br>371<br>8 | ✠ A1<br>*For towing purposes*<br>11,19 ✠LMC11,19 | Hul | | | 1919<br>11mo | Livingstne &Cooper,Ld.<br>Hessle<br>*Lloyd's A&CP* | TheAdmiralty | 135·5\|29·0\|13·6<br>F32'<br>BK6"<br>*CellDBu Bunker* 17'19*t FPT* | London<br>British<br>3*BHCem*<br>26*tAPT*38*t* | T.3Cy.18¼",28½"&48¼"-28"<br>180lb (*s*) 208NHP<br>2SB,6*cf*,GS87,HS3384 FD<br>Earle'sCo.Ld.Hull | 16 " 2<br>s 2 " 0½<br>14 " 8 | |
| 29596<br>145446<br>KJCF | **St. Mary** SteelSc<br>*Elec.light* 1*Dk(Stl-ws)&Shelter dk (Stl-ws)2nd dk in holds* | *2141*<br>*1896*<br>*1194* | ✠100A1<br>*Shelter dk withfreeboard*<br>~~5,21~~ ~~4,21~~<br>2,22 ✠LMC~~4,21~~ 5,21<br>*Fitted for oil fuel* 4,21 *F.P. above* 150° F. | Nwc<br>NYk | *r* | CL | 1921<br>4mo | Swan,Hunter &Wigham Richardson,Ld. Sundrlnd<br>*Lloyd's A&CP* | ~~St.MaryS.S.Corp.~~<br>~~([illegible])~~<br>Swan,Hunter& WighamRichardsonLd. | 270·2\|38·8\|22·6<br>FK<br>*Collision*<br>*CellDB*196'357*tDTa*16'140*t FPT*36*t* | Newcastle<br>British<br>*ptCem*<br>*BH to Sh dk*<br>3 " " *U* "<br>*APT*28*t* | T.4Cy.20½",33"&(2)37"-30"<br>190lb *125lb* (*s*) 305NHP<br>2SB,6*cf*,GS137,HS5250 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 24 " 11<br>s 5 " 6<br>20 " 0 | |
| 29597<br>OSVX | **Saint Mathieu** Steel&IronScBn<br>Wireless 1*Dk*2*trB* | 930<br>823<br>554 | | | | | 1882 | SociétéJ. Cockerill<br>Antwerp | Soc.Navale de l'Ouest | 228·6\|28·1\|16·4<br>Q67'B59' | Havre<br>French<br>*WB* | C.2Cy.27"&45"-33"<br>NB94 97NHP<br>Soc.J.Cockerill,Seraing | | V |
| 29598<br>[illegible]<br>VRTB | **St. Maurice** SteelScK<br>"Jean etPierre," *See* [illegible] ssHul.No.2-11<br>Wireless 1*Dk* | 251<br>224<br>101 | ✠<br>*Steam Trawler*<br>6,14 ✠ | Hul | | | 1903<br>1mo | Mackie& Thomson<br>Glasgow | TheAdmiralty | 130·7\|22·0\|11·0<br>Q54'<br>BK7½" | Hull<br>British<br>4*BHCem* | T.3Cy.13",22"&36"-27"<br>65RHP<br>1SB,2*cf*,GS37,HS1300<br>Muir&Houston,Ld.Gls. | 12 " 6 | |
| 29599 | **St. Médard** SteelScSr<br>(*ex*GeneralMoinier, *ex*St.Medard, *ex*DaisaiMaru, *ex*Ulysses)<br>*ss*Kob.No.3-10,12<br>*ss*N.Yk.No.1-17<br>2*Dks(Stl-Uws)*3*trB*<br>Wireless | 3681<br>3296<br>2282 | ✠ ——<br>4,20<br>✠ | NYk | *w* | | 1892<br>9mo | Scott&Co.<br>Greenock | Soc.Maritime Française | 354·9\|42·8\|26·7<br>P32'B92'F50'<br>BK10"<br>*CellDB*260'646*t* | LaRochlle<br>French<br>6*BHCem*<br>*APT*64*t* | T.3Cy.23",38"&62"-54"<br>379NHP<br>1DB,6*cf*,GS144,HS5702 FD<br>Scott&Co.Greenock | 30 " 0 | V |
| 29600<br>142750 | **St. Mellons** SteelScSr<br>*Elec.light* 1*Dk(Stl)* | 422<br>371<br>14 | ✠ A1<br>*For towing purposes*<br>12,18 ✠LMC12,18 | Gls | | | 1918<br>12mo | Harland& Wolff,Ld.<br>Glasgow<br>*Lloyd's A&CP* | TheAdmiralty | 135·5\|29·0\|13·6<br>F36'<br>BK6"<br>*CellDBa*17'20*tFPT*26*t* | London<br>British<br>3*BHCem*<br>*APT*38*t* | T.3Cy.18¼",28½"&48¼"-28"<br>180lb (*s*) 208NHP<br>2SB,6*cf*,GS88,HS3384 FD<br>Harland&Wolff,Ld.Gls. | 16 " 2<br>s 2 " 0½<br>14 " 8 | |
| 29601<br>124050<br>HKJW | **Saint Michael** SteelScSr<br>*ss*NYk.No.3-4,20<br>Wireless 1*Dk(Stl)&Spar dk(Stl)& deep framing*<br>*Carrying oil fuel F.P.above* 150°F.*inDB* | 3796<br>3507<br>2418 | ✠100A1<br>*Spar dk*<br>~~2,21~~ ~~3,21~~ 3,22<br>~~BS12,20~~ ✠LMC11,19<br>BS12,21 | NYk<br>~~Liv~~ Hul | *x* | CL<br>~~4,20~~<br>3,22 | 1907<br>4mo | W.Pickersgill&Sons<br>Sunderland<br>*Lloyd's A&CP* | ClydesdaleShipownersCo.Ld.<br>(Glen&Co.*Mgrs.*) | 361·0\|47·4\|17·2<br>P29'B198'F41' 25·1<br>FK<br>*WB=CellDB* 118'*uE&B*44' *f*146 | Liverpool<br>British<br>6*BHCem*<br>331*tDTf*28' | T.3Cy.24",40"&67"-45" (*r*)<br>180lb ~~110lb&5lb~~ 343NHP<br>2SB,6*cf*,GS114,HS4401 FD<br>G.Clark,Ld.Sunderland<br>651*tAPT*43*t* | 27 " 8<br>s 4 " 1½<br>23 " 11 | |
| 29602<br>OSWN | **Saint Michel** SteelSc<br>*Elec.light* Wireless 2*Dks* | 5202<br>4290<br>3277 | | | | | 1914 | Atel.&Ch. deFrance<br>Dunkirk | Soc.Navale de l'Ouest | 352·5\|52·5\|28·7<br>P29'B102'F35' | Havre<br>French<br>*WB* | T.3Cy.26",42"&70"-48"<br>339NHP<br>Atel.&Chnt.deFrance,Dnk | | V |
| 29603<br>OSWM | **—** SteelScSr<br>*ss*NoumeaNo.1-18<br>*Well deck* *Elec.light* 1*Dk(Stl)* | 486<br>294<br>271 | ✠100A1<br>3,18<br>✠LMC6,20 | Noumea | *h* | N6,20 | 1913<br>2mo | N.V.Werf deNoord<br>Alblasserdm<br>A&CP | Cie.Navale de l'Océanie | 155·2\|26·1\|11·7<br>P&B106'F24'<br>FK<br>*WB=FPT*23*t* | Bordeaux<br>French<br>4*BHCem*<br>*APT*28*t* | T.3Cy.13",18"&31"-21" (*s*)<br>180lb 64NHP<br>1SB,2*pf*,GS37,HS1210<br>Earle'sCo.Ld.Hull | 12 " 6<br>s " 4½<br>12 " 4 | |
| 29604<br>220739<br>MBRW | **St. Mihiel** SteelSc4TwinMst<br>*Elec.light* 2*Dks(Stl)&Shelter dk(Stl)*<br>Sub.Sig. Wireless *Cruiser Stern* | 7556<br>6282<br>3908 | ✠100A1<br>*Shelter dk withfreeboard*<br>10,20 ✠LMC9,20<br>*Fitted for oil fuel* 9,20 *F.P. above* 150° F. | Hog Island | | | 1920<br>5mo | American International S.B.Corp.<br>HogIslandPa<br>A&CP | UnitedStates ShippingBoard | 436·9\|58·2\|35·9<br>P80'B135'F82'*on Shelter dk*<br>FK<br>*CellDB*288'1187*tDTa*11'53*t FPT*103*t* | Phildlphia<br>Utd.States<br>11*BHtoS dk*<br>*APT*171*t* | 2 SteamTurbines geared to 1 Sc Shaft (*s*) HS1741<br>200lb 1295NHP<br>6 Water Tube Boilers FD<br>GeneralElectricCo.Erie Pa | 40 " 0<br>s12 " 2½<br>28 " 0 | |
| 29605 | **—** SteelScSr<br>*Elec.light* 1*Dk(Stl)*<br>*Cargo battens not fitted* | *2742*<br>*2264*<br>*1670* | ✠100A1<br>12,19<br>✠LMC12,18 | Rot | *s* | 5,19 | 1918<br>12mo | Dominion S.B.Co.Ld.<br>Toronto,Ont.<br>A&CP | M.Allende&Co. | 251·2\|43·7\|25·9<br>P25'B68'F20'<br>FK<br>*CellDBa*76'*uE*26'*f*96'482*tFPT* | Uruguayan<br>4*BHCem*<br>72*tAPT*94*t* | T.3Cy.20⅛",33½"&55¼"-40"<br>185lb (*s*) 253NHP<br>2SB,6*cf*,GS126,HS4534<br>JohnInglisCo.Ld.Toronto | 28 " 3<br>s 4 " 3½<br>24 " 3 | |
| 29606<br>143909 | **St. Minver** SteelSc<br>*Elec.light* 1*Dk(Stl)* | 414<br>367<br>7 | ✠ A1<br>*For towing purposes*<br>9,20 ✠LMC1,20 | Ant | | | 1919<br>12mo | Day,Summers&Co.Ld.<br>Southampton<br>*Lloyd's A&CP* | TheAdmiralty | 135·0\|29·1\|13·7<br>F35'<br>BK6"<br>*CellDBuBunkers*17' 19*t FPT*26 | London<br>British<br>3*BHCem*<br>*APT*38*t* | T.3Cy.18¼",28½"&48¼"-28"<br>180lb (*s*) 208NHP<br>2SB,6*cf*,GS87,HS3384 FD<br>Day,Summers&Co.Ld.Sou | 16 " 1<br>s 2 " 1<br>14 " 8 | |
| 29607<br>144030<br>KDPQ | **—** SteelScK<br>(*Trawler*)<br>1*Dk* | 325<br>288<br>132 | | | | | 1919 | GooleS.B. &RepgCo.Ld<br>Goole | T.Hamling&Co.Ld<br>(H.Hall,*Mgr.*) | 138·5\|23·7\|12·8 | Hull<br>British | T.3Cy.13",23"&37"-26"<br>Crossley 87RHP<br>Bros.Ld.Manchester | | |
| 29608<br>104548<br>NLMV | **Saint Mirren** SteelSc3MstSr<br>*ss*Ard.2ndNo.3-1,15<br>*ss*AyrNo.1-19<br>*Well deck* *Mchy.Aft* 1*Dk(Stl)* | 566<br>398<br>227 | ✠100A1<br>9,21 ~~5,20~~ 2,22<br>✠NB7,12 ✠LMC6,19<br>~~BS5,20~~ 6,21 | Ayr<br>Liv | *i* | CL<br>~~6,19~~<br>9,21 | 1894<br>8mo | J.Fullerton&Co.<br>Paisley<br>A&CP | T.Heiton&Co.Ld.<br>(R.Harper,*Mgr.*) | 178·0\|27·1\|10·7<br>Q96'B10'F33'<br>BK7"<br>*WB=CellDBf*91' | Dublin<br>British<br>3*BHCem*<br>139*tFPT*50*t* | T.3Cy.16",27"&43"-33" (*s*)<br>160lb 114NHP<br>1SB,3*pf*,GS61,HS1817<br>Ross&Duncan,Glasgow | 13 " 1<br>s " 7<br>13 " 3 | |
| 29609<br>129468 | **Saint Modan** SteelScSr<br>~~ssBwg.No.2-19~~<br>*Well deck* *Mchy.Aft* *ss*Bwg.No.3-11,21 1*Dk(ptStl)* | 237<br>176<br>89 | ✠100A1<br>11,21 ~~11,20~~<br>~~BS11,20~~ ✠LMC~~9,19~~ 11,21 | Bwg | *d* | CL<br>~~11,20~~<br>11,21 | 1910<br>2mo | Scott& Sons<br>Bowling<br>*Lloyd's A&CP* | J.&A.Gardner& Co.Ld. | 122·2\|21·6\|9·4<br>Q43'B7'F23'<br>BK7"<br>*WB=FPT* | Glasgow<br>British<br>3*BHCem*<br>18*tAPT*3*t* | C.2Cy.14"&30"-24" (*s*)<br>135lb 35RHP<br>1SB,2*pf*,GS36,HS1056<br>Fishers,Ld.Paisley | 10 " 3<br>s " 8<br>10 " 3 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29610 | **St. Monance** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames* | 448<br>393<br>44 | ✠ A1<br>*For towing purposes*<br>12,19 ✠LMC12,19 | HKg | *g* | CL | 1919<br>12mo<br>*Lloyd* | Hong K'ng &Whampoa DockCo.Ld.<br>HongKong<br>'*sA&CP* | TheAdmiralty<br>*CellDBbetweenE&* | 135·0<br>F32'<br>BK6½"<br>*B17'f7'28tFPT30t* | 29·1 | 15·1 | HongKong<br>British<br>3*BHCem*<br>*APT32t* | T.3Cy.18",29"&48"-33" (*s*)<br>180lb 212NHP<br>2SB,*6cf*,GS87,HS3384 FD<br>HongKong&Whampoa DockCo.Ld.HongKong |
| 29611<br>144968 | **Saint Mungo** SteelSc<br>*Elec.light* *Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 448<br>313<br>173 | ✠100A1<br>9,20<br>✠LMC9,20 | Trn | *g* | CL | 1920<br>9mo<br>*Lloyd* | AilsaS.B. Co.Ld.<br>Troon<br>'*sA&CP* | T.Heiton&Co.Ld.<br>(R.Harper, *Mgr.*) | 155·0<br>Q86'B7'F27'<br>BK7½"<br>*FPT55t* | 23·1 | 10·8 | Dublin<br>British<br>3*BHCem*<br>*APT5t* | C.2Cy.18"&36"-27" (*s*)<br>130lb 54RHP<br>1SB,*3pf*,GS56,HS1897<br>AilsaS.B.Co.Ld.Troon |
| 29612<br>OSWX | **Saint Nazaire** SteelScSr<br>*Elec.light* 1*Dk*<br>Wireless | 2910<br>2538<br>1774 | | | ... | | 1919 | ForthS.B. &E.Co.Ld.<br>Alloa | Cie.Française des Chemins de Fer de Paris-Orléans (Soc Mar.Auxiliaire de Transports) | 324·5<br>P28'B85'F33'<br>FK | 44·3 | 23·1 | Nantes<br>French<br>*WB* | T.3Cy.20½",33"&54"-39"<br>234NHP<br>G.T.Grey&Co.Ld.S.Shl. |
| 29613<br>139360 | **St. Neots** SteelScK<br>(*ex*ThomasMaloney) 1*Dk*(*Stl*-ws) | 324<br>287<br>148 | ✠100A1<br>*StmTrawler*<br>~~7,21~~ ~~12,20~~<br>2.22<br>✠LMC9,19 | Hul | | ~~12,20~~<br>CL<br>2,22 | 1919<br>9mo<br>*Lloyd* | Cochrane &Sons,Ld.<br>Selby<br>'*sA&CP* | T.Hamling&Co. Ld. | 138·3<br>Q78'F19'<br>BK7½" | 23·7 | 12·7 | Hull<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 87NHP<br>1SB,*3pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull |
| 29614<br>OSWZ | **Saint Nicholas** SteelScSr<br>*ss*Kob.No.3-5,13<br>(*ex*TeikokuMaru, *ss*Kob.No.1-17<br>*ex*Mazagon) 1*Dk*(*Irn*)&*Spar dk*(*Irn*)&<br>Wireless *deep framing* | 5175<br>4640<br>3228 | ✠100A1<br>*Spar dk*<br>2.20<br>~~BS2,20~~ ✠LMC2,17<br>BS6,21 | Hul | *y* | 9,19 | 1894<br>7mo<br>*Lloyd* | A.Stephen &Sons<br>Glasgow<br>'*sA&CP* | FrenchGovernment | 400·0<br>P28'B84'F42'<br>BK11"<br>*CellDBa118'uE&B* | 48·0 | 21·8<br>28·8 | French<br>6*BHCem*<br>*52'f148'983t* | T.3Cy.27",45"&72"-48" (*s*)<br>160lb *70lb* 418NHP<br>NDB08*refitted*19<br>2DB,*12rf*,GS200,HS7142<br>A.Stephen&Sons,Glasgow |
| 29615<br>104508<br>HPNG | **Saint Ninian** SteelScSr<br>*ss*Abn.2ndNo.3-10,19<br>*Well deck* 2*Dks*(*UStl*-ws)<br>*Elec.light* Wireless | 687<br>548<br>279 | ✠100A1<br>~~10,20~~10,21<br>~~BS10,20~~ ✠LMC10,19<br>BS10,21 | Lth<br>Abn | *l* | 10,20 | 1895<br>3mo<br>*Lloyd* | Ramage& Ferguson,Ld<br>Leith<br>'*sA&CP* | N.of Scotland,Orkney&Shetland Stm Nav.Co.Ld. | 205·0<br>P&B136'F53'<br>BK6½"<br>*WB=FPT* | 28·6 | 14·9 | Aberdeen<br>British<br>4*BHCem*<br>*14tAPT26t* | T.3Cy.19",30"&50"-36" (*s*)<br>180lb *90lb* 174NHP<br>2SB,*6cf*,GS99,HS2959<br>Ramage&Fergusn,Ld.Lth. |
| 29616<br>99637<br>NKOW | **Saint Ola** SteelScSr<br>*ss*Abn.2ndNo.3-12,19<br>*Well deck* 1*Dk* | 231<br>164<br>88 | ✠100A1<br>~~12,20~~12,21<br>✠NB4,10 ✠LMC12,19<br>~~BS12,20~~12,21 | Abn | *d* | CL<br>12,20 | 1892<br>3mo<br>*Lloyd* | Hall,Russell&Co.<br>Aberdeen<br>'*sA&CP* | N.of Scotland,Orkney&ShetlandStm Nav.Co.Ld. | 135·5<br>P82'F38'<br>BK7"<br>*WB=DB* | 22·1 | 11·0 | Aberdeen<br>British<br>4*BHCem*<br>*a22'f23'32t* | T.3Cy.16",26"&43"-27" (*r*)<br>160lb *80lb* NDB10 105NHP<br>1SB,*3cf*,GS62,HS1668<br>Hall,Russell&Co.,Abn. |
| 29617<br>143036 | **St. Olaves** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*) | 468<br>371<br>26 | ✠ A1<br>*For towing purposes*<br>3,19 ✠LMC5,19 | Gls | *g* | | 1919<br>3mo | Harland& Wolff,Ld.<br>Glasgow<br>A&CP | TheAdmiralty | 135·6<br>BK6"<br>*CellDBa17' 19t FPT* | 29·0 | 13·7 | London<br>British<br>3*BHCem*<br>*26tAPT38t* | T.3Cy.18¼",28½"&48¼"-28"<br>180lb (*s*) 208NHP<br>2SB,*6cf*,GS87,HS3384 FD<br>Harland&Wolff,Ld.Gls. |
| 29618<br>144578 | **St. Omar** SteelScSp<br>(*Tug*)<br>*Elec.light* 1*Dk* | 460<br>370<br>5 | | | | | 1920 | Ferguson Bros.(Port Glasgow) Ld.<br>PortGlasgow | TheShippingController(Alexandra TowingCo.Ld. *Mgrs.*) | 135·4<br>F28' | 29·0 | 13·6 | London<br>British<br>*WB* | T.3Cy.18¼",28½"&48¼"-28"<br>123NHP<br>FergusonBros.(Pt.Gl.)Ld. |
| 29619<br>OSXG | **Saint Palais** SteelSc<br>(*ex*WarPibroch) 1*Dk*(*Stl*)<br>*Elec.light* Wireless<br>*Well deck* *Cargo battens not fitted* | 2257<br>1761<br>1263 | ✠100A1<br>12,19<br>✠LMC6,18 | Nwc | *s* | CL<br>12,19 | 1918<br>6mo<br>*Lloyd* | ForthS.B. &E.Co.Ld.<br>Alloa<br>'*sA&CP* | ~~Chemins de Fer de l'EtatFrançais (Soc.Maritime Nationale, *Mgrs.*)~~<br>SocMaritNationale | 285·5<br>P28'Q69'B64'F32'<br>FK<br>*CellDB228'566tFPT1* | 41·9 | 19·1 | Havre<br>French<br>7*BHptCem*<br>*08tAPT238t* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 411NHP<br>2SB,*8cf*,GS148,HS5882 FD<br>D.Rowan&Co.LdGlasgow |
| 29620<br>143977<br>~~OSXK~~<br>KMCB | **Saint Patrice** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* *Carrying Petroleum in bulk*<br>2*Dks* | 1920<br>1676<br>1077 | | | | | 1919 | Antwerp Eng.Co.<br>Hoboken | ~~Soc.Navale de l'Ouest~~<br>British TankerCo.Ld. | ~~265·0~~<br>P27'B68'F34'<br>264·7 | ~~42·0~~<br>42·2 | ~~20·0~~<br>17·8 | ~~Havre~~<br>~~French~~<br>Swansea<br>British *WB* | T.3Cy.21",34"&56"-36"<br>188NHP<br>N.E.MarineEng.CoLd.Sld |
| 29621<br>123977<br>HGNP | **Saint Patrick** SteelScSr<br>*ss*Bry.No.3-6,18<br>*Elec.light* 2*Dks*(*Stl*)&*deep framing*<br>Wireless &*Shelter dk*(*Stl*) | 4259<br>3895<br>2692 | ✠100A1<br>*Shelter dk withfreeboard*<br>5,21 ~~12,20~~<br>MS8,18 ✠LMC<br>BS~~..~~7,21 | NYk<br>Ham | *y* | CL<br>~~6,18~~<br>5,21 | 1906<br>7mo<br>~~*Lloyd*~~ | W.Pickersgill&Sons<br>Sunderland<br>~~'*sA&CP*~~<br>A&CP | TheSaintLine,Ld. (Rankin,Gilmour &Co.Ld. *Mgrs.*)<br>*W* | 381·0<br>FK<br>*B=CellDB122'uE* | 49·0 | 25·7 | Liverpool<br>British<br>6*BHCem*<br>*&B44'f164'* | T.3Cy.26",43"&72"-48" (*a*)<br>180lb *100lb* 430NHP<br>2SB,*6cf*,GS123,HS5739 FD<br>G.Clark,Ld.Sunderland<br>*992tDTf32'784tAPT42t* |
| 29622<br>123674<br>HGQL | **St. Patrick** SteelTrpScSr<br>*ss*Gls.No.3-12,19<br>*Elec.light* 2*Dks*(*M pt Stl*-ws)&<br>Wireless *Shelter dk*(*ptStl*-teak s) | 2456<br>1320<br>1005 | ✠ A1<br>*Shelter dk withfreeboard*<br>3,21<br>BS5,21 ✠LMC12,19<br>*Irish Channel Service* | Liv | *t* | P CL<br>S CL<br>3,21 | 1906<br>8mo<br>*Lloyd* | J.Brown& Co.Ld.<br>Clydebank<br>*sA&CP* | Fishguard&RosslareRailways& HarboursCo.<br>*WB* | 350·8<br>F44'<br>FK<br>*=CellDBuE44'67t* | 41·1 | 16·5 | London<br>British<br>9*BHAsp*<br>*DTf20'172t* | 3SteamTurbines (*s*)<br>185lb 1606NHP<br>8SB,*24cf*,GS473,HS18304 FD<br>J.Brown&Co.Ld.Clydebnk |
| 29623<br>116693<br>HPTS | **St. Paul** SteelTwinScSr<br>*ss*Sou.No.3-6,08<br>*ss*NYk.No.2-16<br>4*Dks*(2*Stl*&1*ptStl*-ws)&<br>*Elec.light* *Promenadedk*(*Stl*-ws)<br>Sub.Sig. Wireless &*Web frames* | 10230<br>6724<br>4667 | ✠100A1<br>10.17<br>✠NB5,07 ✠LMC4,20 | NYk | | CL<br>4,20 | 1895<br>10mo | W.Cramp &SonsS.&E.B.Co.<br>Philadelphia<br>A&CP *WB* | International Mercantile Marine Co.Inc.<br>*= Cell D Ba 104'u* | 535·5<br>P80'F150'<br>FK<br>*E&B176'f148'1335* | 63·0 | 26·8<br>37·5 | NewYork<br>Utd.States<br>9*BHAsp*<br>*tAPT 157t* | Q.12Cy(4)28½"(2)55"(6)77"-60"] 200lb FD (*s*)<br>6D&4SB,HS40700 2750NHP<br>WCramp&SnS&EBCo,Phl<br>*FPT56tDTa107tDTf41t* |
| 29624<br>OSXP | **Saint Paul** SteelSc<br>*Elec.light* Wireless 2*Dks*&*Awng dk* | 2456<br>2214<br>1337 | | | | | 1908 | Atel.&Ch. deFrance<br>Dunkirk | Soc.Navale de l'Ouest | 288·8<br>B31'F32' | 38·9 | 16·6<br>24·2 | Havre<br>French<br>*WB* | T.3Cy.19",30½"&51"-36"<br>156NHP<br>Atel.&Ch.deFrance,Dun. |
| 29625<br>OSYC | **Saint Pierre** SteelSc<br>*Elec.light* Wireless 2*Dks*&*Awng dk* | 2456<br>2214<br>1338 | | | | | 1908 | Atel.&Ch. deFrance<br>Dunkirk | Soc.Navale de l'Ouest | 288·8<br>B31'F32' | 38·9 | 16·6<br>24·2 | Havre<br>French<br>*WB* | T.3Cy.19",30½"&51"-36"<br>156NHP<br>Atel.&Ch.deFrance,Dnk. |
| 29626<br>OSYK | — Steel&IronScSr<br>(*ex*Balder)<br>*Elec.light* 1*Dk* | 731<br>—<br>355 | | | | | 1895 | J.W. Klawitter<br>Danzig | UnionCommerciale et de Nav. Calédonienne | 177·0<br>P115'F39' | 27·0 | 12·9 | Nouméa<br>French<br>*WB* | T.3Cy.13¾",21⅝"&35 7/12"-25¼"<br>NB03 64NHP<br>J.W.Klawitter,Danzig |
| 29627<br>OSYG | **Saint Pierre II.** IronScK<br>*ss*Hav.No.3-1,19<br>(*ex*SaintPierre,*ex*Imbrim) 1*Dk* | 235<br>226<br>92 | ✠100A1<br>*StmTrawler*<br>1,19<br>BS1,22<br>~~BS6,20~~ ✠LMC1,19 | Hav | | CL<br>1,19 | 1904<br>12mo<br>*Lloyd* | Mackie& Thomson<br>Glasgow<br>'*sA&CP* | Soc.Industrielle Nationale de Peche et d'Armement | 130·3<br>Q55'<br>BK7½"<br>*WB=* | 22·0 | 11·5 | Fécamp<br>French<br>4*BHCem*<br>*DBf14'11t* | T.3Cy.13",21"&34"-24" (*s*)<br>180lb 78NHP<br>1SB,*3pf*,GS50,HS1440<br>W.V.V.Lidgerwood,Gls. |
| 29628<br>ZH | **Saint Prosper** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | ~~4505~~<br>~~4014~~<br>~~2989~~<br>4330<br>4014<br>2312 | ✠100A1<br>~~3,21~~ ~~3,21~~ 8,22<br>✠LMC8,20<br>BS9,21<br>*Fitted for oil fuel* 8,20 *F.P. above 150° F.* | Hpl<br>Hm | *x* | CL | 1920<br>8mo<br>*Lloyd* | W.Gray& Co.(1918)Ld.<br>WHartlepool<br>'*sA&CP* | SociétéNavale de l'Ouest<br>*CellD* | 351·2<br>P30'B103'Ba22'<br>Bf22'F36'<br>FK<br>*B308'963tFPT122t* | 52·5 | 26·7 | Havre<br>French<br>6*BHptCem*<br>*APT89t* | T.3Cy.26",42"&70"-48" (*r*)<br>200lb 515NHP<br>3SB,*9cf*,GS186,HS7665 FD<br>Cen.Mar.Eng.Wks.W.Hpl |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8 Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29629<br>OSZL | **Saint Raphael** SteelScSr<br>(exAmericano,exFlora) 2Dks&<br>Elec.light Wireless Shade dk | 1650<br>—<br>1099 | | | ... | | 1908 | WoodSkin-ner&Co.Ld.<br>Newcastle | Soc.Française<br>d'Armement<br>Em.Frisch&Co. | 250·5\|38·2\|15·7<br>22·7<br>Promenade dk214'<br>FK | Marseilles<br>French | T.3Cy.19",31"&51"-36"<br>218NHP<br>G.Clark,Ld.Sunderland | 18 ″ 0 | V |
| 29630 | **Saint Rene** SteelSc<br>Elec.light Wireless 2Dks(Stl) | 4508<br>4014<br>2691 | ✠100A1<br>7,21 ~~4,21~~<br>✠LMC4,21<br>Fitted for oil | Hpl<br>fuel4, | x<br>21 | CL<br>F.P. a | 1921<br>1mo<br>Lloyd<br>bove 1 | W.Gray&<br>Co.(1918) Ld.<br>WHartlepool<br>'sA&CP<br>50°F. | Soc.Nav.de l'Ouest<br>CellDB306'954tF | 351·0\|52·5\|26·7<br>P30'B103'F36'<br>Bf22' Ba22' FK<br>PT122tAPT89t | Havre<br>French<br>6BHptCem | T.3Cy.26",42"&70"-48" (r)<br>200lb FD 515NHP<br>3SB9cf,GS186,HS7665<br>Cen.Mar.Eng.Wrks.WHpl | 29 ″ 4<br>s 5 ″ 3<br>24 ″ 4 | |
| 29631 | **Saint Roger** SteelSc<br>Elec.light | 4500<br>4020<br>2690 | 100A1<br>(ClassContem | plated | ) | | 1920 | W.Gray&<br>Co.(1918) Ld.<br>WHartlepool | SociétéNavale de<br>l'Ouest | 351·0\|52·5\|26·7<br>P29'B102'F35' | Havre<br>French | T.3Cy.26",42"&70"-48"<br>Cen.Mar.Eng.Wrks.WHpl | | |
| 29632<br>114185<br>JGBV | **St. Rognvald** SteelScSr<br>ssAbn.No.3-2,13<br>Well deck ssAbn.No.2-20<br>Elec.light Wireless 2Dks(UStl-ws) | 920<br>701<br>382 | ✠100A1<br>~~10,20~~11,21<br>~~BS10,20~~ ✠LMC2,20<br>BS11,21 | Lth<br>Abn | n | CL<br>~~2,20~~<br>11,21 | 1901<br>5mo<br>Lloyd | Hall,Rus-sell&Co.Ld.<br>Aberdeen<br>'sA&CP | N.ofScotland,Ork-ney&ShetlandStm<br>Nav.Co.Ld.<br>WB | 230·1\|31·2\|15·5<br>P152'F65'<br>BK7"<br>=Cell DBa56'f77' | Aberdeen<br>British<br>4BHCem<br>88tFPT13t | T.3Cy.22",36"&59"-36" (a)<br>190lb 100lb 225NHP<br>2SB,6cf,GS110,HS3370<br>Hall,Russell&Co.Ld.Abn. | 16 ″ 3<br>s 1 ″ 9½<br>15 ″ 6 | BT<br>till<br>10,21 |
| 29633<br>142226 | **St. Sampson** SteelScSr<br>Elec.light 1Dk(Stl)&Web frames | 451<br>393<br>35 | ✠ A1<br>For towing pu<br>9,19 | rposes<br>✠LMC9,19 | g | CL | 1919<br>6mo<br>Lloyd | Hong K'ng<br>&Whampoa<br>DockCo.Ld.<br>HongKong<br>'sA&CP | TheAdmiralty<br>CellDBbetween | 135·0\|29·1\|15·0<br>F32'<br>BK6½"<br>E&B17'f7'28t FPT | HongKong<br>British<br>3BHCem<br>30tAPT32t | T.3Cy.18",29"&48"-33" (s)<br>180lb 213NHP<br>2SB,6cf,GS87,HS3384 FD<br>HongKong&Whampoa DockCo.Ld.HongKong | 16 ″ 2 | |
| 29634<br>145344 | **St. Senan** SteelSc<br>For full particulars See No. 39239 in Supplement<br>Mchy.Aft | ~~440~~ 515<br>347<br>[illegible]<br>222 | 100A1<br>(ClassContem | plated | ) | | 1921 | JIThorny-croft&Co.Ld.<br>Southampton | C.J.Irwin&Co. | 155·7\|26·2\|11·4<br>Q86'B11'F22' | Dublin<br>British | T.3Cy.13½",22"&35"-27"<br>JIThornycroft&CoLd Sou. | 12 ″ 6<br>s3 ″ 10½<br>12 ″ 4 | |
| 29635<br>36 | **St. Sergy** SteelPad<br>(Tug)<br>1Dk | 269<br>—<br>108 | | | | | 1899 | ................<br>Linz | Russian-Danube<br>S.N.Co. | 186·9\|23·2\| 7·5 | Reni<br>Russian | C.2Cy.28"&48"-48"<br>133NHP | | |
| 29636<br>OSZU | **Saint Servan** SteelSc<br>Wireless 1Dk&Spar dk | 1243<br>1018<br>642 | | | | | 1906 | Ch.&Atel.<br>deProvence<br>Port deBouc | Cie.Générale<br>Transatlantique | 232·6\|33·2\|17·9<br>P26'H—F34' | St.Nazaire<br>French<br>WB | T.3Cy.19$\frac{7}{10}$",31½"&51⅓"-35⅔"<br>151NHP<br>Ch.&Atel.de Provence,Msl. | | V |
| 29637<br>OSZX | **Saint Simon** IronScBn<br>Now named "SanSimone," See No. [illegible] in Supplement<br>(exGlenTanar)<br>1Dk&Spardk3trB | 1511<br>—<br>943 | | | ... | | 1884 | A.Hall&Co<br>Aberdeen | Cie.Mar.France-<br>Atlantique | 250·7\|33·1\|17·7<br>24·8<br>BK9" | Havre<br>French<br>WB | C.2Cy.30"&57"-36"<br>153NHP<br>Hall,Russell&Co.Abn. | 25 ″ 9 | V |
| 29638<br>131327<br>HSKL | **Saint Stephen** SteelScSr<br>ssBrs.No.2-19<br>Wireless 2Dks(Stl)&Web frames<br>Longitudinal framing | 4398<br>4131<br>2782 | ✠100A1<br>2,22 ~~5,21~~<br>MS7,19 | Rot<br>Cff<br>✠LMC<br>~~BS8,20~~<br>9,21 | x | CL<br>~~11,18~~<br>2,22 | 1911<br>4mo<br>Lloyd | W.Hamil-ton&Co.Ld.<br>PortGlasgow<br>'sA&CP | TheSaintLine,Ld.<br>(Rankin,Gilmour<br>&Co.Ld.Mgrs)<br>WB | 376·0\|52·2\|25·5<br>P31'B105'F40'<br>FK<br>= Cell DBa108' uE | Liverpool<br>British<br>6BHCem<br>&B39'f174' | T.3Cy.25",41"&68"-48" (r)<br>180lb 367NHP<br>3SB,9cf,GS165,HS5934<br>D.Rowan&Co.Glasgow<br>1040tDTf24'601tAPT76t | 28 ″ 0<br>s 5 ″ 4<br>23 ″ 0 | |
| 29639<br>88873<br>NHOR | **Saint Sunniva** SteelScSr<br>ssAbn.2ndNo.3-5,11<br>Elec.light ssAbn.No.2-19<br>Wireless 2Dks(1ptStl)&Shelterdk | 864<br>564<br>352 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~6,21~~4,20 10,21<br>BS5,20 | Abn<br>Lth<br>✠NB6,21<br>✠LMC5,19 | m | ~~N5,10~~<br>10,21 | 1887<br>3mo<br>Lloyd | Hall,Rus-sell&Co.<br>Aberdeen<br>'sA&CP | N.ofScotland,Ork-ney&ShetlandStm<br>Nav.Co. | 235·7\|29·8\|14·7<br>22·0<br>BK8" | Aberdeen<br>British<br>4BHCem | T.3Cy.24",36"&63"-36" (r)<br>160lb NDB21-100lb 260NHP<br>2DB,8cf,GS154,HS4220<br>Hall,Russell&Co.,Abn. | 15 ″ 7<br>s 1 ″ 8½<br>14 ″ 11 | |
| 29640<br>144321 | **St. Teath** SteelScSp<br>Elec.light 1Dk(Stl) | 417<br>368<br>2 | ✠ A1<br>For towing pu<br>2,20 | Npt<br>rposes<br>✠LMC2,20 | | | 1919<br>11mo<br>Lloyd | CHWalker<br>&Co.Ld.<br>Sudbrook<br>'sA&CP | TheShippingCon-troller (C.Rowbot-ham&Sons,Mgrs.)<br>CellDBuBunk | 135·0\|29·0\|13·7<br>F32'<br>BK6"<br>ers 17'19t FPT226t | London<br>British<br>3BHCem<br>APT38t | T.3Cy.18¼",25½"&48¼"-28"<br>180lb (s) 208NHP<br>2SB,6cf,GS87,HS3384 FD<br>G.K.Stothert&Co.Ld.Brs. | 16 ″ 0<br>s2 ″ 0½<br>14 ″ 7 | |
| 29641<br>OTAI | **Saint Thomas** SteelScSr<br>Elec.light Wireless 2Dks&Awng dk | 2460<br>2214<br>1340 | | | | | 1909 | Atel.&Ch.<br>deFrance<br>Dunkirk | Soc.Navale de<br>l'Ouest | 288·8\|38·9\|16·6<br>B31'F32' 24·2 | Havre<br>French<br>WB | T.3Cy.19",30½"&51"-36"<br>156NHP<br>Atel.&Ch.deFrance,Dnk. | | V |
| 29642<br>870 | **Saint Trifon** SteelScSr<br>1Dk | 230<br>181<br>154 | ✠<br>3,96 | Bgn | d | | 1896<br>2mo | W.Dobson<br>&Co.<br>Newcastle | ArchangelMour-manStm.Nav.Co. | 125·5\|21·0\|10·3<br>Q32'B28'F28'<br>FK<br>WB=FPT | Archangel<br>Russian<br>4BHCem<br>10tAPT19t | C.2Cy.18"&34"-20"<br>NB11 52NHP<br>N.E.MarineCo.(Lim.)Nwc | 11 ″ 0 | |
| 29643<br>~~79360~~<br>~~[illegible]~~ | **St. Trillo** IronPadSr<br>(exRhosTrevor,exCarisbrooke) | 164<br>164<br>89 | | | | | 1876 | Barclay,<br>Curle&Co.<br>Glasgow | ~~Liverpool&North~~<br>~~WalesS.S.Co.Ld.~~<br>MarquisDeOlaso. | 165·7\|20·1\| 8·0 | ~~Liverpool~~<br>~~British~~<br>Spanish | C.O.2Cy.23"&40"-42"<br>NB99 70RHP<br>Barclay,Curle&Co.Gls. | | |
| 29644<br>OTAF | **Saint-Tropez** SteelSc<br>Elec.light Wireless 1Dk(Stl) | 2096<br>1842<br>1261 | 100A1<br>5,21 ~~5,20~~ | Msl<br>LMC4,20 | r | CL<br>~~12,19~~<br>5,21 | 1919<br>Lloyd | PolsonIron<br>Wrks.Co.Ld.<br>Toronto<br>'sA&CP | Soc.Française<br>d'Armement<br>Ce | 251·0\|43·6\|20·7<br>P25'B68'F20'<br>FK<br>llDB204'454tFPT | Marseilles<br>French<br>4BH<br>57tAPT102t | T.3Cy.20½",33"&54"-36" (s)<br>180lb 276NHP<br>2SB,6cf,GS115,HS2173 FD<br>PolsonI.W.Co.Ld.Tto | 23 ″ 1<br>s 3 ″ 3<br>20 ″ 1 | |
| 29645 | **Saint Tudno** SteelPadSr<br>Wireless | 754<br>597<br>339 | | | | | 1891 | FairfieldCo<br>(Lim.)<br>Glasgow | T.C.Pas | 265·4\|32·6\|11·4<br>H58t | Dutch | C.D.2Cy.51½"&93"-66"<br>NB11 585NHP<br>FairfieldCo.(Lim.),Gls. | | |
| 29646<br>101756<br>PCGH | **St. Tudwal** SteelScSr<br>ssBkn.No.3-9,07<br>Mchy.Aft ssBwg.No.2-16<br>Welldeck 1Dk(Irn) | 204<br>158<br>99 | ✠<br>1,21 | Lon<br>✠ | c | | 1895<br>9mo | C.S.Swan&<br>Hunter<br>Newcastle | J.J.Murphy | 115·0\|20·5\| 8·8<br>Q35'B13'F15'<br>FK<br>WB= | Aberdeen<br>British<br>3BHCem<br>FPT21t | C.2Cy.14"&28"-20"<br>35RHP<br>1SB,2pf,GS22,HS625<br>J.P.Rennoldson&Son,SShl | 9 ″ 6 | |
| 29647<br>144439<br>KFGD | **St. Tudy** SteelScSp<br>Elec.light 1Dk(Stl) | 417<br>368<br>231 | ✠ A1<br>For towing pu<br>4,20 | Npt<br>rposes<br>✠LMC4,20 | | | 1920<br>4mo<br>Lloyd | CHWalker<br>&Co.Ld.<br>Sudbrook<br>'sA&CP | TheShippingCon-troller(C.Rowbot-ham&Sons,Mgrs.)<br>CellDBu | 135·0\|29·0\|13·7<br>F32'<br>BK6"<br>Bunkers17'19tFPT | London<br>British<br>3BHCem<br>26tAPT38t | T.3Cy.18¼",28½"&48¼"-28"<br>180lb (s) 208NHP<br>2SB,6cf,GS87,HS3384 FD<br>G.K.Stothert&Co.Ld.Brs. | 16 ″ 0<br>s 2 ″ 0½<br>14 ″ 7 | |
| 29648<br>OTAQ | **Saint Vincent** SteelSc<br>Elec.light Wireless 2Dks | 5195<br>4281<br>3272 | | | | | 1913 | Atel.&Ch.<br>deFrance<br>Dunkirk | Soc.Navale de<br>l'Ouest | 352·8\|52·7\|28·7<br>P29'B100'F35' | Havre<br>French<br>WB | T.3Cy.26",42"&70"-48"<br>340NHP<br>Atel.&Ch.deFrance,Dnk. | | V |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29649<br>124743 | **St. Vincent**<br>*Elec.light* | SteelScK<br>ssHul.No.3–8,19<br>1*Dk* | 186<br>179<br>73 | ✠100A1<br>*StmTrawler*<br>10,20<br>~~BS11,20~~ ✠ | Hul<br>BS1,22<br>LMC8,19 | | CL<br>10,20 | 1907<br>2mo<br>*Lloyd* | Cook, Wel-t'n&Gemmell<br>Ld. Beverley<br>*'sA&CP* | HullSteamFishing&IceCo.Ld. | 110·5<br>BK8″<br>*WB=* | 21·6 | 11·7 | Hull<br>British<br>4*BHCem*<br>*DTf*13′30*t* | T.3Cy.10″,17″&28″–24″ (*s*)<br>200lb 50RHP<br>1SB,2*pf*,GS27,HS835<br>Amos&Smith,Hull | 12 |
| 29650<br>55202 | — | IronScSp | 143<br>70<br>73 | | | | | 1866 | JBatchelor<br>Cardiff | Osborn&Wallis Ld | 99·3 | 19·0 | 7·5 | Bristol<br>British | 40RHP<br>G.K.Stothert&Co.,Bristol | |
| 29651<br>63272 | **Saint Winifred** | IronPad | 144<br>132<br>7 | | | | | 1870 | W.C.Miller<br>Liverpool | ManchesterShip CanalCo. | 125·0 | 18·4 | 7·7 | Manchestr<br>British | C.2Cy.30″–36″<br>NB99 60RHP<br>Fawcett,Preston&Co.,Liv. | |
| 29652<br>OSMA | **Sainte Adresse**<br>*Elec.light* Wireless | SteelSc<br>1*Dk*2*trB* | 3056<br>2451<br>1683 | | | | | 1908 | Chant. de Normandie<br>Grd. Quevilly | Cie.Générale Transatlantique | 312·0 | 44·0 | 23·6 | Havre<br>French<br>*WB* | T.3Cy.23½″,38″&64″–42″<br>265NHP<br>Ch.&Atel.deSt.Nazaire | |
| 29653<br>OSMP | **Sainte Anne**<br>Wireless | SteelScSr<br>1*Dk* | 2247<br>—<br>1132 | | | | | 1913 | Atel.&Ch. deBretagne<br>Nantes | Soc.Mar.Aux.de Transports | 269·0<br>Q103′B59′F26′ | 41·4 | 19·6 | St.Nazaire<br>French<br>*WB* | T.3Cy.18⅜″,29½″&48 1/16″–37⅞″<br>143NHP<br>Atel.&Ch.de Bretagne,Nts. | |
| 29654<br>207582 | **Ste. Claire**<br>*Elec.light* | SteelScSr<br>1*Dk* | 870<br>—<br>407 | | | | | 1910 | ToledoS.B. Co.<br>Toledo,Ohio | Detroit&Windsor FerryCo. | 181·0 | 50·0 | 14·9 | Detroit<br>Utd.States<br>*WB* | T.3Cy.20½″,32″&50″–36″<br>150NHP<br>ToledoS.B.Co.Toledo | |
| 29655<br>OSNP | **Sainte Jehanne**<br>Now named "Sainte Jeanne d'Arc," See No. 39306 in Supplement<br>*Elec.light* Wireless | SteelScSr<br>2*Dks* | 623<br>466<br>226 | | | | | 1916 | Atel.&Ch. deBretagne<br>Nantes | Soc.desŒuvres de Mer | 168·0<br>P34′F37′ | 28·0 | 15·5 | Havre<br>French | T.3Cy.13″,22″&36″–25″<br>65NHP<br>Atel.&Ch.Bretagne,Nts. | |
| 29656<br>210944 | **Sainte Marie**<br>*Elec.light* | SteelSc<br>(*Car ferry–screws fore & aft*)<br>1*Dk* | 2383<br>—<br>1620 | | | | | 1913 | ToledoS.B. Co.<br>Toledo,O. | MackinacTransportationCo. | 250·0 | 62·2 | 21·7 | St.Ignace<br>Utd.States | C.2Cy.(*f*)28″&52″–40″<br>C.2Cy.(*a*)32″&58″–48″<br>E*made*93*refitted*13<br>DryDockEng.Wks Detroit | |
| 29657 | — | SteelScSr<br>(*Tug*) | 108<br>100<br>— | | | | | 1895 | Chantiers deNormandie<br>Rouen | JulesBonpain | 85·6 | 18·9 | 9·8 | Rouen<br>French | C.2Cy.16″&28″–18″<br>82NHP<br>A.LeMarchand,Rouen | |
| 29658<br>OSPA | **Sainte Maxime**<br>*Elec.light* Wireless | SteelSc<br>(*ex*Parnassos)<br>2*Dks* | 2860<br>2632<br>1745 | | | | | 1911 | Akt.Ges. "Weser"<br>Bremen | Soc.Française d'Armement(Em. Frisch&Co.) | 337·7<br>HF32′ | 48·2 | 20·4 | French<br>*WB* | T3Cy.23⅝″,38 9/16″&62″–41 5/16″<br>248NHP<br>A.G."Weser,"Bremen | |
| 29659<br>138269 | **Ste. Rose** | WoodScSr<br>*OilEng.*<br>1*Dk* | 118<br>113<br>94 | | | | | 1916 | A.Coté<br>Ste.Rose de LimaCity,PQ | G.Leclerc | 83·2 | 25·0 | 8·2 | Quebec<br>British | Oil Engine<br>4Cy.6″–7″ 9NHP<br>A.Normand,Mntmgny,PQ | |
| 29660<br>26608<br>RVHF | **Saipan Maru** | WoodAuxScSr | 102<br>—<br>52 | | | | | 1919 | ................ | NishimuraTakushokuKabushiki Kaisha | 79·4 | 20·0 | 9·2 | Shimonoseki<br>Japanese | | |
| 29661<br>23453<br>RDFM | **Saisho Maru** | WoodSc | 183<br>—<br>92 | | | | | 1919 | ................ | KabushikiKaisha ShibayamaShokai | 117·4 | 19·4 | 11·1 | Ishinomaki<br>Japanese | | |
| 29662<br>10747<br>LOQP | **Saishu Maru**<br>(*ex*Rossija,*ex*Wiltshire) | SteelScSr<br>ssKob.No.2–17<br>1*Dk*(*Stl*)&*Web frames* | 2072<br>1870<br>1225 | ✠<br>7,07<br>✠ | Kob | *s* | | 1897<br>9mo | J.Priestman&Co.<br>Sunderland | NipponYusen KabushikiKaisha | 290·0<br>P27′B56′F28′<br>FK<br>*WB=DBa*98′ | 42·3 | 20·4 | Tokio<br>Japanese<br>5*BHCem*<br>*f*102′601*t* | T.3Cy.22″,36″&59″–39″<br>220NHP<br>2SB,6*pf*,GS89,HS3350<br>W.Allan&Co.Ld.Sld. | 21 |
| 29663<br>1<br>QBCD | **Saitsu Maru**<br>*Elec.light* | SteelScSr<br>1*Dk*(*Stl*)&*Shelter dk*(*Teak*) | 1037<br>—<br>608 | ✠<br>*Shelter dk withfreeboard*<br>12,11<br>✠ | Kob | *m* | | 1911<br>12mo | Osaka IronWorks<br>Osaka | DairenKisen KabushikiKaisha<br>*WB = Cell DBa*62′ | 225·9<br>B54′F24′*on Shltr dk*<br>FK<br>*uE* 19′ 87*t* *FPT* 80*t* | 32·8 | 16·1 | Dairen<br>Japanese<br>4*BHCem*<br>*APT*55*t* | T.3Cy.13½″,23″&38″–30″<br>116NHP<br>2SB,4*cf*,GS66,HS2169<br>OsakaIronWorks,Osaka | 17 |
| 29664<br>24217<br>RHKN | **Saiyo Maru** | WoodSc | 764<br>—<br>580 | | | | | 1919 | ................ | KabushikiKaisha Hakodate Zosensho | 177·2 | 29·0 | 17·0 | Hakodate<br>Japanese | | |
| 29665<br>22545<br>NVDG | — | WoodAuxScSr | 356<br>—<br>277 | | | | | 1918 | ................ | YagiYunosuke | 132·2 | 27·9 | 14·7 | Hashihama<br>Japanese | | |
| 29666<br>7699<br>JMGS | **Sajima Maru** | SteelSc<br>1*Dk* | 146<br>122<br>52 | | | | | 1901 | OsakaIron Works<br>Osaka | KochiKen | 102·3 | 22·2 | 7·9 | Urado<br>Japanese | C.2Cy.12″&24″–15″<br>19NHP<br>OsakaIronWorks,Osaka | |
| 29667<br>22004<br>NRTV | **Sakai Maru No. 3** | SteelSc | 984<br>—<br>575 | | | | | 1917 | ................ | SakaiShosen KabushikiKaisha | 193·7 | 31·2 | 18·5 | Nishinomiya<br>Japanese | | |
| 29668<br>16319<br>MHLG | **Sakaki Maru**<br>*Elec.light* Wireless | SteelTwinScSr<br>2*Dks* | 3402<br>2605<br>1346 | | | | | 1913 | Kawasaki D.&E.Wrks.<br>Kobe | TeikokuKaiji Kyokai(Imperial JapaneseMarine Corpn.) | 366·1<br>P49′B176′F65′ | 46·0 | 23·6 | Tokio<br>Japanese<br>*WB* | 2 Steam Turbines<br>KawasakiDkydCoLdKobe | |
| 29669 | **Sakala**<br>(*ex*City of Berlin,*ex* Prado) | IronSc<br>6thSurvey,Brs.3,00<br>3rdSurvey,Rot.5,13<br>1*Dk*2*trB* | 1073 | ✠<br>7,14 | Brs | Lv | | 1874 | Bowdler, Chaffer&Co.<br>Liverpool | EsthonianGovernment | 244·3<br>BK6½″ | 30·7 | 17·4 | Reval<br>Esthonian<br>5*BHCem*<br>*DBa*3*f* | C.2Cy.30″&60″–30″<br>164NHP<br>2SB,4*cf*,GS88,HS2430<br>Fawcet,Preston&Co.Liv. | |
| 29670<br>25323<br>RNBH | **Sakaye Maru No. 1** | WoodSc | 189<br>—<br>109 | | | | | 1919 | ................ | KyushuUnyu KabushikiKaisha | 95·5 | 25·0 | 11·2 | Kagami<br>Japanese | | |
| 29671<br>7139<br>LTCD | **Sakigake Maru** | WoodSc<br>1*Dk* | 191<br>130<br>107 | | | | | 1912 | G.Ichikawa<br>Ominato | NipponKaijo KogyoKabushiki Kaisha | 106·9 | 21·0 | 9·6 | Nishinomiya<br>Japanese | C.2Cy.14 11/16″&27¼″–22″<br>E&B*made*94 29NHP<br>*refitted*12<br>I.Okuyama | |
| 29672<br>15187<br>LWMG | **Sakigake Maru No. 2** | SteelSc | 236<br>188<br>88 | | | | | 1912 | GoshiKaishaHarada<br>Shoko, Osaka | NipponKaijo KogyoKabushiki Kaisha | 114·2 | 22·0 | 12·2 | Nishinomiya<br>Japanese | T.3Cy.11″,19″&32″–22″<br>48NHP<br>GoshiKaishaHaradaShoko | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29673<br>15209<br>LWPK | **Sakigake Maru No. 3** SteelSc<br>Wireless | 239<br>182<br>93 | | | | | 1912 | GoshiKai-shaHarada Shoko, Osaka | NipponKaijo KogyoKabushiki Kaisha | 112·4 | 22·0 | 12·2 | Nishino-miya<br>Japanese | T.3Cy.11",19"&32"–22"<br>48NHP<br>GoshiKaishaHaradaShoko | | |
| 29674<br>3549<br>HTVB | **Sakihana Maru No. 2** WoodScSp<br>1*Dk* | 113<br>—<br>39 | | | | | 1898 | Fukui Yoshimatsu<br>Osaka | OsakaShosen KabushikiKaisha | 102·0 | 19·4 | 8·4 | Osaka<br>Japanese | C.2Cy.17½"&34"–24"<br>47NHP<br>OkamotoKisaburo,Osaka | | |
| 29675<br>23344<br>RCLQ | **Sakishima Maru** SteelSc<br>*Elec.light* 1*Dk* | 1224<br>—<br>709 | | | | | 1918 | OsakaIron Works,Ld.<br>Osaka | OsakaShosen KabushikiKaisha | 220·0<br>P23'B44'F24' | 33·6 | 18·5 | Osaka<br>Japanese<br>*WB* | T.3Cy.13½",23"&38"–30"<br>79NHP<br>OsakaIronWrks,Ld.Osaka | | |
| 29676<br>143322<br>KBTG | **Sakkarah** SteelScSr<br>*Renamed* "Charlbury," *See No.* 36740 *in Supplement*<br>ssHam.No.1-11<br>*Elec.light* 2*Dks*(*Stl*)&*deepframing*&<br>Wireless *Shelterdk*(*Stl*–ws) | 4691<br>4448<br>2997 | ✠<br>*Shelter dk*<br>*withfreeboard*<br>1,16 ✠ | Ham | *z* | | 1906<br>9mo | Armstrong Whitworth &Co.Ld.<br>Newcastle | AlexanderShippingCo.Ld (Capper,Alexander&Co *Mgrs*)<br>*WB = CellDBal* | 400·0<br>29'*uE*&*B*67'*f*154'1 | 52·0 | 27·0<br>FK | London<br>British<br>6*BHCem*<br>047*tAPT*30*t* | T.3Cy.27",45"&75"–48"<br>HS7311 FD 478NHP<br>3S&1Aux.SB,*11cf*,GS202,<br>WllsndSlpwy.Co.Ld.Nwc. | 29 ″ 9 | |
| 29677 | **Säkkijärvi** SteelSc<br>(*ex*Porkala) | 111<br>—<br>63 | | | | | 1897 | W.Rosen-lew&Co.<br>Björneborg | | 93·5 | 17·5 | 6·9 | | C.2Cy.11"&20½"–13"<br>13NHP<br>W.Rosenlew&Co. | | |
| 29678<br>22435<br>NTPW | **Sakura Maru** WoodAuxScSr<br>(*WRECKED 1,21*) | 239<br>—<br>190 | | | | | 1918 | ............ | SakuraSemento KabushikiKaisha | 120·0 | 25·1 | 11·4 | Higashino<br>Japanese | | | |
| 29679<br>24307<br>RHSW | **Sakura Maru No. 5** WoodSc | 472<br>—<br>255 | | | | | 1918 | ............ | GoshiKaisha MutsumiShokai | 147·0 | 28·1 | 14·3 | Setoda<br>Japanese | | | |
| 29680<br>23654<br>RDWT | **Sakurashima Maru** SteelSc | 1275<br>—<br>860 | | | | | 1918 | HaradaCo.<br>Osaka | HaradaKisen KabushikiKaisha | 224·9 | 31·5 | 19·0 | Amagasaki<br>Japanese | | | |
| 29681<br>219800<br>LWDC | **Salaam** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Wireless Sub.Sig. | 5991<br>4971<br>3709 | ✠100A1<br>2,20<br>✠LMC7,20<br>*Fitted for oil* | Phi<br>*fuel* 7, | ...<br>20 | CL<br>*F.P. a* | 1920<br>7mo<br>*bove* 1 | Merchant S.B.Corp.<br>Harriman,Pa.<br>CP<br>50° F. | UnitedStates ShippingBoard<br>*CellDB*335' 1311*tM* | 400·7<br>P36'B124'F44'<br>*T*27' 846*t FPT*120*t* | 54·2 | 30·4<br>FK | Phildlphia<br>U*t*d.States<br>6*BHptCem*<br>*APT*143*t* | 2 SteamTurbines geared to 1Sc.Shaft HS8706 (*s*)<br>200lb 645NHP<br>3 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 32 ″ 10 | |
| 29682 | **Salabangka** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&<br>Wireless *Shelter dk*(*Stl*) | 6647<br>6152<br>4180 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~10,21~~ ~~3,21~~<br>3,22 | Sba<br>Ams<br>✠LMC11,20<br>BS8,22 | *a*† | CL | 1920<br>11mo<br>*Lloyd* | W.Hamilton&Co.Ld.<br>PortGlasgow<br>'*sA&CP* | Stoomv.Maats. "Nederland"<br>*CellDB*368'1116*t*<br>*DTa*37'1395*t* | 420·7<br>P41'F41' *on Shelter dk*<br>*MT*37'1440*t*<br>*FPT*118*tAPT*15*t* | 54·7 | 33·4<br>FK | Amstrdam<br>Dutch<br>*ptCem*<br>5 *BH to S dk*<br>3 „ „ *U* „ | T.3Cy.28",46"&77"–54" (*s*)<br>180lb HS10560 675NHP<br>4 Water Tube Boilers FD<br>D.Rowan&Co.Ld.Glasgow | 36 ″ 0<br>s 9 ″ 0<br>27 ″ 5 | |
| 29683<br>129418<br>JBCQ | **Salacia** SteelScSr<br>ssNwc.No.2-21 ~~ssRgn.No.1-17~~<br>(*ex*Dunachton) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 5201<br>4954<br>3311 | ✠100A1<br>~~8,21~~ ~~3,20~~ 2,22<br>MS2,22<br>*F itted for oil fu* | Liv<br>~~Hul~~ Rot<br>✠LMC~~2,21~~<br>BS1,22<br>*el* 3,20 | *z*<br>*F* | CL<br>~~12,19~~<br>~~8,21~~<br>N2,22<br>*P.abov* | 1912<br>10mo<br>*Lloyd*<br>*e* 150° | C.Connell &Co.Ld.<br>Glasgow<br>'*sA&CP*<br>F. | DonaldsonLine,Ld (DonaldsonBros. Ld.*Mgrs.*)<br>*IntermediateBHin*<br>*dkBH in afterho* | 410·5<br>P34'B130'F44'<br>*forehold & 'tween*<br>*ld dispensed with*<br>*CellDBa*117'*uE* | 52·3 | 28·6<br>FK | Glasgow<br>British<br>*Cem*<br>5*BH to Udk*<br>1 „ „ 2*nd* „<br>&*B*45' *f* 190' | T.3Cy.26½",44"&73"–51" (*s*)<br>200lb *100lb* 536NHP<br>3SB,*9cf*,GS157,HS7680 FD<br>Dunsmuir&JacksonLdGls<br>*only*<br>1145*tDTa*30'847*tAPT*40*t* | 31 ″.2<br>s 6 ″ 0½<br>25 ″ 6 | |
| 29684<br>118948 | **Salacon** SteelScK<br>ssHul.No.3–11,19<br>1*Dk* | 211<br>194<br>83 | ✠100A1<br>*StmTrawler*<br>7,21 ~~11,19~~<br>~~BS9,20~~ | Hul<br>Gms<br>BS7,21<br>✠LMC11,19 | | CL<br>11,19 | 1905<br>3mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Beverley<br>'*sA&CP* | StandardSteam FishingCo.Ld. | 115·4<br>Q49'F19'<br>ND19 | 21·6 | 11·5<br>BK7" | Grimsby<br>British<br>3*BHCem* | T.3Cy.11¾",20"&33"–24"<br>180lb 62RHP<br>1SB,*2pf*,GS33,HS1030<br>Amos&Smith,Hull | 12 ″ 3 | |
| 29685<br>124035<br>HKCT | **Salaga** SteelScSr<br>Wireless 2*Dks*&*Shelter dk* | 5129<br>3294<br>3247 | | | | | 1907 | Workman, Clark&Co.Ld<br>Belfast | Impl.Dir't LineLd. (Elder,Dempster& Co.Ld.*Mgrs.*) | 380·5<br>P29'B98'F54' | 50·3 | 30·9 | Liverpool<br>British<br>*WB* | T.3Cy.26",44"&74"–48"<br>379NHP<br>Wrkman,Clark&Co.LdBel | | C |
| 29686<br>THKB | **Salahadji** SteelScSr<br>*Renamed* "GustavSchindler," *See No.* 37554 *in Supplement*<br>ssH.Kg.2ndNo.3-5,13<br>ssH.Kg.No.1–17<br>(*ex*Astral) 1*Dk*(*Irn*)&*Spardk*(*Stl*)<br>*Mchy.Aft* *Elec.light* &*Web frames* | 2114<br>—<br>1235 | ✠100A1<br>*Spar dk*<br>12.20<br>✠NB5,13<br>*CarryingPet*<br>*Fitted for oi* | Ham<br>✠LMC10,17<br>BS9,20<br>*oleum*<br>*lfuel* 7, | *s*<br>*in*<br>00 | CL<br>N5,20<br>*bulk*<br>*F.P. a* | 1889<br>5mo<br>*bove* 1 | Palmers' Co.Ld.<br>Newcastle<br>A&CP<br>50°F. | N.V.Petroleum& ScheepvaartMaats "Salahadji" (F. Hoynck) | 281·0<br>F33'<br>ND05 | 38·2 | 18·3<br>25·3<br>FK | Batavia<br>Dutch<br>12*BHCem*<br>*WB*= | T.3Cy.21",34"&57"–39" (*s*)<br>160lb 213NHP<br>2SB,*6cf*,GS102,HS3342<br>Palmers'Co.Ld.Nwc.<br>*DBuE*&*B*42'66*tAPT*90*t* | 26 ″ 6<br>s 5 ″ 6<br>21 ″ 3 | |
| 29687<br>MJGP | **Salamanca** SteelScSr<br>andoned at Sea 3,22<br>*Elec.light* 1*Dk* | 1317<br>1081<br>728 | | | | | 1913 | WoodSkinner&Co.Ld.<br>Newcastle | D/S A/S Otto ThoresensLinie (Otto&ThorThoresen,A/S,*Mgrs.*) | 260·3<br>P12*t*H117*t*F6*t* | 37·6 | 15·7 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.19",31"&51"–36"<br>156NHP<br>N.E.MarineEngCoLdNwc | | N |
| 29688<br>MTQC | **Salangen T. A. D. S.** SteelScCtr<br>*OilEng.*<br>1*Dk* | 132<br>106<br>59 | | | | | 1919 | Harstad Mek.Værks.<br>Harstad | A/STromsöAmts. Dampskbs. Selskap. | 94·1<br>H23*t* | 16·7 | 9·7 | Tromsö<br>Norwegian | Oil Engine 2S.C.SA<br>4Cy.10¼"–14⅔" 66NHP<br>A/BAtlasDiesel,Skm. | | |
| 29689<br>PRNQ | **Salatiga** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | ~~7597~~<br>7650<br>7096<br>~~4733~~<br>4869 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>7,12 ~~9.20~~<br>*Fitted for oil* | NYk<br>Rot<br>MS7,21<br>✠LMC6,20<br>*fuel* 6, | *b*†<br>20 | CL<br>7,21<br>*F.P. a* | 1920<br>6mo<br>A&CP<br>*bove* 1 | SunS.B. Co.<br>Chester,Pa.<br>*CellDB*370'<br>50° F. | Rotterdamsche Lloyd(Wm.Ruys & Zonen,*Mgrs.*)<br>1355*t DTa*30' 874*t* | 434·3<br>F41'*onShelter dk*<br>*FPT*132*tAPT*76*t* | 57·7 | 35·8<br>FK | Rottrdam<br>Dutch<br>*ptCem*<br>3*BHtoSh dk*<br>4 „ „ *U* „ | T.3Cy.27",45½"&76"–51" (*r*)<br>190lb 612NHP<br>3SB,*9cf*,GS207,HS9198 FD<br>SunS.B.Co.Chester,Pa. | 38 ″ 0<br>s 10 ″ 2½<br>28 ″ 2 | |
| 29690 | **Salaverry** SteelScSr<br>(*ex*Uarda,*ex*Athesia)<br>*Elec.light* Wireless 2*Dks*3*trB* | 5751<br>5340<br>3654 | | | | | 1899 | Reiherst'g Schiffsw.<br>Hamburg | PeruvianGovernment (Operated by theFrenchGovernment.) | 431·2<br>P38'B112'F48' | 54·5 | 27·9 | Peruvian<br>*WB* | Q.4Cy.22⅞",33",48"&70"–54"<br>360NHP<br>Reiherst. Maschinenf.Ham | | V |
| 29691 | **Salawati** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 6639<br>6137<br>4143 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~9,21~~ ~~5,21~~<br>11,21 | Ams<br>~~Sag~~<br>✠LMC9,20 | *u*† | CL | 1920<br>9mo<br>*Lloyd* | Lithgows, Ld.<br>PortGlasgow<br>'*sA&CP* | Stoomv.Maats. "Nederland"<br>*CellDB*368'1116*t*<br>*DTa*37'139 | 420·8<br>P41'F41'*onShelter dk*<br>*MT*37'1440*t*<br>5*tFPT*118*tAPT*15*t* | 54·7 | 33·4<br>FK | Amstrdam<br>Dutch<br>*Cem*<br>5*BHtoShdk*<br>3 „ „ *U* „ | T.3Cy.28",46"&77"–54" (*s*)<br>180lb HS10560 675NHP<br>4 Water Tube Boilers FD<br>D.Rowan&Co.Ld.Gls. | 36 ″ 0<br>s 9 ″ 0<br>27 ″ 5 | |
| 29692 | **Salazar** SteelSc<br>(*ex*WarSirocco) 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted*<br>Wireless | *3103*<br>*2866*<br>*1865* | ✠100A1<br>4,22 ~~8,21~~<br>~~BS4,20.~~<br>BS7,21 | Sld<br>Bbo<br>✠LMC1,19 | *u* | CL<br>4,22 | 1919<br>1mo<br>*Lloyd* | Irvine's SB &D.D.Co.Ld.<br>WHartlepool<br>'*sA&CP* | Cia.Cantabrica de Navegacion (J.DeGobes, *Mgr.*)<br>*CellD* | 331·1<br>P33'B100'F28'<br>*B*284'699*tFPT*110*t* | 46·8 | 23·2<br>FK | Bilbao<br>Spanish<br>7*BHptCem*<br>*APT*121*t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 513NHP<br>3 Water Tube Boilers<br>GS253,HS8289 FD<br>Richardsons,Westgarth &Co.Ld.Hpl. | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux. Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Tirant d'eau corres-pondant<br>pds. ps |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ✻ 29693 | **Saleier** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 6611<br>6128<br>4157 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>7,21 ~~12,20~~ ✠LMC12,20<br>BS3,22 | PGl<br>SFo | *a*† | CL | 1920<br>12mo<br>Lloyd | Lithgows, Ld.<br>PortGlasgow<br>'*sA&CP* | Stoomv.Maats. "Nederland"<br>*CellDB*368'1116*t*<br>1440*t* *DTa*37'1395 | 420·5<br>P41'F41'*onShelter dk* FK<br>*MT*37'<br>*tFPT*118*tAPT*15*t* | 54·7 | 33·4 | Amstrdam<br>Dutch<br>*ptCem*<br>5 *BH to S dk*<br>3 " " *U* " | T.3Cy.28",46"&77"-54" (*s*)<br>180lb 675NHP<br>4 Water Tube Boilers<br>HS10560 FD<br>D.Rowan&Co.Ld.Glasgow | 36<br>s 9<br>27 |
| 29694<br>218983<br>LTON | **Salem County** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 4*Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>Wireless *Longitudinal framing* | 5056<br>—<br>3700 | | | | | 1919 | Bethlehem S.B.Corp.Ld.<br>(HarlanPlnt)<br>Wlmgtn,Del. | UnitedStates ShippingBoard | 391·8<br>P89'B33'F43' | 51·3 | 28·8 | Wilmgton (Del.)<br>Utd.States<br>*WB* | T.3Cy.27",45"&75"-48"<br>390NHP<br>BethlehemS.B.Corp.Ld. (HarlanPlant)Wlmn.Del | |
| ✻ 29695<br>5264<br>JSMC | **Salen** SteelScSr<br>*ss*Cff.No.3-1,11<br>*ss*Got.No.2-19<br>(*ex*ConsulOlsson, *ex*Novington) 1*Dk*(*ptIrn&ptStl*)&*deep framing*<br>Wireless<br>*Now named* "Athalwin," *See No.* 36173 *in Supplement* | 2577<br>2386<br>1586 | ✠100A1<br>3,21<br>✠LMC10,19 | Got | *t* | 10,19 | 1899<br>5mo<br>Lloyd | Richardsn, Duck&Co.<br>Stockton<br>'*sA&CP* | Rederiaktieb. Transatlantic<br>(G.Carlsson, *Mgr.*)<br>*CellD* | 313·0<br>P29'B60'F34' FK<br>*Ba*110' *uE*24' *f*128' | 44·5 | 20·6 | Gothenbrg<br>Swedish<br>5*BHCem*<br>669*tAPT*41*t* | T3Cy.23",37½"&61½"-39"(*s*)<br>160lb *90lb* 244NHP<br>2SB,*6rf*,GS100,HS3778<br>Blair&Co.Ld.Stockton | 23<br>s 4<br>19 |
| 29696<br>MTPC | **Salerno** SteelTwinSc<br>OilEng.<br>*Now named* "Salta," *See No.* 39419 *in Supplement*<br>*Elec.light* *Ref.Mchy.* ~~3*Dks*~~<br>Wireless 2*Dks*&*Shelter dk* | 3908<br>3460<br>2554 | Lloyd'sRMC ~~2,20~~ 6,21<br>10,21 ~~1,21~~ | | | | 1919 | J&KSmit's Scheepsw.<br>Kinderdijk | D/S A/S Otto Thoresen'sLinie<br>(Otto&ThorThoresenA/S, *Mgrs.*) | 375·8<br>P107*t*H310*t*F25*t* | 51·5 | 22·4 | Chrstiania<br>Norwegian<br>*WB* | Oil Engines<br>6Cy.22"-39⅜" 227NHP<br>Werkspoor,Amsterdam | |
| 29697<br>~~[illegible]~~<br>~~[illegible]~~ | — SteelScSr<br>*Now named* "Evelpis," *See No.* [illegible] *in Supplement*<br>(*ex*Edenmore)<br>*Elec.light* Wireless 1*Dk*2*trB* | 3667<br>3463<br>2292 | | | | | 1909 | Richardsn, Duck&Co.<br>Stockton | ~~GulfLine,Ld.~~<br>C.Petzalis&El Dounias | 360·0<br>P23'B108'F35' | 48·7 | 24·2 | ~~Liverpool~~<br>~~British~~<br>Spezia<br>Greek<br>*WB* | T.3Cy.24",40"&67"-45"<br>278NHP<br>G.Clark,Ld.Sunderland | |
| 29698 | **Salford** SteelTwinSc<br>*Now named* "Vegavati," *See No* 39351 *in Supplement*<br>*Elec.light*<br>*Cruiser Stern* | 781<br>699<br>322 | ~~A1~~<br>~~*Coasting Bombay & Goa*~~<br>~~(*Class Contemplated*)~~ | | | CL | 1919 | Murdoch & Murray<br>PortGlasgow | BombayS.Nav.Co. Ld. | 219·3<br>P220'Q16'B29' | 28·6 | 15·6 | London<br>British | T.3Cy.13¼",21¼"&34"-21"<br>D.Rowan&Co.Ld.Glasgow | |
| ✻ 29699<br>105664<br>JFMS | — SteelTwinScSr<br>*ss*Mch.2ndNo.3-9,19<br>(*SludgeVessel*) 2*Dks*(*Stl*) | 618<br>546<br>287 | ✠100A-<br>12,21 ~~8,20~~<br>~~BS12,20~~ ✠LMC9,19<br>BS12,21 | Mch | | ~~s2,19~~<br>~~PN3,20~~<br>12,21 | 1895<br>2mo | W.Simons &Co.<br>Renfrew | Salford Corporation | 165·0<br>F28' FK | 32·1 | 13·0 | Manchestr<br>British<br>5*BHCem* | T.6Cy.12",18½"&30"-24" (*o*)<br>160lb 110NHP<br>2SB,*4rf*,GS71,HS1962<br>W.Simons&Co.,Renfrew | 13 |
| 29700<br>119210<br>HOBT | **Salient** SteelScSr<br>*ss*Shl.No.3-9,19<br>*Elec.light* 1*Dk*(*Stl*)2*trB*&*Webframes*<br>Wireless 3*Dk rule* | 3879<br>3579<br>2419 | ✠100A1<br>3,22 ~~11,20~~<br>BS3,22<br>~~[illegible]~~ ✠LMC9,19 | Bry | *v* | CL<br>11,20 | 1905<br>3mo<br>Lloyd | Short Bros. Ld.<br>Sunderland<br>'*sA&CP* | J.Westoll<br>*WB=Cell DBa*122'*uE*24' | 346·3<br>P29'B74'F30' FK<br>*f*138'937*t* *FPT*89*t* | 49·6 | 25·5 | Sundrland<br>British<br>6*BHCem*<br>*APT*97*t* | T.3Cy.24½",40"&66"-45" (*s*)<br>180lb *100lb* 317NHP<br>2SB,~~*6cf*~~,GS138,HS4870<br>G.Clark,Ld.Sunderland<br>*3cf&3pf* | 26<br>s 4<br>22 |
| 29701<br>151530 | **Salin** SteelTwinSc<br>*CruiserStern*<br>1*Dk* | ~~150~~ 102<br>102<br>~~46~~ | | | | | 1921 | Fleming& Ferguson,Ld.<br>Paisley | BurmahOilCo.Ld. | 100·0 | 17·5 | ~~9·8~~<br>9·6 | Rangoon<br>British | T.3Cy.10½",16½"&28"-16"<br>63NHP<br>Fleming&Fergusn,Ld.Psy. | |
| 29702<br>220256<br>LWTK | **Salina** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*&*Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless *CarryingPetroleum in bulk* | 7312<br>6780<br>4555 | | | ... | | 1920 | MooreS.B. Co.<br>Oakland,Cal. | UnitedStates ShippingBoard | 425·8<br>P106'B40'F41' FK | 57·0 | 33·1 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"-48"<br>579NHP<br>LlewellynIronWorks, LosAngeles,Cal. | 33 |
| ✻ 29703 | — SteelSc<br>*ss*Tri.No.3-10,20<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 5345<br>4988<br>3349 | ✠100A-<br>*Shelter dk*<br>*withfreeboard*<br>8,21 ~~10,20~~<br>✠LMC10,20 | Tri<br>E&B fitted&Vessel repairs 1920 completed after | | CL | 1915 | Cant.Nav. Triestino<br>Montfalcone | Nav.Libera TriestinaSoc.inAz.<br>*CellDB*338'1295*t* | 402·9<br>FK<br>*FPT*105*tAPT*226*t* | 53·8 | 29·8 | Trieste<br>Italian<br>*Cem*<br>2 *BH to S dk*<br>4 " " *U* " | T 3Cy.27",42"&68"-48" (*s*)<br>180lb 465NHP<br>3SB,*9cf*,GS158,HS7023 FD<br>Stab.Tecnico,Trieste | 32<br>s 7<br>24 |
| 29704<br>JWQP | — IronScSr<br>Sunk by collision 9.21<br>(*ex*Solfond,*ex*Hassia)<br>*Well deck* Wireless 2*Dks* | 1854<br>1609<br>1166 | | | | | 1883 | HFUlrichs<br>Vegesack | A/S Salina<br>(H.M.Wrangell& Co.A/S) | 264·1<br>Q63*t* B145*t* H8*t*<br>F43*t* | 35·4 | 21·9 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.17",29"&47"-33"<br>NE &B02 127NHP<br>AkersMek.Værks,Xia. | |
| 29705<br>107539<br>KPVC | **Salisbury** SteelScSr<br>(*ex*AbramMinis)<br>1*Dk* | 284<br>—<br>164 | | | | | 1900 | J.H.Dia-logue&Son<br>Camden,N.J. | NewYork,Philadelphia&Norfolk R.R.Co. | 123·9 | 25·0 | 12·6 | Phildlphia<br>Utd.States | T.3Cy.17",24"&41"-30"<br>93NHP | |
| 29706<br>PRNW | **Salland** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Ref.Mchy.* Wireless *Cruiser Stern* | ~~8228~~<br>~~5984~~<br>~~5203~~<br>6447<br>5896<br>3972 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~[illegible]~~ 6,20 3,22<br>✠LMC6,20<br>✠Lloyd'sRMC ~~3,21~~ 6,21<br>*Fitted for oil fuel* 6,20 *F.P. above* 150° F. | Gls<br>~~Rot~~ Ams | *c*† | CL | 1920<br>6mo<br>Lloyd | Barclay Curle&CoLd<br>Glasgow<br>*sA&CP* | Koninkl.Hollandsche Lloyd<br>*CellDB* | 449·2<br>P35'F43' *on Shelter dk* FK<br>365' 1402*t* *FPT*110*t* | 58·2 | 29·2 | Amstrdam<br>Dutch<br>*ptCem*<br>2*BHtoSh dk*<br>5 " " *U* "<br>*APT*73*t* | 2 SteamTurbines geared to 1 Sc.Shaft 210lb 874NHP<br>4SB,*16cf*,GS286,HS11672 FD<br>Barclay,Curle&Co.Ld.Gls. | 32<br>s 5<br>27 |
| 29707<br>109391<br>PWSD | **Sallust** SteelScSr<br>*ss*Liv.No.3-11,10<br>*Elec.light* *ss*Mch.No.2-19<br>Wireless 1*Dk*(*Stl*)&*Spardk* (*Iron*)&*Webframes* | 3628<br>3347<br>2308 | ✠100A1<br>*Spar dk*<br>5,21 ~~3,20~~<br>✠LMC9,19<br>BS5,21 | Liv<br>NYk | *w* | CL<br>9,19 | 1898<br>2mo<br>~~Lloyd~~ | SirRaylton Dixon&Co.<br>Middlesbro'<br>~~'*sA&CP*~~ A&CP | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. *Mgrs.*)<br>*WB* | 354·6<br>P33'B90'F40' 25·1 FK<br>=*Cell DBa* 106'*uE*&*B* 48' 12' | 47·1 | 17·5 | Liverpool<br>British<br>6*BHCem* | T.3Cy.26",43"&71"-48" (*s*)<br>180lb ~~*100lb*~~ 431NHP<br>2SB,*6cf*,GS132,HS5910 FD<br>N.E.MarineCo.(Lim.)Nwc.<br>702*tFPT*92*tAPT*43*t* | 27<br>s 5<br>22 |
| 29708<br>217013<br>LNFC | **Salmon** WoodTwinScSr<br>*Elec.light* Wireless 2*Dks* | 3020<br>2343<br>1765 | | | | | 1918 | M'Eachern ShipCo.<br>Astoria,Or. | UnitedStates ShippingBoard | 272·8<br>B142 F27' | 46·1 | 24·1 | Astoria,Or<br>Utd.States | T.3Cy.15½",26"&44"-26"<br>99NHP<br>Hewes& Phillips,Newark,N.J. | |
| ✻ 29709<br>127419 | **Salome** SteelScK<br>*ss*Gms No.3-11,19<br>1*Dk* | 252<br>214<br>96 | ✠100A1<br>*StmTrawler*<br>2,22 ~~11,19~~<br>BS7,21<br>~~BS[illegible]~~ ✠LMC11,19 | Gms<br>Hul | | ~~N11,19~~<br>2,22 | 1908<br>10mo<br>Lloyd | Dundee S.B.Co.Ld.<br>Dundee<br>'*sA&CP* | J.Johnson<br>(HudsonBros, *Mgrs.*) | 125·2<br>Q72'F22' BK7½" | 22·1 | 12·0 | Scarboro'<br>British<br>3*BHCem* | T.3Cy.12½",21"&34"-24" (*r*)<br>180lb 73RHP<br>1SB,*3pf*,GS44,HS1310<br>W.V.V.Lidgerwood,Gls. | 13 |
| 29710 | **Salona** SteelScSr<br>*ss*Sws.No.2-11<br>(*ex*Clarence) 1*Dk*(*Stl*)&*deepframing*<br>*Well deck* *Cargo battens not fitted* | 1157<br>832<br>557 | ✠<br>11,16<br>✠ | Tri | *n* | | 1903<br>7mo | Mackie& Thomson<br>Glasgow | *WB*= *Cell DBa* 73'*u* | 232·0<br>P18'Q67'B56'F23' FK<br>*E*17'*f*100'367*tFPT* | 34·1 | 13·6 | Trieste<br>Italian<br>4*BHCem*<br>43*tAPT*44*t* | T.3Cy.19",30"&50"-33"<br>177NHP<br>2SB,*6pf*,GS104,HS3014<br>D.Rowan&Co.Glasgow | 15 |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29711 | Salona SteelScSr<br>ssFiu.No.3-1,21 ~~ssFiu.No.3-4,16~~<br>1Dk(Stl)&deep framing& Shelter dk<br>Elec.light lower dk(Stl)forward | 936<br>865<br>575 | ✠100A1<br>Shelter dk<br>with freeboard<br>~~4,16~~<br>2,22<br>✠LMC~~4,16~~<br>4,21 | Fiu | m | CL<br>~~2,19~~<br>4,21 | 1904<br>10mo<br>Lloyd | Swan,Hunter&Wigham Richardson, LdNewcastle<br>'sA&CP | Soc.inAzioni Ungaro-Croata di Nav.Maritt.a Vap.<br>WB= CellDBa22' uE24' | 225·0 | 30·1 | 13·7<br>BK7" | Fiume<br>4BHCem<br>f94'126t | Q.4Cy.17",24",36"&52"-36"<br>200lb (r) 203NHP<br>2SB,6cf,GS116,HS3338<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 14 ″ 4 | |
| 29712<br>MHKN | Salonica SteelScSr<br>Elec.light Wireless 1Dk | 2694<br>2493<br>1607 | | | | | 1912 | WoodSkinner&Co.Ld. Newcastle | D/S A/S Otto ThoresensLinie (Otto&ThorThoresenA/S, Mgrs.) | 324·0<br>P27'B205'F29' | 46·5 | 19·8 | Chrstiania<br>Norwegian<br>WB | T.3Cy.23",37½"&61½"-39"<br>236NHP<br>N.E.MarineEng.CoLdNwc | | N |
| 29713<br>5792<br>JVPG | — SteelScSr<br>ssCpn.2ndNo3-4,16<br>ssGot.No.1-21<br>(exBengtsholm,exG.E.Broms,exH.C. Andersen,exDunmore,exPropel, exDunmore)<br>Well deck<br>1Dk(Irn)2trB Inner bottom plating Irn | 1347<br>1022<br>775 | ✠100A1<br>3,21<br>✠LMC<br>MS3,21<br>~~BS8,20~~<br>BS8,21 | Got | o | 3,21 | 1888<br>11mo<br>Lloyd | S.M'Knght &Co. Ayr<br>'sA&CP | Rederiaktieb. Sverige-Levanten (DanBroström, Mgr.) | 245·0<br>Q85'B73'F33' | 34·1 | 15·7<br>BK9"<br>CellDB197' | Gothenbrg<br>Swedish<br>4BHCem<br>220tAPT17t | T.3Cy.18$\frac{5}{16}$"30"&48"-36" (s)<br>160lb 80lb NDB01 136NHP<br>1SB,2rf&2pf,GS62,HS2007<br>Hutson&Corbett,Glasgow | 18 ″ 0<br>s1 ″ 4<br>17 ″ 7 | |
| 29714<br>MSQC | Saloniki SteelScSr<br>1Dk | 973<br>666<br>574 | | | | | 1918 | Pusnæs Stöperi&Mek. Verksted Arendal | D/S A/S Saloniki (B.B.Tostrup) | 210·9<br>F30'B79'Q82'P27' H45' | 33·2 | 12·1 | Haugesnd<br>Norwegian<br>WB | T.3Cy.15",25"&40"-30"<br>88NHP<br>PusnæsStöberi&Mek. Verksted,Arendal | | N |
| 29715<br>97374 | Salt SteelPadSp | 114<br>114<br>16 | | | | | 1889 | J.T.Eltringham&C. SouthShields | ~~N.EasternRly.Co~~<br>~~A.Watt~~ BlythStm TugCo(S.Fisher Mgr) | 95·0 | 19·2 | 9·9 | W.Hartlpl<br>British | L.2Cy.28"-50"<br>75RHP<br>J.P.Rennoldsn&Sns,S.Shl. | | |
| 29716<br>140797 | Saltaire SteelScK<br>(exThomasBillincole) ~~(Fishing)~~<br>1Dk(Stl) | 202<br>200<br>88 | ✠100A1<br>StmTrawler<br>1,22 ~~6,19~~ | Abn<br>Gms<br>LMC7,19 | | CL<br>1,22 | 1919<br>6mo<br>Lloyd's | Hall,Russell&Co.Ld. Aberdeen<br>A&CP | W.Hill | 115·4<br>DBf29'19t | 22·1 | 12·1<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.12",20"&34"-23 (s)<br>180lb 60RHP<br>1SB,3pf,GS42,HS1347 EAbdelaMitchellLd,Brimscombe | 13 ″ 0 | |
| 29717<br>112444<br>JBNQ | Saltburn SteelScSr<br>(Seized at Petrograd)<br>ssHpl.No.3-4,14<br>(exNorman) 1Dk(Stl)&deep framing | 1840<br>1681<br>1156 | ✠<br>2,20<br>✠ | Hpl | r | | 1901<br>8mo | Osbourne, Graham&Co. Sunderland | HesslerShipping Co.Ld.(J.Hessler& Co.Ld., Mgrs.)<br>WB=CellDBa86' | 275·0<br>P29'B66'F30'<br>uE&B34'f108' 491t | 40·2 | 17·8<br>FK | London<br>British<br>4BHCem<br>APT45t | T.3Cy.20",32½"&53"-36"<br>180NHP<br>2SB,4pf,GS61,HS2865<br>N.E.MarineEng.CoLd.Sld. | 20 ″ 2 | |
| 29718<br>111176<br>RBLQ | Saltees SteelScSr<br>Wireless 2Dks | 1218<br>941<br>515 | | | | | 1899 | CaledonSB &Eng.Co.Ld. Dundee | ClydeShppg.Co.Ld (W.Cuthbert Mgr) | 250·0<br>P&B160'F50' | 35·1 | 16·3 | Glasgow<br>British<br>WB | T.3Cy.25",40"&65"-48"<br>293NHP<br>CaledonSB.&E.Co.Ld.Dun | | C<br>BT till 2,22 |
| 29719<br>MFGS | Salten SteelScSr<br>Elec.light 1Dk&Awngdk | 350<br>322<br>197 | | | | | 1908 | Akers Mek.Værks. Christiania | Saltens Dampskibsselskab | 139·0<br>H28t | 21·6 | 15·7 | Bodö<br>Norwegian | T.3Cy.11",18"&29"-21"<br>38NHP<br>AkersMek.Værks.Xia. | | |
| 29720<br>NTFQ | Saltholm IronScSr<br>Elec.light 1Dk | 219<br>157<br>95 | | | | | 1882 | MotalaCo. Gothenburg | D/S Öresund A/S (C.Paepcke, Mgr.) | 136·0<br>Q23'B14tF5t | 22·4 | 8·9 | Copnhagn<br>Danish | C.2Cy.23½"&42¾"-23½"<br>74NHP<br>MotalaCo.,Gothenburg | | V |
| 29721<br>Sunk 8,21 | Salti I. IronScBn<br>ssShl.2ndNo.3-8,98<br>ssGen.No.2-07<br>(exAmerigo Vespucci,exPietroMicca, exMongibello,exBlackSwan)<br>1Dk2trB | 667<br>574<br>402 | ✠<br>11,11<br>✠NE&B8,98<br>✠ | Gen | | | 1864<br>4mo | T.&W. Smith N.Shields | Soc.Anon.Ligure TrasportiInternazionali | 199·1<br>Q55'F33'<br>ptND84&90 len70<br>DBf86'103t | 27·3 | 15·0<br>FK | Genoa<br>Italian<br>4BH<br>APT25t | T.3Cy.15½",25"&41"-27"<br>NDB90 93NHP<br>1SB,3pf,GS47,HS1485<br>J.P.Rennoldsn&Son,S.Shl | 16 ″ 6 | V |
| 29722<br>122959<br>HKTC | Saltmarshe SteelScSr<br>ssGoo.No.3-12,19<br>Elec.light 1Dk(Stl)&deep framing | 930<br>723<br>461 | ✠100A1<br>~~5,21~~12,21<br>~~BS1,21~~ ✠LMC12,19<br>BS12,21 | Goo | m | ~~12,19~~<br>12,2 | 1907<br>6mo<br>Lloyd | W.Pickersgill&Sons Sunderland<br>'sA&CP | ~~Lancs.&Yorks.Ry.~~<br>~~Co~~L.&N.W.Rlwy Co<br>WB= Cell DBa 44'u | 215·0<br>P21'B62'F25'<br>E18'f 99 '232tFPT | 32·2 | 12·7<br>FK | Goole<br>British<br>4BHCem<br>19tAPT23t | T.3Cy.17",28½"&46"-33" (s)<br>180lb 137NHP<br>2SB,4pf,GS65,HS2181<br>G.Clark,Ld.Sunderland | 15 ″ 3<br>s1 ″ 8½<br>13 ″ 10 | |
| 29723<br>MBJC | Salto SteelScSr<br>Wireless (exHarzburg)<br>Elec.light 1Dk&Spar dk&deep framing | 4677<br>4352<br>2988 | | | ... | | 1907 | Flensburgr Schiffsb.Ges. Flensburg | Requisitioned by theUruguayan Government | 396·9<br>P49'B116'F50' | 53·9 | 16·9<br>24·9<br>FK | M.Video<br>Uruguayan<br>WB | T.3Cy.26",42½"&70"-48"<br>410NHP<br>FlensburgerSchiffsb.Ges. | 27 ″ 5 | C |
| 29724 | — SteelPadSr<br>1Dk | *259*<br>*164*<br>*199* | | | | | 1889 | AilsaShipbuildingCo. Troon | Nuñez y Gibaja | 150·0<br>P36'F44' | 21·1 | 7·1 | Posadas<br>Argentine | C.H.2Cy.20"&39"-48"<br>88NHP<br>D.Rowan&Son,Glasgow | | |
| 29725<br>113131<br>SDMP | Saltom SteelScSr<br>ssBkn.No.2-22 ssLiv.No.3-7,13<br>Mchy.Aft ~~ssLiv.No.1-17~~<br>Well deck 1Dk(Stl) | 274<br>210<br>105 | ✠100A1<br>2,22 ~~2,21~~<br>~~BS3,21~~ ✠LMC~~7,18~~<br>2,22 | Liv<br>Bkn | d | CL<br>3,21 | 1900<br>12mo | AilsaS.B. Co. Troon<br>A&CP | NorthwichCarryg. Co.Ld. | 137·2<br>Q43'B10'F23' | 22·6 | 9·7<br>BK6½"<br>WB=FPT | Liverpool<br>British<br>3BHCem<br>30tAPT6t | C.2Cy.14"&36"-24" (s)<br>130lb 55RHP<br>1SB,2pf,GS36,HS1160<br>Muir&Houston,Ld.Gls. | 10 ″ 6<br>s ″ 9<br>10 ″ 5 | |
| 29726<br>142014 | Saltoun SteelSc<br>(exPrincenhageI.)<br>Mchy.Aft 1Dk | 719<br>511<br>327 | | | | | 1918 | NVSchpw. Mchf.deKlop Sliedrecht | G.Gibson&Co.Ld. | 184·4<br>Q102'B11'F24' | 29·2 | 12·0 | Leith<br>British<br>WB | T.3Cy.14⅜",20½"&34⅞"-23⅝"<br>60RHP<br>NV Schpw&Machf.deKlop | | C |
| 29727<br>217573<br>LPTW | Saluda SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks&Web frames<br>Sub.Sig. Wireless | 5581<br>4562<br>3415 | | | ... | | 1919 | American International S.B.Corp. HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P29'B122'F43' | 54·2 | 27·6<br>FK | Phildlphia<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R |
| 29728<br>203826<br>KVTH | Salutation SteelScSr<br>(Tug)<br>Elec.light 1Dk | 184<br>—<br>125 | | | | | 1907 | ................ CramerHill, N.J. | J.McWilliams TowingLine | 107·5 | 22·5 | 11·0 | NewYork<br>Utd.States<br>WB | T.3Cy.14",22"&36"-26"<br>66NHP<br>JHDialogue&Sn,Cmdn,NJ | | |
| 29729<br>129041<br>HPSR | Salvador SteelScSr<br>ssCrs.No.3-1,22 ~~ssSFo.No.2-17~~<br>Elec.light Wireless 1Dk(Teak)<br>2nd dk(Stl)in forehold | 1128<br>957<br>650 | ✠100A1<br>1,22 ~~1,21~~<br>~~BS9,20~~ ✠LMC~~11,17~~<br>1,22<br>Fitted for oil fuel11,17 | Cristo-bal | n | CL<br>~~1,21~~<br>1,22<br>F.P. above 150°F. | 1909<br>9mo<br>Lloyd | Swan,Hunter&Wigham Richardson, LdNewcastle<br>'sA&CP | PacificSteamNav. Co.<br>WB=CellDBa40'uE15'f94' | 215·0<br>F26' | 33·5 | 19·4<br>FK | London<br>British<br>4BHCem<br>160tAPT10t | T.3Cy.17",28"&46"-33" (r)<br>180lb 174NHP<br>2SB,6cf,GS107,HS3268<br>Swan,Hunter&Wigham-Richardson Ld.Nwc. | 21 ″ 6<br>s3 ″ 5½<br>18 ″ 4 | |
| 29730 | — SteelScSr<br>Wireless 1Dk | 910<br>712<br>675 | | | | | 1918 | Astilleros deGijon Gijon | Cia.Naviera "Salvador" (D.de Aroaz y deArejula) | 201·7<br>P30'B44' | 29·8 | 13·5 | Barcelona<br>Spanish<br>WB | T.3Cy.12",20"&32"-24"<br>Ebuilt15,fitted18 50NHP<br>Dunsmuir&Jackson,Gls. | | V |
| 29731<br>JGLQ | — IronScSr<br>(exGaviota) | 131<br>—<br>59 | | | | | 1882 | JFullerton &Co. Paisley | Cia.Arrendataria deTabacos | 120·2 | 16·7 | 10·4 | Malaga<br>Spanish | C.2Cy.14"&28"-22"<br>NB94 31NHP<br>T.Reid&Sons,Paisley | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ※ 29732<br>~~JGLP~~ | **Salvadora** SteelScSr<br>ssBbo.2ndNo.3-9,17<br>(exKingford,exWestow) 1Dk(Stl)<br>Well deck Wireless &Webframes | 2283<br>1754<br>1464 | ✠100A1<br>7,21 ~~1,21~~<br>~~BS2,20~~ ✠LMC9,17<br>BS7,21 | Cff<br>Bbo | s | CL<br>N9,20 | 1891<br>10mo | W.Gray&Co.Ld.<br>WHartlepool<br>A&CP | ~~Uribe y Eguiraun~~<br>Eisen und Stahl G.m.b.H. | 290·5<br>P27'Q94'B112'F29'<br>ptNDO9 BK10"<br>WB=DBa96'f | 38·1 | 20·9 | German<br>5BHCem<br>108'508t | T.3Cy.21½",35"&58"–39" (s)<br>160lb 80lb NDB01 208NHP<br>2SB,5rf,1cf,GS72,HS3090<br>Cen.Mar.Eng.Wrks.WHpl | 22<br>s1<br>21 |
| 29733<br>MNQR | **Salvage** IronScSlp<br>(exIsbrytarenI.)<br>(Icebreaker&SalvageSteamer) 1Dk<br>Wireless | 474<br>430<br>176 | | | | | 1882 | MotalaCo.<br>Gothenburg | NorskBjergnings-kompaniAkties.<br>(E.Jacobsen Mgr.) | 128·6<br>H59t | 33·8 | 17·1 | Chrstiania<br>Norwegian | C.2Cy.33"&60"–36"<br>180NHP<br>MotalaCo.Gothenburg | |
| 29734<br>122965 | — SteelScSp<br>(Tug)<br>1Dk | 111<br>97<br>2 | | | ... | | 1908 | J.P.Rennoldson&Sns<br>SouthShields | Goole&Hull Steam TowingCo.Ld. | 80·0<br>FK | 20·1 | 9·2 | Goole<br>British<br>WB | C.2Cy.16"&34"–22"<br>75RHP<br>J.P.Rennoldsn&Sns.S.Shl. | 10 |
| 29735 | **Salvage Steamer No. 1** SteelSc<br>(exHuskisson) 1Dk(Irn)<br>Elec.light | 194<br>184<br>76 | ✠<br>For towing purposes<br>6,13 ✠ | Liv | | | 1912<br>1mo | JTEltringham&Co.<br>S.Shields | Russian Government | 100·4<br>B9'<br>BK7½"<br>WB= | 23·6 | 12·3 | Russian<br>4BHCem<br>APT4t | T.3Cy.16",27"&44"–27'<br>108NHP<br>1SB,3pf,GS60,HS1642<br>ShieldsEng.Co.Ld.N.Shl. | 13 |
| 29736 | **Salvage Steamer No. 2** SteelScSp<br>(exGladstone) 1Dk(Irn)<br>Elec.light | 211<br>195<br>78 | ✠<br>7,19<br>For towing purposes<br>✠ | Liv | | | 1913<br>8mo | J.Cran&Co.<br>Leith | Russian Government | 100·1<br>B33'<br>BK7½"<br>WB= | 23·6 | 12·5 | Russian<br>4BHCem<br>APT3t | C.2Cy.21"&44"–27"<br>83NHP<br>1SB,3cf,GS66,HS1850<br>J.Cran&Co.Leith | 13 |
| 29737 | — SteelScSr<br>(exGeorgeV.) 1Dk | 188<br>163<br>2 | ✠<br>7,19<br>For towing purposes<br>✠ | Shl | | | 1910<br>9mo | Armstrong Whitworth &Co.Ld.<br>Newcastle | Russian Government | 103·5<br>B12'<br>len14 BK6¾"<br>WB= | 23·2 | 11·9 | Russian<br>4BHAsp<br>APT18t | T.3Cy.15½",25"&41"–27'<br>106NHP<br>1SB,3pf,GS56,HS1836<br>J.P.Rennoldsn&Sns.S.Shl. | 12 |
| 29738<br>218349<br>LRQN | **Salvation Lass** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks&Webframes<br>Sub.Sig. Wireless | 4985<br>4740<br>3057 | | | ... | | 1919 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>Wb | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo. Schenectady,N.Y. | 32 |
| 29739<br>MLDR | **Salvator** SteelScSr<br>Elec.light Wireless 1Dk | 350<br>329<br>121 | | | | | 1915 | Akties. MossVærft<br>Moss | Norsk Bjergnings-kompagniAkties. | 148·8 | 24·1 | 12·4 | Chrstiania<br>Norwegian<br>WB | T.3Cy.14",23"&38"–27"<br>75NHP<br>MossVærft,Moss | |
| 29740 | — SteelScSr<br>A.Hammer(SalvageSteamer) (exThetis)<br>Well deck Mchy.Aft Elec.light 1Dk | 342<br>235<br>121 | | | ... | | 1895 | Scott&Sons<br>Bowling | Nordischer Bergungs-Verein | 139·4<br>B8'<br>BK7" | 24·0 | 10·8 | Hamburg<br>German<br>WB | T.3Cy.15",25½"&41"–27"<br>NB96 94NHP<br>Ross&Duncan,Glasgow | 11 |
| ※ 29741<br>630<br>RVGP | **Salvatore** SteelScSr<br>ssGen.2ndNo.3-9,13<br>(exChiloé.exTsimo, exRauenthaler) ssGen.No.1-19<br>1Dk(Irn)&Spar dk<br>Elec.light Wireless & Webframes | 2724<br>2630<br>1715 | ✠100A1<br>Spar dk<br>11,20<br>BS2,20 ✠LMC7,18 | Gen | u | CL<br>5,19 | 1889<br>11mo | Sunderlnd S.B.Co.Ld.<br>Sunderland | A.Gazzolo di A | 323·0<br>B66'F41' 26·0<br>BK8"<br>WB=CellDBa80'uE | 41·0 | 18·6 | Genoa<br>Italian<br>5BHCem<br>32'f126'426t | T.3Cy 23½",39"&64"–42" (s)<br>160lb 100lb NDB02 281NHP<br>2SB.4rf,2cf,GS128,HS4440<br>N.E.MarineEng.CoLd.Sld. | 28<br>s6<br>23 |
| 29742 | **Salvatore Bertorello** WoodScCtr<br>(Tug)<br>Elec.light 1Dk<br>Mchy.Aft | 300 | | | | | 1920 | Soc.Anon. Cant.Bertorello&Co.<br>Loano | Salvatore Bertorello | 114·9<br>F16' | 23·8 | 13·8 | Genoa<br>Italian | C.2Cy.14½"&31½"–21¼"<br>38NHP<br>Ing.D.Torriani&Co. Sampierdarena | |
| ※ 29743<br>138955 | **Salvini** SteelScK<br>ssGms.No.1-20<br>1Dk | 226<br>219<br>109 | ✠100A1<br>StmTrawler<br>3,21 ✠LMC8,20 | Gms | | CL<br>3,21 | 1916<br>6mo | Cook,Welt'n&Gemmell Ld.<br>Beverley<br>Lloyd'sA&CP | J.Coombes | 117·0<br>Q61'F16'<br>BK7½" | 22·0 | 12·7 | Grimsby<br>British<br>4BHCem | T.3Cy.12",21"&34"–24" (s)<br>200lb 74RHP<br>1SB,3pf,GS31,HS1268<br>Amos&Smith,Ld.Hull | 13 |
| 29744<br>140104 | **Salvis** SteelTwinSc<br>(exSvea)<br>1Dk | 210<br>120<br>70 | | | | | 1898 | J.W.Klawitter<br>Dantzig | TheShipSalvage Corp.Ld. ~~(H.R.Malet, Mgr.)~~<br>(J.R.Dekinoy,Mgr) | 114·3 | 22·0 | 8·3 | Ipswich<br>British | C.2Cy.14"&24"–13¾"<br>35NHP<br>J.W.Klawitter,Dantzig | |
| 29745<br>8<br>RVJM | **Salvo** SteelScSr<br>ssSws.No.3-11,04<br>(exLillian) ssNap.No.2-14<br>Well deck 1Dk(Irn)&Webframes | 1107<br>781<br>667 | ✠<br>6,15<br>✠ | Nap | n | | 1889<br>10mo | Irvine&Co.<br>WHartlepool | S.GuerreraUlrich | 230·5<br>P27'Q61'B96'F29'<br>BK8"<br>WB=Cell | 32·0 | 14·0 | Catania<br>Italian<br>4BHCem<br>DB195'361t | T.3Cy.16½",26"&44½"–33"<br>NDB04 104NHP<br>1SB,3rf,GS49,HS1443<br>Wstgrth,English&Co.Mdb | 16 |
| 29746 | — SteelTwinScCtr<br>(Tug)<br>Elec.light 1Dk | 267<br>235<br>24 | | | ... | | 1899 | J.T.Eltringham&Co<br>S.Shields | TheAdmiralty | 121·0<br>B44'<br>BK7" | 24·1 | 11·4 | British<br>WB | T.6Cy.10½",17½"&30"–22"<br>88RHP<br>G.T.Grey,SouthShields | 11 |
| 29747<br>220828<br>MBWG | **Salvor** SteelScSr<br>(exU.S.N.Willet) Fitted for oil fuel<br>Elec.light 2Dks | 715<br>—<br>330 | | | | | 1917 | Navy Yard,<br>Philadelphia | | 181·6 | 35·5 | 16·3 | Phildlphia<br>Utd. States | T.3Cy.19",29"&46"–30"<br>116NHP | |
| ※ 29748<br>127963 | — SteelScK<br>ssLiv.No.2-17<br>Elec.light 1Dk(Stl–teaks)<br>Mchy.Aft | 213<br>190<br>94 | ✠100A1<br>2,21<br>BS7,20 ✠LMC~~11,17~~<br>MS10,21 | Liv | c | CL<br>~~2,21~~<br>10,21 | 1909<br>2mo | J.P.Rennoldson&Sns<br>SouthShields<br>Lloyd'sA&CP | MerseyDocks& HarbourBoard | 110·0<br>FK<br>WB=DTf18' | 25·2 | 9·3 | Liverpool<br>British<br>5BHCem<br>20tFPT8t | C.2Cy.18"&38"–24' (s)<br>135lb 80RHP<br>1SB,3pf,GS44,HS1309<br>J.P.Rennoldsn&Sns,S.Shl | 10 |
| 29749 | **Salvore** SteelScSp<br>(exLampo) 1Dk<br>Elec.light | 166<br>—<br>76 | ✠<br>withfreeboard<br>11,15 ✠<br>For Service in the Adriatic | Tri | d | | 1911<br>5mo | G.Brown&Co.<br>Greenock | Soc.diNav.aVap. Istria-Trieste | 150·0<br>BK6" | 24·1 | 9·4 | Trieste<br>Italian<br>4BHCem | T.3Cy.13½",23"&36"–21"<br>127NHP<br>1SB,3cf,GS61,HS2260 FD<br>McKie&Baxter,Glasgow | 10 |
| 29750<br>106052 | **Salween** SteelTwinSc<br>1Dk | 128<br>128<br>45 | | | | | 1896 | W.Denny &Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 100·0 | 22·0 | 8·7 | Glasgow<br>British | C.4Cy.20"&38"–24"<br>41RHP<br>Denny&Co.,Dumbarton | |
| 29751 | **Salzburg** SteelScSr<br>Elec.light 1Dk(Stl)&Spardk(Stl–ws) &deep framing | 3226<br>2591<br>1969 | ✠<br>Spar dk<br>9,04 ✠ | Tri | u | | 1902<br>11mo | Stabilmnto Tecnico<br>Trieste | FrenchGovernment | 324·0<br>P38'B90'F66' 26·4<br>FK<br>WB=CellDBa102'uE26'f128'520tFPT13t | 42·9 | 13·6 | French<br>6BHCem<br>APT13t | T.3Cy.24",40½"&68"–45'<br>393NHP<br>2SB,6cf,GS128,HS5246 FD<br>StabilimentoTecnico,Tri. | 25 |
| 29752<br>MGLD | **Sama** SteelScSr<br>(exConcettina di Giorgio) Elec.light 2Dks&trb | 1608<br>929<br>936 | | | | | 1911 | Nylands Værksted<br>Christiania | D/S A/S Sama<br>(A.M.Pedersen) | 250·1 | 34·7 | 22·2 | Chrstiania<br>Norwegian<br>WB | T.3Cy.21½",34½"&60"–39"<br>225NHP<br>NylandsVærksted,Xania | |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29753<br>173617<br>MCPG | **Samal** WoodSc<br>(exGarciaPitogo) | 321<br>266<br>184 | | | | | 1904 | ................<br>Pitogo,P.I. | Fernandes<br>Hermanos | 142·0 | 26·1 | 11·2 | Manila<br>Utd.States | C.2Cy.15"&31"–21"<br>37NHP<br>Fenwick&Co.HongKong | | |
| 29754<br>OTBL | **Samara** SteelTwinSc4MstSr<br>(exStaffordshire)<br>Elec.light Wireless 3Dks | 6007<br>5082<br>3772 | | | ... | | 1894 | Harland&<br>Wolff,Ld.<br>Belfast | Cie.deNav.Sud<br>Atlantique | 445·5<br>P55'B145'F56'<br>FK | 49·1 | 29·9 | Bordeaux<br>French<br>WB | T.6Cy.22½",38"&64"–48"<br>708NHP<br>Harland&Wolff,Ld.Bel. | 33 " 7 | V |
| 29755<br>26208<br>RSMD | **Samarang Maru** SteelSc<br>Elec.light 2Dks(Stl–U ws)<br>Wireless | 3909<br>3468<br>2448 | ✠100A1<br>9,21 ~~3,20~~<br>(✠LMC5,20<br>6,21 | Kob | w | | 1920<br>3mo | Mitsubishi<br>ZosenKaisha,<br>Ld. Kobe<br>A&CP | NanyoYusen<br>KabushikiKaisha | 345·0<br>P33'B74'F41'<br>FK<br>CellDB316' | 50·0 | 26·8 | Kobe<br>Japanese<br>6BHCem<br>775tFPT26t | T.3Cy.23",38"&64"–48" (s)<br>200lb 246NHP<br>2SB,6cf,GS109,HS2197 FD<br>MitsubishiZosenKaisha,<br>Ld.Kobe | 29 " 1<br>s 5 " 7½<br>24 " 0 | |
| 29756 | **Samaria** SteelTwinSc<br>Elec.light | 18500<br>11008 | 100A1<br>(ClassContemplated) | | | | 1921 | Cammell<br>Laird&Co.Ld<br>Birkenhead | CunardS.S.Co.Ld. | 601·5<br>B272' | 73·7 | 40·7 | Liverpool<br>British | 6 Steam Turbines<br>CammellLaird&CoLd.Bkn | | |
| 29757<br>PRNT | **Samarinda** SteelScSr<br>Elec.light 3Dks<br>Wireless | 6825<br>6571<br>4384 | | | | | 1912 | W.Hamilton&Co.Ld.<br>PortGlasgow | Rotterdamsche<br>Lloyd (W.Ruys&<br>Zonen,Mgrs.) | 430·3 | 55·3 | 34·3 | Rottrdam<br>Dutch | T.3Cy.27½",47"&82½"–53"<br>498NHP<br>D.Rowan&Co.Glasgow | | V |
| 29758<br>MVLQ | **Sambo** WoodAuxSc3MstSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 376<br>316<br>267 | | | | | 1920 | T.A.Mörland<br>Gartha,<br>pr.Arendal | A/S Fraternitas<br>(Joh.Andreassen,<br>Mgr.) | 140·8<br>Q36tH18t | 28·8 | 13·1 | Arendal<br>Norwegian | Oil Engine 2S.C. SA.<br>4Cy.12⅓"–13⅔"<br>Brödr.ChristensensMek.<br>Verks,Christiania | | N |
| 29759<br>THKV | **Sambodja** SteelScSr<br>(exBanHoLiong, exSkell) ssSuz.No.2-20<br>1Dk(Stl)<br>&Awng dk(Stl–teak s) | 808<br>778<br>501 | ✠100A1<br>Awng dk<br>withfreeboard<br>9,21 ~~6,20~~<br>✠LMC6,20 BS10,21<br>Fitted for oil fuel 4,18F.P. above 150° F. | Suz<br>Alx | j | CL<br>~~9,19~~<br>9,21 | 1911<br>10mo | VanVliet<br>&Co.<br>Hardinxveld<br>Lloyd'sA&CP | Nederl.Indische<br>Tankstoomboot<br>Maats. | 175·1<br>FK<br>DBa31'33tFPT47t | 29·5 | 19·4 | Batavia<br>Dutch<br>4BHCem<br>APT27t | T.3Cy.15",25"&40"–27" (s)<br>180lb 100lb 110NHP<br>1SB,3pf,GS54,HS1800<br>Earle'sCo.Ld.Hull | 20 " 0<br>s 3 " 9½<br>16 " 5 | |
| 29760<br>143770<br>KCTR | **Sambre** SteelScSr<br>Elec.light Sub.Sig. 2Dks(Stl)<br>Wireless | 5260<br>4810<br>3226 | ✠100A1<br>~~7,21~~ ~~11,20~~<br>4,22<br>✠LMC11,19 | Bry<br>~~Hu~~Cff | y | CL<br>4,22 | 1919<br>11mo | Short Bros.<br>Ld.<br>Sunderland<br>Lloyd'sA&CP | RoyalMailSteam<br>PacketCo.<br>CellDB | 400·0<br>P49'B113'F40'<br>FK<br>340'1067t FPT125t | 52·4 | 28·5 | London<br>British<br>7BHptCem<br>APT198t | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7656 FD<br>G.Clark,Ld.Sunderland | 31 " 0<br>s 6 " 2<br>25 " 3 | |
| 29761 | — SteelScSr<br>(exWitteZee)<br>Wireless 1Dk | 741<br>528<br>330 | | | | | 1917 | A.Van<br>Duijvendijk<br>Papendrecht | ArmementDeppe | 180·8 | 28·3 | 12·4 | Antwerp<br>Belgian<br>WB | T.3Cy.15",25"&40"–27"<br>83NHP<br>Verschure&CoAmsterdam | | V |
| 29762<br>OTBN | **Sambre-et-Meuse** SteelScSr<br>Elec.light 1Dk | 355<br>303<br>102 | ✠100A1<br>StmTrawler<br>9,19 ✠LMC9,19 | Sav | | CL | 1919<br>9mo | Foundati'n<br>Co.<br>SavannahGa.<br>A&CP | FrenchGovernment | 150·0<br>Q79'F26'<br>BK7"<br>FPT | 25·0 | 14·7 | French<br>4BHCem<br>6tAPT8t | T.3Cy.12¾",21½"&35"–24"<br>180lb (s) 89NHP<br>1SB,3pf,GS53,HS1700<br>J.Inglis&Co.Ld.Toronto | 14 " 8<br>s 2 " 5½<br>14 " 1 | |
| 29763<br>HTDP | **Sami** IronScSr<br>(exEastAnglian)<br>Well deck 1Dk | 298<br>225<br>149 | | | ... | | 1882 | JFullerton<br>&Co.<br>Paisley | Nav.àVap.<br>"Ionienne" G.<br>YannoulatoFrères | 140·2<br>Q49'B26'F32'<br>BK6" | 21·8 | 11·1 | Piræus<br>Greek<br>WB | C.2Cy.18"&34"–28"<br>NB92 51NHP<br>J.&T.Young,Ayr | 11 " 8 | |
| 29764<br>MBWT | **Samland** SteelTwinSc4MstSr<br>(exBelgic, exSamland, exMississippi)<br>ssLon.No.3-12,14<br>ssAnt.No.1-19<br>3Dks(Stl)<br>&Shelter dk(Stl–ptws)<br>Elec.light Sub.Sig. Wireless | 9748<br>9302<br>7421 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,22 ~~2,21~~<br>✠LMC MS7,19<br>BS8,20 | Ant<br>Kel | ft | CL<br>~~9,19~~<br>PN3,22<br>s3,22 | 1903<br>4mo | NewYork<br>S.B.Co.<br>Camden,N.J.<br>A&CP | Soc.Anon.deNav.<br>BelgeAméricaine<br>WB=CellDBa<br>DTa43'980tDT | 490·4<br>B on Shelter dk 128'<br>FK&BK3'<br>120'uE&B83'f194<br>f35'1015tFPT125t | 58·2 | 39·4 | Antwerp<br>Belgian<br>8BHCem<br>1496t<br>APT80t | T.6Cy.25",42½"&72"–48"(s)<br>200lb 100lb NDB06 997NHP<br>2D&2SB,18cf,GS318,<br>HS14106 FD<br>NewYorkSBCo.CamdnNJ | 35 " 5<br>s 7 " 0<br>28 " 11 | |
| 29765<br>LBSH | **Samnanger** SteelScSr<br>Elec.light Wireless 1Dk(Stl) | 4276<br>3923<br>2618 | ✠100A1<br>2,21<br>✠LMC8,18<br>Carrying oil fuel F.P. above 150° F. in DB | Rot | | CL<br>2,21 | 1918<br>8mo | Canadian<br>Vickers,Ld<br>Montreal<br>Lloyd'sA&CP | Westfal-Larsen<br>&Co.A/S<br>CellDB | 380·7<br>P44'B102'F42'<br>FK<br>316'1373t FPT102t | 49·2 | 26·8 | Bergen<br>Norwegian<br>6BHCem<br>APT151t | T.3Cy.25",41"&67"–45" (s)<br>180lb 100lb 333NHP<br>2SB,6cf,GS138,HS5200<br>CanadianVickers,Ld.Mtl. | 30 " 1<br>s 6 " 1½<br>24 " 4 | |
| 29766<br>MSTH | **Samnöen** SteelScSr<br>(Fishing)<br>1Dk | 156<br>144<br>56 | | | | | 1918 | A/sStorviks<br>Mek.Verks.<br>Xiansund | Brödr.Tvedt.A/S | 105·6 | 20·2 | 10·3 | Bergen<br>Norwegian | T.3Cy.9⅘",15"&25"–18"<br>27NHP<br>A/SStorviks.Mek.Verks.<br>Xiansund | | N |
| 29767<br>98153<br>LVHF | **Samoa** SteelSc3MstSr<br>(exMickleham, exRook)<br>ssGms.2ndNo.3-11,15<br>ssBng.No.1-20<br>Mchy.Aft 1Dk(ptIrn) | 370<br>273<br>167 | ✠100A1<br>~~11,21~~ ~~12,20~~ 12,21<br>✠LMC4,20<br>BS11,21 | Bng<br>Dub | e | 4,20 | 1890<br>9mo | RThomson<br>London<br>Lloyd'sA&CP | O.H.Donnelly | 143·0<br>Q73'B7'F20'<br>BK7" | 22·7 | 11·0 | London<br>British<br>3BHCem<br>FPT45t | T.3Cy.12",18"&30"–21" (s)<br>160lb ~~80lb~~ NDB11 60RHP<br>1SB,2pf,GS30,HS800<br>GourlayBros.&Co.Dundee | 11 " 10<br>s " 8<br>11 " 11 | |
| 29768<br>136457 | — WoodAuxSc3MstSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 220<br>176<br>171 | | | | | 1902 | Lane&S'ns<br>Whangaroa,<br>N.Z. | Burns,Philp<br>(South Sea)Co.Ld. | 106·8 | 25·3 | 11·2 | Suva,Fiji<br>British | Oil Engine<br>3Cy.11¾"–15" 25NHP<br>FriscoStandardOilEng.Co.<br>SanFrancisco | | |
| 29769<br>HFGS | **Samos** IronSc<br>(exIolkos) | 100<br>—<br>63 | | | | | 1879 | ................<br>England | Nav.Orientale<br>(P.Pantaleon) | ........ | ........ | ........ | Piræus<br>Greek | | | |
| 29770<br>108354<br>QDBT | **Sampan** SteelScSr<br>(exCalgarth, exHarrington)<br>ssCff.No.3-8,10<br>ssLiv.No.2-19<br>Well deck 1Dk(Irn)&Webframes<br>Wireless | 1730<br>1389<br>1072 | ✠100A1<br>~~6,21~~ ~~11,20~~ ~~12,21~~<br>3,22<br>~~BS11,20~~ ✠LMC~~7,19~~<br>BS12,21 MS3,22 | Lon<br>~~Mdb~~ Gms | r | ~~11,20~~<br>3,22 | 1898<br>5mo | S.P.Austin<br>&Son,Ld<br>Sunderland<br>A&CP WB= | DenabyShppng&<br>CommercialCo.Ld<br>CellDBa76'uE&B | 268·0<br>P27'Q74'B50'F29'<br>FK<br>34'f108'510t FPT | 37·7 | 16·9 | Liverpool<br>British<br>4BHCem<br>37tAPT53t | T.3Cy.21½",35"&57½"–39"<br>160lb 110lb (s) 214NHP<br>2SB,6pf,GS98,HS3340<br>G.Clark,Ld.Sunderland | 19 " 9<br>s 2 " 2<br>17 " 11 | |
| 29771<br>128352 | **Samphire** SteelSc<br>(Grab Hopper Dredger)<br>1Dk | 159<br>144<br>60 | | | ... | | 1907 | Dublin<br>DockyardCo.<br>Dublin | Tralee&FenitPier<br>&HarbourCommissioners | 90·1<br>FK | 24·1 | 8·9 | Tralee<br>British<br>WB | C.2Cy.10¾"&23"–16"<br>30RHP<br>Muir&Houston,Ld.Gls. | 9 " 6 | |
| 29772<br>99241<br>HWNL | **Samphire Batts** SteelScK<br>(Tug)<br>(exSeaKing) 1Dk | 174<br>159<br>11 | | | ... | | 1893 | Cumming<br>&Ellis<br>Inverkeithng | TeesTowingCo.Ld.<br>(Robinson&Crosthwaite,Mgrs.) | 112·0<br>BK6½" | 21·1 | 10·1 | Middlsbro'<br>British<br>WB | T.3Cy.14",23"&36"–27"<br>75RHP<br>Muir&Houston,Glasgow | 11 " 0 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. | 3<br>Matériaux. Gréement, etc.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Speciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29773<br>THLD | **Sampit** | SteelScSr<br>1*Dk* | 345<br>275<br>164 | | | | | 1911 | Wilton's<br>E.&Slpwy.Co<br>Rotterdam | Koninkl.Paketv.<br>Maats. | 150·0<br>F20' | 26·1 | 8·9 | Batavia<br>Dutch | C.2Cy.11¾"&23½"–17¾"<br>19NHP<br>Wilton'sE.&Slpwy.CoRot. | |
| 29774<br>VJCF | **Sampo**<br>Wireless | SteelSc3MstSr<br>(*IceBreaker*)<br>2*Dks*<br>(*2 screws forward and 2 aft*) | *1339*<br>*1335*<br>*91* | | | | | 1898 | Armstrong<br>Whitworth &<br>Co.Ld.<br>Newcastle | FinnishBoard<br>ofNavigation | 201·8 | 42·9 | 18·2 | Helsingfrs<br>Finnish<br>*WB* | T.6Cy.19½",31"&52"–36"<br>&21½",34"&57"–36" 357NHP<br>WllsndSlpwayCo.Ld.Nwc. | |
| 29775<br>SGPJ | — | WoodAuxScSr<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 104<br>95<br>87 | | | | | 1915 | A.Wahl-<br>qvist<br>Björko | A.Lenkkeri | 86·3 | 16·3 | 8·0 | Wiborg<br>Finnish | Motor | |
| 29776<br>218354<br>LSQW | **Sampson**<br>*Elec.light* | WoodSc<br>(*Tug*)<br>1*Dk* | 177<br>—<br>30 | | | | | 1919 | NorthWest<br>E.Wks,Green<br>Bay,Wis. | UnitedStates<br>ShippingBoard | 94·8 | 24·0 | 14·2 | Mlwaukee<br>Wis.<br>Utd.States | C.2Cy.18"&38"–26"<br>61NHP | |
| 29777 | **Samros**<br>*Elec.light* | WoodAuxScSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 320<br>246<br>154 | | | | | 1919 | A/BStrom-<br>stadsM.V.<br>Strömstad | S.P.Pettersson | 115·3 | 26·4 | 11·6 | Udevalla<br>Swedish | Oil Engines<br>4Cy.13⅗"–14⅕" 52NHP<br>J&CGBolindersCoLdSkm | |
| 29778<br>94187 | **Samson**<br>*Mchy.Aft* | SteelTwinSc<br>(*SuctionDredger*)<br>1*Dk* | 1293<br>1213<br>536 | | | | | 1900 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | Government of<br>NewSouthWales | 240·0<br>H79*t* | 51·3 | 13·5 | British<br>*WB* | T.6Cy.12",21"&36"–27"<br>135NHP<br>WllsndSlpwy.Co.Ld.Nwc. | |
| 29779<br>120916 | — | SteelTwinSc<br>*ss*Liv.No.3–12,19<br>1*Dk*(*ptStl–ws*) | 522<br>500<br>345 | ✠100A1<br>*CraneBarge*<br>10,21~~12,19~~<br>BS5,21 ✠LMC12,19 | Liv | | 12,19 | 1905<br>10mo<br>*Lloyd* | E.Berning-<br>haus<br>Duisburg<br>'*sA&CP* | MerseyDocks&<br>HarbourBoard | 158·6 | 43·6 | 9·0<br>FK | Liverpool<br>British<br>6*BHCem* | C.4Cy.13¾"&22½"–15¾" (*s*)<br>140lb 46RHP<br>1SB,2*cf*,GS41,HS1207<br>E.Berninghaus,Duisburg | 9·1 |
| 29780<br>127241<br>KSJW | — | WoodScSr<br>1*Dk* | 328<br>—<br>223 | | | | | 1903 | King&<br>Winge<br>WestSeattle | AinsworthDunn<br>Co.Inc. | 116·0 | 32·5 | 7·5 | Seattle<br>Wash.<br>Utd.States | C.2Cy.10"&16"–16"<br>E*made*83,*fitted*03 9NHP<br>MoranBros.Co.Seattle | |
| 29781 | — | SteelTwinSc<br>(*Tug*)<br>1*Dk* | 310 | | | | | 1902 | Bow,Mac<br>Lachlan &Co.<br>Ld. Paisley | CrownAgents for<br>theColonies | 115·0 | 26·1 | 12·2 | Colombo<br>British<br>*WB* | C.4Cy.20"&42"–24"<br>144NHP<br>Bow,McLachln&CoLdPsy | |
| 29782<br>116846 | — | WoodSc<br>(*Tug*)<br>1*Dk* | 279<br>221<br>189 | | | ... | | 1898 | Wolff&<br>Zwicker.<br>Portland,Or. | ColumbiaContract<br>Co. | 110·4 | 25·4 | 15·6 | Portlnd,Or<br>Utd.States | C.2Cy.20"&40"–28"<br>219NHP<br>Wolff&Zwicker,Pld.Or. | 15· |
| 29783 | — | SteelScTug<br>(*SalvageSteamer*)<br>1*Dk* | 237<br>180<br>30 | | | | | 1906 | Schiffsw.(v<br>J&Sch.) A.G.<br>Hamburg | ArgentinaCia<br>General deNav.<br>S.A.(A.M.Delfino<br>yCia,*Mgrs.*) | 110·0 | 22·4 | 13·2 | Bns.Ayres<br>Argentine | T.3Cy.13 9/16",21⅝"&34½"–23¾"<br>57NHP<br>Schwft.(vJ&Sch)AG.Ham | |
| 29784<br>93267 | — | SteelPadSk<br>1*Dk* | 166<br>150<br>33 | | | | | 1886 | D&WHen-<br>derson&Co.<br>Glasgow | Steel&Bennie,Ld. | 115·6 | 19·2 | 10·0 | Glasgow<br>British | 1Cy.38½"–57"<br>50RHP<br>D.&W.Henderson&Co.,Gls | |
| 29785<br>115791<br>JVSH | — | IronSc<br>(*Tug*)<br>1*Dk* | 159<br>—<br>79 | | | | | 1881 | ................<br>Camden,N.J. | Board of Commis-<br>sioners ofthe Port<br>of NewOrleans | 108·0 | 22·0 | 10·6 | N.Orleans<br>Utd.States | C.2Cy.20"&36"–28"<br>57NHP | |
| 29786<br>516<br>LMBH | — | IronPad<br>1*Dk* | 157<br>—<br>27 | | | | | 1871 | ................<br>Constantinpl | P.S.Logothetti | 114·1 | 19·7 | 10·2 | Taganrog<br>Russian | 4Cy.31"–36"<br>88NHP | |
| 29787 | —<br>*Elec.light* | SteelScSr<br>(*Whaler*)<br>1*Dk* | 156<br>150<br>55 | | | | | 1908 | Akers<br>Mek.Værks.<br>Christiania | Soc.Ballenera<br>Corral | 101·1 | 19·1 | 12·1 | Valdivia<br>Chilian<br>*WB* | T.3Cy.12",20"&32"–24"<br>50NHP<br>AkersMek.Værks.Xia. | |
| 29788 | — | SteelSc<br>(*Tug*)<br>1*Dk* | 139<br>135<br>1 | | | | | 1917 | JConstant.<br>Kievits&Co.<br>Dordrecht | Caribbean<br>PetroleumCo. | 95·5 | 21·2 | 9·5 | Phildlphia<br>UtdStates<br>*WB* | T3Cy.13"20 9/10"&23 9/10"–18 1/5"<br>24NHP<br>Machinef.Bolnes,Bolnes | |
| 29789<br>122312 | — | WoodScSp<br>1*Dk* | 111<br>69<br>50 | | | | | 1907 | J.McGill<br>Shelburne,<br>N.S. | TugSamson,Ld. | 83·0<br>H42*t* | 20·5 | 8·6 | Lunenbrg<br>British | C.2Cy.14"&28"–22"<br>33RHP<br>McKie&Baxter,Glasgow | |
| 29790<br>136713 | **Samuel** | SteelSc<br>(*Tug*)<br>1*Dk* | 137<br>123<br>34 | | | | | 1914 | Jonker&<br>Stans<br>H.I.Ambacht | S.Pearson&Son,<br>Ld. | 83·5 | 20·4 | 9·6 | London<br>British | T.3Cy.12",17½"&29½"–15"<br>43RHP<br>N.V.Machinefabrik Bolnes | |
| 29791<br>144371 | **Samuel Baker**<br>*Now named* "Braconmoor," *See No.* 36500 *in Supplement* | SteelScK<br>*ss*Wvn No.1–21<br>1*Dk* | 194<br>190<br>72 | ✠100A1<br>*StmTrawler*<br>3,21~~7,17~~ ✠LMC~~7,17~~<br>1,21 | Abn<br>Wvn | | CL<br>1,21 | 1917<br>7mo<br>*Lloyd* | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | ~~TheAdmiralty~~ | 115·5 | 22·3 | 11·9<br>BK7½" | London<br>British<br>3*BHCem*<br>*DBf*19'12*t* | T.3Cy.12",20"&34"–24" (*r*)<br>180lb 78RHP<br>1SB,3*pf*,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 12· |
| 29792<br>143910 | **Samuel Barkas** | SteelScK<br>1*Dk* | 216<br>200<br>93 | ✠100A1<br>*StmTrawler*<br>10,17 ✠LMC10,17 | Abn | | CL | 1917<br>10mo<br>*Lloyd* | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | RainbowStm.<br>FishingCo.Ld.<br>(A.W.Rainbow,<br>*Mgr.*) | 115·4 | 22·1 | 12·1<br>BK7½" | Milford<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 57RHP<br>1SB,3*pf*,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13· |
| 29793<br>143843 | **Samuel Benbow** | SteelScK<br>1*Dk* | 203<br>200<br>81 | ✠100A1<br>*StmTrawler*<br>2,20<br>BS2,20 ✠LMC8,18 | Mil | | CL | 1918<br>8mo<br>*Lloyd* | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | ~~TheAdmiralty~~<br>T.Davidson (A.A.<br>Davidson, *Mgr.*) | 118·4 | 22·1 | 12·1<br>BK7½" | Aberdeen<br>~~London~~<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 57RHP<br>1SB,3*pf*,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13· |
| 29794<br>44368 | **Samuel Dawson** | SteelScK<br>*ss*Abn.No.3–10,20<br>1*Dk* | 276<br>246<br>113 | 100A1<br>*StmTrawler*<br>10,20 LMC10,20 | Abn | | CL<br>10,20 | 1919<br>*Lloyd* | J.P.Ren-<br>noldson&Sns<br>Ld. S.Shields<br>'*sA&CP* | TheAdmiralty | 125·4<br>Q72'F22' | 23·4 | 12·6<br>BK7½" | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 62NHP<br>1SB,3*pf*,GS50,HS1619<br>JPRennoldsn&SnsLdSShl | 13· |
| 29795<br>145139 | **Samuel Dowden**<br>*Mchy.Aft* | SteelScK<br>*ss*Qns.No.3–6,20<br>1*Dk* | 324<br>288<br>133 | ✠100A1<br>*StmTrawler*<br>6,20~~12,17~~ ✠LMC~~12,17~~<br>BS6,20 MS8,21 | Hul | | CL<br>3,22<br>—— | 1917<br>12mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>'*sA&CP* | TheAdmiralty | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13· |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29796<br>145134 | For full particulars See No. 39266 in Supplement<br>**Samuel Drake** SteelScK<br>(*Fishing*)<br>1*Dk* | 276<br>247<br>108 | | | | | 1918 | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley | TheAdmiralty | 125·7 | 23·4 | 12·8 | London<br>British | T.3Cy.12½″,21″&35″–26″<br>61RHP<br>Bow,McLachln&CoLdPsy | | C |
| 29797<br>116841 | **Samuel F. B. Morse** SteelScSr<br>*Mchy.Aft* *Elec.light* Sub.Sig. 1*Dk*2*trB* | 4936<br>—<br>4301 | | | | | 1898 | F.W.<br>Wheeler&Co.<br>W.BayCity | PittsburghS.S.Co. | 456·0 | 50·0 | 24·0 | Duluth<br>Utd.States<br>*WB* | Q.4Cy.17″,25″,38½″&60″–42″<br>NB03 *Ereblt*03 233NHP<br>AmericanS.BCo. | | |
| 29798<br>[illegible] | **Samuel Gasby** SteelScK<br>Renamed "Soubrette," See No. 39391 in Supplement<br>1*Dk*(*Stl*–ws) | 199<br>[illegible]<br>75 | 100A1<br>*StmTrawler*<br>9,20 ✠LMC9,20 | | | | 1920<br>5mo<br>*Lloyd* | Ritchie,<br>Graham&<br>Milne<br>Glasgow<br>'*sA&CP* | ~~TheAdmiralty~~<br>ConsolidatedStm<br>Fishing&IceCo.<br>(Grimsby)Ld.<br>(J.D.Marsden*Mgr*.) | 115·3 | 22·2 | 12·2<br>BK7½″<br>*DBf*29′ | London<br>British<br>3*BHCem*<br>20*t* | T.3Cy.12″,20″&34″–23″ (*s*)<br>180lb 74RHP<br>1SB,3*pf*,GS40,HS1368<br>W.Beardmore&Co.Ld.<br>Coatbridge | 13 ″ ( | |
| 29799<br>[illegible] | **Samuel Jameson** SteelScK<br>Now named "Ettrick," See No. 37245 in Supplement<br>*Mchy.Aft* 1*Dk*(*Stl*) | 324<br>288<br>149 | ✠100A1<br>*StmTrawler*<br>9,18 ✠LMC9,18 | Hul | | CL | 1918<br>9mo<br>*Lloyd* | Cochrane&<br>Sons<br>Selby<br>'*sA&CP* | TheAdmiralty | 138·5<br>Q78′F19′ | 23·7 | 12·8<br>BK7½″ | British<br>4*BHCem* | T.3Cy.13″,23″&37″–26″ (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Hull | 13 ″ 6 | |
| 29800<br>220955<br>MOGV | **Samuel L. Fuller** SteelSc<br>*Elec light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless Sub.Sig. | 7053<br>6465<br>5125 | ✠100A1<br>~~6,21~~ 1,21 4,22<br>✠LMC1,21<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 1,21 *F.P. above* 150° F. | Chs<br>~~Phl~~ Bal | *b*† | CL<br>4,22 | 1921<br>1mo | SunS.B.<br>Co.<br>Chester,Pa.<br>A&CP *CellD* | SinclairNav.Co.<br>Inc.<br>*BuE&B*59′*f*41′408 | 430·2<br>P133′B36′F40′<br>*tFPT*222*tAPT*57*t* | 59·2 | 32·8<br>FK | NewYork<br>Utd.States<br>16*BHptCem*<br>(12 *to U dk*<br>4 ,, 2*nd* ,,) | T.3Cy.27″,45½″&76″–51″ (*r*)<br>190lb 612NHP<br>3SB,9*cf*,GS207,HS9198 FD<br>SunS.B.Co.Chester,Pa. | 33 ″ 3<br>s 8 ″ 0<br>25 ″ 7 | |
| 29801<br>203407 | **Samuel Mather** SteelScSr<br>Sub.Sig.<br>*Mchy.Aft* *Elec.light* 1*Dk* | 6751<br>—<br>5408 | | | | | 1906 | Detroit<br>S.B.Co.<br>Wyandotte | InterlakeS.S.Co.<br>(Pickands,Mather<br>&Co.*Mgrs*.) | 530·0 | 60·2 | 32·2<br>*WB* | Cleveland,<br>Ohio<br>Utd.States | T.3Cy.23½″,38″&63″–42″<br>257NHP<br>DetroitS.B.Co.Detroit | | |
| 29802<br>116484 | — SteelSc<br>*Whaleback*<br>*Mchy.Aft* *Elec.light* 1*Dk*2*trB* | 1713<br>—<br>1318 | | | | | 1892 | American<br>StlBargeCo.<br>Superior,Wis | Pittsburgh S.S.Co. | 308·0 | 38·0 | 24·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.20″,32″,&54″–42″<br>189NHP<br>FrontierIrnWorks,Detroit | | |
| 29803<br>116496 | **Samuel Mitchell** SteelSc3MstSr<br>Wireless<br>*Mchy.Aft* *Elec.light* 2*Dks* | 2278<br>—<br>1871 | | | | | 1892 | GlobeIron<br>WorksCo.<br>Cleveland,O. | S.C.McLouth | 292·8<br>H—F32′ | 40·4 | 20·1 | Pt.Huron<br>Utd.States<br>*WB* | T.3Cy.20″,32″&52″–42″<br>175NHP<br>GlobeIrnWksCo.,Clevelnd | | L |
| 29804 | **Samuel Q. Brown** SteelSc<br>For full particulars See No. 39311 in Supplement<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing* | 7000 | 100A1<br>(*Class Contemplated*)<br>*CarryingPetroleum in* **bulk** | | | | 1921 | Merchant<br>S.B.Corp.<br>Chester,Pa. | TidewaterOilCo.<br>Inc. | 424·0<br>P144′B25′F41′ | 58·0 | 33·0 | NewYork<br>Utd.States | T.3Cy.27″,45″&75″–51″<br>NewYorkSBCoCamdenNJ | | |
| 29805<br>144271 | **Samuel Spencer** SteelScK<br>*ss*Mil No.3–2,20<br>1*Dk* | 275<br>246<br>107 | 100A1<br>*StmTrawler*<br>2,20 LMC2,20 | Mil | | CL<br>2,20 | 1917<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesboro'<br>'*sA&CP* | The Admiralty | 125·5<br>Q72′F21′ | 23·4 | 12·8<br>BK7½″ | London<br>British<br>2*BHCem* | T.3Cy.12½″,21″&35″–26″ (*s*)<br>61RHP<br>1SB,3*pf*,GS49,HS1590<br>Smith'sDockCo Ld.Mdb. | 13 ″ 6 | |
| 29806<br>137003 | **Samurai** SteelScK<br>*ss*Cws.No.1–19<br>*Elec.light* 1*Dk* | 221<br>198<br>86 | ✠100A1<br>*StmTrawler*<br>10,21 ~~10,19~~ ✠LMC11,19<br>BS10,21 | Cws<br>Gms | | CL<br>11,19 | 1914<br>9mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | SleightsSteam<br>FishingCo.Ld.<br>(SirErnestSleight.<br>Bart.*Mgr*.) | 117·5<br>Q72′F19′ | 22·0 | 11·9<br>BK7½″ | Grimsby<br>British<br>3*BHCem* | T.3Cy.12¼″,20″&34″–24″ (*s*)<br>180lb 78RHP<br>1SB,3*pf*,GS44,HS1405<br>Smith'sDockCo.Ld.Mdb. | 12 ″ 8 | |
| 29807 | **Samva** SteelScSr<br>*ss*Gen.No.3–2,12<br>(*ex*Yacht,*ex*Rapide,*ex*Samva,<br>*Elec.light* *ex*Sunbeam,*ex*Cassandra) | 170<br>—<br>80 | ✠ ~~—~~<br>2,20<br>✠ | Gen | | | 1899<br>5mo | Day,Summers&Co.<br>Southampton | Curt&Roca | 135·6 | 18·9 | 10·9 | Casablnca<br>Moroccan<br>4*BHCem* | T.3Cy.11″,17½″&28″–21″<br>45NHP<br>1SB,2*cf*,GS33,HS821<br>Day,Summers&Co.Sou. | | |
| 29808 | **San Andres** SteelSc<br>*OilEng.*<br>*Elec.light* Wireless 1*Dk* | 1975<br>1638<br>1106 | | | | | ~~1920~~<br>1921 | J.&K.<br>Smit'sSchps.<br>Kinderdijk | OttoThoresens<br>Linie (Otto&Thor<br>Thoresen A/S *Mgs*) | ~~301·9~~<br>302·0 | ~~42·0~~<br>42·2 | 20·3 | Chrstiania<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>6Cy[illegible] 359NHP<br>Werkspoor,Amsterdam | | |
| 29809 | **San Antonio** SteelScSr<br>*ss*Mob.No.3–12,21 ~~*ss*Mob.No.2–19~~<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* Wireless | *5251*<br>*4863*<br>*3236* | ✠100A1<br>12,21 ~~8,20~~<br>~~BS8,20~~ ✠LMC~~8,19~~ 12,21<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 12,21 *F.P above* 150°F. | NOs<br>Mob | *y* | CL<br>~~N8,19~~<br>12,21 | 1909<br>5mo<br>*Lloyd* | Swan,Hunter&Wigham<br>Richardson,<br>LdNewcastle<br>'*sA&CP* | Cia.Mexicana<br>de Vap.<br>SanAntonio,S.A. | 390·5<br>P96′B25′F42′<br>*WB=CellD* | 50·4 | 30·3<br>FK | VeraCruz<br>Mexican<br>16*BHCem*<br>8 *to U Dk*<br>8 *to M Dk*<br>*BuB*40′94*tD* | T.3Cy.26″,43″&72″–48″ (*r*)<br>180lb 444NHP<br>3SB,12*cf*,GS207,HS7599<br>N.E MarineEng.CoLdNwc<br>*Tf*35′338*tFPT*81*tAPT*27*t* | 32 ″ 0<br>s 6 ″ 8½<br>25 ″ 8 | |
| 29810<br>86415<br>LHCV | — WoodSc<br>(*ex*Hardy,<br>*Elec.light* *ex*GraceDollar)<br>*Fitted for oil fuel* | 785<br>—<br>521 | | | | | 1898 | FultonE.<br>&S.B.Works<br>S.Francisco | American Finance<br>andCommerceCo.<br>Inc. | 158·5 | 34·0 | 19·4 | S.Frncisco<br>Utd.States | T.3Cy.10½″,18″&24″–24″<br>28NHP<br>FultonE.&S.B.Wrks.S.Fo. | | |
| 29811<br>PRQG | — SteelAux3MstScSr<br>*OilEng.*(*not classed*)<br>*ss*Rot.No.2–18<br>(*See Sailing Ship Register*) 1*Dk*(*Stl*) | 410<br>327<br>214 | ✠100A1<br>1,21 | Rot | *k* | | 1909<br>10mo<br>A&CP | NaamVenn<br>Scheeps.v.<br>J.Smit,Czn.<br>Alblass'rdam | A.Hammerstein | 165·0<br>Q27′RFD21′<br>FK & pt 15″ WOOD K<br>*WB=CellDB*96′ | 27·3 | 9·6 | Rottrdam<br>Dutch<br>3*BHCem*<br>121*tFPT*44*t* | Oil Eng. 4 S.C.SA<br>4Cy.12$\frac{9}{16}$″–16½″ 32NHP<br>NedFb.v.Wrk&Spoor,Ams | 12 ″ 4<br>s 2 ″ 0<br>11 ″ 10 | |
| 29812<br>HBDK | — SteelScBn<br>1*Dk* | 299<br>254<br>154 | | | | | 1896 | F.Bara-<br>chini<br>Smpierdarna | LloydAmericano<br>(DoderoHnos,Ld.,<br>*Mgrs*.) | 131·2 | 23·8 | 9·8 | Bns.Ayres<br>Argentine | C.2Cy.17¾″&33¾″–19¾″<br>Wilson& 42NHP<br>Maclaren,Sampierdarena | | I |
| 29813<br>58<br>RVLF | **San Benigno** WoodSc<br>(*Tug*)<br>1*Dk* | 109<br>—<br>11 | | | | | 1907 | F.Parodi<br>Pegli | Soc.Napoletana<br>deiRimorchiatori | 86·6 | 19·2 | 12·3 | Naples<br>Italian | C.2Cy.19$\frac{3}{10}$″&28″–19$\frac{7}{10}$″<br>Soc.Anon.Co-op. 29NHP<br>diProd.S.P.D'Arena | | |
| 29814<br>144268<br>KJNS | **San Benito** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>*Ref.Mchy.* *CruiserStern* | 3724<br>3122<br>2086 | | | | | 1921 | Workman,<br>Clark&Co.Ld<br>Belfast | UnifruitcoSteamshipCo.Ld. | ~~325·0~~<br>P36′B102′F40′<br>325·3 | 46·3 | 29·2 | Glasgow<br>British<br>*WB* | Turbo-ElectricMotor<br>BritishThomsonHouston<br>Co.Bel. | | |
| 29815 | **San Bernardo** SteelSc3MstSr<br>*ss*Mob.2ndNo.3–1,19<br>(*ex*JamesBrand)<br>*Elec.light* 1*Dk*(*Stl*)&*Spardk*(*Irn*)<br>*Mchy.Aft* &*Webframes*<br>Wireless | *3907*<br>*3506*<br>*2512* | ✠100A1<br>*Spar dk*<br>2,22 ~~3,21~~ ✠LMC1,19<br>✠NB11,12 BS~~3,21~~ 2,22<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 3,11 *F.P. above* 150°F. | Mob | *w* | CL<br>~~3,21~~<br>2,22 | 1893<br>4mo | Armstrong<br>Mitchell&Co.<br>Ld.Newcastle<br>A&CP | Cia.Mexicana de<br>Petroleo "El<br>Aguila" S.A. | 340·0<br>P84′B24′F35′ | 44·1 | 23·0<br>29·7<br>FK<br>*W* | Tampico<br>Mexican<br>14*BHCem*<br>*B=DBuE&* | T.3Cy.25″,41″&67″–48″ (*s*)<br>160lb 326NHP<br>2SB,6*cf*,GS115,HS4700<br>WllsndSlpwyCo.Ld.Nwc.<br>*B*64′138*tFPT*180*tAPT*65*t* | 31 ″ 2<br>s 6 ″ 2½<br>25 ″ 4 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2–3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. / Mach. | 9 Construit. Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Longueur. | Largeur. | Creux. Superstructures, &c. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29816 | **San Bernardo** WoodAuxScSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 121<br>—<br>93 | | | | | 1920 | Astilleros Ballester Hermanos<br>Palma,Maj. | Bernardo Arbonna | 89·2 | 24·9 | 9·4<br>Q19' | Soller<br>Spanish | Oil Engines<br>2Cy.14 9/16"–14 9/16" 30NHP<br>J&CG BolinderCo.Ld.Skm |
| 29817<br>144209<br>KGMP | **San Blas** SteelScSr<br>Sub.Sig. Wireless Fitted for oil fuel<br>Elec.light. Ref.Mchy. CruiserStern 2Dks | 3628<br>3118<br>2142 | | | | | 1920 | Workman, Clark&Co.Ld<br>Belfast | UnifruitcoS.S.Co. Ld. (Clark& Service, Mgrs.) | 325·0 | 46·3 | 29·2<br>P37'B103'F40' | Glasgow<br>British<br>WB | T.3Cy.24½",41½"&69"–48"<br>330NHP<br>Wrkman,Clark&Co.Ld Bel |
| 29818<br>144219<br>KGTC | **San Bruno** SteelSc<br>CruiserStern Fitted for oil fuel<br>Elec.light Ref.Mchy 2Dks&2ptdks<br>Sub.Sig. Wireless | 3627<br>3118<br>1957 | | | | | 1920 | Workman, Clark&Co.Ld<br>Belfast | UnifruitcoS.S.Co. Ld. (Clark& Service, Mgrs.) | 325·0 | 46·3 | 29·2<br>P36'B103'F40' | Glasgow<br>British<br>WB | T.3Cy.24½",41½"&69"–48"<br>330NHP<br>Wrkman,Clark&CoLd.Bel |
| 29819 | **San Camilo** SteelSc<br>Should be "Shell Mex 5," See No. 39270 in Supplement<br>Elec.light<br>Mchy.Aft | 700 | 100A1<br>(Class Contemplated)<br>Carrying Petroleum in bulk | | | | 1921 | Abdela& Mitchell,Ld.<br>Queensferry | EagleOil TransportCo.Ld. | 140·6 | 27·5 | 11·5<br>F16' | London<br>British | C.2Cy.15½"&32"–24"<br>Abdela&Mitchell,Ld. Queensferry |
| 29820<br>OTCE | **San Carlo** SteelSc<br>(exNatironco,exPioneer)<br>Mchy.Aft Elec.light 2Dks | 1378<br>—<br>795 | | | | | 1892 | Detroit DryDockCo.<br>Detroit,Mich. | Soc.Mar.&Com.de France | 234·4 | 35·1 | 20·0<br>Q74'B20'F29' | Rouen<br>French<br>WB | T.3Cy.18",33"&54"–42"<br>NB00 189NHP<br>DryDcksEng.Wks.Detroit |
| 29821<br>JHKP | **San Carlos** SteelTwinScSr<br>ssBcl.No.1-21<br>Elec.light 1Dk&Awng dk(Stl–teak s)<br>Ref.Mchy. 2nd dk(Stl) in holds<br>Wireless | 2488<br>2052<br>1184 | ✠100A1<br>Awng dk<br>withfreeboard<br>1,22 ~~3,20~~<br>✠LMC8,17 7,21 | Bcl | s | CL<br>2,21 | 1917<br>1mo | Soc.Española Const. Naval<br>Cadiz<br>Lloyd's A&CP | Cia.Trasatlantica<br>CellDB213'252t | 291·2 | 40·0 | 26·5<br>F44' on Awng dk<br>FK<br>DTa 1220t FPT14t | Barcelona<br>Spanish<br>8BHCem<br>APT29t | 4 Steam Turbines geared to 2 screw shafts (r)<br>180lb 180lb 341NHP<br>2SB,6cf,GS108,HS4480 FD<br>Soc.Española Const.Nav.Ferrol |
| 29822 | **San Cristobal** SteelScSr<br>ssMob.No.3–1,18<br>Elec.light 1Dk(Stl)&Web frames<br>Mchy.Aft Trunk dk(Stl) | 2041<br>1658<br>1280 | ✠100A1<br>Trunk dk<br>8,21 ~~6,20~~<br>BS8,21<br>~~BS6,20~~ ✠LMC1,18<br>Carrying Petroleum in bulk<br>Fitted for oil fuel,8,06 F.P. above 150°F. | Mob | r | CL<br>~~6,20~~<br>8,21 | 1906<br>8mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>Lloyd's A&CP | Cia.Mexicana de Petroleo "El Aguila" S.A.<br>WB= | 258·0 | 46·2 | 18·2<br>P33'F31'<br>Trunk dk 194' FK<br>FPT121tAPT35t | Puerto, Mexico<br>Mexican<br>9BHCem | T.3Cy.20½",33"&54"–36" (s)<br>180lb 216NHP<br>3SB,6cf,GS111,HS3684<br>WllsndSlpwy.Co.Ld.Nwc. |
| 29823<br>142290<br>KFWS | **San Dario** SteelTwinSc<br>OilEng.<br>(exTeakol) 1Dk(Stl)&Web frames<br>Elec.light Longitudinal framing<br>Mchy.Aft | 1137<br>880<br>584 | ✠100A1<br>withfreeboard<br>1,18<br>LMC1,18<br>Carrying Petroleum in bulk | Sld | n | | 1918<br>1mo | Short Bros. Ld.<br>Sunderland<br>Lloyd's A&CP | EagleOilTransport Co.Ld.<br>CellDBuF34'55t | 210·0 | 34·8 | 16·6<br>P70'F57'<br>FK<br>Middle line bulkhead<br>DTf21' 189t FPT | London<br>British<br>12BHptCem<br>not oil-tight<br>35tAPT71t | Oil Engines 2S.C.SA<br>8Cy.16½"–18 15/16" 183NHP<br>DB100lb<br>J&CG BolindersCoLdSkm |
| 29824<br>216794<br>LMPR | **San Diego** WoodSc<br>Elec.light Wireless | 1487<br>—<br>835 | | | | | 1918 | Mathews' S.B.Co.<br>Hoquiam, Wash. | HartWoodLumber Co. | 237·3 | 44·7 | 16·8 | S.Frncisco<br>Utd.States | T.3Cy.14",22"&40"–30"<br>88NHP<br>UnionIronWorks,SFo. |
| 29825<br>132743<br>HWGN | **San Dunstano** SteelScSr<br>ssLon.No.2–21<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Wireless | 6220<br>5769<br>3962 | ✠100A1<br>10,21 ~~1,21~~<br>✠LMC1,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel,7,12 F.P. above 150°F. | Lon<br>Brs | a† | CL<br>1,20 | 1912<br>7mo | Swan,Hunter&Wigham Richardson, LdNewcastle<br>Lloyd's A&CP | EagleOilTransport Co.Ld.<br>WB=CellDBuB<br>DTf40'450t | 420·2 | 54·5 | 30·9<br>P101'B26'F42'<br>FK<br>49'138t<br>FPT66tAPT24t | London<br>British<br>17BHCem<br>9 to Upr dk<br>8 ,, 2nd ,, | T.3Cy.27½",45"&75"–48" (r)<br>180lb 486NHP<br>3SB,9cf,GS219,HS8358<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. |
| 29826<br>135179<br>JBKR | **San Eduardo** SteelScSr<br>ssShl.No 1–16<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Wireless | 6225<br>5768<br>3959 | ✠100A1<br>10,20<br>✠LMC<br>MS8,19 BS~~10,20~~ 11,21<br>Carrying Petroleum in bulk<br>Fitted for low flash oil fuel 12,12 | Npt | a† | CL<br>~~10,20~~<br>4,21 | 1912<br>12mo | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>Lloyd's A&CP | EagleOilTransport Co.Ld.<br>WB=CellDBa49'<br>138tDTf40'450t | 420·3 | 54·6 | 31·0<br>P101'B26'F42'<br>FK<br>FPT66tAPT24t | London<br>British<br>17BHCem<br>9BH to U dk<br>8 ,, 2nd ,, | T.3Cy 27",45"&75"–48" (r)<br>180lb 486NHP<br>3SB,9cf,GS219,HS8358<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. |
| 29827<br>OTCF | **San Eugenio** SteelSc<br>ssBly.2ndNo.3–4,20<br>(exEduardBary,exArgos,exHeimburg) 1Dk(Irn)&Spar dk<br>Now named "Forgholm," See No. 36509 in Supplement | 1794<br>1676<br>1125 | ✠100A1<br>Spar dk<br>3,21<br>✠LMC4,20<br>BS3,21 | Lon | u | 3,21 | 1889<br>12mo | Helsingörs Jernsk.&Msk<br>Elsinore<br>Lloyd's A&CP | Soc.Maritime& Commerciale de France | 260·0 | 37·2 | 14·5<br>P144'B58'F34' 21·5<br>FK<br>CellDBa72'uE28'f | Rouen<br>French<br>5BHCem<br>116'298t | T.3Cy.21",35"&56½"–36" (s)<br>160lb 190NHP<br>2SB,6rf,GS85,HS2833<br>HelsingörsJernsk.&Mskb. |
| 29828<br>145252 | **San Felix** SteelSc<br>1Dk(Stl)&Shelter dk(Stl)<br>Elec.light &Web frames<br>Mchy.Aft Longitudinal framing<br>Wireless | ~~13055~~ 13037<br>12550<br>~~8335~~<br>8207 | ✠100A1<br>Shelter dk withfreeboard<br>5,22 ~~7,21~~<br>✠LMC7,21<br>Fitted for oil fuel 7,21 F.P. above 150°F.<br>Carrying Petroleum in bulk | Brs | h† | CL | 1921<br>7mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>Lloyd's A&CP | EagleOilTransport Co.Ld.<br>CellDBuB43'202tDTf50'51[illegible] | 530·4 | 69·4 | 42·2<br>~~B55~~ F39' on Shl dk<br>FK<br>15<br>FPT213tAPT70t | London<br>British<br>ptCem<br>BHtoShr dk<br>8 ,, ,, U ,, | 2SteamTurbines geared to 1 ScShaft 220lb (r) 978NHP<br>5SB,15cf,GS300,HS12229 FD<br>WllsndSlpwy.Co.Ld.Nwc. |
| 29829<br>143425<br>KCNF | **San Fernando** SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)&<br>Mchy.Aft Web frames<br>Wireless Longitudinal framing | 13056<br>12563<br>8335 | ✠100A1<br>Shelter dk<br>withfreeboard<br>9,21 ~~12,20~~<br>✠LMC10,19<br>Carrying Petroleum in bulk<br>Fitted for oil fuel10,19 F.P. above 150° F. | Nwc | h† | CL<br>~~12,20~~<br>9,21 | 1919<br>10mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>Lloyd's A&CP | EagleOilTransport Co.Ld. | 530·4 | 69·4 | 42·2<br>FK<br>CellDBuE&B88' | London<br>British<br>ptCem<br>15BHtoS dk<br>8 ,, ,, U ,,<br>202tDTf50' | 2 Steam Turbines geared to 1 screw shaft (r)<br>220lb 958NHP<br>5SB,15cf,HS12180 FD<br>WllsndSlpwy.Co.Ld.Nwc.<br>512tFPT243tAPT70t |
| 29830<br>OTCG | — SteelSc<br>Now named "MonicaSeed," See No. 3850[illegible] in Supplement<br>ssCal.No.2–19<br>(exBaikal,exHunnia) 1Dk(Stl) | 2269<br>1902<br>1372 | ✠100A1<br>2,21<br>BS2,21 ✠LMC6,19 | Shl | s | CL<br>2,21 | 1911<br>4mo | WoodSkinner&Co.Ld.<br>Newcastle<br>Lloyd's A&CP | Soc.Maritime& Commerciale de France<br>CellDBa81'uE&B | 281·2 | 43·0 | 19·1<br>P23'B70'F30'<br>FK<br>B43'f108'565t FPT | Rouen<br>French<br>4BHCem<br>103tAPT80t | T.3Cy.21",35"&57"–39" (s)<br>180lb 125lb 225NHP<br>2SB,6cf,GS101,HS3538<br>Blair&Co.Ld.Stockton |
| 29831<br>OTCH | **San Filippo** SteelSc<br>(exConsulThorsöe, exChios) 2Dks3trB | 1698<br>1203<br>961 | | | | | 1890 | Wigham Richrdsn&Co<br>Newcastle | Soc.Maritime& Commerciale de France | 266·8 | 35·0 | 20·4<br>Q72'F26'<br>ptAwng dk162' | Rouen<br>French<br>WB | T.3Cy.20½",33"&54"–36"<br>175NHP<br>WghmRichardsn&CoNwc |
| 29832<br>143056<br>JWKQ | **San Florentino** SteelScSr<br>Elec.light 1Dk(Stl)&Web frames&<br>Mchy.Aft Shelter dk(Stl)<br>Wireless Longitudinal framing | 12842<br>12353<br>8107 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~3,22~~ 6,20<br>✠LMC4,19<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 4,19 F.P. above 150°F. | Sou | h† | CL<br>7,21 | 1919<br>4mo | Swan,Hunter&Wigham Richardson, LdNewcastle<br>Lloyd's A&CP | EagleOilTransport Co.Ld. | 530·4 | 68·6 | 42·0<br>FK<br>14<br>8<br>CellDBuB39' | London<br>British<br>ptCem<br>BHtoShr dk<br>,, ,, U dk<br>178t DTf52' | 2 Steam Turbines geared to 1 screw shaft (r)<br>220lb 958NHP<br>5SB,15cf,HS12229 FD<br>WllsndSlpwy.Co.Ld.Nwc.<br>358tFPT190tAPT54t |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. \| Breadth. \| Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29833<br>OTCI | Now named "Galston," See No. 37557 in Supplement<br>**San Fortunio** SteelSc<br>ssLon.No.3-4,17<br>(exGrafStroganoff, exPorpoise) 1Dk(ptIrn&ptStl)<br>2trB&Webframes3Dkrule<br>Wireless | 2871<br>2579<br>1952 | ✠100A1<br>6,20<br>BS6,20 ✠LMC4,17 | Bly | u | CL<br>6,20 | 1903<br>10mo | Furness, Withy&CoLd<br>WHartlepool<br>Lloyd'sA&CP | Soc.Maritime& Commerciale de France | 324·7 \| 47·0 \| 22·3<br>P25'B94'F32' FK<br>CellDBa102' uE&B48'f126'616tFPT78tAPT78t | Rouen<br>French<br>5BHCem | T.3Cy.23½",38"&64"-42" (r)<br>180lb 100lb 301NH<br>2SB,6cf,GS116,HS4815<br>Richardsons,Westgarth&Co.Ld.Hpl. | 24″10<br>s4″2½<br>21″0 | |
| 29834<br>212736<br>LDPV | **San Francisco** SteelSc<br>ssN.Yk.No.1-18<br>(exSaintFrancis,exSan Francisco) 2Dks(Stl)<br>Elec.light Wireless | 5102<br>4694<br>3164 | ✠100A1<br>12,21 ~~9,19~~<br>~~BS11,20~~ ✠LMC9,18<br>BS12,21 | NYk | z | CL<br>5,19 | 1914<br>5mo | NofIreland S.B.Co.Ld.<br>Londonderry<br>Lloyd'sA&CP | UnitedStates SteelProductsCo. Inc. | 405·0 \| 52·0 \| 28·1<br>P40'B254'F42' FK<br>'Tween dk BH in after hold dispensed with<br>CellDBa139'uE&B43'f178'1113tDT f37'1024tFPT81tAPT23t | NewYork<br>Utd.States<br>Cem<br>5BH to U dk<br>1 ,, ,,2nd,, only | T.3Cy.27",45"&75"-51" (s)<br>180lb 525NH<br>3SB,9cf,GS184,HS7457 FD<br>Richardsons,Westgarth&Co.Ld.W.Hpl. | 30″6<br>s5″1½<br>25″9 | |
| 29835<br>5701<br>JVGH | — SteelTwinSc3MstSr<br>OilEng.<br>ssMmo.No.1-19<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless | 3707<br>3333<br>2230 | ✠100A1<br>Shelterdk withfreeboard<br>11,21 ~~4,21~~<br>DBS11,21<br>~~DBS3,19~~ ✠LMC~~4,19~~3,21 | Got<br>Skm | x | 2,20 | 1915<br>6mo | Akt.Burmeistr&Wain<br>Copenhagen<br>Lloyd'sA&CP | Rederiaktieb. Nordstjernan (A.A.Johnson, Mgr.) | 362·0 \| 51·2 \| 22·6<br>WB=CellDB FK<br>a60'Eu37'f212'1138tFPT74tAPT53t | Stockholm<br>Swedish<br>6BHptAsp | Oil Engines 4S.C.SA<br>12Cy.21¼"-28¾" 364NH<br>DB80lb<br>Akt.Burmeistr&Wain,Cpn | 25″6<br>s2″7<br>23″3 | |
| 29836<br>HBDJ | — SteelTwinScSr<br>(exDr.Kemmerich)<br>1Dk<br>Elec.light | 653<br>—<br>399 | | | | | 1912 | Stocks& Kolbe<br>Kiel | LloydAmericano (DoderosHnos.Ld. Mgrs.) | 182·2 \| 30·4 \| 8·3<br>B25'F24' | Bns.Ayres<br>Argentine<br>WB | T.6Cy10¼",15¾"&25 6/16"-15¾"<br>Christensen& Meyer,Harburg 53NHP | | V |
| 29837<br>24755<br>RKPG | **San Francisco Maru** SteelSc<br>Elec.light 2Dks(Stl)&Awngdk(Stl) | 5864<br>5586<br>4259 | ✠100A1<br>Awng dk withfreeboard<br>12,21 ~~3,21~~<br>✠LMC~~4,19~~ 12,21 | Cff<br>Kob | y | ~~3,21~~<br>12,21 | 1919<br>3mo | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>A&CP | ~~KawasakiDkyd. Co.Ld.~~ Kokusai KisenKabushiki Kaisha | 385·0 \| 51·0 \| 36·0<br>FK<br>Collision BHtoAwng dk<br>CellDB 334' 1118tFPT126tAPT98t | Kobe<br>Japanese<br>Cem<br>5BHtoU dk | T.3Cy.26",43½"&72"-48" (s)<br>200lb 440NH<br>2SB&1AuxSB,8cf,GS154, HS5741 FD<br>KawasakiDkyd CoLdKobe | 36″0<br>s9″3½<br>27″1 | |
| 29838<br>129462 | **SanFranciscoXavier** SteelScSr<br>ssBom.No.3-11,19<br>Elec.light 1Dk(Teak)&Shadedk(Teak) | 339<br>267<br>152 | ✠ A1<br>9,21 ~~6,20~~<br>~~BS6,20~~ ✠LMC11,19<br>River&Coast service Bombay&Goa<br>BS9,21 | Bom | g | CL<br>~~N11,19~~<br>9,21 | 1910<br>1mo | Greenock& Grngemouth DockyardCo.<br>Greenock<br>Lloyd'sA&CP | IndianCo-operativeNavy&Tradng Co.Ld. | 170·0 \| 26·1 \| 9·0<br>F36' FK | Bombay<br>British<br>5BHCem | T.3Cy.14 13/16",22"&36"-21"(s)<br>180lb 66RH<br>1SB,3cf,GS60,HS2120<br>Muir&Houston,Ld.Gls. | 9″6<br>s2″6<br>7″4 | |
| 29839<br>135208<br>JBWC | **San Fraterno** SteelScSr<br>ssShl.No.1-17<br>2Dks(Stl)&<br>Elec.light Shltrdk(Stl)&Webframes<br>Mchy.Aft Longitudinalframing<br>Wireless Tonnage opening closed 1917 | 11929<br>9026<br>7584 | ✠100A1<br>Shelter dk withfreeboard<br>7,20<br>BS5,21<br>~~BS7,20~~ ✠LMC6,17<br>CarryingPetroleum in bulk<br>Fitted for low flash oil fuel4,13 | Hul | g† | CL<br>~~N7,20~~<br>N5,21 | 1913<br>4mo | Swan,Hunter&Wigham Richardson, LdNewcastle<br>Lloyd'sA&CP | EagleOilTransport Co.Ld. | 527·3 \| 66·6 \| 42·7<br>FK<br>WB=Cell DBuB46'194tDTf54'635tFPT208tAPT46t | London<br>British<br>20BHCem<br>(10 to Up dk<br>10 ,, 2nd ,,) | Q.4Cy.28½",41",58"&84"-54"<br>220lb (s) 787NH<br>4SB,16cf,GS288,HS11290FD<br>WllsndSlpwy.Co.Ld.Nwc. | 42″0<br>s13″0<br>29″4 | |
| 29840<br>146148<br>KJVH | **San Gaspar** SteelSc<br>1Dk(Stl)&Shelterdk(Stl)&Webframes<br>Elec.light Longitudinalframing<br>Mchy.Aft Wireless | ~~12700~~<br>12910<br>1245<br>8152 | ✠100A1<br>Shelter dk withfreeboard<br>11,21 ✠LMC10,21<br>Fitted for oil fuel10,21 FP.above150°F,<br>CarryingPetroleum in bulk | Nwc | h† | CL | 1921<br>11mo | Palmers' Co.Ld<br>Newcastle<br>Lloyd'sA&CP | EagleOil TransportCo.Ld. | 530·2 \| 68·5 \| 42·1<br>F40'onShltrdk FK<br>CellDBuB58'143tDTf54'407tFPT203tAPT40t | London<br>British<br>22BHptCem<br>15BHtoShdk<br>7 ,, ,, U ,, | 2 Steam Turbines geared to1ScShaft 200lb (s) 913NHP<br>5SB,15cf,GS302,HS11595 FD<br>Palmers'Co.Ld.Newcastle | 42″3<br>s12″0<br>30″8 | |
| 29841<br>SBKM | **San Gennaro** SteelTwinScSr<br>Now named "Colombo," See No. 36811 in Supplement<br>Elec.light 3Dks(Stl)&Shelterdk<br>Wireless (Stl-ws) | 10917<br>9904<br>6882 | ✠100A1<br>Shelter dk withfreeboard<br>12,20 | NYk | … | CL<br>3,18 | 1917<br>7mo | Palmers' Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | Transoceanica Soc.Italiana di Nav. | 518·0 \| 64·0 \| 24·2<br>B219'F44'onShelter dk FK<br>CellDB451'1381tFPT98tAPT62t | Naples<br>Italian<br>8BHCem | Q.8Cy.28½",40",57"&80"-51"<br>220lb FD (s) 1826NHP<br>12SB,36cf,GS775,HS29604<br>Palmer'sCo.Ld.Newcastle | 43″3<br>s14″4½<br>29″3 | |
| 29842<br>98<br>SBKH | — SteelScSr<br>ssNap.No.2-19<br>Elec.light 1Dk(Stl) | 157<br>141<br>28 | ✠ A1<br>For towing purposes<br>4,19 ✠LMC<br>BS4,19 MS8,19 | Nap | | 3,18 | 1912<br>10mo | Rennie ForresttS.B. Co.Ld.<br>Wivenhoe<br>Lloyd'sA&CP | Soc.Anon.Bacini e ScaliNapoletani | 110·2 \| 19·1 \| 9·5<br>BK5½" | Naples<br>Italian<br>4BHCem | T.3Cy.13½",20½"&34½"-24"<br>135lb 2DB 135lb (s) 75NHP<br>1SB,2pf,GS43,HS1450<br>Crabtree&Co.Ld.Gt.Yar. | 10″0<br>1″3½<br>9″3 | |
| 29843<br>OTOJ | **San Giacomo** SteelSc<br>ssAnt.No.3-10,20<br>(exAlexanderKamburoff) 1Dk(Stl)<br>Elec.light &deepframing<br>Now named "Korsholm," See No. 38046 in Supplement | 2631<br>2486<br>1682 | ✠100A1<br>10,20<br>✠LMC10,20 | Ant | l | CL<br>10,20 | 1906<br>3mo | BlythS.B. Co.Ld.<br>Blyth<br>Lloyd'sA&CP | Soc.Maritime& Commerciale de France | 313·0 \| 45·5 \| 20·5<br>P29'B90'F34' FK<br>CellDBa100'uE&B40'f128'702tAPT107t | Rouen<br>French<br>5BHCem | T.3Cy.23",38"&61"-42" (s)<br>180lb 90lb 262NHP<br>2SB,6cf,GS112,HS4040<br>N.E.MarineEng.CoLdNwc | 23″ | |
| 29844<br>144225<br>KHDC | **San Gil** SteelSc<br>Fitted for oil fuel<br>Elec.light Ref.Mchy. CruiserStern<br>Wireless Sub.Sig. 2Dks&2ptDks | 3627<br>3118<br>1957 | | | | | 1920 | Workman, Clark&Co.Ld<br>Belfast | UnifruitcoS.S.Co. Ld.(Clark&Service, Mgrs.) | 325·0 \| 46·3 \| 29·2<br>P36'B103'F40' | Glasgow<br>British<br>WB | T.3Cy.24½",41½"&69"-48"<br>330NHP<br>Wrkman,Clark&Co.LdBel. | | C |
| 29845<br>SBLC | **San Giorgio** SteelTwinScSr<br>Now named "Napoli," See No. 38651 in Supplement<br>Elec.light Wireless 2Dks&Shelterdk | 5970<br>5848<br>3705 | | | … | | 1907 | SirJ.Laing &Sons,Ld.<br>Sunderland | "Transoceanica" Soc.Italiana di Nav. | 406·0 \| 51·7 \| 26·6<br>FK | Naples<br>Italian<br>WB | T.6Cy.22½",37"&60"-45" (s)<br>747NHP<br>G.Clark,Ld.Sunderland | 29″3 | I |
| 29846<br>OTCK | — SteelSc<br>ssKel.2ndNo.3-1,21 ~~ssShl.No.3-11,06~~<br>~~ssRot.No.1-13~~<br>(exChristianNebe, exUndaunted) 1Dk(ptIrnptStl)<br>&Spar dk3trB | 3159<br>2971<br>2026 | ✠100A1<br>Spar dk<br>4,21<br>✠LMC4,21 | Msl<br>Kel | u | CL<br>4,21 | 1894<br>5mo | R.Stephenson&Co.Ld.<br>Newcastle<br>A&CP | Soc.Maritime& Commerciale de France | 324·0 \| 43·1 \| 17·9<br>P28'F40' 25·9<br>FK<br>CellDB224'501tFPT77tAPT45t | Rouen<br>French<br>5BHCem | T.3Cy.23½",39"&64"-42" (s)<br>170lb 90lb NDB06 274NHP<br>2SB,6cf,GS118,HS4200<br>Blair&Co.Ld.Stockton | | |
| 29847 | — SteelScSr<br>ssTri.No.3-2,21<br>Elec.light 1Dk(Teak) | 360<br>292<br>184 | ✠100A-<br>withfreeboard<br>1,22 ~~2,21~~ ✠LMC2,21<br>ForService in the Adriatic<br>Fitted for oil fuel7,14 F.P above 150°F. | Tri | | CL<br>2,21 | 1914<br>7mo | Stabilmnto Tecnico<br>Trieste | Soc.diNav.aVap. Istria-Trieste | 168·7 \| 23·8 \| 11·5<br>F30'<br>BK7"<br>WB=DTf12'28tAPT9t | Trieste<br>Italian<br>4BHCem | T.3Cy.15½",25"&41"-24" (s)<br>180lb 134NHP<br>1SB,3cf,GS60,HS2158 FD<br>StabilimentoTecnico,Tri. | 12″6 | |
| 29848<br>SBLG | **San Giovanni** SteelTwinScSr<br>Now named "Palermo," See No. 38963 in Supplement<br>Elec.light Wireless 2Dks&Shelter dk | 5967<br><br>3682 | | | … | | 1907 | SirJ.Laing &Sons,Ld.<br>Sunderland | "Transoceanica" Soc.Italiana di Nav. | 430·0 \| 52·7 \| 25·0<br>FK | Naples<br>Italian<br>WB | T.6Cy.24",39"&64"-45"<br>801NHP<br>G.Clark,Ld.Sunderland | 27″10 | I |
| 29849<br>~~OTCL~~ | **San Giulio** SteelSc<br>ssNag.2ndNo.3-11,16<br>(exNicolay Belozwetow,exRegnant) 1Dk(Stl)&Webframes<br>&ptAwngdk(Stl)<br>Now named "Woglinde," See No. 39960 in Supplement | 1943<br>1383<br>1245 | ✠100A1<br>pt Awng dk withfreeboard<br>11,19<br>BS[illegible]19 ✠LMC11,16 | Cff | r | CL<br>11,19 | 1891<br>8mo | Sunderlnd S.B.Co.Ld.<br>Sunderland<br>A&CP | ~~Soc.Maritime& Commerciale de France~~<br>EmilR.Retzlaff | 265·2 \| 38·2 \| 17·2<br>P23'Q84'<br>pt Awngdk158' FK<br>Cell DB218'390tAPT49t | German<br>6BHCem | T.3Cy.21",34"&56"-36" (s)<br>160lb NDB04 192NHP<br>2SB,6cf,GS90,HS2928<br>N.E.MarineEng.CoLdNwc | 19″6<br>s7″9<br>19″1 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Grément, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane, Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29850<br>936 | **San Giuseppe** SteelSc<br>(exWarTrefoil) 1Dk(Stl)<br>*Elec.light* Wireless<br>*Carrying oil fuel F.P.above* 150°F.*inDB* | 4859<br>4726<br>2948 | ✠100A1<br>9,19<br>✠LMC10,17 | Bry | *y* | CL<br>5,21 | 1917<br>10mo<br>*Lloyd*'*sA&CP* | Harland&Wolff,Ld.<br>Belfast | Ravano&Corrado<br>*CellDB* | 400·4<br>P49'B113'F38'<br>FK<br>345'1106t*FPT*118t | 52·3 | 28·4 | Genoa<br>Italian<br>7*BHptCem*<br>*APT*185t | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 490NHP<br>3SB,*9cf*,GS190,HS7020 FD<br>Harland&Wolff,Ld.Bel. |
| 29851 | **San Giusto** SteelTwinSc<br>*ss*Tri.2ndNo.3–1,21<br>(*ex*Gäa,*ex*Don, 2*Dks*(*Stl*-ws)&*Awng dk*<br>*ex*FürstBismarck) (*Stl*-ws)3rd *dk*(*Stl*)<br>*Elec.light in holds&Web frames*<br>Wireless | 8606<br>6943<br>3399 | 100A1<br>*Awng dk withfreeboard*<br>1,21<br>LMC1,21 | Tri | *e*† | P.CL<br>1,21 | 1890 | Akt.Ges. "Vulcan"<br>Stettin<br>*CellDBu* | ~~"Cosulich" Soc. Triestina diNav.~~<br>ItalianGovt<br>*E&B*247'*f*47'1033t | 518·6<br>P43'F70' *on Awng dk* FK<br>*DTf*14'161t*DTa*23' | 58·3 | 25·6 | Trieste<br>Italian<br>*Cem*<br>2*BHtoAwdk*<br>7 " " *U* "<br>50t*FPT*46t | T.6Cy43 1/16",67"&106 1/16"–63"<br>163lb *155lb* (*s*) 2832NHP<br>9DB,*54cf*,GS1080,HS46248 FD<br>A.G."Vulcan,"Stettin |
| 29852<br>70<br>RVBC | — SteelScSr<br>*ss*Ham.2ndNo.3–6,12<br>(*ex*Lemnos,*ex*Karnak) 2*Dks*(*Stl–Uws*)<br>*Elec.light* Wireless 3*trB* | 2497<br>2347<br>1516 | ✠<br>3,14<br>✠ | Ham | *s* | | 1888<br>1mo | TyneI.S.B.Co.Ld.<br>Newcastle | Requisitioned by theItalianGovt. | 290·0<br>B62'F35'<br>NDS96 BK10"<br>*CellDB*244' | 40·2 | 24·5 | Genoa<br>Italian<br>7*BHCem*<br>392t*APT*9t | T.3Cy.24",37"&62"–42"<br>NDB02 256NHP<br>2SB,*8pf*,GS128,HS4111<br>WighmRichrdsn&Co.Nwc |
| 29853<br>135247<br>JCQS | **San Gregorio** SteelScSr<br>*ss*Nwc.No.1–18<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Mchy.Aft &Web frames*<br>Wireless *Longitudinal framing*<br>*Tonnage opening closed* 1918 | 12093<br>9027<br>9075 | ✠100A1<br>*Shelter dk withfreeboard*<br>4,21 ~~6,20~~<br>BS8,20 ✠LMC8,18<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 8,18 *F.P. above* 150°F. | Hul<br>Shl | *g*† | CL<br>8,20 | 1913<br>7mo<br>*Lloyd*'*sA&CP* | Swan,Hunter&Wigham Richardson, Ld.Newcastle | EagleOilTransport Co.Ld. | 527·2<br>FK<br>*WB*=*CellDBuB*46 | 66·6 | 33·9 | London<br>British<br>20*BHCem*<br>10*BHtoUdk*<br>10 " 2*nddk*<br>'194t*DTf*54' | Q4Cy.28½",41",58"&84"–54"<br>220lb (*r*) 787NHP<br>4SB*16cf*,GS288,HS11290 FD<br>WllsndSlpwy.Co.Ld.Nwc.<br>635t*FPT*208t*APT*46t |
| 29854<br>200468<br>KSRV | **San Jacinto** SteelTwinScSr<br>*Elec.light* Wireless 3*Dks* | 6069<br>—<br>3870 | | | | | 1903 | Delaware RiverCo.<br>Chester,Pa. | MalloryS.S.Co. Inc. | 380·0 | 53·0 | 24·7 | NewYork<br>Utd.States | T.6Cy.27½",44½"&70"–42"<br>635NHP<br>DelawareRiverCo.Chester |
| 29855<br>204900<br>KWML | — WoodScSr<br>1*Dk* | 614<br>—<br>352 | | | | | 1908 | ..................<br>Hoquiam, Wash. | E.K.Wood Lumber Co.Inc. | 160·3 | 36·9 | 12·0 | S.Frncisco<br>Utd.States | |
| 29856<br>135314<br>JDSV | **San Jeronimo** SteelScSr<br>*ss*Shl.No.2–22 ~~*ss*Shl.No.1–17~~<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&<br>*Mchy.Aft Web frames*<br>Wireless *Longitudinal framing*<br>*Tonnage opening closed* 1917 | 12028<br>9525<br>7710 | ✠100A1<br>*Shelter dk withfreeboard*<br>1,22 ~~1,21~~ 1,22<br>~~BS[illegible]~~ ✠LMC~~[illegible]~~<br>*CarryingPetroleum in bulk*<br>*Fitted for low flash oil fuel*2,14 | Rot<br>Shl | *g*† | CL<br>~~4,20~~<br>1,22 | 1914<br>2mo<br>*Lloyd*'*sA&CP*<br>*WB* = *Cell DBuB* | W.Doxford &Sons,Ld.<br>Sunderland | EagleOilTransport Co.Ld.<br>41'182t*DTf*54'619t | 525·5<br>FK<br>*FPT*302t*APT*50t | 66·5 | 33·9 | London<br>British<br>20*BHptCem*<br>10*BHtoUdk*<br>10 " " 2*nd* | Q.4Cy.28½",41",58"&84"–54"<br>220lb (*r*) 795NHP<br>4SB,*16cf*, HS11433 FD<br>W.Doxford&Sons,Ld.Sld.<br>*dk only* |
| 29857<br>MJVK | **San Joaquin** SteelScSr<br>*ss*Pna.No.1–18<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft Longitudinal framing* | 6987<br>6376<br>4421 | ✠100A1<br>9,21 ~~4,19~~<br>~~BS2,20~~ ✠LMC5,18<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel*12,13 *F.P. above*<br>BS9,21 | ~~Cris.~~<br>Sfo | *a*† | CL<br>2,20 | 1913<br>12mo<br>*Lloyd*'*sA&CP* | SirJ.Laing &Sons,Ld.<br>Sunderland<br>150° F. | A/S Tankfart (W.Wilhelmsen, *Mgr.*)<br>*WB*=*CellDB*<br>*uE&B*55'142t*D* | 425·5<br>P101'B28'F40'<br>FK<br>*Tf*38'518t*APT*53t | 57·1 | 33·1 | Tönsberg<br>Norwegian<br>15*BHptCem*<br>9*BH to Udk*<br>6 " 2*nd dk* | T.3Cy.27",45"&74"–54" (*s*)<br>180lb 555NHP<br>4SB,*12cf*,HS8150 FD<br>G.Clark,Ld.Sunderland |
| 29858<br>212635<br>LDSB | **San José** SteelScSr<br>Wireless<br>*Ref.Mchy.*Sub.Sig. 3*Dks&Shelter dk*4*trB* | 3309<br>1345<br>2098 | | | | | 1904 | Workman, Clark&Co.Ld<br>Belfast | SanJoséS.S.Corp. (UnitedFruitCo. Inc.) | 330·0 | 44·6 | 31·6 | NewYork<br>Utd.States<br>*WB* | T.3Cy.25",41"&68"–48"<br>320NHP<br>Wrkman,Clark&Co.LdBel |
| 29859<br>115848<br>JWDV<br>Wrecked | — 8,21 IronScBn<br>*Elec.light* Wireless 2*Dks* | 2135<br>—<br>1318 | | | | | 1882 | J.Roach&Son<br>Chester,Pa. | PacificMailS.S.Co. Inc. | 283·0 | 37·0 | 21·0 | S.Frncisco<br>Utd.States | C.2Cy.34"&62"–54"<br>NB99 235NHP<br>J.Roach&Son,Chester,Pa. |
| 29860<br>LBNP | **San Jose** SteelSc<br>*Elec.light* Wireless 1*Dk* | 1995<br>1622<br>1006 | | | | | 1920 | WoodSkinner&Co.Ld.<br>Newcastle | OttoThoresens Linje(O.&T.ThoresenA/S, *Mgrs.*) | 302·6<br>P81tH173tF17t | 42·2 | 17·9 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.22½",36"&60"–39"<br>225NHP<br>N.E.MarineEngCoLd.Nwc |
| 29861<br>JHTW | **San José** IronScSr<br>*ss*Off.No.3–4,89<br>(*ex*Nellie) *ss*Lon.No.2–96<br>1*Dk*(*Irn*)&*Spar dk* 3*trB* | 1265<br>1376<br>583 | ✠<br>*Spar dk*<br>6,02 | Rot | *p* | | 1876<br>3mo | T.Turnbull &Son<br>Whitby | Hijos deJoséTaya, S.enC. | 247·2<br>24·0<br>BK8½"<br>*WB*=*D* | 33·0 | 17·3 | Barcelona<br>Spanish<br>4*BHCem*<br>*Ba*65'*f*96' | C.2Cy.31"&58"–36"<br>NB02 147NHP<br>Blair&Co.Ld.Stockton |
| 29862<br>116935<br>KPNW | **San Juan** SteelScSr<br>*ss*NYk.No.3–8,11<br>*ss*NYk.No.2–19<br>1*Dk&Spar dk*(*Stl*–ws)&*Web frames*<br>*Elec.light* Wireless | 3512<br>3051<br>2194 | ✠100A1<br>*Spar dk*<br>~~6,21~~ ~~1,21~~12,21<br>✠NB2,19 ✠LMC2,19<br>*Fitted for oil fuel* 2,19 *F.P. above* | NYk | *u* | CL<br>~~2,19~~<br>6,21 | 1900<br>1mo | Harlan&Hollingsworth Co.<br>Wlmgtn,Del.<br>150°F. A&CP | NewYork&Porto RicoS.S.Co.Inc.<br>*CellDBa*86'*uE&* | 317·0<br>P49'B116'F33' 27·8<br>FK<br>*B*60'*f*124'543t*FP* | 42·0 | 20·1 | NewYork<br>Utd.States<br>6*BHCem*<br>*T*128t *APT* | T.3Cy.24",38"&62"–42" (*r*)<br>180lb *180lb* NDB19 352NHP<br>2SB,*6cf*,GS104,HS5230 FD<br>Harlan&HollingsworthCo.<br>68*t* Wilmington,Del. |
| 29863<br>115863<br>JWHL | — IronScBn<br>*Fitted for oil fuel*<br>Wireless 2*Dks* | 2152<br>—<br>1308 | | | | | 1882 | J.Roach&Son<br>Chester,Pa. | PacificMailS.S.Co. Inc. | 283·0 | 37·0 | 21·0 | S.Frncisco<br>Utd.States | C.2Cy.34"&62"–54"<br>NB97 235NHP<br>J.Roach&Son,Chester,Pa. |
| 29864 | — WoodScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk* | 336<br>—<br>288 | | | | | 1918 | M.A.Fernandez&Cia.<br>VeraCruz | M.A.Fernandez &Cia. | 139·0 | 25·6 | 10·0 | VeraCruz<br>Mexican | T.3Cy.8½",14"&23"–12"<br>18NHP |
| 29865<br>201483<br>KTLJ | — WoodScSr<br>1*Dk* | 284<br>—<br>128 | | | | | 1904 | Sloan&Hill<br>Seattle,Wash | Libby,McNeil&Libby | 118·0 | 24·5 | 13·5 | S.Frncisco<br>Utd.States | C.2Cy.16"&33"–18"<br>38NHP<br>WashingtnIrnWksSeattle |
| 29866<br>JKTQ | — SteelScSr<br>*ss*LaP.No.2–17<br>(*ex*Calatum) 1*Dk*(*Stl*)<br>*Well deck Mchy.Aft* | 270<br>186<br>55 | ~~✠100A1~~<br>3,21 ~~1,19~~<br>~~BS10,20 ✠LMC6,17~~ | Bbo | *c* | CL<br>1,19 | 1908<br>10mo<br>*Lloyd*'*sA&CP* | R.Williamson&Son<br>Workington | ~~Felgueroso y Figaredo~~<br>~~M.C.Peña~~<br>M.Campos | 120·5<br>Q44'B9'F18'<br>FK<br>W | 22·1 | 9·6 | Gijon<br>Spanish<br>3*BHCem*<br>*B*=*FPT*25t | C.2Cy.15"&32"–22" (*s*)<br>130lb 57NHP<br>1SB,*2pf*,GS34,HS1101<br>Ross&Duncan,Glasgow |
| 29867 | **San Lamberto** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Mchy.Aft &Web frames*<br>Wireless *Longitudinal framing* | 6350<br>5710<br>3808 | ✠100A1<br>*Shelter dk withfreeboard*<br>1,22 ~~2,21~~<br>✠LMC2,21<br>~~*CarryingPetroleum in bulk*~~<br>*Fitted for oil fuel* 2,21 *F.P. above* | Wmn<br>Lon | *z* | CL<br>1,22 | 1921<br>2mo | G.A.Fuller Co.<br>Wilmington, N.C.<br>CP<br>150° F. | EagleOilTransport Co.Ld.<br>*CellDBuE&B*6 | 395·3<br>P124'B52'F38'*on Shelter dk* FK<br>3'*f*47'190t*FPT*199t | 55·1 | 35·1 | London<br>British<br>14*BH*<br>10 *to Sh dk*<br>4 " *U* "<br>*APT*142t | T3Cy.24½",41½"&72"–48"(*r*)<br>200lb 586NHP<br>3SB,*9cf*,GS226,HS9042<br>Hooven,Owens&RentschlerCo.Hamilton,O. |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29868 | **San Leon** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl) &Webframes<br>Mchy.Aft<br>Wireless Longitudinal framing | 6350<br>5710<br>3808 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,22~~3,21~~ ✠LMC3,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 3,21 F.P. above 150° F. | Wmn<br>Sws | z | CL | 1921<br>3mo | G.A.Fuller Co.<br>Wilmington, N.C.<br>CP | EagleOilTransport Co.Ld. | 395·3\|55·1\|35·1<br>P124'B52'F38' on Shelter dk FK<br>CellDBuE& B63' f47'190t FPT199t APT142t | London<br>British<br>14BH<br>10 to Sh dk<br>4 ,, Upr ,, | T.3Cy.24½",41½"&72"-48"<br>200lb (r) 586NHP<br>3SB,9cf,GS226,HS9042 FD<br>Hooven,Owens&RentschlerCo.Hamilton,O. | 34″11<br>s7″10<br>27″4 | |
| 29869<br>146139<br>KJSH | **San Leonardo** SteelSc<br>Wireless<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft | ~~6000~~<br>5718<br>5100<br>3468 | ✠100A1<br>2,22 ~~8,21~~ LMC8,21<br>(~~Class Contemplated~~)<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 8,21 F.P. above 150°F. | Bal<br>Sws | z | CL | 1921<br>8mo | GlobeS.B. &D.D.Co.<br>Baltimore, Md.<br>A&CP | EagleOilTransport Co.Ld. | 401·9\|54·2\|30·2<br>P119'B34'F44' FK<br>CellDBuE&B54'142t FPT120t APT139t | London<br>British<br>16BHptCem<br>(11to U dk<br>5 ,, 2nd ,,) | T.3Cy.24½",41½"&72"-48"<br>210lb (r) 562NHP<br>3SB,9cf,GS185,HS8331 FD<br>Allis-ChalmersMfg.Co. Milwaukee,Wis. | 32″10<br>s8″1<br>25″1 | |
| 29870<br>146178<br>KLFB | **San Leopoldo** SteelSc<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft | 5671<br>5057<br>3149 | ✠100A1<br>7,21 LMC7,21<br>(~~Class Contemplated~~)<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 7,21 F.P. above 150° F | Bal | z | CL | 1921<br>7mo | GlobeS.B. &D.D.Co.<br>Baltimore, Md.<br>A&CP | EagleOilTransport Co.Ld. | 401·9\|54·4\|30·2<br>P119'B34'F44' FK<br>CellDBuE&B54'142t FPT120t APT139t | London<br>British<br>16BHptCem<br>11 to U dk<br>5 ,, 2nd ,,) | T.3Cy.24½",41½"&72"-48(r)<br>210lb 562NHP<br>3SB,9cf GS185,HS8331 FD<br>Allis-ChalmersMfg.Co. Milwaukee,Wis. | 32″10<br>s8″1<br>25″1 | |
| 29871<br>136639<br>JDVQ | **San Lorenzo** SteelScSr<br>ssBkn.No.1-17<br>Elec.light 2Dks(Stl)&Shelterdk(Stl) &Webframes<br>Mchy.Aft<br>Wireless Longitudinal framing<br>Tonnage opening closed 1917 | 12097<br>9028<br>9003 | ✠100A1<br>Shelter dk<br>withfreeboard<br>8,21 ~~2,20~~ ✠LMC8,21<br>~~[illegible]7,19~~ ~~BS1,20~~ 6,21<br>Carrying Petroleum in bulk<br>Fitted for low flash oil fuel 2,14 | Nwc<br>~~Lon~~ Hul | g† | CL<br>~~7,19~~<br>8,21 | 1914<br>2mo | Swan,Hunter&Wigham Richardson, LdNewcastle<br>Lloyd'sA&CP | EagleOilTransport Co.Ld.<br>WB=CellDBuB 46'194t DTf54'635t | 527·5\|66·6\|42·0<br>FK<br>FPT208t APT46t | London<br>British<br>20BHCem<br>10 to Upr dk<br>10 ,, 2nd ,, | Q.4Cy.28½",41",58"&84"-54"<br>220lb (r) 787NHP<br>4SB,16cf,GS288,HS11290 FD<br>Wllsnd Slpwy.Co.Ld.Nwc. | 42″0<br>s13″0½<br>29″4 | |
| 29872<br>204660<br>KWJN | — SteelTwinSc<br>(exBrazos)<br>Wireless 2Dks&Awng dk3trB | 6605<br>—<br>4035 | | | | | 1907 | NwprtNws S.B &D.D.Co.<br>Newprt News | NewYork&Porto RicoS.S.Co.Inc. | 401·0\|54·0\|26·3 | NewYork<br>Utd. States<br>WB | Q8Cy23",33½",48½"&70"-51"<br>700NHP<br>NewportNewsSB&DD.Co. | | |
| 29873<br>MOVS | **San Lucar** SteelSc<br>Elec.light 1Dk&Spardk | 1521<br>1441<br>870 | | | | | 1906 | Fredrkstad Mek.Værks.<br>Fredrikstad | D/S A/S Otto ThoresensLinie (Otto&Thor ThoresenA/S Mgs) | 251·1\|35·0\|21·3<br>H50t | Chrstiania<br>Norwegian<br>WB | T.3Cy.20" 34"&54"-36"<br>175NHP<br>FredrikstadM.V.Frdstad. | | N |
| 29874<br>JLVB | **San Mames** SteelScSr<br>Wireless 1Dk2trB | 748<br>393<br>423 | | | | | 1918 | Cia. Euskalduna<br>Bilbao | Mendiguren y Zaballa | 183·5\|27·0\|9·6<br>Q46'B&F137' | Bilbao<br>Spanish<br>WB | T.3Cy.12½",21"&34"-24"<br>57NHP<br>Cia.Euskalduna,Bilbao | | V |
| 29875 | **San Marco** SteelScSr<br>(exWarSummit)<br>Elec.light Wireless 1Dk | 3082<br>2858<br>1836 | | | | | 1919 | WoodSkinner&Co.Ld.<br>Newcastle | Soc.Anon.diNav. Adriatica | 331·3\|46·9\|23·1<br>P33'B100'F29' | Venice<br>Italian<br>WB | T.3Cy.25",41"&68"-45"<br>310NHP<br>N.E MarineEngCoLdNwc | | V |
| 29876<br>OTCM | — SteelSc<br>ssNYk.No.3-6,19<br>(exPathfinder) 2Dks(UStl) | 2694<br>2533<br>1638 | ✠100A1<br>6.19<br>BS8,20 ✠LMC6,19 | NYk | t | CL<br>7,20 | 1901<br>12mo | Harlan& Hollingsworth Co.<br>Wlmgtn, Del.<br>A&CP | Soc.Marit. et Commerciale de France | 310·5\|45·0\|20·6<br>P22'B60'F27 FK<br>CellDBa 98' uE26' f118'597t | Rouen<br>French<br>5BHCem | T.3Cy.23",38"&62"-42" (s)<br>170lb NDB11 280NHP<br>2SB,6f,GS130,HS4564<br>Harlan&HollingsworthCo.<br>APT18t Wilmington,Del. | 23″0<br>s4″5½<br>18″10 | |
| 29877<br>27 | — WoodAuxScBn<br>OilEng. 1Dk2trB<br>Mchy.Aft (See Sailing Ship Register) | 327<br>—<br>282 | | | | | 1919 | Ing.C. Rocchi<br>Viareggio | Ing.A.M.Apolloni | 134·5\|28·2\|14·5 | Rome<br>Italian | OilEng.2S.C.4Cy.7⅞"-11"<br>16NHP<br>AnsaldoSanGiorgio,Turin | | |
| 29878 | — SteelScSr<br>ssTri.No.3-10,21<br>Elec.light 1Dk | 276<br>228<br>95 | ✠100A1<br>withfreeboard<br>10,21 ~~6,16~~ ✠LMC11,21<br>For Service in the Adriatic<br>Fitted for oil fuel 5,12 F.P. above 150°F. | Tri | f | CL<br>11,21 | 1911<br>5mo | Cant.Nav. Triestino<br>Monfalcone<br>Lloyd'sA&CP | Soc.diNav.aVap. Istria-Trieste | 162·0\|22·1\|10·7<br>F24' BK7"<br>WB=DTf28'22t APT4t | Trieste<br>Italian<br>4BHCem | T.3Cy.15",25"&40"-24" (s)<br>160lb 112NHP<br>1SB,3cf,GS47,HS1757<br>J.G.Kincaid&Co.Ld.Grk. | 11″6<br>s2″5¼<br>9″11 | |
| 29879 | **San Marco di Rosandra** SteelSc<br>(exSanMarco diR.,<br>Elec.light exJohannaApolonia) | 196<br>—<br>87 | | | | | 1910 | J.&A.van derSchuyt.<br>Papendrecht | Nav.aVap.Comunale | 141·0\|20·5\|9·8 | Muggia<br>Italian | T.3Cy.10½",17"&27¼"-16"<br>30NHP<br>J.&A.van derSchuyt | | |
| 29880<br>115813<br>JVSF | **San Marcos** IronScSr<br>Wireless 2Dks | 2839<br>—<br>2188 | | | | | 1881 | J.Roach& Son<br>Chester,Pa. | MalloryS.S.Co. Inc. | 317·8\|39·5\|21·4 | NewYork<br>Utd.States | C.2Cy.38"&70"-54"<br>NB01 300NHP<br>J.Roach&Son,Chester,Pa. | | |
| 29881 | **San Martin** SteelTwinSc<br>Elec.light Wireless | 1212<br>—<br>915 | | | | | 1884 | Napier, Shanks&Bell<br>Glasgow | TheArgentine Nav.Co.(Nicolás Mihanovich)Ld. | 240·0\|34·2\|10·6 | Bns.Ayres<br>Argentine | | | |
| 29882 | — SteelScK<br>1Dk | 110<br>—<br>24 | | ... | | | 1916 | Astilleros delNervion<br>Bilbao | JuntaObras del PuertoSantander | 75·5\|18·5\|9·2<br>FK | Santander<br>Spanish<br>WB | T.3Cy.9",15"&25"-18"<br>38NHP<br>McKie&Baxter,Glasgow | 9″3 | |
| 29883<br>OTCN | **San Martino** SteelSc<br>Now named "Romanitza," See No. 39139 in Supplement<br>ssShl.No.3-6,19<br>(exAltai, exHindustan) 1Dk(Stl)&Spar dk(Stl) Wireless &deep framing | 3756<br>3370<br>2389 | ✠100A1<br>Spar dk<br>12,20<br>BS6,20 ✠LMC5,19 | Dnk | x | CL<br>6,20 | 1902<br>8mo | ShortBros. Ld.<br>Sunderland<br>Lloyd'sA&CP | Soc.Maritime et Commerciale de France | 360·6\|46·6\|19·4<br>P35'B226'F40' 27:? FK<br>CellDBa 106' uE24' f154'388t APT30t | Rouen<br>French<br>6BHCem | T.3Cy.25",42"&68"-48" (s)<br>180lb 346NHP<br>2SB,6pf,GS132,HS5308<br>J.Dickinson&Sons,Ld.Sld. | 28″6<br>s4″3<br>24″7 | |
| 29884<br>OTOP | **San Massimo** SteelSc<br>Now named "Egholm," See No. 37209 in Supplement<br>ssBly.2ndNo.3-9,20<br>(exIwanAsbeleff, exArundo) 1Dk(Irn)&Webframes &ptAwng dk(Irn) | 1801<br>1513<br>1057 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>9,20<br>BS9,20 ✠LMC5,17 | Bly | r | 9,20 | 1890<br>6mo | C.S.Swan &Hunter<br>Newcastle<br>A&CP | Soc.Maritime& Commerciale de France | 265·6\|37·0\|17·4<br>P26'Q72'B112'F31' FK<br>CellDBa222'446t APT44t | Rouen<br>French<br>4BHptAsp ptCem | T.3Cy.20",33"&54"-39"<br>160lb 100lb NDB01 185NHP<br>2SB,6cf,GS108,HS2822<br>Alley& M'Lellan, Glasgow | 19″9<br>s8″2½<br>19″4 | |
| 29885<br>213201<br>LFJQ | **San Mateo** SteelScSr<br>Wireless Sub.Sig<br>Elec.light Ref.Mchy. 2Dks&2pt dks | 3300<br>2849<br>1842 | | | | | 1915 | Workman, Clark&Co.Ld.<br>Belfast | SanMateoS.S. Corp. (United FruitCo.Inc.) | 315·2\|44·2\|28·8<br>P33'B75'F39' | NewYork<br>Utd.States<br>WB | T.3Cy.23½",39½"&66"-48"<br>302NHP<br>Wrkman,Clark&Co.Ld.Bel | | C |
| 29886<br>MGSD | — SteelScSr<br>Elec.light Wireless 1Dk | 1655<br>1343<br>728 | | | | | 1911 | WoodSkinner&Co.Ld<br>Newcastle | D/S A/S Otto ThoresensLinie (Otto&ThorThoresen,A/S,Mgrs.) | 270·0\|40·8\|18·3<br>P83tH112tF10t | Chrstiania<br>Norwegian<br>WB | T.3Cy.22",36"&60"-39"<br>225NHP<br>N.E.MarineEng.CoLdNwc | | N |
| 29887<br>200698<br>KSWH | — WoodSc<br>(exWesterner,exBee)<br>Fitted for Oil Fuel 1Dk | 601<br>—<br>369 | | | | | 1904 | J.Linderman<br>Aberdeen Wash | O.J.Olson | 160·6\|36·0\|12·6 | S.Frncisco<br>Utd.States | C.2Cy.14½"&30¼"-24"<br>E&Bmade82fitted04 37NHP<br>W.Deacon,SanFrancisco | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29888 | **San Maurizio** IronSc3MstSr<br>(exFiorenza, ssVen.3rdNo.3–4,08<br>exZena,exAchilles) ssGen.No.2–15<br>Mchy.Aft 1Dk | 419<br>323<br>238 | ✠ ~~—~~<br>7,20<br>✠NB5,85 | Nap | h | | 1874<br>4mo | BarrowS.B<br>Co.Ld.<br>Barrow | G.&.R.Sulliotti | 182·0<br>Q46'F25' | 24·1 | 12·4<br>BK7' | P.Maurizio<br>Italian<br>3BHCem | C.2Cy.20"&37½"–32"<br>58NHP<br>1SB,2cf,GS36,HS978<br>BarrowS.B.Co.Barrow | 13 |
| 29889<br>136669<br>JFLN | **San Melito** SteelScSr<br>ssHul.No.1–18<br>Elec.light Longitudinal framing<br>Mchy.Aft 2Dks(Stl)&Shelterdk(Stl)<br>Wireless &Web frames<br>Tonnage opening closed 1917 | 12286<br>9576<br>7880 | ✠100A1<br>Shelter dk<br>withfreeboard<br>9,21 ~~11,20~~ ✠LMC<br>MS9,17 BS~~1,20~~ 9,21<br>Carrying Petroleum in bulk<br>Fitted for low flash oil fuel 4,14 | Liv<br>Nwc | g† | CL<br>~~6,19~~<br>9,21 | 1914<br>4mo<br>Lloyd | Palmers'<br>Co.Ld.<br>Newcastle<br>'sA&CP | EagleOilTransport<br>Co.Ld.<br>WB | 530·0<br>=CellDBuB42' 176 | 66·5 | 33·5<br>FK | London<br>British<br>20BHCem<br>11BHtoUdk<br>9 „ 2nd dk<br>tDT f60'548 | Q.4Cy.28½",41",58"&84"–54"<br>220lb (r) 793NHP<br>4SB,16cf,HS11392 FD<br>Palmers'Co.Ld.Newcastle<br>tFPT242tAPT32t | 41<br>12<br>29 |
| 29890 | **San Michele** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl) | 5171<br>4921<br>3256 | ✠100A1<br>Shelter dk<br>withfreeboard<br>10,21 ~~12,20~~ ✠LMC11,20 | Nwc<br>Pal | x | CL | 1920<br>11mo<br>Lloyd<br>CellD | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'sA&CP<br>Ba133'uE23' | LloydAdriatico<br>Soc.diNav.<br>f154'1052tDTa25' | 375·2<br>F32'<br>790tAPT130t | 51·2 | 31·7<br>FK<br>Collision | Venice<br>Italian<br>Cem<br>BH to Sh dk<br>6 „ „ U „ | T.3Cy.25",41"&69"–48" (s)<br>180lb 370NHP<br>3SB,9cf,GS155,HS5883<br>WllsndSlpwy.Co.Ld.Nwc. | 34<br>9<br>25 |
| 29891<br>HGJV | **San Miguel** SteelTwinScSr<br>ssLis.No3–9,17<br>Elec.light 1Dk&Spar dk(Stl–teaks)<br>Wireless lower dk in Nos.1&2 Holds<br>hold beams in No.3 hold | 2557<br>2223<br>1625 | ✠100A1<br>Spar dk<br>4,21<br>~~BS11,20~~ ✠LMC9,17<br>3,22 | Lis | u | CL<br>6,20 | 1905<br>4mo<br>Lloyd | SirRaylton<br>Dixon&CoLd<br>Middlesbro'<br>'sA&CP | EmprezaInsulana<br>deNav.<br>WB=CellDBa50' | 300·0<br>B102'F49'<br>uE&B60' f136'425t | 42·0 | 16·4<br>24·3<br>BK9' | Lisbon<br>Portuguese<br>5BHCem<br>APT36t | T.6Cy.18½",30"&50"–36" (s)<br>180lb 100lb 386NHP<br>2SB,6cf,GS120,HS5424 FD<br>N.E.MarineEng,CoLd.Sld | 27<br>5<br>23 |
| 29892<br>MVLW | — SteelSc<br>OilEng.<br>Elec.light Wireless 2Dks<br>Mchy.Aft | 2380<br>2136<br>1417 | | | | | 1920 | J&KSmit's<br>Scheepsw.<br>Krimpen a/d<br>Lik | D/SA/SOtto<br>ThoresensLinje<br>(Otto&ThorThoresen,A/S,Mgrs.) | 286·2<br>H178t | 39·8 | 24·2 | Chrstiania<br>Norwegian<br>WB | Oil Engines 4S.C.SA<br>6Cy.22"–39⅝" 227NHP<br>Werkspoor,Amsterdam | |
| 29893 | — SteelTwinScSr<br>(exHermann OilEng.<br>Elec.light Krabb) 1Dk | 552<br>427<br>294 | | | | | 1912 | Stocks&<br>Kolbe<br>Kiel | Towne,Angus&<br>Jones | 182·5<br>B62'F23' | 30·4 | 8·6 | Mntevideo<br>Uruguayan<br>WB | Oil Engines 2S.C.SA<br>8Cyl.11⅝"–16½" 105NHP<br>Benz&Co.Mannheim | |
| 29894<br>JLRH | — IronScSr<br>(exNorman)<br>Mchy.Aft | 118<br>—<br>69 | | | | | 1873 | J.&RSwan<br>Dumbarton | Cia.delVapor "San Miguel" (G.de Armona,Mgr.) | 98·4 | 18·2 | 11·7 | Bilbao<br>Spanish | 1Cy.15"–16"<br>NB94 7NHP<br>W.King&Co.,Glasgow | |
| 29895 | **San Nam Hoi** SteelTwinSc<br>(exNamHoi,exTaiOn)<br>1Dk, Shade dk & Promenade dk | 722<br>396<br>427 | | | | | 1891 | Kwang<br>HepLaung<br>HongKong<br>Rebuilt 14 by | TheFatHingS.S.<br>Co.(LeungKwan<br>Po,Mgr.)<br>Kwong Fab,Hong | 172·3<br>H6t<br>Kong | 35·1 | 10·1 | Canton<br>Chinese | C.4Cy.14½",&30"–18½"<br>NB01 57NHP<br>KwangHepLaung,H.Kg. | |
| 29896<br>136702<br>JGFS | **San Nazario** SteelScSr<br>ssLon.No.1–19<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Mchy.Aft Wireless &Web frames<br>Longitudinal framing<br>Tonnage opening closed 1917 | 12029<br>9525<br>7440 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~12,20~~10,21 BS11,21<br>~~BS1,20~~ ✠LMC1,19<br>Carrying Petroleum in bulk<br>Fitted for low flash oil fuel 9,14 | Rot<br>Ers | g† | CL<br>3,20 | 1914<br>9mo<br>Lloyd | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>'sA&CP<br>WB=C | EagleOilTransport<br>Co.Ld.<br>ellDBuB41' 182tD | 525·5<br>Tf54'619tFPT302t | 66·5 | 41·4<br>FK | London<br>British<br>20BHptCem<br>10 „ to Udk<br>10 „ „ 2nd „<br>APT50t | Q.4Cy.28½",41",58"&84"–54"<br>220lb (r) 795NHP<br>4SB,16cf,HS11433 FD<br>W.Doxford&Sons,Ld.Sld.<br>only | 41<br>12<br>23 |
| 29897 | **San Nicolas** WoodSc | 385<br>—<br>223 | | | | | 1895 | J.Rodrig-<br>uez<br>Manila | S.GoBinsing | 153·7 | 26·2 | 12·3 | Manila<br>Utd.States | C.2Cy.16"&32"–24"<br>33NHP | |
| 29898 | — IronScSr<br>(exTourville,<br>exTrouville,exRoubaix,exCalais) | 297<br>245<br>132 | | | | | 1874 | J&W Dud-<br>geon<br>London | A.Gherassakis | 161·2 | 22·2 | 12·2 | Bilbao<br>Spanish | C.2Cy.24¾"&45–24'<br>83NHP<br>J.&W.Dudgeon,London | |
| 29899<br>139111<br>JMGR | **San Pablo** SteelScSr<br>Sub.Sig. Wireless<br>Elec.light Ref.Mchy. 2Dks | 3305<br>2920<br>1847 | | | | | 1915 | Workman,<br>Clark&Co.Ld<br>Belfast | UnifruitcoS.S.Co.<br>Ld. (Clark&Service,Mgrs) | 315·2<br>P33'B75'F39' | 44·2 | 28·8 | Glasgow<br>British<br>WB | T.3Cy.28½",39½"&66"–48"<br>302NHP<br>Wrkman,Clark&Co.Ld.Bel | |
| 29900<br>OTCQ | **San Paolo** SteelSc<br>Now named "Oxholm," See No. 38804 in Supplement<br>ssNag.No.3–12,14<br>(exSibir,exDovedale) ssBly.No.1–20<br>Wireless 1Dk(Stl)&Spar<br>dk(Stl)&deep framing | 2907<br>2716<br>1855 | ✠100A1<br>Spar dk<br>8,20<br>✠LMC9,20 | Bly | v | CL<br>9,20 | 1903<br>1mo<br>Lloyd | Short Bros.<br>Ld.<br>Sunderland<br>'sA&CP | Soc.Maritime&<br>Commerciale de<br>France<br>Cell | 325·6<br>P30'B&F271'<br>DBa92'uE22'f140' | 45·1 | 14·8<br>22·8<br>FK | Rouen<br>French<br>6BHCem<br>729tAPT23t | T.3Cy.24",40"&64"–42" (s)<br>180lb 282NHP<br>2SB,6cf,GS120,HS4270<br>N.E.MarineEng.Co.Ld.Sld | 25<br>2<br>23 |
| 29901<br>220201<br>LWSD | **San Pasqual** Ferro-ConcreteSc<br>Elec.light Wireless 2Dks | 6486<br>—<br>4082 | | | | | 1920 | Pacific<br>Marine&<br>Const.Co.<br>SanDiego Cal | UnitedStates<br>ShippingBoard | 420·7 | 54·0 | 34·3 | SanDiego<br>Cal.<br>Utd.States | T.3Cy.24½",41½"&72"–48"<br>359NHP | |
| 29902<br>139006<br>JKWQ | **San Patricio** SteelScSr<br>ssHul.No.1–19<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)&<br>Mchy.Aft Wireless Web frames<br>Longitudinal framing<br>Tonnage opening closed 1917 | 11877<br>9159<br>7353 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,22 ~~3,20~~ ✠LMC12,19<br>Carrying Petroleum in bulk<br>Fitted for low flash oil fuel 5,15<br>BS~~1,21~~ 3,22 | Hul<br>~~Blm~~Bel | g† | CL<br>9,20 | 1915<br>5mo<br>Lloyd | Armstrong<br>Whitworth<br>&Co Ld.<br>Newcastle<br>'sA&CP | EagleOilTransport<br>Co.Ld. | 530·0<br>WB=CellDBu | 66·6 | 33·5<br>FK | London<br>British<br>20BHCem<br>10 to Upr dk<br>10 „ 2nd „<br>B45'122tDT | Q.4Cy.28½",41",58"&84"–54"<br>220lb (r) 790NHP<br>4SB,16cf,GS266,HS11320 FD<br>N.EMarineEng.Co.LdNwc<br>f59'718tFPT180tAPT40t | 41<br>12<br>23 |
| 29903<br>LBPJ | **San Paulo** SteelTwinSc<br>Now named "Parra," See No. 38991 in Supplement<br>OilEng.<br>Elec.light Wireless ~~3Dks~~<br>Ref.Mchy. CruiserStern | 3985<br>3532<br>2404 | Lloyd'sRMC2,21 ~~9,21~~<br>3,22 | | | | 1920 | N.V.v/h<br>Rijkee&Co.<br>Rotterdam | D/S A/S Otto<br>ThoresensLinje<br>(Otto&Thor<br>Thoresen,Mgrs.) | 376·4<br>P105tH324tF28t | 51·5 | 22·7 | Chrstiania<br>Norwegian<br>WB | Oil Engines<br>6Cy.22"–39⅝" 456NHP<br>Werkspoor,Amsterdam | |
| 29904 | **San Pedro** WoodScSr<br>Fitted for oil fuel<br>Elec.light 1Dk | 762<br>—<br>507 | | | | | 1899 | J.Lind-<br>strom<br>AbrdeenWsh | Cia.NavieraInc.<br>(Cia.Mercantil de<br>FilipinasInc. Mgs) | 163·1 | 34·0 | 11·7 | Manila<br>Utd.States | C.2Cy.14"&32"–24"<br>42NHP<br>FultonE.&SB.Works,S.Fo | |
| 29905 | **San Pietro** SteelSc<br>(exPrimola,exWarCowslip) 1Dk(Stl)<br>Elec.light Cargo battens not fitted<br>Wireless | ~~5292~~<br>~~4817~~<br>~~3222~~<br>5199<br>4817<br>3109 | ✠100A1<br>7,21 ~~3,20~~<br>✠LMC12,18 | Spz<br>Lgn | y | CL<br>3,20 | 1918<br>12mo<br>Lloyd | Harland&<br>Wolff,Ld.<br>Glasgow<br>'sA&CP | Ravano&Corrado<br>CellD | 400·9<br>P49'B113'F39'<br>B342' 1059tFPT12 | 52·3 | 28·5<br>FK | Genoa<br>Italian<br>7BHptCem<br>7tAPT218t | T.3Cy.27",44"&73"–48" (s)<br>180lb 518NHP<br>3SB,9cf,GS190,HS7668 FD<br>Harland&Wolff,Ld.Gls. | 31<br>6<br>25 |

| 1<br>No. in Book. Official No. Code Letters | 2 3<br>Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage. Gross. Under deck. Net. | 5<br>Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built. When | 9<br>By Whom. Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12<br>Port of Registry. Flag. | 13<br>Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29906<br>OTCR | San Pietro SteelSc<br>ssBly.No.3-2,20<br>(exPeterBerg,exVera) Spar dk(ptIrn &ptStl)2trB&deep framing | 2972<br>2788<br>1913 | ✠100A1<br>Spar dk<br>withfreeboard<br>2,21 ✠LMC3,20 | Lon | u | CL<br>1,21 | 1903<br>12mo<br>Lloyd | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool<br>'sA&CP | Soc.Maritime& Commerciale de France | 325·0\|47·0\|13·7<br>P30'B102'F31' 22·4<br>FK<br>CellDBa98'uE22'f142'785tFPT74t | Rouen<br>French<br>5BHCem<br>APT106t | T.3Cy.23½",38"&64"-42" (r)<br>180lb 90lb 301NHP<br>2SB,6cf,GS116,HS4815<br>Richardsons,Westgarth& Co.Ld.Hpl. | 24″10<br>s4″2½<br>21″0 | |
| 29907<br>210902<br>LQST | San Ramon WoodScSr<br>Elec.light Wireless 1Dk | 994<br>791<br>593 | | | | | 1913 | Kruse& Banks<br>Nth.Bend,Or. | MexicanFruit& S.S.Corp. | 199·3\|41·6\|14·6 | N.Orleans<br>Utd.States | T.3Cy.13½",23"&40"-30"<br>88NHP<br>UnitedEng.Wks.Alameda | | |
| 29908 | — WoodAuxScSr<br>OilEng.<br>(exJayo) Salted 1Dk<br>(See Sailing Ship Register) | 498<br>378<br>420 | ✠9 A1<br>3,21 ~~3,20~~<br>✠LMC6,19 | Lis<br>VCz | | | 1919<br>1mo<br>A&CP | Newfndlnd S.B.Co.Ld.<br>Harbour Grace,N.F.L | M.A.Fernandez y Cia. | 135·6\|32·1\|13·6<br>Q68' | VeraCruz<br>Mexican | Oil Engines 2S.C.SA<br>2Cy.14 3/16"-15½" 34NHP<br>SkandiaPacificOilEng.Co. Oakland,Cal. | 15″3 | |
| 29909<br>OTCS | San Remo SteelSc<br>Cable Vessel<br>ssLth.No.3-2,01<br>ssPly.No.1-05<br>Elec.light 1Dk&Spar dk&Web frames<br>(exCoronel,exTarapaca,exInca,exMonte Blanco,exRimac,exMonteBlanco,exNorse,exNorseman) Fitted for oil fuel | 1265<br>—<br>953 | ✠ —<br>7,20<br>Spar dk<br>withfreeboard<br>✠NB2,01 ✠ | Ply | o | | 1893<br>2mo | Ramage& Ferguson,Ld.<br>Leith | Soc.Maritime& Commerciale de France | 236·3\|31·2\|14·6<br>22·2<br>BK8"<br>CellDBuE36'40tf86' | French<br>6BHCem<br>62tAPT21t | T.3Cy.22",37"&62"-39"<br>217NHP<br>1SB,3cf,GS75,HS2560 FD<br>Ramage&Fergusn,Ld.Lth. | 23″3 | |
| 29910<br>136233<br>JOMF | San Ricardo SteelScSr<br>ssMch.No.1-18<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinal framing<br>Wireless | 6465<br>5895<br>3927 | ✠100A1<br>1,21<br>BS1,21 ✠LMC8,17<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 9,16 F.P. | Sws | z | CL<br>1,20 | 1913<br>6mo<br>above 150°F<br>Lloyd | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>'sA&CP | EagleOilTransport Co.Ld. | 420·1\|54·7\|32·6<br>P103'B26'F43'<br>FK<br>WB=CellDBa 43'70tDTf33'405tFPT36tAPT35t | London<br>British<br>17BH<br>9 to Upr.dk<br>8 ,, 2nd ,, | Q.4Cy.24",35",50½"&73"-51"<br>220lb (r) 554NHP<br>3SB,9cf,GS187,HS7740 FD<br>WllsndSlpwy.Co.Ld.Nwc. | 32″8<br>s6″11½<br>26″1 | |
| 29911 | San Rocco WoodSc<br>(exOesterreich, exDeutschland,exBjörn)<br>Elec.light 1Dk2trB | 481<br>—<br>265 | | | | | 1904 | Lindstöl Skibsværft<br>Risör | Soc.Anon.diNav. Nautica | 144·2\|29·6\|18·7<br>P65t | Trieste<br>Italian | C.2Cy.13¾"&29½"-23⅝"<br>34NHP<br>PorsgrundM.V.Porsgrund | | |
| 29912<br>JPCQ | San Roque II. WoodAuxScSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 186<br>152<br>124 | ~~HA~~<br>(~~ClassContemplated~~) | | | | 1918 | Astilleros dePasages<br>Pasages | Astilleros de Pasages | ~~99·0\|24·1\|12·4~~<br>95·3\|24·0\|10·5 | S.Sebast'n<br>Spanish | Oil Engine 4S.C.SA<br>2Cy.9⅞"-12⅜" 17NHP<br>"Dan"Motor Co. | | |
| 29913<br>30<br>SCPQ | San Rossore SteelScSr<br>(exIlPiemonte,exPresidentP.Montt, exIlPiemonte) 1Dk2trB<br>Elec.light Wireless &Awngdk | 5601<br>4036<br>3512 | ... | | | | 1901 | Cant.Nav. diMuggiano<br>Spezia | LloydSabaudoSoc. Anon.perAzioni | 389·3\|52·4\|26·3<br>34·1<br>FK | Genoa<br>Italian | T.3Cy.28",46"&77"-48"<br>505NHP<br>Richardsons,Westgarth& Co.Ld.Hpl. | 34″5 | I |
| 29914 | San Salvador SteelScSr<br>ssBbo.No.3-4,20<br>(exFairhaven) 1Dk(ptIrnptStl)<br>Wireless | 3124<br>2947<br>1948 | ✠100A1<br>5,21 4,20<br>✠LMC3,20<br>BS6,21 | Bbo | u | ~~3,20~~<br>6,21 | 1913<br>6mo<br>Lloyd | J.Blumer &Co.<br>Sunderland<br>'sA&CP | Mendiguren y Zaballa | 331·3\|47·7\|22·5<br>P27'B94'F30'<br>FK<br>Cell DBa 108'uE&B43'f137' 856t | Bilbao<br>Spanish<br>5BHCem<br>APT184t | T.3Cy.24",40"&65"-42" (r)<br>180lb 100lb 299NHP<br>2SB,6cf,GS118,HS4640<br>N.E.MarineEng.Co.Ld.Sld | 24″6<br>s3″10½<br>21″1 | |
| 29915<br>JPET | San Sebastian SteelScSp<br>Mchy.Aft | 280<br>—<br>195 | | | | | 1908 | Framnes Mek.Værks<br>Sandefjord | M.Campos | 131·2\|23·0\|9·8<br>Q33tB12tH12tF19t | Seville<br>Spanish | C.2Cy.15"&32"-24"<br>42NHP<br>G.T.Grey,SouthShields | | N |
| 29916<br>named<br>OTCU | San Serafino SteelSc<br>Elvaston, See No. 37966<br>ssRot.2ndNo.3-3,12<br>ssHul.No.2-21<br>(exUral,exPawelAndrejeff, exElvaston)<br>Well deck 1Dk(Irn)&Web frames | 2063<br>1605<br>1325 | ✠100A1<br>2,21<br>✠NB4,07 ✠LMC2,21 | Hul | r | CL<br>2,21 | 1887<br>10mo<br>Lloyd | J.Laing<br>Sunderland<br>'sA&CP | Soc.Maritime& Commerciale de France | 278·0\|37·2\|12·2<br>Q121'B96'F31'<br>BK9½" | Rouen<br>French<br>4BHptAsp ptCem<br>CellD Ba102'uE&B28'f84'310t | T.3Cy.22",36½"&60"-42"(s)<br>150lb 233NHP<br>2SB,6cf,GS102,HS3794<br>G.Clark,Sunderland | 21″11<br>s1″7½<br>21″2 | |
| 29917<br>12<br>SOWG | San Severo IronScSr<br>(exAuckland)<br>Well deck 1Dk2trB | 838<br>681<br>499 | ... | | | | 1883 | Pearce Bros.<br>Dundee | D.Napoli fuC. | 220·1\|31·2\|14·5<br>Q100'B25'F24'<br>BK8" | Catania<br>Italian<br>WB | C.2Cy.25"&49"-33"<br>108NHP<br>PearceBros.Dundee | 15″5 | V |
| 29918<br>135234<br>JOMK | San Silvestre SteelScSr<br>~~ssGls.No.1-18~~<br>ssSws.No.2-21<br>Elec.light 2Dks(Stl)<br>Mchy.Aft Longitudinal framing<br>Wireless &Web frames | 6233<br>5771<br>3948 | ✠100A1<br>11,21 11,20<br>~~MS1,19~~ ✠LMC11,21 ~~BS12,20~~<br>CarryingPetroleum in bulk<br>Fitted for low flashoil fuel7,13 | Lon<br>Sws | a† | CL<br>~~2,20~~<br>11,21 | 1913<br>7mo<br>Lloyd | Swan,Hunter&Wigham Richardson,<br>Ld Newcastle<br>'sA&CP | EagleOilTransport Co.Ld. | 420·5\|54·6\|32·4<br>P102'B26'F43'<br>FK<br>WB=CellDBuB24'75t DTf42'454tFPT46tAPT39t | London<br>British<br>17BHCem<br>10to Upr dk<br>7 ,, 2nd ,, | Q.4Cy.24",35",50½"&73"-51"<br>220lb (r) 554NHP<br>3SB,9cf,GS188,HS7740 FD<br>WllsndSlpwy.Co.Ld.Nwc. | 32″8<br>s7″1<br>26″0 | |
| 29919<br>MOBP | San Telmo SteelScSr<br>Elec.light 1Dk&Spar dk | 1472<br>1324<br>832 | | | | | 1904 | Fredrkstad Mek.Værks.<br>Fredrikstad | D/S A/S Otto ThoresensLinje (Otto&ThorThoresen A/S, Mgrs.) | 236·0\|35·1\|19·6<br>B77tH41t | Chrstiania<br>Norwegian<br>WB | T.3Cy.17",30"&49"-33"<br>NB12 138NHP<br>FredrikstadM.V.Frdstad | | N |
| 29920<br>145183<br>KHVR | San Teodoro SteelSc<br>2Dks(Stl)&Web frames<br>Elec.light Wireless<br>Mchy.Aft Longitudinal framing | 5541<br>5057<br>3400 | ✠100A1 NY<br>12,21<br>Fitted for oil fuel 12,21 F.P. above<br>CarryingPetroleum in bulk | NYk | | CL<br>11,21 | 1921<br>2mo<br>150°F<br>A&CP | Standard S.B.Corp.<br>Shooter's Island,N.Y. | EagleOilTransport Co.Ld. | 412·0\|~~53·0\|31·0~~<br>~~P129'B35'F44'~~F45'<br>P126' \|53·4\|30·9<br>FK<br>CellDB uE&B35'153tDTf32... | London<br>British<br>16BHptCem<br>12 ,, ,, Udk<br>4 ,, ,, 2nd ,, | T.3Cy.27",45"&74"-48"(s)<br>180lb 544NHP<br>3SB,9cf,GS201,HS8160 FD<br>SunS.B.Co.Chester,Pa. | 31″0<br>s6″11½<br>24″4 | |
| 29921 | San Tiburcio SteelSc<br>Elec.light Wireless<br>Mchy.Aft | 5541<br>5057<br>3400 | 100A1<br>(ClassContemplated)<br>CarryingPetroleum in bulk | | | | 1921 | Standard S.B.Corp.<br>StatenIsland, N.Y. | EagleOilTransport Co.Ld. | 412·0\|~~53·0\|31·0~~<br>P129'B35'F44 30·9<br>\|53·4\| | London<br>British | T.3Cy.27",45"&74"-48"<br>SunS.B.Co.Chester,Pa. | 31″0<br>s6″11½<br>24″4 | |
| 29922<br>135367<br>JDBS | San Tirso SteelScSr<br>ssLon.No.1-18<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinalframing<br>Wireless | 6236<br>5772<br>3951 | ✠100A1<br>~~2,21~~ 1,20 8,21<br>BS2,21 ✠LMC5,18<br>CarryingPetroleum in bulk<br>Fitted for low flashoil fuel10,13 | Lon<br>Sth Hul | a† | CL<br>1,20<br>~~8,21~~ | 1913<br>9mo<br>Lloyd | Swan,Hunter&Wigham Richardson,<br>LdNewcastle<br>'sA&CP | EagleOilTransport Co.Ld. | 420·6\|54·6\|32·4<br>P102'B26'F43'<br>FK<br>WB=CellDBuB24'75t DTf42'454tFPT46tAPT39t | London<br>British<br>17BHCem<br>10 to Upr dk<br>7 ,, 2nd ,, | Q4Cy.24",35",50½"&73"-51"<br>220lb (r) 554NHP<br>3SB,9cf,GS187,HS7740 FD<br>WllsndSlpwy.Co.Ld.Nwc. | 32″8<br>s7″1<br>26″0 | |
| 29923 | San Ubaldo SteelSc<br>Elec.light Wireless<br>Mchy.Aft Longitudinal framing | 5541<br>5057<br>3400 | 100A1<br>(ClassContemplated)<br>CarryingPetroleum in bulk | | | | 1921 | Standard S.B.Corp.<br>Shooter's Island,N.Y. | EagleOilTransport Co.Ld. | 412·0\|~~53·0\|31·0~~ 30·9<br>P125'B35'F45'<br>\|53·4\| | London<br>British | T.3Cy.27",45"&74"-48"<br>SunS.B.Co.Chester,Pa. | 31″0<br>s6″11<br>24″5 | |
| 29924 | San Ugon SteelSc<br>Elec.light<br>Mchy.Aft Longitudinal framing | ~~5613~~<br>5541<br>~~3449~~<br>5057<br>3400 | 100A1<br>(ClassContemplated)<br>CarryingPetroleum in bulk | | | | 1921 | Standard S.B.Corp.<br>Shooter's Island,N.Y. | EagleOilTransport Co.Ld. | 412·0\|53·4\|30·9<br>P125'B35'F45' | London<br>British | T.3Cy.27",45"&74"-48"<br>SunS.B.Co.Chester,Pa. | 31″0<br>s6″11<br>24″5 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29925 | **San Ui** SteelSc | 322<br>211<br>195 | | | | | 1904 | Kwang<br>HepLaung<br>HongKong | SiHingS.S.Co. | 130·0 | 24·0 | 8·6 | Chinese | C.2Cy.14"&28"-20"<br>29NHP<br>Lon.&Gls.SB&E.Co.LdGls | |
| * 29926<br>135301<br>JDQK | **San Valerio** SteelScSr<br>ssShl.No.1-18<br>*Elec.light* *2Dks(Stl)&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 6433<br>5946<br>4054 | ✠100A1<br>2,21 ~~9,20~~<br>~~[illegible]~~ ✠LMC6,17<br>*Carrying Petroleum in bulk*<br>*Fitted for low flash oil fuel 12,13*<br>BS2,21 | Bkn<br>Sws | *a*† | CL<br>~~N7,19~~<br>N2,21 | 1913<br>12mo<br>*Lloyd* | Palmers'<br>Co.Ld.<br>Newcastle<br>*'sA&CP* | EagleOilTransport Co.Ld.<br>*WB=CellDB*<br>*DTf39'445tFP* | 420·0<br>P102'B25'F42'<br>*uE&B74'184t*<br>*T110tAPT28t* | 54·6 | 32·4<br>FK | London<br>British<br>*17BHCem*<br>*10 to U dk*<br>*7 ,, 2nd dk* | Q.4Cy.24",35",50½"&73"-51"<br>220lb (*r*) 554NHP<br>3SB,*9cf*,GS171,HS7734 FD<br>Palmers'Co.Ld.Newcastle | 32<br>7<br>25 |
| * 29927<br>136653<br>JFDR | **San Zeferino** SteelScSr<br>ssBkn.No.1-18<br>*Elec.light* *2Dks(Stl)&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 6430<br>5946<br>4052 | ✠100A1<br>4,21 ~~9,20~~<br>✠NE6,18 ✠LMC6,18<br>✠NB(P)6,15 BS9,20<br>✠NB(S)6,18<br>*Carrying Petroleum in bulk*<br>*Fitted for low flash oil fuel 3,14* | Brs<br>Lon | *a*† | CL<br>9,20 | 1914<br>3mo<br>*Lloyd* | Palmers'<br>Co.Ld.<br>Newcastle<br>*'sA&CP* | EagleOilTransport Co.Ld.<br>*WB* | 420·1<br>P102'B25'F42'<br>*=CellDBuE&B74'* | 54·6 | 32·4<br>FK | London<br>British<br>*17BHCem*<br>*10,, to Upr dk*<br>*7 ,, to 2nd dk*<br>*184t DTf39'* | T.3Cy.27",44"&73"-48"<br>180lb (*s*)&(*r*) 519NHP<br>3SB,*9cf*,GS181,HS7712 FD<br>Palmers'Co.Ld.Newcastle<br>*445tFPT110tAPT28t* | 32<br>7<br>25 |
| * 29928<br>143326<br>KBJN | **San Zotico** SteelScSr<br>(*ex*WarKookri)<br>*Elec.light* *1Dk(Stl)&Web frames*<br>Wireless *Longitudinal framing* | 5582<br>4701<br>3370 | ✠100A1<br>8,21 ~~9,20~~<br>✠LMC7,19<br>*Fitted for oil fuel 7,19 F.P. above 150°F*<br>*Carrying oil fuel in bulk F.P. above 150°F* | Hul<br>Liv | *z* | CL<br>~~10,20~~<br>8,21 | 1919<br>7mo<br>*Lloyd* | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>*'sA&CP* | EagleOilTransport Co.Ld.<br>*CellD* | 400·2<br>P49'B121'F39'<br>*Ba E&B65'264t DT* | 52·3 | 28·4<br>FK | London<br>British<br>*11BHptCem*<br>*a35'197t DT* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB.*9cf*,GS189,HS7668 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc.<br>*f50'278tFPT95tAPT72t* | 31<br>5<br>25 |
| 29929<br>19211<br>NBTH | **Sanbashi Maru No. 1** WoodSc<br>*1Dk* | 406<br>363<br>295 | | | | | | ……………… | YokotaYeinosuke | 151·1 | 28·8 | 12·8 | Kobe<br>Japanese | T.3Cy.11⅛",15⅝"&26½"-23"<br>84NHP | |
| 29930<br>19243<br>NBWL | **Sanbashi Maru No. 2** WoodSc<br>Stranded & Sunk 1,21 | 584<br>—<br>421 | | | | | 1916 | ……………… | KobeSanbashi KabushikiKaisha | 172·2 | 29·8 | 19·4 | Kobe<br>Japanese | | |
| 29931<br>20585<br>NJTG | **Sanbashi Maru No. 3** WoodSc | 712<br>—<br>412 | | | | | 1917 | ……………… | KobeSanbashi KabushikiKaisha | 192·7 | 30·5 | 15·0 | Kobe<br>Japanese | | |
| 29932<br>22914 | **Sanbashi Maru No. 5** WoodSc | 989<br>—<br>595 | | | | | 1918 | ……………… | KobeSanbashi KabushikiKaisha | 215·1 | 32·9 | 18·2 | Kobe<br>Japanese | | |
| 29933<br>JPTG | **Sancho** SteelScSr<br>ssBbo.No.3-10,18<br>*Well deck* (*ex*Colonel) *1Dk(Stl)*<br>*Mchy.Aft* | 273<br>179<br>72 | ✠100A1<br>6,19<br>BS2,20 ✠LMC10,18 | Bbo | *d* | CL<br>6,19 | 1905<br>11mo<br>*Lloyd* | J.Shearer &Sons,Ld. Glasgow<br>*'sA&CP* | Felgueroso y Figaredo | 130·4<br>Q46'B7'F19' | 22·1 | 9·3<br>BK7"<br>*WB* | Gijon<br>Spanish<br>*3BHCem*<br>*=FPT27t* | C.2Cy.15"&32"-24" (*s*)<br>130lb 56NHP<br>1SB,*2cf*,GS42,HS1030<br>J.Ritchie,Glasgow | 10<br>10 |
| | *Now named* "**Carmen Millan.**" | *See* | *Supplement* | | | | | | | | | | | | |
| 29934 | **Sancho II.** SteelSc<br>*OilEng*<br>*Elec.light* *Mchy.Aft* *1Dk* | 318<br>234<br>191 | | | | | 1920 | Akt.Vaxholmsvarfvet Ramsö | AlvaroRodriguez | 131·7<br>Q38'B8'F18' | 23·9 | 10·4 | Teneriffe<br>Spanish<br>*WB* | Oil Engines<br>4Cy.15"-16½" 69NHP<br>J&CGBolindersCoLd.Skm | |
| 29935<br>22920<br>NWPV | **Sancho Maru** SteelSc | 1215<br>—<br>712 | | | | | 1918 | ……………… | MitsuiBussan KabushikiKaisha | 225·7 | 33·5 | 18·5 | Kobe<br>Japanese | | |
| 29936<br>JRDM | **Sand** SteelScSr<br>(*ex*StatsraadHaugland)<br>*Well deck* *1Dk* | 246<br>139<br>137 | | | … | | 1898 | FevigsJrnskibsbyggeri Arendal | DetStavangerske Dampskibsselskab | 136·6<br>P64tH13tF29t | 20·6 | 8·4<br>BK7" | Stavanger<br>Norwegian | T.3Cy.13",20"&32"-20"<br>Furness, 55NHP<br>Westgarth &Co.Ld.Mdb. | 9 |
| 29937<br>MSQT | **Sand I** SteelAuxScSr<br>*OilEng.*<br>*Mchy.Aft* (*Lighter*) *1Dk*<br>(*See Sailing Ship Register*) | 119<br>106<br>81 | | | | | 1916 | J.Drewes &Co. Groningen | A/SSvelviksand | 94·3 | 17·9 | 7·1 | Chrstiania<br>Norwegian | Oil Engine 2S.C.SA<br>1Cy.13"-13" 12NHP<br>Stejaard&Tannette Mashinsfabrik | |
| 29938<br>132302<br>PBTC | **Sand Grouse** SteelTwinSc<br>(*PumpHopperDredger*)<br>*Elec.light* *1Dk(Stl-pt*teak s) | 2061<br>1927<br>1291 | ✠<br>*HopperDredger*<br>1,11 ✠ | Gls | *r* | | 1909<br>6mo | W.Simons &Co.Ld. Renfrew | Government of SouthernNigeria | 280·1<br>Q59'F29' | 45·2 | 18·1<br>FK | Lagos<br>British<br>*5BHCem* | T.6Cy.18",28"&48"-27"<br>297NHP<br>3SB,*9cf*,GS171,HS5082<br>W.Simons&Co.Ld.Rnf. | 18 |
| 29939<br>132992<br>HTSN | **Sanda** SteelScSr<br>*2Dks* | 1028<br>927<br>437 | | | | | 1911 | CaledonS. B.&E.Co.Ld. Dundee | ClydeShppg.Co.Ld (W.Cuthbert, *Mgr.*) | 250·2<br>P&B159'F43' | 35·2 | 16·6 | Glasgow<br>British<br>*WB* | T.3Cy.20",33"&53"-39"<br>175NHP<br>Caledon SB.&E.Co.Ld.Dun | |
| 29940<br>~~136516~~<br>~~TWKP~~ | **Sandakan** SteelScSr<br>*Elec.light* *1Dk&Spar dk* | 1795<br>1494<br>1111 | | | | | 1904 | Rickmers Act.Ges. Geestemünde | ~~StraitsS.S.Co.Ld.~~<br>YaKee&Co. | 253·5<br>P42'B64'H26'F36' | 37·3 | 19·6 | ~~Singapore~~<br>~~British~~<br>Chinese *WB* | T3Cy18 9/10",30 7/10"&49½"-31½"<br>137NHP<br>Gebr.Sachsenberg Rosslau | |
| * 29941<br>106110<br>RTOW | **Sanday** SteelScSr<br>ssBry.No.3-1,13<br>ssCffNo.1-18<br>(*ex*Pretoria) *2Dks(1Stl&UptIrn&ptStl)* *&deep framing*<br>Wireless | 3700<br>3489<br>2409 | ✠100A1<br>4,20<br>MBS3,20 ✠LMC11,18 | Nwc | *w* | 4,20 | 1900<br>8mo | JLThompson&Sons,Ld. Sunderland<br>A&CP | IslesStm.Shipping Co.Ld. (A.M. Sutherland, *Mgr.*)<br>*CellDBa* | 381·3<br>P29'B102'F31'<br>116'*uE*24'*f*160'802*t* | 45·9 | 25·6<br>FK | Newcastle<br>British<br>*6BHCem*<br>*APT181t* | T.3Cy.24",40½"&68"-45" (*s*)<br>180lb *180lb* NDB16 336NHP<br>2SB,*8pf*,GS155,HS5183<br>G.Clark,Ld.Sunderland | 28<br>5<br>23 |
| | *Now named* "Ymir," *See No.* | | | | | 40085 | *in Supplement* | | | | | | | | |
| 29942<br>125689<br>HMPW | **Sandbeck** SteelTwinScSp<br>*2Dks3trB* | 401<br>332<br>251 | | | | | 1908 | LythamSB &E.Co.Ld. Lytham | NigerCo.Ld. | 150·1<br>B58'F19 | 29·6 | 9·3 | London<br>British<br>*WB* | C.4Cy.11"&24"-18"<br>46RHP<br>LythamS.B.&E.Co.Ld.Lyt | |
| 29943<br>JWNG | **Sandeid** SteelScSr<br>(*ex*Sandnæs) *1Dk* | 187<br>120<br>93 | | | | | 1892 | Stavanger Stöberi&Dok Stavanger | DetStavangerske Dampskibsselskab | 106·6<br>B32tH19tF13t | 20·0 | 9·7 | Stavanger<br>Norwegian | C.2Cy.14"&28"-18"<br>28NHP<br>StavangerStöberi&Dok. | |
| 29944 | **Sandgate Castle** SteelSc<br>*Elec.light* | 7500<br><br>4650 | 100A1<br>*Shelter dk with freeboard*<br>(*Class Contemplated*) | | | | 1921 | ShortBros. Ld. Sunderland | Union-CastleMail S.S.Co.Ld. | 425·0<br>B130'F46' | 56·4 | 36·3 | London<br>British | Steam Turbines<br>N.E.MarineEng.CoLdNwc | |

| 1 | 2 / 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book. Official No. Code Letters. | Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. — Under deck. — Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built. When | By Whom — Where | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
| 29945<br>5116<br>JRVH | **Sandhamns Express** SteelSc<br>*Elec.light* 1*Dk* | 247<br>125<br>154 | | | | | 1909 | Eriksbergs<br>M.V.Aktieb.<br>Gothenburg | Stockholm-<br>Sandhamns<br>RederiAktieb.<br>JohnG.Öhlin,*Mgr*) | 110·7<br>B45'H60*t* | 22·6 | 9·3 | Sandhamn<br>Swedish<br>*WB* | C.2Cy.15"&29⅛"-22"<br>33NHP<br>Eriksberg M.V.Aktieb.Got | | |
| 29946<br>131916 | **Sandip** SteelTwinSc<br>ssCal.No.2-21 ~~ssCal.No.1-19~~<br>*Elec.light* 1*Dk*(*Teak*)&*Shade dk*(*Teak*) | 285<br>262<br>163 | ✠ A1<br>*withfreeboard*<br>*Coasting, Calcutta & Chandbally, Barisal& Chittagong*<br>11,21 ~~10,20~~<br>~~BS7,17~~ ✠LMC~~6,18~~11,21 | Cal | | ~~10,20~~<br>11,21 | 1915<br>6mo | RiversStm<br>Nav.Co.Ld.<br>Calcutta<br>*Lloyd'sA&CP* | RiversSteamNav.<br>Co.Ld.(Macneill&<br>Co.*Mgrs.*) | 150·1 | 25·6 | 8·5<br>FK | Calcutta<br>British<br>5*BH* ~~step~~<br>*WB*= | C.4Cy.16"&32"-21" (*r*)<br>130lb 43RHP<br>1SB,2*cf*,GS38,HS1150<br>Denny&Co.Dumbarton<br>*FPT28tAPT13t* | 9 ″ 6<br>s 2 ″ 3<br>7 ″ 7 | |
| 29947<br><br>MKNG | **Sandnæs** SteelScSr<br>*Elec.light* 2*Dks* | 578<br>272<br>284 | | | | | 1914 | Stavanger<br>Stöberi&Dok<br>Stavanger | SandnæsDamp-<br>skibs.Aktieselsk. | 167·1<br>P158*t*H92*t*F47*t* | 27·1 | 11·7 | Sandnæs<br>Norwegian<br>*WB* | T.3Cy.17",27"&46"-28"<br>112NHP<br>StavangerStöberi&Dok | | N |
| 29948<br><br>WKJP | **Sandö** WoodAuxSc4MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 340<br>294<br>268 | | | | | 1919 | Wasa<br>FartygsA/B<br>Varf,<br>Wasa | WasaFartygsA/B<br>(GustafSvanljung,<br>*Mgr.*) | 138·8 | 28·8 | 11·1 | Wasa<br>Finnish | Oil Engine<br>3Cy.<br>A/SHeraMotorfabrik,<br>Copenhagen | | V |
| 29949 | **Sandon Hall** SteelSc<br>*For full particulars See No. 39235 in Supplement*<br>*Elec.light*<br>Wireless *CruiserStern* | 5270<br><br>3350 | 100A1<br>(*ClassContemplated*) | | | | 1920 | Palmers'<br>Co.Ld.<br>Newcastle | EllermanLines,Ld | P78'B147'F80' | | | Liverpool<br>British | 2 Steam Turbines geared to 1 Sc. Shaft<br>Palmers'Co.Ld.Newcastle | 31 ″ 8<br>s 5 ″ 8½<br>26 ″ 4 | |
| 29950<br>131915 | **Sandoway** SteelTwinSc<br>ssCal.No.2-21<br>1*Dk*(*Teak*)&*ptShade dk*(*Teak*)<br>*Elec.light* | 291<br>263<br>168 | ✠ A1<br>*withfreeboard*<br>3,22 ~~1,21~~ ✠LMC1,21<br>*CoastingBarisal& Chittagong*<br>BS3,22 | Cal | | ~~1,21~~<br>3,22 | 1915<br>1mo | W.Denny<br>&Bros.<br>Dumbarton<br>*Completed by*<br>*Lloyd'sA&CP* | IndiaGeneralNav.<br>&Rly.Co.Ld.<br>IndiaGeneralNav &Rly.Co.Ld. Cal. | 150·0 | 25·5 | 8·8<br>FK<br>*WB* | Calcutta<br>British<br>5*BHCem*<br>=*FPT27t* | C.2Cy.16"&32"-21" (*r*)<br>130lb 43RHP<br>1SB,2*cf*,GS38,HS1150<br>Denny&Co.Dumbarton | 9 ″ 6<br>s 2 ″ 3<br>7 ″ 7 | |
| 29951 | **Sandown Castle** SteelSc<br>*For full particulars See No. 39336 in Supplement*<br>*Elec.light* Wireless | 7500<br><br>4650 | 100A1<br>(*ClassContemplated*) | | | | 1921 | Short Bros.<br>Ld.<br>Sunderland | Union-CastleMail<br>S.S.Co.Ld. | 425·0<br>B130'F46' | 56·4 | 28·3<br>36·3 | London<br>British | 2 Steam Turbines geared to 1 Sc. Shaft<br>N.E.MarineEngCoLd.Nwc | | |
| 29952<br>117523 | **Sandpiper** SteelTwinScSp<br>ssDub.No 1-22 ssDub.No.3-10,17<br>*Elec.light* 1*Dk*<br>(*Suction Hopper Dredger*)<br>*Hold beams forward, Web frames aft* | 1054<br>955<br>646 | ✠100A1<br>*Hopper Dredger*<br>~~2,22~~ ~~4,21~~4,22<br>~~BS4,19~~ ✠LMC~~10,17~~ 2,22<br>~~BS10,20~~ | Dub | *m* | ~~8,19~~<br>2,22 | 1904<br>10mo | L.Smit&<br>Zoon<br>Kinderdijk<br>A&CP | DublinPort&<br>DocksBoard | 221·9 | 34·6 | 17·6<br>FK<br>*WB*= | Dublin<br>British<br>5*BHCem*<br>*FPT30t* | T.6Cy.13½",21"&35⅝"-20½"<br>160lb *160lb* (*s*) 164NHP<br>2SB,6*cf*,GS108,HS3200<br>L.Smit&Zoon,Kinderdijk | 16 ″ 6 | |
| 29953<br>106411 | **Sandrail** SteelSc<br>(*PumpHopperDredger*)<br>1*Dk* | 487<br>412<br>283 | | | ... | | 1894 | J.&K.Smit<br>Kinderdijk | RiverWear<br>Commissioners | 160·9<br>Q61' | 30·0 | 11·2<br>FK | Sunderlnd<br>British | T.3Cy.11½",17"&24"-18"<br>60RHP<br>Diepeveen,Lels&Smit,Kdk | 11 ″ 6 | |
| 29954<br>122688 | **Sandringham** SteelScK<br>ssGms.No.3-5,19<br>1*Dk* | 179<br>162<br>69 | ✠100A1<br>*StmTrawler*<br>7,21 ~~6,20~~<br>~~BS6,20~~ ✠NB7,21 ✠LMC5,19 | Gms | | CL<br>~~5,19~~<br>7,21 | 1905<br>6mo | Cook,Wel-<br>t'n&Gemmell<br>Beverley<br>*Lloyd'sA&CP* | QueenSteamFish-<br>ingCo.Ld. | 108·4<br>Q56'F19' | 21·1 | 11·2<br>BK7" | Grimsby<br>British<br>3*BHCem* | T.3Cy.11½",19½"&32"-23"(*s*)<br>180lb 55RHP<br>1SB,2*pf*,GS29,~~HS980~~HS990<br>C.D.Holmes&Co.Hull | 11 ″ 11 | |
| 29955<br>127639 | **Sandu** Iron&SteelScCtr<br>1*Dk* | 118<br>107<br>58 | | | | | 1908 | J.Berg<br>Delfzijl | AfricanAssocia-<br>tion,Ld. | 98·3<br>H10*t* | 18·6 | 8·1 | Bathurst<br>British<br>*WB* | T.3Cy.11",17"&29½"-18"<br>38NHP<br>J.Berg,Delfzijl | | |
| 29956<br>5041<br>JRPL | **Sandvik** IronScSr<br>(*ex*Violet) ssGot.3rdNo3.-6,14<br>ssStn.No.1-19<br>1*Dk*(*Irn*)2*trB* | 1431<br>1156<br>800 | ✠100A1<br>12.20<br>MS5,18 ✠LMC<br>✠NB93*refitted*01 BS10,21<br>~~BS11,18~~ ~~MBS1,20~~ | Gms | *p* | 12,20 | 1880<br>12mo | JLThomp-<br>son&Sons<br>Sunderland<br>A&CP | Norrköpings<br>Rederiaktieb.(K.<br>Henningson, *Mgr*)<br>*D* | 248·0<br>P29'B46'F26'<br>*Ba*80'*f*44'305*tFPT* | 35·3 | 17·6<br>BK9" | Nrrköping<br>Swedish<br>4*BHCem*<br>47*tAPT*45*t* | C.2Cy.27"&56½,42" (*s*)<br>90lb *100lb* NDB15 156NHP<br>1DB,6*pf*,GS99,HS2505<br>Black,Hawthorn&Co.Gts. | 18 ″ 9<br>s 2 ″ 7½<br>17 ″ 0 | |
| 29957<br>116264 | **Sandy Hook** IronTwinSc<br>1*Dk*&*Hurr.dk* | 1559<br>—<br>987 | | | | | 1889 | Harlan&<br>Hollings-<br>worthCo.<br>Wlmgtn,Del. | CentralRailroad<br>Co.ofNewJersey | 260·5 | 37·1 | 14·3 | NewYork<br>Utd.States | T.6Cy.22",36"&55"-28"<br>NB05 320NHP<br>Harlan&HollingsworthCo | | |
| 29958<br>107803<br>KSOR | **—** SteelSc<br>(*ex*Privateer)<br>Wireless 1*Dk* | 361<br>—<br>213 | | | | | 1902 | Crescent<br>Shpyd,Eliza-<br>beth, N.J. | NewYork & Sandy<br>HookPilots<br>Association | 168·6 | 24·4 | 12·6 | NewYork<br>Utd.States | T.3Cy.14",24"&36"-24"<br>64NHP | | R |
| 29959 | **Sanfoin** SteelScSp<br>*Elec.light* 3*Dks*(*StlU-ptws*) | 1412<br>1365<br>567 | ✠ A1<br>*ForGovernment Service*<br>12,18 ✠LMC12,18 | Gmh | | CL | 1918<br>12mo | Greenock&<br>Grangemouth<br>Dk.Yd.Co.Ld.<br>Grangemouth<br>*Lloyd'sA&CP* | TheAdmiralty | 258·0<br>*CellDBuBoilers21t*<br>*FPT36tAPT22t* | 34·8 | 23·7<br>FK | British<br>8*BHptCem*<br>*DTf*8'24*t* | T4Cy20½"33"&37"(2)-30"(*s*)<br>180lb FD 337NHP<br>2SB,8*cf*,GS156,HS6072<br>Dunsmuir&Jackson,Ld.Gls | 24 ″ 6 | |
| 29960<br>217885<br>LQRV | **Sangamon** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*& *Web frames*<br>Sub.Sig. Wireless | 5784<br>4740<br>3513 | | | ... | | 1919 | American<br>Internationl<br>Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B122'F43' | 54·2 | 27·6<br>FK | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>GeneralElectric Co.<br>Schenectady,N.Y. | 32 ″ 0 | R |
| 29961<br><br>MVSL | **Sangara** SteelScSr<br>ssNwc.2ndNo.3-10,19<br>*Elec.light* 2*Dks*(*Stl*) | 2576<br>2337<br>1547 | ✠100A1<br>3,22 ~~4,21~~<br>✠LMC10,19<br>BS4,21 | Ham | *u* | CL<br>4,21 | 1900<br>5mo | TyneIron<br>S.B.Co.Ld.<br>Newcastle<br>A&CP | SkjelbredsRederi<br>A/S (O.A.T.<br>Skjelbred,*Mgr.*)<br>*WB*=Cell | 325·0<br>P33'B223'F38' | 45·0 | 19·6<br>FK | Xiansand<br>Norwegian<br>5*BHCem*<br>*DBa* 92' *uE* | T.3Cy.23",37"&61"-42" (*s*)<br>160lb *160lb* 254NHP<br>2SB,6*cf*,GS106,HS4000<br>N.E.MarineCo.Ld.Nwc.<br>24'*f*146'742*tAPT*18*t* | 22 ″ 2<br>s 2 ″ 0½<br>20 ″ 6 | |
| 29962 | **Sanglee** SteelSc<br>(*ex*HaradaMaruNo.3)<br>*Elec.light* 2*Dks* | 632<br>—<br>374 | | | | | 1914 | HaradaCo.<br>Osaka | Ching-Kee S.N.Co.<br>Ld. | 173·3 | 24·5 | 17·5 | Chefoo<br>Chinese | T.3Cy.11½",19¾"&33"-24"<br>53NHP | | |
| 29963<br>113974<br>SNCG | **Sangola** SteelScSr<br>Wireless<br>*Elec.light* 2*Dks*(*Stl-U*teaks)3*trB*&<br>*Webframes* | 5184<br>4895<br>3349 | ✠<br>12,01<br>✠ | Lon | *z* | | 1901<br>8mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndiaStm.<br>Nav.Co.Ld.<br>*WB* = *CellDBa* | 410·8<br>B90'F57'<br>123'*uE*&*B*50'*f*188' | 50·7 | 29·1<br>FK | Glasgow<br>British<br>6*BHCem*<br>1118*t MT*30' | T.3Cy.26½",42"&66½"-51"<br>383NHP<br>2SB,6*cf*,GS122,HS5391 FD<br>Denny&Co.Dumbarton<br>917*tFPT*207*tAPT*117*t* | 32 ″ 0 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2–3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29964<br>MGSF | **Sangstad** **SteelScSr**<br>Wireless 1*Dk* | 2418<br>2238<br>1459 | | | | | 1911 | R.Thompson&Sons,Ld<br>Sunderland | A/S To(Martin Mosvold, *Mgr.*) | 299·4<br>H75tF36t | 44·5 | 19·9 | Xiansand<br>Norwegian<br>*WB* | T.3Cy.21½",36"&59"-39"<br>217NHP<br>N.E.MarineEng.Co.LdSld. |
| 29965<br>MVQT | **Sangvik II.** **WoodSc**<br>*OilEng.*<br>1*Dk* | 204<br>180<br>138 | | | | | 1920 | Höllens Skibsverft<br>Höllen | Skibs.A/S Sangvik II.(JohanG.Olsen, *Mgr.*) | 101·0<br>Q16t | 25·8 | 11·4 | Xiansand<br>Norwegian | Oil Engine 2C.C.S.A.<br>2Cy.16½"-18$\frac{9}{10}$"<br>J&CGBolinders,M.Vk.Sm. |
| 29966<br>8741<br>JRND | **San-in Maru** **WoodSc** | 146<br>—<br>83 | | | | | 1903 | ................ | OkadaKisen KabushikiKaisha | 105·7 | 16·2 | 12·1 | Sakai<br>Japanese | |
| 29967 | **Sanitwongse** **WoodScSr**<br>1*Dk* | *134*<br>97<br>72 | | | | | 1889 | CheangWo<br>HongKong | BokSin | 101·9<br>H27tF10t | 17·2 | 7·4 | Riouw<br>Dutch | C.2Cy.12"&24"-15"<br>20NHP<br>KuangNamTing,HngKng. |
| 29968<br>25306<br>RMWL | **Sanjin Maru** **SteelSc**<br>*Elec.light* 1*Dk* | 2494<br>—<br>1510 | | | | | 1919 | MitsuiBussanKaisha<br>Uno | MitsuiBussan Kaisha | 284·6<br>P48'B78'F34' | 42·6 | 23·0 | Kobe<br>Japanese<br>*WB* | T3Cy.21",34$\frac{9}{16}$"&56$\frac{1}{16}$"-33¾"<br>162NHP<br>J.F.Ahrens,Ottensen |
| 29969<br>24069<br>RGSM | **Sanka Maru** **SteelSc** | 2488<br>—<br>1513 | | | | | 1918 | ................ | MitsuiBussan KabushikiKaisha | 284·5 | 42·5 | 23·0 | Kobe<br>Japanese | |
| 29970<br>208399<br>LBTK | **Sankaty** **SteelScSr**<br>*Elec.light* 1*Dk* | 677<br>431<br>342 | | | | | 1911 | ForeRiver S.B.Co.<br>Quincy,Mass. | NewBedford. Marthas Vineyard &Nantucket SteamboatCo.Inc. | 187·5 | 38·2 | 11·3 | N.Bedford, Mass.<br>Utd.States | T.3Cy.16",25"&42"-27"<br>92NHP<br>ForeRiverS.B.Co.Quincy |
| 29971<br>24536<br>RKVF | **Sanko Maru** **SteelSc** | 630<br>—<br>320 | | | | | 1919 | ................ | MitsuiBussan KabushikiKaisha | 165·0 | 29·0 | 14·7 | Kobe<br>Japanese | |
| 29972<br>23828<br>RFTB | — **WoodSc** | 505<br>—<br>369 | | | | | 1918 | ................ | ShoshoYoko KabushikiKaisha | 159·8 | 27·5 | 15·5 | Kobe<br>Japanese | |
| ❊ 29973<br>446<br>PCSL | **Sanno Maru** **SteelScSr**<br>ssN.Yk.No.3-5,16<br>(*ex*Constitution, *ex*Hatasu) *Spar dk(ptIrn&ptStl)*<br>*2trB&deepframing*<br>*Elec.light* ssKob.No.1-21 | 3441<br>3132<br>2119 | ✠100A1<br>*Spar dk withfreeboard*<br>8,21 ~~6,19~~<br>✠LMC~~6,?~~ 8,21 | Sba<br>Kob | *v* | CL<br>1,21 | 1899<br>4mo | Furness, Withy&CoLd<br>WHartlepool<br>A&CP | FurukawaShoji Kaisha<br>*CellDBa* | 337·8<br>P27'B98'F37'<br>108'*uE&B*38' | 45·5 | 17·7<br>24·8<br>FK<br>*f*138' | Jinsen<br>Japanese<br>6*BHCem*<br>691t*APT*48t | T.3Cy.23½",38"&64"-42"(*s*)<br>180lb ~~100lb~~ 284NHP<br>2SB,6*cf*,GS94,HS4307<br>T.Richardsn&Sns,Ld.Hpl. |
| 29974<br>23572<br>RDPW | **Sannomiya Maru** **WoodAuxScSr** | 280<br>—<br>200 | | | | | 1918 | ................ | SuganoChokusu | 114·1 | 25·8 | 12·3 | Osaka<br>Japanese | |
| 29975<br>44237<br>TSHC | **Sannox** **WoodAuxSc**<br>Stranded&Sunk12,21<br>RTRam.82 *Par.Mot.*<br>(*ex*Test) ptIB 1*Dk*<br>(*See Sailing Ship Register*) | 155<br>154<br>104 | 2,82 | Ram | 9<br>C6 | | 1862<br>1920 | HWilliams<br>Portmadoc<br>*Rebuilt* 1920 *by* GerryBros.Ply. | J.H.Sharpe | 90·7<br>ND79 | 22·6 | 12·5 | Glasgow<br>British | Paraffin Motor<br>2Cy.13½"-14" 29NHP<br>InvincibleEngineWorks, Keighley |
| 29976<br>24462<br>RJLG | **Sanokowa Maru** **WoodSc** | 196<br>—<br>106 | | | | | 1918 | ................ | KawaiKoshiji | 103·1 | 24·0 | 11·5 | Sano<br>Japanese | |
| 29977<br>20391<br>NJBT | **Sanpeisan Maru** **SteelSc** | 674<br>—<br>380 | | | | | 1918 | ................ | KusakabeKyutaro | 172·7 | 30·0 | 14·5 | Minami-tonda<br>Japanese | |
| 29978<br>23732<br>ROWH | **Sanryu Maru** **SteelSc** | 1234<br>—<br>717 | | | | | 1918 | ................ | Horikogyo KabushikiKaisha | 225·0 | 33·0 | 18·7 | Wakamatsu<br>Japanese | |
| 29979<br>23573<br>RFSB | **Sansei Maru** **SteelSc** | 990<br>—<br>576 | | | | | 1918 | ................ | KobéKisen Shintaku KabushikiKaisha | 190·0 | 31·0 | 18·5 | Amagasaki<br>Japanese | |
| 29980<br>19582<br>NDRL | **Sansei Maru No. 2** **WoodSc** | 526<br>—<br>321 | | | | | 1917 | ................ | T.Soma | 168·7 | 26·0 | 16·0 | Hakodate<br>Japanese | |
| 29981<br>139925 | **Sanserit** **SteelScK**<br>ssHul.No.1-20<br>1*Dk* | 212<br>197<br>82 | ✠100A1<br>*StmTrawler*<br>2,22 ~~3,21~~<br>✠LMC8,20 | Abn | | CL<br>2,21 | 1916<br>11mo | A.Hall&Co.Ld.<br>Aberdeen<br>*Lloyd's A&CP* | A.Bruce | 115·5 | 22·1 | 11·9<br>BK7½" | Aberdeen<br>British<br>3*BHCem*<br>*DBf*19'12t | T.3Cy.12",20"&34"-24" (*s*)<br>180lb 78RHP<br>1SB,3*pf*,GS46,HS1433<br>A.Hall&Co.Ld.Aberdeen |
| 29982<br>125065 | **Sanson** **SteelScK**<br>ssAbn.No.3-9,12<br>ssFal.No.2-19<br>1*Dk* | 231<br>209<br>90 | ✠100A1<br>*StmTrawler*<br>9,21 ~~10.20~~<br>BS9,21<br>~~BS10,20~~ ✠LMC6,19 | Gms | | CL<br>6,19 | 1907<br>8mo | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>*Lloyd's A&CP* | StandardSteam FishingCo.Ld. | 120·0<br>Q60'F19' | 22·0 | 11·7<br>BK8" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¼",21"&34"-24" (*s*)<br>180lb 69RHP<br>1SB,2*pf*,GS34,HS1164<br>Amos&Smith,Hull |
| 29983<br>22346<br>NTdC | **Sansui Maru** **IronSc** | 248<br>—<br>127 | | | | | 1899 | ................ | Nakamura Seishichiro | 135·8 | 23·0 | 10·0 | Moji<br>Japanese | |
| 29984<br>792<br>SDLF | **Sant' Agostino** **IronScSr**<br>ssLon.No.3-5,79<br>(*ex*Sardegna,*ex* Gemma,*ex*Claremont) ssHam.No.1-84<br>2*Dks* | 874<br>695<br>543 | ✠<br>5,84 | Ham | | | 1868<br>5mo | C.Mitchell &Co.<br>Newcastle | Ravano&Corrado | 213·2<br>P38tF18t<br>*WB=DBa*65'*f*77' | 29·4 | 17·5 | Genoa<br>Italian<br>4*BHCem* | C.2Cy.26"&46"-27½"<br>NE00 92NHP<br>B *made* 86 *re-fitted* 00<br>H.Brandenburg,Ham. |
| ❊ 29985<br>110637<br>RNBT | **Sant' Andrea** **SteelSc4MstSr**<br>ssCal.No.3-10,15<br>(*ex*Marwarri,*ex* Glamorganshire, *ex*Marwarri) ssMdb.No.1-20<br>Wireless 2*Dks(Stl)&*<br>*Elec.light* *deepframing* | *5687*<br>*5389*<br>*3586* | ✠100A1<br>~~12,20~~ 2,22<br>✠LMC2,20 | Gen<br>Msl | *a*† | CL<br>12,20 | 1900<br>2mo | Gourlay Bros.&Co.<br>Dundee<br>*Lloyd's A&CP* | Ravano&Corrado<br>*Cell DBa* 131'*uE&B*75' | 445·0<br>P51'B115'F36'<br>*f*163'1014t*FPT*67t | 50·2 | 30·1<br>FK | Genoa<br>Italian<br>8*BHCem*<br>*APT*66t | T.3Cy.26½",46"&76"-51"(*s*)<br>200lb FD 615NHP<br>3SB&1Ax12*cf*GS192HS9057<br>GourlayBros.&Co.Dundee |
| ❊ 29986<br>133029 | **Sant Tookaram** **SteelScSr**<br>ssBom.No.3-9,21 ~~ssBom.No.2-18~~<br>*Elec.light* 1*Dk(Teak)&*<br>*Promenade dk(Teak)* | 291<br>258<br>118 | ✠ A1<br>9,21 ~~6,20~~<br>~~BS?,20~~ ✠LMC~~?,19~~ 9,21<br>*River & Coast Service—Bombay & Goa* | Bom | | CL<br>~~11,19~~<br>9,21 | 1912<br>4mo | Greenock&Grangemo'th Dockyd CoLd<br>Grangemo'th<br>*Lloyd's A&CP* | IndianCo-operativeNav.&Trading Co.Ld.<br>*W* | 180·1<br>*B=Cell DB uE* 18' | 27·9 | 9·7<br>FK | Bombay<br>British<br>7*BHCem*<br>21t*APT*8t | T3Cy.15½",25½"&40"-27"(*s*)<br>200lb 127NHP<br>2SB,6*cf*,GS90,HS2392<br>Cooper&Greig,Dundee |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29987<br>615<br>SFJB | Santa IronAuxScBk<br>(exSailing Vessel) 1Dk2trB<br>(See Sailing Ship Register) | 1004<br>912<br>756 | | | ... | | 1886 | R.Thompson&Sons<br>Sunderland | Soc.Anon.ArmatoriRiunitiLiguri-Lombardi | 205·8<br>Q45'F23' | 33·6 | 19·6<br>BK8" | Genoa<br>Italian | C.2Cy.11"&26"-15¾"<br>Emade85 re-fitted18 22NHP<br>B made 97 re-fitted 18<br>JarrowCo.London | 21 ″ 0 | IV |
| 29988<br>210767<br>LOQV | Santa Alicia SteelSc3MstSr<br>(exJohnA.Hooper)<br>Elec.light Mchy.Aft Wireless 1Dk<br>Fitted for oil fuel | 2244<br>1938<br>1321 | | | | | 1912 | Harlan&Hollings-worthCor.<br>Wlmgtn, Del. | GraceS.S.Co.Inc.<br>(W.R.Grace&Co. Mgrs.) | 283·3<br>P55'F33' | 44·0 | 22·5 | NewYork<br>Utd.States | T.3Cy.21",34"&56"-42"<br>203NHP<br>Harlan&HollingswrthCor. | | R |
| 29989<br>120852<br>HOPK | — SteelTwinScSr<br>(exBassa)<br>Elec.light 1Dk | 1001<br>812<br>545 | | | | | 1905 | DJ.Dunlop&Co.<br>Pt.Glasgow | SanAntonioS.S. Co.Ld.(J.S.Evernden, Mgr.) | 220·0 | 36·1 | 13·2 | London<br>British<br>WB | T.6Cy.13",21"&34"-24"<br>114NHP<br>D.J.Dunlop&Co.P.Gl. | | C |
| 29990<br>215880<br>LJMQ | Santa Ana SteelScSr<br>ssNYk.No.1-22<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless | 4869<br>4195<br>2892 | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,22 ~~1,20~~<br>✠LMC~~1,18~~ 2,22<br>Fitted for oil fuel 1,18 F.P. above 150°F. | NYk | y | CL<br>~~8,10~~<br>N2,22 | 1918<br>1mo | W Cramp&SonsS&EBCo<br>Philadelphia<br>A&CP | GraceS.S.Co.Inc.<br>(W.R.Grace&Co. Mgrs.) | 360·2<br>F onShelter dk 40'<br>FK<br>CellDB294'870tFPT | 51·6 | 33·5 | NewYork<br>Utd.States<br>7BHCem<br>70tAPT71t | Q4Cy25½",37",52½"&76"-54"<br>223lb FD 633NHP<br>4SB,12cf,GS214,HS8923<br>W.Cramp&SnsS&EBCPhl. | | |
| 29991<br><br>JPRC | — IronScSr<br>1Dk&Spar dk3trB<br>(exSiegfried,exMemphis) Wireless | 1555<br>1452<br>771 | | | ... | | 1872 | Withy,Alexandr&C.<br>Hartlepool | HijosdeJoséTaya, S.enC. | 250·3 | 33·0 | 17·0<br>23·9 | Barcelona<br>Spanish<br>WB | C.2Cy.33"&61"-33"<br>NB84 178NHP<br>T.Richardson&Sons,Hpl. | | |
| 29992<br>116944<br>KPRF | — WoodScSr<br>Elec.light Wireless 1Dk | 1203<br>—<br>730 | | | | | 1900 | H.R.Reed&Son<br>CoosBay,Or. | AlaskaS.S.Co. | 182·4 | 36·2 | 12·4 | P.Twnsnd<br>Utd.States | T.3Cy.13",22½"&38"-30"<br>79NHP<br>UnitedEng.Co.S.Francisco | | |
| 29993 | — WoodAuxSc3MstSr<br>OilEng.<br>Mchy.Aft 8&12yrs.Mat. 1Dk<br>Roof<br>(See Sailing Ship Register) | 187<br>150<br>166 | ✠<br>4.21 | Pasajes | | | 1919<br>3mo | Soc.Anon.Astilleros Pasajes<br>Pasajes | M.R.Sarmiento | 101·2 | 24·2 | 10·6 | S.Sebastn'<br>Spanish | Oil Engines 4S.C.SA<br>4Cy.5½"-7" 10NHP<br>BergiusLaunch&Eng.Co.<br>Glasgow | 11″11 | |
| 29994<br>213845<br>LFRN | Santa Barbara SteelSc<br>ssNYk.No.1-22<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>3rd dk(Stl)inNo.1hold only&Web frames<br>Wireless Longitudinal framing | 6197<br>5798<br>3742 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,22 ~~3,19~~<br>✠LMC~~1,16~~ 5,21<br>Fitted for oil fuel 1,16 F P. above 150° F. | NYk | z | CL<br>8,19 | 1916<br>1mo | W Cramp&SonsS&EBCo<br>Philadelphia<br>A&CP | GraceSteamship CompanyInc(W.R. Grace&Co. Mgrs.) | 404·6<br>F31'<br>FK<br>CellDB350'1229tDT | 53·9 | 34·2 | NewYork<br>Utd.States<br>6BHCem | Q4Cy25½"37",52½"&76"-54"<br>223lb (s) 611NHP<br>3SB,12cf,GS213,HS8446<br>W.Cramp&SnsS&EB CPhl<br>)32'826tFPT71tAPT16t | 36 ″ 9<br>s 8 ″ 9<br>28 ″5 | |
| 29995<br>117003<br>KQJW | — WoodScSr<br>1Dk | 695<br>612<br>527 | | | | | 1900 | W.F.Stone<br>SanFrancisco | J.R.HanifyCo. | 183·5 | 37·5 | 13·5 | S.Frncisco<br>Utd.States | | | |
| 29996<br>211722<br>LDGW | Santa Cecilia SteelScSr<br>ssBal.No.1-18<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless 3rd dk(Stl)in No. 1 hold only<br>&Web framesLongitudinal framing | 6462<br>5802<br>3836 | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,21 ~~11,19~~<br>BS12,20<br>~~BS10,19~~ ✠LMC3,18<br>Fitted for oil fuel 11,13 F.P. above 150° F. | NYk<br>Bal | z | CL<br>~~3,20~~<br>2,21 | 1913<br>11mo | WCramp&SonsS&EBCo<br>Philadelphia<br>A&CP | GreenStarS.S. Corp.<br>WB=Cell | 404·6<br>FK<br>DBa131'uE&B49'f | 53·9 | 34·2 | NewYork<br>Utd.States<br>7BHCem<br>166'1264tDT | Q4Cy25½",37",52½"&76"-54"<br>223lb (s) 611NHP<br>3SB,12cf,GS214,HS8446 FD<br>W.Cramp&SnsS&EBCPhl<br>f27'1065tFPT78tAPT20t | 36 ″ 9<br>s 8 ″ 9<br>28 ″ 5 | |
| 29997<br>211480<br>LDCQ | Santa Clara SteelScSr<br>ssNYk.No.2-21 ~~ssNYk.No.1-17~~<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>3rd dk(Stl)inNo.1hold only<br>&WebframesLongitudinal framing<br>Wireless | 6262<br>5832<br>3738 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~6,21 9,20~~ 3,22<br>6,21<br>~~BS9,19~~ ✠LMC~~11,17~~<br>Fitted for oil fuel 8,13 F.P. above 150° F. | NYk | z | CL<br>N8,19 | 1913<br>8mo | W.Cramp&SonsS&EBCo<br>Philadelphia<br>A&CP | Atlantic&Pacific S.S.Co.Inc, (W.R. Grace&Co. Mgrs.)<br>WB=Cell | 404·6<br>FK<br>DBa131'uE&B49'f | 53·9 | 34·2 | NewYork<br>Utd.States<br>7BHCem<br>166'1264tDT | Q4Cy25½",37",52½"&76"-54"<br>223lb 100lb (s) 611NHP<br>3SB,12cf,GS214,HS8446 FD<br>W.Cramp&SnsS&EBCPhl<br>f27'1065tFPT78tAPT20t | 36 ″ 9<br>s 8 ″ 9<br>28 ″ 5 | |
| 29998<br>140205 | — SteelScSr<br>"Den of Airlie," See No. 37058 in Supplement<br>Elec.light 2Dks&Shelter dk | 5485<br><br>3397 | | | | | 1914 | Act.Ges. "Weser"<br>Bremen | C.Barrie&Sons | 401·9<br>B45' | 54·9 | 28·1<br>36·2 | London<br>British<br>WB | T.3Cy.28",44"&72⅔"-53$\frac{1}{10}$"<br>382NHP<br>A.G."Weser,"Bremen | | |
| 29999<br>212712<br>LDVB | — SteelScSr<br>ssShl.No.3-2,09<br>ssNYk.No.2-18<br>(exSavan) 1Dk(Stl)&Spar dk(Stl)<br>Wireless &deep framing | 2584<br>2332<br>1668 | ✠100A1<br>Spar dk<br>10,20<br>MS12,16 ✠LMC<br>✠NB9,19 DBS3,20 | NYk | t | CL<br>3,20 | 1896<br>10mo | JReadhead&Sons<br>SouthShields<br>A&CP | American&Cuban S.S.LineInc.<br>WB=Cell DBa98' | 312·6<br>P65'B90'F38'<br>FK<br>uE&B42'f126'587t | 41·2 | 14·9<br>23·2 | NewYork<br>Utd.States<br>5BHCem<br>APT10t | T.3Cy.25",40"&65"-42" (r)<br>160lb 80lb 260NHP<br>1SB,3cf,GS60,HS2973 FD<br>J.Readhead&Sons,S.Shl. | 25 ″ 7<br>s 4 ″ 0<br>21 ″ 11 | |
| 30000<br>213389 | — SteelPad | 2282<br>—<br>1308 | | | | | 1915 | SouthernPacificCo.<br>Oakland,Cal. | SouthernPacific RailroadCo. | 273·0 | 42·3 | 15·3 | S.Frncisco<br>Utd.States | | | |
| 30001 | — WoodAuxSc<br>Motor<br>1Dk<br>(See Sailing Ship Register) | 101<br>—<br>77 | | | | | 1917 | M.deButiaLotina&Co.<br>Bermeo | LaMorueFrançaise&Sécheries deFécamp | 79·8 | 22·0 | 8·2 | Fécamp<br>French | Motor<br>6Cy.5"-6$\frac{5}{16}$" 7NHP<br>Yereguy&Cia.Zumaya | | V |
| 30002<br>210888<br>LCSM | Santa Cruz SteelScSr<br>ssTac.No.2-22 ~~ssS.Fo.No.1-17~~<br>Elec.light 2Dks(Stl)&Webframes<br>Wireless Longitudinal framing | 4826<br>4006<br>2984 | ✠100A1<br>3,22 ~~10,20~~<br>~~BS7,20~~ ✠LMC~~5,17~~<br>9,21 | SFo<br>Tac | x | CL<br>~~7,19~~<br>3,22 | 1913<br>2mo | W Cramp&SonsS&EBCo<br>Philadelphia<br>A&CP | Atlantic&Pacific S.S.Co.Inc. (W.R. Grace&Co.Mgrs.)<br>WB=CellDBa130' | 384·0<br>P31'B122'F40'<br>FK<br>uE&B46'f160'988t | 50·2 | 26·6 | NewYork<br>Utd.States<br>7BHCem<br>APT31t | T.3Cy.26",43½"&72"-51" (s)<br>180lb 100lb 481NHP<br>3SB,9cf,GS159,HS6813 FD<br>W.Cramp&SnsS&EBC Phl | 28 ″ 6<br>s 5 ″ 5<br>23 ″ 5 | |
| 30003<br><br>MODW | — SteelScSr<br>Elec.light 1Dk&Spar dk | 1475<br>1325<br>930 | | | | | 1904 | FredrkstadMek.Værks.<br>Fredrikstad | D/S A/S Otto ThoresensLinie (Otto&ThorThoresenA/S, Mgrs.) | 237·7<br>B77tH54t | 35·1 | 19·6 | Chrstiania<br>Norwegian<br>WB | T.3Cy.17",30"&49"-33"<br>138NHP<br>FredrikstadM.V.Frdstad. | | N |
| 30004<br>23563<br>JBWH | — WoodScSr<br>(Salvage Vessel)<br>Wireless 2Dks | 511<br>254<br>361 | | | | | 1868 | J.Ringat<br>SanFrancisco | PugetSound SalvageCo. | 133·0 | 31·2 | 10·4 | Seattle<br>Utd.States | C.2Cy.18"&34"-28"<br>51NHP<br>RisdonIrnWrks,S.Frncsco | | |
| 30005 | Santa Elena SteelSc<br>Elec.light Sub.Sig.Wireless 2Dks | 7415<br>5650<br>4732 | | | | | 1907 | Blohm&Voss<br>Hamburg | FrenchGovernment | 430·9<br>P&B349'F50' | 54·8 | 29·2 | French<br>WB | Q.4Cy.24$\frac{13}{16}$",35½",48¾"&72$\frac{13}{16}$"-53" 385NHP<br>Blohm&Voss,Hamburg | | |
| 30006 | — SteelScSr<br>ssPly.2ndNo.3-6,12<br>(exMelmore) 1Dk<br>Elec.light Welldeck | 424<br>293<br>180 | ✠<br>3,20<br>✠<br>Fitted for oil fuel 6,14 F P. above 150°F. | SFo | g | | 1892<br>7mo | D.J.Dunlop&Co.<br>Pt.Glasgow | GermanE.Leith | 156·2<br>P83'F59'<br>BK6"<br>WB=FPT | 25·8 | 11·3 | Callao<br>Peruvian<br>5BHCem<br>29tAPT14t | T.3Cy.15",23"&38"-27"<br>96RHP<br>1SB,3rf,GS52,HS1516<br>D.J.Dunlop&Co.,P.Gls. | 12 ″ 0 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Equipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30007<br>216128<br>LRGV | **Santa Elisa** SteelScSr<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless | 5004<br>4483<br>3021 | ✠100A1<br>Shelter dk withfreeboard<br>~~3,21~~ ~~5,20~~ 12,21<br>MS5,20 ✠LMC6,19<br>Fitted for oil fuel 6,19 F.P. above 150°F. | NYk | x | CL<br>12,21 | 1919<br>3mo | NewYork S.B.Corp. Camden, N.J.<br>A&CP | GraceSS.Co.Inc. (W.R.Grace&Co. Mgrs.)<br>CellDB292'870t | 360·3<br>F40'onShelter dk FK<br>FPT61tAPT11t | 51·7 | 31·1 | NewYork<br>Utd. States<br>Cem<br>6BIltoSh dk<br>1 „ „ U „ | Q4Cy25½"38½"55½"&81"-54"<br>220lb (s) 663NHP<br>4SB,12cf,GS214,HS8953 FD<br>N.YorkSBCorpCamdenNJ | 33<br>9<br>24 |
| 30008<br>220573<br>MSKC | **Santa Eulalia** SteelSc<br>Elec.light 1Dk(Stl)2trB<br>Wireless | 2560<br>2203<br>1586 | ✠100A1<br>2,22 ~~1,21~~<br>✠LMC9,20<br>Fitted for oil fuel 9,20 F.P. above 150° F. | NYk | s | CL | 1920<br>9mo<br>CP | Toledo S.B.Co. Toledo | American&Cuban S.S.Line,Inc.<br>CellDB204'444t | 251·0<br>P25'B64'F23' FK<br>DTa12'87t FPT69t | 43·6 | 25·8 | NewYork<br>Utd. States<br>4BHptCem<br>APT95t | T.3Cy.22",36"&59"-42" (s)<br>180lb 315NHP<br>2SB,6cf,GS105,HS4640 FD<br>ToledoS.B.Co.Toledo,O. | 28<br>4<br>24 |
| 30009<br>~~148322~~<br>~~KBVG~~ | **Santa Fé** SteelScSr<br>Sub.Sig.<br>Elec.light Wireless 1Dk&Spardk2trB | 5342<br>4127<br>3395 | | | | | 1901 | C.S.Swan& Hunter,Ld. Newcastle | HamburgSüdamerikanische Dampfschifffahrts Ges. | 390·0<br>P37'B238'F48' | 47·8 | 27·0 | ~~British~~<br>German WB | T.3Cy.25½",48"&74"-48"<br>379HP<br>WllsndSlipwy.Co.Ld.Nwc | |
| 30010<br>216005<br>LJRK | **Santa Flavia** WoodTwinScSr OilEng.<br>Elec.light Wireless 2Dks | 2113<br>—<br>1424 | | | | | 1918 | Aberdeen S.B.Co.Ld. Aberdeen,US | GraceSS.Co.Inc. (W.R.Grace&Co. Mgrs.) | 225·6<br>B60' | 43·6 | 25·8 | NewYork<br>Utd. States | Oil Engines 2S.C.SA<br>8Cy.16½"-18 15/16" 183NH<br>J&CGBolindersCoLdSkm | |
| 30011<br>145240<br>KJFC | **Santa Gertrudis** SteelSc<br>Fitted for oil fuel<br>Elec.light Ref.Mchy. 1Dk | 1408<br>1104<br>725 | | | | | 1921 | NVSchpsw deMerwede Hardinxveld | SanAntonioS.S. Co.Ld.(J.S.Everden,Mgr) | ~~287·0~~<br>P40'B60'F25'<br>238·6 | ~~36·5~~<br>36·6 | ~~18·0~~<br>15·0 | London<br>British WB | T.3Cy.17",28"&46"-36"<br>127NHP<br>Kuy&v/dRhee,Rotterdam | |
| 30012 | **Santa Inés** SteelScSr<br>ow named "Rio de Janeiro," See No. 3913 in Supplement<br>Elec.light 3Dks | 5199<br>4845<br>3224 | | | | | 1914 | Bremer Vulcan Vegesack | HamburgSüdamerikanischeDampfschiff.Gesellschaft | 401·9 | 55·0 | 27·8 | Hamburg<br>German<br>WB | T.3Cy.27½",45⅝"&74"-49½"<br>380NHP<br>BremerVulkan,Vegesack | |
| 30013<br>205095<br>KWPF | **Santa Inez** SteelScSr<br>(exFalcon)<br>Fitted for oil fuel 1Dk | 1742<br>—<br>982 | | | | | 1908 | MoranCo. Seattle, Wash. | GraceSS.Co.Inc. (W.R.Grace&Co. Mgrs.) | 240·0 | 41·0 | 16·5 | New York<br>Utd. States WB | T.3Cy.17",28"&47½"-36"<br>135NHP<br>MoranCo.Seattle,Wash. | |
| * 30014<br>220419<br>MBFC | **Santa Isabel** SteelSc<br>Elec.light 1Dk(Stl)2trB<br>Wireless | 4295<br>3967<br>2749 | ✠100A1<br>2,22 ~~2,21~~<br>✠LMC8,20<br>Fitted for oil fuel 8,20 F.P. above 150° F. | NYk | s | CL | 1920<br>8mo<br>A&CP | Toledo S.B.Co. Toledo,O. | American&Cuban S.S.Line,Inc.<br>CellDB204'444t | 251·0<br>P25'B64'F23' FK<br>DTa12'87t FPT69t | 43·6 | 25·8 | NewYork<br>Utd. States<br>4BHptCem<br>APT95t | T.3Cy.22",36"&59"-42" (s)<br>180lb 315NHP<br>2SB,6cf,GS105,HS4640 FD<br>ToledoS.B.Co.Toledo,O. | 28<br>4<br>24 |
| 30015 | — WoodTwinScSr OilEng.<br>Elec.light 2Dks | 1919<br>1713<br>1162 | | | | | 1917 | Mathews S.B.Co. Hoquaim, Wash. | GonzalezSofia&Co | 216·5 | 42·5 | 25·1 | Valparaiso<br>Chilian | Oil Engines 2S.C.SA<br>8Cy.16½"-18 15/16" 183NH<br>J&CG.BolindersCoLdSkn | |
| 30016 | **Santa Julia** SteelSc<br>(exPrincess) ssHfx.2ndNo.3-6,20<br>1Dk(Irn pt ws)&Awng dk | 542<br>498<br>252 | ✠100A1<br>Awng dk withfreeboard<br>6,20 ✠LMC6,20<br>Fitted for oil fuel11,20 F.P. above 150°F. | Hfx | g | 6,20 | 1896<br>10mo<br>A&CP | Grngemth DockyardCo. Grangmouth | GermanE.Leith | 165·0<br>BK7'<br>DBf30'42tFPT17t | 26·0 | 10·2<br>17·7 | Callao<br>Peruvian<br>4BHCem WB<br>APT18t | T.3Cy.16",26"&42"-30" (s)<br>160lb 97NHP<br>1SB,3cf,GS65,HS1650<br>Muir&Houston,Ld.Gls. | 18 |
| 30017<br>218346<br>LRQK | **Santa Leonora** SteelScSr<br>Elec.light 2Dks&Shelter dk<br>Sub.Sig. Fitted for oil fuel<br>Wireless | 5281<br>4483<br>3083 | | | ... | | 1919 | NewYork S.B.Corp. Camden, N.J. | UnitedStates ShippingBoard | 360·3<br>F40' on Shelter dk FK | 51·7 | 31·1 | Phildlphia<br>Utd. States WB | Q4Cy.25½",38½",55½"&81"-54"<br>663NHP<br>NewYorkS.B.Corp. | 33 |
| 30018<br>87<br>SFKD | **Santa Lucia** SteelScSr<br>Elec.light 1Dk | 452<br>346<br>142 | | | | | 1912 | Cant.Nav. Riuniti Ancona | Cia.Napoletana di Navigazione | 179·2 | 26·0 | 12·7 | Naples<br>Italian | T3Cy15¾",24 7/16"&37⅝"-19 11/16"<br>62NHP<br>Cant.Nav.Riuniti,Ancona | |
| 30019<br>216215<br>LKNV | **Santa Luisa** SteelScSr<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless | 4847<br>4196<br>2889 | ✠100A1<br>Shelter dk withfreeboard<br>~~3,21~~ 2,22 ✠LMC5,18<br>Fitted for oil fuel 5,18 F.P. above 150° F. | NYk | y | CL<br>8,21 | 1918<br>5mo | WCramp& SonsS&EBCo Philadelphia<br>A&CP | GraceS.S.Co.Inc. (W.R.Grace&Co. Mgrs.)<br>CellDB294'870t | 360·2<br>F40'onShelter dk FK<br>FPT70t | 51·6 | 22·8<br>30·8 | NewYork<br>Utd. States<br>7BHCem<br>APT71t | Q.4Cy.25½",37",52½"&76"-54" (s) 223lb 633NHP<br>4SB,12cf,GS215,HS8923 FD<br>W.Cramp&SnsS&EBCPh | 33<br>9<br>24 |
| 30020<br>217933<br>LQTW | **Santa Malta** SteelScSr<br>2Dks(Stl)&Shelter dk(Stl)3rd dk(Stl)inNo.1hold only&Web frames<br>Elec.light Longitudinal framing<br>Sub.Sig. Cargo battens not fitted in<br>Wireless 'tween dks&Shelter 'tween dks | 6270<br>6028<br>3840 | ✠100A1<br>Shelter dk withfreeboard<br>3,22 ~~3,21~~ ✠LMC4,19<br>Fitted for oil fuel 4,19 F.P. above 150°F. | NYk<br>Bal | z | CL<br>6,20 | 1919<br>5mo | W.Cramp &Sons S.&E.B.Co. Philadelphia<br>A&CP | Atlantic&Pacific ~~Grace~~S.S.Co.Inc. (W.R.Grace&Co. Mgrs.)<br>CellDB314'1188t | 404·6<br>F31 onShelter dk FK<br>FPT69t APT17t | 53·9 | 26·2<br>36·7 | NewYork<br>Utd. States<br>7BHCem | Q4Cy25½"37"52½"&76"-54"<br>223lb (s) 633NHP<br>4SB12cf,GS215,HS8923 FD<br>W.Cramp&SnsS&EBCPhl | 36<br>8<br>28 |
| 30021 | **Santa Maria** SteelSc<br>Elec.light Sub.Sig. Wireless 2Dks | 7401<br>5583<br>4752 | | | | | 1907 | Flensburgr Schiffsb.Ges. Flensburg | | 426·1<br>P&B349'F49' | 55·3 | 29·5 | WB | Q.4Cy.23¼",33¾",49¼"&72"-54" NB12 381NHP<br>FlensburgerSchiffsb.Ges. | |
| 30022 | — IronScSr<br>(exCaminha,exCalderon, exArlindo) 2Dks | *1054*<br>*967*<br>*660* | ✠<br>4,71 | Nwc | Lv | | 1871<br>2mo | A.Leslie& Co. Newcastle | Barcellos&Moura | 249·2<br>H87t | 29·3 | 16·9 | R.Janeiro<br>Brazilian<br>4BH1PBH | C.2Cy.27"&52"-36"<br>135NHP<br>R.Stephenson&Co.Nwc | |
| 30023 | — SteelScSr<br>Elec.light 1Dk(Teak)&Prom.dk(Teak) | *195*<br>*139*<br>*132* | ✠<br>3,15<br>For River purposes only<br>✠ | PGl | | | 1910<br>9mo | Murdoch & Murray Pt.Glasgow | A.F.Cabral | 120·0<br>F19' FK | 26·0 | 6·7 | Para<br>Brazilian<br>6BHCem | C.2Cy.14"&29"-20"<br>51NHP<br>1SB,2pf,GS34,HS1048<br>Ross&Duncan,Glasgow | 7 |
| 30024<br>212651<br>LDSM | **Santa Marta** SteelScSr<br>Wireless Sub.Sig.<br>Elec.light Ref.Mchy. 2Dks&2ptDks | 4544<br>3903<br>2772 | | | | | 1909 | Workman, Clark&Co. Ld Belfast | SantaMartaS.S. Corp. (United FruitCo.Inc. | 378·8<br>B160'F44' | 50·3 | 29·1 | NewYork<br>Utd. States WB | T.3Cy.27",45"&75"-54"<br>413NHP<br>Wrkman,Clark&Co.Ld.Bel | |
| 30025 | **Santa Martha** WoodAuxSc 3MstSr OilEng<br>(See Sailing Ship Register) | 436<br>—<br>385 | | | | | 1919 | J.F.Pereira Vianna do Castello | Empreza ConstruçõesNavaes,Ltda. | 141·1 | 28·8 | 16·5 | Lisbon<br>Portuguese | Oil Engines<br>4Cy.13¾"-16 3/16" 38NHP<br>Petter,Yeovil | |
| 30026<br>117115<br>KRLT | **Santa Monica** WoodScSr<br>1Dk | 497<br>452<br>318 | | | | | 1902 | W.F.Stone S.Francisco | J.R.HanifyCo. | 166·0 | 34·0 | 12·0 | S.Frncisco<br>Utd. States | FultonE.&S.B.Wrks.S.Fo. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Year Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30027<br>216438<br>LKVJ | **Santa Olivia** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*3rd dk*(*Stl*)*in No.1 hold only & Web frames*<br>Wireless *Longitudinal framing* | 6339<br>5992<br>3911 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>6,21 ~~12,20~~ ✠LMC6,18<br>*Fitted for oil fuel* 6,18 *F.P. above* 150° F. | NYk | *z* | CL<br>12,20 | 1918<br>7mo | W Cramp&<br>SonsS&EBCo<br>Philadelphia<br>A&CP | Atlantic&Pacific<br>S.S.Co.Inc. (W.R.<br>Grace&Co. *Mgrs.*)<br>*CellDB*346'1209t *DTf*32'826t*FPT*71t *APT*16t | 404·6\|53·7\|26·2<br>34·2<br>F31'*onShelterdk* FK | NewYork<br>Utd.States<br>6*BHCem* | Q.4Cy25½"37"52½"&76"–54"<br>222lb (*s*) 629NHP<br>3SB,*12cf*,GS214,HS8881 FD<br>WCramp&SnsS&EBC.Phl | 36 ″ 9<br>s 8 ″ 9<br>28 ″ 5 | |
| 30028<br>214901<br>LGVF | **Santa Paula** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*3rd dk*(*Stl*) *in No.1 hold only Web frames*<br>Wireless *Longitudinal framing* | 6275<br>5992<br>3833 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,21 ✠LMC4,17<br>*Fitted for oil fuel* 4,17 *F.P. above* 150°F. | NYk | *z* | CL<br>8,19 | 1917<br>4mo | WCramp&<br>SonsS&EBCo<br>Philadelphia<br>A&CP | GraceS.S.Co.Inc.<br>(W.R.Grace&Co.<br>*Mgrs.*)<br>*CellDB*346'1209t*DTf*32' 826t *FPT*71t *APT*16t | 404·6\|53·9\|34·2<br>F*onShelter dk* 31'<br>FK | NewYork<br>Utd.States<br>6*BHCem* | Q.4Cy25½"37"52½"&76"–54"<br>223lb (*s*) 631NHP<br>3SB,*12cf*,GS214,HS8881 FD<br>WCramp&SnsS&EBC.Phl | 36 ″ 9<br>s 8 ″ 9<br>28 ″ 5 | |
| 30029 | **Santa Rita** SteelScSr<br>*Elec.light* 2*Dks&deep framing*<br>Wireless Sub.Sig. | 5650<br>4344<br>3602 | | | | | 1905 | Reiherst'g<br>Schiffsw.<br>Hamburg | | 392·0\|50·2\|28·0<br>P36'B239'F50' | German<br>*WB* | T.3Cy25$\tfrac{3}{16}$",45$\tfrac{5}{16}$"&72$\tfrac{13}{16}$"–48"<br>367NHP<br>Reiherst.Maschinenf.Ham. | | |
| 30030<br>Missing since 10,21<br>[illegible]<br>KRPL | — SteelSc4MstSr<br>ssN.Ns.No.3–12,18<br>(*ex*Minnewaska) 2*Dks*(*Stl*)3*trB*<br>*Elec.light*<br>Wireless | 5273<br>4925<br>3862 | ✠ ~~100A1~~<br>5,21 ~~10,20~~<br>~~BS8,20~~ ✠~~LMC12,18~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 10,06 *F.P. above* 150°F. | NNs<br>Bal | *z* | CL<br>~~5,19~~<br>5,21 | 1902<br>10mo | American<br>S.B.Co.<br>Cleveland<br>A&CP | AmericanFuelOil<br>&Transportation<br>Co.Inc.<br>*WB=CellDBuE&* B78'296t | 430·0\|43·7\|29·4<br>B90'F33'<br>FK | Wilmgton<br>(Del.)<br>Utd.States<br>14*BHCem* | T.3Cy.27",42½"&73"–48" (*s*)<br>170lb 477NHP<br>4SB,*8cf*,GS148,HS6898 FD<br>AmericanS.B.Co.Clevelnd. | 33 ″ 0 | |
| 30031<br>210894<br>LCSP | — SteelScSr<br>*Fitted for oil fuel*<br>(*ex*WilliamChatham) 1*Dk*<br>*Mchy.Aft* *Elec.light* Wireless | 1600<br>1335<br>915 | | | | | 1913 | UnionIron<br>Works<br>SanFrancisco | GraceS.S.Co.Inc.<br>(W.R.Grace&Co.<br>*Mgrs.*) | 234·5\|42·7\|14·5 | NewYork<br>Utd.States | T.3Cy.19",31"&50"–40"<br>158NH<br>UnionIronWorks | | R |
| 30032<br>214725<br>LGRB | **Santa Rosa** SteelScSr<br>ssN.Yk.No.1–20<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Web frames 3rd dk*(*Stl*)*in No.1 hold only*<br>Wireless *Longitudinal framing* | 6415<br>5992<br>3918 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,22 ~~4,21~~ ✠LMC4,21<br>*Fitted for oil fuel* 2,17 *F.P. above* 150° F. | NYk | *z* | CL<br>N11,19 | 1917<br>1mo | W Cramp&<br>SonsS&EBCo<br>Philadelphia<br>A&CP | GraceS.S.Co.Inc.<br>(W.R.Grace&Co.<br>*Mgrs.*)<br>*CellDB*350'1229t *DTf* 32' 826t *FPT* 71t*APT*16t | 404·6\|53·9\|34·2<br>F*onShelter dk*31'<br>FK | NewYork<br>Utd.States<br>6*BHCem* | Q4Cy25½"37",52½"&76"–54"<br>223lb (*s*) 631NHP<br>3SB,*12cf*,GS214,HS8881 FD<br>W.Cramp&SnsS&EBCPhl | 36 ″ 9<br>s 8 ″ 9<br>28 ″ 5 | |
| 30033 | — SteelTwinScSr<br>*Elec.light* (*ex*Talca) 2*Dks* | 414<br>—<br>333 | | | | | 1883 | ..............<br>Glasgow | Flli.Chiappe | 175·0\|28·0\|11·0 | Callao<br>Peruvian | C.<br>NB07 | | |
| 30034<br>117627 | **SantaRosaIsland** WoodAuxScSr<br>*PetrolMotor*<br>(*See Sailing Ship Register*) 1*Dk* | 140<br>—<br>104 | | | | | 1903 | ..............<br>Wilmington,<br>Cal. | Vail&Vickers | 87·0\|26·0\|8·9 | LsAngeles<br>Utd.States | Petrol Motor | | |
| 30035<br>212569<br>LDPN | **Santa Rosalia** SteelScSr<br>ssN.Yk.No.2–19<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Wireless *Longitudinal framing* | 5717<br>4970<br>4297 | ✠100A1<br>8,21 ~~2,21~~<br>✠LMC<br>MS7,19 BS~~8,21~~4,22 | Mob<br>NYk | *z* | CL<br>2,21 | 1911<br>10mo | W.Hamil-<br>ton&Co.Ld.<br>Pt.Glasgow<br>*Lloyd'sA&CP*<br>*Intermediate'tween dk bulkhd in after hold dispensed with* | United StatesSteel<br>ProductsCo.Inc.<br>*WB=Cell*<br>*DBa*129'*uE*21' *f*176'1093t *DTa*36' 958t*APT*39t | 406·0\|52·6\|27·7<br>P36'B120'F45'<br>FK | NewYork<br>Utd.States<br>6*BHCem* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb ~~100lb~~ 476NHP<br>2SB,*8cf*,GS156,HS6697 FD<br>J.G.Kincaid&Co.Ld.Grk. | 30 ″ 3<br>s 6 ″ 1<br>24 ″ 7 | |
| 30036<br>216380<br>LKSR | **Santa Tecla** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)<br>Sub.Sig. Wireless | 2492<br>2202<br>1483 | ✠100A1<br>4,22 ~~1,20~~<br>✠LMC7,18<br>*Fitted for oil fuel* 7,18 *F.P. above* 150° F. | NYk | *t* | CL<br>N1,20 | 1918<br>7mo | NewYork<br>S.B.Corp.<br>Camden,N.J.<br>A&CP | GraceS.S.Co.Inc.<br>(W.R.Grace&Co.<br>*Mgrs.*)<br>*Cell DB*264'652t *FPT*89t*APT*106t | 298·6\|40·0\|22·9<br>P35'B78'F28'<br>FK | NewYork<br>Utd.States<br>6*BHCem* | T.3Cy.19¾",31½"&54¼"–36"<br>200lb (*r*) 262NHP<br>2SB,*4cf*,GS84,HS3860 FD<br>NYorkSBCorpCamden NJ | 26 ″ 0<br>s4 ″ 11½<br>21 ″ 5 | |
| 30037<br>216969<br>LNBP | **Santa Teresa** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless ~~*Cargo battens not fitted in'tween dks or Shelter'tween dks*~~ | 4858<br>4320<br>2888 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,22 ~~3,21~~ ~~13,20~~ ✠LMC11,18<br>*Fitted for oil fuel* 11,18 *F.P. above* 150°F. | Phl<br>NYk | *y* | CL<br>4,21 | 1918<br>11mo | WCramp&<br>SonsS&EBCo<br>Philadelphia<br>A&CP | GraceS.S.Co.Inc.<br>(W.R.Grace&Co.<br>*Mgrs.*)<br>*CellDB*295'870t *FPT*70t*APT*71t | 360·2\|51·6\|22·8<br>30·8<br>F40'*on Shelter dk* FK | NewYork<br>Utd.States<br>*Cem*<br>6*BHtoSh dk*<br>1 ,, ,, *U* ,, | Q4Cy25½"37"52½"&76"–54"<br>223lb (*s*) 633NHP<br>4SB,*12cf*,GS214,HS8923 FD<br>W.Cramp&SnsS&EBCPhl | 33 ″ 6<br>s 9 ″ 4½<br>24 ″ 6 | |
| 30038<br>Sunk by Mine 9,21 | — SteelSc<br>(*ex*RandolphS.Warner)<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB* | 3299<br>—<br>1864 | | | | | 1901 | Superior<br>S.B.Co.<br>W.Superior | Ravano&Corrado | 332·0\|42·0\|22·7 | Genoa<br>Italian<br>*WB* | T.3Cy.20",33"&54"–40"<br>184NHP<br>SuperiorS.B.Co. | | L |
| 30039<br>RBSQ | **Santa Theresa** SteelSc<br>*Elec.light* *Mchy.Aft* 2*Dks* | 3739<br>3354<br>2310 | | | | | 1910 | Bremer<br>Vulkan<br>Vegesack | ~~MitchellCotts&Co~~<br>HamburgSudamerikanischeDampfs Ges | 351·0\|50·2\|23·8<br>P24'B224'F40' | Hamburg<br>German | T3Cy22$\tfrac{1}{16}$",36⅝"&58$\tfrac{19}{32}$"–41⅜"<br>228NHP<br>BremerVulkan,Vegesack | | |
| 30040<br>135578<br>JFMG | — SteelScSr<br>ssNpt.No.1–19<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2016<br>1848<br>1208 | ✠100A1<br>6,21 ~~10,20~~ ~~11,21~~ 12,21<br>~~BS5,20~~ ✠LMC2,19<br>BS6,21 | NYk | *s* | CL<br>~~6,19~~<br>6,21 | 1914<br>5mo | Dunlop,<br>Bremner&<br>Co.Ld.<br>Pt.Glasgow<br>*Lloyd'sA&CP* | SantaClaraS.S.Co.<br>Ld. (Thos.Royden<br>&Sons,*Mgrs.*)<br>*BH in fore hold dispensed with*<br>*WB=Cell DBa*85'*uE*15'*f*121' 529t*FPT*79t*APT*61t | 290·7\|42·2\|19·4<br>P22'B73'F36'<br>*Intermediate* FK | Liverpool<br>British<br>*Cem*<br>4*BHonly* | T.3Cy.21",35"&57"–36" (*s*)<br>180lb *100lb* 236NHP<br>2SB,*6cf*,GS94,HS3990<br>Dunlop,Bremner&Co.Ld.<br>Pt.Gls. | 21 ″ 7<br>s 3 ″ 1½<br>18 ″ 9 | |
| 30041 | **Santa Ursula** SteelSc<br>*OilEng.*<br>*Elec.light* *Mchy.Aft* 1*Dk* | 318<br>234<br>191 | | | | | 1920 | Akt.Vax-<br>holmsvarfvet<br>Ramsö | AlvaroRodriguez | 131·7\|23·9\|10·4<br>Q38'B8'F18' | Teneriffe<br>Spanish<br>*WB* | Oil Engine<br>4Cy.15"–16⅓" 69NHP<br>J&CGBolindersCoLd.Skm | | N |
| 30042<br>220624<br>MDLQ | **Santa Veronica** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*)2*trB* | 2560<br>2203<br>1586 | ✠100A1<br>2,22 ~~10,20~~<br>✠LMC10,20<br>*Fitted for oil fuel* 10,20 *F.P. above* 150°F. | ~~Toledo~~<br>NYk | *s* | CL | 1920<br>10mo | ToledoS.B.<br>Co.<br>Toledo,O.<br>A&CP | American&Cuban<br>S.S.Line,Inc.<br>*CellDB*204'444t *DTa*12'87t *FPT*69t *APT*95t | 251·0\|43·6\|25·8<br>P25'B64'F23'<br>FK | NewYork<br>Utd.States<br>4*BHptCem* | T.3Cy.22",36"&59"–42" (*s*)<br>180lb 315NHP<br>2SB,*6cf*,GS105,HS4640 FD<br>ToledoS.B.Co.Toledo,O. | 28 ″ 2<br>s 4 ″ 3½<br>24 ″ 2 | |
| 30043 | **Santarem** SteelScSr<br>(*ex*Eisenach)<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 6757<br>5020<br>4212 | | | | | 1908 | Bremer<br>Vulkan<br>Vegesack | BrazilianGovernment (Operated by theFrench Government) | 419·6\|54·5\|27·8<br>P&B286'F68' | R.Janeiro<br>Brazilian<br>*WB* | Q.4Cy.24",34½",50⅛"&72⅝"–53⅞"<br>387NHP<br>BremerVulkan,Vegesack | | V |
| 30044<br>22574<br>NVFT | **Santen Maru** SteelSc | 1211<br>—<br>710 | | | | | 1918 | .............. | MitsuiBussan<br>KabushikiKaisha | 225·7\|33·5\|18·5 | Kobe<br>Japanese | | | |
| 30045<br>118075<br>VNLG | **Santeramo** SteelScSr<br>(*ex*Arranmore)<br>*Elec.light* Wireless 1*Dk*2*trB* | 3045<br>2875<br>1934 | *Now named* "AnnaVassilakis," *See No.* 36242 *in Supplement* | | | | 1904 | Richards'n<br>Duck&Co.<br>Stockton | GulfLine,Ld. | 346·0\|45·0\|24·1<br>P32'B108'F36' | Liverpool<br>British<br>*WB* | T.3Cy.25",42"&68"–45"<br>310NHP<br>Blair&Co.Ld.Stockton | | C |
| 30046<br>113988<br>STWO | **Santhia** SteelScSr<br>*Elec.light* 2*Dks*(*Stl–U* teak s)3*trB*<br>Wireless *& Web frames* | 5192<br>4897<br>3353 | ✠<br>11,01<br>✠ | Dmb | *z* | | 1901<br>11mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndiaStm.<br>Nav.Co.Ld.<br>*WB=CellDBa*123'*uE&B*50'*f*188' 1118t*DTf*30'917t*FPT*207t*APT*117t | 411·0\|50·7\|29·1<br>B90'F57'<br>FK | Glasgow<br>British<br>6*BHCem* | T.3Cy.26½",42"&66½"–51"<br>383NHP<br>2SB,*6cf*,GS122,HS5391 FD<br>Denny&Co.Dumbarton | 32 ″ 0 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30047 | **Santi** SteelSc<br>ssBbo.2ndNo.3–1,21<br>(*ex*Aquarius,*ex*Hampstead) 1*Dk*(*Irn*)<br>*Welldeck* Wireless &*deep framing* | 1783<br>1391<br>1105 | ✠100A1<br>1,21<br>BS4,22 | Bbo<br>✠LMC1,21 | *r* | 1,21 | 1900<br>10mo | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>A&CP | CiaNavieraAmaya<br>S.A.<br>*CellD* | 268·4<br>P27'Q74'B50'F29'<br>FK<br>*B220'510t FPT37t* | 37·7 | 16·9 | Bilbao<br>Spanish<br>4*BHCem*<br>*APT51t* | T.3Cy.20½",33"&54"–39" (*s*)<br>160lb *100lb* NDB21 196NHP<br>2SB,*6pf*,GS84,HS3143<br>G.Clark,Ld.,Sunderland | 19 |
| 30048<br>212909<br>LFOV | **Santiago** SteelScSr<br>(*ex*Tabaristan)<br>*Elec.light* Wireless 1*Dk*&*Spar dk* | 3490<br>3041<br>2210 | | | ... | | 1906 | W.Hamilton&Co.Ld.<br>Pt.Glasgow | NewYork&Cuba<br>MailS.S.Co.Inc. | 358·0<br>P25'B86'F41' 24·3<br>FK | 44·9 | 16·3 | NewYork<br>Utd.States<br>*WB* | T.3Cy.25",41"&67"–45"<br>FD 364NHP<br>D.Rowan&Co.Glasgow | 26 |
| 30049<br>115662<br>JTKB | — IronScSr<br>3*Dks* | 2359<br>1695<br>1696 | | | | | 1879 | J.Roach&<br>Son<br>Chester,Pa. | MalloryS.S.Co.<br>Inc. | 269·0 | 39·1 | 22·4 | NewYork<br>Utd.States | C.2Cy.38"&68"–54"<br>NB00 283NHP<br>J.Roach&Son,Chester,Pa. | |
| 30050<br>MBFJ | — SteelScSr<br>*Elec.light* 1*Dk*&*Spar dk* | 1383<br>1262<br>881 | | | | | 1903 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | D/S A/S Otto<br>ThoresensLinie<br>(Otto&Thor<br>ThoresenA/S *Mgs*) | 231·7<br>B59*t* H60*t* | 34·2 | 19·9 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.17",30"&49"–33"<br>138NHP<br>FredrikstadM.V.Frdstad. | |
| 30051 | — SteelScK<br>ssHul.No.2–14<br>(*ex*Franklin) 1*Dk* | 275<br>246<br>103 | ✠<br>8,19<br>*StmTrawler* | Npt<br>✠ | | | 1905<br>11mo | Cook,Welt'n&Gemmell<br>Beverley | RussianGovernment | 131·8<br>Q72'<br>BK8" | 22·2 | 12·0 | Russian<br>4*BHCem* | T.3Cy.12¾",22"&36"–24"<br>75NHP<br>1SB,*2cf*,GS36,HS1211<br>C.D.Holmes&Co.Ld.Hull | 12 |
| 30052<br>JPTB | **Santiago Lopez** SteelScSr<br>ssBcl.No.3–5,16<br>(*ex*Oceanic) 1*Dk*(*ptIrn*&*ptStl*)<br>&*deep framing* | 2218<br>2068<br>1400 | ✠100A1<br>7,21 ~~11,19~~<br>~~MS9,15~~ | Bcl<br>✠~~LMC~~<br>~~BS2,20~~ | *t* | 7,19 | 1903<br>5mo<br>*Lloyd* | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool<br>*'sA&CP* | CiadeNav."Vasco-<br>Asturiana" (L.C.<br>de losCobos, *Mgr.*)<br>*WB=CellDBa96'* | 300·0<br>P21'B182'F33'<br>FK<br>*uE&B34' f126'668t* | 45·1 | 18·1 | Aviles<br>Spanish<br>5*BHCem*<br>*APT70t* | T.3Cy.22",35"&59"–39" (*s*)<br>160lb *90lb* 223NHP<br>2SB,*6cf*,GS85,HS3431<br>Richardsons,Westgarth&<br>Co.Ld.Hpl | 20<br>2<br>18 |
| 30053<br>214512<br>LGKR | **Santiam** WoodSc3MstSr<br>*Fitted for oil fuel*<br>1*Dk* | 946<br>—<br>543 | | | | | 1916 | Hammond<br>LumberCo<br>Fairhvn,Cal. | Hammond Lumber<br>Co.Inc. | 209·8 | 42·0 | 14·0 | S.Frncisco<br>Utd.States | T.3Cy.13½",22"&36"–24"<br>64NHP | |
| 30054 | **Santirso** SteelSc<br>*Elec.light* 1*Dk* | 847<br>682<br>621 | | | | | 1920 | Astilleros<br>deGijon<br>Gijon | Cia.Naviera<br>GijonesaS.A. | 200·4<br>Q136'B44'F30' | 29·8 | 16·4 | Gijon<br>Spanish<br>*WB* | T.3Cy.14",23"&38"–27"<br>75NHP<br>Falleros deZorrosa,Bilbao | |
| 30055 | **Santo Antão** SteelScSr<br>ssMsl.No.3–12,17<br>(*ex*Heimburg) 1*Dk*(*Stl*)&*Spar dk*<br>*Elec.light* Wireless (*Stl*)&*Web frames* | 4196<br>3929<br>2674 | ✠100A1<br>*Spar dk*<br>5,20 | Dnk<br>✠LMC5,20 | *y* | CL<br>5,20 | 1905<br>2mo<br>*Lloyd* | Bremer<br>Vulkan<br>Vegesack<br>*'sA&CP* | Requisitioned by<br>thePortuguese<br>Government<br>*WB=CellD* | 386·6<br>P48'B116'F42' 24·8<br>FK&BK2"<br>*Ba108'uE26'f178'* | 51·9 | 16·8 | Lisbon<br>Portuguese<br>6*BHCem*<br>*930tFPT55t* | Q4Cy22⅝"32⅞",48 1/32"&70 9/16"–<br>49 3/16" 199lb *121lb*(*s*)445NHP<br>2SB,*6cf*,GS129,HS5856 FD<br>BremerVulkan,Vegesack | 27 |
| 30056 | **Santo Elias** Steel | 344<br>—<br>270 | | | | | 1904 | .............. | J.F.deMendonça<br>&Co. | .................... | | | Para<br>Brazilian | | |
| 30057<br>8760<br>JRBD | **Santo Maru** SteelScSr<br>ssH.Kg.No.1–03<br>(*ex*Diamante) 1*Dk*(*Stl*–ws)&*Spar dk*<br>*Elec.light* (*Stl*–teaks)&*Webframes* | 1958<br>1729<br>1137 | ✠<br>*Spar dk*<br>12,06 | Kob<br>✠ | *r* | | 1899<br>1mo | Hall,Russell&Co.<br>Aberdeen | NipponYusen<br>KabushikiKaisha<br>*WB=CellDB* | 260·3<br>B62'F46' 24·7<br>FK<br>*a58'f64'249tFPT* | 37·2 | 17·3 | Tokio<br>Japanese<br>4*BHCem*<br>*60tAPT31t* | T.3Cy.22",35"&58"–39"<br>257NHP<br>2SB,*6rf*,GS94,HS3600 FD<br>Hall,Russell&Co.Abn. | 25 |
| 30058<br>86<br>SGDO | **Santo Stefano** IronScSr<br>(*ex*ConteMenabrea)<br>1*Dk* | 165<br>140<br>83 | ✠<br>9,65 | Cly | | | 1865<br>8mo | J.G.Lawrie<br>Glasgow | Soc.Anon.diNav.<br>Toscana | 123·6<br>Q13*t*F9*t* | 17·1 | 9·2 | Leghorn<br>Italian<br>4*BH Cmp73* | C.2Cy.14"&28"–24"<br>NB93 32NHP<br>Pierano&Danovaro,Gen. | |
| 30059<br>JPWF | **Santofirme** SteelScSr<br>ssBbo.2ndNo.3–2,21<br>(*ex*BegoñaNo.1, 1*Dk*(*Irn*)2*trB*<br>*ex*Elorrio,*ex*KingEdgar) &*deep framing* | 2485<br>2327<br>1514 | ✠100A1<br>2,21 | Bbo<br>✠LMC2,21 | *t* | 2,21 | 1896<br>3mo | ShortBros.<br>Sunderland<br>A&CP | L.Ibran<br>*Cell* | 304·1<br>P31'B68'F27'<br>FK<br>*DBa&uE118' f118'* | 44·1 | 20·6 | Gijon<br>Spanish<br>5*BHCem*<br>*657tAPT61t* | T.3Cy.23",37½"&61½"–39"<br>170lb (*r*) 242NHP<br>2SB,*6cf*,GS115,HS3648<br>Blair&Co.Ld.Stockton | 23<br>3<br>19 |
| 30060<br>216009<br>LJRN | **Santore** SteelScSr<br>1*Dk*(*Stl*)&*Web frames*<br>*Mchy.Aft*<br>*Elec.light* *Longitudinal framing*<br>Wireless | 7117<br>6365<br>4498 | ✠100A1<br>2,21<br>*Fitted for oil fuel 8,19 F.P. above 150° F.* | Bal<br>✠LMC9,18 | *c*† | CL<br>3,20 | 1918<br>3mo | Bethlehem<br>SteelCorp.Ld<br>Sparro'PtMd.<br>A&CP | GuarantyTrustCo.<br>ofNYork-Trustees<br>(OreSSCorp.Mgrs.)<br>2*IntermediateBk*<br>*CellDBuE&B58'f* | 449·1<br>P106'F39' FK<br>*hds dispensed with*<br>*320'1622tSidetanks* | 57·2 | 34·3 | NewYork<br>Utd.States<br>5*BHonly*<br>*Nos.1,2&3P* | T.3Cy.26½",46"&76"–48" (*s*)<br>200lb FD 559NHP<br>3SB,*9cf*,GS557,HS7931<br>BethlehemStl.Co.Sparr'Pt.<br>*&S1950tFPT395tAPT213t* | 37<br>9<br>27 |
| 30061 | **Santos** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 4855<br>3838<br>3114 | | | | | 1898 | Reiherst'g<br>Schiffsw.<br>Hamburg | Requisitioned by<br>theBrazilian<br>Government | 375·6<br>P&B259'F48' | 46·6 | 27·4 | R.Janeiro<br>Brazilian<br>*WB* | Q.4Cy.21¾"32"46½"&66"–51"<br>311NHP<br>Reiherst.Maschinenf.Ham | |
| 30062<br>116862<br>KNRW | **Santurce** SteelScSr<br>ssNYk.No.3–6,10<br>(*ex*S.T.Morgan) ssN.Yk.No.2–18<br>*Elec.light* 2*Dks*(*U–Stl*)<br>Wireless | 1836<br>1653<br>1122 | ✠100A1<br>12,20<br>~~BS12,20~~<br>BS11,21 | NOs<br>✠LMC6,18 | | 12,20 | 1898<br>12mo | Harlan&<br>Hollings-<br>worthCo.<br>Wlmgtn,Del.<br>A&CP *WB=* | NewYork&Porto<br>RicoS.S.Co.Inc.<br>*CellDBa72'uE&B* | 255·0<br>B52'F27'<br>FK<br>*44'f104' 378t FPT* | 41·0 | 21·2 | NewYork<br>Utd.States<br>4*BHCem*<br>*22tAPT47t* | T.3Cy.19½",33"&50"–36" (*s*)<br>165lb 186NHP<br>2SB,*6cf*,GS116,HS3320<br>Harlan&HollingsworthCo.<br>Wilmington,Del. | 21 |
| 30063<br>1699<br>HLDR | **Sanuki Maru** StlTwinSc4MstSr<br>ssYka.2ndNo.3–5,20 ~~ssYka.No.3–7,05~~<br>*Elec.light* Wireless ~~ssYka.No.2–16~~<br>2*Dks*(*Stl–U* teaks)&*deep framing* | 5846<br>5352<br>3673 | ✠100A1<br>10,21 ~~5,20~~ | Yka<br>✠LMC~~5,20~~<br>10,21 | *a*† | CL<br>~~s3,19~~<br>P5,20<br>s10,21 | 1897<br>6mo<br>*Lloyd* | Napier,<br>Shanks&Bel<br>Glasgow<br>*'sA&CP* | NipponYusen<br>KabushikiKaisha<br>*WB=CellDBa148*<br>&*B65'f180'1149* | 445·0<br>P36'B97'F55'<br>FK&BK1½"<br>*t DTa25'460t FPT* | 49·4 | 30·5 | Tokio<br>Japanese<br>8*BHCem*<br>*88tAPT51t* | T.6Cy.20",33½"&56"–48" (*s*)<br>200lb 544NHP<br>2D&2SB,*18cf*,GS306HS9002<br>Dunsmuir&Jackson,Gls. | 33<br>8<br>25 |
| 30064<br>13089<br>LMHS | **Sanyo Maru** SteelScSr<br>(*ex*JacobDiederichsen)<br>1*Dk*&*Spar dk* | 970<br>897<br>697 | | | | | 1892 | Howaldts-<br>werke<br>Kiel | Shimatani<br>KabushikiKaisha | 212·0<br>B28' | 29·4 | 17·6 | Yu-u<br>Japanese<br>*WB* | T.3Cy.16 1/16",27 7/16"&43 7/16"<br>–24 15/16" 93NHP<br>Howaldtswerke,Kiel | |
| 30065<br>9<br>QBCN | **Sanzan Maru** Steel<br>1*Dk* | 416<br>—<br>210 | | | | | 1910 | ..................<br>Osaka | Minamimanshu<br>Tetsudo Kabushiki<br>Kaisha | 160·0 | 30·0 | 11·5 | Dairen<br>Japanese | C. | |
| 30066<br>HMQB | **Sao Felix** IronPad | 337<br>—<br>194 | | | | | 1881 | H.Murray<br>&Co.<br>Pt.Glasgow | Cia.Bahiana | 180·0 | 23·0 | 8·0 | Bahia<br>Brazilian | C.2Cy.28"&50"–60"<br>161NHP<br>Kincaid&Co.Greenock | |
| 30067 | **São Goncalo** SteelSc<br>(*Tug*)<br>1*Dk* | 119<br>106<br>— | | | | | 1900 | Schiffsw(v.<br>J.&Sch.)A.G.<br>Hamburg | | 77·3 | 19·9 | 10·9 | RioGrande<br>doSul<br>Brazilian | C.2Cy.12¾"&25"–18⅜"<br>22NHP<br>Schwft.(vJ&Sch)AG Ham | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30068 | **São Leopoldo** SteelTwinScSr<br>(*Tug & Salvage Vessel*)<br>*Elec.light* | 230<br>200<br>30 | | | | | 1905 | Dresdner Msch.&Schff. UebigauA.G.<br>Dresden | | 116·9 | 22·0 | 11·8 | RioGrande doSul<br>Brazilian | C.4Cy.12$\frac{3}{4}$"&22$\frac{1}{16}$"–13$\frac{3}{4}$"<br>60NHP<br>DresdnerMsch.&Schiffsw. UebigauAkt.Ges. | | |
| 30069 | **Sao Luiz** SteelTwinSc<br>*Elec.light* 1*Dk & 2Shade dks* | 1082<br>831<br>640 | | | | | 1912 | Boele&Pot<br>Bolnes | Cia.Navegação do Amazonas | 224·0 | 45·0 | 10·8 | Para<br>Brazilian<br>*WB* | T.6Cy.14",23"&37$\frac{1}{2}$"–16$\frac{1}{2}$"<br>114NHP<br>Boele&Pot,Bolnes | | V |
| 30070 | **Sao Pedro** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*–teak s) & *Promenade dk* | 227<br>141<br>122 | ✠<br>For River purposes only<br>2,11 ✠ | Gls | | | 1911<br>2mo | Napier& Miller,Ld.<br>Glasgow | AntonioAlves da Silva | 125·0 | 25·1 | 6·7<br>FK | Para<br>Brazilian<br>6*BHptCem ptAsp* | C.2Cy.15"&30"–22"<br>60NHP<br>1SB,2*pf*,GS41,HS1272<br>Miller&Macfie,Ld.Gls. | 7 " 0 | |
| 30071 | — SteelTwinSc<br>(*Tug*) | 125<br>110<br>46 | | | | | 1893 | Schiffsw(v. J.&Sch.)A.G.<br>Hamburg | | 85·0 | 19·0 | 9·7 | RioGrande doSul<br>Brazilian | C.4Cy.11"&20"–13"<br>NB97 22NHP<br>Schwft.(vJ&Sch)AG Ham | | |
| 30072 | **Sao Salvador** SteelTwinSc<br>*Elec.light* 1*Dk & 2Shade dks* | 1082<br>831<br>640 | | | | | 1912 | Jonker& StansHend.<br>IdoAmbacht | Cia.Navegação do Amazonas | 224·0 | 45·0 | 10·8 | Para<br>Brazilian<br>*WB* | T.6Cy.14",23"&37$\frac{1}{2}$"–16$\frac{1}{2}$"<br>114NHP<br>Alblasserdam.Msch.Fab. | | V |
| 30073<br>HSTI | ~~**Sao Tiago**~~ SaoThiago SteelSc<br>(*ex*SantaBarbara)<br>*Elec.light* 1*Dk* | 3763<br>3350<br>2347 | Lis 3,21<br>(*See footnote**) | | | N9,18 | 1908 | Akt.Ges. "Neptun"<br>Rostock | Requisitioned by thePortuguese Government | 351·7<br>P24'B216'F43' | 50·2 | 23·4 | Lisbon<br>Portuguese<br>*WB* | T3Cy.22$\frac{1}{16}$",36$\frac{5}{8}$"&60$\frac{1}{8}$"–41$\frac{3}{8}$"<br>231NHP<br>A.G."Neptun,"Rostock | | |
| 30074<br>HSVI | **Sao Vicente** SteelScSr<br>(*ex*Würzburg)<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 5085<br>4104<br>3246 | Lis ~~1,21~~ 8,21<br>(*See footnote*†) | | | | 1900 | Bremer Vulkan<br>Vegesack | Requisitioned by thePortuguese Government | 402·2<br>P&B250'F19' | 47·1 | 27·4 | Lisbon<br>Portuguese<br>*WB* | T.3Cy.26$\frac{3}{4}$",43$\frac{5}{16}$"&70"–47$\frac{1}{4}$"<br>337NHP<br>BremerVulkan,Vegesack | | V |
| 30075<br>1227 | **Sapad** SteelScK<br>(*Trawler*)<br>(*ex*RiverDart) 1*Dk* | 332<br>282<br>132 | | | … | | 1908 | GooleS.B. &RepgCo.Ld<br>Goole | C.J.Spahde | 141·0<br>Q81'F20' | 24·1 | 12·6<br>BK7$\frac{1}{2}$" | Archangel<br>Russian | T.3Cy.13",22$\frac{1}{2}$"&37"–27"<br>91NHP<br>Earle'sCo.Ld.Hull | 13 " 6 | |
| 30076 | **Saparoea** SteelSc<br>*Elec.light* Wireless 3*Dks* | 6713<br>6195<br>4225 | | | | | 1920 | Rotterdam Droogd Maat.<br>Rotterdam | Stoomv.Maats. "Nederland" | 420·3 | 54·7 | 33·5 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.28",46"&77"–54"<br>436NHP<br>RotterdamDroogd.Maats. | | V |
| 30077<br>124076<br>HKWM | **Sapele** SteelSc<br>*ss*Rot.No.3-10,20<br>(*ex*Abonema) 2*Dks*(*Stl*) & *Web frames* &<br>*Elec.light* *Shelter dk*(*ptIrn & ptStl*)<br>*Cargobattens not fitted in Shltr'tween dk*<br>Wireless *Tonnage opening closed* 1917 | 3969<br>2802<br>2600 | ✠100A1<br>*Shelter dk with freeboard*<br>~~7,21~~ ~~2,21~~ 4,22<br>BS12,21 | Liv<br>Ham<br>✠LMC10,20 | *v* | CL<br>~~10,20~~<br>4,22 | 1907<br>7mo<br>*Lloyd's A&CP* | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool | British&African S.N.Co.Ld. (Elder,Dempster& Co.Ld.*Mgrs.*) *Cell* | 324·7<br>*DBa96'uE26'f142'* | 45·9 | 30·7<br>FK | Liverpool<br>British<br>6*BHCem*<br>563*tAPT*27*t* | T.3Cy.24",40"&66"–45" (*s*)<br>180lb *90lb* 312NHP<br>2SB,6*rf*,GS121,HS4740<br>Richardsons,Westgarth& Co.Ld.Sld. | 33 " 2<br>s 9 " 4$\frac{1}{2}$<br>24 " 2 | |
| 30078 | **Sapelo** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* *Carrying Petroleum in bulk*<br>*Mchy.Aft* Sub.Sig. 3*Dks*<br>Wireless *Longitudinal framing* | 8267<br>8017<br>6246 | | | | | 1919 | NwprtNws S.B.&D.D.Co.<br>NewprtNews | UnitedStates Government(Navy Department) | 463·3 | 60·0 | 26·2 | Utd. States<br>*WB* | Q.4Cy.24",35",51"&75"–51"<br>402NHP<br>NewportNewsSB&DD.Co. | | R |
| 30079<br>~~MVJQ~~ | **Saphir** SteelSc<br>Now named "Ferm." See No.37423 in Supplement<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2430<br>—<br>1428 | ✠100A1<br>2,22 ~~5,20~~<br>*Fitted for oil fuel* 5,20 | PGl<br>Stv<br>✠LMC5,20 | *t* | CL<br>2,22<br>*F.P. above* 150° F. | 1920<br>5mo<br>*Lloyd's A&CP* | ClydeS.B. &Eng.Co.Ld.<br>PortGlasgow | ~~D/S A/S Saphir (P Lindöe&Co. A/S)~~ DanBrostrom *CellD* | 294·8<br>P25'B80'F35'<br>*B250' 662t FPT63t* | 44·2 | 20·7<br>FK | Swedish<br>5*BHCem*<br>*APT60t* | T.3Cy.22",35"&59"–39" (*s*)<br>180lb *100lb* 250NHP<br>2SB,6*cf*,GS126,HS4060<br>ClydeS.B.&Eng.Co.Ld. | 22 " 9 | |
| 30080<br>MBSH | — SteelTwinScSr<br>Sub.Sig. | 633<br>528<br>389 | | | | | 1897 | Soc.J. Cockerill<br>Hoboken | Soc.Anon.John Cockerill | 213·2<br>Q64'H8'F30' | 27·9 | 14·4 | Ostend<br>Belgian | T.6Cy.16$\frac{1}{2}$",24$\frac{1}{2}$"&37$\frac{1}{3}$"–25$\frac{1}{2}$"<br>NB13 139NHP<br>Soc.JohnCockerill,Seraing | | V |
| 30081<br>217546<br>LPTB | **Sapinero** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks & Web frames*<br>Wireless Sub.Sig. | 5106<br>4740<br>3097 | | | … | | 1919 | American International S.B.Corpn.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43' | 54·8 | 27·6<br>FK | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | 32 " 0 | R |
| 30082<br>219402<br>LVDC | **Sapona** Ferro-ConcreteSc<br>*Elec.light* Wireless 1*Dk* | 2795<br>—<br>1693 | | | | | 1920 | Liberty S.B.Co.<br>Wilmington, N.C. | UnitedStates ShippingBoard | 266·6<br>P27'B67'F29' | 46·0 | 24·9 | Wilmgton, N.C.<br>Utd. States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 30083<br>85872 | **Sapphire** IronSc3MstSr<br>*Mchy.Aft* *ss*Ayr3rdNo.3–5,21<br>Wireless 1*Dk*(*ptIrn*) | 384<br>281<br>165 | ✠100A1<br>5,21 | Ayr<br>✠LMC5,21 | *g* | CL<br>N5,21 | 1881<br>11mo<br>*Lloyd's A&CP* | J.Fullerton &Co.<br>Paisley | W.Robertson | 160·0<br>Q85'B7'F25' | 23·2 | 10·9<br>BK6"<br>*WB* | Glasgow<br>British<br>3*BHCem*<br>= *FPT33t* | C.2Cy.19$\frac{1}{2}$"&36$\frac{3}{4}$"–24" (*b*)<br>70lb 56RHP<br>1SB,2*pf*,GS32,HS1036<br>W.King&Co.,Glasgow | 11 " 7<br>s " 8<br>11 " 7 | |
| 30084<br>139320<br>JQWB | — SteelScK<br>*Elec.light* 1*Dk* | 262<br>230<br>104 | ✠100A1<br>*StmTrawler*<br>1,21 | Flt<br>✠LMC10,17 | | CL<br>10,21 | 1917<br>4mo<br>*Lloyd's A&CP* | Cochrane& Sons,Ld.<br>Selby | GarnetSteam TrawlersLd. ~~(J.A. Taylor, *Mgr.*)~~ (J.Niemick, *Mgr.*) | 121·8<br>Q70'F19' | 22·6 | 12·2<br>BK7$\frac{1}{2}$" | Fleetwood<br>British<br>4*BHCem* | T.3Cy.13",21$\frac{1}{2}$"&35"–24" (*s*)<br>200lb 76RHP<br>1SB,3*pf*,GS43,HS1250<br>C.D.Holmes&Co.Ld.Hull | 13 " 0 | |
| 30085<br>109431 | — SteelPad | 223<br>194<br>97 | | | | | 1898 | J.Jones& Sons,Ld.<br>Liverpool | NewLiverpool, EasthamFerry& HotelCo.Ld. (E.J. Hannaford, *Mgr.*) | 140·0<br>F52*t* | 24·1 | 8·1 | Liverpool<br>British | C.2Cy.21"&39"–42"<br>NB15 65RHP<br>J.Jones&Sons,Ld. Liverpl. | | |
| 30086<br>111305<br>RMWK | **Sappho** SteelScSr<br>*ss*Shl.No.3–6,19<br>1*Dk*(*Stl*) & *deep framing* & *ptAwng dk*(*Stl*) | 1275<br>935<br>806 | ✠100A1<br>*pt Awng dk with freeboard*<br>~~7,21~~ ~~11,20~~ 9,21<br>BS7,21 ~~BS7,20~~ | Sws<br>~~Rot~~ Brs<br>✠LMC6,19 | *n* | CL<br>11,20 | 1900<br>2mo<br>*Lloyd's A&CP* | Ramage& Ferguson,Ld.<br>Leith | BristolSteamNav. Co.Ld.<br>*WB*=<br>*CellDBa50'uE&* | 230·1<br>Q79'<br>*ptAwng dk*151'<br>*B35' f90' 288tFPT* | 33·1 | 15·1<br>FK | Bristol<br>British<br>4*BHCem*<br>27*tAPT*17*t* | T.3Cy.18",27$\frac{1}{2}$"&45"–33" (*s*)<br>160lb *80lb* 120NHP<br>1SB,3*rf*,GS68,HS1855<br>Ramage&Fergusn,Ld.Lth. | 17 " 5<br>s 7 " 5<br>17 " 3 | |
| 30087<br>93754<br>KPNQ | — IronScSr | 532<br>433<br>328 | | | | | 1887<br>10mo | Scott&Co.<br>Greenock | StraitsS.S.Co.Ld. | 190·0<br>P31' F26' | 30·6 | 11·6 | Singapore<br>British | C.2Cy.19$\frac{1}{2}$"&38"–30"<br>90RHP<br>Scott&Co.,Greenock | | |
| 30088<br>1690<br>HLDC | **Sapporo Maru No. 1** IronSc<br>(*ex*Vulcan, *ex*Ville deSantos)<br>2*Dks*3*trB* | 1591<br>—<br>1139 | | | | | 1873 | Forg.&Ch. delaMédit.<br>LaSeyne | InugamiKeigoro | 273·8 | 31·8 | 23·6 | Hakodate<br>Japanese | C.2Cy.30$\frac{3}{16}$"&63"–33"<br>190HP<br>Forg.&Ch. de la Médit.Msl. | | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register.

† This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued.

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification. Cote.<br>✠ Surveillance Speciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit. Quand. Navire. Mach. | 9<br>Par qui. Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30089<br>7087<br>JMSL | **Sapporo Maru No. 3** SteelScSr<br>ssHpl.No.3–3,01<br>(exTobaMaru,exTaurus)<br>Well deck 1Dk(Stl)&Web frames | 2155<br>1605<br>1554 | ✠<br>1,04<br>✠ | Cff | r | | 1891<br>2mo | W.Gray&Co.Ld.<br>W Hartlepool | InugamiKeigoro<br>WB | 278·8<br>Q113'B103'F31'<br>ptND01 FK<br>=CellDBa116'f96' | 37·3 | 18·7 | Tokio<br>Japanese<br>4BHCem<br>421tAPT33t | T.3Cy.21½",34"&57"–39"<br>NDB01 207NHP<br>2SB,6rf,GS82,HS8180<br>Cen.Mar.Eng.Wrks.WHpl | 21 |
| 30090<br>22274<br>NSWT | **Sapporo Maru No. 5** SteelSc | 2217<br>—<br>1550 | | | | | 1917 | S.Ono<br>Osaka | InugamiKeigoro | 270·0 | 39·0 | 23·9 | Nishino-miya<br>Japanese | T.3Cy.18",30"&49"–39". | |
| 30091<br>19785<br>NFMW | **Sapporo Maru No. 6** SteelSc<br>2Dks | 2204<br>—<br>1362 | | | | | 1916 | S. Ono<br>Osaka | InugamiKeigoro | 270·0 | 39·0 | 23·9 | Nishino-miya<br>Japanese<br>WB | T.3Cy.18",30"&49"–39"<br>150NHP | 23 |
| 30092<br>27151<br>SBMN | **Sapporo Maru No. 8** SteelSc<br>Elec.light 1Dk(Stl) | 2207<br>1863<br>1323 | ✠100A1<br>5,21 ~~5,20~~ 12,21<br>✠LMC5,20<br>5,21 | Yka | r | CL | 1920<br>5mo | Uchida S.B.&Eng.Co.<br>Yokohama<br>A&CP | InugamiKeigoro<br>CellD | 270·0<br>P16'B65'F29'<br>FK<br>Ba227'423tFPT70t | 39·0 | 23·9 | Yokohama<br>Japanese<br>4BHCem<br>APT89t | T.3Cy.19",31½"&52"–39"<br>180lb (s) 216NHP<br>2SB,4cf,GS81,HS3019 FD<br>Uchida S.B.&Eng.Co.Yka. | 23<br>3<br>20 |
| 30093 | **Sapucaia** SteelTwinScSr<br>1Dk&pt Shadedk | 398<br>374<br>270 | | | .. | | 1896 | A.Rodger &Co.<br>Pt.Glasgow | AmazonRiverStm. Nav.Co.(1911)Ld. | 170·6<br>F22'<br>FK | 28·1 | 10·2 | Para<br>Brazilian | T.6Cy.9",14"&22"–18"<br>65NHP<br>Hall-Brwn,Buttery&C.Gls | 10 |
| 30094<br>220437<br>MBFQ | **Sapulpa** SteelSc<br>Elec light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing<br>Sub.Sig. Wireless | 7312<br>6780<br>4526 | ✠100A1<br>7,20<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 7,20 F.P. above 150° F. | Oak-land<br>LMC7,20 | a† | CL | 1920<br>6mo | MooreS.B. Co.<br>Oakland,Cal.<br>A&CP | UnitedStates ShippingBoard<br>CellD | 425·8<br>P106'B40'F41'<br>FK<br>BuE&B61'143t DTf43'540tAPT28t | 57·0 | 33·1 | S.Frncisco<br>Utd.States<br>16BHptAsp<br>(9 to U dk<br>7 „ 2nd „) | T3Cy.24½",41½"&72"–48"<br>210lb 579NHP<br>3SB,9cf,HS8745 FD<br>LlewellynIronWorks, LosAngeles,Cal. | 33<br>7<br>25 |
| 30095<br>NMSL | **Sara** SteelScSr<br>1Dk&Spar dk | 1573<br>838<br>988 | | | | | 1904 | Howaldts-werke<br>Kiel | Dpskselsk.Torm (C.Kraemer,Mgr.) | 241·4<br>B49'F29' | 36·0 | 13·2<br>20·1 | Copnhagn<br>Danish<br>WB | T.3Cy.17½",27½"&45½"–27½"<br>117NHP<br>Howaldtswerke,Kiel | |
| 30096 | — WoodAuxSc3MstSr<br>OilEng.<br>Elec.light 1Dk<br>(See Sailing Ship Register) | 416<br>—<br>265 | | | | | 1919 | Astilleros<br>'IslaDawson'<br>PuertoHarris | SociedadGanadera GenteGrande | 135·3 | 29·0 | 12·8 | PntaArnas<br>Chilian | Oil Engine<br>2Cy.16$\frac{9}{16}$"–18$\frac{7}{8}$"<br>J&CGBolindersCoLdSkm. | |
| 30097<br>214600<br>LJWM | **Sara E. Turner** WoodAuxTwin OilEng. ScSr<br>2Dks<br>(See Sailing Ship Register) | 739<br>—<br>714 | | | | | 1916 | Clooney Const.&Tow. Co.<br>Westlake,La. | G.A.Tooker | 176·0 | 36·0 | 13·6 | NewYork<br>Utd.States | Oil Engines<br>57NHP | |
| 30098 | **Sara Thompson** SteelScSr<br>(exGutHeil)<br>Elec.light Wireless 2Dks<br>Mchy.Aft Carrying Petroleum in bulk | 2691<br>2648<br>1715 | | | | | 1888 | Armstrong Mitchell&Co.<br>Newcastle | UnitedStates Government(Navy Department) | 309·5<br>H— | 40·2 | 28·2 | Utd.States<br>WB | T.3Cy.23",37"&60"–39"<br>225NHP<br>WallsendSlipwayCo.Nwc. | |
| 30099<br>108665 | **Sarah** SteelScSr<br>(Trawler)<br>(exSt.Pauli,exGuidingStar) 1Dk | 135<br>129<br>52 | | | ... | | 1899 | J.Duthie &Co.<br>Montrose | J.Smart&Co.Ld. | 100·7 | 20·0 | 10·5<br>BK7½" | N.Shields<br>British | C.2Cy.16"&33"–22" 38RHP<br>E&Bmade95,refitted99<br>G.T.Grey,SouthShields | 11 |
| 30100<br>95756 | **Sarah Blanche** IronScSr<br>ssLiv.2ndNo.3–11,16<br>Well deck ssI.M.No.1–21<br>Mchy.Aft 1Dk(Irn) | 255<br>185<br>99 | ✠100A1<br>11,21 ~~3,17~~<br>✠NB5,14<br>~~BS10,20~~ | Liv<br>I.M<br>✠LMC<br>MS2,21 | d | CL<br>2,21<br>BS11,21 | 1891<br>9mo | J Fullerton &Co.<br>Paisley<br>A&CP | AndrewKnowles WharvesLd.(H Thornley,Mgr.) | 130·0<br>Q48'B7'F23' | 21·1 | 9·7<br>BK6"<br>WB | DouglasIM<br>British<br>3BHCem<br>=FPT14t | C.2Cy.19"&36"–24" (s)<br>90lb 55RHP<br>1SB,2pf,GS35,HS944<br>Ross&Duncan,Glasgow | 10<br>s 1<br>9 |
| 30101<br>83915<br>VPBJ | **Sarah Brough** SteelScSr<br>ssLiv.No.3–9,10<br>Well deck Mchy.Aft ssLiv.No.2–18<br>Cargo battens not fitted 1Dk(ptStlptTeak) | 284<br>232<br>103 | ✠100A1<br>2,21<br>✠NB9,11<br>~~BS4,20~~ 9,21 | Liv<br>✠LMC5,18 | e | N2,21 | 1898<br>4mo | AilsaS.B. Co.<br>Troon<br>A&CP | ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. Mgrs.) | 132·0<br>Q42'B9'F21'<br>WB=FPTanks | 23·2 | 10·7<br>BK7" | Liverpool<br>British<br>4BHCem<br>38tAPT5t | C.2Cy.15½"&35"–24" (s)<br>140lb 50RHP<br>1SB,2pf,GS35,HS987<br>Ross&Duncan,Glasgow | 11<br>s<br>11 |
| 30102<br>128952<br>JDQF | **Sarah Colebrooke** WoodAuxScK<br>OilEng.<br>(See Sailing Ship Register) 1Dk | 158<br>147<br>114 | | | | | 1913 | G.&T. Smith,Ld.<br>Rye,Sussex | J.Sawyer | 102·6 | 24·6 | 8·0 | Rye<br>British | Oil Engines 2S.C.SA<br>2Cy.13$\frac{3}{16}$"–13¾" 26NHP<br>Plenty&Son,Ld.Newbury | |
| 30103<br>97815<br>LVMR | **Sarah Jolliffe** IronScK<br>Wireless 1Dk | 333<br>277<br>43 | | | | | 1890 | J Readhead &Sons<br>S.Shields | W.&T.Jolliffe,Ld. | 138·0<br>B61' | 25·6 | 13·5 | Liverpool<br>British | T.3Cy.17",28"&48"–30"<br>NB05 126NHP<br>JReadhead&SonsSShields | |
| 30104<br>215839<br>LJKB | **Sarah Weems** WoodSc<br>Wireless 2Dks | 1521<br>—<br>924 | | | | | 1917 | M.Mitchell Davis&Son<br>Solomons,Md | Baltimore& CarolinaS.S.Co. Inc. | 206·0 | 38·5 | 22·1 | Baltimore<br>Utd.States | | |
| 30105<br>HRDG | **Sarajevo** SteelScSr<br>ssTri.No.3–2,18<br>Elec.light 1Dk&deep framing&<br>Shade dk(Stl–ws)lower dk(Stl)<br>in forehold | 1158<br>794<br>527 | ✠100A1<br>Shade dk<br>with freeboard<br>5,21 ~~2,10~~<br>1,22<br>~~MBS12,15~~<br>For Service in the Adriatic | Tri<br>✠LMC2,13,22<br>~~DBS5,20~~ | n | CL<br>~~3,19~~<br>5,21 | 1910<br>2mo<br>Lloyd's A&CP | Cant.Nav. Triestino<br>Monfalcone | LloydTriestino<br>CellDB | 224·3<br>FK<br>a50'uE22'90tFPT | 33·2 | 15·1 | Trieste<br>Italian<br>4BHCem<br>10tAPT19t | T.3Cy.21",35"&56"–36" (r)<br>180lb 120lb 247NHP<br>2SB,4cf,GS82,HS3508<br>Barclay,Curle&Co.Ld.Gls. | 16<br>s 2<br>14 |
| 30106 | — SteelScSr<br>ssTri.No.3–7,12<br>ssTri.No.2–20<br>1Dk(Stl) | 655<br>494<br>393 | ✠100A1<br>6,21 ~~3,20~~<br>MBS4,21<br>MS5,20 | Tri<br>✠LMC<br>~~DBS11,20~~<br>DBS12,21 | j | CL<br>N4,21 | 1899<br>9mo<br>Lloyd's A&CP | Stablimnto Tecnico<br>Trieste | Soc.Anon.diNav. RimorchieSalvataggi(D.Tripcovich,Mgr.)<br>WB=CellDB | 184·6<br>Q104'B16'F27'<br>FK<br>a30'f77'129tFPT | 30·0 | 10·1 | Trieste<br>Italian<br>4BHCem<br>24tAPT16t | T.3Cy.13",20½"&34½"–20½"<br>156lb 100lb (s) 73NHP<br>1SB,2cf,GS42,HS1410<br>StabilimentoTecnico,Tri. | 13 |
| 30107<br>212650<br>LDSJ | **Saramacca** SteelScSr<br>ssNYk.No.3–1,21<br>Elec.light 2Dks(Stl)&Spar dk(Stl–ws)<br>Ref.Mchy. Wireless | 3212<br>2487<br>1917 | ✠100A1<br>Spar dk<br>10,21 ~~1,21~~<br>✠LMC1,21 | NYk<br>NO | v | CL<br>1,21 | 1908<br>3mo<br>Lloyd's A&CP | Nederl. Schps.Maats<br>Amsterdam<br>Intermediate bulkhead in after hold dispensed with 5BH only Cem | SaramaccaS.S. Corp.(United FruitCo.~~Line~~Inc) | 336·7<br>P&B218'F46'<br>FK&BK2"<br>WB=CellDBa76'f184'418t | 42·0 | 15·2<br>23·0 | NewYork<br>Utd.States | T.3Cy.24",42"&68"–48"<br>180lb (s) 503NHP<br>3SB,9cf,GS187,HS7827 FD<br>NedFb.v.Wrk&Spoor,Ams | 26<br>s 4<br>22 |
| 30108<br>140714<br>JTKF | **Saranac** SteelScSr<br>Wireless 2Dks(Stl)&Shelter dk(Stl)<br>Sub.Sig. &Web frames<br>Mchy.Aft Longitudinal framing<br>Elec.light Tonnage opening closed 1918 | 12070<br>9024<br>7551 | ✠100A1<br>Shelter dk<br>with freeboard<br>3,22 ~~2,20~~<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 5,18 F.P. above 150°F. | Mdb<br>Nwc<br>✠LMC ~~10,20~~ 3,22 | g† | CL<br>~~12,20~~<br>~~5,21~~<br>3,22 | 1918<br>5mo<br>Lloyd's A&CP | Palmers' Co.Ld.<br>Newcastle | Anglo-American OilCo.Ld. (J. Hamilton,Mgr.)<br>CellDBuE&B91'358t | 530·5<br>FK<br>DTf49'910tFPT203t | 66·3 | 42·7 | Newcastle<br>British<br>23BHptCem<br>APT141t | Q.4Cy.28½",41",58"&84"–54"<br>220lb (s) FD 793NHP<br>4SB,16cf,GS296,HS11392<br>Palmers'Co.Ld.Newcastle | 42<br>s 12<br>29 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30109<br>122994<br>TRVO | **Sarasvati** SteelScSr<br>*ss*Bom.No.3-8,19<br>*Elec.light* 1*Dk*(*Teak*)&*Spar dk*(*Teak*)&<br>*deep framing* | 962<br>876<br>443 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>3,22 ~~8,20~~<br>BS3,22<br>~~BS8,20~~ ✠LMC8,19 | Bom | *n* | CL<br>~~8,20~~<br>3,22 | 1907<br>9mo<br>*Lloyd's A&CP* | AM'Millan<br>&Son,Ld.<br>Dumbarton | BombayS.Nav.Co.<br>Ld. | 210·0<br>20·2<br>BK7½"<br>*WB=FPT*12t | 31·2 | 12·9 | Bombay<br>British<br>5*BHCem*<br>*APT*12t | T.3Cy.17",29"&47"-33" (*s*)<br>200lb 165NHP<br>2SB,*6cf*,GS112,HS2822<br>Rankin&Blackmore,Grk. | 20 " 10<br>s 3 " 7½<br>18 " 2 | |
| 30110<br>133365 | — SteelScSr<br>(*ex*ChokaiMaru)<br>1*Dk* | 204<br>180<br>73 | | | | | 1911 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | A.M.Jeevanjee | 112·6 | 21·1 | 11·9 | Bombay<br>British<br>*WB* | T.3Cy.12½",20"&33"-23"<br>55RHP<br>KawasakiDkydCoLdKobe | | |
| 30111<br>39<br>HBOL | **Saratov** SteelTwinSc3MstSr<br>3*Dks*(2*Stl*-ws)4*trB*<br>*Elec.light* Wireless | 5427<br>4885<br>2068 | ✠<br>12,91<br>✠ | Nwc | *a*† | | 1891<br>12mo | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | RussianVolunteer<br>FleetAssociation | 439·0<br>P41'B52'F76'<br>BK12"<br>*WB=CellD* | 50·0 | 32·1 | Odessa<br>Russian<br>8*BHCem*<br>*B*332'670*t* | T.6Cy.34",54"&85"-51"<br>1127NHP<br>5D&2SB*36rf*GS702HS18325<br>Hwthrn,Lslie&C(L.),Nwc. | 35 " 0 | |
| 30112<br>238<br>TBCF | — SteelScSr<br>(*ex*LeopoldII.)<br>3*Dks* | 1679<br>—<br>996 | | | | | 1888 | Burmeister<br>&Wain<br>Copenhagen | LatvianGovern-<br>ment | 261·0<br>P167'F64' | 34·1 | 23·7 | Riga<br>Latvian<br>*WB* | T.3Cy.18",30"&48"-36"<br>138NHP<br>Burmeister&Wain,Cpn. | | V |
| 30113 | **Sarawak** WoodScSr | 120<br>101<br>46 | | | | | 1906 | Tanjong<br>PagarDk.Brd<br>Singapore | SarawakS.S.Co.<br>Ld. | 98·0 | 18·4 | 8·4 | Kuching<br>Sarawak | C.2Cy.11"&22"-16"<br>16NHP<br>TanjongPagarDk.Brd.Sng | | |
| 30114<br>132417<br>JCMG | **Sarba** SteelScK<br>~~ssLiv.No.1-19~~<br>*Elec.light* 1*Dk*<br>*ss*Flt.No.2-21. | 315<br>270<br>128 | ✠100A1<br>*StmTrawler*<br>10,21 ~~9,20~~<br>~~BS9,20~~ ✠LMC~~8,19~~ 10,21 | Flt | | CL<br>8,19 | 1913<br>6mo<br>*Lloyd's A&CP* | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | CliftonSteam<br>Trawlers,Ld.<br>(Taylor&Tomlin-<br>son,Ld.*Mgrs.*) | 130·0<br>Q77'F42'<br>BK7½" | 23·6 | 13·4 | Fleetwood<br>British<br>4*BHCem* | T.3Cy.13¾",23"&37"-27" (*s*)<br>180lb 69RHP<br>1SB,*3pf*,GS53,HS1682<br>J.Abernethy&Co.Abn. | 14 " 0 | |
| 30115<br>217887<br>LQSB | **Sarcoxie** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless &*Webframes* | 5116<br>4740<br>3103 | | | ... | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 32 " 0 | R |
| 30116<br>128259<br>HNSM | **Sard** SteelSc3MstSr<br>*ss*Ayr.No.3-12,21 ~~ssAyr.No.2-18~~<br>*Elec.light* *Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 410<br>298<br>155 | ✠100A1<br>12,21 ~~6,18~~<br>~~BS6,20~~ ✠LMC~~6,18~~<br>12,21 | Ayr | *g* | CL<br>~~6,18~~<br>12,21 | 1909<br>4mo<br>*Lloyd's A&CP* | AilsaS.B.<br>Co.Ld<br>Ayr | W.Robertson | 142·3<br>Q78'B10'F26'<br>BK7"<br>*WB=* | 26·1 | 11·3 | Glasgow<br>British<br>3*BHCem*<br>*FPT*36*t* | C.2Cy.18"&40"-27" (*s*)<br>130lb ~~[illegible]~~ 91RHP<br>1SB,*3pf*,GS51,HS1565<br>Muir&Houston,Ld.Gls. | 12 " 3<br>s 4 " 4½<br>12 " 7 | |
| 30117<br>37<br>SGJB | **Sardegna** SteelScSr<br>*Elec.light* Wireless 3*Dks* | 5255<br>—<br>3226 | | | | | 1901 | Soc.Eser-<br>cizioBacini<br>RivaTrigoso | Soc.Italiana di<br>ServiziMarittimi | 418·4<br>P55'B155'F48' | 47·3 | 27·6 | Genoa<br>Italian<br>*WB* | T.3Cy.29⅓",47⅗"&77⅗"-53⅛"<br>439NHP<br>N.Odero&Co.Genoa | | I |
| 30118<br>MKFP | **Sardinen** SteelScK<br>(*Trawler*)<br>(*ex*Hillevaag,*ex*Blackbird) 1*Dk* | 140<br>130<br>51 | | | ... | | 1894 | Earle'sCo.<br>Ld.<br>Hull | Chr.Bjelland&Co. | 94·0<br>Q18'<br>BK7½" | 20·7 | 10·6 | Stavanger<br>Norwegian | T.3Cy.11",17"&30"-21" (*s*)<br>41NHP<br>Earle'sCo.Ld.Hull | 11 " 3 | |
| 30119<br>115696<br>TMHJ | **Sardinia** SteelTwinScSr<br>3*Dks*(2*Stl*-1ws*U*teaks)<br>*Elec.light* Wireless | ~~6580~~ 6684<br>5683<br>~~4143~~<br>4106 | ✠<br>12,05<br>✠ | Lon | | | 1902<br>7mo | Barclay,<br>Curle&Co.Ld<br>Glasgow | P.&O.Stm.Nav.Co. | 450·2<br>P84'B174'F90'<br>FK&BK3"<br>*WB=CellDBa*102' | 52·2 | 30·6 | Glasgow<br>British<br>7*BHCem*<br>*f*182'793*t* | T.6Cy.22½",37½"&60"-48"(*s*)<br>670NHP<br>2DB,*12cf*,GS236,HS10044FD<br>Barclay,Curle&Co.Ld.Gls. | 33 " 6 | BT till 9.21 |
| 30120<br>LBPM | — SteelSc<br>*OilEng.*<br>*Elec.light* Wireless 2*Dks* | 1975<br>1638<br>1106 | | | | | 1920 | J&KSmit's<br>Scheeps-<br>werven,<br>Kinderdijk | OttoThoresens<br>Linje(Otto&Thor<br>ThoresenA/S,<br>*Mgrs.*) | 302·0<br>P75*t*H243*t*F15*t* | 42·2 | 17·7 | Chrstiania<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.26⅜"-47¼" 358NHP<br>Werkspoor,Amsterdam | | N |
| 30121 | **Sardinian** IronScBk<br>Now a Hulk<br>*Ref.Mchy.* Wireless | *4349*<br>*4324*<br>*2788* | | | | | 1875 | R.Steele&<br>Co.<br>Greenock | AstorecaAzqueta<br>&Co. | 400·0 | 42·3 | 34·6 | Spanish | T.3Cy.26½",42"&66½"-51"<br>NE&B97 316NHP<br>W.Denny&Bros.Dmb. | | C |
| 30122 | **Sardinian Prince** SteelSc<br>Should be "Egyptiana," *See No.*37190 *in Supplement*<br>*Elec.light*<br>*Cruiser Stern* | 4500<br>4200<br>2790 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>(*Class Contemplated*) | | | | 1921 | Furness<br>S.B.Co.Ld.<br>Haverton<br>Hill-on-Tees | PrinceLine,Ld. | 363·0<br>F67' | 52·0 | 30·7 | British | T.3Cy.26",43"&73"-48"<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | | |
| 30123<br>[illegible]<br>MSGO | **Sardius** IronScK<br>Now named "Guipuzcoa," *See No.*37383 *in Supplement*<br>*ss*Hul.2ndNo.3-[illegible],19<br>1*Dk* | 213<br>132<br>93 | ✠100A1<br>*StmTrawler*<br>11,21 ~~2,21~~<br>BS?,21<br>~~BS8,20~~ ✠LMC3,19<br>✠NB93 *refitted*04 | Hul | | ~~N2,21~~<br>N11,2 | 1892<br>6mo<br>*Lloyd's A&CP* | Earle'sS.B.<br>&E.Co.Ld.<br>Hull | KingstonSteam<br>TrawlingCo.Ld. | 123·8<br>Q44'F20'<br>len04<br>ND04<br>BK7½" | 20·6 | 11·4 | Hull<br>British<br>3*BHCem* | T.3Cy.12",20"&32"-22" (*s*)<br>180lb 52RHP<br>1SB,*2cf*,GS33,HS800<br>Earle'sS.B.&E.C.(L.),Hull | 12 " 0 | |
| 30124<br>107738 | **Sargent** SteelScSr<br>(*ex*A.G.Brower)<br>*Mchy.Aft* *Elec.light* 1*Dk* | 3582<br>—<br>2778 | | | | | 1902 | Chicago<br>S.B.Co.<br>Chicago | InterstateS.S.Co.<br>(W.H.Becker,<br>*Mgr.*) | 346·0 | 48·2 | 24·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.20",33½"&55"-40"<br>191NHP<br>ChicagoS.B.Co. | | |
| 30125 | **Sargento Abuquerque** SteelScSr<br>*ss*N.Yk.No.3-4,02<br>*ss*N.Yk.No.1-07<br>(*ex*Piratininga,<br>*ex*GrecianPrince) 1*Dk*(*Irn*)&*Web*<br>*Welldeck* Wireless *frames* | *2204*<br>*1699*<br>*1405* | ✠<br>5,11<br>✠ | NYk | *r* | | 1890<br>1mo | ShortBros.<br>Sunderland | BrazilianGovern-<br>ment | 292·0<br>P32'Q76'B114'<br>F30'<br>BK10"<br>*CellDBa*108'*f*80' | 39·1 | 18·9 | Brazilian<br>4*BHCem*<br>314*tAPT*40*t* | T.3Cy.22",36"&59"-42"<br>NDB02 228NHP<br>2SB,*6rf*,GS100,HS3600<br>J.Dickinson,Sunderland | 21 " 0 | |
| 30126<br>134776 | **Sargon** SteelScK<br>~~ssLon.No.1-19~~<br>1*Dk*<br>*ss*Gms.No.2-21 | 297<br>265<br>121 | ✠100A1<br>*StmTrawler*<br>8,21 ~~11,20~~<br>~~BS8,20~~ ✠LMC~~8,19~~ 8,21 | Gms | | CL<br>9,19 | 1913<br>6mo<br>*Lloyd's A&CP* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley | StandardSteam<br>FishingCo.Ld. | 130·2<br>Q71'F20'<br>BK8" | 23·0 | 12·2 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13½",22½"&37"-24"<br>185lb (*s*) 68RHP<br>1SB,*3pf*,GS475,HS1595<br>Amos&Smith,Ld.Hull | 13 " 1 | |
| 30127<br>THLM | **Sarie Borneo** SteelScSr<br>*ss*Sng.No 1-21 *ss*Sng.No.3-5,16<br>1*Dk*(*Teak*)&*Shade dk*(*Teak*)<br>*HoldBeams forward* | *741*<br>*585*<br>*356* | ✠100A1<br>~~3,21~~ ~~12,19~~ 9,21<br>✠LMC5,21 | Sng | *k* | CL<br>~~3,21~~<br>9,21 | 1897<br>1mo | Riley, Har-<br>greaves&Co.<br>Singapore<br>A&CP | ThioSoenYang&<br>ThioSoenTo | 195·0<br>F27'<br>BK7½"<br>*WB=FPT* | 29·0 | 13·7 | Banjrmssn<br>Dutch<br>4*BHCem*<br>30*tAPT*32*t* | T.3Cy.17",27"&43"-33" (*s*)<br>160lb *80lb* 108NHP<br>1SB,*3rf*,GS66,HS1652<br>Ross&Duncan,Glasgow | 14 " 7 | |
| 30128 | **Sarina Mazza** SteelSc<br>(*ex*Persimmon) 3*Dks*(*Stl*-*U pt* ws)<br>*Elec.light* | 1396<br>1354<br>613 | ✠ A1<br>*ForGovernmentService*<br>6,19<br>✠LMC6,19 | Sld | | CL | 1919<br>6mo<br>*Lloyd's A&CP* | Osbourne,<br>Graham&<br>Co.Ld.<br>Sunderland | M.Mazza | 258·0<br>FK<br>*CellDBu B*20' *DT*8' 24*t FPT* | 34·8 | 23·8 | British<br>8*BHptCem*<br>37*tAPT*23*t* | T.4Cy.20½",33"&(2)37"-30"<br>180lb (*s*) 337NHP<br>2SB,*8cf*,GS156,HS6072 FD<br>Geo.Clark,Ld.Sunderland | 24 " 6 | |
| 30129<br>217321<br>LPDH | **Saris** WoodScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk*2*trB* | 2554<br>—<br>1527 | | | | | 1918 | Hammond<br>LumberCo.<br>Rolph,Cal. | UnitedStates<br>ShippingBoard | 266·5<br>P26'B66'F29' | 46·0 | 24·1 | S.Frncisco<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30130<br>MBJV | **Sark** SteelScSr<br>ssNYk.No.3–6,16<br>ssNYk.No.1–20<br>1Dk(Stl)2trB deepframing&Webframes3Dk rule | 3560<br>3359<br>2304 | ✠100A1<br>1,22 ~~3,21~~<br>✠LMC10,20<br>BS1,22 | NYk | w | CL<br>N10,20 | 1903<br>9mo<br>Lloyd | Sunderlnd S.B.Co.Ld.<br>Sunderland<br>'sA&CP | A/SSark<br>(W.Wilhelmsen)<br>WB=CellDBa<br>104'uE24' | 340·0 | 48·0 | 25·4<br>P27'B98'F33'<br>FK<br>f152'770t FPT86t | Tönsberg<br>Norwegian<br>7BHCem<br>APT104t | T.3Cy.24½",40"&65"–42" (s)<br>180lb 297NHP<br>3SB,6cf,GS119,HS4575<br>N.E.MarineEng.CoLd.Sld. |
| 30131<br>NLJT | **Sarmatia** SteelScSr<br>ssShl.No.3–1,14<br>ssKel.No.1–19<br>1Dk(Irn)&deepframing | 2275<br>2122<br>1438 | ✠100A1<br>2,21 ~~12,19~~ 10.21<br>✠LMC12,19<br>BS6,21 | Kel<br>~~NNs~~ NY | s | CL<br>~~12,19~~<br>~~10,21~~<br>2,22 | 1901<br>3mo | W.Gray& Co.Ld.<br>WHartlepool<br>A&CP | A/SD/SNorden<br>(P.Brown,jun.& Co.Mgrs.)<br>WB=CellDB | 303·0 | 43·2 | 19·8<br>P27'B75'F31'<br>FK<br>a&uE120'f124'621t | Copnhagn<br>Danish<br>5BHCem<br>APT40t | T.3Cy.22",35"&59"–39" (s)<br>160lb 221NHP<br>2SB,6pf,GS84,HS3383<br>Cen.Mar.Eng.Wrks.WHpl |
| 30132<br>OTEI | **Sarneio** SteelScSr<br>(exElbe)<br>Elec.light 1Dk | 1028<br>802<br>596 |  |  |  |  | 1910 | Schiffsw. v. HenryKoch<br>Lübeck | M.Valoussière | 224·2 | 35·7 | 12·5<br>P11'Q62'B53'F29' | Cherbourg<br>French<br>WB | C.2Cy.19¼"&36"–25½"<br>55NHP<br>OttensenerMsch.Fab.Alt. |
| 30133<br>134011 | **Sarnian** SteelScSr<br>Wireless (exChili)<br>Elec.light Mchy.Aft 1Dk&Spar dk | 2656<br>2496<br>1710 |  |  |  |  | 1895 | Cleveland S.B.Co.<br>Cleveland,O. | CanadaSteamship Lines,Ld. | 331·8 | 41·5 | 22·0<br>H—F40'<br>WB | Pt.Arthur Ont.<br>British | T.3Cy.20",33"&54"–40"<br>NB16 184NHP<br>ClevelandS.B.Co.Clevelnd |
| 30134<br>134515 | **Sarnolite** SteelScSr<br>ssNOs.No.1–21<br>Elec.light 1Dk(Stl)&Webframes<br>Mchy.Aft Wireless | 2060<br>1530<br>1549 | ✠100A1<br>1,21<br>BS4,22 ✠LMC1,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 11,16 F.P. above 150° F. | NOs | q | CL<br>1,21 | 1916<br>11mo | Collingw'd S.B.Co.Ld.<br>Collingwood<br>A&CP | ImperialOil,Ld.<br>CellDB | 250·0 | 43·1 | 16·6<br>P63'F43'<br>FK<br>uE&B42'108tFPT | Sarnia<br>British<br>13BH<br>210tAPT51t | T.3Cy.16",26"&44"–36" (r)<br>180lb 96RHP<br>1SB,3cf,GS72,HS2443<br>CollingwoodS.B.Co.Ld. |
| 30135<br>128911<br>HRFG | **Saros** SteelScSr<br>ssMel.No.2–18<br>(exBaltistan) 2Dks(Stl)<br>Elec.light | 3304<br>3004<br>2044 | ✠100A1<br>7,21 7,20<br>~~BS7,20~~ ✠LMC4,19<br>BS7,21 | Mel | v | CL<br>4,19 | 1910<br>6mo<br>Lloyd | W.Gray& Co.Ld.<br>WHartlepool<br>'sA&CP | AustralianSteamshipsProprietary Ld. (Man.Agents, HowardSmithLd.) | 350·1 | 46·5 | 22·4<br>P25'B86'F35'<br>FK<br>WB= | Melbourne<br>British<br>6BHCem<br>CellDBa11 | T.3Cy.25",40"&65"–42" (s)<br>180lb 386NHP<br>2SB,6pf,GS125,HS5733<br>Cen.Mar.Eng.Wrks.WHpl<br>2u' E25'f153'843t APT95t |
| 30136<br>PRSK | **Sarpedon** SteelScSr<br>Wireless 2Dks | 4393<br>3894<br>2799 |  |  |  |  | 1894 | Workman, Clark&Co.Ld<br>Belfast | Nederlandsche Stoomv.Maats. "Oceaan" | 391·5 | 47·2 | 26·1<br>P34'B103'F45' | Amstrdam<br>Dutch<br>WB | T.3Cy.25",42"&68½"–54"<br>345NHP<br>Wrkman,Clark&Co.Ld.Bel |
| 30137<br>139920 | — SteelScK<br>ssGms.No.1–21<br>Elec.light 1Dk | 344<br>296<br>138 | ✠100A1<br>StmTrawler<br>10,21 ~~5,19~~ ✠LMC~~11,19~~<br>10,21 | Gms |  | CL<br>5,19 | 1916<br>10mo<br>Lloyd | Cook,Wel-t'n&Gemmell Ld.Beverley<br>'sA&CP | StandardSteam FishingCo.Ld. | 135·4 | 23·5 | 12·7<br>Q74'<br>BK8" | Grimsby<br>British<br>4BHCem | T.3Cy.13½",22½"&37"–24"<br>185lb (s) 89RHP<br>1SB,3pf,GS49,HS1595<br>Amos&Smith,Ld.Hull |
| 30138<br>MHGL | **Sarpen** SteelScSr<br>Elec.light Wireless 1Dk | *1864*<br>*1647*<br>*1100* |  |  |  |  | 1912 | Fredrkstad Mek.Værks<br>Fredrikstad | A/SBorregaard | 265·0 | 42·1 | 17·9<br>P57tH94tF8t | Sarpsborg<br>Norwegian<br>WB | T.3Cy.21",33"&56"–36"<br>188NHP<br>FredrikstadM.V.Frdstad |
| 30139<br>MTSJ | **Sarpfos** SteelScSr<br>Elec.light 1Dk | 1493<br>1340<br>873 |  |  |  |  | 1919 | Nylands Værksted<br>Christiania | SkibsA/SThor ThoresensLinje (Otto&ThorThoresen,A/S,Mgrs.) | 254·8 | 39·2 | 16·5<br>P22'Q,B&F212' | Chrstiania<br>Norwegian<br>WB | T.3Cy.19",31"&51½"–33"<br>152NHP<br>NylandsVærksted,Xania. |
| 30140<br>139954 | **Sarrail** SteelScK<br>1Dk | 255<br>215<br>101 | ✠100A1<br>StmTrawler<br>7,19 ✠LMC7,19 | Flt |  | CL<br>7,19 | 1917<br>7mo<br>Lloyd | A.Hall& Co.Ld.<br>Aberdeen<br>'sA&CP | E.Taylor<br>~~(J.A.Taylor, Mgr.)~~<br>(J.Niorinck, Mgr.) | 120·2 | 22·5 | 12·1<br>Q69'F15'<br>BK7½" | Fleetwood<br>British<br>3BHCem | T.3Cy.12½",21"&35"–24" (s)<br>180lb 82RHP<br>1SB,3pf,GS46,HS1510<br>A.Hall&Co.Ld.Aberdeen |
| 30141<br>OTEM | **Sarralbe** WoodTwinScSr<br>(exC.–39)<br>Elec.light 1Dk | 1076<br>—<br>611 |  |  |  |  | 1919 | Northern Const.Co.Ld,<br>Vancouver, B.C. | FrenchGovernment | 195·7 | 39·5 | 15·1 | Havre<br>French | C.4Cy.12"&24"–16"<br>38NHP<br>Goldie&McCullogh, Galt,Ont. |
| 30142<br>OTER | **Sarrebourg** SteelScSr<br>Elec.light 1Dk(Stl)<br>(exWarFury) | *2038*<br>*1804*<br>*1201* | ✠100A1<br>3,21<br>✠LMC11,19 | StN | r | 3,21 | 1919<br>11mo<br>Lloyd | Midland S.B.Co.<br>Midland<br>'sA&CP | Soc.Anon.deNav. "LesArmateurs Français"<br>CellD | 251·2 | 43·7 | 20·4<br>P27'B64'F24'<br>FK<br>B210'613t FPT54t | Rouen<br>French<br>4BHAsp<br>APT55t | T.3Cy.20½",33"&54"–40" (s)<br>185lb 253NHP<br>2SB,6cf,GS138,HS4600<br>J.InglisCo.LdToronto,Ont |
| 30143<br>OTEV | **Sarreguemines** WoodTwinScSr<br>(exC.–40)<br>Elec.light 1Dk | 1076<br>—<br>611 |  |  |  |  | 1919 | Northern Const.Co.Ld.<br>Vancouver, B.C. | FrenchGovernment | 195·8 | 39·7 | 15·1 | Havre<br>French | C.4Cy.12"&24"–16"<br>38NHP<br>Goldie&McCulloch, Galt,Ont. |
| 30144<br>OTFC | **Sarron** SteelScK<br>(exMeknès, exGuazú) 1Dk(Stl)<br>Elec.light Mchy.Aft | 444<br>—<br>245 | ✠<br>7,11<br>Rivers Parana&Plate<br>✠ | Dun |  |  | 1907<br>2mo | DundeeSB Co.Ld.<br>Dundee | "L'Union"Cie. Française deCom. &deTransp.Mar. | 160·0 | 27·1 | 9·4<br>F27'<br>Shade dk80' FK<br>FPT20t | Bordeaux<br>Morocco<br>French<br>3BHCem | T.3Cy.13",21"&34"–24"<br>76NHP<br>1SB,3pf,GS43,HS1377<br>G.T.Grey,SouthShields |
| 30145<br>144389<br>KDVN | **Sarthe** SteelScSr<br>Elec.light 2Dks(Stl)<br>Wireless | 5271<br>4809<br>3243 | ✠100A1<br>~~5,21~~ ~~12,20~~ 1,22<br>✠LMC3,20 | Liv<br>Lon | y | CL | 1920<br>2mo<br>Lloyd | W.Gray& Co.(1918)Ld.<br>WHartlepool<br>'sA&CP | RoyalMailSteam PacketCo.<br>CellDB | 400·0 | 52·3 | 28·5<br>P49'B115'F40'<br>FK<br>344'1048t FPT129t | London<br>British<br>7BHCem<br>APT61t | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Cen.Mar.Eng.Wrks.WHpl |
| 30146<br>17962<br>NJDF | **Saru Maru** WoodAuxScSr | 170<br>—<br>96 |  |  |  |  | 1917 | ………………… | HashimotoKojiro | 103·1 | 22·0 | 10·6 | Fushiki<br>Japanese |  |
| 30147<br>142843<br>KOND | **Sarus** SteelTwinSc<br>ssNwc.No.2–19<br>Elec.light 1Dk(Stl–teak s)<br>Mchy.Aft | 830<br>810<br>399 | ✠<br>CraneBarge for Harbour Service<br>7,19 ✠ | Nwc |  |  | 1914<br>10mo | GooleS.B. &RepgCo.Ld.<br>Goole | BombayPortTrust | 160·0 | 50·1 | 13·0<br>FK<br>WB=CellDB | Newcastle<br>British<br>5BHCem<br>uB10'10t | C.4Cy.12"&27"–16"<br>29RHP<br>2SB,4pf,GS49,HS1502<br>F.T.Harker,Stockton |
| 30148<br>132884 | **Sasebo** SteelScK<br>~~ssCff.No.1–19~~<br>Elec.light ssCff.No.2–21 1Dk | 255<br>227<br>100 | ✠100A1<br>StmTrawler<br>~~6,21~~ ~~6,20~~ 10,21 11,21<br>~~BS6,20~~ ✠LMC~~4,19~~ | Cff |  | CL<br>~~6,20~~<br>6,21 | 1913<br>6mo<br>Lloyd | Smith's DockCo.Ld.<br>Middlesbro'<br>'sA&CP | Neale&West,Ld. | 125·0 | 23·5 | 12·3<br>Q76'F21'<br>BK7½" | Cardiff<br>British<br>3BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 85RHP<br>1SB,3pf,GS54,HS1522<br>Smith'sDockCo.Ld.Mdb. |
| 30149<br>123965 | **Saskatoon** SteelScSr<br>Elec.light Mchy.Aft Wireless 1Dk | 1798<br>1488<br>1148 |  |  |  |  | 1910 | Sunderlnd S.B.Co.Ld.<br>Sunderland | E.J.Heinz(London)Ld. | 250·2 | 42·8 | 16·4<br>P96'F36' | Montreal<br>British<br>WB | T.3Cy.17",28"&46"–33"<br>121NHP<br>N.E.MarineEng.Co.Ld.Sld |
| 30150<br>733<br>SGKJ | **Sassari** SteelScSr<br>(exLadyRoberts)<br>Elec.light 2Dks | 1489<br>1089<br>916 |  |  | … |  | 1897 | AilsaS.B. Co.<br>Troon | Soc.Marittima Italiana | 275·0 | 36·1 | 16·5<br>P70'B94'F50'<br>BK9" | Genoa<br>Italian<br>WB | T.3Cy.25",40"&65"–42"<br>280NHP<br>Dunsmuir&Jackson,Gls. |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30151<br>PBSN | **Sassenheim** SteelSc<br>*Elec.light* Wireless 1*Dk* | 2158<br>1718<br>1226 | | | | | 1916 | A.F.Smulders<br>Schiedam | N.V.Maats.S.S.<br>"Sassenheim"<br>(Geb.vanUden) | 266·3<br>P27'B78'F24' | 42·1 | 18·1 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.20",32"&52"–39"<br>169NHP<br>A.F.Smulders,Schiedam | | V |
| 30152 | **Sata** SteelSc<br>*Elec.light* 2*Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk* | 8000 | | | | | 1920 | Yokohama<br>DockCo.<br>Yokohama | JapaneseGovernment | 455·0<br>B50'F58' | 58·0 | 35·0 | Japanese<br>*WB* | YokohamaDockCo.Yka | | |
| 30153<br>127433<br>HNFB | **Satanta** SteelScSr<br>*ss*S.Fo.No.3-8.20 ~~*ss*S.Fo.No.2-18~~<br>(*ex*Saranac) 2*Dks*(*Stl*)*deep framing*<br>*Elec.light* *Mchy.Aft* *&Web frames*<br>Wireless | 5316<br>4434<br>3354 | ✠100A1<br>~~3,21~~8,20 12,21<br>~~BS6,20~~ ✠LMC~~3,18~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 6,09 *F.P. above* 150°F. | SFo<br>NYk 12,21 | *y* | CL<br>N1,19 | 1908<br>9mo | W.Gray&Co.Ld.<br>WHartlepool<br>*Lloyd's A&CP* | StandardTransportationCo.Ld.<br>*WB=CellDB*<br>*uE&B*83'266*t* | 386·0<br>P&B220'F41' FK<br>*FPT*83*tAPT*26*t* | 51·7 | 28·2 | HongKong<br>British<br>13*BHptCem*<br>8 *to Udk*<br>5 *to Mdk* | T.3Cy.27",43½"&73"–48" (*s*)<br>180lb *180lb* 427NHP<br>3SB,9*cf*,GS187,HS6950<br>Cen.Mar.Eng.Wrks.WHpl | 30 ″ 5<br>s 5 ″ 6<br>25 ″ 6 | |
| 30154<br>218089<br>LRFM | **Satartia** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks&Webframes*<br>Sub.Sig. Wireless | 4994<br>4740<br>3021 | | | ... | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>*WB* | 1 GearedSteamTurbine<br>600NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 32 ″ 0 | R |
| 30155 | **Satellite** SteelTwinScSr<br>Wireless 2*Dks*(*UptStl*–ws) | *1412*<br>*1347*<br>*892* | ✠<br>9,90 | Cly | *p* | | 1890<br>9mo | Blackwood<br>&Gordon<br>P.Glasgow | LloydBrasileiro<br>*WB=APT*40*t* | 259·7<br>B58'<br>*Tank*58'76*t* FK | 34·0 | 18·5 | R.Janeiro<br>Brazilian<br>4*BHAsp* | T.6Cy.15½",25"&40"–27"<br>NB05 191NHP<br>Blackwood&Gordon,P.Gl. | 19 ″ 8 | |
| 30156<br>OTFH | — SteelPadSp<br>(*ex*JohnHerron)<br>*Elec light* 1*Dk* | *333*<br>*313*<br>*132* | | | | | 1896 | J.Scott&Co.<br>Kinghorn | Soc.Maritime de<br>Transbordement | 160·0 | 27·1 | 9·9 | Cherbourg<br>French | C.2Cy.30"&51"–57"<br>164NHP<br>J.Scott&Co.Kinghorn | | V |
| 30157<br>91933<br>MVSG | — SteelTwinScSr<br>1*Dk*2*trB* | 242<br>239<br>109 | ✠<br>5,86<br>✠ | Grk | | | 1886<br>4mo | DavidJ.<br>Dunlop&Co.<br>Pt.Glasgow | Corporation of the<br>TrinityHouse | 141·2 | 22·1 | 11·4 | London<br>British<br>5*BHCem* | T.6Cy.10½",16"&26"–22"<br>70RHP<br>DavidJ.Dunlop&Co.P.Gl. | 12 ″ 0 | |
| 30158<br>5581<br>JTRM | **Sätra** WoodScSr<br>1*Dk* | 197<br>167<br>95 | | | | | 1914 | Sjötorps<br>Varf<br>Sjötorp | Ångf.Aktieb.Sätra<br>(S.Wollert) | 100·7<br>P19'H8*t* | 23·0 | 9·9 | Sätra<br>Swedish | Lundby Mek.Verksted.Got | | |
| 30159<br>99865<br>MVQS | **Satrunji** SteelScSr<br>*ss*Bom.2ndNo.3–3,16<br>*ss*Bom.No.1–19<br>*Elec.light* 1*Dk&Spar dk*(*ptStl*–ws)<br>*&deepframing* | 1192<br>1098<br>547 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>5,20 ✠LMC8,19<br>✠NB11,06 BS5,20 | Bom | *n* | CL<br>8,19 | 1892<br>12mo | AilsaS.B.Co.<br>Troon<br>A&CP | BombayS.Nav.<br>Co.Ld. | 227·0<br>20·8<br>BK8"<br>*WB=FPT* | 32·8 | 13·5 | Bombay<br>British<br>6*BHCem*<br>28*tAPT*39*t* | T.3Cy.21⅜",33"&55"–33" (*s*)<br>200lb 246NHP<br>2DB,8*cf*,GS153,HS4402<br>Dunsmuir&Jackson,Gls. | 21 ″ 6<br>s 5 ″ 6<br>17 ″ 0 | |
| 30160<br>13899<br>LRPB | **Satsuki Maru** SteelScSr<br>(*ex*Nanshan, *ss*Sld.No.3-6,99<br>*ex*Robt.Harrowing) *ss*H.Kg.No.1-03<br>2*Dks*(1*Stl*&1*ptStl*)3*trB* | 2099<br>1905<br>1299 | ✠<br>1,08<br>✠ | HKg | *s* | | 1887<br>1mo | JLThompson&Sons<br>Sunderland | UyemuraYataro<br>*WB=D* | 282·0<br>P33'B70'F31'<br>ND99 BK9½"<br>*Ba*84'*f*60'292*tFPT* | 36·6 | 24·3 | Kumikama<br>Japanese<br>6*BHAsp*<br>50*tAPT*18*t* | T.3Cy.22",37½"&60"–39"<br>NDB99 225NHP<br>2DB,8*f*,GS120<br>T.Richardson&Sons,Hpl. | 25 ″ 9 | |
| 30161<br>23028<br>RBFP | — SteelSc | 941<br>—<br>555 | | | | | 1918 | ................ | HamaguchiKisen<br>KabushikiKaisha | 190·0 | 31·0 | 18·5 | Osaka<br>Japanese | | | |
| 30162<br>212922<br>LFBV | **Satsuma** SteelScSr<br>*ss*NYk.No 1-21 *ss*N.Yk.No.3–8,16<br>*Elec.light* 1*Dk*(*Stl*)*&Spar dk*(*Stl*)<br>Sub.Sig. Wireless *&deepframing*<br>*Tonnage opening closed* 1918 | 5287<br>3998<br>3284 | ✠100A1<br>*Spar dk*<br>~~7,20~~11,21<br>~~BS5,20~~ ✠LMC~~7,16~~<br>11,21 | Sba<br>NYk | *x* | CL<br>~~10,20~~<br>11,21 | 1901<br>5mo | ShortBros.Ld.<br>Sunderland<br>A&CP<br>*WB* | NewYork&<br>OrientalS.S.Co.<br>Inc.<br>=*CellDBa*114'*uE* | 370·3<br>P39'B&F302' 28·9<br>FK<br>24'*f*154'969*t FPT* | 48·7 | 19·0 | NewYork<br>Utd.States<br>6*BHCem*<br>104*tAPT*66*t* | T.3Cy.26",43"&71"–48" (*s*)<br>160lb 379NHP<br>3SB,9*cf*,GS153,HS6100<br>Richardsons,Westgarth&Co.Ld.Sld. | 37 ″ 6<br>s 10 ″ 7<br>27 ″ 4 | |
| 30163<br>887<br>HFSN | **Satsuma Maru** SteelScSr<br>*ss*Yka.No.3–4,98<br>*Elec.light* *ss*Yka.No.1–02<br>2*Dks*(1*Stl*–ws)*&Spardk*(*Teak*) | 1856<br>1245<br>1125 | ✠<br>*Spar dk*<br>6,05 ✠ | Yka | *r* | | 1884<br>5mo | Napier,Shanks&Bell<br>Glasgow<br>*WB=* | HaradaKisen<br>KabushikiKaisha<br>*CellDB*184'252*t F* | 265·5<br>ptND98 26·0<br>BK9½"<br>*PT*32*tAPT*47*t* | 35·7 | 18·4 | Amagasaki<br>Japanese<br>5*BHCem* | C.2Cy.36"&68"–44"<br>267NHP<br>2DB,8*pf*,GS152,HS4700<br>J.Howden&Co.,Glasgow | 28 ″ 7 | |
| 30164<br>81743 | **Saturn** SteelSc<br>(*ex*WalterScranton)<br>*Mchy.Aft* *Elec.light* Wireless 1*Dk*2*trB* | 4426<br>—<br>3061 | | | | | 1901 | American<br>S.B.Co.<br>Cleveland | InterlakeS.S.Co.<br>(Pickands,Mather<br>&Co.*Mgrs.*) | 416·0 | 50·0 | 28·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.20",33"&57"–42"<br>211NHP<br>AmericanS.B.Co.Clevelnd | | |
| 30165<br>MSDV | — SteelSc<br>(*ex*Arild)<br>1*Dk* | 1120<br>973<br>653 | | | | | 1918 | Trndhjms<br>Mek.Værks<br>Trondhjem | DetBergenske<br>DampskibsSelskap | 226·3<br>P14*t*H52*t*F28*t* | 36·5 | 15·7 | Bergen<br>Norwegian<br>*WB* | T.3Cy.17",27½"&46"–30"<br>116NHP<br>Trondhjems M.V.Trndhjm | | N |
| 30166<br>Wrecked 12,21 | — SteelScSr<br>1*Dk* | 467<br>338<br>267 | | | | | 1891 | H.Koch<br>Lübeck | Dampfschifffahrts<br>Ges.Neptun | 159·1<br>Q40' B36' F21' | 25·7 | 11·0 | Bremen<br>German<br>*WB* | C.2Cy.$17\frac{11}{16}$"&$32\frac{11}{16}$"–$22\frac{1}{16}$"<br>Maschinen- NB01 42NHP<br>fabrik Buckau, Magdeburg | | |
| 30167 | — SteelSc<br>*Elec.light* 1*Dk* | 275<br>229<br>154 | | | | | 1908 | Stettiner<br>Oderwerke<br>Stettin | Flensburg-<br>StettinerDampfschifffahrtGes. | 129·0<br>B29'F15' | 22·8 | 11·0 | Flensburg<br>German<br>*WB* | C.2Cy.16"&27"–16"<br>24NHP<br>StettinerOderwerke | | |
| 30168<br>138985<br>JNFQ | — SteelScK<br>*ss*Gms No.1-21<br>1*Dk* | 230<br>215<br>107 | ✠100A1<br>*StmTrawler*<br>6,21 ~~4,19~~<br>✠LMC~~9,16~~ 6,21 | Lwt<br>Gms | | CL<br>~~4,19~~<br>6,21 | 1916<br>9mo | GooleS.B.&RepgCo.Ld.<br>Goole<br>*Lloyd's A&CP* | Trawlers(White<br>Sea&GrimsbyLd.)<br>(J.N.&H.Bacon,<br>*Mgrs.*) | 120·2<br>Q67'<br>BK7½" | 22·0 | 12·1 | Grimsby<br>British<br>3*BHCem* | T3Cy.12½",21½"&35"–24"(*s*)<br>180lb 76RHP<br>1SB,2*pf*,GS33,HS1310<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 0 | |
| 30169 | — SteelScSr<br>1*Dk* | 156<br>148<br>74 | | | | | 1908 | J.S.Figêe<br>Vlaardingen | Heringsfischerei<br>"Dollart,"A.-G. | 96·2<br>Q20'H16' | 21·4 | 10·1 | Emden<br>German<br>*WB* | C.2Cy.9¼"&19"–10"<br>9NHP<br>Wilton'sE.&Slipw.Co.,Rot. | | |
| 30170 | — IronSc<br>(*Tug*)<br>1*Dk* | 120<br>111<br>10 | | | | | 1893 | G.Seebeck<br>Geestemünde | Staudt&Co. | 96·3 | 18·6 | 10·9 | Bremen<br>German | C.2Cy.17¾"&32¾"–22"<br>42NHP<br>G.Seebeck,Geestemünde | | |
| * 30171<br>OTFJ | **Saturne** SteelScYl<br>(*ex*TheSirdar) ~~*ss*Hav.No.3-9,09~~<br>*ss*Bou.No.3–6,21 ~~*ss*Bou.No1-14~~<br>*Elec.light* 1*Dk* | 202<br>174<br>49 | ✠100A1<br>*StmTrawler*<br>6,21<br>✠LMC6,21 | Bou | | 6,21 | 1899<br>3mo | Mackie&Thomson<br>Glasgow<br>A&CP | ~~G.Ridel&~~<br>~~L.Salanson~~<br>Deconinck&Co. | 116·7<br>Q51'<br>BK7½" | 21·0 | 10·5 | Boulogne<br>French<br>4*BHCem* | T3Cy.12½",21½"&35"–24"(*s*)<br>200lb 70NHP<br>1SB,2*cf*,GS34,HS1135<br>Muir&Houston,Ld.Gls. | 12 ″ 0 | |
| 30172<br>129489<br>HQWB | **Saturnia** SteelTwinScSr<br>*ss*Gls.No.2–18<br>*Elec.light* 2*Dks*(*Stl*)*&Shelterdk*<br>*Ref.Mchy.* (*Stl–ptws*) *Lower dk*<br>Wireless *beams in No.* 1 *hold* | 8611<br>7406<br>5494 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,22 ~~3,21~~<br>~~BS3,21~~ ✠LMC4,18<br>BS3,22 | Gls | *c*† | CL<br>P3,19<br>s11,20 | 1910<br>6mo | C.Connell&Co.Ld.<br>Glasgow<br>*Lloyd's A&CP* | Anchor-Donaldson<br>Ld. (Donaldson<br>Bros.Ld.&Anchor<br>Line(Henderson<br>BrosLd)*Jt.Mgrs.*) | 456·3<br>*B on Shelter dk* 148'<br>*F on Shltr dk*60' FK<br>*CellDB a* 133' *uE&* | 55·3 | 29·1 | Glasgow<br>British<br>7*BHCem*<br>*B*79' *f* 185'1 | T.6Cy.26",42"&70"–48" (*r*)<br>180lb 872NHP<br>6SB,18*cf*,GS418,HS15360<br>Dunsmuir&Jacksn,Ld. Gls<br>146*t* | 32 ″ 0<br>s4 ″ 10½<br>27 ″ 5 | BT<br>till<br>3 22 |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire. 3 Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30173<br>564<br>SGLJ | **Saturno** IronScSr<br>(exHenning, exLittuania)<br>1Dk& Awng dk | 747<br>—<br>452 | | | | | 1882 | G. Howaldt<br>Kiel | Lloyd Mediterraneo | 202·9 | 26·3 | 10·9 | Genoa<br>Italian<br>WB | C.2Cy.23⅜"&37⅜"-27"<br>NB94 61NHP<br>HowaldtGebr.Kiel | |
| 30174<br>PRTB | **Saturnus** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 2741<br>2127<br>1731 | | | | | 1909 | Maats. Fyenoord<br>Rotterdam | Koninkl.Nederl. Stoomb.Maats. | 328·0<br>Q105'B85'F40' | 44·2 | 18·8 | Amsterdm<br>Dutch<br>WB | T.3Cy.21½",33"&57"-39"<br>203NHP<br>Maats.Fyenoord,Rot. | |
| 30175<br>5937<br>KBFT | — SteelScSr<br>*Mchy.Aft* *Cruiser Stern* 1*Dk* | 658<br>507<br>337 | | | | | 1917 | Eriksbergs M.V.Aktieb.<br>Gothenburg | RederiAktieb. Stjärnen (J.Bergendorff, *Mgr.*) | 181·0<br>P53'F21'H55*t* | 28·9 | 11·6 | Karlstad<br>Swedish<br>WB | T.3Cy.14 1/16",22 1/16"&36⅝"-24"<br>35NHP<br>EriksbergM.V.Aktieb.Got | |
| 30176 | — SteelScLr<br>1*Dk* | 176<br>172<br>90 | | | | | 1901 | M.van der Kuijl<br>Slikkerveer | L.J.vanGelderen | 109·1 | 22·2 | 11·2 | Vlrdingen<br>Dutch<br>WB | T.3Cy.8½",14"&25⅝"-17 1/16"<br>28NHP<br>Elliott&Garrod,Beccles | |
| 30177<br>5845<br>JVSC | — SteelSc<br>(*Tug*)<br>1*Dk* | 176<br>123<br>19 | | | | | 1916 | J.Smit& Zoon<br>Foxhol | StockholmsTransport&Bogserings Aktieb. (J.A. Appelqvist, *Mgr.*) | 96·4<br>B38'H5*t* | 19·2 | 10·0 | Stockholm<br>Swedish | T.3Cy.12 3/16",19 1/16"&33 1/16"-19 1/16"<br>48NHP<br>Maschinewfabr.Utrecht | |
| 30178<br>123004 | **Satyavati** SteelSc<br>*Elec.light* 2*Dks* | 295<br>239<br>124 | | | | | 1911 | Greenock& Grngemouth Dckyd.Co.Ld<br>Grngemouth | BombayS.Nav.Co. Ld. | 165·0 | 27·6 | 9·1 | Bombay<br>British<br>WB | T.3Cy.15½",25½"&40"-27"<br>83NHP<br>Dunsmuir&JacksonLdGls | |
| 30179<br>217730<br>LQHR | **Saucon** SteelSc<br>*Fitted for oil fuel*<br>*Elec.ligh* Sub.Sig. 2*Dks&*<br>Wireless *Web frames* | 5784<br>4740<br>3513 | | | ... | | 1919 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd. States<br>WB | 1 Steam Geared Turbine<br>600NHP<br>GeneralElectricCo. Schenectady,N.Y. | 32 |
| 30180<br>142594 | **Saucy** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 574<br>497<br>208 | ✠ A1<br>*For towing purposes*<br>8,18<br>✠LMC8,18 | Hul | *i* | | 1918<br>8mo<br>*Lloyd's A&CP* | Livingstne &CooperLd.<br>Hessle<br>*Cell* | TheAdmiralty<br>*DBu cross bunker* | 155·3<br>B50'<br>FK<br>14' 15*tf* 18'10*t FPT* | 31·1 | 15·7 | London<br>British<br>5*BHCem*<br>15*tAPT*55*t* | T.3Cy.18¼",28½"&48½"-28"<br>180lb (*s*) 186NHP<br>2SB,*6cf*,GS132,HS3600<br>Belliss&Morcom,Ld. Birmingham | 17 |
| 30181<br>JWRM | **Saude** SteelScSr<br>(exStavanger)<br>*Elec.light* 1*Dk& Awng dk* | 331<br>143<br>192 | | | | | 1897 | Stavanger Stöberi&Dok<br>Stavanger | DetStavangerske Dampskibsselskab | 130·4<br>H24*t* | 21·7 | 9·6<br>16·8 | Stavanger<br>Norwegian<br>WB | T.3Cy.13½",22"&34"-25"<br>58NHP<br>LaxevaagsMsk.&Jrns.Bgn | |
| 30182<br>[illegible]<br>KGLC | **Sauerland** SteelTwinScSr<br>Now named "Norfolk," See No. 3866[illegible] in Supplement<br>Wireless 2*Dks* | 10973<br>6901 | | | | | 1918 | Bremer Vulkan<br>Vegesack | FederalSteam Nav.Co.Ld. | 520·0<br>P57'B254'F42' | 64·0 | ~~38·0~~<br>37·0 | London<br>British | T.6Cy.28⅝",46⅝"&75⅝"-51½"<br>818NHP<br>BremerVulkan,Vegesack | |
| 30183<br>217731<br>LQHS | **Saugerties** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks&*<br>Wireless *Web frames* | 5101<br>4740<br>3093 | | | ... | | 1919 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd. States<br>WB | 1 Steam Geared Turbine<br>600NHP<br>GeneralElectricCo. Schenectady,N.Y | 32 |
| 30184<br>217938<br>LQVF | **Saugus** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks&*<br>Wireless *Web frames* | 5592<br>4740<br>3422 | | | ... | | 1919 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd. States<br>WB | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo. Schenectady,N.Y | 32 |
| 30185<br>126455 | **Sault St. Louis** WoodTwinSc<br>(exZephirP.)<br>1*Dk* | 202<br>114<br>124 | | | | Rebuilt by J.O.Pouliot, at Sorel, P.Q. | 19 10/20 | J.Paquette Champlain, Quebec | LaTraverse de Caughnawaga Limitée | 98·3 | 22·3 | 7·0 | Montreal<br>British | C.2Cy.10"&20"-13"<br>E*rebuilt*20 NB04 17RHP<br>J.O.Pouliot,Sorel,P.Q. | |
| 30186<br>OTFU | **Saumur** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | ~~2970~~<br>2955 ~~2538~~<br>~~1911~~<br>2538<br>1807 | 100A1<br>1,20<br>✠LMC1,20 | Shl | *u* | CL | 1920<br>1mo<br>*Lloyd's A&CP* | ForthS.B. &E.Co.Ld.<br>Alloa | Cie.Française des Chemins deFer de Paris-Orléans (Soc.Marit.Auxiliaire deTransp. *Mgrs.*)<br>*CellD* | 324·4<br>P28'B85'F33'<br>FK<br>*B*273' 710*t FPT*66*t* | 44·3 | 23·1 | St.Nazaire<br>~~Nantes~~<br>French<br>6*BHCem*<br>*APT*58*t* | T.3Cy.20½",33"&54"-39" (*s*)<br>180lb 234NHP<br>2SB,6*cf*,GS126,HS4100<br>G.T.Grey&Co.Ld.S.Shl. | 25<br>3<br>21 |
| 30187<br>138966<br>JMRH | **Saurian** SteelScK<br>ssFal.No.1-19<br>1*Dk* | 219<br>196<br>102 | ✠100A1<br>*StmTrawler*<br>7,21 ~~6,20~~<br>BS7,21<br>✠LMC6,19 | Gms | | CL<br>6,20 | 1916<br>4mo<br>*Lloyd's A&CP* | Cochrane& Sons,Ld.<br>Selby | H.C.Baker | 120·3<br>Q69'F20'<br>BK7½" | 21·5 | 11·5 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21½"&34"-24" (*s*)<br>180lb 67RHP<br>1SB,*2pf*,GS32,HS1110<br>C.D.Holmes&Co.Ld.Hull | 12 |
| 30188<br>143150<br>JWVP | **Sausenberg** SteelScSr<br>(exNumidia)<br>2*Dks*(1*Stl&UIrn*)*&deep framing*<br>*Elec.light* Wireless | 3382<br>2816<br>2159 | ✠ ~~Nwc.2,21~~ Alx.9,21<br>(*See footnote**)<br>✠ | Hpl | *u* | | 1900<br>6mo | W.Gray& Co.Ld.<br>WHartlepool | ~~MotorSchooners Ld.(H.H.Penman, *Mgr.*)~~ S.H.Bisco<br>*WB=CellDBa* | 325·0<br>P29'B92'F34'<br>FK<br>106'*u*E24'*f*136'781*t* | 47·1 | 22·4 | London<br>British<br>5*BHCem*<br>*APT*53*t* | T.3Cy.24",38"&64"-42"<br>260NHP<br>2SB,*6pf*,GS98,HS3984<br>Cen.Mar.Eng.Wrks.WHpl | 24 |
| 30189<br>827<br>SGLT | **Sava** IronAuxScBk<br>ssTri.3rdNo.3-10,05<br>(exGryfe) ssNap.No.1-12 2*Dks*<br>*Fitted for oil fuel*<br>(*See Sailing Ship Register*) | 1126<br>1018<br>904 | ✠<br>4,15 | Nap | | | 1866<br>9mo | R.Steele<br>Greenock | Quaglia&Galdini | 207·1<br>P45'F34'<br>BK8" | 33·1 | 21·6 | Genoa<br>Italian<br>4*BHCem* | C.2Cy.17¾"&27¾"-24 1/16"<br>E*made*14,*fitted*19 32NHP<br>IngTorrianiSampierdaiena | 23 |
| 30190 | — SteelSc | 159<br>—<br>84 | | | | | 1898 | Lloyd Austriaco<br>Trieste | Soc.inAzioni Ungaro-Croata di Nav.Maritt.aVap. | 130·7 | 17·4 | 6·6 | Fiume | T.3Cy.10½",16½"&27½"-20"<br>34NHP<br>Plenty&Son,Ld.Newbury | |
| 30191<br>116929<br>KPNM | **Savage** SteelSc<br>(*Tug*)<br>Wireless 1*Dk* | 410<br>—<br>279 | | | | | 1899 | Columbian DryDockCo.<br>Baltimore | Consolidation CoastwiseCo. | 142·8 | 27·0 | 15·6 | Boston<br>Utd. States | T.3Cy.16",24"&41"-30"<br>92NHP<br>ColumbianDryDk.Co.Bal. | |
| 30192 | **Savannah** SteelScSr<br>(exSaxonia)<br>*Elec.light* Wireless 2*Dks* | 4424<br>4135<br>2782 | | | | | 1899 | Flensburgr Schiffsb.Ges.<br>Flensburg | UnitedStates Government(Navy Dept.) | 400·2<br>P&B243'F45' | 46·1 | 27·3 | Utd. States<br>WB | T.3Cy.26½",44"&72"-48"<br>359NHP<br>FlensburgerSchiffsb.Ges. | |
| 30193<br>OTGH | **Saverne** SteelScSr<br>(exWarLeveret) 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted* | *2057*<br>*1818*<br>*1213* | ✠100A1<br>~~11,19~~ ~~8,20~~ 1,22<br>✠LMC6,19 | Dnk<br>~~Nts~~ Clb | *r* | 11.21 | 1919<br>6mo<br>*Lloyd's A&CP* | Midland S.B.Co.<br>Midland,Ont. | Soc.Anon.deNav. "LesArmateurs Français"<br>*CellD* | 251·0<br>P24'B64'F27'<br>FK<br>*B*210'613*t FPT*54*t* | 43·5 | 20·3 | Rouen<br>French<br>4*BHAsp*<br>*APT*55*t* | T.3Cy.20½",33"&54"-40" (*s*)<br>185lb 253NHP<br>2SB,6*cf*,GS138,HS4600<br>JohnInglisCo.Ld.Toronto | 23<br>3<br>20 |

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*This vessel, the class of which has lapsed, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dis. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30194<br>OTGI | **Saverne** WoodTwinScSr<br>(*ex*C.36)<br>*Elec.light* 1*Dk* | 1176<br>840<br>700 | | | | | 1919 | W.Lyall S.B.Co.<br>N.Vancouver B.C. | FrenchGovernment | 194·8\|39·7\|15·0 | Havre<br>French | C.4Cy.12″&24″–16″<br>38NHP<br>SorelMecanicalShops Sorel,Quebec | | V |
| 30195<br>139937 | **Savitri** SteelScK<br>*ss*Hul.No.1-21<br>1*Dk* | 212<br>197<br>82 | ✠100A1<br>*StmTrawler*<br>6,21 ~~10,20~~ ✠LMC~~3,17~~<br>6,21 | Hul | | CL<br>1,20 | 1917<br>3mo<br>*Lloyd* | A.Hall&Co.Ld.<br>Aberdeen<br>'*sA&CP* | TridentSteam FishingCo.Ld.<br>(G.A.Ledger, *Mgr.*) | 115·5\|22·1\|11·9<br>BK7½″ | Hull<br>British<br>3*BHCem*<br>*DBf* 19′12*t* | T.3Cy.12″,20″&34″–24″ (*s*)<br>180lb 78RHP<br>1SB,3*pf*,GS46,HS1433<br>A.Hall&Co.Ld.Aberdeen | 12 ″ 9 | |
| 30196<br>179<br>SGMB | **Savoia** SteelTwinScSr<br>*Ref.Mchy.* *Elec.light* Wireless 3*Dks* | 4429<br>3991<br>2666 | | | | | 1897 | N.Odero &Co.<br>Foce,Genoa | LaVeloceNav. ItalianaaVap. | 462·0\|45·3\|28·5<br>P72′H645*t*F38′<br>len00 | Genoa<br>Italian<br>*WB* | T.6Cy.26″,42½″&68″–47½″<br>638NHP<br>N.Odero&Co.,Foce. | | I |
| 30197<br>560<br>SGMR | — SteelSc<br>*OilEng.*<br>(*Tug*) 1*Dk* | 125<br>98<br>50 | | | | | 1912 | Cant.Offic. Savoia<br>Cornigliano | CantieriOfficine Savoia | 104·0\|19·8\|8·3 | Genoa<br>Italian | Oil Engines 2S.C.SA<br>4Cy.$9\frac{7}{16}$″–15¾″ 35NHP<br>Cant.OfficineSavoia | | |
| 30198<br>OTGJ | **Savoie** SteelScSr<br>(*ex*Città diGenova)<br>*Elec.light* Wireless 2*Dks&Awngdk* | 1901<br>1678<br>1206 | | | ... | | 1889 | Wigham Richrdsn&Co<br>Newcastle | Soc.Gén.deTransp. Mar.àVap. | 300·0\|35·3\|17·2<br>P48′F24′ 25·6 | Marseilles<br>French | T.3Cy.27½″,43½″&71″–48″<br>NB03 349NHP<br>WighamRichdsn&C.Nwc. | 26 ″ 6 | V |
| 30199 | — SteelSc<br>(*ex*LichterII) 1*Dk* | 148 | | | | | 1904 | H.J.Koopman<br>Dordrecht | Ducrot,dela Horvonnais&Cie. | 138·5\|23·5\| | Havre<br>French | C.2Cy.9½″&19½″–14″<br>11NHP<br>H.J.Koopman,Dordrecht | | V |
| 30200<br>625 | **Savona** SteelScSr<br>*ss*Bry.No.3-10,08<br>(*ex*GiovanniG.,*ex*Blythswood, 1*Dk*(*Stl*)<br>*ex*Bedouin)&*Spardk*(*Irn*)&*deepframing*<br>*Elec.light* | 3427<br>3322<br>2206 | ✠<br>*Spardk*<br>12,13 ✠ | Shl | *w* | | 1895<br>8mo | Palmers' Co.Ld.<br>Newcastle | LloydMediterraneoSoc.Italiana diNav.<br>*WB*=*CellDBa*<br>*uE*22′352*t* | 350·0\|45·2\|19·4<br>P35′B78′F42′ 27·2<br>122′ FK<br>*MT*22′552*tFPT*75*t* | Genoa<br>Italian<br>6*BHCem*<br>*APT*40*t* | T.3Cy.21½″,38″&64″–42″<br>NDB09 310NHP<br>2SB,6*cf*,GS110,HS4860<br>Palmers'Co.Ld.Newcastle | 28 ″ 5 | I |
| 30201<br>104887 | **Savoy** SteelScSr<br>*ss*Qbc.2ndNo.3-7,20<br>*Mchy.Aft* 1*Dk*(*Stl*) | 348<br>313<br>184 | ✠100A1<br>7,20<br>✠LMC6,20<br>BS~~0,21~~4,22 | Qbc | *e* | CL<br>6,20 | 1895<br>3mo | Montrose S.B.&E.Co., Ld. Montrose<br>A&CP | CieMarit.etComm. duBasSt.Laurent, Ld. | 129·9\|25·2\|11·5<br>F15′<br>BK7″<br>*WB*=*DBf*72′ | London<br>British<br>3*BHCem*<br>88*tAPT*7*t* | C.2Cy.15″&32″–24″ (*s*)<br>125lb 53RHP<br>1SB,2*pf*,GS33,HS930<br>Hall-Brwn,Buttery&C.Gls | 13 ″ 11<br>s1 ″ 8½<br>12 ″ 11 | |
| 30202<br>1070 | **Savvattii** IronTwinScSr<br>(*ex*J.P.Dillberg)<br>1*Dk&Shelter dk* | 457<br>—<br>224 | | | | | 1876 | MotalaCo.<br>Gothenburg | I.Burkoff | 161·8\|24·5\|10·5<br>16·6<br>P52′B41′H15*t*F35′ | Archangel<br>Russian | C.4Cy.16″&42″–22″<br>138NHP<br>MotalaCo.,Gothenburg | | |
| 30203 | **Sawahloento** SteelSc<br>For full particulars See No. 39242 in Supplement<br>*Elec.light* | 3000 | 100A1<br>(*Class Contem* | *plated*) | | | 1921 | Gebr.Pot<br>Bolnes | Koninkl.Paketv. Maats. | 325·0\|47·5\|24·2<br>B74′B71′F36′ | Batavia<br>Dutch | T.3Cy.23⅝″,$38\frac{9}{16}$″&62″–41″<br>NVBurgerhoutsSchps.Rot | | |
| 30204<br>220420<br>MBFD | **Sawokla** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks*<br>*Longitudinal framing* | 5984<br>—<br>3847 | | | | | 1920 | Oscar Daniels,Co.<br>Tampa,Fla. | UnitedStates ShippingBoard | 401·9\|54·2\|31·3<br>P34′B118′F38′ | TampaFla.<br>Utd.States<br>*WB* | T3Cy.24½″,41½″&72″–48″<br>360NHP<br>Hardy,TyneMfg.Co. Birmingham,Ala. | | R |
| 30205<br>135896<br>JDSG | **Saxilby** SteelScSr<br>*ss*Sws.No.3-5,19<br>Wireless 1*Dk*(*ptIrn ptStl*) | 3630<br>3382<br>2230 | ✠100A1<br>9,21 ~~5,19~~<br>✠LMC5,19<br>BS9,21 | Sws<br>Npt | *w* | CL<br>~~3,21~~<br>9,21 | 1914<br>1mo<br>*Lloyd* | Ropner& Sons,Ld.<br>Stockton<br>'*sA&CP* | RopnerShpgCo.Ld<br>*WB*=*Cell*<br>*DBa*111′*uE*24′ | 346·5\|50·8\|23·3<br>P23′B204′F38′<br>FK<br>*f*153′831*tFPT*139*t* | W.Hartlpl<br>British<br>6*BHCem*<br>*APT*151*t* | T.3Cy.25″,41″&67″–45″ (*s*)<br>180lb *100lb* 322NHP<br>2SB,6*cf*,GS131,HS4900<br>Blair&Co.Ld.Stockton | 25 ″ 8<br>s 3 ″ 6<br>22 ″ 5 | |
| 30206<br>110345<br>RJSD | **Saxoleine** SteelSc3MstSr<br>*Elec.light*<br>*Mchy.Aft* 2*Dks*<br>Wireless *Carrying Petroleum in bulk* | 3755<br>3371<br>2269 | | | | | 1899 | Armstrong Whitworth &Co.Ld.<br>Newcastle | SaxoleineS.S.Co. Ld. (Hunting& Son) | 335·7\|45·0\|28·5<br>P82′B23′F41′ | Newcastle<br>British<br>*WB* | T.3Cy.24″,40″&64″–48″<br>275NHP<br>WllsndSlpwyCo.Ld.Nwc. | | V |
| 30207<br>112713<br>RQNT | **Saxon** SteelTwinScSr<br>*Ref.Mchy.* *Elec.light*<br>Sub.Sig. Wireless 4*Dks* | 12385<br>10377<br>6336 | | | | | 1900 | Harland& Wolff,Ld.<br>Belfast | TheUnion-Castle MailS.S.Co.Ld. | 570·5\|64·4\|38·6<br>P83′F63′ | London<br>British<br>*WB* | Q.8Cy.32″,46″,66″&95″–60″<br>1396NHP<br>Harland&Wolff,Ld.Bel. | | BT till 7,21 |
| 30208<br>116376<br>LTHV | — SteelSc<br>*Mchy.Aft* Wireless 1*Dk&Spardk* | 2663<br>—<br>1857 | | | | | 1890 | GlobeIron WorksCo.<br>Cleveland,O. | ClinchfieldNav. Co.Inc. | 296·2\|40·4\|21·1<br>*WB* | NewYork<br>Utd.States | T.3Cy.24′,38″&61″–42″<br>241NHP<br>GlobeIrnWksCo.,Clevelnd | | R |
| 30209<br>110006<br>QKLN | — SteelScSr<br>*ss*Brs.No.3-1,11<br>*ss*Hul.No.2-19<br>*Welldeck* 1*Dk*(*Stl*) | 495<br>376<br>252 | ✠100A1<br>11,20<br>✠NB11,20 ✠LMC1,19 | Gls | *h* | CL<br>1,19 | 1898<br>11mo | W.Harkess &Son<br>Middlesbro'<br>A&CP | LlewellynShppng Co.Ld.(W.B. Thomas&Co.Ld. *Mgrs.*) *WB* | 163·2\|26·0\|12·2<br>Q82′B14′F20′<br>ptND11 FK<br>=*DBa*32′35*t FPT* | London<br>British<br>4*BHCem*<br>35*tAPT*18*t* | T.3Cy.12″,21¼″&33″–24″ (*s*)<br>180lb *100lb*NDB20 80RHP<br>1SB,2*rf*,GS36,HS1123<br>Whyte&Mair,Dundee | 13 ″ 0<br>s ″ 8<br>12 ″ 7 | |
| 30210<br>127401<br>HVRB | — SteelScK<br>*ss*Cff.No.3,11-19<br>1*Dk* | 239<br>199<br>93 | ✠100A1<br>*StmTrawler*<br>11,19<br>BS1,21 ✠LMC10,19 | Cff | | CL<br>10,19 | 1907<br>10mo<br>*Lloyd* | Smith's DockCo.Ld<br>North Shields<br>'*sA&CP* | NewDockStm. TrwlngCo.(Fleetwood)Ld. (Taylor &Tomlinson,*Mgs*) | 120·3\|21·6\|11·6<br>Q67′F19′<br>BK7½″ | Fleetwood<br>British<br>3*BHCem* | T.3Cy.12½″,20″&34″–24″ (*s*)<br>180lb 57RHP<br>1SB,2*pf*,GS38,HS1423<br>MacColl&Pollock,Ld.Sld. | 12 ″ 6 | |
| 30211<br>104648<br>HSVD | — nk by Mine 5,21 SteelScSr<br>(*ex* Charlotte, *ex* Schelde, *ex* Dorothy)<br>*Elec.light* | 139<br>—<br>38 | | | ... | | 1895 | R.Duncan &Co.Ld.<br>Pt.Glasgow | SteamPilotBoat Co.(Cardiff& BristolChannel)Ld | 110·3\|18·0\|9·3 | Cardiff<br>British | T.3Cy.9″,13″&21″–18″<br>23RHP<br>Muir&Houston,Glasgow | | |
| 30212<br>104190 | — IronScK<br>1*Dk* | 119<br>109<br>48 | | | ... | | 1894 | Cook,Welt'n&Gemmell<br>Hull | W.Lilburn | 88·5\|20·1\|10·7<br>Q18′<br>ptND18 BK7½″ | N.Shields<br>British | C.2Cy.16″&32″–22″<br>NB06 87NHP<br>C.D.Holmes&Co.,Hull | 11 ″ 4 | |
| 30213<br>110648<br>RPNQ | **Saxonia** SteelTwinSc4MstSr<br>*ss*Liv.No.3-3,13<br>Sub.Sig. Wireless *ss*Lon.No.2-20<br>3*Dks*(*Stl–Mpt*ws–*U*ws)&*Webframes*,<br>*Orlopdk*(*Stl*)*forward*&*Orlopbeams aft*&<br>*Ref.Mchy.Elec.light* *Shelterdk*(*Stl*–ws) | 14197<br>11277<br>8857 | ✠100A1<br>*Shelter dk*<br>8.21 ~~10,20~~<br>~~BS3,20~~ ✠LMC4,19<br>BS5,21<br>*Carrying oil* | Lon<br>*fuel F.* | *k*†<br>*P.* | CL<br>~~S12,13~~<br>P 10,20<br>S8,21<br>*WB*<br>*above*1 | 1900<br>4mo<br>*Lloyd*<br>= *Cell*<br>50° F. | J.Brown& Co.Ld.<br>Clydebank<br>'*sA&CP*<br>*D B a* 170′ *u E*<br>*in DT* | CunardS.S.Co.Ld.<br>&*B*125′*f*186′1762*t* | 580·0\|64·2\|38·4<br>B *on Shelter dk* 275′<br>FK<br>*D Tanks a*33′ 1200*t* | Liverpool<br>British<br>10*BHAsp*<br>*DTanksf*50′ | Q.8Cy.29″,41½″,59″&84″–54″<br>210lb (*s*) 1700NHP<br>9SB,27*cf*,GS570,HS25803 FD<br>J.Brown&Co.Ld.Clydebnk<br>1400*t FPT* 200*t APT* 184*t* | 41 ″ 7<br>s10 ″ 6<br>31 ″ 10 | BT till 9,21 |
| 30214 | — SteelSc<br>(*ex*Ruhrort)<br>*Mchy.Aft* 1*Dk* | 389<br>363<br>232 | | | | | 1896 | J.H.N. Wichhorst<br>Hamburg | W.Kunstmann | 152·2\|25·5\|11·0<br>B8′ | Stettin<br>German | C.2Cy.13⅜″&24¾″–15¾″<br>20NHP<br>OttensenerMaschf.Altona | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30215<br>110127<br>RDNT | **Saxonstar** SteelSc4Mst<br>ssLon.No.3–7,10<br>(exBrodlea,exKent) ssLiv.No.2–19<br>Ref.Mchy. 2Dks(Stl)&deep framing&<br>Elec.light Shelter dk(Stl–ptws)<br>Wireless | 5527<br>5167<br>3548 | ✠100A1<br>Shelter dk<br>11,19 ✠LMC<br>MS4,19 ~~BS11,16~~<br>✠Lloyd'sRMC11,20 ~~3,21~~<br>MBS11,20 DBS10,21<br>Fitted for oil fuel 11,19 F.P. above 150° F. | Liv | a† | N12,20 | 1899<br>6mo | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle<br>A&CP | UnionColdStorage Co.Ld.(BlueStar Line(1920)Ld., Mgrs.) | 420·0<br>CellDBa | 54·0 | 28·6<br>FK | London<br>British<br>7BHCem<br>100′ uE30′f | T.3Cy.30″,48″&78″–54″ (s)<br>160lb 160lb FD 505NHP<br>3SB,7cf,2rf,GS180,HS6754<br>Hwthrn,Leslie&C.Ld.Nwc<br>195′972t FPT130t APT25t |
| 30216<br>145165<br>KHOB | **Sayn** SteelSc<br>Now named "Hazelpark," See No. 37746 in Supplement<br>Elec.light 1Dk | 2461<br>2092<br>1081 | | | | | 1919 | Frd.Krupp<br>Act.Ges.<br>Kiel | DenholmLine of Steamers,Ld. (J.&J.Denholm, Ld., Mgrs.) | 287·9<br>P21 B84′F38′ | 44·2 | 20·4 | Greenock<br>British | T.3Cy.19 7/16″,32 7/16″&54 1/16″–39 3/8″ 188NHP<br>Fried.Krupp,Essen |
| 30217<br>10914<br>LDHK | **Sazanami Maru** SteelSc<br>(exHjorlisfur) | 109<br>—<br>36 | | | | | 1906 | ..................<br>Christiania | ToyoHogeiKabushikiKaisha | 96·0 | 17·3 | 10·9 | Nishinomiya<br>Japanese | T.3Cy. |
| 30218<br>132959 | **Scadaun** WoodScDy<br>(Fishing)<br>1Dk | 108<br>107<br>46 | | | | | 1912 | J.Chambers<br>Lowestoft | CountyFishingCo Ld.(Lt.Col.W.G Lucas, Mgr.) | 92·7 | 20·3 | 10·0 | Lowestoft<br>British | T.3Cy.10¼″,15½″&26″–18″<br>35RHP<br>Crabtree&Co.Ld.Gt.Yar. |
| 30219<br>118049<br>VFSH | **Scaldier** SteelScSr<br>ssBom.No.2–12<br>(exAldgate,exLangdale) 1Dk(Stl)<br>Wireless &Spar dk(Stl)&deep framing | 3547<br>3306<br>2294 | ✠ ——<br>5,20<br>Spar dk<br>✠ | NNs | w | | 1903<br>9mo | Russell&<br>Co.<br>PortGlasgow | LloydRoyalBelge (GreatBritain)Ld<br>CellDB | 339·5<br>P36′B84′F40′<br>a108′ uE&B40′806t | 46·0 | 17·9<br>25·7<br>FK | London<br>British<br>6BHCem<br>APT56t | T.3Cy.24″,40″&65″–45″<br>309NHP<br>2SB,6cf,GS135,HS4851<br>D.Rowan&Co.Glasgow |
| 30220<br>909 | **Scampolo** WoodSc<br>(exWarStikine) 1Dk2trB<br>Elec.light Wireless<br>Well deck Salted & specially treated | 2313<br>1751<br>1430 | | | ... | CL<br>1,20 | 1918<br>7mo<br>Lloyd'sA&CP | Cameron<br>GenoaMills<br>Shpbldrs,Ld.<br>Victoria,B.C. | Soc. Marittima Italiana | 249·8<br>P&B138′F32′ | 43·4 | 22·9 | Genoa<br>Italian | T.3Cy.20″,33″&54″–40″ (s)<br>185lb 322NHP<br>2 Water Tube Boilers<br>GS120,HS5280 FD<br>NationalS.B.Co.Goderich |
| 30221<br>~~144554~~<br>~~KPLG~~ | **Scandia** SteelScSr<br>Wireless (exKönigsberg,<br>Welldeck Elec.light exDella) 2Dks3trB | 4506<br>4103<br>2855 | | | ... | | 1897 | Blohm&<br>Voss<br>Hamburg | SchroederHolke &Fischer | 401·6<br>P&B264′F44′ | 46·3 | 27·4<br>BK11″ | German<br>WB | Q.4Cy.21½″,31½″,46½″&66″–48″<br>396NHP<br>Blohm&Voss,Hamburg |
| 30222<br>3497<br>JKRS | **Scandinavia** SteelScSr<br>ssGot.2ndNo.3–5,18<br>Elec.light 1Dk(Stl)lower dk forward<br>deep framing aft | 1227<br>1027<br>566 | ✠100A1<br>~~2,21~~12,21<br>~~BS11,20~~ ✠LMC5,18<br>BS3,22 | Got | o | 7,20 | 1899<br>6mo | Carmichael<br>MacLean&Co<br>Greenock<br>A&CP WB | Rederiaktieb SvenskaLloyd (H.Metcalfe, Mgr)<br>= CellDBa54′uE& | 239·7<br>P21′B164′F26′<br>B36′f108′293tFPT | 35·0 | 15·5<br>FK | Gothenbrg<br>Swedish<br>4BHCem<br>53tAPT34t | T.3Cy.19½″,31″&51″–36″ (s)<br>160lb 80lb 160NHP<br>2SB,6pf,GS100,HS2460<br>Muir&Houston,Ld.Gls. |
| 30223<br>132664<br>HVSG | — SteelScSk<br>Carrying oil in bulk<br>1Dk | 487<br>383<br>197 | | | | | 1905 | NaamlVen<br>Werf v.<br>Rijkee&Co.<br>Rotterdam | BritishTanker Co.Ld. | 171·0<br>B28′F22′ | 27·3 | 11·0 | London<br>British<br>WB | T.3Cy.12″,21″&35″–24″<br>60NHP<br>W.Beardmore&Co.Ld.Gls. |
| 30224<br>109441<br>QDST | **Scandinavian** SteelTwinSc3MstSr<br>(exRomanic,exNewEngland)<br>Ref.Mchy. 3Dks<br>Elec.light Sub.Sig. Wireless | 12116<br>9110<br>7522 | | | | | 1898 | Harland<br>&Wolff,Ld.<br>Belfast | AllanLineSSCo.Ld (CanadianPacific SteamshipsLd Mgrs.) | 550·3<br>P92′B318′F70′ | 59·3 | 43·9 | Glasgow<br>British<br>WB | T.8Cy.(2)30½″(2)50¼″&(4)58⅝″–54″]<br>985NHP<br>Harland&Wolff,Ld.Bel. |
| 30225<br>5869<br>JVSH | **Scandinavic** SteelScSr<br>ssRot.2ndNo.3–9,16<br>(exOcean, 1Dk(Stl)2trB<br>Welldeck exDemosthenes,exZoe) | 2355<br>1800<br>1793 | | | ... | 6,20 | 1889<br>12mo | T.Turnbull<br>&Son<br>Whitby<br>A&CP | RederiAktieb. Baltic-France (J.Källman, Mgr.) | 289·5<br>P28′Q76′B124′<br>F32′ | 38·3 | 19·6<br>FK<br>Cell | Gothenbrg<br>Swedish<br>6BHCem<br>DB244′504t | T.3Cy.22″,36″&59″–39″ (r)<br>160lb 100lb NDB16 217NHP<br>2SB,6rf,GS84,HS3255<br>Blair&Co.Ld.Stockton |
| 30226<br>6384<br>KCTD | **Scania** SteelSc<br>Cruiser Stern OilEng.<br>Elec.light Mcny.Aft 1Dk | 637<br>508<br>332 | | | | | 1920 | Limhamn<br>Skeppsv.A.B.<br>Limhamn | Rederiaktieb SvenskaLloyd (H.Metcalfe, Mgr.) | 180·7<br>P57′F23′ | 29·0 | 11·6 | Gothenbrg<br>Swedish<br>WB | Oil Engine<br>4Cy.15¾″–28⅓″<br>A B.Atlas-Diesel,Skm. |
| 30227<br>218283<br>LRNW | **Scantic** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks&Web frames<br>Wireless Sub.Sig. | 5106<br>4740<br>3097 | | | ... | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39′B122′F43′ | 54·2 | 27·6<br>FK | Phildlphia<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. |
| 30228<br>129381<br>HQNK | **Scapa** SteelScK<br>ssSGeorgiaNo.2–18<br>1Dk | 126<br>123<br>43 | ✠100A1<br>For fishing purposes<br>9,20<br>BS9,20 ✠LMC9,18 | SGeorgia | | CL<br>9,20 | 1910<br>3mo<br>Lloyd'sA&CP | Hawthorns<br>&Co.Ld.<br>Leith | Chr. Salvesen&Co. | 95·0 | 19·1 | 10·9<br>BK7½″<br>W | Leith<br>British<br>4BHCem<br>B=APT5t | T.3Cy.11½″,18½″&30″–22″<br>180lb (o) 53RHP<br>1SB,2pf,GS32,HS927<br>Hawthorns&Co.Ld.Leith |
| 30229<br>133470<br>JDHQ | **Scapa Flow** SteelScK<br>ssHul.No.1–19<br>(exPeary) 1Dk | 289<br>253<br>115 | ✠100A1<br>StmTrawler<br>8,21 ~~2,21~~ BS8,21<br>~~BS7,20~~ ✠LMC7,19 | Hul | | CL<br>~~7,20~~<br>2,22 | 1913<br>10mo<br>Lloyd'sA&CP | Cochrane<br>&Sons,Ld.<br>Selby | JutlandAmalgamatedTrawlersLd. (E.Cargill, Mgr.) | 133·4<br>Q72′F19′ | 23·0 | 12·0<br>BK7½″ | Hull<br>British<br>4BHCem | T.3Cy.13″,22″&36″–24″ (s)<br>200lb 79RHP<br>1SB,3pf,GS46,HS1295<br>C.D.Holmes&Co.Ld.Hull |
| 30230<br>123766 | **Scapha** SteelTwinScSr<br>(exTevere,exKathleen) 1Dk | 654<br>540<br>483 | | | | | 1906 | Edwards&<br>Co.Ld.<br>Millwall | Anglo-Saxon PetroleumCo.Ld. | 190·0<br>H13t | 36·1 | 9·6 | London<br>British<br>WB | C.4Cy.15″&30″–18″<br>Vauxhall& 64NHP<br>WestHydraulicCo.Luton |
| 30231<br>108456 | **Scarborough** SteelScYl<br>ssGms.No.3–9,09<br>ssGms.No.2–19<br>1Dk | 161<br>148<br>63 | ✠100A1<br>StmTrawler<br>7.20<br>✠NB5,14 ✠LMC8,19<br>BS2,21 | Gms | | CL<br>8,19 | 1897<br>3mo | Mackie&<br>Thomson<br>Glasgow<br>A&CP | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden, Mgr.) | 104·2<br>Q17′F19′ | 20·5 | 10·7<br>BK7½″ | Grimsby<br>British<br>4BHCem | T.3Cy.10″,16″&27″–20″ (s)<br>180lb 45RHP<br>1SB,2pf,GS26,HS656<br>Muir&Houston(Lim.),Gls. |
| 30232<br>44919 | — IronPadSr | 142<br>142<br>79 | | | | | 1866 | Lewis&<br>Stockwell<br>London | TheodorShippgCo. Ld.(A.Tate&Co. Mgrs.) | 149·8 | 18·0 | 7·4 | Grimsby<br>British | O.2Cy.30″–34″<br>NB88 52RHP<br>J.Penn&Sons,London |
| 30233<br>118480<br>HBCN | **Scarbrough** SteelPadSr<br>1Dk | 468<br>347<br>318 | | | | | 1904 | LythamSB<br>&E.Co.Ld.<br>Lytham | NigerCo.Ld. | 200·4 | 32·0 | 6·7 | London<br>British | C.4Cy.11″&24″–18″<br>46RHP<br>LythamS.B.&E.Co.Ld.Lyt |
| 30234<br>115157<br>VGPM | **Scarpa** SteelScSr<br>(IN PORT DAMAGED 4,21)<br>ssCff.No.3–5,16<br>(exWilster) Spar dk(Irn)2trB<br>Wireless &deep framing | 2759<br>2560<br>1763 | ✠<br>Spar dk<br>withfreeboard<br>12,19 ✠ | Cff | u | | 1903<br>10mo | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool | Cell DBa 98′uE | 320·0<br>P30′B96′F30′<br>22′f 140′ 736t FPT | 46·0 | 12·8<br>21·3<br>FK | British<br>5BHCem<br>80tAPT75t | T3Cy23″,38½″&62½″–42″<br>NDB16 278NHP<br>2SB,6cf,GS120,HS4530<br>Blair&Co.Ld.Stockton |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R.<br>Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30235<br>135973 | Scarron **SteelScK**<br>~~ssLiv.No.1-19~~<br>1*Dk*<br>*ss*Liv.No 2-19 | 296<br>265<br>122 | ✠100A1<br>*StmTrawler*<br>~~8,21~~ 11,21 BS11,21<br>~~BS6,20~~ ✠LMC11,19 | Gms | | CL<br>11,19 | 1913<br>10mo<br>*Lloyd* | Cook,Wel-t'n&Gemmell Ld. Beverley<br>*'sA&CP* | **StandardSteam FishingCo.Ld** | 130·2 \| 23·0 \| 12·2<br>Q71'F20'<br>BK8" | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.13½",22½"&37"-24"<br>185lb (*s*) 68RHP<br>1SB,*3pf*,GS52,HS1595<br>Amos&Smith,Ld.Hull | 13 ″ 1 | |
| 30236<br>99001<br>MJBD | Scartho **SteelScSr**<br>*ss*Hul.2ndNo.3-4,16<br>(*ex*F.E.Webb) *ss*Gms.No.1-20<br>*Mchy.Aft* *Well deck* 1*Dk*(*Irn*)<br>*Cargo battens not fitted* | 569<br>460<br>317 | ✠100A1<br>11,20<br>✠LMC11,20 | Gms | *h* | CL<br>11,20 | 1891<br>10mo | R.Thompson&Sons Sunderland<br>A&CP | **BargateSteam ShippingCo.Ld. (F.A.Hobbs,*Mgr.*)** | 161·7 \| 29·9 \| 11·9<br>Q50'B16'F21'<br>FK<br>*DBf*95'164*tFP* | **Grimsby**<br>British<br>3*BHCem*<br>*T*30*t APT*7*t* | T.3Cy.15",25"&40"-27" (*s*)<br>160lb 90RHP<br>1SB,*3pf*,GS40,HS1340<br>N.E.MarineEng.Co.Ld.Sld | 14 ″ 7<br>s 1 ″ 6<br>18 ″ 4 | |
| 30237<br>132627<br>HTQJ | Scatwell **SteelScSr**<br>*ss*Sld.No.2-20<br>(*ex*Maisie) 1*Dk*(*Stl*)2*trBinNos.*1&<br>*Elec.light* Wireless 4*holds* | 4425<br>4207<br>2763 | ✠100A1<br>3,22 ~~4,21~~<br>~~BS4,21~~ ✠LMC3,20<br>BS3,22 | Mdb<br>Lth | *y* | CL<br>4,21 | 1911<br>10mo<br>*Lloyd* | Bartram& Sons Sunderland<br>*'sA&CP* | **CairnLine of Steamships,Ld. (Cairns,Noble& Co.~~Ld.~~ *Mgrs*,)** | 385·0 \| 52·0 \| 25·1<br>P33'B237'F36'<br>FK<br>*CellDBa*133' | **London**<br>British<br>6*BHCem*<br>*u E*23' *f*171' | T.3Cy.26",43"&71"-48" (*s*)<br>180lb 401NHP<br>3SB,*9cf*,GS180,HS6483<br>J.Dickinson&Sons,Ld.Sld.<br>1000*t FPT*103*tAPT*144*t* | 27 ″ 6<br>s 4 ″ 2<br>23 ″ 8 | |
| 30238 | Scham **IronScBk**<br>(*ex*Australasian)<br>*Ref.Mchy.* *Elec.light* 2*Dks&Spar dk* | *3662*<br>*2516*<br>*2333* | | | ... | | 1884 | R.Napier& Sons Glasgow | **Administr.de Nav. áVap.Ottomane** | ~~361·6~~ \| 44·2 \| 21·3<br>B94'F46' 29·1<br>BK9" | **Constanpl**<br>Turkish<br>*WB* | T.3Cy 32",46"&70"-54"<br>355NHP<br>R.Napier&Sons,Glasgow | 32 ″ 2 | |
| 30239 | Scharhörn **SteelTwinSc**<br>*Elec.light* 1*Dk* | 140 | | | | | 1908 | Schiffsw(v. J.&Sch.)A.G. Hamburg | **HamburgerStaat** | 117·0 \| 22·4 \| 11·5 | **Hamburg**<br>German | T.6Cy.$11\frac{13}{16}$",$19\frac{5}{16}$"&$30\frac{5}{16}$"<br>$16\frac{9}{16}$" 74NHP<br>Schwft.(vJ&Sch)AG Ham | | |
| 30240 | Scharnhorst **SteelSc**<br>(*Trawler*)<br>(*ex*Schoenberg) 1*Dk* | 217<br>186<br>90 | | | | | 1918 | Schiffsw.v. HenryKoch Lübeck | **F.Albt.Pust** | 127·0 \| 22·6 \| 9·2<br>Q69'F19' | **Gstemnde**<br>German<br>*WB* | T.3Cy.12⅗",20½"&$32\frac{3}{10}$"-22⅘"<br>50NHP<br>OttensenerMaschf ,Altona | | |
| 30241 | Schelde **SteelScSr**<br>*ss*Rot.No.2-15<br>(*Tvg*) 1*Dk* | 336<br>295<br>7 | ✠<br>8,17<br>✠ | Rot | *f* | | 1906<br>8mo | Wilton's E.&SlpwyCo. Rotterdam | | 134·7 \| 24·9 \| 13·8<br>B50'F10'<br>BK7"<br>*WB=FPT*7*t* | 3*BHCem*<br>*APT*30*t* | T.3Cy.15",25"&40"-36"<br>140NHP<br>2SB,*4cf*,GS73,HS2604<br>Wilton'sE.&SlpwyCo.Rot. | 14 ″ 7 | |
| 30242<br>PSCQ | — **SteelScSr**<br>*ss*Ams.No.2-18<br>(*ex*Simson) 1*Dk*(*Stl-ptws*)<br>*Elec.light* Wireless | 313<br>295<br>— | ✠100A1<br>*For towing purposes*<br>~~7,21~~ ~~7,20~~ 5,22 BS3,22<br>~~BS11,20~~ ✠LMC11,18 | Rot | | CL<br>~~9,19~~<br>N7,21 | 1910<br>10mo<br>*Lloyd* | Rijkee& Co. Rotterdam<br>*'sA&CP* *DT* | **InternationalTug Co.**<br>*a*13'15*tDTf*20' 57*t* | 138·3 \| 26·0 \| 13·3<br>B50'F15'<br>BK7"<br>*FPT*17*tAPT*25*t* | **Rottrdam**<br>Dutch<br>5*BHptCem*<br>*ptAsp* | T.3Cy.16",24"&42"-27" (*r*)<br>180lb 132NHP<br>2SB,*4cf*,GS78,HS2494<br>Maats.Fyenoord,Rot. | 14 ″ 0<br>s 1 ″ 4<br>13 ″ 7 | |
| 30243<br>PRVL | Scheldestroom **SteelScSr**<br>*Elec.light* 1*Dk* | 1222<br>952<br>736 | | | | | 1903 | Rijkee&Co Rotterdam | **Hollandsche Stoomb.Maats.** | 230·0 \| 33·0 \| 17·6<br>Q77'B40'F32' | **Amstrdam**<br>Dutch<br>*WB* | T.3Cy.17½",28"&45"-36"<br>121NHP<br>Maats.Feyenoord,Rot. | | V |
| 30244<br>217886<br>LQRW | Schenectady **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks&*<br>Sub.Sig. Wireless *Web frames* | 5114<br>4740<br>3102 | | | ... | | 1919 | American International S.B.Corp. HogIslandPa | **UnitedStates ShippingBoard** | 390·0 \| 54·2 \| 27·6<br>P39'B122'F43'<br>FK | **Phildlphia**<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R |
| 30245<br>PRVD | Scherpendrecht **SteelScSr**<br>*Mchy.Aft* 1*Dk* | 493<br>350<br>248 | | | | | 1918 | Johs.Berg Delfzijl | **N.V.Maats"Kustvaart" (Phs.van Ommeren,*Mgr.*)** | 160·0 \| 25·7 \| 11·9<br>P49'F22' | **Rottrdam**<br>Dutch<br>*WB* | T.3Cy.12⅗",$19\frac{9}{10}$"&31½"-21⅗"<br>46NHP<br>Johs.Berg,Delfzijl | | |
| 30246<br>PRVN | Schiedijk **SteelScSr**<br>*ss*Rot.No.1-21<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter*<br>Wireless *dk*(*Stl*) | 7040<br>6710<br>~~4435~~ | ✠100A1<br>*Shelter dk withfreeboard*<br>11,21 ~~1,20~~ BS5,22 ~~4,20~~<br>~~BS1,21~~ ✠LMC2,17 | Rot<br>Ham | *a*† | CL<br>~~1,19~~<br>11,21 | 1916<br>12mo | Bonn& Mees Rotterdam<br>A&CP | **Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)**<br>*CellDB*358'1298*t* | 426·0 \| 54·4 \| 36·0<br>F48'*on Shelter deck*<br>FK<br>*DTa*27'1029*t FPT* | **Rottrdam**<br>Dutch<br>7*BHCem*<br>128*tAPT*12*t* | T.3Cy.28",46"&77"-54" (*r*)<br>180lb 705NHP<br>4SB,*12cf*,GS220,HS11264FD<br>Maats.Fyenoord,Rot. | 38 ″ 8<br>s9 ″10½<br>29 ″ 2 | |
| 30247 | — **SteelScYl**<br>(*Trawler*)<br>*Mchy.Aft* 1*Dk* | 229<br>—<br>86 | | | | | 1917 | Gebr.Figee Vlaardingen | **VereenigdeSteenkolenhandel (W.H. Arends,*Mgr.*)** | 124·0 \| 22·0 \| 11·5 | **Ymuiden**<br>Dutch | T.3Cy.<br>H.Versteeg,Hardinxveld | | |
| 30248<br>139786 | Schiehallion **SteelScK**<br>*ss*Abn.No.1-21<br>*Elec.light* 1*Dk* | 225<br>210<br>84 | ✠100A1<br>*StmTrawler*<br>~~7,21~~ 8,20 12,21<br>✠LMC~~11,16~~ 7,21 | Abn | | CL<br>~~3,19~~<br>7,21 | 1916<br>11mo<br>*Lloyd* | J.Duthie TorryS.B.Co. Aberdeen<br>*'sA&CP* | **GrampianFishing Co.Ld.** | 115·9 \| 22·1 \| 11·9<br>BK7½" | **Aberdeen**<br>British<br>3*BHCem* | T.3Cy.12",20"&33"-22" (*s*)<br>180lb 70RHP<br>1SB,*2pf*,GS39,HS1243<br>W.Beardmore&Co.Ld.Gls. | 12 ″ 9 | |
| 30249<br>PRVQ | Schieland **SteelSc**<br>*ss*Rot.No.1-21<br>*Mchy.Aft* Wireless 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 2249<br>1674<br>1202 | ✠100A1<br>6,21 ~~5,20~~<br>LMC~~10,16~~ 1,21<br>BS2,22 | Rot | *r* | ~~5,19~~<br>6,21 | 1916<br>10mo | A.F.Smulders Schiedam<br>A&CP | **Scheepvaart en SteenkolenMaats.**<br>*CellDBf*192'540*t* | 272·7 \| 40·2 \| 18·2<br>P69'Q84'F27'<br>FK<br>*MT*12'285*tFPT*131 | **Rottrdam**<br>Dutch<br>5*BHCem*<br>*tAPT*70*t* | T.3Cy.20",32"&52"-39" (*s*)<br>180lb 210NHP<br>2SB,*6cf*,GS108,HS3616<br>A.F.Smulders,Schiedam | 20 ″ 9<br>s 2 ″ 6<br>18 ″ 7 | |
| 30250 | Schiffsbau **IronScSp**<br>(*SalvageSteamer*)<br>(*ex*Kastrup,*ex*Starkad) 1*Dk* | 114<br>100<br>27 | | | | | 1874 | Kockums M.V.Aktieb. Malmö | **W.Schuchmann** | 88·5 \| 18·3 \| 11·5 | **Gstemnde**<br>German | C.2Cy.16"&31⅗"-19½"<br>NB97 36NHP<br>KockumsM.V.Akt.Malmö | | |
| 30251 | Schill **SteelSc**<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 217<br>191<br>80 | | | | | 1920 | Schiffsb. Ges."Unterweser"m.b.H. Lehe | **DeutscheDampffischereiGes. "Unterweser"** | 127·6 \| 22·6 \| 9·2<br>Q75'F19' | **Nordnham**<br>German<br>*WB* | T.3Cy.12⅗",20½"&33"-22⅘"<br>52NHP<br>Christiansen&Meyer, Harburg | | |
| 30252<br>132259<br>HTMR | Schipperke **SteelScK**<br>*ss*Hul.No.2-19<br>*Elec.light* 1*Dk*<br>*Now named* "Pedro," *See No.* 38881 *in Supplement* | 331<br>296<br>142 | ✠100A1<br>*StmTrawler*<br>7,19<br>✠BS6,20 ✠LMC7,19 | Hul | | CL<br>7,19 | 1911<br>9mo<br>*Lloyd* | Cook,Wel-t'n&Gemmell Ld.Beverley<br>*'sA&CP* | **FreshFishSuppliesLd.(T.Hamling&Co.Ld.*Mgrs*)** | 140·1 \| 23·7 \| 12·4<br>Q76'<br>BK8"<br>*WB=* | **Hull**<br>British<br>4*BHCem*<br>*DTf*8'25*t* | T.3Cy.13",22½"&37"-24" (*s*)<br>200lb 84RHP<br>1SB,*3pf*,GS46,HS1390<br>Amos&Smith,Ld.Hull | 13 ″ 3 | |
| 30253<br>OTHF | Schirmeck **WoodTwinScSr**<br>(*ex*C-42)<br>*Elec.light* 1*Dk* | 1167<br>840<br>696 | | | | | 1919 | Northern Const.Co.Ld. Vancouver, B.C. | **FrenchGovernment** | 195·6 \| 39·7 \| 15·2<br>P102'B13'F30' | **Havre**<br>French | C.4Cy.12"&24"-16"<br>38NHP<br>Goldie&McCullogh,Galt, Ont. | | V |
| 30254<br>OTHI | Schlestadt **WoodTwinScSr**<br>(*ex*C-43)<br>*Elec.light* 1*Dk* | 1076<br>—<br>611 | | | | | 1919 | Northern Const.Co.Ld. Vancouver, B.C. | **FrenchGovernment** | 195·6 \| 39·7 \| 15·2 | **Havre**<br>French | C.4Cy.12"&24"-16"<br>38NHP<br>Goldie&McCullogh,Galt, Ont. | | V |
| 30255 | Schleswig **SteelTwinScSr**<br>*Elec.light* Wireless 3*Dks*<br>*Now named* "Général Duchesne," *See No.* 37572 *in Supplement* | *6955*<br>*5606*<br>*4329* | | | | | 1902 | Act.Ges. "Vulcan" Stettin | **FrenchGovernment** | 450·0 \| 52·2 \| 30·4<br>P83'B208'F85' | French<br>*WB* | T.6Cy.21⅓",35⅘"&61⅘"-49⅓"<br>535NHP<br>A.G."Vulcan,"Stettin | | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30256 | **Schleswig** SteelSc<br>(*Trawler*)<br>1*Dk* | 238<br>211<br>91 | | | | | 1904 | G.Seebeck<br>Act.Ges.<br>Bremerhaven | DeutscheDmpfischereiGes.Nordsee | 135·4<br>Q74'F23' | 22·5 | 9·8 | Nordenhm<br>German<br>*WB* | T.3Cy.12",19¾"&31½"-23¼"<br>48NHP<br>G.Seebeck A.G.Bremerhvn | |
| 30257 | — SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 209<br>199<br>80 | | | | | 1906 | Schiffsw(v.J&Sch.)A.G.<br>Hamburg | N.Ebeling | 115·8<br>F16' | 22·4 | 9·8 | Altona<br>German<br>*WB* | T.3Cy.12½",20"&32"-22"<br>48NHP<br>Schwft.(vJ&Sch)AG Ham | |
| 30258 | — SteelSc<br>*Elec.light* 1*Dk* | 128<br>101<br>52 | | | | | 1907 | Howaldtswerke<br>Kiel | Neue Dampfer-Co.<br>Akt.Ges. | 93·4 | 21·4 | 9·0 | Kiel<br>German<br>*WB* | C.2Cy.14 5/16"&27 5/16"-13¾"<br>28NHP<br>Howaldtswerke,Kiel | |
| 30259 | **Schleswig-Holstein** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 215<br>189<br>83 | | | | | 1920 | Reichsw'rk<br>Rüstringen<br>Rüstringen | Wilhelmshavener<br>Hochseefischerei<br>A.G. | 217·0<br>Q70'F19' | 22·6 | 9·1 | Rüstringn<br>German<br>*WB* | T.3Cy.12⅝",20½"&32½"-22½"<br>Deutsche 50NHP<br>WerkeA.G.Rüstringen | |
| 30260 | **Schlutup** SteelSc<br>(*Trawler*) *OilEng.*<br>*Elec.light* 1*Dk* | 250 | | | | | 192 | Werft<br>Nobiskrug<br>Rendsburg | Hochseefisch. A.G.<br>"Trave" | 128·0<br>H48' | | | Lübeck<br>German<br>*WB* | Oil Engines<br>1Cy.16 9/16"-23⅝" 69NHP<br>A.Borsig,Berlin-Tegel | |
| 30261<br>94131 | **Schnapper** IronScCtr<br>1*Dk* | 260<br>260<br>177 | | | | | 1877 | J.Walker&<br>Co.<br>Maryborough | Government of<br>Queensland | 135·3 | 23·1 | 10·3 | Brisbane<br>British | C.2Cy.18"&33"-20"<br>47RHP<br>J.Walker&Co.Maryboro' | |
| 30262<br>217800<br>LQMN | **Schodack** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks& Web frames*<br>Sub.Sig. Wireless | 5784<br>4740<br>3513 | | | ... | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 32 |
| 30263<br>217799<br>LQMK | **Schoharie** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks& Web frames*<br>Wireless Sub.Sig. | 5117<br>4740<br>3104 | | | ... | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>*WB* | 1 GearedSteamTurbine<br>600NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 32 |
| * 30264<br>PRVT | **Schokland** SteelScSr<br>*ss*Rot.No.1-20<br>*Well deck* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1113<br>775<br>624 | ✠100A1<br>~~11,21~~ ~~3,21~~ 2,22<br>MS4,20 ✠LMC<br>BS~~8,21~~ 2,22 | Rot<br>~~Ams~~ | *n* | ~~8,21~~<br>11,21 | 1915<br>12mo<br>*Lloyd'sA&CP* | A.Vuijk&<br>Zonen<br>Capelle a/d<br>Ysel | Scheepvaart&<br>SteenkolenMaats. | 225·3<br>Q72'B54'F22'<br>FK<br>*WB=CellDB* | 33·2 | 14·2 | Rottrdam<br>Dutch<br>4*BHCem*<br>58'*uE*19'*f*9 | T.3Cy.17½",29"&46"-36"<br>180lb 155NHP<br>2SB,4*cf*,GS78,HS2620<br>Maats.Fyenoord,Rot.<br>8'326t*FPT*25t*APT*18t | 15<br>.1<br>14 |
| 30265 | **Scholar** SteelSc<br>*Elec.light* | 3700 | 100A1<br>(*ClassContemplated*) | | | | 1921 | C.Connell<br>&Co.Ld.<br>Glasgow | CharenteS.S.Co.<br>Ld. (T.&J.<br>Harrison,*Mgrs.*) | 364·4<br>P36'B109'F44' | 47·0 | 27·6 | Liverpool<br>British | T.3Cy .3",38½"&64"-48"<br>Dunsmuir&JacksonLd.Gls | |
| 30266 | **Schönebeck** SteelSc<br>(*Trawler*)<br>1*Dk* | 131<br>130<br>48 | | | | | 1895 | Bremer<br>Vulkan<br>Vegesack | EmilSöhle | 102·3<br>H34' | 20·6 | 9·9 | Gstemnde<br>German<br>*WB* | C.2Cy.15¾"&26¾"-17 11/16"<br>24NHP<br>BremerVulkan,Vegesack | |
| 30267<br>218002<br>LRBC | **Schoodic** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks& Web frames*<br>Wireless Sub.Sig. | 5784<br>4740<br>3513 | | | ... | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo.<br>Schenectady,N.Y | 32 |
| 30268<br>THKC | **Schouten** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks* | 1784<br>1337<br>966 | | | | | 1912 | Maats.<br>Fyenoord<br>Rotterdam | Koninkl.Paketv.<br>Maats. | 270·3<br>P&B184'F34' | 40·2 | 17·0 | Batavia<br>Dutch<br>*WB* | T.3Cy.19",31½"&51½"-39"<br>165NHP<br>Maats.Fyenoord,Rot. | |
| 30269<br>218200<br>LRKB | **Schroon** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks& Web frames*<br>Wireless Sub.Sig. | 5784<br>4740<br>3513 | | | ... | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | NewYork<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo.<br>Schenectady,N.Y | 32 |
| Broken up 5,21<br>30270<br>145040<br>KGFD | **Schulensee** IronSc3Mst<br>*ss*Cpn.3rdNo.3-12,08<br>*Well deck* (*ex*Svend) *ss*Els.No.1-13<br>*Cargo battens not fitted* 1*Dk*2*trB* | 1339<br>1017<br>823 | ✠ —<br>2,19<br>✠NB8,83 | Cpn | *n* | | 1872<br>10mo | Henderson,<br>Coulborn&C.<br>Renfrew | TheShipping<br>Controller(J.<br>Currie&Co.*Mgrs.*) | 234·8<br>P157'F34'<br>BK8" | 32·1 | 17·3 | London<br>British<br>4*BHCem*<br>*MT*38'364*t* | C.2Cy.27½"&60"-36"<br>146NHP<br>2SB,4*pf*,GS78,HS2165<br>Hendrsn,Colbrn.&Co.Rnf. | 18 |
| 30271<br>219757<br>LWBK | **Schuylkill Bridge** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)2*trB in fore & after holds& Web frames*<br>Sub.Sig. Wireless | 3283<br>3005<br>2000 | ✠100A-<br>*Fitted for oi*, *F.P. above* 150° F. | Newark.N.J. | | CL | 1920<br>5mo | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard<br>*CellDB*251'827*tM* | 324·0<br>P30'B90'F35'<br>FK<br>*T*20' 394*t FPT*111*t* | 46·2 | 25·0 | Newark NJ<br>Utd.States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb HS5800 (*s*) 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 |
| 30272<br>148204<br>KBGP | **Schwaben** SteelScSr<br>*ss*Bhn.No.1-10<br>*Elec.light* 2*Dks*(*Stl-Upt* teaks)*lower*<br>*Ref.Mchy.* Wireless *dk*(*Stl*)*fore hold*<br>*Well deck* Sub.Sig. *Web frames after hold* | 5098<br>4842<br>3225 | ✠<br>11,15<br>*Renamed* "Cragness," *See No.* 36733 *in Supplement* | Bmn | *a*† | | 1906<br>3mo | Bremer<br>Vulkan<br>Vegesack | TheShippingController(F.C.Strick<br>&Co,Ld.*Mgrs.*)<br>*WB* | 410·4<br>P&B329'F46'<br>FK<br>= *CellDBa*123' *uE* | 52·7 | 28·0 | London<br>British<br>6*BHCem*<br>&*B*78'*f*156 | Q4Cy24"34⅝"50⅝"&72⅞"-53¼"<br>528NHP<br>3SB,9*cf*,GS165,HS7104 FD<br>BremerVulkan,Vegesack<br>1172*tFPT*18*tAPT*13*t* | 30 |
| 30273 | **Schwalbe** SteelSc<br>*Elec.light* 1*Dk* | 842<br>708<br>461 | | | | | 1920 | Atlas<br>Werke,A.G.<br>Bremen | Dampfsch.Ges.<br>"Argo" | 217·0<br>P&B112'F31' | 32·8 | 13·1 | Bremen<br>German<br>*WB* | T3Cy18 1/16",29½"&45 7/16"-29½"<br>113NHP<br>AtlasWerkeA.G.Bremen | |
| 30274 | — SteelScSr<br>*Mchy.Aft* 1*Dk* | 166<br>156<br>88 | | | | | 1909 | C.Cassens<br>Emden | LeererHeringsfischereiAct.Ges. | 99·4<br>Q15' | 23·0 | 10·1 | Leer<br>German | C.2Cy.9 1/16"&18¼"-12 9/32"<br>Christiansen& 12NHP<br>Meyer,Harburg | |
| 30275<br>~~[illegible]~~ | **Schwan** SteelSc<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 1496<br>1157<br>876 | | | | | 1907 | Akt.Ges.<br>"Neptun"<br>Rostock | Dmp.Ges.Argo | ~~240·7~~<br>P29'B69'F25'<br>240·8 | ~~33·8~~<br>33·9 | 11·7<br>18·7 | ~~Bremen~~<br>~~German~~<br>*WBB* | T 3Cy.19 5/16",32¼"&52"-35 1/16"<br>161NHP<br>A.G."Neptun,"Rostock | |
| 30276 | — SteelScLr<br>(*Fishing*) *Motor*<br>1*Dk* | 115<br>106<br>74 | | | | | 1911 | G.Seebeck<br>A.-G.<br>Geestemünde | Bremen-VegesackerFisch.Ges. | 82·9<br>Q17' | 20·8 | 9·6 | Vegesack<br>German<br>*WB* | Motor 4S.C.<br>3Cy.7 1/16"-12⅝" 10NHP<br>GasmotorenFabrik. Deutz. | |
| 30277<br>~~148301~~<br>~~KBNS~~ | **Schwarzenfelde** SteelScSr<br>*ss*Ham.No.3-8,12<br>(*ex*Schwarzenfels) 1*Dk*(*Stl*)& *Spar dk*<br>*Elec.light* (*Stl*-teaks)& *Webframes*<br>Wireless | 3837<br>3644<br>2443 | ✠<br>*Spar dk*<br>1,17 ✠ | Ham | *w* | | 1900<br>2mo | Wigham-<br>Richrdsn&Co<br>Ld Newcastle | ~~TheShippingController(GowHarrison&Co.*Mgrs.*)~~<br>~~L.Müller~~ *WB=*<br>Rhedereigesellschaft LeonhardR.<br>Müller m.b.H | 358·2<br>P46'B98'F45'<br>BK10"<br>*CellDBa*108' *uE*26' | 46·0 | 27·5<br>27·4 | Hamburg<br>~~German~~<br>6*BHCem*<br>*f*146'615*t* | Q.4Cy.23",31½",48"&71"-45"<br>418NHP<br>2SB,6*rf*,GS121,HS5364 FD<br>WghmRchrdsn&C.LdNwc | 30 |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom. Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30278<br>143091<br>JWQR | Now named "Anglo Colombian," See No. 36174 in Supplement<br>**Schwarzenfels** SteelSc<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 8325<br>7883<br>5258 | | | | | 1915 | Act.Ges.<br>"Weser"<br>Bremen | Nitrate~~Products~~ Producers<br>S.S.Co.Ld<br>(LawtherLatta&<br>Co.*Mgrs.*) | 480·0<br>P65'B139'F97' | 62·2 | 33·0 | London<br>British | Q4Cy28½"40½"58¾&85½"-55"<br>542NHP<br>A.G."Weser,"Bremen | | |
| 30279<br>~~[illegible]~~<br>~~[illegible]~~ | **Schwinge** SteelScSr<br>(*ex*Bolivia,*ex*Barmen)<br>*Well deck* *Elec.light* *2Dks&Webframes*<br>Wireless<br>*Now named "Ems," See No. 37[illegible]34 in Supplement* | 2646<br>2131<br>1704 | | | ... | | 1889 | Armstrong<br>Mitchell& Co.<br>Ld.Newcastle | ~~TheShippingController(James Gardiner&CoMgrs)~~<br>F.W.Dahlstrom | 309·7<br>P&B186'F34'<br>BK10" | 39·0 | 23·3 | ~~London~~<br>~~British~~<br>*WB*<br>German | T.3Cy.23",38"&61-39"<br>NB92 278NHP<br>WllsndSlpwyCo.Ld.,Nwc. | 26 ″ 0 | |
| 30280 | — SteelSc<br>(*ex*Irma)<br>*Elec.light* 1*Dk* | 1193<br>968<br>693 | | | | | 1913 | Nüscke&<br>Co.Akt.Ges.<br>Stettin | Bugsier.Reed&<br>BergungsA.-G. | 233·5<br>P9'Q64'B57'F27' | 35·6 | 14·4 | Hamburg<br>German<br>*WB* | T.3Cy.16⅕",26⅗"&43 3/10"-27⅗"<br>Christiansen 98NHP<br>&Meyer,Harburg | | |
| 30281<br>125734<br>HNFM | **Scientist** SteelSc<br>*ss*Liv.No.3-12,20<br>(*ex*Sargasso) 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&<br>Wireless *deep framing* | 3844<br>3493<br>2434 | ✠100A1<br>*Spar dk*<br>6,21 ~~12,20~~<br>✠LMC12,20<br>MBS3,22 | Liv<br>Lon | *x* | CL<br>12,20 | 1908<br>10mo<br>*Lloyd*'*sA&CP* | J.Read-<br>head&Sons<br>S.Shields | CharenteS.S.Co.<br>Ld. (T.&J.<br>Harrison,*Mgrs.*)<br>*CellDBa* | 359·4<br>P83'B122'F39' 25·3<br>FK<br>110'*uE&B*42'*f*156' | 47·6 | 15·4 | Liverpool<br>British<br>6*BHCem*<br>849*tAPT*13*t* | T.3Cy.26½",43"&71"-48"(*r*)<br>180lb *80lb* NDB21 409NHP<br>2SB,*6cf*,GS115,HS5425 FD<br>J.Readhead&Sons,S.Shl. | 27 ″ 8<br>s 4 ″ 7<br>23 ″ 6 | |
| 30282<br>424<br>SGPM | **Scillin** SteelScSr<br>*ss*Gen.No.3-5,11<br>*ss*Gen.No.1-15<br>(*ex*Beatrice) 1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>*Elec.light* Wireless &*deep framing* | 3296<br>3097<br>2121 | ✠100A1<br>*Spar dk*<br>12,18<br>Examined10,19<br>✠LMC12,18 | Gen | *v* | 12,18 | 1898<br>9mo<br>A&CP | Bartram&<br>Sons<br>Sunderland | FratelliBianchi<br>*WB=CellDBa* | 350·0<br>P30'B102'F36' 24·3<br>FK<br>112'*uE*24'*f*140'806*t* | 45·0 | 16·4 | Genoa<br>Italian<br>6*BHCem*<br>*APT*68*t* | T.3Cy.24",39½"&65"-42"(*s*)<br>160lb *80lb* 298NHP<br>2SB,*6rf*,GS102,HS3860 FD<br>J.Dickinson&Sons,Ld.Sld | 26 ″ 9<br>s 4 ″ 11<br>22 ″ 1 | |
| 30283<br>113917<br>SBJL | **Scindia** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 5127<br>4470<br>3247 | | | | | 1900 | D&WHen-<br>derson&Co.<br>Glasgow | AnchorLine(Hen-<br>dersonBros.)Ld. | 400·7<br>P19'B128'F47' | 49·2 | 27·8 | Glasgow<br>British<br>*WB* | T.3Cy.26",43"&71"-48"<br>349NHP<br>D.&W.Henderson&Co.Gls. | | C<br>BT<br>till<br>1,22 |
| 30284 | **Scintilla** SteelSc<br>*Now named "Asparagus," See No. 36277 in Supplement*<br>1*Dk*(*Stl*) | 96<br>95<br>37 | ✠100A1<br>*For fishing purposes*<br>11,20<br>✠LMC11,20 | Goo | | CL | 1920<br>1mo<br>*Lloyd*'*sA&CP* | OuseS.B.<br>Co.Ld.<br>Goole | TheAdmiralty | 86·2<br>BK7½" | 18·5 | 9·2 | London<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"-18"(*s*)<br>180lb 43NHP<br>1SB.*2pf*,GS30,HS814<br>Pollit&Wigzell,Ld.<br>SowerbyBridge | | |
| 30285<br>106030<br>NSCK | **Scipio** SteelScSr<br>Wireless 1*Dk* | 2270<br>1633<br>1682 | | | | | 1895 | Furness,<br>Withy&CoLd<br>WHartlepool | Ellerman'sWilson<br>Line,Ld. | 270·2<br>P10'B78'F30' | 38·1 | 19·0 | Hull<br>British<br>*WB* | T.3Cy.18",30"&48"-33"<br>132NHP<br>Amos&Smith,Hull | | C |
| 30286<br>136898<br>JHLC | **Scomber** SteelScK<br>*ss*Gms.No.1-19<br>*Elec.light* 1*Dk* | 321<br>285<br>139 | ✠100A1<br>*StmTrawler*<br>11,21 ~~5,20~~<br>~~BS5,20~~ ✠LMC5,19 | Hul<br>Gms<br>BS11,21 | | CL<br>5,20 | 1914<br>12mo<br>*Lloyd*'*sA&CP* | Cochrane<br>&Sons,Ld.<br>Selby | MountSteam<br>FishingCo.Ld. | 130·3<br>Q76'F22'<br>BK8" | 24·0 | 13·1 | Fleetwood<br>British<br>4*BHCem* | T.3Cy.13½",23"&37"-26"(*s*)<br>180lb 89RHP<br>1SB,*3pf*,GS47,HS1540<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 9 | |
| 30287<br>113162 | **Scooper** IronScK<br>*ss*Hul.No.3-8,14<br>(*ex*Kastoria) *ss*Hul.No.1-19<br>1*Dk* | 195<br>175<br>77 | | | ... | CL<br>N10,20 | 1900<br>4mo<br>*Lloyd*'*sA&CP* | Cook,Wel-<br>t'n&Gemmell<br>Hull | Lindsey Stm.Fish-<br>ingCoLd(E.Bacon,<br>*Mgr.*) | 113·6<br>Q49'F19'<br>ND14 BK7½"<br>*WB=* | 21·0 | 11·2 | Grimsby<br>British<br>3*BHCem*<br>*DBf*5'3*t* | T.3Cy.11¾",20"&32"-24"(*s*)<br>180lb 55RHP<br>1SB,*2pf*,GS33,HS1050<br>Amos&Smith,Hull | 12 ″ 1 | |
| 30288 | **Scopas** SteelSc<br>2*Dks*(*Stl*)&*Web frames*<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing* | 6000<br>5828<br>5284<br>3453 | ✠100A1<br>11,21 ~~7,21~~<br>~~(ClassContemplated)~~<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel 7,21 F.P.above150°F.*<br>✠LMC7,21 | Shl | *z* | CL | 1921<br>7mo<br>A&CP | South-<br>Western<br>S.B.Co.<br>SanPedro,<br>Cal. | Nederl.Indische<br>Tankstoomboot<br>Maats. | 412·0<br>P110'~~B32'~~F57' B33'<br>[53·3] FK<br>*CellDBuES·B81'232tDT†32'23tFPT98tAPT103t* | ~~53·0~~ | 31·0 | TheHague<br>~~'sGravnhge~~<br>Dutch<br>5*BHptAsp*<br>11*BHtoUdk*<br>,, *2nd dk* | T.3Cy.27",45"&74"-48"(*s*)<br>180lb *120lb* 556NHP<br>3SB,*9cf*, HS8451 FD<br>Hooven,Owens&Rentsch-<br>lerCo.Hamilton,O. | 31 ″ 0<br>s 6 ″ 9½<br>24 ″ 7 | |
| 30289<br>94080 | **Scorpio** IronScK<br>(*ex*Virgo)<br>1*Dk* | 145<br>137<br>77 | | | ... | | 1888 | Earle'sCo.<br>Ld.<br>Hull | J.Johnson | 101·6<br>Q17'<br>BK7½" | 20·5 | 10·6 | Scarboro'<br>British | T.3Cy.11½",17"&30"-18"<br>NB19 45RHP<br>Earle'sCo.Ld.Hull | 11 ″ 6 | |
| 30290<br>98764 | **Scorpion** IronScYl<br>(*Trawler*)<br>1*Dk* | 155<br>142<br>64 | | | ... | | 1891 | Mackie&<br>Thomson<br>Glasgow | G.H.Cambridge<br>(J.Johnson,*Mgr.*) | 100·5<br>Q19'F19'<br>BK7½" | 20·5 | 10·7 | Scarboro'<br>British | C.2Cy.16"&32"-22"<br>45RHP<br>Muir&Houston,Glasgow | 11 ″ 11 | |
| 30291<br>OTHP | — SteelScSr<br>(*ex*Saldana)<br>1*Dk* | 136<br>—<br>15 | | | | | 1910 | Kaldnaes<br>Patentslip&<br>Mek.Verks<br>Tönsberg | Soc.Franç.d'En-<br>trep.deDragages&<br>deTravauxPublics | 101·7 | 19·4 | 11·8 | Toulon<br>French<br>*WB* | T.3Cy.11",18"&29"-24"<br>41NHP<br>FredrikstadM.V.Frkstad | | |
| 30292<br>127138 | **Scot** SteelScK<br>*ss*Abn.No.3-9,19<br>1*Dk* | 202<br>190<br>79 | ✠100A1<br>*StmTrawler*<br>10,21 ~~9,19~~<br>✠LMC8,19 | Abn<br>BS11,21 | | 8,19 | 1907<br>12mo<br>*Lloyd*'*sA&CP* | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen | StandardSteam<br>FishingCo.ofAbn<br>Ld.(J.G.Adam,<br>*Mgr.*) | 115·2<br>ptND19 BK7½"<br>*WB=* | 22·0 | 12·1 | Aberdeen<br>British<br>3*BHCem*<br>*DBf*32'12*t* | T.3Cy.12",20"&34"-23"(*r*)<br>180lb 74RHP<br>1SB,*3pf*,GS44,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 30293<br>144978 | **Scotia** SteelTwinSc<br>*Upper dk*(*ptStl-ws*) *Shelter dk*(*ptStl-ws*)<br>*Elec.light* &*2nd dk*(*Stl*)*at ends*<br>Wireless | 3441<br>1814<br>1388 | ✠ A —<br>~~*Awng dk*~~<br>12,21<br>*Irish Channel Service*<br>~~(ClassContemplated)~~<br>✠LMC12,21 | Dmb | | CL | 1921<br>12mo | W.Denny<br>&Bros.Ld.<br>Dumbarton | L.&N.W.Rlwy.Co. | ~~387·0~~<br>380·5<br>BK7"<br>*CollisionBHtoShdk10BHtoUpprdk*<br>*MT10'7tDTa24 82tFPT34tAPT68t* | ~~45·0~~<br>45·2 | ~~18·5~~<br>26·2 | Dublin<br>British<br>*Asp* | 4SteamTurbinesGeared to<br>2ScShafts200lb(*s*)2717NHP<br>9W.T.Boilers HS33916 FD<br>W.Denny&Bros.Ld.Dmb. | 27 ″ 6 | |
| 30294<br>143229<br>KBLT | — SteelScSr<br>*ex*Grimm<br>Sub.Sig. Wireless 2*Dks3trB*<br>*Now named "Nordsee," See No. 38649 in Supplement* | 2558<br>2362<br>1629 | | | ... | | 1890 | C.Connell<br>&Co.<br>Glasgow | EdgarReesLd. | 320·0<br>P12'B76'F38' | 40·1 | 23·7 | London<br>British<br>*WB* | T.3Cy.23½",37½"&60"-42"<br>233NHP<br>J.&J.Thomson,Glasgow | 26 ″ 6 | |
| 30295<br>5964<br>KBHT | — SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 1839<br>1621<br>1087 | ✠100A1<br>3,22 ~~3,21~~<br>✠LMC5,18 | Got<br>Sws | | 8,20 | 1918<br>3mo<br>AP | Lindhol-<br>mens V.Akt.<br>Gothenburg | RederiAktb.<br>SvenskaLloyd<br>(H.Metcalfe,*Mgr*) | 262·0<br>P24'B106'F26'<br>FK<br>*CellDB*223'470*t* | 42·7 | 18·1 | Gothenbrg<br>Swedish<br>4*BHCem*<br>*APT*41*t* | T.3Cy.19¼",32"&52"-36"(*s*)<br>185lb *100lb* 200NHP<br>2SB,*4cf*,GS62,HS2700 FD<br>LindholmensV.Akt.Got. | 26 ″ 0<br>s 2 ″ 0½<br>18 ″ 9 | |
| 30296<br>122423 | Destroyed by Fire 8,21<br>WoodScSr<br>1*Dk* | 376<br>209<br>268 | | | | | 1907 | A.Ernst<br>MahoneBay,<br>N.S. | Halifax&CansoS.S<br>Co.Ld.(G.S.Camp-<br>bell&Co.*Mgrs.*) | 138·8 | 26·8 | 9·6 | HalifaxNS<br>British | C.2Cy.17½"&35"-24"<br>52RHP<br>McKie&Baxter,Glasgow | | |
| 30297<br>102862<br>NKCP | — SteelScK<br>1*Dk* | 136<br>124<br>5 | | | ... | | 1893 | Anderson,<br>Laverick&Co<br>LdNewcastle | WilliamWatkins,<br>Ld. (J.S.Watkins,<br>*Mgr.*) | 97·5<br>B12'<br>BK6½" | 19·5 | 11·2 | London<br>British<br>4*BHCem* | T.3Cy.13",21"&34"-24"<br>NB17 99RHP<br>J.Stewart&Sns(Lim),Lon | 12 ″ 0 | |
| 30298<br>111865 | **Scotia I.** SteelSc<br>(*Ferry*)<br>(*ex*Scotia) (*Screws fore&aft*)<br>*Elec.light* 1*Dk&Web frames* | 1461<br>1446<br>658 | | | ... | | 1901 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | CanadianGovern-<br>ment | 254·0<br>FK | 46·7 | 16·5 | Ottawa<br>British | T.6Cy.17½",28"&45"-27"(*s*)<br>292NHP<br>Wllsnd.Slpwy.Co.Ld.Nwc. | 18 ″ 0 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Grément, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement. — Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30299<br><br>JLSB | **Scotia II.**<br><br>Elec.light | SteelSc<br>(Screws fore&aft)<br>1Dk(Stl-ws)&Webframes | 1859<br>1838<br>740 | ✠<br>TrainFerry<br>8,15 ✠ | Nwc | s |  | 1915<br>8mo | Armstrong Whitworth &Co.Ld.<br>Newcastle | CanadianGovernment(Dept. ofRailways&Canals) | 286·8\|48·2\|17·9<br>FK<br>WB=DTa18'105t | Ottawa<br>British<br>7BHCem<br>DTf16'87t | T.6Cy.21",34"&54"-30"<br>454NHP<br>4SB,12cf,GS274,HS8840<br>Wllsnd.Slpwy.Co.Ld.Nwc | 20 |
| 30300<br>129547<br>HSKG | **Scotian**<br>(exStatendam)<br>Elec.light Ref.Mchy.<br>Sub.Sig. Wireless | SteelTwinScSr<br>ssAnt.2ndNo.3-8,21 ~~ssGls No.3-3,11~~<br>8Dks(StlU-ws)&Awng dk(ptStl-ws) | 10322<br>~~9574~~<br>~~6442~~<br>10417<br>9574<br>6201 | 100A<br>Awng dk<br>withfreeboard<br>~~2,213,15~~ 4,22<br>~~Examined 1,20~~ BS4,21<br>~~BS5,20~~ LMC~~2~~7,21 | Bry<br>Ant |  | CL<br>~~6,20~~<br>7,21 | 1898<br>8mo | Harland& Wolff,Ld.<br>Belfast | TheAllanLineS.S.Co.Ld.(Canadian PacificSteamships Ld.,Mgrs.)<br>W B=Cell D Ba 142' | 515·3\|59·8\|23·8<br>Prom.dk190' 39·6<br>FK&BK3"<br>uE & B150' f 119' | Glasgow<br>British<br>9BHptAsp ptCem<br>1471t ~~MT56~~ | T.6Cy.27½",45½"&75½"-54"<br>180lb (s) 1126NHP<br>3D&3SB33cfGS589HS20328<br>Harland&Wolff,Ld.Bel.<br>~~1500t~~FPT 143t APT 66t | 42<br>14<br>23 |
| 30301<br><br>LBKN | **Scotland**<br>Now named "Kong Alf," See No. 38073 in Supplement<br>Mchy.Aft | SteelSc<br><br>1Dk | 687<br><br>371 |  |  |  | 1 | 1920 | A/SBokerøensSkibsbyg. Svelvik | D/S A/S Scotland (H.Waalmann) | 181·2\|31·1\|12·9<br>P58tH5tF24t | Tönsberg<br>Norwegian<br>WB | T.3Cy.14",23"&39"-27"<br>79NHP<br>ShieldsE.&DDCoLd.N.Shl |  |
| 30302<br>26164<br>RSJF | **Scotland Maru**<br>Elec.light<br>Wireless | SteelSc<br>2Dks(Stl)&<br>Awngdk(Stl) | 5863<br>5590<br>4263 | ✠100A1<br>Awng dk<br>withfreeboard<br>11,21 ~~1,21~~<br>✠LMC ~~10,15~~ 11,21 | Cff<br>Kob | y |  | 1919<br>9mo | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>A&CP | KawasakiKisen KabushikiKaisha<br>CellDB334'1118t | 385·0\|51·0\|36·0<br>FK<br>Collision<br>FPT126tAPT93t | Kobe<br>Japanese<br>Cem<br>BHto Aw dk<br>5 „ Upr „ | T.3Cy.26",43½"&72"-48" (s)<br>200lb 437NHP<br>2S&1Aux.SB,8cf,GS154 FD<br>HS5636<br>KawasakiDkydCoLdKobe | 36<br>9<br>27 |
| 30303<br>139161 | **Scotol**<br>Elec.light<br>Mchy.Aft | SteelSc<br>ssLon.No.1-21<br>1Dk(Stl)& Web frames 2nd dk(Stl) in forehold | 1177<br>863<br>565 | ✠ 100A1<br>withfreeboard<br>10,21 ~~2,20~~ ✠LMC10,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 11,16 F.P. above 150°F. | Liv<br>Lon | n | 10,21 | 1916<br>11mo | TyneIron S.B.Co.Ld.<br>Newcastle<br>Lloyd's A&CP | TheAdmiralty<br>Middle line Bulkhead not oil-tight<br>CellDBuE&B43'63tDTf30'253tFPT36tAPT30t | 210·0\|34·8\|15·6<br>P44'F40'<br>FK | London<br>British<br>13BHptCem | T.3Cy.16",26"&43"-27" (s)<br>180lb 141NHP<br>2SB,4cf,HS2155 FD<br>J.Dickinson&Sons,Ld.Sld. | 16 |
| 30304<br>126905 | **Scotsburn**<br>Abandoned at Sea 3,22 | WoodScSr<br><br>1Dk | 224<br>154<br>119 |  |  |  |  | 1910 | J.Ernst& Son<br>MahoneBay | Halifax&Glace BayS.S.Co.Ld. | 116·8\|22·2\|9·9 | Halifax NS<br>British | C.2Cy.14"&28"-20"<br>33RHP<br>McKie&Baxter,Glasgow |  |
| 30305<br>144919<br>KGRT | **Scotsgap**<br>(exKilbride)<br>Elec.light | SteelSc<br>1Dk(Stl)<br>Cargo battens not fitted | 638<br>500<br>291 | ✠100A1<br>9,20<br>BS9,20 ✠LMC11,18 | Dun |  | CL | 1918<br>11mo | Hall,Russell&Co.Ld.<br>Aberdeen<br>Lloyd's A&CP | B.Burletson (Joplin&Hull, Mgrs.) | 175·4\|30·0\|15·9<br>B50'<br>FK<br>CellD | Newcastle<br>British<br>5BHCem<br>BuE26'20t | T.3Cy.16",26"&44"-26" (s)<br>200lb 94RHP<br>1SB,3cf,GS51,HS1832<br>Campb'll&CalderwoodPsy | 6<br>1<br>14 |
| 30306<br>104544<br>HSDL | **Scotsman**<br>Well deck Mchy.Aft | SteelScSr<br>ssBng.3rdNo.3-11,20<br>1Dk(Irn) | 181<br>141<br>70 | ✠100A1<br>11,20<br>✠NB3,08 ✠LMC11,20 | Bng | b | 11,20 | 1894<br>7mo | J.H. Gilmour<br>Irvine<br>Lloyd's A&CP | T.Coppack&Co. | 110·0\|20·1\|8·2<br>Q37'B7'F17'<br>BK6"<br>WB | Chester<br>British<br>3BHCem<br>=FPT25t | C.2Cy.14"&28"-20" (s)<br>120lb 25RHP<br>1SB,2pf,GS29,HS753<br>Muir&Houston,Glasgow | 9<br>8 |
| 30307<br>116114<br>TVDW | — | SteelScSp<br>ssApl.No.3-4,21 (~~Tug~~)<br>1Dk | 141<br>122<br>12 | ✠100A1<br>For towing purposes<br>4,21<br>✠LMC3,21 | Apl | a | 3,21 | 1903<br>1mo | Cook,Welt'n&Gemmell<br>Hull<br>Lloyd's A&CP | TheAllSeasMarine&SalvageCo.Ld.<br>~~(EasternShipping Agents,Ld.,Mgrs.)~~ | 98·0\|19·0\|9·7<br>B24'<br>BK6" | Halifax NS<br>British Cem<br>4BH ~~WB~~<br>APT8t | T.3Cy.11½",20"&33"-24"(s)<br>200lb 60RHP<br>Amos&Smith,Hull<br>1SB,2cf,GS32,HS1915 | 10 |
| 30308<br>145551<br>KJQP | **Scotstoun Head**<br>~~Elec.light~~ Well deck<br>Mchy.Aft | SteelScK<br>3Mst<br>1Dk(Stl) | ~~410~~<br>438<br>283<br>171 | ✠100A1<br>9,21<br>~~(ClassContemplated)~~<br>✠LMC9,21 | Abn | f | CL | 1921<br>7mo | A.Hall& Co.Ld.<br>Aberdeen<br>Lloyd's A&CP | A.F.Henry& MacGregor,Ld. | 150·9\|24·1\|9·3<br>Q85'B12'F19'<br>FK<br>CellDBf82'106tFP | Leith<br>British<br>8BHCem<br>T32t | T.3Cy.13",21½"&35"-24"(s)<br>180lb 82RHP<br>1SB,3pf,GS10,HS1510<br>A.Hall&Co.Ld.Aberdeen | 11<br>4<br>11 |
| 30309<br>114836 | **Scott** | SteelTwinSc<br>(Tug)<br>1Dk | 152<br>144<br>— |  |  | ... |  | 1902 | Allsup& Co.Ld.<br>Preston | Port of London Authority | 90·4\|21·1\|11·4<br>BK6½" | London<br>British<br>WB | C.4Cy.19"&40"-24"<br>201NHP<br>Allsup&Co.Ld.Preston | 12 |
| 30310<br><br>MHLD | —<br>Elec.light (exZambesi) | SteelScSr<br>(Whaler)<br>1Dk | 144<br>140<br>51 |  |  |  |  | 1912 | Akers.Mek Værks<br>Christiania | HvalfangerAkties. Sydhavet (P.Bogen,Mgr.) | 99·3\|20·1\|11·5 | Sandefjord<br>Norwegian<br>WB | T.3Cy.12",20"&33"-24"<br>53NHP<br>AkersMek.Værks.Xia. |  |
| 30311<br>96106 | **Scott Harley**<br>(exSriPreanger,exMuntok,exScott Harley)<br>Well deck | SteelScSr<br>ssBat.No.3-12,03<br>1Dk(Irn) | 435<br>293<br>193 | ✠<br>4,09<br>✠ | Bat | g |  | 1891<br>6mo | J Fullerton &Co.<br>Paisley | LimC.Chui<br>WB=D | 157·0\|23·2\|11·2<br>Q81'B12'F25'<br>BK6"<br>Ba33'f19'58tFPT2 | Singapore<br>British<br>4BHCem<br>2tAPT6t | T.3Cy.14",22"&35"-30"<br>NDB04 64RHP<br>1SB,3cf,GS47,HS1178<br>W.Kemp,Glasgow | 11 |
| 30312<br>125782<br>HNTQ | **Scottier**<br>(exKingsgate)<br>Wireless | SteelScSr<br>ssAnt.No.2-20<br>1Dk(ptIron&ptStl)2trB deepframing&Webframes3Dk rule | 3717<br>3448<br>2370 | ✠100A1<br>8,20<br>✠LMC<br>BS~~9,1~~07,21 MS4,20 | Ant | w | CL<br>8,18 | 1909<br>5mo | JLThompson&Sons,Ld<br>Sunderland<br>Lloyd's A&CP | LloydRoyalBelge (GreatBritain),Ld<br>CellDBa | 346·5\|50·8\|23·3<br>P23'B92'F32'<br>FK<br>119'uE&B40'f146' | London<br>British<br>6BHCem<br>887tAPT93t | T.3Cy.25",41"&67"-45 (s)<br>180lb ~~90lb~~75lb 329NHP<br>2SB,8pf,GS148,HS5100<br>G.Clark,Ld.Sunderland | 25<br>4<br>21 |
| 30313<br>144695<br>KGPW | **Scottish-American**<br>Elec.light Wireless<br>Mchy.Aft | SteelSc<br>Fitted for oil fuel<br>2Dks<br>Carrying Petroleum in bulk<br>Longitudinal framing | 6981<br>6366<br>4420 |  |  |  |  | 1920 | SirJ.Laing &Sons.Ld.<br>Sunderland | Tankers,Ld. (BritishTankerCo. Ld.,Mgrs.) | 425·0\|57·0\|33·1<br>P101'B27'F44' | London<br>British<br>WB | T.3Cy.27",45"&74"-54"<br>402NHP<br>G.Clark,Ld.Sunderland |  |
| 30314<br>142731<br>JVRB | **Scottish Bard**<br>(exWarPundit)<br>Elec.light<br>Wireless | SteelSc<br>1Dk(Stl)2trB&Webframes<br>Longitudinal framing | 5549<br>4703<br>3480 | ✠100A1<br>5,21<br>✠LMC12,18<br>Carrying oil fuel in bulk F.P. above 150°F.<br>Fitted for oil fuel 12,18 F.P. above 150°F. | Shl | z | CL<br>2,20 | 1918<br>12mo | SirJ.Laing &Sons,Ld.<br>Sunderland<br>Lloyd's A&CP | Tankers,Ld. (BritishTankerCo. Ld.,Mgrs.)<br>Middle line bulkhead not oil-tight | 400·0\|52·4\|28·5<br>P50'B121'F39'<br>FK<br>Cell DBuE&B59' | London<br>British<br>11BHptCem<br>251tf50'67t | T.3Cy.27",44"&73-48 (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Palmers'Co.Ld.Newcastle. | 31<br>5<br>25 |
| 30315<br>98547 | **Scottish Belle** | SteelScSr<br>(Trawler)<br>1Dk | 145<br>139<br>60 |  |  | ... |  | 1890 | J.Scott& Co.<br>Kinghorn | ~~J.W.Johnstone~~<br>A.Robertson | 101·8\|20·1\|11·5<br>BK6½" | Aberdeen<br>British | T.3Cy.11",17"&30"-20"<br>50RHP<br>J.Scott&Co.,Kirkcaldy | 11 |
| 30316<br>146198<br>KLGR | **Scottish Maiden**<br>Elec.light<br>Mchy.Aft | SteelTwinSc<br>OilEng.<br>2Dks(Stl)&Webframes<br>Longitudinal framing | ~~6900~~<br>6993<br>6200<br>4036 | ✠100A1<br>1,22 ~~12,21~~<br>~~(ClassContemplated)~~<br>✠LMC12,21<br>Carrying Petroleum in bulk<br>Dky.Blrs. fitted for low flash oil 12,21 | Bkn<br>~~Brw~~ | a† | 2,22 | 1921<br>12mo | Vickers, Ld.<br>Barrow<br>Lloyd's A&CP | ~~BritishTankerCo. Ld.~~ Tankers,Ld.<br>CellDBuE62'281tDT/31'33tFPT175tAPT55t | 425·3\|57·0\|33·2<br>P109'B34'F50'<br>FK | London<br>British<br>16BHptAsp<br>11 „ to U dk<br>5 „ 2nd „ | Oil Engines 4S.C.SA<br>12Cy.24½"-39" 120lb 562NHP<br>2WaterTubeDB HS5526<br>Vickers,Ld.Barrow | 33<br>7<br>26 |
| 30317<br>146531 | **Scottish Minstrel**<br>Elec.light Wireless<br>Mchy.Aft | SteelTwinSc<br>OilEng.<br>2Dks(Stl)& Webframes<br>Longitudinal framing | ~~6900~~<br>6993<br>6206<br>4026 | ✠100A1<br>3,22<br>~~(ClassContemplated)~~<br>✠LMC3,22<br>Carrying Petroleum in bulk<br>Fitted for low flash oil fuel 3,22<br>Dky.Blrs. fitted for low flash oil 3,22 | Brw | a† |  | ~~1921~~<br>1922<br>3mo | Vickers, Ld.<br>Barrow<br>Lloyd's A&CP | ~~BritishTankerCo. Ld.~~ Tankers,Ld.<br>CellDBuE62'281tDT/31'33tFPT175tAPT55t | ~~425·0\|56·7\|33·0~~<br>~~P108'B37'F50'~~<br>425·3\|57·0\|33·2<br>P109'B34'F50' FK<br>16BH(11 to Udk,5 to 2nd dk) | London<br>British<br>ptAsp | Oil Engines 4S.C.SA<br>12Cy.24½"-39" 120lb 562NHP<br>2WaterTubeDB HS5526<br>Vickers,Ld.Barrow | 33<br>7<br>26 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30318<br>141886<br>JVFM | **Scottish Monarch** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 5658<br>5288<br>3525 | | | | | 1918 | Napier&<br>Miller<br>Glasgow | MonarchS.S.Co.<br>Ld.(Raeburn&<br>Verel,*Mgrs.*) | 420·5<br>P48'B129'F46' | 54·3 | 29·0 | Glasgow<br>British<br>*WB* | T.3Cy.26½",44"&73"–51"<br>381NHP<br>Dunsmuir&JacksonLdGls. | | C |
| 30319 | **Scottish Musician** SteelTwinSc<br>*OilEng.*<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing* | 6900 | 100A1<br>(*ClassContemplated*)<br>*CarryingPetroleum in bulk* | | | | 1921 | Vickers,<br>Ld.<br>Barrow | BritishTankerCo.<br>Ld. | 425·0<br>P108'B37'F56' | 56·7 | 33·0 | British | Oil Engines 4S.C.SA<br>12Cy.24½"–39"<br>Vickers,Ld.Barrow | | |
| 30320<br>129744<br>HQPL | **Scottish Prince** SteelScSr<br>*ss*Mch.No.2–17<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)<br>Wireless Sub.Sig. | 2897<br>2655<br>1794 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,22 ~~2,21~~ ✠LMC<br>~~LS2,18~~3,22BS~~7,20~~9,21 | Mch<br>Liv | *v* | CL<br>~~N8,19~~<br>9,21 | 1910<br>3mo<br>*Lloyd* | Short Bros.<br>Ld.<br>Sunderland<br>'*sA&CP* *W* | PrinceLine,Ld.<br>(Furness,Withy<br>&Co.Ld.*Mgrs.*)<br>*B=CellDBa*102'*u* | 340·6<br>F37'<br>FK<br>*E*25'*f* 145'636*tFPT* | 46·4 | 21·5 | Newcastle<br>British<br>6*BHCem*<br>106*tAPT*21*t* | T.3Cy.25",42"&69"–45" (*s*)<br>180lb *100lb* 389NHP<br>2SB,*6cf*,GS122,HS5268 FD<br>N.E.MarineEng.Co.Ld.Sld | 22 〃 11<br>s2 〃 0<br>21 〃 4 | |
| 30321<br>146137<br>KJSB | **Scottish Standard** SteelTwinSc<br>*OilEng.*<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Longitudinal framing* | 6999<br>6206<br>4044 | ✠100A1<br>10.21 ✠LMC10.21<br>*CarryingPetroleum in bulk*<br>DB *fitted for low flash oil fuel* | Brw | *a*† | 10,21 | 1921<br>10mo<br>*Lloyd* | Vickers,<br>Ld.<br>Barrow<br>'*sA&CP* | ~~BritishTankerCo.~~<br>~~Ld.~~Tankers,Ld.<br>*CellDBuE*62'281*t*<br>*DTf*31'333*tFPT* | 425·3<br>P109'B34'F50'<br>FK<br>175*tAPT*55*t* | 57·0 | 33·2 | London<br>British<br>16*BHptAsp*<br>(11 „ *to U dk*<br>5 „ *2nd* „) | Oil Engines 4S.C.SA<br>12Cy.24½"–39" *120lb* 562NHP<br>2WaterTubeDB HS5526<br>Vickers,Ld.Barrow | 33 〃 0<br>s7 〃 0½<br>26 〃 4 | |
| 30322<br>219222<br>LTQF | **Scottsburg** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Shelter dk*<br>Wireless Sub.Sig. *3rd dk in No.1 hold* | 7772<br>7249<br>4829 | | | ... | | 1919 | NewYork<br>S.B.Corp.<br>Camden,N.J. | UnitedStates<br>ShippingBoard | 419·4<br>B77'For'dB27'<br>FK | 56·5 | 30·2 | Phildlphia<br>Utd.States<br>*WB* | Q.4Cy.24",36",51"&75"–51"<br>577NHP<br>NewYorkSBCoCamdnNJ | 41 〃 4 | R |
| 30323<br>139894 | **Scour** WoodSc<br>9&12yrs.Mat. 1*Dk* | 98<br>97<br>35 ~~43~~ | ✠11 A1<br>*For fishing purposes*<br>4,22~~11,20~~ ✠LMC10,20 | Gms | Shl | CL<br>~~10,20~~<br>4,22 | 1918<br>9mo<br>*Lloyd* | ColbyBros.<br>Ld.Lowestoft<br>'*sA&CP* | ~~TheAdmiralty~~<br>~~C.Allum~~ R.Cowe | ~~87·4~~<br>87·5 | 20·0 | 10·0 | N.Shields<br>British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 34RHP ~~43NHP~~<br>1SB,*2pf*,GS30,HS814<br>Plenty&Son,Ld.Newbury | 10 〃 1 | |
| 30324<br>112396 | **Scout** WoodSc<br>1*Dk* | 176<br>144<br>70 | | | | | 1900 | J.R.Miller<br>Cardinal,Ont. | CanadianGovernment | 103·6 | 25·6 | 9·2 | Ottawa<br>British | C.2Cy.9"&18"–14"<br>Selby 12RHP<br>&Youldin,Kingston,Ont | | |
| 30325<br>113185 | **Scouter** IronScK<br>*ss*Gms.No.3–6,14<br>(*ex*Moravia) *ss*Gms.No.1–19<br>1*Dk* | 195<br>175<br>77 | ✠100A1<br>*StmTrawler*<br>1,21<br>✠NB6,14 | Gms | ... | CL<br>5,19 | 1900<br>7mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>'*sA&CP* | LindseySteam<br>FishingCo.Ld.<br>(E.Bacon,*Mgr.*) | 113·6<br>Q49'F19'<br>ND14 BK7½" | 21·0 | 11·2 | Grimsby<br>British<br>3*BHCem* | T.3Cy.11¾",20"&32"–24" (*s*)<br>180lb 55RHP<br>1SB,*2pf*,GS33,HS1050<br>Amos&Smith,Hull | 12 〃 1 | |
| 30326<br>116235<br>KJFN | **Scranton** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk*&*Spar dk* | 2016<br>1854<br>1595 | | | | | 1888 | Cleveland<br>S.B.Co.<br>Cleveland,O. | S.C.McLouth | 260·0<br>H—F29' | 39·2 | 21·6 | Pt.Huron<br>Utd.States<br>*WB* | T.3Cy.19",30"&52"–40"<br>171NHP<br>ClevelandS.B.Co.Clevelnd | | L |
| 30327<br>114<br>SGQF | **Scrivia** IronScSr<br>Wireless 2*Dks*(1*Irn*&1*ptIrn*)3*trB* | 2428<br>2213<br>1500 | ✠<br>4,85 | Cff | *t* | | 1882<br>5mo | R.Dixon&<br>Co.<br>Middlesbro' | SocietàMarittima<br>Italiana<br>*WB=DBa* | 300·2<br>P35'B74'F42'<br>82'*f*58'&*u*B32'369*t* | 40·3 | 25·2 | Naples<br>Italian<br>6*BHCem* | C.2Cy.40"&73"–41"<br>NB94 284NHP<br>T.Richardson&Sons,Hpl. | | I |
| 30328 | **Scud** WoodSc<br>(*Drifter*)<br>1*Dk*<br>Now named "Fleurbaix," See No. 374[illegible] in Supplement | 97<br>96<br>42 | ✠11A1<br>*For fishing purposes*<br>5,19 ✠LMC5,19 | Lwt | | CL | 1918<br>11mo<br>*Lloyd* | ColbyBros.<br>Ld.<br>Lowestoft<br>'*sA&CP* | TheAdmiralty | 87·5<br>9&12yrs.Mat. | 20·0 | 10·0 | London<br>British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>Yeaman&BaggesenTayprt | 10 〃 1 | |
| 30329<br>125683<br>HMNJ | **Scudhill** SteelScSp<br>*ss*AlloaNo.2–17<br>1*Dk*(*Stl*) | 436<br>415<br>197 | ✠ ~~—~~<br>12,20<br>*Hopper Barge*<br>✠ | All | *g* | | 1908<br>4mo | C.H.Wal-<br>ker&Co.Ld.<br>Sudbrook | TilburyContract-<br>ing&DredgingCo.<br>Ld. | 164·0<br>FK | 27·1 | 10·8 | London<br>British<br>5*BHCem* | T.3Cy.13",22"&34"–22½"<br>60RHP<br>1SB,*2pf*,GS40,HS1248<br>Plenty&Son,Ld.Newbury | 11 〃 6 | |
| 30330 | **Scutari** SteelTwinScSr<br>*ss*Tri.No.3–7,20<br>*Elec.light* 1*Dk*(*Stl*–ws) | 281<br>191<br>~~137~~<br>139 | ✠100A–<br>*withfreeboard*<br>7,20 BS6,21<br>~~BS9,20~~ ✠LMC7,20<br>*For service in Bay of Scutari* | Tri | | 7,20 | 1909<br>12mo<br>*Medu* | Lloyd<br>Austriaco<br>Trieste<br>*a-Oboti* | LloydTriestino | 135·0<br>Q40'RFD33'<br>FK<br>*WB=DTf*17' | 28·2 | 7·0 | Trieste<br>Italian<br>5*BHAsp*<br>45*tAPT*21*t* | C.4Cy.11½"&23"–15" (*r*)<br>120lb 84NHP<br>1SB,*3pf*,GS48,HS1220<br>LloydAustriaco,Trieste | 7 〃 6 | |
| 30331<br>~~143700~~<br>143730<br>KHTW | **Scythia** SteelTwinScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ptws*)&*Shade dk*(*Stl*-ws)3*rd dk*(*Stl*)*in forward&after holds* | ~~19503~~<br>19730<br>~~11043~~<br>~~12582~~<br>14258<br>11938 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>(*ClassContemplated*) | Liv | *n*† | CL<br>~~N8,21~~<br>P12,21<br>.*above* | ~~1921~~<br>1920<br>12mo<br>*Lloyd* | Vickers,<br>Ld.<br>Barrow<br>*sA&CP*<br>00°F. | CunardS.S.Co. Ld.<br>*CellDB*522'~~1559*t*~~ 2559*t*<br>*DTf*47'1630*t Tanks at sides of tunnels* | 600·7<br>B284'~~B22~~'*on Shad dk*<br>FK<br>48'374*tFPT* | 73·8 | 40·7 | Liverpool<br>British<br>*ptCem* 3DB&<br>10*BH to Shl dk*<br>27*tAPT*70*t* | 6 Steam Turbines geared to 2Sc.Shafts220lb (*r*)2523NHP<br>3SB,*36cf*,GS769,HS29163FD<br>Vickers,Ld.Barrow | 45 〃 0<br>s15 〃 3<br>30·0 | |
| 30332<br>135476<br>JCNF | **Scythian** SteelScSr<br>*ss*Lon.No.2–22 ~~*ss*Lon.No.1–17~~<br>*Elec.light* Sub.Sig. 2*Dks*(*Stl*)<br>Wireless | 4865<br>4525<br>3028 | ✠100A1<br>~~2,21~~ ~~7,20~~2,22<br>~~BS8,20~~ ✠LMC~~8,17~~<br>BS7,21 MS9,21 | Mch<br>Lon | *y* | CL<br>5,19<br>2,21<br>N2,22 | 1913<br>7mo<br>*Lloyd* | Ropner&<br>Sons,Ld.<br>Stockton<br>'*sA&CP* *WB*= | F.Leyland&Co.Ld.<br>*Cell DB* 135' *uE*23 | 390·0<br>P33'B115'F37'<br>FK<br>'*f*168' 1039*t FPT*12 | 50·5 | 28·0 | Liverpool<br>British<br>6*BHCem*<br>0*tAPT*197*t* | T.3Cy.26",43"&71"–48" (*s*)<br>180lb 392NHP<br>3SB,*9cf*,GS174,HS6206<br>Blair&Co.Ld.Stockton | 30 〃 6<br>s5 〃 11½<br>24 〃 10 | |
| 30333<br>217962<br>LQVT | **Sea Bird** WoodSc3MstSr<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 383<br>—<br>169 | | | | | 1919 | Portland<br>S.B.Co.<br>Portland,Me. | E.CoastFisheries<br>Co. | 150·4 | 25·0 | 13·3 | Prtlnd,Me.<br>Utd.States | T.3Cy.14",22"&36"–24"<br>63NHP<br>PortlandCo.Portland | | |
| 30334<br>96287 | **Sea Cock** IronScSp<br>(*ex*Bismarck) | 101<br>101<br>20 | | | | | 1877 | H.Schmidt<br>Hamburg | LiverpoolSc.Tow-<br>ing&LighterageCo<br>(G.R.Nicholson) | 76·9 | 16·8 | 10·6 | Liverpool<br>British | C.2Cy.16½"&33"–18"<br>NB97 60RHP<br>H.Schmidt,Hamburg | | |
| 30335 | **Sea Dog** SteelSc<br>(*ex*Stalwart)<br>1*Dk* | | ✠100A1<br>*For towing purposes*<br>9,16 ✠LMC9,16 | Ard | *l* | CL | 1916<br>9mo<br>*Lloyd* | Ardrossan<br>D.D.&S.B.Co.<br>Ld.Ardrossan<br>'*sA&CP* | TheAdmiralty | 95·5<br>*APT*3*t* BK6¼" | 22·0 | 10·9 | British<br>4*BHCem* | T.4Cy.13",21"&34"–24" (*s*)<br>180lb 84NHP<br>1SB,*3pf*,GS52,HS1600<br>Aitchison,Blair,Ld.Gls. | 11 〃 9 | |
| 30336<br>126548<br>LHDQ | **Sea Eagle** SteelSc<br>Foundered 12,21<br>(*Tug*)<br>(*ex*Collis) 1*Dk* | 206<br>—<br>103 | | | | | 1889 | UnionIron<br>Works<br>SanFrancisco | ShipOwners'&<br>Merchants'<br>TugBoatCo. | 110·0 | 23·0 | 13·0 | S.Frncisco<br>Utd.States | C.2Cy.22"&42"–24"<br>72NHP<br>UnionIronWorks,S.Fo. | | |
| 30337<br>57884 | **Sea Fern** IronScSr<br>(*ex*Supply,<br>*ex*H.M.S.Supply) 1*Dk* | 142<br>142<br>69 | | | | | 1881 | LairdBros.<br>Birkenhead | Bermuda Trnsprtn<br>Co. | 104·0 | 19·5 | 9·7 | Hamilton,<br>Bermuda<br>British | C.2Cy.13"&24¼"–14"<br>25RHP<br>LairdBros.Birkenhead | | |
| 30338<br>201861<br>KTSB | **Sea Foam** WoodScSr<br>1*Dk* | 339<br>228<br>205 | | | | | 1905 | Lindstrom<br>S.B.Co.<br>Aberdeen,<br>Wash. | C.H.Higgins | 127·0 | 32·0 | 10·0 | S.Frncisco<br>Utd.States | C.2Cy.14"&32"–24"<br>42NHP<br>WillametteIron&Steel<br>Works,Portland,Or. | | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7"<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. Navire. Mach. | 9<br>Par qui. Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30339<br>146043 | **Sea Fog** SteelScSr<br>*Mchy.Aft* 1*Dk*(*Stl*) | 96<br>95<br>30 | ✠100A1<br>*For fishing purposes*<br>4,22 ~~12,18~~ ✠LMC12,18<br>BS4,22 | Gms<br>~~Goo~~ | | CL<br>4,22 | 1918<br>12mo<br>*Lloyd* | Webster&<br>Bickert'n&Co<br>(of Goole)Ld<br>Goole<br>'*sA&CP* | ~~TheAdmiralty~~<br>Baker&Green | 86·2 | 18·6 | 9·2<br>BK7" | Grimsby<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>Pollit&Wigsell,Ld.<br>SowerbyBridge | 10 |
| 30340 | **Sea Girt** SteelTwinScSr<br>Should be "Southern Cross," *See No.* 39321 *in Supplement*<br>*Elec.light*<br>*Ref.Mchy.* *CruiserStern* | 13500 | 100A1<br>1 Shelter dk<br>(*ClassContemplated*) | | | | 1921 | NewYork<br>S.B.Corp.<br>Camden,N.J. | UnitedStates<br>ShippingBoard | 516·5<br>B184' | 72·2 | 27·6 | CamdenNJ<br>Utd.States | 4 Geared Steam Turbines<br>WestinghouseElectric<br>&Mfg.Co.Pittsburgh,Pa. | |
| 30341<br>137752 | **Sea Glory** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in 'tween decks* | 2538<br>2367<br>1527 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,21 ~~11,20~~ ✠LMC2,19 | Ant<br>Nwo | *s* | CL | 1919<br>2mo<br>*Lloyd* | Swan,Hunter&Wigham<br>Richardson,<br>LdSunderlnd<br>'*sA&CP* | DoverNavigation<br>Co.Ld.(Leach&Co<br>Ld.*Mgrs.*) | 290·0<br>*CellDB*248'501*tFPT* | 42·5 | 25·6<br>FK<br>3*BH*<br>3*BH* | Dover<br>British<br>*to Shelter dk*<br>*toUdkptCem*<br>31*tAPT*39*t* | T.3Cy.20½",34"&56"–42" (*s*)<br>180lb 318NHP<br>3SB,6*cf*,GS126,HS5000 FD<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 27<br>7<br>20 |
| 30342<br>215820<br>LJHG | **Sea Gull** SteelScSr<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 299<br>270<br>127 | | | | | 1917 | GlobeS.B.<br>Co.<br>Superior,Wis | AtlanticCoast<br>FisheriesCo. | 135·0<br>F20' | 22·5 | 13·2 | NewYork<br>Utd.States | T.3Cy.12¾",21½"&35"–24"<br>60NHP<br>MarineIronWrks.Chicago | |
| 30343 | — SteelScK<br>(*Trawler*)<br>1*Dk* | 147<br>147<br>52 | | | ... | | 1894 | TROswald<br>Milford<br>Haven | G.Einarsson | 104·0 | 21·1 | 9·9<br>BK6½" | Reykjavik<br>Icelandic | C.2Cy.14⅝"&34"–22"<br>45NHP<br>Ross&Duncan,Glasgow | 11 |
| 30344<br>108428 | **Sea Hawk** SteelScSr<br>(*Trawler*)<br>1*Dk* | 169<br>154<br>64 | | | ... | | 1898 | J.Duthie,<br>Sons&Co.<br>Aberdeen | J.Coombes | 108·4<br>Q28' | 20·8 | 11·1<br>BK7½" | Grimsby<br>British | C.2Cy.13⅝"&32½"–21"<br>NB!! 52RHP<br>Hall,Russell&Co.Abn. | 11 |
| 30345<br>113621<br>TFCW | **Sea Horse** SteelScK<br>*ss*Hul.No.3–7,13<br>*ss*Gms.No.1–18<br>1*Dk* | 229<br>216<br>92 | ✠100A1<br>*StmTrawler*<br>9,20<br>BS9,20 ✠LMC8,18 | Gms | | CL<br>12,19 | 1901<br>10mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>'*sA&CP* | TheExor.of Sir<br>G.F.Sleight,Bart. | 120·0<br>ptND13 | 21·8 | 12·0<br>BK7"<br>*WB* | Grimsby<br>British<br>4*BHCem*<br>=*DBf*8'5*t* | T.3Cy.12½",21½"&35"–24"<br>200lb (*s*) 70RHP<br>1SB,2*pf*,GS35,HS1090<br>Amos&Smith,Hull | 12 |
| 30346<br>114775<br>SRLF | **Sea Hound** SteelScSr<br>*ss*Liv.No.1–17<br>*ss*Lon.No.3–5,14<br>1*Dk*(*Stl*)&*WebFrames*<br>&*ptAwng dk*(*Stl*) | 1090<br>900<br>514 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>11,21 ~~1,21~~<br>BS1,21 ✠LMC12,17 | Bkn<br>Liv | *o* | ~~9,18~~<br>11,21 | 1901<br>10mo<br>*Lloyd* | Mackie&<br>Thomson<br>Glasgow<br>'*sA&CP* | DoverNavigation<br>Co.Ld.(Leach&Co.<br>Ld.*Mgrs.*)<br>*WB*=*CellDBa* | 228·4<br>P54'B&F153'<br>54'*uE*15' *f*104'276*t* | 34·0 | 14·3<br>FK | London<br>British<br>4*BHCem*<br>*FPT*36*t* | T.3Cy.18 1/16",30"&48"–33"<br>160lb *80lb* (*s*) 167NHP<br>2SB,6*pf*,GS108,HS3056<br>W.V.V.Lidgerwood,Gls. | 16<br>s 1<br>15 |
| 30347<br>139309<br>JNRQ | **Sea King** SteelScK<br>*Elec.light* 1*Dk* | 321<br>285<br>130 | | | ... | | 1916 | Cochrane&<br>Sons,Ld.<br>Selby | Grant&Baker<br>SteamFishingCo.<br>Ld. | 138·6<br>Q74'F24' | 23·5 | 12·6<br>BK7½" | Grimsby<br>British | T.3Cy.13",23"&37"–26"<br>94RHP<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 30348<br>211972<br>LDMR | — WoodSc<br>(*Tug*)<br>1*Dk* | 298<br>—<br>168 | | | | | 1867 | ..................<br>Cleveland | Northern Trnsptn<br>Co. | 130·7 | 21·8 | 12·5 | Wilmgton,<br>Del.<br>Utd.States | | |
| 30349<br>115923<br>LHDP | — WoodSc<br>(*Tug*) | 181<br>—<br>91 | | | | | 1883 | Fulton<br>E.&S.B.Co.<br>SanFrancisco | Ship Owners'&<br>Merchants'Tug<br>BoatCo. | 119·0 | 26·1 | 11·5 | S.Frncisco<br>Utd.States | C.2Cy.22"&44"–36"<br>97NHP<br>FultonIronWorks,S.Fo. | |
| 30350<br>117141<br>KWGH | — WoodSc<br>1*Dk* | 124<br>—<br>84 | | | | | 1902 | ..................<br>Baltimore | AikenTowboat&<br>BargeCo. | 95·6 | 21·8 | 10·4 | Pensacola,<br>Fla.<br>Utd.States | | |
| 30351<br>221034<br>MOKN | **Sea Lion** WoodSc<br>*Fitted for oil fuel* (*Tug*)<br>*Elec.light* Wireless 1*Dk* | 473<br>—<br>255 | | | | | 1921 | W.F.Stone<br>&Co.<br>Oakland, Cal. | ShipOwners'&<br>Merchants'Tug<br>BoatCo. | 141·0 | 29·8 | 15·6 | S.Frncisco<br>Utd. States | T.3Cy.17",25"&43"–30"<br>102NHP<br>MainIronWks,S.Francisco | |
| 30352<br>113635<br>TGRL | — SteelScK<br>*ss*Hul.No.3–7,14<br>*ss*Gms.No.1–19<br>1*Dk* | 231<br>218<br>93 | ✠100A1<br>*StmTrawler*<br>7,21 ~~3,21~~ ✠LMC5,21 | Gms | | CL<br>~~4,19~~<br>7,21 | 1902<br>3mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>'*sA&CP* | CrampinStmFish-<br>ingCo.Ld. (H.G.<br>Crampin,*Mgr.*) | 121·0 | 21·8 | 12·0<br>BK7"<br>*WB* | Grimsby<br>British<br>4*BHCem*<br>=*DBf*8'5*t* | T3Cy.12½",21½"&35"–24" (*s*)<br>200lb 70RHP<br>1SB,2*pf*,GS35,HS1090<br>Amos&Smith,Hull | 12 |
| 30353<br>117116 | — WoodScSr<br>1*Dk* | 218<br>170<br>148 | | | | | 1905 | C.E.<br>Robertson<br>Vancouver | Young&GoreTug<br>BoatCo.Ld. | 114·0 | 22·0 | 19·5 | VancvrBC<br>British | T.3Cy.12",20"&32"–24"<br>52RHP<br>McKie&Baxter,Glasgow | |
| 30354<br>221133<br>MOPK | **Sea Monarch** WoodSc<br>*Fitted for oil fuel* (*Tug*)<br>*Elec.light* 1*Dk* | 471<br>—<br>249 | | | | | 1921 | W.F.Stone<br>&Co.<br>Oakland, Cal | ShipOwners'&<br>Merchants' Tug<br>BoatCo. | 141·0 | 29·8 | 15·6 | S.Frncisco<br>Utd. States | T.3Cy.17",25"&43"–30"<br>102NHP<br>MainIronWks,S.Francisco | |
| 30355<br>139277<br>JMOK | — SteelScK<br>*ss*Hul.No.1–20<br>*Elec.light* 1*Dk* | 329<br>294<br>138 | ✠100A1<br>*StmTrawler*<br>3,21 ✠LMC6,20 | Hul | | CL<br>~~3,21~~<br>3,22 | 1915<br>11mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | ~~FreshFishSupplies Ld.(T.Hamling &Co.Ld.*Mgrs.*)~~<br>T.Hamling&Co.Ld. | 136·0<br>Q76'F20' | 24·1 | 12·7<br>BK8" | Hull<br>British<br>4*BHCem* | T.3Cy.13",22½"&37"–26" (*s*)<br>200lb 99RHP<br>1SB,3*pf*,GS47,HS1557<br>Amos&Smith,Ld.Hull | 13 |
| 30356<br>117991<br>HFMK | **Sea Nymph** SteelSc3MstSr<br>*ss*Lyn.No.3–6,20<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 246<br>161<br>96 | ✠100A1<br>2,21<br>✠LMC5,20<br>BS10,21 | Hul | *d* | CL<br>6,20 | 1906<br>1mo<br>*Lloyd* | G.Brown<br>&Co.<br>Greenock<br>'*sA&CP* | E.CoastS.S.Co.Ld. | 119·9<br>Q63'B9'F18' | 22·1 | 8·9<br>BK7"<br>*WB*=*FPT* | KngsLynn<br>British<br>3*BHCem*<br>23*tAPT*1*t* | C.2Cy.14½"&30"–21" (*s*)<br>130lb *80lb* 40RHP<br>1SB,2*pf*,GS36,HS878<br>C.Houston&Co.Glasgow | 9<br>s<br>10 |
| 30357<br>136214<br>JHDG | **Sea Ranger** SteelScK<br>*ss*Hul.No.1–19<br>1*Dk* | 263<br>242<br>103 | ✠100A1<br>*StmTrawler*<br>8,21 ~~6,19~~<br>BS5,21 ✠LMC6,19 | Hul | | CL<br>~~6,19~~<br>8,21 | 1914<br>11mo<br>*Lloyd* | Cochrane<br>&Sons,Ld.<br>Selby<br>'*sA&CP* | FreshFishSupplies<br>Ld.(T.Hamling<br>&Co.Ld.*Mgrs.*) | 125·2<br>Q70'F19' | 22·5 | 12·2<br>BK7½" | Hull<br>British<br>4*BHCem* | T.3Cy.12½",21½"&35¾"–24"<br>200lb (*s*) 78RHP<br>1SB,3*pf*,GS45,HS1320<br>Amos&Smith,Ld.Hull | 13 |
| 30358<br>127596 | **Sea Rover** SteelSc<br>For full particulars See No. 39375 in Supplement<br>(*Fishing*)<br>(*ex*OsprayII.) 1*Dk* | 264<br>227<br>103 | | | | | 1908 | GooleS.B&<br>Repg.Co.Ld.<br>Goole | C.L.Mason | 130·0 | 23·1 | 12·0 | London<br>British | T.3Cy.12½",21"&35"–26"<br>87RHP<br>Earle'sCo.Ld.Hull | |
| 30359<br>114633 | **Sea Salvage** IronTwinScSp<br>(*ex*GeorgeLindsay,*ex*PresidentKind) | 187<br>187<br>26 | | | | | 1872 | Janssen&<br>Schmilinsky<br>Hamburg | T.Ensor&Son | 110·8 | 22·0 | 11·3 | London<br>British | C.4Cy.16½"&23"–16"<br>89RHP<br>Janssn&Schmilinsky,Ham | |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30360<br>136210<br>JHBF | **Sea Searcher** SteelScK<br>ssHul.No.1-19<br>1*Dk* | 263<br>242<br>103 | ✠100A1<br>*StmTrawler*<br>8,21~~9,19~~<br>✠LMC5,19<br>BS4,21 | Hul | | CL<br>~~9,19~~<br>8,21 | 1914<br>10mo<br>*Lloyd* | Cochrane &Sons,Ld.<br>Selby<br>*'sA&CP* | FreshFishSupplies Ld. (T.Hamling& Co.Ld.*Mgrs.*) | 125·2<br>Q70'F19'<br>BK7½" | 22·5 | 12·2 | Hull<br>British<br>4*BHCem* | T.3Cy.12½",21½"&35¼"-24"<br>200lb (*s*) 78RHP<br>1SB,*3pf*,GS45,HS1320<br>Amos&Smith,Ld.Hull | 13″0 | |
| 30361<br>137751<br>JQNB | **Sea Serpent** SteelScSr<br>ssNwc.No.1-22<br>Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 1698<br>1552<br>1018 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~6,21~~ ~~7,20~~ 1,22<br>~~MS2,18~~ ✠LMC7,17 | Liv<br>~~Sws~~Nwc<br>1,22 | *r* | CL<br>~~2,18~~<br>1,22 | 1917<br>7mo<br>*Lloyd* | H.&C. Grayson,Ld<br>Garston<br>*'sA&CP* | DoverNavigation Co.Ld.(Leach&Co. Ld.*Mgrs.*)<br>*Cell* | 265·0<br>FK<br>*DB*216'400*t FPT*63 | 41·0 | 18·8 | Dover<br>British<br>4*BHCem*<br>*tAPT*18*t* | T.3Cy.21",34"&56"-36" (*s*)<br>180lb 230NHP<br>2SB,*6cf*,GS101,HS3916<br>N.E.MarineEng.Co.Ld.Sld | 21″0<br>s 1″3<br>20″1 | |
| 30362<br>139276<br>JMCH | **Sea Sweeper** SteelScK<br>ssHul.No.1-20<br>*Elec.light* 1*Dk* | 329<br>294<br>138 | ✠100A1<br>*StmTrawler*<br>~~7,21~~ 7,20 1,22<br>BS7,21<br>✠LMC7,20 | Hul | | CL<br>~~1,19~~<br>7,21 | 1915<br>11mo<br>*Lloyd* | Cook,Wel-t'n&Gemmell Ld. Beverley<br>*'sA&CP* | ~~FreshFishSupplies Ld. (T.Hamling& Co.Ld.*Mgrs.*)~~<br>T.Hamling&Co.Ld. | 136·0<br>Q76'F20'<br>BK8" | 24·1 | 12·7 | Hull<br>British<br>4*BHCem* | T.3Cy.13",22½"&37"-26" (*s*)<br>200lb 99RHP<br>1SB,*3pf*,GS47,HS1557<br>Amos&SmithLd.Hull | 13″7 | |
| 30363<br>137753<br>KDGH | **Sea Victory** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 1937<br>1634<br>1002 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21 ~~6,20~~<br>✠LMC12,19 | Liv<br>Nwc | *s* | CL<br>10,21 | 1919<br>12mo<br>*Lloyd* | ClydeS.B. &Eng.Co.Ld.<br>PortGlasgow<br>*'sA&CP* | DoverNavigation Co.Ld.(Leach&Co. Ld.*Mgrs.*)<br>*CellDB*244'564*t* | 290·0<br>FK<br>*FPT*62*tAPT*79*t* | 42·4 | 26·9 | Dover<br>British<br>*Cem*<br>2*BHtoShdk*<br>4 ,, ,, *U* ,, | T.3Cy.22",36"&61"-39" (*s*)<br>180lb 273NHP<br>2SB,*6cf*,GS129,HS4502<br>ClydeS.B.&Eng.Co.Ld. | 21″2<br>s 1″6<br>20″0 | |
| 30364<br>118488<br>HBFK | **Seabank** SteelScSr<br>ssHam.No.1-22 ssCff.No.3-11,17<br>(*ex*Dowgate) 1*Dk*(*ptIrn*&*ptStl*)2*trB*<br>Wireless & *Webframes*3*Dk rule* | 3111<br>2375<br>1986 | ✠100A1<br>3,22 ~~10,20~~<br>✠LMC3,22<br>~~MS3,17~~ ~~BS10,19~~ | Npt<br>Ham | *u* | ~~10,19~~<br>3,22 | 1904<br>9mo<br>*Lloyd* | Richardsn, Duck&Co.<br>Stockton<br>*'sA&CP* *W* | KestellS.S.Co.Ld. (KestellBros. *Mgrs.*)<br>*B = Cell DBa*108' | 325·0<br>P26'B164'F29'<br>FK<br>*uE&B*40'*f*138'740*t* | 47·0 | 22·4 | London<br>British<br>5*BHCem*<br>*APT*84*t* | T.3Cy.23½",39"&64"-42" (*s*)<br>180lb *90lb* 280NHP<br>2SB,*6cf*,GS120,HS4200<br>Blair&Co.Ld.Stockton | 24″10<br>s 3″6½<br>21″8 | |
| 30365<br>115348<br>JQRK | **Seaboard** IronScSr<br>(*ex*Tredgar) 2*Dks* | 662<br>—<br>563 | | | | | 1874 | Harlan& Hollings-worthCo.<br>Wlmgtn,Del. | Hartford&New YorkTransporta-tionCo. | 184·5 | 28·7 | 12·3 | Hartford<br>Utd.States | 1Cy.34"-42"<br>NB98 58NHP<br>Harlan&HollingsworthCo. | | |
| 30366<br>115232 | **Seacombe** SteelTwinSc<br>(*Ferry*)<br>*Elec.light* 1*Dk* | 589<br>548<br>250 | | | ... | | 1901 | Cochran& Co.Annan,Ld<br>Annan | TheMayor,Alder-men&Burgesses of theBorough of Wallasey | 140·0<br>FK | 50·3 | 12·0 | Liverpool<br>British | T.6Cy.13",22"&34"-22½"<br>172NHP<br>Cochrn&CoAnnanLd.Ann | 12″8 | |
| 30367 | **Seaflower** SteelScK<br>*Now named* "Sea Rover," *See No.* 39375 *in Supplement*<br>(*ex*OsprayII.) 1*Dk* | 275<br>227<br>106 | ✠<br>*StmTrawler*<br>2,11<br>✠ | Abn | | | 1908<br>8mo | GooleS.B. &Repg.Co.Ld<br>Goole | TheAdmiralty | 130·0<br>Q72'F23'<br>BK7½" | 23·1 | 12·0 | British<br>4*BHCem* | T.3Cy.12½",21"&35"-26"<br>62NHP<br>1SB,*3pf*,GS43,HS1600<br>Earle'sCo.Ld.Hull | 13″0 | |
| 30368<br>129200<br>HSQW | **Seaford** SteelScSr<br>ssSld.No.2-20<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 673<br>458<br>349 | ✠100A1<br>10,21~~5,20~~<br>✠LMC5,20<br>BS7,21 | Sld<br>Shl | *i* | CL<br>~~5,20~~<br>10,21 | 1911<br>5mo<br>*Lloyd* | W.Dobson &Co.<br>Newcastle<br>*'sA&CP* | Stephenson Clarke&Co.<br>*WB = CellDB* | 164·5<br>Q94'B9'F23'<br>FK<br>*uE*22'*f*95'168*tFPT* | 30·0 | 12·1 | London<br>British<br>3*BHCem*<br>81*tAPT*20*t* | T.3Cy.15½",25"&41"-30" (*s*)<br>180lb *90lb* 113NHP<br>1SB,*3pf*,GS51,HS1910<br>N.E.MarineEng.CoLdNwc | 14″0<br>s ″8<br>13″7 | |
| 30369<br>94036<br>MKLG | **Seaforth** IronSc3MstSr<br>ssBrs.2ndNo.3-6,20<br>(*ex*AiraForce) 1*Dk*(*Irn*)<br>*Well deck* *Mchy.Aft* | 349<br>254<br>134 | ✠100A1<br>1,21<br>✠NB5,13<br>MS6,20 | Npt<br>✠LMC<br>BS10,19 | *e* | 1,21 | 1891<br>2mo<br>*Lloyd* | PenarthSB &ShipRe-pairingCoLd.<br>Penarth<br>*'sA&CP* | AlfredJ.Smith,Ld. | 145·3<br>Q78'B10'F18'<br>BK7"<br>*WB* | 23·2 | 9·2 | Bristol<br>British<br>3*BHCem*<br>= *FPT*25*t* | C.2Cy.18¼"&36⅛"-24" (*s*)<br>115lb 55RHP<br>1SB,*2pf*,GS33,HS1103<br>PenarthSB.Co.Ld.Penarth | 11″1<br>s ″9<br>11″1 | |
| 30370<br>95949 | **Seagull** SteelSc<br>ssRgn.No.1-12<br>1*Dk*(*Stl-pt* teak s) | 859<br>816<br>497 | ✠<br>*HopperBarge*<br>6,14<br>✠ | Rng | *l* | | 1909<br>1mo | W.Simons &Co.Ld.<br>Renfrew | SydneyHarbour Trust | 206·0<br>F25'<br>FK | 33·1 | 14·3 | SydnyNSW<br>British<br>4*BHCem* | T.3Cy.17",27"&43"-27"<br>95RHP<br>2SB,*4cf*,GS96,HS2834<br>W.Simons&Co.Ld.Rnf. | 15″0 | |
| 30371<br>113876 | — SteelSc3MstSr<br>ssLon.No.3-12,11<br>ssGms.No.2-20<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | 667<br>464<br>270 | ✠100A1<br>2,22~~3,21~~<br>✠LMC8,20<br>MBS2,22 | Gms<br>Goo | *i* | CL<br>8,20 | 1902<br>12mo<br>*Lloyd* | R.William-son&Son<br>Workington<br>*'sA&CP* | ~~Goole&HullSteam TowingCo.Ld.~~<br>GalleonShipping Co.Ld.(Heslop& Bobson *Mgrs.*) | 182·9<br>Q103'B11'F22'<br>BK7"<br>*WB = DBf*96'134*t* | 27·8 | 14·5 | Shoreham<br>British<br>3*BHCem*<br>*FPT*50*t* | T.3Cy.14",22½"&37"-27" (*s*)<br>160lb NDB21-*80lb* 69RHP<br>1SB,*3pf*,GS56,HS1826<br>Ross&Duncan,Glasgow | 13″11<br>s 1″0½<br>13″7 | |
| 30372<br>123960 | **Seaham** SteelPadSp<br>(*Tug*)<br>1*Dk* | 133<br>121<br>28 | | | | | 1909 | J.P.Ren-noldson&Sns.<br>SouthShields | SeahamHarbour DockCo. | 90·3 | 17·9 | 9·3 | Sundrland<br>British | L.1Cy.28"-50"<br>70RHP<br>J.P.Rennoldsn&Sns,S.Shl. | | |
| 30373<br>81479<br>TVND | **Seaham Harbour** IronScSr<br>ssShl.3rdNo.3-4,19<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>Wireless *Cargo battens not fitted* | 1904<br>1470<br>1242 | ✠100A1<br>9,21 ~~4,21~~<br>✠NB7,02<br>BS~~4,20~~ 4,21 | Sld<br>Lon<br>✠LMC4,19 | *r* | ~~N4,19~~<br>9,21 | 1880<br>10mo<br>*Lloyd* | E.Withy& Co.<br>WHartlepool<br>*'sA&CP* | Marquess of Lon-donderry (D.N.Grimes *Mgr*) | 275·5<br>P&B164'F31'<br>BK9½"<br>*WB = Cell* | 38·1 | 17·0 | Sundrland<br>British<br>4*BHCem*<br>*DB*228'434*t* | C.2Cy.35 3/16"&65"-36" (*s*)<br>70lb NDB02 182NHP<br>2SB,*4pf*,GS66,HS2846<br>T.Richardson&Sons,Hpl. | 19″5<br>s 2″2½<br>18″2 | |
| 30374<br>129556<br>HSNM | **Seal** SteelScSr<br>ssNFl.No.2-19<br>*Elec.light* Wireless 1*Dk*(*Stl*)&*Shade dk* | 608<br>374<br>277 | ✠100A1<br>*Shade dk*<br>6,21 ~~3,21~~<br>~~MBS3,20~~ | NFL<br>BS6,21<br>✠LMC6,19<br>~~DBS3,21~~ | *i* | CL<br>5,20 | 1911<br>4mo<br>*Lloyd* | Napier& Miller,Ld.<br>Glasgow<br>*'sA&CP* | SealS.S.Co.,Ld. (Baine,Johnston &Co.)<br>*WB = C* | 175·0<br>FK&BK1"<br>*ellDBa&uE*53'*f*75' | 26·6 | 12·3 | SJhnsNFL<br>British<br>4*BHCem*<br>127*tAPT*8*t* | T.3Cy.15",25½"&41"-30" (*s*)<br>180lb *90lb* 85RHP<br>1SB,*3cf*,GS60,HS1940<br>Aitchison,Blair,Ld.Gls. | 20″5<br>s 6″9<br>14″1 | |
| 30375<br>215641<br>LHWG | — WoodScSr<br>*Elec.light* 1*Dk* | 474<br>—<br>249 | | | | | 1917 | A.D.Story<br>Essex,Mass. | Gorton-Pew VesselsCo. | 163·1 | 26·2 | 13·0 | Glo'strMas<br>Utd.States | T.3Cy.13½",21¾"&36"-24"<br>63NHP<br>PortlandCo.,Portland,Me. | | |
| 30376<br>136460 | **Sealark III.** CompScSr<br>(*ex*YachtConsuelo, *ex*Vagus,*ex*Wanderer) 1*Dk*<br>cf C11,00 | 590<br>487<br>237 | ✠<br>12,01<br>✠NB1,01 | Cws<br>C | 18<br>12 | | 1878<br>12mo | R.Steele &Co.<br>Greenock | PatrickS.S.Co.Ld. | 179·5<br>P37'F36'<br>ND(teak)01 | 29·0 | 16·2 | Sydney<br>British | C.2Cy.25"&50"-30"<br>113NHP<br>2B,*4cf*,GS80,HS2008<br>Day,Summers&Co.Sou. | | |
| 30377<br>114027<br>TGND | **Sealda** SteelScSr<br>Wireless 2*Dks*(*Stl*)&*Webframes*&<br>*Elec.light* *Shelter dk*(*Stl* teak s) | 5392<br>5023<br>3394 | ✠<br>*Shelter dk*<br>3,02<br>✠ | Sld | *a*† | | 1902<br>3mo | SirJ.Laing &Sons,Ld.<br>Sunderland<br>*WB* | BritishIndiaStm. Nav.Co.Ld.<br>= *CellDBa*123'&*u* | 411·0<br>FK<br>*E&B*42'*f*196'1256*t* | 50·8 | 29·0 | Glasgow<br>British<br>6*BHCem*<br>*DTf*27'816*t* | T.3Cy.26½",42"&66½"-51"<br>395NHP<br>2SB,*6cf*,GS123,HS5695 FD<br>G.Clark.Ld.Sunderland<br>*FPT*141*tAPT*137*t* | 32″0 | |
| 30378<br>105561 | **Sealight** SteelScSk<br>1*Dk* | 128<br>99<br>49 | | | | | 1895 | Burrell& Sons<br>Glasgow | "Light"Shipping Co.Ld.(Ross&Mar-shall,Ld.*Mgrs.*) | 85·9<br>len11 | 18·6 | 8·1 | Greenock<br>British<br>*WB* | C.2Cy.12"&24"-18"<br>B*made*07 NE11 24RHP<br>Miller&Macfie,Ld.Gls. | | |
| 30379<br>136738<br>JHNT | **Seamew** SteelScSr<br>ssLon.No.1-19<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*<br>*Mchy.Aft* Wireless (*ptStl*-ws) | 1332<br>982<br>656 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>9,19<br>~~BS9,21~~ | Lon<br>BS4,22<br>✠LMC9,19 | *p* | CL<br>9,19 | 1915<br>1mo<br>*Lloyd* | AilsaS.B. Co.Ld.<br>Ayr<br>*'sA&CP* | GeneralStm.Nav. Co.Ld.<br>*WB = Cell* | 250·0<br>FK<br>*DBf*163'262*t FP* | 37·5 | 14·2 | London<br>British<br>4*BHCem*<br>20*tAPT*20*t* | T.3Cy.22",35"&59"-39" (*s*)<br>180lb 266NHP<br>2SB,*6cf*,GS126,HS4516<br>AilsaS.B.Co Ld.Troon | 16″6<br>s ″7½<br>16″2 | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>ignaux | 2 3 Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7" Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30380 | **Seamew** SteelScK<br>(exNunthorpeHall) 1Dk | 248<br>218<br>96 | ✠<br>Stm Trawler<br>3,11 ✠ | Abn | | | 1909<br>4mo | Smith's<br>DockCo.<br>NorthShields | | 125·5<br>Q74'F21'<br>BK7½" | 22·1 | 12·2 | British<br>3BHCem | T.3Cy.12½",21"&35"–26"<br>62NH<br>1SB,3pf,GS50,HS1420<br>ShieldsEng.Co.Ld.N.Shl. |
| ✻ 30381<br>99319<br>MHNW | **Seang Bee** SteelTwinSc4MstSr<br>ssLon.2ndNo.3–11,18<br>(exShropshire) 3Dks(Stl–Uws)<br>Elec.light Wireless | 5849<br>5086<br>3784 | ✠100A1<br>8,21 ~~12,20~~<br>✠LMC12,20 | HKg | a† | CL<br>s 12,20<br>PN<br>12,20 | 1891<br>10mo<br>Lloyd | Harland&<br>Wolff,Ld.<br>Belfast<br>'sA&CP | LimChinTsong<br>WB=Cell | 445·5<br>P56'B145'F55'<br>FK&BK3"<br>DB 330' 976t FPT | 49·1 | 29·7 | Rangoon<br>British<br>7BHCem<br>60tAPT50t | T.6Cy.23",37"&64"–48" (s)<br>176lb 650NH<br>2D&2SB18rf,GS336HS1058<br>Harland&Wolff,Ld.Bel. |
| 30382<br>135891<br>JDFT | **Seapool** SteelScSr<br>ssOff.No.2–21 ~~ssShl.No1–19~~<br>Wireless 1Dk(pt Irn pt Stl) | 4511<br>4260<br>2799 | ✠100A1<br>~~8,21~~12,20 8,22<br>~~BS12,20~~ ✠LMC~~8,19~~<br>8,21 | Sws<br>Cff | y | CL<br>~~12-20~~<br>8,21 | 1913<br>10mo<br>Lloyd | Ropner&<br>Sons,Ld.<br>Stockton<br>'sA&CP WB= | PoolShppg.Co.Ld.<br>(SirR.Ropner&Co<br>Ld.Mgrs.)<br>CellDBa127'uE24 | 379·0<br>P30'B221'F39'<br>FK<br>'f167'1046tFPT15 | 56·0 | 24·4 | W.Hartlpl<br>British<br>6BHCem<br>7tAPT192t | T.3Cy.26",42"&70"–48" (s)<br>180lb 100lb 380NH<br>3SB,9cf,GS175,HS6012<br>Blair&Co.Ld.Stockton |
| ✻ 30383<br>142394<br>JSWK | **Seatonia** SteelSc<br>(exWarHighway) Wireless 1Dk(Stl)<br>Elec.light ~~Cargo battens not fitted~~ | 3087<br>2842<br>1859 | ✠100A1<br>2,22 ~~5,21~~<br>✠LMC5,18 | Sld | u | CL<br>6,19 | 1918<br>5mo<br>Lloyd | J.Blumer&<br>Co.<br>Sunderland<br>'sA&CP | TheHartlepool<br>SeatoniaS.S.Co.Ld<br>(Hessler&Co.<br>Mgrs.) CellD | 331·3<br>P33'B98'F28'<br>FK<br>B276'734tFPT105t | 46·8 | 23·2 | W.Hartlpl<br>British<br>7BHptCem<br>APT122t | T.3Cy.25",41"&68"–45" (s)<br>180lb 430NH<br>3SB,9cf,GS153,HS6304 FD<br>J.Dickinson&Sons,Ld.Sld |
| ✻ 30384<br>57841<br>JMFK | **Seattle** SteelScSr<br>ssNwc.No.3–2,20<br>(exBangor,exSeattle, 2Dks(Stl)<br>exBangor) Elec.light Wireless | 5133<br>4736<br>3185 | 100A1<br>8,21 ~~2,20~~<br>~~BS2,21~~ LMC2,20<br>BS1,22 | Nwc<br>PNL | y | CL<br>~~8,20~~ | 1911<br>Lloyd | WoodSkin-<br>ner&Co.Ld.<br>Newcastle<br>'sA&CP | UnionGovt.of<br>SouthAfrica<br>(Dept.ofHarbours<br>&Railways) CellD | 385·0<br>P34'B108'F31'<br>FK<br>B320'1104tFPT80t | 54·0 | 27·8 | London<br>British<br>6BHCem<br>APT110t | T.3Cy.27",45"&74"–48"<br>180lb (s) 516NH<br>3SB,9cf,GS165,HS7503 FD<br>N.E.MarineEngCoLd Nwc |
| 30385<br>12143<br>LHMS | **Seattle Maru** SteelTwinScSr<br>ssKob.No.3–2,21<br>Elec.light 2Dks(Stl)&deep framing<br>Wireless Lower dk(Stl)inNo.1hold | 5853<br>5125<br>3621 | ✠100A1<br>9,21 ~~2,21~~<br>✠LMC2,21 | Kob | z | 2,21 | 1909<br>7mo<br>Lloyd | Kawasaki<br>DockydCoLd<br>Kobe<br>'sA&CP | OsakaShosen<br>KabushikiKaisha<br>WB=CellDBa<br>f167'1175 | 419·7<br>P26'B158'F42'<br>127'uE&B63' FK<br>t DTa31' 439t FPT | 49·5 | 30·0 | Osaka<br>Japanese<br>7BHCem<br>106tAPT26t | T.6Cy.19½",32¾"&55"–46"(s)<br>200lb 544NH<br>3SB,9cf,GS181,HS7498 FD<br>KawasakiDkydCoLd Kobe |
| 30386<br>218733<br>LSKC | **Seattle Spirit** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks<br>Wireless Sub.Sig. | 5627<br>5250<br>3493 | | | | | 1919 | JF.Duthie<br>&Co.<br>Seattle,Wsh. | UnitedStates<br>ShippingBoard | 409·5<br>P44'B115'F47' | 54·2 | 27·6 | Seattle<br>Utd.States | T.3Cy.24½",41½"&72"&48"<br>359NH<br>Hoover,Owens&<br>RentschlerCo.Hamilton,O. |
| 30387 | **Sebara** SteelScSr<br>ssHam.No.1–11<br>Elec.light 2Dks(Stl)&deepframing<br>Wireless &Shelter dk(Stl–ws) | 4637<br>4427<br>2982 | ✠<br>Shelter dk<br>withfreeboard<br>4,16 ✠ | Ham | z | | 1908<br>1mo | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | | 400·0<br>FK<br>WB=C | 52·0 | 27·0 | 6BHCem<br>ellDBa123'u | T.3Cy.27",45"&75"–48"<br>478NH<br>3SB,9cf,GS175,HS6504 FD<br>Wllsnd Slpwy.Co.Ld.Nwc<br>E&B66'f154'987tAPT29t |
| 30388<br>142985 | **Sebastapol** SteelScSr<br>Elec.light 1Dk | 321<br>233<br>150 | ✠100A1<br>StmTrawler<br>7,21 ~~11,18~~<br>BS7,21 ✠LMC11,18 | ~~FtWil-~~<br>~~liam,~~<br>~~Ont.~~ NFL | | CL<br>7,21 | 1918<br>11mo<br>A&CP | Canadian<br>Car&Fndry.<br>Co. Fort<br>William, Ont. | Government of<br>Newfoundland | 135·6<br>Q74'F27'<br>BK7"<br>FPT3t | 22·6 | 12·7 | SJhns NFL<br>British<br>5BHCem<br>APT2t | T.3Cy.13",22"&36"–24" (s)<br>185lb 95RH<br>1SB,2cf,GS37,HS1451 FD<br>MarineIronWks.Chicago |
| 30389 | **Sebastian** SteelSc<br>(exWarApricot) 1Dk(Stl)<br>Elec.light CruiserStern<br>Wireless Cargo battens not fitted | 2501<br>2266<br>1475 | ✠100A1<br>4,21<br>✠LMC10,18 | Bbo | t | CL<br>4,21 | 1918<br>10mo<br>Lloyd | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'sA&CP | F.Sainz é Inch-<br>austegui<br>CellD | 303·1<br>P33'B81'F32'<br>FK<br>B260' 647t FPT70t | 43·0 | 20·8 | Bilbao<br>Spanish<br>6BHptCem<br>APT60t | T.3Cy.22",36"&59"–39" (s)<br>180lb 266NH<br>2SB,6cf,GS124,HS4500<br>Cen.Mar.Eng.Wrks.WHpl |
| 30390 | **Sebenico** SteelSc<br>1Dk | 297<br>—<br>169 | | | | | 1898 | M.U.Mar-<br>tinolich<br>Luss'npiccolo | Soc.Anon.diNav.a<br>Vap."Dalmatia" | 134·0 | 21·9 | 12·4 | Sebenico | C.2Cy.18"&30¾"–18"<br>Wilson& 33NH<br>McLaren,Sampierdarena |
| 30391<br>HSEB | **Sebou** SteelScSr<br>ssLis.No.1–21<br>(exAmaral) 1Dk<br>Elec.light | 235<br>157<br>121 | ✠100A1<br>1,21<br>✠LMC1,21<br>BS4,22 | Lis | c | CL<br>1,21 | 1915<br>4mo<br>Lloyd | G.Brown &<br>Co.<br>Greenock<br>'sA&CP | VacuumOilCo. | 118·4<br>Q36'F22'<br>FK | 22·1 | 8·3 | Lisbon<br>Portuguese<br>4BHCem<br>FPT34t | C.2Cy.15"&12"-24" (s)<br>130lb 59NH<br>1SB,2pf,GS37,HS1132<br>Ross&Duncan,Glasgow |
| 30392 | **Sebu** SteelSc<br>Elec.light 2Dks | 1888<br>1763<br>1455 | | | | | 1920 | Limhamns<br>Skeppsv.A.B.<br>Limhamn | N.V.Maats.<br>RijnschipVooruit | 249·3 | 38·1 | 23·5 | Rottrdam<br>Dutch<br>WB | T.3Cy.18",29½"&48"-31½"<br>129NH<br>LimhamnsSkeppsv.A.B. |
| 30393<br>779<br>SGRN | **Secondo** IronScK<br>(exSessera,exSupply) | 276<br>254<br>149 | | | | | 1879 | M.Pearse<br>&Co.<br>Stockton | Soc.Industriale<br>e Marittima | 160·2<br>len90 | 22·1 | 10·6 | Genoa<br>Italian | C.2Cy.20"&38"–24"<br>59NH<br>Cpd.90Blair&Co.Stockton |
| 30394 | **Secunda** SteelScSr<br>Now named "Fano," See No. 37389 in Supplement<br>1Dk&ptAwng dk | 2026<br>[illegible]<br>1309 | | | | | 1899 | Flensburgr<br>Schiffsb.Ges<br>Flensburg | F.Petersen | 268·9<br>P16'Q84'<br>ptAwng dk168' | 39·2 | 15·9 | London<br>British WB | T.3Cy.19",31½"&51"–36"<br>156NH<br>FlensburgerSchiffsb.Ges |
| 30395<br>85881<br>WFLM | **Secunder** IronSc3MstSr<br>ssBom.2ndNo.3–1,06<br>(exArdangorm) 1Dk2trB<br>Well deck | 1662<br>1284<br>993 | ✠<br>4,09<br>✠NB5,09 ✠ | Mau | q | | 1881<br>10mo | Ramage&<br>Ferguson<br>Leith | TheColonialGovt.<br>ofMauritius<br>WB=C | 260·2<br>Q115'B52'F35'<br>BK9½"<br>ellDB164'205tFPT | 35·3 | 17·9 | PortLouis<br>British<br>6BHCem<br>19tAPT6t | C.2Cy.27"&60"–39"<br>NDB02 200NH<br>2SB,6pf,GS94,HS3456<br>Walker,Hendersn&Co.Gl |
| 30396<br>OTIF | **Secundus** SteelTwinScSr<br>Elec.light Oil Eng.<br>Wireless Longitudinal framing 2Dks | 4499<br>4183<br>2755 | | | | | 1913 | Blohm&<br>Voss<br>Hamburg | FrenchGovern-<br>ment | 399·0 | 52·8 | 24·4 | Cherbourg<br>French<br>WB | Oil Engines 2S.C.SA<br>8Cy.23⅝"–36⅛" 683NH<br>Blohm&Voss,Hamburg |
| 30397<br>204425<br>KWGN | **Security** SteelScSr<br>Wireless 1Dk | 397<br>—<br>270 | | | | | 1907 | BurleeD.D<br>Co.Pt.Rich-<br>mond,N.Y. | StandardOilCo.of<br>NewYork | 140·5 | 26·0 | 15·9 | NewYork<br>Utd.States | |
| ✻ 30398<br>139922 | **Seddon** SteelScK<br>ssGms.No.1–21<br>Elec.light 1Dk | 296<br>263<br>115 | ✠100A1<br>StmTrawler<br>11,21 ~~5,19~~<br>✠LMC~~11,1~~ 9,21 | Gms | | CL<br>11,21 | 1916<br>11mo<br>Lloyd | Cook, Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'sA&CP | StandardSteam<br>FishingCo.Ld. | 130·2<br>Q72'<br>BK8' | 23·0 | 12·2 | Grimsby<br>British<br>4BHCem | T.3Cy.13½",22½"&37"–24"(s)<br>185lb 89RH<br>1SB,3pf,GS49,HS1595<br>AmosSmith,Ld.Hull |
| ✻ 30399<br>139224<br>JSHD | **Sedgepool** SteelScSr<br>Elec.light Wireless 1Dk(Stl)<br>Cargo battens not fitted in enclosed<br>Bridge | 5552<br>5130<br>3367 | ✠100A1<br>10,21 ~~1,21~~<br>✠LMC2,18<br>Carrying oil | Npt<br>Cff<br>fuelF. | z<br>P. | CL<br>1,21<br>above1 | 1918<br>2mo<br>Lloyd<br>50° F. | Ropner&<br>Sons,Ld.<br>Stockton<br>'sA&CP<br>in DB | PoolShippingCo.<br>Ld.(SirR.Ropner<br>&Co.Ld.Mgrs.)<br>CellDBa146'uE27 | 415·0<br>P50'B243'F40'<br>FK<br>'f172'1469tFPT16 | 55·5 | 26·9 | W.Hartlpl<br>British<br>7BHCem<br>8tAPT216t | T.3Cy.28",46"&75"–51" (s)<br>180lb 100lb 504NH<br>3SB,9cf,GS201,HS8714<br>Blair&Co.Ld.Stockton |
| 30400 | **Sedina** SteelScSr<br>Elec.light 1Dk | 1089<br>720<br>607 | | | | | 1899 | Act.Ges.<br>"Neptun"<br>Rostock | Riga-Lübecker<br>Dampfsch.Ges.(F.<br>H.Bertling,Mgr.) | 226·9<br>P&B133'F26' | 31·4 | 15·0 | Lübeck<br>German<br>WB | T.3Cy.20",32¼"&52"–33"<br>155NH<br>A.G."Neptun,"Rostock |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30401<br>129409<br>HWKV | **Sedna** SteelScK<br>(*Whaler*)<br>*Mchy.Aft* 1*Dk* | 192<br>178<br>70 | | | | | 1912 | Smith's DockCo.Ld.<br>Middlesbro' | Chr.Salvesen&Co. | 106·5 | 21·5 | 12·9 | Leith<br>British<br>*WB* | T.3Cy.13$\frac{1}{2}$",22"&37$\frac{1}{2}$"-24"<br>97RHP<br>Smith'sDockCo.Ld.Mdb. | | C |
| 30402 | **Seduisant** SteelScSp<br>(*ex*Finistère)<br>*Elec.light Mchy.Aft* Wireless 1*Dk* | *265*<br>*194*<br>*103* | | | ... | | 1905 | Dundee Shipbuilders' CoLd.Dundee | FrenchGovern-ment | 126·2<br>Q50'F18'<br>FK | 24·1 | 8·2 | French<br>*WB* | C.2Cy.16"&36"-27"<br>68NHP<br>Cooper&Greig,Dundee | 10 " 6 | |
| 30403<br>132952 | **Sedulous** SteelScK<br>1*Dk* | 100<br>98<br>42 | | | | | 1912 | Philip& Son,Ld.<br>Dartmouth | T.W.Moore | 88·9 | 19·1 | 8·7 | Yarmouth<br>British | T.3Cy.10$\frac{1}{4}$",16"&26"-20"<br>35RHP<br>Philip&Son,Ld.Dartmouth | | |
| 30404 | **Seeadler** SteelTwinSc<br>Sub.Sig. Wireless 1*Dk* | 506<br>406<br>211 | | | | | 1897 | G.Seebeck Act.Ges.<br>Geestemünde | Norddeutscher Lloyd | 164·2<br>B65'F16' | 26·2 | 14·2 | Bremen<br>German | T.6Cy.13$\frac{3}{8}$",21$\frac{5}{8}$"&35$\frac{1}{2}$"-23$\frac{5}{8}$"<br>120NHP<br>G.SeebeckA.G.,Gstmnde. | | |
| 30405 | — SteelSc<br>(*Tug*)<br>1*Dk* | 215<br>202<br>33 | | | | | 1893 | Schiffsw(v. J&Sch.)A.G.<br>Hamburg | Nordischer Bergungs-Verein | 110·4 | 21·2 | 13·6 | Hamburg<br>German | C.2Cy.20"&36"-25"<br>54NHP<br>Schwft.(vJ&Sch)AGHam | | |
| 30406 | — SteelSc<br>(*Tug*)<br>(*ex*Margaretha,*ex*Fyn) 1*Dk* | 186<br>163<br>116 | | | | | 1867 | Burmeister &Wain<br>Copenhagen | W.Schuchmann | 127·7<br>Q71'H48'F20' | 20·6 | 9·1 | Gstemnde<br>German | T.3Cy.13",21$\frac{1}{4}$"&33$\frac{9}{10}$"-22$\frac{4}{5}$"<br>NE18 NB15 55NHP<br>Christiansen&Meyer,Hrbg | | |
| 30407 | — SteelScSr<br>*Elec.light* 1*Dk* | 167<br>149<br>16 | | | | | 1913 | Akers Mek.Værks.<br>Christiania | | 104·0 | 20·2 | 11·8 | | T.3Cy.12",20"&33"-24"<br>53NHP<br>AkersMek.Værks.Xia. | | |
| 30408 | — IronScSr<br>(*ex*DitmarsiaII.)<br>1*Dk* | 137<br>124<br>50 | | | | | 1873 | Norddeut. Schiffb.A.G.<br>Kiel | H.Mews | 110·5 | 20·1 | 9·6 | Wismar<br>German | C.2Cy.8$\frac{1}{2}$"&20"-22"<br>NB86 16NHP<br>Howaldtswerke,Kiel | | |
| 30409<br>211085 | **Seeandbee** SteelPadSr<br>*Elec.light* Wireless | 6381<br>—<br>3434 | | | | | 1912 | Detroit S.B.Co.<br>Wyandotte | Cleveland& BuffaloTransitCo. (TFNewman*Mgr.*) | 484·5 | 58·1 | 24·0 | Cleveland<br>Utd.States<br>*WB* | C.3Cy.66"&(2)96"-108"<br>1596NHP<br>DetroitS B.Co.Detroit | | L |
| 30410 | **Seefahrt** SteelScK<br>(*Trawler*)<br>1*Dk* | 174<br>162<br>67 | | | | | 1902 | G.Seebeck Act.Ges.<br>Bremerhaven | Hochseefischerei BremerhavenAkt. Ges. | 120·1<br>H13'F20' | 22·5 | 10·7 | Brmrhavn<br>German<br>*WB* | T.3Cy.11$\frac{13}{16}$",18$\frac{1}{8}$"&30$\frac{5}{16}$"-22$\frac{1}{16}$"<br>43NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 30411 | **Seehase** SteelSc<br>(*Trawler*)<br>*Now named* "Aneta," *See No. 36247 in Supplement* | 261<br>224<br>98 | | | | | 1916 | T. Frerichs &Co.A.G.<br>Einswarden | | 129·7 | 23·0 | 11·0 | British | T.3Cy.13",20$\frac{1}{3}$"&33"-22$\frac{4}{5}$"<br>52NHP<br>T.Frerichs&Co.A.G. | | |
| 30412 | **Seehund** SteelSc<br>Wireless *ss*Lbc.No.3-5,12<br>(*ex*Lensahn,*ex*Yacht,*ex*Forsteck,*ex* Lutra) *Elec.light* 2*Dks*(*UptStl*-teak s) | 228<br>209<br>89 | ✠<br>5,16 | Ham | | | 1899<br>8mo | Scott&Co.<br>Greenock | W.Schuchmann | 148·0 | 21·1 | 11·1 | Gstemnde<br>German<br>4*BHCem* | T.3Cy.12",19$\frac{1}{2}$"&31"-26"<br>74NHP<br>1B,3*cf*,GS52,HS1473<br>Scott&Co.Greenock | | |
| 30413<br>218088<br>LRFK | **Seekonk** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Web frames*<br>Wireless Sub.Sig. | 5784<br>4740<br>3513 | | | ... | | 1919 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo. Schenectady,N.Y. | 32 " 0 | R |
| 30414 | **Seelotse** SteelSc<br>*Elec.light* 1*Dk* | 144<br>135<br>60 | | | | | 1908 | Schiffsw(v. J&Sch.) A.G.<br>Hamburg | Cuxhaven-Brunsbüttel Dampf.A.G. | 102·0<br>B10'F16' | 21·4 | 11·5 | Cuxhaven<br>German | C.2Cy.14$\frac{13}{16}$"&28"-20$\frac{1}{2}$"<br>36NHP<br>Schwft.(vJ&Sch)AGHam | | |
| 30415 | **Seelöwe** SteelSc<br>(*Tug*)<br>*Elec.light* Wireless 1*Dk* | 259<br>246<br>79 | | | | | 1920 | J.C.Teck-lenborgA.G.<br>Geestemünde | W.Schuchmann | 131·0<br>H43'F17' | 23·5 | 10·6 | Gstemnde<br>German<br>*WB* | T.3Cy.12$\frac{3}{5}$",20$\frac{1}{2}$"&32$\frac{1}{4}$"-22$\frac{4}{5}$"<br>50NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 30416 | **Seemoos** SteelScSr<br>*ss*Ant.No.3-5,10<br>(*ex*FriedrichSchröder,*ex*Britta,*ex*City of Liverpool) 1*Dk* | 476<br>426<br>268 | ✠<br>*For fishing purposes*<br>11,15 | Bmn | *e* | | 1898<br>4mo | Mackie& Thomson<br>Glasgow | W.Schuchmann | 189·6<br>Q61'F23'<br>len20 BK7$\frac{1}{2}$" | 23·5 | 10·0 | Gstemnde<br>German<br>3*BHCem*<br>*FPT22t* | T.3Cy.13",22"&35"-27"<br>76NHP<br>1SB,3*cf*,GS51,HS1270<br>Muir&Houston,Ld.Gls. | 11 " 2 | |
| 30417 | **Seemöwe** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 250 | | | | | 1920 | J.C.Teck-lenborg,A.G.<br>Geestemünde | W.Schuchmann | 127·3<br>H43'F17' | | | Gstemnde<br>German<br>*WB* | T.3Cy.12$\frac{3}{5}$"20$\frac{1}{2}$"&32$\frac{1}{4}$"-22$\frac{4}{5}$"<br>50NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 30418 | **Seestern** SteelSc<br>*Elec.light* Wireless 1*Dk* | 343<br>254<br>138 | | | | | 1914 | J.L.Meyer<br>Papenburg | Cuxhaven-BrunsbüttlerDampfer Akt.Ges. | 131·2<br>B62'F16' | 25·6 | 12·0 | Cuxhaven<br>German | T.3Cy.12$\frac{3}{5}$",21$\frac{3}{10}$"&33$\frac{1}{2}$"-24$\frac{2}{5}$"<br>56NHP<br>J.L.Meyer,Papenburg | | |
| 30419 | **Seeteufel** SteelSc<br>(*Trawler*)<br>*Now named* "Kerdonis," *See No. 38092 in Supplement* | 261<br>225<br>97 | | | | | 1917 | Union-Giesserei,<br>Königsberg | | 129·7<br>Q71'P29' | 23·1 | 11·0 | French<br>*WB* | T.3Cy.13",20$\frac{1}{3}$"&33-22$\frac{4}{5}$<br>Union-Giesserei, 52NHP Königsberg | | |
| 30420<br>83 | **Seewer** IronScK<br>*ss*Hul.No.3-11,00<br>(*ex*Satanicle, *ex*Niagara) *ss*Bdx.No.2-09 1*Dk* | 179<br>161<br>79 | ✠<br>*StmTrawler*<br>3.10<br>✠NB11,07✠ | Shl | | | 1894<br>10mo | Cochrane& Cooper<br>Beverley | C.J.Spahde | 122·0<br>Q20'<br>len00 BK7$\frac{1}{2}$" | 21·0 | 11·0 | Archangel<br>Russian<br>3*BHCem* | T.3Cy.13",21"&34"-24"<br>65NHP<br>1SB,2*pf*,GS31,HS1060<br>C.D.Holmes&Co.Hull | 11 " 10 | |
| 30421 | **Seezunge** SteelScK<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 224<br>209<br>85 | | | | | 1914 | H.C.Stülc-ken,Sohn<br>Hamburg | H.Fock | 118·7<br>F18' | 23·6 | 9·4 | Hamburg<br>German | T.3Cy.12$\frac{3}{5}$",21$\frac{1}{5}$"&33$\frac{4}{5}$"-22"<br>54NHP<br>H.C.Stülcken,Sohn,Ham. | | |
| 30422 | **Sefton** SteelSc<br>*Elec.light* 3*Dks*(*Stl-Upt* ws) | 1421<br>1348<br>617 | ✠ A1<br>*For Government Service*<br>8,18 | Gls<br>✠LMC8,18 | | CL | 1918<br>8mo | Barclay, Curle&CoLd.<br>Glasgow<br>*Lloyd'sA&CP* | TheAdmiralty<br>*Cell.DBuB20'* | 258·2<br>FK<br>21*t DTf*8' 24*t FPT* | 34·7 | 23·6 | British<br>8*BHptCem*<br>36*tAPT*22*t* | T.4Cy.20$\frac{1}{2}$",33"&37"(2)-30"<br>180lb (*s*) 340NHP<br>2SB,8*cf*,GS156,HS6154 FD<br>Barclay,Curle&Co,Ld.Gls | 24 " 6 | |
| 30423<br>MJVG | **Segeren** SteelScSr<br>(*Fishing*)<br>1*Dk* | 150<br>141<br>54 | | | | | 1913 | Xiansands Mek.Værks.<br>Xiansand | AalesundsFiskeri-selskapA/S (E.O.Roald,*Mgr.*) | 105·4 | 20·3 | 10·3 | Aalesund<br>Norwegian | T.3Cy.10",16"&27"-15"<br>28NHP<br>XiansandsM.V.Xiansand | | N |
| 30424<br>144920<br>KGRS | **Seghill** SteelSc<br>*ss*Dun.No 3-9,20<br>(*ex*Kilmacrennan) 1*Dk*(*Stl*) | 629<br>490<br>272 | 100A1<br>7,21 ~~10,20~~ | Nwc<br>LMC9,20 | | CL<br>10,20 | 1918 | Smith's DockCo.Ld.<br>Middlesbro'<br>*Lloyd'sA&CP* | B.Burletson (Joplin&Hull, *Mgrs.*) | 172·2<br>B50'<br>FK<br>*CellDBu* | 30·0 | 15·7 | Newcastle<br>British<br>5*BHCem*<br>*E26'20t* | T.3Cy.16",26"&44"-26" (*s*)<br>200lb 94RHP<br>1SB,3*cf*,GS51,HS1850<br>N.E.MarineEng.Co.Ld.Sld. | 16 " 6<br>s1 " 10<br>14 " 11 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30425<br>113542<br>SJPQ | **Segontian** **SteelScSr**<br>ssSws.No.3–4,14<br>ssBrs.No.1–19<br>1*Dk*(*ptIrnptStl*)&*deep framing* | 1171<br>1045<br>737 | ✠100A1<br>~~8,21~~ ~~8,20~~ 2,22<br>~~BS12,20~~ ✠LMC11,18<br>BS2,22 | Cff<br>~~Mdb~~Npt | *n* | ~~10,19~~<br>2,22 | 1901<br>5mo | W.Harkess &Son<br>Middlesbro'<br>A&CP | LyndonShppgCo. Ld(Cottle,Roberts &Co. *Mgrs.*)<br>*WB=DB* | 224·6<br>Q82'B56'RFD85'<br>F21' FK<br>a&*uE*79'*uB*15'*f*92' | 34·0 | 17·8 | Cardiff<br>British<br>4*BHCem*<br>352*t APT*24*t* | T.3Cy.17",28½"&46"–33" (*s*)<br>180lb *90lb* 131NHP<br>1SB,3*cf*,GS59,HS2026<br>MacColl&Pollock,Sld. | 16 |
| 30426 | **Segovia** **SteelSc**<br>Oil Eng.<br>*Elec.light* 1*Dk*<br>For amended particulars See No. 30309 in Supplement | 1350<br>1100<br>750 | | | | | 1921 | WoodSkinner&Co.Ld.<br>Newcastle | | 260·3<br>P28'B&F212' | 37·6 | 15·7 | *WB* | Oil Engine 4S.C.SA<br>6Cy.22"–39$\frac{3}{16}$" 227NHP<br>N.E.MarineEngCoLd.Nwc | |
| 30427 | **Segundo Buenos Ayres** **Steel**<br>ssPra.No.2–13 **TwinScSr**<br>(*ex*Segundo,*ex*Dredger,<br>*Elec.light* *ex*MiguelCalmon,*ex*Pearson) | 2167<br>—<br>1255 | ✠<br>*HopperDredger*<br>5,13<br>✠ | Pra | *n* | | 1907<br>6mo | Lobnitz& Co.Ld.<br>Renfrew | S.Solari | 256·2<br>Len19<br>FK<br>*WB* | 40·0 | 24·9 | Bns.Ayres<br>Argentine<br>6*BHptCem*<br>*ptAsp* | T.6Cy.15",25"&40"–24"<br>199NHP<br>2SB,6*cf*,GS118,HS3560<br>Lobnitz&Co.Ld.Renfrew | 18 |
| 30428<br>142780<br>JWBF | **Segura** **SteelScSr**<br>(*ex*WarPansy) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 5295<br>4812<br>3239 | ✠100A1<br>5,21 ~~2,21~~,22<br>✠LMC2,19 | Rot<br>~~LNpt~~ | *y* | CL<br>~~7,20~~<br>5,21 | 1919<br>2mo<br>*Lloyd* | Richardsn, Duck&Co.Ld.<br>Stockton<br>'*sA&CP* | BuenosAyresGt. SouthernRy.Co.Ld (A.Holland&Co. Ld.*Mgrs.*) *CellDB* | 400·1<br>P49'B113'F40' FK<br>335'1058*t FPT*132*t* | 52·4 | 28·4 | London<br>British<br>7*BHptCem*<br>*APT*213*t* | T.3Cy.27",44 &73"–48" (*s*)<br>180lb *100lb* 455NHP<br>2SB,8*cf*,GS153,HS6334 FD<br>Blair&Co.Ld.Stockton | 31<br>6<br>25 |
| 30429<br>116344<br>KHLT | **Seguranca** **Steel&IronScBn**<br>Wireless<br>*Elec.light* *Ref.Mchy.* 3*Dks*&*Hurdk* | 4033<br>—<br>2806 | | | | | 1890 | Delaware RiverCo.<br>Chester,Pa. | J.G.Hitner | 321·3 | 45·3 | 26·5 | NewYork<br>Utd.States<br>*WB* | T.3Cy.28",44"&70"–48"<br>NB04 339NHP<br>DelawareRiv.CoChestr,Pa | |
| 30430<br>JPRG | **Seier** **WoodScSr**<br>(*Trawler*)<br>(*ex*Sprut) 1*Dk* | 101<br>94<br>36 | | | | | 1901 | H.Gravdal<br>Bergen | BrödreneHelgesen (O.Helgesen,*Mgr*) | 102·3 | 19·0 | 9·1 | Kopervik<br>Norwegian | C.2Cy.9½"&21"–15"<br>14NHP<br>RosenbergsMV.Stavanger | |
| 30431<br>[illegible]<br>RGQM | **Seifuku Maru** **SteelSc**<br>Wrecked 9,21<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>Wireless | 5857<br>5586<br>4259 | ✠~~100A1~~<br>*Awng dk withfreeboard*<br>9,20<br>✠~~LMC~~ | Sba | *y* | 9,20 | 1918<br>12mo | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>A&CP | KokusaiKisen KabushikiKaisha<br>*CellDB*334'1118*t* | 385·0<br>*FPT*126*t APT*98*t* FK<br>*Collision BH to Awng dk* | 51·0 | 36·0 | Kobe<br>Japanese<br>*Cem*<br>5*BH to U dk* | T.3Cy.26",43½"&72"–48" (*s*)<br>200lb HS5636 FD 436NHP<br>2SB&1AuxSB,8*cf*,GS154,<br>KawasakiDykdCoLdKobe | 36<br>9<br>27 |
| 30432<br>24165<br>RHFM | **Seiho Maru** **SteelSc** | 990<br>—<br>668 | | | | | 1918 | ........................ | KabushikiKaisha SakaiShoten | 195·5 | 31·5 | 18·0 | Osaka<br>Japanese | | |
| 30433<br>27464<br>SCTK | **Seikai Maru** **SteelSc**<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Longitudinal framing* | 3179<br>2715<br>1958 | ✠100A1<br>~~6,21~~ ~~11,20~~<br>12,21<br>✠LMC~~11,20~~<br>12,21 | ~~Innoshima~~<br>~~Yka~~Kob | *t* | CL<br>12,21 | 1920<br>11mo | OsakaIron Works<br>Innoshima<br>A&CP | OsakaShosen KabushikiKaisha<br>*CellDB*255'510*t*<br>*DTa*25'511*t* | 305·0<br>P19'B82'F32'<br>FK<br>*FPT*76*t APT*20*t* | 43·7 | 24·9 | Osaka<br>Japanese<br>*Cem*<br>(5*BH to U dk*<br>1 ,, ,, 2*nd* ,,) | T.3Cy.22",37"&61"–42" (*s*)<br>180lb 288NHP<br>2SB,6*cf*,GS90,HS3824 FD<br>OsakaIronWorks | 27 |
| 30434<br>26251<br>RSQL | — **WoodSc** | 911<br>—<br>660 | | | | | | ........................ | Kaminade Kiyomatsu | 195·6 | 31·1 | 17·6 | Tsumori<br>Japanese | | |
| 30435<br>21625<br>NQGW | **Seikai Maru No.1** **WoodAuxScSr** | 394<br>—<br>273 | | | | | 1917 | ........................ | SuzukiKatsujiro | 134·4 | 25·8 | 14·9 | Kobe<br>Japanese | | |
| 30436<br>22770<br>NWCH | **Seikai Maru No. 2** **WoodSc** | 422<br>—<br>298 | | | | | 1918 | ........................ | SuzukiKatsujiro | 134·0 | 25·8 | 14·8 | Kobe<br>Japanese | | |
| 30437<br>23506<br>RDKJ | **Seikai Maru No.3** **WoodAuxScSr** | 466<br>—<br>348 | | | | | 1918 | ........................ | SuzukiKatsujiro | 133·8 | 26·0 | 14·8 | Itosaki<br>Japanese | | |
| 30438<br>19707<br>NFCS | **Seiko Maru** **WoodSc** | 198<br>—<br>116 | | | | | 1917 | ........................ | OnishiShinji | 102·7 | 21·8 | 12·3 | Hakodate<br>Japanese | | |
| 30439<br>28068<br>SGJQ | **Seikyo Maru** **SteelSc**<br>*Elec.light* 2*Dks*(*Stl*–*U*ws) | ~~2568~~ 2565<br>2009<br>~~1570~~ 1578 | ✠100A1<br>6,21<br>~~(*ClassContemplated*)~~<br>✠LMC6,21 | Osa | *s* | CL | 1921<br>6mo | OsakaIron Works,Ld.<br>Osaka<br>A&CP | OsakaShosen KabushikiKaisha<br>*CellDB*242'624*t* | 284·5<br>P41'B100'F34'<br>FK<br>*DTa*18 232*t FPT*36*t* | 42·5 | 23·0 | Osaka<br>Japanese<br>5*BHCem*<br>*APT*22*t* | T.3Cy.21",35"&58"–39" (*s*)<br>200lb 288NHP<br>2SB,6*cf*,GS99,HS4046 FD<br>OsakaIronWrks.Ld.Osaka | 23 |
| 30440<br>MJLS | **Seimstrand** **SteelScSr**<br>1*Dk* | 119<br>105<br>51 | | | | | 1913 | Mjellem& Karlsen<br>Bergen | Alværsund& MangersDampsk. | 100·9 | 19·0 | 9·6 | Bergen<br>Norwegian | T.3Cy.9½",15"&25"–18"<br>26NHP<br>Mjellem&Karlsen,Bergen | |
| 30441<br>OTIU | **Seine** **SteelScSr**<br>*Elec.light* Wireless 1*Dk*&*Awngdk* | 1383<br>1272<br>813 | | | | | 1899 | W.Dobson &Co.<br>Newcastle | Cie.Franç.deBat. àVap.France-Baltique | 236·3<br>Q88'H58'F26' | 34·3 | 16·0 | Dunkirk<br>French<br>*WB* | T.3Cy.19½",32½"&54"–36"<br>175NHP<br>N.E.MarineCo.Ld.Nwc. | |
| 30442<br>PRWK | — **SteelScSr**<br>ssRot.No.3–7,20<br>(*Tug*)<br>*Elec.light* 1*Dk*(*ptStl*–ws) | 308<br>257<br>1 | ✠100A1<br>~~6,17~~ ~~7,20~~ 6,21<br>✠LMC7,20<br>BS6,21 ~~BS6,21~~ | Rot | *e* | CL<br>~~7,20~~<br>6,21 | 1908<br>7mo<br>*Lloyd* | Rotterdam Droogd.Maat<br>Rotterdam<br>'*sA&CP* | InternationalTug Co. | 130·2<br>B45'F10'<br>BK7'<br>*WB=FPT*8*t APT* | 24·4 | 12·4 | Rottrdam<br>Dutch<br>4*BHCem*<br>24*t DTf*35*t* | T.3Cy.15",25"&41"–30" (*s*)<br>185lb 115NHP<br>2SB,4*cf*,GS56,HS1976<br>RotterdamDroogd.Maats. | 13<br>1<br>12 |
| 30443<br>OTIW | — **IronPadSp**<br>(*ex*Siren,*ex*<br>*Elec.light* Eneo,*ex*Lynton) 1*Dk* | 265<br>—<br>101 | | | | | 1892 | Tyneside E.Co.Ld.<br>Cardiff | P.Cottel&Co. | 154·8 | 21·1 | 8·6 | Cherbourg<br>French | C.D.O.4Cy.15½"&28"–36"<br>122NHP<br>TynesideE.WrksCo.LdCff | |
| 30444<br>26820<br>RWDV | **Seine Maru** **SteelSc**<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | 6783<br>6475<br>4988 | ✠100A1<br>*Shelter dk withfreeboard*<br>6,21 ~~6,20~~<br>✠LMC 6,21<br>*Fitted for oil fuel* 8,20 | Kob | *a*↑ | CL<br>6,21<br>*F.P. above* 150° F. | 1920<br>8mo | Teikoku S.S.Co.<br>O'Harima<br>A&CP | TeikokuKisen KabushikiKaisha<br>*CellDB*336'1153*t*<br>*DTa*39'936*t* | 425·0<br>FK<br>*Collision*<br>*FPT*153*t APT*72*t* | 53·6 | 34·9 | Kobe<br>Japanese<br>*ptCem*<br>*BH to S dk*<br>6 ,, ,, *U* ,, | T.3Cy.28",47"&79"–51" (*s*)<br>200lb 584NHP<br>3SB,9*cf*,GS192,HS7956 FD<br>KobeSteelWorks,Ld.Kobe | 37<br>9<br>28 |
| 30445<br>LBHS | **Seirstad** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks* | 6632<br>6207<br>3753 | | | | | 1920 | Armstrong Whitworth &Co.Ld.<br>Newcastle | A/S D/S Seirstad (A.F.Klaveness& Co.A/S) | 454·6<br>P159*t*H199*t*F57*t* | 60·3 | 27·9 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.27",45"&74"–51"<br>391NHP<br>N.E.MarineEngCoLd.Nwc | |
| 30446<br>1155<br>HGVL | **Seiryu Maru** **WoodScSr**<br>1*Dk* | 192<br>180<br>104 | | | | | 1889 | Ishikawa Takejiro<br>Tokio | M.Yamamoto | 108·0 | 15·4 | 15·3 | Hakodate<br>Japanese | C.2Cy.15½"&28⅔"–15"<br>26NHP<br>TanakaZosensho,Tokio | |
| 30447<br>5131<br>JGLH | **Seishi Maru No. 2** **SteelScSr**<br>2*Dks* | 483<br>450<br>281 | | | | | 1905 | Osaka IronWorks<br>Osaka | GoshiKaisha Sawaguchi Shoten | 160·0<br>B26' | 22·2 | 17·3 | Hakodate<br>Japanese<br>*WB* | T.3Cy.12",19"&32"–22"<br>48NHP<br>OsakaIronWorks,Osaka | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>ft. in. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30448<br>24633<br>RKGW | **Seishu Maru** **SteelSc**<br>1*Dk* | 1220<br>1034<br>649 | | | | | 1918 | AsanoS.B.<br>Co.Ld.<br>Tsurumi | AsanoS.B.Co.Ld. | 217·0<br>Q65'F33' | 34·0 | 21·0 | Mashida-mura<br>Japanese | T.3Cy.16½",27½"&45"–30"<br>111NHP<br>TokioKikaiSeisakujo,Tok | |
| 304 9<br>19239<br>NBWG | **Seitei Maru No. 2.** **WoodSc**<br>(*ex*Aizawa Maru No. 5,<br>*ex*Shinten MaruNo. 4) 2*Dks* | 174<br>140<br>96 | | | | | 1889 | Ishikawa-<br>jimaS.BCoLd<br>Tokio | FujiokaIshi | 116·2 | 20·3 | 10·9 | Osaka<br>Japanese | C.2Cy.16"&32"–20"<br>38NHP<br>IshikawajimaS.B.Co.Ld. | |
| 30450<br>1445<br>HKCS | **Seitoku Maru** **IronScSr**<br>(*ex*Nanshan) 2*Dks* | 1440<br>1228<br>893 | | | ... | | 1883 | C.Connell<br>&Co.<br>Glasgow | TanakaKosan<br>KabushikiKaisha | 260·3<br>B30'F38'<br>FK | 36·1 | 16·5 | Yokohama<br>Japanese<br>*WB* | C.2Cy.34"&60"–36"<br>182NHP<br>J.Howden&Co.,Glasgow | 17 ″ 9 |
| 30451<br>12196<br>LJWS | — **WoodAuxScSr** | 123<br>—<br>89 | | | | | 1909 | ................ | Nakanose<br>KabushikiKaisha | 95·4 | 22·0 | 8·8 | Shimoda<br>Japanese | | |
| 30452<br>Wrecked 8,20<br>RLVB | **Seiun Maru** **WoodSc** | 850<br>—<br>503 | | | | | 1918 | ................ | ItoTankoKisen<br>KabushikiKaisha | 199·1 | 31·3 | 17·5 | Nishi-tonda<br>Japanese | | |
| 30453<br>Wrecked 12.20<br>LBMQ | **Seiun Maru No. 5** **SteelScSp**<br>2*Dks* | 456<br>—<br>274 | | | | | 1906 | J.Harada<br>Osaka | ChishimaKisen<br>KabushikiKaisha | 168·0<br>B23' | 20·5 | 16·6 | Hakodate<br>Japanese | C.2Cy.14"&32"–20"<br>38NHP<br>J.Harada,Osaka | |
| 30454<br>22005<br>NRTW | **Seiwa Maru** **SteelSc**<br>1*Dk* | 1315<br>1165<br>935 | | | | | 1917 | Matsuda<br>KisenKabushikiKaisha<br>Osaka | KatsudaKisen<br>KabushikiKaisha | 227·0<br>P21'B53'F24' | 35·0 | 19·0 | Amaga-saki<br>Japanese<br>*WB* | T.3Cy.16",26"&42"–30"<br>97NHP<br>YoshidaIronWorks,Osaka | |
| 30455<br>16722<br>MHJW | **Seiyo Maru** **SteelScSr**<br>*ss*H.Kg.No.1-18<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws)<br>*Elec.light* Wireless | 6550<br>6176<br>4767 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,21 ~~11,20~~<br>BS~~4,20~~1,21 | HKg<br>MS5,21<br>✠LMC<br>~~MS5,20~~ | *z* | CL<br>~~4,19~~<br>5,21 | 1913<br>8mo<br>*Lloyd*'s*A&CP* | Russell&<br>Co.<br>PortGlasgow<br>*WB=CellDBa121'uE24'f184'1125tFPT117tAPT28t* | ToyoKisenKaisha | 404·6<br>FK | 52·2 | 27·4 | Yokohama<br>Japanese<br>6*BHCem* | T.3Cy.26",42"&71"–48" (*s*)<br>180lb 544NHP<br>2SB&1AuxSB,*11cf*,GS206,<br>HS8525 FD<br>Rankin&Blackmore,Grk. | 38 ″ 0<br>s9 ″ 4<br>29 ″ 4 |
| 30456<br>22439<br>NTQP | **Seiyo Maru No. 1** **WoodAuxScSr** | 260<br>—<br>193 | | | | | 1918 | ................ | TokioSeiyo<br>KabushikiKaisha | 123·6 | 25·0 | 12·0 | Higashino<br>Japanese | | |
| 30457<br>NSFL | **Sejrö** **SteelSc**<br>(*Tug&Salvage*)<br>1*Dk* | 130<br>128<br>— | | | | | 1912 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | DetForenede<br>DampskibsSelsk. | 89·0 | 21·0 | | Copnhagn<br>Danish<br>*WB* | C.2Cy.17½"&35"–21"<br>47NHP<br>Helsingörs Jernsk.&Mskb. | |
| 30458<br>21229<br>NVMH | **Sekino Maru** **SteelSc** | 994<br>—<br>717 | | | | | 1918 | ................ | ToyoKisen<br>KabushikiKaisha | 195·5 | 31·5 | 18·0 | Fushiki<br>Japanese | | |
| 30459<br>16613<br>MRSG | **Sekiyo Maru** **WoodSc** | 629<br>—<br>378 | | | | | 1916 | ................ | OkadaKisen<br>KabushikiKaisha | 168·3 | 26·6 | 16·0 | Tarumi<br>Japanese | | |
| 30460<br>601<br>HDPN | **Sekkai Maru** **CompScSp**<br>(*ex*TsusaiMaru,<br>*ex*Sakura) 2*Dks* | 866<br>—<br>501 | | | | | 1868 | Hendersn,<br>Coulborn&Co<br>Renfrew | KeishinGomei<br>Kaisha | 198·5 | 27·0 | 21·7 | Nishino-miya<br>Japanese | C.2Cy.22"&44"–36"<br>97NHP | |
| 30461<br>19904<br>NGOK | **Sekkow Maru** **SteelSc**<br>*ss*Kob.No.1-21<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing* | 3182<br>2757<br>2032 | ✠100A1<br>7,21 ~~1,21~~ ~~8,21~~<br>2,22 ~~12,21~~ | Kob<br>~~Yka~~ Yka<br>✠LMC~~1,21~~<br>2,22 | *t* | CL<br>~~4,20~~<br>2,22 | 1917<br>4mo | OsakaIron<br>Works,Ld.<br>Osaka<br>A&CP | OsakaShosen<br>KabushikiKaisha | 305·0<br>P19'B82'F32'<br>FK<br>*CellDB*255 | 43·7 | 27·2 | Osaka<br>Japanese<br>5*BHCem*<br>518*tAPT*20*t* | T.3Cy.22",37"&61"–42" (*s*)<br>180lb 288NHP<br>2SB,*6cf*,GS90,HS3824 FD<br>OsakaIronWks.Ld.Osaka | 27 ″ 3<br>s4 ″ 4½<br>23 ″ 2 |
| 30462<br>MTKF | **Sekstant** **SteelScSr**<br>[illegible] "Nordstrand," *See No.* [illegible]<br>*ss*Dnk.No.1-21<br>*Elec.light* *Mchy.Aft* 1*Dk*(*Stl*)<br>*Cantilever framed topside tanks*<br>Wireless *Cargo battens not fitted* | 2669<br>2207<br>1468 | ✠100A1<br>~~1,22~~ ~~3,20~~ 3,22<br>MS3,20<br>BS5,20 | Bry<br>Dnk<br>✠LMC~~9,16~~ | *s* | CL<br>3,20 | 1916<br>9mo | Gt.Lakes<br>Eng.Works<br>Ashtabula<br>A&CP *CellDB*209'575*tFPT*130*tAPT*52*tTopside tanks*164'461*t* | ~~A/S D/S 'Sekstant' (J.T.Hansen)~~<br>A/S Steam (CBNielsen*Mgr*) | 253·3<br>P97'F26'<br>FK | 43·6 | 25·4 | Bergen<br>Norwegian<br>5*BHCem* | T.3Cy.21",34½"&57"–42" (*s*)<br>175lb 284NHP<br>2SB,*6cf*,GS104,HS4160 FD<br>Gt.LakesEng.Works,Ash | 27 ″ 6<br>s4 ″ 6½<br>23 ″ 4 |
| 30463<br>131914 | **Selama** **SteelTwinSc**<br>*ss*Cal.No.2-20<br>*Elec.light* 1*Dk*(*Teak*)&*ptShade dk*(*Teak*) | 291<br>263<br>168 | ✠ A1<br>*withfreeboard*<br>1,22 ~~12,20~~<br>*Coasting Barisal & Chittagong* | Cal<br>✠LMC12,20<br>BS1,22 | | ~~12,20~~<br>1,22 | 1914<br>12mo<br>*Lloyd*'s*A&CP* | W.Denny<br>&Bros.<br>Dumbarton<br>Reconstructed by the India General Nav. & Rly.Co Ld.Calcutta | IndiaGeneralNav.<br>&Rly.Co.Ld. | 150·0<br>FK<br>*WB=FPT27t* | 25·5 | 9·0 | Calcutta<br>British<br>5*BHAsp* | C.2Cy.16"&32"–21" (*r*)<br>130lb 43RHP<br>1SB,*2cf*,GS38,HS1150<br>Denny&Co.Dumbarton | 9 ″ 6<br>s2 ″ 3<br>7 ″ 7 |
| 30464<br>NRTL | **Selandia** **SteelTwinSc3MstSr**<br>*OilEng.*<br>*Elec.light* *ss*Cpn.No.2-19<br>Wireless 1*Dk*(*Stl*)&*Awngdk*(*Stl*-teaks) | 4950<br>4272<br>3163 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>8,21 ~~3,21~~<br>~~DBS12,20~~ | Cpn<br>9,21<br>✠LMC~~8,19~~ | *x* | CL<br>3,21 | 1912<br>2mo<br>*Lloyd*'s*A&CP* | Akt.Bur-<br>meistr&Wain<br>Copenhagen<br>*WB=Cell DBa60' uE39'f225'1050t FPT88tAPT84t* | A/S DetÖstasia-<br>tiskeKompagni | 370·4<br>P25'F32'*on Awg dk*<br>B*aft*54'*fore*77' FK | 53·2 | 27·1 | Copnhagn<br>Danish<br>6*BH* | Oil Engines<br>4S.C.SA 468NHP<br>16Cy.20⅜"–28¾" DB*80lb*<br>Akt.Burmeistr&Wain,Cpn | 30 ″ 0<br>s6 ″ 4<br>24 ″ 3 |
| 30465<br>117893<br>WDHQ | **Selangor** **SteelScSr**<br>1*Dk*(*Stl*-ws)&*Shade dk*(*Teak*)<br>*Elec.light* | 1019<br>690<br>445 | ✠<br>1,07 | Sng<br>✠ | *n* | | 1903<br>11mo | CaledonSB<br>&E.Co.Ld.<br>Dundee | StraitsS.S.Co.Ld. | 225·0<br>P30'B59'F37'<br>BK7"<br>*WB=FPT24t* | 34·1 | 13·2 | Singapore<br>British<br>4*BHCem*<br>*APT19t* | T.3Cy.20",33"&54"–36"<br>215NHP<br>2SB,*6cf*,GS108,HS3608<br>CaledonS.B.&E.CoLd.Dun | 14 ″ 6 |
| 30466<br>MNOS | **Sele** **SteelScSr**<br>*ex*Judith,*ex*Nordsee)<br>(*Trawler*) | 133<br>132<br>49 | | | | | 1895 | Akt.Ges.<br>"Neptun"<br>Rostock | Chr.Bjelland &Co. | 108·8<br>H7*t* | 20·8 | 10·1 | Stavanger<br>Norwegian<br>*WB* | C.2Cy.17"&33"–22"<br>43NHP<br>A.G."Neptun"Rostock | |
| 30467<br>PRWL | **Selene** **SteelTwinScSr**<br>*OilEng.*<br>*Elec.light* Wireless *ss*Sng.No.1-18<br>*Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* | 3738<br>3339<br>2274 | ✠100A1<br>7,21 ~~12,20~~<br>OBS10,21<br>*Carrying Petroleum in bulk* | Rot<br>10,21<br>✠LMC~~12,20~~ | *v* | CL<br>~~5,20~~<br>10,21 | 1914<br>6mo<br>*Lloyd*'s*A&CP* | CaledonS.<br>B.&E.Co.Ld.<br>Dundee | PetroleumMaats.<br>"LaCorona"<br>*WB=CellDBuE44'56tFPT70tAPT37tDTf32'234t* | 344·3<br>P73'F34'<br>FK | 46·1 | 25·5 | 'sGrvnhge<br>Dutch<br>14*BHptCem*<br>11 ,, *to U dk*<br>3 ,, ,, 2*nd* ,, *only* | Oil Engines 4S.C.SA<br>12Cy.20½"–35$\frac{7}{16}$" 375NHP<br>DB*120lb*<br>Ned.Fab.&Werk.Ams. | 27 ″ 7<br>s5 ″ 8<br>22 ″ 3 |
| 30468<br>19<br>SGWC | — **IronSc3MstSr**<br>(*ex*Savona,*ex*Gaetano<br>*Mchy.Aft* D'Agata,*ex*Bedlormie) 1*Dk* | 415<br>307<br>235 | | | ... | | 1878 | R.Dixon&<br>Co.<br>Middlesbro' | Lloyd<br>Mediterraneo | 155·0<br>P58'F23'<br>BK7" | 23·6 | 12·4 | Savona<br>Italian<br>*WB* | C.2Cy.21½"&42½"–30"<br>NB88*fitted*03 81NHP<br>Blair&Co.Ld.Stockton | 13 ″ 4 |
| 30469 | | | | | | | | | | | | | | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30470<br>37<br>RTWY | **Selinunte** IronScYl<br>*ss*Nap.2ndNo.3–3,21<br>(*ex*SanFrancesco<br>diPaola,*ex*Pearl) 1*Dk* | 178<br>142<br>99 | ✠100A1<br>*Stm Trawler*<br>11,21 ~~3,21~~ ✠LMC3,21 | Nap | | 3,21 | 1891<br>8mo<br><br>*Lloyd* | Mackie&<br>Thomson<br>Glasgow<br>'*sA&CP* | "Argo"Cabotaggi<br>MarRosso (Soc.<br>Anon.A.Belloni) | 100·5<br>Q19'F19'<br>ND02 ptND21 | 20·5 | 10·7 | **Massaua**<br>Italian<br>3*BHCem* | C.2Cy.16"&32"–22" (*s*)<br>110lb 45NHP<br>1SB,*2pf*,GS37,HS780<br>Muir&Houston,Glasgow |
| 30471<br>107095 | **Selkirk** — WoodScSp<br>1*Dk* | 142<br>101<br>86 | | | | | 1898 | R.Bennett<br>Victoria,B.C | Frank Waterhouse<br>&Co.ofCanadaLd. | 95·6 | 24·0 | 7·0 | **Vict'riaBC**<br>British | C.2Cy.12½"&16½"–12"<br>12RHP<br>J.Spratt,Victoria,B.C. |
| 30472<br>113495<br>SNVR | **Sellasia** SteelScSr<br>*ss*Nwc.No.3–5,14<br>*ss*Hpl.No.1–19<br>Wireless 2*Dks*(*Stl*)&*deep framing* | 3474<br>3213<br>2263 | ✠100A1<br>6,21 ~~6,20~~<br>✠LMC6,20<br>~~MS3,18~~ BS10,19 7,21 | Hpl<br>Hul | *v* | 6,20 | 1901<br>9mo | Russell&<br>Co.<br>PortGlasgow<br>A&CP *W* | Chr.Salvesen& Co.<br><br><br>*B=Cell D B a*104' | 340·7<br>P26'B76'F36'<br>FK<br>*uE&B*40'*f*150'920*t* | 47·6 | 23·5 | **Leith**<br>British<br>6*BHCem*<br>*APT*105*t* | T.3Cy.24",40"&65"–45" (*s*)<br>180lb *80lb* 304NHP<br>2SB,*6cf*,GS132,HS4700<br>J.G.Kincaid&Co.Greenock |
| 30473<br>Stranded1,22<br>LWCB | **Selma** FerroConcreteSc<br>Wireless *Carrying Petroleum in bulk* | 6287<br>—<br>3893 | | | | | 1919 | I.I.LeyCo.<br>Mobile,Ala. | UnitedStates<br>ShippingBoard | 412·5<br>B72'F37' | 54·7 | 36·0 | **Mobile,Ala**<br>Utd.States | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>Hooven,Owens&Rentsch-<br>lerCo.Hamilton,Ont. |
| 30474 | **Selma City** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*3*trB* | 5686<br>5081<br>3450 | | | | | 1921 | Chickasaw<br>S.B.&CarCo.<br>Chickasaw,<br>Ala. | UnitedStatesSteel<br>ProductsCo. | 441·7<br>P58'B&F350' | 56·0 | 30·0 | **NewYork**<br>Utd. States<br>*WB*<br>*Turbines by*<br>*Red. Gears by* | 2 Geared Steam Turbines<br><br><br>FederalS.B.Co.Kearny,NJ<br>FalkCo.Milwaukee,Wis. |
| 30475<br>4465<br>JPLG | **Selma Lagerlöf** SteelScSp<br>1*Dk* | 170<br>85<br>116 | | | | | 1905 | Karlstads<br>MekVerkst<br>Karlstad | Ångb.Aktieb.<br>Fryksdalen (N.<br>Pehrsson,*Mgr.*) | 91·1<br>Q7'B57'H13*t* | 21·1 | 7·9 | **Fryksände**<br>Swedish | C.2Cy.9½"&16½"–13"<br>8NHP<br>KarlstadsM.V. |
| 30476<br><br>HFGJ | **Selun** SteelScSr<br>*Elec.light* 1*Dk*&*Spardk* | 1383<br>1297<br>865 | | | | | 1901 | Nylands<br>Værksted<br>Christiania | A/S Uto<br>(C.Eitzen&Co.<br>*Mgrs.*) | 231·3<br>H86*t* | 35·1 | 20·4 | **Chrstiania**<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"–32"<br>109NHP<br>NylandsVærksted,Xania. |
| 30477<br><br>WLBR | **Selvik** SteelScSr<br>(*Whaler*)<br>*Mchy.Aft* 1*Dk* | 141<br>137<br>50 | | | | | 1911 | Akers<br>Mek.Værks.<br>Christiania | Hvalfanger Akties<br>Sydhavet<br>(P.Bogen,*Mgr.*) | 98·8 | 19·6 | 11·5 | **Sandefjord**<br>Norwegian<br>*WB* | T.3Cy.12",20"&33"–21"<br>50NHP<br>AkersMek.Værks.Xia. |
| 30478<br>116555 | **Selwyn Eddy** SteelScSr<br>1*Dk*&*Spar dk*<br>*Mchy.Aft* *Elec.light* | 2846<br>—<br>2164 | | | | | 1893 | Detroit<br>DryDockCo.<br>Wyandotte | Castner,Curran&<br>Bullitt,Inc. | 343·0<br>H– F36' | 42·2 | 21·6 | **Boston**<br>Utd.States<br>*WB* | T.3Cy.22",35"&56"–44"<br>208NHP<br>DetroitDryDockCo.Det. |
| 30479<br><br>THKD | **Sembilan** SteelSc<br>(*Lighter*) *OilEng.*<br>1*Dk* | 372<br>272<br>132 | | | | | 1911 | Nederl.<br>Schps. Maats<br>Amsterdam | Koninkl.Paketv.<br>Maats. | 153·0 | 26·1 | 8·9 | **Batavia**<br>Dutch<br>*WB* | Oil Engine 4 S.C.SA<br>3Cy.15¾"–19¾" 41NHP<br>Ned.Fb.vWrk&Spoor,Ams |
| 30480 | **Semender** SteelScSk<br>1*Dk* | *105*<br>*89*<br>— | ✠<br>*For towing purposes*<br>8,11 ✠ | Bwg | | | 1911<br>7mo | Scott&<br>Sons<br>Bowling | TurkishGovern-<br>ment | 90·0<br><br>BK6"<br>*WB* | 18·1 | 8·4 | **Constanpl**<br>Turkish<br>4*BHCem*<br>=*APT*3*t* | T.3Cy.11",18"&30"–21"<br>60NHP<br>1SB,*2pf*,GS38,HS1182<br>Fishers,Ld.Paisley |
| ✳ 30481<br>*For full particulars See No. 39248 in Supplement* | **Seminole** SteelTwinSc<br>*OilEng.*<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 6889<br>6208<br>4906 | 100A1<br>(*Class Contemplated*)<br>*Carrying Petroleum in bulk* | | | | 1921 | Vickers,Ld<br>Barrow | Anglo-American<br>OilCo.Ld.<br>(J.Hamilton *Mgr*) | 425·0<br>P92'B34'F51' | 57·0 | 33·1 | <br>British | Oil Engines 4S.C.SA<br>12Cy.24½"–39"<br><br>Vickers,Ld.Barrow |
| 30482<br>219690<br>LVTF | — SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>Sub.Sig. Wireless *Longitudinal framing* | 5984<br>—<br>3847 | | | | | 1920 | O.Daniels<br>Co.<br>Tampa,Fla. | UnitedStates<br>ShippingBoard | 402·0<br>P34'B118'F38' | 54·0 | 33·7 | **Tampa,Fla**<br>Utd.States | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>HardyTyneMfg.Co.<br>Birmingham,Ala. |
| 30483 | — SteelSc<br>(*ex*CapeAnn) *Elec.light* 1*Dk* | 719<br>—<br>597 | | | | | 1895 | Neafie&<br>LevyCo.<br>Philadelphia | FrenchGovern-<br>ment | 171·6 | 28·0 | 14·2 | **Brest**<br>French | C.2Cy.25"&50"–30"<br>114NHP<br>Neafie&Levy,Philadelphia |
| 30484 | **Semiramis** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing* | ~~6000~~<br>5828<br>5284<br>3436 | ✠100A1<br>1,22 ~~9,21~~ ✠LMC9,21<br>~~(*Class Contemplated*)~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel*9,21 F.P.above150°F. | ~~SFo~~<br>Rot | *z* | CL | 1921<br>9mo<br>A&CP | South-<br>Western<br>S.B.Co.<br>SanPedro,<br>Cal.<br>*CellDBu&B* | Nederl.Indische<br>Tankstoomboot<br>Maats.<br><br><br>B81'232*t*DT*f*32'32 | 412·0<br>P110'~~B32'F57'~~<br>B33' 53 · 3<br><br><br>*t*FPT98*t*APT103*t* | ~~53·0~~ | 31·0 | The Hague<br>~~'sGravnhge.~~<br>Dutch<br>FK 15*BHptAs*<br>11*BHtoUdk*<br>4 ,, ,, *2nd*, | T.3Cy.27",45"&74"–48" (*s*)<br>180lb *120lb* 556NHP<br>3SB,*9cf* HS8451 FD<br>Hooven,Owens&Rentsch-<br>lerCo.Hamilton,O. |
| ✳ 30485 | — SteelScSr<br>*ss*Tri.2ndNo.3–3,22 ~~*ss*Tri.No.3–1,04~~<br>2*Dks*(*UStl*–ws)&*Spar dk*(*Stl*–teak s)<br>*Elec.light* | 4165<br>3385<br>2553 | ✠100A1<br>*Spar dk*<br>3,22 ~~1,04~~ ✠LMC3,22 | Tri | *x* | 3,22 | 1895<br>3mo | W.Denny<br>&Bros.<br>Dumbarton | LloydTriestino<br><br><br>*WB=* | 377·0<br>P78'B95'F85' 28·2<br>FK<br>*Cell DBa*66' *uE&B* | 44·9 | 20·3 | **Trieste**<br>Italian<br>6*BHCem*<br>106'*f*74'552*t* | T.3Cy.35½",57"&92"–54"<br>165lb *165lb* (*s*) 779NHP<br>5SB,*20rf*,GS430,HS13900<br>Denny&Co.,Dumbarton<br>NDB*refitted*22 |
| ✳ 30486<br>125079<br>HLSD | — SteelScK<br>*ss*Lan.No.3–11,19<br>1*Dk* | 246<br>221<br>126 | ✠100A1<br>*StmTrawler*<br>3,22 ~~6,20~~ ✠LMC11,19<br>BS7,21 | Gms | | CL<br>N6,20 | 1907<br>10mo<br><br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | Roberts&Ruthven<br>Ld. | 125·0<br>Q70'F19'<br>BK8" | 22·0 | 11·8 | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.12½",22"&35"–24" (*s*)<br>180lb 70RHP<br>1SB,*2pf*,GS33,HS1096<br>C.D.Holmes&Co.Hull |
| 30487<br>125490<br>HNMT | **Semla** SteelScK<br>1*Dk* | 142<br>139<br>62 | | | | | 1909 | Kaldnæs<br>Mek.Værks.<br>Tönsberg | Chr.Salvesen&Co. | 95·9 | 19·1 | 11·2 | Stanley,F.I<br>~~**Leith**~~<br>British<br>~~*WB*~~ | T.3Cy.11",18"&29"–24"<br>45RHP<br>G.T.Grey,S.Shields |
| 30488<br>133644 | **Semnos** SteelScK<br>1*Dk* | 216<br>212<br>80 | | | ... | | 1914 | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | FriarageStmFishg<br>Co.Ld.(J.B.Gra-<br>ham,*Mgr.*) | 115·3<br><br>BK7½" | 22·6 | 12·3 | **Hartlepool**<br>British<br>*WB* | T.3Cy.11½",20"&34"–23"<br>70RHP<br>W V V Lidgerwood,Ld.Gls. |
| 30489<br><br>OTJG | **Semper** SteelScK<br>(*Trawler*)<br>*Mchy.Aft* 1*Dk* | 189<br>171<br>50 | | | | | 1914 | Baheux<br>frères<br>Boulogne | Ridel<br>(A.Etienne,*Mgr.*) | 103·8 | 22·3 | 11·8 | **Boulogne**<br>French | T.3Cy.10½",17½"&28"–23½"<br>38NHP<br>Caillard&Cie.Havre |
| ✳ 30490<br>146060<br>KTLQ | **Semper Paratus** SteelSc<br>(*ex*Buttercup) (*SalvageVessel*)<br>Wireless *ss*Ply.No.2–21<br>*Elec.light* 2*Dks*(*Stl*–*U* ws) | 931<br>826<br>321 | ✠ A1<br>*For Salvage purposes*<br>*with freeboard*<br>5,21<br>✠LMC5,21 | Ply | | CL<br>3,21 | 1915<br>12mo | Barclay,<br>Curle&Co.Ld.<br>Glasgow<br>*Lloyd'sA&CP* | AyereadySalvage<br>Co.<br><br>*CellDB* | ~~257·0~~<br>B47'F63'<br>255·4 33·6 FK<br>*uB21tDTf21tFPT* | ~~33·5~~ | 17·2 | **London**<br>British<br>12*BHptCem*<br>Fl*tAPT*17*t* | T.3Cy.22½"36½"&60"–28" (*s*)<br>180lb FD 357NHP<br>2SB,*6cf*,GS149HS5996<br>Barclay,Curle&Co.Ld.Gls. |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Deck Erections, &c. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in LR. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30491<br>THMR | **Senang** SteelScSr<br>*ss*Sba.No.1-18<br>*Elec.light* 1*Dk*(*Stl*–teaks) | *1163*<br>*994*<br>*683* | ✠100A1<br>~~6,21~~ ~~12,20~~ 10.21<br>~~BS12,20~~ ✠LMC7,18<br>BS12,21 | Bat<br>~~Sba~~ Sng | *p* | CL<br>~~11,17~~<br>~~6,21~~<br>N10,21 | 1914<br>9mo | Hong K'ng &Whampoa DockCo.Ld.<br>HongKong<br>Lloyd's *A&CP* | N.V.Maats.tot Exploitatie van het S.S. "Senang" (Borneo-Sumatra TradingCoLd*Mgs*) | 235·0 | 38·0 | 14·5 | P20'B121'F28' FK<br>*WB*=*CellDBa*65' *uE*15'*f*94'339*tFPT* | Bandjer-masin<br>Dutch<br>4*BHCem*<br>26*tAPT*22*t* | T.3Cy.18",29"&48"-36" (*s*)<br>180lb 162NHP<br>2SB,6*cf*,GS104,HS2652<br>HongKong&Whampoa DockCo.Ld.HongKong | 16 ″ 6<br>s 2 ″ 5½<br>14 ″ 6 | |
| 30492<br>OTJD | **Sénateur Reymond** SteelSc 3MstSr<br>(*ex*CommandantJean-Nicolas) 1*Dk* | 1272<br>1128<br>909 | | | | | 1918 | KibiShippingCo.Ld.<br>Osaka | FrenchGovernment | 219·5 | 32·5 | 18·8 | B52'F24' | Marseilles<br>French<br>*WB* | T.3Cy.14½",24"&40"-30"<br>88NHP<br>SettsuTekkosho,Osaka | | V |
| 30493<br>116725 | **Senator** SteelSc<br>Wireless<br>*Mchy.Aft* *Elec.light* 1*Dk*2*trB* | 4049<br>—<br>3179 | | | | | 1896 | Detroit DryDockCo.<br>Wyandotte | ColumbiaS.S.Co. (W.C.Richardson &Co.*Mgrs.*) | 410·0 | 45·4 | 23·9 | | FairportO.<br>Utd.States<br>*WB* | T.3Cy.22",36"&58"-44"<br>223NHP<br>DryDockE.Works,Detroit | | L |
| 30494<br>137537<br>JNWB | — SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>~~*carrying oil fuel F.P. above 150°F. in DB*~~ | 3670<br>3468<br>2335 | ✠100A1<br>12,20<br>✠LMC~~2,17~~<br>9,21 | Liv | *w* | CL<br>2,20<br>5,21 | 1917<br>2mo | C.Connell &Co.Ld.<br>Glasgow<br>Lloyd's *A&CP* | CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) | 352·9 | 47·7 | 26·9 | P31'B104'F38' FK<br>*Cell DB* 303' 804*t FPT* | Liverpool<br>British<br>6*BHCem*<br>47*tAPT*13*t* | T.3Cy.22",37"&62"-48" (*s*)<br>215lb 367NHP<br>3SB,9*cf*,GS172,HS6258<br>Dunsmuir&JacksonLdGls | 29 ″ 4<br>s 5 ″ 5½<br>24 ″ 4 | |
| 30495<br>116811<br>KNJF | — SteelScSr<br>*Elec.light* Wireless 2*Dks*&*Awng dk* | 2432<br>—<br>1450 | | | | | 1898 | Union Iron Works<br>S.Francisco | AdmiralLine (PacificSSCo.Inc) | 280·0 | 38·1 | 19·6 | H104' | Tacoma, Wash.<br>Utd.States<br>*WB* | T.3Cy.22¼",36"&60"-36"<br>216NHP<br>UnionI.Wks,S.Francisco | | |
| 30496<br>MCPL | — SteelScSr<br>*Elec.light* 1*Dk* | 995<br>884<br>626 | | | | | 1905 | Stavanger Stöberi&Dok<br>Stavanger | D/S A/S Senator (Holdt&Isachsens Eftf.A.S.) | 231·6 | 33·1 | 15·3 | P11*t*B48*t*F30*t* | Stavanger<br>Norwegian<br>*WB* | T.3Cy.17",28$\frac{3}{10}$"&47"-33"<br>127NHP<br>StavangerStöberi&Dok | | N |
| 30497<br>211527<br>LDOW | **Senator Bailey** SteelSc (*Tug*)<br>*Elec.light* Wireless *Fitted for oil fuel* | 293<br>—<br>31 | | | | | 1913 | J.H.Dialogue&Son<br>Camden,N.J. | Gulf RefiningCo. | 113·5 | 25·5 | 13·2 | | Pt. Arthur<br>Utd.States | C.2Cy.18"&36"-26"<br>55NHP<br>J.H.Dialogue&Son | | R |
| 30498 | **Senator Brandt** SteelSc (*Trawler*)<br>*Elec.light* (*ex*Jupiter) 1*Dk* | 209<br>199<br>81 | | | | | 1905 | Schiffsw(v.J&Sch.) A.G.<br>Hamburg | Cuxhavener Hochseefischerei Akt.Ges. | 115·8 | 22·4 | 9·8 | H7'F17' | Cuxhaven<br>German<br>*WB* | T.3Cy.13",20$\frac{1}{2}$"&32$\frac{1}{4}$"-22"<br>48NHP<br>Schwft.(vJ&Sch) AGHam | | |
| 30499 | **Senator Diestel** SteelSc (*Trawler*)<br>*Elec.light* (*ex*Herzog Albrecht) 1*Dk* | 220<br>206<br>83 | | | | | 1917 | Reiherst'g Schiffsw.<br>Hamburg | Cuxhavener Hochseefischerei Akt.Ges. | 119·4 | 24·2 | 9·5 | H48'F18' | Cuxhaven<br>German<br>*WB* | T.3Cy.13",20$\frac{1}{2}$"&32$\frac{1}{4}$"-22$\frac{4}{5}$"<br>50HP<br>Reiherst.Maschinenf.Ham. | | |
| 30500 | **Senator Holthusen** SteelSc (*Trawler*)<br>*Elec.light* (*ex*Falkenhayn) 1*Dk* | 218<br>208<br>87 | | | | | 1917 | Schffb.Ges. Unterweser<br>Lehe | Cuxhavener Hochseefischerei Akt.Ges. | 127·7 | 22·6 | 9·2 | Q69'F19' | Cuxhaven<br>German<br>*WB* | T.3Cy.12$\frac{3}{5}$",20$\frac{1}{2}$"&32$\frac{1}{5}$—22$\frac{4}{5}$"<br>50NHP<br>OttensenerMaschf-Altona | | |
| 30501 | **Senator Lattmann** SteelScK (*Trawler*)<br>*Elec.light* 1*Dk* | 219<br>209<br>86 | | | | | 1913 | H.C.StülckenSohn<br>Hamburg | Cuxhavener Hochseefischerei Akt.Ges. | 119·7 | 24·1 | 11·6 | F18' | Altona<br>German | T.3Cy.12$\frac{3}{5}$",21$\frac{1}{5}$"&33$\frac{3}{5}$"-22"<br>54NHP<br>H.C.StülckenSohn,Ham. | | |
| 30502 | **Senator Mummsen** SteelSc (*Trawler*)<br>*Elec.light* 1*Dk* | 194<br>184<br>75 | | | | | 1910 | H.C.StülckenSohn<br>Hamburg | Cuxhavener Hochseefischerei Akt.Ges. | 118·6 | 22·4 | 12·0 | H—F16' | Cuxhaven<br>German<br>*WB* | T.3Cy. 13",21$\frac{1}{4}$"&35$\frac{3}{16}$"-22$\frac{3}{16}$"<br>57NHP<br>H.C.StülckenSohn,Ham. | | |
| 30503 | **Senator Petersen** SteelTwinSc (*Ferry*)<br>(*ex*Oldenburg)<br>*Elec.light* 2*Dks* | 399<br>356<br>162 | | | | | 1911 | J.Frerichs &Co.A.G.<br>Einswarden | Hafen-Dampfsch. A.-G. | 149·0 | 32·9 | 13·0 | | Hamburg<br>German<br>*WB* | T.6Cy.11$\frac{2}{5}$",17$\frac{9}{10}$"&29$\frac{9}{10}$"-22$\frac{1}{10}$"<br>84NHP<br>J.Frerichs&Co. A.G.Osthlz | | |
| 30504 | **Senator Refardt** SteelSc (*Trawler*)<br>*Elec.light* (*ex*FelixSchultz) 1*Dk* | 251<br>186<br>93 | | | | | 1918 | Schiffsw.& Maschf. "Hansa"<br>Tönning | Cuxhavener Hochseefischerei Akt.Ges. | 125·3 | 23·2 | 10·6 | F20' | Cuxhaven<br>German<br>*WB* | T.3Cy.13",20$\frac{3}{10}$"&33$\frac{1}{10}$"-22$\frac{4}{5}$"<br>53NHP<br>GörlitzerMaschb.Anstalt, Görlitz | | |
| 30505 | **Senator Schramm** SteelScSr (*Trawler*)<br>1*Dk* | 209<br>184<br>79 | | | | | 1913 | Schffb.Ges. Unterweser<br>Lehe | Cuxhavener Hochseefischerei Akt.Ges. | 124·1 | 22·6 | 9·0 | Q67'F20' | Cuxhaven<br>German<br>*WB* | T.3Cy.12$\frac{1}{5}$",19$\frac{3}{10}$"&31$\frac{9}{10}$"-22"<br>48NHP<br>OttensenerMasch.Altona | | |
| 30506 | **Senator Schröder** SteelSc (*Trawler*)<br>(*ex*GrafSpee) 1*Dk* | 218<br>193<br>82 | | | | | 1917 | Schffb.Ges. Unterweser<br>Lehe | Cuxhavener Hochseefischerei Akt.Ges. | 127·7 | 22·6 | 9·2 | Q75'F19' | Cuxhaven<br>German<br>*WB* | T.3Cy.12$\frac{3}{5}$",20$\frac{1}{2}$"&32$\frac{1}{5}$"-22$\frac{4}{5}$"<br>50NHP<br>OttensenerMaschf.Altona | | |
| 30507 | **Senator Strack** SteelScSr (*Trawler*)<br>*Elec.light* 1*Dk* | 195<br>179<br>71 | | | | | 1911 | G.Seebeck Akt.Ges.<br>Geestemünde | Cuxhavener Hochseefischerei Akt.Ges. | 117·3 | 22·4 | 9·4 | F18' | Cuxhaven<br>German<br>*WB* | T.3Cy.11$\frac{3}{5}$",18$\frac{7}{10}$"&30$\frac{3}{10}$"-22$\frac{1}{10}$"<br>43NHP<br>G.SeebeckA.G.Bremerhvn | | |
| 30508 | **Senator Strandes** SteelSc (*Trawler*)<br>*Elec.light* 1*Dk* | 229<br>213<br>87 | | | | | 1915 | H.C.Stülcken,Sohn<br>Hamburg | Cuxhavener Hochseefischerei Akt.Ges. | 119·7 | 24·2 | 9·4 | F19' | Hamburg<br>German<br>*WB* | T.3Cy.12$\frac{3}{5}$",21$\frac{3}{10}$"&33$\frac{9}{10}$"-22$\frac{1}{10}$"<br>54NHP<br>H.C.Stülcken,Sohn,Ham. | | |
| 30509 | **Senator von Behrenberg-Gossler** SteelSc (*Trawler*)<br>1*Dk* | 229<br>212<br>88 | | | | | 1916 | J.H.N. Wichhorst<br>Hamburg | Cuxhavener Hochseefischerei Akt.Ges. | 119·4 | 23·8 | 10·2 | | Hamburg<br>German<br>*WB* | T.3Cy. 13$\frac{1}{4}$",20$\frac{1}{10}$"32$\frac{3}{10}$"-22$\frac{1}{2}$"<br>49NHP<br>J.H.N.Wichhorst,Ham. | | |
| 30510 | **Senator Wessels** SteelSc (*Trawler*)<br>1*Dk* | 218<br>193<br>83 | | | | | 1916 | Schffb.Ges. Unterweser<br>Lehe m.b.H. | | 127·7 | 22·5 | 9·5 | | British | T.3Cy.12$\frac{3}{5}$",20$\frac{2}{5}$"&32$\frac{1}{5}$"-22$\frac{4}{5}$"<br>49NHP<br>Ottensener Eisenw.A.G.Altona | | |
| 30511<br>JRFQ | **Sendeja** SteelScSr<br>(*ex*Nicolas, *ex*Lombardy) *ss*Bbo.2nd.No.3-12,20<br>1*Dk*(*ptStlptIrn*) &*Webframes*&*ptAwng dk*(*Irn*)<br>Wireless | 2429<br>1800<br>1554 | ✠100A1<br>*ptAwng dk withfreeboard*<br>2,22 ~~12,20~~ ✠LMC<br>MS2,20 BS~~12,20~~ 3,22 | Bbo | *s* | 12,20 | 1895<br>2mo | SirR Dixon &Co.<br>Middlesbro'<br>A&CP | Cia.Maritima Bilbao(E.Cortina, *Mgr.*) | 294·9 | 41·3 | 17·9 | P27'Q82'<br>*ptAwng dk*186' FK | S. Sebast'n<br>Spanish<br>5*BHCem*<br>*Cell* | T.3Cy.23",37"&61"-42" (*s*)<br>160lb *80lb* NDB11 246NHP<br>2SB,6*cf*,GS104,HS3760<br>Blair&Co.Ld.Stockton<br>*DBa*90'*uE*16'*f*118'483*t* | 20 ″ 3<br>s 8 ″ 1½<br>19 ″ 8 | |
| 30512<br>~~116877~~ 151863<br>~~LYTW~~ | **Seneca** SteelSc~~4MstSr~~<br>*Elec.light* 2*Dks*3*trB* | ~~2674~~ 2675<br>~~—~~ 2492<br>1638 | | | | | 1889 | GlobeIron WorksCo.<br>Cleveland,O. | LilletteS.S.Co.Ld. | 290·0 | 40·8 | ~~13·6~~ 22·4 | | Nassau,NP ~~Baltimore~~<br>~~Utd.States~~<br>British *WB* | T.3Cy.24",38"&61"-42"<br>NB14 241NHP<br>GlobeIrnWksCo.,Clevelnd | | |
| 30513<br>220789<br>MBTQ | — SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 2284<br>1948<br>1429 | ✠100A1<br>11,20<br>✠LMC10,20<br>*Fitted for oil fuel* 10,20 | Clv | *r* | CL<br>*F.P. above* 150° F. | 1920<br>11mo | American S.B.Co.<br>Cleveland<br>A&CP | IndependentS.S. Co.Inc. | 251·0 | 43·5 | 24·2 | P27'B64'F26' FK<br>*CellDB* 204' 515*t FPT*57*t* | Detroit<br>Utd.States<br>4*BHptCem*<br>*APT*89*t* | T.3Cy.21",33"&54"-40" (*r*)<br>185lb 267NHP<br>2SB,4*cf*,GS88,HS3940 FD<br>AmericanS.B.Co. | 24 ″ 2<br>s 3 ″ 4½<br>21 ″ 2 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30514<br>142980 | **Seneff**<br>*Elec.light* | **SteelScSr**<br>1*Dk* | 321<br>233<br>150 | ✠100A1<br>*Stm Trawler*<br>7,21 ~~7,20~~ ✠LMC11,18<br>BS7,21 | Bos<br>NFL | | CL<br>7,21 | 1918<br>11mo | Canadian Car&F'ndry Co.Ld.,Fort William,Ont.<br>A&CP | **Govt.ofNewfoundland** | 135·6<br>Q74'F27'<br>BK7"<br>*FPT3t* | 22·6 | 12·7 | **SJhnsNFL**<br>British<br>5*BHCem*<br>*APT2t* | T.3Cy.13",20"&36"-24" (s)<br>185lb 95RHP<br>1SB,*2cf*,GS37,HS1451 FD<br>NordbergMfgCo.Milw'kee |
| 30515 | **Sénégal** | **SteelSc**<br>ssDakarNo.2-21<br>1*Dk* | 73<br>65<br>— | ✠100A1<br>*For Towing purposes*<br>7,21 ~~9,12~~ ✠LMC9,19<br>7,21 | ~~Dakar~~ | | CL<br>~~9,16~~<br>7,21 | 1912<br>9mo<br>*Lloyd* | Scott& Sons<br>Bowling<br>*'sA&CP* | **Soc.d'Approvisionement "Sénégal"** | 75·2<br>BK5"<br>*WB*= | 17·1 | 7·8 | French<br>4*BHCem*<br>*APT5t* | C.2Cy.13"&28"-18" (s)<br>140lb 41NHP<br>1SB,*2pf*,GS29,HS800<br>Gauldie,Gillespie&Co.Gla. |
| 30516<br>4108<br>JBGK | **Senga Maru** | **WoodScSr**<br>2*Dks* | 147<br>138<br>83 | | | | | 1899 | Teraoka Hisamatsu<br>Tokitsu | **KyushuKisen KabushikiKaisha** | 107·9 | 15·8 | 12·8 | **Tokitsu**<br>Japanese | C.2Cy.10¾"&21½"-15"<br>15NHP<br>KuboKamechiro,Tokitsu |
| 30517 | **Senior** | **SteelScSr**<br>1*Dk* | 315<br>283<br>175 | | | | | 1899 | Odrwerke<br>Grabow | **PommerscherIndustrieVerein auf Actien** | 159·4 | 25·8 | 8·6 | **Stettin**<br>German<br>*WB* | C.2Cy.10⅞"&20½"-13¾"<br>12NHP<br>Oderwerke,Grabow |
| 30518 | **Senj**<br>*Elec.light* | **SteelScSr**<br>ssFiu.No.3-8,19<br>1*Dk*(*Teak*) | 244<br>191<br>139 | ✠ A1<br>*withfreeboard*<br>*Service in the Adriatic*<br>8,19 ✠LMC8,19 | Tri | *e* | 8,19 | 1907<br>9mo<br>*Lloyd* | Stabilmnto Tecnico<br>Trieste<br>*'sA&CP* | **Soc.inAzioni Ungaro-Croata di Nav.Maritt.aVap.** | 158·5<br>Q63'F23'<br>*Shade dk* 38' BK6¼" | 21·6 | 10·2 | **Fiume**<br>6*BHCem* | T.3Cy.14",22½"&37"-24" (s)<br>160lb 88NHP<br>1SB,*2cf*,GS34,HS1315<br>StabilimentoTecnico,Tri. |
| 30519<br>JSMK | **Senjen** | **WoodScSr**<br>(*ex*Forsöget)<br>1*Dk* | 116<br>111<br>63 | | | | | 1897 | ..................<br>Trondhjem | **H.Nörve** | 95·4<br>len07 | 19·6 | 9·3 | **Aalesund**<br>Norwegian | C.2Cy.$9\frac{3}{10}$"&$19\frac{3}{10}$"-12"<br>11NHP<br>TrondhjemsMek. Værksted,Trhjem |
| 30520<br>19768<br>NFLQ | **Senkai Maru** | **SteelSc** | 1262<br>1037<br>892 | | | | | 1917 | HarimaCo.<br>Aioi | **UyenishiKisen KabushikiKaisha** | 228·0 | 33·0 | 18·7 | **Nishinomiya**<br>Japanese | |
| 30521 | **Sensal**<br>*Elec.light* | **SteelSc**<br>(*ex*Rhenus)<br>1*Dk* | 546<br>521<br>309 | | | | | $19\frac{10}{19}$ | Jonker& Stans<br>HendrikIdo Ambacht | **Paulsen&Ivers** | 187·5<br>H31' | 23·1 | 13·2 | **Kiel**<br>German<br>*WB* | C.2Cy13"&28"-12"<br>23NHP<br>Alblasserdam.Msch.Fab. |
| 30522<br>JRFS | **Sensat**<br>(*See Sailing Ship Register*) | **WoodAuxScBn**<br>*Motor* | 176<br>—<br>168 | | | | | 1866 | ..................<br>Blanes | **C.GomezNavarro** | 91·2 | 25·8 | 12·3 | **LasPalmas**<br>Spanish | Motor |
| 30523 | **Senta**<br>(*ex*SailingVessel,*ex*Ideal)<br>(*See Sailing Ship Register*) | **WoodAuxScSr**<br>*Motor*<br>1*Dk* | 125<br>116<br>107 | | | | | 1904 | K.Skaaluren<br>Hardanger | **C.Demelius** | 97·0 | 23·8 | 9·6 | **Hamburg**<br>German | Motor 2S.C.<br>2Cy.11-11⅝" 15NHP<br>*E made & fitted*20<br>GradeMotorwrke,Augsbrg |
| 30524 | — | **SteelScLr**<br>*OilEng.*<br>1*Dk* | 108<br>106<br>70 | | | | | 1906 | Stocks& Kolbe<br>Kiel | **Braker-HeringsfischereiA.G.** | 80·6 | 21·1 | 9·8 | **Brake**<br>German | Oil Engine 2S.C.<br>1Cy.13⅜"-13⅝" E *fitted*14<br>13NHP<br>DeutscheKromhout MotorenFab.,Brake |
| 30525<br>217359<br>LPFM | **Sentinel** | **SteelSc**<br>1*Dk* | 116<br>—<br>79 | | | | | 1897 | ..................<br>BaltimoreMd | **StandardOilCo. (N.J.)** | 90·5 | 19·0 | 9·5 | **Baltimore**<br>Utd. States | |
| 30526<br>123661<br>HGMS | **Sentinel II.**<br>*Cable Vessel*<br>(*ex*Sentinel)<br>*Well deck* *Elec.light* Wireless | **SteelScSr**<br>ssGib.No.3-9,19<br>1*Dk*(*Teak*) | 470<br>302<br>219 | ✠100A1<br>11,19<br>~~BS12,20~~ ✠LMC9,19<br>BS2,22 | Gib | *h* | CL<br>7,20 | 1906<br>6mo<br>*Lloyd* | Bow,McLachlan&Co. Ld. Paisley<br>*'sA&CP* | **EasternTelegraph Co.Ld.** | 156·7<br>P7'Q37'B54'F25'<br>FK<br>*CellDB* | 25·9 | 9·7 | **London**<br>British<br>4*BHCem*<br>*a* 31'*u E & B* | T.3Cy.13½",22"&37"-24" (s)<br>180lb *100lb* 67RHP<br>1SB,*2cf*,GS38,HS1417<br>Bow,McLachln&CoLd.Psy<br>30'*f*59'147*t FPT*28*t APT*6*t* |
| 30527<br>139968 | **Sentinel Star** | **SteelScK**<br>1*Dk* | 102<br>94<br>44 | ✠100A1<br>*For fishing purposes*<br>11,19<br>MS11,19 ✠LMC~~9,16~~<br>BS11,20 | Bkn | | CL<br>11,19 | 1916<br>9mo<br>*Lloyd* | Charlton& Co.Ld.<br>Grimsby<br>*'sA&CP* | ~~**Cornish&S.Wales StmTrawlerCo.Ld. (B.A.Hartmann, Mgr.)**~~ W.A.Massey &Sons,Ld. | 87·5<br>BK7½" | 18·5 | 9·0 | **Lowestoft**<br>British<br>3*BHCem*<br>*FPT*12*t* | C.2Cy.11"&24"-16" (s)<br>140lb 30RHP<br>1SB,*2pf*,GS28,HS730<br>Charlton&Co.Ld.Gms. |
| 30528<br>11091<br>LBSM | **Sen-un Maru** | **SteelScSr**<br>2*Dks* | 374<br>—<br>221 | | | | | 1907 | I.Amagasaki<br>Osaka | **I.Amagasaki** | 146·4 | 20·4 | 15·5 | **Osaka**<br>Japanese | T.3Cy.11¾",19¼"&31½"-24"<br>49NHP |
| 30529<br>22278<br>NTBF | **Senyo Maru** | **SteelSc** | 1237<br>—<br>693 | | | | | 1918 | .................. | **IwataYoshimori** | 228·0 | 33·0 | 18·7 | **Kobe**<br>Japanese | |
| 30530<br>23838<br>RFTP | **Senzan Maru** | **SteelSc** | 1144<br>—<br>650 | | | | | 1918 | .................. | **ChitoseKisen KabushikiKaisha** | 224·5 | 33·0 | 18·7 | **Osaka**<br>Japanese | |
| 30531<br>14298<br>LRMB | — | **WoodSc**<br>(*ex*IwasakiMaru)<br>1*Dk* | 115<br>101<br>66 | | | | | 1912 | O.Iwasaki<br>Nishi | **OshimaKisen KabushikiKaisha** | 97·2 | 16·0 | 9·2 | **Agenosho**<br>Japanese | C.2Cy.11½"&23"-14½"<br>17NHP<br>O.Iwasaki,Nishi |
| 30532<br>OTJU | **Séphora Worms**<br>Wireless | **SteelScSr**<br>2*Dks* | 1644<br>1420<br>1015 | | | | | 1891 | Lobnitz& Co.<br>Renfrew | **Worms&Cie.** | 255·4<br>P46'B68'F40' | 35·6 | 21·2 | **Havre**<br>French<br>*WB* | T.3Cy.20",34"&54"-42"<br>189NHP<br>Lobnitz&Co.Renfrew |
| 30533<br>THMS | **Sepoetih**<br>(*Lighter*) | **SteelTwinSc**<br>*OilEng.*<br>1*Dk* | 200<br>—<br>135 | | | | | 1912 | N.V.Werf "Hubertina"<br>Haarlem | **Koninkl.Paketv. Maats.** | 131·2<br>B33'F17' | 22·1 | 6·6 | **Batavia**<br>Dutch | Oil Engines<br>4Cy.$10\frac{1}{16}$"-$10\frac{1}{16}$" 30NHP<br>D.Goedkoop,jrAmsterdam |
| 30534 | **Septima** | **SteelScSr**<br>1*Dk & deep framing* | 1334<br>662<br>823 | | | | | 1905 | Flensburgr Schiffsb.Ges.<br>Flensburg | **Flensburger Dampfschifffahrt Ges.v.1869** | 230·6<br>P25'Q56'B64'F30' | 34·4 | 15·2 | **Flensburg**<br>German<br>*WB* | T.3Cy.15",25⅝"&$43\frac{1}{16}$"-29½"<br>102NHP<br>FlensburgerSchiffsb.Ges. |
| 30535 | | | | | | | | | | | | | | | |

| 1 No. in Book.<br>Official No.<br>Code Letters. | 2 Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 3 Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 4/5 Particulars of Classification. Character.<br>✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When.<br>Ship.<br>Engines | 9 By Whom.<br>Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry.<br>Flag. | 13 Engines.<br>No & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30536<br>128915<br>HMWL | **Sequoya** SteelScSr<br>ssNYk.No.3-1,21<br>(exTamarac) 2Dks(Stl)&Web frames<br>Elec.light Mchy.Aft Wireless | 5263<br>4382<br>3318 | ✠100A1<br>10,21 ~~2,21~~<br>✠LMC1,21<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 8,10 F.P. above 150°F. | NYk | y | CL<br>6,20 | 1908<br>8mo | Napier&Miller,Ld.<br>Glasgow<br>Lloyd'sA&CP | StandardTransportationCo.Ld.<br>WB=Cell DBuE&B79'332t FPT88tAPT38t | 385·1<br>P&B213'F42' | 51·7 | 28·2<br>FK | HongKong<br>British<br>13BHCem<br>9 to U dk<br>4 to M dk | T.3Cy.26½",43"&72"-51" (s)<br>180lb 150lb 427NHP<br>3SB,9cf,GS190,HS6933<br>D.Rowan&Co.Glasgow | 30 ″ 3<br>s 5 ″ 5½<br>25 ″ 3 | |
| 30537<br>JRGO | **Serafin Ballesteros** SteelScSr<br>ssAnt.No.3-8,04<br>ssBcl.No.1-08<br>(exFeliciana) 1Dk(Irn)&Webframes<br>Well deck<br>Wireless | 2923<br>2149<br>1905 | ✠<br>10,13<br>✠ | Bcl | t | | 1891<br>4mo | Palmers'Co.Ld.<br>Glasgow | Cia.MaritimaBallesteros<br>WB=Cell | 313·0<br>P259'F32' | 41·2 | 20·6<br>FK | Aviles<br>Spanish<br>5BHCem<br>DB262'553t | T.3Cy.23½",38"&62"-42"<br>NDB05 260NHP<br>2SB,6cf,GS115,HS4052<br>Palmers'Co.Ld.Newcastle | 23 ″ 2 | V |
| 30538 | **Serantes** IronScSr<br>Mchy.Aft 1Dk | 152<br>99<br>80 | | | ... | | 1881 | Campbell&Co.<br>Paisley | S.GoBinsing | 90·2<br>Q33' | 20·2<br>B21' | 7·7<br>F13' | Manila<br>Utd.States | C.2Cy.12"&22"-20"<br>18NHP<br>Hutson&Corbett,Glasgow | | |
| 30539<br>THMW | **Serapeum** IronTwinSc<br>Carrying Petroleum in bulk<br>Mchy.Aft Elec.light 1Dk | 368<br>323<br>166 | | | | | 1884 | Lobnitz&Co.<br>Renfrew | NederlIndischeIndustrie en Handel Maats(Bataafsche Petrol.MaatsMgs.) | 134·8 | 25·2 | 13·1 | Batavia<br>Dutch<br>WB | C.4Cy.14"&28"-24"<br>64NHP<br>Lobnitz&Co.Renfrew | | |
| 30540<br>113161<br>JLMK | **Serapion** IronScK<br>ssGms.No.2-08<br>1Dk | 195<br>175<br>77 | ✠<br>StmTrawler<br>10,13 ✠ | Gms | | | 1900<br>3mo | Cook,Welt'n&Gemmell<br>Hull | Hopwood&Taylor | 113·6<br>Q49'F19' | 21·0 | 11·2<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11¾",20"&32"-24"<br>NBmade15fitted19 55RHP<br>1SB,2cf,GS31,HS925<br>Amos&Smith,Hull | 12 ″ 1 | |
| 30541<br>87<br>HPRL | **Serbia** IronPad<br>(Tug)<br>1Dk | 142<br>—<br>43 | | | | | 1869 | ................<br>Bremen | Russian-DanubeS.N.Co. | 158·0 | 16·5 | 8·1 | Reni<br>Russian | C.2Cy.24"&39"-41⅜"<br>82NHP | | |
| 30542 | **Serbier** SteelScSr<br>(exLakeHuron)<br>Elec.light 1Dk(Stl)<br>Wireless Cargo battens not fitted | 2080<br>1690<br>1267 | ✠100A1<br>11,19<br>✠LMC11,17 | Bal | r | CL<br>N10,19 | 1917<br>11mo | ChicagoS.B.Co.<br>Chicago<br>A&CP | LloydRoyalBelgeSoc.Anon.<br>CellDB220'528t FPT67tAPT77t | 250·5<br>P25'B64'F26' | 43·6 | 18·2<br>FK | Antwerp<br>Belgian<br>4BHCem | T.3Cy.20",33"&54"-40" (s)<br>180lb 272NHP<br>2SB,6cf,GS126,HS5246<br>AmericanSBCoClevelnd,O | 20 ″ 4<br>s 2 ″ 9½<br>17 ″ 11 | |
| 30543<br>140621<br>KBGJ | **Serbino** SteelScSr<br>Elec.light 2Dks(Stl)<br>Well deck Wireless CruiserStern | 4080<br>3145<br>2636 | ✠100A1<br>12,21 ~~10,19~~<br>✠LMC5,19 | Gls<br>Liv | v | CL | 1919<br>5mo | Ramage&Ferguson,Ld.<br>Leith<br>Lloyd'sA&CP | EllermanLines,Ld.(HallLine,Ld.Mgrs.)<br>CellDB299'737t APT12t | 342·4<br>P&B262'F39' | 46·0 | 24·8<br>FK | Liverpool<br>British<br>6BHCem | T.3Cy.21",36"&62"-42" (s)<br>220lb 112lb 388NHP<br>2SB,8cf,GS136,HS5640 FD<br>Ramage&Fergusn,Ld.Lth. | 27 ″ 3<br>s 3 ″ 9<br>23 ″ 10 | |
| 30544<br>136154<br>KCPG | **Serbistan** SteelScSr<br>Elec.light Wireless 1Dk | 3072<br>2841<br>1864 | | | | | 1919 | SirRayltonDixon&CoLd<br>Middlesbro' | ~~StrickLine,Ld.~~<br>SerbistanS.S.Co.Ld.(F.C.Strick&Co.Ld.) | 331·4<br>P33'B98'F29' | 46·8 | 23·2 | Swansea<br>British<br>WB | T.3Cy.23",41"&68"-45"<br>310NHP<br>Richardsons,Westgarth&Co.Ld.Mdb. | | C |
| 30545<br>142315 | **Serbol** SteelSc<br>Elec.light 2Dks(Stl)&Web frames<br>Longitudinal framing<br>Cruiser Stern | 2669<br>2223<br>1103 | ✠100A1<br>3,18<br>✠LMC3,18<br>For Government Service<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 3,18 F.P. above 150°F. | Dun | | CL | 1918<br>1mo | CaledonS.B.&E.Co.Ld.<br>Dundee<br>Lloyd'sA&CP | TheAdmiralty<br>CellDBuE&B68'145t DTf24'90tFPT54tAPT38t | 319·8<br>P46'B107'F39' | 41·5 | 23·1<br>FK | London<br>British<br>16BHptCem<br>(10 to U dk<br>6 „ 2nd „) | T.3Cy.26½",43½"&74¼"-45"<br>200lb (s) 578NHP<br>3SB,9cf,HS8739 FD<br>CaledonSB.&E.Co.Ld.Dun | 25 ″ 6 | |
| 30546<br>MBSR | **Seresia** SteelScSr<br>Wireless 1Dk&Spar dk | 2342<br>2265<br>1439 | | | | | 1900 | Soc.Anon.JohnCockerill<br>Hoboken | CieNationaleBelgedeTransp.Mar.(ArmementDeppe,Mgrs.) | 288·3<br>H24'F31' | 44·0 | 21·7 | Antwerp<br>Belgian<br>WB | T.3Cy.22⅔",35⅘"&57½"-43⅓"<br>Soc.Anon. 218NHP<br>JohnCockerill,Seraing | | V |
| 30547 | **Seresina** SteelSc<br>(exRosa,exRoca)<br>Elec.light 1Dk | 985<br>842<br>559 | | | | | 1914 | A.F.Smulders<br>Schiedam | G.BurmeisterSohn | 173·8<br>B25'F25' | 34·9 | 16·0 | Lübeck<br>German | T.3Cy.12⅓,20¼"&33½"-19 7/10"<br>50NHP<br>A.F.Smulders,Schiedam | | |
| 30548<br>139313 | **Serfib** SteelScK<br>ssHul.No.1-21<br>1Dk | 210<br>186<br>82 | ✠100A1<br>StmTrawler<br>~~6,21~~ ~~9,20~~<br>1,22<br>✠LMC~~3,17~~<br>6,21 | Hul | | CL<br>~~9,20~~<br>1,22 | 1916<br>10mo | Cochrane&Sons,Ld.<br>Selby<br>Lloyd'sA&CP | WestRiding SteamTrawlingCo.Ld.(T.Hudson,Mgr.) | 112·3<br>Q67' | 21·5 | 11·5<br>BK7½" | Hull<br>British<br>4BHCem | T.3Cy.12",21"&34"-24" (s)<br>180lb 71RHP<br>1SB,2pf,GS32,HS1188<br>Cooper&Greig,Ld.Dundee | 12 ″ 3 | |
| 30549<br>110717<br>KCVJ | **Sergei** SteelScSr<br>ssLon.No.3-6,11<br>ssHul.No.2-19<br>(exCastro) 1Dk(ptIrn&ptStl-ptws)&<br>Wireless Webframes lower dk forehold<br>Ref.Mchy. Welldeck Elec.light | 1409<br>955<br>822 | ✠100A1<br>~~11,19~~ 12,21<br>✠LMC11,19<br>BS7,21 | Hul | p | CL<br>11,19 | 1899<br>6mo | Earle'sCo.Ld.<br>Hull<br>Lloyd'sA&CP | Ellerman'sWilsonLine,Ld.<br>WB=Cell DBa37'uE16'f132'159t | 262·5<br>P163'F31' | 33·5 | 15·8<br>FK | Hull<br>British<br>5BHCem | T.3Cy.19",33"&56"-36" (s)<br>200lb 246NHP<br>2SB,6cf,GS135,HS4200<br>Earle'sCo.Ld.Hull | 18 ″ 2<br>s 1 ″ 9<br>16 ″ 9 | |
| 30550<br>917 | **Sergei Witte** SteelScSr<br>1Dk(ptStl-ws)&Awng dk<br>Elec.light | 720<br>683<br>414 | ✠<br>Awng dk<br>withfreeboard<br>1,04 ✠ | Nwc | i | | 1898<br>8mo | WighamRichrdsn&Co<br>Newcastle | ArchangelMourmanStm.Nav.Co.<br>WB=CellDBa40'f26'71t | 196·8 | 27·8 | 10·9<br>18·4<br>FK | Archangel<br>Russian<br>4BHCem | T.3Cy.16",25"&42"-30"<br>112NHP<br>1SB,3cf,GS66,HS1920<br>WighmRichrdsn&Co.Nwc. | 19 ″ 0 | |
| 30551<br>1127<br>LRCP | — SteelTwinScSr<br>Elec.light 1Dk | 348<br>—<br>225 | | | | | 1890 | Edwards&Symes<br>London | LouisDreyfus&Co. | 182·7 | 27·5 | 7·2 | Rostoff<br>Russian | C.4Cy.12"&24"-16"<br>38NHP<br>Wilson&Co.,London | | |
| 30552 | **Sergipe** SteelScSr<br>(exGonçalvesDiaz,exAchaia)<br>Elec.light 2Dks&Shelter dk<br>Ref.Mchy. Wireless | 1859<br>1541<br>990 | | | ... | | 1902 | Craig,Taylor&Co.<br>Stockton | LloydBrasileiro | 280·3 | 40·3 | 17·6<br>25·1<br>FK | R.Janeiro<br>Brazilian<br>WB | T.3Cy.24",40"&65"-42"<br>291NHP<br>Blair&Co.Ld.Stockton | 27 ″ 6 | |
| 30553<br>127851<br>HQDO | **Seriema** SteelScK<br>ssGms.No.2-19<br>Elec.light 1Dk | 279<br>257<br>115 | ✠100A1<br>StmTrawler<br>11.20<br>BS11,20 ✠LMC8,19 | Gms | | CL<br>11,20 | 1909<br>11mo | Cook,Welt'n&GemmellLd. Beverley<br>Lloyd'sA&CP | ThomasBaskcombLd.(T.W.Baskcomb,Mgr.) | 135·0<br>Q73' | 22·7 | 11·6<br>BK8" | Grimsby<br>British<br>3BHCem | T.3Cy.13",23"&37"-26" (s)<br>180lb 80RHP<br>1SB,3pf,GS45,HS1350<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 7 | |
| 30554<br>OTJZ | **Sérieux** SteelScK<br>ssBcl.No.2-15<br>(exMontserratII.,exGibbar,exTriton) 1Dk | 218<br>—<br>73 | ✠<br>3,20<br>StmTrawler<br>✠NB12,09✠ | Bcl | | | 1906<br>2mo | GooleS.B.&RepgCo.Ld.<br>Goole | Scotto,Ambrosino&Pugliese | 116·8 | 21·6 | 12·0<br>BK7½" | Oran<br>French<br>3BHCem | T.3Cy.12",21"&33"-24"<br>72NHP<br>1SB,3pf,GS49,HS1306<br>G.T.Grey,SouthShields | 13 ″ 0 | |
| 30555<br>HQDV | **Serifos** IronScSr<br>(exHalcyon,exPiræus,exHolly) | 398<br>324<br>195 | | | | | 1875 | D.&W.Henderson<br>Glasgow | NationalS.N.Co.Ld.ofGreece(EmbiricosBros.Mgrs.) | 170·4<br>Q36'B54'F40' | 23·2 | 13·4 | Piræus<br>Greek | C.2Cy.22"&44"-30"<br>NB82 88NHP<br>T.Wingate&Co.Glasgow | 14 ″ 0 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux. Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30556<br>3154<br>JHLG | **Serla** CompScSp<br>*Mchy.Aft* 1*Dk* | 181<br>150<br>119 | | | | | 1897 | P.Larsson<br>Thorskog | J.Rudén | 99·7<br>B24'F9' | 23·1 | 9·3 | Karlstad<br>Swedish | C.2Cy.10"&15"-12"<br>6NHP<br>P.Larsson,Thorskog |
| 30557<br>2938<br>JGQM | **—** IronScSp<br>(*ex*Upsala,<br>*ex*Engsö,*ex*Kungsör,*ex*NyaEngsö) 1*Dk* | 163<br>68<br>115 | | | | | $18^{75}_{96}$ | Bergsunds<br>M.V.Aktieb<br>Stockholm | VaxholmsNya<br>Angf.Aktieb. (O.<br>F.Ekebohm,*Mgr.*) | 108·5<br>Q19'B58'H19*t*F12' | 17·8 | 6·4 | Vaxholm<br>Swedish | C.2Cy.13¾"&27½"-17½"<br>NE&B96 26NHP<br>NyaAktieb.Atlas.Skm. |
| ※ 30558 | **Serlo** Steel&IronSc<br>~~Glr.No.1-17~~ *OilEng.*<br>*ss*Glr.No.2-21 1*Dk*(*Stl*) | 79<br>74<br>40 | ✠100A-<br>*Lighter*<br>~~9,21~~ ~~10,20~~ 12,21<br>✠NE11,15 ✠LMC | Glr<br>Brs | 0,21 | ~~8,19~~<br>9,21 | 1913<br>10mo | Simpson,<br>Strickland<br>&Co.Ld.<br>Dartmouth | Severn&Canal<br>CarryingCo. (J.W.<br>Danks,*Mgr.*) | 79·7<br>FK<br>*WB*= | 17·6 | 7·3 | Gloucestr<br>British<br>3*BHCem*<br>*FPT*6*t* | Oil Engines 2S.C.SA<br>2Cy.13"-13⅝" 23NHP<br>J&CG BolindersCoLd Skm |
| 30559<br>OTKB | **Serpolet** SteelScSr<br>(*ex*YokaiMaru) 1*Dk* | 217<br>—<br>53 | | | | | 1912 | OsakaIron<br>Works<br>Osaka | Soc.Brestoisede<br>ChalutiersàVap. | 112·0<br>Q58' F20' | 21·9 | 12·1 | Brest<br>French<br>*WB* | T.3Cy.11½",19"&32"-22"<br>48NHP<br>OsakaIronWorks |
| 30560<br>HCQG | **Serra d'Agrella** SteelScK<br>*ss*Lis.No.1-15<br>1*Dk* | 250<br>213<br>95 | ✠<br>*StmTrawler*<br>5,15 ✠ | Lis | | | 1910<br>9mo | Smith's<br>DockCo.Ld.<br>Middlesbro' | Cia.Portugueza de<br>Pesca | 124·9<br>Q74'F20'<br>BK7½" | 22·0 | 11·9 | Lisbon<br>Portuguese<br>3*BHCem* | T.3Cy.12½",21"&35"-26"<br>80NHP<br>1SB,3*pf*,GS50,HS1420<br>ShieldsEng.Co.Ld.N.Shl. |
| 30561 | **Sertanejo** SteelScSr<br>*Elec.light* 1*Dk*&*Promenade dk* | 289<br>192<br>197 | | | ... | | 1910 | Cammell<br>Laird&Co.Ld<br>Birkenhead | ViuvadeG.<br>Miranda(Albu-querque&Co.<br>*Mgrs.*) | 130·0<br>F30'<br>FK | 28·1 | 7·2 | Para<br>Brazilian<br>*WB* | C.2Cy.14"&28"-18"<br>51NHP<br>Plenty&Son,Ld.Newbury |
| ※ 30562<br>111316<br>SMGF | **Servian Prince** SteelSc4MstSr<br>*ss*Rot.No.3-3,14<br>*ss*N.Yk.No.1-18<br>(*ex*AustrianPrince,<br>*ex*Monomoy) 2*Dks*(*Stl*)3*trB*&*Web frames*&*Shelter dk*(*Irn*)<br>Wireless<br>Sub.Sig. | 4831<br>4650<br>3149 | ✠100A1<br>*Shelter dk*<br>1,22 ~~11,20~~<br>~~BS4,20~~ ✠LMC2,18<br>BS7,21 | NYk<br>Cff | | 11,20 | 1901<br>7mo | JLThomp-son&Sons,Ld.<br>Sunderland<br>A&CP<br>*WB*=C | PrinceLine,Ld.<br>(Furness,Withy&<br>Co.Ld.*Mgrs.*)<br>*ellDBa*113'*uE*&*B* | 390·0<br>FK<br>50'*f*167'1053*t DTa* | 51·0 | 28·5 | Newcastle<br>British<br>7*BHCem*<br>36'977*tDTf* | T.3Cy.25½",44"&75"-51"(*s*)<br>200lb 150lb FD 492NHP<br>3SB,8*rf*&1*cf*,GS164,HS6412<br>Blair&Co.Ld.Stockton<br>44'1295*t FPT* 108*t APT*34*t* |
| 30563 | **Servulo Dourado** SteelTwinScSr<br>(*ex*Saturno)<br>*Elec.light* Wireless 1*Dk*&*Awng dk* | 1811<br>1543<br>933 | | | | | 1904 | Howaldts-werke<br>Kiel | LloydBrasileiro | 269·0 | 37·9 | 11·6 | R.Janeiro<br>Brazilian<br>*WB* | T6Cy$14\frac{3}{16}$"$24\frac{7}{16}$"&39¾"-$27\frac{3}{16}$"<br>NB20 *fitted*27 166NHP<br>Howaldtswerke,Kiel |
| 30564<br>~~143262~~<br>~~PBNR~~ | **Sesostris** SteelScSr<br>Now named "Oldekerk," See No 38788 in Supplement<br>*Elec.light* Wireless 3*Dks* | 7228<br>6614<br>4439 | | | | | 1915 | Flensburger<br>Schiffsb.Ges.<br>Flensburg | VereenigdeNeder-landscheScheep-vaartmaatsN.V. | 470·2<br>H38'F54' | 60·9 | 28·6 | Dutch<br>*WB* | T.3Cy.$31\frac{1}{16}$",50⅝"&84"-$53\frac{9}{16}$"<br>518NHP<br>Flensb.Schiffsb.Ges. |
| 30565<br>138957<br>JMPK | **—** SteelK<br>*ss*Gms.No.1-20<br>1*Dk* | 293<br>268<br>123 | ✠100A1<br>*StmTrawler*<br>8,20 ✠LMC8,20 | Gms | | CL<br>3,20 | 1916<br>2mo<br>*Lloyd*'sA&CP | Cook,Wel-t'n&Gemmell<br>Ld. Beverley | Roberts&Ruthven<br>Ld. | 130·3<br>Q72'F19'<br>BK8" | 23·0 | 12·4 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-24" (*s*)<br>200lb 89RHP<br>1SB,3*pf*,GS43,HS1520<br>C.D.Holmes&Co.Ld.Hull |
| 30566<br>349 | **Sestra** IronSc<br>1*Dk* | 370<br>—<br>189 | | | | | 1882 | Mayer<br>Linz | RussianStm.Nav.<br>&TradingCo. | 172·0 | 25·2 | 7·7 | Odessa<br>Russian | C.2Cy.24"&36"-42"<br>70NHP<br>Escher,Wyss&Co. |
| 30567<br>866<br>SHFG | **Sestri** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 5869<br>4560<br>3640 | | | | | 1918 | Soc.Eser-cizioBacini<br>RivaTrigoso | Soc.Anon.Ente<br>TrasportiCotoni | 391·6<br>P16'F37' | 51·6 | 27·3 | Genoa<br>Italian<br>*WB* | T3Cy26",42½"&$69\frac{7}{16}$"-48"<br>337NHP<br>Soc.EsercizioBacini |
| 30568<br>849 | **Sestri P.** WoodSc<br>(*Tug*)<br>C2,18 | 102<br>—<br>6 | | | | | 1918 | G.Ansaldo<br>&Co.<br>Voltri | G.Ansaldo&Co. | 81·7 | 20·0 | 11·5 | Genoa<br>Italian | T.3Cy.16",24½"&35"-15¾"<br>*Emade*—*Bmade*16,*fitted*18<br>*Tpd*18 48NHP<br>S.Bacigalupo&Co.<br>S.P.D'Arena |
| 30569<br>230<br>SHFR | **Sestri Ponente** SteelSc<br>(*Tug*) | 123<br>—<br>25 | | | | | 1889 | G.Manaira<br>Foce,Genoa | O.Cichero&A.<br>Tauriello | 86·6 | 18·1 | 10·9 | Genoa<br>Italian | C.2Cy.15½"&30"-25½"<br>38NHP<br>G.Manaira,Genoa |
| 30570 | **Sestrorietzk** SteelScSr<br>1*Dk* | 153<br>—<br>104 | | | | | 1895 | Motala<br>Mek.Verk.<br>Motala | Petrograd<br>Sestrorietzk<br>RailwayCo. | 101·4 | 21·9 | 8·5 | Petrograd<br>Russian | C.2Cy.16"&29"-19½"<br>31NHP |
| 30571<br>1642<br>HKVT | **Setagawa Maru** WoodScSr<br>2*Dks* | 304<br>—<br>181 | | | | | 1897 | U.Naka-mura<br>Osaka | Y.Fujiyama | 137·1 | 18·6 | 14·8 | Otaru<br>Japanese | C.2Cy.16½"&31⅛"-20"<br>36NHP<br>S.Ono,Osaka |
| 30572<br>23324<br>RFGP | **—** WoodAuxScSr | 199<br>—<br>145 | | | | | 1918 | ................ | NanyoKogyo<br>KabushikiKaisha | 99·1 | 24·3 | 11·7 | Kamiya-shiro<br>Japanese | |
| 30573<br>138974 | **Sethon** SteelScK<br>*ss*Bkn.No.1-19<br>*Elec.light* 1*Dk* | 295<br>263<br>114 | ✠100A1<br>*StmTrawler*<br>2,22 ~~10,19~~ ✠LMC11,19 | Bkn<br>Gms | | CL<br>11,19 | 1916<br>8mo<br>*Lloyd*'sA&CP | Cook,Wel-t'n&Gemmell<br>Ld. Beverley | StandardSteam<br>FishingCo.Ld. | 130·2<br>Q72'<br>BK8" | 23·0 | 12·2 | Grimsby<br>British<br>4*BHCem* | T.3Cy13½",22½"&37"-24"(*s*)<br>185lb 89RHP<br>1SB,3*pf*,GS47,HS1595<br>Amos&Smith,Ld.Hull |
| 30574<br>105064 | **Seton Castle** IronScK<br>*ss*Hul.No.3-7,08<br>(*ex*West,*ex*Ontario) *ss*Hul.No.1-12<br>1*Dk* | 139<br>133<br>63 | ✠<br>*StmTrawler*<br>10,16 ✠ | Hul | | | 1895<br>9mo | Cochrane&<br>Cooper<br>Hull | G.Brown | 98·5<br>ptND08<br>BK7½" | 20·5 | 11·0 | Granton<br>British<br>3*BHCem*<br>*DTf*17'15*t* | T.3Cy.10",16"&25½"-20"<br>34RHP<br>1SB,2*pf*,GS22,HS573<br>Amos&Smith,Hull |
| 30575<br>219102<br>LTJD | **Setter** WoodSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 176<br>—<br>29 | | | | | 1919 | Burger<br>BoatCo.<br>Manitowoc | W.D.Dittmar | 95·5 | 24·7 | 12·2 | Milwaukee<br>Utd.States | C.2Cy.18"&36"-26"<br>61NHP |
| 30576<br>108679 | **—** SteelScK<br>(*Trawler*)<br>1*Dk* | 171<br>171<br>66 | | | ... | | 1899 | Hall,Rus-sell&Co.<br>Aberdeen | ~~J.Mitchell (R.L. Mitchell,*Mgr.*)~~<br>R.L.Mitchell | 106·5<br>BK7½" | 21·6 | 11·6 | Peterhead<br>British | T.3Cy.12½",20"&33"-21"<br>58RHP<br>Hall,Russell&Co.Abn. |
| 30577<br>135125<br>HWMG | **Settler** SteelSc<br>*ss*Lon.No.2-21 ~~*ss*Lon.No.1-17~~<br>(*ex*Saba) 2*Dks*(*U-Irn*2*nd dk*-*Stl*)<br>Wireless | 4257<br>3872<br>2687 | ✠100A1<br>2,22 ~~6,20~~ ✠LMC1,17<br>~~BS2,19~~ MS1,21<br>BS8,22 | Liv<br>~~Lon~~ | *x* | CL<br>2,20 | 1912<br>8mo<br>*Lloyd*'sA&CP | JReadhead<br>&Sons,Ld.<br>South Shields | CharenteS.S.Co.<br>Ld.(T.&J.Harri-son,*Mgrs.*)<br>*CellDB* | 370·3<br>P83'B132'F38'<br>FK<br>*a*110'*uE*&*B*43'*f*162' | 50·3 | 25·8 | Liverpool<br>British<br>6*BHCem*<br>890*t APT*31*t* | T.3Cy.28",46"&75"-48" (*r*)<br>180lb 100lb 487NHP<br>2SB,8*cf*,GS136,HS6730 FD<br>J.Readhead&Sons,Ld.SShl |

"Malen," See No. 38480 in Supplement

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30578<br>132862 | **Settsu** SteelScK<br>ssCff,No.2-19<br>1Dk | 231<br>205<br>91 | ✠100A1<br>StmTrawler<br>9,19 ✠LMC9,19 | Cff | | CL<br>9,19 | 1912<br>4mo<br>Lloyd | Cochrane&<br>Sons<br>Selby<br>'sA&CP | Neale&West,Ld. | 120·0<br>Q72'F20' | 21·5 | 11·7<br>BK7½" | Cardiff<br>British<br>3BHCem | T.3Cy.12",21"&34"-24" (s)<br>180lb 76RHP<br>1SB,2pf,GS37,HS1380<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 6 | |
| 30579<br>21245<br>NMRK | **Settsu Maru** WoodSc | 131<br>—<br>53 | | | | | 1917 | ................. | NipponSuisan<br>KabushikiKaisha | 102·3 | 16·5 | 9·8 | Shimono-seki<br>Japanese | | | |
| 30580<br>137713 | **Setweather** WoodSc<br>(Drifter) | 97<br>96<br>41 ~~42~~ | ✠ 11A1<br>For fishing purposes<br>9,19 ✠LMC11,19 | Lwt | | CL | 1918<br>12mo<br>Lloyd | ColbyBros.<br>Ld.<br>Lowestoft<br>'sA&CP | ~~TheAdmiralty~~<br>W.J.Ballard | ~~87·5~~<br>87·4<br>9&12yrs.Mat. | 20·0 | 10·0 | ~~London~~<br>British<br>Ramsgate | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 34RHP ~~40NHP~~<br>1SB,2pf,GS30,HS814<br>Robey&Co.Ld.Lincoln | 10 ″ 1 | |
| 30581<br>339<br>HDCO | **Sevastopol** SteelTwinScSr<br>Elec.light 1Dk(Stl)&Spar dk | 1339<br>878<br>789 | ✠<br>Spar dk withfreeboard<br>4,02 ✠ | Sld | o | | 1896<br>8mo | J.Laing<br>Sunderland<br>WB | RussianS.N.&<br>TradingCo.<br>=CellDBa60'uE& | 236·0<br>P&B151'F37'<br>B29'f60'141tMT17' | 34·2 | 8·9<br>16·4<br>FK | Odessa<br>Russian<br>7BHCem<br>229tAPT14t | T.6Cy.14½",23"&38"-27"<br>182NHP<br>2SB,6rf,GS112,HS3234<br>G.Clark(Lim.),Sld. | 18 ″ 6 | |
| 30582<br>215795<br>LGHD | **Severance** SteelScSr<br>(exMarinaQuezada,exGladstone)<br>Wireless Trunk deck 2Dks | 4927<br>4521<br>3088 | | | | | 1909 | Ropner&<br>Son,Ld.<br>Stockton | UnionSulphurCo. | 366·0<br>P27'F34' | 53·0 | 24·9 | NewYork<br>Utd.States<br>WB | T.3Cy.26",42½"&69½"-45"<br>371NHP<br>Blair&Co.Ld.Stockton | | |
| OTKH | **Sévère** SteelScK<br>ssHul.No.2-10<br>(exMisericordia,exSeaKing) 1Dk<br>Elec.light | 228<br>215<br>92 | ✠<br>5,15<br>✠ | Hul | | | 1902<br>1mo | Cook,Wel-t'n&Gemmell<br>Hull | Deschaud&Co. | 120·0 | 21·5 | 12·0<br>BK7"<br>WB | Marseilles<br>French<br>4BHCem<br>=DBf10'6t | T.3Cy.12½",21½"&35"-24"<br>63NHP<br>1SB,2cf,GS35,HS1055<br>C.D.Holmes&Co.Hull | 12 ″ 10 | C |
| 30583 | | | | | | | | | | | | | | | | |
| 30584 | **Severiano** IronTwinScSr<br>(exSantos,exMarumby,exHalmstad)<br>1Dk&Awng dk | 404<br>—<br>281 | | | | | 1882 | Bergsunds<br>M.V.Aktieb.<br>Stockholm | NavieraCatalana,<br>S.A. | 160·7<br>H18tF19' | 24·0 | 10·5 | Santander<br>Spanish | C.4Cy.19"&33"-21"<br>83NHP<br>BergsundsM.V.Aktb.Skm. | | V |
| 30585<br>5257<br>JSLN | **Severin** SteelScSr<br>ssGls.No.3-1,08<br>(exSt.Vincent) ssSkm.No.2-17<br>1Dk(Irn)&deep framing<br>Cargo battens not fitted | 1624<br>1481<br>921 | ✠100A1<br>5,19<br>✠LMC8,17<br>MBS2,20 DBS7,20 | Hbg | q | CL<br>5,19 | 1896<br>4mo | Napier&<br>Sons,Ld.<br>Glasgow<br>A&CP | Rederiaktieb.<br>Gottfrid<br>(G.Erstad,Mgr.)<br>WB=CellDB | 260·0<br>B60'F22'<br>a78' uE& B36'f106' | 37·2 | 18·3<br>FK | Långsele<br>Swedish<br>4BHCem<br>357tAPT85t | T.3Cy.19",30½"&50"-36" (s)<br>160lb 100lb NDB13 156NHP<br>1SB,3cf,GS67,HS2435<br>Dunsmuir&Jackson,Gls. | 20 ″ 6<br>s 3 ″ 6<br>17 ″ 4 | |
| 30586<br>MDBQ | **Severini** IronScSr<br>(exLeila,ex Henrietta) ssXia.2ndNo.3-5,12<br>ssXia.No.2-20<br>Well deck 1Dk2trB | 1365<br>1114<br>803 | ✠100A1<br>11,20<br>✠LMC11,20 | Xia | o | 3,20 | 1882<br>10mo | T Turnbull<br>&Son<br>Whitby<br>A&CP | A/S Severini<br>(H.Skougaard) | 242·5<br>Q88'B56'F33'<br>WB=DB | 34·1 | 18·1<br>FK | Langesnd<br>Norwegian<br>4BHCem<br>a65'f92'267t | C.2Cy.30"&55"-36" (b)<br>80lb 100lb NDB06 143NHP<br>2SB,4pf,GS52,HS2391<br>Blair&Co.Ld.Stockton | 19 ″ 6<br>s 2 ″ 2½<br>17 ″ 10 | |
| 30587<br>143220<br>KBJS | **Severn** SteelScSr<br>Sub.Sig.<br>Elec.light Wireless 2Dks(Stl | 5246<br>4845<br>3253 | ✠100A1<br>~~7,21 3,21~~ 3,22<br>✠LMC5,19 | Ham<br>Liv Lon | y | CL | 1919<br>5mo<br>Lloyd | ShortBros.<br>Ld.<br>Sunderland<br>'sA&CP | RoyalMailSteam<br>PacketCo.<br>CellD | 400·0<br>P49'B113'F40'<br>B340'1067tFPT135 | 52·4 | 28·5<br>FK | London<br>British<br>7BHptCem<br>tAPT198t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7668 FD<br>N.E.MarineEng.CoLd.Sld. | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 30588<br>69 | **Severnaya Zvezda** IronScSr<br>ssGen.2ndNo.3-7,97<br>(exAlberto,exFratelliDandria,<br>exMauritania) 1Dk2trB | 835<br>678<br>477 | ✠<br>10,01<br>✠NB7,97 | Gen | k | | 1871<br>2mo | Denton,<br>Gray&Co.<br>W Hartlepool | N.Rosenfeld&<br>F.Grageroff | 200·1<br>Q80'B41' | 28·8 | 16·3<br>BK8" | Odessa<br>Russian<br>4BHCem<br>WB=ptDB | C.2Cy.25½"&47½"-33"<br>NDB88 107NHP<br>1SB,3pf,GS56,HS1780<br>Blair&Co.Ld.Stockton | | |
| 30589<br>131839<br>HTWD | **Severnmede** SteelScSr<br>ssHpl.No.3-7,20<br>(exGlendene) Wireless 1Dk(Stl)<br>Cargo battens not fitted | 3841<br>3593<br>2428 | ✠100A1<br>~~5,21~~ ~~7,20~~4,22<br>✠LMC7,20<br>BS5,22 | Hpl<br>~~Hul~~ Ams | w | CL<br>~~1,20~~<br>5,21 | 1911<br>11mo<br>Lloyd | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool<br>'sA&CP | Bránd-AdamsS.S.<br>Co.Ld. (D.&T.G.<br>Adams,Mgrs.)<br>CellDBa113'u | 350·0<br>P31'B101'F34'<br>E23'f156'808tFPT | 51·1 | 23·9<br>FK | Newcastle<br>British<br>6BHCem<br>85tAPT117t | T.3Cy.25",40"&67"-45" (s)<br>180lb 100lb 340NHP<br>2SB,6cf,GS112,HS5438<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 26 ″ 3<br>s 4 ″ 6½<br>22 ″ 0 | |
| 30590<br>146549 | **Sevilla** SteelScSr<br>Wireless<br>Elec.light 2Dks&Webframes&Shelterdk | 5156<br>4851<br>3299 | | | ... | | 1900 | J.Priest-<br>man&Co.<br>Sunderland | Board of Trade | 395·8<br>BonShelter dk 102' | 52·2 | 27·8<br>FK | London<br>British<br>WB | T.3Cy.27",43"&72"-48"<br>436NHP<br>T.Richardsn&Sns.Ld.Hpl. | 30 ″ 10 | |
| 30591 | — SteelSc<br>OilEng.<br>Elec.light 1Dk | 1350<br>1190<br>750 | | | | | 1921 | WoodSkin-<br>ner&Co.Ld<br>Newcastle | | 260·3<br>P28'B&F212' | 37·6 | 15·7 | Chrstiania<br>Norwegian<br>Wb | Oil Engine<br>6Cy.22$\frac{1}{10}$"-39$\frac{2}{5}$" 228NHP<br>N.E.MarineEng.CoLdNwc | | |
| 30592<br>OTKL | **Sèvre** SteelSc<br>Elec.light Wireless 2Dks | 3689<br>—<br>2326 | | | | | 1920 | Napier&<br>Miller,Ld.<br>Glasgow | Cie.Nantaise de<br>Navigation à<br>Vapeur | 365·0<br>P&B219'F36' | 49·0 | 27·0 | Nantes<br>French<br>WB | T.3Cy.26",42½"&69"-48"<br>330NHP<br>Dunsmuir&Jackson,Ld.<br>Glasgow | | |
| 30593<br>216101<br>LJWB | **Sewall's Point** SteelScSr<br>Elec.light 1Dk(Stl)&Web frames<br>Sub.Sig.Wireless Cargo battens not fitted | 5432<br>4795<br>3373 | ✠100A1<br>5,21 ~~6,20~~<br>MS12,18 ✠LMC3,18 | NNs | y | CL<br>~~12,18~~<br>5,21 | 1918<br>4mo | NewYork<br>S.B.Corp.<br>Camden,N.J.<br>A&CP | Castner,Curran&<br>Bullitt,Inc. | 368·6<br>P27'B72'F31'<br>CellDB320'<br>1832tFPT220t | 55·2 | 30·5<br>FK | NewYork<br>Utd.States<br>7BHCem<br>APT201t | T.3Cy.25",41½"&70"-46" (r)<br>195lb FD 462NHP<br>3SB,9cf,GS155,HS6624<br>NYorkSBCorpCamdenNJ | 34 ″ 5<br>s 7 ″ 10<br>27 ″ 0 | |
| 30594<br>217702<br>LQGJ | **Sewickley** WoodSc<br>Elec.light Wireless 1Dk2trB | 2558<br>2072<br>1515 | | | | | 1919 | SloanShip-<br>yardsCorp.<br>Olympia,<br>Wash. | UnitedStates<br>ShippingBoard | 267·6<br>P33'B65'F24' | 46·7 | 23·8 | Seattle<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 30595 | **Seydlitz** SteelTwinSc<br>Elec.light Sub.Sig. Wireless 3Dks | 8008<br>7013<br>4847 | | | | | 1902 | F.Schichau<br>Danzig | | 450·1<br>P61'B186'F89' | 55·5 | 35·9 | WB | T.6Cy25$\frac{19}{32}$",43$\frac{5}{16}$"&70$\frac{7}{8}$"-47¼"<br>690NHP<br>F.Schichau,Elbing | | |
| 30596<br>217866<br>LQRG | **Seypen** WoodScSr<br>Elec.light 1Dk2trB | 2563<br>—<br>1525 | | | | | 1919 | Traylor<br>S.B.Corp.<br>Cornwells,Pa | UnitedStates<br>ShippingBoard | 267·3 | 46·0 | 23·6 | Phildlphia<br>Utd.States | T.3Cy.19",32"&56"-42"<br>203NHP<br>TraylorEng.Co.<br>Allentown,Pa. | | R |
| 30597<br>132076<br>JDHG | **Shabonee** SteelScSr<br>ssN.Yk.No.1-19<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft<br>Wireless | 5167<br>4642<br>3230 | ✠100A1<br>2,21<br>~~BS7,20~~ 11,21 ✠LMC5,19<br>CarryingPetroleum in bulk<br>Fitted for oil fuel10,13 F.P. above 150° F. | SFo | x | CL<br>5,19 | 1913<br>10mo<br>Lloyd | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>'sA&CP | StandardTrans-<br>portationCo.Ld.<br>WB=CellDBuE&<br>146tDTf38'34 | 380·0<br>P98'B28'F40'<br>B62'<br>1tFPT88tAPT50t | 50·8 | 29·2<br>FK | HongKong<br>British<br>15BHptCem<br>10BHtoUdk<br>5 „ 2nd „ | T.3Cy.26",44"&72"-48" (s)<br>180lb 120lb 475NHP<br>2SB,8cf,GS160,HS6805 FD<br>G.Clark,Ld.Sunderland | 31 ″ 0<br>s 6 ″ 4½<br>25 ″ 0 | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2, 3<br>Nom du Navire. Matériaux. Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Speciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NH=Force en chevaux d'après les formules de la Société.<br>RH=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30598<br>133443<br>JOLS | **Shackleton** SteelScK<br>ssHul.No.2-20<br>1*Dk* | 288<br>253<br>115 | ✠100A1<br>*Stm Trawler*<br>12,20 ✠LMC6,20<br>BS5,21 | Hul | | CL<br>N12,20 | 1913<br>6mo<br>*Lloyd* | Cochrane&Sons,Ld.<br>Selby<br>'*sA&CP* | LancashireSteam FishingCo.Ld.(J.A Robertson,*Mgr*) | 133·5<br>Q72'F19'<br>BK7½" | 23·0 | 12·0 | Hull<br>British<br>4*BHCem* | T.3Cy.12¾",22"&36"-24" (s)<br>200lb 79RHP<br>1SB,3pf,GS46,HS1295<br>C.D.Holmes&Co.Ld.Hull | 12 |
| 30599<br>140822 | **Shade** WoodSc<br>1*Dk*<br>9&12yrs.Mat. | 97 | ✠11A1<br>*For fishing purposes*<br>2,20 ✠LMC2,20 | Lwt | | | 1919<br>1mo | ColbyBros.Ld.<br>Lowestoft | ~~TheAdmiralty~~<br>GrimsbySeineFishingCo.Ld.<br>(S.Franklin*Mgr.*) | 86·0 | 20·0 | 9·9 | British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>Robey&Co.Ld.Lincoln | 10 |
| 30600 | **Shadow** WoodSc<br>*Now named* "Pilot Us," *See No.* 38895 *in Supplement*<br>1*Dk*<br>9&12yrs.Mat. | | ✠11A1<br>*For fishing purposes*<br>10 20 ✠LMC10,20 | Gms | | CL<br>10,20 | 1918<br>6mo<br>*Lloyd* | Stevenson&Asher<br>Banff<br>'*sA&CP* | TheAdmiralty | 86·5 | 19·9 | 9·9 | British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 42NHP<br>1SB.2pf,GS30,HS814<br>Urquhart,Lindsay&Co.Ld.Dundee | 10 |
| 30601<br>114659<br>VLSP | **Shadwell** SteelScSr<br>ssMdb.No.1-21 ssCff.No.3-5,17<br>1*Dk*(*Stl*)&*Spardk*(*ptIrn*&*ptStl*)<br>Wireless &*deepframing*<br>*Now named* "Jaladuta," *See No.*37963 *in Supplement* | 4091<br>3855<br>2593 | ✠100A1<br>*Spar dk*<br>9,21 ~~9,20~~<br>~~BS2,20~~ ✠LMC~~6,17~~<br>10,21 | Mdb | *x* | CL<br>~~2,20~~<br>10,21 | 1904<br>1mo<br>*Lloyd* | JLThompson&Sons,Ld<br>Sunderland<br>'*sA&CP* | ~~T.&J.Brocklebank Ld.~~<br>ScindiaSteam Nav.Co.Ld.<br>*WB=Cell* | 368·0<br>P30'B108'F44'27·1<br>FK<br>*DBc*119'*uE&B*40'*f* | 49·6 | 19·0 | Sunderlnd<br>British<br>6*BHCem*<br>156'914*tDT* | T.3Cy.26 1/16",44"&72"-48"(s)<br>180lb 417NHP<br>3SB,9cf,GS181,HS6789<br>N.E.MarineEng.Co.Ld.Sld<br>*a*31'766*tFPT*101*tAPT*48*t* | 29<br>s 5<br>24 |
| 30602<br>120860<br>HORS | **Shahjehan** SteelScSr<br>2*Dks*(*U*–teak s)&*deep framing*<br>*Elec.light* Wireless | 2261<br>1908<br>1403 | ✠<br>6,07<br>✠ | Cal | *t* | | 1905<br>6mo | C.Connell&Co.Ld.<br>Glasgow<br>*WB=* | AsiaticSteamNav.Co.Ld.<br>*CellDBa*84'*uE&B* | 296·0<br>P79'B93'F40'<br>FK<br>42'*f*126'438*t FPT* | 40·5 | 22·2 | Liverpool<br>British<br>5*BHCem*<br>20*tAPT*16*t* | T.3Cy.22½",38"&62"-42"<br>277NHP<br>2SB,6cf,GS121,HS4272<br>Dunsmuir&Jackson,LdGls | 24 |
| 30603<br>118079<br>VQFL | **Shahzada** SteelScSr<br>*Elec.light* 2*Dks*(*UStl*–teak s)<br>Wireless &*deep framing* | 2246<br>1926<br>1404 | ✠<br>4,07<br>✠ | Cal | *t* | | 1904<br>2mo | C.Connell&Co.Ld.<br>Glasgow<br>*WB=* | AsiaticSteamNav.Co.Ld.<br>*CellDBa*82'*uE&B* | 300·3<br>P79'B93'F44'<br>FK<br>40'*f*124'436*tFPT* | 40·6 | 22·4 | Liverpool<br>British<br>5*BHCem*<br>45*tAPT*16*t* | T.3Cy.22½",38"&62"-42"<br>277NHP<br>2SB,6cf,GS121,HS4272<br>Dunsmuir&Jackson LdGls | 24 |
| 30604<br>132692<br>HVMN | **Shakespear** SteelScSr<br>ssCff.No.2-21<br>Wireless 1*Dk*(*ptIrn ptStl*) | 3466<br>3152<br>2179 | ✠100A1<br>~~11,20~~ ~~4,21~~<br>✠LMC4,21 | Cff<br>Sws | *v* | CL<br>8,20 | 1912<br>3mo<br>*Lloyd* | JLThompson&Sons,Ld.<br>Sunderland<br>'*sA&CP* *WB=* | ShakespearShppg.Co.Ld.(GloverBros.*Mgrs.*)<br>*Cell DBa*116'*uE&* | 342·0<br>P39'B94'F34'<br>FK<br>*B*39'*f*147'938*tFPT* | 49·1 | 22·9 | London<br>British<br>6*BHCem*<br>65*tAPT*79*t* | T.3Cy.24",40"&65"-42" (s)<br>180lb *100lb* 294NHP<br>2SB,6cf,GS128,HS4490<br>Blair&Co.Ld.Stockton | 25<br>s 4<br>21 |
| 30605<br>291 | **Shaloon** IronScSr<br>ssShl.No.1-96<br>(*ex*Atlantic) 1*Dk* | 113<br>—<br>14 | ✠<br>*For fishing purposes*<br>5,96 ✠ | Shl | | | 1891<br>1mo | Hepple&Co.<br>N.Shields | Kertsch-EnicalePilotsAssoc. | 96·8<br>B8'<br>BK6½" | 19·1 | 10·2 | Odessa<br>Russian<br>4*BHCem* | C.2Cy.17"&34"-24"<br>1SB,2pf,GS34,HS964 53NHP<br>Hedley&Boyd,N.Shields | 10 |
| 30606<br>139325 | **Shama** SteelScK<br>1*Dk* | 191<br>188<br>72 | ✠100A1<br>*StmTrawler*<br>~~6,21~~ ~~4,19~~<br>3,22 ✠LMC~~3,18~~<br>3,22 | Hul | | ~~4,19~~<br>3,22 | 1918<br>4mo<br>*Lloyd* | GooleS.B.&RepairingCo.Ld. Goole<br>'*sA&CP* | KelsallBros.&Beeching,Ld.(JohnSlater *Mgr.*) | 110·2<br>BK7½"<br>*DTf*21'30*t* | 21·6 | 12·0 | Hull<br>British<br>3*BHCem* | T.3Cy.12",21"&33"-21" (s)<br>160lb 55RHP<br>1SB,2pf,GS24,HS900<br>Earle'sCo.Ld.Hul | 12 |
| 30607<br>123121 | **Shamrock** SteelTwinScSp<br>(*SludgeVessel*)<br>ssDub.No.3-11,20<br>1*Dk*(*Stl*) | 468<br>400<br>230 | ✠100A1<br>*ForChannel purposes*<br>2,22 ~~11,20~~ ✠LMC11,20<br>BS,2,22 | Dub | | CL<br>~~S7,18~~<br>P ~~11,20~~<br>2,22 | 1905<br>12mo<br>*Lloyd* | DublinDockyardCo<br>Dublin<br>'*sA&CP* | Corporation of Dublin | 148·5<br>F27'<br>FK<br>*WB=* | 31·1 | 11·8 | Dublin<br>British<br>4*BHCem*<br>*FPT*70*t* | C.4Cy.14"&29"-21" (s)<br>120lb 69RHP<br>1SB.3pf,GS59,HS1631<br>D.Rowan&Co.Glasgow | 12<br>s 1<br>11 |
| 30608<br>107497 | — WoodSc<br>1*Dk* | 237<br>185<br>161 | | | | | 1898 | J.C.Kaine<br>Quebec | CanadianGovernment | 117·3 | 25·0 | 9·7 | Quebec<br>British | C.2Cy.19"&30"-20"<br>61RHP<br>E.*blt*.80*fitted*98B.*blt*.82<br>Carrier,Lainé&Co.Levis | |
| 30609<br>OTLA | — SteelScK<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 204<br>197<br>59 | | | | | 1904 | Smith'sDockCo.Ld<br>N.Shields | OscarDahl | 120·0<br>Q51' | 21·5 | 13·6 | LaRochlle<br>French<br>*WB* | T.3Cy.12½",20"&34"-24"<br>57NHP<br>Shlds.Eng.Co.Ld.S.Shl. | |
| 30610<br>110758<br>RLSJ | — IronScK<br>ssLiv.No.3-4,12<br>ssLiv.No.2-20<br>*Elec.light* 1*Dk* | 184<br>172<br>73 | ✠100A1<br>*StmTrawler*<br>2,22 ~~4,21~~ ✠LMC<br>MS5,20 ~~BS11,20~~<br>BS5,22 | Liv | | CL<br>2,20 | 1900<br>1mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Hull<br>'*sA&CP* | J.Duncan,Son&Co. | 110·2<br>Q20'<br>BK7½" | 21·1 | 11·2 | Hull<br>British<br>3*BHCem* | T.3Cy.12",19½"&32"-22½"(s)<br>180lb 50RHP<br>1SB,2cf,GS26,HS897<br>C.D.Holmes&Co.Hull | 12 |
| 30611 | — SteelScK<br>ssAms.No.3-6,17<br>(*ex*IchDien) 1*Dk* | 152<br>151<br>44 | ✠100A1<br>*StmTrawler*<br>6.17<br>~~BS5,20~~ ✠LMC6,17<br>BS6,21 | Ams | | N5,17 | 1901<br>11mo<br>*Lloyd* | Smith'sDockCo.Ld<br>NorthShields<br>'*sA&CP* | N.V.Exploit.&Admin.Maats."ShamrockI,"(S.Koster,*Mgr.*) | 102·0<br>BK7½" | 20·2 | 10·6 | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.11",18"&30"-22" (s)<br>180lb 57NHP<br>1SB,2pf,GS29,HS1030<br>G.T.Grey,SouthShields | 11 |
| 30612<br>137694<br>THKR | **Shan Tung** SteelScSr<br>*Elec.light* 2*Dks* | 2549<br>2246<br>1568 | | | | | 1915 | TaikooDkyd.&EngCo.Ld.<br>HongKong | ChinaNav.Co.Ld. | 310·2<br>P10'B72'F37' | 41·1 | 22·1 | London<br>British<br>*WB* | T.3Cy.22",35"&56"-39"<br>196NHP<br>TaikooDkyd.&Eng.Co.Ld.HongKong | |
| 30613<br>143369<br>KCDR | **Shandon** SteelSc<br>*Elec.light* Wireless 1*Dk* | 3069<br>2836<br>1847 | | | | | 1919 | IrvinesSB&D.D.Co.Ld<br>WHartlepoo | ~~AtlanticShppng&TradingCoLd (WJ Tatem,Ld.*Mgrs*)~~<br>W.J.TatemLd. | 331·0<br>P33'B98'F29' | 46·8 | 23·1 | London<br>British<br>*WB* | T.3Cy.25",41"&68"-45"<br>429NHP<br>Richardsons,Westgarth&Co.Ld.Hpl. | |
| 30614<br>129378 | **Shandwick** SteelScK<br>*Elec.light* 1*Dk* | 166<br>166<br>65 | | | ... | | 1912 | Hall,Russell&Co.Ld<br>Aberdeen | T.Davidson&W.Wood | 105·5<br>BK7½" | 21·2 | 11·6 | Aberdeen<br>British<br>*WB* | T.3Cy.11",18½"&32"-21"<br>67RHP<br>Hall,Russell&Co.Ld.Abn. | 12 |
| 30615<br>25450<br>RNLP | **Shanghai Maru** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Awning dk*(*Stl*) | 4104<br>3613<br>2524 | ✠100A1<br>*Awng dk withfreeboard*<br>1,22 ~~11,20~~ ✠LMC~~11,20~~<br>1,22 | Bhn<br>Kob | *v* | ~~11,20~~<br>1,22 | 1919<br>5mo<br>*Lloyd* | KawasakiDkyd.Co.Ld<br>Kobe<br>'*sA&CP* | KokusaiKisen KabushikiKaisha<br>*CellDB*294'778 | 345·0<br>P29'B74'F41'<br>*onAwng dk* FK<br>*t FPT*62*t APT*31*t* | 48·0 | 30·0 | Kobe<br>Japanese<br>*Cem*<br>6 *BH to A dk* | T.3Cy.23½",39"&65"-48" (s)<br>200lb 356NHP<br>2SB,6cf,GS121,HS4610 FD<br>KawaskiDkyd Co.Ld.Kobe | 30<br>s 6<br>24 |
| 30616<br>218867<br>LSRG | **Shannock** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Web frames*<br>Wireless Sub.Sig. | 5562<br>4573<br>3434 | | | ... | | 1919 | AmericanInternationalS.B.Corp.<br>HogIslandPa | UnitedStatesShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Philadlphia<br>Utd.States<br>*WB* | 1 Geared SteamTurbine<br>600NHP<br>GeneralElectricCo.Schenectady,N.Y. | 32 |
| 30617 | **Shannon** IronDoubleSc<br>ssDub.4thNo.3-12,19<br>1*Dk* | 56<br>—<br>38 | A–<br>*Barge*<br>*ForRiver purposes only*<br>4.21<br>MS12,19 BS4,21 | Dub | | 12,19 | 1883 | W.Allsup&Sons<br>Preston | A.Guinness,Son&Co.Ld. | ..................<br>FK | | | Dublin<br>British<br>4*BHCem* | 2Cy.10½"-14" (k)<br>95lb NB90 6NHP<br>1B, GS13,HS465 | 6 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30618<br>140294<br>JPQW | **Shannonmede** SteelSc<br>(exLinmore, exLlanover) 1*Dk*(*Stl*)<br>*Elec.light* Wireless<br>*Carrying oil fuel F.P. above* 150°F.*in DB* | 4274<br>4020<br>2671 | ✠100A1<br>3,21 | Nwc<br>✠LMC5,17 | *y* | CL<br>3,21 | 1917<br>5mo<br>*Lloyd* | W.Pickersgill&Sons,Ld.<br>Sunderland<br>'*sA&CP* | CanuteS.S.Co.Ld.<br>(D.&T.G.Adams,<br>*Mgrs.*)<br>*Cell* | 390·0<br>P40'B244'F35'<br>*DB*338'1193*tFPT*1 | 53·3 | 23·5<br>FK | Liverpool<br>British<br>6*BHCem*<br>10*t APT*77*t* | T.3Cy.27",45"&74"-48" (*s*)<br>180lb 475NHP<br>3SB,9*cf*,GS178,HS8196<br>Richardsons,Westgarth&Co.Ld.Hpl. | 26 ″ 0<br>s 3 ″ 9½<br>22 ″ 7 | |
| 30619<br>108399<br>QGHM | **Shansi** SteelScSr<br>2*Dks* | 1984<br>1777<br>1228 | | | | | 1898 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 275·4<br>P20'B70'F30' | 38·2 | 21·4 | London<br>British<br>*WB* | T.3Cy.20",32"&52"-39"<br>169NHP<br>Scott&Co.Greenock | | |
| 30620<br>98294 | **Shark** IronScK<br>*ss*Bos.No.3-9,04<br>*ss*Bos.No.1-09<br>1*Dk* | 163<br>148<br>62 | ✠<br>*StmTrawler*<br>8,09 ✠ | Bos | | | 1891<br>10mo | GtGms.Co-op.Box&Fish Carryg.Co.Ld<br>Gt.Grimsby | F.Palmer | 103·0<br>Q18'F21'<br>ptDS04 | 20·7 | 10·7<br>BK7½" | Boston<br>British<br>3*BHCem* | T.3Cy.11½",18½"&30"-22"<br>45RHP<br>1SB,2*pf*,GS32,HS787<br>Gt.GrimsbyCo-op.Co.Ld. | 11 ″ 3 | |
| 30621<br>218617<br>LSDR | **Sharon** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks&Webframe*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>Sub.Sig. *Longitudinal framing*<br>Wireless | 4936<br>4423<br>3458 | | | ... | | 1919 | Pusey&JonesCo.<br>Gloucester,<br>N.J. | UnitedStates<br>ShippingBoard | 364·9<br>P95'B34'F31' | 51·0 | 29·5<br>FK | Phildlphia<br>Utd.States<br>*WB* | 1Geared SteamTurbine<br>444NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 31 ″ 3 | |
| 30622<br>128691 | **Shasi** SteelTwinSc<br>*Elec.light* 1*Dk* | 1327<br>742<br>790 | | | | | 1910 | TaikooDkyd&EngCo.of<br>HongK'ngLd<br>HongKong | ChinaNav.Co.Ld. | 235·0 | 40·1 | 10·0 | London<br>British | T.6Cy.9",14"&23"-15"<br>54RHP<br>TaikooDkyd.&Eng.Co.<br>ofHongKong,Ld. | | |
| 30623<br>205041<br>KWNJ | **Shasta** WoodScSr<br>1*Dk* | 878<br>—<br>517 | | | | | 1908 | ..................<br>Hoquiam,<br>Wash. | E.K.WoodLumber<br>Co.Inc. | 192·3 | 41·0 | 14·0 | S.Frncisco<br>Utd.States | | | |
| 30624<br>89913<br>JHVW | **Shastri** IronScSr<br>1*Dk* | 261<br>213<br>98 | | | | | 1884 | Dobson&Charles<br>Grangemth | BombayStm.Nav.<br>Co.Ld. | 157·5<br>H26*t* | 26·1 | 8·9 | Bombay<br>British | T.3Cy.12"&20"-34"-27"<br>NE&B95 57RHP<br>Dunsmuir&Jackson,Gls. | | |
| 30625<br>218282<br>LRNV | **Shaume** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks&Webframes*<br>Wireless Sub.Sig. | 5524<br>4740<br>3336 | | | ... | | 1919 | American International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B122'F43' | 54·2 | 27·6<br>FK | Phildlphia<br>Utd.States<br>*WB* | Geared Steam Turbine<br>600NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 32 ″ 0 | R. |
| 30626 | **Shaw Hsing** SteelScSr<br>(exSarieBandjer,exChiengmai,exClio)<br>1*Dk&Awngdk* | 1237<br>1180<br>767 | | | ... | | 1895 | J.Scott&Co.<br>Kinghorn | ShawhsingS.S.Co.<br>Ld. | 229·8 | 32·0 | 13·1<br>20·4<br>FK | Shanghai<br>Chinese<br>*WB* | T.3Cy.17",27"&45"-33"<br>130NHP<br>J.Scott&Co.Kinghorn | 21 ″ 1 | |
| 30627 | **Shawmut** SteelTwinSc<br>(exMassachusetts) *Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks* | 4779<br>—<br>2575 | | | | | 1907 | W Cramp&SonsS&EBCo<br>Philadelphia | UnitedStates<br>Government(Navy<br>Department) | 375·0 | 54·2 | 31·6 | Utd.States<br>*WB* | T.4Cy.26",43"&(2)51"-42"<br>337NHP<br>W.Cramp&SnsS&EBCPhl | | |
| 30628<br>116137<br>KDPJ | — IronScSr<br>(exEnchantress) 1*Dk*2*trB* | 1625<br>1312<br>1100 | | | ... | | 1879<br>11mo | Short Bros.<br>Sunderland | SouthernS.S.Co.<br>Inc. | 259·0<br>P32'F27' | 36·0 | 18·8<br>BK9" | Phildlphia<br>Utd.States<br>*WB* | C.2Cy.32"&60"-39"<br>NB6,00 168NHP<br>J.Dickinson,Sunderland | 20 ″ 3 | |
| 30629<br>133510<br>HWMB | **Sheaf Arrow** SteelScSr<br>*ss*Sws.No.2-21 ~~*ss*Lth.No.1-18~~<br>*Elec light* Wireless 1*Dk*(*Stl*)<br>*Arch deck* *Cargo battens not fitted* | 2094<br>1874<br>1175 | ✠100A1<br>~~7,21~~~~6,20~~ 1,22<br>~~BS6,20~~ | Shl<br>~~Sws~~ Nwc<br>✠LMC~~3,18~~<br>7,21 | *r* | CL<br>~~6,20~~<br>~~11,21~~<br>1,22 | 1912<br>8mo<br>*Lloyd* | BlythS.B.&D.D.Co.Ld.<br>Blyth<br>'*sA&CP* *WB* | SheafStm.Shippng<br>Co.Ld(W.A.Souter<br>&Co., *Mgrs.*)<br>*=CellDBa*84 *uE&* | 278·9<br>P17'F23'<br>*B*36'*f*110'498*tFPT* | 40·3 | 22·6<br>FK | Newcastle<br>British<br>4*BHCem*<br>78*tAPT*71*t* | T.3Cy.23½",39"&64"-42" (*s*)<br>180lb 330NHP<br>2SB,8*pf*,GS155,HS5660<br>MacColl&Pollock,Ld.Sld | 25 ″ 0<br>s 6 ″ 10<br>18 ″ 5 | |
| 30630<br>120484<br>HBSN | **Sheaf Dart** SteelScSr<br>*ss*Npt.No.3-1,19<br>(exLeander) 1*Dk*(*ptIrn&ptStl*)<br>*Elec.light* Wireless *&deepframing* | 2830<br>2606<br>1775 | ✠100A1<br>10,21 ~~7,20~~<br>~~BS4,20~~<br>BS10,21 | Nwc<br>Shl<br>✠LMC1,19 | *u* | CL<br>7,20 | 1905<br>1mo<br>*Lloyd* | W.Gray&Co.Ld.<br>WHartlepool<br>'*sA&CP* | SheafStmShippng<br>Co.Ld(W.A.Souter<br>&Co.*Mgrs.*)<br>*Cell DB a*114'*uE&* | 331·0<br>P27'B176'F34'<br>*B*40'*f*140'905*tFPT* | 47·5 | 20·1<br>FK | Newcastle<br>British<br>5*BHCem*<br>85*tAPT*74*t* | T.3Cy24¼",38⅜"&64"-42"(*s*)<br>180lb *80lb* 294NHP<br>2SB,6*cf*,GS108,HS4608<br>Cen.Mar.Eng.Wrks.WHpl | 22 ″ 6<br>s2 ″ 10½<br>20 ″ 0 | |
| 30631<br>133593<br>JPBH | **Sheaf Don** SteelScSr<br>*ss*Nwc.No.1-22<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>*Arch deck* *Cargo battens not fitted* | 2172<br>1907<br>1226 | ✠100A1<br>2,22 ~~11,20~~ | Npt<br>Nwc<br>✠LMC~~2,17~~<br>3,22 | *r* | ~~N5,19~~<br>3,22 | 1917<br>3mo<br>*Lloyd* | BlythS.B.&D.D.Co.Ld<br>Blyth<br>'*sA&CP* | SheafStmShippng<br>Co Ld(W.A.Souter<br>&Co.*Mgrs.*)<br>*Cell* | 279·0<br>P19'F22'<br>*D B*234' 496*t FPT* | 40·3 | 22·9<br>FK | Newcastle<br>British<br>4*BHCem*<br>88*t APT* 90*t* | T.3Cy.23½",39"&64"-42" (*s*)<br>180lb 330NHP<br>2SB,8*pf*,GS154,HS5660<br>MacColl&Pollock,Ld.Sld. | 25 ″ 4<br>s6 ″ 11½<br>18 ″ 8 | |
| 30632<br>122448<br>HJNS | **Sheaf Field** SteelScSr<br>*ss*Shl.No.3-5,19<br>1*Dk*(*Stl*)*&deepframing*<br>*Cargo battens not fitted* | 1533<br>1408<br>955 | ✠100A1<br>1,21<br>MS5,19 | Mdb<br>✠LMC<br>BS5,~~20~~ 1,22 | *q* | CL<br>1,21 | 1906<br>7mo<br>*Lloyd* | BlythS.B.Co.Ld.<br>Blyth<br>'*sA&CP* *WB=* | SheafStmShippng<br>Co.Ld(W.A.Souter<br>&Co.*Mgrs.*)<br>*Cell DBa*84'*uE&B* | 258·9<br>P23'B58'F30'<br>30' *f*102' 424*t FPT* | 37·0 | 18·1<br>FK | Newcastle<br>British<br>4*BHCem*<br>53*tAPT*20*t* | T.3Cy.19",30"&48"-36" (*s*)<br>180lb *100lb* 159NHP<br>1SB,4*pf*,GS71,HS2584<br>J.Dickinson&Sons,Ld.Sld. | 20 ″ 5<br>s 2 ″ 10<br>17 ″ 11 | |
| 30633<br>5456<br>KJST | **Sheaf Garth** SteelSc<br>1*Dk*(*Stl*) *Arch Dk*<br>*Elec.light* *Cargo battens not fitted*<br>*CruiserStern* | ~~1700~~<br>1927<br>1665<br>1077 | ✠100A1<br>10,21<br>~~(ClassContemplated)~~ | Bly<br>✠LMC10,21 | *q* | | 1921<br>9mo<br>*Lloyd's* | BlythS.B.&D.D.Co.Ld.<br>Blyth<br>*A&CP* | SheafStm.Shppg.<br>Co.Ld.(WA Souter<br>&Co.*Mgrs.*)<br>*CellDB*230"523*t side tanks in* | ~~260·0~~<br>~~P18~~'F19' P19<br>260·5<br>ER29'95*tFPT*40*t* | ~~38·6~~<br>38·7 | 22·3<br>FK | Newcastle<br>British<br>4*BHCem*<br>*APT*72*t* | T.3Cy.22½",37"&62"-39"(*s*)<br>180lb 314NHP<br>2SB,8*pf*,GS148,HS5581<br>MacColl&Pollock,Ld.Sld. | 24 ″ 7<br>s6 ″ 11<br>18 ″ 0 | |
| 30634<br>142706<br>JVN | **Sheaf Lance** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3112<br>2875<br>1866 | ✠100A1<br>12,21 ~~1,21~~ | Rot<br>Cff<br>LMC11,18 | *u* | CL.<br>~~1,21~~<br>12,21 | 1918<br>11mo<br>*Lloyd* | BlythS.B.&D.D.Co.Ld.<br>Blyth<br>'*sA&CP* | SheafStmShippng<br>Co.Ld(W.A.Souter<br>&Co.*Mgrs.*)<br>*CellD* | 331·3<br>P33'B98'F29'<br>*B*284'734*t FPT*110*t* | 46·6 | 23·2<br>FK | Newcastle<br>British<br>7*BHCem*<br>*APT*128*t* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 415NHP<br>3SB,9*cf*,HS6006 FD<br>McKie&Baxter,Glasgow | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |
| 30635<br>137072<br>JLTK | **Sheaf Mead** SteelScSr<br>*ss*Lon.No.1-19<br>(exHawsker) 1*Dk*(*Stl*)<br>Wireless | 4273<br>4035<br>2689 | ✠100A1<br>~~6,21~~~~9,20~~11,21<br>*Fitted for oil* | Mdb<br>~~Lon~~Shl<br>✠LMC5,19<br>BS11,21<br>*fuel* 9,20 | *y* | CL<br>~~9,20~~<br>11,21<br>*F.P. a* | 1915<br>10mo<br>*Lloyd*<br>*bove* 1 | W.Gray&Co.Ld.<br>WHartlepool<br>'*sA&CP*<br>50°F. | SheafStmShippng<br>Co.Ld(W.A.Souter<br>&Co.*Mgrs.*)<br>*CellDBa*128' | 380·2<br>P27'B230'F36<br>*uE&B*45'*f*166'1270*t* | 53·5 | 24·1<br>FK | Newcastle<br>British<br>6*BHCem*<br>*APT*130*t* | T.3Cy.25",41"&68"-48" (*s*)<br>180lb HS7501 421NHP<br>2SB&1AuxSB,10*cf*,GS184,<br>Cen.Mar.Eng.Wrks.WHpl | 26 ″ 8<br>s 4 ″ 1<br>22 ″ 11 | |
| 30636<br>133145<br>JCTW | **Sheaf Mount** SteelScSr<br>*ss*Nwc.No.1-19<br>*Elec.light* (*ex*Gifford)<br>Wireless 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) | 5123<br>4780<br>3207 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,21<br>BS6,20 | Nwc<br>✠LMC4,19 | *z* | CL<br>6,20 | 1913<br>8mo<br>*Lloyd* | W.Doxford&Sons,Ld.<br>Sunderland<br>'*sA&CP* | SheafStmShippng<br>Co.Ld(W.A.Souter<br>&Co.*Mgrs.*)<br>1*BH in fore*<br>*WB=Ce* | 420·0<br>*hold dispensed with*<br>*llDBa*132'*uE&B*43' | 54·1 | 26·3<br>FK | Newcastle<br>British<br>*Cem*<br>6*BH only*<br>*f*189' 1179*t* | T.3Cy.27",44½"&75"-54" (*s*)<br>180lb 577NHP<br>3SB,9*cf*,GS189,HS8530 FD<br>W.Doxford&Sons, Ld.Sld.<br>*FPT*109*tAPT*123*t* | 29 ″ 0<br>s3 ″ 10½<br>25 ″ 6 | |
| 30637<br>142825<br>JWFD | **Sheaf Spear** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 3050<br>2831<br>1913 | ✠100A1<br>12,20<br>*Fitted for oil* | Hul<br>✠LMC1,19<br>*fuel* 2,20 | *u* | CL<br>*F.P. a* | 1919<br>1mo<br>*Lloyd*<br>*bove* 1 | J.Blumer&Co.<br>Sunderland<br>'*sA&CP*<br>50°F. | SheafStmShippng<br>Co.Ld(W.A.Souter<br>&Co.*Mgrs.*)<br>*CellD* | 331·3<br>P33'B98'F28'<br>*B*276'734*t FPT*105*t* | 46·8 | 23·2<br>FK | Newcastle<br>British<br>7*BHptCem*<br>*APT*122*t* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 429NHP<br>3SB,9*cf*,GS153,HS6304 FD<br>J.Dickinson&Sons,Ld.Sld. | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit.<br>Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les p. piers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 Creux sur Quill<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant<br>pds. ps |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30638<br>129326<br>HWNO | **Sheba** SteelScSr<br>ssHfx.No.2-21<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck* Wireless<br>*Cargo battens not fitted* | 2268<br>1752<br>1341 | ✠100A1<br>9,21~~5,21~~<br>BS11,20<br>BS7,11 | Hfx<br>Qbc<br>✠LMC<br>MS5,21 | *s* | CL<br>~~1,20~~<br>N9,21 | 1912<br>8mo<br><br>*Lloyd* | J.Crown&<br>Sons,Ld<br>Sunderland<br>'*sA&CP* *Inter* | Sheba Ld.(Canad-<br>ianGovernment<br>MerchantMarine<br>Ld.)<br>*mediate BH in fore* | 290·0<br>P24'Q90'B53'F30'<br>FK<br>*hold dispensed with*<br>*WB=CellD* | 40·7 | 17·8 | Ottawa<br>British<br>*Cem*<br>*4 BH only*<br>*Ba 96' f 116'* | T.3Cy.21",35"&57"-39" (*s*)<br>180lb 222NHP<br>2SB,*6pf*,GS104,HS3463<br>G.Clark,Ld.Sunderland<br>489t*FPT*127t*APT*104t | 20<br>s 2<br>18 |
| 30639 | **Sheen** SteelScK<br>*Mchy.Aft* 1*Dk* |  | ✠100A1<br>*For fishing pu*<br>9,18 | Lwt<br>*rposes*<br>✠LMC7,18 |  | CL | 1918<br>9mo<br><br>*Lloyd* | J W Brooke<br>&Co.Ld.<br>Lowestoft<br>'*sA&CP* | TheAdmiralty | 86·2<br>BK7½" | 18·6 | 9·3 | <br>British<br>3*BH Cem* | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS36,HS814<br>TheNorthBritishDiesel Eng.Works,Ld.Glasgow |  |
| 30640<br>115776<br>VDFK | **Sheerness** SteelScSr<br>Wireless 2*Dks* | 1274<br>962<br>542 |  |  |  |  | 1903 | CaledonS.<br>B.&E.Co.Ld<br>Dundee | ClydeShppg.Co.Ld<br>(W.Cuthbert *Mgr*) | 250·0<br>P&B160'F50' | 35·2 | 16·6 | Glasgow<br>British | T.3Cy.25",40"&65"-48"<br>293NHP<br>CaledonSB&E.Co.Ld.Dun. |  |
| 30641 | **Sheet Lightning** WoodSc<br>Now named "Roseacre," See No.39124 in Supplement<br>9&12yrs.Mat. 1*Dk* | 92<br><br>40 | ✠ 11A1<br>*For fishing pu*<br>10,20 | Gms<br>*rposes*<br>✠LMC10,20 |  | CL<br>10,20 | 1918<br>4mo<br>*Lloyd* | G.Innes<br>Macduff<br>'*sA&CP* | TheAdmiralty | 85·8 | 19·5 | 9·9 | London<br>British | T.3Cy.9½",15½"&26"-18"(*s*)<br>180lb 42NHP<br>1SB,*2pf*,GS30,HS814<br>Urquhart,Lindsay&Co.Ld. Dundee | 10 |
| 30642<br>76675<br>QMDG | **Sheffield** IronScSr<br>*Elec.light* 1*Dk*2*trB* | 647<br>524<br>407 |  |  |  |  | 1877 | J.Elder&C.<br>Glasgow | J.Constant | 201·0<br>P45'F30'<br>BK7½" | 27·1 | 15·1 | Grimsby<br>British | T3Cy.17½",28"&45½"-30"<br>NB12 95RHP<br>*Tpd*89Earle'sCo.(Lim)Hul | 15 |
| 30643<br>98302<br>MCKJ | **Sheikh Berkhud** SteelScSr<br>*Elec.light* 1*Dk&Shelterdk* | 327<br>259<br>158 |  |  | ... |  | 1891 | Scott&Co.<br>Greenock | PerimCoalCo.Ld.<br>(Hinton,Spalding<br>&Co.*Mgrs.*) | 150·4<br>P18'F25'<br>BK7" | 23·1 | 11·5 | Greenock<br>British<br>*WB* | T.3Cy.14",23"&37"-27"<br>95RHP<br>Scott&Co.,Greenock | 12 |
| 30644<br>119104<br>JKMV | **Sheila** SteelScSp<br>*Elec.light* 2*Dks* | ~~280~~ 256<br>195<br>97~~111~~ |  |  |  |  | 1904 | A&J Inglis<br>Glasgow | DavidMacBrayne,<br>Ld. | 150·2<br>Q55'B40'F42' | 23·1 | 10·5 | Glasgow<br>British<br>*WB* | T.3Cy.13½",23½"&36"-27"<br>76RHP<br>A.&J.Inglis,Glasgow |  |
| 30645<br>132128 | **Sheldon** SteelScK<br>~~ssGms.No.1-19~~<br>1*Dk*<br>ssGms.No.2-19 | 288<br>256<br>144 | ✠100A1<br>*StmTrawler*<br>12,21~~4,19~~<br>~~BS8,20~~ | Gms<br>BS12,21<br>✠LMC4,19 |  | CL<br>4,19 | 1912<br>4mo<br><br>*Lloyd* | Cook, Wel-<br>t'n&Gemmell<br>Ld.Beverley<br>'*sA&CP* | StandardSteam<br>FishingCo.Ld. | 130·1<br>Q72'<br>BK8" | 22·2 | 12·2 | Grimsby<br>British<br>4*BHCem* | T.3Cy13½",22½"&37"-24"(*s*)<br>185lb 89RHP<br>1SB,*3pf*,GS52,HS1595<br>Amos&Smith,Ld.Hull | 13 |
| 30646<br>219681<br>LVSP | **Sheldrake** SteelSc<br>(*Trawler*)<br>Wireless 1*Dk* | 411<br>—<br>208 |  |  |  |  | 1920 | Foundatn<br>Co.<br>SavannahGa. | EastCoast<br>FisheriesCo. | 139·4 | 25·2 | 14·2 | Rockland,<br>Me.<br>Utd.States | T.3Cy.12¾",21½"&35"-24"<br>60NHP |  |
| 30647<br>145191 | **Shelley** SteelSc<br>(*ex*Altmark) ssGms.No.3-5,21<br>1*Dk*(*Stl*)&*Shltr dk*(*Stl*-teak s)<br>*2nd dk*(*Stl*)*in No.1 hold& Web frames*<br>*Elec.light* *Longitudinal framing*<br>Wireless | 4476<br>4109<br>2733 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,21 ~~5,21~~ | Gms<br>Cff<br><br>LMC5,21 | *x* | CL<br>3,21 | 1911<br><br><br>*Lloyd* | J.C.Teck-<br>lenborgA.G.<br>Geestemünde<br>'*sAP* | ShakespearShip-<br>pingCo.Ld.(Glover<br>Bros.,*Mgrs.*)<br>*CellD* | 399·7<br>FK<br>*Collision*<br>B356'1159t*FPT*69t | 52·8 | 23·3 | London<br>British<br>*Cem*<br>*BH to Sh dk*<br>5 " " *U* "<br>*APT*67t | Q.4Cy23"31½"48"&71½-48'<br>213lb (*s*) 533NHP<br>3SB,*9cf*,GS161,HS7781 FD<br>J.C.TecklenborgA.G.Gst. | 27 |
| 30648<br>107004 | **Shellie** ssLon.No.1-22 SteelScK<br>ssLiv.No.3-1,17<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 339<br>267<br>130 | ✠100A1<br>3,22<br>10,20<br>~~BS8,20~~ | Liv<br>Lon<br>✠LMC1,17<br>3,22 | *f* | ~~11,19~~<br>3,22 | 1905<br>11mo<br><br>*Lloyd* | Dublin<br>DockyardCo.<br>Dublin<br>'*sA&CP* | John Harrison,Ld.<br>*WB=* | 145·0<br>Q51'B12'F24'<br>BK7½"<br>*DBf*13'22t *FPT*42t | 24·1 | 10·4 | Dundalk<br>British<br>3*BHCem*<br>*APT*2t | C.2Cy.18"&38"-27" (*s*)<br>125lb 80RHP<br>1SB,*2pf*,GS40,HS1474<br>Ross&Duncan,Glasgow | 11 |
| 30649<br>133604 | **Shelomi** SteelScK<br>ssAbn.No.2-19<br>*Elec.light* 1*Dk* | 175<br>175<br>68 | ✠100A1<br>*StmTrawler*<br>~~5,21~~~~7,19~~ 11,21<br>~~BS3,21~~<br>BS3,22 | Abn<br>✠LMC7,19 |  | CL<br>~~7,19~~<br>5,21 | 1912<br>7mo<br><br>*Lloyd* | A.Hall&<br>Co.Ld.<br>Aberdeen<br>'*sA&CP* | T.Davidson | 106·3<br>BK7½" | 21·1 | 11·6 | Aberdeen<br>British<br>3*BHCem* | T.3Cy.11",19"&32"-22" (*s*)<br>180lb 66RHP<br>1SB,*2pf*,GS61,HS1200<br>A.Hall&Co.Ld.Aberdeen | 12 |
| 30650<br>217920<br>LQTF | **Shenandoah** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Sub.Sig. Wireless | 6768<br>6128<br>5143 | ✠100A1<br>~~7,21~~~~12,20~~ 3,22<br>BS7,21<br>*CarryingPetr*<br>*Fitted for oil* | Mob<br>NYk<br>✠LMC6,19<br>*oleum*<br>*fuel* 6, | *a*†<br><br><br>*in*<br>19 | CL<br>~~8,20~~<br>7,21<br>*bulk*<br>*F.P. a* | 1919<br>6mo<br><br><br>*bove* 1 | Texas<br>SteamshipCo.<br>Bath,Me.<br>A&CP<br>50°F. | TheTexasCo.Inc.<br>*CellDBuE&* | 416·8<br>P107'B35'F33'<br>FK<br>*B*64'209t *FPT*229t | 56·1 | 31·1 | P.Arthur,<br>Texas<br>Utd.States<br>16*BHCem*<br>*APT*130t | T.3Cy.26½",44"&74"-51' (*s*)<br>200lb HS9969 556NHP<br>3 Water Tube Boilers FD<br>H.G.TroutCo.Buffalo N.Y. | 32 |
| 30651<br>206329 | **Shenango** SteelScSr<br>Sub.Sig. Wireless<br>*Mchy.Aft* *Elec.light* 1*Dk* | 8047<br>—<br>6498 |  |  |  |  | 1909 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | ShenangoSteam-<br>ship&Trnsprtn.Co | 580·8<br>F52' | 58·2 | 33·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.24",38"&65"-42"<br>274NHP<br>Gt.LakesEng.Works,Det. |  |
| 30652<br>104853<br>NSFH | **Shengking** SteelScSr<br>2*Dks&Shade dk* | 1650<br>1315<br>1034 |  |  |  |  | 1895 | Napier,<br>Shanks&Bell<br>Glasgow | ChinaNav.Co.Ld. | 260·0<br>P30'B54'F28' | 38·2 | 17·5 | London<br>British | T.3Cy.21",33"&55"-36"<br>181NHP<br>D.Rowan&Son,Glasgow |  |
| 30653 | **Shenglee** SteelScSr<br>(*ex*Shori,*ex*JingiMaruNo.2,<br>*ex*Yung-Ping,*ex*Tê-li,*ex*YungPing)<br>1*Dk*(*Stl*-ws)2*trB* | 924<br>750<br>572 | ✠<br>5,91<br>*CoastingShan*<br>✠ | Shi<br><br>*ghai &* | *l*<br><br>*Ti* | <br><br>*entsin* |  | Craig,<br>Taylor&Co.<br>Stockton | Ching-KeeS.N.<br>Co.Ld.<br>*WB=DB* | 215·4<br>P32'B48'F31'<br>FK<br>*uE&B* 35' 60t *FPT* | 31·3 | 13·1 | Chefoo<br>Chinese<br>4*BHCem*<br>43t*APT* 10t | T.3Cy.15",25"&41"-24"<br>82NHP<br>1SB,*2pf*,GS38,HS1230<br>W.Allan&Co.Sunderland | 13 |
| 30654<br>112618 | **Shenstone** SteelScSr<br>ssShl.No.3-7,12<br>(*ex*MelroseAbbey, ssCff.No.2-20<br>*ex*Southwood,*ex* 1*Dk*(*Irn*)&*Web frames*<br>SantaCroce,*ex*Southwood)<br>*Well deck* *Cargo battens not fitted* | 1095<br>884<br>680 | ✠100A1<br>10,20<br>MS1,20 | Cff<br>✠LMC<br>~~BS10,20~~<br>BS1,22 | *n* | 10,20 | 1899<br>11mo | W.Dobson<br>&Co.<br>Newcastle<br>A&CP | BurnhamShipping<br>Co.Ld.(B.J.<br>Morgan,*Mgr.*)<br>*CellDBa*50' | 212·3<br>P18'Q44'B46'F24'<br>FK | 35·0 | 14·1 | Cardiff<br>British<br>4*BHCem*<br>*u E&B* 27' *f* | T.3Cy.18½",30"&49"-33' (*r*)<br>160lb *90lb* 148NHP<br>1SB,*4pf*,GS60,HS2364<br>N.E.MarineEngCoLd.Nwc<br>100'311t*FPT*81t*APT*26t | 16 |
| 30655<br>77104<br>RSON | **Sherard Osborn** IronTwinScSr<br>*Cable Vessel* ssSng.2ndNo.3-5,03<br>ssLon.No.2-11<br>Wireless 2*Dks*(*UptIrnptStl*-teak s) | 1481<br>1354<br>766 | ✠~~90A1~~<br>8,21~~7,14~~<br>~~Examined2,20~~<br>✠NB10,05<br>~~BS2,20~~ | PNl<br>~~LMC7,14~~ | *q* | s3,19<br>P2,20 | 1878<br>4mo | Scott&Co.<br>Greenock<br>A&CP | ~~EasternTelegraph~~<br>~~Co.Ld.~~ C.G.Smith<br>&Co.Ld. | 274·7<br>F62'<br>ND91ptND05 FK<br>*WB=DBa*70'*f*72' | 32·2 | 21·0 | London<br>British<br>4*BHCem*<br>*APT FPT* | C.4Cy.P21"&42½"S21"&42"-30" 90lb *90lb* (*o*) 207NHP<br>3SB*6cf*GS110HS4269NDB05<br>GreenockFoundryCo.Grk. | 22 |
| 30656<br>125043 | **Sheraton** SteelScK<br>ssHul.No.3-7,19<br>1*Dk* | 283<br>254<br>120 | ✠100A1<br>*StmTrawler*<br>6,21~~11,20~~<br>~~BS11,20~~ | Gms<br>BS6,21<br>✠LMC7,19 |  | CL<br>~~8,20~~<br>6,21 | 1907<br>1mo<br><br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | StandardSteam<br>FishingCo.Ld. | 130·0<br>Q72'<br>BK8" | 22·2 | 12·2 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",22½"&37"-24" (*s*)<br>200lb 94RHP<br>1SB,*2cf*,GS41,HS1500<br>Amos&Smith,Hull | 13 |
| 30657<br>144447<br>KFDJ | **Sherburn** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1517<br>1322<br>833 | ✠100A1<br>3,22~~12,20~~ | Gls<br>Ham<br>✠LMC5,20 | *p* | CL<br>2,22 | 1920<br>3mo<br><br>*Lloyd* | OuseS.B.<br>Co.Ld. Hook,<br>nr.Goole<br>'*sA&CP* | AldershotS.S.Co.<br>Ld.(W.Fletcher&<br>Son,Ld.*Mgrs.*)<br>*C* | 240·2<br>B52'F23'<br>FK<br>*ellDB*198'303t*FPT* | 36·1 | 19·1 | London<br>British<br>4*BHCem*<br>79t*APT*54t | T.3Cy.18",30"&50"-33" (*s*)<br>180lb 172NHP<br>2SB,*6cf*,GS99,HS2886<br>Earle'sCo.Ld.Hull | 21 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book. Official No. Code Letters. | Steamer's Name. Late Name if any. Special Surveys. | Material, Rig, &c. No. of Decks, &c. | Regist'd Tonnage. Gross. Under deck. Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built. When. Ship. Engines | By Whom. Where. | Owners. | Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
| 30658<br>216386<br>LKST | **Sherewog**<br>Elec.light 2Dks Salted&specially treated<br>Mchy.Aft ptGIB Hardwood treenails<br>(See Sailing Ship Register) | WoodAuxTwinSc<br>OilEng. 4MstSr | 1353<br>1224<br>1048 | ✠ 12A1<br>11,20<br>✠DB6,18<br>DBS11,20 | Mob<br>✠LMC11,20 | | 11,20 | 1917<br>11mo | Savannah Eng.&ConstructionCo.<br>Savannah<br>A&CP | SmithNavigation Corp. | 222·1<br>F64' | 40·0 | 18·6 | NewYork<br>Utd.States | Oil Engines 4S.C.SA<br>12Cy.12$\frac{1}{16}$"-18"<br>100lb 106NHP<br>WintonEngineWorks, Cleveland,O | 20 ″ 9 | |
| 30659<br>140554<br>JSBV | **Sheridan**<br>Elec.light<br>Wireless | SteelScSr<br>2Dks(Stl) | 4665<br>4330<br>2876 | ✠100A1<br>3,21<br>~~Carrying oil fuel F. P. above 150°F. in DB~~ | Liv<br>✠LMC1,18 | y | CL<br>6,20 | 1918<br>1mo<br>Lloyd | AM'Millan &Son<br>Dumbarton<br>'sA&CP | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. Mgrs.)<br>CellD | 385·6<br>P36'B118'F46'<br>FK<br>B335' 875t FPT 75t | 52·2 | 27·2 | Liverpool<br>British<br>7BHptCem<br>APT75t | T.3Cy.26",43"&70"-48" (s)<br>180lb 120lb 407NHP<br>3SB,9cf,GS178,HS6800<br>Rankin&Blackmre.Ld.Grk | 29 ″ 8<br>s 5 ″ 6<br>24 ″ 7 | |
| 30660<br>214146<br>LFWS | **Sherman**<br>(exGobernador Bories,exSenator)<br>Elec.light Wireless | SteelScSr<br>ssN.Yk.2ndNo.3-8,18<br>2Dks(Stl-Uws)<br>3trB | 4881<br>4322<br>3028 | ✠100A1<br>3,22 ~~1,21~~<br>MS8,18 | NYk<br>✠LMC<br>~~BS6,20~~<br>BS3'22 | y | ~~9,19~~<br>3,22 | 1893<br>2mo<br>Lloyd | Workman, Clark&Co.Ld<br>Belfast<br>'sA&CP | ShermanS.S.Co. Inc. | 400·3<br>P59'B107'F49'<br>FK<br>CellDB115'278t | 45·3 | 29·8 | NewYork<br>Utd.States<br>6BHCem | T.3Cy.25",41"&68"-54" (s)<br>180lb 90lb NDB05 430NHP<br>2DB,12cf,GS220,HS7477<br>Wrkman,Clark&CoLd.Bel | 31 ″ 5 | |
| 30661<br>120 | **Shevtchenko** | IronPad<br>1Dk | 145<br>—<br>17 | | | | | 1888 | ..................<br>Biejitza | RussianBlackSea-DnieprS.N.Co. | 131·5 | 31·5 | 7·4 | Reni<br>Russian | C.2Cy.18"&32¼"-28"<br>45NHP | | |
| 30662<br>21236<br>NPRJ | **Shibisan Maru** | SteelSc | 1245<br>—<br>850 | | | | | 1917 | .................. | KabushikiKaisha TeikokuSeito Kisenbu | 229·1 | 33·0 | 18·0 | Nishitonda<br>Japanese | | | |
| 30663<br>9402<br>JTCP | **Shichiho Maru** | WoodScSr<br>2Dks | 161<br>144<br>93 | | | | | 1905 | H.Teraoka<br>Tokitsu | KyushuKisen KabushikiKaisha | 108·0 | 15·8 | 11·8 | Tokitsu<br>Japanese | C.2Cy.10¾"&21½"-15"<br>15NHP | | |
| 30664<br>218833<br>LSQG | **Shickshinny**<br>Elec.light<br>Wireless Sub.Sig. | SteelSc<br>Fitted for oil fuel<br>2Dks&Webframes | 5103<br>4573<br>3127 | | | ... | | 1919 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>WB | Geared Steam Turbine<br>600NHP<br>GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | R |
| 30665<br>14818<br>MBDC | **Shidzuoka Maru**<br>Elec.light<br>Wireless | SteelTwinScSr<br>ssYka.No.2-20<br>2Dks(Stl)&Shelter dk<br>(Stl-ws) | 6273<br>5911<br>3829 | ✠100A1<br>Shelter dk withfreeboard<br>~~6,21~~ ~~1,21~~<br>4,22 ~~11,21~~ | Yka<br>11,21<br>✠LMC~~1,21~~ | z | S3,20<br>P4,22 | 1912<br>6mo<br>Lloyd | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>'sA&CP | NipponYusen KabushikiKaisha<br>WB=CellDBa<br>&B62'f170'982tD | 409·2<br>111'uE<br>FK<br>Tf23'359t FPT104t | 49·1 | 27·6 | Tokio<br>Japanese<br>7BHCem<br>APT28t | T.6Cy.20",33½"&56"-48" (s)<br>200lb 629NHP<br>4SB,12cf,GS220,HS9115 FD<br>KawasakiDkydCoLd Kobe | 38 ″ 0<br>s11 ″ 0<br>27 ″ 6 | |
| 30666<br>18463<br>MTSJ | — | WoodSc | 194<br>—<br>113 | | | | | 1915 | .................. | TokiowanKisen KabushikiKaisha | 121·7 | 18·1 | 12·1 | Shimoda<br>Japanese | | | |
| 30667<br>129487 | **Shieldhall**<br>Mchy.Aft Elec.light | SteelTwinScSr<br>2Dks | 1375<br>1338<br>746 | | | | | 1910 | W.Beardmore&Co.Ld<br>Glasgow | Glasgow Corporation | 260·8<br>F34' | 42·1 | 15·0 | Glasgow<br>British<br>WB | T.6Cy.15",24"&41"-27"<br>175NHP<br>W.Beardmore&Co.Ld.Gls. | | C |
| 30668<br>121319 | **Shieldhill**<br>Elec.light | SteelTwinSc<br>(Dredger) | 787<br>733<br>322 | | | | | 1906 | Ferguson Bros.<br>Pt.Glasgow | Trustees of the ClydeNavigation | 191·7<br>F21' | 39·1 | 12·2 | Glasgow<br>British | C.6Cy.(2)20"&(4)30"-24"<br>147NHP<br>FergusonBros.Pt.Glasgow | | |
| 30669<br>10302<br>LBMN | **Shiga Maru**<br>Elec.light | SteelScSr<br>2Dks | 730<br>668<br>431 | | | | | 1906 | OsakaIron Works<br>Osaka | OsakaShosen KabushikiKaisha | 185·0<br>B35' | 27·1 | 17·8 | Osaka<br>Japanese | T.3Cy.14½",24½"&39"-30"<br>83NHP<br>OsakaIronWorks,Osaka | | |
| 30670<br>1470<br>HKFM | **Shiganoura Maru**<br>(exPatroclus) | IronScSr<br>2Dks | 2219<br>1993<br>1599 | | | | | 1871 | A.Leslie& Co.<br>Newcastle | NagataSanjuro | 328·6 | 32·6 | 25·3 | Nishinomiya<br>Japanese | C.2Cy.28½"&61"-47½"<br>NB82 214NHP<br>R.Stephenson&Co.,Nwc. | | |
| 30671<br>21525<br>NPVF | **Shigenobugawa Maru** | Wood<br>AuxScSr | 496<br>—<br>382 | | | | | 1918 | .................. | Matsumoto Kanjiro | 137·6 | 30·0 | 15·1 | Matsumaye<br>Japanese | | | |
| 30672<br>24725<br>RKMG | **Shikano Maru** | WoodSc | 980<br>—<br>582 | | | | | 1918 | .................. | GoshiShosen KaishaMurao Zosensho | 214·4 | 32·2 | 18·0 | Amagasaki<br>Japanese | | | |
| 30673<br>137007 | **Shikari**<br>Elec.light | SteelScK<br>ssMil.No.1-19<br>1Dk | 221<br>198<br>86 | ✠100A1<br>StmTrawler<br>~~7,21~~~~12,20~~11,21<br>BS12,20 | Gms<br>✠LMC8,19 | | CL<br>8,19<br>7,21 | 1914<br>10mo<br>Lloyd | Smith's DockCo.Ld.<br>Middlesbro'<br>'sA&CP | StaplesSteam FishingCo.Ld. (SirErnestSleight, Bart,Mgr.) | 117·5<br>Q73'F19'<br>BK7½" | 22·0 | 11·9 | Grimsby<br>British<br>3BHCem | T.3Cy.12¼",20"&34"-24" (s)<br>180lb 78RHP<br>1SB,3pf,GS43,HS1405<br>Smith'sDockCo.Ld.Mdb. | 12″ 8 | |
| 30674<br>22501<br>NTWC | **Shikishima Maru** | WoodSc | 739<br>—<br>462 | | | | | 1918 | .................. | ShikishimaKisen GomeiKaisha | 171·6 | 29·7 | 16·4 | Yoichi<br>Japanese | | | |
| 30675<br>7140<br>LTOF | **Shikotan Maru**<br>(exTacoma, exBatavia) | IronScSr<br>2Dks | 2718<br>—<br>1710 | | | | | 1870 | W.Denny& Bros.<br>Dumbarton | R.Yamashina | 327·4<br>P201tF45t | 39·3 | 26·5 | Uraga<br>Japanese | T.4Cy.23$\frac{3}{16}$"(2)26$\frac{5}{16}$"&58$\frac{5}{16}$"-42"<br>218NHP<br>J.Elder&Co.,Glasgow | | |
| 30676 | **Shilka**<br>(exErica,exOberon)<br>Elec.light | SteelScSr<br>ssHam.No.1-01<br>1Dk(Stl)&<br>Spar dk3trB | 1893<br>1705<br>1201 | ✠<br>Spar dk withfreeboard<br>11,03 | Bkn<br>✠ | r | | 1896<br>7mo | Armstrong &Co.Ld.<br>Newcastle | Russian Government<br>WB=CellDBa65' | 280·0<br>B71'F28' 20·4<br>FK<br>uE&B37'f129'377t | 38·0 | 12·9 | Vladvostk<br>Russian<br>5BHCem<br>APT23t | T.3Cy.23",37"&60"-42"<br>249NHP<br>2SB,8pf,GS126,HS3978<br>WighmRichrdsn&Co.Nwc. | 22 ″ 7 | |
| 30677<br>26719<br>RVQW | **Shima Maru**<br>Elec.light | SteelSc<br>1Dk(Stl) | 1976<br>1802<br>1153 | ✠100A1<br>5,21~~3,20~~ | Toba<br>LMC~~3,20~~<br>5,21 | r | CL | 1920<br>3mo | TeikokuSS Co.Ld.<br>Toba<br>A&CP | TeikokuKisen KabushikiKaisha<br>CellD | 270·0<br>P16'B65'F30'<br>FK<br>B231' 431t FPT60t | 39·0 | 23·9 | Toba<br>Japanese<br>4BHCem<br>APT104t | T.3Cy.18",30"&49"-39" (s)<br>200lb 249NHP<br>2SB,4cf,GS80,HS3879 FD<br>KobeSteelWorks,Kobe | 23″11<br>s 3 ″ 10<br>20 ″ 5 | |
| 30678<br>3666<br>HVJS | —<br>(exToyoMaruNo.2) | WoodScSr<br>2Dks | 112<br>98<br>69 | | | | | 1898 | MNiikuma<br>Kujo | M.Hotta | 94·2 | 13·8 | 11·2 | Maizuru<br>Japanese | C.2Cy.11"&22"-14"<br>15NHP<br>NiikumaMasajiro,Osaka | | |
| 30679<br>145291 | **Shimmer**<br>9&12yrsMat. | WoodSc<br>1Dk | 98<br>97<br>43 | ✠11A1<br>For fishing purposes<br>9,20 | Gms<br>✠LMC9,20 | | CL<br>9,20 | 1918<br>9mo<br>Lloyd | ColbyBros. Ld.<br>Lowestoft<br>sA&CP | ~~TheAdmiralty~~<br>W Garratt | 86·9 | 20·0 | 10·0 | London<br>British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 42NHP<br>1SB,2pf,GS30,HS810<br>J.Abernethy&Co.Ld.Abn. | 10 ″ 1 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | 9<br>Par qui.<br>—<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creu sur Quill<br>Franc bord au milieu du navire<br>Tirant d'eau correspondant<br>pds. p |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30680<br>6833<br>JKVB | **Shimonoseki Maru** SteelSr | 179<br>—<br>116 | | | | | 1901 | ................ | Government Railways | 100·0 | 27·0 | 8·4 | Tokio<br>Japanese | | |
| 30681 | **Shimpo Maru** SteelScSr<br>(DAMAGED BY FIRE, NOW IN PORT)<br>Now named "Walter Holken". See No. 39973 in Supplement<br>ssKob.No.3-12,10<br>(exJapan) ssYka.No.1-14<br>2Dks(Stl-Uws)<br>Elec.light &deepframing3Dk rule | 4392<br>4055<br>2765 | ✠<br>9,18 | Msl | y | | 1893<br>9mo | Caird&Co. Ld.<br>Greenock | WB = C | 397·2<br>P46'B131'F59'<br>BK9"<br>ellDB314'774tFPT | 45·2 | 28·0 | 7BHCem<br>61tAPT 50t | T.3Cy.28",46"&77"-54"<br>439NHP<br>2DB,12rf,GS231,HS6478<br>Caird&Co.Ld.Greenock | 31 , |
| 30682<br>22308<br>NTDF | **Shin-an Maru** SteelScSr<br>Elec.light 1Dk | 1278<br>1113<br>714 | | | | | 1918 | Ishikawaj-imaSB&E.Co.<br>Ld.Tokio | SettsuKisen<br>KabushikiKaisha | 230·0<br>P28'B53'F24' | 33·0 | 19·6 | Hikata<br>Japanese<br>WB | T.3Cy.15",24½"&40"-30"<br>88NHP<br>IshikawajimaS.B.&E.Co. | |
| 30683<br>1398<br>HJVP | **Shin-denshin Maru** IronTwin ScSr<br>2Dks | 174<br>158<br>120 | | | | | 1894 | Mayeda Unosuke<br>Osaka | Amagasaki<br>Isaburo | 105·8 | 16·8 | 12·5 | Osaka<br>Japanese | 2Cy.16½"-14½"<br>16NHP<br>G.Tomonaga,Osaka | |
| 30684<br>26749<br>RVTP | **Shin-i-Maru** SteelSc<br>Elec.light 2Dks(Stl) | 3805<br>3460<br>2316 | ✠100A1<br>9,21 ~~12,20~~ | Yka<br>Kob<br>✠LMC~~1,20~~<br>9,21 | w | CL | 1920<br>4mo | Yokohama DockCo.<br>Yokohama<br>A&CP | KishimotoKisen<br>KabushikiKaisha<br>CellD | 345·0<br>P33'B77'F41'<br>FK<br>B316' 793t FPT56t | 50·0 | 29·1 | Hikata<br>Japanese<br>6BHCem<br>APT29t | T.3Cy.23",38"&64"-48" (s)<br>200lb 343NHP<br>2SB,6cf,GS106,HS4414 FD<br>YokohamaDockCo.Yka. | 29 ,<br>5 ,<br>23 , |
| 30685<br>1627<br>HKTV | — SteelSc3MstSr<br>ssGls.No.3-10,92<br>(exKobeMaru, exBonnington) 2Dks(1Stl&UptStl ptIrn-ptws)3trB | 2240<br>2026<br>1389 | ✠<br>10,94 | Cff<br>✠ | t | | 1883<br>3mo | R.Duncan &Co.<br>Pt.Glasgow | MaruniKisen<br>GoshiKaisha<br>WB | 292·9<br>B72'F39'<br>BK10"<br>=CellDB224'378t | 37·7 | 23·3 | Nishinomiya<br>Japanese<br>5BHCem | C.2Cy.36½"&68"-45"<br>259NHP<br>1DB,6pf,GS107,HS3816<br>Dunsmuir&Jackson,Gls. | |
| 30686<br>1127<br>HGSN | **Shin-kagoshima Maru** Wood ScSr<br>2Dks | 169<br>—<br>97 | | | | | 1889 | OsakaIron Works<br>Osaka | Kagoshima<br>WannaiKisen<br>KabushikiKaisha | 111·6 | 15·8 | 13·2 | Nishinomiya<br>Japanese | C.2Cy.14¼"&26¾"-15"<br>22NHP<br>OsakaIronWorks,Osaka | |
| 30687<br>7061<br>JOWQ | **Shin-keishin Maru** WoodScSr<br>2Dks | 492<br>449<br>305 | | | | | 1901 | T.Nakashima<br>Osaka | Amagasaki<br>Isaburo | 156·0 | 22·9 | 17·3 | Osaka<br>Japanese | C.2Cy.17⅞"&34¾"-24"<br>49NHP<br>G.Tomonaga,Osaka | |
| 30688<br>24668<br>RKJP | **Shin-oki Maru** WoodSc | 185<br>—<br>108 | | | | | 1919 | ................ | OkiKisen<br>KabushikiKaisha | 111·6 | 18·0 | 12·0 | Sakai<br>Japanese | | |
| 30689 | **Shin Ping** SteelScSr<br>(exJingo Maru, exMelvilleDollar,exJohnC.Howard)<br>Elec.light 2Dks | 1895 | | | | | 1903 | Columbia IronWorks<br>St.Clair Mich. | SanPehS.N.Co.Ld. | 229·3 | 39·0 | 16·0 | Shanghai<br>Chinese<br>WB | T.3Cy.16$\frac{3}{16}$",26½"&43¾"-36"<br>116NHP<br>ColumbiaIronWorks, St.Clair,Mich. | |
| 30690<br>1273<br>HJLG | **Shin-sokei Maru** WoodTwinScSr<br>2Dks | 193<br>164<br>114 | | | | | 1891 | Mayeda Unosuke<br>Osaka | Amagasaki<br>Isaburo | 117·2 | 17·1 | 11·9 | Osaka<br>Japanese | C.4Cy.9"&16⅝"-14½"<br>18NHP<br>G.Tomonaga,Osaka | |
| 30691<br>1121<br>HGSD | **Shin-unyu Maru** WoodScSr<br>2Dks | 175<br>155<br>108 | | | | | 1881 | MNiikuma<br>Osaka | Amagasaki<br>Isaburo | 106·0 | 15·0 | 14·1 | Osaka<br>Japanese | C.2Cy.12"&22"-15"<br>NB02 16NHP<br>M.Niikuma,Osaka | |
| 30692<br>555<br>HDLN | **Shin-wakanoura Maru** WoodTwinScSr<br>2Dks | 155<br>133<br>96 | | | | | 1881 | E.C.Kirby &Co.<br>Kobé | MiyajiTaichi | 101·0 | 15·6 | 12·3 | Tsumori<br>Japanese | 2Cy.13"-12"<br>NB08 9NHP<br>E.C.Kirby&Co.Kobé | |
| 30693<br>12154<br>LHNK | **Shin-yu Maru** SteelScSr<br>(exTerrier) 1Dk2trB&ptAwng dk | 1628<br>—<br>1145 | | | | | 1894 | J.Blumer& Co.<br>Sunderland | Kuribayashi<br>ShosenKabushiki<br>Kaisha | 255·0<br>Q102' FK<br>ptAwng dk153' | 35·5 | 15·6 | Tarumi<br>Japanese<br>WB | T.3Cy.19",31"&51"-33"<br>153NHP<br>G.Clark,Ld.Sunderland | 18 , |
| 30694 | **Shin Yue** SteelSc<br>(exKingChing) | 1230 | | | | | 1903 | ................ | SanPehS.N.Co.Ld. | ........ | ........ | ........ | Shanghai<br>Chinese | T.3Cy. | |
| 30695<br>27478<br>SGJK | **Shinai Maru** SteelSc<br>Elec.light 2Dks(Stl) | ~~4000~~<br>3794<br>~~3444~~<br>3442<br>2305 | ✠100A1<br>3,21<br>~~(ClassContemplated)~~ | Osa<br>✠LMC4,21 | w | | 1921<br>3mo | Fujinagata Dockyard<br>Osaka<br>A&CP | KishimotoKisen<br>KabushikiKaisha<br>CellDB294'780t | 345·0<br>P33'~~B77~~F40'<br>FK<br>FPT53tAPT26t | 50·0 | 29·0<br>B73' | Nishinomiya<br>Japanese<br>6BHCem | T.3Cy.23",38"&64"-48" (s)<br>200lb 342NHP<br>2SB,6cf,GS107,HS4396 FD<br>FujinagataDkyd.Osaka | 29 , |
| 30696<br>6487<br>JBQH | **Shinano Maru** SteelTwinScSr<br>ssKob.No.3-1,12<br>Elec.light ssKob.No.2-20<br>Wireless 2Dks(Stl-Uteak s)& deep framing | 6146<br>5395<br>3835 | ✠100A1<br>10,21 ~~10,20~~ | Kob<br>✠LMC~~10,20~~<br>10,21 | a† | CL<br>~~s10,18~~<br>~~P10,19~~<br>10,21 | 1900<br>4mo | D&WHenderson&Co.<br>Glasgow<br>Lloyd'sA&CP | NipponYusen<br>KabushikiKaisha<br>WB=CellDBa | 445·3<br>P51'B120'F58'<br>FK<br>142'uE&B53'f200' | 49·5 | 30·4 | Tokio<br>Japanese<br>7BHCem<br>1169t DTa | T.6Cy.20",33½"&56"-48" (s)<br>200lb 580NHP<br>2D&2SB18cf,GS322HS10000<br>D.&W.Henderson&Co.Gls.<br>28'490tFPT100tAPT32t | 33 ,<br>s9 ,<br>24 , |
| 30697<br>1255<br>HJKO | **Shinanogawa Maru** SteelScSr<br>2Dks | 640<br>609<br>386 | | | | | 1891 | MitsuBishi Dkyd&EWks<br>Nagasaki | OsakaShosen<br>KabushikiKaisha | 176·0 | 26·9 | 17·9 | Osaka<br>Japanese | T.3Cy.15",23"&39"-30"<br>NB05 83NHP<br>MitsuBishiD.&E.Wks.Nag | |
| 30698<br>13898<br>LRNW | **Shinbu Maru** SteelScSr<br>ssKob.2ndNo.3-7,17<br>(exIndrani) ssKob.No.1-20<br>Wireless 2Dks(Stl)3trB&Webframes | 5168<br>4624<br>3268 | ✠100A1<br>11,21 ~~9,20~~ | Kob<br>✠LMC~~8,20~~<br>11,21 | y | CL<br>~~8,20~~<br>11,21 | 1894<br>5mo | NavalCon. &Arm.Co.Ld.<br>Barrow<br>A&CP | TaiyoKaiun<br>KabushikiKaisha<br>WB=CellDB<br>242'801t | 400·0<br>P26'B100'F49'<br>FK<br>APT67tMT27'792t | 48·2 | 29·3 | ~~Shinhama~~<br>Japanese<br>Kumihama<br>7BHCem | T.3Cy.27",44"&72"-48" (s)<br>180lb 80lb 532NHP<br>2DB,8cf,GS192,HS10146<br>NavalC.&A.Co.Ld.Brw. | 32 ,<br>s7 ,<br>25 , |
| 30699<br>22201<br>NSQK | **Shinbun Maru** WoodSc | 941<br>—<br>646 | | | | | 1917 | ................ | Nakamura<br>Seishichiro | 195·6 | 31·2 | 17·8 | Tarumi<br>Japanese | | |
| 30700<br>23333<br>RCKW | **Shinbun Maru No. 2** WoodSc | 784<br>—<br>460 | | | | | 1918 | ................ | Nakamura<br>Seishichiro | 192·7 | 29·6 | 17·6 | Tarumi<br>Japanese | | |
| 30701<br>9435<br>JTDF | **Shinchiku Maru** SteelScSr<br>ssKob.No.3-4,17<br>ssNag.No.1-20<br>(exFirth of Dornoch, exPatapsco) 1Dk(Irn)&Spardk (Irn-ptws)3trB | 3054<br>2784<br>2223 | ✠100A1<br>Spar dk<br>8.21 ~~10,20~~ | Ddn<br>Kob<br>✠LMC~~4,20~~<br>8,21 | u | ~~4,20~~<br>8,21 | 1890<br>8mo | J.Laing<br>Sunderland<br>A&CP<br>WB= | S.Ono<br>CellDBa100'f113' | 320·0<br>B78'F30'<br>Spar deck2¾"thick<br>uE20'392t | 41·8 | 18·1<br>26·0<br>BK10" | Takuma<br>Japanese<br>5BHCem | T.3Cy.23",38"&62"-42" (s)<br>150lb 90lb NDB02 234NHP<br>2SB,6rf,GS120,HS3406<br>G.Clark,Ld.Sunderland | 28 ,<br>s6 ,<br>23 , |

| 1 No. in Book.<br>Official No.<br>Code Letters. | 2 Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3 Material, Rig, &c.<br>No. of Decks, &c. | 4 Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification. Character.<br>✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When.<br>Ship.<br>Engines | 9 By Whom.<br>Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry.<br>Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30702 | **Shinfoo**<br>*Elec.light* | **SteelScSr**<br>(*ex*Bantam)<br>*2Dks3trB* | 2291<br>1978<br>1323 | | | ... | | 1884 | A&J Inglis<br>Glasgow | **SanPehS.N.Co.Ld.** | 290·2<br>P54'B82'F30'<br>BK10" | 37·2 | 24·2 | **Shanghai**<br>Chinese | C.2Cy 36"&70"–45"<br>283NHP<br>A.&J.Inglis,Glasgow | 25 ″ 2 | |
| 30703<br>23633<br>RDVL | **Shinfuku Maru**<br>*Elec.light* | **SteelSc**<br>*1Dk(Stl)* | 2205<br>1889<br>1299 | 100A1<br>12,21 ~~1,20~~ | Osaka<br>LMC~~1,20~~<br>~~12,21~~ | *r* | 12,21 | 1918<br>9mo | Fujinagata Dkyd.Co.Ld.<br>Osaka<br>CP *CellDB* | **KishimotoKisen KabushikiKaisha**<br>*a86'uE20'f112'458* | 272·0<br>P16'B60'F34'<br>FK<br>*tFPT102tAPT34t* | 40·0 | 24·1 | **Nishino-miya**<br>Japanese<br>*Cem* | T3Cy18½"30½"&51½"–36"(*s*)<br>180lb 189NHP<br>2SB,*6cf*,GS100,HS3135<br>FujinagataDkyd.Co.Ld. | 24 ″ 2<br>s 4 ″ 2½<br>20 ″ 3 | |
| 30704<br>22219<br>NSKP | — | **WoodSc** | 367<br>—<br>210 | | | | | 1918 | ................ | **OkamuraKisen GoshiKaisha** | 146·4 | 25·6 | 13·4 | **Osaka**<br>Japanese | | | |
| 30705<br>19790<br>NFPH | **Shingo Maru**<br>*Elec.light* | **SteelSc**<br>*2Dks(Stl)* | 4734<br>4034<br>3418 | ✠100A1<br>8.20 | Yka<br>✠LMC~~5,20~~<br>10,21 | *x* | CL<br>~~5,20~~<br>10,21 | 1917<br>5mo | Uraga DockCo.Ld.<br>Uraga<br>A&CP | **KishimotoKisen KabushikiKaisha**<br>*CellDB*291'934*t* | 360·0<br>P33'B91'F33'<br>FK<br>*FPT*143*tAPT*53*t* | 51·0 | 28·4 | **Nishino-miya**<br>Japanese<br>6*BHCem* | T.3Cy.24¼",40½"&67"–48"<br>180lb (*s*) 378NHP<br>3SB,*9cf*,GS180,HS6382<br>UragaDockCo.Ld.Uraga | 28 ″ 5<br>s 5 ″ 7½<br>23 ″ 2 | |
| 30706<br>20909<br>NMFJ | — | **WoodAuxScSr** | 140<br>—<br>79 | | | | | 1917 | ................ | **ShiraiKinjiro** | 85·2 | 24·0 | 10·0 | **Tsumori**<br>Japanese | | | |
| 30707<br>8802<br>JRFG | **Shingu Maru**<br>(*ex*Priam) | **SteelScSr**<br>*2Dks* | 2776<br>2648<br>1718 | | | | | 1890 | Scott&Co.<br>Greenock | **KishimotoKisen KabushikiKaisha** | 344·7 | 37·7 | 26·3 | **Nishino-miya**<br>Japanese | C.2Cy.26¾"&62⅛"–60"<br>FD 248NHP<br>Scott&Co.Greenock | | |
| 30708<br>110<br>PBTI | **Shinkai Maru**<br>Wireless | **SteelScSr**<br>(*ex*Yucatan)<br>*2Dks&Hur dk* | 3440<br>—<br>2119 | | | | | 1890 | DelawareR I.S.&E.Wks.<br>Chester,Pa. | **M.Matsukata** | 337·6 | 45·5 | 24·0 | **Jinsen, Corea**<br>Japanese | T.3Cy.28",44"&70"–48"<br>339NHP<br>DelawareR.Co ChesterPa. | | V |
| 30709<br>9274<br>JSLH | — | **WoodScSp**<br>*2Dks* | 145<br>—<br>83 | | | | | 1904 | Y.Kishi-moto<br>Osaka | **OharaKusajiro** | 103·0 | 15·6 | 12·3 | **Hakodate**<br>Japanese | C.2Cy.11¾"&23½"–15"<br>18NHP | | |
| 30710<br>24337<br>RHWG | **Shinkawa Maru** | **WoodSc** | 730<br>—<br>421 | | | | | 1918 | ................ | **KabushikiKaisha TotoZosensho** | 180·0 | 28·0 | 18·3 | **Shingawa**<br>Japanese | | | |
| 30711<br>103<br>QBLG | **Shinko Maru**<br>(*ex*Woodford) | **SteelSc**<br>*ss*Cff.No.3-6,11<br>*ss*Kob.No.1-14<br>*1Dk(Irn)&Webframes* | 3086<br>2474<br>1893 | ✠ —<br>8,20<br>*Trunk dk* | Kob<br>✠ | *u* | | 1899<br>2mo | Ropner& Son<br>Stockton<br>*WB=CellD* | **ToyoBussan KabushikiKaisha**<br>*Ba*100'*uE*24'*f*126'6 | 315·0<br>P31'B62'F32'<br>FK<br>44*tAPT*145*t* | 46·6 | 20·8 | **Kono**<br>Japanese<br>5*BHCem* | T.3Cy.23",38"&62½"–42"<br>256NHP<br>2SB,*6rf*,GS106,HS3900<br>Blair&Co.Ld.Stockton | 22 ″ 2 | |
| 30712<br>22664<br>NVPH | — | **SteelSc**<br>*1Dk* | 1147<br>—<br>665 | | | | | 1918 | Chitose Shipyard<br>Osaka | **ShinkoKisen KabushikiKaisha** | 224·5<br>P15'B50'F31' | 33·0 | 17·6 | **Kobe**<br>Japanese | T.3Cy. | | |
| 30713<br>11781<br>LDWQ | — | **WoodSc**<br>*1Dk* | 131<br>—<br>68 | | | | | 1908 | TobaS.B. Co.<br>Toba | **SanrikuKisen KabushikiKaisha** | 106·2 | 15·1 | 11·3 | **Kamaishi**<br>Japanese | C.2Cy.14"&28"–18"<br>28NHP | | |
| 30714<br>10471<br>LDTM | — | **SteelScSr**<br>(*Whaler*)<br>*1Dk* | 106<br>—<br>38 | | | | | 1906 | Akers Mek.Værks.<br>Christiania | **ToyoHogei KabushikiKaisha** | 95·2 | 17·1 | 10·5 | **Nishino-miya**<br>Japanese | T.3Cy.11",18"&29"–18"<br>36NHP<br>AkersMek.Værks.Xia. | | |
| 30715<br>23577<br>RFSH | **Shinko Maru No. 2** | **WoodAuxScSr** | 362<br>—<br>245 | | | | | 1918 | ................ | **AraiShinzo** | 123·4 | 26·6 | 13·2 | **Osaka**<br>Japanese | | | |
| 30716<br>13372<br>LNBW | — | **SteelScSp**<br>*1Dk* | 124<br>118<br>43 | | | | | 1910 | OsakaIron Works<br>Osaka | **ToyoHogei KabushikiKaisha** | 100·8 | 17·4 | 10·5 | **Nishino-miya**<br>Japanese | T.3Cy.11",18"&30"–20"<br>40NHP<br>OsakaIronWorks | | |
| 30717<br>1628<br>HKTW | **Shinkochi Maru**<br>(*ex*Romulus)<br>*Floors,Beams,Keelsons&Stringers(Irn)* | **SteelScSr**<br>*ss*Dun.No.2-96<br>*1Dk* | 425<br>309<br>255 | ✠<br>5,98 | Dun<br>✠ | *e* | | 1888<br>3mo | Oswald, Mordaunt&C<br>Southampton | **OsakaShosen KabushikiKaisha** | 166·0<br>Q100'F19'<br>len93 BK7" | 21·4 | 11·1 | **Osaka**<br>Japanese<br>7*BHCem* | T.3Cy.12½",19"&31½"–24"<br>60NHP<br>1SB,*2cf*,GS48,HS1078<br>OswaldMordaunt&Co.Sou. | 12 ″ 0 | |
| 30718<br>21725<br>NQRG | **Shinkoku Maru**<br>*Elec.light*<br>Wireless | **SteelSc**<br>*2Dks(Stl)&Awng dk(Stl)* | 5858<br>5586<br>4292 | ✠100A1<br>*Awng dk withfreeboard*<br>9,21 ~~1,20~~ | Yka<br>Kob<br>✠LMC~~1,20~~<br>9,21 | *y* | ~~1,20~~<br>9,21 | 1918<br>1mo<br>*Lloyd* | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>'sA&CP | **KishimotoKisen KabushikiKaisha**<br>*CellDB*334'111 | 385·0<br>FK<br>8*tFPT*126*tAPT*93*t* | 51·0 | 36·0 | **Nishino-miya**<br>Japanese<br>6*BHCem* | T.3Cy.26",43½"&72"–48"(*s*)<br>200lb 444NHP<br>2SB,*6cf*,GS126,HS5809 FD<br>KawasakiDkydCoLdKobe | 36 ″ 0<br>s 9 ″ 3½<br>27 ″ 1 | |
| 30719<br>13914<br>LRPW | **Shinmei Maru** | **SteelScSr**<br>(*ex*Hellas)<br>*1Dk&Web frames&ptAwng dk* | 2478<br>1775<br>1742 | | | ... | | 1894 | Richardsn, Duck&Co.<br>Stockton | **GoshiKaisha Minamishima Shoko** | 290·0<br>P29'Q92' 24·4<br>*ptAwng dk*169' FK | 42·0 | 17·4 | **Nishino-miya**<br>Japanese<br>*WB* | T.3Cy.22",36"&59"–39"<br>219NHP<br>Blair&Co.Ld.Stockton | 20 ″ 1 | |
| 30720<br>66<br>KBHL | **Shinnan Maru** | **WoodAuxScSr** | 195<br>—<br>111 | | | | | 1918 | ................ | **SaiRoku** | 99·0 | 22·0 | 11·5 | **Takao Formosa**<br>Japanese | | | |
| 30721<br>116712 | **Shinnecock**<br>Wireless | **SteelPad** | 1205<br>—<br>707 | | | | | 1896 | Harlan& Hollings-worthCo.<br>Wlmgtn,Del. | **MontaukSteam BoatCo.Ld.** | 226·0 | 35·0 | 14·3 | **NewYork**<br>Utd.States | C.2Cy.28"&56"–102"<br>261NHP<br>Harlan&HollingswrthCo.,<br>Wilmington,Del. | | |
| 30722<br>9532<br>JTFH | **Shinno Maru**<br>(*ex*LochEtive) | **SteelScSr**<br>*ss*Shl.No.3-7,98<br>*ss*Shl.No.1-02<br>*2Dks(Stl-Uws)&Web frames* | 2214<br>2031<br>1367 | ✠<br>4,04 | Nwc<br>✠ | *t* | | 1886<br>1mo | Gourlay Bros.&Co.<br>Dundee<br>*W* | **KabushikiKaisha SakaiShoten**<br>*B=CellDB*236'32 | 294·0<br>P27'B66'F39'<br>BK10"<br>1*tFPT*36*tAPT*43*t* | 37·3 | 23·8 | **Kachiwa-zaki**<br>Japanese<br>5*BHCem* | T.3Cy.21½",34"&56"–42"<br>NDB98 196NHP<br>2SB,*6cf*,GS99,HS2792<br>GourlayBros.&Co.Dundee | 26 ″ 3 | |
| 30723 | **Shinon**<br>*ex*Sibun) | **SteelScSr**<br>(*ex*BaronLovat,<br>*1Dk&ptAwng dk* | *1753*<br>*1317*<br>*1104* | | | ... | | 1893 | J.Blumer &Co.<br>Sunderland | | 260·0<br>P31'Q76'<br>*ptAwng dk*154' FK | 37·1 | 16·7 | **Shanghai**<br>Chinese<br>*WB* | T.3Cy.22",36"&59"–39"<br>220NHP<br>G.Clark,Ld.Sunderland | 19 ″ 0 | |
| 30724<br>7165<br>LTDS | **Shinpo Maru**<br>*Elec.light*<br>Wireless | **SteelScSr**<br>*2Dks(Stl)* | 4737<br>4034<br>3397 | ✠100A1<br>11,21 ~~3,20~~ | Kob<br>✠LMC~~3,20~~<br>11,21 | *x* | CL<br>11,21 | 1918<br>3mo | Uraga DockCo.Ld.<br>Uraga<br>A&CP | **KishimotoKisen KabushikiKaisha**<br>*CellDB*291'934*t* | 360·0<br>P33'B91'F33'<br>FK<br>*FPT*143*tAPT*53*t* | 51·0 | 28·3 | **Nishino-miya**<br>Japanese<br>6*BHCem* | T.3Cy.24¼",40½"&67"–48"<br>180lb (*s*) 378NHP<br>3SB,*9cf*,GS180,HS6382<br>UragaDockCo.Ld.Uraga | 28 ″ 7<br>s 5 ″ 9<br>23 ″ 2 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau corres-pondant |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30725<br>25942<br>RQMW | Shinpo Maru No. 5 **WoodAux ScSr** | 461<br>—<br>319 | | | | | 1919 | ................ | KondoMayasuki | 144·8 | 28·5 | 15·4 | Osaka<br>Japanese | | |
| 30726<br>2676<br>1958 | Shinryu Maru **SteelScSr**<br>*Elec.light* 2*Dks*(*Stl*) | 3176<br>2676<br>1958 | ✠100A1<br>~~9,21 11,20~~10,21<br>✠LMC~~11,20~~<br>9,21 | Osa<br>~~Kob~~ Sba | *u* | CL<br>10,19 | 1918<br>8mo | Ishikawa-jimaSB&ECo Ld.Tokio<br>A&CP | KishimotoKisen KabushikiKaisha | 305·0<br>P30'B92'F25'<br>FK<br>*CellD* B262' 587*t* *FPT*58*t* | 43·9 | 27·3 | Uraga<br>Japanese<br>5*BHCem*<br>*APT*56*t* | T.3Cy.22",37"&61"-42" (*s*)<br>180lb 279NHP<br>2SB,6*cf*,GS98,HS3640 FD<br>IshikawajimaSB&ECo.Ld | 27 r 4 |
| 30727<br>13194<br>LMTJ | — **IronScK**<br>*ss*Cff.No.3-6,09<br>(*ex*St.Lawrence) 1*Dk* | 478<br>—<br>271 | ✠<br>*Stm Trawler*<br>8,11<br>✠NB4,07✠ | Gms | | | 1896<br>6mo | Cochrane& Cooper<br>Beverley | TanakaKosan KabushikiKaisha | 168·8<br>BK7½" | 24·0 | 16·6 | Shinagawa<br>Japanese<br>3*BHCem* | T.3Cy.12½",21½"&35"-24"<br>64NHP<br>1SB,2*pf*,GS31,HS980<br>C.D.Holmes&Co.Hull | |
| 30728<br>19787<br>NFPC | Shinsei Maru **SteelSc**<br>*ss*Kob.No 1-21<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 4740<br>4029<br>3403 | ✠100A1<br>~~10,20~~10,21<br>✠LMC~~10,20~~<br>10,21 | Kob | *x* | CL<br>~~7,19~~<br>10·21 | 1917<br>4mo | Uraga DockCo.Ld.<br>Uraga<br>A&CP | KishimotoKisen KabushikiKaisha | 360·0<br>P33'B91'F33'<br>FK<br>*CellD* *B*291'934*t* *FPT*143*t* *APT*53*t* | 51·0 | 28·4 | Nishino-miya<br>Japanese<br>6*BHCem* | T.3Cy.24½",40½"&67"-48"<br>180lb (*s*) 378NHP<br>3SB,9*cf*,GS180,HS6382<br>UragaDockCo.Ld.Uraga | 28 r 5<br>s 5 r 7½<br>23 r 2 |
| 30729<br>22665<br>NVPJ | — **WoodAuxScSr** | 108<br>—<br>60 | | | | | 1918 | ................ | ShinguMokuzai GomeiKaisha | 92·6 | 20·0 | 8·9 | Shingu<br>Japanese | | |
| 30730<br>10873<br>LDCS | Shinsei Maru No. 2 **SteelSc** | 532<br>—<br>306 | | | | | 1904 | ................ | KawachiKentaro | 172·0 | 22·5 | 17·5 | Amaga-saki<br>Japanese | | |
| 30731<br>25527<br>RQLG | Shinsei Maru No. 3 **SteelSc** | 1257<br>—<br>739 | | | | | 1918 | ................ | HaraShoji KabushikiKaisha | 220·0 | 33·5 | 18·5 | Nishino-miya<br>Japanese | | |
| 30732<br>9362<br>JSTG | Shinsei Maru No. 5 **IronScSr**<br>(*ex*KankoMaru, *ex*Rockton) 1*Dk*(*ptIrn*-ws)3*trB* | 2080<br>1736<br>1208 | ✠<br>10,82 | Gls | | | 1882<br>6mo | Napier, Shanks&Bell<br>Glasgow | HaraShin-ichi | 277·4<br>P62'B62'F62'<br>*MT*16'260*t* | 36·2 | 22·7 | Nishino-miya<br>Japanese<br>4*BHCem* | C.2Cy.41½"&78½"-53½"<br>376NHP<br>J.&J.Thomson,Glasgow | |
| 30733<br>22012<br>NRVJ | Shinsei Maru No. 7 **SteelSc** | 1224<br>—<br>810 | | | | | 1917 | ................ | HaraShin-ichi | 220·0 | 33·5 | 18·5 | Nishino-miya<br>Japanese | | |
| 30734<br>21131<br>NMGD | Shinsei Maru No. 8 **SteelSc** | 845<br>—<br>503 | | | | | | ................ | HaraShin-ichi | 162·2 | 12·1 | 21·4 | Nishino-miya<br>Japanese | | |
| 30735<br>23555<br>RDNT | Shinsei Maru No. 10 **SteelSc** | 596<br>—<br>336 | | | | | 1918 | ................ | HaraShoji KabushikiKaisha | 167·5 | 26·2 | 14·8 | Nishino-miya<br>Japanese | | |
| 30736<br>19006<br>NCQD | Shinsei Maru No. 23 **WoodScSr**<br>1*Dk* | 177<br>152<br>67 | | | | | 1916 | S.Amano<br>Tsumori | I.Nakabe | 116·4<br>B19'F21' | 18·0 | 11·6 | Osaka<br>Japanese | T.3Cy.10¼",15⅛"&25"-19"<br>E*made*04*refitted*16 27NHP<br>B*made*—*fitted*16<br>H.Yamashita | |
| 30737<br>1990<br>NGCQ | Shinsei Maru No. 27 **WoodSc** | 193<br>—<br>98 | | | | | 1916 | ................ | I.Nakabe | 123·4 | 19·0 | 12·1 | Osaka<br>Japanese | | |
| 30738<br>19399<br>NGBK | Shinshintoku Maru **WoodAux ScSr** | 189<br>—<br>112 | | | | | 1916 | ................ | HasegawaKeigoro | 99·6 | 24·5 | 11·8 | Osaka<br>Japanese | | |
| 30739<br>25494<br>RNQL | Shinsho Maru **WoodSc** | 131<br>—<br>77 | | | | | 1919 | ................ | Takahashi Tamehisa | 97·5 | 21·2 | 9·0 | Amagasaki<br>Japanese | | |
| 30740<br>19313<br>NBTK | Shinshu Maru **SteelScSr**<br>1*Dk* | 725<br>567<br>477 | | | | | 1916 | G.Namura<br>Osaka | S.Tanabe | 175·0<br>P15'B44'F28' | 26·5 | 16·0 | Amagasaki<br>Japanese | T.3Cy.11½",18⅛"&30¼"-22"<br>E&B*made*12*fitted*16 43NHP<br>Y.Hashimoto | |
| 30741<br>476<br>POVL | — **WoodScSr**<br>(*ex*RyujunMaru)<br>2*Dks* | 164<br>—<br>97 | | | | | 1897 | Mayeda Unosuke<br>Osaka | ChosenYusen KabushikiKaisha | 104·6 | 18·8 | 12·2 | Jinsen<br>Japanese | C.2Cy.14½"&28⅛"-18"<br>28NHP<br>TamonagaGensaburo,Oka. | |
| 30742<br>22270<br>NSWM | Shinshu Maru No. 2 **SteelSc** | 955<br>—<br>549 | | | | | 1918 | ................ | SawaguchiKisen GoshiKaisha | 190·0 | 31·0 | 18·5 | Nishino-miya<br>Japanese | | |
| 30743<br>21742<br>NQSJ | Shinshu Maru No. 3 **WoodAux ScSr** | 399<br>—<br>271 | | | | | 1917 | ................ | SawaguchiKisen GoshiKaisha | 147·0 | 27·0 | 14·3 | Nishino-miya<br>Japanese | | |
| 30744<br>23284<br>RCGK | Shinshu Maru No. 5 **WoodSc** | 459<br>—<br>265 | | | | | 1918 | ................ | SawaguchiKisen GoshiKaisha | 165·2 | 25·5 | 14·8 | Hakodate<br>Japanese | | |
| 30745<br>21405<br>NPJK | Shinso Maru **SteelSc** | 787<br>—<br>437 | | | | | 1917 | ................ | GoshiKaisha MinamijimaShoko | 180·0 | 28·0 | 17·5 | Osaka<br>Japanese | | |
| 30746<br>1131<br>HGST | — **WoodSc**<br>(*ex*DenshinMaruNo.3) | 155<br>—<br>105 | | | | | 1889 | ................ | NagahamaKogyo KabushikiKaisha | 102·6 | 15·4 | 13·7 | Amaga-saki<br>Japanese | C.2Cy.14&24½"-15"<br>NB96 19NHP<br>NükumaMasajiro,Osaka | |
| 30747<br>8815<br>JNDL | Shintaga Maru No. 3 **WoodSc**<br>1*Dk* | 107<br>—<br>33 | | | | | 1904 | M.Taki-moto | S.Taga | 92·7 | 17·1 | 8·7 | Osaka<br>Japanese | T.3Cy.10½",15½"&26½"-19"<br>30NHP | |
| 30748<br>11095<br>LBSR | Shintaisei Maru **WoodScSp**<br>2*Dks* | 187<br>176<br>112 | | | | | 1907 | C.Chujo<br>Osaka | HokutoUnso KabushikiKaisha | 112·6 | 16·5 | 13·4 | Hakodate<br>Japanese | C.2Cy.14⅛"&28¼"-18"<br>28NHP<br>M.Ohara,Osaka | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30749<br>20809<br>NKSW | **Shinten Maru** SteelScSr<br>*Elec.light* 1*Dk* | 1250<br>1073<br>876 | | | | | 1917 | Yokohama<br>DockCo.Ld<br>Yokohama | SettsuKisen<br>KabushikiKaisha | 222·5<br>P24'B36'F24' | 33·5 | 19·5 | Hikata<br>Japanese<br>*WB* | T.3Cy.15½",25½"&42"–30"<br>97NHP<br>YokohamaDockCoLdYka | | |
| 30750<br>10370<br>LBRT | — WoodScSr<br>(*ex*OnoMaruNo.2)<br>2*Dks* | 581<br>570<br>356 | | | | | 1907 | S.Ono<br>Osaka | K.Yamada | 178·5<br>P26' | 23·9 | 17·8 | Otaru<br>Japanese | T.6Cy.13¼",21¼"&34¼"–24"<br>57NHP<br>S.Ono,Osaka | | |
| 30751<br>10319<br>LBNQ | — WoodScSp<br>2*Dks* | 198<br>171<br>119 | | | | | 1907 | D.Kishi-<br>moto<br>Osaka | SasayaShintaro | 110·7 | 16·0 | 13·5 | Hakodate<br>Japanese | C.2Cy.12"&24½"–15"<br>19NHP | | |
| 30752<br>22737<br>NVTS | **Shinten Maru No. 2** WoodSc | 339<br>—<br>200 | | | | | 1918 | ................ | SasayaShintaro | 133·9 | 22·5 | 14·0 | Hakodate<br>Japanese | | | |
| 30753<br>24143<br>RKNL | **Shinto Maru** SteelScSr<br>*For full particulars See No. 39234 in Supplement*<br>*Elec.light* | 2214<br>1896<br>1302 | 100A1<br>(*ClassContemplated*) | | | | 1919 | Fujinagata<br>Zosensho<br>Osaka | KishimotoKisen<br>KabushikiKaisha | 272·0<br>P17'B60'F25' | 40·0 | 24·1 | Nishino-<br>miya<br>Japanese | T.3Cy.18½",31½"&51½"–36"<br>FujinagataZosensho,Osa. | 24 ″ 2<br>s 4 ″ 2½<br>20 ″ 3 | |
| 30754<br>24214<br>RHKJ | **Shintoku Maru** WoodAuxScSr | 122<br>—<br>81 | | | | | 1919 | ................ | KoyamaYoshiro | 101·0 | 17·4 | 9·6 | Hakodate<br>Japanese | | | |
| 30755<br>20407<br>NJCV | **Shintoku Maru No. 2** WoodSc | 455<br>—<br>266 | | | | | 1917 | ................ | C.Koyama | 134·0 | 30·5 | 14·1 | Amagasaki<br>Japanese | | | |
| 30756<br>22208<br>NSQW | **Shintoku Maru No. 3** WoodSc | 772<br>—<br>465 | | | | | 1918 | ................ | KoyamaKisen<br>KabushikiKaisha | 193·1 | 29·8 | 16·4 | Amagasaki<br>Japanese | | | |
| 30757<br>24731<br>RKMQ | **Shintoku Maru No. 4** WoodSc | 995<br>—<br>586 | | | | | 1918 | ................ | KoyamaKisen<br>KabushikiKaisha | 216·3 | 32·8 | 16·9 | Amagasaki<br>Japanese | | | |
| 30758<br>25209<br>RMNC | **Shinwaka Maru** WoodSc | 718<br>—<br>495 | | | | | 1918 | ................ | Kinukawa<br>Yasumatsu | 190·0 | 30·0 | 15·8 | Osaka<br>Japanese | | | |
| 30759<br>10147<br>JWTR | **Shinye Maru** SteelTwinScSr<br>2*Dks* | 315<br>276<br>189 | | | | | 1906 | T.Hyogo-<br>dani<br>Osaka | I.Amagasaki | 143·0 | 19·2 | 13·2 | Osaka<br>Japanese | C.4Cy.11⅜"&22"–15"<br>31NHP | | |
| 30760<br>21521<br>NPVB | **Shinyei Maru** SteelSc | 968<br>—<br>567 | | | | | 1917 | ................ | OdagiriChuji | 196·0 | 31·5 | 18·0 | Shinhama<br>Japanese | | | |
| 30761<br>3842<br>HWCN | — WoodAuxScSr | 172<br>—<br>96 | | | | | 1899 | ................ | KoikeTokichi | 108·4 | 20·4 | 9·3 | Hakodate<br>Japanese | | | |
| 30762<br>24751<br>RKPB | **Shinyei Maru No. 1** WoodSc | 485<br>—<br>314 | | | | | 1918 | ................ | KatoriKyujiro | 144·7 | 25·0 | 14·0 | Nishino-<br>miya<br>Japanese | | | |
| 30763<br>29825<br>RFST | **Shinyei Maru No. 3** SteelSc | 953<br>—<br>551 | | | | | 1918 | ................ | NittaKisen<br>KabushikiKaisha | 196·0 | 31·5 | 18·0 | Osaka<br>Japanese | | | |
| 30764<br>14316<br>LRMQ | **Shinyo Maru** SteelTrpScSr<br>*ss*HKg.No.2-19<br>3*Dks*(*Stl–U&Mws*)*deepframing&*<br>*Web frames&Shelter dk*(*Stl*–teak s)<br>*Elec.light* Wireless | 13039<br>11070<br>6375 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~7,21 9,20~~<br>12,21<br>✠LMC~~6,20~~ 4,21<br>*Fitted for oil fuel* 9,20 *F.P. above* 150° F. | Nag<br>HKg | *j*† | CL<br>P&C7,21<br>s6,20 | 1911<br>8mo | MitsuBishi<br>Dkyd&EWks<br>Nagasaki<br>A&CP | ToyoKisen<br>KabushikiKaisha | 558·0<br>FK&BK2½"<br>*WB=CellDBa*105' | 61·9 | 35·5 | Yokohama<br>Japanese<br>10*BHCem*<br>*u E & B* 207' | 3 Steam Turbines (*s*)<br>180lb FD 3040NHP<br>13SB,*52cf*,GS981,HS37661<br>MitsuBishiD.&E.Wks.Nag<br>*f*137'1864*tFPT*92*tAPT*79*t* | 38 ″ 8<br>s 7 ″ 8<br>31 ″ 9 | |
| 30765<br>13906<br>LRPJ | — SteelTwin4MstScSr<br>(*ex*Breconshire, *ex*Pindari)<br>*ss*Kob.2ndNo.3-8,15<br>*ss*Yka.No.1-19<br>2*Dks*(*Stl*)3*trB*<br>*Elec.light* Wireless | 5831<br>5427<br>3616 | ✠100A1<br>8,19<br>✠LMC8,19 | Yka | *a*† | CL<br>8,19 | 1891<br>12mo<br>*Lloyd'sA&CP* | Harland&<br>Wolff,Ld.<br>Belfast | KishimotoKisen<br>KabushikiKaisha<br>*WB=CellDB* | 446·0<br>P55'B98'F52'<br>FK&BK3"<br>330'1222*tAPT*50*t* | 49·2 | 30·0 | Nishino-<br>miya<br>Japanese<br>7*BHCem* | T.6Cy.19⅛",31"&52"–42" (*s*)<br>170lb 429NHP<br>2D&1SB,*14rf*,GS262HS7276<br>Harland&Wolff,Ld.Bel. | 33 ″ 8<br>s 8 ″ 5<br>25 ″ 9 | |
| 30766<br>10155<br>JWVG | — WoodScSlp<br>2*Dks* | 153<br>—<br>89 | | | | | 1906 | S.Amano<br>Osaka | FunkawanKisen<br>KabushikiKaisha | 106·6<br>B12' | 15·9 | 12·3 | Hakodate<br>Japanese | C.2Cy.12½"&25"–14¾"<br>20NHP | | |
| 30767<br>8714<br>JRDQ | **Shinyu Maru** WoodScSp<br>2*Dks* | 387<br>—<br>229 | | | | | 1903 | G.Kishi-<br>moto<br>Osaka | Y.Ogawa | 154·4 | 20·7 | 16·4 | Hakodate<br>Japanese | C.2Cy.18½"&31½"–23"<br>40NHP | | |
| 30768<br>21756<br>NQTH | — WoodAuxScSr | 197<br>—<br>117 | | | | | 1918 | ................ | HayashiRenkichi | 98·4 | 24·5 | 12·0 | Urato<br>Japanese | | | |
| 30769<br>24640<br>RKHL | **Shinzui Maru** SteelScSr<br>*Elec.light* 2*Dks* | 2983<br>—<br>1846 | | | | | 1918 | Yokohama<br>DockCo.Ld.<br>Yokohama | KishimotoKisen<br>KabushikiKaisha | 310·0<br>P25'B98'F33' | 43·0 | 26·0 | Yokohama<br>Japanese<br>*WB* | T.3Cy.22",37"&61"–42"<br>241NHP<br>YokohamaDockCo.Ld. | | V |
| 30770<br>10437<br>JMRH | **Shiokubi Maru** SteelScSr<br>(*ex*Wyefield)<br>*ss*Yka.No.2-07<br>*Spar dk*(*Stl*)2*trB*<br>*&deep framing* | 3729<br>3078<br>2991 | ✠<br>*Spar dk*<br>7,07<br>✠ | Yka | *v* | | 1898<br>6mo | W.Hamil-<br>ton&Co.<br>Pt.Glasgow | JapaneseGovt.<br>(Dept.ofAgricul-<br>ture&Commerce) | 329·4<br>P31'B118'F39' 23·8<br>FK<br>*WB=* | 45·5 | 16·2 | Yawata<br>Japanese<br>6*BHCem*<br>*CellDBa&u* | T.3Cy.24",40"&65"–42"<br>301NHP<br>2SB,*6rf*,GS141,HS4691<br>D.Rowan&Son,Glasgow<br>*E*114'*f*144'727*tAPT*177*t* | 26 ″ 6 | |
| 30771<br>15997<br>MFTV | **Shiragi Maru** SteelTwinSc<br>*Elec.light* Wireless 2*Dks* | 3032<br>1812<br>1398 | | | | | 1912 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | Government<br>Railways | 324·0 | 42·0 | 20·0 | Tokio<br>Japanese<br>*WB* | T.6Cy.19",32"&53"–36"<br>337NHP<br>KawasakiDkydCoLdKobe | | |

| 1<br>Numéro d'Ordre<br>Numéro Officiel<br>Signaux | 2<br>Nom du Navire. *Matériaux, Gréement, etc.*<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 3 | 4<br>Tonnage Officiel<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>—<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | 9<br>Par qui<br>—<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30772<br>16529<br>MGVT | **Shiraishi Maru** | **SteelSc**<br>*1Dk* | 178<br>103<br>110 | | | | | 1913 | GoshiKaishaHarada Shoko,Otsu | **TaikoKisen KabushikiKaisha** | 117·2 | 21·5 | 7·3 | **Otsu**<br>Japanese | C.2Cy.14"&32"–18"<br>36NHP<br>GoshiKaishaHaradaShoko | |
| 30773<br>22254<br>HWLG | **Shirakami Maru** | **WoodScSr**<br>*2Dks* | 841<br>740<br>436 | | | | | 1918 | Yokohama DockCo.Ld. Yokohama | **Government Railways** | 180·0<br>B54'F22' | 30·0 | 20·0 | **Tokio**<br>Japanese<br>*WB* | T.3Cy.13½",22"&36"–27"<br>67NHP<br>YokohamaDockCoLdYka. | |
| 30774<br>22892<br>NWMS | **Shirakawa Maru** | **IronSc** | 640<br>—<br>381 | | | | | 1918 | ................. | **KitoYoichi** | 178·2 | 29·3 | 17·1 | **Higashitonda**<br>Japanese | | |
| 30775<br>1095<br>HGQL | — | **SteelScSr**<br>(*ex*Foyle)<br>*2Dks* | 582<br>543<br>337 | | | ... | | 1887 | C.J.Bigger Londonderry | **TaiyoShosen KabushikiKaisha** | 165·3<br>P24'B17'F22' | 22·9 | 18·7 | **Osaka**<br>Japanese<br>*WB* | T.3Cy.15½",22"&38"–27"<br>NB04 75NHP<br>Dunsmuir&Jackson,Gls. | |
| 30776<br>1243<br>HJGK | **Shiribeshi Maru** | **WoodSc**<br>*2Dks* | 153<br>—<br>91 | | | | | 1891 | ................. Osaka | **IburiKisen KabushikiKaisha** | 107·9 | 15·2 | 13·0 | **Hakodate**<br>Japanese | C.2Cy. | |
| 30777<br>24339<br>RHWK | **Shiro Maru** | **WoodTwinSc**<br>*OilEng.*<br>*2Dks* | 1446<br>—<br>1207 | | | | | 1918 | Okashi ZosenIsen | **MitsubishiShoji Kaisha,Ld.** | 226·7 | 35·9 | 20·5 | **Tokio**<br>Japanese | Oil Engines 16½"–19½" | |
| 30778<br>8631<br>LDPT | **Shirokane Maru** | **WoodTwinSc**<br>*1Dk* | 124<br>114<br>68 | | | | | 1912 | Y.Matsuzaki Ominato | **SanrikuKisen KabushikiKaisha** | 101·0 | 15·3 | 10·4 | **Kamaishi**<br>Japanese | C.4Cy.8⅛"&15"–12"<br>13NHP<br>E&B*made*03,*refitted*12 | |
| 30779<br>7455<br>JNPS | **Shisaka Maru No. 1** | **SteelTwinSc**<br>*1Dk* | 112<br>103<br>44 | | | | | 1904 | OsakaIron Works Osaka | **K.Sumitomo** | 95·9 | 18·4 | 9·3 | **Shinhama**<br>Japanese | C.4Cy.11"&22"–15"<br>31NHP<br>OsakaIronWorks | |
| 30780<br>7470<br>JSDM | **Shisaka Maru No. 2** | **SteelTwinSc**<br>*1Dk* | 110<br>101<br>44 | | | | | 1905 | OsakaIron Works Osaka | **K.Sumitomo** | 92·6 | 18·4 | 9·4 | **Shinhama**<br>Japanese | C.4Cy.11⅛"&22"–15"<br>31NHP<br>OsakaIronWorks,Osaka | |
| 30781<br>22210<br>NSRO | **Shisen Maru**<br>*Elec.light* | **SteelSc**<br>*1Dk* | 2201<br>1891<br>1292 | | | | | 1918 | IshikawajimaS.B.Co. Tokio | **OsakaShosen KabushikiKaisha** | 268·0<br>P13'B58'F27' | 40·7 | 23·5<br>*WB* | **Osaka**<br>Japanese | T.3Cy.19",31½"&52"–39"<br>IshikawajimaS.B.CoTokio | |
| 30782<br>~~129570~~ | **Shiu Cheong** | **WoodSc**<br>*OilEng.* | 136<br>109<br>89 | | | | | 1917 | KwongHip LungCo.Ld. HongKong | ~~**W.G.Humphreys&Co.**~~ HopHing&Co. | 76·0<br>H27*t* | 16·2 | 6·2 | ~~**HongKong**~~<br>~~British~~<br>Chinese | Oil Engines<br>4Cy.9½"–12" 28NHP<br>J&CG.BolindersCoLdSkm | |
| 30783<br>25229<br>RNSJ | **Shodoshima Maru** | **WoodSc** | 446<br>—<br>251 | | | | | 1919 | ................. | **HamadaTojiro** | 156·2 | 26·0 | 13·3 | **Shikama**<br>Japanese | | |
| 30784<br>23611<br>RDTB | **Shofuku Maru**<br>*Elec.light* | **SteelSc**<br>*2Dks* | 1723<br>1418<br>1028 | | | | | 1918 | Kawasaki DockyardCo. Kobé | **Kawasaki ZosenshoKabushikiKaisha** | 249·0<br>P14'B63'F33' | 37·5 | 21·0<br>*WB* | **Kobé**<br>Japanese | T.3Cy.18",28"&46"–36"<br>KawasakiDock.Co.Kobé | |
| 30785<br>2330<br>HNSR | — | **WoodAuxScSr** | 152<br>—<br>116 | | | | | 1896 | ................. | **NoguchiSakuro** | 91·7 | 23·2 | 10·9 | **Hakodate**<br>Japanese | | |
| 30786<br>24179<br>RJKL | **Shohaku Maru** | **WoodSc** | 186<br>—<br>94 | | | | | 1918 | ................. | **Matsumoto Hakuyu** | 104·3 | 21·6 | 12·0 | **Osaka**<br>Japanese | | |
| 30787<br>241<br>POFW | **Shohei Maru** | **SteelSc**<br>*2Dks* | 311<br>—<br>175 | | | | | 1913 | ................. Osaka | **ChosenYusen KabushikiKaisha** | 130·0 | 20·0 | 13·9 | **Jinsen, Corea**<br>Japanese | T.3Cy. | |
| 30788<br>23645<br>RDWH | **Shoho Maru** | **SteelSc** | 1321<br>—<br>910 | | | | | 1918 | ................. | **Kusakabe KabushikiKaisha** | 220·0 | 32·5 | 21·0 | **Kobé**<br>Japanese | | |
| 30789<br>4256<br>JBTF | — | **WoodAuxScSr** | 129<br>—<br>92 | | | | | 1894 | ................. | **ShojiYugoro** | 92·2 | 21·4 | 10·2 | **Shiogama**<br>Japanese | | |
| 30790<br>24722<br>RKMC | **Shojin Maru** | **WoodAuxScSr** | 376<br>—<br>256 | | | | | 1918 | ................. | **ShibataKeiji** | 147·0 | 26·2 | 13·4 | **Nishinomiya**<br>Japanese | | |
| 30791<br>24823<br>RKWH | **Shokai Maru** | **WoodSc** | 271<br>—<br>132 | | | | | 1918 | ................. | **GoshiShosen KaishaMutsumi Shokai** | 121·7 | 24·0 | 12·5 | **Setoda**<br>Japanese | | |
| 30792<br>16026<br>MHLK | **Shokiku Maru**<br>(*ex*HakataMaruNo.10) | **SteelScSr**<br>*1Dk* | 464<br>—<br>256 | | | | | 1913 | OsakaIron Works Habu | **ShokikuGomei Kaisha** | 113·9 | 21·2 | 10·8 | **Nagasaki**<br>Japanese | T.3Cy.11½",19"&32"–22"<br>48NHP<br>OsakaIronWorks,Habu | |
| 30793<br>21567<br>NRQG | **Shokiku Maru No. 2** | **SteelScSr**<br>(*ex*Alma)<br>*2Dks&Shade dk* | 1372<br>1307<br>793 | | | | | 1894 | J.&G. Thomson,Ld Clydebank | **MoriKamiUhei** | 270·7 | 34·0 | 14·6 | **Nagasaki**<br>Japanese | T4Cy19 1/16",29 9/16"&(2)32 1/32"–30" *Ealt*18 NB07 112NHP<br>J&GThomsonLd.Clydbnk | |
| 30794<br>Wrecked 10,20<br>9368<br>JSTM | **Shokwa Maru**<br>(*ex*Cassius) | **IronScSr**<br>*2Dks* | 2550<br>2134<br>1824 | | | ... | | 1881 | Germania Werft Kiel | **SaitoKuniichi** | 302·1<br>P&B180'F39' | 37·4 | 25·3<br>BK9" | **Tsuruga**<br>Japanese<br>*WB* | C.2Cy.38 3/16"&66⅛"–43 5/16"<br>NB93 237NHP<br>MärkischSchls.M.C.Berlin | |
| 30795<br>127994<br>HPQV | **Shonga**<br>*Elec.light*<br>Wireless | **SteelScSr**<br>*ss*BknNo.3–3,21<br>*2Dks(Stl)&deep framing &Shelter dk(ptIrn&ptStl)* | 3044<br>2798<br>1911 | ✠100A1<br>*Shelter dk withfreeboard*<br>7,21~~3,21~~<br>BS4,21 ~~[illegible]~~ | Bkn<br>Hul<br>✠LMC<br>MS5,21 | *w* | CL<br>N3,21 | 1909<br>9mo<br>*Lloyd* | Irvine'sSB &D.D.Co.Ld. WHartlepool<br>*'sA&CP* | **AfricanS.S.Co. (Elder,Dempster&Co.Ld.*Mgrs.*)**<br>*WB* | 340·1<br>P29'F41'<br>*=CellDB a102'uE* | 46·0 | 23·0<br>FK | **Liverpool**<br>British<br>*6BHCem*<br>*26'f150'593t* | T.3Cy.25",40"&67"–45" (*s*)<br>180lb *90lb* 335NHP<br>2SB,*6cf*,GS131,HS5299<br>Richardsons,Westgarth&Co.Ld.Hpl.<br>*APT35t* | 25<br>s2<br>23 |
| 30796<br>217539<br>LPSQ | **Shooters Island**<br>*Elec.light* Sub.Sig.<br>Wireless | **SteelScSr**<br>*2Dks(Stl)* | 5123<br>4287<br>3726 | 100A1 | | ... | CL | 1919<br>4mo | Standard S.B.Corp. Shooters Island,N.Y.<br>A&CP | **UnitedStates ShippingBoard**<br>*CellDB322'985t* | 377·0<br>P25'B106'F34'<br>*MT29'678t FPT88t* | 52·2 | 26·8<br>FK | **NewYork**<br>Utd.States<br>*7BHCem*<br>*APT50t* | T.3Cy.24½",41½"&72"–48"<br>190lb (*s*) 488NHP FD<br>3SB,*9cf*,GS182,HS6960<br>Hooven,Owens&RentschlerCo.Hamilton,O. | 29<br>s5<br>23 |
| | | | | *Carrying oil* | *fuel F* | *.P.* | *above* | 150°F | *. in D.B.* | | | | | | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | | Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built.<br>When | By Whom<br>Where | Owners. | Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
| 30797 | **Shooting Star**<br>9&12yrs.Mat. | WoodSc<br>1Dk | 98<br>97<br>43 | ✠11 A1<br>For fishing purposes<br>6,18<br>✠LMC7,18 | Lwt | | CL | 1917<br>10mo<br>Lloyd | Colby Bros. Ld.<br>Lowestoft<br>'sA&CP | TheAdmiralty | 87·6 | 20·0 | 9·7 | British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>Crabtree&Co.Ld.Gt.Yar. | 10 ″ 0 | |
| 30798<br>138054<br>JHRL | **Shoreham**<br>Well deck<br>Mchy.Aft | SteelSc3MstSr<br>ssNpt.No1-18<br>1Dk(Stl) | 805<br>571<br>340 | ✠100A1<br>12,19<br>✠LMC12,18 | Cff | l | CL<br>12,18 | 1914<br>12mo<br>Lloyd | Dublin Dckyd Co.Ld<br>Dublin<br>'sA&CP | WestvilleShipping Co.Ld.(Allin,Leyshon&Co.Mgrs.)<br>WB=CellDB | 200·2<br>Q105'B11'F27'<br>f117' 176t FPT60t | 30·6 | 11·7<br>FK | London<br>British<br>3BHCem<br>APT30t | T.3Cy.17",27½"&45"-33" (s)<br>180lb ~~90lb~~ 133NHP<br>1SB,3cf,GS63,HS2138<br>J.G.Kincaid&Co.Ld.Grk. | 14 ″ 0<br>s ″ 9½<br>13 ″ 6 | |
| 30799<br>218241<br>LRMJ | **Shortsville**<br>Elec.light<br>Sub.Sig. Wireless | SteelScSr<br>Fitted for oil fuel<br>1Dk2trB<br>in fore & after holds & Web frames | 3577<br>3005<br>2201 | | | … | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>WestinghouseElectric&Mfg.Co.Essington,Pa | 28 ″ 0 | R |
| 30800<br>22446<br>NTQP | **Shosho Maru No. 1** | WoodSc | 826<br>—<br>490 | | | | | 1918 | ………… | KabushikiKaisha ShoshoYoko | 188·0 | 31·0 | 17·3 | Yoshiura<br>Japanese | | | |
| 30801 | **Shosho Maru No. 2** | WoodSc | 754<br>—<br>431 | | | | | 1918 | ………… | | 178·1 | 29·9 | 18·3 | Russian | | | |
| 30802<br>22766<br>NWOB | **Shosho Maru No. 3** | SteelSc | 1272<br>—<br>855 | | | | | 1918 | ………… | DaitokuKisen KabushikiKaisha | 228·0 | 33·0 | 18·7 | Yoshiura<br>Japanese | | | |
| 30803<br>23734<br>ROWK | **Shosho Maru No. 8** | WoodSc | 999<br>—<br>575 | | | | | 1918 | ………… | KabushikiKaisha ShoshoYoko | 203·8 | 31·0 | 18·0 | Wakamatsu<br>Japanese | | | |
| 30804<br>23817<br>RHVN | **Shosho Maru No. 9** | WoodSc | 756<br>—<br>444 | | | | | 1918 | ………… | KabushikiKaisha ShoshoYoko | 175·0 | 30·0 | 19·0 | Shinawaga<br>Japanese | | | |
| 30805 | **Shosho Maru No. 10** | SteelSc | 1300 | | | | | 1919 | ………… | KabushikiKaisha ShoshoYoko | ………… | | | Tokio<br>Japanese | | | |
| 30806<br>Wrecked 8,21<br>9361<br>JSTF | **Shoshu Maru**<br>(exAnPho,<br>exEsmeralda)<br>Elec.light | SteelScSr<br>ssH.Kg.No.3-12,03<br>ssKob.No.2-13<br>1Dk(Irn)&Spar dk3trB | 1532<br>1427<br>892 | ✠<br>Spar dk<br>1,14<br>✠ | Kob | p | | 1891<br>3mo | W.Hamilton&Co.<br>Pt.Glasgow | OsakaShosen KabushikiKaisha | 238·7<br>F31'<br>Shade dk64' | 35·1 | 15·1<br>22·1<br>BK8"<br>WB=DBf31' | Osaka<br>Japanese<br>4BHCem<br>100tFPT48t | T.3Cy.21",33"&54"-36"<br>198NHP<br>2SB,4rf,GS90,HS3310<br>Hutson&Corbett,Glasgow | 23 ″ 4 | |
| 30807<br>OTLK | **Shouragallus**<br>Elec.light Wireless | SteelScSr<br>(exWarRacoon)<br>1Dk | 1986<br>—<br>1183 | | | | | 1919 | British American S.B.Co.<br>Welland,Ont. | Soc.duPacifique | 251·0<br>P25'B68'F20' | 43·7 | 20·7 | Marseilles<br>French<br>WB | T.3Cy.12",33"&54"—40"<br>184NHP<br>CanadianAllisChalmers, Ld.Toronto | | CV |
| 30808 | **Shova**<br>(exHval)<br>Elec.light | SteelScSr<br>(Whaler)<br>1Dk | 182<br>171<br>64 | | | | | 1912 | Akers Mek.Værks<br>Christiania | Chr.Salvesen&Co. | 106·4 | 21·5 | 12·3 | Leith<br>British<br>WB | T.3Cy.13½",22"&37½"-24"<br>69NHP<br>Akers.Mek.Værks.Xia. | | |
| 30809 | **Shower**<br>Mchy.Aft | SteelScK<br>1Dk(Stl) | | ✠100A1<br>For fishing purposes<br>10,18<br>✠LMC10,18 | Lwt | | CL | 1918<br>10mo<br>Lloyd | JW Brooke &Co.Ld.<br>Lowestoft<br>'sA&CP | TheAdmiralty | 86·2 | 18·6 | 9·3<br>BK7½" | British<br>3BHCem | T.3Cy 9½",15½",26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>TheNorthBritishDiesel Eng.Wks.Ld.Glasgow | | |
| 30810<br>22368<br>NTJP | **Shoyei Maru** | SteelSc | 416<br>—<br>244 | | | | | 1914 | ………… | GomeiKaisha SuzukiShoten | 140·5 | 25·0 | 15·5 | Shimonoseki<br>Japanese | | | |
| 30811<br>25459<br>RNMF | **Shozo Maru** | WoodSc | 474<br>—<br>327 | | | | | 1919 | ………… | TanakaYoshimatsu | 141·5 | 24·1 | 15·4 | Nishinomiya<br>Japanese | | | |
| 30812<br>112429<br>SDLR | **Shrewsbury**<br>(exSheafBrook,<br>exConiston)<br>Wireless | ssShl.No.2-22 SteelSc<br>ssNwc.No.3-1,13<br>~~ssCff No.1-18~~<br>1Dk(Irn)2trB<br>&deep framing 3Dk rule | 3544<br>3112<br>2273 | ✠100A1<br>3,22~~10,20~~<br>~~BS9,19~~ | Cff<br>Shl 3,22<br>✠LMC~~11,16~~<br>~~MBS10,20~~ | v | CL<br>~~11,20~~<br>3,22 | 1901<br>1mo | W.Gray&Co.Ld.<br>WHartlepool<br>A&CP | AlexanderShppng Co.Ld.(Capper, Alexander&Co. Mgrs.)<br>CellDBa | 337·0<br>P27'B84'F32'<br>&uE136'f138'721t | 47·0 | 24·6<br>FK | Newcastle<br>British<br>5BHCem<br>APT53t | T.3Cy25½",40½"&67"-45" (s)<br>180lb 100lb NDB18 321NHP<br>2SB,6rf,GS119,HS4884<br>Cen.Mar.Eng.Wrks.WHpl | 27 ″ 4<br>s 5 ″ 1<br>22 ″ | |
| 30813<br>114129 | **Shrimp** | SteelSc<br>1Dk | 355<br>324<br>138 | | | | | 1902 | Fleming&Ferguson<br>Paisley Com | SingaporeHarbour Board<br>pleted by Tanjong | 152·0<br>PagarDock Co.Ld. | 32·1 | 10·3 | Singapore<br>British<br>Singapore | C.2Cy.20"&40"-24"<br>60RHP<br>Fleming&Ferguson,Psy. | | |
| 30814<br>132607<br>HTLR | **Shropshire**<br>Elec.light<br>Ref.Mchy. Wireless | SteelTwinSc5Mst<br>2Dks(Stl)&<br>Shelter dk(Stl-ws) | 12184<br>8602<br>7817 | ✠100A1<br>Shelter dk<br>withfreeboard<br>1,15<br>Examined11,19<br>BS1,21 ✠LMC11,19<br>✠Lloyd'sRMC2,21 | Liv | g† | CL<br>5,20 | 1911<br>9mo<br>Lloyd | J.Brown &Co.Ld.<br>Clydebank<br>'sA&CP | FederalStm.Nav.Co.Ld.<br>WB=CellDB<br>a102'uE&B112' | 526·4<br>f228'1681tFPT136 | 61·4 | 33·3<br>FK | London<br>British<br>8BHCem<br>tAPT118t | Q.8Cy.25",35½",51"&72"-51"<br>215lb (s) FD 1264NHP<br>2D&2SB24cfGS473HS19432<br>J.Brown&Co.Ld.Clydebnk | 36 ″ 6<br>s 7 ″ 1½<br>29 ″ 9 | BT till 7,21 |
| 30815<br>137529<br>JNQM | **Shuja**<br>Elec.light<br>Wireless | SteelScSr<br>ssBom.No.1-20<br>2Dks(Stl-Uptws)&<br>Shade dk(Stl-teak s) | 4932<br>4534<br>3112 | ✠100A1<br>Shade dk<br>~~5,21~~ ~~5,20~~<br>1,22<br>BS1,22<br>✠LMC10,20 | Bom | z | CL<br>~~11,19~~<br>N5,21 | 1916<br>12mo<br>Lloyd | C.Connell &Co.Ld.<br>Glasgow<br>'sA&CP | Bombay&Persia Stm.Nav.Co.Ld.<br>Cell | 399·8<br>DB353' 1104t FPT | 53·0 | 27·5<br>FK | Bombay<br>British<br>6BHCem<br>50tAPT26t | T.3Cy.26½",44"&73"-51" (r)<br>200lb 100lb 601NHP<br>3SB,9cf,GS172,HS9147 FD<br>Dunsmuir&Jackson,LdGls | 30 ″ 0<br>s 4 ″ 9<br>25 ″ 7 | |
| 30816<br>139755 | **Shun Wo** | SteelTwinSc<br>(Tug)<br>1Dk | 220<br>165<br>27 | | | | | 1917 | Kiangnan Dkyd&EWks<br>Shanghai | Indo-ChinaSteam Nav.Co.Ld. | 125·0<br>H20t | 22·1 | 7·1 | Shanghai<br>British | C.2Cy.11"&24"-15"<br>23RHP<br>KiangnanD&EW.Shnghai | | |
| 30817 | **Shun Yuen** | SteelSc<br>1Dk | 150<br>120<br>2 | | | | | 1900 | ShanghaiE SB&Dk CoLd<br>Shanghai | | 95·6 | 19·8 | 10·0 | Chinese<br>WB | C.2Cy.15"&32"-24"<br>42NHP<br>ShanghaiE.&SB&DkCoLd | | |

| 1 Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30818<br>137802<br>JLSK | **Shuna** **SteelScSr**<br>ssGls.No.1–20<br>*Well deck* *1Dk(ptIrnptStl)*<br>*Elec.light* | 1556<br>1260<br>953 | ✠100A1<br>9,21 ~~8,20~~<br>BS9,21 | PG1<br>Gls<br>✠LMC10,19 | *p* | CL<br>1,19 | 1915<br>9mo<br><br>*Lloyd* | J.Crown&<br>Sons,Ld.<br>Sunderland<br>'sA&CP | Scandinavian<br>ShippingCo.Ld.<br>(Glen&Co.*Mgrs.*)<br>*WB=CellDB* | 250·0<br>P14'Q65'B82'F29'<br><br>*a&uE79' f 111'340t* | 37·3 | 17·2<br><br>FK | Glasgow<br>British<br>4*BHCem*<br>*APT40t* | T.3Cy.18",30"&49"–36" (*s*)<br>180lb *100lb* 165NHP<br>1SB,3*cf*,GS69,HS2650<br>N.E.MarineEng.Co.Ld.Sld |
| 30819<br>12311<br>LHWR | — **WoodSc**<br>*1Dk* | 118<br>114<br>50 | | | | | 1909 | M.Yazawa<br>Omuda | MitsuiKozan<br>KabushikiKaisha | 87·3 | 19·6 | 8·7 | Omuda<br>Japanese | C.2Cy.9⅝"&18½"–12"<br>*Emade—fitted09* 9NHP |
| 30820<br>23866<br>RFWH | **Shunkai Maru** **SteelSc** | 1573<br>—<br>906 | | | | | 1919 | ................ | KabushikiKaisha<br>YagiHonten | 240·0 | 36·0 | 20·9 | Shinhama<br>Japanese | |
| 30821<br>26171<br>RSJP | **Shunko Maru** **SteelSc**<br>*Elec.light* *2Dks(Stl)&Shelter dk(Stl)*<br>Wireless | 6786<br>6507<br>5077 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21 ~~2,21~~ | Kob<br>Sba<br>✠LMC2,21 | *a*† | CL<br>2,21 | 1919<br>11mo | Teikoku<br>S.S.Co.<br>O'Harima<br>A&CP | OsakaShosen<br>KabushikiKaisha<br><br><br>*CellDB371'1172t* | 425·0<br><br><br><br>*FPT148t* | 53·6<br><br><br><br>*APT220t* | 37·5<br><br>FK<br>*Collision* | Osaka<br>Japanese<br>*Cem*<br>*BHtoShdk*<br>6 „ „ *U* „ | T.3Cy.27",45"&75"–51" (*s*)<br>200lb 575NHP<br>2SB&1AuxSB,11*cf*,GS194,<br>HS8270 FD<br>KobeSteelWorks,Ld.Kobe |
| 30822<br>20601<br>NJVH | **Shunryu Maru** **WoodSc** | 338<br>—<br>180 | | | | | 1917 | ................ | S.Yasukawa | 125·9 | 23·8 | 13·7 | Amagasaki<br>Japanese | |
| 30823<br>15857<br>MGSR | **Shunsan Maru** **SteelScSp**<br>*1Dk* | 266<br>221<br>149 | | | | | 1913 | G.Namura<br>Osaka | YamamotoShoji<br>KabushikiKaisha | 132·1 | 21·4 | 10·7 | Kishiwada<br>Japanese | T.3Cy.9¼",15¼"&24¼"–18"<br>25NHP<br>K.Yoshida,Osaka |
| 30824<br>21721<br>NQRF | **Shunsei Maru** **WoodAuxScSr** | 199<br>—<br>162 | | | | | 1917 | ................ | YamamotoShoji<br>KabushikiKaisha | 107·5 | 23·0 | 11·8 | Amagasaki<br>Japanese | |
| 30825<br>120480<br>HBQN | **Shuntien** **SteelScSr**<br>*Elec.light* *2Dks* | 1758<br>1343<br>1081 | | | | | 1904 | Scotts'S.B.<br>&E.Co.Ld.<br>Greenock | ChinaNav.Co.Ld. | 267·0<br>B50'F34' | 40·1 | 17·1 | London<br>British<br>*WB* | T.3Cy.21",34"&56"–39"<br>196NHP<br>Scotts'S.B.&E.Co.Ld.Grk. |
| 30826<br>19745<br>NFKH | **Shunyo Maru** **SteelSc** | 808<br>—<br>545 | | | | | 1916 | ................ | KabushikiKaisha<br>HachimakiShoten | 180·0 | 27·5 | 16·5 | Amagasaki<br>Japanese | |
| 30827<br>20581<br>NJTB | **Shunyo Maru No. 1** **WoodSc** | 325<br>—<br>199 | | | | | 1917 | ................ | Yamamoto<br>Kamekichi | 125·7 | 25·4 | 13·6 | Nishino-miya<br>Japanese | |
| 30828<br>22578<br>NVGD | **Shunyo Maru No. 2** **WoodSc** | 667<br>—<br>355 | | | | | 1918 | ................ | Yamamoto<br>Kamekichi | 170·7 | 28·1 | 15·5 | Nishino-miya<br>Japanese | |
| 30829<br>108686<br>PVDC | **Shushtar** **SteelScSr**<br>ssNwc.2ndNo.3–1,21<br>(*ex*Sunstream,*ex*Pilbarra, *ex*CapeOtway) *1Dk(Stl)&Spar dk(Stl–pt ws)&deep framing*<br>*Elec.light* | 2664<br>2240<br>1718 | ✠100A1<br>*Spar dk&*<br>*pt Shade dk*<br>3,22 ~~3,21~~<br>MBS3,22 | Bom<br>✠LMC1,21 | *u* | ~~1,21~~<br>2,22 | 1897<br>10mo<br><br>*Lloyd* | Russell&<br>Co.<br>PortGlasgow<br>'sA&CP | PersianGulfS.N.<br>Co.Ld. | 315·5<br>F35'<br>P36'*Shade dk a24'*<br>P92'*Shade dk f 28'* | 40·1<br>FK | 14·6<br>22·1<br><br><br>*CellDB278'614t* | Bombay<br>British<br>5*BHCem*<br>*WB*<br>*APT18t* | T.3Cy.25",40"&64"–45" (*a*)<br>160lb *180lb* NDB21 291NHP<br>2SB,6*cf*,GS142,HS4623<br>Hutson&Son,Glasgow |
| 30830<br>129306<br>HWLV | **Shwedagon** **SteelSc3MstSr**<br>ssCal.No.2–20<br>*Elec.light* *2Dks(Stl)&Webframes*<br>*Mchy.Aft* *Longitudinal framing* | 3391<br>3270<br>1999 | ✠100A1<br>11,21 ~~12,20~~<br>~~MBS2,21~~<br>~~DBS10,20~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 5,12 F.P. above 150°F.* | Cal<br>✠LMC2,20<br>BS11,21 | *t* | ~~2,20~~<br>11,21 | 1912<br>5mo<br><br><br>*Lloyd* | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>'sA&CP *WB* | Indo-Burmah<br>PetroleumCo.Ld.<br><br><br>*=CellDB uB38'39t* | 300·4<br><br><br><br>*FPT115t* | 44·1<br><br><br><br>*APT44t* | 31·3<br><br>FK | Rangoon<br>British<br>*Cem*<br>8*BH to Udk*<br>3 „ *2nd* „ | T.3Cy.19",31"&51"–36" (*r*)<br>180lb *120lb* 199NHP<br>2SB,4*cf*,GS101,HS3470<br>Wllsnd Slpwy.Co.Ld.Nwc. |
| 30831<br>137838 | **Shwelan** **SteelPad**<br>*2Dks* | 438<br>438<br>327 | | | | | 1917 | W.Denny&<br>Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.Ld. | 232·0 | 30·0 | 7·8 | Glasgow<br>British<br>*WB* | C.2Cy.18"&36"–60"<br>54RHP<br>Denny&Co.Dumbarton |
| 30832<br>136286 | **Shweli** **SteelPad**<br>*2Dks* | 434<br>434<br>323 | | | | | 1914 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.Ld. | 232·0 | 30·0 | 7·8 | Glasgow<br>British | C.2Cy.18"&36"–60"<br>54RHP<br>Denny&Co.Dumbarton |
| 30833 | **Shyori Maru** **SteelScSr**<br>(*ex*Yukoon,*ex*Panay, *ex*F.Pleguezuelo,*ex*VanRiebeeck)<br>*Elec.light* *1Dk&Awng dk* | 664<br>—<br>434 | | | | | 1890 | J.&K.Smit<br>Kinderdijk | S.M.Ito | 166·8 | 27·0 | 10·5 | Japanese | T.3Cy.15½",24½"&40"–36"<br>96NHP<br>Nederl.Stoomb.Maats.Rot. |
| 30834<br><br>OTMN | **Si Kiang** **SteelSc**<br>(*ex*Meiningen)<br>*Elec.light* Sub.Sig. | 6738<br>6327<br>4200 | | | | | 1914 | J.C.Teck-lenborg A.G.<br>Geestemünde | MessageriesMaritimes | 472·2<br>H112' | 59·2 | 28·7 | Marseilles<br>French<br>*WB* | T.2Cy.32 $\frac{9}{16}$",52¾"&78 $\frac{1}{16}$"–55 $\frac{1}{16}$"<br>460NHP<br>J.C.Tecklenborg,A.G.Gst. |
| 30835 | **Sia** **SteelSc**<br>ssPra.No.1–17<br>*1Dk(Stl–teak s)&Promenade dk(Teak)*<br>(*ex*RioJamary) *Elec.light* | *307*<br>*248*<br>*205* | ✠ —<br>4,21<br>*For River purposes only*<br>✠ | Pra | | | 1912<br>5mo | Smith's<br>DockCo.Ld.<br>Middlesbro' | E.Logothetopoulos | 145·2<br>F30' | 30·1 | 8·3<br><br>FK | Naphplion<br>Greek<br>4*BHCem* | T.3Cy.12¼",20"&34"–22"<br>73NHP<br>1SB,2*cf*,GS44,HS1330<br>ShieldsEng.Co.Ld.N.Shl. |
| 30836<br><br>THNQ | **Siak** **SteelScSr**<br>(*ex*Tasman)<br>Wireless *1Dk2trB* | 1645<br>—<br>1020 | | | | | 1901 | Maats.<br>Feyenoord<br>Rotterdam | Koninkl.Paketv.<br>Maats. | 250·0<br>P42'F28' | 40·0 | 20·0 | Batavia<br>Dutch<br>*WB* | T.3Cy.17½",28"&45"–36"<br>121NHP<br>Maats.Feyenoord,Rot. |
| 30837<br><br>NSGT | **Siam** **SteelTwinSc4MstSr**<br>ssCpn.No.1–19<br>*Elec.light* *OilEng.* *2Dks(Stl)&*<br>Wireless *Shelter dk(Stl–ws)*<br>*Tonnage opening closed* 1917 | 6636<br>4859<br>4222 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,20<br>DBS8,20 | Cpn<br>✠LMC8,20 | *a*† | CL<br>~~s1,18~~<br>PN5,20<br>S5,20 | 1913<br>4mo<br><br>*Lloyd* | Akt.Bur-meistr&Wain<br>Copenhagen<br>'sA&CP | A/S DetÖstasia-tiskeKompagni<br>*WB=CellDBa*<br>*126'uE&B* | 410·0<br><br><br>*46'f140'1275t FPT* | 55·2 | 35·4<br><br>FK | Copnhagn<br>Danish<br>7*BH*<br>*97tAPT73t* | Oil Engines 4S.C.SA<br>16Cy.23½"–31½" 606NHP<br>DB*80lb*<br>Akt Burmeistr&Wain,Cpn |
| 30838<br><br>OTLQ | — **SteelScSr**<br>ssCal.No.1–10<br>*1Dk(Stl)&Spar dk(ptIrn&ptStl)*<br>Wireless *&deep framing* | 5123<br>—<br>3227 | ✠<br>*Spar dk*<br>1,16 ✠ | Tri | *y* | | 1906<br>1mo | JLThomp-son&Sons,Ld<br>Sunderland | FrenchGovern-ment<br><br><br>*WB* | 395·0<br>P38'B123'F34'<br><br>*=Cell DBa 129' uE* | 50·0 | 17·7<br>26·6<br>FK | Marseilles<br>French<br>6*BHCem*<br><br>*&B 48' f171'* | T.3Cy.26",42"&70"–48"<br>408NHP<br>2SB,6*cf*,GS124,HS5456 FD<br>J.Dickinson&Sons,Ld Sld.<br>1170t*DTf*33'840t*APT47t* |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30839<br>THNR | **Siam** SteelScSr<br>(exHoutman)<br>Wireless 1Dk&Awngdk | 1664<br>1457<br>1035 | | | | | 1901 | Maats. Feyenoord<br>Rotterdam | Koninkl.Paketv. Maats. | 249·8<br>B42'F28' | 40·8 | 17·6 | Batavia<br>Dutch<br>WB | T.3Cy.17½″,28″&45″-36″<br>121NHP<br>Maats.Feyenoord,Rot. | | V |
| 30840<br>119099 | — SteelPad<br>1Dk | 1319<br>1319<br>831 | | | | | 1903 | W.Denny &Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 328·5 | 46·1 | 10·7 | Glasgow<br>British | T.3Cy.28″,41½″&60″-66″<br>292NHP<br>Denny&Co.Dumbarton | | |
| 30841<br>143333<br>KBTF | **Siam City** SteelSc<br>(exWinfried) 2Dks(Stl)&deep framing<br>Elec.light Welldeck Sub.Sig. Wireless | 5289<br>5012<br>3308 | ✠<br>12,12<br>✠ | Ham | a† | | 1911<br>4mo | J.Frerichs &Co.A.G.<br>Einswarden | St.JustS.S.Co.Ld.<br>(SirW.R.Smith& Sons,Ld.Mgrs.)<br>CellDBa138'uE&b | 409·0<br>P&B327'F44'<br>FK<br>42'f179' 1289tFPT | 55·1 | 28·4 | Bideford<br>~~London~~<br>British<br>7BHCem<br>98tAPT74t | Q.4Cy24$\frac{13}{16}$″35$\frac{13}{16}$″51$\frac{9}{16}$″&76″-47¼″<br>560NHP<br>3SB,9cf,GS181,HS7815 FD<br>J.Frerichs&Co.Osterholz | 31 ″ 4 | |
| 30842<br>~~[illegible]~~ | **Siam Duffy** SteelScK<br>ssLon.No.3-11,2<br>Elec.light 1Dk<br>Now named "EduardAnseele," See No. 37204 in Supplement | 276<br>247<br>108 | 100A1<br>StmTrawler<br>11,20<br>LMC9,20 | Lon | | CL | 1918 | Bow,Mc-Lachlan&Co.<br>Ld.Paisley<br>Lloyd'sA&CP | ~~TheAdmiralty~~<br>Armement Ostendais | 125·7<br>Q72'F21'<br>BK7½″ | 23·4 | 12·8 | Belgian<br>2BHCem | T.3Cy.12½″,21″&35″-26″(s)<br>180lb 87NHP<br>1SB,3pf,GS50,HS1619<br>Fraser&Chalmers,Erith | 13 ″ 6 | |
| 30843<br>[illegible]<br>NCRL | **Siam Maru** SteelSc<br>anged & Burnt 8,21<br>2Dks(Stl)&<br>Elec.light Shelterdk(Stl)<br>Wireless | 4583<br>4326<br>2822 | ✠ ~~100A1~~<br>Shelter dk<br>withfreeboard<br>8,20<br>✠ ~~LMC2,21~~ | Yka | y | 2,21 | 1916<br>10mo | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>A&CP | OsakaShosen KabushikiKaisha<br>CellDB333'1141t | 385·0<br>FK | 51·0 | 28·0 | Osaka<br>Japanese<br>6BHCem<br>APT91t | T.3Cy.26″,43½″&72″-48″ (s)<br>200lb 120lb 391NHP<br>2SB,6cf,GS121,HS4609 FD<br>KawasakiDkydCoLdKobe | 28 ″ 0<br>s 3 ″ 6<br>24 ″ 10 | |
| 30844<br>129776<br>HTJM | **Siamese Prince** SteelScSr<br>ssHul.No.2-19<br>Elec.light 2Dks(Stl)&Shelterdk(Stl)<br>Sub.Sig. Wireless | 4847<br>4437<br>3058 | ✠100A1<br>Shelterdk<br>withfreeboard<br>5,22 ~~8,20~~ ✠LMC<br>MS6,19 BS~~1,20~~4,22 | NYk<br>Cff | z | CL<br>~~N8,20~~<br>5,22 | 1911<br>9mo | Sunderlnd S.B.Co.Ld.<br>Sunderland<br>Lloyd'sA&CP | PrinceLine,Ld.<br>(Furness,Withy& Co.Ld.Mgrs.)<br>WB=CellDBa<br>uE28'f171'949t | 396·0<br>FK<br>128'<br>DTa30' 722t FPT | 54·4 | 26·9 | Newcastle<br>British<br>6BHCem<br>66tAPT17t | T.3Cy.27″,45″&74″-51″ (a)<br>180lb 100lb 507NHP<br>3SB,9cf,GS172,HS7170 FD<br>N.E.MarineEng.Co.Ld.Sld | 28 ″ 1<br>s 3 ″ 6<br>25 ″ 0 | |
| 30845<br>8894<br>JRKQ | **Siang Kiang Maru** SteelTwin ScSp<br>1Dk | 883<br>—<br>506 | | | | | 1903 | OsakaIron Works<br>Osaka | NisshinKisen KabushikiKaisha | 202·6 | 37·4 | 6·5 | Tokio<br>Japanese | T.6Cy.10$\frac{3}{16}$″,16″&28″-15″<br>61NHP<br>OsakaIronWorks,Osaka | | |
| 30846<br>11042<br>LOWK | **Siang Yang Maru** SteelTwinSc<br>Elec.light 2Dks | 3302<br>1550<br>1983 | | | | | 1907 | Kawasaki DockyardCo.<br>Ld. Kobe | NisshinKisen KabushikiKaisha | 320·0<br>B248'F46' | 43·4 | 13·8 | Tokio<br>Japanese<br>WB | T.6Cy.17″,28″&46″-33″<br>243NHP<br>KawasakiDkydCoLdKobe | | |
| 30847<br>190142 | **Siangtan** SteelTwinSc<br>2Dks | 1195<br>677<br>729 | | | | | 1905 | Farnham, Boyd&Co.Ld.<br>Shanghai | ChinaNav.Co.Ld. | 220·0 | 40·0 | 9·5 | London<br>British | T.6Cy.9″,14″&23″-15″<br>54RHP<br>Yarrow&Co.Ld.London | | |
| 30848<br>PSBM | **Siantar** SteelSc<br>2Dks(Stl)&Shelterdk(Stl) 8381<br>Elec.light Wireless ~~4990~~<br>CruiserStern | 8439<br>8029<br>5348 | ✠100A1<br>Shelter dk with freebr'd<br>2,22 ~~12,21~~ ✠LMC12,21<br>~~(ClassContemplated)~~<br>Fitted for oil fuel 12,21 F.P. above | Rot | b† | Lloyd's | 1921<br>10mo<br>150°F. | Wear Shipyard of W. Gray&Co. (1918),Ld.<br>Sunderland<br>A&CP | ~~W.Ruys&Zonen~~<br>Rotterdamsche Lloyd(W.Ruys& Zonen,Mgrs.)<br>Collision<br>CellDB370 1431tDT | 433·0<br>~~F51~~<br>F40'onShelterdk FK<br>BH to Shelter dk 7 BH<br>a27'1226tMT24'1179t | 57·4 | ~~30·2~~<br>38·4 | Rottrdam<br>Dutch<br>ptCem<br>to Upper dk<br>tFPT83tAPT47t | 2 Steam Turbines geared<br>to1ScShaft225lb(s)800NHP<br>4SB,12cf,GS251,HS10660 FD<br>CenMarEngWksLd.WHpl | 41 ″ 0<br>s11 ″ 5½<br>29 ″ 11 | |
| 30849 | **Siaoe** SteelSc<br>Fitted for oil fuel<br>Elec.light 1Dk | 1579<br>1402<br>873 | | | | | ~~1920~~<br>1921 | N.V. Scheepswerf "Dordrecht"<br>Dordrecht | Koninkl.Paketv. Maats. | 248·5<br>P29'~~F29~~'F30' | 40·0 | 20·0 | Batavia<br>Dutch<br>WB | T.3Cy.16½″,~~27″&45″~~ 27⅛″45¼″-36″<br>121NHP<br>N.V.Alblasserdamsche Mach.Fab.,Alblasserdam | | |
| 30850 | **Siar** SteelScSr<br>1Dk | 325<br>215<br>157 | | | | | 1902 | Bremer Vulkan<br>Vegesack | | 124·3<br>B79'F20' | 22·4 | 9·0 | WB | C.2Cy.15″&27$\frac{9}{16}$″-21⅝″<br>29NHP<br>BremerVulkan,Vegesack | | |
| 30851<br>THPF | **Siberg** SteelScSr<br>OilEng.<br>Elec.light Wireless 2Dks | 1871<br>1416<br>1128 | | | | | 1915 | Wrf.voorh. Rijkee&Co.<br>Rotterdam | Koninkl.Paketv. Maats. | 278·2<br>P34'F30' | 41·2 | 16·9 | Batavia<br>Dutch<br>WB | Oil Engines 4S.C.SA<br>6Cy.22″-39″ 226NHP<br>Werkspoor,Amsterdam | | V |
| 30852<br>19152<br>NBPV | **Siberia Maru** SteelTwinSc<br>(exSiberia)<br>Elec.light Wireless 3Dks&Awngdk | 11785<br>—<br>6100 | | | | | 1901 | NwprtNws S.B.&D.D.Co.<br>NewprtNews | ToyoKisen KabushikiKaisha | 551·7<br>P112'B245'F72' | 63·2 | 21·8 | Yokohama<br>Japanese<br>WB | Q.8Cy.35″,50″,70″&100″-66″<br>1625NHP<br>NewportNewsSB&DD.Co. | | V |
| 30853<br>135729<br>JKVN | **Siberian Prince** SteelScSr<br>ssNwc.No.1-18<br>(exBaronLovat) 2Dks(Stl)<br>Elec.light<br>Sub.Sig. Wireless | 5604<br>5356<br>3582 | ✠100A1<br>3,21 ~~12,20~~<br>✠LMC12,19<br>BS9,21<br>Carryingoil fuel FP | NYk<br>Cff<br>.ab | a† | CL<br>5,20<br>ove150 | 1915<br>5mo<br>°F. in | Russell &Co.<br>Pt.Glasgow<br>Lloyd'sA&CP<br>DB | PearethS.S.Co.Ld.<br>(Furness,Withy& Co.Ld.Mgrs.)<br>1 I<br>1 'tween dk B | 423·5<br>P38'B123'F50'<br>FK<br>ntermediateBH&<br>H dispensed with<br>CellDBa132' uE24' | 56·0 | 28·7 | Newcastle<br>British<br>Cem<br>5BHto U dk<br>1 ,, ,, 2nd.,<br>f186' 1181t | T.3Cy.27″,45″&74″-51″ (r)<br>180lb 555NHP<br>3SB,9cf,GS189,HS8307 FD<br>Rankin&BlackmoreLdGrk<br>only<br>DTa36'1118tAPT31t | 31 ″ 4<br>s 6 ″ 2½<br>25 ″ 6 | |
| 30854<br>744<br>SHKW | **Sibilla** IronSc3MstSr<br>ssSld.3rdNo.3-8,08<br>(exHarton) ssNap.No.1-12<br>Mchy.Aft 1Dk | 539<br>469<br>320 | ✠<br>4,16<br>✠NB9,88 | Gen | i | | 1872<br>11mo | J.Blumer &Co.<br>Sunderland | Soc.Anon.Ente TrasportiCotoni | 174·0<br>Q49'F30'<br>BK7½″<br>WB= | 28·1 | 13·7 | Genoa<br>Italian<br>3BHCem<br>DBf68'100t | C.2Cy.23″&43″-28″<br>NE76 76NHP<br>1SB,3pf,GS49,HS1248<br>N.E.MarineEng.Co.Sld. | 14 ″ 2 | V |
| 30855<br>PSBV | **Sibolga** SteelSc<br>1Dk | 1370<br>1170<br>785 | | | | | 1919 | NVBoele's Scheepsw.<br>Slikkerveer | Koninkl.Paketv. Maats. | 237·9<br>P22'B60'F23' | 36·0 | 16·7 | Batavia<br>Dutch<br>WB | T.3Cy.18″,30″&48″-36″<br>138NHP<br>N.V.Boele'sSchpswBolnes | | V |
| 30856<br>216082<br>LJVK | **Siboney** SteelTwinSc<br>3Dks(Stl)&<br>Elec.light Shelterdk(Stl-ws)<br>Ref.Mchy. Wireless | 7582<br>5679<br>4248 | ✠100A1<br>Shelter dk<br>withfreeboard<br>9,21 ~~3,21~~<br>✠LMC3,21<br>Fitted for oil | Nwc<br>NYk<br>fuel4, | c†<br>18 | CL<br>3,21<br>F.P. a | 1918<br>2mo<br>bove 1 | W Cramp& SonsS&EBCo<br>Philadelphia<br>A&CP<br>50°F. | NewYork&Cuba MailS.S.Co.Inc.<br>CellDB335'805tD<br>Ta18'50tDTatside | 423·0<br>23·2<br>B&Fon shelter dk<br>316' FK<br>sof tunnel149tFPT | 60·0 | 15·7 | NewYork<br>Utd.States<br>9BHCem<br>48tAPT36t | 4SteamTurbines geared to<br>2ScrewShafts (r) 1908NHP<br>193lb FD<br>8SB,32cf,GS616,HS25820<br>Wm.Cramp&Sons, S.&E.B.Co.,Phl | 35 ″ 0<br>s10 ″ 9½<br>24 ″ 6 | |
| 30857<br>113138<br>HJMO | **Sibyl Potter** SteelSc3MstSr<br>ssNpt.No.3-11,19<br>(exColwithForce) 1Dk(Stl)<br>Mchy.Aft Welldeck | 550<br>374<br>220 | ✠100A1<br>3,22 ~~3,20~~<br>✠LMC11,19<br>BS3,22 | Cff<br>Fal | h | CL<br>N3,20 | 1906<br>7mo | R.William-son&Son<br>Workington<br>Lloyd'sA&CP | LondonTransport Co.Ld.(E.J.Heinz, (London)Ld.Mgrs) | 164·5<br>Q95'B11'F21'<br>FK<br>DBf89 | 26·6 | 10·9 | London<br>British<br>3BHCem<br>118tFPT38t | T.3Cy.14″,22½″&37″-27″ (s)<br>160lb 80lb 90RHP<br>1SB,3pf,GS53,HS1655<br>Ross&Duncan,Glasgow | 13 ″ 2<br>s ″ 7<br>12 ″ 10 | |
| 30858<br>151<br>SHLB | **Sicania** SteelScSr<br>2Dks3trB&Webframes&<br>Elec.light Wireless Shelterdk | 4381<br>4266<br>2750 | | | ... | | 1903 | Fratelli Orlando<br>Leghorn | "Transoceanica"<br>Soc.Italiana diNav | 338·9<br>32·1<br>FK | 46·2 | 24·9 | Naples<br>Italian<br>WB | T3Cy23¼″,31½″&63″-39⅜″<br>302NHP<br>Flli.Orlando,Leghorn | 27 ″ 5 | I |
| 30859 | — SteelSc<br>(exWarDirk) 1Dk(Stl)<br>Elec.light Wireless Welldeck<br>Cargo battens not fitted | 2473<br>1755<br>1398 | ✠100A1<br>11,19<br>✠LMC11,18 | Hul | s | CL<br>11,19 | 1918<br>11mo | CaledonSB &E.Co.Ld.<br>Dundee<br>Lloyd'sA&CP | Soc.Anon.diNav. "LaSicania"<br>CellDB | 285·0<br>P28'Q75'B58'F32'<br>FK<br>228' 579t FPT100t | 42·0 | 18·9 | Trapani<br>Italian<br>7BHptCem<br>APT209t | T.3Cy.25″,41″&68″-45″ (s)<br>180lb 410NHP<br>2SB,8cf,GS148,HS5882 FD<br>CaledonS.B&ECo.Ld.Dun | 21 ″ 2<br>s 2 ″ 3<br>19 ″ 3 | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30860<br>113933<br>SFOV | **Sicilia** SteelTwinScSr<br>*Elec.light* 3*Dks*(2*Stl*–1ws&*U*teaks)<br>Wireless | 6813<br>5772<br>4172 | ✠<br>9,03<br>✠ | Sou | *b*† | | 1901<br>2mo | Barclay,<br>Curle&Co.Ld<br>Glasgow | P.&O.Stm.Nav.Co. | 450·3<br>P84′B177′F90′<br>FK&BK3″<br>*WB*=*CellDBa*102′ | 52·3 | 30·4 | Glasgow<br>British<br>7*BHCem*<br>*f*182′851*t* | T.6Cy.22½″,37½″&60″–48″<br>670NHP<br>2DB12*cf*,GS236HS10044 FD<br>Barclay,Curle&Co.Ld.Gls. |
| 30861<br>18<br>SHLN | — SteelSc<br>*Elec.light* Wireless 3*Dks* | 5180<br>4270<br>3187 | | | | | 1900 | Soc.Eser-<br>cizioBacini<br>RivaTrigoso | SocietàItaliana di ServiziMarittimi | 418·3<br>P57′B160′F48′ | 47·3 | 27·6 | Genoa<br>Italian<br>*WB* | T.3Cy.29½″,47½″&77½″–53½″<br>439NHP<br>N.Odero&Co.Genoa |
| ※ 30862 | — *ss*Hfs.No.2–22 SteelScSr<br>*ss*Hpl.2ndNo.3–12,13<br>*Well deck* ~~*ss*Std.No.1-19~~<br>1*Dk*(*Irn*)2*tr B* | 1794<br>1663<br>1162 | ✠100A1<br>3,22~~12,20~~<br>✠NB3,05 ✠LMC~~[illegible]~~<br>~~BS[illegible]~~ 3,22 | Mch<br>Hfs | *r* | ~~12,20~~<br>N3,22 | 1889<br>11mo | W.Pickers-<br>gill&Sons<br>Sunderland<br>A&CP | VictorEk. | 269·8<br>P29′Q80′B100′F32′<br>FK<br>*WB*=*CellDB*222′ 323*t* | 37·1 | 17·1 | Helsingfrs<br>Finnish<br>4*BHCem*<br>*APT*45*t* | T.3Cy.21″,34″&56″–39″ (*r*)<br>160lb ~~90lb~~ NDB03 198NHP<br>2SB,6*cf*,GS100,HS2990<br>G.Clark(Lim.),Sunderland |
| 30863<br><br>HFTQ | — SteelScSr<br>1*Dk*&*pt Awngdk* | 1147<br>1036<br>722 | | | | | 1898 | Fevigs<br>Jernskibsbyg<br>Arendal | D/S A/S Otto ThoresensLinie (Otto&Thor ThoresenA/S *Mgs*) | 217·4<br>B57*t*H54*t*<br>*ptAwngdk*142′ | 31·9 | 20·7 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.16½″,27″&44″–30″<br>SirC.Furness, 106NHP<br>Westgarth&Co.Ld.Mdb. |
| 30864<br>38<br>SHLP | — SteelPad<br>(*Ferry*)<br>*Elec.light* | 431<br>388<br>142 | | | | | 1905 | Cant.Nav.<br>Siciliani<br>Palermo | ItalianGovernment(Ministryof Transports) | 188·6 | 28·1 | 11·7 | Messina<br>Italian | C.2Cy.31$\frac{1}{16}$″&62½″–43½″<br>211NHP<br>FonderiaOrotea,Palermo |
| 30865<br>88<br>SHLG | — SteelSc<br>(*Tug*)<br>(*ex*Flandre) 1*Dk* | 146<br>—<br>18 | | | | | 1907 | Wrf.voorh.<br>Rijkee&Co.<br>Rotterdam | SiciliaSoc.diNav. | 103·6<br>B6′ | 21·1 | 10·5 | Palermo<br>Italian | T.3Cy.12$\frac{5}{16}$″,20″&33″–23¼″<br>53NHP<br>Alblasserdam.Msch.Fab. |
| 30866<br>111225<br>RKBG | **Sicilian** SteelScSr<br>*Ref.Mchy.* Wireless Sub.Sig. 3*Dks* | ~~7328~~<br>7397 5157<br>544 ~~25607~~ | | | | | 1899 | Workman,<br>Clark &Co.Ld<br>Belfast | AllanLineSS.CoLd (CanadianPacific SteamshipsLd. *Mgrs.*) | 430·0 | 54·2 | 28·2 | Glasgow<br>British<br>*WB* | T.3Cy.27″,46″&78″–54″<br>447NHP<br>Wrkman,Clark&Co.Ld Bel |
| 30867<br><br>MBSY | **Sicilier** SteelScSr<br>(*ex*Lakeside)<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 2045<br>1688<br>1246 | ✠100A1<br>2,20<br>✠LMC10,17 | NYk | *r* | CL | 1917<br>10mo | Superior<br>S.B.Co.<br>Superior,Wis<br>A&CP | LloydRoyalBelge Soc.Anon. | 251·0<br>P28′B64′F27′<br>FK<br>*CellDB*210′545*t FPT* | 43·8 | 18·2 | Antwerp<br>Belgian<br>4*BHCem*<br>68*t APT*77*t* | T.3Cy.20″,33″&54″–40″ (*s*)<br>192lb 274NHP<br>2SB,6*cf*,GS126,HS5246<br>DetroitS.B.Co.Detroit,<br>Mich. |
| 30868<br>135549<br>JDWG | **Sicily** SteelScSr<br>*Longitudinal framing*<br>*Elec.light* Wireless 1*Dk*&*Shelter dk* | 3457<br>3209<br>2146 | | | | | 1914 | Richardsn,<br>Duck&Co.Ld.<br>Stockton | D.MacIver&Co. Ld. | 380·5<br>P22′F40′<br>*onShelter dk* | 48·0 | 22·4 | Liverpool<br>British<br>*WB* | T.3Cy.26″,42″&70½″–45″<br>352NHP<br>Blair&Co.Ld.Stockton |
| 30869<br>99064 | — IronTwinScSk<br>*Mchy.Aft* | 404<br>393<br>203 | | | | | 1892 | W.Simons<br>&Co.<br>Renfrew | H.J.Hill&Co.Ld. | 146·1<br>F15′ | 32·1 | 11·1 | London<br>British | C.4Cy.15″&30″–21″<br>90RHP<br>W.Simons&Co.Renfrew |
| 30870<br>123575 | **Sicyon** SteelScK<br>*ss*Gms.No.3–11,19<br>1*Dk* | 283<br>254<br>120 | ✠100A1<br>*StmTrawler*<br>10,21~~3,24~~<br>~~BS7,20~~ BS10,21<br>✠LMC11,19 | Gms | | CL<br>N11,19 | 1906<br>8mo | Cook,Wel-<br>t'n&Gemmell<br>Beverley<br>*Lloyd's A&CP* | StandardSteam FishingCo.Ld. | 130·0<br>Q72′<br>BK8″ | 22·2 | 12·2 | Grimsby<br>British<br>4*BHCem* | T.3Cy.13″,22″&36″–24″ (*s*)<br>200lb 92RHP<br>1SB,2*pf*,GS41,HS1500<br>Amos&Smith,Hull |
| ※ 30871<br>128026<br>HQMR | **Siddons** SteelSc4MstSr<br>*ss*Ant.No.1–14<br>(*ex*Tremont) 2*Dks*(*Stl*)<br>*Elec.light* Wireless &*Shelter dk*(*Stl*) | 4189<br>3968<br>2650 | ✠100A1<br>*Shelter dk withfreeboard*<br>11,17<br>Examined11,19<br>BS3,21 ✠LMC5,18 | Liv | *y* | CL<br>8,18 | 1910<br>3mo | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>*Lloyd's A&CP* | LivBrazil&RPlate S.N.Co.Ld. (Lamport&HoltLd. *Mgrs.*) | 385·2<br>FK<br>*WB*=*CellDBa*128′*u* | 51·0 | 25·6 | Liverpool<br>British<br>6*BHCem* | T.3Cy.26″,43″&72″–48″ (*s*)<br>180lb *100lb* 475NHP<br>2SB,8*cf*,GS131,HS6790 FD<br>N.E.MarineEng.CoLdNwc<br>*E&B*43′*f*162′853*t APT*76*t* |
| ※ 30872<br><br>OTLV | **Sidi Abdallah** IronScSr<br>*ss*Pir.2ndNo.3–11,12<br>(*ex*AgiosGeorgios, *ss*Msl.No.1–18<br>*ex*Diamond) 1*Dk*(*Irn*)&*Awngdk*3*tr B*<br>Wireless | 1118<br>—<br>635 | ✠100A1<br>*Awng dk withfreeboard*<br>11,20<br>MS6,21<br>BS12,20 ✠LMC~~5,18~~ | Msl | *n* | 4,20 | 1881<br>7mo | W.B.<br>Thompson<br>Dundee<br>A&CP | Soc.Gén.deTransportsMarit.àVap. | 218·0<br>21·1<br>*CellDB*184′ | 30·2 | 15·7 | Marseilles<br>French<br>4*BHCem*<br>172*t APT*7*t* | C.2Cy.25″&50″–42″ (*k*)<br>87lb ~~NDB00~~ 128NHP<br>1SB,3*pf*,GS72,HS2116<br>W.B.Thompson,Dundee |
| 30873<br><br>OTLX | **Sidi Brahim** SteelScSr<br>*Elec.light* Wireless 2*Dks*<br>*Ref.Mchy.* | 2427<br>1711<br>1017 | | | | | 1910 | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>LdNewcastle | Soc.Gén.deTransp. Mar.àVap. | 325·0<br>P52′B125′F60′ | 40·9 | 21·6 | Marseilles<br>French<br>*WB* | T.4Cy.27″,43″&(2)50″–42″<br>324NHP<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. |
| 30874<br><br>OTLZ | **Sidi Mabrouck** Iron&SteelScBn<br>(*ex*Mobila,*ex*Laurenburg,<br>*Elec.light* Wireless *ex*Bahia) 2*Dks* | 2197<br>1909<br>1377 | | | | | 1886 | Armstrong<br>Mitchell&Co.<br>Newcastle | Chemins deFer Algériens de l'État | 308·1<br>P52′B73*t* | 36·5 | 23·7 | Havre<br>French<br>*WB* | T.3Cy.24″,39″&64″–42″<br>265NHP<br>WallsendSlipwy.Co.Nwc. |
| ※ 30875<br>140562<br>JSFD | **Sidlaw Range** SteelScSr<br>*ss*Qns.No.1–22<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>~~Sub.Sig.~~ Now named "Kamir," See No.38084 in Supplement | 4407<br>4066<br>2705 | ✠100A1<br>1,22 ~~2,21~~<br>✠LMC~~1,18~~<br>1,22 | Bel<br>Qns | *x* | CL<br>~~2,21~~<br>1,22 | 1918<br>1mo | New<br>Waterway<br>S.B.Co.<br>Schiedam<br>*Lloyd's A&CP* | ~~Furness,Withy&Co.Ld.~~ The"K"S.S. Co.Ld.(Kaye,Son&Co,Ld,*Mgrs.*) | 371·1<br>P33′B122′F37′<br>FK<br>*CellDB*319′83 | 50·2 | 26·5 | London<br>~~Liverpool~~<br>British<br>6*BHptCem*<br>*pt Asp*<br>3*t FPT* 120*t* | T.3Cy.26″,42″&70″–48″ (*s*)<br>180lb *100lb* 402NHP<br>3SB,9*cf*,GS186,HS6660<br>NewWaterwayS.B.Co.<br>*APT*64*t* Schiedam |
| 30876<br>117725 | **Sidmouth** SteelScK<br>*ss*Mil.No.3–5,19<br>1*Dk* | 220<br>202<br>105 | ✠100A1<br>*StmTrawler*<br>5,19<br>BS3,22<br>~~[illegible]~~ ✠LMC5,19 | Mil | | CL<br>5,19 | 1906<br>4mo | Smith's<br>DockCo.Ld<br>NorthShields<br>*Lloyd's A&CP* | H.G.Bricknall& W.Davies | 120·8<br>Q61′<br>BK7½″ | 21·6 | 11·3 | Milford<br>British<br>3*BHCem* | T.3Cy.12″,20″&33″–24″ (*r*)<br>180lb 54RHP<br>1SB,2*pf*,GS38,HS1200<br>W.V.V.Lidgerwood,Gls. |
| 30877<br>106278<br>JNBD | **Sidney** WoodAuxScSr<br>*ParaffinMotor*<br>GIB *Salted* HTPly.14 1*Dk*<br>(*See Sailing Ship Register*) | 112<br>111<br>85 | ✠<br>7,14 | Ply | 12<br>C8 | | 1897<br>10mo | R.Cock&<br>Sons<br>Appledore | SarniaShipping CoLd(W.Stranger *Mgr.*) | 89·8<br>10&12yrsMat | 22·6 | 9·9 | Guernsey<br>British | ParaffinMotor 4S.C.SA<br>4Cy.5½″–7″ *fitted* 14 7NHP<br>BergiusL.&E.Co.Gls. |
| 30878<br>Broken up 5,22<br>OTMB | **Sidon** SteelScSr<br>(*ex*Sparte)<br>*Elec.light* Wireless 3*Dks* | 2400<br>2113<br>1513 | | | ... | | 1892 | Gourlay<br>Bros.&Co.<br>Dundee | MessageriesMaritimes | 317·6<br>P62′B78′F58′<br>BK9″ | 39·2 | 23·6 | Marseilles<br>French<br>*WB* | T.3Cy.25″,40″&65″–45″<br>307NHP<br>GourlayBros.&Co.,Dundee |
| 30879 | **Siegen** SteelScSr<br>(*ex*Paul Horn)<br>*Elec.light* 1*Dk*&*deep framing* | 996<br>824<br>609 | | | | | 1904 | Schömer&<br>Jensen<br>Tönning | FrenchGovernment | 223·3<br>P12′Q53′B60′F29′ | 33·5 | 13·9 | <br>French | T.3Cy.17½″,21½″&35½″–25′<br>64NHP<br>Schömer&Jensen,Tönning |
| 30880 | | | | | | | | | | | | | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30881 | **Siegfried** SteelScSr<br>1*Dk*<br>*Elec.light* | 563<br>410<br>329 | | | | | 1901 | Oderwerke Akt.Ges.<br>Stettin | RenataDmpfsch. Ges.ThGribel(Rud ChristGribel *Mgr.*) | 172·3<br>Q50'B41'F15' | 26·6 | 11·1 | Stettin<br>German *WB* | T.3Cy.13½",21½"&35½"–25" 63NHP<br>OderwerkeAkt Ges.Stettin | | |
| 30882 | — SteelSc<br>1*Dk* | 170<br>—<br>99 | | | | | 1893 | Akt.Ges. "Vulcan"<br>Stettin | PommerscherIndustrieVerein auf Actien. | 132·5 | 19·2 | 8·3 | Stettin<br>German | C.2Cy.11¼"&22$\frac{3}{16}$"–12"<br>E&B*built*77 *fitted*93 14NHP<br>Möller&Holberg,Grabow | | |
| 30883 | — SteelScLr<br>*OilEng.*<br>1*Dk* | 138<br>128<br>92 | | | | | 1911 | J.Frerichs &Co.A.G.<br>Einswarden | Securitas-Werke A.-G. | 90·8<br>Q22' | 21·4 | 9·9 | Harburg<br>German | Oil Engines 4S.C.SA<br>2Cy.11⅘"12⅗" 14NHP<br>J.Frerichs&Co.A.G. Osthlz | | |
| 30884 | **Sieglinde** SteelScLr<br>1*Dk* | 136<br>129<br>66 | | | | | 1908 | Bremer Vulkan<br>Vegesack | "Visurgis" Heringsfischerei Akt.Ges. | 91·0<br>Q21' | 21·4 | 9·9 | Nordnham<br>German | C.2Cy.9$\frac{1}{16}$"&16$\frac{17}{32}$"–12$\frac{13}{32}$" 8NHP<br>BremerVulkan,Vegesack | | |
| 30885<br>PSOK | **Sieka IV.** SteelScSr<br>*OilEng.*<br>1*Dk*<br>*Mchy.Aft* | 147<br>—<br>106 | | | | | 1918 | W.Mulder<br>Stadskanaal | W.Mulder | 102·4 | 19·3 | 8·5 | Stadskanaal<br>Dutch *WB* | Oil Engine<br>D.Goedkoop,Jr.Ams. | | |
| 30886 | **Siems** SteelSc<br>(*Trawler*) *OilEng.*<br>1*Dk*<br>*Elec.light* | 251<br>219<br>98 | | | | | 1920 | Werft Nobiskrug<br>Rendsburg | Hochseefisch. A.G. "Trave" | 129·2<br>Q70'F18' | 24·0 | 9·6 | Lübeck<br>German *WB* | Oil Engines<br>4Cy.16$\frac{9}{10}$"–23⅗" 69NHP<br>A.Borsig,Berlin-Tegel | | |
| 30887<br>OTMD | **Sierck** WoodTwinScSr<br>(*ex*C.-44)<br>*Elec.light* | 1210<br>833<br>705 | | | | | 1919 | New Westminster Const &Eng. Co.<br>New Westminster,B.C. | FrenchGovernment | 194·8 | 39·7 | 15·0 | Havre<br>French | O.4Cy.12"&24"–16" 38NHP<br>Goldie&McCulloch, Galt.Ont. | | V |
| 30888<br>OTMF | **Sierentz** SteelSc<br>(*ex*WarCateran) 1*Dk*(*Stl*)<br>*Elec.light* Wireless<br>*Cargo battens not fitted* | ~~5257~~ 5207<br>~~4800~~<br>~~3204~~<br>4800<br>3202 | ✠100A1<br>4,22 ~~4,21~~ | Dnk<br>Bry | *y*<br>LMC ~~10,18~~ 4,22 | CL<br>~~4,21~~<br>4.22 | 1918<br>10mo | C.Connell &Co.Ld.<br>Glasgow<br>*Lloyd'sA&CP* | L.Dreyfus&Co. | 400·9<br>P49'B117'F39'<br>FK | 52·3 | 28·5 | Dunkirk<br>French<br>7*BHptCem*<br>*CellDB*343' | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 490NHP<br>3SB,9*cf*,GS190,HS7020 FD<br>Dunsmuir&Jackson,LdGls<br>1093*tFPT*118*tAPT*184*t* | 31 " 0<br>s 6 " 1½<br>25 " 3 | |
| 30889<br>203757 | **Sierra** SteelSc<br>*Elec.light* *Mchy.Aft* 1*Dk* | 4846<br>—<br>4287 | | | | | 1906 | ToledoS.B. Co.<br>Toledo | Inter-Ocean S.S.Co. (G.A. Tomlinson, *Mgr.*) | 438·7 | 52·0 | 23·9 | Duluth<br>Utd.States *WB* | Q.4Cy.16½",24",35"&50"–42" 163NHP<br>ToledoS.B.Co. | | L |
| 30890<br>214391<br>LGHR | — WoodTwinScSr<br>*OilEng.*<br>1*Dk*2*trB* | 1034<br>—<br>743 | | | | | 1916 | Mathews S.B.Co.<br>Hoquiam | E.K.WoodLumber Co.Inc. | 210·6 | 42·5 | 14·8 | S.Frncisco<br>Utd.States | Oil Engines 2S.C.SA<br>8Cy.16½"–18$\frac{15}{16}$" 183NHP<br>J&CGBolindersCoLdSkm | | R |
| 30891 | **Sierra Belgrano** SteelSc<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Wireless | 5627<br>5421<br>3521 | ✠100A1<br>*Shelter dk withfreeboard*<br>6,20<br>*Fitted for oil fuel* 6,20 *F.P.above* 150° F. | Nwc | *y*<br>✠LMC6,20 | CL | 1920<br>6mo | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | Soc.Transocéanique deTransports (R.van Hemelryck &Cie. *Mgrs.*)<br>*CellDB*351'1178*tFPT*60*tAPT*90*t* | 399·6<br>F37'*onShelter dk*<br>FK | 53·0 | 32·8 | Antwerp<br>Belgian<br>*ptCem*<br>2*BHtoSh dk*<br>5 „ „ *U* „ | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Palmers'Co.Ld.Newcastle | 35 " 5<br>s 9 " 6½<br>26 " 3 | |
| 30892<br>MBSN | **Sierra Blanca** SteelSc<br>*Elec.light* Wireless 2*Dks* | 5271<br>—<br>3163 | | | | | 1918 | Bartram& Sons,Ld.<br>Sunderland | Soc.Transocéanique deTransports (R.vanHemelryck &Cie. *Mgrs.*) | 400·3<br>P49'B113'F39' | 52·3 | 28·4 | Antwerp<br>Belgian *WB* | T.3Cy.27",44"&73"–48" 369NHP<br>J.Dickinson&Sons,Ld.Sld. | | C |
| 30893 | **Sierra Cordoba** SteelSc<br>Should be "Abodi-Mendi," See No. 36157 in Supplement<br>*Elec.light* | 5879<br>3600<br>3620 | 100A1<br>*Shelter dk withfreeboard*<br>(*ClassContemplated*) | | | CL | 1921 | Furness S.B.Co.Ld<br>Haverton Hill-on-Tees | Soc.Transocéanique deTransports (R.VanHemelryck &Cie. *Mgrs.*) | 400·0<br>F37' | 53·0 | 32·8 | Antwerp<br>Belgian | T.3Cy.27",45"&75"–51"<br>Richardsons,Westgarth& Co.Ld.Hpl. | | |
| 30894<br>MBSD | **Sierra De Fuentes** SteelSc<br>Renamed "Athenee," See No. 36278 in Supplement<br>*ss*Dnk.No.1-21<br>(*ex*WarVisor) 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted*<br>*Well deck* | 2362<br>*1770*<br>*1352* | ✠100A1<br>3,21 | Dnk | *s*<br>✠LMC5,21 | CL<br>3,21 | 1918<br>5mo | S.P.Austin &Son,Ld.<br>Sunderland<br>*Lloyd'sA&CP* | Cie.Belge deNav. Soc.Anon.(P.Deros *Mgr.*)<br>*CellD* | 285·0<br>P25'Q78'B66'F32'<br>FK<br>B228'568*tFPT*108*t* | 42·0 | 19·1 | Antwerp<br>Belgian<br>7*BHptCem*<br>*APT*234*t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 410NHP<br>2SB,8*cf*,GS150,HS5870 FD<br>Richardsons,Westgarth& Co.Ld.Sld. | 21 " 2<br>s 2 " 3<br>19 " 3 | |
| 30895<br>MBSG | **Sierra Grande** SteelSc<br>*Elec.light* Wireless 1*Dk* | 2334<br>—<br>1328 | | | | | 1918 | W.Harkess &Son,Ld.<br>Middlesbro' | Soc.de Cabotage International (R.vanHemelryck &Cie. *Mgrs.*) | 285·0<br>P25'Q103'B58'F32' | 42·0 | 18·9 | Antwerp<br>Belgian *WB* | T.3Cy.25",41"&68"–45" 310NHP<br>Richardsons,Westgarth& Co.Ld.Mdb. | | C |
| 30896<br>NCFH | **Sierra Leone** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 3259<br>2924<br>1932 | ✠100A1<br>~~7,21 2,21~~ 10,21<br>4,22 | Cff<br>~~Sws~~<br>NYk | *v*<br>~~Hul~~<br>✠LMC10,20 | 10,21 | 1920<br>11mo | Schpw.v. JanSmit,Czn.<br>Alblasserdm<br>A&CP | Dmpskselsk. Atalanta (M.Nissen, *Mgr.*)<br>*CellD* | 332·1<br>P30'B212'F24'<br>FK<br>B284'951*tFPT*101*t* | 48·7 | 22·2 | Copnhagn<br>Danish<br>5*BHCem*<br>*APT*156*t* | T.3Cy.23",38"&62"–42" (*s*)<br>180lb *180lb* 282NHP<br>2SB,6*cf*.GS97,HS4520<br>Maats.deSchelde,Flushing | 24 " 6<br>s 2 " 11<br>21 " 11 | |
| 30897<br>MBSE | — SteelSc<br>(*ex*WarMusket) *Well deck* 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted*<br>Wireless | 2345<br>1769<br>1342 | ✠100A1<br>3,22 ~~1,19~~ | Lon<br>Ant | *s*<br>✠LMC7,18 | CL<br>~~1,19~~<br>3,22 | 1918<br>7mo | C.Hill& Sons<br>Bristol<br>*Lloyd'sA&CP* | Soc.deCabotage International (R.vanHemelryck &Cie. *Mgrs.*)<br>*CellD* | 285·2<br>P27'Q69'B66'F32'<br>FK<br>B226'568*tFPT*108*t* | 42·0 | 19·0 | Antwerp<br>Belgian<br>7*BHptCem*<br>*APT*234*t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 359NHP<br>2SB,6*cf*,GS127,HS4680 FD<br>McColl&Pollock,Ld.Sld. | 21 " 2<br>s 2 " 3<br>19 " 3 | |
| 30898<br>MBSC | **Sierra Madre** SteelSc<br>(*ex*WarFife) *Well deck* 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted*<br>Wireless | 2362<br>1771<br>1351 | ✠100A1<br>2,22 ~~4,20~~ | Ant | *s*<br>✠LMC7,18 | CL<br>~~12,18~~<br>2,22 | 1918<br>7mo | S.P.Austin &Son,Ld.<br>Sunderland<br>*Lloyd'sA&CP* | Soc.deCabotage International (R.vanHemelryck &Cie. *Mgrs.*)<br>*CellD* | 285·0<br>P25'Q72'B66'F32'<br>FK<br>B228 568*tFPT*108*t* | 42·1 | 19·1 | Antwerp<br>Belgian<br>7*BHptCem*<br>*APT*234*t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 410NHP<br>2SB,8*cf*,GS150,HS5855 FD<br>CenMarEngWksLd.WHpl | 21 " 2<br>s 2 " 3<br>19 3 | |
| 30899 | **Sierra Morena** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | *3477*<br>*3172*<br>*2058* | ✠100A1<br>11,21<br>~~(*ClassContemplated*)~~<br>*Fitted for oil fuel* 11,21 *F.P.above* 150°F. | Lth | *v*<br>✠LMC11,21 | CL | 1921<br>11mo | Burntisland SBCoLd.<br>Burntisland<br>*Lloyd'sA&CP* | Atalanta D/S A\|S (M.Nissen, *Mgr.*)<br>*CellD.B*278'941*tFPT*135*tAPT*150*t* | 331·3<br>P32'B200'F29'<br>FK | 48·6 | 25·1 | Copnhagn<br>Danish<br>5*BHptCem* | T.3Cy.24",40"&65"–42" (*s*)<br>180lb *180lb* 316NHP<br>2SB,6*cf*,GS112,HS5122<br>Cooper&Greig,Ld.Dundee | 27 " 3<br>s 4 " 3<br>23 " 4 | |
| 30900<br>MBSA | — SteelSc<br>(*ex*WarMaxim) *Well deck* 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted*<br>Wireless | 2353<br>1771<br>1344 | ✠100A1<br>12,18 | Bry | *s*<br>✠LMC7,18 | CL<br>12,18 | 1918<br>8mo | Swan,Hunter&Wigham Richardson, Ld Sunderlnd<br>*Lloyd'sA&CP* | Soc.deCabotage International (R.vanHemelryck &Cie. *Mgrs.*)<br>*CellD* | 285·0<br>P25'Q71 B66'F32'<br>FK<br>B228'553*tFPT*100*t* | 42·1 | 19·1 | Antwerp<br>Belgian<br>7*BHptCem*<br>*APT*224*t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 417NHP<br>2SB,8*cf*,GS130,HS6022 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 21 " 2<br>s 2 " 3<br>19 " 3 | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel<br>Total<br>Sous le Pont<br>Net | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Speciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ❋ 30901<br>MBSI | **Sierra Negra** SteelSc<br>(exWarTorpedo) *Well deck* 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted*<br>Wireless | 2337<br>1761<br>1329 | ✠100A1<br>2,19<br>✠LMC6,18 | Liv | *s* | CL | 1918<br>6mo<br><br>*Lloyd* | W.Gray&Co.Ld.<br>WHartlepool<br>'*sA&CP* | Soc.de Cabotage International (R.vanHemelryck &Cie.*Mgrs.*) *CellD* | 285·0\|41·9\|19·0<br>P28'Q69'B66'F32'<br>FK<br>*B*228'575t*FPT*107t | Antwerp<br>Belgian<br>7*BHptCem*<br>*APT*228t | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 417NHP<br>2SB,8*cf*,GS150,HS6021 FD<br>Cen.Mar.Eng.Wrks.WHpl |
| 30902<br>LBHV | **Sierra Nevada** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks*<br>*Now named* "Hastings County," *See Supplement* | 4178<br>3891<br>2559 | | | | | 1920 | W.Pickersgill&Sons,Ld.<br>Sunderland | W.Gilbert | 380·2\|52·3\|24·2<br>P101tH162tF24t | Bergen<br>Norwegian<br>*WB* | T.3Cy.25",41"&69"–48"<br>330NHP<br>Richardsons,Westgarth&Co.Ld.Sld. |
| 30903 | — SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | ~~3431~~<br>3477 ~~3050~~<br>3172 ~~2100~~<br>2058 | ✠100A1<br>9,21<br>✠LMC9,21<br>(*Class Contemplated*)<br>*Fitted for oil fuel* 9,21<br>*Fr.above 150°F.* | Lth | *v* | CL | ~~1920~~<br>1921<br>5mo<br>*Lloyd* | Burntislnd S.B.Co.Ld.<br>Burntisland<br>'*sA&CP* | D/S A/S Atalanta (M.Nisson,*Mgr.*) *CellD* | ~~331·0~~\|18·6\|25·1<br>P32'B200'F29'<br>331·5\|<br>FK<br>*B*278'941t*FPT*135t | Copnhagn<br>Danish<br>5*BHptCem*<br>*APT*150t | T.3Cy.24",40"&65"–42" (*s*)<br>180lb *180lb* 316NHP<br>2SB,8*cf*,GS112,HS5122<br>Cooper&Greig,Ld.Dundee |
| ❋ 30904<br>MBSP | **Sierra Quemada** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5818<br>5146<br>4259 | ✠100A1<br>12,19<br>✠LMC9,18 | NNs | *z* | CL | 1918<br>9mo<br><br>*Lloyd* | J Coughlan &Sons<br>Vancouver, B.C.<br>'*sA&CP* 1 *Inter* | Soc.Transocéanique deTransports (R.vanHemelryck &Cie.*Mgrs.*)<br>*mediateBHd in for* | 410·5\|54·1\|27·5<br>P59'B115'F47'<br>FK<br>*ehold dispensed wit*<br>*CellD* | Antwerp<br>Belgian<br>*Cem*<br>*h6BH only*<br>*B* 368' 1274t | 1 Geared Steam Turbine<br>210lb (*r*)<br>3SB,9*cf*,GS195,HS7470 FD<br>KerrTurbineCo.<br>Wellsville,N.Y.<br>*FPT*131t*APT*269t |
| 30905<br>MBSK | **Sierra Roja** SteelSc<br>*Elec.light* Wireless 2*Dks* | 5097<br>—<br>3659 | | | | | 1918 | Sunderland S.B.Co.Ld.<br>Sunderland | Soc.Transocéanique deTransports (R.vanHemelryck &Cie.*Mgrs.*) | 399·5\|52·4\|28·5<br>P49'B112'F39' | Antwerp<br>Belgian<br>*WB* | T.3Cy.27",44"&73"–48"<br>369NHP<br>CammellLaird&Co.Ld.Liv. |
| 30906 | **Sierra Ventana** SteelTwinScSr<br>*Elec.light* Wireless Sub.Sig. 3*Dks*<br>*Now named* "Alba," *See Supplement* | 8262<br>6854<br>4963 | | | | | 1912 | Bremer Vulkan<br>Vegesack | Cie.deNav.Sud-Atlantique | 439·5\|56·0\|35·5<br>B183'F97' | French<br>*WB* | T.6Cy.24⅝",40½"&66½"–47¼"<br>600NHP<br>BremerVulkan,Vegesack |
| ❋ 30907<br>MBSO | **Sierra Verde** SteelScSr<br>(exWarClyde) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1525<br>1325<br>812 | ✠100A1<br>5,22 ~~5,20~~<br>✠LMC10,18 | Ant | *p* | CL<br>5,20 | 1918<br>10mo<br><br>*Lloyd* | A.McMillan&Son,Ld.<br>Dumbarton<br>'*sA&CP* | Soc.de Cabotage International (R.vanHemelryck &Cie.*Mgrs.*) | 240·5\|36·1\|19·1<br>B52'F23'<br>FK<br>*CellDBFPT*58t | Antwerp<br>Belgian<br>4*BHCem*<br>*APT*84t | T.3Cy.18",30"&50"–33" (*s*)<br>180lb 172NHP<br>2SB,6*cf*,GS97,HS2886<br>Rankin&Blackmre Ld.Grk |
| 30908 | **Siete** SteelScK<br>*ss*B.As.No 1–15<br>*Elec.light* 1*Dk* | *276*<br>*243*<br>*105* | ✠ ——<br>8,19<br>*StmTrawler*<br>✠ | Npt | | | 1911<br>4mo | Hall,Russell&Co.Ld.<br>Aberdeen | RussianGovt. | 136·5\|23·8\|11·7<br>Q77'F24'<br>BK7½"<br>*WB*= | Russian<br>3*BHCem*<br>*DBf*36'22t | T.3Cy.13",21½"&36"–24"<br>86NHP<br>1SB,3*pf*,GS46,HS1540<br>Hall,Russell&Co.Ld.Abn. |
| 30909<br>5557<br>JTPS | **Sif** SteelScSr<br>1*Dk* | 1365<br>1033<br>747 | | | | | 1913 | Dundee S.B.Co.Ld<br>Dundee | Stockholms Rederiaktieb.Svea (H.Ericson,*Mgr.*) | 235·1\|36·2\|15·0<br>P17'Q63'B63'H75t<br>F29' | Stockholm<br>Swedish<br>*WB* | T.3Cy.18",28¾"&48"–33"<br>132NHP<br>ShieldsEng.Co.Ld.N.Shl |
| 30910<br>NKMQ | — SteelScSr | 105<br>74<br>42 | | | | | 1899 | Kjb.Flyded.&Skibsv<br>Copenhagen | Sydfyenske Dmpskselsk(H.G. Harder,*Mgr.*) | 96·0\|18·6\|7·5<br>Q34' | Nakskov<br>Danish<br>*WB* | C.2Cy.14⅔"&28⅓"–18"<br>30NHP<br>Acts.Kjbh.Flydedok&Skibsv.Copenhagen |
| 30911<br>HSGV | **Sifnos** IronScSr<br>(exAlexandra,ex EdwardWilliams) *ss*Shl.2ndNo.3–12,01 *ss*Pir.No.2–11<br>Wireless 1*Dk*2*tr*B&*Webframes* | 772<br>*638*<br>*471* | ✠<br>4,14<br>✠NB10,95 | Pir | *k* | | 1871<br>9mo | Denton,Gray&Co.<br>WHartlepool | NationalS.N.Co. Ld.ofGreece (EmbiricosBros. *Mgrs.*) | 194·0\|29·0\|16·0<br>Q69'<br>BK7½"<br>*WB*= | Syra<br>Greek<br>4*BHCem*<br>*DBa&f*91' | C.2Cy.24¼"&47½"–30"<br>97NHP<br>1SB,3*pf*,GS45,HS1596<br>T.Richardson&Sons,Hpl. |
| 30912<br>MVDH | **Sigdal** IronScSr<br>1*Dk*<br>*Elec.light* | 997<br>685<br>587 | | | | | 1920 | Pusnæs Stöperi& Mek.Verksted<br>Arendal | A/S Ambra (F.Friis&C.O. Lund,*Mgrs.*) | 211·1\|33·2\|13·7<br>F20tB77tQ99tH70t | Drammen<br>Norwegian<br>*WB* | T.3Cy.15",25"&40"–30"<br>115NHP<br>PusnæsStöperi&Mek. Verksted,Arendal |
| ❋ 30913<br>MTQJ | **Sigen** WoodAuxTwinScSr<br>*OilEng.*<br>(exPelican,exMay,exPelican) 1*Dk*2*tr*B<br>*Elec.light* *Mchy.Aft*<br>*Salted* *pt*GIB Hardwood treenails<br>(*See Sailing Ship Register*) | 1762<br>1563<br>1397 | ✠12A1<br>4,20<br>LMC6,20 | Mmo | *r* | 4,20 | 1917<br>8mo | M'EachernShipCo.<br>Astoria,O.<br>A&CP | ~~A/S Nesjar (H.L.Meyer&L. Sandsdalen, Mgrs.)~~ SeilskibsA/SPortland (H.L. Meyer&L.Sandsdalen *Mgrs.*) | 245·6\|44·5\|19·7<br>P28'F46' | Larvik<br>Norwegian | Oil Engines 2S.C.SA<br>8Cy.14 3/16"–15¾" 137NHP<br>NE(s)6,20<br>SkandiaPacificOilEng.Co.<br>Oakland,Cal. |
| 30914<br>LBCM | **Siger** WoodAuxSc3MstSr<br>*Oil Eng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 338<br>280<br>242 | | | | | 1920 | G.Ottesen<br>Sagvaag | SkibsA/S Siger (OlafSkibenes) | 124·0\|29·3\|14·4<br>F10tQ23tH16t | Moldöen<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.17¾"–19⅔" 60NHP<br>M.Haldorsen&Son,<br>Rubbestadnaset |
| 30915<br>PSCR | **Sigli** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* | 1579<br>1102<br>873 | | | | | 1920 | N.V. Scheepswerf "Dordrecht"<br>Dordrecht | Koninkl.Paketv. Maats. | 250·0\|40·0\|17·6<br>P25'F31' | Batavia<br>Dutch<br>*WB* | T.3Cy.16½",27"&45"–36"<br>121NHP<br>AlblasserdamscheMachine Fabriek,Alblasserdam |
| 30916<br>JRTF | **Siglufjord** CompScSr<br>(exDinaLea, exForsög,exFia) *Mchy.Aft* 1*Dk* | 236<br>174<br>148 | | | | | 1889 | P.Larsson<br>Thorskog | M.Knutsen | 110·1\|22·7\|9·6<br>Q15'B30tH5t | Aalesund<br>Norwegian | C.2Cy.11¾"&17½"–17½"<br>11NHP<br>P.Larsson,Thorskog |
| 30917<br>Wrecked 10,21 | **Signal** WoodAuxSc4MstSr<br>*Motor*<br>(*See Sailing Ship Register*) | 386<br>—<br>368 | | | | | 1920 | A/BSignal<br>Gottby | RederiA/BSignal | 143·2\|33·6\|11·5 | Mariehmn<br>Finnish | Motor<br>4Cy.10½"–6" 20NHP<br>Benz&Co.Mannheim |
| 30918<br>5406<br>JTCQ | **Signe** SteelScSr<br>(exMediana) Wireless 1*Dk* | 2713<br>2293<br>1699 | | | | | 1897 | SirRaylton Dixon&Co.<br>Middlesbro' | RederiAktieb. Bylgia (G.Lindegren,*Mgr.*) | 311·8\|43·1\|20·4<br>P31'B77'F30' | Stockholm<br>Swedish<br>*WB* | T.3Cy.22½",36½"&60"–42"<br>233NHP<br>SirC.Furness,Westgarth &Co.Ld.Middlesbro' |
| 30919<br>NWPF | — SteelScSr<br>1*Dk* | 1191<br>913<br>696 | | | | | 1919 | A/SKjöbuhavns Flydedok& Skibsverft | Dampskibsselskabet Torm (C.Kraemer,*Mgr.*) | 235·4\|37·2\|13·7<br>Q69'P13'B98'F29' | Copnhagn<br>Danish<br>*WB* | T.3Cy.15",24"&40"–27"<br>83NHP<br>A/SKjöbenhvnsFlydedok ogSkibsværft.Copenhagen |
| 30920<br>PSCW | **Signemin** SteelSc<br>1*Dk* | 525<br>390<br>257 | | | | | 1919 | J.Th. Wilmink&Co.<br>Gideon | L.Fijn van Draat | 156·0\|26·3\|12·4<br>P50'F22' | Amstrdam<br>Dutch<br>*WB* | T3Cy11½",17 7/16"&29½"–19 1/16"<br>39NHP<br>D.H.Landeweer&Zoon, Martinshoek |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L. R. Date of R. of Trade Cert |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30921<br>5390<br>JTBN | **Signfred** SteelScSr<br>ssLth.No.2-12<br>1Dk(Stl-ptws)<br>(exCarriden)<br>Well deck | 666<br>451<br>327 | ✠<br>11,15<br>✠ | Xia | i | | 1903<br>8mo | G.Brown&Co.<br>Greenock | VerkebäcksÅngf. Aktieb. (F.Olsson, Mgr.)<br>WB=CellDBa42' | 180·6<br>P11'Q45'B44'F23'<br>FK<br>uE13'f77'146tFPT | 29·2 | 11·1 | Verkebäck<br>Swedish<br>4BHCem<br>30tAPT10t | T.3Cy.15",25"&40"-27"<br>99NHP<br>1SB,3cf,GS47,HS1660<br>Muir&Houston,Ld.Gls. | 13 ″ 4 | V |
| 30922<br>2563<br>JFQM | **Signhild** WoodScSp<br>1Dk | 175<br>138<br>101 | | | | | 18$\frac{71}{88}$ | ……………<br>Spången | VestkustensTransportA/B(G.Lundahl,Mgr.) | 96·9<br>P17' Q5' | 22·5 | 10·1 | Gothenbrg<br>Swedish | 2Cy.9¾"&14½"-11¾"<br>6NHP<br>P.Larsson,Thorskog | | |
| 30923<br>NVRJ | **Sigrid** SteelScSr<br>ssCpn.No.1-21<br>1Dk(Stl) | 1207<br>999<br>732 | ✠100A1<br>8,21 ~~2,21~~<br>✠LMC2,21 | Cpn | o | 3,20 | 1917<br>12mo | KjöbnhvnsFlydk.&Skbs.<br>Copenhagen<br>A&CP | D/S A/S Progress (M.Nielsen&Sön, Mgrs.)<br>CellDBa71'uE26' | 239·9<br>P27'B54'F25'<br>FK<br>f100' 358t FPT19t | 35·7 | 14·5 | Copnhagn<br>Danish<br>4BHCem<br>APT18t | T.3Cy.15",24"&40"-27" (s)<br>185lb 98NH<br>2SB,4cf,GS48,HS1604<br>KjbnhavnsFlydk.&Skbsv | 17 ″ 3<br>s 2 ″ 0<br>15 ″ 6 | |
| 30924<br>1845<br>HVRL | **—** CompScSr<br>1Dk<br>Mchy.Aft | 205<br>163<br>91 | | | | | 1889<br>Reblt<br>1912 | J.A.Svensson<br>SödraGarn | RederiA/B Carlsten (C.H.Edman,Mgr.) | 100·7<br>P20'H6t | 23·3 | 10·0 | Marstrand<br>Swedish | C.2Cy.10⅓"&19¾"-13¾"<br>Wennbergs 12NHP<br>Mek.Verk.A/B,Karlstad | | |
| 30925<br>4210<br>JNLR | **—** CompScSr<br>1Dk<br>(exGunboat) | 119<br>101<br>45 | | | | | 1862 | NyköpingsM.V.<br>Nyköping | S.Olschanski | 99·9<br>H15t | 22·6 | 8·6 | Oscrshmn<br>Swedish | NyköpingsM.V. | | |
| 30926<br>635<br>JBSQ | **Sigrid II.** CompScSr<br>(exOscarshamn)<br>1Dk | 102<br>50<br>68 | | | | | 1875 | OskrshmnsM.V.Aktieb.<br>Oskarshamn | S.Olschanski | 83·7<br>Q26' B38' H3t F20' | 16·1 | 9·0 | Oscrshmn<br>Swedish | C.2Cy.11¼"&22½"-16"<br>17NHP<br>OskarshamnsM.V.Aktieb. | | |
| 30927<br>NMTK | **Sigrun** SteelScSr<br>ssCpn.No.1-21 ssCpn.No.3-9,16<br>1Dk(Stl)&deepframing<br>(exVagn)<br>Wireless | 1337<br>1191<br>806 | ✠100A1<br>~~8,21~~ ~~3,18~~3,22<br>✠LMC<br>MS~~9,18~~ 8,21 ~~BS7,20~~<br>BS3,22 | Cpn | p | CL<br>~~2,19~~<br>8,21 | 1904<br>5mo<br>Lloyd | SunderlndS.B.Co.Ld.<br>Sunderland<br>'sA&CP | Dmpsk.Valkyrien (A.O.Andersen&Co.Mgrs.)<br>WB=CellDBa | 240·0<br>P19'B64'F27<br>FK<br>&uE86'f98'339t FP | 36·5 | 16·8 | Copnhagn<br>Danish<br>4BHCem<br>T59tAPT6t | T.3Cy.18",29"&48"-33" (s)<br>160lb 100lb 141NHP<br>1SB,3pf,GS62,HS2255<br>N.E.MarineEng.Co.Ld.Sld | 19 ″ (<br>s 2 ″ 5<br>16 ″ 10 | |
| 30928<br>2346<br>JFKG | **Sigtuna** IronSc<br>(exAlbrektsund)<br>1Dk | 133<br>70<br>98 | | | | | 1869 | OscrshmnsM.V.<br>Oscarshamn | ÅngfAktieb DrottningholmFittja (J.W RickanderMgr) | 105·5<br>Q29'B39'H12tF11' | 17·1 | 7·2 | Stockholm<br>Swedish | 1Cy.14"-22"<br>7NHP<br>OscarshmnsMV,Oscrshmn | | |
| 30929<br>4767<br>JQPF | **Sigurd** CompScSr<br>1Dk<br>Mchy.Aft | 190<br>161<br>89 | | | | | 1907 | S.Groth<br>Sjötorp | Ångf.Aktieb. Samseglingen (A.Svensson, Mg.) | 100·3<br>P20' | 22·9 | 10·1 | Gothenbrg<br>Swedish | C.2Cy.9½"&21"-13½"<br>13NHP<br>LundbyMek.Verkst.Got. | | |
| 30930 | **Sigurd Hund** WoodScSr<br>(exEros)<br>1Dk2trB | 453<br>348<br>259 | | | | | 1900 | HölensSkibsverft<br>Xiansand | | 147·5<br>Q29tB53tH8tF16t | 27·3 | 13·6 | | T.3Cy.12",20"&32"-27"<br>53NHP<br>AkersMek.Værks.Xia. | | |
| 30931<br>JSHC | **Sigurd Jarl** SteelScSr<br>1Dk&Awngdk3trB<br>Elec.light | 884<br>847<br>547 | | | | | 1894 | AkersMekVerksted<br>Christiania | DetNordenfjeldske Dampskibsselskab | 198·4<br>H36t | 29·1 | 22·2 | Trondhjem<br>Norwegian<br>WB | T.3Cy.20",32"&52"-30"<br>NB08 148NHP<br>AkersMek. Verksted, Xia | | |
| 30932<br>NBRJ | **Sigvald** SteelSc<br>1Dk | 1249<br>950<br>719 | | | | | 1920 | Akt.P.Ph.Stuhr's Maskin-og SkibsAalborg | A/SD/S Hamlet (T.C.Christensen, Mgr.) | 238·7<br>P14'Q71 B94'F29' | 36·2 | 13·4 | Copnhagn<br>Danish<br>WB | T.3Cy.16",25"&42½"-30"<br>99NHP<br>A/SFrichs,Aarhus | | V |
| 30933<br>3197<br>JHPS | **Sigvar** IronSc<br>ssHbg.3rdNo.3-2,22 ~~ssHbg.2ndNo.3-4,09~~<br>(exLilly,exAlbania) ~~ssHbg.No.2-10~~<br>1Dk(Irn)2trB<br>Well deck | 1773<br>1404<br>1067 | ✠100A1<br>2,22 ~~10,19~~<br>✠NB1,94 ✠LMC7,20<br>BS2,22 | Brs<br>Hbg | r | ~~10,19~~<br>2,22 | 1883<br>6mo | W.Gray&Co.<br>WHartlepool<br>A&CP | RederiA/BIngvar (~~P.Ingvarsson,~~ ~~Mgr.)~~ (T.Hillerström,Mgr.) | 263·8<br>P28'Q68'B70'F39'<br>BK9½<br>DBa | 35·8 | 20·0 | Malmö<br>Swedish<br>4BHCem<br>30'f102'357t | C.2Cy.21"&56"-40" (s)<br>150lb 100lb NDB13 188NH<br>2SB,4rf,GS64,HS2770<br>Black,Hawthorn&Co.Gts. | 21 ″ 5<br>s 1 ″ 11½<br>20 ″ 5 | |
| 30934<br>4760<br>JQNS | **Sigvard** SteelScSr<br>1Dk<br>Mchy.Aft | 209<br>174<br>120 | | | | | 1907 | ThorskogsMek.Værks.<br>Lödöse | C.B.Below | 100·6<br>P26'F11' | 22·6 | 9·8 | Stockholm<br>Swedish<br>WB | C.2Cy.10"&16"-15"<br>8NHP<br>ThorskogsM.V.Lödöse | | V |
| 30935<br>3132<br>JHLD | **Sigyn** SteelScSr<br>ssShl.No.3-3,10<br>ssOsc.No.2-18<br>1Dk(Stl)&deepframing<br>Elec.light Wireless | 2019<br>1781<br>1169 | ✠100A1<br>8,21 ~~10,19~~<br>✠LMC5,18<br>MBS10,19 DBS3,20 | Skm<br>Mmo | r | 10,19 | 1897<br>11mo<br>Lloyd | CampbeltownS.B.Co.<br>Campbeltwn<br>'sA&CP | Stockholms Rederiaktieb.Svea (H.Ericson,Mgr.) | 282·2<br>P29'B54'F31'<br>FK<br>WB=DBa80'f116' | 40·2 | 19·2 | Stockholm<br>Swedish<br>4BHCem<br>366tAPT87t | T.3Cy.21$\frac{1}{16}$",33¼"&53"-36"<br>165lb 80lb (a) 174NH<br>2SB,6rf,GS109,HS2642<br>Hutson&Son,Glasgow | 21 ″ 8<br>s 3 ″ 3<br>18 ″ 10 | |
| 30936<br>NVGR | **—** SteelScSr<br>(Tug&Salvage)<br>1Dk<br>Elec.light | 195<br>174<br>67 | | | | | 1916 | MotalaVrk.NyaAkt.<br>Motala | Em.Z.Svitzer's Bjergnings Entreprise | 101·8<br>B20'F24' | 22·3 | 12·0 | Copnhagn<br>Danish<br>WB | T.3Cy.14",22$\frac{7}{16}$"&38"-26"<br>74NH<br>MotalaV.NyaAkt.Motala | | V |
| 30937<br>135584<br>JFQN | **Sikh** SteelScSr<br>ssCal.No.1-19<br>2Dks(Stl)<br>Elec.light<br>Wireless | 5150<br>4702<br>3288 | ✠100A1<br>12,21 ~~11,21~~<br>~~BS2,21~~ ✠LMC10,19<br>BS3,22 | Cal | y | CL<br>~~10,19~~<br>12,21 | 1914<br>6mo<br>Lloyd<br>WB= | Russell&Co.<br>Pt.Glasgow<br>'sA&CP 'T<br>CellDBa121' | AsiaticStm.Nav.Co.Ld.<br>ween dkBHin after<br>uE24'f184'1125tD | 404·8<br>P36'B119'F45'<br>FK<br>hold dispensed with<br>Ta37'976tAPT28t | 52·2 | 27·4 | Liverpool<br>British<br>Cem<br>5BHtoUdk<br>1 „ „2nd „ | T.3Cy.27",44"&73"-48" (s)<br>180lb 100lb 479NHP<br>2SB,8cf,GS147,HS6764 FD<br>Rankin&Blackmore,Grk.<br>only | 30 ″ 0<br>s 5 ″ 10½<br>24 ″ 6 | |
| 30938 | **Sikiang** SteelSc<br>2Dks<br>Elec.light Wireless | 1840<br>1359<br>1015 | | | | | 1907 | Schiffsw.v.HenryKoch<br>Lübeck | | 260·8<br>B168'F36' | 40·3 | 16·2 | WB | T.3Cy.21¼",34½"&55¼"-33½"<br>177NHP<br>J.F.Ahrens,Altona | | |
| 30939<br>136306 | **Sikkim** SteelPad<br>1Dk | 162<br>162<br>151 | | | | | 1914 | Yarrow&Co.Ld.<br>Glasgow | IrrawaddyFlotilla Co.Ld. | 132·2 | 31·0 | 4·6 | Glasgow<br>British | H.2Cy.15"&27"-54"<br>32RHP<br>Yarrow&Co.Ld.Glasgow | | |
| 30940 | **Silach** SteelScSr<br>1Dk | 499<br>444<br>224 | ✠<br>10,90<br>✠ | Got | h | | 1890<br>10mo<br>W | MotalaMekWrks.<br>Motala<br>B=DBa14'f | RussianGovernment<br>37' uE&B38' 111t | 161·9<br>B44'F31'<br>BK7½"<br>FPT17tAPT18tT | 26·1 | 14·8 | Petrograd<br>Russian<br>8BHCem<br>anka31tf37t | T.3Cy.19½",32"&52"-33"<br>190NHP<br>2SB,3rf,GS47,HS3360<br>MotalaMekWerks,Motala | 15 ″ 8 | |
| 30941<br>113 | **—** IronPad<br>(Tug)<br>1Dk | 164<br>—<br>— | | | | | 1879 | J.Softley&Co.<br>S.Shields | RussianBlackSea-DnieprS.N.Co. | 107·1 | 19·6 | 10·3 | Odessa<br>Russian | 1Cy.42½"-56"<br>104NHP | | |
| 30942<br>768 | **—** SteelSc<br>(Tug)<br>1Dk<br>(exKentauros) | 122<br>—<br>51 | | | | | 1895 | Howaldtswerke<br>Kiel | RussianTransport &InsuranceCo. | 95·9 | 21·3 | 8·4 | Odessa<br>Russian<br>WB | T.3Cy.11$\frac{13}{16}$",18$\frac{11}{16}$"&29½"-15¾"<br>35NHP<br>Howaldtswerke,Kiel | | |
| 30943<br>118918 | **Silanion** SteelScK<br>ssHul.No.3-8,19<br>1Dk | 199<br>179<br>78 | ✠100A1<br>StmTrawler<br>11,21 ~~3,21~~<br>~~BS9,20~~ ✠LMC7,19<br>BS11,21 | Gms | | CL<br>~~7,19~~<br>11,21 | 1903<br>11mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Hull<br>'sA&CP | StandardSteam FishingCo.Ld. | 115·0<br>Q49'F19'<br>ND19 BK7"<br>WB= | 21·5 | 11·1 | Grimsby<br>British<br>3BHCem<br>DBf5'3t | T.3Cy.11¾",20"&33"-24" (s)<br>180lb 59RHP<br>1SB,2pf,GS32,HS913<br>Amos&Smith,Hull | 12 ″ 1 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30944 | **Silarus** SteelScSr<br>Elec.light Sub.Sig. 2Dks(Stl)<br>Wireless | 5101<br>4814<br>3237 | ✠100A1<br>7,21 ~~10,20~~<br>✠LMC11,19 | Lon | y | CL | 1919<br>11mo<br>Lloyd | C.Connell &Co.Ld.<br>Glasgow<br>'sA&CP | RoyalMailSteam PacketCo.<br>CellDB | 400·0<br>P49'B113'F39' FK<br>340'1069tFPT133t | 52·2 | 28·5 | London<br>British<br>7BHptCem<br>APT70t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Dunsmuir&JacksonLdGls | 31<br>8<br>25 |
| 30945<br>~~85178~~<br>JMBF | **Silba** Iron&SteelSc3MstSr<br>Missing since 12,21<br>(exFisherton, exFlamer,exStanley) | 369<br>340<br>191 | | | | | 1880 | Napier& Sons<br>Glasgow | L.E.Gillett | 160·8<br>Q19t | 24·0 | 12·6 | London<br>British | C.2Cy.22"&44"-26"<br>NB92 81RHP<br>Napier&Sons,Glasgow | |
| 30946<br>MBVL | **Sildra** SteelScSr<br>Wireless 1Dk2trB&deep framing | 3342<br>3131<br>2039 | | | ... | | 1904 | J.Priestman&Co.<br>Sunderland | D/S A/S Sildra (Fridtj.Siegwarth,Mgr.) | 336·5<br>P31'B200'F32' FK | 46·5 | 23·9 | Tonsberg<br>Norwegian<br>WB | T.3Cy.25",41"&67"-45"<br>325NHP<br>N.E.MarineEng.CoLd.Sld | 27 |
| 30947 | **Sile** SteelSc<br>1Dk(Stl)&Shelter dk(Stl)<br>Cargo battens not fitted in 'tween dks<br>Straight frames&bevelled bilge<br>Elec.light Sub.Sig. CruiserStern | 6551<br>6261<br>4040<br>— | ✠100A1<br>Shelter dk withfreeboard<br>1,21 ~~7,20~~ ✠LMC7,20<br>BS3,22 | Chp<br>Mel | a† | CL | 1920<br>7mo<br>Lloyd | Monmouth S.B.Co.Ld.<br>Chepstow<br>'sA&CP | Nav.Generale Italiana<br>Cell DB339' 1571t D | 412·4<br>F41'on Shelter dk FK<br>Ta 23' 858t FPT 91t | 55·8 | 34·5 | Genoa<br>Italian<br>ptCem<br>6BHtoSh dk<br>2 ,, ,, U ,,<br>APT126t | 2 SteamTurbines geared to 1Sc.Shaft 200lb (s) 678NHP<br>NDB8,20-120lb HS9636<br>3 Water Tube Boilers FD<br>BritishWestinghouseCo. Mch. | 38<br>10<br>23 |
| 30948<br>OTMP | **Silene** SteelSc<br>4959<br>Elec.light 2Dks(Stl) | ~~5019~~<br>~~4070~~<br>~~3140~~<br>4079<br>3151 | ✠100A1<br>3,22 ~~5,21~~<br>✠LMC11,20<br>Fitted for oil fuel 11,20 F.P. above 150° F. | Msl<br>NYk | y | CL<br>5,21 | 1920<br>11mo<br>Lloyd | Palmers Co.Ld.<br>Newcastle<br>'sA&CP | Soc." LesAffrêteursRéunis" (JeanStern)<br>C | 386·1<br>P36'B113'Ba21'<br>Bf21'F42' FK<br>ellDB327'848tFPT | 52·6 | 26·3 | Marseilles<br>~~Rouen~~<br>French<br>6BHptCem<br>97tAPT20t | T.3Cy.26",43"&71"-48" (s)<br>180lb 453NHP<br>3SB,9cf,GS220,HS8007<br>Palmers'Co.Ld. Newcastle | 28<br>5<br>21 |
| 30949 | **Silesia** SteelSc<br>Now named "Jean Jacques," See No. [illegible] in Supplement<br>(exHendrika)<br>Elec.light 2Dks | 3338<br>2079<br>2058 | | | | | 1898 | J.Smit,Czn<br>Alblasserdm | FrenchGovernment | 330·8<br>P30'H84'F40' | 46·0 | 24·1 | French<br>WB | T.3Cy.23",36"&60"-36"<br>NB11 216NHP<br>P.Smit,jun.,Rotterdam | |
| 30950<br>132687<br>HVKO | — SteelScK<br>(Whaler)<br>1Dk | 175<br>172<br>64 | | | | | 1912 | Smith's DockCo.Ld.<br>Middlesbro' | EasternWhaling Co.Ld. (C. Schiesinger,Mgr.) | 110·7 | 20·8 | 12·0 | London<br>British<br>WB | T.3Cy.12¼",20"&34"-24"<br>73RHP<br>ShieldsEng.Co.Ld.N.Shl. | |
| 30951<br>218972<br>LTBV | **Siletz** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5757<br>5248<br>3560 | | | | | 1919 | Columbia RiverSBCorp<br>Portland,Or. | UnitedStates ShippingBoard | 410·0<br>P44'B115'F46' | 54·2 | 27·6 | Portlnd,Or<br>Utd.States<br>WB | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | |
| 30952 | **Silhouette** WoodSc<br>[9&12yrs.Mat. 1Dk | 99<br>98<br>43 | ✠11 A1<br>For fishing purposes<br>8,18 ✠LMC7,18 | Lwt | | CL | 1918<br>1mo<br>Lloyd | ColbyBros. Ld.<br>Lowestoft<br>'sA&CP | TheAdmiralty | 87·7 | 20·0 | 10·0 | British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 42NHP<br>1SB,2pf,GS30,HS814<br>Crabtree&Co.Ld.Gt.Yar. | 10 |
| 30953<br>134758 | **Silicia** SteelScK<br>ssGms.No.1-19<br>1Dk | 250<br>228<br>99 | ✠100A1<br>StmTrawler<br>7,20 BS11,21<br>~~BS7,20~~ ✠LMC1,19 | Gms | | CL<br>~~1,19~~<br>11,21 | 1913<br>1mo<br>Lloyd | Cook,Welt'n&Gemmell Ld. Beverley<br>'sA&CP | Gt.Gms.&E.Coast Stm.FishingCo.Ld | 120·0<br>Q67'<br>BK8" | 22·5 | 12·0 | Grimsby<br>British<br>4BHCem | T.3Cy.12½",21½"&35¼"-24"<br>180lb (s) 62RHP<br>1SB,2pf,GS39,HS1267<br>Amos&Smith,Ld.Hull | 12 |
| 30954<br>MTCS | **Silja** SteelScSr<br>1Dk | 1259<br>956<br>716 | | | | | 1919 | P.Th. StuhrsMaskin&Skibs.<br>A/SAalborg | RederiA/S Kragerö (K. Sandaas,Mgr.) | 238·7<br>P34tQ91tP37tH70t | 36·3 | 13·6 | Kragerö<br>Norwegian | T.3Cy.15",24"&40"-27"<br>83NHP<br>A/SFrichs,Aarhus | |
| 30955<br>5744<br>JVLC | **Siljan** SteelScSr<br>ssGot.No.2-19<br>(exVard) 1Dk(Stl)<br>Elec.light Wireless | 3956<br>3484<br>2729 | 100A1<br>6,21 ~~7,20~~ 5,22 ~~1,22~~ ~~LMC~~<br>MS8,19 ~~BS7,21~~ BS7,21 | Mmo<br>Got | w | CL<br>~~6,19~~<br>1,22 | 1911<br>Lloyd | J.Priestman&Co.<br>Sunderland<br>'sA&CP | Rederiaktiebolget Transatlantic (G.Carlsson,Mgr.)<br>Bulkhead in | 347·2<br>P29'B100'F34' FK<br>after hold omitted 5<br>WB= | 50·7 | 23·1 | Gothenbrg<br>Swedish<br>BHonlyCem<br>CellDBa110' | T3Cy 24½",40½"&67"-45"(s)<br>180lb 90lb 319NHP<br>2SB,6cf,GS124,HS4800<br>N.E.MarineEng.Co.Ld.Sld<br>uE21'f152'900tAPT105t | 26<br>4<br>21 |
| 30956<br>HCPW | **Siljord** SteelScSk<br>1Dk | 104<br>79<br>55 | | | | | 1902 | Akers Mek.Værks<br>Christiania | TinnDampskibsselskab (C.Wm. Bothner,Mgr.) | 82·3<br>P18t | 17·1 | 7·4 | Chrstiania<br>Norwegian | C.2Cy.9"&18"-12"<br>9NHP<br>AkersMek.Værks.Xia. | |
| 30957<br>HBNC | **Siljord 2** SteelScSr<br>Mchy.Aft (exFredrikshald II.) | 108<br>79<br>49 | | | | | 1894 | Fredrkstad Mek.Værks.<br>Fredrikstad | TinnDpsk.Selsk. (C.Wm.Bothner, Mgr.) | 83·1 | 17·6 | 7·9 | Chrstiania<br>Norwegian | C.2Cy.10 3/16"&18"-12"<br>9NHP<br>Fredrikstad M.V.Frdstad | |
| 30958<br>NTFM | **Silkeborg** SteelSc<br>Wireless 1Dk | 1801<br>1600<br>1101 | | | | | 1915 | Fredrkstad Mek.Værks.<br>Fredrikstad | A/S D/S Danebrog (C.K.Hansen,Mg.) | 265·0<br>P22'B71'F29' | 42·2 | 17·6 | Copnhagn<br>Danish<br>WB | T.3Cy.20½",33"&56"-36"<br>188NHP<br>FredrikstadM.V.Frdstad | |
| 30959<br>121614<br>JMVG | **Siluria** SteelScK<br>ssGms.No.3-11,19<br>1Dk | 207<br>194<br>81 | ✠100A1<br>StmTrawler<br>5,21<br>~~BS8,20~~ ✠LMC11,19<br>BS5,21 | Gms | | N5,21 | 1907<br>2mo<br>Lloyd | GooleS.B. &RepgCo.Ld.<br>Goole<br>'sA&CP | TheExor.ofSirG.F. Sleight,Bart. | 116·8<br>ND19 BK7½" | 21·6 | 12·1 | Grimsby<br>British<br>3BHCem | T.3Cy.12",20"&33"-24" (r)<br>180lb 60RHP<br>1SB,2pf,GS37,HS1221<br>W.V.V.Lidgerwood,Gls. | 13 |
| 30960<br>133369 | **Silurus** SteelTwinSc<br>ssRnf.No.3-~~10~~,20<br>Elec.light 1Dk(Stl-teaks)<br>&Web frames | 1925<br>1763<br>1290 | ✠100A1<br>HopperDredger<br>10,20 | Rnf | .. | 9,20 | 1915<br>11mo<br>Lloyd | W.Simons &Co.Ld.<br>Renfrew<br>'sA&CP | BombayPortTrust | 266·7<br>F41'<br>FK&side keels6" | 46·2 | 19·6 | Bombay<br>British<br>8BHCem | C.4Cy.22"&44"-27" (s)<br>120lb 120lb 276NHP<br>2SB,6cf,GS138,HS4806<br>W.Simons&CoLd Renfrew | 20<br>4<br>16 |
| 30961<br>129382<br>HQNL | **Silva** SteelScK<br>ssS.GeorgiaNo.2-18<br>1Dk | 126<br>123<br>43 | ✠100A1<br>For fishing purposes<br>9,20<br>BS9,20 ✠LMC10,18 | S.Georgia | | CL<br>9,20 | 1910<br>3mo<br>Lloyd | Hawthorns &Co.Ld<br>Leith<br>'sA&CP | Chr.Salvesen&Co. | 95·0<br>BK7½"<br>WB= | 19·1 | 10·9 | Leith<br>British<br>4BHCem<br>APT5t | T.3Cy.11½",18½"&30"-22"<br>180lb (o) 53RHP<br>1SB,2pf,GS32,HS927<br>Hawthorns&Co.Ld.Leith | 12 |
| 30962 | **Silvana** SteelTwinScSr<br>Elec.light Wireless 1Dk&Awng dk | 804<br>400<br>269 | | | | | 1897 | Howaldtswerke<br>Kiel | FrenchGovernment | 205·6 | 29·5 | 19·3 | French<br>WB | T.6Cy.14¾",23"&37¾"-21¾"<br>133NHP<br>Howaldtswerke,Kiel | |
| 30963 | **Silvanus** SteelSc<br>2Dks(Stl)<br>Elec.light &Web frames<br>Mchy.Aft Longitudinal framing | ~~6000~~<br>5823<br>5284<br>3436 | ✠100A1<br>12,21 ~~8,21~~ ✠LMC8,21<br>~~(ClassContemplated)~~<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 8,21 F.P. above 150°F. | SFo | z | CL | 1921<br>8mo<br>A&CP | S.Western S.B.Co.<br>SanPedroCal.<br>CellDBu& | Nederl.Indische Tankstoomboot Maats. | 412·0<br>P110'~~B82'~~F57'<br>B33' FK<br>381'232tDTf32'828tFPT18tAPT103t | ~~53·0~~<br>53·3 | 31·0 | 'sGrvnhge<br>Dutch<br>15BHptAsp<br>1 ,, to Udk<br>4 ,, ,, 2nddk | T.3Cy.27",45"&74"-48" (s)<br>180lb 120lb 556NHP<br>3SB,9cf, HS8151 FD<br>Hooven,Owens&Rentschler Co.Hamilton,O. | 31<br>6<br>24 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30964<br>114186<br>JGON | **Silver City** SteelScSr<br>ssShl.No.3–7,14<br>ssShl.No.1–18<br>Mchy.Aft 1Dk<br>Well deck | 313<br>227<br>125 | ✠100A1<br>2,20<br>~~BS2,20~~ ✠LMC12,18<br>BS6,21 | Lon | e | CL<br>2,20 | 1901<br>5mo | Ardrossan<br>D.D.&S.B.Co.<br>Ld Ardrossan<br>A&CP | Cullen,Allen&Co.<br>Ld.(T.S.Wilson,<br>Mgr.) | 134·8<br>Q70'B14'F20'<br>FK<br>WB=FPT | 23·1 | 10·0 | Belfast<br>British<br>3BHCem<br>31tAPT4t | C.2Cy.18"&36"–27" (o)<br>110lb 55RHP<br>1SB,3pf,GS48,HS1204<br>ArdrossnDD&SBCo.LdGls | 10″ 9<br>s ″ 10<br>10″ 4 | |
| 30965<br>135760 | **Silver Prince** WoodScDy<br>(Fishing)<br>1Dk | 108<br>108<br>37 | | | | | 1913 | JChambers<br>Lowestoft | J.Pitchers | 89·6 | 20·3 | 10·7 | Lowestoft<br>British | T.3Cy.9¾",15"&22"–16"<br>Elliott& 25RHP<br>Garrood,Ld.Beccles | | |
| 30966<br>131468 | **Silver Queen** SteelSc<br>OilEng.<br>ssChs.No.3–3,20<br>1Dk(Stl)&Webframes<br>Longitudinal framing | 165<br>147<br>119 | ✠ A1<br>MotorBarge<br>For River purposes; also during the four summer months for Coasting Service ~~between~~ between Carnarvon and Barrow<br>9,21 ~~3,20~~ ✠LMC~~5,20~~ 9,21<br>Carrying Petroleum in bulk | Chs<br>Bkn | | ~~N3,20~~<br>9,21 | 1912<br>12mo<br>Lloyd | H.&C.<br>Grayson,Ld.<br>Garston<br>'sA&CP 2BH& | Anglo-American<br>OilCo.Ld.<br>(J.Hamilton,Mgr)<br>open partition BH between Engine space & Cargo hold | 95·0<br>FK | 18·1 | 10·7 | Liverpool<br>British<br>Cem | Oil Engines 2S.C.SA<br>2Cy.13$\frac{3}{16}$"–13$\frac{13}{16}$" 26NHP<br>Plenty&Son,Ld.Newbury | 11″ 0<br>s 1″ 2½<br>9″ 11 | |
| 30967<br>213752<br>LFQM | **Silver Shell** SteelScSr<br>ssS.Fo.No.1–20<br>Mchy.Aft 2Dks(Stl)&Webframes<br>Elec.light Longitudinal framing<br>Wireless | 5605<br>5310<br>3430 | ✠100A1<br>~~7,21~~ ~~3,19~~ 3,22<br>✠LMC4,20<br>BS3,22<br>Carrying Petroleum in bulk<br>Fitted for oil fuel12,15 F.P.above 150°F. | NYk<br>NNs Shl | z | CL<br>~~2,20~~<br>~~7,21~~ | 1915<br>12mo<br>A&CP | Harlan&<br>Hollingsworth Cor.<br>Wlmgtn,Del. | ShellLine,Inc.<br>WB=CellDB | 411·6<br>P110'B26'F40'<br>FK<br>uE&B74'199t<br>DTf32'337t<br>FPT114tAPT106t | 53·4 | 31·0 | Wilmgton,<br>(Del.)<br>Utd.States<br>16BHptCem<br>12 ,, to Udk<br>4 ,, ,, 2nd dk | T.3Cy.27",45"&74"–48" (s)<br>180lb 550NHP<br>3SB,9cf,GS192,HS8332 FD<br>Harlan &HollingswrthCor | 31″ 0<br>s6″ 9½<br>24″ 7 | |
| 30968<br>221058<br>MOLB | **Silver State** SteelTwinSc<br>2Dks&Shelter dk<br>Elec.light Fitted for oil fuel<br>Longitudinal framing | ~~14123~~ 14124<br>12531<br>~~8393~~<br>8377 | ~~(Class Contemplated)~~ | | ... | | 1921 | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews | UnitedStates<br>ShippingBoard | 517·0<br>Bos Shltr dk 189' | 72·2 | ~~27·8~~<br>36·8 | NwprtNws<br>Utd.States<br>WB | ~~2 Steam Turbines~~ 4Steam Turbines geared to 2 Sc. Shafts<br>NewportNewsSB&DD.Co. | 50″ 0 | |
| 30969<br>140003 | **Silver Wave** WoodSc<br>(Fishing)<br>1Dk | 113<br>112<br>48 | | | | | 1920 | ColbyBros.<br>Ld.<br>OultonBroad | LionFishingCo.Ld<br>(E.Turrell,Mgr.) | 90·0 | 20·8 | 10·3 | Lowestoft<br>British | T.3Cy.10",15½"&26"–18"<br>33RHP<br>F.W.Carver&Co.Gt.Yar. | | |
| 30970<br>216146<br>LKJT | **Silverado** SteelScSr<br>Elec.light Wireless 2Dks<br>Mchy.Aft Fitted for oil fuel | 2298<br>—<br>1359 | | | | | 1918 | L'ngBeach<br>S.B.Co.<br>LongBeach,<br>Cal. | UnitedStates<br>ShippingBoard | 245·6 | 42·0 | 24·1 | L.Angeles<br>Utd.States<br>WB | T.3Cy.19",35"&46"–26"<br>Emade06refitted18 108NHP<br>Watt&Hinds,NewYork | | V |
| 30971<br>144682 | **Silveraxe** SteelScK<br>ssCff.No.2–16<br>(exTres) 1Dk<br>Elec.light | 272<br>236<br>119 | ✠ ——<br>8,19<br>StmTrawler<br>✠ | Cff | | | 1908<br>3mo | Hall,Russell&Co.Ld<br>Aberdeen | C.L.Mason | 134·3<br>Q79'F25'<br>BK7½"<br>DB | 23·1 | 11·7 | London<br>British<br>3BHCem<br>f26'18t | T.3Cy.13",21½"&36"–24"<br>86NHP<br>1SB,3pf,GS53,HS1540<br>Hall,Russell&Co.Ld.Abn. | 12″ 6 | |
| 30972<br>217911<br>LQSV | **Silverbrook** SteelSc<br>Elec.light Fitted for oil fuel<br>Mchy.Aft Sub.Sig. 1Dk<br>Fitted with cylindrical tanks for<br>Wireless carryingPetroleum | 5674<br>4550<br>3530 | | | ... | | 1919 | Chester<br>S.B.Co.<br>Chester,Pa. | UnitedStates<br>ShippingBoard | 400·8<br>P99'B27'F50'<br>FK | 54·3 | 31·4 | Phildlphia<br>Utd.States<br>WB | 2 Steam Turbines Geared to 1 Screw Shaft<br>628NHP<br>WestinghouseElectric&<br>Mfg.Co.E.Pittsburg,Pa. | 32″ 9 | R |
| 30973<br>137436<br>JLCV | **Silverfield** SteelSc3MstSr<br>ssLiv.No.1–20<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 426<br>306<br>161 | ✠100A1<br>6,20<br>✠LMC6,20<br>BS9,21 | Liv | g | CL<br>6,20 | 1915<br>3mo<br>Lloyd | LythamS.<br>B.&E.Co.Ld.<br>Lytham<br>'sA&CP | ZillahShipping&<br>CarryingCo.Ld.<br>(W.A.Savage,Ld.<br>Mgrs.) | 142·5<br>Q85'B9'F23'<br>BK6½"<br>WB=DTf16'33t | 26·0 | 11·5 | Liverpool<br>British<br>4BHCem<br>APT6t | T.3Cy.14",22"&38"–24" (s)<br>180lb 88RHP<br>1SB,3pf,GS50,HS1520<br>LythamS.B.&E.Co.Ld.Lyt | 12″ 6<br>s4″ 1<br>12″ 10 | |
| 30974<br>144412 | **Silverlight** SteelScSr<br>ssCpl.No.3–9,19<br>(exEngineer 1Dk(Stl)&deepframing<br>Avdakoff) Wireless | 1810<br>1680<br>1140 | ✠100A1<br>~~6,21~~ ~~4,20~~ 3,22<br>~~BS12,20~~ ✠LMC9,19<br>BS3,22 | Cff<br>~~Nwe~~Shl | r | CL<br>~~9,19~~<br>3,22 | 1904<br>3mo<br>Lloyd | Osbourne,<br>Graham&Co<br>Sunderland<br>'sA&CP | StarlightSSCoLd.<br>(RegierShipping<br>Co.Ld,Mgrs.)<br>CellDBa90' | 275·1<br>P29'B68'F30'<br>FK<br>uE&B 34'f108'488t | 40·1 | 18·1 | London<br>British<br>4BHCem<br>APT55t | T.3Cy.20½",33"&54"–36" (s)<br>180lb ~~200lb~~ 195NHP<br>2SB,4pf,GS80,HS3080<br>G.Clark,Ld.Sunderland | 20″ 6<br>s 2″ 10½<br>17″ 11 | |
| 30975<br>114049<br>HBQT | **Silversand** SteelScSr<br>ssGms.No.3–3,19<br>(exOttringham) 1Dk(ptIrn&ptStl)<br>Wireless &deepframing | 2679<br>2493<br>1698 | ✠100A1<br>~~5,21~~ ~~8,20~~ 1,22<br>~~BS9,20~~ ✠LMC5,19<br>BS1,22 | Msl<br>Npt | u | CL<br>~~8,19~~<br>1,22 | 1904<br>12mo<br>Lloyd | JLThompson&Sons,Ld.<br>Sunderland<br>'sA&CP<br>WB= | CelynLine,Ld.<br>(W.A.V.,P.S.&T.S.<br>James,Mgrs.)<br>Cell DBa106' uE& | 314·0<br>P23'B170'F28'<br>FK<br>B30'f128'674tFPT | 46·5 | 20·6 | London<br>British<br>5BHCem<br>95tAPT34t | T3Cy.23$\frac{5}{16}$",38"&62"–42"(s)<br>160lb 80lb 260NHP<br>2SB,6pf,GS111,HS4068<br>J.Dickinson&Sons,Ld.Sld. | 23″ 1<br>s 3″ 0<br>20″ 5 | |
| 30976<br>108625<br>JGHF | **Silversprings** SteelScSr<br>ssBkn.No.3–6,10<br>(exMay) ssLiv.No.2–19<br>Mchy.Aft 1Dk(Stl)<br>Well deck Cargo battens not fitted | 236<br>172<br>93 | ✠100A1<br>9,21 ~~3,21~~<br>~~BS3,21~~ ✠LMC~~4,19~~<br>MS9,21 BS2,22 | Ldy | d | CL<br>~~6,20~~<br>9,21 | 1898<br>8mo | JFullerton<br>&Co.<br>Paisley<br>A&CP | S.B.Stevenson | 130·0<br>Q48'B7'F23'<br>ptND19 BK6" | 21·0 | 9·5 | Lndnderry<br>British<br>3BHCem<br>FPT24t | C.2Cy.16"&32"–24" (s)<br>100lb 50RHP<br>1SB,2pf,GS41,HS973<br>Campbell&Caldrwood,Psy | 10″ 5<br>s1″ 0<br>10″ 3 | |
| 30977<br>68421<br>WRVP | **Silvertown** IronSc3MstSr<br>(exHooper) ssCff.3rdNo.3–10,16<br>Elec.light 4Dks&ptShadedk<br>Wireless | 5046<br>4913<br>3308 | ✠100A1<br>pt Shade dk<br>withfreeboard<br>12,18<br>✠NB80 LMC5,16<br>~~BS8,20~~ 10,21<br>Fitted for carrying fuel or other oils having a F.P. above 150°F. in cylindrical tanks and other spaces<br>Fitted for oil fuel11,20 F.P.above 150°F. | Liv | x | 12,18 | 1873<br>3mo | C.Mitchell<br>&Co.<br>Newcastle<br>A&CP | Anglo-American<br>OilCo.Ld.<br>(J.Hamilton,Mgr)<br>WB | 338·2<br>BK11"<br>=DBa54'f56'600t | 55·0 | 34·6 | London<br>British<br>6BHCem<br>MT54'320t | C.2Cy.52"&92"–48"<br>80lb 466NHP<br>4SB,12pf,GS252,HS7850<br>T.Clark&Co.,Newcastle | 35″ 10<br>s 8″ 8½<br>28″ 4 | |
| 30978<br>MSRL | **Silvestre** Ferro-ConcreteSc<br>(Lighter) OilEng.<br>Mchy.Aft 1Dk<br>Cruiser Stern | 159<br>135<br>75 | | | | | 1919 | Fougners<br>Staal-Beton<br>Skibs.A/S<br>Moss | SkibsA/SMaderas | 85·0<br>H14t | 20·2 | 10·4 | Chrstiania<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.12⅘"–14⅕" 22NHP<br>A/STuxham,Kjobenhavn | | N |
| 30979 | **Silvia** IronScSr<br>1Dk2trB | 890<br>650<br>555 | | | | | 1886 | Reiherst'g<br>Schiffsw.<br>Hamburg | EmilR.Retzlaff | 200·1<br>P117'F24' | 29·8 | 14·9 | Stettin<br>German<br>WB | C.2Cy.25"&47"–33"<br>107NHP<br>Reiherst.Maschinenf.Ham | | |
| 30980<br>202<br>SRGH | — SteelScSr<br>Elec.light 1Dk | 228<br>—<br>165 | | | | | 1886 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | RederiA/B Silvia<br>(O/YMeri, Ld.<br>Mgrs.) | 134·0<br>H23'F15' | 22·1 | 11·0 | Åbo<br>Finnish<br>WB | C.2Cy.17¾"&33"–21"<br>42NHP<br>FlensburgerSchiffsb.Ges. | | |
| 30981<br>133467<br>JDOP | **Silvio** SteelScSr<br>ssBkn.No.1–18<br>Well deck 1Dk(Stl)<br>Elec.light CruiserStern | 1284<br>1102<br>651 | ✠100A1<br>12,<br>~~BS5,20~~ ✠LMC5,18<br>BS5,21 | Liv | q | 9,19 | 1913<br>11mo<br>Lloyd | Dundee<br>S.B.Co.Ld.<br>Dundee<br>'sA&CP | Ellerman'sWilson<br>Line,Ld.<br>WB=Cell<br>DBa63'uE&B | 260·7<br>P&B196'F32'<br>FK<br>38'f111'342t FPT | 36·2 | 15·4 | Hull<br>British<br>5BHCem<br>41tAPT40t | T.3Cy.18",30"&50"–36" (s)<br>180lb 196NHP<br>2SB,6pf,GS95,HS3496<br>Amos&Smith,Ld.Hull | 17″ 6<br>s 1″ 2½<br>16″ 7 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30982 | **Silvio** SteelSc<br>*Elec.light* 3*Dks*(*Stl–U pt* ws) | | ✠<br>*For Government Service*<br>5,18 ✠ | Gls | | | 1918<br>5mo | Barclay, Curle&Co.Ld.<br>Glasgow | TheAdmiralty<br>*CellDBu* | 258·0<br>*B*20'21*tDT/*8'24*tF* | 34·6 | 23·7<br>FK | British<br>8*BHptCem*<br>*PT*36*t APT* | T.4Cy.20½",33"&(2)37"–30"<br>336NHP<br>2SB8*cf*,GS156,HS6072 FD<br>Barclay,Curle&Co.Ld.Gls.<br>22*t* | 24 |
| 30983<br>SHPW | **Silvio Pellico** SteelScSr<br>*ss*Nap.No.2-21 ~~*ss*Pal.No.1-17~~<br>(*ex*Spuma) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light*<br>Wireless | 5340<br>4958<br>3399 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>1,21 ~~11,19~~<br>BS3,21 ✠LMC1,20 | Tri<br>Nap | *y* | CL<br>N1,20 | 1913<br>8mo<br>*Lloyd* | Cant.Nav. Triestino<br>Trieste<br>'*sA&CP* *Cell* | LloydAdriatico<br>*DBa*130' *uE&B*42' | 400·1<br>*f*165'1292*tFPT*105 | 54·0<br>52·3 | 28·8<br>FK | Venice<br>Italian<br>6*BHCem*<br>*tAPT*234*t* | T.3Cy.26",42"&70"–48" (*s*)<br>180lb 499NHP<br>3SB,9*cf*,GS148,HS7590 FD<br>ClydeS.B.&E.Co.Pt.Gl. | 32<br>7<br>24 |
| 30984 | **Simaloer** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 3*Dks* | 6587<br>6060<br>4119 | | | | | 1920 | Nederl. Schps.Maats.<br>Amsterdam | Stoomv.Maats. Nederland | 420·0<br>P55'B28'F40' | 54·7 | 33·3 | Dutch<br>*WB* | T.3Cy.28",46"&67"–54"<br>335NHP<br>Werkspoor,Amsterdam | |
| 30985<br>109<br>PABI | **Simbirsk** SteelScSr<br>*ss*Nag.No.2-18<br>*Elec.light* 2*DksLower dk*(*Stl*)&<br>Wireless *Spar dk*(*Stl*–teak s) | 2713<br>2504<br>1357 | ✠100A1<br>*Spar dk*<br>*with freeboard*<br>11.20<br>BS4,20 ✠LMC2,18<br>*Shanghai&Vladivostock* | Kob | *u* | N6,19 | 1909<br>9mo<br>*Lloyd* | F.Schichau<br>Danzig<br>'*sA&CP* | RussianVolunteer FleetAssociation<br>*WB=CellDB* | 311·1 | 41·5 | 28·2<br>FK | Vladvostk<br>Russian<br>5*BHCem*<br>*a*44' *u E&B* | T.3Cy.25½",43 5/16"&70 5/16"–47½" 210lb (*s*) 584NHP<br>4SB,12*cf*,GS223,HS8978 FD<br>F.Schichau,Elbing<br>96'*f*92'304*tFPT*23*tAPT*12 | 30<br>12<br>19 |
| 30986<br>135982 | **Simerson** SteelScK<br>~~*ss*Gms.No.1-19~~<br>1*Dk*<br>*ss*Gms No.2-21 | 248<br>227<br>99 | ✠100A1<br>*Stm Trawler*<br>6,21 ~~6,20~~ 6,21<br>✠LMC | Gms | | CL<br>~~3,19~~<br>N6,21 | 1913<br>12mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>'*sA&CP* | StandardSteam FishingCo.Ld. | 120·0<br>Q68' | 22·5 | 11·9<br>BK8" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",21½"&35¼"–24"<br>180lb (*s*) 62RHP<br>1SB,2*pf*,GS39,HS1267<br>Amos&Smith,Ld.Hull | 12 |
| 30987<br>375<br>PABU | **Simféropol** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 2696<br>—<br>1493 | | | | | 1912 | NevskyS.B &Mch. Works<br>Petrograd | RussianVolunteer FleetAssociation | 286·0 | 40·6 | 29·9 | Reval<br>Esthonian | T.3Cy.20⅜",32⅝"&52½"–40"<br>176NHP<br>NevskyS.B.&MchWk.Ptr. | |
| 30988<br>JRHG | **Simha** SteelSc<br>(*ex*Benigna,*ex*Josefin) | 120<br>—<br>48 | | | | | 1914 | LaConstructoraGijonesa,Gijon | Calés,Corcuera &Cia. | 88·7 | 17·2 | 8·2 | Bilbao<br>Spanish | | |
| 30989<br>MVGW | **Simla** SteelSc<br>(*ex*Glastonbury) *ss*Nwc.No.1-20<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Wireless | 6031<br>4158<br>3810 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~6,21~~ ~~6,20~~<br>12,21 ~~6,21~~<br>✠LMC6,20 | Nwc<br>Got | | CL<br>~~6,20~~<br>~~7,21~~<br>~~7,21~~<br>12,21 | 1916<br>10mo<br>*Lloyd* | SirJ.Laing &Sons,Ld.<br>Sunderland<br>'*sA&CP* | DenNorskeAfrika ogAustralieLinie (W.Wilhelmsen, *Mgr.*) | 405·3<br>*CellDB*355'1050*t* | 53·5 | 33·5<br>FK | Tönsberg<br>Norwegian<br>6*BHCem*<br>*APT*63*t* | T.3Cy.28",46"&75"–51" (*s*)<br>180lb 559NHP<br>3SB,9*cf*,GS195,HS8214 FD<br>J.Dickinson&Sons,Ld.Sld. | 36<br>9<br>27 |
| 30990<br>112144 | — CompScSp<br>2*Dks* | 1197<br>948<br>731 | | | | | 1903 | CalvinCo. GardenIslnd, Ont. | ~~MontrealTransportationCo.Ld.~~<br>CanadaSSLinesLd | 225·6 | 34·8 | 15·0 | Montreal<br>British | T.3Cy.17",28"&46"–36"<br>127NHP<br>PolsonI.W.Co.Ld.Toronto | |
| 30991<br>108343<br>QCMT | — SteelScSr<br>(*Tug*)<br>1*Dk* | 144<br>141<br>3 | | | | | 1898 | Lobnitz& Co.Ld.<br>Renfrew | WilliamWatkins, Ld.(J.S.Watkins, *Mgr.*) | 100·4 | 20·1 | 11·3 | London<br>British | T.3Cy.13",22"&35"–27"<br>NB03 99RHP<br>Lobnitz&Co.Renfrew | |
| 30992<br>358<br>JBLT | **Simon** WoodAuxScSr<br>*Motor*<br>(*ex*SailingVessel) 1*Dk*<br>(*See Sailing Ship Register*) | 107<br>105<br>94 | | | | | 1887 | S.Groth<br>Sjötorp | C.Ol.Carlsson | 80·0 | 22·1 | 9·2 | Krstnhmn<br>Swedish | Motor<br>1Cy.11"–14½" 9NHP<br>*Emade*20<br>LysekilsMekVerks Lysekil | |
| 30993<br>OTMS | **Simon Duhamel** SteelScK<br>*Elec.light* Wireless 1*Dk* | 585<br>472<br>216 | ✠100A1<br>*Stm Trawler*<br>2,22 ~~1,21~~ ✠LMC1,20<br>BS2,22 | Msl<br>Npt | | CL | 1920<br>1mo<br>*Lloyd* | Hall,Russell&Co.Ld<br>Aberdeen<br>'*sA&CP* | Soc.Anon."Les Pêcheries de Fécamp" | 170·2<br>Q90'F34' | 27·1 | 14·2<br>BK7½" | Fécamp<br>French<br>5*BHAsp*<br>*DB*31'55*t* | T.3Cy.15½",26"&43"–27" (*r*)<br>180lb 126NHP<br>1SB,3*cf*,GS63,HS2235<br>Hall,Russell&Co.Ld.Abn. | 15<br>2<br>14 |
| 30994<br>116987 | **Simon J. Murphy** SteelScSr<br>*Elec.light Mchy.Aft* Sub.Sig. 1*Dk*2*trB* | 4869<br>—<br>3770 | | | | | 1900 | Detroit S.B.Co.<br>Wyandotte | PittsburghS.S.Co. | 435·5 | 51·5 | 28·0<br>*WB* | Duluth, Minn.<br>Utd.States | T.3Cy.22",35"&58"–42"<br>218NHP<br>DetroitS.B.Co.Detroit | |
| 30995 | **Simon von Utrecht** SteelScSr<br>1*Dk* | 268<br>233<br>7 | | | | | 1897 | H.Brandenburg<br>Hamburg | HamburgerStaat | 121·0<br>Q46'B10' | 23·0 | 13·5 | Hamburg<br>German | T.3Cy.12",18¼"&30"–22½"<br>43NHP<br>H.Brandenburg,Hamburg | |
| 30996 | — SteelScK<br>*Elec.light Mchy.Aft* 1*Dk* | 224<br>209<br>87 | | | | | 1914 | H.C.StülckenSohn<br>Hamburg | HansaHochseefischereiA.-G. | 119·5<br>F18' | 24·0 | 9·7 | Altona<br>German | T.3Cy.12⅝",21½"&33½"–22"<br>54NHP<br>H.C.StülckenSohn,Ham. | |
| 30997<br>NMTR | **Simone** SteelScSr<br>*ss*Lth.No.3-8,17<br>*ss*Abg.No.1-21<br>1*Dk*(*Irn*)&*deep framing*<br>*Cargo battens not fitted* | 1188<br>1062<br>694 | ✠100A1<br>2,21 ✠LMC<br>MBS11,20 MS3,21 | Abg | *o* | CL<br>N11,19 | 1904<br>5mo<br>*Lloyd* | WoodSkinner&Co.Ld.<br>Newcastle<br>'*sA&CP* | Dmpskibsselsk. Hejmdal (M.Carl,*Mgr.*)<br>*WB=CellDBa&u* | 232·0<br>P22'B59'F29'<br>*E*86'*f*90'359*tFPT*6 | 35·0 | 16·6<br>FK | Copnhagn<br>Danish<br>4*BHCem*<br>2*tAPT*25*t* | T.3Cy.17½",29"&48"–33" (*s*)<br>180lb *100lb* NDB20 138NHP<br>1SB,3*cf*,GS51,HS2067<br>N.E.MarineEng.CoLdNwc | 18<br>2<br>16 |
| 30998 | **Simonne** SteelTwinSc<br>1*Dk*&*Awng dk* | 123<br>98<br>51 | | | | | 1899 | Claparède frères<br>Argenteuil | M.Davila&Hno. | 78·1 | 15·8 | 11·8 | Iquitos<br>Peruvian | C.4Cy.8"&14"–8"<br>9NHP<br>Claparèdefrères,Argentl. | |
| 30999<br>OTMX | **Simoun** Steel&IronScSr<br>(*Tug*)<br>(*ex*PresidenteMitre) 1*Dk* | 109<br>—<br>— | | | | | 1887 | Soc.Gén. ForgesAtel.<br>St.Denis | CheminsdeFerde l'ÉtatFrançais (SocMarNat.*Mgs*) | 96·8<br>P34' | 18·5 | 8·9 | Marseilles<br>French | C.2Cy.17⅝"&30⅛"–18¾"<br>NB16 34NHP<br>Soc.Con.Batignolles,Paris | |
| 31000<br>108590 | **Simplon** SteelScK<br>*ss*Auk.2ndNo.3-2,22 ~~*ss*Sws.No.3-9,09~~<br>~~*ss*Auk.No.2-18~~<br>1*Dk* | 184<br>159<br>69 | ✠100A1<br>*Stm Trawler*<br>2,22 ~~11,20~~ 2,22<br>✠LMC~~11,20~~ | Auk | | ~~11,20~~<br>3,22 | 1898<br>10mo | Cumming &Ellis<br>Inverkeithng<br>A&CP | AucklandCity Council | 109·0 | 21·1 | 10·4<br>BK7½" | AuklndNZ<br>British<br>3*BHCem* | C.2Cy.17½"&42"–24" (*s*)<br>100lb 75RHP<br>1SB,3*pf*,GS54,HS1598<br>Hutson&Son,Glasgow | 11 |
| 31001<br>139933 | **Simpson** SteelScK<br>*ss*Gms.No.1-21<br>*Elec.light* 1*Dk* | 260<br>228<br>102 | ✠100A1<br>*Stm Trawler*<br>10,21 ~~10,20~~ ✠LMC~~3,17~~<br>10,21 | Gms | | CL<br>10,21 | 1917<br>3mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld.Beverley<br>'*sA&CP* | StandardSteam FishingCo.Ld. | 120·0<br>Q67' | 22·5 | 12·0<br>BK8" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",21½"&35¼"–24"<br>180lb (*s*) 74RHP<br>1SB,2*pf*,GS38,HS1267<br>Amos&Smith,Ld.Hull | 12 |
| 31002<br>144028 | **Sims** WoodSc<br>GIB 1*Dk* | 25<br>25<br>2 | 12A–<br>*Wood Tug with Steel Framing*<br>2,20 ✠LMC2,20 | Hul | | | 1920<br>1mo | J.Hunter&Sons<br>Beverley | B.W.Steamships Tug&LighterCo. | 50·2 | 12·6 | 6·1 | Hull<br>British | C.2Cy.9"&18"–12" (*s*)<br>180lb 14RHP<br>1SB,1*pf*,GS13,HS325<br>R.C.Walker,Ld.Grimsby | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31003 | **Simson** SteelSc<br>(*Tug*)<br>1*Dk* | 213<br>203<br>14 | | | | | 1892 | B.Wencke<br>Söhne<br>Hamburg | BugsierReed.&<br>BergungsA.G. | 107·4<br>H8*t* | 21·5 | 13·6 | Hamburg<br>German<br>*WB* | C.2Cy.20"&38"-26"<br>HS1565 79NHP<br>B.WenckeSöhne,Ham. | | |
| 31004<br>5764<br>JVMK | — SteelSc<br>(*Icebreaker&Tug*)<br>*Elec.light* 1*Dk* | 207<br>196<br>53 | | | | | 1915 | Oskrshmns<br>M.V Aktieb.<br>Oskarshamn | Oxelösund-Flen-<br>Vestmanlands<br>JernvägsAktieb.<br>(G.Dillner, *Mgr.*) | 102·0<br>H11*t* | 28·2 | 14·6 | Stockholm<br>Swedish<br>*WB* | T.3Cy.14⅜",24$\frac{13}{16}$"&39"-27"<br>79NHP<br>OskarshamnsM.V.Aktieb. | | |
| 31005 | — SteelSc<br>(*ex*Eva, (*Tug*)<br>*ex*G.&H.BodewesVIII.) 1*Dk* | 131<br>128<br>11 | | | | | 1917 | Gebr.G.&<br>H.Bodewes<br>Martenshoek | N.V.Bureau<br>Wijsmuller | 92·0 | 19·7 | 10·7 | Ymuiden<br>Dutch<br>*WB* | T3Cy12¾",19$\frac{7}{16}$",33$\frac{1}{16}$"-19$\frac{7}{16}$"<br>Machf.Fulton, 47NHP<br>Martenshoek | | V |
| 31006<br>140968 | **Sin Mac** WoodSc<br>*Elec.light* 1*Dk* | 250<br>195<br>60 | | | ... | CL | 1918<br>7mo | A.A.<br>Larocque<br>Sorel,P.Q. | Sincennes,<br>McNaughtonLines<br>Ld. | 110·0 | 26·0 | 10·7 | Montreal<br>British | T.3Cy.13",21½"&35"-24" (*s*)<br>180lb 62RHP<br>1SB,3*cf*,GS53,HS1700 FD<br>SorelMechanical<br>Shops,Ld.Sorel | 12 " 5 | |
| 31007<br>117248 | **Sinaloa** SteelScSr<br>*Mchy.Aft* *Elec.light* 1*Dk*2*trB* | 4539<br>—<br>3503 | | | | | 1903 | WestBay<br>CityS.B.Co.<br>W.BayCity,<br>Mich. | SuperiorS.S.Co.<br>(G.A.Tomlinson,<br>*Mgr.*) | 416·0<br>F48' | 50·0 | 24·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.20",33½"&55"-42"<br>196NHP<br>DetroitS.B.Co.Detroit | | |
| 31008<br>MKST | — SteelScSr<br>*Elec.light* Wireless 2*Dks* | 1648<br>1418<br>811 | | | | | 1915 | R.Thomp-<br>son&Sons,Ld<br>Sunderland | A/S Baja<br>California(A.O.<br>Lindvig,*Mgr.*) | 265·0<br>P14*t*B64'H73*t*F43*t* | 38·5 | 20·2 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.20",33"&54"-36"<br>175NHP<br>N.E.MarineEng.CoLd.Sld. | | N |
| 31009<br>220295<br>LWVJ | **Sinasta** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless *Longitudinal framing* | 6052<br>—<br>3757 | | | | | 1920 | Pacific<br>CoastS.B.Co.<br>BayPoint,Cal | UnitedStates<br>ShippingBoard | 402·5<br>P48'B80'F38' | 53·0 | 32·0 | S.Frncisco<br>Utd.States<br>*WB* | 1 Steam Turbine<br>KerrTurbineCo.<br>Wellsville,N.Y. | | R |
| 31010<br>PSFR | **Sindoro** SteelTwinSc<br>*Elec.light* Sub.Sig. Wireless 3*Dks* | 5471<br>4203<br>3396 | | | | | 1899 | Kon.Maats<br>deSchelde<br>Flushing | Rotterdamsche<br>Lloyd (W.Ruys&<br>Zonen,*Mgrs.*) | 408·3<br>P80'B160'F85' | 49·9 | 28·6 | Rottrdam<br>Dutch<br>*WB* | Q8Cy.19½",28",41"&62"-45"<br>429NHP<br>Maats.deSchelde,Flushing | | V |
| 31011<br>HSIN | **Sines** SteelScSr<br>*ss*Cff.2ndNo.3-2,21<br>(*ex*Milos,*ex*Lynrowan)<br>1*Dk*(*Stl*)&*deep framing*<br>&*ptAwng dk*(*Stl*) | 2823<br>2090<br>1758 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>12,21 ~~2,21~~<br>✠LMC2,21 | Cff | *t* | CL<br>N2,21 | 1896<br>5mo | W.Hamil-<br>ton&Co.<br>Pt.Glasgow<br>A&CP | Requisitioned by<br>thePortuguese<br>Government<br>*Cell DBa*94' | 310·0<br>Q74' ptND08<br>*ptAwng dk*236' FK<br>*uE&B*36'*f*122' 640*t* | 42·6 | 19·3 | Lisbon<br>Portuguese<br>6*BHCem*<br>*APT*67*t* | T.3Cy.22",36"&60"-42" (*s*)<br>160lb *140lb* NDB21 245NHP<br>2SB,6*rf*,GS108,HS3840<br>D.Rowan&Son,Glasgow | 21 " 9<br>s 8 " 7<br>20 " 6 | |
| 31012 | — SteelScSr<br>*Now named* "Neutral," *See No.* 38655 *in Supplement*<br>1*Dk*&*Spar dk* | 1294<br>934 | | | | | 1894 | H.Kock<br>Lübeck | J.J.Petersen | 227·5<br>B57'F24' | 32·2 | 18·3 | Haderslev<br>Danish<br>*WB* | T.3Cy.15¾",25½"&40"-27½"<br>84NHP<br>H.Paucksch,Landsberga/w. | | |
| 31013<br>98036<br>LNSM | **Singan** SteelScSr | 1654<br>1479<br>1047 | | | | | 1890 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 256·0<br>B56'F29' | 36·2 | 21·5 | London<br>British | T.3Cy.18",29"&47"-39"<br>138NHP<br>Scott&Co.Greenock | | |
| 31014<br>123729<br>HJKT | **Singapore** SteelScSr<br>*ss*Mdb.No.3-11,19<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*deep framing*<br>*Carrying oil fuel F.P.above* 150°F.*in DB* | 4295<br>3967<br>2749 | ✠100A1<br>*Spar dk*<br>2,21<br>BS2,21 ✠LMC11,19 | Cff | *x* | CL<br>11,19 | 1906<br>10mo<br>*Lloyd* | AM'Millan<br>&Son,Ld.<br>Dumbarton<br>'*sA&CP* *W* | *B=CellDBa*110'*u* | 364·0<br>P31'B96'F33' 25·8<br>FK<br>*E&B*42'*f*168' 1000*t* | 50·0 | 17·9 | London<br>British<br>6*BHCem*<br>*APT*46*t* | T.3Cy.25",41"&67"-48" (*s*)<br>180lb *100lb* 373NHP<br>2SB,6*cf*,GS108,HS4992 FD<br>ClydeSB.&E.Co.Ld.P.Gls. | 28 " 6<br>s 5 " 5<br>23 " 5 | |
| 31015<br>THNS | — SteelScSr<br>*Elec.light* 1*Dk* | 585<br>484<br>289 | | | | | 1912 | Nederl.<br>Schps.Maats.<br>Amsterdam | Koninkl.Paketv.<br>Maats. | 185·0<br>P27'B58'F26' | 31·0 | 10·7 | Batavia<br>Dutch<br>*WB* | C.2Cy.15"&30"-24"<br>37NHP<br>Wilton'sEng.Co.Rot. | | V |
| 31016<br>25441<br>RNLB | **Singapore Maru** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*)&<br>*Awng dk*(*Stl*) | 5859<br>5586<br>4260 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>~~8,21~~ ~~9,20~~<br>3,22<br>✠LMC~~5,19~~ 8,21 | Sba<br>~~Kob~~<br>Kob | *y* | 8,21 | 1919<br>5mo | Kawasaki<br>Dkyd.Co.Ld<br>Kobe<br>A&CP | ~~KawasakiKisen~~<br>Kaisha Kokusai<br>KisenKabushiki<br>Kaisha<br>*Colli*<br>*CellDB* | 385·0<br>FK<br>*sionBHtoAwngdk*<br>334'1118*t* *FPT*126*t* | 51·0 | 36·0 | Kobe<br>Japanese<br>*Cem*<br>5*BHtoU dk*<br>*APT*93*t* | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 437NHP<br>2SB&1AuxSB,8*cf*,GS154,<br>HS5636 FD<br>KawasakiDkydCoLdKobe | 36 " 0<br>s 9 " 3½<br>27 " 1 | |
| 31017<br>87587 | **Singaporean** IronScSr<br>(*ex*AlexeyMörch,<br>*Well deck* *ex*Torbay) 1*Dk*2*trB* | 1332<br>1083<br>830 | | | ... | | 1883 | J.Blumer<br>&Co.<br>Sunderland | ~~L.Raghumal~~<br>RaghuMal | 243·6<br>Q92'B50'F23'<br>BK8½" | 33·8 | 17·2 | HongKong<br>British<br>*WB* | T.3Cy.17",28"&46"-36"<br>NB01 127NHP<br>*Tpd.*01NEMar.ECoLdNwc | 18 " 4 | |
| 31018<br>THPB | **Singaradja** SteelScSr<br>*Elec.light* 1*Dk* | 615<br>487<br>300 | | | | | 1913 | Wilton'sE.<br>&Slipway Co.<br>Rotterdam | Koninkl.Paketv.<br>Maats. | 185·0<br>P21'F24' | 31·0 | 10·9 | Batavia<br>Dutch<br>*WB* | C.2Cy.14½"&29⅝"-23⅝"<br>41NHP<br>Wilton'sE.&SlpwyCo.Rot. | | V |
| 31019<br>174126<br>MOTU | **Singbe** WoodAuxScBarge<br>(*ex*MariaLuisaV.)<br>(*See Sailing Ship Register*) | 521<br>483<br>313 | | | | | 1917 | HongKong<br>&Whampoa<br>DockCo.Ld.<br>HongKong | SingbeTrans-<br>portationCo. | 179·7 | 32·3 | 12·3 | Manila<br>Utd.States | C.2Cy.9½"&17"-12"<br>8NHP | | |
| 31020<br>OTNB | **Singe** SteelScK<br>*ss*DieppeNo.2-20<br>(*ex*IngólfurArnarson) 1*Dk*<br>*Elec.light* Wireless | 325<br>281<br>116 | ✠100A1<br>*StmTrawler*<br>9,21 ~~7,20~~<br>✠LMC7,20<br>BS9,21 | Dieppe | | CL<br>9,19 | 1912<br>10mo<br>*Lloyd* | Cochrane<br>&Sons<br>Selby<br>'*sA&CP* | RenéPetit | 135·0<br>Q73'F22'<br>BK7½"<br>*DTa*7'10*t* | 23·5 | 12·6 | Dieppe<br>French<br>4*BHCem*<br>*DTf*9'25*t* | T.3Cy.13",22½"&37"-26" (*s*)<br>180lb 88NHP<br>1SB,3*pf*,GS48,HS1520<br>Amos&Smith,Ld.Hull | 13 " 3 | |
| 31021<br>THPD | **Singkara** SteelSc<br>*Elec.light* 2*Dks* | 622<br>489<br>283 | | | | | 1914 | NV.Schpw.<br>Dordrecht<br>Dordrecht | Koninkl.Paketv.<br>Maats. | 185·7<br>P&B120'F25' | 31·1 | 11·0 | Batavia<br>Dutch | C.2Cy.14⅝"&29$\frac{3}{16}$"-23⅝"<br>34NHP<br>RotterdamDroogd.Maats. | | V |
| 31022<br>THNV | **Singkawang** SteelScSr<br>*Elec.light* 1*Dk* | 589<br>488<br>298 | | | | | 1912 | Nederl.<br>Schps.Maats.<br>Amsterdam | Koninkl.Paketv.<br>Maats. | 185·0<br>P27'B58'F26' | 31·0 | 10·9 | Batavia<br>Dutch | C.2Cy.15"&30"-24"<br>37NHP<br>Wilton'sEng.Co.Rot. | | V |
| 31023<br>THNW | **Singkel** SteelScSr<br>*Elec.light* 1*Dk* | 615<br>487<br>285 | | | | | 1913 | Wilton's<br>E.&SlpwyCo.<br>Rotterdam | Koninkl.Paketv.<br>Maats. | 185·3<br>P20'F24' | 31·1 | 10·9 | Batavia<br>Dutch<br>*WB* | C.2Cy.14$\frac{9}{16}$"&29⅛"-23⅜"<br>41NHP<br>Wilton'sE.&SlpwyCo.Rot. | | V |
| 31024<br>THPC | **Singkep** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 615<br>488<br>285 | | | | | 1913 | Boele&Pot<br>Bolnes | Koninkl.Paketv.<br>Maats. | 185·7<br>P&B120'F25' | 31·0 | 11·0 | Batavia<br>Dutch<br>*WB* | C.2Cy.14$\frac{9}{16}$"&29⅛"-23⅜"<br>34NHP<br>Boele&Pot,Bolnes | | V |

| 1 | 2 – 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | |
| 31025 | **Singla** SteelTwinSc<br>*Elec.light* 2*Dks* | 147<br>—<br>100 | | | | | 1916 | RiversStm.<br>Nav.Co.Ld.<br>Calcutta | RiversSteamNav.<br>Co.Ld. | 100·0 | 22·5 | 6·5 | Calcutta<br>British | C.4Cy.11¼"&20½"–16½"<br>27NHP<br>Denny&Co.Dumbarton | |
| 31026<br>135602<br>JLNG | **Singleton Abbey** SteelScSr<br>ssCff.No.1–20<br>Wireless 1*Dk*(*Stl*) | 2325<br>2150<br>1429 | ✠100A1<br>8,21 ~~6,20~~<br>✠LMC<br>BS~~[illegible]~~4,21 MS6,20<br>*Carrying oil* | Cff<br>Bry<br>*fuel F.* | *s*<br>*P.* | CL<br>6,20<br>*above* | 1915<br>7mo<br>*Lloyd*<br>150° F | Richardsn,<br>Duck&Co.Ld<br>Stockton<br>'*sA&CP* W<br>. *in D.B.* | MelroseAbbey<br>ShippingCo.Ld.<br>(F.Jones,*Mgr.*)<br>*B=CellDBa102'u* | 303·0<br>P25'B64'F27'<br>*E22'f122'642tFPT* | 43·0 | 20·0<br>FK | Cardiff<br>British<br>5*BHCem*<br>94*tAPT*60*t* | T.3Cy.22",36"&59"–39" (*s*)<br>180lb *100lb* 249NHP<br>2SB,6*pf*,GS111,HS4008<br>Blair&Co.Ld.Stockton | 22<br>s 3<br>19 |
| 31027<br>95939<br>VQNB | **Singu** SteelSc3MstSr<br>ssCal.No.3–10,16<br>*Mchy.Aft* ssCal.No.1–19<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*Web frames* | 3037<br>2830<br>1912 | ✠100A1<br>*Spar dk*<br>8,21 ~~9,20~~<br>~~[illegible]~~<br>*Carrying Petr*<br>*Fitted for oil* | Cal<br>BS8,21<br>✠LMC12,19<br>*oleum*<br>*fuel* 1 | *u*<br>*in*<br>2,0 | CL<br>~~12,19~~<br>8,21<br>*bulk*<br>3 *F. P.* | 1903<br>12mo<br>*Lloyd*<br>*above* | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>'*sA&CP*<br>150°F. | BurmahOilCo.Ld.<br>*WB=CellDB* | 309·5<br>P29'B24'F35'<br>*uB32' 48t FPT146t* | 41·5 | 20·5<br>27·5<br>FK | Rangoon<br>British<br>11*BHCem*<br>*APT*20*t* | T.3Cy.22",37"&61"–42" (*r*)<br>180lb *120lb* 265NHP<br>2SB,6*cf*,GS123,HS4130<br>WllsndSlipwy Co.Ld.Nwc. | 28<br>s 5<br>21 |
| 31028<br>136790<br>JKOV | **Sinkiang** SteelScSr<br>*Elec.light* 2*Dks* | 2646<br>2270<br>1616 | | | | | 1915 | Scotts'S.B.<br>&E.Co.Ld.<br>Greenock | China.Nav.Co.Ld. | 310·2<br>B72'F37' | 41·2 | 22·4 | London<br>British<br>*WB* | T.3Cy.22",35"&56"–39"<br>196NHP<br>Scotts'S.B.&E.Co.Grk. | |
| 31029<br>138507 | **Sinmaco** WoodSc<br>(*Tug*)<br>1*Dk* | 142<br>100<br>20 | | | | | 1918 | Sincennes<br>McNaughton<br>Line,Ld.<br>Sorel,P.Q. | Sincennes<br>McNaughtonLine,<br>Ld. | 73·0 | 23·0 | 10·5 | Montreal<br>British | C.2Cy.18"&36"–24"<br>Bmade92 54RHP<br>MechanicalShopCo.Sorel | |
| 31030<br>727<br>JRBS | **Sinok** IronPad<br>(*ex*Dniepre)<br>1*Dk* | 213<br>—<br>64 | | | | | 1872 | Ruston<br>Florisdorf | RussianBlackSea-<br>DnieprS.N.Co. | 163·0 | 19·2 | 7·2 | Nicolaieff<br>Russian | 1Cy.37"–80"<br>94NHP<br>Ruston,Florisdorf | |
| 31031<br>219077<br>LTHN | **Sinsinawa** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>Sub.Sig. Wireless | 5590<br>4572<br>3453 | | | | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B121'F43' | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 31032<br>NDMH | **Sint Annaland** SteelSc<br>ssRot.No.1–21<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | 2248<br>1671<br>1206 | ✠100A1<br>7,21 ~~3,20~~<br>~~BS1,21~~<br>BS2,21 | Rot<br>LMC~~3,16~~<br>1,21 | *r* | 3,19 | 1916<br>8mo | A.F.Smul-<br>ders<br>Schiedam<br>A&CP | Scheepvaart en<br>SteenkolenMaats.<br>*CellDBf192'540t* | 272·9<br>P69'Q84'F27'<br>*MT 12' 285t FPT* | 40·2 | 18·2<br>FK | Rotterdam<br>Dutch<br>5*BHCem*<br>131*tAPT*70*t* | T.3Cy.20",32"&52"–39" (*s*)<br>180lb 210NHP<br>2SB,6*cf*,GS108,HS3616<br>A.F.Smulders,Schiedam | 20<br>s 2<br>18 |
| 31033<br>PSFT | **Sint Jansland** SteelSc<br>ssRot.No.1–20<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | 2202<br>1612<br>1194 | ✠100A1<br>2,22 ~~12,20~~ | Rot<br>✠LMC7,20 | *r* | 7,20 | 1916<br>8mo | Schpw.v.<br>JanSmit,Czn.<br>Alblasserdm<br>A&CP | Scheepvaart en<br>SteenkolenMaats.<br>*CellDBf190'514t* | 272·0<br>P69'Q86'F25'<br>*MT 12' 288t FPT* | 40·0 | 18·2<br>FK | Rottrdam<br>Dutch<br>5*BHCem*<br>142*tAPT*73*t* | T.3Cy.20",32"&52"–39" (*s*)<br>180lb 203NHP<br>2SB,6*cf*,GS101,HS3450<br>Maats.deSchelde,Flushing | 20<br>s 2<br>18 |
| 31034<br>PQFJ | **Sint Philipsland** SteelScSr<br>ssRot.No.1–20<br>*Well deck* 1*Dk*(*Stl*) | 2275<br>1754<br>1424 | ✠100A1<br>9,21 ~~9,20~~<br>BS7,20 | Rot<br>✠LMC5,19 | *s* | 8,20 | 1916<br>9mo | Wrf.voorh<br>Rijkee&Co.<br>Rotterdam<br>A&CP | Scheepvaart en<br>SteenkolenMaats. | 294·8<br>Q110'B53'F30'<br>*CellDB254'640t* | 43·0 | 17·7<br>FK | Rotterdam<br>Dutch<br>5*BHCem*<br>*APT*80*t* | T.3Cy.21½",33"&57"–39" (*s*)<br>180lb 240NHP<br>2SB,6*cf*,GS113,HS4000<br>Maats.Fyenoord,Rot. | 20<br>s 2<br>18 |
| 31035<br>214569<br>LGNC | **Sioux** SteelScSr<br>ssNYk.No.1–21<br>*Elec.light* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 2048<br>1678<br>1265 | ✠100A1<br>9,21 ~~7,20~~ | NYk<br>✠LMC~~11,16~~<br>9,21 | *r* | CL<br>N7,20 | 1917<br>1mo | American<br>S.B.Co.<br>Cleveland,O.<br>A&CP | NewYork&Porto<br>RicoS.S.Co.Inc.<br>*Cell* | 251·0<br>P27'B64'F26'<br>*DB222' 512t FPT* | 43·5 | 18·2<br>FK | NewYork<br>Utd.States<br>4*BHCem*<br>67*tAPT*77*t* | T.3Cy.20",33"&54"–40" (*s*)<br>180lb 272NHP<br>2SB,6*cf*,GS126,HS5246<br>AmericanS.B.Co.Lorain,O | 20<br>s 2<br>17 |
| 31036<br>208278<br>LBSH | — SteelScSr<br>2*Dks* | 461<br>—<br>266 | | | | | 1910 | MoranCo.<br>Seattle | PugetSoundNav.<br>Co.(J.Green,*Mgr*) | 148·3 | 24·2 | 14·8 | Seattle<br>Utd.States | T.4Cy. | |
| 31037<br>219700<br>LVTJ | **Sioux City** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2689<br>2329<br>1667 | | | ... | | 1920 | Manitowoc<br>S.B.Co.<br>Manitowoc,<br>Wis. | UnitedStates<br>ShippingBoard | 253·5<br>P25'B65'F26' | 43·9 | 25·9<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>326NHP<br>ManitowocS.B.Co.<br>Manitowoc,Wis. | 28 |
| 31038<br>219249<br>LTRP | **Sioux Falls** SteelScSr<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB* | 2606<br>2261<br>1612 | | | ... | | 1919 | McDougall<br>DuluthCo.<br>Duluth,Minn | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F20' | 43·7 | 25·8<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"–42"<br>352NHP<br>McDougallDuluthCo. | 28 |
| 31039<br>202285 | **Sipsey** SteelSc<br>(*Tug*)<br>(*ex*FrankPerry) 2*Dks* | 496<br>—<br>337 | | | | | 1905 | Johnston<br>Bros.<br>Ferrysburg,<br>Mich. | DeBardelebenCoal<br>Co.Inc.(W.G.Coyle<br>&Co.Inc.*Mgr.*) | 128·0 | 25·2 | 12·7 | N.Orleans<br>Utd.States | C.2Cy.22"&44"–36"<br>97NHP<br>FrontierIronWrks.Detroit | |
| 31040<br>124354<br>HGVK | **Siptah** SteelScSr<br>ssSou.No.3–8,17<br>(*ex*Shahristan) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*deep framing* | 2811<br>2593<br>1741 | ✠100A1<br>*Spar dk*<br>4,20<br>BS1,21 | Liv<br>✠LMC7,17 | *u* | CL<br>8,19 | 1906<br>8mo<br>*Lloyd* | ClydeS.B.<br>&E.Co.Ld.<br>PortGlasgow<br>'*sA&CP* | MossS.S.Co.Ld.(J.<br>Moss&Co.*Mgrs.*)<br>*WB=CellD* | 330·8<br>P25'B84'F34'<br>*Ba104' uE18 f144'* | 43·2 | 14·4<br>22·4<br>FK | Swansea<br>British<br>5*BHCem*<br>694*tAPT*23*t* | T.3Cy.23¾",40"&65"–42" (*s*)<br>180lb *100lb* 354NHP<br>2SB,6*cf*,GS108,HS4992 FD<br>ClydeS.B.&E.CoLd.P.Gl. | 24<br>s 4<br>20 |
| 31041<br>142860 | **Sir Alfred Palmer** SteelSc<br>1*Dk*(*Stl*) | 133<br>130<br>44 | ✠ A1<br>*For towing purposes*<br>3,22 ~~3,21~~ | Nwc<br>✠LMC3,20<br>BS4,22 | | 4,22 | 1920<br>1mo<br>*Lloyd* | Philip&<br>Son,Ld.<br>Dartmouth<br>'*sA&CP* | TyneImprovement<br>Commissioners | 88·5<br>*DTf11'14t* | 21·0 | 10·5<br>BK6" | Newcastle<br>British<br>4*BHCem*<br>*APT*18*t* | C.2Cy.15"&32"–24" (*s*)<br>150lb 77NHP<br>1SB,3*pf*,GS58,HS1600<br>Philip&SonLd.Dartmouth | 11 |
| 31042<br>135697<br>JMPT | **Sir Bevois** SteelTwinSc<br>*Elec.light* 1*Dk* | 338<br>287<br>7 | | | ... | | 1916 | Day,Sum-<br>mers&Co.Ld.<br>Southampt'n | Sou.I.ofWight&<br>S.of Eng.Royal<br>MailStmPktCo.Ld | 130·2 | 25·1 | 11·6<br>BK7½" | S'thamptn<br>British<br>*WB* | C.4Cy.19"&38"–30"<br>184NHP<br>Day,Summers&Co.Ld.Sou. | 12 |
| 31043<br>84623<br>VSKT | **Sir Charles Elliott** StlTwinSc<br>ssC.Tn.No.3–4,14<br>ssC.Tn.No.1–19<br>1*Dk*(*Teak*) | 328<br>292<br>3 | ✠100A1<br>*Tug*<br>10,19<br>BS11,20 | CTn<br>✠LMC10,19 | | CL<br>10,19 | 1902<br>4mo<br>*Lloyd* | Fleming&<br>Ferguson,Ld.<br>Paisley<br>'*sA&CP*<br>*WB* | UnionGovt.ofS.<br>Africa(S.African<br>Rlys.&Har.Dept.<br>CapeTown)<br>=*CellDBuE16'20t* | 119·4<br>*DTa14'10t DTf23'* | 25·1 | 13·5<br>BK7" | CapeTown<br>British<br>6*BHCem*<br>50*tAPT*15*t* | C.4Cy.19"&39"–28" (*s*)<br>120lb 184NHP<br>2SB,6*cf*,GS127,HS3608<br>Fleming&Fergusn,Ld.Psy | 14<br>s 2<br>12 |
| 31044<br>120390 | **Sir David Hunter** SteelTwinScSp<br>*Elec.light* 1*Dk*(*Stl*-teak s) | 621<br>567<br>2 | ✠<br>10,15 | PGl<br>✠ | *j* | | 1915<br>10mo | Ferguson<br>Bros.(Port<br>Glasgow)Ld.<br>PortGlasgow | UnionGovt.ofS.<br>Africa(S.African<br>Rlys.&Har.Dept.<br>Durban)<br>*CellDBuE41'* | 160·1<br>B49'<br>*f15'107tDTa13'30t* | 32·1 | 16·0<br>FK | Durban<br>British<br>6*BHCem*<br>*DTf11'30t* | T.6Cy.18¼",28½"&48½"–28"<br>337NHP<br>4SB,12*cf*,GS212,HS6154<br>FergusonBros.(Port<br>Glasgow)Ld.P.Gl. | 17 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Dateof B.of TradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31045<br>JSCG | Sir Ernest Cassel SteelScSr<br>Renamed "Ernest," See No.37243 in Supplement<br>Elec.light Mchy.Aft Wireless 1Dk | 7727<br>3504 | | | | | 1910 | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | Trafikaktiebolaget<br>Grängesberg-<br>Oxelösund (G. Dillner, Mgr.) | 454·4\|60·3\|32·3<br>P92'F43' | Stockholm<br>Swedish<br>WB | T.3Cy.27",45"&74"–54"<br>402NHP<br>N.E.MarineEng.CoLdNwc | | C |
| 31046<br>124571<br>HMLS | Sir Francis Drake SteelTwinScSp<br>ssPly.No.3–12,19<br>Elec.light 1Dk(ptStl–ws)&<br>Promenade dk (Teak) | 478<br>465<br>169 | ✠ A1<br>Tender<br>1,22 ~~1,21~~<br>~~BS1,21~~ BS1,22 ✠LMC12,19 | Ply | | ~~12,18~~<br>CL<br>1,22 | 1908<br>4mo<br>Lloyd | Cammell,<br>Laird&Co.Ld.<br>Birkenhead<br>'sA&CP | Gt.WesternRly.Co<br>WB= | 145·8\|38·6\|14·1<br>FK<br>DTf10'47tAPT20t | Plymouth<br>British<br>6BHptAsp<br>ptCem | T.6Cy.15",23"&38"–24" (s)<br>185lb 228NHP<br>2SB,6cf,GS115,HS4510<br>Cammell,Laird&CoLd.Bkn | 14 " 6<br>s 3 " 10<br>11 " 1 | BT till 1,22 |
| 31047<br>88203 | Sir Frederick CompScCtr<br>1Dk | 134<br>134<br>4 | | | | | 1893 | Cox&Co.<br>Falmouth | UnionGovernment ofS.Africa(South AfricanRailways &HarboursDept., PortElizabeth) | 97·7\|20·2\|10·7 | P.Elizabeth<br>British | T.3Cy12",19½"&32"–27"<br>50RHP<br>Cox&Co.,Falmouth | | |
| 31048<br>129012<br>HPFL | Sir George SteelTwinScSr<br>Elec.light 1Dk | 1254<br>1089<br>733 | | | | | 1909 | D.J.Dunlop&Co.<br>Pt.Glasgow | AfricanS.S.Co. | 240·0\|38·1\|14·1<br>P31'B61'F34' | London<br>British<br>WB | T.6Cy.13",21"&34"–24"<br>113NHP<br>D.J.Dunlop&Co.Pt.Gls. | | C |
| 31049<br>136336<br>JHGC | Sir Harvey Adamson Steel TwinScSr<br>Elec.light 1Dk(Teak)&Shade dk<br>Wireless (Stl-teak s) | 1030<br>637<br>528 | ✠<br>Shade dk<br>11,14<br>✠ | Gls | n | | 1914<br>11mo | A.&J.<br>Inglis,Ld.<br>Glasgow | BritishIndiaStm.<br>Nav.Co.Ld. | 219·7\|35·1\|11·3<br>F25'on Shade dk<br>FK<br>WB=FPT37t | Glasgow<br>British<br>4BHAsp<br>APT32t | T.6Cy.11½",20"&31"–22"<br>155NHP<br>2SB,4cf,GS73,HS2390 FD<br>A.&J.Inglis,Ld.Glasgow | 12 " 8 | |
| 31050<br>116723 | Sir Henry Bessemer SteelSc<br>Mchy.Aft Elec.light Sub.Sig. 1Dk2trB | 4321<br>—<br>3293 | | | | | 1896 | GlobeIron WorksCo.<br>Cleveland,O. | PittsburghS.S.Co.<br>WB | 413·2\|48·0\|24·0 | Duluth, Minn.<br>Utd.States | T.3Cy.23",41"&66"–42"<br>NB06 282NHP<br>GlobeIW.Co.,Cleveland,O. | | |
| 31051<br>57886 | Sir Henry Harness IronTwin ScSp<br>1Dk | 100<br>100<br>59 | | | | | 1896 | J.S.White<br>Cowes | C.Brister&Son | 85·0\|18·0\|9·3 | Hamilton, Bermuda<br>British | C.4Cy.10"&20"–16"<br>50RHP<br>Amos&Smith,Hull | | |
| 31052<br>130534 | Sir Hugh Allan SteelTwinScSp<br>1Dk<br>Elec.light | 354<br>253<br>10 | ✠<br>For Towing purposes<br>7,11<br>✠ | Brw | | | 1911<br>7mo | Vickers,Ld<br>Barrow | MontrealHarbour<br>Commissioners | 130·0\|26·6\|12·1<br>BK6"<br>WB=FPT | Montreal<br>British<br>4BHCem<br>25tAPT34t | T.6Cy.16",25"&40"–24"<br>196NHP<br>1SB,3cf,GS70,HS2700 FD<br>Vickers,Ld.Barrow | 13 " 0 | |
| 31053<br>128828 | Sir Hugh Bell SteelPadSp<br>(Tug)<br>1Dk | 175<br>174<br>79 | | | | | 1913 | J.P.Rennoldson&Sns.<br>SouthShields | TeesConservancy<br>Commissioners | 115·0\|21·2\|10·4 | Middlsbro'<br>British | L.2Cy.32"–54"<br>95RHP<br>J.P.Rennoldsn&Sns,S.Shl. | | |
| 31054<br>128177<br>HPCV | Sir James Reckitt SteelScK<br>ssGms.No.2–19<br>1Dk | 324<br>284<br>125 | ✠100A1<br>StmTrawler<br>11,20<br>~~BS3,19~~ BS9,21 ✠LMC MS5,19 | Gms | | CL<br>~~3,19~~<br>9,21 | 1909<br>6mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | A.Bannister | 138·3\|23·5\|12·1<br>Q73'<br>BK8" | Grimsby<br>British<br>4BHCem | T.3Cy.13",22½"&37"–26" (s)<br>200lb 93RHP<br>1SB,3pf,GS48,HS1611<br>Amos&Smith,Ld.Hull | 13 " 0 | |
| 31055<br>120379 | Sir John Iron&SteelTwinScSr<br>(Tug)<br>Elec.light 1Dk | 410<br>348<br>3 | | | ... | | 1897 | Gourlay<br>Bros.&Co.<br>Dundee | UnionGovernment ofS.Africa(South AfricanRailways &HarboursDept., Durban) | 156·0\|26·6\|13·6<br>B33'<br>FK | PortNatal<br>British<br>WB | T.6Cy.16",26½"&42"–27"<br>NB19 202NHP<br>GourlayBros.& Co.,Dundee | 14 " 7 | |
| 31056<br>136437 | Sir John Forrest WoodTwinScK<br>OilEng.<br>1Dk | 160<br>120<br>122 | | | | | 1918 | G.Washington<br>Sydney NSW | ~~W.R.Carpenter&Co.Ld.~~ FijiShippingCo.Ld. | 117·5\|26·3\|5·0 | Suva<br>British | Oil Engines 2S.C.SA<br>4Cy.12"–13½" 57NHP<br>Emade16<br>SkandiaEng.Co.Sweden | | |
| 31057<br>136236<br>JKHL | Sir John French SteelScK<br>ssGms.No.1–19<br>Elec.light 1Dk | 351<br>311<br>152 | ✠100A1<br>StmTrawler<br>11,21 ~~11,20~~<br>BS4.21 ✠LMC4,20 | Hfx | | CL<br>4,20 | 1915<br>3mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | SirJohnFrench<br>SteamFishingCo.<br>Ld.(M.Colp) | 140·2\|24·1\|13·0<br>Q76'<br>BK8" | HalifaxNS<br>British<br>4BHCem | T.3Cy.13",22½"&37"–24" (s)<br>200lb 100RHP<br>1SB,3pf,GS48,HS1476<br>Amos&Smith,Ld.Hull | 13 " 10 | |
| 31058<br>135240<br>JCNQ | Sir John Kirk SteelSternwheel<br>Elec.light 2Dks | 622<br>456<br>472 | | | | | 1913 | Lytham<br>S.B.&E.CoLd<br>Lytham | NigerCo.Ld. | 200·0\|38·1\|7·6 | London<br>British | C.4Cy.12½"&30"–24"<br>70RHP<br>LythamS.B.&E.Co.Ld.Lyt. | | |
| 31059<br>99730 | Sir Joseph Pease IronPadSp<br>(Tug)<br>1Dk | 180<br>180<br>24 | | | | | 1896 | J.P.Rennoldsn&Sons<br>SouthShields | TeesConservancy<br>Commissioners | 115·0\|21·1\|11·0 | Stockton<br>British | 2Cy.32"–54"<br>95RHP<br>J.P.Rennoldsn&Sns.S.Shl. | | |
| 31060<br>136184<br>JFGH | Sir Mark Sykes SteelScK<br>ssHul.No.1–19<br>1Dk | 307<br>270<br>124 | ✠100A1<br>StmTrawler<br>10,21 ~~12,20~~<br>BS6,21 ~~BS8,20~~ ✠LMC10,19 | Hul | | CL<br>~~10,19~~<br>10,21 | 1914<br>4mo<br>Lloyd | Cochrane&<br>Sons,Ld.<br>Selby<br>'sA&CP | ~~Pickering&Haldane'sStm.TrawlingCo.Ld.~~<br>J.Marr&Son,Ld, | 136·7\|23·2\|12·3<br>Q74'F20'<br>BK7½" | Hull<br>British<br>4BHCem | T.3Cy.13",23"&37"–26" (s)<br>200lb 93RHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 " 0 | |
| 31061<br>97475<br>MKDN | Sir Richard Grenville IronTwin ScSp<br>Elec.light 1Dk | 420<br>321<br>173 | | | ... | | 1891 | LairdBros.<br>Birkenhead | Gt.Western Rly.Co | 132·0\|30·1\|12·6<br>Promenade dk95'<br>BK6" | Plymouth<br>British<br>WB | C.4Cy.17½"&38"–24"<br>118NHP<br>LairdBros.,Birkenhead | 14 " 0 | |
| 31062<br>MFCD | Sir Samuel Scott SteelScSr<br>(Whaler)<br>1Dk | 131<br>128<br>44 | | | | | 1908 | Kaldnes<br>Mek.Verk<br>Tönsberg | A/S Harpunen<br>(H.Sandberg, Mgr.) | 101·1\|18·8\|10·7 | Chrstiania<br>Norwegian | T.3Cy.11",18"&29"–18"<br>Emade05fitted08 36NHP<br>AkersM.V.Xiania | | |
| 31063<br>203170 | Sir Thomas Shaughnessy SteelScSr<br>Elec.light Sub.Sig. Wireless 1Dk | 6276<br>—<br>4665 | | | | | 1906 | DetroitS.B<br>Co. Wyandotte,Mich | .JenkinsS.S.Co.<br>(C.O.Jenkins, Mgr.) | 480·0\|52·2\|30·2 | Cleveland<br>Utd.States<br>WB | T.3Cy.22½",36"&60"–42"<br>233NHP<br>DetroitS.B.Co.Detroit | | |
| 31064<br>214499 | Sir Trevor Dawson SteelSc<br>(exWilliamC.Moreland) Now named "Charles L.Hutchinson." See No. 36801 in Supplement<br>Elec.light Mchy.Aft Wireless | 7215<br>5505 | | | | | 1910 | American<br>S.B.Co.<br>Lorain,Ohio | Canada Steamship<br>Lines,Ld. | 580·0\|58·0\|32·0<br>F49'<br>new fore end16 | Duluth<br>Utd.States<br>WB | T.3Cy.24",39"&65"–42"<br>274NHP<br>AmericanS.B.Co.Lorain,O | | LC |
| 31065<br>124572<br>HMQC | Sir Walter Raleigh SteelTwin ScSp<br>ssPly.No.3–8,19<br>Elec.light 1Dk(ptStl–ws)<br>&Promenade dk(Teak) | 478<br>464<br>169 | ✠ A1<br>Tender<br>9,21 ~~7,20~~<br>BS9,21 ~~BS7,20~~ ✠LMC8,19 | Ply | | CL<br>7,20 | 1908<br>5mo<br>Lloyd | Cammell,<br>Laird&Co.Ld.<br>Birkenhead<br>'sA&CP | Gt.WesternRly.Co<br>WB= | 145·9\|38·6\|14·1<br>FK<br>DTf10'47tAPT20t | Plymouth<br>British<br>6BHptAsp<br>ptCem | T.6Cy.15",23"&38"–24" (s)<br>185lb 228NHP<br>2SB,6cf,GS115,HS4510<br>Cammell,Laird&CoLd Bkn | 14 " 6<br>s 3 " 10<br>11 " 1 | BT till 7,21 |
| 31066<br>125441<br>HMWB | Sir Walter Scott SteelScSr<br>ssShl.No.3–5,19<br>Elec.light 1Dk(Stl)&deepframing<br>Well deck | 1465<br>1190<br>886 | ✠100A1<br>1,22 ~~12,20~~<br>~~BS1,20~~ ✠LMC5,19<br>BS7,21 | Shl | p | CL<br>~~4,20~~<br>1,22 | 1908<br>8mo<br>Lloyd | BlythS.B.<br>Co.Ld.<br>Blyth<br>'sA&CP WB | J.Westoll<br>=CellDBa71'uE& | 245·0\|36·7\|16·0<br>Q90'B48'F21'<br>FK<br>B35'f102'402tFPT | Sundrland<br>British<br>4BHCem<br>62tAPT79t | T.3Cy.19",31"&51"–36" (s)<br>180lb 90lb 181NHP<br>1SB,4cf,GS72,HS2938<br>N.E.MarineEngCo.Ld.Sld. | 18 " 4<br>s 1 " 10<br>16 " 10 | |

| 1<br>Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31067 | **Sir Wilfrid**<br>Now named "Millwater," See No. 38339 in Supplement<br>*Mchy.Aft* | **SteelSc** | 300 | 100A1<br>(*ClassContemplated*) | | | | 1921 | Willoughby(Plymouth)Ld.<br>Plymouth | SuffolkShipping Co.Ld. | 135·0<br>Q52'B89'F21' | 23·2 | 10·5 | <br>British | T.3Cy.11½",18½"&30"-21"<br>Willoughby(Plym'th)Ld. | |
| 31068<br>116736 | **Sir William Fairbairn**<br>*Mchy.Aft Elec.light* Sub.Sig. | **SteelSc**<br>1*Dk*2*trB* | 3794<br>—<br>2686 | | | | | 1896 | Detroit DryDockCo.<br>Wyandotte | PittsburghS.S.Co. | 424·6 | 45·8 | 27·8 | Duluth<br>Utd.States<br>*WB* | T.3Cy.24",38"&64"-42"<br>266NHP<br>DryDockE.Works,Detroit | |
| 31069 | **Sir William Matthews**<br>*Elec.light* | **SteelTwinSc**<br>1*Dk*(*Stl*-teaks) | 1380<br>1329<br>576 | ✠<br>*Hopper Dredger*<br>7,14 ✠ | Gls | | | 1914<br>6mo | Fleming& Ferguson,Ld.<br>Paisley | Commonwealth Government | 230·1<br>F24'<br>FK | 44·1 | 17·1 | <br>British<br>6*BHCem* | T.6Cy.16",25½"&43"-24"<br>220NHP<br>2SB,6*cf*,GS131,HS3702<br>Fleming&Fergusn,Ld.Psy. | 17 |
| ⁕ 31070 | — <br>*Elec.light* | **Steel TwinSc**<br>1*Dk*(*Stl*-teaks) | 1375<br>1309<br>629 | ✠100A1<br>*HopperDredger*<br>3,21<br>✠LMC2,21 | Bel | | | 1921<br>2mo<br>*Lloyd*'s*A&CP* | Fleming& Ferguson,Ld.<br>Paisley | Government of Ceylon | 230·1<br>F24'<br>FK | 44·2 | 17·1 | Colombo<br>British<br>6*BHCem* | T.6Cy.16",25½"&43"-24" (*s*)<br>180lb *80lb* 220NHP<br>2SB,6*cf*,GS140,HS3774<br>Fleming&FergusnLd.Psy. | 17<br>3<br>14 |
| 31071<br>116732 | **Sir Wm. Siemens**<br>*Mchy.Aft Elec.light* Sub.Sig. | **SteelSc**<br>1*Dk*2*trB* | 4344<br>—<br>3293 | | | | | 1896 | GlobeIron WorksCo.<br>Cleveland,O. | PittsburghS.S.Co. | 413·2<br>*WB* | 48·0 | 24·0 | Duluth, Minn.<br>Utd.States | T.3Cy.23",41"&66"-42"<br>NB08 282NHP<br>GlobeI.W.Co.Cleveland,O. | |
| 31072 | **Siraly**<br>*Mchy.Aft Elec.light* | **SteelSc** | 125<br>—<br>59 | | | | | 1900 | M.U.Martinolich<br>Lussinpccolo | Soc.inAzioni Ungaro-Croata di Nav.Maritt.aVap. | 111·7 | 18·4 | 7·8 | Fiume | T.3Cy.9½",16½"&26¾"-13"<br>25NHP<br>Wilsn&Maclaren,Smprdna | |
| 31073 | **Sirda**<br>*Elec.light* (*ex*Formosa) | **SteelScSr**<br>(*Whaler*)<br>1*Dk* | 137<br>133<br>48 | | | | | 1912 | Akers Mek.Værks.<br>Christiania | C.Salvesen&Co. | 99·3 | 19·6 | 11·6 | <br>British<br>*WB* | T.3Cy.12",20"&33"-21"<br>50NHP<br>AkersMek.Værks Xia. | |
| 31074<br>115907 | **Sirdar** | **SteelTwinSc**<br>(*Tug*)<br>1*Dk* | 143<br>135<br>— | | | ... | | 1899 | R.&H. Green,Ld.<br>Blackwall | Port of London Authority | 90·3 | 21·1 | 11·6 | London<br>British | C.4Cy.19"&40"-24"<br>131NHP<br>T.A.Young&Son,Blckwall | |
| 31075 | **Sirena** | **SteelScSr**<br>*ss*Tri.No.2-20<br>1*Dk*(*Stl*) | 3441<br>2560<br>2153 | ✠100A1<br>7,21 ~~9,20~~<br>✠LMC9,20<br>BS12,21 | Tri | *u* | CL<br>9,20 | 1911<br>1mo<br>*Lloyd*'s*A&CP* | Stabilmnto Tecnico<br>Trieste | Nav.Libera-TriestinaSoc.inAzioni<br>*WB=CellDBa*106'*uE&B*34'*f*134'7 | 316·5<br>P36'B190'F31'<br>FK | 46·0 | 20·7 | Trieste<br>Italian<br>5*BHCem*<br>82*tAPT*40*t* | T.3Cy.23",38"&61"-42" (*s*)<br>180lb *100lb* 269NHP<br>2SB,6*cf*,GS120,HS4244<br>ClydeS.B.&E.Co.Ld.P.Gl. | 23 |
| 31076<br><br>OTNH | —<br>(*ex*Mermaid) | **SteelScK**<br>*ss*Liv.No.3-10,04<br>1*Dk* | 126<br>—<br>37 | ✠<br>*StmTrawler*<br>8,07 ✠ | Liv | | | 1892<br>4mo | Hawthorns &Co.<br>Leith | F.Castaing<br>*WB* | 105·3<br>F13'<br>=*DBf*10'9*t* BK6½" | 20·1 | 10·3 | La Rochlle<br>French<br>4*BHCem* | T.3Cy.11",17½"&30"-21"<br>1SB,2*rf*,GS28,HS828 49NHP<br>Hawthorns&Co.Leith | 11 |
| 31077<br>OTNJ | **Sirène** | **IronScSr**<br>(*ex*Lassell)<br>2*Dks* | 1972<br>—<br>1225 | | | | | 1879 | A.Leslie& Co.<br>Newcastle | J.Castanié | 302·4 | 34·2 | 24·6 | Oran<br>French | C.2Cy.26"&58"-45"<br>NB12 188NHP<br>R.Stephenson&Co.,Nwc. | |
| ⁕ 31078<br>552<br>PHBR | **Siretul**<br>(*ex*Baharistan) | **SteelScSr**<br>*ss*Hpl.No.2-20<br>1*Dk*(*ptIrn ptStl*) | 3629<br>3424<br>2291 | ✠100A1<br>5,20<br>~~BS5,20~~ ✠LMC5,19<br>BS7,21 | Hpl | *w* | CL<br>5.19 | 1912<br>9mo<br>*Lloyd*'s*A&CP* | W.Gray& Co.Ld.<br>WHartlepool | RomaniaPrima Soc.Nationala de Nav.Maritima<br>*WB=CellDB* | 360·0<br>P25'B221'F35'<br>FK<br>*a&uE*142'*f*158'991*t* | 51·0 | 22·7 | Braila<br>Roumanian<br>6*BHCem*<br>*APT*87*t* | T.3Cy.25",40½"&67"-45" (*s*)<br>180lb 359NHP<br>2SB&1Aux.B,8*cf*,GS151, HS5986<br>Cen.Mar.Eng.Wrks.WHpl | 25<br>3<br>22 |
| 31079 | **Sireus**<br>(*See Sailing Ship Register*) | **WoodAuxScSr**<br>*OilEng.* | 600 | | | | | 1921 | Jd'Oliveira Roque<br>S.MartinoDo Porto | J.L.Azancot | 134·5 | 29·5 | 13·1 | <br>Portuguese | Oil Engine | |
| 31080<br>6145<br>KBTS | **Siri**<br>*Mchy.Aft* | **CompScSr**<br>*CruiserStern*<br>1*Dk* | 483<br>346<br>235 | | | | | 1919 | Aktieb. LödöseVarf.<br>Lödöse | Aktieb.Lödöse Varf. (C.A. Hallberg,*Mgr.*) | 132·0<br>P49'B15'F18' | 28·0 | 13·3 | Lödöse<br>Swedish | C.2Cy.12"&27"-18"<br>26NHP<br>Aktieb.LödöseVarf. | |
| 31081 | **Sirio**<br>*Elec.light*<br>*Mchy.Aft* | **SteelSc**<br>2*Dks* | 5222<br><br>3121 | | | | | 1921 | Cant.Nav. Riuniti<br>Palermo | Soc.Ligure d'Armamento | 383·9 | 51·6 | 27·2 | Genoa<br>Italian<br>*WB* | T.3Cy.26",42½"&69¾"-48"<br>335NHP<br>Cant.Nav.Riuniti,Ancona | |
| 31082 | —<br>*Elec.light* Wireless | **SteelTwinScSr**<br>1*Dk&Awng dk* | 1858<br>1549<br>970 | | | | | 1905 | Howaldtswerke<br>Kiel | LloydBrasileiro | 269·0 | 37·9 | 11·6 | R.Janeiro<br>Brazilian<br>*WB* | T.6Cy.14$\frac{3}{16}$",24$\frac{7}{16}$"&39¾"-27$\frac{9}{16}$"<br>166NHP<br>Howaldtswerke,Kiel | |
| ⁕ 31083<br>143433<br>KCPD | **Siris**<br>Wireless<br>*Elec.light* Sub.Sig. | **SteelSc**<br>2*Dks*(*Stl*) | 5242<br>4782<br>3266 | ✠100A1<br>~~11,18,20~~ 4,22<br>✠LMC10,19 | Lon<br>~~Liv~~ Ham | *y* | CL | 1919<br>10mo<br>*Lloyd*'s*A&CP* | Harland& Wolff,Ld.<br>Greenock | RoyalMailSteam PacketCo.<br>*CellDB* | 400·3<br>P50'B113'F39'<br>FK<br>340' 1051*t FPT*128*t* | 52·3 | 28·5 | London<br>British<br>7*BHptCem*<br>*APT*220*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Harland&Woolf,Ld.Gls. | 31<br>6<br>25 |
| 31084<br>200254 | **Sirius**<br>(*ex*R.L.Ireland)<br>*Elec.light Mchy.Aft* | **SteelScSr**<br>1*Dk*2*trB* | 4470<br>—<br>3143 | | | | | 1903 | Chicago S.B.Co.<br>Chicago | InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) | 416·0 | 50·3 | 24·0 | Fairport<br>Utd.States | T.3Cy.22",35"&58"-40"<br>213NHP<br>ChicagoS.B.Co. | |
| 31085 | —<br>(*ex*Lackawanna)<br>*Mchy.Aft*<br>*Elec.light*<br>Now named "Fiamma," See No. 37375 in Supplement | **SteelSc3MstSr**<br>*ss*Shl.No.3-12,05<br>*ss*Ham.No.2-13<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*Web Frames* | 3809<br>3458<br>2370 | ✠<br>*Spar dk*<br>7.16 ✠<br>*Carrying Petroleum in bulk* | Ham | *w* | | 1894<br>2mo | DavidJ. Dunlop&Co.<br>Pt.Glasgow | SocietaAnonima "Andora"<br>*WB=CellDB* | 345·0<br>P96'B30'F47' 30·3<br>FK | 44·3 | 23·0 | <br>Italian<br>15*BHCem*<br>72'192*tFPT* | T.3Cy.27",43½"&70"-51"<br>NDB06 413NHP<br>2DB,6*pf*,6*cf*,GS230,HS7150<br>DavidJ.Dunlop&Co.P.Gl.<br>165*tAPT*100*tDTf*22'390*t* | 31 |
| 31086<br><br>NKLH | —<br>(*ex*Frederiksborg,<br>*ex*Deddington) *Well deck*<br>Wireless | **SteelScSr**<br>*ss*Rot.2ndNo.3-10,13<br>*ss*Cpn.No.~~1-10~~ 2-21<br>1*Dk*(*Irn*)2*trB* | 2090<br>1585<br>1309 | ✠100A1<br>~~6,21~~ ~~12,20~~ 3,22<br>~~BS12,20~~ ✠LMC~~10,19~~ 6,21 | Cff<br>~~Cpn~~ Bal | *r* | ~~10,19~~<br>6,21 | 1889<br>5mo<br>A&CP | J.Priestmn<br>Sunderland | Dampsk.Selsk. Orion (C.P.Jensen, *Mgr.*)<br>*WB=DB* | 280·5<br>P25'Q86'B112' F27'<br>FK<br>*a*88'*f*80 473*t* | 39·2 | 18·8 | Copnhagn<br>Danish<br>4*BHCem* | T.3Cy.21",35"&57½"-39" (*r*)<br>160lb *80lb* NDB00 207NHP<br>2SB,6*rf*,GS98,HS3109<br>G.Clark,Sunderland | 20<br>1·10<br>18 |
| 31087<br>115774 | — | **IronPad** | 993<br>—<br>712 | | | | | 1881 | J.Roach& Son<br>Chester,Pa. | IronSteamboatCo. of NewJersey | 229·0 | 32·5 | 11·1 | NewYork<br>Utd.States | 1Cy.53"-144"<br>259NHP<br>A.&W.Fletcher,NewYork | |
| 31088<br><br>JVTL | —<br>*Elec.light* Wireless | **IronScSr**<br>1*Dk&Awng dk* | 962<br>933<br>569 | ✠<br>*Awng dk withfreeboard*<br>4,85 | Ham | *m* | | 1885<br>2mo | Flensburgr Schiffsb.<br>Flensburg | DetBergenske Dampskibsselskab | 207·5<br>H28*t* 20·1<br>len08 | 28·8 | 12·8 | Bergen<br>Norwegian<br>*WB* | T.3Cy.17½",29"&48"-33"<br>NE&B08 132NHP<br>LaxevaagMsk&Jrns.Bgn. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not L.R. Date of B. of Tr. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31089<br>6151<br>KBVG | **Sirius** SteelSc<br>*Elec.light* 1*Dk* | 838<br>661<br>467 | | | | | 1919 | Larvik Slip &Verks.Akt.<br>Larvik | Rederiaktieb. Stjärnan (J.Bergendorff, *Mgr.*) | 196·0 | 32·0 | 12·6 | Karlstad<br>Swedish<br>*WB* | T.3Cy.14",23"&38"-27"<br>75NHP<br>LarvikSlip&Verks.Akt | | NV |
| 31090 | — IronScSr<br>(*ex*Holsatia)<br>*Elec.light* 2*Dks* | 319<br>306<br>172 | | | | | 1868 | Norddeut. SchiffbA.G.<br>Kiel | MichaelJebsen | 150·7 | 20·0 | 15·0 | Hamburg<br>German | C.2Cy.17½"&36"-30"<br>NE76NB01 59NHP<br>Schweffel&Howaldt,Kiel | | |
| 31091<br>2754<br>JGDN | — SteelSc<br>1*Dk* | 200<br>106<br>122 | | | | | 1884 | MotalaCo.<br>Gothenburg | SödertaljeRederiaktieb (Ernst Ekbom, *Mgr.*) | 109·1<br>B46' H31*t* | 21·5 | 8·6 | Södertelje<br>Swedish | C.2Cy.13⅝"&28¾"-20½"<br>NE&B08 31NHP<br>MotalaCo.,Gothenburg | | |
| 31092 | — SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 196<br>176<br>16 | | | | | 1907 | J.Frerichs &Co.A.G.<br>Einswarden | Norddeutscher Lloyd | 107·9 | 23·0 | 11·2 | Bremen<br>German | T.3Cy.13⅜",$21\frac{21}{32}$"&$34\frac{41}{64}$"-$25\frac{19}{32}$"<br>59NHP<br>J.Frerichs&Co.A.G. | | |
| 31093<br>OTNL | — SteelScSr<br>(*ex*SeaFoam)<br>1*Dk* | 170<br>—<br>29 | ✠<br>*StmTrawler*<br>3,98 ✠ | Abn | | | 1898<br>3mo | J.Duthie Sons&Co.<br>Aberdeen | Vve.Edmond Corue | 108·4<br>Q23'<br>BK7½" | 20·8 | 11·1 | Dieppe<br>French<br>3*BHCem* | T.3Cy.11¾",20"&33"-21"<br>1SB,2*pf*,GS28,HS895 50NHP<br>Hall,Russell&Co.Abn. | 11 ″ 9 | V |
| 31094<br>JRLB | — IronScK<br>*ss*Ams.No.1-99<br>(*ex*Baron deNève de Roden) 1*Dk* | 156<br>—<br>56 | ✠<br>*StmTrawler*<br>9,02 ✠ | Ams | | | 1895<br>5mo | Cochrane& Cooper<br>Beverley | Lamigueiro yJove<br>*WB* | 102·0<br>Q18'F18'<br>=*MT*11'11*t* BK7½" | 20·6 | 11·0 | S.Sebast'n<br>Spanish<br>3*BHCem* | T.3Cy.12½",19½"&32"-22½"<br>NB09 51NHP<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| 31095<br>6373<br>KOSL | — SteelSc<br>*Motor*<br>1*Dk* | 150<br>124<br>96 | | | | | 1919 | Kallundborg Skibsv<br>Kallundborg | Grängesberg-OxelösundTrafikaktiebolag | 88·6 | 22·7 | 8·9 | Stockholm<br>Swedish | Frdkshvns.Jrnst.&Maskf.<br>Brödr.Houmöller,Frdkshn | | V |
| 31096 | **Sirocco** WoodSc<br>*Now named* "Double Tide," *See No.* 37055<br>1*Dk*<br>9&12yrsMat. | | ✠ 11A1<br>*For fishing purposes*<br>2,21<br>✠LMC6,20 | Lwt | | | 1919<br>3mo<br>*Lloyd*'*sA&CP* | ColbyBros. Ld.<br>Lowestoft | TheAdmiralty | 86·0 | 20·0 | 9·9 | London<br>British | T.3Cy.9½",15½"&26"-18" (*s*)<br>180℔ 43NHP<br>1SB,2*pf*,GS30,HS814<br>Robey&Co.Lincoln | 10 ″ 1 | |
| 31097<br>OTNQ | **Siroco** Stl&IrnScSr<br>(*ex*PresidenteRoca) (*Tug*)<br>1*Dk* | 117<br>—<br>— | | | | | 1887 | Soc.Gén. ForgesAtel.<br>St.Denis | Chemins de Fer de l'EtatFrançais (Soc.Maritime Nationale, *Mgrs.*) | 96·8<br>P34' | 18·5 | 8·9 | Marseilles<br>French | C.2Cy.17⅜"&$30\frac{11}{16}$"-18⅞"<br>34NHP<br>Soc.Con.Batignolles,Paris | | V |
| 31098<br>5712<br>JVHB | **Sirona** SteelScSr<br>*ss*Got.No.1-20<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 442<br>329<br>230 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~1,22 1,20~~ 2,22<br>✠LMC3,20 | Got<br>Mmo | *h*<br>BS1,22 | ~~4,20~~<br>1,22 | 1915<br>7mo<br>*Lloyd*'*sA&CP* | Aktieb. LödöseVarf<br>Lödöse | RederiAktieb. Concordia(J.A. Waller, *Mgr.*)<br>*WB*=*CellDBu* | 152·9<br>P36'H36*t*F26'<br>FK<br>*E*13'*f*103'148*tFPT* | 28·0 | 9·7 | Gothenbrg<br>Swedish<br>3*BHCem*<br>19*tAPT*7*t* | C.2Cy.$14\frac{9}{16}$"&32½"-21⅝" (*s*)<br>128℔ 50NHP<br>1SB,2*cf*,GS29,HS880<br>Aktb.LödöseVarf,Lödöse | 18 ″ 9<br>s 6 ″ 9<br>13 ″ 3 | |
| 31099<br>PSFW | **Sirrah** SteelSc<br>*Elec.light* Wireless 1*Dk* | 3531<br>3263<br>2140 | | | | | 1917 | Rotterdam Droogd.Maat<br>Rotterdam | VanNievelt, Goudriaan&Co.'s Stoomv.Maats. | 361·4<br>P24'B214'F34' | 49·9 | 22·1 | Rotterdam<br>Dutch<br>*WB* | T.3Cy.25",41"&68"-45"<br>310NHP<br>Rotterdam Droogd.Maats. | | V |
| 31100<br>WKSH | — SteelScSr<br>(*ex*SophieH.)<br>*Longitudinal framing* Wireless 1*Dk* | 2930<br>2724<br>1851 | | | | | 1910 | Kon.Maats deSchelde<br>Flushing | D/S A/S Gonvik (H.A.Christensen, *Mgr.*) | 325·2<br>B72'F36' | 47·2 | 21·8 | Sandefjrd<br>Norwegian<br>*WB* | T.3Cy.23½",38"&64"-42"<br>265NHP<br>Maats.deSchelde,Flushing | | V |
| 31101<br>144197<br>KFHB | **Sirsa** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*-*U*teak s) | 5445<br>4817<br>3387 | ✠100A1<br>4,20<br>✠LMC4,20 | Nwc | *z* | CL | 1920<br>4mo<br>*Lloyd*'*sA&CP* | Hawthorn, Leslie&Co.Ld<br>Newcastle | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB* | 400·1<br>P49'B113'F38'<br>FK<br>344'1060*t FPT*130*t* | 52·4 | 28·5 | Glasgow<br>British<br>8*BHCem*<br>*APT*34*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180℔ 517NHP<br>3SB,9*cf*,GS189,HS7668 FD<br>Hwthrn,Leslie&CoLd.Nwc | 31 ″ 0<br>s 6 ″ 1<br>25 ″ 4 | |
| 31102<br>95<br>SHWK | **Sirte** SteelScSr<br>*ss*Shl.No.3-12,99<br>(*ex*Sebaieh,*ex*PioX., *ex*Erminie,*ex*KateB.Jones) *ss*Hul.No.2-08<br>*Well deck* Wireless 1*Dk*(*Stl*)2*trB* | 2025<br>1546<br>1251 | ✠<br>1,13<br>✠ | Sws | *r* | | 1887<br>11mo | Schlesingr, Davis&Co.<br>Newcastle | G.B.Rodinis<br>*WB*=*CellDB* | 270·0<br>P25'Q82'B106'F27<br>ptND04 BK9"<br>184'280*tAPT*40*t* | 37·1 | 20·5 | Leghorn<br>Italian<br>6*BHptAsp*<br>*ptCem* | T.3Cy.18¾",34"&58"-39"<br>NDB98 206NHP<br>2SB,6*cf*,GS92,HS3038<br>*Alt*98 TydvilEng.&S.Rpg. Co.Cardiff | 21 ″ 9 | |
| 31103 | **Sisak** SteelScSr<br>*ss*Ham.No.1-11<br>*Elec.light* 2*Dks*(*Stl*)&*deepframing* &*Shelter dk*(*Stl*-ws) | 4608<br>4415<br>2968 | ✠<br>*Shelter dk*<br>*withfreeboard*<br>3,16 ✠ | Ham | *z* | | 1907<br>2mo | Armstrong Whitworth &Co.Ld.<br>Newcastle | *WB*=*Cell DBa* 123' | 400·0<br>FK | 52·1 | 27·0 | 6*BHCem* | T.3Cy.27",45"&75"-48"<br>478NHP<br>3SB,9*cf*,GS175,HS6504 FD<br>WllsndSlpwy.Co.Ld.Nwc.<br>*uE*&*B*67' *f*154'987*tAPT*29*t* | 29 ″ 9 | |
| 31104<br>97<br>PABR | **Sishan** SteelScSr<br>*ss*Shl.2ndNo.3-5,09<br>*ss*Nag.No 1-14<br>(*ex*Thane) 1*Dk*(*Stl*) &*Spar dk*(*Stl*-ws)3*trB* | 1363<br>1290<br>847 | ✠ ——<br>7,19<br>*Spar dk*<br>✠ | Nag | *p* | | 1883<br>11mo | A.Stephen &Sons<br>Dundee | RussianVolunteer FleetAssociation<br>*WB*=*DBa*48'*f* | 245·0<br>BK8"<br>104'&*uE*15'208*tFP* | 33·2 | 20·6 | Vladvostk<br>Russian<br>5*BHCem*<br>*T*30*tAPT*9*t* | C.2Cy.27"&54"-42"<br>160NHP<br>2SB,6*cf*,GS90,HS2624<br>PearceBros.Dundee | 23 ″ 3 | |
| 31105<br>133244 | **Sisiman** SteelScSr<br>(*ex*MizuhoMaru, *ex*HsingShun,*ex*Norröna)1*Dk*&*Spar dk* | 1293<br>1208<br>796 | | | | | 1885 | Martens, Olsen&Co.<br>Bergen | SisimanS.S.Co.Ld. | 231·9<br>H83*t* | 33·2 | 19·4 | HongKong<br>British<br>*WB* | T.3Cy.16",26"&42"-33"<br>NB04 101NHP<br>AkersMek.Værks.Xia. | | |
| 31106<br>210872<br>LCSK | **Siskiyou** WoodScSr<br>Wireless<br>*Elec.light* *Mchy.Aft* 1*Dk* | 884<br>783<br>523 | | | | | 1912 | Matthews S.B.Co.<br>Hoquiam | E.K.WoodLumber Co.Inc. | 204·1 | 41·5 | 14·2 | S.Frncisco<br>Utd.States | T.3Cy.13½",23"&40"-30"<br>88NHP<br>UnitedEng.Wks.S.Frisco | | |
| 31107<br>MSPG | **Sissi** WoodAux3MstScSr<br>*Motor*<br>(*ex*SailingVesselEllen) 1*Dk*<br>(*See Sailing Ship Register*) | 154<br>138<br>105 | | | | | 1904 | J.A.Svensson SödrGarn<br>Sweden | S.Brekke | 98·0 | 25·1 | 9·2 | Bergen<br>Norwegian | Motor<br>2Cy.14½"-15"<br>A/B J.V.Svenssons,Motorfabrik,Stkm | | V |
| 31108 | **Sistiana** *ss*Tri.2ndNo.3-1,20 SteelScSr<br>1*Dk* (*ex*Ninfeo,*ex*YachtMeloria, *ex*Bice,*ex*Speedy)<br>*Elec.light* | 114<br>—<br>64 | ✠100A—<br>*with freeboard*<br>4,21<br>*ForService in theAdriatic* | Lth<br>Tri | BS5,21 ✠LMC12,19 | 5,21 | 1895<br>3mo | Ramage& FergusonLd.<br>Leith | Soc.Anon.diNav. Monfalconese | 119·7<br>BK5¾" | 16·1 | 9·8 | Mnfalcone<br>Italian<br>4*BHCem* | T.3Cy.12",19"&30"-21"<br>53NHP<br>Ramage&Ferguson,Leith | 11 ″ 0<br>s 3 ″ 0<br>8 ″ 9 | |
| 31109<br>MDKF | **Sisto** SteelScSr<br>(*ex*Aslaug)<br>Wireless 1*Dk*&*deepframing* | 1120<br>981<br>645 | | | | | 1907 | Bergens Mek.Værks.<br>Bergen | D/S A/S Sisto (B.Stolt-Nielsen) | 228·9<br>P13*t*H57*t*F31*t* | 35·2 | 15·9 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.16",25"&48"-30"<br>126NHP<br>BergensMekVærksBergen | 16 ″ 10 | N |
| 31110<br>117524 | **Sisyphus** SteelSc<br>*ss*Dub.No 2-21 *ss*Dub.No.3-3,15<br>(*BucketHopperDredger*) ~~*ss*Dub.No.1-18~~<br>1*Dk*(*Stl*) | 284<br>274<br>138 | ✠ A1<br>*HopperDredger*<br>11,21 ~~9,20~~<br>~~BS9,20~~ ✠LMC~~3,18~~ 11,21 | Dub | | 9,20 | 1905<br>2mo<br>*Lloyd*'*sA&CP* | Ferguson Bros.<br>PortGlasgow | Commissioners of PublicWorks in Ireland | 118·8<br>F14'<br>FK | 26·1 | 11·9 | Dublin<br>British<br>4*BHCem* | C.2Cy.15"&30"-21" (*s*)<br>120℔ 37RHP<br>1SB,2*cf*,GS34,HS920<br>FergusonBros.PtGlasgow | 12 ″ 0 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31111 | **Sita** IronScSr<br>(*ex*Yacht,*ex*St.Louis,<br>*Elec.light* *ex*SouthernCross,*ex*Eros) | 203<br>—<br>91 | | | | | 1876 | Lobnitz,<br>Coulborn&Co<br>Renfrew | Bayart,Hauet&<br>Bessoneau | 166·0 | 20·6 | 10·5 | Havre<br>French | C.2Cy.21″&36″–24″<br>NB04 53NHP<br>Lobnitz&Co.Renfrew | |
| 31112<br>98355 | **Sitakhoond** SteelTwinSc<br>ssCal.No.1-22 ssCal.No.3–12,18<br>1*Dk*(*Teak*)&*ptShade dk*(*Teak*) | 280<br>264<br>163 | ✠ A1<br>*withfreeboard*<br>4,22 ~~1,21~~<br>~~BS1,21~~ ✠LMC~~12,18~~<br>*Coasting Barisal*<br>*& Chittagong* | Cal | *e*<br>4,22 | CL<br>1,21 | 1910<br>5mo<br>*Lloyd's A&CP* | W.Denny<br>&Bros.<br>Dumbarton<br>Cmpltd by IndiaGeneral Nav.&Rly.Co.Ld.Calcutta | IndiaGeneralNav.<br>&Rly.Co.Ld. | 150·0 | 25·5 | 9·0<br>FK<br>*WB=FPT*27*t* | Calcutta<br>British<br>5*BH*~~*Asp*~~<br>a *pt Asp* | C.2Cy.16″&32″–21″ (r)<br>180lb 43RHP<br>1SB,2*cf*,GS38,HS1150<br>Denny&Co.Dumbarton | 9<br>s2<br>7 |
| 31113<br>144526<br>KFEC | **Sithonia** SteelScSr<br>2*Dks*<br>*Elec.light* Wireless *Fitted for oil fuel* | ~~5618~~ 6346<br>~~5263~~ 5275<br>~~3542~~ 4201 | | | | | 1901 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | H.M.Thomson | ~~421·4~~<br>P271′F51′<br>420·3 | ~~56·2~~<br><br>56·1 | 27·8 | London<br>British<br>*WB* | Q.4Cy.24″,34″,51″&74″–54″<br>402NHP<br>FlensburgerSchiffsb.Ges. | |
| 31114<br>129411<br>HWLB | **Sitka** SteelScK<br>(*Whaler*)<br>*Mchy.Aft* 1*Dk* | 192<br>178<br>70 | | | | | 1912 | Smith's<br>DockCo.Ld.<br>Middlesbro' | Chr.Salvesen&Co. | 106·5 | 21·5 | 12·9 | Leith<br>British<br>*WB* | T.3Cy.13½″,22″&37½″–24″<br>97RHP<br>Smith'sDockCo.Ld.Mdb. | |
| 31115<br>PSHB | **Sitoebondo** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 7057<br>6682<br>4478 | | | | | 1916 | Bonn&<br>Mees<br>Rotterdam | Rotterdamsche<br>Lloyd(W.Ruys&<br>Zonen,*Mgrs.*) | 444·0 | 54·0 | 37·0 | Rottrdam<br>Dutch<br>*WB* | Steam Turbines<br>Maats.deSchelde,Flushing | |
| 31116<br>131288<br>HRPJ | **Sitra** SteelScSr<br>ssLiv.No.2–19<br>(*ex*Dalrazan) 1*Dk*(*Stl*)&*Shelter dk*<br>Wireless (*ptIrnptStl*)&*Web frames*<br>*Longitudinal framing*<br>*Carrying oil fuel F.P. above 150°F. in DB* | 3392<br>3094<br>2072 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21 ~~12,20~~<br>✠LMC<br>MS6,19 ~~BS12,20~~ 10,21 | Bkn<br>Liv | *w* | CL<br>~~11,18~~<br>10,21 | 1910<br>9mo<br>*Lloyd's A&CP* | Richardsn,<br>Duck&Co.<br>Stockton | MossS.S.Co.Ld.<br>(J.Moss&Co.<br>*Mgrs.*) | 365·0<br>P22′F40′*onShltr dk*<br><br><br>*CellDBa*117′ | 48·6 | 21·6<br><br>FK | Liverpool<br>British<br>7*BHCem*<br><br>*uE*25′ *f* 157′ | T.3Cy.25″,41″&67″–45″ (s)<br>180lb *120lb* 359NHP<br>2SB,6*cf*,GS134,HS5983<br>Blair&Co.Ld.Stockton<br>825*tDTf*18′530*tAPT*183*t* | 24<br>s2<br>22 |
| 31117<br>129469<br>HQKJ | **Sittang** SteelScSr<br>ssNwc.No.2–17<br>(*ex*Liddesdale) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Elec.light* Wireless &*deep framing* | 4411<br>4085<br>2748 | ✠100A1<br>*Spar dk*<br>9,21 ~~11,20~~<br>BS12.20 ✠LMC10,17<br>*Carrying oil fuel F.P. above 150° F. in DB*<br>*Fitted for oil fuel* 12,20 *F.P. above* 150° F. | Gls | *y* | CL<br>10,19 | 1910<br>2mo<br>*Lloyd's A&CP* | Russell&<br>Co.<br>PortGasgow | British&Burmese<br>S.N.Co.Ld.(P.Hen-<br>derson&Co.*Mgrs.*)<br>*CellDBa*119′*uE* | 384·7<br>P40′B120′F52′<br><br>24′ *f*171′1030*tFPT* | 51·0 | 26·2<br><br>FK | Glasgow<br>British<br>6*BHCem*<br>61*tAPT*199*t* | T.3Cy.25¼″,41″&68″–48″ (s)<br>180lb *100lb* 422NHP<br>2SB,6*cf*,GS111,HS6010 FD<br>D.Rowan&Co.Glasgow | 28<br>s5<br>23 |
| 31118<br>6324<br>KCPT | **Sive** SteelAuxSc3MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 398<br>345<br>291 | | | | | 1919 | NVSchpsw<br>v/hGebr.G.&<br>H.Bodewes<br>Martenshoek | RederiA/BViva<br>(OttoGernandt,<br>*Mgr.*) | 145·3<br>Q34′H24*t* | 25·6 | 12·4 | Stocksund<br>Swedish | Oil Engines<br>4Cy.13″–13″ 30NHP<br>Stiyaard&JanetteWalen,<br>Rotterdam | |
| 31119<br>JTKD | **Sivert Nielsen** SteelScSr<br>1*Dk*&*Awngdk* | 239<br>231<br>139 | | | | | 1896 | Trondhjms<br>Mek.Verk.<br>Trondhjem | SaltenDamp-<br>skibsselskab | 120·2<br>H8*t* | 20·3 | 15·0 | Bodö<br>Norwegian<br>*WB* | T.3Cy.11¼″,18½″&30″–20″<br>40NHP<br>TrondhjemsM.V.Trndhjm | |
| 31120<br>212585<br>LDQJ | **Sixaola** SteelScSr<br>2*Dks*&2*pt dks*<br>*Elec.light* *Ref.Mchy.* Sub.Sig. Wireless | 4558<br>3894<br>2765 | | | | | 1911 | Workman,<br>Clark&Co.Ld<br>Belfast | Sixaola Steamship<br>Corporation<br>(Utd.FruitCo.Inc.) | 378·8<br>B160′F44′ | 50·3 | 29·1 | NewYork<br>Utd.States<br>*WB* | T.3Cy.27″,45″&75″–54″<br>413NHP<br>Wrkman,Clark&Co.Ld Bel | |
| 31121<br>JRKP | **Sixto Camara** IronSc3MstSr<br>5thSurvey,84<br>(*ex*Strathavon,*ex*Palmero) 1*Dk* | 237<br>223<br>152 | ✠<br>10,86 | Gls | Lv | | 1867<br>6mo | SwanBros.<br>Glasgow | Viuda ySobrinos<br>deM.Camara | 137·8<br>Q45′ F16′ | 19·7 | 11·8 | S.Sebast'n<br>Spanish<br>3*BHCem* | C.2Cy.17″&31″–24″<br>NE80 NB95 39NHP<br>Walker,Hendersn&Co.Gls. | |
| ✻ 31122<br>LBRG | **Sixty-four** SteelSc<br>ssMmo.No.3–5,20<br>(*ex*Sommen,*ex*St. 1*Dk*(*Stl*)&*deep*<br>Thomas,*ex*Vikingen) *Elec.light framing* | 2428<br>2215<br>1439 | ✠100A1<br>8,21 ~~11,20~~<br>✠LMC5,20<br>BS7,21 | Skm<br>Skl | *t* | CL<br>5,20 | 1907<br>11mo<br>*Lloyd's A&CP* | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>*Cell* | A/SH.Skougaards<br>Rederi(H.<br>Skougaard,*Mgr.*)<br>*DBa* 94′ *uE& B*36′ | 295·0<br>P21′B76′F30′<br><br>*f*120′667*tFPT*118*t* | 43·4 | 20·7<br><br>FK | Langesnd<br>Norwegian<br>5*BHAsp*<br>*APT*123*t* | T.3Cy.22″,36¼″&59″–39″ (s)<br>180lb 235NHP<br>3SB,6*cf*,GS96,HS3609<br>N.E.MarineEng.Co.Ld.Sld | 23<br>s3<br>19 |
| 31123<br>NWHR | **Sjælland** SteelPad<br>(*Ferry*)<br>*Elec.light* 2*Dks* | 1157<br>1080<br>506 | | | | | 1887 | Burmeister<br>&Wain<br>Copenhagen | DeDanskeStats-<br>baner | 290·0<br>len09 | 34·1 | 14·8 | Korsör<br>Danish<br>*WB* | C.4Cy.34″&62″–54″<br>471NHP<br>Burmeister&Wain,Cpn. | |
| 31124<br>6169<br>KCDN | **Sjöfågeln** CompAuxSc3MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 300<br>244<br>210 | | | | | 1919 | A.BMalmö<br>Yachtvarv.<br>Limhamn | L.H.Appelblom | 120·0<br>Q36′H214*t* | 26·0 | 12·0 | Overselö<br>Swedish | Oil Engine<br>2Cy.13″–13⅜″ 29NHP<br>J&CGBolindersCoLdSkm | |
| 31125<br>2482<br>JFNH | **Sjöfröken** IronSc<br>1*Dk* | 112<br>43<br>72 | | | | | 1880 | Bergsunds<br>Mek.Verkst.<br>Stockholm | ÅngbAktiebDrott-<br>ningholm-Fittja<br>(J.W.Rickander,<br>*Mgr.*) | 88·2<br>B43′ H23*t* F14′ | 17·0 | 7·0 | Stockholm<br>Swedish | C.2Cy.14½″&25½″–19½″<br>24NHP<br>BergsundsMek.Verks.,Stk | |
| 31126<br>MLJT | **Skaalevik** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 306<br>232<br>163 | | | | | 1915 | Kaldnæs<br>Mek.Værks<br>Tönsberg | A/S Vestlandske<br>Petroleumscomp. | 130·2 | 23·6 | 10·8 | Bergen<br>Norwegian<br>*WB* | T.3Cy.11″,18″&29″–24″<br>41NHP<br>BergensMekVærksBergen | |
| 31127<br>MHRC | **Skagen** SteelScSr<br>*Elec.light* 1*Dk*&*Awng dk* | 778<br>690<br>348 | | | | | 1912 | Trndhjms<br>Mek.Værks.<br>Trondhjem | A/S Christian-<br>sandsDmpskselsk<br>(BörreRosenkilde,<br>*Mgr.*) | 180·0 | 29·4 | 12·9 | Xiansand<br>Norwegian<br>*WB* | T.3Cy.17½″,28″&47″–30″<br>121NHP<br>TrndhjemsM.V.Trondhjm | |
| 31128<br>NCHK | **Skagerak** SteelScSr<br>1*Dk* | 945<br>833<br>524 | | | | | 1921 | F.Schichau<br>Elbing | D/S A/S Skagerak<br>(M.Nielsen&Sön) | 224·3 | 33·6 | 13·5 | Copnhagn<br>Danish<br>*WB* | T.3Cy.15″,24¾″&38⅝″–25 3/16″<br>75NHP<br>F.Schichau,Elbing | |
| ✻ 31129<br>5866<br>JVTK | **Skagern** SteelScSr<br>ssGot.No.1-21<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Wireless *CruiserStern* | 5842<br>5582<br>3605 | ✠100A–<br>*Shelter dk*<br>*withfreeboard*<br>12,21 ~~1,21~~<br>✠LMC~~1,17~~ | Mel<br>Got<br>5,21 | | 1,21 | 1917<br>1mo | Göteborgs<br>NyaVAktieb<br>Gothenburg | Rederiakt.<br>Transatlantic<br>(G.Carlsson,*Mgr.*)<br>*CellDB* 340′998*tDT* | 406·2<br><br><br>*a*30′1020*tFPT*54*t* | 53·7 | 31·6<br><br>FK | Gothenbrg<br>Swedish<br>6*BHCem*<br>*APT*36*t* | T.3Cy.28″,42⅝″&72 1/16″–48″<br>185lb (s) 430NHP<br>3SB,9*cf*,GS137,HS5664 FD<br>GöteborgsNyaVærks.Got. | 34<br>s9<br>24 |
| 31130<br>205052<br>KWNM | **Skagway** SteelScSr<br>(*ex*StanleyDollar) 1*Dk*<br>Wireless | 1838<br>—<br>955 | | | | | 1908 | TheMoran<br>Co.<br>Seattle Wash. | AlaskaS.S.Co.Inc. | 240·0 | 41·0 | 20·0 | P.Twnsnd<br>Wash.<br>Utd.States<br>*WB* | T.3Cy.17″,28″&47½″–36″<br>135NHP<br>TheMoranCo.SeattleWash | |
| ✻ 31131<br>JFMS | **Skald** IronScSr<br>ssShl.3rdNo.3-12,18 ~~ssXia.2ndNo.3–5,08~~<br>(*ex*SaintHelier) ~~ssBgn.No.2–16.~~<br>1*Dk*(*Irn*)2*trB* | 1173<br>1032<br>703 | ✠100A1<br>10,21 ~~9,10~~<br>✠NB4,02 ✠LMC12,15<br>BS~~5,20~~10,21 | Nwc<br>Bgn | *o* | CL<br>6,20 | 1882<br>12mo<br>*Lloyd's A&CP* | Burrell&<br>Son<br>Dumbarton | A/SInger(Jacob<br>KjödeA/S,*Mgrs.*) | 240·0<br>B62′F25′<br><br>*WB=CellDB*209′317*t* | 34·1 | 15·5<br><br>FK | Bergen<br>Norwegian<br>5*BHCem* | C.2Cy.26″&51″–36″ (s)<br>120lb *80lb* NDB96 134NHP<br>1SB,3*pf*,GS63,HS2024<br>M.Paul&Co.Dumbarton | 18<br>s2<br>15 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5 6<br>Particulars of Classification. Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built. When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31132 | **Skallagrimur** **SteelScK**<br>*Elec.light* Wireless 1*Dk* | 409<br>353<br>193 | ✠100A1<br>*Stm Trawler*<br>7,21 ~~2,21~~ ✠LMC5,20 | Hul | | 7,21 | 1920<br>3mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>*'sA&CP* | "Kveldulfur"Ld. | 150·0<br>Q79'F21'<br>BK7½"<br>*DBf*63'55*t* | 25·0 | 12·1 | Reykjavik<br>Icelandic<br>4*BHCem*<br>*DTa*7'13*t* | T.3Cy.14½",24½"&40"-27"<br>200lb (*s*) 121NHP<br>1SB,4*pf*,GS60,HS2200<br>Amos&Smith,Ld.Hull | 14 ″ 3 | |
| 31133<br>NVLK | **Skanderborg** **SteelSc**<br>*ss*Rot.No.3-1,10<br>*Elec.light* Wireless *ss*Cpn.No.2-17<br>1*Dk*(*Stl*)&*deepframing* | 1904<br>1697<br>1156 | ✠100A1<br>10,20<br>MS6,17 | Cpn<br>✠LMC<br>~~BS6,20~~<br>BS8,21 | *r* | 11,19 | 1897<br>4mo | Helsingörs<br>Jernsk&Msk.<br>Elsinore<br>A&CP *WB=* | DampskibsSelsk.<br>Dannebrog (C.K.<br>Hansen,*Mgr.*)<br>*CellDBa*88'*uE*& | 279·6<br>Q16'B68'F34'<br>FK<br>*B*36'*f*110'530*tFPT* | 40·5 | 18·0 | Copnhagn<br>Danish<br>4*BHCem*<br>46*tAPT*34*t* | T.3Cy.20",31"&53"-36" (*s*)<br>175lb 187NHP<br>2SB,4*rf*,GS68,HS2984<br>HelsingörsJernsk.&Mskb. | 20 ″ 7<br>s 3 ″ 3<br>17 ″ 8 | |
| 31134<br>4187<br>JNKG | **Skandia** **IronScSr**<br>*ss*Mdb.3rdNo.3-5,20<br>(*ex*B.Granger) 1*Dk*2*trB*<br>*Well deck* *Cargo battens not fitted* | 1386<br>1104<br>800 | ✠100A1<br>5,20<br>MS5,20 | Mdb<br>✠LMC<br>BS5,~~20~~7,21 | *o* | 5,20 | 1882<br>6mo | T Turnbull<br>&Son<br>Whitby<br>A&CP | ~~Rederiaktieb.~~<br>~~MotalaStröm~~<br>~~(Rob.Göhle,*Mgr.*)~~<br>~~J.Nilsson&Co.~~<br>RederiA/BGustafWasa | 243·0<br>P25'Q63'B59'F33'<br>FK<br>*WB=DBa* | 34·0 | 17·9 | Kalmar<br>~~Norrköping~~<br>Swedish<br>4*BHCem*<br>65'*f*92'264*t* | C.2Cy.31"&58"-36" (*b*)<br>80lb *100lb* NDB11 155NHP<br>2SB,4*pf*,GS63,HS2508<br>Blair&Co.Ld.Stockton | 19 ″ 5<br>s 2 ″ 1<br>17 ″ 10 | |
| 31135 | — **WoodSc3MstSr**<br>*OilEng.* | 435<br>328<br>348 | | | | | 1916 | Oettinger<br>Hnos.&Co.<br>Valdivia | OettingerHnos.&<br>Co. | 148·0 | 27·3 | 16·0 | Valdivia<br>Chilian | Oil Engines 2S.C.SA<br>2Cy.14⅕"-15¾" 34NHP | | |
| 31136<br>MLVJ | — **SteelScSr**<br>(*Trawler*)<br>(*ex*Davida,*ex*NorthWind) 1*Dk* | 108<br>107<br>38 | | | ... | | 1890 | Hall,<br>Russell&Co.<br>Aberdeen | A/S Skandinavisk<br>Bjergningskompani(O.Moene,<br>*Mgr.*) | 94·7<br>H5*t*<br>BK6½" | 19·2 | 9·7 | Aalesund<br>Norwegian | C.2Cy.15"&34"-24"<br>NB01 47NHP<br>Hall,Russell&Co.Abn. | 10 ″ 9 | |
| 31137<br>6089<br>KBQC | **Skåne** **CompScSr**<br>*OilEng.*<br>(*ex*NilsDaniel) 1*Dk* | 444<br>357<br>225 | | | | | 1919 | A/BÖsters-<br>jövarvet<br>Norrköping | Skånska-Rederi<br>A/B (IwarOhlsson<br>*Mgr.*) | 152·8 | 28·5 | 10·9 | Malmö<br>Swedish | Oil Engine<br>4Cy.12⅝'-18½" 72NHP<br>A/BAtlasDiesel,Skm. | | V |
| 31138<br>6033<br>KBLT | — **WoodScSr**<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 202<br>156<br>96 | | | | | 1918 | Smed-<br>suddensVarf<br>Stockholm | A.B.Skånska<br>Cementgjuteriet | 99·7<br>P26'Q6'F11'H9*t* | 22·9 | 9·5 | Stockholm<br>Swedish | OilEngines<br>3Cy.13 3/16"-14 3/16" 38NHP<br>BergsundsMek.Verk.Skm. | | V |
| 31139<br>MLBK | **Skansen** **WoodAuxScK**<br>(*ex*SailingVessel<br>WilliamMartin) 1*Dk*<br>(*See Sailing Ship Register*) | 109<br>100<br>46 | | | | | 1877 | ..........<br>Hull | A/S H. Koppernæs<br>&Sönner | 88·8<br>Q9*t* | 21·4 | 9·6 | Aalesund<br>Norwegian | C.2Cy.8½",16"-12"<br>NE&B*fitted*15 7NHP<br>HaugesundsMek.Verk.<br>Haugesund | | |
| 31140<br>MVNJ | **Skaraas** **SteelSc**<br>*Elec.light* *ss*Shl.No.3-6,20<br>(*ex*Ulidia) 1*Dk*(*ptIrn&ptStl*)2*trB*<br>Wireless &*deepframing*3*Dk rule* | 3164<br>2897<br>1957 | | | ... | CL<br>6,20 | 1903<br>10mo<br>*Lloyd* | J.Read-<br>head&Sons<br>SouthShields<br>*'sA&CP* | D/S A/S Skaraas<br>(C.K.Gran)<br>*CellDBa* | 323·0<br>P31'B92'F32'<br>106'*uE*20'*f*134'702*t* | 47·0 | 23·7 | Bergen<br>Norwegian<br>5*BHCem*<br>*APT*31*t* | T.3Cy.24",40"&64"-42" (*r*)<br>160lb *80lb* 281NHP<br>2SB,6*cf*,GS90,HS4445<br>J.Readhead&Sons,S.Shl. | 25 ″ 0<br>s 4 ″ 2<br>21 ″ 2 | |
| 31141<br>5638<br>JVBQ | **Skaraborg** **SteelScSr**<br>*Elec.light* 1*Dk* | 1093<br>896<br>595 | | | | | 1914 | Oskrshmns<br>M.V.Aktieb.<br>Oskarshamn | StockholmsRederi-<br>aktiebSvea (H.<br>Ericson,*Mgr.*) | 221·6<br>P24'B58'H142*t*<br>F25' | 36·0 | 13·8 | Stockholm<br>Swedish<br>*WB* | T.3Cy.17½",29"&48"-30"<br>126NHP<br>OskarshamnsM.V.Aktieb. | | V |
| 31142<br>MNJK | **Skarbak** **SteelScSr**<br>1*Dk* | 133<br>129<br>46 | | | | | 1916 | Rosenbrgs<br>Mek.Verk.<br>Stavanger | P.J.Brandal | 98·5 | 19·9 | 9·9 | Aalesund<br>Norwegian | C.2Cy.10½"&23"-18"<br>19NHP<br>RosenbergsMek.Verk.Stv. | | N |
| 31143<br>MKTB | **Skard** **SteelSc4MstSr**<br>*ss*Xia.No.1-19<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 1814<br>1619<br>1099 | ✠100A1<br>2,22 ~~2,21~~<br>MS8,19 | Bry<br>Xia<br>✠LMC<br>~~BS2,21~~<br>BS3,22 | *r* | CL<br>~~7,20~~<br>3,22 | 1915<br>2mo<br>*Lloyd* | Fredrkstad<br>Mek.Værks.<br>Fredrikstad<br>*'sA&CP* | A/S Skule<br>(B.A.Sanne,*Mgr.*)<br>*WB=CellDB* | 265·0<br>P23'B66'F29'<br>FK<br>*a*84' *u E&B*42'*f*100' | 42·1 | 17·9 | Chrstiania<br>Norwegian<br>4*BHCem*<br>552*tAPT*62*t* | T.3Cy.20½",33"&56"-36" (*s*)<br>180lb 216NHP<br>2SB,6*cf*,GS92,HS3488<br>FredrikstadM.V.Frdstad | 20 ″ 0<br>s 2 ″ 9<br>17 ″ 6 | |
| 31144<br>4762<br>JQNV | **Skärgården** **SteelSc**<br>1*Dk* | 180<br>86<br>117 | | | | | 1907 | Motala<br>Vrk.NyaAkt.<br>Motala | VaxholmsNya<br>Angf.Aktieb.<br>(O.F.Ekebohm*Mgr*) | 105·0<br>B40'H44*t* | 19·6 | 8·1 | Vaxholm<br>Swedish | C.2Cy.13"&26¾"-17½"<br>27NHP<br>MotalaCo.Motala | | |
| 31145<br>2707<br>JGBL | — **IronScSp**<br>1*Dk* | 151<br>105<br>100 | | | | | 1884 | MotalaCo.<br>Norrköping | Aktieb Trafikleden<br>Motala-Karlsborg<br>(M.Blücher,*Mgr.*) | 100·1<br>Q30' B27'H10*t*F10' | 17·0 | 9·2 | Motala<br>Swedish | C.2Cy.13⅜"&24⅜"-17½"<br>NB99 21NHP<br>MotalaCo.,Norrköping | | |
| 31146<br>84629<br>VSLD | **Skarphjeddin** **SteelSc**<br>(*Whaler*)<br>1*Dk* | 121<br>121<br>43 | | | | | 1908 | Nylands<br>Værksted<br>Christiania | J.E.Grindrod | 94·0 | 18·0 | 11·3 | Durban<br>British<br>*WB* | T.3Cy.10½",17"&28½"-20"<br>36NHP<br>NylandsVærksted,Xania | 18 ″ 11 | |
| 31147<br>MVTJ | **Skarstein** **WoodAuxScSr**<br>(*ex*Sail,*ex* *OilEng.*<br>ChristopheColombo) 1*Dk*<br>(*See Sailing Ship Register*) | 140<br>140<br>103 | | | | | 1900 | ..........<br>Boulogne | BendixMannes | 88·1 | 25·0 | 12·2 | Skudesnes<br>Norwegian | Oil Engine<br>2Cy.<br>J.&C.G.BolindersMek.<br>Verk.Skm. | | |
| 31148<br>129558 | **Skarv** **SteelScCtr**<br>*ss*Bwg No.3-2,20<br>*Mchy.Aft* 1*Dk*(*Stl*) | 158<br>119<br>59 | ✠100A1<br>3,22 ~~2,21~~<br>~~BS2,21~~<br>BS2,22 | Lon<br>Sld<br>✠LMC2,20 | | CL<br>~~2,21~~<br>3,22 | 1911<br>4mo<br>*Lloyd* | Ardrossan<br>DD&SBCoLd<br>Ardrossan<br>*'sA&CP* | ~~SuffolkShipping~~<br>~~Co.Ld.(C.G.L.~~<br>~~Ionides,*Mgr.*)~~<br>~~Mellonie&Goulder~~<br>~~Ld.~~J.Taylor&Sons | 90·2<br>Q33'F12'<br>BK6"<br>*WB=FPT* | 21·1 | 8·6 | Glasgow<br>British<br>3*BHCem*<br>11*tAPT*10*t* | C.2Cy.12"&24"-18" (*s*)<br>120lb 34RHP<br>1SB,2*pf*,GS29,HS759<br>Miller&Macfie,Ld.Gls. | 9 ″ 6<br>s ″ 6½<br>9 ″ 7 | |
| 31149<br>3765<br>JLSF | **Skattkärr** **CompScSr**<br>*Mchy.Aft* 1*Dk* | 190<br>155<br>90 | | | | | 1900 | Sixten<br>Groth<br>Sjötorp | Rederi.Aktieb.<br>Örnen(A.Th.Assmundsson,*Mgr.*) | 99·9<br>B23'H6*t* | 22·6 | 9·5 | Gothnberg<br>Swedish | C.2Cy.11⅜"&19½"-11⅝"<br>11NHP<br>WilhelmsbergM.V.Goth. | | |
| 31150 | **Skaupsjönut** **SteelSc**<br>*Mchy.Aft* 1*Dk* | ~~700~~<br>686<br>573<br>371 | | | | | 1921 | Bokeröens<br>Skibsbyggeri<br>Svelvik | K.Jebsen | ~~181·0~~<br>181·2<br>P63'F29' | ~~31·0~~<br>31·1 | ~~13·0~~<br>12·9 | Bergen<br>Norwegian | T.3Cy.13½",22"&37½"-28"<br>75NHP<br>AkersMek.Verk.Xania. | | N |
| 31151 | **Skeef** **SteelSc**<br>1*Dk* | 73<br>65<br>— | ✠ —<br>8,19<br>*For towing purposes*<br>✠ | Bwg | | | 1914<br>3mo | Scott&<br>Sons<br>Bowling | RussianGovernment. | 75·1<br>BK5"<br>*WB=* | 17·1 | 7·8 | Russian<br>4*BHCem*<br>*APT*5*t* | C.2Cy.13"&28"-18"<br>42NHP<br>1SB,2*pf*,GS29,HS860<br>Gauldie,Gillespie&Co.Gls. | 8 ″ 6 | |
| 31152<br>104679<br>RTVM | **Skegness** **SteelScSr**<br>(*ex*Polurrian) 1*Dk*<br>Wireless *deepframing&Webframes* | 2801<br>2583<br>1807 | | | ... | | 1900 | J.Blumer<br>&Co.<br>Sunderland | CornboroughShipping<br>Line,Ld(W.R.<br>Smith&Sons<br>(London)Ld*Mgs.*) | 319·7<br>P28'B72'F32'<br>FK | 46·1 | 21·0 | Swansea<br>British<br>*WB* | T.3Cy.23",38"&62"-42"<br>263NHP<br>NDB06*refitted*19<br>J.Dickinson&Sons,Ld.Sld. | 23 ″ 6 | |
| 31153<br>116008<br>VGWM | **Skeldon** **SteelScSr**<br>*ss*Shl.No.3-2,20<br>*Well deck* 1*Dk*(*ptIrn&ptStl*)&*deep*<br>*Elec.light* *framing* | 1337<br>1002<br>583 | ✠100A1<br>5,21<br>BS3,21 | Npt<br>✠LMC3,20 | *o* | 3,20 | 1903<br>10mo<br>*Lloyd* | AilsaS.B.<br>Co.Ld.<br>Troon<br>*'sA&CP* | ShamrockShippg.<br>Co.Ld. (T.Jack<br>*Mgr.*)<br>*WB=CellDBa*71' | 250·4<br>P22'Q69'B56'F27'<br>FK&BK1¼"<br>*uE*21'*f*92'396*tFPT* | 34·0 | 17·2 | Belfast<br>British<br>5*BHCem*<br>54*tAPT*52*t* | T.3Cy.18",30"&50"-33" (*r*)<br>180lb 181NHP<br>2SB,4*cf*,GS80,HS3126<br>Muir&Houston,Ld.Gls. | 18 ″ 0<br>s 1 ″ 8<br>16 ″ 8 | |

| 1<br>Numero d'Ordre<br>—<br>Numero Officiel.<br>—<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>—<br>✠ Surveillance Spéciale<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | 9<br>Par qui.<br>—<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement<br>—<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31154<br>113139<br>HNGT | **Skelwith Force** SteelSc3MstSr<br>ssBkn.No.3–12,20<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 592<br>389<br>246 | ✠100A1<br>12,20<br>✠LMC12,20 | Bkn | *h* | CL<br>12,20 | 1908<br>9mo<br>*Lloyd* | R.Williamson&Son<br>Workington<br>'*sA&CP* | WestCoastShppng Co.Ld. (W.S.Kennaugh&Co.) | 164·8\|26·6\|11·0<br>Q95'B11'F23'<br>FK<br>*WB*=*DBf* 91'120*t* | Whitehvn<br>British<br>3*BHCem*<br>*FPT*38*t* | T.3Cy.14",22½"&37"–27" (*s*)<br>160lb *100lb* NDB20 90RHP<br>1SB,3*pf*,GS53,HS1657<br>Ross&Duncan,Glasgow |
| 31155<br>98730 | **Skerne** IronScYl<br>(*ex*Sonntag,*ex*Rover) 1*Dk* | 150<br>142<br>54 | | | … | | 1891 | Mackie&Thomson<br>Glasgow | H.W.Barber<br>(J.Johnson,*Mgr.*) | 100·5\|20·5\|10·7<br>Q19'F19'<br>BK7½" | Lowestoft<br>British | C.2Cy.26"&32"–22"<br>45RHP<br>Muir&Houston,Glasgow |
| 31156<br>144264 | **Skerries** SteelSc<br>2*Dks*&*Shade dk*<br>*Elec.light* ~~2*Dks*~~ | ~~1280~~ 122[illegible]<br>1067<br>~~493~~ | | | | | 1921 | CaledonS.B&E.Co.Ld.<br>Dundee | ClydeShippingCo. Ld. | ~~270·2~~\|36·2\|16·7<br>P38'B134'F73'<br>270·0 | Glasgow<br>British<br>*WB* | T.3Cy.21",34"&56"–39"<br>196NHP<br>CaledonS.B&E.Co.Ld.Dun |
| 31157<br>108708<br>QBFH | **Skerryvore** SteelScSr<br>Wireless 2*Dks* | 1226<br>913<br>521 | | | | | 1898 | CaledonSB.&E.Co.Ld<br>Dundee | ClydeShppg.Co.Ld (W.Cuthbert *Mgr*) | 250·0\|33·6\|16·3<br>P&B160'F50' | Glasgow<br>British<br>*WB* | T.3Cy.25",40"&65"–48"<br>293NHP<br>CaledonSB.&E.Co.Ld.Dun |
| 31158<br>HQMF | **Skien** IronScSr<br>2*Dks* | 209<br>196<br>118 | | | | | 1875 | NylandsVærks.<br>Christiania | A/S Skien (P.Landgraff, *Mgr.*) | 118·4\|18·7\|13·6<br>H13*t* | Skien<br>Norwegian | T.4Cy.9"(2)18½"&32½"–24½"<br>NB88 52NHP<br>AkersMek.Verk.Xania |
| 31159 | **Skif** SteelTwinScSr<br>*OilEng.*<br>*Carrying Petroleum in bulk*<br>*Elec.light Mchy.Aft* 1*Dk* | 1090<br>888<br>776 | | | | | 1918 | Akt.FinnbodaVarf.<br>Stockholm | NobelBrothers | 312·0\|32·6\|11·8<br>P43'F50' | Petrograd<br>Russian | OilEngines<br>8Cy.14$\frac{3}{16}$"–20⅞" 183NHP<br>Akt.Atlas-Diesel,Skm. |
| 31160<br>NBKG | **Skinfaxe** SteelScSr<br>1*Dk* | 1290<br>1095<br>782 | | | | | 1920 | KjöbnhvnsFlydk&Skbs.<br>Copenhagen | A/S D/S Primula (SchackSteenberg &Co.*Mgrs.*) | 242·1\|36·3\|16·2 | Copnhagn<br>Danish<br>*WB* | T.3Cy.16½",27"&44"–30"<br>128NHP<br>KjbnhavnsFlydk&Skbsv. Copenhagen. |
| ❋ 31161<br>129746<br>HQSB | **Skipjack** SteelScSr<br>ssShl.No.2–19<br>*Well deck* 1*Dk*(*Irn*)<br>*Elec.light* | 1167<br>905<br>670 | ✠100A1<br>8,21 5,~~20~~<br>~~BS5,20~~ ✠LMC2,19<br>BS5,21 | Cff<br>Nwc | *m* | CL<br>~~2,19~~<br>8,21 | 1910<br>4mo<br>*Lloyd* | J.Crown&Sons,Ld.<br>Sunderland<br>'*sA&CP* | HillSteamShippingCoLd. (Witherington& Everett,*Mgrs.*) | 222·5\|33·2\|14·5<br>Q77'B48'F23'<br>FK<br>*WB*=*CellDBa* 58'*uE*&*B*33' | Newcastle<br>British<br>4*BHCem* | T.3Cy.18",29½"&48"–33" (*s*)<br>180lb *90lb* 148NHP<br>1SB,3*pf*,GS54,HS2346<br>N.E.MarineEng.Co.Ld.Sld<br>*f*92'302*t FPT*39*t APT*94*t* |
| 31162<br>124031<br>HJWP | **Skipton Castle** SteelScSr<br>ssShl.No.3–1,20<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Elec.light* &*deep framing*<br>Wireless | 3823<br>3507<br>2430 | ✠100A1<br>*Spar dk*<br>9,21 ~~9,20~~<br>~~MBS1,21~~ ✠LMC1,20<br>MBS1,22 | Ant | *x* | CL<br>~~9,20~~<br>9,21 | 1907<br>1mo<br>*Lloyd* | W.Pickersgill&Sons<br>Sunderland<br>'*sA&CP* | LancashireShppg. CoLd(J.Chambers &Co.*Mgrs.*) | 361·0\|47·4\|17·1<br>P29'B200'F39' 25·1<br>FK<br>*WB*=*Cell DBa* 110' *uE* | Liverpool<br>British<br>6*BHCem*<br>&*B*44'*f*154' | T.3Cy.24",40"&67"–45" (*s*)<br>180lb *100lb* NDB20 356NHP<br>2SB,6*pf*,GS113,HS4713 FD<br>G.Clark,Ld.Sunderland<br>832*tDTf*28'649*t APT*43*t* |
| 31163 | **Skirbeck** SteelScK<br>Now named "RocheFrançoise," See No. 3914[illegible] in Supplement<br>Steam Trawler<br>1*Dk*(*Stl*) | 203<br>[illegible]<br>88 | ✠100A1<br>6,19<br>✠LMC6,19 | Lth | | CL | 1919<br>5mo<br>*Lloyd* | Hawthorns&Co.Ld.<br>Leith<br>'*sA&CP* | ~~BostonDeepSea Fishing&IceCo.Ld (F.Parkes, Mgr.)~~<br>Soc.Nouvelle des Pècheries | 115·4\|22·2\|12·1<br>BK7½" | ~~Boston~~<br>French<br>3*BHCem*<br>*DBf*29'20*t* | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 74RHP<br>1SB,3*pf*,GS39,HS1347<br>Hawthorns&Co.Ld.Leith |
| 31164<br>87990 | **Skirmisher** SteelTwinScSr | 582<br>490<br>238 | | | | | 1884 | J.&G.Thomson<br>Clydebank | CunardS.S.Co.Ld. | 165·0\|32·2\|15·0<br>B98' | Liverpool<br>British | C.4Cy.21"&42"–32½"<br>NB07 168NHP<br>J.&G.Thomson,Clydebank |
| 31165<br>6087<br>KBPT | **Skirner** SteelScSr<br>1*Dk* | 1383<br>1023<br>916 | | | | | 1918 | Aktieb.Öresundsv.<br>Landskrona | Stockholms Rederiaktieb.Svea (H.Ericson,*Mgr.*) | 232·0\|37·2\|15·0<br>P20'B60'F22' | Stockholm<br>Swedish<br>*WB* | T.3Cy.18½",30"&48"–30"<br>126NHP<br>MotalaV.NyaAkt.Motala |
| 31166<br>~~MBDB~~ | **Skjæreg** IronScSr<br>6thSurveyBly.8,04<br>(*ex*Ferro, 2ndSurveyApl.11,11<br>*ex*Ageröen,*ex*Halmstad,*ex*Benefactor)<br>*Well deck* 1*Dk*(*Irn–pt*ws)2*trB* | 1012<br>777<br>584 | ✠ ——<br>12,19 | Sws | Lv | | 1880<br>9mo | W.H.Potter&Son<br>Liverpool | ~~D/S A/S Skjæreg (Jacobsen&Co.)~~<br>EmilR.Retzlaff | 201·0\|32·4\|14·2<br>Q94*t*B97'H16*t*F45*t*<br>FK<br>*WB*=*APTFPT* | German<br>3*BH* ~~3PBH~~<br>*Cem* | C.2Cy.23⅞"&46"–33"<br>NDB01 91NHP<br>1SB,3*pf*,GS52,HS1420<br>J.Jones&Sons,Liverpool |
| 31167<br>MCGN | **Skjærvö** SteelScSr<br>1*Dk*&*Spar dk* | 331<br>311<br>192 | | | | | 1905 | TrndhjmsMek.Værks.<br>Trondhjem | TromsöAmts Dampskibsselskab | 138·1\|22·1\|15·8<br>H20*t* | Tromsö<br>Norwegian<br>*WB* | T.3Cy.12",19½"&32"–21"<br>47NHP<br>Trondhjems M.V.Trndhjm |
| 31168<br>MLVP | **Skjervöy** SteelScSr<br>1*Dk* | 115<br>111<br>37 | | | | | 1915 | Rosenb'rgsMek.Verk.<br>Stavanger | A/S Skjervöy (OlafWiik) | 93·5\|19·5\|9·9 | Aalesund<br>Norwegian | C.2Cy.10½"&23"–18"<br>19NHP<br>RosenbergsMek.Verk.Stv. |
| 31169<br>NMVF | **Skjold** SteelScSr<br>ssCpn.No.3–10,19<br>1*Dk*(*Stl*)&*deep framing* | 1300<br>1169<br>798 | ✠100A1<br>10,20<br>~~BS9,20~~ ✠LMC10,19<br>BS3,22 | Els | *p* | CL<br>N10,19 | 1904<br>6mo<br>*Lloyd* | SunderlndS.B.Co.Ld.<br>Sunderland<br>'*sA&CP* | DetForenede Dampskibselskab<br>*WB*=*CellDBa*&*u* | 240·0\|36·5\|16·8<br>P19'B64'F27'<br>FK<br>*E*86'*f*98' 339*t FPT* | Copnhagn<br>Danish<br>4*BHCem*<br>59*t APT*6*t* | T.3Cy.18",29"&48"–33" (*s*)<br>160lb *100lb* 141NHP<br>1SB,3*pf*,GS62,HS2255<br>N.E.MarineEng.CoLd.Sld. |
| 31170<br>JRCD | — SteelScSr<br>1*Dk* | 101<br>94<br>43 | | | | | 1902 | Mjellem&Karlsen<br>Bergen | BergensHavFiske &ExportComp.A/S | 93·3\|18·1\|8·8 | Bergen<br>Norwegian | C.2Cy. |
| 31171<br>MPST | **Skjoldli** SteelAuxSc3MstSr<br>*OilEng.*<br>(*ex*Myriam-Denise) 1*Dk*<br>(*See Sailing Ship Register*) | 254<br>222<br>170 | | | | | 1914 | NiesternGebr.<br>Delfzijl | ThomasSmedsvig Sildexport A/S (T.Smedsvig, *Mgr.*) | 119·7\|23·9\|10·0 | Haugesnd<br>Norwegian | Oil Engine 2S.C.SA<br>1Cy.16½"–18$\frac{5}{16}$" 23NHP<br>J&CGBolindersCoLd.Skm |
| 31172 | **Skodra** SteelScSr<br>*Mchy.Aft* | 249<br>—<br>141 | | | | | 1904 | M.U.Martinolich<br>Lussinpicclo | Soc.inAzioni Ungaro-Croata di Nav.Maritt.aVap | 121·2\|20·7\|8·8 | Fiume | C.2Cy.15⅓"&23⅔"–19⅔"<br>21NHP<br>M.F.Nicholson,Budapest |
| 31173<br>NWKV | **Skodsborg** SteelScSr<br>1*Dk* | 1450<br>1199<br>850 | | | | | 1919 | HelsingörsJernsk.&Msk<br>Elsinore | A/S Dampskibsselsk.Dannebrog (C.K.Hansen,*Mgr*) | 251·3\|37·2\|16·0<br>P28'Q69'B98'F33' | Copnhagn<br>Danish<br>*WB* | T.3Cy.18",30"&50"–36"<br>150NHP<br>HelsingörsJernsk.&Mskb |
| 31174 | **Skoger** WoodSc<br>*OilEng.*<br>*Mchy.Aft* | 600 | | | | | 1920 | SvelvikSkibsværft<br>Svelvik | FinnFriis&C.O. Lund | 158·0\|31·0\| | Drammen<br>Norwegian | Oil Engine 2S.C.SA<br>4Cy.16½"–18$\frac{9}{16}$" 91NHP<br>J&CGBolindersCoLd.Skm |
| 31175<br>5755<br>JVLR | **Skoghall II.** WoodScSr<br>*OilEng.*<br>1*Dk* | 121<br>100<br>86 | | | | | 1915 | NorrkpngsNyaTräförädlAktieb<br>Norrköping | UddeholmsAktieb. (A.Herlenius, *Mgr.*) | 87·1\|21·5\|7·8<br>H12*t* | Uddeholm<br>Swedish | Oil Engine 2S.C.SA<br>1Cy.15"–16½" 17NHP<br>J&CGBolindersCoLdSkm |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Register... classed, if not in L.R. Date of B.of TradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31176<br>5791<br>JVPD | **Skoghall III.** CompScSr<br>OilEng.<br>1Dk | 199<br>167<br>148 | | | | | 1915 | S.Groths<br>Eftr.<br>Sjötorp | UddeholmsAktieb.<br>(A.Herlenius,<br>Mgr.) | 100·9\|22·8\|10·3<br>P14′H9t | Uddeholm<br>Swedish | Oil Engines 2S.C.SA<br>2Cy.11$\frac{13}{16}$″–12$\frac{3}{16}$″ 18NHP<br>J&C GBolindersCoLdSkm | | |
| 31177<br>5799<br>JVPN | **Skoghall IV.** CompScSr<br>OilEng.<br>Mchy.Aft 1Dk | 196<br>167<br>143 | | | | | 1916 | S.Groths<br>Eftr.<br>Sjötorp | UddeholmsAktieb.<br>(A.Herlenius,<br>Mgr.) | 100·6\|26·0\|10·4<br>P14′H10t | Uddeholm<br>Swedish | Oil Engines 2S.C.SA<br>2Cy.13″–13⅜″ 23NHP<br>J&CGBolindersCo.LdSkm | | |
| 31178<br>5800<br>JVPQ | **Skoghall V.** CompScSr<br>OilEng.<br>Mchy.Aft 1Dk | 190<br>158<br>136 | | | | | 1916 | S.Groths<br>Eftr.<br>Sjötorp | UddeholmsAktieb.<br>(A.Herlenius,<br>Mgr.) | 100·5\|26·0\| 9·8<br>P14′H10t | Uddeholm<br>Swedish | Oil Engines 2S.C.SA<br>2Cy.13″–13⅜″ 23NHP<br>J&CGBolindersCo.LdSkm | | |
| 31179<br>5816<br>JVQR | **Skoghall VI.** CompScSr<br>OilEng.<br>Mchy.Aft 1Dk | 187<br>157<br>136 | | | | | 1916 | S.Groths<br>Eftr.<br>Sjötorp | UddeholmsAktieb.<br>(A.Herlenius,<br>Mgr.) | 100·3\|22·6\|10·2<br>P17′Q6′H10t | Uddeholm<br>Swedish | Oil Engines 2S.C.SA<br>2Cy.13″–13⅜″ 23NHP<br>J&CGBolindersCo.LdSkm | | |
| 31180<br>6080<br>KBPH | **Skoghall VII.** WoodScSp<br>Oil Eng.<br>Mchy.Aft 1Dk | 136<br>109<br>90 | | | | | 1917 | E.Ohlssons<br>Sågverk<br>Stockholm | UddeholmsAktieb.<br>(A.Herlenius,<br>Mgr.) | 88·9\|22·3\| 8·7<br>P18′H7t | Uddeholm<br>Swedish | Oil Engines 2S.C.SA<br>2Cy.11$\frac{13}{16}$″–12$\frac{3}{16}$″ 18NHP<br>J.&C.G.BolindersM.V.A/B Skm | | |
| 31181<br>6310<br>RDFP | **Skoghallsverken** WoodSc<br>CruiserStern OilEng.<br>Mchy.AftElec.light 1Dk | 456<br>363<br>307 | | | | | 1920 | Uddeholms<br>Akti.<br>Skoghall | UddeholmsAktieb.<br>(A.Herlenius,<br>Mgr.) | 144·9\|28·9\|12·2<br>P40′F17′H27t | Uddeholm<br>Swedish | Oil Engine4Cy.15¾″–16$\frac{5}{32}$″<br>~~4Cy.16½″–18⅝″~~69NHP~~91NHP~~<br>J&CGBolindersCoLd.Skm | | |
| 31182<br>MSWC | **Skogheim** SteelScSr<br>Wireless 1Dk | 2669<br>2413<br>1631 | | | | | 1919 | A/S Sörlan-<br>detsSkibsbyg<br>Fevig | A/SBaltic(N.<br>Rögenæs, Mgr.) | 300·4\|47·1\|20·9<br>P60tB68′F33′ | Haugesnd<br>Norwegian<br>WB | T.3Cy.22″,36″&60″–39″<br>225NHP<br>FredrikstadM.V.Frdstad. | | N |
| 31183<br>MKCJ | **Skogland** SteelScSr<br>(exPolcarne, ssHul.No.3–4,11<br>exEveringham) ssAnt.No.2–20<br>Elec.light Wireless 1Dk(Irn)2trB&<br>deep framing3Dk rule | 3041<br>2855<br>1898 | ✠100A1<br>9,21 ~~1,21~~<br>MBS3,21 ✠LMC3,20 | Ham<br>Cff | u | 3,21 | 1899<br>12mo | BlythS.B.<br>Co.Ld.<br>Blyth<br>A&CP W | A/S Skoglands<br>Linje(THSkogland<br>&Sön,A/S,Mgrs.)<br>B=Cell DB a 108′ | 324·3\|47·0\|22·4<br>P30′B102′F34′<br>FK<br>uE&B22′f128′690t | Haugesnd<br>Norwegian<br>6BHCem<br>APT109t | T.3Cy.24″,40″&65″–42″ (s)<br>160lb 114lb NDB20 281NHP<br>2SB,6rf,GS119,HS4325<br>Blair&Co.Ld.Stockton | 24 ″ 10<br>s 4 ″ 1½<br>21 ″ 1 | |
| 31184<br>MDBH | **Skogstad** SteelScSr<br>Wireless 1Dk2trBdeep framing<br>&Web frames | 3655<br>3474<br>2357 | | | ... | | 1906 | R.Thomp-<br>son&Sons,Ld.<br>Sunderland | A/S D/S Skogstad<br>(A.F.Klaveness<br>&Co.) | 346·5\|50·8\|22·9<br>P23′B92′F30′<br>FK | Chrstiania<br>Norwegian<br>WB | T.3Cy.25″,41″&67″–45″<br>318NHP<br>J.Dickinson&Sons,Ld.Sld. | 25 ″ 6 | N |
| 31185<br>~~WMRJ~~<br>LCDQ | **Skolma** SteelScSr<br>Elec.light Wireless 1Dk(Stl) | 2229<br>1987<br>1317 | ✠100A1<br>9,21 ~~9,20~~<br>✠LMC11,19 | Cff<br>Bly | r | CL<br>N9,21 | 1919<br>11mo | Dominion<br>S.B.Co.Ld.<br>Toronto<br>Lloyd's A&CP | ~~A/S Aalesunds~~<br>~~Dampskibsrederi~~<br>SkibsA/SGröm<br>(K.Th.Emerson<br>Mgr.) | 251·0\|43·6\|21·3<br>P25′B64′F20′<br>FK<br>CellDB208′ 536t FPT | Christiania ~~Aalesund~~<br>Norwegian<br>4BHCem<br>60tAPT76t | T.3Cy.20″,33″&54″–40″ (s)<br>180lb 328NHP<br>2SB,6cf,GS115,HS5467 FD<br>JohnInglisCo.Ld.Toronto | 24 ″ 3<br>s 3 ″ 5½<br>21 ″ 1 | |
| 31186<br>142 | **Skory** IronPad<br>1Dk | 408<br>—<br>243 | | | | | 1880 | Mayer<br>Linz | Russian Stm.Nav.<br>&TradingCo. | 190·0\|23·5\| 9·0 | Odessa<br>Russian | C.2Cy.31″&51″–48″<br>150NHP<br>Escher,Wyss&Co.,Zurich | | |
| 31187<br>MQFV | **Skotfos** SteelScSr<br>1Dk | 1465<br>1330<br>880 | | | | | 1917 | Nylands<br>Værksted<br>Christiania | A/S Fornebo<br>(Otto&ThorThore-<br>senA/S Mgrs.) | 254·4\|39·2\|16·5<br>P20′B&F212′ | Chrstiania<br>Norwegian<br>WB | T.3Cy.19″,31½″&51½″–33″<br>153NHP<br>NylandsVærksted, Xania | | N |
| 31188<br>MQSP | **Skröyfa** WoodAuxScCtr<br>Stm.Eng.<br>(exSailingVessel) 1Dk<br>(See Sailing Ship Register) | 115<br>105<br>46 | | | | | 1915 | ..................<br>Xiansund | BöfjordsRederi<br>(P.Sæther, Mgr.) | 100·2\|21·8\| 8·5 | Xiansund<br>Norwegian | | | |
| 31189<br>MTRW | **Skrub** WoodAuxSc3MstSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 421<br>365<br>314 | | | | | 1919 | A/SNoatun<br>Kragerö | A/S M/S Skrub<br>(C.H.Stensholt) | 146·1\|30·0\|13·4<br>Q31tH9tF8t | Tönsberg<br>Norwegian | Oil Engine 2S.C.SA<br>4Cy.10¼″–14⅗″ 40NHP<br>A/B AtlasDiesel,Skm. | | N |
| 31190<br>LBKV | **Skrymer** SteelSc<br>Elec.light Wireless 1Dk(Stl) | 1984<br>1752<br>1139 | ✠100A1<br>~~9,21~~ ~~3,21~~ 1,22<br>✠LMC3,21 | Ard<br>Xia | r | CL<br>1,22 | 1921<br>3mo | Ardrossan<br>D.D.&S.B.<br>Co.Ld.<br>Ardrossan<br>Lloyd's A&CP | A/S Skule<br>(B.A.Sanné, Mgr.) | 271·7\|41·6\|19·4<br>P32′B75′F32′<br>FK<br>CellDB229′460t FPT49t | Chrstiania<br>Norwegian<br>4BHCem<br>APT75t | T.3Cy.20″,33″&54″–39″ (s)<br>180lb 221NHP<br>2SB,6cf,GS105,HS3719<br>J.G.Kincaid&Co.Ld.Grk. | 21 ″ 6 | |
| 31191<br>JWQK | **Skude** IronScSr<br>(exSkjöld,exTransit,No.2) 1Dk | 279<br>251<br>148 | | | | | 18$\frac{55}{82}$ | MotalaCo.<br>Gothenburg | S.Staalesen | 121·7\|22·5\|13·5<br>B19tF5t | Haugesnd<br>Norwegian | C.2Cy.18½″&31¼″–22″<br>NB85 38NHP<br>ChristinehmsM.V.Chstmn. | | N |
| 31192<br>MKTW | **Skuld** SteelScSr<br>1Dk | 1101<br>969<br>649 | | | | | 1915 | Trndhjms<br>Mek.Værks.<br>Trondhjem | A/S Skuld(N.Bull) | 226·3\|36·5\|15·7<br>P12′B52′H50tF25′ | Tönsberg<br>Norwegian<br>WB | T.3Cy.17″,27½″&46″–30″<br>116NHP<br>TrondhjemsM.V.Trndhjm | | N |
| 31193<br>MFWC | **Skulda** SteelScSr<br>1Dk&deep framing | 1105<br>987<br>648 | | | ... | | 1910 | Bergens<br>Mek.Værks.<br>Bergen | A/S D/S Skulda<br>(W.Hansen) | 229·0\|35·1\|15·8<br>P10′B63′F26′<br>FK | Bergen<br>Norwegian<br>WB | T.3Cy.16½″,26″&44″–30″<br>122NHP<br>BergensMekVærksBergen | 16 ″ 10 | N |
| 31194<br>3555<br>JLBF | — SteelScSr<br>1Dk | 523<br>369<br>294 | | | | | 1899 | Stavanger<br>Stöberi&Dok<br>Stavanger | ÅngfartygsAktieb<br>Nornan (O.<br>Ahrenberg) | 151·2\|25·8\|13·5<br>Q44′B47′H28t F20′ | Gothenbrg<br>Swedish<br>WB | T.3Cy.13½″,22″&34″–27″<br>60NHP<br>LaxevaagsMsk&Jrns.Bgn | | V |
| 31195<br>MORH | **Skule** SteelScSr<br>(exBygdö)<br>1Dk | 1150<br>1018<br>682 | | | | | 1906 | Akers<br>Mek.Værks.<br>Christiania | A/S Skule (B.A.<br>Sanné) | 235·4\|35·2\|14·8<br>P28tH52tF27t | Chrstiania<br>Norwegian<br>WB | T.3Cy.16½″,27″&44″–33″<br>111NHP<br>Akers.Mek.Værks.Xia. | | N |
| 31196 | **Skuli Fôgeti** SteelScK<br>Elec.light 1Dk | 330 | ✠100A1<br>StmTrawler<br>1,22 ~~2,21~~<br>✠LMC4,20 | Gms | | CL | 1920<br>4mo | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>Lloyd's A&CP | AllianceFishing<br>Co.Ld. | 140·0\|25·1\|11·3<br>Q79′F22′<br>BK7½″<br>DBuBunkers21′24t | Reykjavik<br>Icelandic<br>4BHCem | T.3Cy.13″,23″&37″–26″ (s)<br>200lb 92NHP<br>1SB,3pf,GS48,HS1557<br>C.D.Holmes&Co.Ld.Hull | | |
| 31197<br>135105 | **Skum** SteelScK<br>(Whaler)<br>1Dk | 158<br>153<br>69 | | | | | 1912 | Xiansands<br>Mek.Værks.<br>Xiansand | | 103·7\|20·1\|11·8<br>H5t | Leith<br>British<br>WB | T.3Cy.12″,20″&33″–24″<br>83RHP<br>FredrikstadM.V.Frdstad | | |
| 31198<br>MJNQ | **Slaatö** SteelTwinSc<br>Mchy.Aft (exRüstringen,<br>exSassnitz,exVredeborch) 1Dk | 262<br>176<br>124 | | | | | 1892 | J.C.Teck-<br>lenborg<br>Geestemünde | A/S Slaatö<br>(H.Berthelsen) | 132·1\|19·8\| 9·3<br>H11tP50tF15t | Arendal<br>Norwegian<br>WB | C.4Cy.9⅓″&20$\frac{9}{10}$″–15″<br>NE&B20 28NHP<br>Pusnæs mek. Verk. Arendal | | N |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31199<br>113721 | **Slaney** SteelScSk<br>*Mchy.Aft* 1*Dk* | 264<br>254<br>104 | | | | | 1896 | W.Simons &Co.Ld.<br>Renfrew | AyrshireDockyard Co.Ld. (J.McIntyre, *Mgr*) | 120·0 | 28·0 | 10·0 | Wexford<br>British | T.3Cy.10½",16¼"&26½"-21"<br>35RHP<br>W.Simons&CoLdRenfrew |
| 31200 | — IronTwinSc<br>~~ssDub.2ndNo.3-4,12~~<br>~~ssDub No.2-18~~<br>ssDub.3rdNo.3-11,21 1*Dk* | 58<br>58<br>39 | A-<br>*Barge*<br>*For River purposes only*<br>3,22 ~~3,20~~<br>B&MS11,21<br>✠NB07 *fitted*12 | Dub | | CL<br>~~11,18~~<br>N3,22 | 1892 | Ross& Walpole<br>Dublin | A.Guinness,Son& Co.Ld. | 80·4<br>ND02 FK<br>*WB*= | 15·5 | 5·9 | Dublin<br>British<br>2*BHCem*<br>*FPT9t* | 2Cy.10"-14" (s)<br>100lb 6NHP<br>1SB,*1pf*,GS8,HS395<br>Ross&Walpole,Dublin |
| 31201<br>113174 | **Slasher** IronScK<br>ssHul.No.3-7,14<br>(*ex*Sethon) ssBrw.No.1-19<br>1*Dk* | 195<br>175<br>77 | | | •• | CL<br>11,19 | 1900<br>5mo | Cook,Welt'n&Gemmell<br>Hull<br>*Lloyd'sA&CP* | LindseySteam FishingCo.Ld. (E.Bacon, *Mgr.*) | 113·6<br>Q49'F19'<br>BK7½"<br>*WB*= | 21·0 | 11·2 | Grimsby<br>British<br>3*BHCem*<br>*DBf5'3t* | T.3Cy.11¾",20"&32"-24" (s)<br>180lb 55RHP<br>1SB,*2pf*,GS33,HS1050<br>Amos&Smith,Hull |
| ✱ 31202<br>119067<br>VNRL | **Slateford** SteelSc3MstSr<br>ssShl.No.3-5,14<br>*Mchy.Aft* ssArd.No.1-19<br>*Well deck* 1*Dk*(*Stl*) | 355<br>231<br>141 | ✠100A1<br>2,21<br>~~BS1,21~~ ✠LMC11,19<br>BS2,22 | PGl | *e* | CL<br>2,21 | 1903<br>11mo | R.Williamson&Son<br>Workington<br>*Lloyd'sA&CP* | FordShippingCo. Ld. (Mann,Macneal&CoLd.*Mgrs*) | 136·5<br>Q78'B9'F25'<br>FK<br>*WB* | 24·0 | 9·9 | Glasgow<br>British<br>3*BHCem*<br>=*FPT31t* | C.2Cy.18"&36½"-24" (s)<br>125lb 54RHP<br>1SB,*2pf*,GS40,HS1300<br>Ross&Duncan,Glasgow |
| 31203<br>129330<br>JCRV | **Slav** SteelScSr<br>Now renamed "Rubens," See No. 38041 in Supplement<br>ssCff.No.1-19<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light* Wireless<br>*Cargo battens not fitted* | 2275<br>1752<br>1379 | ✠100A1<br>1,21<br>✠LMC<br>MS5,19 BS2,21 | Bry | *s* | CL<br>2,20 | 1913<br>8mo | J.Crown&Sons,Ld.<br>Sunderland<br>*Lloyd'sA&CP* | SandersonShpping Co.Ld. (W.D. Vaughan&F.A. Sanderson, *Mgrs.*) | 290·0<br>P24'Q90'B53'F30'<br>FK | 40·8 | 17·8 | Newport<br>British<br>*Cem*<br>4*BHonly* | T.3Cy.21",35"&57"-39" (s)<br>180lb 222NHP<br>2SB,*6pf*,GS104,HS3463<br>G.Clark,Ld.Sunderland |
| | | | | | | | | | *Intermediate BH in fore hold dispensed with* *WB* = *Cell DBa&uE108'f116'497tAPT97t* | | | | | |
| ✱ 31204<br>140720<br>JVPH | **Slavic Prince** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in 'tween dks &*<br>Sub.Sig. *Shelter 'tween dks*<br>Wireless *Tonnage opening closed* 1918 | 8611<br>8123<br>5370 | ✠100A1<br>*Shelter dk with freeboard*<br>~~9,21~~ 10,20<br>1,22<br>✠LMC10,18<br>*Fitted for oil fuel* 9,21 *F.P. above* 150°F. | NYk<br>Nwc | *c*† | CL<br>3,20 | 1918<br>10mo | Palmer's Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | PrinceLine, Ld. (Furness,Withy& Co.Ld.*Mgrs.*) | 448·5<br>FK<br>*Collision*<br>*CellDB380'* | 57·2 | 39·3 | Newcastle<br>British<br>*Cem*<br>*BHtoSh dk*<br>6 " " *U* "<br>1332*t DTa* | Q.4Cy.25½",36½",52½"&76"-54" (r)220lb *130lb* 667NHP<br>4SB,*12cf*,GS235,HS9728 FD<br>Palmer'sCo.Ld.Newcastle<br>32'916*tFPT*109*tAPT*36*t* |
| 31205 | **Slavija** SteelSc<br>*Elec.light* | 234<br>—<br>137 | | | | | 1911 | M.U.Martinolich<br>Lussinpiccolo | Austro-Hrvatsko Parobr.Drustvo | 128·6 | 20·3 | 9·5 | Ponte | C.2Cy.17½"&32½"-18½"<br>38NHP<br>Plenty&Son,Newbury |
| 31206<br>142303 | **Slavol** SteelScSr<br>2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing*<br>*Cruiser Stern* | 2623<br>2205<br>1023 | ✠100A1<br>2,18<br>✠LMC2,18<br>*For Government Service*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 2,18 *F.P. above* 150° F. | Hpl | | CL | 1917<br>10mo | Greenock&Grngemouth Dkyd.Co.Ld.<br>Greenock<br>*Lloyd'sA&CP* | TheAdmiralty<br>*CellDBuE&B68'* 141*tDTf*24' 93*t FPT* | 320·1<br>P46'B107'F39'<br>FK | 41·6 | 23·0 | London<br>British<br>16*BHptCem*<br>(10 " *to Udk*<br>6 " "*2nd*")<br>50*tAPT*36*t* | T.3Cy.26",42½"&70"-45" (s)<br>200lb 541NHP<br>3SB,*9cf*,HS8400 FD<br>Richardsons,Westgarth& Co.Ld.Hpl. |
| 31207 | **Slavonia** SteelScSr<br>(*ex*Strassburg)<br>*Elec.light* 2*Dks* | 4551<br>4103<br>2880 | | | | | 1900 | Bremer Vulkan<br>Vegesack | FrenchGovernment | 402·3<br>P250'F49' | 47·1 | 27·4 | French<br>*WB* | T.3Cy.26¾",43½"&70½"-47¼"<br>338NHP<br>BremerVulkan,Vegesack |
| 31208<br>530<br>LMBI | **Slawa** SteelPad<br>1*Dk*2*trB* | 271<br>—<br>120 | | | | | 1905 | G.Fechter<br>Königsberg | NewAzoffS.N.Co. | 176·0 | 21·0 | 10·0 | Taganrog<br>Russian | T.3Cy.15",23"&38"-49½"<br>Giesserei 102NHP<br>"Union," Königsberg |
| ✱ 31209<br>128741 | **Slebech** SteelScK<br>ssFlt.No.3-10,19<br>1*Dk* | 222<br>195<br>85 | ✠100A1<br>*Stm Trawler*<br>4,21<br>BS8,21<br>~~BS8,20~~ ✠LMC10,19 | Flt | | CL<br>4,21 | 1908<br>10mo | Smith's DockCo.Ld.<br>North Shields<br>*Lloyd'sA&CP* | HankinStm. TrawlingCo.(J.S. Pettit, *Mgr.*) | 120·5<br>Q67'F19'<br>BK7½" | 21·6 | 11·6 | Milford<br>British<br>3*BHCem* | T.3Cy.12½",20"&33"-24" (s)<br>180lb 68RHP<br>1SB,*2pf*,GS38,HS1195<br>W.V.V.Lidgerwood,Gls. |
| ✱ 31210 | **Sleet** SteelScK<br>ssGms.No.3-8,20<br>~~1*Dk*(*Stl*)~~<br>1*Dk*(*ptStl*) | | ✠100A1<br>*For fishing purposes*<br>10,21 ~~8,20~~<br>✠LMC8,20 | Gms<br>Shl | | CL<br>8,20 | 1918<br>11mo | JWBrooke&Co.Ld.<br>Lowestoft<br>*Lloyd'sA&CP* | ~~TheAdmiralty~~<br>E.W.Goodinson | 86·2 | 18·6 | 9·3 | N.Shields<br>British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>N.BritishDieselEng.Wks. Ld.Gls. |
| 31211 | **Sleipner** SteelScSr<br>(*Icebreaker*)<br>1*Dk*&*Awngdk* | 1000<br>620<br>176 | | | | | 1896 | Act.S.Burm'str&Wains Mas.ogSkibs.<br>Copenhagen | Russian Government | 165·2 | 40·3 | 17·0<br>24·0 | Russian<br>*WB* | C.2Cy.40"&74"-36"<br>329NHP<br>Acties.Burmeister&Wains MaskinogSkibsbyg.Cpn. |
| 31212 | **Sleivenamon** SteelSc<br>Should be "Slievenamon," See No. 39283 in Supplement<br>*Mchy.Aft* | 440<br>[illegible]<br>210 | 100A1<br>(*Class Contemplated*) | | | | 1921 | JIThornycroft&Co.Ld.<br>Southampton | C.J.Irwin&Co. | 155·7<br>Q86'B11'F22' | 26·2 | 11·4 | Dublin<br>British | T.3Cy.13½",22"&35"-27"<br>JIThornycroft&CoLd Sou. |
| 31213<br>124677<br>HPJG | **Slemish** SteelScSr<br>ssShl.No.3-1,21<br>*Well deck* 1*Dk*(*Stl*)&*deep framing*<br>*Elec.light* *Cargo battens not fitted* | 1536<br>1143<br>682 | ✠100A1<br>1,21<br>✠LMC1,21 | Shl | *p* | 1,21 | 1909<br>7mo | Ramage&Ferguson,Ld.<br>Leith<br>*Lloyd'sA&CP* | ShamrockShippg. Co.Ld.(T.Jack, *Mgr.*)<br>*WB*= *CellDBuE21'f92'* | 250·4<br>P20'Q75'B52'F27'<br>FK<br>210*tDTa* 295*t FPT* | 36·2 | 17·2 | Belfast<br>British<br>5*BHCem*<br>43*tAPT*35*t* | T.3Cy.18",30"&49"-33" (s)<br>180lb 178NHP<br>2SB,*6cf*,GS107,HS3149<br>Ramage&Fergusn,Ld.Lth. |
| 31214<br>NSLP | **Slesvig** SteelScSr<br>(*ex*Rödfaxe)<br>1*Dk* | 1420<br>1160<br>864 | | | | | 1913 | Helsingörs Jernsk&Msk.<br>Elsinore | Dansk-Franske Dampsk.(A.N. Petersen, *Mgr.*) | 249·5<br>P17'Q76'B96'F29' | 38·1 | 15·0 | Copnhagn<br>Danish<br>*WB* | T.3Cy.18",30"&50"-36"<br>150NHP<br>HelsingörsJernsk.&Mskb. |
| 31215<br>PSHM | **Sliedrecht** SteelScSr<br>Sub.Sig. Wireless 1*Dk* | 3056<br>2806<br>1951 | | | | | 1905 | R.Craggs&Sons,Ld.<br>Middlesbro' | N.V.Stoomv. Maats."DeMaas" (Phs.vanOmmeren *Mgr.*) | 329·7<br>P30'B82'F36' | 47·0 | 22·1 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.22½",37½"&62"-42"<br>249NHP<br>RotterdamDryDk.Co.Rot. |
| 31216<br>142592<br>NRPB | **Slien** SteelSc<br>(*ex*Edna,*ex*PrésidentCorty)<br>*Elec.light* 1*Dk* | 1024<br>822<br>612 | | | | | 1909 | Flensburgr Schiffsb.Ges.<br>Flensburg | A/SDetForenede Bugserselskab (R.Dobel, *Mgr.*) | 210·0<br>P16'Q47'B47'F25' | 34·3 | 41·1 | Copnhagn<br>Danish<br>*WB* | T.3Cy.15",25⅝"&44½"-29½"<br>106NHP<br>FlensburgerSchiffsb.Ges. |
| 31217<br>117529<br>HDPT | **Slieve Bawn** SteelTwinScSr<br>*Elec.light*<br>Sub.Sig. Wireless 2*Dks* | 1061<br>1001<br>449 | | | | | 1905 | Harland&Wolff,Ld.<br>Belfast | L.&N.W.Rlwy.Co. | 300·2<br>P99'B80'F93' | 39·3 | 14·2 | Dublin<br>British<br>*WB* | T.8Cy(2)18½"(2)29"(4)32½"-30"<br>232NHP<br>Harland&Wolff,Ld.Bel. |
| 31218<br>~~[illegible]~~ | **Slieve Bearnagh** SteelPadSk<br>½ 1*Dk* | 383<br>309<br>153 | | | | | 1894 | J&GThomson(Lim.)<br>Clydebank | ~~D.&J.Nicol~~<br>TheAdmiralty | 225·6<br>*Promenade dk* 212' | 26·1 | 8·6 | ~~Belfast~~<br>British | C.D.2Cy.25½"&54½"-54"<br>178NHP<br>J.&G.Thomson (Lim.),Cly. |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31219<br>137474<br>HRWM | Slieve Foy | SteelTwinScSk<br>1Dk(Stl) | 154<br>149<br>52 | ✠<br>For towing purposes<br>10,10 ✠ | Gls | | | 1910<br>10mo | Dublin<br>DockyardCo.<br>Dublin | CarlingfordLough HarbourCommissioners | 102·3 | 22·6 | 10·0<br>BK6″<br>WB=FPT | Newry<br>British<br>4BHCem<br>10tAPT20t | C.4Cy.13″&29″–18″<br>82RHP<br>1SB,3pf,GS52,HS1547<br>Ross&Duncan,Glasgow | 10 ″ 9 | |
| 31220<br>123134<br>SMJV | Slieve Gallion<br>Elec.light<br>Sub.Sig. Wireless | SteelTwinScSr<br>2Dks(MptStl–ws) | 1071<br>988<br>427 | ✠<br>withfreeboard<br>Irish Channel Service<br>3,08 ✠ | Brw | q | | 1908<br>3mo | Vickers,Ss.<br>&Maxim,Ld.<br>Barrow | L.&N.W.Rlwy.Co.<br>WB=DTa18' | 299·5<br>P91'B79'F91'<br>52tf22'36tFPT35t | 37·2 | 14·1<br>BK6″ | Dublin<br>British<br>6BHAsp<br>APT37t | T8Cy(2)19″(2)29½″&(4)33″–30″<br>405NHP<br>2DB,8cf,GS158,HS6598 FD<br>VickersSs.&MaximLdBrw | 15 ″ 0 | |
| 31221<br>117519<br>HCSR | Slievemore<br>Sub.Sig. Wireless | SteelTwinScSr<br>2Dks | 1053<br>996<br>438 | | | | | 1904 | Harland&<br>Wolff,Ld.<br>Belfast | L.&N.W.Rlwy.Co. | 299·8<br>P91'B79'F91' | 37·2 | 15·7 | Dublin<br>British<br>WB | T8Cy.(2)19″(2)29½″&(4)33″–30″<br>239NHP<br>Harland&Wolff,LdBelfast | | BT till 8,21 |
| 31222 | Sloboda | SteelScSr<br>(exMagyar)<br>1Dk | 180<br>—<br>99 | | | | | 1902 | Stabilmnto<br>Tecnico<br>Trieste | Soc.inAzioni Ungaro-Croata di Nav.Maritt.aVap. | 126·4<br>Q36' | 18·5 | 8·8 | Fiume | C.2Cy.15″&30″–18″<br>32NHP<br>StabilimentoTecnico,Tri. | 9 ″ 6<br>s1 ″ 1<br>9 ″ 2 | A |
| 31223<br>PSHQ | Slochterdiep<br>Mchy.Aft | SteelScSr<br>OilEng.<br>1Dk | 267<br>241<br>194 | | | | | 1918 | Werf de<br>Vooruitgang<br>Gouwsluis | Hollandsche Vrachtv.Maats. | 115·5<br>P31'Q31'F20' | 24·6 | 10·7 | Rottrdam<br>Dutch | Oil Engines 2 S.C.<br>2Cy.15″–16″ 34NHP<br>J.Boot,Alphen a/d.Rijn | | |
| 31224<br>THQF | Sloet van de Beele<br>Elec.light Wireless | SteelScSr<br>3Dks | 2977<br>2367<br>1809 | | | | | 1914 | Maats.<br>Fyenoord<br>Rotterdam | Koninkl.Paketv. Maats. | 325·5 | 44·1 | 22·7 | Batavia<br>Dutch<br>WB | T.3Cy.22″,36½″&60″–42″<br>233NHP<br>Maats.Fyenoord,Rot. | | V |
| 31225 | Slot Weena<br>Elec.light | SteelSc | 1600 | | | | | 1921 | N.V.Schpsf<br>v/hDeGroot&<br>v.Vliet<br>Slikkerveer | Algemeene ScheepvaartMaats | 278·0<br>P&B220'F36' | 39·0 | 20·0 | Rottrdam<br>Dutch<br>WB | T3Cy20⅘″,32⅕″&55$\frac{1}{10}$″–39$\frac{3}{10}$″<br>191NHP<br>P.Smit,Junr.Rotterdam | | |
| 31226<br>PSJB | Sloterdijk<br>Elec.light Wireless | SteelScSr<br>ssRot.No.3–6,15<br>ssRot.No.1–20<br>2Dks(Stl)3trB&Shelterdk(Stl) | 6424<br>6287<br>4231 | ✠100A1<br>Shelterdk<br>9,20 ✠LMC<br>MS8,20 ~~BS11,20~~<br>BS11,21 | Rot | z | CL<br>8,20 | 1902<br>3mo<br>Lloyd<br>W | Furness,<br>Withy&CoLd<br>WHartlepool<br>'sA&CP<br>B= CellDBa | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)<br>127'uE&B69'f148' | 401·0<br>907tDTa868tDTf | 52·1 | 29·3<br>37·2<br>FK | Rottrdam<br>Dutch<br>6BHCem<br>790tFPT77t<br>APT46t | T.3Cy.28$\frac{3}{16}$″,46¼″&77″–48″<br>180lb (s) 489NHP<br>4SB,12cf,GS216,HS8140<br>Richardsons,Westgarth& Co.Ld.Hpl. | 32 ″ 1<br>s 3 ″ 11<br>28 ″ 7 | |
| 31227<br>4207<br>JNLP | Småland<br>Wireless<br>(exDrott,exAlexey Goriainow)<br>Elec.light | SteelScSr<br>ssNwc.No.3–1,13<br>~~ssBkn.No.1–17~~<br>ssGot.No.2–21<br>1Dk(Stl–ws)&deepframing | 1760<br>1617<br>1069 | ✠100A1<br>~~7,21~~~~12,20~~ 4,22<br>~~BS1,20~~ ✠LMC~~7,17~~<br>7,21 | Got | r | CL<br>N12,20 | 1900<br>10mo | Grngem'th<br>DockyardCo.<br>Grngemouth<br>A&CP | Ångf.Aktieb. Tirfing(Dan Broström,Mgr.)<br>CellDBa72' | 270·0<br>B52'F30'<br>uE&B34'f104'485t | 42·2 | 17·6<br>FK | Gothenbrg<br>Swedish<br>4BHCem<br>APT23t | T.3Cy.19⅜″,33″&53″–36″ (s)<br>160lb 204NHP<br>2SB,6cf,GS96,HS3576<br>Hutson&Sons,Ld.Glasgow | 19 ″ 10<br>s 3 ″ 7<br>16 ″ 10 | |
| 31228<br>5105<br>JRTQ | — | CompScSr<br>1Dk | 196<br>170<br>96 | | | | | 1910 | S.Groth<br>Sjötorp | Ångf.Aktieb.Ran (T.Almén,Mgr.) | 100·2<br>B17'H6t | 23·5 | 9·9 | Jönköping<br>Swedish | C.2Cy.9½″&21″–13½″<br>13NHP<br>LundbyM.V.Aktieb.Got. | | |
| 31229<br>MGNH | Smaragd<br>Elec.light | SteelScSr<br>(exCatherineCuneo)<br>1Dk&Spardk | 1181<br>1048<br>679 | | | | | 1911 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | D/S A/S Thor(T. Helliesen,Mgr.) | 225·0<br>H93t | 33·6 | 20·0 | Christania<br>Norwegian<br>WB | T.3Cy.18½″,30″&19″–33″<br>138NHP<br>FredrikstadM.V.Frdstad | | N |
| 31230<br>130052<br>JMWH | —<br>(exHanchen, exDovre)<br>Welldeck | IronScSr<br>ssApl.2ndNo.3–7,16<br>ssSws.No.1–20<br>1Dk(Irn)2trB | 487<br>370<br>271 | ✠100A1<br>7,20<br>✠LMC7,20 | Sws | h | 7,20 | 1889<br>10mo<br>Lloyd | E.Finch&<br>Co.Ld.<br>Chepstow<br>'sA&CP | SmaragdS.S.Co. Ld.(F.J.Evans)<br>DBuE&B31' | 160·0<br>Q74'B16'F26' | 25·0 | 12·3 | Llanelly<br>British<br>4BHCem<br>60tAPT16t | T.3Cy.12″,20″&32″–24″ (s)<br>160lb 55lb 52RHP<br>1SB,<br>E.Scott&Co.Newcastle | 13 ″ 6<br>s 1 ″ 0½<br>13 ″ 2 | |
| 31231<br>86510<br>NFSH | Smeaton<br>Elec.light | IronTwinScSp | 369<br>310<br>200 | | | | | 1883 | W.Allsup<br>&Sons<br>Preston | Gt.WesternRly.Co | 125·2 | 35·1 | 11·1 | Plymouth<br>British | C.4Cy.17″&34″–24″<br>NB96 98RHP<br>W.Allsup&Sons,Preston | | BT till 9,21 |
| 31232<br>137839<br>JPGN | Smerdis<br>Elec.light<br>Mchy.Aft<br>Wireless | SteelSc<br>ssGls.No.1–21<br>1Dk(Stl)&Shelterdk(Stl)<br>Tonnageopeningclosed1917 | 1032<br>952<br>563 | ✠100A1<br>Shelterdk<br>withfreeboard<br>4,22 ~~11,20~~ ✠LMC~~4,17~~<br>8,21 | Npt<br>Gls | l | CL<br>4,22 | 1917<br>3mo<br>Lloyd | Ardrossan<br>DD&SBCoLd<br>Ardrossan<br>'sA&CP | J.&P.Hutchison Ld.<br>CellDBuB40' | 200·4<br>f100'196tFPT81t | 30·7 | 19·1<br>FK | Glasgow<br>British<br>3BHCem<br>APT13t | T.3Cy.16″,26″&44″–33″ (s)<br>180lb 149NHP<br>2SB,4cf,GS63,HS2712<br>W.Beardmore&Co.Ld.Gls. | 21 ″ 4<br>s 6 ″ 3½<br>15 ″ 4 | |
| 31233<br>187<br>HBGN | Smiely | SteelScSp<br>1Dk | 249<br>209<br>65 | | | ... | | 1895 | Lindhol-<br>mensV.A.<br>Gothenburg | RussianStm.Nav. &TradingCo. | 119·0<br>B35'F20' | 24·7 | 10·5<br>FK | Odessa<br>Russian<br>WB | T.3Cy.14″,22½″&38″–26″<br>90NHP<br>MotalaNyaAktieb,Motala | 11 ″ 6 | |
| 31234<br>KBGP | Smiril<br>Welldeck | SteelSc<br>~~ssCpn.No.3–7,08~~<br>ssCpn.2ndNo.3–10,21 ~~ssCpn.No.2–18~~<br>1Dk | 166<br>151<br>90 | ✠100A1<br>10,21~~9,18~~<br>~~BS8,20~~ ✠LMC~~9,18~~<br>BS9,21 8,20 | Cpn | b | ~~9,18~~<br>9,21 | 1895<br>12mo | Kockums<br>M.V.Aktieb.<br>Malmö<br>A&CP | FæröernesAmts. Kommune | 100·0<br>Q35'B22'F18'<br>RFD24' | 19·5 | 9·4<br>BK6½″<br>WB=APT3t | Thorshavn<br>FaröIslnd<br>Danish<br>3BHCem | C.2Cy.12¼″&23¼″–17¾″ (s)<br>120lb 29NHP<br>1SB,2cf,GS20,HS610<br>KockumsAktieb.Malmö | 10 ″ 1 | |
| 31235<br>204190 | Smith Thompson<br>Wireless<br>Elec.light Mchy.Aft | SteelScSr<br>1Dk | 4786<br>—<br>4227 | | | | | 1907 | ToledoS.B.<br>Co.<br>Toledo,O. | GreatLakesS.S.Co | 438·7 | 52·0 | 23·9 | Oswego<br>Utd.States<br>WB | Q.4Cy.16½″,24″,35″&50″–42″<br>162NHP<br>ToledoS.B.Co.Toledo | | |
| 31236 | Smitham<br>Mchy.Aft | SteelSc<br>1Dk | 500 | | | | | 1921 | J.Payne<br>Ld.<br>Bristol | WalfordLinesLd. | 150·0<br>Q50'B9'F21' | 25·0 | 13·0 | British<br>WB | T.3Cy.13″,21″&35″–24″<br>60NHP<br>W.Beardmore&Co.Ld.Gls. | | |
| 31237<br>96543 | Smithfield | SteelPad<br>(exHampton)<br>1Dk | 725<br>—<br>353 | | | | | 1901 | ..................<br>Elizabeth,<br>N.J. | OldDominionSS.Co | 202·7<br>len09 | 29·6 | 10·1 | NewYork<br>Utd.States | 1Cy.51″–96″<br>NB09 | | |
| 31238<br>128814 | Smith's Docks No. 3 | SteelSc<br>ssMdb.No.3–6,20<br>1Dk(Stl) | 39<br>39<br>— | ✠100A1<br>For Towing purposes<br>4,21 ✠LMC7,20<br>~~BS11,21~~ | Mdb | | CL<br>7,20 | 1911<br>12mo<br>Lloyd | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'sA&CP | Smith'sDockCo.Ld | 60·3 | 14·0 | 7·2<br>BK6″<br>WB=DTf7' | Middlsbro'<br>British<br>3BHCem<br>3tFPT5t | C.2Cy.10″&22″–16″ (s)<br>140lb 24RHP<br>1SB,2pf,GS18,HS470<br>ShieldsEng.Co.Ld.N.Shl. | 7 ″ 10 | |
| 31239<br>MJLH | Smölen | SteelScSr<br>1Dk | 180<br>104<br>76 | | | | | 1913 | Xiansands<br>Mek.Værks.<br>Xiansand | MöreSkjærgaards Dmpsk.Akties. (EndreWitzöe, Mgr.) | 108·1<br>Q18tB38tH9tF8t | 19·4 | 8·3 | Xiansund<br>Norwegian | T.3Cy.10½″,17½″&28½″–18″<br>34NHP<br>XiansandsM.V.Xiansand | | N |
| 31240 | | | | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31241<br>137507<br>JMQF | **Smolensk** SteelScSr<br>*Elec.light* Wireless *2Dks&Awng dk* | 2487<br>2255<br>1534 | | | | | 1916 | W.Doxford &Sons,Ld.<br>Sunderland | Ellerman'sWilson Line,Ld. | 286·7 | 40·6 | 26·0 | Liverpool<br>British<br>*WB* | T.3Cy.22",36"&60"–42"<br>233NHP<br>W.Doxford&Sons,Ld.Sld. |
| 31242<br>NSCG | **Smut** SteelScSr<br>ssCpn.2ndNo.3–3,20<br>(*ex*Harbury) *1Dk(Irn)&Web frames*<br>*Well deck* Wireless | 1826<br>1387<br>1089 | ✠100A1<br>7,21 ~~3,20~~<br>✠LMC5,20<br>BS5,21 | Cpn | *r* | 3,20 | 1896<br>8mo | S.P.Austin &Son<br>Sunderland<br>A&CP | Kjöbenhavn BunkerkulDepôt (J.Hansen& A.Erlandsen) | P27'Q74'B48'F27'<br>*WB=CellDBa76'* | 37·7 | 17·0<br>FK | Copnhagn<br>Danish<br>*4BHCem*<br>*uE&B40'f* | T.3Cy.20½",33"&54"–39" (s)<br>160lb 194NHP<br>2SB,*6pf*,GS84,HS3156<br>G.Clark,Ld.Sunderland<br>108'510t*FPT*37t*APT*64t |
| 31243<br>5271<br>JSMH | **Smyrna** IronScSr<br>ssHbg.2ndNo.3–3,14<br>(*ex*Eriksholm,*ex* MagnusBroms, *ex*Yrsa,*ex*Syria) ssGot.No.1–19<br>*1Dk(Irn)&Web frames*<br>*Well deck* Wireless | *2229*<br>*1667*<br>*1383* | ✠100A1<br>4,21<br>BS5,21 ✠LMC9,18 | Got | *r* | 5,21 | 1889<br>9mo | R.Dixon& Co.<br>Middlesbro'<br>A&CP | RederiAktieb. SverigeLevanten (DanBroström, *Mgr.*) | 274·8<br>P29'Q72'B122'<br>F32' | 38·2 | 19·0<br>BK9"<br>*Cell* | Gothenbrg<br>Swedish<br>*4BHCem*<br>*DB*224'379t | T.3Cy.21¼",34"&56"–39" (s)<br>160lb *140lb* NDB00 188NHP<br>2SB,*6cf*,GS86,HS2700<br>G.Clark,Sunderland |
| 31244 | — SteelScSr<br>(*ex*Heidelberg)<br>*Elec.light* *2Dks* | 1571<br>1413<br>953 | | | | | 1912 | Bremer Vulkan<br>Vegesack | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) (DeutscheLevante Linie,*Mgrs.*) | 260·5<br>B69'F33' | 37·1 | 19·5 | Hamburg<br>German<br>*WB* | T.3Cy.23⅝",38½"&61½"–41³⁄₁₆"<br>246NHP<br>BremerVulkan,Vegesack |
| 31245<br>121331<br>HGFM | **Snaefell** SteelTrpSc<br>ssSou.No.3–10,15<br>(*ex*Viper) ssGls.No.1–20<br>*Elec.light* *2Dks(M-ptStl)&Web frames&Awng dk(ptStl)*<br>Wireless | 1713<br>1186<br>723 | ✠ A1<br>*Awng dk withfreeboard*<br>6,21 ~~4,20~~<br>BS6,21<br>~~BS10,18~~ ✠LMC11,18<br>*For Channel purposes—Scotland&Ireland* | Gls<br>Brw | *s* | CN<br>11,18<br>s11,18<br>P11,18 | 1906<br>5mo<br>*Lloyd* | Fairfield Co.Ld.<br>Glasgow<br>*sA&CP* | Isle of ManSteam PacketCo.Ld. | 315·0 | 39·6 | 15·7<br>23·2<br>BK6" | Glasgow<br>British<br>*6BHCem* | 3 Steam Turbines (s)<br>165lb 1217NHP<br>4DB,*24cf*,GS504,HS16020<br>FairfieldCo.Ld.Glasgow |
| 31246<br>MNCW | **Snar** SteelScSr<br>Wireless *1Dk* | 1614<br>1176<br>946 | | | | | 1916 | Bergens Mek.Værks.<br>Bergen | A/SSjöfart(S.O. Stray&Co A/S, *Mgrs.*) | 244·5<br>P15'Q73'B65'F29' | 37·6 | 15·7 | Xiansand<br>Norwegian<br>*WB* | T.3Cy.18",29"&49"–33"<br>138NHP<br>BergensMekVærksBergen |
| 31247<br>MNFG | **Snefjeld** SteelScSr<br>ssRot.No.3–2,14<br>(*ex*Ottoland, *ex*Maasstad) ssShl No.1–20<br>*1Dk(Stl)&deepframing*<br>Wireless *Cargo battens not fitted* | 1643<br>1507<br>1001 | ✠100A1<br>6,21 ~~1,21~~<br>✠LMC5,20<br>BS6,21 | Nwc<br>Abn | *r* | CL<br>~~5,20~~<br>6,21 | 1901<br>5mo<br>A&CP | Naamlooze Vennootschp Scheepswerf Alblasserdm | A/SSnefjeld (H.G.Martens)<br>*WB=Cell DBa* | 270·0<br>P12'B70'F30'<br>66'*uE*20'*f*116'388t | 37·6 | 18·4<br>FK | Bergen<br>Norwegian<br>*4BHCem*<br>*APT*45t | T.3Cy.20",33"&54⅜"–36" (s)<br>~~160lb~~ *80lb* 182NHP<br>2SB,*4rf*,GS65,HS2835<br>Blair&Co.Ld.Stockton |
| 31248<br>WKVN | **Snehætten** SteelScSr<br>*Now named* "GunnarHeiberg," *See No.* 37516 *in Supplement*<br>[illegible]<br>(*ex*Uppland) *1Dk(Irn)& deep framing*<br>Wireless | 2399<br>[illegible]<br>1549 | ✠100A1<br>BS7,20 ✠LMC3,18 | Bry | *t* | 12,20 | 1904<br>6mo<br>*Lloyd* | W.Gray& Co.Ld.<br>WHartlepool<br>'*sA&CP* | A/SD/S Snehætten (O.Örvig, *Mgr.*)<br>*WB=Cell DBa*86'*uE* | 305·0<br>P27'B81'F32'<br>32'*f*130'648t *FPT* | 45·2 | 20·0<br>FK | Bergen<br>Norwegian<br>*5BHCem*<br>45t*APT*88t | T.3Cy.22½",36½"&62"–39" (s)<br>180lb *100lb* 250NHP<br>2SB,*6rf*,GS94,HS3710<br>Cen.Mar.Eng.Wrks.WHpl |
| 31249<br>WNTR | **Snenut** SteelSc<br>*Mchy.Aft* *1Dk* | 701<br>525<br>325 | | | | | 1919 | Wortelboer &Co.<br>Delfzyl | StavangerRederi A/S (P.&O. Thingbö, *Mgrs.*) | 180·0<br>Q81tB19tH15tF22t | 28·8 | 12·5 | Stavanger<br>Norwegian<br>*WB* | T.3Cy.14⅜",23⅜"&38⅜"–26¼"<br>77NHP<br>Mch.Koopman,Dordrecht |
| 31250<br>HNKB | **Sneppe** SteelScSr<br>*1Dk* | 1412<br>1301<br>884 | | | | | 1902 | WoodSkinner&Co.Ld.<br>Newcastle | A/S D/SSneppe (A.F.Klaveness &Co.Akties.) | 255·0<br>H80tF29' | 36·6 | 17·3 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.18½",30"&49"–33"<br>138NHP<br>N.E.MarineEng.CoLdNwc |
| 31251 | **Snetind** SteelScSr<br>ssSld.2ndNo.3–6,18<br>(*ex*PetraLea,*ex*Norhaug, *ex*Mannheim) *1Dk(Stl)*<br>*2nd dk(Stl)in forehold* | 668<br>597<br>373 | 100A–<br>1,21<br>LMC1,21 | Bkn | | 1,21 | 1899<br>5mo | J.L.Meyer<br>Papenburg | EgyptianNav.Co. Ld. (M.P.Salvago, *Mgr.*) | 171·3<br>B46'<br>*BDf*28'50t*DTa*2 | 27·0 | 16·4<br>FK | Alexndria<br>Egyptian<br>*4BHCem*<br>1'50t*APT*4t | T.3Cy.12⅜",21¼"&33½"–24½"<br>170lb (s) 74NHP<br>1SB,*2cf*,GS39,HS1346<br>J.L.Meyer,Papenburg |
| 31252<br>62240<br>PTQM | **Sneyd** IronScK<br>ssSou.No.2–81<br>*Mchy.Aft* (*ex*Itchen) | 204<br>191<br>112 | ✠<br>6,81 | Sou | *b* | | 1872<br>11mo | Day,Summers&Co.<br>Northam | Osborn&Wallis Ld | 106·1<br>*WB=FPT*20t | 22·3 | 10·8 | S'thamptn<br>British<br>*3BHCem* | C.2Cy.10"&20"–18"<br>NB93 20RHP<br>Day,Summers&Co.,Sou. |
| 31253<br>219678<br>LVSK | **Snipe** SteelSc<br>(*Trawler*)<br>Wireless *1Dk* | 411<br>—<br>208 | | | | | 1920 | Foundatn Co.<br>Savannah, Ga. | EastCoast FisheriesCo. | 139·4 | 25·2 | 14·2 | Rockland, Me<br>Utd.States | T.3Cy.12⅝",21½"&35"–24"<br>60NHP |
| 31254<br>108524 | — IronScK<br>Sunk by Collision 10,21<br>(*Trawler*)<br>*1Dk* | 166<br>163<br>66 | | | … | | 1897 | Edwards Bros.<br>NorthShields | KelsallBros.& Beeching,Ld. (JohnSlater, *Mgr*) | 118·0<br>len11 | 20·5 | 11·0<br>BK7½" | Hull<br>British<br>*WB* | T.3Cy.12",18"&30"–21"<br>41RHP<br>N.E.MarineCo.Ld.Sld. |
| 31255<br>[illegible]<br>MBDP | **Snoqualmie** WoodSc<br>*Now named* "PresidentLeguia," *See No.* 38[illegible] *in Supplement*<br>*Elec.light* *2Dks3trB in foreholds*<br>Wireless *Salted* | 3599<br>[illegible]<br>2674 | ✠ 12A1<br>7,20<br>LMC7,20 | Sea | | | 1919<br>8mo | Puget SoundBridge &DrdgingCo.<br>Seattle,Wash<br>CP | UnitedStates ShippingBoard | 312·3<br>F40' | 49·6 | 29·5 | Seattle<br>Utd. States | T.3Cy.19",32"&56"–36" (s)<br>200lb HS5566 294NHP<br>2 Water Tube Boilers<br>WorthingtonPump& Mach.Co.Buffalo |
| 31256<br>MFJT | **Snorre** SteelScSr<br>(*Whaler*)<br>*1Dk* | 127<br>124<br>45 | | | | | 1908 | Akers Mek.Værks.<br>Christiania | Bryde&Dahls Hvalfangerselskb | 95·7 | 18·6 | 11·0 | Sandefjrd<br>Norwegian<br>*WB* | T.3Cy.11",18"&29"–20"<br>39NHP<br>AkersMek.Værks,Xania |
| 31257<br>[illegible]<br>[illegible] | **Snorri Godi** SteelScK<br>*Now named* "Mercedes," *See No.* 38497 *in Supplement*<br>ssCpn.No.2–15<br>(*ex*Canadian) *1Dk* | 244<br>214<br>110 | ✠100A1<br>*StmTrawler*<br>8,21 ~~1,19~~<br>✠LMC12,19<br>BS8,21 | Liv<br>Flt | | CL<br>~~12,19~~<br>8,21 | 1907<br>10mo<br>*Lloyd* | Smith's DockCo.Ld.<br>NorthShields<br>'*sA&CP* | ~~Kveldulfur,Ld.~~<br>Soc.Anon de Pesca y Nav. | 125·2<br>Q69'F19' | 22·1 | 11·7<br>BK7½" | Spanish<br>~~*3BHCem*~~ | T.3Cy.12¼",22"&35"–24" (s)<br>180lb 71NHP<br>1SB,*2pf*,GS36,HS1190<br>ShieldsEng.Co.Ld.N.Shl. |
| 31258 | **Snorri Sturluson** SteelScK<br>(*ex*JamesMansell) *1Dk(Stl)* | *326*<br>*287*<br>*150* | ✠100A1<br>*StmTrawler*<br>2,22 ~~1,21~~<br>✠LMC6,19 | Flt<br>Hul | | ~~3,20~~<br>2,22 | 1919<br>4mo<br>*Lloyd* | Cochrane& Sons,Ld.<br>Selby<br>'*sA&CP* | Kveldulfur,Ld. | 138·3<br>Q78'F19' | 23·7 | 12·7<br>BK7½" | Reykjavik<br>Icelandic<br>*4BHCem* | T.3Cy.13",23"&37"–26" (s)<br>200lb 87RHP<br>1SB,*3pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull |
| 31259<br>111039<br>TMVL | **Snowdon** SteelTwinScSr<br>Sub.Sig.*Elec.light* Wireless *2Dks* | 1021<br>966<br>429 | | | | | 1902 | Laird Bros. Ld.<br>Birkenhead | L.&N.W.Rlwy.Co. | 299·9 | 36·6 | 14·0 | Dublin<br>British<br>*WB* | T8Cy(2)19",(2)29½"&(4)33"–30"<br>238NHP<br>LairdBros.Ld.Birkenhead |
| 31260<br>99404<br>JGCQ | — SteelPad<br>*2Dks* | 338<br>294<br>134 | | | | | 1892 | Laird Bros.<br>Birkenhead | Liverpool&North WalesS.S.Co.Ld. | 167·9<br>H5t | 24·6 | 10·7 | Liverpool<br>British | C.D.2Cy.30"&54"–51"<br>174NHP<br>LairdBros.Birkenhead |
| 31261<br>80242 | — IronPadSk | 106<br>106<br>11 | | | | | 1885 | Lawson& Eltringham<br>S.Shields | JohnDrySteam Tugs,Ld. (J.Dry, *Mgr.*) | 96·0 | 18·7 | 9·5 | S.Shields<br>British | L.2Cy.27"–48"<br>NB05 50RHP<br>Baird&Barnsley,N.Shields |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31262<br>131291 | Snowdrop SteelTwinScSp<br>Elec.light 1*Dk*(*Teak*)&<br>*Promenade dk*(*Teak*) | 439<br>438<br>163 | ✠<br>*ForFerry pur*<br>10,11<br>✠ | Bkn<br>*poses* | | | 1910<br>10mo | Cammell<br>Laird&Co.Ld.<br>Birkenhead | TheMayor,Aldermen&Burgessesof theBoroughof Wallasey | 152·3<br>B28'<br>*WB*=<br>*DTa*11'26*tMT*7'18*t* | 38·6 | 10·9<br>FK | Liverpool<br>British<br>5*BHAsp*<br>*DTf*13'60*t* | T.3Cy.16",24"&41"–21"<br>207NHP<br>2SB,*6cf*,GS107,HS3743<br>CammellLaird&CoLd.Bkn. | 11 〃 3 | |
| 31263 | Snowflake SteelScSr<br>*Now named* "C.S.D.," *See No.* 36716 *in Supplement*<br>1*Dk*(*Stl*) | 96<br>39 | ✠100A1<br>*For Fishing pu*<br>12,19<br>✠LMC12,19 | Goo<br>*rposes* | | CL | 1919<br>11mo<br>*Lloyd* | Webster&<br>Bickerton,Ld<br>Goole<br>'*sA&CP* | TheAdmiralty | 86·2 | 18·5 | 9·2<br>BK7" | London<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>J.Abernethy&Co.Ld.Abn. | 10 〃 0 | |
| 31264<br>136903 | Soar SteelScK<br>*ss*Lan.No.1–19<br>1*Dk* | 219<br>194<br>85 | ✠100A1<br>*StmTrawler*<br>10,21~~5,21~~<br>BS5,21 ✠LMC4,19 | Flt | | CL<br>4,19 | 1915<br>4mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | WyreSteamTrawlingCo.Ld. | 117·0<br>Q69'F20' | 22·0 | 11·9<br>BK7½" | Fleetwood<br>British<br>2*BHCem* | T.3Cy.12¼",20"&34"–24" (*s*)<br>180lb 77RHP<br>1SB,*3pf*,GS42,HS1378<br>Smith'sDockCo.Ld.Mdb. | 12 〃 8 | |
| 31265 | Sobral SteelTwinScSr<br>Wireless (*ex*CapVilano)<br>*Elec.light* *Ref.Mchy.* Sub.Sig. 2*Dks* | 9467<br>6557<br>5609 | | | | | 1906 | Blohm&<br>Voss<br>Hamburg | BrazilianGovernment (Operated by theFrenchGovernment) | 475·7<br>P&B376'F80' | 55·3 | 30·9 | R.Janeiro<br>Brazilian<br>*WB* | Q.8Cy.24⅘",35⅜",50⅘"&74"–54" 805NH<br>Blohm&Voss,Hamburg | | V |
| 31266 | — SteelTwinScSr<br>1*Dk&Promenade dk*(*Teak*)<br>*Elec.light* *Mchy.Aft* | 280<br>—<br>245 | ✠<br>*For Riverpur*<br>1,99<br>✠ | PGl<br>*poses o* | *nly* | | 1899<br>1mo | Murdoch&<br>Murray<br>Pt.Glasgow | FerreiraCosta | 140·0<br>F16' | 30·0 | 8·0<br>FK<br>*WB* | Pará<br>Brazilian<br>5*BHCem*<br>=*FPT*22*t* | C.4Cy.12"&24"–18"<br>54NHP<br>1SB,*2pf*,GS39,HS1040<br>Lees,Anderson&Co.Gls. | 8 〃 5 | |
| 31267 | Sobralense SteelScSr<br>*Elec.light* 1*Dk*(*Teak*)&<br>*Promenadedk*(*Teak*) | *320*<br>222<br>*218* | ✠<br>*For River pur*<br>9,15<br>✠ | PGl<br>*poseso* | *nly* | | 1911<br>10mo | Murdoch&<br>Murray<br>PortGlasgow | F.Caldas | 140·0 | 28·0 | 8·0<br>FK | Manaos<br>Brazilian<br>6*BHCem* | T.3Cy.12",19"&31"–22"<br>65NHP<br>1SB,*3cf*,GS41,HS1236<br>Muir&Houston,Ld.Gls. | 8 〃 4 | |
| 31268<br>102149 | Social SteelSc<br>*Mchy.Aft* 1*Dk* | 108<br>99<br>64 | | | | | 1894 | Lytham<br>S.B.&E.Co.<br>Lytham | LeverBros.Ld. | 76·5 | 19·8 | 8·1 | Liverpool<br>British | 2Cy.10"–14"<br>NB04 20RHP<br>LythamS.B.&E.Co.,Lythm | | |
| 31269<br>1303<br>LRCQ | Société SteelTwinScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 578<br>—<br>282 | | | | | 1910 | Howaldtswerke<br>Kiel | Soc.deCommerce et deCommission deRostoff surDon | 188·0<br>Q46' | 31·2 | 10·5 | Rostoff<br>Russian | T.6Cy.9¼",14¾"&24⅜"–13$\frac{25}{32}$"<br>44NHP<br>Howaldtswerke,Kiel | | |
| 31270<br>211184<br>LCVW | Socony SteelScSr<br>*Elec.light* *Mchy.Aft* *Fitted for oil fuel*<br>Sub.Sig. 2*Dks&Webframes*<br>Wireless *CarryingPetroleum in bulk* | 3664<br>3168<br>2223 | | | ... | | 1913 | NewYork<br>S.B.Co.<br>Camden,N.J. | StandardOilCo.of NewYork | 321·7<br>P116'B30'F43' | 46·2 | 27·5<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&58"–42"<br>318NHP<br>NewYorkSBCó.Camdn,NJ | 27 〃 0 | |
| 31271<br>135504<br>JDFP | Socrates SteelScSr<br>*Elec.light* 2*Dks*<br>Wireless | 4979<br>4731<br>3173 | | | | | 1913 | Russell&<br>Co.<br>Pt.Glasgow | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. *Mgrs.*) | 405·3<br>P37'B119'F46' | 52·2 | 27·4 | Liverpool<br>British<br>*WB* | T.3Cy.26",42"&70"–48"<br>339NHP<br>Rankin&Blackmore,Grk. | | C |
| 31272<br>14345<br>LPTW | Sodegaura Maru SteelScSr<br>(*ex*Nord)<br>1*Dk&Spar dk* | 1243<br>1190<br>713 | | | | | 1895 | Nylands<br>Værksted<br>Christiania | YamashitaKisen KabushikiKaisha | 229·3<br>H51*t* | 32·0 | 19·3 | Yokohama<br>Japanese<br>*WB* | T.3Cy.14½",25"&40½"–30"<br>90NHP<br>NylandsVærksted,Xania. | | |
| 31273<br>[illegible]<br>RLKF | Söderhamn SteelScSr<br>*Elec.light* 1*Dk&ptAwng dk* | 1499<br>980<br>945 | | | | | 1899 | Helsingörs<br>Maskbyggeri<br>Elsinore | ~~H.M.Gehrckens~~<br>~~Board of Trade~~<br>H.M.Gehrckens | 240·8<br>Q80'<br>*ptAwng dk*164' | 34·1 | 15·1 | Hamburg<br>German<br>*WB* | T.3Cy.17",27½"&47"–33"<br>127NHP<br>HelsingörsJernsk.&Mskb. | | |
| 31274<br>1596<br>JDFL | Södermanland IronScSr<br>1*Dk* | 171<br>106<br>98 | | | | | 1885 | MotalaCo.<br>Oscarshamn | Ångf.Aktieb. Södermanland (NilsC.Malmberg) | 105·6<br>Q32'B33'H13*t*F28' | 19·3 | 8·6 | Nyköping<br>Swedish | 2Cy.15"&29"–19½"<br>31NHP<br>MotalaCo.,Oscarshamn | | |
| 31275<br>1494<br>HRJQ | Södern SteelScSr<br>1*Dk&Shelter dk* | 253<br>153<br>137 | | | | | 1882 | MotalaCo.<br>Norrköping | BlekingeÅngb. Aktieb. (O.E.Lundström) | 119·5<br>P69'H20*t*F36' | 22·9 | 9·3<br>16·2 | Karlshmn<br>Swedish | C.2Cy.19½"&33⅝"–20½"<br>NB94 43NHP<br>MotalaCo.,Norrköping | | |
| 31276<br>VGBH | — SteelScSr | 197<br>—<br>128 | | | | | 1887 | W.Rosenlew&Co.<br>Björneborg | Ångf.A/BKusten (H.Neberman, *Mgr.*) | 109·8 | 18·5 | 8·1 | Åbo<br>Finnish | C.2Cy.14⅛"&26¼"–20½"<br>26NHP<br>W.Rosenlew&Co. | | |
| 31277<br>4010<br>JMQS | Södertörn SteelSc<br>1*Dk* | 224<br>126<br>136 | | | | | 1901 | MälarvarfvetsAktieb.<br>Stockholm | VaxholmsNya Ångf.Aktieb. (O.F. Ekebohm, *Mgr.*) | 108·7<br>B39'H41*t* | 22·6 | 8·1 | Vaxholm<br>Swedish | C.2Cy.14½"&31⅛"–19½"<br>35NHP<br>BergsundsM.V.Aktb.Skm. | | |
| 31278<br>92861<br>KMTF | Sodium SteelScYl<br>*ss*Shl.2ndNo.3–2,11<br>*ss*Liv.No.2–20<br>*Mchy.Aft* 1*Dk*(*Stl*) | 147<br>118<br>71 | ✠100A1<br>10,20<br>✠NB7,05 ✠LMC1,20<br>BS3,21 | Liv | *b* | CL<br>10,20 | 1887<br>4mo<br>*Lloyd* | Wood,<br>Skinner&Co.<br>Newcastle<br>'*sA&CP* | SolwayShipping Co Ld.(T.Wilson &Co.*Mgrs.*) | 100·0<br>Q31'B7'F17' | 20·1 | 8·1<br>FK<br>*W* | Newcastle<br>British<br>3*BHCem*<br>*B*=*FPT*20*t* | C.2Cy.13⅛"&24⅞"–18" (*r*)<br>80lb 45RHP<br>1SB,*2pf*,GS25,HS590<br>WllsndSlpwy&Eng.CNwc | 8 〃 8<br>s1 〃 0<br>7 〃 10 | |
| 31279<br>2769<br>JGFD | Södra Sverige IronScSr<br>2*Dks&Shelterdk* | 735<br>402<br>441 | | | | | 1871 | Bergsunds<br>MekVerkst<br>Stockholm | Stockholms Rederiaktieb.Svea (H.Ericson, *Mgr.*) | 184·1<br>H56*t* | 25·1 | 13·0<br>20·4 | Stockholm<br>Swedish | C.2Cy.24"&48"–27"<br>100NHP<br>BergsundsMek.Vks.Skm. | | |
| 31280<br>1153<br>JOKG | Södra Vettern SteelScSp<br>(*ex*Guldkroken) 1*Dk* | 118<br>54<br>85 | | | | | 1891 | Jönköping<br>M.V.Aktieb.<br>Jönköping | Ångb.Aktieb.Vista (C.A.Carlsson, *Mgr.*) | 82·4<br>Q24'B41'H10*t*F20' | 16·7 | 7·3 | Visingsö<br>Swedish | C.2Cy.13¾"&23½"–17½"<br>19NHP<br>BergsundsAktieb.Skm. | | |
| 31281 | Soengei Rawa IronScCtr | 220<br>—<br>164 | | | | | 1891 | Cochrane&<br>Co.<br>Birkenhead | HandelsvereenigingF.Kehding | 105·6 | 22·0 | 9·2 | Medan,<br>Deli<br>Dutch | C.2Cy.10"&20"–15"<br>13NHP<br>Cochrane&Co.,Birkenhead | | |
| 31282 | Soerabaya SteelSc<br>(*ex*ZeelichterNo.1)<br>*Mchy.Aft* 1*Dk* | 580<br>485<br>342 | | | | | 1918 | H.Bernard<br>Nzn.Scheeps.<br>HetJacht<br>Nieuwendam | Koninkl.Paketv. Maats. | 170·0 | 31·0 | 11·8 | Batavia<br>Dutch<br>*WB* | C.2Cy.11$\frac{13}{16}$"&23⅝"–15¾"<br>18NHP<br>N.V.WerfHubertina, Haarlem | | V |
| 31283<br>PSKG | Soerakarta SteelScSr<br>*Elec.light* Wireless 3*Dks* | 6926<br>6559<br>4384 | | | | | 1912 | Kon.Maats<br>deSchelde<br>Flushing | Rotterdamsche Lloyd (W.Ruys& Zonen, *Mgrs.*) | 431·0<br>B60'F54' | 55·2 | 34·6 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.29",48"&82½"–54"<br>500NHP<br>Maats.deSchelde,Flushing | | V |

| 1 | 2-3 | 4 | 5 | 6 | 7 | 7" | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
| 31284<br>PSKL | **Soestdijk** SteelScSr<br>ssRot.No.3–1,14<br>ssRot.No.1–19<br>2*Dks*(*Stl*)3*trB*& *Shelter dk*(*Stl*)<br>*Elec.light* Wireless | 6464<br>6304<br>4165 | ✠100A1<br>*Shelter dk*<br>3,22 ~~3,21~~<br>~~BS11,20~~ ✠LMC8,19<br>BS11,21 | Rot | *z* | CL<br>~~8,10~~<br>3,22 | 1901<br>8mo<br><br><br>*WB=* | Furness,<br>Withy&CoLd<br>WHartlepool<br>A&CP<br>*CellDBa127'u* | Nederl.Amerik.<br>Stoomv.Maats.<br>(HollandAmerika<br>Lijn)<br>*E&B69' f148'907t* | 400·4<br><br><br><br>*DTa 29' 868t DT f* | 52·1 | 29·3<br><br>FK | Rottrdam<br>Dutch<br>6*BHCem*<br><br>25'790*tFPT* | T.3Cy.28",46"&77"–48" (*s*)<br>180lb 489NHP<br>4SB,*12cf*,GS208,HS8140<br>Richardsons,Westgarth&<br>77*tAPT*46*t* Co.Ld.Hpl. | 32<br>s 3<br>28 |
| 31285<br>115686<br>TKFR | **Sofala** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>Wireless &*Shelter dk*(*Stl*-teaks) | 5381<br>5023<br>3436 | ✠<br>*Shelter dk*<br>4,04 ✠ | Bom | *a*† | | 1902<br>6mo | SirJ.Laing<br>&Sons,Ld.<br>Sunderland | BritishIndiaStm.<br>Nav.Co.Ld.<br>*WB=CellDBa12*<br>*B42' f196'1256t* | 411·0<br><br>3'*uE&*<br>*DTf27'816tFPT*14 | 50·8 | 29·0<br><br>FK | Glasgow<br>British<br>6*BHCem*<br>1*tAPT*137*t* | T.3Cy.26½",42"&66½"–51'<br>395NHP<br>2SB,*6cf*,GS123,HS5695 FD<br>G.Clark,Ld.Sunderland | 32 |
| 31286 | **Sofia** SteelScSr<br>ssTri.No.3–7,21 ~~ssTri.No.2–16~~<br>(*ex*Sofia 2*Dks*(*Stl*)&*deep framing*<br>Hohenberg) &*Shelter dk*(*Stl-pt* ws)<br>*Elec.light* Wireless *Ref.Mchy.* | 5500<br>4457<br>3521 | ✠100A1<br>*Shelter dk*<br>7,21 ✠LMC<br>~~Examined4,1~~<br>MS4,19 BS7,21<br>✠Lloyd'sRMC2,20 ~~,21~~<br>4,22 | Tri | *y* | CL<br>10,20 | 1905<br>11mo<br><br>*Lloyd* | LloydAus-<br>triaco,<br>Trieste<br>*'sA&CP* | CosulichSoc.<br>Tirestina di Nav.<br><br>*CellDBa* | 360·0<br>*BonShelterdk*218'<br><br>118'*uE&B72'f124'* | 48·0 | 25·3<br><br>FK | Trieste<br>Italian<br>7*BHCem*<br>611*tAPT*28*t* | T.3Cy.26",43½"&73"–48" (*r*)<br>200lb *100lb* 488NHP<br>NDB03,*refitted*05<br>3SB,*9cf*,GS165,HS6701 FD<br>LloydAustriaco,Trieste | 28 |
| 31287 | — SteelScSr<br>ssHpl.No.3-8,07<br>(*ex*Dorita,*ex*Birchtor, ssShl.No.1–11<br>*ex*PlanetVenus) 1*Dk*(*Stl*)&*Spar dk*<br>Sub.Sig. (*ptIrnptStl*)&*deepframing* | *3689*<br>*3459*<br>*2378* | ✠<br>*Spar dk*<br>2,16<br>✠NB5,14 ✠ | Rot | *w* | | 1894<br>10mo | W.Hamil-<br>ton&Co.Ld.<br>Pt.Glasgow | <br><br><br>*WB=CellDBa* | 350·7<br>B86'F37'<br><br>116'*uE&B44'f134'* | 43·1 | 19·0<br>27·0<br>BK11' | <br><br>6*BHCem*<br>819*tAPT*80*t* | T.3Cy.24",40"&64"–45"<br>NDB08 295NHP<br>2SB,*6cf*,GS130,HS4960<br>D.Rowan&Son,Glasgow | 29 |
| 31288 | — SteelScSr<br>6thSurvey,Pir.6,08<br>(*ex*Panormos, 1stSurvey,Cpl.1,14<br>*Mchy.Aft* *ex*Devonia) 1*Dk* | *255*<br>*218*<br>*138* | ✠<br>8,16 | Cpl | Lv | | 1882<br>11mo | Murdoch&<br>Murray<br>PortGlasgow | Soc.Commerciale<br>BulgaredeNav.à<br>Vap. | 140·3<br>Q28*t*H5*t*F4*t*<br>ND01 | 21·8 | 10·1<br><br>FK | Varna<br>Bulgarian<br>4*BH*<br>*WB=DBf* | C.2Cy.21"&42"–30"<br>NB10,01 88NHP<br>1SB,*3pf*,GS45,HS1401<br>Dunsmuir&Jackson,Gls. | |
| 31289<br>2849<br>JGKV | — CompScSr<br>1*Dk* | 180<br>148<br>92 | | | | | 1895 | J.O.<br>Johansson<br>Eckerna | J.Andersson | 100·1<br>B21'H6*t* | 22·9 | 9·7 | Lyrestad<br>Swedish | C.2Cy.11⅝"&19½"–11⅝"<br>11NHP<br>WilhelmsbergsM.V.Got. | |
| 31290<br>1017<br>HCDJ | — ScSr<br>*OilEng.* | 126<br>—<br>99 | | | | | | ..................<br>Valdivia | A.Olavarria | ..................... | | | Valparaiso<br>Chilian | Oil Engine | |
| 31291<br>51<br>LJAM | **Soglasie** SteelSc3MstSr<br>(*ex*G.M.B.)<br>*Mchy.Aft* 1*Dk2trB* | 597<br>485<br>349 | | | ... | | 1878 | R.Dixon&<br>Co.<br>Middlesbro' | F.C.Svorono&<br>E.diPollone | 175·4<br>P61'F25' | 25·7 | 14·6<br><br>FK | Mariupol<br>Russian<br>*WB* | C.2Cy.25"&48"–30"<br>105NHP<br>T.Richardson&Sons,Hpl. | 15 |
| 31292<br><br>JPBT | **Sogn** IronScSr<br>1*Dk2trB* | 361<br>230<br>207 | | | | | 1875 | C.S.Swan<br>&Co.<br>Newcastle | Fylkesbaatane i<br>Sogn og Fjordane | 158·2<br>P58*t* H32*t* F40*t* | 22·0 | 11·4 | Bergen<br>Norwegian<br>*WB* | C.2Cy.21½"&40"–24"<br>65NHP<br>Thompson&Co.Nwc. | |
| 31293<br><br>OTRJ | **Soissons** WoodAuxTwinSc<br>5MstSr<br>*Elec.light Mchy.Aft* 2*Dks StmEng.*<br>(*See Sailing Ship Register*) | 2117<br>1816<br>1585 | | | | | 1918 | Foundat'n<br>Co.<br>Portland,Or. | FrenchGovern-<br>ment | 259·6<br>P42'F29' | 45·5 | 22·5 | Bordeaux<br>French | T.6Cy.10",16½"&26"–24"<br>68NHP<br>RobbEngineWorks,Lim.<br>Amherst,N.S. | |
| 31294 | **Sojourner** SteelSc<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 435<br>289<br>200 | ✠100A1<br>12,20<br>✠LMC9,20 | Gos-<br>port | *f* | CL | 1920<br>6mo<br><br>*Lloyd* | Camper&<br>Nicholson,Ld<br>Gosport<br>*'sA&CP* | Robinson,Brown&<br>Co,Ld. | 142·0<br>Q79'B9'F22' | 25·1 | 11·5<br><br>FK | Newcastle<br>British<br>3*BHCem*<br>*FPT*70*t* | C.2Cy.18"&38"–27" (*s*)<br>130lb 82NHP<br>1SB,*3pf*,GS50,HS1486<br>Aitchison,BlairLdClydebk | 12<br>s 4<br>12 |
| 31295<br>419<br>HBGQ | **Sokol** IronTwinSc<br>(*Tug*)<br>1*Dk* | 258<br>—<br>138 | | | | | 1868 | A.Leslie&<br>Co.<br>Newcastle | RussianS.N.&<br>TradingCo. | 129·0 | 29·4 | 8·8 | Odessa<br>Russian | | |
| 31296<br><br>NBKF | **Sökongen** WoodSc<br>*Motor* | 100<br>91<br>74 | | | ... | | 1920 | A/SNak-<br>skovSkibs-<br>værft<br>Nakskov | M.Ib.Nyeboe | 83·0 | 23·2 | 8·6 | Copnhagn<br>Danish | Motor<br>2Cy.12½"–16" 23NHP<br>Brödr.Houmöllers<br>Maskinfrbk.Fredrikshavn | |
| 31297<br>210133<br>LCKW | **Sol Duc** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | 1085<br>—<br>667 | | | | | 1912 | SeattleCon-<br>struction&<br>DryDockCo.<br>Seattle,Wash | PugetSoundNav.<br>Co.(J.Green,<br>*Mgr.*) | 189·0 | 31·5 | 22·6 | Seattle,<br>Wash.<br>Utd.States | T.3Cy.17",28"&47½"–36"<br>136NHP<br>SeattleConstruction&<br>DryDockCo.Seattle,Wash | |
| 31298<br>141954 | **Sola** SteelScK<br>*Elec.light* 1*Dk* | 227<br>197<br>92 | ✠100A1<br>*StmTrawler*<br>12,3~~14,20~~ ✠LMC4,20 | Abn<br>Flt | | CL | 1920<br>4mo<br><br>*Lloyd* | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>*'sA&CP* | NewDocksStm.<br>TrawlingCo(Fleet-<br>wood)Ld(Taylor&<br>Tomlinson,Ld.<br>*Mgrs.*) | 123·3<br>Q80'F19' | 22·1 | 11·6<br><br>BK7½" | Fleetwood<br>British<br>3*BHCem* | T.3Cy.12",20"&34"–24" (*s*)<br>180lb 79RHP<br>1SB,*3pf*,GS52,HS1474<br>W.Beardmore&Co.Ld.<br>Coatbridge | 12 |
| 31299<br><br>MQLR | **Solaas** SteelScSr<br>1*Dk*(*Stl*) | 1368<br>1138<br>785 | ✠100A1<br>7,20<br>✠LMC~~10,17~~<br>BS10,21 MS7,21 | Gib | | 7,20<br>~~8,21~~<br>1,22 | 1917<br>6mo<br><br>*Lloyd'* | Frdrkshvn<br>Skibs&Flydk<br>Fredrikshavn<br>*sA&CP* | AgdesidensRederi<br>A/S(Arnt.J.<br>Mörland,*Mgr.*)<br>*Cell* | 234·5<br>P12'B50'F14'<br><br>*DB*195' 395*t FPT* | 37·1 | 16·0<br><br>FK | Arendal<br>Norwegian<br>4*BHCem*<br>63*tAPT*27*t* | T3Cy.16½",25⁹⁄₁₆"&42½"–29½"<br>185lb (*s*) 120NHP<br>2SB,*4cf*,GS136,HS2034<br>KockumsM.V.Akt.Malmö | 18<br>s 2<br>16 |
| 31300<br>221422<br>MCPB | **Solana** SteelSc<br>*For full particulars See No. 39245 in Supplement*<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing* | 6702<br><br>4203 | 100A1<br>(*Class Contemplated*)<br>*Carrying Petroleum in bulk* | | | | 1921 | NewYork<br>S.B.Corp.<br>Camden,NJ. | PacificMailS.S.Co.<br>Inc. | 419·5<br>P101'B36'F34' | 56·5 | 33·3 | S.Frncisco<br>Utd.States | T.3Cy.27",45"&75"–51"<br><br><br>NewYorkS.B.Corp. | |
| 31301<br>211618<br>LDFW | **Solano** WoodScSr<br>*Fitted for oil fuel*<br>*Elec.light Mchy.Aft* 1*Dk* | 943<br>801<br>525 | | | | | 1913 | A.Petersen<br>Raymond,<br>Wash. | S.S.SolanoCo.<br>(W.H.Wood) | 198·2 | 42·7 | 14·7 | S.Frncisco<br>Utd.States | T.3Cy.13½",22"&36"–24"<br>63NHP<br>UnitedEng.Wrks.Alameda | |
| 31302<br>215697<br>LJCM | **Solarina** SteelScSr<br>(*ex*Anbolt,*ex*Innisvera) *OilEng.*<br>*Mchy.Aft* 1*Dk* | *255*<br>*195*<br>*124* | | | | | 1914 | W.Chal-<br>mers&Co.Ld.<br>Glasgow | PierceOilCorp. | 115·0<br>Q27'F28' | 21·6 | 10·5 | SnJuanPR<br>Utd.States<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.14"–14½" 57NHP<br>W.Beardmore&Co.Ld.Gls. | |
| 31303<br><br>MPLF | **Solbjörn** WoodSc<br>*Mchy.Aft* *OilEng.* | 140<br>123<br>101 | | | | | | | JacobKrog | 69·6 | 34·6 | 10·3 | Svolvær<br>Norwegian | Oil Engine 2S.C.SA<br>1Cy.14⁹⁄₁₆"–16¼" 17NHP<br>J&CG BolindersCoLd.Skm | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. & Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31304<br>MRDL | **Solborg** SteelScSr<br>ssPhl.2ndNo.3-1,19<br>(*ex*Solube-Mendi, *ex*ElSalto,*ex*Ardrishaig) 1*Dk*(*Irn*)<br>Wireless *&Webframes&ptAwngdk*(*Irn*) | 2727<br>1968<br>1672 | ✠100A1<br>*pt Awng dk withfreeboard*<br>9,21 ~~12,19~~ BS4,21<br>~~BS12,19~~ ✠LMC1,19 | NYk<br>Xia | *t* | ~~1,19~~<br>~~N4,21~~<br>N9,21 | 1892<br>8mo<br>*Lloyd* | Craig, Taylor&Co.<br>Stockton<br>'*sA&CP* | A/S Borchs Rederi (A.F.Borch &SönnerLd*Mgrs*) | 300·0\|40·2\|19·3<br>Q82'F29'<br>*ptAwngdk*189' FK<br>*WB*= | Drammen<br>Norwegian<br>5*BHCem*<br>*CellDB* 258' | T.3Cy.23",35"&57"–39" (*s*)<br>160lb *100lb* NDB11 204NHP<br>2SB,*6pf*,GS95,HS3100<br>N.E.MarineEng.CoLd.Sld.<br>553*t FPT* 101*t APT* 27*t* | 22 ″ 0<br>s 8 ″ 2½<br>21 ″ 1 | |
| 31305<br>114417<br>TUKJ | **Soldier Prince** SteelScSr<br>ssBkn.No.3-1,14<br>Wireless ssMch.No.1-17<br>1*Dk*(*Stl*)*&Spar dk*(*Stl–pt*ws)<br>*Elec.light* Sub.Sig. *&deep framing* | 3118<br>2934<br>2029 | ✠100A1<br>*Spar dk*<br>11,21 ~~5,21~~<br>~~BS11,20~~ ✠LMC9,17<br>MBS2,22 DBS11,21 | Mch | *v* | CL<br>5,21 | 1901<br>12mo<br>*Lloyd* | W.Dobson &Co.<br>Newcastle<br>'*sA&CP* *WB* | PrinceLine,Ld. (Furness,Withy & Co.Ld.*Mgrs.*)<br>=*CellDBa*100'*uE* | 331·5\|44·3\|17·4<br>P39'B110'F38' 26·2<br>FK<br>20'*f* 140' 514*t FPT* | Newcastle<br>British<br>6*BHCem*<br>80*t APT* 37*t* | T.3Cy.25",42"&69"–45" (*s*)<br>180lb *80lb* 361NHP<br>2SB,*8cf*,GS147,HS5760<br>Blair&Co.Ld.Stockton | 27 ″ 3<br>s 4 ″ 6½<br>23 ″ 0 | |
| 31306<br>113081 | — SteelScK<br>(*Trawler*)<br>1*Dk* | 156<br>147<br>61 | | | … | | 1900 | JTEltringham&Co.<br>S.Shields | A.Walker | 102·1\|20·3\|11·2<br>BK7" | N.Shields<br>British<br>*WB* | T.3Cy.11",18"&30"–22"<br>46RHP<br>G.T.Grey,S.Shields | 11 ″ 6 | |
| 31307<br>~~JQP~~ | **Solent** SteelScSr<br>~~Now~~ named "Yanville," See No. 40082 in Supplement<br>*Well deck* *Mchy.Aft* 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted* | 1474<br><br>848 | ✠100A1<br>BS5,20 ✠LMC2,19 | Gmh | *o* | CL<br>11,20 | 1910<br>7mo<br>*Lloyd* | J.Crown& Sons,Ld.<br>Sunderland<br>'*sA&CP* | ~~T.C.Steven&Co.~~<br>Worms&Co.<br>*WB=Cell DBuE*23'*f*165' | 239·3\|36·0\|15·6<br>Q131'B13'F24'<br>FK<br>386*tMT*8' 122*tFPT* | French<br>5*BHCem*<br>100*tAPT*32*t* | T.3Cy.19",31"&51"–36" (*s*)<br>180lb 186NHP<br>2SB,*4cf*,GS68,HS3092<br>N.E.MarineEng.Co.Ld.Sld | 17 ″ 9<br>s 1 ″ 8½<br>16 ″ 4 | |
| 31308<br>114551<br>THCL | — SteelPadSp<br>1*Dk* | 161<br>127<br>70 | | | | | 1902 | Mordey, Carney,Ld.<br>Southampton | L.&S.W.Rlwy.Co. | 135·5\|20·2\| 7·7 | S'thamptn<br>British | C.D.2Cy.17"&32"–42"<br>67RHP<br>Mordey,Carney,Ld.Sou. | | BT till 5,21 |
| 31309<br>97201 | **Solent Queen** IronPadSk | 324<br>285<br>184 | | | | | 1889 | Barclay, Curle&Co.Ld<br>Glasgow | Sou.I.of Wight & S.of Eng.Royal MailStmPktCo.Ld | 215·6\|21·1\| 8·2 | S'thamptn<br>British | C.D.2Cy.29"&58"–60"<br>NB02 217NHP<br>Barclay,Curle&Co.Ld.Gls. | | BT till 12,21 |
| 31310<br>MSDJ | **Solferino** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 2580<br>2411<br>1632 | | | | | 1918 | Nylands Verks.<br>Christiania | Dampsk.A/S Otto ThoresensLinie (Otto&ThorThoresenA/S,*Mgrs.*) | 300·0\|40·0\|24·0<br>H166*t* | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.21½",34½"&60"–39"<br>225NHP<br>NylandsVerks.Christiania | | N |
| 31311<br>OTRQ | — SteelScSr<br>*Elec.light* 1*Dk* | 355<br>303<br>102 | ✠100A1<br>*StmTrawler*<br>8,19 ✠LMC8,19 | Sav | | CL | 1919<br>8mo | Foundat'n Co.<br>Savannah,Ga<br>A&CP | FrenchGovernment | 150·0\|25·0\|14·7<br>Q79'F26'<br>BK7"<br>*FPT*6*t* | French<br>4*BHCem*<br>*APT*8*t* | T.3Cy12¾",21½"&35"–24"(*s*)<br>180lb 89NHP<br>1SB,*3pf*,GS53,HS1700<br>Goldie&McCullochCo. Galt,Ont. | 14 ″ 8<br>s 2 ″ 5½<br>14 ″ 1 | |
| 31312<br>5875<br>JVTR | **Solfrid** SteelSc<br>(*ex*Engelsberg)<br>*Mchy.Aft* 1*Dk* | 542<br>408<br>270 | | | | | 1917 | Göteborgs M.V.Aktieb.<br>Gothenburg | RederiA/B Östersjön (A. Christensen,*Mgr.*) | 164·4\|27·3\|10·9<br>P49'F23'H49*t* | Trelleborg<br>Swedish<br>*WB* | T.3Cy.13⅜",22¼"&37⅜"–23⅛"<br>68NHP<br>GöteborgsM.V.Aktieb.Got | | V |
| 31313 | **Solgull** WoodAuxScSr<br>*PetrolMotor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 165<br>—<br>140 | | | | | 1918 | Astilleros MinguellS.A.<br>Barcelona | AstillerosMinguell,S.A. | 104·0\|23·0\|10·0 | Barcelona<br>Spanish | Petrol Motor | | |
| 31314<br>~~WNDK~~<br>LCJT | **Solhaug** SteelSc<br>(*ex*FireIsland) 2*Dks*(*Stl*)<br>*Elec.light* | ~~2950~~<br>2844 ~~2443~~<br>~~1750~~<br>2496<br>1337 | ✠100A1<br>5,21 ~~5,20~~<br>✠LMC10,19 | Lon<br>NYk | *t* | CL<br>5,20 | 1919<br>10mo | ThePusey &JonesCo.<br>Wlmgtn.Del.<br>CP | D/S A/S Solhaug (L.Mæland&H.K. Hansen,*Mgrs.*)<br>*CellDB*244'644*t* | 300·0\|44·1\|22·9<br>P37'B76'F29'<br>FK<br>*DTa*12'43*t FPT*64*t* | Haugesnd<br>Norwegian<br>6*BHCem*<br>*APT*99*t* | T.3Cy.19¾",31½"&54¼"–36"<br>190lb (*r*) 332NHP<br>2SB,*6cf*,GS123,HS5554 FD<br>Pusey&JonesCo.Wlmngtn, Del. | 25 ″ 0<br>s4 ″ 0½<br>21 ″ 3 | |
| 31315 | **Solholm** SteelScSr<br>Now named "Nalpa," See No. 38657 in Supplement<br>1*Dk* | 678<br><br>325 | | | | | 1918 | Woerteboer&Co.<br>Delfzijl | TheAdelaide SteamshipCo.Ld. | 180·8\|28·7\|12·6 | British<br>*WB* | T.3Cy.14⅗",23⅗"&38⅗"–26⅘"<br>77NHP<br>N.V.Mach.fab.voorhenH. J.KoopmanDordrecht | | N |
| 31316 | **Solide** SteelSc<br>1*Dk* | 110<br>100<br>49 | | | | | 1892 | G.Seebeck<br>Geestemünde | Soc.deConstruction duPort de Bahia | 90·6\|18·0\|10·5 | Bahia<br>Brazilian | C.2Cy.17"&31½"–22"<br>39NHP<br>G.Seebeck,Geestemünde | | |
| 31317<br>KBGC | **Solingen** SteelScSr<br>Now named "Kari Skogland," See No. 38037 in Supplement<br>*Elec.light* Wireless 3*Dks* | 4195<br><br>2642 | | | | | 1905 | Akt.Ges. "Neptun"<br>Rostock | ValhalS.S.Co.,Ld (Watts,Watts& Co.,Ld.*Mgrs.*) | 376·8\|48·7\|27·2<br>P306'F41' | London<br>British<br>*WB* | T.3Cy.27$\frac{9}{16}$",46$\frac{1}{16}$"&76"–48"<br>400NHP<br>A.G."Neptun,"Rostock | | |
| 31318 | **Solis** SteelSc<br>(*Tug*)<br>(*ex*CoryBrothers) | 116<br>—<br>— | | | | | 1887 | ……………… | TheArgentine Nav.Co.(Nicholas Mihanovich)Ld. | 90·5\|17·4\| 7·2 | Bns. Ayres<br>Argentine | 2Cy.16½"–22" | | |
| 31319<br>219845<br>LWFR | **Solitaire** SteelTwinSc<br>*OilEng.*<br>*Elec.light* 2*Dks*(*Stl*)*&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 3350<br>2917<br>2627 | ✠100A1<br>~~9,21~~ ~~12,20~~ 3,22<br>✠LMC~~4,20~~ 9,21<br>*CarryingPetroleum in bulk* | ~~Mob~~<br>~~NYk~~ Bal | *u* | | 1920<br>4mo | TexasS.S. Co.<br>Bath,Me.<br>A&CP | TheTexasS.S.Co. Inc.<br>*Cell DBuE*37' 96*t* | 315·0\|43·7\|27·6<br>P77'B25'F30'<br>FK<br>*FPT*54*t APT*95*t* | NewYork<br>Utd. States<br>12*BHptCem*<br>(*9 to U dk* 3 „ *2nd* „ ) | Oil Engines 4S.C.SA<br>12Cy.16"–24" 188NHP<br>McIntosh&SeymourCorp. Auburn,N.Y. | | |
| 31320 | **Solli** SteelScSr<br>ssNwc.2ndNo.3-8,19<br>(*ex*Constance,*ex*Köln) 1*Dk*(*Stl*)2nd *dk*(*Stl*)*forward* | 685<br>607<br>382 | 100A1<br>8,20<br>~~BS8,20~~ LMC8,19<br>BS12,21 | Nwc | *i* | 7,20 | 1899<br>*Lloyd* | Bremer Vulkan<br>Vegesack<br>'*sA&CP* | EgyptianNav.Co. Ld.(M.P.Salvago, *Mgr.*) | 172·2\|27·0\|16·3<br>B46'<br>FK<br>*FPT* *APT* | Alexndria<br>Egyptian<br>4*BHCem*<br>*DTa* | T.3Cy.12$\frac{13}{16}$",21¾"&34¾"–24"<br>170lb *80lb* (*s*) 70NHP<br>1SB,*2pf*,GS42,HS1178<br>BremerVulkan,Vegesack | 17 ″ 1 | |
| 31321 | **Solnut** WoodSc<br>Now named "ClausClausen," See No. 36850 in Supplement<br>1*Dk* | 500<br>400<br>180 | | | | | 1920 | Ottesen, Sagvaag,<br>Ryfylke | P.&O.Thingbö | 144·5\|29·3\|15·5<br>Q41'B36'F24' | Stavanger<br>Norwegian | T.3Cy.10",16$\frac{3}{16}$"&26½"–18"<br>E*made*01, *fitted*20 30NHP<br>B*made*08, *fitted*20<br>W.White&Son,Cws. | | |
| 31322<br>122832<br>HDLM | **Solo** SteelScSr<br>ssNwc.No.3-5,19<br>*Well deck* 1*Dk*(*Irn*)*&deepframing*<br>*Cargo battens not fitted* | 1235<br>955<br>719 | ✠100A1<br>8,21 ~~11,20~~<br>BS11,20 ✠LMC5,19 | Nwc | *o* | CL<br>~~11,20~~<br>8,21 | 1905<br>9mo<br>*Lloyd* | J.P.Renoldson&Sns<br>South Shields<br>'*sA&CP* *WB* | PeltonS.S.Co.Ld.<br>=*CellDBa*56'*uE&* | 235·0\|34·2\|14·5<br>Q56'P26'B48'F27'<br>FK<br>B31'*f*100'401*tFPT* | Newcastle<br>British<br>4*BHCem*<br>23*tAPT*19*t* | T.3Cy.19",31"&51"–33" (*s*)<br>160lb *90lb* 156NHP<br>1SB,*3pf*,GS67,HS2461<br>J.P.Rennoldsn&Sns.S.Shl. | 17 ″ 3<br>s 1 ″ 7½<br>15 ″ 11 | |
| 31323 | **Sologne** SteelSc<br>(*Tug*)<br>(*ex*LasHeras) 1*Dk* | 128<br>—<br>30 | | | … | | 1914 | GooleS.B. &R.Co.Ld.<br>Goole | Worms&Co. | 80·0\|22·0\|11·7<br>BK6" | Havre<br>French<br>*WB* | T.3Cy.13½",22"&37"–24"<br>93NHP<br>Earle'sCo.Ld.Hull | 12 ″ 3 | V |
| 31324<br>132139 | **Solon** SteelScK<br>ssLiv.No.2-19<br>1*Dk* | 295<br>264<br>121 | ✠100A1<br>*StmTrawler*<br>11,20 ✠LMC11,19 | Gms | | CL<br>11,19 | 1912<br>6mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld.<br>Beverley<br>'*sA&CP* | StandardSteam FishingCo.Ld. | 130·0\|23·0\|12·2<br>Q72'<br>BK8" | Grimsby<br>British<br>4*BHCem* | T.3Cy.13½",22½"&37"–24"(*s*)<br>185lb 69RHP<br>1SB,*3pf*,GS52,HS1595<br>Amos&Smith,Ld.Hull | 13 ″ 1 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31325<br>637<br>HCGR | **Solovetzky** IronScSr | 374<br>—<br>224 | | | | | 1881 | WCrichton &Co.<br>Åbo | Solovetz Monastery | 154·0<br>P48t | 23·0<br>F52t | 14·0 | Archangel<br>Russian | C.2Cy.26"&45"-27"<br>88NHP<br>Crichton&Co.Åbo | |
| 31326<br><br>JCQK | **Solovey Boudimirovitch** SteelSc<br>Now named "Malygin," See No. 38511 in Supplement<br>(exBruce) 2Dks(Stl)&Awngdk(Stl-ws)<br>Elec.light Wireless | 1553<br><br>663 | ✠ ~~——~~<br>5,20<br>Awngdk with freeboard | NFL | v | | 1912<br>1mo | Napier& Miller,Ld.<br>Glasgow | RussianGovernment<br>Cell DBa 39'u | 250·4<br>F on Awng dk 36'<br>FK<br>E33' f94' 187' FPT | 36·2 | 23·1 | Russian<br>5BHCem<br>9tAPT27t | T.3Cy.25",42"&68"-45"<br>521NHP<br>4SB,12cf,GS156,HS8464 FD<br>J.G.Kincaid&Co.Ld.Grk. | 25 |
| 31327<br><br>MFOT | **Solskjel** SteelScSr<br>1Dk | 198<br>115<br>95 | | | | | 1908 | Xiansands Mek.Værks.<br>Xiansand | MöreSkjærgaards Dampskselsk. (EndreWitzöe, Mgr.) | 110·8<br>Q22tB41tH11tF8t | 20·1 | 8·9 | Xiansund<br>Norwegian<br>WB | T.3Cy.11 3/16",18 3/16"&29½"-18"<br>E&B made07, fittd08 37NHP<br>OrensM.V.Trondhjem | |
| 31328<br>137059 | **Solstice** WoodSc<br>9&12yrs.Mat. 1Dk | 99<br>98<br>43 | ✠ 11 A1<br>7,20<br>For fishing purposes<br>✠LMC7,20 | Abn | | CL<br>7,20 | 1918<br>6mo<br>Lloyd'sA&CP | Herd& Mackenzie<br>Findochty | ~~TheAdmiralty~~<br>D.Tolmie | 87·0 | 20·0 | 10·2 | British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 42NHP<br>1SB,2pf,GS30,HS814<br>Urquhart,Lindsay&Co.Ld. Dundee | 10 |
| 31329<br><br>NBFG | **Solstraalen** WoodAuxSc3MstSr<br>OilEng.<br>Now named "AlbertMau," See No. 36256 in Supplement<br>(See Sailing Ship Register) | 314<br>287<br>254 | | | | | 1919 | Middelfart Skibsværft<br>Middelfart | TalattaRederiA/S (J.P.Thomsen, Mgr.) | 128·5 | 29·9 | 13·2 | Aarhus<br>Danish | Oil Engine<br>4Cy.12½"-16½"<br>A/SFredrikshavnsJernstöberi&Maskinfabrik, Frhvn | |
| 31330<br><br>JVBL | **Solstrand** SteelScSr<br>1Dk | 186<br>110<br>96 | | | | | 1899 | Trondhjems Mek.Verks.<br>Trondhjem | DetMidthordlandskeDampskselsk. (B.Samuelsen, Mgr.) | 111·0<br>Q20tB35tH8tF12t | 20·3 | 8·5 | Bergen<br>Norwegian | C.2Cy.13½"&30"-20"<br>34NHP<br>TrondhjemsMV.Trndhjm | |
| 31331<br><br>MGDQ | **Solstreif** SteelScSr<br>ssLiv.2ndNo.3-10,18<br>(exSheikh)<br>Elec.light Wireless 2Dks(Irn)3trB | 4643<br>4176<br>3289 | ✠100A1<br>9,21 10,20<br>~~BS10,20~~ ✠LMC10,18<br>BS6,21<br>Carrying whale oil in bulk in No.3 hold | Xia<br>Rot | x | 10,20 | 1892<br>12mo | Palmers' Co.Ld.<br>Newcastle<br>A&CP | Hvalfangerselsk Norge(Chr.Nielsen &Co.A/S.Mgrs.)<br>WB = Cell | 388·0<br>P38'B83'F39<br>FK<br>DB 331' 819t FPT | 46·0 | 28·5 | Larvik<br>Norwegian<br>6BHCem<br>104tAPT46t | T.3Cy.26",43"&70"-45" (a)<br>180lb 90lb NDB10 490NHP<br>2DB,8rf,GS152,HS9400<br>Palmers'Co.Ld.Newcastle | 31 |
| 31332<br>33<br>SJHO | **Solunto** SteelScSr<br>(exCentroAmerica)<br>Elec.light Wireless 3Dks | 3358<br>2557<br>2068 | | | | | 1897 | N.Odero fu A.<br>SestriP'nente | SiciliaSocietà di Navigazione | 361·7<br>Q28'F52' | 41·5 | 18·0<br>26·4 | Palermo<br>Italian<br>WB | T.3Cy.28½",46½"&74½"-49½"<br>384NHP<br>NOderofuA.,SestriPnente | |
| 31333<br>142024<br>KHGN | **Solva** SteelSc<br>(Whaler) (exDauphin III., exKnysna) Elec.light 1Dk | 133<br>128<br>57 | | | | | 1913 | Akers Mek.Værks.<br>Christiania | Chr.Salvesen&Co. | 99·3 | 19·6 | 11·6 | Stanley,F.I. ~~Leith~~<br>British | T.3Cy.12",20"&33"-21"<br>79RHP<br>Akers.Mek.Værks.Xia. | |
| 31334<br><br>LBDO | **Solvang** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 1Dk | 2332<br>2103<br>1401 | | | | | 1920 | Eltringhams,Ld.<br>Newcastle | D/S A/S Solvang (J.Gjerdsö& C.Haaland) | 290·4<br>P62tH125t | 44·0 | 20·8 | Haugesnd<br>Norwegian<br>WB | T.3Cy.21",34½"&57"-39"<br>203NHP<br>Eltringhams,Ld.Nwc. | |
| 31335<br>1426<br>HSDC | **Sölve** IronScSr<br>1Dk | 491<br>410<br>259 | | | | | 1884 | Göteborgs Mek.Værkst.<br>Gothenburg | Ångf.Aktieb.Sölve (F.W.Balkenhausen, Mgr.) | 149·9<br>B37'H12tF19' | 24·6 | 15·4 | Gothenbrg<br>Swedish | C.2Cy.13½"&32"-20"<br>Ealt01 NB01 38NHP<br>GöteborgsMek.Vrks.,Got. | |
| 31336<br><br>MPQJ | **Solveig Skogland** SteelScSr<br>ssBla.No.3-11,11<br>ssNwc.No.2-19<br>(exIthaki, exInchkeith) 1Dk(Stl)&Spar dk(Irn)<br>Elec.light Wireless &deep framing | 3739<br>3506<br>2418 | ✠100A1<br>Spar dk<br>10,21 ~~4,21~~<br>BS4,21 ✠LMC12,19 | Stn<br>Ham | w | ~~12,19~~<br>10,21 | 1899<br>7mo | W.Gray& Co.Ld.<br>WHartlepool<br>A&CP<br>WB = CellD | A/S Skoglands Linje (T.H. Skogland&Sön, A/S.Mgrs.)<br>BuE26'f142'483t | 348·0<br>P21'B83'F33'<br>FK<br>DTa26' 670t FPT | 47·0 | 16·7<br>25·5 | Haugesnd<br>Norwegian<br>7BHCem<br>77tAPT59t | Q5Cy17"24"34"&(2)42"-42"<br>250lb 180lb (s) 266NHP<br>NDB15<br>2SB,6rf,GS90,HS2890 FD<br>Cen.Mar.Eng.Wrks.W.Hpl | 28<br>s5<br>22 |
| 31337<br>2969<br>JGRQ | **Solvik** SteelScSr<br>(exGunhild) ssMmo.No.3-4,10<br>Well deck ssMmo.No.2-17<br>Elec.light 1Dk(ptIrn&ptStl)2trB | 1559<br>1182<br>860 | ✠100A1<br>11,20<br>~~BS10,20~~ ✠LMC8,17<br>BS8,21 | Cff | p | ~~3,19~~<br>4,22 | 1896<br>11mo | R.Craggs& Sons<br>Middlesbro'<br>A&CP | Norrköpings Rederiaktieb. (K.Henningson, Mgr.)<br>CellDBa&u | 255·0<br>Q94'B68'F28'<br>FK<br>E100'f94'303tFPT | 37·0 | 15·4 | Nrrköping<br>Swedish<br>4BHCem<br>22tAPT25t | T.3Cy.19",31½"&52"-36" (s)<br>160lb 173NHP<br>2SB,6cf,GS90,HS2760<br>Sir C.Furness,Westgarth& Co.Ld.Mdb. | 17<br>s1<br>16 |
| 31338 | **Solvœr** SteelSc<br>Elec.light 1Dk | 1949<br>1668<br>1136 | | | | | 1918 | Shanghai D.&E.Co.Ld.<br>Shanghai | | 265·1<br>P68tH88tF39t | 42·2 | 17·8 | WB | T.3Cy.18",29½"&50"-36"<br>ShanghaiDock& Eng.Co.Ld.Shanghai 150NHP | |
| 31339<br>55224 | **Solway** IronPadSp<br>(Tug)<br>1Dk | 103<br>102<br>46 | | | | | 1886<br>4mo | Ramage& Ferguson<br>Leith | JarrowTug & LighterCo Ld(G. W.Todd,Mgr) | 90·3 | 17·1 | 9·0 | Grimsby<br>British | C.D.1Cy.34"-54"<br>NB09 70RHP<br>Ramage&Ferguson,Leith | |
| 31340<br>[illegible] | **Solway Firth** SteelSc<br>For full particulars See No. 39253 in Supplement<br>Mchy.Aft | 252<br>325<br>216 ~~99~~<br>126 | 100A1<br>(ClassContemplated) | | | CL | 1921 | J.Cran& Somerville, Ld.<br>Leith | BorderShipping Co.Ld.(G.T.Gillie &Co.Mgrs.) | 130·0<br>Q48'B8'F22' | 22·5 | 10·5 | British | C.2Cy.15"&32"-24"<br>J.Cran&Somerville,Ld. | 10<br>s<br>10 |
| 31341<br>114056<br>SJWO | **Somali** SteelTwinScSr<br>2Dks(Stl-1ws&Uteaks)3trB<br>Elec.light Wireless | 6794<br>4173<br>4193 | ✠<br>9,04<br>✠ | Lon | b† | | 1901<br>6mo | Caird&Co. Ld.<br>Greenock<br>WB = Cell | P.&O.Stm.Nav.Co. | 450·3<br>P85'B171'F90'<br>FK&BK3"<br>DBa95'f180'757t | 52·4 | 30·5 | Greenock<br>British<br>8BHCem<br>APT64t | T.6Cy.22½",36½"&60"-48"<br>642NHP<br>2DB,12cf,GS239,HS9230 FD<br>Caird&Co.Ld.Greenock | 33 |
| 31342<br>19874<br>NFWO | **Somedono Maru** SteelScSr<br>ssKob.No.1-21<br>Elec.light Wireless 2Dks(Stl) | 5155<br>4826<br>3175 | ✠100A1<br>5,21 ~~5,20~~<br>✠LMC~~5,20~~ 5,21 | Kob | z | 4,19 | 1917<br>1mo<br>Lloyd'sA&CP | MitsuBishi Dkyd&EWks<br>Nagasaki<br>CellDB | TatsuumaKisen KabushikiKaisha | 400·0<br>P39'B121'F40'<br>FK<br>350t 1075t FPT130t | 54·5 | 30·0 | Nishinomiya<br>Japanese<br>6BHCem<br>APT87t | T.3Cy.26½",44½"&75"-48"<br>200lb (s) 495NHP<br>3SB,9cf,GS163,HS6591 FD<br>MitsuBishiD.&E.Wks.Nag | 30<br>s5<br>24 |
| 31343<br>124280<br>JBRH | **Somersby** SteelScSr<br>ssBly.No.1-17<br>Wireless 1Dk(ptIrnptStl) | 3647<br>3374<br>2250 | ✠100A1<br>2,21<br>~~BS3,20~~ ✠LMC2,17<br>BS9,21 | Bry | w | CL<br>2,21 | 1913<br>3mo<br>Lloyd'sA&CP | Ropner& Sons,Ld.<br>Stockton | RopnerShppgCo. Ld.<br>WB = Cell<br>DBa111'uE24' | 346·5<br>P23'B102'F38'<br>FK<br>f153'881tFPT139t | 50·8 | 23·3 | Stockton<br>British<br>6BHCem<br>APT147t | T.3Cy.25",41"&67"-45" (s)<br>180lb 100lb 322NHP<br>2SB,6cf,GS131,HS4900<br>Blair&Co.Ld.Stockton | 25<br>s4<br>21 |
| 31344<br>142696<br>JVRW | **Somerset** SteelSc<br>Fitted for liquid fuel<br>Elec.light Wireless 3Dks<br>Ref.Mchy. Cruiser Stern | 9773<br>8158<br>7384 | ✠Lloyd'sRMC6,21 12,21 | | | | 1918 | Earle'sCo. Ld.<br>Hull | FederalSteam Nav.Co.Ld. | 460·6<br>B270'F51' | 62·8 | 34·6 | London<br>British<br>WB | 3 Steam Turbines<br>Earle'sCo.Ld.Hull | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31345<br>212835<br>LFBQ | **Somerset** SteelScSr<br>ssMmo.No.2-20 ~~ssNYk No.1-18~~<br>(exTecumseh) 2Dks(Stl)&Web frames<br>Elec.light Longitudinal framing<br>Mchy.Aft Sub.Sig. Wireless | 5079<br>4468<br>3032 | ✠100A1<br>2,22 ~~1,21~~<br>~~BS12,20~~ ✠LMC8,20<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 5,13 F.P. above 150°F. | NYk<br>~~Ham~~<br>BS12,21 | y | CL<br>8,20 | 1913<br>5mo<br>Lloyd's A&CP | Howaldtswerke<br>Kiel | StandardOilCo.<br>(NewJersey) | 385·2\|52·5\|25·9<br>P115'B22'F37' FK<br>10BHtoUprDk&3BHto2nddk<br>WB=CellDBuE&B74 221tDTf31' | NewYork<br>Utd.States<br>13BHCem | Q4Cy19½",28",41"&59"–41⅜"<br>213lb 120lb (s) 320NHP<br>2SB,6cf,GS100,HS4512 FD<br>Howaldtswerke,Kiel<br>480tFPT169tAPT66t | 28 " 8 | |
| 31346<br>143620<br>KFON | **Somerset Coast** SteelScSr<br>Elec.light 1Dk(Stl)&2nd dk(Stl)<br>Mchy.Aft in after hold | 1353<br>1093<br>800 | ✠100A1<br>2,22 ~~4,21~~<br>✠LMC3,20 | Liv | p | CL<br>2,22 | 1920<br>3mo<br>Lloyd's A&CP | Harland&Wolff,Ld.<br>Glasgow | CoastLines,Ld.<br>CellD | 240·0\|36·2\|16·2<br>Q67'P79'F28' FK<br>Bf159'311tFPT50t | Liverpool<br>British<br>5BHCem<br>APT8t | T.3Cy.18",30"&50"–36" (s)<br>180lb 203NHP<br>2SB,6cf,GS102,HS3702<br>A.&J.Inglis,Ld.Glasgow | 18 " 6<br>s5 " 6½<br>17 " 3 | |
| 31347 | **Somersetshire** SteelTwinSc<br>For full particulars See No. 39259 on Supplement<br>OilEng.<br>Elec.light<br>Wireless CruiserStern | 7445 | 100A1<br>(ClassContemplated) | | | | 1921 | Harland&Wolff,Ld.<br>Belfast | BibbyS.S.Co.Ld.<br>(BibbyBros.&Co. Mgrs.) | 450·3\|57·3\|33·7<br>P37'B127'F56' | Liverpool<br>British | Oil Engine | 36 " 7<br>s8 " 9½<br>28 " 1 | |
| 31348<br>144367<br>KDRL | **Somerton** SteelSc<br>Elec.light Wireless 1Dk(Stl) | 5227<br>4792<br>3139 | ✠100A1<br>~~7,21~~ ~~10,20~~ 3,22<br>✠LMC2,20 | Bry<br>~~Cf~~ | y | CL<br>N11,20 | 1920<br>2mo<br>Lloyd's A&CP | W.Pickersgill&Sons,Ld.<br>Sunderland | ~~AtlanticShipping &TradingCo.Ld.~~<br>W.J.TatemLd.<br>CellDB | 400·0\|52·3\|28·5<br>P49'B113'F38' FK<br>345'1047t FPT132t | London<br>British<br>7BHCem<br>APT218t | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7668 FD<br>G.Clark,Ld.Sunderland | 31 " 0<br>s6 " 2<br>25 " 3 | |
| 31349<br>96241<br>MJLF | **Somerville** IronScYl<br>(Trawler)<br>1Dk | 149<br>142<br>55 | | | ... | | 1891 | Mackie&Thomson<br>Glasgow | WoodburySteam FishingCo.Ld.<br>(H.A.JeffriesMgr) | 100·5\|20·5\|10·7<br>Q19'F19'<br>BK7½" | Grimsby<br>British | T.3Cy.11",16½"&27"–22"<br>NB18 45RHP<br>Muir&Houston,Glasgow | 11 " 11 | |
| 31350<br>220853<br>MCBD | **Somme** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Sub.Sig. Wireless Cruiser Stern | 7556<br>6282<br>3908 | Fitted for oil fuel 11,20 F.P. above 150° F. | | ... | | 1920<br>9mo<br>A&CP | American International Corp.<br>HogIsland, Pa. | UnitedStates ShippingBoard<br>CellDB288'1187t | 436·9\|58·2\|35·9<br>P80'B135'F82' on Shelter dk FK<br>DTa11'53tFPT103t | Phildlphia<br>Utd. States<br>Cem<br>11BHtoS dk<br>APT171t | 2 Steam Turbines geared to 1 Sc.Shaft (s) 1259NHP<br>200lb HS17410<br>6 Water Tube Boilers FD<br>GeneralElectricCo.Erie Pa | 40 " 0<br>s12 " 2½<br>28 " 0 | |
| 31351<br>143394<br>KCHT | **—** SteelScSr<br>Elec.light Sub.Sig. 2Dks(Stl)<br>Wireless | 5265<br>4810<br>3230 | ✠100A1<br>~~6,21~~ ~~1,21~~ 2,22<br>✠LMC8,19 | Ham<br>~~Lon~~ Liv | y | CL | 1919<br>8mo<br>Lloyd's A&CP | ShortBros. Ld.<br>Sunderland | RoyalMailSteam PacketCo.<br>CellDB | 400·0\|52·4\|28·5<br>P49'B113'F40' FK<br>340'1067t FPT135t | London<br>British<br>7BHptCem<br>APT198t | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7668 FD<br>N.E.Marine Eng.Co.Ld.Sld | 31 " 0<br>s6 " 2<br>25 " 3 | |
| 31352 | **—** SteelScSr<br>ssSt.N.No.3-12,19<br>(exLaSomme,exEvelpis,<br>exCity of York) 1Dk(Irn)2trB&deep framing3Dk rule<br>Wireless<br>Should be "La Somme" see Supplement | 3100<br>2898<br>1959 | ✠100A1<br>withfreeboard<br>2,21<br>BS3,21 ✠LMC12,19 | StN | u | 12,19 | 1897<br>5mo<br>A&CP | J.Blumer&Co.<br>Sunderland | Cie.Générale Transatlantique<br>CellDBa | 325·0\|47·0\|22·0<br>P29'B71'F36' FK<br>108'uE22'f124'753t | St.Nazaire<br>French<br>6BHCem<br>APT75t | T.3Cy.24",40"&65"–42" (s)<br>160lb 100lb NDB14 281NHP<br>2SB,6rf,GS119,HS4324<br>Blair&Co.Ld.Stockton | 24 " 9<br>s4 " 6<br>20 " 8 | |
| 31353<br>PSNO | **Sommelsdijk** SteelScSr<br>ssRot.No.3-3,22 ~~ssRot.No.2-17~~<br>(exEmpireTransport, exSavannah) 2Dks(Stl)& deep framing&Shelter dk (Stl)<br>Elec.light Wireless | 6291<br>6110<br>4030 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,22 ~~2,21~~<br>~~BS10,20~~ ✠LMC~~5,17~~ 3,22 | Sba<br>Rot | a† | CL<br>~~2,21~~<br>3,22 | 1909<br>5mo<br>Lloyd's A&CP | Nthmblnd S.B.Co.Ld.<br>Newcastle | Nederl.Amerik. Stoomv.Maats.<br>(Holland-Amerika Lijn)<br>WB=CellDBa146'uE&B47' | 410·0\|52·0\|27·6<br>FK<br>f169'1137tDTa36' | Rottrdam<br>Dutch<br>7BHCem<br>870tAPT38t | T.3Cy.28",46"&77"–54" (s)<br>180lb 80lb 563NHP<br>3SB,9cf,GS189,HS7925 FD<br>Richardsons,Westgarth& Co.Ld.Sld. | 39 " 0<br>s10 " 1½<br>29 " 3 | |
| 31354<br>MRBV | **Sommerdag** SteelAuxSc3MstSr<br>OilEng.<br>Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 164<br>140<br>115 | | | | | 1917 | Marstal Stlskibsbg.<br>Marstal | A.Andresen | 89·0\|22·6\|8·8<br>Q23'F15' | Sndefjord<br>Norwegian<br>WB | Oil Engines 2S.C.SA<br>2Cy.13"–13⅜" 23NHP<br>J&C G BolindersCoLd.Skm | | V |
| 31355<br>NBRM | **Sönderborg** SteelSc<br>Elec.light Wireless 1Dk(Stl) | 2876<br>2594<br>1709 | ✠100A1<br>~~1,21~~ 11,21<br>✠LMC6,20 | Els<br>Abg | u | | 1920<br>6mo<br>Lloyd's A&CP | Helsingörs Jernsk&Msk.<br>Elsinore | DampskibsSelskabetDannebrog<br>(C.K.HansenMgr)<br>CellD | 320·2\|47·2\|20·9<br>P28'B186'F45' FK<br>B272'782tFPT132t | Copnhagn<br>Danish<br>5BHCem<br>APT128t | T.3Cy.23",38"&62"–42" (s)<br>180lb 180lb 282NHP<br>2SB,6cf,GS92,HS4494<br>HelsingörsJernsk&Mskb. | 23 " 6<br>s2 " 8½<br>21 " 1 | |
| 31356 | **Sonderburg** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 215<br>203<br>82 | | | | | 1910 | J.H.N. Wichorst<br>Hamburg | N.Ebeling | 117·2\|22·2\|9·8<br>F16' | Altona<br>German | C.3Cy.(2)10 5/16"&24⅝"–22"<br>24NHP<br>J.H.N.Wichorst,Hamburg | | |
| 31357<br>NMWD | **Sönderjylland** SteelScSr<br>1Dk | 404<br>296<br>196 | | | | | 1904 | Akt.Burmeistr&Wain<br>Copenhagen | DetForenede Dampskibs.Selsk. | 164·8\|25·8\|10·5<br>P&B105'F37' | Kolding<br>Danish<br>WB | T.3Cy.13",21"&37"–24"<br>67NHP<br>Akt.Burmeistr&Wain,Cpn | | V |
| 31358<br>JPBR | **Söndhordland** IronScSr<br>1Dk | 138<br>101<br>80 | | | | | 1872 | P.Johanesen<br>Bergen | Hardanger Söndhordlanske Dampskibsselskab | 116·0\|17·4\|8·0<br>Q17tB56tH5tF11t | Bergen<br>Norwegian | C.2Cy.15"&30"–18"<br>32NHP | | |
| 31359<br>JRLT | **Söndmör** SteelScSr<br>1Dk | 104<br>62<br>50 | | | | | 1889 | Christnsnd Mek.Værk.<br>Christians'nd | A/SKragerö-Skien<br>(H.Evensen,Mgr.) | 89·0\|16·0\|7·7<br>Q8tB22tF8t | Skien<br>Norwegian | C.2Cy.12½"&21½"–18"<br>NB97 16NHP<br>ChristiansandMek.Værks. | | |
| 31360<br>MHGR | **Söndmöringen** WoodScSr<br>1Dk | 122<br>106<br>63 | | | | | 1912 | H.Gravdal<br>Opsanger | A/S H.Koppernæs &Sönner | 93·7\|21·3\|9·9<br>Q16t | Aalesund<br>Norwegian | C.2Cy.8½"&16"–12"<br>7NHP<br>RosenbergM.V.Stavanger | | |
| 31361 | **Soneck** SteelScSr<br>ssHam.No.3-5,14<br>Wireless 1Dk(Stl)&deepframing &Shelter dk(Stl-ptws) | 1121<br>894<br>595 | ✠<br>Shelter dk<br>12,16 ✠ | Ham | o | | 1902<br>4mo | Wigham-Richrdsn&Co<br>LdNewcastle | DeutscheDmpfsfahrts.Ges.Hansa<br>WB | 235·0\|33·6\|15·4<br>BK8"<br>=Cell DBa 50'uE | Bremen<br>German<br>5BHCem<br>19'f109'231t | T.3Cy.18½",31"&52"–39"<br>190NHP<br>1SB,3rf,GS60,HS2423 FD<br>WghmRchrdsn&C.LdNwc | 17 " 8 | |
| 31362<br>LCJB | **Songa** SteelSc<br>Elec.light Wireless 1Dk(Stl) | ~~3120~~ 3116<br>~~2720~~<br>~~1960~~<br>2820<br>1892 | ✠100A1<br>11,21<br>~~(ClassContemplated)~~<br>✠LMC11,21 | Nwc | u | CL | 1921<br>9mo<br>Lloyd's A&CP | Armstrong Whitworth &Co.Ld.<br>Newcastle | ~~LorentzW.Hansen~~<br>LorentzW Hansen'sRederiA/S<br>(L,W.Hansen,Mgr) | ~~330·5~~\|45·2\|25·3<br>P36'B92'F31'<br>320·5\| FK<br>CellDB276'571tFPT62tAPT38t | Bergen<br>Norwegian<br>5BHCem | T.3Cy.23½",39"&65"–45"(s)<br>180lb 365NHP<br>3SB,6cf,GS126,HS5130 FD<br>Armstrong,Whitworth& Co.Ld.Nwc. | 27 " 6 | |
| 31363<br>MPTW | **Songdal** SteelScSr<br>OilEng.<br>(exFolkvard,exBandon) 1Dk&Awng dk<br>Elec.light Wireless | 3467<br>3146<br>2179 | | | ... | | 1909 | Barclay, Curle&Co.Ld.<br>Glasgow | A/SChristianssand(S.O.Stray& Co.A/S,Mgrs.) | 330·1\|47·3\|25·7<br>P85tH20tB155t<br>F50t FK | Xiansand<br>Norwegian<br>WB | Oil Engines4S.C.SA alt14<br>6Cy.26⅜"–39⅜" 324NHP<br>NE14<br>Burmeister&WainOilEng. Co.Gls. | 28 " 0 | N |
| 31364<br>LBST | **Songelv** SteelSc<br>Elec.light Wireless 1Dk | 2517<br>2199<br>1443 | | | | | 1920 | Forth S.&E.Co.Ld.<br>Alloa | A/SChristianssand(S.O.Stray& Co.A/S,Mgrs.) | 295·7\|43·6\|20·7<br>P28'B90'F33' | Xiansand<br>Norwegian<br>WB | T.3Cy.20½",33"&54"–39"<br>182NHP<br>ForthS.&E.Co.Ld.Alloa | | N |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31365<br>125621<br>HLPK | **Songster** SteelSc<br>*ss*Shl.No.3–6,20<br>(*ex*Spheroid) 1*Dk*(*Stl*)&*Spar dk*<br>Wireless (*Irn*)&*deep framing* | 3815<br>3471<br>2426 | ✠100A1<br>*Spar dk*<br>10,21 ~~2,21~~<br>✠LMC7,20<br>BS7,21 | Lon | *x* | CL<br>7,20 | 1907<br>10mo<br>*Lloyd*'*sA&CP* | J Readhead<br>&Sons<br>South Shields | CharenteS.S.Co. Ld. (T.&J. Harrison, *Mgrs.*)<br>*CellDBa* | 359·3<br>P83'B122'F38'<br>110'*uE*&*B*42'*f*156' | 47·6 | 15·2<br>25·2<br>FK | Liverpool<br>British<br>6*BHCem*<br>749*tAPT*18*t* | T.3Cy.26",43"&71"–48" (*r*)<br>180lb *80lb* 410NHP<br>2SB,6*cf*,GS115,HS5425 FD<br>J.Readhead&Sons,S.Shl. | 27 · 8<br>· 4 · 7<br>23 · 4 |
| 31366<br><br>MFWF | **Songvaar** SteelSc<br>(*ex*Landvard, *OilEng.*<br>*ex*Chumpon) 1*Dk*&*deep framing*<br>*Elec.light* Wireless &*Awng dk* | 3454<br>3143<br>2122 | | | | | 1909 | Barclay,<br>Curle&Co.Ld.<br>Glasgow | S.O.Stray&Co.A/S | 329·7<br>P31'B65'F37' | 47·1 | 17·7<br>25·6<br>FK | Xiansand<br>Norwegian<br>*WB* | OilEnginesAlt.15 4S.C.SA<br>6Cy.26⅝"–39⅜" 324NHP<br>Burmeister& 2NDB15<br>WainOilEng.Co.Gls. | 28 · 0 |
| 31367<br><br>MSJD | **Songvand** SteelScSr<br>*OilEng.*<br>(*ex*Lidvard,*ex*Pangan)<br>1*Dk*&*deepframing*&*Awng dk*<br>*Elec.light* Wireless | 3494<br>3174<br>2158 | | | ... | | 1909 | Barclay,<br>Curle&Co.Ld.<br>Glasgow | A/S Excelsior (S.O.Stray&Co. A/S,*Mgrs.*) | 330·0<br>P87*t*B154*t*H18*t*<br>F49*t* | 47·3 | 17·7<br>FK | Xiansand<br>Norwegian<br>*WB* | Oil Engines4S.C.SA<br>6Cy.26⅝"–39⅜" 324NHP<br>2NDB14 NE14<br>Burmeister&WainOilEng. Co.Gls. | 28 · 0 |
| 31368<br>5880<br>KBOD | **Sonja** SteelSc<br>*Now named* "Bolama," *See No.* 36521 *in Supplement*<br>1*Dk* | 1820<br><br>1075 | | | | | 1917 | Sörlandets<br>...erri<br>Fevig | Aktieb.Transmarin (B.Ingelsson,*Mgr.*) | 265·4<br>P22'B71'F29' | 42·0 | 17·8 | H'lsingbrg<br>Swedish<br>*WB* | T.3Cy.20½",33"&56"–36"<br>188NHP<br>FredrikstadM.V.Frdstad. | |
| 31369<br><br>MFNQ | — IronScSr<br>*ss*Cff.3rdNo.3–6,19<br>(*ex*Gwentland) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | 1438<br>1148<br>889 | ✠100A1<br>10,21~~10,20~~<br>✠NB4,11 ✠LMC8,18<br>BS~~7,20~~7,21 | Cpn<br>Stv | *p* | 10,20 | 1881<br>12mo | J Readhead<br>&Co.<br>S.Shields<br>A&CP | A/SExcelsior (S.O.Stray&Co. A/S,*Mgrs.*)<br>*W* | 250·9<br>Q96'B56'F25'<br>*B=D Ba*74'*f* 100' | 35·2 | 17·5<br>BK9" | Xiansand<br>Norwegian<br>5*BHCem*<br>395*tAPT*17*t* | C.2Cy.27½"&55"–36" (*s*)<br>80lb *100lb* NDB07 151NHP<br>2SB,4*pf*,GS62,HS2536<br>J.Readhead&Co.S.Shields | 18 · 6<br>s1 · 8<br>17 · |
| 31370<br>6102<br>KBRC | — SteelAuxSc3MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 300<br>255<br>209 | | | | | 1919 | ErikBrodinsVarvs<br>A/BGefle | K.E.G.Ahlman | 119·3 | 27·6 | 11·4 | Norrtelje<br>Swedish | Oil Engine<br>2Cy.16½"–18⅞" 46NHP<br>J.&C.G.Bolinders,Skm. | |
| 31371<br>5245<br>JSKQ | — SteelScSr<br>*Mchy.Aft* 1*Dk* | 223<br>179<br>135 | | | | | 1911 | P.Larsson<br>Thorskog | Ångb.Aktieb Export(Olaf Jensen,*Mgr.*) | 100·3<br>P26'H14*t*F12' | 22·5 | 10·3 | Karlstad<br>Swedish<br>*WB* | C.2Cy.11"&18"–16"<br>25NHP<br>P.Larsson,Thorskog | |
| 31372 | — IronScK<br>(*Fishing*)<br>(*ex*Guernsey) 1*Dk* | 137<br>134<br>50 | | | ... | | 1895 | Cook,Welt'n&Gemmell<br>Hull | FiskeriA/BSvea (And.Stönner, *Mgr.*) | 98·7<br>ND07 | 20·5 | 11·0 | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.10",16"&25½"–20"<br>35NHP<br>Amos&Smith,Hull | 11 · 10 |
| 31373<br>129383<br>HQNW | — SteelScK<br>*ss*S.GeorgiaNo.2–18<br>1*Dk* | 126<br>123<br>43 | ✠100A1<br>*For fishing purposes*<br>9,20<br>BS9,20 ✠LMC9,18 | S.Georgia | | CL<br>N9,20 | 1910<br>3mo<br>*Lloyd*'*sA&CP* | Hawthorns<br>&Co.Ld.<br>Leith | Chr.Salvesen&Co. | 95·0<br>*W* | 19·1 | 10·9<br>BK7½" | Leith<br>British<br>4*BHCem*<br>*B=APT*5*t* | T.3Cy.11½",18½"&30"&22"<br>180lb (*o*) 53RHP<br>1SB,2*pf*,GS32,HS927<br>Hawthorns&Co.Ld.Leith | 12 · 0 |
| 31374 | **Sonnenberg** SteelScSr<br>(*ex*Dortmund, *ex*Immo,*ex*BrunoMenzell) 1*Dk*&*deep framing*<br>*Elec.light* Sub.Sig. Wireless | 1317<br>1092<br>798 | | | | | 1903 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | Herm.Kimme | 245·8<br>P14'Q58'B112'F27' | 35·5 | 15·2 | Bremen<br>German<br>*WB* | T.3Cy.15",23⅝"&43⁵⁄₁₆"–34⁷⁄₁₆"<br>110NHP<br>FlensburgerSchiffsb.Ges. | |
| 31375 | **Sonnenfels** SteelSc<br>*Now named* "Luxembourg," *See No.* 28227 *in Supplement*<br>*ss*Cff.No.[illegible]-20<br>*Elec.light* 2*Dks*(*Stl–U* teaks)<br>Wireless | 5854<br>5496<br>3665 | ✠100A1<br>10,20<br>✠LMC5,20 | Cff | | CL<br>5,20 | 1915<br>5mo<br>*Lloyd*'*sAP* | Akt.Ges.<br>"Weser"<br>Bremen<br>*CellDB*373' | BelgianGovernment (Assoc.Man. Belge, *Mgrs*)<br>1*BH in forward hold dispensed with*<br>1187*tFPT*48*t*'*tween dk tanks f*36'494*t* | 421·8<br>P60'B126'F54' | 56·0 | 29·6<br>FK | Antwerp<br>Belgian<br>*Cem*<br>6*BHonly*<br>*a*36'470*t* | T.3Cy.28¾",46¹⁄₁₆"&75⁷⁄₁₆"–53¹⁄₁₆" (*s*)<br>192lb 520NHP<br>3SB,9*cf*,GS148,HS6950 FD<br>A.G."Weser,"Bremen | 32 · 6 |
| 31376<br>117009<br>KQLV | **Sonoma** SteelTwinScSr<br>*ss*S.Fo.No.3–4,12<br>*Elec.light* *ss*S.Fo.No.2–20<br>*Ref.Mchy.* Wireless 3*Dks*(*Stl–Mws*)&<br>Sub.Sig. *Spar dk*(*Stl–ptws*) | 6279<br>5634<br>3911 | ✠100A1<br>*Spar dk*<br>~~2,22~~<br>MS3,20 ✠LMC<br>BS7,~~20~~ 8,21<br>*Fitted for oil fuel*4,12 | SFo<br>~~Syd~~ | *z* | CL<br>PN2.22<br>~~S2,22~~<br>SN4,22<br>*F.P. above* 150°F. | 1900<br>11mo | W.Cramp<br>&SonsCo.<br>Philadelphia<br>A&CP | OceanicS.S.Co.<br>*WB=Cell DBa*82'<br>*uEB*& *Bunkrs*148' | 400·0<br>*f*74'885*tFPT*121*t* | 50·2 | 26·0<br>37·2<br>FK | S.Frncisco<br>Utd.States<br>6*BHCem*<br>*APT*134*t* | T.6Cy.28",46"&75"–48" (*s*)<br>175lb *130lb* 1036NHP<br>8SB,24*cf*,GS408,HS15000FD<br>W.Cramp&SonsCo.Phl. | |
| 31377<br>117266 | — SteelScSr<br>Wireless<br>*Mchy.Aft* *Elec.light* 1*Dk*2*trB* | 4539<br>—<br>3503 | | | | | 1903 | WestBay<br>CityS.B.Co.<br>W.BayCity | DuluthS.S.Co. (G.A.Tomlinson, *Mgr.*) | 416·0<br>F44' | 50·0 | 24·0 | Pt.Huron<br>Utd.States<br>*WB* | T.3Cy.20",33½"&55"–42"<br>196NHP<br>DetroitS.B.Co.Detroit | |
| 31378<br>171158 | **Sonora** SteelScSr<br>*Mchy.Aft* *Elec.light* 1*Dk*2*trB* | 3914<br>—<br>2850 | | | | | 1902 | Superior<br>S.B.Co.<br>W.Superior | SuperiorS.S.Co. (G.A.Tomlinson, *Mgr.*) | 353·2 | 48·0 | 24·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>185NHP<br>SuperiorS.B.Co. | |
| 31379 | — SteelScSr<br>(*ex*J.Y.Limantour,*ex* Rathfran) 1*Dk*(*Stl*)<br>*Well deck* | *449*<br>*317*<br>*168* | ✠<br>4,01<br>✠ | Cff | *g* | | 1898<br>5mo | R.Stephenson&Co.Ld.<br>Newcastle | Cia.Naviera.del Pacifico.S.A.<br>*WB=DBa* | 160·0<br>Q84'B12'F19'<br>39'*f*64'105*tAPT*19*t* | 25·1 | 11·2<br>FK | Guaymas<br>Mexican<br>4*BHCem* | C.2Cy.20"&42"–30"<br>89NHP<br>1SB,3*pf*,GS53,HS1448<br>Ross&Duncan,Glasgow | 11 · 10 |
| 31380<br>151419<br>THPS | **Soochow** SteelSc<br>2*Dks*<br>*Elec.light* | ~~2590~~ 2504<br>2276<br>~~1594~~ 1504 | | | | | 1920 | Taikoo<br>Dckyd& Eng.<br>Co.ofHKg.Ld<br>HongKong | ChinaNav.Co.Ld. | 310·3<br>P15'B74'F37' | 41·2 | 22·4 | London<br>British<br>*WB* | T.3Cy.22",35"&56"–39"<br>195NHP<br>TaikooDkyd.&Eng.Co.of HKg.Ld. | |
| 31381<br>128250 | — SteelTwinSc<br>2*Dks* | 310<br>257<br>204 | | | | | 1909 | W.Denny&<br>Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 155·4 | 28·1 | 8·1 | Glasgow<br>British | C.4Cy.16"&32"–21"<br>25RHP<br>Denny&Co.Dumbarton | |
| 31382<br>105443<br>VSLJ | **Soon Ann** IronScSr<br>(*ex*Wilhelm)<br>1*Dk*2*trB*&*Hur dk* | 783<br>520<br>588 | | | | | 1882 | H.F.Ulrichs<br>Vegesack | HeapEngMohS.S. Co.Ld. | 180·3<br>Q52'B128' | 27·0 | 14·3 | Singapore<br>British<br>*WB* | C.2Cy.21"&37½"–25½"<br>240RHP<br>O.Henniges&Co.Berlin | |
| 31383<br>6 | **Sophia** IronScSr<br>(*ex*Jakobstad)<br>*Elec.light* 2*Dks* | 607<br>—<br>282 | | | | | 1876 | Bergsunds<br>M.V.Aktieb.<br>Stockholm | A.I.Zoritch&Co. | 174·4<br>H— | 25·7 | 25·6 | Khorli<br>Russian<br>*WB* | C.2Cy.19¾"&38"–26½"<br>NB91 62NHP<br>BergsundsM.V.Aktb.Skm. | |
| 31384<br>1198<br>LRCS | — SteelTwinScSr<br>(*ex*Omsk)<br>*Mchy.Aft* 1*Dk* | 456<br>—<br>329 | | | | | 1880 | C.Mitchell<br>&Co.<br>Newcastle | LouisDreyfus&Co. | 185·0 | 28·9 | 9·6 | Rostoff<br>Russian | C.4Cy.12½"&22"–18"<br>34NHP<br>R.&W.Hawthorn,Nwc. | |
| 31385<br>181 | — IronPad<br>(*Tug*)<br>1*Dk* | 170<br>—<br>49 | | | | | 1883 | Mayer<br>Linz | D.Ratner | 124·2 | 23·0 | 10·0 | Odessa<br>Russian | C.2Cy.20"&36"–45⅝"<br>73NHP | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31386<br>185<br>LGAD | **Sophia Couppa** **SteelTwinSc**<br>1*Dk*<br>Wireless | 375<br>—<br>236 | | | | | 1890 | StabTecnicoTriestino<br>Trieste | K.A.Bytchichin&<br>O.W.Couppa | 180·0\|29·0\| 9·0 | Berdiansk<br>Russian | C.4Cy.13″&24″-20″<br>NB05 42NHP<br>Stab.TecnicoTriestino,Tri. | | |
| 31387 | **Sophia Inglessi** **IronPad**<br>(*ex*EarlofErne) | 698<br>613<br>315 | | | | | 1855 | R.Napier&Sons<br>Glasgow | D.Inglessi&Fils | 219·4\|31·5\|14·7<br>Q26*t* | Samos<br>Greek | C.2Cy.37″&70″-72″<br>NE85 NB88 347NHP<br>A.&J.Inglis,Glasgow | | |
| 31388<br>1097<br>LRCT | **Sophia Pustovojtowa** **Steel TwinScSr**<br>*Mchy.Aft* | 401<br>—<br>277 | | | | | 1891 | StabilmntoTecnico<br>Trieste | G.Graviloff<br>Pustovojtoff | 180·0\|30·2\| 8·6 | Rostoff<br>Russian | C.4Cy.13″&24″-20″<br>43NHP<br>StabilimentoTecnico,Tri. | | |
| 31389<br>NCDM | **Sophie** **SteelSc**<br>1*Dk* | 945<br>833<br>524 | | | | | 1920 | F.Schichau<br>Elbing | D/SA/S"Skagerak"(M.Nielsen&Sön,*Mgrs.*) | 224·3\|33·6\|13·5<br>P14′B59′F29′ | Copnhagn<br>Danish<br>*WB* | T.3Cy.15″,$20\frac{3}{4}$″&$32\frac{1}{2}$″-21″<br>92NHP<br>F.Schichau,Elbing. | | |
| 31390<br>LRCW | — **SteelTwinSc**<br>Sunk by Mine 8,21<br>(*ex*Trud)<br>*Mchy.Aft* 1*Dk* | 614<br>—<br>326 | | | | | 1891 | StabilmntoTecnico<br>Trieste | A.A.Theofani | 209·5\|31·6\|10·8 | Marseilles<br>French | C.4Cy.$14\frac{1}{2}$″&28″-20″<br>58NHP<br>StabilimentoTecnico,Tri. | | V |
| 31391 | — **SteelSc**<br>(*Tug*)<br>1*Dk* | 158<br>131 | | | | | 1919 | N.V.Shpsb."Baanhoek"<br>Sliedrecht | J.&A.van der Schuyt | 91·4\|20·5\|10·0 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.<br>J.&A.van der Schuyt,Papendrecht | | |
| 31392 | **Sophie Rickmers** **SteelSc**<br>*Elec.light* Wireless 2*Dks* | 6959<br>6407<br>4363 | | | | | 1920 | Nordd.WrftG.m.b.H<br>Geestemünde | RickmersReed.A.G. | 441·4\|57·6\|30·9<br>P60′B140′F49′ | Hamburg<br>German<br>*WB* | T.3Cy.$29\frac{9}{10}$″,$48\frac{3}{5}$″&$77\frac{9}{10}$″-$55\frac{1}{10}$″<br>450NHP<br>BremerVulkan,Vegesack | | |
| 31393<br>144805<br>KLPB | **Sophocles** **SteelTwinSc**<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws)<br>*Ref.Mchy.* *CruiserStern*<br>Wireless | ~~13000~~<br>12361<br>10196<br>7367 | ✠100A1<br>*Shelter dk withfreeboard*<br>2,22<br>~~(*ClassContemplated*)~~<br>✠LMC2,22<br>✠Lloyd'sRMC2,22 | Bel | *g*† | CL | ~~1921~~<br>1922<br>2mo | Harland&Wolff,Ld.<br>Belfast<br>*Lloyd's*A&CP | G.Thompson&Co.Ld. | 500·4\|63·2\|39·6<br>P34′B226′F87′ *on Shelter dk* FK&BK2″<br>*CellDB* 25′1822*t Tanks at sides of tunnel* 1440*t*<br>*FPT*175*t APT*158*t* | Aberdeen<br>British<br>*Cem*<br>*9BHtoSh.dk*<br>1 „ „ *U* „ | 4 Steam Turbines geared to 2 screw shafts (*s*)<br>215lb 1334NHP<br>Harland&Wolff,Ld.Bel.<br>4DB&1SB,27*cf*,GS569,HS24268 | 42 ″ 9<br>S10″$5\frac{1}{2}$<br>32 ″ 10 | |
| 31394<br>133645 | **Sophos** **SteelScK**<br>ssAbn.No.1-19<br>1*Dk* | 217<br>212<br>80 | ✠100A1<br>*StmTrawler*<br>12,19<br>✠LMC12,19<br>BS11,21 | Abn | | CL<br>12,19 | 1914<br>3mo | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>*Lloyd's*A&CP | NationalSteamFishingCo.(Aberdeen)Ld. | 115·4\|22·6\|12·3<br>BK$7\frac{1}{2}$″<br>*WB*= | Aberdeen<br>British<br>*3BHCem*<br>*DTf*5′12*t* | T.3Cy.$11\frac{1}{2}$″,20″&34″-23″ (*s*)<br>180lb 70RHP<br>1SB,3*pf*,GS38,HS1250<br>W.V.V.Lidgerwood,LdGls | 13 ″ 1 | |
| 31395<br>MTRC | **Sophus Magdalon** **IronScBk**<br>*OilEng.*<br>ssS.Fo.2ndNo.3-8,15<br>(*ex*SailingVesselOlga, *ex*AndrewWelch) 1*Dk*2*trB* | 934<br>796<br>537 | ✠<br>10,17 | Got | *p* | | 1888<br>9mo | Russell&Co.<br>PortGlasgow | A/S Sophus Magdalon (S.Kabrs) | 188·8\|36·1\|17·5<br>P33′F25′<br>BK10″ | Bergen<br>Norwegian<br>*1BHCem* | Oil Engines<br>NDB10,08 | 20 ″ 4 | N |
| 31396<br>1168<br>HGWJ | **Sorachi Maru** **IronScSr**<br>ssYka.No.2-91<br>(*ex*Wyvern) 1*Dk*(*Irn*)&*Spardk*3*trB* | 1778<br>1705<br>1235 | ✠<br>*Spar dk*<br>1,93 | Yka | *q* | | 1883<br>6mo | Richardsn,Duck&Co.<br>Stockton | UchidaKisenKabushikiKaisha | 257·8\|36·5\|20·9<br>BK$8\frac{1}{2}$″<br>*WB*=*DBa*78′&*u* | Tarumi<br>Japanese<br>*6BHCem*<br>*E&B*38′242*t* | C.2Cy.$29\frac{3}{4}$″&$60\frac{1}{8}$″-39″<br>NB97 188NHP<br>Blair&Co.(Lim.),Stockton | | |
| 31397<br>106849<br>PQLV | **Sorata** **SteelScSr**<br>Wireless 3*Dks* | 4606<br>4415<br>2938 | | | | | 1897 | C.S.Swan&Hunter(Lim)<br>Newcastle | PacificStmNavCo. | 390·0\|47·3\|30·0<br>F51′ | Liverpool<br>British<br>*WB* | T.3Cy.24″,40″&66″-51″<br>311NHP<br>WllsndSlpwyCo.Ld.Nwc. | | |
| 31398 | — **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>*Should be* "Guaruja," *See No.* 37537 *in Supplement.* | 4200<br>3100<br>3500 | | | | | 1921 | Forg.&Ch.delaMédit.<br>LaSeyne | Soc.Gén.deTransp.Mar.àVap. | 360·2\|45·9\|26·5<br>P233′F46′ | Marseilles<br>French<br>*WB* | 2 Steam Turbines<br>Forg.&Ch.de laMédit. | | |
| 31399<br>144908<br>KGLS | **Sorcerer** **SteelSc**<br>ssNwc.No.3-8,20<br>(*ex*Kildary) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 633<br>489<br>283 | 100A1<br>1,22 ~~8,20~~<br>LMC7,20 | Nwc<br>Shl | | CL<br>N1,22 | 1918 | Smith'sDockCo.Ld.<br>Middlesbro'<br>*Lloyd's*A&CP | BrownShippingCo.(Newcastle)Ld.(Robinson,Brown&Co.*Mgrs.*) | 175·0\|30·0\|15·7<br>B52′<br>FK<br>*CellDBuE*26′20*t* | Newcastle<br>British<br>*5BHCem*<br>*FPT*20*t* | T.3Cy.16″,26″&44″-26″ (*s*)<br>200lb 94RHP<br>1SB,3*cf*,GS51,HS1825<br>Smith'sDockCo.Ld.Mdb. | 16 ″ 6<br>S 1 ″10<br>14 ″11 | |
| 31400<br>142117<br>TORK | **Sordello** **WoodAuxScSr**<br>*OilEng.*<br>*Salted* 1*Dk*<br>(*See Sailing Ship Register*) | 582<br>486<br>440 | ✠12A1<br>9,21 ~~5,20~~<br>✠LMC~~5,20~~ 9,21 | NFL | *h* | | 1919<br>11mo | A.Chaulk<br>Botwood,N.F.L.<br>A&CP | Anglo-NewfoundlandDevelopmentCo.Ld.&A.ReedCo.(Newfoundland)Ld. | 144·3\|34·5\|14·6<br>P38′ | SJhnsNFL<br>British | Oil Engines 2S.C.SA<br>4Cy.11″-$14\frac{3}{16}$″ 40NHP<br>SkandiaPacificOilEng.Co.<br>Oakland,Cal. | 15 ″ 9<br>S 2 ″ 9 | |
| 31401<br>MKQV | **Sörfjorden** **SteelSc**<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 395<br>311<br>342 | | | | | 1914 | LarvikSlip&Verksted<br>Larvik | A/SEmanuel (M.Irgens,*Mgr.*) | 126·0\|26·3\|15·0 | Odda<br>Norwegian<br>*WB* | Oil Engines 2S.C.SA<br>2Cy.15″-$16\frac{1}{8}$″ 34NHP<br>J.&C.G.BolindersM.V.Aktieb.Skm. | | |
| 31402<br>MDHK | **Sörfold** **IronScSr**<br>(*ex*Edda,*ex*Salmon)<br>(*Trawler*) 1*Dk* | 125<br>124<br>45 | | | ... | | 1894 | J.P.Rennoldson&Sns<br>S.Shields | BrödreneTvedtA/S | 95·0\|20·5\|10·2<br>BK7″ | Bergen<br>Norwegian | C.2Cy.16″&32″-21″<br>43NHP<br>J.P.Rennoldson&Sns,SShl | 10 ″ 9 | N |
| 31403<br>841<br>SJHX | **Sori** **SteelScSr**<br>*Elec.light* Wireless 2*Dks*&*Shl dk* | 6214<br>—<br>4043 | | | | | 1918 | Soc.EsercizioBacini<br>RivaTrigoso | NavigazioneAltaItalia(Soc.Anon.) | 389·5\|49·5\|26·6 | Genoa<br>Italian | T.3Cy.26″,$42\frac{1}{2}$″&$69\frac{7}{10}$″-48″<br>337NHP<br>Soc.EsercizioBaciniR.Trig | | CI |
| 31404<br>145555 | **Sorka** **SteelScSr**<br>(*Whaling*)<br>*Elec.light* 1*Dk*(*ptStl*-ws) | 218<br>206<br>81 | ✠100A1<br>12,19<br>✠LMC12,19 | Xia | *c* | CL | 1919<br>8mo | KaldnæsMek.Værks<br>Tönsberg<br>*Lloyd's*A&CP | Chr. Salvesen&Co. | 109·5\|21·6\|13·4<br>BK8″ | Leith<br>British<br>*3BHCem*<br>*DTa*7′7*t* | T.3Cy.$13\frac{1}{2}$″,22″&37″-24″ (*s*)<br>200lb 90RHP ~~99NHP~~<br>1SB,3*cf*.GS58,HS1793<br>BergensMekVerks.Bergen | 14 ″ 0 | |
| 31405<br>MGTS | **Sörkap** **SteelSc**<br>(*Whaler*)<br>(*ex*Hobarth,*ex*Erling) 1*Dk* | 121<br>117<br>44 | | | | | 1908 | FramnesMek.Værks.<br>Sandefjord | SpitsbergenHvalA/S(A.Ingebrigtsen,*Mgr.*) | 92·4\|18·2\|11·1 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.11″,18″&29″-21″<br>38NHP<br>G.T.Grey,SouthShields | | N |
| 31406<br>MTQP | **Sörkyst** **SteelScSr**<br>(*ex*Furu II, *ex*Heini,*ex*Gæa,*ex*Viben) 1*Dk* | 153<br>112<br>65 | | | | | 1899 | D.W.KremerSohn<br>Elmshorn | A/S SörlandskeKystfart(L.S.Daae *Mgr.*) | 97·2\|20·0\| 7·7<br>P24*t*F5*t* | Chrstiania<br>Norwegian<br>*WB* | C.2Cy.$9\frac{3}{5}$″&$17\frac{9}{10}$″-$11\frac{4}{5}$″<br>9NHP<br>C.Steen,Sen.Elmshorn | | |
| 31407<br>MRSK | **Sörland** **SteelSc4MstSr**<br>*Elec.light* Wireless 1*Dk* | 1820<br>1627<br>1096 | | | | | 1918 | SörlandetsSkibsbyggeri<br>Fevik | A/S Excelsior (S.O.Stray&CoA/S *Mgrs.*) | 265·0\|42·1\|17·9<br>P23′B71′F29′ | Xiansand<br>Norwegian<br>*WB* | T.3Cy.$20\frac{1}{2}$″,33″&56″-36″<br>188NHP<br>FredriksstadM.V.Verkstd. | | N |
| 31408<br>MGBW | **Sörö** **SteelScSr**<br>*Elec.light* 2*Dks* | 492<br>471<br>276 | | | | | 1910 | TrndhjmsMek.Værks<br>Trondhjem | FinmarkensAmtsrederi (A.S.Aaröe,*Mgr.*) | 156·3\|25·0\|17·9<br>H21*t* | Hmmerfst<br>Norwegian<br>*WB* | T.3Cy.$13\frac{3}{4}$″,23″&38″-22″<br>68NHP<br>TrondhjemsM.V.Trndhjm | | N |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>ignaux | Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. p. |
| | Now named "Wellgunde," See No. 39946 in Supplement | | | | | | | | | | | | | | |
| 31409<br>~~[illegible]~~<br>~~[illegible]~~ | **Soroka** SteelScSr<br>(exPaulaBlumberg)<br>Elec.light Wireless 1Dk&Spar dk | 1660<br>1498<br>984 | | | | | 1906 | Eiderwerft<br>Akt.Ges.<br>Tönning | ~~O.G.Wilkinson~~<br>Emil.R.Retzlaff | 282·7<br>H65' | 40·2 | 15·8 | Stettin<br>~~Newcastle~~<br>~~British~~<br>German WB | T.3Cy.18$\frac{5}{16}$",30$\frac{1}{8}$"&49$\frac{1}{4}$"-<br>35½" 131NHP<br>EiderwerftA.G.Tönning | |
| 31410<br>133382<br>HVTC | **Sorrento** SteelScSr<br>Wireless<br>Elec.light CruiserStern 1Dk | 2892<br>1736<br>1798 | | | | | 1912 | Earle'sCo.<br>Ld.<br>Hull | Ellerman'sWilson<br>Line,Ld. | 300·0 | 44·7 | 17·8 | Hull<br>British<br>WB | T.3Cy.22",35"&59"-39"<br>217NHP<br>Earle'sCo.Ld.Hull | |
| 31411 | **Sorsogon** IronScSr<br>(exAntonioMacleod,<br>exLochGarry) 1Dk&Awng dk2trB<br>Elec.light | 1236<br>1070<br>812 | | | ... | | 1880 | Gourlay<br>Bros.&Co.<br>Dundee | YnchaustiS.S.Co. | 210·3 | 29·7 | 15·7<br><br>FK | Manila<br>Utd.States<br>WB | C.2Cy.23"&44"-42"<br>NB09 100NHP<br>GourlayBros.&Co.Dundee | 16 ▸ 11 |
| 31412<br><br>MSDQ | **Sörsund** WoodScSr<br>OilEng.<br>Mchy.Aft 1Dk | 131<br>—<br>91 | | | | | 1918 | Akties.<br>Helle<br>Arendal | Th.Överland | 83·0 | 21·0 | 11·0 | Xiansund<br>Norwegian | Oil Engines 2 S.C.SA<br>2Cy.13½"-15¾"<br>LysekilsM.V.A/B,Lysekil | |
| 31413<br><br>NOBM | **Sortehavet** SteelSc<br>ssCpn.No.3–4,20<br>(exSt.Andrews) 1Dk(ptIrn&ptStl)&<br>Elec.light Wireless deep framing | 2981<br>2724<br>1812 | ✠100A1<br>~~9,21 1,20~~ 2,22<br>BS2,22 | Cpn<br>✠LMC5,20 | u | CL<br>~~5,20~~<br>10,21 | 1906<br>1mo<br><br>Lloyd | J.Blumer&<br>Co.<br>Sunderland<br>'sA&CP | Dampskibs.Selsk.<br>Atlanterhavet. ~~(O.<br>J.Eskildsen, Mgr.)~~ | 325·0<br>P38'B123'F34'<br><br>Cell DBa114' uE&B38' f128'729t | 46·7 | 21·4<br><br>FK | Copnhagn<br>Danish<br>5BHCem<br>APT175t | T.3Cy.23½",39"&64"-42"(a)<br>160lb ~~[illegible]~~ 70lb 288NHP<br>2SB,6pf,GS120,HS4652<br>G.Clark,Ld.Sunderland | 23 ▸ 1<br>s 3 ▸ 10<br>20 ▸ 1 |
| 31414<br><br>MOVR | **Sortland** SteelScSr<br><br>Mchy.Aft 1Dk&Spar dk | 638<br>622<br>404 | | | | | 1906 | Stavanger<br>Stöberi&Dok<br>Stavanger | Vesteraalens<br>Dampskibsselskab | 156·2 | 26·1 | 19·1 | Stokmarknæs<br>Norwegian | T.3Cy.12¼",20"&32"-26"<br>52NHP<br>StavangerStöberi&Dok. | |
| 31415<br>97<br>PBJD | **Soshin Maru** WoodScSp<br>(exMunenobuMaru)<br>2Dks | 202<br>—<br>117 | | | | | 1904 | S.Aoyama<br>Osaka | ChosenYusen<br>KabushikiKaisha | 110·2 | 17·8 | 13·4 | Jinsen<br>Japanese | C.2Cy.13"&26"-18"<br>24NHP | |
| 31416<br>10282<br>JWVN | **Soshu Maru** SteelScSr<br>(exTai-Fu)<br>1Dk&Spar dk2trB | 1650<br>1573<br>1006 | | | | | 1897 | Akt.Ges.<br>"Neptun"<br>Rostock | OsakaShosen<br>KabushikiKaisha | 259·0<br>B74'F37' | 34·9 | 21·2 | Osaka<br>Japanese<br>WB | T.3Cy.21",35⅝"&55$\frac{3}{16}$"-36"<br>183NHP<br>A.G."Neptun,"Rostock | |
| 31417<br>22302<br>NTCR | — SteelSc<br><br>Mchy.Aft 1Dk | 1219<br>—<br>673 | | | | | 1918 | AsanoS.B.<br>Co.Ld.<br>Tsurumi | Asano<br>S.B.Co.Ld. | 217·0<br>Q58'F31' | 34·0 | 18·5 | Uraga<br>Japanese<br>WB | T.3Cy.16½",27½"&45½"-30"<br>125NHP<br>OsakaIronWrks,Ld.Osaka | |
| 31418<br><br>MHKF | **Sosua** SteelScSr<br><br>Elec.light 2Dks | 1181<br>1039<br>693 | | | | | 1912 | Sörlandets<br>Skibsbyggeri<br>Fevig | A/S Frugtfart<br>(L.HarboeJensen,<br>Mgr.) | 225·0 | 33·6 | 20·0 | Chrstiania<br>Norwegian<br>WB | T.3Cy.18½",30"&49"-33"<br>138NHP<br>FredrikstadM.V.Frdstad | |
| 31419<br>85803<br>HWVJ | **Sotero** IronScSr<br>(exBosforo, ssLiv.3rdNo.3–6,20<br>exJerseyCity) 2Dks(Irn)3trB<br>Wireless | 1873<br>1717<br>1194 | ✠100A1<br>7,21 ~~6,20~~<br>✠NB7,95 | Liv<br>✠LMC1,20<br>BS7,21 | s | 6,20 | 1882<br>4mo<br><br>Lloyd | Richardsn,<br>Duck&Co.<br>Stockton<br>'sA&CP | Atlantic&Eastern<br>S.S.Co.Ld. (J.<br>Glynn&Son,Ld.<br>Mgrs.) | 270·4<br>P26'F33'<br><br>WB=DBa76' | 36·0 | 21·3<br><br>BK9½" | Liverpool<br>British<br>5BHCem<br>&uB30'245t | C.2Cy.36$\frac{13}{16}$"&67½"-36" (s)<br>80lb ~~70lb~~ NDB01 218NHP<br>1DB,6pf,GS100,HS3750<br>T.Richardson&Sons,Hpl. | 24 ▸ 7<br>s 4 ▸ 0<br>21 ▸ |
| 31420 | **Sotileza** SteelSc<br><br>1Dk | 446<br>307<br>279 | | | | | 1920 | Corcho<br>Hijos<br>Santander | CorchoHijos | 148·0<br>P58'F24' | 25·5 | 11·0 | Santander<br>Spanish<br>WB | C.2Cy.12"&27"-20"<br>27NHP<br>Wm.Sisson&CoLdGlo'ster | |
| 31421<br>20643<br>NKCQ | **Soto Maru** SteelSc | 588<br>—<br>408 | | | | | 1910 | ..................<br>Osaka | HakatawanChikko<br>KabushikiKaisha | 179·8 | 35·1 | 12·6 | Shimonoseki<br>Japanese | | |
| 31422 | **Soton** SteelScSr<br><br>Elec.light 1Dk | 1372<br>1255<br>810 | | | | | 1919 | Soc.Española deConst.<br>Metalicas<br>Gijon | Soc.Metalurgica<br>Duro-Felguera | 218·2 | 32·7 | 19·7 | Gijon<br>Spanish<br>WB | T.3Cy.14",23"&38"-27"<br>75NHP<br>Soc.Española de Const. Metalicas,Gijon. | |
| 31423<br><br>MBKG | **Sotra** SteelScSr<br>(Fishing)<br>1Dk | 121<br>112<br>62 | | | | | 1903 | Mjellem&<br>Karlsen<br>Bergen | E.Kristensen | 104·2<br>H8t<br>len10 | 19·0 | 8·8 | Xiansund<br>Norwegian | C.2Cy.9"&20"-17"<br>14NHP<br>Mjellem&Karlsen,Bergen | |
| 31424<br><br>OTSP | **Souchez** WoodAuxTwinSc5MstSr<br>Stm.Eng.<br>Elec.light Mchy.Aft 1Dk2trB<br>(See Sailing Ship Register) | 2142<br>—<br>1500 | | | | | 1918 | Foundat'n<br>Co.<br>Tacoma,Wsh | FrenchGovernment | 259·6<br>P118'F30' | 45·0 | 22·3 | Bordeaux<br>French | T.6Cy.10",16½"&26"-24"<br>66NHP<br>DominionBridgeCo., Montreal | |
| 31425<br>114052<br>SGWK | **Soudan** SteelTwinScSr<br>2Dks(Stl-1 ws & U teak s)3trB<br>Elec.light Wireless | 6696<br>5753<br>4218 | ✠<br>8,01 | Lon<br>✠ | b† | | 1901<br>4mo | Caird&Co.<br>Ld.<br>Greenock | P.&O.Stm.Nav.Co. | 450·0<br>P85'B171'F90'<br><br>WB=CellDBa95' f180'757t | 52·4 | 30·5<br><br>FK&BK3" | Greenock<br>British<br>8BHCem<br>APT64t | T.6Cy.22½",36½"&60"-48"<br>642NHP<br>2DB,12cf,GS239,HS9230 FD<br>Caird&Co.Ld.Greenock | 33 ▸ 6 |
| 31426<br><br>OTSU | **Souffleur** SteelScK<br>ssArc.No.2–10<br>(exAboyne) 1Dk | 197<br>184<br>45 | ✠<br>StmTrawler<br>2,14 | Arc<br>✠ | | | 1901<br>9mo | J.Duthie,<br>Sons&Co.<br>Aberdeen | CameleyreFrères | 115·5 | 21·7 | 11·9<br><br>BK7½"<br>WB | Bordeaux<br>French<br>3BHCem<br>=DBf5'10t | T.3Cy.12",19½"&32"-22"<br>62NHP<br>1SB,2pf,GS37,HS1091<br>W.V.V.Lidgerwood,Gls. | 12 ▸ 5 |
| 31427<br><br>TSW | **Souirah** SteelScSr<br>(exZafiro) 1DkSpar dk&Web frames<br>Elec.light Wireless | 2839<br>2127<br>1410 | | | ... | | 1901 | D.J.Dunlop<br>&Co.<br>PortGlasgow | Cie.deNav.Paquet | 294·6<br>P23'B121'F41' 22·7 | 40·8 | 15·3<br><br>FK | Marseilles<br>French<br>WB | T.3Cy.22½",37"&60"-45"<br>340NHP<br>D.J.Dunlop&Co.P.Gls. | 25 ▸ 1 |
| 31428<br><br>OTSY | **Souk-Ahras** SteelScSr<br>(exIquique,exPresidenteManuelMontt.<br>exRubens) Well deck 1Dk&Web frame<br>Wireless | 2045<br>—<br>1467 | | | ... | | 1887 | JLThompson&Sons<br>Sunderland | Chemins deFer<br>Algériens del'État | 275·0<br>P29'Q72'B110'F34' | 38·2 | 20·7<br><br>BK9½" | Bordeaux<br>French<br>WB | T.3Cy.22",36"&58"-39"<br>210NHP<br>T.Richardson&Sns.W.Hpl | 22 ▸ 1 |
| 31429 | **Soukhoum** SteelScSr<br>(exByron,exTorpedo)<br>Elec.light | 511<br>—<br>317 | | | ... | | 1885 | Earle'sCo.<br>Ld.<br>Hull | | 152·5<br>P14'B42'F22' | 25·1 | 12·9<br><br>FK | | T.3Cy.14½",22"&36"-24"<br>63NHP<br>Earle'sCo.Ld.Hull | |
| 31430<br><br>OTUA | **Soultz** WoodTwinScSr<br>(exC45)<br>Elec.light 1Dk | 1187<br>835<br>690 | | | | | 1919 | New WestminsterConst<br>&Eng.Co.<br>NewWestminsterB.C. | FrenchGovernment | 194·8 | 39·7 | 15·0 | Havre<br>French | C.4Cy.12"&24-16"<br>38NHP<br>Goldie&McCulloch, Galt.Ont. | |
| 31431<br>105977<br>PFQD | **Sound of Jura** SteelAuxSc4Mst<br>ssLon.No.2–05 Bkn<br>1Dk2trB<br>(See Sailing Ship Register) | 1113<br>1028<br>931 | ✠<br>5,10 | Cff | r | | 1896<br>2mo | Russell&<br>Co.<br>Pt.Glasgow | ~~SouthernWhaling<br>&SealingCo.Ld.<br>(N.G.Watt, Mgr.)~~<br>Irvin&JohnsonLd. | 210·3<br>P32'F26' | 35·6 | 19·5<br><br>BK8" | Glasgow<br>British<br>1BHCem<br>MT40'480t | T.3Cy.9¼",15½"&26"-18"<br>NE&B16 42RHP<br>J.Abernethy&Co.Ld. Abn. | 21 ▸ 0 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Late when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31432 | **Soure** SteelTwinScSr<br>Elec.light 1Dk(Stl-ws)&Promenade dk | 597<br>406<br>292 | ✠<br>9,16 ✠<br>For River & Coasting purposes<br>Para & Braganza | PGl | | | 1912<br>8mo | Murdoch&<br>Murray,Ld.<br>PortGlasgow | Soc.Anon.Moinho<br>Santista | 180·1\|31·1\|11·5<br>FK<br>WB=FPT | S.Paulo<br>Brazilian<br>5BHCem<br>30tAPT70t | T.6Cy.12",20"&32"-22"<br>145NHP<br>2SB,6cf,GS99,HS2786<br>Aitchison,Blair&CoLd.Gls | 12 " 0 | |
| 31433<br>OTUE | **Sous** SteelScSr<br>(exDonator,exWestfalia)<br>Elec.light Wireless 1Dk2trB | 989<br>807<br>593 | | | | | 1899 | Akt.Ges.<br>"Neptun"<br>Rostock | Cie.deNavigation<br>Paquet | 228·2\|34·4\|12·9<br>Q17tB104tH6tF20t | Marseilles<br>French<br>WB | T.3Cy.14⅜",24¼"&38⅝"-23⅝"<br>72NHP<br>A.G."Neptun,"Rostock | | V |
| 31434<br>132054<br>JKSD | **Souter** SteelScSp<br>1Dk(Stl) | 123<br>106<br>8 | ✠<br>For Towing purposes<br>9,12 ✠ | Shl | a | | 1910<br>11mo | J.P.Ren-<br>noldson&Sns<br>SouthShields | FranceFenwick,<br>Tyne&WearCo.Ld.<br>(J.E.Dawson,<br>Mgr.) | 85·0\|20·1\|10·1<br>BK6"<br>WB=FPT11t | Sundrland<br>British<br>4BHCem<br>APT10t | C.2Cy.16"&34"-22"<br>60RHP<br>1SB,2pf,GS34,HS1190<br>J.P.Rennoldsn&Sns,S.Shl. | 11 " 0 | |
| 31435<br>88314 | **South** WoodPad<br>1Dk | 349<br>250<br>220 | | | | | 1885 | A.Russell<br>Levis,Quebec | Quebec&Levis<br>FerryCo.Ld. | 130·3\|25·2\| 9·5<br>H99t | Quebec<br>British | 1Cy.26"-96"<br>30RHP<br>E.E.Gilbert,Montreal | | |
| 31436<br>120762<br>VHDB | **South Africa** SteelScSr<br>~~ssSyd.No.2-17~~<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless ssMel.No.3-12,21 | 1981<br>1687<br>1014 | ✠100A1<br>Shelter dk<br>withfreeboard<br>12,21 ~~11,20~~ 7,21<br>~~BS8,20~~ ✠LMC~~7,17~~ | Mel | t | CL<br>10,19 | 1909<br>11mo<br>Lloyd | ClydeS.B.<br>&E.Co.Ld.<br>PortGlasgow<br>'sA&CP | TheCapeExplosive<br>Works,Ld.<br>WB=CellDBa90'<br>uE&B34'f130'641t<br>Intermediate bulkhead in forehold dispensed with | 295·3\|42·0\|17·3<br>FK<br>FPT82tAPT95t | CapeTown<br>British<br>Cem | T.3Cy.22",35"&59"-39" (s)<br>180lb 90lb 250NHP<br>2SB,6cf,GS103,HS4060<br>ClydeS.&E.B.Co.Ld.P.Gl.<br>4BHonly | 20 " 0<br>s 1 " 4½<br>18 " 11 | |
| 31437<br>212244 | **South American** SteelSc<br>Elec.light Wireless | 2662<br>—<br>1427 | | | | | 1914 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | Chicago,Duluth&<br>GeorgianBay<br>TransitCo. | 291·0\|47·0\|18·0 | Chicago<br>Utd.States | Q4Cy.21½"30¾"44½"&64"-36"<br>246NHP<br>Gt.LakesEngWrks.Detroit | | L |
| 31438<br>141857<br>TQDC | **—** SteelSc<br>Elec.light 1Dk(Stl) | 2272<br>1800<br>1309 | ✠100A1<br>~~8,21~~ ~~2,21~~ 3,22<br>✠LMC10,20<br>Fitted for oil fuel 10,20 F.P. above 150° F. | Hfx<br>NYk | r | CL<br>2,21 | 1920<br>10mo<br>Lloyd | Canadian<br>Allis-<br>Chalmers,Ld<br>Bridgeburg,<br>'sA&CP Ont. | SouthAmerican<br>S.S.Co.Ld. | 252·0\|43·6\|20·5<br>P27'B64'F24'<br>FK<br>CellDB208'538tFPT | Montreal<br>British<br>4BHptCem<br>66tAPT66t | T.3Cy.20",33"&54"-40" (s)<br>180lb 274NHP<br>2SB,6cf,GS115,HS4180 FD<br>Canadian Allis-Chalmers<br>Ld.Toronto | 23 " 0<br>s 3 " 1½<br>20 " 2 | |
| 31439<br>216000<br>LJRD | **—** SteelScSr<br>(Tug)<br>Elec.light 1Dk | 168<br>—<br>75 | | | | | 1918 | TexasS.S.<br>Co.<br>Bath,Me. | TexasCo. | 97·2\|23·6\|10·2 | Pt.Arthur<br>Texas<br>Utd.States | C.2Cy.16"&34"-24"<br>47NHP<br>StatenIslandS.B.Co.Port<br>Richmond,N.Y. | | |
| 31440 | **South Australian** SteelSc<br>(SuctionDredger)<br>Elec.light 1Dk | 395<br>344<br>142 | | | ... | | 1911 | A.F.Smul-<br>ders<br>Schiedam | SouthAustralian<br>Government | 137·5\|31·1\|10·7<br>RD55'<br>FK | Adelaide<br>British<br>WB | T.3Cy.11 13/16",23⅝"&39⅜"-23⅝"<br>84NHP<br>A.F.Smulders,Schiedam | 11 " 6 | |
| 31441<br>217562<br>LPTN | **South Bend** SteelTwinSc<br>6TwinMsts<br>Elec.light 2Dks(Stl)&<br>Sub.Sig. Wireless Shelter dk(Stl) | 8739<br>8223<br>5453 | Fitted for oil fuel 3,19 F.P. above 150°F. | | ... | CL | 1919<br>3mo | SunS.B.<br>Co.<br>Chester,Pa.<br>A&CP | UnitedStates<br>Government<br>CellDB389'1831t | 448·9\|60·2\|37·8<br>FK<br>'tween dk tanks uE<br>36'405t FPT281tAPT271t | Utd.States<br>pt Asp<br>10BHto S.dk<br>&Bspace | 4 Steam Turbines geared<br>to2Sc.Shfts. (s) 1200NHP<br>4 Water Tube Boilers FD<br>225lb HS15520<br>DeLavalStm.TurbineCo.<br>Trenton,N.J. | 40 " 11<br>s 10 " 2<br>31 " 1 | |
| 31442<br>131559 | **South Bulli** SteelScSr<br>ssSyd.No.2-21 ~~ssSyd.No.1-17~~<br>Elec.light Well deck 1Dk(ptIrn,ptStl)<br>Mchy.Aft Cargo battens not fitted | 818<br>588<br>359 | ✠100A1<br>12,21 ~~2,21~~<br>~~BS2,21~~ ✠LMC~~3,18~~ 12,21 | Syd | k | CL<br>3,20 | 1913<br>5mo<br>Lloyd | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen<br>'sA&CP | BellambiCoalCo.<br>Ld.<br>WB=CellDBuE | 195·1\|30·3\|12·6<br>Q110'B9'F34'<br>FK<br>28'f108'187tFPT | SydnyNSW<br>British<br>4BHCem<br>70tAPT8t | T3Cy.16 5/16",26"&43"-33"(r)<br>180lb 140NHP<br>2SB,4cf,GS77,HS2506<br>Hall,Russell&Co.Ld.Abn. | 14 " 6<br>s " 9½<br>14 " 0 | |
| 31443<br>116173 | **South Coast** WoodScSr<br>1Dk | 302<br>252<br>225 | | | | | 1887 | C.G.White<br>S.Francisco | Hobbs,Wall&Co. | 131·5\|32·2\|10·5 | S.Frncisco<br>Utd.States | C.2Cy.14"&28"-20"<br>29NHP<br>HincklySpiers&HayesSFo | | |
| 31444<br>118068 | **South Cock** SteelScSp<br>(Tug)<br>1Dk | 149<br>149<br>— | | | ... | | 1904 | LairdBros.<br>Ld.<br>Birkenhead | LiverpoolSc.Tow-<br>ing&Lighterage<br>Co.(G.RNicholson) | 96·4\|22·1\|11·5<br>BK7½" | Liverpool<br>British | C.2Cy.19"&42"-27"<br>76NHP<br>LairdBros.Ld.Birkenhead | 12 " 0 | |
| 31445<br>132075<br>JOVT | **South Pacific** SteelScSr<br>ssCff.No 2-22. ~~ssGls.No.1-18~~<br>Wireless 1Dk(Stl) | 3661<br>3496<br>2307 | ✠100A1<br>~~6,21~~ ~~6,20~~ 2,22<br>✠LMC 2,22<br>~~MS10,18~~ ~~BS9,20~~ | Lon<br>~~Hul~~ Cff | w | CL<br>~~6,20~~<br>6,21 | 1913<br>9mo<br>Lloyd | JLThomp-<br>son &Sons,Ld<br>Sunderland<br>'sA&CP | TheCountess<br>WarwickS.S.Co.Ld<br>(Williams&Mor-<br>dey,Mgrs.)<br>WB= | 351·7\|51·0\|23·9<br>P23'B213'F33'<br>FK<br>CellDBa119'uE&B | Sundrland<br>British<br>6BHCem<br>38'f148'967t | T.3Cy.25",41"&68"-48" (s)<br>180lb 180lb 373NHP<br>3SB,9pf,GS168,HS6084<br>J.Dickinson&Sons,Ld.Sld.<br>FPT76tAPT130t | 26 " 5<br>s 3 " 8<br>23 " 2 | |
| 31446<br>217268<br>LNWF | **South Pole** SteelSc<br>Elec.light<br>Wireless 2Dks&Webframes<br>Ref.Mchy. Longitudinal framing | 4116<br>3629<br>2492 | | | ... | | 1918 | Baltimore<br>D.D.&S.B.Co.<br>Baltimore | UnitedStates<br>ShippingBoard | 339·3\|49·1\|26·3<br>P47'B75'F30'<br>FK | Baltimore<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>390NHP<br>WestinghouseElectric<br>&Mfg.Co.E.Pittsburg | 28 " 8 | R |
| 31447<br>127123 | **South Shields** SteelTwinScSr<br>1Dk | 244<br>235<br>110 | | | | | 1911 | WoodSkin-<br>ner&Co.Ld.<br>Newcastle | TyneImprovement<br>Commissioners | 110·0\|30·2\|10·2 | N.Shields<br>British | T.3Cy.10½",17"&28"-20"<br>70RHP<br>BairdBros.NorthShields | | BT<br>till<br>9,21 |
| 31448<br>203001<br>KVHF | **South Shore** SteelPad<br>1Dk | 874<br>—<br>516 | | | | | 1906 | ForeRiver<br>S.B.Co.<br>Quincy,Mass. | NantasketBeach<br>SteamboatCo. | 200·0\|32·5\|11·5 | Boston<br>Utd.States | 2Cy.38"-96"<br>218NHP<br>ForeRiverS.B.Co. | | |
| 31449<br>111034<br>SBKR | **South Stack** SteelTwinScSr<br>Sub.Sig. Elec.light Wireless 2Dks | 977<br>925<br>411 | | | | | 1900 | LairdBros.<br>Ld.<br>Birkenhead | L.&N.W.Rlwy.Co. | 299·5\|36·0\|13·5 | Dublin<br>British<br>WB | T.8Cy.(2)19"(2)27½"&<br>(4)33"-30" 238NHP<br>LairdBros.Ld.Birkenhead | | BT<br>till<br>2,22 |
| 31450<br>129132<br>HTCD | **Southampton** SteelScK<br>ssLiv.No 2-18<br>Elec.light 1Dk(Stl) | 227<br>193<br>3 | ✠100A1<br>For towing purposes<br>8,21 ~~6,19~~<br>BS2,21 ✠LMC7,18 | Sou<br>Lon | | 6,19 | 1910<br>9mo<br>Lloyd | Philip&<br>Son,Ld.<br>Dartmouth<br>'sA&CP | Tilbury<br>Contracting&<br>DredgingCo.Ld. | 100·2\|25·6\|12·4<br>BK7" | London<br>British<br>4BHCem<br>FPT3t | T.3Cy.15",24"&40"-27" (s)<br>180lb 63NHP<br>1SB,2cf,GS50,HS1590<br>Earle'sCo.Ld.Hull | 13 " 1<br>s 1 " 4½<br>12 " 5 | |
| 31451<br>105824<br>PHNT | **Southend Belle** SteelPadSk<br>2Dks | 570<br>480<br>266 | | | | | 1896 | W.Denny<br>&Bros.<br>Dumbarton | ~~CoastDevelopment~~<br>~~Corporation,Ld.~~<br>P.S.M.SyndicateLd<br>(A.W.PickardMgr.) | 249·0\|30·0\|10·0<br>Promenadedk145' | London<br>British | T.3Cy.28",41½"&60"-60"<br>279NHP<br>Denny&Co.,Dumbarton | | |
| 31452<br>143065<br>JWRB | **Southern** SteelScSr<br>Elec.light Wireless 2Dks | 5105<br>4813<br>3160 | | | | | 1919 | Bartram&<br>Sons,Ld.<br>Sunderland | FratresLd.<br>(Brown,Jenkinson<br>&Co.Mgrs.) | 400·3\|52·3\|28·5<br>P49'B112'F39' | British<br>WB | T.3Cy.27",44"&73"-48"<br>369NHP<br>J.Dickinson&Sons,Ld.Sld. | | C |

Now named "Bruxelles," See No. 36541 in Supplement

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31453 | **Southern Breeze**<br>(*ex*VikingIII.,*ex* Viking,*ex*Macquarie) | **SteelSc**<br>1*Dk* | 156<br>142<br>56 | | | | | 1912 | Akers Mek.Værks.<br>Christiania | SouthernWhaling &SealingCo.Ld(N. CharlesWatt *Mgr*) | 104·4<br>H5*t* | ~~20·1~~ 20·0 | 11·8 | StanleyF.I.<br>~~Liverpool~~<br>British<br>*WB* | T.3Cy.12",20"&33"–24"<br>53NHP<br>AkersMek.Værks.Xia. | |
| ❋ 31454<br>131348<br>HSTJ | **Southern Coast**<br>(*ex*DorothyHough)<br>*Elec.light* Sub.Sig. Wireless | **SteelScSr**<br>*ss*Liv.No.2–19<br>1*Dk*(*Stl*) | 1872<br>1438<br>1091 | ✠100A1<br>1,21<br>BS1,21 ✠LMC11,19 | Liv | *r* | CL<br>11,19 | 1911<br>6mo<br>*Lloyd*'*sA&CP* | Greenock& Gr'ngemouth DockyardCo.<br>Gr'ngemouth | CoastLines,Ld.<br>*WB*=*CellDBa* | 283·3<br>P67'B97'F32'<br>FK<br>58'*uE*20'*f*70' 250*t* | 36·1 | 19·0 | Liverpool<br>British<br>4*BHCem*<br>*APT*11*t* | T.3Cy.21",35"&57"–39" (*s*)<br>180lb 249NHP<br>2SB,6*cf*,GS108,HS4236<br>J.G.Kincaid&Co.Ld.Grk. | 20<br>2<br>18 |
| ❋ 31455<br>101835<br>NDLF | **Southern Isles**<br>(*ex*MexicanPrince)<br>*Mchy.Aft* *Elec.light* Wireless | **SteelSc3MstSr**<br>*ss*Shl.2ndNo.3–2,20<br>1*Dk*(*Stl*)<br>&*Spar dk*(*Irn*)&*Webframes* | 3186<br>2823<br>2284 | ✠100A1<br>*Spar dk*<br>~~7,21~~ ~~10,20~~<br>1,22<br>✠LMC2,20<br>BS6,21<br>*CarryingPetroleum in bulk* | Bry<br>Bkn | *u* | 9,20 | 1893<br>9mo<br>*Lloyd*'*sA&CP* | C.S.Swan& Hunter<br>Newcastle | SouthernWhaling &SealingCo.Ld.<br>(N.C.Watt,*Mgr*.)<br>*Cell* | 328·3<br>P28'B24'F31' 26·3<br>FK<br>*DB* 96' 216*t* *FPT* | 41·0 | 19·5 | Newcastle<br>British<br>10*BHCem*<br>85*tAPT*40*t* | T.3Cy.23",38"&62½"–42" (*s*)<br>160lb *100lb* NDB13 271NHP<br>2SB,6*cf*,GS105,HS4343<br>Blair&Co.Ld.Stockton | 27<br>5<br>22 |
| ❋ 31456<br>137362 | **Southern Prince** | **SteelScK**<br>*ss*Shl.No.1–19<br>1*Dk* | 194<br>191<br>86 | ✠100A1<br>*StmTrawler*<br>8,19<br>✠LMC7,19<br>BS3,22 | Shl | | CL<br>7,19 | 1914<br>10mo<br>*Lloyd*'*sA&CP* | Jos.T.El-tringham& Co.Ld.Wil-lingtonQuay | ~~SwanseaSteam TrawlingCo.Ld. (H.E.Rees,*Mgr*.)~~<br>WearStm.Fishing Co.Ld.(J Hall.*Mgr*. | 115·6<br>BK7½"<br>*WB*= | 22·0 | 11·8 | Sunderland<br>~~N.Shields~~<br>British<br>3*BHCem*<br>*DBf*19'13*t* | T.3Cy.12",20"&34"–24" (*s*)<br>180lb 82RHP<br>1SB,3*pf*,GS51,HS1490<br>ShieldsEng.Co.Ld.N.Shl. | 12 |
| 31457<br>127130<br>HWSC | **Southern Sea** | **SteelScK**<br>(*Whaler*)<br>1*Dk* | 203<br>191<br>85 | | | | | 1912 | Smith's DockCo.Ld.<br>Middlesbro' | SouthernWhaling &SealingCo.Ld.<br>(N.C.Watt,*Mgr*.) | 110·5 | 22·1 | 12·4 | N.Shields<br>British | T.3Cy.14",23"&39"–24"<br>75RHP<br>Shield'sEng.Co.Ld.N.Shl. | |
| 31458<br>133302<br>HWTL | **Southern Sky** | **SteelScK**<br>(*Whaler*)<br>1*Dk* | 203<br>191<br>85 | | | | | 1912 | Smith's DockCo.Ld.<br>Middlesbro' | SouthernWhaling &SealingCo.Ld.<br>(N.C.Watt,*Mgr*.) | 110·5 | 22·1 | 12·4 | N.Shields<br>British | T.3Cy.14",23"&39"–24"<br>75NHP<br>Shield'sEng.Co.Ld.N.Shl. | |
| ❋ 31459<br>144892<br>KFVW | **Southerner**<br>(*ex*Kildimo) | **SteelSc**<br>*ss*Dun No.3-7,20<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 627<br>490<br>267 | 100A1<br>7,20<br>LMC7,20 | Nwc | | CL | 1918<br>*Lloyd*'*sA&CP* | Smith's DockCo.Ld.<br>Middlesbro' | BrownShippingCo (Newcastle)Ld.<br>(Robinson,Brown &Co.*Mgrs*.) | 172·2<br>B50'<br>FK<br>*CellD* | 30·0 | 15·7 | Newcastle<br>British<br>5*BHCem*<br>*BuE*26'20*t* | T.3Cy.16",26"&44"–26" (*s*)<br>200lb 116NHP<br>1SB,3*cf*,GS51,HS1850<br>Smith'sDockCo.Ld.Mdb. | 16<br>1<br>14 |
| 31460<br>112646<br>RLNQ | **Southgate**<br>Wireless | **SteelScSr**<br>*ss*Cff.No.3–6,12<br>*ss*Nwc.No.2-20 ~~*ss*Cff.No.1–16~~<br>1*Dk*(*Irn*)&*Spar dk*(*Irn*)&*Webframes* | 3703<br>3480<br>2379 | ✠100A1<br>*Spar dk*<br>10,21 ~~6,19~~<br>✠LMC<br>MS12,20 ~~BS4,20~~ BS10,21 | Grk<br>Cff | *w* | ~~N6,19~~<br>10,21 | 1899<br>12mo | TTurnbull &Son<br>Whitby<br>A&CP | Turnbull,Scott ShippingCo.Ld.<br>(Turnbull,Scott &Co.,*Mgrs*.) | 351·5<br>P30'B104'F32' 28·5<br>*WB*=*DB* FK<br>*a*120' *uE*24' *f*140' | 43·2 | 20·6 | London<br>British<br>6*BHCem*<br>810*tAPT*40*t* | T.3Cy.24",40"&65"–42" (*s*)<br>160lb *100lb* NDB18 282NHP<br>2SB,6*cf*,GS123,HS4345<br>Blair&Co.Ld.Stockton | 29<br>6<br>23 |
| 31461<br>205896<br>KWSM | **Southland**<br>*Elec.light* | **SteelSc**<br>2*Dks* | 2081<br>—<br>1215 | | | | | 1908 | NwprtNws S.B.&D.D.Co.<br>Newprt News | Norfolk & Washington SteamboatCo. | 291·2 | 51·0 | 16·1 | Washngtn<br>Utd.States | T.4Cy.26",42"&(2)50"–42"<br>324NHP<br>NewportNewsSB&DD.Co. | |
| ❋ 31462<br>139624<br>JRMV | **Southlea**<br>(*ex*LadyCharlotte)<br>*Elec.light* Wireless | **SteelScSr**<br>1*Dk*(*Stl*) | ~~4348~~ 3527<br>3324<br>~~2766~~<br>2208 | ✠100A1<br>4,21<br>✠LMC10,17<br>*Carrying oil fuel F. P. above 150° F. inDB* | Npt | *w* | CL<br>4,21 | 1917<br>10mo<br>*Lloyd*'*sA&CP* | Campbel-townS.B.Co.<br>Campbeltwn | CardiffStm.Nav. Co.Ld. (James, Muers&Co. *Mgrs*.) | 348·5<br>P29'B213'F37'<br>FK<br>*CellDB*300'995*t* | 49·9 | 23·6 | Cardiff<br>British<br>6*BHCem*<br>*APT*85*t* | T.3Cy.25",40"&65"–45" (*s*)<br>180lb 327NHP<br>3SB,9*cf*,GS163,HS5305<br>Rankin&BlackmreLd.Grk | 26<br>3<br>22 |
| ❋ 31463<br>142711<br>JVND | **Southmead**<br>(*ex*Sutherland)<br>*Elec.light* Wireless | **SteelSc**<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 5277<br>4823<br>3191 | ✠100A1<br>11,20<br>✠LMC11,18<br>Now named Koolonga, See No. 38047 in Supplement<br>*Carrying oil fuel F.P. above 150° F. inDB* | Ant | *y* | CL<br>10,20 | 1918<br>11mo<br>*Lloyd*'*sA&CP* | W.Doxford &Sons,Ld.<br>Sunderland | McIlwraith, McEacharn'sLine Propr.etary,Ld.<br>*CellDB* | 400·3<br>P49'B113'F39'<br>FK<br>340' 1128*t* *FPT*133 | 52·4 | 28·5 | London<br>British<br>7*BHptCem*<br>*tAPT*204*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS189,HS7668 FD<br>Harland&Wolff,Ld.Gls. | 31<br>6<br>25 |
| 31464<br>109800<br>RQPF | **Southport**<br>Wireless | **SteelScSr**<br>*ss*Cff.No.3–12,11<br>*ss*Npt.No.2–20 ~~*ss*Cff.No.1–16~~<br>1*Dk*(*Stl*)3*trB*&*Webframes*<br>3*Dkrule*&*Shelterdk*(*Irn*) | 3616<br>3231<br>2288 | ✠100A1<br>*Shelter dk*<br>11,20 ~~12,19~~<br>✠LMC<br>MS5,20 BS12,20 | Gen<br>Npt | *w* | 12,19 | 1900<br>6mo | Richardsn, Duck&Co.<br>Stockton<br>A&CP | SeftonS.S.Co.Ld.<br>(HEMoss&Co*Mgs*)<br>*WB* | 339·2<br>FK<br>=*Cell DBa*110'*uE* | 46·1 | 24·9 | Cardiff<br>British<br>6*BHCem*<br>26' *f*142'810 | T.3Cy.25",42"&68½"–45" (*s*)<br>160lb *70lb* 335NHP<br>2SB,6*cf*,GS126,HS5400<br>Blair&Co.Ld.Stockton<br>*tFPT*128*tAPT*163*t* | 27<br>3<br>24 |
| 31465<br>208730 | —<br>*Elec.light* | **WoodSc**<br>1*Dk* | 245<br>—<br>167 | | | | | 1911 | WmMcKie<br>E.Boston | EasternSteamship Lines,Inc. | 125·6 | 21·2 | 8·8 | Boston<br>Utd.States | T.3Cy.10½",17½"&28"–18"<br>33NHP<br>AtlanticWorks,Boston | |
| 31466<br>145276<br>Lost 9,21 | **Southquay**<br>*Mchy.Aft* | **SteelSc**<br>1*Dk*(*Stl*)<br>*Cargobattens not fitted* | ~~1000~~ 949<br>816<br>493 | ~~✠100A1~~<br>7,21<br>~~(*ClassContemplated*)~~<br>~~✠LMC~~ | Dun | *m* | CL | 1921<br>7mo<br>*Lloyd*'*sA&CPCellDB* | Coaster Const.Co.Ld<br>Montrose | ~~C.Angel&Co.~~<br>ManorLine (London)Ld. (C. Angel&Co.,*Mgrs*.)<br>150'225*tDTf*18'11 | 201·1<br>~~F29'~~F30'<br>FK<br>*tDecktanks* 11*tFPT* | 33·1 | 15·9 | ~~Cardiff~~<br>London<br>British<br>4*BHCem*<br>39*tAPT*40*t* | T.3Cy.15",25"&40"–27" (*s*)<br>180lb 120NHP<br>2SB,4*cf*,GS48,HS1820 FD | 18<br>2<br>15 |
| 31467<br>95526<br>LJWO | **Southwark**<br>*Mchy.Aft*<br>*Well deck* | **SteelSc3MstSr**<br>*ss*Goo.3rdNo.3–12,19<br>1*Dk*(*ptStl*)<br>*Cargo battens not fitted* | 558<br>460<br>337 | ✠100A1<br>2,21<br>✠NB2,05 ✠LMC5,19<br>BS~~9,20~~ 1,22 | Shl | *i* | N1,21 | 1889<br>2mo | Schlesingr, Davis&Co.<br>Newcastle<br>A&CP | J.Fisher&Sons | 167·8<br>Q48'B13'F22'<br>FK<br>*WB*=*CellDB*106' | 30·2 | 11·7 | Barrow<br>British<br>3*BHCem*<br>153*tFPT*17*t* | T.3Cy.14",23"&39"–27" (*s*)<br>160lb NDB00 75RHP<br>1SB,3*pf*,GS50,HS1396<br>E.Scott&Co.,Newcastle | 14<br>1<br>12 |
| 31468<br>137462<br>JLMC | **Southwestern Miller**<br>*Elec.light*<br>Wireless<br>Sub.Sig. | **SteelScSr**<br>*ss*Lon.No.1–19<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*3rd dk beams inNo.1hold*<br>*Tonnage opening closed* 1919 | 6514<br>4752<br>4162 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,22 ~~12,20~~<br>BS8,21 ✠LMC7,19<br>*Fitted for oil fuel*5,21 *F.P.above*150°F. | Lon | *a*† | CL<br>~~7,19~~<br>3,22 | 1915<br>6mo<br>*Lloyd*'*sA&CP* | Nthmblnd S.B.Co.Ld.<br>Newcastle | Norfolk&N.Ameri-canS.Shppg.Co.Ld<br>(Furness,Withy& Co.Ld.*Mgrs*.)<br>*WB* | 420·0<br>F34'*onShelter dk*<br>FK<br>=*CellDBa*146'*uE* 33'*f*172' 1230*t* *DTa* | 53·4 | 27·8 | Liverpool<br>British<br>7*BHCem*<br>35'955*tFPT* | T.3Cy.29",49"&80"–54" (*s*)<br>180lb 682NHP<br>3SB,12*cf*,GS234,HS10300FD<br>Richardsons,Westgarth& Co.Ld.Hpl.<br>110*tAPT*125*t* | 39<br>11<br>28 |
| ❋ 31469<br>137260<br>JNWT | **Southwick**<br>*Mchy.Aft*<br>*Elec.light* | **SteelScCtr**<br>1*Dk*(*Stl*) | 443<br>317<br>218 | ✠100A1<br>5,20<br>✠LMC4,21 | Nwc | *g* | CL<br>4,21 | 1917<br>2mo<br>*Lloyd*'*sA&CP* | Swan,Hun-ter&Wigham Richardson Ld.Sundrlnd. | Anglo-American OilCo.Ld. (J. Hamilton,*Mgr*.) | 150·0<br>Q56'F24'<br>FK | 26·1 | 10·7 | Sunderlnd<br>British<br>3*BHCem*<br>*FPT*69*t* | T.3Cy.11",17½"&28"–21" (*s*)<br>180lb 60RHP<br>1SB,2*pf*,GS33,HS1135<br>Day,Summers&Co.Ld.Sou | 11<br>1<br>10 |
| 31470<br>OTUG | **Soutier**<br>*Mchy.Aft*<br>*Elec.light* | **SteelTwinSc**<br>1*Dk* | 1065<br>—<br>588 | | | | | 1920 | Ateliers& Chantiers Mar.duSud-Ouest<br>Bordeaux | FrenchGovern-ment | 216·5<br>P75'F29' | 34·1 | 14·8 | Bordeaux<br>French<br>*WB* | T.6Cy.<br>Soc.Marseillaise deConst. Mécaniques,Marseilles | |
| ❋ 31471<br>118657<br>HCRF | **Soutra**<br>(*ex*Cairnavon) | **SteelScSr**<br>*ss*Shl.No.3–5,18<br>1*Dk*(*Irn*)&*deepframing* | 1591<br>1440<br>981 | ✠100A1<br>6,21 ~~6,20~~<br>✠LMC<br>MS4,18 BS~~6,20~~7,21 | Lth<br>Gmh | *q* | CL<br>6,20 | 1905<br>6mo<br>*Lloyd*'*sA&CP* | ShortBros. Ld.<br>Sunderland | Chr.Salvesen&Co.<br>*CellDBa*82'*uE*&*B*34' | 259·0<br>P21'B62'F26'<br>FK<br>*f*102' 418*t* *FPT*46*t* | 36·9 | 18·0 | Leith<br>British<br>4*BHCem*<br>*APT*39*t* | T.3Cy.19",30"&48"–36" (*s*)<br>160lb *80lb* 151NHP<br>1SB,3*cf*,GS62,HS2463<br>Blair&Co.Ld.Stockton | 20<br>2<br>17 |

| 1. No. in Book. — Official No. — Code Letters. | 2, 3. Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4. Regist'd Tonnage. Gross. — Under deck. — Net. | 5. Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6. Port of Survey. | 7. Years Assigned now expired Equipment Letter. | 7a. Date when tail shaft last seen | 8. Built. When. — Ship. — Engines | 9. By Whom. — Where. | 10. Owners. | 11. Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12. Port of Registry. Flag. | 13. Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14. Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15. Registers in which classed, if not in L.R.; Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31472<br>18389<br>MTGC | **Soya Maru** SteelSc | 690<br>—<br>406 | | | | | 1915 | ............... | Y.Fujiyama | 164·7 | 26·0 | 18·0 | Otaru<br>Japanese | | | |
| 31473<br>8<br>QBCM | — WoodSc<br>1*Dk* | 107<br>—<br>40 | | | | | 1907 | M.Mihara<br>Osaka | Minamimanshu<br>TetsudoKabushiki<br>Kaisha | 92·0 | 19·0 | 10·2 | Dairen<br>Japanese | T.3Cy.9½",15½"&25½"-18"<br>28NHP<br>M.Mihara,Osaka | | |
| 31474<br>PSQK | **Spaarne** SteelSc<br>*Elec.light* 2*Dks* | 1336<br>1255<br>785 | | | | | 1920 | N.V.Haar-<br>lemSchps.My<br>Haarlem | P.A.vanEs&Co. | 222·0 | 34·5 | 22·6 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.17½",29"&46"-36"<br>127NHP<br>Maats.Fyenoord,Rot. | | |
| 31475<br>PSQR | **Spaarnestroom** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Well deck* | 921<br>640<br>466 | ✠100A1<br>9,21~~9,20~~<br>✠LMC6,20 | Ams | *l* | CL<br>9,21 | 1920<br>6mo | NV Boele's<br>Scheepw.<br>Slikkerveer<br>A&CP | Hollandsche<br>Stoomb.Maats.<br>*Cell* | 195·3<br>Q114'F24'B13'<br>FK<br>*DBf*126' 204*t* *FPT* | 31·2 | 13·1 | Amstrdam<br>Dutch<br>3*BHptCem*<br>*pt Asp*<br>47*t* *APT*15*t* | T3Cy15⅝",24 13/16"&39⅜"-27 9/16"<br>180lb (*s*) 117NHP<br>2SB,4*cf*,GS64,HS2224<br>N.V.Boele'sScheepw. | 15 ″ 0<br>s 4 ″ 10<br>14 ″ 5 | |
| 31476<br>324<br>SJMD | **Spagna** WoodSc<br>(*Tug*) | 103<br>—<br>7 | | | | | 1906 | F.Parodi<br>Pegli | SiciliaSoc.Anon.<br>diNav. | 82·0 | 19·7 | 11·4 | Genoa<br>Italian | C.2Cy.16⅓"&31⅛"-19⅔"<br>36NHP<br>SocAn.Co-op.S.P.D'Arena | | |
| 31477<br>26189<br>RSKV | **Spain Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>Wireless | 5865<br>5590<br>4263 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>11,21~~6,20~~<br>✠LMC~~12,19~~<br>11,21 | Kob | *y* | 6,20 | 1919<br>12mo | Kawasaki<br>DkydCo.Ld.<br>Kobe<br>*Lloyd's A&CP* | KawasakiKisen<br>KabushikiKaisha | 385·0<br>FK<br>*Collision BH to Awng dk*<br>*CellDB* 334'1118*t* *FPT*126*t* | 51·0 | 36·0 | Kobe<br>Japanese<br>*Cem*<br>5*BH to U dk*<br>*APT*93*t* | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 437NHP<br>2SB&1AuxSB,8*cf*,GS154,<br>HS5636 FD<br>KawasakiDkydCoLd.Kob. | 36 ″ 0<br>s 9 ″ 3½<br>27 ″ 1 | |
| 31478<br>104611<br>NTDL | **Spaniel** SteelScSr<br>*Ref.Mchy.* Wireless 2*Dks*<br>*Now named* "Caloric," *see Supplement.* | 942<br>873<br>393 | | | | | 1895 | A.&J.<br>Inglis<br>Glasgow | BelfastS.S.Co.Ld. | 250·0<br>P66'B78'F46' | 33·6 | 15·9 | Glasgow<br>British<br>*WB* | T.3Cy.24",39"&64"-42"<br>265NHP<br>A.&J.Inglis,Glasgow | | C<br>BT<br>till<br>6,21 |
| 31479<br>219128<br>LTKB | — WoodSc<br>(*Tug*)<br>1*Dk* | 176<br>—<br>29 | | | | | 1919 | Burger<br>BoatCo.<br>MnitowocWs | WarnerQuinlanCo | 94·8 | 24·0 | 14·2 | NewYork<br>Utd. States | C.2Cy.18"&38"-26"<br>61NHP | | R |
| 31480<br>102163<br>NLPS | **Spanish Prince** SteelSc4MstSr<br>(*ex*KnightBachelor) 2*Dks*3*trB*&<br>*Elec.light* *Webframes* | 6505<br>6121<br>4214 | | | ... | | 1894 | C.Connell<br>&Co.<br>Glasgow | TheAdmiralty | 450·0<br>P39'B132'F45'<br>FK | 52·2 | 31·0 | Newcastle<br>British<br>*WB* | T.3Cy.29½",47"&76"-51"<br>484NHP<br>Dunsmuir&Jackson,Gls. | 34 ″ 0 | |
| 31481<br>133600<br>JPRB | **Spanker** SteelScSr<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 1875<br>1489<br>1104 | ✠100A1<br>1,21<br>✠LMC5,17 | Shl | *q* | CL<br>1,21 | 1917<br>5mo | J.Crown<br>&Sons,Ld.<br>Sunderland<br>*Lloyd's A&CP* | Witherington&<br>Everett<br>*CellDB* | 268·0<br>P24'Q82'B51'F30'<br>FK<br>205' 383*t* *FPT* 105*t* | 37·9 | 17·6 | Newcastle<br>British<br>4*BHCem*<br>*APT*100*t* | T.3Cy.20½",33"&54"-39" (*s*)<br>180lb *100lb* 199NHP<br>2SB,4*pf*,GS80,HS3092<br>N.E.MarineEng.Co.Ld.Sld | 19 ″ 9<br>s 2 ″ 0½<br>18 ″ 0 | |
| 31482 | **Sparenburg** SteelScLr<br>1*Dk* | 166<br>163<br>84 | | | | | 1911 | J.L.Meyer<br>Papenburg | GrosserKurfürst<br>Heringsfischerei<br>A.G. | 99·2 | 23·1 | 10·5 | Emden<br>German | C.2Cy.9½"&18 1/10"-12⅗"<br>15NHP<br>J.L.Meyer,Papenburg | | |
| 31483 | **Sparta** SteelScSr<br>*ss*Fiu.No.2–22<br>*Elec.light* 1*Dk*&*Shade dk* | 982<br>—<br>603 | ✠100A1<br>*Shade dk*<br>*withfreeboard*<br>2,22<br>~~Examined7,19~~<br>~~RS11,20~~ ✠LMC~~4,12~~2,22 | Abn<br>Fiu | *m* | CL<br>~~10,17~~<br>2,22 | 1913<br>8mo | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen<br>*Lloyd's A&CP* | Soc.inAzioni<br>Ungaro-Croata di<br>Nav.Maritt aVap. | 215·7<br>BK7"<br>*WB*=*Cell DBa*41'*uE*17'*f*84'143*t* | 30·6 | 14·0 | Fiume<br>4*BHCem* | T.3Cy.17½",29"&47"-33" (*r*)<br>180lb *100lb* 193NHP<br>2SB,4*cf*,GS68,HS3000 FD<br>Hall,Russell&Co.Ld.Abn. | 15 ″ 0 | |
| 31484<br>210272<br>LOMJ | **Spartan** SteelScSr<br>(*Tug*)<br>*Elec.light* 1*Dk* | 226<br>—<br>154 | | | | | 1912 | SkinnerSB<br>&D.D.Co.<br>Baltimore | Hartford&New<br>YorkTransptnCo. | 105·9 | 25·1 | 11·1 | HartfdCon<br>Utd.States<br>*WB* | C.2Cy.20"&40"-28"<br>70NHP<br>SkinnerS.B.&D.D.Co.Bal. | | |
| 31485<br>99703<br>HDGK | — IronScK<br>(*Trawler*)<br>1*Dk* | 120<br>110<br>49 | | | ... | | 1893 | Cook,Wel-<br>t'n&Gemmell<br>Hull | ~~J.Inglis(T.L.&~~<br>~~R.D.Devlin,*Mgrs.*)~~<br>A.Thompson | 88·5<br>Q18'<br>BK7½" | 20·1 | 10·7 | Granton<br>British | C.2Cy.16"&32"-22"<br>45RHP<br>C.D.Holmes&Co.,Hull | 11 ″ 4 | |
| 31486<br>142763<br>JWCQ | **Spartan Prince** SteelScSr<br>(*ex*WarShark)<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 5247<br>4817<br>3175 | | | | | 1919 | Earle'sCo.<br>Ld.<br>Hull | PrinceLine,Ld.<br>(Furness,Withy&<br>Co.Ld.*Mgrs.*) | 400·4<br>P49'B113'F39' | 52·2 | 28·5 | Newcastle<br>British<br>*WB* | T.3Cy.27",44"&73"-48"<br>369NHP<br>Earle'sCo.Ld.Hull | | C |
| 31487 | **Sparte** WoodScSr<br>(*ex*Edith,*ex*Atromitos) 1*Dk* | 123<br>—<br>94 | | | | | 1884 | ...............<br>Trieste | J.D.Benecos | 107·0 | 16·0 | 9·0 | Piræus<br>Greek | C.2Cy.14⅗"&25⅗"-15¾"<br>NB00 22NHP<br>A.Nerlicovich,Trieste | | |
| 31488<br>HRSJ | **Sparti** IronSc<br>(*ex*SanFernando)<br>*Well deck* *Elec.light* Wireless 1*Dk*2*trB* | 961<br>713<br>498 | ✠<br>9,80<br>✠ | Sld | *m* | | 1880<br>8mo | R.Thomp-<br>son,jun.<br>Sunderland | Nav.Orientale (P.<br>Pantaleon,*Mgr.*)<br>*WB*=*DB* | 210·4<br>P&B112'F40' FK<br>*a*45' *uE*&*B*42' 162*t* | 29·5 | 16·1 | Piræus<br>Greek<br>5*BHCem* | C.2Cy.28"&51"-33"<br>NB09 125NHP<br>J.Dickinson,Sunderland | | |
| 31489 | **Spartier** SteelSc<br>*Elec.light* 2*Dks*(*Stl*) | 2951<br>2443<br>1750 | ✠100A1<br>5,20<br>✠LMC5,20 | Phl | *t* | CL<br>5,20 | 1920<br>3mo | ThePusey<br>&JonesCo.<br>Wilmington,<br>CP Del. | LloydRoyalBelge<br>Soc.Anon. | 300·0<br>P37'B76'F29'<br>FK<br>*CellDB*244'644*t* *DTa*12'43*tFPT*64*t* *APT*99*t* | 44·1 | 22·9 | Antwerp<br>Belgian<br>6*BHCem* | T.3Cy.19¾",31½"&54¼"-36"<br>200lb (*r*) 305NHP<br>2SB,6*cf*,GS118,HS4842 FD<br>Pusey&JonesCo.Wlmngtn | 25 ″ 0<br>s 4 ″ 0½<br>21 ″ 3 | |
| 31490 | **Spate** WoodSc<br>(*Drifter*)<br>~~*Should be* "Space," *See No.* 39274 *in Supplement*~~ | 96<br>96<br>42 | ✠11A1<br>*For fishing purposes*<br>12,21~~7,19~~<br>✠LMC7,19 | Hul | | CL<br>12,21 | 1918<br>11mo | R.Dunston<br>Thorne<br>*Lloyd's A&CP* | ~~TheAdmiralty~~<br>~~W.Hill~~ Lill&Co.<br>Ld.(W.Lill*Mgr.*) | 86·2<br>9&12yrs.Mat. | 18·5 | 9·2 | ~~London~~<br>British<br>Hull | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS932<br>Gt.CentrlCo-opEng.&Ship<br>RepairingCo.Ld.Gms. | 10 ″ 4<br>s 1 ″ 0 | |
| 31491<br>145158 | **Spathari** SteelSc<br>(FOUNDERED 4,21)<br>(*ex*ZachrisTopelius) | 435<br>255<br>254 | | | | | 1899 | Wiborg's<br>Mek.Verk.<br>Wiborg | R.F.Borthwick<br>(H.Dimetriades,<br>*Mgr.*) | 127·8 | 24·1 | 11·5 | London<br>British | C.2Cy.19"&38"-20"<br>NB09 54RHP<br>Akt.Vulcan,Abo | | |
| 31492<br>135278<br>JDFV | **Speaker** SteelSc<br>~~ssShl.No.1-18~~<br>(*ex*Savan) 2*Dks*(*U-Irn2nd-Stl*)<br>Wireless<br>ssLiv.No.2–22 | 4264<br>3871<br>2688 | ✠100A1<br>2,22~~2,21~~<br>~~RS2,21~~ ✠LMC~~5,13~~<br>2,22 | Lon<br>Liv | *x* | CL<br>~~4,20~~<br>2,22 | 1913<br>10mo | J.Read-<br>head&SnsLd.<br>SouthShields<br>*Lloyd's A&CP* | CharenteS.S.Co.<br>Ld. (T.&J.<br>Harrison,*Mgrs.*)<br>*CellDBa*111 | 370·3<br>P83'B132'F38'<br>FK<br>*uE*&*B*43'*f* 163'890*t* | 50·3 | 25·8 | London<br>British<br>6*BHCem*<br>*APT*31*t* | T.3Cy.28",46"&75"-48" (*r*)<br>180lb *100lb* 484NHP<br>2SB,8*cf*,GS136,HS6643 FD<br>J.Readhead&SonsLd.S.Shl | 28 ″ 2<br>s 4 ″ 9½<br>23 ″ 10 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31493 | **Spearmint** SteelSc<br>*Elec.light* 3*Dks*(*Stl–U pt* ws) | 1401<br>1346<br>610 | ✠ A1<br>*ForGovernment service*<br>10,18 ✠LMC10,18 | Nwc | | | 1918<br>10mo<br>*Lloyd* | Swan,Hunter& Wigham Richardson, Ld Newcastle<br>'*sA&CP* | TheAdmiralty<br>*CellDBuB20'21tD* | 258·0<br>FK<br>*Ta8'24tFPT36tAP* | 34·8 | 23·7 | British<br>8*BHptCem*<br>*T22t* | T.4Cy.20½",33"&(2)37"–30"<br>180lb (*s*) 335NHP<br>2SB,8*cf*,GS156HS6072 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc |
| 31494<br>140310<br>JQCN | **Specialist** SteelSc<br>*ss*Lon.No.1-21<br>(*ex*Santille) 2*Dks*(*UIrn2nd dkStl*)<br>Wireless | 4287<br>3871<br>2695 | ✠100A1<br>1,22 ~~4,21~~<br>~~BS10,21~~ ✠LMC~~6,17~~ 10,21 | Lon<br>Cff | *x* | CL<br>4,21 | 1917<br>6mo<br>*Lloyd* | JReadhead &Sons,Ld. S.Shields<br>'*sA&CP* | CharenteS.S.Co. Ld. (T.&J. Harrison,*Mgrs.*) | 370·3<br>P83'B132'F38'<br>FK<br>*CellDB316'890t* | 50·4 | 25·8 | London<br>British<br>6*BHCem*<br>*APT31t* | T.3Cy.28",46"&75"–48" (*r*)<br>180lb *100lb* 484NHP<br>2SB,8*cf*,GS136,HS6642 FD<br>JReadhead&Sons,Ld.SShl |
| 31495<br>13134<br>HSTR | **Spectator** SteelScSr<br>*ss*Liv.No.2-20<br>(*ex*Saint Leonards) Wireless 2*Dks*(*Stl*)<br>*Elec.light* | 4574<br>4259<br>2860 | ✠100A1<br>8,21 ~~3,21~~<br>✠LMC<br>MS1,20 ~~[illegible]~~ BS1,22 | Lon<br>Liv | *x* | CL<br>~~3,18~~<br>8,21 | 1911<br>6mo<br>*Lloyd* | AM'Millan &Son,Ld. Dumbarton<br>'*sA&CP* | CharenteS.S.Co. Ld. (T. & J. Harrison,*Mgrs.*)<br>*CellDBa111' uE&* | 384·7<br>P40'B119'F42'<br>FK<br>*B42'f179'845tFPT* | 50·0 | 27·2 | Liverpool<br>British<br>6*BHCem*<br>105t*APT87t* | T.3Cy.26",42"&70"–48" (*s*)<br>180lb *100lb* 446NHP<br>2SB,6*cf*,GS130,HS6350 FD<br>Rankin&Blackmore,Grk. |
| 31496<br>137720 | **Spectrum** SteelScK<br>*ss*Pts.No.3-9,20<br>1*Dk* | 97<br><br>41 | ✠100A1<br>*For fishing purposes*<br>9,20 ✠LMC9,20 | Pts | | CL<br>9,20 | 1918<br>7mo<br>*Lloyd* | JWBrooke &Co.Ld. Lowestoft<br>'*sA&CP* | ~~TheAdmiralty~~<br>R,G.Roe | 86·2<br>BK7½" | 18·5 | 9·3 | Ramsgate<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 42RHP ~~48NHP~~<br>1SB,2*pf*,GS30,HS814<br>Pollet&Wigzell,Ld. SowerbyBridge |
| 31497<br><br>MSPV | **Speculant** SteelAuxScSr<br>*Motor*<br>1*Dk* | 135<br>111<br>105 | | | | | 1907 | NVSchpsb. Mij.vorm. T.T.Croles, Tilst | HolgerFischer | 98·1 | 20·0 | 6·7 | Chrstiania<br>Norwegian | Motor<br>Brödr.Houmöller, Fredrikshav |
| 31498<br>143966 | **Speedos** SteelSc<br>(*Trawler*)<br>(*ex*TheMascot,*ex*Rhein) 1*Dk* | 260<br>221<br>108 | | | | | 1907 | G.Seebeck Akt.Ges. Bremerhaven | C.L.Mason | 129·6<br>Q75'F23' | 23·0 | 9·7 | Swansea<br>British<br>*WB* | T.3Cy.12",19½"&31½"–23¼"<br>48RHP<br>G.SeebeckA.G.Bremerhvn |
| 31499<br>83851<br>TKVG | **Speedwell** IronScSr<br>*ss*Nwc.3rdNo.3-10,20<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 974<br>791<br>579 | ✠100A1<br>~~[illegible]~~ ~~10,20~~ 5,22<br>✠NE&B12,95 BS8,22<br>✠LMC10,20 | Nwc<br>~~Bly~~ | *n* | 10,20 | 1880<br>6mo | Hodgson &Soulsby Blyth<br>A&CP | RobertStanley Shppg.Co.Ld.(R.S. Dalgliesh,*Mgr.*) | 220·0<br>Q82'B44'F28'<br>FK<br>*WB=DBa63'f48'* | 30·1 | 17·0 | Falmouth<br>British<br>4*BHCem*<br>147t*APT8t* | T.3Cy.17",25½"&45"–30" (*s*)<br>160lb *100lb* NDB10 99RHP<br>1SB,3*pf*,GS56,HS1767<br>N.E.Mar.E.Co.(Lim.),Sld. |
| 31500<br>97679 | — SteelScSr<br>*ss*Ips.No.1-96<br>*Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | 140<br>95<br>52 | ✠<br>9,99<br>✠ | Ips | *a* | | 1891<br>6mo | J Fullerton &Co. Paisley | ShipSalvage Corpn.Ld. (J R. Delaney,*Mgr*) | 95·0<br>Q36'B7'F16' BK6'<br>*WB=FPT20t* | 20·0 | 7·0 | Ipswich<br>British<br>3*BHCem* | C.2Cy.12"&24"–18"<br>NB09<br>1SB,2*pf*,GS18,HS469 30RHP<br>Bow,McLachlan&Co.,Psy. |
| 31501<br><br>THRV | **Speelman** SteelScSr<br>*Elec.light* 2*Dks*&*Shadedk* | 1063<br>—<br>639 | | | | | 1890 | KoninklijkeFabriek Amsterdam | Koninkl.Paketv. Maats. | 219·8 | 31·3 | 15·6 | Batavia<br>Dutch | T.3Cy.17",26"&43"–39"<br>115NHP<br>KoninklijkeFabriek,Ams. |
| 31502<br>122968<br>HNKW | **Spen** SteelScSr<br>*ss*Goo.No.3-9,21 ~~*ss*Goo.No.3-17~~<br>*Elec.light* 1*Dk*(*Stl*)&*deepframing*<br>Wireless | 900<br>710<br>425 | ✠100A1<br>9,21 ~~1,20~~<br>~~[illegible]~~ ✠LMC~~[illegible]~~<br>9,21 | Goo | *m* | ~~9,17~~<br>9,21 | 1908<br>12mo<br>*Lloyd* | W.Dobson &Co. Newcastle<br>'*sA&CP* | ~~Lancashire& YorkshireRly.Co.~~<br>L.&N.W.Rlwy.Co.<br>*WB=CellDBa44'* | 215·6<br>P24'B71'F24'<br>FK<br>*E20'f101'211tFPT* | 32·2 | 12·9 | Goole<br>British<br>4*BHCem*<br>18t*APT35t* | T.3Cy.17",28½"&46"–33" (*s*)<br>180lb 145NHP<br>2SB,4*cf*,GS70,HS2450<br>Wllsnd Slpwy.Co.Ld.Nwc |
| 31503<br><br>WLRS | **Spera** SteelSc<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 123<br>98<br>86 | | | | | 1914 | J.Vos& Zoon Groningen | A/S Svelviksand | 99·7 | 17·2 | 6·3 | Chrstiania<br>Norwegian | Oil Engine 2S.C.SA<br>1Cy.13"–13" 11NHP<br>Steijard&JanetteMch.Rot |
| 31504<br>15<br>SJMT | **Speranza** IronScSr<br>*ss*Gen.3rdNo.3-12,19<br>(*ex*Montauk,*ex*Inchlonga, *ex*Madagascar) 2*Dks*(*Irn*)& *Spar dk*(*Irn*)<br>Wireless | 2893<br>2040<br>1764 | ✠100A1<br>*Spar dk*<br>2,22 ~~10,20~~ ✠LMC12,19<br>✠NE&B10,90 | Gen<br>Msl | *u* | ~~12,19~~<br>2,22 | 1882<br>7mo | J.Blumer &Co. Sunderland<br>A&CP | Becchi&Calcagno | 320·0<br>B75'<br>BK10"<br>*WB=DB* | 40·2 | 28·0 | Savona<br>Italian<br>*a96'f78'365t* | T.3Cy.23½",38"&62"–45" (*s*)<br>160lb *100lb* NDB08 295NHP<br>2SB,6*cf*,GS126,HS5000<br>WllsndSlpwyCo.Ld.Nwc. |
| 31505 | **Sperber** SteelSc<br>(*Trawler*)<br>1*Dk* | 143<br>130<br>25 | | | | | 1905 | J.C.Tecklenborg A.G. Geestemünde | O.Beucker | 107·7<br>F15' | 20·8 | 10·0 | Gstemnde<br>German | T3Cy11½",17¾"&29 3/16"–21 1/16"<br>40NHP<br>J.C.TecklenborgA.G.Gst. |
| 31506 | **Speremus** SteelScK<br>*Elec.light* *Mchy.Aft* 1*Dk* | 225<br>210<br>85 | | | | | 1919 | H.C.StülckenSohn Hamburg | H.C.StülckenSohn | 118·7<br>B18' | 23·6 | 11·4 | Hamburg<br>German<br>*WB* | T.3Cy.12⅝",21½"&33½"–22"<br>54NHP<br>H.C.StülckenSohn,Ham. |
| 31507<br><br>MVGP | **Sperm** SteelScSr<br>(*ex*Lizard,*ex*Hawk) (*Whaler*)<br>*Elec.light* *Mchy.Aft* 1*Dk* | 180<br>170<br>64 | | | | | 1912 | Akers. Mek.Værks. Christiania | A/S Tönsbergs Hvalfangeri (Hans Borge,*Mgr*) | 106·4<br>H10*t* | 21·1 | 12·3 | Tönsberg<br>Norwegian | T.3Cy.13½",22"&37½"–24"<br>69NHP<br>Akers.Mek.Værks.Xia. |
| 31508<br>110340<br>RHGW | **Spermina** SteelScSr<br>*ss*Liv.2nd.No.3-6,19<br>(*ex*Bernicia) 1*Dk*(*Stl*)2*trB*<br>Wireless &*deep framing* 3*Dk rule* | 3355<br>3196<br>2179 | ✠100A1<br>~~7,21~~ ~~10,20~~ 4,22<br>~~[illegible]~~ ✠LMC6,19<br>BS4,22 | Rot<br>~~Ant~~ Bal | *w* | CL<br>~~6,19~~<br>7,21 | 1899<br>9mo | R.Craggs& Sons Middlesbro'<br>A&CP | SperminaShipping Co.Ld. (C.Lowe& Partners,Ld.)<br>*CellDBo* | 349·7<br>P28'B77'F34'<br>FK<br>119'*uE*&*B*38'*f*142' | 47·1 | 23·8 | Newcastle<br>British<br>6*BHCem*<br>803t*APT24t* | T.3Cy.~~20½~~ 25",41"&67"–45" (*s*)<br>160lb *80lb* NDB15 313NHP<br>2SB,8*pf*,GS136,HS5048<br>N.E.MarineEngCoLdNwc |
| 31509<br>144935<br>KHDT | **Spero** SteelSc<br>*Elec.light* *Well deck* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 1960<br>1359<br>891 | ✠100A1<br>1,22 ~~11,20~~<br>✠LMC11,20 | PGl<br>Shl | *r* | CL | 1920<br>11mo<br>*Lloyd* | Murdoch & Murray,Ld. PortGlasgow<br>'*sA&CP* | PeltonS.S.Co.Ld.<br>*CellDB192'439t* | 269·9<br>P24'Q188'F26'<br>FK<br>*DTa27'98t FPT68t* | 40·2 | 17·4 | Newcastle<br>British<br>4*BHCem*<br>*APT70t* | T.3Cy.24",40"&65"–45" (*s*)<br>180lb 379NHP<br>3SB,9*cf*,GS185,HS6825<br>J.G.Kincaid&Co.Ld.Grk. |
| 31510<br><br>MPNV | — SteelSc<br>*Mchy.Aft* 1*Dk* | 692<br>526<br>367 | | | | | 1916 | Larvik Slip &Verksted Larvik | Prebensens Dampskibs.A/S (J. W Prebensen *Mgr*) | 178·4<br>P52' | 30·2 | 12·4 | Risör<br>Norwegian<br>*WB* | T.3Cy.14",23"&38"–27"<br>75NHP<br>FredrikstadM.V.Frdstad. |
| 31511 | **Sperwer** SteelScYl<br>1*Dk* | 169<br>153<br>36 | 100A1<br>*StmTrawler*<br>(*ClassContemplated*) | | | | 1921 | Werf de Dageraad Woubrugge | N.V.Indistrueele Maats.Hera | 105·3 | 20·7 | 11·3 | Ymuiden<br>Dutch | T.3Cy.12½",20"&33"–17½"<br>IndistrueeleMyHera,Ymu |
| 31512<br><br>MRPD | **Spes** SteelScSr | 1124<br>976<br>656 | | | | | 1918 | Trndhjms Mek.Værks. Trondhjem | A/S Sjöfart (S.O.Stray&Co. A/S,*Mgrs.*) | 226·1<br>P16'B16'F27' | 36·5 | 15·7 | Xiansand<br>Norwegian<br>*WB* | T.3Cy.17",27½"&46"–30"<br>116NHP<br>TrondhjemsM.V.Trndhjm |
| 31513<br><br>HRJP | **Spetsai** IronScSr<br>(*ex*Irini,*ex*Amstelstroom)<br>*Elec.light* Wireless 2*Dks* | 788<br>665<br>425 | | | | | 1885 | Maats. Fyenoord Rotterdam | HellenicCo.ofMaritimeEnterprises | 223·0<br>P82*t*H40*t*F56*t* | 28·2 | 15·8 | Piræus<br>Greek | C.2Cy.25"&45½"–33"<br>NB05 98NHP<br>Maats.Fyenoord,Rot. |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross. Under deck. Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When. Ship. Engines | 9<br>By Whom. Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31514<br>~~[illegible]~~<br>~~KBDN~~ | Now named "JeanetteKayser," See No. 37567 in Supplement<br>**Spezia** SteelScSr<br>(exSuchan,exSpezia,<br>exBamberg,exSenta) 2Dks<br>Elec.light Wireless | 3786<br>3528<br>2373 | | | | | 1895 | Blohm&<br>Voss<br>Hamburg | ~~TheShippingController (Houlder, Middleton&Co.Ld. Mgrs.)~~ Kayser&SohnG.m.b.H | 372·0\|44·2\|27·1<br>P&B225'F45' | German<br>WB | T.3Cy.25$\frac{3}{16}$",40"&66"–42$\frac{1}{8}$"<br>283NHP<br>Blohm&Voss,Hamburg | | |
| 31515<br>105964<br>PDFJ | **Sphene** SteelSc3MstSr<br>ssSyd.2ndNo.3–3.20<br>Elec.light IronFloors 1Dk(Irn)<br>Welldeck Mchy.Aft<br>Cargo battens not fitted | 411<br>274<br>159 | ✠100A1<br>2,22 ~~1,21~~<br>~~BS1,21~~ ✠LMC~~5,20~~<br>2,22 | Syd<br>Mel | f | CL<br>~~4,19~~<br>2,22 | 1895<br>11mo | Scott&<br>Sons<br>Bowling<br>A&CP | AustralianSteamshipsProprietary Ld. (Man.Agents HowardSmith, Ld.) | 142·5\|25·1\|10·7<br>Q68'B9'F24'<br>BK7"<br>WB= | SydnyNSW<br>British<br>3BHCem<br>FPT18t | C.2Cy.20"&40"–27" (s)<br>110lb 65RHP<br>1SB,2pf,GS40,HS1270<br>Muir&Houston,Glasgow | 12 〃 1<br>s 〃 6<br>12 〃 4 | |
| 31516<br>OTUZ | **Sphinx** SteelTwinScSr<br>Elec.light Wireless 7Dks | 11375<br>8957<br>6724 | | | | | 1914 | Atel.&Ch.<br>delaLoire<br>St.Nazaire | ~~MessageriesMaritimes~~ Soc.desServicesContractuels desMessageriesMaritimes | 478·0\|60·7\|40·6<br>B266' | Marseilles<br>French<br>WB | T.6Cy.28",46"&76"–53"<br>840NHP<br>Atel &Ch.de laLoire,Nts. | | V |
| 31517 | **Spica** SteelScSr<br>(exSchwennau)<br>1Dk | 1385<br>1150<br>869 | | | | | 1904 | Act.Ges.<br>"Neptun"<br>Rostock | Holm&Molzen | 256·5\|35·9\|15·2<br>P14'Q69'B110'F29' | Flensburg<br>German<br>WB | T3Cy.17$\frac{1}{8}$",26$\frac{3}{4}$"&44$\frac{7}{8}$"–33$\frac{1}{16}$"<br>115NHP<br>A.G."Neptun,"Rostock | | |
| 31518<br>278<br>SJPQ | — IronAuxScBk<br>ssSws.2ndNo.3–6,03<br>(exLordCairns) ssGen.No.2–13<br>1Dk2trB<br>(See Sailing Ship Register) | 1332<br>1270<br>— | ✠<br>9,16 | Gen | s | | 1877<br>5mo | Harland&<br>Wolff<br>Belfast | ArmatoriRiuniti LiguriLombardi | 230·8\|36·0\|22·2<br>Q48'F32'<br>BK9" | Genoa<br>Italian<br>1BHCem | T.3Cy.12",18"&30"–18"<br>E&Bfitted20 38NHP | 24 〃 0 | IV |
| 31519 | — SteelScSr<br>(Whaler)<br>Elec.light (exZitzekama) 1Dk | 137<br>133<br>48 | | | | | 1913 | Akers<br>Mek.Værks.<br>Christiania | Chr.Salvesen&Co. | 99·3\|19·6\|11·6 | Leith<br>British | T.3Cy.12",20"&35"–21"<br>56NHP<br>Akers.Mek.Værks.Xia. | | N |
| 31520<br>123290<br>HJNP | **Spider** SteelScK<br>1Dk | 271<br>239<br>107 | | | … | | 1906 | Earle'sCo.<br>Ld.<br>Hull | Grant&BakerStm FishingCo.Ld. | 131·8\|22·1\|11·8<br>Q72'F20'<br>BK8" | Grimsby<br>British | T.3Cy.12$\frac{3}{4}$",22"&36"–24"<br>78RHP<br>Earle'sCo.Ld.Hull | 12〃10 | |
| 31521 | **Spiekeroog** SteelSc<br>(Trawler)<br>Now named "Kermaria," See No. 38053 in Supplement<br>Elec.light 1Dk | 244<br>217<br>91 | | | | | 1917 | Nordd.<br>Werft.m.b.H.<br>Bremerhaven | | 127·1\|23·0\|9·5<br>Q70'F19' | French<br>WB | T.3Cy.12$\frac{3}{5}$",20$\frac{1}{2}$"&32$\frac{1}{4}$"–22$\frac{1}{5}$"<br>OttensenerMaschf. 50NHP<br>G.m b.H.Altona | | |
| 31522 | — SteelSc<br>(Trawler)<br>(exFritzBaum,exSpiekeroog) 1Dk | 144<br>130<br>50 | | | | | 1895 | Rickmers<br>Akt.Ges.<br>Geestemünde | RichardSchulze | 110·2\|20·0\|9·9<br>H23'<br>len01 | Gstemnde<br>German | T.3Cy.10$\frac{5}{8}$",16$\frac{7}{8}$"&26$\frac{9}{16}$"–20$\frac{7}{8}$"<br>32NHP<br>G.Seebeck,Geestemünde | | |
| 31523<br>NQJR | **Spigerborg** SteelSc<br>(exHenrikBjelke)<br>1Dk | 1548<br>1165<br>954 | | | | | 1907 | Howaldts-<br>werke<br>Kiel | Dmpskselsk. Dannebrog (C.K. Hansen,Mgr.) | 241·2\|36·1\|16·5<br>P13'Q73'B105'F29' | Copnhagn<br>Danish<br>WB | T.3Cy.16$\frac{3}{4}$",29$\frac{9}{16}$"&42$\frac{1}{8}$"–29$\frac{1}{2}$"<br>96NHP<br>Howaldtswerke,Kiel | | V |
| 31524<br>124277<br>HQTP | **Spilsby** SteelScSr<br>ssCff.No.2–18<br>Wireless 1Dk(ptIrnptStl) | 3661<br>3376<br>2254 | ✠100A1<br>~~7,21~~ ~~9,20~~1,22<br>~~BS11,20~~ ✠LMC7,18<br>BS1,22 | Nwc<br>Shl | w̄ | CL<br>~~11,18~~<br>1,22 | 1910<br>4mo<br>Lloyd | Ropner&<br>Sons,Ld.<br>Stockton<br>'sA&CP WB= | RopnerShipping Co.Ld.<br>CellDBa111'uE24' | 346·5\|50·8\|23·2<br>P23'B99'F36'<br>FK<br>f153'831tFPT139t | Stockton<br>British<br>6BHCem<br>APT147t | T.3Cy.25",41"&67"–45" (s)<br>180lb 100lb 323NHP<br>2SB,6cf,GS132,HS4927<br>Blair&Co.Ld.Stockton | 25 〃 8<br>s 4 〃 6<br>21 〃 5 | |
| 31525<br>128888<br>~~MTPQ~~ | **Spind** SteelScSr<br>1Dk | ~~721~~ 722<br>~~517~~ 518<br>~~345~~ 358 | | | | | 1919 | v.d.Kuy&<br>v.d.Ree's<br>Scheepsw.<br>Maasdijk | ~~A/SSalvesen (Jac.Salvesen, Mgr.)~~ LuthamS.S.Co.,Ld.(T.E.Kettlewell,Mgr.) | 180·6\|28·1\|12·4<br>Q99tB13tH14tF22t | ~~Farsund~~<br>~~Norwegian~~<br>Goole<br>British<br>WB | T.3Cy.15",24"&40"–24"<br>78NHP<br>N.V.v.d.Kuy&v.d.Ree | | N |
| 31526<br>99895<br>NBQR | **Spinel** Steel&IronSc3MstSr<br>ssBwg.3rdNo.3–11,20<br>Well deck Mchy.Aft 1Dk(Irn)<br>Ironframing&Stlplating | 509<br>373<br>204 | ✠100A1<br>11,20<br>✠NB10,20 ✠LMC10,20 | Bwg | h | CL<br>N10,20 | 1893<br>4mo | Scott&<br>Sons<br>Bowling<br>A&CP | W.Robertson | 175·0\|26·6\|10·7<br>Q86'B10'F25'<br>BK7$\frac{1}{2}$"<br>WB=CellDB96' | Glasgow<br>British<br>3BHCem<br>120tFPT15t | T.3Cy.14",23"&36"–27" (s)<br>160lb 68RHP<br>1SB,3cf,GS49,HS1593<br>Muir&Houston,Glasgow | 13 〃 0<br>s 〃9$\frac{1}{2}$<br>13 〃 0 | |
| 31527<br>144930<br>KHBL | **Spinner** SteelSc<br>ssShl.No.3–10,20<br>(exKilcock) 1Dk(Stl)<br>Cargo battens not fitted | 630<br>491<br>281 | 100A1<br>3,22 ~~12,20~~ | Nwc<br>Ham<br>LMC10,20 | | CL | 1918<br>Lloyd | Smith's<br>DockCo.Ld<br>Middlesbro'<br>'sA&CP | BrownShipping Co.(Newcastle)Ld (Robinson,Brown &Co.Mgrs.) | 175·4\|30·0\|15·7<br>B50'<br>FK<br>CellDBuE26'20t | Newcastle<br>British<br>5BHCem<br>FPT20t | T.3Cy.16",26"&44"–26" (s)<br>200lb 94RHP<br>1SB,3cf,GS51,HS1825 FD<br>N.E.Mar.Eng.Co.Ld.Nwc. | 16 〃 6<br>s 1 〃 10<br>14 〃 11 | |
| 31528<br>JPFL | **Spitsbergen** IronScSr<br>1Dk | 148<br>111<br>79 | | | | | 1870 | Wigham<br>Richrdsn&Co<br>Newcastle | A.Nygaard&Co. | 105·3\|16·9\|8·5<br>Q10tB22t<br>len75 | Bodö<br>Norwegian | C.2Cy.13"&23"–14"<br>NB81 16NHP<br>WighamRchrdsn&CoNwc | | |
| 31529 | **Spitzberg** IronSc3MstSr<br>(exStadtWitten)<br>Mchy.Aft 1Dk | 269<br>198<br>154 | | | | | 1884 | Stettiner<br>Act.Ges.<br>Stettin | C.E.Geiss | 137·4\|19·2\|10·4<br>Q56'B16'H18'<br>len85 | Stolpmnde<br>German<br>WB | C.2Cy.15"&27"–18"<br>NB04 26NHP<br>StettinerA.G.,Stettin | | |
| 31530 | **Splash** WoodSc<br>Now named "Space," See No. 39329 in Supplement<br>9&12 yrs.Mat. 1Dk | 96<br>[illegible]<br>42 | ✠11A1<br>For fishing purposes<br>10,20 ✠LMC10,20 | Goo | | CL | 1920<br>6mo<br>Lloyd | R.Dunston,<br>Ld.<br>Thorne<br>'sA&CP | TheAdmiralty | 86·6\|20·0\|9·9 | London<br>British | T.3Cy.9$\frac{1}{2}$",15$\frac{1}{2}$"&26"–18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>S.Richards&Co.Ld.Lwt. | | |
| 31531<br>652<br>SJPZ | **Splendor** SteelScSr<br>ssGen.No.2–21 ~~ssGen.No.1–10~~<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Wireless | 6507<br>5698<br>4029 | ✠100A1<br>12,21 ~~2,21~~<br>~~BS[illegible]~~ ✠LMC<br>~~[illegible]~~ S2,21<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 4,15 F.P. above 150°F. | Gen | z | CL<br>2,21 | 1913<br>8mo<br>Lloyd | N.Odero<br>&Co.<br>Genoa<br>'sA&CP WB= | "LaColumbia"Soc. Marit.perTrasporto diPetrolio e Derivati<br>CellDBuE26'69tD | 410·8\|54·9\|29·5<br>P100'B32'F36'<br>FK<br>Tf26'370tFPT260t | Genoa<br>Italian<br>16BHAsp<br>APT177t | Q.4Cy.20$\frac{13}{16}$",29$\frac{1}{2}$",43$\frac{5}{16}$"&<br>61$\frac{7}{16}$"–45$\frac{5}{16}$" (s)<br>227lb 120lb 395NHP<br>3SB,9cf,GS135,HS5682 FD<br>N.OderofuA.&Co.StriPnte | 31 〃 4<br>s6 〃 7<br>25 〃 1 | |
| 31532<br>136036 | **Splint** SteelScSr<br>(Whaler)<br>1Dk | 137<br>131<br>51 | | | | | 1912 | Xiansands<br>Mek.Værks.<br>Xiansand | PremierWhaling Co.Ld. | 98·0\|19·0\|10·3 | Durban<br>British<br>WB | T.3Cy.11",18"&29"–24"<br>60RHP<br>XiansandsM.V.Xiansand | | |
| 31533 | **Split** SteelScSr<br>ssFiu.No.2–18<br>(exSplitD.) 1Dk(Stl-ws)&Shadedk<br>Elec.light ~~Mchy.Aft~~ ptStl-teak s) | 896<br>833<br>503 | ✠100A1<br>withfreeboard<br>2,21<br>~~BS6,20~~ ✠LMC9,18<br>For service in the Adriatic | Fiu<br>BS12,21 | l | CL<br>~~6,19~~<br>12,21 | 1909<br>5mo<br>Lloyd | Cant.Nav.<br>Triestino<br>Monfalcone<br>'sA&CP | Soc.AnondiNav.a Vap."Dalmatia"<br>CellDBa31'u | 197·5\|30·6\|21·3<br>FK<br>E15'f56'94tFPT23t | Vis<br>4BHCem<br>APT11t | T.3Cy.17$\frac{1}{2}$",29"&48"–30" (s)<br>180lb 81NHP<br>2SB,4cf,GS68,HS2606 FD<br>D.Rowan&Co.Glasgow | 14 〃 0 | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31534<br>116104 | **Spokane** SteelSc<br>*Mchy.Aft* 1*Dk*&*Spar dk* | 2357<br>—<br>1975 | | | | | 1886 | GlobeIron WorksCo.<br>Cleveland,O. | SpokaneS.S.Co. (ReidWreckingCo) | 311·8 | 38·2 | 20·8 | Cleveland, Ohio<br>Utd.States | C.2Cy.27″&50″–36″<br>NB96 125NHP<br>GlobeIronWorksCo. |
| 31535<br>117116<br>KRLV | — SteelScSr<br>*Elec.light* Wireless 2*Dks*&*Hur dk* | 2277<br>—<br>1350 | | | | | 1901 | UnionIron Works<br>SanFrancisco | AdmiralLine (PacificS.S.Co. Inc.) | 270·1 | 40·1 | 17·3 | Tacoma<br>Utd.States<br>*WB* | T.3Cy.23½″,40″&66″–42″<br>284NHP<br>UnionIronWorks |
| 31536<br>HDRM | **Sport** SteelSc | 110<br>66<br>57 | | | | | 1899 | AkersMek. Værks.<br>Christiania | Det nyeAkties. Sport(Th.Mortensen) | 91·1<br>P64′ F23′ | 16·1 | 8·2 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.10′,15″&27″–16″<br>29NHP<br>AkersMek.Værks.Xia. |
| 31537<br>133650<br>JGBK | **Sportsman** SteelScSr<br>*ss*Nwc.No.1–18<br>*Well deck Mchy.Aft* 1*Dk*(*Stl*) | 572<br>401<br>250 | ✠100A1<br>10,19<br>BS3,21 | Nwc<br>✠LMC12,18 | *i* | CL<br>~~10,19~~<br>12,21 | 1914<br>6mo<br>*Lloyd*'*sA&CP* | Ardrossan S.B.&D.D.Co.<br>Ardrossan | H.Owen.Jones&Co<br>*WB=CellDB* | 175·5<br>Q101′B11′F22′<br>BK7½″<br>*f*99′ 130*t* *FPT* 32*t* | 27·0 | 10·4 | Aberdeen<br>British<br>3*BHAsp*<br>*APT*3*t* | T.3Cy.13½″,22″&36″–24″ (*r*)<br>180lb *100lb* 82RHP<br>1SB,3*cf*,GS53,HS1520<br>Lidgerwood,Ld.Glasgow |
| 31538<br>67528<br>LFNB | **Spray** IronScSr<br>*ss*Shl.4thNo.3–6,16<br>*ss*Abn.No.1–20<br>*Cargo battens not fitted* 1*Dk*(*ptStl*) | 632<br>506<br>375 | ✠90A1<br>2,22 ~~1,21~~<br>✠NB7,90<br>BS5,21 | Abn<br>Lth<br>✠LMC4,20 | *j* | CL<br>4,20 | 1872<br>6mo<br>A&CP | Hall,Russell&Co.<br>Aberdeen | Ellis&McHardy | 181·1<br>Q65′<br>BK7½″<br>*WB*= | 28·0 | 14·5 | Aberdeen<br>British<br>4*BHCem*<br>*DBa*87′70*t* | C.2Cy.28″&45¾″–30″ (*s*)<br>80lb *100lb* NDB01 90RHP<br>1SB,3*pf*,GS60,HS1359<br>Hall,Russell&Co.,Abn. |
| 31539<br>215618 | — SteelScSr<br>*Elec light* 1*Dk* | 303<br>265<br>97 | | | ... | CL<br>11,20 | 1917<br>10mo<br>A&CP | Manitowoc S.B.Co.<br>Manitowoc, Wis. | BayStateFishing Co. | 135·5<br>Q73′F26′<br>BK7″<br>*DTf*10′35*tFPT* | 22·7 | 12·3 | Boston<br>Utd.States<br>3*BHCem*<br>5*tAPT*5*t* | T.3Cy.12¾″,21½″&35″–24″<br>180lb (*s*) 82NHP<br>1SB,2*cf*,GS44,HS1516<br>MarineIronWrks,Chicago |
| 31540 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 283<br>—<br>159 | | | | | 1905 | ForeRiver S.B.Co.<br>Quincy,Mass. | RussianGovernment | 126·6 | 22·0 | 12·9 | Russian | T.3Cy.12¾″,22″&36″–24″<br>63NHP<br>ForeRiverS.B.Co.Quincy |
| 31541<br>122383 | — WoodScSp<br>1*Dk* | 118<br>90<br>61 | | | | | 1907 | Wallace Shipyards,Ld<br>VancouvrBC | VictoriaTugCo.Ld | 81·0 | 19·0 | 10·0 | Vict'riaBC<br>British | C.2Cy.10″&24″–16″<br>22RHP<br>Ross&Duncan,Glasgow |
| 31542<br>100727 | — SteelSc<br>1*Dk* | 107<br>93<br>60 | | | | | 1893 | J.&R.Weir<br>Montreal | Sincennes McNaughtonLine, Ld. | 100·1 | 17·0 | 10·4 | Montreal<br>British | C.2Cy.15″&30″–22″<br>37RHP<br>*Emade*03,*Bmade*16<br>PortbriandCo.,Sorel,Qbc. |
| 31543<br>129184 | **Spread Eagle** SteelScSr<br>(*Tug*)<br>1*Dk* | 143<br>142<br>17 | | | ... | | 1911 | Robertson &Co.<br>London | G.Edgley | 96·0<br>BK6½″ | 21·1 | 11·0 | London<br>British | C.2Cy.18″&38″–24″<br>80RHP<br>Aitchison,Blair,Ld.Gls. |
| 31544<br>64807 | **Sprightly** IronScSp<br>1*Dk* | 109<br>89<br>68 | | | | | 1875 | J.C.Johnson, Melb'rne<br>*Reblt.*98RobisonBros.Ld. | AustralianStmshp ProprietaryLd. (*Man.Agts*Howard Smith,Ld.) | 96·2 | 17·1 | 8·3 | Melbourne<br>British | C.2Cy.15″&22″–18″<br>35RHP<br>J.&H.Gwynne,London |
| 31545<br>144031<br>KDNV | **Springbok** SteelScK<br>1*Dk*(*Stl*–ws) | 324<br>287<br>148 | ✠100A1<br>*StmTrawler*<br>~~8,21~~ 2,21<br>1,22 ~~12,21~~ | Hul<br>✠LMC12,19 | | ~~2,21~~<br>8,21 | 1919<br>12mo<br>*Lloyd*'*sA&CP* | Cochrane &Sons,Ld.<br>Selby | EastRidingStm. FishingCo.,Ld. (HudsonBros., *Mgrs.*) | 138·3<br>Q78′F19′<br>BK7½″ | 23·7 | 12·7 | Hull<br>British<br>4*BHCem* | T.3Cy.13″,23″&37″–26″ (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull |
| 31546<br>129452<br>HRFD | **Springburn** SteelSc<br>*ss*Liv.No.2–18<br>(*ex*QueenMaud) 1*Dk*(*Stl*)&*Spar dk*<br>*Elec.light* Wireless (*Stl*)&*deep framing*<br>*Carrying oil fuel F.P.above* 150°F. *in DB* | 4344<br>4132<br>2795 | ✠100A1<br>*Spar dk*<br>8,21 ~~3,20~~<br>~~BS5,09~~<br>BS8,21 | Hul<br>Sws<br>✠LMC1,18 | *x* | CL<br>~~3,20~~<br>8,21 | 1909<br>12mo<br>*Lloyd*'*sA&CP* | Nthmblnd S.B.Co.Ld.<br>Newcastle | GuernseyShppng. Co.Ld.(L.C. Ozanne, *Mgr.*)<br>*CellDBa*132′*u* | 385·0<br>P31′B100′F32′<br>FK<br>*E&B*41′ *f*167′ 1040*t* | 49·7 | 26·4 | Guernsey<br>British<br>6*BHCem*<br>*APT*50*t* | T.3Cy.24½″,40″&68″–48″ (*r*)<br>180lb 378NHP<br>3SB,9*cf*,GS174,HS6243<br>N.E.MarineEngCo.LdNwc |
| 31547<br>220127<br>LWQK | **Springfield** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5641<br>4985<br>3504 | | | | | 1920 | Atlantic Corp.<br>Portsmouth, N.H. | UnitedStates ShippingBoard | 410·5<br>P60′B114′F47′ | 54·2 | 27·0 | Portsmth, N.H.<br>Utd.States<br>*WB* | T.3Cy.24½″,41½″&72″–48″<br>359NHP<br>AtlanticCorp. Portsmouth,N.H. |
| 31548<br>103011 | **Springhill** WoodScSr<br>1*Dk* | 189<br>135<br>96 | | | | | 1893 | E.McGuiggin,jr.<br>St.John,N.B. | CumberlandRlwy. &CoalCo. | 101·7<br>H55*t* | 23·7 | 10·1 | Parrsbro'<br>British | C.2Cy.20″&38″–30″<br>66NHP<br>J.Fleming,St.John,N.B. |
| 31549<br>139219<br>JPTH | **Springwell** SteelScK<br>1*Dk* | 286<br>251<br>112 | ✠100A1<br>*StmTrawler*<br>8,20 | Flt<br>✠LMC5,17 | | CL<br>7,20 | 1917<br>5mo<br>*Lloyd*'*sA&CP* | GooleS.B. &RepgCo.Ld<br>Goole | SunSteam TrawlingCo.Ld. (J.W.Armitage, *Mgr.*) | 130·3<br>Q78′F21′<br>BK7½″ | 22·7 | 12·0 | Fleetwood<br>British<br>4*BHCem* | T.3Cy.12½″,21″&35″–27″(*s*)<br>200lb 80RHP<br>1SB,3*pf*,GS45,HS1323<br>W.Beardmore&Co.Ld.Gls. |
| 31550<br>HMJR | **Spro** IronScSp<br>(*ex*Oscar)<br>1*Dk* | 103<br>62<br>57 | | | | | 1890 | AkersMek. Værksted<br>Christiania | A/SNæsoddens Dpskibsselskab(H. M.Gjertsen, *Mgr.*) | 85·2<br>P45*t*H7*t* | 16·9 | 8·4 | Chrstiania<br>Norwegian | T.3Cy.8½″,13″&21½″–15″<br>NB06 18NHP<br>AkersMek.Væk.Xia. |
| 31551<br>135106 | **Spröit** SteelScK<br>(*Whaler*)<br>1*Dk* | 158<br>153<br>69 | | | | | 1912 | Xiansands Mek.Værks.<br>Xiansand | | 103·8 | 20·2 | 11·8 | Leith<br>British<br>*WB* | T.3Cy.12″,20″&33″–24″<br>88RHP<br>FredrikstadM.V.Frdstad |
| 31552<br>82890 | **Sproston Wood** IronPad<br>1*Dk* | 109<br>87<br>68 | | | ... | | 1881 | R.&H. Green<br>London | Sproston's,Ld. | 115·0<br>H22*t* | 16·0 | 7·0 | Grgetown, Dem.<br>British | O.2Cy.24½″–28″<br>NB03 30RHP<br>J.Penn&Son,Greenwich |
| 31553<br>142736 | **Spry** SteelTwinSc<br>*Elec.light* 1*Dk*(*Stl*) | 507<br>451<br>55 | ✠100A1<br>*For towing purposes*<br>11,20 | Lth<br>✠LMC12,18 | | 11,20 | 1918<br>12mo<br>*Lloyd*'*sA&CP* | Livingstone& Cooper,Ld.<br>Hessle | TheShippingController(Alexandra TowingCo.Ld. *Mgrs.*) | 141·8<br>BK7½″<br>*DTS*11′57*tFPT*29*t* | 29·1 | 15·0 | British<br>7*BHCem*<br>*APT*29*t* | T.6Cy.15″,23$\frac{5}{12}$″&36″–24″(*s*)<br>160lb 204NHP<br>2SB,6*cf*,GS126,HS4216<br>Belliss&Morcom,Ld., Birmingham |
| 31554<br>142022<br>KHGL | **Spuma** SteelScCtr<br>(*ex*Raie) (*Whaler*)<br>1*Dk* | 133<br>128<br>57 | | | | | 1913 | Akers. Mek.Værks.<br>Christiania | Chr.Salvesen&Co. | 99·3 | 19·6 | 11·6 | ~~Leith~~<br>British<br>Stanley,F.L | T.3Cy.12″,20″&33″–21″<br>79RHP<br>AkersMek.Værks.Xia. |
| 31555<br>124769<br>JOWS | **Spurn** SteelScK<br>(*Tug*)<br>1*Dk* | 103<br>101<br>87 | | | ... | | 1907 | W.H. Warren<br>NewHolland, Lincs. | WestCoastTowage SalvageCo.Ld. (J.Prendiville& Co.*Mgrs.*) | 85·3<br>BK5½″ | 18·1 | 9·6 | Liverpool<br>British<br>*WB* | T.3Cy.10½″,17″&27½″–22″<br>53RHP<br>*Emade*89,*refitted*07<br>Muir&Houston,Ld.Gls. |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31556<br>128110<br>HNDS | **Spurnpoint** SteelScK<br>ssApl.No.3-11,21 ~~ssHul.No.2-17~~<br>Well deck 1Dk(Stl)<br>Mchy.Aft | 235<br>171<br>88 | ✠100A1<br>~~7,20~~11,21<br>✠LMC2,21 | Cff<br>Apl | d | CL<br>~~2,21~~<br>10,21 | 1908<br>9mo<br>Lloyd | A.Hall&Co.Ld.<br>Aberdeen<br>'sA&CP | ScorrierSteam Coasters,Ld. (GriffinBros.Mgs) | 125·3<br>Q45'B9'F22'<br>BK$7\frac{1}{2}$"<br>WB= | 21·1 | 8·8 | Cardiff<br>British<br>3BHCem<br>FPT34t | C.2Cy.15"&32"-22" (r)<br>135lb 56RHP<br>1SB,2pf,GS35,HS1006<br>A.Hall&Co.Ld.Aberdeen | 9 ″ 10<br>s ″ 7<br>10 ″ 0 | |
| 31557 | **Spurt** SteelScSr<br>Now named "Craigentinny," See No. 5634<br>1Dk(Stl) | 96<br>96<br>43 | ✠100A1<br>For fishing purposes<br>1,20<br>✠LMC1,20 | Mch | | | 1919<br>11mo<br>Lloyd | I.Pimblott&Sons,Ld.<br>Northwich<br>'sA&CP | TheAdmiralty | 86·5<br>BK$7\frac{1}{2}$" | 18·5 | 9·3 | London<br>British<br>3BHCem | T.3Cy.$9\frac{1}{2}$",$15\frac{1}{2}$"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>W.Beardmore&Co.Ld. Coatbridge | 10 ″ 0 | |
| 31558 | **Spyridon** SteelScSr<br>ssLiv.No.3-4,11<br>(exHerminius) ssGen.No.2-20<br>Wireless 1Dk(Stl)&Spar dk(Stl)&deep framing | 3548<br>3336<br>2292 | ✠100A1<br>Spar dk<br>2,22 ~~4,20~~<br>~~BS2,21~~ ✠LMC7,19<br>BS2,22 | Gen<br>Pir | w | CL<br>~~7,19~~<br>10,21 | 1898<br>6mo | Russell&Co.<br>Pt.Glasgow<br>A&CP | N.G.Livanos<br>Cell DB a110' | 339·4<br>P20'B72'F36'<br>uE&B36'f142'792t | 45·9 | 17·8<br>25·8<br>FK | Piræus<br>Greek<br>6BHCem<br>APT56t | T.3Cy.24",40"&65"-45" (a)<br>180lb 65lb 298NHP<br>2SB,6cf,GS138,HS4482<br>Hutson&Son,Glasgow | 28 ″ 6<br>s 5 ″ $7\frac{1}{2}$<br>23 ″ 2 | |
| 31559<br>132194 | **Squall** WoodSc<br>1Dk<br>9&12 yrs. Mat. | 100<br>99<br>44 | | | ... | CL | 1918<br>6mo<br>Lloyd | John Chambers,Ld<br>Lowestoft<br>'sA&CP | ~~TheAdmiralty~~ | 86·3 | 19·9 | 10·2 | Buckie<br>British | T.3Cy.$9\frac{1}{2}$",$15\frac{1}{2}$"&26"-18" (s)<br>180lb 42NHP<br>1SB,2pf,GS30,HS932<br>Plenty&Son,Ld.Newbury | | |
| 31560 | **Srgj** SteelScSr<br>ssShl.No.2-13<br>1Dk(ptIrn&ptStl)2trB&deep framing3Dkrule | 3644<br>3342<br>2354 | ✠100A1<br>Examined12,19<br>~~BS6,20~~ ✠LMC5,19<br>BS9,21 | Cff | v | CL<br>5,19 | 1905<br>1mo<br>Lloyd | J.Readhead&Sons<br>South Shields<br>'sA&CP | Dubrovacka Parobrodska Plovidba<br>WB=CellDBa | 341·0<br>P32'B140'F41'<br>116'uE20'f142'804t | 46·6 | 25·9<br>FK | Dubrovnik<br>6BHCem<br>APT72t | T.3Cy.24",40"&65"-45" (r)<br>160lb 80lb 295NHP<br>2SB,6cf,GS116,HS4590<br>J.Readhead&Sons,S.Shl. | 27 ″ 4 | |
| 31561<br>THSP | **Sri Lenggang** WoodScSr<br>(Tug)<br>1Dk | 115<br>—<br>54 | | | | | 1908 | Tanjong PagarDkBrd<br>Singapore | N.V.Semarangsch Stoomboot-en Prauwenveer | 110·0<br>B23' | 18·3 | 8·0 | Samarang<br>Dutch | C.2Cy.12"&24"-15"<br>18NHP<br>TanjongPagarDkBrd,Sng | | |
| 31562<br>119257<br>TWMD | **Sri Muar** SteelScSr<br>1Dk(Teak) | 229<br>172<br>92 | ✠<br>1,09 | Sng | c | | 1904<br>2mo | Tanjong PagarDkCLd<br>Singapore | SoonKeckCo.Ld. | 126·0<br>B42'F25'<br>ptShadedk45'<br>WB= | 21·0 | 8·8<br>FK | Singapore<br>British<br>4BHCem<br>FPT14t | C.2Cy.17"&34"-21"<br>48RHP<br>1SB,2rf,GS31,HS997<br>TanjongPagarD.CoLdSng | 9 ″ 6 | |
| 31563<br>135029 | **Sri Patana** SteelScSr<br>2Dks | 155<br>102<br>48 | | | | | 1884 | Howaldt Bros.<br>Kiel | BianGiap&Co.Ld. | 95·5 | 21·0 | 8·1 | Singapore<br>British | C.2Cy.13"&22"-12"<br>NB08 22RHP<br>HowaldtBros.Kiel | | |
| 31564 | **Sri-Samud** SteelScSr<br>(exKohsichang,exSirius) 1Dk&Spar dk<br>Elec.light Wireless | 2043<br>1633<br>1292 | Bgk 3,22<br>(See footnote*) | | | | 1894 | Flensburgr Schiffsb.Ges.<br>Flensburg | GovernmntofSiam | 259·5<br>P160'F29' | 38·0 | 20·3 | Bangkok<br>Siamese<br>WB | T.3Cy.21",35"&56"-39"<br>196NHP<br>FlensburgerSchiffsb.Ges. | | |
| 31565 | **Sri Tringganu** WoodScSr<br>1Dk | 159<br>129<br>81 | | | | | 1890 | Singapore SlpwyCo.Ld.<br>Singapore | WeeBros. | 117·0 | 19·0 | 8·0 | Singapore<br>British | C.2Cy.17"&34"-20"<br>43NHP<br>Ross&Duncan,Glasgow | | |
| 31566 | **Staatssekretär Albert** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 216<br>190<br>83 | | | | | 1920 | Reichsw'rk Rüstringen<br>Rüstringen | Gemeinnützige Hochseefischerei G.m.b.H."Gross-Berlin" | 217·0<br>Q70'F19' | 22·6 | 9·1 | Gstemnde<br>German<br>WB | T.3Cy.$12\frac{3}{5}$",$20\frac{1}{2}$"&$32\frac{1}{4}$"-$22\frac{4}{5}$"<br>Deutsche 50NHP<br>WerkeA.G.Rüstringen | | |
| 31567 | **Staatssekretär Walter** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 227<br>211<br>86 | | | | | 1920 | Reichswrft<br>Kiel | Städt.Hochseefisch.GemeinnützigeG.m.b.H. | 119·3<br>H48'F18' | 24·3 | 9·6 | Brmrhavn<br>German<br>WB | T.3Cy.13",$20\frac{1}{2}$"&$32\frac{1}{4}$"-$22\frac{4}{5}$"<br>50NHP<br>Reichswerft,Kiel | | |
| 31568<br>PSWF | **Stad Amsterdam** SteelSc<br>Elec.light Wireless 1Dk | 3780<br>3477<br>2322 | | | | | 1917 | N V Schpw. Dordrecht<br>Dordrecht | N.V.Stoomb.Mij. "StadAmsterdam" (HalcyonLine) | 341·9<br>P28'B102'F36' | 50·0 | 25·5 | Rottrdam<br>Dutch<br>WB | T.3Cy.$24\frac{4}{5}$",41"&$66\frac{1}{5}$"-$45\frac{1}{5}$"<br>Msch. 300NHP<br>Thyssen&CoAG,Muelheim | | |
| 31569<br>GQDL | **Stad Antwerpen** SteelTrpScSr<br>Elec.light Wireless 2Dks | 1384<br>979<br>670 | | | | | 1913 | Soc.Anon. Jhn.Cockerill<br>Hoboken | BelgianGovernment | 300·0<br>B186' | 36·0 | 22·9 | Ostend<br>Belgian | 3 Steam Turbines<br>Soc.AnJCockerill,Seraing | | |
| 31570<br>PSWH | **Stad Arnhem** SteelSc<br>Wireless 1Dk | 3819<br>3477<br>2376 | | | | | 1919 | N V Schpw. Dordrecht<br>Dordrecht | N.V.Arhemsche Scheepsv.Maats. (HalcyonLine) | 340·0<br>P28'B102'F36' | 49·7 | 27·7 | Rottrdam<br>Dutch<br>WB | T.3Cy.$24\frac{4}{5}$",$40\frac{9}{10}$"&$66\frac{9}{10}$"-$45\frac{3}{10}$"<br>301NHP<br>Thyssen&CoAG,Muelheim | | |
| 31571<br>PSWK | **Stad Dordrecht** SteelSc<br>Elec.light Wireless 1Dk | 3781<br>3477<br>2321 | | | | | 1917 | N.F.Schps-Dordrecht<br>Dordrecht | N.V.Stoomb.Mij. "StadDordrecht" (HalcyonLine) | 341·9<br>P29'B102'F36' | 50·0 | 25·5 | Rottrdam<br>Dutch<br>WB | T.3Cy.$24\frac{4}{5}$",$40\frac{9}{10}$"&$66\frac{9}{10}$"-$45\frac{3}{10}$"<br>301NHP<br>Thyssen&CoAG,Muelheim | | |
| 31572 | **Stad Kampen** SteelSc<br>1Dk | 980<br>780<br>562 | | | | | 1917 | NV.Schpsb Mij.Ijselwerf<br>Kampen | M.LaFluente | 217·3<br>Q67'B53'F23' | 32·7 | 13·9 | VeraCruz<br>Mexican | T.3Cy.14",23"&38"-27"<br>75NHP<br>Machf.Utrecht,Utrecht | | |
| 31573 | **Stad Schiedam** SteelSc<br>Elec.light 1Dk | 980 | | | | | 1920 | Flensburgr Schiffsb.Ges.<br>Flensburg | Vulcaan | 208·4<br>P15'Q47'B45'F24' | | | Rottrdam<br>Dutch<br>WB | T.3Cy$15\frac{3}{10}$"$25\frac{3}{5}$"&$44\frac{1}{10}$"-$29\frac{1}{2}$"<br>106NHP<br>FlensburgerSchiffsb.Ges. | | |
| 31574 | **Stad Zaandam** SteelSc<br>Elec.light Wireless 1Dk | 2058<br>1794<br>1235 | | | | | 1919 | J.Meyer's Scheepsb.Mij.<br>Zalt-Bommel | N.V.Stoomb.Mij "StadZaandam" (HalcyonLine) | 280·9<br>P18'B69'F32' | 41·4 | 19·3 | Rotterdam<br>Dutch<br>WB | T.3Cy.$21\frac{3}{5}$",$32\frac{3}{10}$"&$53\frac{1}{5}$"-$36\frac{1}{5}$"<br>170NHP<br>Thyssen&Co.A.G.Mulheim | | |
| 31575 | **Stad Zalt-Bommel** SteelSc<br>Elec.light Wireless 1Dk | 2055<br>—<br>1230 | | | | | 1918 | J.Meyer's Scheepsb.Mij.<br>Zalt-Bommel | N.V.Stoomb.Mij. "StadZalt-Bommel" (HalcyonLine) | 279·0<br>P99'B72'F26' | 41·0 | 21·3 | Rottrdam<br>Dutch<br>WB | T.3Cy.$20\frac{4}{5}$",$32\frac{2}{5}$"&55"-$35\frac{2}{5}$"<br>80NHP<br>Werkspoor,Amsterdam | | |
| 31576 | **Stade** SteelSc<br>(Tug)<br>1Dk | 213<br>192<br>84 | | | | | 1897 | J.W.Klawitter<br>Danzig | Hamburg-Amerik. Packetf.Act.Ges. (Ham.-Amr.Linie) | 115·3<br>H32' | 22·4 | 14·0 | Hamburg<br>German<br>WB | C.2Cy.20"&39"-$25\frac{1}{2}$"<br>77NHP<br>J.W.Klawitter,Danzig | | |
| 31577<br>MFSD | **Stadion** SteelScSr<br>Mchy.Aft 1Dk | 519<br>394<br>279 | | | | | 1909 | Nylands Værksted<br>Christiania | A/S Stadion (J.B.Stang) | 155·0<br>P93tH7tF9t | 28·3 | 11·4 | Chrstiania<br>Norwegian<br>WB | T.3Cy.$11\frac{1}{2}$",$18\frac{1}{2}$"&31"-24"<br>47NHP<br>NylandsVærkstad,Xania. | | N |
| 31578<br>MKSF | **Stadion II.** SteelScSr<br>1Dk | 629<br>506<br>318 | | | | | 1914 | Nylands Værksted<br>Christiania | A/S Stadion (J.B.Stang) | 176·4<br>P33tH43tF6t | 29·7 | 14·1 | Chrstiania<br>Norwegian<br>WB | T.3Cy.$13\frac{1}{2}$",21"&36"-27"<br>67NHP<br>NylandsVærkstedXania | | N |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31579<br>130623 | **Stadium** WoodScSr<br>(STRANDED 3,21)<br>1Dk | 118<br>79<br>49 | | | | | 1912 | J.McGill<br>Shelburne,<br>N.S. | TheCharlesT.<br>White&SonCo.Ld. | 78·6\|20·6\| 9·0 | YarmthNS<br>British | C.2Cy.13"&26"–18"<br>28RHP<br>NewBurrellJohnsonIrnCo. | |
| 31580<br>PSWB | **Stadsdijk** SteelSc<br>(exRockyMaru) 2Dks(Stl)&Shelter dk<br>Elec.light Wireless (Stl) | ~~6786~~ 67/4<br>~~6507~~<br>~~5077~~<br>6501<br>4958 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~3,21~~ ~~12,20~~<br>5,22 | Rot<br>~~Ham~~<br>✠LMC5,20 | a† | CL<br>12,20 | 1920<br>3mo | Harima<br>Dkyd.Co.<br>O'Harima<br>A&CP | Nederl.Amerik.<br>Stoomv.Maats.<br>(Holland-Amerika<br>Lijn)<br>CellDB371'1139t | 428·0\|53·6\|37·5<br>FK<br>Collision<br>FPT148tAPT225t | Rottrdam<br>Dutch<br>Cem<br>BH to Sh dk<br>6 „ „ U „ | T.3Cy.27",47"&79"–51" (s)<br>200lb 552NHP<br>2SB&1AuxSB,11cf, FD<br>GS192,HS7227<br>KobeSteelWorks,Ld.Kobe | 37<br>9<br>23 |
| 31581 | **Stadt Memel** SteelScSr<br>1Dk | 293<br>236<br>196 | | | | | 1893 | Nüske&Co<br>Stettin | ErnstScherlau | 145·4\|21·3\|10·1<br>Q29'B20'F14'<br>len03 | Stettin<br>German<br>WB | C.2Cy.15"&27"–16"<br>E.made82 NB04 24NHP<br>Aron&Gollnow,Stettin | |
| 31582 | **Stadt Reval** SteelScSr<br>(Ice breaker)<br>Elec.light 2Dks | 576<br>—<br>43 | | | | | 1895 | Akt.Ges.<br>"Vulcan"<br>Stettin | | 148·7\|38·9\|18·6<br>P14'B60' | Reval<br>Esthonian<br>WB | C.2Cy.29"&61½"–39½"<br>198NHP<br>A.G."Vulcan,"Stettin | |
| 31583 | **Stadt Stolp** IronScSr<br>Elec.light 1Dk | 283<br>210<br>147 | | | | | 1882 | Aron&<br>Gollnow<br>Stettin | BaltischeDmpfsch<br>Ges.m.b.H. (Ernst<br>Rolke, *Mgr.*) | 127·7\|20·6\|11·4<br>P50' F21' | Stettin<br>German | C.2Cy.15¾"&27½"–23½"<br>NB00 31NHP<br>Aron&Gollnow,Stettin | |
| 31584 | **Stadt Stralsund** IronScSr<br>1Dk | 217<br>178<br>120 | | | | | 1885 | G.Howaldt<br>Kiel | Fischer&Larsen | 125·8\|19·9\|10·4<br>B26' F14'<br>len93 | Rostock<br>German<br>WB | C.2Cy.15"&26"–13"<br>NB98 20NHP<br>Gebr.Howaldt,Kiel | |
| 31585<br>NTVP | **Stærkodder** Iron&SteelTwinScSr<br>1Dk | 522<br>349<br>218 | | | | | 1883 | Burmeister<br>&Wain<br>Copenhagen | DeDanskeStats-<br>baner | 156·5\|28·0\|12·2 | Korsör<br>Danish<br>WB | C.4Cy.25"&44"–27"<br>168NHP<br>Burmeister&Wain,Cpn. | |
| 31586<br>LBHC | — WoodSc<br>(SalvageVessel) | 246<br>224<br>84 | | | | | 1920 | Knudsens<br>VærftA/S.<br>Lillesand | NorskBjergnings-<br>KompagniA/S. | 123·3\|24·6\|12·5<br>H14tF9t | Trondhjm<br>Norwegian | T.3Cy.12",20"&33"–24"<br>53NHP<br>A/S.MossVærft,Moss | |
| 31587<br>115658<br>TPQJ | **Staffa** SteelScSr<br>ssSld.No.3-10,15<br>ssLth.No.1-20<br>Well deck 2Dks(U Irn) | 1010<br>753<br>562 | ✠100A1<br>1,22 ~~3,21~~<br>B67,21 | Liv<br>~~Lon~~<br>✠LMC7,20 | n | 7,20 | 1902<br>8mo | Ramage&<br>Ferguson,Ld.<br>Leith<br>Lloyd'sA&CP WB | London&Edin-<br>burghShippingCo.<br>Ld.<br>=CellDBa49'uE& | 220·3\|30·4\|14·7<br>P27'Q46'B48'F68'<br>FK&BK1¾"<br>B45'f83'261t FPT | Leith<br>British<br>5BHCem<br>31tAPT39t | T.3Cy.18½",30"&49"–33" (o)<br>165lb 85lb 146NHP<br>1SB,4pf,GS71,HS2290<br>Ramage&Fergusn,Ld.Lth. | 17<br>16 |
| 31588 | **Stafford** SteelTwinScSr<br>Elec.light 2Dks(Stl) | 793<br>—<br>357 | ✠<br>ForGovernment Service<br>2,19 ✠ | Shl | | | 1919<br>2mo | C.Rennold-<br>son&Co.<br>SouthShields | TheAdmiralty | 219·6\|28·6\|15·7<br>FK<br>DTa10'29t | British<br>9BHptCem<br>DTf8'12t | T.6Cy.13¼",21¼"&34"–21"<br>2 Water Tube Boilers<br>378NHP<br>GS130,HS6990 FD<br>Wllsnd Slpwy.Co.Ld.Nwc. | 16 |
| 31589<br>89815 | **Stag** WoodPadSk<br>(Tug) | 123<br>117<br>9 | | | | | 1885 | J.R.Max-<br>well<br>SouthShields | R.C.Baister | 100·0\|19·5\|10·5 | Sundrland<br>British | L.1Cy.36¾"–52"<br>45RHP<br>Baird&Barnsley,S.Shields | |
| 31590 | **Stagen** SteelSc<br>Elec.light 1Dk | 2539<br>2293<br>1510 | | | | | 1919 | Gebr.Pot<br>Bolnes | Koninkl.Paketv.<br>Maats. | 300·0\|46·3\|20·6<br>B80'F28' | Batavia<br>Dutch<br>WB | T.3Cy.21⅝",35⅞"&57¼"–41⅜"<br>218NHP<br>N.V.BurgerhoutsMch.&<br>Schpw.Rot. | |
| 31591<br>99969<br>NJFG | **Staghound** SteelSc3MstSr<br>ssBwg.2ndNo.3-9,14<br>Well deck ssBwg.No.1-19<br>Mchy.Aft 1Dk(Irn) | 468<br>360<br>184 | ✠100A1<br>10,20<br>✠NB8,09<br>BS~~10,20~~11,21 | Irv<br>✠LMC5,19 | h | CL<br>5,19 | 1894<br>4mo | AilsaS.B.<br>Co.<br>Troon<br>A&CP | J.Hay&Sons,Ld.<br>WB | 170·0\|25·6\|11·6<br>Q93'B10'F27'<br>BK7"<br>=DBf10'18tFPT | Glasgow<br>British<br>3BHCem<br>48tAPT10t | C.2Cy.21"&42"–30" (s)<br>110lb 69RHP<br>1SB,3pf,GS63,HS1376<br>Muir&Houston,Glasgow | 12<br>12 |
| * 31592<br>119878<br>HDOW | **Stagpool** SteelScSr<br>ssBry.No.3-11,19<br>Wireless 1Dk(Stl)2trB&Webframes | 4625<br>3989<br>2991 | ✠100A1<br>Trunk dk no sheer<br>~~[illegible]~~6,20 ✠LMC11,19<br>4,22 BS[illegible]4,22 | ~~Bly~~ Brw | x | CL<br>~~11,19~~<br>10,21 | 1905<br>8mo | Ropner&<br>Son<br>Stockton<br>Lloyd'sA&CP WB= | PoolShppg.Co.Ld.<br>(SirR.Ropner&Co.<br>Ld. *Mgrs.*)<br>CellDBa114'uE24' | 351·5\|53·1\|27·6<br>F33'<br>FK<br>f142'918tFPT270t | W.Hartlpl<br>British<br>6BHCem<br>APT215t | T.3Cy.26",42"&70"–48" (s)<br>180lb 120lb 371NHP<br>3SB,9rf,GS160,HS5750<br>Blair&Co.Ld.Stockton | 30<br>5<br>24 |
| 31593 | **Stahleck** SteelScSr<br>ssHam.No.3-2,14<br>1Dk(Stl)&deepframing&<br>Shelterdk(Stl-ptws) | 1127<br>901<br>600 | ✠<br>10,19<br>Shelter dk<br>✠ | Ham | o | | 1902<br>5mo | Wigham-<br>Richrdsn&Co<br>LdNewcastle | WB | 235·0\|33·7\|15·4<br>BK8"<br>=Cell DBa50'uE1 | Russian<br>5BHCem<br>9'f109'231t | T.3Cy.18½",31"&52"–39"<br>190NHP<br>1SB,3rf,GS60,HS2423 FD<br>WghmRchrdsn&C.LdNwc | 17 |
| 31594<br>134945<br>KLWV | **Stainburn** SteelSc<br>Well deck 1Dk(Stl) 659<br>Elec.light Cargo battens not fitted 442<br>Mchy.Aft 265 | 630<br>~~440~~<br>~~260~~ | ✠100A1<br>4,22<br>~~(ClassContemplated)~~<br>✠LMC4,22 | Psy | i | CL | ~~1921~~<br>1922<br>4mo | Wm Adam&<br>Co.atOlder-<br>fleetShipyard<br>LarneHarbr.<br>Lloyd'sA&CP | StainburnS.S.Co.<br>Ld (HCReynolds,<br>*Mgr.*) | 177·0\|~~28·0~~\|~~11·0~~<br>Q100'B9'F28' \|10·9<br>\|28·1\|BK7½"<br>CellDB103'145tFPT38tAPT4t | Whitehaven<br>British<br>3BHCem | T.3Cy.16",27"&44"–30" (s)<br>180lb 97RHP<br>1SB,3cf,GS58,HS2026<br>Campbell&CalderwoodLd,Psy | |
| 31595<br>137496<br>JMLK | **Stalbridge** SteelSc<br>ss.Liv.No.1-21<br>1Dk | 85<br>74<br>— | ✠100A1<br>For towing purposes<br>1,21 ~~11,19~~ ✠LMC10,20<br>BS10,21 | Liv | | CL<br>11,19 | 1916<br>3mo | Scott&<br>Sons<br>Bowling<br>Lloyd'sA&CP | Alexandra Towing<br>Co.Ld. | 81·0\|18·5\| 8·2<br>BK6" | Liverpool<br>British<br>4BHCem<br>APT5t | C.2Cy.15"&32"–21" (s)<br>130lb 65RHP<br>1SB,2pf,GS35,HS1050<br>Gauldie&Gillespie,Gls. | 8<br>8 |
| 31596<br>MHWS | **Stalheim** SteelSc4MstSr<br>1Dk | 1469<br>1311<br>876 | | | | | 1912 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | A/S Standard<br>(J.B.Stang, *Mgr.*) | 243·0\|39·3\|17·3<br>P24'B98'F29' | Chrstiania<br>Norwegian<br>WB | T.3Cy.18",29½"&50"–36"<br>150NHP<br>FredrikstadM.V.Frdstad. | |
| 31597<br>110903 | **Stalker** IronScK<br>ssGms.No.3-8,19<br>(exJeria) 1Dk | 197<br>177<br>79 | ✠100A1<br>StmTrawler<br>10,20 | Gms | ··· | 8,19 | 1899<br>8mo | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>Lloyd'sA&CP | LindseySteam<br>FishingCo.Ld.<br>(E.Bacon, *Mgr.*) | 114·0\|21·0\|11·3<br>Q49'F19'<br>BK7½" | Grimsby<br>British<br>3BHCem<br>DBf5'3t | T.3Cy.11¾",20"&32"–24" (s)<br>180lb 55RHP<br>1SB,2pf,GS33,HS1050<br>Amos&Smith,Hull | 12 |
| 31598<br>220671<br>MBPQ | **Stallion** WoodSc<br>(Tug)<br>Elec.light 1Dk | 164<br>—<br>101 | | | | | 1920 | ChanceMa-<br>rineConst.Co.<br>Eastport,Md. | UnitedStates<br>ShippingBoard | 94·5\|24·8\|12·0 | Baltimore<br>Utd.States | C.2Cy.18"&38"–26"<br>61NHP<br>ValleyIronWorks | |
| 31599<br>136219<br>JHKL | **Stalwart** SteelScK<br>ssGms.No 1-20<br>Elec.light 1Dk<br>Now named "SantaRosa," See No. 39323 in Supplement | 333<br>295<br>136 | ✠100A1<br>StmTrawler<br>9,20 ✠LMC5,19 | Gms | | CL<br>9,20 | 1914<br>12mo | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>Lloyd'sA&CP | Progressive<br>TrawlersLd.<br>(H.Burns, *Mgr.*) | 138·7\|23·5\|12·5<br>Q74'F22'<br>BK8" | Grimsby<br>British<br>3BHCem | T.3Cy.13",23"&37"–26" (s)<br>200lb 82RHP<br>1SB,3pf,GS47,HS1280<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 31600<br>143444<br>KONP | **Stambul** SteelSc<br>(exMariaRickmers)<br>Elec.light Wireless 2Dks<br>Now named "CapePoint," See No. 36730 in Supplement | 3559<br>3286<br>2256 | | | | | 1904 | Rickmers<br>Act.Ges.<br>Bremerhaven | BritishAfrica<br>Shipping&Coaling<br>Co.Ld.(Mitchell<br>Cotts&Co. *Mgrs.*) | 352·7\|45·1\|26·2<br>P46'B94'F44' | London<br>British<br>WB | T.3Cy.23⅜",39 5/16"&63"–45 5/16"<br>261NHP<br>BremerVulkan,Vegesack | |

| 1 No. in Book. Official No. Code Letters | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. DateofR.ofTradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31601<br>213154<br>LFJH | **Standard** SteelScSr<br>ssN.Yk.No.1-1<br>(exJupiter) 2Dks(Stl)&Shelter dk(Stl)<br>Elec.light Mchy.Aft &Webframes<br>Sub.Sig. Wireless Longitudinalframing | 10073<br>9418<br>5903 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~8,21~~ 12,20 3,22<br>✠NB2,16 ✠LMC<br>~~BS4,20~~ 3,22 MS5,20 | Bal<br>~~NYk~~NN<br>DBS7,21 | q† | CL<br>~~N12,20~~<br>3,22 | 1914<br>3mo | Howaldts-werke<br>Kiel<br>Lloyd'sA&CP | StandardOilCo.<br>(NewJersey) | 523·8 | 68·7 | 34·6<br>FK | ~~NewYork~~ BayonneNJ<br>Utd.States<br>ptCem17BH<br>12BHtoUdk<br>5 „ 2nd „ | Q.4Cy.27⅛″40″57″&81¼″-57″<br>203lb 120lb (s) 646NHP<br>3SB,12cf,GS219,HS8700 FD<br>Howaldtswerke,Kiel | 34″7<br>s6″6½<br>28″5 | |
| | | | | | | | | WB=CellD | BuE&B95' 422t D | Tf58'579tFPT257t | | | | | | |
| | | | CarryingPetroleum in bulk<br>Fitted for oil fuel 5,15 | | | F.P. above 150°F. | | | | | | | | | | |
| 31602<br>MONT | — SteelScSr<br>Elec.light 1Dk&Spar dk | 1461<br>1317<br>894 | | | | | 1905 | Framnes<br>Mek.Værks.<br>Sandefjord | D/S A/S Kina<br>(E.B.Aaby,Mgr.) | 231·5<br>H94t | 35·5<br>F34t | 19·4 | Chrstiania<br>Norwegian<br>WB | T.3Cy.18″,29″&48″-33″<br>132NHP<br>AkersMek.Værks.Xia. | | N |
| 31603<br>117039<br>KQTN | — SteelScSr<br>(Tug)<br>1Dk | 374<br>—<br>254 | | | | | 1901 | BurleeD.D<br>Co.Pt.Richmond,N.Y. | Standard<br>TransportationCo | 140·5 | 26·0 | 15·5 | NewYork<br>Utd.States | | | |
| 31604<br>Lost 3,22 | — SteelScK<br>ssLiv.No.3-8,11<br>ssGms.No.2-19<br>1Dk | 162<br>159<br>63 | ~~✠100A1~~<br>StmTrawler<br>9.20<br>✠NB6,19 ✠~~LMC6,19~~ | Gms | | CL<br>6,19 | 1899<br>6mo | Edwards<br>Bros.<br>NorthShields<br>Lloyd'sA&CP | MissJaneFlockhart(A.Flockhart,<br>Mgr.) | 109·6<br>Q18' | 21·1 | 11·0<br>BK7½″ | Granton<br>British<br>3BHCem | T.3Cy.12¼″,19½″&32″-22½″<br>180lb (s) 52RHP<br>1SB,2pf,GS31,HS1030<br>G.T.Grey,SouthShields | 11″10 | |
| 31605<br>96332 | — WoodSc<br>(Flat) | 138<br>127<br>94 | | | | | 1865 | R.G.Cross<br>Winsford | SaltUnion,Ld. | 90·6<br>len00 | 20·6 | 9·6 | Liverpool<br>British | 2Cy.9″-12″<br>NB84 18RHP<br>W.Galton,Manchester | | |
| 31606 | — SteelScSp<br>(exKhorlinetz,exSaltvikI.,exStyrbjörn)<br>1Dk | 137<br>—<br>41 | | | | | 1902 | Jönköp-ingsM.V.<br>Jönköping | M.Cuningham | 84·2<br>H16t | 19·4 | 10·6 | British<br>WB | C.2Cy.14$\frac{9}{16}$″&29$\frac{9}{16}$″-17½″<br>32NHP<br>JönköpingsM.V.Aktieb. | | |
| 31607<br>200439<br>KSRN | **Standard II.** SteelScSr<br>(Tug)<br>Wireless (exAstral) 1Dk | 616<br>—<br>418 | | | | | 1903 | Neafie&<br>LevyCo.<br>Philadelphia | StandardOilCo.of<br>NewYork | 157·0 | 30·0 | 16·5 | NewYork<br>Utd.States | T.3Cy.18″,28″&45″-30″<br>111NHP<br>Neafie&LevyS&EBCo.Phl | | |
| 31608<br>LJTF | **Standard No 2** WoodSc<br>(Tug)<br>d“J.A.Talbot,” See No. 37946 in Supplement<br>(exDaring) | 227<br>—<br>135 | | | | | 1904 | ......<br>Aberdeen,<br>Wash. | StandardOilCo.<br>(Cal.) | 104·3 | 26·2 | 10·9 | S.Frncisco<br>Utd.States | | | |
| 31609<br>214196<br>LGCR | **Standard Arrow** SteelScSr<br>ssS.Fo No.1-22<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)&<br>Mchy.Aft Sub.Sig. Webframes<br>Wireless Longitudinal framing | 7794<br>7385<br>4801 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,22~~8,20~~<br>~~BS2,20~~ ✠LMC~~8,16~~ 1,22 | SFo | d† | CL<br>3,21 | 1916<br>8mo | NewYork<br>S.B.Co.<br>Camden,N.J.<br>A&CP | StandardTransportationCo.Inc. | 467·6 | 62·7 | 32·0<br>FK | NewYork<br>Utd.States<br>16BHptCem<br>10 „ toUdk<br>6 „ „2nd „ | Q.4Cy.24″,35″,51″&75″-51″<br>220lb (r) 568NHP<br>3SB,9cf,GS177,HS7804 FD<br>NewYorkSB.Co.Cmdn,NJ | 32″0<br>s5″4½<br>27″0 | |
| | | | | | | | CellD | Ba23' uE&B | 76'463t DTf40'441 | tFPT229tAPT131t | | | | | | |
| | | | CarryingPetroleum in bulk<br>Fitted for oil fuel 8,16 | | | F.P.above 150°F. | | | | | | | | | | |
| 31610<br>214440<br>LGJF | **Standtow No. 1** SteelAuxSc<br>ssNYk.No.1-21 OilEng. 4MstSr<br>(exTwilite) 1Dk(ptStl)2trB<br>Elec.light Mchy.Aft Wireless<br>(See Sailing Ship Register) | 1955<br>1762<br>1580 | ✠100A1<br>Self-propelled Barge<br>2,21<br>DBS2,21 ✠LMC2,21 | NYk | u | N3,20 | 1916<br>9mo | ToledoS.B<br>Co.<br>Toledo,Ohio<br>A&CP | StandardOilCo.<br>(NewJersey)<br>CellDB | 252·0<br>P49'F41'<br>f168'236tFPT135t | 43·7 | 21·2<br>FK | NewYork<br>Utd.States<br>9BHCem<br>APT14t | OilEngines 2S.C.SA<br>4Cy.16½″-18$\frac{15}{16}$″ 91NHP<br>DB-150lb<br>J&CG.BolindersCoLdSkm | 23″6 | |
| | | | Carrying a homogeneous cargo of Petroleum | | | | | | | | | | | | | |
| 31611<br>214218<br>LGDO | **Standtow No. 2** SteelAuxScSr<br>ssN.Yk.No.1-21 OilEng.<br>(exStarlite) 1Dk(ptStl)2trB<br>Elec.light Mchy.Aft Wireless<br>(SeeSailingShipRegisterSupplement) | 1955<br>1791<br>1580 | ✠100A1<br>Self-propelled Barge<br>3,21<br>DBS3,21 ✠LMC3,21 | NYk | u | 3,21 | 1916<br>8mo | ToledoS.B.<br>Co.<br>Toledo,Ohio<br>A&CP | StandardOilCo.<br>(NewJersey)<br>CellDB | 252·0<br>P49'F41'<br>f176'245tFPT135t | 43·7 | 21·2<br>FK | NewYork<br>Utd. States<br>9BHCem<br>APT14t | Oil Engines 2S.C.SA<br>4Cy.16½″-18$\frac{15}{16}$″ 91NHP<br>DB-150lb<br>J&CGBolindersCo.Ld.Skm | 23″6<br>s4″11<br>18″10 | |
| | | | Carrying a homogeneous cargo of Petroleum | | | | | | | | | | | | | |
| 31612 | **Stanegarth** SteelSc<br>ssBkn.No.2-18<br>1Dk(Stl) | 45<br>45<br>— | ✠100A1<br>For towing purposes<br>5.20<br>~~BS5,20~~ ✠LMC4,18 | Liv<br>BS5,21 | | 5,20 | 1910<br>8mo | LythamSB<br>&E.Co.Ld.<br>Lytham<br>Lloyd'sA&CP | Rea,Ld. | 61·0 | 15·6 | 7·5<br>BK6″ | Liverpool<br>British<br>4BHCem | C.2Cy.12½″&28″-18″ (s)<br>140lb 31RHP<br>1SB,2pf,GS30,HS712<br>LythamSB&Eng.CoLdLyt | 8″0 | |
| 31613<br>144928<br>KHBM | **Stanhope** SteelSc<br>(exKildare) ssDun.No.3-10,20<br>1Dk(Stl)<br>Cargo battens not fitted | 627<br>486<br>275 | 100A1<br>1,21<br>LMC10,20 | Nwc | | CL | 1918 | Smith's<br>DockCo.Ld<br>Middlesbro'<br>Lloyd'sA&CP | B.Burletson<br>(Joplin&Hull,<br>Mgrs.)<br>CellDBu | 172·2<br>B50' | 30·0 | 15·7<br>FK | Newcastle<br>British<br>5BHCem<br>E26'20t | T.3Cy.16″,26″&44″-26″ (s)<br>200lb 94RHP<br>1SB,3cf,GS51,HS1850<br>Smith'sDockCo.Ld.Mdb. | 16″6<br>s1″10<br>14″11 | |
| 31614<br>104957<br>QBCG | **Stanislas** SteelScSr<br>ssLiv.No.3-1,11<br>(exUcayali,exParis) ssLth.No.2-20<br>Well deck 1Dk(Irn)&deepframing<br>Cargo battens not fitted | 1052<br>818<br>574 | ✠100A1<br>~~6,215,20~~ 9,21<br>✠LMC5,20<br>BS7,21 | Lth<br>Mdb | n | CL<br>~~5,20~~<br>7,21 | 1898<br>2mo | Wood,<br>Skinner&Co.<br>Newcastle<br>A&CP | G.Gibson&Co.Ld.<br>WB=CellDBa52 | 230·0<br>Q121'B10'F25'<br>'uE21'f88'200tFPT | 32·2 | 14·2<br>FK | Leith<br>British<br>4BHCem<br>37tAPT25t | T.3Cy.21″,34″&56″-36″ (s)<br>160lb 100lb NDB11 186NHP<br>1SB,3pf,GS71,HS2224 FD<br>N.E.MarineEng.CoLdNwc | 16″7<br>s1″8<br>15″2 | |
| 31615 | **Stanja** SteelScSr<br>Wireless 1Dk | 1845<br>1615<br>1104 | | | | | 1915 | Nylands<br>Værksted<br>Christiania | A/S Standard<br>(J.B.StangCo.<br>Ld.Mgrs.) | 265·2<br>P53tB72'H82tF29' | 42·1 | 18·7 | Chrstiania<br>Norwegian<br>WB | T.3Cy.20½″,33″&56″-36″<br>188NHP<br>NylandsVærksted,Xania | 20″0 | N |
| 31616<br>218768<br>LSMP | **Stanley** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless Longitudinal framing | 6463<br>5980<br>4712 | | | | | 1919 | Skinner&<br>EddyCorp.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 401·7<br>P34'F43' | 54·8 | 32·1 | Seattle<br>Utd.States<br>WL | T.3Cy.24½″,41½″&72″-48″<br>359NHP<br>Hoover,Owens&Rentschler Co.Hamilton,O | | R |
| 31617<br>94630 | — SteelScSr<br>Wireless 2Dks | 914<br>764<br>395 | | ... | | | 1888 | Fairfield<br>Co.(Lim.)<br>Glasgow | CanadianGovernment | 207·8 | 32·0 | 17·9<br>FK | Ottawa<br>British<br>WB | T.3Cy.24″,40″&63″-42″<br>257NHP<br>FairfieldCo.(Lim.),Gls. | 20″3 | |
| 31618<br>118125 | — SteelSc<br>1Dk | 187<br>172<br>87 | | | | | 1904 | W.J.Yarwood<br>Northwich | StanleyS.S.Co.Ld.<br>(H.Seddon) | 100·0 | 21·6 | 10·0 | Liverpool<br>British<br>WB | C.2Cy.13″&27″-18″<br>30RHP<br>W.J.Yarwood,Northwich | | |
| 31619<br>210768<br>LCQW | **Stanley Dollar** SteelScSr<br>Fitted for oil fuel<br>(exAdelineSmith) Wireless 1Dk<br>Elec.light Mchy.Aft | 3392<br>—<br>2449 | | | | | 1912 | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews | DollarS.S.Line | 288·8<br>P53'F31' | 44·6 | 19·0 | S.Frncisco<br>Utd.States<br>WB | T.3Cy.22″,37″&60″-42″<br>233NHP<br>NewportNewsSB&DD.Co | | |
| 31620<br>134944<br>KFBD | **Stanley Force** SteelScSr<br>Well deck<br>Mchy.Aft 1Dk(Stl) | 586<br>392<br>243 | ✠100A1<br>12,20<br>✠LMC3,20 | Liv | h | CL | 1920<br>3mo | R.Williamson&Son<br>Workington<br>Lloyd'sA&CP | WestCoastShippingCo.Ld.(W.S.<br>Kennaugh&Co.<br>Mgrs.) | 165·9<br>Q100'B9'F21'<br>CellDBf97'123t | 26·7 | 11·0<br>FK | Whitehvn<br>British<br>3BHptCem<br>FPT38t | T.3Cy.13″,21½″&35″-27″ (s)<br>180lb 100lb 62RHP<br>1SB,3pf,GS51,HS1605<br>W.Beardmore&Co.Ld.Gls. | 13″2<br>s4″9<br>12″10 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Greement, etc<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31621<br>102139<br>NHTD | **Stanley Hall**<br>Wireless | SteelScSr<br>ssBkn.2ndNo.3-8,19<br>2Dks(Stl-Uws)3trF | 4104<br>3924<br>2660 | ✠100A1<br>5,22 1,21<br>BS12,21 ✠LMC8,19 | Cal<br>Gls | x | CL<br>~~8,19~~<br>5,22 | 1894<br>3mo<br>Lloyd | Palmers'<br>Co.(Lim.)<br>Newcastle<br>'sA&CP | HallLine,Ld. | 378·0<br>P34'B76'F36'<br>FK<br>WB=CellDB324' | 45·3 | 27·9 | Liverpool<br>British<br>6BHCem<br>872tAPT46t | T.3Cy.25½",43"&70"-45" (r)<br>180lb 365NHP<br>2DB,8cf,GS260,HS5751<br>Palmers'Co.(Lim.),Nwc. | 30 |
| 31622<br>133449<br>JCRW | **Stanley Weyman** | SteelScK<br>~~ssHul.No.1-19~~<br>ssHul.No.2-19 1Dk | 288<br>253<br>115 | ✠100A1<br>StmTrawler<br>~~4,21 2,19~~ 11,21<br>~~BS4,21~~ ✠LMC7,19 | Hul | | CL<br>~~7,19~~<br>4,21 | 1913<br>7mo<br>Lloyd | Cochrane<br>&Sons,Ld.<br>Selby<br>'sA&CP | NewingtonSteam<br>TrawlingCo.Ld. | 133·5<br>Q72'F19'<br>BK7½" | 23·0 | 12·0 | Hull<br>British<br>4BHCem | T.3Cy.12¾",22"&36"-24" (s)<br>200lb 79RHP<br>1SB,3pf,GS45,HS1280<br>C.D Holmes&Co.Ld.Hull | 12 |
| 31623<br>135337<br>JDVC | **Stanmore**<br>(exArdgarry)<br>Elec.light Wireless Sub.Sig. | SteelScSr<br>ss ul.No.1-19<br>2Dks(Stl) | 4526<br>4329<br>2893 | ✠100A1<br>3,21<br>BS7,21 ✠LMC5,19 | Liv | y | CL<br>3,21 | 1914<br>2mo<br>Lloyd | Russell&<br>Co.<br>PortGlasgow<br>'sA&CP | JohnstonLine,Ld.<br>(Furness,Withy&<br>Co.Ld.Mgrs.)<br>'Tween dk BH in after hold dispensed with {5BH to Upr dk<br>1 „ „ 2nd „ only | 384·9<br>P34'B111'F47'<br>FK<br>CellDBa124' | 52·0 | 26·5 | Liverpool<br>British<br>Cem<br>E22'f169'10 | T.3Cy.25",41"&68"-48" (r)<br>180lb 361NHP<br>3SB,9cf,GS177,HS5751<br>Rankin&Blackmore,Grk.<br>28tDTa30'781tAPT20t | 29 |
| 31624<br>110165<br>RGQL | **Stanton**<br>Welldeck | SteelScSr<br>ssShl.No.3-10,12<br>ssSld.No.2-20<br>1Dk(Irn)&Web frames | 1097<br>870<br>682 | ✠100A1<br>9.20<br>✠NB10,12 ✠LMC9,20 | Lon | m | 7,20 | 1899<br>8mo | Strand<br>SlipwayCo.<br>Sunderland<br>A&CP | W.France,<br>Fenwick&Co.Ld.<br>WB=CellDBa42'uE& | 212·0<br>P17'Q44'B46'F23'<br>FK<br>B37'f98'323tFPT | 35·1 | 14·3 | London<br>British<br>4BHCem<br>55tAPT23t | T.3Cy.17½",28"&47"-33" (a)<br>180lb 100lb NDB13 154NHP<br>1SB,4cf,GS70,HS2604<br>N.E.MarineCo.Ld.Sld. | 16 |
| 31625<br>214500<br>LGKN | **Stanwood**<br>Elec.light Wireless | WoodScSr<br>Fitted for oil fuel<br>1Dk | 1129<br>—<br>627 | | | | | 1916 | Kruse&<br>Banks<br>N.Bend.Or. | StanwoodS.S.Co.<br>(W.R.Chamberlin<br>&Co.Mgrs.) | 206·0 | 42·0 | 16·5 | S.Frncisco<br>Utd.States | T.3Cy.13½",23"&40"-30"<br>88NHP | |
| 31626<br>3175<br>HSFP | **Star** | IronPadSr<br>1Dk | 192<br>181<br>109 | | | | | 1849 | Tod&<br>McGregor<br>Glasgow | HermanDecker | 149·9 | 18·5 | 8·5 | Nassau,NP<br>British | | |
| 31627<br>209876<br>LCGH | **Star I.**<br>Wireless | SteelScSr<br>(Whaler)<br>1Dk | 196<br>—<br>133 | | | | | 1912 | SeattleCon-<br>struction&<br>DryDockCo.<br>Seattle,Wash | UnitedStates<br>WhalingCo. | 106·1 | 21·2 | 13·0 | Ketchikan<br>Utd.States | T.3Cy.12",20"&33"-24"<br>53NHP<br>SeattleConstruction&<br>DryDockCo.Seattle,Wash. | |
| 31628<br>209700<br>LCHR | **Star II.** | SteelSc<br>(Whaler)<br>1Dk | 143<br>—<br>97 | | | | | 1912 | SeattleCon-<br>struction&<br>DryDockCo.<br>Seattle,Wash | UnitedStates<br>WhalingCo. | 96·1 | 19·5 | 12·3 | Ketchikan<br>Utd.States | T.3Cy.11",18"&29"-24"<br>41NHP<br>SeattleConstruction&<br>DryDockCo.Seattle,Wash. | |
| 31629<br>209701<br>LCHS | **Star III.** | SteelSc<br>(Whaler)<br>1Dk | 145<br>—<br>97 | | | | | 1912 | SeattleCon-<br>struction&<br>DryDockCo.<br>Seattle,Wash | UnitedStates<br>WhalingCo. | 96·1 | 19·5 | 12·3 | Ketchikan<br>Utd.States | T.3Cy.11",18"&29"-24"<br>41NHP<br>SeattleConstruction&<br>DryDockCo.Seattle,Wash. | |
| 31630<br>127156 | **Star of Britain** | SteelScK<br>ssLth.No.3-12,19<br>1Dk | 228<br>224<br>89 | ✠100A1<br>StmTrawler<br>5,22 ~~12,19~~ ✠LMC12,19<br>BS12,21 | Lth<br>Abn | | 12,19 | 1908<br>9mo<br>Lloyd | J.Duthie<br>Torry S.B.Co.<br>Aberdeen<br>'sA&CP | WalkerStm.Trawl<br>FishingCo.Ld.<br>(A.Walker,Mgr.) | 120·1<br>BK7½"<br>WB= | 22·9 | 13·0 | Aberdeen<br>British<br>3BHCem<br>DTf14t | T.3Cy.12",21"&34"-23" (s)<br>180lb 58RHP<br>1SB,3pf,GS45,HS1407<br>J.Abernethy&Co.Abn. | 13 |
| 31631<br>129357<br>HSLJ | **Star of Freedom**<br>(exAnnFordMelville) | SteelScK<br>ssAbn.No.2-19<br>1Dk | 212<br>207<br>81 | ✠100A1<br>StmTrawler<br>2,22 ~~8,20~~ ✠LMC<br>MS8,19 BS7,20 | Abn | | CL<br>2,19 | 1911<br>4mo<br>Lloyd | A.Hall&<br>Co.Ld.<br>Aberdeen<br>'sA&CP | WalkerStm.Trawl<br>FishingCo.Ld.<br>(A.Walker,Mgr.) | 117·3<br>BK7½" | 22·3 | 12·3 | Aberdeen<br>British<br>3BHCem<br>DTf5'11t | T.3Cy.12",20"&33"-23" (r)<br>180lb 66RHP<br>1SB,3pf,GS51,HS1149<br>A.Hall&Co.Ld.Aberdeen | 13 |
| 31632<br>95748 | **Star of Hope** | SteelScSr<br>1Dk | 124<br>117<br>48 | | | … | | 1896 | A.Hall&<br>Co.<br>Aberdeen | A.Walker | 96·3<br>BK7½" | 19·6 | 10·0 | Aberdeen<br>British | C.2Cy.13"&31"-21"<br>45RHP<br>A.Hall&Co.Aberdeen | 10 |
| 31633<br>137178 | **Star of Peace** | SteelScK<br>ssAbn.No.1-19<br>1Dk | 220<br>217<br>98 | ✠100A1<br>StmTrawler<br>12,19 ✠LMC12,19 | Abn | | CL<br>12,19 | 1915<br>10mo<br>Lloyd | Hall,Rus-<br>sell&Co.Ld<br>Aberdeen<br>'sA&CP | Walker Stm.Trawl<br>FishingCo.Ld.<br>(A.Walker,Mgr.) | 120·5<br>BK7½"<br>WB= | 22·5 | 12·0 | Aberdeen<br>British<br>3BHCem<br>DBf25'18t | T.3Cy.12",20"&34"-23" (r)<br>180lb 82RHP<br>1SB,3pf,GS46,HS1578<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 31634<br>133605 | **Star of the East** | SteelScK<br>ssAbn.No.2-19<br>1Dk | 218<br>215<br>86 | ✠<br>1,21<br>StmTrawler<br>✠ | Abn | | | 1912<br>7mo | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen | Co-operativeFish-<br>ingSocietyLd.<br>(C.Naylor,Mgr.) | 115·6<br>BK7½"<br>WB= | 22·6 | 12·9 | Scarboro'<br>British<br>3BHCem<br>DBf25'16t | T.3Cy.12",20"&34"-23"<br>82RHP<br>1SB,3pf,GS46,HS1578<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 31635<br>133620 | **Star of the Empire** | SteelScK<br>ssAbn.No.2-19<br>1Dk | 219<br>216<br>86 | ✠~~100A1~~<br>StmTrawler<br>7,21 10,19 ✠~~LMC~~ | Abn | | 10.19 | 1912<br>12mo<br>Lloyd | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen<br>'sA&CP | ~~StepneySteam-<br>FishingCo.Ld.<br>(A.Moore,Mgr.)~~<br>Co-operativeFshg.<br>Socy.Ld.(CNaylor,Mgr) | 115·3<br>BK7½"<br>WB= | 22·6 | 13·0 | Scarboro'<br>British<br>3BHCem<br>DBf25'16t | T.3Cy.12",21"&34"-23" (r)<br>180lb 82RHP<br>1SB,3pf,GS46,HS1578<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 31636<br>129380 | **Star of the Isles** | SteelScK<br>ssAbn.No.2-19<br>1Dk | 217<br>215<br>86 | ✠<br>11,20<br>StmTrawler<br>✠ | Abn | | | 1912<br>5mo | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen | ~~StepneySteam-<br>FishingCo.Ld.<br>(A.Moore,Mgr.)~~<br>Co-operativeFshg.<br>Socy.Ld.(CNaylor,Mgr) | 115·5<br>BK7½"<br>WB= | 22·6 | 12·9 | Scarboro'<br>British<br>3BHCem<br>DBf25'16 | T.3Cy.12",21"&34"-23"<br>82RHP<br>1SB,3pf,GS46,HS1578<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 31637<br>115589 | **Star of the North** | SteelScK<br>ssAbn.No.1-07<br>1Dk | 192<br>182<br>74 | ✠<br>StmTrawler<br>7,10 | Abn | | | 1903<br>1mo | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen | BankStm.Fishing<br>Co.Ld. ~~(J.M.<br>Methuen,Mgr.)~~<br>(J.M.MethvenMgr.) | 112·2<br>BK7½"<br>WB | 21·6 | 11·9 | Grimsby<br>British<br>3BHCem<br>=DTf5'8t | T.3Cy.12½",20"&33"-22"<br>67RHP<br>1SB,2cf,GS39,HS1207<br>Hall,Russell&Co.Ld.Abn. | 12 |
| 31638<br>118172 | **Star of the Ocean** | SteelScK<br>(Trawler)<br>1Dk | 203<br>192<br>80 | | | … | | 1903 | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen | WalkerStm.Trawl<br>FishingCo.Ld.<br>(A.Walker,Mgr.) | 115·1<br>BK7½" | 21·8 | 12·1 | Aberdeen<br>British<br>WB | T.3Cy.11¼",20"&33"-22"<br>69RHP<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 31639<br>143269<br>KGWH | **Star of the Orient**<br>(exCabalsin,exBurhave) | SteelScK<br>~~(exBurhave)~~<br>1Dk | 222<br>181<br>94 | | | | | 1912 | Schffsb Ges<br>Unterweser<br>Lehe | Co-operativeFish-<br>ingSocietyLd.<br>(C.Naylor,Mgr.) | 118·6 | 22·5 | 8·7 | Scarboro'<br>British | T.3Cy11½"18½"&30 1/16"-22 1/16"<br>44RHP<br>J.C.TecklenborgA.G.Gst. | |
| 31640<br>84625<br>VSLB | **Star of the South** | SteelScK<br>1Dk | 211<br>199<br>83 | ✠<br>StmTrawler<br>3,09<br>✠ | Shl | | | 1903<br>11mo | Smith's<br>DockCo.Ld.<br>NorthShields | Irvin&JohnsonLd | 115·2<br>BK7½"<br>WB= | 21·5 | 11·9 | CapeTown<br>British<br>3BHCem<br>DTf5'9t | T.3Cy.12",19½"&34"-23"<br>65RHP<br>1SB,2pf,GS35,HS1213<br>ShieldsEng.Co.Ld.N.Shl. | 12 |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31641<br>115588 | **Star of the South** SteelScK<br>*ss*Abn No.1–07<br>1*Dk* | 182<br>182<br>69 | ✠<br>*StmTrawler*<br>4,09 ✠ | Abn | | | 1903<br>1mo | Hall,Russell&Co.Ld.<br>Aberdeen | J.Coombes | 112·1\|21·6\|12·0<br>BK7½″<br>*WB*= | Grimsby<br>British<br>3*BHCem*<br>*DTf*5′8*t* | T.3Cy.11¼″,20″&33″–22″<br>67RHP<br>1SB,2*cf*,GS39,HS1207<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 7 | |
| 31642<br>118185 | **Star of the Wave** SteelScK<br>(*Trawler*)<br>1*Dk* | 205<br>196<br>79 | | | ... | | 1904 | A.Hall&Co<br>Aberdeen | WalkerStm.Trawl FishingCo.Ld.<br>(A.Walker, *Mgr.*) | 115·8\|21·9\|12·3<br>BK7½″ | Aberdeen<br>British<br>*WB* | T.3Cy.11¼″,20″&33″–22″<br>61RHP<br>A.Hall&Co.Aberdeen | 13 ″ 0 | |
| 31643<br>MDTR | **Starefos** IronScSr<br>*ss*Bgn.3rdNo.3–3,17<br>1*Dk*2*tr B*<br>(*ex*Jernland, *ex*Locksley,*ex*Solon) *Well deck* | 1324<br>1101<br>796 | ✠100A1<br>10,19<br>BS10,19 ✠LMC5,17 | Shl | *o* | 10,19 | 1880<br>9mo | T Turnbull &Son<br>Whitby<br>A&CP | D/S A/S Segelfos<br>R.Overgaard&Co.<br>*Mgrs.*) | 240·0\|34·0\|17·9<br>Q88′B50′F33′<br>ptND93 FK<br>*DBa* | Chrstiania<br>Norwegian<br>4*BHCem*<br>66′*f*95′271*t* | C.2Cy.30″&55″–36″ (*i*)<br>80lb 143NHP<br>2SB,4*pf*,GS52,HS2379<br>Blair&Co.Ld.Stockton | 19 ″ 4 | |
| | *Now named* "Nordpol," *See No.* 38644 *in Supplement* | | | | | | | | | | | | | |
| 31644<br>139459 | **Starfinch** SteelSc<br>1*Dk* | 114<br>95<br>53 | | | | | 1921 | P.MacGregor&Son<br>Kirkintilloch | ~~D.O'Donovan~~<br>A.Hendry (E.W.G.<br>Bennett, *Mgr.*) | 75·2\|18·6\|8·9 | NwprtMon<br>British<br>*WB* | C.2Cy.10″&20″–16″<br>Gouldie, 30RHP<br>Gillespie&Co.Ld.Gls. | | |
| 31645<br>MLGS | **Stargard** SteelScSr<br>1*Dk* | 1113<br>977<br>657 | | | | | 1915 | Trndhjms Mek.Værks.<br>Trondhjem | A/S Standard<br>(J.B.Stang,*Mgr.*) | 226·5\|36·5\|15·7<br>P12′B52′H57*t*F26′ | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.17″,27½″&46″–30″<br>116NHP<br>TrondhjemsMVTrndhjem | | N |
| 31646<br>MVTF | **Starkad** SteelSc<br>*Elec.light* Wireless 1*Dk* | 2225<br>1964<br>1274 | | | | | 1920 | Swan,Hunter&Wigham Richardson,<br>Ld Newcastle | A/S Standard<br>(J.B.Stang,*Mgr.*) | 285·3\|41·5\|20·2<br>P69*t*H119*t*F13*t* | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.22″,35″&58″–39″<br>210NHP<br>G.Clark,Ld.Sunderland | | N |
| 31647<br>4525<br>JPRB | **Starkodder** WoodScSr<br>*Mchy.Aft* 1*Dk* | 176<br>136<br>81 | | | | | 1905 | Nydqvist &Holm<br>Trollhättan | Rederiaktieb. Oland(H.Janzon, *Mgr.*) | 98·8\|22·6\|9·6<br>P26′H17*t*F11′ | Mörbylnga<br>Swedish | C.2Cy.10⅝″&20½″–16¼″<br>12NHP<br>Nydqvist&Holm | | V |
| 31648<br>82012<br>TNWP | **Starleyhall** IronScSr<br>*ss*Shl.3rdNo.3–7,18<br>*Well deck*<br>1*Dk* | 623<br>469<br>377 | ✠90A1<br>3,22 ~~3,20~~<br>✠NB5,02 ✠LMC5,20<br>BS~~3,21~~3,22 | Lth | *i* | CL<br>~~3,20~~<br>3,22 | 1880<br>8mo<br>*Lloyd*'*sA&CP* | Ramage& Ferguson<br>Leith | London&EdinburghShippingCo. Ld. | 179·7\|27·1\|14·1<br>Q60′B46′F26′<br>ND02 BK7½″<br>*WB*=*DBa*37′ | Leith<br>British<br>5*BHCem*<br>53*tFPT*10*t* | C.2Cy.18″&39″–33″ (*s*)<br>140lb *80lb* NDB05 85RHP<br>1SB,3*cf*,GS45,HS1271<br>Fleming&Ferguson,Psy. | 14 ″ 10<br>s 1 ″ 0<br>14 ″ 7 | |
| 31649<br>98527<br>MNTK | **Starlight** SteelScSr<br>*ss*Shl.2ndNo.3–11,19<br>*Well deck* 1*Dk*(*Irn*)2*trB*&*Web frames*<br>Wireless | 2944<br>2254<br>1891 | ✠100A1<br>11,21 ~~8,20~~<br>BS1,21 ✠LMC11,19 | Nwc | *t* | CL<br>11,19 | 1892<br>4mo | Irvine&Co.<br>W Hartlepool<br>A&CP | RegierShipping Co.Ld. | 314·2\|40·6\|21·0<br>Q133′B126′F33′<br>BK10″<br>*WB*=*Cell D B*264′530*t* | Leith<br>British<br>5*BHCem*<br>*APT*52*t* | T.3Cy.23″,37½″&61½″–39″(*s*)<br>160lb *100lb* NDB09 249NHP<br>2SB,6*cf*,GS95,HS3925<br>T.Richardson&Sons,Hpl. | 23 ″ 10<br>s 2 ″ 3½<br>22 ″ 6 | |
| 31650<br>131878 | Starlight Rays WoodSc<br>9&12yrs.Mat 1*Dk* | 94<br>93<br>41 | ✠ 11 A1<br>*For fishing purposes*<br>9,20 ✠LMC9,20 | Abn | | CL<br>9,20 | 1918<br>10mo<br>*Lloyd*'*sA&CP* | Stevenson &Asher<br>Banff | ~~FisheriesBoard-forScotland~~<br>T.Anderson | 86·2\|19·9\|10·2 | ~~London~~<br>British<br>Kirkcaldy | T.3Cy.9½″,15½″&26″–18″ (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>D.&R.B.Scott,Tayport | 10 ″ 5 | |
| 31651<br>144615<br>KGDJ | **Starling** SteelSc<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)<br>*Elec.light* &2*nd dk*(*Stl inNo.*1 *hold*)<br>*Ref.Mchy.* | 1303<br>1025<br>512 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>6,20 ✠LMC6,20<br>✠Lloyd'sRMC~~1,21~~ ~~1,22~~<br>5,22 | Trn | *q* | CL | 1920<br>6mo<br>*Lloyd*'*sA&CP* | AilsaS.B. Co.Ld.<br>Troon | GeneralStm.Nav. Co.Ld.<br>*CellDB*211′32 | 245·2\|39·2\|15·0<br>B63′ *onShelter dk*<br>FK<br>*Collision*<br>4*tFPT*17*tAPT*19*t* | London<br>British<br>*Cem*<br>*BHtoSh dk*<br>4 „ „ *U* „ | T.3Cy.23″,37½″&60″–39″ (*s*)<br>180lb 292NHP<br>2SB,8*cf*,GS167,HS5154<br>AilsaS.B.Co.Ld.Troon | 17 ″ 0<br>s ″ 8½<br>16 ″ 7 | |
| 31652<br>134177 | — WoodScSr<br>1*Dk* | 139<br>125<br>62 | | | | | 1888 | ..................<br>E.Boston,<br>Mass. | LockeportCold StorageCo.Ld. | 108·9\|20·5\|11·5 | Shelburne N.S.<br>British | C.2Cy.15″&30″–26″<br>NB07 37RHP<br>Neafie&Levy,Philadelphia | | |
| 31653<br>210542<br>LOPF | **Starr** SteelSc<br>Wireless (*Trawler*)<br>*Elec.light Fitted for oil fuel* 2*Dks* | 371<br>—<br>187 | | | | | 1912 | J.F.Duthie &Co.<br>Seattle,Wash | SanJuanFishing& PackingCo. | 130·2\|25·8\|14·0<br>P40′ | Seattle, Wash.<br>Utd.States | T.3Cy.12½″,21″&36″–27″<br>67NHP<br>WashingtonI.Wks.Seattle | | |
| 31654<br>MFSB | **Start** SteelScSr<br>1*Dk* | 701<br>573<br>364 | | | | | 1909 | Akers. Mek.Værks.<br>Christiania | A/S D/S Start<br>(A.T.Simonsen) | 181·5\|30·2\|12·8<br>P34*t*H47*t*F19*t* | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.13″,21″&33″–27″<br>56NHP<br>AkersMek.Værks.Xia. | | N |
| 31655<br>5931<br>KBFP | — SteelAuxSc3MstSr<br>*OilEng.*<br>(*ex*Olga,*ex*SailingVesselVigilant)<br>1*Dk*<br>(*See Sailing Ship Register*) | 410<br>333<br>319 | | | ... | | 1895 | Cumming &Ellis<br>Inverkeithng | Rederi A/B Start<br>(K.Wickberg) | 150·0\|27·2\|11·3<br>Q70′F16′<br>BK6″ | Sundsvall<br>Swedish | Oil Engines 2S.C.SA<br>2Cy.16½″–18$\frac{15}{16}$″ 46NHP<br>NE *fitted* 17<br>BolindersMek.Verkstad, Skm | 12 ″ 2 | V |
| 31656<br>137512<br>JMSW | **Start Point** SteelSc<br>*ss*Lon.No.1–20<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*<br>*Carryingoil fuel F.P.above* 150°F.*inDB*<br>Wireless Sub.Sig. | 6540<br>6336<br>4178 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,21 ✠LMC6,20 | Lon | *a*† | CL<br>3,21 | 1916<br>5mo<br>*Lloyd*'*sA&CP* | SirJ.Laing &Sons,Ld.<br>Sunderland<br>*CellD* | ManchesterLiners Ld.<br>*Ba*135′*uE*31′*f*172′ | 420·3\|53·5\|36·3<br>F*onShelter dk*34′<br>FK<br>1054*t DTa* 35′ 946*t* | Liverpool<br>British<br>7*BHCem*<br>*FPT*109*t A* | T.3Cy.29″,49″&80″–54″ (*s*)<br>180lb 682NHP<br>3SB,12*cf*,GS234,HS10300FD<br>Richardsons,Westgarth&Co.Ld.Sld.<br>*PT*124*t* | 39 ″ 0<br>s 10 ″ 0<br>29 ″ 4 | |
| | *Now named* "Manchester Producer," *see Supplement* | | | | | | | | | | | | | |
| 31657<br>55130<br>NVPD | **Startforth** IronTwinScSr<br>(*ex*DhuHeartach) 1*Dk* | 172<br>149<br>77 | | | | | 1868 | Wigham Richrdsn&Co<br>Newcastle | ~~E.T.Murphy~~<br>E.Parker (F.B. Woodruff, *Mgr*) | 125·5\|18·0\|9·8 | Wymouth<br>British | C.4Cy.10″&18″–12″<br>NB72 NE91 30RHP<br>Dunlop&Bell,Liverpool | | |
| 31658<br>151208 | **Stasia** WoodAuxTwinSc5MstSr<br>*OilEng.*<br>*Elec.light Mchy.Aft* Wireless 1*Dk*2*trB*<br>*Salted* pt*GIB* Hardwood treenails<br>(*See Sailing Ship Register*) | 1564<br>1411<br>1272 | ✠ —<br>6,20<br>✠ | Kob | | | 1917<br>11mo | Cameron-GenoaMills Shipy'dsLd<br>Victoria,B.C. | ~~Soc. desTransp. deMer deChine~~<br>~~P.H.Burn~~ Gopaldas Trikamjee | 245·8\|43·8\|21·0<br>P30′F30′ | Bombay<br>French<br>British | Oil Engines 2S.C.SA<br>4Cy.16″–20″<br>2DB 88NHP<br>J&CGBolindersCoLdSkm | 22 ″ 4 | V |
| 31659 | **Stat** SteelScSr<br>*Well deck* 1*Dk*<br>*Elec.light* | *491*<br>*356*<br>*215* | | | ... | | 1899 | W.Harkess &Son<br>Middlesbro' | C.E.Rönneberg &Sönner | 159·9\|25·6\|12·1<br>Q75′B21′F22′<br>FK | Aalesund<br>Norwegian<br>*WB* | T.3Cy.14″,22½″&37″–27″<br>NB11 71NHP<br>SirC.Furness,Westgarth&Co.Ld.Mdb. | 13 ″ 0 | N |
| 31660<br>125808<br>JTQO | **State of Ohio** IronPad<br>Wireless<br>(*ex*City of Alpena,*ex*Cleveland) 1*Dk* | 1222<br>—<br>917 | | | | | 1880 | Detroit DryDockCo.<br>Wyandotte | Cleveland&BuffaloTransitCo. (T.F.Newman, *Mgr.*) | 225·2\|32·4\|13·3 | Cleveland, Ohio<br>Utd.States | B.1Cy.50″–132″<br>221NHP<br>DetroitD.D.Co.Detroit | | L |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP = Force en chevaux d'après les formules de la Société.<br>RHP = Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14<br>Fran- bord au milieu du navire.<br>Tirant d'eau corres- pondant<br>pds. p |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31661<br>137419<br>JHMK | **Statesman** SteelScSr<br>ssLiv.No.1-19<br>(exSaintGeorge) 2Dks(Stl)<br>Elec.light Wireless | 5596<br>5298<br>3553 | ✠100A1<br>1,22 ~~2,21~~<br>BS2,21 ✠LMC5,19 | Liv | a† | CL<br>2,21 | 1914<br>12mo<br>Lloyd's A&CP | Russell& Co.<br>PortGlasgow<br>'Tween dk BH in No. 2 hold dispensed with 6 BH to upper dk 1 BH to 2nd dk only | CharenteS.S.Co. Ld. (T.&J. Harrison, Mgrs.)<br>CellDBa129'uE&B42'f191'1227t DTf27' 847t FPT74t APT30t | 423·3<br>P50'B129'F50' FK | 53·0 | 29·8 | Liverpool<br>British<br>Cem | T.3Cy.27½",45"&75"-51" (r)<br>180lb 100lb 557NHP<br>3SB,9cf,GS177,HS8214 FD<br>D.Rowan&Co.Glasgow | 32 •<br>s 6 • 5<br>26 • 5 |
| 31662 | **Stathis** SteelSc<br>Elec.light 2Dks(Stl) | 5138<br>4696<br>3293 | ✠100A1<br>11,21 ~~11,20~~<br>✠LMC7,20<br>Fitted for oil fuel 7,20 F.P. above 150° F. | Npt<br>Cff | y | CL | 1920<br>7mo<br>Lloyd's A&CP | HongKong &Whampoa DockCo.Ld.<br>HongKong | TheShipping Controller (Glover Bros, Mgrs.)<br>CellDB323'1047t FPT123t APT177t | 400·0<br>P49'B113'F40' FK | 52·2 | 28·5 | HongKong<br>British<br>7BHCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>HongKong&Whampoa DockCo.Ld.HongKong | 31 •<br>s 6 • 1<br>25 • 3 |
| 31663<br>JSGC | **Statsraad Riddervold** IronScSr<br>1Dk | 201<br>119<br>108 | | | | | 1877 | Bergens Mek.Verks<br>Bergen | Nordmör Dmpskselsk. | 130·4<br>Q28tB38tH12t | 18·1 | 9·0 | Xiansund<br>Norwegian | T.3Cy.11½",18½"&31"-22"<br>NE&B14 44NHP<br>MossVærft,Moss | |
| 31664<br>127821 | **Staunton** SteelScK<br>ssShl.No.3-1,20<br>1Dk | 283<br>254<br>120 | ✠100A1<br>StmTrawler<br>10,20 BS9,21<br>~~[illegible]~~ ✠LMC1,20 | Gms | | CL<br>N1,20 | 1908<br>1mo<br>Lloyd's A&CP | Cook,Welt'n&Gemmell Ld. Beverley | StandardSteam FishingCo.Ld. | 130·0<br>Q72'F18' BK8" | 22·2 | 12·2 | Grimsby<br>British<br>4BHCem | T3Cy.13½",22½"&37"-24"(s)<br>185lb 90RHP<br>1SB,3pf,GS52,HS1595<br>Amos&Smith,Hull | 13 • 1 |
| 31665<br>110831<br>KGML | **—** WoodSc<br>(exMcAllister,exSayre,exRobertH.Sayre) 1Dk | 140<br>—<br>70 | | | | | 1889 | Crane& Sons<br>BrooklynNY | JerseyCity StockYardsCo. | 95·9 | 22·6 | 11·3 | NewYork<br>Utd. States | C.2Cy.19"&38"-26"<br>61NHP<br>J.W.Sullivan,NewYork | |
| 31666<br>143732 | **Stav** CompScSr<br>(exHjalmar,exSätra)<br>Mchy.Aft 1Dk | 184<br>146<br>140 | | | | | 1898 | P.Larsson<br>Thorskog | J.Hyland | 99·9<br>B29'H7tF10' | 22·2 | 9·7 | Liverpool<br>British<br>WB | C-2Cy.11"&18"-16"<br>11NHP<br>P.Larsson,Thorskog | |
| 31667<br>MKLC | **Stavanger I.** SteelScSr<br>Elec.light 1Dk | 718<br>349<br>351 | | | | | 1914 | Trndhjms Mek.Værks.<br>Trondhjems | DetStavangerske Dampskibsselskab. | 193·6<br>P&B109'F55' | 28·0 | 12·5 | Stavanger<br>Norwegian<br>WB | T.3Cy.17½",28"&47"-30"<br>121NHP<br>TrondhjemsMV.Trndhjem | |
| 31668<br>MFHS | **Stavangeren** SteelScSr<br>Elec.light 1Dk | 1002<br>896<br>606 | | | | | 1908 | Stavanger Stöberi&Dok<br>Stavanger | A/S D/S Stavangeren (K.Olsen) | 230·5<br>P7tH44tF29t | 33·1 | 15·3 | Stavanger<br>Norwegian<br>WB | T.3Cy.17",28"&47"-33"<br>127NHP<br>StavangerStöberi&Dok. | |
| 31669<br>MSJR | **Stavangerfjord** SteelTwinScSr<br>Elec.light 2Dks(Stl)&Shelter dk (Stl-ws)3rd dk in Nos.1,2&3holds<br>Wireless CruiserStern | 12977<br>9814<br>7527 | ✠100A1<br>Shelter dk withfreeboard<br>~~1,22~~ 4,21<br>2,22<br>✠LMC~~4,18~~ 2,22 | NYk<br>~~Xn.~~ | | CL<br>~~5,20~~<br>2,22 | 1918<br>2mo<br>Lloyd's A&CP | Cammell Laird&Co.Ld.<br>Birkenhead | DenNorske AmerikaLinje A/S<br>CellDB480'1580tDTa80tFPT179tAPT197t | 532·5<br>P21'B&F464' onShelter dk FK | 64·2 | 29·3 | Christiania<br>~~Stavanger~~<br>Norwegian<br>10BHCem | Q.8Cy26½"37½"53"&76"-54"<br>220lb (r) 1567NHP<br>8SB,32cf,GS630,HS24640 FD<br>CammellLaird&CoLdBkn. | 32 •<br>s 6 • 8<br>26 • 0 |
| 31670<br>99173<br>MGNP | **Staveley** IronScSr<br>ssNwc.2ndNo.3-4,13<br>ssGms.No.2-21<br>Elec.light Sub.Sig. 2Dks(Ulrn-ws)<br>Wireless | 1047<br>820<br>496 | ✠100A1<br>2,22 ~~2,21~~<br>✠NB4,13 ✠LMC2,21<br>BS2,22 | Gms | n | CL<br>11,20 | 1891<br>7mo<br>Lloyd's A&CP | C.S.Swan& Hunter<br>Newcastle | GreatCentralRly.<br>WB=CellDBa52'uE15'92'180tAPT25t | 240·2<br>P55'B67'F32' BK8" | 32·0 | 15·8 | Grimsby<br>British<br>5BHCem | T.3Cy.22",35"&57"-42" (a)<br>170lb 100lb NDB13 244NHP<br>2SB,6cf,GS126,HS3984<br>Wstgrth.Englsh&Co.Mdb | 17 • |
| 31671<br>MBVS | **Stavenes** SteelScSr<br>1Dk | 181<br>118<br>96 | | | | | 1904 | Bergens Mek.Værks.<br>Bergen | Fylkesbaatane i Sogn&Fjordane | 105·6<br>Q10tB26tH12t F15t | 20·1 | 9·8 | Bergen<br>Norwegian | T.3Cy.11",18"&29"-20"<br>38NHP<br>BergensMekVærks.Bergen | |
| 31672<br>MDKW | **Stavnæs** SteelScSr<br>(Fishing)<br>(exElgjups,exBjörnulf) 1Dk | 103<br>95<br>38 | | | | | 1907 | Xiansands Mek.Værks<br>Xiansand | A/S Kristiansunds Havfiskeselskap | 98·1 | 19·1 | 8·6 | Xiansund<br>Norwegian | C.2Cy.9"&20"-17"<br>14NHP<br>XiansandsM.V.Xiansand | |
| 31673<br>333<br>IABF | **Stavropol** SteelSc<br>(exKotik)<br>Elec.light Wireless 1Dk&Spar dk | 1210<br>1064<br>686 | | | | | 1907 | Nüscke& Co.A.G.<br>Stettin | RussianVolunteer FleetAssociation | 197·9<br>F31' | 32·9 | 20·5 | Vladvostk<br>Russian<br>WB | T.3Cy.17",26"&43"-28"<br>98NHP<br>Schiffsw.Uebigau,Dresden | |
| 31674<br>217921<br>LQTG | **Steadfast** SteelScSr<br>Fitted for oil fuel<br>Elec.light 1Dk&Shelter dk<br>Sub.Sig. Wireless &Web frames<br>Longitudinal framing | 7588<br>7553<br>4854 | | | ... | | 1919 | Bethlehem S.B.Corp.Ld.<br>Alameda,Cal. | UnitedStates ShippingBoard | 440·0<br>FK | 56·0 | 35·2 | SFrncisco<br>Utd. States<br>WB | 2 Steam Turbines geared to 1 screw shaft 636NHP<br>WestinghouseElectric& Mfg.Co.E.Pittsburg,Pa. | 38 • |
| 31675<br>97383 | **Steel** SteelPadSk | 118<br>118<br>15 | | | | | 1890 | J.T.Eltringham&Co<br>S.Shields | N.EasternRly.Co. | 95·3 | 19·1 | 9·8 | W.Hartlpl<br>British | L.2Cy.28"-50"<br>75RHP<br>JPRennoldson&Sons,SShl | |
| 31676<br>219514<br>LVKF | **Steel Age** SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)&<br>Wireless Web frames<br>Longitudinal framing | 6188<br>5705<br>3821 | ✠100A1<br>Shelter dk withfreeboard<br>~~9,21~~ ~~10,20~~ 4,22 LMC2,20<br>Fitted for oil fuel 2,20 F.P.above 150° F. | NYk | z | CL<br>~~10,20~~<br>10,21 | 1920<br>2mo<br>A&CP | Federal S.B.Co.<br>Kearny,N.J. | UnitedStatesSteel ProductsCo.Inc.<br>CellDB331'1512t FPT187t APT175t | 395·5<br>P45'B110'F18'on Shelter dk FK | 55·0 | 31.4 | NewYork<br>Utd.States<br>ptCem<br>6BHtoSh dk | 2 SteamTurbines geared to 1ScShaft 210lb (s) 596NHP<br>3SB,9cf,HS7836 FD<br>Midwest EngineCo. Indianapolis,Ind. | 34 • 11<br>s 8 • 1<br>27 • 1 |
| 31677<br>220495<br>MBHG | **Steel Engineer** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks | 5686<br>—<br>3450 | | | | | 1920 | Federal S.B.Co.<br>Kearny,N.J. | UnitedStates SteelProductsCo. Inc. | 424·2<br>P41'B&F350' | 56·2 | 26·5 | NewYork<br>Utd. States<br>WB | Geared Turbines | |
| 31678<br>220553<br>MBJN | **Steel Exporter** SteelSc<br>Fitted for oil fuel<br>Wireless 2Dks | 5686<br>—<br>3450 | | | | | 1920 | Federal S.B.Co.<br>Kearny,NJ. | UnitedStates SteelProductsCo. Inc. | 424·2<br>P41'B&F350' | 56·2 | 26·5 | NewYork<br>Utd. States<br>WB | Geared Turbines | |
| 31679<br>220776<br>MBTC | **Steel Inventor** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks | 5686<br>5082<br>3450 | | | | | 1920 | Federal S.B.Co.<br>Kearny,N.J. | UnitedStates SteelProductsCo. Inc. | 424·2<br>P41'B&F349' | 56·2 | 26·5 | NewYork<br>Utd.States<br>WB | Steam Turbines<br>FederalS.B.Co. | |
| 31680<br>220179<br>LWRK | **Steel Mariner** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks | 5686<br>5082<br>3450 | | | | | 1920 | Federal S.B.Co.<br>Kearny,N.J. | UnitedStatesSteel ProductsCo.Inc. | 424·2<br>P42'B&F350' | 56·2 | 26·5 | NewYork<br>Utd. States<br>WB | 2 Steam Turbines<br>W&AFletcherHobokenNJ | |
| 31681<br>220652<br>MBPD | **Steel Ranger** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks | 5686<br>5082<br>3450 | | | | | 1920 | Federal S.B.Co.<br>Kearny,N.J. | UnitedStatesSteel ProductsCo.Inc. | 424·2<br>P41'B&F349' | 56·2 | 26·5 | NewYork<br>Utd. States<br>WB | Steam Turbines<br>FederalS.B.Co. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31682<br>220180<br>LWRM | **Steel Trader** SteelSc<br>*Elec.light* Wireless 2*Dks* | 5686<br>5082<br>3450 | | | | | 1920 | Federal<br>S.B.Co.<br>Kearny,N.J. | UnitedStatesSteel<br>ProductsCo.Inc. | 424·2<br>P42'B&F350 | 56·2 | 26·5 | New York<br>Utd.States<br>*WB* | 2 Steam Turbines<br>W&AFletcherHobokenNJ | | R |
| 31683<br>219662<br>LVSH | **Steel Voyager** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames*<br>Wireless *Longitudinal framing* | 6188<br>5705<br>3821 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>3,22 ~~3,21~~<br>LMC2,20<br>*Fitted for oil fuel* 2,20 *F.P. above* 150° F. | NYk | *z* | CL<br>~~N3,21~~<br>3,22 | 1920<br>2mo | Federal<br>S.B.Co.<br>Kearny,N.J.<br>A&CP | UnitedStatesSteel<br>ProductsCo.Inc. | 395·5<br>P45'B110'F38'*on Shelter dk* FK<br>*CellDB* 331'1512*t* *FPT*187*t* | 55·0 | 31·4 | NewYork<br>Utd.States<br>*ptCem*<br>6*BHtoSh dk*<br>*APT*175*t* | 2SteamTurbines geared to 1Sc.Shaft 210lb(*s*)596NHP<br>3SB,9*cf*,HS7836 FD<br>MidwestEngineCo.<br>Indianapolis,Ind. | 34″11<br>s8″1½<br>27″1 | |
| 31684<br>220380<br>MBDF | **Steel Worker** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks* | 5686<br>—<br>3450 | | | | | 1920 | Federal<br>S.B.Co.<br>Kearny,N.J. | UnitedStatesSteel<br>ProductsCo.Inc. | 424·2<br>P41'B&F350' | 56·2 | 26·5 | NewYork<br>Utd.States | Geared Turbines | | R |
| 31685<br>219513<br>LVKD | **Steelmaker** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames*<br>Wireless *Longitudinal framing* | 6187<br>5705<br>3821 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>7,219~~,20~~<br>LMC1,20<br>*Fitted for oil fuel* 1,20 *F.P. above* 150° F. | NYk | *z* | CL | 1920<br>1mo | Federal<br>S.B.Co.<br>Kearny,N.J.<br>A&CP | UnitedStatesSteel<br>ProductsCo.Inc. | 395·5<br>P45'B110'F38'*on Shelter dk* FK<br>*CellDB* 331'1512*t* *FPT*187*t* | 55·0 | 31·4 | NewYork<br>Utd.States<br>*ptCem*<br>6*BHtoSh dk*<br>*APT*175*t* | 2SteamTurbines geared to 1 Sc. Shaft 210lb (*s*)<br>3SB,9*cf*,HS7836 FD<br>MidwestEngineCo.<br>Indianapolis,Ind. | 34″11<br>s8″1½<br>27″1 | |
| 31686<br>129046<br>HQBW | **Steersman** SteelScSr<br>*ss*Lon.No.2–19<br>*Well deck* 1*Dk*(*Irn*)<br>*Elec.light Mchy.Aft* | 562<br>384<br>254 | ✠100A1<br>1,21<br>~~BS1,21~~<br>BS2,22<br>✠LMC5,18 | Lon | *i* | CL<br>1,21 | 1909<br>10mo<br>*Lloyd'sA&CP* | WoodSkin-<br>ner&Co.Ld.<br>Newcastle | C.Rowbotham&<br>Sons | 170·2<br>Q80'B14'F22' FK<br>*WB=DBf*102' | 27·5 | 10·7 | London<br>British<br>3*BHCem*<br>124*tFPT*34*t* | T.3Cy.15½″,25″&41″–27″ (*s*)<br>180lb *90lb* 98RHP<br>1SB,3*cf*,GS54,HS1912<br>N.E.MarineEng.CoLdNwc | 13″0<br>s ″9½<br>12″5 | |
| 31687<br>OTWF | **Stefania** SteelScSr<br>*ss*Fiu.No.3–3,06<br>*ss*Nwc.No.1–10<br>2*Dks*(*Stl–Uws*)&*deep framing*3*Dk rule* | 2321<br>2035<br>1457 | ✠<br>11,15<br>✠ | Sws | *s* | | 1894<br>1mo | Wigham<br>Richrdsn&Co<br>Newcastle | FrenchGovern-<br>ment | 293·0<br>P34'B80'F33' FK<br>*WB=CellDB*244' | 39·9 | 20·6 | French<br>5*BHCem*<br>559*tAPT*38*t* | T.3Cy.22½″,36″&60″–39″<br>241NHP<br>2SB,6*rf*,GS100,HS3808<br>WighamRchrdsn&Co.Nwc | 24″4 | V |
| 31688 | — SteelSc | 146<br>—<br>80 | | | | | 1906 | M.U.<br>Martinolich<br>Lussinpicclo | Soc.inAzioni<br>Ungaro-Croata di<br>Nav.Maritt.aVap. | 122·3 | 18·9 | 7·9 | Fiume | T.3Cy.10⅔″,16½″&27⅗″–16$\frac{15}{16}$″<br>31NHP<br>Plenty&Son,Newbury | | A |
| 31689<br>4776<br>JQPR | **Stegeborg** SteelScSr<br>*Mchy.Aft* 1*Dk* | 667<br>499<br>365 | | | | | 1907 | Lindhol-<br>mensV.A.<br>Gothenburg | StockholmsRederi-<br>aktieb Svea (H.<br>Ericson,*Mgr.*) | 177·8<br>P62'H80*t*F24' | 30·0 | 12·3 | Stockholm<br>Swedish<br>*WB* | T.3Cy.14½″,24″&40″–27″<br>83NHP<br>LindholmensV.A.Got. | | V |
| 31690<br>NPTK | **Stegelborg** SteelScSr<br>*ss*Els.No.3–1,19<br>*Elec.light* 1*Dk*(*Irn*)&*deep framing*<br>Wireless | 1885<br>1723<br>1146 | ✠100A1<br>~~1,22 10,20~~ 3,22<br>~~BS3,20~~<br>BS5,21<br>✠LMC1,19 | Cpn | *r* | ~~9,20~~<br>~~12,21~~<br>3,22 | 1906<br>7mo<br>*Lloyd'sA&CP* | W.Gray&<br>Co.Ld.<br>WHartlepool | Dmpsk.Selsk.<br>Dannebrog (C.K.<br>Hansen,*Mgr.*)<br>*WB=CellDBa* 88' | 280·0<br>P21'B73'F31' FK<br>*uE&B*38' *f*114'534*t* | 39·1 | 19·0 | Copnhagn<br>Danish<br>4*BHCem*<br>*APT*90*t* | T.3Cy.20″,31½″&53″–36″ (*s*)<br>160lb *100lb* 185NHP<br>2SB,4*rf*,GS73,HS3060<br>Cen.Mar.Eng.Wrks.WHpl | 21″4<br>s3″1½<br>18″6 | |
| 31691<br>MTLP | **Stegg** WoodScSr<br>1*Dk* | 362<br>284<br>200 | | | | | 1919 | Norsk<br>Skibsbygns.<br>KompaniA/S<br>Arendal | Skibs.A/S Stegg<br>(GerhardL.Evje) | 124·1<br>Q5*t*B45*t*F19*t* | 28·5 | 12·9 | Bergen<br>Norwegian | T.3Cy.11½″,18½″&31″–22″<br>45NHP<br>E&B*made*11<br>NylandsVerksted,Xiania. | | |
| 31692 | **Steigerwald** SteelScSr<br>*Elec.light* Wireless 2*Dks* | *4836*<br>*3323*<br>*2998* | | | | | 1911 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | FrenchGovern-<br>ment | 354·7<br>P&B280'F45' | 48·9 | 24·8 | French<br>*WB* | Q4Cy.23⅕″,33$\frac{9}{10}$″,49⅕″&72$\frac{1}{10}$″–53$\frac{9}{10}$″ 382NHP<br>FlensburgerSchiffsb.Ges. | | |
| 31693 | **Stein** SteelSc<br>(*SalvageSteamer&Tug*)<br>*Elec.light* 1*Dk* | 256<br>—<br>4 | | | | | 1904 | Howaldts-<br>werke<br>Kiel | NeueDampferCo.<br>Act.Ges. | 112·5<br>B8' | 26·0 | 12·6 | Kiel<br>German | T.3Cy.14$\frac{13}{16}$″,23$\frac{1}{16}$″&37$\frac{13}{16}$″–21$\frac{11}{16}$″ 66NHP<br>Howaldtswerke,Kiel | | |
| 31694<br>MGRJ | — SteelScSr<br>*OilEng.*<br>(*ex*SailingBargeNindorf) 1*Dk* | 123<br>101<br>65 | | | | | 1904 | Gebr.Sach-<br>senberg, Ros-<br>lau a/d Elbe | A/S Lokaltrans-<br>port (Fearnley&<br>Wilhelmsen,<br>*Mgrs.*) | 106·0<br>H8*t* | 17·5 | 6·2 | Chrstiania<br>Norwegian | Oil Engine *fitted* 11 | | |
| 31695<br>MBCK | **Steinar** SteelScSr<br>(*ex*FriedrichFischer,*ex*Hela)<br>1*Dk* | 318<br>241<br>152 | | | | | 1890 | J.W.Kla-<br>witter<br>Danzig | Kr.Högh-Hervig | 129·2<br>Q17*t*B48*t*H8*t*F12*t* | 21·4 | 12·1 | Haugesnd<br>Norwegian<br>*WB* | C.2Cy.17″&32″–20″<br>38NHP<br>J.W.Klawitter,Danzig | | N |
| 31696 | **Steinbutt** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 237<br>168<br>53 | | | | | 1913 | Gebr.Sach-<br>senbergA.G.<br>Cologne | H.Fock | 120·6<br>F16' | 22·6 | 10·5 | Hamburg<br>German<br>*WB* | T3Cy12⅗″20$\frac{1}{10}$″&32$\frac{3}{10}$″–22$\frac{1}{10}$″<br>49NHP<br>Gebr.Sachsenberg,Rosslau | | |
| 31697 | **Steinhöft** SteelScSr<br>*Elec.light* 1*Dk* | 878<br>696<br>514 | | | | | 1910 | Stettiner<br>Oderwerke<br>Stettin | H.M.Gehrckens | 211·2<br>P14'Q65'B98'F21' | 32·6 | 12·6 | Hamburg<br>German<br>*WB* | T.3Cy.15$\frac{7}{10}$″25⅕″&41$\frac{3}{10}$″–29½″<br>93NHP<br>StettinerOderwerke | | |
| 31698<br>MHQD | **Steinstad** SteelScSr<br>Wireless 1*Dk* | 2476<br>2246<br>1480 | | | | | 1912 | R.Thomp-<br>son&Sons,Ld<br>Sunderland | A/S D/S Steinstad<br>(A.F.Klaveness&<br>Co.A/S) | 300·5<br>P24'B74'F30' | 44·5 | 19·9 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.21½″,36″&59″–39″<br>217NHP<br>N.E.MarineEng.Co.Ld.Sld | | N |
| 31699 | **Steinwärder** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 234<br>211<br>86 | | | | | 1915 | H.C.Stülc-<br>ken,Sohn<br>Hamburg | DeutscheSeefisch-<br>ereiA.-G. | 119·1<br>F19' | 24·1 | 9·4 | Cuxhaven<br>German | T3Cy12¾″,21⅓″&33$\frac{9}{10}$″–22$\frac{1}{10}$″<br>54NHP<br>H.C.StülckenSohn,Ham. | | |
| 31700 | **Stella** SteelSc<br>*ss*Grk.2ndNo.3–8,20<br>(*ex*Aro,*ex*Albertville) 2*Dks*(1*pt Stl*& *UStl*–ws)&*deep framing*<br>*Elec.light*<br>Wireless | 3734<br>2844<br>2299 | ✠100A1<br>8,20<br>✠LMC8,20<br>BS9,21 | Grk | *w* | 8,20 | 1898<br>8mo | SirRaylton<br>Dixon&CoLd<br>Middlesbro'<br>A&CP | Cie.desVapeurs<br>Française(Jean<br>Stern) | 351·9<br>P&B248'F44' FK<br>*CellDBa*80' *uE*34'*f*144'555*t* | 44·1 | 23·3 | Havre<br>French<br>6*BHCem* | T.3Cy.27″,43″&72″–48″ (*s*)<br>180lb 432NHP<br>3DB,12*cf*,GS212,HS7242<br>T.Richardsn&Sns.Ld.Hpl | 26″0<br>s4″1<br>22″7 | |
| 31701<br>PTBR | — SteelScTwinMastSr<br>*Elec.light* 2*Dks*<br>Wireless *Longitudinal framing* | 2818<br>2215<br>1792 | | | | | 1909 | W.Hamil-<br>ton&Co.Ld.<br>Pt.Glasgow | Koninkl.Nederl.<br>Stoom.Maats. | 327·0<br>Q110'B86'F41' | 44·2 | 18·5 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.21″,35″&57″–39″<br>203NHP<br>D.Rowan&Co.Glasgow | | V |
| 31702 | — SteelScSr<br>*ss*Tri.No.3–4,20<br>1*Dk*(*ptIrn*&*ptStl*)<br>&*deep framing* | 3288<br>2637<br>2020 | ✠100A1<br>12,21 2,21<br>✠LMC4,20<br>BS3,21 | Nap<br>Gen | *u* | 2,21 | 1907<br>12mo<br>*Lloyd'sA&CP* | R.Stephen-<br>son&Co.Ld.<br>Newcastle | Nav.LiberaTries-<br>tinaSoc.inAzioni<br>*CellDBa* | 318·0<br>P36'B94'F30' FK<br>102'*uE*20'*f*138'742*t* | 46·6 | 20·8 | Trieste<br>Italian<br>4*BHCem*<br>*APT*95*t* | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *100lb* 287NHP<br>2SB,6*cf*,GS126,HS4620<br>Blair&Co.Ld.Stockton | 23″3<br>s3″8½<br>19″11 | |
| 31703 | — SteelSc<br>*Elec.light* 1*Dk*3*trB* | 1036<br><br>765 | | | | | 1920 | N.V.Werf<br>"Zeeland"<br>Hansweert | J.Lauritzen | 211·7<br>P39'B62'F30' | 31·2 | 13·9 | Esbjerg<br>Danish<br>*WB* | T.3Cy.14⅖″,22″&35⅘″–23⅗″<br>N.V.Werf, 62NHP<br>"Zeeland,"Hansweert | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31704 | **Stella** IronScSr<br>(*ex*Erifili,*ex*Reinfeld,<br>*ex*Elsa) 1*Dk&Awng dk* | 736<br>698<br>453 | | | | – | 1883 | G.Howaldt<br>Kiel | J.Rucani | 195·8\|24·6\|17·1 | Braila<br>Roumanian<br>*WB* | C.2Cy.23″&37½″–27″<br>NB95 61NHP<br>Gebr.Howaldt,Kiel | |
| 31705 | — SteelSc<br>*Elec.light* 1*Dk* | 655<br>482<br>333 | | | | | 1920 | Wft.Nobis-<br>krugG.m.b.H.<br>Rendsburg | Flensb.Stettiner<br>Dampfschiff.Ges. | 180·4\|29·6\|10·8<br>Q50′B48′F21′ | Flensburg<br>German<br>*WB* | T.3Cy.14½″,22½″&37½″–23½″<br>Ottensener 68NHP<br>Msch.G.m.b.H.Altona | |
| 31706 | — SteelScSr<br>1*Dk* | 479<br>472<br>294 | | | | | 1895 | Act.Ges.<br>"Weser"<br>Bremen | Dampfschifffahrts<br>Ges.Neptun | 150·3\|24·0\|16·3<br>Q38′B&F112′ | Bremen<br>German<br>*WB* | C.2Cy.17 1/16″&30¾″–20½″<br>36NHP<br>A.G."Weser,"Bremen | |
| 31707<br>69002<br>SBPG | — IronScSr<br>2*Dks* | 280<br>241<br>122 | | | | | 1876 | Scott&Co.<br>Greenock | OtagoIronRolling<br>MillsCo.Ld. | 158·3\|21·1\|12·2<br>B25′H27*t* | Auckland<br>British<br>*WB* | C.2Cy.22″&40″–30″<br>90RHP<br>GreenockFoundryCo.,Grk. | |
| 31708 | — WoodAuxScBn<br>cf HTHam.92 *Stm.Eng.*<br>(*ex*MaryJohns) *IrnBeams*<br>(*See Sailing Ship Register*) | *213*<br>*213*<br>*181* | 10,95 | Foy | 12<br>C8<br>C4 | | 1868<br>5mo | Harvey&<br>Co.<br>Hayle | Gueret'sAnglo-<br>BrazilianCoaling<br>Co.Ld. | 115·5\|24·2\|13·8 | R.Janeiro<br>Brazilian | C.2Cy.9″&18″–14″<br>NE*fitted*11 10NHP<br>DB.McCallum&SonsLdCff | 14 |
| 31709<br>70710<br>RMKG | — IronScSr<br>*Mchy.Aft* | 176<br>176<br>109 | | | | | 1875 | T.B.Seath<br>&Co.<br>Glasgow | Corporation of the<br>TrinityHouse | 125·8\|20·1\|10·6 | London<br>British | C.2Cy.20″&34″–20″<br>50RHP<br>A.Campbell&Sons,Gls. | |
| 31710<br>2619<br>JFSB | — CompScSp<br>*Mchy.Aft* 1*Dk* | 176<br>134<br>110 | | | | | 1895 | P.Larsson<br>Thorskog | H.Braatz | 98·3\|22·2\|9·2<br>P18′H9*t*F9′ | Mönsterås<br>Swedish | C.2Cy.10″&15″–13″<br>7NHP<br>ThorskogsMek.Verkstad. | |
| 31711<br>OTVZ | **Stella II.** SteelScSr<br>(*ex*Azalée,*ex*TenyuMaru)<br>1*Dk* | 202<br>—<br>75 | | | | | 1912 | GoshiKai-<br>shaHarada<br>Shoko, Osaka | CieLorientaise de<br>Chalutage à<br>Vapeur | 115·8\|22·4\|13·5<br>P63′F20′ | Lorient<br>French<br>*WB* | T.3Cy.11⅝″,19″&32″–22″<br>Goshi 48NHP<br>KaishaHaradaShoko | |
| 31712<br>131875 | **Stella Aurorae** SteelScK<br>(*ex*Whirlblast) 1*Dk*(*Stl*) | 96<br>95<br>41 | ✠100A1<br>*For fishing purposes*<br>8,21 ~~10,20~~<br>✠LMC7,20 | Abn | | CL | 1919<br>11mo<br>*Lloyd* | LeaS.B.<br>Co.Ld.<br>London<br>'*sA&CP* | D.Watson<br>(T.Cunningham,<br>*Mgr.*) | 86·2\|18·5\|9·3<br>BK7½′ | Anstruthr<br>British<br>3*BHCem* | T.3Cy.9½″,15½″&26″–18″ (*s*)<br>180lb 43RHP<br>1SB,2*pf*,GS30,HS932<br>D.&R.B.Scott,Dundee | |
| 31713<br>117528 | **Stella Maris** CompSc3MstSr<br>(*ex*H.M.S.Starling)<br>Wireless 2*Dks* | 229<br>218<br>54 | | | | | 1882 | Samuda<br>Bros.<br>Poplar | ~~Farquhar&Co.Ld.~~<br>HalifaxTrading<br>&SealingCo.Ld.<br>(Farquhar&CoLd.*Mgrs*) | 124·5\|23·6\|12·2 | WndsorNS<br>British | C.2Cy.28″&48″–18″<br>70RHP<br>J.&G.Rennie,London | |
| 31714<br>MSLW | **Stemshest** SteelSc4MstSr<br>1*Dk* | 1127<br>986<br>658 | | | | | 1918 | Akers.<br>Mek.Værks<br>Christiania | Christianssunds<br>Dampskibsrederi<br>A/S (H.Schnitler,<br>*Mgr.*) | 226·5\|36·5\|15·8<br>F4*t*P41*t* | Xiansund<br>Norwegian<br>*WB* | T.3Cy.17″,29″&47″–33″<br>127NHP<br>Akers.Mek.Værks.Xia. | |
| 31715 | **Stend** SteelScSr<br>1*Dk* | *808*<br>*682*<br>*449* | | | | | 1917 | Pusnes<br>Stob.&M.V.<br>Arendal | A/SBorch2(A.F.<br>Borch&SönnerLd.<br>A/S*Mgrs.*) | 210·5\|38·2\|13·3<br>P20′B49′F29′ | Drammen<br>Norwegian<br>*WB* | T.3Cy.15″,25″&40″–30″<br>88NHP<br>PusnesStob.&MV.Arendal | |
| 31716 | **Stenies** SteelSc<br>For full particulars See No. 39228 in Supplement<br>*Elec.light* | 1800<br>1640<br>1150 | 100A1<br>(*Class Contemplated*) | | | | 1921 | Antwerp<br>Eng.Co.Ld.<br>Hoboken | L.Boyazides | 278·4\|40·0\|20·6<br>P22′B60′F30′ | Greek | T.3Cy.20″,33″&54″–36″<br>N.E.MarineEng.Co Ld.Sld. | 20<br>s 3<br>17 |
| 31717<br>JSWB | **Stenkjær** IronScSr<br>1*Dk* | 158<br>97<br>89 | | | | | 1878 | Nylands<br>Verksted<br>Christiania | IndherredsAktie-<br>dampskibsselskab.<br>(A.Kleven, *Mgr.*) | 115·4\|17·6\|7·6<br>Q16*t*B34*t*H10*t*F5*t* | Stenkjær<br>Norwegian | T.4Cy.(2)6½″,15″&24″–18½″<br>25NHP<br>NylandsVerksted,Xiania. | |
| 31718<br>MRPK | **Stensaas** SteelScSr<br>1*Dk*(*Stl*) | 1359<br>1130<br>780 | ✠100A–<br>3,20<br>✠LMC5,18 | Shl | | 3,20 | 1918<br>2mo | Frdrkhsvn<br>Skibs&Flydk<br>Fredrikshavn | Agdesidens Rederi<br>(ArntJ.Mörland,<br>*Mgr.*)<br>*CellD* | 234·2\|37·2\|16·0<br>P12′B50′F14′<br>FK<br>*B*195′395*t FPT*63*t* | Arendal<br>Norwegian<br>4*BHCem*<br>*APT*27*t* | T3Cy.16½″,25 2/12″&42½″–29½″<br>185lb (*s*) 120NHP<br>2SB.4*cf*,GS136,HS2034<br>KockumsM.V.Akt.Malmö | 18<br>s 2<br>16 |
| 31719<br>110572<br>RDLV | **Stentor** SteelScSr 8421<br>*Elec.light* Wireless 2*Dks* | ~~6773~~<br>5322<br>4057 ~~4366~~ | | | | | 1899 | Workman,<br>Clark&Co.Ld<br>Belfast | OceanS.S.Co.Ld.<br>(A.Holt&Co *Mgrs*) | 442·4\|52·8\|30·6<br>P49′B156′F55′ | Liverpool<br>British<br>*WB* | T.3Cy.29″,50″&82″–60″<br>521NHP<br>D.Rollo&Sons,Liverpool | |
| 31720<br>143365<br>KBRL | **Stephan** SteelTwinScSr<br>*CableVessel* Wireless<br>1*Dk&Spardk* | 4500<br>4354<br>2448 | Lon. ~~1,21~~ 9,21<br>(*See footnote**) | | | | 1902 | Act.Ges.<br>"Vulcan"<br>Stettin | TelegraphCon-<br>struction&Main-<br>tenanceCo.Ld.(F.<br>R.Lucas,*Mgr.*) | 391·8\|48·3\|29·8 | London<br>British<br>*WB* | T.6Cy.20″,31″&51″–39″<br>325NHP<br>A.G."Vulcan,"Stettin | |
| 31721 | **Stephanie** SteelSc<br>*Elec.light* 1*Dk* | 757<br>600<br>437 | | | | | 1909 | Nüscke&<br>Co.<br>Stettin | EduardKranse | 202·5\|30·3\|12·6<br>Q62′B46′F23′ | Memel<br>*WB* | T.3Cy.14″,22″&36″–24″<br>Christiansen& 87NHP<br>Meyer,Harburg | |
| 31722<br>131311<br>HRWV | **Stephen** SteelScSr<br>*ss*Bkn.No.2–20<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless<br>*Carrying oil fuel F.P. above* 150°F. *in DB* | 4444<br>3607<br>2799 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>~~7,21~~ ~~3,21~~ 2,22<br>✠LMC1,20 | NYk<br>~~LV~~<br>BS7,21 | *x* | CL<br>~~1,20~~<br>7,21 | 1910<br>12mo<br>*Lloyd* | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle<br>'*sA&CP* | BoothS.S.Co.Ld.<br>*WB=CellDB a*<br>*uE*23′ *f*150′736*t* | 376·5\|50·3\|23·6<br>B on *Shelter dk* 116′<br>108′ len11 FK<br>*DT a* 38′ 625*t FPT* | Liverpool<br>British<br>7*BHCem*<br>60*t APT*32*t* | T.3Cy.24″,40″&67″–48″ (*r*)<br>180lb *180lb* 400NHP<br>2SB(FD)&1AuxSB,8*cf*,<br>GS167,HS6955<br>N.E.MarineEngCoLdNwc | 26<br>s 2<br>23 |
| 31723<br>82536 | **Stephen Gray** IronPadSk | 107<br>107<br>41 | | | | | 1882 | E.Wales<br>Hull | ~~T.Gray&Co.Ld.~~<br>UnitedTowingCo<br>Ld. | 88·5\|18·1\|9·8 | Hull<br>British | L.2Cy.26″–50″<br>NB12 55RHP<br>E.Wales,Hull | |
| 31724<br>202087 | **Stephen M. Clement** SteelSc<br>*Elec.light* *Mchy.Aft* 1*Dk* | 5821<br>—<br>4487 | | | | | 1905 | American<br>S.B.Co.<br>Lorain,O. | BuffaloS.S.Co.<br>(J.Mitchell,*Mgr.*) | 480·0\|52·0\|30·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.22½″,36″&60″–42″<br>233NHP<br>AmericanS.B.CoCleveland | |
| 31725<br>213740<br>LFQD | **Stephen R. Jones** SteelScSr<br>*ss*.Bal.No.1–20<br>*Elec.light* Sub.Sig. 1*Dk*(*Stl*)<br>*Mchy.Aft* Wireless | 4387<br>3899<br>3112 | ✠100A1<br>2,21<br>✠LMC6,20 | NNs | *w* | CL<br>3,19 | 1915<br>11mo | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews<br>A&CP | Crowell&Thurlow<br>S.S.Co.Inc.<br>*WB=CellDB*<br>*uE&B*50′*f*251′1 | 354·2\|49·0\|27·4<br>P94′B19′F31′<br>FK<br>127*tMT*4′244*tFPT* | Boston<br>Utd.States<br>6*BHCem*<br>318*tAPT*92*t* | T.3Cy.23″,39″&66″–45″ (*s*)<br>180lb 365NHP<br>2SB,6*cf*,GS124,HS5070 FD<br>NewportNewsSB&DD.Co. | 30 |
| 31726<br>208447 | **Stephen W. McKeever, Jr.** WoodSc<br>*Elec.light* 1*Dk* | 223<br>—<br>104 | | | | | 1911 | R.Palmer&<br>SonS.B.&<br>M.Rly.Co.<br>Noank,Ct. | A.BrookeTaylor | 127·0\|22·3\|9·6 | NorfolkVa<br>Utd.States | C.2Cy.15″&30″–24″<br>37NHP<br>J.W.SullivanCo.N.Yk. | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | Deck Erections, &c. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31727<br>137890<br>JNFS | **Stepney** SteelScSr<br>ssShl No.1-20<br>1Dk(Stl)<br>Mchy.Aft<br>Cargo battens not fitted | 808<br>551<br>375 | ✠100A1<br>~~12,20~~ 11,21<br>✠LMC12.20 | Shl<br>Nwo | k | CL<br>~~12,20~~<br>11,21 | 1916<br>8mo<br>Lloyd | R.William-son&Son<br>Workington<br>'sA&CP | CommercialGas Co. | 186·3 | 29·4 | 12·4 | Q116'B9'F25'<br>FK<br>DBf112'162t | Glasgow<br>British<br>3BHCem<br>FPT40t | T.3Cy.14",22½"&37"–24" (s)<br>180lb 99RHP<br>2SB,4pf,GS63,HS1900<br>W.Beardmore&Co.Ld.Gls. | 14 ″ 7<br>s ″ 7½<br>14 ″ 2 | |
| 31728<br>MJNL | **Sterkenils** SteelSc<br>1Dk<br>Mchy.Aft | 171<br>124<br>87 | | | | | 1913 | Akers<br>Mek.Værks.<br>Christiania | Skien-Telemarken Dampsskibselskab (P.Holm, Mgr.) | 99·5 | 20·1 | 8·5 | P39tH6tF4t | Skien<br>Norwegian<br>WB | C.2Cy.10½"&22"–15"<br>15NHP<br>AkersMek.Værks.Xia. | | |
| 31729<br>Wrecked 3,22<br>MDQB | **Sterling** SteelScSr<br>Elec.light Wireless 1Dk&Spar dk | 1323<br>1197<br>817 | | | | | 1907 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad. | Dpkselsk.Ganger Rolf (Fred.Olsen &Co.Mgrs.) | 231·3 | 34·1 | 22·2 | H116t | Chrstiania<br>Norwegian<br>WB | T.3Cy.20",34"&54"–36"<br>175NHP<br>FredrikstadM.V.Frdstad. | | N |
| 31730<br>LOFV | — SteelScSr<br>(exThemis, exSterling) Wireless 1Dk&Awng dk | 1040<br>946<br>611 | | | | | 1890 | S.&H.<br>Morton&Co.<br>Leith | IcelandGovt. (H/f Eimskipafélag Islands, Mgrs.) | 210·0 | 30·1 | 20·2 | H125t | Reykjavik<br>Icelandic<br>WB | T.3Cy.18",29"&47"–33"<br>127NHP<br>S.&H.Morton&Co.Leith | | V |
| 31731<br>115647 | — WoodSc | 143<br>—<br>97 | | | | | 1879 | ..................<br>East Deering, Me. | AtlanticCoast Fisheries | 110·0 | 18·1 | 8·8 | | NewYork<br>Utd.States | | | |
| 31732 | **Stern Wave** SteelSc<br>Now named "Craigleith," See No. 36875 in Supplement<br>1Dk(Stl) | 96<br>43 | ✠100A1<br>For fishing purposes<br>3,20<br>✠LMC3,20 | Mch | | | 1920<br>1mo<br>Lloyd | I.Pimblott &Sons,Ld.<br>Northwich<br>'sA&CP | TheAdmiralty | 86·5 | 18·5 | 9·3 | BK7½" | London<br>British<br>3BHCem | T.3Cy.9½",15½"&26"–18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>Wm.Beardmore&CoLd.Gls | | |
| 31733<br>3930<br>JMKL | **Sternö** SteelScSr<br>(exJulie) 1Dk | 175<br>139<br>73 | | | | | 1898 | D.W.Kre-merSohn<br>Elmshorn | Estate of A.K. Fernström | 112·5 | 20·8 | 7·7 | B28'H15t | Karlshmn<br>Swedish | C.2Cy.10"&18½"–13⅘"<br>11NHP<br>Chr.Steen,sr.Elmshorn | | V |
| 31734<br>143512<br>KGJR | **Stertpoint** SteelSc<br>1Dk(Stl)<br>Mchy.Aft<br>Well deck | 312<br>209<br>125 | ✠100A1<br>5,21 ~~1,21~~<br>✠LMC7,20 | Cff | | ~~1,21~~<br>5,21 | 1920<br>7mo<br>Lloyd | Crabtree& Co.Ld.<br>Gt.Yarmouth<br>'sA&CP | A W.Page (D.L MacIntosh, Mgr.) | 130·0 | 23·2 | 9·5 | Q51'B9'F16'<br>FK<br>FPT21t | Bristol ~~Cardiff~~<br>British<br>3BHCem<br>AP128t | C.2Cy.16"&33"–22" (s)<br>130lb 45RHP<br>1SB,2pf,GS37,HS1183<br>Crabtree&Co.Ld.Gt.Yar. | 10 ″ 6<br>s ″10½<br>9 ″ 10 | |
| 31735<br>51068<br>HFJL | **Stettin** IronSc3MstSr<br>ssLth.4thNo.3-6,15<br>ssLth.No.1-20<br>2Dks | 876<br>857<br>528 | ✠ A(B)1<br>9,21 ~~6,20~~<br>✠NB12,89 LMC6,20<br>BS9,21 | Lth | | 6.20 | 1864<br>11mo | Barclay, Curle&Co.<br>Glasgow | Leith,Hull&Ham. S.P.CoLd(J.Currie &Co.Mgrs.) | 222·0 | 29·1 | 15·0 | P92'F103'<br>BK8"<br>WB= | Leith<br>British<br>4BHCem<br>MT37'230t | T.3Cy.16¼",27"&43"–33" (s)<br>150lb 50lb NDB89 98RHP<br>1SB,3cf,GS45,HS1599 NE76<br>Tpd.89,Hawthrns&Co.Lth. | 15 ″ 10<br>s 2 ″ 5½<br>14 ″ 5 | |
| 31736<br>133000 | **Stewart Boyle** SteelScK<br>(Trawler)<br>1Dk | 197<br>193<br>77 | | | ... | | 1911 | A.Hall& Co.Ld.<br>Aberdeen | J.S.Boyle | 115·6 | 22·5 | 12·4 | BK7½" | Glasgow<br>British<br>WB | T.3Cy.12",20"&33"–23"<br>66RHP<br>A Hall&Co.Ld.Aberdeen | 13 ″ 0 | |
| 31737<br>6097<br>KBQP | **Stig** WoodScSr<br>OilEng.<br>Elec.light Mchy.Aft 1Dk | 220<br>183<br>130 | | | | | 1918 | Klippans VarfsA/B<br>Gothenburg | Trawlaketiebola-getSill (A.Qvirist, Mgr.) | 92·0 | 25·1 | 14·9 | P36'F19'H7t | Marstrand<br>Swedish | Oil Engines<br>JVSvenson'sMtrfrbk.Skm | | V |
| 31738<br>MHDF | **Stiklestad** SteelSc<br>Elec.light Wireless 1Dk&Shelter dk | 6350<br>5591<br>3458 | | | | | 1912 | W.Doxford &Sons,Ld<br>Sunderland | A/S D/S Stiklestad (A.F.Klaveness &Co.A/S) | 439·7 | 57·8 | 25·7 | P92tH550t | Chrstiania<br>Norwegian<br>WB | T.3Cy.25",41"&70"–48"<br>339NHP<br>W.Doxford&Sons,Ld.Sld. | | N |
| 31739<br>OTWG | **Stilbé** SteelScSr<br>1Dk&Spar dk & deep framing<br>Wireless | 3229<br>3009<br>2049 | | | ... | | 1898 | J.Blumer& Co.<br>Sunderland | Cie.Française des Chemins de Fer de Paris-Orléans(Soc Mar.Aux.des Transports, Mgrs.) | 330·0 | 46·0 | 24·7 | P30'B84'F40'<br>FK | Nantes<br>French<br>WB | T.3Cy.22",37½"&62½"–45"<br>280NHP<br>J.Dickinson&Sons,Ld.Sld. | 27 ″ 4 | V |
| 31740<br>~~NBEK~~ | **Stillehavet** SteelScSr<br>(exSnefond, ex MontaukPoint) ssLiv.No.3-4,12<br>ssShl.No.2-19<br>Elec.light 2Dks(1Stl&UIrn)&deep<br>Wireless framing lower deck forehold<br>Now named "Carlsfeld," See No. 36743 in Supplement | 4747<br>4265<br>2996 | ✠100A1<br>8,20<br>✠LMC4,19 | Got | y | 4,19 | 1899<br>11mo | R.Stephen-son&Co.Ld.<br>Newcastle<br>A&CP | Continental Schiffahrtsline | 376·0 | 50·1 | 27·3 | B34'B227'F47'<br>FK<br>CellDBa115' | German<br>7BHCem<br>uE27'f154' | T.3Cy.26",43"&71"–48" (s)<br>180lb 120lb FD 402NHP<br>2SB,3rf,3cf,GS114,HS5210<br>R.Stephenson&Co Ld.Nwc<br>1029tDTa32'793tAPT42t | 30 ″ 1<br>s 4 ″ 9<br>25 ″ 8 | |
| 31741<br>4871<br>JROF | **Stina** SteelScSr<br>Now named "Dolores," See No. 36476 in Supplement<br>(exAtos)<br>1Dk | 803<br>653<br>476 | | | | | 1908 | Hlsingbrgs VarfsAktieb.<br>Helsingborg | OttoWallenius | 196·0 | 32·9 | 12·6 | Q64'B50'F19'H69t | Gothenbrg<br>Swedish<br>WB | T.3Cy.15¾",26"&44"–27$\frac{9}{16}$"<br>101NHP<br>HelsingborgsVarfsAktieb. | | V |
| 31742<br>315<br>JBLH | **Stjernvik** IronScSr<br>(exLouise,exBalbus) ssStn.3rdNo.3-3,21<br>Well deck<br>Elec.light 1Dk(Irn)2trB | ~~1176~~ 1174<br>914<br>~~672~~<br>664 | ✠100A1<br>3,22 ~~3,21~~<br>✠NB4,08 ✠LMC10,20<br>BS5,22 | Stn<br>Lon | o | ~~3,21~~<br>3,22 | 1883<br>9mo | BarrowSB. Co.Ld.<br>Barrow<br>A&CP | Norrköpings Rederiaktieb. (K. Henningson, Mgr.) | 240·0 | 34·2 | 14·1 | Q92'B52'H25tF28'<br>FK<br>CellDB203'300tFP | Nrrköping<br>Swedish<br>4BHCem<br>T14tAPT7t | C.2Cy.25"&58"–36" (r)<br>110lb 171NHP<br>2SB,4cf,GS72,HS3032<br>Westray,Copelnd&Co.Brw | 16 ″ 6<br>s 1 ″ 6<br>15 ″ 4 | |
| 31743<br>135109 | **Stobo Castle** SteelScSr<br>Elec.light 1Dk(Irn) | 271<br>255<br>111 | ✠100A1<br>For towing purposes<br>7,17<br>✠LMC7,17 | Lth | | | 1917<br>7mo<br>Lloyd | J.Cran& Co.<br>Leith<br>'sA&CP | ~~C.J.Morris~~ ~~Mancor~~<br>TheAdmiralty | 104·2 | 25·1 | 13·0 | BK7½" | Leith<br>British<br>4BHCem<br>DTf31'42t | C.2Cy.21"&44"–27" (a)<br>130lb 82RHP<br>1SB,3cf,GS66,HS1850<br>J.Cran&Co.Leith | 14 ″ 0 | |
| 31744<br>5759<br>JVMC | **Stockholm** SteelTwinScSr<br>(exPotsdam) ssRot.No.3-12,11<br>ssGot.No.2-20<br>3Dks(Stl-2ws)&Webframes&Shelter dk(Stl-ws)<br>Elec.light Sub.Sig. Wireless | 12522<br>11562<br>7902 | 100A–<br>Shelter dk with freeboard<br>11,21 ~~1,21~~<br>✠LMC<br>MS9,19 BS~~5,20~~7,21 | NYk | | CL<br>S5,20<br>P11.21 | 1900<br>5mo | Blohm& Voss<br>Hamburg | Rederiaktieb. Sverige-Nord-amerika(Dan Broström, Mgr.) | 547·1 | 62·1 | 34·6 | Promenade dk195'<br>FK&BK3"<br>WB=CellDB | Gothenbrg<br>Swedish<br>10BHpt Asp pt Cem<br>a153'uE&B | T.6Cy.27$\frac{7}{16}$",46½"&80"–55⅛"<br>206lb (s) 1355NHP<br>4D&3SB33cfGS698HS24046<br>Blohm&Voss,Hamburg<br>97'f208'1627tDTf57'1954t | 38 ″ 0<br>s 7 ″ 0<br>31 ″ 10 | |
| 31745<br>Lost | — IronScSr<br>1Dk2trB | 806<br>604<br>478 | | | | | 1878 | Rostocker Act.Ges.<br>Rostock | Neue Dampfer-Co. Act.Ges. | 200·8 | 27·4 | 14·7 | P104'F31' | Stettin<br>German<br>WB | C.2Cy.23⅗"&47⅓"–27⅗"<br>NB04 98NHP<br>RostockerA.G.,Rostock | | |
| 31746 | — IronScSr<br>Well deck 1Dk | 618<br>443<br>340 | | | ... | | 1885 | Reiherst'g Schiffsw.<br>Hamburg | H.M.Gehrckens | 180·4 | 27·1 | 13·6 | Q56'B50'F25' | Hamburg<br>German<br>WB | C.2Cy.25"&47"–33"<br>NB12 106NHP<br>Reiherst.Maschinenf.Ham | | |
| 31747<br>132111<br>HTFS | **Stockport** SteelScSr<br>ssHul.No.2-20<br>Sub.Sig. 1Dk(Stl-ws)&pt deep framing<br>Elec.light Lower dk in Nos. 1 & 3 holds<br>Wireless | ~~1637~~<br>~~1098~~<br>~~882~~<br>1681<br>1098<br>917 | ✠100A1<br>2,22 ~~4,21~~<br>BS4,21 ✠LMC4,20 | Gms | q | CL<br>~~4,20~~<br>2,22 | 1911<br>7mo<br>Lloyd | Earle'sCo. Ld.<br>Hull<br>'sA&CP | GreatCentralRly. | 265·0 | 36·0 | 17·4 | P41'B115'F33'<br>BK9"<br>WB=DB a54'uE21'f111'295t | Grimsby<br>British<br>5BHCem<br>APT33t | T.3Cy.22",35"&60"–42" (a)<br>180lb 100lb 309NHP<br>2SB,6cf,GS144,HS5540<br>Earle'sCo.Ld.Hul | 18 ″ 6<br>s 1 ″ 10<br>17 ″ 10 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | 9<br>Par qui.<br>—<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31748<br>220692<br>MBQN | **Stockton**<br>*Elec.light*<br>*Mchy.Aft*<br>Sub.Sig. Wireless | **SteelSc**<br>*2Dks(Stl)&Web frames*<br>*Longitudinal framing* | 7294<br>6780<br>4532 | *CarryingPetr*<br>*Fitted for oil* | *oleum*<br>*fuel 9,* | ⁎⁎<br>*in*<br>20 | CL<br>*bulk*<br>*F.P. a* | 1920<br>9mo<br>*bove 1* | MooreS.B. Co.<br>Oakland,Cal.<br>CP<br>50°F. *CellD* | **UnitedStates ShippingBoard**<br>*BuE&B61' 143t D* | 425·8<br>P106'B40'F41'<br>FK<br>*Tf43'540tAPT28t* | 57·0 | 33·1 | **S.Frncisco**<br>Utd.States<br>*16BHptAsp*<br>*(9 ,, toU dk*<br>*7 ,,,, 2nd,,)* | T.3Cy.24½",41½"&72"-48"<br>210lb (s) 579NHP<br>3SB,*9cf*,GS8745 FD<br>LlewellynIronWorks,<br>LosAngeles |
| 31749<br>81613<br>LMRV | **Stockton City** | **WoodScSr**<br>*Motor*<br>*2Dks* | 115<br>—<br>49 | | | | | 1898 | ........<br>Benicia,Cal. | **WagnerLeather Co.** | 76·5 | 18·5 | 11·5 | **S.Frncisco**<br>Utd.States | Motor |
| 31750<br>133565<br>JHFR | **Stockwell**<br>*Elec.light* Wireless | **SteelScSr**<br>*ss*Lon.No.1-18<br>*2Dks(Stl)* | 5643<br>5361<br>3568 | ✠100A1<br>8,21 ~~8,20~~<br>~~BS1,21~~<br>BS12,21<br>*Fitted for oil/* | Mdb<br>✠LMC6,18<br>*uel6,18* | *a*†<br>*F.* | CL<br>~~8,20~~<br>2,22<br>*P.abov* | 1914<br>11mo<br>*Lloyd*<br>*e* 150° | SirJ.Laing &Sons,Ld.<br>Sunderland<br>*'s*A&CP *Inter*<br>F. | **T.&J.Brocklebank,Ld.**<br>*mediateBHinNo.2* | 425·0<br>P35'B122'F46'<br>FK<br>*hold dispensed with*<br>*WB=CellDBa1* | 53·9 | 30·4 | **Newcastle**<br>British<br>*Cem*<br>*6BHonly*<br>*24'uE&B46* | Q4Cy25½",36"52½"&76"-54"<br>220lb *180lb* (s) 664NHP<br>3SB,*12cf*,GS214,HS9657 FD<br>N.E.MarineEng.CoLdNwc<br>*f181'1143tFPT90tAPT50t* |
| 31751 | **Stoic**<br>*Elec.light* | **SteelTwinSc**<br>*1Dk(Stl)* | 457<br>451<br>200 | ✠<br>*For towing pu*<br>2,16 | Psy<br>*rposes*<br>✠ | *q* | | 1915<br>9mo | Bow,McLachlan&Co.<br>Ld. Paisley | **TheAdmiralty** | 141·8<br>BK7¼"<br>*DTf33'320tFPT12* | 29·1 | 14·9 | British<br>*8BHCem*<br>*tAPT20t* | T.6Cy.15",23½"&36"-24"<br>204NHP<br>2SB,*6cf*,GS126,HS4216<br>Bow,McLachln&CoLdPsy |
| 31752 | **Stoke** | **SteelTwinScSr**<br>*2Dks(Stl)* | 796<br>—<br>358 | ✠<br>*ForGovernme*<br>10,18 | Shl<br>*ntServ* | *ice* | | 1918<br>10mo | C.Rennoldson&Co.<br>SouthShields | **TheAdmiralty** | 219·6<br>FK<br>*DTa10'29tDTf8'* | 28·6 | 15·7 | British<br>*9BHptCem*<br>*12t* | T.6Cy.13½",21½"&34"-21"<br>378NHP<br>2WaterTubeBoilers<br>GS130,HS6990<br>WallsendSlipway&Eng. Co.Ld.Wallsend |
| 31753<br>MRBC | **Stokesley**<br>*Well deck* | **IronScSr**<br>*ss*Ard.3rdNo.3-5,20<br>*1Dk(Irn)2trB*<br>*Cargo battens not fitted* | 1091<br>835<br>524 | ✠100A1<br>5,20<br>~~BS[illegible]~~<br>BS1,22 | Ard<br>✠LMC3,19 | *n* | 11,19 | 1883<br>2mo | R.Craggs&Sons<br>Middlesbro'<br>A&CP | ~~**A/S Stokesley (H.Rachlew).**~~<br>~~A.O.Andersen&Co.A/S~~<br>A/S Stokesley(L.S.Skougaard)<br>*Cell I-* | 226·6<br>Q88'B60'F28'<br>BK8"<br>*B196'293tFPT40t* | 32·0 | 13·5 | Christiania<br>~~**Sandefjord**~~<br>Norwegian<br>*4BHCem*<br>*APT48t* | C.2Cy.26"&48¼"-36" (b)<br>80lb ~~*80lb*~~ NDB98 110NHP<br>1SB,*3pf*,GS48,HS1784 *80lb*<br>Wstgrth,Englsh&Co.Mdb. |
| 31754 | **Stokka**<br>*Elec.light* | **SteelSc**<br>*Fitted for oil fuel*<br>*1Dk* | 1650 | | | | | 1921 | NVRotterdmsch.Schpw<br>My.WerfII.<br>Rotterdam | **BrödreneOlsen** | 267·0<br>P39'B61'F23' | 42·0 | 20·8 | **Stavanger**<br>Norwegian<br>*WB* | T.3Cy.20",31"&51"-36"<br>156NHP<br>N.V.v/dKuy&v/dRee's<br>Mchfb.&Schps.Rot. |
| 31755<br>MNTS | **Stokke**<br>*Elec.light* Wireless | **SteelSc**<br>(*ex*Standford)<br>*1Dk* | 1823<br>1630<br>1107 | | | | | 1916 | Akties.Sörlandets Skbs.<br>Fevig | **D/S A/S Stokke (N.Chr.Evensen)** | 265·0<br>P22'B71'F29' | 42·1 | 17·9 | **Chrstiania**<br>Norwegian<br>*WB* | T.3Cy.20½",33"&56"-36"<br>188NHP<br>FredrikstadM.V.Frdstad |
| 31756<br>73735<br>WVBQ | **Stonehenge**<br>*Mchy.Aft* (*ex*Fenton) | **IronSc3MstSr**<br>*ss*Sld.No.2-85<br>*1Dk(Irn)* | 732<br>584<br>444 | ✠<br>7,86 | Sld | *l* | | 1876<br>10mo | Austin&Hunter<br>Sunderland | **AntwerpS.S.CoLd**<br>(H.Harrison(Shipping)Ld.*Mgrs.*)<br>*WB* | 200·8<br>Q94'F26'<br>*=CellDB126'214t* | 30·9 | 14·1 | **Liverpool**<br>British<br>*3BHCem* | C.2Cy.26"&48"-33"<br>NB97 90RHP<br>G.Clark,Sunderland |
| 31757<br>221047<br>MCGF | **Stonewall**<br>*Elec.light* Wireless | **SteelSc**<br>*2Dks(Stl)* | *5074*<br>*4803*<br>*3150* | ✠100A1<br>1,22 ~~3,21~~ | Bal<br>✠LMC12,20 | *y* | CL | 1920<br>12mo<br>*Lloyd* | Bartram&Sons,Ld.<br>Sunderland<br>*'s*A&CP *C* | **GarlandS.S.Corp.**<br>*ell DBa119' uE26'* | 400·0<br>P36'B117'F39'<br>FK<br>*f176'1050tFPT135* | 52·2 | 28·5 | **NewYork**<br>Utd.States<br>*7BHCem*<br>*tAPT220t* | T.3Cy.27½",45"&75"-48" (s)<br>180lb *120lb* 476NHP<br>3SB,*9cf*,GS204,HS8055<br>J.Dickinson&Sons,Ld.Sld. |
| 31758<br>96684<br>KSMG | **Stony Creek** | **WoodSc**<br>(*ex*Huntingdon)<br>*1Dk&Saloon dk* | 345<br>—<br>216 | | | | | 1903 | R.Palmer&SonS.B.Co<br>Noank,Ct. | **StonyCreek SteamboatCo.** | 120·4 | 28·0 | 9·8 | **Baltimore, Md.**<br>Utd.States | C.2Cy.15"&30"-24"<br>37NHP<br>J.W.Sullivan,NewYork |
| 31759 | **Stör**<br>(*ex*Marie,*ex*NicolasKirzis,*ex*Haardt,<br>*ex*FlorianHeyne,*ex*Shahristan,<br>*ex*Heronspool) | **SteelScSr**<br>*ss*Hpl.No.3-12,08<br>*1Dk(Stl)&*<br>*deepframing&ptAwngdk(Stl)* | 2869<br>2105<br>1816 | ✠<br>*pt Awng dk*<br>*withfreeboard*<br>12.08<br>✠ | Hpl | *t* | | 1897<br>3mo | WPickersgill&Sons<br>Sunderland | | 309·3<br>P27'Q42'<br>*ptAwngdk241'* FK | 42·8 | 19·2 | *6BHCem*<br>*CllDBa96'u* | T.3Cy.21½",36"&60"-42"<br>254NHP<br>2SB,*6pf*,GS100,HS3940<br>G.Clark,Ld.Sunderland<br>*E&B44'f120'647tAPT38t* |
| 31760<br>599<br>JBRK | **Stor Erik** | **SteelScSp**<br>*1Dk* | 110<br>97<br>34 | | | | | 1893 | Jönköpngs Mek.Verkst.<br>Jönköping | **Gideå&Husums A/B (F.Kempe,** *Mgr.*) | 85·9<br>H13tF8' | 19·8 | 10·1 | **Husum**<br>Swedish | C.2Cy.17"&29¾"-17½"<br>31NHP<br>JönköpingsMek.Verkst. |
| 31761<br>HDJT | **Storaker**<br>Wireless | **SteelScSr**<br>(*ex*Aker)<br>*1Dk2trB&Web frames* | 2976<br>2784<br>1896 | | . | | | 1899 | Ropner&Son<br>Stockton | **A/S Christianssand(S.O.Stray&Co.A/S,** *Mgrs.*) | 325·0<br>P31'B166'F36'<br>FK | 48·0 | 21·9 | **Xiansand**<br>Norwegian<br>*WB* | T.3Cy.24",38"&64"-42"<br>278NHP<br>SirC.Furness,Westgarth&Co.Ld.Mdb |
| 31762<br>6217<br>KCHB | **Storbjörn**<br>*Mchy.Aft* | **CompTwinScSr**<br>*OilEng.*<br>*1Dk* | 465<br>336<br>254 | | | | | 1919 | A/BStockholmsMtrv.<br>Stockholm | **Aktieb.Andreasson&Kling (C.E.Kling,** *Mgr.*) | 139·0<br>P48'F21' | 28·0 | 10·9 | **Stockholm**<br>Swedish | Oil Engines<br>4Cy.15¾"-17 5/16" 82NHP<br>LysekilsM.V.Lysekil |
| 31763<br>LBGN | **Storborg**<br>(*ex*Meichu Maru) *Elec.light*<br>Wireless | **SteelScSr**<br>*1Dk(Stl)&Shelter dk(Stl)*<br>*&Web frames*<br>*Longitudinal framing* | 3944<br>3615<br>2390 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,22 ~~4,21~~ | Bgn<br>Shl<br>✠LMC11,18 | *w* | CL<br>3,21 | 1918<br>11mo | OsakaIronWorks,Ld.<br>Osaka<br>A&CP<br>*Cell DB29* | **D/S A/S Storborg**<br>~~(J.Ringen A/S *Mgrs.*)~~<br>Brummer&Jörgersen,*Mgrs*<br>*6' 1136t DT32' 693t* | 345·0<br>P30'B99'F34'*on*<br>*Shelter dk*<br>*FPT115t APT29t* | 49·8 | 28·1 | **Haugesnd**<br>Norwegian<br>*Cem*<br>*3BHtoSh dk*<br>*3BH ,, U ,,* | T.3Cy.24",41"&67"-48" (s)<br>180lb 390NHP<br>2SB,*6cf*,GS126,HS5400 FD<br>OsakaIronWrks,Ld.Osaka |
| 31764<br>MJHS | **Stord**<br>*Elec.light* | **SteelScSr**<br>*1Dk* | 376<br>201<br>192 | | | | | 1913 | Laxevaags Msk.&Jrnskb<br>Bergen | **Hardanger Söndhordlandske Dampskibsselskab** | 144·5<br>P107tH20tF45t | 23·8 | 9·1 | **Bergen**<br>Norwegian<br>*WB* | T.3Cy.13½",22"&35"-25"<br>61NHP<br>LaxevaagsMsk&Jrns.Bgn |
| 31765<br>NLDK | **Store-Bælt**<br>*Elec.light* | **SteelPad**<br>(*Ferry*) | 1114<br>1036<br>447 | | | | | 1900 | Burmeister&Wain<br>Copenhagen | **DeDanskeStatsbaner** | 274·7 | 34·7 | 15·2 | **Korsör**<br>Danish | C.4Cy.34"&62"-54"<br>470NHP<br>Burmeister&Wain,Cpn. |
| 31766<br>NSLJ | **Store Nordiske**<br>*Cable Vessel* | **IronScSr**<br>Wireless<br>*1Dk&Hur dk* | 832<br>489<br>621 | | | | | 1880 | Burmeister&Wain<br>Copenhagen | **A/S Det Store NordiskeTelegraf Selskab** | 192·0 | 29·1 | 13·5<br>20·4 | **Copnhagn**<br>Danish<br>*WB* | C.4Cy.21"&42"-30"<br>161NHP<br>Burmeister&Wain,Cpn. |
| 31767<br>NSGP | **Storebelt**<br>*Ref.Mchy.* | **IronScSr**<br>*2Dks&Hur dk* | 599<br>499<br>292 | | | | | 1880 | Lobnitz,Coulborn&Co<br>Renfrew | **Det Forenede DampskibsSelsk.** | 189·8<br>P42t F33t | 27·1 | 14·1<br>20·9 | **Odense**<br>Danish<br>*WB* | C.2Cy.32"&60"-36"<br>180NHP<br>Lobnitz,Coulborn&Co.Rnf |
| 31768<br>MFLS | **Storegut**<br>(*ex*Scout,*ex*Veslefjell,<br>*ex*Bas,*ex*FlyingFish,*ex*Pericles) | **SteelScK**<br>(*Tug*)<br>*1Dk* | 265<br>237<br>104 | | | ... | | 1903 | Cook,Welt'n&Gemmell<br>Beverley | **A/S Lægtertrafik (Fin.C.Knudsen,** *Mgr.*) | 130·0<br>Q53'<br>BK7" | 22·0 | 12·1 | **Porsgrund**<br>Norwegian | T.3Cy.13",21½"&35"-24"<br>79NHP<br>Amos&Smith,Hull |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31769<br>MTJB | **Storesand** SteelScSr<br>(*Whaler*)<br>1*Dk*<br>(*ex*May) | 154<br>152<br>55 | | | | | 1911 | Akers<br>Mek.Værks.<br>Christiania | A/SChristiansands Bukserselskap (S. O.Stray&Co.A/S *Mgrs.*) | 103·8 | 20·1 | 11·6 | Xiansand<br>Norwegian<br>*WB* | T.3Cy.12",20"&33"–24"<br>53NHP<br>AkersMek.Værks.Xia. | | N |
| 31770<br>131272 | **Storeton** SteelTwinSc<br>*Elec.light* 1*Dk*(*ptStl*–teak s) | 342<br>339<br>89 | ✠<br>*ForRiver&Ferry purposes*<br>6,10 ✠ | Ayr | | | 1910<br>6mo | AilsaS.B.<br>Co.Ld.<br>Ayr | MunicipalCorporation of Birknhead | 145·5<br>*Promenade dk* 125' FK<br>*WB*=*DTa*12' | 32·1 | 10·5 | Liverpool<br>British<br>6*BHAsp*<br>73*tDTf*8'35*t* | T8Cy (2)13"(2)21"&(4)23½"–20"<br>127NHP<br>2SB,6*cf*,GS80,HS2606<br>AilsaS.B.Co.Ld.Troon | 11 ″ 0 | BT till 10,21 |
| 31771<br>MLRW | **Storfjeld** SteelScSr<br>(*ex*Dordrecht)<br>1*Dk*<br>Wireless | 2198<br>2034<br>1357 | | | | | 1899 | Schpw.v.<br>JanSmit,Czn.<br>Alblasserdm | D/S A/S Storfjeld (H.GriegMartens) | 293·0<br>P32'B71'F34' | 42·8 | 19·9 | Bergen<br>Norwegian<br>*WB* | T.3Cy.21½",35½"&58"–39"<br>210NHP<br>N.E.MarineEngCoLd Nwc | | V |
| 31772<br>JRFL | **Storfjord** IronScSr<br>(*ex*Silloth) | 387<br>242<br>225 | | | ... | | 1856 | ...............<br>Pt.Glasgow | D/S A/S Storfjord (O.Bratland) | 149·7<br>P103*t* H14*t* F40*t* | 21·2 | 11·5 | Bergen<br>Norwegian | C.2Cy.19"&36"–27"<br>NB97 NE79 56NHP<br>D.Rollo&Sons,Liverpool | | |
| 31773<br>5957<br>KBHM | **Storfors** SteelScSr<br>*Elec.light Mchy.Aft* 1*Dk* | 545<br>408<br>273 | | | | | 1917 | Göteborgs<br>M.V.Aktieb.<br>Gothenburg | UddeholmsAktieb. (A.Herlenius) | 164·4<br>P49'H49*t*F23' | 27·3 | 10·9 | Uddeholm<br>Swedish<br>*WB* | T.3Cy13⅜",22¼"&37⅜"–23⅝"<br>68NHP<br>GöteborgsMV.Aktieb.Got | | V |
| 31774<br>MPNL | **Storhaug** SteelScSr<br>(*Trawler*)<br>(*ex*Svea,*ex*NorthCity) 1*Dk* | 112<br>111<br>41 | | | ... | | 1890 | J.Duthie<br>Sons&Co.<br>Aberdeen | B.Krövel | 96·9<br>H6*t*<br>BK6½" | 19·6 | 10·5 | Aalesund<br>Norwegian | C.2Cy.15½"&34"–24"<br>47NHP<br>BlaikieBros.Aberdeen | 10″10 | |
| 31775<br>17<br>SKDZ | **Storione** IronSc<br>(*ex*Capri,<br>*ex*IlFavorito) 1*Dk* | 196<br>176<br>118 | | | | | 1873 | ...............<br>Fiume | A.Farcelloni | 144·3 | 19·2 | 14·8 | Taranto<br>Italian | C.2y.15⅓"&27⅗"–18½"<br>NE&B04 27NHP<br>FonderiaFratte,Palermo | | |
| 31776<br>118473<br>WFBM | **Stork** SteelScSr<br>*ss*Lon.No.3–12,17<br>1*Dk*(*ptStl&ptIrn*)&*lower dk*(*ptStl*)<br>*Web frames aft&pt Awng dk*(*Irn-ptws*)<br>Wireless | 2029<br>1466<br>1291 | ✠100A1<br>*ptAwng dk withfreeboard*<br>11,21 ~~11,20~~<br>✠LMC<br>MS12,17 BS~~2,21~~4,22 | Shl<br>Lon | *r* | CL<br>11,20 | 1904<br>8mo<br>*Lloyd* | Ropner&<br>Son<br>Stockton<br>*'sA&CP* | GeneralStm.Nav. Co.Ld.<br>*WB*=*CellDB* | 270·0<br>P27'Q66'<br>*ptAwngdk*177' FK<br>*a*74' *uE&B*38'*f*110*t* | 38·2 | 17·7 | London<br>British<br>6*BHCem*<br>408*tFPT*72*t* | T.3Cy.22",35"&59"–39" (*r*)<br>170lb *100lb* 257NHP<br>2SB,6*cf*,GS131,HS4338<br>Richardsons,Westgarth&<br>*APT*28*t* Co.Ld.Mdb. | 20 ″ 0<br>s 9 ″ 1<br>19 ″ 0 | |
| 31777<br>120633<br>HDVG | — SteelTwinScSr<br>(*Tug*)<br>1*Dk* | 278<br>207<br>107 | | | | | 1905 | Hawthorns<br>&Co.Ld.<br>Leith | TheUnion-Castle MailS.S.Co.Ld. | 115·5 | 24·1 | 10·4 | London<br>British<br>*WB* | T.6Cy.8½",14"&22"–20"<br>70RHP<br>Hawthorns&Co.Ld.Leith | | |
| 31778<br>118090<br>VRSD | **Storm** SteelScSr<br>*ss*Wln.No.3–1,17<br>*ss*Ddn.No.1–21<br>*Well deck* 1*Dk*(*Stl*) | 405<br>284<br>186 | ✠100A1<br>~~1,21~~12,21<br>✠LMC1,21<br>BS12,21 | Ddn<br>Lyt | *f* | 1,21 | 1904<br>3mo<br>*Lloyd* | Langeveld<br>& VanVliet<br>Hardinxveld<br>Holland<br>*'sA&CP* | CanterburySteam ShippingCo.Ld. | 140·0<br>Q70'B14'F19'<br>FK<br>*WB*=*FPT*56*t* | 24·3 | 11·0 | LyttltnNZ<br>British<br>4*BHCem*<br>*APT*27*t* | C.2Cy.18"&36"–24" (*s*)<br>100lb *70lb* 70RHP<br>1SB,2*pf*,GS36,HS1117<br>MacColl&Pollock,Ld.Sld. | 11 ″ 9<br>s ″ 8½<br>11 ″ 3 | |
| 31779<br>104865 | **Storm Centre** WoodSc<br>9&12yrs.Mat. 1*Dk* | 100<br>99<br>44 | ✠11A1<br>*For fishing purposes*<br>11,20<br>LMC11,20 | Pts | | CL<br>11,20 | 1918<br>8mo<br>*Lloyd* | J.Chambers,Ld.<br>Lowestoft<br>*'sA&CP* | ~~TheAdmiralty~~<br>T.Baskcomb,Ld(T W.Baskcomb,*Mgr*) | 86·5 | 19·9 | 10·3 | British | T.3Cy.9½",15½"&26"–18"(*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>BrownBros.&Co.Ld.Edin. | | |
| 31780<br>89197<br>KGPQ | **Storm Cock** IronScSr<br>(*ex*RedRose) 1*Dk* | 215<br>182<br>11 | | | | | 1885 | E.Finch&<br>Co.Ld.<br>Chepstow | LiverpoolScTowng &LighterageCo. (G.R.Nicholson) | 115·5<br>BK6½" | 22·0 | 12·0 | Liverpool<br>British | C.2Cy.23"&44"–30"<br>NB07 99RHP<br>Pearson&Co.Glasgow | | |
| 31781<br>99586<br>MVPB | — IronScK<br>(*Trawler*)<br>1*Dk* | 151<br>140<br>63 | | | ... | | 1892 | Cook,Welt'n&Gemmell<br>Hull | C.Huish | 104·0<br>Q24'<br>BK7½" | 20·6 | 11·0 | Lowestoft<br>British | T.3Cy.12½",19½"&31½"–22½"<br>NB16 50RHP<br>C.D.Holmes&Co.,Hull | 11″10 | |
| 31782<br>88985<br>RLDH | — WoodScSp<br>1*Dk* | 148<br>148<br>101 | | | | | 1885 | Callen Bros<br>Stockton,<br>N.S.W. | J.&A.Brown | 130·6 | 20·8 | 10·2 | Newcastle N.S.W.<br>British | C.2Cy.23"&46"–33"<br>90RHP<br>Hall,Russell&Co.,Abrdeen | | |
| 31783<br>220777<br>MBTD | **Storm King** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks* | 5673<br><br>3484 | | | | | 1920 | Newburgh<br>Shipyard,Inc<br>Newburgh,<br>N.Y. | UnitedStates ShippingBoard | 400·5<br>P36'B124'F43' | 54·2 | 30·4 | NewYork<br>Utd.States<br>*WB* | 2 Steam Turbines<br>WestinghouseElectric&<br>Mfg.Co.Pittsburgh,Pa | | R |
| 31784<br>219061<br>LTGR | — WoodSc<br>Wireless 2*Dks* | 445<br>—<br>103 | | | | | 1919 | Rolph<br>S.B.Co.<br>Rolph,Cal. | RolphNavigation &CoalCo. | 140·3 | 29·6 | 14·3 | S.Frncisco<br>Utd.States | T.3Cy.17",26½"&44"–30"<br>105NHP | | |
| 31785<br>115822<br>LKVH | — IronScSr<br>Wireless 1*Dk* | 174<br>—<br>87 | | | | | 1882 | ...............<br>Philadelphia | Tug"StormKing"Co. | 109·6 | 21·0 | 11·8 | Phildlphia<br>Utd.States | | | |
| 31786<br>88683 | — WoodSc<br>(*Tug*)<br>cf *Salted* 1*Dk* | 108<br>85<br>73 | 4,85 | St.J | 10 | | 1885<br>2mo | A.L.Ruddock<br>Portland,N.B | CanadianGovernment | 83·4<br>H22*t* | 20·2 | 9·2 | ChthmN.B<br>British | C.2Cy.18"&30"–24"<br>41RHP<br>AllanBros.,St.John | | |
| 31787<br>MSNO | **Stormfuglen** WoodAuxScK<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 119<br>104<br>47 | | | | | 1918 | H.Gravdal<br>Opsanger | Trondhjems Havfiskeselskap (A.Wedö,*Mgr.*) | 95·7<br>Q12*t* | 21·4 | 10·5 | Trondhjm<br>Norwegian | Oil Engines 2 S.C.SA<br>2Cy.15¾"–16½" 29NHP<br>A/B J.V.Svenssons<br>Motorfabrk,Skm. | | |
| 31788<br>93205 | **Stormlight** SteelScSr<br>*Mchy.Aft* 1*Dk* | 118<br>98<br>49 | | | | | 1888 | Scott&Co.<br>Greenock | "Light"Shipping Co.Ld.~~(H.Campbell,*Mgr.*)~~<br>(Ross&MarshallLd*Mgrs*) | 86·3<br>len91 | 18·4 | 8·2 | Greenock<br>British | 2Cy.10"&19"–15"<br>16RHP<br>Kincaid&Co.,Greenock | | |
| 31789 | **Stormwrack** WoodSc<br>9&12yrs.Mat. 1*Dk* | 98<br>97<br>43 | ✠11A1<br>*For fishing purposes*<br>8,18<br>✠LMC8,18 | Banff | | CL | 1918<br>4mo<br>*Lloyd* | Stevenson<br>&Asher<br>Banff<br>*'sA&CP* | TheAdmiralty | 86·5 | 20·0 | 10·0 | British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 42NHP<br>1SB,2*pf*,GS30,HS814<br>Cooper&Greig,Ld.Dundee | 10 ″ 4 | |
| 31790<br>139115 | **Stormy** SteelSc<br>(*Tug*)<br>1*Dk* | 72<br>70<br>— | | | ... | | 1916 | Crabtree&<br>Co.Ld.<br>Gt.Yarmouth | J.W.Cook&Co.Ld. | 71·2<br>BK5" | 18·2 | 8·9 | London<br>British | T.3Cy.10¾",17"&28"–18<br>40RHP<br>Crabtree&Co.Ld.Gt.Yar. | 9 ″ 1 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire. Matériaux. Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 3 | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31791<br>145454<br>KILY | ~~Stornes~~ **Stornest**<br>(exStornes)<br>*Elec.light* | **SteelSc**<br>*Fitted for oil fue*<br>2*Dks* | ~~4252~~ 4265<br>~~3877~~ 3987<br>~~2546~~ 2543 | | | | | ~~1920~~<br>1921 | J.Priestman&Co.Ld.<br>Sunderland | ~~R.J.Hanson~~<br>J.Priestman&Co. Ld.(J.Morrison& Co.*Mgrs*) | 365·0<br>P89tH154tF29t | 51·5 | ~~25·1~~ 25·2 | Newcastle<br>~~Christiania~~<br>~~Norwegian~~<br>British *WB* | T.3Cy.25″,41″&69″–48″<br>330NHP<br>G.Clark,Ld.Sunderland |
| 31792<br>129275 | **Stornoway**<br>*Elec.light* | **SteelScK**<br>ssHul.No.2 19<br>1*Dk* | 208<br>208<br>80 | ✠100A1<br>*StmTrawler*<br>9,21 ~~6,19~~<br>BS4,21 ✠LMC6,19 | Hul | | CL<br>~~6,19~~<br>9,21 | 1910<br>7mo<br>*Lloyd*'s*A&CP* | Cook,Welt'n&Gemmell Ld. Beverley | HullSteamFishing &IceCo.Ld. | 112·2<br>*WB=APT*2t | 22·5 | 12·3<br>BK8″ | Hull<br>British<br>4*BHCem*<br>*DTf*13′30t | T.3Cy.10″,17″&28″–24″ (s)<br>200lb 50RHP<br>1SB,2*pf*,GS27,HS835<br>Amos&Smith,Ld.Hull |
| 31793 | **Störtebeker**<br>*Elec.light* | **SteelSc**<br>(*Trawler*)<br>1*Dk* | 229<br>209<br>88 | | | | | 1917 | DWKremer,Sohn<br>Elmshorn | N.Ebeling | 121·8<br>H49′F18′ | 24·2 | 11·1 | Altona<br>German<br>*WB* | T.3Cy.13½″,20 9/16″&32 1/16″–22″<br>Steen& 50NHP<br>Kauffmann,Elmshorn |
| 31794<br>6343<br>KCRB | **Storvik**<br>Wireless<br>(exPrimula,ex Arciduchessa MariaTeresa)<br>*Elec.light* | **SteelScSr**<br>ssMmo.No.3–9,20<br>1*Dk*(*Stl*)2*trB&*<br>*deep framing*3*Dk rule* | 3025<br>2665<br>1812 | ✠100A1<br>9,20<br>✠LMC9,20 | Mmo | *u* | CL<br>9,20 | 1901<br>3mo | A.Rodger &Co.<br>Pt.Glasgow<br>A&CP | Norrköpings Rederiaktb. (K. Henningson, *Mgr.*)<br>*CellDB* | 318·6<br>P29′B88′F32′<br>*a&uE*124′*f*136′631t | 46·1 | 21·3<br>FK | Nrrköping<br>Swedish<br>6*BHCem*<br>*APT*111t | T.3Cy.22½″,37″&61″–42″ (s)<br>100lb *80lb* NDB13 254NHP<br>2SB,6*pf*,GS108,HS4010<br>ClydeS.B.&E.Co.Ld.P.Gl. |
| 31795<br>WMBP | **Storviken**<br>*Elec.light*<br>Wireless | **SteelScSr**<br>2*Dks*(*Stl*) | 4703<br>4383<br>2957 | ✠100A1<br>3,21<br>✠LMC7,17 | Bal | *y* | CL<br>~~1,20~~<br>2,22 | 1917<br>7mo | SeattleConstruction& DryDockCo.<br>Seattle,Wash<br>A&CP | HaakonJ.Wallem<br>1*BHin after hol*<br>*CellD* | 380·0<br>P40′B100′F41′<br>*d dispensed with* 5*B*<br>*B*325′960t *FPT*115t | 53·2 | 27·0<br>FK | Bergen<br>Norwegian<br>*Cem*<br>*H only*<br>*APT*264t | T.3Cy.24″,40″&70″–48″ (s)<br>190lb 472NHP<br>3SB,9*cf*,GS169,HS6831 FD<br>SeattleCons.&D.Dk.Co. |
| 31796 | **Storvold**<br>*Elec.light* | **SteelSc** | 6590<br>6270<br>4060 | 100A1<br>(*ClassContem plated*) | | | | 1921 | W.Doxford &Sons,Ld.<br>Sunderland | JanÖstervold | 420·0 | 54·0 | 29·0 | Bergen<br>Norwegian | T.3Cy.27″,44½″&75″–54″<br>W.Doxford&Sons,Ld.Sld. |
| 31797 | **Straat Lombok** | **SteelSc**<br>(*Tug*)<br>1*Dk* | 138<br>118 | | | | | 1920 | Werft "Noordster"<br>Groningen | N.V.HandelsMij. Techn.Scheepv. Bureau"Navis" | 93·3<br>B11′ | 21·1 | 9·9 | Groningen<br>Dutch | T.3Cy.11⅛″18 7/16″&30 7/16″–22″<br>44NHP<br>N.V.H.Versteeg&Zn. Mchf.Neder-Hardinxveld |
| 31798<br>135507<br>JDGP | **Strabo**<br>*Elec.light*<br>Wireless | **SteelScSr**<br>ssLon.No.1-18<br>2*Dks*(*Stl*) | 4910<br>4597<br>3071 | ✠100A1<br>4,21 ~~5,20~~<br>BS1,21 ✠LMC10,17 | Mch<br>NYk | *v* | CL<br>~~N4,19~~<br>2,22 | 1913<br>10mo<br>*Lloyd*'s*A&CP* | A.McMillan&Son,Ld.<br>Dumbarton | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. *Mgrs.*)<br>*WB=CellD* | 400·8<br>P36′B129′F48′<br>*Ba*117′*uE&B*42′*f*1 | 52·1 | 27·3<br>FK | Liverpool<br>British<br>6*BHCem*<br>88′955t*FPT* | T.3Cy.27″,44″&73″–48″ (s)<br>180lb *120lb* 458NHP<br>3SB,9*cf*,GS180,HS7860<br>D.Rowan&Co.Glasgow<br>82t*APT*45t*DTf*30′712t |
| 31799 | —<br>*Mchy.Aft* | **SteelSc**<br>(exZeno,exGraafHendrik, exVictorie) 1*Dk* | 684<br>498<br>321 | | | | | 1917 | W.F.Stoel &Zoon<br>Alkmaar | Konkinl.Nederl. Stoomb.Maats. | 181·4<br>Q113′F23′ | 28·1 | 12·4 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.10″,26″&42″–28″<br>93NHP<br>BurgerhoutsM&S.N.V.Rot |
| 31800<br>136360 | **Straide**<br>*Mchy.Aft*<br>*Well deck* | **SteelScK**<br>ssBel.No.1–21<br>1*Dk*(*ptStl*)<br>*Cargo battens not fitted* | 326<br>231<br>113 | ✠100A1<br>6,21 ~~12,20~~<br>✠LMC~~6,17~~<br>6,21 | Bel | *e* | CL<br>12,20 | 1917<br>3mo<br>*Lloyd*'s*A&CP* | A.Jeffrey&Co.Ld.<br>Alloa | HowdenBros.Ld. | 131·7<br>Q47′B9′F26′<br>*FPT*35t | 23·1 | 9·6<br>FK | Belfast<br>British<br>3*BHCem*<br>*APT*9t | C.2Cy.16½″&36″–24″ (s)<br>135lb 58RHP<br>1SB,3*pf*,GS44,HS1300<br>A.Jeffrey&Co.Alloa |
| 31801 | **Stralsund I.** | **IronScSr**<br>1*Dk* | 166<br>123<br>92 | | | | | 1884 | StettinerA.G.(v.M.&H.)<br>Stettin | Fischer&Larsen | 120·5 | 18·2 | 7·9 | Rostock<br>German | C.2Cy.15″&25¾″–12½″<br>20NHP<br>A.G."Vulcan,"Stettin |
| Sunk 2,22<br>31802<br>102116<br>NQCG | **Stramore**<br>(exYorkshire)<br>*Well deck*<br>*Mchy.Aft* | **Iron&SteelSc3MstSr**<br>ssBel.2ndNo.3–3,20<br>1*Dk*(*Irn*)*Stl framing,Irn &Stl plating* | 394<br>285<br>158 | ~~✠100A1~~<br>3,20<br>~~✠LMC[illegible]~~<br>~~BS[illegible]~~ | Bel | *g* | CL<br>3,20 | 1893<br>10mo | JFullerton &Co.<br>Paisley<br>A&CP | S.Gray | 142·2<br>Q77′B9′F24′ | 25·2 | 11·5<br>BK6″ | Belfast<br>British<br>3*BHCem*<br>*FPT*48t | C.2Cy.20″&40″–27″ (s)<br>100lb 67RHP<br>1SB,2*pf*,GS40,HS1282<br>Ross&Duncan,Glasgow |
| 31803 | **Strandhaug**<br>*Mchy.Aft* | **WoodScSr**<br>1*Dk* | 200 | | | | | 1918 | Bolsönes Skibs.&Mek. Verks.Molde | E.Michalsen | 112·5<br>Q36′ | 22·2 | 13·3 | Xiansund<br>Norwegian | T.3Cy.10″,16″&24″–18″<br>24NHP<br>RosenbergM.V.Stavanger |
| 31804<br>NTKQ | **Strandholm**<br>exOlaf) Wireless | **SteelSc**<br>(exLolyJensen,<br>1*Dk* | 1651<br>1450<br>1021 | | | | | 1907 | Akt.Burmeistr&Wain<br>Copenhagen | A/S D/S Rödby Havn(A.Andersen *Mgr.*) | 269·7<br>H81tF33t | 39·2 | 18·0<br>*WB* | Rödby Havn<br>Danish | T.3Cy.18″,29″&50″–33″<br>144NHP<br>Akt.Burmeistr&Wain.Cpn |
| 31805<br>6694<br>KDLQ | **Stråssa**<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Wireless | **SteelTwinSc**<br>*OilEng.*<br>*Cruiser stern*<br>*Cargobattensnotfitted* | ~~5500~~<br>5608<br>5223<br>3140 | ✠100A1<br>*Shelter dk withfreeboard*<br>12,21<br>~~(*ClassContemplated*)~~<br>✠LMC12,21 | Got | *y* | | 1921<br>11mo<br>*Lloyd*'s*A&CP*<br>*CellDBuE*32′*f* | Akt.Götaverken<br>Gothenburg<br>135′551t*DTf*68′720 | Trafikakt.Grängesberg-Oxelösund (G.Dillner,*Mgr.*) | 393·7<br>F40′*onShltr dk*<br>*Collision BH to Shltr dk*<br>*DTa*103′122t*FPT* | 53·4 | 30·9<br>FK | Stockholm<br>Swedish<br>*ptCem*<br>6*BHtoUdk*<br>58t*APT*368t | Oil Engines 4S.C.SA<br>~~6Cy.23 7/16″–35 7/16″~~ 482NHP<br>12Cy.23 5/16″–35 7/16″ DB100lb<br>Akt.Götaverken |
| 31806 | **Strassburg**<br>*Elec.light* | **SteelTwinSc**<br>1*Dk* | 943<br>722<br>552 | | | | | 1911 | Gebr.SachsenbergA.G.<br>Deutz | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 216·5<br>Q73′B43′F25′ | 32·9 | 10·7 | Hamburg<br>German<br>*WB* | C.4Cy.12⅝″&24″–17 1/16″<br>40NHP<br>GbrSachsenbrgA.G.Rsslau |
| 31807 | —<br>*Elec.light* | **SteelSc**<br>1*Dk* | 850 | | | | | 1920 | Stettiner Oderwerke<br>Stettin | NeueDampfer-Cie. Akt.Ges. | 201·7<br>P28′Q46′B53′F25′ | | | Stettin<br>German<br>*WB* | T.3Cy.13⅜″,21 7/16″&35¾″–25½″<br>62NHP<br>StettinerOderwerke |
| 31808 | — | **SteelScSr**<br>(*Trawler*)<br>1*Dk* | 215<br>190<br>81 | | | | | 1902 | G.Seebeck Akt.Ges.<br>Bremerhaven | DeutscheDmpfischerei Ges.Nordsee | 122·1<br>Q60′F20′ | 22·8 | 11·8 | Nordenhm<br>German<br>*WB* | T.3Cy.12″,19 9/32″&31½″–23¾″<br>48NHP<br>G.Seebeck A.G.Bremerhvn |
| 31809<br>133622 | **Strathafton** | **SteelScK**<br>ssLiv.No.2–19 ~~ssLiv.No.1–16~~<br>1*Dk* | 209<br>208<br>81 | ✠100A1<br>*StmTrawler*<br>12,21 ~~8,19~~<br>BS12,21<br>~~BS[illegible]~~ ✠LMC8,19 | Liv<br>Abn | | CL<br>8,19 | 1913<br>3mo<br>*Lloyd*'s*A&CP* | Hall,Russell&Co.Ld.<br>Aberdeen | Abn.Stm.Trawling &FishingCo.Ld. (SirJ.Brown, *Mgr.*) | 115·3 | 22·1 | 12·2<br>BK7½″ | Aberdeen<br>British<br>3*BHCem* | T.3Cy.12″,20″&34″–23″ (r)<br>180lb 74RHP<br>1SB,3*pf*,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. |
| 31810<br>118194 | **Strathairlie** | **SteelScK**<br>(*Trawler*)<br>1*Dk* | 193<br>183<br>75 | | | ... | | 1905 | Hall,Russell&Co.Ld.<br>Aberdeen | R.MainCraig (R.Irvin&Sns.Ld. *Mgrs.*) | 110·2 | 21·9 | 11·7<br>BK7½″ | Aberdeen<br>British | T.3Cy.12″,20″&33″–21″<br>67RHP<br>Hall,Russell&Co.Ld.Abn. |
| 31811<br>127141 | **Strathalladale** | **SteelScK**<br>1*Dk* | 199<br>188<br>77 | | | ... | | 1908 | Hall,Russell&Co.Ld.<br>Aberdeen | J.Inglis (T.L.&R.D.Devlin, *Mgrs.*) | 113·2 | 22·0 | 11·6<br>BK7½″ | Granton<br>British | T.3Cy.12″,20″&33″–21″<br>67RHP<br>Hall,Russell&Co.Ld.Abn. |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c<br>No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31812<br>112924 | Strathallan | SteelScK<br>(Trawler)<br>1Dk | 175<br>175<br>67 | | | ... | | 1900 | Hall,Russell&Co.Ld.<br>Aberdeen | W.Lyle | 108·1 | 21·6 | 11·5<br>BK7½' | Granton<br>British | T.3Cy.12½",20"&33"–21"<br>55RHP<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 1 | |
| 31813<br>139792 | Strathalva | SteelScK<br>ssAbn.No.1-21<br>1Dk | 215<br>201<br>93 | ✠100A1<br>StmTrawler<br>~~8,21~~~~9,20~~<br>4,22<br>✠LMC~~9,17~~<br>9,21 | Abn | | CL<br>~~9,20~~<br>9,21 | 1917<br>2mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling<br>&FishingCo.Ld.<br>(SirJBrown,Mgr) | 117·7 | 22·1 | 12·2<br>BK7½' | Aberdeen<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"–23" (r)<br>180lb 74RHP<br>1SB,3pf,GS41,HS1347<br>Hall,Russell&Co.Ld.Abn | 13 ″ 0 | |
| 31814<br>133608 | Strathatholl | SteelScK<br>ssAbn.No.2-20<br>1Dk | 209<br>207<br>81 | ✠100A1<br>StmTrawler<br>10,21~~2,21~~<br>BS3,21 ✠LMC12,19 | Abn | | 12,19 | 1912<br>9mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling<br>&FishingCo.Ld.<br>(SirJ Brown,Mgr) | 115·2 | 22·1 | 12·2<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.12",20"&34"–23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 31815<br>123364 | Strathavon | SteelScK<br>ssAbn.No.1-11<br>1Dk | 202<br>191<br>79 | ✠ ——<br>7,19<br>StmTrawler<br>✠ | Abn | | | 1906<br>10mo | Hall,Russell&Co.Ld<br>Aberdeen | GamecockSteam<br>TrawlingCo.Ld.<br>(A.F.G.McConkey,<br>Mgr.) | 113·0 | 21·9 | 11·7<br>BK7½' | Scarboro'<br>British<br>3BHCem | T.3Cy.12",20"&33"–21"<br>67RHP<br>1SB,2pf,GS36,HS1254<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 7 | |
| 31816<br>114190 | Strathblane | SteelScK<br>ssAbn.No.3-4,12<br>1Dk | 186<br>175<br>73 | ✠ ——<br>5,21<br>StmTrawler<br>✠ | Abn | | | 1901<br>8mo | Hall,Russell&Co.Ld.<br>Aberdeen | Cameron&McFarlane,Ld. | 108·8 | 21·8 | 11·5<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.12½",20"&33"–21"<br>56RHP<br>1SB,2pf,GS36,HS992<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 1 | |
| 31817<br>134499 | Strathbogie<br>(exLaval)<br>Elec.light | SteelSc<br>ssSou.No.2-21<br>1Dk(Stl-ws) | 332<br>261<br>49 | ✠100A1<br>For Towing purposes<br>5,21<br>✠LMC5,21 | Sou | | CL<br>5,21 | 1914<br>7mo<br>Lloyd | Smith's DockCo.Ld<br>Middlesbro'<br>'sA&CP | GreatLakesTransportationCo.Ld.<br>(J.Playfair)<br>CellDBa | 120·0 | 26·0 | 13·2<br>FK<br>19'uE25'33tFPT9t | London<br>British<br>4BHptCem<br>APT3t | T.3Cy.16",26"&43"–30" (s)<br>185lb 158NHP<br>1SB,3cf,GS60,HS2450 FD<br>Smith'sDockCo.Ld. | 14 ″ (<br>s 3 ″ 3½<br>11 ″ 1 | |
| 31818 | —<br>(exKestrel) | Steel&IronScYl<br>ssAms.No.3-3,04<br>ssAms.No.2-12<br>1DkIrnframingStlplating | 157<br>150<br>50 | ✠100A1<br>StmTrawler<br>10,13<br>✠LMC6,12<br>Examined6,17<br>✠NB98refitted6,12<br>BS9,13 | Ams | | N5,16 | 1892<br>1mo<br>Lloyd | Mackie&Thomson<br>Glasgow<br>'sA&CP | N.V.Scheeps.<br>"DeMerwede" | 100·5<br>Q19'F19'<br>ptND10 | 20·5 | 10·7<br>BK7½" | Ymuiden<br>Dutch<br>3BHCem | T.3Cy.10",19"&31"–22" (s)<br>160lb 56NHP<br>1SB,2cf,GS31,HS1000<br>Muir&Houston,Glasgow | 11 ″ 11 | |
| 31819<br>137180 | Strathbran | SteelScK<br>ssAbn.No.1-20<br>1Dk | 212<br>199<br>91 | ✠100A1<br>StmTrawler<br>10,21~~8,21~~<br>✠LMC6,20<br>BS8,21 | Abn | | CL<br>6,19 | 1915<br>11mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling<br>&FishingCo.Ld.<br>(SirJ Brown,Mgr) | 115·7 | 22·3 | 12·1<br>BK7½"<br>WB=DB | Aberdeen<br>British<br>3BHCem<br>f29'19t | T.3Cy.12",20"&34"–23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 31820<br>133623 | Strathcarron | SteelScK<br>ssLiv.No2-19~~ssLiv.No.1-19~~<br>1Dk | 209<br>208<br>81 | ✠100A1<br>StmTrawler<br>9,19<br>BS1,21 ✠LMC8,19 | Liv | | CL<br>9,19 | 1913<br>3mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling<br>&FishingCo.Ld.<br>(SirJ Brown,Mgr) | 115·3 | 22·1 | 12·2<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.12",20"&34"–23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 31821<br>133634 | Strathclova | SteelScK<br>ssAbn.No.1-19<br>1Dk | 210<br>208<br>82 | ✠100A1<br>StmTrawler<br>10,22~~2,20~~<br>BS12,20 ✠LMC11,19 | Abn | | CL<br>3,19 | 1913<br>10mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling<br>&FishingCo.Ld.<br>(SirJ Brown,Mgr) | 115·8 | 22·1 | 12·2<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.12",20"&34"–23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 31822<br>133631 | Strathclunie | SteelScK<br>ssAbn.No.2-20<br>1Dk | 211<br>208<br>82 | ✠100A1<br>StmTrawler<br>5,22~~7,20~~<br>BS9,21<br>~~BS7,20~~ ✠LMC5,19 | Abn | | CL<br>~~4,19~~<br>5,22 | 1913<br>9mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling<br>&FishingCo.Ld.<br>(SirJ Brown,Mgr) | 115·8 | 22·1 | ~~13·0~~<br>12·5<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.12",20"&34"–23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 31823 | Strathcoe | SteelScK<br>1Dk | 215<br>201<br>93 | ✠<br>StmTrawler<br>12,16<br>✠ | Abn | | | 1916<br>12mo | Hall,Russell&Co.Ld.<br>Aberdeen | TheAdmiralty | 117·7 | 22·1 | 12·2<br>BK7½" | British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"–23"<br>74RHP<br>1SB,3pf,GS41,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 31824<br>118199 | Strathdee | SteelScK<br>1Dk | 193<br>182<br>74 | | | ... | | 1906 | Hall,Russell&Co.Ld.<br>Aberdeen | DerwentSteam<br>TrawlingCo.Ld.<br>(A.F.G.McConkey,<br>Mgr.) | 110·5 | 21·8 | 11·7<br>BK7½" | Scarboro'<br>British | T.3Cy.12",20"&33"–21"<br>67RHP<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 7 | |
| 31825 | — | SteelScSr<br>ssYmu.2ndNo.3-4,17<br>1Dk | 139<br>139<br>43 | ✠100A1<br>StmTrawler<br>4,17<br>✠NB12,06 ✠LMC<br>MS4,17 BS5,18 | Ymu | | 2,17 | 1890<br>10mo<br>Lloyd | JScott&Co<br>Kinghorn<br>'sA&CP | N.V.Scheeps.<br>"DeMerwede" | 100·0<br>ptND11 | 20·1 | 10·6<br>BK6½" | Ymuiden<br>Dutch<br>4BHCem | T.3Cy.11",17"&30"–20" (s)<br>160lb 46NHP<br>1SB,2pf,GS36,HS775<br>J.Scott&Co.,Kirkcaldy | 11 ″ 1 | |
| 31826<br>129364 | Strathderry | SteelScK<br>1Dk | 193<br>192<br>74 | | | ... | | 1911 | Hall,Russell&Co.Ld.<br>Aberdeen | CountyFishingCo.<br>Ld. (Lt.Col.W.G.<br>Lucas,Mgr.) | 112·8 | 21·9 | 11·7<br>BK7½" | Lowestoft<br>British | T.3Cy.12",20"&33"–21"<br>67RHP<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 7 | |
| 31827<br>137182 | Strathdevon | SteelScK<br>ssAbn.No.1-20<br>1Dk | 212<br>199<br>91 | ✠100A1<br>StmTrawler<br>8,20 ✠LMC8,20<br>BS8,21 | Abn | | CL<br>1,19 | 1915<br>11mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling<br>&FishingCo.Ld.<br>(SirJ Brown,Mgr) | 115·7 | 22·3 | 12·1<br>BK7½"<br>WB= | Aberdeen<br>British<br>3BHCem<br>DTf29'19t | T.3Cy.12",20"&34"–23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 31828<br>98567 | Strathdon | SteelScSr<br>ssAbn.No.3-2,06<br>ssAbn.No.1-11<br>1Dk | 155<br>140<br>57 | ✠<br>StmTrawler<br>12,13<br>✠ | Abn | | | 1891<br>11mo | Hall,Russell&Co.<br>Aberdeen | TheExor.ofSir<br>G.F.Sleight,Bart. | 102·8<br>Q21'F17'<br>ptND06 | 20·2 | 10·6<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.13",19"&30"–20"<br>60RHP<br>1SB,2pf,GS28,HS818<br>Hall,Russell&Co.Ld.Abn. | 11 ″ 2 | |
| 31829<br>121282<br>HFGK | Strathearn<br>Wireless | SteelScSr<br>ssNYk.No.3-9,17<br>1Dk(Stl)&Spardk(Stl)&<br>deepframing | 4419<br>4106<br>2845 | ✠100A1<br>Spar dk<br>4,21~~2,21~~<br>~~BS10,19~~ ✠LMC9,17<br>BS2,21<br>Carrying cargoes not subject to damage from oil while carrying oil F.P. above 150°F. in DB&DT | Rot<br>NYk | x | CL<br>2,21 | 1906<br>1mo<br>Lloyd | Grngem'th<br>&Greenock<br>DockyardCo.<br>Greenock<br>'sA&CP | Anglo-American<br>OilCo.Ld. (J.<br>Hamilton,Mgr.)<br>WB | 370·0<br>P25'B92'F41'<br>= CellDBa 114' uE | 52·2 | 17·5<br>25·5<br>FK | Glasgow<br>British<br>6BHCem<br>&B 44' f162' | T.3Cy.25",41"&68"–48" (s)<br>180lb 353NHP<br>3SB,9cf,GS199,HS5510<br>J.G.Kincaid&Co.Greenock<br>1115tDTf24'610tAPT123t | 28 ″ 0 | |
| 31830<br>108656 | — | SteelScK<br>(Trawler)<br>1Dk | 152<br>152<br>56 | | | ... | | 1898 | Hall,Russell&Co.<br>Aberdeen | J.Inglis (T.L.&<br>R.D.Devlin Mgrs.) | 102·1 | 21·6 | 10·9<br>BK6½" | Granton<br>British | T.3Cy.12½",19"&31"–21"<br>49RHP<br>Hall,Russell&Co.Ld.Abn. | 11 ″ 7 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire. Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | b<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31831<br>137152 | Strathebrie | SteelScK<br>ssAbn.No.1-19<br>1Dk | 210<br>208<br>90 | ✠100A1<br>StmTrawler<br>12.21~~12,19~~<br>BS4,21 ✠LMC12,19 | Abn | | CL<br>12,19 | 1914<br>7mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling&FishingCo.Ld.<br>(SirJ.Brown, Mgr.) | 115·5 | 22·1 | 12·1<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.12",20"&34"-23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 31832<br>123372 | Stratheden | SteelScK<br>1Dk | 201<br>190<br>77 | | | ... | | 1906 | Hall,Russell&Co.Ld.<br>Aberdeen | F.Harrison | 112·6 | 21·9 | 11·7<br>BK7½" | Aberdeen<br>British | T.3Cy.12",20"&33"-21"<br>67RHP<br>Hall,Russell&Co.Ld.Abn. | 12 |
| 31833<br>133633 | Strathella | SteelScK<br>ssAbn.No.1-19<br>1Dk | 210<br>207<br>82 | ✠100A1<br>StmTrawler<br>12,19 ✠LMC12,19<br>BS6,21 | Abn | | CL<br>12,19 | 1913<br>10mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling&FishingCo.Ld.<br>(SirJ.Brown, Mgr.) | 115·8 | 22·1 | 12·2<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.12",20"&34"-23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 31834<br>137163 | Strathelliot | SteelScK<br>ssAbn.No.1-20<br>1Dk | 211<br>208<br>93 | ✠100A1<br>StmTrawler<br>11,21~~9,20~~ ✠LMC9,20<br>BS11,21 | Abn | | CL<br>6,19 | 1915<br>2mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling&FishingCo.Ld.<br>(SirJ.Brown, Mgr.) | 115·6 | 22·1 | 12·1<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.12",20"&34"-23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 31835<br>123373 | Stratherrick | SteelScK<br>1Dk | 201<br>190<br>77 | | | ... | | 1906 | Hall,Russell&Co.Ld.<br>Aberdeen | MusgraveStmTrlgCo.Ld.(H.Oldridge Mgr.) | 112·5 | 21·9 | 11·7<br>BK7½" | Aberdeen<br>British | T.3Cy.12",20"&33"-21"<br>67RHP<br>Hall,Russell&Co.Ld.Abn. | 12 |
| 31836<br>121341<br>HGMK | Strathfillan<br>Wireless | SteelScSr<br>ssMch.No.3-8,19<br>1Dk(Stl)&Spardk(Stl)<br>&deep framing | 4353<br>4063<br>2816 | ✠100A1<br>Spar dk<br>9,20<br>BS9,20 ✠LMC8,19 | Bkn | x | CL<br>8,19 | 1906<br>6mo<br>Lloyd | W.Hamilton&Co.Ld.<br>PortGlasgow<br>'sA&CP | Anglo-American OilCo.Ld.<br>(J.Hamilton,Mgr)<br>118'uE&B42'f166' | 369·8<br>P25'B92'F40'<br>WB=CellDBa<br>1062t DT f24' | 52·2 | 17·5<br>25·5<br>FK<br>605t | Glasgow<br>British<br>6BHCem<br>APT127t | T.3Cy.25",41"&68"-48" (s)<br>180lb 367NHP<br>3SB,9cf,GS165,HS5886<br>D.Rowan&Co.Glasgow | 28<br>5<br>23 |
| | | | | Carrying cargoes not subject to damage from oil while carrying oils F.P. above 150°F.inDB&DT | | | | | | | | | | | | |
| 31837<br>129348 | Strathfinella | SteelScK<br>1Dk | 192<br>191<br>74 | | | ... | | 1911 | Hall,Russell&Co.Ld.<br>Aberdeen | JackBreach,Ld. | 113·0 | 21·9 | 11·7<br>BK7½" | Lowestoft<br>British | T.3Cy.12",20"&33"-21"<br>67RHP<br>Hall,Russell&Co.Ld.Abn. | 12 |
| 31838<br>137164 | Strathgairn | SteelScK<br>ssAbn.No.1-20<br>1Dk | 211<br>208<br>93 | ✠100A1<br>StmTrawler<br>1,22~~6,20~~ ✠LMC6,20<br>BS8,21 | Abn | | CL<br>~~1,19~~<br>1,22 | 1915<br>3mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling&FishingCo.Ld.<br>(SirJ.Brown, Mgr.) | 115·6 | 22·1 | 12·1<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.12",20"&34"-23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 31839<br>129365 | Strathgeldie | SteelScK<br>ssBrw.No.2-19<br>1Dk | 192<br>191<br>74 | ✠100A1<br>StmTrawler<br>9,21~~10,19~~ ✠LMC10,19<br>BS9,21 | Brw<br>Lwt | | 3,21 | 1911<br>8mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | CountyFishingCo.Ld. (Lt.-Col.W.G.Lucas,Mgr.) | 112·8 | 21·9 | 11·7<br>BK7½" | Lowestoft<br>British<br>3BHCem | T.3Cy.12",20"&33"-21" (r)<br>160lb 67RHP<br>1SB,2pf,GS36,HS1254<br>Hall,Russell&Co.Ld.Abn. | 12 |
| 31840<br>118195 | Strathisla | SteelScK<br>(Trawler)<br>1Dk | 193<br>184<br>76 | | | ... | | 1905 | Hall,Russell&Co.Ld.<br>Aberdeen | G.R.Drennan | 110·2 | 21·8 | 11·7<br>BK7½" | Granton<br>British | T.3Cy.12",20"&33"-21"<br>67RHP<br>Hall,Russell&Co.Ld.Abn. | 12 |
| 31841<br>104503 | — | SteelScK<br>(Trawler)<br>1Dk | 154<br>154<br>60 | | | ... | | 1894 | Hall,Russell&Co.<br>Aberdeen | J.S.Boyle | 102·5 | 21·6 | 10·9<br>BK6½" | Aberdeen<br>British | T.3Cy.13",19"&30"-21"<br>52RHP<br>Hall,Russell&Co.,Abn. | 11 |
| 31842<br>139791 | Strathlee | SteelScK<br>ssAbn.No.1-21<br>1Dk | 215<br>201<br>93 | ✠100A1<br>StmTrawler<br>3,22 ~~2,17~~ ✠LMC~~2,17~~<br>8,21 | Abn | | CL<br>8,21 | 1917<br>2mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling&FishingCo.Ld.<br>(SirJ.Brown, Mgr.) | 117·7 | 22·1 | 12·2<br>BK7½" | Aberdeen<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 74RHP<br>1SB,3pf,GS41,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 31843<br>129347 | Strathlethen | SteelScK<br>ssBrw.No.2-19<br>1Dk | 192<br>191<br>74 | ✠100A1<br>StmTrawler<br>5,21~~10,19~~ ✠LMC10,19<br>BS5,21 | Brw<br>Rot | | 5,21 | 1911<br>1mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Mullender,Shipp&Hutchings<br>(W.Shipp,Mgr.) | 112·7 | 21·9 | 11·7<br>BK7½" | Lowestoft<br>British<br>3BHCem | T.3Cy.12",20"&33"-21" (r)<br>160lb 67RHP<br>1SB,2pf,GS36,HS1254<br>Hall,Russell&Co.Ld.Abn. | 12 |
| 31844<br>137184 | Strathlochy | SteelScK<br>ssAbn.No.1-20<br>1Dk | 212<br>199<br>91 | ✠100A1<br>StmTrawler<br>~~9,21~~ ~~8,20~~ ✠LMC8,20<br>5,22 BS9,21 | Abn | | CL<br>11,19 | 1916<br>1mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling&FishingCo.Ld.<br>(SirJ.Brown, Mgr.) | 115·7 | 22·3 | 12·1<br>BK7½"<br>WB= | Aberdeen<br>British<br>3BHCem<br>DB f 29'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 31845<br>129451<br>HQDF | Strathlorne<br>Elec.light Wireless | SteelScSr<br>2Dks | 4330<br>4073<br>2803 | | | | | 1909 | AM'Millan&Son,Ld.<br>Dumbarton | StrathlorneS.S.Co Ld.(Burrell &Son) | 376·5<br>P35'B100'F39' | 52·2 | 25·5 | Glasgow<br>British<br>WB | T.3Cy.25",41"&68"-48"<br>320NHP<br>J.G.Kincaid&Co.Ld.Grk. | |
| 31846<br>126138 | — | WoodScSr<br>1Dk | 135<br>100<br>81 | | | | | 1909 | J.Ernst&Son Nahone Bay,N.S. | Halifax&InvernessS.S.Co.Ld. | 94·4 | 20·2 | 8·9 | HalifaxNS<br>British | C.2Cy.12"&24"-18"<br>24RHP<br>W.&A.Moir,Halifax,N.S. | |
| 31847<br>129339 | Strathlossie | SteelScK<br>1Dk | 193<br>192<br>74 | | | ... | | 1910 | Hall,Russell&Co.Ld.<br>Aberdeen | ResoluteFishing Co.Ld. (G.E.Hall,Mgr.) | 113·1 | 21·9 | 11·7<br>BK7½" | Lowestoft<br>British | T.3Cy.12" 20"&33"-21"<br>67RHP<br>Hall,Russell&Co.Ld.Abn. | 12 |
| 31848<br>127142 | Strathlui | SteelScK<br>1Dk | 199<br>188<br>77 | | | ... | | 1908 | Hall,Russell&Co.Ld.<br>Aberdeen | J.Inglis (T.L.&R.D.Devlin,Mgrs.) | 113·2 | 22·0 | 11·6<br>BK7½" | Granton<br>British | T.3Cy.12",20"&33"-21"<br>67RHP<br>Hall,Russell&Co.Ld.Abn. | 12 |
| 31849<br>137149 | Strathmaree | SteelScK<br>ssAbn.No.1-20<br>1Dk | 210<br>207<br>90 | ✠100A1<br>StmTrawler<br>11,21~~9,20~~ ✠LMC9,20<br>BS[illegible] | Abn | | CL<br>9,20 | 1914<br>7mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling&FishingCo.Ld.<br>(SirJ.Brown, Mgr.) | 115·5 | 22·1 | 12·1<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.12",20"&34"-23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn | 13 |
| 31850<br>137151 | Strathmartin | SteelScK<br>ssAbn.No.2-20<br>1Dk | 210<br>208<br>90 | ✠100A1<br>StmTrawler<br>2,22~~11,20~~ ✠LMC11,20<br>BS[illegible] | Abn | | CL<br>~~3,19~~<br>2,22 | 1914<br>7mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling&FishingCo.Ld.<br>(SirJ.Brown, Mgr.) | 115·5 | 22·1 | 12·1<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.12",20"&34"-23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 31851<br>133609 | Strathmoray | SteelScK<br>ssAbn.No.2-20<br>1Dk | 209<br>207<br>81 | ✠100A1<br>StmTrawler<br>12,21 ~~9,20~~ ✠LMC9,20<br>BS9,21 | Abn | | ~~3,19~~<br>12,21 | 1912<br>9mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling&FishingCo.Ld.<br>(SirJ.Brown, Mgr.) | 115·2 | 22·1 | 12·2<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.12",20"&34"-23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net | Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built.<br>When.<br>Ship.<br>Engines | By Whom.<br>Where. | Owners. | Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not L.R.<br>Date of B. of Trade Cert. |
| 1852<br>6065 | **Strathmore** SteelPadSp | 316<br>261<br>80 | | | | | 1897 | Russell&Co.<br>PortGlasgow | TheAdmiralty | 200·5 | 24·1 | 7·7 | Glasgow<br>British | C.2Cy.23½"&47"–51"<br>93RHP<br>Rankin&Blackmore,Grk. | | |
| 1853<br>32630 | **Strathnethy** SteelScK<br>ssBrw.No.2-19 ~~ssBrw.No.1-19~~<br>1Dk | 211<br>208<br>82 | ✠100A1<br>StmTrawler<br>2,22 ~~9,20~~<br>BS11,21 ~~BS12,20~~ ✠LMC10,19 | Abn | | CL<br>10,19 | 1913<br>9mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling &FishingCo.Ld.<br>(SirJ Brown,Mgr) | 115·8 | 22·1 | 12·2<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.12",20"&34"–23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 1854<br>39810 | **Strathrannoch** SteelScK<br>(exJamesBashford) (~~Fishing~~)<br>1Dk (Stl) | 202<br>200<br>88 | ✠100A1<br>StmTrawler<br>10,21<br>✠LMC7,19 | Abn | | | 1919<br>7mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling &FishingCo.Ld.<br>(SirJ Brown,Mgr) | 115·4 | 22·1 | 12·1<br>BK7½" | Aberdeen<br>British<br>3BHCem ~~WB~~<br>DB/29 19t | T.3Cy.12",20"&34"–23" (r)<br>180lb 74RHP<br>HallRussell&Co.Ld.Abn.<br>1SB,3pf,GS39,HS1347 | 13 ″ 0 | |
| 1855<br>37185 | **Strathrye** SteelScK<br>ssAbn.No.1-20<br>1Dk | 212<br>199<br>91 | ✠100A1<br>StmTrawler<br>11,21 ~~9,20~~<br>✠LMC9,20<br>BS12,21 | Abn | | CL<br>5,19 | 1916<br>1mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling &FishingCo.Ld.<br>(SirJ Brown,Mgr) | 115·7 | 22·3 | 12·1<br>BK7½"<br>WB= | Aberdeen<br>British<br>3BHCem<br>DBf 29'19t | T.3Cy.12",20"&34"–23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 1856<br>23361 | **Strathspey** SteelScK<br>1Dk | 202<br>191<br>79 | | | | | 1906 | Hall,Russell&Co.Ld.<br>Aberdeen | NorthSeaTrawlingCo.Ld. (F. Harrison,Mgr.) | 113·0 | 21·9 | 11·7<br>BK7½" | Aberdeen<br>British | T.3Cy.12",20"&33"–21"<br>67RHP<br>Hall,Russell&Co.Ld Abn. | 12 ″ 7 | |
| 1857<br>29366 | **Strathtummel** SteelScK<br>ssLiv.No.2-19<br>1Dk | 210<br>209<br>83 | ✠100A1<br>StmTrawler<br>1,22 ~~12,20~~<br>BS10,21<br>~~BS10,20~~ ✠LMC9,19 | Abn | | ~~9,19~~<br>1,22 | 1911<br>9mo<br>Lloyd | Hall,Russell&Co.Ld<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling &FishingCo.Ld.<br>(SirJBrown,Mgr) | 115·2 | 22·1 | 12·2<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.12",20"&34"–23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1334<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 31858<br>137150 | **Strathugie** SteelScK<br>ssAbn.No.2-20<br>1Dk | 210<br>208<br>90 | ✠100A1<br>StmTrawler<br>12,21 ~~10,20~~<br>✠LMC10,20<br>BS4,22 | Abn | | CL<br>3,19 | 1914<br>7mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling &FishingCo.Ld.<br>(SirJ Brown,Mgr) | 115·5 | 22·1 | 12·1<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.12",20"&34"–23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 31859<br>129367 | **Strathurie** SteelScK<br>ssAbn.No.2-20<br>1Dk | 210<br>209<br>83 | ✠100A1<br>StmTrawler<br>~~8,17,20~~ 1,22<br>✠LMC7,20<br>BS10,21 | Abn | | 7,20 | 1911<br>9mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | Abn.Stm.Trawling &FishingCo.Ld.<br>(SirJ Brown,Mgr) | 115·4 | 22·1 | 12·2<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.12",20"&34"–23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1334<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 31860<br>113752 | **Stratton** SteelScSp<br>1Dk(ptStl) | 383<br>364<br>152 | ✠<br>HopperBarge<br>3,02<br>✠ | Npt | f | | 1902<br>3mo | C.H.Walker&Co.Ld.<br>Sudbrook | L.&N.W.Rlwy.Co. | 153·5 | 26·5 | 10·2<br>FK | Liverpool<br>British<br>6BHCem | C.2Cy.18"&36"–22"<br>60RHP<br>1SB,2pf,GS34,HS1310<br>Plenty&Son,Ld.Newbury | 11 ″ 0 | |
| 31861<br>144069 | **Stratum** SteelSc<br>OilEng.<br>Mchy.Aft 1Dk(Stl) | 174<br>154<br>96 | ✠100A1<br>MotorLighter<br>2,21<br>LMC2,21 | Hul | | | 1921<br>1mo<br>Lloyd | Livingstne&Cooper,Ld.<br>Hessle<br>'sA&CP | Livingstone&Cooper,Ld. | 102·6 | 18·7 | 9·4<br>FK | Hull<br>British<br>4BHCem<br>FPT15t | Oil Engines 2S.C.SA<br>2Cy.15"–16" 34NHP<br>J&CGBolindersCoLd.Skm | 10 ″ 3<br>s 1 ″ 2½<br>9 ″ 3 | |
| 31862<br>93422<br>NHKC | **Stream Fisher** Iron&SteelScSr<br>ssTrn.2ndNo.3-12,16<br>ssLan.No.1-20<br>1Dk(Irn)Stlplating&Irnframing | 479<br>393<br>195 | ✠100A1<br>1,22 ~~12,20~~<br>BS9,21 | Dub<br>Bly<br>LMC3,20 | h | 3,20 | 1891<br>5mo<br>Lloyd | McIlwaine&McColl,Ld.<br>Belfast<br>'sA&CP | ~~J.Fisher&Sons~~<br>J.R.Dickson,jun.<br>&Co.<br>WB=CellDB | 173·0<br>Q19'B38'F19'<br>u E&B28'61t FPT | 26·0 | 12·3<br>BK7" | Barrow<br>British<br>4BHCem<br>19tAPT30t | T.3Cy.15",23¼"&39"–30" (s)<br>160lb NB94refitted5,12<br>1SB2cf,GS38,HS1258 80RHP<br>McIlwine&McColl(L),Bel | 13 ″ 7<br>s 1 ″ 3½<br>13 ″ 0 | |
| 31863<br>JFDQ | **Streatham** SteelSc3MstSr<br>named "Charlwood," See No. 36830 in Supplement<br>Mchy.Aft 1Dk(ptIrnptStl)<br>Welldeck Cargo battens not fitted | 1207<br>[illegible]<br>600 | ✠100A1<br>[illegible]<br>~~BS4,20~~ ✠LMC3,17<br>BS6,21 | Shl | n | CL<br>5,19 | 1914<br>3mo<br>Lloyd | Dublin Dkyrd Co.Ld.<br>Dublin<br>'sA&CP | ~~JohnHarrison,Ld.~~<br>E.T.Lindley<br>WB=CellDB | 226·2<br>Q68'B13'F28'<br>f140'246t FPT125t | 35·5 | 14·4<br>FK | London<br>British<br>4BHCem<br>APT37t | T.3Cy.17",27½"&45"–33" (s)<br>180lb 90lb 138NHP<br>1SB,3cf,GS69,HS2298<br>Ross&Duncan,Glasgow | 16 ″ 7<br>s 1 ″ 5½<br>15 ″ 6 | |
| 31864 | **Streefkerk** SteelSc<br>2Dks(Stl-Uteak s)<br>Elec.light Wireless CruiserStern | ~~6000~~<br>6185<br>5656<br>3823 | ✠100A1<br>11,21<br>✠LMC10,21<br>~~(ClassContemplated)~~<br>Fitted for oil fuel10,21 F.P.above150°F. | Rot | a† | CL | 1921<br>11mo | RotterdamscheDroogdok Mij<br>A&CP | ~~Phs.VanOmmeren~~<br>VereenigdeNederlandscheScheepv.Maats<br>CellDB | 421·0<br>P49' ~~B255'F37'~~<br>B256'F36'<br>338'1143tMT18'780tFPT137tAPT64t | 55·4 | 28·9<br>FK | ~~Rottrdam~~<br>Dutch<br>TheHague<br>7BHAsp | T.3Cy.26½",43"&73"–48"(s)<br>180lb 538NHP<br>3SB,9cf,GS168,HS8151 FD<br>RotterdamscheDroogdokMij. | 31 ″ 6<br>s 5 ″ 9<br>26 ″ 1 | |
| 31865<br>2634<br>JFSP | **Strengnäs** IronSc<br>1Dk | 153<br>67<br>113 | | | | | 1868 | Oscarhmns M.V.<br>Oscarshamn | Ångf.Akt.Drottningholm-Fittja<br>(J.W.Rickander, Mgr.) | 105·8<br>B67'H14tF11' | 17·7 | 6·5 | Stockholm<br>Swedish | C.2Cy.12½"&22"–15"<br>16NHP<br>NyaAktieb"Atlas,"Skm. | | |
| 31866<br>4882<br>JRCS | **Strengnäs Express** SteelScSr<br>Elec.light 1Dk2trB | 325<br>140<br>210 | | | | | 1908 | LindholmensV.A.<br>Gothenburg | Ångf.Akt.Drottningholm-Fittja<br>(J.W.Rickander, Mgr.) | 121·3<br>Q7'B58'H59t | 22·9 | 9·7 | Stockholm<br>Swedish | T.3Cy.14¼",22"&36½"–22½"<br>63NHP<br>LindholmensV.A.Got. | | |
| 31867<br>134760 | **Strephon** SteelScK<br>~~ssGms.No.1-19~~<br>1Dk<br>ssGms.No.2-19 | 250<br>228<br>99 | ✠100A1<br>StmTrawler<br>12,21 ~~6,20~~<br>BS12,21<br>~~BS6,20~~ ✠LMC9,19 | Gms | | CL<br>9,19 | 1913<br>1mo<br>Lloyd | Cook,Welt'n&Gemmell Ld. Beverley<br>'sA&CP | StandardSteam FishingCo.Ld. | 120·0<br>Q67' | 22·5 | 12·0<br>BK8" | Grimsby<br>British<br>4BHCem | T.3Cy.12½",21½"&35¼"–24"<br>180lb (s) 62RHP<br>1SB,2pf,GS39,HS1267<br>Amos&Smith,Ld.Hull | 12 ″ 10 | |
| 31868<br>NLPO | **Strib** SteelPad<br>(Ferry)<br>Elec.light 1Dk | 508<br>494<br>270 | | | | | 1901 | HelsingörsJernsk&Msk.<br>Elsinore | DeDanske Statsbaner | 206·1<br>len04 | 26·6 | 11·9 | Fredericia<br>Danish | C.2Cy.29"–45"<br>86NHP<br>HelsingörsJernsk.&Mskb. | | |
| 31869<br>MJBV | **Strinda** SteelSc<br>Elec.light Wireless 1Dk&Shelter dk | 6369<br>5586<br>3484 | | | | | 1912 | W.Doxford&Sons,Ld.<br>Sunderland | A/S J.Ludvig MowinckelsRederi | 439·5<br>P94'H512tF71' | 57·0 | 26·3 | Bergen<br>Norwegian<br>WB | T.3Cy.25",41"&70"–48"<br>339NHP<br>W.Doxford&Sons,Ld.Sld. | | N |
| 31870<br>144387 | **Striver** SteelSc<br>Welldeck Mchy.Aft 1Dk(Stl)<br>Cargo battens not fitted | 590<br>402<br>293 | ✠100A1<br>2,22 ~~12,20~~<br>LMC2,20 | Npt | | CL<br>10,20 | 1920<br>2mo<br>Lloyd | J.Duthie<br>Torry SB Co.<br>Aberdeen<br>'sA&CP | ZetaShppgCo.Ld.<br>(N.Kendrick, E.R.Evans&H.S. Stephens,Mgrs.)<br>CellD | 162·2<br>Q94'B11'F25'<br>B f93'142tFPT52t | 27·1 | 11·0<br>FK | London<br>British<br>3BHCem<br>APT11t | T3Cy.14¼",23½"&39"–24"(s)<br>180lbNE96refitted20 95RHP<br>1SB3pf,GS48,HS1440<br>Richardsons,Westgarth&Co.Ld.Mdb. | 13 ″ 0<br>s 4 ″ 6½<br>12 ″ 8 | |
| 31871<br>124565<br>HRGB | **Stroma** SteelScSr<br>ssNpt.No.2-20<br>1Dk(ptIrnptStl)&Webframes<br>(exLeucadia) Longitudinalframing<br>Wireless | 3748<br>3469<br>2376 | ✠100A1<br>~~7,21~~ ~~8,20~~ 5.22<br>~~BS4,20~~ ✠LMC5,19<br>BS7,21 | Shl<br>~~Nwc~~ Pry | w | CL<br>~~5,20~~<br>~~7,21~~<br>N5,22 | 1910<br>7mo<br>Lloyd | TyneI.S.B.Co.Ld.<br>Newcastle<br>'sA&CP | IslesStm.ShippingCo.Ld. (A.M.Sutherland,Mgr.)<br>WB=CellD | 348·5<br>P30'B102'F39'<br>Ba111' uE23' f155' | 50·0 | 23·5<br>FK | Newcastle<br>British<br>6BHCem<br>801tAPT95t | T.3Cy.24",40"&66"–45" (s)<br>180lb 90lb 307NHP<br>2SB,8pf,GS142,HS4600<br>J.Dickinson&Sons,Ld.Sld. | 25 ″ 10<br>s4 ″ 8½<br>21 ″ 5 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ❊ 31872<br>918<br>SKHJ | **Stromboli** SteelSc<br>(exWarAnemone) 1Dk(Stl)<br>Elec.light Wireless | 5214<br>4748<br>3234 | ✠100A1<br>12,20<br>✠LMC1,18<br>Carrying oil fuel F.P. above 150°F. in DB<br>Fitted for oil fuel 6,18 F.P. above 150° F. | NNs | y | CL<br>12,20 | 1918<br>1mo | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>Lloyd's A&CP | Navigazione GeneraleItaliana<br>CellDB | 400·2<br>P49'B113'F39'<br>FK<br>344' 1125t FPT115t | 52·3 | 28·4 | Genoa<br>Italian<br>7BHptCem<br>APT175t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>N.E.MarineEngCoLd.Nwc |
| 31873 | — SteelScSr<br>1Dk | 1339<br>864<br>839 | | | | | 1902 | Fredrkstad Mek.Værks.<br>Fredrikstad | D/S A/S Otto ThoresensLinie (Otto&ThorThoresenA/S, Mgrs.) | 230·9<br>P30tH30tF— | 33·3 | 14·0 | Chrstiania<br>Norwegian<br>WB | T.3Cy.15",26"&43"-30"<br>101NHP<br>FredrikstadM.V.Frdstad |
| 31874<br>112650<br>RLST | **Strombus** SteelSc3MstSr<br>ssLon.No.3-1,12<br>ssShl.No.2-21<br>Mchy.Aft 2Dks(Stl)&Web frames<br>Elec.light Wireless | 6163<br>5703<br>3606 | ✠100A1<br>1,22 ~~3,21~~<br>✠NB3,21 ✠LMC3,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 1,00 F.P. above 150°F. | Shl | z | CL<br>N3,21 | 1900<br>1mo | Armstrong Whitworth& Co.Ld.<br>Newcastle<br>A&CP | Anglo-Saxon PetroleumCo.Ld.<br>WB=DBu | 410·0<br>P100'B20'F56'<br>FK<br>B37'112tFPT219t | 52·1 | 32·2 | London<br>British<br>16BHCem<br>APT43t | T.3Cy.26½",46"&77"-48" (s)<br>180lb 100lb NDB12 531NHP<br>3SB,9cf,GS186,HS7500 FD<br>N.E.MarineCo.Ld.Nwc. |
| 31875<br>456<br>JBNG | **Strömkarlen** IronTwinSc<br>1Dk | 166<br>94<br>92 | | | | | 1879 | W.LindbergsAktieb.<br>Stockholm | HernösandSolleftеåAngb.Aktieb. (HRamström Mgr) | 107·4<br>H72t | 21·7 | 5·8 | Hernösand<br>Swedish | C.4Cy.10½"&22½"-18"&16"<br>NE&B93 34NHP<br>W.LindbergsMek.V.,Skm. |
| 31876<br>2486<br>JFNP | **Strömma Kanal** IronSc<br>1Dk | 151<br>74<br>108 | | | | | 1884 | W.LindbergsAktieb<br>Stockholm | VaxholmsNya. Ångf.Aktieb. (O.F. Ekebohm, Mgr.) | 96·1<br>Q37'B34'H35t | 16·8 | 6·6 | Vaxholm<br>Swedish | C.2Cy.11¼"&19"-15½"<br>NB96 12NHP<br>W.LindbergsMek.V.,Skm. |
| 31877<br>2388<br>HRBT | **Strömnäs I.** IronScSp<br>(exNyttig)<br>1Dk | 131<br>103<br>21 | | | | | 1868 | W.LindbergsAktieb.<br>Stockholm | StrömnäsAktieb. (A.Sahlberg) | 91·9<br>H19t | 17·8 | 9·9 | Strömnäs<br>Swedish | C.2Cy.19"&37"-21"<br>NB08 52NHP<br>W.LindbergsAktieb.Skm. |
| 31878<br>99679 | **Stromo** SteelScK<br>(Trawler)<br>(exBertha,exStromo) 1Dk | 142<br>136<br>63 | | | … | | 1892 | W.Hamilton&Co.<br>PortGlasgow | WoodburySteam FishingCo.Ld. (H.A.Jeffries Mgr) | 100·2<br>Q19'F18'<br>BK7½" | 20·5 | 10·6 | Grimsby<br>British | T.3Cy.11",17"&27"-22"<br>NB04 45RHP<br>D.Rowan&Son,Glasgow |
| 31879<br>132299 | **Stronsay** SteelScK<br>ssMil.No.2-19<br>1Dk | 207<br>207<br>81 | ✠100A1<br>StmTrawler<br>8,21 ~~11,20~~<br>~~BS3,20~~ ✠LMC5,19 | Hul<br>BS8,21 | | CL<br>~~5,20~~<br>8,21 | 1912<br>1mo | Cook,Welt'n&Gemmell Ld.Beverley<br>Lloyd's A&CP | HullSteamFishing &IceCo.Ld. | 112·2<br>BK8"<br>WB=DTf13'30t | 22·5 | 12·3 | Hull<br>British<br>4BHCem<br>APT2t | T.3Cy.10",17"&28"-24" (s)<br>200lb 49RHP<br>1SB,2pf,GS27,HS835<br>Amos&Smith,Ld.Hull |
| 31880 | **Strymon** SteelTwinSc<br>(exWirral)<br>Elec.light 1Dk | *543*<br>*427*<br>*209* | | | | | 1890 | J.Jones &Sons<br>Liverpool | G.A.Nicolaides | 145·7<br>H83t | 32·1 | 12·9 | Piræus<br>Greek | T.6Cy.15½",22"&36"-18"<br>110NHP<br>J.Jones&Sons,Liverpool |
| ❊ 31881<br>108566<br>QVDL | **Stuartstar** SteelScSr<br>ssCff.No.3-12,11<br>(exBrodmount, ssLonNo.1-16<br>Elec.light exWakanui) 2Dks(Stl)&deep<br>Ref.Mchy. Wireless framing&Shelter dk | 5715<br>5193<br>3649 | ✠100A1<br>Shelter dk<br>11,18<br>✠LMC8,19<br>Lloyd'sRMC~~[illegible]~~6,21<br>FS10,21 | Cff | a† | CL<br>N12,18 | 1899<br>2mo | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>A&CP | UnionColdStorage Co.Ld.(BlueStar Line(1920)Ld. Mgrs.)<br>CellDBa1 | 420·0<br>P50'B&F355'<br>FK<br>05'uE30'f208'1068t | 54·0 | 28·6 | London<br>British<br>7BHCem<br>APT25t | T.3Cy.30",48"&78"-54" (s)<br>160lb 491NHP<br>3SB,9cf,GS173,HS6415 FD<br>Hwthrn,Leslie&CoLdNwc |
| 31882 | **Stubbekjöbing** SteelSc<br>Elec.light 1Dk | 140<br>90<br>68 | | | | | 1911 | Eriksbergs M.V.Aktieb.<br>Gothenburg | | 105·0<br>Q43'B30'F14' | 19·3 | 8·6 | WB | C.2Cy.17"&31"-18"<br>34NHP<br>EriksbergM.V.Aktieb.Got |
| 31883<br>128024<br>HQMG | **Student** SteelScSr<br>ssLiv.No.2-19<br>Elec.light 1Dk(Stl)&Spar dk(Stl)<br>Wireless &deep framing<br>Carrying oil fuel F.P. above 150°F. in DB | 3603<br>3406<br>2306 | ✠100A1<br>Spar dk<br>9,21 ~~11,20~~<br>MS1,19 | Gls<br>Liv<br>✠LMC<br>BS4,21 | w | CL<br>11,20 | 1910<br>3mo | C.Connell &Co.Ld.<br>Glasgow<br>Lloyd's A&CP | CharenteS.S.CoLd (T.&J.Harrison, Mgrs.) WB=Cell DBa108'uE&B | 349·9<br>P31'B102'F34'<br>FK<br>46'f150' 796tFPT | 46·1 | 27·3 | Liverpool<br>British<br>6BHCem<br>37tAPT17t | T.3Cy.20",34"&58"-48" (s)<br>200lb 300NHP<br>3SB,9cf,GS142,HS5082<br>Dunsmuir&JacksonLdGls |
| 31884<br>139345<br>KBWD | **Sturdee** SteelScK<br>(exMichaelBrion) 1Dk(Stl) | 202<br>200<br>88 | ✠100A1<br>StmTrawler<br>7,19<br>✠LMC7,19 | Abn | | 5,22 | 1919<br>7mo | Hall,Russell&Co.Ld.<br>Aberdeen<br>Lloyd's A&CP | L.C.Cockrell | 115·4<br>BK7½" | 22·1 | 12·1 | Lowestoft<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 74NHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell &Co.Ld.Abn. |
| 31885<br>5683<br>JVOK | **Sture** SteelScSr<br>ssGot.No.1-20<br>Mchy.Aft 1Dk(Stl) | 254<br>203<br>122 | ✠100A1<br>5,20<br>✠LMC5,20 | Got | b | 5,19 | 1915<br>5mo | P.Larsson<br>Thorskog<br>A&CP | BillerudsAktieb. (Chr.Storjohann, Mgr.) | 101·9<br>P29'F13'<br>FK<br>WB=FPT | 22·5 | 11·4 | Säffle<br>Swedish<br>3BHCem<br>14tAPT17t | C.2Cy.13"&20"-16" (s)<br>120lb 22NHP<br>1SB,2cf,GS45,HS490<br>P.Larsson,Thorskog |
| ❊ 31886<br>6172<br>KCDQ | **Stureholm** SteelTwinScSr<br>OilEng.<br>Elec.light 1Dk(Stl)&Shelterdk(Stl)<br>Wireless 2nd dk(Stl) in forehold<br>CruiserStern | 4575<br>4103<br>2702 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~10,21 1,21~~<br>3,22<br>✠LMC~~[illegible]~~ 3,22 | Got | y | 6,20 | 1919<br>9mo | Aktieb. Götaverken<br>Gothenburg<br>AP<br>Cell DB 333' 1008t side tanks(aft) 42'224tAPT44t | Aktieb.Svenska Amerika-Mexiko Linien(D. Broström, Mgr.) | 408·7<br>FK<br>Collision BH to Sh dk | 54·0 | 23·4 | Gothenbrg<br>Swedish<br>Cem<br>6 ,, ,, U ,, | Oil Engines 4S.C.SA<br>12Cy.23¼"-35$\frac{7}{12}$" 482NHP<br>DB100lb<br>Akt.Burmeister&Wain, Copenhagen |
| 31887<br>216276<br>LKQS | **Sturgeon Bay** WoodScSr<br>Elec.light Wireless 1Dk | 2402<br>1827<br>826 | | | | | 1918 | Riboldt Wolter&Co.<br>SturgeonBay Wis. | UnitedStates ShippingBoard | 250·0<br>P104'F29' | 43·5 | 22·5 | Norfolk, Va<br>Utd.States | T.3Cy.20",33"&54"-42"<br>189NHP |
| 31888 | **Sturmfels** SteelSc<br>Elec.light Wireless 2Dks | 6500 | | | | | 1920 | Act.Ges. "Weser"<br>Bremen | DeutscheDmpfsfahrtsGes.Hansa | 431·5<br>P78'B133'F56' | 56·2 | 30·3 | Bremen<br>German | T.3Cy.28½",47½"&76⅝"-53$\frac{3}{10}$"<br>428NHP<br>A.G."Weser"Bremen |
| 31889<br>150037 | **Sturmvogel** SteelScSr<br>(Whaler)<br>1Dk | 168<br>162<br>65 | | | | | 1913 | Akers Mek.Værks.<br>Christiania | LurieBros. | 104·3 | 20·3 | 11·8 | CapeTown<br>British<br>WB | T.3Cy.12",20"&33"-24"<br>54RHP ~~56NH~~<br>AkersMek.Værks.Xia. |
| 31890<br>140815 | **Sturton** SteelScK<br>Elec.light 1Dk | 251<br>229<br>124 | ✠100A1<br>StmTrawler<br>1.22 ~~12,20~~<br>✠LMC12,20 | ~~Beverley~~ Gms | | CL | 1920<br>10mo | Cook,Welt'n&Gemmell Ld. Beverley<br>Lloyd's A&CP | VictorianSteam FishingCo.Ld. (W.Hill, Mgr.) | 120·0<br>Q67'<br>BK8" | 22·5 | 12·0 | Grimsby<br>British<br>4BHCem | T.3Cy.12½",21½"&35½"-24'<br>180lb (s) 74RHP<br>1SB,2pf,GS38,HS1267<br>Amos&Smith,Ld.Hull |
| 31891<br>PDTK | **Stuyvesant** SteelSc<br>Elec.light Wireless 2Dks | 4285<br>3034<br>2635 | | | | | 1918 | Nederl. Schps.Maats.<br>Amsterdam | Koninkl.West-Indische Maildienst | 342·0<br>P28'B143'F60' | 47·6 | 24·3 | Amstrdam<br>Dutch<br>WB | T.3Cy.25",39"&67"-47½"<br>309NHP<br>Werkspoor,Amsterdam |

| 1<br>No. in Reg. Official No. Code Letters | 2<br>Steamer's Name. Late Name if any. Special Surveys. | 3<br>Material, Rig, &c. No. of Decks, &c. | 4<br>Regist'd Tonnage. Gross — Under deck — Net. | 5<br>Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7a<br>Date when tail shaft last seen. | 8<br>Built. When. Ship — Engines | 9<br>By Whom. — Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12<br>Port of Registry. Flag. | 13<br>Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31892 | **Styrbjörn**<br>Now named "Inga," See No. 37832 in Supplement | SteelSc<br>1Dk | 1700<br>2199<br>1000 | | | | | 1921 | A/S.Svenborg Skibsv.& Msknbyggeri<br>Svendborg | A/S."Hamlet" (T.C.Christensen, *Mgr.*) | 252·0\|38·0\|15·3<br>Q78'P29'B102'F34' | Copnhagn<br>Danish<br>*WB* | T.3Cy.17",27½"&47"-34"<br>129NHP<br>SvendborgSkibsværft& Maskinbyggeri,Svendborg | | |
| 31893<br>5144<br>JSBV | —<br>*Elec.light* | SteelSc<br>(*Tug*)<br>1*Dk* | 169<br>150<br>— | | | | | 1910 | Göteborgs M.V.Aktieb.<br>Gothenburg | Trafikatiebolaget Grängesberg-Oxelösund (G.Dillner, *Mgr.*) | 93·3\|22·4\|12·6<br>H8*t* | Stockholm<br>Swedish<br>*WB* | C.2Cy.18"&33½"-24"<br>46NHP<br>GöteborgsMV.Aktieb.Got | | |
| 31894<br>5532<br>JTNK | —<br>(*See Sailing Ship Register*) | SteelAuxScSr<br>*OilEng.*<br>1*Dk* | 104<br>83<br>73 | | | | | 1913 | C.J.Wennbergs M.V.<br>Karlstad | ÅngbåtsA/B Bohusländska Kusten(C. Thorburn, *Mgr.*) | 77·7\|17·7\| 8·9 | Uddevalla<br>Swedish | Oil Engines<br>2Cy.11"-14⅓" 17NHP<br>A/BMotorfabrikIdeal,Got. | | |
| 31895 | **Styria**<br>*Elec.light* | SteelSc<br>(*ex*StyriaLloyd)<br>1*Dk*& *Spardk* | 2771<br>—<br>1710 | | | | | 1900 | Lloyd Austriaco<br>Trieste | FrenchGovernment | 315·4\|40·8\|14·0<br>B— 21·8 | Marseilles<br>French<br>*WB* | T.3Cy.23⅜",39"&65½"-45"<br>287NHP<br>LloydAustriaco,Trieste | | A |
| 31896<br>4754<br>JQNK | **Styrsö** | SteelScSr<br>1*Dk* | 137<br>75<br>50 | | | | | 1907 | Eriksbergs M.V.Aktieb.<br>Gothenburg | GöteborgsNya AngslupsAktieb. (H.Kunze, *Mgr.*) | 95·8\|19·9\| 8·1<br>B34'H15*t*F13' | Gothenbrg<br>Swedish | C.2Cy.14"&31"-18"<br>34NHP<br>EriksbergsM.V.Akt.Got. | | |
| 31897<br>218516<br>LSBG | **Suamico** | WoodSc<br>1*Dk* | 176<br>—<br>29 | | | | | 1919 | NorthWest E.Wks,Green Bay,Wis. | UnitedStates ShippingBoard | 95·5\|24·7\|12·2 | Milwaukee<br>Utd.States | C.2Cy.18"&38"-26"<br>61NHP | | R |
| 31898 | **Suarez No. 1**<br>(*ex*Sineus, *ex*BlueCross)<br>Wireless | SteelSc<br>*ss*Liv.2ndNo.3-6,20<br>1*Dk*(*ptStl ptIrn*)2*trB* &*ptAwng dk*(*Irn*)& *Web frames* | *2788*<br>*2296*<br>*1769* | ✠100A1<br>*ptAwng dk withfreeboard*<br>6,20 ✠LMC6,20 | Liv | *u* | N6,20 | 1892<br>4mo | JLThompson&Sons<br>Sunderland<br>A&CP | MaritimaSuarez | 322·0\|41·5\|21·5<br>P29'Q100' BK10"<br>*ptAwng dk*192'<br>*Cell DB*230' 500*t* | Vigo<br>Spanish<br>6*BHCem*<br>*APT*30*t* | T.3Cy.24",39"&64"-42" (*s*)<br>160lb *70lb* NDB04 266NHP<br>2SB,6*cf*,GS116,HS4000<br>J.Dickinson,Sunderland | 24 ″ 0<br>s 8 ″ 4<br>23 ″ 5 | |
| 31899<br>220010<br>LWMT | **Suboatco**<br>*Elec.light* | SteelSc<br>1*Dk*(*Stl*)2*trB in fore*& *after holds*& *Web frames* | 3545<br>3005<br>2174 | ✠100A1<br>4,21<br>✠LMC6,20<br>*Fitted for oil fuel 6,20 F.P. above 150° F.* | NYk | *v* | CL | 1920<br>6mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat Corporation<br>*CellD* | 324·0\|46·2\|25·0<br>P30'B90'F35' FK<br>*B*251'827*tFPT*111*t* | NewYork<br>Utd.States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb (*s*) HS5800 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | |
| 31900<br>135108<br>JNLD | **Subra** | SteelScSk<br>(*Whaler*)<br>1*Dk* | 210<br>199<br>80 | | | | | 1916 | Smith's DockCo.Ld.<br>Middlesbro' | C.Salvesen&Co. | 109·4\|21·4\|13·6 | Leith<br>British<br>*WB* | T.3Cy.13½",22"&37½"-24"<br>99RHP<br>Smith'sDockCo.Ld.Mdb. | | C |
| 31901<br>90138 | **Success**<br>*Elec.light* | SteelScSr<br>(*BucketDredger*)<br>1*Dk* | 312<br>295<br>139 | | | ... | | 1900 | W.Simons &Co.Ld.<br>Renfrew | UnionGovernment ofSouthAfrica | 147·0\|27·6\| 9·8<br>F14' FK | E.London<br>British | T.3Cy.12",18½"&30"-24"<br>46RHP<br>W.Simons&CoLd.Renfrew | 10 ″ 3 | |
| 31902<br>139918 | **Succession** | SteelScK<br>*ss*Gms.No.1-21<br>1*Dk* | 212<br>197<br>82 | ✠100A1<br>*StmTrawler*<br>7,21 ~~6,19~~ ✠LMC~~10,18~~ | Sou<br>Gms 7,21 | | CL<br>~~6,19~~<br>7,21 | 1916<br>10mo | A.Hall& Co.Ld.<br>Aberdeen<br>*Lloyd's A&CP* | ~~G.W.Pogson~~<br>KingswaySteam FishingCo.Ld.<br>(G.W PogsonMgr | 115·5\|22·1\|11·9<br>BK7½" | Grimsby<br>~~Scarboro'~~<br>British<br>3*BHCem*<br>*DBf*19'12*t* | T.3Cy.12",20"&34"-24" (*s*)<br>180lb 78RHP<br>1SB,3*pf*,GS46,HS1433<br>A.Hall&Co.Ld.Aberdeen | 12 ″ 9 | |
| 31903 | **Sucre**<br>*Elec.light* | SteelTwinScSr<br>(*ex*RioAquiry)<br>1*Dk*& *Promenade dk* | *410*<br>*333*<br>*278* | | | ... | | 1894 | Murdoch& Murray<br>PortGlasgow | Suarez&Co. | 150·4\|33·0\| 9·8<br>F16' FK | Para<br>Brazilian | T.6Cy.10",16"&26"-21"<br>78NHP<br>D.Rowan&Son,Glasgow | 10 ″ 0 | |
| 31904<br>214190<br>LGCQ | **Sucrosa**<br>*Elec.light*<br>*Mchy.Aft*<br>Sub.Sig. Wireless | SteelScSr<br>*ss*Bal.No.1-21 ~~*ss*Bal.No.1-20~~<br>2*Dks*(*Stl*)& *Webframes* | 5532<br>5141<br>3434 | ✠100A1<br>8,21 ~~2,20~~<br>✠LMC8,16<br>*CarryingPetroleum in bulk*<br>*Fitted for low flash oil fuel 1,21* | Bal | *z* | CL<br>~~2,20~~<br>8,21 | 1916<br>7mo | ForeRiver S.B.Cor.<br>Quincy,Mass.<br>A&CP<br>*CellDB* | CubaDistillingCo. Inc.<br>*uE*& *B*& *f*329'1732*t* | 389·0\|54·7\|29·3<br>P106'B28'F28' FK<br>*FPT*217*tAPT*78*t* | NewYork<br>Utd.States<br>13*BHCem*<br>6 „ *to Udk*<br>7 „ „ *2nd*,, | 1 Geared Steam Turbine<br>190lb (*s*) 581NHP<br>3SB,9*cf*,GS165,HS7407 FD<br>GeneralElectricCo. Schenectady,N.Y. | 32 ″ 6 | |
| 31905<br>221125<br>MCPF | **Sucubaco**<br>*Elec.light*<br>*For full particulars See No. 39264 in Supplement* | SteelSc | 3545<br>3005<br>2174 | 100A1<br>(*Class Contemplated*) | | | | 1921 | Submarine BoatCorp.<br>NewarkN.J. | SubmarineBoat Corporation | 324·0\|46·2\|25·0<br>P30'B90'F35' | NewarkNJ<br>Utd.States | 1 Geared Steam Turbine<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | | |
| 31906 | **Sud** | SteelScSr<br>*ss*Gen.No.3-5,19<br>1*Dk*(*ptIrn*&*ptStl*)2*trB*& *deep framing3Dk rule* | 2520<br>2354<br>1606 | ✠100A1<br>5.21<br>BS11,20 ✠LMC5,19 | Cff | *t* | CL<br>5,19 | 1901<br>12mo | A.Rodger &Co.<br>Pt.Glasgow<br>*Lloyd's A&CP* | Soc.Anon.diArmamentoOceania<br>*WB=CellDBa* | 314·4\|44·0\|20·8<br>P29'B94'F30' FK<br>&*uE*120' *f*136' 633*t* | Trieste<br>Italian<br>5*BHCem*<br>*APT*86*t* | T.3Cy.22½",37"&61"-42" (*s*)<br>160lb ~~60lb~~ 249NHP<br>2SB,6*cf*,GS105,HS3866<br>A.Rodger&Co.Glasgow | 23 ″ 3 | |
| 31907<br>OTWY | —<br>(*ex*Gipsy)<br>(*Tug*) | IronScSr<br>*ss*Abn.No.3-2,96<br>*ss*Mlt.No.1-01<br>1*Dk*(*Irn*) | 178<br>—<br>45 | ✠<br>3,04<br>✠ | Mlt | *c* | | 1883<br>8mo | J.Duthie& Sons<br>Aberdeen | Soc.deNav.Côtière pour l'Afrique du Nord(LtSchiaffino etCie.*Mgrs.*) | 126·5\|19·3\|10·1<br>len25'87 BK6½" | Algiers<br>French<br>4*BHCem* | C.2Cy.19"&38"-27"<br>61NHP<br>1SB,3*pf*,GS48,HS939<br>Hall,Russell&Co.Abn. | 10 ″ 9 | V |
| 31908 | **Süd** | SteelSc<br>(*ex*Norden)<br>1*Dk* | 781<br>602<br>446 | | | | | 1905 | Nylands Værksted<br>Christiania | GermanGovernment(Woermann Linie,A/G.*Mgrs.*) | 194·5\|30·2\|15·3<br>Q56*t*B85*t*H11*t*F22*t* | Hamburg<br>German<br>*WB* | T.3Cy.15½",25"&42"-30"<br>97NHP<br>NylandsVærksted,Xania | | |
| 31909 | — | SteelScLr<br>1*Dk* | 129<br>129<br>67 | | | | | 1904 | Bremer Vulkan<br>Vegesack | Bremen-VegesackerFischereiGes. | 90·9\|21·3\| 9·8 | Vegesack<br>German | C.2Cy.9$\frac{1}{16}$"&16½"-12$\frac{9}{16}$"<br>8NHP<br>BremerVulkan,Vegesack | | |
| 31910 | —<br>*Elec.light* | SteelSc<br>1*Dk* | 111<br>78<br>20 | | | | | 1907 | Akt.Ges. "Neptun"<br>Rostock | NeueDampfer-Co. Akt.Ges. | 78·6\|19·8\| 9·1<br>H59' | Kiel<br>German | C.2Cy.12$\frac{3}{16}$"&23¼"-13$\frac{13}{16}$"<br>16NHP<br>A.G."Neptun,"Rostock | | |
| 31911 | **Süd Amerika VI.** | SteelSc<br>(*Tug*)<br>1*Dk* | 150<br>140<br>— | | | | | 1911 | Schiffsw(v. J&Sch.)A.G.<br>Hamburg | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 83·3\|23·5\|12·5 | Hamburg<br>German | C.2Cy.16¼"&32¼"-22"<br>41NHP<br>Schwft.(vJ&Sch) AGHam | | |
| 31912 | **Süd Amerika VIII.**<br>*Elec.light* | SteelSc<br>1*Dk* | 199<br>186<br>72 | | | | | 1914 | Schiffsw(v. J.&Sch.)A.G.<br>Hamburg | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 102·7\|25·5\|12·8 | Hamburg<br>German | C.2Cy.17⅗"&34$\frac{3}{10}$"-23⅗"<br>48NHP<br>Schwft.(vJ&Sch)AG Ham | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ✳ 31913<br>220626<br>MBLS | **Sudawsonco** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)2*trBin fore& after holds&Web frames*<br>Wireless | 3545<br>3005<br>2174 | ✠100A1<br>10,20<br>✠LMC10,20<br>*Fitted for oil fuel* 10,20 *F.P. above* 150° F. | NewarkNJ | *v* | CL | 1920<br>10mo | Submarine BoatCorp.<br>Newark, N.J.<br>CP | SubmarineBoat Corporation<br>*CellD* | 324·0<br>P30'B90'F35'<br>FK<br>*B*251'827*tFPT*111*t* | 46·2 | 25·0 | NewYork<br>Utd.States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb HS5800 (*s*) 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. |
| ✳ 31914<br>215591<br>LJQV | **Sudbury** SteelScSr<br>*Elec.light* Sub.Sig. 2*Dks*(*Stl*)<br>Wireless | 5075<br>4306<br>3041<br>BS7,21 | ✠100A1<br>7,21 ~~7,20~~<br>~~BS7,20~~ ✠LMC3,18<br>*WaterTube Boilers*<br>*Fitted for oil fuel* 3,18 *F.P. above* 150°F. | NYk<br>Bal | *y* | CL<br>~~7,20~~<br>7,21 | 1918<br>3mo | Chester S.B.Co.Ld.<br>Chester,Pa.<br>A&CP | ShawmutS.S.Co. (UnitedAmerican Lines,Inc. *Mgrs.*)<br>*Cell* | 384·8<br>P29'B104'F36'<br>FK<br>*DB*320'1157*t FPT* | 51·2 | 27·7 | Boston<br>Utd.States<br>6*BHptCem*<br>98*tAPT*109*t* | 2 Steam Turbines Geared to 1 Sc.shaft (*s*) 483NHP<br>200lb 3B, HS7989<br>WestinghouseMachineCo. Pittsburgh,Pa. |
| 31915<br>115388<br>VRJF | — SteelScSr<br>*ss*Cff No.1-21 *ss*Cff.No.3-10,16<br>(*ex*Southwaite) 1*Dk*(*Irn*)2*trB&deep framing*3*Dk rule*<br>Wireless | 3618<br>3454<br>2333 | ✠100A1<br>12,21 ~~8,20~~<br>~~BS8,20~~ ✠LMC~~10,15~~ 12,21 | Cff | ~~*w*†~~<br>*w* | CL<br>9,20 | 1904<br>5mo<br>*Lloyd* | W.Gray& Co.Ld.<br>WHartlepool<br>'*sA&CP* | AlexanderShippng Co.Ld.(Capper, Alexander&Co. *Mgrs.*) | 343·0<br>P27'B92'F33'<br>*CellDBa*111' FK<br>*uE&B*40'*f*148'948*t* | 49·7 | 24·7 | Cardiff<br>British<br>6*BHCem*<br>*APT*39*t* | T.3Cy.25",40½"&67"-45" (*s*)<br>180lb *80lb* 325NHP<br>2SB,8*rf*,GS134,HS4975<br>Cen.Mar.Eng.Wrks.WHpl. |
| 31916 | **Suddhadib** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Awng dk*(*Teak*)<br>*Cargo battens not fitted in Awng 'tween decks* | 1311<br>1153<br>803 | ✠100A1<br>*Awng dk withfreeboard*<br>~~6,21~~ ~~2,2~~ 4,22 BS12,21<br>~~BS4,21~~ ✠LMC4,18<br>*Fitted for oil fuel* 4,18 *F.P. above* 150° F. | Bgk | *n* | CL<br>~~4,20~~<br>12,21 | 1918<br>4mo<br>*Lloyd* | HongK'ng &Whampoa DockCo.Ld.<br>HongKong<br>'*sA&CP* | SiamSteamNav. Co.Ld.<br>*Cell* | 223·4<br>FK<br>*DB*180'237*tFPT*18*t* | 35·6 | 17·8 | Bangkok<br>Siamese<br>4*BHptCem*<br>*APT*18*t* | T.3Cy.17",27"&44"-30" (*s*)<br>190lb 136NHP<br>2SB,4*cf*,GS89,HS2322<br>HongKong&Whampoa DockCo.Ld. |
| 31917<br><br>KBPN | **Suderö** SteelScSr<br>(*Whaler*)<br>1*Dk* | 115<br>115<br>40 |  |  |  |  | 1902 | Framnes Mek.Værks<br>Sandefjord | HvalfangerA/S Suderö (P.Bogen, *Mgr.*) | 91·0<br>H8*t*<br>*WB* | 18·8 | 12·0 | Trngisvaag Færöerne<br>Danish | I.3Cy.11",18"&29"-20"<br>38NHP<br>AkersMek.Værks.Xia. |
| ✳ 31918<br>220559<br>MBJQ | **Suduffco** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)2*trBin fore& after holds&Web frames*<br>Wireless | 3545<br>3005<br>2174 | ✠100A1<br>9,20<br>✠LMC9,20<br>*Fitted for oil fuel* 9,20 *F.P. above* 150° F | NewarkNJ | *v* | CL | 1920<br>9mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat Corporation<br>*CellD* | 324·0<br>P30'B90'F35'<br>FK<br>*B*251'827*tFPT*111*t* | 46·2 | 25·0 | NewYork<br>Utd.States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb HS5804 (*s*) 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. |
| ✳ 31919<br>220609<br>MBLG | **Sudurco** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)2*trBin fore& after holds&Web frames*<br>Wireless | 3545<br>3005<br>2174 | ✠100A1<br>8,20<br>✠LMC8,20<br>*Fitted for oil fuel* 8,20 *F.P. above* 150° F. | NewarkNJ | *v* | CL | 1920<br>8mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat Corporation<br>*CellD* | 324·0<br>P30'B90'F35'<br>FK<br>*B*251'827*tFPT*111*t* | 46·2 | 25·5 | NewYork<br>Utd.States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb HS5800 (*s*) 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. |
| 31920<br><br>NDJS | **Sudurland** SteelSc<br>(*ex*M.Davidsen)<br>1*Dk&Awng dk* | 209<br>138<br>100 |  |  |  |  | 1891 | Helsingörs Jrnsk.&Mskb<br>Elsinore | Eimskipugfjelag Sudurlund | 126·1 | 20·4 | 9·4<br>16·0 | Reykjavik<br>Icelandic | C.2Cy.22"&41"-21"<br>64NHP<br>HelsingörsJrnsk&Msk.Els |
| ✳ 31921<br>5393<br>JTBR | **Suecia** SteelTwinSc3MstSr<br>*OilEng.*<br>*Elec.light* *ss*Got.No.2-21 ~~*ss*Cpn.No.1-17~~<br>Wireless 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | 3730<br>3353<br>2244 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~6,21~~ ~~6,20~~ 4,22 6,21<br>~~DBS10,20~~ ✠LMC~~10,19~~ DBS6,21 | Mmo<br>~~Got~~ | *x* | ~~7,19~~<br>6,21 | 1912<br>12mo<br>*Lloyd* | Akt.Burmeistr&Wain<br>Copenhagen<br>'*sA&CP* | Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*)<br>*a*69'*uE* | 359·4<br>*WB=CellDB* FK<br>37'*f*212'1138*tFPT* | 51·6 | 22·2 | Stockholm<br>Swedish<br>6*BHAsp*<br>74*tAPT*53*t* | Oil Engines 4S.C.SA<br>16Cy.19$\frac{11}{16}$"-26" 394NHP<br>DB*80lb*<br>Akt.Burmeistr&Wain,Cpn |
| ✳ 31922<br>220011<br>LWMV | **Suedco** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)2*trBin fore& after holds&Web frames*<br>Wireless | 3545<br>3005<br>2174 | ✠100A1<br>12,20<br>BS12,20 ✠LMC6,20<br>*Fitted for oil fuel* 6,20 *F.P. above* 150° F. | Cpn | *v* | CL | 1920<br>6mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat Corporation<br>*CellD* | 324·0<br>P30'B90'F35'<br>FK<br>*B*251'827*tFPT*111*t* | 46·2 | 25·0 | NewYork<br>Utd. States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb HS5804 (*s*) 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. |
| ✳ 31923<br>220247<br>LWTB | **Suelco** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)2*trBin fore& after holds&Web frames*<br>Wireless | 3545<br>3005<br>2174 | ✠100A1<br>8,20<br>✠LMC8,20<br>*Fitted for oil fuel* 8,20 *F.P. above* 150° F. | NewarkNJ | *v* | CL | 1920<br>8mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat Corporation<br>*CellD* | 324·0<br>P30'B90'F35'<br>FK<br>*B*251'827*tFPT*111*t* | 46·2 | 25·0 | NewYork<br>Utd.States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb HS5800 (*s*) 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa |
| 31924 | **Suevia** WoodSc | 353<br>—<br>225 |  |  |  |  | 1919 | Troncoso Sto. Domingo<br>Vigo | P.JañezHermanos | 140·7 | 25·9 | 13·1 | Vigo<br>Spanish | C2Cy.13"&26"-18"<br>24NHP<br>Troncoso,Sto.Domingo, Vigo. |
| 31925<br>113456<br>SFWR | **Suevic** SteelTwinSc4MstSr<br>*Ref.Mchy.* *Elec.light* Sub.Sig. 3*Dks*<br>Wireless | ~~12531~~<br>12636 11235<br>~~8022~~<br>8001 | ✠Lloyd'sRMC~~1,20~~ 3.22 |  |  |  | 1901 | Harland& Wolff,Ld.<br>Belfast | OceanicStmNavCo Ld.(WhiteStar Line) | 550·2<br>pt rebuilt07 | 63·3 | 39·9 | Liverpool<br>British<br>*WB* | Q8Cy22",31½",46"&67"-51"<br>641NHP<br>Harland&Wolff,Ld.Bel. |
| 31926 | **Suevier** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | *5073*<br>*4803*<br>*3154* | ✠100A1<br>9,20<br>✠LMC9,20 | Sld | *y* | CL | 1920<br>9mo<br>*Lloyd* | Bartram& Sons,Ld.<br>Sunderland<br>'*sA&CP* | LloydRoyalBelge Soc.Anon.<br>*CellDB*119' *uE*26' | 400·0<br>P36'B117'F39'<br>FK<br>*f*176'1050*tFPT*135*t* | 52·2 | 28·5 | Antwerp<br>Belgian<br>7*BHCem*<br>*APT*220*t* | T.3Cy.27½",45"&75"-48" (*s*)<br>180lb *120lb* 476NHP<br>3SB,9*cf*,GS204,HS8055<br>J.Dickinson&Sons,Ld.Sld. |
| ✳ 31927<br>25090<br>RMBP | **Suez Maru** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 4646<br>3927<br>3330 | ✠100A1<br>~~6,21~~ ~~10,20~~ 3,22<br>✠LMC~~6,19~~ 6,21 | Sba<br>~~Kob~~ Yka | *x* | CL<br>6,21 | 1919<br>8mo | Uraga DockCo.Ld.<br>Uraga<br>A&CP | KokusaiKisen KabushikiKaisha<br>*CellDB* | 360·0<br>P21'B91'F35'<br>FK<br>291'919*t FPT* 114*t* | 51·2 | 26·1 | Uraga<br>Japanese<br>6*BHCem*<br>*APT*46*t* | T.3Cy.24½",40½"&67"-48"<br>180lb (*s*) 377NHP<br>3SB,9*cf*,GS180,HS6381<br>UragaDockCo.Ld.Uraga |
| ✳ 31928<br>115859<br>TMHQ | **Suffolk** SteelTwinSc4MstSr<br>*ss*Gls.No.3-3,22 ~~*ss*Lon.No.3-7,16~~<br>*Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing&*<br>*Elec.light* Wireless *Shelterdk*(*Stl-ws*) | ~~8838~~<br>~~6565~~<br>~~5714~~<br>8817<br>6565<br>5591 ~~5596~~ | ✠100A1<br>*Shelter dk*<br>3,22 ~~10,19~~<br>✠LMC~~2,21~~ 3,22<br>✠Lloyd'sRMC~~2,21~~ 3,22 | Mch<br>Gls | *d*† | CL<br>~~10,19~~<br>3,22 | 1902<br>7mo<br>*Lloyd* | J.Brown& Co.Ld.<br>Clydebank<br>'*sA&CP* | FederalS.N.Co.Ld.<br>*WB=Cell*<br>*DBa*113'*uE&B* | 460·0<br>FK<br>63'*f*225'1418*tFPT* | 58·2 | 31·2 | London<br>British<br>7*BHCem*<br>124*tAPT*70*t* | T.6Cy.25",42"&69"-48" (*r*)<br>180lb 918NHP<br>5SB,15*cf*,GS295,HS13560 FD<br>JohnBrown&Co.Ld. Clydebank |
| 31929<br>209076<br>LODQ | — SteelScSr<br>*Mchy.Aft* *Elec.light* 1*Dk*<br>Sub.Sig. Wireless | 4718<br>—<br>2868 |  |  |  |  | 1911 | NewYork S.B.Co.<br>Camden,N.J. | CoastwiseTransportationCo. (UnitedAmerican Lines,Inc.*Mgrs.*) | 365·7<br>P79'B17'F34' | 50·1 | 28·1 | Boston<br>Utd.States<br>*WB* | T.3Cy.24¼",38½"&67"-45"<br>301NHP<br>NewYorkSBCo.Camdn NJ |
| 31930<br>105419<br>PDNB | — SteelPadSr<br>1*Dk* | 245<br>155<br>104 |  |  |  |  | 1895 | Earle'sCo. (Lim.)<br>Hull | Gt.EasternRly.Co. | 165·3 | 21·2 | 7·0 | Harwich<br>British | C.2Cy.24"&46"-42"<br>90RHP<br>Earle'sCo.(Lim.),Hull |
| ✳ 31931<br>140511<br>JPTO | **Suffolk Coast** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 870<br>622<br>419 | ✠100A1<br>9,20<br>✠LMC5,17<br>BS11,21 | Lon | *k* | CL<br>6,19 | 1917<br>5mo<br>*Lloyd* | W.Harkess &Son,Ld.<br>Middlesbro'<br>'*sA&CP* | CoastLines,Ld.<br>*CellDB* | 198·0<br>Q111'B13'F25'<br>FK<br>*f*118'166*tFPT*103*t* | 30·7 | 12·5 | Liverpool<br>British<br>3*BHCem*<br>*APT*31*t* | T.3Cy.16",27"&44"-30" (*s*)<br>180lb *100lb* 97RHP<br>1SB,3*pf*,GS59,HS2060<br>McColl&Pollock,Ld.Sld. |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L. R.<br>Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31932<br>35688<br>RPMB | **Sugashima Maru** SteelSc | 1148<br>—<br>656 | | | | | 1919 | ................ | TeikokuKisen KabushikiKaisha | 228·0 | 33·0 | 18·7 | Toba<br>Japanese | | | |
| 31933<br>220888<br>MCDP | **Sugillenco** SteelSc<br>1*Dk*(*Stl*)2*tr B in fore & after holds & Web frames*<br>*Elec.light*<br>Wireless | 3545<br>3005<br>2174 | ✠100A–<br>12,20<br>✠LMC12,20<br>*Fitted for oil fuel* 12,20 *F.P. above* 150°F. | New-arkNJ | | CL | 1920<br>12mo | Submarine BoatCorp.<br>Newark,N.J. | SubmarineBoat Corporation | 324·0<br>P30'B90'F35'<br>FK<br>*CellD B*251'827*tFPT*111*t* | 46·2 | 25·0 | NewarkNJ<br>Utd. States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb HS5800 (*s*)<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | |
| 31934<br>220245<br>LWST | **Suholco** SteelSc<br>1*Dk*(*Stl*)2*trB in fore & after holds & Web frames*<br>*Elec.light*<br>Wireless | 3545<br>3005<br>2174 | ✠100A1<br>~~6,21~~ ~~7,20~~ 4,22<br>✠LMC7,20<br>*Fitted for oil fuel* 7,20 *F.P. above* 150° F. | NYk<br>~~arkNJ~~ | *v* | CL | 1920<br>7mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat Corporation | 324·0<br>P30'B90'F35'<br>FK<br>*CellD B*251'827*tFPT*111*t* | 46·2 | 25·0 | NewarkNJ<br>~~NewYork~~<br>Utd. States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb HS5800 (*s*) 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | |
| 31935<br>120997 | **Sui-An** SteelTwinScSr<br>1*Dk Shade dk & Promenade dk* | 1245<br>688<br>750 | | | | | 1899 | S.C.Farn-ham&Co.Ld.<br>Shanghai | HongKong,Canton &MacaoStm.Boat Co.Ld. | 238·0 | 30·1 | 11·9 | HongKong<br>British | T.6Cy.11″,18″&30″–21″<br>82NHP<br>S.C.Farnham&Co.Ld.Shi. | | |
| 31936<br><br>MCDP | **Sui Cheong** IronSc3MstSr<br>(*ex*Fitzpatrick)<br>*Mchy.Aft*<br>2*Dks & Awngdk* | 1168<br>1144<br>730 | | | ... | | 1869 | Blackwood & Gordon<br>Pt.Glasgow | SuiKeeShppg.Co. | 225·7 | 29·2 | 17·3 | Macao<br>Portuguese | C.2Cy.28½″&56½″–36″<br>NB96 192NHP<br>NDB04*fitted*07<br>Blackwood&Gordon,P.Gls | | |
| 31937<br>120998 | **Sui-Tai** SteelTwinScSr<br>1*Dk Shade dk & Promenade dk* | 1265<br>688<br>765 | | | | | 1899 | S.C.Farn-ham&Co.Ld.<br>Shanghai | HongKong,Canton &MacaoStm.Boat Co.Ld. | 238·0 | 30·1 | 11·9 | HongKong<br>British | T.6Cy.11″,18″&30″–21″<br>82NHP<br>S.C.Farnham&Co.Ld.Shi. | | |
| 31938<br>105883<br>PLTV | **Sui-Wo** SteelTwinScSk<br>1*Dk & 2 Shade dks* | 2672<br>1106<br>1931 | | | | | 1896 | Lon.&Gls. Co.(Lim.)<br>Glasgow | Indo-ChinaSteam Nav.Co. | 290·0<br>B233'F43' | 43·1 | 11·8 | London<br>British | T.6Cy.14″,23″&37″–30″<br>150NHP<br>Lon.&Gls.Co.(Lim.),Gls. | | |
| 31939 | **Suilee Maru** CompScSr<br>(*ex*Sual,*ex*Cebu,*ex*Sual)<br>2*Dks* | 974<br>513<br>765 | | | | | 1873 | J.Riach<br>HongKong | YueshungNav.Co. | 212·5<br>H172*t*<br>len— | 27·6 | 11·0<br>18·8 | Chapu<br>Chinese | C.2Cy.28″&48″–24″<br>94NHP<br>GourlayBros.,Dundee | | |
| 31940<br>128855 | **Suir** IronTwinSc<br>~~*ss*Dub.2ndNo.3–7,12~~<br>~~*ss*Dub.No.2–18~~<br>*ss*Dub.3rdNo,3–1,22 1*Dk* | 58<br>57<br>39 | A–<br>*Barge*<br>*For River purposes only*<br>1,22 ~~11,20~~<br>~~MS12,18~~ | Dub<br>B&MS1,22<br>~~BS11,20~~ | | CL<br>~~SN.~~<br>~~12,18~~<br>P12,18<br>N1,22 | 1892<br>8mo | Ross& Walpole<br>Dublin | A.Guinness,Son& Co.Ld. | 80·2<br>FK<br>*WB* | 15·5 | 5·9 | Dublin<br>British<br>2*BHCem*<br>=*FPT*9*t* | 2Cy.10″–14″ (*s*)<br>100lb 6NHP<br>NB97*refitted*18<br>1SB,1*pf*,GS8,HS407<br>Ross&Walpole,Dublin | 6 ″ 5 | |
| 31941<br>139576<br>THMJ | **Suiyang** SteelScSr<br>2*Dks* | 2590<br>2276<br>1594 | | | | | 1917 | Taikoo Dckyrd&Eng Co.of HKgLd<br>HongKong | ChinaNav.Co.Ld. | 310·3 | 41·2 | 22·4 | London<br>British<br>*WB* | T.3Cy.22″,35″&56″–39″<br>196NHP<br>TaikooD&ECo.of HKg.Ld | | |
| 31942<br>20835<br>NKVL | **Suiyang Maru** SteelTwinSc<br>(*ex*Kinling)<br>*Elec.light* 3*Dks* | 3078<br>—<br>2417 | | | | | 1904 | HongK'ng &Whampoa DockCo.Ld.<br>HongKong | NisshinKisen KabushikiKaisha | 310·0 | 46·2 | 14·2 | Tokio<br>Japanese | T.6Cy.14½″,24″&39″–30″<br>170NHP<br>HongKong&Whampoa DockCo.Ld.HongKong | | |
| 31943<br>23049<br>RCKB | **Suiyo Maru** WoodSc | 1123<br>—<br>654 | | | | | 1918 | ................ | YagiKamesaburo | 212·3 | 32·4 | 18·7 | Hashi-hama<br>Japanese | | | |
| 31944<br><br>HBCL | **Suiza** SteelTwinScSr<br>(*ex*DomingoC.) 1*Dk* | 642<br>499<br>367 | | | | | 1905 | Soc.Eser-cizioBacini<br>Genoa | The Argentine Nav.Co.(Nicolás Mihanovich)Ld. | 205·0 | 33·0 | 10·0 | Bns.Ayres<br>Argentine | T.6Cy.10″,15$\frac{5}{32}$″&25$\frac{2}{5}$″–17$\frac{23}{32}$″<br>55NHP<br>Soc.EsercizioBaciniGenoa | | |
| 31945 | — SteelSc<br>(*Whaler*)<br>(*ex*Salamandre,*ex*Heard) 1*Dk* | 166<br>153<br>56 | | | | | 1912 | Porsgrund Mek.Værks.<br>Porsgrund | Chr.Salvesen&Co. | 104·2<br>H13*t* | 20·1 | 11·9 | Leith<br>British<br>*WB* | T.3Cy.12″,20″&33″–24″<br>53NHP<br>BergensMekVærksBergen | | N |
| 31946<br>220863<br>MOBL | **Sujameco** SteelSc<br>1*Dk*(*Stl*)2*trBin fore & after holds & Web frames*<br>*Elec.light*<br>Wireless | 3545<br>3005<br>2174 | ✠100A1<br>1,21<br>✠LMC1,21<br>*Fitted for oil fuel* 1,21 *F.P. above* 150° F. | New-arkNJ | *v* | CL | 1921<br>1mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat Corporation | 324·0<br>P30'B90'F35'<br>FK<br>*CellD B*251'827*tFPT*111*t* | 46·2 | 25·0 | NewYork<br>Utd.States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb HS5800 (*s*)<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | |
| 31947<br>220993<br>MCJH | **Sujerseyco** SteelSc<br>1*Dk*(*Stl*)2*tr B in fore & after holds & Web frames*<br>*Elec.light*<br>Wireless | 3545<br>3005<br>2174 | ✠100A–<br>2,21<br>✠LMC2,21<br>*Fitted for oil fuel* 2,21 *F.P. above* 150°F. | New-arkNJ | | CL | 1921<br>2mo | Submarine BoatCorp.<br>Newark,N.J. | SubmarineBoat Corporation | 324·0<br>P30'B90'F35'<br>FK<br>*CellD B*251'827*tFPT*111*t* | 46·2 | 25·0 | NewYork<br>Utd. States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb HS5800 (*s*)<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | |
| 31948<br>19048<br>NBHJ | **Suki Maru** SteelScSr<br>*ss*Kob.No.1–20<br>2*Dks*(*Stl*)& *Web frames*<br>*Longitudinal framing*<br>*Elec.light*<br>Wireless | 3162<br>2738<br>1990 | ✠100A1<br>6,20<br>✠LMC~~6,20~~ 8,21 | Kob | | CL<br>6,20 | 1916<br>3mo | OsakaIron Works,Ld.<br>Innoshima<br>A&CP | TatsuumaKisen KabushikiKaisha | 305·0<br>P19'B82'F32'<br>FK<br>*Cell DB* 255' 519*t FPT* | 43·7 | 27·2 | Habu<br>Japanese<br>5*BHCem*<br>76*tAPT*65*t* | T.3Cy.22″,37″&61″–42″ (*s*)<br>180lb 288NHP<br>2SB,6*cf*,GS90,HS3824 FD<br>OsakaIronWorksLdOsaka | 27 ″ 3<br>s 4 ″ 4½<br>23 ″ 2 | |
| 31949 | **Sul America** SteelSc<br>(*Tug*)<br>1*Dk* | 101<br>85<br>31 | | | | | 1902 | Ritchie, Graham& Milne<br>Glasgow | Cia.Docas de Santos | 85·2 | 18·0 | 8·7 | R.Janeiro<br>Brazilian<br>*WB* | C.2Cy.14″&28″–21″<br>30NHP<br>Campbll&Calderwood,Psy | | |
| 31950 | **Sulan** WoodScSr<br>1*Dk* | 119<br>111<br>61 | | | | | 1902 | H.G.Gaus-vig<br>Hardanger | K.Hjalmarsson | 96·5 | 19·3 | 9·6 | Mjöafirdi<br>Iceland | C.2Cy.8″&17½″–12″<br>5NHP<br>RosenbergsMV.Stavanger | | |
| 31951<br>220627<br>MBLT | **Sulanierco** SteelSc<br>1*Dk*(*Stl*)2*trB in fore & after holds & Web frames*<br>*Elec.light*<br>Wireless | 3545<br>3005<br>2174 | ✠100A1<br>10,20<br>✠LMC10,20<br>*Fitted for oil fuel* 10,20 *F.P. above* 150° F. | New-arkNJ | *v* | CL | 1920<br>10mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat Corporation | 324·0<br>P30'B90'F35'<br>FK<br>*CellD B*251'827*tFPT*111*t* | 46·2 | 25·0 | NewYork<br>Utd.States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb HS5800 (*s*) 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31952<br>127573<br>HNPS | **Sulby** SteelScK<br>ssFlt.No.3-6,21 ~~ssFlt.No.2-18~~<br>1Dk | 287<br>251<br>111 | ✠100A1<br>StmTrawler<br>6,21 ~~10,18~~<br>6,21<br>~~BS9,20~~ ✠LMC~~10,19~~ | Flt | | CL<br>10,19 | 1909<br>3mo<br>Lloyd | Smith's DockCo.Ld.<br>NorthShields<br>'sA&CP | WyreSteamTrawlingCo.Ld. (J.N.Ward&Son, Mgrs) | 130·3<br>Q74'F21'<br>BK7½" | 23·0 | 12·7 | Fleetwood<br>British<br>3BHCem | T.3Cy.13",22½"&37"-27" (s)<br>180lb 92RHP<br>1SB,3pf,GS50,HS1625<br>ShieldsEng.Co.Ld.N.Shl. | 13 |
| ※ 31953<br>128006<br>HQBD | **Sulima** SteelSc<br>ssNYk.No.2-18<br>(exBassam) 2Dks(Stl)&deep framing<br>Elec.light &Shelter dk(ptStlptIrn)<br>Sub.Sig. Wireless | 3040<br>2795<br>1909 | ✠100A1<br>Shelter dk<br>withfreeboard<br>7,21 ~~4,21~~ ✠LMC<br>MC6,18 BS1,21 7,22 | Liv | w | CL<br>~~1,21~~<br>~~7,21~~<br>3,22 | 1909<br>11mo<br>Lloyd | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool<br>'sA&CP | British&African S.N.Co. Ld. (Elder, Dempster&Co.,Ld. Mgrs.)<br>CellDBa | 340·3<br>P29'F41'<br>FK<br>102'uE26'f150'593t | 46·0 | 23·0 | Liverpool<br>British<br>6BHCem<br>APT35t | T.3Cy.25",40"&67"-45" (s)<br>180lb 90lb 335NHP<br>2SB,6cf,GS131,HS5299<br>Richardsons,Westgarth&Co.Ld.Hpl. | 25 |
| ※ 31954 | **Sulina** SteelSc<br>OilEng.<br>Elec.light 1Dk(Stl)&Shltr dk(Stl) | ~~2000~~<br>2978<br>2741<br>2321 | ✠100A1<br>Shelter dk<br>withfreeboard<br>9,21<br>~~(ClassContemplated)~~<br>DBS8,22<br>✠LMC9,21 | Mmo | t | CL | 1921<br>9mo | A/BÖresundsvarvet<br>Landskrona | Rederiaktieb. Sverige-Levanten (DanBroström, Mgr.)<br>CellDB260'63tFPT55tAPT62t | ~~301·0~~<br>312·7<br>F32'onShltr dk FK<br>Collision | ~~44·0~~<br>44·5 | ~~28·9~~<br>26·2 | Gothenbrg<br>Swedish<br>ptCem<br>BHtoSh dk<br>4 | Oil Engines4S.C.SA<br>6Cy.24 1/16"-51 1/16" 330NHP<br>DB100lb<br>A/BGötaverken,Got. | 28 |
| 31955<br>Now a Pontoon<br>PFBL | — SteelPad&Sc<br>(Tug&SalvageVessel)<br>(exConstanza) | 195<br>164<br>108 | | | | | 1886 | Ateliers& C.de la Loire<br>Nantes | RoumanianState MaritimeService | 118·1<br>B40' | 19·0 | 10·5 | Constanza<br>Roumanian | C.2Cy.32"&50"-47"<br>143NHP<br>Ateliers&C.delaLoireParis | |
| 31956<br>LBDJ | **Sulöy** SteelScSr<br>(Fishing)<br>Elec.ligh 1Dk | 123<br>120<br>46 | | | | | 1920 | Rosenbergs Mek.Værks.<br>Stavanger | E.O.Gotten | 98·2 | 19·8 | 9·9 | Aalesund<br>Norwegian | C.2Cy.10½"&23"-18"<br>16NHP<br>RosenbergsMV.Stavanger | |
| 31957<br>895<br>HBCQ | **Sultan** IronSc<br>PetrolMotor | 121<br>—<br>92 | | | | | 1889 | ………………… | Soc.deFundicion deGuayacan | ………………… | | | Guayacan<br>Chilian | Petrol Motor | |
| ※ 31958<br>TJBC | **Sultan van Koetei** SteelScSr<br>ssHKg.No.3-8,17<br>Elec.light 1Dk(ptIrn&ptStl)<br>Mchy.Aft &Webframes&Trunkdk(Stl) | 2092<br>1441<br>1114 | ✠100A1<br>Trunk dk<br>10,20<br>BS5,21<br>~~BS4,20~~ ✠LMC8,17<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 12,04 F.P. above 150°F. | Shi | q | CL<br>~~4,20~~<br>12,21 | 1904<br>12mo<br>Lloyd | Nederl. Schps.Maats<br>Amsterdam<br>'sA&CP | BataafschePetroleumMaats. | 241·0<br>P68'F43'<br>FK<br>WB=CellDBuE&B46'70tFPT103tAPT37t | 41·9 | 18·7 | Batavia<br>Dutch<br>11BHCem | T.3Cy.20½",32½"&58 1/16"-35½"<br>180lb 80lb (s) 150NHP<br>1SB,3cf,GS48,HS1689 FD<br>NedFb.v.Wrk&Spoor.Ams | 19 |
| 31959<br>PTBD | **Sultan van Langkat** StlScSr<br>ssDun.No.3-2,03<br>Elec.light Mchy.Aft ssSng.No.3-1,15<br>ssRot.No.1-20<br>1Dk(Stl)&Spar dk(Stl)&Web frames | 3150<br>2433<br>2264 | ✠100A1<br>Spar dk<br>3,22 ~~12,20~~<br>✠LMC7,20<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 4,98 F. P. above 150°F.<br>BS6,21 | Ham<br>Ams | u | CL<br>~~7,20~~<br>3,22 | 1898<br>4mo | SirJ.Laing<br>Sunderland<br>A&CP | N.V.Scheepvaart Maats.Palmlijn(NV AlgemeenVrachtkantoor, Mgrs.)<br>WB=CellDBuE&B54'114tDTf20'273tFPT84tAPT58t | 335·0<br>P&B250'F29' 22·7<br>len03 FK | 39·5 | 15·5 | Amstrdam<br>Dutch<br>10BHCem | T.3Cy.22",34"&57"-42" (s)<br>160lb ~~70lb~~ 303NHP<br>2SB,6cf,GS150,HS5129<br>G.Clark,Ld.Sunderland | 23 |
| 31960<br>117124 | **Sultana** SteelScSr<br>Elec.light 1Dk2trB<br>Mchy.Aft | 3914<br>—<br>2850 | | | | | 1902 | Superior S.B.Co.<br>W.Superior, Wis. | DuluthS.S.Co. (G.A.Tomlinson, Mgr.) | 362·0<br>F44' | 48·0 | 24·0 | Duluth, Minn.<br>Utd.States<br>WB | T.3Cy.20",33"&54"-40"<br>184NHP<br>SuperiorS.B.Co. | |
| ※ 31961<br>136777<br>JHTK | **Sultania** SteelSc<br>ssBkn.No.3-11,18<br>(exKerman,exFürth) 2Dks(Stl-Uptws)<br>Elec.light deepframing lower dk<br>Wireless in Nos.1&3 holds | 4397<br>3946<br>2758 | ✠100A1<br>6,21 ~~7,20~~<br>✠LMC7,20<br>BS6,21 | Nwc<br>Bom | y | CL<br>7,20 | 1907<br>8mo<br>Lloyd | FlensburgerSchiffsb.Ges.<br>Flensburg<br>'sA&CP | PersianGulfSteamNav.Co.Ld.<br>CellDBa122'uE&B42'f175'1040t | 389·0<br>P&B315'F50'<br>FK | 51·0 | 25·2 | London<br>British<br>7BHAsp | T3Cy.27¾",46¼"&76"-48" (s)<br>180lb 473NHP<br>3SB,9cf,GS147,HS6255 FD<br>FlensburgerSchiffsb.Ges. | 27 |
| 31962<br>132899 | **Suma** SteelScK<br>ssCff.No.1-20<br>Elec.light 1Dk | 284<br>253<br>112 | ✠100A1<br>StmTrawler<br>6,20<br>BS10,21<br>~~BS6,20~~ ✠LMC4,19 | Cff | | CL<br>4,19 | 1914<br>4mo<br>Lloyd | Smith's DockCo.Ld.<br>Middlesbro'<br>'sA&CP | Neale&West,Ld. | 128·8<br>Q76'F23'<br>BK7½" | 23·5 | 12·8 | Cardiff<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 87RHP<br>1SB,3pf,GS50,HS1585<br>Smith'sDockCo.Ld.Mdb. | 13 |
| 31963<br>9481<br>JSRM | **Suma Maru** SteelScSr<br>ssKob.2ndNo.3-8,17<br>(exMutual) 1Dk(Irn)&Webframes&<br>ptAwngdk(Irn) | 2178<br>1528<br>1619 | ✠ ~~—~~<br>9,21<br>pt Awng dk<br>withfreeboard<br>~~✠LMC4,20~~ | Kob | r | 5,19 | 1892<br>9mo<br>Lloyd | T.Turnbull &Son<br>Whitby<br>'sA&CP | S.Oiye<br>WB= | 271·5<br>P29'Q70'<br>ptAwngdk173' FK<br>DBa82'f104'486t | 40·8 | 17·8 | Nishinomiya<br>Japanese<br>5BHCem | T.3Cy.21",34"&56"-36" (s)<br>160lb 80lb NDB05 187NHP<br>2SB,4cf,GS60,HS2780<br>Blair&Co.Ld.Stockton | 19 |
| 31964<br>1484<br>HKGL | — SteelScSr<br>ssKob.No.3-4,08<br>ssKob.No.1-11<br>1Dk(Stl)&Webframes<br>&Spar dk | 1537<br>1348<br>919 | ✠<br>Spar dk<br>withfreeboard<br>10,14<br>✠ | Kob | p | | 1895<br>4mo | MitsuBishi Dockyard& EngineWks<br>Nagasaki | OsakaShosen KabushikiKaisha<br>WB= CellDBa53'uE&B44'f93'254tFPT65tAPT27t | 250·7<br>P17'B52'F29' 20·0<br>BK8" | 33·0 | 13·5 | Osaka<br>Japanese<br>6BHCem | T.3Cy.18½",30"&49½"-36"<br>160NHP<br>2SB,6cf,GS87,HS2701<br>MitsuBishiDkyd&E.Wks, Nag. | 22 |
| ※ 31965<br>220532<br>MBJC | **Sumanco** SteelSc<br>Elec.light 1Dk(Stl)2trBin fore&<br>Wireless after holds&Web frames | 3545<br>3005<br>2174 | ✠100A1<br>9,20<br>✠LMC9,20<br>Fitted for oil fuel 9,20 F.P. above 150° F. | Newark, N.J. | v | CL | 1920<br>9mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat Corporation<br>CellDB251'827tFPT111tAPT69t | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewYork<br>Utd.States<br>6BHptCem | 1 Geared Steam Turbine<br>200lb HS5800 (s) 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric&Mfg.Co.Essington,Pa. | 28 |
| 31966<br>PTFB | **Sumatra** SteelSc2TwnMsts<br>Elec.light Wireless 3Dks | 5850<br>5626<br>3761 | | | | | 1907 | Kon.Maats deSchelde<br>Flushing | Stoomv.Maats. "Nederland" | 394·5 | 51·4 | 34·4 | Amstrdam<br>Dutch<br>WB | T.3Cy.26½",43"&72"-48"<br>385NHP<br>Maats.deSchelde,Flushing | |
| ※ 31967<br>5647<br>JVCL | — SteelScSr<br>ssGot.No.3-11,19<br>2Dks(Stl)&Shelter dk(Stl-ws)<br>Elec.light Wireless CruiserStern<br>Cargobattens not fitted in Shltr 'tween dks | 6840<br>4964<br>5063 | ✠100A1<br>Shelter dk<br>withfreeboard<br>9,21 ~~3,21~~<br>BS9,21<br>~~BS10,20~~ ✠LMC11,19 | Ham<br>Got | a† | CL<br>~~11,19~~<br>9,21 | 1914<br>9mo<br>Lloyd | Earle'sCo. Ld.<br>Hull<br>'sA&CP | A/BSvenska OstasiatiskaKomp (Dan.Broström, Mgr.) | 425·0<br>WB=CellDBa FK<br>124'uE27'f212'1088t | 53·8 | 26·7 | Gothenbrg<br>Swedish<br>7BHCem<br>APT37t | T.3Cy.27",45"&75"-51" (s)<br>180lb 512NHP<br>3SB,9cf,GS189,HS7149 FD<br>Earle'sCo.Ld.Hull | 29 |
| 31968<br>252<br>SKJP | — IronScBg<br>Wireless 2ndSurvey,80<br>(exHumboldt) Elec.light 2Dks&Spar dk | 1856<br>—<br>1147 | ✠<br>7,80 | Gen | Lv | | 1871<br>4mo | TROswald &Co.<br>Sunderland | SocietàMarittima Italiana | 282·1<br>H50t | 36·1 | 26·1 | Genoa<br>Italian | 2Cy.35"&66"-36"<br>NB95 218NHP<br>Cmp.80Odero&Ferro,Sesti | |
| 31969<br>TJBD | — SteelScSr<br>(exSabineRickmers)<br>CarryingPetroleum in bulk 2Dks<br>Elec.light Fitted for oil fuel | 950<br>—<br>578 | | | | | 1894 | Rickmers Akt.Ges.<br>Geestemünde | Nederl.-Indische Tankstoomboot Maats. | 200·0 | 30·6 | 20·9 | Batavia<br>Dutch<br>WB | T.3Cy.17¾",28"&44½"-27½"<br>104NHP<br>H.Paucksch,Landsberg | |
| 31970 | — SteelScSr<br>1Dk | 584<br>413<br>407 | | | | | 1889 | G.Howaldt<br>Kiel | Norddeutscher Lloyd | 171·4<br>P16'F30' | 27·7 | 12·1 | Bremen<br>German | T.3Cy.14",22"&37"-20"<br>61NHP<br>GebrüderHowaldt,Kiel | |

| No. in Book. Official No. Code Letters. | Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. Under deck. Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built. When | By Whom Where | Owners. | Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31971<br>21403<br>NPJG | **Sumatra Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>Wireless | 5863<br>5586<br>4272 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>~~10,20~~<br>12,21<br>✠LMC10,20 | Kob<br>NYk | *y* | 9,20 | 1917<br>12mo | Kawasaki<br>DockydCoLd<br>Kobe<br>*Lloyd'sA&CP* | OsakaShosen<br>KabushikiKaisha<br>*CellDB* | 385·1<br>334' 1118*t FPT*126*t* | 51·0 | 36·0<br>FK | Osaka<br>Japanese<br>6*BHCem*<br>*APT*93*t* | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 440NHP<br>2SB&1AuxSB,*8cf*,GS154,<br>HS5741 FD<br>KawasakiDkydCoLdKobe | 36 ″ 0<br>s9 ″ 3½<br>27 ″ 1 | |
| 31972<br>9159<br>JRTW | **Sumaura Maru** IronScBn<br>*ss*Nwc.No.3-9,96<br>(*ex*Ranmoor) *ss*Bly.No.1-01<br>2*Dks*(1*Irn*)&*Webframes* | 2113<br>1999<br>1256 | ✠<br>5,04<br>✠ | Nwc | | | 1883<br>7mo | E.Withy&<br>Co.<br>W Hartlepool | TowaKisen<br>KabushikiKaisha | 285·0<br>P28'B72'F32'<br>BK9½"<br>*WB*=*DBa* | 36·1 | 24·1 | Susami<br>Japanese<br>5*BHCem*<br>80'*f*102'316*t* | C.2Cy.36"&67"-36"<br>NDB96 224NHP<br>1DB,*6pf*,GS90<br>T.Richardson&Sons,Hpl. | 25 ″ 3 | |
| 31973<br>1170<br>HGWL | **Sumidagawa Maru** IronScSr<br>(*ex*Herongate) 1*Dk*(*Irn*)&*Awngdk* | 743<br>—<br>421 | ✠<br>3,90 | Lon | *h* | | 1887<br>4mo | ShortBros.<br>Sunderland | KitaNipponKisen<br>KabushikiKaisha | 186·0<br>BK7" | 25·1 | 19·3 | Osaka<br>Japanese<br>4*BHCem* | T.3Cy.15",25"&40"-27"<br>NB05 83NHP<br>J.Dickinson,Sunderland | | |
| 31974<br>9920<br>JVTH | **Sumino-o Maru** IronSc3MstSr<br>*ss*Nwc.2ndNo.3-6,01<br>(*ex*Newmarket,*ex*ErasmusWilson)<br>*Mchy.Aft Well deck* 1*Dk*2*trB* | 786<br>—<br>464 | ✠<br>6,04 | Lon | *l* | | 1876<br>3mo | E.Withy&<br>Co.<br>W Hartlepool | HanjiMagosaiji | 199·0<br>Q104'B11'F29'<br>BK7½"<br>*WB*=*DBa*112 | 30·1 | 12·8 | Nishino-miya<br>Japanese<br>4*BHCem* | C.2Cy.27"&50½"-33"<br>110NHP<br>1SB,*4pf*,GS43,HS1675<br>Blair&Co.Ld.Stockton | 15 ″ 2 | |
| 31975<br>19981<br>NGHS | **Suminoye Maru** WoodSc | 459<br>—<br>330 | | | | | 1918 | ……………… | TanakaYogoro | 158·0 | 25·7 | 14·7 | Otaru<br>Japanese | | | |
| 31976<br>1954<br>HMFR | **Sumitoku Maru** WoodAuxScSr | 180<br>—<br>125 | | | | | 1897 | ……………… | Hakama<br>Shin-ichiro | 104·6 | 21·6 | 11·4 | Nishino-miya<br>Japanese | | | |
| 31977<br>25503<br>RNSP | **Sumiyoshi Maru** WoodSc | 992<br>—<br>591 | | | | | 1919 | ……………… | SanseiKisen<br>KabushikiKaisha | 200·0 | 33·5 | 17·9 | Amagasaki<br>Japanese | | | |
| 31978<br>22943<br>NWRK | — WoodSc | 841<br>—<br>559 | | | | | 1918 | ……………… | OtsuboTomijiro | 197·5 | 31·0 | 16·8 | Fushiki<br>Japanese | | | |
| 31979<br>17345<br>MNTP | **Sumiyoshi Maru No. 2** Wood AuxScSr | 241<br>—<br>187 | | | | | 1916 | ……………… | B.Hayashi | 113·6 | 24·0 | 14·1 | Osaka<br>Japanese | | | |
| 31980<br>219711<br>LVTP | **Summerleaf** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>Wireless Sub.Sig. | 6141<br>5117<br>3796 | | | … | | 1920 | Merchant<br>S.B.Corp.<br>Chester,Pa. | UnitedStates<br>ShippingBoard | 400·7<br>P36'B126'F43'<br>FK | 54·2 | 30·1 | Phldlphia<br>Utd.States<br>*Wb* | 2 Steam Turbines geared<br>to 1 Sc Shaft 587NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 32 ″ 9 | |
| 31981<br>203923<br>KVWH | **Sun** SteelScSr<br>*ss*N.Ns.No.3-2,19<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* Wireless | 4837<br>4573<br>3501 | ✠100A1<br>~~7,21 11,20~~ 11,21<br>~~BS4,20~~ ✠LMC2,19<br>*Carrying Petroleum in bulk F. P. above* 150°F.<br>*Fitted for oil fuel* 5,19<br>BS7,21 | NNs<br>Phl | *y* | CL<br>11,20 | 1907<br>4mo | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews<br>A&CP | SunCompany,Inc.<br>*WB*=*CellDBuE*& | 382·0<br>P77'B25'F33'<br>FK<br>*B*~~79' 212t~~ *FPT*130*t*<br>63 149*t* | 49·9 | 29·0 | Phildlphia<br>Utd.States<br>~~11*BHCem*~~<br>*APT*762*t*<br>12*BHCem* | T3Cy.24½",43½"&72"-48"(*s*)<br>190lb 487NHP<br>3SB,*12cf*,GS260,HS8659<br>NewportNewsSB&DD.Co. | 30 ″ 3<br>s7 ″ 5<br>23 ″ 2 | |
| 31982<br>120665<br>HGFO | -- SteelScK<br>*ss*Lon.No.3-10,18<br>1*Dk*(*Stl*) | 130<br>116<br>3 | ✠100A1<br>*For towing purposes*<br>10,18 LMC10,18<br>✠NB02*fitted*05 ~~BS2,21~~<br>BS12,21 | Lon | | 2,21 | 1906<br>2mo | R.Cock&<br>Sons<br>Appledore<br>*Lloyd'sA&CP* | W.H.J.Alexander | 87·3<br>BK6"<br>*WB* | 22·3 | 10·5 | London<br>British<br>4*BHCem*<br>=*FPT*2*t* | T.3Cy.14",21½"&34½"-24"<br>160lb 99RHP<br>J.Stewart&Son,Ld.Lon. | | |
| 31983<br>98714 | **Sun-Flame** IronScK<br>(*ex*Majestic)<br>1*Dk* | 152<br>145<br>61 | ✠<br>*StmTrawler*<br>6,93 ✠ | Liv | | | 1891<br>1mo | Cochrane,<br>Cooper&<br>Schofield<br>Beverley | GreatYarmouth<br>StmTrawlers,Ltd.<br>(GH Hansell,*Mgr*) | 105·4<br>BK7½" | 24·0 | 11·0 | Yarmouth<br>British<br>3*BHCem* | T.3Cy.12½",19½"&31½"-22½"<br>50RHP<br>1SB,*2cf*,GS29,HS780<br>C.D.Holmes&Co.Ld.Hull | 11 ″ 10 | |
| 31984 | **Sun On** WoodSc<br>(*ex*WoPing) 1*Dk*&*Shadedk* | *202*<br>*167*<br>*134* | | | | | 1885 | Kwong<br>TuckCheong<br>HongKong | SinHunTing | 142·5<br>len05 | 22·8 | 8·1 | Canton<br>Chinese | C.2Cy.12½"&26"-18"<br>31RHP<br>TungTai,HongKong | | |
| 31985<br>Lost<br>MCEA | **Sun Tak** SteelTwinScSr<br>*ss*Shi.No.3-6,96<br>(*ex*Hué,*ex*Wo-Ning, *ss*H.Kg.No.2-05<br>*ex*Smith,*ex*Martha,*ex*Smith)<br>*Elec.light*<br>2*Dks*(1*ptStl*) | *1394*<br>*1015*<br>*703* | ✠<br>*ptShade dk*<br>*withfreeboard*<br>4,10 ✠ | HKg | *p* | | 1888<br>6mo | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | TungHingS.S.Co.<br>(J.R.Braga,*Mgr*.) | 250·5<br>F46'<br>FK | 34·2 | 18·0 | Macao<br>Portuguese<br>5*BHCem* | T.6Cy.19",30"&50"-33"<br>287NHP<br>2DB,*12pf*,GS198<br>Hwthrn,Leslie&CoLdNwc | 19 ″ 0 | |
| 31986<br>129010<br>HPDV | **Sun II.** SteelScK<br>*ss*Hul.No.3-11,20<br>1*Dk*(*Stl*) | 199<br>171<br>34 | ✠100A1<br>*Fortowing purposes*<br>6,21 ~~11,20~~ ✠LMC11,20<br>BS2,22 | ~~Hul~~ Lon | | N11,20 | 1909<br>6mo | Earle'sCo.<br>Ld.<br>Hull<br>*Lloyd'sA&CP* | W.H.J.Alexander | 100·0<br>BK7"<br>*WB*=*DTf*4'7*tFP* | 25·6 | 11·3 | London<br>British<br>4*BHCem*<br>*T*5*tAPT*4*t* | T.3Cy.15",24"&40"-27" (*s*)<br>180lb 98RHP<br>1SB,*2cf*,GS50,HS1636<br>Earle'sCo.Ld.Hull | 12 ″ 0<br>s1 ″ 5½<br>11 ″ 3 | |
| 31987<br>129020<br>HPGW | **Sun III.** SteelScK<br>*ss*Hul.No.3-10,20<br>1*Dk*(*Stl*) | 197<br>171<br>35 | ✠100A1<br>*Fortowing purposes*<br>10,20 ✠LMC10,20<br>BS2,22 | Hul | | N10,20 | 1909<br>7mo | Earle'sCo.<br>Ld.<br>Hull<br>*Lloyd'sA&CP* | W.H.J.Alexander | 100·0<br>BK7"<br>*WB* = *DTf*4'7*tFP* | 25·6 | 11·3 | London<br>British<br>4*BHCem*<br>*T*5*tAPT*4*t* | T.3Cy.15",24"&40"-27" (*s*)<br>180lb 98RHP<br>1SB,*2cf*,GS50,HS1636<br>Earle'sCo.Ld.Hull | 12 ″ 0<br>s1 ″ 5½<br>11 ″ 3 | |
| 31988<br>139075<br>JLQT | **Sun IV.** SteelScK<br>*ss*Lon.No.1-19<br>1*Dk*(*Stl*) | 200<br>189<br>65 | ✠100A1<br>*For towing purposes*<br>3,22 ~~4,21~~ ✠LMC9,19<br>BS1,22 | Lon | | 4,21 | 1915<br>8mo | Earle'sCo.<br>Ld.<br>Hull<br>*Lloyd'sA&CP* | W.H.J.Alexander | 105·0<br>BK7"<br>*WB*=*DTf*4'7*tFPT*6*t* | 25·5 | 12·4 | London<br>British<br>4*BHCem*<br>*APT*6*t* | T.3Cy.15½",24"&40"-27" (*s*)<br>180lb 80RHP<br>1SB,*2cf*,GS54,HS2025<br>Earle'sCo.Ld.Hull | 13 ″ 0<br>s1 ″ 6<br>12 ″ 3 | |
| 31989<br>139071<br>JLQB | **Sun V.** SteelScK<br>*ss*Lon.No.1-19<br>1*Dk*(*Stl*) | 200<br>189<br>65 | ✠100A1<br>*For towing purposes*<br>3,21 ✠LMC10,19<br>BS12,21 | Lon | | 3,21 | 1915<br>7mo | Earle'sCo.<br>Ld.<br>Hull<br>*Lloyd'sA&CP* | W.H.J.Alexander | 105·0<br>BK7"<br>*WB*=*DTf*4'7*tFP* | 25·5 | 12·4 | London<br>British<br>4*BHCem*<br>*T*6*tAPT*6*t* | T.3Cy.15½",24"&40"-27" (*s*)<br>180lb 80RHP<br>1SB,*2cf*,GS54,HS2025<br>Earle'sCo.Ld.Hull | 13 ″ 0<br>s1 ″ 6<br>12 ″ 3 | |
| 31990<br>93654<br>TWPK | **Sun VI.** SteelSc<br>*ss*Hul.No.3-3,15<br>*ss*Lon.No.1-20<br>(*ex*Conservator) 1*Dk*(*Irn*) | 139<br>123<br>17 | ✠100A1<br>9,20<br>✠LMC~~5,20~~<br>12,21 | Lon | | ~~9,18~~<br>12,21 | 1902<br>11mo | Allsup& Co<br>Ld.<br>Preston<br>*Lloyd'sA&CP* | W.H.J.Alexander | 90·0<br>BK6" | 19·6 | 10·1 | London<br>British<br>4*BHAsp* | C.2Cy.17"&35"-24" (*s*)<br>130lb 80RHP<br>1SB,*2cf*,GS45,HS1243<br>Allsup&Co.Ld.Preston | 11 ″ 0 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ※ 31991<br>142325<br>JSPL | **Sun VII.** **SteelScSr**<br>1*Dk*(*Stl*) | 202<br>190<br>68 | ✠100A1<br>*For towing purposes*<br>4,21<br>BS12,19 ✠LMC3,18 | Lon | | 12,19 | 1917<br>12mo<br>*Lloyd* | RennieFor-<br>restt SBCoLd<br>Wivenhoe<br>*'sA&CP* | W.H.J.Alexander | 105·2\|25·5\|12·2<br>BK6¾"<br>*FPT* | London<br>British<br>4*BHCem*<br>4t *APT*4t | T.3Cy.15½",24"&40"-27" (s)<br>180lb 90RHP<br>1SB,2*cf*,GS54,HS2025<br>Earle'sCo.Ld.Hull | 13<br>1 · 4<br>12 |
| 31992<br>143951 | **Sun VIII.** **SteelSc**<br>1*Dk*(*Stl*) | 196<br>182<br>— | ✠100A1<br>*For towing purposes*<br>6,21 ~~12,19~~<br>✠LMC12,19<br>BS2,22 | Lon | | | 1919<br>12mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>*'sA&CP* | W.H.J.Alexander | 100·3\|25·6\|11·8<br>BK7"<br>*DTf*4'4t*FPT*6t | London<br>British<br>4*BHCem*<br>*APT*3t | T.3Cy.15",24"&40"-27" (s)<br>180lb 99RHP<br>1SB,2*pf*,GS52,HS1925<br>Earle'sCo.Ld.Hull | 12<br>1 · 4<br>12 |
| 31993<br>144405<br>KDVW | **Sun IX.** **SteelSc**<br>1*Dk*(*Stl*) | 196<br>182<br>— | ✠100A1<br>*For towing purposes*<br>6,21 ~~7,20~~<br>✠LMC2,20<br>BS1,22 | Lon | | | 1920<br>1mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>*'sA&CP* | W.H.J.Alexander | 100·3\|25·6\|11·8<br>BK7"<br>*DTf*4'4t*FPT*6t | London<br>British<br>4*BHCem*<br>*APT*3t | T.3Cy.15",24"&40"-27" (s)<br>180lb 99RHP<br>1SB,2*pf*,GS52,HS1925<br>Earle'sCo.Ld.Hull | 12<br>1 · 4<br>12 |
| 31994<br>144657<br>KGJP | **Sun X.** **SteelSc**<br>1*Dk*(*Stl*) | 196<br>182<br>— | ✠100A1<br>*For towing purposes*<br>6.21 ~~7.20~~<br>✠LMC7,20<br>BS2,22 | ~~Hul~~ Lon | | | 1920<br>1mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>*'sA&CP* | W.H.J.Alexander | 100·3\|25·6\|11·8<br>BK7"<br>*DTf*4'4t*FPT*6t | London<br>British<br>4*BHCem*<br>*APT*3t | T.3Cy.15",24"&40"-27" (s)<br>180lb 99RHP<br>1SB,2*pf*,GS52,HS1925<br>Earle'sCo.Ld Hull | 12<br>1 · 4<br>12 |
| ※ 31995<br>143454<br>KCSQ | **Sunbank** **SteelScSr**<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | ~~3099~~ 3103<br>2889<br>~~1859~~<br>1862 | ✠100A1<br>~~[illegible]~~ 1,21 12,21<br>~~MBS1,21~~ ✠LMC10,19<br>MBS12,21 | Cff<br>N1Bom | *v* | CL<br>8,21 | 1919<br>10mo<br>*Lloyd* | Burntislnd<br>S.B.Co.Ld.<br>Burntisland<br>*'sA&CP* | SunShippingCo.<br>Ld.(MitchellCotts<br>&Co.*Mgrs.*)<br>*CellD* | 331·6\|46·7\|24·8<br>P32'B99'F29'<br>FK<br>B278'733t*FPT*160t | London<br>British<br>5*BHCem*<br>*APT*134t | T.3Cy.25",41"&68"-45" (s)<br>180lb *100lb* HS8289 513NHP<br>3 Water Tube Boilers FD<br>Douglas&Grant,Ld.<br>Kirkcaldy | 27<br>5<br>22 |
| 31996<br>218961<br>LTBJ | **Sunbeam** **SteelSc**<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless Sub.Sig. | 6664<br>6112<br>4148 | ✠100A1<br>~~7,21~~ ~~11,20~~ 11,21<br>✠LMC10,19<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 10,19 *F.P. above* 150° F. | NYk<br>Phl | *b*† | CL<br>~~2,20~~<br>N 7,21 | 1919<br>10mo | SunS.B.<br>Co.<br>Chester,Pa.<br>A&CP | SunCompany,Inc.<br>*CellDBuE&B*60'<br>259t*DTf*40'552t | 429·3\|59·2\|31·4<br>P133'B36'F40'<br>FK<br>*FPT*222t*APT*57t | Phildlphia<br>Utd.States<br>17*BHptCem*<br>13 ,, *toUdk*<br>4 ,, ,,*2nd*,, | T.3Cy.27",45½"&76"-51" (r)<br>190lb 612NHP<br>3SB,9*cf*,GS207,HS9198 FD<br>SunS.B.Co.Chester,Pa. | 33<br>8<br>25 |
| 31997<br>6286<br>KCMR | — **WoodAuxSc3MstSr**<br>*OilEng.*<br>(*ex*Sailing vessel,*ex*Harelda) 1*Dk*<br>(*See Sailing Ship Register*) | 370<br>313<br>269 | | | | | 1919 | ..................<br>Haraldsby<br>Åland | A/B R.Sundblom<br>&Co. | 135·8\|33·6\|12·4<br>Q22tH44t | Stockholm<br>Swedish | OilEngines 2Cy.14⅜"-15"<br>2S.C.SA 26NHP<br>E*made&fitted*20<br>A/B.J.V.Svenson,Motorf.<br>Skm. | |
| 31998<br>97554 | — **IronScK**<br>(*Trawler*)<br>1*Dk* | 133<br>125<br>49 | | | ... | | 1891 | Hawthorns<br>&Co.<br>Leith | ~~D.J.McKinnon&Son~~<br>D J McKinnon,Jnr | 100·0\|20·1\|10·1<br>F12'<br>BK7" | Dundee<br>British<br>*WB* | C.2Cy.17"&34"-22"<br>48RHP<br>Hawthorns&Co.,Leith | 11 |
| 31999 | **Sunburst** **SteelScK**<br>1*Dk*(*Stl*)<br>Now named "Boy Andrew," See No. [illegible] in Supplement | 97<br>96<br>33 | ✠100A1<br>*For Fishing purposes*<br>11,18<br>✠LMC11,18 | Abn | | CL | 1918<br>11mo<br>*Lloyd* | JohnLewis<br>&Sons,Ld.<br>Aberdeen<br>*'sA&CP* | ~~TheAdmiralty.~~<br>W Smith | 85·8\|18·6\|9·2<br>BK7½" | British<br>3*BHCem* | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>JohnLewis&SonsLd.Abn. | 10 |
| ※ 32000<br>144291<br>KDLM | **Suncliff** **SteelScSr**<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 3103<br>2889<br>1865 | ✠100A1<br>~~7,21~~ 1,21 2,22<br>MBS1,21 ✠LMC12,19<br>*Fitted for oil fuel* 2,20 *F.P. above* 150° F. | Sws<br>PNl | *v* | CL<br>N5,20 | 1919<br>12mo<br>*Lloyd* | Burntislnd<br>S.B.Co.Ld.<br>Burntisland<br>*'sA&CP* | SunShippingCo.<br>Ld.(Mitchell<br>Cotts&Co.*Mgrs.*)<br>*CellD* | 331·6\|46·7\|24·8<br>P32'B99'F29'<br>FK<br>B278' 733t *FPT*160t | London<br>British<br>5*BHCem*<br>*APT*134t | T.3Cy.25",41"&68"-45" (s)<br>180lb *100lb* HS8289 513NHP<br>3 Water Tube Boilers FD<br>Douglas&Grant,Ld.<br>Kirkcaldy | 27<br>5<br>22 |
| 32001<br>MCJK | **Sund** **IronScSr**<br>(*ex*Georgia,*ex*<br>Isle of Georgia) *Well deck* 1*Dk*2*trB* | 1225<br>994<br>751 | | | ... | | 1885 | JReadhead<br>&Co.<br>S.Shields | A/S Sjöfart<br>(S.O.Stray&Co.<br>A/S,*Mgrs.*) | 235·0\|34·1\|17·0<br>Q87'B55'F27'<br>BK8½" | Xiansand<br>Norwegian<br>*WB* | C.2Cy.28"&53"-36"<br>133NHP<br>J.Readhead&Co.S.Shl. | 18 |
| 32002 | — **SteelScSr**<br>*Mchy.Aft* 1*Dk* | 113<br>97<br>26 | | | | | 1914 | Sunds<br>BruksWerk-<br>städer&Slip<br>Sundsvall | SundsAktieb.<br>(H.E.Hammar-<br>berg) | 85·7\|21·0\|10·8<br>H15t | Sund<br>Swedish | C.2Cy.24⅝"&15⅛"-20"<br>9NHP<br>SundsBruksWerkst.&Slip<br>Sundsvall | |
| 32003<br>110397 | **Sunda** **SteelSc**<br>(*Tug*)<br>1*Dk* | 120<br>109<br>23 | | | | | 1899 | NewHar-<br>bourDockCo.<br>Ld.Singapore | SingaporeHarbour<br>Board | 95·3\|19·5\|11·0 | Singapore<br>British<br>*WB* | C.2Cy.19"&36"-18"<br>E.*blt*.76,*fitted*99 55RHP<br>B.*blt*.87,*fitted*99<br>D.Rowan,Glasgow | |
| 32004<br>219323<br>LVBC | **Sundance** **SteelSc**<br>*Elec.light* 2*Dks*<br>Sub.Sig. Wireless | 5590<br>4598<br>3453 | | | | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0\|54·2\|27·8<br>P39'B121'F43' | Phildlphia<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 32005<br>MBPH | **Sunde** **IronScSr**<br>(*Trawler*)<br>(*ex*Langevaag,*ex*Reform) 1*Dk* | 130<br>129<br>49 | | | | | 1869 | Reiherst'g<br>Schiffsw.<br>Hamburg | Chr.Bjelland&Co. | 90·5\|18·6\|10·3 | Stavanger<br>Norwegian | C.2Cy.17½"&28¼"-24"<br>NB86 33NHP<br>Reiherst.Maschinenf.Ham | |
| 32006<br>132080<br>JKBR | **Sunderland** **SteelScSr**<br>*ss*Shl.No.1-19<br>1*Dk*(*Stl*) | 172<br>145<br>16 | ✠100A1<br>*For towing purposes*<br>9,21 ~~8.20~~<br>~~BS8,20~~ ✠LMC5,19<br>BS10,21 | Shl | | ~~3,19~~<br>9,21 | 1914<br>11mo<br>*Lloyd* | J.P.Ren-<br>noldson&Sns.<br>Ld. S.Shields<br>*'sA&CP* | FranceFenwick<br>Tyne&WearCo.Ld.<br>(J.E.Dawson,*Mgr*) | 95·0\|22·0\|10·8<br>BK7"<br>*WB=FPT* | Sundrland<br>British<br>4*BHCem*<br>17t*APT*16t | C.2Cy.19"&40"-26" (s)<br>130lb 96RHP<br>1SB,3*pf*,GS52,HS1754<br>J.P.Rennldsn&SnsLdSShl | 11<br>1<br>11 |
| 32007 | **Sundet** **IronScSr**<br>(*ex*Transport,<br>*Well deck* *ex*Norway) 1*Dk*2*trB* | *829*<br>*697*<br>*509* | | | ... | | 1870 | Withy&<br>Alexander<br>Hartlepool | Holmestrands<br>RederiA/S(Johan<br>Pedersen,*Mgr.*) | 214·1\|28·4\|16·5<br>Q89'B46'F17' | Holmstrnd<br>Norwegian<br>*WB* | C.2Cy.18$\frac{13}{16}$"&37$\frac{13}{16}$"-36"<br>NB04 71NHP<br>T.Richardson&Sons,Hpl. | 17 |
| 32008<br>5876 | — **SteelSc**<br>(*ex*DockyardIII.) 1*Dk* | 71<br>66<br>16 | | | ... | | 1911 | N.V.Werf<br>Hubertina<br>Haarlem | BogserAktieb<br>Malmö | 74·4\|17·5\|7·2<br>FK | Malmö<br>Swedish<br>*WB* | C.2Cy.12⅝"&36"-15¾"<br>43NHP<br>N.V.Werf.Hubertina | 8 |
| 32009<br>3450<br>JKPL | **Sundsborg** **IronScSr**<br>*Well deck* *ss*Cff.No.3-2,89<br>(*ex*Erken,*ex*Haga,*ex* *ss*Nwc.No.1-93<br>Barendrecht,*ex*GoldenGrove) 1*Dk*2*trB* | 1339<br>1003<br>830 | ✠<br>8,96 | Shl | *p* | | 1877<br>2mo | T.Turn-<br>bull&Son<br>Whitby | RederiA/B Södra<br>Sverige(Henning<br>Edling,*Mgr.*) | 248·6\|33·6\|20·0<br>Q92'B58'H15tF31'<br>ptND93 BK9"<br>*DBa* | Hlsngborg<br>Swedish<br>5*BHCem*<br>72'*f*100'238t | C.2Cy.31"&58"-36"<br>NBB88 147NHP<br>2SB,6*pf*,GS55,HS2299<br>Blair&Co.Ld.Stockton | 20 |
| 32010 | **Sundsvall** **SteelScSr**<br>1*Dk* | 663<br>490<br>415 | | | | | 1889 | Helsingörs<br>Skibsbyggeri<br>Elsinore | H.M.Gehrckens | 191·0\|27·6\|12·2<br>Q62'B53'F23' | Hamburg<br>German<br>*WB* | C.2Cy.25"&47"-30"<br>101NHP<br>HelsingörsMaskinbyggeri. | |
| 32011<br>144<br>HGVP | — **IronScSr**<br>1*Dk* | 292<br>204<br>120 | | | | | 1854 | MotalaCo.<br>Norrköping | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson,*Mgr.*) | 151·0\|21·4\|11·9<br>H22tF17'B42' | Stockholm<br>Swedish | C.2Cy.18½"&37¼"-21"<br>NE&B82 53NHP<br>W.Lindberg'sMk.V.,Skm. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32012<br>220012<br>LWNB | **Sunelseco** SteelSc<br>*Elec.light*<br>Wireless<br>*1Dk(Stl)2trB in fore& after holds& Web frames* | 3545<br>3005<br>2174 | ✠100A1<br>7,20<br>✠LMC7,20<br>*Fitted for oil fuel 7,20 F.P. above 150° F.* | New-arkNJ | *v* | CL | 1920<br>7mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat Corporation<br>*CellD* | 324·0\|46·2\|25·0<br>P30'B90F35'<br>FK<br>*B251 827'tFPT111t* | NewYork<br>Utd. States<br>*6BHptCem*<br>*APT69t* | 1 Geared Steam Turbine<br>200lb (*s*) HS5800 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | |
| 32013<br>220094<br>MOJK | **Sunewarkco** SteelSc<br>*Elec.light*<br>Wireless<br>*1Dk(Stl)2ndtrBinfore &afterholds&Webframes* | 3545<br>3005<br>2174 | ✠100A—<br>12,20<br>✠LMC12,20<br>*Fitted for oil fuel 12,20 F.P. above 150°F.* | New-arkNJ | | CL | 1920<br>12mo | Submarine BoatCorp.<br>Newark,N.J. | SubmarineBoat Corporation<br>*CellD* | 324·0\|46·2\|25·0<br>P30'B90'F35'<br>FK<br>*B251'827tFPT111t* | NewYork<br>Utd. States<br>*6BHptCem*<br>*APT69t* | 1 Geared Steam Turbine<br>200lb (*s*) HS5800<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | |
| 32014<br>220402<br>MBDS | **Sunewco** SteelSc<br>*Elec.light*<br>Wireless<br>*1Dk(Stl)2trB in fore& after holds& Web frames* | 3545<br>3005<br>2174 | ✠100A1<br>9,20<br>✠LMC9,20<br>*Fitted for oil fuel 9,20 F.P. above 150° F.* | New-arkNJ | *v* | CL | 1920<br>9mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat Corporation<br>*CellD* | 324·0\|46·2\|25·0<br>P30'B90'F35'<br>FK<br>*B251'827tFPT111t* | NewYork<br>Utd.States<br>*6BHptCem*<br>*APT69t* | 1 Geared Steam Turbine<br>200lb (*s*) HS5800 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | |
| 32015<br>144404<br>KFBS | **Sunfield** SteelScSr<br>*Elec.light*<br>Wireless<br>*1Dk(Stl)*<br>*Cargo battens not fitted* | 3108<br>2889<br>~~1860~~<br>1868 | ✠100A1<br>~~6,21~~~~12,20~~11,21<br>✠LMC3,20 | Bmn<br>~~BNl~~ Cff | *v* | CL<br>12,20 | 1920<br>2mo | Burntislnd S.B.Co.Ld.<br>Burntisland<br>*Lloyd'sA&CP* | SunShippingCo. Ld.(Mitchell Cotts &Co.*Mgrs.*)<br>*CellD* | 331·6\|46·7\|24·8<br>P32'B99'F29'<br>FK<br>*B278'733tFPT160t* | London<br>British<br>*5BHCem*<br>*APT134t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 433NHP<br>3SB,*9cf*,GS155,HS6420 FD<br>Douglas&Grant,Ld. Kirkcaldy | 27 ″ 0<br>s 5 ″ 3<br>22 ″ 2 | |
| 32016<br>28098<br>SGLF | **Sungshan Maru** SteelSc<br>*Elec.light*<br>Wireless<br>*2Dks(Stl–Uws)* | 2530<br>1968<br>1503 | ✠100A1<br>3,22 ~~2,21~~<br>✠LMC2,21 | Yka<br>Shi | *s* | CL | 1921<br>2mo | Uraga DockCo.Ld.<br>Uraga<br>A&CP | NisshinKisen KabushikiKaisha<br>*CellD B229'580tD* | 284·5\|42·6\|20·4<br>P37'B100'F36'<br>FK<br>*Ta18'208t FPT39t* | Tokyo<br>Japanese<br>*4BHCem*<br>*APT15t* | T.3Cy.21",35"&58"–39" (*s*)<br>200lb 303NHP<br>2SB,*6cf*,GS99,HS4307 FD<br>UragaDockCo.Ld.Uraga | 23 ″ 0<br>s 3 ″ 5½<br>20 ″ 1 | |
| 32017<br>104354<br>NVST | **Sunhill** SteelScSr<br>(*ex*Kennet,*ex*GeneralHavelock)<br>*Mchy.Aft*<br>*2Dks* | 837<br>501<br>391 | | | | | 1895 | J.Laing<br>Sunderland | SunShippingCoLd (MitchellCotts& Co.*Mgrs.*) | 201·0\|28·2\|13·7<br>P138'F30' | London<br>British<br>*WB* | T.3Cy.19½",30"&50"–36"<br>150NHP<br>G.Clark,Ld.Sunderland | | |
| 32018<br>136770<br>JHSQ | **Sunik** SteelScSr<br>*ss*Liv.No.1–19<br>*Elec.light*<br>*Mchy.Aft*<br>Wireless<br>*2Dks(Stl)&Webframes*<br>*Longitudinalframing* | 5017<br>4454<br>3050 | ✠100A1<br>~~7,21~~~~12,20~~ 2,22<br>✠LMC9,19<br>BS7,21<br>*Carrying Petroleum in bulk*<br>~~*Fitted for oil fuel 2,15F.P. above 150° F.*~~ | Lon<br>Shl | *x* | CL<br>12,20 | 1915<br>2mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | SunikOilTrans-portCo.Ld. (F.Gilbert)<br>*WB=CellDB*<br>*u B24'35tDTf36'3* | 385·0\|50·3\|30·3<br>P88'B28'F41'<br>FK<br>*16tFPT73tAPT39t* | London<br>British<br>*16BHptCem*<br>*9BHtoUdk*<br>*7 „ 2nddk* | T.3Cy.25½",42"&70"–48" (*s*)<br>180lb *120lb* 425NHP<br>2SB,*6cf*,GS126,HS5862 FD<br>N.E.MarineEngCoLd Nwc | 30 ″ 3<br>s 6 ″ 3<br>24 ″ 5 | |
| 32019 | **Sunkist** SteelTwinSc<br>*Motor* | 505<br>398<br>288 | | | | | 1918 | Sandvikns Skeppd.&MV<br>Helsingfors | O/YMeri,Ld. (K.F.Kumla,*Mgr*) | 173·8\|28·0\|11·9<br>H50'F47' | Åbo<br>Finnish<br>*WB* | Motor SA<br>4Cy.16½"–$18\frac{9}{10}$" 91NHP<br>J&CGBolindersCoLd.Skm | | |
| 32020<br>1630<br>HKWL | **Sunko Maru** IronScSr<br>*ss*Shi.No.3–10,96<br>(*ex*Albert)<br>*1Dk*<br>*Well deck* | 851<br>—<br>590 | ✠<br>10,96 | Shi | *j* | | 1884<br>7mo | Oskrshmns M.V.Aktieb<br>Oskarshamn | TanakaZensaburo | 187·6\|29·5\|13·7<br>Q55'B38'F27'<br>BK7½"<br>*WB=APT15t* | Osaka<br>Japanese<br>*4BHCem*<br>*MT31'200t* | C.2Cy.25¼"&47¾"–30"<br>E*made*76 104NHP<br>1SB,*3pf*,GS48<br>T.Richardson&Sons,Hpl. | | |
| 32021<br>142374<br>JTBV | **Sunland** SteelSc<br>*Elec.light*<br>Wireless<br>*1Dk(Stl)&Shelterdk(Stl)*<br>*Tonnage opening closed* 1918<br>*Cargo battens not fitted* | 4879<br>3514<br>3076 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~8,21~~~~1,21~~1,22<br>✠LMC4,18<br>*Carrying oil fuel F.P. above 150°F. in DB*<br>*Fitted for oil fuel 8,20 F.P. above 150°F.* | Bmn<br>~~PN~~Rot | *x* | CL<br>~~8,20~~<br>8,21 | 1918<br>4mo | J.Priest-man&Co.<br>Sunderland<br>*Lloyd'sA&CP* | SunShippingCoLd. (MitchellCotts& Co.*Mgrs.*)<br>*CellDB* | 365·0\|51·5\|29·5<br>FK<br>315'1077t *FPT*115t | London<br>British<br>*6BHCem*<br>*APT85t* | T.3Cy.25",41"&67"–45" (*s*)<br>180lb 384NHP<br>3SB,*9pf*,GS129,HS5364 FD<br>G.Clark,Ld.Sunderland | 32 ″ 0<br>s8″10½<br>23 ″ 6 | |
| 32022 | **Sunlight** WoodAuxSc4MstSr<br>*OilEng.*<br>*1Dk*<br>(*See Sailing Ship Register*) | 474<br>418<br>380 | | | | | 1920 | Haraldsby Ångsägs& Skepps.A/B<br>Haraldsby | RederiA/B Sun | 154·0\|34·5\|12·6 | Mariehmn<br>Finnish | Oil Engines<br>2Cy.16½"–$18\frac{9}{10}$" 46NHP<br>J&CGBolindersCoLdSkm. | | V |
| 32023<br>104506 | — SteelScK<br>(*Trawler*)<br>*1Dk* | 168<br>156<br>68 | | | ... | | 1894 | J.Duthie, Sons&Co.<br>Aberdeen | W.B.Harrow | 103·2\|21·1\|11·3<br>BK7" | Aberdeen<br>British | T.3Cy.13",19"&30"–21"<br>50RHP<br>BlaikieBros.(Lim.),Abn. | 11 ″ 9 | |
| 32024<br>96352 | — SteelTwinSc<br>(*Flat*)<br>*1Dk* | 108<br>93<br>64 | | | ... | | 1889 | R.Smith& Co.<br>Lytham | LeverBros.Ld. | 93·0\|19·6\| 6·6<br>FK | Liverpool<br>British<br>*WB* | C.4Cy.10"&20"–14"<br>45RHP<br>R.Smith&Co.,Lytham | 7 ″ 3 | |
| 32025 | — WoodSc<br>*Now named* "**Hannah Taylor**," *See No.*37800 *in Supplement*<br>9&12yrs.Mat. *1Dk* | 99<br>98<br>43 | ✠11A1<br>*For Fishing purposes*<br>11,20<br>✠LMC11,20 | Gms | | CL<br>11,20 | 1918<br>10mo | J.Cham-bers,Ld.<br>Lowestoft<br>*Lloyd'sA&CP* | TheAdmiralty | 86·4\|19·9\|10·3 | British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>Plenty&Son,Ld.Newbury | 10 ″ 0 | |
| 32026<br>214577<br>LGMK | **Sunlite** SteelAuxScSr<br>*OilEng.*<br>*Elec.light* *Mchy. Aft* *1Dk(ptStl)2trB*<br>Wireless (*See Sailing Ship Register*) | 1976<br>1789<br>1601 | ✠100A1<br>11,20<br>✠LMC11,20 | NYk | *u* | 10,19 | 1916<br>11mo | ToledoS.B. Co.<br>Toledo,Ohio<br>A&CP | StandardOilCo. (NewJersey)<br>*Cell* | 252·0\|43·7\|21·2<br>P49'F41'<br>FK<br>*DBf168'236tFPT* | NewYork<br>Utd. States<br>*4BHCem*<br>*135tAPT14t* | Oil Engines 2S.C.SA<br>4Cy.16½"–$18\frac{15}{16}$" 91NHP<br>DB*150lb*<br>J&CG Bolinders CoLdSkm | 23 ″ 6 | |
| 32027<br>139560<br>THKS | **Sunning** SteelScSr<br>*Elec.light*<br>*2Dks* | 2555<br>2246<br>1570 | | | | | 1916 | TaikooDk-yd&EngCo.of HongK'ngLd<br>HongKong | ChinaNav.Co.Ld. | 310·3\|41·2\|22·4<br>P10'B72'F37' | London<br>British<br>*WB* | T.3Cy.22",35"&55"–39"<br>189NHP<br>TaikooDkyd.&Eng.Co.Ld. HongKong. | | |
| 32028<br>110343<br>RJKM | **Sunningdale** SteelScSr<br>*ss*Shl.No.3–4,12<br>*ss*Sld.No.2–20<br>Wireless<br>*1Dk(Irn)&Web frames*<br>*Well deck*<br>*Cargo battens not fitted* | 1804<br>1406<br>1116 | ✠100A1<br>6,21 ~~5,20~~<br>BS7,21<br>✠LMC4,20 | Sld | *r* | ~~4,20~~<br>7,21 | 1899<br>10mo | S.P.Austin &Son,Ld.<br>Sunderland<br>A&CP *WB* | TanfieldS.S.Co.Ld.<br>*=CellDBa66'uE&* | 268·4\|37·7\|17·0<br>P27'Q74'B48'F28'<br>FK<br>*B30'f112'510tFPT* | Newcastle<br>British<br>*4BHCem*<br>*37tAPT51t* | T.3Cy.20½",33"&54"–39" (*s*)<br>160lb *90lb* 195NHP<br>2SB,*6pf*,GS84,HS3144<br>G.Clark,Ld.Sunderland | 19 ″ 9<br>s 2 ″ 2<br>17 ″ 11 | |
| 32029<br>137270<br>KDNT | **Sunniside** SteelScSr<br>*Mchy.Aft*<br>*Well deck*<br>*1Dk(Stl)* | 739<br>507<br>331 | ✠100A1<br>~~11,21~~~~11,20~~ 3,22<br>✠LMC1,20 | Sld<br>Shl | *k* | CL<br>11,21 | 1920<br>1mo | ForthS.B. &E.Co.Ld.<br>(Jeffrey's Yard) Alloa<br>*Lloyd'sA&CP* | WearSteam ShippingCo(1917) Ld. (T.Rose,*Mgr.*)<br>*CellD* | 191·0\|29·2\|11·3<br>Q108'B11'F28'<br>FK<br>*B156' 174t FPT49t* | Sundrland<br>British<br>*3BHCem*<br>*APT10t* | T.3Cy.16",26½"&44"–30" (*s*)<br>180lb 127NHP<br>2SB,*4cf*,GS66,HS2128<br>ForthS.B.&E.Co.Ld. (Jeffrey'sYard)Alloa | 13 ″ 8<br>s 4 ″ 5½<br>13 ″ 3 | |

| 1 | 2 / 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Dounne. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | Franc-bord au milieu du navire.<br>Tirant d'eau correspondant<br>pds. |
| 32030 | **Sunoco** **SteelSc**<br>*Elec.light* *2Dks(Stl)&Web frames*<br>*Mchy.Aft* *Longitudinal framing* | 6999<br>6401<br>5028 | ✠100A1<br>~~1,21~~<br>3,22<br>✠LMC1,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 1,21 F.P. above 150° F.* | Phl<br>~~Chs~~<br>Phl | *b*† | CL<br>~~11,21~~<br>3,22 | 1921<br>1mo | SunS.B. Co.<br>Chester,Pa.<br>A&CP | **Soc.Anon.d'Armement d'Industrie et deCommerce** | 430·2<br>P133'B36'F40'<br>FK<br>*CellD BuE&B60'259tFP T222tAPT57t* | 59·2 | 32·8 | **Antwerp**<br>Belgian<br>*17BHptCem*<br>(13 ,, *toUdk*<br>4 ,, ,,*2nd*,,) | T.3Cy.27",45½"&76"–51" (*r*)<br>190lb 612NHP<br>3SB,*9cf*,GS207,HS9198 FD<br>SunS.B.Co.Chester,Pa. | 33<br>8<br>25 |
| 32031<br>214459<br>LGJR | **Sunoil** **SteelScSr**<br>*ss*Phl.No.1-22<br>*Elec.light* *2Dks(Stl)&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 7157<br>6236<br>5217 | ✠100A1<br>1,21 ~~10,20~~<br>✠LMC10,20<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel12,16 F.P. above 150° F.* | NNs<br>Phl | *b*† | CL<br>1,22 | 1916<br>10mo | W Cramp& SonsS&EBCo<br>Philadelphia<br>A&CP | **SunCompanyInc.** | 430·0<br>P116'B36'F49'<br>FK<br>*Cell DBuE&B61'237t FPT246tAPT49t* | 58·2 | 33·3 | **Phildlphia**<br>Utd.States<br>*15BHptCem*<br>(10 ,, *toU dk*<br>5 ,, *2nd* ,,) | T.3Cy.27",45½"&76"–51" (*r*)<br>190lb 565NHP<br>3SB,*9cf*,GS185,HS8095 FD<br>W.Cramp&SnsS&EBCPhl | 33 |
| 32032<br>143440 | **Sunpath** **SteelScSr**<br>Wireless *CruiserStern* 1*Dk* | 2508<br>2267<br>1453 | | | | | 1919 | ForthS.B. &Eng.Co.Ld.<br>Alloa | **SunShippingCo. Ld.(MitchellCotts &Co.*Mgrs.*)** | 303·3 | 43·0 | 20·8 | **London**<br>British<br>*WB* | T.3Cy.22",36"&59"–39"<br>217NHP<br>Douglas&GrantLdKkcldy | |
| 32033<br>139604<br>JQCB | **Sunray** **SteelScSr**<br>*ss*Cff.No.1-21<br>Wireless 1*Dk*(*Stl*) | 3174<br>2968<br>1968 | ✠100A1<br>12,21 ~~4,20~~<br>✠LMC~~7,17~~ 1,22 | Cff | *u* | CL<br>~~4,20~~<br>1,22 | 1917<br>7mo | R.Thompson&Sons,Ld.<br>Sunderland<br>*Lloyd*'*sA&CP* | **Morgan&Cadogan Ld.** | 330·5<br>P31'B100'F37'<br>FK<br>*CellDB* a98'*u*E23'*f*140'684*t* | 48·0 | 21·9 | **Cardiff**<br>British<br>*5BHCem*<br>*APT137t* | T.3Cy.24",38"&64½"–42" (*r*)<br>180lb *90lb* 293NHP<br>2SB,*6cf*,GS124,HS4594<br>J.Dickinson&Sons,Ld.Sld. | 24<br>3·10<br>20·10 |
| 32034<br>98562 | **Sunrise** **SteelScSr**<br>(*Trawler*)<br>1*Dk* | 167<br>156<br>64 | | | ... | | 1891 | J.Duthie, Sons&Co.<br>Aberdeen | **RedRoseSteam Trawlers,Ld. (J.A.Taylor,*Mgr.*)** | 102·6<br>BK6½" | 20·7 | 11·3 | **Fleetwood**<br>British | C.2Cy.17"&34"–24"<br>50RHP<br>Hall,Russell&Co.,Abn. | 11 |
| 32035<br>112648<br>SMND | — **SteelScSp**<br>(*Tug*)<br>1*Dk* | 103<br>92<br>— | | | ... | | 1899 | J.G.Fay& Co.Ld.<br>Southampton | **W.H.J.Alexander** | 80·3<br>BK6" | 19·0 | 9·9 | **London**<br>British | C.2Cy.17"&35"–24"<br>63RHP<br>J.G.Fay&Co.Ld.Sou. | 10 |
| 32036 | — **WoodSc**<br>9&12yrs.Mat. 1*Dk* | 94<br>93<br>41 | ✠ 11A1<br>*For fishing purposes*<br>10,19<br>✠LMC10,19 | Banff | | CL | 1919<br>3mo | Stevenson &Asher<br>Banff<br>*Lloyd*'*sA&CP* | ~~**TheAdmiralty**~~<br>J.W.Wood | 86·9 | 20·1 | 10·0 | **London**<br>British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>Cooper&Greig,Ld.Dundee | 10 |
| ✻ 32037<br>[illegible]<br>LTDR | **Sunshine** **SteelSc**<br>*Now named* "DeanEmery," *See No.* 37081 *in Su*[illegible]<br>*Elec.light* *2Dks(Stl)&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless Sub.Sig. | 6664<br>[illegible]<br>4148 | ✠100A1<br>11,21<br>✠LMC11,19<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel11,19 F.P. above 150°F.* | NYk | *b*† | CL<br>3,21 | 1919<br>11mo | SunS.B. Co.<br>Chester,Pa.<br>A&CP | **SunCompanyInc.** | 429·3<br>P133'B36'F40'<br>FK<br>*Cell DBuE&B60'259tDTf552t FPT222tAPT57t* | 59·2 | 31·4 | **Phildlphia**<br>Utd.States<br>*17BHptCem*<br>(13 ,, *to U dk*<br>4 ,, ,, *2nd* ,,) | T.3Cy.27",45½"&76"–51" (*r*)<br>190lb 612NHP<br>3SB,*9cf*,GS207,HS9198 FD<br>SunS.B.Co.Chester,Pa. | 33<br>8<br>25 |
| 32038<br>112637<br>SMNO | — **SteelScCtr**<br>(*Tug*)<br>1*Dk* | 103<br>92<br>— | | | ... | | 1899 | J.G.Fay& Co.Ld.<br>Southampton | **W.H.J.Alexander** | 80·3<br>BK6" | 19·0 | 9·9 | **London**<br>British | C.2Cy.17"&35"–24"<br>63RHP<br>J.G.Fay&Co.Ld.Sou. | 10 |
| 32039<br>137654 | **Sunspot** **WoodScK**<br>1*Dk*<br>9&12yrs.Mat. | 100<br>100<br>42 | ✠ 11A1<br>*For fishing purposes*<br>11,20<br>✠LMC11,20 | Abn | | CL | 1920<br>3mo | Herd& Mackenzie<br>Findochty<br>*Lloyd*'*sA&CP* | **W.Farquhar** | 87·6 | 19·8 | 10·3 | **Inverness**<br>British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 34RHP<br>1SB,*2pf*,GS30,HS814<br>Cooper&Greig,Ld.Dundee | 10 |
| ✻ 32040<br>221024<br>MCKD | **Sunugentco** **SteelSc**<br>*1dk(Stl)2trB in fore& after holds&Web frames*<br>*Elec.light*<br>Wireless | 3545<br>3005<br>2174 | ✠100A–<br>3,21<br>✠LMC3,21<br>*Fitted for oil fuel 3,21 F.P. above 150°F.* | NYk | | CL | 1921<br>3mo | Submarine BoatCorp.<br>Newark,N.J. | **SubmarineBoat Corporation** | 324·0<br>P30'B90'F35'<br>FK<br>*CellD B251'827tFPT111t* | 46·2 | 25·0 | **NewYork**<br>Utd.States<br>*6BHptCem*<br>*APT69t* | 1 Geared Steam Turbine<br>200lb (*s*) HS5800 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric &Mfg.Co.Essington,Pa. | 28 |
| 32041<br>202329 | **Superior** **SteelSc**<br>*Elec.light* *Mchy.Aft* 2*Dks* | 4544<br>—<br>3845 | | | | | 1905 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | **GreatLakes TransitCorporation** | 381·0 | 50·2 | 30·0 | **Buffalo**<br>Utd.States<br>*WB* | Q.4Cy.21",30",43½"&63"–42"<br>257NHP<br>GreatLakesEng.Wks.Det. | |
| 32042<br>96657<br>KSDN | — **WoodAuxScSr**<br>(*ex*HumphreyToomey) *PetrolMotor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 167<br>—<br>162 | | | | | 1902 | M M.Davis<br>Solomons Md | **Merritt&Chapman,Derrick& WreckingCo.** | 105·5 | 28·5 | 7·6 | **NewYork**<br>Utd.States | Petrol Motor | |
| 32043 | **Suphenco** **SteelSc**<br>*OilEng.*<br>*Elec.light* | 3545<br>3005<br>2174 | 100A1<br>(*Class Contemplated*) | | | | 1921 | Submarine BoatCorp.<br>Newark,N.J | **SubmarineBoat Corporation** | 324·0<br>P30'B90'F35' | 46·0 | 28·5 | Utd.States | Oil Engine SA<br>6Cy,30"–48"<br>JamesCraig,JerseyCityNJ | |
| ✻ 32044<br>220248<br>LWTC | **Suportco** **SteelSc**<br>*Elec.light* *1Dk(Stl)2trB in fore&*<br>Wireless *after holds&Web frames* | 3545<br>3005<br>2174 | ✠100A1<br>7,20<br>✠LMC7,20<br>*Fitted for oil fuel 7,20 F.P. above 150° F.* | New-arkNJ | *v* | CL | 1920<br>7mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | **SubmarineBoat Corporation** | 324·0<br>P30'B90'F35'<br>FK<br>*CellD B251'827tFPT111t* | 46·2 | 25·0 | **NewYork**<br>Utd.States<br>*5BHptCem*<br>*APT69t* | 1 Geared Steam Turbine<br>200lb (*s*)HS5800 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 |
| 32045<br>127286 | **Support** **SteelScK**<br>1*Dk* | 100<br>92<br>42 | ✠<br>*For fishing purposes*<br>12,12<br>✠ | Abn | | | 1907<br>10mo | J.Duthie TorryS.B.Co.<br>Aberdeen | **W.Hay** | 86·2<br>BK7" | 18·2 | 8·8 | **Banff**<br>British<br>*3BHCem* | C.2Cy.11"&27"–16"<br>1SB,*2pf*,GS29,HS770 27RHP<br>W.V.V.Lidgerwood,Gls. | 9 |
| 32046<br>965<br>HBDS | **Sur** **SteelSc**<br>*Mchy.Aft* | 130<br>89<br>86 | | | | | 1899 | Porsgrund Mek.Værks.<br>Porsgrund | **Braun&Blanchard** | 96·0<br>P32' | 18·0 | 8·0 | **PntaArnas**<br>Chilian | C.2Cy.10"&19"–14"<br>11NHP<br>PorsgrundsMek.Værks. | |
| 32047<br>24476<br>RKDG | **Surabaya Maru** **SteelScSr**<br>*Elec.light* *1Dk(Stl)&Shelter dk(Stl) &Web frames*<br>*Longitudinal framing* | 4386<br>3677<br>2730 | ✠100A1<br>*Shelter dk withfreeboard*<br>~~4,21 12,20~~<br>12,21<br>✠LMC~~3,20~~ 4,21 | Sba<br>~~Kob~~ | | CL | 1919<br>1mo | OsakaIron Works,Ld.<br>Osaka<br>A&CP | **OsakaShosen KabushikiKaisha** | 345·0<br>P30'B99'F34'<br>*on Shelter dk* FK<br>*Collision BHtoShelter dk*<br>*Cell DB* 296'1136*t FPT*115*t* | 49·8 | 28·1 | **Osaka**<br>Japanese<br>*Cem*<br>*5BHtoUdk*<br>*APT29t* | T.3Cy.24",41"&67"–48" (*s*)<br>180lb 390NHP<br>2SB*6cf*,GS126,HS5400 FD<br>OsakaIronWorksLdOsaka | 28<br>4·10<br>23 |
| 32048<br>144213<br>KGJN | **Surada** **SteelSc**<br>*Elec.light* Wireless 2*Dks*(*Stl–U* teak s) | 5427<br>4817<br>3382 | ✠100A1<br>7,20<br>✠LMC7,20 | Nwc | *z* | CL | 1920<br>7mo | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>*Lloyd*'*sA&CP* | **BritishIndiaStm. Nav.Co.Ld.** | 400·1<br>P49'B113'F38'<br>FK<br>*CellDB* 344'1060*t FPT*130*t* | 52·4 | 28·5 | **Glasgow**<br>British<br>*8BHCem*<br>*APT34t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Hwthrn,Leslie&CoLd.Nwc | 31<br>6<br>25 |
| ✻ 32049<br>220403<br>MBDT | **Surailco** **SteelSc**<br>*Elec.light* *1Dk(Stl)2trB in fore&*<br>Wireless *after holds&Web frames* | 3545<br>3005<br>2174 | ✠100A1<br>9,20<br>✠LMC9,20<br>*Fitted for oil fuel 9,20 F.P. above 150° F.* | New-arkNJ | *v* | CL | 1920<br>9mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | **SubmarineBoat Corporation** | 324·0<br>P30'B90'F35'<br>FK<br>*CellD B251'827tFPT111t* | 46·2 | 25·0 | **NewYork**<br>Utd.States<br>*6BHptCem*<br>*APT69t* | 1 Geared Steam Turbine<br>200lb (*s*) HS5800 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. DateofB.ofTradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32050<br>104829<br>NQKS | **Surat** SteelScSr<br>ssCal.2ndNo.3-4,20 ~~ssAnt.No.3-8,07~~<br>(exJohannesburg) ~~ssCal.No.2-15~~<br>2Dks(1Stl1Irn)&deepframing<br>Elec.light Wireless 3Dk rule | 4451<br>3823<br>2784 | ✠100A1<br>~~7,21~~ 2,19 2,22<br>~~Examined10,19~~ BS7,21<br>✠NB(1)2,09(forward)<br>✠LMC10,19 | Cal | x | CL<br>~~10,19~~<br>7,21 | 1895<br>1mo | Armstrong<br>Mitchell&<br>Co.Ld.<br>Newcastle<br>A&CP | BankLine,Ld.<br>(A.Weir&CoMgrs) | 360·0<br>P38'B98'F39'<br>WB=CellDBa96'uE&B58'f142 1005t | 47·0 | 27·7<br>FK | Glasgow<br>British<br>7BHAsp | T.3Cy.28",50"&80"-54" (s)<br>180lb 578NHP<br>3SB,9cf,GS189,HS7875 FD<br>Hwthrn,Leslie&C.Ld.Nwc<br>APT60t Tunnel tank130t | 30 " 7<br>s 6 " 2<br>24 " 9 | |
| 32051<br>144595 | **Sureaxe** SteelScK<br>ssBAs.No.2-15<br>(exUno) 1Dk | 185<br>184<br>85 | ✠ ——<br>8,19<br>StmTrawler<br>✠NB12,08✠ | Npt | | | 1907<br>4mo | Hall,Russell&Co.Ld.<br>Aberdeen | J.M.Davidson | 112·4 | 21·5 | 11·7<br>BK7½" | Glasgow<br>British<br>3BHCem | T.3Cy.11½",20"&33"-22"<br>69NHP<br>1SB,2pf,GS34,HS1255<br>Hall,Russell&Co.Ld.Abn. | 12 " 6 | |
| 32052<br>220694<br>MBQR | **Suremico** SteelSc<br>Elec.light 1Dk(Stl)2trB in fore & after holds & Web frames<br>Wireless | 3545<br>3005<br>2174 | ✠100A1<br>10,20<br>✠LMC10,20<br>Fitted for oil fuel 10,20 F.P. above 150° F. | New-ark | v | CL | 1920<br>10mo | Submarine<br>BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat<br>Corporation | 324·0<br>P30'B90'F35'<br>CellDB251'827tFPT111tAPT69t | 46·2 | 25·0<br>FK | NewYork<br>Utd.States<br>6BHptCem | 1 Geared Steam Turbine<br>200lb HS5800 (s) 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 " 6 | |
| 32053 | **Surendalsfjord** SteelScSr<br>Elec.light 2Dks | 440<br>406<br>254 | | | | | 1914 | Akers<br>Mek.Værks.<br>Christiania | | 151·5<br>H32t | 23·1 | 17·3 | Russian | T.3Cy.13½",22"&37½"-28"<br>74NHP<br>AkersMek.Værks.Xia. | | |
| 32054<br>209480<br>LOGR | **Surf** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 252<br>218<br>119 | | | | | 1911 | ForeRiver<br>S.B.Co.<br>Quincy,Mass. | BayStateFishing<br>Co. | 117·8 | 22·5 | 11·6 | Boston<br>Utd. States | T.3Cy.12¾",22"&36"-24"<br>63NHP<br>ForeRiverS.B.Co.Quincy | | |
| 32055<br>214362<br>LGHJ | **Surge** SteelScSr<br>Elec.light 1Dk | 303<br>265<br>97 | ✠100A1<br>StmTrawler<br>12,19 | Bos | | CL<br>12,19 | 1916<br>9mo | Manitowoc<br>S.B.Co.<br>Manitowoc<br>A&CP | BayStateFishing<br>Co. | 135·5<br>Q73'F26'<br>DTf10'35tFPT5t | 22·7 | 12·3<br>BK7" | Boston<br>Utd.States<br>3BHCem<br>APT5t | T.3Cy.12¾",21½"&35"-24"<br>180lb (s) 82NHP<br>1SB,2cf,GS44,HS1516<br>MarineIronWrks.Chicago | 13 " 3 | |
| 32056 | — WoodSc<br>9&12yrs.Mat. 1Dk | 100<br>99<br>44 | ✠11A1<br>For fishing purposes<br>5,19<br>✠LMC5,19 | Lwt | | CL | 1918<br>12mo | J.Chambers,Ld.<br>Lowestoft<br>Lloyd'sA&CP | TheAdmiralty | 87·0 | 20·0 | 10·1 | London<br>British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>J.Chambers,Ld.Lwt. | 10 " 0 | |
| 32057<br>220693<br>MBQP | **Surichco** SteelSc<br>Elec.light 1Dk(Stl)2trB in fore & after holds & Web frames<br>Wireless | 3545<br>3005<br>2174 | ✠100A1<br>10,20<br>✠LMC10,20<br>Fitted for oil fuel 10,20 F.P. above 150° F. | New-arkNJ | v | CL | 1920<br>10mo | Submarine<br>BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat<br>Corporation | 324·0<br>P30'B90'F35'<br>CellDB251'827tFPT111tAPT69t | 46·2 | 25·0<br>FK | NewYork<br>Utd.States<br>6BHptCem | 1 Geared Steam Turbine<br>200lb HS5800 (s) 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 " 6 | |
| 32058<br>220560<br>MBJR | **Surico** SteelSc<br>Elec.light 1Dk(Stl)2trB in fore & after holds & Web frames<br>Wireless | 3545<br>3005<br>2174 | ✠100A1<br>9,20<br>✠LMC9,20<br>Fitted for oil fuel 9,20 F.P. above 150° F. | New-arkNJ | v | CL | 1920<br>9mo | Submarine<br>BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat<br>Corporation | 324·0<br>P30'B90'F35'<br>CellDB251'827tFPT111tAPT69t | 46·2 | 25·0<br>FK | NewYork<br>Utd.States<br>6BHptCem | 1 Geared Steam Turbine<br>200lb (s) HS5800 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 " 6 | |
| 32059<br>212710<br>LDQT | **Suriname** SteelScSr<br>ssNYk.No.3-3,21 ~~ssN.Os.No.2-16~~<br>Ref.Mchy. 2Dks(Stl)&Spar dk(Stl-ws)<br>Elec.light Wireless | 3203<br>2457<br>~~1319~~<br>1883 | ✠100A1<br>Spar dk<br>~~3,21~~ ~~7,19~~ 1,22<br>✠LMC 3,21<br>~~MS6,16~~ ~~BS7,19~~ | NYk<br>NOs | v | CL<br>4,20 | 1908<br>2mo | Nederl.<br>Schps.Maats.<br>Amsterdam<br>Lloyd'sA&CP | SurinameS.S.Corp<br>(UnitedFruitCo.<br>Inc.) | 336·7<br>B180'F46'<br>WB=CellDBa76'f134'418t<br>Intermediate bulkhead in afterhold dispensed with 5 BH only Cem | 41·9 | 22·7<br>FK&BK2" | NewYork<br>Utd.States | T.3Cy.24⅔",41⅓"&67¾"-51"<br>180lb (s) 503NHP<br>3SB,9cf,GS187,HS7827 FD<br>NedFb.v.Wrk&Spoor,Ams | 26 " 0<br>s 4 " 7½<br>22 " 1 | |
| 32060<br>OTXR | **Surmulet** SteelSc<br>(Trawler)<br>1Dk | 253<br>—<br>100 | | | | | 1906 | Bonn&<br>Mees<br>Rotterdam | L.Bouclet | 135·6 | 21·9 | 12·6 | Boulogne<br>French<br>WB | T.3Cy.13",21½"&35"-24"<br>NB13 60NHP<br>Alblasserdam.Msch.Fab. | | V |
| 32061<br>143352<br>KBWT | **Surrey** SteelScSr<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Ref.Mchy. Wireless CruiserStern | 9783<br>8220<br>6228 | ✠100A1<br>Shelter dk<br>withfreeboard<br>4,22 ~~3,21~~<br>✠LMC7,19<br>✠Lloyd'sRMC ~~3,21~~ ~~9,21~~<br>4,22 | Lon<br>Brs | d† | CL<br>4,22 | 1919<br>7mo | Palmers'<br>Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | FederalSteam<br>NavigationCo.Ld. | 460·4<br>B275'F49'onShelter dk<br>Collision BH to Shelter dk<br>CellDB382'1403tDTa23'170tFPT128t | 62·8 | 34·9<br>EK | London<br>British<br>Cem<br>6BH to U dk<br>APT32t | 2 Steam Turbines geared to 1 Screw Shaft<br>180lb (s) 1058NHP<br>4SB,16cf,GS320,HS13752FD<br>Palmers'Co.Ld.Newcastle | 37 " 9<br>s 9 " 0<br>29 " 1 | |
| 32062 | **Surubi** SteelPad | 300<br>—<br>263 | | | | | 1901 | ..............<br>Salto,<br>Uruguay | TheArgentine<br>Nav.Co.(Nicolás<br>Mihanovich)Ld. | 164·5 | 20·0 | 6·0 | Bns.Ayres<br>Argentine | C.2Cy.16"&32"-36"<br>51NHP<br>A.&J.Inglis,Glasgow | | |
| 32063<br>212935<br>LFDS | **Suruga** SteelScSr<br>ssGen.No.3-9,18<br>Elec.light 1Dk(Stl)&Spar dk(Stl)&<br>Wireless deep framing | 4390<br>3997<br>2714 | ✠100A1<br>Spar dk<br>10,21 ~~3,21~~<br>~~BS8,20~~ ✠LMC4,19<br>BS10,21 | NYk | y | CL<br>3,21 | 1908<br>2mo | AM'Millan<br>&Son,Ld.<br>Dumbarton<br>Lloyd'sA&CP | NewYork&<br>OrientalS S.Co.<br>Inc. | 375·3<br>P33'B210'F34' 25·4<br>WB=CellDBa112'uE&B42'f174'1048t APT38t | 52·0 | 17·5<br>FK | NewYork<br>Utd.States<br>6BHCem | T.3Cy.25",41"&67"-48" (s)<br>180lb 370NHP<br>2SB,6cf,GS112,HS4928 FD<br>ClydeS.B.&E.Co.Ld.P.Gl. | 28 " 0<br>s 4 " 3½<br>24 " 1 | |
| 32064<br>OTXZ | **Surville** SteelScSr<br>Elec.light 1Dk(Stl)<br>Cargo battens not fitted | 2318<br>2149<br>1449 | ✠100A1<br>3,22 ~~10,19~~<br>LMC10,19 | Nwc<br>Sws | s | CL | 1919<br>9mo | Jos.T.Eltringham&<br>Co.Ld.Willington Quay<br>Lloyd'sA&CP | Soc.Anon.des<br>Chargeurs de<br>l'Ouest | 290·2<br>P23'B74'F28'<br>CellDBa83'uE18'f128'600t | 44·0 | 20·8<br>FK | Nantes<br>French<br>5BHCem<br>APT35t | T.3Cy.21",34½"&57"-39" (s)<br>180lb 245NHP<br>2SB,6cf,GS126,HS4104<br>Jos.T.Eltringham&Co.Ld. | 23 " 0<br>s 3 " 3½<br>10 " 11 | |
| 32065<br>213412<br>LHPS | **Susana** SteelScSr<br>(exTitania)<br>Turret deck Wireless 1Dk1trB | 3710<br>3068<br>2358 | | | | | 1897 | W.Doxford<br>&Sons,Ld.<br>Sunderland | F.I.A.T.Corporation | 350·1<br>H111t F39t | 46·0 | 24·7 | NewYork<br>Utd.States<br>WB | T.3Cy.24½",40"&66½"-42"<br>286NHP<br>W.Doxford&Sons,Ld.,Sld. | | CV |
| 32066 | **Susana II.** SteelScSr<br>ssNag.No.1-22 ssKob.2ndNo.3-7,16<br>(exKaijoMaru,exCuronia,exSt.Domingo,exDouneCastle) 3Dks(2Stl-ws)<br>Elec.light Wireless | 4007<br>3730<br>2440 | ✠100A1<br>2,22<br>~~✠LMC10,20~~<br>✠LMC2,22 | HKg<br>Nag | x | CL<br>~~10,20~~<br>2,22 | 1890<br>11mo | Barclay,<br>Curle&Co.Ld<br>Glasgow<br>Lloyd'sA&CP | Madrigal&Co. | 396·0<br>P33'B96'F46'<br>CellDB305'621t | 43·2 | 28·5<br>BK11" | Manila<br>Utd.States<br>5BHCem | T.3Cy.29½",48"&78"-54" (s)<br>160lb 80lb NDB00 479NHP<br>2DB,12cf,GS212,HS7661<br>Barclay,Curle&Co.Ld.Gls. | 31 " 0<br>s 7 " 2½<br>25 " 2 | |
| 32067 | **Susanne** IronScSr<br>(exBroomhill)<br>1Dk | 370<br>280<br>220 | | | | | 1872 | H.Murray<br>&Co.<br>Pt.Glasgow | Hamburg-Danzig-<br>Linie,G.m.b.H. | 150·2<br>P15' Q44' F28' | 23·1 | 11·5 | Danzig<br>WB | C.2Cy.19"&33"-24"<br>NB01 44NHP<br>D.Rowan,Glasgow | | |
| 32068<br>139928 | **Susarion** SteelScK<br>ss'Gms.No.1-21<br>Elec.light 1Dk | 260<br>228<br>102 | ✠100A1<br>StmTrawler<br>12,21 ~~7,19~~<br>✠LMC~~2,17~~<br>12,21 | Gms | | CL<br>7,19 | 1917<br>2mo | Cook,Welt'n&Gemmell<br>Ld.Beverley<br>Lloyd'sA&CP | StandardSteam<br>FishingCo.Ld. | 120·0<br>Q67' | 22·5 | 12·0<br>BK8" | Grimsby<br>British<br>4BHCem | T.3Cy.12½",21½"&35¼"-24"<br>180lb (s) 74RHP<br>1SB,2pf,GS38,HS1267<br>Amos&Smith,Ld.Hull | 12 " 10 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. / Visites Périodiques. | 3 Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane, Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille (Franc-bord au milieu du navire). Tirant d'eau correspondant. pds. ps | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32069<br>220635<br>MBNG | **Suscolanco**<br>*Elec.light*<br>Wireless | **SteelSc**<br>1*Dk*(*Stl*)2*trB in fore*&<br>*after holds*& *Web frames* | 3545<br>3005<br>2174 | ✠100A1<br>10,20<br>✠LMC10,20<br>*Fitted for oil fuel* 10,20 *F.P. above* 150° F. | New-arkNJ | *v* | CL | 1920<br>10mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat Corporation<br>*CellD* | 324·0<br>P30'B90'F35'<br>FK<br>*B*251'827*tFPT*111*t* | 46·2 | 25·0 | NewarkNJ<br>Utd. States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb (*s*) HS5800 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28·6 | |
| 32070<br>118089<br>HMVB | **Susetta**<br>(*ex*WilliamRowland)<br>*Welldeck Mchy.Aft* | **SteelScSr**<br>ssBkn.No.3–8,19<br>1*Dk*(*Stl*) | 339<br>259<br>129 | ✠100A1<br>8,19<br>BS4,21 ✠LMC8,19 | Bkn | *f* | 8,19 | 1904<br>4mo | AilsaS.B. Co.Ld.<br>Ayr | JamesHenry Monks(Preston), Ld. | 150·2<br>Q54'B14'F27'<br>BK7"<br>*WB*=*FPT*50*t* | 24·4 | 10·4 | Liverpool<br>British<br>3*BHCem*<br>*APT*5*t* | C.2Cy.20"&42"–27" (*s*)<br>130lb 95RHP<br>1SB,3*pf*,GS52,HS1676<br>Ross&Duncan,Glasgow | 11·8 | |
| 32071<br>220561<br>MBTS | **Susherico**<br>*Elec.light*<br>Wireless | **SteelSc**<br>1*Dk*(*Stl*)2*trB in fore*&<br>*after holds*& *Web frames* | 3545<br>3005<br>2174 | ✠100A1<br>9,20<br>✠LMC9,20<br>*Fitted for oil fuel* 9,20 *F.P. above* 150° F. | New-arkNJ | *v* | CL | 1920<br>9mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat Corporation<br>*CellD* | 324·0<br>P30'B90'F35'<br>FK<br>*B*251'827*tFPT*111*t* | 46·2 | 25·0 | NewYork<br>Utd.States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb HS5800 (*s*) 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28·6 | |
| 32072<br>221066<br>MCLG | **Suspearco**<br>*Elec.light* | **SteelSc**<br>1*Dk*(*Stl*)2*trBin fore*&<br>*afterholds*&*Webframes* | 3545<br>3005<br>2174 | ✠100A–<br>3,21<br>✠LMC3,21<br>*Fitted for oil fuel* 3,21 *F.P. above* 150° F. | NYk | | CL | 1921<br>3mo | Submarine BoatCorp.<br>Newark,N.J. | SubmarineBoat Corporation<br>*CellD* | 324·0<br>P30'B90'F35'<br>FK<br>*B*251'827*tFPT*111*t* | 46·2 | 25·0 | NewYork<br>Utd.States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb HS5800 (*s*) 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28·6 | |
| 32073<br>219189<br>LTNS | **Susquehanna**<br>(*ex*Rhein)<br>*Elec.light Ref.Mchy* Sub.Sig. Wireless | **SteelTwinScSr**<br>4*Dks* | 9959<br>8711<br>5753 | | | | | 1899 | Blohm& Voss<br>Hamburg | UnitedStates ShippingBoard | 501·0<br>P92'B214'F80' | 58·5 | 36·7 | NewYork<br>Utd.States | Q.8Cy.23⅝",33⅞",48"&68⅞"–51 3/16"<br>679NHP<br>Blohm&Voss,Hamburg | | E |
| 32074<br>106000<br>PHBW | **—**<br>(*ex*MountSephar)<br>*Elec.light* Sub.Sig.<br>Wireless | **SteelScSr**<br>ssSou.No.3–1,09<br>ssCTn.No.1-13<br>1*Dk*(*Stl*)&*Spar dk*<br>(*Irn*–ws)&*deep framing* | 3711<br>3453<br>2395 | ✠100A1<br>*Spar dk*<br>8,16<br>Examined3,19<br>~~BS9,19~~ ✠LMC5,17 ✠NB10,21 | NYk | *w* | CL<br>~~9,19~~<br>6,21 | 1896<br>5mo | Barclay, Curle&Co.Ld<br>Glasgow<br>A&CP *WB* | DensbyShppg& CommercialCo.Ld (H.J.Tremellen *Mgr*)<br>=*CellDBa*118'*uE*& | 350·0<br>P32'B76'F38' 25·9<br>FK<br>*B*35'*f*150'830*tAP* | 45·3 | 17·9 | S'thamptn<br>British<br>6*BHptCem*<br>*T*40*t ptAsp* | T.3Cy.25",41"&67"–45" (*s*)<br>170lb 264 ~~334~~NHP<br>2SB,~~6cf,GS106,HS4323 FD~~<br>Barclay,Curle&Co.Ld.Gls.<br>6*pf*,GS94,HS3226 | | |
| 32075<br>116128<br>LHWK | **—**<br>*Elec.light* Sub.Sig. | **IronSc**<br>ssN.Yk.2ndNo.3–9,17<br>2*Dks*(*Irn*)3*trB* | 2971<br>—<br>2098 | 100A1<br>11,20<br>BS6,20, ✠LMC7,19<br>✠NE&B7,19 | Bal | *t* | 11,20 | 1886 | UnionDry DockCo.<br>Buffalo,N.Y.<br>A&CP<br>*CellDBuE* | SusquehannaS.S. Co.Inc.<br>(F.Auditore,*Mgr*)<br>&*B*50'*f*174'382*tD* | 302·5<br>P139'B24'F33'<br>FK<br>*Ta*46'170*t FPT*60*t* | 40·0 | 16·0 | NewYork<br>Utd.States<br>5*BHCem*<br>*APT*5*t* | T.3Cy.22",37½"&60"–42" (*r*)<br>190lb 362NHP<br>2SB,6*cf*,GS123,HS5554 FD<br>EllicottMachineCorpn.Bal | 25·5<br>s3·10<br>21·10 | |
| 32076<br>112686<br>RPHQ | **Sussex**<br>*Ref.Mchy.*<br>*Tonnage opening closed* 1917<br>*Cargo battens not fitted in Shltr'tweendecks*<br>*Elec.light* Wireless | **SteelSc4MstSr**<br>ssLiv.No.3–2,13<br>ssFal.No.2–20<br>2*Dks*(*Stl*)<br>&*deep framing* & *Shelter dk*(*ptStl*) | 6957<br>5168<br>5104 | ✠100A1<br>*Shelter dk*<br>8,21 ~~2,21~~<br>✠LMC10,20<br>✠Lloyd'sRMC~~10,20~~1,22<br>for No.4 'tween deck chambers only | Crs<br>Shl | *a*† | CL<br>10,20 | 1900<br>4mo | Hawthorn, Leslie&Co.Ld<br>Newcastle<br>A&CP *WB*= | FederalStm.Nav. Co.Ld.<br>*CellDBa*100'*uE*30' | 420·0<br>FK<br>*f*195'972*tFPT*130*t* | 54·0 | 28·7 | London<br>British<br>7*BHCem*<br>*APT*25*t* | T.3Cy.30",48"&78"–54" (*s*)<br>160lb 505NHP<br>3SB(FD)&1AuxSB,10*cf*,<br>2*rf*,GS231,HS8678<br>Hwthrn,Leslie&C.Ld.Nwc | 39·11<br>s12·3<br>28·1 | |
| 32077<br>102097 | **Susu**<br>*Mchy.Aft*<br>Wireless | **Steel&IronScSr**<br>ssNFL.2ndNo.3–7,14<br>1*DkSteelframing*&<br>*Ironplating* | 280<br>147<br>132 | ✠<br>2,21<br>✠NB12,07 ✠ | NFL | *c* | | 1893<br>4mo | W.Hamilton&Co.<br>Pt.Glasgow | TheSusuShipping Co.Ld. (Crosbie &Co.) | 134·6<br>F22' len93<br>*pt Shade dk*89' FK<br>*WB*=*DTf*17' | 20·3 | 8·3 | SJohnsNFL<br>British<br>3*BHCem*<br>16*tFPT*20*t* | C.2Cy.19"&38"–24"<br>60RHP<br>1SB,3*pf*,GS48,HS1325<br>D.Rowan&Son,Glasgow | 9·0 | |
| 32078<br>220531<br>MBHW | **Sutermco**<br>*Elec.light*<br>Wireless | **SteelSc**<br>1*Dk*(*Stl*)2*trB in fore*&<br>*after holds*& *Web frames* | 3545<br>3005<br>2174 | ✠100A1<br>6,21 ~~8,20~~<br>✠LMC8,20<br>*Fitted for oil fuel* 8,20 *F.P. above* 150° F. | ~~New-~~<br>NYk | *v* | CL | 1920<br>8mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat Corporation<br>*CellD* | 324·0<br>P30'B90'F35'<br>FK<br>*B*251'827*tFPT*111*t* | 46·2 | 25·0 | Newark,N.J.<br>~~NewYork~~<br>Utd.States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb (*s*) HS5800 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28·6 | |
| 32079<br>216043<br>LJSN | **Sutherland**<br>*Elec.light* Wireless Sub.Sig. | **SteelSc**<br>2*Dks* | 4856<br>4366<br>3596 | | | ... | | 1918 | Seattle Const.&Dry DockCo.<br>Seattle | UnitedStates ShippingBoard | 380·0<br>P40'B100'F41'<br>FK | 53·2 | 27·0 | Seattle<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"–48"<br>472NHP<br>SeattleConst.&D.D.Co. | 29·4 | VE |
| 32080<br>124326<br>HKCJ | **Sutherland Grange**<br>*Elec.light*<br>*Ref.Mchy.* Wireless | **SteelScSr**<br>(*ex*Guardiana)<br>2*Dks*&*Shelterdk*3*trB* | 6852<br>6595<br>5158 | ✠Lloyd'sRMC4,21 12,21 | | | | 1907 | Palmers' Co.Ld.<br>Newcastle | HoulderLine,Ld. (HoulderBros.& Co.Ld.*Mgrs.*) | 411·4<br>37·8 | 52·7 | 29·8 | W.Hartlpl<br>British<br>*WB* | T.3Cy.26",45"&76"–54"<br>424NHP<br>Palmers'Co.Ld Newcastle | | C |
| 32081<br>125702<br>HMRQ | **Sutlej**<br>*Elec.light*<br>Wireless | **SteelScSr**<br>ssLiv.No.3–6,20<br>1*Dk*(*Stl*–ws)&*deep framing*<br>&*Awng dk*(*Stl*–ws)*lower dk in fore hold* | 3549<br>3313<br>2170 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>9,21 ~~2,21~~ ✠LMC<br>MS1,20 BS~~6,20~~5,21 | Cal | *v* | CL<br>~~1,20~~<br>9,21 | 1908<br>7mo | C.Connell &Co.Ld.<br>Glasgow<br>*Lloyd's*A&CP | JamesNourse,Ld.<br>*WB*=<br>*CellDBa*106'*uE*& | 349·1<br>P41'F45' 27·5<br>FK<br>*B*68'*f*126'690*tFPT* | 44·2 | 19·5 | London<br>British<br>6*BHCem*<br>49*tAPT*36*t* | T.3Cy.24½",40"&68"–45" (*s*)<br>200lb *100lb* 426NHP<br>2SB,6*cf*,GS124,HS6000 FD<br>D.Rowan&Co.Glasgow | 30·0<br>s6·6<br>24·1 | |
| 32082<br>220401<br>MBDR | **Sutorpco**<br>*Elec.light*<br>Wireless | **SteelSc**<br>1*Dk*(*Stl*)2*trB in fore*&<br>*after holds*& *Web frames* | 3545<br>3005<br>2174 | ✠100A1<br>8,20<br>✠LMC8,20<br>*Fitted for oil fuel* 8,20 *F.P. above* 150° F. | New-arkNJ | *v* | CL | 1920<br>8mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat Corporation<br>*CellD* | 324·0<br>P30'B90'F35'<br>FK<br>*B*251'827*tFPT*111*t* | 46·2 | 25·0 | NewYork<br>Utd. States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb (*s*) HS5800 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28·6 | |
| 32083<br>220246<br>LWSV | **Sutransco**<br>*Elec.light*<br>Wireless | **SteelSc**<br>1*Dk*(*Stl*)2*trB in fore*&<br>*after holds*& *Web frames* | 3545<br>3005<br>2174 | ✠100A1<br>8,20<br>✠LMC8,20<br>*Fitted for oil fuel* 8,20 *F.P. above* 150° F. | New-arkNJ | *v* | CL | 1920<br>8mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat Corporation<br>*CellD* | 324·0<br>P30'B90'F35'<br>FK<br>*B*251'827*tFPT*111*t* | 46·2 | 25·0 | NewYork<br>Utd.States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb (*s*) HS5800 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28·6 | |
| 32084<br>143676<br>KGVW | **Sutton**<br>*Mchy.Aft Well deck* | **SteelSc**<br>1*Dk*(*Stl*) | 485<br>340<br>210 | ✠100A1<br>12,20<br>✠LMC10,20 | Bkn | | CL | 1920<br>10mo | Cochrane &Sons,Ld.<br>Selby<br>*Lloyd's*A&CP | OvertonS.S.Co.Ld. (R.R.Clark, *Mgr.*) | 152·0<br>Q86'B9'F25'<br>FK<br>*FPT*48*t* | 25·2 | 10·8 | Liverpool<br>British<br>3*BHCem*<br>*APT*21*t* | T.3Cy.13",23"&37"–24" (*s*)<br>180lb 85RHP<br>1SB,3*cf*,GS46,HS1470<br>C.D.Holmes&Co.Ld.Hull | 12·0<br>s3·11<br>11·9 | |
| 32085<br>120853<br>HCQB | **Sutton Hall**<br>Wireless | **SteelScSr**<br>2*Dks* | 4460<br>4133<br>2870 | | | | | 1905 | Swan,Hunter&Wigham Richardson, Ld Newcastle | EllermanLinesLd. (HallLine,Ld. *Mgrs.*) | 375·4<br>P41'B96'F42' | 47·4 | 28·1 | Liverpool<br>British<br>*WB* | T.3Cy.23½",40"&69"–48"<br>330NHP<br>Wllsnd.Slpwy.Co.Ld.Nwc. | | C |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32086<br>121310<br>HFSP | **Suva** SteelScSr<br>*Elec.light* Wireless<br>1*Dk*(*Stl*)&*Spar dk* (*pt Stl*-teak s)&*deep framing* | 2229<br>1604<br>1159 | ✠<br>*Spar dk*<br>*withfreeboard*<br>3.06<br>✠ | Bel | *t* | | 1906<br>3mo | Workman, Clark &Co.Ld<br>Belfast<br>*WB*= | Australas'nUnited Stm.Nav.Co.Ld.<br>*Cell DBa* 65' *uE*25 | 300·3<br>P&B197'F36'<br>*f*113' 275*t FPT*20*t* | 41·1 | 11·8<br>19·7<br>FK | SydnyNSW<br>British<br>5*BHCem*<br>*APT*15*t* | T.3Cy.23½",39½"&67"-42"<br>414NHP<br>2SB,8*cf*,GS149,HS5946 FD<br>Wrkman,Clark&Co.LdBel | 22 ″ 0 | |
| 32087<br>124125<br>HGST | **Suveric** SteelScSr<br>*ss*Cal.No.3-7,18<br>*Elec.light* Wireless<br>2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl-ws*) | 6235<br>5922<br>4011 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,22 ~~4,21~~<br>✠LMC<br>MS7,18 BS~~6,20~~6,21 | NYk | *c*† | CL<br>4,21 | 1906<br>8mo | Russell& Co.<br>PortGlasgow<br>*Lloyd's A&CP* | BankLine,Ld.<br>(A.Weir &Co.*Mgs*)<br>*WB*=*CellDB*<br>*a*160'*uE*27'*f*190' | 460·0<br>1472*tDT a*38'1071*t* | 55·1 | 28·6<br>FK | Glasgow<br>British<br>7*BHCem*<br>*APT*46*t* | T.3Cy.28½",47"&78"-54" (*s*)<br>180lb ~~100lb~~ 589NHP<br>3SB,9*cf*,GS190,HS8400 FD<br>D.Rowan&Co.Glasgow | 31 ″ 6<br>s 5 ″ 0½<br>26 ″ 10 | |
| 32088<br>17307<br>MNPF | **Suwa Maru** SteelTwinScSr<br>*ss*Yka.No.1-18<br>*Elec.light* Wireless<br>2*Dks*(*Stl-Uws*)&3*rd dk*(*Stl*)*inNos*.1,3&4*holds* | 10927<br>8971<br>6864 | ✠100A1<br>~~10,21~~ ~~11,20~~1,22<br>✠LMC~~11,20~~ 10,21 | Nag<br>HKg | *g*† | CL<br>s11,20<br>PN<br>11,20 | 1914<br>9mo | MitsuBishi Dkyd&EWks<br>Nagasaki<br>*Lloyd's A&CP* | NipponYusen KabushikiKaisha<br>*WB*=*CellDBa* 157'*uE*&*B*92'*f* | 516·0<br>P99'B191'F56'<br>193'2056*t FPT*148*t* | 62·6 | 34·9<br>FK | Tokio<br>Japanese<br>8*BHCem*<br>*APT*57*t* | T.6Cy.28",47"&79"-51" (*s*)<br>200lb FD 1337NHP<br>7SB,21*cf*,GS443,HS19742<br>MitsuBishiD.&E.Wks.Nag | 37 ″ 6<br>s 9 ″ 1½<br>29 ″ 0 | |
| 32089<br>23836<br>RFTM | — SteelSc | 994<br>—<br>665 | | | | | 1918 | ................ | ToyoKaiun KabushikiKaisha | 195·5 | 31·5 | 18·0 | Fushiki<br>Japanese | | | |
| 32090 | — SteelTwinSc<br>(*Ferry*)<br>*Elec.light* 1*Dk* | 421<br>195<br>264 | | | | | 1920 | Mitsubishi ZosenKaisha, Ld. Nagasaki | MitsubishiZosen Kaisha,Ld. | 110·0 | 32·0 | 8·0 | Nagasaki<br>Japanese | C.4Cy.9"&18"-12"<br>Nagasaki 18NHP<br>Tekkosho,Nagasaki | | |
| 32091<br>24693<br>RKDQ | — WoodSc | 290<br>—<br>140 | | | | | 1918 | ................ | TeikokuKaiji KisenKaisha | 130·4 | 22·0 | 13·4 | Nishino-miya<br>Japanese | | | |
| 32092<br>22702<br>RBHF | — WoodAuxScSr | 194<br>—<br>142 | | | | | 1918 | ................ | SakamotoMasami | 100·4 | 25·0 | 11·0 | Yokohama<br>Japanese | | | |
| 32093<br>10917<br>LDHP | — SteelScSp<br>(*Whaler*)<br>1*Dk* | 114<br>106<br>62 | | | | | 1907 | Nylands Værksted<br>Christiania | ToyoHogei KabushikiKaisha | 95·3 | 17·2 | 10·6 | Osaka<br>Japanese | T.3Cy.10½",17"&28½"-20"<br>39NHP<br>NylandsVærksted,Xania | | |
| 32094<br>95496<br>KWHR | **Suwanee** SteelSc3MstSr<br>(*ex*Kasbek)<br>*Mchy.Aft* *Elec.light* Wireless<br>*CarryingPetroleum in bulk* | 2748<br>2693<br>2000 | | | | | 1888 | Armstrong Mitchell&Co.<br>Newcastle | Anglo-American OilCo.Ld.<br>(J.Hamilton *Mgr.*) | 310·0 | 40·4 | 28·3 | London<br>British | T.3Cy.23",37"&60"-39"<br>NB04 FD 225NHP<br>WllsndSlpwy.Co.Ld. Nwc. | | V |
| 32095<br>220861<br>MOBJ | **Suwarinco** SteelSc<br>*Elec.light* Wireless<br>1*Dk*(*Stl*)2*trB in fore*& *after holds*& *Web frames* | 3545<br>3005<br>2174 | ✠100A1<br>11,20<br>✠LMC11,20<br>*Fitted for oil fuel*11,20 *F.P. above* 150° F. | New-arkNJ | *v* | CL | 1920<br>11mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat Corporation<br>*CellD* | 324·0<br>P30'B90'F35'<br>*B*251'827*tFPT*111*t* | 46·2 | 25·0<br>FK | NewYork<br>Utd.States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb (*s*) HS5800<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa | 28 ″ 6 | |
| 32096<br>219496<br>LVJD | **Suwied** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless<br>1*Dk*2*trBinfore*& *after holds*& *Webframes* | 3545<br>3005<br>2174 | | | ... | | 1919 | Submarine BoatCorp.<br>Newark,'N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35" | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 32097<br>220862<br>MBOK | **Suwordenco** SteelSc<br>*Elec.light* Wireless<br>1*Dk*(*Stl*)2*trBin fore*&*after holds*&*Web frames* | 3545<br>3005<br>2174 | ✠100A1<br>1,21<br>✠LMC1,21<br>*Fitted for oil fuel* 1,21 *F.P. above* 150° F. | New-arkNJ | *v* | CL | 1921<br>1mo | Submarine BoatCorp.<br>Newark,N.J.<br>CP | SubmarineBoat Corporation<br>*CellD* | 324·0<br>P30'B90'F35'<br>*B*281'827*tFPT*116*t* | 46·2 | 25·0<br>FK | NewYork<br>Utd.States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb HS5800 (*s*) 386NHP<br>2 Water Tube Boilers FD<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | |
| 32098<br>160<br>HBGR | **Suworoff** SteelPadSr<br>*Elec.light* 1*Dk* | 926<br>621<br>484 | | | | | 1892 | MotalaCo.<br>Gothenburg | RussianStm.Nav. &TradingCo. | 220·0<br>Q72' F39' | 27·3 | 13·8 | Odessa<br>Russian<br>*WB* | C.2Cy.34"&63"-52"<br>238NHP<br>MotalaActieb.Motala | | |
| 32099<br>1479<br>HKGB | **Suyehiro Maru** IronScSr<br>(*ex*Protos)<br>2*Dks*&*Spardk* | 1483<br>1398<br>912 | | | | | 1880 | Flensburgr Schiffsb.Ges.<br>Flensburg | TayoShosen KabushikiKaisha | 251·3 | 32·0 | 17·5<br>24·5<br>*WB* | Toba<br>Japanese | C.2Cy.31$\frac{1}{16}$"&56⅝"-33"<br>153NHP<br>FlensburgerSchiffsb.Ges. | | |
| 32100<br>19530<br>NDFR | **Suyeyoshi Maru** WoodAuxScSr | 196<br>—<br>94 | | | | | 1916 | ................ | TokioSensui KogyoKabushiki Kaisha | 106·4 | 22·2 | 10·3 | Shin'gawa<br>Japanese | | | |
| 32101<br>tranded 1,22<br>OTYK | **Suzaky** WoodAuxSc3MstSr<br>*Pet.Mot.*<br>(*ex*EdithM.Green) 1*Dk*<br>(*See Sailing Ship Register*) | 198<br>—<br>170 | | | | | 1917 | BernardN. Melanson<br>GilbertsCove | E.Guillon | 111·0<br>P28*t*F9*t* | 28·7 | 10·7 | Brest<br>French | Petrol Motor 1Cy.10"-11"<br>International 7NHP<br>HawistorCor.Chicago | | |
| 32102 | **Suzanne** SteelSc<br>(*Tug*)<br>1*Dk* | 124<br>118<br>1 | | | | | 1919 | A.Pannevis Alphen a/d<br>Rijn | BureauWijsmuller | 87·4 | 21·2 | 9·8 | TheHague<br>Dutch | T.3Cy.13",20½"&34"-16"<br>46NHP<br>Machinefabriek "Avontuur,"Dordrecht | | V |
| 32103<br>OTYX | **Suzanne Céline** SteelScSr<br>(*Trawler*)<br>1*Dk* | 165<br>145<br>28 | | | | | 1899 | De la Brosse&Fouché<br>Nantes | Soc.Générale d'Armement<br>(G.Belot,*Mgr.*) | 105·8<br>H34' | 20·5 | 10·4 | Arcachon<br>French<br>*WB* | C.2Cy.17¾"&30$\frac{11}{16}$"-20½"<br>36NHP<br>DelaBrosse&Fouché,Nts. | | V |
| 32104<br>OTZI | **Suzanne & Madeleine** SteelSc<br>(*ex*Barbeau)<br>*Elec.light* 1*Dk* | 307<br>—<br>79 | | | | | 1917 | Forg.&Ch. delaMédit.<br>LaSeyne | P.Stephan&Co. | 131·3<br>F26' | 23·9 | 11·8 | Brest<br>French | C.2Cy.18"&36"-23½"<br>Forges&Ch.de la 52NHP<br>Mediterranée,LaSeyne | | V |
| 32105<br>OTZB | **Suzanne et Marie** SteelScSr<br>Wireless 2*Dks* | 1644<br>1420<br>1015 | | | | | 1891 | Lobnitz &Co.<br>Renfrew | Worms&Cie. | 255·4<br>P46' B68' F40' | 35·6 | 21·2 | Havre<br>French | T.3Cy.20",34"&54"-42"<br>NB09 189NHP<br>Lobnitz&Co.Renfrew | | V |
| 32106<br>OTZC | — SteelSc<br>(*Trawler*)<br>*Elec.light* Wireless 1*Dk* | 302<br>274<br>110 | | | | | 1907 | Atel.&Ch. deFrance<br>Dunkirk | Poret,Lobez&Cie. | 141·0 | 23·0 | 13·0 | Boulogne<br>French<br>*WB* | T.3Cy.13",22"&36"-25"<br>65NHP<br>Atel.&Ch.deFrance,Dnk. | | V |
| 32107<br>23060<br>RBJC | **Suzuno Maru** WoodAuxScSr | 368<br>—<br>248 | | | | | 1918 | ................ | KanaiSaji | 128·3 | 28·7 | 15·1 | Yokohama<br>Japanese | | | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Speciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Roulement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14 Creu<br>sur Quill<br>Franc-bord au milieu d navire<br>Tirant d'eau corres-pondant<br>pds. pa |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32108 | **Svala** SteelAuxSc4MstSr<br>*Motor*<br>(*ex*Poul) 1*Dk*<br>(*See Sailing Ship Register*) | 387<br>344<br>279 | | | | | 1919 | Svendborg<br>Skibs.og<br>Mask.<br>Svendborg | A/S Volundur | 139·6 | 29·8 | 11·0 | Reykjavik<br>Icelandic | Motor | |
| 32109<br><br>MVLC | **Svaland** IronTwinSc4MstSr<br>*OilEng.*<br>(*ex*SailingVessel, *ss*Cff.2ndNo.3–11,14<br>*ex*Scottish Moors) 2*Dks*(1*ptIrn*)<br>*Mchy.Aft* | 2388<br>2235<br>2011 | ✠<br>2,16 | Liv | *w* | | 1890<br>2mo | Richards'n<br>Duck&Co.<br>Stockton | A/SChristianssand<br>(S.O.Stray&Co.<br>A/S*Mgrs.*) | 300·0<br>H50*t*F95*t* | 42·0 | 24·3<br>BK10" | Xiansand<br>Norwegian<br>1*BHCem* | Oil Engines 2S.C.SA<br>8Cy.16½"–18 1/16" 183NHP<br>J&CG.BolindersCoLdSkm | 26 » 5 |
| 32110<br><br>MKTS | **Svalbard** SteelScSr<br>(*Fishing*)<br>1*Dk* | 186<br>168<br>69 | | | | | 1914 | Rosenbergs<br>Mek.Værks.<br>Stavanger | P.Skarbövig | 114·6<br>H8*t* | 21·4 | 10·9 | Aalesund<br>Norwegian | T.3Cy.10",16"&26"–18"<br>29NHP<br>RosenbergsMek.Værksted | |
| ❋ 32111<br><br>WLVT | **Svam I.** SteelAuxSc<br>*OilEng.* 3MstSr<br>(*ex*PuseyjonesNo.4) 1*Dk*(*Stl*)&*Web*<br>*Mchy.Aft* *frames*<br>(*See Sailing Ship Register*) | 418<br>350<br>287 | ✠100A1<br>1,20 | Xia<br>LMC10,20 | *t* | CL<br>5,19 | 1917<br>11mo | ThePusey<br>&JonesCo.<br>Wlmgtn,Del.<br>A&CP | Soc.Anon.Velieri<br>aMotore<br><br>*CellD* | 129·1<br>P31'F26'<br><br>*B*100' 105*t* | 28·0 | 13·1<br>FK<br>*FPT*40*t* | Viarreggio<br>Italian<br>3*BHCem*<br>*APT*36*t* | Oil Engines 2S.C.SA<br>2Cy.15¾"–16½" 28NHP<br>J.V.Svensson's<br>Motorfabrik,Skm. | 15 » 0<br>» 2 » 0<br>13 » 2 |
| 32112 | **Svam II.** SteelAuxSc3MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 354<br>308<br>249 | | | | | 1920 | J.Th.Wil-<br>mink&Co.<br>Groningen | Soc.Anon.Velieri a<br>Motore | 124·8<br>P26' | 26·3 | 12·0 | Viareggio<br>Italian | Oil Engine 2S.C.SA<br>2Cy.15¾"–17¾" 37NHP<br>D.Goedkoop,Jr.Ams. | |
| 32113<br><br>HFCR | **Svan** IronScSr<br>1*Dk* | 112<br>62<br>57 | | | | | 1860 | Motala<br>Werkstad<br>Motala | Dpskibselsk.Juno<br>(A.Steen,*Mgr.*) | 111·0<br>Q11*t*B27*t*H5*t*F8*t* | 15·4 | 7·2 | Holmstrnd<br>Norwegian | T.3Cy.10",15½"&24½"–16"<br>NE87 NB01 24NHP<br>AkersMek.Værks.Xania. | |
| 32114<br>5283<br>JSNB | **Svanen** SteelScSr<br>*Elec.light* 1*Dk* | 668<br>425<br>317 | | | | | 1911 | Lindhol-<br>mensV.A.<br>Gothenburg | HallandsÅngb.<br>Aktieb. (R.H.<br>Möller,*Mgr.*) | 176·3<br>P89'F20' | 28·0 | 12·5 | Halmstad<br>Swedish<br>*WB* | T.3Cy.16",26½"&44"–30"<br>106NHP<br>LindholmensV.A.Got. | |
| 32115<br>Shouldbe | **Svanfos** SteelSc<br>"Nova," See No. 38669 in Supplement<br>*Elec.light* | 850 | 100A1<br>*Shelter dk*<br>(*Class Contem* | *plated*) | | | 1921 | Ardrossan<br>D.D.Co.Ld.<br>Ardrossan | Skibs-A/SThor<br>ThoresensLinje<br>(Otto&ThorThoresen,A/S,*Mgrs.*) | 212·0<br>B44'F34' | 33·5 | 14·5 | Chrstiania<br>Norwegian | T.3Cy.16",27"&44"–30"<br>Plenty&Sons,Ld.Newbury | |
| 32116<br><br>NWLM | **Svanhild** SteelScSr<br>1*Dk* | 2138<br>1909<br>1287 | | | | | 1919 | Nylands<br>Værksted<br>Christiania | A/S D/S Valkyrien<br>(P.L.Carl&A.O.<br>Andersen,*Mgrs.*) | 289·7<br>P25'B144'F32' | 44·2 | 18·9 | Copnhagn<br>Danish<br>*WB* | T.3Cy.21½",34½"&60"–39"<br>225NHP<br>NylandsVærksted,Xania. | |
| 32117<br><br>MTHW | **Svanholm** SteelScSr<br>*Mchy.Aft* 1*Dk* | 696<br>526<br>323 | | | | | 1917 | Wortelboer<br>&Co.<br>Delfzijl | Reiersen&MatlandsRederiA/S<br>(Reiersen&Matland) | 179·9<br>B11' | 26·8 | 12·3 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.<br>14⅕",23⅕"&38⅕"–26⅗" 75NHP<br>N.V.Machinefabriek v/h<br>H.J.Koopman,Dordrecht | |
| 32118<br>5849 | **Svanö I.** SteelSc<br>(*Tug*)<br>1*Dk* | 154<br>133<br>29 | | | | | 1916 | Hernösnds<br>Verk.&Varf.<br>Aktieb.<br>Hernösand | SvanöAktieb.<br>(E.Malmström) | 89·6<br>H21*t* | 22·5 | 10·9 | Svanö<br>Swedish | T.3Cy.12",20"&33"–18"<br>46NHP<br>Lindholmens,M.V.Got. | |
| 32119<br>❋ 6376<br>KOSP | **Svarten** SteelScSr<br>*ss*Stn.2ndNo.3–10,20<br>(*ex*Cycle,*ex*Boveric)<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>Wireless &*deep framing* | 4191<br>3700<br>2869 | ✠100A1<br>*Spar dk*<br>~~2110,20~~<br>3,22<br>✠LMC10,20<br>BS8,21 | Stn<br>Got | *w* | CL<br>~~9,21~~<br>~~8,21~~<br>3,22 | 1898<br>2mo | Russell&<br>Co.<br>Pt.Glasgow<br>A&CP | Rederiaktieb.<br>Transatlantic<br>(G.Carlsson, *Mgr.*)<br>*Cell* | 345·2<br>P20'B72'F36'<br><br>*DBa*112'*f*146'757*t* | 49·8 | 17·9<br>25·9<br>FK | Gothnbrg<br>Swedish<br>6*BHCem*<br>*APT*136*t* | T.3Cy.25",41"&66"–45" (*s*)<br>160lb 346NHP<br>2SB,*6cf*,GS112,HS4804 FD<br>Rankin&Blackmore,Grk. | 28 » 5<br>s 5 » 5<br>23 » 9 |
| 32120<br>❋<br>MHSQ | **Svartfond** SteelScSr<br>~~ssRot.No.1–16~~<br>(*ex*Petra) 1*Dk*(*Stl*)<br>*Elec.light* Wireless ssBgn.No.2–21 | *2111*<br>*1935*<br>*1292* | ✠100A1<br>12,21 ~~8,19~~<br>~~BS11,20~~ ✠LMC ~~12,16~~<br>12,21 | Cff<br>Bgn | *s* | CL<br>~~2,18~~<br>12,21 | 1912<br>9mo<br><br>*Lloyd* | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>'*sA&CP Inter* | D/S Storfonds A/S<br>(S.Bergesen)<br><br>*mediate BH in fore* | 290·0<br>P27'B76'F29'<br><br>*hold dispensed with* | 42·0 | 19·2<br>FK<br><br>*CellD* | Stavanger<br>Norwegian<br>*Cem*<br>4*BHonly*<br>*Ba&uE*114' | T.3Cy.22",36"&59"–39" (*s*)<br>180lb *100lb* 232NHP<br>2SB,*6cf*,GS88,HS3524<br>N.E.MarineEng.Co.Ld.Sld<br>*uB*18'*f*116'549*tAPT*38*t*<br>NDB17(refitted21) | 21 » 6 |
| 32121<br>Now named<br>MRGF | **Svartisen** WoodScSr<br>"Fanny," See No. 37400 in Supplement<br>1*Dk* | 151<br>136<br>64 | *t* | | | | 1917 | Höllens<br>Træskibsb.<br>Xiansand | A.Lund&Co. | 99·0<br>H13*t* | 24·4 | 10·1 | Xiansund<br>Norwegian | C.2Cy.9½",&19"–14"<br>Bergens 11NHP<br>Mek.Verksted,Bergen | |
| 32122<br>5333<br>JSRC | **Svartön** SteelScSr<br>*ss*Skm.No.3–7,19<br>(*ex*Cedargrove) 1*Dk*(*ptIrn*&*ptStl*)<br>Wireless &*deep framing* | 2359<br>2197<br>1381 | ✠100A1<br>1,21<br>✠LMC<br>MS7,19 ~~BS4,20~~<br>BS7,21 | Mdb | | CL<br>12,20 | 1906<br>9mo<br><br>*Lloyd* | R.Thomp-<br>son&Sons,Ld<br>Sunderland<br>'*sA&CP* | Trafikaktiebolaget<br>Grängesberg-<br>Oxelösund(P.A.<br>Welin,*Mgr.*)<br>*WB=CellDB* | 299·0<br>P25'B74'F31'<br><br><br>*a*90'*uE&B*36'*f*124' | 44·5 | 19·9<br>FK | Stockholm<br>Swedish<br>5*BHCem*<br><br>688*tAPT*58*t* | T.3Cy.21½",36"&59"–39" (*s*)<br>180lb *100lb* 229NHP<br>2SB,*6pf*,GS106,HS3432<br>G.Clark,Ld.Sunderland | 22 » 3<br>s 3 » 5<br>19 » 1 |
| 32123<br><br>NMPL | **Svava** SteelScSr<br>*ss*Els.No.3–9,17<br>(*ex*Bjorn) 1*Dk*(*Stl*)&*deep framing*<br>*ss*Cpn.No.1–21 | 1212<br>1047<br>725 | ✠100A1<br>8,21 ~~5,20~~<br>~~BS11,19~~ ✠LMC~~9,17~~ 8,21<br>BS2,22 ~~[illegible]~~ | Els<br>Cpn | *o* | ~~5,20~~<br>8,21 | 1904<br>2mo<br><br>*Lloyd* | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen<br>'*sA&CP WB=* | Dpskselsk.Valky-<br>rien(A.O.Andersen<br>&Co.,*Mgrs.*)<br>*Cell DBa*40'*uE&B* | 233·4<br>P22'B60'F26'<br><br>63'*f*94'349*t* | 34·4 | 16·4<br>FK<br><br>*FPT*30*t* | Copnhagn<br>Danish<br>4*BHCem*<br>*APT*15*t* | T.3Cy.18",29"&48"–33" (*s*)<br>165lb 131NHP<br>2SB,*4cf*,GS48,HS1912<br>KjbnhavnsFlydk.&Skbsv. | 18 » 10<br>s 2 » 1<br>17 » 0 |
| 32124<br><br>NQHT | — SteelSc<br>1*Dk* | 162<br>154<br>55 | | | | | 1907 | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen | Em.Z.Svitzer's<br>Bjerg.Enterprise | 104·0<br>B20' | 22·0 | 10·2 | Copnhagn<br>Danish | T.3Cy.13",20½"&33½"–21"<br>HS1101 64NHP<br>KjbnhavnsFlydk.&Skbsv. | |
| 32125<br>3639<br>JLGS | **Svea** SteelScSr<br>*Elec.light* 1*Dk*&*deep framing* | 770<br>536<br>374 | | | | | 1900 | Howaldts-<br>werke<br>Kiel | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson,*Mgr.*) | 175·8<br>B57'H89*t*F36' | 30·3 | 13·8 | Stockholm<br>Swedish<br>*WB* | T.3Cy14 9/16"22¼"&36⅝"–19 11/16"<br>60NHP<br>Howaldtswerke,Kiel | |
| 32126<br>203192<br>KVLS | — WoodSc3MstSr<br>1*Dk* | 618<br>—<br>370 | | | | | 1906 | ……………<br>Fairhavn, Cal | WilsonBros.&Co. | 174·0 | 38·2 | 13·3 | S.Frncisco<br>Utd.States | | |
| 32127<br>1152<br>HVFM | — SteelSc<br>1*Dk* | 290<br>228<br>150 | | | | | 1890 | Eriksbergs<br>M.W.<br>Gothenburg | Ångb.Aktieb.<br>Export (O.<br>Jensen,*Mgr.*) | 123·0<br>P37'H12*t*F15'<br>len17 | 22·4 | 9·8 | Karlstad<br>Swedish | C.2Cy.18"&26"–17½"<br>24NHP<br>EriksbergsM.W.,Got. | |
| 32128<br>2496<br>JFNR | — IronSc<br>(*ex*GötaElf) 1*Dk* | 164<br>100<br>99 | | | | | 1885 | P.Larsson<br>Thorskog | O.A.Melin | 99·0<br>B45'H14*t* | 18·4 | 9·0 | Örnskldvk<br>Swedish | C.2Cy.13½"&24½"–35"<br>NB00 30NHP<br>P.Larsson,Thorskog | |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built: When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c.: Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32129<br>2767<br>JGFB | **Svea** SteelScSp<br>1*Dk* | 125<br>57<br>90 | | | | | 1895 | Eriksbergs<br>M.V.Aktieb<br>Gothenburg | GöteborgsNya<br>ÅngslupsAktieb.<br>(H.Kunze,*Mgr.*) | 92·5<br>B43'H10*t*F13' | 19·1 | 6·6 | Gothenbrg<br>Swedish | C.2Cy.14"&27"–18"<br>26NHP<br>EriksbergM.V.Aktieb.Got | | |
| 32130<br>3900<br>KBOS | **Svealand** SteelTwinScSr<br>*OilEng.*<br>*Elec.light* 1*Dk* | 1086<br>853<br>482 | | | | | 1917 | SödraVarf-<br>vetsAktieb.<br>Stockholm | A/B Svenska Osta-<br>siatiskaKompaniet<br>(DanBroström,*Mgr.*) | 220·6<br>P28'B128'F9' | 34·1 | 13·6 | Gothenbrg<br>Swedish<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.14⅛"–20" 182NHP<br>Aktieb.DieselMot.Skm. | | V |
| 32131<br>401<br>HSKM | **Svecia** IronScSr<br>*ss*Lbc.2ndNo.3–3,09<br>*ss*Skm.No.2–17<br>(*ex*Mudir)<br>*Welldeck* 1*Dk*(*Irn*) | 529<br>380<br>303 | ✠100A1<br>9,20<br>~~BS10,19~~ ✠LMC~~4,17~~<br>7,21 | Mmo | *h* | 9,20 | 1884<br>2mo<br>*Lloyd* | H.M'In-<br>tyre&Co.<br>Paisley<br>'*sA&CP* | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson,*Mgr.*)<br>*WB=DBa*37' | 168·6<br>Q85'B17'H23*t*F20'<br>BK7" | 28·2 | 11·4 | Stockholm<br>Swedish<br>4*BHCem*<br>60*tFPT*40*t* | C.2Cy.20"&38"–28" (*i*)<br>80lb *60lb* NDB03 64NHP<br>1SB,*2pf*,GS140<br>W.G.Lochhead&Co.Gls. | 12 ″ 6 | |
| 32132<br>MTRB | **Svein Jarl** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 1908<br>1683<br>1115 | – | | | | 1919 | Trndhjms<br>Mek.Værks.<br>Trondhjem | DetNordenfjeldske<br>Dampskibsselskab | 265·0<br>P27'B72'F30' | 42·1 | 17·8 | Trondhjm<br>Norwegian<br>*WB* | T.3Cy.20½",33"&56"–36"<br>188NHP<br>TrondhjemsMek.Verks. | | N |
| 32133<br>MCJD | **Svelvik** SteelScSp<br>(*ex*Farmand)<br>1*Dk* | 177<br>83<br>94 | | | | | 1905 | Trndhjms<br>Mek.Værks.<br>Trondhjem | Dpsk.Selsk.Juno<br>(A.Steen,*Mgr.*) | 104·8<br>P67*t*H12*t*F6*t* | 18·5 | 8·0 | Holmstrnd<br>Norwegian | T.3Cy.10¾",17½"&28½"–18"<br>34NHP<br>Trondhjems M.V.Trndhjm | | |
| 32134<br>MGSP | **Svend Foyn I.** SteelScSr<br>(*ex*JohanBryde,<br>*ex*Oestkysten,*ex*Buceros,*ex*Strathness)<br>*Elec.light* Wireless 2*Dks* | 4136<br>3804<br>2416 | | | ... | | 1894 | W.Gray&<br>Co.Ld.<br>WHartlepool | A/S Sydhavet<br>(P.Bogen,*Mgr.*) | 365·0<br>P31'B87'F36'<br>FK | 47·0 | 27·1 | Sandefjrd<br>Norwegian<br>*WB* | T.3Cy.27",43"&72"–45"<br>FD 404NHP<br>Cen.Mar.Eng.Wrks.WHpl | 29 ″ 9 | N |
| 32135<br>NLGB | **Svend II.** SteelScSr<br>*ss*Cpn.No.3–9,19<br>1*Dk*(*Stl*)&*Web frames* | 2104<br>1919<br>1316 | ✠100A1<br>9,21 ~~2,20~~<br>✠LMC<br>MS3,19 BS9,19<br>MBS9,21 | Cpn<br>Els | *s* | CL<br>2,20 | 1900<br>12mo | J.Priest-<br>man&Co.<br>Sunderland<br>A&CP | DetForenede<br>Dampskibs<br>Selskab<br>*WB=DBa* | 290·0<br>P27'B68'F29'<br>FK | 42·2 | 20·4 | Copnhagn<br>Danish<br>5*BHCem*<br>98'*f*102'644*t* | T.3Cy.21",35"&58"–39" (*s*)<br>160lb *100lb* NDB19 205NHP<br>2SB,*6pf*,GS78,HS2940<br>N.E.MarineCo.Ld.Sld. | 21 ″ 7<br>s 3 ″ 5½<br>19 ″ 5 | |
| 32136<br>NWKR | **Svendborgsund** WoodScSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 542<br>448<br>321 | | | | | 1918 | I P Jörgen-<br>sen<br>Thurö | RederiA/S<br>Thurösund<br>(R.W.Rasmussen) | 148·9<br>B40'Q40'F15' | 33·4 | 13·4 | Thurö<br>Danish | Oil Engine 4S.C.SA<br>6Cy.<br>H.Christoffersen,Heleby | | V |
| 32137<br>4111<br>JNDF | **Svenske** SteelScSr<br>*Mchy.Aft* 1*Dk* | 502<br>365<br>262 | | | | | 1903 | Lindhol-<br>mensV.A.<br>Gothenburg | Ångf.Aktieb.<br>Nornan(O.Ahren-<br>berg,*Mgr.*) | 158·6<br>P52'H36*t*F22' | 26·3 | 13·4 | Gothenbrg<br>Swedish<br>*WB* | C.2Cy.15"&33"–21"<br>42NHP<br>LindholmensV.A.Got. | | V |
| 32138<br>6104<br>KBRF | **Svensksund** IronScSr<br>*Motor*<br>(*ex*Vidar3) | 130<br>106<br>70 | | | | | 1913 | ..................<br>Saltvik | TrävaruA/B<br>Norrköpings<br>Exporthyfleri | 100·6 | 22·2 | 9·0 | Blnkahlm<br>Swedish | Motor<br>A/BJVSvensonsMtrf.Skm | | V |
| 32139<br>5785<br>JVNR | **Sverker** SteelScSr<br>*ss*Got.No.1–20<br>*Mchy.Aft* 1*Dk*(*Stl*) | 477<br>383<br>234 | ✠100A1<br>10,21 ~~10,20~~<br>✠LMC6,20 | Mmo | *g* | 5,20 | 1916<br>4mo<br>*Lloyd* | P.Larsson<br>Thorskog<br>'*sA&CP* | Rederiakt. Simris-<br>hamn (O.Modén,<br>*Mgr.*)<br>*C* | 151·6<br>P44'F16'<br>FK<br>*ellDBf*93'106*tFPT* | 26·6 | 11·7 | Simrishmn<br>Swedish<br>3*BHCem*<br>24*tAPT*25*t* | C.2Cy.16"&30"–22" (*s*)<br>120lb *80lb* 46NHP<br>1SB,*2cf*,GS23,HS871<br>P.Larsson,Thorskog | 14 ″ 0<br>s 1 ″ 4<br>12 ″ 10 | |
| 32140<br>MODT | **Sverre** SteelScSr<br>*ss*N.Yk.No.3–4,17<br>*ss*Hpl.No.1–21<br>1*Dk*(*Irn*)2*trB*&*deep framing*<br>*Elec.light* Wireless 3*Dk rule* | 3564<br>3377<br>2326 | ✠100A1<br>4,21<br>✠LMC4,21 | Hpl | *u* | 4,21 | 1904<br>4mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | A/S D/S Sverre<br>(S.M.Kuhnle&<br>Sön,*Mgrs.*)<br>*WB=CellDBa&* | 339·6<br>P25'B67'F32'<br>FK<br>*uE*133'*uB*17'*f*146'1 | 48·0 | 24·5 | Bergen<br>Norwegian<br>6*BHCem*<br>005*tAPT*48*t* | T.3Cy.25",40"&65"–42" (*s*)<br>160lb *180lb* NDB21 290NHP<br>2SB,*6cf*,GS112,HS4590<br>Cen.Mar.Eng.Wrks.WHpl | 27 ″ 2<br>s 5 ″ 2½<br>22 ″ 4 | |
| 32141<br>MGLK | — WoodAuxScCtr<br>*Stm.Eng.*<br>(*See Sailing Ship Register*) 1*Dk* | 110<br>103<br>59 | | | | | 1903 | K.Skaal-<br>vren<br>Rosendal | G.Robertson | 91·9 | 22·0 | 9·2 | Hammrfest<br>Norwegian | C.2Cy.7"&14"–10"<br>E&B*fitted*11 5NHP<br>O.Liaaen,Aalesund | | |
| 32142<br>JSPL | **Sverre Sigurdsson** SteelScSr<br>1*Dk*&*Awngdk*<br>*AwngdkSides*&*BeamsIrn* | 932<br>550<br>563 | ✠<br>*Awng dk*<br>*with load line*<br>6,82 | Nwc | *l* | | 1882<br>4mo | C.Mitchell<br>&Co.<br>Newcastle | DetNordenfjeldske<br>Dampskibsselskab<br>*W* | 202·3<br>H17*t*<br>len04<br>*B=DBa*46'*f*64'&*u* | 28·0 | 13·3<br>20·4 | Trondhjm<br>Norwegian<br>5*BHCem*<br>*E*&*B*37'105*t* | T.4Cy.(2)12⅜",27¾"&48"–30"<br>NB04 *Tpd*04 128NHP<br>LaxevaagsMsk&Jrns.Bgn. | | |
| 32143 | **Sviatogor** SteelTrpScSr<br>(*Icebreaker*)<br>4*Dks*(*Udk Stl*–ws)3*rd*&4*th dks*(*Stl*)<br>*Elec.light* &*Webframes*<br>*CruiserStern* | *5168*<br>*5105*<br>*2246* | ✠100A1<br>1,21 ~~2,17~~<br>✠LMC2,17 | Nwc<br>Lth | *z* | 1,21 | 1917<br>2mo<br>*Lloyd* | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>'*sA&CP* | RussianGovern-<br>ment<br>*CellDBuE&B*188'<br>*side tanks in blr.sp* | 323·2<br>836*t*<br>FK<br>*ace*68'286*tFPT*608*t* | 71·0 | 38·5 | Russian<br>*Cem*<br>*APT*196*t* | T.9Cy.26",42"&67"–45" (*s*)<br>180lb *180lb* FD 1643NHP<br>10SB,*30cf*,GS668,HS27600<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 41 ″ 4 | |
| 32144<br>159<br>HBCS | **Sviatoi Nicolai** SteelScSr<br>Wireless 2*Dks*&*Awng dk* | 1931<br>—<br>1171 | | | | | 1893 | RussianSN<br>&TradingCo.<br>Sebastopol | RussianStm.Nav.<br>&TradingCo. | 289·9 | 36·5 | 17·0<br>25·4 | Odessa<br>Russian | T.3Cy.30",46"&73"–48"<br>E&B*made*90 369NHP<br>Hwthrn,Lslie&Co(L)Nwc. | | V |
| 32145<br>973<br>LRCO | — IronTwinScSr<br>(*ex*Karl)<br>1*Dk* | 326<br>—<br>216 | | | | | 1882 | Stbilimnto<br>Tecnico<br>Trieste | G.P.Gripari | 178·6 | 26·9 | 7·4 | Rostoff<br>Russian | C.4Cy.11"&22"–18"<br>NB01 34NHP<br>StabilimentoTecnico,Tri. | | |
| 32146<br>MTLQ | **Svinta** SteelScSr<br>1*Dk* | 1267<br>1123<br>764 | | | | | 1916 | N.V.Werf<br>DeNoord<br>Alblasserdm | W.Hansen | 236·9<br>P31'B65'H73*t*F23' | 36·3 | 16·2 | Bergen<br>Norwegian<br>*WB* | T.3Cy.17½",29"&46"–36"<br>127NHP<br>AlblasserdamMsch.Fab. | | N |
| 32147 | **Svir** SteelScSr<br>(*ex*Zwartezee) (*Tug*)<br>1*Dk* | 542<br>524<br>138 | | | | | 1898 | L.Smit&<br>Zoon<br>Kinderdijk | RussianGovern-<br>ment | 165·6<br>B49'F18' | 31·1 | 16·3 | Russian<br>*WB* | T.3Cy.18",28"&46"–36"<br>180lb HS4054 203NHP<br>Maats.deSchelde,Flushing | | |
| 32148<br>TJBF | **Swaerdecroon** SteelSc<br>*Elec.light* Wireless 1*Dk* | 1692<br>1329<br>902 | | | | | 1908 | Maats.<br>Fyenoord<br>Rotterdam | Koninkl.Paketv.<br>Maats. | 270·5<br>P33'B73'F30 | 40·3 | 18·0 | Batavia<br>Dutch<br>*WB* | T.3Cy.19",31½"&51½"–39"<br>165NHP<br>Maats.Fyenoord,Rot. | | V |
| 32149<br>135603<br>JPKM | **Swainby** SteelScSr<br>Wireless 1*Dk*(*ptIrnptStl*)<br>~~*Carrying oil fuel F.P. above 150°F. in DB*~~ | 4938<br>4697<br>3042 | ✠100A1<br>2,21<br>✠LMC4,17 | Bry | *y* | CL<br>N2,21 | 1917<br>4mo<br>*Lloyd* | Ropner&<br>Sons,Ld.<br>Stockton<br>'*sA&CP* | RopnerShipping<br>Co.Ld.<br>*CellDBa*127'*uE* | 390·0<br>P30'B219'F40'<br>FK<br>27'*f*174'1165*tFPT*1 | 55·6 | 26·2 | Stockton<br>British<br>6*BHCem*<br>94*tAPT*185*t* | T.3Cy.28",46"&75"–48" (*s*)<br>180lb *100lb* 450NHP<br>3SB,*9cf*,GS194,HS7293<br>Blair&Co.Ld.Stockton | 28 ″ 9<br>s 4 ″ 10<br>24 ″ 3 | |
| 32150<br>143182<br>JWPF | **Swakopmund** SteelSc<br>(*ex*ProfessorWoermann,*ex*Florida)<br>*Elec.light* 3*Dks* | 5631<br>4402<br>3544 | | | | | 1903 | Bremer<br>Vulkan<br>Vegesack | Eastern&Austra-<br>lianS.S.Co.Ld. | 403·2<br>P&B262'F50' | 49·2 | 27·1 | London<br>British<br>*WB* | T.3Cy.27 9/16",45¼"&74 13/16"–<br>51 3/16" 399NHP<br>BremerVulkan,Vegesack | | |

*Now named* "Arafura," *See No.* 36178 *in Supplement*

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 Nom du Navire. — Visites Périodiques. | 3 Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32151<br>95947 | **Swallow** | SteelSc<br>ssRgn.No.1–12<br>1Dk(Stl–ptteaks) | 859<br>816<br>497 | ✠<br>HopperBarge<br>6,14 ✠ | Rgn | l | | 1908<br>12mo | W.Simons &Co.Ld.<br>Renfrew | SydneyHarbour Trust | 206·0<br>F25' | 33·1 | 14·3<br>FK | SydnyNSW<br>British<br>4BHCem | T.3Cy.17",27"&43"–27"<br>95RHP<br>2SB,4cf,GS96,HS2834<br>W.Simons&Co.Ld.Rnf. |
| 32152<br>123356 | — | SteelScK<br>ssAbn.No.3–6,19<br>1Dk | 204<br>191<br>81 | ✠100A1<br>StmTrawler<br>11.21 ~~6,19~~ BS11,21<br>~~BS11,20~~ ✠LMC5,19 | Abn | | ~~5,19~~<br>11,21 | 1906<br>7mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | JohnLewis,Ld.<br>(A.Lewis,Mgr.) | 115·3 | 21·9 | 12·2<br>BK7½"<br>WB= | Aberdeen<br>British<br>3BHCem<br>DTf 5'13t | T.3Cy.11",19½"&32"–22" (r)<br>180lbEmdc03refitd06 60RHP<br>1SB,3pf,GS44,HS1266<br>W.V.V.Lidgerwood,Gls. |
| 32153<br>110941<br>RMJT | — | SteelScK<br>ssGms.No.3–2,13<br>ssGms.No.2–19 ~~ssGms.No.1–19~~<br>1Dk | 200<br>181<br>81 | ✠100A1<br>StmTrawler<br>6,21 ~~10,19~~ ✠LMC10,19<br>✠NB98refitted09 BS6,21 | Gms | | CL<br>~~8,17~~<br>6,21 | 1900<br>2mo<br>Lloyd | Earle'sCo. Ld.<br>Hull<br>'sA&CP | Grimsby Steam FishingCo.Ld. (G.E.J.Moody, Mgr.) | 115·3 | 21·5 | 11·2<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.10¾",20"&32"–23" (s)<br>190lb 52RHP<br>1SB,2cf,GS29,HS880<br>Earle'sCo.Ld.Hull |
| 32154<br>120781 | —<br>Well deck<br>Mchy.Aft | SteelScSr<br>ssYar.No.3–4,17<br>ssGoo.No.1–20<br>1Dk(Stl) | 160<br>114<br>62 | ✠100A1<br>9,20<br>✠LMC9,20<br>BS12,21 | Goo | | CL<br>9.20 | 1905<br>4mo<br>Lloyd | J Fullerton &Co.<br>Paisley<br>'sA&CP | J.Leete&Son | 105·3<br>Q36'B7'F14 | 21·1 | 7·1<br>BK6"<br>WB | London<br>British<br>3BHCem<br>=FPT15t | C.2Cy.12"&24"–18" (s)<br>100lb 27RHP<br>1SB,2pf,GS24,HS543<br>Ross&Duncan,Glasgow |
| 32155<br>217000<br>LNDP | **Swampscott**<br>Elec.light Wireless | WoodScSr<br>1Dk | 2551<br>—<br>1528 | | | | | 1918 | Beaumont S.B.&D.D.Co.<br>Beaumnt,Tex | UnitedStates ShippingBoard | 267·3 | 46·0 | 23·6 | Pt Arthur, Tex.<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP |
| 32156<br>132531 | **Swan** | SteelScK<br>ssBathurstNo.1–19<br>1Dk(Stl) | 34 | ✠100A<br>1,19<br>For towing purposes | | | CL<br>10,20 | 1913<br>10mo | Rennie ForresttS.B.&Eng.Co.Ld.<br>Wivenhoe | BathurstTrading Co.Ld. | 65·0 | 12·7 | 6·2<br>BK4" | Bathurst<br>British<br>4BHCem | C.2Cy.9"&18"–12" (s)<br>130lb 13RHP<br>1SB,2pf,GS20,HS386<br>A.G.MumfordLdColchestr |
| 32157<br>116103<br>TRSL | **Swan II.**<br>(exSwan) | SteelScK<br>ssHul.No.3–6,13<br>ssGls.No.2–19 ~~ssGls.No.1–19~~<br>1Dk | 239<br>216<br>93 | ✠100A1<br>StmTrawler<br>2,22 ~~11,20~~ BS2,22<br>~~BS11,20~~ ✠LMC11,19 | Gms | | CL<br>11,20 | 1902<br>11mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Hull<br>'sA&CP | BunchSteamFishingCo.Ld. (W. Crampin,Mgr.) | 125·0<br>Q50'<br>ptND13 | 21·7 | 11·7<br>BK7"<br>WB | Grimsby<br>British<br>4BHCem<br>=DBf8'5t | T.3Cy.12½",21½"&35"–24"(s)<br>200lb 70RHP<br>1SB,2pf,GS34,HS1090<br>Amos&Smith,Hull |
| 32158<br>128932 | **Swansea Castle** | SteelScK<br>ssSws.No.2–19<br>1Dk | 256<br>228<br>100 | ✠100A1<br>StmTrawler<br>~~7,21~~ ~~11,20~~ 1,22<br>BS3,21 ✠LMC11,19 | Sws | | CL<br>~~1,19~~<br>1,22 | 1912<br>6mo<br>Lloyd | Smith's DockCo.Ld.<br>Middlesbro'<br>'sA&CP | ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (JDMarsden,Mgr) | 125·0<br>Q74'F21' | 23·0 | 12·3<br>BK7½" | Swansea<br>British<br>3BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 81RHP<br>1SB,3pf,GS51,HS1445<br>Smith'sDockCo.Ld.Mdb. |
| 32159<br>216583<br>LMDT | **Swanson** | WoodScSr<br>Motor<br>1Dk | 141<br>—<br>76 | | | | | 1918 | Humphry's Mar.Rly.Co<br>Weems,Va. | Bellows&Squires Co.Inc. | 109·4 | 19·9 | 8·4 | Reedville, Va.<br>Utd.States | Motor<br>2Cy.10½"–12½" 11NHP |
| 32160<br>139628<br>JTOF | **Swanston**<br>(exFavoritoSantiagoFernando)<br>Elec.light | SteelTwinScSr<br>ssCff.No.3–4,18<br>1Dk<br>(Stl) | 485<br>356<br>235 | A–<br>1,21<br>MS4,18<br>CoastingU.K.<br>(Except West<br>and Continent | Sws<br>BS10,21<br>Coast,<br>—fro | Co<br>m | P2,22<br>S11,21<br>rk to P<br>Brest | 1905<br>l<br>entlan<br>to Ho | G.Seebeck Akt.Ges.<br>Bremerhaven<br>d Firth)<br>mburg. | ~~InstoneTransport &TradingCo.Ld.~~<br>~~(S.Instone&Co.Ld. Mgrs.)~~<br>S.Instone&Co.Ld | 138·7<br>P16'B37'F19' | 29·7 | 11·4<br>BK6½" | Cardiff<br>British<br>4BHCem | C.4Cy.10⅝"&20⅛"–15½" (s)<br>142lb 50NHP<br>1SB,2cf,GS36,HS1076<br>G.SeebeckA.G.Bremerhvn |
| 32161<br>116875<br>KNVF | **Swatara** | SteelSc<br>(Tug)<br>2Dks | 625<br>—<br>425 | | | | | 1899 | Neafie& LevyCo.<br>Phildelphia | ReadingCo. | 157·0 | 29·0 | 17·5 | Phildlphia<br>Utd.States | T.3Cy.18",28"&45"–30"<br>112NHP<br>Neafie&LevyCo.Phl. |
| 32162<br>4514<br>JOPH | **Swatow Maru**<br>(exSwatow) | SteelScSr<br>1Dk&Spardk | 1004<br>935<br>588 | | | | | 1889 | Blohm& Voss<br>Hamburg | OsakaShosen KabushikiKaisha | 225·0<br>H75' | 30·4 | 17·6 | Osaka<br>Japanese<br>WB | T.3Cy.15½",24⅜"&39⅜"–33"<br>90NHP<br>Blohm&Voss,Hamburg |
| 32163<br>114734<br>SNDK | **Swazi**<br>Elec.light<br>Wireless | SteelScSr<br>ssLth.No.3–10,13<br>~~ssCff.No.1–18~~<br>2Dks(Stl)&Webframes<br>ssCal.No.2–21 | 4941<br>4539<br>3174 | ✠100A1<br>5,21 ~~1,20~~<br>MS2,19 | Liv<br>Lth<br>✠LMC[illegible]<br>BS12,20 | y | CL<br>~~5,20~~<br>~~11,21~~<br>N5,22 | 1901<br>8mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>A&CP | Ellerman& BucknallSS.Co.Ld. | 380·0<br>P42'B76'F36' | 50·0 | 29·1<br>FK<br>WB=Cell | London<br>British<br>6BHCem<br>DBa125'uE | T.3Cy.25",43"&72"–48" (s)<br>180lb 463NHP<br>3SB,9cf,GS144,HS6531 FD<br>WllsndSlpwyCo.Ld.Nwc.<br>&B42'f160'875tAPT35t |
| 32164<br>141793 | **Sweden**<br>Elec.light<br>Mchy.Aft | SteelScSr<br>(exL.C.Smith)<br>1Dk2trB | 4702<br>—<br>3418 | | | | | 1902 | WBayCity S.B.Co.<br>W.BayCity, Mich. | GreatLakesS.S.Co. | 414·0 | 50·0 | 29·0 | Oswego<br>Utd.States<br>WB | T.3Cy.22",35"&58"–42"<br>218NHP<br>DetroitS.B.Co.Detroit |
| 32165<br>26210<br>RSMG | **Sweden Maru**<br>Elec.light<br>Wireless | SteelSc<br>2Dks(Stl)&Awngdk(Stl) | 5870<br>5590<br>4266 | ✠100A1<br>Awngdk<br>withfreeboard<br>1,21 ✠LMC4,20 | Cff | y | | 1920<br>4mo<br>Lloyd | Kawasaki Dckyd.Co.Ld<br>Kobe<br>'sA&CP | KawasakiKisen KabushikiKaisha<br>CellDB334'111 | 385·0<br>8tFPT126tAPT93t | 51·0 | 36·0<br>FK<br>Collision | Kobe<br>Japanese<br>Cem<br>BHtoAwdk<br>5 „ „ U „ | T.3Cy.26",43½"&72"–48" (s)<br>200lb 437NHP<br>2SB&1Aux.SB,8cf,GS154,<br>HS5741 FD<br>KawasakiDkyd.CoLd.Kob |
| 32166<br>134771<br>JCFD | **Sweeper**<br>Elec.light | SteelScK<br>ssGms.No.2–21<br>1Dk | 395<br>367<br>235 | ✠100A1<br>StmTrawler<br>7,21 ~~1,14~~ BS1,22<br>~~Examined10,19~~ MS7,21<br>~~BS6,20~~ ✠LMC5,18 | Gms | | CL<br>~~4,19~~<br>7.21 | 1913<br>5mo<br>Lloyd | Cook,Welt'n&Gemmell Ld. Beverley<br>'sA&CP | T.W.Baskcomb | 150·1<br>Q88'F23' | 25·0 | 13·5<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.13",22½"&37"–24" (s)<br>200lb 68RHP<br>1SB,3pf,GS40,HS1557<br>Amos&Smith,Ld.Hull |
| 32167<br>22581 | **Sweepstakes** | WoodSc<br>(Tug) | 227<br>—<br>139 | | | | | 18$\frac{67}{97}$ | Quayle& Martin<br>Cleveland | G.Weaver | 130·7 | 21·8 | 11·8 | Baltimore<br>Utd.States | C.2Cy.20"&40"–30"<br>73NHP<br>S.F.Hodge&Co.,Detroit |
| 32168<br>93000<br>NBVC | **Sweet Home**<br>Well deck<br>Mchy.Aft | Steel&IronScSr<br>ssAbn.2ndNo.3–2,21<br>1Dk(Stl)<br>Ironframing,Steelplating | 180<br>133<br>69 | ✠100A1<br>2,21<br>✠NB7,08 ✠LMC2,21 | Abn | b | CL<br>2,21 | 1893<br>5mo | Scott& Sons<br>Bowling<br>A&CP | D.Sandison,Jr. | 108·8<br>Q37'B10'F17' | 20·1 | 8·6<br>BK7"<br>W | Wick<br>British<br>3BHCem<br>B=FPT15t | C.2Cy.12"&28"–20" (s)<br>130lb 33RHP<br>1SB,2pf,GS29,HS770<br>Ross&Duncan,Glasgow |
| 32169<br>118648<br>HBSW | **Sweethope**<br>Wireless | SteelScSr<br>ssSld.No.3–4,18<br>1Dk(ptIrn&ptStl)&deepframing | 2715<br>2513<br>1708 | ✠100A1<br>12,21 ~~12,20~~<br>BS12,20 ✠LMC4,18 | Npt<br>Shl | u | CL<br>12,20 | 1905<br>1mo<br>Lloyd | Sunderlnd S.B.Co.Ld.<br>Sunderland<br>'sA&CP | Pyman,Bell&Co. Ld.<br>WB=Cell<br>DBa110'uE&B36' | 314·0<br>P31'B152'F30'<br>f122'701tFPT100t | 46·5 | 20·6<br>FK | Newcastle<br>British<br>5BHCem<br>APT125t | T.3Cy.23",38"&62"–42" (s)<br>160lb 80lb 262NHP<br>2SB,6pf,GS111,HS4124<br>N.E.MarineEng.Co.LdSld |
| 32170<br>209481<br>LCGS | **Swell**<br>Elec.light | SteelScSr<br>(Trawler)<br>1Dk | 252<br>218<br>119 | | | | | 1911 | ForeRiver S.B.Co.<br>Quincy,Mass. | BayStateFishing Co. | 117·8 | 22·5 | 11·6 | Boston<br>Utd.States | T.3Cy.12¾",22"&36"–24"<br>63NHP<br>ForeRiverS.B.Co.Quincy |

| 1 No. in Book. / Official No. / Code Letters. | 2–3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32171 | **Swell** WoodScK<br>9&12yearsMat. 1*Dk* | 93<br>92<br>32 | ✠ 11A1<br>*For fishing purposes*<br>6,20 ✠LMC6,20 | Hul | | CL | 1919<br>8mo<br>*Lloyd* | Routh&<br>Waddingham<br>Winteringhm<br>'*sA&CP* | ~~TheAdmiralty~~<br>GrimsbySeine<br>FishingCo.<br>(S.Franklin*Mgr*.) | 86·0 | 19·8 | 9·8 | London<br>British | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS810<br>Elliott&GarroodLdBeccles | | |
| 32172<br>132632<br>HTRD | **Swift** SteelScSr<br>*ss*Lon.No.2–18<br>(*ex*DeanSwift,*ex*Swift) 2*Dks*(*UStl*)&<br>*Elec.light* Wireless *Shelter dk*(*Stl*-ws) | 1141<br>899<br>466 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>6,19<br>BS6,21<br>✠LMC7,20 | Lon | *q* | CL<br>5,19 | 1911<br>11mo<br>*Lloyd* | Ramage&<br>Ferguson,Ld.<br>Leith<br>'*sA&CP* | GeneralStm.Nav.<br>Co.Ld.<br>*CellD* | 244·8<br>*Ba45'uE&B53'f94'* | 34·6 | 14·2<br>BK8¼" | London<br>British<br>5*BHCem*<br>286*tFPT*36*t* | T.3Cy.23",37½"&62"-39"(*s*)<br>180lb 337NHP<br>2SB,*8cf*,GS148,HS5052 FD<br>Ramage&Fergusn,Ld.Lth. | 16 ″ 6<br>s ″ 9½<br>16 ″ 6 | |
| 32173<br>108526<br>PSGJ | — SteelScK<br>1*Dk* | 242<br>198<br>94 | | | | | 1897 | Edwards<br>Bros.<br>Howden | KelsallBros.&<br>Beeching,Ld.<br>(J.Slater,*Mgr*.) | 133·7 | 21·6 | 10·8 | Hull<br>British<br>*WB* | T.3Cy.13½",22½"&38"-27"<br>70RHP<br>N.E.MarineEng.Co.Ld.Sld | | |
| 32174<br>113760<br>JPVD | — SteelScSr<br>*ss*Yar.No.3–4,16<br>*Well deck* *ss*Gms.No.1–19<br>*Mchy.Aft* 1*Dk*(*Stl*) | 155<br>113<br>60 | ✠100A1<br>11,20<br>BS11,20 ✠LMC11,19 | Lon | *b* | CL<br>11,20 | 1904<br>9mo<br>*Lloyd* | J Fullerton<br>&Co.<br>Paisley<br>'*sA&CP* | J.Leete&Sons | 105·2<br>Q36'B7'F15' | 21·1 | 7·0<br>BK6"<br>*WB*= | London<br>British<br>3*BHCem*<br>*FPT*15*t* | C.2Cy.12"&24"-18" (*s*)<br>100lb 27RHP<br>1SB,*2pf*,GS24,HS543<br>Ross&Duncan,Glasgow | 7 ″ 8<br>s ″ 9<br>7 ″ 8 | |
| 32175<br>PTHD | — IronScK<br>~~ssYmu.No.1–21~~ *ss*Ams.2ndNo.3–7,16<br>*ss*Ymu.No.1–20 1*Dk* | 153<br>148<br>61 | ✠100A1<br>*Stm Trawler*<br>~~3,21~~ ~~3,20~~ 11,21<br>BS2,22<br>✠NB5,06 ✠LMC<br>~~BS3,200,21~~ MS9,20 | Ymu | | ~~3,20~~<br>11,21 | 1892<br>1mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>'*sA&CP* | L.M&N.Parlevliet | 102·4<br>Q20'<br>ptND04 | 20·6 | 11·0<br>BK7½" | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.11½",18"&30"-22" (*s*)<br>160lb 44NHP<br>1SB,*2pf*,GS27,HS695<br>C.D.Holmes&Co.,Hull | 11″10 | |
| 32176<br>118664 | — SteelScK<br>(*Fishing*)<br>1*Dk* | 101<br>94<br>39 | | | ... | | 1907 | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen | J.Johnston&Sons,<br>Ld. | 86·6 | 18·6 | 9·1<br>BK7½" | Montrose<br>British<br>*WB* | C.2Cy.12"&30"-18"<br>41RHP<br>Hall,Russell&Co.Ld.Abn. | 9 ″ 10 | |
| 32177<br>221041<br>MCKR | **Swiftarrow** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*<br>*Mchy.Aft* (*Stl*)&*Web frames*<br>Wireless *Longitudinal framing*<br>Sub.Sig. | 8207<br>7779<br>5092 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>7,21 ~~2,21~~ ✠LMC2,21<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel 2,21 F.P. above 150°F.* | Pld<br>NYk | *c*† | CL | 1921<br>2mo | Northwest<br>Brdge&IrnCo<br>Portland,Or.<br>A&CP<br>*CellDBuE* | SwiftsureOil<br>TransportCo.<br>(C.D.Mallory&Co.<br>Inc,*Mgrs*.)<br>&*B*71'230*tDT f*50'<br>*tanks a*9'30*t* | 464·4<br>444*t'tween dk*<br>*FPT*183*tAPT*31*t* | 60·2 | 27·7<br>FK | NewYork<br>Utd. States<br>17*BHptCem*<br>(3,, *to Sh dk*<br>10,, ,, *U* ,,<br>4,, ,, *2nd* ,, | T.3Cy.27½",46"&78"-51" (*s*)<br>210lb 662NHP<br>3SB,*9cf*,HS9690 FD<br>Hooven,Owens&Rentsch-<br>lerCo.,Hamilton,O<br>) | 36 ″ 4<br>s 9″11¼<br>2 8 | |
| 32178 | **Swifteagle** SteelSc<br>*or full particulars See No. 39230 in Supplement*<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing* | 8206<br>6016<br>5091 | 100A1<br>*Shelter dk*<br>(*ClassContemplated*)<br>*CarryingPetroleum in bulk* | | | | 1921 | Northwest<br>Bridge&<br>IronCo.<br>Portland,Or. | SwiftsureOil<br>TransportCo. | 464·6 | 60·2 | 27·7 | NewYork<br>Utd. States | T.3Cy.27½",46"&78"-51"<br>Hooven,Owens&Rentsch-<br>lerCo.,Hamilton,O. | | |
| 32179 | **Swiftking** SteelSc<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing* | 8206<br>6016<br>5091 | 100A1<br>*Shelter dk*<br>*ClassContemplated*)<br>*CarryingPetroleum in bulk* | | | | 1921 | Northwest<br>Bridge&<br>IronCo.<br>Portland,Or. | SwiftsureOil<br>TransportCo. | 464·6 | 60·2 | 27·7 | NewYork<br>Utd. States | T.3Cy.27½",46"&78"-51"<br>Hooven,Owens&Rentsch-<br>lerCo.,Hamilton,O. | | |
| 32180 | **Swiftlight** SteelSc<br>*r full particulars See No. 39263 in Supplement*<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing* | 8206<br>6016<br>5091 | 100A1<br>*Shelter dk*<br>(*ClassContemplated*)<br>*CarryingPetroleum in bulk* | | | | 1921 | Northwest<br>Bridge&<br>IronCo.<br>Portland,Or. | SwiftsureOil<br>TransportCo. | 464·6 | 60·2 | 27·7 | NewYork<br>Utd. States | T.3Cy.27½",46"&78"-51"<br>Hooven,Owens&Rentsch-<br>lerCo.,Hamilton,O. | | |
| 32181<br>221134<br>MCPL | **Swiftscout** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*<br>*Mchy.Aft* &*Web frames*<br>Sub.Sig. *Longitudinal framing* | 8207<br>6016<br>5092 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,21 ✠LMC3,21<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel 3,21 F.P. above 150° F.* | Pld | *c*† | CL | 1921<br>3mo | Northwest<br>Brdge&IrnCo<br>Portland,Or.<br>A&CP<br>*CellDBuE* | SwiftsureOil<br>TransportCo.<br>(C.D.Mallory&Co.<br>Inc,*Mgrs*.)<br>&*B*71'230*tDTf*50'<br>*tanks aft*30*t* | 464·4<br>444*t'tween dk*<br>*FPT*183*tAPT*31*t* | 60·2 | 27·7<br>FK | NewYork<br>Utd.States<br>17*BHptCem*<br>(3,, *to Shdk*<br>10,, ,, *U* ,,<br>4,, ,, *2nd*,, | T.3Cy.27½"46"&78"-51" (*s*)<br>210lb 662NHP<br>3SB,*9cf*,HS9690 FD<br>Hooven,Owens&Rentsch-<br>lerCo.,Hamilton,O<br>) | 36 ″ 4<br>s9 ″ 11¼<br>26 ″ 8 | |
| 32182<br>221071<br>MCLK | **Swiftstar** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Mchy.Aft* &*Web frames*<br>Sub.Sig. *Longitudinal framing* | 8207<br>7779<br>5092 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>6,21 ~~2,21~~ ✠LMC2,21<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel 2,21 F.P. above 150°F.* | Pld<br>NYk | *c*† | CL | 1921<br>2mo | Northwest<br>Brdge&IrnCo<br>Portland,Or.<br>A&CP<br>*CellDBuE* | SwiftsureOil<br>TransportCo.<br>(C.D.Mallory&Co.<br>Inc,*Mgrs*.)<br>&*B*71'230*tDT f*50'<br>*tanks a*9'30*t* | 464·4<br>444*t'tween dk*<br>*FPT*183*tAPT*31*t* | 60·2 | 27·7<br>FK | NewYork<br>Utd. States<br>17*BHptCem*<br>(3,, *to Sh dk*<br>10,, ,, *U* ,,<br>4,, ,, *2nd* ,, | T.3Cy.27½",46"&78"-51"(*s*)<br>210lb 662NHP<br>3SB,*9cf*,HS9690 FD<br>Hooven,Owens&Rentsch-<br>lerCo.,Hamilton,O.<br>) | 36 ″ 4<br>s 9″11¼<br>26 ″ 8 | |
| 32183<br>220990<br>MCJF | **Swiftsure** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Mchy.Aft* &*Web frames*<br>*Longitudinal framing*<br>Sub.Sig. Wireless | 8207<br>7779<br>5092 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,21 ~~3,21~~ ✠LMC1,21<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel 1,21 F.P. above 150° F.* | NYk | *c*† | CL | 1921<br>1mo | Northwest<br>Bridge&Iron<br>Co.<br>Portland,Or.<br>A&CP *CellD* | SwiftsureOil<br>TransportCo.<br>C.D.Mallory&Co.<br>Inc,*Mgrs*.)<br>*BuE&B*71' 230*t D*<br>*'tween dk tank a*30*t* | 464·4<br>*Tf*50'444*t*<br>*FPT*183*tAPT*31*t* | 60·2 | 27·7<br>FK | NewYork<br>Utd.States<br>17*BHptCem*<br>(3 *to Sh dk*<br>10 ,, *U* ,,<br>4 ,, *2nd* ,, ) | T.3Cy.27½",46"&78"-51" (*s*)<br>210lb 662NHP<br>3SB,9*cf*,HS9690 FD<br>Hooven,Owens& Rentsch-<br>lerCo.,Hamilton,O. | 36 ″ 4<br>s9 ″ 11¼<br>26 ″ 8 | |
| 32184<br>127358 | **Swiftwing** SteelScK<br>1*Dk* | 98<br>97<br>41 | | | ... | | 1912 | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | JackBreach,Ld. | 86·0 | 18·4 | 9·0<br>BK7" | Lowestoft<br>British<br>*WB* | T.3Cy.9½",15½"&26"-18"<br>34RHP<br>J.Abernethy&Co.Abn. | 9 ″ 6 | |
| 32185<br>140534 | **Swinburne** SteelScSr<br>*ss*Hul.No.1–22<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 4659<br>4330<br>2883 | ✠100A1<br>3,22 ~~1,21~~<br>✠LMC~~9,17~~ 3,22<br>~~*Carrying oil fuel F.P. above150°F.in DB*~~ | NYk<br>Hul | *y* | CL<br>1,21 | 1917<br>9mo<br>*Lloyd* | A.McMil-<br>lan&Son,Ld.<br>Dumbarton<br>'*sA&CP* | LivBrazil&RPlate<br>S.N.Co.Ld. (Lam-<br>port&Holt,Ld.<br>*Mgrs*.) | 385·5<br>P36'B118'F46' | 52·2 | 27·2<br>FK | Liverpool<br>British<br>7*BHCem*<br>*CellDB*335' | T.3Cy.26",43"&70"-48" (*s*)<br>180lb *120lb* 407NHP<br>3SB,*9cf*,GS178,HS6800<br>Rankin&BlackmoreLdGrk<br>875*tFPT*75*tAPT*75*t* | 29 ″ 8<br>s 5 ″ 6<br>24 ″ 7 | |
| 32186 | **Swinemünde** SteelScSr<br>*Elec.light* 1*Dk* | 225<br>178<br>103 | | | | | 1891 | Stettiner<br>Akt.Ges.<br>Stettin | Swinemünder<br>Dampfahrts.A.G. | 144·1<br>B41'H42'F15' | 21·5 | 11·0 | Swnemnde<br>German<br>*WB* | C.2Cy.17⅜"&31½"-21⅝"<br>NB05 38NHP<br>StettinerA.G.,Stettin | | |
| 32187<br>146133 | **Swirl** WoodSc<br>9&12yrs.Mat. 1*Dk* | 100<br>99<br>44 | ✠11A1<br>*For Fishing purposes*<br>11,20 ✠LMC11,20 | Pts | | CL<br>11,20 | 1918<br>9mo<br>*Lloyd* | J.Cham-<br>bers,Ld.<br>Lowestoft<br>'*sA&CP* | ~~TheAdmiralty~~<br>~~S.Franklin~~<br>GrimsbySeine<br>FishingCo.Ld.<br>(S.Franklin*Mgr*.) | 87·0 | 20·0 | 10·0 | Grimsby<br>British | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>J.ChambersLd.Lowestoft | 10 ″ 0 | |
| 32188 | | | | | | | | | | | | | | | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32189<br>142023<br>KHGM | **Swona** SteelScSr<br>(exSole,exGoukama) (Whaler)<br>Elec.light ~~(exGoukama)~~ 1Dk | 134<br>128<br>58 | | | | | 1913 | Akers<br>Mek.Værks.<br>Christiania | Salvesen&Co. | 99·3 | 19·6 | 11·6 | Stanley,F.I.<br>~~Leith~~<br>British | T.3Cy.12",20"&33"-21"<br>79RHP<br>AkersMek.Værks.Xia. | |
| ※ 32190<br>136734<br>JHMF | **Swynfleet** SteelScSr<br>ssNpt.No.1-19<br>(exBelge) 1Dk(Stl)<br>Cargo battens not fitted | 1168<br>960<br>689 | ✠100A1<br>1,22 ~~1,19~~<br>✠LMC9,19<br>BS4,21 | Hul | o | CL<br>~~1,19~~<br>1,22 | 1914<br>12mo<br>Lloyd | Osbourne,<br>Graham&Co.<br>Sunderland<br>'sA&CP | OuseS.S.Co.Ld.<br>(E.P.Atkinson,<br>Mgr.)<br>CellDBa75' | 240·3<br>P16'B58'F23'<br>FK<br>uE15'f96'345tFPT | 36·5 | 14·3 | Goole<br>British<br>4BHCem<br>40tAPT45t | T.3Cy.17",28"&46"-33" (s)<br>180lb 90lb 148NHP<br>1SB,3cf,GS62,HS2500<br>N.E.MarineEng.Co.Ld.Sld | 15 |
| ※ 32191<br><br>OUAC | **Sybil** SteelScSr<br>ssCff.No.2-19<br>Wireless 1Dk(Stl)&deepframing | 2387<br>1958<br>1486 | ✠100A1<br>1,21<br>✠LMC<br>MS8,18 BS11,20 | Bdx | s | CL<br>8,18 | 1909<br>12mo | Atel.&Ch.<br>deFrance<br>Dunkirk<br>A&CP WB= | Cie.desChargeurs<br>Français(Plisson<br>&Co.Mgrs.)<br>Cell DBa84' uE20 | 288·7<br>P19'B74'F38'<br>FK<br>'f120'600tFPT120t | 42·8 | 19·3 | Bayonne<br>French<br>5BHCem<br>APT80t | T.3Cy.21",33"&56"-36" (r)<br>180lb 100lb 208NHP<br>2SB,6rf,GS100,HS3255<br>Atel.&Chant.deFranceDnk | 22 |
| 32192<br><br>MTBD | **Sydfold** SteelScSr<br>Elec.light 1Dk(Stl)<br>Wireless Cargo battens not fitted | 2405<br>2209<br>1428 | ✠<br>6,18<br>✠ | Rot | | | 1918<br>4mo | P.Smit,jr.<br>Rotterdam<br>Intermediate | D/S A/SFold(H.M.<br>Clausen,Mgr.)<br>bulkhead in foreho | 287·1<br>P12'B66'F31'<br>FK<br>ld dispensed with, 4<br>CellDB239'546tFPT | 45·2 | 20·6 | Haugesnd<br>Norwegian<br>BHonlyCem<br>85tAPT120t | T.3Cy.24",39⅜"&63"-39⅜"<br>300NHP<br>2SB&1AuxSB,8cf,GS144,<br>HS5051<br>P.Smit,Jr.Rotterdam | 23 |
| ※ 32193<br><br>NCBW | **Sydhavet** SteelSc<br>ssBbo.No.3-12,17<br>(exHerm) 1Dk(Stl)&Spardk(Stl)<br>Elec.light Wireless &deepframing | 3935<br>3658<br>2502 | ✠100A1<br>Spar dk<br>12,21 ~~9,20~~<br>✠LMC12,17<br>~~DBS6,20~~ ~~[illegible]~~<br>BS3,22 | Bgn<br>Cpn | w | CL<br>9,20 | 1905<br>2mo<br>Lloyd | Russell&<br>Co.<br>Pt.Glasgow<br>'sA&CP | Dampsk.Selsk.<br>Atlanterhavet<br>~~(O.J.Eskildsen,~~<br>~~Mgr.)~~ | 344·8<br>P20'B91'F41' 26·0<br>FK<br>CellDBa&uE134' | 49·9 | 18·0 | Copnhagn<br>Danish<br>6BHCem<br>uB12'f152' | T.3Cy.25",41"&67"-48" (s)<br>180lb 90lb 336NHP<br>2SB,8cf,GS146,HS5170<br>D.Rowan&Co.Glasgow<br>899tDTa36'816tAPT71t | 28 |
| ※ 32194<br>5653<br>JVCP | **Sydic** SteelScSr<br>ssMmo.No.1-18<br>Elec.light 1Dk(Stl)&Shelterdk(Stl)<br>Wireless | 4272<br>3874<br>2625 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~5,21~~ ~~1,20~~<br>2,22<br>BS5,21<br>✠LMC7,~~20~~ | Mmo<br>Got | y | CL<br>~~1,20~~<br>5,21<br>MS2,22 | 1914<br>10mo<br>Lloyd | JLThomp-<br>son&Sons,Ld<br>Sunderland<br>'sA&CP | RederiTransatlan-<br>tic(G.Carlsson,<br>Mgr.)<br>DBa134'uE&B | 385·0<br>WB=Cell FK<br>45'f164'1176t FPT | 53·7 | 23·6 | Gothenbrg<br>Swedish<br>6BHCem<br>76tAPT77t | T.3Cy.27",45"&74"-48" (s)<br>180lb 465NHP<br>3SB,9cf,GS197,HS7906<br>Blair&Co.Ld.Stockton | 26 |
| 32195 | **Sydney** SteelScSr<br>Now named "Caucasier," See No. 36340 in Supplement<br>Well deck 2Dks(Stl)3rd dk in No.1 hold<br>Elec.light Wireless | 5894<br>5500<br>3699 | ✠<br>9,16<br>✠ | Ham | c † | | 1911<br>8mo | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | BelgianGovern-<br>ment<br>WB=Cell | 450·0<br>P&B385'F54'<br>FK<br>DBa153'uE&B65' | 58·0 | 27·0 | Antwerp<br>Belgian<br>8BHCem<br>f182'1500t | T.3Cy.30 5/16",50 9/16"&84"-54"<br>720NHP<br>4SB,12cf,GS247,HS10499 FD<br>FlensburgerSchiffsb.Ges. | 29 |
| 32196<br><br>OUAF | **—** IronScBk<br>Broken up 5,22<br>Wireless 3Dks | 4128<br>3922<br>2501 | | | | | 1883 | Messageres<br>Marit.<br>LaCiotat | MessageriesMari-<br>times | 413·9 | 41·6 | 32·8 | Marseilles<br>French | T.3Cy.45¾",65"&94½"-43¾"<br>Tpd95 NB03 586NHP<br>MessageriesMaritLaCiotat | |
| 32197 | **Sydney Lasry** SteelSc<br>Elec.light 2Dks(Stl, | 2340<br>2144<br>1422 | ✠100A1<br>~~5,21~~ 2,21 5,22<br>✠LMC10,20 | Mdb<br>Msl Sbl | t | CL | 1920<br>9mo<br>Lloyd | Burntislnd<br>S.B.Co.Ld.<br>Burntisland<br>'sA&CP<br>CellDBa | JosephLasry<br>Intermediate<br>'tween dkBHinfore<br>86'uE20'f124'523t | 300·6<br>P28'B81'F33'<br>FK<br>hold dispensed with<br>FPT55tAPT42t | 43·7 | 22·7 | Oran<br>French<br>Cem<br>(4BHtoUdk<br>1 ,, ,,2nd ,, | T.3Cy.22",36"&59"-39" (s)<br>180lb 100lb 286NHP<br>2SB,6cf,GS144,HS5091<br>Cooper&Greig,Ld.Dundee<br>only) | 25 |
| 32198<br>25475<br>RNPG | **Sydney Maru** SteelSc<br>Elec.light 1Dk(Stl)&Awng dk(Stl) | 4105<br>3613<br>2523 | ✠100A1<br>Awng dk<br>withfreeboard<br>12,21 ~~2,21~~<br>✠LMC2,21 | Kob<br>Sba | v | 2,21 | 1919<br>7mo<br>Lloyd | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>'sA&CP | KokusaiKisen<br>KabushikiKaisha<br>CellDB294'778t | 345·0<br>P29'B74'F41'on<br>Awng dk FK<br>FPT62tAPT31t | 48·0 | 30·0 | Kobe<br>Japanese<br>Cem<br>6BH to A dk | T.3Cy.23½",39"&65"-48" (s)<br>200lb 356NHP<br>2SB,6cf,GS121,HS4610 FD<br>KawasakiDkydCo.Ld.Kob | 30 |
| ※ 32199<br>98429<br>MWJV | **Sydney Reid** SteelScSr<br>ssBly.2ndNo.3-9,19<br>(exBeatus,exMargaretJones)<br>Wireless 1Dk(ptStlptIrn)2trB&Web<br>frames&ptAwngdk(Irn) | 2852<br>2191<br>1842 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>11,21 ~~1,21~~<br>BS5,21<br>✠LMC9,19 | Bry | t | 7,20 | 1893<br>1mo | J.Read-<br>head&Sons<br>S.Shields<br>A&CP | BedeSteamShip-<br>pingCo.Ld.(Frew,<br>Elder&Co.Mgrs.) | 306·5<br>Q123'<br>ptAwng dk183' FK<br>WB=CellDB238' | 41·5 | 22·3 | London<br>British<br>5BHCem<br>486tAPT32t | T3Cy.23",37½"&61½"-42"(r)<br>160lb 80lb NDB07 246NHP<br>2SB,6rf,GS110,HS3713<br>J.Readhead&Sons,S.Shl. | 23 |
| 32200<br><br>MDFQ | **Sygna** SteelScSr<br>Spar dk&deepframing<br>Cantilever framed,topside tanks<br>Mchy.Aft Wireless | 3881<br>3574<br>2464 | | | ... | | 1907 | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | A/S J.L.Mo-<br>winckelsRederi(J.<br>L.Mowinckel,Mgr) | 360·1<br>P&B215'F29'<br>FK | 52·1 | 25·7 | Bergen<br>Norwegian<br>WB | T.3Cy.26",42"&70"-48"<br>431NHP<br>N.E.MarineEng.Co.Ld.Sld | 28 |
| ※ 32201<br>215840<br>LJKC | **Sylvan Arrow** SteelScSr<br>ssS.Fo.No.1-22<br>Elec.light 2Dks(Stl)&Shelter dk<br>Mchy.Aft (Stl)&Web frames<br>Wireless Longitudinal framing | 7797<br>7153<br>4858 | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,22 ~~3,21~~<br>3,22 ✠LMC~~1,18~~<br>CarryingPetr<br>Fitted for oil | SFo<br>oleum<br>fuel 1, | a†<br>in<br>18 | CL<br>~~11,20~~<br>2,22<br>bulk<br>F.P. | 1918<br>1mo<br>above | NewYork<br>S.B.Corp.<br>Camden,N.J.<br>A&CP<br>150° F. | Standard<br>TransportationCo | 467·6<br>FK<br>CellDBa23'uE&B | 62·7 | 32·0 | New York<br>Utd.States<br>16BHptCem<br>(10 to U dk<br>6 ,, 2nd ,,)<br>76'463tDTf | Q.4Cy.24",35",51"&75"-51"<br>220lb (r) 568NHP<br>3SB,9cf,GS177,HS7804<br>NewYorkS.B.Corp. FD<br>40'440tFPT229tAPT131t | 32 |
| ※ 32202<br>3721<br>JLPR | **Sylvia** IronScSr<br>ssHbg.2ndNo.3-4,09<br>(exNajaden, ssGot.No.2-18<br>exMerchantPrince) 1Dk(Irn)2trB<br>Well deck | 1586<br>1233<br>955 | ✠100A1<br>9,20<br>✠LMC<br>MS11,17 BS12,20 | Got | q | 9,20 | 1883<br>10mo<br>Lloyd | H.S.Ed-<br>wards,Son&<br>Craig,Howdn<br>'sA&CP | Rederiaktieb.<br>SvenskaLloyd<br>(H.Metcalfe,Mgr) | 260·0<br>P30'Q72'B66'F32'<br>BK9½"<br>DBa88' | 36·2 | 18·7 | Gothenbrg<br>Swedish<br>4BHCem<br>f16'&uE&B | C.2Cy.32"&60"-39" (a)<br>80lb 80lb NDB98 179NHP<br>2SB,6pf,GS95,HS3011<br>N.MarineEng.Co.Gtshd.<br>36'302tFPT65tAPT20t | 19 |
| 32203<br><br>JWLQ | **—** WoodSc<br>(exAlf)<br>1Dk2trB | 336<br>251<br>196 | | | | | 1880/1914 | Strömste-<br>nensVerft<br>Stavanger | G.L.Gjertsen | 134·1<br>Q32'B43' | 24·8 | 12·6 | Tönsberg<br>Norwegian | C.2Cy.15¼"&29¼"-24½"<br>NB93 35NHP<br>Akers.Mek.Værks.Xia. | |
| 32204<br>109094<br>QPDV | **—** IronScK<br>1Dk | 213<br>193<br>85 | | | ... | | 1898 | Cochrane&<br>Cooper,Ld.<br>Beverley | ~~FaroeSteamFish-~~<br>~~ingCo.Ld. (H.~~<br>~~Burns,Mgr.)~~<br>ForwardSteamFishingCo.Ld. | 117·6<br>Q48'<br>ptND11 BK7½" | 21·5 | 11·5 | Grimsby<br>British<br>WB | T.3Cy.11½",21"&34"-24"<br>NE14 60RHP<br>C.D.Holmes&Co.Hull | 12 |
| 32205<br><br>LBVF | **Sylvia I.** SteelSc<br>Now named "Elsa," See No. 37224 in Supplement<br>Elec.light 1Dk | 1162<br>1018<br>684 | | | | | 1921 | Skiens<br>Verks.A/S<br>Skien | L.HarboeJensen | 226·4<br>P43tH65t | 36·6 | 15·7 | Chrstiania<br>Norwegian | T.3Cy.16",25"&42"-30"<br>97NHP<br>SkiensVerks.A/S,Skien | |
| 32206<br>141367 | **Sylvia Victoria** SteelScSr<br>(exWarCavalry) 2Dks(Stl)<br>Elec.light | 5757<br>5150<br>4199 | ✠100A1<br>6,20<br>✠LMC5,19 | NYk | z | CL | 1919<br>5mo<br>Lloyd | JCoughlan<br>&Sons<br>Vancouver,<br>'sA&CP B.C.<br>Inter | ForbesCorpora-<br>tion,Ld.<br>CellDB<br>mediateBHin fore | 410·7<br>P44'B115'F47'<br>FK<br>268'1274tFPT131t<br>hold dispensed with | 54·1 | 27·5 | Montreal<br>British<br>ptCem<br>APT85t<br>6BH only | 2SteamTurbines geared to<br>1ScShaft 190lb (s) 564NHP<br>3SB,9cf,GS189,HS7995 FD<br>HallidieCo.Spokane,Wash | 29 |
| 32207 | **Symeon** IronSc<br>ssCpl.2ndNo.3-10,05<br>(exSophia,exBakouriani, ssCpl.No.1-10<br>Well deck exAyrshire) 1Dk(Irn) | 785<br>614<br>418 | ✠<br>3,16 | Pir | k | | 1882<br>8mo | PearceBros<br>Dundee | E.Yannaghas | 200·6<br>Q93'B20'F25'<br>BK7½"<br>DBa44'86tFPT | 29·2 | 13·4 | Piræus<br>Greek<br>4BHCem<br>57tAPT22t | C.2Cy.23"&45"-30"<br>89NHP<br>PearceBros.Dundee | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 3 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32208<br>134960 | **Symbol** IronSc<br>(Tug)<br>(exSamson) 1Dk | 119<br>119<br>3 | | | | | 1881 | L.Tilkin<br>&Co.<br>Liege | G.Alder | 90·6 | 18·3 | 11·8 | Middlsbro'<br>British | C.2Cy.20"&35"-22"<br>NB94 54RHP<br>L.Tilkin&Co.Liege | | |
| 32209<br>129412<br>HWKS | **Symra** SteelScK<br>(Whaler)<br>Mchy.Aft 1Dk | 192<br>178<br>70 | | | | | 1912 | Smith's<br>DockCo.Ld.<br>Middlesbro' | Chr.Salvesen&Co. | 106·5 | 21·5 | 12·9 | Leith<br>British | T.3Cy.13½",22"&37½"-24"<br>97RHP<br>Smith'sDockCo.Ld.Mdb. | | C |
| 32210<br>113959<br>SJVM | **Syria** SteelTwinScSr<br>3Dks(2Stl-1ws&Uteak s)<br>Elec.light Wireless | 6813<br>5736<br>4200 | ✠<br>5,05<br>✠ | Lon | c† | | 1901<br>6mo | A.Stephen<br>&Sons<br>Glasgow | P.&O.Stm.Nav.Co. | 450·0<br>P83'B176'F89'<br>FK&BK3"<br>WB=CellDBa | 52·3 | 30·5 | Glasgow<br>British<br>7BHCem<br>93'f173'761t | T.6Cy.22½",36"&60"-48"<br>632NHP<br>2DB,12cf,GS239,HS9014 FD<br>A.Stephen&Sons,Glasgow | 33 ″ 6 | |
| 32211<br>OUAS | — SteelScSr<br>(exWarSyren) 2Dks(Stl)<br>Elec.light Wireless | 4649<br>4034<br>2947 | ✠100A1<br>11,20<br>✠LMC~~8,17~~<br>~~BS9,21~~<br>Carrying oil fuel F.P. above 150°F. in DB | Msl | x<br>9,21 | CL<br>11,19 | 1917<br>8mo | Uraga<br>DockCo.Ld.<br>Uraga<br>A&CP | Cie.Française<br>deNav.àVap.<br>(Cyp.Fabre, Mgr.) | 360·0<br>P33'B91'F33'<br>FK<br>CellBD291'934tFPT | 51·0 | 24·6 | Marseilles<br>French<br>6BHCem<br>143tAPT53t | T3Cy.24¼",40½"&67"-48"(s)<br>180lb 378NHP<br>3SB,9cf,GS180,HS6382<br>UragaDockCo.Ld.Uraga | 28 ″ 3<br>s 5 ″ 7½<br>23 ″ 0 | |
| 32212<br>104222<br>QPVM | — SteelScSr<br>ssGoo.No.3-4,11<br>ssGoo.No.2-20<br>Well deck 1Dk(Stl) | 750<br>567<br>315 | ✠100A1<br>4,21<br>BS4,21 ✠LMC3,20 | Goo | l | 3,20 | 1898<br>11mo<br>Lloyd | Earle'sCo.<br>Ld.<br>Hull<br>'sA&CP | BennettS.S.Co.Ld. | 210·0<br>Q99'B20'F29'<br>BK8"<br>WB=DBa | 31·0 | 13·6 | Goole<br>British<br>5BHCem<br>39'f50'100t | T.3Cy.19",32"&52"-36" (s)<br>180lb 175NHP<br>2SB,4cf,GS84,HS2670<br>Earle'sCo.Ld.Hull | 14 ″ 3<br>s 1 ″ 0<br>14 ″ 1 | |
| 32213<br>93828 | — IronSc<br>(Flat) | 174<br>162<br>118 | | | | | 1888 | J.Verdin&<br>Sons<br>Winsford | SaltUnion,Ld. | 88·8 | 21·2 | 10·4 | Liverpool<br>British | 2Cy.9½"-12"<br>18RHP<br>W.E.Bates,Northwich | | |
| 32214<br>95935<br>RPJC | **Syriam** SteelSc3MstSr<br>ssCal.No.3-7,11<br>ssCal.No.2-19<br>Mchy.Aft<br>Elec.light 1Dk(Stl)&Spar dk(Stl)&<br>deep framing | 1427<br>1312<br>891 | ✠100A1<br>Spar dk<br>8,21~~10,20~~ BS8,21<br>~~BS10,20~~ ✠LMC8,19<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 11,19 F.P. above 150°F. | Cal | p | CL<br>~~8,10~~<br>8,21 | 1899<br>10mo | Grngemth<br>DockyardCo.<br>Grngemouth<br>A&CP | BurmaOilCo.Ld.<br>(1902) | 235·0<br>P24'B23'F35'<br>FK<br>WB=CellDBuB28'25tFPT | 32·6 | 15·9<br>23·4 | Rangoon<br>British<br>4BHCem<br>54tAPT3t | T.3Cy.19",31"&51"-36" (a)<br>160lb 100lb 165NHP<br>2SB,4cf,GS84,HS2481<br>Hutson&Sons,Ld.Glasgow | 24 ″ 0<br>s 4 ″ 2<br>20 ″ 2 | |
| 32215<br>96004 | — SteelTwinScSr<br>Elec.light | 300<br>300<br>204 | | | | | 1888 | W.Denny<br>&Bros.<br>Dumbarton | Irrawaddy Flotilla<br>Co.Ld. | 165·0 | 27·1 | 9·2 | Glasgow<br>British | C.4Cy.21½"&38"-24"<br>43RHP<br>Denny&Co.,Dumbarton | | |
| 32216<br>140788<br>KBLS | **Syrian** SteelScK<br>(Trawler)<br>1Dk | 325<br>288<br>150 | | | | | 1919 | GooleS.B.<br>&RepgCo.Ld<br>Goole | ~~F.W.Robinson~~<br>HellyerBros.,Ld. | 138·5 | 23·7 | 12·8 | Grimsby<br>British | T.3Cy.13",23"&37"-26"<br>Campbells 78RHP<br>GasEng.Co.Ld.Halifax | | C |
| 32217<br>142851<br>KOWL | **Syrian Prince** SteelScSr<br>Elec.light 1Dk(Stl)&2nd dk(Stl)in holds<br>Wireless Sub.Sig. | 3072<br>2835<br>1844 | ✠100A1<br>11,21 ~~5,21~~<br>✠LMC11,19 | Liv<br>Lth | u | CL<br>5,21 | 1919<br>11mo<br>Lloyd | JLThompson&Sons,Ld.<br>Sunderland<br>'sA&CP | PrinceLine,Ld.<br>(Furness,Withy&<br>Co.Ld.Mgrs.) | 331·3<br>P38'B98'F29'<br>FK<br>CellDB274'727tFPT109tAPT49t | 46·8 | 23·2 | Newcastle<br>British<br>7BHCem | T.3Cy.25",41"&68"-45" (s)<br>180lb 358NHP<br>3SB,9cf,GS153,HS5817<br>J.Dickinson&Sons,Ld.Sld | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |
| 32218 | **Syrier** SteelScSr<br>1Dk(Stl) | 1215<br>1027<br>741 | ✠100A1<br>2,22~~3,20~~<br>✠LMC3,20 | Gls<br>Ant | o | | 1920<br>3mo<br>Lloyd | Lloyd<br>RoyalBelge<br>(Gt.Britain)<br>Ld. Glasgow<br>'sA&CP | LloydRoyalBelge<br>Soc.Anon. | 240·3<br>P27'B57'F27'<br>FK<br>CellDB211'386tFPT | 35·7 | 15·3 | Antwerp<br>Belgian<br>4BHCem<br>21tAPT15t | T.3Cy.15",25"&40"-27" (s)<br>185lb 99NHP<br>2SB,4cf,GS48,HS815<br>McKie&Baxter,Glasgow | 17 ″ 3<br>s 2 ″ 0<br>15 ″ 7 | |
| 32219<br>112469 | **Syringa** SteelScK<br>ssMil.No.2-13<br>1Dk | 243<br>219<br>93 | ✠ —<br>4,21<br>StmTrawler<br>✠ | Mil | | | 1905<br>1mo | Smith's<br>DockCo.Ld<br>NorthShields | DirectFishSupplies,Ld. ~~(J.McR Knight, Mgr.)~~ | 125·4<br>Q49'<br>BK7½" | 22·1 | 12·0 | Grimsby<br>~~Milfrd Hvn~~<br>British<br>3BHCem | T.3Cy.12",21"&34"-24"<br>58RHP<br>1SB,3pf,GS49,HS1408<br>W.V.V.Lidgerwood,Gls. | 12 ″ 10 | |
| 32220<br>220583<br>MBKH | **Syros** SteelSc<br>Elec.light Sub.Sig. 1Dk&Shelterdk<br>Wireless Longitudinal framing | 6502<br>5630<br>4017 | | | ... | | 1920 | GeorgeA.<br>FullerCo.<br>Wilmington,<br>N.C. | UnitedStates<br>ShippingBoard | 395·3<br>P45'B110'F38'<br>on Shelter dk FK | 55·1 | 31·4 | Wilmgton,<br>N.C.<br>Utd.States<br>WB | T.3Cy.21½",41½"&72"-48"<br>359NHP<br>BadenhausenCo.Phl.Pa. | | R |
| 32221<br>HTLW | — SteelTwinScSr<br>(exEsperia,exBretonne,<br>exChelmsford) 2Dks&ptAwng dk<br>Wireless | 1635<br>1076<br>596 | | | | | 1893 | Earle'sCo.<br>Ld.<br>Hull | NationalS.Nav.<br>Co.Ld.ofGreece<br>(EmbiricosBrs.<br>Mgrs.) | 300·4<br>P39'<br>ptAwng dk247' | 34·5 | 16·2 | Andros<br>Greek | T.6Cy.26",39½&61"-36"<br>447NHP<br>Earle'sCo.Ld.Hull | | C |
| 32222 | — SteelTwinScSr<br>(exCananea,exJustoChermont)<br>2Dks | 902<br>642<br>491 | | | | | 1900 | LairdBros.<br>Ld.<br>Birkenhead | Moscos&Trofimoff | 230·0 | 35·5 | 11·8 | Piræus<br>Greek | T.6Cy.15",23"&38"-24"<br>141NHP<br>LairdBros.Ld.Birkenhead | | |
| 32223<br>HWFK | — WoodSc<br>1Dk | 337<br>—<br>193 | | | | | 1918 | M.Vassiliadis<br>Piræus | A.Mavrogordatos | 122·0 | 24·1 | 10·2 | Piræus<br>Greek | C.2Cy.14"&26"-14"<br>21NHP<br>M.Vassiliadis,Piræus | | V |
| 32224<br>145151<br>~~MLSJ~~<br>KJHG | **System** SteelSc<br>ssXia.No.1-20<br>(exBols,exSiri) 1Dk(Stl)<br>Mchy.Aft<br>Cargo battens not fitted | 317<br>238<br>199 | ✠100A1<br>~~7,21~~ ~~3,21~~ 2,22<br>✠LMC4,19<br>BS3,21 | Xia<br>Nwc | d | ~~4,19~~<br>~~7,21~~<br>2,22 | 1915<br>10mo | Aktieb.<br>LödöseVarf<br>Lödöse<br>A&CP | ~~F.GundersenA/S (S.S.Johannessen, Mgr.)~~ M.Worth | ~~122·8~~<br>P31'F16'<br>121·9<br>CellDBf21'35tFPT | ~~22·4~~<br>22·5 | ~~9·6~~<br>9·7 | Newcastle<br>British<br>5BHCem<br>27tAPT11t | C.2Cy.12"&27"-18" (s)<br>125lb 80RHP ~~30NHP~~<br>1SB,2cf,GS23,HS522<br>Akt.LödöseVarf,Lödöse | 12 ″ 0<br>s 1 ″ 4<br>10 ″ 10 | |
| 32225<br>24979<br>RLNK | **Syuyo Maru** WoodSc | 129<br>—<br>60 | | | | | 1919 | ......... | OshimaKisen<br>KabushikiKaisha | 104·2 | 17·7 | 8·9 | Agenosho<br>Japanese | | | |
| 32226 | **Syvstjerne** SteelScSr<br>Elec.light 1Dk | 3300 | | | | | 1919 | Smith's<br>DockCo.Ld.<br>Middlesbro' | H.Jacobsen&Co. | 334·0<br>P29'B104'F34' | 48·0 | 24·9 | Norwegian<br>WB | T.3Cy.24",39"&65"-42"<br>274NHP<br>Smith'sDockCo.Ld.Mdb. | | |
| 32227 | **Szamos** SteelSc<br>Mchy.Aft<br>Elec.light | 138<br>111<br>71 | | | | | 1908 | M.U.<br>Martinolich<br>Lussinpicc'lo | Soc.in Azioni<br>Ungaro-Croata di<br>Nav.Maritt.aVap. | 123·7 | 18·8 | 8·9 | Fiume | T.3Cy.11",16¾"&27½"-17½"<br>32NHP<br>Bromowsky,Schalz&Sohn.<br>Königrätz | | A |
| 32228 | **Szápáry** IronScSr<br>ssTri.No.2-21 ssFiu.3rdNo.3-2,13<br>(exFitzjames) ~~ssFiu.No1-17~~<br>2Dks(1ptIrn)3trB | 1022<br>1020<br>695 | ✠100A~~1~~<br>4,21 ~~8,10~~<br>✠NB7.88 ✠LMC4,21<br>~~MS4,17~~<br>~~MBS12,12~~ ~~DBS8,19~~ | Tri | o | CL<br>~~8,10~~<br>4,21 | 1877<br>1mo | Blackwood<br>&Gordon<br>Pt.Glasgow<br>~~A&CP~~ | AdriaSoc.Anon.di<br>Nav.Marittima | 230·2<br>Q59'F30'<br>ptND91 BK8½"<br>WB= | 30·0 | 20·8 | Fiume<br>4BHCem<br>DBf27'54t | T.3Cy.19",30½"&52"-36" (s)<br>160lb 90lb NDB02 164NHP<br>2SB,4cf,GS81,HS2483<br>Tpd88Blair&Co.(Lim.)Stk | 21 ″ 11 | |

Now named "Righi," See No. 39102 in Supplement

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32229<br>151411<br>THNS | **Szechuen** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks* | 2604<br>2276<br>1594 | | | | | 1920 | Taikoo<br>Dkyrd&Eng.<br>Co.of Hong<br>Kong,Ld.<br>HongKong | ChinaNav.Co.Ld. | 310·3<br>P15'B74'F37' | 41·2 | 22·4 | London<br>~~Hong Kong~~<br>British<br>*WB* | T.3Cy.22",35"&56"-39"<br>196NHP<br>TaikooDockyd&Eng.Co.<br>ofHongKong,Ld. | |
| * 32230 | **Szeged** **SteelScSr**<br>*ss*Fiu.No.3-5,16<br>Wireless 1*Dk(Stl)&Spar dk(Irn)*<br>*&deep framing*<br>Now named "Pascoli," See No. 38940 in Supplement | 2859<br>2631<br>1783 | ✠100A1<br>*Spar dk*<br>5,20<br>✠LMC5,20 | Bizer-<br>ta | *u* | CL<br>2,19 | 1902<br>5mo<br>*Lloyd* | W.Dobson<br>&Co.<br>Newcastle<br>sA&CP | AdriaSoc.Anon.di<br>Nav.Marittima<br>*WB=*<br>*CellDBa118'uE&* | 325·0<br>P40'B110'F35' 22·0<br>FK<br>*B38'f132'612tFPT* | 45·0 | 14·4 | Fiume<br>*6BHCem*<br>*33tAPT15t* | T.3Cy21½"37½"&63"-42"(r)<br>180lb *90lb* 294NHP<br>2SB,*6rf*,GS116,HS4630<br>NEMarineEng.CoLd.Nwc | 24 |
| 32231 | **Szellö** **WoodAuxScSr**<br>*OilEng.*<br>*(See Sailing Ship Register)* | <br><br>106 | | | | | 1909 | ..................<br>Lussinpiccolo | Soc.Anon.diNav.<br>a Vap.Atlantica | ................ | | | Fiume | Oil Engine<br>NE19<br>J&CGBolindersCoLdSkm. | |
| 32232 | Szent István, **SteelScSr**<br>Now named "Petrarca," See No. 38934 in Supplement<br>*ss*[illegible]No.2-[illegible],19<br>*2Dks(UptStl&ptIrn)2nd dk(Stl)*<br>*Elec.light* | 3080<br>2828<br>1914 | ✠100A1<br>11,19<br>BS8,20 ✠LMC5,19 | Nap | *v* | CL<br>3,19 | 1910<br>11mo<br>*Lloyd* | ClydeS.B.<br>ng Co.Ld.<br>PortGlasgow<br>sA&CP | AdriaSoc.Anon.di<br>Nav.Marittima<br>*WB=Cell*<br>*DBa127'uE&B* | 344·7<br>P40'B116'F39'<br>FK<br>*57'f129'726t FPT* | 45·5 | 22·8 | Fiume<br>*6BHCem*<br>*40tAPT14t* | T.3Cy.23",39"&64¾"-48" (s)<br>200lb 372NHP<br>3SB,*9cf*,GS177,HS5070 FD<br>ClydeS.B.&EngCo.Ld.PG | 25 |
| * 32233 | **Szent László** **SteelScSr**<br>*ss*Fiu.2ndNo.3-7,19<br>1*Dk(Stl)&Spar dk(Irn)&Webframes*<br>Now named "Donizetti," See No. 37025 in Supplement | 1551<br>1387<br>942 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>8,21<br>✠LMC7,19<br>BS10,20 DBS4,21 | Fiu | *p* | CL<br>7,19 | 1892<br>10mo | Wigham<br>Richrdsn&Co<br>Newcastle<br>A&CP | AdriaSoc.Anon.di<br>Nav.Marittima<br>*WB* | 240·0<br>P28'B55'F31' 21·2<br>FK<br>*=Cell DB199' 304t* | 34·0 | 14·0 | Fiume<br>*4BHCem*<br>*APT21t* | T.3Cy.20",32"&53"-36" (s)<br>165lb *80lb* NDB07 181NHP<br>2SB,*4rf*,GS80,HS2868<br>Wghm.Richrdsn.&Co.Nwc | 23 |
| * 32234 | **Sterényi** **SteelScSr**<br>*ss*Tri.No.3-5,20 ~~*ss*Npt.No.1-11~~<br>*Elec.light* 1*Dk(ptIrn&ptStl)*<br>*&deep framing*<br>~~Now named "Leopardi," See No. 36210 in Supplement~~ | 3669<br>2939<br>2366 | ✠100A1<br>12,21<br>~~[illegible]5,20~~<br>BS12,21 ✠LMC5,20 | Cff<br>Nap. | *v* | CL<br>5,20 | 1907<br>3mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>*WB=* | Soc.Anon.diNav.<br>Marittima<br>Atlantica<br>*CellDBa 112' uE&* | 331·0<br>P25'B124'F30'<br>FK<br>*B40'f142'922tFPT* | 48·3 | 22·0 | Fiume<br>*5BHCem*<br>*75tAPT45t* | T.3Cy.24",40"&65"-42" (s)<br>180lb *120lb* 292NHP<br>2SB,*6rf*,GS108,HS4424<br>Cen.Mar.Eng.Wrks.W Hpl | 24 |

*‸* **Additional Ships are inserted in the Supplement at the end of the Register.**

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of survey it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.– Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32235<br>113238<br>TFMH | **T. A. Jolliffe** SteelScK<br>1*Dk* | 199<br>190<br>14 | | | | | 1901 | J.P.Ren-<br>noldson&Sns.<br>South Shields | W.&T.Jolliffe,Ld. | 113·0 | 23·7 | 12·1 | Liverpool<br>British | T.3Cy.15½",25"&41"–27"<br>87NHP<br>J.P.Rennoldsn&Sns,S.Shl. | | |
| 32236<br>123344 | **T. B. Taylor** SteelSc<br>(*BucketDredger*)<br>*Elec.light* 1*Dk* | 488<br>472<br>215 | | | … | | 1914 | W.Simons<br>&Co.Ld.<br>Renfrew | DundeeHarbour<br>Trustees | 164·2<br>F21' | 32·1 | 11·8<br>FK | Dundee<br>British | C.2Cy.17"&34"–24"<br>48RHP<br>W.Simons&CoLd.Renfrew | 12 ″ 6 | |
| 32237<br>93653 | **T. Brown** SteelSc<br>1*Dk* | 50<br>49<br>2 | | | … | | 1900 | Botje,<br>Ensing&Co.<br>Groningen | King'sLynn<br>ConservancyBrd. | 65·0 | 15·6 | 7·7<br>BK6" | KngsLynn<br>British | C.2Cy.12"&24"–16"<br>50RHP<br>Botje,Ensing&C.Groningn | 8 ″ 0 | |
| 32238 | **T. C. C. Dredger No. 6** SteelSc<br>(*BucketDredger*)<br>1*Dk*(*Stl*) | 389<br>387<br>181 | ✠<br>*Dredger*<br>3,05 ✠ | Mdb | | | 1903<br>4mo | Fleming&<br>Ferguson,Ld.<br>Paisley | TeesConservancy<br>Commissioners | 137·3<br>F15' | 34·1 | 11·6<br>FK | Middlsbro'<br>British<br>4*BHCem* | C.2Cy.20"&42"–24" 72NHP<br>2SB,4*pf*,GS65,HS1482<br>Fleming&Fergusn,Ld.Psy. | 12 ″ 3 | |
| 32239 | **T.C.C. Dredger No. 9** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 466<br>452<br>221 | ✠<br>*Dredger*<br>12,14 ✠ | Rnf | | | 1914<br>12mo | W.Simons<br>&Co.Ld.<br>Renfrew | TeesConservancy<br>Commissioners | 164·7 | 33·7 | 11·8<br>FK | Middlsbro'<br>British<br>5*BHCem* | C.2Cy.17"&34"–24" 47NHP<br>2SB,4*cf*,GS57,HS1626<br>W.Simons&CoLd.Renfrew | 12 ″ 3 | |
| 32240<br>119804 | **T. C. C. Hopper No.3** Steel<br>TwinScCtr<br>1*Dk*(*Irn*) | 698<br>668<br>378 | ✠<br>*HopperBarge*<br>11,07 ✠ | Mdb | *j* | | 1906<br>4mo | Ropner&<br>Son<br>Stockton | TeesConservancy<br>Commissioners | 180·0 | 33·3 | 14·2<br>FK<br>*WB* | Middlsbro'<br>British<br>5*BHCem*<br>=*FPT*47*t* | T.6Cy.10",16½"&27"–22"<br>90RHP<br>1SB,3*rf*,GS46,HS1640<br>Blair&Co.Ld.Stockton | 15 ″ 0 | |
| 32241<br>125144 | **T. C. C. Hopper No. 4** Steel<br>TwinScCtr<br>1*Dk*(*Irn*) | 707<br>677<br>342 | ✠<br>*HopperBarge*<br>10,10 ✠ | Mdb | *j* | | 1908<br>2mo | Ropner&<br>Sons,Ld.<br>Stockton | TeesConservancy<br>Commissioners | 180·0 | 33·0 | 14·2<br>FK<br>*WB* | Middlsbro'<br>British<br>5*BHCem*<br>=*FPT*47*t* | T.6Cy.10",16½"&27"–22"<br>90RHP<br>1SB,3*rf*,GS46,HS1640<br>Blair&Co.Ld.Stockton | 15 ″ 0 | |
| 32242<br>145403<br>KDBP | **T. C. Walker** WoodPad<br>1*Dk* | 786<br>—<br>702 | | | | | 1885 | ……………<br>Stockton,Cal. | CaliforniaNav.&<br>ImprovementCo. | 200·0 | 38·8 | 9·0 | S.Frncisco<br>Utd.States | | | |
| 32243<br>97539<br>~~MBHT~~ | **T. G. Hutton** SteelScSr<br>*ss*Sld.2ndNo.3-7,15<br>*ss*Rot.No.1-20<br>1*Dk*(*Irn*)<br>*Welldeck* *Floors,Beams&StringersIrn*<br>*Cargo battens not fitted* | ~~703~~<br>~~524~~<br>~~423~~<br>679<br>524<br>399 | ✠100A1<br>2,21<br>BS3,22 ✠LMC11,20 | Hul | *j* | 1,21 | 1891<br>1mo | ShortBros.<br>Sunderland<br>A&CP | ~~LombardShipping~~<br>~~Co.Ld.~~ Behnke&<br>Sieg<br>*WB*=*D* | 180·0<br>Q66'B40'F23'<br>*Ba*49'*f*20'103*tFPT* | 28·0 | 13·9<br>FK | Danzig<br>~~London~~<br>~~British~~<br>4*BHCem*<br>32*t* | T.3Cy.15½",25"&41"–27"<br>160lb 80RHP<br>1SB,3*pf*,GS41,HS1230<br>W.Allan&Co.,Sunderland | 14 ″ 8<br>s1 ″ 0<br>13 ″ 11 | |
| 32244<br>MGFW | **T. H. Dahl** SteelScSr<br>(*Whaler*)<br>(*ex*Victor) 1*Dk* | 130<br>127<br>46 | | | | | 1910 | Kaldnæs<br>Mek.Værks.<br>Tönsberg | A/SHektor<br>(N.Bugge,*Mgr.*) | 95·5 | 19·0 | 11·1 | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.11½",18½"&31"–22"<br>45NHP<br>NylandsVærksted,Xania | | N |
| 32245<br>45165<br>VCFW | **T. I. C. No. 1** IronSc<br>(*ex*R.T.C.No.1) | 239<br>239<br>139 | | | | | 1862 | ……………<br>Newcastle | TyneImprovement<br>Commissioners | 99·6 | 28·0 | 11·3 | Newcastle<br>British | 22RHP | | |
| 32246<br>129788 | **T. I. C. No. 7** SteelSc<br>(*BucketDredger*)<br>*Elec.light* 1*Dk* | 485<br>481<br>294 | | | … | | 1902 | W.Simons<br>&Co.Ld.<br>Renfrew | TyneImprovement<br>Commissioners | 160·0 | 34·1 | 11·3<br>FK | Newcastle<br>British | C.2Cy.20"&40"–24"<br>66RHP<br>W.Simons&Co.Ld.Rnf. | 12 ″ 0 | |
| 32247<br>133523 | **T. I. C. No. 14** SteelSc<br>*ss*Nwc.No.3-12,16<br>*ss*Nwc.No.1-20<br>(*ex*R.T.C.No.14) 1*Dk*(*Stl*) | 327<br>320<br>185 | ✠100A1<br>*HopperBarge*<br>12,21~~11,20~~ ✠LMC11,20<br>BS12,21 | Nwc | *e* | 11,20 | 1902<br>7mo<br>*Lloyd* | R.Stephen-<br>son&Co.Ld.<br>Newcastle<br>'*sA&CP* | TyneImprovement<br>Commissioners | 120·0 | 28·2 | 11·6<br>FK | Newcastle<br>British<br>4*BHCem* | C.2Cy.15"&30"–24" (*s*)<br>100lb 38RHP<br>1SB,2*pf*,GS37,HS1000<br>Hedley&Boyd,N.Shields | 12 ″ 6 | |
| 32248<br>133524 | **T. I. C. No. 15** SteelSc<br>*ss*Nwc.No.3-1,15<br>*ss*Nwc.No.1-19<br>(*ex*R.T.C.No.15) 1*Dk*(*Stl*) | 326<br>320<br>185 | ✠100A1<br>*HopperBarge*<br>10,21~~10,20~~ ✠LMC~~10,20~~<br>11,21 | Nwc | *e* | 10,20 | 1902<br>9mo<br>*Lloyd* | R.Stephen-<br>son&Co.Ld.<br>Newcastle<br>'*sA&CP* | TyneImprovement<br>Commissioners | 120·0 | 28·2 | 11·6<br>FK | Newcastle<br>British<br>4*BHCem* | C.2Cy.15"&30"–24" (*s*)<br>100lb 38RHP<br>1SB,2*pf*,GS37,HS1000<br>Hedley&Boyd,N.Shields | 12 ″ 6 | |
| 32249<br>129791 | **T. I. C. No. 16** SteelSc<br>*ss*Nwc.No.3-5,15<br>*ss*Nwc.No.1-19<br>(*ex*R.T.C.No.16) 1*Dk*(*Stl*) | 327<br>320<br>185 | ✠100A1<br>*HopperBarge*<br>11,21~~12,20~~ BS12,21<br>~~BS12,20~~ ✠LMC2,19 | Nwc | | ~~12,19~~<br>12,21 | 1902<br>10mo<br>*Lloyd* | R.Stephen-<br>son&Co.Ld.<br>Newcastle<br>'*sA&CP* | TyneImprovement<br>Commissioners | 120·0 | 28·2 | 11·6<br>FK | Newcastle<br>British<br>4*BHCem* | C.2Cy.15"&30"–24" (*s*)<br>100lb 38RHP<br>1SB.2*pf*,GS37,HS1000<br>Hedley&Boyd,N.Shields | 12 ″ 6 | |
| 32250<br>129784 | **T. I. C. No. 17** SteelSr<br>*ss*Nwc.No.3-2,15<br>*ss*Nwc.No.1-19<br>(*ex*R.T.C.No.17) 1*Dk*(*Stl*) | 327<br>320<br>185 | ✠100A1<br>*HopperBarge*<br>11,21~~10,20~~ BS11,21<br>~~BS11,20~~ ✠LMC2,19 | Nwc | | 11,20 | 1902<br>10mo<br>*Lloyd* | R.Stephen-<br>son&Co.Ld.<br>Newcastle<br>'*sA&CP* | TyneImprovement<br>Commissioners | 120·0 | 28·2 | 11·6<br>FK | Newcastle<br>British<br>4*BHCem* | C.2Cy.15"&30"–24" (*s*)<br>100lb 38RHP<br>1SB,2*pf*,GS37,HS1000<br>Hedley&Boyd,N.Shields | 12 ″ 6 | |
| 32251<br>221145<br>MCPT | **T. J. Hooper** WoodScSr<br>1*Dk* | 459<br>—<br>277 | | | | | 1921 | ……………<br>Baltimore Md | EasternTrans-<br>portationCo. | 142·2 | 29·1 | 16·5 | Wilmgton<br>(Del.)<br>Utd.States | | | |
| 32252<br>221618<br>MDFJ | **T. J. Williams** SteelSc<br>2*Dks*(*Stl*)&*Shltr dk*(*Stl*)&*Web frames*<br>*Elec.light* Wireless Sub Sig.<br>*Mchy.Aft* *Longitudinal framing* | ~~8300~~<br>~~8000~~<br>~~6200~~<br>8212<br>7886<br>5108 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,22~~9,21~~ ✠LMC9,21<br>~~(*ClassContemplated*)~~<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel*9,21*F.P.above*150°F. | Jck<br>NYk | *e*† | CL | 1921<br>9mo | Oscar<br>DanielsCo.<br>Tampa,Fla.<br>A&CP | StandardOilCo.<br>(NewJersey)<br>*CellD* | ~~465·0~~<br>465·4<br>*Bin way of oil bunker*17'*uE&B*71'328*t*<br>*DTf*50'694*tFPT*177*tAPT*26*t* | ~~60·0~~<br>60·2 | ~~36·2~~<br>36·0<br>FK | Bayonne<br>Utd.States<br>17*BHptCem*<br>3 ,, *toSh.dk*<br>10 ,, ,, *U* ,,<br>4 ,, ,, *2nd* ,, | Q.4Cy.24",35",51"&75"–51"<br>220lb 180lb (*s*)595NHP<br>3SB,9*cf*, HS8418 FD<br>VulcanIronWorks,<br>JerseyCity,N.J. | 36 ″ 3<br>s9 ″ 10<br>26 ″ 10 | |
| 32253<br>27665 | **T. K. Maher** SteelSc<br>(*ex*Charlotte<br>GraveraetBreitung,*ex*Yale)<br>*Elec.light* *Mchy.Aft* 1*Dk&Spar dk* | 3522<br>—<br>2178 | | | | | 1895 | Cleveland<br>S.B.Co.<br>Cleveland,O. | MorrowS.S.Co. | 371·0 | 45·0 | 27·0 | Fairport,O<br>Utd.States<br>*WB* | T.3Cy.23",38"&63"–40"<br>NB15 251NHP<br>ClevelandSB.Co Cleveland | | L |
| 32254<br>141662<br>TPRF | **T. L. Church** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 2264<br>1808<br>1353 | ✠100A1<br>11,21~~5,20~~<br>✠LMC5,20 | Tto<br>Cff | *r* | CL | 1920<br>5mo<br>*Lloyd* | Dominion<br>S.B.&Repair<br>Co.Ld.<br>Toronto,Ont.<br>'*sA&CP* | ~~DominionS.B.&~~<br>~~RepairCo.Ld.~~<br>T.L.ChurchSSCo<br>(P.deRonde)<br>*CellD* | 251·0<br>P24'B68'F21'<br>*B*220' 556*t* *FPT*55*t* | 43·6 | 20·7<br>FK | Toronto<br>British<br>1*BHCem*<br>*APT*100*t* | T.3Cy.20½",33"&54"–36" (*s*)<br>180lb 216NHP<br>2SB,6*cf*,GS116,HS3700<br>DominionSB&RepairCoLd | 23 ″ 1 | |
| 32255<br>NPGF | **T. M. Werner** SteelScSr<br>1*Dk* | 1769<br>1241<br>1087 | | | | | 1905 | Helsingörs<br>Jernsk.&Msk<br>Elsinore | Dpskslsk.Vendila<br>(Svendsen&Chri-<br>stensen) | 249·1<br>P17'Q73'B106'F28' | 37·5 | 15·9 | Copnhagn<br>Danish<br>*WB* | T.3Cy.19",32"&53"–36"<br>169NHP<br>HelsingörsJernsk.&Mskb. | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux Grèement etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32256<br>143645 | **T. P. Tilling** SteelSc<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* .*Cargo battens not fitted* | 456<br>319<br>169 | ✠100A1<br>2,21<br>✠LMC6,20 | Liv | *f* | CL | 1920<br>6mo<br>*Lloyd* | J.Crichton<br>&Co Ld.<br>Saltney<br>'*sA&CP* | JamesHenry<br>Monks(Preston)<br>Ld. | 142·3<br>B9'Q87'F22'<br>FK<br>*DTf*14'45*t FPT*14*t* | 25·2 | 11·4 | Liverpool<br>British<br>4*BHCem*<br>*APT*39*t* | T.3Cy.14",22"&38"–24" (*s*)<br>180lb 88NHP<br>1SB,3*pf*,GS48,HS1490<br>LythamS.B.&Eng.Co.<br>Lytham | 12<br>3<br>12 |
| 32257 | **T. R. 44** SteelScSr<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 290 | | | | | 1919 | Pt.Arthur<br>S.B.Co.Ld.<br>PtArthurOnt | Canadian<br>Government | 125·0<br>Q80'F21' | 23·5 | 13·5 | Montreal<br>British | T.3Cy.12¾",21½"&35"–24"<br>60NHP<br>PortArthurS.B.Co.Ld. | |
| Sunk 5.21<br>32258<br>127120<br>HWJD | **T. W. I.** SteelScK<br>(*Whaler*)<br>*Mchy.Aft* Wireless 1*Dk* | 137<br>133<br>48 | | | | | 1911 | Smith's<br>DockCo.Ld.<br>Middlesbro' | SouthernWhaling<br>&SealingCo.Ld.<br>(N.C.Watt,*Mgr.*) | 99·5 | 19·0 | 10·7 | N.Shields<br>British | T.3Cy.11",18"&30"–21"<br>58RHP<br>ShieldsEng.Co.Ld.N.Shl. | |
| ※ 32259<br>104295<br>PFVH | **T. W. Stuart** SteelScK<br>*ss*Sld.No.3-4,09<br>*Well deck* *ss*Nwc.No.2–18<br>*Mchy.Aft* 1*Dk*(*Irn*) | 252<br>193<br>96 | ✠100A1<br>9,20<br>✠NB2,11 ✠LMC6,18<br>BS~~7,2~~07,21 | Nwc | *c* | CL<br>~~9,20~~<br>7,21 | 1896<br>3mo | Wood,<br>Skinner&Co<br>Newcastle<br>A&CP | Robinson,Brown<br>&Co. | 123·0<br>Q43'B9'F19'<br>FK<br>*WB*= | 21·3 | 9·2 | Newcastle<br>British<br>3*BHCem*<br>*FPT*28*t* | C.2Cy.16 5/16"&32"–22" (*s*)<br>100lb 43RHP<br>1SB,2*pf*,GS21,HS793<br>N.E.MarineCo.(Lim.),Sld. | 10<br>9 |
| 32260 | **Ta Chi** WoodScSr<br>(*ex*TungNing)<br>1*Dk*&*Shade dk* | *221*<br>*188*<br>*145* | | | | | 1904 | Kwok<br>Achong<br>HongKong | DaiDahS.S.Co. | 127·4 | 21·2 | 7·7 | Shanghai<br>Chinese | C.2Cy.13½"&27"–17½"<br>25NHP<br>TingHing&Co.HongKong | |
| 32261 | **Ta Ho** WoodSc<br>(*ex*WingChai)<br>2*Dks* | *883*<br>*692*<br>*548* | | | | | 1902 | Kwang<br>TukCheang<br>HongKong | TaTaCo. | 177·5 | 28·4 | 11·4 | Shanghai<br>Chinese | C.2Cy.23"&46"–30"<br>96NHP<br>TinHingEng.Co.H.Kg. | |
| 32262 | **Ta Ngan** SteelTwinScSp<br>(*ex*Shasi)<br>2*Dks* | 1090<br>811<br>811 | | | | | 1891 | Scott&Co.<br>Greenock | TahDeh | 186·1<br>B166*t*H34*t* | 35·2 | 16·4 | Shanghai<br>Chinese | T.6Cy.10¼",16"&25"–18"<br>53NHP<br>Scott&Co.Greenock | |
| 32263 | **Ta Ning** WoodScSr<br>(*ex*SunNing)<br>1*Dk* | *134*<br>*112*<br>*85* | | | | | 1903 | YuHing<br>Leong<br>HongKong | DaiDahS.S.Co. | 114·0 | 17·4 | 8·1 | Shanghai<br>Chinese | C.2Cy.13½"&27"–17"<br>25NHP<br>KwongSingLoong,H.Kg. | |
| 32264 | **Ta Shun** WoodScSr<br>(*ex*TaiNing)<br>1*Dk*&*Shade dk* | *277*<br>*213*<br>*145* | | | | | 1905 | Kwong<br>TuckCheong<br>HongKong | DaiDahS.S.Co. | 138·6 | 21·4 | 8·8 | Shanghai<br>Chinese | C.2Cy.14"&28"–18"<br>28NHP<br>KwongSangLung,H Kg. | |
| 32265 | **Ta-Tou-Tse I.** SteelScSr<br>(*ex*Dr.HansJürg.Kiær) 1*Dk*&*Spar dk*<br>*Elec.light* | 1136<br>1048<br>691 | | | | | 1897 | Helsingörs<br>Jernsk.&Msk.<br>Elsinore | M.Grammont | 220·3<br>H88*t* | 33·6 | 16·8 | Saigon<br>French<br>*WB* | T.3Cy.16",25½"&44"–30"<br>106NHP<br>HelsingörsJernsk.&Mskb. | |
| 32266<br>MQPV | **Taakeheimen** WoodSc<br>*Motor*<br>(*ex*SailingVesselLucindaI.Lowell) | 119<br>98<br>71 | | | | | 1899 | ..................<br>Essex,Mass. | L.Schjelderup | 90·7 | 24·3 | 9·3 | Bodö<br>Norwegian | Motor<br>E*fitted*17 | |
| 32267<br>NPTL | **Taarnborg** SteelScSr<br>*ss*Cpn.No.1-22 *ss*Els.No.3-6,17<br>*Well deck* 1*Dk*(*Stl*)&*deep framing* | 1232<br>950<br>772 | ✠100A1<br>1,22~~9,20~~<br>✠LMC<br>MS~~6,17~~1,22 BS~~7,20~~8,21 | Grk<br>Cpn | *o* | CL<br>9,20 | 1906<br>7mo<br>*Lloyd* | W.Harkess<br>&Son,Ld.<br>Middlesbro'<br>'*sA&CP WB*= | Dampskibs.Selsk.<br>Dannebrog (C.K.<br>Hansen,*Mgr.*)<br>*pt Cell DB & pt DB* | 230·0<br>Q82'B59'F31'<br>FK<br>*a&uE*82' *uB*15'*f*98' | 35·5 | 14·8 | Copenhagn<br>Danish<br>4*BHCem*<br>409*t APT*14*t* | T.3Cy.17½",29"&48"–33" (*s*)<br>180lb *100lb* 130NHP<br>1SB,3*cf*,GS53,HS1863<br>MacColl&Pollock,Ld.Sld. | 17<br>s 1<br>16 |
| 32268<br>NPLK | **Taarnholm** SteelScSr<br>*ss*Cpn.No.3–7,19<br>1*Dk*(*Stl*)&*deep framing* | 1420<br>1281<br>839 | ✠100A1<br>8,21 ~~7,19~~<br>✠LMC<br>MS3,17 BS~~3,20~~0,21 | Cpn<br>Els | *q* | CL<br>~~2,19~~<br>8,21 | 1905<br>12mo<br>A&CP<br>~~*Lloyd*~~ | WoodSkin-<br>ner&Co.Ld.<br>Newcastle<br>~~'*sA&CP*~~ *WB* | DetForenede<br>DampskibsSelskab<br>=*CellDBa*70'*uE*& | 252·0<br>P&B198'F24'<br>FK<br>*B*30'*f*111'413*tFPT* | 38·2 | 16·2 | Copenhagn<br>Danish<br>4*BHCem*<br>68*tAPT*30*t* | T.3Cy.19",31"&51"–33" (*s*)<br>170lb 168NHP<br>2SB,4*cf*,GS66,HS2714<br>N.E.MarineEng.CoLdNwc | 18<br>s 1<br>17 |
| 32269<br>NQBM | **Taasinge** SteelSc3MstSr<br>*ss*Els.No.2-21 *ss*Cpn.No.3–2,13<br>(*ex*CountyClare) ~~*ss*Svb.No.1-17~~<br>*Welldeck* *Mchy.Aft* 1*Dk*(*Stl*) | 322<br>219<br>123 | ✠100A1<br>6,21 ~~10,20~~<br>~~BS10,20~~ ✠LMC~~9,17~~<br>4,21 | Cpn<br>Els | *e* | 10,20 | 1900<br>9mo | Ardrossan<br>DD&SBCoLd<br>Ardrossan<br>A&CP | DetForenede<br>Dampskibs.Selsk. | 135·0<br>Q74'B8'F21'<br>FK<br>*WB*=*FPT* | 23·1 | 9·5 | Copenhagn<br>Danish<br>3*BHCem*<br>28*tAPT*4*t* | C.2Cy.18"&36"–27" (*o*)<br>110lb 64NHP<br>1SB,3*pf*,GS49,HS1107<br>Shanks,Anderson&Co.Gls. | 10<br>s<br>10 |
| 32270<br>PTHR | **Tabanan** SteelSc<br>*Elec.light* Sub.Sig. Wireless 3*Dks* | 5271<br>3866<br>3287 | | | | | 1908 | Kon.Maats<br>deSchelde<br>Flushing | Rotterdamsche<br>Lloyd (W.Ruys&<br>Zonen,*Mgrs.*) | 400·5<br>P81'B177'F78' | 49·1 | 27·4 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.30",51"&88"–60"<br>598NHP<br>Maats.de Schelde,Flushing | |
| 32271 | **Tabaré** SteelScSr<br>(*ex*GeneraleBaratieri)<br>1*Dk* | 215<br>164<br>120 | | | | | 1895 | F.Bara-<br>chini<br>Sampierdrna | Government of<br>Uruguay | 116·4<br>P15'Q18'B20' | 23·0 | 8·5 | M.Video<br>Uruguayan | C.2Cy.16"&25"–18"<br>Wilson& 22NHP<br>Maclaren,S.P.D'Arena | |
| 32272 | **Tabaristan** SteelScSr<br>*ss*Brs.No.1–11<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*deep framing* | 3883<br>3391<br>1836 | ✠<br>*Spar dk*<br>1,13<br>✠ | Liv | *x* | | 1907<br>7mo | D&WHen-<br>derson&CoLd<br>Glasgow<br>*WB* | The Admiralty<br>=*CellDBa*104'*uE* | 390·0<br>P33'B122'F45'<br>FK<br>34'*f*150'692*tDTa*34' | 46·0 | 24·4 | British<br>6*BHCem*<br>675*tAPT*14*t* | T.3Cy.31½",51½"&85"–54"<br>752NHP<br>4SB,*16cf*,GS308,HS11204 FD<br>D&W.Hendersn&CoLdGls | 27 |
| 32273<br>128938<br>JBPK | **Tabarka** SteelScSr<br>*ss*Brw.No.2–21<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3933<br>3620<br>2474 | ✠100A1<br>3,21 ~~2,21~~<br>✠LMC3,21 | Brw<br>Rot | *w* | CL<br>3,21 | 1913<br>2mo<br>*Lloyd* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'*sA&CP* *W* | LaTunisienneS.N.<br>Co.Ld. (F.C.Strick<br>&Co.Ld.*Mgrs.*)<br>*B = Cell D Ba*113 | 350·0<br>P30'B67'F34'<br>FK<br>*uE*23' *f*154' 1035*t* | 50·0 | 25·3 | Swansea<br>British<br>6*BHCem*<br>*APT*105*t* | T.3Cy.24",38"&64"–42" (*s*)<br>180lb *90lb* 320NHP<br>2SB,*6pf*,GS99,HS4299 FD<br>Cen.Mar.Eng.Wks.W.Hpl | 27<br>s 5<br>2 |
| 32274 | **Tabasco** SteelScSr<br>1*Dk*(*Stl*)&*deep framing* | *1022*<br>*844*<br>*681* | ✠<br>1,07<br>✠ | Dmb | *n* | | 1901<br>8mo | A.McMil-<br>lan&Son,Ld.<br>Dumbarton | Cia.deFormento<br>delSureste de<br>Mexico,S.A.<br>*WB*= | 230·4<br>P58'F45'<br>FK<br>*CellDB*56'73*tFPT* | 33·5 | 14·8 | VeraCruz<br>Mexican<br>4*BHCem*<br>43*tAPT*55*t* | T.3Cy.17",28"&45"–33"<br>128NHP<br>2SB,4*cf*,GS72,HS2094<br>Muir&Houston,Ld.Gls. | 15 |
| 32275<br>MBTO | **—** SteelSc3Mst<br>*OilEng*<br>*Mchy.Aft* (*ex*Jacoba) 1*Dk* | 411<br>336<br>298 | | | | | 1918 | N.V.Schps.<br>"DeMaas"<br>Slikkerveer | Entreprises<br>Maritimes<br>BelgesSoc.Anon. | 144·2<br>P27'F17' | 26·4 | 12·3 | Antwerp<br>Belgian | Oil Engine, 2 S.C.<br>2Cy.15⅝"–15⅝" 50NHP<br>MachinefabriekBolnes | |
| 32276 | **Tabatinga** SteelScSr<br>(*ex*StadtSchleswig)<br>*Elec.light* Wireless 1*Dk* | 1103<br>817<br>677 | | | | | 1902 | Schömer&<br>Jensen<br>Tönning | Requisitioned by<br>theBrazilian<br>Government | 219·4<br>P12'Q56'B60'F25' | 33·3 | 13·7 | R.Janeiro<br>Brazilian<br>*WB* | T.3Cy.16½",27"&44"–28¾"<br>103NHP<br>Schömer&Jensen,Tönning | |
| 32277 | **—** SteelTwinScSk<br>*Mchy.Aft* 1*Dk*&*Shade dk* | *325*<br>*240*<br>*229* | ✠<br>*For River pur*<br>10,90<br>✠ | Grk<br>*poses only* | | | 1890<br>10mo | Scott&Co.<br>Greenock | AmazonRiverStm.<br>Nav.Co.(1911)Ld. | 160·1<br>F23'<br>FK | 26·3 | 7·3 | Para<br>Brazilian<br>6*BHAsp* | T.6Cy.9",14"&22"–18"<br>57NHP<br>1SB,2*cf*,GS37,HS1106<br>Scott&Co.,Greenock | 7 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | Registers in which classed, if not in L.R. Date of B. of Trade Ce |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32278<br>JRQP | **Tablada** SteelScSr<br>*ss*Liv.No.3–9,13<br>*ss*Lon.No.1–19<br>(*ex*Sokoto)<br>*Elec.light* 2*Dks*(1*Stl*–ws&1*ptStl*–ws)<br>Wireless &*Webframes* | *3092*<br>*2623*<br>*1969* | ✠100A1<br>10,19<br>✠LMC10,19<br>BS1,21 | Lon | *v* | ~~10,19~~<br>3,22 | 1899<br>4mo<br>*Lloyd* | VickersSns<br>&Maxim,Ld.<br>Barrow<br>'*sA&CP* | Cia.Naviera<br>SevillanaSoc.Anon<br>*Cell D Ba*72' *uE&* | 345·0\|42·2\|23·0<br>P37'B122'F42'<br>FK<br>*B*36'*f*152'667*tFPT* | **Seville**<br>Spanish<br>6*BHCem*<br>57*tAPT*36*t* | T.3Cy.23",38"&63"–45" (*s*)<br>180lb *100lb* NDB14 296NHP<br>2SB,6*cf*,GS150,HS4584<br>VickersSs.&MaximLdBrw | 25 ″ 8<br>s 5 ″ 0½<br>21 ″ 2 | |
| 32279<br>MOGT | **Tabor** SteelScSr<br>*ss*Xia.No.1–21 *ss*Rot.No.3–9,16<br>1*Dk*(*ptIrn&ptStl*)2*trB&deep*<br>Wireless *framing* 3*Dk rule* | 3721<br>3462<br>2356 | ✠100A1<br>~~9,21~~ ~~5,20~~4,22<br>~~MBS9,19~~ ✠LMC~~9,16~~<br>9,21 | NYk<br>~~Xia~~ Mdb | *w* | CL<br>~~5,20~~<br>9,21 | 1905<br>4mo<br>~~*Lloyd*~~ | J.Priest-<br>man&Co.<br>Sunderland<br>~~'*sA&CP*~~<br>A&CP | A/S Tabor<br>(W.Wilhelmsen)<br>*WB=CellDBa* | 346·5\|50·9\|24·7<br>P29'B100'F36'<br>FK<br>112'*uE*24'*f*150'880*t* | **Tönsberg**<br>Norwegian<br>6*BHCem*<br>*APT*105*t* | T3Cy.24½",38½"&67"–45"(*s*)<br>180lb *120lb* NDB16 320NHP<br>2SB,6*cf*,GS130,HS4834<br>N.E.MarineEng.CoLd.Sld. | 26 ″ 0<br>s4 ″ 11½<br>21 ″ 5 | |
| 32280 | **Tabora** SteelSc<br>(*ex*Timor) 1*Dk&Spar dk*3*trB* | 3608<br>3430<br>2812 | | | | | 1900 | Ndrlndsch.<br>Schps. Maats.<br>Amsterdam | Maats. tot Exploit.<br>van het s.s.<br>"Tabora"(Kersten,Hunik&Co.) | 340·0\|44·5\|31·0<br>H—F45' | **Rottrdam**<br>Dutch<br>*WB* | T.3Cy.23",38"&62"–42"<br>249NHP<br>Ned.Fab.v.Werk.Ams. | | V |
| 32281<br>7070<br>JDBH | **Tachang Maru** SteelTwinSc<br>1*Dk* | 2421<br>1196<br>1368 | | | | | 1901 | MitsuBishi<br>Dkyd&EWks<br>Nagasaki | NisshinKisen<br>KabushikiKaisha | 282·1\|39·4\|12·4<br>F34' | **Tokio**<br>Japanese<br>*WB* | T.6Cy.16",26"&43"–30"<br>202NHP<br>MitsuBishiD.&E.Wks.Nag | | |
| 32282<br>8359<br>JDBT | **Tachi Maru** SteelTwinScSp<br>1*Dk* | 1891<br>—<br>1072 | | | | | 1901 | OsakaIron<br>Works<br>Osaka | NisshinKisen<br>KabushikiKaisha | 278·0\|39·4\| 9·6 | **Tokio**<br>Japanese | T.6Cy.13",21½"&35¼"–24"<br>122NHP<br>OsakaIronWorks,Osaka | | |
| 32283<br>7704<br>JQHL | — WoodTwinScSp<br>2*Dks* | 180<br>—<br>90 | | | | | 1902 | Ominato<br>S.B.Co.Ld.<br>Ominato | MaruichiHomma<br>GomeiKaisha | 110·0\|16·5\|12·5 | **Nishino-miya**<br>Japanese | T.6Cy.7$\frac{9}{16}$",12"&20"–14"<br>30NHP | | |
| 32284<br>27806<br>SHDF | **Tachibana Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing* | ~~6400~~<br>6543<br>5679<br>4605 | ✠100A1<br>6,21<br>✠LMC6,21<br>~~(*Class Contemplated*)~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 6,21 *F.P. above* 150°F. | Kob | *a*† | CL | 1921<br>6mo | KobeSteel<br>Works<br>Harima<br>Dockyard<br>A&CP | Teikoku~~Kisen~~ Sekiyu<br>Kaisha<br>*CellDBuE&B*81'.55*tDT* | 420·0\|54·0\|~~33·0~~ 32·9<br>P117'B36'~~F34'~~<br>F35' FK<br>(11*BHtoUpprdk*<br>*f*41'375*tTweendktank* | Tokuyama<br>Japanese<br>16*BH ptCem*<br>5*BHto2nd dk*<br>*cap t*.0'46*tFPT* | T.3Cy.27",45"&75"–51" (*s*)<br>200lb 560NHP<br>3SB,9*cf*,GS192,HS7956, FD<br>KobeSteelWorks,Kobe<br>116*tAPT*26*t* | 33 ″ 0<br>s7 ″ 9½<br>25 ″ 7 | |
| 32285<br>25242<br>RMQP | — SteelSc | 190<br>—<br>76 | | | | | 1919 | ……………… | KabushikiKaisha<br>AsanoZosensho | 95·0\|23·0\|12·0 | **Yokohama**<br>Japanese | | | |
| 32286<br>135832<br>JKCH | **Tacoma** SteelScSr<br>*ss*Shl.No.2–17<br>(*ex*Buffalo) 2*Dks*(*Stl*)&*Webframes*<br>*Elec.light* &*Shelterdk*(*Stl*–*pt* teak s)<br>Wireless | 6838<br>6188<br>4233 | ✠100A1<br>*Shelter dk with freeboard*<br>11,216,20<br>✠LMC6,21<br>~~BS4,20~~ ~~MS6,20~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8,10 *F.P. above* 150°F. | HKg<br>~~NYk~~ | *c*† | CL<br>6,20 | 1909<br>3mo<br>*Lloyd* | Flensburgr<br>Schiffsb.Ges<br>Flensburg<br>'*sA&CP* | StandardTransportationCo.Ld.<br>*WB=CellDBuE&*<br>*bunker*85'59 | 440·5\|58·7\|29·6<br>FK<br>*B&Cross*<br>5*tDTf*23'*FPT*110*t* | **HongKong**<br>British<br>17*BHptCem*<br>14 *to U dk*<br>3 *to M dk*<br>*APT*216*t* | Q.4Cy.24",34",51"&74"–54"<br>215lb *160lb* (*s*) 620NHP<br>3SB,9*cf*,GS184,HS9016 FD<br>FlensburgerSchiffsb.Ges. | 33 ″ 0<br>s 5 ″ 5<br>28 ″ 0 | |
| 32287<br>211198<br>LOWK | — SteelScSr<br>*Elec.light* 2*Dks* | 836<br>—<br>458 | | | | | 1913 | SeattleC'n-<br>str.&DDCo<br>Seattle | PugetSoundNav.<br>Co. (J.Green,<br>*Mgr.*) | 209·4\|30·0\|17·6 | **Seattle**<br>Utd.States | T.4Cy.23",36"&(2)42"–30"<br>193NHP<br>SeattleConstruc.&D.D.Co. | | |
| 32288<br>11760<br>LHMB | **Tacoma Maru** SteelTwinScSr<br>*ss*Kob.No.3–11,20<br>*Elec.light* 2*Dks*(*Stl*)&*deepframing*<br>Wireless &*Lowerdk*(*Stl*)*inNo.1hold* | 5850<br>5125<br>3642 | ✠100A1<br>~~6,21~~ ~~11,20~~ 1,22<br>✠LMC~~11,20~~<br>1,22 | Kob | *z* | P CL<br>~~8,10~~<br>1,22 | 1909<br>6mo<br>*Lloyd* | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>'*sA&CP* | OsakaShosen<br>KabushikiKaisha<br>*WB=CellDBa*127'*uE&B*63' | 419·7\|49·5\|29·9<br>P26'B158'F42'<br>FK | **Osaka**<br>Japanese<br>7*BHCem*<br>*f*167'1175*tD* | T.6Cy.19½",32¾"&55"–46"(*s*)<br>200lb 544NHP<br>3SB,9*cf*,GS181,HS7498 FD<br>KawasakiDkydCoLdKobe<br>*Ta*31'439*tFPT*106*tAPT*26*t* | 32 ″ 6<br>s7 ″ 3½<br>25 ″ 7 | |
| 32289<br>JRQS | **Tacoronte** SteelScK<br>*ss*LaP.No.2–17<br>(*ex*Quaysider) 1*Dk*<br>*Mchy.Aft* | *370*<br>*264*<br>*160* | ✠100A1<br>10,17<br>~~BS1,20~~ ✠LMC~~10,17~~<br>7,21 | LaP | *f* | CL<br>~~1,20~~<br>7,21 | 1909<br>8mo<br>*Lloyd* | Smith's<br>DockCo.Ld<br>NorthShields<br>'*sA&CP* | Cia.Marit.Canaria | 145·4\|24·2\|10·4<br>Q58'F17'<br>FK<br>*WB=FPT*61*t* | **SantaCruz Tfe.**<br>Spanish<br>3*BHCem* | C.2Cy.17"&36"–30" (*s*)<br>130lb 82NHP<br>1SB,3*pf*,GS47,HS1560<br>ShieldsEng.Co.Ld.N.Shl. | 11 ″ 7<br>s 1 ″ 1<br>10 ″ 8 | |
| 32290<br>112470 | **Tacsonia** SteelScK<br>*ss*Mil.No.2–13<br>1*Dk* | 243<br>218<br>93 | ✠100A1<br>*Stm Trawler*<br>~~8,21~~ 9,14<br>~~Examined6,20~~<br>BS7,20 ✠~~LMC5,19~~ | Ard | | CL<br>3,19 | 1905<br>1mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>NorthShields<br>'*sA&CP* | DirectFishSupplies<br>Ld ~~(J.McR.Knight~~<br>~~*Mgr.*)~~ | 125·5\|22·1\|12·0<br>BK7½" | Grimsby<br>~~Milfrd Hvn~~<br>British<br>3*BHCem* | T.3Cy.12",21"&34"–24" (*r*)<br>180lb 58RHP<br>1SB,3*pf*,GS49,HS1408<br>W.V.V.Lidgerwood,Gls. | 12 ″ 10 | |
| 32291<br>126716<br>KFTB | **Tactful** SteelSc<br>(*ex*LordBeresford)<br>1*Dk*(*Stl*) | 112<br>91<br>18 | ✠<br>*For towing purposes*<br>11,09 ✠ | Psy | | | 1909<br>11mo | J.Fuller-<br>ton&Co.<br>Paisley | W.Shelcott | 75·2\|18·6\| 8·9<br>BK6" | **London**<br>British<br>3*BHonly Cem* | C.2Cy.14"&28"–24"<br>45RHP<br>1SB,2*pf*,GS33,HS877<br>Ross&Duncan,Glasgow | 10 ″ 0 | |
| 32292<br>~~113308~~<br>~~RTPL~~ | **Tactician** SteelSc4MstSr<br>*ss*Liv.No.3–9,12<br>*ss*Liv.No.2–21<br>2*Dks*(*Stl*)&*deepframing*<br>*Elec.light* Wireless &*Webframes* | 7410<br>6735<br>4823 | ✠100A1<br>~~3,21~~2,21 4,22<br>✠LMC7,20<br>BS8,21<br>*Carrying oil fuel F.P. above* 150°F *in DB* | Liv<br>~~Shl~~ Cal | *c*† | CL<br>7,20 | 1900<br>9mo<br>*Lloyd* | Swan&<br>Hunter,Ld<br>Newcastle<br>'*sA&CP* | ~~CharenteSS.CoLd~~<br>~~(T.&J.Harrison,~~<br>~~*Mgrs.*)~~ Ocean<br>TransportCo.Ld<br>*WB=CellD* | 470·0\|56·2\|31·9<br>P37'B162'F44'<br>FK<br>*Ba*143'*uE&B*61'*f* | ~~Liverpool~~<br>~~British~~<br>Japanese<br>9*BHCem*<br>204'1544*tD* | T.3Cy.27½",45½"&75"–60"<br>180lb (*s*) 567NHP<br>2D&1SB15*cf*GS308HS10050<br>Wllsnd.Slpwy.Co.Ld.Nwc.<br>*Ta*30'937*tFPT*117*tAPT*30*t* | 34 ″ 10<br>s 8 ″ 3<br>27 ″ 0 | |
| 32293<br>65<br>KBHJ | **Tada Maru** WoodAuxScSr | 196<br>—<br>150 | | | | | 1917 | ……………… | TainanSeito<br>KabushikiKaisha | 105·9\|24·4\|11·6 | **Kiirun, Formosa**<br>Japanese | | | |
| 32294<br>OUBE | **Tadla** SteelSc<br>(*ex*Frankenwald)<br>*Elec.light* Wireless 2*Dks* | 3898<br>3171<br>2391 | | | | | 1908 | Furness,<br>Withy&CoLd<br>WHartlepool | Cie.deNav.Paquet | 352·1\|45·1\|26·0<br>P40'B115'F72' | **Marseilles**<br>French<br>*WB* | T.3Cy.25½",43"&72"–48"<br>Richardsons, 359NHP<br>Westgarth&Co.Ld.Hpl. | | V |
| 32295 | — SteelSc<br>*OilEng.*<br>(*ex*Eerstelling) 1*Dk* | 240<br>211<br>179 | | | | | 1920 | J.Koster,<br>Hzn.<br>Groningen | N.V.Sleepboot<br>"Zeelandia" | 117·6\|23·3\|10·9 | **Rottrdam**<br>Dutch | Oil Engines<br>2Cy 13"–14"<br>D.Goedkop,Jun.Ams. | | V |
| 32296<br>112267 | **Tadousac** IronPad<br>(*ex*Virginia)<br>*Elec.light* 1*Dk&Saloon dk* | 1701<br>—<br>1052 | | | | | 1879 | Harlan&<br>HllngswthCo<br>WlmngtnDel | CanadaSteamship<br>Lines,Ld. | 248·4\|34·7\| 9·6 | **Montreal**<br>British | B.1Cy.60"–132"<br>345NHP<br>Harlan&HollingsworthCo. | | |
| 32297<br>135676<br>JFPW | **Taff** SteelSc<br>(IN PORT—DAMAGED 4,21).<br>*ss*Bds.No.1–18<br>*Mchy.Aft* 1*Dk*(*Stl*–ws) | 204<br>170<br>83 | ✠<br>8,20<br>✠ | Bry | *c* | 8,20 | 1914<br>5mo<br>*Lloyd* | Day,Summers&Co.Ld<br>Southampton<br>'*sA&CP* | J.Little&Sons | 110·3\|21·1\|10·1<br>F24'<br>FK<br>*WB=* | **S'thamptn**<br>British<br>3*BHCem*<br>*FPT*12*t* | C.2Cy.15"&30"–24" (*s*)<br>120lb 37RHP<br>1SB,2*cf*,GS40,HS1050<br>Day&SummersCo.Ld.Sou. | 11 ″ 0<br>s 1 ″ 3½<br>10 ″ 1 | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques. | Matériaux, Gréement, etc. Nombres des Ponts. | Tonnage Officiel. Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement. — Pavillon. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | pds. po. |
| 32298<br>132625<br>HTPV | **Tafna**<br><br>*Elec.light* Wireless | SteelSc<br>*ss*ShlNo.2-20<br>1*Dk*(*ptIrn ptStl*) | 4512<br>4137<br>2745 | ✠100A1<br>2,21 4,21<br>✠LMC1,20<br>BS4,21 | Npt<br>Shl | *x* | CL<br>7,20 | 1911<br>10mo<br><br>*Lloyd* | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>'*sA&CP* | BowringS.S.Co.Ld<br>(C.T.Bowring&Co.<br>Ld.*Mgrs.*)<br><br>*WB* | 369·5<br>P32'B115'F32'<br>FK<br><br>=*Cell DBa*100'*uE* | 50·0 | 26·3 | London<br>British<br>6*BHCem*<br><br>&*B*43' *f*174' | T.3Cy.24",41"&68"-45" (*r*)<br>180lb 404NHP<br>3SB,9*cf*,GS169,HS7176<br>W.Doxford&Sons,Ld.Sld.<br>901*tFPT*176*tAPT*225*t* | 28 ,<br>s 5 ,<br>23 , |
| 32299<br><br>OUBB | —<br><br>*Elec.light* Wireless | SteelScSr<br>2*Dks*&*Spardk* | 1444<br>1339<br>853 | | | | | 1890 | Wigham<br>Richardsn&C<br>Newcastle | Cie.deNav.Mixte | 251·5<br>B38' | 32·0 | 25·0 | Marseilles<br>French<br>*WB* | T.3Cy.25",38½"&65"-42"<br>NB03 274NHP<br>WighamRchrdsn&CoNwc | |
| 32300<br>9676<br>JTVF | **Tafoo Maru**<br><br>(*ex*TahungMaru)<br>*Elec.light* | SteelTwinSc<br>1*Dk*(*Stl*)*Promenadedk*<br>&*Shade dk* | 2555<br>1212<br>1525 | ✠<br>*For River pur*<br>8,00 ✠ | Nag<br>*poses o* | *p*<br>*nly* | | 1900<br>8mo | MitsuBishi<br>Dkyd&EWks<br>Nagasaki<br>*WB*= | NisshinKisen<br>KabushikiKaisha<br><br>*FPT*71*tAPT*68*t* | 308·0<br>*Promenade dk*258'<br>*Shade dk above*208'<br>len05 FK | 39·2 | 11·4 | Tokio<br>Japanese<br>5*BHCem* | T.6Cy.16",26"&43"-30"<br>268NHP<br>2DB,8*cf*,GS154,HS4800<br>MitsuBishiD.&E.Wks.Nag | 12 , |
| 32301<br>7129<br>LDMB | **Taga Maru**<br><br>(*ex*Amara) | SteelScSr<br>*ss*Yka.2ndNo.3-2,11<br>1*Dk*(*Stl*)&<br>*Spar dk*(*Irn*-ws)&*Web frames* | 2439<br>2367<br>1477 | ✠<br>*Spar dk*<br>11,12 ✠ | Yka | *s* | | 1891<br>1mo | J.Blumer<br>&Co.<br>Sunderland<br>*WB*= | FukugawaKisen<br>KabushikiKaisha<br><br>*DBa*84'*uE*20'259*t* | 289·5<br>B66'F35' 22·7<br>FK<br>*FPT*35*tAPT*28*t* | 40·3 | 16·8 | Nishino-<br>miya<br>Japanese<br>5*BHCem* | T.3Cy.23½",38"&62"-42"<br>248NHP<br>2DB,8*cf*,GS120,HS3700<br>N.E.MarineEng.Co.LdSld | 25 , |
| 32302<br>21357<br>NQCB | **Taga Maru No. 10** | WoodAuxScSr | 191<br>—<br>126 | | | | | 1917 | ................. | Takashima<br>Daisuke | 101·0 | 22·5 | 10·7 | Tadotsu<br>Japanese | | |
| 32303<br>134750<br>JBFG | **Tagalie** | SteelScK<br>*ss*Shl.No.2-19<br>1*Dk* | 210<br>189<br>81 | ✠100A1<br>*StmTrawler*<br>11,21 ~~9,20~~<br>~~BS9,20~~ ✠LMC11,19<br>BS11,21 | Gms | | CL<br>9,20 | 1912<br>11mo<br><br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | Sleight'sSteam<br>FishingCo.Ld.<br>(SirErnestSleight,<br>Bart.,*Mgr.*) | 117·4<br>Q73'RFD18'<br>BK7½ | 22·0 | 11·6 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12¼",20"&34"-24" (*s*)<br>180lb 78RHP<br>1SB,3*pf*,GS47,HS1445<br>Smith'sDockCo.Ld.Mdb. | 12 , |
| 32304<br>884<br>LRCV | **Taganrog** | IronScSr<br><br>1*Dk* | 320<br>—<br>217 | | | | | 1874 | .................<br>Linz | K.S.Monopoli | 201·4 | 24·0 | 8·3 | Rostoff<br>Russian | 2Cy.14"-23"<br>8NHP | |
| 32305 | **Tagua**<br><br>(*ex*Minnow,*ex*Neptun)<br>(*See Sailing Ship Register*) | WoodAuxScSr<br>*PetrolMotor*<br>1*Dk* | 197<br>144<br>131 | | | | | 1909 | Stone&<br>VanBergen<br>SanFrancisco | CookIslands<br>TradingCo.Ld. | 104·1 | 25·0 | 10·6 | <br>British | PetrolMotor<br>2Cy.13½"<br>HerculesGasEng.Co.S.Fo. | |
| 32306<br>218909<br>LSVG | **Tagus**<br><br>Sub.Sig. | SteelSc<br><br>1*Dk* | 426<br>—<br>200 | | | | | 1919 | Providence<br>Eng.Works<br>NewYork | UnitedStates<br>ShippingBoard | 142·0 | 27·7 | 14·8 | NewYork<br>Utd.States | T.3Cy. | |
| ⁕ 32307<br>136066<br>JGMP | **Tahchee**<br><br>*Elec.light*<br>*Mchy.Aft*<br>Wireless | SteelScSr<br>*ss*NYk.No.1-18<br>2*Dks*(*Stl*)&*Webframes*<br>*Longitudinal framing* | 6508<br>5816<br>4055 | ✠100A1<br>2,21 ~~8,20~~<br>BS8,20 ✠LMC5,18<br>*Carrying Pet*<br>*Fitted for oil* | SFo<br><br><br>*roleum*<br>*fuel* 9, | *a*†<br><br><br>*in*<br>14 | CL<br>N7,19<br><br>*bulk*<br>*F.P. a* | 1914<br>9mo<br><br>*Lloyd*<br>*bove* 1 | SirR Dixon<br>&Co.Ld.<br>Middlesbro'<br>'*sA&CP*<br>50° F. | StandardTrans-<br>portationCo.Ld.<br><br>*WB*=*CellDBuEt*<br>577*tFPT*120 | 420·5<br>P118'B28'F47'<br>FK<br>&*B*80'279*t DT f*45'<br>*APT*210*t* | 54·4 | 32·6 | HongKong<br>British<br>17*BHptCem*<br>11 *to Upr dk*<br>6 ,, *2nd* ,, | Q.4Cy.24",35",50½"&73"-51"<br>220lb (*s*) 526NHP<br>3SB,9*cf*,GS170,HS7125<br>NE.MarineEng.CoLd.Nwc | 32 ,<br>s 7 ,<br>25 , |
| ⁕ 32308<br>117715<br>VTWG | **Tahiti**<br>(*ex*Port Kingston)<br><br>2*Dks*(*Stl*)&*Spar dk*(*Stl*–teak s)*Orlop dk*<br>*in Nos.*1,3,&4*holds*(*Stlin Nos.*3&4*holds*)<br>*Elec.light* *Ref.Mchy* Wireless | SteelTwinScSr<br>*ss*Ddn.No.3-10,16<br>*ss*SFo No.1-20 | 7898<br>5997<br>4155 | ✠100A1<br>*Spar dk*<br>~~6,21~~ ~~6,20~~ ✠LMC6,20<br>4,22 ~~[illegible]~~ BS7,21<br>*Fitted for oil* | SFo<br>Syd<br><br><br>*fuel*6,2 | *d*†<br><br><br><br>0*F* | CL<br>P7,19<br>s6,20<br><br>.*P.abo* | 1904<br>8mo<br><br>*Lloyd*<br>*ve*150° | A.Stephen<br>&Sons,Ld.<br>Glasgow<br>'*sA&CP*<br>F. | UnionS.S.Co.of<br>NewZealand,Ld.<br><br><br>*WB*=*CellDBa*65'<br>*DTa*30' | 460·0<br>P112'F61' 32·4<br>FK<br><br>*uE*&*B*175'/<br>819*t*&*DTf* 8 | 55·5 | 24·4 | London<br>British<br>7*BHCem* | T.6Cy.30",50"&80"-54" (*s*)<br>180lb FD 1443NHP<br>3D&3SB27*cf*GS557HS22464<br>A.Stephen&Sons,Ld.Gls.<br>134'1191*tFPT*165*tAPT*69*t*<br>9'960*t* | 36 ,<br>s 9 ,<br>27 , |
| 32309<br>140880<br>TPQR | **Tahitian Maiden** | WoodTwinSc<br>*OilEng.* 3MstSr<br>1*Dk* | 212<br>160<br>138 | | | | | 1920 | T.M.Raw-<br>ding,<br>Allendale,<br>N.S. | Hendry,Ld. | 110·4<br>P30*t* | 26·4 | 10·7 | Liverpl,NS<br>British | Oil Engines.<br>8Cy.8½"-10" 34NHP<br>FairbanksMorseCo.Ld.<br>ThreeRivers,Mich. | |
| 32310<br>204685<br>KWJQ | **Tahoe** | WoodSc3MstSr<br><br>1*Dk* | 751<br>577<br>419 | | | | | 1907 | Bendixsen<br>S.B.Co.<br>Fairhaven | Bowes&Andrews | 179·0 | 38·2 | 13·3 | S.Frncisco<br>Utd.States | C.2Cy.14"&32"-24"<br>42NHP<br>UnitedEng.Wrks.S.Frisco | |
| 32311<br>9438<br>JTDK | **Tahung Maru** | SteelTwinSc<br><br>1*Dk*&*Shade dk*2*trB* | 1643<br>—<br>1120 | | | | | 1905 | MitsuBishi<br>Dkyd&EWks<br>Nagasaki | NisshinKisen<br>KabushikiKaisha | 240·6<br>F23' | 39·4 | 9·7 | Tokio<br>Japanese<br>*WB* | T.6Cy.12",20"&33"-21"<br>100NHP<br>MitsuBishiD.&E.Wks.Nag | |
| 32312<br>128709 | **Tai Koo** | SteelTwinSc<br>(*Tug*&*Salvage*)<br>1*Dk* | 352<br>334<br>133 | | | | | 1911 | TaiKooD.<br>&ECo.ofHKg<br>Ld H.Kg | TaiKooDkyd&Eng<br>Co.ofHongKongLd | 140·0 | 26·6 | 12·4 | HongKong<br>British<br>*WB* | C.4Cy.20"&42"-27"<br>TaiKooDkyd.& 151NHP<br>Eng.Co.ofHongKong,Ld. | |
| 32313 | **Tai Lee**<br>(*ex*MitaMaru)<br>*Elec.light* | SteelSc<br><br>1*Dk* | 1829<br>1541<br>1044 | | | | | 1919 | Kisugawa<br>S.B.Yard<br>Osaka | Ching-KeeS.N.Co.<br>Ld. | 260·0 | 37·8 | 19·8 | Chefoo<br>Chinese<br>*WB* | T.3Cy.17½",29"&48"-36"<br>138NHP<br>MiharaCo.Osaka | |
| 32314<br>133248 | —<br><br>*Elec.light* | SteelTwinSc<br><br>1*DkShade dk*&<br>*Promenade dk* | 997<br>563<br>524 | | | | | 1914 | HongK'ng<br>&Whampoa<br>DockCo.Ld.<br>HongKong | SzeYapS.S.Co.Ld. | 208·9 | 38·1 | 11·3 | HongKong<br>British<br>*WB* | T.6Cy.15",24"&39"-26"<br>155NHP<br>HongKong&Whampoa<br>DockCo.Ld.HongKong | |
| 32315<br>133241 | **Tai Ming**<br><br>*Elec.light* | SteelTwinSc<br><br>3*Dks* | 443<br>256<br>237 | | | | | 1913 | Kwong<br>TakCheong<br>HongKong | KwongWingCo.<br>Ld. | 164·0 | 27·1 | 8·7 | HongKong<br>British | C.2Cy.13"&26"-16"<br>56RHP<br>KwongTakCheong,H.Kg. | |
| 32316<br>87189<br>JBNC | **Tai Sang** | IronScSr | 2383<br>2112<br>1544 | | | ... | | 1883 | Lon.&Gls<br>Co.(Lim.)<br>Glasgow | Indo-ChinaSteam<br>Nav.Co.Ld. | 290·0<br>B58'F32'<br>FK | 40·0 | 23·9 | London<br>British<br>*Tpd*98 | T.3Cy.19",36"&62"-54"<br>NB96 282NHP<br>Lon.&Gls.Co.(Lim.),Gls. | 25 , |
| 32317<br>1930<br>NOJT | **Taian Maru**<br><br>*Elec.light* | SteelSc<br>*ss*Yka.No.1-21<br>1*Dk*(*Stl*)&*Awng dk*<br>(*Stl*-ws) | 3135<br>2638<br>1850 | 100A1<br>*Awng dk*<br>*withfreeboard*<br>3,21 ✠LMC5,21 | Yka | *u* | 12,19 | 1917<br>5mo<br><br>*Lloyd* | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>'*sA&CP* | NipponYusen<br>KabushikiKaishi<br><br>*C* | 315·0<br>P16'B78'F29'<br>FK<br>*ellDB*268'768*tFPT* | 45·0 | 26·0 | Tokio<br>Japanese<br>5*BHCem*<br>31*tAPT*21*t* | T.3Cy.22",36"&61"-42" (*s*)<br>200lb 285NHP<br>2SB,6*cf*,GS99,HS3614 FD<br>KawasakiDkydCo.Ld.Kob | 26 ,<br>s 6 ,<br>20 , |
| ⁕ 32318<br>22587<br>NVGR | **Taibu Maru**<br><br>*Elec.light* | SteelSc<br><br>2*Dks*(*Stl*) | 6101<br>5183<br>4485 | ✠100A1<br>7,21 ~~3,21~~<br>✠LMC~~6,19~~<br>7,21 | Hul<br>Kob | *z* | CL<br>~~3,21~~<br>7,21 | 1918<br>6mo | OsakaIron<br>Works,Ld.<br>Innoshima<br>A&CP | KokusaiKisen<br>Kaisha<br><br>*CellDB*360*tD* | 407·2<br>P40'B137'F46'<br>FK<br>*Ta*47'767*tFPT*106*t* | 50·8 | 32·5 | Amagasaki<br>Japanese<br>7*BHCem*<br>*APT*26*t* | T.3Cy.27",45"&75"-51" (*s*)<br>180lb 553NHP<br>3SB,9*cf*,GS190,HS8100 FD<br>OsakaIronWorksLdOsaka | 32 ,<br>s 6 , 1<br>26 , |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks. &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32319<br>1754<br>HLKJ | **Taichu Maru** SteelScSr<br>*Elec.light* 1*Dk*&*Spar dk*<br>Wireless &*Web frames* | 3212<br>2534<br>1541 | | | ... | | 1897 | SirJ.Laing<br>Sunderland | OsakaShosen<br>KabushikiKaisha | 330·0<br>P36'B150'F37' 24·7<br>FK | 44·0 | 16·9 | Osaka<br>Japanese | T.3Cy.28½",47½"&79"–48"<br>589NHP<br>*WB* J.Dickinson&Sons,Ld.,Sld. | 27 ″ 7 | |
| 32320<br>69<br>KBHP | **Taifuku Maru** WoodAuxScSr | 357<br>—<br>218 | | | | | 1919 | ................ | KabushikiKaisha<br>KiirunTekkosho | 129·1 | 26·0 | 12·8 | Kiirun, Formosa<br>Japanese | | | |
| 32321<br>22694<br>NVRM | **Taigen Maru** SteelScSr<br>1*Dk* | 1274<br>1048<br>876 | | | | | 1918 | UchidaS.B.<br>& Eng.Co.Ld.<br>Yokohama | UchidaKisen<br>KabushikiKaisha | 228·0<br>P15'B54'F27' | 33·0 | 18·7 | Yokohama<br>Japanese | T.3Cy.14½",24½"&40"–30"<br>88NHP<br>*WB* UchidaS.B.&E.Co.Ld.Yka. | | |
| 32322<br>68<br>QBHM | **Taihei Maru** SteelSc3MstSr<br>(*ex*Lalpoora)<br>3*Dks*(*U Stl–ws*) | 3299<br>2993<br>2103 | ✠<br>5,86<br>✠ | Lon | *w* | | 1885<br>2mo | W.Denny<br>&Bros.<br>Dumbarton | GoshiKaisha<br>NoguchiShokai<br>*WB* | 340·1<br>P57'B26'F42'<br>= *Cell DB* 300' 771*t* | 42·2 | 25·6 | Dairen<br>Japanese<br>6*BHCem* | T.4Cy.26½",44"&(2)51"–51"<br>372NHP<br>Denny&Co.Dumbarton | 29 ″ 3 | |
| 32323<br>20801<br>NKSJ | — WoodAuxScBkn | 633<br>—<br>497 | | | | | 1917 | ................ | NanyoBoyeki<br>KabushikiKaisha | 144·0 | 35·0 | 17·3 | Tokio<br>Japanese | | | |
| 32324<br>23348<br>RDNB | — WoodAuxScSr | 104<br>—<br>70 | | | | | 1918 | ................ | T.Motosaki | 89·5 | 20·2 | 8·0 | Hioki<br>Japanese | | | |
| 32325<br>10812<br>LOTP | **Taihei Maru No. 1** SteelScSp<br>(*ex*Neptune)<br>1*Dk* | 103<br>—<br>36 | | | | | 1904 | Akers<br>Mek.Værks.<br>Christiania | ToyoHogei<br>KabushikiKaisha | 94·0 | 17·0 | 10·6 | Nishinomiya<br>Japanese | T.3Cy.11",18"&29"–18"<br>36NHP<br>AkersMek.Værks.Xia. | | |
| 32326<br>10820<br>LOVB | **Taihei Maru No. 2** SteelScSp<br>(*Whaler*)<br>(*ex*Falcon,*ex*Viking) 1*Dk* | 108<br>113<br>37 | | | | | 1902 | Nylands<br>Værksted<br>Christiania | ToyoHogei<br>KabushikiKaisha | 94·7 | 17·2 | 10·9 | Nishinomiya<br>Japanese | T.3Cy.10½",17"&28½"–20"<br>36NHP<br>NylandsVærksted,Xania | | - |
| 32327<br>21767<br>NQVC | **Taihei Maru No. 3** WoodAuxScSr | 190<br>—<br>114 | | | | | 1918 | ................ | TaiheiKisen<br>KabushikiKaisha | 105·5 | 23·2 | 11·3 | Ushioye<br>Japanese | | | |
| 32328<br>24473<br>RKDB | **Taiho Maru** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 6097<br>5171<br>4454 | ✠100A1<br>~~8,21 12,20~~ 2,22<br>✠LMC~~12,18~~<br>8,21 | Bkn<br>~~Kob~~Bry | *z* | CL | 1918<br>12mo | OsakaIron<br>Works,Ld.<br>Osaka<br>A&CP | ~~UchidaKisen~~<br>~~Kaisha~~ Kokusai<br>KisenKabushikiKaisha<br>*CellDB*360'981 | 407·2<br>P40'B137'F47'<br>FK<br>*t DTa* 27' 767*t FPT* | 50·8 | 32·5 | Osaka<br>Japanese<br>7*BHCem*<br>106*t APT*26*t* | T.3Cy.27",45"&75"–51" (*s*)<br>180lb 553NHP<br>3SB,9*cf*,GS190,HS8100 FD<br>OsakaIronWorks,Ld. | 32 ″ 7<br>s 6 ″ 10<br>26 ″ 1 | |
| 32329<br>21368<br>NPFL | — WoodSc | 758<br>—<br>454 | | | | | 1917 | ................ | Matsumoto<br>Umesaburo | 191·9 | 30·0 | 16·8 | Nagasaki<br>Japanese | | | |
| 32330<br>4545<br>JOQF | **Taihoku Maru** SteelScSr<br>(*ex*LondonCity,*ex*Guinée,*ex*Priok)<br>*Elec.light* 2*Dks*3*trB* | 2483<br>2013<br>1523 | | | ... | | 1891 | C.S.Swan<br>&Hunter<br>Newcastle | OsakaShosen<br>KabushikiKaisha | 300·6<br>P42'H74'<br>BK8½" | 41·0 | 21·6 | Osaka<br>Japanese | T.3Cy.26",42"&69"–45"<br>330NHP<br>*WB* WllsndSlipwyCo.Ld.Nwc. | 24 ″ 1 | |
| 32331<br>24277<br>RHPV | **Taihosan Maru No. 2** WoodSc | 231<br>—<br>134 | | | | | 1918 | ................ | KabushikiKaisha<br>OnomichiSenkyo<br>Zosensho | 108·2 | 22·0 | 12·8 | Onomichi<br>Japanese | | | |
| 32332<br>22110<br>NTMG | **Taihozan Maru** WoodAuxScSr | 364<br>—<br>280 | | | | | 1917 | ................ | SeitoYengyo<br>KabushikiKaisha | 140·8 | 30·7 | 13·0 | Onomichi<br>Japanese | | | |
| 32333<br>23072<br>RBJT | **Taijun Maru** SteelScSr<br>1*Dk* | 1274<br>1048<br>861 | | | | | 1918 | Uchida<br>S.B&E.Co.Ld<br>Yokohama | NagasakiKaiun<br>KabushikiKaisha | 228·0<br>P15'B54'F27' | 33·0 | 18·7 | Nagasaki<br>Japanese | T.3Cy.14½",24½"&40"–30"<br>88NHP<br>*WB* UchidaS.B.&E.Co.Ld.Yka | | V |
| 32334<br>59<br>KBGV | **Taikai Maru** SteelScSr<br>*ss*Kob.No.1-21<br>(*ex*TomiuraMaru) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 3810<br>3468<br>2343 | ✠100A1<br>~~7,21 4,20~~ 9,21<br>✠LMC~~11,18~~<br>7,21 | Rot<br>~~Kob~~Sba | *w* | ~~CL~~<br>7,21 | 1917<br>12mo<br>*Lloyd* | Mitsubishi<br>ZosenKaisha,<br>Ld. Nagasaki<br>'*sA&CP* | TaiwanSeito<br>KabushikiKaisha<br>(MeijiBoyeki<br>Kaisha,Ld.*Mgrs.*) | 345·0<br>P33'B74'F40'<br>FK<br>*CellDB*294'772*t* | 50·0 | 29·0 | Takao, Formosa<br>Japanese<br>5*BHCem*<br>*APT*27*t* | T.3Cy.23",38"&64"–48" (*s*)<br>200lb 339NHP<br>2SB,6*cf*,GS109,HS4333 FD<br>MitsubishiZosenKaishaLd | 29 ″ 1<br>s 5 ″ 6<br>23 ″ 11 | |
| 32335<br>10947<br>JGMV | **Taiki Maru No. 1** WoodScSp<br>2*Dks* | 191<br>179<br>112 | | | | | 1907 | M.Mihara<br>Osaka | MayedaKisen<br>KabushikiKaisha | 115·6 | 17·2 | 12·8 | Hakodate<br>Japanese | C.2Cy.14"&28"–18"<br>28NHP<br>M.Mihara,Osaka | | |
| 32336<br>Wrecked5,21<br>JGMB | **Taiki Maru No. 3** WoodScSr<br>2*Dks* | 196<br>178<br>110 | | | | | 1906 | M.Mihara<br>Osaka | MayedaKisen<br>KabushikiKaisha | 115·2<br>P17' | 16·7 | 13·4 | Hakodate<br>Japanese | T.3Cy.10",16¼"&26¼"–20"<br>31NHP | | |
| 32337<br>1246<br>HJGN | **Taiko Maru No. 1** IronScSr<br>2*Dks* | 501<br>—<br>300 | | | | | 18$_{91}$ | KobeIron<br>Works<br>Osaka | I.Amagasaki | 174·0 | 22·8 | 17·5 | Osaka<br>Japanese | C.2Cy.18$\frac{15}{16}$"&36¼"–24"<br>NB96 54NHP<br>KobeIronWorks,Osaka | | |
| 32338<br>1276<br>HJLN | **Taiko Maru No. 2** IronScSr<br>2*Dks* | 510<br>468<br>308 | | | | | 18$_{91}$ | KobeIron<br>Works<br>Osaka | I.Amagasaki | 173·9 | 22·2 | 17·3 | Osaka<br>Japanese | C.2Cy.18"&36"–24"<br>53NHP<br>KobeIronWorks,Osaka | | |
| 32339<br>4444<br>JOML | **Taiko Maru No. 3** IronScSr<br>2*Dks* | 135<br>128<br>84 | | | | | 1888 | OsakaIron<br>Works<br>Osaka | TaikoKisen<br>KabushikiKaisha | 104·4 | 15·5 | 11·6 | Otsu<br>Japanese | 2Cy.15⅜"–14"<br>14NHP | | |
| 32340<br>6958<br>JOSV | **Taiko Maru No. 4** WoodPadSr<br>2*Dks* | 101<br>93<br>65 | | | | | 1893 | ................<br>Otsu | TaikoKisen<br>KabushikiKaisha | 93·7 | 14·2 | 9·8 | Otsu<br>Japanese | C.2Cy.8⅝"&17⅝"–22"<br>12NHP | | |
| 32341<br>6892<br>JORG | **Taiko Maru No. 5** IronScSr<br>2*Dks* | 128<br>—<br>77 | | | | | 1888 | OsakaIron<br>Works<br>Osaka | TaikoKisen<br>KabushikiKaisha | 105·0 | 16·0 | 11·7 | Otsu<br>Japanese | 2Cy.15"–14"<br>14NHP | | |
| 32342<br>8813<br>JNDH | **Taiko Maru No. 6** WoodTwinSc<br>1*Dk* | 129<br>—<br>98 | | | | | 1904 | T.Kitagawa<br>Otsu | TaikoKisen<br>KabushikiKaisha | 110·5 | 15·8 | 10·6 | Otsu<br>Japanese | C.4Cy.8"&16"–12"<br>15NHP | | |
| 32343<br>143276<br>KBPJ | **Taikoo Wan Yi** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 3094<br>2844<br>1876 | 100A1<br>~~2,21 5,20 11,21~~<br>3,22<br>LMC6,19 | Hkg | *u* | CL<br>~~5,20~~<br>3,22 | 1919<br>6mo<br>*Lloyd* | SirRaylton<br>Dixon&Co.Ld<br>Middlesbro'<br>'*sA&CP* | TaikooSugarRefiningCo.Ld.<br>*CellD* | 331·3<br>P33'B98'F29'<br>FK<br>B283'736*tFPT*112*t* | 46·8 | 23·2 | London<br>British<br>7*BHptCem*<br>*APT*112*t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 412NHP<br>3SB,9*cf*,GS141,HS5925 FD<br>Blair&Co.Ld.Stockton | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire. 3 Matériaux, Grément, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui<br>Où | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32344<br>22287<br>NTBR | **Taikyu Maru** SteelSc<br>1*Dk* | 620<br>552<br>359 | | | | | 1918 | Yamamoto<br>Zosensho<br>Kobe | UchidaKisen<br>KabushikiKaisha | 166·9<br>P24tQ15tB21tH8t | 29·0 | 17·6 | Amagasaki<br>Japanese | C.2Cy.17"&34½"–24"<br>MiyanoIronWorks,Kobe | |
| 32345<br>22230<br>NVMJ | **Taimei Maru** SteelSc | 976<br>—<br>567 | | | | | 1918 | .................. | YamadaKoji | 190·0 | 31·0 | 18·5 | Higashi-<br>tomita<br>Japanese | | |
| 32346<br>1728<br>HLGQ | **Tainan Maru** SteelScSr<br>1*Dk&Spar dk&Web frames*<br>*Elec.light* Wireless | 3176<br>2505<br>1529 | | | ... | | 1897 | JLThompson&Sons,Ld<br>Sunderland | OsakaShosen<br>KabushikiKaisha | 330·0<br>P38'B152'F47' | 43·0 | 21·1<br>25·5<br>FK | Osaka<br>Japanese<br>*WB* | T.3Cy.28½",47½"&79"–48"<br>589NHP<br>J.Dickinson&Sons,Ld.,Sld. | 28 |
| 32347<br>124507<br>HNGP | **Tainui** SteelTwinScSr<br>*ss*Lon.No.3–9,20<br>*Elec.light* 2*Dks(Stl-Mws Lptws)&deep framing&Awngdk(Stl*–ws)<br>*Ref.Mchy.*<br>Wireless | 9965<br>9014<br>6298 | ✠100A1<br>*Awng dk withfreeboard*<br>~~8,21~~ ~~3,22~~ 2,22 ✠LMC3,21<br>✠Lloyd'sRMC~~3,21~~ 2,22<br>BS2,22 | Lon | *e*† | CL<br>~~3,19~~<br>8,21 | 1908<br>10mo<br>*Lloyd* | Workman,<br>Clark&Co.Ld<br>Belfast<br>*'sA&CP* | Shaw,Savill&<br>AlbionCo.Ld.<br>*WB=CellDBa* | 477·8<br>F49'<br>90'*uE&B*86'*f*241'14 | 61·1 | 31·0<br>39·3<br>FK&BK1¾" | S'thamptn<br>British<br>8*BHCem*<br>90*t* | T.6Cy.25",41½"&70"–48"(*s*)<br>205lb 1080NHP<br>6SB,*24cf*,GS400HS16308 FD<br>Wrkman,Clark&Co.LdBel | 42<br>14<br>28 |
| 32348<br>143569<br>KGHD | **Tairoa** SteelTwinSc<br>*Elec.light* 2*Dks(Stl)&Shelter dk(Stl)*<br>*Ref.Mchy.* Wireless | 7983<br>7418<br>5048 | ✠100A1<br>*Shelter dk withfreeboard*<br>11,21 ~~3,21~~ ✠LMC6,20<br>✠Lloyd'sRMC~~3,21~~ ~~11,21~~ 4,22 | Lon | *e*† | CL | 1920<br>7mo<br>*Lloyd* | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>*'sA&CP* | Shaw,Savill&<br>AlbionCo.Ld.<br>*Collis* | 478·0<br>B181'F51 *onShelter dk*<br>*ionBH toShelter dk*<br>*CellDB*415'1514*t* | 63·2 | 31·2<br>FK | S'thamptn<br>British<br>*Cem*<br>8*BHtoUdk*<br>*APT*42*t* | Q8Cy.22",31½",45"&65"–48"<br>220lb (*s*) 1011NHP<br>2DB&2SB,*18cf*,GS356, FD<br>HS15442<br>N.EMarineEng.CoLd.Nwc | 34<br>6<br>28 |
| 32349<br>22316<br>NTDQ | **Tairyu Maru** SteelScSr<br>*Elec.light* 1*Dk* | 2206<br>—<br>1329 | | | | | 1919 | UchidaS.B.<br>&E.Co.Ld.<br>Yokohama | UchidaKisen<br>KabushikiKaisha | 270·0<br>P16'B65'F28' | 39·0 | 23·9 | Uraga<br>Japanese<br>*WB* | T.3Cy.19",31½"&52"–39"<br>168NHP<br>UchidaS.B.&E.Co.Ld.Yka. | 23<br>3<br>20 |
| 32350<br>33<br>QBFG | **Taisan Maru** SteelSc<br>Wireless | 419<br>—<br>213 | | | | | 1912 | .................. | Minamimanshu<br>TetsudoKabushiki<br>Kaisha | 160·0 | 30·0 | 11·0 | Dairen<br>Japanese | | |
| 32351<br>8966<br>JNGH | **Taisei Maru** SteelAuxTwinSc<br>*Stm.Eng.*4MstBk<br>Wireless 2*Dks(UStl*–teak s)<br>(*See Sailing Ship Register*) | 2403<br>2028<br>1383 | ✠<br>5,04 ✠ | Kob | *w* | | 1904<br>5mo | Kawasaki<br>DkydCo.Ld.<br>Kobe<br>*WB=CellD* | ImperialGovt.of<br>Japan(Nautical<br>College)<br>*BuE&B*44' *f*100'3 | 277·4<br>P70'F36'<br>15*tDTanks a* 26'149 | 42·9 | 24·1<br>BK10" | Tokio<br>Japanese<br>4*BHCem*<br>*t&*32'73*tDT* | T.6Cy.13",21"&33"–27"<br>150NHP<br>2SB,*4cf*,GS79,HS2683<br>KawasakiDkydCoLdKobe<br>*f* 18'355*tFPT*77*tAPT*17*t* | 26 |
| 32352<br>19586<br>NDRS | — WoodSc | 329<br>—<br>194 | | | | | 1918 | .................. | MayedaKisen<br>KabushikiKaisha | 134·3 | 22·0 | 14·0 | Hakodate<br>Japanese | | |
| 32353<br>11666<br>LHRP | — WoodScSr<br>(*ex*ShinonomeGo) 1*Dk* | 198<br>—<br>94 | | | | | 1897 | K.I.Macdonald<br>HongKong | KawamuraShozo | 128·5 | 17·8 | 7·5 | Nemuro<br>Japanese | C.2Cy.13"&26"–18"<br>24NHP | |
| 32354<br>16244<br>MHBC | — WoodSc<br>2*Dks* | 187<br>160<br>101 | | | | | 1913 | M.Matsuo<br>Nagasaki | KyushuKisen<br>KabushikiKaisha | 116·6 | 16·1 | 12·7 | Tokitsu<br>Japanese | C.2Cy.13½"&27"–18"<br>26NHP<br>M.Matsuo,Nagasaki | |
| 32355<br>22941<br>NWPH | **Taisei Maru No. 2** WoodAuxScSr | 487<br>—<br>325 | | | | | 1918 | .................. | RyusanHiryo<br>KabushikiKaisha | 150·7 | 26·2 | 15·2 | Tarumi<br>Japanese | | |
| 32356<br>24067<br>RGSK | **Taishin Maru** WoodSc | 1703<br>—<br>1006 | | | | | 1918 | .................. | TaishoKisen<br>KabushikiKaisha | 250·0 | 37·7 | 20·5 | Kobe<br>Japanese | | |
| 32357<br>22265<br>NSWG | — SteelSc<br>*Elec.light* 1*Dk* | 989<br>850<br>565 | | | | | 1918 | Shindo<br>Zosensho<br>Osaka | UchidaKisen<br>KabushikiKaisha | 190·0<br>P27*t*Q7*t*B50*t*H16*t*<br>F38*t* | 31·0 | 18·6 | Amagasaki<br>Japanese | T.3Cy.13",21¾"&36"–27"<br>67NHP<br>ShindoZosensho,Osaka | |
| 32358<br>16333<br>MHLV | — SteelScSr<br>2*Dks* | 657<br>—<br>391 | | | | | 1913 | S.Ono<br>Osaka | Y.Fujiyama | 170·5 | 25·2 | 17·2 | Nishinomiya<br>Japanese | T.3Cy.12",19½"&31½"–22"<br>47NHP<br>S.Ono,Osaka | |
| 32359<br>17314<br>MNPQ | — WoodAuxScSr | 292<br>—<br>172 | | | | | 1914 | .................. | NanyoBoyeki<br>KabushikiKaisha | 120·0 | 27·2 | 12·5 | Osaka<br>Japanese | | |
| 32360<br>15000<br>LVPD | **Taisho Maru** SteelScSr<br>*ss*Kob.2ndNo.3–5,18<br>(*ex*Pondo) 1*Dk(Stl)&Spardk(Irn)&Webframes*<br>*Elec.light*<br>*ss*Kob.No.1–21 | 2741<br>2588<br>1655 | ✠100A1<br>*Spar dk*<br>11,21 ~~3,20~~ ✠LMC~~3,20~~<br>11,21 | Kob | *u* | ~~3,20~~<br>N11,21 | 1892<br>10mo | J.Laing<br>Sunderland<br>A&CP | UchidaKisen<br>KabushikiKaisha<br>*WB=CellD* | 310·0<br>P30'B34'F36'<br>B260'530*tAPT*46*t* | 40·5 | 17·5<br>25·5<br>BK10" | ~~Nishinomiya~~ Kobe<br>Japanese<br>5*BHptAsp*<br>*ptCem* | T.3Cy.24½",38"&64"–42"(*r*)<br>160lb *100lb* 284NHP<br>2SB,*5rf,1cf*,GS135,HS4542<br>DB*refitted*5,18<br>G.Clark,Ld.Sunderland | 28<br>5<br>23 |
| 32361<br>83<br>QBJM | — SteelScSr<br>*ss*Hpl.No.3–2,09<br>(*ex*NordahlWallem, *ex*Valhalla) *ss*Hpl.No.1–13<br>1*Dk(ptIrn&ptStl)&Web frames*<br>*Well deck* | 2579<br>—<br>1858 | ✠<br>8,13 ✠ | Kob | *s* | | 1896<br>3mo | W.Gray&<br>Co.Ld.<br>WHartlepool | DairenKisen<br>KabushikiKaisha<br>*WB=CellDB* | 300·0<br>P26'Q46'B172'F31'<br>*a&uE*120'*f*122'596*t* | 43·0 | 17·6<br>FK | Dairen<br>Japanese<br>5*BHCem*<br>*APT*36*t* | T.3Cy.22",35"&59"–39"<br>NDB12 225NHP<br>2SB,*6rf*,GS76,HS3500<br>Cen.Mar.Eng.Wrks.WHpl | 19 |
| 32362<br>23589<br>RDSO | — SteelScSr<br>*Elec.light* 2*Dks* | 1203<br>—<br>664 | | | | | 1918 | MatsuoIrn<br>Wks.&Dckyd<br>Nagasaki | MatsuoMagohachi | 200·0<br>P20'B53'F25' | 33·0 | 20·0 | Nagasaki<br>Japanese<br>*WB* | T.3Cy.14½",24½"&40"–30"<br>88NHP<br>MatsuoIrn.Wrks.&Dckyd. | |
| 32363<br>15821<br>MDKW | — SteelScSr<br>(*ex*Aska) 1*Dk&Shadedk*<br>*Elec.light* | 773<br>733<br>408 | ✠<br>*Shade dk withfreeboard*<br>10,89 ✠ | Cly | *i* | | 1889<br>10mo | AilsaS.B.<br>Co.<br>Troon | OgawaGomei<br>Kaisha | 195·5 | 28·3 | 19·0<br>BK7½" | Hakodate<br>Japanese<br>5*BHCem* | T.3Cy.16",26"&42"–30"<br>97NHP<br>1DB,*4cf*,GS78<br>Dunsmuir&Jackson,Gls. | 12 |
| 32364<br>16315<br>MHLB | — WoodSc<br>1*Dk* | 174<br>—<br>78 | | | | | 1913 | Tokyowan<br>KisenKaisha<br>Tokyo | TokyowanKisen<br>KabushikiKaisha | 121·4 | 16·0 | 11·3 | Shimoda<br>Japanese | C.2Cy.15"&30"–18"<br>B*made—fitted*13 32NHP<br>TokyoTsukijimaKikai<br>Seisakusho | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32365<br>18019<br>MFLB | Taisho Maru | SteelTwinSc<br>1*Dk* | 123<br>—<br>49 | | | | | 1912 | MitsuBishi Dkyd.&Eng. Works,Kobe | MitsubishiSoko KabushikiKaisha | 81·5 | 20·6 | 10·0 | Kobe<br>Japanese | T.6Cy.11″,18″&29″–18″<br>71NHP<br>MitsuBishiD&EWks.Kobe | | |
| 32366<br>21138<br>NMGQ | Taisho Maru No. 1 | WoodSc | 605<br>—<br>278 | | | | | 1917 | ................ | ToyoHogei KabushikiKaisha | 172·8 | 25·2 | 17·9 | Nishinomiya<br>Japanese | | | |
| 32367<br>21135<br>NMGK | Taisho Maru No. 2 | WoodSc | 605<br>—<br>278 | | | | | 1917 | ................ | ToyoHogei KabushikiKaisha | 172·8 | 25·2 | 17·9 | Nishinomiya<br>Japanese | | | |
| 32368<br>22443<br>NTQK | — | WoodAuxScSr | 180<br>—<br>120 | | | | | 1918 | ................ | WakamatsuKisen KabushikiKaisha | 93·5 | 25·0 | 12·2 | Wakamatsu<br>Japanese | | | |
| 32369<br>9113<br>JRSN | Taishu Maru<br>(*ex*Taichiow) | SteelScSr<br>2*Dks* | 1438<br>1306<br>869 | | | | | 1883 | J.Elder&Co.<br>Glasgow | KoizumiShin-ichi | 244·5<br>F32′ | 33·3 | 22·5 | Hakodate<br>Japanese | C.2Cy.28⅞″&56$\frac{1}{16}$″–36″<br>157NHP<br>J.Elder&Co.,Glasgow | | |
| 32370<br>23909<br>RGVN | — | SteelSc<br>1*Dk* | 1220<br>1034<br>649 | | | | | 1918 | AsanoS.B. Co.Ld.<br>Tsurumi | AsanoS.B.Co.Ld. | 217·0<br>Q65′F33′ | 34·0 | 21·0 | Machida<br>Japanese | T.3Cy.16½″,27½″&45″–30″<br>111NHP<br>TokyoKikaiSeisakuJoTok | | |
| 32371<br>24131<br>RHBT | — | WoodSc | 296<br>—<br>175 | | | | | 1918 | ................ | KyushuKisen KabushikiKaisha | 128·3 | 21·1 | 15·0 | Misumi<br>Japanese | | | |
| 32372 | Taishun | SteelScSr<br>2*Dks* | 1962<br>—<br>1216 | | | | | 1896 | C.Connell &Co.<br>Glasgow | ChinaMerchants' StmNav.Co. | 265·0<br>F32′ | 40·1 | 21·2 | Shanghai<br>Chinese<br>*WB* | T.3Cy.19″,31″&51″–36″<br>156NHP<br>D.Rowan&Son,Glasgow | | |
| 32373<br>23658<br>RFBG | Taisoku Maru<br>*Elec.light* | SteelSc<br>1*Dk* | 2451<br>2057<br>1709 | | | | | 1918 | AsakiS.B. Co.<br>Osaka | KuharaShoji KabushikiKaisha | 281·0 | 41·0 | 24·5 | Kobé<br>Japanese<br>*WB* | T.3Cy.19½″,31″&54″–36″<br>HirotamiTekkosho,Osaka | | V |
| 32374 | Taiszema<br>(*ex*KwongChowWan, *ex*HoiFook,*ex*Æolus) | IronScSr<br>*ss*Man.No.3–5,92<br>*ss*Man.No 1–97<br>1*Dk*&*Shade dk* | 511<br>406<br>323 | ✠<br>*Shade dk with load line*<br>1,97 | Man | *i* | | 1879<br>11mo | Ramage& Ferguson<br>Leith | YenFatS.N.Co.Ld. | 166·8<br>P30′F28′<br>BK7″ | 25·0 | 13·6 | 4*BHCem* | C.2Cy.20″&37″–29″<br>NB4,15 57NHP<br>1SB,*2pf*,GS29,HS1000<br>Barclay,Curle&Co.Gls. | | |
| 32375<br>18393 | Taiten Maru | SteelScSr<br>2*Dks* | 655<br>—<br>377 | | | | | 1915 | Bingo DockCo.Ld.<br>Innoshima | KeishinGomei Kaisha | 175·0 | 26·0 | | Nishinomiya<br>Japanese | T.3Cy.13½″,21″&35½″–24″<br>60NHP<br>BingoDockCo.Ld. | | |
| 32376<br>21035<br>NLTG | Taito Maru<br>*Elec.light*<br>Wireless | SteelSc<br>*ss*Kob.No.1–21<br>1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in forehold* | 2727<br>2372<br>1896 | ✠100A1<br>3,21<br>✠LMC3,21 | Kob | *s* | 3,21 | 1917<br>9mo | Harima Dyk.Co.Ld.<br>Aioi,Harima,<br>A&CP P | UchidaKisen KabushikiKaisha<br>*CellD* | 284·0<br>P16′B56′F27′<br>FK<br>*B*230′671*tFPT*139*t* | 44·8 | 24·0 | Kobe<br>~~Amagasaki~~<br>Japanese<br>4*BHCem*<br>*APT*44*t* | T.3Cy.22″,37″&61″–42″ (*s*)<br>180lb 281NHP<br>2SB,*6cf*,GS93,HS3680 FD<br>KobeSteelWorks,Ld.Kobe | 24 ″ 0<br>s 4 ″ 1½<br>20 ″ 0 | |
| 32377<br>6954<br>JOSP | —<br>(*ex*HongLeong, *ex*Mandarin) | SteelScSr<br>*ss*H.Kg.No.3–4,00<br>*ss*Kob.No.2–08<br>1*Dk*(*Irn*)&*Spardk*&*Webframes* | 1905<br>1821<br>1136 | ✠<br>*Spar dk*<br>10,12<br>✠ | Yka | *r* | | 1891<br>11mo | BlythS.B. Co.Ld.<br>Blyth | OsakaShosen KabushikiKaisha<br>*WB=D* | 265·8<br>B56′F28′<br>FK<br>*Ba*86′203*tFPT*79*t* | 39·0 | 14·4<br>21·7 | Osaka<br>Japanese<br>4*BHCem*<br>*APT*28*t* | T.3Cy.22″,36″&59″–39″<br>219NHP<br>2SB,*6pf*,GS98,HS3300<br>Black,Hawthorn&Co.Gts. | 22 ″ 6 | |
| 32378<br>22677<br>RBFH | Taitsu Maru | SteelSc | 1205<br>1064<br>841 | | | | | 1918 | Aizawa Shipyard<br>Osaka | UchidaKisen KabushikiKaisha | 218·0 | 32·1 | 19·0 | Osaka<br>Japanese | T.3Cy.13½″,23″&38″–30″<br>AizawaShipyard,Osaka | | |
| 32379<br>22389<br>NTLC | Taiun Maru | WoodAuxScSr | 148<br>—<br>80 | | | | | 1918 | ................ | IdeZenku | 80·1 | 26·4 | 11·2 | Imatsu<br>Japanese | | | |
| 32380<br>25024<br>RLSF | — | WoodAuxScSr | 104<br>—<br>62 | | | | | 1918 | ................ | Yonemitsu Seiyemon | 85·0 | 19·2 | 9·0 | Kagoshima<br>Japanese | | | |
| 32381<br>13689<br>LPSD | Taiun Maru No. 2 | SteelScSr<br>1*Dk* | 996<br>929<br>613 | | | | | 1911 | OsakaIron Works<br>Osaka | HayashiKisen KabushikiKaisha | 216·4 | 29·2 | 19·1 | Nishinomiya<br>Japanese | T.3Cy.13″,21½″&36″–27″<br>67NHP<br>OsakaIronWorks,Osaka | | |
| 32382<br>15845<br>MDPG | Taiun Maru No. 6 | SteelScSp<br>1*Dk* | 585<br>519<br>415 | | | | | 1913 | OsakaIron Works<br>Osaka | Kuribayashi ShosenKabushiki Kaisha | 167·5 | 26·4 | 14·8 | Nishinomiya<br>*WB* Japanese | T.3Cy.11⅝″,19$\frac{1}{16}$″&32″–22″<br>E&B*made*11 48NHP<br>GoshiKaishaHaradaShoko | | |
| 32383<br>16473<br>MJOR | Taiun Maru No. 8 | SteelSc | 588<br>—<br>336 | | | | | 1913 | ................ | Kuribayashi ShosenKabushiki Kaisha | 168·8 | 27·0 | 15·5 | Maizuru<br>Japanese | | | |
| 32384<br>18656<br>MVKT | Taiun Maru No. 9 | SteelSc | 994<br>—<br>716 | | | | | 1915 | ................ | HayashiKisen KabushikiKaisha | 210·0 | 30·0 | 20·0 | Nishinomiya<br>Japanese | | | |
| 32385<br>18657<br>NVKW | Taiun Maru No. 10<br>*Elec.light* | SteelScSr<br>*ss*Yka.No.1–19<br>1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in No.*1*hold* | 1677<br>1396<br>997 | ✠100A1<br>12,20<br>✠LMC12,20<br>12,21 | Kob | *q* | 12,20 | 1915<br>12mo | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>A&CP | HayashiKisen KabushikiKaisha<br>*CellDBa*47′<br>*uE&B*35′*f*123′389 | 249·0<br>Q14′B59′F31′<br>FK<br>*tFPT*41*tAPT*37*t* | 37·5 | 20·9 | Nishinomiya<br>Japanese<br>5*BHCem* | T.3Cy.17½″,28″&46″–36″ (*s*)<br>180lb 172NHP<br>2SB,*6pf*,GS99,HS3135<br>KawasakiDkydCoLdKobe | 20 ″ 11<br>s 3 ″ 1<br>18 ″ 1 | |
| 32386<br>15270<br>MBDT | Taiyei Maru<br>*Elec.light* | SteelScSr<br>*ss*Yka.No.3–3,15<br>*ss*Yka.No.1–19<br>1*Dk*(*Stl*)<br>&2*nd dk*(*Stl*)*except in No.*2*hold* | 2925<br>2451<br>2093 | ✠<br>4,20<br>✠ | Yka | *t* | | 1912<br>8mo | Kawasaki Dkyd.Co.Ld.<br>Kobe | NipponYusen KabushikiKaisha<br>*WB=CellDB*<br>*a*84′*uE&B* | 298·1<br>P19′B67′F37′<br>FK<br>39′*f*168′538*t FPT* | 43·6 | 23·0 | Tokio<br>Japanese<br>5*BHCem*<br>75*tAPT*36*t* | T.3Cy.17½″,28″&46″–36″<br>149NHP<br>2SB,*4cf*,GS82,HS2447<br>KawasakiDkyd CoLdKobe | 25 ″ 2 | |
| 32387<br>22309<br>NTDG | — | SteelScSr<br>1*Dk* | 2209<br>1872<br>1335 | | | | | 1918 | Uchida S.B.&E.CoLd<br>Yokohama | UchidaKisen KabushikiKaisha | 270·0<br>P16′B65′F28′ | 39·0 | 23·1 | Uraga<br>Japanese<br>*WB* | T.3Cy.19″,31½″&52″–39″<br>169NHP<br>UchidaS.B.&E.Co.Ld.Yka | | |
| 32388<br>20394<br>NJCB | — | WoodSc | 255<br>—<br>138 | | | | | 1917 | ................ | SakagamiMansuke KabushikiKaisha | 125·3 | 25·0 | 12·7 | Fushiki<br>Japanese | | | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire. 3 Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane, Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32389<br>67<br>QBHL | Taiyo Maru **SteelScSr**<br>ssYka.2ndNo.3-5,19<br>(exBraemar) 1Dk(Stl)&Spar dk(Irn)&deep framing | 3610<br>3223<br>2583 | ✠100A1<br>Spar dk<br>7,21 ~~8,10~~<br>✠LMC ~~6,10~~<br>7,21 | Sba<br>Kob | v | CL<br>5,19 | 1895<br>2mo | JLThompson&Sons,Ld.<br>Sunderland<br>A&CP | KawachiGoshi<br>Kaisha<br>WB=CellDBa | 343·0<br>P28'B80'F36'<br>116'uE&B36'f144' | 44·0 | 18·1<br>26·1<br>FK | Dairen<br>Japanese<br>6BHCem<br>658tAPT38t | T.3Cy.25½",41"&67"-45" (s)<br>160lb 90lb 295NHP<br>2SB,8cf,GS152,HS4350<br>J.Dickinson,Sunderland |
| 32390<br>84<br>QBJN | — **SteelScSr**<br>ssGls.No.3-9,09<br>(exClanOgilvy) ssKob.No.2-18<br>2Dks(1Stl&UIrn-ws)&Webframes | 2657<br>2354<br>1620 | ✠100A1<br>4,21 ~~5,20~~<br>✠LMC ~~5,20~~<br>4,21 | Kob | t | ~~5,19~~<br>4,21 | 1896<br>9mo | A.Stephen&Sons<br>Glasgow<br>A&CP | HamaguchiKisen<br>KabushikiKaisha<br>WB=<br>CellDBa84'uE&B | 312·5<br>P30'B86'F37'<br>42'f132' 569t FPT | 40·2 | 23·5<br>BK10" | Dairen<br>Japanese<br>6BHCem<br>95tAPT22t | T.3Cy.23",38"&63"-42" (s)<br>200lb 100lb 313NHP<br>2SB,6rf,GS95,HS4040 FD<br>A.Stephen&Sons,Glasgow |
| 32391<br>21780<br>NQVW | — **WoodSc** | 354<br>—<br>237 | | | | | 1918 | ........................ | HashimotoKisen<br>KabushikiKaisha | 126·4 | 26·0 | 13·4 | Ushioye<br>Japanese | |
| 32392<br>20544<br>NJQL | — **WoodAuxScSr** | 199<br>—<br>149 | | | | | 1918 | ........................ | KatagiraTorakichi | 103·0 | 25·3 | 12·3 | Senami<br>Japanese | |
| 32393<br>557<br>HDLQ | — **WoodTwinScSp**<br>2Dks | 145<br>—<br>79 | | | | | 1881 | E.C.Kirby<br>&Co.<br>Kobé | TokiowanKisen<br>KabushikiKaisha | 105·9 | 15·6 | 11·4 | Tokio<br>Japanese | 2Cy.15"-13"<br>12NHP |
| 32394<br>25059<br>RLWG | Taiyu Maru **WoodSc** | 976<br>—<br>629 | | | | | 1918 | ........................ | Sasagawa<br>Kisaburo | 211·1 | 32·5 | 19·0 | Osaka<br>Japanese | |
| 32395<br>321<br>HOQK | — **CompScSr**<br>(exW.Emma) 2Dks | 652<br>—<br>391 | | | | | 1869 | T.Wingate<br>&Co.<br>Glasgow | Amagasaki<br>Isaburo | 183·5 | 23·6 | 19·9 | Osaka<br>Japanese | C.2Cy.19½"&40½"-30¼"<br>75NHP |
| 32396<br>91968<br>KHWT | Taiyuan **SteelScSr**<br>Ref.Mchy. Wireless | 2269<br>1964<br>1459 | ~~7,21~~<br>Lloyd'sRMC ~~2,21~~ ~~5,21~~<br>~~10,21~~ 12,21forNo.2lowerholdonly | | | | 1886<br>9mo | Scott&Co.<br>Greenock | G.S.Yuill&Co.Ld. | 315·2<br>P46'B102'F42' | 38·2 | 23·8 | HongKong<br>British | T.3Cy.25",40"&62"-48"<br>266NHP<br>Scott&Co.,Greenock |
| 32397<br>22304<br>NTCV | Taizan Maru **SteelScSr**<br>Elec.light 2Dks(Stl) | 3193<br>2676<br>1952 | ✠100A1<br>~~11,21~~ 12,21<br>✠LMC ~~9,20~~<br>11,21 | Msl<br>~~Kob~~Sba | u | CL<br>9,20 | 1918<br>9mo | IshikawajimaS.B.&E.<br>Co.Ld.Tokio<br>A&CP | KokusaiKisen<br>KabushikiKaisha<br>CellD | 305·0<br>P30'B92'F25'<br>B262'587t FPT58t | 43·9 | 27·3<br>FK | Uraga<br>Japanese<br>5BHCem<br>APT56t | T.3Cy.22",37"&61"-42" (s)<br>180lb 279NHP<br>2SB,6cf,GS93,HS3640 FD<br>IshikawajimaSB&ECo.Ld |
| 32398<br>18483<br>MTVR | Tajima Maru **SteelTwinScSr**<br>ssHKg.No.1-20<br>Wireless 2Dks(Stl) | 6995<br>6447<br>4271 | ✠100A1<br>~~2,18~~ ~~8,19~~ 2,22<br>✠LMC ~~10,20~~<br>2,22 ~~8,21~~ | Kob<br>Yka | b† | CL<br>~~8,19~~<br>P8,21<br>s2,22 | 1916<br>4mo<br>Lloyd's | Kawasaki<br>Dkyd.Co.Ld<br>Kobe<br>A&CP | NipponYusen<br>KabushikiKaisha<br>CellDB375'1192t | 445·0<br>P35'B138'F37'<br>DTa42' 1312t FPT | 58·0 | 34·0<br>FK | Tokio<br>Japanese<br>7BHCem<br>55tAPT60t | T.6Cy.21",33½"&56"-48" (s)<br>200lb 628NHP<br>4SB,12cf,GS220,HS9108 FD<br>KawasakiDkydCoLdKobe |
| 32399<br>99041<br>MLTO | Tak Sang **SteelScSr**<br>1Dk(Stl)&Spar dk3trB | 1562<br>1462<br>977 | ✠<br>Spar dk<br>3,92 | Gls | q | | 1892<br>2mo | Lon.&Gls.<br>I.S.B.&E.<br>Co.(Lim.)<br>Glasgow WB | Indo-ChinaSteam<br>Nav.Co.Ld.<br>=CellDBa52'48t | 250·0<br>B64'F35'<br>ptShade dk43'<br>FPT83tAPT30t M | 36·1 | 15·3<br>22·5<br>FK | London<br>British<br>4BHCem<br>T10'130t | T.3Cy.18½",30"&48"-36"<br>NB14 166NHP<br>1SB,3cf,GS56,HS2319 FD<br>Lon.&Gls.Co.(Lim.),Gls. |
| 32400<br>24474<br>RKDO | Taka Maru **WoodSc** | 751<br>—<br>418 | | | | | 1918 | ........................ | KashiwagiGoshi<br>Kaisha | 190·0 | 29·3 | 16·0 | Osaka<br>Japanese | |
| 32401<br>23644<br>RDWG | — **WoodSc** | 511<br>—<br>295 | | | | | 1918 | ........................ | KabushikiKaisha<br>FujiShokai | 161·5 | 25·3 | 14·8 | Muya<br>Japanese | |
| 32402<br>136274<br>JFCL | Takada **SteelTwinScSr**<br>Elec.light Wireless 2Dks(Stl-U ws)&Shelterdk(Stl-teak s) | 6949<br>5432<br>4223 | ✠<br>Shelter dk<br>withfreeboard<br>3,14 ✠ | Gls | c† | | 1914<br>3mo | A.Stephen<br>&Sons,Ld.<br>Glasgow<br>WB=C | BritishIndiaStm.<br>Nav.Co.Ld.<br>ellDBa140'uE&B | 430·1<br>P46'B169'F45'<br>onShelter dk<br>95'f153'1089tFPT | 58·2 | 28·6<br>FK | Glasgow<br>British<br>7BHCem<br>106tAPT81t | T.6Cy.21",35"&58"-48"<br>843NHP<br>4SB&1AuxSB,19cf, FD<br>GS332,HS13659<br>A.Stephen&Sons,Ld.Gls. |
| 32403<br>7480<br>JSFH | Takahama Maru **WoodSc**<br>(exUwajimaMaruNo.9) | 419<br>394<br>211 | | | | | 1905 | N.Sora<br>Osaka | OsakaShosen<br>KabushikiKaisha | 151·0 | 22·2 | 16·2 | Osaka<br>Japanese | C.2Cy.18"&38"-24"<br>59NHP<br>S.Ono,Osaka |
| 32404<br>9993<br>JWFN | Takamatsu Maru **SteelScSr**<br>2Dks | 1279<br>1263<br>710 | | | | | 1906 | OsakaIron<br>Works<br>Osaka | NipponYusen<br>KabushikiKaisha | 235·0 | 31·5 | 21·6 | Tokio<br>Japanese<br>WB | T.3Cy.17½",28"&46"-33"<br>122NHP<br>OsakaIronWorks,Osaka |
| 32405<br>7497<br>JWPK | — **WoodSc**<br>(exUwajimaMaruNo.10) 2Dks | 432<br>393<br>256 | | | | | 1906 | N.Sora<br>Osaka | OsakaShosen<br>KabushikiKaisha | 152·8 | 22·6 | 16·8 | Osaka<br>Japanese | T.3Cy.13¼",21¼"&34¼"-20"<br>52NHP<br>S.Ono,Osaka |
| 32406<br>24461<br>RJLF | Takami Maru **WoodSc** | 444<br>—<br>293 | | | | | 1918 | ........................ | TamuraKarataro | 146·4 | 26·5 | 13·0 | Osaka<br>Japanese | |
| 32407<br>22277<br>NTBD | Takao Maru **WoodSc** | 351<br>—<br>200 | | | | | 1918 | ........................ | Nishimura<br>Naokichi | 136·8 | 25·8 | 12·9 | Amagasaki<br>Japanese | |
| 32408<br>21601<br>NQFJ | — **WoodAuxScSr** | 184<br>—<br>91 | | | | | 1917 | ........................ | KabushikiKaisha<br>OsakaJitsugyo<br>Ginko | 94·0 | 11·5 | 11·8 | Osaka<br>Japanese | |
| 32409<br>27708<br>SDTG | Takaoka Maru **SteelTwinSc**<br>Elec.light 2Dks(Stl)<br>Wireless | 7047<br>6443<br>4354 | ✠100A1<br>~~8,21~~ 12,20 2,22<br>✠LMC ~~12,20~~<br>2,22 | Yka<br>Osa | b† | CL<br>8,21 | 1920<br>12mo<br>Lloyd's | Yokohama<br>DockCo.<br>Yokohama<br>A&CP | NipponYusen<br>KabushikiKaisha<br>CellDB392'1356t | 445·0<br>P35'B138'F35'<br>DTa42'1337t FPT | 58·0 | 34·0<br>FK | Tokio<br>Japanese<br>7BHCem<br>73tAPT58t | T.6Cy.20",33½"&56"-48" (s)<br>200lb 632NHP<br>4SB,12cf,GS225,HS9200 FD<br>YokohamaDockCo. |
| 32410<br>14161<br>LQPO | Takaosan Maru **SteelScSr**<br>ssKob.No.2-19<br>Elec.light Mchy.Aft 1Dk(Stl)<br>Cantileverframedtopsidetanks | 2074<br>1703<br>1117 | ✠100A1<br>~~1,21~~ ~~12,19~~ 1,22<br>✠LMC ~~1,21~~<br>1,22 | Kob | r | CL<br>~~1,21~~<br>1,22 | 1911<br>5mo<br>Lloyd's | J.Priestman&Co.<br>Sunderland<br>A&CP | MitsuiBussan<br>Kaisha,Ld.<br>WB=CellDBuE<br>FPT64t | 275·0<br>P73'B16'F28'<br>&B43'f196'529t<br>APT30t Topsideta | 42·0 | 18·1<br>FK | Kobe<br>~~Mikawa~~<br>Japanese<br>4BHCem<br>nks 193'420t | T.3Cy.21",35"&57"-39" (s)<br>180lb 240NHP<br>2SB,6cf,GS120,HS3963<br>Blair&Co.Ld.Stockton |
| 32411<br>84485<br>WLSM | Takapuna **SteelScSr**<br>Elec. light 2Dks | 1036<br>811<br>472 | | | | ... | 1883 | Barrow<br>S.B.C.(Lim.)<br>Barrow | UnionS.S.Co.of<br>NewZealand,Ld. | 220·0<br>B101' F35' | 32·1 | 17·5<br>FK | Dunedin<br>British<br>WB | C.2Cy.39"&68"-39"<br>241NHP<br>BarrowSBC(Lim.),Barrow |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2-3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built. When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32412<br>6474<br>JBPQ | **Takasago Maru** SteelScSr<br>(*ex*Vostok,<br>*ex*Tai-Yick) 1*Dk*&*Spardk*2*trB* | 1676<br>1511<br>1013 | | | | | 1897 | Akt.Ges.<br>"Neptun"<br>Rostock | NipponYusen<br>KabushikiKaisha | 259·7<br>F35' | 34·8 | 20·8 | Tokio<br>Japanese<br>*WB* | T.3Cy.21",35½"&55¾"-36¼"<br>187NHP<br>A.G."Neptun,"Rostock | | |
| 32413<br>15264<br>MBDL | — WoodTwinSc<br>1*Dk* | 161<br>—<br>76 | | | | | 1912 | Tokyowan<br>KisenK.<br>Kaisha,Tokio | TokyowanKisen<br>KabushikiKaisha | 114·4 | 15·9 | 10·9 | Tokio<br>Japanese | C.4Cy.11"&22"-12"<br>B*made*09 28NHP<br>D.Kuroita,Tokio | | |
| 32414<br>16029<br>MHLQ | — SteelTwinSc<br>1*Dk* | 134<br>—<br>43 | | | | | 1913 | GoshiKai-<br>shaHarada<br>Shoko, Osaka | KawasakiDock-<br>yardCo.Ld. | 99·3 | 19·9 | 10·3 | Kobe<br>Japanese | T.6Cy.8",13½"&22½"-16"<br>40NHP<br>GoshiKaishaHaradaShoko | | |
| 32415<br>9682<br>JTVN | **Takatori Maru** IronScSr<br>*ss*Liv.No.3-8,92<br>(*ex*Pawnee) *ss*Bkn.No.2-00<br>2*Dks*(1*Irn*)3*trB* | 1788<br>1640<br>1265 | ✠<br>5,03<br>✠NB8,97 ✠ | Bkn | *r* | | 1881<br>7mo | Royden&<br>Sons<br>Liverpool | G.Matsumoto | 277·5<br>B64'F37'<br>BK9½"<br>*WB*=*Cell* | 34·6 | 22·8 | Kobe<br>Japanese<br>5*BHCem*<br>*DB*224'321*t* | C.2Cy.21½"&53"-39"<br>NDB97 197NHP<br>1SB2*rf*&1*cf*GS60HS2378 FD<br>Fawcett,Preston&Co.Liv. | 25 ″ 6 | |
| 32416<br>25507<br>RNSW | **Takayama Maru** SteelSc | 998<br>—<br>696 | | | | | 1919 | ........... | FujimaKaichiro | 185·5 | 31·5 | 16·4 | Higata<br>Japanese | | | |
| 32417<br>23564<br>RDPK | **Takayei Maru No. 3** WoodAux<br>ScSr | 121<br>—<br>84 | | | | | 1918 | ........... | Futamura<br>Takatsugu | 88·0 | 22·4 | 9·2 | Udono<br>Japanese | | | |
| 32418<br>22063<br>NSDF | **Take Maru** WoodAuxScSr | 274<br>—<br>204 | | | | | 1918 | ........... | NipponKaijiKogyo<br>KabushikiKaisha | 125·3 | 25·0 | 12·6 | Nishino-<br>miya<br>Japanese | | | |
| 32419<br>21096<br>NMCJ | **Take Maru No. 3** WoodSc | 107<br>—<br>60 | | | | | 1917 | ........... | TakeuchiSaijiro | 95·3 | 17·3 | 9·8 | Kago-<br>shima<br>Japanese | | | |
| 32420<br>21995<br>NRTG | **Take Maru No. 5** WoodSc | 353<br>—<br>200 | | | | | 1917 | ........... | TakeuchiSaijiro | 139·7 | 23·6 | 13·0 | Nishino-<br>miya<br>Japanese | | | |
| 32421<br>11793<br>LDWT | **Takechiyo Maru** WoodScSr<br>2*Dks* | 464<br>—<br>276 | | | | | 1909 | TobaS.B.<br>Co.<br>Toba | SasakiAsakichi | 164·2<br>B18' | 22·4 | 15·6 | Niigata<br>Japanese | C.2Cy.18"&36"-21"<br>50NHP<br>TobaS.B.Co.Toba | | |
| 32422<br>7075<br>JMRQ | **Takeno Maru** SteelScSr<br>(*ex*ChuyetsuMaru,<br>*ex*Trym) 1*Dk*&*Spar dk* | 1159<br>1076<br>659 | | | | | 1895 | Nylands<br>Værksted<br>Christiania | TokioKaiun<br>KabushikiKaisha | 219·2<br>H40*t*<br>*WB* | 31·4 | 19·1 | Amagasaki<br>Japanese | T.3Cy.16",26"&43"-30"<br>101NHP<br>N.E.MarineEng.Co.Nwc. | 21 ″ 6 | |
| 32423<br>9656<br>JTRF | **Takeshima Maru** SteelScSr<br>*ss*Yka.No.1-05<br>(*ex*GiangBee) 1*Dk*(*Stl*-teak s)2*trB*<br>*Elec.light* &*Shade dk*(*ptStl*-teak s) | 2576<br>2495<br>1539 | ✠<br>*Shade dk*<br>3,07 ✠ | Kob | *s* | | 1902<br>3mo | Ramage&<br>Ferguson,Ld<br>Leith | NipponYusen<br>KabushikiKaisha | 290·0<br>FK<br>*WB*=*FPT* | 40·2 | 18·7 | Tokio<br>Japanese<br>5*BHCem*<br>92*tAPT*19*t* | T.3Cy.23",37"&61"-42"<br>276NHP<br>2SB,8*cf*,GS156,HS4550<br>Ramage&Fergusn,Ld.Lth. | 20 ″ 0 | |
| 32424<br>9472<br>JSRF | — SteelScSr<br>(*ex*Transit)<br>*Well deck* 1*Dk*&*Web frames* | 1412<br>1141<br>973 | | | ... | | 1889 | Wood,<br>Skinner&Co.<br>Newcastle | BusaiKisen<br>KabushikiKaisha | 250·0<br>Q92'B58'F31' | 34·2 | 15·5 | Kobe<br>Japanese<br>*WB* | T.3Cy.18⅝",30⅜"&49 3/16"-33"<br>138NHP<br>N.E.MarineEngCoLd.Nwc | 18 ″ 0 | |
| 32425<br>12156<br>LHNM | — SteelSc<br>1*Dk* | 122<br>—<br>75 | | | | | 1909 | J.Harada<br>Osaka | TaikoKisen<br>KabushikiKaisha | 99·6 | 18·6 | 6·9 | Otsu<br>Japanese | C.2Cy.12"&24"-15"<br>19NHP<br>J.Harada,Osaka | | |
| 32426<br>27697<br>SDRL | **Taketoyo Maru** SteelTwinSc<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 7028<br>6443<br>4331 | ✠100A1<br>6,21~~10,20~~<br>✠LMC~~10,20~~<br>6,21 | Yka<br>Kob | *b*† | CL<br>P6,21<br>SN6,21 | 1920<br>10mo<br>*Lloyd's* | Yokohama<br>DockCo.<br>Yokohama<br>*A&CP* | NipponYusen<br>KabushikiKaisha<br>*CellDB*389'1351*t* | 445·0<br>P35'B138'F35'<br>FK<br>*DTa*42' 1337*t FPT* | 58·0 | 34·0 | Tokio<br>Japanese<br>7*BHCem*<br>71*tAPT*56*t* | T.6Cy.20",33½"&56"-48" (*s*)<br>200lb 632NHP<br>4SB,12*cf*,GS225,HS9200 FD<br>YokohamaDockCo.Yka. | 34 ″ 0<br>s 7 ″ 8½<br>26 ″ 8 | |
| 32427<br>19764<br>NFMV | **Taki Maru** SteelScSr<br>*Elec.light* 1*Dk* | 1228<br>—<br>714 | | | | | 1916 | OsakaIron<br>Works,Ld.<br>Osaka | Government<br>Railways | 220·0<br>P23'B44'F24' | 33·5 | 18·5 | Tokio<br>Japanese<br>*WB* | T.3Cy.13½",23"&38"-30"<br>79NHP<br>OsakaIronWorksLd.Osaka | | |
| 32428<br>23260<br>RCDW | — WoodSc | 484<br>—<br>356 | | | | | 1918 | ........... | Kusakabe<br>KabushikiKaisha | 152·0 | 26·0 | 14·4 | Minami-<br>tonda<br>Japanese | | | |
| 32429<br>23300<br>RCJB | — WoodAuxScSr | 188<br>—<br>143 | | | | | 1918 | ........... | Matsumoto<br>Ikuitsu | 99·1 | 24·2 | 11·7 | Kanedo<br>Japanese | | | |
| 32430<br>MVDQ | **Talabot** SteelScSr<br>*ss*Rot.No.1-21<br>*Elec.light* 2*Dks*(*Stl*)*Shelter dk*<br>Wireless (*Stl*)&*Webframes*<br>*Longitudinal framing*<br>*Tonnage opening closed* 1918 | 7777<br>5752<br>5912 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,21 ✠LMC3,21<br>*Fitted for oil fuel* 1,17 *F.P. above* 150° F. | Rot | *a*† | CL<br>3,21 | 1917<br>1mo | UnionIron<br>WorksCo.<br>Alameda,Cal.<br>A&CP | N.S.Bjönnes&<br>SönsDmpsskibs-<br>red.A/S (N.S.<br>Bjönnes&Sön*Mgs*)<br>*CellDB*355'1297*t* | 410·7<br>FK<br>*MT*25' 792*t DTa*30' | 56·3 | 29·3 | Tönsberg<br>Norwegian<br>7*BH*<br>223*t FPT*50*t* | T.3Cy.27",47"&78"-48" (*s*)<br>220lb 600NHP<br>3SB,9*cf*,GS165,HS8265 FD<br>UnionIronWorksCo.S.Fo.<br>*APT*200*t* | 41 ″ 0<br>s10″10<br>30 ″ 6 | |
| 32431<br>140525<br>JQLM | **Talacre** SteelScK<br>*ss* Bng No.1-21<br>*Mchy.Aft* 1*Dk*(*Stl*) | 301<br>211<br>117 | ✠100A1<br>12,21~~3,20~~<br>✠LMC~~8,17~~<br>12,21 | Liv<br>Bng | | ~~3,20~~<br>12,21 | 1917<br>8mo<br>*Lloyd's* | Crabtree&<br>Co.Ld.<br>GtYarmouth<br>*A&CP* | Point ofAyr<br>Collieries,Ld. | 130·5<br>Q48'F16'<br>FK<br>*FPT* | 23·2 | 9·5 | Liverpool<br>British<br>3*BHCem*<br>45*tAPT*30*t* | C.2Cy.16"&33"-22" (*s*)<br>130lb 45RHP<br>1SB,2*pf*,GS35,HS1261<br>Crabtree&Co.Ld.Gt.Yar. | 10 ″ 6<br>s ″ 9½<br>9 ″ 11 | |
| 32432<br>88209 | **Talana** SteelSc<br>1*Dk* | 103<br>97<br>19 | | | | | 1901 | Hawthorns<br>&Co.Ld.<br>Leith | MessinaBros.,<br>Coles&Searle,Ld. | 81·0 | 18·1 | 10·5 | P.Elizabth<br>British | C.2Cy.15"&31"-20"<br>50RHP<br>Hawthorns&Co.Ld.Leith | | |
| 32433<br>137907<br>TNOD | **Talaralite** SteelScSr<br>*ss*Vcr.No.1-22<br>*Elec.light Mchy.Aft* 1*Dk*(*Stl*)&<br>Wireless *Web frames* | 2631<br>2063<br>1394 | ✠100A1<br>3,22 ~~3,21~~ 8,22<br>✠LMC~~8,13~~<br>~~MS12,20~~ ~~MBS12,20~~ 8,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 8,18 *F.P. above* 150° F. | Vcr | *r* | CL<br>N12,20 | 1918<br>4mo | Collingw'd<br>S.B.Co.Ld.<br>Collingwood<br>A&CP | ImperialOilLd.<br>(C.O.Stillman,<br>*Mgr.*)<br>*CellDB* | 250·0<br>P73'F35'<br>FK<br>*uE*&*B*44'97*t FPT* | 43·8 | 23·5 | SarniaOnt<br>British<br>10*BHptCem*<br>446*tAPT*80*t* | T.3Cy.18",30"&50"-36" (*r*)<br>180lb *125lb* 211NHP<br>2SB,6*cf*,GS110,HS3910<br>CollingwoodS.B.Co.,Ld. | 25 ″ 0<br>s 3 ″ 4<br>22 ″ 1 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32434<br>NBPS | **Talatta** WoodAuxSc4MstSr<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 332<br>293<br>244 | | | | | 1919 | Skibsværft.<br>Lilleö<br>Korsör | TalattaRederiA/S.<br>(J.P.Thomsen) | 134·9 | 29·6 | 13·4 | Aarhus<br>Danish | Motor<br>3Cy.14½"–15$\frac{3}{16}$" 43NHP<br>TuxhamA/S Copenhagen | |
| 32435<br>130022<br>JLOB | **Talawa** SteelSc<br>(*ex*Wotan)<br>*Turret deck* *Elec.light* Wireless 1*Dk* | 3834<br>3177<br>2408 | | | | | 1907 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Requisitioned by theCommonwealth ofAustralia | 349·1<br>P32'F31' | 49·0 | 24·0 | London<br>British<br>*WB* | T.3Cy.24",41"&68"–45"<br>310NHP<br>W.Doxford&Sons,Ld.Sld. | |
| 32436 | **Talbot** SteelSc<br>*Framing*(*ptIrn*) | 80<br>78<br>— | ✠<br>*ForTowingpurposes*<br>5,16 ✠ | Sws | | | 1911<br>8mo | Fellows&<br>Co.Ld.<br>Yarmouth | | 75·0 | 16·7 | 8·7<br>BK6" | Constanpl<br>Turkish<br>4*BHCem* | C.2Cy.13"&27"–18"<br>40NHP<br>1SB,*2pf*,GS30,HS724<br>A.Dodman&CoLd.K.Lynn | 8 · 11 |
| 32437<br>6882<br>JORB | **Talee Maru** SteelTwinSc<br>1*Dk* | 2005<br>1023<br>1126 | | | | | 1900 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobé | NisshinKisen KabushikiKaisha | 278·0 | 39·4 | 11·7 | Tokio<br>Japanese | T.6Cy.16",26"&43"–30"<br>202NHP<br>KawasakiDkydCoLdKobé | |
| 32438<br>136323 | **Talifoo** SteelPad<br>2*Dks* | 973<br>908<br>567 | | | | | 1914 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 260·0 | 40·1 | 10·4 | Glasgow<br>British<br>*WB* | T.3Cy.26",40"&60"–54"<br>265NHP<br>Denny&Co.Dumbarton | |
| 32439<br>HMLG | **Talisman** SteelScSr<br>*ss*NYk.2ndNo.3–1,19<br>1*Dk*(*Stl*)2*tr B*&*ptAwng dk*(*Irn*)<br>*Elec.light* Wireless | 1878<br>1267<br>1178 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>7,21 ~~8,20~~<br>~~BS1,20~~ | Cff<br>Xia<br>BS2,21<br>✠LMC1,19 | *r* | ~~2,21~~<br>NS,20 | 1896<br>3mo | Ropner&<br>Son<br>Stockton<br>A&CP | A/S D.Finne'sRederi(D.Finne,*Mgr*)<br>*WB=CellDBa*94' | 270·0<br>P27'Q82'<br>*ptAwng dk*161' FK<br>*uE&B* 30'*f*100' 479*t* | 39·5 | 14·4 | Christiania<br>~~Tonsberg~~<br>Norwegian<br>4*BHCem*<br>*APT*34*t* | T.3Cy.19½",32½"&52½"–36"<br>160lb *80lb* NDB09 (*r*)<br>163NHP<br>2SB,*4rf*,GS60,HS2400<br>Blair&Co.(Lim.),Stockton | 17 · 6<br>s 7 · 6<br>17 · 1 |
| 32440<br>106008 | **—** SteelPadSk<br>1*Dk* | 293<br>252<br>110 | | | | | 1896 | A.&J.Inglis<br>Glasgow | NorthBritish RailwayCo. | 215·0<br>*Promenade dk*142' | 23·0 | 7·5 | Glasgow<br>British | D.1Cy.52"–72"<br>NB10 176NHP<br>A.&J.Inglis,Glasgow | |
| 32441<br>220000<br>LWMN | **—** WoodSc<br>1*Dk* | 188<br>—<br>127 | | | | | 1919 | H.Mathis<br>Camden,N.J. | UnitedStates ShippingBoard | 94·2 | 24·6 | 13·0 | Phildlphia<br>Utd. States | C.2Cy.18"&38"–26"<br>61NHP | |
| 32442<br>PTJC | **Tallo** SteelSc<br>*Elec.light* *Mchy.Aft* 1*Dk* | 762<br>516<br>347 | | | | | 1919 | H.H.<br>Bodewes<br>Millingen | Maats."Zeevaart" (W.C.Hudig &J.G. Veder,*Mgrs.*) | 180·5<br>Q121'F20' | 28·0 | 14·5 | Rotterdm<br>Dutch<br>*WB* | T.3Cy.15",25"&40"–27"<br>83NHP<br>Verschure&Co.Ams. | |
| 32443<br>113593<br>SDHN | **Tally Ho** IronScK<br>*ss*Hul.No.3–6,13<br>*ss*Irv.No.1–19<br>1*Dk* | 216<br>194<br>85 | ✠100A1<br>*StmTrawler*<br>5,20<br>✠NB6,13 | Hul<br>✠LMC10,19<br>BS~~5,20~~6,21 | | 5,20 | 1900<br>12mo<br>*Lloyd* | Gemmell,<br>Smith&Son<br>Hessle<br>'*sA&CP* | S.T.White&Co.Ld. | 120·0<br>Q49'<br>ND13 | 21·7 | 11·5<br>BK7½"<br>*WB* | Hull<br>British<br>4*BHCem*<br>=*DBf*12'6*t* | T.3Cy.12½",21½"&35"–24"<br>200lb (*s*) 60RHP<br>1SB,*2pf*,GS33,HS1130<br>Tindall,Earle&Hutchinson,Ld.Hull | 12 · |
| 32444<br>916<br>HBJN | **Taltal** IronScSr<br>Wireless (*ex*Pladda)<br>*Well deck* *Elec.light* 2*Dks* | 1151<br>900<br>574 | | | … | | 1889 | WBThompson&Co.Ld.<br>Dundee | Gonzales,Soffia& Co. | 243·0<br>P144'F50' | 33·7 | 15·9 | Valparaiso<br>Chilian<br>*WB* | T.3Cy.23",38"&61"–48"<br>NB13 258NHP<br>WBThompsn&Co.Ld.Dun | 16 · 11 |
| 32445<br>131411<br>HVDQ | **Talthybius** SteelTwinSc<br>*Elec.light* Wireless 3*Dks* | 10224<br>9577<br>6514 | | | | | 1912 | Scotts'S.B.<br>&Eng.Co.Ld.<br>Greenock | OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*) | 506·0<br>F75' | 60·3 | 39·5 | Liverpool<br>British<br>*WB* | T.6Cy.23",38½"&65"–48"<br>586NHP<br>Scotts'SB&EngCo.Ld.Grk | |
| 32446<br>57626<br>QTVW | **Talune** SteelScSr<br>*ss*Auk.2ndNo.3–1,15<br>*Elec.light* *ss*AukNo.1–19<br>*Ref.Mchy.* 1*Dk*&*Spardk*<br>Wireless (*Stl*-ws)&*Webframes* | 2087<br>1695<br>1370 | ✠<br>*Spar dk*<br>2,19 ✠ | Auk | *s* | | 1890<br>6mo | Ramage&<br>Ferguson<br>Leith | UnionS.S.Co.of NewZealand,Ld.<br>*WB=Ce* | 280·0<br>P&B170'F53' 21·0<br>BK9½"<br>*ll DB*180'394*t FPT* | 38·2 | 13·5 | London<br>British<br>5*BHCem*<br>53*tAPT*30*t* | T.3Cy.23",37"&61"–45"<br>259NHP<br>2DB,*8cf*,GS144,HS4038<br>Ramage&Ferguson,Leith | |
| 32447<br>22013<br>NRVK | **Tama Maru** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)2*nd dk*(*Stl,except*<br>Wireless *inNo.2hold*) | 3054<br>2608<br>1836 | ✠100A1<br>3,22 ~~3,21~~<br>✠LMC3,21<br>3,22 | Kob<br>Yka | *u* | CL<br>3,21 | 1918<br>3mo | MatsuoIrn<br>Wks.&Dkyd.<br>Nagasaki<br>A&CP | TokioKaiun KabushikiKaisha<br>*CellD* | 311·0<br>P21'B78'F41'<br>FK<br>*B*264' 622*t FPT*82*t* | 44·2 | 27·0 | Amagasaki<br>Japanese<br>5*BHCem*<br>*APT*78*t* | T.3Cy.22",37"&61"–42" (*s*)<br>180lb *110lb* 262NHP<br>2SB,*6cf*,GS114,HS4033<br>MatsuoIronWorks&Dkyd | 27 ·<br>s 4 · 10<br>22 · |
| 32448<br>136063<br>JFSK | **Tamaha** SteelScSr<br>*ss*Rot.No.1–20<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 6496<br>5816<br>4047 | ✠100A1<br>9,20<br>BS10,20<br>*CarryingPetr*<br>*Fitted for oil* | SFo<br>✠LMC2,20<br>*oleum*<br>*fuel* 6, | †<br><br><br>*in*<br>14 | CL<br>10,20<br><br>*bulk*<br>*F.P.* | 1914<br>6mo<br><br>*Lloyd*<br>*above* | SirR Dixon<br>&Co.Ld.<br>Middlesbro'<br>'*sA&CP*<br>150°F. | StandardTransportationCo.Ld.<br>*WB=CellDBuE*<br>*DTf* 45'577*t* | 420·5<br>P118'B28'F47'<br>FK<br>&*B*80'279*t*<br>*FPT*120*tAPT*210*t* | 54·4 | 32·6 | HongKong<br>British<br>17*BHptCem*<br>11 *to Upr dk*<br>6 „ 2*nd* „ | Q.4Cy.24",35",50½"&73"–51"<br>220lb (*s*) 526NHP<br>3SB,*9cf*,HS7125 FD<br>N.E.MarineEngCoLd.Nwc | 32 ·<br>s 7 ·<br>25 · |
| 32449<br>23791<br>RFNT | **Tamakawa Maru** WoodSc | 683<br>—<br>404 | | | | | 1918 | ……………… | AzumaKisen KabushikiKaisha | 178·6 | 29·1 | 17·3 | Shinagawa<br>Japanese | | |
| 32450<br>203328<br>KVNJ | **Tamalpais** WoodScSr<br>1*Dk* | 574<br>—<br>422 | | | | | 1906 | M'Whinny<br>&Starret, Hoquiam,Wash. | E.K.WoodLumber Co.Inc. | 165·2 | 36·0 | 13·0 | S.Frncisco<br>Utd. States | | |
| 32451<br>8273<br>JMKL | **Tamamo Maru** SteelSc | 193<br>—<br>90 | | | | | 1903 | Mitsubishi<br>Dockyard&<br>Eng.Works<br>Nagasaki | Government Railways | 116·6 | 19·9 | 10·3 | Tokio<br>Japanese | | |
| 32452<br>~~123669~~<br>~~HRGD~~ | **Tamaqua** SteelScSr<br>*Now named* "Gyokoh Maru," GlsNo.2–19<br>(*ex*Den ofGlamis) 2*Dks*(*Stl*)<br>*Elec.light* *CarryingoilfuelF.P.above*<br>Sub.Sig. Wireless 150°F.*in DB&DT* | 5191<br>3354<br>3318 | ✠100A1<br>12,21 ~~1,20~~<br>~~BS11,20~~<br>BS11,21 | Liv<br>Hul<br>✠LMC7,19 | *z* | CL<br>~~11,20~~<br>11,21 | 1910<br>7mo<br><br>*Lloyd* | Napier&<br>Miller,Ld.<br>Glasgow<br>'*sA&CP* | YamashitaKisen KabushikiKaisha<br>*WB=CellDBa*<br>134'*uE&B*43' | 405·0<br>P38'B119'F50'<br>FK<br>*f*180' 1070*t DTa*33' | 52·2 | 28·0 | Kobe<br>Japanese<br>6*BHCem*<br>880*tAPT*60*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb *120lb* 490NHP<br>2SB,*8cf*,GS146,HS7020 FD<br>D.Rowan&Co.Glasgow | 30 ·<br>s 6 ·<br>24 · 1 |
| 32453<br>145710<br>KMPJ | **—** SteelSc<br>(*Tug*)<br>2*Dks* | 564<br>—<br>384 | | | | | 1896 | W.Cramp<br>&Sons<br>Philadelphia | ReadingCo. | 158·5 | 29·0 | 18·0 | Phildlphia<br>Utd. States | T.3Cy.18",28"&45"–30"<br>NB06 112NHP<br>W.Cramp&Sons,Phl. | |
| 32454<br>112630<br>RKMT | **Tamar** SteelScSr<br>*ss*Yka.No.3–12,11<br>(*ex*Denbighshire) *ss*Liv.No.2–20<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless Sub.Sig. &*deep framing* | 3844<br>3451<br>2489 | ✠100A1<br>*Spar dk*<br>4,21<br>~~BS10,20~~<br>BS12,21 | Ant<br>✠LMC<br>MS4,21 | *w* | CL<br>2,20 | 1899<br>11mo | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>A&CP | RoyalMailSteam PacketCo. | 356·0<br>P38'B92'F46' 26·5<br>FK<br>*CellDBa*110'*uE&B* | 45·2 | 18·7 | London<br>British<br>6*BHCem*<br>34'*f*154'631*t* | T.3Cy.24",40"&64"–42" (*s*)<br>170lb *100lb* NDB19 292NHP<br>2SB,*6cf*,GS120,HS4680<br>N.E.MarineEng.Co.LdSld. | 29 ·<br>s 5 · 10<br>23 · 1 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32455<br>911<br>HBNJ | **Tamar** SteelScSr<br>(*ex*Ardgowan)<br>*Well deck* 1*Dk*<br>*Mchy.Aft* | 188<br>134<br>102 | | | ... | | 1894 | JM'Arthur<br>&Co.<br>Paisley | Braun&Blanchard | 117·3<br>Q35'F20'<br>len01 BK6½" | 20·1 | 8·1 | PntaArnas<br>Chilian<br>*WB* | C.2Cy.13¼"&26"-18"<br>35NHP<br>Bow,McLachlan&Co.Psy. | 9 ″ 3 | |
| 32456<br>221176<br>MCQT | **Tamara** SteelAuxTwinSc3MstSr<br>~~ParaffinMotors(not classed)~~<br>(*ex*Alembic) ssNFL2ndNo.3-4,19<br>*OilEngines(not classed)* 1*Dk(Stl)*<br>(*SeeSailingShipRegisterSupplement*) | 254<br>254<br>200 | ✠100A1<br>2,21<br>*Carrying fish oil in bulk*<br>✠NDB4,06 | NFL<br><br><br>~~DBS6,20~~<br>4,21 | *g* | -75lb | 1894<br>7mo | W.Dobson<br>&Co.<br>Newcastle<br>A&CP | GuianaDevelopmentCo. | 122·5<br>BK7" | 24·1 | 13·1 | NewYork<br>Utd. States<br>7*BHCem* | OilEngines*fitted*15 28.C.SA<br>4Cy.10⅝"-11" 29NHP<br>J &C.G.Bolinders.Skm. | 13 ″ 9<br>s 2 ″ 0<br>12 ″ 5 | |
| 32457 | **Tamara II.** SteelScSr<br>(*ex*Toni,*ex*Falke,<br>*ex*Jordaberg) Wireless 1*Dk*2*trB* | 1025<br>703<br>607 | | | | | 1894 | Stettiner<br>Act.Ges.<br>Stettin | W.Schuchmann | 213·3<br>P148'H55*t*F24' | 30·1 | 14·8 | Gstemnde<br>German<br>*WB* | T.3Cy.17",27½"&43½"-31½"<br>105NHP<br>StettinerA.G.Stettin | | |
| 32458<br>128660<br>JMTK | **Tamarac** SteelScSr<br>ssRot.No 1-21<br>*Elec.light* 2*Dks(Stl)&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 5042<br>4498<br>3173 | ✠100A1<br>~~7,21~~ 5,20 3,22<br>MS5,20<br>*Carrying Petroleum in bulk Lloyd's A&CP*<br>*Fitted for oil fuel* 6,16 *F.P. above* 150°F. | Mil<br>~~Rot~~ Brs<br>BS7,21<br>✠LMC6,16 | *y* | CL<br>~~5,20~~<br>NS8,22 | 1916<br>6mo | A.McMil-<br>lan&Son,Ld.<br>Dumbarton | Anglo-American<br>OilCo.Ld.<br>(J.Hamilton,*Mgr*)<br>*CellDBuE&B*64'<br>146*tDTf*35'348*t* | 384·6<br>P101'B28'F44'<br>FK<br>*FPT*93*tAPT*29*t* | 50·1 | 30·5 | Greenock<br>British<br>16*BHptCem*<br>9 „ *toU dk*<br>7 „ „*2nd*„ | T.3Cy.26",43"&72"-48" (*s*)<br>180lb *120lb* 454NHP<br>2SB,8*cf*,GS140,HS6318 FD<br>J.G.Kincaid&Co.Ld.Grk. | 30 ″ 6<br>s 6 ″ 1½<br>24 ″ 9 | |
| 32459 | **Tamaraw** WoodSc<br>(*ex*Ramoncita,<br>*ex*Chicago,*ex*Bacolad) 1*Dk* | 163<br>—<br>87 | | | | | 1901 | Kwong<br>TuckChong<br>HongKong | Nieva,Ruiz y Cia. | 130·0 | 20·5 | 7·0 | Manila<br>Utd. States | KwongTuckChong,HKg. | | |
| 32460<br>22764<br>NWBT | **Tamashima Maru** WoodAuxScSr | 193<br>—<br>112 | | | | | 1918 | ................ | AzumaKogyo<br>KabushikiKaisha | 95·4 | 26·1 | 12·2 | Tokio<br>Japanese | | | |
| 32461<br>25085<br>RMBH | **Tamatsu Maru** SteelScSr<br>*Elec.light* Wireless 2*Dks(Stl)* | 4646<br>3927<br>3352 | ✠100A1<br>7,21~~2,21~~<br>~~3,22~~ | Nag<br>~~Osa~~<br>Kob<br>✠LMC~~5,17~~<br>7,21 | *x* | CL<br>~~2,21~~<br>7,21 | 1919<br>5mo | Uraga<br>DockCo.Ld.<br>Uraga<br>A&CP | KokusaiKisen<br>KabushikiKaisha | 360·0<br>P21'B91'F35'<br>FK<br>*CellDB*291'919*tFPT* | 51·2 | 28·5 | Uraga<br>Japanese<br>6*BHCem*<br>114*tAPT*46*t* | T.3Cy24½",40½"&67"-48"(*s*)<br>180lb 377NHP<br>3SB,9*cf*,GS180,HS6381<br>UragaDockCo.Ld.Uraga | 28 ″ 5<br>s 5 ″ 7<br>23 ″ 3 | |
| 32462 | **Tamaulipas** SteelScSr<br>1*Dk(Stl)&deepframing&*<br>*ptShade dk* | *1022*<br>*844*<br>*681* | ✠<br>*withfreeboard*<br>6,01<br>*Coasting Gulf of Mexico, Tabasco&Vera Cruz* | Dmb<br><br>✠ | *n* | | 1901<br>6mo | A.McMil-<br>lan&Son,Ld<br>Dumbarton | Cia.deFomento del<br>Sureste de Mexico,<br>S.A. | 230·5<br>P58'F45'<br>FK<br>*WB=CellDBa*56'73*t FPT* | 33·5 | 14·8 | VeraCruz<br>Mexican<br>4*BHCem*<br>43*tAPT*55*t* | T.3Cy.17",28"&45"-33"<br>128NHP<br>2SB,4*cf*,GS72,HS2094<br>Muir&Houston,Ld.Gls. | 15 ″ 8 | |
| 32463<br>24488<br>RJWB | **Tamaura Maru** WoodSc | 637<br>—<br>344 | | | | | 1918 | ................ | ImamuraJiro | 164·5 | 28·2 | 16·9 | Nakano<br>Japanese | | | |
| 32464<br>21139<br>NMGR | **Tamaye Maru** SteelSc | 937<br>—<br>545 | | | | | 1917 | ................ | N.Nitta | 190·0 | 31·0 | 18·5 | Osaka<br>Japanese | | | |
| 32465<br>22861<br>NWKD | — WoodSc | 199<br>—<br>120 | | | | | 1918 | ................ | KyushuKisen<br>KabushikiKaisha | 112·0 | 18·0 | 13·3 | Misumi<br>Japanese | | | |
| 32466<br>21978<br>NRSP | — SteelSc | 156<br>—<br>62 | | | | | | ................ | InouyeHideo | 113·0 | 18·2 | 11·0 | Nagasaki<br>Japanese | | | |
| 32467<br>22588<br>NVGS | **Tamaye Maru No. 2** SteelSc | 955<br>—<br>549 | | | | | 1918 | ................ | IsohataYasuzo | 190·0 | 31·0 | 18·5 | Kobé<br>Japanese | | | |
| 32468<br>1803<br>HLPQ | **Tamba Maru** SteelTwinScSr<br>ssYka.No.3-3,10<br>*Elec.light* Wireless ssKob.No.2-17<br>2*Dks(Stl-U*teaks*)&deepframing* | 5845<br>5284<br>3553 | ✠100A1<br>12,21~~1,20~~ | Yka<br><br>✠LMC~~2,21~~<br>12,21 | *a*† | CL<br>P2.21<br>S11,19 | 1897<br>10mo<br>A&CP | Napier,<br>Shanks&Bell<br>Glasgow | NipponYusen<br>KabushikiKaisha<br>*WB=CellDBa*137'*uE&B*57'*f*200'1148*t* | 445·0<br>P58'B110'F58'<br>FK&BK1½"<br>*DTa* 27' 482*t FPT* | 49·4 | 30·5 | Tokio<br>Japanese<br>6*BHCem*<br>100*tAPT*49*t* | T.6Cy.20",33½"&56"-48" (*s*)<br>200lb 544NHP<br>2D&2SB,18*cf*,GS306,HS9002<br>Dunsmuir&Jackson,Gls. | 33 ″ 6<br>s 8 ″ 1<br>26 ″ 2 | |
| 32469<br>131522<br>HWDN | **Tambar** SteelTwinScSr<br>*Elec.light* 1*Dk*<br>*Ref.Mchy.* | 456<br>287<br>200 | | | | | 1912 | Greenock&<br>Grangem'th<br>DckyrdCo.Ld<br>Grangem'th | ~~BritishNewGuinea~~<br>~~DevelopmentCo.Ld~~<br>TasmanianGovt. | 145·2<br>P60'F25' | 30·1 | 8·7 | SydnyNSW<br>British | C.4Cy.14"&30"-18"<br>73RHP<br>D.Rowan&Co.Glasgow | | |
| 32470<br>PTJD | **Tambora** SteelSc<br>*Elec.light* Sub.Sig. Wireless 4*Dks* | 5602<br>4028<br>3490 | | | | | 1909 | Kon.Maats<br>deSchelde<br>Flushing | Rotterdamsche<br>Lloyd (W.Ruys&<br>Zonen,*Mgrs.*) | 413·7<br>P&B304'F86' | 49·3 | 27·5 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.30½",52"&90"-60"<br>623NHP<br>Maats.deSchelde,Flushing | | V |
| 32471<br>142330<br>JSNK | **Tambov** SteelTwinScSr<br>ssNwc.2ndNo.3-3,13<br>ssShl.No.2-20<br>*Elec.light* Wireless 3*Dks*(2*Stl*-ws) | 4361<br>3880<br>2786 | ✠100A1<br>9,20<br>✠NB3,13<br>MS11,17 | Cpl<br><br>✠LMC<br>BS1,20 | *x* | CL<br>1,20 | 1893<br>6mo | W.Denny<br>&Bros.<br>Dumbarton<br>A&CP | TheShippingController (RoyalMail<br>SteamPacketCo.<br>*Mgrs.*) | 398·0<br>P55'B91'F55'<br>FK<br>*WB=Cell* | 45·0 | 28·2 | London<br>British<br>6*BHCem*<br>*DB*337'654*t* | T.6Cy.20",33"&50"-42" (*r*)<br>170lb *170lb* NDB13 412NHP<br>4SB,12*cf*,GS244,HS7354<br>Denny&Co.,Dumbarton | 31 ″ 0<br>s 6 ″ 11<br>24 ″ 8 | |
| 32472<br>JRQL | **Tambre** IronScSr<br>(*ex*Holbein) Wireless | 2202<br>—<br>1390 | | | | | 1882 | A.Leslie&<br>Co.<br>Newcastle | Cia.Trasmediterranea | 296·9<br>P141*t* | 35·8 | 24·9 | Barcelona<br>Spanish | C.2Cy.26"&60"-45"<br>201NHP<br>R.Stephenson&Co.Nwc. | | V |
| 32473<br>111417<br>KRTC | **Tamesi** SteelScSr<br>ssN.Yk.2ndNo.3-12,15<br>ssNOs.No.1-19<br>(*ex*Roma) 1*Dk(ptIrn ptStl)*2*trB*<br>*Elec.light & Webframes&ptAwngdk(Irn)*<br>Wireless | 2939<br>—<br>2164 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>10,21~~9,20~~<br>~~BS9,20~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 7,02 *F.P. above* 150°F. | NOs<br>Gal<br><br>BS9,21<br>✠LMC10,19 | | ~~10,10~~<br>10,21 | 1889<br>9mo | JLThomp-<br>son&Sons<br>Sunderland<br>A&CP | SinclairNavigation<br>Co.Inc. | 316·0<br>P29'Q88' BK10"<br>*ptAwngdk*199' | 40·6 | 20·8 | Wilmgton,<br>N.C.<br>Utd. States<br>14*BHCem*<br>*APT*31*t* | T.3Cy.23½",38"&62"-42" (*s*)<br>150lb ~~90lb~~ 261NHP<br>2SB,4*rf*,2*cf*,GS126,HS4100<br>J.Dickinson,Sunderland | 23 ″ 5<br>s 7 ″ 11½<br>23 ″ 0 | |
| 32474 | **Tamesis** IronScSr<br>ssLon.4thNo.3-12,16<br>(*ex*RiverThames,*ex*Ann 1*Dk*2*trB*<br>Webster,*ex*Londres,*ex*AnnWebster)<br>*Elec.light* Wireless | 792<br>*644*<br>*479* | ~~90A1~~<br>~~4,22~~ 1,19<br>~~MS12,16~~<br>~~MBS9,20~~ | Lon<br><br>~~BS1,19~~ | *k* | 1,19 | 1870<br>11mo | Withy,Al-<br>exander&Co.<br>Hartlepool<br>A&CP | J.Garrigos e Hijos | 200·6<br>Q47*t*<br>*DB* | 28·5 | 15·9 | Bilbao<br>Spanish<br>4*BHCem*<br>*a*59'*f*46'146*t* | C.2Cy.25"&48"-36" (*i*)<br>75lb *100lb* NB80 115NHP<br>1SB,3*pf*,GS47 NDB16<br>T.Richardson&Sons,Hpl. | 16 ″ 11 | |
| 32475<br>118866<br>VLWJ | **Taming** SteelTwinScSr<br>*Elec.light* 1*Dk(Irn)* | 2209<br>1941<br>1356 | | | | | 1903 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 299·7<br>B86'F37' | 40·1 | 20·6 | London<br>British<br>*WB* | T.6Cy.14½",24"&39½"-30"<br>170NHP<br>Greenock FoundryCo.Grk | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32476<br>13242<br>LNST | **Tamon Maru No. 1** **SteelScSr**<br>(*ex*Singora,*ex*Cerberus) 2*Dks* | 1769<br>—<br>1225 | | | | | 1894 | Workman, Clark&Co.Ld.<br>Belfast | **K.Hachiuma** | 257·3\|41·1\|20·9<br>B26'F24<br>*WB* | Nishino-miya<br>Japanese | T.3Cy.19",32"&52"-30"<br>148NHP<br>Wrkman,Clark&Co.Ld.Bel | |
| 32477<br>10928<br>LDJC | **Tamon Maru No. 6** **IronScSr**<br>*ss*Kob.3rdNo.3-7,16<br>*ss*Kob.No.1-20<br>(*ex*Tolosan, 2*Dks*(1*Irn*&1*ptIrn*)3*trB*<br>*ex*City of Manchester,*ex*Tolosan,*ex*York,<br>*ex*City of Manchester) | 3321<br>3014<br>2087 | ✠100A1<br>9,21~~9,20~~<br>✠NE&B5,92<br>✠LMC~~9,20~~ 9,21 | Kob | *v* | ~~N 9,20~~<br>9,21 | 1883<br>4mo<br>*Lloyd'sA&CP* | Sunderlnd S.B.Co.Ld.<br>Sunderland | **K.Hachiuma** | 333·0\|41·4\|26·3<br>P40'B82'F47'<br>ND00 BK11"<br>*WB=CellDB* | Kobe<br>Japanese<br>5*BHCem* | T.3Cy.23½",39"&64"-42" (*s*)<br>160lb *50lb* NDB04 270NHP<br>2SB,6*cf*,GS118,HS4127<br>Blair&Co.Ld.Stockton<br>274' 562*t* *FPT* 51*t* *APT*33*t* | 29<br>5<br>24 |
| 32478<br>13212<br>LKHW | **Tamon Maru No. 8** **SteelScSr**<br>(*ex*MatildaKörner,*ex* Syfang,*ex*Johannisberger) 1*Dk*&*Spar dk* | 2977<br>2765<br>1834 | | | | | 1890 | J.C.Tecklenborg<br>Geestemünde | **K.Hachiuma** | 327·0\|41·1\|26·1<br>B70'F45'<br>*WB* | Nishino-miya<br>Japanese | T.3Cy.23⅝",39"&64⅛"-41⅜"<br>265NHP<br>BuckauerMasch-Fabrik | |
| 32479<br>13911<br>LRPS | **Tamon Maru No. 12** **SteelScSr**<br>(*ex*Nizam)<br>*Elec.light* 2*Dks*&*deep framing* | 3250<br>3017<br>2018 | | | ... | | 1890 | Harland& Wolff,Ld.<br>Belfast | **K.Hachiuma** | 349·8\|42·2\|26·7<br>P48'B80'F52' BK9"<br>*WB* | Nishino-miya<br>Japanese | T.3Cy.22 7/16",36⅛"&60"-48"<br>271NHP<br>Harland&Wolff,Ld.Bel. | 28 |
| 32480<br>1178<br>HGWV | **Tamonoura Maru** **WoodSc**<br>(*ex*KaijoMaru, *ex*UwajimaMaruNo.4) 2*Dks* | 199<br>196<br>124 | | | | | 1890 | Sora Ikutaro<br>Osaka | **SaitoGoichiro** | 118·0\|17·2\|14·5 | Hakodate<br>Japanese | C.2Cy 13¾"&26"-18"<br>B*made*03*refitted*14 24NHP<br>IseIchigoro,Osaka | |
| 32481<br>219577<br>LVNK | **Tampa** **SteelScSr**<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless *Longitudinal framing* | 5948<br>—<br>3823 | | | | | 1920 | O.Daniels Co.<br>Tampa,Fla. | **UnitedStates ShippingBoard** | 401·9\|54·2\|31·3<br>P34'B120'F38' | Tampa,Fla<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"-48"<br>359NHP<br>HardyTyneMfg.Co. Birmingham,Ala. | |
| 32482<br>MJVW | **Tampen** **SteelScSr**<br>(*Fishing*)<br>1*Dk* | 154<br>138<br>59 | | | | | 1913 | Mjellem& Karlsen<br>Bergen | **K.R.Gudmundset** | 106·8\|20·2\|10·2 | Aalesund<br>Norwegian | T.3Cy.9½",15"&25"-18"<br>26NHP<br>Mjellem&Karlsen,Bergen | |
| 32483<br>145840<br>KPTD | **Tampico** **SteelScSr**<br>*Mchy.Aft* Wireless 1*Dk*&*Spar dk* | 2261<br>—<br>1654 | | | | | 1900 | CraigS.B. Co.<br>Toledo,O. | **Crowell&Thurlow S.S.Co.Inc.** | 247·0\|42·0\|24·0 | Boston<br>Utd.States<br>*WB* | T.3Cy.19",30"&50"-40"<br>158NHP<br>DetroitS.B.Co.Detroit | |
| 32484 | — **IronSc**<br>(*Tug*)<br>(*ex*Augusto) | 135<br>—<br>67 | | | | | 1888 | J.H.Dialogue&Son<br>Camden,N.J. | **MexicanNational Railways** | 103·8\|21·0\|10·6 | Tampico<br>Mexican | C.2Cy.19"&40"-24"<br>NB94 65NHP<br>Neafie&Levy,Philadelphia | |
| 32485<br>139600 | **Tamura** **SteelScK**<br>*Elec.light* 1*Dk* | 268<br>241<br>111 | ✠100A1<br>*StmTrawler*<br>5,19<br>✠LMC6,17 | Cff | | CL<br>3,21 | 1917<br>2mo<br>*Lloyd'sA&CP* | Cochrane& Sons,Ld.<br>Selby | **Neale&West,Ld.** | 125·2\|23·5\|12·3<br>Q75'F20'<br>BK7½" | Cardiff<br>British<br>4*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 85RHP<br>1SB,3*pf*,GS50,HS1530<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 32486<br>11068<br>LFJT | **Tamura Maru** **SteelTrpScSr**<br>*Elec.light* 1*Dk*(*ptStl*-ws)&*Awngdk*<br>(*ptStl*-teak s)*lower dk in fore hold*<br>&*lower dk*(*Stl*-ws)*in after hold* | 1529<br>—<br>715 | ✠<br>*withfreeboard*<br>11,07 ✠<br>*For Service in Tsugaru Strait, Japan* | Dmb | | | 1907<br>11mo | W.Denny &Bros.<br>Dumbarton | **GovernmentRailways** | 280·8\|35·1\|13·4<br>20·8<br>BK6"<br>*WB=Side tanks* | Tokio<br>Japanese<br>5*BHCem*<br>*in Blr.space* | 3 Steam Turbines<br>454NHP<br>2SB,6*cf*,GS150,HS5491 FD<br>Denny&Co.Dumbarton<br>12'53*t* *FPT*20*t* *APT*25*t* | 14 |
| 32487 | — **SteelScSr**<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 235 | | | | | 1920 | IshikawajimaS.B.&E.Co Ld. Tokio | **UshitaShokubin** | 123·0\|23·3\|12·9<br>Q72'F20' | Tokio<br>Japanese | T.3Cy.13",22"&36"-24"<br>63NHP<br>IshikawajimaSB&ECo.Ld | |
| 32488 | **Tana** **SteelSc**<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*CruiserStern* | ~~5550~~<br>*5535*<br>*5305*<br>*3448* | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,21<br>✠LMC11,21<br>*Carrying oil fuel F.P. above* 150° *in D.T.*<br>*Fitted for oil fuel* 11,21 *F.P. above* 150°F. | Nwc | *y* | CL | 1921<br>9mo<br>*Lloyd'sA&CP* | Palmers' Co.Ld.<br>Newcastle | **D/S A/S Den NorskeAfrika og Australielinie (W. Wilhelmsen, *Mgr.*)** | 380·4\|52·2\|33·6<br>F31' *on Shelter dk*<br>FK<br>*Collision*<br>*CellDB*325'876*t* *MT*32'773*t* *APT*105*t* 5 | Tönsberg<br>Norwegian<br>*pt Cem BH to Sh dk*<br>„ „ *U* „ | 2 Steam Turbines *geared to*1Sc.Shft200lb 565NHP(*s*)<br>3SB,9*cf*,GS180,HS7503 FD<br>Palmers Co.Ld.Newcastle | 36<br>9<br>26 |
| 32489<br>84934<br>WJGB | — **IronScSr**<br>*ss*Lth.3rdNo.3-7,19<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 1169<br>876<br>707 | ✠100A1<br>12,21~~8,20~~<br>✠NB5,02 ✠LMC7,19<br>BS~~8,20~~ 12,21 | Gmh<br>Lth | *n* | 8,20 | 1882<br>4mo<br>A&CP | S.P.Austin &Son<br>Sunderland | **C.Salvesen&Co.** | 225·0\|32·2\|15·1<br>P27' Q48' B59' F28'<br>FK<br>*WB=DB* *a*59' *f* 90'*uE*&*B*44' | Leith<br>British<br>5*BHCem*<br>257*t* *FPT*15*t* | C.2Cy.28½"&53"-33" (*s*)<br>90lb *100lb* NDB14 99RHP<br>1SB,3*cf*,GS63,HS1851<br>Blair&Co.(Lim.),Stockton | 17<br>1<br>16 |
| 32490 | **Tanafjord** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 3*Dks* | 5640 | | | | | 1921 | Napier& Miller,Ld.<br>Glasgow | **A/S DenNorske Amerikalinje** | 395·0\|53·0\|27·6<br>F39' | Chrstiania<br>Norwegian | T.3Cy.27½,"43"&72"-51"<br>370NHP<br>D.Rowan&Co.Ld Glasgow | |
| 32491<br>129285 | **Tanager** **SteelScK**<br>1*Dk* | 192<br>190<br>71 | ✠<br>*StmTrawler*<br>9,10 ✠ | Goo | | | 1910<br>9mo | GooleS.B. &RepgCo.Ld.<br>Goole | **KelsallBros.& Beeching,Ld. (JohnSlater *Mgr.*)** | 110·1\|21·6\|11·9<br>BK7½"<br>*WB=* | Hull<br>British<br>3*BHCem*<br>*DT f* 21'40*t* | T.3Cy.12",21"&33"-21"<br>55RHP<br>1SB,2*pf*,GS24,HS900<br>Earle'sCo.Ld.Hull | 12 |
| 32492<br>MFWT | **Tanahorn** **SteelScSr**<br>*Elec.light* 1*Dk*&*Awngdk* | 326<br>311<br>177 | | | | | 1910 | Nylands Værkstad<br>Christiania | **FinmarkensAmtsrederi (A.S.Aaröe, *Mgr.*)** | 136·3\|21·9\|15·7<br>H15*t* | Vardö<br>Norwegian<br>*WB* | T.3Cy.12",19"&33"-21"<br>50NHP<br>NylandsVærksted,Xania. | |
| 32493<br>214666<br>LGPR | **Tanamo** **SteelScSr**<br>*ss*N.Yk.No.1-19<br>(*ex*VanHogendorp) 2*Dks*(*Stl*)&<br>*Elec.light* *Awng dk*(*Stl*-ws)<br>*Ref.Mchy.* Wireless | 3298<br>2838<br>2005 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>~~2,14~~ 4,20 ~~1,22~~<br>1,22<br>✠LMC6,19<br>✠Lloyd'sRMC~~2,21~~ ~~1,22~~ 1,22<br>BS6,21 | Nwc<br>NYk | *u* | CL<br>4,20 | 1914<br>5mo<br>*Lloyd'sA&CP* | Swan,Hunter&Wigham Richardson, Ld Newcastle | **AtlanticFruitCo.** | 331·2\|45·2\|25·6<br>F43'*on Awng dk*<br>FK<br>*CellDBa*80'*uE*&*B*56' *f* 144'607*t* *FPT* | NewYork<br>Utd.States<br>5*BHCem*<br>38*t* *APT*26*t* | T.3Cy.23",38"&63"-39" (*s*)<br>180lb 435NHP<br>3SB,9*cf*,GS175,HS7210 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 28<br>7<br>21 |
| 32494<br>177175 | **Tancarville** **IronTwinScSr**<br>*OilEng.*<br>*Elec.light* Wireless *ss*Sld.No.2-97<br>*Mchy.Aft* 1*Dk*(*Irn*)&*Spar dk*(*Irn*)&<br>*Fitted for oil fuel* *Web frames* | 2466<br>2329<br>1548 | ✠<br>*Spar dk*<br>5,01<br>*Carrying Petroleum in bulk* | Shl | *s* | | 1889<br>7mo | Craig,Taylor&Co.<br>Stockton | **PhilippineVegetableOilCo.Inc.** | 292·5\|37·2\|18·4<br>B32' 25·6<br>FK | Manila<br>Utd.States | Oil Engines<br>8Cy.20⅛"-36" 286NHP<br>NE*fitted*20<br>J.&C.G.Bolinders Mek.Verks.Skm | 19 |
| 32495<br>JRQK | **Tanchin** **IronScSr**<br>*ss*Sws.2ndNo.3-2,10<br>(*ex*SwanseaTrader, *ss*Bbo.No.2-19<br>*Well deck* *ex*Crathie) 1*Dk*(*Irn*) | *480*<br>*350*<br>*247* | ✠100A1<br>4,21<br>BS12,20 ✠LMC5,19 | Bbo | *h* | 12,20 | 1883<br>11mo<br>*Lloyd'sA&CP* | J.Key& Sons<br>Kinghorn | ~~BenitoMartinez Reiro~~ J.Fuente | 160·4\|24·2\|13·0<br>Q54'B42'F20'<br>BK7"<br>*WB=DB* | Santander<br>Spanish<br>5*BHCem*<br>*a*35' *f* 33'98*t* | C.2Cy.21"&42"-27" (*s*)<br>90lb NDB97 77NHP<br>1SB,3*pf*,GS54<br>J.Key&Sons,Kirkcaldy | 13<br>1<br>13 |
| 32496<br>HMDK | **Tancred** **SteelScSr**<br>Wireless 1*Dk*2*trB* | 3474<br>3253<br>2231 | | | | | 1902 | TyneI.S.B. Co.Ld.<br>Newcastle | **A/S Tancred (W.Wilhelmsen)** | 334·0\|48·0\|24·8<br>H175*t*F45*t* | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.24",39"&66"-45"<br>292NHP<br>N.E.MarineEng.CoLdNwc | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32497<br>[illegible]<br>JFNM | **Tanda** **SteelTwinSc**<br>(*ex*Madras,*ex*Tanda) 2*Dks*(*Stl*–*U* ws)&<br>*Elec.light* Wireless *ShelterdkStl*–teak s) | 6956<br>5444<br>4237 | ✠<br>*Shelter dk withfreeboard*<br>5,14<br>✠ | Gls | *c*† | | 1914<br>5mo | A.Stephen &Sons,Ld.<br>Glasgow<br>*C* | BritishIndiaStm. Nav.Co.Ld.<br>*ellDBa*140'*uE&B* | 430·5\|58·2\|28·6<br>P46'B169'F45'<br>*onShelter dk* FK<br>95'*f*153'1089*tFPT* | Glasgow<br>British<br>7*BHCem*<br>106*tAPT*81*t* | T.6Cy.21",35"&58"–48"<br>HS13659 FD 843NHP<br>4SB&1AuxSB,*19cf*,GS332,<br>A.Stephen&Sons,Ld.Gls. | 31 ″ 0 | |
| 32498 | **Tandanya** **SteelScK**<br>(*Tug*)<br>*Elec.light* 1*Dk* | 134<br>132<br>— | | | ... | | 1911 | JTEltring-ham&Co.<br>SouthShields | Government of SouthAustralia | 90·0\|21·4\|10·6<br>BK7½" | Adelaide<br>British<br>*WB* | C.2Cy.19"&39"–27"<br>65NHP<br>G.T.Grey,SouthShields | 11 ″ 8 | |
| 32499<br>137816<br>JMTN | **Tanfield** **SteelSc**<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 4538<br>4235<br>2776 | ✠100A1<br>5,19<br>✠LMC ~~9,18~~<br>6,21 | Mdb | *y* | CL<br>~~9,18~~<br>6,21 | 1916<br>6mo<br>*Lloyd* | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>'*sA&CP* | BritishIndiaStm. Nav.Co.Ld. | 385·2\|52·9\|26·2<br>P26'B91'F31'<br>FK<br>*CellDB*275'1081*t* | Glasgow<br>British<br>6*BHCem*<br>*DTa*61'440*t* | T.3Cy.27",45"&74"–48" (*s*)<br>180lb 465NHP<br>3SB,*9cf*,GS189,HS7908<br>Richardsons,Westgarth& Co.Ld.Sld. | 28 ″ 9<br>s 5 ″ 8½<br>23 ″ 5 | |
| 32500 | **Tangaroa** **WoodScSr**<br>*OilEng.*<br>*Elec.light* *Mchy.Aft* 1*Dk* | 253<br>183<br>211 | | | | | 1917 | Morrison& SinclairLd.<br>Balm'n,NSW | ThePacificCable Board | 120·0\|25·0\|<br>P58'F21' | British | Oil Engines 2S.C.SA<br>23NHP<br>J&CG BolindersM.V.Skm. | | |
| 32501<br>106231<br>PLDT | — **WoodTwinScK**<br>*Elec.light* 1*Dk* | 190<br>156<br>110 | | | | | 1899 | T.F. Morrison<br>SydneyNSW | TheRichardsonCo. Ld. | 101·4\|22·8\| 9·7<br>B54'F14' | Napier NZ.<br>British | C.4Cy.11"&22"–16"<br>70RHP<br>McKie&Baxter,Glasgow | | |
| 32502 | **Tanger** **SteelScSr**<br>*Elec.light* 1*Dk&Spar dk* | 1507<br>1337<br>959 | | | | | 1897 | Schiffs.v. HenryKoch<br>Lübeck | ~~FrenchGovernment~~ NeueDampferCo.Act.Ges. | 245·9\|35·2\|18·7<br>B67'F28' | ~~French~~<br>German *WB* | T.3Cy.16½",28"&44"–27½"<br>101NHP<br>H.Paucksch,Landsberg | | V |
| 32503<br>204458 | **Tanginack** **SteelSc**<br>(*ex*TyeeJunior)<br>Wireless | 151<br>—<br>71 | | | | | 1907 | MoranCo.<br>Seattle | NorthPacificSea ProductsCo. | 97·9\|17·7\|11·8 | Seattle<br>Utd.States | C.2Cy.10"&20"–16"<br>13NHP | | |
| 32504<br>HTBW | **Tango** **SteelScSr**<br>(*ex*Regina, *ex*Solheim) 1*Dk* | 683<br>603<br>385 | | | | | 1901 | Nylands Værksted<br>Christiania | D/S A/S Vinæs (Sjur&Joh.Lothe, *Mgrs.*) | 181·2\|30·1\|14·2<br>P5'B53'F23' | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.14½",24"&39"–27"<br>79NHP<br>NylandsVærksted,Xania | | N |
| 32505<br>9330<br>JTBG | **Tango Maru** **SteelTwinScSr**<br>*ss*Yka.No.3–3,16<br>*Elec.light* *ss*Yka.No.1–21<br>2*Dks*(*StlU*–teak s)&*deepframing*<br>Wireless *lowerdk*(*Stl*)*inNo.*1*hold* | 6880<br>5756<br>4252 | ✠100A1<br>~~9,21~~ ~~3,21~~ 3,22<br>✠LMC ~~3,21~~<br>3,22 | Yka | *c*† | CL<br>S3,21<br>P3,20 | 1905<br>4mo<br>*Lloyd* | MitsuBishi Dkyd&EWks<br>Nagasaki<br>'*sA&CP* | NipponYusen KabushikiKaisha<br>*WB*=*CellDBa f*180'1376*t* | 456·4\|50·2\|30·4<br>P49'B172'F56'<br>120'*uE&B*83' FK<br>*DTa*28' 535*t* *FPT* | Tokio<br>Japanese<br>7*BHCem*<br>114*tAPT*28*t* | T.6Cy.23$\frac{5}{16}$",23$\frac{11}{32}$"(2)38$\frac{3}{16}$",<br>63$\frac{3}{16}$"&63½"–48"]<br>200lb (*s*) 789NHP<br>5SB,*15cf*,GS289,HS11405 FD<br>MitsuBishiD&E.Wks.Nag | 33 ″ 6<br>s 7 ″ 7<br>26 ″ 7 | |
| 32506<br>19916<br>NJBF | — **WoodSc** | 362<br>—<br>204 | | | | | 1917 | ............ | M.Suga | 147·2\|25·3\|13·4 | Nishino-miya<br>Japanese | | | |
| 32507<br>120 | **Tania** **IronPad**<br>(*Tug*)<br>(*ex*Machitas) 1*Dk* | 113<br>—<br>— | | | | | 1863 | ............<br>England | RussianBlackSea-DnieprS.N.Co. | 94·2\|17·2\| 9·2 | Odessa<br>Russian | C.2Cy.16½"&26"–44¾"<br>39NHP | | |
| 32508<br>102302<br>TMRW | **Taniwha** **WoodTwinScSr**<br>1*Dk* | 263<br>155<br>191 | | | | | 1898 | R.Logan, sen.<br>Auckland | NorthernSSCo.Ld. | 108·9\|23·8\| 6·3 | Auckland<br>British | C.4Cy.11½"&23"–16"<br>40RHP<br>A.&G.Price,Thames,N.Z. | | |
| 32509<br>smantled 11,21 | **Tanjong Kling** **WoodTwinSc**<br>*OilEng.* | 1760<br>1450 | | | | | 1919 | Anglo-Chinese Stmships,Ld.<br>Singapore | Anglo-Chinese Steamships,Ld. | 230·0\|42·0\|23·0<br>P72'B69'F48' | Singapore<br>British | Oil Engines<br>12Cy.<br>SkandiaPacific OilEng.Co.S.Fo. | | |
| 32510<br>[illegible]<br>mantled 11,21 | **Tanjong Rhu** **WoodTwinSc**<br>*OilEng.* | 1852<br>1491<br>1085 | | | | | 1919 | Anglo-Chinese Stmships,Ld.<br>Singapore | Anglo-Chinese Steamships,Ld. | 234·2\|42·0\|24·8<br>P72'B69'F48' | Singapore<br>British | Oil Engines<br>12Cy.16½"–18$\frac{9}{16}$" 328NHP<br>SkandiaPacific OilEng.Co.S.Fo. | | |
| 32511<br>118766 | **Tanjore** **SteelScK**<br>*ss*Hul.No.3–3,19<br>1*Dk* | 168<br>161<br>65 | ✠100A1<br>*StmTrawler*<br>9,21 1,21<br>BS1,22<br>~~BS~~ ✠LMC3,19 | Hul | | CL<br>~~3,19~~<br>9,21 | 1903<br>9mo<br>*Lloyd* | Cook,Wel-t'n&Gemmell<br>Beverley<br>'*sA&CP* | HullSteamFishing &IceCo.Ld. | 105·0\|21·2\|11·2<br>BK7"<br>*WB* | Hull<br>British<br>4*BHCem*<br>=*DTf*13'27*t* | T.3Cy.10",17"&28"–21" (*s*)<br>200lb 45RHP<br>1SB,*2pf*,GS25,HS750<br>Amos&Smith,Hull | 12 ″ 1 | |
| 32512<br>217459<br>LMPQ | **Tanka** **WoodSc**<br>*Elec.light* Wireless 1*Dk*2*trB* | 2563<br>—<br>1525 | | | | | 1919 | Traylor S.B.Co.<br>CornwellsPa. | UnitedStates ShippingBoard | 267·3\|46·0\|23·6 | Phildlphia<br>Utd.States | T.3Cy.19",32"&56"–42"<br>Traylor 203NHP<br>Eng.Co.Allentown,P.A. | | R |
| 32513<br>98590 | **Tanny** **IronScK**<br>(*ex*Merlin) *Mchy.Aft* 1*Dk* | 154<br>128<br>73 | | | | | 1890 | D.Macgill &Co.<br>Irvine | TannyS.S.Co.Ld. (A.J.Smith) | 105·0\|19·6\| 8·6<br>Q33'F17' | Bristol<br>British | C.2Cy.13"&24"–18"<br>NB21 ~~NB02~~ 25RHP<br>Ross&Duncan,Glasgow | | |
| 32514<br>94534<br>LJCH | **Tantah** **SteelScBn**<br>(*ex*Ifafa)<br>*Elec.light* 1*Dk&Spardk*3*trB*<br>Wireless | 1751<br>1686<br>1115 | | | ... | | 1889 | Hall,Rus-sell&Co.<br>Aberdeen | KhedivialMailS.S. &GravingDockCo. Ld.(LordE. Hamilton,*Mgr.*) | 270·2\|35·2\|16·7<br>B40' 23·5<br>FK | London<br>British<br>*WB* | T.3Cy.21",34"&56"–42"<br>NB15 216NHP<br>Hall,Russell&CoAberdeen | 17 ″ 5 | V |
| 32515<br>PTJM | **Tantalus** **SteelScSr**<br>Wireless 2*Dks* | 3544<br>3220<br>2233 | | | | | 1892 | Scott&Co.<br>Greenock | Nederlandsche Stoomv.Maats. "Oceaan" | 354·9\|42·8\|26·7<br>P32'B68'F52' | Amstrdam<br>Dutch | T.3Cy.23",38"&62"–54"<br>282NHP<br>Scott&Co.,Greenock | | C |
| 32516<br>113444 | — **SteelTwinSc**<br>*ss*Liv.No.3–1,13<br>*Elec.light* (*BucketDredger*) 1*Dk*(*Stl*–ws) | 748<br>684<br>320 | ✠100A1<br>*Dredger*<br>2,10<br>Examined 4,19<br>BS8,18 ✠LMC1,13 | Liv | | 1,13 | 1900<br>10mo | Fleming& Ferguson,Ld<br>Paisley<br>A&CP | MerseyDocks& HarbourBoard | 190·0\|38·6\|12·6<br>FK | Liverpool<br>British<br>5*BHCem* | C.6Cy.(2)20"&(4)30"–24"<br>120lb (*s*) 188NHP<br>2SB,*6rf*,GS108,HS3480<br>Fleming&Ferguson LdPsy | 13 ″ 6 | |
| 32517<br>386<br>SLCB | **Taormina** **SteelTwinScSr**<br>*Ref.Mchy.* *Elec.light* 2*Dks&Spar dk*<br>Sub.Sig. Wireless | 8298<br>6976<br>5106 | | | ... | | 1908 | D&WHen-dersn&Co.Ld.<br>Glasgow | Nav.Gen.Italiana | 482·0\|58·3\|34·2<br>P94'B176'F85'<br>FK | Genoa<br>Italian<br>*WB* | T.6Cy.25⅝",43"&71"–51"<br>1178NHP<br>D&W.Hendersn&CoLdGls | 37 ″ 3 | I |
| 32518<br>HPRW | — **SteelScSr**<br>1*Dk*2*trB* | 1345<br>1266<br>839 | | | | | 1896 | R.Duncan &Co.(Lim.)<br>Pt.Glasgow | D/S A/S Taormina (E.Evensen) | 235·0\|35·2\|18·7<br>H78*t* | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.19",31"&51"–36"<br>156NHP<br>Muir&Houston(Lim.),Gls | | N |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Franc-bord assigné maintenant expiré. Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32519<br><br>JRQN | **Taoro** **SteelScSr**<br>(*ex*Tees) *ss*LaP.No.3-8,15<br>*Well deck* *ss*LaP.No.1-20<br>*Mchy.Aft* 1*Dk*(*Stl*) | 275<br>192<br>86 | ✠100A1<br>9,20<br>BS6,21 ✠LMC12,19 | LaP | *d* | ~~12,19~~<br>6,21 | 1903<br>8mo<br><br>*Lloyd* | Ardrossan<br>DD&SBCoLd<br>Ardrossan<br>'*sA&CP* | **Cia.Maritima**<br>**Canaria** | 130·0<br>Q72'B7'F19'<br><br>*WB=FPT24t* | 22·3 | 9·3<br><br>FK | **SantaCruz**<br>Spanish<br>3*BHCem*<br>*APT3t* | C.2Cy.14"&29"-21" (*s*)<br>130lb 47NHP<br>1SB,2*pf*,GS32,HS935<br>RenfrewBros.Irvine |
| 32520 | **Tapajoz** **SteelScSr**<br>*ss*N.Yk.No.3-3,15<br>(*ex*RasIssa) *ss*Rio.No.1-18<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*deep framing* | 3774<br>3601<br>2442 | ✠100A1<br>*Spar dk*<br>0,21 ~~1,20~~<br>BS4,19 2,21 ✠LMC7,18 | NYk<br>Ham | *w* | CL<br>1,20 | 1902<br>6mo<br><br>*Lloyd* | Osbourne,<br>Graham&Co.<br>Sunderland<br>'*sA&CP* | **LloydBrasileiro**<br><br><br>*WB=CellD* | 339·0<br>P34'B204'F36'27·8<br><br>*Ba102'uE24'f142'* | 48·0 | 19·4<br><br>FK | **R.Janeiro**<br>Brazilian<br>6*BHCem*<br>728*tAPT83t* | T.3Cy.25",42"&68"-48" (*s*)<br>180lb 75*lb* 2DB 348NHP<br>2SB ,8*cf*,GS159,HS5398<br>G.Clark,Ld.Sunderland |
| 32521<br>124234 | **Taping** **SteelPad**<br><br>1*Dk* | 597<br>597<br>376 | | | | | 1907 | W.Denny&<br>Bros.<br>Dumbarton | **IrrawaddyFlotilla**<br>**Co.Ld.** | 253·2 | 32·1 | 8·8 | **Glasgow**<br>British | T.3Cy.17",25½"&38"-72"<br>79RHP<br>Denny&Co.Dumbarton |
| 32522<br>23792<br>RFNV | **Tappi Maru** **WoodSc** | 841<br>—<br>424 | | | | | 1918 | Yokohama<br>Dockyard<br>Yokohama | **Government**<br>**Railways** | 182·8 | 30·0 | 19·8 | **Tokio**<br>Japanese | |
| 32523<br>144397<br>KDTB | **Tapti** **SteelSc**<br>*ss*Hul.No.1-21<br>(*ex*Ulm) 2*Dks*(*Stl*)&*lower dk beams in No.1 hold*<br>*Elec.light* Wireless<br>*Well deck* | 4742<br>4371<br>3914 | ✠100A1<br>9,21 ~~1,21~~<br>✠LMC12,20 | Hul<br>Bri | *z* | CL<br>12,20 | 1914<br>4mo<br><br>*Lloyd* | Akt.Ges.<br>"Neptun"<br>Rostock<br>'*sA&CP* | **JamesNourse,Ld.**<br><br><br><br>*CellDBa12* | 399·5<br>P&B321'F54'<br><br><br>*1'uE&B56'f178'12* | 54·1 | 25·6<br><br>FK | **London**<br>British<br>7*BHCem*<br><br>*54tFPT85t* | T.3Cy.28¼",47¼"&77¼"-48'<br>213lb (*s*) 653NHP<br>3SB,9*cf*,GS261,HS9688 FD<br>A.G."Neptun,"Rostock<br>*APT5t* |
| 32524<br>118360<br>VLSH | **Tapton** **SteelScSr**<br>*ss*Bhn.No.1-22 *ss*Shl.No.3-5,17<br>Wireless 1*Dk*(*ptIrn&ptStl*)2*trB*&<br>*deep framing*3*Dk rule* | 3569<br>3335<br>2300 | ✠100A1<br>1,22 ~~10,19~~<br>~~✠LMC5,17~~<br>~~BS4,19~~ ~~MDS6,20~~ | Nwc<br>Bhn 1,22 | *v* | CL<br>~~10,19~~<br>1,22 | 1904<br>1mo<br><br>*Lloyd* | J.Read-<br>head&Sons<br>South Shields<br>'*sA&CP* *W* | **BatheastonTrad-**<br>**ingCo.Ld.(Wade**<br>**&Co.***Mgrs.***)**<br>*B=Cell DBa116'* | 341·4<br>P29'B82'F32'<br><br>*uE&B40'f142'886t* | 46·6 | 24·8<br><br>FK | **Newcastle**<br>British<br>6*BHCem*<br>*APT39t* | T.3Cy.24",40"&65"-45" (*r*)<br>180lb 100*lb* NDB17 305NHP<br>2SB,6*cf*,GS120,HS4723<br>J.Readhead&Sons,S.Shl. |
| 32525 | **Taquary** **SteelTwinScSr**<br>*ss*Rio.No.3-8,21 ~~*ss*Rio.No.2-19~~<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>*Ref.Mchy.* | 1943<br>1599<br>1176 | ✠ A1<br>*withfreeboard*<br>8,21 ~~5,20~~ 8,21 ~~✠LMC8,17~~<br>*Brazilian Coasting* | Rio | *r* | CL<br>~~8,19~~<br>8,21 | 1912<br>4mo<br><br>*Lloyd* | Mackie&<br>Thomson,Ld<br>Glasgow<br>'*sA&CP*<br>*W* | **Pereira,Carneiro**<br>**&Cia.Ld.**<br><br><br>*B=CellDBa86'uE* | 276·7<br>P27'B61'F22' | 45·2 | 15·4<br><br>FK | **R.Janeiro**<br>Brazilian<br>6*BHCem*<br><br>14'*f*114'569*t* | T.6Cy.15",25"&40"-27" (*s*)<br>180lb HS4620 243NHP<br>2SB&1AuxSB,8*cf*,GS137,<br>Muir&Houston,Ld.Gls.<br>*FPT126tAPT127t* |
| 32526<br>115698<br>TMWG | **Tara** **SteelTwinScSr**<br><br>*Elec.light* 3*Dks*(*UStl*-teak s *MStl*-ws)<br>Wireless | 6322<br>5547<br>3651 | ✠<br>7,02<br>✠ | Dmb | *b*† | | 1902<br>7mo | W.Denny<br>&Bros.<br>Dumbarton<br>*W* | **BritishIndiaStm.**<br>**Nav.Co.Ld.**<br><br>*B=CellDBa119'u* | 446·0<br>P70'B119'F71'<br><br>*E&B113'f169'1124t* | 53·8 | 29·9<br><br>FK&BK1" | **Glasgow**<br>British<br>7*BHCem*<br>*DTf26'358t* | T.6Cy.26½",44"&73"-48"<br>994NHP<br>6SB,18*cf*,GS342,HS14400 FD<br>Denny&Co.Dumbarton<br>*FPT86tAPT110t* |
| 32527<br>125717<br>HMWD | **Taraba** **SteelSternWheel**<br><br>*Mchy.Aft* 1*Dk* | 319<br>—<br>287 | | | | | 1908 | Lobnitz&<br>Co.Ld.<br>Renfrew | **NigerCo.Ld.** | 154·0 | 31·1 | 6·0 | **London**<br>British | C.4Cy.13"&26"-42"<br>NB12 86RHP<br>Lobnitz&Co.Ld.Renfrew |
| 32528<br><br>TJOW | **Tarakan** **SteelScSr**<br>*Elec.light* *Mchy.Aft* *Fitted for oil fuel*<br>*Trunk deck* Wireless 1*Dk*<br>*CarryingPetroleum in bulk* | 1642<br>1218<br>983 | | | | | 1913 | Wrf.voorh.<br>Rijkee&Co.<br>Rotterdam | **Koninkl.Paketv.**<br>**Maats.** | 241·0<br>P44'F43' | 40·3 | 16·3 | **Batavia**<br>Dutch | T.3Cy.17½",29"&48"-36"<br>138NHP<br>Maats.Fyenoord,Rot. |
| 32529<br><br>OUCM | **Taranaki** **WoodScSr**<br>(*ex*YachtLadyHenriette, HTHav.08<br>*ex*RoseMarine,*ex*Lyra) | 360<br>—<br>132 | <br>4,08 | Hav | | | 1876<br>4mo | Camper&<br>Nicholson,<br>Gosport | **F.PuechFils** | 169·0<br>ND87 | 25·6 | 14·1 | **Cette**<br>French | T.3Cy.13",19"&33"-24"<br>NE*fitted*87 NB07 64NHP<br>1B,2*cf*,GS38,HS1157<br>W.B.Thompson&Co.Dun. |
| 32530<br>142833<br>KBLD | **Taransay** **SteelScSr**<br><br>*Elec.light* Wireless 1*Dk* | 5241<br>4779<br>3200 | | | | | 1919 | Napier&<br>Miller,Ld.<br>OldKilpatrick | **IslesS.S.Co.Ld.**<br>**(A.M.Sutherland,**<br>*Mgr.***)** | 400·2<br>P49'B113'F39' | 52·4 | 28·5 | **Newcastle**<br>British | T.3Cy.27",44"&73"-48"<br>369NHP<br>D&W.Hendersn&CoLdGls |
| 32531<br><br>MVQR | **Tarantella** **WoodAuxSc3MstSr**<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 433<br>389<br>319 | | | | | 1920 | Vrængen<br>Patentslip<br>&Mek.Verks.<br>Vrængen | **Skibs-A/S**<br>**Tarantella(Bruun**<br>**&von derLippe)** | 137·1<br>Q24*t*H16*t* | 32·9 | 14·6 | **Tönsberg**<br>Norwegian | Oil Engine 2S.C.SA.<br>4Cy.13⅜"-15"<br>A.GulowsenA/S,Kristiania |
| 32532<br>129582<br>HTBS | **Tarantia** **SteelScSr**<br>(*ex*Kirkfield) *ss*NYk.No.3-7,20<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 4953<br>4511<br>3201 | ✠100A1<br>~~6,21~~ ~~7,20~~ 4,22<br>✠LMC5,20<br>BS6,21 | NYk<br>Gls | *y* | CL<br>~~7,20~~<br>4,22 | 1911<br>7mo<br><br><br>*Lloyd* | Russell&<br>Co.<br>PortGlasgow<br>*Intermediat*<br>'*sA&CP* | **AnchorLine(Hen-**<br>**dersonBros.)Ld.**<br><br>*eBHin after'tween* | 400·0<br>P47'B119'F46'<br><br>*dk dispensed with* 1<br>*CellDBa134'* | 51·9 | 26·9<br>FK<br>*Cem* | **Glasgow**<br>British<br>5*BH to Udk*<br>*BHto2nd dk*<br>*uE24'f176'* | T.3Cy.26½",44"&72"-48' (*s*)<br>180lb 488NHP<br>3SB,9*cf*,GS169,HS7119 FD<br>D.Rowan&Co.Glasgow<br>1163*tDTa*30'769*tAPT*22*t* |
| 32533<br>22<br>SLCM | **Taranto** **SteelScSr**<br><br>*Elec.light* 1*Dk&Spar dk* | 1211<br>1132<br>759 | | | | | 1898 | Flli.<br>Orlando<br>Leghorn | **Soc.Anon.diNav.a**<br>**Vap.Puglia** | 233·8<br>Q27'B27' | 31·9 | 20·2 | **Bari**<br>Italian<br>*WB* | T.3Cy.17⅜",26⅜"&45⅜"-33"<br>119NHP<br>Flli.Orlando,Leghorn |
| 32534<br>193<br>NADK | **Taras Boulba** **IronSc3MstSr**<br>*ss*Lon.No.3-72<br>*ss*Hul.No.2-80<br>*Mchy.Aft* (*ex*BaronHambro') 1*Dk*2*trB*<br>Now named "OlgaMethinity," See No. 36793 in Supplement | 612<br>526<br>357 | ✠<br>1,83 | Hul | *j* | | 1861<br>1mo | C.Lungley<br>London | **N.Methinity** | 209·0<br>Q30*t*<br>len68 | 25·2 | 14·5<br><br>FK | **Odessa**<br>Russian<br>3*BH* | C.2Cy.21"&40⅝"-26"<br>NE83NB92 69NHP<br>C.&W.Earle,Hull |
| 32535<br>84480<br>WLSJ | **Tarawera** **SteelScSr**<br>*ss*Ddn.3rdNo.3-7,20<br>*Elec.light* 3*Dks*(*UStl*-teak s)<br>Wireless | 1994<br>1729<br>1241 | ✠100A1<br>12,20<br>BS12,20 ✠LMC7,20 | Syd | *s* | CL<br>7,17 | 1882<br>9mo<br><br>*Lloyd* | W.Denny<br>&Bros.<br>Dumbarton<br>'*sA&CP* | **UnionS.S.Co.of**<br>**NewZealand,Ld.** | 285·0<br>P60'B72'F44'<br><br>*WB=Cell* | 36·2 | 22·6<br><br>BK10" | **Dunedin**<br>British<br>4*BHCem*<br>*DB*232'334*t* | C.2Cy.38"&68"-45" (*c*)<br>74lb 252NHP<br>2DB,8*pf*,GS168,HS4496<br>Denny&Co.,Dumbarton |
| 32536<br>89450<br>SKLW | **Tarcoola** **SteelScSr**<br>*ss*Syd.No.3-3,15<br>*ss*Syd.No.1-19<br>1*Dk*(*Irn*)*deep framing*&*Shade dk*(*Irn*) | 2673<br>2197<br>1658 | ✠100A1<br>*Shade dk*<br>8,21 ~~7,20~~<br>BS8,21<br>BS8,20 ✠LMC8,19 | Syd | *u* | CL<br>7,20 | 1902<br>2mo<br><br>*Lloyd* | TyneI.S.B.<br>Co.Ld.<br>Newcastle<br>'*sA&CP* | ~~**AdelaideSS.Co.Ld.**~~<br>TheAdelaide<br>SteamshipCo.Ld.<br>*WB=CellDBa* | 326·0<br><br><br>&*uE*114'*f*128'661*t* | 45·4 | 21·8<br><br>FK | **P.Adelaide**<br>British<br>7*BHCem*<br>*FPT144t* | T.3Cy.23",38"&61"-42" (*s*)<br>180lb 80*lb* 277NHP<br>2SB,6*cf*,GS126,HS4504<br>Wllsnd Slpwy.Co.Ld.Nwc. |
| 32537<br>89443 | **Tarella** **CompPad**<br><br>1*Dk* | 154<br>118<br>97 | | | | | 1897 | A.H.<br>Landseer<br>Milang,S.A. | **Govt.ofSouth**<br>**Australia** | 100·0 | 20·0 | 7·7 | **P.Adelaide**<br>British | 2Cy.12½"-30"<br>30RHP<br>Forwood,Downs&Co.Adl. |
| 32538 | **Targis** **SteelSc**<br>(*ex*Ledaal)<br>*Elec.light* 1*Dk* | 1920 | | | | | 1920 | T.van<br>Duijvendijk<br>Lekkerkerk | **RolandLinie** | 265·0<br>P24'B77'F30' | 42·0 | 20·8 | **Bremen**<br>German<br>*WB* | T.3Cy.19",31"&52"-36"<br>162NHP<br>Boele'sSchp&Mfbk.Bolnes |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Freeboard amidships<br>Corresponding draught.<br>ft. in. | Registers in classed, if not Date of B. of T. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32539<br>VJCR | **Tarmo** SteelSc<br>(*Icebreaker*)<br>*Elec.light* Wireless 2*Dks*<br>*Screws fore and aft* | 1574<br>1564<br>173 | | | | | 1907 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | FinnishBoard of Navigation | 208·6 | 47·0 | 25·8 | Helsingfrs<br>Finnish<br>*WB* | T.3Cy.21",33"&53"-36"*f*<br>T.3Cy.24½",38"&61"-39"*a*<br>401NHP<br>WllsndSlpwyCo.Ld.Nwc. | | |
| 32540<br>8721<br>JVHB | **Tärnan** SteelScSr<br>*Elec.light* 1*Dk* | 541<br>412<br>200 | | | | | 1915 | Lindhol-<br>mensM.V.<br>Gothenburg | HallandsÅngb. Aktieb. (R.H. Möller, *Mgr.*) | 170·0<br>P105'H67*t*F24' | 30·0 | 11·3 | Halmstad<br>Swedish<br>*WB* | T.3Cy.14½",24"&40"-27"<br>83NHP<br>LindholmensV.A.Got. | | V |
| 32541<br>5914<br>KBDP | — WoodScSp<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 137<br>112<br>78 | | | | | 1917 | ÖrebroNya<br>Red.AktVarf<br>Skebäck | A/B P.Janson&Co. (HugoBlom, *Mgr.*) | 85·1<br>H24*t* | 22·3 | 8·2 | Nrrköping<br>Swedish | Oil Engine<br>2Cy.10¼"-11¾" 10NHP<br>J V SvenssonsMotrfabSkm | | |
| 32542<br>143599<br>KOVG | **Tarnwater** SteelScSr<br>*Well deck*<br>*Mchy.Aft* 1*Dk*(*Stl*) | 575<br>394<br>262 | ✠100A1<br>11,19<br>✠LMC11,19 | Abn | *h* | CL<br>3,20 | 1919<br>11mo | J.Lewis&<br>Sons,Ld.<br>Aberdeen<br>*Lloyd's A&CP* | MasonShippingCo. Ld.(Wm.Mason& Co., *Mgrs.*)<br>*CellDB* | 164·8<br>Q94'B11'F21'<br>FK<br>*f*97' 125*t FPT* 44*t* | 27·0 | 11·1 | Liverpool<br>British<br>3*BHCem*<br>*APT*19*t* | T.3Cy.14",24"&39"-27" (*e*)<br>180lb 105NHP<br>1SB,3*pf*,GS54,HS1894<br>J.Lewis&Sons,Ld.Abn. | 13 ″ 3<br>s 3″10½<br>13 ″ 2 | |
| 32543<br>115725<br>TRSG | **Taroba** SteelTwinScSr<br>3*Dks*(*UStl*-teaks*MStl*-ws)<br>*Elec.light* Wireless | 6309<br>5537<br>3657 | ✠<br>11,02 | Dmb | *b*† | | 1902<br>11mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndiaStm. Nav.Co.Ld.<br>*WB*=*CellDBa*11<br>113'*f*169'112 | 445·8<br>P70'B119'F71'<br>9'*uE&B* FK&BK1"<br>4*t DTf* 26'858*t FPT* | 53·8 | 29·9 | Glasgow<br>British<br>7*BHCem*<br>86*t APT*110*t* | T.6Cy.26½",44"&73"-48"<br>994NHP<br>6SB,18*cf*,GS342,HS14400FD<br>Denny&Co.Dumbarton | 33 ″ 0 | |
| 32544<br>114006 | **Tarok** SteelPad<br>1*Dk* | 135<br>135<br>85 | | | | | 1901 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla Co.Ld. | 149·5 | 25·0 | 5·6 | Glasgow<br>British | C.D.2Cy.14½"&26"-54"<br>30RHP<br>Denny&Co.Dumbarton | | |
| 32545<br>98359 | **Tarotyua** SteelTwinSc<br>2*Dks* | 133<br>107<br>60 | | | | | 1914 | Burn&Co.<br>Calcutta | BritishIndiaStm. Nav.Co.Ld. | 100·0 | 20·4 | 7·5 | Calcutta<br>British | C.4Cy.10"&20"-14"<br>33RHP<br>McKie&Baxter,Glasgow | | |
| 32546<br>130381 | **Tarpon** IronTwinSc<br>(*ex*Naugatuck)<br>*Mchy.Aft* 1*Dk*<br>*Fitted for oil fuel* | 450<br>—<br>282 | | | | | 1887 | ThePusey<br>&JonesCo.<br>Wlmgtn,Del. | Pensacola, St.Andrews& GulfS.S.Co. | 159·9<br>len91 | 26·0 | 7·2 | Pensacola<br>Utd.States<br>*WB* | C.4Cy.12"&21"-18"<br>31NHP<br>Pusey&JonesCo.Wlmngtn | | R |
| 32547<br>VDGU | **Tarrafal** IronSc<br>1*Dk* | 145<br>—<br>83 | | | | | 1908 | Queenstwn<br>DDS&ECoLd<br>PassageWest | Ferro&Co.Ld. | 93·0<br>H10*t* | 20·1 | 10·7 | St.Vincent<br>C.V.I.<br>Portuguese | C.2Cy.11"&22"-11"<br>13NHP<br>Yarrow&Co.London | | |
| 32548 | **Tarrasa** SteelSc<br>*Mchy.Aft* Wireless 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 804<br>~~540~~<br>545<br>523 | ✠100A1<br>9,21<br>~~(*Class Contemplated*)~~<br>✠LMC9,21 | Bcl | *k* | CL | 1921<br>8mo | Astilleros<br>delMedit.S.A.<br>Barcelona<br>*Lloyd's A&CP* | Astilleros del Mediterraneo | ~~186·2~~<br>186·6<br>Q114'B12'F22' FK<br>*CellDBf*114'176*t FPT*42*t* | ~~29·2~~<br>30·1 | ~~14·6~~<br>12·0 | Barcelona<br>Spanish<br>4*BHCem* | T.3Cy.12",20"&32"-24" (*s*)<br>180lb 84NHP<br>2SB,4*pf*,GS60,HS1714<br>AlexanderBros.,Barcelona | 14 ″ 7<br>s4″11½<br>13″11 | |
| 32549<br>144923<br>KGVL | **Tarset** SteelSc<br>(*ex*Kilburn) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 635<br>495<br>274 | ✠100A1<br>2,22 ~~12,20~~<br>✠LMC7,18 | Shl<br>Nwc | | CL<br>2,22 | 1918<br>7mo | Hall,Rus-<br>sell&Co.Ld<br>Aberdeen<br>*Lloyd's A&CP* | B.Burletson (~~Joplin&Hull, Mgrs.~~)(R.H.Hopps, *Mgr*) | 175·4<br>B54' | 30·0 | 15·9 | Newcastle<br>British<br>5*BHCem*<br>*FPT*20*t* | T.3Cy.16",26"&44"-26" (*s*)<br>200lb 94RHP<br>1SB,3*cf*,GS51,HS1825<br>Hall,Russell&Co.Ld.Abn. | 16 ″ 6<br>s 1 ″ 10<br>14 ″ 11 | |
| 32550<br>134743 | **Tartan** SteelScK<br>*ss*Gms.No.2-19<br>1*Dk* | 202<br>185<br>89 | ✠100A1<br>*StmTrawler*<br>6,21 ~~6,20~~<br>BS6,21<br>~~BS6,20~~ ✠LMC4,19 | Gms | | CL<br>4,19 | 1912<br>9mo | Cook,Wel-<br>t'n&Gemmell<br>Ld.Beverley<br>*Lloyd's A&CP* | SirT.Robinson | 115·3<br>Q57'<br>BK7½" | 21·6 | 11·5 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>180lb 58RHP<br>1SB,2*pf*,GS33,HS1044<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 3 | |
| 32551<br>MSRT | **Tartar** Ferro-ConcreteTwinScSr<br>*OilEng.*<br>*Mchy.Aft* (*Lighter*) 1*Dk* | 677<br>551<br>371 | | | | | 1918 | A/SJern-<br>beton<br>Greaaker | Th.Wiborg&Sön | 173·6<br>F33'P73' | 32·2 | 14·7 | Chrstiania<br>Norwegian | Oil Engines 2S.C.SA<br>4Cy.16½"-18$\frac{9}{10}$" 91NHP<br>J&C.G.BolindersM.V.Skm | | N |
| 32552<br>217642<br>LQCK | — WoodSc<br>(*Tug*)<br>*Elec.light* Wireless 1*Dk* | 415<br>—<br>197 | | | | | 1918 | Crownin-<br>shieldS.B.Co.<br>FallRiver<br>Mass. | UnitedStates ShippingBoard | 142·0 | 31·6 | 14·4 | FallRiver<br>Mass.<br>Utd.States | T.3Cy.17",25"&43"-30"<br>101NHP<br>VulcanIronWorks,<br>JerseyCity,N.J. | | R |
| 32553<br>105988 | — SteelScSr<br>*ss*Bel.2ndNo.3-10,20<br>*Well deck*<br>*Mchy.Aft* 1*Dk* | 244<br>173<br>95 | ✠100A1<br>10,20<br>✠LMC10,20<br>BS2,21 | Bel | *d* | 10,20 | 1896<br>3mo | Scott&<br>Sons<br>Bowling<br>A&CP | Commissioners of PublicWorks in Ireland(SligoStm-Nav.Co, *Mgrs.*) | 130·0<br>Q63'B12'F21'<br>BK7"<br>*WB*= | 22·1 | 10·0 | Sligo<br>British<br>3*BHCem*<br>*FPT*18*t* | C.2Cy.19"&42"-30" (*s*)<br>135lb 69RHP<br>1SB,3*pf*,GS51,HS1270<br>Muir&Houston(Lim.),Gls. | 10 ″ 9<br>s ″ 8½<br>11 ″ 0 | |
| 32554<br>124355 | — SteelScK<br>1*Dk* | 128<br>95<br>69 | ✠<br>*For Towing purposes*<br>4,11 ✠ | Sws | | | 1906<br>3mo | Scott&<br>Sons<br>Bowling | CoastwiseS.S.& BargeCo.Ld. | 90·2<br>BK6"<br>*WB*=*APT*4*t* | 17·1 | 9·2 | Vancouver<br>B.C.<br>British<br>4*BHCem* | C.2Cy.15"&32"-24"<br>42RHP<br>1SB,2*pf*,GS38,HS930<br>J.Ritchie,Glasgow | 10 ″ 0 | |
| 32555<br>142439<br>JSWL | **Tartar Prince** SteelSc<br>(*ex*War Jackdaw) 2*Dks*(*Stl*)<br>*Elec.light* Wireless<br>*Cargo battens not fitted in 'tween dks* | 5214<br>4758<br>3202 | ✠100A1<br>2,21<br>✠LMC5,18<br>*Carrying oil fuel F.P. above 150°F. in DB* | N Yk | *y* | CL<br>1,20 | 1918<br>5mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>*Lloyd's A&CP* | PearethS.S.Co.Ld. (E.H.Murrants, *Mgr.*)<br>*CellDB* | 400·0<br>P49'B113'F39'<br>FK<br>345'1129*t FPT* 116*t* | 52·3 | 28·4 | Newcastle<br>British<br>7*BHptCem*<br>*APT*174*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668<br>Cen.Mar.Eng.Wrks.WHpl | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 32556<br>129564 | **Tarv** SteelScSp<br>*ss*AyrNo.2-19<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 158<br>119<br>60 | ✠100A1<br>3,19<br>BS11,20 ✠LMC3,19 | Ayr | *a* | CL<br>3,19 | 1911<br>4mo | Ardrossan<br>DD&SBCoLd<br>Ardrossan<br>*Lloyd's A&CP* | Martin,Barrow-man&Co. | 90·2<br>Q33'F12'<br>BK6"<br>*WB*=*FPT* | 21·1 | 8·6 | Glasgow<br>British<br>3*BHCem*<br>11*t APT*10*t* | C.2Cy.12"&24"-18" (*s*)<br>120lb 34RHP<br>1SB,2*pf*,GS29,HS759<br>Miller&Macfie,Ld.Gls. | 9 ″ 6<br>s ″ 6½<br>9 ″ 7 | |
| 32557<br>142869 | **Tarzan** SteelSc<br>(*Lighter*) *OilEng.*<br>1*Dk* | 128<br>116<br>67 | | | | | 1915 | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle | HebburnTrans-portCo.Ld. | 105·3 | 21·0 | 7·2 | Newcastle<br>British<br>*WB* | Oil Engines 2 S.C.SA<br>2C.10⅗"-11" 14NHP<br>J&CGBolindersM.V.Skm. | | |
| 32558<br>136062<br>JDQR | **Tascalusa** SteelScSr<br>*ss*SFo.No.1-19<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 6499<br>5816<br>4052 | ✠100A1<br>~~6,21~~ ~~12,20~~ 10,21<br>✠LMC<br>MS4,19 BS~~4,20~~6,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 12,13 *F.P. above 150° F.* | SFo | *a*† | CL<br>~~12,20~~<br>N6,21 | 1913<br>12mo | SirRaylton<br>Dixon&CoLd<br>Middlesbro'<br>*Lloyd's A&CP* | StandardTrans-portationCo.Ld.<br>*WB*=*CellDBuE&*<br>*DTf*45'577*t* | 420·5<br>P118'B26'F47'<br>FK<br>B80'279*t*<br>*FPT*120*t APT*210*t* | 54·4 | 32·6 | HongKong<br>British<br>17*BHptCem*<br>11*BHtoUdk*<br>6 „ 2nd *dk* | Q.4Cy.24",35",50½"&73"-51"<br>220lb (*s*) 526NHP<br>3SB,9*cf*,GS170,HS7125 FD<br>N.E.MarineEng.CoLdNwc | 32 ″ 8<br>s 7 ″ 4<br>25 ″ 8 | |
| 32559<br>219497<br>LVJF | **Tashmoo** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trBinfore&*<br>Wireless *after holds&Webframes* | 3283<br>3005<br>1996 | | | | ... | 1919 | Submarine<br>Boat.Corp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 ″ 6 | R |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32560<br>145843 | **Tashmoo** SteelPad<br>*Elec.light* 1*Dk& Promenade dk* | 1344<br>—<br>766 | | | | | 1900 | Detroit<br>S.B.Co.<br>Detroit | WhiteStarLine<br>(C.F.Bielman,<br>*Mgr.*) | 302·9<br>*Breadth over all* 69' | 37·6 | 13·6 | Detroit,<br>Mich.<br>Utd.States | T.3Cy.33",51"&82"–72"<br>571NHP<br>DetroitS.B.Co.Detroit |
| Lost 32561<br>115196 | **Tasman** WoodTwinScSr<br>1*Dk* | 179<br>119<br>87 | | | | | 1903 | R.Logan,<br>sen.<br>Auckland | NorthernS.S.Co.<br>Ld. | 102·1<br>P41*t* | 21·0 | 7·1 | AuklndNZ<br>British | C.4Cy.8½"&22½"–12"<br>45RHP<br>Fraser&Sons,Auckland |
| * 32562<br>143348<br>KBVM | **Tasmania** SteelScSr<br>*Elec.light Well deck* 2*Dks*(*Stl*)<br>Wireless *Lower dk in Nos.* 1, 2 & 4 *holds* | 7609<br>7027<br>4804 | ✠100A1<br>Examined8,21 ✠LMC2,21 | Fln<br>(Lon) | *c*† | 1,21 | 1913<br>9mo | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | NewZealandShipping Co.Ld.<br>*WB=CellDBa*154 | 484·5<br>P&B372'F81'<br>FK<br>'*uE&B*86' *f* 191' 194 | 62·7 | 29·4 | London<br>British<br>9*BHCem*<br>6*tFPT*120*t* | Q.4Cy.26¾",38⅝",56¾"&82¾"–59" 213lb (*s*) 836NHP<br>4SB,*12cf*,GS267,HS12456FD<br>FlensburgerSchiffsb.Ges. |
| 32563<br>98716<br>MVGO | — IronScK<br>*ss*Hul.No.1–95<br>1*Dk* | 146<br>136<br>60 | ✠<br>*StmTrawler*<br>8,95 ✠ | Hul | | | 1891<br>1mo | Cook,Welton&G'mmell<br>Hull | C.W.Robinson | 100·5<br>Q24'<br>BK7½" | 20·5 | 11·0 | Aberdeen<br>British<br>3*BHCem* | C.2Cy.17"&33"–22"<br>1SB,*2pf*,GS29,HS930 45RHP<br>C.D.Holmes&Co.,Hull |
| * 32564<br>26167<br>RSJK | **Tasmania Maru** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&<br>*Awngdk*(*Stl*) | 4105<br>3613<br>2523 | ✠100A1<br>*Awng dk withfreeboard*<br>4.21 ✠LMC11,19 | Ham | *v* | 1,20 | 1919<br>11mo<br>*Lloyd* | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>'*sA&CP* | KawasakiKisen<br>KabushikiKaisha<br>*CellDB*294' 778*t* | 345·0<br>P29'B74'F41'*on Awng dk*<br>FK<br>*FPT*62*tAPT*31*t* | 48·0 | 30·0 | Kobe<br>Japanese<br>*Cem*<br>6*BHtoAwdk* | T.3Cy.23½",39"&65"–48" (*s*<br>200lb 356NHP<br>2SB,*6cf*,GS121,HS4610 FD<br>KawasakiDykdCoLd.Kobe |
| 32565<br>135885<br>JOLM | **Tasmanian Transport** SteelScSr<br>Wireless 1*Dk* | 4491<br>4272<br>2852 | | | | | 1913 | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle | EmpireTransport Co.Ld. (Houlder Bros.&Co.Ld. *Mgrs.*) | 385·0<br>P40'B119'F40' | 52·0 | 29·5 | W.Hartlpl<br>British<br>*WB* | T.3Cy.25",40"&68"–48"<br>Richardsons, 320NHP<br>Westgarth&Co.Ld.Sld. |
| 32566<br>4769<br>JQPH | **Tasmanic** SteelScSr<br>*ss*Got.No.3–4,20<br>*Elec.light* 2*Dks*(*Stl*)&*deep framing*&<br>Wireless *Shelter dk*(*Stl*) | 4079<br>3761<br>2530 | ✠100A1<br>*Shelter dk withfreeboard*<br>1,22 ~~11,20~~<br>BS1,22 ✠LMC4,20 | Got | *y* | CL<br>4,20 | 1907<br>6mo<br>*Lloyd* | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle<br>'*sA&CP* | Rederiaktieb.<br>Transatlantic<br>(G.Carlsson, *Mgr.*) | 380·4<br>FK<br>*WB=C* | 49·0 | 25·7 | Gothenbrg<br>Swedish<br>6*BHCem*<br>*ell DBa* 120' | T.3Cy.27",45"&74½"–48" (*s*)<br>180lb HS6903 481NHP<br>2S&1AuxSB,*10cf*,GS167 FD<br>Hwthrn,Leslie&C.Ld.Nwc.<br>*uE&B*64' *f*152'877*tAPT*21*t* |
| 32567 | **Tasso** SteelSc<br>*Elec.light*<br>*Cruiser Stern* | 3527<br>3170<br>2209 | 100A1<br>*Awng dk*<br>(*ClassContemplated*) | | | | 1921 | Ramage&<br>Ferguson,Ld.<br>Leith | Ellerman'sWilson<br>LineLd. | 332·0<br>F35' | 42·7 | 22·5 | Hull<br>British | T.3Cy.21¼",36"&63"–42"<br>Ramage&Fergusn,Ld.Lth. |
| 32568<br>3283<br>HSRG | **Tategami Maru** SteelScSr<br>*ss*Nag.No.2–07<br>2*Dks*(*UStl*)&*pt Awng dk*<br>*Elec.light* | 2486<br>1788<br>1504 | ✠<br>*pt Awng dk withfreeboard*<br>2,07 ✠ | Nag | *s* | | 1898<br>12mo | MitsuBishi<br>Dockyard&<br>EngineWrks<br>Nagasaki | NipponYusen<br>KabushikiKaisha<br>*WB=CellDBa*88' | 300·0<br>P35'Q105'F37'<br>BK10"<br>*uE&B*44' *f*92'401*t* | 40·0 | 18·9 | Tokio<br>Japanese<br>6*BHCem*<br>*APT*67*t* | T.3Cy.24",38"&64"–42"<br>296NHP<br>2DB,*12cf*,GS172,HS4901<br>MitsuBishiD.&E.Wks.Nag |
| 32569<br>1428<br>HKBQ | **Tateyama Maru** IronScSr<br>(*ex*Antenor) 2*Dks* | 2100<br>1957<br>1337 | | | | | 1872 | A.Leslie<br>&Co.<br>Newcastle | InugamiKeigoro | 326·5 | 32·6 | 25·6 | Nishino-miya<br>Japanese | C.2Cy.28½"&61"–45"<br>NB84 208NHP<br>R.Stephenson&Co.,Nwc. |
| 32570<br>1223 | **Tatiana** WoodAuxScSr<br>*PetrolMotor*<br>(*ex*KarenOline) 1*Dk*<br>(*SeeSailingShipRegisterSupplement*) | 179<br>—<br>143 | | | | *Rebuilt* | 1850<br>1910 | ................<br>H.Gravdal<br>Bergen | A.Bakoff | 97·5<br>Q17*t* | 31·7 | 9·4 | Archangel<br>Russian | Petrol Motor<br>Brödr.Christensen,<br>Christiania |
| 32571<br>WNKQ | **Tatianad** IronSc<br>(*ex Volodia*)<br>1*Dk* | 173<br>—<br>110 | | | | | 1902 | Tubental<br>Rostoff | O.Geelmuyden | 114·6 | 17·9 | 10·0 | Norwegian | C.2Cy.11"&18"–18"<br>11NHP |
| 32572<br>MVRT | **Tatjana** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks* | 5329<br>4865<br>3186 | | | | | 1920 | Canadian<br>VickersLd.<br>Montreal | Winge&Co.'s<br>Dampsk.Selskb. | 400·9<br>P73*t*H227*t* | 52·4 | 28·4 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.25",41"&68"–45"<br>310NHP<br>CanadianVickers,Ld.Mtl. |
| 32573<br>NBHL | — WoodAuxSc3MstSr<br>*OilEng.*<br>2*Dks*<br>(*See Sailing Ship Register*) | 282<br>238<br>199 | | | | | 1919 | Lndskrona<br>NyaVarvs.<br>A/B<br>Landskrona | H.R.Nisted | 112·5 | 28·9 | 11·5 | Copnhagn<br>Danish | Oil Engine<br>2Cy.14½"–15¾" 34HP<br>LysekilsMek.Verk.A/B<br>Lysekil |
| 32574<br>145846<br>LHFQ | **Tatoosh** SteelScSr<br>(*Tug*)<br>*Elec.light* Wireless 1*Dk* | 277<br>—<br>154 | | | | | 1900 | Moran<br>Bros.Co.<br>Seattle,Wash | WesternFuelCo. | 119·2 | 25·2 | 15·5 | S.Frncisco<br>Utd.States | T.3Cy.16",24"&40"–28"<br>85NHP<br>MoranBros.Co. |
| 32575 | **Tatra** SteelSc<br>1*Dk* | 232<br>210<br>132 | | | | | 1905 | Stabilmnto<br>Tecnico<br>Trieste | Soc.inAzioni<br>Ungaro-Croata di<br>Nav.Maritt.aVap. | 150·7<br>*Promenade dk*77' | 21·1 | 11·0 | Fiume | T.3Cy.11¾",18⅛"&30"–17⅛"<br>38NHP<br>StabilimentoTecnico,Tri. |
| 32576<br>18486<br>NOHB | **Tatsuno Maru** SteelTwinScSr<br>*ss*Yka.No.1–19<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 6995<br>6447<br>4275 | ✠100A1<br>5,21 ~~5,20~~<br>✠LMC~~5,20~~<br>5,21 | Kob | *b*† | CL<br>P5,20<br>~~S5,19~~<br>S5,21 | 1916<br>5mo<br>*Lloyd* | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>'*sA&CP* | NipponYusen<br>KabushikiKaisha<br>*Cell* | 445·0<br>P35'B138'F37'<br>FK<br>*DB* 375' 1192*t DT* | 58·0 | 34·0 | Tokyo<br>Japanese<br>7*BHCem*<br>*a*42'1312*t* | T.6Cy.21",33½"&56"–48" (*s*)<br>200lb 628NHP<br>4SB,*12cf*,GS220,HS9108 FD<br>KawasakiDkydCoLdKobe |
| 32577<br>1422<br>HKBG | **Tatsutagawa Maru** SteelScSp<br>2*Dks* | 405<br>382<br>244 | | | | | 1894 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | OsakaShosen<br>KabushikiKaisha | 164·7 | 20·2 | 15·6 | Osaka<br>Japanese | T.3Cy.13½",22"&36"–24"<br>NB06 64NHP<br>KawasakiDkydCoLdKobe |
| 32578 | **Tatti** SteelScSr<br>1*Dk* | 579<br>345<br>354 | | | | | 1891 | Act.Ges.<br>"Neptun"<br>Rostock | L.F.Mathies&Co. | 194·1<br>Q118'B21'F21'<br>len96 | 24·6 | 10·4 | Hamburg<br>German<br>*WB* | C.2Cy.22½"&36½"–23½"<br>54NHP<br>A.G."Neptun,"Rostock |
| 32579<br>98917<br>MOSL | **Tatung** SteelTwinScSp | 2548<br>1897<br>1882 | | | | | 1891 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 286·7<br>H651*t* | 43·0 | 10·5<br>27·9 | London<br>British | T.6Cy.14",23"&37"–30"<br>150NHP<br>Scott&Co.,Greenock |
| 32580 | **Taubaté** SteelScSr<br>*ss*Rio.No.3–1,18<br>(*ex*Franken) 2*Dks*(*Stl–Uptteak s*)<br>*Elec.light lower dk*(*Stl*)*foreholds,*<br>Sub.Sig. *Web frames after holds*<br>Wireless | 5099<br>4872<br>3228 | ✠100A1<br>10,21 ~~2,20~~<br>~~BS1,19~~ ~~[illegible]~~<br>✠LMC~~1,18~~<br>10,21 | Bdx<br>Dnk | *a*† | CL<br>~~2,20~~<br>10,21 | 1905<br>10mo<br>*Lloyd* | Bremer<br>Vulkan<br>Vegesack<br>'*sA&CP* | Requisitioned by theBrazilian Government (operated by the FrenchGovernmt)<br>*CellD Ba* 123'*uE&B* | 409·6<br>P&B331'F37'<br>FK<br>78'*f*156'1172*tFPT* | 52·7 | 27·9 | R.Janeiro<br>Brazilian<br>6*BHCem*<br>18*tAPT*13*t* | Q.4Cy.24",34⅜",50⅝"&72⅞"–53½"<br>220lb *100lb* (*s*) 528NHP<br>3SB,*9cf*,GS165,HS7104 FD<br>BremerVulkan,Vegesack |
| 32581<br>200377 | **Taurus** SteelScSr<br>(*ex*PerryG.Walker) 1*Dk*2*trB* | 4470<br>—<br>3143 | | | | | 1903 | Chicago<br>S.B.Co.<br>Chicago | InterlakeS.S.Co.<br>(Pickands,Mather &Co. *Mgrs.*) | 416·0 | 50·3 | 24·0 | Fairport<br>Utd.States | T.3Cy.22",35"&58"–40"<br>213NHP<br>ChicagoS.B.Co.Chicago |

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* ~~This vessel, the class of which has lapsed, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued.~~

| 1 | 2 Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B.of Trade Cert |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32582<br>MOGS | **Taurus** SteelScSr<br>*ss*Nag.No.3–4,17<br>1*Dk*(*Stl*)&*Spar dk*(*pt Irn&pt Stl*)<br>&*deep framing* | 4262<br>4036<br>2765 | ✠100A1<br>*Spar dk*<br>7,20 ✠LMC<br>MS12.16 BS~~6,20~~6,21 | NYk | *x* | CL<br>7,20 | 1905<br>4mo | TyneI.S.B.<br>Co.Ld.<br>Newcastle<br>*Lloyd's A&CP* | Wilhelmsens<br>Dmpsk.Akties.(W.<br>Wilhelmsen,*Mgr.*)<br>*WB*=*CellD* | 355·0<br>P28'B100'F35' 27·9<br>FK<br>*Ba*116' *uE*26' *f*152' | 50·1 | 20·0 | Tönsberg<br>Norwegian<br>6*BHCem*<br>817*t APT*58*t* | T.3Cy.25",42"&68"–45" (*s*)<br>180lb *90lb* 344NHP<br>2SB,6*rf*,GS124,HS5400<br>Blair&Co.Ld.Stockton | 30 ″ 6<br>s 6 ″ 2<br>24 ″ 8 | |
| 32583<br>145253<br>JVHQ | — IronPad | 917<br>—<br>624 | | | | | 1881 | W.Cramp<br>&Sons<br>Philadelphia | IronSteamboatCo.<br>ofNewJersey | 226·3 | 32·0 | 11·2 | New York<br>Utd.States | 1Cy.53"–144"<br>259NHP<br>W.Cramp&Sons,Phl. | | |
| 32584<br>36 | **Tavel** SteelScSr | 473<br>—<br>334 | | | | | 1883 | ..................<br>Glasgow | G.G.Destuni | 205·0 | 25·0 | 13·9 | Sebastopl<br>Russian | | | |
| 32585<br>84500<br>SLPJ | **Taviuni** SteelScSr | 1542<br>1026<br>974 | | | | | 1890 | W.Denny<br>&Bros.<br>Dumbarton | UnionS.S.Co.of<br>NewZealand,Ld. | 250·0 | 34·2 | 17·9 | London<br>British | Q.4Cy.18",27",36"&53"–39"<br>175NHP<br>Denny&Co.,Dumbarton | | |
| 32586 | **Taw** SteelSc<br>*Mchy.Aft* | 449<br>296<br>186 | 100A1<br>(*Class Contem plated*) | | | | 1920 | TawShip-<br>yard,Ld.<br>Barnstaple | | 142·0<br>Q83'B9'F20' | 25·5 | 12·5 | British | T.3Cy.12",20"&32"–24"<br>AitchisonBlairLd Clydbnk | 12 ″ 6<br>s 4 ″ 5<br>12 ″ 4 | |
| 32587<br>142650<br>JTPL | **Taxandrier** SteelSc<br>(*ex*WarSpartan) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 5234<br>4750<br>3166 | ✠100A1<br>10,18 ✠LMC10,18 | Mdb | *y* | CL | 1918<br>10mo | SirRDixon<br>&Co.Ld.<br>Middlesbro'<br>*Lloyd's A&CP* | LloydRoyalBelge<br>(GreatBritain)Ld.<br>*CellDB* | 400·0<br>P49'B113'F39'<br>FK<br>335'1122*t FPT* 123*t* | 52·3 | 28·5 | London<br>British<br>7*BHptCem*<br>*APT*177*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 32588<br>2503<br>JFPB | **Taxen** IronScSp<br>(*ex*Freja,<br>*ex*KalmarsundNo.5) 1*Dk* | 125<br>62<br>71 | | | | | 1877 | MotalaCo.<br>Motala | VestkustensTrans-<br>portA/B (G.<br>Lundahl,*Mgr.*) | 91·6<br>Q25'B42'H9*t*F26' | 17·2 | 6·7 | Gothenbrg<br>Swedish | C.2Cy.12"&25⅜"–19½<br>NB05 24NHP<br>MotalaCo.,Motala | | |
| 32589<br>94192<br>RLGN | **Tay** SteelScSr<br>1*Dk*(*Stl*) | ~~360~~ 367<br>266<br>171 | ✠<br>*For River purposes only*<br>11,01 ✠ | Dun | | | 1901<br>11mo | Caledon<br>S.B.&E.Co Ld<br>Dundee | Australas'nUnited<br>Stm.Nav.Co.Ld.<br>*WB*=*APT*16*t* | 155·0<br>B42'F25'<br>FK&WOOD K3" | 28·0 | 8·0 | Brisbane<br>British<br>4*BHCem* | T.3Cy.12",20"&33"–21"<br>1SB2*cf*,GS34,HS1045 55RHP<br>CaledonSB.&E.Co.Ld.Dun | 8 ″ 6 | |
| 32590<br>97803 | — IronSc | 254<br>254<br>233 | | | | | 1875 | Richardsn,<br>Duck&Co.<br>Stockton | MerseyDocks&<br>HarbourBoard | 125·0 | 23·1 | 10·8 | Liverpool<br>British | 2Cy.7"–11"<br>15RHP<br>AlexanderChaplin&Co.Gls | | |
| 32591<br>110993<br>TFKV | **Taycraig** SteelScSr<br>*ss*Dun.No.3–6,14<br>*Mchy.Aft* *ss*Goo.No.1–19<br>1*Dk*(*Stl*) | 407<br>269<br>163 | ✠100A1<br>10,20<br>BS11,20 ✠LMC12,19 | Npt | *f* | CL<br>3,19 | 1901<br>10mo | Ritson&Co<br>Maryport<br>*Lloyd's A&CP* | TaffShippingCo.<br>Ld.(J.W.Trail,<br>*Mgr.*) | 150·5<br>Q82'B9'F22'<br>BK7"<br>*WB*=*Cell DBf*79' | 24·2 | 9·3 | London<br>British<br>3*BHCem*<br>95*tFPT*50*t* | C.2Cy.15½"&40"–27" (*s*)<br>130lb 64RHP<br>1SB,2*pf*,GS49,HS1417<br>Ross&Duncan,Glasgow | 11 ″ 9<br>s ″ 6<br>11 ″ 11 | |
| 32592 | **Taygeta** SteelScSr | 1276<br>940<br>802 | | | | | 1893 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | Holm&Molzen | 231·4<br>Q71'B57'F27' | 34·2 | 14·1 | Flensburg<br>German<br>*WB* | T.3Cy.16",26"&43"–33"<br>106NHP<br>FlensburgerSchiffsb.Ges. | | |
| 32593<br>110984 | **Taymouth** SteelScK<br>(*Trawler*)<br>1*Dk* | 137<br>124<br>54 | | | ... | | 1899 | Gourlay<br>Bros.&Co.<br>Dundee | W.W.Crampin | 105·0<br>BK7½" | 20·1 | 8·1 | Grimsby<br>British<br>*WB* | T.3Cy.11",18"&31"–21"<br>57RHP<br>GourlayBros.& Co.Dundee | 11 ″ 0 | |
| 32594<br>OUDG | **Tayo II.** SteelScSr<br>*Elec.light* 1*Dk* | 358<br>324<br>99 | | | | | 1915 | WoodSkin-<br>ner&Co.Ld.<br>Newcastle | Soc.Anon.Le<br>Nickel | 150·0<br>Q20'B35'F30' | 25·3 | 10·5 | Nouméa<br>French<br>*WB* | T.3Cy.16",26"&43"–27"<br>96NHP<br>N.E.MarineEng.CoLdNwc | | V |
| 32595<br>3446<br>HTLD | **Tayuen Maru** SteelTwinSc<br>1*Dk* | 1567<br>—<br>856 | | | | | 1899 | Kawasaki<br>Dockyd CoLd<br>Kobe | NisshinKisen<br>KabushikiKaisha | 238·7 | 39·5 | 9·1 | Tokio<br>Japanese<br>*WB* | T.6Cy.12½",20"&33"–21"<br>100NHP<br>KawasakiDkydCoLdKobe | | |
| 32596<br>98784<br>NQHG | **Taywood** SteelScSr<br>*ss*Sld.2ndNo.3–4,20<br>(*ex*Cattersty) 1*Dk*(*Irn*)<br>*Well deck* | 505<br>365<br>206 | ✠100A1<br>3,22 ~~3,21~~ ✠LMC4,20<br>BS3,21 | Mdb | *g* | N4,20 | 1894<br>4mo | JLThomp-<br>son&Sons<br>Sunderland<br>A&CP | J.Geddes<br>~~Constantine&~~<br>DonkingS.S.~~Co.Ld~~<br>~~(RA Constantine&~~<br>~~T.H.Donking,~~<br>~~*Mgrs.*)~~ *WB* | 155·0<br>P16'Q84'F19'<br>FK<br>=*DBa*38'46*t FPT* | 26·8 | 11·7 | Middlsbro'<br>British<br>4*BHCem*<br>81*tAPT*22*t* | T.3Cy.13",21"&34"–24" (*s*)<br>160lb *100lb* NDB15 60RHP<br>1SB,2*pf*,GS36,HS1085<br>J.Dickinson,Sunderland | 12 ″ 3<br>s ″ 7<br>11 ″ 10 | |
| 32597<br>OUDI | **Taza** SteelTwinScSr<br>(*ex*Chile)<br>*Elec.light* Wireless 1*Dk* | 755<br>—<br>410 | | | | | 1904 | Grngem'th<br>&Greenock<br>Dockyard Co<br>Grngemouth | Cie.Générale<br>Transatlantique | 205·0<br>B55'F22' | 33·7 | 10·5 | St.Nazaire<br>French<br>*WB* | T.3Cy.11",18"&30"–22"<br>84NH<br>Muir&Houston,Ld.Gls. | | V |
| 32598<br>OUDS | **Tchad** SteelSc3MstSr<br>(*ex*Cholon)<br>*Elec.light* Wireless 2*Dks*&*Spardk* | 4317<br>3892<br>2691 | | | | | 1897 | Forg.&Ch.<br>de laMédit.<br>LaSeyne | ChargeursRéunis | 416·2<br>H—F108' | 42·2 | 30·5 | Havre<br>French<br>*WB* | T.3Cy.32",51"&82"–49"<br>Forges& NB18 471NH<br>Ch.de laMédit.LaSeyne | | V |
| 32599<br>17<br>HDCS | **Tchiatoura** IronScSr<br>(*ex*Granville,<br>*ex*Lecane) 1*Dk*2*trB*<br>*Well deck* *Fitted for oil fuel* | 1258<br>1032<br>718 | | | ... | | 1880 | R.Dixon&<br>Co.<br>Middlesbro' | Oganesoff Frères | 240·0<br>Q79'B73'F28' | 34·2 | 15·9 | Poti<br>Russian<br>*WB* | C.2Cy.31"&58"–36"<br>NB96 163NHP<br>Blair&Co.,Ld.,Stockton | 17 ″ 0 | V |
| 32600<br>75225<br>WLSB | **Te Anau** SteelScSr<br>*ss*Ddn.2ndNo.3–4,04<br>*ss*Ddn.No.2–11<br>2*Dks*(*UTeak*)3*Dk rule* | 1623<br>1527<br>957 | ✠<br>12,12 | Wln | *s* | | 1879<br>11mo | W.Denny<br>&Bros.<br>Dumbarton | UnionS.S.Co.of<br>NewZealand,Ld.<br>*WB*=*Cell* | 270·0<br>H69*t*F54'<br>ptDS04<br>FK | 34·2 | 22·5 | Dunedin<br>British<br>4*BHCem*<br>*DB*180'216*t* | C.2Cy.36½"&63"–42"<br>NDB92 243NHP<br>4SB,8*pf*,GS168,HS5023<br>Denny&Co.,Dumbarton | | |
| 32601<br>121591 | **Te Aroha** WoodScSr<br>*OilEng.*<br>1*Dk* | 105<br>90<br>56 | | | | | 1909 | T.M.Lane<br>&Sons,Ld<br>TotaraNorth | TheRichardson<br>Co.Ld. | 86·4 | 24·0 | 6·4 | Napier,NZ<br>British | Oil Engines 25NHP<br>StandardGasE.Co.S.Fo.<br>&UnionOilE.Co.S.Fo. | | |
| 32602<br>127886 | **Te Awhina** SteelTwinScCtr<br>*ss*Auk No.3-4,21 (*Tug*)<br>*Elec.light* ~~*ss*Auk.No.2–17~~<br>1*Dk*(*Stl*–teak s) | 220<br>215<br>87 | ✠100A1<br>~~3,21~~ ~~3,20~~ 3,22 ✠LMC~~3,20~~<br>3,22~~4,21~~ | Auk | *c* | CL<br>~~4,19~~<br>4,21 | 1908<br>10mo | Fleming&<br>Ferguson,Ld.<br>Paisley<br>*Lloyd's A&CP* | AucklandHarbour<br>Board | 100·0<br>FK<br>*WB*=*FPT* | 24·2 | 12·2 | Auklnd NZ<br>British<br>5*BHCem*<br>16*tAPT*24*t* | T.6Cy.11",18"&30"–22" (*s*)<br>190lb 154NHP<br>2SB,6*cf*,GS115,HS3184<br>Fleming&Fergusn,Ld.Psy. | 13 ″ 0<br>s 1 ″ 3½<br>12 ″ 1 | |
| 32603<br>146150<br>KJWN | **Teal** SteelSc<br>*Elec.light*<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) | ~~1449~~<br>1444<br>982<br>736 | ✠100A1<br>*Shelter ak*<br>*withfreeboard*<br>10,21 ✠LMC10,21<br>~~(*Class Contem plated*)~~ | Psy | *p* | CL | 1921<br>10mo | Bow,Mc-<br>Lachlan&<br>Co.Ld.<br>Paisley<br>*Lloyd's A&CP* | GeneralStm.Nav.<br>Co.Ld.<br>*CellDB*161'255*t* | ~~250·1~~<br>250·2<br>FK<br>*FPT*20*tAPT*18*t* | ~~37·1~~<br>37·2 | 14·0 | London<br>British<br>*Cem*<br>3*BHtoSh dk*<br>1 ,, ,, *U* ,, | T.3Cy.22",35"&57"–39" (*s*)<br>180lb 273NHP<br>2SB,6*cf*,GS126,HS4939<br>Bow,McLachln&CoLdPsy. | 16 ″ 6<br>s ″ 8<br>16 ″ 1 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel Total — Sous le Pont — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Construit. Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32604<br>219415<br>LVDT | **Teal** SteelSc<br>(*Trawler*)<br>Wireless 1*Dk* | 408<br>—<br>209 | | | | | 1919 | Foundat'n Co.<br>Savannah,Ga | EastCoastFisheriesCo. | 139·4 | 25·2 | 14·2 | Rockland, Me.<br>Utd.States | T.3Cy.12⅔",21½"&35"–24"<br>60NHP | |
| 32605<br>95764<br>LMVT | — SteelScK | 131<br>109<br>77 | | | | | 1889 | J.Payne<br>Bristol | R.Burton&Son (1919)Ld. | 97·6<br>Q11*t*F7*t* | 19·3 | 8·5 | Bristol<br>British | 1Cy.20"–18"<br>NB07 40RHP<br>J.Payne,Bristol | |
| 32606<br>118385<br>VNMD | **Tean** SteelTwinScSr<br>*Elec.light* | 2202<br>1941<br>1351 | | | | | 1904 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 299·8<br>B86'F37' | 40·1 | 20·6 | London<br>British<br>*WB* | T.6Cy.14½",24"&39½"–30"<br>169NHP<br>GreenockFoundryCo.Grk. | |
| 32607 | **Teana** IronScSr<br>*ss*Nwc.2ndNo.3–3,07<br>*ss*Pir.No.1–12<br>(*ex*Siracusa,*ex*Carassoul,*ex*Tempo) 1*Dk*2*tr B* | *1086*<br>*912*<br>*620* | ✠ ~~——~~ 4,20<br>✠NB4,94 ✠ | Cpl | *o* | | 1881<br>7mo | T.&W. Smith<br>N.Shields | Aristotelis Galiatzatos | 231·0<br>P23'B46'F17' BK8"<br>*CellDB*188'423*tFPT* | 35·1 | 13·9 | Greek<br>4*BHCem*<br>85*tAPT*75*t* | C.2Cy.25"&58"–36"<br>NDB06 144NHP<br>1SB,*4pf*,GS60,HS1900<br>Hawks,Crawshay&Ss.Gts | 17 |
| 32608<br>99747<br>NBWH | **Tearaght** SteelTwinScSr<br>Sub Sig. 2*Dks* | 621<br>487<br>234 | | | ... | | 1893 | W.Allsup&Sons(Lim.)<br>Preston | Commissioners of IrishLights | 189·9<br>B44'F22'<br>BK8" | 28·1 | 14·5 | Dublin<br>British<br>*WB* | C.4Cy.21"&40"–21"<br>156NHP<br>W.Allsup&Sons(Lim.)Prs | 15 |
| 32609<br>81<br>SLFT | **Tebe** IronScBk<br>(*ex*Indipendente)<br>*Elec.light* Wireless 3*Dks* | 2925<br>—<br>1797 | | | ... | | 1883 | A.Stephen &Sons<br>Glasgow | SiciliaSocietà diNavigazione | 344·7<br>P153*t*B318*t*F45*t* | 40·0 | 25·0 | Palermo<br>Italian<br>*WB* | T.3Cy.23½",37½"&63"–47½"<br>NE&B03 273NHP<br>N.Odero fuA.SestriPnente | |
| 32610 | — IronScSr<br>2*Dks* | 1785<br>—<br>1092 | | | | | 1873 | LloydAustro-Ungarico<br>Trieste | Soc.Anon.diNav. Rimorchi e Salvataggi(D.Tripcovitch, *Mgr.*) | 272·0 | 32·6 | 29·9 | Trieste<br>Italian | C.2Cy.33¾"&63"–36"<br>198NHP<br>StabilimentoTecnico,Tri. | |
| 32611<br>6161<br>KBVS | — CompScSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 368<br>289<br>347 | | | | | 1918 | Sätra Varf.<br>Stockholm | StockholmsTransport&Bogserings A/B(J.Ax.Appelqvist, *Mgr.*) | 132·9<br>P36' | 26·4 | 11·1 | Stockholm<br>Swedish | Oil Engines<br>4Cy.12⅝"–18½" 51NHP<br>A/BAtlas-Diesel,Skm. | |
| 32612<br>JGLK | **Tebea** SteelSc<br>*ss*Npt.No.3–3,08<br>*ss*Stn No.1–13<br>(*ex*Hispania, *ex*Murcia) 1*Dk*(*ptStl&ptIrn*)2*tr B&pt Awngdk*(*Irn*) | 2266<br>1992<br>1405 | ✠<br>*pt Awng dk withfreeboard*<br>5,13 ✠ | Stn | *t* | | 1895<br>3mo | JReadhead &Sons<br>S.Shields | Johs.Thode<br>*CellDBa*96' | 303·0<br>P29'Q82' BK10"<br>*pt Awng dk*192'<br>*uE&B*44'*f*120' 580*t* | 41·5 | 19·1 | Altona<br>German<br>5*BHCem*<br>*APT*30*t* | T.3Cy.23",36"&61"–42"<br>252NHP<br>2SB,6*cf*,GS81,HS3953<br>J.Readhead&Sons,S.Shl. | 21 |
| 32613<br>141307 | **Teco** WoodSc<br>*OilEng.*<br>1*Dk* | 194<br>163<br>137 | | | | | 1918 | Vancouver Shipyard,Ld.<br>Vancouver | BritishColumbia CementCo Ld. | 117·0 | 23·4 | 9·8 | Vict'ria BC<br>British | Oil Engine<br>2Cy.16½"–19" 46NHP<br>J&CGBolindrs&CoLdSkm | |
| 32614<br>135829<br>JKND | **Tecumseh** SteelSc<br>*ss*Rot.No.3–1,21 ~~*ss*NYk.No.2–16~~<br>(*ex*Tuscarora, *ex*Niagara) 2*Dks*(*Stl*)*&Webframes& Shelter dk*(*Stl–pt* teak s)<br>*Elec.light* Wireless | 6828<br>6201<br>4247 | ✠100A1<br>*Shelter dk withfreeboard*<br>8,21 ~~7,20~~ ✠LMC 1,21<br>~~MS11,16~~ ~~BS2,20~~ | N·Yk | *c* † | CL<br>2,20 | 1908<br>7mo | Flensburgr Schiffsb.Ges.<br>Flensburg<br>*Lloyd*'sA&CP | StandardTransportationCo.Ld. | 440·5<br>FK | 58·7 | 29·7 | HongKong<br>British<br>17*BHptCem*<br>14*toUdk&*<br>3 *to Mdk* | Q.4Cy.24",31",51"&74"–54"<br>215lb *180lb* (*s*) 620NHP<br>3SB,9*cf*,GS184,HS9016 FD<br>FlensburgerSchiffsb.Ges. | 33<br>5<br>28 |
| | | | *Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 2,09 *F.P. above* 150°F. | | | | | | *WB=* | *Cell DBu E& B &cross bunker*8 | | | | 5'595*tFPT*110*tAPT*216*t* | |
| 32615<br>MRWV | **Teddy** WoodAuxScSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 152<br>128<br>105 | | | | | 1918 | Trosvik Træ-Skibs.<br>Brevik | A/S Frogner(Leif Bull, *Mgr.*) | 102·0<br>Q23'H1*t* | 22·3 | 9·9 | Skien<br>Norwegian | Oil Engines<br>2Cy.13½"–15¾" 23NHP<br>LysekilsM.V A/B | |
| 32616<br>105742<br>PODW | **Teenkai** SteelScSr<br>*ss*Liv.2ndNo.3–7,20 ~~*ss*Bkn.No.3–6,07~~<br>~~*ss*Gls.No.2–15~~<br>*Elec.light* Wireless 2*Dks*(*Stl–U*teak s) *&deepframing*3*Dkrule* | 4930<br>4400<br>3210 | ✠100A1<br>~~[illegible]~~ 6,19 12,21<br>~~BS6,20~~ ✠LMC6,19<br>BS6,21 | Bkn<br>~~Ams~~ Liv | *y* | CL<br>~~12,19~~<br>~~7,21~~<br>12,21 | 1895<br>10mo | D&WHenderson&Co.<br>Glasgow<br>*Lloyd*'sA&CP | ChinaMutualStm.Nav.Co.Ld. (A.Holt&Co.*Mgrs.*)<br>*WB=CellDBa* | 410·0<br>P44'B110'F47' BK9"<br>122'*uE&B*58'*f*168' | 48·1 | 26·2 | Liverpool<br>British<br>6*BHCem*<br>1071*t FPT* | T.3Cy.27",46"&76"–60" (*s*)<br>180lb *140lb* FD 532NHP<br>3SB,9*cf*,GS188,HS7068<br>D.&W.Henderson&Co.Gls.<br>136*tAPT*45*tMT*24'335*t* | 29 |
| 32617<br>95929<br>NTBW | **Tees** SteelScSr<br>*Elec.light* Wireless 1*Dk&Shelter dk* | 679<br>351<br>441 | | | ... | | 1893 | Richardsn, Duck&Co.<br>Stockton | CanadianPacific Rly.Co. | 165·0<br>FK | 26·0 | 10·8 | Vict'ria BC<br>British<br>*WB* | T.3Cy.16½",27"&44"–30"<br>95RHP<br>Blair&Co.(Lim.),Stockton | 13 |
| 32618<br>132280<br>HTVG | — SteelScSr<br>*ss*Shl.No.2–20<br>*Well deck* 1*Dk*(*Stl*) | 533<br>381<br>238 | ✠100A1<br>11,20<br>✠LMC11,20<br>[illegible] | Shl | *h* | 11,20 | 1911<br>11mo | GooleS.B.&Repg.CoLd.<br>Goole<br>*Lloyd*'sA&CP | John Harrison,Ld.<br>*WB=D* | 165·2<br>Q85'B14'F24' FK<br>*Ba*32'*f*14'59*t FPT* | 26·1 | 12·7 | Hull<br>British<br>4*BHCem*<br>37*tAPT*16*t* | T.3Cy.13",21"&35"–24" (*s*)<br>180lb *100lb* 78RHP<br>1SB,3*pf*,GS46,HS1386<br>Richardsons,Westgarth&Co.Ld.Mdb. | 13<br>13 |
| 32619<br>99093<br>MQFT | — SteelScSp<br>1*Dk* | 180<br>159<br>79 | ✠<br>*Coasting withfreeboard*<br>5,92 ✠ | Psy | *b* | | 1892<br>5mo | J.McArthur&Co.<br>Paisley | VesteyBros.Ld. | 120·0<br>FK | 21·1 | 8·7 | Trinidad, B.W.I.<br>British<br>6*BHCem* | C.2Cy.16"&32"–21"<br>42RHP<br>1SB,3*pf*,GS49,HS1212<br>Bow,McLachlan&Co.,Psy. | 9 |
| 32620<br>144571 | **Teesbay** SteelScK<br>(*Trawler*)<br>(*ex*ThomasLaundry) 1*Dk* | 281<br>246<br>111 | | | | | 1918 | J.P.Renoldson&Sns Ld.<br>S.Shields | TeesShipping&FishingCo.Ld. (J T.Shaw, *Mgr.*) | 125·1 | 23·4 | 12·6 | London<br>British | T.3Cy.12½",21"&35"–26"<br>61RHP<br>JPRennoldsn&SnsLdSShl | |
| 32621<br>119879<br>HDFC | **Teesbridge** SteelScSr<br>*ss*Liv.No.3–9,18<br>*Spar dk*(*Stl*)2*tr B&deep framing*<br>Wireless | 3898<br>3642<br>2546 | ✠100A1<br>*Spar dk withfreeboard*<br>~~10,20~~ 2,22<br>~~BS10,20~~ ✠LMC9,~~16~~ 8,21 | Hpl<br>Cff | *w* | CL<br>~~10,20~~<br>3,22 | 1905<br>8mo | R.Stephenson&Co.Ld.<br>Newcastle<br>*Lloyd*'sA&CP | North ofEngland SS.Co.Ld.(Crosby, Magee&Co.*Mgrs.*)<br>*WB= Cell DBa* 110' | 340·6<br>P26'B93'F33 27·3 FK<br>*uE&B*42'*f*138'739*t* | 47·2 | 20·0 | W.Hartlpl<br>British<br>6*BHCem*<br>*APT*181*t* | T.3Cy.25",40"&67"–45" (*s*)<br>180lb *80lb* 291NHP<br>2SB,6*cf*,GS102,HS4000<br>Richardsons,Westgarth&Co.Ld.Hpl. | 29<br>5·1<br>24 |
| 32622<br>135158<br>JBDV | **Teesburn** SteelSc3Mst<br>*ss*Sld.No.2–21<br>(*ex*Wanstead) 1*Dk*(*Stl*)<br>*Well deck Mchy.Aft*<br>*Cargo battens not fitted* | 767<br>557<br>370 | ✠100A1<br>3,21<br>✠LMC2,21 | Sld | *k* | 3,21 | 1912<br>11mo | Dundee S.B.Co.Ld.<br>Dundee<br>*Lloyd*'sA&CP | Coombes,Marshall&Co.Ld.<br>*Cell* | 190·4<br>Q96'B15'F23' BK7¼"<br>*DBf*112'170*t FPT* | 30·0 | 11·7 | Middlsbro'<br>British<br>3*BHCem*<br>40*tAPT*18*t* | T.3Cy.16",27"&44"–30" (*s*)<br>180lb *100lb* 98RHP<br>1SB,3*pf*,GS59,HS2315<br>G.T.Grey,SouthShields | 13<br>13 |
| 32623<br>76116<br>QCLS | **Teesdale** IronScSr<br>*ss*Mdb.3rdNo.3–8,13<br>*ss*Mdb.No.~~1–20~~ 2–20<br>*Mchy.Aft* 1*Dk* | 340<br>253<br>190 | ✠100A1<br>4,22 ~~5,20~~<br>✠NB11,94 ✠LMC MS5,20<br>~~BS9,16~~ BS6,21 | Mdb | *f* | ~~5,20~~<br>4,22 | 1876<br>7mo | R.Craggs &Sons<br>Middlesbro<br>A&CP | LevenS.S.Co.Ld. (J.M.Lennard&Sons,Ld.*Mgrs.*)<br>*WB=* | 151·9<br>Q71'F24'<br>len95 | 21·2 | 10·9 | Middlsbro'<br>British<br>3*BHCem*<br>*DBf*49'35*t* | C.2Cy.18½"&34"–24" (*s*)<br>80lb 54RHP<br>1SB,2*pf*,GS27,HS768<br>Blair&Co.(Lim.),Stockton | 11<br>1<br>11 |

| 1 No. in Book. / Official No. / Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of P. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32624<br>119888<br>HFDN | **Teespool** SteelScSr<br>ssPly.No.3-5,18<br>Wireless 1Dk(Stl)2trB&deepframing | 4577<br>3940<br>2938 | ✠100A1<br>Trunk dk no<br>11,21~~5,21~~<br>~~BS11,20~~ ✠LMC4,18<br>BS11,21 | Bkn<br>sheer<br>Bry | x | CL<br>~~1,20~~<br>11,21 | 1905<br>12mo<br><br>Lloyd | Ropner&<br>Son<br>Stockton<br>'sA&CP WB= | PoolShppg.Co.Ld.<br>(SirR.Ropner&Co.<br>Ld.Mgrs.)<br>CellDBa114'uE24' | 351·5<br>F32'<br><br>f142' 918tFPT215t | 53·0 | 27·6<br><br>FK | W.Hartlpl<br>British<br>6BHCem<br>APT270t | T.3Cy.26",42"&70"-48" (s)<br>180lb 120lb 371NHP<br>3SB,9rf,GS160,HS5750<br>Blair&Co.Ld.Stockton | 30 ″ 4<br>s5 ″ 11<br>24 ″ 9 | |
| 32625<br>124275<br>HNSC | **Teessider** SteelScSr<br>Elec.light 1Dk | 1184<br>844<br>536 | | | | | 1909 | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool | Tyne-TeesSteam<br>ShippingCo.Ld. | 250·2<br>P&B144'F44' | 35·0 | 14·0 | Stockton<br>British<br>WB | T.3Cy.23½",38"&64"-42"<br>265NHP<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | | C |
| 32626<br>115777<br>VDKQ | **Teesta** SteelTwinScSr<br>3Dks(UStl-teak s,MStl-ws)<br>Elec.light Wireless &Web frames | 6295<br>5408<br>3428 | ✠<br>8,03<br>✠ | Sld | b† | | 1903<br>8mo | SirJ.Laing<br>&Sons,Ld.<br>Sunderland | BritishIndiaStm.<br>Nav.Co.Ld.<br><br>WB=Cell | 446·0<br>P73'B125'F75'<br><br>DBa 121' uE&B91' | 53·7 | 30·0<br><br>FK&BK1" | Glasgow<br>British<br>8BHCem<br>f184'1235tD | T.6Cy.26½",44"&73"-48"<br>989NHP<br>6SB,18cf,GS342,HS14461FD<br>G.Clark,Ld.Sunderland<br>Tf26'880tFPT78tAPT78t | 33 ″ 0 | |
| 32627<br>136075<br>JLQD | **Teeswood** SteelScSr<br>ssShl.No.1-19<br>Well deck 1Dk(ptStl&ptIrn)<br>Mchy.Aft Elec.light<br>Cargo battens not fitted | 864<br>621<br>416 | ✠100A1<br>~~8,215,20~~ 1,21<br>✠LMC8,19<br>BS8,21 | Shl<br>Lon Nwe | k | CL<br>5,20<br>8,21 | 1915<br>7mo<br><br>Lloyd | W.Harkess<br>&Son,Ld.<br>Middlesbro'<br>'sA&CP | CommercialGasCo<br><br><br>WB=CellDBf | 198·0<br>Q111'B13'F25'<br><br>118' 166t FPT 103t | 30·6 | 12·5<br><br>FK | Middlsbro'<br>British<br>3BHCem<br>APT31t | T.3Cy.16",27"&44"-30" (s)<br>180lb 100lb 132NHP<br>1SB,3pf,GS60,HS2262<br>Blair&Co.Ld.Stockton | 14 ″ 5<br>s ″ 10<br>13 ″ 10 | |
| 32628 | **Teffe** SteelScSr<br>Elec.light 3Dks | 240<br>219<br>222 | | | | | 1906 | A.Rodger<br>&Co.<br>PortGlasgow | AmazonRiverStm.<br>Nav.Co.(1911)Ld. | 130·4 | 28·1 | 8·8 | Para<br>Brazilian | T.3Cy.12½",20"&32"-24"<br>54NHP<br>Ross&Duncan,Glasgow | | |
| 32629<br>143492 | **Teggysmith** SteelScCtr<br>(exJan vanBrakel)<br>Mchy.Aft | 637<br>481<br>328 | | | | | 1919 | Gebr.S.<br>VolkerAfzn<br>Sliedrecht | KirkShppgCo.Ld.<br>(P.Atkins,Mgr.) | 172·3 | 28·4 | 12·3 | Cardiff<br>British<br>WB | T.3Cy.12$\frac{9}{10}$",21"&34"-18$\frac{9}{10}$"<br>50RHP<br>N.V.Bolnes,Bolnes | | V |
| 32630<br><br>PVJD | **Tegucigalpa** SteelScBn<br>ssLon.No.3-4,10<br>(exIngeli) ssNOs.No.2-19<br>Elec.light 1Dk(Stl)&Spardk(Stl-ws)<br>&Webframes | 2928<br>2702<br>1864 | ✠100A1<br>2,22 Spar dk<br>~~4,21 2,20~~<br>✠NB6,14<br>Fitted for oil | NOs<br>2,22<br>✠LMC~~5,19~~<br>~~BS11,20~~<br>fuel 4, | u<br><br><br><br>20 | CL<br>~~12,20~~<br>4,21<br><br>F.P. a | 1897<br>10mo<br><br><br>bove 1 | Hall,Rus-<br>sell&Co.<br>Aberdeen<br>A&CP<br>50°F. | TegucigalpaSSCo.<br>(VaccaroBros.&<br>Co.) | 330·1<br>B104'F35'<br><br>WB=CellDBa | 41·2 | 18·6<br>26·0<br>FK | Ceiba<br>Honduras<br>5BHCem<br>86' f124'408t | T3Cy25½"42½"&69¼"-45"(s)<br>185lb 100lb NDB15 362NHP<br>2SB,8cf,GS163,HS5715<br>Hall,Russell&Co.Abn. | 27 ″ 1<br>s5 ″ 4½<br>22 ″ 4 | |
| 32631 | **Teh Hsing** SteelTwinScSr<br>(exPao-Ching) | 1642<br>710<br>1271 | | | | | 18$\frac{89}{90}$ | S.C.Farn-<br>ham&Co.<br>Shanghai | HoongOnS.N.Co.<br>Ld. | 238·0<br>H72t F43t<br>Saloon dk438t<br>Promenade dk 372t | 30·1 | 12·0<br>27·2 | <br>Chinese | C.4Cy.16"&32"-18"<br>85RHP<br>S.C.Farnham&Co.,Shanghi | | |
| 32632 | **Teh Lee** SteelScSr<br>(exShinseiMaruNo.6) 1Dk | 612<br>551<br>329 | | | | | 1916 | Tochigi<br>ShojiKabu-<br>shikiKaisha<br>Yawata | Ching-KeeS.N.Co.<br>Ld. | 168·0<br>P11'B19'F25' | 26·0 | 17·0 | Chefoo<br>Chinese | T.3Cy.12⅛"19$\frac{9}{16}$" &33$\frac{1}{16}$"-22"<br>51NHP<br>E&B made 11 refitted 16<br>S.Nagate,Osaka | | |
| 32633 | **Tehuantepec** SteelScSr<br>1Dk(Stl)&ptShadedk(Teak) | 751<br>600<br>464 | ✠<br>withfreeboard<br>10,96 ✠<br>Coasting Gulf | Dmb<br><br><br>of Me | k<br><br><br>xic | <br><br><br>o,Taba | 1896<br>10mo<br><br>sco&V | A.McMil-<br>lan&Son(Ld)<br>Dumbarton<br>eraCruz | Cia.deFomento<br>delSureste de<br>Mexico,S.A. | 209·2<br>P50'F33'<br>Shade dk81'<br>WB=FPT | 30·0 | 12·4<br><br>FK | VeraCruz<br>Mexican<br>4BHCem<br>40tAPT45t | T.3Cy.17",28"&45"-30"<br>123NHP<br>2SB,4cf,GS73,HS2022<br>R.Napier&Sons(Lim.)Gls | 13 ″ 0 | |
| 32634<br><br>MTWH | **Teie** Wood4MstAuxScSr<br>OilEng.<br>(exSydGeorgia) 1Dk<br>(See Sailing Ship Register) | 619<br>548<br>510 | | | | | 1919 | Oröeskö-<br>bingsSkibs-<br>værftOröes-<br>köbing | A/STönsberg<br>Hvalfangeri<br>(HansBorge,Mgr) | 156·2<br>Q15tH52t | 37·3 | 16·1 | Tönsberg<br>Norwegian | Oil Engine<br>2Cy.16½"-18$\frac{9}{10}$" 46NHP<br>J.&C.G.BolindersSkm. | | V |
| 32635<br>135680<br>JGVN | **Teign** SteelSc<br>ssBds.No.1-18<br>Mchy.Aft 1Dk(Stl-ws) | 204<br>170<br>83 | ✠100A1<br>~~4,21 1,21~~ 2,21<br>~~BS7,20~~ ✠LMC10,18<br>BS10,21 | Bkn<br>Cff | c | CL<br>~~7,20~~<br>~~10,21~~<br>12,21 | 1914<br>10mo<br><br>Lloyd | Day,Sum-<br>mers&Co.Ld.<br>Southampton<br>'sA&CP | SpillerS.S.Co.Ld. | 110·3<br>F24' | 21·1 | 10·1<br><br>FK<br>WB= | Cardiff<br>British<br>3BHCem<br>FPT12t | C.2Cy.15"&30"-24" (s)<br>120lb 37RHP<br>1SB,2cf,GS40,HS1050<br>Day,Summers&Co.Ld.Sou | 11 ″ 0<br>s1 ″ 3½<br>10 ″ 1 | |
| 32636<br>23332<br>RCKV | **Teikai Maru** SteelSc | 1229<br>—<br>719 | | | | | 1918 | ............... | TeikokuSeito<br>KisenbuKabushiki<br>Kaisha | 225·0 | 33·0 | 18·7 | Kobe<br>Japanese | | | |
| 32637<br>137418<br>JHLP | **Teiresias** SteelScSr<br>Elec.light Wirele 2Dks | 7606<br>6304<br>4822 | | | | | 1914 | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | OceanS.S.Co.Ld.<br>(AHolt&Co.Mgrs) | 455·3<br>P53'B162'F60' | 56·3 | 32·5 | Liverpool<br>British<br>WB | T.3Cy.31",51½"&86"-60"<br>572NHP<br>N.E.MarineEng.CoLdNwc | | BT till 12,21 |
| 32638 | **Teixeirinha** SteelTwinScSr<br>(exAsuncion) 1Dk | 433<br>399<br>257 | | | ... | | 1890 | R.Duncan<br>&Co.<br>Pt.Glasgow | Cia.deNav.S.João<br>daBarra e Campos | 159·7<br>B26'F17' | 32·1 | 9·0<br>FK | R.Janeiro<br>Brazilian<br>WB | T.4Cy.(2)9",18"&32"-22"<br>57NHP<br>Rankin&Blackmore,Grk. | 9 ″ 7 | |
| 32639<br>893<br>HBLW | **Teja** IronScSr<br>6thSurvey,Liv.4,02<br>(exTarapaca,exTito, 1stSurvey,Liv.5,06<br>exConcepcion,exTruthful,exMorgan<br>Well deck Richards) 1Dk(Irn)2trB | 1249<br>854<br>773 | ✠<br>12,06<br>✠NB7,92 | Lon | Lv | | 1877<br>5mo | Palmer's<br>Co.Ld.<br>Newcastle | A.Haverbeck | 220·6<br>P178'Q20tH24t<br>F24' | 31·1 | 17·0<br><br>BK8" | Valdivia<br>Chilian<br>4BH<br>WB=DB | T.3Cy.17",28"&46"-33"<br>NDB87 119NHP<br>1SB,3pf,GS45,HS1760<br>Tpd.92J.Dickinson Sld. | 17 ″ 10 | |
| 32640 | **Tejo** SteelTwinScSr<br>(exAmazonense)<br>1Dk(Teak)&Promenade dk(Teak)<br>Elec.light | 323<br>252<br>219 | ✠<br>For River pur<br>9,00 ✠ | P Gl<br>poses o | <br>nly | | 1900<br>9mo | Murdoch&<br>Murray<br>PortGlasgow | Nicolaus&Co. | 135·0<br>F16' | 29·2 | 9·2<br><br>FK | Para<br>Brazilian | C.4Cy.12"&24"-18"<br>57NHP<br>1SB,2pf,GS40,HS1116<br>Lees,Anderson&Co.Gls. | 9 ″ 6 | |
| 32641<br><br>HGMS | **—** SteelScK<br>ssAzr.No.1-05<br>(exJupiter) 1Dk | 161<br>156<br>1 | ✠<br>For towing pu<br>9,05 ✠ | Azr<br>rposes | b | | 1901<br>9mo | J.P.Ren-<br>noldson&Sns.<br>SouthShields | CiaNacional de<br>Navegação | 106·4 | 21·2 | 11·1<br><br>BK7" | Lisbon<br>Portuguese<br>4BHCem | C.2Cy.21"&43"-27"<br>1SB3cf GS52 HS1719 97NHP<br>J.P.Rennoldsn&Sns,SShl | 12 ″ 0 | |
| 32642 | **Tekla** SteelSc<br>1Dk | 1469<br>1160<br>861 | | | | | 1920 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | Dmpselsk.Torm<br>(C.Kraemer,Mgr.) | 249·5<br>Q76'P17'B96'F31' | 38·1 | 5·0 | Copnhagn<br>Danish<br>WB | T.3Cy.23",38"&62"-42"<br>249NHP<br>HelsingörsJernsk&Mskb. | | C |
| 32643 | **—** SteelScSr<br>(Trawler)<br>(exNorthCape) 1Dk | 126<br>119<br>47 | | | ... | | 1890 | J.Duthie<br>Sons&Co.<br>Aberdeen | C.A.Berglund | 98·1<br>H6t | 20·2 | 10·5<br><br>BK6½" | Gothenbrg<br>Swedish | C.2Cy.17"&34"-24"<br>47NHP<br>BlakieBros.Aberdeen | 10 ″ 10 | |
| 32644<br>145904<br>KLRN | **Tekoa** SteelSc<br>2Dks(Stl)&Shelterdk(Stl)<br>Elec.light Wireless<br>Ref.Mchy. Cruiser Stern | ~~9740~~<br>~~8158~~<br>8526<br>8182<br>5369 | ✠100A1<br>Shelter dk with freeboard<br>3,22 ✠LMC3,22<br>✠Lloyd'sRMC3,22 | Hul | d† | CL | ~~1921~~<br>1922<br>3mo<br>Lloyd' | Earle'sCo.<br>Ld.<br>Hull<br>sA&CP | ~~FederalStm.Nav.~~<br>~~Co.Ld.~~ NewZea-<br>landShppngCoLd<br>CellDB3 | 460·6<br>B270'F54' onShltr<br>dk<br>35'1404tFWtankaft2 | 62·8 | 35·0<br><br>FK<br>6'106tFPT95tAPT29t | ~~Plymouth~~<br>British<br>London<br>2BHtoShdk<br>5BHtoUdk<br>ptAsp ptCem | ~~3 Geared Steam Turbines~~<br>2SteamTurbinesgearedto<br>1Sc.Shaft190lb(s)1230NHP<br>Earle'sCo Ld Hull<br>5SB,20cf,GS390,HS17375FD | 37 ″ 9<br>s8 ″ 9½<br>29 ″ 4 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32645<br>219498<br>LVJG | **Tekoa** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *1Dk2trBin*<br>Wireless *fore&afterholds&Webframes* | 3278<br>3005<br>1992 | | | ... | | 1920 | Submarine<br>BoatCorp.<br>Newark,N.J. | **UnitedStates**<br>**ShippingBoard** | 320·0<br>P41'B90'F35'<br>FK | 46·2 | 25·0 | **NewarkNJ**<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 |
| 32646<br><br>WLNG | **Tela** **SteelScSr**<br>(*ex*TotaiMaru) *ss*Ham.No.1-20<br>*Elec.light* *2Dks(Stl)&Web frames*<br>Wireless *Longitudinal framing* | 3188<br>2757<br>2003 | ✠100A1<br>12,20<br>✠LMC1,21 | Ham | *t* | CL<br>12,20 | 1916<br>5mo<br>*Lloyd's A&CP* | OsakaIron<br>Works,Ld.<br>Osaka | **D/S A/S Brödrene**<br>**Wilhelmsens**<br>**Rederi (Brödrene**<br>**Wilhelmsen** *Mgrs.*) | 305·0<br>P19'B82'F32'<br>*Cell* FK<br>*DB* 255' 519*t* *FPT* | 43·7 | 27·2 | **Bergen**<br>Norwegian<br>5*BHCem*<br>76*tAPT*20*t* | T.3Cy.22",37"&61"-42" (*s*)<br>180lb 288NHP<br>2SB,*6cf*,GS90,HS3824 FD<br>OsakaIron Works,Ld. | 27<br>4<br>23 |
| 32647<br>120820<br>HBRF | **Telamon** **SteelScSr**<br>Wireless<br>*Elec.light* *Ref.Mchy.* *2Dks* | 4520<br>3990<br>2840 | | | | | 1904 | Workman,<br>Clark&Co.Ld<br>Belfast | **OceanS.S.Co.Ld.**<br>**(A Holt&Co.** *Mgrs*) | 383·3<br>P40'B117'F43' | 47·4 | 28·2 | **Liverpool**<br>British<br>*WB* | T.3Cy.24",41"&69"-54"<br>350NHP<br>Wrkman,Clark&Co.LdBel | |
| 32648<br>125780<br>HNTK | **Telconia** **SteelTwinScSr**<br>*ss*Lon.No.2-17<br>(*CableVessel*) Wireless<br>*Elec.light* *1Dk(Stl)&Awng dk(Stl*-ws) | 1013<br>925<br>395 | ✠100A1<br>*Awng dk withfreeboard*<br>3,21<br>BS6,20 ✠LMC4,17 | Lis | *m* | CL<br>7,18 | 1909<br>4mo<br>*Lloyd's A&CP* | Swan,Hunter&Wigham<br>Richardson,<br>Ld.Newcastle | **TelegraphConst.&**<br>**MaintenanceCo.Ld**<br>**(F.R.Lucas,** *Mgr.*)<br>*WB=CellDBa&S*<br>*uE*20'*f*83'235*tTa* | 213·2<br>20·8<br>FK&BK1¼"<br>*ide tanks*35'<br>*nkbetweentunnels*24' | 30·9 | 13·0 | **London**<br>British<br>6*BHCem*<br>15*tDSideTa* | T.6Cy.12",20"&33"-24" (*r*)<br>190lb 149NHP<br>2SB,*4cf*,GS62,HS2162 FD<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc.<br>*nks*15'35*tFPT*25*tAPT*25*t* | 21<br>6<br>15 |
| 32649<br><br>GSLP | **Telegraaf** **SteelTwinScSr**<br>(*CableVessel*) (*ex*VonPodbielski)<br>*Elec.light* Wireless *1Dk&Spar dk* | 1500<br>1461<br>686 | | | | | 1899 | DJ Dunlop<br>&Co.<br>Pt.Glasgow | **DutchGovernment**<br>**(ColonialNavy)** | 265·6<br>B74' | 35·1 | 22·4 | **Batavia**<br>Dutch<br>*WB* | T.6Cy.17",28½"&47"-33"<br>NB10 254NHP<br>D.J.Dunlop&Co.Pt.Gls. | |
| 32650 | **Telegraaf 16** **SteelScSr**<br>*Motor*<br>*1Dk* | 284<br>—<br>173 | | | | | 1911 | J.&K.Smit<br>rimken a/d<br>Lek | | 98·5 | 17·5 | 6·9 | | Motor | |
| 32651 | **Telegraf** **SteelScSr**<br>(*Cable Vessel*)<br>*1Dk* | 227<br>167<br>123 | | | | | 1895 | Xiansands<br>Mek.Værks.<br>Xiansand,S. | **DenNorskeStat**<br>**(Rigstelegrafen)** | 135·3<br>Q12*t*B49*t*H6*t*<br>len09 | 20·4 | 10·3 | **Chrstiania**<br>Norwegian | T.3Cy.10",16"&25"-18"<br>NB09 27NH<br>XiansandsM.V.,XiansndS. | |
| 32652<br>89165 | **Tel-el-Kebir** **IronScSp**<br>*Mchy.Aft* | 163<br>137<br>79 | | | | | 1883 | G.K.Stothert&Co.<br>Bristol | **AlfredJ.Smith,Ld.** | 118·2 | 19·6 | 7·4 | **Bristol**<br>British | 1Cy.22"-18"<br>NB17 35RHP<br>G.K.Stothert&Co.,Brs. | |
| 32653<br>115277<br>TJPL | **Telemachus** **SteelScSr**<br>*Elec.light* Wireless *2Dks* | 7480<br>6045<br>4792 | | | | | 1902 | Workman,<br>Clark& Co.Ld<br>Belfast | **OceanS.S.Co.Ld.**<br>**(A.Holt&Co.** *Mgrs*) | 454·7<br>P53'B160'F57' | 54·1 | 32·3 | **Liverpool**<br>British<br>*WB* | T.3Cy.28",48"&82"-60"<br>521NHP<br>Wrkman,Clark&CoLd.Bel. | |
| 32654<br>81368<br>PNVM | **—** **IronScSr** | 2186<br>2004<br>1340 | | | | | 1880 | A.Leslie&<br>Co.<br>Newcastle | **LaiHingStmship**<br>**Co.Ld.** | 320·9<br>H135*t* | 34·6 | 26·0 | **HongKong**<br>British | C.2Cy.27"&56"-52"<br>188NHP<br>R.Stephenson&Co.,Nwc. | |
| 32655<br><br>HQMK | **Telemarken** **IronScSp**<br>(*ex*Thelemarken) *1Dk* | 128<br>59<br>77 | | | | | 1876 | Akers.<br>Mek.Værks.<br>Christiania | **Skien-Telemarken**<br>**Dampskibselsk.** | 101·7<br>P21*t*H26*t*F21*t* | 17·0 | 5·7 | **Skien**<br>Norwegian | C.2Cy.13"&25"-14½"<br>20NHP<br>Akers.Mek.Værks.Xia. | |
| 32656<br>143634<br>KFML | **Telesfora De Larrinaga** **SteelSc**<br>*Elec.light* *2Dks(Stl)&Shelter dk(Stl)*<br>Wireless *CruiserStern* | 5780<br>5325<br>3537 | ✠100A1<br>*Shelter dk withfreeboard*<br>8,21 9,20 ✠LMC5,20 | PGl<br>Mch | *b*† | CL | 1920<br>5mo<br>*Lloyd's A&CP* | R.Duncan<br>&Co.Ld.<br>PortGlasgow | **Larrinaga&Co.Ld.**<br>*CellDB*389'1452*t*<br>*DTa*40'1150*t* | 449·9<br>F55'*on Shelter dk*<br>FK<br>*Collision*<br>*FP*193*tAPT*60*t* | 57·9 | 26·6 | **Liverpool**<br>British<br>*Cem*<br>*BH to Sh dk*<br>6,, ,, *U* ,, | T.3Cy.26",44"&73"-48" (*r*)<br>200lb *140lb* 609NHP<br>2DB,*16cf*,GS246,HS11800<br>Rankin&BlackmoreLdGrk | 29<br>4<br>25 |
| 32657 | **Teli** **SteelSc**<br>*ss*Sng.No.3-5,98<br>(*ex*Teresa) *ss*Sng.No.2-07<br>*Well deck* *1Dk(Irn-pt*ws)*2trB* | *1177*<br>*920*<br>*753* | ✠<br>5,13 | Sng | *o* | | 1886<br>5mo | Grangemth<br>DockyardCo.<br>Grngemouth | **ToongYue** | 240·6<br>Q81'B67'F27'<br>*ptShadedk*43' BK7½"<br>*CellDB*197' | 33·1 | 14·3 | **Shanghai**<br>Chinese<br>4*BHCem*<br>340*tAPT*15*t* | T.3Cy.18",30"&48"-36"<br>NDB97 142NHP<br>2SB,*4cf*,GS120,HS2190<br>Hutson&Corbett,Glasgow | 16 |
| 32658<br>132764 | **Telima** **CompScSr**<br>(*SalvageSteamer*)<br>Wireless *2Dks* | 421<br>383<br>107 | | | | | 1890 | The<br>Admiralty<br>Devonport | **ShipSalvage**<br>**Corporation,Ld.**<br>**(J.R.Delaney,** *Mgr*) | 165·0 | 31·0 | 13·6 | **Plymouth**<br>British | T.3Cy.20",30"&45"-24"<br>99NHP<br>TheAdmiralty,Keyham | |
| 32659<br>5045<br>JRPS | **Tell** **CompScSr**<br>*Mchy.Aft* *1Dk* | 189<br>157<br>90 | | | | | 1909 | Sjötorps<br>Varf<br>Sjötorp | **G.Groth** | 100·9<br>B20'H9' | 22·6 | 9·8 | **Sjötorp**<br>Swedish | C.2Cy.9½"&21"-13½"<br>12NHP<br>WlhlmsbergsMVAkt.Got. | |
| 32660 | **Tello** **SteelSc**<br>*Elec.light* *Well deck* *1Dk(Stl)*<br>Should be "Cycle," See No. 36837 in Supplement | ~~4720~~ 4676<br>~~4407~~ 3582<br>~~2900~~ 2932 | ✠100A1<br>10,21<br>~~(Class Contemplated)~~<br>Fitted for oil fuel 10,21 FP above 150°F.<br>✠LMC10,21 | Sld | *x* | CL | 1921<br>6mo<br>*Lloyd's A&CP* | JLThompson&Sons,Ld<br>Sunderland | **J.Lindvig**<br>Cell | 364·5<br>~~P&B213'F29'~~ F29<br>P28'Q118'B68' FK<br>*DB*309'944*tFPT*70*t* | 52·8 | 24·3 | **Kragerö**<br>Norwegian<br>6*BHCem*<br>*APT*221*t* | T.3Cy.23½",38"&64"-42"(*s*)<br>180lb 347NHP<br>3SB,*9cf*,GS189,HS6156<br>Armstrong,Whitworth<br>&Co.Ld.Nwc. | 26 |
| 32661<br><br>PTLB | **Tellus** **SteelScSr**<br>*Elec.light* *2Dks* | 1522<br>1232<br>918 | | | | | 1904 | Nederl.<br>Schps.Maats.<br>Amsterdam | **Koninkl.Nederl.**<br>**Stoomb.Maats** | 251·3<br>Q78'B60'F32' | 34·5 | 18·5 | **Amstrdam**<br>Dutch<br>*WB* | T.3Cy.19⅗",30$\frac{3}{10}$"&51"-35"<br>154NHP<br>NedFb.v.Wrk&Spoor,Ams | |
| 32662<br>94423<br>LVFH | **Temaire** **SteelSc3MstSr**<br>*ss*Hpl.2ndNo.3-7,14<br>(*ex*Burnock) *ss*Bkm.No.1-19<br>*Mchy.Aft* *Well deck* 1Dk(Iron)<br>Now named "Innisholm," See No. 37873 in Supplement | 438<br>339<br>206 | ✠100A1<br>8,21 ~~4,20~~<br>✠NB4,07 ✠LMC4,19 | Bkn<br>Sws | *g* | 4,20 | 1890<br>8mo<br>*Lloyd's A&CP* | S M'Knght<br>&Co.<br>Ayr | ~~**RossSmithS.S.Co.Ld.**~~<br>~~**(G.R.Smith,** *Mgr.*)~~<br>MizelShpg.Co.Ld<br>(H.Davies, *Mgr*) | 158·5<br>Q82'B7'F19'<br>BK7"<br>*WB*= | 25·1 | 11·8 | **London**<br>British<br>3*BHCem*<br>*FPT*40*t* | T.3Cy.14",22⅞"&36"-27" (*s*)<br>160lb 75RHP<br>1SB,*2pf*,GS38,HS1230<br>W.Kemp,Glasgow | 12<br>11<br>12 |
| 32663<br><br>JRSB | **Temerario** **SteelTwinSc**<br>(*ex*TorpedoBoat) | 333<br>—<br>188 | | | | | 1889 | Government Yard,<br>Carthagena | | 187·0 | 22·3 | 11·6 | **Barcelona**<br>Spanish | T.6Cy.22",33"&48½"-21½"<br>224NHP | |
| 32664<br>4761<br>JQNT | **Temis** **SteelScSr**<br>(*ex*Carl)<br>*1Dk* | 659<br>441<br>338 | | | | | 1907 | Göteborgs<br>M.V.Aktieb<br>Gothenburg | **Ångf.Aktieb.**<br>**Nornan (O.**<br>**Ahrenberg,** *Mgr.*) | 167·0<br>Q94'B37'H25*t*F22' | 28·4 | 10·9 | **Gothenbrg**<br>Swedish<br>*WB* | T3Cy.14$\frac{3}{16}$",22¼"&37$\frac{7}{16}$"-23¼"<br>68NHP<br>GöteborgsMV.Aktieb.Got | |
| 32665<br>215537<br>LHSN | **Tempate** **Wood~~AuxTwin~~ScSr**<br>*OilEng.*<br>*Elec.light* *1Dk*<br>*Salted & specially treated*<br>Hardwood treenails ptGIB<br>~~(*See Sailing Ship Register*)~~<br>Now a Sailing Ship, See Sailing Ship Register | 698<br>589<br>515 | ✠ 12A1<br>6,20<br>✠LMC11,19<br>✠NE11,19 ✠NDB11,19 | Mob | | 6,20 | 1917<br>6mo<br>*Lloyd's A&CP* | Columbia<br>Eng.Wrks.<br>Portland,Or. | **TempateShipCorp.**<br>**(S.F.Barager,**<br>*Mgr.*) | 176·0<br>P30'F20' | 36·0 | 14·5 | **NewYork**<br>Utd. States | Oil Engines 4S.C.SA<br>12Cy.10"-15" 58NHP<br>*105lb*<br>J.CraigEng.&Mach.Wks.<br>JerseyCity | 16 |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built.<br>When.<br>Ship.<br>Engines | By Whom.<br>Where. | Owners. | Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L.R. Date of B of Trade Cert. |
| 32666<br>143135<br>JWVB | Now named "Northway," See No 38637 in Supplement<br>**Tempestuous** SteelSc<br>ssGls.No.2-21<br>(exHornfels) 1Dk(Stl)<br>Elec.light Well deck<br>Wireless | 3437<br>3198<br>2116 | ✠100A1<br>2,21<br>✠LMC2,21 | Gls | w | CL<br>2,21 | 1912<br>9mo | Craig,Taylor&Co.Ld.<br>Stockton<br>Lloyd'sA&CP | ~~W.J.Williams~~<br>St.MaryS.S.Co.Ld.<br>(WilliamsBros.<br>(Cardiff)Ld.Mgrs.) | 360·5<br>P&B288'F39' | 50·1 | 21·6<br>FK | London<br>British<br>Cem | T.3Cy.25",41"&68"-45" (s)<br>180lb 376NHP<br>2SB,6cf,GS121,HS5064 FD<br>N.E.MarineEng.Co.Ld.Sld | 23″11<br>s 2″10<br>21″5 | |
| | | | | | | | | Intermediate | BH in fore & after | holds dispensed with<br>CellDBa | | | 4 BH only<br>114'uE21'f | 155' 924t FPT93t APT116t | | |
| 32667<br><br>OUER | **Tempête** SteelSc<br>(Tug)<br>(exJacob vanHeemskerck) 1Dk<br>Elec.light | 305<br>238<br>20 | | | | | 1919 | Jonker&Stans<br>HendrikIdo<br>Ambacht | Soc.Mar.Nationale | 124·9 | 25·9 | 12·7 | Marseilles<br>French | T.3Cy.16",26"&42½"-24"<br>89NHP<br>Machfab."Bolnes,"Bolnes | | V |
| 32668<br>129787<br>HVBQ | **Tempo** SteelScSr<br>ssSld.No.2-20<br>Well deck Elec.light 1Dk(Stl)<br>Sub.Sig. | 1379<br>1045<br>687 | ✠100A1<br>8,21~~10,20~~<br>✠LMC10,20<br>BS8,21 | Sld<br>Nwc | o | CL<br>9,20 | 1911<br>12mo | S.P.Austin&Son,Ld.<br>Sunderland<br>Lloyd'sA&CP | PeltonS.S.Co.Ld. | 240·0<br>Q133'F27' | 35·0 | 15·6<br>FK | Newcastle<br>British<br>4BHCem | T.3Cy.20",33"&54"-36" (s)<br>180lb 100lb 210NHP<br>2SB,6pf,GS111,HS3523<br>G.Clark,Ld.Sunderland | 17″9<br>s1″7½<br>16″4 | |
| | | | | | | | | WB | = CellDBa56'uE& | B38'f99'361tSideta | | | nksinER10' | 75tFPT77tAPT124t | | |
| 32669<br><br>MLBJ | — SteelScSr<br>ssXia.No.3-4,16<br>ssHam.No.1-20<br>(exIngvar) 1Dk(Stl)<br>Mchy.Aft | 628<br>503<br>326 | ✠100A1<br>12.20<br>✠LMC<br>MS12,20<br>~~BS11,20~~<br>BS12,21 | Ham | i | 12,20 | 1903<br>5mo | P.Larsson<br>Thorskog<br>Lloyd'sA&CP | ~~D/S A/S Tempo~~<br>~~(B.Rafen)~~Nilson<br>&Michelsen<br>WB = CellD | 181·6<br>P49'Q5'H18tF17'<br>Bf116'151tFPT22t | 29·5 | 12·1<br>FK | Bergen<br>~~Tonsberg~~<br>Norwegian<br>3BHCem<br>APT23t | C.2Cy.16"&30"-22" (s)<br>120lb ~~80lb~~ 60lb 46NHP<br>1SB,2cf,GS22,HS871<br>P.Larsson,Thorskog | 14″4<br>s1″9<br>12″9 | |
| 32670<br>105704<br>NVWC | **Tempus** SteelScSr<br>(exFernfield) ssCff.2ndNo.3-5,21<br>Wireless 1Dk(Stl)&Spar dk(Stl)<br>& Web frames | 3154<br>2919<br>2011 | ✠100A1<br>Spar dk<br>12,21~~5,21~~<br>✠LMC5,21 | Cff | v | ~~5,21~~<br>12,21 | 1895<br>7mo | Furness,Withy&CoLd<br>W.Hartl'pool<br>A&CP | TempusShipping Co.Ld.(W.H.Seager&Co.Mgrs.) | 331·0<br>P31'B66'F34' 26·4<br>WB = CellD<br>Ba108'uE24'f134' | 42·0 | 18·5<br>FK | London<br>British<br>6BHCem<br>579tAPT42t | T.3Cy.24",40"&66"-45" (s)<br>160lb 100lb NDB11 301NHP<br>2SB,6cf,GS124,HS1650<br>Blair&Co.(Lim.),Stockton | 28″9<br>s5″10<br>23″3 | |
| 32671<br>219518<br>LVKM | **Tenafly** SteelScSr<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 4754<br>—<br>2911 | | | | | 1919 | Standard S.B.Corp.<br>Shooters Island,N.Y. | UnitedStates ShippingBoard | 377·0<br>P39'B105'F40' | 52·2 | 26·8 | NewYork<br>Utd.States<br>WB | T.3Cy.25",42"&70"-48"<br>339NHP<br>StandardS.B.Corp. | | R |
| 32672<br><br>OUEV | **Tenax** SteelScSr<br>port damaged<br>(Tug)<br>(exBartlett) 1Dk<br>Elec.light Wireless | 278<br>—<br>12 | | | | | 1908 | Greenock&Grngemouth<br>DockyardCo.<br>Grngemouth | Chemins deFer de l'EtatFrançais (Soc.Maritime Nationale,Mgrs.) | 124·9 | 25·1 | 13·3<br>BK6" | Havre<br>French<br>WB | T.3Cy.17",27"&43"-27"<br>96NHP<br>Muir&Houston,Ld.Gls. | 14″0 | V |
| 32673<br>55<br>SLGM | — SteelScK<br>ssMes.No.3-5,13<br>ssNap.No.1-17<br>(exSalvor,exSouthmoor) 1Dk<br>Elec.light | 144<br>139<br>44 | ✠100A1<br>ForSalvage &<br>Towing purposes<br>2,19<br>~~BS3,20~~ ✠LMC~~12,17~~<br>1,22 | Nap | | ~~2,19~~<br>1,22 | 1900<br>3mo | Smith's DockCo.Ld.<br>NorthShields<br>Lloyd'sA&CP | Soc.Ital.diSalvataggie diNavig. | 99·9<br>Q46'F19' | 20·0 | 11·0<br>BK7½" | Messina<br>Italian<br>3BHCem | T.3Cy.11½",18"&30"-21" (s)<br>180lb 72NHP<br>1SB,2pf,GS26,HS816<br>N.E.Marine Eng.Co.Ld.Sld | 11″8<br>s1″1½<br>11″5 | |
| 32674<br>13679<br>LPRK | **Tenbu Maru** SteelScSr<br>(exVorwärts)<br>Elec.light 2Dks | 982<br>776<br>577 | | | | | 1895 | Howaldtswerke<br>Kiel | HakuyoShosen KabushikiKaisha | 230·6<br>P28'B69'F29' | 33·6 | 12·5 | Ushioye<br>Japanese<br>WB | T.3Cy.17",27⅝"&43⅜"-$24\frac{7}{16}$"<br>93NHP<br>Howaldtswerke,Kiel | | |
| 32675<br>128764<br>JGTC | **Tenby** SteelScK<br>ssGms.No.2-19 ~~ssSou.No.1-19~~<br>1Dk | 215<br>189<br>84 | ✠100A1<br>StmTrawler<br>1,22~~4,20~~ ✠LMC6,19<br>BS8,21 | Gms | | CL<br>~~2,21~~<br>1,22 | 1913<br>1mo | Smith's DockCo.Ld.<br>Middlesbro'<br>Lloyd'sA&CP | Smethurst& Johnson | 117·4<br>Q69'F19' | 22·0 | 11·7<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.12¼",20"&34"-24" (s)<br>180lb 74RHP<br>1SB,3pf,GS40,HS1281<br>Smith'sDockCo.Ld.Mdb. | 12″6 | |
| 32676<br>124726 | **Tenby Castle** SteelScK<br>ssMil.No.3-7,19<br>1Dk | 256<br>228<br>101 | ✠100A1<br>StmTrawler<br>~~6,21~~ ~~9,20~~1,22<br>BS11,20 ✠LMC7,19<br>BS8,21 | Sws | | CL<br>7.19 | 1908<br>3mo | Smith's DockCo.Ld<br>NorthShields<br>Lloyd'sA&CP | ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld.(J.D Marsden,Mgr.) | 125·4<br>Q74'F19' | 22·1 | 12·1<br>BK7½"<br>WB= | Swansea<br>British<br>3BHCem<br>DBf26'15t | T.3Cy.12½",21"&35"-26" (s)<br>180lb 80RHP<br>1SB,3pf,GS51,HS1418<br>ShieldsEng.Co.Ld.N.Shl. | 13″0 | |
| 32677<br>13096<br>LMJD | **Tenchi Maru** SteelScSr<br>(exPeiho,exMedan,exMahaVajiravudh)<br>Elec.light 1Dk& Awng dk | 804<br>—<br>435 | | | ... | | 1899 | Burmeister &Wain<br>Copenhagen | OsakaShosen KabushikiKaisha | 188·4 | 28·4 | 9·8<br>16·8<br>FK | Osaka<br>Japanese<br>WB | T.3Cy.14½",23"&36"-24"<br>87NHP<br>Burmeister&Wain,Cpn. | 19″0 | |
| 32678<br>8938<br>JPBG | **Tencho Maru** SteelScSr<br>(exTatsuMaru,<br>exMyrmidon) Wireless 2Dks | 2922<br>—<br>1828 | | | | | 1890 | Scott&Co.<br>Greenock | TatsuumaKisen KabushikiKaisha | 345·6<br>P16'B48'F46' | 37·7 | 27·2 | Nishino-miya<br>Japanese | C.2Cy.26¾"&62"-60"<br>248NHP<br>Scott&Co.Greenock | | |
| 32679<br>2<br>QBOF | — SteelScSr<br>Elec.light 1 Dk & 2nd dk | 1261<br>1078<br>751 | | | ... | | 1912 | TaikooDkyd&EngCo of HongK'ngLd<br>HongKong | DairenKisen KabushikiKaisha | 245·0<br>B61'F30' | 36·0 | 14·4<br>FK | Dairen<br>Japanese<br>WB | T.3Cy.17",27"&44"-30"<br>155NHP<br>TaikooDkyd.&Eg.Co. ofHongKongLd. | 16″6 | |
| 32680 | **Tendaba** SteelScSr<br>ssDakarNo.2-20<br>Mchy.Aft 1Dk(Stl-ws)<br>Cargo battens not fitted | 174<br>146<br>81 | ✠100A1<br>7,20<br>✠LMC7,20 | Dakar | b | CL<br>N7,20 | 1911<br>10mo | Jonker& Stans<br>HendrikIdo Ambacht<br>Lloyd'sA&CP | Maurel frères | 113·0<br>F19'<br>WB=FPT36t | 20·5 | <br>FK | Dakar<br>French<br>4BHCem<br>APT21t | C.2Cy.$12\frac{13}{16}$"&25⅝"-$13\frac{13}{16}$" (s)<br>120lb 39NHP<br>1SB,2cf,GS30,HS925<br>AlblasserdamMschFabAlb | 8″7<br>s1″1¾<br>7″9 | |
| 32681<br>139639 | **Tenedos** SteelSc<br>(exDominickAddison) 1Dk(Stl-ws) | 290<br>249<br>127 | ✠100A1<br>StmTrawler<br>10,21~~4,21~~ ✠LMC10,19 | Sws | | CL | 1919<br>10mo | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>Lloyd'sA&CP | Tucker,Tippett &Co.Ld. | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | Cardiff<br>British<br>3BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 86RHP<br>1SB,3pf,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13″6 | |
| 32682<br><br>OUEX | **Teneriffa** SteelScSr<br>Elec.light Mchy.Aft 1Dk | 2075<br>1608<br>1201 | | | | | 1913 | Schiffsw.v. HenryKoch<br>Lübeck | FrenchGovernment | 290·6<br>P&B107'F81' | 41·2 | 16·8 | <br>French<br>WB | T 3Cy.22⅘",36⅓"&$56\frac{7}{10}$"-35⅖"<br>190NHP<br>OttensenerMaschf. Altona | | V |
| 32683<br>23669<br>RFBV | **Tenjin Maru No.6** WoodAuxScSr | 128<br>—<br>71 | | | | | 1918 | ............ | SeikoGoshiKaisha | 87·0 | 23·0 | 10·0 | Kobe<br>Japanese | | | |
| 32684<br>23627<br>RDVC | Wrecked 6,21<br>**Tenju Maru** WoodSc | 846<br>—<br>486 | | | | | 1918 | | BuyuKisen KabushikiKaisha | 227·6 | 31·1 | 16·0 | Amagasaki<br>Japanese | | | |
| 32685<br>22675<br>RBFD | — WoodSc | 507<br>—<br>269 | | | | | 1918 | ............ | Minamimoto Tsunejiro | 152·7 | 27·0 | 15·4 | Amagasaki<br>Japanese | | | |

| 1 Numero d'Ordre. — Numero Officiel — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32686<br>20395<br>NJCD | **Tenju Maru** WoodAuxScSr | 317<br>—<br>199 | | | | | 1917 | ........ | YokohamaGyoyu KabushikiKaisha | 124·8 | 26·4 | 13·4 | Yokohama<br>Japanese | | |
| 32687<br>21041<br>NLTQ | **Tenkai Maru** SteelScSr<br>ssKob.No.1-21<br>Elec.light 2Dks(Stl)<br>Wireless | 3116<br>2695<br>1912 | ✠100A1<br>5,21 ~~1,21~~<br>✠LMC~~9,19~~<br>6,21 | Shl<br>Kob | u | CL<br>~~9,18~~<br>6,21 | 1917<br>9mo | Mitsubishi Dkyd&EWks Nagasaki<br>A&CP | ~~MeijiBoyeki Kaisha,Ld.~~ Toyo SeitoKabushiki Kaisha<br>Cell | 305·0<br>P25′B94′F33′<br>FK<br>DB263′612tFPT58 | 43·7 | 27·2 | ~~Amagasaki~~ Takao<br>Japanese<br>5BHCem<br>tAPT42t | T.3Cy.19½″,32″&54″–48″ (s)<br>180lb 261NHP<br>2SB,6cf,GS93,HS3680 FD<br>MitsubishiD.&E.Wks.Nag | 27 ' 3<br>s 4 ' 4<br>23 ' 1 |
| 32688<br>23695<br>RFDP | **Tenkei Maru** WoodSc | 621<br>—<br>347 | | | | | 1918 | ........ | HakuyoKaiun KabushikiKaisha | 181·3 | 28·4 | 14·8 | Ushioye<br>Japanese | | |
| 32689<br>22472<br>NVFR | **Tenko Maru** SteelScSr<br>Elec.light | 1273<br>1113<br>721 | | | | | 1918 | Ishikawa-jimaSBCoLd Ishikawajima | GokoShokai KabushikiKaisha (KentaroKawachi, Mgr.) | 230·0<br>P28′B53′F25′ | 33·0 | 19·6 | Amagasaki<br>Japanese<br>WB | T.3Cy.15″,24½″&40″–30″<br>88NHP<br>IshikawajimaS.B.Co.Ld. | |
| 32690<br>21778<br>NQVS | — WoodSc | 179<br>—<br>99 | | | | | 1918 | ........ | NishiyamaKakuji | 114·9 | 21·2 | 11·3 | Ushioye<br>Japanese | | |
| 32691<br>17163<br>MLTF | **Tenkyo Maru** WoodScSp<br>2Dks | 190<br>—<br>111 | | | | | 1914 | Ono Zosensho Hakodate | SakagamiGorobei | 115·6<br>B22′ | 17·5 | 12·7 | Hakodate<br>Japanese<br>WB | C.2Cy.12⅝″&24½″–16″<br>E&Bmde01reftd14 20NHP<br>OnoTekkoZosensho, Hakodate | |
| 32692<br>145783 | **Tennessee** SteelTwinScSr<br>Elec.light 2Dks | 1240<br>—<br>743 | | | | | 1898 | Harlan& Hollings-worthCo. Wlmgtn,Del. | Hartford&New YorkTransprtn.Co | 245·0<br>H— | 38·0 | 15·8 | Hartford<br>Utd.States | T.6Cy.18″,28″&45″–30″<br>222NHP<br>Harlan&HollingsworthCo. Wilmington,Del. | |
| 32693<br>18930<br>MWRK | **Tenno Maru** SteelScSr<br>Elec.light 1Dk | 2148<br>1886<br>1290 | | | | | 1916 | Uraga DockCo.Ld. Uraga | FurukawaShoji Kaisha | 268·0<br>P13′B58′F27′ | 40·8 | 23·6 | Kobe<br>Japanese<br>WB | T.3Cy.19″,32½″&52″–39″<br>169NHP<br>UragaDockCo.Ld.Uraga | 23 ' 6 |
| 32694<br>112425<br>SBFD | **Tennyson** SteelScSr<br>ssN.Yk.No.3-7,13<br>(exEvangeline) ssBkn.No.1-16<br>Elec.light 1Dk(Stl)&Spar dk<br>Wireless (Stl-ws)&deep framing | 3944<br>3356<br>2482 | ✠100A1<br>Spar dk<br>8,20<br>BS6,20<br>✠LMC<br>MS10,20 | N Yk | w | CL<br>12,19 | 1900<br>10mo<br>Lloyd | A.Stephen &Sons Glasgow<br>'sA&CP | LivBrazil&RPlate S.N.Co.Ld. (Lamport&HoltLd., Mgrs.)<br>W | 371·5<br>P34′B120′F40′ 27·6<br>FK<br>B = CellDBa84′uE | 45·2 | 18·8 | Liverpool<br>British<br>6BHCem<br>&B70′f108′ | T.3Cy.28″,46″&75″–51″ (s)<br>180lb 605NHP<br>4SB,12cf,GS319,HS9368 FD<br>A.Stephen&Sons,Glasgow<br>574tDTa22′505tAPT41t | 30 ' 6<br>s5 ' 10<br>25 ' 1 |
| 32695<br>14168<br>LQPM | **Tenpaisan Maru** SteelScSr<br>ssKob.No.2-20<br>Elec.light Wireless 1Dk(Stl)<br>Cantilever framing,topside tanks | 5005<br>4535<br>2687 | ✠100A1<br>2,22~~12,20~~<br>✠LMC~~12,20~~<br>2,22 | Kob | y | CL<br>12,20 | 1911<br>7mo<br>Lloyd | JLThomp-son&Sons,Ld Sunderland<br>'sA&CP | MitsuiBussan Kaisha,Ld.<br>WB<br>Top | 380·7<br>P38′B111′F36′<br>FK<br>=CellDBa126′uE<br>side Tanks340′1416 | 53·6 | 27·1 | Kobe<br>Japanese<br>6BHCem<br>&B39′f167′1126t<br>t Poop Tank | T.3Cy.26″,42″&70″–48″ (s)<br>180lb 417NHP<br>3SB,9cf,GS190,HS7114<br>Blair&Co.Ld.Stockton<br>18′150tFPT107tAPT101t | 29 ' 7<br>s5 ' 10<br>24 ' 1 |
| 32696<br>10287<br>JWVS | **Tenri Maru** SteelPadSr<br>(exNagaraMaru,ex Nagadan,exCarrick Castle, exCulzean Castle,exWindsorCastle) ssP.Gls.No.2-99<br>1Dk(ptStl-ws) | 826<br>—<br>461 | ✠<br>9,00<br>✠ | PGls | j | | 1891<br>12mo | Southmptn NavWrks.Ld Southampton | SanyoKisen KabushikiKaisha | 246·5<br>Q24′B142′F44′<br>FK | 27·6 | 10·2 | Nishino-miya<br>Japanese<br>8BHCem | T.D.Cy.26⅞″,40″&64⅝″–59″<br>320NHP<br>1DB,8rf,GS156,HS5300 FD<br>Sou.NavalWorks,Ld.Sou. | 11 ' 0 |
| 32697<br>15072<br>LWBM | **Tenri Maru No. 2** SteelSc | 220<br>—<br>114 | | | | | 1912 | ........ | KabushikiKaisha NakaiRiheyei Shoten | 113·7 | 22·4 | 12·5 | Nishino-miya<br>Japanese | | |
| 32698<br>14355<br>LPVN | **Tenryu Maru** SteelScSr<br>ssKob.No.3-8,11<br>(exJenny) ssOsa No.2-19<br>1Dk(Stl)&deepframing | 2520<br>2214<br>1608 | ✠100A1<br>7,21~~3,21~~<br>✠LMC~~6,20~~<br>7,21 | Yka<br>Kob | t | ~~3,21~~<br>N7,21 | 1899<br>1mo | R.Craggs &Sons Middlesbro'<br>A&CP | HakuyoShosen KabushikiKaisha<br>WB=CellDBa92′ | 300·0<br>P27′B58′F33′<br>FK<br>uE&B36′f120′625 | 43·0 | 20·5 | Ushioye<br>Japanese<br>5BHCem<br>APT41t | T.3Cy.22½″,36½″&61″–42″<br>160lb (r) 245NHP<br>2SB,6cf,GS111,HS3732<br>SirC.Furness,Westgarth &Co.Ld.Mdb. | 23 ' 0<br>s3 ' 10<br>19 ' 5 |
| 32699<br>21523<br>NPYC | — WoodAuxScSr | 349<br>—<br>252 | | | | | 1918 | ........ | NanyoBoyeki KabushikiKaisha | 117·5 | 26·7 | 14·5 | Tokio<br>Japanese | | |
| 32700<br>1709<br>HLFK | — WoodScSr<br>2Dks | 175<br>—<br>92 | | | | | 1897 | Kajiwara Umanosuke Osaka | TokiowanKisen KabushikiKaisha | 112·2 | 16·0 | 12·7 | Shimoda<br>Japanese | C.2Cy.15″&30″–18″<br>32NHP<br>KimuraJusuke,Osaka | |
| 32701<br>1696<br>HLDN | **Tenryugawa Maru** StlTwinScSr<br>2Dks | 568<br>—<br>342 | | | | | 1897 | Osaka Iron Works Osaka | OsakaShosen KabushikiKaisha | 176·8 | 24·6 | 16·3 | Osaka<br>Japanese | T.6Cy.12″,18½″&31″–22″<br>90NHP<br>OsakaIronWorks,Osaka | |
| 32702<br>16017<br>MFNJ | **Tensei Maru** SteelScSr<br>(exMegna) | 1231<br>1178<br>760 | | | | | 1889 | W.Denny &Bros. Dumbarton | Shinbayashi Kisen GomeiKaisha | 230·0<br>B51′F35′ | 36·2 | 17·5 | Susami<br>Japanese | Q.4Cy.16″,24″,32″&47″–36″<br>98NHP<br>Denny&Co.Dumbarton | |
| 32703<br>23926<br>RGFL | — WoodSc | 505<br>—<br>309 | | | | | 1918 | Onomichi Dkyd.&Eng. Works Onomichi | TsushimaUnyu KabushikiKaisha | 158·0 | 27·0 | 14·6 | Kasaoka<br>Japanese | | |
| 32704<br>22290<br>NTBW | — WoodSc | 312<br>—<br>179 | | | | | 1918 | ........ | Minamimoto Tsunejiro | 135·0 | 24·7 | 13·0 | Amagasaki<br>Japanese | | |
| 32705<br>22214<br>NSRH | — WoodAuxScSr | 113<br>—<br>90 | | | | | 1918 | ........ | Uyematsu Shinjuro | 87·3 | 20·2 | 10·0 | Shingu<br>Japanese | | |
| 32706<br>22227<br>NVMF | **Tensha Maru** WoodSc | 392<br>—<br>250 | | | | | 1917 | ........ | GoshiKaisha HakuyoGumi | 143·4 | 25·7 | 13·1 | Osaka<br>Japanese | | |
| 32707<br>8965<br>JNGF | **Tenshin Maru** SteelScSr<br>ssYka.2ndNo.3-8,15<br>(exSaintIrene) ssKob.No.1-19<br>1Dk(Irn)&Spar dk(Irn)&Webframes | 4021<br>3733<br>2483 | ✠100A1<br>Spar dk<br>7,21~~8,20~~<br>✠LMC~~8,20~~<br>7,21 | Kob | w | ~~8,20~~<br>7,21 | 1894<br>5mo | J.Laing Sunderland<br>A&CP | ~~NipponYusen KabushikiKaisha~~ [illegible] KabushikiKaisha | 357·0<br>P35′B78′F35′ 26·7<br>BK9″<br>WB=CellDB252′ | 45·5 | 19·0 | Tokio<br>Japanese<br>6BHCem<br>526tAPT50t | T.3Cy.25″,41½″&67″–45″<br>180lb 325NHP<br>3SB,9rf,GS180,HS4988<br>G.Clark,Ld.Sunderland | 29 ' 5<br>s6 ' 5<br>23 ' 11 |

| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built. When | By Whom<br>Where | Owners. | Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32708<br>9690<br>JTWD | **Tenshin Maru** **WoodScSr**<br>(*ex*OnoMaru)<br>2*Dks* | 524<br>511<br>325 | | | | | 1905 | S.Ono<br>Osaka | **TsushimaUnyu**<br>**KabushikiKaisha** | 165·6\|24·0\|17·9 | **Nishino-**<br>**miya**<br>Japanese | T.3Cy.13¼″,21¼″&34¼″–24″<br>57NHP<br>S.Ono,Osaka | | |
| 32709<br>17337<br>MNTO | **Tensho Maru** **SteelScSr**<br>*ss*Osa.No 1–20<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing* | 3186<br>2757<br>2005 | ✠100A1<br>3,21<br>✠LMC8,21 | Osa | *t* | CL<br>3,21 | 1915<br>12mo<br>*Lloyd* | Osaka Iron<br>Works,Ld.<br>Osaka<br>'*sA&CP* | **HakuyoShosen**<br>**KabushikiKaisha**<br>*Cell DBa*85' | 305·3\|43·7\|27·2<br>P19'B82'F32'<br>FK<br>*uE&B*33'*f*122' 519*t* | **Ushioye**<br>Japanese<br>5*BHCem*<br>*APT*20*t* | T.3Cy.22″,37″&61″–42″ (*s*)<br>180lb 288NHP<br>2SB,6*cf*,GS90,HS3824 FD<br>OsakaIronWorks,Osaka | 27 ″ 3<br>s4 ″ 4½<br>23 ″ 2 | |
| 32710<br>19752<br>NFKS | — **SteelScSr**<br>*ss*Kob No.1–21<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Longitudinal framing* | 3186<br>2757<br>1987 | ✠100A1<br>9,21 ~~10,19~~<br>✠LMC~~10,19~~<br>9,21 | Kob | *t* | CL<br>~~10,19~~<br>9,21 | 1916<br>12mo<br>*Lloyd* | OsakaIron<br>Works,Ld.<br>Osaka<br>'*sA&CP* | **KoichiroKoguma**<br>*CellDB*254'473*t* | 305·0\|43·7\|27·2<br>P19'B82'F32'<br>FK<br>*DTa* 25'534*t FPT* 1 | **Amagasaki**<br>Japanese<br>5*BHCem*<br>12*t APT*20*t* | T.3Cy.22″,37″&61″–42″ (*s*)<br>180lb 288NHP<br>2SB,6*cf*,GS90,HS3824 FD<br>OsakaIronWrks,Ld.Osaka | 27 ″ 3<br>s4 ″ 4½<br>23 ″ 2 | |
| 32711<br>19076<br>NBKF | — **WoodAuxScSr** | 158<br>—<br>110 | | | | | 1916 | ................. | **HisamaZensuke** | 97·5\|23·6\|10·6 | **Kobe**<br>Japanese | | | |
| 32712<br>OUEZ | **Tensift** **SteelScSr**<br>(*ex*Rubin)<br>Wireless 1*Dk* | 618<br>457<br>345 | | | | | 1911 | Hlsingbrgs<br>VarfsAktieb.<br>Helsingborg | **Cie.deNavigation**<br>**Paquet** | 176·0\|30·2\|12·2<br>P25*t*Q38*t*B85*t*H18*t*<br>F13*t* | **Marseilles**<br>French<br>*WB* | C.2Cy.16¾″&31½″–21$\frac{1}{16}$″<br>38NHP<br>HelsingbrgsVarfs.Aktieb. | | V |
| 32713<br>MTSF | **Tento** **SteelSc**<br>*Elec.light* Wireless 1*Dk* | 2062<br>1819<br>1230 | | | | | 1917 | PolsonIron<br>WorksCo.Ld<br>Toronto | **PrebensensDmpsk.**<br>**A/S (J.W.Preben-**<br>**sen,** *Mgr.*) | 251·4\|43·5\|21·0<br>P65*t*H91*t*F23*t* | **Risör**<br>Norwegian<br>*WB* | T.3Cy.20½″,33″&54″–36″<br>175NHP<br>PolsonI W.Co.Ld.Toronto | | |
| 32714<br>17185<br>MLVQ | **Tentoku Maru** **WoodSc**<br>1*Dk* | 358<br>264<br>267 | | | | | 1916 | Hakodate<br>S.B.Co.Ld.<br>Hakodate | **AraiShinzo** | 133·7\|23·0\|13·1 | **Hakodate**<br>Japanese | C. | | |
| 32715<br>16446<br>MHSJ | **Tenun Maru** **SteelScSr**<br>1*Dk* | 643<br>—<br>331 | | | | | 1913 | S.Ono<br>Osaka | **TokioKaiun**<br>**KabushikiKaisha** | 179·8\|25·7\|14·2<br>B40'F26' | **Amagasaki**<br>Japanese | T.3Cy.11″,19″&32″–22″<br>48NHP<br>S.Ono,Osaka | | |
| 32716<br>11070<br>LFKB | **Tenyo Maru** **SteelTrpScSr**<br>*ss*H.Kg.No.3–3,20<br>*Elec.light* 3*Dks*(*StlU&M*–ws)<br>Wireless *deep framing&Web frames&*<br>Sub.Sig. *Shelter dk*(*Stl*–teak s) | 13398<br>11240<br>6292 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>3,21 ~~10,20~~<br>~~3,21~~ 2,22<br>~~SS12,19~~<br>*Fitted for oil* | HKg<br>✠LMC1,21<br>~~MS3,20~~<br>*fuel* 4,08 | *j*† | CL<br>s3,20<br>c3,20<br>~~P9,19~~<br>P2,22<br>*F.P. a* | 1908<br>4mo<br>*Lloyd*<br>*bove* 1 | MitsuBishi<br>Dkyd&EWks<br>Nagasaki<br>'*sA&CP*<br>50°F. | **ToyoKisen**<br>**KabushikiKaisha**<br>*WB=CellDBa*1<br>1694*t Deeptan* | 558·0\|61·9\|35·5<br>FK&BK2½″<br>13'*uE&B*168' *f*165'<br>*ksf*35'1381*t*&28'119 | **Yokohama**<br>Japanese<br>12*BHptCem*<br>*ptAsp*<br>4*t* '*tween dk* | 3 Steam Turbines (*s*)<br>180lb<br>13SB,52*cf*,GS981,HS37661<br>ParsonsMar.S. FD<br>TurbineCo.Ld.Nwc.<br>*tank*510*t FPT*92*t APT*125*t* | 38 ″ 8<br>s7 ″ 8<br>31 ″ 9 | |
| 32717<br>10298<br>LBMH | — **WoodScSp**<br>(*FOUNDERED AFTER STRANDING*<br>*1,21*)<br>2*Dks* | 277<br>—<br>162 | | | | | 1906 | B.Mizo-<br>buchi<br>Ominato | **TsushimaUnyu**<br>**KabushikiKaisha** | 132·3\|18·9\|14·3<br>B19' | **Nishino-**<br>**miya**<br>Japanese | T.3Cy.10½″,15″&24⅛″–18″<br>21NHP | | |
| 32718<br>25068<br>RLWP | **Tenyo Maru No.1** **WoodAuxScSr** | 114<br>—<br>81 | | | | | 1919 | ................. | **HiramotoSeiji** | 88·0\|20·7\| 8·7 | **Heki**<br>Japanese | | | |
| 32719<br>9284<br>JSPQ | **Tenyu Maru** **SteelScSr**<br>2*Dks* | 733<br>698<br>425 | | | | | 1904 | S.Ono<br>Osaka | **KitanihonKisen**<br>**KabushikiKaisha** | 185·5\|26·4\|18·7<br>B33'F20' | **Nishino-**<br>**miya**<br>Japanese | T.3Cy.14″,23″&37″–26″<br>70NHP<br>S.Ono,Osaka | | |
| 32720<br>21776<br>NQVP | **Tenzui Maru** **WoodSc** | 199<br>—<br>115 | | | | | 1918 | ................. | **GoshiKaisha**<br>**HokayoGumi** | 113·3\|22·7\|11·0 | **Ushioye**<br>Japanese | | | |
| 32721<br>130119 | **Teo Pao** **SteelScSr**<br>*Now named* "Lee Sang." *See No.* 38188 *in Supplement*<br>*Elec.light* 2*Dks* | 1655<br>1438<br>972 | | | | | 1907 | Schiffsw. v.<br>HenryKoch<br>Lübeck | **Indo-ChinaSteam**<br>**Nav.Co.Ld.** | 265·8\|37·8\|18·4<br>P&B154'F40' | **HongKong**<br>British<br>*WB* | T.3Cy.20½″,33½″&53″–33½″<br>163NHP<br>J.F.Ahrens,Altona | | |
| 32722 | **Teodo** **SteelTwinSc**<br>Wireless 2*Dks* | 6240<br>—<br>3604 | | | | | 1915 | Stabilmnto<br>Tecnico<br>Trieste | **Requisitioned by**<br>**theItalian Govern-**<br>**ment (Ministryof**<br>**Transports)** | 449·8\|55·6\|34·1 | Italian | T.6Cy. | | |
| 32723<br>216 | **Teodor** **IronScSr**<br>(*ex*Tessin)<br>1*Dk* | 102<br>—<br>63 | | | | | 1870 | Motala<br>Mek.Verk.<br>Gothenburg | **W.Mikalk** | 86·7\|16·8 9·0<br>B26'H8*t* | **Windau**<br>Latvian | C.2Cy.8″&15$\frac{9}{16}$″–15⅝″<br>8NHP<br>*Cmp.*07RapidsM.V.Got. | | |
| 32724<br>JRSV | **Teodoro Llorente** **SteelScSr**<br>*ss*Sou.2ndNo.3–7,10<br>(*exYacht*Zenaïda,*ex*Maroussia, 2*Dks*<br>*ex*Roxana,*ex*Foros,*ex*Amy)<br>*Elec.light* Wireless | 907<br>—<br>475 | ✠<br>7,10 | Sou | | | 1885<br>4mo | D&WHen-<br>derson&Co.<br>Glasgow | **Cia.Trasmediter-**<br>**ranea** | 221·3\|28·1\|17·8 | **Valencia**<br>Spanish<br>6*BHCem* | C.2Cy.29″&58″–36″<br>1B,6*cf*,GS130 170NHP<br>D&W.Henderson,Gls. | | V |
| 32725<br>89336 | **Terara** **IronPad**<br>1*Dk* | 152<br>—<br>96 | | | | | 1885 | Atlas<br>EngineCoLd.<br>Sydney | **NorthCoastSteam**<br>**Nav.Co.Ld.** | 125·3\|20·0\| 6·7 | **SydnyNSW**<br>British | C.2Cy.14½″&25″–48″<br>30RHP<br>AtlasEng.Co.,Ld.,Sydney | | |
| 32726<br>117594<br>WPHM | **Terawhiti** **SteelScSp**<br>(*Tug*)<br>*Elec.light* Wireless 1*Dk* | 260<br>230<br>102 | | | | | 1907 | Ramage&<br>Ferguson,Ld.<br>Leith | **UnionS.S.Co.of**<br>**NewZealand,Ld.** | 120·2\|24·1\|11·8 | **Dunedin**<br>British<br>*WB* | T.3Cy.16″,26″&42″–27″<br>99RHP<br>Ramage&Ferguson,Leith | | |
| 32727<br>HBDP | **Tercero** **IronSc**<br>(*ex*Saraca,*ex*Sailing Vessel)<br>1*Dk*2*trB* | 941<br>—<br>588 | ✠<br>9,95 | Gls | | | 1877<br>7mo | Birrell,<br>Stenhouse<br>&Co.<br>Dumbarton | **G.Cappagli&P.F.**<br>**Giacomazzi** | 189·4\|31·2\|18·5<br>BK7½″ | **Bns.Ayres**<br>Argentine<br>*WB* | T.3Cy.13½″,21″&35″–22″<br>*E made* 90 *refitted* 18 57NHP<br>*B made* 03 *refitted* 18<br>A.Shanks&Son,Arbroath | | IV |
| 32728<br>215296<br>LHMC | **Teresa** **SteelScSr**<br>*ss*Tri.No.3–4,12<br>Wireless 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>&*deep framing* | 3769<br>3630<br>2381 | ✠<br>*Spar dk*<br>10,16<br>✠ | Tri | *w* | | 1900<br>1mo | Russell&<br>Co.<br>PortGlasgow<br>*W* | **UnitedStates**<br>**ShippingBoard**<br>*B = Cell D Ba*112 | 345·8\|49·8\|25·4<br>P26'B72'F36'<br>FK<br>'*uE&B*40'*f*146'899*t* | **NewYork**<br>Utd.States<br>6*BHCem*<br>*APT*71*t* | T.3Cy.25¼″,41″&67″–45″<br>NDB12 345NHP<br>2SB,6*rf*,GS109,HS4474 FD<br>Blackwood&Gordon,P.Gl. | 28 ″ 5 | R |
| 32729<br>JRVB | — **IronScSr**<br>*ss*Mdb.No.2–91<br>(*ex*Arosa,*ex*Jern,*ex*Newbigging,<br>*ex*Glanrheidol) *Well deck* 1*Dk*(*Irn*)2*trB*<br>Wireless | 908<br>—<br>505 | ✠<br>4,97 | Lth | *m* | | 1883<br>11mo | WDoxford<br>&Sons<br>Sunderland | **R.OrtizArtiñano**<br>*WB* | 211·3\|30·1\|15·5<br>Q76*t*B85*t* H13*t*F31*t*<br>BK8″<br>=*DBa*62' *f*57' 219*t* | **Bilbao**<br>Spanish<br>4*BHCem*<br>*APT*27*t* | C.2Cy.25″&48″–33″<br>NB99 110NHP<br>1SB,3*pf*,GS52<br>W.Doxford&Sons,Sld. | 16 ″ 4 | V |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant<br>pds. ps |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32730 | **Teresa** **IronTwinSc**<br>(*Tug*)<br>(*ex*GunboatAlsedo) | 168<br>—<br>71 | | | | | 1882 | Spanish Government<br>Carraca | **J.Santamarina** | 115·0 | 22·0 | 6·2 | **Havana**<br>Cuban | NB05 | |
| 32731<br>635<br>SLNX | **Teresa Accame** **SteelScSr**<br>*ss*Lon.No.3–8,04<br>(*ex*Augustus,*ex*Waikato)*ss*Bry.No.1–09<br>Wireless 1*Dk*(*Irn*)&*Spar dk*(*Stl*)3*trB* | 4742<br>4534<br>3029 | *Spar dk*<br>7,13 ✠ | Rot | *y* | | 1892<br>10mo | W.Doxford &Sons,Ld.<br>Sunderland | **FratelliAccame di L.** | 400·0<br>P29′B90′F40′ | 48·0 | 21·7<br>29·3<br>FK<br>*WB = CellD* | **Genoa**<br>Italian<br>6*BHCem*<br>*B*326′1176*t* | T.3Cy.24″,44″&72″–48″<br>HS8004 446NHP<br>2DB&1SB,*12cf&3pf*,GS267<br>W.Doxford&Sons,Ld.Sld. | 32 ′ 0 |
| 32732<br>JRVC | **Teresa Fabregas** **IronSc**<br>*ss*Ham.2ndNo.3–1,10<br>(*ex*Lista) *ss*Bcl.No.2–18<br>Wireless 1*Dk*(*Irn*)&*Awng dk* | 971<br>—<br>756 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>10,21 ~~10,20~~<br>BS10,20 ✠LMC5,18 | Bcl | *m* | N10,21 | 1882<br>12mo<br>*Lloyd* | W.B. Thompson<br>Dundee<br>*'sA&CP* | **Fabregas y Garcias** | 210·7 | 29·8 | 13·9<br>21·4<br>BK7½″<br>*WB =* | **Tarragona**<br>Spanish<br>4*BHCem*<br>*DBa*38′50*t* | C.2Cy.23″&46″–30″ (i)<br>85lb [illegible] NDB99 96NHP<br>1SB,*3pf*,GS40,HS1525<br>W.B.Thompson,Dundee | 22 ′ 6<br>s 7 ′ 10<br>15 ′ 7 |
| 32733<br>881 | **Teresa O.** **SteelScSr**<br>*Elec.light Mchy.Aft* Wireless 1*Dk* | 5829<br>4600<br>3512 | | | | | 1919 | N.Odero fu A.<br>Genoa | **N.Odero fu A.&Co.** | 395·8<br>P&B238′F36′ | 49·9 | 27·8 | **Genoa**<br>Italian<br>*WB* | T.3Cy.26″,42½″&69$\frac{7}{10}$″–48″<br>337NHP<br>N.Odero fu A.Genoa | |
| 32734<br>JRVG | **Teresa Pamies** **SteelScSr**<br>*ss*Bbo.No.3–8,08<br>(*ex*Acuario,*ex*KingDavid)*ss*Bcl.No.2–17<br>Wireless 1*Dk*(*Irn*) 2*trB*&*deep framing* | 2554<br>2327<br>1595 | ✠100A1<br>3,20<br>MS8,18 ✠LMC BS7,19 | Bcl | *t* | ~~3,20~~<br>CL<br>N8,21 | 1895<br>10mo | Short Bros.<br>Sunderland<br>A&CP | **Fabregas y Garcias**<br>*WB = Cell* | 304·1<br>P27′B68′F31′<br>*DBa &uE*118 *f*118′ | 44·1 | 20·6<br>FK | **Tarragona**<br>Spanish<br>5*BHCem*<br>657*tAPT*61*t* | T.3Cy.23″,38″&61½″–39″ (*s*)<br>180lb *100lb* 242NHP<br>2SB,*6cf*,GS117,HS3520<br>Blair&Co.Ld.Stockton | 23 ′ 2<br>s 3 ′ 8<br>19 ′ 9 |
| 32735<br>JRVQ | **Teresa Taya** **SteelScSr**<br>*ss*H.Kg.2ndNo.3–11,10<br>(*ex*P.deSotolongo, *ss*Man.No.1–14<br>*ex*Union, 1*Dk*(*Teak*)2*trB*&*Shelter dk*<br>*ex*P.deSotolongo,*ex*Tyne) (*Teak*)<br>Wireless | 1050<br>1015<br>657 | ✠ ——<br>7,20<br>*Shelter dk*<br>*withfreeboard*<br>✠ | Bcl | *l* | | 1891<br>2mo | Ramage& Ferguson<br>Leith | **J.Mitats y Umbert** | 204·6<br>len10 | 28·1 | 14·6<br>BK7½″<br>*FPT* | **Bilbao**<br>Spanish<br>4*BHCem*<br>11*tAPT*9*t* | T.3Cy.16″,25″&42″–36″<br>NDB06 121NHP<br>2SB,*4rf*,GS86,HS2028<br>Ramage&Ferguson,Leith | 15 ′ 5 |
| 32736<br>33 | **Tereza** **IronPad**<br>(*Tug*)<br>1*Dk* | 127<br>—<br>26 | | | | | 1870 | C.Mitchell &Co.<br>Newcastle | **RussianBlackSea-DnieprS.N.Co.** | 99·2 | 19·5 | 8·7 | **Odessa**<br>Russian | C.2Cy.20″&30″–48″<br>52NHP | |
| 32737 | **Tergeste** **SteelSc**<br>*ss*Tri.No.3–7,19<br>*Elec.light* 1*Dk* | 212<br>—<br>93 | ✠100A1<br>*withfreeboard*<br>1,22 ~~2,21~~<br>BS4,21 ✠LMC6,19<br>*For Servicein theAdriatic* | Tri | *e* | ~~6,19~~<br>1,22 | 1913<br>8mo | J.&A.Van derSchuyt<br>Papendrecht<br>A&CP | **Soc.Capodistriana diNav.** | 152·9<br>*WB=M7*2′8*t* | 21·2 | 7·0<br>BK6″ | **Capo-distria**<br>Italian<br>6*BHCem*<br>*FPT*3*t* | T3Cy12$\frac{13}{16}$″,20$\frac{31}{32}$″&34$\frac{1}{16}$″–20″<br>175lb (*s*) 88NHP<br>1SB,*3cf*,GS52,HS1795<br>J.&A.vanderSchuyt, Papendrecht | 9 ′ 10<br>s 2 ′ 6<br>8 ′ 2 |
| 32738<br>MBJL | **Terje** **SteelScSr**<br>(*ex*Rundö)<br>1*Dk* | 1134<br>1009<br>696 | | | | | 1903 | Trndhjms Mek.Værks.<br>Trondhjem | **DmpskselskTerje A/S(H.Gran Kahrs)** | 230·2<br>P19′B56′F24′ | 35·2 | 15·8 | **Bergen**<br>Norwegian<br>*WB* | T.3Cy.16″,26″&44″–30″<br>106NHP<br>TrondhjemsMV Trondhim | |
| 32739<br>73563<br>WTLQ | **Tern** **IronSc3Mst**<br>*Mchy.Aft* Wireless 2*Dks* | 927 ~~909~~<br>770 ~~769~~<br>552 ~~551~~ | | | ... | | 1875 | Gourlay Bros.<br>Dundee | **GeneralStm.Nav. Co.Ld.** | 229·5<br>Q55′B29′F33′ | 29·2 | ~~17·6~~<br>15·8 | **London**<br>British<br>*WB* | T.3Cy.15 [illegible]&45″–30″<br>NE97 ~~NB~~ 111NHP<br>NB20 *fitted21*<br>Shanks,Arbroath | 18 ′ 9 |
| 32740<br>219667<br>LVSJ | — **SteelSc**<br>(*Trawler*)<br>Wireless 1*Dk* | 411<br>—<br>208 | | | | | 1920 | Founda-tionCo.<br>SavannahGa. | **EastCoast FisheriesCo.** | 139·4 | 25·2 | 14·2 | **Rockland, Me.**<br>Utd States | T.3Cy.12¾″,21½″&35″–24″<br>60NHP | |
| 32741<br>PTMB | **Ternate** **SteelScSr**<br>*Elec.light* Wireless 3*Dks* | 5909<br>5652<br>3856 | | | | | 1907 | W.Hamil-ton&Co.Ld<br>Pt.Glasgow | **Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)** | 393·0<br>Q40′ | 51·5 | 34·6 | **Rottrdam**<br>Dutch<br>*WB* | T.3Cy.26½″,43″&72″–48″<br>359NHP<br>D.Rowan&Co.Glasgow | |
| 32742<br>MTCK | **Terneholmen** **WoodAuxSc3MstSr**<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 490<br>400<br>360 | | | | | 1919 | Temehol-mensVerft<br>Arendal | **A/STerneholmen (Johs.Hansen, *Mgr.*)** | 156·6<br>P56*t*Q6*t*H18*t* | 31·0 | 14·2 | **Arendal**<br>Norwegian | Oil Engines 2S.C.SA<br>4Cy.14$\frac{1}{8}$″–15$\frac{3}{4}$″ 69NHP<br>LysekilsMek.Verk.A/B. Lysekil | |
| 32743<br>HPFN | **Ternen** **IronScSr**<br>1*Dk* | 106<br>82<br>40 | | | | | 1897 | Thorskogs Mek.Werks<br>Gothenburg | **Hordalands Dpskselsk.** | 86·1<br>H21*t* | 17·0 | 9·9 | **Bergen**<br>Norwegian<br>*WB* | C.2Cy.13″&20″–16″<br>13NHP<br>ThorskogsMek.Werks.Got | |
| 32744<br>MSVJ | **Terneskjær** **SteelScSr**<br>1*Dk* | 701<br>558<br>383 | | | | | 1919 | Lange-sunds mek. VerkstedA/S<br>Langesund | **A/SRödskjær (Jacobsen&Co., *Mgrs.*)** | 182·2<br>Q41*t*H74*t*B54*t* | 30·4 | 14·0 | **Lngesund**<br>Norwegian | T.3Cy.14″,23″&38″–27″<br>75NHP<br>PorsgrundsM.V., Porsgrund | |
| 32745<br>MSTD | **Terningen** **WoodAuxScSr**<br>*Motor*<br>(*ex*SailingVessel) 1*Dk*<br>(*See Sailing Ship Register*) | 100<br>90<br>64 | | | | | 1913 | Kystnæs<br>Hardanger | **MartinEvjen** | 79·6<br>Q9*t* | 22·4 | 9·6 | **Tromsö**<br>Norwegian | Motor NE18<br>Brödr.Christensen,Xania. | |
| 32746<br>89090<br>HDLG | **Terra Nova** **WoodScBk**<br>(*Whaler*)<br>*Mchy.Aft* Wireless 2*Dks* | 764<br>652<br>400 | | | | | 1884 | A.Stephen &Sons<br>Dundee | **BowringBros.Ld.** | 187·0<br>Q59*t*F32*t* | 31·4 | 19·0 | **SJhnsNFL**<br>British | C.2Cy.27″&54″–33″<br>140NHP<br>GourlayBros.&Co.,Dundee | |
| 32747 | — **SteelScK**<br>*ss*Hul.No.3–12,19<br>(*ex*SaintGermain, *ex*GoldenCity) 1*Dk* | *307*<br>*270*<br>*120* | ✠100A1<br>*StmTrawler*<br>~~3,21~~ 12,21<br>BS3,21 ✠LMC~~12,19~~ | Lis<br>MS12,21 | | CL<br>4,20 | 1907<br>2mo<br>*Lloyd* | Mackie& Thomson,<br>Glasgow<br>*'sA&CP* | **Cia.Aveirense de Nav. e Pesca** | 140·7<br>Q74′F22′ | 23·0 | 11·9<br>BK8″ | **Oporto**<br>Portuguese<br>4*BHCem* | T.3Cy.13″,22″&37″–27″ (*s*)<br>200lb 87NHP<br>1SB,*3pf*,GS46,HS1401<br>W.V.V.Lidgerwood,Gls. | 12 ′ 10 |
| 32748<br>45<br>SMBX | **Terranova** **SteelScSp**<br>(*ex*Tavolara) 1*Dk*<br>*Elec.light* | 462<br>—<br>208 | ✠<br>5,10<br>✠ | Gls | *h* | | 1910<br>5mo | A.&J. Inglis,Ld.<br>Glasgow | **Ferrovie dello Stato(Italian StateRailways)** | 154·0<br>P27′B57′F37′ | 26·6 | 13·1<br>BK7″<br>*WB=* | **Palermo**<br>Italian<br>4*BHCem*<br>*DBf*15′24*t* | T.3Cy.12½″,21″&33″–24″<br>90NHP<br>2SB,*4cf*,GS58,HS1490 FD<br>A.&J.Inglis,Ld.Glasgow | 13 ′ 9 |
| 32749<br>219265<br>LTSM | **Terre Haute** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>Sub.Sig. Wireless | 5670<br>5063<br>3424 | | | | ... | 1919 | Merchant S.B.Corp.<br>Chester,Pa. | **UnitedStates ShippingBoard** | 400·7<br>P36′B123′F43′ | 54·2 | 30·1<br>FK | **Phildlphia**<br>Utd.States<br>*WB* | 2SteamTurbines geared to 1ScShaft<br>WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa. | 32 ′ 9 |
| 32750 | **Terre Neuve** **SteelScK**<br>*Elec.light* 1*Dk* | *791*<br>*701*<br>528 | ✠100A1<br>*StmTrawler*<br>3,22 ~~1,21~~<br>✠LMC1,21<br>BS3,22 | Selby<br>Bdx | | CL | 1920<br>10mo<br>*Lloyd* | Cochrane &Sons,Ld.<br>Selby<br>*'sA&CP* | **J.Huret** | 200·0<br>Q96′F32′<br>*DBuBunkers*35′53*t* | 32·2 | 14·8<br>BK8″ | **Bordeaux**<br>French<br>4*BHCem*<br>*APT*9*t* | T.3Cy.15″,25″&42″–27″ (*s*)<br>180lb 127NHP<br>1SB,*4pf*,GS74,HS2371<br>Amos&Smith,Ld.Hull | 16 ′ 0<br>s 2 ′ 1<br>14 ′ 10 |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32751<br>103336 | **Terrebonne** IronPad<br>1*Dk* | 636<br>216<br>320 | | | | | 18$\frac{71}{95}$ | W C.White<br>*Rebuilt*Rich.&Ont.Nav.Co<br>Sorel | Terrebonne,Ld. | 156·2 | 24·1 | 7·2 | Montreal<br>British | 1Cy.28″–96″<br>28RHP<br>A.Cautin,Montreal | | |
| 32752<br>MGJT | **Terrier** SteelScSr<br>*ss*S.Fo No.2-20<br>2*Dks*(*U-ptIrn ptStl2nd dkStl*)<br>*Elec.light* Wireless | 5122<br>4730<br>3163 | ✠100A1<br>7,20<br>~~BS3,20~~ ✠LMC2,19<br>BS6,21 | NNs | *y* | CL<br>7,20 | 1911<br>2mo | JLThompson&Sons,Ld.<br>Sunderland<br>*Lloyd*'*sA&CP* | A/S Terrier(Wilh. Wilhelmsen)<br>*WB=Cell DBa*137'*uE*24'*f* | 400·0<br>P44'B121'F41'<br>173'1194*tFPT*123*t* | 52·0 | 27·4<br>FK | Tönsberg<br>Norwegian<br>6*BHCem*<br>*APT*123*t* | T.3Cy.27″,44½″&73″–48″ (*s*)<br>180lb 440NHP<br>3SB,9*cf*,GS192,HS7329<br>Blair&Co.Ld.Stockton | 30 ″ 0<br>s 5″11½<br>24 ″ 5 | |
| 32753<br>118193 | — SteelScK<br>*ss*Abn.No.3-8,19<br>1*Dk* | 179<br>169<br>68 | ✠100A1<br>*Stm Trawler*<br>11,21 ~~8,10~~<br>✠LMC8,19<br>BS11,21 | Abn<br>Lwt | | ~~8,19~~<br>10,21 | 1905<br>8mo | Hall,Russell&Co.Ld.<br>Aberdeen<br>*Lloyd*'*sA&CP* | Black'sMarine Industries,Ld.<br>(J.A.Black,*Mgr.*) | 108·5 | 21·7 | 11·3<br>BK7½″ | Lowestoft<br>British<br>3*BHCem* | T.3Cy.12″,20″&33″–21″ (*r*)<br>160lb 62RHP<br>1SB,2*pf*,GS34,HS1101<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 3 | |
| 32754<br>142639<br>JTVQ | **Terrific** SteelSc<br>(*ex*CosmosVolga,*ex*War Island) Wireless 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted* | 3143<br>2871<br>1873 | ✠100A1<br>1,22 ~~6,20~~<br>✠LMC9,18 | Sld<br>Cff | *u* | CL<br>2,22 | 1918<br>9mo | Craig,Taylor&Co.Ld<br>Stockton<br>*Lloyd*'*sA&CP* | ~~W.J.Williams~~<br>St.MaryS.S.Co.Ld (WilliamsBros, (Cardiff)Ld *Mgrs.*)<br>*CellD* | 331·1<br>P33'B98'F29'<br>*B*280'687*tFPT*109*t* | 46·8 | 23·2<br>FK | British<br>7*BHptCem*<br>*APT*112*t* | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb 359NHP<br>3SB,9*cf*,GS155,HS5841<br>Blair&Co.Ld.Stockton | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |
| 32755<br>PTMF | **Terschelling** SteelSc<br>Wireless 1*Dk* | 2952<br>2744<br>1872 | | | | | 1909 | Bonn&Mees<br>Rotterdam | Stoomv.Maats. "Triton"(W.Ruys&Zonen,*Mgrs.*) | 327·0 | 47·3 | 21·8 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.23½″,38″&64″–42″<br>265NHP<br>Maats.deSchelde,Flushing | | V |
| 32756 | — IronScCtr | 135<br>127<br>1 | | | | | 1891 | Janssen&Schmilinsky<br>Hamburg | Skandinavia SchiffahrtsGes. m.b H. | 95·7 | 19·1 | 11·2 | Stettin<br>German | C.2Cy.20″&32″–36″<br>Janssen& 51NHP<br>Schmilinsky,Ham. | | |
| 32757 | **Tertia** SteelScSr<br>~~Now~~*named* "Sprogö," *See No.*39397 *in Supplement*<br>1*Dk* | 2186<br>1205<br>1396 | | | | | 1897 | FlensburgrSchiffsb.Ges.<br>Flensburg | ~~F.Petersen~~<br>J.Petersen | 274·0<br>P15'Q86'<br>*ptAwng dk*173' | 39·7 | 16·5 | ~~London~~<br>~~British~~<br>Danish *WB* | T.3Cy.19″,31½″&52″–40″<br>170NHP<br>FlensburgerSchiffsb.Ges. | | |
| 32758<br>7<br>SMBZ | **Terzo** SteelScSr<br>*ss*Bkn.No.3-8,06<br>(*ex*CarloGivone, *ss*Liv.No.1-10<br>*Mchy.Aft* *ex*Carew) 1*Dk*(*Irn*) | 130<br>110<br>59 | ✠.<br>4,14<br>✠ | Bkn | *a* | | 1894<br>7mo | M'Andrew.Cowan&Potts<br>Sunderland | F.Fabiano | 95·0<br>F12' | 20·0 | 7·2<br>FK<br>*WB* | Bengasi<br>Italian<br>3*BHCem*<br>=*FPT*13*t* | T.3Cy.8″,13″&21″–15″<br>48NHP<br>1SB,2*pf*,GS16,HS570<br>N.E.Marine EngCoLdNwc | 8 ″ 0 | |
| 32759<br>137550 | **Tesco** SteelSc<br>*Mchy.Aft* 1*Dk* | 168<br>149<br>104 | | | | | 1917 | W.J.Yarwood&Sons,Ld.<br>Northwich | J.Crosfield&Sons,Ld. | 95·5 | 21·6 | 9·0 | Liverpool<br>British<br>*WB* | C.2Cy.13″&27″–18″<br>30RHP<br>W.J.Yarwood&Sons,Ld.Northwich | | |
| 32760<br>935 | **Teseo** SteelSc<br>*Elec.light* 2*Dks* | 6145<br>5827<br>3727 | | | | | 1920 | CantieriNavaliRiuniti<br>Palermo | Soc.Ligure di Armamento | 394·2 | 51·8 | 35·1 | Genoa<br>Italian | T.3Cy.26″,42½″&69$\frac{7}{16}$″–48″<br>337NHP<br>CantieriNavaliRiuniti,Ancona | | CI |
| 32761<br>93227<br>NMTS | **Test** SteelSc3MstSr<br>*ss*Nwc.3rdNo.3-12,18<br>(*ex*NumberTwelve) 1*Dk*(*Irn*)<br>*Mchy.Aft* *Well deck* | 530<br>381<br>209 | ✠100A1<br>~~12,18~~11,21<br>✠NB5,94 ✠LMC12,18<br>BS4,21 | Nwc<br>Abn | *h* | CL<br>~~8,20~~<br>11,21 | 1890<br>3mo | MurrayBros.<br>Dumbarton<br>A&CP | Ellis&McHardy<br>*WB* | 175·0<br>Q95'B9'F32'<br>=*DBa*43'*f*51'127*t* | 26·5 | 10·1<br>BK7½″ | London<br>British<br>3*BHCem*<br>*FPT*36*t* | T.3Cy.16¼″,24″&40″–33″ (*s*)<br>180lb 80RHP<br>1SB,2*pf*,GS45,HS1607<br>M.Paul&Co.,Dumbarton | 12″10<br>s 1″ 2½<br>12″ 5 | |
| 32762<br>271<br>FKCR | — IronPad<br>1*Dk* | 173<br>—<br>— | | | | | 1883 | RussianSN&TradingCo.<br>Sebastopol | RussianBlackSea DnieprS.N.Co. | 111·0 | 21·0 | 9·0 | Odessa<br>Russian | C.2Cy.24″&36″–41¼″<br>NB04 69NHP<br>RussianSN&Trdg. Co.,Spl. | | |
| 32763 | **Tethys** SteelTwinSc<br>(*SandPumpHopperDredger*)<br>1*Dk*(*Stl*)<br>*Elec.light* | 439<br>402<br>243 | ✠<br>*Hopper Dredger*<br>*For River purposes only*<br>1,06 ✠<br>*Watertube boilers* | Fal | | | 1905<br>12mo | W.Simons&Co.Ld.<br>Renfrew | NewSouthWales Government | 171·5<br>F17' | 35·6 | 8·6<br>FK | SydnyNSW<br>British<br>5*BH* | T.6Cy.10″,15½″&26″–16″<br>68RHP<br>2B, GS89,HS3028<br>A.Shanks&Co.Arbroath | 9 ″ 0 | |
| 32764<br>634<br>PDNL | **Tetsuzan Maru** SteelSc | 2030<br>1680<br>1226 | | | | | 1919 | HashimotoShipyard<br>Karimoshina | HashimotoGomei Kaisha | 285·0 | 38·0 | 22·0 | Fusan<br>Japanese | T.3Cy.18″,30″&49″–39″<br>150NHP<br>KobeSteelWorks,Kobe. | | V |
| 32765<br>18<br>QBDG | **Tetto Maru** Steel<br>1*Dk* | 102<br>—<br>31 | | | | | 1909 | ..................<br>Osaka | Minamimanshu TetsudoKabushiki Kaisha | 80·0 | 20·0 | 10·5 | Dairen<br>Japanese | T. | | |
| 32766<br>OUFG | **Tetuan** SteelScSr<br>*Elec.light* 2*Dks* | 1724<br>1526<br>1043 | | | | | 1912 | Schiffsw. v. HenryKoch<br>Lübeck | Gillet&Fils. | 277·7<br>P&B220'F35' | 39·2 | 17·8 | French<br>*WB* | T.3Cy.22$\frac{1}{16}$″,35$\frac{1}{16}$″&53⅛″–33$\frac{7}{16}$″<br>160NHP<br>OttensenerMaschf.Altona | | V |
| 32767<br>120918<br>HFNG | **Teucer** SteelTwinSc<br>*Elec.light* Wireless 3*Dks* | 9065<br>8650<br>5781 | | | | | 1906 | Hawthorn,Leslie&Co.Ld<br>Newcastle | OceanS.S.Co.Ld.(A.Holt&Co.*Mgrs*) | 486·0 | 58·3 | 39·5 | Liverpool<br>British<br>*WB* | T.6Cy.23″,38½″&65″–48″<br>585NHP<br>N.E.MarineEng.CoLdNwc | | |
| 32768 | **Teutonia** IronSc3MstSr<br>6thSurvey,Stn.5,07<br>(*ex*Bona,*ex*Highland 1stSurvey,Stn.2,11<br>*Well deck* Prince) 1*Dk*(*Irn*)2*trB* | 1300<br>1180<br>768 | ✠<br>3,16 | Stn | Lv | | 1883<br>12mo | ShortBros.<br>Sunderland | W.Kunstmann | 240·0<br>P28'Q60'B64'F25' | 36·1 | 16·9<br>FK<br>*WB* | Stettin<br>German<br>4*BHCem*<br>=*DBa&f* | C.2Cy.31″&58″–36″<br>NDB07 168NHP<br>2SB,4*pf*,GS72,HS2800<br>N.E.MarineEng.Co.Ld.Sld | 18 ″ 4 | |
| 32769<br>4338<br>JPBG | — SteelScSr<br>1*Dk* | 458<br>325<br>193 | | | | | 1904 | LindholmensV.A.<br>Gothenburg | RederiAktieb. Teutonia (E.Roberg) | 151·3<br>Q22'H55*t*F17' | 26·2 | 11·0 | Gothenbrg<br>Swedish | T.3Cy.13¼″,22″&36½″–22½″<br>63NHP<br>LindholmensV.A.Got. | | V |
| 32770<br>~~96334~~<br>~~JWST~~ | **Teutonic** SteelTwinSc3MstSr<br>*Ref.Mchy.* *Elec.light* Sub.Sig. Wireless | 10602<br>8829<br>4611 | | | | | 1889 | Harland&Wolff(Lim.)<br>Belfast | N.V.Holland Scheepwerfen Machinehandel | 565·8 | 57·8 | 39·2 | ~~Liverpool~~<br>~~British~~<br>Dutch | T.6Cy.43″,68″&110″–60″<br>FD 1875NHP<br>Harland&Wolff(Lim.)Bel. | 42 ″ 2 | |
| 32771 | **Tevere** SteelTwinSc<br>*ss*Tri.No.2-19<br>(*ex*Gablonz) 2*Dks*(*Stl-Uws*)<br>*Elec.light* &*Awng dk*(*Stl*-teak s)<br>Wireless 3*rd dk*(*Stl*)*inNos.*1,2,3&5*holds* | 8448<br>6985<br>~~4075~~<br>4441 | ✠100A1<br>*Awng dk withfreeboard*<br>9,21 ~~11,20~~ ✠LMC12,19<br>BS10,21 | Tri | *c* † | CL<br>~~12,20~~<br>10,21 | 1912<br>11mo | CantiereSanRocco<br>Trieste<br>*Lloyd*'*sA&CP* | LloydTriestino<br>*Cell DBa*85'*uE&B*162' | 452·4<br>*f* 143' 1142*t FPT* | 53·9<br>56·3 | 29·6<br>FK | Trieste<br>Italian<br>9*BHCem*<br>61*tAPT*57*t* | Q.8Cy.26″,37″,53″&76″–51″<br>215lb (*r*) 1290NHP<br>8SB,24*cf*,GS474,HS18880FD<br>StabilimentoTecnico,Tri. | 39″11 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Grément, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | 9<br>Par qui.<br>—<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32772<br>113905<br>TNBW | **Teviot** SteelScSr<br>*ss*Shl.No.3-7,20<br>Wireless *1Dk(Stl)&Spar dk(Stl)*<br>*Elec.light* Sub Sig *&Web frames* | 3271<br>3062<br>2108 | ✠100A1<br>*Spar dk*<br>3,21<br>✠LMC<br>MS1,20 BS3,22 | Hul | *v* | CL<br>7,20 | 1902<br>7mo<br>*Lloyd*'s A&CP | Craig,Taylor&Co.<br>Stockton | RoyalMailSteam PacketCo.<br>*WB = Cell* | 331·5\|46·2\|17·6<br>P69'B92'F36' 25·1<br>FK<br>*DBa98'uE 18'f140'* | Middlsbro'<br>British<br>*5BHCem*<br>595t*APT*15t | T.3Cy.25",42"&68"-45" (s)<br>180lb 360NHP<br>3SB,*9cf*,GS162,HS5892<br>N.E.MarineEng.Co.Ld.Sld | 27<br>4<br>23 |
| 32773<br>87691<br>HVMB | — IronScSr<br>(*ex*Toward) *2Dks* | 937<br>750<br>443 | | | … | | 1883 | Dobie&Co.<br>Glasgow | W.Sloan&Co. | 230·0\|31·9\|15·6<br>P46'F39' | Glasgow<br>British<br>*WB* | C.2Cy.28"&56"-48"<br>NE&B04 175NHP<br>A.&J.Inglis,Glasgow | 16 |
| 32774<br>76082 | **Tewhaka** SteelSc<br>*ss*Lyt.No.2-18<br>*(GrabHopperDredger)*<br>*1Dk(Stl)* | 324<br>307<br>141 | ✠100A1<br>*Hopper Dredger*<br>11,20<br>✠LMC 9,21 | Lyt | *d* | ~~CL~~<br>~~11,20~~<br>9,21 | 1910<br>5mo<br>*Lloyd*'s A&CP | Ferguson Bros.<br>Pt.Glasgow | LytteltonHarbour Board | 120·0\|26·1\|12·5<br>FK<br>*WB=* | Lyttelton<br>British<br>*4BHCem*<br>*DTf*14'40t | C.2Cy.16½"&33"-21" (s)<br>110lb 45RHP<br>1SB,*2cf*,GS34,HS973<br>FergusonBros.PtGlasgow | 13<br>2<br>11 |
| 32775<br>89961<br>JQPW | **Texa** IronScSr<br>(*ex*JamesMutter)<br>*Mchy.Aft* *Well deck* *1Dk* | 186<br>135<br>66 | | | … | | 1884 | Scott&Co.<br>Bowling | DouglasShipping Co.Ld. (G.E.Kelly, *Mgr.*) | 118·4\|19·1\|8·8<br>Q42'B7'F15'<br>BK7" | Douglas<br>British<br>*WB* | C.2Cy 16"&28"-22"<br>NB97 35RHP<br>W.King&Co.Glasgow | 9 |
| 32776<br>215833<br>LJHN | **Texaco No. 124** SteelSc<br>(*ex*Ursa) *OilEng.*<br>*Elec.light* *CarryingPetroleum in bulk*<br>*Mchy.Aft* *1Dk* | 226<br>—<br>128 | | | | | 1918 | TexasS.S. Co.<br>Bath,Me. | TheTexasCo. | 96·6\|23·0\|11·0 | NewYork<br>Utd.States | Oil Engines 4S.C.SA<br>6Cy.12½"-18" 50NHP<br>CraigEng.&Machine Works,JerseyCity,N.J. | |
| 32777<br>215876<br>LJMG | **Texaco No. 125** SteelSc<br>(*ex*Thuban) *OilEng.*<br>*1Dk* | 226<br>—<br>128 | | | | | 1917 | TexasS.S. Co.<br>Bath,Me. | TheTexasCo. | 96·5\|23·0\|10·3 | Pt.Arthur<br>Texas<br>Utd.States | Oil Engine 4S.C.SA<br>6Cy.12½"-18" 50NHP<br>CraigEngine&Machine Works,JerseyCity,N.J. | |
| 32778<br>218001<br>LQWV | **Texaco No. 145** SteelSc<br>*OilEng.*<br>*Mchy.Aft* *1Dk*<br>*Elec.light* *Carrying Petroleum in bulk* | 484<br>—<br>325 | | | | | 1919 | TexasS.S. Co.<br>Bath,Me. | TheTexasCo. | 147·0\|30·0\|12·5<br>P39'F20' | Pt.Arthur<br>Texas<br>Utd.States | Oil Engines<br>8Cy.12½"-18" 66NHP<br>CraigEngine&Machine Works,JerseyCity,N.J. | |
| 32779<br>218187<br>LRJP | **Texaco No. 146** SteelSc<br>*OilEng.*<br>*Mchy.Aft* *1Dk*<br>*Elec.light* *Carrying Petroleum in bulk* | 484<br>—<br>324 | | | | | 1919 | TexasS.S. Co.<br>Bath,Me. | TheTexasCo. | 147·0\|30·0\|12·5<br>P39'F20' | Pt.Arthur<br>Texas<br>Utd.States | Oil Engines<br>6Cy.12"-18" 46NHP<br>McIntosh,Seymour&Co. Auburn,N.Y. | |
| 32780<br>218416<br>LRTC | **Texaco No. 147** SteelSc<br>*OilEng.*<br>*Mchy.Aft* *1Dk*<br>*Elec.light* *Carrying Petroleum in bulk* | 484<br>—<br>324 | | | | | 1919 | TexasS.S. Co.<br>Bath,Me. | TheTexasCo. | 147·8\|30·0\|12·5<br>P39'F20' | Pt.Arthur<br>Texas<br>Utd.States | Oil Engines<br>6Cy.12"-18" 46NHP<br>McIntosh,Seymour&Co. Auburn,N.Y. | |
| 32781<br>145944<br>KSBG | **Texan** SteelTwinScSr<br>*ss*NYk.No.3-10,14<br>*ss*Bal. No.1-19<br>*2Dks(Stl)&deepframing,lower dk fore hold(Stl)&Shelter dk(Stl)*<br>*Elec.light* Sub.Sig. Wireless | ~~8615~~<br>~~8410~~<br>~~5636~~<br>8626<br>8410<br>6413 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,22 ~~4,21~~<br>✠LMC<br>MS9,19 BS2,22<br>*Fitted for oil fuel* 12,06 *F.P. above* 150°F. | NYk<br>Phl | *d*† | CL<br>SN4,21<br>P10,21 | 1902<br>10mo | NewYork S.B.Co.<br>Camden,N.J.<br>A&CP<br>*WB = CellDB* | American-HawaiianS.S.Co.Inc. (UnitedAmerican Lines,Inc. *Mgrs.*)<br>*a* 115'*uE & B*52' *f* | 471·0\|57·2\|31·8<br>FK<br>197' 1490*t DT f* 26'<br>*between* (41') *& at sides of tunnel* | NewYork<br>Utd.States<br>*7BHAsp*<br>942*t Tanks* | Q.8Cy.19",28½",41"&60"-42"<br>215lb *120lb* (s) 615NHP<br>3SB,*12cf*,GS216,HS8184 FD<br>NewYorkS.B.Co.Camden, N.J.<br>(28')222*t FPT*138*t APT*77*t* | 42<br>11<br>31 |
| 32782<br>218924<br>LSWC | **Texarkana** SteelScSr<br>*Elec.light* *2Dks(Stl)&Web frames*<br>Sub.Sig. Wireless | 5980<br>4971<br>3710 | *Fitted for oil fuel* 10,19 *F.P. above* 150° F. | | … | CL<br>1,20 | 1919<br>10mo | Merchants S.B.Corp.<br>Chester,Pa.<br>CP | UnitedStates ShippingBoard<br>*CellDB*338'1311*t* | 400·7\|54·2\|30·4<br>P36'B124'F44'<br>FK<br>*MT*27' 846*t FPT*120' | Phildlphia<br>Utd.States<br>*4BHptCem*<br>*APT*143*t* | 2 SteamTurbines geared to 1 Sc. Shaft (r)<br>200lb HS9459 678NHP<br>3 Water Tube Boilers FD<br>WestinghouseElec.&Mfg. Co.EastPittsburg | 32<br>7<br>25 |
| 32783<br>213878<br>LFSD | **Texas** SteelScSr<br>*ss*NYk.No.1-20<br>*Elec.light* *2Dks(Stl)&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless Sub.Sig. | 6678<br>6064<br>5045 | ✠100A1<br>~~7,21 10,20~~ 4,22<br>BS4,22 ✠LMC4,20<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 2,16 *F.P. above* 150°F. | Mob<br>NYk | *a*† | CL<br>~~N4,20~~<br>4,22 | 1916<br>2mo | ForeRiver S.B.Corp.<br>Quincy,Mass.<br>A&CP | TheTexasCo.<br>*DBu E&B* 60'209*t* | 416·8\|56·1\|31·1<br>P107'B35'F33'<br>FK<br>*FPT*229*t APT*130*t* | Pt.Arthur<br>Texas<br>Utd.States<br>16*BHCem* | T.3Cy.26½",44"&74"-51" (r)<br>190lb *125lb* 549NHP<br>3SB,*9cf*,GS191,HS7979 FD<br>ForeRiverSB.Corp.Quincy | 32 |
| 32784<br>OUFI | — SteelSc<br>*Elec.light* Wireless *2Dks&Spar dk* | 6674<br>6441<br>4230 | | | | | 1908 | Chant.de l'Atlantique<br>St.Nazaire | Cie.Générale Transatlantique | 409·2\|52·6\|27·1<br>35·3 | Havre<br>French | T.3Cy.27½",44"&75"-51"<br>402NHP<br>Chant.de l'Atlantique,StN | |
| 32785<br>NKJM | — SteelScSr<br>*ss*Cpn.No.3-3,12<br>*ss*Els.No.2-19<br>*2Dks(1Stl&UptIrn&ptStl) &deepframing* | 4458<br>4053<br>2869 | ✠100A1<br>~~11,21 7,20~~ 12,21<br>~~BS7,20~~ ✠LMC10,19<br>MBS1,22 DBS5,21 | Cpn | *x* | 7,20 | 1899<br>4mo<br>*Lloyd*'s A&CP | C.Connell &Co.<br>Glasgow | DetForenede DampskibsSelsk.<br>*WB = CellDB* | 373·8\|49·9\|25·5<br>P39'B102'F45'<br>FK<br>*a*125'*uE* 23'*f*167' 1044*t* | Copnhagn<br>Danish<br>*6BHCem*<br>*APT*48*t* | T.3Cy.25",41"&67"-48" (s)<br>175lb ~~90lb~~ 75lb 353NHP<br>2SB,*6cf*,GS113,HS4575 FD<br>D.Rowan,Son&Co.Gls. | 28<br>5<br>23 |
| 32786<br>106635<br>KGLS | — WoodSc<br>(*ex*Yt.Crescent,*ex*Laurita,*ex*Tornette, *ex*Vivienne,*ex*Augusta) *1Dk* | 116<br>—<br>58 | | | | | 1889 | Herreshoff M.Co.<br>Bristol,R.I. | EasternShore Development S.S.Co. | 105·4\|18·0\|9·8 | Baltimore<br>Utd. States | T.3Cy.10",16"&25"-13"<br>23NHP | |
| 32787<br>26196<br>RSLH | **Texas Maru** SteelSc<br>*Elec.light* *2Dks(Stl)&Shelter dk(Stl)*<br>Wireless | 6786<br>6507<br>5077 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21 8,20<br>✠LMC 10,21 | Sba<br>Kob | *a*† | CL | 1920<br>2mo | Harima Dckyd.Co.<br>O'Harima<br>A&CP | KokusaiKisen KabushikiKaisha<br>*CellDB*271'1172*t* | 425·0\|53·6\|37·5<br>FK<br>*Collision*<br>*FPT*148*t APT*225*t* | Kobe<br>Japanese<br>*Cem*<br>*BHtoSh dk*<br>6 „ „ *U* „ | T.3Cy.28",47"&79"-51" (s)<br>200lb 609NHP<br>2SB&1Aux.SB,*11cf*,GS196,<br>HS8520 FD<br>KobeSteelWorks,Kobe | 37<br>9<br>28 |
| 32788 | **Texel** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks* | 4000<br>3913<br>— | | | | | 1921 | Rotterdam DrydockCo.<br>Rotterdam | W.Ruys&Zonen | 375·0\|51·2\|27·5<br>P37'B223'F34' | Rottrdam<br>Dutch<br>*WB* | T.3Cy.25",41"&68"-45"<br>310NHP<br>RotterdamDrydockCo. | |
| 32789<br>PTMJ | **Texelstroom** SteelScSr<br>*Elec.light* Wireless *1Dk* | 1617<br>1281<br>968 | | | | | 1917 | Maats. Fyenoord<br>Rotterdam | Hollandsche Stoomb.Maats. | 273·6\|40·2\|16·8 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.19½",31"&52"-36"<br>162NHP<br>Maats.Fyenoord,Rot. | |
| 32790<br>~~5030~~<br>~~KBFM~~ | **Textil** SteelSc4MstSr<br>(*ex*Viken) *1Dk(Stl)*<br>*Elec.light* Wireless | 1851<br>1621<br>1107 | | | … | 4,20 | 1917<br>10mo | LindholmensM.V.<br>Gothenburg | ~~Rederiaktieb. Helios(Rob.Gohle, Mgr.)~~<br>S.P.Pedersen &Søn<br>*CellDB*224'471*t* | 262·0\|42·7\|18·1<br>P24'B65'F28'<br>FK | ~~Xiania~~<br>~~Norwegian~~<br>*4BHCem*<br>*APT*41*t* | T.3Cy.20½",33"&55"-36" (s)<br>185lb 214NHP<br>2SB,*6cf*,GS110,HS3500<br>LindholmensM.V.Got | 20<br>2<br>18 |
| 32791<br>217131<br>LNMF | **Thala** WoodScSr<br>(*ex*Harney)<br>*Elec.light* Wireless *2Dks* | 2799<br>2302<br>1676 | | | | | 1918 | Supple-BallinS.B.Co.<br>Portland,Or. | UnitedStates ShippingBoard | 294·0\|44·8\|23·9<br>P37'B68'F28' | Portlnd Or<br>Utd.States | T.3Cy.21",34"&57"-42"<br>211NHP<br>PacificMarineIronWorks, Portland,Or. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32792 | **Thalia** SteelSc<br>ssTri.2ndNo.3-2,14<br>Elec.light ssTri.No.1-19<br>Wireless 3Dks(UStl-ws) | 2805<br>2110<br>1488 | ✠100A1<br>~~9,21 5,20~~ 1,22<br>✠NB5,01<br>~~BS3,20~~ 3,21 | Tri<br>✠LMC5,19 | t | ~~No,10~~<br>1,22 | 1886<br>7mo<br>Lloyd | W.Denny<br>&Bros.<br>Dumbarton<br>'sA&CP | LloydTriestino | 315·3<br>B180'<br>WB=Cell | 38·2<br>F51' | 24·1 | Trieste<br>Italian<br>5BHCem<br>DB226'328t | T.3Cy.25",41"&68"-48" (s)<br>165lb 165lb NDB01 339NHP<br>2SB,6cf,GS122,HS5316<br>Denny&Co.,Dumbarton | 27 " 0<br>s 4 " 9½<br>23 " 6 | |
| 32793 | — SteelScSr<br>1Dk | 465<br>458<br>286 | | | | | 1896 | Act.Ges.<br>"Weser"<br>Bremen | Dampfschifffahrts<br>Ges.Neptun | 150·6 | 24·0 | 16·2 | Bremen<br>German<br>WB | C.2Cy.16$\frac{5}{16}$"&30$\frac{11}{16}$"-20½"<br>36NHP<br>A.G."Weser,"Bremen | | |
| 32794<br>82251 | **Thambyadine** SteelPad | 235<br>235<br>148 | | | | | 1879 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.Ld. | 160·2 | 24·0 | 7·7 | Glasgow<br>British | C.D.2Cy.25"&43"-42"<br>90RHP<br>Denny&Co.,Dumbarton | | |
| 32795<br>122831<br>HDJS | **Thames** SteelScSr<br>ssNwc.No.3-5,19<br>1Dk(ptIrn&ptStl)&deepframing<br>Welldeck Wireless Cargo battens not fitted | 1096<br>856<br>659 | ✠100A1<br>2,22 ~~11,20~~<br>~~BS11,20~~ ✠LMC5,19<br>~~BS2,22~~ | Sws | n | CL<br>5,19 | 1905<br>9mo<br>Lloyd | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>'sA&CP | CookShippingCo.<br>Ld.(Letricheux&<br>David,Ld.Mgrs.)<br>WB=CellDBa60' | 222·1<br>Q75'B49'F23'<br>FK<br>uE17'f96'278tFPT | 33·3 | 14·4 | Swansea<br>British<br>4BHCem<br>49tAPT87t | T.3Cy.18",29½"&48"-33" (s)<br>160lb 90lb 145NHP<br>1SB,3pf,GS62,HS2371<br>G.Clark,Ld.Sunderland | 16 " 6<br>s 1 " 5<br>15 " 4 | |
| 32796<br>190515 | — SteelTwinSc<br>(Suction Hopper Dredger)<br>Elec.light 1Dk | 586<br>584<br>349 | | | ... | | 1904 | Naam.Ven.<br>Werf.Voorhn<br>Rijkee&Co.<br>Rotterdam | TheLordMayor,<br>Aldermen&Burgesses of theCity<br>of Bristol | 165·2<br>FK | 30·4 | 14·0 | London<br>British<br>WB | C.8Cy.11"&20"-12"<br>74NHP<br>Maats.deSchelde,Flushing | 15 " 5 | |
| 32797<br>27633<br>KGFN | — WoodSc<br>Foundered 10,21<br>(exYuma)<br>Elec.light 1Dk | 447<br>—<br>369 | | | | | 1889 | ..................<br>Philadelphia | MiamiS.S.Co. | 160·5 | 23·0 | 8·3 | Wilmgton,<br>Del.<br>Utd.States | 1Cy.24"-24"<br>22NHP | | |
| 32798<br>68346<br>MBNP | — WoodAuxScBn<br>Par.Motor<br>HTSws.82 cf Roof 1Dk<br>(See Sailing Ship Register) | 178<br>177<br>140 | ✠<br>10,87 | Wbl | 15 | | 1875<br>8mo | Marshall<br>Plymouth | IsaS.S.Co.Ld.<br>(L.W.B.Hitchen,<br>Mgr.) | 103·7 | 24·0 | 12·7 | Faversham<br>British | Paraffin Motor<br>6Cy.4½"-5" 13NHP<br>DixonBros&HutchinsnSou | 14 " 2 | |
| 32799 | — SteelSc<br>(Tug)<br>Elec.light 1Dk | 144<br>143<br>31 | | | | | 1904 | A.Vuijk<br>Capelle a/d<br>Yssel | Soc.Anon.de<br>Remorq.àHélice | 93·5 | 21·2 | 11·6 | Antwerp<br>Belgian | T.3Cy.12⅔"20$\frac{1}{10}$"&33$\frac{1}{10}$"-24"<br>54NHP<br>AlblasserdamMsch.Fab. | | |
| 32800<br>54651 | — IronPadSp<br>Now named "Neptun," See No. 38687 in Supplement | 116<br>103<br>22 | | | | | 1866 | J.&W.<br>Dudgeon<br>London | T.H.Nelson | 96·0 | 17·6 | 8·8 | Newcastle<br>British | L.2Cy.25⅜"-32¼"<br>NB81 50RHP<br>T.A.Young,London | | |
| 32801<br>26817<br>RWDQ | **Thames Maru** SteelSc<br>Elec.light 2Dks(Stl)&Awngdk(Stl)<br>Wireless | 5873<br>5590<br>4254 | ✠100A1<br>Awng dk<br>withfreeboard<br>~~6,21 8,20~~<br>12,21 | Kob<br>~~Bhn~~<br>✠LMC~~8,20~~<br>12,21 | y | 12,21 | 1920<br>8mo | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>A&CP | KawasakiKisen<br>KabushikiKaisha<br>CellDB334'1118t | 385·0<br>FK<br>Collision<br>FPT126tAPT93t | 51·0 | 36·0 | Kobe<br>Japanese<br>Cem<br>BHtoAw dk<br>5 " " U " | T.3Cy.26",43½"&72"-48" (s)<br>200lb 440NHP<br>2SB&1AuxSB,8cf, FD<br>GS154,HS5636<br>KawasakiDkyd.CoLdKob | 36 " 0<br>s 9 " 3½<br>27 " 1 | |
| 32802<br>123812<br>HKNT | **Thamesmede** SteelScSr<br>ssShl.No.3-9,20<br>(exTransport) 1Dk(Irn)2trB deep<br>Wireless framing&Web frames3Dk rule | 3619<br>3383<br>2334 | ✠100A1<br>~~0,21 9,20~~ 1,22 | Shl<br>~~Hul~~ Cff<br>✠LMC9,20<br>MBS1,22 | w | CL<br>~~9,20~~<br>~~6,21~~<br>1,22 | 1907<br>4mo<br>Lloyd | R.Craggs&<br>Sons,Ld.<br>Middlesbro'<br>'sA&CP | MedeLine,Ld.<br>(D.&T.G.Adams,<br>Mgrs.) | 346·5<br>P31'B98'F32'<br>FK<br>Cell | 50·7 | 23·1 | Newcastle<br>British<br>6BHCem<br>DBa115'uE | T.3Cy.25",41"&67"-45" (s)<br>180lb 200lb NDB20 340NHP<br>2SB,6cf,GS127,HS5440<br>Blair&Co.Ld.Stockton<br>&B44'f142'1036tAPT114t | 25 " 6<br>s 4 " 6<br>21 " 5 | |
| 32803<br>113649 | **Thanet** SteelScK<br>ssHul.No.3-5,14<br>ssHul.No.1-19<br>1Dk | 172<br>166<br>67 | ✠100A1<br>StmTrawler<br>12,19<br>BS3,21 | Hul<br>✠LMC12,19 | | CL<br>~~12,19~~<br>4,22 | 1902<br>6mo<br>Lloyd | Cook,Wel-t'n&Gemmell<br>Hull<br>'sA&CP | HullSteamFishing<br>&IceCo.Ld. | 108·4<br>BK7½"<br>WB= | 21·3 | 11·2 | Hull<br>British<br>4BHCem<br>DTf13'30t | T.3Cy.10",17"&28"-21" (s)<br>200lb 45RHP<br>1SB,2pf,GS25,HS740<br>Amos&Smith,Hull | 12 " 1 | |
| 32804<br>OUFR | **Thann** WoodAuxTwinSc5MstSr<br>Stm.Eng.<br>Elec.light Mchy.Aft 1Dk2trB<br>(See Sailing Ship Register) | 2142<br>—<br>1500 | | | | | 1918 | Foundat'n<br>Co.<br>Tacoma,Wsh | FrenchGovernment | 258·2<br>P118'F30' | 44·8 | 22·2 | Havre<br>French | T.6Cy.10",16½"&26"-24"<br>66NHP<br>HarrisburghFoundry&<br>MachineWksHarrisbghPa | | V |
| 32805<br>HSWD | **Tharros** SteelScSr<br>(exBelfast,ex ssBel.No.3-7,02<br>NetherbyHall) ssRot.No.2-11<br>Wireless 2Dks(Stl-Uws)3trB | 3316<br>3021<br>2139 | ✠<br>4,15 | NYk<br>✠ | w | | 1890<br>3mo | Caird&Co.<br>Ld.<br>Greenock | OrientalShppg.Co.<br>Ld.(A.A.Capparis,<br>Mgr.)<br>WB=CellDB | 349·5<br>P37'B76'F47'<br>ptND-ws05 FK<br>a86'f158'463tFPT | 42·1 | 26·7 | Corfu<br>Greek<br>6BHCem&<br>51t Asp | T.3Cy.24",40"&63"-54"<br>NDB11 307NHP<br>2DB,8cf,GS159,HS4830<br>Caird&Co.Ld.Greenock | 29 " 9 | |
| 32806 | **Thasos** SteelScSr<br>Elec.light 1Dk | 1906<br>1712<br>1209 | | | | | 1902 | Act.Ges.<br>"Neptun"<br>Rostock | | 281·0<br>P23'B163'F22' | 40·5 | 18·4 | WB | T.3Cy.20⅞",35$\frac{7}{16}$"&55⅛"-35$\frac{7}{16}$"<br>180NHP<br>A.G."Neptun,"Rostock | | |
| 32807<br>137647 | **Thaw** WoodSc<br>9&12yrs.Mat. 1Dk | 93<br>92<br>39 | ✠ 11A1<br>For fishing purposes<br>3,20 | Inv<br>✠LMC2,20 | | CL | 1920<br>1mo<br>Lloyd | RoseStreet<br>Fndry&Eng.<br>Co.Ld.<br>Inverness<br>'sA&CP | J.M.Main | 85·9 | 19·7 | 9·8 | Inverness<br>British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 42NHP<br>1SB,2pf,GS20,HS814<br>Yeaman&Baggesen,<br>Tayport | 10 " 4 | |
| 32808<br>121353 | **The Aberfoyle** SteelTwinSc<br>1Dk | 100<br>100<br>58 | | | | | 1912 | Philip&<br>Son,Ld.<br>Dartmouth | TheAdmiralty | 100·0 | 19·0 | 7·1 | Lndnderry<br>British | C.4Cy.10"&20"-12"<br>34RHP<br>Philip&Son,Ld.Dartmouth | | |
| 32809<br>112573 | **The Admiral** WoodScCtr<br>1Dk | 117<br>114<br>80 | | | | | 1902 | J.Munro<br>Sydney,<br>N.S.W. | Gilchrist,Watt&<br>Sanderson,Ld. | 80·0 | 22·5 | 6·7 | SydnyNSW<br>British | C.2Cy.10"&17"-15"<br>20RHP<br>Plenty&Son,Newbury | | |
| 32810<br>219718<br>LVWD | **The Angeles** SteelScSr<br>Fitted for oil fuel<br>Elec.light 2Dks<br>Sub.Sig. Wireless | 5481<br>—<br>3420 | | | | | 1920 | Los<br>AngelesS.B.<br>&D.D.Co.<br>L.AngelesCal | UnitedStates<br>ShippingBoard | 410·0<br>P43'B114'F46' | 54·4 | 27·2 | L.Angeles<br>Utd.States<br>WB | T.3Cy.28½",47"&78"-48"<br>422NHP<br>LosAngelesS.B.&D.D.Co.<br>SanPedro,Cal. | | R |
| 32811<br>99871<br>JHFG | **The Baron** IronSc3MstSr<br>ssBwg.2ndNo.3-6,13<br>Well deck ssBwg.No.1 ~~17~~ 2-21<br>Mchy.Aft 1Dk(Irn) | 367<br>258<br>146 | ✠100A1<br>~~12,21,21~~ 4,22<br>✠NB6,09<br>~~BS10,20~~ | Bwg<br>Npt<br>✠LMC~~12,17~~<br>12,21 | f | CL<br>~~4,21~~<br>12,21 | 1892<br>12mo | J Fullerton<br>&Co.<br>Paisley<br>A&CP | J.Hay&Sons,Ld. | 142·2<br>Q77'B9'F24'<br>BK6"<br>WB=FPT | 23·6 | 11·0 | Glasgow<br>British<br>3BHCem<br>40tAPT8t | C.2Cy.19½"&40"-27" (s)<br>110lb 65RHP<br>1SB,3pf,GS52,HS1150<br>Muir&Houston,Glasgow | 12 " 4<br>s " 6<br>12 " 5 | |
| 32812<br>118642<br>HBGJ | **The Bat** SteelScK<br>(exTrader) Welldeck Mchy.Aft 1Dk<br>Now named "Kembla," See No. 38065 in Supplement | 274<br>189<br>105 | | | ... | | 1904 | WoodSkin-ner&Co.Ld.<br>Newcastle | Government of<br>NewSouthWales | 125·0<br>Q42'B9'F19'<br>FK | 22·6 | 9·0 | SydnyNSW<br>British<br>WB | C.2Cy.16"&32"-24"<br>52RHP<br>N.E.Marine EngCoLdNwc | 10 " 0 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32813<br>144435 | The Chief<br>Elec.light<br>Mchy.Aft | SteelSc<br>(BucketDredger)<br>1Dk(Stl) | 883<br>768<br>354 | ✠ A1<br>Dredger<br>5,21<br>✠LMC4,20 | Gls | | | 1920<br>4mo<br>Lloyd | Lobnitz&<br>Co.Ld.<br>Renfrew<br>'sA&CP | ~~UnionGovt.~~<br>~~of SouthAfrica~~<br>SouthAfricanRail-<br>ways&Harbours<br>Administration | 222·0\|37·2\|13·0<br>F21'<br>FK<br>MT6'71t | Durban<br>~~London~~<br>British<br>3BHCem<br>APT8t | C.3Cy.20"&(2)30"–24" (s)<br>130lb 110NHP<br>2SB,4cf,GS86,HS2200<br>Lobnitz&Co.Ld.Renfrew |
| 32814 | The Collector | SteelTwinScK<br>ssKrh No.3–6,21 ~~ssKrh.No.2–17~~<br>1Dk(Teak) | 119<br>96<br>1 | ✠100A1<br>For towing purposes<br>6,21 ~~1,17~~<br>~~BS10,20~~ ✠LMC | Krh | 6,21 | ~~11,20~~<br>N6,21 | 1908<br>9mo<br>Lloyd | JTEltring-<br>ham&Co.<br>S.Shields<br>'sA&CP | KarachiPortTrust | 90·0\|20·1\| 8·2<br>FK | Karachi<br>British<br>4BHCem | C.4Cy.12"&24"–18" (s)<br>130lb 75RHP<br>1SB,2cf,GS38,HS1173<br>G.T.Grey,SouthShields |
| 32815<br>115706<br>TPRN | The Countess<br>Mchy.Aft<br>Well deck | SteelSc3MstSr<br>ssP.Gl.No.3–12,15<br>ssBwg.No.1–20<br>1Dk(Stl) | 624<br>428<br>251 | ✠100A1<br>7,20<br>✠LMC7,20<br>BS11,21 | Liv | i | CL<br>7,20 | 1902<br>9mo<br>Lloyd | AilsaS.B.<br>Co.Ld.<br>Troon<br>'sA&CP | J.Hay&Sons,Ld.<br>WB | 181·4\|27·3\|11·0<br>Q100'B9'F34'<br>BK7½"<br>=DBf96'139tFPT | Glasgow<br>British<br>3BHCem<br>59tAPT9t | C.2Cy.20¾"&44½"–30" (s)<br>130lb 80RHP<br>1SB,3pf,GS62,HS1543<br>Muir&Houston,Ld.Gls. |
| 32816<br>65715 | The Earl | IronPadSr<br>(exWelshman,exSussex) | 144<br>143<br>31 | | | | | 1872 | Readhead,<br>Softley&Co.<br>S.Shields | LeithSalvage&<br>TowageCo.Ld.<br>(JLittle&Co.Ld.<br>Mgrs.) | 114·9\|19·6\|10·0 | Leith<br>British | L.2Cy.28"–54"<br>Alt91 NB91 60RHP<br>J.P.Rennldson&Sns,S.Shl. |
| 32817<br>89216 | — | IronTwinSc | 101<br>101<br>— | | | | | 1887 | E.Finch&<br>Co.(Lim.)<br>Chepstow | CardiffRailwayCo. | 90·2\|18·9\| 9·9 | Cardiff<br>British | C.4Cy.15"&30"–18"<br>NB10 70RHP<br>E.Finch&Co.(Lim.),Chp. |
| 32818<br>119114<br>VQGP | The Emperor<br>Well deck<br>Mchy.Aft | SteelSc3MstSr<br>ssSou.No.3–10,17<br>1Dk(Stl) | 626<br>436<br>248 | ✠100A1<br>5,20<br>~~BS5,20~~ ✠LMC10,17<br>BS5,21 | Bwg | i | N5,20 | 1904<br>4mo<br>Lloyd | AilsaS.B.<br>Co.Ld.<br>Troon<br>'sA&CP | J.Hay&Sons,Ld.<br>WB=CellD | 185·0\|27·6\|10·8<br>Q101'B10'F34'<br>BK7½"<br>Bf99'145tFPT57t | Glasgow<br>British<br>3BHCem<br>APT10t | C.2Cy.20½"&44"–30" (s)<br>130lb 80RHP<br>1SB,3pf,GS62,HS1543<br>Muir&Houston,Ld.Gls. |
| 32819<br>119638<br>JGHD | The Forester<br>Mchy.Aft | SteelScK<br>ssFal.No.2–19<br>1Dk(Stl) | 191<br>140<br>79 | ✠100A1<br>5,21 ~~10,19~~<br>~~BS8,20~~ ✠LMC5,19<br>BS11,21 | Fal<br>Glr | b | ~~10,19~~<br>N5,21 | 1910<br>10mo<br>Lloyd | E.Finch<br>&Co.Ld.<br>Chepstow<br>'sA&CP | W.Jones&Son | 97·3\|22·1\| 8·6<br>Q44'F14'<br>FK<br>WB= | Gloucestr<br>British<br>3BHCem<br>FPT11t | C.2Cy.13"&26"–18" (s)<br>120lb 28RHP<br>1SB,2pf,GS33,HS904<br>W.Sisson&Co.Ld.Glo'ster |
| 32820<br>106130 | The Grazier | WoodSc | 150<br>149<br>83 | | | | | 1896 | RockDavis<br>Brisbane<br>Water,NSW. | GrazierS.S.Ld. | 112·0\|24·0\| 9·2 | SydnyNSW<br>British | C.2Cy.13"&27"–20"<br>45RHP<br>Ross&Duncan,Glasgow |
| 32821<br>209060 | The Harvester<br>Wireless<br>Elec.light<br>Mchy.Aft | SteelScSr<br>1Dk&Webframes<br>Longitudinalframing | 7188<br>—<br>5690 | | | ... | | 1911 | American<br>S.B.Co.<br>Lorain,Ohio | International<br>HarvesterCo. | 525·0\|58·0\|31·0<br>F48'<br>FK | Duluth<br>Utd.States<br>WB | T.3Cy.23½",38"&63"–42"<br>388NHP<br>AmericanS.B.Co Clevelnd |
| 32822<br>109733<br>RQGM | The Lady Belle<br>Mchy.Aft<br>Well deck Elec.light | SteelScSr<br>ssLiv.No.3–6,12<br>ssLon.No.1–17<br>1Dk(Stl) | 331<br>217<br>131 | ✠100A1<br>8,19<br>BS5,19 ✠LMC7,17 | Gls | e | CL<br>8,19 | 1900<br>5mo | J Fullerton<br>&Co.<br>Paisley<br>A&CP | J.J.Murphy | 140·4\|24·1\| 9·9<br>Q75'B10'F24'<br>FK<br>W | Waterford<br>British<br>3BHCem<br>B=FPT48t | C.2Cy.20"&40"–27" (s)<br>120lb 83RHP<br>1SB,3pf,GS53,HS1447<br>Ross&Duncan,Glasgow |
| 32823<br>217611<br>LPWV | The Lambs<br>Elec.light<br>Sub.Sig.<br>Wireless | SteelScSr<br>Fitted for oil fuel<br>1Dk&Shelter dk<br>&Web frames<br>Longitudinal framing | 6629<br>5895<br>4122 | | | ... | | 1919 | Federal<br>S.B.Co.<br>Kearny,N.J. | UnitedStates<br>ShippingBoard | 395·5\|55·0\|31·4<br>P45'B110'F38' on<br>Shelter dk FK | Newark,NJ<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. |
| 32824 | The Lancer<br>(exYacht,exLadyEisa) | IronScSr<br>ssGrk.2ndNo.3–6,02<br>ssGrk.No.1–06<br>1Dk2trB | 110<br>—<br>41 | ✠<br>4,07 | Grk | | | 1878<br>7mo | Leslie&Co.<br>Newcastle | | 113·8\|18·1\|11·2<br>ND02 | 4BHCem | C.2Cy.17"&32"–24"<br>NB6,02 42NHP<br>1B,2pf,GS27,HS760<br>N.E.MarineEng.CoLd.Sld. |
| 32825<br>205609<br>LHKM | The Lowell | WoodSc<br>1Dk | 238<br>—<br>162 | | | | | 1908 | ..................<br>WestNew<br>Brighton,NY. | N.Y.&Hastings<br>SteamboatCo. | 119·4\|29·0\|10·0 | NewYork<br>Utd.States | |
| 32826<br>98960 | The Mermaid | SteelPad | 194<br>192<br>119 | | | | | 1891 | Samuda<br>Bros.(Lim)<br>London | L.Elton<br>~~AlfredCalvert~~<br>~~(Shipping)Ld.~~<br>~~(A.Calvert,Mgr.)~~ | 160·0\|20·1\| 7·9 | Goole<br>British | C.2Cy.30"&30"–33"<br>52RHP<br>J.Penn&Sons(Lim.),Lon. |
| 32827<br>125688 | The Mew<br>Elec.light | SteelTwinSc<br>ssPly.No.3–5,18<br>ssPly.No.1–20<br>1Dk(Teak)&Promenadedk(Teak) | 117<br>117<br>53 | ✠ A–<br>10,21 ~~12,20~~<br>For Ferry purposes<br>✠LMC~~10,20~~ 11,21 | Ply | | CL<br>~~12,20~~<br>11,21 | 1908<br>5mo | Cox&Co.<br>Falmouth | Gt.WesternRlyCo. | 90·2\|22·4\| 8·3<br>FK<br>Promenade dk78' | London<br>British<br>4BHCem | C.4Cy.10"&20"–12" (r)<br>130lb 60RHP<br>1SB,2pf,GS26,HS750<br>Cox&Co.Falmouth |
| 32828<br>140838 | The Milne's | SteelScK<br>(exNewMoon)<br>1Dk | 95<br>95<br>40 | ✠100A1<br>For fishing purposes<br>3,21 ✠LMC1,20 | Abn | | CL | 1920<br>1mo<br>Lloyd | TheRose<br>StreetFndry.<br>&Eng.Co.Ld.<br>Inverness<br>'sA&CP | ~~W.Milne~~ J.Duthie,<br>Jnr. | 86·1\|18·6\| 9·2<br>BK7½" | Peterhead<br>British<br>3BHCem | T.3Cy.9½",15½"&26"–18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>TheRoseStreetFoundry<br>&Eng.Co.Ld.Inv. |
| 32829<br>119093<br>VNLS | The Monarch<br>Elec.light Well deck<br>Mchy.Aft | SteelSc3MstSr<br>ssSou.No.3–8,17<br>1Dk(Stl) | 642<br>436<br>255 | ✠100A1<br>3,21<br>✠LMC<br>MS7,17 BS7,20 | Gls | i | 2,21 | 1904<br>2mo<br>Lloyd | AilsaS.B.<br>Co.Ld.<br>Troon<br>'sA&CP | J.Hay&Sons,Ld.<br>WB=C | 185·0\|27·6\|10·8<br>Q101'B10'F34'<br>BK7½"<br>ellDBf99'145tFPT | Glasgow<br>British<br>3BHCem<br>57tAPT10t | C.2Cy.20½"&44"–30" (s)<br>130lb 80RHP<br>1SB,3pf,GS62,HS1543<br>Muir&Houston,Ld.Gls. |
| 32830<br>128742<br>HVRD | The Norman | SteelScK<br>ssFlt.No.3–1,20<br>1Dk | 225<br>197<br>86 | ✠100A1<br>StmTrawler<br>4,21<br>BS5,21 ✠LMC1,20 | Flt | | CL<br>1,20 | 1908<br>12mo<br>Lloyd | Smith's<br>DockCo.Ld.<br>NorthShields<br>'sA&CP | HeskethSteam<br>Trawlers,Ld.(E.<br>Taylor,Mgr.) | 120·5\|21·6\|11·6<br>Q67'F20'<br>BK7½" | Fleetwood<br>British<br>3BHCem | T.3Cy.12½",20"&34"–24" (s)<br>180lb 57RHP<br>1SB,2pf,GS38,HS1423<br>MacColl&Pollock,Ld.Sld. |
| 32831<br>115690<br>TKVF | The Princess<br>Mchy.Aft<br>Well deck | SteelSc3MstSr<br>ssBwg.No.3–3,15<br>ssAyrNo.1–19<br>1Dk(Stl) | 623<br>428<br>250 | ✠100A1<br>6,21 ~~9,19~~<br>BS6,21 ✠LMC<br>MS9,19 ~~BS9,19~~ | Ayr<br>Gmh | i | CL<br>~~9,19~~<br>6,21 | 1902<br>6mo<br>Lloyd | AilsaS.B.<br>Co.Ld.<br>Troon<br>'sA&CP | J.Hay&Sons,Ld.<br>WB= | 181·3\|27·2\|11·0<br>Q100'B9'F34'<br>BK7½"<br>DBf96'139tFPT | Glasgow<br>British<br>3BHCem<br>59tAPT9t | C.2Cy.20½"&44"–30" (s)<br>130lb 80RHP<br>1SB,3pf,GS62,HS1542<br>Muir&Houston,Ld.Gls. |
| 32832<br>128749<br>HVRF | The Roman | SteelScK<br>ssCff.No.2–19<br>1Dk | 224<br>196<br>86 | ✠100A1<br>StmTrawler<br>11,19<br>BS10,20 ✠LMC10,19 | Cff | | CL<br>10,19 | 1909<br>10mo<br>Lloyd | Smith's<br>DockCo.Ld.<br>NorthShields<br>'sA&CP | SaxonSteam<br>Trawlers,Ld.<br>(J.A.Taylor,Mgr.) | 120·3\|21·6\|11·6<br>Q67'F19'<br>BK7½" | Fleetwood<br>British<br>3BHCem | T.3Cy.12½",20"&34"–24" (s)<br>180lb 57RHP<br>1SB,2pf,GS38,HS1423<br>MacColl&Pollock,Ld.Sld. |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32833<br>128723<br>VJQR | **The Southern Cross No. 1**<br>SteelScK<br>(*Whaler*) 1*Dk* | 174<br>172<br>64 | | | | | 1912 | Smith's DockCo.Ld.<br>Middlesbro' | SouthernWhaling &SealingCo.Ld. | 110·7\|20·8\|12·0 | CapeTown<br>British<br>*WB* | T.3Cy.12½",20"&34"-24"<br>73RHP<br>Smith'sDockCo.Ld.Mdb. | | C |
| 32834<br>143268 | **The Star of England** SteelScK<br>(*ex*ElseKunkel)<br>1*Dk* | 220<br>188<br>87 | | | | | 1912 | SchiffsGes. Unterweser<br>Unterweser | Co-operative FishingSociety,Ld.<br>(C.Naylor,*Mgr.*) | 124·8\|22·4\| 8·9 | Scarboro'<br>British | T.3Cy.12⅛",18⅝"&30¾"-22"<br>44RHP<br>J.C.TecklenborgA.G.Gst. | | |
| 32835<br>119186<br>HBNT | **The Sultan** SteelSc3MstSr<br>*ss*Sou.No.3-12,17<br>*Well deck* Wireless 1*Dk*(*Stl*)<br>*Mchy.Aft* | 646<br>438<br>256 | ✠100A1<br>7,20<br>~~BS8,20~~ ✠LMC12,17<br>BS12,21 | Bwg | *i* | 8,20 | 1904<br>11mo<br>*Lloyd* | AilsaS.B. Co.Ld.<br>Ayr<br>'*sA&CP* | J.Hay&Sons,Ld. | 184·7\|27·6\|10·8<br>Q101'B10'F34'<br>BK7½"<br>*WB=CellDBf*99'145*t FPT* | Glasgow<br>British<br>3*BHCem*<br>57*tAPT*10*t* | C.2Cy.20½"&44"-30" (*s*)<br>130lb 80RHP<br>1SB,3*pf*,GS62,HS1543<br>Muir&Houston,Ld.Gls. | 13 ″ 7<br>s ″ 8½<br>13 ″ 8 | |
| 32836<br>135975<br>JDGB | **The Tetrarch** SteelScK<br>*ss*Gms.No.1-19<br>*Elec.light* 1*Dk* | 225<br>218<br>112 | ✠100A1<br>*StmTrawler*<br>9,21 ~~2,20~~<br>✠LMC10,19<br>BS9,21 | Gms | | CL<br>9,19 | 1913<br>10mo<br>*Lloyd* | Cook,Wel-t'n&Gemmell Ld. Beverley<br>'*sA&CP* | T.W.Baskcomb | 117·0\|22·0\|12·7<br>Q61'F16'<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>200lb 58RHP<br>1SB,3*pf*,GS37,HS1099<br>Amos&Smith,Ld.Hull | 13 ″ 7 | |
| 32837<br>140800 | **The Tower** SteelScSr<br>(*Trawler*)<br>1*Dk* | 201<br>198<br>88 | | | | | 1919 | Fleming& Ferguson,Ld.<br>Paisley | Tower SteamFishingCo.Ld. (H.D. Mitchell,*Mgr.*) | 115·8\|22·1\|12·1 | Grimsby<br>British<br>*WB* | T.3Cy.12",20"&34"-23"<br>57RHP<br>Fleming&Ferguson,Ld. | | |
| 32838<br>119197<br>HBRV | **The Viceroy** SteelSc3MstSr<br>*ss*Gls.No.3-4,18<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 477<br>345<br>193 | ✠100A1<br>1,21<br>✠LMC<br>MS4,18 BS2,21 | Gls | *h* | 2,21 | 1905<br>1mo<br>*Lloyd* | AilsaS.B. Co.Ld.<br>Troon<br>*sA&CP* | J.Hay&Sons,Ld. | 170·0\|25·6\|10·1<br>Q95'B11'F33'<br>BK7"<br>*WB=CellDBf*88' 121*t FPT* | Glasgow<br>British<br>3*BHCem*<br>47*tAPT*7*t* | C.2Cy.19"&42"-30" (*s*)<br>130lb 72RHP<br>1SB,3*pf*,GS62,HS1543<br>Muir&Houston,Ld.Gls. | 12 ″ 10<br>s ″ 6½<br>13 ″ 0 | |
| 32839<br>99847<br>MSRJ | **The Viscount** IronScSr<br>*ss*Bwg No.1-21 *ss*Bwg.2ndNo.3-5,17<br>*Well deck* 1*Dk*(*Irn*)<br>*Mchy.Aft* | 383<br>275<br>154 | ✠100A1<br>10,21 ~~9,20~~<br>✠NB5,17 ✠LMC10,21<br>MS12,17 | Gls<br>Bwg | *g* | CL<br>~~11,19~~<br>10,21 | 1892<br>9mo<br>*Lloyd* | JFullerton &Co.<br>Paisley<br>'*sA&CP* | J.Hay&Sons,Ld. | 142·2\|25·2\|11·5<br>Q77'B9'F24'<br>BK6"<br>*WB=* | Glasgow<br>British<br>3*BHCem*<br>*FPT*41*t* | C.2Cy.20½"&40"-27" (*s*)<br>110lb 65RHP<br>1SB,3*pf*,GS52,HS1150<br>Muir&Houston,Glasgow | 12 ″ 7<br>s ″ 6<br>12 ″ 8 | |
| 32840<br>JBTP | **Thea** IronScSr<br>(*ex*AugustBröhan)<br>1*Dk* | 161<br>139<br>51 | | | | | 1889 | Rostocker Act.Ges.<br>Rostock | Fiskeriaktieb. Thea (Gust.Levin) | 104·0\|20·7\|10·6<br>H7*t*F16' | Flatholmn<br>Swedish | C.2Cy.18"&34"-20"<br>NB99 43NHP<br>RostockerA.G.Rostock | | |
| 32841 | **Theano** SteelSc<br>*Elec.light* 2*Dks* | 1059<br>787<br>368 | | | | | 1920 | NV Boele's Scheepswerven en Machinefabriek<br>Slikkerveen | Maats."Zeevaart" (Hudig&Veder, *Mgrs.*) | 231·9\|36·2\|13·2 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.18",30"&48"-36"<br>138NHP<br>N.V.Boele'sScheepswerven en Machinefabriek, Bolnes | | |
| 32842<br>~~[illegible]~~ | **Thebea** SteelScSr<br>(*ex*Kreta,*ex*Hispania,*ex*Wandrahm)<br>*Elec.light* Sub.Sig. 2*Dks&Webframes* | 2581<br>2379<br>1574 | | | ... | | 1891 | J.C.Tecklenborg<br>Geestemünde | ~~BelgianGovernment~~ ~~F.Peterson~~<br>~~Board of Trade~~ | 314·9\|40·2\|24·1<br>P24'B72'F36' | Danzig<br>*WB* | T.3Cy.23½",35½"&64¼"-42"<br>Maschinenfabrik 268NHP<br>Buckau,Magdeburg | 26 ″ 6 | |
| 32843 | **Theda** SteelScLr<br>*OilEng.*<br>(*ex*SailingVessel) 1*Dk* | 108<br>106<br>70 | | | | | 1906 | Stocks& Kolbe<br>Kiel | BrakerHeringsfischereiAkt.Ges. | 80·5\|21·4\| 9·8 | Brake<br>German | OilEngine 2S.C.SA 13NHP<br>1Cy.13⅓"-13⅘" E*fitted*14<br>DeutscheKromhout MotorenWerke,Brake | | |
| 32844<br>129319 | **Thegon** SteelScSr<br>(*Tug*)<br>1*Dk* | 170<br>170<br>115 | | | | | 1915 | Macgregor &Co.<br>Greenock | BurmahOilCo.Ld. | 110·2\|20·9\|10·8 | Rangoon<br>British | C.2Cy.$13\frac{3}{16}$"&32"-21"<br>80RHP<br>Kincaid&Co.Greenock | | |
| 32845 | **Thekla Bohlen** SteelScSr<br>*Elec.light* 2*Dks*3*trB* | 2239<br>2046<br>1416 | | | | | 1894 | Blohm& Voss<br>Hamburg | French Government | 290·7\|38·1\|23·7<br>B80' F35' | Marseilles<br>French<br>*WB* | T.3Cy.19",30"&50"-39⅜"<br>157NHP<br>Blohm&Voss,Hamburg | | V |
| 32846<br>144638<br>KGDF | **Thelma** SteelSc<br>(*ex*Wandrahm) 1*Dk*(*Stl*)&*ptAwng dk*<br>*Elec.light* (*Stl*) | 1531<br>1004<br>904 | 100A1<br>*ptAwng dk withfreeboard*<br>3,21<br>LMC2,21 | Nwc | *o* | N2,21 | 1912<br>*Lloyd* | Stettiner Oderwerke<br>Stettin<br>'*sA&CP* | Scandinavian ShippingCo.Ld.<br>(Glen&Co.*Mgrs.*)<br>*CellD* | 242·5\|35·6\|14·4<br>P18'Q63'*ptAwng dk*160' FK<br>*B*193' 391*t FPT*62*t* | Glasgow<br>British<br>4*BHCem*<br>*APT*52*t* | T.3Cy.18⅛",28⅜"&45⅝"-33½"<br>185lb (*s*) 146NHP<br>2SB,4*cf*,GS67,HS2456<br>StettinerOderwerke | 17 ″ 4<br>s 7 ″ 3½<br>17 ″ 4 | |
| 32847<br>MDBK | — SteelScSr<br>*Elec.light* 1*Dk* | 1350<br>1240<br>847 | | | | | 1906 | Laxevaags Msk.&Jrnskb<br>Bergen | Intsk.Dpsk. ThelmasRederi (W.Wilhelmsen) | 260·0\|38·1\|16·7<br>P14*t*H39*t*F27*t* | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.19½",31"&51"-36"<br>156NHP<br>LaxevaagsMsk.&Jrns.Bgn | | N |
| 32848<br>118065<br>VNLB | — SteelScSr<br>*ss*Liv.No.3-7,16<br>*ss*Liv.No.1-20<br>*Well deck* 1*Dk*(*Stl-pt* teaks) | 370<br>291<br>139 | ✠100A1<br>1,21<br>BS12,21 ✠LMC7,20 | Liv | *f* | 7,20 | 1903<br>12mo<br>*Lloyd* | AilsaS.B. Co.Ld.<br>Ayr<br>'*sA&CP* | ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*) | 143·3\|25·0\|11·6<br>Q46'B10'F25'<br>BK7"<br>*WB=FPTanks* | Liverpool<br>British<br>3*BHCem*<br>60*tAPT*8*t* | C.2Cy.18"&40"-27" (*s*)<br>130lb 91RHP<br>1SB,3*pf*,GS54,HS1641<br>Ross&Duncan,Glasgow | 12 ″ 8<br>s ″ 11<br>12 ″ 5 | |
| 32849<br>6202<br>KCGJ | **Themis** SteelScSr<br>*Mchy.Aft* 1*Dk* | 723<br>598<br>363 | | | | | 1919 | Bergsunds Mek.VerkstadsA/B<br>Stockholm | RederiA/BArtemis (TorstenClinton, *Mgr.*) | 193·1\|31·1\|13·2 | Stockholm<br>Swedish | T.3Cy.13",21¼"&35⅝"-23⅝"<br>58NHP<br>BergsundsMek.Verkstads A/BSkm. | | V |
| 32850 | — SteelScSr<br>1*Dk* | 467<br>338<br>274 | | | | | 1891 | G.Evers<br>Lübeck | Damfpschifffahrts Ges.Neptun | 159·1\|23·9\|11·0<br>Q40'B39'F21' | Bremen<br>German<br>*WB* | C.2Cy.17¾"&32¾"-22"<br>Masch. NB07 42NHP<br>BuckauA.G.Magdeburg | | |
| 32851<br>~~95204~~<br>~~KRFG~~ | **Themis S.** SteelSc<br>*ss*Shl.2ndNo.3-1,14<br>*ss*Cff.No.1-19<br>(*ex*Capelpark,*ex* RioTinto) 1*Dk*(*Irn*)2*trB*<br>Wireless *inner bottom plating Iron* | 2173<br>1830<br>1332 | ✠100A1<br>9,20<br>BS6,21<br>✠LMC10,19 | Npt<br>Cpl | *r* | 9,20 | 1888<br>5mo | Short Bros.<br>Sunderland<br>A&CP | Mediterranean S.S.Co.(C.Xydia& Son*Mgrs.*) | 281·0\|39·5\|19·8<br>P28'B65'F35'<br>FK<br>*WB*=236'432*t* | Alexandria<br>Egyptian<br>4*BHCem* | T.3Cy.21¼",35"&58"-42" (*s*)<br>150lb *100lb* NDB02 211NHP<br>2SB,2*cf*,4*rf*,GS84,HS3195<br>J.Dickinson,Sunderland | 22 ″ 3<br>s 3 ″ 3½<br>19 ″ 2 | |
| 32852<br>PTNK | **Themisto** SteelScSr<br>*ss*Rot.No.3-5,14<br>*Elec.light* *ss*Rot.No.2-21 ~~*ss*Rot.No.1-17~~<br>Wireless 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deepframing* | 3594<br>3328<br>2327 | ✠100A1<br>*Spar dk*<br>7,21 ~~8,20~~<br>~~BS8,20~~ ✠LMC~~8,19~~ 7,21<br>✠NB7,21 | Rot | *w* | CL<br>~~8,19~~<br>7,21 | 1901<br>8mo | C.S.Swan& Hunter,Ld.<br>Newcastle<br>A&CP | Maats."Zeevaart" (W.C.Hudig&J.C. Veder,*Mgrs.*) | 348·0\|45·2\|17·9<br>P28'B92'F39' 26·1<br>FK<br>*WB=Cell DBa*116' | Rottrdam<br>Dutch<br>6*BHCem* | T.3Cy.24",40"&66"-45" (*s*)<br>180lb *100lb* NDB21 321NHP<br>2SB,6*cf*,GS126,HS5002<br>Blair&Co.Ld.Stockton<br>*uE&B*38 *f*148'813*tAPT*17*t* | 28 ″ 10<br>s 5 ″ 7<br>23 ″ 7 | |
| 32853<br>129349<br>HSCD | **Themistocles** SteelTwinScSr<br>*ss*Lon.No.2-18<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl-ptws*)3*rd dk in No.*3 *hold& after holds*<br>*Ref.Mchy*.Sub.Sig. (*Stl in after holds*)<br>Wireless | 11231<br>9574<br>7046 | ✠100A1<br>*Awng dk withfreeboard*<br>12,21 ~~1,20~~<br>BS6,21<br>~~BS6,20~~ ✠LMC6,19<br>✠Lloyd'sRMC ~~11,20~~ 6,21 ~~12,21~~<br>4,22 | Lon | *q*† | CL<br>12,19 | 1911<br>1mo<br>*Lloyd* | Harland& Wolff,Ld.<br>Belfast<br>'*sA&CP* | G.Thompson&Co. Ld. | 500·6\|62·3\|39·4<br>P47'B245'*onAwgdk*<br>F64' FK&BK2"<br>*WB=Cell DBa*113' | Aberdeen<br>British<br>10*BHptCem*<br>*uE&B*96'*f*2 | Q.8Cy.23",34",48"&69"-51"<br>215lb (*s*) HS19858 1075NHP<br>3DB&2SB,24*cf*,GS496,<br>Harland&Wolff,LdBelfast<br>14'1688*tFPT*155*tAPT*105*t* | 42 ″ 8<br>s13 ″ 8½<br>29 ″ 7 | BT till 5,21 |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32854<br><br>HRVK | Themistocles **SteelTwinScSr**<br>ssPir.No.3-10,19<br>exMoraitis) 1*Dk*(*Stl-ptws*)2*trB&Web*<br>*Elec.light frames&Shelter dk*(*Stl-ptws*)<br>Wireless *Main dk in Nos.1&2holds* | 6045<br>3977<br>3924 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>9,21 ~~6,20~~<br>BS1,21 ✠LMC10,19 | NYk | *z* | CL<br>~~B12,19~~<br>~~S6,20~~<br>9,21 | 1907<br>6mo<br><br>*Lloyd* | J.Priestman&Co.<br>Sunderland<br>'*sA&CP* | NationalStm.Nav.Co.Ld.ofGreece (EmbiricosBros. *Mgrs.*) *WB*= | 400·0<br>B144'<br><br>*DBa*115'*f*162'1035*t* | 50·0 | 27·6<br><br>FK | Andros<br>Greek<br>6*BHCem*<br>*APT*131*t* | T.3Cy.22½",37"&61"-39" (*s*)<br>180lb 574NHP<br>4SB,3*cf*,9*pf*,GS292,HS9807<br>G.Clark,Ld.Sunderland | 29<br>s 2<br>2 |
| 32855<br>1663<br>HSFT | Theod. Mannheimer **SteelScSr**<br>1*Dk* | 223<br>182<br>114 | | | | | 1884 | MotalaCo.<br>Motala | Nora-Bergslags Jernvägsakt. (E. Hildebrand,*Mgr.*) | 101·1<br>B26'H12*t* | 21·9 | 11·6 | Nora<br>Swedish | C.2Cy.13¾"&25"-18"<br>22NHP<br>MotalaCo.,Motala | |
| 32856 | Theoderich **SteelScLr**<br>*OilEng.*<br>1*Dk* | 138<br>128<br>92 | | | | | 1911 | J.Frerichs &Co.A.G.<br>Einswarden | Securitas-Werke A.-G. | 90·8<br>Q22' | 21·4 | 9·9 | Harburg<br>German | Oil Engines<br>2Cy.11⅝"-12⅝" 20NHP<br>J.Frerichs&Co.A.G.Osthlz | |
| 32857 | Theodor **SteelScSr**<br>1*Dk&Web frames* | 919<br>691<br>573 | | | | | 1890 | Howaldtswerke<br>Kiel | RenataDampfsch. Ges.ThGribel(Rud ChristGribel,*Mgr*) | 205·8<br>Q62'B52'F26' | 30·7 | 13·8 | Stettin<br>German<br>*WB* | T.3Cy.14¼",22¼"&36¾"-23½"<br>66NHP<br>Howaldtswerke,Kiel | |
| 32858<br>207<br>HBDP | — **CompScSr**<br>(*ex*Ostergötland) 1*Dk* | 307<br>274<br>161 | | | | | 1884 | J.A.Svensson<br>SödraGarn | Hindreus | 138·9<br>B26'H3*t* | 23·5 | 11·7 | Reval<br>Esthonian<br>*Tpd*.00 | T.3Cy.11",16$\frac{1}{16}$"&29⅞"-17½"<br>NB00 36NHP<br>Maschfb.F.Wiegand,Reval | |
| 32859<br>4719<br>JQLM | — **CompScSr**<br>*Mchy.Aft* 1*Dk* | 193<br>158<br>115 | | | | | 1907 | Sixten Groth<br>Sjötorp | SulfitaktiebGöta (OscarLindstedt, *Mgr.*) | 100·3<br>P20'H9*t* | 23·0 | 10·1 | Göta<br>Swedish | C.2Cy.10"&15"-12"<br>6NHP<br>ThorskogM.V.Gothenbrg. | |
| 32860<br><br>OUGA | Theodor Victor **WoodAuxScDy**<br>Now named "Ernest Emile" See No. 37235 in Supplement<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 188<br><br>87 | | | | | 1919 | Ch.Mar.de Paimpol& Fécamp<br>Fécamp | V.Dehillotte | 104·1 | 25·8 | 11·6 | Fécamp<br>French | Motor | |
| 32861<br><br>PTNG | Theodora **SteelScSr**<br>1*Dk* | 861<br>597<br>431 | | | | | 1917 | BurgerhoutsMchfbk &Scheeps.<br>Rotterdam | Jos.dePoorter | 200·0 | 30·0 | 12·7 | Rottrdam<br>Dutch<br>*WB* | T3Cy15¾",25½"&41$\frac{3}{16}$"-27½"<br>89NHP<br>BurgerhoutsMchfabrick& Scheepswerf.Rotterdam | |
| 32862<br><br>TJDC | — **IronScSr**<br>(*ex*Singkep,*ex*Sissie)<br>1*Dk* | 115<br>99<br>72 | | | | | 1880 | H.McIntyre&Co.<br>Paisley | | 96·8<br>F16*t* | 18·1 | 7·5 | Palembng<br>Dutch<br>*WB* | C.2Cy.13"&25"-20"<br>23NHP<br>Fisher&Co.Paisley | |
| 32863<br>220530<br>MBHV | Theodore F. Reynolds **SteelSc**<br>*Elec.light* 1*Dk*(*Stl*)<br>Sub.Sig. Wireless | 2359<br>1981<br>1423 | ✠100A1<br>1,22 ~~5,21~~<br>MS1,22 ✠LMC8,20<br>*Carrying Molasses in bulk*<br>*Fitted for oil fuel* 8,20 *F.P. above* 150° F. | Bkn<br>NOs | *r* | CL<br>1,22 | 1920<br>8mo | McDougallDuluthS.BCo<br>Duluth,Minn<br>A&CP | UnitedFood ProductsCo. (S.S. TheodoreF.Reynolds Cpn.) | 251·0<br>P25'B64'F22'<br>*CellDB*206'<br>537*tFPT*60*t* | 43·7 | 22·2<br><br>FK | NewYork<br>Utd.States<br>10*BHptCem*<br>*APT*82*t* | T.3Cy.19",30¼"&54"-40" (*s*)<br>190lb 262NHP<br>2SB,4*cf*,GS100,HS3828 FD<br>McDougallDuluthS.B.Co. | 24<br>3<br>21 |
| 32864<br>206045 | Theodore H. Wickwire **SteelScSr**<br>*Elec.light Mchy.Aft* 1*Dk* | 5141<br>—<br>3894 | | | | | 1908 | Gt.Lakes Eng.Works<br>Ecorse | AmericanS.S.Co. (Boland&Cornelius,*Mgrs.*) | 444·0<br>F49' | 56·2 | 29·0 | Buffalo<br>Utd.States<br>*WB* | T.3Cy.22½",36"&63"-42"<br>257NHP<br>MarineBlr.Wks.Toledo,O. | |
| 32865<br>207766 | Theodore H. Wickwire, Jr. **SteelScSr**<br>*Elec.light Mchy.Aft* 1*Dk* | 6077<br>—<br>4927 | | | | | 1910 | Gt.Lakes Eng.Works<br>St.Clair,Mich | AmericanS.S.Co. (Boland&Cornelius,*Mgrs*) | 504·0<br>F48' | 56·0 | 26·0 | Buffalo<br>Utd.States<br>*WB* | T.3Cy.23",37"&63"-42"<br>257NHP<br>Gt.LakesEngWrks.StClair | |
| 32866<br><br>MVRC | Theodore Roosevelt **SteelTwinSc**<br>*OilEng.*<br>*Elec.light* 2*Dks*(*Stl*)&<br>Wireless *Awng dk*(*Stl*) | 7116<br>5195<br>4493 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>5,21 ~~8,20~~<br>✠LMC~~8,20~~ 8,21 | Cpn<br>Ham | *a*† | CL | 1920<br>8mo<br><br><br>*Lloyd* | A/S Burmeister& Wain<br>Copenhagen<br>'*sA&CP* | Aktieselsk.Ganger Rolf (F.Olsen& Co.*Mgrs.*)<br>*CellDB*377'1266*t* | <br><br><br><br>*FPT*90*tAPT*82*t* | | <br><br>FK<br>*Collisio* | Chrstiania<br>Norwegian<br>*ptCem*<br>*nBH to A dk*<br>6 ,, ,, *U* ,, | Oil Engines 4S.C.SA<br>12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$"<br>*100lb* 568NHP<br>A/S Burmeister&Wain | 38<br>s 9<br>29 |
| 32867<br>202941 | — **SteelSc**<br>*Elec.light* Wireless 2*Dks* | 1955<br>—<br>1330 | | | | | 1906 | ToledoS.B. Co.<br>Toledo,O. | ClevelandErieav S.S.Co. | 276·0 | 40·0 | 26·0 | Cleveland<br>Utd.States | T.4Cy.30",48"&(2)56"-40"<br>198NHP<br>ToledoS.B.Co. | |
| 32868 | Theodoros **SteelSc**<br>(*ex*Suroi,*ex*Odin) 1*Dk* | 118<br>112<br>62 | | | | | 1915 | Ørens Mek. Værkstad<br>Trondhjem | AmarantiniBros. | 102·6 | 17·7 | 8·5 | Argostoli<br>Greek | C.2Cy.10"&21"-12"<br>OrensMek.Værk. 13NHP<br>Trondhjem | |
| 32869 | Theodoros-Sophios **SteelSc**<br>(*ex*CailleII.)<br>*Elec.light* 1*Dk* | 318<br>—<br>52 | | | | | 1917 | Forg.&Ch. de la Médit<br>LaSeyne | Vardavis | 132·3 | 24·0 | 12·0 | Piraeus<br>Greek | C.2Cy.18"&36"-23½"<br>52NHP<br>Forg.&Ch.de laMédit.Msl. | |
| 32870 | Theofano **SteelScSr**<br>Now named "Maid of Milos" See No. 38370 in Supplement<br>ssKob.No.3-7,11<br>(*ex*TokaiMaru, ssUragaNo.2-19<br>*ex*BaronEldon) 1*Dk*(*Stl*)&*Spar dk*<br>Wireless (*ptIrn&ptStl*)&*deep framing* | 3739<br>3465<br>2287 | ✠100A1<br>4,20<br>BS4,20 ✠LMC5,19 | Cff | *w* | N4,20 | 1899<br>9mo | Bartram& Sons<br>Sunderland<br>A&CP | M.A.Bistis<br>*CellDBa*104' | 340·0<br>P28'B102'F36' 25·9<br><br>*uE&B*38'*f*138' 834*t* | 48·0 | 17·9<br><br>FK | Andros<br>Greek<br>6*BHCem*<br>*APT*160*t* | T.3Cy.24½",40"&66"-45" (*s*)<br>180lb *110lb* 314NHP<br>NDB*refitted*14<br>2SB,8*pf*,GS142,HS4810<br>J.Dickinson&Sons,Ld Sld. | 28<br>s 5<br>23 |
| 32871<br><br>HPTD | Theofano Siderides **SteelScSr**<br>ssPir.2ndNo.3-8,21 ~~ssPir.No.3-2,08~~<br>(*ex*OratiosCouppas) ~~ssBrs.No.2-17~~<br>1*Dk*(*ptStlptIrn*)<br>— &*Web frames&pt Awngdk* | 2501<br>1880<br>1586 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>12,21 ~~11,18~~<br>✠LMC~~5,20~~ 8,21<br>~~Examined5,20~~ | BAs<br>~~Pir~~Msl | *t* | ~~10,20~~<br>N10,20 | 1895<br>10mo | Gourlay Bros.&Co.<br>Dundee<br>A&CP | M.Livanos<br>*WB*=<br>*CellDBa*90'*uE*24' | 309·0<br>P28'Q84'<br>*ptAwng dk*195'<br>*f*126'522*t FPT* 90*t* | 39·9 | 18·7<br><br>FK | Piræus<br>Greek<br>6*BHCem*<br>*APT*133*t* | T3Cy.22½",36½"&60"-39"(*s*)<br>165lb *100lb* NDB15 238NHP<br>2SB,6*cf*,GS116,HS3738<br>GourlayBros.&Co.Dun. | 21<br>s 9<br>20 |
| 32872 | Theone **SteelScSr**<br>ssBry.No.3-2,16<br>(*ex*Tweeddale) 2*Dks*(*Stl*)&*deep*<br>Wireless *framing* | 4432<br>4076<br>2874 | ✠100A1<br>7,19<br>BS4,20 ✠LMC2,16 | Hul | *x* | CL<br>4,20 | 1904<br>1mo<br><br>*Lloyd* | Russell& Co.<br>PortGlasgow<br>'*sA&CP* | J.A.Mango<br>*CellDBa*125'<br>*uE*27'*f*163'989*tL* | 385·0<br>P40'B122'F46'<br><br>*Ta*35'817*tFPT*104*t* | 50·0 | 25·9<br><br>FK | Piræus<br>Greek<br>5*BHCem*<br>*APT*42*t* | T.3Cy.26",44"&73"-48" (*s*)<br>200lb 415NHP<br>2SB,6*cf*,GS120,HS5022 FD<br>D.Rowan&Co.Glasgow | 28<br>s 5<br>23 |
| 32873 | Theresa **SteelScSr**<br>1*Dk*(*Teak*)&*Promenade dk*(*Teak*)<br>*Elec.light* | 202<br>139<br>137 | ✠<br>*For River purposes only*<br>7,11 ✠ | PGl | | | 1906<br>10mo | Murdoch& Murray<br>Pt.Glasgow | Cunha&Co. | 120·0<br>F20' | 24·1 | 6·8<br><br>FK | Manaos<br>Brazilian<br>5*BHCem* | T.3Cy.11",18"&30"-22"<br>61NHP<br>1SB,2*pf*,GS37,HS1144<br>Ross&Duncan,Glasgow | 7 |
| 32874<br>137800 | Theresa Boyle **SteelScK**<br>ssFlt.No.1-19<br>1*Dk* | 224<br>216<br>99 | ✠100A1<br>*StmTrawler*<br>10,20 ✠LMC7,19<br>BS10,21 | Flt | | CL<br>7,19 | 1915<br>8mo<br><br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | PortSt.MaryFishing&CuringCo.Ld. (J.A.Taylor,*Mgr.*) | 120·7<br>F18' | 22·7 | 12·2<br>BK7½'<br>*WB*= | Fleetwood<br>British<br>3*BHCem*<br>*DBf*27'17*t* | T.3Cy.12",20"&34"-24" (*r*)<br>180lb 83RHP<br>1SB,3*pf*,GS45,HS1578<br>Hall,Russell&Co.Ld.Abn. | 13 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32875<br>84958 | **Theresa Ward** SteelScK<br>ssDdn.No.1-05<br>1Dk(Teak) | 195<br>188<br>9 | ✠<br>For Towing purposes<br>2,08 | Ddn<br><br>✠ | c |  | 1900<br>8mo | J.P.Rennoldson&Sns<br>S.Shields | BluffHarbour Board | 117·2 | 22·1 | 11·4<br>BK7" | Invrcrgill, N.Z.<br>British<br>4BHCem | T.3Cy.15½",25"&41"-27"<br>95RHP<br>1SB,3cf,GS45,HS1857<br>J.P.Rennoldsn&Sns.S.Shl. | 12 ″ 6 |  |
| 32876<br>JVNS | **Therese** SteelSc4MstSr<br>Renamed "Holmen I.," See No. 37791 in Supplement<br>(exBoren) 1Dk(Stl)<br>Elec.light Wireless | 1847<br>1262<br>1089 | ✠100A1<br>3,20 | Bly<br>✠LMC4,16 | r | 3,20 | 1916<br>4mo | LindholmensM.V.<br>Gothenburg | ~~RederiAkt.Ester~~ ~~(J.E.Österlund,~~ ~~Mgr.)~~ Holmens Bruks&FabriksA/B (C.WahrenMgr.) | 262·0<br>P24'B65'F31' | 42·7 | 18·1<br>FK<br>CellDB224' | Nrrköping<br>Swedish<br>4BHCem<br>471tAPT41t | T3Cy.20½",33"&55"-36" (s)<br>185lb 214NHP<br>2SB,6cf,GS110,HS3500<br>LindholmensM.V.Got. | 20 ″ 6<br>s 2″10<br>18 ″ 0 |  |
| 32877 | — SteelSc<br>(Tug)<br>1Dk | 118<br>—<br>41 |  |  |  |  | 1894 | Howaldtswerke<br>Kiel | Wender&Co. | 95·4 | 20·0 | 9·2 | Braila<br>Roumanian | T.3Cy.11⅞",18¾"&29$\frac{9}{16}$"-15¾"<br>35NHP<br>Howaldtswerke,Kiel |  |  |
| 32878<br>129890<br>KJSC | **Therèse** SteelScSr<br>ssGoo.No.3-9,21 ~~ssCff.No.2-18~~<br>Well deck 1Dk(Stl)&deepframing<br>Wireless Cargo battens not fitted | 1299<br>946<br>607 | ✠100A1<br>~~3,20~~ 2,22<br>~~BS7,20~~ | Sws<br>Goo<br>✠LMC~~7,17~~<br>8,21 | o | ~~2,18~~<br>8,21 | 1909<br>2mo<br>Lloyd's A&CP | J.Priestman&Co.<br>Sunderland | ~~F.Bouet~~ T.H Buck<br>WB = Cell DBa 66' uE&B40'f86'329tFPT | 238·0<br>Q91'B56'F20' | 34·0 | 14·4<br>FK | Goole<br>British<br>4BHCem<br>61tAPT104t | T.3Cy.18",30"&49"-36" (s)<br>180lb 177NHP<br>2SB,4pf,GS73,HS2998<br>N.E.MarineEng.Co.LdSld | 16 ″ 6<br>s1 ″ 6½<br>15 ″ 3 |  |
| 32879 | **Therese Horn** SteelScSr<br>Elec.light Wireless 2Dks | 3644<br>3348<br>2249 |  |  |  |  | 1914 | Schiffsw.v.HenryKoch<br>Lübeck | French Government | 375·9<br>H- | 50·7 | 21·5<br>F43' | French<br>WB | T.3Cy27",42$\frac{1}{10}$"&68$\frac{9}{10}$"-43$\frac{3}{10}$"<br>312NHP<br>OttensenerMaschf.,Altona |  | V |
| 32880<br>139142 | **Thermol** SteelScSr<br>ssLth.No.1-22<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing | 1902<br>1638<br>1018 | ✠100A1<br>1,22 ~~8,16~~<br>CarryingPetroleum in bulk F.P. above 150° F.<br>Fitted for oil fuel8,16 | Grk<br>✠LMC1,22<br>Lth |  | CL<br>1,22 | 1916<br>8mo<br>Lloyd's A&CP | Greenock&Grngemouth Dkyd.Co.Ld.<br>Greenock | TheAdmiralty<br>CellDB uE&B61' 87t DT f 34' 167t FPT | 270·2<br>P96'B26'F59' | 38·6 | 23·1<br>FK | London<br>British<br>14BHptCem<br>(10 ,, toUdk<br>4 ,, ,,2nd,,)<br>44tAPT45t | T.3Cy.20",33"&53"-36" (s)<br>180lb 180lb 245NHP<br>2SB,6cf,HS4646<br>J.G.Kincaid&Co.Ld.Grk. | 23 ″ 4 |  |
| 32881<br>127933<br>HNFT | **Theseus** SteelScSr<br>Elec.light Wireless 2Dks | 6731<br>5564<br>4295 |  |  |  |  | 1908 | Workman.Clark&Co.Ld<br>Belfast | OceanS.S.Co.Ld.<br>(A.Holt&CoMgrs) | 443·0<br>P50'B162'F54' | 52·9 | 32·0 | Liverpool<br>British<br>WB | T.3Cy.30",50"&83"-60"<br>532NHP<br>WrkmanClark&CoLd.Bel. |  | BT till 9,21 |
| 32882 | — SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks | 1306<br>794<br>745 |  |  |  |  | 1919 | DeHaan&Oerlemans<br>Heusden | Koninkl.Nederl. Stoomb.Maats. | 215·0 | 31·4 | 22·6 | Amstrdam<br>Dutch<br>WB | T.3Cy.15",25"&40"-27"<br>83NH<br>C.A.Kuypers,Rotterdam |  |  |
| 32883 | — SteelScSr<br>Well deck 1Dk&deepframing | 984<br>764<br>592 |  |  | ... |  | 1900 | Dundee Shipbuilders CoLd.Dundee | Dampfsch.Ges. Neptun | 215·0<br>Q77'B50'F23' | 33·0 | 14·0<br>FK | Bremen<br>German<br>Wb | T.3Cy.17",28½"&47"-30"<br>135NHP<br>Cooper&Greig,Dundee | 16 ″ 0 |  |
| 32884<br>115237<br>TDFP | **Thespis** SteelScSr<br>Elec.light Wireless 2Dks&Shelter dk | 4343<br>4031<br>2735 |  |  |  |  | 1901 | SirRaylton Dixon&CoLd<br>Middlesbro' | LivBrazil&RPlate SNCoLd.(Lamport &Holt,Ld.Mgrs.) | 390·0 | 50·1 | 26·8 | Liverpool<br>British<br>Wb | T.3Cy.27½",46"&74"-54"<br>Richardsons, 402NH<br>Westgarth&Co.Ld.Hpl. |  | C |
| 32885 | **Thessalia** SteelScSr<br>Sub.Sig.<br>Elec.light Wireless 2Dks&Webframes | 6047<br>4743<br>3891 |  |  |  |  | 1904 | FlensburgrSchiffsb.Ges.<br>Flensburg |  | 411·0<br>P250'F63' | 50·7 | 28·2 | German<br>Wb | Q4Cy.23¼"33¾"49¼"&72"-54"<br>381NH<br>FlensburgerSchiffsb.Ges. |  |  |
| 32886<br>HFJQ | — IronScSr<br>ssGen.No.3-80<br>(exPrincipeCarignano,exIndostan) | 802<br>694<br>477 | <br>3,80 | Gen | n |  | 1864 | PalmerBrs&Co.<br>Newcastle | Nomicos | 252·0<br>Q19t | 28·1 | 17·3 | Piræus<br>Greek<br>4BHCem | C.2Cy.32"&58"-36"<br>NE&B85 168NH<br>N.E.MarineEng.Co.Nwc. |  |  |
| 32887 | **Thessaloniki** IronSc<br>(exSalonique, ssAnt.2ndNo.3-6,99<br>exTenedos) ssPir.No.2-08 2Dks3trB | 1261<br>1127<br>719 | ✠<br>7,11 | Pir |  |  | 1873<br>11mo | Lon.&Gls.Co.<br>Glasgow | G.Stamatiades&Co. | 237·0 | 32·3 | 22·7 | Piræus<br>Greek | C.2Cy.31"&54"-33"<br>162NH<br>Lon.&Glas.Co.Glasgow | 24 ″ 0 |  |
| 32888<br>127984<br>HPFG | **Thessaly** SteelScSr<br>Wireless 2Dks&Shelterdk3trB | 3135<br>2905<br>1916 |  |  |  |  | 1909 | RichardsonDuck&Co<br>Stockton | D.McIver&Co.Ld. | 360·0<br>P38'F22' | 48·0 | 21·2 | Liverpool<br>British<br>WB | T.3Cy.26",42½"&69½"-45"<br>321NHP<br>Blair&Co.Ld.Stockton |  | C |
| 32889<br>HSNR | **Thetis** IronScSr<br>ssCpl.2ndNo.3-5,06<br>(exAlexandrosS.Siniossoglu,exCityof Newcastle) 2Dks(1Irn)3trB | 1973<br>1847<br>1245 | ✠<br>6,11 | Msl<br><br>✠ | s |  | 1882<br>2mo | C.S.Swan&Hunter<br>Newcastle | G.F.Andreadis | 285·5<br>P28'B52'F32'<br>ND03<br>WB=DBa82'140t | 36·1 | 24·1<br><br>BK9½" | Syra<br>Greek<br>6BHCem<br>MT22'355t | C.2Cy.36"&68"-42"<br>NDB90 230NHP<br>2SB,6pf,GS84,HS3714<br>R.&W.Hawthorn,Nwc. | 25 ″ 6 | V |
| 32890<br>1354<br>HSFP | — Steel&IronScSr<br>1Dk | 1011<br>769<br>574 |  |  |  |  | 1884 | O.A.Brodin<br>Gefle | Ångf.Aktieb.Gefle (E.Brodin,Mgr.) | 215·4<br>Q69' B28t H29t<br>F25' | 30·8 | 15·1 | Torö<br>Swedish | C.2Cy.26"&48"-27"<br>100NH<br>MotalaCo.,Motala |  | V |
| 32891<br>82739 | — WoodScBk<br>Wireless 2Dks | 828<br>634<br>396 |  |  |  |  | 1881 | A.Stephen&Sons<br>Dundee | ThetisS.S.Co.Ld. (JobBros.&Co. Ld.) | 181·1 | 30·9 | 19·1 | SJhnsNFL<br>British | C.2Cy.27"&54"-33"<br>98RHP<br>W.B.Thompson,Dundee |  |  |
| 32892<br>106009<br>QOBR | — SteelSc3MstSr<br>ssTrn.2ndNo 3-6,21 ~~ssGls.No.3-1,09~~<br>(exCountess) ~~ssAyr.No.2-18~~<br>Mchy.Aft Welldeck 1Dk(Stl) | 649<br>430<br>267 | ✠100A1<br>6,21 ~~9,20~~<br>~~BS8,20~~ | Brs<br>Trn<br>✠LMC~~8,18~~<br>6,21 | i | CL<br>~~8,18~~<br>6,21 | 1896<br>6mo<br>A&CF | Mackie&Thomson<br>Glasgow | J.&P.Hutchison Ld.<br>WB=CellDBf91'120tFPT | 178·0<br>Q63'B63'F23' | 27·0 | 10·7<br>FK | Glasgow<br>British<br>3BHCem<br>48tAPT12t | T.3Cy.17¼",27¼"&43"-33"(s)<br>160lb 100lb NDB18 95RHP<br>1SB,3cf,GS57,HS1730<br>Muir&Houston,Ld.Gls. | 13 ″ 0<br>s7 ″ 2½<br>12 ″ 9 |  |
| 32893<br>15125<br>Wrecked | — WoodSc<br>5,21<br>(exYt.Columbia)<br>2Dks | 389<br>194<br>259 |  |  |  |  | 1892 | BuffaloS.B.Co.<br>Buffalo,N.Y. | C.Lowe | 131·2 | 30·2 | 14·9 | NassauNP<br>British<br>WB | C.2Cy.18"&36"-24"<br>53NHP<br>T.Sply,Chicago,Ill. |  |  |
| 32894<br>3313<br>JKOD | — CompScSr<br>1Dk | 183<br>146<br>121 |  |  |  |  | 1898 | K.Olsson<br>GamlaLödöse | E.Persson | 99·5<br>Q3'B20'H8tF12' | 22·6 | 9·4 | Nor(Vml)<br>Swedish | C.2Cy.10"&15"-12"<br>E&Bbuilt1894 6NHP<br>P.Larsson,Thorskog |  |  |
| 32895<br>5312<br>JSPR | — WoodAuxScK<br>OilEng.<br>(ex17deMai) 1Dk<br>(See Sailing Ship Register) | 125<br>117<br>86 |  |  |  |  | 1893 | ..................<br>Boulogne | C.A.Wallen | 87·0 | 23·3 | 11·2 | Gothenbrg<br>Swedish | Oil Engines 2S.C.SA<br>2Cy.13"-13⅜" 23NHP<br>J&CG BolindersCoLdSkm |  |  |
| 32896 | **Thiele** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 230<br>207<br>89 |  |  |  |  | 1919 | J.G.Hitzler<br>Lauenburg | Hochseefisch.u. FischmarktA.G. inEmden | 122·3<br>H48'F16' | 23·9 | 11·4 | Kiel<br>German<br>WB | T.3Cy.12⅘",20"&32¼"-22"<br>49NHP<br>G.Sachsenberg,Rosslau |  |  |
| 32897 | **Thielen** SteelScSr<br>1Dk | 125<br>111<br>51 |  |  |  |  | 1900 | Howaldtswerke<br>Kiel | NeueDampfer-Co. Act.Ges. | 98·1 | 21·1 | 8·9 | Kiel<br>German | T.3Cy.9⅗",14⅘"&24⅗"-12"<br>20NHP<br>Howaldtswerke,Kiel |  |  |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chandières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chandières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32898<br>141345 | **Thiepval** SteelScSr<br>(*Trawler*)<br>Wireless 1*Dk* | 357<br>304<br>136 | | | | | 1918 | Canadian Vickers,Ld.<br>Montreal | Canadian Government | 130·0 | 25·0 | 13·0 | Ottawa<br>British | T.3Cy.12¾",21½"&35"-24"<br>62RHP<br>CollingwoodS.B.Co.Ld.<br>Collingwood,Ont. | |
| 32899 | **Thiers** SteelScSp<br>(*Tug*)<br>*Mchy.Aft* 1*Dk* | *142*<br>*142*<br>*12* | | | ... | | 1906 | Smith's DockCo.Ld.<br>NorthShields | TheArgentine Nav.Co.(Nicolás Mihanovich)Ld. | 80·2 | 21·5 | 13·2<br>BK6½" | Bns.Ayres<br>Argentine<br>*WB* | C.2Cy.20"&43"-27"<br>109NHP<br>MacColl&Pollock,Ld.Sld. | 13 |
| 32900<br>OUGM | **Thionville** WoodTwinScSr<br>(*ex*C.-47)<br>*Elec.light* 2*Dks* | 1171<br>840<br>680 | | | | | 1919 | NewWestminsterConst&Eng.Co.<br>NewWestminster,B.C | FrenchGovernment | 194·8<br>P102"F30' | 39·7 | 15·1 | Havre<br>French | C.4Cy.12"&24"-16"<br>38NHP<br>CanadianAllisChalmers Ld.Toronto,Ont. | |
| 32901<br>89935<br>MBQJ | **Thistle** SteelScSr<br>ssGls.2ndNo.3-1,15<br>*Elec.light* Wireless ssGls.No.1-19<br>2*Dks* | 922<br>724<br>390 | ✠100A1<br>~~6,21~~ ~~8,22~~ 1,22<br>✠NB6,03 ✠LMC4,19<br>~~BS6,20~~<br>BS4,22 | Gls<br>Ard | *m* | CL<br>6,20 | 1884<br>5mo | D&WHenderson&Co.<br>Glasgow<br>A&CP | LairdLine,Ld. | 231·8<br>P47'B85'F48'<br>len03ND03 | 32·1 | 15·4<br>BK8" | Glasgow<br>British | C.2Cy.32"&66"-42" (*s*)<br>100lb HS4268 249NHP<br>2SB&1AuxSB,*8cf*,GS145<br>D.&W.Henderson&Co.Gls | 16<br>s 2<br>14 |
| 32902<br>120944<br>HGDN | — SteelScK<br>ssLiv.No 3-7,19<br>*Elec.light* 1*Dk* | 228<br>205<br>91 | ✠100A1<br>*StmTrawler*<br>11,21 ~~1,21~~<br>BS5,21<br>~~BS6,20~~ ✠LMC5,19 | Liv | | CL<br>5,21 | 1906<br>5mo<br>*Lloyd* | Cochrane &Sons<br>Selby<br>'*sA&CP* | J.Duncan,Son&Co | 115·0<br>Q57' | 21·6 | 11·5<br>BK7½" | Liverpool<br>British<br>3*BHCem* | T.3Cy.12¼",21"&34"-24" (*s*)<br>180lb 67RHP<br>1SB,*2pf*,GS31,HS1088<br>C.D.Holmes&Co.Hull | 12 |
| 32903<br>114511 | — SteelScK<br>(*Trawler*)<br>1*Dk* | 158<br>148<br>61 | | | ... | | 1901 | JTEltringham&Co.<br>S.Shields | A.Walker | 105·0 | 20·5 | 11·5<br>BK7½" | Aberdeen<br>British | T.3Cy.11",18"&30"-22"<br>50RHP<br>ShieldsEng.Co.N.Shields | 11 |
| 32904<br>140538<br>JRFD | **Thistlemore** SteelScSr<br>Sub.Sig.<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *3rd dk beams in No.1hold*<br>*Cargo battens not fitted in Shelter'tween dks* *Tonnage opening closed* 1917<br>*Carrying oil fuel F.P. above* 150°F. *in DB* | 6506<br>6303<br>4146 | ✠100A1<br>*Shelter dk withfreeboard*<br>6,21 ~~1,21~~<br>BS10,21 ✠LMC10,17<br>*Fitted for oil fuel* 6,21 *F.P. above* 150° F<br>MS11,21 | Liv | *a*† | CL<br>~~9,19~~<br>4,22 | 1917<br>10mo<br>*Lloyd* | Irvine'sSB&DDCo.Ld.<br>WHartlepool<br>'*sA&CP* | JohnstonLine,Ld. (Furness,Withy&Co.Ld.*Mgrs.*) | 420·2<br>F*on Shelter dk*34'<br>*CellDB*351' | 53·5 | 36·3<br>FK | Liverpool<br>British<br>7*BHCem*<br>1156*tDTa*35 | T.3Cy.29",49"&80"-54" (*s*)<br>180lb 686NHP<br>3SB,*12cf*,GS246HS10410 FD<br>Blair&Co.Ld.Stockton<br>'954*tFPT*102*tAPT*108*t* | 39<br>s10<br>29 |
| 32905<br>123969<br>HRLW | **Thistletor** SteelScSr<br>ssLon.No.2-19<br>*Elec.light* 1*Dk*(*ptIrnptStl*)<br>Wireless | 4162<br>3798<br>2584 | ✠100A1<br>8,21 ~~11,20~~<br>~~BS6,20~~ ✠LMC7,19<br>BS8,21 | NN<br>Rot | *x* | CL<br>~~11,20~~<br>8,21 | 1910<br>8mo<br>*Lloyd* | Irvine'sSB&D.D.Co.Ld<br>WHartlepool<br>'*sA&CP* | AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*)<br>*WB=CellDBa*130' | 370·3<br>P49'B&F287'<br>*uE&B*49'*f*149'1021*t* | 51·4 | 24·0<br>FK | Sunderlnd<br>British<br>6*BHCem*<br>*FPT* 144*t A* | T.3Cy.25",40"&68"-48" (*s*)<br>180lb *100lb* 358NHP<br>2SB,*6cf*,GS130,HS5663<br>Richardsons,Westgarth&Co.Ld.Hpl.<br>*PT*183*t* | 26<br>s 3<br>23 |
| 32906<br>1977<br>HSRV | **Thjelvar** IronScSr<br>1*Dk&Shelterdk* | 423<br>214<br>317 | | | | | 1876 | Bergsunds Mek.Vrks.<br>Bergsund | Ångf.Aktieb.Gotland (CarlE.Ekman,*Mgr.*) | 149·6<br>P45'H107*t*F30' | 24·8 | 11·5 | Visby<br>Swedish | C.2Cy.20"&38"-25¼"<br>NE96 NB06 60NHP<br>W.LindbergsAktieb.,Skm. | |
| 32907<br>LBFC | **Thode Fagelund** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *Cruiser Stern* | *5854*<br>*5634*<br>*3650* | ✠100A1<br>*Shelter dk withfreeboard*<br>~~6,21~~ ~~10,20~~ 2,22 ✠LMC10,20<br>*Fitted for oil fuel* 10,20 *F.P. above* 150° F. | Sld<br>NYk | *y* | CL | 1920<br>10mo<br>*Lloyd* | SirJ.Laing&Sons,Ld.<br>Sunderland<br>'*sA&CP* | A/S Thor (W.Wilhelmsen,*Mgr.*)<br>*CellD* | 395·0<br>F30'*on Shelter dk*<br>*B*342'877*t APT*82*t* | 53·3 | 32·7<br>FK | Tönsberg<br>Norwegian<br>*ptCem*<br>2*BHtoSh dk*<br>4 " " *U* " | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Palmers'Co.Ld.Newcastle | 35<br>s9<br>25 |
| 32908<br>MLQV | **Thöger** SteelSc3MstSr<br>(*ex*Luba)<br>*Elec.light* 1*Dk* | 459<br>372<br>265 | | | | | 1889 | H.Koch<br>Lübeck | A/S Thöger (ThögerAndresen) | 175·9<br>len98 | 22·2 | 11·9 | Larvik<br>Norwegian<br>*WB* | C.2Cy.17"&32"-20"<br>NB09 38NHP<br>J.W.Klawitter,Danzig | |
| 32909 | **Thomas** WoodSc<br>(*ex*Vekrotniemi)<br>1*Dk* | 341<br>277<br>172 | | | | | 1918 | Jos.Pulli<br>Koivisto | BengtJönsson | 122·8<br>Q6'B23'H17*t*F15' | 28·8 | 11·3 | Sölvesborg<br>Swedish | C.2Cy.16 1/16"&29½"-19½"<br>32NHP<br>J&CGBolindersCoLd.Skm | |
| 32910 | **Thomas Alexander** SteelScK<br>*Now named* "Etoile Polaire II." *See No.* 372<br>1*Dk*(*Stl-ws*) | 290<br>249<br>127 | ✠100A1<br>*StmTrawler*<br>10,20 ✠LMC6,20 | Sws | | | 1920<br>1mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>'*sA&CP* | ~~TheAdmiralty~~ | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | London<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 86RHP<br>1SB,*3pf*,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 |
| 32911 | **Thomas Allen** SteelScK<br>*Now named* "Theophile Massart," *See No.* 39606 *in Supplement*<br>1*Dk*(*Stl-ws*) | 290<br>[illegible]<br>127 | ✠100A1<br>*StmTrawler*<br>12,20 ✠LMC3,20 | Sws | | CL | 1920<br>1mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>'*sA&CP* | TheAdmiralty | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | London<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 86RHP<br>1SB<br>Amos&Smith,Ld.Hull | |
| 32912<br>141027 | **Thomas Altoft** SteelScK<br>1*Dk*(*Stl-ws*) | 290<br>249<br>127 | ✠100A1<br>*StmTrawler*<br>9,20 ✠LMC1,20 | Mil | | | 1919<br>12mo<br>*Lloyd* | Cook,Welt'n&Gemmell Ld. Beverley<br>'*sA&CP* | IagoStmTrawler Co.Ld. (E.D.W.Lawford,*Mgr.*) | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | Hull<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 86RHP<br>1SB,*3pf*,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 |
| 32913<br>145055 | **Thomas Ansell** SteelScK<br>ssMil.No.3-10,20<br>1*Dk* | 210<br>206<br>83 | ✠100A1<br>*StmTrawler*<br>12,21 ~~10,20~~ ✠LMC10,20 | Mil | | CL<br>10,20 | 1917<br>6mo<br>*Lloyd* | J.Duthie TorryS.B.Co.<br>Aberdeen<br>'*sA&CP* | ~~TheAdmiralty~~<br>IveySteamTrawlingCo.Ld.<br>(R.J.Williams, *Mgr.*) | 115·6 | 22·1 | 12·0<br>BK7½" | London<br>British<br>3*BHCem*<br>*DTf*5'12*t* | T.3Cy.12",20"&33"-22" (*s*)<br>180lb 57RHP<br>1SB,*2pf*,GS39,HS1243<br>W.Beardmore&Co.Ld.Gls. | 12 |
| 32914<br>143787 | **Thomas Atkinson** SteelScK<br>ssMil.No.3-10,21<br>*Mchy.Aft* *Elec.light* 1*Dk* | 324<br>288<br>~~131~~<br>134 | ✠100A1<br>*StmTrawler*<br>10,21 ~~8,17~~ ✠LMC<br>10,21 | Hul<br>Mil | | CL<br>10,21 | 1917<br>8mo<br>*Lloyd* | Cochrane &SonsLd.<br>Selby<br>'*sA&CP* | TheAdmiralty | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 69RHP<br>1SB,*3pf*,GS48,HS1440<br>Cooper&Greig,Ld.Dundee | 13 |
| 32915<br>138345 | **Thomas B.** WoodScSr<br>(*ex*YachtCora)<br>1*Dk* | 214<br>186<br>150 | | | | | 1885 | C.EPollion<br>BrooklynNY | ~~G.A.Wootten~~<br>H.I.Mathers | ~~130·2~~<br>H26*t*<br>148 2 len21 | 22·6 | 12·6 | HalifaxNS<br>British | C.2Cy.14"&28"-18"<br>L.Wright B*made*09 65RHP<br>Mch.Wrks.Newark,N.J. | |
| 32916<br>143848 | **Thomas Bailey** SteelScK<br>ssPly.No.3-8,20<br>*Elec.light* *Mchy.Aft* 1*Dk* | 324<br>288<br>133 | ✠100A1<br>*StmTrawler*<br>7,21 ~~8,20~~ ✠LMC8,20 | Ply | | CL<br>8,20 | 1917<br>11mo<br>*Lloyd* | Cochrane &Sons<br>Selby<br>'*sA&CP* | TheAdmiralty | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 69RHP<br>1SB,*3pf*,GS48,HS1440<br>Cooper&Greig,Ld.Dundee | 13 |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32917<br>144316 | Now named "John Morrice," See No. 37954 in Supplement<br>**Thomas Barclay** SteelScK<br>ssWvn.No.3-8,20<br>1Dk(Stl-ws) ~~1Dk(Stl)~~ | 203<br>200<br>88 | ✠100A1<br>StmTrawler<br>5,21 ~~8,20~~ 11,21 | Wvn | ✠LMC7,20 | CL<br>7,20 | 1918<br>11mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | ~~TheAdmiralty~~<br>~~J.Morrice~~<br>H.A.Holmes<br>(J Morrice,Mgr.) | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 75NHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 32918<br>204798 | **Thomas Barlum** SteelSc<br>Elec.light Mchy.Aft 1Dk | 5752<br>—<br>4485 | — | | | | 1907 | Detroit S.B.Co.<br>Detroit,Mich. | BarlumSSCo.(J.J.Barlum,Mgr.) | 480·0 | 52·0 | 30·0 | Cleveland<br>Utd.States<br>WB | T.3Cy.22½",36"&60"-42"<br>233NHP<br>DetroitS.B.Co.DetroitMch | | |
| 32919<br>143879 | **Thomas Bartlett** SteelScK<br>Mchy.Aft 1Dk(Stl) | 290<br>249<br>127 | ✠100A1<br>StmTrawler<br>8,18 | Hul | ✠LMC8,18 | CL<br>4,22 | 1918<br>8mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | ~~A.S.Hordern~~<br>~~(C.Curzon,Mgr.)~~<br>Brand&CurzonLd. | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | London<br>British<br>3BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 86RHP<br>1SB,3pf,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 ″ 6 | |
| 32920 | **Thomas Billincole** SteelScK<br>Now named "Saltaire," See letter S.<br>1Dk(Stl) | 202<br>200<br>88 | ✠100A1<br>StmTrawler<br>6,19 | Abn | LMC7,19 | CL | 1919<br>6mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | TheAdmiralty | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23" (s)<br>180lb 75NHP<br>1SB,3pf,GS42,HS1347<br>Abdela&Mitchell,Ld.<br>Brimscombe | 13 ″ 0 | |
| 32921<br>143881 | **Thomas Blackhorn** SteelScK<br>ssSou.No.3-4,21<br>Mchy.Aft 1Dk<br>Elec.light | 249<br>237<br>100 | ✠100A1<br>StmTrawler<br>2,22 ~~4,21~~ | Sou<br>Pts | ✠LMC4,21 | CL<br>6,20 | 1917<br>12mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | TheAdmiralty | 125·4<br>Q66' | 22·5 | 12·2<br>BK7½" | London<br>British<br>4BHCem | T.3Cy.12½",21½"&35¼"-24"<br>200lb (s) 82RHP<br>1SB,3pf,GS48,HS1450<br>Amos&Smith,Ld.Hull | 13 ″ 1 | |
| 32922<br>143767 | **Thomas Booth** SteelScK<br>Mchy.Aft 1Dk(Stl) | 277<br>249<br>125 | ✠100A1<br>StmTrawler<br>6,18 | Hul | ✠LMC6,18 | CL<br>1,22 | 1918<br>6mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | SkomerSteam<br>ShippingCo.Ld.<br>(L.Bull,Mgr.) | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | London<br>British<br>3BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 60RHP<br>1SB,3pf,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 ″ 6 | |
| 32923<br>[illegible] | **Thomas Boudige** SteelScK<br>Now named "Jade," See No. 37964 in Supplement<br>Mchy.Aft 1Dk(Stl-ws) | 290<br>[illegible]<br>127 | ✠100A1<br>StmTrawler<br>8,20 | Hul<br>Bgs | LMC8,20 | | 1920<br>2mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | ~~TheAdmiralty~~<br>KingstonSteam<br>TrawlingCo.Ld | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | London<br>British<br>3BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 86RHP<br>1SB,<br>Gauldie,Gillespie&Co.Gls. | 13 ″ 6 | |
| 32924<br>11529 | **Thomas Bryan** SteelScK<br>1Dk | 216<br>200<br>93 | ✠100A1<br>StmTrawler<br>9,17 | Abn | ✠LMC9,17 | CL | 1917<br>9mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | ~~TheAdmiralty~~<br>Brand&CurzonLd. | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 74RHP ~~75NHP~~<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 32925<br>144317 | **Thomas Buckley** SteelScK<br>ssSou.No.3-12,20<br>Elec.light Mchy.Aft 1Dk | 249<br>237<br>100 | ✠100A1<br>StmTrawler<br>2,22 ~~12,20~~ | Hul<br>Pts | ✠LMC11,20 | CL<br>6,20 | 1918<br>1mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | TheAdmiralty | 125·4<br>Q66' | 22·5 | 12·2<br>BK7½" | London<br>British<br>4BHCem | T.3Cy.12½",21½"&35¼"-24"<br>200lb (s) 83RHP<br>1SB,3pf,GS48,HS1450<br>Amos&Smith,Ld.Hull | 13 ″ 1 | |
| 32926 | **Thomas Burnham** SteelScK<br>Now named "Floribelle," See No. 37413 in Supplement<br>ssMil.No.3-8,20<br>1Dk(Stl) | 203<br>200<br>87 | ✠100A1<br>StmTrawler<br>12,21 ~~8,20~~ | Mil<br>Sws | ✠LMC8,20 | CL<br>8,20 | 1918<br>9mo<br>Lloyd | Hall,Russell&Co.Ld<br>Aberdeen<br>'sA&CP | The~~Admiralty~~<br>ConsolidatedStm<br>Fishing&IceCo<br>(Grimsby)Ld.<br>(J.D.Marsden Mgr) | 115·4 | 22·1 | 12·1<br>BK7½" | Grimsby<br>~~London~~<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 56RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 32927<br>143938 | **Thomas Chambers** SteelScK<br>ssMil.No.3-12,20<br>Elec.light 1Dk | 276<br>247<br>125 | 100A1<br>Stm Trawler<br>12,20 | Mil | LMC12,20 | CL<br>12,20 | 1917<br>Lloyd | Bow,McLachlan&Co.<br>Ld. Paisley<br>'sA&CP | TheAdmiralty | 125·6<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 61RHP<br>1SB,3pf,GS50,HS1619<br>Bow,McLachln&CoLdPsy | 13 ″ 6 | |
| 32928<br>143861 | **Thomas Connolly** SteelScK<br>Mchy.Aft 1Dk | 290<br>249<br>119 | ✠100A1<br>StmTrawler<br>4,18 | Hul | ✠LMC4,18 | CL | 1918<br>4mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | ~~TheAdmiralty~~<br>MontroseFishing<br>Co.Ld.(C F.Paton<br>Mgr.) | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | London<br>British<br>3BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 61RHP<br>1SB,3pf,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 ″ 6 | |
| * 32929<br>143853 | **Thomas Crofton** SteelScK<br>ssPly.No.3-8,20<br>Wireless 1Dk | 276<br>247<br>125 | 100A1<br>StmTrawler<br>8,21 ~~8,20~~ | Ply<br>Flt | LMC8,20 | CL<br>8,20 | 1916<br>Lloyd | Bow,McLachlan&Co.<br>Ld. Paisley<br>'sA&CP | ~~H.Ford(J.M.Jones Mgr.)~~<br>~~(J.Nierinck Mgr.)~~<br>CroftonStm<br>FishingCo.Ld,<br>J.NierinckMgr.) | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | Fleetwood<br>~~Plymouth~~<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 61RHP<br>1SB,3pf,GS51,HS1619<br>Fawcett,Prston&Co LdLiv | 13 ″ 6 | |
| 32930 | **Thomas Cruize** SteelScSr<br>Now named "Celerina," See letter C.<br>1Dk(Stl) | 330<br>292<br>153 | ✠100A1<br>StmTrawler<br>1,19 | Rnf | ✠LMC1,19 | CL | 1919<br>1mo<br>Lloyd | Lobnitz&Co.Ld.<br>Renfrew<br>'sA&CP | TheAdmiralty | 138·7<br>Q70'F20' | 23·7 | 12·9<br>BK7½" | London<br>British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87RHP<br>1SB,3pf,GS48,HS1440<br>Lobnitz&Co.Ld.Renfrew | 13 ″ 6 | |
| 32931<br>[illegible] | **Thomas Daniels** SteelScK<br>Now named "Jan Volders," See No. 37975 in Supplement<br>ssPts.No.3-11,20<br>Elec.light 1Dk | 279<br>247<br>124 | 100A1<br>StmTrawler<br>11,20 | Pts | LMC6,20 | CL<br>5,20 | 1918<br>Lloyd | Bow,McLachlan&Co.<br>Ld. Paisley<br>'sA&CP | ~~TheAdmiralty~~ | 125·7<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 61RHP<br>1SB,3pf,GS55,HS1619<br>Fraser&Chalmers,<br>E.Works,Erith | 13 ″ 6 | |
| * 32932<br>137357 | **Thomas Davison** SteelScK<br>ssShl.No.1-19<br>(exThomasYoung) 1Dk | 194<br>191<br>86 | ✠100A1<br>Stm Trawler<br>12,20<br>BS3,20 | Hpl | ✠LMC4,19 | CL<br>4,19 | 1914<br>9mo<br>Lloyd | JTEltringham&Co.Ld.<br>Newcastle<br>'sA&CP | R.H.Davison&Co.<br>Ld. | 115·8 | 22·0 | 11·9<br>BK7½" | Hartlepool<br>British<br>3BHCem<br>DBf19'13t | T.3Cy.12",20"&34"-24" (s)<br>180lb 83RHP<br>1SB,3pf,GS51,HS1490<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 9 | |
| 32933<br>146142 | **Thomas Dear** SteelScK<br>ssWvn.No.1-21<br>Now named "Ninette," See No. 38670 in Supplement<br>Mchy.Aft 1Dk | 203<br>200<br>83 | ✠100A1<br>StmTrawler<br>10,21 ~~5,19~~ | Gls<br>Wvn | ✠LMC ~~4,18~~ 8,21 | CL<br>8,21 | 1918<br>5mo<br>Lloyd | R.Williamson&Son<br>Workington<br>'sA&CP | ~~TheAdmiralty~~<br>ConsolidatedStm.<br>Fishing&IceCo.<br>(Grimsby)Ld.<br>(J.D.Marsden,Mgr.) | 115·2 | 22·1 | 12·2<br>BK7½" | London<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23" (s)<br>180lb 74RHP ~~75NHP~~<br>1SB,3pf,GS40,HS1368<br>W.Beardmore&Co.Ld.Gls. | 13 ″ 0 | |
| 32934<br>143858 | **Thomas Deas** SteelScK<br>(exJamesJohnson) 1Dk | 276<br>246<br>107 | ✠<br>StmTrawler<br>4,17 | Mdb | ✠ | | 1917<br>4mo | Smith's DockCo.Ld.<br>Middlesbro' | TheAdmiralty | 125·5<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26"<br>61RHP<br>1SB,3pf,GS50,HS1619<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 | |
| 32935 | **Thomas Dennison** SteelScK<br>(Trawler)<br>1Dk | 202<br>198<br>86 | | | | | 1919 | Fleming&Ferguson,Ld.<br>Paisley | ~~TheAdmiralty~~<br>Willingham&<br>Mitchell | 115·5 | 22·1 | 12·1 | London<br>British | T.3Cy.12",20"&34"-23"<br>75NHP<br>Fleming&FergusonLdPsy | | C |
| 32936<br>143898 | **Thomas Evison** SteelScK<br>ssLon.No.3-9,20<br>1Dk<br>Now named "JeannieM.Robertson," See No. 37974 in Supplement | 202<br>198<br>77 | ✠100A1<br>StmTrawler<br>12,21 ~~5,21~~ | Bgs<br>Abn | ✠LMC9,20 | CL<br>9,20 | 1918<br>4mo<br>Lloyd | J Fullerton &Co.<br>Paisley<br>'sA&CP | ~~TheAdmiralty~~ | 115·4 | 22·2 | 12·1<br>BK7½" | London<br>British<br>3BHCem<br>DBf29t | T.3Cy.12",20"&34"-23" (s)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>W.H.Allen,Son&CoLd.<br>Bedford | 13 ″ 0 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Dounne. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32937<br>203891 | **Thomas F. Cole** SteelSc<br>Sub.Sig.<br>*Elec.light Mchy.Aft* 1*Dk* | 7268<br>—<br>5484 | | | | | 1907 | Gt.Lakes Eng.Works<br>Ecorse | PittsburghS.S.Co. | 580·0 | 58·2 | 33·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.24",37"&65"-42"<br>274NHP<br>Gt.LakesEng.Wks.Detroit | |
| 32938<br>143818 | **Thomas Goble** SteelScK<br>*ss*Mil.No.3-2,20<br>1*Dk*<br>*Now named* "Cotsmuir," *See No.* 36843 *in Supplement* | 275<br>246<br>107 | 100A1<br>*StmTrawler*<br>2,20 | Mil<br>LMC2,20 | | CL<br>2,20 | 1917<br><br><br>*Lloyd* | Smith's Dock Co.Ld.<br>Middlesbro'<br>'*sA&CP* | ~~TheAdmiralty~~<br>D.Pettit,Ld. | 125·5<br>Q72'F21'<br>BK7½" | 23·4 | 12·8 | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 61RHP<br>1SB,3*pf*,GS49,HS1590<br>Smith'sDockCo.Ld.Mdb. | 13 |
| 32939<br>144553 | **Thomas Goodchild** SteelScK<br>*ss*Bgs.No.3-9,20<br>*Elec.light* 1*Dk*(*Stl-ws*) | 200<br>197<br>76 | 100A1<br>*StmTrawler*<br>2,22 ~~9,20~~ | Bgs<br>Gms<br>LMC9,20 | | CL<br>9,20 | 1919<br><br><br><br>*Lloyd* | Ritchie, Graham& Milne<br>Glasgow<br>'*sA&CP* | Trawlers(White Sea&Grimsby) Ld.<br>(J.N.&H.Bacon, *Mgrs.*) | 115·4<br>BK7½" | 22·2 | 12·2 | Grimsby<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"-23" (*s*)<br>180lb 60RHP<br>1SB,3*pf*,HS1368<br>I.J.Abdela&Mitchell,Ld.<br>Queensferry | 13 |
| 32940<br>144658<br>KGJT | **Thomas Graham** SteelScK<br>*ss*Wvn No.3-6,20<br>1*Dk* | 203<br>199<br>78 | ✠100A1<br>*StmTrawler*<br>11,21 ~~6,20~~ | Wvn<br>Gms<br>✠LMC6,20 | | CL<br>6,20 | 1918<br>9mo<br><br>*Lloyd* | Scott& Sons<br>Bowling<br>'*sA&CP* | ~~TheAdmiralty~~<br>BunchStmFishing Co.Ld.(W Crampin *Mgr.*) | 115·6<br>BK7½" | 22·2 | 12·2 | Grimsby<br>~~London~~<br>British<br>3*BHCem*<br>*DBf*29'20*t* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb 74RHP<br>1SB,3*pf*,GS39,HS1347<br>W.H.Allen,Son&Co.Ld.<br>Bedford | 13 |
| 32941<br>221040<br>MOKQ | **Thomas H. Wheeler** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light Longitudinal framing* 2*Dks*<br>*Mchy.Aft Carrying Petroleum in bulk* | 7494<br>6780<br>4652 | | | | | 1920 | MooreS.B. Co.<br>Oakland,Cal. | StandardOilCo.<br>(NewJersey) | 425·8<br>P106'B40'F41' | 57·0 | 33·1 | NewYork<br>Utd.States<br>*WB* | T.3Cy.27½",46"&78"-51"<br>434NHP<br>Hooven,Owens&Rentschler Co.Hamilton,O. | |
| 32942<br>MVDF | **Thomas Haaland** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3127<br>2839<br>1875 | ✠100A1<br>~~3,21~~ ~~12,20~~ 2,22 | Bry<br>~~Shl~~ Cff<br>✠LMC2,20 | *u* | CL<br>12,20 | 1920<br>3mo<br><br>*Lloyd* | Craig,Taylor&Co.Ld.<br>Stockton<br>'*sA&CP* *Inter* | A/S D/S Thomas Haaland (J.K. Haaland)<br>*mediate BH in fore*<br>*Cell* | 325·1<br>P31'B94'F31'<br>FK<br>*hold dispensed with*<br>*DB*280'812*tFPT*86 | 48·0 | 22·4 | Haugesnd<br>Norwegian<br>*Cem*<br>4*BHonly*<br>*tAPT*109*t* | T.3Cy.24",39"&64"-42" (*s*)<br>180lb 324NHP<br>2SB&1Aux.SB,6*cf*,&2*pf*,<br>GS139,HS5480<br>N.E.MarineEng.Co.Ld.Sl | 24 |
| 32943 | **Thomas Haggerty** SteelScSr<br>*Mchy.Aft* 1*Dk*(*Stl*) | 202<br>199<br>87 | ✠100A1<br>*StmTrawler*<br>1,19 | Goo<br>✠LMC1,19 | | CL | 1919<br>1mo<br><br>*Lloyd* | OuseS.B. Co.Ld.<br>Goole<br>'*sA&CP* | TheAdmiralty | 115·4<br>BK7½" | 22·1 | 12·1 | British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb 74RHP<br>1SB,3*pf*,GS39,HS1347<br>W.Beardmore&Co.Ld.Gls. | 13 |
| 32944<br>144570 | **Thomas Hankins** SteelScK<br>(*Trawler*)<br>1*Dk* | 276<br>246<br>109 | | | | | 1918 | J.P.Rennoldson&Sns,<br>Ld. S.Shields | E.Brand&J.H.<br>Dove | 125·3 | 23·4 | 12·6 | London<br>British<br>*WB* | T.3Cy.12½",21"&35"-26"<br>61RHP<br>JPRennoldsn&SnsLdSShl | |
| 32945<br>143887 | **Thomas Henrix** SteelScK<br>*ss*Lon.No.3-8,20<br>1*Dk*<br>*Now named* "Crevette," *See No,* 36867 *in Supplement* | 203<br>201<br>88 | ✠100A1<br>*StmTrawler*<br>3,21 | Bgs<br>✠LMC8,20 | | CL<br>8,20 | 1918<br>8mo<br><br>*Lloyd* | Hawthorns &Co.Ld.<br>Leith<br>'*sA&CP* | ~~TheAdmiralty~~<br>ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (J.D.Marsden,*Mgr*) | 115·4<br>BK7½" | 22·2 | 12·1 | London<br>British<br>3*BHCem*<br>*DBf*29'20*t* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb 74RHP<br>1SB,3*pf*,GS29,HS1347<br>Hawthorns&Co.Ld.Leith | 13 |
| * 32946<br>131283<br>HRNJ | **Thomas Holt** SteelScSr<br>*ss*Liv.No.2-19<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes*<br>&*Shelterdk*(*Stl*-teaks)<br>*Longitudinal framing* | 1521<br>1238<br>841 | ✠100A1<br>*Shelterdk*<br>*withfreeboard*<br>~~9,21~~ 1,22<br>MS7,19 | Liv<br>✠LMC<br>BS~~1,20~~6,22 | *g* | CL<br>~~10,18~~<br>1,22 | 1910<br>8mo<br><br>*Lloyd* | W.Hamilton&Co.Ld.<br>Pt.Glasgow<br>'*sA&CP* | J.Holt&Co.<br>(Liverpool)Ld. | 251·0<br>FK<br>*WB*= | 38·0 | 16·1 | Liverpool<br>British<br>5*BHCem*<br>*CellDBa*67' | T.3Cy.18",30"&50"-33" (*s*)<br>180lb *100lb* 183NHP<br>2SB,6*cf*,GS87,HS3200<br>D.Rowan&Co.Glasgow<br>*uE&B*31'*f*115'355*tAPT*31*t* | 18<br>17 |
| 32947<br>126863 | **Thomas J. Drummond** SteelSc<br>*Mchy.Aft Elec.light* 1*Dk* | 2201<br>1980<br>1664 | | | | | 1910 | A.McMillan&Sons,Ld<br>Dumbarton | ThomasJ.Drummond.Ld(CanadianGoverment MerchantMarineLd) | 247·8<br>F39'<br>*WB* | 43·7 | 22·8 | Sault SnteMarie<br>British | T.3Cy.20½",33"&54"-36"<br>175NHP<br>Muir&Houston,Ld.Gls. | |
| 32948<br>136052 | **Thomas J. Scully** IronSc<br>(exE.C.Baker) (*Tug*)<br>*Elec.light*<br>*Now named* "Revere," *See No.* 3[illegible]11 *in Supplement* | 153<br>—<br>76 | | | | | 1889 | Neafie& LevyCo.<br>Philadelphia | NeptuneLineInc. | 102·0 | 21·6 | 9·0 | NewYork<br>Utd.States | C.2Cy.20"&40"-26"<br>Neafie&Levy 68NHP<br>S.&E.B.Co.Phl. | |
| 32949<br>144587 | **Thomas Jago** SteelScK<br>*ss*Ply,No.3-8,20<br>*Elec.light Mchy.Aft* 1*Dk*(*Stl*) | 324<br>288<br>128 | ✠100A1<br>*StmTrawler*<br>8,20 | Ply<br>✠LMC8,20 | | CL<br>8,20 | 1918<br>8mo<br><br>*Lloyd* | Cochrane& Sons,Ld.<br>Selby<br>'*sA&CP* | TheAdmiralty | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 32950 | **Thomas Jarvis** SteelScK<br>*Now named* "Exe," *See No.* 37246 *in Supplement*<br>*Mchy.Aft* 1*Dk*(*Stl*) | 324<br>288<br>149 | ✠100A1<br>*StmTrawler*<br>10,18 | Hul<br>✠LMC10,18 | | CL | 1918<br>10mo<br><br>*Lloyd* | Cochrane& Sons,Ld.<br>Selby<br>'*sA&CP* | TheAdmiralty | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 87RH<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 32951 | **Thomas Johns** SteelScK<br>*Now named* "Eden," *See No.* 37241 *in Supplement*<br>*Mchy.Aft* 1*Dk*(*Stl*) | 324<br>288<br>149 | ✠100A1<br>*StmTrawler*<br>9,18 | Hul<br>✠LMC9,18 | | CL | 1918<br>9mo<br><br>*Lloyd* | Cochrane& Sons,Ld.<br>Selby<br>'*sA&CP* | TheAdmiralty | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 32952<br>* WLDV | **Thomas Krag** SteelScSr<br>*ss*Cff.2ndNo.3-8,18<br>(*ex*Avanti,*ex*Trold) 1*Dk*(*Stl*)2*trB*<br>Wireless &*Webframes* 3*Dkrule* | 3569<br>3065<br>2241 | ✠100A1<br>5,21<br>~~BS9,20~~<br>✠NB(P)8,18 | Bgn<br>✠LMC8,18<br>DBS5,21 | *v* | CL<br>3,20<br>MBS3,22 | 1898<br>12mo | J.Priestman&Co.<br>Sunderland<br>A&CP | A/SThomasKrag<br>(J.O.Östervold) | 325·0<br>P31'B88'F35'<br>FK<br>*DBa*110'*f*120'687*t* | 47·0 | 25·6 | Bergen<br>Norwegian<br>5*BHCem*<br>*APT*123*t* | T.3Cy.25",41"&67"-45" (*s*)<br>160lb *100lb* NDB18 312NHP<br>2SB,8*pf*,GS128,HS4840<br>W.Allan&Co.Ld.Sld. | 26<br>4<br>22 |
| 32953<br>202763<br>KVFB | **Thos. L. Wand** WoodScSr<br>1*Dk* | 691<br>—<br>371 | | | | | 1906 | J.Lindstrom<br>AberdeenWh | GraysEngineering<br>Works,Inc. | 174·0 | 38·0 | 12·3 | Houston Tex.<br>Utd.States | C.2Cy.14"&32"-24"<br>42NHP<br>FultonE.&S.B.Wrks.S.Fo. | |
| 32954<br>144363 | **Thomas Lawrie** SteelScK<br>*ss*Ply.No.3-3,21<br>1*Dk*(*Stl*) | 274<br>245<br>109 | ✠100A1<br>*StmTrawler*<br>~~3,21~~ ~~11,19~~ 7,21 | Lwt<br>Ply<br>LMC~~11,19~~<br>3,21 | | CL | 1919<br>5mo<br><br>*Lloyd* | J.Chambers,Ld.<br>Lowestoft<br>'*sA&CP* | TheAdmiralty | 125·0<br>Q72'F17'<br>BK7½" | 23·5 | 12·5 | London<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 99RHP<br>1SB,<br>Fraser&Chalmers,Erith | |
| 32955<br>139815 | **Thomas Leeds** SteelScK<br>1*Dk*(*Stl*) | 276<br>247<br>122 | ✠100A1<br>*StmTrawler*<br>12,19 | Abn<br>LMC9,19 | | CL | 1919<br>9mo<br><br>*Lloyd* | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'*sA&CP* | OnwardSteam Trawlers(Fleetwood)Ld. (W. Morley, *Mgr.*) | 125·6<br>Q72'F22'<br>BK7½" | 23·6 | 12·7 | Aberdeen<br>British<br>2*BHCem*<br>*DT*4'12*t* | T.3Cy.12½",21"&35"-26"<br>86RHP<br>Belliss&Morcom,Brmghm | 13 |
| 32956<br>204212 | **Thomas Lynch** SteelScSr<br>*Elec.light Mchy.Aft* Sub.Sig. 1*Dk* | 7240<br>—<br>5450 | | | | | 1907 | Chicago S.B.Co.<br>Chicago | PittsburghS.S.Co. | 580·0 | 58·0 | 27·5 | Duluth<br>Utd.States<br>*WB* | T.3Cy.24",39"&65"-42"<br>274NHP<br>AmericanSB.Co.Cleveland | |
| 32957<br>145631 | **Thomas Maytham** SteelSc<br>3MstSr<br>*Mchy.Aft Elec.light* 1*Dk*2*trB* | 2330<br>2153<br>1973 | | | | | 1892 | Chicago S.B.Co.<br>Chicago,Ill. | GeneralTransitCo. | 286·0 | 41·3 | 21·3 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.19",32"&52"-45"<br>181NHP<br>H.G.Trout,Buffalo | |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32958<br>118625 | **Thomas Nicholson** SteelPadSp<br>1*Dk* | 132<br>123<br>10 | | | | | 1903 | Hepple&Co.Ld.<br>SouthShields | Lambton&HettonCollieries,Ld.<br>(E.T.Nisbet,*Mgr.*) | 96·5<br>B14' | 20·1 | 9·9 | Newcastle<br>British | L.2Cy.28"-48"<br>75RHP<br>Hepple&Co.Ld.S.Shields | | |
| 32959 | **Thomas Sutton,** SteelScK<br>(*Trawler*)<br>1*Dk*<br>Now named "Craigielea," *See No.* [illegible] *in Supplement* | 211<br>127<br>80 | | | ... | | 1916 | A.Hall&Co.Ld<br>Aberdeen | ~~SuttonSteamTrawlingCo.Ld.~~<br>~~(A.R.Sutton,*Mgr.*)~~<br>Robb&Son | 115·5 | 22·1 | 11·9<br>BK7½" | Aberdeen<br>~~Hartlepool~~<br>British<br>*WB* | T.3Cy.12",20"&34"-24"<br>78RHP<br>A.Hall&Co.Ld.Aberdeen | 12 ″ 9 | |
| 32960<br>144373 | **Thomas Thresher** SteelScK<br>*ss*Mil.No.3-2,22<br>*Mchy.Aft* 1*Dk* | 324<br>288<br>132 | ✠100A1<br>*StmTrawler*<br>2,22 ~~2,18~~ ✠LMC~~2,18~~ 2,22 | Hul<br>Mil | | CL | 1918<br>2mo<br>*Lloyd* | Cochrane&SonsLd.<br>Selby<br>'*sA&CP* | TheAdmiralty | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 32961<br>219146<br>LTKW | **Thomas Tracy** WoodSc<br>(*ex*Pottawotomie)<br>*Elec light* 1*Dk* | 176<br>—<br>29 | | | | | 1919 | Northwest Eng.Works,<br>GreenBay, Wis. | Tracy TowingLine | 95·5 | 24·7 | 12·2 | Milwaukee<br>Utd. States | C.2Cy.18"&38"-26"<br>61NHP | | R |
| 32962<br>143849 | **Thomas Twiney** SteelScK<br>*ss*Mil.No.3-3,20<br>1*Dk*<br>ow named "Clyro," *See No.* 36844 *in Supplemen* | 275<br>246<br>107 | 100A1<br>*StmTrawler*<br>3,20 LMC3,20 | Mil | | CL<br>3,20 | 1917<br>*Lloyd* | Smith's DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | ~~TheAdmiralty~~<br>D.Pettit,Ld. | 125·5<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 61RHP<br>1SB,3*pf*,GS49,HS1590<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 | |
| 32963<br>137376 | **Thomas W. Irvin** SteelScK<br>*ss*Shl.No.1-20<br>1*Dk* | 209<br>196<br>90 | ✠100A1<br>*StmTrawler*<br>5,20 ✠LMC5,20 | Shl | | CL<br>5,20 | 1916<br>2mo<br>*Lloyd* | Hall,Russell&Co.Ld<br>Aberdeen<br>'*sA&CP* | R.Irvin&Sons,Ld. | 115·4 | 22·1 | 11·9<br>BK7½" | N.Shields<br>British<br>3*BHCem*<br>*DBf*19'13*t* | T.3Cy.12",20"&34"-24" (*r*)<br>180lb 78RHP<br>1SB,3*pf*,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 9 | |
| 32964<br>208561 | **Thomas Walters** SteelScSr<br>*Mchy.Aft Elec.light* 1*Dk* | 7518<br>—<br>5787 | | | | | 1911 | American S.B.Co.<br>Lorain,Ohio | InterstateS.S.Co.<br>(W.Becker,*Mgr.*) | 580·0<br>F44' | 58·0 | 32·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.24",39"&65"-42"<br>274NHP<br>AmericanS.B.CoCleveland | | |
| 32965<br>143769 | **Thomas Whipple** SteelScK<br>*Mchy.Aft* 1*Dk*(*Stl*) | 324<br>288<br>149 | ✠100A1<br>*StmTrawler*<br>3,18 ✠LMC3,18 | Hul | | CL | 1918<br>3mo<br>*Lloyd* | Cochrane&SonsLd.<br>Selby<br>'*sA&CP* | ~~TheAdmiralty~~<br>Pickering&Haldane'sStm.TrawlingCo.Ld. | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26"(*s*)<br>200lb 87RH<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 32966 | **Thome de Souza** SteelSc<br>*ss*Bah.No.2-18<br>1*Dk*(*ptStl*) | 113<br>110<br>4 | ✠100A1<br>*For Towing purposes*<br>6,19<br>BS12,20 ✠LMC7,19 | Bah | | 1,21 | 1909<br>11mo<br>*Lloyd* | Jonker&Stans<br>HendrikIdo Ambacht<br>'*sA&CP* | Soc.deConstruction duPort de Bahia | 92·6 | 19·5 | BK5"<br>*WB*= | Bahia<br>Brazilian<br>4*BHCem*<br>*APT*15*t* | T.3Cy.11$\frac{13}{16}$",17$\frac{11}{32}$'&29$\frac{5}{32}$"<br>-14$\frac{3}{32}$" 192lb (*s*) 57NHP<br>1SB,2*cf*,GS35,HS1161<br>Machinefabriek,Bolnes | 8 ″ 8 | |
| 32967<br>2910<br>JNCL | **Thomée** IronSc | 107<br>59<br>74 | | | | | 1875<br>1909 | ..................<br>Motala | IndalsÄlfsFlottningsförening | 88·4 | 15·9 | 7·1 | Sundsvall<br>Swedish | C.2Cy.8⅗"&21¾"-<br>MotalaMek.Verks.Motala | | |
| 32968<br>88657 | **Thomond** SteelScSp<br>1*Dk* | 127<br>92<br>56 | | | | | 1900 | Boon, Molema & deCock<br>Hoogezand | J.Bowles | 93·0 | 18·1 | 7·2 | Milford<br>British<br>*WB* | C.2Cy.10"&22"-14"<br>Boon, 30RH<br>Molema&deCock,Hgz. | | |
| 32969 | **Thong-Samud** SteelSc<br>(*ex*Patani)<br>*Elec.light* Wireless 1*Dk*& *deep framing* | 1819<br>1418<br>1086 | ~~Sng 3,21~~ Bgk 9,21<br>(*See footnote**) | | | | 1907 | Schiffsw.v. HenryKoch<br>Lübeck | Government of Siam (SiameseS.S.Co. *Mgrs.*) | 265·8<br>P36'B75'F38' | 40·0 | 16·5 | Bangkok<br>Siamese<br>*WB* | T.3Cy.17½",28¾"&46⅛"-32½"<br>121NHP<br>J.F.Ahrens,Altona | | V |
| 32970<br>115788<br>VGDP | **Thongwa** SteelTwinScSr<br>3*Dks*(*UStl*-teak s,*MStl*-ws)<br>& *Webframes*<br>*Elec.light*<br>Wireless | 6298<br>5408<br>3428 | ✠<br>10,03<br>✠ | Sld | *b*† | | 1903<br>10mo | SirJ.Laing&Sons,Ld.<br>Sunderland | BritishIndiaStm.Nav.Co.Ld.<br>*WB*=*Cell* | 446·0<br>P73'B125'F75'<br>*DBa*121'*uE&B*91'*f* | 53·7 | 30·0<br>FK&BK1" | Glasgow<br>British<br>8*BHCem*<br>184' 1235*t D* | T.6Cy.26½",44"&73"-48"<br>1000NHP<br>6SB,18*cf*,GS342,HS14461FD<br>G.Clark,Ld.Sunderland<br>*Tf*26'880*tFPT*78*tAPT*78*t* | 33 ″ 0 | |
| 32971<br>NOMB | **Thor** SteelScSr<br>(*Icebreaker*) | 502<br>412<br>200 | | | | | 1890 | Lindhlmns V.A.<br>Gothenburg | DeDanskeStatsbaner | 140·0 | 33·3 | 14·7 | Elsinore<br>Danish | C.2Cy.30"&58"-32"<br>158NHP<br>LindholmensV.A.,Got. | | |
| 32972 | — Iron&SteelSc<br>1*Dk*&*ptAwngdk*3*trB* | 285<br>158<br>118 | | | | | 1886 | Burmeister &Wain<br>Copenhagen | Hamburg-Amerik.Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | 130·7 | 21·6 | 10·0<br>17·0 | Hamburg<br>German | C.2Cy.25"&44"-27"<br>84NHP<br>Burmeister&Wain,Cpn. | | |
| 32973 | — SteelScSr<br>1*Dk* | 211<br>151<br>86 | | | | | 1891 | Flensburgr Schiffsb.Ges.<br>Flensburg | Ver.Flensburg-Ekensunder&Sonderburger Dmpfs.G. | 129·8<br>P&B79'F31' | 22·9 | 8·8 | Sönderbrg<br>Danish<br>*WB* | T.3Cy.11",16"&31"-18"<br>41NHP<br>FlensburgerSchiffsb.Ges. | | |
| 32974<br>NLBT | — Iron&SteelScK<br>*ss*Cpn.2ndNo.3-3,20<br>*Elec.light* 1*Dk*<br>*Ironframing&steelplating* | 205<br>172<br>76 | ✠100A1<br>*StmTrawler*<br>3,20 ✠LMC3,20 | Cpn | | CL<br>N7,20 | 1899<br>1mo | Edwards Bros.<br>NorthShields<br>A&CP | BjergningsselskabetVestmannaö | 116·0<br>Q38'F25' | 21·2 | 11·0<br>BK7½" | Vstmnnaö<br>Icelandic<br>3*BHCem* | T3Cy12¼"19½"&32"-22½ (*s*)<br>180lb *100lb* NDB03 61NH<br>1SB,2*pf*,GS30,HS1030<br>G.T.Grey,SouthShields | 12 ″ 0 | |
| 32975 | — SteelScSr<br>(*Icebreaker*)<br>1*Dk* | 179<br>173<br>71 | | | | | 1889 | Nylands Værksted<br>Christiania | | 87·5<br>H6*t* | 22·5 | 14·0 | | C.2Cy.20½"&39¾"-26"<br>67NH<br>NylandsVærksted,Xia. | | |
| 32976 | — IronScK<br>(*Trawler*)<br>(*ex*HelenMcGregor) 1*Dk* | *156*<br>*145*<br>*61* | | | ... | | 1890 | Cochrane, Coopr&Schofield Beverley | N.Ahlner | 101·5<br>Q20' | 20·6 | 11·0<br>BK7½" | Smögen<br>Swedish | C.2Cy.17"&33"-22"<br>42NHP<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |
| 32977 | — SteelSc<br>(*Tug*)<br>1*Dk* | 109<br>99<br>— | | | | | 1903 | Schiffsw(v.J.&Sch )A.G.<br>Hamburg | BugsierReed&BergungsA.-G. | 86·4<br>len11 | 18·5 | 7·6 | Hamburg<br>German | C.2Cy.13"&25¼"-18⅛"<br>23NH<br>Schwft.(vJ&Sch)AG Ham | | |
| 32978<br>4063<br>JMVD | — CompScSp<br>1*Dk* | 106<br>59<br>69 | | | | | 1902 | J.Olofsson<br>Vestervik | HallensTingslagsAngb.Aktieb.(N.G Andersson,*Mgr.*) | 75·0<br>Q24'B25'H12*t*<br>F8' | 17·8 | 7·4 | Hallen<br>Swedish | | | |
| 32979<br>HONQ | — SteelScSr<br>1*Dk* | 104<br>85<br>45 | | | | | 1893 | ..................<br>Gothenburg | MossAktiemöller | 84·4<br>B15*t*<br>len96 | 17·5 | 8·7 | Moss<br>Norwegian | C.2Cy.12"&23½"-14½"<br>NB02 17NHP<br>EriksbergM.V.Aktieb.Got | | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register. and a certificate for six months issued

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32980<br>MGHN | **Thor I.** SteelScSr<br>(exImaum)<br>Elec.light Wireless 2Dks3trB | 4365<br>2905<br>2649 | | | ... | | 1890 | Harland& Wolff,Ld.<br>Belfast | Bryde&Dahls Hvalfangerselskab | 400·8\|45·2\|28·2<br>P70tB7229tH10t<br>F15t BK9½" | Sandefjrd<br>Norwegian<br>WB | T.3Cy.27",44½"&73"-54"<br>426NHP<br>Harland&Wolff,Ld.Bel. | 31 |
| 32981<br>MTFV | **Thor II.** SteelSc<br>(Icebreaker)<br>Elec.light 1Dk | 227<br>215<br>71 | | | | | 1918 | Bergsund Mek.Verksteds A/B<br>Stockholm | Drammens Havnevæsen | 96·3\|30·6\|14·7 | Drammen<br>Norwegian<br>WB | T.3Cy.14½",22¾",37½"-28"<br>74NHP<br>BergsundMek.Verkstads. A/B Stkm. | |
| 32982<br>MTBK | **Thora Fredrikke** SteelTwinScSr<br>Motor<br>Mchy.Aft 1Dk | 507<br>382<br>378 | | | | | 1919 | Kalundbrg Skibsvarft<br>Kalundborg | Aktieselskapet "ThoraFredrikke"<br>(F.Th.Bergh) | 139·9\|30·2\|10·7<br>P93tF14t | Porsgrund<br>Norwegian<br>WB | Paraffin Motor 4S.C.SA<br>8Cy.<br>FredrikstadM.V.Frdstad | |
| 32983<br>MVNT | **Thorbjörg** SteelSc3MstSr<br>Now named "CatherineG.Sudden," See No. 36868 in Supplement<br>(exGeorgeW.Fenwick)<br>Elec.light MchyAft 1Dk | 2068<br>1172 | | | | | 1907 | NwprtNws S.B.&DD.Co.<br>Newprt News | A/S D/S Thorbjörg<br>(J.Waage) | 285·8\|43·2\|17·4<br>P125tH88tF54t | Bergen<br>Norwegian<br>WB | T.3Cy.19",36"&52"-40"<br>171NHP<br>NewportNewsSB.&DD.Co | |
| 32984<br>4887<br>JRDC | **Thorbjörn** CompSc<br>1Dk | 195<br>161<br>124 | | | | | 1908 | S.Groth<br>Sjötorp | KatrineforsA/B (ClaesSandels, Mgr.) | 100·4\|23·6\| 9·8<br>B17'H9t | Mariestad<br>Swedish | C.2Cy.9½"&21"-13½"<br>13NHP<br>LundbyM.V.,Gothenburg | |
| *32985<br>MVBP | **Thordis** SteelScSr<br>ssNYk.No.1-21<br>Elec.light Wireless 2Dks(Stl) | 4507<br>4168<br>2828 | ✠100A1<br>~~1,21~~ 1,20 1,22<br>✠LMC~~5,21~~ 4,21<br>Fitted for oil fuel 3,17 F.P. above 150° F. | Xia<br>~~NYk~~ Kcl | x | CL<br>~~4,21~~<br>12,21 | 1917<br>3mo | Moore& ScottIrnWks<br>Oakland,Cal.<br>A&CP | A/S "Thelma" (O.T.Tönnevold, Mgr.)<br>Cell DB283'1061t DTf21'347t DTa30' 230t FPT96t AP T132t | 376·2\|52·6\|25·8<br>P33'B70'F40'<br>FK | Grimstad<br>Norwegian<br>6BHptAsp | 1 Geared SteamTurbine<br>210lb (r) 480NHP<br>3SB,9cf,HS7509<br>GeneralElectricCo.<br>Schenectady,N.Y. | 28 |
| 32986<br>4737<br>JQMP | **Thore** SteelScSr<br>(exDalsland)<br>Mchy.Aft 1Dk | 210<br>158<br>125 | | | | | 1907 | Thorskogs Mek.Værks.<br>Lödöse | ÅngfartygsA\|B GötaKanal(A. Jonsson,jr.Mgr.) | 100·4\|22·3\| 9·9<br>P26'H13tF11' | Gothenbrg<br>Swedish<br>WB | C.2Cy.10"&16"-15"<br>8NHP<br>ThorskogsMekVrkLödöse | |
| *32987<br>~~WLNQ~~<br>LCJP | **Thorgerd** SteelScSr<br>ssNYk.No.1-20<br>Elec.light 1Dk(Stl)<br>Cargo battens not fitted | 2471<br>2221<br>1484 | ✠100A1<br>0,21 ~~2,21~~<br>✠LMC8,20<br>Fitted for oil fuel 11,16 F.P. above 150° F. | Mob<br>Stv | s | CL<br>~~3,19~~<br>10,21 | 1916<br>11mo | WestrnDD &S.B.Co.Ld.<br>P.Arthur,Ont<br>A&CP | Dmpsk.Avenir (BjörnBjörnstad &Co.Mgrs.)<br>CellDB 210' 628t FPT 80t APT105t | 251·0\|43·8\|26·5<br>P27'B78'F27'<br>FK | Chrstiania<br>Norwegian<br>4BHCem | T.3Cy.20",33"&54"-40" (s)<br>190lb 278NHP<br>2SB,6cf,GS126,HS5246<br>W'strnDDCoLd.PtArthur | 28 |
| 32988<br>LBSN | **Thorhild** SteelSc<br>Elec.light Wireless 2Dks | 2513<br>2199<br>1443 | | | | | 1920 | Livingstne &Cooper,Ld.<br>Hessle | O.T.Tönnevold | 295·7\|43·6\|20·6<br>P87tH132t | Grimstad<br>Norwegian<br>WB | T.3Cy.20½",33½"&54"-39"<br>182NHP<br>Earle'sCo.Ld.Hull | |
| 32989 | **Thorium** SteelSc<br>Elec.light 1Dk | 2564<br>—<br>1516 | | | | | 1920 | Atel.&Ch. deBretagne<br>Nantes | AnciensEtabl. CharlesLeBorgne, Soc.Anon. | 290·0\|43·3\|22·0<br>B57'F26' | Nantes<br>French<br>WB | 1 Geared Steam Turbine<br>Atel.&Ch.deBretagne,Nts. | |
| 32990<br>MVQP | **Thorleif** WoodAuxScSr<br>OilEng.<br>(exSailingVessel) 1Dk<br>(See Sailing Ship Register) | 130<br>123<br>85 | | | | | 1905 | K.Skaaluren<br>Rosendal | D.Pedersen | 98·7\|23·8\| 9·8 | Brnnysnd<br>Norwegian | Oil Engine<br>Efitted&made20<br>J&CGBolinders,MVkSkm. | |
| 32991 | **Thorn** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 227<br>211<br>86 | | | | | 1920 | Deutsche WerkeA.G.<br>Kiel | Gebr.Rostock | 119·3\|24·2\| 9·6<br>H48'F18' | Glückstdt<br>German<br>WB | T.3Cy.13",20½"&32¼"-22½"<br>50NHP<br>DeutscheWerkeA.G.Kiel | |
| *32992<br>145013<br>KGJW | **Thornbury** SteelSc<br>ssNwc.No.3-12,20<br>(exElwineKöppen) 1Dk(Stl)&deep framing<br>Elec.light Well deck<br>Wireless | 2102<br>1683<br>1249 | ✠100A1<br>[illegible] 12,20 12,21<br>✠LMC12,20<br>BS12,21 | Nwc<br>~~Dun~~ Npt | r | 12,20 | 1905<br>4mo<br>Lloyd'sA&CP | Stettiner Oderwerke<br>Stettin | AlexanderShippg. Co.Ld. (Capper, Alexander&Co. Mgrs.)<br>CellDBa78'uE&B42'f110'435tFPT 93t APT45t | 277·5\|41·2\|18·0<br>P14'Q76'B66'F34'<br>FK | London<br>British<br>4BHCem | T.3Cy.18",29"&47"-36" (s)<br>170lb 92lb 158NHP<br>2SB,4cf,GS82,HS2669<br>StettinerOderwerke | 20 |
| 32993<br>141462 | **Thorndyke** WoodTwinScSr<br>OilEng<br>1Dk | 195<br>175<br>156 | | | | | 1919 | Shelburne Shipbldrs,Ld.<br>ShelburneNS | J.Thornhill | 128·4\|27·1\|11·1 | ShlbrneNS<br>British | Oil Engines<br>8Cy.8½"-10" 34NHP<br>Fairbanks,MorseCo.<br>Baltimore,Md | |
| 32994<br>124337<br>HKWQ | **Thornley** SteelScSr<br>Sub.Sig. 1Dk | 1327<br>1015<br>684 | | | | | 1907 | BlythS.B. Co.Ld.<br>Blyth | Furness,Withy& Co.Ld. | 235·0\|36·0\|14·4<br>Q121'B10'F24' | W.Hartlpl<br>British<br>WB | T.3Cy.19",31"&51"-36"<br>Richardsons, 156NHP<br>Westgarth&Co.Ld. | |
| *32995<br>122933<br>HDSJ | **Thornton** SteelScK<br>ssMil.No.3-7,20<br>1Dk | 225<br>201<br>92 | ✠100A1<br>Stm Trawler<br>7,20<br>✠LMC7,20 | Mil | | 7,20 | 1905<br>10mo<br>Lloyd'sA&CP | J.Duthie, Sons&Co.Ld.<br>Aberdeen | Mrs.E.Bishop (J.H.Bishop,Mgr.) | 125·5\|21·9\| 8·8<br>DBf7'8t BK7½" | Milford<br>British<br>3BHCem | T.3Cy.12",20"&33"-24"<br>180lb (s) 54RHP<br>1SB,2pf,GS38,HS1152<br>W.V.V.Lidgerwood,Gls. | 12 |
| 32996<br>137640 | **Thorntree** SteelScK<br>ssAbn.No.3-7,20<br>(exMirage) 1Dk(Stl) | 97<br>96<br>33 | ✠100A1<br>For fishing purposes<br>7,20<br>✠LMC7,20 | Abn | | CL<br>7,20 | 1918<br>12mo<br>Lloyd'sA&CP | J.Lewis& Sons,Ld.<br>Aberdeen | J.Horn&A.S.Horn | 85·8\|18·5\| 9·2<br>BK7½" | Granton<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>J.Lewis&Sons,Ld.Abn. | 10 |
| 32997<br>JTDG | **Thorolf Kveldulfson** SteelScSr<br>Elec.light 1Dk&Awngdk | 225<br>207<br>127 | | | | | 1892 | AkersMek Værksted<br>Christiania | DetHelgelandske Dampskibsselskab | 121·3\|19·0\|13·5<br>H17t<br>len10 WB | Sandnæssjöen<br>Norwegian | T.3Cy.11",18"&29"-18"<br>NB03 36NHP<br>AkersMek.Værks.,Xia | |
| 32998<br>96302<br>LDFP | **Thorpe Grange** SteelScSr<br>ssNpt.2ndNo.3-6,14<br>ssNpt.No.1-20<br>(exIndramayo) 2Dks(1Stl&1Irn)3trB<br>Ref.Mchy. Wireless | 4188<br>4016<br>2720 | ✠100A1<br>7,21 ~~9,20~~<br>BS7,21 ~~BS9,20~~ ✠LMC9.19<br>✠Lloyd'sRMC~~9,21~~ 12,21 | Npt<br>Lon | y | 9,20 | 1889<br>5mo<br>Lloyd'sA&CP | Lon.&Gls. Co.Ld.<br>Glasgow | HoulderLine,Ld. (HoulderBros.& Co.Ld.Mgrs.) | 400·2\|45·1\|28·2<br>P27'B94'F43'<br>BK9"<br>WB = CellDBa82' uE | Greenock<br>British<br>7BHCem<br>26'f98'691t | T.3Cy.29",47"&76"-51" (s)<br>150lb 100lb NDB21 421NHP<br>2DB,12cf,GS228,HS6716<br>London&Glas.Co.Ld.Gls. | 31 |
| 32999<br>MNCV | **Thors** SteelScSr<br>(exWisna) 1Dk | 428<br>294<br>238 | | | | | 1900 | P.Larsson<br>Thorskog | A/SThors (H.Hytten) | 143·0\|24·2\|11·2<br>Q42'B42'H24tF22' | Haugesnd<br>Norwegian | C.2Cy.15½"&24¼"-17½"<br>49NHP<br>ThorskogsM.V. | |
| 33000<br>LBVH | **Thorsdal** SteelSc<br>Elec.light 1Dk(Stl) | 2095<br>1876<br>1236 | ✠100A1<br>10,21 ~~7,21~~<br>~~(Class Contemplated)~~<br>✠LMC7,21 | Abg<br>Skn | s | CL | 1921<br>7mo<br>Lloyd'sA&CP | PPhStuhrs Msk.&Skbs.<br>Aalborg | A/S Thorsdal (Melsom& Melsom)<br>CellDB238'473tFPT42t APT37t | 282·5\|42·7\|19·3<br>~~P50tH62tF45t~~<br>P16'B172'F32' FK | Chrstiania<br>Norwegian<br>4BHCem | T.3Cy.21",33"&55"-36" (s)<br>185lb 222NHP<br>3SB,6cf,GS99,HS3714<br>A/S Frichs,Aarhus | 21 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Dateof B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33001<br>341<br>HBLT | **Thorsten** SteelScSr<br>Wireless *ss*Got.3rdNo.3-10,17<br>*Iron beams* 2*Dks*(1*ptIrn*)3*trB* | 1634<br>1493<br>1015 | ✠100A1<br>✠NB7,03 | Got | ... | 7,20 | 1883<br>8mo<br>*Lloyd* | MotalaCo.<br>Gothenburg<br>'*sA&CP* | H.D.Schmidt<br>(A.Schmidt, *Mgr.*) | 262·2<br>H182*t* | 33·3 | 16·2<br>23·7<br>BK8″<br>*WB=APT*40*t* | Pernau<br>Esthonian<br>6*BHCem*<br>*MT*40′365*t* | C.2Cy.23″&62″–41″ (*s*)<br>120lb *80lb* NDB93 255NHP<br>3SB,9*pf*,GS144,HS4620<br>MotalaCo.,Gothenburg | 24 ″ 11<br>s4 ″ 5<br>21 ″ 4 | |
| 33002<br><br>MQDR | **Thorunn** SteelSc<br>*Elec.light* 1*Dk* | 990<br>862<br>572 | | | | | 1917 | Hölens<br>Verks. Akties<br>Larvik | A/S D/SThorunn<br>(S.Hansen) | 214·0<br>P22′B61′F25′ | 34·0 | 16·0 | Bergen<br>Norwegian<br>*WB* | T.3Cy.15½″,25″&42″–30″<br>97NHP<br>AkersMek.Værks.Xia. | | N |
| 33003<br><br>WLMT | **Thorvald Halvorsen** SteelScSr<br>*ss*NYk.No.1-15<br>(*ex*Honolulan) 2*Dks*(*Stl*)&*deep framing*<br>*Elec.light Ref.Mchy.* &*Shelter dk*(*Stl*)<br>Wireless<br>*Now named* "Argentina," *See No.* 36179 *in Supplement* | 6847<br>4916<br>4228 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>Examined10,19<br>BS10,19 ✠LMC12,18<br>*Fitted for oil fuel* 10,10 *F.P. above* 150°F. | Bos | *a*† | CL<br>3,20 | 1910<br>10mo | Maryland<br>SteelCo.<br>Sparro'PtMd<br>&CP | A/SJentofts<br>RederiII.<br>(P.Kleppe, *Mgr.*)<br>*CellDBa*123′*uE* | 416·4<br>&*B*60′*f*162 1259*t D* | 53·7 | 28·1<br>FK | Bergen<br>Norwegian<br>7*BHptCem*<br>*Ta*46′ 291*t D* | Q.4Cy.25½″,36″,52″&76″–54″<br>215lb *215lb* (*s*) 618NHP<br>3SB,12*cf*,GS200,HS8721 FD<br>MarylandStl.Co.Sparr'.Pt.<br>*Tf*27′778*tFPT*158*tAPT*27*t* | 39 ″ 0<br>s10 ″ 0<br>29 ″ 5 | |
| 33004<br>141756 | **Thousand Islander** SteelTwinSc<br>*Elec.light* 1*Dk* | 587<br>277<br>206 | | | | | 1912 | ToledoS.B.<br>Co.<br>Toledo,Ont. | Canada Steamship<br>Lines,Ld. | 166·4 | 31·9 | 8·3 | Montreal<br>British | C.4Cy.15″&30″–20″<br>75RHP<br>ToledoS.B.Co.Toledo,Ont. | | |
| 33005<br><br>HTOQ | **Thrasyvoulos** SteelScSr<br>*ss*Pir.2ndNo.3-8,13<br>(*ex*Hurworth) *ss*Shl.No.~~1-20~~2-20<br>*Well deck* 1*Dk*(*Stl*)&*Webframes* | *2372*<br>*1805*<br>*1521* | ✠100A1<br>2,22 ~~3,20~~<br>~~BS3,20~~ ✠LMC5,19<br>BS12,21 | Shl<br>Nwc | *s* | ~~3,20~~<br>2,22 | 1888<br>8mo | W.Gray&<br>Co.<br>W Hartlepool<br>A&CP | G.Payavlas&Co. | 290·0<br>P33′Q88′B110′F34′ | 38·1 | 20·3<br>BK10″<br>*WB=DBa*96′ | Piræus<br>Greek<br>5*BHCem*<br>*f*108′452*t* | T3Cy21½″35½″&58½″–39″(*s*)<br>160lb *100lb* DB03 212NHP<br>2SB,6*cf*,GS82,HS3168<br>Blair&Co.Ld.Stockton | 22 ″ 2<br>s 1 ″ 9<br>21 ″ 4 | |
| 33006<br>127357 | **Three Kings** SteelScK<br>1*Dk* | 98<br>97<br>41 | | | ... | | 1912 | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | J.Breach,Ld.<br>(J.V.Breach, *Mgr*) | 86·0 | 18·4 | 9·0<br>BK7″ | Lowestoft<br>British<br>*WB* | T.3Cy.9½″,15½″&26″–18″<br>34RHP<br>J.Abernethy&Co.Abn. | 9 ″ 6 | |
| 33007<br>118183<br>HFLV | **Thrift** SteelScSr<br>*ss*Nwc.No.3-7,16<br>*ss*Abn.No.1-20<br>*Well deck* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 506<br>373<br>209 | ✠100A1<br>6,21 ~~6,20~~<br>BS6,21 ✠LMC6,20 | Abn<br>Dun | *h* | 6,20 | 1904<br>1mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | NorthernCo-operativeSociety,<br>Ld.<br>*WB=CellDB* | 168·6<br>Q79′B18′F23′<br>*a*25′ *f* 74′ 134*t FPT* | 26·1 | 10·5<br>BK7″ | Aberdeen<br>British<br>4*BHCem*<br>39*tAPT*8*t* | T.3Cy.14½″,23½″&38″-30″(*r*)<br>180lb *80lb* 93RHP<br>1SB,3*cf*,GS51,HS1535<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 5<br>s1 ″ 1<br>13 ″ 3 | |
| 33008<br>144900<br>KGCP | **Thropton** SteelSc<br>*ss*Shl.No.3-9,20<br>(*ex*Killiney) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 629<br>494<br>279 | 100A1<br>7,21 ~~12,20~~<br>LMC9,20 | Nwc | | CL<br>12,20 | 1918<br><br><br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | Joplin&Hull<br>ShippingCo.Ld.<br>(Joplin&Hull,<br>*Mgrs.*) | 175·4<br>B50′<br>*CellDBuE*26′20*t* | 30·0 | 15·7<br>FK | Newcastle<br>British<br>5*BHCem*<br>*FPT*20*t* | T.3Cy.16″,26″&44″–26″ (*s*)<br>200lb 94RHP<br>1B,3*cf*,GS51,HS1825<br>Smith'sDockCo.Ld.Mdb. | 16 ″ 6<br>s 1 ″ 10<br>14 ″ 11 | |
| 33009<br>116106 | **Thrush** SteelScK<br>1*Dk* | 166<br>158<br>63 | ✠<br>*Stm Trawler*<br>11,02 ✠ | Goo | | | 1902<br>11mo | GooleS.B.<br>&Repairing<br>Co.Ld.<br>Goole | KelsallBros.&<br>Beeching,Ld.<br>(JohnSlater, *Mgr.*) | 110·0 | 21·0 | 11·1<br>BK7½″<br>*WB=DeepTanks* | Hull<br>British<br>3*BHCem*<br>*f*25′50*t* | T.3Cy.12″,18″&30″–21″<br>51RHP<br>1SB,2*pf*,GS26,HS942<br>N.E.MarineEng.CoLd.Sld. | 12 ″ 0 | |
| 33010<br>99690<br>PDLQ | **—** Steel&IronScK<br>(*Trawler*)<br>1*Dk* | 134<br>129<br>54 | | | ... | | 1893 | Earle'sCo.<br>(Lim.)<br>Hull | Sleight'sSteam<br>FishingCo.Ld.(Sir<br>ErnestSleight,<br>Bart. *Mgr.*) | 94·0 | 20·1 | 11·0<br>BK7½″ | Grimsby<br>British | T.3Cy.11″,17″&30″–21″<br>45RHP<br>Earle'sS.B.&E.Co.(Ld)Hul | 11 ″ 9 | |
| 33011<br>102463<br>PGRJ | **Thrushfield** SteelScSr<br>(*ex*Eller) *ss*Bel.2ndNo.3-10,19<br>*Mchy.Aft Well deck* 1*Dk*(*Stl*) | 232<br>165<br>84 | ✠100A1<br>1,21<br>✠NB9,12 ✠LMC10,19<br>BS~~9,20~~ 3,21 | Ldy | *c* | 1,21 | 1896<br>4mo | J Fullerton<br>&Co.<br>Paisley<br>A&CP | S.B.Stevenson | 125·0<br>Q45′B7′F22′ | 20·1 | 9·2<br>BK6″ | Lndnderry<br>British<br>3*BHCem*<br>*FPT*45*t* | C.2Cy.15$\frac{7}{16}$″&32″–24″ (*s*)<br>120lb 43RHP<br>1SB,2*pf*,GS35,HS952<br>Ross&Duncan,Glasgow | 10 ″ 1<br>s ″ 11½<br>10 ″ 0 | |
| 33012<br>131912 | **Thruster** SteelTwinSc<br>(*Tug*)<br>1*Dk* | 200<br>157<br>115 | | | | | 1914 | Burn&Co.<br>Ld.<br>Calcutta | MadrasPortTrust | 75·0<br>B25′ | 26·5 | 10·5 | Calcutta<br>British | C.4Cy.16″&32″–24″<br>85RHP<br>Campbell&Calderw'd,Psy. | | |
| 33013<br><br>NLQB | **Thrym** SteelScSr | 138<br>115<br>44 | | | | | 1901 | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen | N.C.Olsen | 100·0 | 19·2 | 8·1 | Copenhgn<br>Danish<br>*WB* | C.2Cy.10½″&20″–14″<br>12NHP<br>KjbnhavnsFlydk.&Skbsv | | V |
| 33014<br><br>PTNL | **Thuban** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 3566<br>3260<br>2175 | | | | | 1915 | Rotterdam<br>Droogd.Maat<br>Rotterdam | VanNievelt,<br>Goudriaan&Co's<br>Stoomv.Maats. | 345·8<br>P31′B114′F34′ | 48·8 | 23·2 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.25″,41″&67″–45″<br>301NHP<br>RotterdamDroogd.Maats. | | V |
| 33015<br>226<br>JBGR | **Thule** SteelScSr<br>*ss*Got.2ndNo.3-7,20<br>*Elec.light* 1*Dk*&*Spardk*(*Stl*-ws)3*trB*<br>Sub.Sig. Wireless | 2037<br>1662<br>1128 | ✠100A1<br>*Spar dk*<br>7,21 ~~7,20~~ ✠LMC~~7,20~~ 7,21 | Got | *s* | ~~11,18~~<br>7,21 | 1892<br>5mo | Wigham<br>Richrdsn&Co<br>Newcastle<br>A&CP | Rederiaktieb<br>SvenskaLloyd<br>(H.Metcalfe, *Mgr*)<br>*WB=Cell* | 284·7<br>P9′B44′H160*t*<br>F28′<br>*DBa*48′*uB*32′*f*130′ | 37·2 | 15·8<br>23·4<br>FK | Gothenbrg<br>Swedish<br>5*BHCem*<br>193*tFPT*14*t* | T.3Cy.26″,42″&69″–48″ (*s*)<br>160lb *80lb* 366NHP<br>2DB,12*rf*,GS215,HS6030<br>WighmRchrdsn&Co.,Nwc.<br>*APT*10*tMT* 36′310*t* | 25 ″ 6<br>s 5 ″ 0<br>21 ″ 0 | |
| 33016<br>613<br>JBSO | **—** IronTwinScSr<br>Wireless 1*Dk* | 521<br>281<br>399 | | | | | 18$\frac{49}{74}$ | MotalaCo.<br>Norrköping | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson, *Mgr.*) | 157·4<br>P101′ H53*t* F37′ | 23·5 | 11·7 | Stockholm<br>Swedish | C.4Cy.11″&24″–21″<br>NB00 44NHP<br>W.Lindberg'sMekV.,Skm. | | |
| 33017<br>144212 | **Thunderer** SteelSc<br>1*Dk*(*Stl*) | 172<br>169<br>4 | ✠100A1<br>*For towing purposes*<br>1,21 ✠LMC6,20 | Gls | | CL | 1920<br>6mo<br><br>*Lloyd* | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley<br>'*sA&CP* | Steel&Bennie,Ld.<br>*CellDBuB* | 101·2<br>*unkers* 11′ 13*t FPT* | 23·1 | 9·9<br>BK7″ | Glasgow<br>British<br>3*BHCem*<br>14*t APT*22*t* | T.3Cy.13¼″,21¼″&34″–21″<br>200lb (*s*) 90 ~~60~~RHP<br>1SB,3*cf*,GS58,HS1903<br>Bow,McLachln&CoLdPsy | 12 ″ 0 | |
| 33018<br>135967<br>JOTN | **Thunderstone** SteelScK<br>*ss*Gms.No.1-19<br>1*Dk* | 225<br>218<br>112 | ✠100A1<br>*StmTrawler*<br>5,20 ✠LMC<br>MS1,20 BS5,20 | Gms | | CL<br>6,19 | 1913<br>9mo<br><br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | H.Wood&Co.<br>(Grimsby)Ld. | 117·0<br>Q61′F16′ | 22·0 | 12·7<br>BK7½″ | Grimsby<br>British<br>4*BHCem* | T.3Cy.12″,21″&34″–24″ (*s*)<br>200lb 67RHP<br>1SB,3*pf*,GS41,HS1056<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 7 | |
| 33019<br>1621<br>HLTQ | **Thure** IronScSr<br>(*ex*Alexander<br>Keiller)<br>1*Dk*2*trB* | 439<br>387<br>295 | | | | | 1874 | Göteborgs<br>Mek.Verks.<br>Gothenburg | Rederiaktieb.<br>Falkvik (N.<br>Fremberg, *Mgr.*) | 145·3<br>B29′H9*t* | 24·4 | 15·4 | Sölvesbrg<br>Swedish | C.2Cy.13″&30″–20″<br>NB01 34NHP<br>Götbrgs.Mek.Verks.Got. | | V |
| 33020<br>136197<br>JFTN | **Thurland Castle** SteelScSr<br>*ss*Bry.No.1-18<br>(*ex*Corinthic) 1*Dk*(*Stl*)<br>Wireless | 4736<br>4387<br>2960 | ✠100A1<br>~~4,21~~ ~~5,20~~ 3,22<br>~~BS5,20~~ ✠LMC8,18<br>BS6,21 | Lon<br>~~Cff~~ Ant | *y* | CL<br>~~5,20~~<br>3,22 | 1914<br>6mo<br><br>*Lloyd* | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool<br>'*sA&CP* | Lancashire<br>ShippingCo.Ld.<br>(J.Chambers&Co.<br>*Mgrs.*)<br>*CellDBa*132′*u* | 385·0<br>P38′B126′F37′<br>*E*26′*f*167′961*tFPT* | 52·0 | 27·0<br>FK | Liverpool<br>British<br>6*BHCem*<br>68*tAPT*154*t* | T.3Cy.25½″,42″&70″–48″ (*s*)<br>180lb 395NHP<br>3SB,9*cf*,GS163,HS6435<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 29 ″ 6<br>s 5 ″ 6½<br>24 ″ 4 | |
| 33021<br>73751<br>PNCT | **Thursby** IronScSr<br>6thSurvey,Liv.11,00<br>~~4thSurvey,Liv.9,17~~<br>5thSurvey,Liv.9,21 1*Dk*(*Irn*) | 496<br>441<br>267 | ✠ A1✠ 1<br>9,21 ~~1,10~~<br>✠NB11,09 LMC9,21<br>~~MS9,17~~ ~~BS9,17~~ | Liv | Lv | CL<br>~~1,10~~<br>9,21 | 1876<br>2mo | Harland&<br>Wolff<br>Belfast | RibbleShipping<br>Co.Ld. (J.S.Sellers<br>&Co. *Mgrs.*) | 187·2<br>Q4*t* | 23·7 | 13·4<br>BK6½″ | Liverpool<br>British<br>3*BH*1PBH | C.2Cy.20″&41″–28″ (*s*)<br>90lb 71RHP<br>1SB,3*cf*,GS54,HS1500<br>J.Rowan&Sons(Lim.),Bel. | 14 ″ 8 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33022<br>144022<br>KDBP | Thurso **SteelScSr**<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *CruiserStern* | 2436<br>2258<br>1451 | ✠100A1<br>10,21 ~~10,20~~<br>✠LMC11,19 | Hul | *t* | CL | 1919<br>11mo<br><br>*Lloyd* | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>'*sA&CP* | Ellerman'sWilson<br>Line,Ld.<br><br>*CellD* | 303·2<br>P&B233'F32<br>FK<br>*B*260' 670*t* *FPT*70*t* | 43·0 | 20·8 | Hull<br>British<br>5*BH pt Cem*<br>*APT*180*t* | T.3Cy.22",36"&59"-39" (*s*)<br>180lb 266NHP<br>2SB,*6cf*,GS124,HS4500<br>Richardsons,Westgarth &Co.Ld.Sld. | 23<br>s 2<br>20 11 |
| 33023<br><br>NOMG | Thy **IronScSr**<br>1*Dk* | 304<br>205<br>169 | | | | | 1869 | Burmeister<br>&Wain<br>Copenhagen | DetForenede<br>DampskibsSelsk. | 142·6<br>P26*t* B66*t* F10*t* | 20·6 | 10·0 | Nakskov<br>Danish | C.4Cy.15"&30"-20"<br>67NHP<br>Burmeister&Wain,Cpn. | |
| 33024<br>5922<br>KBFD | Thyra **SteelScSr**<br>Wireless 1*Dk* | 2635<br>2340<br>1574 | | | | | 1917 | Sörlandets<br>Skibsbyggeri<br>Fevik | Aktieb.Transmarin (B.<br>Ingelsson, *Mgr.*) | 300·4<br>P23'B68'F34' | 47·1 | 20·9 | Hlsngborg<br>Swedish<br>*WB* | T.3Cy.22½",36"&60"-39"<br>225NHP<br>FredrikstadM.V.Frdstad | |
| 33025<br>19<br>HVSR | — **IronScBn**<br>(*ex*Parklands) *ss*Nwc.3rdNo.3-6,18<br>*Well deck* 1*Dk*2*trB*<br>Wireless *Cargo battens not fitted* | 1664<br>1303<br>986 | ✠100A1<br>7,20<br>✠NB4,03 ✠LMC6,18<br>BS7,20 | Nwc | *q* | 7,20 | 1880<br>6mo | W.Gray&<br>Co.<br>WHartlepool<br>A&CP | Rederiaktieb.<br>Johannisborg<br>(Ericsson&<br>Horndahl, *Mgrs.*) | 256·6<br>P35'Q68'B65 H35*t*<br>F29' BK9"<br>ptND01 *WB=DB* | 34·6 | 19·8 | Nrrköping<br>Swedish<br>4*BHCem*<br>*a*80'*f*94'335*t* | C.2Cy.33"&61"-33" (*s*)<br>80lb *80lb* NDB90 159NHP<br>2SB,*4pf*,GS76,HS2468<br>T.Richardson&Sons,Hpl. | 21<br>s 2<br>19 |
| 33026<br><br>NSOK | — **SteelScSr**<br>*ss*Cpn.No.2-21 ~~*ss*Cpn.No.1-17~~<br>1*Dk*(*ptIrn ptStl*) | 836<br>711<br>493 | ✠100A1<br>~~8,21 11,19 10,21~~<br>2,22<br>✠LMC<br>MS~~4,17~~8,21 BS~~6,20~~10,21 | Cpn | *m* | ~~11,19~~<br>10,21 | 1912<br>7mo<br><br>*Lloyd* | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen<br>'*sA&CP* *W* | D/S A/S<br>"Progress" (M.<br>Nielsen&Sön *Mgs*)<br>*B=CellDBa*46'*uE* | 211·6<br>P28'B60'F22'<br>FK<br>&*B*35'*f*97'237*tFPT* | 31·5 | 13·2 | Copnhagn<br>Danish<br>4*BHCem*<br>15*tAPT*16*t* | T.3Cy.14",22½"&37"-24" (*s*)<br>185lb 79NHP<br>2SB,*4cf*,GS36,HS1274<br>KjbnhavnsFlydk.&Skbsv. | 15<br>s 1<br>14 |
| 33027<br><br>NHFJ | — **IronScSr**<br>*ss*Cpn.No.3-76<br>1*Dk*2*trB* | 828<br>602<br>502 | ✠<br>9,77 | Cpn | | | 1866<br>11mo | A.Leslie&<br>Co.<br>Newcastle | DetForenede<br>DampskibsSelsk. | 209·6<br>P54'F35' | 28·3 | 14·8 | Copnhagn<br>Danish<br>6*BH* | C.4Cy.19"&38"-30"<br>*Cmp.* 132NHP<br>Burmeister&Wain,Cpn. | |
| 33028<br><br>HQMT | — **IronSc**<br>(*ex*Erissos *ss*Cpl.2ndNo.3-6,07<br>Kefallinias,*ex*Medea,*ex*MedeaD.)<br>Wireless *Well deck* 1*Dk*2*trB* | *819*<br>*674*<br>*519* | ✠<br>2,09<br>✠NB5,93 ✠ | Pir | *m* | | 1884<br>10mo | Palmers'<br>Co.<br>Newcastle | NationalS.N.Co.Ld<br>ofGreece (Embiri-<br>cosBros. *Mgrs.*) | 219·0<br>P&B123'F25'<br>BK8"<br>*WB=DB* | 30·2 | 14·7 | Piræus<br>Greek<br>5*BHCem*<br>*a*22'*f*22'60*t* | C.2Cy.28"&54"-36"<br>128NHP<br>1SB,*4pf*,GS70,HS1846<br>Palmers'Co.Ld.Nwc. | 15 |
| 33029<br><br>JPSC | — **SteelScSr**<br>1*Dk* | 749<br>563<br>452 | | | | | 1901 | Stavanger<br>Stöberi&Dok<br>Stavanger | A/S D/S Thyra<br>(W.Hansen) | 195·0<br>Q97*t*B47*t*H10*t*F31*t* | 30·2 | 10·9 | Bergen<br>Norwegian<br>*WB* | T.3Cy.14",23½"&38"-27"<br>75NHP<br>StavangerStöberi&Dok | |
| 33030<br><br>NFRT | — **SteelPad**<br>(*Ferry*)<br>*Elec.light* 1*Dk* | 494<br>471<br>271 | | | | | 1893 | Burmeister<br>&Wain<br>Copenhagen | DeDanskeStats-<br>baner | 212·0<br>B47'<br>len03 | 26·2 | 11·7 | Masnedsö<br>Danish | C.2Cy.32"&60"-45"<br>201NHP<br>Burmeister&Wain,Cpn. | |
| 33031<br><br>NTBJ | Thyra S. **SteelScSr**<br>1*Dk* | 1194<br>913<br>705 | | | | | 1914 | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen | Dmpskselsk.Torm<br>(C.Kraemer, *Mgr*) | 235·4<br>P13'Q69'B98'F29' | 36·2 | 13·7 | Copnhagn<br>Danish<br>*WB* | T.3Cy.15",24"&40"-27"<br>83NHP<br>Kjbnhavns.Flydk.&Skbsv. | |
| 33032<br>118702<br>HBWD | Thysa **SteelScSr**<br>*ss*Shl.No.3-6,13<br>(*ex*Aden,*ex*Craigmore) *ss*Mch.No.2-19<br>Wireless *Spar dk*(*Stl*)<br>*Elec.light* 2*trB*&*deep framing* | 2426<br>2309<br>1573 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>~~9,20~~ ~~12,19~~ 1,22 BS2,21<br>~~BS1,20~~ ✠LMC12,19 | Mch<br>Sld | *t* | CL<br>N12,19 | 1905<br>2mo<br><br>*Lloyd* | A.Rodger<br>&Co.<br>Pt.Glasgow<br>'*sA&CP* | ThysaShpg.Co.Ld.<br>(J.Edgar&Co.<br>*Mgrs.*)<br>*WB=CellDB* | 313·5<br>P29'B82'F30' 20·7<br>FK<br>*a&uE*118'*f*136'623*t* | 43·8 | 13·3 | London<br>British<br>5*BHCem*<br>*APT*67*t* | T.3Cy.21",35"&57"-39" (*s*)<br>180lb *130lb* 248NHP<br>2SB,*6cf*,GS110,HS4210<br>A.Rodger&Co.Glasgow | 23<br>s 3 10<br>19 |
| 33033<br>133529<br>JBVS | Tiara **SteelScSr**<br>*ss*Cff.No.2-21 ~~*ss*Cff.No.1-17~~<br>Wireless 1*Dk*(*ptIrn ptStl*) | 4068<br>3747<br>2557 | ✠100A1<br>8,21 ~~6,20~~<br>✠LMC<br>MS~~4,17~~8,21 BS~~1,21~~3,22 | Npt<br>Cff | *w* | CL<br>~~4,19~~<br>8,21 | 1913<br>4mo<br><br>*Lloyd* | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>'*sA&CP* | HallBros.S.S.Co.<br>Ld.(HallBros.<br>*Mgrs.*) *WB=Cell*<br>*uE&B*40 | 364·0<br>P29'B105'F34'<br>*DBa*119' FK<br>*f*158' 900*t* *FPT*97*t* | 50·8 | 24·2 | Newcastle<br>British<br>6*BHCem*<br>*APT*158*t* | T.3Cy.25",42"&68"-45" (*r*)<br>180lb *100lb* 341NHP<br>2SB,*6cf*,GS121,HS5312<br>N.E.MarineEng.Co.Ld.Sld | 26<br>s4 10<br>22 |
| 33034<br><br>OUHF | Tiare Taporo **WoodAuxScSr**<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register.*) | 171<br>171<br>88 | 6,13<br>*For Service between Raratonga and the PaumotoGroup* | Auk | | | 1913<br>6mo | C.Bailey,<br>jun.<br>Auckland | A.B.Donald,Ld. | 107·0 | 23·0 | 9·3 | Papeete<br>French | Oil Engines 4S.C.SA<br>4Cy.9¾"-12" 23NHP<br>StandardGasEng.Co.S.Fo. | 10 |
| 33035 | Tibagy **SteelScSr**<br>*ss*Rio.No.3-2,15<br>(*ex*Nadia) 1*Dk*(*Stl*)&*deep framing*<br>Wireless | 2422<br>2241<br>1552 | ✠<br>4,21<br>✠ | Rio | *s* | | 1901<br>12mo | Grngem'th<br>&GrkDkd Co.<br>Greenock | PereiraCarneiro<br>&Co.Ld.<br>*WB=CellDBa*90' | 300·1<br>P25'B60'F27'<br>FK<br>*uE&B*38'*f*122'640*t* | 44·6 | 20·0 | R.Janeiro<br>Brazilian<br>5*BHCem*<br>*APT*112*t* | T.3Cy.22",36"&59"-39"<br>228NHP<br>2SB,*6cf*,GS115,HS3450<br>GreenockFoundryCo.Grk. | 22 |
| 33036<br><br>NWPV | Tiber **SteelScSr**<br>*Elec.light* 1*Dk*&*ptAwng dk* | 1405<br>929<br>823 | | | | | 1899 | Helsingörs<br>Jerns.&Mask.<br>Elsinore | DetForenede<br>DampskibsSelsk. | 229·8<br>Q80'<br>*ptAwng dk*148' | 33·6 | 14·3 | Copnhagn<br>Danish<br>*WB* | T.3Cy.19½",31½"&53"-36"<br>192NHP<br>HelsingörsJernsk.&Mask. | |
| 33037<br>142861<br>KFOV | Tiberton **SteelScSr**<br>Wireless | 5225<br>4796<br>3190 | ✠100A1<br>~~11,20~~ 3,22<br>✠LMC3,20 | Bry | *y* | CL<br>3,22 | 1920<br>3mo<br><br>*Lloyd* | Richards'n<br>Duck&Co.Ld<br>Stockton<br>'*sA&CP* | R.Chapman&<br>Son<br><br>*CellDB* | 400·1<br>P49'B113'F40'<br>FK<br>336'1058*t* *FPT*168*t* | 52·4 | 28·4 | Newcastle<br>British<br>7*BHCem*<br>*APT*279*t* | T.3Cy.26",44"&73"-48" (*s*)<br>180lb *100lb* 397NHP<br>2SB,*6cf*,GS137,HS6066<br>Blair&Co.Ld.Stockton | 31<br>s 6<br>25 |
| 33038<br><br>OUHI | Tibet **Iron&SteelScBn**<br>2*Dks*&*Spardk* | 2649<br>—<br>1663 | | | | | 1883 | Forges&C.<br>dela Médit.<br>LaSeyne | Cie.Marseillaisede<br>Nav.àVap.(Frais-<br>sinet&Co. *Mgrs.*) | 332·0<br>H-F44' 28·5 | 40·0 | 19·1 | Marseilles<br>French | C.2Cy.40"&73½"-42½"<br>NB00 293NHP<br>Forges&C.de laMédit.,Msl. | |
| 33039<br><br>LBKS | Tico **SteelSc**<br>*Now named "Norma," See No.38662 in Supplement*<br>*Elec.light* 1*Dk* | 1317<br>1132<br>741 | | | | | 1920 | Stavanger<br>Stöberi&Dok<br>Stavanger | A/S D/S Tico<br>(BrödreneSjur&<br>Joh.Lothe) | 242·9<br>P21'B60'F24' | 37·3 | 16·0 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.17½",28½"&48"-33"<br>132NHP<br>StavangerStöberi&Dok | |
| 33040<br>[illegible] | Tidal **SteelSc**<br>*For full particulars See No.39585 in Supplement*<br>1*Dk*(*Stl*)<br>*Mchy.Aft* | 502<br>372<br>199 | 100A1<br>(*Class contemplated*) | | | | 1921 | ColbyBros.<br>Ld.<br>Lowestoft | W.J.Williams | 165·0<br>P50'B9'F23' | 25·0 | 10·9 | Cardiff<br>British | T.3Cy.14",23"&39"-27"<br>101NHP<br>MacColl&Pollock,Ld.,Sld. | 13<br>s 1 4<br>12 |
| 33041<br>145269 | Tidal Range **WoodSc**<br>9&12yrs.Mat. 1*Dk* | 99 | | | ... | | 1919<br>5mo<br><br>*Lloyd* | ColbyBros.<br>Ld.<br>Lowestoft<br>'*sA&CP* | ~~TheAdmiralty~~<br>E.F.Watson&<br>E.Dolan | 86·0 | 20·0 | 9·9 | ~~London~~<br>British<br>Grimsby | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>Robey&Co.Ld.Lincoln | 10 |
| 33042<br>128201 | Tiddim **SteelSternWheel**<br>1*Dk* | 213<br>161<br>179 | | | | | 1907 | Yarrow&<br>Co.Ld.<br>Poplar | IrrawaddyFlotilla<br>Co.Ld. | 132·0 | 31·0 | 4·5 | Glasgow<br>British | C.2Cy.15"&27"-54"<br>53NHP<br>Yarrow&Co.Ld.Poplar | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33043<br>214536<br>LGKV | **Tide** SteelScSr<br>*Elec.light* 1*Dk* | 303<br>265<br>97 | | | ... | CL | 1916<br>11mo | Manitowoc<br>S.B.Co.<br>Manitowoc | BayStateFishing<br>Co. | 135·5<br>Q73'F26'<br>BK7"<br>*DTf*10'35t*FPT* | 22·7 | 12·3 | **Boston**<br>Utd.States<br>3*BHCem*<br>5t*APT*5t | T3Cy.12¾",21½"&35"-24"(*s*)<br>180lb 82NHP<br>1SB,*2cf*,GS44,HS1516<br>MarineIronWrks,Chicago | 13 ″ 3 | |
| 33044 | — SteelScLr<br>1*Dk* | 129<br>129<br>67 | | | | | 1903 | Bremer<br>Vulkan<br>Vegesack | **Bremen-Vegesacker Fischerei Ges.** | 90·9 | 21·4 | 9·8 | **Vegesack**<br>German | C.2Cy.9 1/16"&16 9/16"-12⅝"<br>8NHP<br>BremerVulkan,Vegesack | | |
| 33045 | **Tiderip** WoodSc<br>Now named "Kentish Belle," See No. 38072 in Supplement<br>9&12yrs.Mat. 1*Dk* | 100<br>99<br>44 | ✠ 11A1<br>*For fishing purposes*<br>5,19 | Lwt<br>✠LMC5,19 | | CL | 1918<br>11mo<br>*Lloyd* | J.Chambers,Ld.<br>Lowestoft<br>'*sA&CP* | TheAdmiralty | 87·0 | 20·0 | 10·1 | **London**<br>British | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>Pollit&Wigzell,Ld.<br>SowerbyBridge | 10 ″ 0 | |
| 33046<br>214669<br>LGPT | **Tidewater** SteelScSr<br>*ss*Bal.No.1-21<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes*<br>Sub.Sig.Wireless *Cargo battens not fitted* | 5266<br>4737<br>3354 | ✠100A1<br>6,21 ~~7,20~~<br>~~MS5,18~~ | NNs<br>Bal<br>✠LMC~~1,17~~<br>6,21 | *y* | CL<br>~~N5,19~~<br>6,21 | 1917<br>1mo | NewYork<br>S.B.Corp.<br>Camden,N.J.<br>A&CP | GreenStar<br>SteamshipCorp.<br>*CellDB* | 368·6<br>P27'B72'F31'<br>FK<br>320'1832t *FPT*220t | 55·2 | 30·5 | **NewYork**<br>Utd.States<br>7*BHCem*<br>*APT*201t | T.3Cy.25",41½"&70"-46"(*r*)<br>195lb 462NHP<br>3SB,*9cf*,GS154,HS6624<br>NewYorkSBCorCamdnNJ | 34 ″ 5<br>s 7 ″ 10<br>27 ″ 0 | |
| 33047<br>137677 | **Tien Choy** WoodSc<br>*OilEng.*<br>1*Dk* | 108<br>57<br>58 | | | | | 1914 | SumKee<br>HongKong | G.Banker | 92·4 | 17·0 | 5·0 | **HongKong**<br>British | Oil Engines 2S.C.SA<br>4Cy.13"-13⅜" 46NHP<br>J&CGBolindersCoLd Skm | | |
| 33048<br>133256 | **Tien Sang** WoodSc<br>*OilEng.*<br>1*Dk* | 108<br>57<br>58 | | | | | 1914 | SumKee<br>HongKong | G.Banker | 92·4 | 17·0 | 5·0 | **HongKong**<br>British | Oil Engines 2S.C.SA<br>4Cy.13"-13⅜" 46NHP<br>J&CGBolindersCo.LdSkm | | |
| 33049<br>105740<br>PCBQ | **Tientsin** SteelScSr<br>2*Dks* | 1992<br>1783<br>1227 | | | | | 1895 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 275·3<br>P9'B58'F31' | 38·2 | 21·4 | **London**<br>British<br>*WB* | T.3Cy.20",32"&52"-39"<br>169NHP<br>Scott&Co.Greenock | | |
| 33050<br>24934<br>RKCG | **Tientsin Maru** IronSc | 308<br>—<br>161 | | | | | | ................ | AkitaToranosuke | 154·6 | 20·3 | 10·2 | **Shimonoseki**<br>Japanese | | | |
| 33051 | **Tietze** SteelSc<br>Now named "Kerentrech," See No. 38[illegible] in Supplement<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 243<br>226<br>90 | | | | | 1919 | Schiffsw.u.<br>Maschf.<br>"Hansa"A-G<br>Tonning | | 125·3<br>F21' | 23·2 | 10·8 | French<br>*WB* | T.3Cy.13",20¼"&33"-22⅘"<br>52NHP<br>Gebr.SachsenbergA.-G.<br>Rosslau a.Elbe | | |
| 33052 | **Tiflis** SteelScSr<br>*CarryingPetroleum in bulk* Wireless<br>*Mchy.Aft Elec.light* 1*Dk&Spar dk* | *2783*<br>*2498*<br>*1845* | | | | | 1900 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | Echevarrieta y<br>Larrinaga | 305·0<br>P78'B24'F39' | 40·0 | 25·3 | **Bilbao**<br>Spanish<br>*WB* | T.3Cy.24",39"&64"-42"<br>265NHP<br>WllsndSlpwy.Co.Ld.Nwc. | | V |
| 33053<br>215248<br>LHKN | **Tiger** SteelScSr<br>*ss*Bos.No.1-22<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Sub.Sig. Wireless &*Web frames*<br>*Longitudinal framing* | 6274<br>5728<br>3832 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,22 ~~6,20~~<br>*Fitted for oil fuel* 6,17 | NYk<br>Bos<br>✠LMC~~6,17~~ | *a*†<br>11,21 | CL<br>8,19<br>*F.P. above* 150° F. | 1917<br>6mo | UnionIron<br>WorksCo.<br>SanFrancisco<br>A&CP | StandardTransportationCo.Inc.<br>*CellDB*355'1213t<br>*MT*25'798t*D* | 410·0<br>FK<br>*Ta*30' 228t *FPT*80t | 56·0 | 29·0 | **NewYork**<br>Utd.States<br>7*BHptAsp*<br>*APT*195t | T.3Cy.27",47"&78"-48" (*s*)<br>220lb 594NHP<br>3SB,*9cf*,GS165,HS8130 FD<br>UnionIronWorksCo.S.Fo. | 32 ″ 0<br>s 4 ″ 11<br>27 ″ 5 | |
| 33054 | — SteelSc<br>For full particulars See No. 39597 in Supplement<br>*Elec.light* Wireless<br>*Longitudinal framing* | 3800 | 100A1<br>(*Class Contemplated*)<br>*Carrying Petroleum in bulk* | | | | 1921 | Fairfield<br>Co.Ld.<br>Glasgow | **A/SVestlandske PetroleumsCompagni.** | 350·0<br>P80'F29' | 46·7 | 28·2 | Norwegian | T.3Cy.23½",38"&62"-42"<br>FairfieldCo.Ld.Glasgow | | |
| 33055<br>123124<br>HGSM | — SteelScSr<br>(*ex*Duke of Montrose)<br>*Elec.light* Wireless 2*Dks* | 1389<br>977<br>591 | | | | | 1906 | Caledon<br>SB.&E.CoLd.<br>Dundee | **BurnsS.S.Co.Ld.** | 275·0<br>P43'B150'F36' | 36·7 | 15·5 | **Glasgow**<br>British<br>*WB* | Q.4Cy.23",33",47"&68"-45"<br>310NHP<br>CaledonSB.&E.Co.Ld.Dun | | C<br>BT<br>till<br>2,22 |
| 33056<br>119138<br>HJRD | **Tighnamara** SteelScSr<br>*ss*Lon.No.3-9,16<br>*ss*Lon.No.1-20<br>(*ex*Yacht) 1*Dk&Awng dk*(*Teak*)<br>*Elec.light* | 173<br>171<br>85 | ✠ A-<br>*withfreeboard*<br>6,20<br>*For Service between London&Boulogne* | Lon<br>✠LMC6,20<br>BS10,21 | | CL<br>6,19 | 1904<br>6mo | G.Brown<br>&Co.<br>Greenock | ~~H.Smart~~<br>TighnamaraS.S.<br>Co Ld (H.Smart) | 93·3<br>BK6" | 20·1 | 14·6 | **London**<br>British<br>4*BHCem* | C.2Cy.10"&20"-15"<br>120lb 20RHP<br>1SB,*1pf*,GS16,HS396<br>Lees,Anderson&Co.Gls. | 15 ″ 8<br>s 4 ″ 6<br>11 ″ 11 | |
| 33057<br>512<br>NABD | **Tigre** SteelScSr<br>*Elec.light* Wireless 1*Dk&Spar dk*3*trB* | 3204<br>2329<br>2027 | | | | | 1905 | NevskySB<br>&Mech.Wrks<br>Petrograd | **RussianStm.Nav. &TradingCo.** | 327·0<br>P40'H—F48' | 43·0 | 22·0 | **Odessa**<br>Russian<br>*WB* | T.3Cy.22",35"&56½"-40"<br>NevskyS.B.& 202NHP<br>Mech.Wrks.Petrograd | | V |
| 33058 | — SteelSc<br>*Elec.light* 1*Dk* | 268<br>—<br>155 | | | | | 1908 | Bethlehem<br>S.B.Corp.Ld.<br>BethlehemPa | **Simon&Cie.** | 117·3 | 26·2 | 12·9 | **Nantes**<br>French | C.2Cy.20"&47"-30"<br>101NHP<br>RiverShipbuildingCo. | | V |
| 33059<br>OUHP | — SteelScK<br>(*ex*ShintokuMaru) (*Trawler*)<br>*Elec.light* 1*Dk* | 225<br>—<br>66 | | | | | 1910 | Kawasaki<br>DockydCoLd<br>Kobe | **TristanFrères** | 114·6<br>P20' | 20·3 | 11·1 | **Lorient**<br>French | T.3Cy.12½",20"&33"-23"<br>52NHP<br>KawasakiDkydCoLdKobe | | |
| 33060<br>MBTN | **Tigris** SteelSc<br>*ss*Ant.No.3-3,20<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Elec.light* Wireless &*Web frames* | *2805*<br>*2668*<br>*1792* | ✠100A1<br>*Spar dk*<br>5,22 ~~3,21~~<br>MS3,20 | Ant<br>✠LMC<br>~~BS9,20~~<br>BS10,21 | *t* | ~~N3,20~~<br>5,22 | 1902<br>1mo<br>*Lloyd* | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>'*sA&CP* | **Cie.Nationale Belge deTransportsMaritimes** (**ArmamentDeppe**, *Mgrs.*) | 300·0<br>F29'<br>FK<br>*WB*= | 43·7 | 16·8<br>24·7 | **Antwerp**<br>Belgian<br>5*BHCem*<br>*CellDBa*86' | T.3Cy.22½",36½"&61"-42"<br>160lb (*r*) 279NHP<br>3SB,*6pf*,GS69,HS3810 FD<br>N.E.MarineEngCoLd.Nwc<br>*uE&B*34'*f*132'543t*APT*55t | 26 ″ 11<br>s 5 ″ 7½<br>21 ″ 7 | |
| 33061 | **Til-Til** SteelSc<br>(IN PORT—DAMAGED BY FIRE)<br>*ss*Pir.2ndNo.3-10,12<br>(*ex*Kjöbenhavn,*ex*Acme, 1*Dk*(*Stl*)&<br>*Welldeck* *ex*Langoe) *Webframes* | 2263<br>1756<br>1415 | ✠<br>9,16<br>✠ | Cpn | *s* | | 1890<br>5mo | W.Gray&<br>Co.Ld.<br>WHartlepool | **ChilianNav.Co.** | 290·0<br>P27'Q94'B112'F29<br>BK10<br>*DBa* | 38·1 | 20·3 | **Valparaiso**<br>Chilian<br>5*BHCem*<br>96'*f*108'452t | T.3Cy.21½",35"&58"-39"<br>NDB06 204NHP<br>2SB,*6rf*,GS90,HS3090<br>Cen.Mar.Eng.Wrks.WHpl | 22 ″ 2<br>s 2 ″ 1<br>21 ″ 0 | |
| 33062<br>145334 | **Tilak** SteelTwinSc<br>2*Dks* | 776<br>700<br>337 | | | | | 1918 | JTEltringham&Co.Ld.<br>WlngtnQuay | **IndianCo-operativeNav.&Trading Co.Ld.** | 219·8 | 28·6 | 15·6 | **Bombay**<br>British<br>*WB* | T.3Cy.13¼",21¼"&34"-21"<br>J.T.Eltringham 53NHP<br>&Co.Ld.WillingtonQuay | | C |
| 33063<br>PTNR | **Tilburg** SteelScSr<br>1*Dk* | 1378<br>1190<br>795 | | | | | 1917 | L.Smit&<br>Zoon<br>Kinderdijk | **Nederl.Scheepv. Mij."Transatlanta"(P.W.K.van derTouw,** *Mgr.*) | 239·3<br>P23'B62'F24' | 36·2 | 16·6 | **Rottrdam**<br>Dutch<br>*WB* | T.3Cy.17½",29¼"&46¾"-36"<br>130NHP<br>L.Smit&Zoon,Kinderdijk | | V |

| 1<br>Numer. d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33064<br>87163 | **Tilbury** SteelPad | 269<br>181<br>200 | | | | | 1883 | J.&K.Smit<br>Kinderdyk | MidlandRly.Co. | 140·0\|22·1\| 8·2 | London<br>British | O.2Cy.34"–36"<br>NB97 70RHP<br>J.Penn&Sons,London | |
| 33065<br>HSBM | **Tilemachos** SteelScSr<br>ssPir.No.2–20<br>1*Dk*(*Stl*) | *3562*<br>*3288*<br>*2146* | ✠100A1<br>9,21 ~~4,21~~<br>✠LMC4,20<br>BS9,21 | Pir<br>Ham | *w* | CL<br>~~4,20~~<br>9,21 | 1911<br>5mo<br>*Lloyd* | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'*sA&CP* | G.C.Dracoulis<br>*WB=CellDBa*<br>120'*uE&B*43' | 356·3\|50·7\|21·7<br>P31'B188'F35'<br>FK<br>*f*151'1258*t FPT*96*t* | Ithaca<br>Greek<br>6*BHCem*<br>*APT*240*t* | T.3Cy.25",40½"&67"–45" (*s*)<br>180lb *100lb* 324NHP<br>2SB,*6cf*,GS129,HS4945<br>Cen.Mar.Eng.Wrks.WHpl | 24<br>3<br>21 |
| 33066<br>4130<br>JNFD | **Tilia** SteelScSr<br>6thSurvey,Got.3,11<br>(*ex*Svea,*ex*Kovno) 2ndSurvey,Got.12,19<br>*Well deck* Wireless 1*Dk*(*Stl*)2*trB* | 1710<br>1358<br>1054 | ✠ A1✱ 1<br>2,22 ~~12,20~~<br>MS11,18 | Got<br>Bkn<br>~~BS10,20~~<br>BS3,22 | Lv | 10,20 | 1882<br>6mo | Earle'sCo.<br>Ld.<br>Hull | Rederiaktieb<br>SvenskaLloyd<br>(H.Metcalfe, *Mgr*) | 267·0\|34·1\|18·1<br>Q85'B83'H54*t*F24'<br>FK | Gothenbrg<br>Swedish<br>3*BH*&1PBH<br>*CellDB* | C.2Cy.25½"&50½"–45"<br>75lb *70lb* 134NHP<br>1DB,*4pf*,GS60,HS2310<br>Earle'sCo.Ld.Hull | 20<br>2<br>17 |
| 33067<br>217174<br>LNQC | **Tillamook** WoodScSr<br>*Elec.light* Wireless 2*Dks* | 2594<br>2071<br>1511 | | | | | 1918 | Grant,<br>Smith-Porter<br>ShipCo.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 267·5\|46·4\|23·9<br>P28'B67'F29' | Portlnd Or<br>Utd. States | T.3Cy.19",32"&56"–36"<br>188NHP<br>AllisChalmersMfg.Co.<br>Milwaukee,Wis. | |
| 33068<br>208718<br>LBWH | **—** WoodTwinSc<br>*Petrol Motor*<br>*Elec.light* 1*Dk* | 440<br>—<br>309 | | | | | 1911 | KrusBanks<br>NorthBend,<br>Or. | GrandTrunk<br>PacificAlaskaS.S.<br>Co. | 119·0\|28·4\|11·0 | Seattle<br>Utd. States | Petrol Motor<br>6Cy.<br>StandardGasEngCoS.Fo. | |
| 33069<br>5814<br>JVQN | **Tilli** SteelAuxTwinScBkn<br>*OilEng.*<br>(*ex*Nellie,*ex*SailingVesselHjertness)<br>1*Dk&Web frames*<br>(*See Sailing Ship Register*) | 792<br>681<br>562 | | | | | 1891 | Grngem'th<br>Dockyard Co.<br>Grangem'th | Rederiaktieb.<br>Ossian<br>(Pettersson&<br>Palen, *Mgrs.*) | 184·6\|32·2\|16·4<br>P37'H40*t*F8*t* | Aspö<br>Swedish | Oil Engines 2S.C.SA<br>4Cy.16½"–18$\frac{15}{16}$" 91NHP<br>NE*fitted*17<br>J.&C.G.BolindersMV,Skm | |
| 33070 | **Tilly Russ I.** SteelSc<br>*Elec.light* 1*Dk* | 996<br>790<br>574 | | | | | 1920 | Stettiner<br>Oderwerke<br>Stettin | E.Russ | 210·9\|33·9\|13·3<br>P12'Q59'B55'F22' | Hamburg<br>German<br>*WB* | T.3Cy15¾",25½"&41$\frac{5}{16}$"–29½"<br>92NHP<br>StettinerOderwerke | |
| 33071<br>OUHX | **Tilsitt** SteelScSr<br>*Elec.light* 1*Dk* | 355<br>303<br>102 | ✠100A1<br>*StmTrawler*<br>8,19<br>✠LMC8,19 | Sav | | CL | 1919<br>8mo | Foundati'n<br>Co.<br>SavannahGa.<br>A&CP | FrenchGovernment | 150·0\|25·0\|14·7<br>Q79'F26'<br>BK7"<br>*FPT*6*t* | French<br>4*BHCem*<br>*APT*8*t* | T3Cy.12¾",21½"&35"–24"(*s*)<br>180lb 89NHP<br>1SB,*3pf*,GS53,HS1700<br>J.InglisCo.Ld.Toronto | 14<br>2<br>14 |
| 33072<br>LCKF | **Tilthorn** SteelSc<br>1*Dk*(*Stl*)&*Shelter Dk*(*Steel*)<br>*Elec.light* | 6583<br>~~640~~ 6299<br>~~627~~ 4119 | ✠100A1<br>*Shelter dk with freebrd*<br>~~[illegible]~~ 3,22<br>✠LMC8,21 | Sld<br>Sld | *z* | CL | 1921<br>8mo | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>*Lloyd's*A&CP<br>*CellDB* | D/S A/S Britannia<br>(L.Christianson,<br>*Mgr.*)<br>*Intermediate BH in fore hold dispensed with* | 420·0\|54·0\|34·3<br>FK<br>364'1180*t FPT*105*t APT*27*t* | Bergen<br>Norwegian<br>*Cem*<br>1*BH to Sh dk*<br>5 „ „ „ *U dk* | T.3Cy.27",44½"&75"–54" (*s*)<br>180lb 577NHP<br>3SB,*9cf*,GS198,HS8580 FD<br>W.Doxford&Sons,Ld. | 37<br>8<br>28 |
| 33073 | **Timan** IronScSr<br>(*ex*Teilfeld,*ex*Fanny)<br>1*Dk*2*trB* | 457<br>397<br>325 | | | | | 1883 | Gothenbrg<br>Mek.Verkst<br>Gothenburg | RederiA/BTiman<br>(O.A.Paborn, *Mgr*) | 145·7\|24·6\|15·2<br>B49*t*H7*t*F4*t* | Sölvesborg<br>Swedish | C.2Cy.19"&31"–20"<br>NB95 36NHP<br>GothenburgMek.Verkst. | |
| 33074<br>MLNP | **--** SteelScSr<br>(*Fishing*)<br>1*Dk* | 144<br>138<br>52 | | | | | 1915 | Xiansands<br>Mek.Værks.<br>Xiansand | H.Roald | 105·0\|20·0\|11·1 | Aalesund<br>Norwegian | T.3Cy.10",16"&27"–15"<br>28NHP<br>XiansandsM.V.Xiansand | |
| 33075<br>76070<br>VSMJ | **Timaru** IronScSr<br>*Mchy.Aft Well deck* 1*Dk* | 459<br>364<br>279 | | | ... | | 1883 | R.Thompson&Sons<br>Sunderland | PatrickS.S.Co.Ld. | 150·2\|27·0\|10·6<br>Q51' B13' F16' | DunednNZ<br>British<br>*WB* | C.2Cy.22"&42"–30"<br>70RHP<br>W.Doxford&Sons,Sld. | 11 |
| 33076 | **Timavo** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | 7434<br>6695<br>4662 | ✠100A1<br>*Shelter dk with freeboard*<br>10,21 ~~11,20~~<br>✠LMC11,20 | Tri<br>Nap | *b*† | CL | 1920<br>8mo | Cantiere<br>SanRocco,<br>S.A.<br>Trieste<br>A&CP<br>*CellDB*398'1654*t* | Navigazione<br>LiberaTriestina | 464·2\|57·4\|22·0<br>B108' *on Shelter dk*<br>FK<br>*Collision*<br>*FPT*56*t APT*63*t* | Trieste<br>Italian<br>*Cem*<br>*BHtoSh dk*<br>6 „ „ *U* „ | T.3Cy.32",51½"&83"–54" (*s*)<br>180lb 681NHP<br>4SB,*12cf*,GS239,HS9851 FD<br>StabilimentoTecnico<br>Triestino,Trieste | 35<br>8<br>26 |
| 33077 | **—** SteelTwinScSr<br>(*ex*CapitanoSauro,<br>*Elec.light* *ex*Timavo) 1*Dk*<br>*Now named "CapitanoSauro" See No. 36821 in Supplement* | 194<br>164<br>81 | | | ... | | 1908 | Stabilmnto<br>Tecnico<br>Trieste | Soc.diNav.a.Vap.<br>Istria-Trieste | 146·3\|21·1\| 8·1<br>Q50'<br>FK | Trieste<br>Italian | T 6Cy11$\frac{13}{16}$"18⅝"&29$\frac{11}{16}$"–17¾"<br>92NHP<br>StabilimentoTecnico,Tri. | 9 |
| 33078<br>89765<br>SLTB | **Timbo** IronScSr | 295<br>254<br>116 | | | | | 1883 | G.H.Smith<br>&Co.<br>Newcastle | J.Milburn<br>(E.Milburn, *Mgr.*) | 145·5\|20·3\|11·0<br>F22*t* | Whitby<br>British | O.2Cy.19"&36"–22"<br>NB14 60RHP<br>Clarke,Chapman&Co.,Gts. | |
| 33079<br>132442<br>THLK | **Time** SteelScSr<br>ssMel.No.2–21 ~~ssSyd.No.1–17~~<br>*Elec.light* 2*Dks*(*UStl*&2*nd dkIrn*)<br>*Cantilever framed*<br>*Topside tanks amidships* | 3322<br>2849<br>1752 | ✠100A1<br>8,21 ~~8,20~~<br>✠LMC~~8,20~~<br>8,21 | Mel | *v* | CL<br>8,20 | 1913<br>1mo<br>*Lloyd* | J.Priestman&Co.<br>Sunderland<br>'*sA&CP*<br>*WB = CellDBa* | AustralianSteamshipsProprietary,<br>Ld. (*Man.Agents*,<br>HowardSmithLd.)<br>112'*uE&B*63'*f*118 | 340·0\|48·3\|21·8<br>P25'B82'F31'<br>FK<br>747 *Topside tanks* | Melbourne<br>British<br>6*BHCem*<br>243*tFPT*99*t* | Q.4Cy.24",34",48"&69"–45"<br>215lb (*s*) 442NHP<br>3SB,*9cf*,GS190,HS7619<br>Richardsons,Westgarth&<br>*APT*112*t* Co.Ld.Hpl. | 24<br>4<br>20 |
| 33080<br>MCQS | **Times** SteelScSr<br>ssNYk.No.3–10,18<br>1*Dk*(*ptIrn&ptStl*)&*deepframing*<br>*Elec.light* Wireless | 2096<br>1940<br>1328 | ✠100A1<br>1,21<br>MS6,18 | Xia<br>✠LMC<br>~~BS5,20~~<br>BS10,21 | *s* | CL<br>5,20 | 1906<br>5mo<br>*Lloyd* | J.Priestman&Co.<br>Sunderland<br>'*sA&CP*<br>*WB=Cell*<br>*Intermedia* | Wilhelmsens<br>Dmpsk.Akties.(W.<br>Wilhelmsen, *Mgr.*)<br>*DBa*92'*uE*20'*f*120'<br>*te bulkhead in fore* | 290·0\|42·2\|20·4<br>P23'B74'F30'<br>FK<br>600*tAPT*50*t*<br>*hold dispensed with,* | Tönsberg<br>Norwegian<br>*Cem*<br>4*BH only* | T.3Cy.22½",37"&61"–39" (*s*)<br>180lb *90lb* 256NHP<br>2SB,*6pf*,GS112,HS3984<br>J.Dickinson&Sons,Ld.Sld. | 21 |
| 33081<br>OUHZ | **Timgad** SteelTwinScSr<br>*Elec.light* Wireless 6*Dks* | 5232<br>—<br>2127 | | | | | 1911 | Ch.&Atel.<br>deProvence<br>PortdeBouc | Cie.Générale<br>Transatlantique | 402·3\|51·4\|28·7<br>P43'B220'F58' | Marseilles<br>French<br>*WB* | T.8Cy.27⅝",45⅝"&(2)55½"<br>–51$\frac{3}{16}$" 868NHP<br>Ch.&Atel.deProvence,Msl. | |
| 33082<br>31 | **Timsah** IronTwinScSp<br>*Fitted for oil fuel*<br>*CarryingOil in bulk* (*Barge*) 1*Dk* | 328<br>—<br>135 | | | | | 1884 | Lobnitz&<br>Co.Ld.<br>Renfrew | L.L.Andreis | 134·0\|25·4\|11·1 | Novorrosk<br>Russian<br>*WB* | C.4Cy.14"&28"–24"<br>64NHP<br>Lobnitz&Co.Ld.Renfrew | |
| 33083<br>129361 | **Tina Nutten** SteelScK<br>ssAbn.No.2–19<br>1*Dk* | 187<br>187<br>72 | ✠100A1<br>*StmTrawler*<br>8,19<br>✠LMC8,19 | Abn<br>BS6,21 | | 8,19 | 1911<br>7mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | VectisStmFishing<br>Co.Ld. | 110·5\|21·8\|11·8<br>BK7½" | Lowestoft<br>British<br>3*BHCem* | T.3Cy.12½",20"&33"–21" (*r*)<br>160lb 67RHP<br>1SB,*2pf*,GS36,HS1254<br>Hall,Russell&Co.Ld.Abn. | 12 |
| 33084<br>110988<br>SFQR | **Tinana** SteelScSr<br>*Mchy.Aft* 1*Dk*(*Stl*–teak s)<br>*Elec.light* &*Web frames* | 791<br>686<br>435 | ✠<br>2,01 | Dun | *l* | | 1901<br>2mo | Caledon<br>SB.&E.Co.Ld<br>Dundee | Australas'nUnited<br>Stm.Nav.Co.Ld.<br>*WB=Cell* | 210·0\|31·0\|13·2<br>P19'F35'<br>FK<br>*DBf*138'186*t FPT* | P.Adelaide<br>British<br>4*BHCem*<br>21*tAPT*13*t* | T.3Cy.17",28"&45"–33"<br>130NHP<br>1SB,*3cf*,GS66,HS2153<br>CaledonSB.&E.Co.Ld.Dun | 15 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33085<br>MGBB | **Tinfos** SteelScSr<br>*Elec.light* 1*Dk&Awng dk* | 185<br>171<br>88 | | | | | 1910 | Xiansands<br>Mek.Værks.<br>Xiansand | SundalensDmpsk. Akties. (O.W. Larsen,*Mgr.*) | 101·0<br>H14*t* | 19·1 | 13·4 | Xiansund<br>Norwegian<br>*WB* | T.3Cy.11",48"&20"–18"<br>17NHP<br>XiansandsM.V.Xiansands | | N |
| 33086<br>146517<br>KLBF | **Tingsang** SteelSc<br>2*Dks*(*Stl-U*teaks)<br>*Elec.light* Wireless | 2300<br>2256<br>1861<br>~~1286~~<br>1232 | ✠100A1<br>2,22<br>~~(ClassContem plated)~~<br>✠LMC2,22 | PG1 | *s* | CL | ~~1921~~<br>1922<br>2mo<br>Lloyd's A&CP | Dunlop,<br>Bremner&<br>Co.Ld.<br>PortGlasgow | IndoChinaStm. Nav.Co.Ld.<br>*CellDB*237'4 | 285·0<br>~~P28'B151'F27'~~<br>P33'B101 F32' FK<br>89*tDTa*20'278*tFPT* | 42·6 | 20·0 | London<br>British<br>4*BHCem*<br>52*tAPT*46*t* | T.3Cy.21",34"&57"–42" (*s*)<br>180lb *100lb* 298NHP<br>2SB,6*cf*,GS105,HS4435 FD<br>Dunlop,Bremner&Co.Ld. | 22 ″ 3<br>s2 ″ 10½<br>19 ″ 11 | |
| 33087 | **Tinn** SteelScSr<br>1*Dk&Awng dk* | 169<br>157<br>81 | | | | | 1911 | Xiansands<br>Mek.Værks.<br>Xiansand | Dmpskslsk.Gausta | 93·7 | 19·0 | 14·1 | Skien<br>Norwegian<br>*WB* | T.3Cy.10",16"&27"–15"<br>28NHP<br>XiansandsM.V.Xiansand | | |
| 33088<br>125165<br>HMPG | **Tintenbar** SteelScSr<br>*Elec.light* 1*Dk* | 668<br>480<br>312 | | | | | 1908 | Ardrossan<br>D.D.&S.B.Co.<br>Ld Ardrossan | NorthCoastSteam Nav.Co.Ld. | 185·5<br>Q93'B11'F20' | 30·2 | 10·7 | SydnyNSW<br>British<br>*WB* | T.3Cy.15",25"&40"–27"<br>83NHP<br>Hutson&Sons,Ld.Glasgow | | |
| 33089<br>124276<br>HPDN | **Tintern Abbey** SteelScSr<br>*ss*Cff.No.3,6,21 ~~*ss*Cff.No.2-10~~<br>*Elec.light* 1*Dk*(*Stl*)&*deep framing*<br>Wireless *Cargo battens not fitted* | 1812<br>1658<br>1091 | ✠100A1<br>~~3,21 11,19~~ 7,21<br>BS11,20 ✠LMC~~1,18~~<br>MS4,21 | Cff<br>Liv | *r* | CL<br>~~12,19~~<br>7,21 | 1909<br>5mo<br>Lloyd's A&CP | Richardsn,<br>Duck&Co.<br>Stockton<br>*WB* | All RussianCo-operativeSociety Ld. (Capt.V. Sagovsky,C.B,*Mgr*)<br>= *Cell DBa*98' *uE* | 275·0<br>P24'B54'F27' FK<br>18' *f*106' 471*t FPT* | 40·8 | 18·1 | Cardiff<br>British<br>4*BHCem*<br>65*tAPT*71*t* | T.3Cy.20½",33½"&55"–36"<br>180lb *90lb* (*s*) 187NHP<br>2SB,6*pf*,GS79,HS2750<br>Blair&Co.Ld.Stockton | 20 ″ 4<br>s3 ″ 2½<br>17 ″ 5 | |
| *Now* | *named* "**JacovSverdlov**," *See No.* | 37948 | *in Supplement* | | | | | | | | | | | | | |
| 33090<br>132215<br>HSOJ | **Tinto** SteelScSr<br>*ss*Hul.No.2-18<br>*Welldeck* 1*Dk*(*Stl*) | 757<br>634<br>311 | ✠100A1<br>11,21 ~~8,20~~<br>✠LMC<br>MS2,19 BS~~8,20~~ 11,21 | Gms<br>Lon | *l* | CL<br>8,20 | 1911<br>1mo<br>Lloyd's A&CP | Dundee<br>S.B.Co.Ld.<br>Dundee | Ellerman'sWilson LineLd.<br>*WB = CellD* | 200·1<br>P&B121'F25' FK<br>*Ba&uE*45'68*t FPT* | 32·1 | 13·4 | Hull<br>British<br>4*BHCem*<br>29*tAPT*11*t* | T.3Cy.15½",25"&42"–27" (*s*)<br>180lb 88RHP<br>2SB,4*pf*,GS66,HS1820<br>Amos&Smith,Ld.Hull | 14 ″ 6<br>s ″ 10<br>13 ″ 11 | |
| 33091<br>JSDF | **Tintoré** IronScBg<br>(*ex*Roquelle)<br>Wireless 1*Dk&Spardk* | 1322<br>—<br>706 | | | | | 1869 | Randolph,<br>Elder&Co.<br>Glasgow | Cia.Transmediter-ranea | 258·5 | 30·3 | 22·8 | Barcelona<br>Spanish | C.2Cy.38"&68"–33"<br>NB14 221NHP<br>Randolph,Elder&Co.,Gls. | | V |
| 33092<br>115309<br>TPHV | **Tintoretto** SteelScSr<br>*Elec.light* 2*Dks&deep framing*<br>Wireless | 4181<br>3904<br>2643 | | | | | 1902 | Workman,<br>Clark&CoLd<br>Belfast | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. *Mgrs.*) | 390·0 | 50·3 | 27·1 | Liverpool<br>British<br>*WB* | T.3Cy.26½",44"&75"–54"<br>413NHP<br>Wrkman,Clark&Co.Ld Bel | | C |
| 33093<br>132668<br>HVGN | **Tioga** SteelSc<br>*ss*Nwc.No.2-20<br>*Elec.light* 1*Dk*(*pt Stl*)&*Webframes*<br>*Mchy.Aft* | 742<br>551<br>345 | ✠100A1<br>~~7,21 12,20~~ 12,21<br>✠LMC12,20<br>*CarryingPetroleum in bulk*<br>BS12,21 | Nwc<br>Gmh | *y* | CL<br>~~12,20~~<br>12,21 | 1912<br>2mo<br>Lloyd's A&CP | Greenock&<br>Grangemo'th<br>Dkyrd Co.Ld.<br>Grangemo'th | Anglo-American OilCo.Ld. (J.Hamilton,*Mgr.*)<br>*WB = CellDBa*53 | 179·9<br>P65'B15'F28' FK<br>'66*t DTf* 11'35*t FP* | 31·1 | 12·8 | London<br>British<br>9*BHCem*<br>T8*tAPT*7*t* | T.3Cy.14",23"&37"–24" (*s*)<br>180lb 110NHP<br>1SB,3*cf*,GS57,HS2200<br>Richardsons,Westgarth& Co.Ld.Mdb. | 13 ″ 6<br>s1 ″ 2½<br>12 ″ 7 | |
| 33094<br>145958 | **Tionesta** SteelScSr<br>Wireless<br>*Mchy.Aft Elec.light* 2*Dks&Hurricane dk* | 4329<br>—<br>2652 | | | | | 1902 | DetroitS.B.<br>Co.<br>WyandtteMh | GreatLakes TransitCorporation | 340·0 | 45·2 | 28·0 | Erie,Pa.<br>Utd.States<br>*WB* | Q.4Cy.22",31½",45"&65"–42"<br>274NHP<br>DetroitS.B.Co.Detroit | | |
| 33095<br>~~200~~<br>~~[illegible]~~ | **Tip** SteelScSr<br>*ss*Shl.2ndNo.3-6,11<br>(*ex*Eveline) *ss*Got.No.2-20<br>*Well deck* 1*Dk*(*Stl*)2*trB* | 1305<br>1065<br>790 | ✠100A1<br>6,21 ~~6,20~~<br>✠LMC MS3,20<br>~~BS1,20 7,21~~<br>BS4,22 | Got | *o* | 6,20 | 1885<br>5mo<br>A&CP | Swan&<br>Hunter<br>Newcastle | ~~Rederiakt.Tip (DanBröstrom, Mgr.)~~ Franz.L. Nimtz<br>*WB = CellDB*200'294*tFPT* | 245·0<br>Q88'B52'H38*t*F25'<br>ptND06 BK8½" | 34·0 | 16·0 | Stettin<br>German<br>4*BHCem*<br>53*tAPT*56*t* | T.3Cy.18½",31"&50"–36" (*s*)<br>160lb *80lb* NDB96 152NHP<br>2SB,6*pf*,GS144,HS2300<br>WllsndSlp.Co.(Lim.)Nwc. | 18 ″ 6<br>s2 ″ 1½<br>17 ″ 2 | |
| 33096<br>220210<br>LWSH | **Tippecanoe** SteelSc<br>Sub Sig. Wireless *Fitted for oil fuel*<br>*Elec.light* *Carrying Petroleum in bulk*<br>*Mchy.Aft* *Longitudinal framing* 3*Dks* | 8266<br>8017<br>6308 | | | | | 1920 | NwprtNws<br>S.B.&D.D.Co<br>Newprt News | UnitedStates ShippingBoard | 461·6 | 60·0 | 27·7 | Newport News<br>Utd.States<br>*WB* | 2 Steam Turbines<br>NewportNewsSB&DD.Co. | | R |
| 33097<br>217134<br>LNMC | **Tipton** SteelSc<br>*Elec.light* Wireless 1*Dk*<br>Sub.Sig. | 2648<br>2325<br>1513 | | | ... | | 1918 | Bethlehem<br>S.B.Corp.Ld.<br>Wlmgtn,Del. | UnitedStates ShippingBoard (EarnLineS.S.Co. *Mgrs.*) | 299·6<br>P24'B96'F39' FK | 45·0 | 22·6 | Wilmgton (Del.)<br>Utd.States<br>*WB* | T.3Cy.21½",35"&58"–42"<br>341NHP<br>BethlehemS.B.Corp.Ld. | 25 ″ 3 | R |
| 33098<br>MRTN | **Tiro** SteelScSr<br>*Elec.light* 1*Dk* | 982<br>856<br>568 | | | | | 1918 | Hölens<br>Verksted<br>Larvik | D/S A/S Gonvik (H.A.Christensen, *Mgr.*) | 214·4<br>F25'B61'P22' | 34·1 | 13·9 | Sandefjord<br>Norwegian<br>*WB* | T.3Cy.15½",25"&42"–30"<br>97NHP<br>MossVærft,Moss | | N |
| 33099 | **Tirol** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 227<br>211<br>86 | | | | | 1920 | Reichs-<br>werft<br>Kiel | Hochseefischerei u.Fischmarkt A.G. | 119·3<br>H48'F18' | 24·3 | 9·6 | Emden<br>German<br>*WB* | T.3Cy.13",20½"&32¼"–22⅘"<br>50NHP<br>Reichswerft,Kiel | | |
| 33100<br>145300 | **Tirpitz** SteelTwinScSr<br>*Elec.light* 5*Dks* | ~~21477~~<br>21470<br>14000<br>11737 | | | | | 1914 | Vulcan-<br>Werke A-G<br>Stettin | CanadianPacific OceanServicesLd | ~~590·0~~<br>B282'<br>588·0 | ~~75·2~~<br>75·0 | 41·5 | London<br>British<br>*WB* | 2 Steam Turbines<br>Vulcan-Werke A-GStettin | | |
| | *Now named* "**Empress of China**," *See No.* | | | | | | 37179 | *in Supplement* | | | | | | | | |
| 33101 | **Tirreno** SteelScSr<br>*ss*Tri.No.1-20<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | *4285*<br>*4117*<br>*2704* | ✠100A1<br>*Shelter dk withfreeboard*<br>~~3,21 2,17~~<br>2.22<br>✠LMC10,20<br>BS1,22 | Shl<br>Tri<br>Cff | *y* | ~~3,21~~<br>CL<br>2,22 | 1914<br>2mo | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle | Soc.Anon diNav.a Vap."Lussino"<br>*WB = CellDBa uE*23'*f*166' | 400·0<br>FK<br>140'<br>1186*tDTa*30'1000*t* | 53·0 | 23·8 | Lusinpiclo<br>Italian<br>7*BHCem*<br>*APT*128*t* | T.3Cy.26½",44"&73"–48" (*s*)<br>180lb 433NHP<br>3SB,9*cf*,GS183,HS7116<br>Richardsons,Westgarth& Co.Ld.Sld. | 26 ″ 5 | |
| 33102<br>110<br>SMKC | — IronScSr<br>(*ex*Dolichion,<br>*Elec.light* *ex*GeorgeHeaton) 2*Dks*3*trB* | 2039<br>1875<br>1255 | | | ... | | 1882 | TyneI.S.B.<br>Co.<br>Newcastle | SocietàMarittima Italiana | 284·6<br>P27'B55'F29'<br>BK10" | 36·9 | 24·4 | Naples<br>Italian<br>*WB Tpd*.94 | T.3Cy.20",32½"&54"–45"<br>NB94 196NHP<br>N.E.MarineEng.CoLdNwc | 25 ″ 8 | I |
| 33103<br>JSFQ | **Tirso** IronScSr<br>(*ex*Argelia,*ex*Vicente Salinas,*ex*PrincessHelena,*ex*Galvanic)<br>Wireless | 600<br>—<br>206 | | | | | 1867 | Scott&Co.<br>Greenock | Hijos deEnrique Gironella | 235·5<br>P66*t*<br>len77 | 27·1 | 14·5 | Barcelona<br>Spanish | T.3Cy.18½",32½"&49¼"–33"<br>*Tpd*.87 NB87 139NHP<br>M'Ilwaine,Lewis&Co.Bel. | | V |
| 33104 | **Tirso Lizárraga** WoodSc | 156<br>—<br>100 | | | | | 1893 | G.Fenwick<br>&Co.Ld.<br>HongKong | Narbotante | 117·1 | 20·0 | 7·3 | Cebu<br>Utd.States | C.2Cy.12"&24"–14"<br>18NHP<br>G.Fenwick&Co.Ld.HKong | | |
| 33105<br>796<br>HBMJ | **Tirua** SteelTwinScSr | 188<br>—<br>130 | | | | | 1907 | Soc.Astil-<br>lerosBehrens<br>Valdivia | Soc.Armadores de Lebu | 112·0 | 20·0 | 9·8 | Lebu<br>Chilian | T.6Cy. | | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire. 3 Matériaux, Grément, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33106<br>136149<br>JSMP | **Tirydail** SteelScSr<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 650<br>474<br>363 | ✠100A1<br>3,21<br>✠LMC3,18 | Sws | *i* | 3,21 | 1918<br>3mo<br>*Lloyd* | CHWalker<br>&Co.<br>Sudbrook<br>'*sA&CP* | Cleeves'Western<br>ValleysAnthracite<br>Collieries,Ld.<br>(V.M.Williams,<br>*Mgr.*) *Cell D* | 176·0<br>Q107'F22'<br>FK<br>*B* 112'162*t* *FPT*35*t* | 27·6 | 11·8 | Swansea<br>British<br>3*BHCem*<br>*APT*12*t* | T.3Cy.13",23"&34"–22½"<br>180lb 60RHP<br>1SB,3*pf*,GS49,HS1496<br>Plenty&Son,Ld.Newbury | 13<br>4<br>13 |
| 33107<br>6050<br>KBMP | **Tisnaren** SteelTwinScSr<br>*OilEng.*<br>*Elec.light* 1*Dk*(*Stl*)*Shelter dk*(*Stl*)<br>*2nd dk*(*Stl*)*inNos.*1,2,3&4*holds*<br>Wireless *CruiserStern* | 5747<br>5136<br>3469 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21 ~~3,21~~<br>✠LMC~~10,18~~<br>10,21 | Ham<br>Got | *a*† | CL<br>5,20 | 1918<br>12mo | Aktieb.<br>Götaverken<br>Gothenburg | Rederiaktieb.<br>Transatlantic<br>(G.Carlsson,*Mgr.*) | 436·8<br>F36'*on Shelter dk*<br>FK<br>*Collision BH to Shltr dk*<br>*CellDB*372'1188*tFPT* | 56·2 | 26·9 | Gothenbrg<br>Swedish<br>6*BH toU dk*<br>89*tAPT*31*t* | Oil Engines 4S.C.SA<br>12Cy.29⅛"–43 5/12" 840NHP<br>DB*80lb*<br>Aktieb.Götaverken,Got. | 30<br>4<br>26 |
| 33108<br>OUIG | **Tisserand** SteelTwinSc<br>*Elec.light* 1*Dk*<br>*Mchy.Aft* | 1065<br>—<br>588 | | | | | 1920 | Soc.Anon<br>desAnciens<br>Chantiers<br>Dubigeon<br>Nantes | FrenchGovernment | 216·3<br>P74'F30' | 34·1 | 12·4 | Nantes<br>French<br>*WB* | C.4Cy.16½"&30¾"–19 5/16"<br>68NHP<br>Ateliers&Chantiers de la<br>Loire,St.Denis | |
| 33109 | **Tisza** IronScSr<br>*ss*Tri.2ndNo.3–8,11<br>*ss*Fiu.No.2–19<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>Now named "Stoppani," See No 32265 in Sup | 1041<br>1008<br>708 | ✠100A1<br>4,20<br>✠NE9,93 ✠LMC10,16<br>BS11,19 | Nap | *o* | CL<br>4,20 | 1879<br>12mo<br>*Lloyd* | Blackwood<br>&Gordon<br>Pt.Glasgow<br>'*sA&CP* | AdriaSoc.Anon<br>diNav.Marittima | 242·4<br>Q86'B60'F32'<br>BK8"<br>*WB=DB* | 32·5 | 16·8 | Fiume<br>4*BHCem*<br>210' *Tpd*93 | T.3Cy.17½",30½"&52½"–36"<br>165lb*80lb*(*s*)NDB11 166NHP<br>1SB,3*rf*,GS56,HS2480<br>WighmRichrdsn&Co.Nwc | 17 |
| 33110<br>124015<br>HJPW | **Titan** SteelTwinSc<br>*Elec.light* Wireless 3*Dks* | 8980<br>6533<br>5730 | | | | | 1906 | D&WHen-<br>dersn&Co.Ld.<br>Glasgow | OceanS.S.Co.Ld.<br>(A.Holt&Co *Mgrs*) | 485·8<br>39·3 | 58·3 | 30·8 | Liverpool<br>British<br>*WB* | T.6Cy.23",38½"&65"–48"<br>585NHP<br>D&W.Hendersn&CoLdGls | |
| 33111<br>OUIK | — SteelSc<br>(*ex*WarBriton) Wireless 1*Dk*(*Stl*)<br>*Elec.light* | 5134<br>4777<br>3207 | ✠100A1<br>5,22 ~~3,21~~<br>✠LMC8,18<br>*Carrying oil fuel in bulk F.P above 150° F.* | Nwc<br>Ham | *y* | CL<br>11,19 | 1918<br>8mo<br>*Lloyd* | Greenock&<br>Grngemouth<br>Dkyd.Co.Ld.<br>Greenock<br>'*sA&CP* | Soc."LesAffré-<br>teursRéunis"<br>(JeanStern) | 400·0<br>P50'B113'F39'<br>FK<br>*Middle line bulkhead*<br>*CellDB*345'1122*t* *FPT*123*t* *APT*150*t* | 52·3 | 28·5 | Marseilles<br>French<br>11*BHptCem*<br>*not oiltight* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 490NHP<br>3SB,9*cf*,GS190,HS7020 FD<br>J.G.Kincaid&Co.Ld.Grk. | 31<br>6<br>25 |
| 33112<br>PTRM | — SteelScSr<br>2*Dks* | 924<br>748<br>564 | | | | | 1891 | J.Laing<br>Sunderland | Koninkl.Nederl.<br>Stoomb.Maats. | 212·0<br>B46' H69' F27' | 30·9 | 14·2 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.16",24"&42"–27"<br>92NHP<br>G.Clark(Lim.),Sunderland | |
| 33113 | — SteelTwinScSp<br>(*Tug*)<br>*Elec.light* 2*Dks* | 617<br>591<br>19 | | | ... | | 1899 | J.P.Ren-<br>noldsn&Sons<br>SouthShields | Cie.Universelle du<br>CanalMar.deSuez | 158·0<br>BK7½" | 32·1 | 16·1 | PortSaid<br>Egyptian<br>*WB* | T.6Cy.20",33"&54"–33"<br>442NHP<br>J.P.Rennoldson&SonsSShl | 17 |
| 33114<br>OUIL | — SteelTwinScSp<br>(*ex*Cambria) | 364<br>297<br>17 | | | | | 1889 | Laird Bros.<br>Birkenhead | Cie.Générale<br>Transatlantique | 145·7 | 25·6 | 13·0 | Havre<br>French | T.6Cy.15",22"&38"–30"<br>NB03 158NHP<br>LairdBros.,Birkenhead | |
| 33115<br>99014 | — IronSc | 281<br>281<br>226 | | | | | 1880 | Samuda<br>Bros.<br>London | Port of London<br>Authority | 100·5 | 44·0 | 7·8 | London<br>British | C.6Cy.(3)4¾"&(3)10"–12"<br>40RHP<br>Hunter&English,London | |
| 33116<br>104294 | — SteelSc<br>1*Dk* | 256<br>253<br>130 | | | | | 1896 | Armstrong<br>Mitchell&Co.<br>Ld Newcastle | MerseyDocks&<br>HarbourBoard | 121·6 | 32·4 | 7·6 | Liverpool<br>British<br>*WB* | 2Cy.11"–15"<br>16RHP<br>Cochran&Co.,Birkenhead | |
| 33117 | — SteelSc<br>(*Tug*)<br>(*ex*LuciaWrede) 1*Dk* | 226<br>205<br>39 | | | | | 1912 | Schiffsw(v.<br>J&Sch.)A.G.<br>Hamburg | BugsierReed.&<br>BergungsAkt.Ges. | 122·3 | 23·2 | 11·0 | Hamburg<br>German<br>*WB* | C.2Cy.17½"&35½"–22½"<br>50NHP<br>Schwft.(v.J&Sch)AGHam | |
| 33118<br>109287<br>QGRL | — SteelTwinScCtr<br>(*Tug*)<br>1*Dk* | 151<br>123<br>— | | | ... | | 1898 | Day,Sum-<br>mers&Co.<br>Southampton | BeiraBoatingCo.<br>Ld. (W.Barr,<br>A.C.I.S.*Mgr.*) | 100·0<br>B35'F22'<br>BK6" | 21·1 | 8·5 | S'thamptn<br>British<br>*WB* | C.4Cy.12"&22"–21"<br>60RHP<br>Day,Summers&Co.Sou. | 9 |
| 33119 | — SteelTwinScCtr<br>*ss*Tri.No.1–14<br>*Elec.light* 1*Dk* | 119<br>—<br>17 | ✠100A1<br>*For Towing purposes*<br>Examined2,19<br>BS2,19 ✠LMC11,13 | Tri | | 11,13 | 1909<br>6mo<br>*Lloyd* | Hepple&<br>Co.Ld.<br>SouthShields<br>'*sA&CP* | Soc.Anon.diNav.<br>RimorchieSalva-<br>taggi (D.Trip-<br>covich,*Mgr.*) | 90·1<br>Q17'<br>BK6"<br>*WB=DTf*3'14*t* | 18·1 | 9·2 | Trieste<br>Italian<br>5*BHCem*<br>*APT*11*t* | C.4Cy.11"&24"–16" (*s*)<br>135lb 56NHP<br>1SB,2*cf*,GS32,HS1075<br>Hepple&Co.Ld.S.Shields | 10 |
| 33120 | — SteelSc<br>1*Dk* | 108<br>93 | | | | | 1917 | deGroot&<br>vanVliet<br>Slikkerveer | CorinthCanalCo. | 70·1 | 19·4 | 8·8 | Piræus<br>Greek | T.3Cy.11",19"&31"–21¼"<br>44NHP<br>RotterdamDroogd.Maats. | |
| 33121<br>45829 | — IronPadSp<br>(*Tug*)<br>(*ex*Atlas) | 102<br>96<br>7 | | | | | 1865 | Gourlay<br>Bros.<br>Dundee | Lawson-Batey<br>Tugs,Ld. | 85·5 | 18·6 | 9·7 | Newcastle<br>British | C.2Cy.28"&45"<br>NB02 50RHP<br>GourlayBros.Dundee | |
| 33122<br>421<br>SMKR | **Titania** SteelScSr<br>Wireless 1*Dk*&*Spar dk*&*deepframing* | 3438<br>3156<br>2173 | | | ... | | 1895 | Bartram&<br>Sons<br>Sunderland | LloydMediter-<br>raneoSoc.Italiana<br>diNav. | 350·0<br>P30'B74'F36'<br>BK8" | 45·0 | 24·4 | Genoa<br>Italian<br>*WB* | T.3Cy.24",39½"&65"–42"<br>287NHP<br>J.Dickinson&Sns(Ld),Sld | 26 |
| 33123 | — SteelScSr<br>*Elec.light* 1*Dk* | 1187<br>841<br>730 | | | | | 1912 | Schiffsw.v.<br>H.KochA.G.<br>Lübeck | FrenchGovernment | 225·6<br>P&B177'F28' | 33·1 | 14·9 | French<br>*WB* | T.3Cy.18 1/10",29 1/10"&46¼"<br>–32½" 122NHP<br>OttensenerMaschf.Altona | |
| 33124<br>3125<br>JHKR | — SteelScSr<br>1*Dk*&*Awng dk* | 750<br>428<br>440 | | | | | 1897 | Oskrshmns<br>M.V.Aktieb.<br>Oskarshamn | StockholmsRede-<br>riaktieb.Svea(H.<br>Ericson,*Mgr.*) | 178·0<br>H43*t* | 28·1 | 10·9<br>17·8 | Stockholm<br>Swedish<br>*WB* | T.3Cy.14½",23¼"&39½"–27½"<br>81NHP<br>GöteborgsMV.Aktieb.Got | |
| 33125<br>46<br>KPAB | — IronScSr<br>*ss*Cws.No.3–4,00<br>(*ex*Yacht) *ss*Alx.No.2–08<br>*Elec.light* 1*Dk* | 185<br>—<br>102 | 5,10 | Alx | | | 1879<br>5mo | Ramage&<br>Ferguson<br>Leith | N.I.Gavallo | 154·6<br>ND4,00 | 21·1 | 10·6 | Sebastopol<br>Russian<br>4*BHCem* | C.2Cy.18"&36"–22"<br>NB4,00 54NHP<br>1B,2*cf*,GS39,HS1012<br>Rankin&Blackmore,Grk. | |
| 33126<br>124496 | **Titmouse** SteelSc<br>*ss*Sou.No.3–8,20<br>1*Dk*(*Stl*) | 72<br>72<br>— | ✠100A1<br>*For Towing purposes*<br>8,20<br>✠LMC8,20 | Sou | | 10,19 | 1908<br>4mo<br>*Lloyd* | JIThorny-<br>croft&Co.Ld.<br>Southampton<br>'*sA&CP* | R.&J.H.Rea,Ld. | 75·8<br>BK6" | 17·6 | 8·6 | S'thamptn<br>British<br>4*BHCem* | C.2Cy.15"&30"–22" (*s*)<br>130lb 37RHP<br>1SB,2*pf*,GS38,HS1107<br>J.I.Thornycroft&CoLdSou | 9 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33127 | **Tito** SteelScK<br>ssGls.No.2-19<br>(exMartineta) 1Dk<br>Elec.light | 279<br>257<br>115 | ✠100A1<br>StmTrawler<br>11,20<br>~~BS2,21~~ ✠LMC11,19 | Bcl<br>BS4,22 | | CL<br>11,19 | 1909<br>12mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'sA&CP | Soc.Anon.Pesca y Nav. | 135·0<br>Q73' | 22·7 | 11·6<br>BK8" | S.Sebast'n<br>Spanish<br>3BHCem | T.3Cy.13",23"&37"-26" (s)<br>180lb 82NHP<br>1SB,3pf.GS45,HS1350<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 7 | |
| 33128<br>789<br>SMKV | — WoodSc<br>ParaffinMotor<br>Mchy.Aft (exTitano) (Tug) | 144<br>—<br>86 | | | | | 1911 | F.Bonifacio<br>Castellmare | Feola&Jeandeau | 96·0 | 26·0 | 11·0 | Torre del Greco<br>Italian | ParaffinMotor 4Cy.<br>Jorgensen,Copenhagen | | |
| 33129 | — Wood | 128<br>—<br>43 | | | | | 1914 | ................ | Vda.eHijo de P.P.Roxas | 89·5 | 22·5 | 6·5 | Manila<br>Utd.States | | | |
| 33130<br>123633<br>HFWS | **Tiverton** SteelScSr<br>ssMch.No.3-3,20<br>Wireless 1Dk(ptIrn&ptStl)2trB&deep framing3Dk rule | 3825<br>3466<br>2453 | ✠100A1<br>~~6,21 3,20~~ 12,21<br>BS6,21<br>Carrying oil fuel in bulk F.P. above 150°F. | Mch<br>~~Rot~~ Lon<br>✠LMC3,20 | v | CL<br>~~6,19~~<br>N12,21 | 1906<br>4mo<br>Lloyd | R.Stephenson&Co.Ld.<br>Newcastle<br>'sA&CP W | Oil&Molasses Tankers,Ld.<br>B = Cell D Ba108' | 343·0<br>P37'B95'F37'<br>uE&B40' f144'905t | 50·1 | 23·5<br>FK | London<br>British<br>9BHCem<br>APT170t<br>Middle line bulkhead not oiltight | T.3Cy.25",41"&67"-45" (r)<br>180lb 80lb 332NHP<br>2SB,6rf,GS124,HS5190<br>Blair&Co.Ld.Stockton | 26 ″ 0<br>s4 ″ 7<br>21 ″ 9 | |
| 33131<br>203045<br>KVHT | — WoodScSr<br>1Dk | 557<br>—<br>336 | | | | | 1906 | Hitchins&Joyce<br>Hoquiam,Wh | TivertonCo.<br>(J.C.Davenport) | 155·0 | 36·0 | 12·7 | S.Frncisco<br>Utd.States | C.2Cy.14"&32"-24"<br>42NH<br>UnitedEng.Works,S.Fo. | | |
| 33132<br>212565<br>LDPJ | **Tivives** SteelScSr<br>2Dks&2ptDks<br>Ref.Mchy. Elec.light Sub.Sig. Wireless | 5017<br>3894<br>3115 | | | | | 1911 | Workman,Clark&Co.Ld<br>Belfast | TivivesSteamship Corporation (UnitedFruitCo. Inc.) | 378·8<br>B160'F42' | 50·3 | 29·1 | NewYork<br>Utd.States<br>WB | T.3Cy.27",45"&75"-54"<br>412NHP<br>Wrkman,Clark&Co.LdBel | | C |
| 33133<br>LBMS | **Tizona** SteelSc<br>Elec.light Wireless 1Dk | 1592<br>1189<br>930 | | | | | 1920 | Laxevaags Msk.&Jrnskb<br>Bergen | A/S Tizona(K.Andersen&Co.Mgrs.) | 246·2<br>P61tQ103tH74t<br>B125tF29t | 37·9 | 15·8 | Frdrikstad<br>Norwegian<br>WB | T.3Cy.18",29"&49"-33"<br>137NHP<br>LaxevaagsMsk.&Jrns.Bgn | | N |
| 33134<br>NMTS | **Tjaldur** SteelScSr<br>Wireless<br>Elec.light (exVega) 1Dk | 795<br>502<br>433 | | | | ... | 1898 | Murdoch & Murray<br>Pt.Glasgow | DetForenede DampskibsSelsk. | 199·1<br>P48'B80'F51' | 30·0 | 11·8<br>FK | Copnhagn<br>Danish<br>WB | T.3Cy.18",29"&47"-33"<br>160NHP<br>Rankin&Blackmore,Grk. | 12 ″ 7 | V. |
| 33135<br>HFWB | **Tjalve** SteelScSp<br>(Ice breaker)<br>1Dk | 109<br>107<br>44 | | | | | 1892 | Nylands Værksted<br>Christiania | Drammens Komune | 71·0 | 19·0 | 11·9 | Drammen<br>Norwegian | C.2Cy.13½"&29"-21"<br>32NHP<br>NylandsVærksted,Xia. | | |
| 33136<br>PTSC | **Tjerk Hiddes** SteelSc4Mst<br>OilEng.<br>Mchy.Aft 1Dk | 488<br>422<br>368 | | | | | 1920 | J.Smit&Zoon<br>Foxhol | NV.Nederl.Handel enVrachtv.Mij. (J.Vellinga,Mgr.) | 147·2<br>B39'F29' | 26·3 | 13·9 | Rottrdam<br>Dutch | Oil Engines 2S.C.<br>4Cy.13⅗"-13⅘"<br>D.Goedkoop,Jr.Ams. | | |
| 33137 | **Tjibesar** SteelSc<br>Elec.light | 12000 | 100A1<br>Shelter dk<br>withfreeboard<br>(ClassContemplated) | | | | 1921 | Lithgows Ld.<br>Pt.Glasgow | Java-China-Japan Lijn | 500·5<br>F42'onShelter dk | 63·7 | 31·2 | Batavia<br>Dutch | 2 Geared Steam Turbines<br>D.Rowan&Co. Ld.Glasgow | | |
| 33138<br>TJFS | **Tjibodas** SteelScSr<br>ssHKg.No.3-5,19<br>Elec.light Wireless<br>1Dk(Stl)&Spar dk(Stl-teaks)&deep framing lower beams in No.1&3 holds | 4660<br>4083<br>2953 | ✠100A1<br>Spar dk<br>10,21 ~~3,21~~<br>~~BS5,20~~ ✠LMC5,19<br>BS5,21 | HKg<br>Sba | y | CL<br>N5,19 | 1906<br>7mo<br>Lloyd | Maats. Fyenoord<br>Rotterdam<br>'sA&CP W | Java-China-Japan Lijn<br>B=CellDBa124'u | 372·9<br>P46'B94'F50'<br>E20'f160'831tFPT | 49·6 | 19·6<br>27·5<br>FK | Batavia<br>Dutch<br>7BHCem<br>64tAPT21t | T.3Cy.24¼",40"&67"-45" (s)<br>180lb 391NHP<br>3SB,6cf,GS136,HS5529 FD<br>Maats.Fyenoord,Rot. | 30 ″ 1<br>s 6 ″ 3<br>24 ″ 3 | |
| 33139 | **Tjikandi** SteelSc<br>2Dks(Stl)&Shlter dk(Stl)<br>Elec.light | ~~8000~~<br>7983 ~~7450~~<br>7490 ~~5000~~<br>~~6081~~<br>4888 | ✠100A1<br>Shelter dk<br>withfreeboard<br>12,21 ~~10,21~~ ✠LMC10,21<br>~~(ClassContemplated)~~<br>Fitted for oil fuel 10,21 F.P. above 150°F. | PGl<br>Ams | b† | CL | 1921<br>10mo<br>Lloyd | R.Duncan &Co.Ld.<br>Pt.Glasgow<br>'sA&CP<br>CellDB392'1301tDTa34'1455tFPT120tAPT25t | Java-China-Japan Lijn | ~~448·1~~<br>F45'onShelterdk<br>448·7 | ~~58·0~~<br>57·9 | ~~33·1~~<br>34·9 FK | Batavia<br>Dutch<br>ptCem<br>CollisionBHtoShlt dk<br>7 ″ ″ U ″ | 2 ~~Geared~~ Steam Turbines<br>geared to 1Sc.Shaft<br>220lb (s) 935NHP<br>5SB,15cf,GS285,HS12780 FD<br>D.Rowan&Co.Ld.Glasgow | 37 ″ 4<br>s 9 ″ 8<br>28 ″ 1 | |
| 33140<br>TJFR | **Tjikembang** SteelSc2TwinMasts<br>ssHKg.No.1-19<br>3Dks(UStl-teaks)2nddk(Stl)<br>Elec.light Wireless | 8013<br>7135<br>5028 | ✠100A1<br>~~2,21~~ ~~10,20~~ 2,22<br>✠LMC11,19<br>BS6,21 | Sba<br>~~HKg~~ | e† | ~~11,19~~<br>~~6,21~~<br>2,22 | 1914<br>7mo<br>Lloyd | Kon.Maats deSchelde<br>Flushing<br>'sA&CP WB | Java-China-Japan Lijn<br>=CellDBa162'uE | 493·6<br>P65'B303'F60'<br>36'f181'1287tDTa | 58·3 | 31·2<br>FK | Batavia<br>Dutch<br>8BHCem<br>27'1312tDT | T.3Cy.33",54"&90"-60" (r)<br>180lb 918NHP<br>6SB,18cf,GS324,HS13931 FD<br>Maats.deSchelde,Flushing<br>f24'1251tFPT125tAPT26t | 34 ″ 0<br>s 6 ″ 11<br>27 ″ 6 | |
| 33141<br>TJFK | **Tjikini** SteelScSr<br>ssHKg.No.3-6,19<br>Elec.light 1Dk(Stl)&Spar dk<br>Wireless (Stl-teaks)&pt deep framing lower beams in Nos.1&3 holds | 4597<br>4169<br>2888 | ✠100A1<br>Spar dk<br>8,21 ~~1,21~~<br>~~BS1,21~~ ✠LMC6,19<br>BS12,21 | Sba<br>HKg | y | CL<br>~~1,19~~<br>8,21 | 1907<br>1mo | Kon.Maats deSchelde<br>Flushing<br>A&CP WB | Java-China-Japan Lijn<br>=CellDBa136'uE | 373·0<br>P&B286'F50'<br>20'f160'866tFPT | 49·5 | 19·6<br>27·3<br>FK | Batavia<br>Dutch<br>8BHCem<br>70tAPT44t | T.3Cy.24¼",40"&67"-45" (s)<br>180lb 391NHP<br>3SB,6cf,GS136,HS5535 FD<br>Maats.deSchelde,Flushing | 30 ″ 4<br>s 5 ″ 9<br>24 ″ 11 | |
| 33142<br>TJFP | **Tjilatjap** SteelScSr<br>ssHKg.No.3-3,15<br>ssHKg.No.1-19<br>1Dk(Stl)&Spar dk(ptStl-teaks)<br>Elec.light Wireless &deep framing | 3859<br>3468<br>2470 | ✠100A1<br>Spar dk<br>~~7,21~~ ~~12,20~~ 3,22<br>~~BS12,20~~ ✠LMC1,19<br>BS1,22 | HKg<br>Sba | w | CL<br>5,20 | 1903<br>7mo<br>Lloyd | SirRaylton Dixon&CoLd<br>Middlesbro'<br>'sA&CP W | Java-China-Japan Lijn<br>B=CellDBa112'u | 349·0<br>P52'B80'F52'<br>E18'f150'711tFPT | 46·3 | 18·9<br>26·9<br>FK | Batavia<br>Dutch<br>6BHCem<br>57tAPT28t | T.3Cy.23",37"&64"-42" (r)<br>180lb 354NHP<br>3SB,6cf,GS118,HS5095 FD<br>Richardsons,Westgarth&Co.Ld.Hpl. | 29 ″ 6<br>s 6 ″ 2½<br>23 ″ 11 | |
| 33143 | **Tjileboet** SteelSc2TwinMsts<br>Elec.light Wireless 2Dks(StlU-teaks)3rdtrBin Nos.1&3holds | 5760<br>4877<br>~~2686~~<br>3625 | ✠100A1<br>~~7,21~~ ~~12,20~~ 12,21<br>✠LMC9,18<br>Fitted for oil fuel 9,18 F.P. above 150° F. | HKg | a† | CL<br>12,20 | 1918<br>2mo | Maats. Fyenoord<br>Rotterdam<br>A&CP | Java-China-Japan Lijn<br>CellDB353'1105 | 420·3<br>P58'B252'F55'<br>tDTa23'914tFPT | 54·3 | 27·5<br>FK | Batavia<br>Dutch<br>8BHCem<br>82tAPT13t | T.3Cy.28½",47"&77"-48" (r)<br>180lb 544NHP<br>3SB,9cf,GS183,HS7809 FD<br>Maats.Fyenoord,Rot. | 30 ″ 2<br>s 5 ″ 0½<br>25 ″ 6 | |
| 33144<br>TJFQ | **Tjiliwong** SteelScSr<br>ssHKg.No.1-21 ssHKg.No.3-9,17<br>Elec.light 1Dk(Stl)&Spardk(Stl-teaks)&deepframing lower beams in fore hold<br>Wireless | 4809<br>4071<br>3061 | ✠100A1<br>Spar dk<br>~~8,21~~ 5,20 3,22<br>~~MS9,17~~ ✠LMC 8,21<br>BS8,20 | Shi<br>~~HKg~~ Sba | y | CL<br>5,20 | 1905<br>10mo | Nederl. Schps.Maats.<br>Amsterdam<br>A&CP | Java-China-Japan Lijn<br>WB=Cell DBa124'uE&B38' | 372·8<br>P56'B84'F51'<br>f160'943tFPT104t | 49·3 | 19·6<br>27·1<br>FK | Batavia<br>Dutch<br>7BHCem<br>APT36t | T.3Cy.23½",39½"&64⅞"-47¼"<br>180lb (s) 385NHP<br>3SB,6cf,GS136,HS5529 FD<br>NedFb.v.Wrk&Spoor,Ams | 30 ″ 1<br>s 6 ″ 4<br>24 ″ 2 | |
| 33145<br>TJFV | **Tjimanoek** SteelScSr<br>ssHKg.No.2-19<br>2Dks(Stl-Uteaks)&Webframes<br>Elec.light Wireless Longitudinal framing | 5620<br>4971<br>3510 | ✠100A1<br>~~6,21~~ ~~10,20~~ 1,22<br>~~BS5,20~~ ✠LMC5,19<br>BS6,21 | Kob<br>~~Ham~~ Sba | a† | ~~9,19~~<br>6,21 | 1911<br>6mo<br>Lloyd | Maats. Fyenoord<br>Rotterdam<br>'sA&CP | Java-China-Japan Lijn<br>WB=CellDBa<br>f180'1123tD | 420·0<br>P58'B250'F54'<br>111'uE&B48'<br>Ta23'913tFPT83t | 54·2 | 27·5<br>FK | Batavia<br>Dutch<br>7BHCem<br>APT19t | T.3Cy.28½",47"&77"-48" (r)<br>180lb 547NHP<br>3SB,9cf,GS181,HS7860 FD<br>Maats.Fyenoord.Rot | 30 ″ 0<br>s 5 ″ 1<br>25 ″ 3 | |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | |
| 33146<br>TJFM | **Tjipanas** SteelScSr<br>ssHKg.No.3–4,15<br>ssHKg.No.1–19<br>1*Dk*(*Stl*)&*Spardk*(*Stl*–teaks)&*deep framing lower dk beams in fore hold*<br>*Elec.light* Wireless | 3815<br>3485<br>2444 | ✠100A1<br>*Spar dk*<br>~~7,21~~ ~~1,21~~ 2,22<br>~~BS4,20~~ ✠LMC4,19<br>BS4,21 | Kob<br>HKg | *w* | CL<br>4.20 | 1903<br>7mo | Nederl. Schps.Maats.<br>Amsterdam<br>A&CP *W* | Java-China-Japan Lijn<br>*B = Cell DBa*109'*u* | 349·0\|46·0\|19·0<br>P52'B80'F51' 27·0<br>FK<br>*E*19'*f*142'756*tFPT* | Batavia<br>Dutch<br>7*BHCem*<br>100*tAPT*38*t* | T.3Cy.23¾",37"&64 9/16"–42"<br>180lb (r) 350NHP<br>3SB,8*cf*,GS128,HS4973 FD<br>Nederl.FabriekWerk.Ams | 29<br>23 |
| 33147<br>TJGC | **Tjisalak** SteelSc2TwinMasts<br>ssH.Kg.No.1–21<br>*Elec.light* 2*Dks*(*StlU*–teaks)<br>Wireless 3*trB* in *Nos*.1,3&4*holds* | 5787<br>4945<br>3614 | ✠100A1<br>~~9,21~~ ~~2,21~~ 3,22<br>✠LMC5,21<br>*Fitted for oil* | HKg<br>Sba<br>*fuel* 3,17 | *a*† | ~~1,20~~<br>3,22<br>*F.P. a* | 1917<br>3mo<br>*Lloyd*<br>*bove*15 | Nederl. Schps.Maats.<br>Amsterdam<br>'*sA&CP*<br>0°F. | Java-China-Japan Lijn | 419·9\|54·2\|27·3<br>P58'B249'F54'<br>FK<br>*CellDB*358' | Batavia<br>Dutch<br>7*BHptAsp ptCem*<br>1090*t DTa* | T.3Cy.27 9/16",45¼"&74"–51 9/16"<br>180lb (r) 536NHP<br>3SB,9*cf*,GS186,HS7842 FD<br>Werkspoor.Amsterdam<br>24'902*tFPT*104*tAPT*25*t* | 30<br>5<br>25 |
| 33148<br>TJGB | **Tjisondari** SteelSc2TwinMasts<br>ssH.Kg.No.1–19<br>*Elec.light* 3*Dks*(*UStl*–teaks)<br>Wireless 2nd *dk*(*Stl*) | 8039<br>7139<br>5019 | ✠100A1<br>~~7,21~~ ~~1,21~~ 12,21<br>BS6,21 ✠LMC9,19 | Sba<br>~~HKg~~ Ham | *s*† | 1,21 | 1915<br>4mo<br>*Lloyd* | Kon.Maats deSchelde<br>Flushing<br>'*sA&CP*<br>*WB* | Java-China-Japan Lijn<br>= *CellDBa*162'*uE* | 494·0\|58·4\|31·2<br>P65'B303'F60'<br>FK<br>36'*f* 181'1287*t DTa* | Batavia<br>Dutch<br>8*BHCem*<br>27'1312*tDT* | T.3Cy.33",54"&90"–60" (*r*)<br>180lb 918NHP<br>6SB,18*cf*,GS324,HS13932FD<br>Maats.deSchelde,Flushing<br>*f*24'1251*tFPT*125*tAPT*26*t* | 34<br>6<br>27 |
| 33149<br>TJFW | **Tjitaroem** SteelScSr<br>ssHKg.No.2–19<br>*Elec.light* 2*Dks*(*Stl–Upt* teaks)<br>3rd *dk in No.1hold& Web frames*<br>Wireless *Longitudinal framing* | 5775<br>5035<br>3667 | ✠100A1<br>9,21 ~~3,21~~<br>✠LMC6,19<br>~~BS4,20~~<br>BS4,21 | HKg<br>Sba | *a*† | 3,21 | 1910<br>11mo<br>*Lloyd* | Nederl. Schps.Maats.<br>Amsterdam<br>'*sA&CP* | Java-China-Japan Lijn<br>*WB*=*C* | 420·7\|54·0\|26·8<br>P57'B251'F56'<br>FK<br>*ellDBa* 114'*uE*50'*f* | Batavia<br>Dutch<br>8*BHCem*<br>182' 1120*tD* | T.3Cy.28½",47"&77"–48" (*r*)<br>180lb 545NHP<br>3SB,9*cf*,GS181,HS7830 FD<br>Maats.deSchelde,Flushing<br>*Ta*23'898*tFPT*109*tAPT*31*t* | 30<br>5<br>25 |
| 33150<br>3562<br>JLBM | **Tjörn** SteelScSr<br>1*Dk* | 114<br>64<br>80 | | | | | 1899 | Eriksbergs M.V.<br>Eriksberg | MarstrandsNya Ångf.Aktieb. (E. Rutgerson,*Mgr*.) | 80·4\|17·4\| 7·2<br>Q19'B34'H6*t*F16' | Marstrand<br>Swedish | C.2Cy.9¼"&19½"–13½"<br>12NHP<br>EriksbergsM.V.Got. | |
| 33151<br>3146<br>JHLV | **Tjust** SteelScSr<br>1*Dk*&*Shelter dk* | 333<br>150<br>224 | | | | | 1898 | Göteborgs M.V.Aktieb<br>Gothenburg | TjustsNyaÅngf. Aktieb. (K Sjögren,*Mgr*.) | 119·5\|22·4\| 9·6<br>B71'H37*t*F15' 16·3 | Vestervik<br>Swedish | C.2Cy.15½"&32⅞"–17¾"<br>38NH<br>GöteborgsM.V.Gothenbrg | |
| 33152<br>11721<br>LFPK | **Toan Maru** WoodScSr<br>(*ex*NagataMaruNo.19)<br>2*Dks* | 417<br>373<br>301 | | | | | 1908 | S.Nagata<br>Osaka | FujimaKaichiro | 139·1\|21·7\|15·8 | Nishino-miya<br>Japanese | T.3Cy.10 9/16",17¾"&28¼"–20"<br>36NHP<br>S.Nagata,Osaka | |
| 33153 | **Toba** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 6783<br>6475<br>4988 | ✠100A1<br>*Shelter dk with freeboard*<br>~~8,21~~ 12,20 ✠LMC7,20<br>*Fitted for oil* | Rot<br>*fuel* 7,20 | *a*† | CL<br>12,20<br>*F.P. a* | 1920<br>6mo<br>*bove*15 | Harima Dckyd.Co.<br>O'Harima<br>A&CP<br>0° F. | Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs*.)<br>*CellDB*366'<br>1153*tDTa*39'936 | 425·0\|53·6\|34·9<br>FK<br>*Collision*<br>*tFPT* 153*tAPT*72*t* | Rottrdam<br>Dutch<br>*ptCem*<br>*BH to Sh dk*<br>6 „ „ *U* „ | T.3Cy.28",47"&79"–51" (*s*)<br>200lb 600NHP<br>2SB&1AuxB,11*cf*, FD<br>GS194,HS8270<br>KobeSteelWorks,Ld.Kobe | 37<br>9<br>23 |
| 33154<br>19284<br>NCHQ | **Toba Maru** SteelTwinScSr<br>ssYka No.1–20<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 6995<br>6447<br>4283 | ✠100A1<br>6,21 ~~8,20~~<br>✠LMC~~5,20~~ 6,21<br>*Fitted for oil* | Gls<br>Kob<br>*fuel* 8,20 | *b*† | CL<br>6,19<br>*F.P. a* | 1916<br>8mo<br>*Lloyd*<br>*bove*15 | Kawasaki Dkyd.Co.Ld<br>Kobe<br>'*sA&CP*<br>0° F. | NipponYusen KabushikiKaisha<br>*CellDB*375'1192 | 445·0\|58·0\|34·0<br>P34'B138'F37'<br>FK7<br>*tDTa*42'1312*tFPT* | Tokio<br>Japanese<br>*BHCem*<br>55*tAPT*60*t* | T.6Cy.21",33½"&56"–48" (*s*)<br>200lb 628NHP<br>4SB,12*cf*,GS220,HS9108 FD<br>KawasakiDkydCoLdKobe | 34<br>7<br>26 |
| 33155<br>21881<br>NRJK | — WoodAuxScSr | 199<br>—<br>143 | | | | | 1918 | ………… | NanyoBoyeki KabushikiKaisha | 96·3\|24·5\|11·5 | Toba<br>Japanese | | |
| 33156<br>110756<br>JNDH | **Tobago** IronScK<br>ssHul.No.3–9,12<br>ssHul.No.2–20<br>1*Dk* | 159<br>153<br>63 | ✠100A1<br>*StmTrawler*<br>12,21 ~~9,20~~ ✠LMC9,20<br>BS10,21 | Hul | | CL<br>~~9,20~~<br>12,21 | 1899<br>12mo | Cook,Wel-t'n&Gemmell<br>Hull<br>A&CP | HullSteamFishing &IceCo.Ld. | 106·8\|21·0\|11·0<br>ND12<br>BK7½"<br>*WB*= | Hull<br>British<br>4*BHCem*<br>*DT f*13'24*t* | T.3Cy.10",17"&28"–21" (*s*)<br>200lb 45RHP<br>1SB,2*rf*,GS24,HS720<br>Amos&Smith,Hull | 11 |
| 33157 | **Tobolsk** SteelScSr<br>*Elec.light* Wireless | 2689<br>2546<br>1619 | | | | | 1912 | NevskyS.B &Mch.Works<br>Petrograd | RussianVolunteer FleetAssociation | 287·0\|40·0\|27·0 | Russian | T.3Cy.20",32"&52"–39"<br>169NHP<br>NevskyS.B.&MchWk.Ptr. | |
| 33158 | **Tocantins** SteelScSr<br>ssN.Yk.No.3–6,15<br>(*ex*RasBera) 1*Dk*(*Stl*)&*Spar dk*<br>Wireless (*ptStl*&*ptIrn*)&*deep framing* | 4113<br>3640<br>2685 | ~~✠100A1~~<br>*Spar dk*<br>1,22 ~~6,19~~ ~~✠LMC6,19~~ | NYk | *w* | 6,19 | 1901<br>4mo | J.Blumer &Co.<br>Sunderland<br>A&CP | LloydBrasileiro<br>*WB= CellDBa* | 350·0\|46·5\|18·8<br>P30'B100'F38' 26·7<br>FK<br>108'*uE*24'*f*148'863*t* | R.Janeiro<br>Brazilian<br>6*BHCem*<br>*APT*82*t* | T.3Cy.25",42"&68"–48" (*s*)<br>180lb 350NHP<br>2SB,8*pf*,GS142,HS5400<br>J.Dickinson&Sons,Ld.Sld. | 29 |
| 33159 | — SteelTwinScSr<br>*Elec.light* 1*Dk*(*Teak*)&*Promenade dk*(*Teak*) | 659<br>430<br>341 | ✠<br>*For River pur*<br>6,12 ✠ | Grk<br>*poses o* | *nly* | | 1907<br>12mo | Murdoch& Murray<br>Pt.Glasgow | B.daSilva | 180·0\|33·1\|11·0<br>F36'<br>FK | Para<br>Brazilian<br>6*BHCem* | T.6Cy.11",18"&29"–21"<br>134NHP<br>1DB,6*cf*,GS115,HS2765<br>J.G.Kincaid&Co.Ld.Grk. | 11 |
| 33160<br>80<br>SMLH | **Tocra** SteelScSr<br>ssBrs.No.2–09<br>(*ex*Mustapha, *ex*PortMaria) 2*Dks*(*UStl*)&*Awng dk*(*ptStl*–ws)<br>*Elec.light* | 2864<br>2526<br>1405 | ✠<br>*Awng dk with freeboard*<br>12,13 ✠ | Msl | *t* | | 1901<br>3mo | Ramage& Ferguson,Ld.<br>Leith | "Sicilia"Società diNavigazione<br>*WB*= | 334·7\|40·2\|17·6<br>B154' 25·5<br>BK10"<br>*CellDBa* 50' *uE*&*B* | Palermo<br>Italian<br>5*BHCem*<br>112'*f*84'386*t* | T.3Cy.31½",50"&80"–48"<br>656NHP<br>4SB,12*cf*,GS300,HS10027FD<br>Ramage&Fergusn,Ld.Lth | 28 |
| 33161<br>112<br>PBTN | **Toei Maru** SteelScSp<br>(*ex*KaikokuMaru)<br>2*Dks* | 182<br>—<br>103 | | | | | 1906 | S.Ono<br>Osaka | ChosenYusen KabushikiKaisha | 110·0\|16·9\|12·9<br>B18' | Jinsen<br>Japanese | T.3Cy.9¼",15"&24½"–18"<br>25NHP<br>S.Ono,Osaka | |
| 33162<br>52<br>KBGM | — WoodSc | 133<br>—<br>82 | | | | | 1917 | ………… | TanakaKozan KabushikiKaisha | 82·0\|15·9\|13·8 | Kiirun<br>Japanese | | |
| 33163<br>117600<br>WPHS | **Tofua** SteelTwinScSr<br>*Ref.Mchy.* *Elec.light* Wireless 3*Dks* | 4345<br>2461<br>2634 | | | | | 1908 | W.Denny &Bros.<br>Dumbarton | UnionS.S.Co.of NewZealand,Ld. | 350·3\|48·2\|20·5<br>F42' | London<br>British<br>*WB* | T.6Cy.22½",36½"&59"–36"<br>418NHP<br>Denny&Co.Dumbarton | |
| 33164<br>24076<br>RGTB | **Tofuku Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>Wireless | 5857<br>5586<br>4259 | ✠100A1<br>*Awng dk with freeboard*<br>8,21 ~~10,20~~ ✠LMC~~10,20~~ 8,21 | Kob | *y* | 8,21 | 1919<br>1mo | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>A&CP | KokusaiKisen KabushikiKaisha<br>*Colli*<br>*Ce* | 385·0\|51·0\|36·0<br>FK<br>*sion BH to Awng dk*<br>*llDB*334'1118*tFPT* | Kobe<br>Japanese<br>*Cem*<br>5*BH to U dk*<br>126*tAPT*93*t* | T.3Cy.26",43½"&72"–48" (*s*)<br>200lb 436NHP<br>2SB&1AuxSB,8*cf*,GS154,<br>HS5636 FD<br>KawasakiDkydCoLd.Kobe | 36<br>9<br>27 |
| 33165<br>101788 | **Togo** WoodScCtr<br>1*Dk* | 153<br>126<br>90 | | | | | 1906 | F.Moore<br>Launceston, Tas. | J.Rowe&Sons,Ld. | 122·0\|22·6\| 9·5 | Hobart<br>British | T.4Cy.12",19"&(2)22"–18"<br>46RHP<br>GlasgowEngCo.Launcestn | |

| 1<br>…, in …ok.<br>…cial No.<br>…de …ters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. DateofR.ofTradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3166 | Togo **SteelScSp**<br>1*Dk*(*Stl*) | *141*<br>*141*<br>*8* | ✠<br>*For Towing purposes*<br>12,05 ✠ | Dun | | | 1905<br>12mo | Dundee Shipbuilders' CoLd.Dundee | **TheArgentine Nav.Co. (Nicolás Mihanovich)Ld.** | 80·2 | 22·3 | 13·2<br>BK6½"<br>*WB*= | **Bns.Ayres**<br>Argentine<br>3*BHCem*<br>*APT*¾*t* | C.2Cy.20"&43"–27"<br>109NHP<br>1SB,3*cf*,GS59,HS1961<br>MacColl&Pollock,Ld.Sld. | 13 ″ 9 | |
| 3167<br>7092<br>MST | Togo Maru **SteelScSr**<br>(*ex*Memnon,<br>*ex*Gulf of Guinea,*ex*TogoMaruNo.1)<br>*Elec.light* 2*Dks*3*trB* | 3106<br>2384<br>1909 | | | … | | 1888 | Hawthorn, Leslie&Co.Ld Newcastle | **YamashitaKisen KabushikiKaisha** | 324·1<br>P83*t*B88'F89' | 39·7 | 22·9<br>BK10" | **Nishino-miya**<br>Japanese<br>*WB* | T.3Cy.26⅜",42⅜"&69"–48"<br>361NHP<br>Blair&Co.Ld.Stockton | 25 ″ 1 | |
| 3168<br>10841<br>OWN | Togo Maru No. 1 **SteelScSp**<br>(*Whaler*)<br>(*ex*Togo) 1*Dk* | 107<br>—<br>41 | | | | | 1906 | Akers Mek.Værks. Christiania | **ToyoHogei KabushikiKaisha** | 95·4 | 17·4 | 10·4 | **Nishino-miya**<br>Japanese | T.3Cy.11",18"&29"–18"<br>37NHP<br>AkersMek.Værks.Xia. | | |
| 3169<br>10360<br>LBRF | Togo Maru No. 2 **SteelScSp**<br>(*ex*Humber)<br>1*Dk* | 108<br>—<br>40 | | | | | 1902 | Nylands Værksted Christiania | **ToyoHogei KabushikiKaisha** | 94·8 | 17·3 | 10·7 | **Nishino-miya**<br>Japanese | T.3Cy.10½",17"&28½"–20"<br>36NHP<br>NylandsVærksted,Xania. | | |
| 3170<br>10377<br>LBSG | Togo Maru No. 3 **SteelScSr**<br>1*Dk* | 152<br>140<br>82 | | | | | 1907 | J.Harada Osaka | **ToyoHogei KabushikiKaisha** | 110·4 | 17·8 | 12·1 | **Nishino-miya**<br>Japanese | T.3Cy.11½",19"&29¼"–18"<br>42NHP<br>J.Harada,Osaka | | |
| 3171<br>cked 6,20<br>RPTL | Toho Maru **SteelSc** | 1218<br>—<br>831 | | | | | 1918 | ……………… | **NipponKokwan KabushikiKaisha** | 218·0 | 32·1 | 19·0 | **Yokohama**<br>Japanese | | | |
| 3172<br>11008<br>LDWP | Tohoku Maru **WoodSc**<br>1*Dk* | 133<br>—<br>64 | | | | | 1908 | Toba Zosensho Toba | **SanrikuKisen KabushikiKaisha** | 106·2 | 15·1 | 11·3 | **Kamaishi**<br>Japanese | C.2Cy.14"&28"–18"<br>28NHP<br>TobaZosensho,Toba | | |
| 33173<br>10955<br>JGNL | — **WoodScSp**<br>1*Dk* | 119<br>105<br>66 | | | | | 1913 | Hakodate SenkyoKaisha,Hakodate | **MutsuKisen KabushikiKaisha** | 104·6 | 14·3 | 9·8 | **Ominato**<br>Japanese | C.2Cy.11½"&23"–16"<br>18NHP<br>HakodateSenkyoKaisha | | |
| 33174<br>VPCB | Toimi **SteelSc**<br>(*Tug*) | 106<br>—<br>21 | | | | | 1894 | G.Schneider&Co. Memel | **A.Santaholma Osakeyhtio** | 68·9 | 18·5 | 6·6 | **Ullåborg**<br>Finnish | | | |
| 33175<br>MRDJ | Tojo **WoodScSr**<br>*OilEng.*<br>1*Dk* | 103<br>92<br>75 | | | | | 1917 | Holmens Verft Risör | **B.Schattenstein** | 83·2<br>H9*t* | 19·7 | 9·1 | **Chrstiania**<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.13"–13⅔" 23NHP<br>J&CG.BolindersCoLdSkm | | N |
| 33176<br>23290<br>RCGS | Tojun Maru **SteelScSr**<br>*Elec.light* 1*Dk* | 1672<br>1412<br>1189 | | | | | 1918 | Hakodate DockCo.Ld. Hakodate | **KanemoriKisen KabushikiKaisha** | 242·0<br>P12'B61'F30' | 36·0 | 21·5 | **Hakodate**<br>Japanese<br>*WB* | T.3Cy.18",29"&49"–33"<br>138NHP<br>HakodateDockCo.Ld.Hak. | | V |
| 33177<br>217370<br>LPFW | Toka **WoodSc**<br>*Elec.light* Wireless 1*Dk*2*trB* | 2550<br>2094<br>1541 | | | | | 1919 | Meacham& Babcock S.B.Co. Seattle,Wash | **UnitedStates ShippingBoard** | 266·7<br>P28'B65'F26' | 46·5 | 23·9 | **Seattle**<br>Utd.States | T.3Cy.19½",32"&56"–36"<br>188NHP<br>LlewellynIronWorks, LosAngeles,Cal. | | R |
| 33178 | — **SteelSc**<br>(*Tug*) | 110<br>113<br>— | | | | | 1914 | Jonker& Stans,Hndrik IdoAmbacht | **Soc.Russe de Construction** | 88·6 | 19·0 | 10·0 | **Reval**<br>Esthonian | T.3Cy.11½",18"&30"–21½"<br>42NHP<br>Alblasserdam.Msch.Fab. | | |
| 33179<br>13545<br>LNKS | Toka Maru No. 18 **WoodAuxScSr** | 190<br>—<br>113 | | | | | 1911 | ……………… | **UsuiShinji** | 109·0 | 23·0 | 10·8 | **Ushioye**<br>Japanese | | | |
| 33180<br>7473<br>JSDQ | Tokachi Maru **SteelScSr**<br>(*ex*UwajimaMaruNo.8)<br>2*Dks* | 301<br>—<br>180 | | | | | 1905 | Ominato Zosensho Ominato | **KanamoriShoji KabushikiKaisha** | 141·0 | 18·9 | 14·4 | **Hakodate**<br>Japanese | C.2Cy.17¼"&31½"–22"<br>E*made*86 *fitted*05 39NHP<br>B*made*96 *fitted*05<br>KawasakiDkydCoLdKobe | | |
| 33181<br>21696<br>NQPC | Tokai Maru **WoodSc** | 521<br>—<br>301 | | | | | 1917 | ……………… | **TokioShosen KabushikiKaisha** | 167·8 | 27·5 | 15·6 | **Shinagawa**<br>Japanese | | | |
| 33182<br>8358<br>JDBS | — **WoodScSr**<br>2*Dks* | 496<br>—<br>303 | | | | | 1901 | Ominato Zosensho Kab.Kaisha Ominato | **MaruniKisen GoshiKaisha** | 167·2 | 22·8 | 17·7 | **Nishino-miya**<br>Japanese | T3Cy.11$\frac{15}{16}$",18$\frac{3}{16}$"&30⅞"–20"<br>42NHP<br>C.Ishii,Osaka | | |
| 33183<br>26265<br>RSTK | — **WoodSc** | 298<br>—<br>167 | | | | | 1919 | ……………… | **KanamoriShosen KabushikiKaisha** | 124·3 | 24·6 | 13·8 | **Osaka**<br>Japanese | | | |
| 33184<br>49<br>KBGH | — **Steel** | 186<br>—<br>67 | | | | | 1912 | ……………… | **TaiwanKairiku SangyoKabushiki Kaisha** | 110·7 | 22·0 | 11·7 | **Kiirun, Formosa**<br>Japanese | | | |
| 33185<br>21231<br>NPRC | — **WoodSc** | 144<br>—<br>84 | | | | | 1917 | ………,…… | **SanrikuKisen KabushikiKaisha** | 98·2 | 16·7 | 11·5 | **Kamaishi**<br>Japanese | | | |
| 33186<br>1632<br>HKVF | TokaiMaruNo.2 **WoodTwinScSr**<br>2*Dks* | 153<br>—<br>72 | | | | | 1896 | Ishikawa-jimaSB&ECo Ld. Uraga | **TokiowanKisen KabushikiKaisha** | 106·2 | 15·9 | 12·1 | **Tokio**<br>Japanese | C.4Cy.11"&22"–14"<br>Ishikawa- 30NHP<br>jimaS.B.&E.Co.Ld.Tokio | | |
| 33187<br>124<br>QBMG | Tokei Maru **SteelScSr**<br>*ss*Mel.No.1–96<br>(*ex*Moonta,*ex*LaSerena)<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)3*trB* | 2271<br>2161<br>1412 | ✠<br>*Spar dk*<br>12,98 ✠ | Syd | *r* | | 1892<br>9mo | W.Dobson &Co. Newcastle | **TowaKisen KabushikiKaisha** | 280·0<br>*WB*=*Cell DB*214' 350*t* | 38·1 | 16·2<br>24·5<br>FK | **Dairen**<br>Japanese<br>4*BHCem*<br>*APT*28*t* | T.3Cy.21",35"&57"–39"<br>202NHP<br>2SB,6*pf*,GS106,HS3020<br>N.E.MarineCo.Nwc. | 26 ″ 0 | |
| 33188<br>114007 | Tokio **SteelPad**<br>1*Dk* | 135<br>135<br>85 | | | | | 1901 | W.Denny &Bros. Dumbarton | **IrrawaddyFlotilla Co.Ld.** | 149·5 | 25·0 | 5·6 | **Glasgow**<br>British | C.D.2Cy.14½"&26"–54"<br>42NHP<br>Denny&Co.Dumbarton | | |
| 33189<br>123576<br>HKFJ | Tokio II. **SteelScK**<br>(*ex*Tokio) 1*Dk* | 221<br>202<br>113 | | | … | | 1906 | Cochrane& Sons Selby | **H.L.Taylor** | 119·0<br>Q66'F18' | 21·5 | 11·5<br>BK7½" | **Grimsby**<br>British | T.3Cy.12",21"&34"–24"<br>66RHP<br>C.D.Holmes&Co.Hull | 12 ″ 3 | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33190<br>21404<br>NPJH<br>Wrecked 20 | **Tokio Maru** | WoodSc | 641<br>—<br>375 | | | | | 1917 | ......... | TokioShosen KabushikiKaisha | 162·7 | 27·5 | 16·7 | Tokio<br>Japanese | | |
| 33191<br>19285<br>NCHR | **Tokiwa Maru**<br>*Elec.light*<br>Wireless | SteelTwinScSr<br>ssYka.No.1–20<br>*2Dks(Stl)* | 6972<br>6469<br>4288 | ✠100A1<br>4,21<br>✠LMC4,21 | Nag | b† | CL<br>4,21 | 1916<br>7mo<br>Lloyd | MitsuBishi Dkyd&EWks Nagasaki<br>'sA&CP | NipponYusen KabushikiKaisha<br>*CellDB*386'1332t | 445·0<br>P35'B138'F35'<br>*DTa*42' 1248t | 58·0 | 34·0<br>FK<br>*FPT* | Tokio<br>Japanese<br>7*BHCem*<br>58t*APT*61t | 4 Steam Turbines geared to 2 screw shafts 816NHP<br>200lb (s)<br>4SB,*12cf*,GS225,HS8903 FD<br>MitsuBishiD.&E.WksNag | 34<br>7<br>26 |
| 33192<br>22962<br>NWSQ | — | SteelSc | 1197<br>—<br>717 | | | | | 1918 | ......... | ShimataniKisen KabushikiKaisha | 220·1 | 32·0 | 18·0 | Nishino-miya<br>Japanese | | |
| 33193<br>19796<br>NFPR | — | WoodSc | 756<br>—<br>445 | | | | | 1916 | ......... | TokiwaKisen KabushikiKaisha | 187·8 | 31·5 | 16·9 | Tarumi<br>Japanese | | |
| 33194<br>24556<br>RJTB | — | WoodAuxScSr | 196<br>—<br>156 | | | | | 1918 | ......... | TokiwaKaiun KabushikiKaisha | 101·4 | 24·1 | 12·0 | Nagahama<br>Japanese | | |
| 33195<br>7163<br>LTDQ | **Toko Maru**<br>*Elec.light* | SteelScSr<br>1*Dk* | 1281<br>—<br>731 | | | | | 1917 | Ishikawa-jimaS.B.&E.Co.Ld.<br>Tokio | KanamoriShosen KabushikiKaisha | 230·0<br>P28'B53'F24' | 33·0 | 19·6 | Uraga<br>Japanese<br>*WB* | T.3Cy.15",24½"&40"–30"<br>88NHP<br>IshikawajimaS.B.&E.Co. Ld.Tokio | |
| 33196<br>1705<br>HLFC | **Tokoku Maru** | (*ex*KyodoMaruNo.3) | 269<br>—<br>161 | | | | | 1897 | ......... | KanamoriShosen KabushikiKaisha | 130·2 | 19·8 | 14·2 | Hakodate<br>Japanese | | |
| 33197<br>22209<br>NSRB | **Toku Maru** | WoodSc | 431<br>—<br>242 | | | | | 1918 | ......... | UchiyamaTsuneyo | 153·3 | 25·8 | 13·2 | Tsumori<br>Japanese | | |
| ※ 33198<br>24088<br>RGTS | **Tokufuku Maru**<br>*Elec.light* | SteelSc<br>*2Dks(Stl)&*<br>*Awng dk(Stl)* | 5859<br>5586<br>4293 | ✠100A1<br>*Awng dk withfreeboard*<br>4,21 ~~4,20~~<br>✠LMC~~4,20~~ 4,21 | Kob | y | ~~4,20~~<br>4,21 | 1919<br>2mo | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>A&CP | ~~KawasakiDkyd.Co.Ld.~~<br>Kokusai Kisen Kabushiki Kaisha | 385·0<br>*CollisionBHtoAwngdk5BHtoUdk*<br>*CellDB*334'1118t*FPT* | 51·0 | 36·0<br>FK | Kobe<br>Japanese<br>*Cem*<br>126t*APT*98t | T.3Cy.26",43½"&72"–48" (s)<br>200lb 444NHP<br>2SB,*6cf*,GS126,HS5809 FD<br>KawasakiDkyd.Co.Ld. | 36<br>9<br>27 |
| 33199<br>13678<br>LMNO | **Tokuju Maru** | WoodAuxScSr | 198<br>—<br>58 | | | | | 1911 | ......... | Mayekawa Sazayemon | 93·2 | 20·3 | 8·4 | Kinomoto<br>Japanese | | |
| 33200<br>16519<br>MJLN | **Tokushima Maru**<br>*Elec.light*<br>Wireless | SteelScSr<br>ssYka.No.1–17<br>*2Dks(Stl)* | 5968<br>5454<br>4257 | | | ... | CL<br>12,19 | 1913<br>9mo<br>Lloyd | Russell&Co.<br>PortGlasgow<br>'sA&CP | NipponYusen KabushikiKaisha<br>*WB=CellDBa*138 | 423·0<br>P38'B123'F47'<br>'*uE*24' *f*186' 1243t | 56·0 | 28·7<br>FK | Tokio<br>Japanese<br>7*BHCem*<br>*APT*32t | T.3Cy.27",44"&73"–48" (s)<br>180lb 555NHP<br>3SB,*9cf*,GS193,HS8550 FD<br>Rankin&Blackmore,Grk. | 31<br>6<br>25 |
| 33201<br>8995<br>JRSO | — | SteelTwinScSp<br>2*Dks* | 398<br>265<br>241 | | | | | 1904 | Kawasaki Dkyd.Co.Ld.<br>Kobe | OsakaShosen KabushikiKaisha | 131·5 | 21·3 | 13·4 | Osaka<br>Japanese | C.4Cy.11"&24"–20"<br>43NHP<br>KawasakiDkydCoLdKobe | |
| 33202<br>27726<br>SDWH<br>Abandoned on Fire 5,21 | **Tokuyo Maru**<br>*Elec.light* | SteelSc<br>*2Dks(Stl)* | 5450<br>4988<br>3300 | ✠~~100A1~~<br>11,20<br>✠~~LMC11,20~~<br>*Fitted for oil fuel* 12,20 *F.P above* 150°F. | Yka | z | CL | 1920<br>11mo | AsanoS.B.Co.<br>Tsurumi<br>A&CP | ToyoKisen KabushikiKaisha<br>*CellDB*339'941t | 400·0<br>P33'B124'F41' | 53·2 | 29·4<br>FK | Yokohama<br>Japanese<br>6*BHCem*<br>*APT*28t | T.3Cy.26",43½"&72"–48" (s)<br>200lb 503NHP<br>3SB,*9cf*,GS175,HS7128 FD<br>IshikawajimaS.B.&E.Co. Ld.Tokio | 32<br>6<br>25 |
| 33203<br>219499<br>LVJH | **Toledo Bridge**<br>*Elec.light*<br>Sub.Sig. Wireless | SteelSc<br>*Fitted for oil fuel*<br>1*Dk2trBin fore& after holds& Webframes* | 3545<br>3005<br>2174 | | | ... | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | Newark<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 |
| 33204<br>87<br>SMLZ | **Tolemaide**<br>(*ex*Insizwa)<br>*Elec.light* Wireless | SteelScSr<br>1*Dk&Spar dk & Web frames* | 2984<br>2649<br>1841 | | | ... | | 1899 | Hall,Russell&Co.Ld.<br>Aberdeen | SiciliaSoc.diNav. | 330·2<br>B121'F36' | 41·1 | 18·6<br>26·0<br>FK | Palermo<br>Italian<br>*WB* | T.3Cy.25½",42½"&69$\frac{3}{16}$"–45"<br>425NHP<br>Hall,Russell&Co.Ld.Abn. | 27 |
| 33205<br>OUKM | **Tôlier**<br>*Elec.light* *Mchy.Aft* | SteelTwinSc<br>1*Dk* | 1065<br>—<br>588 | | | | | 1920 | Atel.etCh. Maritime du Sud-Ouest<br>Bordeaux | FrenchGovernment | 219·5<br>P75'F29' | 34·3 | 12·4 | Bordeaux<br>French<br>*WB* | T.6Cy.12$\frac{3}{16}$",20"&31½"–16½"<br>80NHP<br>Atel.etCh.delaLoire, St.Nazaire | |
| ※ 33206 | **Tolka** | SteelTwinSc<br>ssDub.No.2–19<br>*PetrolMotor*<br>1*Dk* | 54<br>54<br>43 | ✠ A1<br>*Barge for River purposes*<br>9,20<br>✠LMC~~9,20~~ | Dub | | CL<br>9,20 | 1913<br>8mo<br>Lloyd | Ross&Walpole,Ld.<br>Dublin<br>'sA&CP | A.Guinness,Son&Co.Ld. | 80·0 | 15·5 | 6·0<br>FK | Dublin<br>British<br>2*BHCem* | 2 Petrol Motors geared to 2 Screw Shafts 4S.C.SA<br>8Cy.5½"–6" 18NHP<br>J.W.Brooke&Co.Ld.Lwt. | 6 |
| 33207<br>MSVR | **Tolla**<br>(*See Sailing Ship Register*) | WoodAuxSc3MstSr<br>*Oil Eng.*<br>1*Dk* | 327<br>268<br>247 | | | | | 1919 | Havstad Baat&Træskibsbyggeri<br>Arendal | A/SFraternitas (Joh.S.Andreassen *Mgr.*) | 125·7 | 27·3 | 12·5 | Arendal<br>Norwegian | Oil Engines 2S.C.SA<br>2Cy.16½"–18$\frac{9}{16}$" 46NHP<br>J.&C.G.Bolinders,Skm. | |
| 33208<br>217808<br>LQNJ | **Tollard**<br>Wireless<br>*Elec.light*<br>Sub.Sig. | SteelSc<br>*Fitted for oil fuel*<br>*2Dks& Web frames*<br>*Longitudinal framing* | 6245<br>5396<br>4624 | | | ... | | 1919 | Groton IronWorks<br>Groton,Conn. | UnitedStates ShippingBoard | 409·6<br>P41'B121'F43' | 54·4 | 27·4<br>FK | N.London, Conn.<br>Utd.States<br>*WB* | 1Geared Steam Turbine<br>629NHP<br>GeneralElectricCo. Schenectady,N.Y. | 30 |
| 33209<br>217158<br>LNPH<br>Abandoned | **Tolo**<br>Wireless | WoodSc<br>1*Dk2trB* | 2551<br>—<br>1528 | | | | | 1918 | FoundationCo.<br>Kearny,N.J. | UnitedStates ShippingBoard | 267·3<br>P25'B67'F29' | 46·0 | 23·6 | NewarkNJ<br>Utd. States | T.3Cy.19",32"&56"–36"<br>188NHP | |
| 33210<br>141874<br>JSFV | **Toloa**<br>*Elec.light* *Ref.Mchy.*<br>Sub.Sig. Wireless | SteelTwinScSr<br>*2Dks&2pt dks* | 7183<br>5134<br>4319 | | | | | 1917 | Workman, Clark&Co.Ld<br>Belfast | UnifruitcoS.S.Co. Ld. (Clark&Service, *Mgrs.*) | 425·4<br>P38'B243'F50' | 54·3 | 29·9 | Glasgow<br>British<br>*WB* | T.6Cy.23½",39½"&67"–48"<br>622NHP<br>Wrkman,Clark&Co.LdBel | |

|  | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 |  |  | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | Steamer's Name.<br>Late Name if any.<br>Special Surveys. | Material, Rig, &c<br>No. of Decks, &c. | Regist'd Tonnage<br>Gross.<br>—<br>Under deck.<br>—<br>Net. | Particulars of Classification.<br>Character.<br>—<br>✠ for Special Survey.<br>Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built.<br>When.<br>—<br>Ship.<br>—<br>Engines | By Whom.<br>—<br>Where. | Owners. | Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>—<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
| 3211<br>20353<br>BCN | **Tolosa**<br>*Elec.light*<br>Wireless Sub.Sig. | **SteelSc**<br>*Fitted for oil fuel*<br>*2Dks* | 5527<br>4985<br>3965 |  |  |  |  | 1920 | Atlantic Corp.<br>Portsmouth, N.H. | **UnitedStates ShippingBoard** | 410·5<br>P44'B115'F47' | 54·2 | 27·0 | **Portsmth, N.H.**<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>AtlanticCorp. Portsmouth,N.H. |  | R |
| 3212<br>DTP | —<br>*Elec.light* Wireless | **SteelScSr**<br>(*ex*Antares)<br>1*Dk* | 1840<br>1705<br>1104 |  |  |  |  | 1908 | Osbourne, Graham&Co.<br>Sunderland | **Dmpskinteressnsk Garonne (Fearnley&Eger, *Mgrs.*)** | 279·0<br>H66*t*F37*t* | 40·1 | 18·2 | **Chrstiania**<br>Norwegian<br>*WB* | T.3Cy.20½",33"&54"–36"<br>175NHP<br>G.Clark,Ld.Sunderland |  | N |
| 3213<br>18664<br>CTW | **Tolsta**<br>(*ex*Cairnnevis) | **SteelScSr**<br>*ss*Lth.No.3-7,18<br>1*Dk*(*Irn*)&*deep framing* | 1587<br>1440<br>977 | ✠100A1<br>6,21 ~~8,20~~<br>BS8,20 | Gls<br>Gmh<br>✠LMC7,18 | *q* | CL<br>8,20 | 1905<br>7mo<br>*Lloyd*'*sA&CP* | ShortBros. Ld.<br>Sunderland | **Chr.Salvesen&Co.**<br>*CellDBa82'uE&* | 259·0<br>P21'B62'F26'<br>FK<br>*B34'f102'418tFPT* | 36·8 | 18·0 | **Leith**<br>British<br>4*BHCem*<br>46*tAPT*39*t* | T.3Cy.19",30"&48"–36" (*s*)<br>160lb *80lb* 151NHP<br>1SB,3*cf*,GS62,HS2463<br>Blair&Co.Ld.Stockton | 20 ″ 4<br>s 2″10½<br>17 ″ 8 |  |
| 3214 | **Toltec**<br>*Elec.light* | **SteelSc**<br>(*ex*WaldoNewcomer)<br>(*Tug*) 1*Dk2trB* | *398*<br>*354*<br>*271* |  |  |  |  | 1911 | Spedden S.B.Co.<br>Baltimore |  | 144·7 | 27·1 | 11·7 | Russian | T.3Cy.14$\frac{11}{16}$",22$\frac{7}{16}$"&36¼'–26"<br>67NHP<br>SpeddenS.B.Co.Bal. |  | R |
| 3215<br>18182 | **Tom Moore**<br>(*ex*ClanGrant) | **SteelScK**<br>*ss*Dub.No.3-9,19<br>1*Dk* | 194<br>180<br>76 | ✠100A1<br>*StmTrawler*<br>11,20<br>BS11,20 | Dub<br>✠LMC9,19 |  | CL<br>N9,19 | 1903<br>11mo<br>*Lloyd*'*sA&CP* | Smith's DockCo.Ld.<br>NorthShields | **DublinSteam TrawlingCo.Ld. (A.Richardson, *Mgr.*)** | 113·0<br>BK7½"<br>*WB*= | 21·5 | 12·0 | **Dublin**<br>British<br>3*BHCem*<br>*DTf*5'9*t* | T.3Cy.12",20"&33"–23" (*r*)<br>180lb 54RHP<br>1SB,3*cf*,GS42,HS1065<br>W.V.V.Lidgerwood,Gls. | 12″10 |  |
| 3216<br>22068<br>BLV | **Tomalva**<br>*Elec.light* Wireless | **SteelSc**<br>*Fitted for oil fuel*<br>2*Dks* | 5104<br>4598<br>3113 |  |  |  |  | 1920 | American Intrnational S.B.Corp.<br>HogIslandPa | **UnitedStates ShippingBoard** | 390·0<br>P39'B121'F43' | 54·2 | 27·0 | **Philadlphia**<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. |  | R |
| 3217<br>9196<br>JSKD | **Tomashima Maru**<br>(*ex*Jesmond) | **IronScSr**<br>*ss*Bkn.2ndNo.3-3,02<br>2*Dks*(1*Irn*)3*trB* | 1472<br>—<br>888 | ✠<br>6,04 | Cff<br>✠ | *p* |  | 1878<br>12mo | C.Mitchell &Co.<br>Newcastle | **NarasakiHeitaro** | 252·0<br>ND91<br>FK<br>*WB*=*DBa* | 33·0 | 22·5 | **Hakodate**<br>Japanese<br>4*BHCem*<br>74'&*uE*24' | C.2Cy.30"&58"–36"<br>NDB95 155NHP<br>2SB,4*pf*,GS70,HS2570<br>WallsendSlipwayCo.Nwc. | 23 ″ 8 |  |
| 3218<br>360<br>SMRG | **Tomaso di Savoia**<br>*Elec.light Ref.Mchy.* | **SteelTwinScSr**<br>Wireless<br>2*Dks*&*Shelter dk* | 7828<br>6163<br>4936 |  |  | … |  | 1907 | Barclay, Curle&Co.Ld<br>Glasgow | **"LloydSabaudo" Soc.Anon.per Azioni** | 450·7<br>F58'<br>FK | 55·2 | 25·1 | **Genoa**<br>Italian<br>*WB* | Q8Cy25½",36½",52"&74"–51"<br>1266NHP<br>Barclay,Curle&Co.Ld.Gls. | 27″10 | CI |
| 33219<br>811<br>HBTD | **Tomé** | **SteelScSr** | 154<br>—<br>122 |  |  |  |  | 1907 | Soc.Astil-leroBehrens<br>Valdivia | **Soc.Armadores de Lebu** | 93·5 | 19·7 | 9·0 | **Lebu**<br>Chilian | C.2Cy |  |  |
| 33220<br>23328<br>RCKP | **Tomifuku Maru** | **WoodSc** | 417<br>—<br>212 |  |  |  |  | 1918 | ……………… | **TeshioUn-yu KabushikiKaisha** | 150·2 | 24·7 | 13·2 | **Fushiki**<br>Japanese |  |  |  |
| 33221<br>20126<br>NGST | **Tomioka Maru** | **SteelSc** | 965<br>—<br>581 |  |  |  |  | 1917 | ……………… | **Y.Fujiyama** | 202·0 | 31·0 | 18·5 | **Otaru**<br>Japanese |  |  |  |
| 33222<br>22242<br>NSVK | **Tomiura Maru**<br>*Elec.light*<br>Wireless | **SteelScSr**<br>2*Dks*(*Stl*) | 3821<br>3468<br>2340 | ✠100A1<br>6,21 ~~6,20~~ | Kob<br>✠LMC~~6,20~~<br>6,21 | *w* | ~~7,19~~<br>6,21 | 1918<br>5mo<br>A&CP | Mitsubishi ZosenKaisha Ld.Nagasaki | **MitsubishiShoji Kaisha,Ld.** | 345·0<br>P33'B77'F40'<br>FK<br>*CellDB*294'772*t* | 50·0 | 29·0 | **Tokio**<br>Japanese<br>6*BHCem*<br>*APT*27*t* | T.3Cy.23",38"&64"–48" (*s*)<br>200lb 342NHP<br>2SB,6*cf*,GS109,HS4394 FD<br>MitsubishiZosenKaisha Ld | 29 ″ 1<br>s 5 ″ 6<br>23 ″11 |  |
| 33223<br>20449<br>NJGK | **Tomiye Maru** | **WoodSc** | 228<br>—<br>124 |  |  |  |  | 1918 | ……………… | **KyushuKisen KabushikiKaish** | 118·5 | 19·3 | 13·8 | **Misumi**<br>Japanese |  |  |  |
| 33224<br>MNVR | **Tommeliten**<br>*Well deck* | **SteelScSr**<br>1*Dk* | 434<br>309<br>288 |  |  |  |  | 1916 | J.Th.Wil-mink<br>Groningen | **SigurdHelmer Olsen** | 143·2<br>Q50'B37'F14' | 24·1 | 11·8 | **Bergen**<br>Norwegian<br>*WB* | T.3Cy.11$\frac{2}{5}$",17$\frac{7}{10}$"&29$\frac{9}{10}$"–19$\frac{7}{10}$"<br>33NHP<br>MachineFab.Fulton,Hgz. |  | NV |
| 33225<br>690<br>PABX | **Tomsk**<br>*Elec.light* | **SteelScSr**<br>Wireless | 2693<br>2546<br>1511 |  |  |  |  | 1912 | NevskyS.B &Mch.Works<br>Petrograd | **RussianVolunteer FleetAssociation** | 286·0 | 40·6 | 26·9 | **Vladvostk**<br>Russian | T.3Cy.20",32"&52"–39"<br>169NHP<br>NevskyS.B.&MchWk.Ptr. |  | V |
| 33226<br>NRQF | —<br>*Elec.light* | **SteelScSr**<br>1*Dk* | 1229<br>1055<br>709 |  |  |  |  | 1911 | Akt.Bur-meistr&Wain<br>Copenhagen | **DetForenede DampskibsSelsk.** | 252·4<br>P157'F27' | 37·2 | 15·1 | **Copnhagn**<br>Danish<br>*WB* | 3Cy.25"–36"<br>Akt.Burmeistr&Wain,Cpn |  | V |
| 33227<br>219500<br>LVJK | **Tona**<br>*Elec.light*<br>Wireless Sub.Sig. | **SteelSc**<br>*Fitted for oil fuel*<br>1*Dk2trBin fore&after holds&Web frames* | 3278<br>3005<br>1992 |  |  | … |  | 1919 | Submarine BoatCorp.<br>Newark,N.J. | **UnitedStates ShippingBoard** | 324·0<br>P41'B90'F35'<br>FK | 46·2 | 25·0 | **Newark NJ**<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 33228<br>102107<br>NDJG | **Tonawanda**<br>(*ex*Lucigen) Wireless<br>*Mchy Aft* | **SteelSc3MstSr**<br>2*Dks*<br>*Carrying Petroleum in bulk* | 3421<br>3053<br>2183 |  |  |  |  | 1893 | Armstrong Mitchell& Co.Ld.<br>Newcastle | **Anglo-American OilCo.Ld. (J.Hamilton, *Mgr*)** | 330·0<br>P83'B22'F44' | 42·7 | 28·4 | **London**<br>British<br>*WB* | T.3Cy.24",40"&64"–48"<br>NB04 284NHP<br>WllsndSlpwy.Co.Ld.Nwc. |  | V |
| 33229<br>MQSN | **Tone**<br>(*ex*Tertit)<br>*Mchy.Aft* | **SteelScSr**<br>*OilEng.*<br>1*Dk* | 494<br>351<br>331 |  |  |  |  | 1917 | NesMekan-iskeVerksted<br>Tönsberg | **A/S Thor (S.Lövold, *Mgr.*)** | 150·5<br>P33'F21' | 27·1 | 11·0 | **Chrstiania**<br>Norwegian | Oil Engines 2S.C.SA<br>4Cy.15"–16½" 69NHP<br>J&CGBolindersCoLd.Skm |  | N |
| 33230<br>27128<br>SBLF | **Tone Maru**<br>*Elec.light* Wireless | **SteelSc**<br>2*Dks*(*Stl*) | 4070<br>3504<br>2519 | ✠100A1<br>8,21 ~~7,20~~ | Kob<br>✠LMC~~8,20~~<br>8,21 | *w* | CL | 1920<br>7mo<br>A&CP | Mitsui Bussan Kaisha<br>TamaDckyd. | **TokyoKaiun KabushikiKaisha** | 345·0<br>P33'B74'F40'<br>FK<br>*CellDB*283'780*t FPT* | 50·0 | 26·6 | **Itozaki**<br>Japanese<br>6*BHCem*<br>56*tAPT*26*t* | T.3Cy.23",38"&64"–48" (*s*)<br>200lb 350NHP<br>2SB.6*cf*,GS110,HS4558 FD<br>MitsuiBussanKaisha | 29 ″ 0<br>s 5 ″ 6<br>23 ″ 11 |  |
| 33231<br>1710<br>HLFM | **Tonegawa Maru** | **SteelTwinScSr**<br>2*Dks* | 574<br>554<br>338 |  |  |  |  | 1897 | OsakaIron Works<br>Osaka | **OsakaShosen KabushikiKaisha** | 176·8 | 24·6 | 16·4 | **Osaka**<br>Japanese | T.6Cy.12",18½"&31"–22"<br>90NHP<br>OsakaIronWorks,Osaka |  |  |
| 33232<br>219501<br>LVJM | **Tonesit**<br>Wireless<br>*Elec.light*<br>Sub.Sig. | **SteelSc**<br>*Fitted for oil fuel*<br>1*Dk2nd trB in fore& after holds&Web frames* | 3545<br>3005<br>2174 |  |  | … |  | 1919 | Submarine BoatCorp.<br>Newark,N.J. | **UnitedStates ShippingBoard** | 324·0<br>P41'B90'F35'<br>FK | 46·2 | 25·0 | **NewarkNJ**<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 33233 | **Tong Lee**<br>*Elec.light* | **SteelScSr**<br>(*ex*Dagny)<br>1*Dk*&*Spar dk* | 1408<br>1306<br>882 |  |  |  |  | 1902 | Nylands Værksted<br>Christiania | **Ching-KeeS.N.Co. Ld.** | 231·5 | 35·1 | 20·4 | **Chefoo**<br>Chinese<br>*WB* | T.3Cy.16½",27"&44"–32"<br>109NHP<br>NylandsVærksted,Xania |  |  |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33234<br>173772<br>MCQL | **Tong Yek** WoodScSr<br>(exConstancia) 1Dk | 446<br>—<br>242 | | | | | 1906 | J.Rodriguez<br>Manila | SiyCongBieng&Co.Inc. | 157·0 | 25·8 | 13·0 | Manila<br>Utd.States | C.2Cy.19"&42"-27"<br>76NHP<br>McKie&Baxter,Glasgow | |
| 33235<br><br>STHR | **Tonga** SteelScSr<br>ssPnz.No.1-04<br>(exTeixeira deSouza, exLizard) 1Dk | 123<br>97<br>35 | ✠<br>5,04 | Pnz | a | | 1900<br>2mo | Edwards&Co.<br>London | Cia.Agricola de S. João dos Angolares | 95·3<br>F16'<br>WB=FPT9t | 17·1 | 9·4<br>BK6" | SãoThome<br>Portuguese<br>4BHCem<br>APT1t | C.2Cy.14"&28"-18"<br>36NHP<br>1SB,2pf,GS32,HS686<br>Vauxhall I.W.Co.Ld.Lon. | 9 · 11 |
| 33236<br><br>NTBK | **Tongking** SteelTwinSc4MstSr<br>ssSng.No.1-18 OilEng.<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless Tonnageopening closed1918 | 6645<br>4778<br>4244 | ✠100A1<br>Shelter dk<br>withfreeboard<br>7,21 ~~1,21~~<br>12,21<br>DBS1,21<br>✠LMC<br>1,21 | Ham<br>Cpn | a† | CL<br>2,21 | 1914<br>10mo<br>Lloyd | Akt.Burmeistr&Wain<br>Copenhagen<br>'sA&CP | A/S DetÖstasiatiskeKompagni<br>WB=<br>CellDBa126'uE | 410·0<br>42'f 194'1198tFPT | 55·2 | 35·4<br>FK | Copnhagn<br>Danish<br>7BHptCem<br>90tAPT72t | Oil Engines 4S.C.SA<br>12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 568NHP<br>DB80lb<br>Akt.Burmeistr&Wain,Cpn | 38 ·<br>· 11 ·<br>28 · 1 |
| 33237<br>142719 | **Tongrier** SteelSc<br>(exWarBreaker) 1Dk(Stl)<br>Elec.light Cargo battens not fitted<br>Wireless | 3105<br>2863<br>1865 | ✠100A1<br>3,19<br>✠LMC11,18 | Liv | u | CL<br>3,19 | 1918<br>11mo<br>Lloyd | Lloyd RoyalBelge, (Gt.Britain) Ld. Glasgow<br>'sA&CP | LloydRoyalBelge Soc.Anon.<br>CellDB | 330·8<br>P33'B100'F28'<br>284'738t FPT6106t | 46·7 | 23·2<br>FK | Antwerp<br>Belgian<br>7BHptCem<br>APT124t | T.3Cy.25",41"&68"-45" (s)<br>180lb 433NHP<br>3SB,9cf,GS155,HS6420 FD<br>McKie&Baxter,Gls. | 25 ·<br>s 4 · 1<br>21 · |
| 33238<br><br>JSDQ | **Toñin Garcia** IronScSr<br>(exMariaCruz, exChio,exLaredo,exAmy)<br>Well deck Mchy.Aft 1Dk | 180<br>120<br>85 | | | ... | | 1889 | J Fullerton &Co.<br>Paisley | F.Garcia | 104·3<br>Q40'B7'F16' | 19·2 | 8·4 | Santander<br>Spanish<br>WB | C.2Cy.14"&28"-21"<br>30NHP<br>WalkerHenderson&Co Gls | 9 · |
| 33239<br><br>MVLD | **Tonjer** SteelScSr<br>Fitted for oil fuel<br>Elec.light Wireless 1Dk | 3268<br>2966<br>1948 | | | | | 1920 | Smith's DockCo.Ld.<br>Middlesbro' | D/S A/S Corona (H.M.Wrangell& Co.A/S, Mgrs.) | 334·2<br>P84tH147t | 48·0 | 22·7 | Haugesnd<br>Norwegian<br>WB | T.6Cy.24",39"&65"-42"<br>274NHP<br>Smith'sDockCo.Ld.Mdb. | |
| 33240 | **Tonnay** SteelTwinScSr<br>(exArgentina) 1Dk<br>Elec.light Wireless | 754<br>501<br>407 | | | | | 1904 | Grngem'th &Greenock DockyardCo.<br>Grngemouth | Cie.RoyaleAsturienne desMines | 205·0<br>B55'F22' | 33·7 | 10·5 | Antwerp<br>Belgian<br>WB | T.6Cy.11",18"&30"-22"<br>84NHP<br>Muir&Houston,Ld.Gls. | |
| 33241<br><br>MTCL | **Tönnes Kaade** CompSc<br>Mchy.Aft 1Dk | 426<br>330<br>238 | | | | | 1919 | Holens Verksted<br>Larvik | E.Samuelsen | 145·3<br>P63tF19t | 26·7 | 12·0 | Larvik<br>Norwegian | T.3Cy.11",18"&29"-18"<br>Marinens 36NHP<br>Hovedverft,Horten | |
| 33242<br>8110<br>JQNK | **Tono Maru No. 2** WoodAuxScSr | 101<br>—<br>70 | | | | | 1906 | ................ | ShibayamaYeizo | 81·8 | 19·2 | 8·9 | Shinagawa<br>Japanese | | |
| 33243<br><br>MFGT | **Tönsberg** SteelScCtr<br>Mchy.Aft 1Dk | 138<br>118<br>63 | | | ... | | 1908 | J.Fullerton&Co.<br>Paisley | Tönsbrg&Hortens Dampskibsselskab | 90·0<br>F16' | 19·8 | 8·8<br>BK6" | Tönsberg<br>Norwegian<br>WB | C.2Cy.11"&24"-16"<br>28NHP<br>Fisher&Co.Ld.Paisley | 9 · |
| 33244<br><br>WMQH | **Tonstad** SteelScSr<br>Now named "Liberta," See No. 38212 in Supplement<br>(exAustralfield, exVermont) 2Dks&deepframing<br>Wireless | 4270<br>3874<br>2722 | | | | | 1900 | Barclay, Curle&Co.Ld<br>Glasgow | GrefstadsRederi A/S. (BendixJ. Grefstad, Mgr.) | 376·2<br>P37'B100'F37' | 48·0 | 26·3 | Arendal<br>Norwegian<br>WB | T.3Cy.25",41"&67"-48"<br>311NHP<br>Barclay,Curle&Co.Ld.Gls. | |
| 33245 | **Tony** SteelScLr<br>1Dk | 144<br>138<br>73 | | | | | 1906 | C.Cassens<br>Emden | LeererHeringsfischereiAkt.Ges. | 93·8<br>Q15' | 21·4 | 9·8 | Leer<br>German | C.2Cy.11"&16½"-12½"<br>Christiansen& 8NHP<br>Meyer,Harburg | |
| 33246 | **Too Nan** IronScSr<br>(exRory,exHeman)<br>2Dks(1Irn)&Awngdk(Irn) | 1537<br>1404<br>942 | ✠<br>Awng dk<br>10,81 | Nwc | Lv | | 1881<br>8mo | Palmers' Co.,Ld.<br>Newcastle | ChinaMerchants' Stm.Nav.Co.<br>WB=CellDB | 253·2<br>FPTAPT | 36·1 | 27·3<br>FK | Shanghai<br>Chinese<br>3BH1PBH | T.3Cy.19½",33"&51½"-42"<br>NB96 172NHP<br>Tpd96D.Rowan&Sons,Gls | |
| 33247<br>219801<br>LWDF | **Toopi** SteelSc<br>(Tug)<br>Elec.light. Sub.Sig. Wireless 1Dk | 441<br>—<br>118 | | | | | 1919 | NorthWest Eng.Works<br>GreenBay, Wis. | UnitedStates ShippingBoard | 141·3 | 27·5 | 16·7 | Milwaukee<br>Utd.States | T.3Cy.17",25"&43"-30"<br>101NHP<br>MurrayIronWorks,<br>Burlington,Iowa | |
| 33248<br>220421<br>MBFG | **Topa Topa** SteelSc<br>Fitted for oil fuel<br>2Dks<br>Elec.light Sub.Sig. Wireless | 5453<br>—<br>3395 | | | | | 1920 | Ls.Angeles S.B.&D.D.Co.<br>S.Pedro.Cal. | UnitedStates ShippingBoard | 410·0<br>P43'B115'F47' | 54·4 | 27·2 | L .Angeles<br>Utd.States | T.3Cy.28½,47"&78"-48"<br>421NHP<br>LosAngelesS.B.&D.D.Co.<br>S.Pedro,Cal. | |
| 33249<br>139304<br>JNMC | **Topaz** SteelScK<br>ssGms.No.1-20<br>Elec.light 1Dk | 251<br>230<br>98 | ✠100A1<br>StmTrawler<br>10,20<br>✠LMC9,20 | Gms | | CL<br>1,19 | 1916<br>7mo<br>Lloyd | Cochrane &Sons,Ld.<br>Selby<br>'sA&CP | YarboroughSteam FishingCo.Ld. (J.E.Rushworth, Mgr.) | 121·8<br>Q70'F20' | 22·6 | 12·2<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.13",21½"&35"-24" (s)<br>200lb 76RHP<br>1SB,3pf,GS43,HS1250<br>C.D.Holmes&Co.Ld.Hull | 13 · |
| 33250 | — IronScK<br>(Trawler) 1Dk | 151<br>134<br>55 | | | ... | | 1895 | Cook,Welt'n&Gemmell<br>Hull | Fiskeriaktieb. Hvalen (C.A. Assmundson) | 100·0<br>Q24' | 20·8 | 11·0<br>BK7½" | Gothenbrg<br>Swedish | T.3Cy.11½",18"&30"-22"<br>NB05 46NHP<br>C.D.Holmes&Co.,Hull | 11 · |
| 33251<br><br>MBTP | **Topaze** SteelTwinScSr<br>Sub.Sig. | 634<br>528<br>389 | | | | | 1897 | Soc.J. Cockerill<br>Hoboken | Soc.Anon.John Cockerill | 213·8<br>Q64'H8'F30' | 27·9 | 13·2 | Ostend<br>Belgian | T.6Cy.16½",24⅝"&37⅜"-25⅛"<br>142NHP<br>SociétéJ.Cockerill,Seraing | |
| 33252 | **Topdalsfjord** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks | 4250<br>3800<br>3000 | | | | | 1921 | Canadian Vickers,Ld.<br>Montreal | A/SDenNorske Amerikalinje | 365·0<br>P44'B125'F34' | 49·5 | 26·2 | Norwegian<br>WB | T.3Cy.27",43"&70"-48"<br>339NHP<br>CanadianVickers,Ld.Mtl. | |
| 33253<br>211469<br>LDCM | **Topila** SteelSc3MstSr<br>2Dks<br>CarryingPetroleum in bulk<br>Elec.light Longitudinalframing<br>Mchy.Aft Wireless Fitted for oil fuel | 5125<br>—<br>3146 | | | | | 1913 | NwprtNws S.B.&D.D.Co.<br>NewprtNews | SouthernPacific Co.Inc. | 371·5 | 59·1 | 28·1 | NewYork<br>Utd.States<br>WB | T.3Cy.24½",41½"&72"-48"<br>259NHP<br>NewportNewsSB&DDCo. | |
| 33254<br>5230<br>JSHT | **Tor** SteelScSr<br>Elec.light 1Dk | 1040<br>826<br>574 | | | | | 1911 | Helsingörs Jernsk&Msk.<br>Elsinore | Stockholms Rederiaktieb.Svea (H.Ericson, Mgr.) | 222·7<br>P17'Q59'B104'<br>H92tF27' | 35·1 | 13·0 | Stockholm<br>Swedish<br>WB | T.3Cy.16½",26½"&44"-30"<br>106NHP<br>HelsingörsJernsk&Mskb. | |
| 33255<br><br>VKOF | — SteelScSr<br>(exFriesland)<br>Elec.light | 333<br>280<br>191 | | | | | 1890 | StettinerA. (G.v.M.&H.)<br>Stettin | FinskaÅngfAktieb | 130·5<br>Q53'B23'F14' | 22·3 | 11·1 | Helsingfrs<br>Finnish<br>WB | 2Cy.17"&31"-22"<br>38NHP<br>StettinerA.G.(v.M.&H.) | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33256<br>5132<br>JSBG | **Tor I.** **SteelSc**<br>*Elec.light* 1*Dk* | 296<br>126<br>194 | | | | | 1910 | Eriksbergs M.V.Aktieb.<br>Gothenburg | Rederiaktieb. Stockhlm-Wermdö (R.Bergh,*Mgr.*) | 110·7<br>B78'H66*t* | 22·4 | 9·3 | Wermdö<br>Swedish<br>*WB* | C.2Cy.15"&29⅜"-22"<br>33NHP<br>EriksbergM.V.Aktieb.Got | | |
| 33257<br>5693<br>JVFR | **Tor II.** **SteelScSr**<br>(*ex*NyaSkärgården) *Elec.light* 1*Dk* | 209<br>107<br>139 | | | | | 1915 | Motala Vrk.NyaAkt.<br>Motala | Rederiaktieb Stockhlm-Wermdö (R.Bergh,*Mgr.*) | 104·3<br>B60'H28*t* | 20·5 | 9·2 | Wermdö<br>Swedish<br>*WB* | C.2Cy.13⅞"&29½"-18⅞"<br>31NHP<br>MotalaV.NyaAkt.Motala | | |
| 33258<br>1737<br>JDLG | **Tor III.** **SteelSc**<br>(*ex*OstanåII.)<br>1*Dk* | 163<br>84<br>110 | | | | | 1886 | MotalaCo.<br>Motala | Sundsvalls TransportA/B(J.Wennerström,*Mgr.*) | 101·1<br>B62' H7*t* | 18·2 | 7·6 | Sundsvall<br>Swedish | C.2Cy.13½"&26½"-17"<br>24NHP<br>MotalaCo.,Motala | | |
| 33259<br>4429<br>JPHF | — **SteelSc**<br>(*ex*WermdöIII.)<br>1*Dk* | 159<br>81<br>89 | | | | | 1905 | W.LindbergsAktieb.<br>Stockholm | Rederi A/BStockholm-Wermdö (RagnarBergh, *Mgr.*) | 103·0<br>Q1'B47'H26*t* | 19·0 | 8·2 | Wermdö<br>Swedish | C.2Cy.14⅜"&26¼"-17½"<br>24NHP<br>W.LindbergsAktieb.Skm. | | |
| 33260<br>2929<br>JGQC | **Tor IV.** **SteelScSr**<br>(*ex*WermdöII.) 1*Dk* | 132<br>80<br>83 | | | | | 1896 | MotalaCo.<br>Motala | RederiA/BStockholm-Wermdö (RagnarBergh, *Mgr.*) | 100·9<br>B27'H13*t*F12' | 19·0 | 8·0 | Wermdö<br>Swedish | C.2Cy.12¾"&26¼"-17½"<br>24NHP<br>MotalaCo.Motala | | |
| 33261<br>3789<br>JLTK | **Tora** **CompScSr**<br>*Mchy.Aft* 1*Dk* | 250<br>197<br>124 | | | | | 1900 | Aktieb. LödöseVarf.<br>Gmla.Lödöse | Rederiaktieb. Unda(J.A.Waller, *Mgr.*) | 102·1<br>Q5'B23'H17*t*F14' | 22·6 | 10·5 | Gothenbrg<br>Swedish | C.2Cy.9½"&21"-13½"<br>14NHP<br>LundbyMek.Verks.Got. | | |
| 33262<br>10373<br>LBSC | **Tora Maru** **SteelTwinScSr**<br>*Carrying Oil in bulk*<br>*Mchy.Aft* 1*Dk* | 528<br>—<br>246 | | | | | 1907 | OsakaIron Works<br>Osaka | NipponSekiyu KabushikiKaisha | 184·4 | 27·1 | 11·3 | Tokio<br>Japanese | T.6Cy.8",13"&23"-12"<br>37NHP<br>OsakaIronWorks,Osaka | | |
| 33263<br>17681<br>MNKR | — **WoodSc** | 187<br>—<br>119 | | | | | 1914 | ............... | WadaGonjiro | 120·0 | 17·1 | 11·9 | Hakodate<br>Japanese | | | |
| 33264<br>15986<br>MFKN | **Tora Maru No. 1** **WoodAuxScSr** | 217<br>—<br>171 | | | | | 1912 | ............... | YokohamaGyoyu KabushikiKaisha | 103·8 | 25·2 | 11·9 | Yokohama<br>Japanese | | | |
| 33265<br>8558<br>JQLR | **Torayoshi Maru** **WoodAuxScSr** | 174<br>—<br>104 | | | | | 1903 | ............... | ShinguMokuzai GomeiKaisha | 113·0 | 23·2 | 10·5 | Shingu<br>Japanese | | | |
| 33266<br>5407<br>JTCR | **Torbjörn** **IronScSr**<br>*ss*Shl.2ndNo.3-5,08<br>(*ex*Waterloo) *ss*Osc.No.2-16<br>*Well deck* 1*Dk*2*trB*<br>*Cargo battens not fitted* | 1449<br>1182<br>854 | ✠100A1<br>9,19<br>~~BS6,20~~ ✠LMC8,16<br>BS8,21 | Got | *p* | CL<br>10,19 | 1882<br>8mo | JReadhead &Co.<br>S.Shields<br>A&CP | RederiAktieb. Ocean(H.Persson &Co.*Mgrs.*)<br>*WB=DB* | 255·0<br>Q136'B26'F32'<br>BK9" | 36·0 | 17·5 | Landskrna<br>Swedish<br>4*BHCem*<br>*a*76'*f*70'320*t* | C.2Cy.26½"&57"-36" (*i*)<br>80lb *80lb* NDB11 158NHP<br>2SB,4*pf*,GS71,HS2706<br>J.Readhead&Co.S.Shields | 18 " 7<br>s 1 " 11<br>17 " 10 | |
| 33267<br>144647<br>KGFH | **Torcello** **SteelSc**<br>*ss*Lth.No.2-20<br>(*ex*Stahlhof) 1*Dk*(*Stl*)<br>*Well deck* | 1479<br>1037<br>875 | 100A1<br>10,21~~11,20~~<br>BS3,22 | Lth<br>Lon<br>LMC11,20 | | 11,20 | 1911 | Stettiner Oderwerke<br>Stettin | Ellerman'sWilson Line,Ld. | 231·7<br>Q75'B101'F29'<br>FK<br>CellDB190' 321*tFPT* | 36·4 | 14·7 | Hull<br>British<br>4*BHAsp*<br>68*tAPT*49*t* | T3Cy16$\frac{9}{10}$",27½"&43$\frac{3}{10}$"-31½"<br>185lb (*s*) 105NHP<br>~~1SB~~,4*cf*,GS66,HS2453<br>StettinerOderwerke<br>2SB, | 17 " 7<br>s "10½<br>17 " 0 | |
| 33268<br>82046 | **Torch** **IronTwinScSk**<br>*Mchy.Aft* | 145<br>109<br>62 | | | | | 1882 | R.Duncan &Co.<br>Pt.Glasgow | Trustees of the ClydeLighthouses | 100·7<br>Q14*t* | 21·1 | 7·3 | P.Glasgow<br>British | C.4Cy.16"&32"-20"<br>46RHP<br>Rankin&Blackmore,Grk. | | |
| 33269<br>MBLW | **Tordenskjold** **SteelScSr**<br>Wireless 1*Dk*2*trB* | 3572<br>3351<br>2296 | | | | | 1903 | TyneIron S.B.Co.Ld.<br>Newcastle | A/S Tordenskjold (W.Wilhelmsen) | 335·0<br>P29'B100'F34' | 48·0 | 25·5 | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.24",39"&66"-45"<br>292NHP<br>N.E.MarineEng.CoLdNwc | | N |
| 33270<br>MOQT | — **SteelScS**<br>*Elec.light* 1*Dk*&*Awngdk* | 921<br>891<br>550 | | | | | 1906 | Trndhjms Mek.Værks.<br>Trondhjem | DetNordenfjeldske Dampskibsselskab | 196·1 | 29·7 | 15·7 | Trondhjm<br>Norwegian<br>*WB* | T.3Cy.16½",26½"&45½"-30"<br>113NHP<br>TrondhjemsM.V.Trndhjm | | N |
| 33271<br>JVFQ | — **IronSc**<br>*Well deck* 1*Dk* | 576<br>431<br>340 | | | .. | | 1889 | Bergens Mek.Værks.<br>Bergen | RasmusF.Olsen | 169·4<br>Q41'B51'F24'<br>BK7" | 26·3 | 12·8 | Bergen<br>Norwegian<br>*WB* | T.3Cy.14",22½"&37"-24"<br>NB16 78NHP<br>BergensM.V.,Bergen | 13 " 8 | N |
| 33272<br>JSFM | **Tordera** **IronScSr**<br>(*ex*Lualaba)<br>*Elec.light* Wireless 2*Dks* | 1838<br>—<br>1014 | | | ... | | 1878 | Cunliffe& Dunlop<br>Pt.Glasgow | Cia.Trasmediterranea | 299·8<br>P101*t*H36*t*F56*t*<br>BK9" | 34·5 | 23·7 | Barcelona<br>Spanish | C.2Cy.40⅜"&71¼"-36"<br>209NHP<br>Cunliffe&Dunlop,P.Gl. | 25 " 1 | V |
| 33273<br>MTVG | **Tore Jarl** **SteelSc4Mst**<br>*Elec.light* 1*Dk* | 1514<br>1319<br>886 | | | | | 1919 | Fredrkstad Mek.Værks.<br>Fredrikstad | DetNordenfjeldske Dampskibsselskab | 243·0<br>P28'B67 F29' | 39·3 | 17·3 | Trndhjem<br>Norwegian<br>*Wb* | T.3Cy.18",29½"&49"-33"<br>138NHP<br>FredrikstadM.V.Frdstad | | N |
| 33274 | **Torfinn Jarl** **SteelSc**<br>*Elec.light* 1*Dk* | 1880<br>1640<br>1120 | | | | | 1921 | Fredrkstad Mek.Værks.<br>Fredrikstad | DetNordenfjeldske Dampskibsselskab | 265·0<br>P30'B71'F29' | 42·0 | 20·0 | Trndhjem<br>Norwegian<br>*WB* | Steam Turbine<br>KruppGermaniaWrft.Kiel | | |
| 33275<br>95738<br>SCGQ | **Torfrey** **SteelSc3MstSr**<br>*ss*Shl.No.3-5,19<br>*Well deck* *Mchy.Aft* 1*Dk*(*Irn*)<br>*Cargo battens not fitted* | 429<br>300<br>167 | ✠100A1<br>1,22~~7,20~~<br>~~BS7,20~~ ✠LMC5,19<br>BS9,21 | Sws | *h* | ~~5,19~~<br>1,22 | 1900<br>10mo | J.Fullerton &Co.<br>Paisley<br>A&CP | O.Dorey&Sons<br>*WB=* | 167·9<br>Q93'B10'F26'<br>BK6"<br>*DB f* 91' 132*t FPT* | 25·1 | 9·4 | Guernsey<br>British<br>3*BHCem*<br>35*tAPT*25*t* | C.2Cy.21"&42"-30" (*s*)<br>115lb 88RHP<br>1SB,3*pf*,GS53,HS1447<br>Ross&Duncan,Glasgow | 12 " 5<br>s4 " 1<br>12 " 6 | |
| 33276<br>5617<br>JTVL | **Torfrid** **SteelScSr**<br>(*ex*Laboremus)<br>1*Dk* | 630<br>476<br>326 | | | | | 1903 | Framnes Mek.Værks.<br>Sandefjord | Rederiaktieb. Ostersjön (A.Christensen,*Mgr.*) | 169·5<br>Q58'B39'H47*t*F17' | 28·1 | 11·5 | Trelleborg<br>Swedish<br>*WB* | C.2Cy.13$\frac{3}{10}$"&29$\frac{1}{10}$"-23⅗"<br>34NHP<br>PorsgrundM.V.Porsgrund | | V |
| 33277<br>95783<br>JQWL | **Torfrida** **IronScSp**<br>(*ex*SanJacinto,*ex*Torfrida) 1*Dk* | 133<br>126<br>— | | | ... | | 1889 | Cook,Welt'n&Gemmell<br>Hull | WestCoastTowage &SalvageCo.Ld. (J.Prendiville&Co *Mgrs.*) | 106·1<br>BK6½" | 19·5 | 10·5 | Liverpool<br>British | T.3Cy.14",22"&36"-22½"<br>75RHP<br>C.D.Holmes&Co.Hull | 11 " 0 | |
| 33278<br>5073<br>JRSC | **Torgerd** **IronScSr**<br>~~*ss*Hpl.2ndNo.3-3,11~~<br>*ss*Hbg3rdNo3-11,21 ~~*ss*Mmo.No.1-16~~<br>(*ex*Grovedale,*ex*Thrift,*ex*Mercedes)<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 1974<br>1655<br>1181 | ✠100A1<br>11,21~~3,19~~<br>~~Examined3,19~~ 11,21<br>~~BS3,19~~ ✠LMC~~9,15~~ | Npt<br>Hbg | *r* | ~~6,18~~<br>N11,21 | 1886<br>4mo | E.Withy& Co.<br>W Hartlepool<br>A&CP | Rederiaktb.Ocean (H.Persson&Co. *Mgrs.*)<br>*WB=CellD* | 275·0<br>P29'Q78'B110'<br>F28' ptND07 BK9"<br>B234'346*tAPT*27*t* | 37·2 | 19·2 | Landskrna<br>Swedish<br>4*BHptAsp*<br>*ptCem* | T.3Cy.21",35"&57"-39" (*s*)<br>160lb *100lb* NDB18 203NHP<br>1DB,4*cf*,GS65,HS3052<br>Blair&Co.Ld.Stockton | 22 " 2<br>s 1 "10<br>21 " 2 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Équipement. | 7a Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33279<br>5313<br>JSPT | **Torgny** SteelScSr<br>*Mchy.Aft* 1*Dk* | 228<br>186<br>138 | | | | | 1912 | Thorskog<br>Mek.Verks.<br>Thorskog | Sulfitaktiebolaget<br>Göta (O.Lindstedt<br>*Mgr.*) | 101·2<br>P21'H13tF11' | 22·9 | 9·8 | Swedish<br>*WB* | C.2Cy.11"&18"-16"<br>11NHP<br>ThorskogMek.Verks. | |
| 33280<br>6233<br>KOJF | **Torgöt** SteelSc<br>*Well deck* 1*Dk*(*Stl*) | 762<br>611<br>413 | ✠100A1<br>8,2 ~~6,20~~<br>✠LMC1,20 | Shl | *k* | 6,20 | 1919<br>10mo<br>*Lloyd* | E.J.Smit<br>&Zoon<br>Westerbroek<br>'sA&CP | RederiA/BTorgöt<br>(HugoPersson<br>&Co.) | 193·4<br>Q65'B49'F24'<br>FK<br>*CellDB*152'223t*FPT* | 32·1 | 12·5 | Landskrna<br>Swedish<br>4*BHCem*<br>39t*APT*18t | T.3Cy.15",23¼"&39⅝"-23⅝"<br>180lb (*s*) 106NHP<br>2SB,*4cf*,GS59,HS1937<br>EJSmit&Zoon,Hoogezand | 14<br>s1<br>13 |
| 33281<br>MDVF | **Torgrim** SteelScSr<br>1*Dk* | 134<br>126<br>54 | | | | | 1908 | Rosenbergs<br>Mek.Verks.<br>Stavanger | P.Skarbövig | 106·8 | 19·0 | 9·8 | Aalesund<br>Norwegian | C.2Cy.10½"&23"-15"<br>17NHP<br>RosenbergsMek.Verksted. | |
| 33282<br>MOGW | **Torgtind** SteelScSr<br>(*ex*Lister,*ex*Hjalmar)<br>1*Dk*&*Awng dk* | 286<br>261<br>161 | | | | | 1881 | MotalaCo.<br>Gothenburg | A/STorghattens<br>Damskibslsk(H.M.<br>Figenschow,*Mgr.*) | 119·8<br>P37tH25tF10t | 21·5 | 15·8<br>16·1 | Brönnöy<br>Norwegian | C.2Cy.15½"&28"-17¾"<br>27NHP<br>MotalaCo.Gothenburg | |
| 33283<br>MRKJ | **Torgun** WoodSc<br>*OilEng.*<br>*Mchy.Aft* (*Lighter*) 1*Dk* | 105<br>92<br>75 | | | | | 1917 | Holmens<br>Verft<br>Risör | Skiensfjordens<br>Lægterkompani<br>A/S | 78·6<br>H9t | 20·0 | 9·4 | Skien<br>Norwegian | Oil Engines 2S.SA<br>2Cy.13"-14" 23NHP<br>J.&C.G.BolindersM.V.<br>A/B.Skm | |
| 33284<br>MRVP | **Torgun II.** WoodSc3MstSr<br>*OilEng.*<br>(*ex*Badskjærholmen) 1*Dk* | 168<br>151<br>115 | | | | | 1918 | Holmens<br>Værft<br>Risör | Skiensfjordens<br>Lægterkompani<br>A/S | 92·6<br>H15t | 23·8 | 11·2 | Nofodden<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.14½"-15¾" 34NHP<br>LysekilsM.V.A/B.Lysekil | |
| 33285<br>6063<br>KBNJ | **Torild** SteelScSr<br>1*Dk* | 1324<br>1023<br>688 | | | | | 1918 | Akt.Öre-<br>sundsvarvet<br>Landskrona | Rederiaktb.Ocean<br>(H.Persson&Co.<br>*Mgrs.*) | 232·0<br>P20'B60'F22' | 37·2 | 15·0 | Landskrna<br>Swedish<br>*WB* | T.3Cy.18½",30"&48"-30"<br>126NHP<br>MotalaV.NyaAkt.Motala | |
| 33286<br>129589<br>HTDV | **Torilla** SteelScSr<br>2*Dks*(*Stl*-ws)&*Shelter dk*(*Stl*-teak s)<br>*Elec.light* Wireless | 5205<br>4212<br>3189 | ✠<br>7,11<br>✠ | Nwc | *z* | | 1911<br>7mo | Palmers'<br>Co.Ld.<br>Newcastle | BritishIndiaStm.<br>Nav.Co.Ld.<br>*WB=CellDBa* | 400·4<br>P *on Shltr dk* 47'<br>B *on* „ 126'<br>FK<br>132'*u E&B*63'*f*145' | 53·2 | 24·8 | Glasgow<br>British<br>6*BHCem*<br>1087t *FPT* | T.3Cy.26½",45"&76"-51"<br>687NHP<br>4SB,*12cf*,GS244,HS10720FD<br>Palmers'Co.Ld.Newcastle<br>133t*APT*20t*DTa*20'470t | 27 |
| 33287 | **Torino** SteelScSr<br>*Elec.light* | 4200 | 100A1<br>(*ClassContemplated*) | | | | 1920 | Inter-<br>nation'lSBCo<br>Pascagoula,<br>Miss. | Società di Naviga-<br>zioneItaloAmeri-<br>cana | 370·0<br>P34'B114'F37' | 52·0 | 27·5 | Genoa<br>Italian | T.3Cy.24",40"&65"-42"<br>InternationalS.B.Co.<br>Pascagoula,Miss. | |
| 33288<br>75<br>SMRP | — SteelSc<br>Wireless | 189<br>154<br>127 | | | | | 1911 | J.&A.Van<br>derSchuyt<br>Papendrecht | Soc.Veneta di Nav.<br>aVap.Lagunare | 118·1 | 20·5 | 8·4 | Venice<br>Italian | T.3Cy.9⅝",15¾"&26⅝"-17¾"<br>J.&A.Van der 29NHP<br>Schuyt,Papendrecht | |
| ❊ 33289<br>LBDK | **Torlak Skogland** SteelScSr<br>*ss*BizertaNo.2-18<br>(*ex*ScarletTower,*ex*Nigretia) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 3258<br>3010<br>2041 | ✠100A1<br>7,21 ~~8,20~~<br>Examined12,19BS8,22<br>~~BS1,21~~ ✠LMC9,18 | Ham<br>Shl | *r* | CL<br>12,19 | 1910<br>4mo<br>*Lloyd* | A.Rodger<br>&Co.<br>Pt.Glasgow<br>'sA&CP | T.H.Skogland&<br>Sön,A.S. | 334·0<br>P29'B90'F36'<br>FK<br>*Cell DBa&uE* 125' *f*149' | 48·0 | 22·3 | Haugesnd<br>Norwegian<br>5*BHCem*<br>735t*APT*56t | T.3Cy.24",40"&65"-42" (*s*)<br>180lb *100lb* 300NHP<br>2SB,*6cf*,GS112,HS4674<br>A.Rodger&Co.Glasgow | 24<br>s4<br>21 |
| ❊ 33290<br>6076<br>KBPG | **Torland** SteelSc<br>1*Dk*(*Stl*)<br>*Well deck* | 762<br>610<br>414 | ✠100A1<br>3,22 ~~5,20~~<br>✠LMC2,19 | Sld<br>Got | *k* | 3,22 | 1918<br>11mo | E.J.Smit&<br>Zoon<br>Westerbroek<br>A&CP | RederiA/BTorland<br>(H.Persson&Co.) | 190·5<br>Q65'B49'F24'<br>FK<br>*CellDB*153'223t*FPT* | 32·3 | 12·4 | Landskrna<br>Swedish<br>4*BHCem*<br>39t*APT*18t | T.3Cy.15",23¼"&39 9/16"-23⅝"<br>185lb (*s*) 106NHP<br>2SB,*4cf*,GS59,HS1937<br>EJSmit&Zoon,Hoogezand | 14<br>s1<br>13 |
| 33291<br>6062<br>KBNH | **Torleif Hugo** SteelScSr<br>1*Dk* | 918<br>718<br>498 | | | | | 1918 | Hlsingbrg<br>VarvsAktie.<br>Helsingborg | Rederiaktb.Ocean<br>(H.Persson&Co.<br>*Mgrs.*) | 208·2<br>Q64'B56'F20' | 32·3 | 12·4 | Landskrna<br>Swedish<br>*WB* | T3Cy.17¾",29 5/16"&46⅞"-27½"<br>110NHP<br>HelsingborgsVarvsAktie | |
| 33292<br>145841<br>KPTS | **Tormentor** WoodSc<br>(*Tug*)<br>Wireless 1*Dk* | 252<br>—<br>131 | | | | | 1900 | Atlantic<br>Works<br>Boston | SinclairNav.Co. | 114·1 | 25·6 | 14·5 | NewYork<br>Utd.States | C.2Cy.20"&36"-26"<br>55NHP<br>AtlanticWorks,Boston | |
| 33293<br>MGJO | **Tormod** IronScSr<br>(*ex*Garth)<br>*Well deck* 1*Dk*2*trB* | 1324<br>1100<br>790 | | | ... | | 1884 | W.Pickers-<br>gill&Sons<br>Sunderland | A/SLuksefjeld<br>(Olsen&Ugelstad,<br>*Mgrs.*) | 240·0<br>Q91'B50'F28'<br>FK | 33·1 | 18·2 | Chrstiania<br>Norwegian<br>*WB* | C.2Cy.29½"&55"-36"<br>NB09 146NHP<br>G.Clark,Sunderland | 19 |
| 33294 | — SteelSc<br>*For full particulars See No. 39534 in Supplement* | 1000 | 100A1<br>(*ClassContemplated*) | | | | 1921 | E.J.Smit&<br>Zoon<br>Westerbroek | H.Persson | 206·7<br>Q77'B45'F24' | 31·9 | 15·4 | Landskrna<br>Swedish | T.3Cy.15",23¼"&39⅝"-23⅝"<br>EJSmit&Zoon,Hoogezand | 15<br>s1<br>14 |
| 33295<br>LBPW | **Tormod Bakkevig** SteelSc<br>*Elec.light* 1*Dk* | 849<br>606<br>499 | | | | | 1920 | Mjellem&<br>Karlsen<br>Bergen | TormodBakkevig<br>&Sön,A/S | 187·9<br>Q66tB83tH46tF29t | 31·8 | 12·2 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.14",23½"&33"-27"<br>56NHP<br>Mjellem&Karlsen,Bergen | |
| 33296<br>5409<br>JTOV | **Torne** SteelScSr<br>*Elec.light* *Mchy.Aft* Wireless 1*Dk* | 3792<br>3368<br>1963 | | | | | 1912 | Lindhol-<br>mensV.A.<br>Gothenburg | Trafikaktiebolag.<br>Grängesberg-<br>Oxelösund<br>(G.Dillner,*Mgr.*) | 359·5<br>Q66tB83tH46tF29t | 50·2 | 23·7 | Stockholm<br>Swedish<br>*WB* | T.3Cy.24½",40"&66"-45"<br>292NHP<br>LindholmensV.A.Got. | |
| 33297<br>RMQO | **Torneå** IronTwinScSr<br>*Elec.light* | 664<br>380<br>432 | | | | | 1876 | W.Lind-<br>bergsM.V.<br>Stockholm | FinskaÅngfAktieb | ................ | | | Helsingfrs<br>Finnish<br>*Cm* | C.4Cy.13 9/16"&28¾"-20½"<br>NE&B14 81NHP<br>*pd*89BergsundsM.V.Skm. | |
| 33298 | **Toro** IronSc<br>(*ex*Maria,*ex*Anita-VidalSala,*ex*Lillie) | 527<br>460<br>308 | ✠<br>2,85 | Liv | | | 1870 | Withy,<br>Alexander<br>&Co.<br>Hartlepool | | 184·2 | 28·1 | 14·4 | | C.2Cy.22⅝"&42"-29¾"<br>E.blt.70 NB96 81NHP<br>Blair&Co.,Stockton. | |
| ❊ 33299<br>139014<br>JLBN | **Toromeo** SteelScSr<br>*ss*Syd.No.3-8,18<br>(*ex*Tiberius) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&<br>Sub.Sig. Wireless *deep framing* | 4149<br>4080<br>2702 | ✠100A1<br>*Spar dk*<br>11.21 ~~3,21~~<br>BS3,21 ✠LMC1,18 | Syd | *x* | CL<br>4,20 | 1905<br>8mo<br>*Lloyd* | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'sA&CP | Requisitioned by<br>theCommonwealth<br>Govt.ofAustralia<br>*WB=CellDBa* | 360·0<br>P36'B96'F32'<br>FK<br>118'*uE*22'*f*154'789t | 48·0 | 20·2<br>28·1 | London<br>British<br>6*BHCem*<br>*APT*64t | T.3Cy.26",42"&72"-48" (*s*)<br>180lb 400NHP<br>3SB,*9cf*,GS510,HS6315<br>N.E.MarineEngCoLd.Nwc | 30,10<br>s6<br>25 |

| 1 No. in Book. / Official No. / Code Letters. | 2–3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33300<br>113569<br>RTFD | **Toronto** SteelTwinSc4MstSr<br>ssHul.No.3-10,13<br>Elec.light Wireless ssHul.No.1-17<br>2Dks(Stl)&deep framing, lower dk in 1&3 holds & Shelter dk(ptIrn&ptStl) | 6129<br>5775<br>3938 | ✠100A1<br>Shelter dk<br>8.20<br>~~BS10,20~~ BS2,22 ✠LMC9,17<br>Carrying oil | Hul<br>fuel F. | c†<br>P. | CL<br>7,19<br>above | 1900<br>8mo<br>150° F | W.Gray&Co.Ld.<br>WHartlepool<br>A&CP<br>.in DB WB= | Ellerman'sWilson Line,Ld.<br>Cell DBa119' uE& | 456·0<br>B on Shelter dk82'<br>B59'f206'1129t DT | 52·2 | 31·1<br>FK | Hull<br>British<br>6BHCem<br>f20'568t FP | T.6Cy.22",37"&64"-42" (s)<br>200lb 776NHP<br>4SB,12rf,GS272HS11344 FD<br>Cen.Mar.Eng.Wrks.WHpl<br>T37tAPT70t | 34 " 0<br>s 5"10½<br>28 " 7 | |
| 33301<br>107412 | — SteelPad<br>Elec.light Wireless 3Dks | 2779<br>1742<br>1652 | | | | | 1899 | Bertram E. WorksCo.Ld.<br>Toronto,Ont. | Canada Steamship Lines,Ld. | 269·4 | 36·0 | 13·8 | Toronto<br>British | T.3Cy.28",44"&72"-72"<br>440NHP<br>BertramEng.Wrks.Co.Ld. | | |
| 33302<br>OUKW | — WoodTwinScSr<br>(exVictoria)<br>Elec.light | 2701<br>1907<br>1635 | | | | | 1919 | Foundatn. Co.ofBritish Columbia.Ld.<br>Victoria,B.C. | FrenchGovernment | 279·0<br>P166'F36" | 46·7 | 21·2 | Havre<br>French | T.6Cy.13½",22"&30"&26"<br>92NHP<br>VulcanIronWks Denver, Cal. | | V |
| 33303<br>136223<br>JNDK | — SteelScK<br>ssHul.No.1-19<br>1Dk | 204<br>204<br>77 | ✠100A1<br>StmTrawler<br>9,19<br>BS5,21 ✠LMC9,19 | Hul | | CL<br>9,19 | 1915<br>1mo<br>Lloyd | Cochrane &Sons,Ld.<br>Selby<br>'sA&CP | HullSteamFishing &IceCo.Ld. | 112·2 | 22·5 | 12·4<br>BK8"<br>WB= | Hull<br>British<br>4BHCem<br>DTf13'30t | T.3Cy.10",17"&28"-24" (s)<br>200lb 55RHP<br>1SB,2pf,GS27,HS835<br>C.D.Holmes&Co.Ld.Hull | 13 " 2 | |
| 33304<br>141663<br>TPRH | **Torontonian** SteelScSr<br>Elec.light 1Dk(Stl) | 2239<br>1797<br>1349 | ✠100A1<br>6,20<br>~~(ClassContem-plated)~~<br>✠LMC6,20 | Tro | r | CL | 1920<br>6mo<br>Lloyd' | Dominion S.B.&Repair Co.Ld.<br>Toronto<br>sA&CP | ~~DominionS.B.& RepairCo.Ld.~~<br>EquitableTrustCo. ofNewYork<br>CellDB220'550tFP | 251·0<br>P24'B68'F21'<br>T55tAPT100t | 43·6 | 20·7<br>FK | Toronto<br>British<br>4BHCem | T.3Cy.20½",33"&54"-36"(s)<br>180lb 216NHP<br>2SB,6cf,GS116,HS3700<br>DominionS.B.&RepairCo. Ld.Toronto | 23 " 1 | |
| 33305<br>120825<br>HQDW | **Torpoint** SteelSc<br>ssLon.No.3-7,17<br>(exZephyr) 1Dk(Stl)<br>Elec.light Mchy.Aft | 214<br>142<br>84 | ✠100A1<br>11,20<br>~~BS7,20~~ ✠LMC~~2,17~~ 9,21 | Cff | c | CL<br>~~11,20~~<br>9,21 | 1905<br>1mo<br>Lloyd | Dundee Shipbuilders' CoLdDundee<br>'sA&CP | ScorrierSteam Coasters,Ld. (GriffinBros. Mgrs.) | 110·0<br>Q48'F17' | 21·1 | 9·3<br>FK<br>FPT39t | London<br>British<br>2BHCem<br>APT5t | C.2Cy.13"&26"-18" (s)<br>120lb 40RHP<br>1SB,2pf,GS32,HS890<br>Menzies&Co.Leith | 10 " 0<br>s " 7½<br>9 " 7 | |
| 33306<br>130188<br>JGDN | **Torquay** SteelScSr<br>ssSld.No.1-18<br>Well deck 1Dk(Stl)<br>Cargo battens not fitted | 870<br>605<br>435 | ✠100A1<br>9,21 ~~3,20~~<br>✠NB7,15 ✠LMC4,18<br>BS11,20 | Cff | k | CL<br>3,20 | 1914<br>8mo<br>Lloyd | J.Crown& Sons,Ld.<br>Sunderland<br>'sA&CP | ManorLine (London)Ld (C.Angel&Co. Mgrs.) CellDBa& | 200·0<br>P21'Q44'B48'F21'<br>uE59'f84'196tFPT | 30·0 | 12·2<br>FK | London<br>~~Drtmouth~~<br>British<br>4BHCem<br>49tAPT41t | T.3Cy.17",28"&46"-30" (s)<br>180lb 140NHP<br>2SB,4pf,GS58,HS2350<br>N.E.MarineEng.Co.Ld.Sld | 14 " 3<br>s 1 " 1<br>13 " 5 | |
| 33307<br>JSFK | **Torras y Bages** SteelScSr<br>ssShl.No.3-12,14<br>(exVelasquez) ssBcl.No.1-18<br>Wireless 1Dk(Stl)&Spar dk(ptStl &ptIrn)&deep framing | 1344<br>1300<br>754 | ✠100A1<br>Spar dk<br>withfreeboard<br>1,22 ~~2,21~~<br>BS2,21 ✠LMC3,18 | Bcl | p | CL<br>~~2,20~~<br>1,22 | 1902<br>1mo<br>Lloyd | ClydeSB.& E.Co.Ld.<br>Pt.Glasgow<br>'sA&CP | Cia.Trasmediterranea<br>CellDB | 238·0<br>P37'B63'F54'<br>a52'uE&B35'f105' | 35·7 | 12·2<br>19·6<br>FK | Barcelona<br>Spanish<br>4BHCem<br>311tAPT11t | T.3Cy.19",31"&51"-33" (s)<br>165lb 80lb 157NHP<br>1SB,4pf,GS66,HS2433<br>ClydeS.B.&E.Co.Ld.P.Gls. | 21"10<br>s 2"9½<br>19 " 4 | |
| 33308<br>Wrecked10,21<br>JSFH | **Torre del Oro** SteelScSr<br>Well deck Elec.light Wireless 2Dks | 1320<br>1013<br>819 | | | | | 1888 | Craig, Taylor&Co.<br>Stockton | Hijos deJoséTaya, S.enC. | 243·8<br>P209t F69t | 31·3 | 17·2 | Barcelona<br>Spanish | T.3Cy.18½",29"&48"-36"<br>NB02 138NHP<br>Wstgrth,English&Co.Mdb | | V |
| 33309<br>JSFG | **Torreblanca** IronScSr<br>ssLiv.2ndNo.3-5,95<br>(exSitgesHermanos, ssAlg.No.2-04<br>exAfrica,exFaithful) 1Dk2trB<br>Elec.light Wireless | *818*<br>*688*<br>*492* | ✠<br>7,08<br>✠NB85 | Alg | m | | 1871<br>8mo | Dobie&Co.<br>Glasgow | NavieraHispano Oriental,S.A. | 230·1<br>P54'B46'F41'<br>ptND88<br>WB=DBa70'145t | 28·7 | 16·1 | Barcelona<br>Spanish<br>5BHCem<br>FPT15t | C.2Cy.20"&40"-33"<br>NDB85 154NHP<br>2SB,4cf,GS82,HS2696<br>Rankin&Blackmore,Grk. | | V |
| 33310<br>76800 | **Torrens** IronScSr<br>Mchy.Aft 1Dk | 135<br>134<br>54 | | | | | 1877 | W.Simons &Co.<br>Renfrew | Government of Western Australia | 100·4 | 21·2 | 8·8 | Fremantle W.A.<br>British | C.2Cy.13"&22"-18"<br>30RHP<br>W.Simons&Co.,Renfrew | | |
| 33311<br>142727<br>JVRS | **Torrent** SteelSc<br>(exCosmosDon, 1Dk(Stl)<br>Elec.light exWarTorrent)<br>Wireless Cargo battens not fitted | 3107<br>2862<br>1871 | ✠100A1<br>9,20<br>✠LMC12,18 | Cff | u | CL | 1918<br>12mo<br>Lloyd | W.Gray& Co.Ld.<br>WHartlepool<br>'sA&CP | ~~W.J.Williams~~<br>St.MaryS.S.Co.Ld (WilliamsBros, (Cardiff)Ld Mgrs.) CellD | 331·2<br>P33'B100'F29'<br>B284' 748t FPT71t | 46·8 | 23·1<br>FK | London<br>British<br>7BHptCem<br>APT45t | T.3Cy.25",41"&68"-45" (s)<br>180lb 430NHP<br>3SB,9cf,GS153,HS6336 FD<br>Cen.Mar.Eng.Wrks.WHpl | 25 " 6<br>s 4 " 1½<br>21 " 9 | |
| 33312<br>207744 | — SteelSc<br>Elec.light 1Dk | 296<br>—<br>197 | | | | | 1910 | American S.B.Co.<br>Lorain,Ohio | Duluth&Iron RangeR.R.Co. | 110·0 | 28·0 | 15·0 | Duluth<br>Utd.States | 2Cy.20"-24"<br>30NHP<br>AmericanSB Co.Cleveland | | |
| 33313<br>215233<br>LHJV | **Torres** SteelScSr<br>Carrying Petroleum in bulk<br>Elec.light Fitted for oil fuel<br>Mchy.Aft Wireless 2Dks | 4943<br>—<br>2955 | | | | | 1917 | NwprtNws S.B.&D.D.Co<br>NewprtNews | SouthernPacific Co.Inc. | 380·0 | 59·0 | 27·0 | NewYork<br>Utd.States<br>WB | T.3Cy.24½",41½"&72"-48"<br>360NHP<br>NewportNewsSB&DD.Co | | |
| 33314<br>LBFW | **Torrey** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Cruiser Stern 2nd dk(Stl)inforehold<br>Wireless Longitudinal framing | 4811<br>4403<br>2859 | ✠100A1<br>Shelter dk<br>withfreeboard<br>9,21 ~~3,21~~ ✠LMC11,20<br>Fitted for oil | Gls<br>NYk<br>fuel11 | z<br>,20 | CL<br>F.P. a | 1920<br>11mo<br>Lloyd<br>bove 1 | AM'Millan &Son,Ld.<br>Dumbarton<br>'sA&CP<br>50° F. | A/S "To" (M. Mosvold,Mgr.)<br>CellDB346'1051t | 400·4<br>FPT144t APT175t | 52·6 | 25·7<br>FK<br>Collision | Xiansand<br>Norwegian<br>ptCem<br>BHto Sh dk<br>5 " " U " | T.3Cy.27",44"&73"-48" (s)<br>180lb 444NHP<br>3SB,9cf,GS185,HS7436<br>J.G.Kincaid&Co.Ld.Grk. | 28 " 3<br>s 3 " 5<br>25 " 1 | |
| 33315 | **Torrontero** SteelSc<br>Elec.light Mchy.Aft 1Dk(Stl)<br>Wireless Longitudinalframing inDB<br>Cargo battens not fitted | 2493<br>1950<br>1477 | ✠100A1<br>3,22 ~~8,20~~<br>✠LMC8,20 | Bbo<br>Bcl | r | CL | 1919<br>11mo<br>Lloyd | Soc.Española de Const.Nav.<br>Bilbao<br>'sA&CP | Cia.Naviero Bermeo<br>CellD | 277·2<br>P74'F34'<br>B234' 522t FPT112 | 39·9 | 20·6<br>FK | S.Sebast'n<br>Spanish<br>4BHCem<br>tAPT45t | 2 Steam Turbines geared to1ScShaft (s) 192NHP<br>180lb 150lb<br>2SB,4cf,GS80,HS3132<br>Soc.Española deCnst.Nav. Ferrol | 23 " 1<br>s 4 " 1<br>19 " 5 | |
| 33316<br>MFKS | **Torstein** IronScSr<br>ssNwc.3rdNo.3-11,20<br>(exAbermaed)<br>Well deck 1Dk(Irn)2trB<br>Cargo battens not fitted | 1074<br>909<br>635 | ✠100A1<br>~~1,21~~ ~~11,20~~ ~~1,22~~<br>5,22<br>✠LMC11,20<br>BS1,22 | Nwc<br>~~Bgn~~ Bgn | n | ~~11,20~~<br>~~1,22~~<br>5,22 | 1883<br>4mo<br>Lloyd | Palmers' Co.Ld.<br>Newcastle<br>'sA&CP | A/S Inger (J.Kjöde A/S, Mgs) | 225·7<br>Q113'B34'F29'<br>DBa 63'f59' 218t | 31·2 | 17·0<br>BK8" | Bergen<br>Norwegian<br>4BHCem<br>APT10t | C.2Cy.28"&52"-33" (a)<br>80lb 100lb NDB06 119NHP<br>1SB,3pf,GS27,HS1917<br>Palmers'Co.Ld.Newcastle | 18 " 3<br>s 2 " 3<br>16 " 9 | |
| 33317<br>3527<br>JKTN | **Torsten** SteelTwinSc<br>(exPrinsessanIngeborg) 1Dk | 145<br>100<br>56 | | | | | 1899 | Bergsunds M.V.<br>Stockholm | A/BP.Janson& Co. (HugoBlom, Mgr.) | 102·8<br>P69'H7t | 18·5 | 8·0 | Nrrköping<br>Swedish | C.4Cy.10½"&22½"-14½"<br>16NHP<br>BergsundsM.V.Skm. | | |
| 33318<br>591<br>SMWP | **Tortona** SteelScSr<br>(exSamos)<br>Wireless 1Dk2trB | 1922<br>1898<br>1219 | | | | | 1890 | Flensburgr Schiffsb.Ges.<br>Flensburg | Requisitioned by theItalianGovt. | 260·4<br>P158'F30' | 36·0 | 25·1 | Genoa<br>Italian<br>WB | T.3Cy.19½",29"&52"-33"<br>155NHP<br>FlensburgerSchiffsb.Ges. | | I |
| 33319<br>146267<br>KLFN | **Tortuguero** SteelTwinSc<br>Wireless<br>Elec.light Ref.Mchy. ~~4Dks~~ 2Dks | ~~5200~~<br>5285<br>4557<br>3275 | | | | | 1921 | A.Stephen &Sons,Ld.<br>Glasgow | Elders&Fyffes,Ld. | 400·1<br>P42'B155'F41' | 51·2 | 30·1 | Glasgow<br>British<br>WB | T.6Cy.27½,46½"&78"-54"<br>447NHP<br>A.Stephen&Sns,Ld.Gls. | | |

| 1 Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel<br>Total — Sous le Pont — Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. hHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Tirant d'eau pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33320<br>4975<br>JRKS | **Torvald** IronScSr<br>ssOsc.3rdNo.3–6,20<br>(exHawthorn) 1Dk(Irn)2trB<br>Well deck Cargo battens not fitted | 1101<br>868<br>652 | ✠100A1<br>6,20<br>✠LMC8,20<br>BS9,21 | Osc | n | 6,20 | 1879<br>6mo | W.Doxford &Sons<br>Sunderland<br>A&CP | Rederiaktieb Torvald (H.Persson&Co.)<br>WB=D | 224·6<br>Q91′B43′F27′<br>BK8″<br>Ba71′f59′220tFPT | 32·0 | 16·2 | Landskrna<br>Swedish<br>4BHCem<br>28tAPT15t | C.2Cy.28″&54″–36″ (i)<br>75lb 100lb NDB01 138NHP<br>2SB,4pf,GS76,HS2368<br>W.Doxford&Sons,Sld. | 17 7 |
| 33321<br>124624<br>HPDB | **Toryisland** SteelScSr<br>— ssSld.No.2–18<br>(exShotton) 1Dk(Stl)<br>Mchy.Aft Well deck | 300<br>223<br>110 | ✠100A1<br>12,20<br>~~BS12,20~~ ✠LMC5,18<br>BS11,21 | Bel | e | CL<br>~~12,20~~<br>11,21 | 1909<br>5mo<br>Lloyd | Cochrane &Sons<br>Selby<br>'sA&CP | R.&D.A.Duncan, Ld.(S.Kelly,Mgr.) | 135·0<br>Q48′B11′F23′<br>BK7½″ | 23·1 | 9·3 | Belfast<br>British<br>3BHCem<br>FPT40t | C.2Cy.17″&36″–24″ (s)<br>130lb 62RHP<br>1SB,3cf,GS51,HS1352<br>C.D.Holmes&Co.Ld.Hull | 10 6<br>s 8<br>10 7 |
| 33322<br>13176<br>LMSG | **Toryu Maru** SteelScSr<br>(exMisumiMaru,exHilary,exRedSea)<br>1Dk&Spar dk3trB | 2001<br>1314<br>1211 |  |  | ... |  | 1889 | WBThmp-son&Co.Ld.<br>Dundee | TowaKisen KabushikiKaisha | 275·0<br>B64′F36′ 22·8<br>BK9½″ | 37·2 | 15·8 | Nishino-miya<br>Japanese<br>WB | T.3Cy.21″,33″&54″–42″<br>182NHP<br>W.B.Thmpsn&Co.Ld.Dun. | 25 2 |
| 33323<br>1443<br>HKCQ | **Tosa Maru** SteelTwinSc4MstSr<br>ssKob.2ndNo.3–5,18<br>(exIslam) 2Dks(Stl-Uws)3trB<br>Elec.light Wireless | 5620<br>5295<br>3402 | ✠100A1<br>2,22 ~~4,21~~<br>✠LMC9,20<br>2,22 | Yka | a† | CL<br>~~S7,19~~<br>~~P9,20~~<br>2,22 | 1892<br>12mo<br>Lloyd | Harland& Wolff(Lim.)<br>Belfast<br>'sA&CP | NipponYusen KabushikiKaisha<br>WB=Cell<br>DBa130′uE&B | 445·0<br>P31′B92′F50′<br>F&BK3″<br>68′f178′1166tFPT | 49·2 | 30·1 | Tokio<br>Japanese<br>8BHCem<br>72tAPT66t | T.6Cy.20″,33½″&56″–48″ (s)<br>200lb 533NHP<br>2D&2SB,12rf,GS243 HS8648<br>Harland&Wolff(Lim.),Bel | 33 6<br>s 8 11<br>25 4 |
| 33324<br>1386<br>HJTS | — WoodScSr<br>2Dks | 188<br>165<br>99 |  |  |  |  | 1893 | Kanosuye Mansuke<br>Misato | OshimaKaiun KabushikiKaisha | 108·3 | 16·1 | 13·6 | Hakodate<br>Japanese | C.2Cy.13½″&27″–16″<br>24NHP<br>OnoSeikichi,Osaka |  |
| 33325<br>17323<br>MNSD | **Tosa Maru No. 1** WoodAuxScSr | 184<br>—<br>108 |  |  |  |  | 1914 | ........ | Nomoto Ushinosuke | 100·4 | 23·0 | 12·0 | Osaka<br>Japanese |  |  |
| 33326<br>17328<br>MNSK | **Tosa Maru No. 2** WoodSc | 196<br>—<br>104 |  |  |  |  | 1915 | ........ | TosaUnyu KabushikiKaisha | 107·2 | 18·9 | 13·5 | Kochi<br>Japanese |  |  |
| 33327<br>17329<br>MNSL | **Tosa Maru No. 3** WoodSc | 199<br>—<br>120 |  |  |  |  | 1915 | ........ | TosaUnyu KabushikiKaisha | 108·8 | 19·0 | 13·6 | Kochi<br>Japanese |  |  |
| 33328<br>17343<br>MNTS | **Tosa Maru No. 5** WoodAuxScSr | 187<br>—<br>112 |  |  |  |  | 1916 | ........ | TosaUnyu KabushikiKaisha | 101·3 | 23·6 | 12·0 | Kochi<br>Japanese |  |  |
| 33329<br>21753<br>NQTD | **Tosa Maru No. 6** WoodSc | 456<br>—<br>269 |  |  |  |  | 1917 | ........ | TosaUnyu KabushikiKaisha | 162·6 | 25·0 | 14·5 | Kochi<br>Japanese |  |  |
| 33330<br>21124<br>NMFR | **Tosa Maru No. 7** WoodSc | 535<br>—<br>283 |  |  |  |  | 1917 | ........ | TosaUnyu KabushikiKaisha | 170·7 | 26·2 | 15·2 | Kochi<br>Japanese |  |  |
| 33331<br>24548<br>RJSL | **Tosa Maru No. 8** WoodSc | 761<br>—<br>574 |  |  |  |  | 1918 | ........ | TosaUnyu KabushikiKaisha | 185·0 | 31·0 | 17·5 | Kochi<br>Japanese |  |  |
| 33332<br>10245<br>LBFN | **Tosa Maru No. 10**<br>(exKounMaru) | 912<br>—<br>555 |  |  |  |  | 1906 | ........ | TosaUnyu KabushikiKaisha | 202·0 | 27·0 | 21·3 | Kochi<br>Japanese |  |  |
| 33333<br>22011<br>NRVH | **Tosa Maru No. 11**<br>(exKounMaruNo.2) | 753<br>—<br>421 |  |  |  |  | 1918 | ........ | TosaUnyu KabushikiKaisha | 187·0 | 31·8 | 15·9 | Kochi<br>Japanese |  |  |
| 33334<br>16339<br>MHNG | **Tosan Maru** SteelScSr<br>ssKob.2ndNo.3–6,21 ~~ssLth.No.3–6,09~~<br>(exDunblane) ~~ssKob.No.2–17~~<br>Elec.light 1Dk(Stl)&Spar dk(Irn)<br>Wireless &deep framing | 3863<br>3238<br>2839 | ✠100A1<br>Spar dk & Trunkdk<br>6,21 ~~1,20~~<br>✠LMC ~~1,20~~ 7,21 | Kob | w | ~~N1,20~~<br>7,21 | 1897<br>4mo | Ropner& Son<br>Stockton<br>A&CP | KatsudaKisen KabushikiKaisha<br>WB= Cell DBa 112′ | 330·0<br>P30′B65′F31′ 26·3<br>FK<br>uE&B36′f128′675t | 45·0 | 18·4 | Tarumi<br>Japanese<br>5BHCem<br>APT106t | T.3Cy.24″,40″&65″–42″ (r)<br>180lb 120lb NDB16 289NHP<br>2SB,6cf,GS122,HS4345<br>Blair&Co.Ld.Stockton | 28 10<br>s 5 4<br>23 10 |
| 33335<br><br>PTWL | **Tosari** SteelScSr<br>Elec.light Wireless 3Dks | 7057<br>6682<br>4502 |  |  |  |  | 1917 | Bonn& Mees<br>Rotterdam | Rotterdamsche Lloyd (W.Ruys& Zonen,Mgrs.) | 445·8<br>F42′ | 54·3 | 34·2 | Rotterdam<br>Dutch<br>WB | 1 Geared Steam Turbine<br>Maats.Fyenoord,Rot. |  |
| 33336<br><br>MVHD | **Tosca** SteelTwinScSr<br>OilEng.<br>Elec.light Wireless 3Dks | 5128<br>4751<br>3129 |  |  |  |  | 1920 | Nederl. Schpsbouw<br>My Amstrdm | DenNorske Ruslandslinje (Winge&Co.Mgrs) | 375·0<br>B57′F39′H245t | 51·2 | 25·5 | Chrstiania<br>Norwegian<br>WB | Oil Engines 4S.C.SA<br>12Cy.22 1/16″–39⅜″ 458NHP<br>Werkspoor,Amsterdam |  |
| 33337<br>99738<br>JCLP | — SteelSc3MstSr<br>— ssHul.No.3–5,20<br>Well deck 1Dk(Stl)<br>Mchy.Aft | 449<br>324<br>169 | ✠100A1<br>5,20<br>✠LMC<br>~~BS2,20~~3,21 MS5,20 | Hul | g | CL<br>N8,19 | 1908<br>6mo<br>Lloyd | AilsaS.B. Co.Ld.<br>Ayr<br>'sA&CP | F.T.Everard | 155·4<br>Q86′B11′F23′<br>BK7″<br>WB=FPT48t | 25·6 | 11·1 | Ayr<br>British<br>3BHCem<br>APT36t | C.2Cy.18″&40″–27″ (s)<br>130lb 64RHP<br>1SB,3pf,GS53,HS1631<br>AilsaS.B.Co.Ld.Troon | 12 3<br>s 4 5<br>12 6 |
| 33338<br>537<br>SMWV | **Toscano** IronScSr<br>ssNwc.No.3–8,93<br>(exToscana,ex Dorothea,exEuxine) ssLgn.No.2–02<br>2Dks&Spar dk<br>Wireless | 1518<br>—<br>967 | ✠<br>9,06<br>✠NB82 | Lgn | o |  | 1871<br>3mo | C.Mitchell &Co.<br>Newcastle | E.Rebisso | 244·8<br>24·6<br>BK8″<br>WB= | 32·1 | 17·9 | Genoa<br>Italian<br>4BHCem<br>DBa&f135′ | C.2Cy.29″&56″–33″<br>NDB82 136NHP<br>2SB,4pf,GS72,HS2328<br>N.E.MarineEng.CoLd Sld. | 25 10 |
| 33339<br>23327<br>ROKN | **Tosei Maru** SteelSc | 999<br>—<br>718 |  |  |  |  | 1918 | ........ | KanamoriShosen KabushikiKaisha | 190·0 | 31·0 | 18·5 | Hakodate<br>Japanese |  |  |
| 33340<br>15971<br>MFHW | — SteelScSr<br>2Dks | 598<br>536<br>341 |  |  |  |  | 1913 | OsakaIron Works<br>Osaka | OshimaKisen KabushikiKaisha | 173·3<br>B50′F26′ | 26·4 | 14·7 | Susami<br>Japanese<br>WB | T.3Cy.12″,20″&34″–22″<br>54NHP<br>OsakaIronWorks,Osaka |  |
| 33341<br>23045<br>RBGS | **Tosei Maru No. 2** WoodSc | 433<br>—<br>242 |  |  |  |  | 1918 | ........ | OzakiKisen GomeiKaisha | 151·0 | 26·0 | 13·4 | Nishino-miya<br>Japanese |  |  |
| 33342<br>21219<br>NMQG | **Toshi Maru** WoodAuxScSr | 197<br>—<br>140 |  |  |  |  | 1917 | ........ | UyenoKikuro | 99·8 | 24·3 | 11·7 | Amagasaki<br>Japanese |  |  |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not L.R. Date of R. of Tr. & Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33343<br>19214<br>NBTM | **Toshi Maru No. 1** WoodScSp<br>1*Dk* | 588<br>452<br>343 | | | | | 1916 | S.Mochi-zuki<br>Higashino | H.Narasaki | 168·2<br>P28'B43'F24' | 25·2 | 16·5 | Amagasaki<br>Japanese | C.2Cy.15⅜"&38½"–24"<br>E*made*84*refitted*16 60NHP<br>B*made*05*refitted*16<br>E.Finch&Co.Chepstow | | |
| 33344<br>21799<br>NRBQ | **Toshi Maru No. 2** WoodSc | 379<br>—<br>214 | | | | | 1917 | ………… | UyenoKikuro | 145·0 | 25·6 | 13·1 | Amaga-saki<br>Japanese | | | |
| 33345<br>25501<br>RNSL | **Toshin Maru** WoodSc | 420<br>—<br>225 | | | | | 1918 | ………… | TowaKisen KabushikiKaisha | 147·3 | 26·0 | 15·0 | Osaka<br>Japanese | C.2Cy. | | |
| 33346<br>23579<br>RFSK | **Tosho Maru** SteelSc<br>(*ex*DaitokuMaruNo.3) | 1225<br>—<br>712 | | | | | 1918 | ………… | TowaKisen KabushikiKaisha | 225·0 | 33·0 | 18·7 | Nakanosho<br>Japanese | T.3Cy.<br>YoshidaIronWorks | | |
| 33347<br>26258<br>RSTB | — WoodSc | 824<br>—<br>483 | | | | | 1918 | ………… | Tadanoumi Marusan Goshi Kaisha | 202·3 | 32·4 | 18·3 | Tadan-oumi<br>Japanese | | | |
| 33348<br>7715<br>JQKD | — SteelScSr<br>2*Dks* | 600<br>567<br>360 | | | | | 1904 | S.Ono<br>Osaka | Y.Fujiyama | 171·8 | 23·7 | 18·3 | Otaru<br>Japanese | T.3Cy.13¼",21¼"&34¼"–24"<br>58NHP<br>S.Ono,Osaka | | |
| 33349<br>70<br>KBHQ | — WoodSc | 188<br>—<br>112 | | | | | 1918 | ………… | Oden | 103·9 | 17·6 | 14·8 | Daitotei, Formosa<br>Japanese | | | |
| 33350<br>23680<br>RFCP | **Toshu Maru No. 2** WoodAuxScSr | 118<br>—<br>83 | | | | | 1918 | ………… | ToshuKaiun KabushikiKaisha | 82·0 | 22·2 | 9·4 | Kochi<br>Japanese | | | |
| 33351 | **Tosno** SteelScSr<br>*Elec.light* 1*Dk* | *2000*<br>*1683*<br>*1110* | | | | | 1907 | Earle'sCo. Ld.<br>Hull | Russian Government | 318·0<br>P204'F33' | 41·1 | 18·3 | Russian<br>*WB* | T.3Cy.22",36"&60"–42"<br>233NHP<br>Earle'sCo.Ld.Hull | | |
| 33352<br>122846<br>HGQC | **Tosto** SteelScSr<br>*ss*Nwc.No.3–10,19<br>*Well deck* 1*Dk*(*Irn*)&*deep framing*<br>Wireless *Cargo battens not fitted* | 1781<br>1457<br>1028 | ✠100A1<br>~~12,21 11,20~~ 4,22<br>~~BS11,20~~ ✠LMC10,19<br>BS4,22 | Nwc | *q* | CL<br>~~10,19~~<br>4,22 | 1906<br>7mo<br>*Lloyd* | S.P.Austin &Son,Ld.<br>Sunderland<br>'*sA&CP* *WB* | =*CellDBa*76'*uE*& | 267·7<br>P27'Q74'B51'F31'<br>*B*32' *f*112'450*tFPT* | 37·8 | 17·4<br>FK | Newcastle<br>British<br>4*BHCem*<br>80*tAPT*140*t* | T.3Cy.21½",35"&57"–39" (*s*)<br>160lb 100lb 220NHP<br>2SB,*6pf*,GS112,HS3540<br>G.Clark,Ld.Sunderland | 19 ″ 9<br>s 2 ″ 2<br>17 ″ 11 | |
| 33353<br>MVSD | — SteelScSr<br>*Elec.light* 1*Dk* | 1426<br>1247<br>815 | | | | | 1920 | SödraVarf-vets Aktieb<br>Stockholm | A/S D/S Tosto<br>(B.Stolt-Nielsen) | 247·7<br>P71*t*H81*t*F13*t* | 38·3 | 15·9 | Haugesnd<br>Norwegian | T.3Cy.18",30"&49"–33"<br>138NHP<br>LindholmensV.A.Got. | | V |
| 33354<br>22427<br>NTPJ | **Totai Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Longitudinal framing* | 3193<br>2757<br>1992 | ✠100A1<br>8,215,20<br>✠LMC~~5,20~~<br>8,21 | Kob | *t* | CL<br>8,21 | 1918<br>4mo | OsakaIron Works<br>Innoshima<br>A&CP | TowaKisen KabushikiKaisha<br>*CellDB*253'519*t* | 305·0<br>P19'B82'F32'<br>*DTa*25'534*t FPT*1 | 43·7 | 27·2<br>FK | Habu<br>Japanese<br>5*BHCem*<br>16*tAPT*20*t* | T.3Cy.22",37"&61"–42" (*s*)<br>180lb 288NHP<br>2SB,*6cf*,GS90,HS3824 FD<br>OsakaIronWks.Ld.Osaka | 27 ″ 3<br>s 4 ″ 4½<br>23 ″ 2 | |
| 33355<br>1329<br>HJQB | **Toten Maru** WoodSc<br>(*ex*YeijoMaru) | 196<br>—<br>105 | | | | | 1893 | ………… | KanamoriShosen KabushikiKaisha | 115·1 | 17·8 | 14·7 | Hakodate<br>Japanese | | | |
| 33356<br>NMBQ | **Toto** SteelSc<br>(*Lighter*)<br>1*Dk* | 193<br>163<br>93 | | | | | 1902 | Kjöbnhvns Flydk.&Skbs.<br>Copenhagen | A/S DeDanske Sukkerfabrikker | 96·3<br>B20'F22' | 22·6 | 8·1 | Stege<br>Danish<br>*WB* | C.2Cy.10½"&20"–14"<br>12NHP<br>KjbnhavnsFlydk.&Skbsv. | | V |
| 33357<br>1716<br>HLFT | **Toto Maru** IronScSr<br>(*ex*Albingia) 2*Dks*3*trB* | 1853<br>1762<br>1166 | | | … | | 1881 | Dobie&Co.<br>Glasgow | YamashitaKisen GomeiKaisha | 288·1 | 33·1 | 23·6<br>*WB* | Nishino-miya<br>Japanese | C.2Cy.34$\frac{3}{16}$"&62$\frac{1}{16}$"–42"<br>208NHP<br>J.Howden&Co.,Glasgow | | |
| 33358<br>9658<br>JTRH | **Totomi Maru** SteelScSr<br>*ss*Yka.No.3–3,15<br>(*ex*Grafton) *ss*Kob.No.1–19<br>1*Dk*(*Irn*)2*trB*&*deep framing* 3*Dk rule* | 3356<br>2855<br>2021 | ~~✠100A1~~<br>*withfreeboard*<br>2,21 ~~11,19~~ ~~✠LMC2,21~~<br>3,22 | Kob | *u* | CL<br>2,21 | 1901<br>12mo<br>*Lloyd* | S.P.Austin &Son,Ld.<br>Sunderland<br>'*sA&CP* | NipponYusen KabushikiKaisha<br>*WB*=*CellDBa* | 330·8<br>P33'B91'F33'<br>106'*uE*20'*f*142'707*t* | 46·1 | 22·0<br>FK | Tokio<br>Japanese<br>6*BHCem*<br>*APT*158*t* | T.3Cy.24",39"&64"–42" (*a*)<br>180lb *80lb* 278NHP<br>2SB,*6rf*,GS120,HS4160<br>G.Clark,Ld.Sunderland | 24 ″ 4<br>s 4 ″ 1<br>20 ″ 8 | |
| 33359<br>16520<br>MJLP | **Tottori Maru** SteelScSr<br>*ss*Yka.No.1–17<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 5966<br>5443<br>3700 | ✠100A1<br>8,21 | Yka | … | CL<br>2,20 | 1913<br>9mo<br>*Lloyd* | Russell& Co.<br>PortGlasgow<br>'*sA&CP* | NipponYusen KabushikiKaisha<br>*WB*=*CellDBa* | 423·4<br>P38'B123'F47'<br>138'*uE*24'*f*186'1243 | 56·0 | 28·7<br>FK | Tokio<br>Japanese<br>7*BHCem*<br>*tAPT*32*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 556NHP<br>3SB,*9cf*,GS190,HS8580 FD<br>J.G.Kincaid&Co.Ld.Grk. | 31 ″ 4<br>s 6 ″ 4<br>25 ″ 4 | |
| 33360<br>124747 | **Touchstone** SteelScK<br>*ss*Mil.No.3–3,18<br>1*Dk* | 173<br>166<br>68 | ✠100A1<br>*StmTrawler*<br>7,20<br>BS4,21 ✠LMC12,18 | Hul | | CL<br>7,20 | 1907<br>3mo<br>*Lloyd* | Cook,Wel-t'n&Gemmell Ld. Beverley<br>'*sA&CP* | MonsSteamFish-ingCo.Ld. (E. Headspith,*Mgr.*) | 108·5 | 21·6 | 11·5<br>BK8"<br>*WB*= | Hull<br>British<br>4*BHCem*<br>*DTf*13'30*t* | T.3Cy.10",16¼"&27"–24" (*s*)<br>200lb 45RHP<br>1SB,*2pf*,GS25,HS750<br>Amos&Smith,Hull | 12 ″ 4 | |
| 33361<br>OULB | **Toul** WoodAuxTwinSc5MstSr<br>*Stm.Eng.*<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 2038<br>—<br>1356 | | | | | 1918 | Foundat'n Co.<br>Tacoma,Wsh | FrenchGovern-ment | 258·7<br>P118'F30' | 44·6 | 22·2 | Bordeaux<br>French | T.3Cy.10",16½"&26"–24"<br>66NHP<br>StatenIslandShipbuilding Co.,PortRichmond,N.Y. | | V |
| 33362<br>605<br>NWAH | **Toula** SteelScSr<br>*ss*Yka.No.1–16<br>(*ex*Aleut,*ex*St.Lucia,*ex*Aleut) 1*Dk*(*Stl*)<br>*Elec.light* &*Awng dk*(*ptStl*–teak s)<br>Wireless | 2351<br>2082<br>1393 | ✠ ~~—~~<br>6,20<br>*Awng dk*<br>*withfreeboard*<br>✠ | Yka | *s* | | 1910<br>5mo | Akt.Bur-meistr&Wain<br>Copenhagen<br>*WB*=*Cell DBa*84' *u* | Russian Volunteer FleetAssociation | 281·0<br>B*on Awng dk*78'<br>*E*18'*f*117'457*tFPT* | 41·3 | 23·1<br>FK | Vladvostk<br>Russian<br>4*BHCem*<br>27*tAPT*26*t* | T.3Cy.20",33"&55"–36"<br>214NHP<br>2SB,*6cf*,GS96,HS3540<br>Akt.Burmeistr&Wain,Cpn | 25 ″ 6 | |
| 33363<br>OULD | **Toulouse** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 1998<br>1688<br>1232 | ✠100A1<br>9,17 | Npt | | CL | 1917<br>6mo | Superior S.B.Co.<br>W.Superior<br>A&CP | Cie.Française des Chemins de Fer Paris-Orléans (Soc.Mar.Aux.de Transports,*Mgrs.*) | 251·0<br>P28'B65'F27'<br>*Cell* *DB*210'545*t FPT* | 43·8 | 18·2<br>FK | Nantes<br>French<br>4*BHCem*<br>68*tAPT*77*t* | T.3Cy.20",33"&54"–40" (*s*)<br>180lb 274NHP<br>2SB,*6cf*,GS126,HS5060<br>DetroitS.B.Co.Detroit | 20 ″ 3<br>s 2 ″ 10<br>17 ″ 9 | |
| 33364<br>1439<br>HKCL | **Toun Maru** WoodScSr<br>2*Dks* | 178<br>171<br>100 | | | | | 1894 | Sawamura Tamekichi<br>Kujo | K.Yamamoto | 115·2 | 16·0 | 13·3 | Hakodate<br>Japanese | C.2Cy.14½"&28½"–17"<br>28NHP<br>KiyamaShigenosuke,Osk. | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux. Grément, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33365<br>OULF | **Touquet** SteelSc<br>(*Trawler*)<br>1*Dk* | 251<br>—<br>85 | | | | | 1904 | Bonn&<br>Mees<br>Rotterdam | L.Bouclet | 135·3 | 21·7 | 12·5 | Boulogne<br>French<br>*WB* | T.3Cy.12″,20″&33″–24″<br>53NHP<br>AlblasserdamscheMchAlb | |
| 33366<br>125090 | **Touraco** SteelScK<br>ssLon.No.3–2,20<br>1*Dk* | 245<br>224<br>113 | ✠100A1<br>*StmTrawler*<br>2,20 ✠LMC2,20 | Lon | | CL<br>N2,20 | 1908<br>1mo<br>*Lloyd* | Cook,Wel-t'n&Gemmell<br>Ld.Beverley<br>'*sA&CP* | TalbotStm.Trwlng Co.Ld. (J.A. Taylor,*Mgr.*) | 120·5<br>Q76′F19′<br>BK8″ | 22·0 | 11·9 | Fleetwood<br>British<br>4*BHCem* | T.3Cy.12½″,21½″&35″–24″(*s*)<br>180lb 76RHP<br>1SB,2*pf*,GS35,HS1318<br>Amos&Smith,Hull | 12 |
| 33367<br>108705<br>PWTH | **Tourmaline** SteelSc3MstSr<br>ssP.Gl.No.3–4,10<br>*Well deck* ssGls.No.2–19<br>*Mchy.Aft Elec.light* 1*Dk*(*Stl*) | 835<br>619<br>357 | ✠100A1<br>7,19<br>~~BS11,20~~ ✠LMC7,19<br>BS12,21 | Ayr | *k* | CL<br>7,19 | 1898<br>2mo | J.Shearer<br>&Son<br>Glasgow<br>A&CP | W.Robertson | 200·0<br>Q107′B11′F36′<br>BK7½″<br>*WB=CellDBf*123′ | 30·1 | 12·1 | Glasgow<br>British<br>3*BHCem*<br>186*t FPT*26*t* | T.3Cy.16½″,26″&42″–33″ (*s*)<br>160lb 90RHP<br>1SB,3*pf*,GS55,HS1550<br>Muir&Houston,Ld.Gls. | 14<br>11<br>14 |
| 33368<br>121099<br>HFDP | — SteelScK<br>ssLon.No.3–11,19<br>1*Dk* | 289<br>255<br>115 | ✠100A1<br>*StmTrawler*<br>1,22~~11,19~~<br>~~BS8,20~~ ✠LMC11,19 | Lon<br>Hul<br>BS9,21 | | CL<br>~~11,19~~<br>N1,22 | 1905<br>12mo<br>*Lloyd* | Mackie&<br>Thomson<br>Glasgow<br>'*sA&CP* | KingstonSteam TrawlingCo.Ld. | 135·8<br>Q74′F18′<br>BK8″ | 22·5 | 11·8 | Hull<br>British<br>4*BHCem* | T.3Cy.13″,22″&37″–27″ (*s*)<br>200lb 67RHP<br>1SB,3*pf*,GS44,HS1460<br>W.V.V.Lidgerwood,Gls. | 13 |
| 33369<br>OULQ | **Tourneur** SteelTwinSc<br>*Elec.light Mchy.Aft* 1*Dk* | 1113<br>767<br>600 | | | | | 1919 | Ch.&Atel.<br>deSt.Nazaire<br>St.Nazaire | E.Marcesche&Cie. | 216·5<br>P74′F30′ | 34·1 | 13·5 | Lorient<br>French<br>*WB* | C.4Cy.16½″&30⅜″–19$\frac{5}{16}$″<br>68NHP<br>Ch.&Atel.deSt.Nazaire | |
| 33370<br>220983<br>MCHR | **Tours** SteelSc4TwinMsts<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Sub.Sig. Wireless *CruiserStern* | 7556<br>6282<br>3908 | *Fitted for oil fuel* 1,21 *F.P. above* 150° F. | | | | 1921<br>1mo | American<br>International<br>S.B.Corp.<br>HogIslandPa<br>A&CP | UnitedStates ShippingBoard<br>*CellDB*288′1187*t* | 436·9<br>P80′B135′F82′ *on Shelter dk* FK<br>*DTa*11′53*t FPT*103 | 58·2 | 35·9 | Phildlphia<br>Utd. States<br>*Cem*<br>11*BHtoS dk*<br>*t APT*171*t* | 2 Steam Turbines geared to<br>1 Sc.Shaft 200lb (*s*)<br>HS17410 1289NHP<br>6 Water Tube Boilers FD<br>GeneralElectricCo.<br>Schenectady,N.Y. | 40<br>s12<br>28 |
| 33371<br>OULR | — SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted*<br>Wireless | ~~4743~~<br>~~3661~~<br>~~2532~~<br>4158<br>3661<br>2561 | ✠100A1<br>5,20<br>✠LMC5,20 | Nwc | *x* | CL | 1920<br>5mo<br>*Lloyd* | ForthS.B.<br>&Eng.Co.Ld.<br>Alloa<br>'*sA&CP* | Cie.Française des Chemins de Fer de Paris-Orleans(Soc. MaritimeAuxiliare deTransport,*Mgs.*) | 364·4<br>~~P&B213′~~F29′<br>P18′Q128′B68 FK<br>~~*CellDBf*189′561*t DTa*108′1390*t FPT*78*t APT*102*t*~~<br>*CellDBf*189′561*t DTa*108′1390*t FPT*78*t APT*102*t* | 52·8 | 24·3 | St.Nazaire<br>~~Nantes~~<br>French<br>6*BHCem* | T.3Cy.23½″,38″&64″–42″ (*s*)<br>180lb 347NHP<br>3SB,9*cf*,GS189,HS6156<br>SirW.G.Armstrong, Whitworth&Co.Ld.Nwc. | 26<br>s3·10<br>22 |
| 33372<br>TJGL | **Toussoum** IronTwinScCtr<br>*Carrying Petroleum in bulk*<br>*Mchy.Aft Elec.light* 1*Dk* | 360<br>307<br>136 | | | | | 1884 | Lobnitz&<br>Co.<br>Renfrew | Nederl.-Indische Indust. en Handel Maats.(Bataafsche Petrol.Mij.,*Mgrs.*) | 134·8 | 25·1 | 13·1 | Batavia<br>Dutch | C.4Cy.14″&28″–24″<br>64NHP<br>Lobnitz&Co.Renfrew | |
| 33373<br>NBCL | **Tove** SteelScSr<br>1*Dk* | 1191<br>913<br>696 | | | | | 1919 | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen | Dmpselsk.Torm (C.Kraemer,*Mgr.*) | 235·4<br>P13′Q69′B98′F29′ | 36·2 | 13·7 | Copnhagn<br>Danish<br>*WB* | T.3Cy.15″,24″&40″–27″<br>122NHP<br>KjbnhavnsFlydk.&Skbsv. | |
| 33374<br>86<br>QBJR | **Towa Maru** SteelScSr<br>ssStn.No.3–10,07<br>(*ex*Haake,*ex*RobertHeyne,*ex*Ramazan)<br>1*Dk*(*ptStlptIrn*)&*Webframes*&*pt Awngdk*(*Irn*) | 2901<br>2145<br>1785 | ✠<br>*ptAwng dk*<br>*withfreeboard*<br>2,08 ✠ | Qns | *l* | | 1894<br>10mo | R.Thomp-son&Sons<br>Sunderland | TowaKisen KabushikiKaisha<br>*WB=CellD* | 309·1<br>P28′Q48′<br>*ptAwng dk*232′ FK<br>*Ba*100′*u E*22′*f*124′ | 42·5 | 19·0 | Dairen<br>Japanese<br>6*BHCem*<br>582*t APT*50*t* | T.3Cy.22½″,37″&61″–42″<br>249NHP<br>2SB,6*pf*,GS108,HS3857<br>G.Clark,Ld.Sunderland | 21 |
| 33375<br>82049 | **Toward** IronScSk | 390<br>390<br>180 | | | | | 1882 | W.Simons<br>&Co.<br>Renfrew | N.EasternRly.Co. | 154·4 | 26·1 | 12·2 | Hull<br>British | C.2Cy.19″&36″–24″<br>55RHP<br>W.Simons&Co.,Renfrew | |
| 33376<br>135675<br>JFPV | **Towy** SteelSc<br>ssB.As.No.1–18<br>*Mchy.Aft* 1*Dk*(*Stl*–ws) | 204<br>171<br>83 | ✠100A1<br>~~6,21~~~~3,21~~ ~~10,21~~<br>1,22 ~~BS9,20~~ ✠LMC4,18<br>BS9,21 | Bkn<br>Cff | *c* | CL<br>~~8,20~~<br>~~8,21~~<br>12,21 | 1914<br>4mo<br>*Lloyd* | Day,Sum-mers&Co.Ld.<br>Southampton<br>'*sA&CP* | SpillersS.S.Co.Ld. | 110·3<br>F24′<br>FK<br>*WB* | 21·1 | 10·1 | Cardiff<br>British<br>3*BHCem*<br>=*FPT*12*t* | C.2Cy.15″&30″–24″ (*s*)<br>120lb 52RHP<br>1SB,2*cf*,GS40,HS1050<br>Day,Summers&Co.Ld.Sou. | 11<br>s1<br>10 |
| 33377<br>118071 | **Toxteth** SteelScSp<br>ssLiv.No.3–8,16<br>1*Dk*(*Irn*)<br>ssLiv.No.1–20 | 139<br>126<br>4 | ✠100A1<br>*For Towing purposes*<br>~~[illegible]5,19~~ 1,22 ✠LMC<br>MS3,20 BS~~7,20~~ [illegible] | Liv | | ~~5,19~~<br>1,22 | 1903<br>12mo<br>*Lloyd* | J.Cran&Co<br>Leith<br>'*sA&CP* | AlexandraTowing Co.Ld. | 92·0<br>BK6½″<br>*WB* | 20·1 | 10·7 | Liverpool<br>British<br>4*BHCem*<br>=*APT*4*t* | C.2Cy.16″&42½″–27″ (*s*)<br>150lb 98RHP<br>1SB,3*cf*,GS60,HS1560<br>J.Cran&Co.Leith | 12 |
| 33378<br>18180<br>MSJK | **Toyama Maru** SteelTwinScSr<br>ssYka.No.1–19<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 7090<br>6574<br>4372 | ✠100A1<br>12,21~~2,21~~<br>✠LMC~~2,21~~<br>12,21 | Kob | *b*† | CL<br>12,19 | 1915<br>6mo<br>*Lloyd* | MitsuBishi<br>Dkyd&EWks<br>Nagasaki<br>'*sA&CP*<br>*WB=Cell* | NipponYusen KabushikiKaisha<br>*DBa*135′*u E*&*B*69′ | 445·0<br>P35′B138′F35′<br>FK<br>*f*188′1348*t DTa*42′1 | 58·0 | 34·0 | Tokio<br>Japanese<br>7*BHptCem*<br>*ptAsp*<br>184*t APT*60*t* | 4 Steam Turbines geared to<br>2 screw shafts (*s*)<br>200lb 922NHP<br>4SB,12*cf*,GS225,HS9507 FD<br>MitsuBishiD.&E.WksNag | 34<br>s7<br>26 |
| 33379<br>6459<br>JDMK | — WoodSc<br>2*Dks* | 124<br>—<br>94 | | | | | 1901 | G.Higami<br>Kobe | Nakaki Isaburo | 104·0 | 15·0 | 11·7 | Nanao<br>Japanese | C.2Cy.12″&24½″–16″<br>19NHP<br>O.Tsuruoka,Osaka | |
| 33380<br>22295<br>NTCH | **Toyei Maru** SteelSc<br>*Elec.light* 1*Dk* | 2186<br>1891<br>1308 | | | | | 1918 | Ishikawa-jimaS.B.Co.<br>Tokio | KanamoriShosen KabushikiKaisha | 268·0<br>P13′B58′F27′ | 40·7 | 23·5 | Hakodate<br>Japanese<br>*WB* | T.3Cy.19″,31½″&52″–39″<br>169NHP<br>IshikawajimaS.B.Co.<br>Ishikawajima | |
| 33381<br>23632<br>RDVK | — WoodSc | 824<br>—<br>450 | | | | | 1918 | ………………… | TowaKisen KabushikiKaisha | 184·3 | 30·2 | 17·7 | Kobe<br>Japanese | C.2Cy. | |
| 33382<br>22886<br>NWMJ | — WoodSc | 626<br>—<br>377 | | | | | 1918 | ………………… | TokioShosen KabushikiKaisha | 175·9 | 28·9 | 17·2 | Shinagawa<br>Japanese | | |
| 33383<br>24841<br>RLBN | **Toyeki Maru** WoodSc | 816<br>—<br>478 | | | | | 1918 | ………………… | TowaKisen KabushikiKaisha | 199·3 | 29·0 | 18·0 | Nakanosho<br>Japanese | C.2Cy.<br>YoshidaIronWorks | |
| 33384<br>15213<br>LWPS | **Toyen Maru** SteelScSr<br>ssKob.No.3–10,17<br>(*ex*Irene) ssKob.No.1–21<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*–*pt*ws)<br>&*Web frames* | 3454<br>2886<br>2176 | ✠100A1<br>*Spar dk*<br>~~11,21~~~~2,21~~ 2,22 ✠LMC2,21 | Kob<br>Sba | *v* | CL<br>1,20 | 1905<br>12mo<br>*Lloyd* | Craig,Tay-lor&Co.Ld.<br>Stockton<br>'*sA&CP* | OsakaShosen KabushikiKaisha<br>*WB=CellDB* | 326·0<br>P76′B112′F32′ 25·4<br>FK<br>*a*88′*u E*&*B*40′*f*144′ | 42·0 | 17·6 | Nanao<br>Japanese<br>5*BHCem*<br>572*t APT*29*t* | T.3Cy.24″,40″&65″–45″ (*s*)<br>180lb *100lb* 347NHP<br>2SB,6*cf*,GS122,HS4918 FD<br>N.E.MarineEng.CoLd.Sld. | 27<br>s4<br>23 |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33385<br>42<br>QBFS | **Toyo Maru** SteelScSr<br>ssNag.2ndNo.3-12,15<br>(exEastry) ssNag.No.1-19<br>1Dk(ptStlptIrn)<br>2trB&ptAwngdk(Irn)&Webframes | 3019<br>2267<br>2279 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>8,21 ~~6,20~~<br>~~BS6,20~~ ✠LMC~~3,19~~ 8,21 | Nag | t | ~~3,19~~<br>8,21 | 1892<br>3mo | Furness,<br>Withy&CoLd<br>WHartlepool<br>A&CP | Sawayama<br>KisenGoshiKaisha | 314·0<br>Q131'<br>ptAwngdk183' FK<br>WB=CellDB268' | 40·5 | 21·2 | Dairen<br>Japanese<br>6BHCem<br>512tAPT47t | T.3Cy.23",37"&61"-42" (s)<br>165lb 100lb NDB04 259NHP<br>2SB,6pf,GS85,HS4113<br>T.Richardson&Sons,Hpl. | 23″10<br>s8″9½<br>22″6 | |
| 33386<br>22232<br>NSTR | — WoodSc | 696<br>—<br>415 | | | | | 1918 | ........................ | TokioShosen<br>KabushikiKaisha | 175·0 | 30·0 | 17·2 | Shinagawa<br>Japanese | | | |
| 33387<br>8453<br>JPDF | — SteelScSr<br>2Dks | 323<br>—<br>169 | | | | | 1901 | Uraga<br>DockCo.Ld.<br>Uraga | NaganoYayei | 121·8 | 19·0 | 13·3 | Hakodate<br>Japanese<br>WB | C.2Cy.18"&36"-24"<br>53NHP<br>UragaDockCo.Ld.Uraga | | |
| 33388<br>13191<br>LMTF | **Toyo Maru No. 1** IronScK<br>ssOff.No.3-7,09<br>(exEuphrates) 1Dk | 169<br>160<br>66 | ✠<br>StmTrawler<br>8,11<br>✠NB11,07✠ | Gms | | | 1896<br>7mo | Cochrane<br>&Cooper<br>Beverley | ToyoHogei<br>KabushikiKaisha | 109·3<br>Q20'<br>BK7" | 21·1 | 11·2 | Nishino-<br>miya<br>Japanese<br>3BHCem | T.3Cy.12¾",21"&34"-24"<br>63NHP<br>1SB,2pf,GS28,HS1010<br>C.D.Holmes&Co.Hull | 11″10 | |
| 33389<br>20911<br>MLFK | **Toyo Maru No. 2** SteelScSr<br>Elec.light 1Dk(Stl)&2nd dk(Stl)<br>inNos.1&3 holds | 3018<br>2608<br>1828 | ✠100A1<br>4,21 ~~8,20~~<br>✠LMC8,20<br>BS4,21 | Kob<br>Nag | u | CL<br>8,20 | 1917<br>9mo<br>A&CP | Matsuo<br>IronWorks<br>&Dockyard<br>Nagasaki | SawayamaKisen<br>KabushikiKaisha<br>CellD | 311·0<br>P21'B78'F41'<br>FK<br>B264'622tFPT82t | 44·2 | 27·0 | Nagasaki<br>Japanese<br>5BHCem<br>APT78t | T.3Cy.22",37"&61"-42" (s)<br>180lb 110lb 262NHP<br>2SB,6cf,GS114,HS4033<br>MatsuoI.Wks.&Dkyd.Nag | 27″0<br>s4″10½<br>22″5 | |
| 33390<br>20539<br>NJQD | — WoodSc | 663<br>—<br>392 | | | | | 1917 | ........................ | ToyoBussan<br>KabushikiKaisha | 174·7 | 26·7 | 17·5 | Niigata<br>Japanese | | | |
| 33391<br>23581<br>RDQM | **Toyo Maru No. 3** SteelScSr<br>Elec.light 1Dk(Stl)<br>Well deck | 1848<br>1334<br>1090 | 100A1<br>11,21 ~~10,20~~<br>LMC~~10,20~~ 11,21 | Kob | q | 10,20 | 1918<br>10mo<br>A&CP | Mitsubishi<br>Zosen Kaisha<br>Ld. Nagasaki | SawayamaKisen<br>KabushikiKaisha<br>Cell | 250·0<br>P&B132'F32'<br>DB204'418t FPT5 | 37·7 | 20·5 | Nagasaki<br>Japanese<br>7tAPT22t | T.3Cy.17",28½"&48"-36" (s)<br>200lb 169NHP<br>1SB,3cf,GS54,HS2197 FD<br>MitsubishiZosenKaishaLd | 20″6<br>s2″3<br>18″7 | |
| 33392<br>23464<br>RDGF | — SteelSc | 730<br>—<br>422 | | | | | 1919 | ToyoBus-<br>sanKaisha<br>Niigata | ToyoBussan<br>KabushikiKaisha | 182·7 | 28·5 | 17·1 | Niigata<br>Japanese | | | |
| 33393<br>11747<br>LFQP | **Toyo Maru No. 6** WoodScSp<br>2Dks | 107<br>97<br>59 | | | | | 1909 | U.Mayeda<br>Osaka | ToyoUnyu<br>KabushikiKaisha | 93·9 | 14·4 | 11·5 | Nishino-<br>miya<br>Japanese | C.2Cy.11½"&23"-15"<br>17NHP<br>T.Mitamura,Osaka | | |
| 33394<br>9740<br>JVFS | **Toyo Maru No. 7** WoodSc<br>(exSangoMaru,exAsanMaru)<br>1Dk | 121<br>98<br>59 | | | | | 1905 | YIshibashi<br>Osaka | ToyoUnyu<br>KabushikiKaisha | 94·4 | 16·0 | 9·6 | Nishino-<br>miya<br>Japanese | C.2Cy.12½"&25"-14"<br>20NHP<br>Y.Ishibashi,Osaka | | |
| 33395<br>18162<br>MSFH | **Toyohashi Maru** SteelTwinScSr<br>ssKob.No.1-19<br>Elec.light 2Dks(Stl)<br>Wireless | 7031<br>6513<br>4354 | ✠100A1<br>8,21 ~~11,20~~<br>✠LMC~~11,20~~ 8,21 | HKg<br>Yka | b† | CL<br>11,20 | 1915<br>3mo<br>Lloyd'sA&CP | Kawasaki<br>DkydCo.Ld.<br>Kobe | NipponYusen<br>KabushikiKaisha<br>WB=CellDBa<br>141'uE&B60'f186' | 445·0<br>P34'B138'F37'<br>FK<br>1508tDTa42' 1226t | 58·0 | 34·0 | Tokio<br>Japanese<br>7BHCem<br>APT42t | T.6Cy.21",33½"&56"-48" (s)<br>200lb 628NHP<br>4SB,12cf,GS220,HS9108 FD<br>KawasakiDkydCo Ld.Kob | 34″0<br>s8″0<br>26″4 | |
| 33396<br>22258<br>NWLM | **Toyokawa Maru** WoodSc | 641<br>—<br>388 | | | | | 1918 | ........................ | KitoYoichi | 178·2 | 29·0 | 17·1 | Higashi-<br>tonda<br>Japanese | | | |
| 33397<br>19581<br>NDRK | — WoodAuxScSr | 198<br>—<br>116 | | | | | 1917 | ........................ | OgawaGomei<br>Kaisha | 112·5 | 20·9 | 11·3 | Hakodate<br>Japanese | | | |
| 33398<br>1266<br>HJKT | — WoodSc | 165<br>—<br>99 | | | | | 1891 | ........................ | AkitaToranosuke | 105·2 | 16·9 | 13·6 | Shimo-<br>noseki<br>Japanese | | | |
| 33399<br>22505<br>NTWH | **Toyokuni Maru** WoodAuxScSp | 129<br>—<br>68 | | | | | 1918 | ........................ | FukuharaYeiichi | 85·8 | 19·4 | 8·8 | Otaru<br>Japanese | | | |
| 33400<br>17759<br>MQPH | **Toyooka Maru** SteelTwinScSr<br>ssNag.No.1-19<br>Elec.light Wireless 2Dks(Stl) | 7098<br>6574<br>4388 | ✠100A1<br>~~8,21~~ ~~2,21~~ 2,22<br>✠LMC~~2,21~~ 2,22 | Kob<br>~~Yka~~ | b† | CL<br>2,21 | 1915<br>3mo<br>Lloyd'sA&CP | MitsuBishi<br>Dkyd&EWks<br>Nagasaki | NipponYusen<br>KabushikiKaisha<br>WB = CellDBa13<br>B69'f188'1348tD | 445·0<br>P35'B138'F35'<br>5'uE& FK<br>Ta42'1184t APT60t | 58·0 | 34·0 | Tokio<br>Japanese<br>7BHptCem<br>ptAsp | 4SteamTurbines geared to<br>2Sc.Shafts 200lb 922NHP<br>4SB,12cf,GS225,HS9507 FD<br>MitsuBishiD.&E.Wks.Nag | 34″0<br>s7″8½<br>26″8 | |
| 33401<br>16510<br>MJKV | **Toyora Maru** SteelScSr<br>ssNag.No.2-21 ~~ssKob.No.1-17~~<br>Elec.light 1Dk(Stl)<br>Cargo battens not fitted | 2510<br>2306<br>1486 | ✠100A1<br>~~11,20~~ 11,21<br>~~BS11,20~~ ✠LMC~~12,19~~ 11,21 | Nag | t | ~~12,19~~<br>11,21 | 1913<br>8mo<br>Lloyd'sA&CP WB | Napier&<br>Miller,Ld<br>Glasgow | MitsuBishiShoji<br>Kaisha,Ld.<br>=CellDBa84'uE& | 302·3<br>P23'B86'F35'<br>FK<br>B42'f134'654t FPT | 46·3 | 20·4 | Tokio<br>Japanese<br>6BHCem<br>73t APT54t | T.3Cy.23",37"&61"-42" (s)<br>180lb 100lb 278NHP<br>2SB,6cf,GS126,HS4500<br>J.G.Kincaid&Co.Ld.Grk. | 22″9<br>s3″7½<br>19″6 | |
| 33402<br>24660<br>RLPS | **Toyosaki Maru** SteelScSr<br>Elec.light 1Dk | 2203<br>1866<br>1328 | | | | | 1919 | UchidaS.B<br>&E.Co.Ld.<br>Yokohama | KitaNipponKisen<br>Kaisha | 270·0<br>P16'B64'F28' | 39·0 | 23·9 | Yokohama<br>Japanese<br>WB | T.3Cy.19",31½"&52"-39"<br>169NHP<br>UchidaS.B.&E.Co.Ld.Yka | 24″1<br>s3″9½<br>20″7 | V |
| 33403<br>22903<br>ROMN | **Toyoshima Maru** WoodSc | 168<br>—<br>58 | | | | | 1918 | ........................ | OkuraSho | 102·4 | 22·0 | 11·7 | Tokio<br>Japanese | | | |
| 33404<br>9145<br>JSGL | **Toyotomi Maru** SteelScSr<br>ssLth.No.3-2,01<br>(exBenledi) 2Dks(Stl-Uws)3trB | 2339<br>2220<br>1461 | ✠<br>4,04<br>✠ | Kob | t | | 1888<br>6mo | Barclay,<br>Curle&Co.Ld<br>Glasgow | YamashitaKisen<br>KabushikiKaisha<br>WB | 320·0<br>P37'B84'F38'<br>BK10"<br>=DBuE&B58'165t | 38·0 | 25·1 | Nishino-<br>miya<br>Japanese<br>6BHCem | T.3Cy.24",38"&63"-45"<br>NDB99 273NHP<br>2DB,8cf,GS140,HS4210<br>BarclayCurle&Co.Ld.Gls. | 26″5 | |
| 33405<br>4817<br>JFDM | **Toyoura Maru** SteelTwinSc<br>(Ferry)<br>1Dk | 292<br>207<br>158 | | | | | 1899 | MitsuBishi<br>Dkyd&EWks<br>Nagasaki | SetsuyoShosen<br>KabushikiKaisha | 141·0 | 22·2 | 9·0 | Sumoto<br>Japanese | T.6Cy.7½",12"&20"-14"<br>MitsuBishiDkyd. 30NHP<br>&Eng.Wks.Nagasaki | | |
| 33406<br>23552<br>RDNP | **Toyu Maru** SteelSc | 1225<br>—<br>712 | | | | | 1918 | ........................ | TowaKisen<br>KabushikiKaisha | 225·0 | 33·0 | 18·7 | Tsuruga<br>Japanese | | | |
| 33407 | **Tracia** SteelSc<br>(exVindobona)<br>Elec.light Wireless 2Dks3trB | 4523<br>—<br>2739 | | | | | 1892 | Act.Ges.<br>"Vulcan"<br>Stettin | LloydTriestino | 390·6<br>P50'B126'F51' | 43·3 | 28·4 | Trieste<br>Italian<br>WB | T.3Cy.27½",43⅜"&70⅛"-53"<br>358NHP<br>A.G."Vulcan," Stettin | | A |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Speciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ✻ 33408<br>127084<br>HRQW | **Trader** SteelScK<br>— ssNwc.No.2-19<br>(*ex*DeanForest) 1*Dk*(*Stl*)<br>*Well deck Mchy.Aft* | 297<br>214<br>105 | ✠100A1<br>3,21<br>~~BS8,16~~ ✠LMC9,19<br>BS12,21 | Nwc | *e* | CL<br>3,21 | 1910<br>9mo<br><br>*Lloyd* | Smith's DockCo.Ld<br>Middlesbro'<br>'sA&CP | "T"Stm.Coasters,Ld. (Robinson,Brown&Co.*Mgrs.*) | 130·1<br>Q46'B8'F25'<br>FK<br>*WB=FPT* | 25·1 | 8·8 | Newcastle<br>British<br>*3BHCem*<br>*63tAPT15t* | C.2Cy.16"&34"-24" (*s*)<br>130lb 63RHP<br>1SB,*2pf*,GS35,HS1131<br>ShieldsEng.Co.Ld.N.Shl | 10<br><br>9 |
| 33409<br><br>MBFV | **Trænen** SteelScSr | 111<br>101<br>35 | | | | | 1903 | Karljohansverns værft<br>Horten | NorgesFyrvæsen | 91·6 | 17·0 | 9·8 | Christiania<br>Norwegian | C.3Cy.9",15"&24"-18"<br>24NHP<br>Karljohansverns Værft. | |
| ✻ 33410<br><br>MCQD | **Trafalgar** SteelScSr<br>ssN.Yk.No.3-4,18<br>1*Dk*(*ptIrn&ptStl*)&*deep framing*<br>*Elec.light* | 2187<br>2007<br>1384 | ✠100A1<br>2,21<br>✠LMC4,18<br>DBS2,21 MBS~~[illegible]~~ 5,21 | NYk | *s* | 7,20 | 1906<br>3mo<br><br>*Lloyd* | J.Crown&Sons,Ld.<br>Sunderland<br>'sA&CP<br>*Intermediate* | Wilhelmsens Dmpsk.Akties.(W.Wilhelmsen,*Mgr.*)<br>*WB=Cell*<br>*Bulkhead in foreh* | 290·0<br>P22'B74'F27'<br>FK<br>*DBa96'uE20 f122'*<br>*old dispensed with.* | 42·2 | 20·5 | Tönsberg<br>Norwegian<br>*Cem*<br>*599tAPT76t*<br>*4BH only* | T.3Cy.22",36"&59"-39" (*s*)<br>180lb *90lb* 233NHP<br>2SB,*6rf*,GS102,HS3540<br>Blair&Co.Ld.Stockton | 21<br>3<br>18 |
| ✻ 33411<br>120941 | — SteelScSp<br>ssLiv.No.3-10,18<br>1*Dk*(*Irn*) | 149<br>131<br>4 | ✠100A1<br>*For Towing purpose*<br>7,21 ~~1,20~~<br>✠LMC<br>MS10,18 BS~~[illegible]~~7,21 | Liv | *s* | 6,17<br>7,21 | 1906<br>4mo<br><br>*Lloyd* | J.Cran&Co.<br>Leith<br>'sA&CP | AlexandraTowing Co.Ld. | 92·3<br>BK7½"<br>WB= | 20·3 | 10·7 | Liverpool<br>British<br>*4BHCem*<br>*APT4t* | C.2Cy.16"&42½"-27" (*s*)<br>150lb 98RHP<br>1SB,*3cf*,GS50,HS1522<br>J.Cran&Co.Leith | 12 |
| 33412<br><br>OUMH | **Traffic** SteelTwinScSp<br>(*Tender*)<br>*Elec.light* 2*Dks* | 675<br>615<br>420 | | | | | 1911 | Harland&Wolff,Ld.<br>Belfast | Geo.A.Lanièce | 175·7 | 35·1 | 12·4 | Cherbourg<br>French | C.4Cy.12"&24"-15"<br>36NHP<br>Harland&Wolff,Ld.Bel. | |
| 33413<br>69263 | — WoodSc<br>*Mchy.Aft* | 155<br>155<br>83 | | | | | 1873 | Speakman<br>Runcorn | LiverpoolLighterageCo.Ld. | 101·8 | 23·6 | 9·6 | Liverpool<br>British | 2Cy.20"-20"<br>40RHP<br>W.P.Galton,Manchester | |
| 33414<br>120906<br>HFBV | **Trafford Hall** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 5321<br>4610<br>3437 | | | | | 1905 | Barclay,Curle&Co.Ld<br>Glasgow | EllermanLines,Ld (HallLineLd *Mgrs.*) | 397·2<br>P49'B124'F43' | 50·0 | 29·0 | Liverpool<br>British<br>*WB* | T.3Cy.24¾",42"&73"-48"<br>369NHP<br>Barclay,Curle&Co.Ld.Gls. | |
| 33415<br>2318<br>JFHL | **Trafik** IronScSr<br>(*ex*Mariestad)<br>1*Dk* | 226<br>102<br>176 | | | | | 1857 | MotalaCo.<br>Motala | Stockholms Rederiaktieb.Svea (H.Ericson.*Mgr*) | 112·6<br>Q26'B63'H15*t* F27' | 19·5 | 7·6 | Stockholm<br>Swedish | C.2Cy.13½"&21¼"-15½"<br>15NHP<br>R.Sjöström,Gefle | |
| 33416<br>403<br>JBML | — SteelScSr<br>1*Dk* | 177<br>86<br>129 | | | | | 1892 | Bergsunds M.V.Aktieb.<br>Stockholm | Ångb.Aktieb. Hjo-Hästholmen (H.Sjöstedt,*Mgr.*) | 97·4<br>Q29'B51'H14*t*F30' | 20·6 | 8·4 | Hjo<br>Swedish | C.2Cy.14⅝"&25⅝"-19½"<br>24NHP<br>BergsundsM.V.Aktb.Skm. | |
| 33417<br><br>HCFK | **Trafik I.** SteelScSp<br>*Mchy.Aft* 1*Dk* | 118<br>90<br>57 | | | | | 1892 | FredriksstadsVerkst<br>Fredriksstad | Dmpskibselsk. Trafik (A.Korsgaard,*Mgr.*) | 82·6<br>P27*t* | 18·2 | 8·1 | Frdrikstad<br>Norwegian<br>*WB* | C.2Cy.10½"&18"-12"<br>NB10 9NHP<br>FredriksstadMek.Verk. | |
| 33418<br><br>HCDT | **Trafik II.** SteelScSp<br>*Mchy.Aft* 1*Dk* | 123<br>91<br>58 | | | | | 1893 | FredrkstadmekVerksted<br>Fredriksstad | Dmpskibselsk. Trafik (A.Korsgaard,*Mgr.*) | 83·7<br>P29*t* | 18·1 | 7·9 | Frdrikstad<br>Norwegian<br>*WB* | C.2Cy.10⅓"&18"-12"<br>9NHP<br>FredriksstadtMek.Verk | |
| 33419<br><br>HBLV | **Trafik III.** SteelSc<br>*Mchy.Aft* 1*Dk* | 127<br>98<br>42 | | | | | 1903 | Akers Mek.Værks.<br>Christiania | Dmpskibselsk. Trafik (A.Korsgaard,*Mgr.*) | 90·8<br>P23*t* | 18·6 | 7·8 | Frdrikstad<br>Norwegian<br>*WB* | C.2Cy.9"&18"-18"<br>11NHP<br>AkersMek.Værks.Xia. | |
| 33420<br><br>MDGL | **Trafik V.** SteelSc<br>*Mchy.Aft* 1*Dk* | 136<br>106<br>60 | | | | | 1907 | Fredrkstad Mek.Værks.<br>Fredrikstad | Dmpskibselsk. Trafik (A.Korsgaard,*Mgr.*) | 91·0<br>P23*t* | 19·0 | 8·4 | Frdrikstad<br>Norwegian<br>*WB* | C.2Cy.10¾"&21"-13"<br>13NHP<br>FredrikstadM.V.Frdstad | |
| 33421<br><br>MHSG | **Trafik 7** SteelScK<br>*Mchy.Aft* 1*Dk* | 218<br>163<br>92 | | | | | 1912 | MossVærft<br>Moss | Dmpskibselsk Trafik (A.Korsgaard,*Mgr.*) | 100·5 | 21·7 | 9·9 | Frdrikstad<br>Norwegian<br>*WB* | C.2Cy.11"&24"-16"<br>19NHP<br>MossVærft,Moss | |
| 33422<br>145207 | **Train Ferry No. 2** SteelTwinSc<br>1*Dk* | 2678<br>2494<br>1106 | | | | | 1917 | ArmstrongWhitworth&Co.Ld.<br>Newcastle | PortofQueenboroughDevelopmentCo.Ld. (E.R.Ketchell,*Mgr.*) | 350·5 | 58·7 | 15·5 | London<br>British<br>*WB* | T.6Cy.18",29"&47"-27"<br>230 ~~402~~NHP<br>WllsndSlpwy.Co.Ld.,Nwc. | |
| 33423<br>5078<br>JRSK | **Trälleborg S. J.** SteelScSr<br>(*Tug*)<br>(*ex*Unterweser15,*ex*Java) 1*Dk* | 154<br>149<br>9 | | | | | 1900 | Mordey,Carney&Co.(Southmptn)Ld Sou. | SvenskaStatens Jernvägar (E.Bergström,*Mgr.*) | 103·9<br>H56*t* | 20·2 | 11·2 | Trelleborg<br>Swedish | T.3Cy.13",22"&35"-27"<br>64NHP<br>Mordey,Carney&Co.(Southampton),Ld.Sou. | |
| ✻ 33424<br>128846<br>JBDM | **Traly** SteelAuxScK<br>— ssSou.No.1-17<br>*OilEng.*<br>1*Dk*(*Stl*)<br>(*See Sailing Ship Register*) | 108<br>102<br>70 | ✠100A1<br>10,18<br>✠NE1,15 ✠LMC7,20 | Sou | *b* | N7,20 | 1912<br>10mo<br><br>*Lloyd* | Edwards&Co.Ld.<br>Millwall<br>'sA&CP | WynnfieldShippngCo.Ld.(J.W.Eason,*Mgr.*) | 79·7<br>BK6" | 20·0 | 9·0 | Tralee<br>British<br>*2BHCem* | Oil Engines 2S.C.SA<br>2Cy.11 1/16"-12 3/16" 20NHP<br>Plenty&Son,Ld.Newbury | 9·11 |
| 33425<br><br>OUMJ | **Tramontane** IronSc<br>(*Tug*)<br>(*ex*Stagno,*ex*Churruca) 1*Dk* | 148<br>—<br>22 | | | | | 1881 | Osbourne,Graham&Co.<br>Sunderland | Soc.Maritime Nationale | 107·2 | 20·7 | 8·2 | Marseilles<br>French | T.4Cy11½",19"&(2)22½"-25"<br>NB10 42NHP<br>Osbourne,Graham&Co. | |
| 33426<br><br>LBPS | **Trana** WoodSc<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 196<br>195<br>99 | | | | | 1920 | StenkjærVærft&SlipA/S<br>Stenkjær | StenkjærVærft&SlipA/S | 99·4<br>P27' | 23·6 | 11·4 | Stenkjær<br>Norwegian | Oil Engines 2S.C.<br>2Cy.16½"-18 9/16" 45NHP<br>*Emade18.fitted20*<br>J&CGBolindersCoLd.Skm | |
| 33427<br><br>WLRF | **Trane** SteelSc2TwinMsts<br>(*ex*DoraLea) *Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck Cargo battens not fitted* | *1163*<br>*867*<br>*673* | | | ... | CL<br>1,19 | 1916<br>11mo<br><br>A&CP | Wilton'sE.&SlipwayCo.<br>Rotterdam | Björnstad&Brækhus<br>*CellDBuB15'* | 230·2<br>Q131'B13'F24'<br>FK<br>*f159'389tFPT88t* | 34·0 | 13·2 | Bergen<br>Norwegian<br>*4BHCem*<br>*APT48t* | T.3Cy15½",25½"&41"-36"(*s*)<br>180lb *100lb* 120NHP<br>1SB,*3cf*,GS60,HS1982<br>Wilton'sE.&SlipwyCoRot | 16<br>1<br>14 |
| 33428<br><br>NJSW | **Tranekjær** SteelScSr<br>1*Dk2trB* | 177<br>111<br>68 | | | | | 1898 | Howaldtswerke<br>Kiel | SydfyenskeDmpskSelsk.(H.G.Harder,*Mgr.*) | 113·5<br>Q38'B30'F14' | 20·1 | 10·1 | Rdkjöbing<br>Danish<br>*WB* | T.3Cy11 11/12"18 11/16"&29½"-17¾"<br>37NHP<br>Howaldtswerke,Kiel | |
| 33429<br>89153 | **Trang** SteelSc<br>*Elec.light* 1*Dk&ptShadedk* | 205<br>144<br>74 | | | ... | | 1912 | EasternShppg.Co.Ld.<br>Penang | EasternShipping Co.Ld. | 111·0<br>F25'<br>FK | 21·7 | 7·6 | Penang<br>British<br>*WB* | C.2Cy.14"&30"-18"<br>46RHP<br>Campbell&Calderw'd,Psy. | 8 |
| 33430<br>87986 | **Tranmere** IronTwinSc | 435<br>435<br>114 | | | ... | | 1884 | WAStevns<br>Birkenhead | MunicipalCorporation of Birkenh'd | 130·0 | 45·2 | 12·4 | Liverpool<br>British | C.4Cy.18"&36"-24"<br>NB98 106NHP<br>W.A.Stevens,Birkenhead | 13 |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33431<br>NPSQ | **Tranquebar** SteelScSr<br>ssCpn.No.3-5,19<br>*Elec.light* 2*Dks*(*Stl-Upt* teaks)<br>Wireless *&deep framing* | 3453<br>3243<br>2227 | ✠100A1<br>9,20<br>✠LMC<br>MS6,18 BS10,20 | Cpn | *x* | CL<br>10,20 | 1906<br>6mo | Akt.Bur-meistr&Wain<br>Copenhagen<br>A&CP *W* | D/S A/S Orient<br>*B=CellDBa124'u* | 370·0<br>P285'F39'<br>*E24'f160'765tFPT* | 47·5 | 24·0<br>FK | Copnhagn<br>Danish<br>6*BHCem*<br>*29tAPT17t* | T.3Cy.24¾",42"&70"-45" (*s*)<br>180lb 380NHP<br>3SB,*9cf*,GS157,HS6171<br>Akt.Burmeistr&Wain,Cpn | 26 " 6<br>s 3 " 2¼<br>23 " 7 | |
| 33432<br>145503 | **Transfer** SteelPad&Sc<br>1*Dk* | 1511<br>1271<br>1060 | | | | | 1888 | Cleveland S.B.Co.<br>Cleveland,O. | WabashR.R.Co. | 265·0<br>H— | 45·6 | 12·2 | Detroit, Mich.<br>Utd.States | H.6Cy.(4)28"-48"; (2)28"-36"<br>ClevelandS.B.Co.Clevelnd. | | |
| 33433<br>135295<br>JDQG | **Transmitter** SteelScSr<br>(*CableVessel*) ssCTn.No.1-20<br>*Elec.light* 1*Dk*(*Teak*)&*pt2nd dk*<br>Wireless | 903<br>710<br>405 | ✠100A1<br>7,20<br>✠LMC7,20<br>BS7,21 | CTn | *l* | CL<br>7,20 | 1914<br>1mo<br>*Lloyd* | GooleS.B. &RepgCo.Ld.<br>Goole<br>'*sA&CP* | EasternTelegraph Co.Ld.<br>*WB=DB* | 208·4<br>P18'B72'F37'<br>*a38'f79'165t FPT* | 30·1 | 16·6<br>FK | London<br>British<br>4*BHCem*<br>*25tAPT3t* | T.3Cy.17",28"&46"-33" (*a*)<br>175lb *100lb* 163NHP<br>1SB,*3cf*,GS54,HS2365 FD<br>Richardsons,Westgarth&Co.Ld.Hpl. | 17 " 6<br>s 2 " 3½<br>15 " 8 | |
| 33434 | **Transpet** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* | *640*<br>*532*<br>*352* | ✠ A1<br>*Steam Barge*<br>*For service on the River Plate*<br>9,20 ✠LMC9,20<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 9,20 *F.P. above* 150° F, | Tto | | CL | 1920<br>9mo | Collingw'd S.B.Co.<br>Collingwood, Ont.<br>A&CP | CompaniaTransportadora de Petroles de Buenos Aires *CellD* | 170·0<br>P29'F27'<br>*BuE18'18t FPT29t* | 35·1 | 10·2<br>FK | Bns.Ayres<br>Argentine<br>13*BHptCem*<br>*APT29t* | T.3Cy.12¾",21½"&35"-24"<br>190lb (*r*) 77NHP<br>1SB.*2cf*,GS38,HS1330<br>CollingwoodS.B.Co. | 10 " 6<br>s 2 " 2<br>8 " 7 | |
| 33435<br>145211 | **Transport** IronPad | 1595<br>—<br>797 | | | | | 1880 | Detroit DryDockCo.<br>Wyandotte | WabashR.R.Co. | 254·1 | 45·9 | 14·0 | Detroit, Mich.<br>Utd.States | H.4Cy.28"-48"<br>168NHP<br>DetroitDryDockEng.Wks. | | |
| 33436<br>713<br>JOBM | — IronScSp<br>(*ex*Liljedahl,*ex*Edsvalla) 1*Dk* | 187<br>148<br>91 | | | | | 18$\frac{66}{93}$ | Göteborgs Mek.Verks.<br>Gothenburg | RederiAtkieb. Örnen(A.T.Assmundsson,*Mgr.*) | 101·1<br>P28'H8*t*F13' | 21·6 | 10·0 | Gothenbrg<br>Swedish | C.2Cy.10¼"&22½"-16½"<br>NE&B71 17NHP<br>GöteborgsM.V.Gothenbrg | | |
| 33437<br>~~[illegible]~~ | — SteelSc<br>*ss*Yar.No.3-3,14<br>*ss*Yar.No.1-19<br>1*Dk* | 24<br>23<br>5 | ✠100A1<br>*RiverTug*<br>6,21 ~~10,19~~<br>✠NB12,16 ✠LMC10,19 | Yar<br>PGl | | CL<br>~~10,19~~<br>6,21 | 1903<br>4mo<br>*Lloyd* | G.Napier &Sons,Ld.<br>Southamptn<br>'*sA&CP* | ~~R.Hunter&Co.~~<br>Worms&Co | 53·0 | 12·4 | 5·8<br>BK4½" | ~~Greenock~~<br>French<br>4*BHCem* | C.2Cy.9½"&19½"-12" (*s*)<br>140lb 20RHP<br>1SB,*1pf*,GS17,HS387<br>G.Napier&Sons,Ld.Sou. | 6 " 2 | |
| 33438<br>207270<br>LBJR | **Transportation** SteelSc<br>*Elec.light* *Mchy.Aft* 1*Dk*<br>Sub.Sig. Wireless | 4015<br>3552<br>2444 | | | | | 1910 | NewYork S.B.Co.<br>Camden,N.J. | CoastwiseTransportationCo.Inc.(UnitedAmerican Lines,*Mgrs.*) | 359·0<br>P77'B17'F34' | 49·2 | 25·9 | Boston<br>Utd.States<br>*WB* | T.3Cy.24¼",38½"&64"-45"<br>274NHP<br>NewYorkSBCo.CamdnNJ | | R |
| 33439<br>127126<br>HTRB | **Transporter** SteelSc<br>*ss*Sld.No.2-19<br>*Well deck* *Mchy.Aft* 1*Dk*(*ptStl*)<br>*Elec.light* *Cargo battens not fitted* | 1554<br>1186<br>868 | ✠100A1<br>9,21 ~~11,20~~<br>~~BS11,20~~ ✠LMC10,19<br>BS9,21 | Bly<br>Nwc | *p* | ~~10,19~~<br>9,21 | 1911<br>10mo<br>*Lloyd* | BlythS.B. Co.Ld<br>Blyth<br>'*sA&CP* | TynesideLine (1920)Ld.(Ridley,Son&Tully,*Mgrs.*)<br>*a84'f73'339t* | 245·0<br>P21'Q118'B14'F30'<br>*WB=CellDB*<br>*MT10'190tFPT94t* | 36·7 | 16·4<br>FK | Newcastle<br>British<br>5*BHCem*<br>*APT20t* | T.3Cy.20",33"&54"-36" (*s*)<br>180lb 224NHP<br>2SB,*6pf*,GS100,HS3918<br>N.E.MarineEng.Co.Ld.Sld | 18 " 10<br>s1 " 6<br>17 " 8 | |
| 33440<br>NSQM | **Transvaal** SteelScSr<br>*ss*S.Fo.No.1-18<br>*Elec.light* 1*Dk*(*Stl*)&*Awngdk*(*Stl*) | 4395<br>4167<br>2795 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>9,21 10,20<br>✠NE&B09*refitted*5,14<br>✠LMC4,18 | Cpn<br>BS1,22 | *x* | CL<br>~~1,20~~<br>N9,21 | 1914<br>3mo<br>*Lloyd* | Ramage& Ferguson,Ld.<br>Leith<br>'*sA&CP*<br>*WB=* | D/S A/S Orient<br>*CellDBa116'uE2* | 360·2<br>P23'B98'F34'<br>*onAwngdk*<br>*0'f157'871tFPT40t* | 51·2 | 28·6<br>FK | Copnhagn<br>Danish<br>6*BHCem*<br>*APT52t* | T.3Cy.21½",36½"&62"-42"<br>200lb (*s*) 326NHP<br>3SB,*9cf*,GS175,HS5551<br>Barclay,Curle&Co.Ld.Gls. | 31 " 0<br>s 6 " 2<br>25 " 2 | |
| 33441<br>138979<br>JNCF | — SteelScK<br>*ss*Flt.No.1-20<br>*Elec.light* 1*Dk* | 250<br>232<br>119 | ✠100A1<br>*StmTrawler*<br>10,21 ~~6,20~~<br>10,10<br>~~BS10,20~~ ✠LMC8,16 | Flt | | CL<br>6,20 | 1916<br>6mo<br>*Lloyd* | Cochrane& Sons,Ld.<br>Selby<br>'*sA&CP* | MelvilleSteam TrawlingCo.Ld.(H.M.Johns, *Mgr.*) | 125·3<br>Q68'F20' | 22·5 | 12·0<br>BK7½" | Fleetwood<br>British<br>4*BHCem* | T.3Cy.12½",21½"&35¼"-24"<br>180lb (*s*) 88RHP<br>1SB,*3pf*,GS43,HS1400<br>Amos&Smith,Ld Hull | 12 " 9 | |
| 33442<br>132742<br>HWGS | **Transvaalia** SteelScK<br>(*Whaler*)<br>1*Dk* | 160<br>149<br>67 | | | | | 1912 | Smith's DockCo.Ld.<br>Middlesbro' | EasternWhaling Co.Ld.(C.Schlesinger,*Mgr.*) | 105·0 | 20·9 | 12·4 | London<br>British | T.3Cy.13",22"&35"-24"<br>91RHP<br>ShieldsEng.Co.Ld.N.Shl. | | C |
| 33443 | **Transylvania** SteelTwinSc<br>*Fitted for oil fuel*<br>*Elec.light* *Cruiser Stern* 6*Dks* | 17250 | | | | | 1921 | Fairfield Co.Ld.<br>Glasgow | AnchorLine(HendersonBros.)Ld. | 550·0<br>B&F421' | 70·0 | 42·7 | British<br>*WB* | 6 Steam Turbines<br>FairfieldCo.Ld.Glasgow | | |
| 33444<br>9<br>SNBM | **Trapani** IronScSr<br>(*ex*Frutera)<br>*Well deck* 1*Dk*&*Webframes* | 980<br>699<br>554 | | | ... | | 1883 | HM'Intyre &Co.<br>Paisley | Soc.Anon.diNav. "LaSicania" | 216·4<br>Q75'B64'F45' | 31·1 | 15·5<br>BK8"<br>*WB* | Trapani<br>Italian<br>4*BHCem* | C.2Cy.22"&54"-36"<br>NB99 239NHP<br>J.Howden&Co.Glasgow | 16 " 4 | V |
| 33445 | **Trapu** SteelScK<br>(*Tug*)<br>1*Dk* | 330 | | | | | 1921 | Anciens Chantiers Dubigeon<br>Nantes | FrenchGovernment | 134·5 | 27·1 | 13·1 | French<br>*WB* | T.3Cy.14",22⅞"&37⅘"-29$\frac{15}{16}$"<br>79NHP<br>Atel&Ch.de laLoire,SDenis | | |
| 33446<br>HTOM | **Trás-os-Montes** SteelTwinSc<br>(*ex*Bülow)<br>*Elec.light* Sub.Sig. Wireless 4*Dks* | 8965<br>7491<br>5034 | Lon 10,20<br>(*See footnote**) | | | | 1906 | J.C.Tecklenborg A.G.<br>Geestemünde | Requisitioned by thePortuguese Government | 462·4<br>P84'B96'F39' | 57·6 | 36·0 | Lisbon<br>Portuguese<br>*WB* | Q.8Cy.24",34⅝",50"&72⅞"-51⅛" 760NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 33447 | **Trasimeno** WoodSc<br>(*ex*WarOntario) *Salted* 1*Dk2trB*<br>*Elec.light* Wireless *Well deck* | 2293<br>1766<br>1349 | | | ... | | 1918 | Toronto DryDock& S.B.Co.<br>Toronto | Soc.Italiana di ServiziMarittimi | 250·0<br>P&B138'F31' | 43·6 | 22·7 | Genoa<br>Italian | T.3Cy.19",32"&54"-40"<br>322NHP<br>CanadianBridgeCo.Ld. Walkerville,Ont. | 25 " 5 | |
| 33448 | **Trave** SteelSc<br>*Elec.light* *Oil.Eng.* (*Trawler*)<br>1*Dk* | 251<br>220<br>98 | | | | | 1919 | Werft Nobiskrug<br>Rendsburg | Hochseefisch. A.G. "Trave" | 129·2<br>Q71'F18' | 24·0 | 9·6 | Lübeck<br>German<br>*WB* | Oil Engines 4Cy.16$\frac{9}{10}$"-23⅗"<br>69NHP<br>A.Borsig,Berlin | | |
| 33449 | **Traveler** WoodSc<br>(*Tug*)<br>*Elec.light* 1*Dk2trB*<br>*Mchy.Aft* | 475<br>350<br>218 | | | | | 1919 | Southland SteamshipCo<br>Savannah,Ga | | 150·0 | 30·0 | 18·0 | British | T.3Cy.17",25"&43"-30"<br>101NHP<br>VulcanIronWorks, JerseyCity | | |
| 33450<br>145916<br>KLRV | **Traveller** SteelSc 3963<br>*Elec.light* 2*Dks*(*Stl*) | ~~3700~~<br>3669<br>2499 | ✠100A1<br>3,22<br>~~(*ClassContemplated*)~~<br>✠LMC3,22 | Gls | *w* | CL | ~~1921~~<br>1922<br>3mo<br>*Lloyd's* | C.Connell &Co.Ld.<br>Glasgow<br>A&CP | CharenteS.S.Co. Ld. (T.&J. Harrison,*Mgrs.*)<br>*CellDB31* | ~~364·4~~<br>P36'B109'F44'<br>365·0<br>*5'754tFPT42t* | ~~47·0~~<br>46·9 | ~~27·6~~<br>27·7<br>FK | Liverpool<br>British<br>6*BHCem*<br>*APT18t* | T.3Cy.23",38½"&64"-48" (*s*)<br>215lb 390NH<br>3SB,*9cf*,GS179,HS6678<br>Dunsmuir&Jackson,LdGls | 29 " 9<br>s 5 " 3½<br>24 " 10 | |
| 33451<br>87932 | — IronTwinSc<br>(*ex*StormCock)<br>*Now named* "Bullger," *See letter* B. | 364<br>344<br>135 | | | ... | | 1883 | HM'Intyre &Co.<br>Paisley | TheAdmiralty | 161·0<br>B67' | 24·6 | 12·6 | London<br>British | C.4Cy.25"&46"-30"<br>193NHP<br>J.Howden&Co.,Glasgow | 13 " 5 | |

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* This Vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Tonnage assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33452<br>MHKB | **Traveller** | SteelScK<br>(*Whaler*)<br>1*Dk* | 175<br>172<br>64 | | | | | 1912 | Smith's DockCo.Ld<br>Middlesbro' | Irvin&Johnson, Ld. | 110·7 | 20·8 | 12·0 | CapeTown<br>British<br>*WB* | T.3Cy.12¼",20"&34"-24"<br>73RHP<br>Smith'sDockCo.Ld.Mdb. | |
| 33453 | **Trawl**<br>(*ex*Glendevon) | IronScK<br>(*Trawler*)<br>1*Dk* | 119<br>100<br>14 | | | | | 1898 | Edwards Bros.<br>N.Shields | UdevallaFiskeri A/B | 93·9<br>Q20'H7tF18' | 19·0 | 10·0 | Udevalla<br>Swedish | C.2Cy.15"&31"-22"<br>37NHP<br>TweedyBros.NorthShields | |
| 33454<br>381462 | **Trawler Prince**<br>(*ex*WilliamFlemming) | SteelScK<br>(*Fishing*)<br>1*Dk* | 275<br>246<br>109 | | | | | 1918 | Hepple& Co.Ld.<br>SouthShields | SwanseaSteam TrawlingCo.Ld.<br>(H.E.Rees, *Mgr.*) | 125·1 | 23·4 | 12·6 | London<br>British<br>*WB* | T.3Cy.12½",21"&35"-26"<br>Bellis& 61RHP<br>Morcom,Ld.Birmingham | |
| 33455<br>WNKP | **Trawlfisk**<br>*Elec.light* | SteelScK<br>1*Dk* | 310<br>287<br>134 | ✠100A1<br>*StmTrawler*<br>10,20 ✠LMC10,20 | Abn | | CL | 1920<br>10mo<br>*Lloyd* | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'*sA&CP* | A/SHareideTrawlfiskeselskap | 138·3<br>F22' | 23·0 | 13·7<br>BK7½" | Aalesund<br>Norwegian<br>4*BHCem*<br>*DBf*38'20t | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS48,HS1440<br>W.Beardmore&Co.Ld.Gls. | 14<br>1<br>13 |
| 33456<br>6268<br>KCLS | **Trean** | CompScSr<br>1*Dk* | 475<br>341<br>234 | | | | | 1919 | A/B Amåls Skeppsvarf<br>Amål | A/B Åmåls Skeppsvarf (G. Berglöf, *Mgr.*) | 147·1<br>P49'B13'F26' | 26·9 | 11·3 | Åmål<br>Swedish | C.2Cy.12¾"&27$\frac{5}{16}$"-17¾"<br>26NHP<br>BohusMekVærks.Akt.Got | |
| 33457<br>142579<br>KHJO | **Trebartha**<br>*Elec.light*<br>Wireless | SteelSc<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 4597<br>4327<br>2847 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,21 ~~2,20~~ ✠LMC12,20 | Shl<br>Bry | *y* | CL | 1920<br>12mo<br>*Lloyd* | JReadhead &Sons,Ld.<br>S.Shields<br>'*sA&CP* | HainS.S.Co.Ld.(E. Hain&Son, *Mgrs.*)<br>*CellDB*352'1219t | 400·1<br>*FPT*76t*APT*156t | 52·1 | 25·9<br>FK<br>*Collisio* | St.Ives<br>British<br>*Cem*<br>*n BH to S dk*<br>5 ,, ,, *U* ,, | T.3Cy.27",44"&73"-48" (*r*)<br>180lb *90lb* 425NHP<br>3SB,9*cf*,GS190,HS6876<br>J.Readhead&Sons,S.Shl. | 28<br>3<br>25 |
| ※ 33458 | **Trebizond**<br>(*ex*EdoardoMusil) | SteelScSr<br>ssPir.No.3-10,19<br>1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*deep framing* | 4725<br>4016<br>3076 | ✠100A1<br>*Spar dk*<br>10,19 ✠LMC10,19 | Pir | *x* | CL<br>~~12,10~~<br>3,22 | 1907<br>5mo<br>*Lloyd* | Russell& Co.<br>PortGlasgow<br>'*sA&CP* | FrenchGovernment<br>*CellDBa* 116'*uE* | 370·3<br>P36'B108'F40' | 49·8<br>FK | 19·2<br>27·0<br>5*B*<br>1*BHto* | Brest<br>French<br>*Hto Spar dk*<br>*MaindkCem*<br>24'*f*162'949t | T.3Cy.26",42"&70"-48" (*s*)<br>180lb *100lb* 410NHP<br>2SB,6*cf*,GS118,HS5523 FD<br>Rankin&Blackmore,Grk.<br>*DTa*28'686t*APT*45t | 29<br>s5<br>24 |
| 33459<br>145020 | **Trebover** | SteelSc<br>1*Dk*(*Stl*) | 142<br>137<br>49 | ✠100A1<br>*For towing purposes*<br>10,21 ~~8,21~~ ✠LMC9,20 | Sng | | 10,21 | 1920<br>9mo<br>*Lloyd* | Philip& &Son,Ld.<br>Dartmouth<br>'*sA&CP* | Topham,Jones& RailtonLd.<br>*CellDBuBunkers* | 94·2 | 21·5 | 9·0<br>BK6"<br>9' | London<br>British<br>4*BHCem*<br>10t*APT*18t | T.3Cy.13",21"&34"-24" (*s*)<br>180lb 86NHP<br>1SB,3*cf*,GS60.HS1700<br>Philip&Son,Ld Dartmouth | 11<br>s1<br>10 |
| ※ 33460<br>137862<br>JHTL | **Trecarne**<br>Wireless | SteelScSr<br>ssCff.No.1-20<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 4196<br>3905<br>2679 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,21 ~~1,21~~ ✠LMC<br>BS6,19 ✠MS2,20 | Cff<br>~~Rot~~ Bry | *x* | CL<br>1,21 | 1915<br>2mo<br>*Lloyd* | JReadhead &Sons,Ld.<br>SouthShields<br>'*sA&CP* | HainS.S.Co.Ld.(E. Hain&Son, *Mgrs.*)<br>*WB=CellDBa* | 370·3<br>117'*uE*23'*f*163'978t | 51·6 | 25·0<br>FK | St.Ives<br>British<br>6*BHCem*<br>*APT*59t | T.3Cy.26",42"&69"-48" (*r*)<br>180lb *90lb* 386NHP<br>2SB,6*cf*,GS132,HS6329<br>J.Readhead&Sons,Ld SShl | 26<br>s3<br>24 |
| 33461<br>142572<br>KOHV | **Trecarrell**<br>*Elec.light*<br>Wireless | SteelScSr<br>1*Dk*(*Stl*)<br>~~*Cargo battens not fitted*~~ | 5272<br>4796<br>3198 | ✠100A1<br>8,21 ~~6,20~~<br>✠LMC8,19 | Bry | *y* | CL<br>8,21 | 1919<br>8mo<br>*Lloyd* | D&WHenderson&CoLd<br>Glasgow<br>'*sA&CP* | HainS.S.Co.Ld.(E. Hain&Son, *Mgrs.*)<br>*CellDB* | 400·1<br>P49'B113'F38'<br>344'1035t *FPT*125t | 52·3 | 28·4<br>FK | St.Ives<br>British<br>7*BH*<br>*APT*210t | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>D&WHendersn&CoLdGls. | 31<br>s6<br>25 |
| 33462<br>145390 | **Tred Avon** | WoodSc | 676<br>—<br>598 | | | | | 1884 | ..................<br>Baltimore | Baltimore,Chesapeake&Atlantic RailwayCo. | 151·2 | 33·3 | 8·4 | Baltimore<br>Utd.States | | |
| 33463<br>98828 | **Tredegar**<br>*Mchy.Aft* | IronScSp | 121<br>108<br>54 | | | | | 1892 | G.K.Stothert&Co.<br>Bristol | W.Galbraith | 97·3 | 17·6 | 8·2 | Bristol<br>British | 1Cy.20"-18"<br>35RHP<br>G.K.Stothert&Co.,Bristol | |
| 33464<br>143074<br>JWND | **Tredenham**<br>*Elec.light* Wireless | SteelSc<br>ssCff.No.3-1,21 (*ex*Falkenfels)<br>~~2*Dks*~~<br>2*Dks*(*Stl-U* leaks) | 8435<br>7994<br>5369 | 100A1<br>*with freeboard*<br>2,22 LMC1,21<br>BS3,22 | Shl | | 1,20 | 1915<br>*CellDB*430'1573t | Akt.Ges. "Weser"<br>Bremen | HainS.S.Co.Ld. (E.Hain&Son, *Mgrs.*) *Intermediat BHinf&aholds*<br>*Tweendk tank sa*43'T40t/40'713t*FPT*87t*AP* | 479·7<br>P66'B139'F53' | 62·2 | 33·0<br>FK | St.Ives<br>British *Cem*<br>*dispensed with*<br>T82t 6*BHonly* | Q.4Cy.28⅜",40$\frac{9}{16}$",58¾"&85⅞"<br>-55⅛" 213lb (*s*) 750NHP<br>4SB,12*cf*,GS[illegible],HS10320 FD<br>A.G."Weser," Bremen | 35<br>8<br>27 |
| 33465<br>142580<br>KHSL | **Tredinnick**<br>*Elec.light*<br>Wireless | SteelSc<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 4597<br>4327<br>2846 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~6,21 2,21~~ ✠LMC2,21<br>8,21 | Shl<br>~~Nct~~Cff | *y* | CL | 1921<br>2mo<br>*Lloyd* | J Readhead &Sons,Ld.<br>South Shields<br>'*sA&CP* | HainS.S.Co.Ld. (E.Hain&Son, *Mgrs.*)<br>*CellDB*352'1219t | 400·1<br>*FPT*76t*APT*156t | 52·1 | 25·9<br>FK<br>*Collisio* | St.Ives<br>British<br>*Cem*<br>*n BH to S dk*<br>5 ,, ,, *U* ,, | T.3Cy.27",44"&73"-48" (*r*)<br>180lb *90lb* 425NHP<br>3SB,9*cf*,GS190,HS6876<br>JReadhead&SonsLd.S.Shl | 28<br>s3<br>25 |
| ※ 33466<br>142634<br>JVOP | **Trefusis**<br>(*ex*WarAconite) Wireless<br>*Elec.light* | SteelScSr<br>ssShl.No.3-11,19<br>1*Dk*(*Stl*) | 5299<br>4796<br>3229 | 100A1<br>~~9,21~~ 4,20 5,22<br>LMC12,19 | Cff<br>Bry | *y* | CL<br>9,21 | 1918<br>*Lloyd* | W.Doxford &Sons,Ld.<br>Sunderland<br>'*sA&CP* | HainS.S.Co.Ld.(E. Hain&Son, *Mgrs.*)<br>*CellDB* | 400·3<br>P49'B113'F39'<br>345' 1098t*FPT*133 | 52·4 | 28·5<br>FK | St.Ives<br>British<br>7*BHCem*<br>t*APT*204t | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Gls. | 31<br>s6<br>25 |
| 33467<br>86125<br>HSTG | —<br>*Mchy.Aft* | IronScSr<br>1*Dk* | 326<br>250<br>159 | | | ... | | 1883 | W.Harkess &Son<br>Middlesbro' | T.McLeod | 140·0<br>Q44'B11'F17' | 22·1 | 10·5<br>FK | Sundrland<br>British<br>*WB* | C.2Cy.20"&35"-24"<br>NB96 60RHP<br>W.Allsup&Sons,Preston | 11 |
| ※ 33468<br>142563<br>JVPG | **Tregantle**<br>*Elec.light*<br>*Cargo battens not fitted in Shelter 'tween dks*<br>Wireless | SteelSc<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 4324<br>4080<br>2787 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,22 ~~11,20~~ ✠LMC10,18<br>*Carrying oil* | Gms<br>~~Gra~~ Bry<br>*fuel F* | *y*<br>*P.* | CL<br>~~4,20~~<br>2,22<br>*above* | 1918<br>10mo<br>*Lloyd*<br>150°F | JReadhead &Sons,Ld.<br>SouthShields<br>'*sA&CP*<br>*in DB & APT* | HainS.S.Co.Ld.(E. Hain&Son, *Mgrs.*)<br>*Collisi*<br>*CellDBo* | 400·2<br>*on BH to Shelter dk*<br>131'*uE*23'*f*175'977t | 52·1 | ~~33·2~~<br>25 2<br>FK | St.Ives<br>British<br>*Cem*<br>5*BH to U dk*<br>*APT*43t | T.3Cy.27",44"&73"-48" (*r*)<br>180lb 425NHP<br>3SB,9*cf*,GS190,HS6876<br>J.Readhead&SonsLd.S.Shl | 26<br>s3<br>24 |
| 33469<br>133218<br>JCMT | **Tregarthen**<br>Wireless | SteelScSr<br>ssShl No 2-21 ~~ssShl.No.1-16~~<br>1*Dk*(*pt Irn pt Stl*)<br>*Cargo battens not fitted* | 4295<br>4015<br>2722 | ✠100A1<br>~~2,21~~ 11,21<br>~~BS7,20~~ ✠LMC~~12,18~~<br>11,21 | Tri<br>Shl | *x* | CL<br>2,21 | 1913<br>6mo<br>*Lloyd* | JReadhead &Sons,Ld.<br>SouthShields<br>'*sA&CP* | HainS.S.Co.Ld.(E. Hain&Son, *Mgrs.*)<br>*WB=CellD* | 369·8<br>P33'B226'F34'<br>*Ba*119' *uE*23' *f* 163' | 51·1 | 26·1<br>FK | St.Ives<br>British<br>6*BHCem*<br>987t*APT*62t | T.3Cy.26",42"&69"-48" (*r*)<br>180lb *90lb* 385NHP<br>2SB,6*cf*,GS132,HS6330<br>J.Readhead&SonsLd.S.Shl | 27<br>s4<br>23 |
| 33470<br>OUMV | **Tregastel**<br>*Now named* "Glendowan" S.c. No 27543 *in Supplement*<br>*Mchy.Aft* *Elec.light* | SteelScSr<br>(*ex*RobertWallace)<br>1*Dk* | 1611<br>—<br>921 | | | | | 1903 | BuffaloDry DockCo.<br>Buffalo,N.Y. | Chemins de Fer de l'Etat Français (SociétéMaritime Nationale, *Mgrs.*) | 238·7<br>Q88'F36' | 41·0 | 19·2 | Havre<br>French<br>*WB* | T.3Cy.15",25"&42"-30"<br>97NHP<br>DetroitS.B.Co.Detroit | |
| ※ 33471<br>142570<br>KBSW | **Tregenna**<br>*Elec.light* Wireless<br>*Cargo battens not fitted in 'tween dks* | SteelScSr<br>2*Dks*(*Stl*) | 5242<br>4808<br>3201 | ✠100A1<br>~~9,21~~ ~~6,21~~ 2,22<br>✠LMC7,19 | Liv<br>~~Mab~~ Bry | *y* | CL<br>9,21 | 1919<br>7mo<br>*Lloyd* | W.Gray& Co.(1918)Ld.<br>WHartlepool<br>'*sA&CP* | HainS.S.Co.Ld.(E. Hain&Son, *Mgrs.*)<br>*CellDB* | 400·1<br>P49'B113'F39'<br>344' 1048t *FPT*129t | 52·3 | 28·4<br>FK | St.Ives<br>British<br>7*BHptCem*<br>*APT*61t | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>CenMarEngWksLd.WHpl | 31<br>s6<br>25 |

| 1<br>No. in Book.<br>Official No.<br>Code letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33472<br>133213<br>JBDC | **Treglisson** SteelScSr<br>ssShl.No.2-19<br>Wireless 1Dk(ptIrn ptStl)2trB | 4323<br>4042<br>2737 | ✠100A1<br>~~7,21~~ ~~12,20~~ 2,22<br>~~BS12,20~~ ✠LMC9,19<br>BS2,22 | Shl<br>Bom | x | CL<br>~~7,20~~<br>2,22 | 1912<br>11mo<br><br>Lloyd | J Readhead<br>&Sons,Ld.<br>SouthShields<br>'sA&CP | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br><br>WB=CellD | 369·8<br>P33'B226'F34'<br>FK<br>Ba119'uE23'f162' | 51·1 | 26·1 | St.Ives<br>British<br>6BHCem<br>987tAPT62t | T.3Cy.26",42"&69"-48" (r)<br>180lb 90lb 385NHP<br>2SB,6cf,GS132,HS6330<br>J.Readhead&Sons,Ld.SShl | 27 ″ 8<br>s4 ″ 2½<br>23 ″ 11 | |
| 33473<br>142431<br>JTFB | **Tregonell** SteelScSr<br>ssShl.No.3-12,19<br>(exWarStag) 2Dks(Stl)<br>Elec.light Wireless<br>Cargo battens not fitted in 'tween dks | 5249<br>4791<br>3178 | 100A1<br>1,21<br>LMC12,19 | Shl | y | CL<br>12,19 | 1918<br><br><br>Lloyd | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>'sA&CP | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br><br>CellDB | 400·0<br>P49'B113'F39'<br>FK<br>340' 1128t FPT124 | 52·3 | 28·5 | St.Ives<br>British<br>7BHCem<br>tAPT179t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>W.Doxford&Sons,Ld.Sld. | 31 ″ 0<br>s6 ″ 1½<br>25 ″ 3 | |
| 33474<br>115646<br>TWRC | **Tregothnan** SteelScSr<br>ssShl.No.3-7,16<br>ssShl.No.1-20<br>Wireless 1Dk(ptIrn&ptStl)2trB<br>&deepframing3Dk rule | 3075<br>2904<br>1983 | ✠100A1<br>withfreeboard<br>~~6,21~~ ~~9,20~~<br>12,21<br>✠LMC4,20<br>BS7,21 | Npt<br>~~Shl Bry~~ | u | CL<br>~~9,20~~<br>~~7,21~~<br>N12,21 | 1903<br>4mo<br><br>Lloyd | J Readhead<br>&Sons<br>S.Shields<br>'sA&CP | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br><br>WB=CellD | 323·0<br>P31'B92'F32'<br>FK<br>Ba106' uE20'f134' | 47·1 | 23·7 | St.Ives<br>British<br>5BHCem<br>702tAPT61t | T.3Cy.24",40"&64"-42" (r)<br>160lb ~~80lb~~ NDB21 281NHP<br>2SB,6cf,GS90,HS4445 100lb<br>J.Readhead&Sons,S.Shl. | 25 ″ 0<br>s4 ″ 1½<br>21 ″ 3 | |
| 33475<br>122660<br>HSTQ | **Tregurno** SteelScSr<br>ssShl.No.2-19<br>Wireless 1Dk(ptStl&ptIrn)2trB | 4145<br>3971<br>2646 | ✠100A1<br>~~7,21~~ ~~10,20~~ 1,22<br>✠LMC<br>MS8,19 BS10,20 | Bom<br>~~Cherbourg~~ ~~Shl~~ | x | CL<br>~~8,19~~<br>7,21 | 1911<br>6mo<br><br>Lloyd | J Readhead<br>&Sons,Ld.<br>South Shields<br>'sA&CP | HainS.S.Co.Ld (E.<br>Hain&Son,*Mgrs.*)<br><br>WB=CellDBa | 363·0<br>P31'B225'F32'<br>FK<br>119'uE24'f158'922 | 51·1 | 26·1 | St.Ives<br>British<br>6BHCem<br>tAPT62t | T.3Cy.26",42"&69"-48" (r)<br>180lb 90lb 382NHP<br>2SB,6cf,GS132,HS6330<br>J.Readhead&SonsLd.S.Shl | 27 ″ 8<br>s4 ″ 2½<br>23 ″ 11 | |
| 33476<br>137863<br>JKPD | **Trehawke** SteelScSr<br>ssSws.No.1-19<br>Wireless 1Dk(Stl)&Shelter dk(Stl)<br>Carrying oil fuel F.P.above 150°F.inDB | 4198<br>3907<br>2680 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~1,21~~ ~~8,20~~ 11,21<br>BS5,21 ✠LMC9,19 | Bry | x | CL<br>~~8,20~~<br>~~5,21~~<br>N11,21 | 1915<br>4mo<br><br>Lloyd | J Readhead<br>&Sons,Ld.<br>SouthShields<br>'sA&CP | HainS.S.Co.Ld(E.<br>Hain&Son,*Mgrs.*)<br><br>WB=CellD | 370·0<br><br>FK<br>Ba117' u E23f163' | 51·6 | 25·0 | St.Ives<br>British<br>6BHCem<br>978tAPT59t | T.3Cy.26",42"&69"-48" (r)<br>180lb 90lb 386NHP<br>2SB,6cf,GS132,HS6329<br>J.Readhead&Sons,LdSShl | 26 ″ 8<br>s3 ″ 0½<br>24 ″ 0 | |
| 33477 | **Treinta-y-Tres** SteelScSr<br>ssHam.No.1-10<br>(exSalatis) 2Dks(Stl)&deepframing&<br>Elec.light Shelterdk(Stl-ptws) | 4775<br>4533<br>3059 | ✠<br>Shelter dk<br>withfreeboard<br>11,15<br>✠ | Lon | z | | 1906<br>5mo | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | Government of<br>Uruguay<br><br>CellD Ba129'u | 400·0<br><br>FK<br>E&B48' f173' 1033t | 51·0 | 27·3 | M.Video<br>Uruguayan<br>6BHCem<br>APT47t | T.3Cy.27",45"&75"-48"<br>471NHP<br>3SB,9cf,GS171,HS6360 FD<br>WllsndSlpwy.Co.Ld.Nwc. | 30 ″ 0 | C |
| 33478<br>142575<br>KCSW | **Trekieve** SteelScSr<br>Elec.light Wireless 2Dks(Stl)<br>Cargo battens not fitted in 'tween dks | 5244<br>4817<br>3230 | ✠100A1<br>~~9,21~~ ~~12,20~~ 3,22<br>✠LMC11,19 | Cal<br>Bry | y | CL<br>~~8,21~~<br>N3,22 | 1919<br>11mo<br><br>Lloyd | J Readhead<br>&Sons,Ld.<br>SouthShields<br>'sA&CP | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br><br>CellDB | 400·0<br>P49'B117'F39'<br>FK<br>345' 1085t FPT130 | 52·4 | 28·5 | St.Ives<br>British<br>7BHCem<br>tAPT205t | T.3Cy.27",44"&73"-48" (s)<br>180lb 513NHP<br>3SB,9cf,GS190,HS7563 FD<br>J.Readhead&SonsLd S Shl | 31 ″ 0<br>s6 ″ 2<br>25 ″ 3 | |
| 33479<br>122653<br>HKBN | **Trelawny** SteelScSr<br>ssShl.No.3-9,19<br>Wireless 1Dk(ptIrn&ptStl)2trB&<br>deepframing3Dkrule | 3877<br>3671<br>2479 | ✠100A1<br>~~6,21~~ ~~11,20~~ 1,22<br>~~BS11,20~~ ✠LMC10,19<br>MBS6,21 DBS~~11,20~~ 1,22 | Shl<br>Bry | w | CL<br>10,20 | 1907<br>2mo<br><br>Lloyd | J Readhead<br>&Sons<br>SouthShields<br>'sA&CP | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br><br>WB=CellD | 346·0<br>P30'B96'F33'<br>FK<br>Ba115' uE25'f148' | 49·6 | 26·5 | St.Ives<br>British<br>6BHCem<br>905tAPT65t | T.3Cy.25",42"&68"-45" (r)<br>180lb 80lb 328NHP<br>2SB,6cf,GS121,HS4940<br>J.Readhead&Sons,S.Shl. | 27 ″ 11<br>s5 ″ 2<br>23 ″ 1 | |
| 33480<br>96564<br>NJLG | **Treleigh** IronScDy<br>Mchy.Aft 1Dk | 347<br>268<br>160 | | | ... | | 1894 | J.P.Ren-<br>roldson&Sns<br>S.Shields | Bain,Sons&Co. | 140·0<br>Q50'B9'F19'<br>BK6" | 23·6 | 9·7 | Penzance<br>British<br>WB | O.2Cy.17"&34"-22"<br>45RHP<br>J.P.Rennoldson&Sns,SShl | 10 ″ 6 | |
| 33481<br>144396<br>KDTG | **Trelevan** SteelSc<br>ssNwc.No.3-2,21<br>(exLübeck) 2Dks(Stl)3rd dk in<br>Elec.light Wireless No.1 hold only | 4770<br>4371<br>2937 | ✠100A1<br>~~9,21~~ ~~2,21~~ 4,22<br>BS3,22 ✠LMC2,21 | Nwc<br>~~Hul~~ Gls | z | CL<br>2,21 | 1914<br>6mo<br><br>Lloyd | Flensburgr<br>Schiffsb.Ges.<br>Flensburg<br>'sA&CP | HainS.S.Co.Ld.<br>(E.Hain&Sons,<br>*Mgrs.*)<br>Cell DBa133'u | 396·5<br>P&B320'F54'<br>FK<br>E&B47'f178'1315t | 54·8 | 26·2 | St.Ives<br>British<br>8BHCem<br>APT20t | T.3Cy.28⅜",47¼"&78"-54"<br>185lb (s) 620NHP<br>3SB,9cf,GS198,HS9030 FD<br>FlensburgerSchiffsb.Ges. | 28 ″ 8<br>s4 ″ 1<br>25 ″ 0 | |
| 33482<br>142567<br>KBNL | **Trelissick** SteelScSr<br>Elec.light 1Dk(Stl)<br>Wireless ~~Cargo battens not fitted~~ | 5265<br>4817<br>3223 | ✠100A1<br>~~2,21~~ 12,21<br>✠LMC6,19 | Bry | y | CL<br>2,21 | 1919<br>6mo<br><br>Lloyd | Harland&<br>Wolff,Ld.<br>Glasgow<br>'sA&CP | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br><br>CellDB | 400·9<br>P49'B113'F39'<br>FK<br>342'1059tFPT 127t | 52·3 | 28·5 | St.Ives<br>British<br>7BHptCem<br>APT218t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Harland&Wolff,Ld.Gls. | 31 ″ 0<br>s6 ″ 2<br>25 ″ 3 | |
| 33483 | **—** SteelSc<br>Should be "Mellanear," See letter M.<br>Mchy.Aft | 440 | 100A1<br>(Class Contemplated) | | | | 1921 | J.Fullerton<br>&Co.<br>Paisley | Harvey&Co.Ld. | 165·0<br>Q91'B11'F21' | 27·0 | 9·5 | <br>British | C.2Cy.20"&42"-30"<br>Ross&Duncan,Glasgow | | |
| 33484<br>4258<br>JNQS | **Trelleborg** SteelScSr<br>(exBertha) 1Dk&Webframes | 668<br>570<br>378 | | | | | 1890 | Howaldts-<br>werke<br>Kiel | RederiA/BSödra<br>Sverige<br>(H.Edling,*Mgr.*) | 181·7<br>Q12'B39'H20tF29' | 29·4 | 13·2 | Hlsngborg<br>Swedish | T.3Cy.14¼",22¼"&36⅝"-19¾"<br>NB97 60NHP<br>Howaldtswerke,Kiel | | V |
| 33485<br>142564 | **Treloske** SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless Cargo battens not fitted | 5767<br>5535<br>4304 | ✠100A1<br>Shelter dk<br>withfreeboard<br>11,21 ~~8,20~~ ✠LMC12,18<br>Carrying oil fuel F. P. above 150° F. in DB & APT | Shl<br>Bry | y | CL<br>N3,20 | 1918<br>12mo<br><br>Lloyd | J Readhead<br>&Sons,Ld.<br>South Shields<br>'sA&CP | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br><br>Collision bulk<br>CellDBa | 400·2<br><br>FK<br>head to Shelter deck<br>131'uE23'f175'997t | 52·1 | 25·3 | St.Ives<br>British<br>Cem<br>5 BH to Udk<br>APT43t | T.3Cy.27",44"&73"-48" (r)<br>180lb 425NHP<br>3SB,9cf,GS190,HS6876<br>J.Readhead&SonsLd.SShl | 26 ″ 10<br>s3 ″ 2½<br>24 ″ 1 | |
| 33486<br>142571<br>KCGL | **Trelyon** SteelScSr<br>Elec.light Wireless 2Dks(Stl)<br>Cargo battens not fitted in 'tween dks | 5294<br>4843<br>3232 | ✠100A1<br>~~7,21~~ ~~12,20~~ 12,21<br>✠LMC8,19 | Bry<br>~~Shl~~ Bom | y | CL<br>11,20 | 1919<br>8mo<br><br>Lloyd | J Readhead<br>&Sons,Ld.<br>S.Shields<br>'sA&CP | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br><br>CellDB | 400·0<br>P49'B117'F39<br>FK<br>345'1085t FPT130t | 52·4 | 28·5 | St.Ives<br>British<br>7BHCem<br>APT205t | T.3Cy,27",44"&73"-48" (s)<br>180lb 513NHP<br>3SB,9cf,GS190,HS7563 FD<br>J.Readhead&Sons,LdSShl | 31 ″ 0<br>s6 ″ 2<br>25 ″ 3 | |
| 33487<br>142574<br>KCQT | **Trematon** SteelScSr<br>Elec.light Wireless 1Dk(Stl)<br>Cargo battens not fitted | 5202<br>4796<br>3179 | ✠100A1<br>~~6,21~~ ~~11,20~~ 2,22<br>✠LMC10,19 | Sws<br>~~Rot~~ Cff | y | CL<br>2,22 | 1919<br>10mo<br><br>Lloyd | D&W Hen-<br>derson&CoLd<br>Glasgow<br>'sA&CP | HainS.S.Co.Ld.(E.<br>Hain&Son, *Mgrs.*)<br><br>CellDB | 400·1<br>P49'B113'F38'<br>FK<br>344'1035t FPT125t | 52·3 | 28·4 | St.Ives<br>British<br>7BH<br>APT210t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>D&WHendersn&CoLdGls | 31 ″ 0<br>s6 ″ 2<br>25 ″ 3 | |
| 33488<br>122652<br>HGCW | **Tremayne** SteelScSr<br>ssShl.No.3-4,19<br>Wireless 1Dk(ptIrn&ptStl),<br>2trB&deepframing3DkRule | 3896<br>3674<br>~~2461~~ | ✠100A1<br>9,21 ~~1,21~~<br>~~BS6,20~~ ✠LMC4,19<br>BS9,21 | Shl<br>Bom | w | CL<br>~~6,20~~<br>9,21 | 1906<br>5mo<br><br>Lloyd | J Readhead<br>&Sons<br>South Shields<br>'sA&CP | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br><br>WB=CellDBa | 346·3<br>P30'B96'F33'<br>FK<br>115'uE25'f148'905t | 49·6 | 26·5 | St.Ives<br>British<br>6BHCem<br>APT65t | T.3Cy.25",42"&68"-45" (r)<br>180lb 80lb 331NHP<br>2SB,6cf,GS121,HS5026<br>J.Readhead&Sons,S.Shl. | 27 ″ 11<br>s5 ″ 2<br>23 ″ 1 | |
| 33489<br>138266 | **Tremblay** WoodPad<br>1Dk | 129<br>73<br>78 | | | | | 1916 | JTremblay<br>Chicoutimi,<br>P.Q. | J.Tremblay | 84·8 | 20·6 | 6·4 | Quebec<br>British | 2Cy.12"-30"<br>H.X.Didet,Quebec,P.Q. | | |
| 33490<br>142565<br>JWKB | **Tremeadow** SteelSc<br>Elec.light<br>Wireless 1Dk(Stl)<br>Cargo battens not fitted | 5302<br>4795<br>3231 | ✠100A1<br>10,21 ~~1,21~~ 5,22<br>✠LMC8,19 | Syd<br>~~Npt~~ Shl | y | CL<br>2,21 | 1919<br>3mo<br><br>Lloyd | D&W Hen-<br>dersn&Co.Ld.<br>Glasgow<br>'sA&CP | HainS.S.Co.Ld.(E.<br>Hain&Son, *Mgrs*)<br><br>CellDB | 400·4<br>P49'B113'F39'<br>FK<br>345' 1035t FPT125t | 52·2 | 28·4 | St.Ives<br>British<br>7BHptCem<br>APT210t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>D&WHendersn&CoLdGls. | 31 ″ 0<br>s6 ″ 2<br>25 ″ 3 | |
| 33491<br>143094<br>JWQM | **Tremere** SteelSc4Mst<br>ssShl.No.3-1,21<br>(exAugsburg) 2Dks(Stl)3rd dk in<br>Elec.light Wireless No.1 hold | 8047<br>7412<br>5038 | 100A1<br>~~7,21~~ ~~1,21~~ 10,21<br>LMC1,21 | Shl<br>Gib~~Cff~~ | | 12,20 | 1915 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | HainS.S.Co.Ld.<br>(E.Hain&Son,<br>*Mgrs.*)<br>CellDBa | 475·6<br>P29'B148'F86t<br>FK<br>145'uE33'f196'163 7tDTa30'905t FPT | 60·9 | 33·0 | St.Ives<br>British<br>8BHCem<br>71tAPT66t | T.3Cy.32$\frac{5}{16}$",53"&86½"-55"<br>205lb (s) 804NHP<br>4SB,12cf,GS246,HS11540FD<br>FlensburgerSchffsb.Ges. | 35 ″ 5<br>s7 ″ 10<br>28 ″ 0 | |

| 1<br>Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33492<br>142566<br>KBOS | **Tremorvah** SteelScSr<br>Elec.light 1Dk(Stl)<br>Wireless ~~Cargo battens not fitted~~ | 5243<br>4768<br>3180 | ✠100A1<br>8,21 ~~10,20~~ | NNs<br>Bry<br>✠LMC4,19 | y | CL<br>8,21 | 1919<br>4mo<br>Lloyd | D&WHendersn&Co.Ld.<br>Glasgow<br>'sA&CP | HainS.S.Co.Ld.(E.Hain&Son,Mgrs.)<br>Cell | 400·0<br>P49'B113'F37'<br>DB344'1035tFPT1 | 52·3 | 28·4<br>FK | St.Ives<br>British<br>7BHptCem<br>25tAPT210t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>D&WHendersn&CoLdGls. |
| ❊ 33493<br>137869<br>JSKR | **Treneglos** SteelSc<br>—<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Cargo battens not fitted in Shelter 'tween decks<br>Wireless | 5768<br>5566<br>3702 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,21<br>Carryingoil | Shl<br>✠LMC3,18<br>fuelF. | y<br>P. | CL<br>4,20<br>above1 | 1918<br>3mo<br>Lloyd<br>50°F.i | J.Readhead&Sons,Ld. S.Shields<br>'sA&CP<br>n DB&APeak | HainS.S.Co.Ld.(E.Hain&Son,Mgrs.)<br>CellDBa1 | 400·0<br>31'uE23'f175'1003t | 52·1 | 33·2<br>FK | St.Ives<br>British<br>6BHCem<br>APT50t | T.3Cy.26",43"&71"-48" (r)<br>180lb 90lb 488NHP<br>3SB,9cf,GS177,HS7198 FD<br>J.Readhead&SonsLd.SShl. |
| ❊ 33494<br>Broken up 4,22<br>~~[illegible]~~<br>~~RMGE~~ | **Trent** SteelScSr<br>ssBel.No.3-4,10<br>3Dks(UStl-ws)&Spardk(Stl-teaks)<br>Elec.light Ref.Mchy. Sub.Sig. Wireless | 5541<br>4601<br>2974 | ~~✠100A1~~<br>Spar dk<br>2,22 ~~12,13~~<br>~~[illegible]~~<br>~~BS5,19~~ | Sou<br>~~✠LMC[illegible]~~ | z | CL<br>2,20 | 1900<br>1mo<br>Lloyd | R.Napier&Sons,Ld.<br>Glasgow<br>'sA&CP | ~~RoyalMailSteamPacketCo.~~<br>Sunderman<br>WB=Cell | 410·0<br>P46'F74'<br>DBa76'uE&B103' | 50·0 | 23·3<br>32·3<br>FK | ~~London~~<br>Dutch<br>6BHAsp<br>f149'650t | T.3Cy.37",58"&97"-66" (s)<br>165lb 180lb 1050NHP<br>6SB,18cf,GS348,HS15384 FD<br>R.Napier&Sons,Ld.Gls. |
| ❊ 33495<br>114305<br>HBMN | — SteelScK<br>ssAbn.No.3-8,19<br>1Dk | 218<br>206<br>84 | ✠100A1<br>StmTrawler<br>10,21 ~~2,21~~<br>✠NB8,13 | Hul<br>✠LMC8,19<br>BS~~1,20~~10,21 | | 7,20 | 1904<br>11mo<br>Lloyd | Smith's DockCo.Ld<br>NorthShields<br>'sA&CP | EastRidingStm.FishingCo.Ld.(HudsonBros.Mgrs.) | 121·0 | 21·6 | 11·9<br>BK7½" | Hull<br>British<br>3BHCem | T.3Cy.12",20"&34"-24" (s)<br>180lb 65RHP<br>1SB,2pf,GS37,HS1295<br>ShieldsEng.Co.Ld.N.Shl. |
| 33496<br>91506 | — SteelScSk<br>Mchy.Aft | 107<br>91<br>34 | | | | | 1884 | W.Head&Riley<br>Hull | GrimsbyExpressPacketCo.Ld. (J.Speed,Mgr.) | 99·3<br>Q9t | 17·6 | 7·3 | Grimsby<br>British | C.2Cy.13"&22"-18"<br>NB07 22RHP<br>SmithBros.&Co.Glasgow |
| 33497<br>139335<br>JWMR | **Trentino** SteelScSr<br>Wireless<br>Elec.light CruiserStern 2Dks | 3079<br>2883<br>1845 | | | | | 1919 | Dundee S.B.Co.Ld.<br>Dundee | Ellerman'sWilson Line,Ld. | 310·0 | 44·7 | 26·8 | Hull<br>British<br>WB | T.3Cy.21",35"&59"-39"<br>217NHP<br>Earle'sCo.Ld.Hull |
| 33498 | **Trento** SteelSc<br>Elec.light | 4670<br>3870<br>3416 | 100A1<br>(ClassContemplated) | | | | 1920 | InternationalSBCo<br>Pascagoula, Miss. | Soc.diNav.Italo-Americana | 370·0<br>P34'B115'F37' | 52·0 | 27·5 | Genoa<br>Italian | T.3Cy.24",40"&65"-42"<br>InternationalS.B.Co. Pascagoula,Miss. |
| ❊ 33499 | — SteelSc<br>(exTirol) ssTri.No.3-9,16<br>Elec.light 1Dk(Stl)&Spardk(Stl-ws)<br>Wireless ssTri.No.1-19 &deepframing | 2924<br>2282<br>1658 | ✠100A1<br>Spar dk<br>3,21 ~~12.19~~<br>MS11,19 | Tri<br>✠LMC<br>BS4,20 | t | ~~11,19~~<br>3,21 | 1901<br>12mo | Lloyd Austriaco<br>Trieste<br>A&CP | LloydTriestino<br>WB=CellDBa96' | 315·0<br>P36'B86'F64'<br>uE24'f132'454t FP | 42·2 | 17·3<br>25·2<br>FK | Trieste<br>Italian<br>6BHCem<br>T10tAPT8t | T.3Cy.23⅝",39"&65½"-45" (s)<br>200lb 165lb 354NHP<br>2SB,6cf,GS113,HS4634 FD<br>LloydAustriaco,Trieste |
| 33500<br>128818<br>HWBS | **Trentwood** SteelScSr<br>ssShl.No.2-20<br>Mchy.Aft 1Dk(ptIrnptStl)<br>Well deck | 791<br>562<br>369 | ✠100A1<br>7,21 ~~5,20~~<br>BS7,21 | Shl<br>✠LMC4,20 | k | CL<br>4,20 | 1912<br>6mo<br>Lloyd | W.Harkess&Son,Ld.<br>Middlesbro'<br>'sA&CP | Constantine&DonkingStmshp.Co.Ld (R.A.Constantine&T.H.Donking,Mgrs.) | 195·0<br>Q109'B13'F24' | 30·0 | 11·7<br>FK<br>WB | Middlsbro'<br>British<br>3BHCem<br>=CellDBf | T.3Cy.16",27"&44"-30" (s)<br>180lb 100lb 131NHP<br>1SB,3pf,GS60,HS2262<br>Blair&Co.Ld.Stockton<br>117'158tFPT79tAPT24t |
| 33501<br>MQCN | **Tres** SteelScSr<br>Mchy.Aft 1Dk | 939<br>627<br>459 | | | | | 1917 | Porsgrund Mek.Værks.<br>Porsgrund | A/S Tres (J.S.Kallevig) | 202·0<br>P57'Q77'B13'F26' | 32·0 | 12·7 | Arendal<br>Norwegian<br>WB | T.3Cy.14",23"&38"-27"<br>75NHP<br>PorsgrundM.V.Porsgrund |
| ❊ 33502 | **Tres Hermanos** IronScSr<br>6thSurvey,Shl.6,09<br>(exCogent) 3rdSurvey,Bcl.4,20<br>Well deck Wireless 1Dk(Irn)2trB | *2051*<br>*1631*<br>*1309* | ✠ A1*1<br>4,20 | Bcl<br>LMC4,20 | Lv | 4,20 | 1883<br>7mo | ShortBros.<br>Sunderland | J.Martinez Fernandez | 275·0<br>P71tQ96tB172t<br>H37tF44t | 38·6 | 20·6<br>BK9½" | Vigo<br>Spanish<br>5BH<br>DBa&f | C.2Cy.36"&67"-36" (s)<br>75lb NB10 211NHP<br>1DB,6pf,GS97,HS3592<br>T.Richardson&Sons,Hpl. |
| 33503 | — IronSc<br>(exRichmond) 2Dks | 1269<br>—<br>863 | | | | | 1873 | Tredecar IronWorks<br>RichmondVa | | 206·0 | 33·0 | 13·0<br>21·6 | Peruvian | C.2Cy.26"&50"-30" 114NHP<br>Emade—refitted09 NB09<br>Neafie&LevyCo.Phl. |
| 33504<br>104677<br>RHGQ | **Tresillian** SteelScSr<br>— ssShl.No.3-9,12<br>ssLiv.No.2-19<br>1Dk(ptIrn&ptStl)2trB&<br>Wireless deep framing3Dk rule | 3585<br>3368<br>2309 | ✠100A1<br>withfreeboard<br>~~6,21~~ ~~1,21~~ 1,22<br>MS9,17<br>~~[illegible]~~ | Shl<br>Bry<br>✠LMC<br>~~BS1,21~~<br>BS1,22 | v | CL<br>1,21 | 1899<br>8mo | JReadhead&Sons<br>S.Shields<br>A&CP | HainS.S.Co.Ld.(E.Hain&Son,Mgrs.)<br>WB=CellDBa | 341·0<br>P29'B84'F32'<br>114'uE20'f140'840t | 46·7 | 26·0<br>FK | St.Ives<br>British<br>6BHCem<br>APT35t | T.3Cy.24",40"&65"-45" (r)<br>160lb ~~65lb~~ NDB22 293NHP<br>2SB,6rf,GS104,HS4557 100lb<br>J.Readhead&Sons,S.Shl. |
| 33505<br>143148<br>JWRD | **Tresithney** SteelSc<br>— ssShl.No.2-21<br>(exLippe) 2Dks(Stl)&Shelter dk(Stl)<br>Elec.light Sub.Sig. Wireless | 6714<br>6321<br>4162 | 100A1<br>Shelter dk<br>withfreeboard<br>7,21 ~~3,21~~ | Shl<br>Bry<br>LMC5,21 | | CL<br>3,21 | 1914 | FlensburgrSchiffsb.Ges.<br>Flensburg | HainS.S.Co.Ld.(E.Hain&Son,Mgrs.)<br>CellDB368'1634t | 472·5<br>FPT89tAPT35t | 59·3 | 28·6<br>FK<br>Collisio | St.Ives<br>British<br>Cem<br>n BH to S dk<br>7 " " U " | T.3Cy.32 1/16",52¾"&86⅝"-55"<br>205lb (s) 736NHP<br>4SB,12cfGS224HS10118 FD<br>FlensburgerSchiffsb.Ges. |
| 33506<br>132495 | **Tresness** WoodAuxScBn<br>(exLarsJörgensen) OilEng.<br>(See Sailing Ship Register) 1Dk | 129<br>121<br>66 | | | | | 1871 | J.R.Andersen<br>Svendborg | P.S.Cooper | 97·3 | 22·7 | 9·4 | Kirkwall<br>British | Oil Engines 2S.C.SA<br>NE18<br>Plenty&Son,Ld.Newbury |
| 33507<br>143098<br>JWRP | **Treuenfels** SteelSc<br>Wireless<br>Elec.light 2Dks<br>*Now named* "Perim," *see Supplement* | 7471<br>7035<br>4699 | | | | | 1916 | J.C.TecklenborgA.G<br>Geestemünde | P.&O.Stm.Nav.Co. | 469·5<br>P46' | 58·5 | 32·4 | London<br>British | T.3Cy.31½",50½"&82 1/16"-55"<br>504NHP<br>J.C.TecklenborgA.G.Gst. |
| 33508<br>133211<br>HTJS | **Trevalgan** SteelScSr<br>— ssShl No.2-19<br>Wireless 1Dk(ptStl&ptIrn)2trB | 4185<br>3966<br>2675 | ✠100A1<br>~~6,21~~ ~~9,20~~ 2,22<br>~~BS5,20~~<br>BS5,21 | Npt<br>~~Rot~~Bry<br>✠LMC6,19 | x | CL<br>~~10,20~~<br>6,21<br>N2,22 | 1911<br>9mo<br>Lloyd | JReadhead&Sons,Ld.<br>South Shields<br>'sA&CP | HainS.S.Co.Ld.(E.Hain&Son,Mgrs.)<br>WB=CellDBa1 | 363·0<br>P31'B225'F32'<br>19'uE24'f158'922t | 51·1 | 26·1<br>FK | St.Ives<br>British<br>6BHCem<br>APT62t | T.3Cy.26",42"&69"-48" (r)<br>180lb 90lb 385NHP<br>2SB,6cf,GS132,HS6330<br>J.Readhead&Sns,Ld.S.Shl. |
| 33509<br>133212<br>HVNQ | **Trevanion** SteelScSr<br>— ~~ssShl.No.1-17~~<br>Wireless 1Dk(ptIrnptStl)2trB<br>ssBry.No.2-21 | 4307<br>4043<br>2740 | ✠100A1<br>1,22 ~~2,20~~<br>BS2,22<br>~~Carryingoil~~ | Bry<br>Lon<br>✠LMC3,21<br>~~fuelF.~~ | x<br>~~P.~~ | CL<br>~~N8,20~~<br>1,22<br>~~above1~~ | 1912<br>4mo<br>Lloyd<br>~~50°F.i~~ | JReadhead&Sons,Ld.<br>SouthShields<br>'sA&CP<br>~~nDB~~ | HainS.S.Co.Ld.(E.Hain&Son,Mgrs.)<br>WB=CellD | 369·7<br>P33'B226'F34'<br>Ba118'uE23'f162' | 51·1 | 26·1<br>FK | St.Ives<br>British<br>6BHCem<br>987tAPT62t | T.3Cy.26",42"&69"-48" (r)<br>180lb 90lb 385NHP<br>2SB,6cf,GS132,HS6330<br>J.Readhead&Sns,Ld.S.Shl. |
| 33510<br>142568<br>KBRS | **Trevarrack** SteelScSr<br>Elec.light 1Dk(Stl)<br>Wireless Cargo battens not fitted | 5270<br>4795<br>3197 | ✠100A1<br>11,21 ~~10,20~~ 4,22 | Nwc<br>~~Npt~~Bry<br>✠LMC6,19 | y | CL<br>~~8,20~~<br>11,21 | 1919<br>6mo<br>Lloyd | D&WHendersn&Co.Ld.<br>Glasgow<br>'sA&CP | HainS.S.Co.Ld.(E.Hain&Son,Mgrs.)<br>CellDB | 400·0<br>P49'B113'F38'<br>344'1035tFPT125t | 52·3 | 28·4<br>FK | St.Ives<br>British<br>7BHptCem<br>APT210t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>D&WHendersn&CoLdGls |
| 33511<br>133214<br>JBHP | **Trevaylor** SteelScSr<br>ssFal.No.2-21 ~~ss.Bry.No.1-17~~<br>Wireless 1Dk(ptIrnptStl) | 4283<br>4016<br>2712 | ✠100A1<br>11,21 ~~1,20~~<br>~~BS5,20~~<br>BS6,21 | Bry<br>Fal<br>~~✠LMC12,17~~<br>MS11,21 | x | CL<br>~~N11,20~~<br>N6,21 | 1912<br>12mo<br>Lloyd | JReadhead&Sons,Ld.<br>SouthShields<br>'sA&CP | HainS.S.Co.Ld.(E.Hain&Son,Mgrs.)<br>WB=CellD | 369·9<br>P33'B226'F34'<br>Ba119'uE26'f163' | 51·1 | 26·1<br>FK | St.Ives<br>British<br>6BHCem<br>987tAPT62t | T.3Cy.26",42"&69"-48" (r)<br>180lb 90lb 385NHP<br>2SB,6cf,GS132,HS6330<br>J.Readhead&Sns,Ld.S.Shl |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 Steamer's Name. 3 Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33512<br>142694<br>JTPG | **Trevean** SteelSc<br>(*ex*WarQuail) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 5208<br>~~5225~~<br>~~4760~~<br>~~3101~~<br>4754<br>3179 | ✠100A1<br>~~7,21~~ ~~12,20~~ 12,21<br>*Carrying oil* | Npt<br>~~Shl~~ Bry<br>✠LMC7,18<br>*fuel F.* | *y*<br>*P.* | CL<br>12,20<br>*above*1 | 1918<br>8mo<br>*Lloyd*<br>50° F. | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'*sA&CP*<br>*in DB* | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br>*CellDB*34 | 400·2\|52·3\|28·5<br>P49'B112'F39'<br>FK<br>0'1125*t FPT*115*t A* | St.Ives<br>British<br>7*BHptCem*<br>*PT*175*t* | T.3Cy.27",44"&73"-48" (*s*)<br>200lb 505NHP<br>3SB,9*cf*,GS175,HS7374 FD<br>N.E.MarineEngCoLdNwc | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 33513<br>142569<br>KBSR | **Trevelyan** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *CruiserStern*<br>*Cargo battens not fitted* | 2500<br>2258<br>1456 | ✠100A1<br>7,21 ~~11,20~~<br>BS8,20 | Bry<br>Cff<br>✠LMC7,19 | *t* | CL | 1919<br>7mo<br>*Lloyd* | C.Hill&<br>Sons<br>Bristol<br>'*sA&CP* | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br>*C* | 303·0\|43·0\|20·8<br>P33'B80'F33'<br>FK<br>*ellDB*252'670*tFPT* | St.Ives<br>British<br>6*BHptCem*<br>70*tAPT*180*t* | T.3Cy.22",36"&59"-39"<br>180lb *100lb*HS5140 331NHP<br>2 Water Tube Boilers FD<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 23 ″ 0<br>s 3 ″ 6½<br>19 ″ 10 | |
| 33514<br>142576<br>KDPN | **Treverbyn** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 5281<br>4811<br>~~3234~~<br>3248 | ✠100A1<br>2,22 ~~5,21~~ | Rot<br>Cal<br>✠LMC1,20 | *y* | CL<br>11,20 | 1920<br>1mo<br>*Lloyd* | Harland&<br>Wolff,Ld.<br>Glasgow<br>'*sA&CP* | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br>*CellDB* | 400·7\|52·3\|28·5<br>P49'B113'F39'<br>FK<br>342' 1059*t FPT*127*t* | St.Ives<br>British<br>7*BHptCem*<br>*APT*218*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Gls. | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 33515<br>143920<br>KDFS | **Trevessa** SteelSc<br>*ss*Shl.No.3-1,21<br>(*ex*Imkenturm) 1*Dk*(*Stl*)&*Spardk*<br>*Elec.light* (*Stl pt* teaks)&*deep framing*<br>Wireless | 5004<br>4689<br>3121 | ✠100A1<br>*Spar dk*<br>9,21 ~~1,21~~<br>~~BS9,20~~<br>MBS9,21 DBS4,23 | Shl<br>✠LMC<br>MS1,21 | *z* | CL<br>1,21 | 1909<br>10mo<br>*Lloyd* | Flensburgr<br>Schiffsb.Ges.<br>Flensburg<br>'*sA&CP*<br>*CellD* | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br>*Ba*128'*uE*25'*f*180' | 401·2\|52·7\|28·3<br>P51'B123'F57'<br>FK<br>1120*t 'tween dk tan* | St.Ives<br>British<br>6*BHCem*<br>*ks a*43' 425*t* | Q.4Cy.23",31½",48"&71"-51"<br>213lb *120lb* (*s*) 475NHP<br>3SB,9*cf*,GS148,HS6337 FD<br>FlensburgerSchiffsb.Ges.<br>*FPT*95*tAPT*40*t* | 31 ″ 0<br>s 6 ″ 2½<br>25 ″ 2 | |
| 33516<br>133215<br>JBQK | **Trevethoe** SteelScSr<br>*ss*Bom.No.1-18<br>Wireless 1*Dk*(*ptIrn ptStl*)<br>*Carrying oil fuel F.P.above*150°F.*inD.B.tanks* | 4379<br>4015<br>2770 | ✠100A1<br>11,19 | Cff<br>✠LMC7,19<br>BS1,21 | *x* | CL<br>9,20 | 1913<br>2mo<br>*Lloyd* | JReadhead<br>&Sons,Ld.<br>SouthShields<br>'*sA&CP* | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br>*WB=CellDBa* | 369·9\|51·1\|26·1<br>P33'B226'F34'<br>FK<br>119'*uE*26'*f*163'987*t* | St.Ives<br>British<br>6*BHCem*<br>*APT*62*t* | T.3Cy.26",42"&69"-48" (*r*)<br>180lb *90lb* 385NHP<br>2SB,6*cf*,GS132,HS6330<br>J.Readhead&Sons,Ld.SShl | 27 ″ 8<br>s 4 ″ 2½<br>23 ″ 11 | |
| 33517<br>133217<br>JOHF | **Trevider** SteelScSr<br>~~*ss*Shl.No.1-19~~<br>Wireless 1*Dk*(*ptIrn ptStl*)<br>*ss*Shl.No.2-21 | 4299<br>4015<br>2730 | ✠100A1<br>~~12,21~~ ~~11,20~~ 5,22<br>~~BS11,20~~ | Bry<br>~~Shl~~ Cff<br>✠LMC~~4,19~~<br>11,21 | *x* | CL<br>~~11,20~~<br>~~6,21~~<br>5,22 | 1913<br>5mo<br>*Lloyd* | JReadhead<br>&Sons,Ld.<br>SouthShields<br>'*sA&CP* | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br>*WB=CellDBa* | 369·9\|51·1\|26·1<br>P33'B226'F34'<br>FK<br>119'*uE*23'*f*163'987*t* | St. Ives<br>British<br>6*BHCem*<br>*APT*62*t* | T.3Cy.26",42"&69"-48" (*r*)<br>180lb *90lb* 385NHP<br>2SB,6*cf*,GS132,HS6330<br>JReadhead&Sons,Ld.SShl | 27 ″ 8<br>s 4 ″ 2½<br>23 ″ 11 | |
| 33518 | **Trevier** SteelSc<br>(*ex*WarHunter)<br>*Elec.light* 1*Dk*<br>Wireless *Carrying Petroleum in bulk*<br>*Fitted for oil fuel* | 5222<br>4786<br>3163 | | | | | 1918 | A.Stephen<br>&Sons,Ld.<br>Glasgow | LloydRoyalBelge<br>Soc.Anon. | 400·1\|52·3\|28·5<br>P49'B112'F39' | Antwerp<br>Belgian<br>*WB* | T.3Cy.27",44"&73"-48<br>369NHP<br>Dunsmuir&Jackson,LdGls | | C |
| 33519<br>133216<br>JBVT | **Trevilley** SteelScSr<br>*ss*Nwc.No.1-19<br>Wireless 1*Dk*(*ptIrnptStl*)<br>*Carrying oil fuel F.P.above*150°F.*inD.B.* | 4259<br>4015<br>2724 | ✠100A1<br>12,20<br>BS12,20 | Bry<br>✠LMC12,17 | *x* | CL<br>6,20 | 1913<br>4mo<br>*Lloyd* | JReadhead<br>&Sons,Ld.<br>SouthShields<br>'*sA&CP* | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br>*WB=CellDBa* | 369·9\|51·1\|26·1<br>P33'B226'F34'<br>FK<br>119'*uE*23'*f*163'987*t* | St.Ives<br>British<br>6*BHCem*<br>*APT*62*t* | T.3Cy.26",42"&69"-48" (*r*)<br>180lb *90lb* 385NHP<br>2SB,6*cf*,GS132,HS6330<br>J.Readhead&Sons,Ld.SShl | 27 ″ 8<br>s 4 ″ 2½<br>23 ″ 11 | |
| 33520<br>122655<br>HKNP | **Trevince** SteelScSr<br>*ss*Shl.No.3-12,19<br>Wireless 1*Dk*(*ptIrn&ptStl*)2*trB*<br>&*deep framing*3*Dk rule* | 3874<br>3671<br>2479 | ✠100A1<br>5,22 ~~11,20~~ ~~12,21~~<br>~~BS12,20~~<br>BS12,21 | Bry<br>✠LMC11,19 | *w* | CL<br>~~6,20~~<br>~~12,21~~<br>5,22 | 1907<br>4mo<br>*Lloyd* | JReadhead<br>&Sons<br>SouthShields<br>'*sA&CP* | HainS.S.Co.Ld.(E.<br>Hain&Son, *Mgrs.*)<br>*WB=CellD* | 346·0\|49·6\|26·5<br>P30'B96'F33'<br>FK<br>*Ba*115'*uE* 25'*f*148' | St.Ives<br>British<br>6*BHCem*<br>905*tAPT*65*t* | T.3Cy.25",42"&68"-45" (*r*)<br>180lb ~~*80lb*~~ *60lb* 328NHP<br>2SB,6*cf*,GS121,HS4940<br>J.Readhead&Sons,S.Shl. | 27 ″ 11<br>s 5 ″ 2<br>23 ″ 1 | |
| 33521<br>133573<br>JLDS | **Trevisa** SteelScSr<br>*ss*Shl.No.1-20<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>*Mchy.Aft* Wireless<br>*Cargo battens not fitted* | 1813<br>1618<br>1095 | ✠100A1<br>4,21<br>*Coasting U.K.*<br>*from Brest to* | Sws<br>✠LMC8,20<br>*also C*<br>*Hamb* | *q*<br>*ont*<br>*ur* | CL<br>4,21<br>*inent*<br>*g* | 1915<br>6mo<br>*Lloyd* | N.of Irelnd<br>S.B.Co.Ld.<br>Londonderry<br>'*sA&CP* | ~~ExportSteam-~~<br>~~shipLd.(J.~~<br>~~Waller,Mgr.)~~<br>Export<br>Steamships,Ld<br>*WB=CellD* | 250·0\|42·5\|17·4<br>F39'<br>FK<br>*BuE&B*46' | Montreal<br>Newcastle<br>British<br>4*BHptCem* | T.3Cy.16",26"&44"-33" (*s*)<br>180lb 153NHP<br>2SB,4*cf*,GS82,HS2814<br>Kincaid&Co.Ld.Grk.<br>*f*166'671*tFPT*372*tAPT*8*t* | 20 ″ 0<br>s 4 ″ 9½<br>15 ″ 6 | |
| 33522<br>144525<br>KFJQ | **Trevithick** SteelSc4Mst<br>*ss*Fal.No.3-4,21<br>(*ex*Preussen) 2*Dks*(*Stl*)3*rddk*(*Stl*)*in*<br>*Elec.light* Wireless *No.*1*Hold only* | 8046<br>7612<br>5128 | ✠100A1<br>10,21 ~~4,21~~ | Fal<br>Cff<br>✠LMC4,21 | *c*† | 4,21 | 1910<br>12mo<br>*Lloyd* | J.Brown&<br>Co.Ld.<br>Clydebank<br>'*sA&CP* *C* | HainS.S.Co.Ld.(E.<br>Hain&Son,Ld.<br>*Mgrs.*)<br>*ellDBa*138' *uE&B* | 469·8\|58·1\|32·1<br>P54 B121'F55'<br>FK&BK2"<br>77'*f*194'1603*t FPT* | St.Ives<br>British<br>7*BHCem*<br>205*tAPT*78*t* | Q.4Cy.26",39",56"&78½"-54"<br>215lb (*s*) 696NHP<br>4SB,12*cf*,GS248,HS10160FD<br>J.Brown&Co.Ld.Clydebnk | 35 ″ 5<br>s 8 ″ 10<br>27 ″ 0 | |
| 33523<br>123989<br>HGMW | **Trevor** SteelScK<br>1*Dk* | 202<br>144<br>79 | | | | | 1906 | W.J.Yar-<br>wood&Sons<br>Northwich | DouglasShipping<br>Co.Ld. (G.E.Kelly,<br>*Mgr.*) | 106·0\|22·0\| 8·9<br>*WB* | Douglas,<br>I.M.<br>British | C.2Cy.13½"&27"-20"<br>30RHP<br>WJ Yarwood&SnsNthwch | | |
| 33524<br>142578<br>KGWJ | **Trevorian** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 4599<br>4327<br>2845 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,21 ~~5,21~~ | Mch<br>Bry<br>✠LMC9,20 | *y* | CL | 1920<br>10mo<br>*Lloyd* | JReadhead<br>&Sons,Ld.<br>South Shields<br>'*sA&CP* | HainS.S.Co.Ld.(E.<br>Hain&Son, *Mgrs.*)<br>*CellDB*352'121 | 400·3\|52·1\|25·9<br>FK<br>*Collisio*<br>9*tFPT*76*tAPT*156*t* | St.Ives<br>British<br>*Cem*<br>*nBHtoSh dk*<br>5 „ „ *U* „ | T.3Cy.27",44"&73"-48" (*r*)<br>180lb *90lb* 425NHP<br>3SB,9*cf*,GS190,HS6876<br>JReadhead&Sons,Ld.S.Shl | 28 ″ 6<br>s3 ″ 7½<br>25 ″ 3 | |
| 33525<br>137870<br>JTGS | **Trevose** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in Shelter 'tween*<br>Wireless *dks* | 4375<br>4131<br>2754 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,22 ~~8,20~~<br>*Carrying oil* | Bry<br>~~Npt~~<br>✠LMC5,18<br>*fuel F.* | *y*<br>*P.* | CL<br>~~10,21~~<br>3,22<br>*above*1 | 1918<br>5mo<br>*Lloyd*<br>50° F. | JReadhead<br>&Sons,Ld.<br>South Shields<br>'*sA&CP*<br>*in DB&APT* | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br>*CellDBa*1 | 400·2\|52·1\|25·2<br>FK<br>31'*uE*23' *f*175'1003*t* | St.Ives<br>British<br>6*BHCem*<br>*APT*50*t* | T.3Cy.26",43"&71"-48" (*r*)<br>180lb *90lb* 488NHP<br>3SB,9*cf*,GS177,HS7198 FD<br>J.Readhead&Sns,Ld.S.Shl | 26 ″ 10<br>s 3 ″ 3<br>24 ″ 0 | |
| 33526<br>133219<br>JFVM | **Trewellard** SteelScSr<br>*ss*Shl.No.1-19<br>Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 4202<br>3907<br>2667 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21 ~~12,20~~<br>~~BS7,20~~ | Syd<br>Shl<br>DBS4,21<br>~~MBS10,21~~<br>✠LMC8,19 | *x* | CL<br>7,20 | 1914<br>7mo<br>*Lloyd* | JReadhead<br>&Sons,Ld.<br>South Shields<br>'*sA&CP* | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br>*WB=CellD* | 370·2\|51·6\|25·0<br>FK<br>*Ba*117' *uE*23' *f*163' | St.Ives<br>British<br>6*BHCem*<br>978*tAPT*59*t* | T.3Cy.26",42"&69"-48" (*r*)<br>180lb *90lb* 386NHP<br>2SB,6*cf*,GS132,HS6329<br>J.Readhead&Sns.Ld.S.Shl | 26 ″ 8<br>s 3 ″ 0½<br>24 ″ 0 | |
| 33527<br>137867<br>JQVL | **Trewidden** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 4381<br>4131<br>2776 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,21<br>*Carrying oil* | Cff<br>✠LMC9,17<br>*fuel F.* | *y*<br>*P.* | CL<br>2,21<br>*above*1 | 1917<br>9mo<br>*Lloyd*<br>50° F. | J.Read-<br>head&SnsLd<br>South Shields<br>'*sA&CP*<br>*in DB&APT* | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br>*CellDBa*1 | 400·0\|52·1\|25·2<br>FK<br>31'*uE*23'*f*175'1003*t* | St.Ives<br>British<br>6*BHCem*<br>*APT*50*t* | T.3Cy.26",43"&71"-48" (*r*)<br>180lb *90lb* 416NHP<br>3SB,9*cf*,GS172,HS6951<br>J.Readhead&SonsLd.S.Sh | 26 ″ 10<br>s 3 ″ 3<br>24 ″ 0 | |
| 33528<br>143291<br>KBPQ | **Trewinnard** SteelSc<br>*ss*Shl.No.2-21<br>(*ex*Ammon) 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* 3*rd dk*(*Stl*)*inNo.*1 *hold*<br>Wireless | 7233<br>6612<br>4448 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>9,21 ~~1,21~~ | Shl<br>Cff<br>LMC1,21 | *d*† | CL<br>1,21 | 1914 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br>*CellDB*395'1632*t* | 472·0\|60·9\|28·6<br>F55'*onShelterdk*<br>FK<br>*Collisio*<br>*FPT*55*tAPT*15*t* | St.Ives<br>British<br>*Cem*<br>*nBHtoS dk*<br>8 „ „ *U* „ | T.3Cy31⅛",50 13/16"&84⅛"-53⅞"<br>185lb (*s*) 686NHP<br>4SB,12*cf*,GS190,HS9765 FD<br>FlensburgerSchiffsb.Ges. | 31 ″ 3<br>s 5 ″ 4½<br>26 ″ 3 | |
| 33529<br>142577<br>KDQL | **Trewyn** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>*Cargo battens not fitted in 'tween decks* | 5241<br>4817<br>3228 | ✠100A1<br>1,22 ~~3,21~~ | Shl<br>Bom<br>✠LMC2,20 | *y* | CL<br>3,21 | 1920<br>2mo<br>*Lloyd* | JReadhead<br>&Sons,Ld<br>South Shields<br>'*sA&CP* | HainS.S.Co.Ld.(E.<br>Hain&Son,*Mgrs.*)<br>*CellDB* | 400·1\|52·4\|28·5<br>P49'B117'F39'<br>FK<br>345' 1085*t FPT*130*t* | St.Ives<br>British<br>7*BHCem*<br>*APT*205*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 513NHP<br>3SB,9*cf*,GS190,HS7563 FD<br>JReadhead&Sons,Ld.S.Shl | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33530 | **Triad** SteelTwinScSrYt<br>*Elec.light* 2*Dks*(*UStl*-teaks) | 1212<br>954<br>441 | ✠<br>1,14<br>✠ | Dun | *p* |  | 1909<br>5mo | CaledonS.<br>B.&E.Co.Ld.<br>Dundee | *WB=CellDBa*30' | 250·2<br>P14'F42'<br>BK9'<br>*uE*36'*f*94'195*tFPT* | 35·1 | 16·2 | <br><br>6*BHCem*<br>9*tAPT*22*t* | T.6Cy.20",32½"&52½"-36'<br>409NHP<br>2DB,12cf,GS225,HS7000<br>CaledonSB.&E.Co.Ld.Dun | 19 |
| ※ 33531 | **Trialos** SteelSc<br>—<br>*Elec.light* 2*Dks*(*Stl*) | *5163*<br>*4733*<br>*3307* | ✠100A1<br>6,21 ~~1,20~~<br>✠LMC2,20 | Npt<br>Bhn | *y* | CL<br>~~10,20~~<br>6,21 | 1920<br>3mo<br>*Lloyd* | HongK'ng<br>&Whampoa<br>DockCo.Ld.<br>HongKong<br>*'sA&CP* | **N.E.Ambatielos**<br>*CellDB* | 400·2<br>P49'B113'F40'<br>FK<br>340'1120*t FPT*123*t* | 52·2 | 28·5 | **Argostoli**<br>Greek<br>7*BHCem*<br>*APT*175*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>HongKong&Whampoa<br>DockCo.Ld.HongKong | 31<br>6<br>23 |
| 33532<br>JSLT | **Triana** IronSc3MstSr<br>(*ex*Mora)<br>*Well deck* 1*Dk*2*trB* | 748<br>606<br>507 | ✠<br>9,80 | Npt |  |  | 1877<br>3mo | Schlesingr,<br>Davis&Co.<br>Newcastle | **Ybarra&Co.** | 199·7<br>Q79'B42'F23'<br>*DBa*58'*f*66' | 28·3 | 15·0 | **Seville**<br>Spanish<br>4*BHCem* | C.2Cy.25"&45"-33"<br>NB00 97NHP<br>R.&W.Hawthorn,Nwc. |  |
| 33533 | **Triandria** IronSc<br>(*ex*NotreDame desVictoires,<br>*ex*Federico,*ex*Gijon) 2*Dks* | 807<br>—<br>490 | ✠<br>8,75 | Dun |  |  | 1875<br>8mo | Gourlay<br>Bros.<br>Dundee | **T.Synodinos** | 198·7<br>P&B121½'F36' | 28·0 | 15·1 | **Argostoli**<br>Greek<br>5*BHCem* | C.2Cy.31"&54"-30"<br>133NHP<br>GourlayBros.&Co.Dundee |  |
| 33534<br>137032 | **Tribune** SteelScK<br>*ss*Fal.No.1-19<br>*Elec.light* 1*Dk* | 302<br>278<br>158 | ✠100A1<br>*StmTrawler*<br>~~6,21~~ ~~12,19~~ 2,22<br>✠LMC12,19<br>BS2,22 | Fal<br>Gms |  | CL<br>12,19 | 1915<br>9mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>*sA&CP* | **AnchorSteam<br>FishingCo.Ld.<br>(G.S.Letten,** *Mgr.*) | 135·0<br>Q74'F21'<br>BK7½" | 23·5 | 12·3 | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-24" (*s*)<br>200lb 84RHP<br>1SB,3pf,GS47,HS1400<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 33535<br><br>MCQJ | **Tricolor** SteelScSr<br>*ss*NYk.No.3-4,18<br>1*Dk*(*ptIrn&ptStl*)2*trB*<br>Wireless &*deepframing*3*Dk rule*<br>*ss*SFo.No.1-22 | 4019<br>3775<br>2597 | ✠100A1<br>~~6,21~~ ~~8,20~~ ,21<br>1,22<br>✠LMC<br>MS~~4,18~~1,21 | Ham<br>~~Bmn~~ SFo<br><br>BS~~6,20~~7,21 | *u* | CL<br>8,20 | 1906<br>5mo<br>*Lloyd* | TyneI.S.B.<br>Co.Ld.<br>Newcastle<br>*'sA&CP* | **Wilhelmsens<br>Dmpsk.Akties.(W.<br>Wilhelmsen,** *Mgr.*)<br>*WB=CellDBa* | 351·2<br>P28'B103'F36'<br>FK<br>113'*uE*25'*f*150'846*t* | 50·1 | 25·5 | **Tönsberg**<br>Norwegian<br>6*BHCem*<br>*APT*105*t* | T.3Cy.26",42½"&69½"-45"(*s*)<br>180lb *90lb* 368NHP<br>2SB,6rf,GS127,HS5900<br>Blair&Co.Ld.Stockton | 28<br>5<br>23 |
| 33536<br>294<br>SNHT | **Tricolore** WoodAuxScSr<br>*OilEng.*<br>(*See Sailing Ship Register*) | 267<br>—<br>220 |  |  |  |  | 1918 | L.Gotuzzo<br>Chiavari | **S.&S.Piro** | 121·2 | 27·3 | 13·0 | **Gaeta**<br>Italian | Oil Engine<br>4Cy.7"-9⅞" 13NHP<br>P.Kind,Turin |  |
| ※ 33537<br>140697<br>JRCF | **Trident** SteelScSr<br>—<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 4317<br>3982<br>2689 | ✠100A1<br>5,21 ~~6,20~~<br>✠LMC9,17 | Cff<br>Cal | *x* | CL<br>~~6,20~~<br>~~5,21~~<br>4,22 | 1917<br>9mo<br>*Lloyd* | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>*'sA&CP* | **HallBros.S.S.Co.<br>Ld.(HallBros.**<br>*Mgrs.*)<br>*CellD* | 375·0<br>P29'B106'F38'<br>FK<br>B328'1051*tFPT*83*t* | 51·1 | 25·3 | **Newcastle**<br>British<br>6*BHCem*<br>*APT*148*t* | T.3Cy.25",42"&69"-48" (*r*)<br>180lb *100lb* 371NHP<br>2SB,6cf,GS141,HS5892<br>N.E.MarineEng.Co.Ld.Sld | 27<br>5<br>23 |
| 33538<br>129293<br>HRTC | **Trier** SteelScK<br>*ss*Gms.No.2-19<br>1*Dk*<br>Now named "Santa Cristina," See No. 39240 in Supplement | 324<br>298<br>141 | ✠100A1<br>*StmTrawler*<br>9,19<br>✠LMC9,19 | Gms |  | CL<br>9,19 | 1910<br>10mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>*'sA&CP* | **Progressive<br>Trawlers,Ld.(H.<br>Burns,** *Mgr.*) | 138·5<br>Q74'<br>BK8" | 23·5 | 12·5 | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 82RHP<br>1SB,3pf,GS46,HS1280<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 33539 | **Trieste** SteelScSr<br>*ss*Tri.2ndNo.3-2,21<br>3*Dks*(*Stl-U* teaks)<br>*Elec.light* Wireless | 5592<br>4596<br>3325 | ✠100A1<br>~~6,21~~ ~~2,21~~ ~~11,21~~<br>3,22<br>BS11,21<br>✠LMC2,21 | Tri | *y* | CL<br>~~2,21~~<br>3,22 | 1897<br>8mo | Lloyd<br>Austriaco<br>Trieste | **LloydTriestino**<br>*WB=C* | 400·0<br>P51'B140'F69'<br>FK<br>*ell DBa*112'*uE&B* | 48·1 | 30·1 | **Trieste**<br>Italian<br>6*BHCem*<br>77'*f*152'764*t* | T.3Cy.29½",47"&76"-54" (*s*)<br>170lb *170lb* 555NHP<br>2DB,12cf,GS215,HS8076 FD<br>LloydAustriaco,Trieste | 33 |
| 33540 | — SteelSc<br><br>*Elec.light* | 4670<br>3870<br>3416 | 100A1<br><br>(*ClassContem* | <br><br>*plated*) |  |  | 1920 | Inter-<br>national<br>S.B.Co.<br>Pascagoula,<br>Miss. | **Soc.diNav.Italo-<br>Americana** | 370·0<br>P34'B114'F37' | 52·0 | 27·5 | **Genoa**<br>Italian | T.3Cy.24",40"&65"-42"<br><br>InternationalS.B.Co. |  |
| 33541 | — SteelScSr<br>(*ex*TriesteD.) *ss*Tri.No.3-12,15<br>*Elec.light* *ss*Fiu.No.1-20<br>1*Dk*(*Stl*-ws)&*Shade dk*(*ptStl*-teaks) | 896<br>833<br>503<br>*Fo* | ✠100A1<br>*withfreeboard*<br>~~4,21~~ ~~1,20~~<br>*r service in the* | Fiu<br>~~Tri~~ BS3,21<br>✠LMC3,20<br>*Adria* | *l*<br><br><br>*tic* | CL<br>5,20<br>4,22 | 1909<br>2mo<br>*Lloyd* | Cant.Nav.<br>Triestino<br>Monfalcone<br>*'sA&CP* | **Soc.Anon.diNav.<br>aVap."Dalmatia"**<br>*CellDBa*31' | 197·5<br>FK<br>*uE*15'*f*56'94*t FPT* | 30·6 | 21·3 | **Trieste**<br>Italian<br>4*BHCem*<br>23*tAPT*11*t* | T.3Cy.17½",29"&48"-30" (*s*)<br>180lb 176NHP<br>2SB,4cf,GS68,HS2606 FD<br>D.Rowan&Co.Glasgow | 14<br>1<br>12 |
| 33542 | — SteelTwinScSr<br><br>*Elec.light* 1*Dk*2*trB* | 159<br>142<br>64 |  |  |  |  | 1906 | Stabilmnto<br>Tecnico<br>Trieste | **Soc.diNav.aVap.<br>Istria-Trieste** | 131·0 | 19·2 | 8·6 | **Trieste**<br>Italian | T.6Cy.11",16½"&26¾"-17¾"<br>60NHP<br>StabilimentoTecnico,Tri. |  |
| ※ 33543 | **Triestino** SteelSc3MstSr<br>(*ex*Eugenio, *ss*Lon.No.3-2,12<br>*ex*Player) *ss*Tri.No.2-21<br>*Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | 560<br>382<br>161 | ✠100A1<br>1,21<br>BS5,21 | Tri<br><br>LMC1,21 | *h* | 5,20 | 1899<br>2mo | IrvineS.B.<br>&E.Co.Ld.<br>Irvine<br>A&CP | **C.Martinolich&<br>Figlio**<br>*Cell* | 172·0<br>Q92'B13'F25'<br>BK7"<br>*DBf*92'140*t FPT* | 27·7 | 10·3 | **Trieste**<br>Italian<br>3*BHCem*<br>55*tAPT*10*t* | C.2Cy.19"&42"-24" (*r*)<br>106lb 91NHP<br>NB00*fitted*21<br>1SB,3cf,GS64,HS1779<br>Campbell&Calderw'd,Psy. | 12 |
| 33544<br>109956<br>~~TJCN~~ | **Trigonia** SteelSc3~~MstSr~~<br>— *ss*HKg.No.3-10,10<br>*ss*Sng.No.2-18<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>*Mchy.Aft* | 1739<br>1322<br>1056 | ✠~~100A1~~<br>*Trunk dk*<br>~~6,21~~ 6,20<br>~~BS12,20~~ ✠~~LMC8,18~~<br>*CarryingPetr*<br>*Fitted for oil* | Sng<br><br><br><br>*oleum*<br>*fuel*8 | *p*<br><br><br><br>*in*<br>,98 | CL<br>2,19<br><br><br>*bulk*<br>*F.P. a* | 1898<br>8mo<br><br><br>*Lloyd*<br>*bove* 1 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>*'sA&CP*<br>50°F. | ~~Nederl.Indische~~<br>~~Tankstoomboot-~~<br>~~Maats.~~ AngloSaxon<br>PetroleumCo.Ld | 242·0<br>P35'F37'<br>ptND07 FK<br>*WB=FPT*101*t* | 40·2 | ~~17·3~~<br>17·4 | Singapore<br>British<br>9*BHCem*<br>*APT*39*t* | C.2Cy.30"&63"-39" (*s*)<br>100lb *100lb* NDB03 217NHP<br>2SB,6pf,GS123,HS3734<br>Wllsnd.Slpwy.Co.Ld.Nwc | 17<br>2<br>15 |
| 33545<br><br>OUMZ | **Trilby IV.** IronAuxScSr<br>(*See Sailing Ship Register*) | 278<br>—<br>115 |  |  |  |  | 1910 | ..................<br>Nantes | **Ch.L.Bassuet** | ...................... |  |  | **Lorient**<br>French |  |  |
| 33546<br>126833 | **Trillium** SteelPad<br>2*Dks* | 673<br>665<br>463 |  |  |  |  | 1910 | PolsonIron<br>WorksCo.Ld.<br>Toronto | **TorontoFerryCo.<br>Ld.** | 150·0 | 30·0 | 7·2 | **Toronto**<br>British | C.2Cy.17"&34"-48"<br>48RHP<br>PolsonI.W.Co.Ld.Toronto |  |
| 33547<br>219394<br>LVCQ | **Trimountain** SteelScSr<br>Sub.Sig. *Fitted for oil fuel*<br>*Mchy.Aft* Wireless 2*Dks*<br>*Elec.light* *Carrying Petroleum in bulk*<br>*Longitudinal framing* | 6413<br>—<br>4608 |  |  |  |  | 1919 | Bethlehem<br>S.B.Corp.Ld.<br>Quincy,Mass. | **UnitedStates<br>ShippingBoard** | 416·9<br>P101'B37'F33' | 56·2 | 31·0 | **Boston**<br>Utd.States<br>*WB* | T.3Cy.26½",44"&74"-51"<br>391NHP<br>BethlehemS.B.Corp.Ld.<br>Quincy,Mass. |  |
| 33548 | **Trina Cecilie** WoodAuxSc3MstSr<br>*OilEng.*<br>(*See Sailing Ship Register*) | 283<br>270<br>245 |  |  |  |  | 1900 | K.Legsdin<br>Berrzeem | **Rederi A/B<br>"Trina"** | 123·5 | 28·7 | 12·4 | **Helsingfrs**<br>Finnish | Oil Engine 2S.C.SA<br>2Cy.15"&16 1/16" 84NHP<br>BolindersMek.Verksted,<br>Skm. |  |
| 33549 | **Trinacria** SteelSc<br>*OilEng.*<br>*Elec.light*<br>*Cruiser Stern*<br>Should be "Erland," See No. 3727 in Supplement | 2500 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>(*ClassContem* | <br><br><br>*plated*) |  |  | 1921 | Eriksbergs<br>M.V.Aktieb.<br>Gothenburg | **Rederiaktieb.<br>SvenskaLloyd<br>(H.Metcalfe,** *Mgr.*) | 292·0 | 43·0 | 19·0 | **Gothenbrg**<br>Swedish | Oil Engines 4S.C.SA<br>6Cy.24 9/16"-51 3/16"<br><br>Aktieb.Götaverken,Got. |  |

| 1 | 2 3 Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3550<br>27949<br>INKS | **Trinculo** SteelScSr<br>*ss*Npt.No.3-5,18<br>*Elec.light* 2*Dks*(*Stl*)& *Web frames*<br>*Mchy.Aft* Wireless | 5203<br>4823<br>3199 | ✠100A1<br>~~9,21~~ ~~8,21~~ 3,22<br>~~BS3,21~~ ✠LMC5,18<br>BS2,22<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 9,09 *F.P. above* 150°F. | Sou<br>~~Rot~~ | *y* | CL<br>~~9,21~~<br>2,22 | 1908<br>12mo<br>*Lloyd*'s A&CP | Swan,Hunter&Wigham Richardson, Ld Newcastle | BearCreekOil& ShippingCo.Ld. (C.T.Bowring& Co.Ld.*Mgrs.*) | 385·5<br>P96'B25'F42'<br>FK<br>*WB=CellDB*<br>*u*B40'92t *DTf*40'407t *FPT*61t*APT*29t | 50·6 | 30·3 | Liverpool<br>British<br>14*BHCem*<br>8 *to Udk*<br>6 *to M dk* | T.3Cy.26",43"&72"-48" (*r*)<br>180lb 434NHP<br>3SB,*9cf*,GS195,HS7281<br>N.E.MarineEng.CoLdNwc | 31 ″ 10<br>s 6 ″ 8<br>25 ″ 6 | |
| 3551<br>JSMP | **Trini** IronScBn<br>(*ex*Isly)<br>Wireless 1*Dk& Spar dk*3*trB* | 1394<br>—<br>802 | | | | | 1883 | Wigham Richrdsn&Co Newcastle | Hijos deEnrique Gironella | 246·0<br>B60' | 31·7 | 23·6 | Barcelona<br>Spanish<br>*WB* | C.2Cy.34"&64"-42"<br>NB94 221NHP<br>WighamRchrdson&C.Nwc | | V |
| 3552<br>JBMQ | **Trinidad** IronScSr<br>*ss*Sld.No.3-8,86<br>*ss*Sld.No.2-96<br>(*ex*Desierto, *ex*S.W.Kelly) 2*Dks*3*Dk rule* | 1088<br>1018<br>637 | ✠<br>10,99 | Cff | *n* | | 1874<br>4mo | J.L.Thmpson Sunderland | Cia.Santurzana deNav. (I.Lafita,*Mgr.*) | 221·6<br>BK8"<br>*WB=* | 30·5 | 20·7 | Bilbao<br>Spanish<br>4*BHCem*<br>*DBa*65'*f*42' | C.2Cy.27"&51"-33"<br>NDB96 NB09 115NHP<br>J.Dickinson,Sunderland | 21 ″ 9 | |
| 33553<br>115915<br>LJNS | — WoodSc<br>*Elec.light* 1*Dk* | 974<br>—<br>551 | | | | | 1917 | Hammond LumberCo. Fairhaven, Cal. | HammondLumber Co. | 209·9 | 42·0 | 14·1 | S.Frncisco<br>Utd.States | T.3Cy.13½",22"&36"-24"<br>64NHP | | R |
| 33554<br>212566<br>LDPK | **Trinidadian** SteelSc3MstSr<br>(*ex*Augusta, *ex*Cadagua) *Elec.light* Wireless 2*Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>*Fitted for oil fuel* | 2450<br>2256<br>1765 | | | | | 1892 | Armstrong Mitchell&Co. Ld Newcastle | GulfRefiningCo. Inc. | 295·0<br>H22'F36' | 39·0 | 25·4 | P.Arthur, Texas<br>Utd.States<br>*WB* | T.3Cy.22",36"&59"-39"<br>217NHP<br>Wllsnd.Slpwy.Co.Ld.Nwc | | V |
| 33555<br>631<br>SNHU | **Trinità** IronScSr<br>*ss*Gen.3rdNo.3-2,20 ~~*ss*Pir.2ndNo.3-3,07~~<br>(*ex*AghiaPelaghia, *ss*~~Gen.No.2-15~~<br>*ex*Georgios,*ex*Marika,*ex*Plymothian)<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1461<br>1256<br>890 | ✠100A1<br>2,22<br>~~Examined5,20~~<br>~~✠LMC8,20~~<br>✠LMC8,20 | Gen | *q* | CL<br>7,19 | 1883<br>2mo<br>*Lloyd*'s A&CP | C.S.Swan& Hunter Newcastle | IndustrieMarittimeSoc.Anon | 260·5<br>Q98'B52'F28'<br>BK9"<br>*WB*=*DBa*72'*f*44'240*t* | 36·0 | 18·5 | Genoa<br>Italian<br>5*BHptAsp ptCem* | C.2Cy.33"&62"-42" (*s*)<br>85lb *100lb* NDB14 198NHP<br>2SB,*6pf*,GS112,HS3250<br>WllsndSlpwy.Co.Ld.Nwc | 19 ″ 6<br>s 2 ″ 1½<br>18 ″ 3 | |
| 33556<br>220379<br>MBDC | **Trinity** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 3*Dks*<br>Wireless *Carrying Petroleum in bulk*<br>*Longitudinal framing* | 8246<br>8017<br>6258 | | | | | 1920 | NwprtNws S.B.&D.D.Co. Newprt News | UnitedStates ShippingBoard | 461·6 | 60·0 | 27·7 | NewptNws<br>Utd.States<br>*WB* | 2 Steam Turbines<br>NewportNewsS.B&DD.Co. | | R |
| 33557<br>130161 | **Trinity Bay** SteelTwinSc<br>(*Suction Hopper Dredger*)<br>*Elec.light* 1*Dk* | 1054<br>981<br>478 | | | … | | 1912 | F.Schichau Elbing | CairnsHarbour Board | 214·8<br>FK | 38·2 | 14·8 | Brisbane<br>British<br>*WB* | T.12Cy.11",18½"&29½"-16½"<br>204NHP<br>F.Schichau,Elbing | 15 ″ 11 | |
| 33558<br>131830 | **Trinity N.B.** SteelScK<br>*ss*Dub.No.1-19<br>1*Dk* | 203<br>200<br>87 | | | … | CL<br>9,19 | 1914<br>9mo<br>*Lloyd*'s A&CP | Hall,Russell&Co.Ld. Aberdeen | ~~E.Ferry~~<br>A.G.Brown | 115·5<br>BK7½"<br>*WB=* | 22·1 | 12·2 | Fleetwood<br>British<br>3*BHCem*<br>*DBf*25'16*t* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb 75RHP<br>1SB,*3pf*,GS39,HS1377<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 33559 | **Trio** IronScK<br>*ss*Ams.No.3-1,13<br>(*ex*Vinolia) *ss*Ymu.No.2-21<br>1*Dk* | 196<br>179<br>48 | ✠100A1<br>*StmTrawler*<br>1,21<br>✠NB9,06 ✠LMC1,21 | Ymu | | CL<br>1,21 | 1899<br>10mo<br>*Lloyd*'s A&CP | Cochrane& Cooper,Ld. Beverley | N.V.Exploit.& Admin.Maats. "Shamrock I." (S.Koster,*Mgr.*) | 112·5<br>Q48'F22'<br>BK7½" | 21·0 | 11·5 | Ymuiden<br>Dutch<br>4*BHCem* | T.3Cy.12",20"&33"-24" (*s*)<br>180lb 53NHP<br>1SB,*2pf*,GS35,HS1300<br>C.D.Holmes&Co.Hull | 12 ″ 3 | |
| 33560<br>MFQJ | — SteelScSr<br>*Mchy.Aft* 1*Dk* | 183<br>163<br>96 | | | | | 1900 | C.A.Lundahl Dösebacka | A/S Trio (G.G.Amundsen) | 100·3<br>B18*t* | 22·2 | 10·4 | Chrstiania<br>Norwegian<br>*WB* | C.2Cy.8"&19"-11"<br>10NHP<br>JönköpingsM.V. | | |
| 33561<br>5781<br>JVNM | — SteelSc<br>(*Tug*)<br>1*Dk* | 107<br>87<br>11 | | | | | 1915 | Bergsunds M.V.Aktieb. Stockholm | Stockholms Skeppsstufveri Aktieb. (K.E. Wahlberg,*Mgr.*) | 68·9<br>B37'H13*t* | 22·2 | 11·4 | Stockholm<br>Swedish | C.2Cy.13⅜"&26¼"-17 9/16"<br>24NHP<br>BergsundsM.V.Aktb.Skm. | | |
| 33562<br>218311<br>LRPQ | **Tripp** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless Sub.Sig. | 5703<br>5230<br>3513 | ✠100A1<br>10,20<br>✠LMC8,19<br>*Fitted for oil fuel* 8,19 *F.P. above* 150° F. | Pca | *z* | CL | 1919<br>8mo<br>*Lloyd*'s CP | North-west SteelCo. Portland,Or. | UnitedStates ShippingBoard | 409·8<br>P44'B115'F47'<br>FK<br>*CellDB*355' 1139*t* *MT*29' 745*t* *FPT*132*t* | 54·2 | 27·7 | Portlnd Or<br>Utd.States<br>7*BHptCem*<br>*APT*143*t* | 1GearedSteamTurbine (*r*)<br>210lb 579NHP<br>3SB,*9cf*,GS181,HS8007 FD<br>GeneralElectricCo. Schenectady,N.Y. | 30 ″ 2<br>s 6 ″ 6½<br>24 ″ 0 | |
| 33563<br>undered 12,20 | **Tris Adelphis** SteelSc<br>(*ex*Roitelet)<br>*Elec.light* | 318 | | | | | 1919 | Forg.&Ch. de laMédit. LaSeyne | Messologittis | 132·3 | 24·0 | 11·9 | Piræus<br>Greek | C.2Cy.18"&36"-23⅜"<br>52NHP<br>Forg.&Ch.de laMédit.Msl. | | V |
| 33564<br>140573 | **Trishna** SteelSc<br>*Carrying Oil in bulk*<br>*Mchy.Aft* 1*Dk* | 168<br>151<br>92 | | | | | 1916 | W.J.Yarwood&SnsLd Northwich | J.Crosfield& Sons,Ld. | 95·1 | 21·6 | 9·2 | Liverpool<br>British<br>*WB* | C.2Cy.13"&27"-18"<br>30RHP<br>W.J.Yarwood&Sons,Ld. | | |
| 33565 | **Tristan** SteelScLr<br>*OilEng.*<br>*Mchy.Aft* (*ex*Eversand) 1*Dk* | 138<br>129<br>87 | | | | | 1910 | J.Frerichs &Co.A.G Einswarden | Hamburgische Hochseef.A.-G. | 91·0 | 21·4 | 9·9 | Altona<br>German | Oil Engine 4S.C.SA<br>2Cy.11⅘"-12⅗" 18NHP<br>JFrerichs&CoAG.Ostrholz | | |
| 33566 | **Tritão** SteelScCtr<br>*Elec.light* 1*Dk*(*Teak*) | *119*<br>*114*<br>*45* | ✠<br>*For Towing purposes*<br>7,13 ✠ | Ayr | | | 1913<br>7mo | AilsaS.B. Co.Ld. Ayr | Cia.Commercio e Navegacão | 85·0<br>BK6"<br>*WB*=*DTf*27' 11*t* *FPT*3*t* | 20·6 | 9·6 | R.Janeiro<br>Brazilian<br>4*BHCem*<br>*APT*1*t* | C.2Cy.18"&38"-24" (*s*)<br>86NHP<br>1SB,*3pf*,GS59,HS1685<br>McKie&Baxter,Glasgow | 10 ″ 6 | |
| 33567 | **Trito** SteelSc<br>*Elec.ligh* 2*Dks* | 1100 | | | | | 1921 | N.V.Boele's Schp.&Mch. Slikkerveer | Mij.Zeevaart | 230·0<br>P25'F23' | 36·0 | 22·5 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.18",30"&48"-36"<br>138NHP<br>NVBoele'sSch&MchBolnes | | |
| 33568 | **Triton** SteelPad<br>Wireless 4*Dks* | *1915*<br>—<br>*1451* | | | | | 1894 | Scotswood S.B.Co.(Lim) Newcastle | TheArgentine Nav.Co.(Nicolás Mihanovich)Ld. | 292·0 | 36·0 | 29·5 | M.Video<br>Uruguayan | T.3Cy.30",49"&75"-84"<br>515NHP<br>A.&J.Inglis,Glasgow | | |
| 33569<br>PVCM | — SteelScTwinMstSr<br>*Elec.light* Wireless 1*Dk& Shelter dk* | 1883<br>1579<br>1028 | | | | | 1913 | Dunlop, Bremner& Co.Ld. PortGlasgow | Koninkl.Nederl. Stoomb.Maats. | 295·0 | 43·2 | 15·4 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.22",35"&59"-39"<br>217NHP<br>Dunlop,Bremner&Co.Ld. P.Gl. | | V |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33570 | Triton | SteelSc<br>1Dk | 1200 | | | | | 1920 | Akt.Ges.<br>“Weser”<br>Bremen | Dampfschifffahrts Ges.Neptun | 236·8<br>P12'Q68'B&F156' | | | Bremen<br>German<br>WB | T.3Cy19 7/16",31½"&53½"-35½"<br>168NHP<br>A.G.“Weser,”Bremen | |
| 33571<br>Wrecked 10,21<br>NBWS | —<br>Mchy.Aft | Ferro-ConcreteSc<br>OilEng.<br>1Dk | 929<br>804<br>707 | | | | | 1920 | Akt.Codan<br>VærftetKöge | Rederiaktieselskabet Triton<br>(T.Nielsen) | 196·3<br>P42'F20' | 33·0 | 14·9 | Copnhagn<br>Danish<br>WB | Oil Engines 4S.C.SA<br>6Cy.14½"-23½" 77NHP<br>A/S Frichs,Aarhus | |
| 33572<br>145568<br>KJBL | — | WoodScSr<br>(Tug)<br>1Dk | 259<br>239<br>130 | | | | | 1890 | Atlantic<br>Works<br>Boston,Mass. | AtlanticCoast<br>TransportationCo. | 114·5 | 26·5 | 14·5 | NewYork<br>Utd.States | T.3Cy.16",24"&40"-30"<br>88NHP<br>AtlanticWorks,Boston,Ms | |
| 33573<br>112847<br>TOFK | — | SteelTwinScSr<br>1Dk | 234<br>229<br>86 | | | | | 1901 | Ramage&<br>Ferguson,Ld.<br>Leith | Corporation of<br>TrinityHouse | 126·2 | 22·6 | 11·9 | London<br>British | T.6Cy.10",16"&26"-20"<br>79RHP<br>Ramage&Fergusn,Ld.Lth | |
| 33574<br>124721 | — | SteelScK<br>ssAbn.No.3-12,20<br>1Dk | 230<br>195<br>87 | ✠100A1<br>StmTrawler<br>12,20<br>BS1,22<br>~~BS10,20~~ ✠LMC9,19 | Abn | | CL<br>12,20 | 1907<br>10mo<br>Lloyd | Dundee<br>S.B.Co.Ld.<br>Dundee<br>'sA&CP | W.Sutherland | 120·0<br>Q67'F22'<br>BK7½" | 21·9 | 11·4 | Aberdeen<br>British<br>3BHCem | T.3Cy.12¼",20"&34"-24"(r)<br>180lb 71RHP<br>1SB,2pf,GS35,HS1175<br>W.V.V.Lidgerwood,Gls. | 12 |
| 33575 | —<br>Elec.light | SteelSc<br>1Dk(Teak) | 213<br>199<br>26 | ✠<br>For Towing purposes<br>4,11 ✠ | Bat | | | 1910<br>4mo | Jonker&<br>Stans<br>HendrikIdo<br>Ambacht | DutchEastIndian<br>Government<br>(PublicWrks.Dpt) | 110·9<br>B35'F11'<br>BK6¾"<br>WB=FPT8t | 24·4 | 11·4 | Batavia<br>Dutch<br>4BHCem<br>APT25t | T.3Cy.12¾",22"&36"-24"<br>105NHP<br>1SB,3cf,GS41,HS1700 FD<br>Alblasserdam.Mach.Fab. | 11 |
| 33576<br>109224<br>SBVT | — | SteelScSr<br>1Dk | 173<br>173<br>10 | | | | | 1900 | Cox&Co.<br>Falmouth | ~~FalmouthTowage Co.Ld. (G.L.Fox, Mgr.)~~ R.B.Fox | 114·0<br>B23' | 20·7 | 11·8 | Falmouth<br>British<br>WB | T.3Cy.14",22"&36"-24"<br>99RHP<br>Cox&Co.Falmouth | |
| 33577 | — | SteelSc<br>(Trawler)<br>1Dk | 155<br>154<br>57 | | | | | 1894 | B.Wencke<br>Söhne<br>Hamburg | Erdm.Lefke | 109·4<br>B35' | 20·7 | 10·6 | Gstemnde<br>German | C.2Cy.16"&30"-21½"<br>35NHP<br>B.WenckeSöhne,Hamburg | |
| 33578 | —<br>(exVigilant) | IronScK<br>(Trawler)<br>1Dk | *147*<br>*138*<br>*55* | | | ... | | 1896 | Cochrane&<br>Cooper<br>Beverley | VilarSenra&Co. | 93·7<br>Q17'<br>BK7½" | 20·4 | 11·0 | Havana<br>Cuban | T.3Cy.11",17"&30"-21"<br>30NHP<br>Earle'sCo.Ld.Hull | 11 |
| 33579 | — | SteelSc<br>(Tug)<br>1Dk | 123<br>113<br>8 | | | | | 1900 | G.Seebeck<br>A.G.<br>Bremerhaven | Norddeutscher<br>Lloyd | 95·6 | 19·3 | 10·7 | Bremen<br>German<br>WB | T.3Cy.11⅞",18 1/16"&34¼"-21 1/12"<br>42NHP<br>G.SeebeckA.G.Bremerhvn | |
| 33580<br>50154<br>KBPW | — | WoodScSr | 106<br>105<br>37 | | | | | 1864 | Hoad<br>Rye | W.W.&A.Marmion | 97·0 | 18·6 | 9·5 | Liverpool<br>British | C.2Cy.14½"&21"-16"<br>NB13 NE70 30RHP<br>J.Stewart,London | |
| 33581<br>813<br>SNJP | Tritone<br>exCorriere delTevere,exSofia) | IronTwinSc<br>(exAdriano. | 132<br>—<br>61 | | | | | 1867 | Jackson<br>London | SalvatorSoc.Anon.<br>Italiana per Salvataggi e Ricuperi | 124·5 | 20·0 | 6·7 | Genoa<br>Italian | C.4Cy.9"&18"-12"<br>Cmp76 NB05 19NHP | |
| 33582<br>142616 | Tritonia<br>(exWarEmu) Wireless<br>Elec.light | SteelSc<br>2Dks(Stl)<br>Cargo battens not fitted in 'tween dks | 5244<br>4773<br>3194 | ✠100A1<br>9,21 ~~8,20~~<br>✠LMC8,18<br>Carrying oil fuel F.P. above 150° F. in DB | Gls<br>Bry | y | CL<br>9,19 | 1918<br>8mo<br>Lloyd | Caird&Co.<br>Ld.<br>Greenock<br>'sA&CP | DonaldsonLine,Ld<br>(DonaldsonBros. Ld.Mgrs.)<br>CellDB | 400·5<br>P50'B113'F39'<br>FK<br>344'1093t FPT124t | 52·3 | 28·5 | Glasgow<br>British<br>7BHptCem<br>APT180t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Caird&Co.Ld.Greenock | 31<br>6<br>25 |
| 33583<br>MRDH | Triumf | SteelSc<br>1Dk | 966<br>728<br>495 | | | | | 1916 | J.Meyer's<br>S.B.Co.<br>Zalt-Bommel | E.B.Aaby | 211·6<br>Q66'B46'F23' | 32·9 | 13·4 | Chrstiania<br>Norwegian<br>WB | T.3Cy.15 7/10",25½"&46 3/10"-27½"<br>110NHP<br>BurgerhoutsMac.Fab.Rot. | |
| 33584<br>217457<br>LPMK | Triumph<br>Elec.light<br>Wireless<br>Sub.Sig. | SteelSc<br>Fitted for oil fuel<br>1Dk&Shelter dk&Web frames<br>Longitudinal framing | 7588<br>7295<br>4854 | | | ... | | 1919 | Bethlehem<br>S.B.Corp.<br>Alameda,Cal. | UnitedStates<br>ShippingBoard | 440·0<br>FK | 56·0 | 35·2 | S.Frncisco<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>637NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 38 |
| 33585 | — | SteelScK<br>ssVcr.No.2-16<br>1Dk | 239<br>219<br>124 | ✠<br>StmTrawler<br>5,17 ✠ | Hfx | | | 1907<br>9mo | Charlton&<br>Doughty,Ld.<br>Grimsby | | 122·2<br>Q66'F19'<br>BK7½" | 22·0 | 12·7 | 4BHCem | T.3Cy.12½",21½"&35"-24"<br>69RHP<br>1SB,2pf,GS35,HS1120<br>Amos&Smith,Hull | 12 |
| 33586<br>141889<br>JVRT | Trivia<br>(exVallejo)<br>Elec.light<br>Mchy.Aft Wireless | SteelSc<br>2Dks(Stl)&Webframes<br>Longitudinal framing | 4781<br>4214<br>2875 | ✠100A1<br>9,21 ~~3,21~~<br>✠LMC11,18<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 9,20 F.P. above 150° F. | HKg<br>Liv | x | CL<br>~~9,20~~<br>10,21 | 1918<br>11mo<br>Lloyd | Russell&<br>Co.<br>Pt.Glasgow<br>'sA&CP<br>Cell | Anglo-Saxon<br>PetroleumCo.Ld.<br>DB u E&B 75'115t | 376·6<br>P103'B28'F43'<br>FK<br>FPT123tAPT97t | 51·2 | 29·0 | London<br>British<br>17BHptCem<br>(15 BH to U dk<br>2 „ „ 2nd „) | T.3Cy.26",43"&72"-48" (s)<br>180lb 498NHP<br>3SB,9cf,GS178,HS7345 FD<br>Rankin&Blackm'reLdGrk | 29<br>5<br>23 |
| 33587<br>124776 | Trogon | SteelScK<br>1Dk | 182<br>172<br>65 | ✠<br>Stm Trawler<br>6,07 ✠ | Goo | | | 1907<br>6mo | GooleS.B.<br>&RepgCo.Ld.<br>Goole | KelsallBros.&<br>Beeching,Ld.<br>(JohnSlater Mgr.) | 110·2<br>BK7½"<br>WB= | 21·1 | 11·2 | Hull<br>British<br>3BHCem<br>DTf23'42t | T.3Cy.12",20"&32"-21"<br>55RHP<br>1SB,2pf,GS24,HS900<br>Earle'sCo.Ld.Hull | 12 |
| 33588<br>145865<br>KJNL | Troilus<br>Elec.light Wireless | SteelSc<br>2Dks&lower dk inNo.1hold | ~~7500~~<br>7648<br>6327<br>4774 | | | | | ~~1920~~<br>1921 | Scotts'S.B.<br>&Eng.Co.Ld.<br>Greenock | A.Holt&Co.<br>ChinaMutualS.N. Co.Ld.(A.Holt& Co.,Mgrs.) | ~~455·0~~<br>P54'B165'F62'<br>459·1 | 56·2 | 32·5 | Liverpool<br>British<br>WB | 2 Steam Turbines geared to 1 Screw Shaft<br>Scotts'S.B.&Eng.Co.Ld. | |
| 33589 | Trois Rivières<br>Elec.light | WoodTwinScSr | 2704<br>—<br>1637 | | | | | 1919 | Foundat'n<br>Co.ofBritish<br>Columbia,Ld.<br>Victoria,B.C. | FrenchGovernment | 279·0<br>P170'F36' | 46·9 | 21·2 | Havre<br>French | T.6Cy.13",22"&30"-26"<br>92NHP<br>SummerIronWorks,<br>Everett,Wash. | |
| 33590<br>126768 | — | SteelPad<br>3Dks | 1449<br>1074<br>652 | | | | | 1869 | W.C.White<br>Sorel,P.Q.<br>rblt.10 Rich.&Ont.Nav.Co.Sorel,P.Q. | CanadaSteamship<br>Lines,Ld. | 219·8 | 32·0 | 9·6 | Montreal<br>British | B.1Cy.40"-120"<br>NE10 Bmade95 53RHP<br>Rich.&Ont.Nav.Co.Mtl. | |
| 33591<br>LBGQ | Troja<br>Elec.light | SteelScSr<br>1Dk(Stl)<br>Cargo battens not fitted | 2478<br>2224<br>1476 | ✠100A1<br>8,20<br>✠LMC6,18 | Phl | s | 8,20 | 1918<br>6mo<br>Lloyd | Dominion<br>S.B.Co.Ld.<br>Toronto,Ont.<br>'sA&CP | A/STroja (JohannesLindvig)<br>CellDBa76'u | 251·0<br>P25'B68'F20'<br>FK<br>E26'f96'482tFPT | 43·5 | 25·8 | Chrstiania<br>Norwegian<br>4BHCem<br>72tAPT94t | T.3Cy.20",33½"&55"-40"(s)<br>185lb 253NHP<br>2SB,6cf,GS126,HS4534<br>JohnInglis Co.Ld.Toronto | 28<br>4<br>24 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33592<br>206129 | **Trojan** **SteelPad**<br>*Elec.light* 3*Dks* | 2572<br>1309<br>1739 | | | | | 1908 | T.S.Marvel S.B.Co.<br>Newburg,NY | **HudsonNav.Co.** | 317·2 | 42·5 | 12·5 | **NewYork**<br>Utd.States | B.1Cy.70"–144"<br>452NHP<br>W&A.FletcherCo.Hobokn | | |
| 33593<br>119811 | — **SteelScK**<br>*Mchy.Aft* 1*Dk*(*Stl*) | 165<br>124<br>67 | ✠<br>11,05<br>✠ | Shl | *a* | | 1905<br>11mo | Hepple& Co.Ld.<br>South Shields | **Government of SouthernNigeria** | 100·4<br>Q31'F18'<br>*WB=FPT*12*t* FK | 19·6 | 7·7 | **OldCalab'r**<br>British<br>2*BHCem* | C.2Cy.13"&26"–18"<br>1SB,*2pf*,GS35,HS656 40RHP<br>Hepple&Co.Ld.S.Shields | 8 ″ 6 | |
| 33594<br>109819 | — **IronScK**<br>(*Trawler*)<br>1*Dk* | 140<br>124<br>54 | | … | | | 1898 | Cook,Wel-t'n&Gemmell<br>Hull | **EddystoneStm. FishingCo.Ld. (J.Guzzwell,*Mgr.*)** | 93·2<br>Q44'<br>BK7½" | 20·6 | 10·7 | **Grimsby**<br>British | T.3Cy.10½",17½"&30"–21"<br>NB13 45RHP<br>Crabtree&Co.Yarmouth | 11 ″ 4 | |
| 33595<br>142440<br>JTDW | **Trojan Prince** **SteelSc**<br>(*ex*WarPerch)<br>Sub.Sig.<br>*Elec.light* Wireless 2*Dks* | 5226<br>4769<br>3179 | | | | | 1918 | Bartram& Sons,Ld.<br>Sunderland | **PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)** | 400·0<br>P49'B112'F39'. | 52·2 | 28·5 | **Newcastle**<br>British<br>*WB* | T.3Cy.27",44"&73"–48"<br>517NHP<br>J.Dickinson&Sons,Ld.Sld. | | C |
| 33596 | **Troldfos** **SteelSc**<br>*Elec.light* 1*Dk*(*Stl*) | ~~4500~~<br>*1532*<br>*1349*<br>*867* | ✠100A1<br>2.22<br>~~(*ClassContemplated*)~~<br>✠LMC1,22 | Ard | *q* | CL | ~~1921~~<br>1922<br>2mo | Ardrossan<br>D.D.&S.B.Co Ld.Ardrossan<br>*Lloyd'sA&C* | **T.Thoresen**<br>*CellDB*215'453*t* | ~~255·0~~<br>P22'B&F22'<br>255·5<br>*FPT*42*tAPT*35*t* | ~~39·1~~<br>39·4 | ~~18·6~~<br>16·6 | Chrstiania<br>Norwegian<br>4*BHCem*<br>FK | T.3Cy.19",32"&52"–36"(*s*)<br>180lb 203NHP<br>2SB,*6cf*,GS105,HS3518<br>J.S.Kincaid&Co.Ld.Grk. | 18 ″ 8 | |
| 33597<br>MTPW | **Troldtind** **SteelScSr**<br>*Elec.light* 1*Dk* | 1369<br>1180<br>776 | | | | | 1917 | N.V.C.van derGiesen& ZonensSchps.<br>KrimpenIjsel | **KjeldStubsDmpsk Akties.(K.Stub, *Mgr.*)** | 239·5<br>P23'B57'F23' | 36·2 | 16·6 | **Chrstiania**<br>Norwegian<br>*WB* | T.3Cy.17½",29"&46"–36"<br>127NHP<br>Pannevis&Zoon,Utrecht | | V |
| 33598<br>MSVL | **Trollholm** **IronScSr**<br>(*ex*HollandIV) *OilEng.*<br>*Mchy.Aft* (*Lighter*) 1*Dk* | 251<br>222<br>188 | | | | | 1879 | ……………<br>England | **M/STrollholms Rederi (A/SJ. Ringen,*Mgr.*)** | 132·6 | 21·5 | 11·0 | **Haugesnd**<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.$14\frac{9}{10}$"–$16\frac{1}{20}$" 34NHP<br>J.&C.G.Bolinders,Skm. | | N |
| 33599<br>218036<br>LRCM | **Trolltind** **WoodTwinSc**<br>*OilEng.*<br>*Elec.light* 2*Dks*<br>*Mchy.Aft* *Salted* | 2175<br>1888<br>1591 | ✠ 12A1<br>6,20<br>✠LMC5,19 | Nwc | *r* | CL | 1918<br>9mo | ElliottBay S.B.Co.<br>Seattle,Wash<br>A&CP | ~~**AmericanMotorshipCo.Inc.**~~<br>PendletonBros.Inc. | 243·7<br>P50'F35' | 47·3 | 24·2 | **NewYork**<br>Utd.States | Oil Engines 4S.C.SA<br>16Cy.$12\frac{15}{16}$"–18" 142NHP<br>DB*160lb*<br>WintonEng.Works,Clv.O. | 26 ″ 3<br>s 4 ″ 7½ | |
| 33600 | **Tromp** **SteelSc**<br>(*Tug*)<br>*Elec.light* | 157<br>133 | | | | | 1918 | Scheepsw. Baanhoek<br>Sliedrecht | **Bureau Wijsmuller** | 91·5 | 21·0 | 10·0<br>*WB* | 'sGravenhage<br>Dutch | T.3Cy.<br>J&Avd.SchuytPapendrcht | | |
| 33601<br>PVDF | **Trompenberg** **SteelScSr**<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 2009<br>1775<br>1203 | ✠100A1<br>1,22 ~~12,20~~<br>✠LMC8,19 | Ham<br>Ams | *r* | 5,20 | 1919<br>7mo | A.Vuijk& Zozen<br>Capelle a/d Ysel<br>A&CP | **N.V.Stoomb Maats "Hillegersberg"** | 281·4<br>P23'B74'F24'<br>*CellDB*244'543*tFPT* | 40·3 | 19·0<br>FK | **Amstrdam**<br>Dutch<br>4*BHCem*<br>81*tAPT*41*t* | T.3Cy.20",$33\frac{1}{16}$"&53⅛"–36"<br>180lb (*s*) 204NHP<br>2SB,*6cf*,GS98,HS3424<br>AlblasserdamMsch.Fab. | 21 ″ 4<br>s 3 ″ 2<br>18 ″ 6 | |
| 33602<br>MDVK | **Tromsö** **SteelScSr**<br>1*Dk&Awng dk* | 286<br>267<br>156 | | | | | 1908 | Trndhjms Mek.Værks.<br>Trondhjem | **TromsöAmts Dampskibsselskab** | 130·0 | 20·6 | 8·7<br>15·2 | **Tromsö**<br>Norwegian<br>*WB* | T.3Cy.11",17½"&28½"–18"<br>34NHP<br>TrondhjemsM.V.Trndhjm | | N |
| 33603<br>JSQB | **Tronda** **IronScSr**<br>*ss*Lth.4thNo.3–4,21<br>(*ex*Monaco)<br>*Well deck* 1*Dk2trB* | 614<br>502<br>357 | ✠100A1<br>10,21 4,21<br>✠NB83<br>MS11,20 | Lth<br>Gmb<br>LMC<br>BS4,21 | *j* | 6,20 | 1875<br>10mo | J.Read-head&Co.<br>S.Shields<br>A&CP | **A/S Tronda (T.F.Andorsen)** | 189·9<br>Q93'B20*t*F27'<br>ND96 | 27·2 | 14·0<br>BK7½"<br>*WB=* | **Chrstiania**<br>Norwegian<br>4*BHCem*<br>*DBa*44'*f*51 | C.2Cy.23½"&45"–30" (*i*)<br>70lb *100lb* NDB19 92NHP<br>1SB,*3pf*,GS50,HS1500<br>R.J.Marshall,S.Shields | 15 ″ 0<br>s 1 ″ 8<br>14 ″ 4 | |
| 33604 | **Tröndelsee** **SteelSc**<br>*Motor*<br>1*Dk* | 139<br>121<br>98 | | | | | 1920 | Frd.Krupp Akt.Ges.<br>Kiel | **Fried.KruppA.G.** | 99·0<br>Q20'H8' | 22·2 | 7·2 | **Kiel**<br>German | Motor 2S.C.<br>2Cy.8¼"–9⅘" 8NHP<br>H.Callesen&Co.Apenrade | | |
| 33605<br>JTMW | **Trondenæs** **SteelScSr**<br>1*Dk&Awng dk* | 305<br>291<br>176 | | | | | 1900 | Trndhjms Mek.Værks.<br>Trondhjem | **TromsöAmts Dmpskselskab.** | 137·8<br>H13*t* | 21·2 | 15·4 | **Tromsö**<br>Norwegian | T.3Cy.11½",18½"&30"–20"<br>NB10 40NHP<br>TrondhjemsM.V.Trndhjm | | |
| 33606<br>NTKR | **Trondhjem** **SteelScSr**<br>*Elec.light* 1*Dk&Awng dk* | 1076<br>735<br>569 | | | | | 1915 | Helsingörs Jernsk.&Msk<br>Elsinore | **DetForenede DampskibsSelsk.** | 231·2 | 35·1 | 21·1 | **Copnhagn**<br>Danish<br>*WB* | T.3Cy.18",30"&50"–36"<br>150NHP<br>HelsingörsJernsk.&Mskb. | | V |
| 33607<br>JSHN | — **IronScSr**<br>1*Dk&Awng dk* | 606<br>593<br>355 | | | | | 1865 | Wigham Richrdsn&Co<br>Newcastle | **DetNordenfjeldske Dampskibsselskab** | 182·6<br>H13*t* | 24·5 | 12·2<br>19·4 | **Trondhjm**<br>Norwegian<br>*WB* | C.2Cy.24"&46"–26"<br>90NHP<br>Thompson,Boyd&Co.,Nwc | | |
| 33608 | **Trondhjemsfjord** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 3*Dks* | ~~6600~~<br>*6500* | | | | | ~~1920~~<br>1921 | Napier& Miller,Ld.<br>Glasgow | **A/S DenNorske Amerikalinje** | 420·0<br>F40' | ~~55·6~~<br>55·4 | 29·0 | **Chrstiania**<br>Norwegian<br>*WB* | 2 Steam Turbines geared to 1 Screw shaft<br>CammellLaird&Co.Ld. Birkenhead | | |
| 33609<br>215947<br>LJPK | **Trontolite** **SteelScSr**<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Sub.Sig. Wireless | 6883<br>6150<br>5268 | ✠100A1<br>~~10,21~~ ~~2,21~~ 1,22<br>✠LMC2,18<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 2,18 *F.P. above* 150°F. | NYk | *a*† | CL<br>N2,21 | 1918<br>2mo | Skinner& EddyCorp.<br>Seattle,Wash<br>A&CP | **StandardOilCo. (NewJersey)**<br>*CellDBuE&B*63'<br>*uBunker*12'18 | 419·4<br>P98'B41'F37'<br>8*tDTf*36'457*tFPT* | 57·2 | 29·8<br>FK | **NewYork**<br>Utd.States<br>18*BH*<br>199*tAPT*66*t* | 1 Geared Steam Turbine<br>210lb *180lb* (*r*) 579NHP<br>3SB,*9cf*,GS195,HS8055<br>GeneralElectricCo. Schenectady,N.Yk. | 31 ″ 7<br>s6 ″ 11½<br>25 ″ 0 | |
| 33610<br>115733 | **Troon** **IronPadSp**<br>1*Dk* | 130<br>129<br>19 | | | | | 1902 | J.P.Ren-noldson&Sns.<br>South Shields | **Glasgow&South WesternRlwy.Co.** | 100·0 | 19·1 | 9·6 | **Glasgow**<br>British | L.2Cy.28"–50"<br>70RHP<br>J.P.Rennoldsn&Sns.S.Shl. | | |
| 33611<br>114684<br>SJVP | **Trophon** **SteelSc**<br>(*ex*Thermidor, *ex*Catalone)<br>*Elec light* *Mchy.Aft* Wireless | 3847<br>3467<br>2357 | | | | | 1901 | C.S.Swan& Hunter,Ld.<br>Newcastle | **Anglo-Saxon PetroleumCo.Ld.** | 350·8<br>P72'B24'F32' | 46·1 | 27·7 | **London**<br>British<br>*WB* | T.3Cy.23½",39"&66"–48"<br>NB20 302NHP<br>WllsndSlpwy.Co.Ld.Nwc. | | C |
| 33612<br>106828<br>PMRK | **Tropic** **SteelTwinSc4MstSr**<br>(*ex*European)<br>*Ref.Mchy.* Sub.Sig. Wireless 3*Dks* | 8262<br>7862<br>5377 | Lloyd'sRMC ~~2,21~~ 12,21 | | | | 1896 | Harland& Wolff,Ld.<br>Belfast | **OceanicStmNavCo Ld.(WhiteStar Line)** | 475·9 | 55·2 | 35·9 | **Liverpool**<br>British<br>*WB* | T.6Cy.19",31"&52"–48"<br>375NHP<br>Harland&Wolff,Ld.Bel. | | BT till 1,22 |
| 33613 | — **WoodSc**<br>1*Dk*<br>9 & 12 yrs. Mat. | 91<br>91<br>38 | ✠ 11A1<br>*For fishing purposes*<br>3,19<br>LMC3,19 | Inv | | | 1919<br>1mo | RoseSt. Foundry& Eng.Co.Ld.<br>Inverness<br>*Lloyd'sA&CP* | **TheAdmiralty** | 85·9 | 19·6 | 9·6 | British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>BrownBros.&Co.Ld., Edinburgh | 10 ″ 4 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ※ 33614<br><br>MHRL | **Trost** SteelScSr<br>— ssBgn.No.1–21 ssBlyNo.3–6,17<br>(exSpicaII.,exImport, 1Dk(Irn)2trB<br>Well deck exFusilier) | 967<br>742<br>583 | ✠100A1<br>8,21 ~~4,20~~<br>~~BS10,19~~ ✠LMC6,17 | Shl<br>Bgn | m<br>8,21 | 4,20 | 1900<br>11mo | J.P.Rennoldsn&Sons<br>SouthShields<br>A&CP | BergenLloydAktierederi (Björnstad &Brœkhus, Mgrs.)<br>CellDBa38'v | 206·7<br>Q100'B21'F20'<br>E&B38'f 98'241tA | 32·2 | 14·3<br>FK | Bergen<br>Norwegian<br>5BHCem<br>PT14t | T.3Cy.17½",28"&47"–33" (s)<br>170lb ~~80lb~~ 138NHP<br>1SB,3pf,GS56,HS2194<br>J.P.Rennoldsn&Sns,S.Shl. | 16<br>1<br>15 |
| ※ 33615<br>87464<br>HRKS | **Trostan** IronScSr<br>— ssTrn.2ndNo.3–3,11<br>(exJersey) ssShl.No.2–19<br>Well deck Wireless 1Dk(Stl)&Web frames2trB | 1599<br>1318<br>905 | ✠100A1<br>2,21<br>✠NB5,11<br>MS2,19 | Sws<br><br>✠LMC<br>BS2,21 | q | N2,21 | 1883<br>3mo<br>Lloyd | Palmers' Co.<br>Newcastle<br>'sA&CP | TheS.&R.SteamshipsLd.(Stone& Rolfe, Mgrs.)<br>WB=Cell DB | 260·0<br>Q94'B60'F31'<br>220'365t FPT120t | 36·2 | 17·0<br>FK | London<br>British<br>4BHCem<br>APT75t | C.2Cy.24½"&50"–39" (s)<br>120lb 99RHP<br>2SB,4pf,GS82,HS2720<br>Palmers'Co.Ld.Newcastle | 19<br>1<br>17 |
| 33616 | **Trostburg** SteelScSr<br>2Dks | 1467<br>1206<br>734 | | | | | 1918 | Nüsche& Co.A.-G.<br>Stettin | DeutscheDmpfsch. Ges."Hansa" | 266·1<br>H20'F25' | 40·1 | 14·6 | Bremen<br>German<br>WB | T.3Cy.23½",37½"&50½"–41 1/16"<br>163NHP<br>OttensenerMschf.Ottensen | |
| 33617<br><br>LBGC | **Troubadour** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless Cruiser Stern | 5807<br>4140<br>3626<br>Carry- | ✠100A1<br>Shelter dk with freeboard<br>5,21<br>ing oil fuel F.P. above 150°F. in<br>Fitted for oil fuel 11,20 | Sld<br><br>NYk | y<br><br>✠LMC11,20 | CL<br><br><br>DBuB<br>F.P. a- | 1920<br>11mo<br><br>Lloyd<br>bove 1 | JLThompson&SonsLd.<br>Sunderland<br>'sA&CP<br>50° F. | A/S Thorsdal (W. Wilhelmsen, Mgr.)<br>CellD | 395·0<br>F31' on Shelter dk<br>B342'882tAPT82t | 53·3 | 24·7<br>FK | Tönsberg<br>Norwegian<br>Cem<br>2BHtoSh dk<br>4 " " U " | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Palmers'Co.Ld. Newcastle | 35<br>9<br>25 |
| 33618<br>115158<br>VHPG | **Troutpool** SteelSc<br>ssShl.No.3–6,16<br>ssBly.No.1–20<br>1Dk(ptIrn&ptStl)2trB&<br>Wireless Webframes3Dk rule | 3281<br>2779<br>2110 | ✠100A1<br>Trunk dk<br>7,21 ~~12,20~~ ✠LMC12,20<br>BS12,21 | Bly<br>Shl | v | CL<br>12,20 | 1903<br>11mo<br><br>Lloyd | Ropner& Son<br>Stockton<br>'sA&CP | PoolShippingCoLd (SirR.Ropner&Co Ld.Mgrs.) | 325·0<br>P29'B64'F34'<br>WB=CellDBa106' | 48·0 | 22·9<br>FK | W.Hartlpl<br>British<br>5BHCem 2SB<br>uE24'f134' | T.3Cy.24½",40½"&66½"–42"<br>180lb 100lb (s) 302NHP<br>~~2DB~~,6rf,GS118,HS4530 2DB<br>Blair&Co.Ld.Stockton<br>700tFPT156tAPT151t | 24<br>3<br>21 |
| 33619<br><br>OUNZ | **Trouville** SteelTwinSc<br>Elec.light 1Dk | 294<br>238<br>71 | | | | | 1910 | Atel.&Ch. deBretagne<br>Nantes | Cie.Normande de Nav.àVap. | 177·4 | 23·8 | 8·3 | Havre<br>French | T6Cy10⅝",17 5/16"&28⅝"–16½"<br>66NHP<br>Atel.&Ch.deBretagne,Nts | |
| 33620<br>79<br>HQVK | **Trouvor** SteelScSr<br>1Dk(ptStl&ptIrn)&Webframes&pt Awngdk(Irn–ws)Irnframing | 1850<br>1331<br>1099 | ✠<br>ptAwngdk withfreeboard<br>7,91 ✠ | Mdb | q | | 1891<br>7mo | R.Craggs& Sons<br>Middlesbro' | RussianStm.Nav. &TradingCo. | 259·0<br>P24'Q41'<br>ptAwngdk193'<br>WB=Cell | 36·6 | 16·6<br>BK9" | Odessa<br>Russian<br>4BHCem<br>DB222'409t | T.3Cy.20",33"&54"–36"<br>174NHP<br>2SB,4rf,GS56,HS2602<br>Wstgrth.English&Co.Mdb | 19 |
| 33621<br>145786 | **Troy** SteelScSr<br>Mchy.Aft Elec.light 1Dk&Spar dk | 3655<br>—<br>2966 | | | | | 1898 | Detroit DryDockCo.<br>Wyandotte | GreatLakes TransitCorporation | 398·4 | 47·0 | 28·0 | Buffalo NY<br>Utd.States<br>WB | Q.4Cy.19",27½"40"&58"–42"<br>218NHP<br>DetroitDryDockCoDetroit | |
| 33622 | **Trubia** SteelScSr<br>(exAntonio)<br>1Dk | 252<br>158<br>98 | | | | | 1918 | Astilleros Ardanaz<br>Bilbao | JoséPuente | 118·1<br>P40'B9'F17' | 21·0 | 9·2 | Santander<br>Spanish<br>WB | C.2Cy.15"&27"–20"<br>Emade84fitted18 33NHP<br>DeWinton&Co.Carnarvon | |
| 33623 | — SteelScSr<br>ssHul.No.1–98<br>(exAller,exHawk) 1Dk(Irn)<br>Mchy.Aft | 179<br>—<br>103 | ✠<br>2,01<br>✠ | Lon | b | | 1894<br>6mo | McAndrew Cowan&Potts<br>Sunderland | JoséFuente<br>WB | 109·9<br>Q35'B7'F15'<br>=FPT18t | 22·0 | 8·1<br>BK6½" | Gijon<br>Spanish<br>3BHCem | C.2Cy.14½"&29"–21"<br>1SB,2pf,GS24,HS632 36NHP<br>C.D.Holmes&Co.Hull | 8 10 |
| 33624 | **Trude** IronScSr<br>(exEbersberg,<br>Well deck exEberstein) 1Dk2trB | 999<br>812<br>623 | | | | | 1883 | J.C.Tecklenborg<br>Geestemünde | Stange&Dreyer | 228·8<br>Q73'B53'F25' | 30·2 | 16·3 | Stettin<br>German<br>WB | C.2Cy.26"&47½"–31½"<br>NB91 105NHP<br>O.Henniges,Berlin | 17 |
| 33625<br><br>LBPF | **Trudvang** SteelSc<br>CruiserStern 1Dk | 938<br>655<br>539 | | | | | 1920 | LarvikS. &Værksted<br>Larvik | A/S D/S Nanna (A.Schjelderup, Mgr.) | 197·4<br>Q38t H51t B116t<br>P34tF5t | 31·9 | 14·5 | Bergen<br>Norwegian | T.3Cy.14",23½"&38"–27"<br>75NHP<br>LarvikS&VærkstedLarvik | |
| 33626<br>128740<br>WJNR | **Truls** SteelScSr<br>(Whaler)<br>1Dk | 175<br>172<br>64 | | | | | 1912 | Smith's DockCo.Ld.<br>Middlesbro' | Irvin&Johnson Ld | 110·7 | 20·8 | 12·2<br>WB | Cape Town<br>British | T.3Cy.12¼",20"&34"–24"<br>73RHP<br>Smith'sDockCo.Ld.Mdb. | |
| 33627<br><br>MTKS | **Truma** CompTwinScSr<br>OilEng.<br>Mchy.Aft 1Dk | 727<br>578<br>484 | | | | | 1919 | Pusnæs Stöperi&Mek Verk.Pusnæs<br>pt.Arendal | SkibsA/SSandvik II.(OleDahl, Mgr.) | 183·4<br>P101tH21t | 30·9 | 12·8 | Arendal<br>Norwegian | Oil Engines (2) 2S.C.SA<br>8Cy.14½",15¾" 137NHP<br>LysekilsMek.Verk.<br>Lysekil | |
| 33628<br>136161 | **Trumpeter** SteelScK<br>(Trawler)<br>1Dk | 192<br>189<br>73 | | | … | | 1913 | GooleS.B. &Repg.CoLd<br>Goole | KelsallBros.& Beeching,Ld. (John Slater, Mgr) | 110·0 | 21·6 | 12·0<br>BK7½" | British<br>WB | T.3Cy.12",21"&33"–21"<br>55RHP<br>Earle'sCo.Ld.Hull | 12 11 |
| 33629 | **Truro** SteelTwinScSr<br>Elec.light 2Dks(Stl) | 767<br>690<br>318 | ✠<br>For Government Service<br>5,19 ✠ | Rnf | | | 1919<br>5mo | W.Simons &Co.Ld.<br>Renfrew<br>Ce- | TheAdmiralty<br>llDBf12'16tDTf1 | 219·5<br>8'24tDTa16'36tFP | 28·6 | 15·5<br>FK | British<br>10BHptCem<br>T5tAPT20t | T.6Cy13¼",21¼"&34"–21"<br>378NHP<br>2 Water Tube Boilers<br>GS130,HS6990 FD<br>W.Simons&Co.Ld Renfrew | 16 |
| 33630<br>144398<br>KDSN | **Truro City** SteelSc<br>(exWismar)<br>Well deck Wireless 2Dks(Stl)<br>Elec.light Lower dk beams in No.1 hold | 4641<br>4347<br>2903 | ✠<br>12,15<br>✠ | Ham | z | | 1910<br>11mo | Akt.Ges. "Neptun"<br>Rostock | St.JustS.S.Co.Ld. (W.R.Smith&Sons Ld.Mgrs.)<br>Cell | 400·0<br>P&B320'F53'<br>DBa122'uE&B54'f | 54·1 | 25·6<br>FK | Bideford<br>British<br>8BHCem<br>178'1351t | T.3Cy.27½",47¼"&77⅛"–48"<br>571NHP<br>3SB,9cf,GS168,HS7887 FD<br>A.G."Neptun,"Rostock | 28 |
| 33631<br>131264 | **Trust On** SteelScK<br>1Dk | 79<br>78<br>28 | ✠ ~~—~~<br>4,20<br>For fishing purposes<br>✠ | Abn | | | 1911<br>4mo | Smith's DockCo.Ld.<br>Middlesbro' | W.More&D.Ross | 80·0 | 18·0 | 8·7<br>BK7" | Inverness<br>British<br>3BHCem | C.2Cy.10¾"&23"–16"<br>29RHP<br>1SB,2pf,GS24,HS551<br>ShieldsEng.Co.Ld.N.Shl. | 9 |
| 33632<br>128941 | **Trusty** SteelTwinScSp<br>ssSws.No.2–21 ~~ssSws.No.1–17~~<br>Elec.light 1Dk(Stl) | 148<br>148<br>6 | ✠100A–<br>For towing purposes<br>7,21 ~~5,20~~<br>~~BS10,19~~ ✠LMC | Sws<br><br>7,21 | | ~~5,20~~<br>7,21 | 1913<br>5mo | J.Cran& Co.<br>Leith | SwanseaHarbour Trustees | 85·0 | 24·1 | 12·1<br>BK6"<br>WB | Swansea<br>British<br>4BHCem<br>=DTf5'10t | C.4Cy.15"&32"–24" (s)<br>140lb 83RHP<br>1SB,3cf,GS62,HS2050<br>J.Cran&Co.Leith | 13<br>1<br>12 |
| 33633<br><br>LBTN | **Truth** SteelScSr<br>— ssNwc.No.3–2,20<br>(exAriadneChristine) 1Dk(ptIrn ptStl)<br>Elec.light Wireless | 3655<br>3252<br>2227 | ✠100A1<br>9,21 ~~10,20~~<br>✠LMC1,20<br>[illegible] | Nwc<br>Sws | w | CL<br>~~1,20~~<br>9,21 | 1910<br>5mo<br><br>Lloyd | JLThompson&Sons,Ld.<br>Sunderland<br>'sA&CP | A/S Skjelbreds Rederi(O.A.T. Skjelbred, Mgr.)<br>CellDBa125'uE&B | 356·0<br>P27'B206'F33'<br>45'f147'1007tFPT | 50·5 | 21·8<br>FK | Xiansand<br>Norwegian<br>6BHCem<br>62tAPT239t | T.3Cy.25",41"&67"–45" (s)<br>180lb 100lb 337NHP<br>2SB,6cf,GS126,HS5337<br>Blair&Co.Ld.Stockton | 24<br>3<br>21 |
| 33634<br>130098<br>JSHT | **Truxillo** IronScBn<br>Fitted for oil fuel<br>(exBrunswick,exNiagara) 2Dks3trB<br>Elec.light Wireless | 2265<br>—<br>1668 | | | | | 1877 | J.Roach& Son<br>Chester,Pa. | Gulf&Southern S.S.Co.Inc. | 275·0 | 38·0 | 23·2 | Jacksonville<br>Utd.States | C.2Cy.34"&60"–54"<br>NB02 220NHP<br>J.Roach&Son,Chester,Pa. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>*Late Name if any.*<br>Special Surveys. | 3<br>Material, Rig, &c<br>No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>When.<br>Ship.<br>Engines | 9<br>Built.<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33635<br>8811<br>JVQK | **Trygg**<br>(*See Sailing Ship Register*) | **WoodAuxScSr**<br>*OilEng.*<br>1*Dk* | 183<br>139<br>111 | | | | | 1916 | Aktieb.<br>Birka<br>Söderköping | A/B Tannin<br>(C.Skogh, *Mgr.*) | 98·4<br>P27'F12'H9*t* | 21·6 | 10·0 | Vestervik<br>Swedish | Oil Engines<br>3Cy.$13\frac{1}{8}$″–$11\frac{3}{8}$″ 31NHP<br>BergsundsM.V.Aktb.Skm | | V |
| 33636<br>1706<br>HPSV | —<br>(*ex*Triton*ex*Bylgia *ex*Sjötorp) *Mchy.Aft* | **WoodScSp**<br>1*Dk* | 179<br>153<br>79 | | | | | 1877 | S.Groth<br>Sjötorp | Sulfitaktieb.Göta<br>(O.Lindstedt *Mgr.*) | 100·8<br>P20'H5*t* | 22·8 | 10·1 | Göta<br>Swedish | C.2Cy.$10\frac{1}{4}$″&$21\frac{7}{8}$″–$14\frac{5}{8}$″<br>15NHP<br>MotalaCo.Motala | | |
| 33637<br>5461<br>JTHK | **Tryggve**<br>*Mchy.Aft* | **SteelSc**<br>1*Dk* | 281<br>201<br>123 | | | | | 1913 | MossVærft<br>Moss | Ångb.Akt.Bohus-länskaKusten<br>(C.Thorburn *Mgr*) | 120·8<br>P43'H17*t*F21' | 23·7 | 10·0 | Uddevalla<br>Swedish<br>*WB* | C.2Cy.13″&28″–20″<br>29NHP<br>MossJernst.&M.V.Moss | 11 ″ 3 | N |
| 33638<br>123350<br>KFGQ | **Tsar Dushan**<br>(*ex*ZedWhale,*ex*Meg) | **SteelScSr**<br>1*Dk* | 236<br>210<br>88 | | | | | 1915 | Smith's<br>DockCo.Ld.<br>Middlesbro' | Yugoslavia<br>ExpressAgency, Ld. | 125·0 | 25·0 | 11·9 | Dundee<br>British<br>*WB* | T.3Cy,$14\frac{1}{2}$″,$23\frac{1}{2}$″&39″–24″<br>75NHP<br>Smith'sDockCo.Ld.Mdb. | | C |
| 33639<br>116 | **Tschernomore**<br>*Elec.light* | **SteelScSr**<br>*ss*Oda.No.2–11<br>1*Dk*(*Stl*)&*Spar dk*&*Webframes* | 1423<br>1325<br>855 | ✠<br>*Spar dk withfreeboard*<br>12,13 ✠ | Oda | *q* | | 1903<br>4mo | Soc.Anon.<br>Jhn.Cockerill<br>Hoboken | Russian Transport &InsuranceCo.<br>*WB*= | 245·3<br>P49'B59'F44' 19·9<br>FK<br>*CellDBa*67' *uE&B* | 33·1 | 13·8 | Odessa<br>Russian<br>5*BHCem*<br>98'*f*42'246*t* | T.3Cy.$22\frac{7}{16}$″,$35\frac{13}{16}$″&$57\frac{1}{2}$″–$43\frac{5}{16}$″<br>300NHP<br>2SB,*6cf*,GS122,HS4576 FD<br>SocAn.J.Cockerill,Seraing | 23 ″ 0 | |
| 33640<br>49 | — | **SteelSc**<br>*OilEng.*<br>1*Dk* | 141<br>—<br>88 | | | | | 1911 | I.Sharin<br>Nachitche-van | NaphtaProductionsGes.Gebr.<br>Nobel | 90·8 | 18·1 | 10·0 | Sebastopol<br>Russian | Oil Engines<br>2Cy.$13\frac{1}{2}$″–$13\frac{1}{2}$″ 23NHP | | |
| 33641<br>135865 | **Tseang Tah** | **SteelTwinSc**<br>1*Dk* | 769<br>694<br>475 | | | | | 1915 | Kiangnan<br>D.&E.Wks.<br>Shanghai | ChinaImport&<br>ExportLumberCo.<br>Ld. | 204·3 | 35·1 | 11·8 | Shanghai<br>British | T.6Cy.10″,16″&26″–18″<br>68RHP<br>KiangnanD.&E.Wks.Shi. | | |
| 33642 | **Tseang Tah II.**<br>*Elec.light* | **CompSc**<br>(*ex*ShanghaiNo.2)<br>2*Dks* | 986<br>896<br>570 | | | | | 1918 | Kiangnan<br>Dk&EngWks<br>Shanghai | ChinaCoast<br>Transprtn.Co.Ld. | 203·3 | 29·9 | 19·2 | Shanghai<br>Utd.States | T.3Cy.$12\frac{1}{2}$″,21″&36″–24″<br>60NHP<br>KiangnanDock&EngWrks | | V |
| 33643 | **Tsenglee**<br>*Elec.light* | **SteelSc** | 967<br>—<br>555 | | | | | 1918 | OsakaIron<br>Works<br>Osaka | Ching-KeeS.N.Co.<br>Ld. | 190·0 | 31·0 | 18·5 | Chefoo<br>Chinese | T.3Cy. | | |
| 33644 | **Tsinan**<br>(*ex*Indighirka,*ex* Tsinanfu,*ex*Tsinan)<br>*Elec.light* | **SteelScSr**<br>2*Dks* | *2276*<br>*1964*<br>*1401* | | | | | 1886 | Scott&Co.<br>Greenock | RussianVolunteer<br>FleetAssociation | 315·2<br>P52'B102'F45' | 38·2 | 23·6 | Vldivostck<br>Russian<br>*WB* | T.3Cy.23″,40″&60″–48″<br>249NHP<br>Scott&Co.Greenock | | |
| 33645<br>12129<br>LJTG | **Tsuka Maru** | **WoodScSr**<br>1*Dk* | 193<br>—<br>110 | | | | | 1913 | Niigata<br>Tekkosho<br>Kaisha<br>Niigata | GoshiKaisha<br>SatoShokai | 125·3 | 18·8 | 11·2 | Yoichi<br>Japanese | T.3Cy.$9\frac{1}{4}$″,15″&$24\frac{1}{2}$″–18″<br>25NHP<br>NiigataTekkoshoKaisha | | |
| 33646 | **Tsukiyama Maru** | **SteelSc**<br>1*Dk* | 1700<br>1400<br>1000 | | | | | 1920 | Hakodate<br>DockyardCo<br>Hakodate | HakodateDock-yardCo. | 242·0<br>P23'B61'F30' | 36·0 | 21·5 | Hakodate<br>Japanese<br>*WB* | T.3Cy.18″,29″&49″–33″<br>138NHP<br>HakodateDockyardCo. | | |
| 33647<br>23050<br>RCKD | **Tsukuba Maru** | **SteelSc** | 994<br>—<br>671 | | | | | 1918 | ................ | ChiyodaKisen<br>KabushikiKaisha | 195·5 | 31·5 | 18·0 | Kobe<br>Japanese | | | |
| 33648<br>8841<br>JQKF | **Tsukumo Maru** | **WoodSc**<br>2*Dks* | 162<br>150<br>85 | | | | | 1904 | Sangyo-gumi<br>Misato | TosaUnyu<br>KabushikiKaisha | 108·6 | 16·4 | 12·1 | Osaka<br>Japanese | T.3Cy.$9\frac{1}{4}$″,15″&$24\frac{3}{4}$″–18″<br>26NHP<br>S.Ono,Osaka | | |
| 33649<br>17382<br>MPCG | **Tsuru Maru**<br>(*ex*Shantung)<br>*Elec.light* | **SteelScSr**<br>1*Dk*&*Spar dk*&*Webframes* | 2820<br>2717<br>2028 | | | | ... | 1892 | W.Gray&<br>Co.Ld.<br>WHartlepool | HaradaKisen<br>KabushikiKaisha | 311·6<br>F35' | 40·1 | 26·1 | Amagasaki<br>Japanese<br>*WB* | T.3Cy.23″,$36\frac{1}{2}$″&62″–39″<br>240NHP<br>Cen.Mar.Eng.Wrks.WHpl | 28 ″ 7 | |
| 33650<br>10242<br>LBFJ | — | **WoodTwinScSp**<br>1*Dk* | 165<br>131<br>95 | | | | | 1906 | Tokiowan<br>KisenKabushikiKaisha<br>Tokio | TokiowanKisen<br>KabushikiKaisha | 116·1<br>Q9'F15' | 15·8 | 10·2 | Tokio<br>Japanese | C.4Cy.10″&20″–12″<br>23NHP | | |
| 33651<br>10903<br>LDGQ | — | **WoodAuxScSr** | 147<br>—<br>75 | | | | | 1907 | ................ | AkatsukaHatsutaro | 87·6 | 23·2 | 11·5 | Osaka<br>Japanese | | | |
| 33652<br>18490<br>NOHK | **Tsuruga Maru**<br>*Elec.light*<br>Wireless | **SteelTwinScSr**<br>*ss*Kob.No.1–20<br>2*Dks*(*Stl*) | 6988<br>6468<br>4284 | ✠100A1<br>7,21 ~~5,20~~<br>✠LMC~~6,20~~<br>7,21 | Kob<br>Yka | *b*† | CL<br>~~s9,19~~<br>~~P6,20~~<br>7,21 | 1916<br>6mo<br>*Lloyd* | MitsuBishi<br>Dkyd&EWks<br>Nagasaki<br>'*sA&CP* | NipponYusen<br>KabushikiKaisha<br>*CellDB*392'1338*t* | 445·0<br>P35'B138'F35'<br>FK<br>*DT a* 42'1361*tFP7* | 58·0 | 34·0 | Tokio<br>Japanese<br>7*BHCem*<br>58*tAPT*62*t* | T.6Cy.$20\frac{1}{2}$″,$33\frac{1}{2}$″&56″–48″<br>200lb (*s*) 620NHP<br>4SB,*12cf*,GS225,HS8903 FD<br>MitsuBishiD.&E.Wks.Nag | 34 ″ 0<br>s 7 ″ $8\frac{1}{2}$<br>26 ″ 8 | |
| 33653<br>508<br>HBFJ | — | **IronScSr**<br>(*ex*Luzon)<br>3*Dks* | 972<br>—<br>594 | | | | | 1864 | Blackwood<br>&Gordon<br>Pt.Glasgow | HokuyoShosen<br>KabushikiKaisha | 219·2 | 28·2 | 15·0 | Nanao<br>Japanese | C.2Cy.27″&$50\frac{5}{8}$″–26″<br>109NHP<br>Blackwood&Gordon,PGls. | | |
| 33654<br>4229<br>JBRK | **Tsurugisan Maru**<br>(*ex*Cardiganshire)<br>*Elec.light*<br>Wireless | **SteelScSr**<br>*ss*Kob.No.3–5,11<br>*ss*Kob.No.2–18<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing* | 3779<br>3450<br>2329 | ✠100A1<br>*Spar dk*<br>10,21 ~~4,20~~<br>✠LMC~~4,20~~<br>10,21 | Kob | *w* | ~~4,20~~<br>N10,21 | 1899<br>2mo | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>A&CP *W* | MitsuiBussan<br>Kaisha,Ld.<br>*B*=*Cell D Ba*110' | 356·0<br>P38'B92'F46' 26·5<br>FK<br>*uE&B*34' *f*154'631*t* | 45·2 | 18·7 | Mikawa<br>Japanese<br>6*BHCem*<br>*DTa*14'315*t* | T.3Cy.24″,40″&64″–42″ (*s*)<br>170lb ~~100lb~~ *80lb* 292NHP<br>2SB,*6cf*,GS120,HS4680<br>N.E.MarineCo.Ld.Sld. | 29 ″ 4<br>s 5 ″ 10<br>23 ″ 10 | |
| 33655<br>25089<br>RMBN | **Tsurushima Maru**<br>*Elec.light*<br>Wireless | **SteelScSr**<br>2*Dks*(*Stl*) | 4646<br>3927<br>3351 | ✠100A1<br>~~7,21 8,20~~<br>6,21<br>✠LMC~~7,19~~<br>~~Kob~~4,21 | ~~Bry~~<br>Yka | *x* | CL<br>4,21 | 1919<br>7mo | Uraga<br>DockCo.<br>Uraga<br>A&CP | UwajimaUnyu<br>KabushikiKaisha<br>*CellDB* | 360·0<br>P21'B91'F35'<br>FK<br>291' 919*t FPT* 114*t* | 51·2 | 26·1 | Yawata<br>~~Uraga~~<br>Japanese<br>6*BHCem*<br>*APT*46*t* | T3Cy$24\frac{1}{2}$″,$40\frac{1}{2}$″&67″–48″ (*s*)<br>180lb 377NHP<br>3SB,*9cf*,GS180,HS6381<br>UragaDockCo.Uraga | 28 ″ 5<br>s 5 ″ 7<br>23 ″ 2 | |
| 33656<br>21646<br>NQJH | — | **WoodSc** | 127<br>—<br>42 | | | | | 1917 | ................ | MitsubishiShoji<br>Kaisha | 97·5 | 20·5 | 10·6 | Waka-matsu<br>Japanese | | | |
| 33657<br>17757<br>MQPF | **Tsushima Maru**<br>*Elec.light*<br>Wireless | **SteelTwinScSr**<br>*ss*Kob.No.1–19<br>2*Dks*(*Stl*) | 6746<br>6284<br>4193 | ✠100A1<br>~~11,21~~ ~~1,21~~<br>3,22<br>✠LMC~~1,21~~<br>11,21 | Yka<br>NYk | *b*† | CL<br>~~P5,19~~<br>s1,21<br>P11,21 | 1914<br>10mo<br>*Lloyd* | Russell&<br>Co.<br>Pt.Glasgow<br>'*sA&CP* | NipponYusen<br>Kabushiki Kaisha<br>*WB*=*CellDB*<br>*a*135'*uE*24'*f*187' | 444·4<br>P35'B138'F39'<br>FK<br>1255*tDT a*39' 1146*t* | 58·2 | 31·3 | Tokio<br>Japanese<br>7*BHCem*<br>*APT*63*t* | T.6Cy.20″,$33\frac{1}{2}$″&56″–48″ (*s*)<br>200lb 619NHP<br>4SB,*12cf*,GS217,HS8892 FD<br>D.Rowan&Co.Glasgow | 34 ″ 0<br>s 7 ″ $6\frac{1}{2}$<br>26 ″ 11 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33658<br>9048<br>JMNP | **Tsushima Maru** **SteelTwinScSr**<br>Wireless *2Dks* | 1602<br>1433<br>779 | | | | | 1905 | MitsuBishi<br>Dkyd&EWks<br>Nagasaki | **Government Railways** | 260·0 | 36·0 | 21·3 | **Tokio**<br>Japanese<br>*WB* | T.6Cy.16″,26″&43″–30″<br>203NHP<br>MitsuBishiD&E.Wks.Nag | |
| 33659<br>1228<br>HJFK | — **WoodScSp**<br>*2Dks* | 367<br>—<br>228 | | | | | 1890 | Ikeda<br>Tsurusaburo<br>Nagasaki | **TsushimaUnyu KabushikiKaisha** | 152·0 | 20·5 | 16·0 | **Nishino-miya**<br>Japanese | C.2Cy.16⅝″&31¼″–21″<br>37NHP<br>OsakaIronWorks,Osaka | |
| 33660<br>995<br>HGFS | **Tsuun Maru No. 30** **WoodScSr**<br>*2Dks* | 118<br>110<br>65 | | | | | 1887 | ItoYone-kichi<br>Tokio | **SanrikuKisen KabushikiKaisha** | 93·4 | 14·4 | 11·4 | **Kamaishi**<br>Japanese | C.2Cy.14½″&21$\frac{3}{16}$″–16″<br>NaikokuTsuun 15NHP<br>KabushikiKaisha,Tokio | |
| 33661<br>19288<br>NCHV | **Tsuyama Maru** **SteelTwinScSr**<br>*ss*Kob.No.1–20<br>*Elec.light* *2Dks(Stl)*<br>Wireless | 6999<br>6469<br>4290 | ✠100A1<br>12,21 ~~3,20~~<br>✠LMC~~3,20~~ 6,21 | Kob<br>Yka | *b*† | CL<br>~~9,18~~<br>6,21 | 1916<br>10mo<br>*Lloyd* | MitsuBishi<br>Dkyd&EWks<br>Nagasaki<br>*'sA&CP* | **NipponYusen KabushikiKaisha**<br>*CellDB*392′1338*t* | 445·0<br>P35′B138′F35′<br>FK<br>*DTa*42′1361*t FPT* | 58·0 | 34·0 | **Tokio**<br>Japanese<br>7*BHCem*<br>58*tAPT*62*t* | T.6Cy.20½″,33½″&56″–48″<br>200lb (*s*) 620NHP<br>4SB,*12cf*,GS225,HS8903 FD<br>MitsuBishiD.&E.Wks.Nag | 34<br>s7<br>26 |
| 33662<br>117589<br>WPHG | **Tuatea** **WoodScCtr**<br>*1Dk* | 112<br>100<br>58 | | | | | 1905 | C.Bailey, Jun.<br>Auckland,NZ | **UnionS.S.Co.of NewZealand,Ld.** | 90·8<br>P11*t* | 20·6 | 7·3 | **Dunedin**<br>British | C.2Cy.13″&26″–18″<br>28RHP<br>A.G.Price,Thames,N.Z. | |
| 33663<br>132403 | **Tubal Cain** **SteelScK**<br>*ss*Gms.No.2–20<br>(*ex*Kilda) *1Dk* | 243<br>211<br>93 | ✠100A1<br>*StmTrawler*<br>11,20<br>✠LMC11,20 | Gms | | CL<br>11,20 | 1911<br>3mo<br>*Lloyd* | GooleS.B.<br>&RepgCo.Ld<br>Goole<br>*'sA&CP* | **I.Bunch** | 126·7<br>Q75′RFD19′<br>BK7½″<br>*UnderCrossBunker* | 23·0 | 9·7 | **Grimsby**<br>British<br>4*BHCem*<br>20′15*t* | T.3Cy.13″,21″&35″–26″ (*s*)<br>180lb 85RHP<br>1SB,*2pf*,GS37,HS1560<br>Earle'sCo.Ld.Hull | 12 |
| 33664<br>976<br>HBNC | **Tucapel** **WoodSc**<br>*OilEng.* | 307<br>—<br>230 | | | | | 1916 | Oettinger<br>Hnos.yCia.<br>Valdivia | **A.R.Valledore** | 126·3 | 25·1 | 13·6 | **Valparaiso**<br>Chilian | Oil Engine | |
| 33665 | **Tucháua** **SteelTwinScSr**<br>*ss*Pra.No.1–11<br>*1Dk(Stl)&Promenade dk(Teak)*<br>*Elec.light* | 282<br>196<br>192 | ✠<br>*For River purposes only*<br>9,11 ✠ | Pra | | | 1908<br>6mo | Murdoch&<br>Murray<br>Pt.Glasgow | **S.Cohen&Co.** | 145·0<br>F27′<br>FK | 31·1 | 6·2 | **Para**<br>Brazilian<br>5*BHCem* | C.4Cy.12″&24″–18″<br>61NHP<br>1SB,*2pf*,GS42,HS1262<br>White&Hemphill,Ld.Grk. | 6 |
| 33666<br>[illegible]<br>LKQW | **Tuckahoe** **SteelScSr**<br>Now named "Seaconnet," See No. 39388 in Supplement<br>*Elec.light* *1Dk(Stl)*<br>*Mchy.Aft* *Cargo battens not fitted*<br>Sub.Sig. Wireless | 3372<br>[illegible]<br>1929 | ✠100A1<br>[illegible]<br>✠LMC5,18 | Bal | *v* | CL | 1918<br>5mo | NewYork<br>S.B.Corp.<br>Camden, N.J.<br>A&CP | **UnitedStates ShippingBoard**<br>*CellDB*269′1254*t* | 318·5<br>P79′B18′F31′<br>FK<br>*DT*13′412*t FPT* 293*t* | 49·5 | 24·2 | **Phildlphia**<br>Utd.States<br>7*BHCem*<br>*APT*92*t* | T.3Cy.21″,35″&58″–42″ (*r*)<br>200lb FD 318NHP<br>2SB,*6cf*,GS110,HS4643<br>NewYorkS.B.Corp.<br>Camden | 27<br>s5<br>22 |
| 33667<br>218557<br>LSCB | **Tuckanuck** **SteelScSr**<br>*Fitted for oil fuel*<br>*Elec.light* *1Dk&Shelter dk*<br>Sub.Sig. *&Webframes*<br>Wireless *Longitudinal framing* | 6001<br>5721<br>4482 | | | ... | | 1919 | MooreS.B.<br>Co.<br>Oakland,Cal. | **UnitedStates ShippingBoard** | 402·5<br>P34′F39′ *on Shelter dk*<br>FK | 53·0 | 32·0 | **S.Frncisco**<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Screw Shaft 652NHP<br>MidwestEng.Co.<br>Indianopolis | 34 |
| 33668<br>118410<br>VQHS | **Tuck-Wo** **SteelTwinSc**<br>*1Dk&2Shade dks* | 3770<br>—<br>2355 | | | | | 1904 | Lon.&Gls.<br>Co.Ld.<br>Glasgow | **Indo-ChinaSteam Nav.Co.Ld.** | 330·0<br>F49′ | 46·1 | 14·2 | **London**<br>British | T.8Cy.(2)17″(2)28″(4)31½″–33″]<br>228NHP<br>London&Glas.Co.Ld.Gls. | |
| 33669 | **Tucuman** **SteelScSr**<br>*Elec.light* Wireless *2Dks3trB* | 4702<br>3824<br>3036 | | | | | 1895 | Blohm&<br>Voss<br>Hamburg | HamburgSud-Amerik.Dampf-schifffahrtsGes. | 376·1<br>P226′ F54′ | 46·1 | 27·2 | German<br>*WB* | Q.4Cy.21½″,31½″,46″&66″–48″]<br>304NHP<br>Blohm&Voss,Hamburg | |
| 33670 | **Tucunaré**<br>*Elec.light* | 167<br>—<br>— | | | | | 1888 | ................ | **Amazon RiverS.N. Co.(1911)Ld.** | ........ | ........ | ........ | **Para**<br>Brazilian | | |
| 33671<br>114438<br>TSQN | **Tudor Prince** **SteelScSr**<br>*ss*NYk.No.3–1,16<br>*Elec.light* *ss*Mch.No.1–20<br>Wireless *1Dk(Stl)&Spar dk(Stl)&*<br>Sub.Sig. *deep framing* | 4292<br>4067<br>2767 | ✠100A1<br>*Spar dk*<br>9,21 ~~10,20~~<br>✠LMC<br>MS9,19<br>*Carrying oil fuel F.P. above 150°F in DT* | Ant<br>Mdb<br>BS~~6,20~~ 9,21 | *x* | 10,20 | 1903<br>1mo<br>*Lloyd* | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>*'sA&CP* | **PrinceLine,Ld. (Furness,Withy& Co.Ld.** *Mgrs.*)<br>*WB=Cell DBa*116′*uE&B*14′ | 360·0<br>P27′B90′F34′ 28·4<br>FK<br>*f*154′ 830*t DTa*28′ | 48·1 | 20·4 | **Newcastle**<br>British<br>*BHCem*<br>739*tAPT*80*t* | T.3Cy.26″,42½″&69½″–45″(*s*)<br>180lb *100lb* 351NHP<br>3SB,*9cf*,GS169,HS5406<br>N.E.MarineEng.CoLd.Sld. | 31<br>s6<br>25 |
| 33672<br>110136<br>RGKT | **Tudorstar** **SteelSc**<br>*ss*Bry.No.3–2,12<br>(*ex*Brodvale*ex*Tomoana)*ss*Liv.No.1–17<br>*RefMchy.* *2Dks(Stl)&deep framing&*<br>*Elec.light* Wireless *Shelterdk* | 6837<br>5648<br>4428 | ✠100A1<br>*Shelter dk*<br>6,19 ✠LMC7,20<br>Lloyd'sRMC~~12,20~~ 5,21<br>BS1,22 | Liv<br>~~3,22~~ | *b*†<br>10,21 | CL<br>~~7,20~~<br>3,22 | 1899<br>6mo | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>A&CP | **UnionColdStorage Co.Ld.(BlueStar Line(1920)Ld.** *Mgrs.*)<br>*CellDBa* 115′ | 440·0<br>FK<br>*uE&B*82′*f*178′1258*t* | 54·3 | 29·6 | **London**<br>British<br>6*BHCem*<br>*APT*54*t* | T3Cy.31½″,51½″&83″–54″(*r*)<br>160lb 515NHP<br>3DB,*18cf*,GS289,HS7894<br>G.Clark,Ld.Sunderland | 32<br>s5<br>27 |
| 33673<br>LCFT | **Tugela** **SteelSc**<br>~~5550~~<br>*Elec.light* *2Dks(Stl)&Shelterdk(Stl)*<br>*CruiserStern* | 5559<br>5305<br>3462<br>[illegible] | ✠100A1<br>*Shelter dk with freeboard*<br>10.21 ~~8.21~~<br>✠LMC8,21<br>*Carrying oil fuel F.P. above 150°F. in DT*<br>*Fitted for oil fuel 8,21 F.P. above 150°F.* | Rot | *y* | CL | 1921<br>8mo | Palmers'<br>Co.Ld.<br>Newcastle<br>*Lloyd's A&CP* | **D/SA/S DenNorske Afrika ogAustralielinje(Wilh. Wilhelmsen,** *Mgr.*) | 380·4<br>F31 *on Shltr dk* FK<br>*Collision BH to Shelter dk*<br>*CellDB*325′ [illegible] | 52·2 | 33·6 | **Tönsberg**<br>Norwegian<br>*ptCem*<br>*5BH to Udk*<br>[illegible] | T.3Cy.27″,44″&78″–48″ (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Palmers'Co.Ld.Newcastle<br>[illegible] | 36<br>s9<br>26 |
| 33674<br>136875 | **Tuhoe** **WoodTwinScSr**<br>*OilEng.*<br>*1Dk* | 186<br>160<br>98 | | | | | 1919 | G.Nicol<br>Auckland | **NorthernSSCo.Ld.** | 97·8 | 24·7 | 6·5 | **Auckland**<br>British | Oil Engines<br>4Cy.9″–13″ 34NHP<br>W.Beardmore&Co.Ld.<br>Dalmuir,N.B. | |
| 33675<br>127882 | **Tuirangi** **WoodScSr**<br>*1Dk* | 124<br>90<br>72 | | | | | 1908 | C.Bailey,<br>Snr.<br>Auckland | **G.T.Niccol** | 85·0 | 18·3 | 8·0 | **AuklndNZ**<br>British | T.3Cy.8″,13″&21″–16″<br>23RHP<br>Ross&Duncan,Glasgow | |
| 33676<br>NRTJ | **Tula** **SteelScSr**<br>*Elec.light* *1Dk aft,2Dks in fore hold* | 1251<br>1081<br>718 | | | | | 1911 | Helsingörs<br>Jernsk.&Msk<br>Elsinore | **DetForenede DampskibsSelsk.** | 254·4<br>P158′F26′ | 37·2 | 15·1 | **Copnhagn**<br>Danish<br>*WB* | T.3Cy.19½″,32″&52″–36″<br>162NHP<br>HelsingörsJernskb.&Mskb | |
| 33677<br>219503<br>LVJN | **Tuladi** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* *1Dk2trB in fore&after*<br>Sub.Sig. Wireless *holds&Webframes* | 3283<br>3005<br>2000 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J | **UnitedStates ShippingBoard** | 324·0<br>P30′B90′F35′<br>FK | 46·2 | 25·0 | **NewarkNJ**<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>386NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 |
| 33678<br>[illegible]<br>JVLM | **Tullamore** **SteelScSr**<br>Now named "Saikoh Maru," See No. 39394 in Supplement<br>(*ex*Ardgroom) *2Dks(Stl)*<br>*Elec.light* Sub.Sig. Wireless<br>*Cargo battens not fitted in 'tween decks* | 4882<br>4203<br>3104 | ✠100A1<br>~~2,21~~<br>1,22<br>✠LMC~~10,18~~ 1,22<br>*Carrying oil fuel F.P. above 150° F. in DB* | Rot | *y* | CL<br>~~3,21~~<br>~~7,21~~<br>12,21 | 1918<br>10mo<br>*Lloyd* | Russell&<br>Co.<br>PortGlasgow<br>*'sA&CP* | **JohnstonLine,Ld. (Furness,Withy& Co.Ld.** *Mgrs.*) | 385·0<br>P34′B111′F47′<br>FK | 52·0 | 26·5 | **Liverpool**<br>British<br>6*BHCem* | T.3Cy.26″,43″&70″–48″ (*s*)<br>180lb 489NHP<br>3SB,*9cf*,GS170,HS7345 FD<br>Rankin&Blackmre,LdGrk<br>*CellDB*341′961*tAPT*27*t* | 29<br>s5<br>24 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33679 | **Tullia** WoodSc<br>SSMes.22 (*ex*Volupia,<br>*Elec.light* Wireless *ex*WarBabine)<br>*Well deck* 1*Dk*2*trB*<br>*Salted&specially treated* | 2307<br>1757<br>1419 | ✠12A1<br>3,22~~5,20~~<br>~~BS4,20~~ ✠LMC10,18<br>BS3,22 | Gmh<br>Mes | *r* | CL<br>~~4,20~~<br>3,22 | 1918<br>5mo<br>*Lloyd* | Founda-tionCo.Ld.<br>Victoria, B.C.<br>'*sA&CP* | SocietàApuania | 249·8<br>P&B138'F32' | 43·4 | 22·9 | Viareggio<br>Italian | T.3Cy.20½",33"&54"-36" (*s*)<br>185lb 318NHP<br>2 Water Tube Boilers FD<br>GS120,HS5280<br>PolsonIronWorksLd.Tor. | 25 ″ 0 | |
| 33680<br>125249 | **Tully** WoodSc<br>1*Dk* | 115<br>91<br>45 | | | | | 1910 | D.Sullivan<br>ManningRvr.<br>N.S.W. | J.Broadfoot | 100·8 | 23·5 | 5·5 | SydneyNSW<br>British<br>*WB* | C.2Cy.10"&20"-14"<br>20RHP<br>Chapman&Co.Ld.Sydney | | |
| 33681<br>218796<br>LSNW | **Tulsa** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Web frames*<br>Sub.Sig. Wireless | 5083<br>4573<br>3113 | | | ... | | 1919 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates<br>ShippingBoard | 390·0<br>P39'B122'F43'<br>FK | 54·2 | 27·6 | Phildlphia<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>600NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 32 ″ 0 | R |
| 33682 | **Tulsagas** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *Mchy.Aft* 2*Dks*<br>*Carrying Petroleum in bulk*<br>*Longitudinal framing* | 6800 | | | | | 1921 | Baltimore<br>D.D.&S.B.Co.<br>Baltimore,<br>Md. | UnitedStates<br>ShippingBoard | 430·0<br>P123'B37'F39' | 59·0 | 33·2 | Baltimore<br>Utd. States | 2 Steam Turbines<br>A.&W.Fletcher<br>Eng.Wrks.Hoboken,N.J. | | |
| 33683<br>125616<br>HLMP | **Tuna** SteelScSr<br>*ss*Adn.No.3-11,20<br>*Elec.light* 1*Dk*&*Shelter dk* | 662<br>481<br>260 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,20<br>BS12,21<br>✠LMC12,20 | Adn | *k* | CL<br>~~12,20~~<br>8,21 | 1907<br>9mo<br>*Lloyd* | Ramage&<br>Ferguson,Ld.<br>Leith<br>'*sA&CP* | Cowasjee,Dinshaw<br>&Bros.<br>*WB=CellDB* | 190·0<br>FK<br>*a*26'*f*75' 111*t FPT* | 30·1 | 11·9 | Bombay<br>British<br>4*BHCem*<br>36*tAPT*10*t* | T.3Cy.16",26"&42"-27" (*s*)<br>180lb *100lb* 90RHP<br>1SB,3*cf*,GS64,HS1896<br>Ramage&Fergusn,Ld.Lth. | 12 ″ 8<br>s ″ 9<br>12 ″ 4 | |
| 33684<br>125205 | **Tuncurry** WoodTwinScSr<br>1*Dk* | 286<br>207<br>151 | | | | | 1909 | J.Wright<br>CapeHawke,<br>N.S.W. | A.Taylor&Co.Ld. | ~~127·6~~<br>H45*t*F11*t*<br>147' 0 | 28·1 | 7·0 | SydneyNSW<br>British<br>*WB* | C.4Cy.11"&22"-16"<br>40RHP<br>Ross&Duncan,Glasgow | | |
| 33685<br>WLGP | **Tune** SteelScSr<br>(*ex*Gijonès) *ss*Mdb.No.1-20<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 2050<br>1683<br>1275 | ✠100A1<br>~~5,21~~ ~~10,20~~2,22<br>✠LMC10,20 | Mdb<br>NYk | *r* | CL<br>~~N7,19~~<br>2,22 | 1916<br>8mo | American<br>S.B.Co.<br>Cleveland,O.<br>A&CP | ~~SkibsA/S"Tune"~~<br>~~(R.M.Vik)~~<br>S.Ugelstad&Co<br>*CellD* | 251·0<br>P28'B64'F27'<br>FK<br>*B* 212' 545*t FPT*67*t* | 43·5 | 18·2 | Tönsberg<br>Norwegian<br>4*BHCem*<br>*APT*77*t* | T.3Cy.20",33"&54"-40" (*s*)<br>180lb 274NHP<br>2SB,6*cf*,GS126,HS5246<br>AmericanS.B.Co.Lorain | 20 ″ 2<br>s 2 ″ 9½<br>17 ″ 9 | |
| 33686 | **Tung Ling** SteelSc<br>(*Icebreaker*)<br>*Elec.light* 1*Dk* | 342<br>293<br>102 | | | ... | | 1913 | Kiangnan<br>Dk.&Eng.Co.<br>Shanghai | Hai-hoConser-vancyCommission | 120·0<br>F21'<br>BK7" | 26·7 | 13·6 | Tientsin<br>Chinese<br>*WB* | T.3Cy.12½",21"&36"-24"<br>119NHP<br>KiangnanDock&Eng.Co. | 14 ″ 6 | |
| 33687<br>118263<br>TWSD | **Tung Shing** SteelScSr<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*-teak s)<br>*Elec.light* &*deep framing* | 1869<br>1716<br>1173 | ✠<br>*Spar dk*<br>*withfreeboard*<br>4,03<br>✠ | Nwc | *r* | | 1903<br>4mo | Wigham-<br>Richrdsn&Co<br>Ld.<br>Newcastle | Indo-ChinaSteam<br>Nav.Co.Ld.<br>*WB=CellDBa*83' | 275·4<br>B68'F33' 20·0<br>FK<br>*uE*21'*f*107' 371*t D* | 40·0 | 12·9 | London<br>British<br>5*BHCem*<br>*Tf*15'190*tD* | T.3Cy.21",34"&56"-42"<br>226NHP<br>1SB,4*rf*,GS76,HS2913 FD<br>WghmRchrdsn&C.LdNwc<br>*Ta*19'265*tFPT*30*tAPT*17*t* | 22 ″ 3<br>s 5<br>17 ″ 9 | |
| 33688 | **Tung Wah** SteelScSr<br>(*ex*Prominent)<br>*Elec.light* 1*Dk*&*Spar dk* | 1176<br>1079<br>746 | | | | | 1906 | Nylands<br>Værksted<br>Christiania | ChinaMerchants'<br>Stm.Nav.Co. | 225·0<br>H84*t* | 33·7 | 19·0 | Shanghai<br>Chinese<br>*WB* | T.3Cy.16½",27"&44"-32"<br>109NHP<br>NylandsVærksted,Xania | | |
| 33689<br>135821 | **Tung Wo** SteelTwinSc<br>*Elec.light* 1*Dk*&*Shade dk* | 1337<br>1258<br>961 | | | | | 1914 | Shanghai<br>D.&EngCoLd<br>Shanghai | Indo-ChinaSteam<br>Nav.Co.Ld. | 235·0 | 40·1 | 9·3 | Shanghai<br>British | T.6Cy.9",14½"&25"-15"<br>89RHP<br>ShanghaiD.&Eng.Co.Ld. | | |
| 33690<br>133255<br>VJQK | **Tungchow** SteelScSr<br>*Elec.light* 2*Dks*&*Shade dk* | 2104<br>1592<br>1263 | | | | | 1914 | TaikooDk-yd&EngCo.of<br>HongK'ngLd<br>HongKong | ChinaNav.Co.Ld. | 280·0<br>P8'F28' | 40·1 | 17·8 | London<br>British<br>*WB* | T.3Cy.21",34"&56"-39"<br>196NHP<br>TaikooDkyd.&Eng.Co.<br>ofHongKong,Ld. | | |
| 33691<br>133243 | **Tungkwong** SteelSc<br>*OilEng.*<br>1*Dk* | 147<br>131<br>58 | | | | | 1913 | TaikooDk-yd&EngCo.of<br>HongK'ngLd<br>HongKong | AsiaticPetroleum<br>Co.Ld. | 110·7 | 19·6 | 8·6 | HongKong<br>British | Oil Engines 2S.C.SA<br>4Cy.15"-16⅛" 69NHP<br>J&CGBolindersCoLd.Skm | | |
| 33692<br>72888 | **Tung-ting** SteelTwinSc<br>3*Dks* | 2036<br>1578<br>1264 | | | | | 1900 | Boyd&Co.<br>Ld.<br>Shanghai | ChinaNav.Co.Ld. | 270·0 | 42·1 | 17·2 | London<br>British | T.6Cy.12",21"&34"-37"<br>140NHP<br>Boyd&Co.Ld.Shanghai | | |
| 33693<br>~~WGBQ~~<br>LONH | **Tungus** SteelScSr<br>*ss*HKg.No.3-3,15<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*-ws)&<br>*Elec.light* *ss*NYk.No.1-20 *deep framing* | 1825<br>1654<br>1052 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>~~12,18~~ 10,21<br>✠LMC7,20<br>Examined5,19 MBS8,21 | NYk | *r* | CL<br>3,21 | 1903<br>3mo<br>*Lloyd* | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>'*sA&CP* | Wilhelmsens<br>Dmpsk.Akties (W.<br>Wilhelmsen,*Mgr.*)<br>*WB=CellDBa* | 260·0<br>P24'B69'F27' 19·9<br>FK<br>69'*uE*29'*f*107' 363*t* | 36·6 | 12·4 | Tönsberg<br>Norwegian<br>4*BHCem*<br>*APT*19*t* | T.3Cy.19",31"&51"-36" (*s*)<br>180lb *100lb* 170NHP<br>NDB20<br>2SB,4*pf*,GS66,HS2656<br>N.E.MarineEng.Co.Ld.Sld | 22 ″ 2<br>s 5 ″ 3<br>17 ″ 6 | |
| 33694 | — IronScSr<br>2*Dks* | 481<br>—<br>281 | | | | | 1840 | NewskyCo.<br>StPetersburg | Denbigh&Co.<br>(G.A.Stavrakov,<br>*Mgr.*) | 168·9 | 26·6 | 15·0 | Vladvostk<br>Russian<br>*WB* | C.2Cy.22"&37"-24" 56NHP<br>E&B*made*03*refitted*18<br>CrichtonEng.Works,Åbo | | V |
| 33695<br>215552<br>LHTB | **Tunica** SteelScSr<br>(*ex*Sambia)<br>*Elec.light* Wireless 2*Dks*&*deep framing* | 4974<br>4444<br>2994 | | | | | 1899 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | UnitedStates<br>ShippingBoard | 400·7<br>P&B254'F46' | 49·5 | 27·5 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.26½",44"&72"-48"<br>359NHP<br>FlensburgerSchiffsb.Ges. | | R |
| 33696<br>111248<br>RNLO | **Tunisian** SteelTwinScSr<br>3*Dks*&*Shelter dk*<br>*Ref.Mchy.Elec.light* Sub.Sig.Wireless | 10743<br>9243<br>6632 | | | | | 1900 | A.Stephen<br>&Sons<br>Glasgow | AllanLineSSCo.Ld<br>(CanadianPacific<br>SteamshipsLd<br>*Mgrs.*) | 500·6 | 59·2 | 39·8 | Glasgow<br>British<br>*WB* | T.6Cy.27",46"&76"-54"<br>849NHP<br>A.Stephen&Sons,Glasgow | | C |
| 33697<br>MBTS | **Tunisie** SteelScSr<br>(*ex*Sonnenburg)<br>Wireless 1*Dk*&*Spar dk*&*Webframes* | 2467<br>2310<br>1680 | | | ... | | 1896 | Wigham-<br>Richrdsn&Co<br>Newcastle | ArmementDeppe | 315·0<br>P18'B82'F38' 22·6<br>BK9" | 42·0 | 14·7 | Antwerp<br>Belgian<br>*WB* | Q.4Cy.19½",28",42"&61"-42"<br>267NHP<br>WighmRchrdsn&Co Nwc. | 25 ″ 0 | V |
| 33698<br>OUQM | — IronScSr<br>*ss*Lon.No.3-9,97<br>(*ex*GibelHabib, *ss*Lon.No.1-01<br>*ex*SirRobertPeel) 1*Dk*(*Irn*) | 347<br>282<br>216 | ✠<br>11,04<br>✠ | Lon | *f* | | 1885<br>7mo | R.Craggs<br>&Sons<br>Middlesbro' | M.Mazzella&Co | 145·7<br>P40'B26'F21'<br>BK7" | 23·6 | 11·6 | Oran<br>French<br>4*BHCem* | C.2Cy.18"&36"-24" (*r*)<br>80lb 49NHP<br>1SB,2*pf*,GS28,HS807<br>WestgrthEnglish&CoMdb | 12 ″ 4 | V |
| 33699<br>MBTR | **Tunisier** SteelScSr<br>*Elec.light* Wireless 2*Dks*(*Stl*) | *3097*<br>*2847*<br>*1872* | ✠100A1<br>12,19<br>✠LMC12,19 | Gls | *u* | CL | 1919<br>12mo<br>*Lloyd* | Lloyd<br>RoyalBelge<br>(Gt.Britain),<br>Ld.Glasgow<br>'*sA&CP* | LloydRoyalBelge<br>Soc.Anon.<br>*C* | 331·0<br>P33'P100'F28'<br>FK<br>*ellDB*278'735*tFPT* | 46·7 | 23·2 | Antwerp<br>Belgian<br>6*BHCem*<br>106*tAPT*42*t* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 359NHP<br>3SB,9*cf*,GS152,HS5844<br>D.Rowan&Co.Ld.Glasgow | 25 ″ 6<br>s 4 ″ 1½<br>12 ″ 9 | |

| 1 Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 Nom du Navire. Matériaux, Grément, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 3-4 Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Fran-bord au milieu du navire. Tirant d'eau correspondant. pds. p |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33700 | **Tuono** IronScYl<br>ssHul.No.3–8,11<br>(exDauphinII.,exRuby) 1Dk | 151<br>145<br>53 | ✠ —<br>6,20<br>StmTrawler<br>✠ | Arc | | | 1891<br>6mo | Mackie&Thomson<br>Glasgow | OperaNazionale deiCombattenti in Roma | 100·5<br>Q19'F19'<br>ptND07 BK7½" | 20·5 | 10·7 | Rome<br>Italian<br>3BHCem | C.2Cy.16"&32"–22"<br>42NHP<br>1SB,2pf,GS30,HS690<br>Muir&Houston,Glasgow | 11 » 1 |
| 33701 | **Tupy** SteelTwinScSr<br>Elec.light | 400 | | | | | 1906 | Murdoch&Murray<br>PortGlasgow | AmazonRiverStm.Nav.Co.(1911)Ld. | 150·0 | 33·0 | 10·0 | Para<br>Brazilian | T.6Cy.10",16½"&26½"–21"<br>65NHP<br>Ross&Duncan,Glasgow | |
| 33702<br>PVFD | **Turbinia** SteelScSr<br>Elec.light Wireless 1Dk | 3164<br>2950<br>1080 | | | | | 1914 | Rotterdam Droogd.Maat<br>Rotterdam | W.Ruys&Zonen | 331·0 | 48·0 | 22·2 | Rottrdam<br>Dutch<br>WB | 2 Turbines<br>RotterdamDroog.Maats. | |
| 33703<br>6060<br>KBNF | — SteelScSr<br>Elec.light 1Dk(Stl)&Shelterdk(Stl)<br>Wireless | 2259<br>2026<br>1358 | ✠100A–<br>Shelter dk withfreeboard<br>12,21 ~~12,20~~ ✠LMC1,19 | Got | | | 1919<br>1mo | Oscarshms.Mek.Verks &Skepps.Akt.<br>Oscarshamn | Rederiakt.SvenskaLloyd (H.Metcalfe,Mgr.) | 270·1<br>FK<br>CollisionBH toShelter dk<br>CellDB287'473tFPT | 41·1 | 23·9 | Gothenbrg<br>Swedish<br>Cem<br>3BH to U dk<br>44tAPT20t | 2 Turbo-Electric Motors geared to 1 Screw Shaft<br>220lb (s) 1020NHP<br>2SB,4cf,GS58,HS21520 FD<br>SvenskaTurbinfabriks Akt.Ljungstrom | 25 » 6<br>s 6·10<br>18 » 1 |
| 33704<br>112201 | — SteelTrpSc<br>Wireless 3Dks | 1064<br>611<br>603 | | | | | 1904 | Hawthorn,Leslie&Co.Ld<br>Newcastle | Canada Steamship Lines,Ld. | 250·0 | 33·2 | 12·6 | Hamiltn, Ont.<br>British | 3 Steam Turbines<br>ParsonsMar. 500RHP<br>S.TurbineCo.Ld.Nwc. | |
| 33705<br>135129<br>HWND | **Turbo** SteelScSr<br>ssShl.No.2-20 ~~ssNNs.No.1–17~~<br>Elec.light 2Dks(1StlUptIrn ptStl)<br>Mchy.Aft Wireless &Web frames | 4782<br>4345<br>2878 | ✠100A1<br>9,21<br>BS9,21 MS10,20 ✠LMC<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 8,12 F.P. above 150° F. | Shl<br>Shl | x | CL<br>9 21 | 1912<br>8mo<br>Lloyd'sA&CP | SirJ.Laing&Sons,Ld.<br>Sunderland | Anglo-Saxon PetroleumCo.Ld.<br>WB = DBuE&B72' | 374·2<br>P93'B26'F40'<br>FK<br>147tFPT186tAPT | 50·7 | 27·5 | London<br>British<br>14BHCem<br>71tDTf283t | T.3Cy.26",44"&72"–48" (s)<br>180lb 120lb 443NHP<br>3SB,9cf,GS204,HS7545<br>J.Dickinson&Sons,Ld.Sld. | 29 » 3<br>s 5·10<br>23 » 1 |
| 33706<br>OUQS | **Turbot** SteelScK<br>(exStella) 1Dk | 167<br>128<br>17 | ✠<br>StmTrawler<br>2,98 | Shl | | | 1898<br>2mo | J.T.Eltringham&Co<br>S.Shields | L.Bouclet | 104·0<br>BK7" | 21·0 | 11·5 | Boulogne<br>French<br>3BHCem | T.3Cy.12¼",19½"&32"–22½"<br>NB11 60NHP<br>G.T.Grey,S.Shields | 12 » 0 |
| 33707<br>99130<br>MPRS | **Turcoman** SteelTwinSc4MstSr<br>ssBrs.2ndNo.3–5,17<br>(exLordErne) 2Dks(Stl)3trB&pt<br>Ref.Mchy. Elec.light Shelter dk(Irn)<br>Wireless Sub.Sig. | 5829<br>5258<br>3683 | ✠100A1<br>3,21<br>~~BS6,20~~ ✠LMC8,16<br>BS7,21 | Brs | a† | CL<br>12,20 | 1892<br>5mo<br>Lloyd'sA&CP | Harland&Wolff,Ld.<br>Belfast | F.Leyland&Co.Ld.<br>WB=CellDB | 445·0<br>P55'B98'F52'<br>FK&BK3"<br>330' 1222t FPT 60t | 49·2 | 30·1 | Liverpool<br>British<br>7BHCem<br>APT50t DT | T6Cy19⅞",P31"&S31½"&52"–42"] (s) 180lb 429NHP<br>2D&1SB,14rf,GS230HS7276<br>Harland&Wolff,Ld.Bel.<br>a50' 856t DTf37' 766t | 33 » 7<br>s 7 » 1<br>27 » 0 |
| 33708<br>OUQV | **Turenne** IronSc<br>Wireless 1Dk&Awng dk | 1598<br>1513<br>1000 | | | … | | 1879 | W.Hamilton&Co.<br>Pt.Glasgow | Cie.deNavigation Paquet | 246·2<br>FK | 36·4 | 13·9<br>22·9 | Marseilles<br>French<br>WB | C.2Cy.30"&62"–36"<br>NB18 179NHP<br>J.Howden&Co.,Glasgow | 23 » 10 |
| 33709<br>JSNR | **Turia** SteelScSr<br>ssBcl.No.3–7,00<br>(exKisanga) ssBcl.No.2–08<br>Elec.light Wireless 2Dks(Stl-Uws) | 1521<br>—<br>794 | ✠<br>8,13<br>✠NB4,08 ✠ | Bcl | q | | 1887<br>12mo | J.Reid&Co<br>Pt.Glasgow | Cia.Trasmediterranea | 265·8<br>P40'B70'F38'<br>FK | 34·0 | 18·4 | Barcelona<br>Spanish<br>6BHCem | T.3Cy.25",39"&62"–36"<br>NDB08 248NHP<br>2DB,8cf,GS117,HS4017<br>D.Rollo&Sons,Liverpool | 19 » 7 |
| 33710<br>MSQD | **Turicum** SteelScSr<br>ssBgn.No.1–21<br>(exNystrand) 1Dk(Stl)<br>Well deck | 520<br>372<br>279 | ✠100A1<br>1,22 ~~3,21~~<br>✠LMC7,~~17~~<br>3,21 | Bgn<br>Xia | g | 3,21 | 1917<br>7mo<br>A&CP | E.J.Smit&Zoon<br>Hoogezand | H.Östervold<br>CellDBa | 156·8<br>Q54'B38'F20'<br>FK<br>34'f57'95t FPT18t | 26·1 | 12·6 | Bergen<br>Norwegian<br>4BHCem<br>APT7t | T3Cy12¼"19 5/16"&32 11/16"–17 11/16"<br>185lb 100lb (s) 72NHP<br>1SB,2cf,GS41,HS1399<br>EJSmit&Zoon,Hoogezand | 13 » 0<br>s » 9<br>12 » 5 |
| 33711 | **Turin** SteelScSr<br>Elec.light Sub.Sig. 1Dk | 1756<br>1566<br>1035 | | | | | 1911 | Akt.Ges."Neptun"<br>Rostock | BelgianGovernment | 287·1<br>P&B226'F31' | 41·1 | 16·9 | Belgian<br>WB | T.3Cy.22⅝"35 7/16"&55⅝"–37 7/16"<br>192NHP<br>A.G."Neptun,"Rostock | |
| 33712<br>448<br>JBND | **Turisten** IronTwinSc<br>1Dk | 131<br>70<br>75 | | | | | 1888 | Bergsunds M.V.<br>Stockholm | Ångb.Aktieb.Sundsvalls-Skärgärd (Fr.Hägg,Mgr.) | 94·8<br>B35'H19tF35' | 19·2 | 5·5 | Sundsvall<br>Swedish | C.4Cy.9¾"&18¼"–13"<br>20NHP<br>BergsundsM.V.Stockholm | |
| 33713<br>4963<br>JRKD | — SteelScSp<br>1Dk | 128<br>113<br>70 | | | | | 1908 | Eriksbergs M.V.Aktieb.<br>Gothenburg | UmeåRederiA/B (G.Grahn,Mgr.) | 98·4<br>H15t | 17·9 | 9·9 | Umeå<br>Swedish | C.2Cy.11⅝"&25¼"–16½"<br>22NHP<br>EriksbergM.V.Aktieb,Got | |
| 33714<br>140382<br>JRDN | **Turkestan** SteelSc<br>ssShl.No.1–21<br>(exWarFlower) 1Dk(Stl)<br>Elec.light Wireless | 4292<br>3975<br>2648 | ✠100A1<br>~~11,21~~ ~~3,21~~ 3,22<br>✠LMC3,21 | Shl<br>Rot | x | CL<br>~~7,20~~<br>~~11,21~~<br>3,22 | 1917<br>11mo<br>Lloyd'sA&CP | SirRaylton Dixon&CoLd<br>Middlesbro' | TheHindustan SteamShipping Co.Ld.(Common Bros.Mgrs.)<br>CellDB | 364·8<br>P40'B94'F40'<br>FK<br>319' 980t FPT110t | 51·1 | 26·1 | Newcastle<br>British<br>7BHCem<br>APT90t | T.3Cy.25",41"&68"–45" (s)<br>180lb 468NHP<br>3SB,9cf,GS168,HS7215 FD<br>Richardsons,Westgarth&Co.Ld.Mdb. | 28 » 4<br>s 5 » 2<br>23 » 6 |
| 33715<br>142635<br>JVDL | **Turkistan** SteelSc<br>(exWarLark)<br>Elec.light Wireless | 5203<br>4759<br>3178 | | | | | 1918 | Earle'sCo.Ld.<br>Hull | TurkestanSSCoLd<br>~~StrickLine,Ld.~~<br>(F.C.Strick&Co.Ld.Mgrs.) | 400·2<br>P49'B113'F39' | 52·2 | 28·5 | Swansea<br>British<br>WB | T.3Cy.27",44"&73"–48"<br>369NHP<br>Earle'sCo.Ld.Hull | |
| 33716<br>140279 | **Turmoil** SteelTwinScSr<br>2Dks | 2070<br>1767<br>861 | | | | | 1917 | H.M. Dockyard<br>PembrokeDk | TheAdmiralty | 278·8 | 39·1 | 22·1 | London<br>British<br>WB | T.6Cy.13½",22"&36"–24"<br>127NHP<br>Ross&Duncan,Glasgow | |
| 33717<br>96657<br>LKFS | **Turnberry** SteelScSr<br>ssAyr2ndNo.3-12,14<br>(exSpindrift) ssGls.No.1–18<br>Elec.light 1Dk(ptIrn–ws99) | 515<br>469<br>215 | ✠100A1<br>1,21<br>✠NB12,11 ✠LMC1,19<br>BS2,21 | Gls | j | CL<br>1,19 | 1889<br>9mo<br>Lloyd'sA&CP | AM'Millan&Son<br>Dumbarton | ~~AyrSteamShippng.Co.Ld.~~ LairdLine Ld. | 190·0<br>P29'B66'F46'<br>BK7½"<br>WB=CellDB29' | 29·2 | 13·1 | Glasgow<br>British<br>4BHCem<br>17tFPT20t | T.3Cy.19",30"&49½"–36" (s)<br>160lb 100lb NDB11 154NHP<br>1SB,3cf,GS69,HS2480<br>Kincaid&Co.Greenock | 13 » 9<br>s 1 » 7<br>13 » 3 |
| 33718<br>132767 | **Turnersons** IronScK<br>ssBou.2nd.No.3–9,18<br>(exAgate) 1Dk | 156<br>143<br>58 | ✠100A1<br>StmTrawler<br>2,19 ✠LMC9,18 | Bou | | 9,18 | 1891<br>11mo<br>Lloyd'sA&CP | Cochrane,Coopr&Schofi'ld,Beverley | R.H.Turner | 101·0<br>Q19'F19'<br>BK7½" | 20·5 | 11·0 | Plymouth<br>British<br>3BHCem | C.2Cy.16"&32"–22" (s)<br>110lb NB18 48RHP<br>1SB.2cf,GS42,HS1441<br>Amos&Smith,Hull | 11 » 10 |
| 33719<br>PFRM | **Turnu Severin** SteelScSr<br>2Dks3trB | 2215<br>—<br>1416 | | | | | 1897 | Howaldtswerke<br>Kiel | RoumanianState MaritimeService | 284·0<br>B42'F33' | 40·0 | 21·5 | Braila<br>Roumanian<br>WB | T.3Cy.22",34⅞"&57"–39⅝"<br>NB11 203NHP<br>Howaldtswerke,Kiel | |
| 33720<br>[illegible] | **Turpin** SteelScSr<br>ssBmn.No.3–1,12<br>(exFreiburg) 2Dks(1Stl&UptIrn&ptStl)<br>Elec.light 3trB | 5152<br>4975<br>3301 | ✠<br>2,17<br>✠NB1,14 ✠ | Bmn | z | | 1900<br>3mo | Furness,Withy&CoLd<br>WHartlepool | ~~BoardofTrade~~<br>WB = CellDBa&uE | 400·2<br>P&B268'F40'<br>FK<br>165'f160'888t FPT | 52·0 | 29·2 | German<br>6BHCem<br>89tAPT64t | T.3Cy.28",44"&75"–48"<br>495NHP<br>3SB,10cf,GS153,HS6900 FD<br>SirC.Furness,Westgarth&Co.Ld.Middlesbro' | 32 » 1 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33721<br>106718 | **Turquoise** IronScK<br>ssHul,2ndNo.3–8,21 ~~ssHul.No.3–7,09~~<br>~~ssHul.No.2–17~~<br>1Dk | 164<br>152<br>69 | ✠100A1<br>StmTrawler<br>12,21~~10,20~~<br>✠NB4,12 | Hul<br>8,21<br>✠~~LMC8,17~~<br>~~BS3,20~~ | | ~~N6,19~~<br>12,21 | 1896<br>9mo<br>Lloyd's A&CP | Cook,Wel-t'n&Gemmell<br>Hull | KingstonSteam TrawlingCo.Ld. | 105·4\|20·7\|11·0<br>Q24'<br>ptND09 BK7½" | Hull<br>British<br>3BHCem | T.3Cy.12¼",20"&32"–22" (s)<br>160lb 50RHP<br>1SB,2pf,GS31,HS820<br>Earle'sCo.(Lim.),Hull | 11″10 | |
| 33722<br>104283 | **Turret Cape** SteelScSr<br>Wireless<br>Turret deck Mchy.Aft 1Dk | 1827<br>1594<br>1142 | | | | | 1895 | W.Doxford &Sons(Lim.)<br>Sunderland | CapeS.S.Co.Ld. (DominionIron & Steel Co.Ld., Mgs.) | 253·0\|44·0\|19·4<br>Q52tF21t | Montreal<br>British<br>WB | T.3Cy.21½",36"&59"–39"<br>NB15 217NHP<br>W.Doxford&Sons,Ld.Sld. | | C |
| 33723<br>106608<br>PMJL | **Turret Court** SteelSc3MstSr<br>Wireless<br>Turret deck 1Dk | 1879<br>1805<br>1197 | | | | | 1896 | W.Doxford &Sons,Ld.<br>Sunderland | TurretS.S.Co.Ld. (DominionIron& Steel Co.Ld., Mgs.) | 253·0\|44·0\|19·7<br>F26t | Montreal<br>British<br>WB | T.3Cy.20",34"&57"–39"<br>203NHP<br>W.Doxford&Sons,Ld.Sld. | | C |
| 33724<br>104279<br>NTSL | **Turret Crown** SteelScSr<br>Fitted for oil fuel<br>Turret deck Mchy.Aft 1Dk<br>Wireless | 1827<br>1731<br>1142 | | | | | 1895 | W.Doxford &Sons(Lim.)<br>Sunderland | W.J.&S.P Herivel | 253·0\|44·0\|19·4<br>Q52tF21t | Toronto<br>British<br>WB | T.3Cy.21½",36"&59"–39"<br>NB12 217NHP<br>W.Doxford&Sons,Ld.Sld. | | V |
| 33725<br>212603<br>LDQW | **Turrialba** SteelScSr<br>Wireless Sub.Sig.<br>Elec.light Ref.Mchy. 2Dks&2pt dks | 4960<br>3899<br>3088 | | | | | 1909 | Workman, Clark&Co.Ld<br>Belfast | TurrialbaS.S. Corporation (UnitedFruitCo. Inc.) | 378·8\|50·3\|29·1<br>B154'F45' | NewYork<br>Utd.States<br>WB | T.3Cy.27",45"&75"–54"<br>413NHP<br>Workman,Clark&Co.Ld Bel | | C |
| 33726 | **Turuna** SteelScSr<br>1Dk(Teak)&Promenade dk(Teak)<br>Elec.light | 195<br>137<br>133 | ✠<br>ForRiver purposes only<br>3,15<br>✠ | PGl | | | 1910<br>9mo | Murdoch & Murray<br>PortGlasgow | M.daC.Chaves | 120·0\|25·1\| 6·7<br>FK | Para<br>Brazilian<br>6BHCem | C.2Cy.14"&29"–20"<br>51NHP<br>1SB,2pf,GS34,HS1048<br>Ross&Duncan,Glasgow | 7″0 | |
| 33727 | **Tury-Assu** SteelTwinScSr<br>Elec.light 1Dk(Stl–teaks)& Promenade dk | 759<br>460<br>445 | ✠<br>withfreeboard<br>7,12<br>✠<br>Brazilian Coasting | Gls | k | | 1912<br>7mo | Napier& Miller,Ld.<br>Glasgow | Cia.deNav.aVap. doMaranhão | 200·0\|32·2\|10·6<br>P56'F42'<br>FK<br>WB=FPT14t | Maranhão<br>Brazilian<br>4BHCem<br>APT25t | C.4Cy.14"&30"–21"<br>114NHP<br>1SB,3cf,GS70,HS2253<br>Miller&Macfie,Ld.Gls. | 11″3 | |
| 33728<br>220885<br>MCDK | **Tuscaloosa City** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks3trB | 5687<br>5082<br>3450 | | | | | 1920 | Chickasaw S.B.&CarCo.<br>Chickasaw | UnitedStates SteelProductsCo. | 424·2\|56·2\|26·5<br>P58'B&F350' | New York<br>Utd.States<br>WB | 2 Geared Steam Turbines<br>W.&A. FletcherCo.Hoboken,NJ | | R |
| 33729<br>203795<br>KVSW | **Tuscan** SteelScSr<br>Sub.Sig. Wireless 3Dks | 2415<br>—<br>1355 | | | | | 1907 | Maryland SteelCo.<br>Sparro'PtMd | MunsonS.S.Line | 275·5\|42·1\|18·0<br>28·2 | NewYork<br>Utd.States | T.3Cy.27½",45"&73"–48"<br>369NHP<br>MarylandStl.Co.Sparr'.Pt. | | R |
| 33730<br>122700 | — SteelScK<br>(Trawler)<br>1Dk | 178<br>161<br>69 | | | ... | | 1905 | Cook,Wel-t'n&Gemmell<br>Beverley | OnwardSteam FishingCo.Ld.(Sir T.Robinson, Mgr.) | 105·2\|21·2\|11·2<br>Q63'F14'<br>BK7" | Grimsby<br>British | T.3Cy.11½",19½"&32"–23"<br>55RHP<br>C.D.Holmes&Co.Hull | 12″1 | |
| 33731<br>133543<br>JDPR | **Tuscan Prince** SteelScSr<br>ssLon.No.3–5,19<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Sub.Sig. Wireless<br>Carrying oil fuel F.P.above 150°F. in DB | 5275<br>4863<br>3293 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~5,21~~ ~~9,20~~12,21<br>✠NE5,19 | Lth<br>NYk<br>✠LMC5,19<br>BS~~9,20~~12,21 | z | CL<br>9,20 | 1913<br>12mo<br>Lloyd's A&CP | W.Doxford &Sons,Ld.<br>Sunderland<br>WB=CellDBa132'uE&B43'f184'1095tDTa26'643tFPT109tAPT17t | PrinceLine,Ld. (Furness,Withy& Co.Ld. Mgrs.)<br>1BHin fore hold dispensed with 6BHonly | 420·0\|54·1\|26·3<br>FK | Newcastle<br>British<br>Cem | T.3Cy.27",45"&75"–54" (s)<br>180lb 577NHP<br>3SB,9cf,GS189,HS5830 FD<br>N.E.MarineEng.Co.LdNwc | 29″0<br>s 3″10½<br>25″6 | |
| 33732<br>108778<br>QMCV | **Tuscanstar** SteelSc<br>ssGls.No.3–8,10<br>ssLiv.No.2–18<br>(exBrodliffe,ex Morayshire) 2Dks(Stl)<br>Ref.Mchy. &deepframing&Shelter dk<br>Elec.light Wireless | 5893<br>5198<br>3777 | ✠100A1<br>6,20<br>~~BS6,20~~<br>✠Lloyd'sRMC5,~~21~~ ~~9,21~~2,22<br>BS5,21 | Lon<br>✠LMC10,17 | a† | CL<br>10,19 | 1898<br>12mo | R&W Hawthorn,Leslie &Co.Ld.<br>Newcastle<br>A&CP<br>CellDBa105'uE30'f208'1068tFPT130tAPT25t | UnionColdStorage Co.Ld. (BlueStar Line(1920),Ld. Mgrs.) | 420·0\|54·0\|28·6<br>P50'B&F355'<br>FK | London<br>British<br>7BHCem | T3Cy29½",46½"&76½"–54"(s)<br>160lb 160lb NDB10 430NHP<br>3SB,9cf,GS178,HS6415 FD<br>Hwthrn,Leslie&CoLdNwc. | 32″0<br>s 5″0½<br>27″4 | |
| 33733<br>109650<br>SDBR | **Tuscany** SteelScSr<br>ssLiv.No.2–21 ssLon.No.3–5,13<br>(exInkonka, ~~ssLon.No.1–19~~ 1Dk(Stl)<br>exTabaristan) &Spar dk(Irn–teaks)&<br>Elec.light Wireless deep framing | 3430<br>3188<br>2206 | ✠100A1<br>Spar dk<br>~~6,21~~6,20 ~~2,22~~<br>✠NB8,10<br>BS6,20 | Liv<br>MS10,21<br>✠LMC~~6,19~~<br>MBS6,21 | w | ~~10,18~~<br>2,22 | 1900<br>11mo | W.Gray& Co.Ld.<br>WHartlepool<br>A&CP<br>CellDBa&uE148'f156'741tAPT25t | D.MacIver&Co. Ld. | 368·0\|45·1\|16·3<br>P25'B86'F35' 24·2<br>FK | Liverpool<br>British<br>6BHCem | T.3Cy.28",46"&77"–48" (r)<br>180lb 200lb NDB20 484NHP<br>2SB,8cf,GS153,HS6400 FD<br>Cen.Mar.Eng.Wrks.WHpl | 26″10<br>s5″5<br>21″9 | |
| 33734<br>137261<br>JPCS | **Tuscarora** SteelScSr<br>ssRot.No.1–21<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing<br>Wireless | 7106<br>6366<br>4474 | ✠100A1<br>~~8,21~~ ~~4,21~~3,22<br>✠NB(1)3,18<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 3,17 F.P. above 150° F. | Rot<br>~~Nwc~~Mch<br>✠LMC4,21 | a† | CL<br>4,21 | 1917<br>1mo<br>Lloyd's A&CP | SirJ.Laing &Sons,Ld.<br>Sunderland<br>CellDBuE&B55'142tDTf38'511tAPT53 | Anglo-American OilCo.Ld. (J.Hamilton Mgr.) | 425·0\|57·0\|33·1<br>P101'B28'F45'<br>FK | Sundrland<br>British<br>15BHptCem<br>9 ,, toUpr dk<br>6 ,, ,, 2nd dk | T.3Cy.27",45"&74"–54" (s)<br>180lb 559NHP<br>4SB,12cf,GS196,HS8248 FD<br>G.Clark,Ld.Sunderland | 33″0<br>s7″4<br>26″0 | |
| 33735 | **Tuscolo** SteelSc<br>Elec.light Mchy.Aft 2Dks | 5341<br>4582<br>2907 | | | | | 1920 | Ansaldo SanGiorgio<br>Spezia | Soc.diNav.Roma | 393·2\|51·5\|31·0<br>P102'B30'F33' | Genoa<br>Italian<br>WB | 3 Geared Steam Turbines<br>G.Ansaldo&CoSmpierdrna | | I |
| 33736 | **Tusculum** SteelScSr<br>ssLiv.No.3–11,19<br>(exStrathdon) 1Dk(Stl)&Spar dk(Stl)<br>Wireless &deep framing | 4398<br>4097<br>2840 | ✠100A1<br>Spar dk<br>1,22 ~~5,21~~<br>~~MS11,19~~ | Gen<br>Lgn<br>✠LMC1,22<br>~~BS5,21~~ | x | CL<br>~~11,19~~<br>1,22 | 1907<br>7mo<br>Lloyd's A&CP | W.Hamilton&Co.Ld<br>Pt.Glasgow<br>CellDB a122'uE&B42'f168'1091tDTf24'613tAPT113t | ItalianGovernment | 376·2\|52·3\|17·4<br>P27'B92'F40' 25·4<br>FK | Rome<br>Italian<br>6BHCem | T.3Cy.25",41 3/16"&68"–48" (s)<br>180lb 366NHP<br>3SB,9cf,GS165,HS5868<br>D.Rowan&Co.Glasgow | 28″0<br>s5″5<br>23″0 | |
| 33737<br>144227<br>KHFJ | **Tuskar** SteelSc<br>Elec.light Ref.Mchy 2Dks&Shade dk | 1164<br>1067<br>479 | | | | | 1920 | CaledonSB &Eng.Co.Ld<br>Dundee | ClydeShippingCo. Ld. | 270·0\|36·2\|16·7<br>P38'B134'F73' | Glasgow<br>British<br>WB | T.3Cy.26",42"&70"–45"<br>318NHP<br>CaledonSB&ECo.Ld.Dun. | | C |
| 33738<br>SBJQ | **Tutanekai** SteelTwinScSr<br>CableVessel<br>ssWln.No.2–05<br>1Dk(Teak)2trB<br>Well deck Elec.light Wireless | 811<br>621<br>412 | ✠<br>12,05<br>✠ | Wln | l | | 1896<br>7mo | D.J.Dunlop&Co.<br>Pt.Glasgow | NewZealand Government (MarineDpment.)<br>WB=DTa28'71tf26'64tFPT53tAPT39t | 205·6\|30·1\|14·8<br>Q51'B79'F35'<br>BK7" | WlngtnNZ<br>British<br>6BHCem | T.6Cy.15½",25"&40"–30"<br>233NHP<br>2SB,6rf,GS101,HS3438 FD<br>D.J.Dunlop&Co.,Pt.Gls. | 15″9 | |
| 33739<br>219181<br>LTNG | **Tuwetanka** CompSc<br>Elec.light Wireless 2Dks | 2440<br>—<br>1451 | | | | | 1919 | Terry S.B. Co.<br>Savannah Ga. | United States Shipping Board | 266·8\|45·7\|22·2 | Savannh,G<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | R |
| 33740<br>221127<br>MCPG | **Tuxpanoil** SteelSc<br>Fitted for oil fuel<br>Elec.light Mchy.Aft 2Dks<br>Wireless Carrying Petroleum in bulk<br>Sub.Sig. Longitudinal framing | 7245<br>—<br>4398 | | | | | 1921 | Baltimore D.D.&S.B.Co.<br>Baltimore, Md. | UnitedStates ShippingBoard | 431·0\|59·2\|33·4<br>P123'B37'F39' | Baltimore<br>Utd. States | 2 Steam Turbines<br>A.&W.Fletcher Eng.Wrks.Hoboken,N.J | | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire.<br>Visites Périodiques. | 3 Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit.<br>Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33741<br><br>HFGB | **Tvedestrand** | **IronScSr**<br><br>1*Dk* | 126<br>101<br>64 | | | | | 1881 | Kristine-<br>hamnMek.V<br>Kristinehm. | A/S Tvedestrand<br>(L.S.Daae) | 99·7\|16·8\|8·6<br>B21tH4t<br>len04 | Christiana<br>Norwegian<br>*WB* | C.2Cy.10¾"&18½"–15½"<br>NB97 11NHP<br>KristinehamnsMek.Vrks. | |
| 33742<br>374<br>PABV | **Tver**<br>*Elec.light* Wireless | **SteelScSr**<br><br>2*Dks* | 2694<br>—<br>1492 | | | | | 1912 | NevskyS.B<br>&Mch.Works<br>Petrograd | RussianVolunteer<br>FleetAssociation | 286·0\|40·6\|29·9 | Reval<br>Esthonian | T.3Cy.20½",32½"&52½"–40"<br>176NHP<br>NevskyS.B.&MchWksPtr. | |
| 33743<br><br>KBWF | **Tvóroyri**<br><br><br>(*See Sailing Ship Register*) | **SteelAuxSc3MstSr**<br>*Motor*<br>1*Dk* | 181<br>163<br>140 | | | | | 1913 | Marstal<br>Staalskibsb.&<br>Repar.Værk.<br>Marstal | A/S J.Mortensen,<br>Eft. | 104·5\|24·6\|8·6 | Trangis-<br>vaag,Faröe<br>Island<br>Danish | Motor<br>3Cy. 17NHP | |
| 33744 | **Twee Ambt**<br><br>(*See Sailing Ship Register*)<br>*Now named* "Bellville," *see Supplement* | **SteelAuxSc3MstSr**<br>*OilEng.* | 314<br>276<br>210 | | | | | 1915 | Gebr.G.&<br>H.Bodewes<br>Martenshoek | | 134·3\|26·2\|10·7 | <br>Swedish<br>*WB* | Oil Engines 2S.C.SA<br>2Cy.15¾"–17¾" 37NHP<br>D.GoedkoopJr.Amstrdam | |
| 33745<br>132738<br>HWGB | **Twickenham**<br><br>*Elec.light*<br>Wireless | **SteelScSr**<br>*ss*Brs.No.2–20<br>1*Dk*(*ptIrnptStl*) | 4891<br>4560<br>2991 | ✠100A1<br>~~8,21~~ ~~7,20~~ 3,22<br>✠LMC7,20<br><br>BS~~8,21~~ 1,22 | Brs<br>Cff | *y* | CL<br>~~7,20~~<br>8,21 | 1912<br>6mo<br><br>*Lloyd* | Ropner&<br>Sons,Ld.<br>Stockton<br>'*sA&CP Interm* | BritainS.S.Co.Ld.<br>(Watts,Watts&Co.<br>Ld.*Mgrs.*)<br>*ediate BH in after* | 390·0\|52·0\|27·8<br>P34'B120 F41'<br>FK<br>*hold dispensed with*<br>*WB=CellDBa*126' | London<br>British<br>*Cem*<br>5*BH only*<br>*uE*30' *f* 173 | T.3Cy.27",44½"&73"–48" (*r*)<br>180lb *120lb* 434NHP<br>3SB,*9cf*,GS192,HS7158<br>Blair&Co.Ld.Stockton<br>1256t*FPT*166t*APT*270t | 30<br>6<br>24 |
| 33746 | **Twinkle**<br><br><br>9&12yrs.Mat. | **WoodSc**<br><br>1*Dk* | 97<br>96<br>41 | ✠ 11A1<br>*For Fishing p*<br>7,20 ✠LMC8,20 | Lwt<br>*urpose* | <br>s | | 1919<br>7mo<br><br>*Lloyd* | ColbyBros.<br>Ld.<br>Lowestoft<br>'*sA&CP* | TheAdmiralty | 87·6\|20·0\|10·0 | London<br>British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>Robey&Co.Ld.Lincoln | 10 |
| 33747<br>141456 | **Two Roses** | **WoodSc**<br>(*Tug*)<br>1*Dk* | 113<br>93<br>14 | | | | | 1917 | Tidewater<br>Shipbuilders,<br>Ld.Sorel,P.Q | T.M.Kirkwood | 84·0\|19·2\|10·0 | HalifaxNS<br>British | C.2Cy.12"&24"–16"<br>Fletcher&Co. 24NHP<br>NewYorkCity,N.Y. | |
| 33748<br>113477<br>SKWM | **Tydeus**<br><br>*Elec.light* Wireless | **SteelScSr**<br><br>2*Dks* | 7473<br>6045<br>4780 | | | | | 1901 | Workman,<br>Clark&Co Ld<br>Belfast | OceanS.S.Co.Ld.<br>(A.Holt&Co *Mgrs*) | 454·7\|54·1\|32·3<br>P51'B219'F58' | Liverpool<br>British<br>*WB* | T.3Cy.29",49½"&83"–60"<br>533NHP<br>Wrkman,Clark&Co.Ld Bel | |
| 33749<br>217417<br>LPJH | **Tyee**<br><br>*Elec.light*<br>Wireless | **WoodScSr**<br><br>1*Dk2trB* | 2551<br>—<br>1528 | | | | | 1918 | Morey&<br>Thomas<br>Jacksonville,<br>Fla. | UnitedStates<br>ShippingBoard | 267·3\|46·0\|23·6<br>P18'B67'F28' | Jacksnvlle<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | |
| 33750<br>145399<br>LJPR | — | **WoodScSr** | 316<br>—<br>158 | | | | | 1884 | ................<br>PortLudlow,<br>Wash. | Skinner&Eddy<br>Corporation | 141·2\|26·4\|13·0 | Seattle<br>Utd.States | C.2Cy.24½"&48"–38"<br>119NHP | |
| 33751<br>136183 | **Tyke** | **SteelSc**<br>*ss*Shl.No.1–18<br>1*Dk* | 81<br>80<br>26 | ✠100A1<br>*For towing pu*<br>6,20<br>~~BS7,20~~ ✠LMC9,18<br>BS12.21 | Hul<br>*rposes* | | 7,20 | 1914<br>2mo<br><br>*Lloyd* | H.Scarr<br>Hessle,Ld.<br>Hull<br>'*sA&CP* | N.EasternRly.Co. | 72·9\|17·6\|9·1<br><br>BK6"<br>*WB=* | Hull<br>British<br>3*BHCem*<br>*FPT*2t | C.2Cy.14"&30"–21" (*s*)<br>140lb 50RHP<br>1SB,*2pf*,GS30,HS903<br>C.D.Holmes&Co.Ld.Hull | 9 |
| 33752<br>141903<br>KBLH | **Tymeric**<br>—<br>*Elec.light* Wireless | **SteelScSr**<br><br>2*Dks*(*Stl*) | 5228<br>4780<br>3178 | 100A1<br>11,21 ~~4,21~~<br>✠LMC5,19<br>*Carryingoil f*<br>*Fitted for oil* | Cal<br>Cff<br><br>*uel F.*<br>*fuel* 5, | *y*<br><br><br>*P.*<br>19 | CL<br>11,21<br><br>*above* 1<br>*F.P.a* | 1919<br>5mo<br><br>*Lloyd*<br>50°F.<br>*bove* 1 | Hawthorn<br>Leslie&Co.Ld<br>Newcastle<br>'*sA&CP*<br>*inDB*<br>50° F.* | BankLine,Ld.<br>(A.Weir&Co.) | 400·1\|52·3\|28·5<br>P49'B113'F39'<br>FK<br>*CellD* | Glasgow<br>British<br>7*BHCem*<br>*B* 345' 1094t | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>Palmers'Co.Ld.Newcastle<br>*FPT*119t*APT*173t | 31 |
| 33753<br>142490 | **Tynan**<br><br>*Mchy.Aft*<br>*Well deck* | **SteelSc3MstSr**<br><br>1*Dk*(*Stl*) | 432<br>285<br>169 | ✠100A1<br>7,21 ~~11,20~~<br>✠LMC7,19 | Bel | *f* | CL | 1919<br>7mo<br><br>*Lloyd* | J Fullerton<br>&Co.<br>Paisley<br>'*sA&CP* | JohnKelly,Ld.<br>(S.Kelly,*Mgr.*) | 142·0\|25·1\|11·4<br>Q79'B9'F22'<br>FK | Belfast<br>British<br>3*BHCem*<br>*FPT*40t | C.2Cy.18"&38"–27" (*s*)<br>130lb 59RHP<br>1SB,*3cf*,GS69,HS1786<br>Fishers,Ld.Paisley | 12<br>4<br>12 |
| 33754<br>137527<br>JNPG | **Tyndareus**<br><br>*Elec.light* Wireless | **SteelTwinScSr**<br><br>3*Dks* | 11347<br>10516<br>7172 | | | | | 1916 | Scotts'S.B.<br>&Eng.Co.Ld.<br>Greenock | OceanS.S.Co.Ld.<br>(A.Holt&Co.*Mgs*) | 507·0\|63·2\|41·6<br>F75' | Liverpool<br>British<br>*WB* | T.6Cy.22½",38"&65"–54"<br>622NHP<br>Scotts'S.B.&EngCoLdGrk | |
| 33755<br>147<br>JBDO | **Tynderö**<br>(*ex*Ullånger,*ex*Norrvik,*ex*Wenersborg,<br>*ex*Nordingrå,*ex*Tjust) | **IronScSr**<br><br>1*Dk* | 138<br>62<br>92 | | | | | 1864 | MotalaCo.<br>Motala | Ångb.Aktieb.<br>SundsvallsSkär-<br>gård (F.Hägg,<br>*Mgr.*) | 93·2\|18·4\|7·2<br>Q24'B43'H11tF28' | Sundsvall<br>Swedish | 1Cy.12¾"–17½"<br>5NHP<br>MotalaCo.,Motala | |
| 33756<br>115339<br>JKVR | **Tyndrum**<br><br>*Elec.light* | **SteelScK**<br>*ss*Liv.No.3–5,15<br>1*Dk* | 192<br>175<br>75 | ✠ —<br>8,20<br>*StmTrawler*<br>✠ | Liv | | | 1902<br>12mo | Cook,Wel-<br>t'n&Gemmel<br>Hull | ~~StepneySteam~~<br>~~FishingCo.Ld.~~<br>Co-operative<br>FishingSociety,Ld<br>(C.Naylor,*Mgr.*) | 110·2\|21·1\|11·2<br>Q20'<br>BK7" | Scarboro'<br>British<br>3*BHCem* | T.3Cy.12",19½"&32"–23"<br>55RHP<br>1SB,*2cf*,GS24,HS880<br>C.D.Holmes&Co.Hull | 12 |
| 33757<br>115893<br>TQDH | **Tyne**<br><br>(*ex*Monmouthshire)<br>Wireless Sub.Sig.<br>*Elec.light* | **SteelScSr**<br>*ss*Shl.No.3–2,15<br>*ss*Nwc.No.1–20<br>1*Dk*(*Stl*)&*Spardk*<br>(*Stl*)&*deep framing* | 5097<br>4693<br>3197 | ✠100A1<br>*Spar dk*<br>~~3,21~~ ~~2,21~~ 2,22<br>~~BS1,21~~ ✠LMC9,19<br>*Carrying oil f* | Ham<br>~~Lon~~Cff<br>BS1,22<br><br>*uel F.* | *z*<br><br><br><br>*P.* | CL<br>9,19<br><br><br>*above* 1 | 1902<br>9mo<br><br>*Lloyd*<br>50° F. | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>'*sA&CP*<br>*in DB* | RoyalMailSteam<br>PacketCo.<br><br>*WB=Cell* | 400·0\|52·0\|20·1<br>P41'B160'F47' 28·1<br>FK<br>*DBa*126' *u E&B* 40' | London<br>British<br>6*BHCem*<br>*f* 180'1100t | T.3Cy.28",46"&77"–48" (*s*)<br>180lb *180lb* 480NHP<br>3SB,*12rf*,GS207,HS7884<br>N.E.MarineEng.CoLdNwc | 30<br>6<br>25 |
| 33758<br>56503<br>JSWT | —<br><br>(*ex*Osorno,*ex*Beethoven) cf<br>Rest.Pmd.12,00–5yrs.<br>(*See Sailing Ship Register*) | **WoodAuxTwinScBn**<br>*OilEng.*(*not classed*)<br>*Salted*†<br>HTPmd.14 | 157<br>157<br>99 | ✠<br>7,17 | Wbl | 10<br>C3<br>C8 | | 1867<br>7mo | Winlo<br>S.Shields<br>NKlsnpt8yrs<br>Iron | J.Murdoch(H.W L<br>Matthews,*Mgr.*)<br>MatND93<br>beams | 92·1\|22·4\|12·5 | Jersey<br>British | Oil Engines 2S.C.SA.<br>2Cy.13½"–14" 28NHP<br>*Made&fitted*17<br>InvincibleEngCoKeighley | 13 |
| 33759<br>144452<br>KFDM | **Tyne Bell**<br><br>*Elec.light* | **SteelScSr**<br><br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1535<br>1343<br>827 | ✠100A1<br>5,21 ~~11,20~~<br>✠LMC3,20 | Shl | *p* | CL<br>5,21 | 1920<br>3mo<br><br>*Lloyd* | C.Ren-<br>noldson&Co.<br>SouthShields<br>'*sA&CP* | PortsmouthS.S<br>Co.Ld. (McNeil&<br>Jones,*Mgrs.*)<br>*Cell* | 240·0\|36·2\|19·1<br>B52'F23'<br>FK<br>*DB*198'303t *FPT* 7 | London<br>British<br>4*BHCem*<br>8t*APT*60t | T.3Cy.18",30"&50"–33" (*s*)<br>180lb 174NHP<br>2SB,*6cf*,GS97,HS2920<br>ShieldsEng.Co.Ld.S.Shl. | 21<br>2<br>18 |
| 33760 | | | | | | | | | | | | | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. DateofB.ofTradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33761<br>98976 | **Tyne Dock No. 1** SteelPadSk<br>1*Dk* | 106<br>105<br>8 | | | | | 1889 | J.T.Eltringham&Co<br>S.Shields | N.EasternRly.Co. | 82·0 | 19·1 | 9·8 | S.Shields<br>British | L.2Cy.27″–45″<br>NB08 50RHP<br>J.P.Rennoldson&Sns,SShl | | |
| 33762<br>26863<br>RWHS | **Tyne Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)<br>Wireless | 5873<br>5590<br>4254 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>10,21 ~~12,20~~ ✠LMC12,20<br>*Fitted for oil fuel* 12,20 *F.P. above* 150° F. | Kob<br>Cff | *y* | | 1920<br>12mo<br>*Lloyd*'*sA&CP* | Kawasaki Dkyd.Co.Ld<br>Kobe | KawasakiDkyd.Co Ld.<br>*CellDB*327'1126*tFPT*127*tAPT*94*t* | 385·0<br>FK<br>*Collision BH to A dk* | 51·0 | 36·0 | Kobe<br>Japanese<br>*pt Cem*<br>5 ,, ,, *U* ,, | T.3Cy.26″,43½″&72″–48″ (*s*)<br>200lb 440NHP<br>2SB&1AuxSB,8*cf*,GS154,<br>HS5636 FD<br>KawasakiDkydCo.Ld.Kob | 36 ″ 0<br>s 9 ″ 3½<br>27 ″ 1 | |
| 33763<br>127104 | **Tyne Prince** SteelScK<br>(*Trawler*)<br>1*Dk* | 206<br>202<br>77 | | | ... | | 1909 | Smith's DockCo.Ld.<br>NorthShields | Rayner&BoyleLd. | 115·5<br>BK7½″ | 22·1 | 12·5 | N.Shields<br>British | T.3Cy.12″,20″&34″–23″<br>76RHP<br>ShieldsEng.Co.Ld.N.Shl. | 13 ″ 3 | |
| 33764<br>96376<br>LKJC | **Tynedale** SteelScSr<br>(*ex*Incharran) *ss*Nwc.2ndNo.3–5,20<br>*Elec.light* 2*Dks*(1*Irn*&1*Stl*)3*trB*<br>Wireless | 2965<br>2729<br>1795 | ✠100A1<br>10,21 ~~1,21~~<br>✠NB5,20 ✠LMC5,20<br>DBS11,21 | Nwc | *u* | ~~5,20~~<br>10,21 | 1889<br>11mo<br>*Lloyd*'*sA&CP* | Palmers' Co.Ld.<br>Newcastle | HebburnTransport Co.Ld.(H.H.Wood, *Mgr.*)<br>*WB=CellDB*272'662*tFPT*68*tAPT*28*t* | 320·0<br>P31'B67'F40'<br>FK | 42·3 | 26·2 | London<br>British<br>5*BHCem* | T.3Cy.24″,40″&64″–42″ (*s*)<br>160lb *75lb* NDB00 269NHP<br>2SB,6*cf*,GS126,HS4104<br>Palmers'Co.Ld.Newcastle | 29 ″ 0<br>s 5 ″ 3<br>24 ″ 1 | |
| 33765<br>142870<br>KFPL | **Tynehome** SteelSc<br>(*ex*Kilclief)<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 628<br>490<br>262 | ✠100A1<br>~~8,21~~ ~~8,20~~ 5,22<br>✠LMC7,19 | Sld<br>Nwc | | CL<br>5,22 | 1919<br>1mo | Cook,Welt'n&Gemmell<br>Ld.Beverley | HomeLine,Ld.<br>(B.E.Common, *Mgr.*) | 175·4<br>B52'<br>FK<br>*APT*15*t* | 30·0 | 15·7 | Newcastle<br>British<br>5*BH*<br>*FPT*20*t* | T.3Cy.16″,26″&44″–26″ (*s*)<br>200lb 133 ~~116~~NHP<br>1SB,3*cf*,GS51,HS1832 FD<br>Amos&Smith,Ld.Hull | 16 ″ 6<br>s 1 ″ 10<br>14 ″ 11 | |
| 33766<br>119952<br>HBCJ | **Tynemede** SteelScSr<br>*ss*Shl.No.3–4,19<br>(*ex*BlueJacket) 1*Dk*(*pt Irn pt Stl*)2*trB*<br>Wireless *deep framing & Web frames*<br>*Now named* "**Leamington**," *see Supplement* | 3515<br>3297<br>2271 | ✠100A1<br>5,20<br>BS5,20 ✠LMC4,19 | Bal | *w* | CL<br>5,20 | 1904<br>8mo<br>*Lloyd*'*sA&CP* | JLThompson&Sons,Ld<br>Sunderland | Anglo-European S.S.Co.Ld.<br>(J.Bell,Jnr.*Mgr.*)<br>*WB=CellDBa*110'*uE*23'*f*140'800*tAPT*117*t* | 336·0<br>P38'B100'F35'<br>FK | 49·2 | 24·2 | Hull<br>British<br>6*BHCem* | T.3Cy.24″,40″&65″–42″ (*s*)<br>180lb *110lb* 300NHP<br>2SB,6*cf*,GS131,HS4665<br>J.Dickinson&Sons,Ld Sld. | 26 ″ 10<br>s 4 ″ 9½<br>22 ″ 6 | |
| 33767<br>133590<br>JNSB | **Tynemouth** SteelScSr<br>*ss*Hpl.No.1–20<br>*Well deck* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 2684<br>2150<br>1611 | ✠100A1<br>~~7,21~~ ~~11,20~~ 9,21<br>✠LMC~~1,17~~ 7,21 | Hpl<br>Nwc | *t* | CL<br>11,20 | 1917<br>1mo<br>*Lloyd*'*sA&CP* | WoodSkinner&Co.Ld.<br>Newcastle<br>*Intermediate BH in fore hold dispensed with* 4 *BH only* | BurnettS.S.Co.Ld.<br>(Burnett&Co. *Mgrs.*)<br>*CellD* | 321·2<br>Q186'B63'*on*RQD<br>F32' FK<br>*B*263'695*tFPT*130*t* | 43·2 | 19·5 | Newcastle<br>British<br>*Cem*<br>*APT*151*t* | T.3Cy.24″,40″&65″–42″ (*s*)<br>180lb *100lb* 329NHP<br>2SB,8*cf*,GS149,HS5524<br>N.E.MarineEngCo.LdNwc | 21 ″ 9<br>s 7 ″ 2<br>19 ″ 2 | |
| 33768<br>84876 | — IronPad | 197<br>164<br>88 | | | | | 1883 | Hepple&Co.<br>N.Shields | TyneImprovement Commissioners | 105·0 | 26·1 | 8·2 | N.Shields<br>British | L.2Cy.30″–48″<br>NB98 60RHP<br>Hepple&Co.,N.Shields | | BT till 5,21 |
| 33769<br>129772<br>HSRT | **Tynesider** SteelScK<br>*ss*Nwc.No.2–19<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 190<br>129<br>72 | ✠100A1<br>8,21 ~~2,20~~<br>~~BS7,20~~ ✠LMC6,19<br>BS8,21 | Nwc | *b* | CL<br>~~6,10~~<br>8,21 | 1911<br>5mo<br>*Lloyd*'*sA&CP* | J.P.Rennoldson&Sns<br>South Shields | "T"Stm.Coasters, Ld.(Robinson, Brown&Co. *Mgrs*) | 100·0<br>Q36'B8'F14'<br>FK<br>*WB=FPT*25*t* | 21·7 | 8·3 | Newcastle<br>British<br>3*BHCem*<br>*APT*14*t* | C.2Cy.14″&29″–20″ (*s*)<br>130lb 40RHP<br>1SB,2*pf*,GS24,HS678<br>J.P.Rennoldsn&Sns,S.Shl. | 9 ″ 0<br>s ″ 5<br>8 ″ 9 | |
| 33770<br>1971<br>JDRS | **Tynnelsö** SteelSc<br>1*Dk* | 187<br>88<br>134 | | | | | 1877 | MotalaCo.<br>Motala | ÅngfartygsAktieb Drottningholm-Fittja (J.W. Rickander,*Mgr.*) | 104·9<br>P19' B53' H23*t* | 18·5 | 8·7 | Stockholm<br>Swedish | C.2Cy.17½″&31¼″–19½″<br>NE&B92 36NHP<br>BergsundsM.V.Stocklm. | | |
| 33771<br>HNSG | **Tynos** IronScSr<br>(*ex*Elda,*ex*Grampus,*ex*North-Western)<br>*Elec.light* | 670<br>—<br>309 | | | ... | | 1877 | A&J Inglis<br>Glasgow | NationalS.N.Co. Ld.ofGreece (EmbiricosBros. *Mgrs.*) | 208·6<br>P58'B59'F46' | 27·2 | 14·1 | Andros<br>Greek | C.2Cy.36″&64″–36″<br>NB90 205NHP<br>A.&J.Inglis,Glasgow | | |
| 33772<br>95755<br>PKGD | **Tynwald** SteelTwinScSr<br>*Elec.light* 2*Dks*&*Shelterdk* | 937<br>749<br>397 | | | ... | | 1891 | Fairfield Co.(Lim.)<br>Glasgow | IsleofManSteam PacketCo.Ld. | 265·0 | 34·0 | 14·1<br>21·3<br>BK6″ | DouglasIM<br>British<br>*WB* | T.6Cy.22″,36″&57″–36″<br>585NHP<br>FairfieldCo.(Lim.),Gls. | 14 ″ 7 | |
| 33773<br>OURP | **Typhon** SteelSc<br>(*Tug*)<br>(*ex*WillemBarendsz) 1*Dk*<br>*Elec.light* | 305<br>238<br>20 | | | | | 1919 | Jonker&Stans<br>Hendrik-Ido-Ambacht | Chemins de Fer de l'EtatFranças (Soc.Mar. Nationale,*Mgrs.*) | 125·0<br>Q66'F13' | 23·9 | 12·2 | Marseilles<br>French | T.3Cy.16″,26″&42″–24″<br>86NHP<br>Machinef."Bolnes,"Bolnes | | V |
| 33774<br>119885<br>HDRC | **Typhoon** SteelSc<br>*ss*Hul.No.3–7,18<br>(*ex*Twilight) 1*Dk*(*Irn*)&*deep framing*<br>Wireless | 3100<br>2909<br>1994 | ✠100A1<br>6,21 ~~7,20~~<br>~~BS9,19~~ ✠LMC7,18<br>BS11,20 | Gls<br>Hul | *u* | ~~3,19~~<br>7,21 | 1905<br>10mo<br>*Lloyd*'*sA&CP* | W.Gray&Co.Ld.<br>WHartlepool | St.MaryS.S.Co.Ld.<br>~~(Watkin,Williams&Co.Ld.*Mgrs.*)~~<br>*CellDBa*108'*uE&B*40'*f*140'828*tAPT*39*t*<br>(WilliamsBros.(Cardiff)Ld.*Mgrs.*) | 331·0<br>P29'B88'F33'<br>FK | 47·5 | 22·3 | W.Hartlpl<br>British<br>5*BHCem* | T.3Cy.24″,38″&64″–42″ (*s*)<br>180lb *85lb* 283NHP<br>2SB,6*cf*,GS109,HS4304<br>Cen.Mar.Eng.Wks.W.Hpl | 24 ″ 9<br>s 4 ″ 5<br>20 ″ 8 | |
| 33775<br>603 | — SteelScYl<br>(*Trawler*)<br>(*ex*Esk) 1*Dk* | 180<br>—<br>64 | | | ... | | 1898 | IrvineS.B. &E.Co.Ld.<br>Irvine | Armavir-Touapse RailwayCo. | 106·1<br>Q17'F19'<br>BK7½″ | 21·2 | 12·0 | Odessa<br>Russian<br>*WB* | T.3Cy.10″,16″&27″–20″<br>35NHP<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 33776<br>HMLF | **Tyr** SteelScSr<br>*Now named* "Wotan," *See No.* 39954 *in Supplement*<br>Wireless 1*Dk*&*ptAwngdk*2*trB* | 2225<br>1646<br>1417 | | | | | 1895 | J.Blumer&Co.<br>Sunderland | Intsk.Tyr'sRederi (W.Wilhelmsen) | 284·8<br>Q139*t*H70*t*F371*t*<br>*ptAwngdk*173' | 40·0 | 17·6 | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.21″,34″&57½″–39″<br>226NHP<br>G.Clark(Lim.)Sunderland | 20 ″ 0 | N |
| 33777<br>3936<br>JMKS | — CompTwinScSr<br>1*Dk* | 1281<br>1100<br>648 | | | | | 1901 | O.ABrodin<br>Gefle | Rederiaktieb.Disa (G.Brodin,*Mgr.*) | 224·4<br>B52'F24' | 42·7 | 16·1 | Stockholm<br>Swedish<br>*WB* | C.4Cy.20½″&32″–21¼″<br>94NHP<br>JönköpingsM.V.Jönköpg. | | V |
| 33778<br>2914<br>JGPL | — IronScSr<br>*ss*Sld.No.3–4,77<br>(*ex*Belmont) *ss*Sld.No.2–86 1*Dk*2*trB* | 784<br>693<br>432 | 1,89 | Sou | *l* | | 1865<br>2mo | J.Laing<br>Sunderland | Rederiaktieb.Tyr (A.Kristensen) | 209·7<br>Q30*t*H68*t* len73<br>*WB=DBa*63'*f*23' | 28·7 | 16·8 | Stockholm<br>Swedish<br>4*BHCem* | C.2Cy.24″&46″–27″<br>NDB86 NB82 92NHP<br>*Cmp*82NEMarineCo(L)Sld | 17 ″ 10 | N |
| 33779<br>NOJS | — SteelScSr<br>*Ref.Mchy.* 1*Dk*&*Awngdk* | 669<br>452<br>407 | | | | | 1890 | LindholmensV.A.<br>Gothenburg | DetForenede DampskibsSelsk. | 176·6 | 26·9 | 12·4<br>19·5 | Copnhagn<br>Danish<br>*WB* | T.3Cy.15″,24″&40″–26″<br>NB02 82NHP<br>MotalaM.V.Aktieb.Got. | | V |
| 33780<br>NGJT | — SteelScSr<br>(*Icebreaker*)<br>*Elec.light* 1*Dk* | 524<br>424<br>203 | | | | | 1893 | Helsingörs Skibsbyggeri<br>Elsinore | DeDanskeStatsbaner | 136·0<br>Q40' B60' F20' | 35·3 | 14·8 | Korsör<br>Danish | C.2Cy.30½″&57″–33″<br>156NHP<br>HelsingörsMaskinbyggeri | | |
| 33781 | — SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 251<br>208<br>75 | | | | | 1908 | G.Seebeck Akt.Ges.<br>Bremerhaven | Kohlenberg& Putz,Seefischerei Akt.Ges. | 131·9<br>Q76'F17' | 23·0 | 9·2 | Gstemnde<br>German<br>*WB* | T.3Cy.12″,19¼″&31½″–23⅝″<br>48NHP<br>G.SeebeckA.G.Bremerhvn. | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33782<br>NQVP | **Tyr** | SteelSc<br>(*Tug*)<br>1*Dk* | 119<br>117<br>4 | | | | | 1908 | Helsingörs<br>Jernsk&Msk<br>Elsinore | DeForenede<br>Bugserselskaber<br>(F.Brink,*Mgr.*) | 82·0 | 21·0 | 11·9 | Copnhagn<br>Danish<br>*WB* | C.2Cy.17½"&35"-21"<br>47NHP<br>HelsingörsJernsk.&Mskb. | |
| 33783<br>2819<br>JGKB | **Tyra**<br>*Mchy.Aft* | CompScSp<br>1*Dk* | 169<br>126<br>84 | | | | | 1895<br>Reblt<br>1912 | P.Larsson<br>.Thorskog | Ångf.Aktieb.Göta<br>Kanal (A.<br>Jonsson,Jr.*Mgr.*) | 97·1<br>P30'H8tF9' | 22·0 | 8·8 | Gothenbrg<br>Swedish | NB07 | |
| 33784<br>99794<br>NDPB | **Tyrconnel**<br>—<br>*Elec.light*<br>*Well deck* | SteelScSr<br>ssBkn.2ndNo.3-11,11<br>ssBkn.No.2-20<br>1*Dk*(*Stl*) | 276<br>188<br>106 | ✠100A1<br>3,20<br>✠NB7,08*fitted*11,11<br>~~BS1,21~~ ✠LMC4,20 | Bkn<br>BS12,21 | *d* | CL<br>4,20 | 1892<br>3mo | J.Fullerton<br>&Co.<br>Paisley<br>A&CP | Isle of ManSteam<br>PacketCo.Ld. | 130·2<br>Q72'B9'F21' | 22·1 | 9·6<br>BK6"<br>*WB*=*FPT* | CastltnIM.<br>British<br>4*BHCem*<br>23t*APT*10t | C.2Cy.19"&36"-24" (*s*)<br>90lb 55RHP<br>1SB,2*pf*,GS37,HS1042<br>Ross&Duncan,Glasgow | 10 |
| 33785<br>106870<br>PTHS | **Tyria**<br>Wireless<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing* | SteelScSr<br>ssLiv.No.3-1,10<br>ssMch.No.2-19 | 2936<br>2734<br>1884 | ✠100A1<br>*Spar dk*<br>12,21~~12,21~~<br>MS5,18 ✠LMC<br>BS3,19 MBS~~4,20~~ 9,21 | Mch<br>Liv | *u* | CL<br>4,20 | 1897<br>8mo | Workman,<br>Clark&Co.Ld<br>Belfast<br>A&CP *W* | CunardS.S.Co.Ld.<br>*B*=*Cell D B a*106' | 332·1<br>P25'B76'F33'<br>*uE*&*B*56'*f*108'620t | 45·7 | 15·0<br>22·5<br>FK | Liverpool<br>British<br>6*BHCem*<br>*APT*35t | T.3Cy.24",40"&66"-45" (*s*)<br>200lb *90lb* NDB17 347NHP<br>2SB,6*cf*,GS112,HS4424 FD<br>Barclay,Curle&Co.Ld.Gls. | 25<br>4<br>20 |
| 33786<br>60459<br>JPWB | **Tyrian**<br>*CableVessel*<br>Wireless | IronScSr<br>2*Dks* | 1039<br>894<br>667 | | | ... | | 1869 | R.Duncan<br>&Co.<br>Pt.Glasgow | CanadianGovernment | 237·5<br>Q120' F36' | 30·2 | 19·9 | HalifaxNS<br>British | C.4Cy.20"&35"-36"<br>*Cmp*.79 NB86 108NHP<br>D.&W.Henderson&Co.Gls. | |
| 33787<br>PVRH | **Tyro**<br>*Mchy.Aft* | SteelSc<br>1*Dk* | 747<br>529<br>323 | | | | | 1917 | NV.Boele's<br>Schp&Mchf.<br>Bolnes | Maatschappij<br>"Zeevaart"<br>(W.C.Hudig&J.C.<br>Veder,*Mgrs.*) | 180·0<br>Q110'B12'F20' | 28·4 | 12·4 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.15⅝",24½"&39⅝"-27½"<br>82NHP<br>NVBoele'sMch.fab.Bolnes | |
| 33788 | **Tyrrhenia**<br>*Elec.light* | SteelTwinSc<br>*CruiserStern* | 16000 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>(*ClassContem* | *plated*) | | | 1920 | W.Beardmore&Co.Ld.<br>Glasgow | CunardS.S.Co.Ld. | 550·0 | 70·3 | 38·8 | British | 6 Steam Turbines<br>W.Beardmore&Co.Ld.Gls. | |
| 33789<br>139342<br>KBQS | **Tyrwhitt**<br>(*ex*BrazilBrasby) | SteelScK<br>1*Dk* | 203<br>200<br>87 | ✠100A1<br>*StmTrawler*<br>7,19 ✠LMC11,17 | Lon | | CL<br>6,19 | 1917<br>11mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | VanessaFishing<br>Co.Ld. (L.C.<br>Cockrell,*Mgr.*) | 115·4 | 22·1 | 12·1<br>BK7½"<br>*DB* | Lowestoft<br>British<br>3*BHCem*<br>*f*29'19t | T.3Cy.12",20"&34"-23" (*s*)<br>180lb 74RHP<br>1SB,3*pf*,GS42,HS1347<br>Hall,Russell&Co.Ld. Abn. | 13 |
| 33790<br>MKQH | **Tysla**<br>Wireless | SteelScSr<br>ssXia.No.1-19<br>2*Dks*(*UStl*)&*Shelter dk*(*Stl*) | 4297<br>4066<br>2691 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~5,21~~ ~~11,20~~ 12,21<br>BS2,21 ✠LMC7,19 | Sba<br>~~Mel~~ Cal | *z* | CL<br>~~7,19~~<br>~~5,21~~<br>12,21 | 1914<br>11mo<br>*Lloyd* | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'*sA&CP* | D/SA/S DenNorske<br>Afrika og Australielinie (W.<br>Wilhelmsen,*Mgr.*) | 405·0<br>*WB*=*CellDBa*137'<br>*uE*&*B*45'*f*173'1265 | 53·4 | 25·5<br>FK | Tonsberg<br>Norwegian<br>6*BHCem*<br>t*APT*135t | T.3Cy.28",46"&75"-51" (*s*)<br>180lb 559NHP<br>3SB,9*cf*,GS189,HS8253 FD<br>Blair&Co.Ld.Stockton | 28<br>3<br>24 |
| 33791<br>MHCT | **Tyssedal** | SteelScSr<br>1*Dk* | 232<br>177<br>120 | | | | | 1911 | Mjellem&<br>Karlsen<br>Bergen | Hardanger-<br>Söndhordlandske<br>Dampskibs selskab | 113·1<br>P40t | 22·1 | 9·4 | Bergen<br>Norwegian<br>*WB* | C.2Cy.9"&20"-17"<br>14NHP<br>Mjellem&Karlsen,Bergen | |
| 33792 | **Tzar Ferdinand**<br>*Elec.light* | SteelScSr<br>2*Dks*(*UptStl*) | 1994<br>1460<br>1209 | ✠<br>2,17<br>✠ | Cpl | *r* | | 1913<br>10mo | Flli.<br>Orlando&Co.<br>Leghorn<br>*WB* | Soc.Commerciale<br>Bulgare deNav.à<br>Vap.<br>=*CellDBa* 59' *uE* | 262·1<br>P56'B105'F34'<br>23' *f* 80' 282t *FPT* | 37·9 | 20·3<br>FK | Varna<br>Bulgarian<br>5*BHCem*<br>42t*APT*39t | T3Cy22$\frac{9}{16}$",36$\frac{7}{16}$"&60⅝"-39⅜"<br>293NHP<br>2SB,6*cf*,GS164,HS5210<br>Flli.Orlando&Co.Leghorn | 22 |

⁂ Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 No. in Book. Official No. Code Letters. | 2–3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33793<br>129337 | **U. K.** CompScK<br>1*Dk* | 113<br>113<br>47 | | | | | 1910 | A.Hall&Co.Ld.<br>Aberdeen | U.K.SteamTug&TrawlerInsurnce&Indemnity Assocn. | 87·6 | 20·0 | 8·5 | Aberdeen<br>British | C.2Cy.13"&28"–18"<br>30RHP<br>A.Hall&Co.Ld.Aberdeen | | |
| 33794<br>143491<br>KDCR | **Ualan** SteelSc<br>(*ex*Slikkerveer)<br>1*Dk*(*Stl*) | 493<br>336<br>235 | 100A–<br>6,20 | Cff<br>LMC12,19 | | CL<br>6,21 | 1918<br>5mo | N.V.Schps.“DeMass”<br>Slikkerveer | ~~W.Woodford~~<br>LeicesterShipping Co.Ld.(W.Woodford*Mgr.*)<br>*CellDB* | 155·0<br>P49'B13'F20'<br>*uE*14'*f*96'118*tFPT* | 25·1 | 10·3<br>FK | Cardiff<br>British<br>3*BHCem*<br>22*tAPT*20*t* | T.3Cy.12$\frac{9}{16}$",20$\frac{13}{16}$"&31½"–19⅗" 185lb (*s*) 43RHP<br>1SB,*2cf*,GS88,HS1400<br>Gebr.Stork,Hengelo | 12 ″ 8<br>s ″ 11<br>12 ″ 0 | |
| 33795 | **Ubatuba** SteelTwinSc<br>(*ex*Antonico)<br>*Elec.light* 1*Dk*&*Shade dk* | 457<br>320<br>200 | | | | | 1910 | Bergens Mek.Værks.<br>Bergen | | 149·0 | 29·1 | 9·6 | *WB* | T.6Cy.9",14½"&24½"–18"<br>25NHP<br>BergensMekVærksBergen | | |
| 33796<br>PVRQ | **Ubbekarspel** SteelSc3MstSr<br>*Oil Eng.*<br>*Mchy.Aft* 1*Dk* | 408<br>364<br>308 | | | | | 1919 | Gebr.G&H Bodewes<br>Martenshoek | N.V. Commercieele Mij.tot Exploitatie vanVaartuigen(G.G.Huizink,*Mgr.*) | 138·0 | 25·2 | 12·8 | Amsterdm<br>Dutch | Oil Engine<br>4Cy.<br>D.Goedkoop,Jr.Ams. | | V |
| 33797<br>PVRT | **Ubbergen** SteelScSr<br>Wireless 1*Dk* | 1870<br>1745<br>1156 | | | | | 1911 | Irvine'sSB&D.D.Co.Ld.<br>WHartlepool | N.V.ZuidHollandscheScheepv.Maats.(N.V.FurnessScheepv.&Agent.Mij.*Mgrs.*) | 279·0<br>P24'B82'F28' | 40·1 | 18·5 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.20½",33"&54"–36"<br>175NHP<br>Richardsons,Westgarth&Co.Ld.Hpl. | | C |
| 33798 | **Uberaba** SteelScSr<br>(*ex*HennyWoermann)<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 6062<br>4240<br>3621 | ~~NYk 11,19~~<br>~~(*See footnote**)~~ | | | | 1911 | Reiherst'g Schiffsw.<br>Hamburg | BrazilianGovernment(LloydBrazileiro,*Mgrs.*) | 393·1<br>P&B272'F62' | 52·3 | 26·9 | R.Janeiro<br>Brazilian<br>*WB* | Q.4Cy.26⅛",38⅜",55⅛"&81⅛"–55⅛"<br>490NHP<br>Reiherst.Maschinenf.Ham. | | |
| 33799<br>MBNG | **Ubier** SteelScSr<br>*ss*Ant.No.1-19<br>Wireless 1*Dk*(*ptIrn ptStl*) | 2889<br>2635<br>1779 | ✠100A1<br>11,20<br>~~BS5,20~~<br>BS12,21 | Ant<br>✠LMC<br>MS11,20 | *u* | N11,20 | 1914<br>4mo<br>*Lloyd* | W.Gray&Co.Ld.<br>WHartlepool<br>*sA&CP* | LloydRoyalBelge Soc.Anon.<br>*WB=CellDBa*98' | 320·3<br>P25'B98'F34'<br>*uE&B*41'*f*141'817*t* | 46·5 | 21·1<br>FK | Antwerp<br>Belgian<br>5*BHCem*<br>*APT*146*t* | T.3Cy.23",36½"&62"–42" (*s*)<br>180lb *100lb* 288NHP<br>2SB,*6cf*,GS119,HS4691<br>Cen.Mar.Eng.Wrks.WHpl | 23 ″ 5<br>s 3 ″ 9½<br>20 ″ 0 | |
| 33800 | **Ucayali** SteelTrpSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | *3305*<br>*2306*<br>*1514* | | | | | 1909 | Cammell Laird&Co.Ld.<br>Birkenhead | Cia.Peruana de Vap.yDique del Callao | 374·7 | 46·3 | 21·6 | Callao<br>Peruvian<br>*WB* | 3 Steam Turbines<br>CammellLaird&CoLd.Bkn. | | C |
| 33801<br>9181<br>JQGN | **Uchinoumi Maru No. 2** WoodSc<br>(*ex*TobaMaru No. 12) 2*Dks* | 105<br>—<br>41 | | | | | 1906 | Toba TekkoGoshi Kaisha Toba | Suyematsu Tatsusaburo | 98·0 | 14·0 | 11·1 | Moji<br>Japanese | C.2Cy.10"&24"–15"<br>19NHP<br>TobaTekkoGoshiKaisha | | |
| 33802<br>23287<br>RCGN | **Uchiura Maru** WoodSc | 191<br>—<br>114 | | | | | 1918 | ..................<br>Hakodate | FankawanKisen KabushikiKaisha | 117·2 | 20·3 | 11·9 | Hakodate<br>Japanese | | | |
| 33803<br>MJGH | **Uda** WoodScSr<br>*Mchy.Aft* 1*Dk* | 112<br>94<br>48 | | | | | 1913 | K.Skaaluren<br>Rosendal | A/SFangstrederietUda (Hess&Andersen) | 92·5<br>Q17*t* | 21·7 | 9·4 | Bergen<br>Norwegian | C.2Cy.9½"&19"–14"<br>NE&B15 11NHP<br>BergensMekVærksBergen | | |
| 33804<br>641 | **Udaly** IronTwinSc<br>(*Tug*)<br>1*Dk* | 135<br>—<br>19 | | | | | 1892 | ..................<br>Odessa | J.A.Batztizmansky | 102·0 | 19·0 | 8·8 | Nicolaieff<br>Russian | C.4Cy.11"&20"–24"<br>33NHP | | |
| 33805<br>5888<br>KBCM | **Uddeholm** SteelScSr<br>*CruiserStern*<br>*Elec.light* *Mchy.Aft* 1*Dk* | 654<br>507<br>534 | | | | | 1916 | Eriksbergs M.V.Aktieb.<br>Gothenburg | UddeholmsAktieb.(A.Herlenius, *Mgr.*) | 180·5<br>P57'F22' | 28·9 | 11·6 | Uddeholm<br>Swedish<br>*WB* | T.3Cy.14$\frac{3}{16}$",22$\frac{7}{16}$"&36⅝"–24"<br>65NHP<br>EriksbergM.V.Aktieb.Got | | |
| 33806<br>673<br>HPKQ | **Uddevalla** IronScSr<br>1*Dk* | 265<br>119<br>142 | | | | | 1878 | MotalaCo.<br>Gothenburg | Ångb.Aktieb.BohuslänskaKusten (C.Thorburn*Mgr*) | 127·6<br>P72' H35*t* F33' | 22·0 | 9·4 | Uddevalla<br>Swedish | C.2Cy.19⅝"&34"–21"<br>NB07 44NHP<br>MotalaCo.,Gothenburg | | |
| 33807<br>144802 | **Udny Castle** SteelTwinSc<br>*Elec.light* *MchyAft.* 1*Dk*(*Stl*)<br>*Welldeck* *Cargo battens not fitted* | ~~400~~ 463<br>~~300~~<br>302<br>179 | ✠100A1<br>8,21<br>~~(*Class Contemplated*)~~ | Inv<br>✠LMC8,21 | *g* | CL | 1921<br>8mo<br>*Lloyd'sA&CP* | RoseStreet Foundry&Eng.Co.Ld.<br>Inverness | Mitchell&Rae,Ld. | 150·0<br>~~Q54'~~F19'<br>Q63'<br>*CellDBf*37'56*tFP* | ~~20·0~~<br>29·1 | ~~10·5~~<br>9·0<br>FK | Aberdeen<br>British<br>3*BHCem*<br>*T*27*tAPT*38*t* | T.6Cy.10",16"&27"–18" (*s*)<br>180lb 87RHP<br>2SB,*4pf*,GS61,HS1628<br>RoseStreetFoundry&Eng.Co.Ld.Inverness | 10 ″ 6<br>s ″ 10<br>9 ″ 10 | |
| 33808<br>NPSL | **Uffe** SteelScSr<br>*ss*NYk.No.3-8,18<br>Wireless 1*Dk*(*Irn*)&*deepframing* | 1869<br>1684<br>1164 | ✠100A1<br>11,20<br>~~BS11,20~~<br>BS2,22 | Abn<br>✠LMC8,18 | *r* | CL<br>11,20 | 1906<br>5mo<br>*Lloyd* | W.Gray&Co.Ld.<br>WHartlepool<br>*'sA&CP* | DetForenede DampskibsSelskab<br>*WB=CellDBa* | 280·3<br>P19'B74'F29'<br>88'*uE*20'*f*118'541*t* | 40·0 | 18·3<br>FK | Copnhagn<br>Danish<br>4*BHCem*<br>*APT*28*t* | T.3Cy.21",33"&56"–36" (*s*)<br>180lb *100lb* 200NHP<br>2SB,*4cf*,GS70,HS3030<br>Cen.Mar.Eng.Wrks.W.Hpl | 20 ″ 6<br>s 3 ″ 1½<br>17 ″ 8 | |
| 33809<br>130204 | **Ugiebank** SteelScK<br>*ss*Abn.No.2-20<br>1*Dk* | 205<br>204<br>79 | ✠100A1<br>*StmTrawler*<br>10,21 ~~3,20~~<br>MS10,19 | Abn<br>✠LMC<br>BS~~3,20~~ 10,21 | | CL<br>10,19 | 1913<br>1mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>*'sA&CP* | Peterhead TrawlingCo.Ld. (J.G.Adam,*Mgr.*) | 117·3 | 22·0 | 12·2<br>BK7½"<br>*WB=DBf*32' | Peterhead<br>British<br>4*BHCem*<br>18*tFPT*7*t* | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 82RHP<br>1SB,*3pf*,GS46,HS1578<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 33810<br>SPBR | **Ugo Bassi** SteelScSr<br>*ss*Gen.No.3-7,14<br>(*ex*Duna) 1*Dk*(*Stl*)&*Spardk*(*Irn*)<br>Wireless &*deep framing*<br>*ss*Gen.No.1-21 | 2899<br>2631<br>1799 | ✠100A1<br>*Spar dk*<br>2,21 ~~4,18~~<br>~~Examined2,20~~<br>MS2,20 | Nap<br>Gen<br>✠LMC<br>BS2,21 | *u* | CL<br>2,21 | 1902<br>8mo<br>*Lloyd* | W.Dobson&Co.<br>Newcastle<br>*'sA&CP* | ItalianGovernment<br>*CellDBa*11 | 325·0<br>P40'B110'F35' | 45·0 | 14·4<br>22·0<br>FK | Genoa<br>Italian<br>6*BHCem*<br>8'*uE&B*38'*f* | T.3Cy.21½",37½"&63"–42"<br>200lb(2)*90lb* (*r*) 294NHP<br>2SB,*6cf*,GS116,HS4630<br>N.E.MarineEng.CoLdNwc<br>132'612*tFPT*33*tAPT*15*t* | 24 ″ 9<br>s 4 ″ 2<br>20 ″ 11 | |
| 33811<br>121613 | **Uhdea** SteelScK<br>*ss*Mil.No.3-1,21<br>1*Dk* | 191<br>177<br>75 | ✠100A1<br>*StmTrawler*<br>1,21<br>BS1,21 | Mil<br>✠LMC7,19 | | CL<br>N7,19 | 1906<br>12mo<br>*Lloyd* | Dundee S.B.Co.Ld.<br>Dundee<br>*'sA&CP* | W.E.Kelway | 115·0 | 21·4 | 11·4<br>BK7½" | Milford<br>British<br>3*BHCem* | T.3Cy.11½",20"&33"–23" (*r*)<br>180lb 65RHP<br>1SB,*2pf*,GS36,HS1185<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 33812<br>~~KBCJ~~ | **Uhlenhorst** SteelScSr<br>Now named “Fricka,” See No. 37379 in Supplement<br>Wireless (*ex*Desterro)<br>*Elec.light* 1*Dk*&*Spar dk*&*Webframes* | 2530<br>2234<br>1585 | | | | | 1894 | Blohm&Voss<br>Hamburg | ~~Fawcett,Coverdale&Co.~~<br>Emil R.Retzlaff | 300·7<br>P36'B84'F44' | 38·2 | 23·7 | ~~London~~<br>~~British~~<br>German *WB* | T.3Cy.21",33½"&56"–42"<br>203NHP<br>Blohm&Voss,Hamburg | | |
| 33813<br>108717<br>QODJ | **Ujina** SteelScSr<br>2*Dks*(*Stl–Uteaks*)2*trB*&*Webframes*<br>*Elec.light* Wireless | 5310<br>4988<br>3426 | ✠<br>12,00 | Shi<br>✠ | *z* | | 1898<br>4mo | W.Denny&Bros.<br>Dumbarton | BritishIndiaStm.Nav.Co.Ld.<br>*WB=Cell DBa*<br>145'*uE&B*48'*f*1 | 410·0<br>B85'F57'<br>68'1093*tMT*30'913*t* | 50·7 | 29·0<br>FK | Glasgow<br>British<br>6*BHCem*<br>*APT*120*t* | T.3Cy.26½",42"&66½"–51"<br>390NHP<br>2SB,*6pf*,GS122,HS5566 FD<br>Denny&Co.Dumbarton | 32 ″ 0 | |
| 33814<br>8862<br>JRMG | **Ujina Maru** SteelScSr<br>*ss*Kob.2ndNo.3-1,14<br>(*ex*Hackney,*ex* Emir) *ss*Yka.No.1-19<br>1*Dk*(*Stl*)&<br>*Elec.light* *Spar dk*(*Stl*–ws)3*trB* | 4410<br>4073<br>3248 | ✠100A1<br>*Spar dk*<br>12,21 ~~3,21~~ | Hul<br>Kob<br>✠~~LMC7,20~~<br>12,21 | *x* | 7,20 | 1889<br>5mo | Palmers' Co.Ld.<br>Newcastle<br>A&CP *WB* | NaniwaKisen KabushikiKaisha<br>=*CellDB*266'653*t* | 375·0<br>B82'F32'<br>*FPT*155*tAPT*35*t* | 46·3 | 20·3<br>28·2<br>FK | Segoshi<br>Japanese<br>6*BHptAsp*<br>*ptCem* | T.3Cy.28",45"&73"–48" (*a*)<br>150lb ~~*80lb*~~ 394NHP<br>2DB,*12cf*,GS204,HS6278<br>Palmers'Co.Ld.Newcastle | 31 ″ 2<br>s 7 ″ 5½<br>24 ″ 3 | |

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* ~~This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register.~~

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Details de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33815 | **Ujina Maru** SteelSc<br>(*Trawler*)<br>1*Dk* | 210 | | | | | 1920 | UchidaS.B.<br>&E.Co.Ld.<br>Yokohama | UchidaKisen<br>KabushikiKaisha | 118·0<br>F17' | 22·3 | 12·7 | Habu<br>Japanese | T.3Cy.12½",21"&35"–24"<br>60NHP<br>UchidaS.B.&E.Co.Ld.Yka. | |
| 33816<br>23548<br>RGDB | **Ujo Maru** SteelSc | 2494<br>—<br>1513 | | | | | 1918 | ................ | TowaKisen<br>KabushikiKaisha | 284·5 | 42·5 | 23·0 | Naka-<br>nosho<br>Japanese | | |
| 33817<br>108787 | **Ula** SteelScSr<br>2*Dks*(*Stl-Uteak s*)3*tr B*&*Webframes*<br>*Elec.light* Wireless | 5310<br>4988<br>3426 | ✠<br>6,98<br>✠ | Dmb | | | 1898<br>6mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndiaStm.<br>Nav.Co.Ld.<br>*WB=CellDBa*<br>*145'uE&B48'f1* | 410·0<br>B85'F57'<br>FK<br>68'1093t*MT*30'913t | 50·7 | 29·0 | Glasgow<br>British<br>6*BHCem*<br>*APT*120t | T.3Cy.26½",42"&66½"–51"<br>390NHP<br>2SB,6*pf*,GS122,HS5566 FD<br>Denny&Co.Dumbarton | 32 |
| 33818<br>MHJT | — SteelSc<br>(*ex*Nobel)<br>*Elec.light* 1*Dk* | 220<br>204<br>78 | | | | | 1912 | Akers<br>Mek.Værks.<br>Christiania | NorskBjergnings-<br>KompagniA/S. | 120·6<br>H17t | 21·1 | 12·0 | Trondhjm<br>Norwegian<br>*WB* | T.3Cy 12",20"&33"–25"<br>54NHP<br>Akers.Mek.Værks.Xia. | |
| 33819<br>HPVJ | **Ulabrand** IronScSp<br>1*Dk*2*trB* | 104<br>100<br>37 | | | | | 1882 | Rostocker<br>Act.Ges.<br>Rostock | NorskBjerg-<br>ningskompagni<br>A/S | 80·5 | 18·3 | 9·9 | Chrstiania<br>Norwegian<br>*WB* | C.2Cy.17¾"&31½"–19"<br>B*made*92 *fitted*17 36NHP<br>RostockerA.G.,Rostock | |
| 33820<br>NPHW | **Ulf** SteelScSr<br>*ss*Els.No.3–4,17<br>1*Dk*(*Stl*)&*deep framing*<br>*ss*Cpn.No.1–21 | 1313<br>1171<br>800 | ✠100A1<br>3,22 ~~5,20~~<br>~~BS5,20~~ ✠LMC<br>BS5,22 MS9,21 | Cpn | *p* | CL<br>~~5,20~~<br>3,22 | 1905<br>7mo<br>*Lloyd* | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>'*sA&CP* *WB* | Dampskibs.Viking<br>(A.O.Andersen&<br>Co.*Mgrs.*)<br>*=Cell DB a 70'uE* | 240·0<br>P19'B68'F28'<br>FK<br>&*B*34'*f*98'392t*FPT* | 36·5 | 16·7 | Copnhagn<br>Danish<br>4*BHCem*<br>60t*APT*31t | T.3Cy.18",29"&48"–33" (*s*)<br>180lb *100lb* 145NHP<br>1SB,3*cf*,GS62,HS2256<br>N.E.MarineEng.Co.Ld.Sld | 19<br>2<br>16 |
| ※ 33821<br>MLJW | **Ulf Jarl** SteelScSr<br>*ss*Xia.No.3–2,20<br>(*ex*Minnesota,AntonioLanasa)<br>1*Dk*(*Stl*)&*deep framing*&*Awng dk*<br>*Elec.light* (*ptStl–ws*) | 1266<br>1185<br>773 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>4,21<br>BS2,21 ✠LMC2,20 | Liv | *o* | 2,20 | 1907<br>6mo | Grngem'th<br>&Greenock<br>Dockyard Co.<br>Greenock<br>A&CP | DetNordenfjeldske<br>Dmpskibs.Selskp. | 230·8<br>*WB=CellDBa* | 33·1 | 13·3<br>20·3<br>FK | Trndhjem<br>Norwegian<br>4*BHCem*<br>56'*uE*&*B*35' | T.3Cy.19",30"&50"–33" (*s*)<br>180lb *100lb* 200NHP<br>1SB,4*rf*,GS65,HS2950 FD<br>Cooper&Greig,Dundee<br>*f*102'280t*FPT*16t *APT*17 | 22<br>6<br>16 |
| ※ 33822<br>120744<br>TVPK | **Ulimaroa** SteelTwinScSr<br>*ss*Syd.No.3–3,20<br>2*Dks*(*Stl–Uws*)&*Web frames*&<br>*Elec.light* *Shelter dk*(*Stl*–teak s)<br>*Ref.Mchy.* Wireless | 5777<br>4790<br>2986 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,21 ~~8,21~~ BS3,22<br>~~BS8,21~~ ✠LMC3,20 | Syd | *z* | CL<br>~~7,18~~<br>11,21 | 1908<br>1mo<br>*Lloyd* | Gourlay<br>Bros.&Co.<br>(Dundee),Ld<br>Dundee<br>'*sA&CP* | HuddartParker,<br>Ld.<br>*WB=*<br>*Cell DBa90'uE&B* | 400·3<br>F88'<br>BK9"<br>106'*f*150'722t*FPT* | 52·2 | 23·2 | Melbourne<br>British<br>7*BHCem*<br>53t*APT*52t | T.6Cy.26½",43"&71"–48" (*r*)<br>180lb 1095NHP<br>7SB,21*cf*,GS423,HS17206 FD<br>GourlayBros.&Co.<br>(Dundee),Ld.Dun | 25<br>1<br>25 |
| 33823<br>VDFQ | **Uljas** WoodAuxSc3MstSr<br>*ParaffinMotor*<br>(*See Sailing Ship Register*) | 367<br>—<br>348 | | | | | 1891 | K.Linden<br>Raumo | JohnNurminen | 132·0 | 27·0 | 12·5 | Raumo<br>Finnish | Paraffin Motor<br>2Cy.9$\frac{7}{16}$"–10¼" 11NHP<br>Söderbloms NE *fitted*16<br>GiutenAktieb.Eskilstuna | |
| 33824<br>KOVR | **Ulla** SteelSc<br>(*ex*Alcor)<br>*Elec.light* Wireless 1*Dk* | 1844<br>1601<br>1065 | | | | | 1920 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | A/B Transmarin<br>(B.Ingelsson,<br>*Mgr.*) | 264·5<br>P30'B71'F29' | 42·1 | 17·8 | Hlsngborg<br>Swedish<br>*WB* | T.3Cy.18½" 29½"&50"–36"<br>150NHP<br>FredrikstadM.V.Frdstad. | |
| 33825<br>NRVD | — SteelScSr<br>*ss*Ham.2ndNo.3–2,12<br>*ss*Cpn.No.2–20<br>(*ex*Föhr) 1*Dk*(*Stl*) | 782<br>655<br>464 | ✠100A1<br>~~3,20~~9,20 5,22<br>✠NB12,12 ✠LMC9,20<br>BS5,22 | Cpn | *k* | ~~9,20~~<br>N5,22 | 1888<br>10mo<br>*Lloyd* | G.Howaldt<br>Kiel<br>'*sA&CP* | D/S A/S<br>"Skagerak"<br>(M.Nielsen&Sön,<br>*Mgrs.*) | 194·6<br>B44'F29'<br>BK7½"<br>*WB=Cell* | 30·1 | 14·1 | Copnhagn<br>Danish<br>4*BHCem*<br>*DB*152'224t | T.3Cy.14½",24"&36½"–23½"<br>165lb (*s*) 82NHP<br>2SB,4*cf*,GS36,HS1160<br>Gebr.Howaldt,Kiel | 16 |
| 33826<br>MDRJ | **Ullensvang** SteelScSr<br>*Elec.light* 1*Dk* | 469<br>267<br>270 | | | | | 1907 | Trndhjms<br>Mek.Værks.<br>Trondhjem | HardangerSönd-<br>hordlandske<br>Dampskibsselsk. | 159·9<br>P134tH23tF44t | 23·7 | 11·9 | Bergen<br>Norwegian<br>*WB* | T.3Cy.15",25"&41"–26"<br>86NHP<br>TrondhjemsM.V.Trndhjm | |
| 33827<br>131450 | **Ullsgarth** SteelSc<br>*ss*Bkn.No.2–21<br>1*Dk* | 45<br>45<br>— | ✠100A1<br>*For towing purposes*<br>3,21 ✠LMC4,21 | Bkn | | 4,21 | 1912<br>8mo<br>*Lloyd* | LythamSB<br>&E.Co.Ld.<br>Lytham<br>'*sA&CP* | Rea,Ld. | 61·0<br>BK6" | 15·6 | 7·5 | Liverpool<br>British<br>4*BHCem* | C.2Cy.12½"&28"–18" (*s*)<br>140lb 39RHP<br>1SB,2*pf*,GS30,HS712<br>LythamS.B.&E.Co.Ld.Lyt | 8 |
| 33828<br>~~WNCB~~<br>LCFH | **Ullstad** SteelSc<br>(*ex*Westcliff) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *Cargo battens not fitted in 'tween dks* | 4649<br>4504<br>2890 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21 ~~12,20~~ ✠LMC5,19 | Cff<br>Bry | *w* | CL<br>1,21 | 1919<br>3mo<br>*Lloyd* | J.Priest-<br>man&Co.<br>Sunderland<br>'*sA&CP* | GrefstadRederi<br>A/S.(~~B.J.Gref-stad)~~ (P.Dedekam<br>*Mgr.*) | 350·0<br>FK<br>*Collision BH to Shelter dk*<br>*CellDB*298'834t *FPT* | 50·8 | 31·5 | Arendal<br>Norwegian<br>*Cem*<br>5*BH to U dk*<br>110t*APT*97t | T.3Cy.25",41"&67"–45" (*s*)<br>180lb 384NHP<br>3SB,9*pf*,GS129,HS5364 FD<br>G.Clark,Ld.Sunderland | 34<br>9<br>24 |
| 33829<br>104961<br>NSQG | **Ulrica** SteelScSr<br>(*ex*Granuaile)<br>*Well deck* 1*Dk* | 383<br>225<br>151 | | | ... | | 1895 | AilsaShip-<br>buildingCo<br>Troon | L.&S.W.Rlwy.Co. | 149·9<br>P93'F38'<br>BK7" | 24·1 | 7·7 | S'thamptn<br>British<br>*WB* | T.3Cy.15",23"&39"–24"<br>NDB12 75RHP<br>Muir&Houston,Glasgow | 10 |
| 33830<br>NPJL | **Ulrik Holm** SteelScSr<br>1*Dk* | 1502<br>1240<br>930 | | | | | 1905 | Schpw.v.<br>JanSmitCzn.<br>Alblasserdm | D/S A/S<br>"Progress" (M.<br>Nielsen&Sön*Mgs*) | 251·4<br>P14'Q76'B108' 19·4<br>F28' | 37·8 | 16·3 | Copnhagn<br>Danish<br>*WB* | T.3Cy.19",31"&51"–33"<br>149NHP<br>Maats.deSchelde,Flushing | |
| 33831<br>HDTQ | **Ulrikka** SteelScSr<br>(*ex*Uto)<br>1*Dk*&*Spar dk* | 1439<br>1345<br>832 | | | | | 1896 | Nylands<br>Værksted<br>Christiania | A/S Ulrikka<br>(Chr.Mathiesen) | 231·5<br>H56t | 35·0 | 19·3 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"–30"<br>106NHP<br>NylandsVærksted,Xia | |
| 33832<br>JPVM | **Ulrikka II** SteelScSr<br>(*ex*Örn)<br>1*Dk* | 1479<br>1318<br>921 | | | | | 1902 | Laxevaags<br>Msk.&Jrnskb<br>Bergen | A/S Ulrikka (Chr.<br>Mathiesen, *Mgr.*) | 257·6<br>H126tF32' | 36·3 | 17·0 | Haugesnd<br>Norwegian<br>*WB.* | T.3Cy.17½",24"&48"–33"<br>132NHP<br>LaxevaagsMsk&Jrns.Bgn | |
| 33833<br>MSGJ | **Ulrikstop** Wood3MstSc<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 279<br>233<br>203 | | | | | 1918 | Hans<br>Gravdal<br>Opsanger | A/S Ulrikstop(H.<br>Krüger) | 126·1<br>P8tQ22tH13t | 26·1 | 11·9 | Bergen<br>Norwegian | Oil Engines 2S.C.SA<br>2Cy.15⅜"–16½" 34NHP<br>A/BT.V.Svenssons<br>Motorfabr.Skm. | |
| 33834<br>104972<br>PVKT | **Ulster** SteelTwinScSr<br>Sub.Sig. Wireless 3*Dks* | 2641<br>2459<br>1098 | | | | | 1896 | LairdBros.<br>Birkenhead | City of DublinStm.<br>PacketCo. | 360·0 | 41·5 | 27·3 | Dublin<br>British | T.8Cy.(2)29"(2)45"&(4)48"<br>–33"] 529NHP<br>LairdBros.Birkenhead | |
| 33835<br>108473<br>QBSD | — IronScK<br>*ss*Gms.No.3–4,09<br>1*Dk* | 185<br>170<br>79 | ✠<br>*StmTrawler*<br>5,10 ✠ | Gms | | | 1897<br>5mo | Cochrane&<br>Cooper<br>Beverley | ~~J.A.Harrow~~<br>HarrowRobertson<br>Stm.FishingCoLd.<br>(J.A.Harrow,*Mgr.*) | 110·0<br>Q17'F19'<br>BK7½" | 21·0 | 11·3 | Aberdeen<br>British<br>4*BHCem* | T.3Cy.12",20"&32"–23"<br>NB05*fitted*12 50RHP<br>Amos&Smith,Hull | 12 |
| 33836<br>703<br>HBCK | **Ultima Esperanza** IronTwinScSr<br>*ss*Lon.No.2–75<br>(*ex*Pompeiro,*ex*Havre, 1*Dk*2*trB*<br>*ex*Regalia,*ex*Rennes) | 344<br>254<br>200 | 6,75 | Lon | | | 1865<br>11mo | Millwall I.<br>Works<br>London | Cia.Carbonifera<br>y de Fundicion<br>Schwager | 159·9<br>Q33'<br>ND75 | 23·0 | 10·8 | Valparaiso<br>Chilian<br>5*BHCem* | C.8Cy.13"&27"–20"<br>NB06 109NHP<br>*Cmp.*75J&WDudgeon,Lon | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross — Under deck. — Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When. — Ship. — Engines | 9<br>By Whom. — Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | Registers in which classed, if not classed, Date of R. of Tr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33837<br>141868<br>JRSH | **Ulua** SteelTwinScSr<br>*Elec.light* *Ref.Mchy.* *2Dks&2pt dks*<br>Sub.Sig. Wireless | 7181<br>5134<br>4315 | | | | | 1917 | Workman,<br>Clark&Co.Ld<br>Belfast | UnifruitcoSS.Co.<br>Ld. (Clark&<br>Service,*Mgrs.*) | 425·4 \| 54·3 \| 29·9<br>P38'B200'F49' | Glasgow<br>British<br>*WB* | T.6Cy.23½",39½"&67"–48"<br>622NHP<br>WorkmanClark&CoLdBel | | C |
| 33838<br>HKGD | **Ulv** SteelScSr<br>*Elec.light* *1Dk&Spar dk* | 1472<br>1353<br>828 | | | | | 1902 | Nylands<br>Værksted<br>Christiania | D/S A/SUlv<br>(O.Kvilhaug) | 231·5 \| 35·1 \| 20·4<br>H84*t* | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"–32"<br>109NHP<br>NylandsVærksted,Xania | | N |
| 33839<br>MTHQ | **Ulva** WoodScSr<br>(*ex*Riknes) *OilEng.*<br>*Mchy.Aft* *1Dk* | 356<br>310<br>257 | | | | | 1919 | Brastad<br>Skibsbyggeri<br>Vestnes | MoldeRederiA/S<br>(T.A.Taraldsen,<br>*Mgr.*) | 129·5 \| 30·0 \| 13·7<br>Q15*t*H15*t*F7*t* | Molde<br>Norwegian | OilEngines<br>J.&C.G.BolindersMek.<br>Verks.,A.B.Skm. | | |
| 33840<br>JHOP | **Ulven** WoodScSr<br>(*ex*Oddborg,<br>*ex*Ringfond) *1Dk* | 627<br>494<br>369 | | | | | 1901 | J.Hauge<br>Stord,near<br>Bergen | D/S A/SKul-<br>transport(Gerh.<br>L.Evje,*Mgr.*) | 170·7 \| 28·1 \| 15·8<br>Q36*t*B70*t*H5*t*F19*t* | Bergen<br>Norwegian | T.3Cy.12¼",20"&32"–26"<br>52NHP<br>StavangerStöberi&Dok | | N |
| 33841<br>~~123802~~<br>~~HKGP~~ | **Ulversmead** SteelSc<br>(*ex*Renfrew,*ex*Claveresk)<br>*Turret deck* *1Dk*<br>Wireless | 3829<br>3129<br>2441 | *Now named* "Mari," *See No.* 38397 *in Supplement* | | | | 1907 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Cia.Naviera<br>Amaya(SocAnon | 350·4 \| 50·1 \| 22·4<br>P32'F31' | ~~British~~<br>Spanish *WB* | T.3Cy.24",41"&63"–45"<br>310NHP<br>W.Doxford&Sons,Ld.Sld. | | C |
| 33842<br>NPBH | **Ulvsund** SteelScSr<br>*1Dk* | 266<br>186<br>100 | | | | | 1904 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | DetForenede<br>DampskibsSelsk. | 142·9 \| 23·2 \| 8·3<br>P85'F20' | Stege<br>Danish<br>*WB* | T.3Cy.11",18"&31"–20"<br>43NHP<br>HelsingörsJernsk.&Mskb | | V |
| 33843<br>135509<br>JDGW | **Ulysses** SteelTwinScSr<br>Wireless<br>*Elec.light* *Ref.Mchy.* *3Dks* | 14626<br>8988<br>9123 | | | | | 1913 | Workman,<br>Clark&Co.Ld<br>Belfast | ChinaMutualStm.<br>Nav.Co.Ld.<br>(A.Holt&Co *Mgrs*) | 563·2 \| 68·4 \| 40·2<br>P74'B231'F69' | Liverpool<br>British<br>*WB* | T.6Cy.26",44"&74"–51"<br>782NHP<br>Wrkman,Clark&CoLd.Bel | | BT till 7,21 |
| 33844<br>213028<br>LFHM | — SteelTwinScSr<br>*Elec.light* *1Dk&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless Sub.Sig *Fitted for oil fuel* | 10910<br>9374<br>6026 | | | | ... | 1915 | Maryland<br>SteelCo. of<br>Baltimore<br>County<br>Sparro'Pt Md | PanamaCanal<br>(PanamaR.R.Co.<br>*Mgrs.*) | 514·0 \| 65·2 \| 36·5<br>P181'F57'<br>FK | NewYork<br>Utd.States<br>*WB* | T.6Cy.27½",46"&76"–48"<br>1283NHP<br>MarylandStl.Co.Sparr'.Pt | 39 ″ 6 | |
| 33845<br>PVSL | — SteelSc4MstSr<br>*CruiserStern*<br>*Fitted for oil fuel* ~~*CarryingPetroleum*~~<br>*Elec.light* Wireless *2Dks* ~~*in bulk*~~ | 2655<br>2325<br>1625 | | | | | 1918 | A.Vuijk&<br>Zonen,Cap-<br>ellea/dYsel | Koninkl.Nederl.<br>Stoomb.Maats. | 346·2 \| 48·2 \| 18·4 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.23",37"&61"–45"<br>250NHP<br>Werkspoor,Amsterdam | | V |
| 33846<br>96191<br>LGKP | — IronScK<br>*1Dk* | 165<br>156<br>70 | | | | ... | 1889 | Cochrane,<br>Coopr&Scho-<br>fieldBeverley | F.J.Brown | 106·5 \| 20·5 \| 11·5<br>Q18'F22'<br>BK7½" | Grimsby<br>British | T.3Cy.12½",19½"&31½"–22½"<br>NB06 50RHP<br>C.D.Holmes&Co.Hull | 12 ″ 0 | |
| 33847<br>70605<br>NJDC | — IronPadSr | 118<br>115<br>99 | | | | | 1874 | J.Read-<br>head&Co.<br>SouthShields | Lawson-Batey<br>Tugs,Ld. | 100·6 \| 18·0 \| 9·4 | S.Shields<br>British | L.2Cy.26½"–48"<br>70RHP<br>J.Readhead&Co.,S.Shields | | |
| 33848<br>217739<br>LQJD | **Umatilla** WoodTwinSc<br>*Elec.light* Wireless *1Dk2trB* | 2390<br>2073<br>1383 | | | | | 1919 | GMStandi-<br>fer Cnst.Corp.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 266·6 \| 46·2 \| 23·9<br>P42'B53'F29' | PortlndOr<br>Utd.States | T.6Cy,15½",26"&44"–26"<br>198NHP | | R |
| 33849<br>53<br>SPCN | **Umbria** SteelSc<br>(*ex*SanPaulo,*ex*Umbria)<br>*Elec.light* Wireless *2Dks&Spardk* | 5021<br>—<br>3091 | | | | | 1902 | Flli.<br>Orlando<br>Leghorn | Soc.Italiana di<br>ServiziMarittimi | 401·4 \| 46·6 \| 19·5<br>P48'B156'F46' 30·3 | Genoa<br>Italian<br>*WB* | Q4Cy.27$\tfrac{3}{16}$",38$\tfrac{15}{16}$",55⅚"&79⅓"<br>–53⅓" 459NHP<br>Flli.Orlando,Leghorn | | I |
| 33850<br>13659<br>LMJW | **Umé Maru** SteelScSr<br>*ss*Kob.No.3-8,10<br>(*ex*Java) *ss*Kob.No.2-20<br>*Elec.light* Wireless *2Dks(Stl-Uws)*<br>*&deepframing3Dkrule* | 4164<br>3838<br>2637 | ✠100A1<br>8,21 ~~10,20~~<br>✠LMC ~~2,20~~<br>8,21 | Ham<br>Kob | *x* | 10,20 | 1892<br>9mo<br>*Lloyd* | Caird&Co.<br>Ld.<br>Greenock<br>*'sA&CP* *WB* | TaiyoKaiun<br>KabushikiKaisha<br>= *CellDBa*108'*uE* | 384·6 \| 45·1 \| 27·9<br>P38'B104'F59'<br>BK9"<br>25'*f* 138'625*t* *FPT* | Kobe<br>Japanese<br>7*BHCem*<br>61*tAPT*50*t* | T.3Cy.28",46"&77"–54" (*s*)<br>170lb *160lb* 439NHP<br>2DB,*12rf*,GS231,HS6478<br>Caird&Co.Ld.Greenock | 31 ″ 0<br>s 6 ″ 7½<br>25 ″ 7 | |
| 33851<br>23529<br>RDLW | — WoodAuxScSr | 199<br>—<br>155 | | | | | 1918 | ................ | NipponKaijiKogyo<br>KabushikiKaisha | 112·5 \| 24·8 \| 11·0 | Nishino-<br>miya<br>Japanese | | | |
| 33852 | **Umeälf** IronScSr<br>(*ex*Nerissa)<br>*1Dk2trB* | 885<br>663<br>550 | | | | | 1882 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | Baltische Reederei | 199·6 \| 30·2 \| 15·0<br>P&B122'F22' | Hamburg<br>German<br>*WB* | C.2Cy.28"&51"–30"<br>119NHP<br>FlensburgerSchiffsb.Ges. | | |
| 33853<br>102814<br>NFRB | **Umfuli** SteelScSr<br>*ss*Cal.2ndNo.3-10,19<br>*Elec.light* Wireless<br>*1Dk(Stl)&Spar dk(Stl-ws)&Webframes* | 2371<br>2108<br>1459 | ✠100A1<br>*Spar dk*<br>~~6,21~~ 6,20<br>11,21<br>BS5,21<br>✠LMC10,19 | Cal<br>Mdb | *s* | ~~N1,19~~<br>N6,21 | 1893<br>11mo | J.Laing<br>Sunderland<br>A&CP<br>*WB* | Bullard,King&Co.<br>Ld.<br>= *Cell DBa*96'*uE* | 300·3 \| 40·2 \| 14·8<br>P60'B66'F24' 21·8<br>FK<br>16'*f* 108'325*t* *FPT* | London<br>British<br>5*BHCem*<br>80*tAPT*48*t* | T.3Cy.23",38"&62"–42" (*r*)<br>160lb *100lb* NDB05 248NHP<br>2SB,*6rf*,GS110,HS3690<br>G.Clark(Lim.),Sunderland | 24 ″ 2<br>s 4 ″ 3<br>20 ″ 5 | |
| 33854<br>98168<br>LVWC | **Umhloti** SteelScSr<br>*ss*Cal 2nd.No.3-8,19<br>*Elec.light* Wireless ~~*ss*Cal.2ndNo.3-2,16~~<br>*1Dk(Irn)&Spardk(Irn-ws)&Webframes* | 2204<br>2035<br>1398 | ✠100A1<br>*Spar dk*<br>3,21<br>BS12,20 ✠LMC2,18 | Cal | *s* | N8,19 | 1890<br>10mo | W.Gray&<br>Co.(Ld.)<br>WHartlepool<br>A&CP | Bullard,King&Co.<br>Ld.<br>*WB = CellD* | 300·0 \| 40·0 \| 14·8<br>P7'B26'F21' 21·6<br>FK<br>*Ba&uE* 120'*f*110'4 | London<br>British<br>5*BHCem*<br>41*t* | T.3Cy.23",36½"&62"–39" (*s*)<br>160lb *100lb* NDB03 239NHP<br>2SB,*6rf*,GS107,HS3580<br>Cent.Mar.E.W.,W.Hpl. | 24 ″ 0<br>s 4 ″ 10<br>19 ″ 9 | |
| 33855<br>98092<br>LRMV | **Umkuzi** Steel&IronScSr<br>*ss*Cal.2ndNo.3-8,15<br>Wireless *ss*Sld.No.1-20<br>*Elec.light* *Stlplating&Irnframing*<br>*1Dk(Irn-ws)&Spardk(Irn-ws)3trB* | 2064<br>1900<br>1285 | ✠100A1<br>*Spar dk*<br>~~7,21~~ ~~1,20~~<br>2,22<br>BS7,21<br>✠LMC5,20 | Cal<br>PNl | *r* | 5,20 | 1890<br>5mo | J.Laing<br>Sunderland<br>A&CP | Bullard,King&Co.<br>Ld. | 281·5 \| 38·9 \| 16·4<br>B61' 23·2<br>FK | London<br>British<br>4*BHCem*<br>*DTa*26'125*t* | T.3Cy.21",34"&56"–42" (*s*)<br>150lb *100lb* NDB02 209NHP<br>2SB,*6rf*,GS106,HS3347<br>G.Clark(Lim.)Sunderland | 24 ″ 3<br>s 5 ″ 4<br>19 ″ 5 | BT till 5,21 |
| 33856<br>129142<br>HRSQ | **Umona** SteelScSr<br>*ss*Mdb.No.2-19<br>*Elec.light* Wireless *2Dks(Stl)* | 3753<br>3240<br>2388 | ✠100A1<br>~~9,21~~ ~~3,21~~ 1,22<br>~~BS9,20~~<br>BS1,22<br>✠LMC9,19 | Cal<br>~~PNl~~ Mdb | *w* | CL<br>9,19 | 1910<br>10mo<br>*Lloyd* | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>*'sA&CP* | Bullard,King&Co.<br>Ld.<br>*WB = CellD* | 356·0 \| 44·5 \| 26·0<br>P36'B128'F37'<br>FK<br>*Ba*104' *uE*22'*f* 141' | London<br>British<br>6*BHCem*<br>566*tAPT*23*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 497NHP<br>3SB,*9cf*,GS173,HS7180 FD<br>G.Clark,Ld.Sunderland | 28 ″ 6<br>s 5 ″ 4½<br>23 ″ 8 | |
| 33857<br>114777<br>SRND | **Umsinga** SteelScSr<br>*ss*Nwc.2ndNo.3-12,19<br>*Elec.light* *1Dk(Stl)&Spardk(Stl-ws)*<br>Wireless *&Web frames* | 2958<br>2635<br>1869 | ✠100A1<br>*Spar dk*<br>5,22 ~~1,21~~<br>MS10,19<br>✠LMC BS12,20 | Ant<br>Mdb | *v* | CL<br>~~12,19~~<br>5,22 | 1901<br>10mo | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>A&CP | Bullard,King&Co.<br>Ld.<br>*WB = CellDBa* | 340·0 \| 42·7 \| 15·7<br>P15'B108'F41' 23·5<br>FK<br>102'*uE*20'*f*126'524*t* | London<br>British<br>6*BHCem*<br>*APT*21*t* | T.3Cy.25",42"&70"–45" (*s*)<br>180lb 431NHP<br>3SB,*9pf*,GS165,HS6143 FD<br>G.Clark,Ld.Sunderland | 26 ″ 0<br>s 4 ″ 9<br>21 ″ 11 | BT till 1,22 |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit.<br>Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33858<br>108743<br>QFHC | **Umta** SteelScSr<br>2Dks(Stl-Uteak s)<br>Elec.light Wireless &deep framing | 5422<br>5062<br>3492 | ✠<br>7,98<br>✠ | Gls | z | | 1898<br>7mo | A.Stephen<br>&Sons<br>Glasgow | BritishIndiaStm.<br>Nav.Co.Ld.<br>WB=CellDBa<br>119'uE&B48'f192' | 410·0<br>B89'F59'<br>FK<br>1129t MT 33' 981t | 50·7 | 28·7 | Glasgow<br>British<br>6BHCem<br>APT41t | T.3Cy.26½",42"&66½"-51"<br>383NHP<br>2SB,6cf,GS120,HS5408 FD<br>A.Stephen&Sons,Glasgow | 31 |
| 33859<br>105810<br>PGHF | **Umtali** SteelScSr<br>— ~~ssMdb.No.3-10,09~~<br>ssMdb.2ndNo.2-3,22 ~~ssNwc.No.2-18~~<br>1Dk(Stl)&Spardk(Stl-ptws)<br>Elec.light Wireless &Webframes | 2629<br>2232<br>1631 | ✠100A1<br>Spar dk<br>~~6,21~~ ~~3,21~~ 3,22<br>~~BS6,21~~ ✠LMC5,18<br>9,22 | Cff<br>~~Bry~~<br>Mdb | t | N3,21 | 1896<br>3mo | J.Laing<br>Sunderland<br>A&CP | Bullard,King&Co.<br>Ld.<br>WB=CellD | 321·0<br>P11'B118'F40' 21·8<br>FK<br>Ba86'uE20'f140' | 41·2 | 14·8 | London<br>British<br>6BHCem<br>358tAPT27t | T.3Cy.25",41½"&68"-45" (r)<br>180lb ~~NDB09~~ 379NHP<br>2SB,6cf,GS113,HS5142 FD<br>G.Clark(Ld.),Sunderland<br>100lb NDB22 | 24<br>s 4<br>20 |
| 33860<br>110001<br>QKBT | **Umtata** SteelScSr<br>ssNwc.No.3-1,12<br>ssNwc.No.2-19<br>Elec.light 1Dk(Stl)&Spar dk(Stl-ws)<br>Wireless &Webframes | 2643<br>2161<br>1627 | ✠100A1<br>Spar dk<br>9,21 ~~4,21~~<br>BS1,21 ✠LMC9,19 | Lon<br>Mdb | u | 9,19<br>9,21 | 1898<br>11mo | SirJames<br>Laing<br>Sunderland<br>A&CP | Bullard,King&Co.<br>Ld.<br>WB=CellDBa | 330·2<br>P19'B132'F49' 21·9<br>FK<br>94'uE20'f120'382t | 41·2 | 14·9 | London<br>British<br>5BHCem<br>APT22t | T.3Cy.25",41½"&68"-45" (s)<br>180lb 402NHP<br>3SB,9cf,GS155,HS5681 FD<br>G.Clark,Ld.Sunderland | 24<br>s 3<br>21 |
| 33861<br>115857<br>TMGB | **Umvolosi** SteelScSr<br>ssNwc.No.3-10,16<br>ssNwc.No.1-21<br>Elec.light 1Dk(Stl)&Spardk(Stl-ptws)<br>Wireless &Webframes | 2980<br>2635<br>1855 | ✠100A1<br>Spar dk<br>~~9,21~~ ~~4,21~~ 3,22<br>✠LMC4,21<br>BS3,22 | Nwc<br>~~Cal~~ | v | CL<br>~~4,21~~<br>N9,21 | 1902<br>7mo<br>Lloyd | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>'sA&CP | Bullard,King&Co.<br>Ld.<br>WB=CellDBa | 340·0<br>P15'B108'F41' 23·5<br>FK<br>102'uE20'f126'524t | 42·7 | 15·7 | London<br>British<br>6BHCem<br>APT21t | T.3Cy.25",42"&70"-45" (s)<br>180lb 431NHP<br>3SB,~~7pf&2cf~~ 9cf,GS165,HS6143 FD<br>G.Clark,Ld.Sunderland | 26<br>s 4·10<br>21 |
| 33862<br>136725<br>JHGS | **Umvuma** SteelScSr<br>ssCal.No.1-20<br>Elec.light 2Dks(Stl)<br>Wireless | 4419<br>3857<br>2787 | ✠100A1<br>~~6,21~~ ~~10,20~~ ~~11,21~~<br>3,22 ~~BS11,20~~ ✠LMC7,18<br>BS3,22 | Mdb<br>~~Nwc~~<br>~~Lon~~ TNl | x | CL<br>~~11,20~~<br>3,22 | 1914<br>12mo<br>Lloyd | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>'sA&CP | Bullard, King&Co.<br>Ld.<br>WB=CellDB | 365·0<br>P37'B130'F40'<br>FK<br>a104'uE&B43'f164' | 49·2 | 28·1 | London<br>British<br>6BHCem<br>687tAPT37t | T.3Cy.27",44"&73"-48" (s)<br>180lb 504NHP<br>3SB,9cf,GS180,HS7374 FD<br>G.Clark,Ld.Sunderland | 30<br>s 5<br>25 |
| 33863<br>108161 | **Umzimvubu** SteelTwinScSr<br>Now named "Namaqua," See No 38639 in Supplement<br>~~ssP.Nl.No.3-2,09~~<br>ssP.Nl.No.2-18<br>1Dk | 150<br>135<br>90 | ✠100A1<br>9,20<br>✠NB6,05 ✠LMC6,18<br>BS12,20 | ELn | b | CL<br>9,20 | 1896<br>12mo<br>Lloyd | Edwards<br>&Co.<br>London<br>'sA&CP | ~~St.John'sS.S.Co.~~<br>~~Ld. (A.L.~~<br>~~Balsillie, Mgr.)~~<br>ThesenS.S.Co Ld. | 110·0<br>Q17'<br>FK<br>WB=FPT6t | 21·1 | 7·4 | Natal<br>British<br>4BHCem<br>APT4t | C.4Cy.10½"&18½"-15" (r)<br>100lb 60RHP<br>1SB,2pf,GS36,HS820<br>T.A.Young&Son,London | 8<br>s 1<br>7 |
| 33864<br>104458<br>NRLG | **Umzinto** SteelSc<br>— ssPhl.2ndNo.3-8,20<br>(exSabine,exMarino)<br>Elec.light Wireless 2Dks(Stl)3trB | 3827<br>3557<br>3008 | ✠100A1<br>~~6,21~~ ~~2,21~~ 12,21<br>BS2,21 ✠LMC8,20 | Nwc<br>~~PNl~~ Mdo | w | 8,20 | 1895<br>2mo<br>Lloyd | Harland&<br>Wolff,Ld.<br>Belfast<br>'sA&CP | Bullard,King&Co.<br>Ld.<br>CellDBa114' | 371·0<br>P35'B82'F40'<br>ptND06 BK9½"<br>uE&B42'f158'713t | 43·2 | 27·5 | London<br>British<br>6BHCem<br>APT65t | T.3Cy.24",40"&66"-42" (s)<br>160lb 268NHP<br>2SB,6cf,GS124,HS3800<br>Muir&Houston,Glasgow | 30<br>s 6<br>24 |
| 33865<br>118392<br>VPDO | **Umzumbi** SteelScSr<br>ssMdb.No.3-7,19<br>Elec.light 1Dk(Stl)&Spar dk<br>Wireless (Stl-ptws)&Web frames | 3399<br>2957<br>2143 | ✠100A1<br>Spar dk<br>11,21 ~~5,21~~ ✠LMC<br>BS5,22 ~~MS7,19~~ | Bry<br>Mdb | w | CL<br>~~5,21~~<br>N2,22 | 1904<br>2mo<br>Lloyd | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>'sA&CP | Bullard,King&Co.<br>Ld.<br>WB=CellDBa | 348·0<br>P36'B118'F41' 24·7<br>FK<br>104'uE20'f134'541t | 43·3 | 16·9 | London<br>British<br>6BHCem<br>APT21t | T.3Cy.26",43"&71"-45" (s)<br>180lb 444NHP<br>3SB,9pf,GS173,HS6341 FD<br>G.Clark,Ld.Sunderland | 27<br>s 5<br>23 |
| 33866 | **Una** SteelTwinSc<br>(exKomet)<br>Elec.light Wireless 2Dks | 977<br>538<br>335 | | | | | 1911 | Bremer<br>Vulkan<br>Vegesack | Requisitioned by<br>theAustralian<br>Commonwealth | 210·3<br>H— | 31·2 | 21·2 | British<br>WB | T.6Cy.15",26⅔"&39⅓"-23⅔"<br>153NHP<br>BremerVulkan,Vegesack | |
| 33867<br><br>HLOB | — SteelScSr<br>1Dk&ptShadedk | 400<br>—<br>262 | ✠<br>pt Shade dk<br>withfreeboard<br>1,89 ✠ | Fal | g | | 1888<br>12mo | A.Hall&<br>Co.<br>Aberdeen | CiaPernambucana<br>deNav. | 160·1<br>P41'B37'F24'<br>ptShade dk BK7" | 26·1 | 10·5 | Prnmbuco<br>Brazilian<br>4BHCem | T.3Cy.12",19"&32"-24"<br>50NHP<br>1SB,2rf,GS53<br>J.Scott&Co.,Kirkcaldy | 11 |
| 33868<br>96214<br>LQOP | — IronScK<br>(Trawler)<br>1Dk | 178<br>164<br>87 | | | ... | | 1890 | Cochrane,<br>Coopr&Scho-<br>fieldBeverley | Irvin&Johnson,<br>Ld. | 111·0<br>Q16'F19'<br>BK7½" | 20·7 | 11·0 | Fremantle<br>British | T.3Cy.12½",19½"&31½"-22½"<br>50RHP<br>C.D.Holmes&Co.,Hull | 11 |
| 33869<br>—<br>JSTB | **Unbe Mendi** SteelScSr<br>ssBbo.No.1-18<br>1Dk(ptStl&ptIrn) | 4313<br>3979<br>2664 | ✠100A1<br>9,21 ~~6,20~~<br>~~BS10,19~~ ✠LMC11,18<br>~~BS11,20~~ 9,21 | Bbo<br>Rot | w | CL<br>~~3,20~~<br>9,21 | 1914<br>10mo<br>Lloyd | Cia.Euscal-<br>dunadeConst<br>Bilbao<br>'sA&CP | Cia.Nav.Sota y<br>Aznar(Sota y<br>Aznar,Mgrs.)<br>WB=CellDBa | 365·0<br>P29'B100'F38'<br>FK<br>119'uE26'f159'934t | 50·3 | 25·2 | Bilbao<br>Spanish<br>6BHCem<br>APT152t | T.3Cy.26",42"&70"-48" (s)<br>180lb 382NHP<br>3SB,9cf,GS156,HS6062<br>Cen.Mar.Eng.Wrks.WHpl | 27<br>s5<br>22 |
| 33870<br>22899<br>RCMH | **Unbo Maru** WoodAuxScSr | 401<br>—<br>277 | | | | | 1918 | ................ | NipponGyogyo<br>KabushikiKaisha | 130·9 | 27·0 | 14·4 | Tateyama<br>Japanese | | |
| 33871<br>135326<br>JCMP | **Uncas** SteelScSr<br>ssNYk.No.2-22 ~~ssAlx.No.1-17~~<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinal framing<br>Wireless | 4722<br>4224<br>2897 | ✠100A1<br>2,22 ~~1,21~~<br>~~BS6,20~~ ✠LMC~~10,17~~<br>2,22<br>CarryingPetr<br>Fitted for oil | NYk<br>oleum<br>fuel 1 | x<br>in<br>2,1 | CL<br>6,20<br>bulk<br>3 F.P. | 1913<br>6mo<br>Lloyd<br>above | Greenock<br>&Grangem'th<br>DkyrdCo. Ld.<br>Greenock<br>'sA&CP<br>150° F. | StandardTrans-<br>portationCo.Ld.<br>WB=CellDBu<br>E&B75'122t | 375·0<br>P103'B28'F46'<br>FK<br>FPT138tAPT90t | 51·2 | 29·0 | HongKong<br>British<br>16BHCem<br>11 " toU dk<br>5 " 2nd " | T.3Cy.27",44"&73"-48" (r)<br>180lb 120lb 470NHP<br>3SB,9cf,GS195,HS8202<br>Rankin&Blackmore,Grk | 29<br>s 5·10<br>23 |
| 33872<br>25351<br>KRWJ | **Uncatena** SteelPad<br>Elec.light 2Dks | 652<br>—<br>370 | | | | | 1902 | ThePusey<br>&JonesCo.<br>WlmngtnDel | New Bedford,Mar-<br>thasVineyard&<br>NantucketS.S.Co. | 178·0 | 31·0 | 12·0 | N. Bedford<br>Utd. States | B.1Cy.42"-120"<br>149NHP<br>Pusey&JonesCo.Wlmngtn | |
| 33873<br>129011<br>HPGK | **Unda** SteelScSr<br>— ssSng.No.3-3,15<br>ssShi.No.1-19<br>Wireless 1Dk(Stl-teak s)2trB&<br>lower dk(Stl)in fore hold | 1412<br>1294<br>379 | ✠100A1<br>~~5,21~~ ~~7,20~~ 3,22<br>~~BS11,20~~ ✠LMC5,20<br>BS3,22 | Shi<br>HKg | p | CL<br>~~5,20~~<br>3,22 | 1903<br>5mo<br>Lloyd | J.Priest-<br>man&Co.<br>Sunderland<br>'sA&CP | Anglo-Saxon<br>PetroleumCo.Ld.<br>WB | 240·0<br>B68'F25'<br>FK<br>=DBa68'f92' 346t | 35·0 | 20·2 | London<br>British<br>4BHCem<br>APT28t | T.3Cy.18½",30"&49"-33" (s)<br>170lb 80lb 150NHP<br>2SB,4pf,GS65,HS2370<br>N.E.MarineEng.CoLd.Sld. | 21<br>s 3·0<br>18 |
| 33874<br>105528 | **Undaunted** IronScK<br>(Trawler)<br>1Dk | 141<br>131<br>58 | | | ... | | 1895 | Cochrane<br>&Cooper<br>Beverley | T.Davidson | 93·6<br>Q17'<br>BK7½" | 20·4 | 11·0 | Aberdeen<br>British | T.3Cy.11",17"&30"-21"<br>44RHP<br>Earle'sCo.(Lim.),Hull | 11 10 |
| 33875<br>6372<br>KCRS | **Unden** SteelScSr<br>Elec.light Wireless 2Dks | 4253<br>3946<br>2558 | | | | | 1920 | J.Priest-<br>man&Co.<br>Sunderland | Rederiaktieb.<br>Transatlantic<br>(G.Carlsson Mgr.) | 365·9 | 51·6 | 25·2 | Gothenbrg<br>Swedish<br>WB | T.3Cy.25",41"&69"-48"<br>330NHP<br>C.Clark,Ld.Sunderland | |
| 33876<br>127395 | **Undertow** SteelScSr<br>1Dk(Stl) | 96<br>95<br>42 | ✠100A1<br>For Fishing<br>1,21<br>✠LMC8,19 | Dun<br>purpo | ses | | 1919<br>8mo<br>Lloyd | Scott&<br>Sons<br>Bowling<br>'sA&CP | ~~TheAdmiralty~~<br>J.Dickson | 86·1<br>BK7½" | 18·6 | 9·3 | Leith<br>~~London~~<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>W.Beardmore&Co.Ld.<br>Coatbridge | 10 |
| 33877 | **Undine** SteelScSr<br>(exZanzibar)<br>Elec.light 1Dk | 1268<br>1027<br>684 | | | | | 1912 | Schiffsw. v.<br>HenryKoch<br>Lübeck | Wachsmuth&<br>Krogmann | 240·8<br>P&B190'F35' | 36·1 | 16·0 | Hamburg<br>German<br>WB | T.3Cy.18⅝",28¾"&47¼"-33 1/16"<br>129NHP<br>OttensenMasch.Fab.Alt. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in Lloyd's. Date of B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33878 | **Undine** IronScSr<br>(exYacht,exHawk,exLadyAline) | 289<br>172 | | | ... | | 1884 | Ramage&<br>Ferguson<br>Leith | A.Gardella yCia. | 165·4 | 23·7 | 12·9 | Bns.Ayres<br>Argentine | C.2Cy.20"&38"–24"<br>63NHP<br>Ramage&Ferguson,Ltb. | | V |
| 33879<br>84619 | — SteelScYl<br>(Trawler)<br>Elec.light 1Dk | 184<br>155<br>32 | | | ... | | 1899 | Mackie&<br>Thomson<br>Glasgow | SouthAfrican<br>Fisheries&Cold<br>StorageCo.Ld. | 105·6<br>Q17'<br>BK7½" | 21·0 | 10·7 | CapeTown<br>British | T.3Cy.12",19½"&32"–22"<br>NB12 55RHP<br>W.V.V.Lidgerwood,Gls. | 11 ″ 7 | |
| 33880 | **Uniaco Açoreana** SteelAuxSc<br>Motor 3MstSr<br>1Dk<br>(See Sailing Ship Register) | 277<br>240<br>213 | | | | | 1919 | NVScheep.<br>v/hP.&A.<br>Ruijtenberg<br>Waspik | EmprezaMichael-<br>ense deTrans-<br>portesMaritimes | 127·5<br>Q25'F13' | 24·7 | 10·5 | PntaDlgda<br>Portuguese | Motor 2S.C.SA<br>2Cy.15¾"–15¾"<br>N.V.Machf"Bolnes"v/h<br>J.H.vanCapellen,Bolnes | | |
| 33881 | **União** SteelScSr<br>Elec.light 1Dk&Promenade dk | 217<br>153<br>147 | | | ... | | 1905 | Murdoch&<br>Murray<br>Pt.Glasgow | M.Castello&Co. | 120·0<br>F20'<br>FK | 24·1 | 7·8 | Para<br>Brazilian | C.2Cy.14"&28"–20"<br>NB10 45NHP<br>Ross&Duncan,Glasgow | 8 ″ 0 | |
| 33882<br>86703 | **Unibelle** IronPadSp<br>(exFlyingSportsman) | 187<br>174<br>74 | | | | | 1882 | JTEltring-<br>ham<br>S.Shields | NeptuneMarine<br>SalvageCo.Ld.<br>(J.Johnston,Mgr) | 122·0 | 20·2 | 10·7 | Glasgow<br>British | L.1Cy.41"–60"<br>NB93 98RHP<br>J.P.Rennoldson&SnsS.Shl | | |
| 33883<br>219940<br>LWJT | **Unicoi** SteelScSr<br>Fitted for oil fuel<br>Elec.light 2Dks<br>Wireless Sub.Sig. Longitudinal framing | 5926<br>6144<br>3808 | | | | | 1920 | O.Daniels<br>Co.<br>Tampa,Fla. | UnitedStates<br>ShippingBoard | 401·9<br>P34'B120'F38' | 54·2 | 31·3 | Tampa<br>Utd.States<br>WB | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>HardyTyneMfg.Co.<br>Birmingham,Ala. | | R |
| 33884<br>104195 | **Unicorn** IronScK<br>(exSteamTrawler) ssGms.No.2-03<br>1Dk | 124<br>111<br>42 | ✠<br>12,07<br>✠ | Gms | | | 1895<br>3mo | Edwards<br>Bros.<br>NorthShields | F.T.Hare | 90·7<br>Q18'F19'<br>BK7½" | 20·1 | 10·6 | Milford<br>British<br>3BHCem | T.3Cy.10",16"&25½"–19½"<br>40RHP<br>1SB,2pf,GS18,HS590<br>N.E.Mar.E.Co.(Lim.),Sld. | 11 ″ 6 | |
| 33885<br>11391<br>KRMD | **Unimak** WoodScSr<br>(exRedwoodCity)<br>1Dk | 258<br>194<br>158 | | | | | 1901 | J.Dickie<br>Alameda,Cal. | H.A.Richardson | 124·8 | 31·5 | 9·5 | S.Frncisco<br>Utd.States | C.2Cy.13"&28"–20"<br>31NHP<br>UnitedEng.Wrks.S.Frisco | | |
| 33886<br>209710<br>LCHV | — SteelScSr<br>Fitted for oil fuel (Whaler)<br>1Dk | 146<br>– –<br>99 | | | | | 1912 | J.F.Duthie<br>&Co.<br>Seattle | AlaskaWhaling<br>Co. | 100·0 | 19·2 | 12·4 | St.Paul,<br>Minn.<br>Utd.States | T.3Cy.11",18"&29"–24"<br>41NHP<br>Washington I.Wks.Seattle | | |
| 33887<br>~~95998~~<br>~~VJQR~~ | **Unio** SteelSc3MstSr<br>ssH.Kg.No.3-10,14<br>(exTwingone) ssShl.No.1-19<br>Mchy.Aft 1Dk(Stl)&Spar dk(Stl)<br>Wireless Elec.light &Web frames | 1773<br>1649<br>1118 | ✠100A1<br>Spar dk<br>~~6,21~~ ~~11,20~~ 11,21<br>~~BS4,20~~<br>Carrying Petroleum in bulk Lloyd's A&CP<br>Fitted for oil fuel 8,02 F.P. above 150°F. | Rot<br>~~Sng~~ Hkg<br>BS6,21<br>✠LMC5,19 | r | CL<br>~~10,19~~<br>11,21 | 1902<br>8mo | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | Nederlandsche<br>IndischeTank-<br>StoombootMaats | 250·0<br>P22'B23'F25' 23·8<br>FK<br>WB=CellD BuB31'29tFPT62t | 36·5 | 16·8 | Batavia<br>Dutch<br>10BHCem<br>APT7t | T.3Cy.20",33"&54"–36" (r)<br>180lb 120lb 198NHP<br>2SB,6cf,GS100,HS3158<br>WllsndSlpwy.&Eng.Co.<br>Ld.Nwc. | 24 ″ 10<br>s 4 ″ 7½<br>20 ″ 6 | |
| 33888 | **Union** SteelSc2TwinMst ~~SteelSc~~<br>2Dks(Stl)<br>Elec.light | ~~5000~~<br>6340<br>5304<br>3813 | ✠100A1<br>7,21<br>~~(ClassContemplated)~~<br>✠LMC8,21 | St.N | a† | CL | 1921<br>3mo<br>Lloyd's A&CP | Ateliers&<br>Chantiers,de<br>St.Nazaire,<br>Penhoët,<br>St.Nazaire | Cie.Française<br>d'Armement et<br>d'Importation de<br>Nitrate de Soude | ~~421·7~~<br>~~P37'B135'F51'~~<br>425·8<br>P38'B135'F49' FK<br>CellDB344'1601tDTa30'940tFPT | ~~57·5~~<br>57·4 | ~~32·0~~<br>29·0 | Dunkirk<br>French<br>7BHCem<br>21tAPT46t | T.3Cy.~~27⅗"~~ 27 3/16",44½"&~~75"~~ 74 13/16"–51"<br>178lb (s) 560NHP<br>3SB,9cf,GS203,HS8350 FD<br>Ateliers et Chantiers de<br>St.Nazaire,Penhoët | 32 ″ 0 | |
| 33889<br>HOFV | — SteelScSr<br>1Dk2trB | 593<br>477<br>361 | | | | | 1893 | Nylands<br>Værks.<br>Christiania | D/S A/S Dora<br>(B.Felix,Mgr.) | 162·1<br>Q29tB63tH12tF10t | 26·9 | 15·1 | Chrstiania<br>Norwegian<br>WB | T.3Cy.11⅔",17½"&30"–27"<br>47NHP<br>NylandsVærks.Christiania | | N |
| 33890<br>NPFB | — IronScSr<br>Ref.Mchy. 2Dks&Hurdk | 541<br>460<br>275 | | | | | 1875 | Lobnitz,<br>Coulbrn&Co.<br>Renfrew | DetForenede<br>DampskibsSelsk. | 190·6<br>P42tF29t 20·5 | 26·2 | 13·8 | Odense<br>Danish<br>WB | C.4Cy.20"&40"–36"<br>160NHP<br>Lobnitz,Coulborn&C.,Rfw | | |
| 33891<br>JSVD | — IronScSr<br>ssCpl.2ndNo.3-5,02<br>(exTriton,exFanny) 1Dk<br>Well deck | 305<br>—<br>141 | ✠<br>4,04<br>✠NB5,93 | Cpl | | | 1878<br>3mo | A&J Inglis<br>Glasgow | J.Ripoll | 151·0<br>Q48'B35'F32'<br>BK6"<br>WB=FPT | 21·6 | 11·8 | Palma<br>Spanish<br>4BHCem<br>20tAPT10t | C.2Cy.18¼"&34"–24"<br>NDB98 51NHP<br>1SB,2pf,GS38,HS900<br>A.&J.Inglis,Glasgow | | V |
| 33892<br>HGRB | — WoodScSr<br>(exCarlosPacheco) 1Dk | 172<br>—<br>104 | | | | | 1886 | A.Hay<br>S.Francisco | Cia.Naviera del<br>Pacifico,S.A. | 95·0<br>H35t | 22·9 | 11·0 | Mazatlan<br>Mexican | C.2Cy.11"&22"–18"<br>17NHP<br>Hinckly,Spiers&Hays,SFo | | |
| 33893<br>HJMT | — WoodScSr<br>(exPraviano,exGuadiana,<br>exIsla dePinos,exJoséR.Rodriguez) | 171<br>—<br>105 | | | | | 1883 | Neafie&<br>Levy<br>Philadelphia | E.Gonzalez&Co. | 93·2 | 22·8 | 8·6 | Havana<br>Cuban | 1Cy.18"–18"<br>11NHP<br>Neafie&Levy,Philadelphia | | |
| 33894 | — IronScK<br>ssAms.No.3-7,10<br>ssAms.No.2-17<br>(exAssumburg) 1Dk | 169<br>151<br>92 | ✠100A1<br>Stm Trawler<br>~~6,21~~ ~~6,19~~ 11,21<br>✠NB2,17 ✠LMC2,17 | Ymu<br>Ams | | ~~6,19~~<br>N6,21 | 1899<br>3mo<br>Lloyd's A&CP | Earle'sCo.<br>Ld.<br>Hull | Stoomviss.Maats.<br>"Union"<br>(P.Dekker,Gzn.&<br>P.C.Kok,Mgrs.) | 102·0<br>Q44'F19'<br>BK7½" | 20·6 | 11·0 | Ymuiden<br>Dutch<br>3BHCem | T.3Cy.11⅜",17"&30"–21" (s)<br>160lb 47NHP<br>1SB,2pf,GS36,HS1063<br>Earle'sCo.Ld.Hull | 11 ″ 9 | |
| 33895<br>OUTW | **Union I.** SteelScSr | 138<br>—<br>48 | | | | | 1896 | A.Blasse<br>Nantes | Cie.Mar"L'Union-<br>Belliloise" | 99·2<br>Q16'H10'F18' | 20·0 | 8·1 | Palais<br>French<br>WB | C.2Cy.16"&28"–18"<br>NB07 27NHP<br>A.Maucour,Nantes | | |
| 33896<br>MCDG | **Union II.** SteelSc<br>Mchy.Aft 1Dk | 148<br>110<br>69 | | | | | 1904 | Porsgrund<br>Mek.Værks.<br>Porsgrund | A/S Transit<br>(A.Johnsen, Mgr.) | 93·6<br>P30t | 19·6 | 8·8 | Skien<br>Norwegian<br>WB | C.2Cy.9⅗"&19½"–14"<br>11NHP<br>PorsgrundM.V.Porsgrund | | |
| 33897<br>OUTY | **Union III.** SteelScSr | 155<br>—<br>56 | | | | | 1898 | A.Blasse<br>Nantes | Cie.Mar."L'Union<br>Belliloise" | 98·8<br>H32'F20' | 20·0 | 8·4 | Palais<br>French<br>WB | C.2Cy.16⅓"&28⅔"–17¾"<br>NB09 28NHP<br>A.Maucour,Nantes | | |
| 33898<br>MFND | — SteelScSr<br>Mchy.Aft 1Dk | 154<br>114<br>71 | | | | | 1908 | Porsgrund<br>Mek.Værks.<br>Porsgrund | A/S Transit<br>(A.Johnsen,Mgr.) | 95·4<br>P31t | 19·6 | 8·8 | Skien<br>Norwegian<br>WB | C.2Cy.9⅘"&19⅗"–14"<br>11NHP<br>PorsgrundM.V.Porsgrund | | |
| 33899<br>MHCQ | **Union IV.** SteelScSr<br>Mchy.Aft 1Dk | 175<br>126<br>89 | | | | | 1911 | Porsgrund<br>Mek.Værks.<br>Porsgrund | A/S Transit<br>(A.Johnsen,Mgr.) | 100·4<br>P39t | 20·5 | 8·8 | Skien<br>Norwegian<br>WB | C.2Cy.9⅘"&19 7/10"–14 3/10"<br>12NHP<br>PorsgrundM.V.Porsgrund | | |
| 33900<br>MSWL | **Union VI.** SteelScCtr<br>Motor<br>1Dk | 143<br>111<br>68 | | | | | 1917 | Trosvik<br>MekVerk A/S<br>Brevik | A/S Transit<br>(A.Johnsen, Mgr.) | 95·8 | 20·1 | 7·5 | Skien<br>Norwegian | Motor | | |

| 1<br>Numéro d'Ordre.<br>Numéro Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33901 | **Union City** SteelSc<br>ssHam.No.1-13<br>(*ex*Iserlohn) *2Dks(Stl)&deep framing*<br>*Well deck lower dk in Nos.1&3holds*<br>*Elec.light* Wireless | 4672<br>4337<br>2921 | ✠<br>10,16<br>✠ | Ham | *z* | | 1909<br>9mo | Reiherst'g<br>Schiffsw<br>Hamburg | St.JustS.S.Co.Ld.<br>(W.R.Smith&Sons Ld. *Mgrs.*)<br>*Cell* | 399·3<br>P&B329'F52'<br>FK<br>*DBa124'uE&B47'f* | 53·9 | 25·3 | Bideford<br>British<br>*7BHCem*<br>182'1288*t* | T.3Cy.26",47½"&76½"-48"<br>597NHP<br>3SB,*9cf*,GS192,HS8490 FD<br>Reiherst.Machinenf.Ham. | 28 |
| 33902<br><br>JSVG | **Union Hullera** IronScSr<br>ssHul.No.3-11,89<br>(*ex*Victory) ssBbo.No.1-94<br>1*Dk(Irn)* | 427<br>349<br>282 | ✠<br>3.98<br>✠NB11,89 | Bbo | *g* | | 1878<br>8mo | Murdoch&<br>Murray<br>Pt.Glasgow | Soc.Metalurgica<br>Duro-Felguera | 160·5<br>Q79'F21'<br>BK7"<br>*WB=D* | 24·7 | 11·8 | Gijon<br>Spanish<br>*4BHCem*<br>*Ba40'FPT* | C.2Cy.21"&37"-24"<br>NDB89 59NHP<br>1SB,*3pf*,GS42,HS1085<br>Kincaid,Donald&Co.,Grk. | 13 |
| 33903<br>219857<br>LWGB | **Union Liberty** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig Wireless 1*Dk2trB* | 2560<br>2203<br>1586 | | | ... | | 1920 | Toledo<br>S.B.Co.<br>Toledo,Ohio | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F28'<br>FK | 43·6 | 25·8 | NewYork<br>Utd.States<br>*WB* | T.3Cy.22",36"&59"-42"<br>315NHP<br>ToledoS.B.Co.Tolodo | 28 |
| 33904<br>60<br>SPDG | **Unione** SteelSc3MstSr<br>(*ex*Dynamo)<br>*Mchy.Aft* | 510<br>441<br>306 | | | ... | | 1884 | Earle'sCo.<br>Ld.<br>Hull | Soc.TrasportiInternazionaliMarittimiG.Randazzo | 175·7<br>Q28'B24'F16'<br>FK | 25·0 | 13·8 | Palermo<br>Italian | T.3Cy.17",27"&48"-27"<br>NB03 120NHP<br>Earle'sCo.Ld.Hull | 14 |
| 33905 | — WoodSc3MstBn<br>Rest.Liv.12,80-7yrs.<br>(*ex*Zazita,*ex*SteamYachtAr-Nedelec,<br>*ex*Ringleader,*ex*SailingYacht) | 214<br>—<br>70 | ✠<br>3,90 | Drt | 12<br>C4 | | 1864 | E.Evans<br>Salcombe | J.B.Reforzo | 116·2 | 23·9 | 12·9 | Genoa<br>Italian | C.3Cy.17"&34"-22"<br>NE&B86 45NHP<br>Ramage&Ferguson,Leith | |
| 33906<br>12<br>SPGV | **Unione Operaia** SteelSc | 125<br>104<br>51 | | | | | 1906 | Soc.Nav.<br>Unione<br>OperaiaLerici | Soc.Anon.Co-op.di<br>Nav.aVap.Unione<br>OperaiadelGolfo | 101·5 | 19·8 | 9·1 | Spezia<br>Italian | C.2Cy.15¾"&29½"-17¾"<br>30NHP<br>Ceretti&Parodi,Leghorn | |
| 33907<br><br>MORS | **Unita** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 3586<br>3383<br>2344 | | | | | 1906 | W.Dobson<br>&Co.<br>Newcastle | A/S Corona<br>(H.M.Wrangell& Co.A/S *Mgrs.*) | 338·1<br>H80*t*F48*t* | 48·0 | 25·5 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.25",41"&68"-<br>139NHP<br>N.E.MarineEng.CoLdNwc | 28 |
| 33908<br>65415<br>QSRN | **United Service** WoodPad<br>ptIB | 107<br>107<br>41 | ✠<br>*For Tug purposes*<br>8,72 | Shl | 7 | | 1871<br>9mo | Dodgin<br>N.Shields | GreatYarmouth<br>SteamTugCo.Ld.<br>(E.R.Aldred, *Mgr.*) | 98·6 | 19·1 | 9·8 | Yarmouth<br>British | 1Cy.35"-51"<br>NB14 44RHP<br>T.R.Scott&Co.,N.Shields | |
| 33909<br><br>NMHV | **United States** SteelTwinScSr<br>Sub.Sig *2Dks&Awngdk*<br>*Ref.Mchy.* *Elec.light* Wireless | 10122<br>6529<br>6006 | | | | | 1903 | A.Stephen<br>&Sons,Ld.<br>Glasgow | DetForenede<br>DampskibsSelsk. | 500·8<br>P44'B176'F59' 37·6 | 58·3 | 29·4 | Copnhagn<br>Danish<br>*WB* | T.6Cy.30",50"&80"-54"<br>941NHP<br>A.Stephen&Sons,Ld.Gls. | |
| 33910<br>206330 | — SteelSc<br>*Elec.light* Wireless 3*Dks* | 1374<br>—<br>811 | | | | | 1909 | Manitowoc<br>D.D.Co.<br>Manitowoc | E.H.R.Green | 193·0 | 41·0 | 16·0 | Galveston<br>Utd.States | T.3Cy.22",36½"&60"-40"<br>Gunnell 228NHP<br>MachineCo.Manitowoc | |
| 33911<br>135070 | **Unitia** SteelScK<br>ssGms.No.2-21 ~~ssGls.No.1-19~~<br>1*Dk* | 296<br>265<br>122 | ✠100A1<br>*StmTrawler*<br>11,21 ~~12,20~~<br>~~BS12,20~~ ✠LMC~~10,19~~ 11,21 | Gms | | CL<br>10,19 | 1913<br>9mo<br><br>*Lloyd's A&CP* | Cook,Welt'n&Gemmell<br>Ld. Beverley | Gt.Gms.&E.Coast<br>Stm.FishingCo.Ld | 130·2<br>Q71'F20'<br>BK8" | 23·0 | 12·2 | Grimsby<br>British<br>*4BHCem* | T3Cy.13½",22½"&37"-24"(*s*)<br>185lb 68RHP<br>1SB,*3pf*,GS47,HS1595<br>Amos&Smith,Ld.Hull | 13 |
| 33912<br>73575<br>WTMJ | **Universe** IronPadSk | 143<br>143<br>85 | | | | | 1875 | J.T.Eltringham<br>SouthShields | NeptuneMarine<br>SalvageCo.Ld.<br>(J.Johnston, *Mgr*) | 115·8 | 19·5 | 9·9 | Liverpool<br>British | L.2Cy.30⅝"-54"<br>85RHP<br>Hepple&Co.,SouthShields | |
| 33913<br>7093<br>JMSV | **Unkai Maru** SteelScSr<br>ssHpl.No.3-2,08<br>(*ex*Fulham) 1*Dk(Irn)&Web frames &ptAwng dk(Irn)* | 2069<br>1545<br>1477 | ✠<br>*ptAwng dk withfreeboard*<br>5,05 ✠ | Yka | *r* | | 1890<br>5mo | W.Gray&<br>Co.Ld.<br>WHartlepool | Kuribayashi<br>ShosenKabushiki<br>Kaisha | 270·0<br>P29'Q80' BK10"<br>*ptAwng dk161'*<br>*WB=CellD* | 36·6 | 21·3 | Tarumi<br>Japanese<br>*4BHCem*<br>B226'405*t* | T.3Cy.20",31½"&53"-36"<br>NDB99 165NHP<br>2SB,*4rf*,GS71,HS2500<br>Cen.Mar.Eng.Wrks.WHpl | 21 |
| 33914<br>24230<br>RHLK | **Unkai Maru No. 2** SteelSc<br>1*Dk* | 1708<br>1410<br>1002 | | | | | 1920 | Hakodate<br>Dkyd.Co.<br>Hakodate | Seishichiro<br>Nakamura | 242·0<br>P23'B61'F30' | 36·0 | 21·6 | Japanese<br>*WB* | T.3Cy.18",29"&49"-33"<br>138NHP<br>HakodateDkyd.Co.Hak. | |
| 33915<br>15013<br>LVQG | **Unkai Maru No. 3** SteelScSr<br>ssTri.No.3-7,10<br>(*ex*Istria,*ex*Craigrowan) ssKob.No.2-18<br>1*Dk(Stl)2trB&deepframing* | 2765<br>2367<br>1989 | ✠100A1<br>*Spar dk withfreeboard*<br>4,21 ✠LMC4,21 | Kob | *l* | CL<br>3,20 | 1898<br>2mo<br><br>*Lloyd's A&CP* | A.Rodger<br>&Co.<br>PortGlasgow | S.Nakamura<br><br><br>*WB=* | 314·4<br>P29'B76'F29'<br>FK<br>*CellDBa102'f130'* | 44·0 | 20·7 | Tarumi<br>Japanese<br>*5BHCem*<br>583*tAPT*34*t* | T.3Cy.22½",37"&61"-42"(*s*)<br>160lb 250NHP<br>2SB,*6cf*,GS106,HS3888<br>Hall-Brwn,Buttery&C.Gls | 23<br>s3,11<br>19,7 |
| 33916<br>19770<br>NFMP | **Unkai Maru No. 9** WoodSc | 1110<br>—<br>661 | | | | | 1916 | ................ | S.Nakamura | 217·4 | 34·6 | 18·0 | Tarumi<br>Japanese | | |
| 33917<br>23559<br>RDPC | **Unkai Maru No. 10** SteelSc | 993<br>—<br>684 | | | | | 1918 | ................ | Kuribayashi<br>ShosenKabushiki<br>Kaisha | 195·5 | 31·5 | 18·0 | Tarumi<br>Japanese | | |
| 33918<br>21149<br>NPHJ | **Unnan Maru** SteelScSr<br>*Elec.light* 1*Dk* | 2201<br>1885<br>1340 | | | | | 1917 | Ishikawa-jimaS.B.Co.<br>Tokio | OsakaShosen<br>KabushikiKaisha | 268·0<br>P13'B58'F27' | 40·7 | 23·5 | Osaka<br>Japanese<br>*WB* | T.3Cy.19",31½"&52"-39"<br>169NHP<br>IshikawajimaS BCo.Tokio | |
| 33919<br><br>MLVW | **Uno** SteelScSr<br>(*ex*Göteborg) | 612<br>598<br>384 | | | | | 1890 | A.A.W.van<br>Reede,Czn.<br>Papendrecht | O.Kvilhaug | 173·6<br>H23*t* | 27·3 | 17·7 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.15",24"&40½"-30"<br>A.A.W.van 90NHP<br>Reede,Papendrht | |
| 33920<br>5490<br>JTKV | — SteelAuxSc3MstSr<br>*OilEng.*<br>(*ex*SailingVessel, *ex*Hillechiena) 1*Dk*<br>(*See Sailing Ship Register*) | 133<br>113<br>89 | | | | | 1909 | Gebr.Barkmeijer<br>Noordhorn | RederiA/BTiman<br>(O.A.Paborn *Mgr.*) | 98·0<br>Q18'H21*t* | 19·4 | 7·5 | Sölvesborg<br>Swedish | OilEngines<br>NE*fitted*,17<br>ArbråM.V.,Arbrå | |
| 33921<br>24468<br>RJLQ | **Unten Maru** SteelSc | 975<br>—<br>555 | | | | | 1918 | ................ | OkinawaBussan<br>KabushikiKaisha | 200·0 | 31·0 | 18·5 | Osaka<br>Japanese | | |
| 33922 | **Unterweser 19** SteelAuxSc3Mst<br>*Motor* Sr<br>(*ex*SailingVessel) 1*Dk*<br>(*See Sailing Ship Register*) | 898<br>838<br>835 | | | | | 1905 | Bremer<br>Vulkan<br>Vegesack | Schleppschiff. Ges.<br>Unterweser | 215·4 | 33·2 | 14·6 | Bremen<br>German<br>*WB* | Motor 2S.C.SA<br>4Cy.10⅝"-11"<br>E*made&fitted*19<br>H.Callesen&Co.Apenrade | |
| 33923<br>11608<br>LHDP | **Unyo Maru** SteelAuxScBk<br>*Elec.light* 2*Dks* | 442<br>380<br>196 | | | | | 1909 | OsakaIron<br>Works<br>Osaka | Government of<br>Japan(Dept.of Agric.&Com.) | 137·2<br>P29'F29' | 28·5 | 16·0 | Tokio<br>Japanese | T.3Cy.11",18"&29½"-22"<br>41NHP<br>OsakaIronWorks,Osaka | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c | 4<br>Regist'd Tonnage<br>Gross<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33924<br>7056<br>JOWP | **Unyu Maru** WoodScSp<br>(*ex*Shin-unyuMaruNo.2) 2*Dks* | 173<br>—<br>107 | | | | | 1901 | Ono Seikichi<br>Osaka | I.Amagasaki | 103·9\|16·3\|12·6 | Osaka<br>Japanese | C.2Cy.12½"&24½"-16"<br>20NHP<br>OnoSeikichi,Osaka | | |
| 33925<br>22216<br>NSRK | **Unyu Maru No. 1** WoodSc | 777<br>—<br>479 | | | | | 1918 | ................ | I.Amagasaki | 190·1\|26·8\|19·0 | Osaka<br>Japanese | | | |
| 33926<br>856<br>HFQM | — WoodTwinScSp<br>2*Dks* | 104<br>87<br>60 | | | | | 1883 | U.Hosoya<br>Osaka | I.Amagasaki | 90·6\|13·2\|11·3 | Osaka<br>Japanese | 2Cy.11⅞"-12¼"<br>8NHP | | |
| 33927<br>111190 | **Upada** SteelScSr<br>*Elec.light* 2*Dks*(*Stl-U*teak s)3*trB*<br>Wireless & *Webframes* | 5257<br>4880<br>3382 | ✠<br>5,99 ✠ | Gls | *z* | | 1899<br>5mo | A.&J. Inglis<br>Glasgow | BritishIndiaStm. Nav.Co.Ld.<br>*WB=CellDBa*<br>*B*43'*f*195'1208*t M* | 410·0\|50·7\|28·8<br>B95'F62'<br>123'*uE&* FK<br>*T*30'922*t FPT*184*t* | Glasgow<br>British<br>6*BHCem*<br>*APT*112*t* | T.3Cy.26½",42"&66½"-51"<br>387NHP<br>2SB,*6cf*,GS123,HS1500 FD<br>A.&J.Inglis,Glasgow | 32 " 0 | |
| 33928<br>2614<br>JFRT | **Upland** IronScSp<br>1*Dk* | 157<br>67<br>115 | | | | | 1871 | Bergsund Mek.Verks<br>Stockholm | ÅngfAktiebDrottningholm-Fittja (J.W.Rickander, *Mgr.*) | 104·8\|18·3\| 7·1<br>B61'H18*t*F10' | Stockholm<br>Swedish | C.2Cy.13¼"&23½"-15½"&19½"<br>20NHP<br>BergsundMk.Vks.Skm. | | |
| 33929<br>140255 | **Upminster** SteelScSr<br>ssShl.No.1-21<br>*Well deck* 1*Dk*(*Stl*)<br>*Cargo battens not fitted*<br>Wireless | 2176<br>1733<br>1272 | ✠100A1<br>1,22 ~~3,21~~<br>BS1,21 ✠LMC<br>MS3,21 | Shl | *r* | CL<br>3,21 | 1917<br>3mo<br>*Lloyd* | Osbourne, Graham&Co. Ld.<br>Sunderland<br>'*sA&CP* | HudsonS.S.Co.Ld.<br>*CellD* | 280·0\|40·5\|18·5<br>P23'Q94'B52'F27' FK<br>*B*236' 530*t FPT*95*t* | London<br>British<br>4*BHCem*<br>*APT*215t | T.3Cy.21",34"&56"-39" (*s*)<br>180lb 215NHP<br>2SB,*4cf*,GS77,HS3364<br>Richardsons,Westgarth& Co.Ld.Sld. | 20 " 9<br>s 2 " 2<br>18 " 11 | |
| 33930<br>JSVH | **Upo-Mendi** SteelScSr<br>*Turret deck Elec.light* 1*Dk* | 3838<br>3131<br>2435 | | | | | 1911 | Cia.Euscalduna<br>Bilbao | Cia.Nav.Sota y Aznar (Sota y Aznar,*Mgrs.*) | 350·2\|50·2\|28·4<br>P31'B117'F32' | Bilbao<br>Spanish<br>*WB* | T.3Cy.25",41"&67"-45"<br>301NHP<br>Blair&Co.Ld.Stockton | | V |
| 33931<br>101472<br>SLPM | **Upolu** SteelScSr<br>named "Tung An" See No. 39639 in Supplement<br>ssDan.No.3-12,08<br>ssSyd.No.2-12<br>2*Dks*(*UptStl*-ws)&*Awngdk* | 1141<br>1117<br>700 | ✠ *Awng dk withfreeboard*<br>12,15 ✠ | Syd | *m* | | 1891<br>12mo | Fleming& Ferguson<br>Paisley | A.B.Iffland van Ess<br>*WB* | 220·0\|30·1\|15·5<br>ND12 23·3<br>FK<br>=*DBa*53'*f*82'224*t* | Shanghai<br>British<br>4*BHCem*<br>*APT*38*t* | Q.4Cy.15",23",30"&45"-33"<br>123NHP<br>1SB,*3rf*,GS63,HS1765<br>Fleming&Ferguson,Psy. | 24 " 1 | |
| 33932<br>2330<br>JFHQ | **Upperud** CompScSp<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 188<br>149<br>120 | | | | | 1886 | P.Larsson<br>Thorskog | MunksjöA/B (A.Skeppstedt, *Mgr.*) | 98·2\|22·3\| 9·6<br>Q4'B20'H8*t*F10' | Jönköping<br>Swedish | Oil Engine 30NHP<br>2Cy.13¾"-15$\frac{1}{16}$" NE20<br>MunktellsMek.Verk.,A/B | | |
| 33933<br>3959<br>JMNB | **Uppland** SteelScSr<br>ssHbg.No.3-10,15<br>(*ex*Marie) ssGot.No.1-20<br>Wireless 1*Dk*(*ptIrnptStl*)& *deep framing* | 2142<br>1962<br>1218 | ✠100A1<br>~~7,21~~ ~~9,20~~ 5,22<br>✠LMC<br>BS~~2,20~~8,21 MS5,20 | Got | *s* | ~~9,20~~<br>5,22 | 1902<br>1mo<br>*Lloyd* | Helsingörs Jernsk.&Msk.<br>Elsinore<br>'*sA&CP* | Ångf.Aktieb. Tirfing(DanBroström,*Mgr.*)<br>*Cell DBa & u E* | 291·6\|40·2\|19·1<br>Q20'B70 H120'<br>F35' FK<br>112'*f*120'578*tFPT* | Gothenbrg<br>Swedish<br>5*BHCem*<br>58*tAPT*44*t* | T.3Cy.20¾",35"&57"-39" (*s*)<br>185lb 270NHP<br>3SB,*6rf*,GS113,HS4800<br>HelsingörsJernsk.&Mskb. | 21 " 10<br>s 3 " 6½<br>18 " 7 | |
| 33934<br>1886<br>HLWD | **Urado Maru No. 2** WoodScSr<br>2*Dks* | 170<br>—<br>79 | | | | | 1897 | Kanosuye Mansuke<br>Misato | SanrikuKisen KabushikiKaisha | 97·8\|17·9\|13·4 | Kamaishi<br>Japanese | C.2Cy.14½"&28"-18"<br>19NHP<br>OnoSeikichi,Osaka | | |
| 33935<br>HJVP | **Uræd** WoodScSp<br>(*Salvage Steamer*)<br>*Elec.light* 1*Dk* | 189<br>183<br>65 | | | | | 1890 | H.Gravdal<br>Opsanger | NorskBjergningskompaniA/S | 115·7\|22·9\|12·3<br>H12*t* | Chrstiania<br>Norwegian | C.2Cy.18½"&32½"-24¾"<br>E*blt*84*fitted*90 NB07 34NHP<br>NylndsMek.Verksted,Xia. | | N |
| 33936<br>19198<br>NBSK | **Uraga Maru** SteelScSr<br>1*Dk* | 2150<br>1886<br>1287 | | | | | 1916 | Uraga DockCo.Ld.<br>Uraga | TanakaShoji KabushikiKaisha | 268·0\|40·7\|23·6<br>P13'B58'F27'<br>*WB* | Toba<br>Japanese | T.3Cy.19",31½"&52"-39"<br>169NHP<br>UragaDockCo.Ld.Uraga | 23 " 6 | |
| 33937<br>112568 | **Uraidla** WoodScCtr<br>1*Dk* | 168<br>145<br>48 | | | | | 1902 | Adelaide S.S.Co.Ld.<br>Sydney,NSW | ~~AdelaideSS.Co.Ld.~~<br>TheAdelaide SteamshipCo,Ld, | 104·0\|22·7\|11·2 | P.Adelaide<br>British<br>*WB* | C.2Cy.18"&36"-27"<br>E&B*made*85*fitted*02 54RHP<br>D.&WHenderson,Glasgow | | |
| 33938<br>9424<br>JTFQ | **Urajiwo Maru** SteelScSr<br>(*ex*Progress)<br>1*Dk* | 897<br>660<br>540 | | | | | 1890 | Schlesingr Davis&Co.<br>Newcastle | TatsumiSeiroku | 196·5\|29·6\|13·5<br>Q64'B47'F25' | Hakodate<br>Japanese<br>*WB* | T.3Cy.16¼",26½"&43$\frac{3}{16}$"-30"<br>103NHP<br>N.E.MarineEng.CoLdNwc | | |
| 33939<br>18708<br>MVQS | **Urakawa Maru** SteelSc | 347<br>—<br>205 | | | | | 1915 | ................ | HakodateShosen KabushikiKaisha | 130·0\|22·5\|15·0 | Hakodate<br>Japanese | | | |
| 33940 | **Uralker** SteelSc<br>(*ex*Jason, ssBbo.2ndNo.3-11,20<br>*ex*Virginia,*ex*Itaparica,*ex*Chubut,*ex* Itaparica) 2*Dks*(*StlU*-teak s 2nd *dkIrn*)<br>*Elec.light* Wireless | 2581<br>2137<br>1485 | 100A-<br>11,20<br>LMC11,20 | Bbo | | 11,20 | 1889 | Armstrong Mitchell &Co.Ld.<br>Newcastle | Urquijo y Aldecoa | 326·0\|40·0\|22·4<br>P35'B79'F52'<br>BK10¼"<br>*CellDB* | Bilbao<br>Spanish<br>5*BHCem*<br>,453*t* | T.3Cy.25",41"&67"-42" (*s*)<br>165lb 291NHP<br>3DB,*12cf*,GS216,HS5450<br>WllsndSlpwy.Co.Ld.Nwc. | 25 " 0<br>s 3 " 10<br>22 " 5 | |
| 33941<br>26562<br>RWBF | **Uralsan Maru** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 5460<br>4988<br>3365 | ✠100A1<br>2,20<br>✠LMC2,20 | Yka | *z* | CL | 1920<br>2mo | AsanoS.B. Co.<br>Tsurumi<br>A&CP | YamaichiKisen Kaisha | 400·0\|53·2\|29·4<br>P33'B124'F41' FK<br>*CellDB*339'941*t* | Yokohama<br>Japanese<br>6*BHCem*<br>*APT*28*t* | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 513NHP<br>3SB,*9cf*,GS175,HS7376 FD<br>KubotaIronWorks,Osaka | 32 " 0<br>s 6 " 7<br>25 " 9 | |
| 33942<br>[illegible]<br>JHGB | **Urana** SteelScK<br>d "Santonge," See No. 39308 in Supplement<br>ssFlt.No.1-1914<br>*Elec.light* 1*Dk* | 308<br>275<br>152 | ✠100A1<br>*StmTrawler*<br>3,19<br>BS3,20 ✠LMC3,19 | Flt | | CL<br>3,19 | 1914<br>11mo<br>*Lloyd* | A.Hall& Co.Ld.<br>Aberdeen<br>'*sA&CP* | CliftonSteam Trawlers,Ld. (Taylor&Tomlinson,Ld.*Mgrs.*) | 131·0\|23·1\|12·8<br>F22'<br>BK7½"<br>*WB*= | Fleetwood<br>British<br>3*BHCem*<br>*DBf*38'26*t* | T.3Cy.13",22"&36"-27" (*s*)<br>180lb 93RHP<br>1SB,*3pf*,GS51,GS1801<br>A.Hall&Co.Ld.Aberdeen | 13 " 6 | |
| 33943<br>59 | **Urania** IronScSr<br>ssBbo.No.3-1,95<br>(*ex*Vrissiis,*ex*Vrisida, ssPir.No.2-03<br>*Well deck* *ex*Klyde) 1*Dk*(*Irn*)2*trB* | 1465<br>—<br>857 | ✠<br>5,08 ✠ | Gtz | *p* | | 1882<br>8mo | C.S.Swan& Hunter<br>Newcastle | M.G.Barbati | 256·0\|35·0\|17·9<br>Q96'B62'F28'<br>BK9"<br>*WB=DB* | Mariupol<br>Russian<br>4*BHCem*<br>*a*70'*f*46'225*t* | C.2Cy.32"&62"-36"<br>180NH<br>2SB,*4pf*,GS73,HS2980<br>Wallsend SlipwayCo.Nwc | 19 " 3 | |
| 33944<br>3529<br>JKTQ | — SteelScSr<br>ssOsc.No.3-1,12<br>(*ex*Erik) ~~ssSkm.No.1-16~~<br>*Well deck* ssSkm.No.2-21 1*Dk*(*Stl*) | 628<br>421<br>334 | ✠100A1<br>~~4,21~~ ~~8,19~~ 11,21<br>MS3,21 ✠LMC~~7,16~~<br>~~DBS12,20~~ ~~MBS3,21~~<br>BS1,22 | Skm | *i* | ~~4,18~~<br>4,21 | 1899<br>7mo | LindholmensV.A.<br>Gothenburg<br>A&CP | Stockholms Rederiaktieb.Svea (H.Ericson,*Mgr.*)<br>*WB=CellD* | 165·7\|29·1\|11·0<br>Q85'B10'F21' FK<br>*Ba*37'*uE&B*33'*f*73' | Stockholm<br>Swedish<br>4*BHCem*<br>173*tAPT*9*t* | T.3Cy.13½",22½"&36"-27"(*s*)<br>170lb *90lb* 81NHP<br>1SB,*3rf*,GS45,HS1408<br>N.E.MarineEng.CoLdNwc | 13 " 4 | |
| 33945<br>127402 | — SteelScK<br>ssHul.No.3-5,19<br>1*Dk* | 226<br>192<br>85 | ✠100A1<br>*StmTrawler*<br>7,21 ~~3,20~~<br>~~BS6,20~~ ✠LMC5,19<br>BS7,21 | Hul | | ~~3,20~~<br>7,21 | 1907<br>11mo<br>*Lloyd* | Dundee S.B.Co.Ld.<br>Dundee<br>'*sA&CP* | TridentSteam FishingCo.Ld. (G.A.Ledger, *Mgr.*) | 120·0\|21·6\|11·4<br>Q67'F22'<br>BK7½" | Hull<br>British<br>3*BHCem* | T.3Cy.12¼",20"&34"-24" (*s*)<br>180lb 71RHP<br>1SB,*3pf*,GS35,HS1175<br>W.V.V.Lidgerwood,Gls. | 12 " 6 | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2–3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total / Sous le Pont / Net | 5 Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33946<br>661<br>SPGX | **Urania** SteelSc<br>(exCav.Berenghi)<br>2Dks | 218<br>199<br>133 | | | | | 1913 | Cant.Nav.<br>Riuniti<br>Muggiano | Soc.Ital.di Salvataggi e di Navig. | 99·2 | 22·4 | 14·2 | Genoa<br>Italian | T.3Cy.11",17"&30"–20"<br>Emade92refitted13 40NHP<br>J.Scott&Co.,Kirkcaldy | |
| 33947 | — IronScK<br>ssGms.No.3–2,04<br>ssGms.No.1–08<br>1Dk | 180<br>166<br>60 | ✠<br>StmTrawler<br>12,10<br>✠ | Gms | | | 1890<br>3mo | Earle's<br>Co.Ld.<br>Hull | N.V.Stoomvissch. Maats."Ons Belang"(Mevrouw A.vanVoorst-Westerwal) | 107·4<br>Q42'F20'<br>ND04 BK7½" | 20·5 | 11·4 | Ymuiden<br>Dutch<br>3BHCem | T.3Cy.11",20"&32"–22"<br>50NHP<br>1SB,2cf,GS29,HS800<br>Earle'sCo.Ld.Hull | 12 |
| 33948<br>JTBR | **Urano** IronScBk<br>(exBerenice) 2Dks3trB | 2555<br>2395<br>1597 | | | ... | | 1882 | E.Strudthoff<br>SanRocco | NauticaSoc.Anon. diNav. | 340·0 | 37·5 | 24·9 | Fiume | C.2Cy.39"&70"–48"<br>283NHP<br>E.Strudthoff,Trieste | 24 |
| 33949 | — SteelTwinScSr<br>(exElisaCerana)<br>1Dk(ptStl–ws)Beams(Irn) | 460<br>322<br>285 | ✠<br>For River purposes only<br>5,95<br>✠ | Mdb | | | 1890<br>6mo | W.Harkess<br>&Son<br>Middlesbro' | TheArgentine Nav.Co.(Nicolás Mihanovich)Ld. | 190·5 | 28·6 | 8·2<br>FK | Bns.Ayres<br>Argentine<br>3BHCem | T.6Cy.13½",21"&35"–22"<br>2SB,4rf,GS69 115NHP<br>A.Shanks&Son,Arbroath | 8 |
| 33950<br>81688 | **Uranus** SteelSc<br>(exWilliamE.Reis)<br>Elec.light Mchy.Aft 1Dk2trB) | 4426<br>—<br>2832 | | | | | 1900 | American<br>S.B.Co.<br>Cleveland,O. | InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.) | 416·0 | 50·0 | 24·0 | Cleveland<br>Utd.States<br>WB | T.3Cy.23",37½"&63"–42"<br>257NHP<br>AmericanSB.Co.Cleveland | |
| 33951<br>PVTR | — SteelScSr<br>2Dks | 1583<br>1224<br>978 | | | | | 1906 | Wrf.voorh.<br>Rijkee&Co.<br>Rotterdam | Koninkl.Nederl. Stoomb.Maats. | 250·0<br>Q78'B62'F32' | 34·6 | 20·8 | Amstrdam<br>Dutch<br>WB | T.3Cy.19",32"&51"–36"<br>156NHP<br>Maats.Fyenoord,Rot. | |
| 33952<br>5384<br>JTBG | — SteelScSr<br>Welldeck 1Dk&Webframes | 950<br>761<br>565 | | | ... | | 1897 | Sunderlnd<br>S.B.Co(Lim)<br>Sunderland | Ångf.Aktieb. Bohuslän (J.E. Lindbom,Mgr.) | 207·3<br>Q74'B53'H31tF22'<br>FK | 31·9 | 13·7 | Lysekil<br>Swedish<br>WB | T.3Cy.17",28"&46"–30"<br>133NHP<br>N.E.MarineCo.(Lim.),Sld. | 16 |
| 33953 | — SteelScSr<br>Elec.light 1Dk | 726<br>549<br>402 | | | | | 1913 | Akt.Ges.<br>"Weser"<br>Bremen | Dampfschifffahrts Ges.Neptun | 185·8<br>Q64'B46'F23' | 28·3 | 12·8 | Bremen<br>German<br>WB | T.3Cy.13",21"&34⅔"–23⅔"<br>57NHP<br>A.G."Weser," Bremen | |
| 33954<br>JRCL | — IronScSr<br>(exUnita)<br>Well deck 1Dk2trB | 599<br>364<br>357 | ✠<br>2,83 | Lon | g | | 1880<br>11mo | BrgnsMek.<br>Verk.<br>Bergen | DetBergenske Dampskibsselskab | 161·7<br>P116t H9t F17t<br>WB=MT12'60tAPT30t | 24·4 | 13·0 | Bergen<br>Norwegian<br>5BH | C.2Cy.19½"&37"–24"<br>56NHP<br>Brgns.Mek.Vrks.,Bergen | |
| 33955<br>OUWA | — SteelScK<br>Elec.light Wireless 1Dk | 429<br>354<br>157 | ✠100A1<br>StmTrawler<br>2,22~~9,20~~<br>✠LMC9,20 | Selby<br>Hav | | CL | 1920<br>9mo | Cochrane&<br>Sons,Ld.<br>Selby<br>Lloyd'sA&CP | ~~L.Dore Soc.Havraise de Pêche~~<br>Soc.Havraise de Peche | 150·0<br>Q72'F24'<br>BK7½" | 25·0 | 13·0 | Havre<br>French<br>4BHCem<br>DBf26'24t | T.3Cy.14",24"&39"–27" (s)<br>200lb 109NHP<br>1SB,2pf,GS55,HS1945<br>C.D.Holmes&Co.Ld.Hull | 14<br>1<br>13 |
| 33956 | — SteelScLr<br>1Dk | 173<br>170<br>89 | | | | | 1902 | M.vander<br>Kuijl<br>Slikkerveer | L.J.vanGelderen | 111·5 | 21·6 | 11·2 | Vlaardngn<br>Dutch<br>WB | T.3Cy.8½",13½"&22"–16"<br>19NHP<br>AlblasserdamscheMchnfb. | |
| 33957<br>5975<br>KBJN | — SteelSc<br>(Tug)<br>(exMecum,exGeorgIV.) | 111<br>97<br>46 | | | | | 1918 | J.Drewes<br>&Co.<br>Groningen | StockholmsTransport&Bog.A/B (J.Ax.Appelquist, Mgr.) | 99·4 | 19·8 | 8·3 | Stockholm<br>Swedish | T.3Cy.10⅝",17"&28"–18"<br>33NHP<br>Verschure&Co.Scheepsw. u.Maschinefbrk,Amstrdm | |
| 33958<br>1338<br>HJQP | **Urashima Maru** WoodSc<br>Wrecked 7,21 | 266<br>—<br>158 | | | | | 1893 | ...... | MayedaKisen KabushikiKaisha | 132·3 | 19·2 | 14·9 | Hakodate<br>Japanese | | |
| 33959<br>18925<br>MWRD | **Urayasu Maru** SteelScSr<br>ssHam.No.3–4,01<br>(exAssyria,exIsis) ssHam.No.1–05<br>Elec.light 2Dks(Stl-Uteaks)3trB | 2580<br>2273<br>1553 | ✠<br>1,08<br>✠ | Ham | u | | 1889<br>7mo | Blohm&<br>Voss<br>Hamburg | KobeKisen KabushikiKaisha | 321·2<br>P36'B110'F34'<br>BK10"<br>WB=CellDB268'450t | 40·3 | 23·4 | Tarumi<br>Japanese<br>6BHCem | T.3Cy.23¾",38"&63"–42"<br>NDB04 261NHP<br>2SB,6cf,GS130,HS3920<br>Blohm&Voss,Hamburg | 26 |
| 33960<br>20538<br>NJQC | — WoodSc | 504<br>—<br>289 | | | | | 1918 | ...... | KatagiriTorakichi | 161·0 | 25·8 | 16·2 | Senami<br>Japanese | | |
| 33961<br>139343<br>KBSH | **Urbino** SteelScSr<br>Elec.light Wireless 2Dks | 5199<br>4817<br>3224 | | | | | 1918 | Earle'sCo.<br>Ld.<br>Hull | Ellerman'sWilson Line,Ld. | 400·4<br>P49'B113'F39' | 52·2 | 28·5 | Hull<br>British<br>WB | T.3Cy.27",44"&73"–48"<br>369NHP<br>Earle'sCo.Ld.Hull | |
| 33962<br>MVQW | **Urd** SteelSc<br>Elec.light Wireless 1Dk(Stl) | 3270<br>2966<br>1949 | ✠100A1<br>3,22~~1,21~~ | NYk<br>Bgn<br>LMC7,20 | | CL<br>3,22 | 1920<br>7mo | Smith's<br>DockCo.Ld<br>Middlesbro'<br>Lloyd'sA&CP | A/S D/S "Sif" (A/S J.R.Olsen, Mgrs.)<br>CellDB 290' | 334·2<br>P33'B102'F33'<br>FK<br>725tFPT124t | 48·0 | 22·7 | Bergen<br>Norwegian<br>5BHCem<br>APT90t | T.3Cy.24",39"&65"–42" (s)<br>180lb 100lb 315NHP<br>2SB,8cf,GS140,HS5104<br>Smith'sDockCo.Ld.Mdb. | 24 11 |
| 33963<br>4672<br>JQGT | — SteelScSr<br>1Dk | 641<br>433<br>358 | | | | | 1906 | Göteborgs<br>M.V.Aktieb.<br>Gothenburg | Ångf.Aktieb. Nornan (O. Ahrenberg,Mgr.) | 167·0<br>Q93'B38'H33tF22' | 28·4 | 11·0 | Gothenbrg<br>Swedish<br>WB | T.3Cy14 1/16",22¼"&37 1/16"–23¼"<br>68NHP<br>GöteborgsMV.Aktieb.Got | |
| 33964 | **Uribitarte** SteelSc<br>Elec.light 1Dk(Stl) | ~~3450~~<br>3456<br>~~3190~~<br>321<br>~~2060~~<br>2130 | ✠100A1<br>3,22<br>~~(ClassContemplated)~~<br>✠LMC8,22 | Dun | v | CL | ~~1921~~<br>1922<br>3mo | Burntislnd<br>S.B.Co.Ld.<br>Burntisland<br>~~Lloyd~~'sA&CP | CompaniaVasco Cantabrica de Navigacion<br>CellDBc96'u | ~~331·0~~<br>331·6<br>~~P33'~~B98'F30'<br>P32'<br>FK<br>E19'F145'872tAPT | 48·7 | ~~27·2~~<br>25·1 | Bilbao<br>Spanish<br>5BHCem<br>143t | T.3Cy.24",40"&65"–42" (s)<br>180lb 311NHP<br>3SB,9cf,GS135,HS4988<br>Cooper&Greig,Ld.Dundee | 27<br>5 5<br>22 |
| 33965<br>139797 | **Urie** SteelScK<br>ssFlt.No.1–21<br>1Dk | 226<br>213<br>87 | ✠100A1<br>StmTrawler<br>6,21~~4,17~~<br>✠LMC~~4,17~~ 6,21<br>~~[illegible]~~ | Abn<br>Flt | | CL<br>6,21 | 1917<br>4mo | A.Hall&<br>Co.Ld.<br>Aberdeen<br>Lloyd'sA&CP | ScarisbrickSteam Trawlers(Fleetwood)Ld.(J.A. Taylor,Mgr.) | 121·0<br>BK7½" | 22·2 | 12·1 | Fleetwood<br>British<br>3BHCem<br>DTf5'11t | T.3Cy.12",20"&34"–24" (s)<br>180lb 71RHP<br>1SB,3pf,GS44,HS1230<br>A.Hall&Co.Ld.Aberdeen | 13 |
| 33966<br>117430<br>TQSD | **Urilla** SteelScSr<br>Mchy.Aft Elec.light 1Dk<br>Cantilever framed topside tanks | ~~1965~~<br>1985<br>~~1768~~<br>172<br>~~1069~~<br>1052 | | | | | 1907 | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | ~~AdelaideSS.Co.Ld.~~<br>TheAdelaide SteamshipCo,Ld | 275·7<br>P80'F32' | 40·4 | 18·7 | P Adelaide<br>British<br>WB | T.3Cy.20½",33"&54"–36"<br>175NHP<br>Richardsons,Westgarth& Co.Ld.Mdb. | |
| 33967<br>139218 | **Urka** SteelScK<br>ssFlt No.1–21<br>Elec.light 1Dk | 249<br>217<br>96 | ✠100A1<br>StmTrawler<br>8,21~~6,19~~<br>✠LMC~~6,19~~ 8,21 | Flt | | CL<br>6,19 | 1917<br>2mo | GooleS.B.<br>&RepgCo.Ld<br>Goole<br>Lloyd'sA&CP | CliftonSteam Trawlers,Ld. | 123·2<br>Q75'F19'<br>BK7½" | 22·1 | 11·6 | Fleetwood<br>British<br>3BHCem | T.3Cy.12",20"&34"–24" (s)<br>180lb 81RHP<br>1SB,3pf,GS54,HS1535<br>W.Beardmore&Co.Ld.Gls | 12 |
| 33968<br>JTBD | **Urkiola-Mendi** SteelScSr<br>ssBbo.No.3–11,15<br>(exAzalea) ssBbo.No.1–20<br>Spar dk(ptStl&ptIrn)2trB& deep framing | 3552<br>3333<br>2289 | ✠100A1<br>Spar dk with freeboard<br>7,21~~3,20~~<br>BS4,21 ✠LMC3,20 | Bbo | w | CL<br>~~3,20~~<br>7,21 | 1902<br>7mo | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool<br>~~Lloyd'sA&CP~~ A&CP | Cia.Nav.Sota y Aznar(Sota y Aznar,Mgrs.)<br>WB | 340·0<br>P27'B202'F31'<br>FK<br>=CellDB a 112'uE24'f144'785t | 47·3 | 16·0<br>24·8 | Bilbao<br>Spanish<br>6BHCem | T.3Cy.25",39"&65"–42" (s)<br>160lb 286NHP<br>2SB,6cf,GS100,HS4477<br>Richardsons,Westgarth& Co.Ld.Hpl.<br>APT91t | 27<br>4 1<br>23 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33969<br>JTBO | **Urko-Mendi**<br>(*ex*Harbart) | **SteelScSr**<br>*ss*Bbo.No.3-3,15<br>*ss*Bbo.No.1-20<br>1*Dk*(*Stl*)<br>&*Spar dk*(*ptIrn&ptStl*)&*Web frames* | 3278<br>3138<br>2102 | ✠100A1<br>*Spar dk*<br>9,20 ✠LMC9,20<br>BS9,21 | Bbo | *v* | CL<br>9,20 | 1902<br>4mo<br>*Lloyd* | Craig,<br>Taylor&Co.<br>Stockton<br>'*sA&CP* | **Cia.Nav.Sota y**<br>**Aznar(Sota y**<br>**Aznar,** *Mgrs.*)<br>*WB=CellD* | 330·7\|45·4\|18·0<br>P69'B94'F41' 25·9<br>FK<br>*Ba*102'*uE*20'*f*142' | **Bilbao**<br>Spanish<br>5*BHCem*<br>679*t FPT*108*tAPT*113*t* | T.3Cy.24",38"&64"-42" (*s*)<br>180lb ~~100lb~~ 299NHP<br>2SB,6*cf*,GS108,HS4756<br>Richardsons,Westgarth&Co.Ld.Hpl. | 28 ″ 6<br>s 5 ″ 2½<br>23 ″ 7 | |
| 33970<br>111224<br>RJHS | **Urlana**<br>*Elec.light* Wireless | **SteelScSr**<br>2*Dks*(*Stl-Uteaks*)3*trB*&*Webframes* | 5253<br>4880<br>3384 | ✠<br>10,99 | Gls | *z* | | 1899<br>10mo | A&J.Inglis<br>Glasgow | **BritishIndiaStm.**<br>**Nav.Co.Ld.**<br>*WB = Cell DBa*<br>*B*43'*f*195'1208*tM* | 410·0\|50·7\|28·8<br>B95'F62'<br>123'*uE*& FK<br>*T*30' 922*t FPT*184*t* | **Glasgow**<br>British<br>6*BHCem*<br>*APT*112*t* | T.3Cy.26½",42"&66½"-51"<br>387NHP<br>2SB,6*cf*,GS123,HS5500 FD<br>A.&J.Inglis,Glasgow | 32 ″ 0 | |
| 33971<br>127978<br>HNVQ | **Uromi**<br>*Elec.light* | **SteelTwinScSr**<br>*ss*Rot.No 3-8,19<br>1*Dk*(*Stl*-ws) | 962<br>801<br>554 | ✠90A1<br>9,20<br>BS9,20 ✠LMC8,19 | Ant | *n* | CL<br>N8,19 | 1909<br>5mo<br>*Lloyd* | W.Harkess<br>&Son,Ld.<br>Middlesbro'<br>'*sA&CP* | **AfricanS.S.Co.**<br>**(Elder,Dempster&**<br>**Co.Ld.** *Mgrs.*) | 225·0\|36·2\|13·1<br>P32'B58'F35'<br>FK<br>*WB=FPT*41*t* | **Liverpool**<br>British<br>4*BHCem*<br>*APT*44*t* | T.6Cy.13",21"&34"-24" (*s*)<br>160lb 133NHP<br>2SB,4*rf*,GS73,HS2265<br>MacColl&Pollock,Ld.Sld. | 14 ″ 0<br>s 2 ″ 2<br>12 ″ 3 | |
| 33972<br>95523<br>LBGF | **Urpeth**<br>*Well deck* | **SteelScSr**<br>*ss*Shl.2ndNo.3-11,13<br>*ss*Sws.No.2-22 ~~*ss*Sld.No.1-18~~<br>1*Dk*(*ptStlptIrn*)&*Webframes*<br>*Cargo battens not fitted* | 1105<br>809<br>672 | ✠100A1<br>3,22 ~~10,20~~<br>~~MS10,18~~<br>MS3,22 | Shl<br>Sws<br>✠LMC<br>~~BS11,20~~<br>BS11,21 | *n* | CL<br>~~11,20~~<br>11,21 | 1889<br>1mo | S.P.Austin<br>&Sons<br>Sunderland<br>A&CP | **BrynymorS.S.Co.**<br>**Ld.(Letricheux&**<br>**David,Ld.** *Mgrs.*)<br>*WB= CellD* | 225·0\|33·2\|14·2<br>P25'Q52'B44'F23'<br>FK<br>*B*184' 332*t FPT*38*t* | **Swansea**<br>British<br>4*BHCem*<br>*APT*22*t* | T.3Cy.18½",30"&49"-33" (*s*)<br>160lb 136NHP<br>1SB,3*cf*,GS48,HS2020<br>N.E.Mar.E.Co.(Lim.),Sld. | 16 ″ 9<br>s 1 ″ 6<br>15 ″ 6 | |
| 33973<br>OUWI | **Urrugne**<br>(*ex*VilledeConstantine,<br>*ex*VilledeRosario) | **IronScBn**<br>2*Dks*3*trB* | 2063<br>—<br>1291 | | | | | 1881 | Forg.&Ch.<br>dela Médit<br>LaSeyne | **H.Cœury** | 305·4\|36·1\|25·9<br>H—F41' | **Dunkirk**<br>French | C.2Cy.32½"&63"-39½"<br>NB94 208NHP<br>Forges&C.delaMédit.Msl. | | V |
| 33974<br>MGRO | **Ursa** | **SteelScSr**<br>1*Dk*2*trB* | *958*<br>*737*<br>*738* | | | | | 1911 | Bergens<br>Mek.Værks.<br>Bergen | **DetBergenske**<br>**Dampskibsselskab** | 214·3\|32·2\|12·8<br>Q110*t*B50*t*H12*t*<br>F28*t* | **Bergen**<br>Norwegian<br>*WB* | T.3Cy.16½",26"&44"-30"<br>106NHP<br>BergensMekVærksBergen | | N |
| 33975 | **Ursula** | **SteelScSr**<br>1*Dk* | 913<br>690<br>561 | | | | | 1892 | Akt.Ges.<br>"Neptun"<br>Rostock | | 206·9\|30·7\|13·9<br>Q63' B52' F22' | British<br>*WB* | T.3Cy.13¾",22½"&36⅝"-27½"<br>70NHP<br>A.G."Neptun,"Rostock | | |
| 33976 | — | **SteelSc**<br>(*Trawler*) *OilEng.*<br>1*Dk* | 124<br>119<br>85 | | | | | 1919 | C.Lühring<br>Hammel-warden | **BrakerHerings-fischereiA.G.** | 83·5\|21·5\|9·5<br>Q12' | **Brake**<br>German | OilEng.<br>2Cy.13⅓"-13¾" 26NHP<br>DeutscheKromhout<br>MotorenfabriekA.G.Brake | | |
| 33977<br>136748<br>JHVG | **Ursus**<br>Wireless | **SteelScSr**<br>(*ex*Dora)<br>1*Dk*&*deepframing*<br>&*pt Awngdk* | 2193<br>1508<br>1370 | *For full particulars See No. 39778 in Supplement* | | | | 1897 | Akt.Ges.<br>"Neptun"<br>Rostock | **J.W.Baird&Co.Ld** | 279·7\|40·7\|15·8<br>P14'Q88'<br>*ptAwngdk*176' FK | **W.Hartlpl**<br>British<br>*WB* | T.3Cy.19⅝",32¼"&53½"-35½"<br>187NHP<br>A.G."Neptun,"Rostock | 18 ″ 6<br>s 7 ″ 10<br>17 ″ 11 | |
| 33978<br>SQVC | —<br>*Petroleum Motor* | **SteelSc**<br>(*Lighter*)<br>1*Dk* | 180<br>167<br>117 | | | | | 1906 | Bergsunds<br>M.V.Aktieb.<br>Stockholm | **FinskaÅngfAktieb** | 99·3\|23·2\|8·8<br>H17*t* | **Helsingfrs**<br>Finnish | PetroleumMotor<br>2Cy.9½"-10" 22NHP<br>BergsundsM.V.Aktb.Skm. | | |
| 33979<br>MSTF | **Urter**<br>*Elec.light* Wireless | **SteelScSr**<br>1*Dk* | 1607<br>1193<br>928 | | | | | 1919 | Laxevaags<br>Msk.&Jrnskb<br>Bergen | **JohnK.Haalands**<br>**Rederi(JohnK.**<br>**Haaland,** *Mgr.*) | 245·6\|37·9\|15·5<br>P38*t*Q109*t*B124*t*<br>F40*t* | **Haugesnd**<br>Norwegian<br>*WB* | T.3Cy.18",29"&49"-33"<br>138NHP<br>LaxevaagsMsk&Jrns.Bgn. | | N |
| 33980 | **Urubamba**<br>*Elec.light* Wireless | **SteelTwinScSr**<br>*Fitted for oil fuel*<br>2*Dks*&*Awng dk* | 4744<br>3769<br>2673 | | | | | 1910 | Ch.&Atel.<br>deProvence<br>Port deBouc | **Cia.Peruana de**<br>**Vapores y Dique**<br>**delCallao** | 381·2\|45·9\|21·2 | **Callao**<br>Peruvian | T.6Cy.20",33"&55"-40"<br>383NHP<br>Ch.&Atel.deProvence,Msl. | | |
| 33981<br>undered 6,21 | —*Now named* "**Castilla**"<br>(*ex*Anastacia)<br>*Elec.light* | **SteelScSr**<br>*ss*IquitosNo.3-12,12<br>1*Dk*(*Stl*)&<br>*Promenade dk*(*Teak*) | *120* | ✠<br>*For River purposes only*<br>2,15 ✠ | Iquitos | | | 1906<br>7mo | LythamSB<br>&E.Co.Ld.<br>Lytham | **BarciaHermanos** | 90·0\|20·0\|6·4<br>FK | **Iquitos**<br>Peruvian<br>5*BHCem* | C.2Cy.11"&24"-18"<br>40NHP<br>1SB,2*pf*,GS31,HS860<br>LythamS.B.&E.Co.Ld.Lyt. | 6 ″ 9 | |
| 33982 | **Uruguay**<br>(*ex*No.1LloydUruguayo)<br>*Elec.light Mchy.Aft* | **SteelSc**<br>1*Dk*(*Stl*) | *627*<br>*512*<br>*395* | ✠<br>*For River purposes only*<br>3,12 ✠ | Grk | | | 1907<br>10mo | G.Brown&<br>Co.<br>Greenock | **M.Romulo** | 190·3\|34·1\|9·4<br>B19'F32'<br>FK<br>*WB=* | **M.Video**<br>Uruguayan<br>3*BHCem*<br>*FPT*23*t* | C.2Cy.14½"&30"-21"<br>50NHP<br>1SB,2*pf*,GS32,HS976<br>J.&R.Houston,Ld.Grk. | 10 ″ 0 | |
| 33983 | **Urundi**<br>*Elec.light* Wireless | **SteelSc**<br>2*Dks* | 5791<br>5199<br>3569 | | | | | 1920 | Blohm&<br>Voss<br>Hamburg | **DeutscheOst-**<br>**AfrikaLinie** | 418·6\|56·2\|28·2<br>P332'F57' | **Hamburg**<br>German<br>*WB* | Turbines<br>Blohm&Voss,Hamburg | | |
| 33984<br>17769<br>MSHB | **Uruppu Maru** | **WoodAuxScSr** | 159<br>—<br>69 | | | | | 1915 | ……………… | **Government of**<br>**Japan (Dpt.of**<br>**Agric.&Com.)** | 99·7\|26·0\|10·3 | **Tokio**<br>Japanese | | | |
| 33985<br>10029<br>JWKB | **Urusan Maru**<br>(*ex*Nigretia)<br>*Well deck* | **SteelScSr**<br>*ss*Lon.No.3-1,00<br>1*Dk*(*Stl*)2*trB* | 2388<br>—<br>1729 | ✠<br>10,06 ✠ | Npt | *s* | | 1888<br>8mo | R.Dixon&<br>Co.<br>Middlesbro' | **ToyoShosen**<br>**KabushikiKaisha**<br>*W* | 295·0\|38·1\|21·5<br>Q122'B110'F30'<br>BK10"<br>*B=DBa*98' *f* 110'*u* | **Tarumi**<br>Japanese<br>5*BHCem*<br>*E&B*36'480*t* | T.3Cy.22",35"&59"-39"<br>217NHP<br>2SB,6*cf*,GS102<br>T.Richardson&Sons,Hpl. | 22 ″ 9 | |
| 33986<br>19008<br>NCQG | **Usa Maru** | **SteelSc**<br>2*Dks* | 820<br>688<br>470 | | | | | 1915 | S.Nagata<br>Osaka | **OsakaShosen**<br>**KabushikiKaisha** | 179·5\|30·5\|18·5<br>B36'F29' | **Osaka**<br>Japanese<br>*WB* | T.3Cy.14¾",25"&42"-30"<br>97NHP<br>S.Nagata,Osaka | | |
| 33987<br>23690<br>RFDJ | **Usa Maru No. 1** | **WoodSc** | 353<br>—<br>209 | | | | | 1918 | ……………… | **TaiyoKisen**<br>**KabushikiKaisha** | 142·0\|24·5\|13·3 | **Ushioye**<br>Japanese | | | |
| 33988 | **Usaramo**<br>*Elec.light* Wireless | **SteelSc**<br>3*Dks* | 6000 | | | | | 1920 | Blohm&<br>Voss<br>Hamburg | **DeutscheOst-**<br>**AfrikaLinie** | 418·7\| | **Hamburg**<br>German<br>*WB* | Geared Turbines<br>Blohm&Voss,Hamburg | | |
| 33989 | **Usedom**<br>*Elec.light* | **SteelSc**<br>(*Trawler*)<br>1*Dk* | 221<br>209<br>84 | | | | | 1917 | Nüscke&<br>Co.A.G.<br>Stettin | **Gebr.Rostock** | 119·8\|24·2\|9·6<br>F17' | **Glückstdt**<br>German<br>*WB* | T.3Cy.13⅔",20½"&32¼"-22"<br>Stettiner 49NHP<br>Oderwerke,Stettin | | |
| 33990<br>139451<br>JNBG | **Uskmouth**<br>*Elec.light*<br>*Well deck* Wireless | **SteelScSr**<br>*ss*Bry.No.1-20<br>1*Dk*(*Stl*) | 2327<br>1789<br>1261 | ✠100A1<br>~~1,22 2,21~~ 2,22<br>✠LMC11,20 | Bry<br>~~Npt~~ Bly | *s* | CL<br>4,20 | 1916<br>7mo<br>*Lloyd* | J.Priest-<br>man&Co.<br>Sunderland<br>'*sA&CP* | **UsksideS.S.Co.Ld.**<br>**(R.W.Jones&Co.**<br>*Mgrs.*)<br>*D* | 290·0\|40·7\|19·2<br>P24'Q90'B59'F29'<br>FK<br>*Bf*112'385*t DTa*90' | **Newport**<br>British<br>5*BHCem*<br>624*tFPT*94*t* | T3Cy.21$\frac{3}{16}$",35"&57"-39"(*s*)<br>180lb 218NHP<br>2SB,6*pf*,GS90,HS3340<br>N.E.MarineEng.Co.Ld.Sld | 20 ″ 6<br>s 2 ″ 3<br>18″ 7 | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33991<br>139615<br>JQSH | **Uskside** SteelScSr<br>(exMaindyForest,exFirtree)<br>*Elec.light* ssLiv.No.1-21 1*Dk*(*Stl*)<br>Wireless | 2488<br>2272<br>~~1485~~<br>1402 | ✠100A1<br>5,21 ~~12,19~~<br>✠LMC~~5,17~~<br>5,21 | Npt<br>Liv | *t* | CL<br>~~6,18~~<br>5,21 | 1917<br>8mo<br><br>*Lloyd* | Craig, Taylor&Co.Ld.<br>Stockton<br>'*sA&CP Inter* | UsksideS.S.Co.,<br>Ld (R.W.Jones&<br>Co.)<br>*mediateBH in fore* | 295·2<br>P27'B78'F30'<br>FK<br>*hold dispensed with* | 45·6 | 20·4 | Newport<br>~~Cardiff~~<br>British<br>*Cem*<br>4*BH only*<br>*CellDB*250' | T.3Cy.22",36"&60"-39" (*s*)<br>180lb *100lb* 250NHP<br>2SB,6*cf*,GS100,HS3916<br>N.E.MarineEng.Co.Ld.Sld<br>635*t*FPT83*t*APT102*t* | 22<br>3<br>19 |
| 33992 | **Ussukuma** SteelSc<br><br>*Elec.light* 3*Dks* | 6000 | | | | | 1920 | Blohm&<br>Voss<br>Hamburg | DeutscheOst-<br>AfrikaLinie | 416·9 | | | Hamburg<br>German<br>*WB* | Geared Turbines<br><br>Blohm&Voss, Hamburg | |
| 33993<br><br>OUXG | **Ustaritz** SteelScSr<br>ssHav.No.1-18<br>*Well deck* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 1236<br>856<br>659 | ✠100A1<br>11,21 ~~7,20~~<br>~~BS11,20~~ ✠LMC11,18<br>BS11,21 | Hav<br>Rou | *n* | CL<br>7,20 | 1914<br>10mo<br><br>*Lloyd* | G.Brown&<br>Co.<br>Greenock<br>'*sA&CP* | ~~Quitard&Co.~~<br>Soc.Charbonnière<br>Industrielle de<br>Normandie<br>*CellDBa*60'*u* | 235·0<br>Q166'F28'<br>FK<br>*E*15'*f*103'294*t*FPT | 33·2 | 13·6 | Rouen<br>~~Bayonne~~<br>French<br>5*BHCem*<br>39*t*APT32*t* | T3Cy.17½",27½"&45"-33"(*s*)<br>180lb 152NHP<br>2SB,4*cf*,GS82,HS2716<br>Ross&Duncan,Glasgow | 15<br>5<br>14 |
| 33994<br>719<br>SPKQ | **Ustica** IronScSr<br>(*ex*Alpha,*ex*Perseverante,*ex*Eagle) 1*Dk*2*trB*<br>*Well deck* | 1056<br>807<br>628 | | | | ... | 1879 | R.Duncan<br>&Co.<br>Pt.Glasgow | SocietàMarittima<br>Italiana | 229·7<br>P137'F33'<br>BK8" | 30·0 | 17·6 | Genoa<br>Italian<br>*WB* | C.2Cy.27"&50"-30"<br>NB89 114NHP<br>Rankin&Blackmore,Grk. | 18 |
| 33995<br>18<br>SPKT | — SteelScSr<br><br>*Elec.light* 1*Dk* | 403<br>—<br>198 | | | | | 1911 | Mackie&<br>Thomson,Ld<br>Glasgow | Soc.Anon.diNav.<br>LaSicania | 153·0 | 24·1 | 10·7 | Trapani<br>Italian<br>*WB* | T.3Cy.13",22"&36"-24"<br>64NHP<br>W.V.V.Lidgerwood,Gls. | |
| 33996<br>219817<br>LWDS | **Utacarbon** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless *Longitudinal framing*<br>*Carrying oil in bulk* | 7076<br>—<br>4359 | | | | | 1920 | Bethlehem<br>S.B.Corp.<br>Alameda,Cal. | UnitedStates<br>ShippingBoard | 435·0<br>P123'B50'F38' | 56·0 | 32·0 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.27",47"&78"-48"<br>422NHP | |
| 33997<br>200954 | **Utica** SteelSc<br><br>*Elec.light* *Mchy.Aft* 2*Dks* | 3533<br>—<br>2658 | | | | | 1904 | Detroit<br>S.B.Co.<br>WyndtteMch | GreatLakes<br>TransitCorporation | 325·0 | 44·2 | 20·9 | Buffalo<br>Utd.States<br>*WB* | Q.4Cy.19",27½",40"&58"-42"<br>218NHP<br>DetroitS.B.Co.Detroit | |
| 33998<br>217543<br>LPSV | **Utoka** WoodSc<br><br>*Elec.light* Wireless 2*Dks* | 2599<br>—<br>919 | | | | | 1919 | G.E.Gilchrist,<br>Thomastn Me | UnitedStates<br>ShippingBoard | 267·3 | 46·0 | 24·8 | Rockland<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | |
| 33999<br>25295 | **Utopia** WoodSc<br><br>1*Dk* | 423<br>—<br>350 | | | | | 1893 | ..................<br>Seattle, Wash | PugetSoundNav.<br>Co. (J.Green,*Mgr*) | 123·8 | 24·6 | 9·1 | Seattle<br>Utd.States | | |
| 34000<br>111199<br>RSVP | — SteelAuxTwinSc3MstSr<br>*Par.Mot.*(*not classed*)<br>(*ex*Gleniffer) ssGrk.No.3-10,11<br>(*ex Yacht*) ssSou.No.2-18<br>2*Dks*<br>(*See Sailing Ship Register*) | 316<br>316<br>298 | ✠100A1<br>~~*Yacht*~~<br>5.21 ~~4,19~~ | Bom | | | 1899<br>6mo<br><br>*Lloyd* | D&WHenderson&Co.<br>Glasgow<br>'*sA&CP* | ~~Mhd.J.Shustary~~<br>~~[illegible]~~<br>F.J.Maurel | 157·6 | 26·7 | 18·3 | Bombay<br>British<br>1*BH* | 2 Paraffin Motors 4S.C.SA<br>8Cy.5½"-7" 20NHP<br><br>BergiusL.&E.Co.Glasgow | |
| 34001<br><br>TJKL | **Utrecht** SteelTwinScBarge<br>ssSng.No.3-11,21 *OilEng*<br>*Elec.light* ~~ssSng.No.2-17~~<br>1*Dk*(*Stl*) | 1356<br>984<br>910 | ✠100A1<br>*Barge*<br>11,21 ~~7,20~~<br>✠NE10,16 ✠LMC7,20 ~~DBS7,20~~<br>*Carrying Petroleum in bulk*<br>DBS11,21 | HKg<br>Sng 11,21 | *q* | CL<br>~~PI2,19~~<br>S1,20<br>11,21 | 1909<br>4mo<br><br>*Lloyd* | Nederl.<br>Schps.Maats.<br>Amsterdam<br>'*sA&CP* | Nederl.Indische<br>Tankstoomboot<br>Maats. | 217·2<br>F23' *Trunk* 163'<br>FK | 40·1 | 13·3 | Batavia<br>Dutch<br>13*BHCem* | Oil Engines 4S.C.SA<br>8Cy.15⅜"-27 5/16" 130NHP<br>NDB15 DB *120lb*<br>NedFb.v.Wrk&Spoor,Ams | 14<br>1<br>12 |
| 34002<br><br>PVWG | — SteelScSr<br>(*Tug*)<br>(*ex*StraatSoenda) 1*Dk* | 317<br>283<br>23 | | | | | 1919 | WerfGusto<br>Schiedam | BureauWijsmuller | 118·1 | 24·1 | 14·9 | TheHague<br>Dutch<br>*WB* | T.3Cy.14½",23⅝"&39⅜"-23⅜"<br>75NHP<br>WerfGusto,Schiedam | |
| 34002*<br>20 | **Utro** SteelPad | 204<br>—<br>116 | | | | | 1895 | Motala<br>Mek.Verk.<br>Gothenburg | ZariaDampfsch.<br>Ges. | 140·0 | 22·0 | 7·9 | Cronstadt<br>Russian | C.2Cy.20"&40"-46¾"<br>91NHP | |
| 34003<br><br>HWCB | **Utröst** IronSc<br>(*ex*Vaagan) | 120<br>115<br>54 | | | | | 1870 | ..................<br>Christiania | A/SNordlands<br>Olje-ogKraftfoderfabrik | 99·6<br>H5*t* | 16·9 | 10·5 | Bodö<br>Norwegian | | |
| 34004<br><br>MRNV | **Utsire** SteelScSr<br><br>*Elec.light* Wireless 1*Dk* | 1613<br>1195<br>932 | | | | | 1918 | Laxevaags<br>Msk.&Jrnskb<br>Bergen | JohnK.Haaland's<br>Rederi<br>(J.K.Haaland) | 246·2<br>P19'Q78'B55'F31' | 37·9 | 15·6 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.18",29"&49"-33"<br>138NHP<br>LaxevaagsMsk&Jrns.Bgn | |
| 34005<br><br>MPRL | **Utstein** SteelSc<br><br>(*ex*TelegraafXVII.) 1*Dk* | 109<br>96<br>59 | | | | | 1913 | E.J.Smit&<br>Zoon<br>Hoogezand | Indkjöbslaget<br>Nöitral (B.L.<br>Börresen,*Mgr.*) | 100·0<br>P14' | 17·6 | 6·8 | Stavanger<br>Norwegian | C.2Cy.9"&17½"-13"<br>9NHP<br>EJSmit&Zoon,Hoogezand | |
| 34006<br><br>MKSH | **Utvær** SteelScSr<br>(*Fishing*)<br>*Elec.light* 1*Dk* | 146<br>141<br>52 | | | | | 1914 | Xiansands<br>Mek.Verks.<br>Xiansand | Dmpsks.Utvær's<br>Rederi(OKnutsen) | 105·4<br>Q3*t*H2*t* | 20·3 | 10·3 | Aalesund<br>Norwegian | T.3Cy.10",16"&27"-15"<br>28NHP<br>XiansandsM.V Xiansand | |
| 34007<br>7415<br>JNLF | **Uwajima Maru No. 6** WoodScSp<br><br>2*Dks* | 426<br>399<br>249 | | | | | 1901 | I.Sora<br>Osaka | UwajimaUnyu<br>KabushikiKaisha | 158·4 | 21·3 | 16·4 | Yawata<br>Japanese | C.2Cy.17½"&38"-24"<br>59NHP<br>G.Tomonaga,Osaka | |
| 34008<br>7515<br>LDWB | **Uwajima Maru No.11** SteelScSp<br><br>2*Dks* | 553<br>—<br>320 | | | | | 1907 | S.Ono<br>Osaka | UwajimaUnyu<br>KabushikiKaisha | 175·2 | 22·8 | 16·5 | Yawata<br>Japanese | T.3Cy.13¼",21⅜"&34½"-24"<br>58NHP<br>S.Ono,Osaka | |
| 34009<br>11858<br>LJGO | **Uwajima Maru No.12** SteelScSp<br><br>2*Dks* | 566<br>—<br>418 | | | | | 1908 | S.Ono<br>Osaka | UwajimaUnyu<br>KabushikiKaisha | 155·1 | 22·8 | 16·0 | Yawata<br>Japanese | T.3Cy.13¼",21¼"&34¼"-20"<br>52NHP<br>S.Ono,Osaka | |
| 34010<br>13140<br>LMFW | **Uwajima Maru No. 13** SteelScSp<br><br>2*Dks* | 473<br>402<br>279 | | | | | 1910 | S.Ono<br>Osaka | UwajimaUnyu<br>KabushikiKaisha | 163·5 | 22·3 | 15·6 | Yawata<br>Japanese | T.3Cy.13½",21¼"&34½"-24"<br>58NHP<br>S.Ono,Osaka | |
| 34011<br>14877<br>LVDB | **Uwajima Maru No. 14** SteelScSp<br><br>2*Dks* | 331<br>285<br>194 | | | | | 1912 | S.Ono<br>Osaka | UwajimaUnyu<br>KabushikiKaisha | 148·7 | 20·4 | 12·9 | Yawata<br>Japanese | T.3Cy.12",19"&32"-22"<br>48NHP<br>S.Ono,Osaka | |
| 34012<br>16689<br>MJSN | **Uwajima Maru No. 15** SteelScSp<br><br>2*Dks* | 799<br>—<br>482 | | | | | 1913 | S.Ono<br>Osaka | UwajimaUnyu<br>KabushikiKaisha | 187·7<br>B44 | 27·3 | 17·5 | Yawata<br>Japanese<br>*WB* | T.3Cy.14½",24"&40"-30"<br>88NHP<br>S.Ono,Osaka | |
| 34013<br>23162<br>RBQJ | **Uwajima Maru No. 16** SteelSc | 1222<br>—<br>683 | | | | | 1918 | .................. | UwajimaUnyu<br>KabushikiKaisha | 228·0 | 33·0 | 18·7 | Yawata<br>Japanese | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34014<br>JTQR | **V. Puchol** SteelTwinSc<br>(*ex*MarcoPolo)<br>*Elec.light* Wireless 2*Dks* | 1514<br>—<br>714 | | | | | 1896 | N.Odero<br>fuA.<br>SestriPnente | Cia.Tras-<br>mediterranea | 283·3 | 36·9 | 18·7 | Valencia<br>Spanish | T.6Cy.22$\frac{1}{3}$",37"&59$\frac{4}{5}$"-37$\frac{1}{3}$"<br>NB07 439NHP<br>N.OderofuA.SestriPnente | | |
| 34015<br>MDGR | **Vaagekallen** SteelScSr<br>(*ex*BergenII.,<br>*Mchy.Aft* *ex*Möre) 1*Dk* | 216<br>210<br>124 | | | | | 1906 | ÖrensMek.<br>Værksted<br>Trondhjem | A/S Transitkontor | 113·0<br>H3*t* | 19·2 | 15·0 | Bergen<br>Norwegian<br>*WB* | C.2Cy.9$\frac{3}{10}$"&20$\frac{3}{10}$"–15"<br>NE&B10 13NHP<br>Mjellem&Karlsen,Bergen | | N |
| 34016<br>MPWQ | **Vaaland** WoodScSr<br>*Motor*<br>(*ex*Matchless) | 106<br>93<br>46 | | | | | 1902 | ……………<br>Essex,Mass | Thorvald Brox | 94·3<br>Q8*t* | 23·1 | 9·5 | Tromsö<br>Norwegian | Motor<br>A.GulowsenA/S,<br>Christiania | | |
| 34017<br>MTNO | **Vaarli** SteelScSr<br>ssNYk.No.1-20<br>(*ex*Arborean) 1*Dk&Web frames*<br>*Elec.light* *Longitudinal framing*<br>*Mchy.Aft* Wireless *Cargo battens not fitted in forward hold* | 6032<br>5024<br>4289 | ✠100A1<br>~~5,21~~ ~~3,20~~<br>1,22 ✠LMC4,16<br>3,20<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 4,16 *F.P. above 150° F.* | NYk<br>~~Stl Sou~~ | *z* | CL<br>5,19 | 1916<br>4mo<br>A&CP | Maryland<br>Stl.Co.ofBal-<br>timoreCity<br>Sparro'PtMd | A/S D/S Vaarli<br>(A/S Rederiet<br>Odfjell)<br>~~CellDB~~<br>*CellDBuE&B* | 389·0<br>P94'F26'<br>~~342' 2116tFPT228t~~<br>60'a30'/32'537tFPT228t | 54·7 | 28·9 | Bergen<br>Norwegian<br>FK 13*BHptCem*<br>*APT*296*t* | T.3Cy.~~24¼~~",41"&68"–48"(*s*)<br>200lb 24$\frac{9}{16}$" 479NHP<br>3SB,*9cf*,GS161,HS7066 FD<br>MarylandStl.Co.Sparr'Pt. | 32 ″ 6<br>s7 ″ 5½<br>25 ″ 5 | |
| 34018<br>220761<br>MBSN | **Vaba** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>Sub.Sig. Wireless | 5543<br>4598<br>3407 | | | | | 1920 | American<br>International<br>S.B.Corp.<br>HogIslandPa | Charbonneau<br>RajolaCo. | 390·0<br>P39'B121'F43' | 54·2 | 27·8 | NewYork<br>Utd. States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schnectady,N.Y. | | R |
| 34019 | **Vacarme** SteelTwinSc | 200 | | | | | 1920 | Soc.Prov-<br>encale de<br>Const.Nav.<br>LaCiotat | French<br>Government | 113·3 | 22·9 | 11·5 | French | T.6Cy.11½",18"&28"–17"<br>64NHP<br>Soc.Provencale de<br>Const.Nav.LaCiotat | | V |
| 34020<br>SPRD | **Vacuna** WoodSc<br>*Elec.light* (*ex*WarMonckton) 1*Dk2trB*<br>*Well deck* *Mchy.Aft* *Salted* | ~~2320~~ 2049<br>~~1702~~<br>~~1430~~<br>1702<br>1272 | ✠12A1<br>2,20<br>✠LMC3,19 | Cff | *r* | CL<br>2,20 | 1919<br>5mo | Grant&<br>Horne<br>St.John,N.B.<br>A&CP | GiuliaS.A. di<br>Armamento | 241·0<br>P&B137'F32' | 43·5 | 22·8 | Trieste<br>Italian | T.3Cy.19",32"&54"–40" (*s*)<br>185lb HS5280 324NHP<br>2 Water Tube Boilers FD<br>CanadianBridgeCo.<br>Walkerville,Ont. | 25 ″ 6<br>s3 ″ 5½ | |
| 34021<br>220165<br>LWRF | **Vacuum** SteelSc<br>*Elec.light* 2*Dks(Stl)&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Sub.Sig. Wireless | 7009<br>6444<br>4321 | ✠100A1<br>~~9,21~~~~10,20~~<br>1,22 ✠LMC5,20<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 5,20 *F.P. above 150° F.* | NNs<br>~~FM~~ NYk | *u*† | CL<br>1,22 | 1920<br>5mo<br>A&CP | MooreS.B.<br>Co.<br>Oakland,Cal. | VacuumOilCo.Inc.<br>*CellDBuE&B* | 425·8<br>P106'B50'F41'<br>61' 143*tDTf*35 948*t* | 57·0 | 31·2 | NewYork<br>Utd. States<br>FK 16*BHptAsp*<br>(9 „ *to Udk*<br>7 „ „ *2nd* „)<br>*APT*122*t* | T.3Cy.27½",46"&78"–51" (*s*)<br>220lb 680NHP<br>3SB,*9cf*,HS9900 FD<br>Hooven,Owens&Rentsch-<br>lerCo.Hamilton,O. | 33 ″ 0<br>s 7 ″ 3½<br>26 ″ 1 | |
| 34022<br>5895<br>KBCP | **Vadstena** CompScSr<br>*Mchy.Aft* 1*Dk* | 195<br>155<br>110 | | | | | 1916 | S.Groths<br>Eftr.<br>Sjötorp | Ångf.Aktieb.<br>GötaKanal (A.<br>Jonssonjr.*Mgr.*) | 100·2<br>F12'P19'H9*t* | 22·6 | 10·0 | Gothenbrg<br>Swedish | C.2Cy.10"&22½"–15"<br>16NHP<br>Akt.LundbyM.V.Got. | | |
| 34023 | **Væ Victis** SteelSc<br>*Well deck* 1*Dk*(*Stl*) | *1889*<br>*1489*<br>*1097* | ✠100A1<br>8,20<br>✠LMC7,20 | Ant | *q* | CL | 1920<br>7mo | J.Crown<br>&Sons,Ld.<br>Sunderland<br>*Lloyd's A&CP* | M.Goossens<br>*Cell DB* | 268·0<br>P24'Q82'B51'F30'<br>223' 426*t FPT* 105*t* | 37·9 | 17·6 | Antwerp<br>Belgian<br>FK 3*BHCem*<br>*APT* 100*t* | T.3Cy.20½",33"&54"–39"<br>180lb (*s*) 199NHP<br>2SB,*4pf*,GS80,HS3086<br>NE. MarineEng.Co.Ld.Sld | 19 ″ 9<br>s2 ″ 0½<br>18 ″ 0 | |
| 34024<br>NTRS | **Væderen** SteelSc<br>ssCpn.No.1-21 (*IceBreaker*)<br>*Elec.light* 1*Dk*(*Stl*)<br>*CruiserStern* | 678<br>536<br>246 | ✠100A1<br>~~8,21~~ ~~6,19~~<br>5,22<br>✠LMC8,21<br>~~LMC8,21~~ | Cpn | *j* | 8,21 | 1916<br>7mo<br>*Lloyd's A&CP* | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen | Kjöbnhavns<br>Havnevæsen<br>*DTa*20' | 144·9<br>B70'<br>60*tDTf* 15'30*tFPT* | 37·7 | 17·3 | Copnhagn<br>Danish<br>FK 5*BHCem*<br>50*tAPT*25*t* | T.3Cy.22",35"&58½"–36"(*s*)<br>200lb *100lb* 300NHP<br>3SB,*9cf*,GS171,HS5472<br>KjbnhavnsFlydk.&Skbsv. | 18 ″ 7 | |
| 34025 | **Vagel Grip** SteelSc<br>(*Trawler*)<br>(*ex*Berlin) 1*Dk* | 149<br>145<br>54 | | | | | 1896 | Bremer<br>Vulcan<br>Vegesack | RostockerHoch-<br>seefisch.A.-G. | 105·8 | 21·0 | 10·2 | Rostock<br>German | C.2Cy.14$\frac{1}{16}$"&26"–19⅜"<br>25NHP<br>Bremer,Vulkan,Vegesack | | |
| 34026<br>1111<br>LRAO | **Vagliano V.** IronTwinScSr<br>*Mchy.Aft* 1*Dk* | 379<br>—<br>261 | | | | | 1888 | T.B.Seath<br>&Co.<br>Glasgow | LouisDreyfus&Co. | 174·8 | 26·8 | 9·1 | Rostoff<br>o/Don<br>Russian | C.4Cy.11½"&20½"–17"<br>29NHP<br>T.B.Seath&Co.,Glasgow | | |
| 34027<br>1166 | **Vaigatch** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Awng dk* | 1044<br>925<br>609 | ✠<br>*Awng dk withfreeboard*<br>7,11 ✠ | Nwc | *m* | | 1911<br>7mo | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld.Newcastle | ArchangelMour-<br>manStm.Nav.Co.<br>*WB=CellDBa&u* | 215·0<br>E66'*uB*20'*f*83' 175*t* | 32·1 | 17·9 | Archangel<br>Russian<br>FK 4*BHCem*<br>*APT*15*t* | T.3Cy.16",26"&43"–30"<br>163NHP<br>2SB,*6cf*,GS107,HS3250<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 20 ″ 0 | |
| 34028<br>OUZS | **Vailly** WoodAuxTwinSc5MstSr<br>*Stm.Eng.*<br>*Elec.light* *Mchy Aft* 1*Dk2trB*<br>(*See Sailing Ship Register*) | 2142<br>—<br>1500 | | | | | 1918 | Foundat'n<br>Co.<br>Tacoma,Wsh | FrenchGovern-<br>ment | 259·3<br>P118'F30' | 44·9 | 22·1 | Bordeaux<br>French | T.6Cy.10",16½"&26"–24"<br>66NHP<br>StatenIslandS.B.Co.<br>PortRichmond,N.Y. | | V |
| 34029 | **Val** SteelScSr<br>ssFiu2nd No.3-5,20<br>(*ex*ElviraAntonietta, 1*Dk*(*Stl*)<br>*ex*Portslade)<br>*Well deck* *Mchy.Aft* | *594*<br>*473*<br>*324* | ✠100A1<br>~~2,21~~5,20 12,21<br>✠LMC5,20<br>BS8,21 | Fiu<br>Tri | | CL<br>~~5,20~~<br>12,21 | 1888<br>8mo | R.Thomp-<br>son&Sons<br>Sunderland<br>A&CP | Soc.Anon.diNav.<br>aVap.Dalmatia | 161·7<br>Q51'B16'F21'<br>*Dk pts*01 | 29·9 | 11·9 | Trieste<br>Italian 70<br>FK 4*BHCem*<br>*DB a&f*94'161*t* | C.2Cy.24"&48"–30" (*s*)<br>~~90lb~~ *60lb* NDB01 100NHP<br>1SB,*3rf*,GS45,HS1600<br>NE MarineEng.Co.Ld.Sld. | 14 ″ 7 | |
| 34030<br>129269 | — SteelScK<br>ssMil.No.2-19<br>1*Dk* | 93<br>92<br>32 | ✠100A1<br>*For fishing purposes*<br>9,20<br>~~BS7,20~~ BS9,21<br>✠LMC4,19 | Mil | | 4,19 | 1909<br>7mo<br>*Lloyd's A&CP* | Charlton&<br>DoughtyLd.<br>Grimsby | J.Brown | 86·0 | 18·6 | 8·7<br>BK7½" | Milford<br>British<br>3*BHCem*<br>*WB=FPT*14*t* | C.2Cy.11"&28"–16" (*s*)<br>140lb 28RHP<br>1SB,*2pf*,GS28,HS730<br>Charlton&Co.Ld.Grimsby | 9 ″ 6 | |
| 34031<br>129524<br>HRTG | **Valacia** SteelScSr<br>ssLiv.No.2-18<br>(*ex*Luceric) 2*Dks*(*Stl*)&*deep framing*<br>*Elec.light* &*Shelter dk*(*Stl*–ws)<br>Wireless *Tonnage opening closed* 1917 | 6526<br>5938<br>4100 | ✠100A1<br>*Shelter dk withfreeboard*<br>2,221 ~~21~~<br>BS3,21 ✠LMC9,17<br>*Carrying oil fuel F.P. above 150° F.* | Lon | *c*† | CL<br>N1,21 | 1910<br>10mo<br>*Lloyd's A&CP* | Russell&<br>Co.<br>Pt.Glasgow<br>*CellDBa* 143'*uE*26'*f*171'1260*tDTa*35'1034*tAPT*30*t* *in DT* | CunardS.S.Co.Ld. | 460·0 | 57·0 | 28·9 | Liverpool<br>British<br>FK *Cem*<br>6*BH to U dk*<br>1*BH* „*2nd*„ | T.3Cy.28½",47"&78"–54" (*s*)<br>180lb 690NHP<br>3SB(FD)&1AuxSB,*12cf*,<br>GS249,HS11300<br>Rankin&Blackmore,Grk. | 40 ″ 6<br>s 12 ″ 8<br>28 ″ 6 | |
| 34032 | **Valaya** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Awng dk*(*Teak*)<br>*Cargo battens not fitted in Awng 'tween dks* | 1311<br>1153<br>803 | ✠100A1<br>4,22 *Awng dk withfreeboard*<br>~~8,21~~ BS3,22<br>~~BS2,21~~ ✠LMC6,18<br>*Fitted for oil fuel* 6,18 *F.P. above 150° F.* | Bgk | *n* | CL<br>~~2,21~~<br>4,22 | 1918<br>6mo<br>*Lloyd's A&CP* | Hong K'ng<br>&Whampoa<br>DockCo.Ld.<br>HongKong | SiamSteamNav.<br>Co.Ld.<br>*CollisionBH to Awng dk*<br>*CellDB*180' 237*t FPT* | 223·4<br>F31' | 35·6 | 17·8 | Bangkok<br>Siamese<br>FK *ptCem*<br>3*BHto U dk*<br>18*tAPT*18*t* | T.3Cy.17",27"&44"–30" (*s*)<br>190lb 136NHP<br>2SB,*4cf*,GS88,HS2322<br>HongKong&Whampoa<br>DockCo.Ld.HongKong | 20 ″ 0<br>s 7 ″ 6<br>12 ″ 11 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 Nom du Navire. Matériaux Gréement, etc. — *Ex-nom, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34033<br>NKBS | **Valborg** SteelScSr<br>(*ex*Flandria)<br>1*Dk* | 1185<br>1062<br>713 | | | | | 1898 | Akt.Burmeistr&Wain<br>Copenhagen | DampskibsSelsk.Torm(C.Kraemer, *Mgr.*) | 235·0<br>P13'Q20'B64'F26' | 35·9 | 15·7 | Copnhagn<br>Danish<br>*WB* | T.3Cy.16½",27"&45"-33"<br>116NHP<br>Akt.Burmeistr&Wain,Cpn | |
| 34034<br>NSVC | — SteelScSr<br>*ss*Cpn.No.1-18<br>*Well deck* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 847<br>703<br>496 | ✠100A1<br>3,21 ~~3,20~~<br>✠LMC6,18<br>BS1,21 | Cpn | *m* | 3,20 | 1914<br>6mo<br>*Lloyd* | Antwerp Eng.Co.Ld.<br>Hoboken<br>'*sA&CP* *WB* | Dampsk.Progress (M.Nielsen&Sön, *Mgrs.*)<br>= *Cell DB a*47' *uE* | 210·3<br>P29'B62'F26'<br>FK<br>21'*f*99'273*t FPT*17*t* | 31·8 | 13·3 | Copnhagn<br>Danish<br>4*BHCem*<br>*APT*10*t* | T.3Cy.13",21"&35"-27" (*s*)<br>180lb 81NHP<br>2SB,4*cf*,GS44,HS1410<br>MacColl&Pollock,Ld.Sld. | 15<br>1<br>14 |
| 34035 | — WoodSc<br>*OilEng.*<br>1*Dk* | 322<br>254<br>208 | | | | | 1920 | Nystads Slip&M.V.<br>Nystad | A/B C.Toll O/Y | 121·0 | 25·3 | 11·5 | Wiborg<br>Finnish | Oil Engine<br>4Cy.<br>A/BBergsundsM.V.Skm. | |
| 34036<br>727<br>JCBT | — IronScSr<br>1*Dk* | 203<br>93<br>137 | | | | | 1874 | Göteborgs M.V.<br>Gothenburg | Ångb.Aktieb.BohuslänskaKusten (C.Thorburn *Mgr*) | 109·2<br>Q35'B46'H33*t*F30'<br>len01 | 18·5 | 9·0 | Uddevalla<br>Swedish | C.2Cy.12⅝"&28¼"-19½"<br>NB01 29NHP<br>GöteborgsM.V.Gothenbrg | |
| 34037<br>2312<br>JFHG | — IronSc<br>(*ex*Skärgården,<br>*ex*WermdöI.,*ex*Wermdö) 1*Dk* | 113<br>66<br>72 | | | | | 1883 | Bergsunds M.V.Aktieb<br>Stockholm | ÅngfAktieb.Drottningholm-Fittja (J.W.Rickander) | 95·3<br>Q32'B30'H6*t*F18' | 17·5 | 7·9 | Stockholm<br>Swedish | C.2Cy.14½"&25½"-19½"<br>24NHP<br>BergsundsM.V.Aktb.Skm. | |
| 34038<br>116573 | **Valcartier** SteelScSr<br>Wireless (*ex*WilliamHenry<br>Mack) *Elec.light Mchy.Aft* 1*Dk*2*trB* | 3515<br>3315<br>2248 | | | | | 1903 | American S.B.Co.<br>Cleveland,O. | ~~MontrealTransportationCo.~~<br>CanadaSSLinesLd | 361·0<br>F44' | 48·2 | 24·0 | Montreal ~~Toronto~~<br>British<br>*WB* | T.3Cy.20",33½"&54"-40"<br>184NHP<br>AmericanSBCo.ClevelndO | |
| 34039<br>SPTB | **Valdarno** SteelScSr<br>(*ex*WarPersian)<br>Wireless | 5311<br>4763<br>3174 | | | | | 1918 | Napier&Miller,Ld.<br>Glasgow | LloydMediterraneo | 400·2<br>P49'B112'F39' | 52·3 | 28·5 | Genoa<br>Italian<br>*WB* | T.3Cy.27",44"&73"-48"<br>369NHP<br>McKie&Baxter,Glasgow | |
| 34040<br>NVTC | **Valdemar** SteelTwinSc<br>(*Ferry*)<br>1*Dk*2*trB* | 348<br>331<br>140 | | | | | 1886 | Burmeister &Wain<br>Copenhagen | DeDanskeStatsbaner | 140·0 | 31·6 | 12·0 | Fredericia<br>Danish<br>*WB* | C.4Cy.21½"&37"-18"<br>97NHP<br>Burmeister&Wain,Cpn. | |
| 34041<br>LBRW | **Valdemar Skogland** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | 5014<br>4729<br>3133 | | | | | 1921 | F.Schichau<br>Danzig | A/S Skoglands Linje(T.H.Skogland&SönA/S, *Mgrs.*) | 362·7 | 51·4 | 31·5 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.23⅝",43"&70$\frac{3}{16}$"-47"<br>344NHP<br>F.Schichau,Elbing | |
| 34042<br>204914<br>LJQC | **Valdez** SteelScSr<br>*Fitted for oil fuel* (*ex*Bennington)<br>*Elec.light Mchy.Aft* Wireless 2*Dks* | 2308<br>—<br>1729 | | | | | 1908 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | AlaskaS.S.Co. | 244·0 | 43·2 | 27·0 | P.Twnsnd<br>Utd.States<br>*WB* | Q.4Cy.16¾",24",35"&51"-36"<br>156NHP<br>Gt.LakesEng.Wks.Detroit | |
| 34043 | **Valdieri** SteelSc<br>*Elec.light* | 5246<br>—<br>3343 | | | | | 1920 | SACantieri NavaliF.Tosi<br>Taranto | LloydSabaudo | 377·7<br>P51'B116'F33' | 51·4 | 32·2 | Genoa<br>Italian<br>*WB* | 2 Steam Turbines<br>S.A.F.Tosi,Legnano | |
| 34044<br>OVAD | **Valdivia** SteelTwinScSr<br>*Ref.Mchy. Elec.light* Wireless 3*Dks* | 7168<br>—<br>4356 | | | | | 1911 | Ch.&Atel. deProvence<br>Port deBouc | Soc.Gén.deTransportsMarit.àVap. | 462·8<br>P111'B188'F63' | 54·3 | 31·1 | Marseilles<br>French<br>*WB* | T.6Cy.29",45"&73½"-45½"<br>726NHP<br>Ch.&Atel.deProvence,Msl. | |
| 34045<br>129465<br>HQKC | **Valdura** SteelScSr<br>*ss*Cff.No.2-18<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*deep framing* | 5507<br>5168<br>3495 | ✠100A1<br>*Spar dk*<br>11,21 ~~3,21~~<br>MS5,18 ✠LMC<br>~~BS6,20~~<br>BS11,21 | Nwc<br>Cff | *z* | CL<br>3,20 | 1910<br>2mo<br>*Lloyd*<br>*WB*= | Russell& Co.<br>Pt.Glasgow<br>'*sA&CP*<br>*CellDBa*137'*u* | ValduraS.S.Co.Ld (Gow,Harrison&Co.)<br>*E*24'*f*178'1227*tDT* | 414·3<br>P43'B119'F41'<br>FK<br>*a*35'1034*tAPT*34*t* | 56·0 | 28·0 | Glasgow<br>British<br>*Cem*<br>4*BHtoSp dk*<br>2*BHtoM dk* | T.3Cy.27",45"&74"-51" (*r*)<br>180lb *100lb* 538NHP<br>3SB,9*cf*,GS172,HS7890 FD<br>Rankin&Blackmore.Grk. | 30<br>6<br>24 |
| 34046<br>2625<br>HGMP | **Vale** IronScSr<br>(*ex*Stockholm) 1*Dk*2*trB* | 816<br>617<br>450 | | | | | 1871 | Bergsunds Mek.Verkst<br>Stockholm | Stockholms Rederiaktieb.Svea (H.Ericson,*Mgr.*) | 191·2<br>P105' H6*t* F27' | 29·2 | 16·2 | Stockholm<br>Swedish | C.2Cy.25⅝"&49⅜"-26"<br>NB96 105NHP<br>LindbergsMek.Verk.,Skm. | |
| 34047<br>86198 | **Vale Royal** WoodSc<br>(*Flat*)<br>(*ex*Sailing) | 121<br>114<br>82 | | | | | 1873 | A.Deakin<br>Winsford | SaltUnion,Ld. | 84·9 | 20·3 | 9·0 | Liverpool<br>British | V.2Cy.10½"-12"<br>NE&B83 22RHP<br>W.Allen,Manchester | |
| 34048<br>127143 | **Vale of Clyde** SteelScK<br>*ss*Dub.No.3-9,19<br>1*Dk* | 223<br>208<br>83 | | | ... | 9,19 | 1908<br>1mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | ~~M.Wilkins(Sam Isaacs(Aberdeen) Ld.*Mgrs.*)~~ G.Main | 115·5<br>BK7½"<br>*WB*= | 22·6 | 12·1 | Aberdeen<br>British<br>3*BHCem*<br>*DTf*7'19*t* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb 75RHP<br>1SB,3*pf*,GS44,HS1374<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 34049<br>127161 | **Vale of Lennox** SteelScK<br>*ss*Liv.No.3-6,19<br>(*ex*GardarLandnemi,*ex*Vale of Lennox)<br>1*Dk* | 233<br>203<br>88 | ✠100A1<br>*StmTrawler*<br>12,20<br>BS10,20 ✠LMC6,19 | Liv | | ~~6,19~~<br>11,21 | 1909<br>3mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | Harley&Miller,Ld. | 120·4<br>Q70'F19'<br>BK7½"<br>*WB*= | 23·1 | 11·7 | Leith<br>British<br>3*BHCem*<br>*DBf*28'19*t* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb 81RHP<br>1SB,3*pf*,GS43,HS1540<br>Hall,Russell&Co.Ld.Abn. | 12 |
| 34050<br>132773 | **Vale-o'-Moray** SteelScK<br>Wireless 1*Dk* | 89<br>88<br>38 | | | ... | | 1911 | A.Hall&Co.Ld.<br>Aberdeen | R.Curphey | 86·9<br>BK7" | 18·6 | 9·0 | Peel,I.M.<br>British | T.3Cy.9¼",16"&26"-18"<br>39RHP<br>A.Hall&Co.Ld.Aberdeen | 9 |
| 34051<br>124221<br>HLMK | **Valemead** SteelSc<br>*ss*NNs.No.2-16<br>(*ex*QueenElizabeth) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*<br>Wireless<br>*Carrying oil fuel F.P.above* 150°F.*in DB* | 4225<br>4089<br>2748 | ✠100A1<br>*Spar dk*<br>6,19<br>✠LMC11,20 | Bry | *x* | CL<br>11,20 | 1907<br>9mo<br>*Lloyd* | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>'*sA&CP* | WesternCounties ShippingCo.Ld.(E.EdwardsSons&Co.Ld.*Mgrs.*)<br>*Cell DBa* | 360·3<br>P31'B93'F33' 28·0<br>FK<br>117'*uE&B*41'*f*157' | 48·0 | 20·2 | Glasgow<br>British<br>6*BHCem*<br>860*tAPT*63*t* | T.3Cy.25",41"&69"-48" (*s*)<br>180lb 372NHP<br>3SB,9*cf*,GS150,HS5940<br>Richardsons,Westgarth&Co.Ld.Sld. | 30<br>6<br>25 |
| 34052<br>140590<br>JVBT | **Valemore** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Sub.Sig. 3*rd dk*(*Stl*)*in No.* 1 *hold*<br>*Cargo battens not fitted in 'tween dks*<br>Wireless & *Shelter 'tween dks* | 6629<br>6418<br>4196 | ✠100A1<br>*Shelter dk with freeboard*<br>1 ~~22,20~~ ✠LMC6,19<br>*Carrying oil fuel F.P. above* 150° F. *in DB*<br>*Fitted for oil fuel* 6,21 *F.P. above* 150°F. | Bkn<br>~~Gns~~ Liv | *a*† | CL<br>7,~~19~~<br>1,22 | 1918<br>7mo<br>*Lloyd* | SirRDixon &Co.Ld.<br>Middlesbro'<br>'*sA&CP* | JohnstonLine,Ld. (Furness,Withy&Co.Ld.*Mgrs.*)<br>*Collision BH to Shelter dk*<br>*CellDB*353'1021*t DTf*31'976*t* | 420·0<br>F *on Shelter dk* 33'<br>FK | 55·1 | 36·6 | Liverpool<br>British<br>*Cem*<br>5*BH to U dk*<br>*DTa*31'915*t* | T.3Cy.29",49"&80"-54" (*s*)<br>180lb 716NHP<br>4SB,12*cf*,GS248 HS11096 FD<br>N.E.MarineEngCoLdNwc<br>~~*FPT*107~~ *APT*122*t* | 39<br>10<br>29 |
| 34053 | **Valenca** SteelTwinScCtr<br>*Elec.light* 1*Dk* | *190*<br>*136*<br>*78* | ✠<br>9,13<br>*BahiaBay&River Service*<br>✠ | Ayr | | | 1910<br>9mo | AilsaS.B.Co.Ld.<br>Ayr | Empreza de Nav. Bahiana | 116·2<br>*Shade dk*75'<br>FK | 21·1 | 7·3 | Bahia<br>Brazilian<br>4*BHCem* | C.4Cy.10"&20"-12"<br>42NHP<br>1SB,2*pf*,GS33,HS940<br>AilsaS.B.Co.Ld.Troon | 7 |
| 34054<br>JTHD | **Valencia** IronScSr<br>(*ex*Delizia,*ex*Letizia,<br>*ex*HenrietteSchlüsser) 1*Dk*&*Spar dk*<br>Wireless | 690<br>—<br>379 | | | | | 1879 | G.Howaldt<br>Kiel | J.A.Noguera | 190·7 | 26·0 | 19·9 | Valencia<br>Spanish | C.2Cy.25"&40"-27"<br>NB99 69NHP<br>Schweffel&Howaldt,Kiel | |

*Now named "Newtonmoor," See No.* [illegible] *in Supplement*

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34055 | **Valencia** IronScSr<br>(exInés,exCito,<br>exRiga-Lübeck) 1Dk | 274<br>—<br>138 | | | | | 1870 | Norddeut.<br>Schiffb.A.G.<br>Kiel | | 154·5<br>P30'F30<br>len76 | 20·5 | 9·3 | | C.4Cy.13"&26"-27"<br>NB03 59NHP<br>Schweffel&Howaldt,Kiel | | |
| 34056<br>109518 | **Valentia** SteelScYl<br>ssGms.No.3-11,10<br>ssGms.No.1-16<br>1Dk | 164<br>151<br>64 | ✠100A1<br>StmTrawler<br>1,18<br>Examined10,19<br>✠NB1,16 ✠LMC10,19 | Gms | | CL<br>6,19 | 1898<br>4mo | IrvineS.B.<br>&E.Co.Ld.<br>Irvine<br>A&CP | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms).Ld. (J.D.<br>Marsden, Mgr.) | 104·2<br>Q17'F18'<br>DptF&S10 | 21·0 | 10·7<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.10",16"&27"-20" (s)<br>180lb 45RHP<br>1SB,2pf,GS26,HS656<br>Muir&Houston,Ld.Gls. | 11 ″ 7 | |
| 34057<br>109894 | — SteelScSr<br>(Trawler)<br>1Dk | 110<br>101<br>41 | | | ... | | 1898 | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle | J.T.C.Salmon | 93·6 | 18·6 | 9·7<br>BK7½" | Yarmouth<br>British | C.2Cy.14"&30"-21"<br>NB18 33RHP<br>Baird&Barnsley,N.Shields | 10 ″ 6 | |
| 34058<br>TJGV | **Valentijn** SteelTwinScSr<br>(exSambas)<br>Elec.light 1Dk | 530<br>—<br>248 | | | | | 1901 | J.C.Teck-<br>lenborgA.G.<br>Geestemünde | Koninkl.Paketv.<br>Maats. | 167·6<br>B61'F29' | 28·2 | 10·2 | Batavia<br>Dutch<br>WB | T.6Cy.10⅓",16½"&26¾"-18⅓"<br>59NHP<br>J.C.TecklenborgA.G.Gst. | | V |
| 34059<br>JTHL | **Valentin** IronScSr<br>(exCaboOrtegal,exCypriano)<br>Well deck Wireless 1Dk2trB | 1453<br>1228<br>1020 | | | ... | | 1880 | Schlesingr,<br>Davis&Co.<br>Newcastle | W.Gonzalez Garra | 254·0<br>Q82'B70'F32' | 32·8 | 18·9<br>BK9" | Vllagarcia<br>Spanish<br>WB | C.2Cy.30"&58"-36"<br>152NHP<br>R.&W.Hawthorn,Nwc. | | V |
| 34060 | **Valentin Fierro** IronSc3MstSr<br>(exCarolina,exTransit<br>exSpec,exJohnBowes) Mchy.Aft 1Dk | 465<br>445<br>247 | | | ... | | 1852 | Palmer<br>Bros.&Co.<br>Newcastle | Cia.Naviera<br>Fierros,S.A. | 151·9<br>H14t | 26·3 | 15·2 | Gijon<br>Spanish | C.2Cy.16"&36"-26"<br>NE&B83 66NHP<br>M.Paul&Co.Dumbarton | | |
| 34061<br>143813 | **Valentine Bower** SteelScK<br>ssPts.No.3-11,20<br>Elec.light 1Dk | 275<br>246<br>116 | 100A1<br>StmTrawler<br>2,22 ~~1,20~~<br>LMC8,20 | Pts | | CL<br>8,20 | 1917 | C.Rennold-<br>son&Co.<br>SouthShields<br>Lloyd'sA&CP | TheAdmiralty | 125·3<br>Q72'F21' | 23·4 | 12·6<br>BK7½" | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 61RHP<br>1SB,3pf,GS55,HS1619<br>ShieldsE&DD.Co.Ld.N.Shl | 13 ″ 6 | |
| 34062<br>109813 | **Valeria** IronScK<br>ssGms.No.2-21 ssGms.No.3-5,13<br>~~ssGms.No.1-18~~<br>1Dk | 189<br>174<br>76 | ✠100A1<br>StmTrawler<br>8,21 ~~10,20~~<br>✠NB5,12 | Gms<br>8,21<br>✠LMC~~6,18~~<br>~~BS2,20~~ | | CL<br>N10,20 | 1898<br>8mo | Cochrane&<br>Cooper,Ld.<br>Beverley<br>Lloyd'sA&CP | ConsolidatedStm.<br>Fishing&IceCo.<br>(Grimsby)Ld. (J.<br>D.Marsden, Mgr.) | 112·7<br>Q27'F22' | 21·0 | 11·6<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.12¼",19½"&32"-23"(s)<br>180lb 55RHP<br>1SB,2pf,GS32,HS990<br>C.D.Holmes&Co.Hull | 12 ″ 3 | |
| 34063<br>143899 | **Valerie W.** SteelScK<br>(exWilliamBarnett) 1Dk | 216<br>200<br>93 | ✠100A1<br>StmTrawler<br>2,20<br>✠LMC12,17 | Mil | | CL | 1917<br>12mo | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen<br>Lloyd'sA&CP | ValTrawlers,Ld.<br>(H.Wooding Mgr.) | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3BHCem<br>DB f29'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 57RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 34064<br>138970 | **Valesca** SteelScK<br>ssGms.No.1-20<br>1Dk | 188<br>172<br>82 | ✠100A1<br>StmTrawler<br>9,20 | Gms<br>BS7,21<br>✠LMC9,20 | | CL<br>9,20 | 1916<br>8mo | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>Lloyd'sA&CP | J.L.Green<br>(H.C.Baker, Mgr.) | 110·4<br>Q59' | 21·0 | 11·6<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.12",20"&34"-24" (s)<br>180lb 69RHP<br>1SB,2pf,GS38,HS1175<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 6 | |
| 34065<br>MRQB | **Valeska** WoodAuxScBg<br>(exSailingVessel, OilEng.<br>exJoseGinebra) 1Dk2trB<br>(See Sailing Ship Register) | 369<br>290<br>241 | | | | | 1878<br>1918 | FJ.Nicolai<br>Brake | A/S Knarreviks<br>Transportselskap | 124·0<br>Q54'H27t | 28·0 | 13·4 | Bergen<br>Norwegian | Oil Engine<br>68NHP<br>4Cy.14"-15¾" NEfitted18<br>LysekilsM.V.Lysekil | | V |
| 34066 | **Valeureux** SteelScSk<br>(exSanMiguel,exNeyland) 1Dk | *212*<br>*187*<br>*56* | | | ... | | 1906 | Ardrossan<br>DD&SBCoLd<br>Ardrossan | Mme.Chopard | 120·4<br>Q65' | 21·7 | 11·5<br>BK6½" | LaRchelle<br>French | T.3Cy.12",20"&33"-23"<br>68NHP<br>Allan,Anderson&Co.Gls. | 12 ″ 6 | V |
| 34067<br>nk 12,21<br>OVAJ | **Valhalla** SteelAuxScYt<br>Stm.Eng.<br>ssCws.No.3-12,03 ssCws.No.2-14<br>Elec.light Wireless 2Dks<br>Full rigged Sailing Ship—See Sailing Ship Register | 1170<br>—<br>575 | ✠ —<br>2,20<br>✠ | Cws | p | | 1892<br>12mo | Ramage&<br>Ferguson,Ld.<br>Leith | F.Baudouin | 239·6<br>P27'F36' | 37·2 | 20·7 | Harve<br>French<br>5BHCem | T.3Cy.18½",27¾"&47"-33"<br>146NHP<br>2SB,4cf,GS96,HS2468<br>Ramage&Ferguson,Ld.,<br>Leith | 22 ″ 0 | V |
| 34068<br>111541 | — WoodSc<br>1Dk | 153<br>98<br>34 | | | | | 1901 | J.McBul-<br>ger<br>Nelson,B.C. | CanadianPacific<br>RailwayCo. | 102·5 | 20·8 | 9·0 | VancvrBC.<br>British | C.2Cy.14"&30"-20"<br>36RHP<br>PolsonI.W.Co.Ld.Toronto | | |
| 34069<br>130244 | **Valinda** WoodScSr<br>1Dk | 117<br>89<br>60 | | | | | 1911 | Hendry,<br>Ld.<br>Liverpool,NS | BridgetownS.S.<br>Co.Ld. | 95·0 | 21·5 | 9·3 | Bridgtwn,<br>N.S.<br>British | C.2Cy.10½"&22"-16"<br>NewBurrllJohnson 19RHP<br>IronCo.Ld.Yarmouth | | |
| 34070 | **Valk** SteelScYl<br>Should be "Dolfijn," See No. 37664 in S<br>1Dk | 169<br>153<br>36 | 100A1<br>StmTrawler<br>(ClassContemplated) | | | | 1920 | Werf de<br>Vooruitgang<br>Alphen a/d<br>Rijn | N.V.Industrueele<br>Maats.Hera | 105·3 | 20·7 | 11·3 | Ymuiden<br>Dutch | T.3Cy.12½",20"&33"-17½"<br>IndustrueeleMyHera,Ymu | | |
| 34071 | **Valkenburg** SteelScSr<br>Elec.light Wireless 1Dk | 2075<br>1754<br>1190 | | | | | 1920 | NVMach&<br>Schpsw.Van<br>P.Smit,Jr.<br>Rotterdam | Stoomv.Maats.<br>"ZuidHolland" | 280·9<br>P33'B69'F27 | 41·3 | 19·0 | Rottrdam<br>Dutch<br>WB | T.3Cy.<br>Thyssen&Co.<br>Mühlheim,Ruhr | | |
| 34072<br>3389<br>JKHL | **Valkyrian** IronScSr<br>ssHbg.3rdNo.3-6,19<br>(exLynton)<br>Well deck 1Dk(Irn)2trB | 1215<br>956<br>706 | ✠100A1<br>2,22 ~~10,20~~ ~~12,21~~<br>3,22<br>MS6,19 | Lon<br>~~Sws~~ Skm<br>✠LMC<br>~~BS3,20~~ 7,21 | o | ~~3,21~~<br>~~12,21~~<br>2,22 | 1881<br>7mo | J.Read-<br>head&Co.<br>SouthShields<br>A&CP | RederiAktieb.<br>Valkyrian<br>(E.A.Enhorning) | 240·4<br>Q90'B50'F20' | 33·2 | 17·0<br>BK8½"<br>WB=DB | Sundsvall<br>Swedish<br>4BHCem<br>a69'f63'251t | C.2Cy.27"&54"-36" (i)<br>70lb 80lb NDB97 132NHP<br>1SB,4pf,GS60,HS2201<br>J.Readhead&Co.S.Shields | 18 ″ 0<br>s1 ″ 9½<br>17 ″ 1 | |
| 34073<br>4197<br>JNKV | — WoodAuxScSr<br>OilEng.<br>(See Sailing Ship Register) | 114<br>104<br>83 | | | | | 1903 | S.Groth<br>Sjötorp | JohnScharp | 80·6 | 23·0 | 9·0 | Stockholm<br>Swedish | Oil Engines<br>2Cy.10"-12" 8NHP<br>J.V.SvenssonsMotorf.Skm | | V |
| 34074<br>NQLJ | **Valkyrien** SteelSc<br>(Tug&SalvageVessel)<br>Elec.light Wireless 1Dk | 343<br>309<br>118 | | | | | 1907 | Akt.Bur-<br>meistr&Wain<br>Copenhagen | A/SEmZ.Svitzer's<br>Bjerg.Entreprise | 151·3<br>B31'F27' | 25·2 | 13·1 | Copnhagn<br>Danish<br>WB | T.3Cy.13½",21½"&37"-24"<br>HS1824 97NHP<br>Akt.Burmeistr&Wain,Cpn | | |
| 34075<br>912 | **Vallarsa** SteelSc<br>(exWar Prophet) 1Dk(Stl)<br>Elec.light Wireless | 5897<br>4737<br>3575 | | | ... | CL<br>9,19 | 1918<br>4mo | C.Connell<br>&Co.Ld.<br>Glasgow<br>Lloyd'sA&CP | LloydMediter-<br>raneoSoc.<br>Italiana diNav.<br>CellDB | 400·2<br>P49'B113'F39'<br>343'1093tF PT118t | 52·3 | 28·5<br>FK | Genoa<br>Italian<br>11BHptCem<br>APT184t | T.3Cy.27",44"&73"-48" (s)<br>180lb 490NHP<br>3SB,9cf,GS190,HS7020 FD<br>D.Rowan&Co.Glasgow | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34076<br>161819<br>KPDG | **Valley Forge** SteelScSr<br>(*Tug*)<br>*Elec.light* 2*Dks* | 558<br>—<br>352 | | | | | 1898 | Harlan&Hollingsworth Co.<br>Wlmgtn.Del. | ReadingCo. | 158·0 | 29·0 | 18·0 | Phildlphia<br>Utd. States | T.3Cy.18",28"&45"-30"<br>111NHP<br>Harlan&HollingsworthCo.<br>Wilmington,Del. | |
| 34077<br>219803<br>LWDH | **Vallonia** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk*<br>Sub.Sig. Wireless | 441<br>—<br>118 | | | | | 1920 | NorthWest Eng.Works<br>GreenBay,<br>Wis. | UnitedStates ShippingBoard | 150·0 | 27·5 | 14·5 | M'lwaukee<br>Utd. States | T.3Cy.17",25"&43"-30"<br>101NHP<br>MurrayIronWorks,<br>Burlington,Iowa | |
| 34078<br>138953<br>JMNW | **Valmont** SteelScK<br>*ss*Gms.No.1-20<br>1*Dk* | 245<br>236<br>108 | ✠100A1<br>*StmTrawler*<br>11,21 ~~9,20~~<br>✠LMC9,20 | Gms | | CL<br>7,19 | 1916<br>4mo<br>*Lloyd'sA&CP* | Cook,Welt'n&Gemmell<br>Ld. Beverley | VictorianSteam FishingCo.Ld.<br>(W Hill, *Mgr.*) | 117·3<br>Q61' | 22·5 | 13·2<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 92RHP<br>1SB,3*pf*,GS41,HS1557<br>C.D.Holmes&Co.Ld.Hull | 14 |
| 34079 | **Valmurian** SteelScSr<br>(*ex*CapitaRevuelta)<br>Wireless 1*Dk* | 910<br>712<br>675 | | | | | 1918 | Astilleros deGijon<br>Gijon | Cia.Naviera "Valmurian"<br>(D. de Aroaz y de Arejula) | 201·7<br>B44'F30' | 29·8 | 13·5 | Barcelona<br>Spanish<br>*WB* | T.3Cy.12",20"&32"-24"<br>50NHP<br>AlexanderHermanos,S. en C., Barcelona | |
| 34080 | **Valmy** SteelScSr<br>*Elec.light* 1*Dk* | 355<br>303<br>102 | ✠100A1<br>*StmTrawler*<br>7,19<br>✠LMC1,19 | Sav | | CL | 1919<br>2mo<br>A&CP | Foundat'n Co.<br>Savannah | FrenchGovernment | 150·0<br>Q79'F26' | 25·0 | 14·7<br>BK7"<br>*FPT6t* | French<br>4*BHCem*<br>*APT8t* | T.3Cy.12¾",21½"&35"-24"<br>180lb (*s*) 89NHP<br>1SB,3*pf*,GS53,HS1700<br>Goldie&McCullochCo.Ld<br>Galt.Ont. | 14<br>2<br>14 |
| 34081<br>VRDC | **Valo-Apu** IronSc | 111<br>—<br>73 | | | | | 1892 | ..............<br>Lehtoniemi | NobelsPetroleumimportAktieb.i Finland | 89·6 | 20·1 | 9·4 | Helsingfrs<br>Finnish | NB16 | |
| 34082<br>589<br>JVPT | **Valparaiso** SteelTwinSc3MstSr<br>*OilEng.*<br>*Elec.light* 2*Dks*(*Stl*)&*Shelterdk*(*Stl*)<br>~~*Well deck*~~ Wireless | 3762<br>3375<br>2259 | ✠100A1<br>*Shelter dk withfreeboard*<br>4,21<br>✠LMC4,20 | Mmo | *x* | 4,21 | 1917<br>4mo<br>*Lloyd'sA&CP* | Akt.Burmeistr&Wain<br>Copenhagen | Rederiaktieb. Nordstjernan(A.A. Johnsson, *Mgr.*)<br>*Cell L* | 364·5<br>B323'1148t*FPT75t* | 51·4 | 22·1<br>FK | Stockholm<br>Swedish<br>6*BH*<br>*APT60t* | Oil Engines 4S.C.SA<br>12Cy.23¼"-35$\frac{7}{16}$" 482NHP<br>DB*100lb*<br>AktBurmeistr&Wain,Cpn | 25<br>3<br>23 |
| 34083 | — SteelScSr<br>*Elec.light* 1*Dk*(*Teak*)&*Promdk*(*Teak*) | *427*<br>*316*<br>*291* | ✠<br>10,14 ✠<br>*For River purposes only* | PGl | | | 1910<br>11mo | Murdoch& Murray<br>PortGlasgow | J.Bussons | 160·0 | 33·0 | 8·8<br>FK<br>*WB* | Para<br>Brazilian<br>5*BHCem*<br>=*FPT20t* | T.3Cy.15",25"&40"-24"<br>100NHP<br>1SB,3*cf*,GS54,HS1747<br>Muir&Houston,Ld.Gls. | 9 |
| 34084<br>RKNM | **Valtameri** SteelSc<br>(*ex*Hermonthis, *ex*Lavinia)<br>*ss*Ham.No.3-10,08<br>*ss*Ham.No.1-12<br>Wireless 2*Dks*(*Stl-Uws*)3*trB*<br>*Well deck Elec.light lowerdkforehold* | 4782<br>3918<br>3096 | ✠<br>5,16<br>✠ | Ham | *x* | | 1896<br>12mo | JLThompson&Sons,Ld<br>Sunderland | Uudenkaup, ValtameriLaiva O.Y. (E.W. Hellesten, *Mgr.*)<br>*WB*= | 380·7<br>P&B230'F43'<br>*Cell DBa*120'*u B*36 | 48·0 | 26·1<br>BK8½" | Nystad<br>Finnish<br>6*BHCem*<br>*f*152'729*t* | T.3Cy.27",44"&72"-48"<br>389NHP<br>3SB,9*pf*,GS198,HS6300<br>G.Clark,Ld.Sunderland | 29 |
| 34085<br>142454<br>KFHP | **Valur** IronScSr<br>(*ex*GustafE.Falck, *ex*Koral,*ex*W.Stief&Co.)<br>1*Dk*2*trB* | 345<br>311<br>226 | | | | | 1888 | C.J.Lange, Sohn<br>Bremerhaven | Anglo-Continental ShippngCo.Ld. (A. E.Watson, *Mgr.*) | 125·2<br>B20'H10*t*'F20' | 21·9 | 15·8 | London<br>British<br>*WB* | C.2Cy.13"&23½"-15"<br>NB95 18NHP<br>J.Lange,Sohn,Vegesack | |
| 34086<br>MTBL | **Valuta** SteelScSr<br>*Elec.light* 1*Dk* | 1312<br>1122<br>727 | | | | | 1917 | ShanghaiE S.B.&D.CoLd<br>Shanghai | D/S A/S Valuta (H.Madsen) | 243·3<br>P21'B60'F23' | 37·2 | 15·7 | Stavanger<br>Norwegian<br>*WB* | T.3Cy.17½",28½"&48"-33"<br>132NHP<br>ShanghaiE.S.B.&DDCoLd | |
| * 34087<br>HCLN | **Valverde** SteelSc<br>*ss*Bbo.2ndNo.3-11,16<br>(*ex*AngelB.Perez,*ex* Miramar)<br>1*Dk*(*Stl*)&*Web frames*&*ptAwngdk*(*Irn*) | 2500<br>1852<br>1533 | ✠100A1<br>*ptAwngdk withfreeboard*<br>1,20<br>~~BS6,19~~ ✠LMC~~11,16~~ 8,21 | Bbo | *s* | N1,20 | 1892<br>7mo<br>A&CP | Osbourne, Graham&Co<br>Sunderland | C.Latorre | 290·4<br>P29'Q82'<br>*ptAwngdk*179'<br>*pt*ND04 | 38·1 | 20·0<br>BK10"<br>*Cell* | Bilbao<br>Spanish<br>5*BHCem*<br>*DB* 240'460*t* | T.3Cy.22",36"&59"-39" (*s*)<br>160lb *100lb* NDB08 217NHP<br>2SB,6*rf*,GS98,HS3245<br>G.ClarkLd.Sunderland | 22<br>8<br>22 |
| 34088<br>139956 | **Vambery** SteelScK<br>*ss*Flt.No.1-20<br>*Elec light* 1*Dk* | 316<br>278<br>127 | ✠100A1<br>*StmTrawler*<br>4,22 ~~1,20~~<br>✠LMC1,20 | Flt<br>Gms | | CL<br>1,20 | 1917<br>5mo<br>*Lloyd'sA&CP* | Cochrane &Sons,Ld.<br>Selby | AtlasStmFishing Co.Ld(LettenBros. *Mgrs.*) | 135·3<br>Q74'F21' | 23·5 | 12·3<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-24" (*s*)<br>200lb 84RHP<br>1SB,3*pf*,GS47,HS1400<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 34089<br>91966<br>KHQV | **Van** IronScSr<br>(*ex*Manteo)<br>*Mchy.Aft* 1*DkAwngdk*&*Shadedk* | 719<br>—<br>535 | | | | | 1887 | ThePusey &JonesCo.<br>Wlmgtn,Del | MiamiS.S.Co. | 190·0 | 26·0 | 9·0<br>24·9 | NewYork<br>Utd.States | C.2Cy.17"&34"-28"<br>51NHP<br>Pusey&JonesCo.Wlmngtn | |
| 34090<br>TJHL | **Van Cloon** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks*3*trB* | 4519<br>3876<br>2863 | | | | | 1911 | Nederl. Schps. Maats<br>Amsterdam | Koninkl.Paketv. Maats. | 383·6<br>F40'*Shadedk*250' | 48·6 | 26·8 | Batavia<br>Dutch | T.3Cy.28½",47"&77"-54"<br>436NHP<br>NedFb.v.Wrk&Spoor,Ams | |
| 34091<br>TJGR | **Van den Bosch** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks*&*Shadedk* | 2776<br>—<br>1686 | | | | | 1902 | Nederl. Schps. Maats<br>Amsterdam | Koninkl.Paketv. Maats. | 317·0<br>P67'F74' | 41·3 | 19·4 | Batavia<br>Dutch<br>*WB* | T.3Cy.23",37"&62"-42"<br>249NHP<br>NedFb.v.Wrk&Spoor,Ams | |
| 34092<br>TJHB | **Van der Capellen** SteelScSr<br>*Elec.light* 1*Dk*&*Awngdk* | 1265<br>—<br>774 | | | | | 1902 | Nederl. Schps. Maats.<br>Amsterdam | Koninkl.Paketv. Maats. | 223·7<br>P58'F50' | 36·0 | 14·1 | Batavia<br>Dutch<br>*WB* | T.3Cy.17",26¼"&46¼"-36"<br>128NHP<br>NedFb.v.Wrk&Spoor,Ams | |
| 34093<br>TJKO | **Van der Hagen** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 3033<br>2516<br>1912 | | | | | 1909 | Maats. Fyenoord<br>Rotterdam | Koninkl.Paketv. Maats. | 325·3<br>F40' | 44·1 | 22·9 | Batavia<br>Dutch<br>*WB* | T.3Cy.22",36½"&40"-42"<br>104NHP<br>Maats.Fyenoord,Rot. | |
| 34094<br>TJHF | **Van der Lijn** SteelScSr<br>*Elec.light* 2*Dks*3*trB* | 998<br>911<br>601 | | | | | 1897 | Wigham Richrdsn&Co<br>Newcastle | Koninkl.Paketv. Maats. | 220·0<br>Q52'F38' | 31·2 | 17·4 | Batavia<br>Dutch<br>*WB* | T.3Cy.16½",26"&43"-33"<br>106NHP<br>WghmRichrdsn&Co.Nwc. | |
| 34095<br>TJHK | **Van der Parra** SteelTwinScSr<br>*Fitted for oil fuel*<br>1*Dk*&*Awngdk* | 558<br>—<br>332 | | | | | 1899 | NedSheepsbouwMaats.<br>Amsterdam | Koninkl.Paketv. Maats. | 164·0<br>P47'F42' | 27·6 | 11·0 | Batavia<br>Dutch | C.4Cy.16"&32"-18"<br>72NHP<br>Kon.Maats.deSchelde,Vls. | |
| 34096<br>TJHC | **Van Diemen** SteelScSr<br>*Elec.light* 2*Dks*&*Awngdk* | 1246<br>—<br>766 | | | | | 1890 | Nederl. Stoom.Maats.<br>Rotterdam | Koninkl.Paketv. Maats. | 234·5 | 32·8 | 16·6 | Batavia<br>Dutch<br>*WB* | T.3Cy.21",34"&55"-45"<br>203NHP<br>Nedrl.Stombt.Maats.Rot. | |
| 34097 | **Van Eyck** SteelScSr<br>(*ex*J.H.Plummer) 2*Dks*<br>*Elec light Mchy.Aft* Wireless | *1582*<br>*1504*<br>*992* | | | | | 1903 | Armstrong Whitworth &Co.Ld.<br>Newcastle | Soc.Belge d'Armement MaritimeS.A. | 246·0 | 37·0 | 21·8 | Antwerp<br>Belgian<br>*WB* | T.3Cy.20½",33"&54"-36"<br>175NHP<br>WllsndSlpwy.Co.Ld.Nwc. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34098<br>TJGW | **Van Goens** IronScSr<br>*Elec.light* 2*Dks*&*Awngdk* | 1066<br>—<br>644 | | | | | 1890 | Koninkljk Fabriek<br>Amsterdam | Koninkl.Paketv. Maats. | 220·1 | 31·4 | 15·7 | Batavia<br>Dutch | T.3Cy.17",26"&43"-39"<br>115NH<br>Kon.Fabriek,Amsterdam | | V |
| 34099<br>TJKG | **Van Heemskerk** SteelScSr<br>*Elec.light* Wireless 3*Dks* | 2996<br>2855<br>1896 | | | | | 1909 | Nederl. Schps.Maats.<br>Amsterdam | Koninkl.Paketv. Maats. | 325·5<br>F40' | 43·8 | 25·0 | Batavia<br>Dutch<br>*WB* | T.3Cy.22",36"&60"-42"<br>233NHP<br>NedFb.v.Wrk&Spoor,Ams | | V |
| 34100<br>TJHP | **Van Hogendorp** SteelTwinScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk*&*Awngdk* | 656<br>—<br>393 | | | | | 1903 | Maats. Fyenoord<br>Rotterdam | Koninkl.Paketv. Maats. | 184·3 | 27·6 | 10·6 | Batavia<br>Dutch | C.4Cy.16"&32"-18"<br>72NHP<br>Maats.Fyenoord,Rot. | | V |
| 34101<br>TJHS | **Van Hoorn** SteelSc<br>*Elec.light* Wireless 1*Dk* | 1753<br>1354<br>942 | | | | | 1908 | Nederl. Schps.Maats.<br>Amsterdam | Koninkl.Paketv. Maats. | 270·0<br>P33'B74'F31' | 40·2 | 16·7 | Batavia<br>Dutch<br>*WB* | T.3Cy.19",31½"&51½"-39"<br>NB12 165NHP<br>NedFb.v.Wrk&Spoor,Ams | | V |
| 34102<br>TJGS | **Van Imhoff** SteelScSr<br>*Elec.light* Wireless 3*Dks* | 2980<br>2367<br>1809 | | | | | 1914 | Maats. Fyenoord<br>Rotterdam | Koninkl.Paketv. Maats. | 325·5 | 44·1 | 22·7 | Batavia<br>Dutch<br>*WB* | T.3Cy.22",36½"&60"-42"<br>233NHP<br>Maats.Fyenoord,Rot. | | V |
| 34103<br>TJLM | **Van Lansberge** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks* | 1917<br>1374<br>1064 | | | | | 1913 | Maats. Fyenoord<br>Rotterdam | Koninkl.Paketv. Maats. | 278·4<br>P42'B90'F35' | 41·2 | 16·8 | Batavia<br>Dutch<br>*WB* | T.3Cy.19",31½"&51½"-39"<br>166NH<br>Maats.Fyenoord,Rot. | | V |
| 34104<br>TJKB | **Van Linschoten** SteelScSr<br>*Elec.light* Wireless 2*Dks3trB* | 3004<br>2490<br>1886 | | | | | 1909 | Nederl. Schps. Maats.<br>Amsterdam | Koninkl.Paketv. Maats. | 328·5<br>*Shade dk*219' F40' | 43·9 | 22·6 | Batavia<br>Dutch<br>*WB* | T.3Cy.22",36"&60"-42"<br>233NHP<br>NedFb.v.Wrk&Spoor,Ams | | V |
| 34105<br>TJLK | **Van Neck** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks* | 3027<br>2500<br>1909 | | | | | 1912 | Nederl. Schps.Maats<br>Amsterdam | Koninkl.Paketv. Maats. | 326·0<br>B219'F41' | 44·0 | 22·7 | Batavia<br>Dutch<br>*WB* | T.3Cy.22",36½"&60"-42"<br>233NHP<br>NedFb.v.Wrk&Spoor,Ams | | V |
| 34106<br>TJHB | **Van Noort** SteelSc<br>(*ex*Pahud)<br>*Elec.light* Wireless 2*Dks* | 1994<br>—<br>1235 | | | | | 1906 | Nederl. Schps. Maats<br>Amsterdam | Koninkl.Paketv. Maats. | 296·3<br>P76'H56'F76' | 38·0 | 20·9 | Batavia<br>Dutch | T.3Cy.21½",36½"&59"-43½"<br>NB09 229NHP<br>NedFb.v.Wrk&Spoor Ams | | V |
| 34107<br>TJHD | **Van Outhoorn** SteelScSr<br>2*Dks*&*Shade dk3trB*<br>*Elec.light* Wireless | 1543<br>—<br>954 | | | | | 1896 | Ned.Sh'ps-bouwMaats.<br>Amsterdam | Koninkl.Paketv. Maats. | 278·5<br>P19'B46'F74' | 36·5 | 19·2 | Batavia<br>Dutch | T.3Cy.24",36"&60"-42"<br>233NH<br>Ned.fab.v.Werk.Ams. | | V |
| 34108<br>TJHV | **Van Overstraten** SteelScSr<br>*Elec.light* Wireless 2*Dks*&*Shelter dk* | 4482<br>3827<br>2837 | | | | | 1911 | Maats. Fyenoord<br>Rotterdam | Koninkl.Paketv. Maats. | 383·2<br>B120'F40'<br>*pt Shelter dk*250' | 48·3 | 27·3 | Batavia<br>Dutch<br>*WB* | T.3Cy.28½",47"&77"-54"<br>436NHP<br>Maats.Fyenoord,Rot. | | V |
| 34109<br>TJLN | **Van Rees** SteelScSr<br>*Elec.light* Wireless 3*Dks* | 3050<br>2437<br>1846 | | | | | 1913 | Wrf.voorh. Rijkee&Co.<br>Rotterdam | Koninkl.Paketv. Maats. | 325·6 | 43·1 | 22·7 | Batavia<br>Dutch<br>*WB* | T.3Cy.22",36½"&60"-42"<br>233NHP<br>Maats.Fyenoord,Rot. | | V |
| 34110 | **Van Renselaer** SteelScSr<br>*Fitted for liquid fuel*<br>*Elec.light* 2*Dks*<br>Wireless | 4299<br>3031<br>2665 | | | | | 1919 | Nederland-scheScheeps-bouwMy.<br>Amsterdam | Koninkl.West-IndischeMail-dienst | 342·0<br>P43'B143'F62' | 47·7 | 24·3 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.25",42"&68"-51"<br>330NHP<br>NedFb.v.Wrk&Spoor,Ams | | V |
| 34111<br>TJGQ | **Van Riebeeck** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks*&*Shade dk* | 2755<br>—<br>1670 | | | | | 1902 | NedSchpsb Maats.<br>Amsterdam | Koninkl.Paketv. Maats. | 316·9<br>P63'F63' | 41·7 | 19·4 | Batavia<br>Dutch<br>*WB* | T.3Cy.23",37"&62"-42"<br>249NHP<br>NedFb.v.Wrk&Spoor,Ams | | V |
| 34112<br>TJHM | **Van Riemsdijk** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks*&*Shade dk* | 2032<br>—<br>1268 | | | | | 1900 | Nederl. Schps.Maats<br>Amsterdam | Koninkl.Paketv. Maats. | 300·0<br>P60'H68'F61' | 40·5 | 21·5 | Batavia<br>Dutch<br>*WB* | T.3Cy.23",36"&60"-42"<br>NB03 233NHP<br>Ned.Fb.v.Wrk&SpoorAms | | V |
| 34113<br>TJHW | **Van Spilbergen** SteelSc<br>*Elec.light* Wireless 2*Dks* | 2995<br>2518<br>2033 | | | | | 1908 | Maats. Fyenoord<br>Rotterdam | Koninkl.Paketv. Maats. | 325·5<br>P40'B104'F40' | 44·0 | 22·8 | Batavia<br>Dutch<br>*WB* | T.3Cy.22",36½"&60"-42"<br>233NHP<br>Maats.Fyenoord,Rot. | | V |
| 34114<br>TJHG | **Van Swoll** SteelScSr<br>Wireless 2*Dks*&*Shadedk* | 1814<br>—<br>1132 | | | | | 1897 | Wigham Richrdsn&Co<br>Newcastle | Koninkl.Paketv. Maats. | 278·5<br>P54'F60' | 36·7 | 18·4 | Batavia<br>Dutch | T.3Cy.22",34"&57"-42"<br>211NH<br>WighmRchrdsn&Co.Nwc. | | V |
| 34115<br>TJKD | **Van Waerwijck** SteelScSr<br>*Elec.light* Wireless 2*Dks*&*ptAwng dk* | 3040<br>2516<br>1906 | | | | | 1909 | Maats. Fyenoord<br>Rotterdam | Koninkl.Paketv. Maats. | 325·3<br>P&B219'F40' | 44·0 | 22·8 | Batavia<br>Dutch<br>*WB* | T.3Cy.22",36½"&60"-42"<br>233NHP<br>Maats.Fyenoord,Rot. | | V |
| 34116<br>218886<br>LSTF | **Vanada** SteelScSr<br>*Fitted for oil fuel*<br>1*Dk*&*Shelter dk*&*Web frames*<br>*Longitudinal framing*<br>*Elec.light* Wireless | 6060<br>5559<br>3752 | | | ... | | 1919 | Virginia S.B.Corp.<br>Alexandria, Va. | UnitedStates ShippingBoard | 402·6<br>P34' F38'<br>*onShelter dk* FK | 53·2 | 32·0 | NewYork<br>Utd.States | T.3Cy.24½",41½"&72"-48"<br>580NHP<br>HoovenOwens&Rentschler Co.Hamilton,O. | 34 ″ 6 | R |
| 34117<br>81637<br>TGLS | **Vanadis** IronScSr<br>*ss*Hul 3rdNo.3-5,20<br>(*ex*Yacht)<br>*Elec.light* 1*Dk* | 217<br>189<br>89 | ✠ A1<br>*For Coasting Service*<br>7,21 ~~5,20~~<br>✠NB12,99 ✠LMC4,20<br>*England, Wales & French Channel Ports* | Lan<br>Bkn | | ~~N4,20~~<br>8,21 | 1880<br>3mo | Ramage& Ferguson<br>Leith<br>*Lloyd's A&CP* | VanadisShipping Co.(W.J.Ireland) | 151·1 | 21·5 | 11·0 | Hull<br>British<br>3*BHCem* | C.2Cy.18"&36"-22"<br>80lb 52RH<br>1SB,*2pf*,GS37,HS958<br>Walker,Hendersn&Co.Gls | 12 ″ 0<br>s 1 ″ 9<br>11 ″ 2 | |
| 34118<br>~~221181~~<br>~~MCQW~~<br>150585<br>TQGJ | **Vancolite** SteelTwinSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Mchy.Aft* &*Web frames*<br>Sub.Sig. Wireless *Longitudinal framing* | ~~10397~~<br>~~10050~~<br>~~7725~~<br>10831<br>10415<br>7530 | ✠100A1<br>*Shelter dk withfreeboard*<br>4,21<br>✠LMC4,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 4,21 *F.P. above* 150° F. | NYk<br>BS1,22 | *f*† | CL | 1921<br>4mo | Federal S.B.Co.<br>Kearny,N.J.<br>A&CP<br>*CellDBuE&B* | ~~StandardOilCo.of N.J.~~<br>ImperialOil Ld.<br>68'199t*DTf*54'646t | ~~499·2~~<br>500·3<br>*FPT*258t*APT*142t | ~~68·1~~<br>68·0 | ~~38·7~~<br>30·5<br>FK | Vancvr,BC<br>British<br>19*BH*<br>( 4 *to Sh dk*<br>11 ,, *U* ,,<br>4 ,, *2nd*,,)<br>*ptAsppl Cem* | T.6Cy.20½",35"&60"-42" (*s*)<br>210lb *180lb* 676NHP<br>3SB,*12cf*,HS9618 FD<br>FederalSB.Co.KearnyN.J. | 38 ″ 10<br>s 11 ″ 5½<br>27 ″ 10 | |
| 34119<br>121261<br>HDNV | **Vancouver** SteelScSr<br>*ss*Cff.No.3-3,18<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*deep framing* | 4419<br>4146<br>2860 | ✠100A1<br>*Spar dk*<br>~~6,21~~ ~~5,20~~ 3,22<br>~~BS10,16~~ ✠LMC3,18 | Lon<br>Gls<br>BS7,21 | *x* | CL<br>~~12,20~~<br>7,21 | 1905<br>10mo | Barclay, Curle&Co.Ld.<br>Glasgow<br>*Lloyd's A&CP* | VancouverS.S.Co. Ld.(Gow,Harrison &Co.)<br>*Cell DBa*124'*uE* | 376·0<br>P34'B111'F43' 27·1<br>24'*f*165'889t*DTa*30' | 50·0 | 19·1<br>FK | Glasgow<br>British<br>6*BHCem*<br>726t*APT*75t | T.3Cy.25",41"&68"-48" (*s*)<br>180lb *100lb* 416NHP<br>2SB,*6cf*,GS129,HS5882 FD<br>Barclay,Curle&Co.Ld.Gls. | 29 ″ 8 | |
| 34120<br>OVAQ | — WoodTwinScSr<br>*Elec.light* | 2701<br>1904<br>1623 | | | | | 1919 | Foundat'n Co. of British Columbia,Ld<br>Victoria,B.C. | FrenchGovernment | 279·0<br>P166'F36' | 46·7 | 21·1 | Havre<br>French | T.6Cy.13½",22"&30"-26"<br>92NHP<br>NationalMarineEng.Wks., Scranton | | V |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ❊ 34121<br>24758<br>RKPL | **Vancouver Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Awngdk*(*Stl*)<br>Wireless | 5864<br>5586<br>4259 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>12,21 ~~11,20~~ ✠LMC ~~4,20~~<br>12,21 | Npt<br>Kob | *y* | 12,21 | 1919<br>3mo<br>= | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>A&CP | KokusaiKisen<br>KabushikiKaisha<br>*Coll*<br>*Cel* | 385·0\|51·0\|36·0<br>FK<br>*isionBH toAwng dk*<br>*lDB*334'1118*t FPT* | Kobe<br>Japanese<br>*Cem*<br>5*BH to U dk*<br>126*t APT*93*t* | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 440NHP<br>2SB&1AuxSB,GS154,<br>HS5741 FD<br>KawasakiDkyd.CoLd.Kob | 36<br>9<br>27 |
| ❊ 34122<br>93266<br>KFWB | **Vanduara** SteelScSr<br>*ss*Sou2ndNo.3-6,09<br>(*ex*Yacht) *ss*Liv.No.2-18<br>*Elec.light* 2*Dks* | 337<br>—<br>217 | ✠100A1<br>*Yacht*<br>8,21 ~~12,20~~ ✠LMC3,18<br>✠NB5,05 BS10,20 | Liv | | 12,20 | 1886<br>4mo<br>*Lloyd* | D&WHenderson&Co.<br>Glasgow<br>'*sA&CP* | MerseyDocks&<br>HarbourBoard | 169·8\|24·1\|14·2<br>ND03 | Liverpool<br>British<br>4*BHCem* | T.3Cy.13",20"&33"-24"<br>160lb 55RHP<br>1SB,3*cf*,GS52,HS1393<br>D.&W.Henderson&Co.Gls | |
| 34123<br>145876<br>KJQW | **Vandyck** SteelTwinSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 4*Dks*<br>*Ref.Mchy.* *CruiserStern* | ~~[illegible]~~<br>13233<br>10485<br>7900 | | | | | 1921 | Workman,<br>Clark&Co.Ld<br>Belfast | LivBrazil&RPlate<br>S.N.Co.Ld. (Lamport&Holt,Ld.<br>*Mgrs.*) | ~~510·3\|64·4\|30·9~~<br>B255'F58' 39·3<br>510·6\|64·3 | Liverpool<br>British<br>*WB* | 4 Steam Turbines geared<br>to 2 Sc. Shafts<br>Wrkman,Clark&Co.Ld Bel | |
| 34124<br>90313<br>JVGN | **Vane Tempest** IronScSr<br>*ss*Lon.2ndNo.3-8,09<br>*Well deck* *ss*Sld.No.2-19<br>*Cargo battens not fitted* 1*Dk*(*Irn*) | 689<br>589<br>445 | ✠90A1<br>2,21<br>~~[illegible]~~ ✠LMC10,19<br>BS12,21 | Sld | *j* | 2,21 | 1884<br>10mo | E.Withy<br>&Co.<br>WHartlepool<br>A&CP | Marquess of Londonderry<br>(D.N.Grimes*Mgr*)<br>*WB* | 185·0\|30·0\|13·5<br>Q93'B7'F12'<br>FK<br>=*DBa*40'*f*77'157*t* | Sundrland<br>British<br>4*BHAsp*<br>*APT*16*t* | C.2Cy.25⅝"&48"-30" (*b*)<br>70lb *100lb* NDB14 90RHP<br>1SB,2*pf*,GS46<br>T.Richardson,Hartlepool | 14<br>1<br>12 |
| ❊ 34125<br>145128<br>KHNJ | **Vanellus** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 1886<br>1631<br>915 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,21 ~~1,21~~ ✠LMC1,21 | Sld<br>Mch | *s* | CL | 1921<br>1mo<br>*Lloyd* | Swan,Hunter&Wigham<br>Richardson,<br>Ld.Sunderlnd<br>'*sA&CP* | CorkS.S.Co.Ld.<br>*CellDB*224'<br>437*tMT*20'140 | 290·0\|42·5\|18·8<br>FK<br>*Collision*<br>*tFPT*31*tAPT*39*t* | London<br>British<br>*ptCemptAsp*<br>*BHto Sh dk*<br>5 „ „ *U* „ | T.3Cy.20½",34"&56"-42" (*s*)<br>180lb 318NHP<br>3SB,6*cf*,GS126,HS5000 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 21<br>1<br>20 |
| 34126<br>1874<br>JPDN | **Vänern** CompSc<br>*Mchy.Aft* 1*Dk*<br>(*ex*Maria,*ex*RagnarLodbrok) | 168<br>137<br>77 | | | | | 1890 | S.Groth<br>Sjötorp | GöteborgKristinehamnsRederiA/B<br>(T.Jonsson,*Mgr.*) | 99·7\|22·7\|9·2<br>P20'Q4'H6*t* | Gothenbrg<br>Swedish | | |
| 34127<br>MBRH | **Vangsnæs** WoodScSr<br>1*Dk* | 128<br>124<br>73 | | | | | 1904 | L.Skaale<br>Vangsnæs | A/S D/S Vangsnæs<br>(J.Vangsnæs) | 99·0\|24·0\|10·3<br>F12' | Bergen<br>Norwegian | C.2Cy.8½"&16"-12"<br>8NHP<br>SandbrogadensM.V.Bgm. | |
| 34128<br>201544<br>KTMJ | **Vanguard** WoodScSr<br>Wireless 1*Dk* | 358<br>—<br>228 | | | | | 1904 | ....................<br>Alameda,Cal | Chas.S.Dodge | 137·5\|32·5\|10·8 | S.Frncisco<br>Utd.States | | |
| 34129<br>218514<br>LSBD | — WoodSc<br>*Elec.light* 1*Dk* | 177<br>—<br>30 | | | | | 1919 | NorthWest<br>E.Wks.Green<br>Bay,Wis. | UnitedStates<br>ShippingBoard | 95·5\|24·7\|12·2 | Milwaukee<br>Utd.States | C.2Cy.18"&38"-26"<br>61NHP | |
| 34130<br>144205 | — SteelSc<br>1*Dk*(*Stl*) | 172<br>169<br>3 | ✠100A1<br>*For Towing purposes*<br>1,21 ✠LMC6,20 | Gls | | CL | 1920<br>6mo<br>*Lloyd* | Bow,McLachlan&Co.<br>Ld. Paisley<br>'*sA&CP* | Steel&Bennie,Ld.<br>*CellDB uB* | 101·2\|23·1\|9·9<br>BK7"<br>*unkers* 11'13*t FPT* | Glasgow<br>British<br>3*BHCem*<br>14*tAPT*22*t* | T3Cy.13½",21½"&34"-21" (*s*)<br>200lb 90RHP<br>1SB,3*cf*,GS58,HS1903<br>Bow,McLachln&CoLd.Psy | 12 |
| 34131<br>525<br>LMAN | **Vania** SteelTwinScSr<br>(*ex*Mina)<br>(*Barge*) 1*Dk* | 439<br>—<br>252 | | | ... | | 1904 | J.Meyer<br>ZaltBommel | W.J.Sifneo | 184·0\|28·0\|9·0<br>FK | Taganrog<br>Russian | C.4Cy.11½"&22½"-16"<br>33NHP<br>Vauxhall I.W.Co.Ld.Lon. | 9 |
| ❊ 34132<br>129025<br>HPWF | **Vanquisher** SteelScK<br>*ss*Hav.No.3-7,09<br>(*ex*Vanquisher, *ss*Lon.No.2-19<br>*ex*AbeilleNo.10) 1*Dk* | 179<br>156<br>4 | ✠100A1<br>*For Towing purposes*<br>8,20<br>BS2,21 ✠LMC11,19 | Lon | *b* | 11,19 | 1899<br>12mo | J.P.Rennoldson&Sns.<br>S.Shields<br>A&CP | ElliottStm.TugCo.<br>Ld.(J.Page,*Mgr.*) | 106·8\|21·1\|11·2<br>BK7" | London<br>British<br>4*BHptCem*<br>*ptAsp* | T.3Cy 15½",25"&41"-27" (*s*)<br>160lb 103NHP<br>1SB,3*rf*,GS49,HS1805<br>J.P.Rennoldsn&Sns,S.Shl. | 12<br>1<br>11 |
| 34133<br>MVLB | **Vanse** WoodTwinScSr<br>(*OilEng.*)<br>1*Dk* | 362<br>—<br>214 | | | | | 1920 | A/SLyngdalsTræ og<br>Cementvarefabrik,Farsund | JensSamuelsen | 118·0\|26·0\|12·7<br>P65'H5*t*F24*t* | Farsund<br>Norwegian | Oil Engine 2S.C. SA<br>4Cy.14⅗"-16½"<br>BrödreneChristensens,<br>Mek.Værksted,Christiana | |
| 34134<br>140011 | **Vapour** WoodSc<br>9&12yrs.Mat. 1*Dk* | 95<br>—<br>37 | ✠11A1<br>*For fishing purposes*<br>8,20 ✠LMC8,20 | Rye | | CL | 1920<br>2mo<br>*Lloyd* | G.&T.<br>Smith,Ld.<br>Rye<br>'*sA&CP* | J.A.Black | 87·0\|19·7\|9·7 | Lowestoft<br>British | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>Plenty&Son,Ld.Newbury | 10 |
| 34135<br>211354<br>LDCP | **Vaquero** WoodScSr<br>*PetrolMotor*<br>1*Dk* | 231<br>—<br>134 | | | | | 1913 | ....................<br>Wilmington,<br>Cal. | Vail&Vickers | 121·8\|29·0\|10·9 | Los<br>Angeles<br>Utd.States | Petrol Motor | |
| 34136<br>HBFD | **Vaquillona** SteelScSr<br>*ss*B.As.No.3-1,15<br>(*ex*Campeiro,*ex*Bia) 1*Dk*(*Stl*)<br>*Mchy.Aft* | 834<br>670<br>498 | ~~✠100A1~~<br>8,21 ~~3,18~~<br>~~Examined6,19~~<br>✠~~LMC1,15~~<br>~~DBS11,18~~ ~~MBS5,18~~ | BAs | *k* | 3,18 | 1902<br>7mo<br>*Lloyd* | GooleS.B.<br>&Repg.Co.Ld<br>Goole<br>'*sA&CP* | TheArgentine<br>Nav.Co.(Nicolas<br>Mihanovich)Ld.<br>*WB*=*Cell* | 200·0\|32·2\|12·5<br>P59'F23'<br>FK<br>*DB* 165' 261*t FPT* | Bns. Ayres<br>Argentine<br>3*BHCem*<br>51*tAPT*40*t* | T.3Cy.15",25"&41"-27" (*s*)<br>160lb *90lb* 104NHP<br>1SB,3*pf*,GS54,HS1750<br>MacColl&Pollock,Sld. | 14 |
| 34137<br>JVDB | **Varanger** IronScSr<br>1*Dk* | 135<br>67<br>69 | | | | | 1876 | TrondhjmsMek.V.<br>Trondhjem | Finmarkens<br>Amtsrederi (A.S.<br>Aaröe,*Mgr.*) | 98·4\|17·0\|7·6<br>P49*t* F16*t* | Hmmerfst<br>Norwegian | C.2Cy.14"&24"-18"<br>NB03 20NHP<br>TrondhjemsM.V.Drnthm. | |
| ❊ 34138<br>127853 | **Varanis** SteelScK<br>*ss*Gms.No.2-19<br>1*Dk* | 258<br>237<br>107 | ✠100A1<br>*Stm Trawler* | Gms | ... | CL<br>~~7,19~~<br>6,21 | 1910<br>1mo<br>*Lloyd* | Cochrane&<br>Sons<br>Selby<br>'*sA&CP* | ArcticStmFishing<br>Co.Ld. | 123·3\|21·5\|12·3<br>Q68'RFD22'<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>180lb 69RHP<br>1SB,2*pf*,GS34,HS1164<br>Amos&Smith,Ld.Hull | 13 |
| 34139<br>Lost 3,22<br>MSRN | **Varbak III.** WoodAuxSc3MSr<br>(*Now named* "Brataasen,") *Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 181<br>160<br>180 | | | | | 1918 | J.Tjörve<br>Farsund | J.Höiland,jr. | 108·0\|25·3\|10·4 | Farsund<br>Norwegian | Motor | |
| 34140<br>MRQN | **Vard** SteelScSr<br>1*Dk* | 692<br>580<br>380 | | | | | 1918 | Framnes<br>Mek.Værks.<br>Sandefjord | A/S Vard<br>(Jacobsen&<br>Aarvold) | 184·6\|30·2\|12·8 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.12¼",20"&32"-22"<br>*Emade—refitted*18 48NHP<br>*Bmade*96*refitted*18<br>G.T.Grey,S.Shields | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters | 2<br>Steamer's Name.<br>*Late Name if any.*<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34141<br>LBNS | **Vardaas**<br>(*ex*Moland)<br>*Elec.light* | SteelSc<br>1*Dk*(*Stl*) | 1377<br>1139<br>786 | ✠100A1<br>2,21 | Cpn<br>✠LMC2,21 | *o* | | 1921<br>2mo<br>*Lloyd* | Kalund-borgSkibs. A/S.<br>Kalundborg<br>'*sA&CP* | A/S Agdesidens Rederi (Arnt.J. Mörland,*Mgr.*)<br>*CellD* | 233·7<br>P13'B50'F29'<br>FK<br>*B195'408t FPT63t* | 37·2 | 16·1 | Arendal<br>Norwegian<br>*4BHCem*<br>*APT73t* | T.3Cy.16⅛",$25\frac{9}{16}$"&42⅛"–29½"<br>185lb (*s*) 120NHP<br>2SB,*4cf*,GS67,HS2028<br>A/S Smith,Mygind& Hüttemeier,Copenhagen | 18 ″ 0 | |
| 34142<br>MFHL | **Varden**<br>(*ex*Ostkusten) | SteelScSr<br>1*Dk* | 283<br>128<br>174 | | | | | 1898 | Eriksbergs M.V.Aktieb<br>Gothenburg | D/S A/S Skien (P.Landgraff, *Mgr.*) | 118·6<br>P94*t*H33*t*F27*t* | 22·1 | 8·7 | Skien<br>Norwegian<br>*WB* | C.2Cy.14"&31¼"–18"<br>34NHP<br>EriksbergM.V.Aktieb, Got | | |
| 34143<br>137835<br>JPFR | **Vardulia**<br>(*ex*Verdun)<br>*Elec.light* Wireless | SteelScSr<br>2*Dks*(*Stl*) | 5691<br>5361<br>3613 | ✠100A1<br>11,20 | Brs<br>9,21<br>✠LMC~~3,17~~<br>~~BS9,21~~ | *a*† | CL<br>11,20 | 1917<br>3mo<br>*Lloyd* | Russell& Co.<br>PortGlasgow<br>'*sA&CP*<br>*C* | *Intermediate BH&1'tween d*<br>*ell DB 360' 1181tD* | 423·3<br>P38'B123'F43'<br>FK<br>*kBH dispensedwith*<br>*Ta36'1109tAPT31t* | 56·0 | 28·7 | Liverpool<br>British<br>*Cem*<br>*5BH to U dk*<br>1 ,, *2nd* ,, | T.3Cy.27",45"&74"–51" (*s*)<br>180lb 564NHP<br>3SB,*9cf*,GS192,HS8505 FD<br>Rankin&Blackmore,Grk. | 31 ″ 4<br>s 6 ″ 3<br>25 ″ 5 | |
| 34144 | **Varel** | SteelScSr<br>(*Trawler*)<br>1*Dk* | 137<br>128<br>49 | | | | | 1895 | J.C.Teck-lenborg<br>Geestemünde | | 105·6<br>H12' | 20·8 | 9·7 | | T.3Cy.11",$17\frac{5}{16}$"&$28\frac{5}{16}$"–21⅝"<br>37NHP<br>J.C.Tecklenborg,Gstmnde | | |
| 34145<br>136296<br>JFPT | **Varela**<br>*Elec.light*<br>Wireless | SteelTwinScSr<br>2*Dks*(*Stl–Uws*)&<br>*Shadedk*(*Stl*–teaks) | 4645<br>3576<br>1932 | ✠<br>*Shade dk*<br>5,14 | Nwc<br>✠ | *y* | | 1914<br>5mo | Swan,Hunter&Wigham<br>Richardson, Ld Newcastle<br>*WB* | BritishIndiaStm. Nav.Co.Ld.<br>=*CellDBa96'uE&* | 390·1<br>F32'*onShade dk*<br>FK<br>*B98'f142'763tFPT* | 53·3 | 24·0 | Glasgow<br>British<br>*7BHCem*<br>*55tAPT41t* | T.6Cy.20¾",35"&60"–45"<br>FD 987NHP<br>6SB,*18cf*,GS388,HS16280<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc | 26 ″ 6 | |
| 34146<br>MOKV | **Varg**<br>*Elec.light* | SteelScSr<br>2*Dks* | 1436<br>1292<br>874 | | | | | 1905 | Framnes Mek.Værks.<br>Sandefjord | D/S A/S China (P.Johannessen, *Mgr.*) | 231·7<br>H119*t* | 35·1 | 20·3 | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.16½",27"&44"–33"<br>111NHP<br>AkersMek.Værks.Xia. | | N |
| 34147<br>4448<br>JPKF | **Värmland**<br>(*ex*Pontos) | CompScSr<br>1*Dk* | 192<br>159<br>92 | | | | | 1905 | Sixten Groth<br>Sjötorp | Ångf.A/BTheodor (Alb.Svensson, *Mgr.*) | 100·0<br>P20' H10*t* | 22·5 | 10·5 | Gthenbrg<br>Swedish | C.2Cy.11⅜"&19½"–12"<br>11NHP<br>WilhelmsbergM.V.Got. | | |
| 34148<br>3578<br>JLCG | **Varna**<br>*ss*Got.No.2-21<br>(*ex*Daland, Wireless<br>*ex*Helsingborg) | SteelScSr<br>*ss*Bly.No.3–11,12<br>~~*ss*Skm.No.1–10~~<br>1*Dk*(*Irn*)&*deep framing* | 2280<br>2103<br>1362 | ✠100A1<br>6,21~~5,20~~<br>~~MS12,16~~ | Got<br>✠LMC 6,21<br>~~BS5,20~~ | *s* | CL<br>~~10,19~~<br>6,21 | 1900<br>1mo | W.Gray& Co.Ld.<br>WHartlepool<br>A&CP | Rederiaktieb. SverigeLevanten (DanBröstrom, *Mgr.*) *CellDBa98* | 302·6<br>P21'B79'F31'<br>FK<br>*uE&B40'f 122'692t* | 43·2 | 19·8 | Gothenbrg<br>Swedish<br>*5BHCem*<br>*APT40t* | T.3Cy.22",35"&59"–39" (*s*)<br>160lb *80lb* 221NHP<br>2SB,*6rf*,GS82,HS3378<br>Cen.Mar.Eng.Wks.W.Hpl | 22 ″ 3<br>s 3 ″ 8½<br>18″11 | |
| 34149 | —<br>*Elec.light* | SteelScSr<br>*ss*Gen.No.2–12<br>2*Dks*(*UStl*) | *1820*<br>*1598*<br>*1216* | ✠<br>10,16 | Cpl<br>✠ | *r* | | 1902<br>8mo | WoodSkinner&Co.Ld.<br>Newcastle | Soc.Commerciale Bulgare deNav.à Vap.<br>*WB* | = *Cell DBa74'f94'*<br>270·0<br>P19'B62'F26'<br>FK | 39·5 | 18·6 | Varna<br>Bulgarian<br>*4BHCem*<br>*288tAPT45t* | T.3Cy.20½",33"&54"–36"<br>206NHP<br>2SB,*6pf*,GS101,HS3493<br>G.Clark,Ld.Sunderland | 20″11 | |
| 34150<br>JVRW | **Varöy**<br>*ss*Bgn.No.1–87<br>*Welldeck*(*ex*Varö,*ex*Gambetta) | IronScSr<br>1*Dk*2*trB* | *564*<br>*391*<br>*294* | ✠<br>10,91 | NYk<br>✠ | *h* | | 1883<br>9mo | Bergens Mek.Værks<br>Bergen | K.KnutsenA/S<br>*WB=FPT15t* | 170·0<br>P142*t*H6*t*F28*t*<br>*APT13tMT16'60t* | 25·3 | 13·0 | Haugesnd<br>Norwegian<br>*5BHCem* | C.2Cy.20½"&39"–27"<br>66NHP<br>BergensMek.Værks.Bgn | | N |
| 34151<br>133377<br>HVNP | **Varro**<br>*ss*Hul.No.2–20 | SteelSc<br>1*Dk* | 196<br>172<br>3 | ✠100A1<br>*ForTowingpu*<br>3,21~~8,20~~<br>MS7,20 | Hul<br>*rposes*<br>✠LMC<br>BS1,20 | | 4,21<br>~~4,21~~3,22 | 1912<br>5mo<br>*Lloyd* | GooleS.B. &Repg.Co Ld<br>Goole<br>'*sA&CP* | Ellerman'sWilson Line,Ld. | 100·3<br>BK7"<br>*WB* | 25·6 | 11·3 | Hull<br>British<br>*3BHCem*<br>=*FPT5t* | T.3Cy.15",24"&40"–27" (*s*)<br>180lb 97NHP<br>1SB,*3pf*,GS46,HS1600<br>Earle'sCo.Ld.Hull | 12 ″ 0<br>s 1 ″ 3½<br>11 ″ 8 | |
| 34152<br>136312<br>JGCM | **Varsova**<br>*Elec.light*<br>Wireless | SteelTwinScSr<br>2*Dks*(*Stl–Uws*)&*Shade dk*<br>(*Stl*–teak s) | 4691<br>3576<br>1957 | ✠<br>*Shade dk*<br>8,14 | Nwc<br>✠ | *y* | | 1914<br>8mo | Swan,Hunter&Wigham<br>Richardson, LdNewcastle | BritishIndiaStm. Nav.Co.Ld.<br>*WB=CellDBa 96'uE&B98'* | 390·2<br>F32'*onShade dk*<br>FK<br>*f142'763t FPT55t* | 53·3 | 24·0 | Glasgow<br>British<br>*7BHCem*<br>*APT41t* | T.6Cy.20¾",35"&60"–45"<br>987NHP<br>6SB,*18cf*,GS388HS16280 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 26 ″ 6 | |
| 34153 | **Vartry**<br>*ss*Dub.2ndNo.3–6,21<br>*Mchy.Aft* | SteelTwinSc<br>~~*ss*Dub.No.3–1,12~~<br>~~*ss*Dub.No.2–18~~<br>1*Dk* | 58<br>57<br>39 | ✠ A1<br>*Barge*<br>*For Riverpur*<br>6,21~~10,20~~<br>~~BS10,20~~ | Dub<br>*poses o*<br>✠LMC~~5,18~~ | *nly*<br>6,21 | CL<br>~~5,18~~<br>6,21 | 1902<br>8mo<br>*Lloyd* | Ross& Walpole,Ld.<br>Dublin<br>'*sA&CP* | A.Guinness,Son& Co.Ld. | 80·3<br>FK | 15·5 | 5·9 | Dublin<br>British<br>*2BHCem* | 2Cy.10"–14" (*s*)<br>100lb 6NHP<br>1SB,*1pf*,GS8,HS407<br>Ross&Walpole,Ld.Dublin | 6 ″ 5 | |
| 34154<br>123869<br>WDJO | **Varuna** | SteelTwinScK<br>(*Tug*)<br>1*Dk* | 313<br>266<br>28 | | | | | 1906 | Tanjong PagarDk.Brd<br>Singapore | SingaporeHarbour Board | 121·0<br>B30'F31' | 25·1 | 12·2 | Singapore<br>British<br>*WB* | T.6Cy.13½",22"&36"–22"<br>118NHP<br>TanjongPagarDockBoard | | |
| 34155<br>120440 | —<br>(*See Sailing Ship Register*) | WoodAuxScSr<br>*GasEng.*<br>1*Dk* | 127<br>115<br>97 | | | | | 1890 | ........<br>Chelsea,Mass. | T.P.Thompson | 87·7 | 23·2 | 9·7 | KingstnJa<br>British | Gas Engine<br>J.W.Lathrop &Co.Mystic,Conn. | | |
| 34156<br>139047<br>JLGH | **Varzin**<br>*Well deck*<br>Wireless | SteelScSr<br>*ss*Ham.No.3–7,12<br>*ss*Mch.No.2–2,20<br>1*Dk*(*Stl*)&*Spardk*(*Stl*)3*trB* | 4455<br>4214<br>2841 | ✠100A1<br>*Spar dk*<br>8,21~~9,20~~ | Mch<br>Bom<br>✠LMC9,20<br>BS10,21 | *y* | CL<br>9,20 | 1899<br>1mo | Flensburgr Schiffsb.Ges.<br>Flensburg<br>A&CP | Secretary of State for India in Council (Director,India OfficeShipping, *Mgr.*)<br>*WB=Cell DBa94'* | 388·0<br>P&B232'F46'<br>FK<br>*uE&B62'f164'895t* | 47·6 | 20·8<br>28·3 | London<br>British<br>*6BHCem*<br>*APT33t* | T3Cy.28½",47½"&78"–54"(*o*)<br>165lb 554NHP<br>4SB,*12cf*,GS185,HS9800<br>FlensburgerSchiffsb.Ges. | 31 ″ 0<br>s 6 ″ 0<br>25 ″ 4 | |
| 34157<br>127974<br>HNSW | **Vasari**<br>*Elec.light* *Ref.Mchy.*<br>Wireless | SteelScSr<br>2*Dks*&*Shelter dk* | 10117<br>6212<br>6352 | | | | | 1909 | SirRaylton Dixon&CoLd<br>Middlesbro' | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. *Mgrs.*) | 486·0<br>B203'F48' | 59·3 | 27·4 | Liverpool<br>British<br>*WB* | Q4Cy.26½",37½",53"&77"–57"<br>448NHP<br>Richardsons,Westgarth& Co.Ld.Mdb | | C |
| 34158<br>143289<br>KBPM | **Vasco**<br>(*ex*Brandenburg)<br>*Elec.light* Sub.Sig. Wireless | SteelSc<br>*ss*Gls.No.3–2,21<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 2221<br>1872<br>1238 | 100A1<br>3,22~~2,21~~<br>BS4,22 | Gls<br>Hul<br>LMC2,21 | *r* | CL<br>~~2,21~~<br>4,22 | 1910<br>*Lloyd* | Stettiner Oderwerke<br>Stettin<br>'*sA&CP*<br>*f10'22t T* | Ellerman'sWilson Line,Ld.<br>*CellDB229'546t*<br>*anks in Bridge 'tw* | 284·5<br>P24'B66'F30'<br>FK<br>*Dk tank a10'22t*<br>*een dks 21'75tFPT* | 41·2 | 18·8 | Hull<br>British<br>*6BHAsp*<br>*144tAPT71t* | T.3Cy.21¼",34¼"&55⅛"–39½"<br>170lb (*s*) 235NHP<br>2SB,*6cf*,GS118,HS4080<br>StettinerOderwerke | 21 ″ 6<br>s 3 ″ 0½<br>18 ″ 10 | |
| *34159<br>141885<br>JVFD | **Vasconia**<br>(*ex*Valverda)<br>*Elec.light* Wireless<br>*Cargo battens notfitted in 'tween dks&DT* | SteelScSr<br>2*Dks*(*Stl*) | 5680<br>5365<br>3613 | ✠100A1<br>2,22 ~~1,21~~<br>*Carrying oil* | Liv<br>Lon<br>✠LMC8,18<br>*fuel F.* | *a*†<br>*P.* | CL<br>2,21<br>*above1* | 1918<br>8mo<br>*Lloyd*<br>*50°F.i* | Russell& Co.<br>PortGlasgow<br>'*sA&CP* 1*Intr*<br>*nDB&DT Ce* | CunardS.S.Co.Ld.<br>*mdteBH&1'tweend*<br>*llDB360'1181t DT* | 423·3<br>P38'B123'F43'<br>FK<br>*kBHdispensed with*<br>*a36'1109tAPT31t* | 56·0 | 28·7 | Liverpool<br>British<br>*Cem*<br>*5BH to Udk*<br>1 ,, ,, *2nd*,, | T.3Cy.27",45"&74"–51" (*s*)<br>180lb 574NHP<br>3SB,*9cf*,GS198,HS8742 FD<br>Rankin&Blackmre,LdGrk<br>*only* | 31 ″ 4<br>s 6 ″ 3<br>25 ″ 5 | |

| 1 Numero l'Ordre. — Numero Officiel. — ignaux | 2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7" Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34160<br>522<br>NABT | **Vasilieff** SteelPadSp<br>(exPrincipessaJolanda,<br>exPrincessMay) 1Dk | 303<br>—<br>134 | | | | | 1893 | Barclay,<br>Curle&CoLd<br>Glasgow | V.V.Vasilieff | 166·0<br>ptShadedk106' | 21·6 | 8·6 | Odessa<br>Russian | CD.2Cy.22¼"&42"–42"<br>95NHP<br>Barclay,Curle&Co,Ld.Gls. | |
| 34161<br><br>HPTS | **Vasiliki** IronScSr<br>(exYachtTourmaline,exJessie) | 150<br>—<br>102 | | | | | 1879 | Barclay,<br>Curle&Co.<br>Glasgow | C.Togia | 136·3<br>len83 | 17·0 | 10·1 | Syra<br>Greek | C.2Cy.16"&30"–24"<br>37NHP<br>Barclay,Curle&Co.Ld.Gls. | |
| 34162<br>137650<br>JQFP | **Vasna** SteelTwinScSr<br>2Dks(Stl–Uws)&Webframes<br>Elec.light &Shadedk(Stl–teaks)<br>Wireless | ~~5767~~ 4790<br>~~4871~~<br>~~3020~~<br>3580<br>2043 | ✠100A1<br>Shadedk<br>6,17 ✠LMC6,17<br>Fitted for oil fuel 6,17 | Gls | | CL<br>F. P. | 1917<br>6mo<br>Lloyd<br>above | A.Stephen<br>&Sons,Ld.<br>Glasgow<br>sA&CP<br>150° F. | BritishIndiaStm.<br>Nav.Co.Ld. | 390·1<br>F52'onShadedk<br>FK<br>Cell | 53·3 | 31·9 | Glasgow<br>British<br>6BHptCem<br>DB335'792t | T.6Cy.20½",35"&60"–45" (s)<br>215lb 969NHP<br>6SB,18cf, HS15907 FD<br>A.Stephen&Sons,Ld.Gls.<br>FPT35tAPT75t | 26<br>·8<br>18 |
| ✻ 34163 | **Vassilios Destounis** SteelSc<br>ssSld.No.3–7,11<br>(exMin) ssShl.No.2–18<br>1Dk(ptStlptIrn)&Webframes<br>Wireless &ptAwngdk(Irn) | 3083<br>2299<br>1981 | ✠100A1<br>ptAwngdk<br>withfreeboard<br>7,21 8,~~20~~ ✠LMC<br>MS9,17 BS~~10,20~~12,21 | Msl<br>Ham | u | CL<br>7,19 | 1897<br>11mo | JLThomp-<br>son&Sons,Ld.<br>Sunderland<br>A&CP | DestounisFrères<br>CellDBa | 325·0<br>Q66'<br>ptAwngdk257' FK<br>106' uE&B37'f134' | 44·5 | 19·7 | Argostoli<br>Greek<br>6BHCem<br>645tAPT87t | T.3Cy.24",38"&64"–42" (s)<br>160lb 65lb 270NHP<br>2SB,6cf,GS98,HS4149<br>T.Richardsn&Sns.Ld.Hpl. | 22<br>·7<br>21 |
| 34164 | **Vaterland** SteelSc<br>(Trawler)<br>1Dk | 238<br>223<br>92 | | | | | 1920 | Schiffsw(v.<br>J &Sch.)A.G.<br>Hamburg | CranzerFisch-<br>dampfsch.Ges. | 128·2<br>H50'F17' | 24·0 | 9·7 | Cranz.a.E<br>German<br>WB | T.3Cy.13½",20½"&32½–22"<br>50NHP<br>Schwft.(vJ&Sch)AGHam | |
| 34165<br>131432<br>HVPS | **Vauban** SteelTwinSc<br>(exAlcala,exVauban)<br>Elec.light 4Dks<br>Ref.Mchy. Sub.Sig. Wireless | 10660<br>6673<br>6699 | | | | | 1912 | Workman,<br>Clark&Co.Ld<br>Belfast | LivBrazil&RPlate<br>S.N.Co.Ld. (Lam-<br>port&Holt,Ld.<br>Mgrs.) | 495·5<br>B264'F54' | 60·8 | 28·7 | Liverpool<br>British<br>WB | Q.8Cy.23",32½",46½"&67"<br>–48" 622NHP<br>Wrkman,Clark&Co.Ld Bel | |
| 34166<br><br>OVBC | — SteelScK<br>ssLa.R.No.2–22 ~~(Trawler)~~<br>Elec.light Wireless 1Dk | 279<br>244<br>105 | 100A—<br>StmTrawler<br>2,22 LMC2,22 | LaR | | CL<br>2,22 | 1914 | Smith's<br>DockCo.Ld<br>Middlesbro' | R.Maubaillarcq<br>&Co. | ~~120·5~~<br>~~Q76'~~F23' Q73'<br>128·5 23·5 BK7½ | ~~23·3~~ | 12·7 | LaRochlle<br>French<br>~~3BHCem~~<br>MT5'19t | T.3Cy.12½",21"&35"–26" (s)<br>180lb 85NHP ~~62NHP~~<br>Smith'sDockCo.Ld.Mdb.<br>1SB,8pf,GS43,HS1545 | 13 |
| 34167 | **Vauclin** SteelSc<br>(exMarneII., ssH.Kg.No.3–9,15<br>exLaMarne, 1Dk(Stl)&Spardk(Stl)&<br>exSolveig, deepframing<br>exAfton) | 4409<br>4165<br>2829 | ✠ —<br>Spardk<br>7,20 ✠ | Bry | x | | 1901<br>1mo | R.Duncan<br>&Co.Ld.<br>Pt.Glasgow | Cie.Générale<br>Transatlantique<br>CellDBa116' | 365·3<br>P31'B86'F39' 28·1<br>FK<br>uE&B38'f156' 960t | 48·1 | 20·2 | Havre<br>French<br>6BHCem<br>APT57t | T.3Cy.25",41"&67"–45"<br>336NHP<br>3SB,9cf,GS145,HS5316<br>Rankin&Blackmore,Grk. | 30 |
| 34168<br><br>✻ OVBF | **Vaucluse** SteelScSr<br>ssBdx.No.3–10,17<br>(exRea,exSorrento, 1Dk(Stl)&<br>exSkjalm) Awngdk(Irn)<br>Elec light Wireless | 1442<br>1322<br>854 | 100A1<br>Awngdk<br>withfreeboard<br>6,21 ~~1,21~~<br>BS1,21 LMC10,17 | StN | o | 4,22 | 1906<br>7mo<br>~~Lloyd's~~ | Framnes<br>Mek.Værks.<br>Sandefjord<br>~~sA&CP~~ A&CP | Cie.Générale<br>Transatlantique<br>WB=Cell | 232·0<br>F24'onAwngdk<br>FK<br>DBa58' uE19' f94' | 35·5 | 19·6 | Marseilles<br>French<br>4BH<br>267tAPT15t | T.3Cy.18",29"&48"–33" (s)<br>176lb 90lb 156NHP<br>2SB,4cf,GS96,HS2604<br>AkersMek.Værks.Xia. | 22<br>s4<br>18 |
| 34169<br>141484 | **Vaudreuil** SteelSc<br>(exFrontenac)<br>Wireless 1Dk | 2514<br>1960<br>1436 | | | | | 1889 | Cleveland<br>S.B.Co.<br>Cleveland,O.<br>Rblt.1919,Da | BritishDominion<br>Holding&Invest-<br>mentCpn.Ld.<br>vieS.B.&Repg.Co. | 278·0<br>Ld. | 40·0 | 20·3 | Montreal<br>British<br>WB | T.3Cy.21",31"&52"–40"<br>NB00 171NHP<br>ClevelandS.B.Co. | |
| 34170<br><br>OVBI | **Vauquois** WoodAuxTwinSc<br>5MstSr<br>(exGénéralGallieni)<br>Elec.light Mchy.Aft 2Dks<br>(See Sailing Ship Register) | 2117<br>1816<br>1583 | | | | fr | 1918 | Foundat'n<br>S.B.Co.<br>Portland,Or. | FrenchGovern-<br>ment | 259·6<br>P42'F29' | 45·5 | 22·5 | Bordeaux<br>French | T.6Cy.10",16½"&26"–24"<br>68NHP<br>J.W.Sullivan,NewYork | |
| 34171<br>144385<br>KDTW | **Vaux** SteelScSr<br>Elec.light Welldeck 1Dk(Stl)<br>Mchy.Aft Wireless | 1830<br>1384<br>995 | ✠100A1<br>8,21 ~~8,20~~<br>✠LMC3,20 | Shl<br>Sld | q | CL<br>8,20 | 1920<br>3mo<br>Lloyd | S.P.Austin<br>&SonLd.<br>Sunderland<br>sA&CP | NormandyShip-<br>pingCo.Ld.<br>(Stephenson<br>Clarke&Co.Mgrs)<br>CellDB215'503t | 260·0<br>Q154'F30'<br>FK<br>MT10'224tFPT140 | 37·5 | 17·5 | London<br>British<br>5BHCem<br>tAPT56t | T.3Cy.20½",33"&54"–39" (s)<br>180lb 201NHP<br>2SB,6pf,GS87,HS3160<br>Richardsons,Westgarth&<br>Co.Ld.Sld | 19<br>s6<br>18 |
| 34172<br>2723<br>JGCD | **Vaxholm** IronSc<br>1Dk | 200<br>78<br>145 | | | | | 1881 | Bergsunds<br>M.V.Aktieb.<br>Stockholm | VaxholmsNya<br>Ångf.Aktieb.<br>(OFEkebohmMgr) | 107·1<br>B75'H24t | 20·6 | 8·7 | Vaxholm<br>Swedish | C.2Cy.19½"&34"–23½"<br>47NHP<br>BergsundsM.V.Aktb.Skm. | |
| 34173<br>3525<br>JKTL | **Vaxholm I.** SteelScSp<br>1Dk | 238<br>—<br>157 | | | | | 1899 | Mälarvarf-<br>vetsAktieb.<br>Stockholm | VaxholmsNya<br>Ångf.Aktieb.<br>(OFEkebohmMgr) | 116·0<br>B78'H38t | 21·5 | 8·1 | Vaxholm<br>Swedish | C.2Cy.17¾"&37⅝"–19⅞"<br>53NHP<br>BergsundsM.V.Skm. | |
| 34174<br>3601<br>JLDP | **Vaxholm II.** SteelScSp<br>1Dk | 251<br>100<br>172 | | | | | 1900 | Bergsunds<br>M.V.<br>Stockholm | VaxholmsNya<br>Ångf.Aktieb.<br>(OFEkebohmMgr) | 119·0<br>B82'H41t | 21·5 | 8·4 | Vaxholm<br>Swedish<br>WB | C.2Cy.17½"&37"–19½"<br>50NHP<br>BergsundsM.V.Skm. | |
| 34175<br>4170<br>JNDL | **Vaxholm III.** SteelScSp<br>(exSkärgården) 1Dk | 282<br>139<br>195 | | | | | 1903 | Bergsunds<br>M.V.Aktieb.<br>Stockholm | VaxholmsNya<br>Ångf.Aktieb.<br>(OFEkebohmMgr) | 118·0<br>B76'H39tF10' | 22·4 | 9·2 | Vaxholm<br>Swedish<br>WB | C.2Cy.16⅝"&34½"–19½"<br>43NHP<br>BergsundsM.V.Aktb.Skm | |
| 34176<br><br>PWBC | **Vecht** SteelScSr<br>ssRot.No.1–21<br>(exGraakallen) 1Dk(Stl)<br>Elec.light Wireless | 2202<br>1764<br>1186 | ✠100A1<br>8,21 ~~9,20~~<br>✠LMC~~5,17~~ 8,21 | Rot | r | ~~9,20~~<br>~~7,21~~<br>N8,21 | 1917<br>3mo | A.Vuijk&<br>Zonen<br>Capellea/d<br>A&CP Ysel | N.V."Houtvaart"<br>CellD | 281·3<br>P23'B72'F24'<br>FK<br>B244'538tFPT81t | 40·3 | 19·2 | Rottrdam<br>Dutch<br>4BHCem<br>APT41t | T.3Cy.21",34½"&57"–36" (r)<br>190lb 225NHP<br>2SB,6cf,GS104,HS3560<br>ArnhemscheStoomsleep | 21<br>s3<br>18 |
| 34177 | **Vechtdijk** SteelSc<br>Elec.light 2Dks(Stl)&Shelterdk(Stl)<br>Cargo battens not fitted in Shelter 'tween dks<br>Wireless | 6869<br>4910<br>4211 | ✠100A1<br>Shelterdk<br>withfreeboard<br>8,21 ~~12,20~~ ✠LMC7,20 | Ham<br>Rot | a† | CL | 1920<br>7mo<br>Lloyd | Sunderland<br>S.B.Co.Ld.<br>Sunderland<br>'sA&CP | Nederl.-Amerik.<br>Stoomv.Maats.<br>(Holland-Amerika<br>Lijn)<br>CellDB369'1270t | 425·0<br>FK<br>Collision<br>FPT124tAPT205t | 55·0 | 26·6 | Rottrdam<br>Dutch<br>Cem<br>BHtoShdk<br>6 „ „ U „ | T.3Cy.28",46½"&78"–54" (s)<br>180lb 629NHP<br>4SB,12cf,GS268,HS11670<br>Blair&Co.Ld.Stockton | 37<br>s9<br>28 |
| 34178 | — SteelSc<br>Elec light 1Dk(Stl)&Shelterdk(Stl)<br>Wireless | 3770<br>3403<br>2280 | ✠100A1<br>Shelterdk<br>withfreeboard<br>7,21 3,~~21~~ ✠LMC3,21 | Rot | w | CL | 1921<br>3mo<br>Lloyd | WerfGusto<br>FirmaA F.<br>Smulders<br>Schiedam<br>'sA&CP | Solleveld,v d Meer<br>&THVanHattum's<br>Stoomv.Maats.<br>Collis<br>CellD | 359·4<br>FK<br>ionBHtoShelterdk<br>B310'933tFPT81t | 50·3 | 22·0 | Rottrdam<br>Dutch<br>Cem<br>5BHtoUdk<br>APT116t | T.3Cy.25",41"&67"–45"<br>180lb (s) 310NHP<br>3SB,9cf,GS168,HS5418<br>WerfGustoFirma<br>A.F.Smulders,Schiedam | 24<br>s3<br>22 |
| 34179<br><br>PVWR | **Vechtstroom** SteelSc<br>(exEnergieII.)<br>Mchy.Aft 1Dk<br>Elec.light | 845<br>620<br>442 | | | | | 1918 | N.V.Haar-<br>lemsche<br>Scheeps.My.<br>Haarlem | Hollandsche<br>Stoomb.Maats. | 201·5<br>Q121'B11'F20' | 30·2 | 13·0 | Amstrdam<br>Dutch<br>WB | T3Cy15¾",25½"&41⅞"–27½"<br>89NHP<br>BurgerhoutsMachf.Rot. | |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34180<br>133530<br>JCBQ | **Vectis** SteelScSr<br>ssLth.No.1-18<br>1Dk(Stl)<br>Well deck Elec.light | 1152<br>895<br>660 | ✠100A1<br>1,21<br>BS1,21 ✠LMC7,18 | Nwc | n | CL<br>1,21 | 1913<br>4mo<br>Lloyd | J.Crown&Sons,Ld.<br>Sunderland<br>'sA&CP | TheHillSteam ShippingCo.Ld.<br>(Witherington& Everett, Mgrs.)<br>CellDBa58' | 222·5<br>Q77'B48'F26'<br>FK<br>uE17'f92'270tFPT | 33·2 | 14·5 | Newcastle<br>British<br>4BHCem<br>39tAPT94t | T.3Cy.18",29½"&48"-33" (s)<br>180lb 90lb 148NHP<br>1SB,3pf,GS54,HS2346<br>N.E.MarineEng.Co.Ld.Sld | 16 ″ 6<br>s 1 ″ 5<br>15 ″ 5 | |
| 34181<br>140588<br>JTWG | **Vedic** SteelTwinScSp<br>Sub.Sig. CruiserStern<br>Elec.light Ref.Mchy. Wireless 3Dks | 9302<br>8413<br>5620 | | | | | 1918 | Harland&Wolff,Ld.<br>Belfast | OceanicStmNavCo Ld.(WhiteStar Line) | 460·5<br>P59'B130'F53' | 58·3 | 37·3 | Liverpool<br>British<br>WB | 4 Steam Turbines geared to 2 Screw Shafts<br>Harland&Wolff,Ld.Bel. | | |
| 34182<br>220672<br>MBPR | **Veedol** SteelSc<br>Fitted for oil fuel<br>1Dk<br>Elec.light<br>Mchy.Aft CarryingPetroleum in bulk | 1224<br><br>698 | | | | | 1920 | StatenIslandS.B.Co.<br>StatenIsland, N.Y. | TidewaterOilCo. Inc. | 220·0<br>P67'F24' | 37·5 | 17·0 | NewYork<br>Utd.States<br>WB | T.3Cy.15",24"&48"-20"<br>103NHP<br>StatenIslandS.B.Co. | | V |
| 34183<br><br>PWBJ | **Veendyk** SteelScSr<br>ssNYkNo.1-18<br>2Dks(Stl)&Shltr dk(pt Stl pt Irn)<br>Elec.light<br>Wireless | 6874<br>6537<br>4262 | ✠100A1<br>Shelter dk<br>withfreeboard<br>8,21 ~~10,20~~ ✠LMC9,19<br>BS8,21 | Sba<br>NYk | a† | CL<br>~~9,19~~<br>8,21 | 1914<br>4mo<br>Lloyd | Sunderlnd S.B.Co.Ld.<br>Sunderland<br>'sA&CP<br>'Tween | Nederl.-Amerik. Stoomv.Maats.<br>(Holland-Amerika Lijn)<br>dk BH inNo.3 hold | 425·0<br>FK<br>dispensed with<br>WB=CellDBa141 | 54·0 | 34·9<br>1B<br>5B<br>1B | Rottrdam<br>Dutch<br>Cem<br>H toShltr dk<br>H to Upr dk<br>H to 2nd dk<br>uE26'f184' | T.3Cy.28",46"&75"-51" (r)<br>180lb 622NHP<br>3SB&1AuxSB,12cf,GS222, HS9757 FD<br>Blair&Co.Ld.Stockton<br>only<br>1124tFPT141tAPT223t | 37 ″ 6<br>s 9 ″ 3½<br>28 ″ 7 | |
| 34184 | **Veerdam** SteelSc<br>1Dk | 1381<br>1194<br>801 | | | | | 1920 | L.Smit&Zoon<br>Kinderdyk | L.Smit&Zoon | 239·3 | 36·1 | 16·7 | Kinderdyk<br>Dutch<br>WB | T.3Cy.17½",29$\frac{3}{20}$"&46"-36⅓"<br>127NHP<br>L.Smit&Zoon,Kinderdyk | | |
| 34185<br><br>PWBM | **Veerhaven** SteelScSr<br>ssRot.No.2-19<br>(exZevenbergen) 1Dk(Stl)<br>Wireless | 3003<br>2916<br>1873 | ✠100A1<br>10,21 8,20<br>BS8,20 ✠LMC6,19<br>BS10,21 | Rot | u | ~~N6,19~~<br>10,21 | 1911<br>5mo | Irvine'sSB &D.D.Co.Ld.<br>W Hartlepool<br>A&CP<br>W | N.V.Scheepvaart Maats."Noordzee"<br>(Gebr.vanUden, Mgrs.)<br>B=CellDBa102'u | 325·0<br>P33'B98'F32'<br>FK<br>E24'f138'582tFPT | 47·0 | 22·4 | Rottrdam<br>Dutch<br>5BHCem<br>72tAPT101t | T.3Cy.23½",38"&64"-42" (s)<br>180lb 100lb 290NHP<br>2SB,6cf,GS108,HS4488<br>Richardsons,Westgarth& Co.Ld.Hpl. | 24 ″ 10<br>s 4 ″ 1<br>21 ″ 1 | |
| 34186<br><br>MGCR | **Vefsen** SteelScSr<br>Elec.light 1Dk&Awng dk | 296<br>272<br>165 | | | | | 1910 | Akers Mek.Værks.<br>Christiania | Helgelandske Dmpskselsk | 126·7<br>H24t<br>WB | 21·6 | 15·2 | Sannæssjöen<br>Norwegian | T.3Cy.12",20"&33"-21"<br>50NHP<br>AkersMek.Værks,Xia. | | |
| 34187<br>202865 | **Vega** SteelSc<br>(exPendennis White)<br>Elec.light Mchy.Aft 1Dk | 4382<br>—<br>3205 | | | | | 1905 | American S.B.Co.<br>Cleveland | InterlakeS.S.Co.<br>(Pickands,Mather &Co.Mgrs.) | 416·0<br>F48' | 50·0 | 28·0 | Cleveland<br>Utd.States<br>WB | T.3Cy.21",33½"&57"-42"<br>1Bmade00 211NHP<br>AmericanSB.Co.Cleveland | | |
| 34188 | — SteelScSr<br>Now named "Tasso," See No. 39647 in Supplement<br>ssDnk.No.3-10,21<br>(exLordCurzon) 2Dks(Stl)&<br>Wireless deep framing3Dk rule | 3678<br>3191<br>2338 | ✠100A1<br>10,20<br>✠LMC10,20 | Duk | x | 8,20 | 1904<br>8mo<br>Lloyd | A.McMillan&Son,Ld.<br>Dumbarton<br>'sA&CP | French Government<br>WB=CellDBa<br>E&B42'f146'1071t | 364·8<br>P35'B220'F38'<br>128'u FK<br>DTa36'738tFPT13 | 49·9 | 23·3 | Marseilles<br>French<br>6BHCem<br>1tAPT65t | T.3Cy.26",42"&70"-48" (s)<br>180lb100lb 394NHP<br>3SB,9cf,GS172,HS6426<br>Dunsmuir&JacksonLdGls | 26 ″ 0 | |
| 34189<br>595<br>SQFV | — SteelScSr<br>ssCff.No.3-11,07<br>(exKurdistan) Wireless ssGen.No.2-16<br>1Dk(Stl)&Spar dk(Irn)&deep framing | 3026<br>2824<br>1937 | ✠100A1<br>Spar dk<br>4,18<br>DBS6,20 ✠LMC10,19 | Tar | u | ~~8,18~~<br>7,21 | 1895<br>5mo | ShortBros.<br>Sunderland<br>A&CP | FratelliLavarello fu G.<br>Cell | 325·2<br>P32'B76'F37'<br>FK<br>DBa96'uE22'f128' | 43·1 | 16·9<br>24·7 | Genoa<br>Italian<br>6BHCem<br>577tAPT70t | T.3Cy.23½",39"&64"-42" (s)<br>160lb 120lb NDB12 266NHP<br>2SB,6pf,GS116,HS4000<br>J.Dickinson,Sunderland | 27 ″<br>s 4 ″ 11<br>22 ″ 8 | |
| 34190<br><br>NJCF | — SteelScSr<br>(exNordland)<br>Wireless 1Dk&Awngdk | 1650<br>1072<br>1042 | | | | | 1897 | FlensburgrSchiffsb.Ges.<br>Flensburg | Dmpsk.Slsk. Orion(G.P.Jensen, Mgr.) | 250·4<br>P14'Q70' | 36·0 | 14·2<br>21·1 | Copnhagn<br>Danish | T.3Cy.18",29"&48"-33"<br>131NHP<br>FlensburgerSchiffsb.Ges. | | V |
| 34191<br>5447<br>JTGL | — SteelScSr<br>Elec.light 1Dk | 1073<br>901<br>623 | | | | | 1913 | LindholmensV.A.<br>Gothenburg | Stockholms Rederiaktieb.Svea<br>(H.Ericson,Mgr.) | 226·4<br>B60'H104tF28' | 35·1 | 14·4 | Stockholm<br>Swedish<br>WB | T.3Cy.14½" 24"&40"-27"<br>83NHP<br>LindholmensV.A.Got. | | V |
| 34192<br><br>SQTW | — SteelScSr<br>ssHfs.No.3-12,19<br>Elec.light 1Dk(Stl) | 846<br>616<br>427 | ✠100A1<br>4,21<br>BS3,21 ✠LMC12,19 | Hfs | l | 4,21 | 1906<br>8mo<br>Lloyd | Fevigs Jernskibsbyg<br>Fevig<br>'sA&CP | FinskaÅngfAktieb<br>WB=Cell | 192·0<br>P28'B57'F66'<br>FK<br>DBa28'uE18'f35' | 31·1 | 12·3 | Helsingfrs<br>Finnish<br>4BHCem<br>100tAPT18t | T.3Cy.16",26"&44"-30" (r)<br>180lb 100lb 128NHP<br>1SB,3pf,GS60,HS2142<br>Richardsons,Westgarth& Co.Ld.Mdb. | 14 ″ 9<br>s 1 ″ 8½<br>13 ″ 3 | |
| 34193<br><br>OVCJ | — SteelScSr<br>(exRegina)<br>Well deck Mchy.Aft 1Dk | 278<br>219<br>71 | | | … | | 1898 | Carmichael Maclean&Co.<br>Greenock | Jos.Huret | 130·6<br>Q58'F24'<br>BK7½" | 23·0 | 9·8 | Boulogne<br>French<br>WB | T.3Cy.13",22"&35"-27"<br>NB10 64NHP<br>Bow,McLachlan&Co.Psy. | 11 ″ 0 | V |
| 34194<br>5819<br>JVRB | — CompAuxScSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register.) | 188<br>163<br>136 | | | | | 1910 | Sjötorps Varf.<br>Sjötorp | C.G.Grönstedt | 100·9<br>P15'H7t | 22·5 | 9·7 | Norrtelje<br>Swedish | Oil Engines 2S.C.SA<br>2Cy.13"&13⅗" NE16 23NHP<br>J.&G.BolindersM.V.Skm. | | V |
| 34195<br><br>~~NQTP~~ | — SteelAuxScSr<br>PetrolMotor (not classed)<br>ssSvb.No.3-6,20 ~~ssSvb.No.2-17~~<br>1Dk<br>(See Sailing Ship Register) | 71~~73~~<br>67~~66~~<br>51~~40~~ | ✠100A1<br>~~6,20~~ ~~3,18~~ 3,22 | Cpn<br>~~Svb~~Råå | a | | 1908<br>8mo<br>Lloyd | J.R. Andersen<br>Svendborg<br>'sA&CP | ~~Dampskibsskbt Thor A/S~~<br>~~N.A.Grafstrom~~<br>N.Larsson | ~~76·2~~<br>75·0 | ~~19·9~~<br>20·0 | ~~7·1~~<br>6·9<br>BK6" | ~~Svendborg~~<br>~~Danish~~<br>2BHCem<br>Alabodarna<br>Swedish | Oil Engines 4S.C.SA<br>3Cy.12$\frac{3}{16}$" 10NHP<br>A/S.P.Jorgensen's "Dan" Motorfabriek,Cpn. | 7 ″ 10 | |
| 34196 | **Vegesack** SteelSc<br>Elec.light 2Dks | 1566<br>1390<br>927 | | | | | 1920 | Bremer Vulkan<br>Vegesack | Norddeutscher Lloyd | 237·0<br>B38'F31' | 33·9 | 19·5 | Bremen<br>German<br>WB | T.3Cy.16$\frac{7}{20}$",26¾"&44"-29½"<br>106NHP<br>Bremer,Vulkan,Vegesack | | |
| 34197 | — SteelSc<br>(Tug)<br>(exVulcainI.) 1Dk | 146<br>132<br>1 | | | | | 1903 | Soc.Anon. "LeVulcain Belge"<br>Hoboken | Schleppschiff.Ges. Unterweser | 90·8 | 21·0 | 10·7 | Bremen<br>German<br>WB | T.3Cy.12⅘",19¾"&31½"-21¾"<br>HS1076 61NHP<br>BremerVulkan,Vegesack | | |
| 34198<br><br>MHLW | **Vegtind** SteelScSr<br>2Dks | 236<br>219<br>128 | | | | | 1912 | XiansandsMek.Værks.<br>Xiansand | A/S Torghattens Dmpsk.skp. (H.M. Figenshow,Mgr.) | 116·0 | 19·4 | 8·7 | Mosjöen<br>Norwegian<br>WB | T.3Cy.10",16"&26"-18"<br>29NHP<br>XiansandsM.V.Xiansand | | |
| 34199<br>97670 | **Vehicular Ferryboat No. 1**<br>SteelDoubleTwinSc<br>(exWhiteinch,exFinnieston) (Ferry) | 236<br>236<br>106 | | | | | 1890 | W.Simons&Co.<br>Renfrew | Trustees of the ClydeNavigation | 80·0 | 43·0 | 9·6 | Glasgow<br>British | T.6Cy.9",14½"&24"-18"<br>NB94&96 30RHP<br>W.Simons&Co.Renfrew | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34200<br>111247 | **Vehicular Ferryboat No. 2**<br>**SteelDoubleTwinSc**<br>(*ex*Finnieston) (*Ferry*) 1*Dk*<br>*Elec.light* | 264<br>261<br>111 | | | ... | | 1900 | Fleming&<br>Ferguson,Ld.<br>Paisley | **Trustees of the<br>ClydeNavigation** | 80·0 | 43·2 | 10·2<br>BK9″ | **Glasgow**<br>British | T.6Cy.10″,15½″&24″–18″<br>61RHP<br>Fleming&Fergusn,Ld.Psy | 11 |
| 34201<br>128211 | **Vehicular Ferryboat No. 3**<br>**SteelDoubleTwinSc**<br>(*ex*FinniestonNo.1) (*Ferry*) 2*Dks*<br>*Elec.light* | 379<br>376<br>170 | | | | | 1908 | Ferguson<br>Bros.<br>PortGlasgow | **Trustees of the<br>ClydeNavigation** | 104·0 | 45·1 | 10·5 | **Glasgow**<br>British | T.6Cy.12″,18½″&29″–20″<br>NB18 89RHP<br>FergusonBros.Pt.Glasgow | |
| 34202<br>MLGP | **Veidemann** **WoodAuxScK**<br>*Stm.Eng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 110<br>93<br>47 | | | | | 1915 | KnutSkaal<br>uren<br>Bergen | **P.E.Giske** | 88·7 | 22·0 | 10·1 | **Aalesund**<br>Norwegian | C.2Cy.8½″&19″–12″<br>10NHP<br>J.StorviksMek.Værks,<br>Kristiansund | |
| 34203<br>NJHW | **Veile** **IronScSr**<br>1*Dk* | 165<br>139<br>76 | | | | | 1865 | Burmeister<br>& Wain<br>Copenhagen | **A/S Cementfabr.<br>Dania(Chr.Valem,**<br>*Mgr.*) | 120·3<br>len96 | 18·5 | 10·2 | **Mariager**<br>Danish | C.4Cy.12″&24″–18″<br>41NHP<br>Burmeister&Wain,Cpn | |
| 34204 | **Veinte y Tres** **SteelTwinSc**<br>(*Tug* *Fitted for oil fuel*<br>*Elec.light* 1*Dk* | 300<br>177<br>41 | | | | | 1921 | TankS.B.<br>Corp.<br>NewbrghNY | **SouthernOil&<br>Transp.Corp.** | 132·0 | 32·0 | 6·0 | **NewYork**<br>Utd.States | T.4Cy.14″,22″&(2)25¼″–18″<br>108NHP<br>W.R.TriggCo.RichmndVa | |
| 34205 | **Vejo** **SteelSc**<br>*OilEng.*<br>*Elec.light* *Mchy.Aft* 2*Dks* | 5200<br>—<br>3270 | | | | | 1921 | Ansaldo<br>SanGiorgio<br>Spezia | **Società di NavigazioneRoma** | 377·1<br>P89′B30′F34′ | 51·2 | 31·1 | Italian<br>*WB* | Diesel Engines<br>4Cy.24⅜″–35⅜″ 368NHP<br>AnsaldoSanGiorgio,Turin | |
| 34206<br>MTQH | **Vela** **SteelScSr**<br>*ss*NNs.No.3–2,18<br>(*ex*Vinland,*ex*Rags) 1*Dk*(*Stl*)2*trB*<br>*Elec.light* *&deep framing* 3*Dk rule*<br>Wireless | 3641<br>3370<br>2289 | ✠100A1<br>9,20<br>~~BS9,20~~ ✠LMC2,18<br>BS1,22<br>*Fitted for oil fuel* 9,20 *F.P. above* 150° F. | Shl | *v* | CL<br>9,20 | 1904<br>11mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | **DetBergenske<br>Dmpskselskap** | 340·0<br>P25′B86′F32′<br>*Cell DBa&uE*133′ *f*146′ | 48·0 | 24·8<br>FK | **Bergen**<br>Norwegian<br>6*BHCem*<br>892*tAPT*30*t* | T.3Cy.24½″,40″&65″–42″ (*s*)<br>180lb *80lb* 291NHP<br>2SB,6*cf*,GS107,HS4404<br>Cen.Mar.Eng.WrksWHpl. | 27<br>5<br>22 |
| 34207<br>JTKB | **Velarde** **IronSc3MstSr**<br>(*ex*Petrarch)<br>*Mchy.Aft* Wireless 2*Dks* | 869<br>—<br>621 | | | | | 1873 | Bowdler,<br>Chaffer&Co.<br>Liverpool | **BartolomeBosch** | 206·7 | 28·0 | 21·1 | **Barcelona**<br>Spanish | C.2Cy.23″&46″–24″<br>86NHP<br>J.Taylor&Co.,Birkenhead | |
| 34208<br>MLDP | **Velaug** **SteelScSr**<br>(*ex*Star)<br>1*Dk* | *639*<br>*446*<br>*361* | | | | | 1904 | Porsgrund<br>Mek Værks.<br>Porsgrund | **RederiA/S Harald<br>Grenske (H.<br>Haraldsen,***Mgr.*) | 171·5<br>Q96′B39′H25*t*F22′ | 28·5 | 11·0 | **Skien**<br>Norwegian<br>*WB* | C.2Cy.13 3/16″&29 1/16″–23 6/16″<br>35NHP<br>PorsgrundM.V.Porsgrund | |
| 34209<br>OVDB | **Velay** **SteelSc**<br>(*ex*Liniers)<br>1*Dk* | 122<br>—<br>30 | | | ... | | 1914 | GooleS.B.<br>&Repg Co.Ld<br>Goole | **Worms&Co.** | 80·0 | 22·0 | 11·7<br>BK6″ | **Havre**<br>French<br>*WB* | T.3Cy.13½″,22″&37″–24″<br>93NHP<br>Earle'sCo.Ld.Hull | 12 |
| 34210 | **Velebit** **SteelSc** | 186<br>163<br>95 | | | | | 1889 | Stbilimnto<br>Tecnico<br>Trieste | **Soc.inAzioni<br>Ungaro-Croata di<br>Nav.Maritt.aVap.** | 137·4 | 17·7 | 10·9 | **Fiume** | C.2Cy.18″&32″–21″<br>39NHP | |
| 34211 | — **SteelScSr**<br>*ss*Fiu.No.2–20<br>1*Dk* | 100<br>80<br>53 | ✠100A1<br>*withfreeboard*<br>9,20 ✠LMC9,20<br>*Service in the Adriatic* | Fiu | | 9,20 | 1913<br>5mo<br>*Lloyd*'*sA&CP* | M.U.Martinolich<br>Lussinpiccolo | **Soc.Anon.diNav.a<br>Vap.Dalmatia** | 92·1<br>Q30′ | 15·7<br>16·5 | 7·6<br>BK6″ | **Sébenico**<br>4*BHCem* | C.2Cy.11¾″&23½″–15″ (*s*)<br>130lb 38NHP<br>1SB,2*cf*,GS33,HS918<br>T.Holt,Trieste | 8 |
| 34212<br>136896 | **Velia** **SteelScK**<br>*ss*Flt.No.1–19<br>1*Dk* | 290<br>267<br>116 | ✠100A1<br>*StmTrawler*<br>1,21 BS11,21<br>~~[illegible]~~ ✠LMC6,19 | Flt | | CL<br>1,21 | 1914<br>9mo<br>*Lloyd*'*sA&CP* | Cochrane&<br>Sons,Ld.<br>Selby | **J.Marr&Son,Ld.<br>(J.A.Robertson,**<br>*Mgr.*) | 130·2<br>Q73′F19′ | 23·5 | 12·7<br>BK7½″ | **Fleetwood**<br>British<br>4*BHCem* | T.3Cy.13″,23″&37″–24″ (*s*)<br>200lb 84RHP<br>1SB,3*pf*,GS46,HS1370<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 34213<br>102641 | **Velinheli** **SteelScSr**<br>*ss*Bng.2ndNo.3–6,16<br>(*ex*Dunlossit, *ss*Bng.No.1–20<br>*ex*Velinheli) 1*Dk*(*Stl–ptws*)<br>*Mchy.Aft* | 126<br>94<br>50 | ✠100A1<br>7,20<br>✠LMC7,20<br>BS10,21 | Bng | *a* | CL<br>7,20 | 1892<br>3mo<br>*Lloyd*'*sA&CP* | S.Mc<br>Knight&Co.<br>Ayr | **W.W.Vivian<br>(T.LloydWilliams**<br>*Mgr.*) | 95·0<br>Q33′B8′F12′ | 18·5 | 7·5<br>BK6½″<br>*W* | **Carnarvon**<br>British<br>3*BHCem*<br>*B=FPT*12*t* | C.2Cy.13″&28″–18″ (*s*)<br>120lb 40RHP<br>1SB,2*pf*,GS25,HS687<br>W.Kemp,Glasgow | 8<br>s<br>8 |
| 34214 | **Velissarios** **IronScSr**<br>(*ex*Dzezaïr,*ex*Algerie,*ex*Orlando)<br>*Welldeck* *Elec.light* | 1563<br>1162<br>977 | | | ... | | 1869 | C&W Earle<br>Hull | **J.ArvanitidiFils** | 274·0<br>P172′F29′<br>len78 | 32·2 | 19·0<br>FK | **Constanpl**<br>Turkish | T.3Cy.18½″,31″&53″–36″<br>NE97 NB03 289NHP<br>Amos&Smith,Hull | |
| 34215<br>142434<br>JSPK | **Vellavia** **SteelSc**<br>(*ex*WarSetter) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 5272<br>4779<br>3195 | ✠100A1<br>~~6,216,20~~ 4,22<br>✠LMC~~6,18~~ 4,22<br>~~*Carrying oil fuel F.P. above* 150°F. *in DB*~~ | NYk<br>~~Ham~~ Qus | *y* | CL<br>~~6,20~~<br>N4,22 | 1918<br>6mo<br>*Lloyd*'*sA&CP* | Armstrong<br>Whitworth&<br>Co.Ld. Nwc. | **CunardS.S. Co. Ld.** | 400·2<br>P49′B112′F39′<br>*CellDB*345′1113*t* *FPT*11 | 52·3 | 28·4<br>FK | **Liverpool**<br>British<br>7*BHptCem*<br>8*tAPT*174*t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,6*cf*,GS189,HS7668 FD<br>G.Clark,Ld.Sunderland | 31<br>s6<br>25 |
| 34216<br>79575<br>TDHO | **Velocity** **IronScK**<br>*ss*Lon.No.1–83<br>1*Dk* | 208<br>181<br>79 | ✠<br>1,84 | Lon | *c* | | 1879<br>5mo | R.Dixon&<br>Co.<br>Middlesbro' | **PockettsBristol<br>Channel S.P.Co.Ld<br>(GJWakefield** *Mg*) | 129·5 | 21·0 | 10·4 | **Bristol**<br>British<br>4*BHCem* | C.2Cy.19″&36″–24″<br>NB20 50RHP<br>Blair&Co.(Lim.),Stockton | |
| 34217<br>PWBV | **Velox** **SteelAuxScSr**<br>*OilEng*<br>(*ex*SailingVessel)<br>(*See Sailing Ship Register*) | 143<br>—<br>116 | | | | | 1914 | W.Mulder<br>Stadskanaal | **P.M.Diederik** | 98·0 | 19·5 | 8·0 | **Amstrdam**<br>Dutch | Oil Engine<br>*fitted*18<br>D.Goedkoop,jr.,Ams. | |
| 34218 | **Velta** *ss*Lib.2ndNo.3–9,21 **SteelScSr**<br>~~*ss*Nwc.No.3–5,02~~<br>(*ex*Fairmead) ~~*ss*Nwc.No.2–10~~<br>*Well deck* 1*Dk*(*Stl*)2*trB* | 2337<br>1776<br>1358 | ✠100A1<br>9,21<br>✠LMC9,21 | Cff<br>~~Lib~~ Gmh | *s* | 9,21 | 1890<br>4mo<br>*Lloyd*'*sA&CP* | T.Turnbull<br>&Son<br>Whitby | **P.Dannoberg** | 289·6<br>P28′Q76′B124′F32′<br>ptND02<br>*WB=* *Cell DBa*96′*uE & B* | 38·3 | 19·6<br>FK | **Riga**<br>Latvian<br>6*BHCem*<br>42′*f*114′504*t* | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *80lb* NDB06 219NHP<br>2SB,6*cf*,GS84,HS3300<br>Blair&Co.Ld.Stockton | 22 |
| 34219<br>JHON | **Venator** **SteelScSr**<br>(*ex*Katie)<br>*Elec.light* 1*Dk&ptAwng dk* | 1112<br>652<br>626 | | | ... | | 1901 | Fevigs<br>Jernskibsbyg<br>Fevig | **D/S A/SKatie<br>(Holdt&Isachsen'sEftf.***Mgrs.*) | 220·0 | 30·2 | 13·6 | **Stavanger**<br>Norwegian<br>*WB* | T.3Cy.20″,32″&53″–33″<br>186NHP<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 14 |
| 34220<br>134763<br>JBSL | — **SteelScK**<br>*ss*Gms.No.1–19<br>1*Dk* | 293<br>270<br>135 | ✠100A1<br>*StmTrawler*<br>7,20<br>~~BS7,20~~ ✠LMC9,19<br>BS11,21 | Gms | | CL<br>7,20 | 1913<br>3mo<br>*Lloyd*'*sA&CP* | Cochrane<br>&Sons,Ld.<br>Selby | **AtlasStm.Fishing<br>CoLd(LettenBros.**<br>*Mgrs.*) | 133·5<br>Q72′F20′ | 23·0 | 12·3<br>BK7½″ | **Grimsby**<br>British<br>4*BHCem* | T.3Cy.12¾″,22″&36″–24″ (*s*)<br>200lb 79RHP<br>1SB,3*pf*,GS48,HS1295<br>C.D.Holmes&Co.Ld.Hull | 13 |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | Registers in which classed, if not in L. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34221<br>OVDH | **Vence** SteelSc<br>(exCoba)<br>1Dk | 738<br>619<br>399 | | | | | 1912 | L.Smit&Zoon<br>Kinderdijk | OrientalNavigationCo. | 180·4<br>P69'F23' | 29·5 | 15·5 | Marseilles<br>French | T.3Cy.13⅓",20⅘"&35"–20½"<br>55NHP<br>L.Smit&Zoon,Kinderdijk | | V |
| 34222<br>HBCR | **Vencedor** SteelAuxSc3MstSr<br>OilEng.<br>1Dk<br>(exVeraFerraro,exSailing Vessel,exJupiter,exScaadler,exBris)<br>(See Sailing Ship Register) | 209<br>183<br>155 | | | | | 1900 | J.J.Pattje<br>&Zn.<br>Waterhuisen | Vignoli&Co. | 107·2<br>P32'H30'F16' | 24·9 | 10·2 | Bns.Ayres<br>Argentine<br>WB | Oil Engine 29NHP<br>4Cy.10½"–12½" NE19<br>FairbanksMorseCo.<br>Chicago | | V |
| 34223<br>OVDL | **Vendome** SteelSc<br>1Dk(Stl)<br>Elec.light<br>Well deck Cargo battens not fitted<br>Wireless | ~~4734~~ 4192<br>~~3646~~<br>~~2552~~<br>3646<br>2534 | ✠100A1<br>10,20<br>✠LMC10,20 | Nwc | x | CL | 1920<br>10mo<br>Lloyd | TyneIron<br>S.B.Co.Ld.<br>Newcastle<br>'sA&CP Cell | Cie.Francaise des Chemins de Fer de Paris-Orléans(Soc.Mar.Aux.de Transp.Mgr.)<br>DBuE25'f152'561 | 364·1<br>~~P&B213~~'F29' P18'Q128'B68 FK<br>tDTa98'1390t FPT | 52·8 | 24·5 | St.Nazaire<br>~~Nantes~~<br>French<br>6BHCem<br>78tAPT102t | T.3Cy.23½",38"&64"–42" (s)<br>180lb 347NHP<br>3SB,9cf,GS189,HS6156<br>Armstrong,Whitworth&Co.Ld.Nwc. | 26 ″ 8<br>s3 ″ 10¾<br>22 ″ 11 | |
| 34224<br>NTSM | **Vendsyssel** IronScSr<br>ssLon.No.1-81<br>(exMintha) 1Dk&ptAwngdk | 733<br>447<br>439 | ✠<br>ptAwng dk withfreeboard<br>7,83 | Lon | k | | 1876<br>12mo | C.Mitchell<br>&Co.<br>Newcastle | DetForenede DampskibsSelsk. | 189·5<br>WB=DBa49'f70' | 27·6 | 18·1 | Copnhagn<br>Danish<br>4BHCem | C.2Cy.25½"&48"–33"<br>110NHP<br>Blair&Co.(Lim.),Stockton | 15 ″ 0 | |
| 34225<br>5650<br>JVCN | **Venersborg** SteelScSr<br>ssSkm.No.1-20<br>1Dk(Stl) | 1065<br>868<br>577 | ✠100A1<br>6,21 ~~6,20~~<br>✠LMC6,20<br>BS9,21 | Skm | n | 6,20 | 1914<br>11mo<br>Lloyd | Trndhjms<br>Mek.Værks.<br>Trondhjem<br>'sA&CP | StockholmsRederiaktiebSvea (H.Ericson,Mgr.)<br>WB=CellDBa67' | 226·2<br>P28'B67'H118tF12' FK<br>uE13'f90'268tFPT | 35·0 | 13·5 | Stockholm<br>Swedish<br>4BHCem<br>32tAPT35t | T.3Cy.17",27½"&46"-30" (s)<br>180lb 139NHP<br>2SB,4cf,GS72,HS2312<br>TrondhjemsMVTrndhjen | 15 ″ 10<br>s1 ″ 9<br>14 ″ 5 | |
| 34226 | **Venetia** IronSc<br>ssStk.No.2-85<br>Elec.light (exEduard,exJubilee)<br>Well deck Sub.Sig. 1Dk | 842<br>665<br>507 | ✠<br>3,86 | Stk | m | | 1877<br>9mo | W.Harkess<br>Middlesbro' | W.Kunstmann | 219·2<br>Q77'B47'F29' FK<br>WB= | 30·8 | 13·3 | Stettin<br>German<br>5BHCem<br>DBa64'f51' | C.2Cy.25½"&48"–33"<br>NB90 110NH<br>Blair&Co.Ld.Stockton | | |
| 34227<br>110924 | — IronScK<br>ssGms.No.3-6,19<br>1Dk | 201<br>183<br>80 | ✠<br>3,21<br>StmTrawler<br>✠ | Gms | | N7,20 | 1899<br>Lloyd | Cochrane&<br>Cooper,Ld.<br>Beverley<br>'sA&CP | A.Walker | 112·5<br>Q48'F22'<br>BK7½" | 21·0 | 11·5 | Aberdeen<br>British | T.3Cy.12",20"&33"–24" (s)<br>200lb 53RH<br>1SB,2cf,GS34,HS1135<br>C.D.Holmes&Co Hull | 12 ″ 3 | |
| 34228<br>98668<br>MHGN | **Venetian** SteelScSr<br>ssLon.2ndNo.3-5,19<br>(exVolta) Elec.light 2Dks(UStl-ws)<br>Wireless &Webframes3Dkrule | 2734<br>2373<br>1738 | ✠100A1<br>~~3,21~~ ~~1,20~~ 2,22<br>~~BS5,20~~ ✠LMC5,19<br>BS~~5,21~~ 3,22 | Lon | u | CL<br>~~5,19~~<br>3,22 | 1891<br>9mo<br>Lloyd | NavalCon.<br>&Arm.Co.Ld<br>Barrow<br>'sA&CP W | EllermanLines,Ld (GrahamSmith, Mgr.)<br>B=Cell DBa72'u | 327·6<br>P40'B108'F42' FK<br>E16'f138'482tFPT | 39·4 | 22·0 | Liverpool<br>British<br>5BHCem<br>82tAPT42t | T.3Cy 23",38"&61"–42" (s)<br>160lb 100lb NDB08 253NHP<br>2SB,6rf,GS133,HS3973<br>NavalCon.&A.Co.Ld.Brw | 24 ″ 9<br>s4 ″ 11<br>20 ″ 5 | BT till 3,22 |
| 34229 | **Venetier** SteelScSr<br>(exLakeForest) Elec.light 1Dk(Stl)<br>Wireless Cargo battens not fitted | 1949<br>1576<br>1157 | ✠100A1<br>11,17<br>✠LMC11,17 | Det | r | CL | 1917<br>11mo | Detroit<br>S.B.Co.<br>Wyandotte<br>A&CP | LloydRoyalBelge Soc Anon.<br>Ce | 251·0<br>P25'B64'F23' FK<br>llDB208'538t FP | 43·8 | 18·5 | Antwerp<br>Belgian<br>4BHCem<br>55tAPT69t | T.3Cy.20",23"&54"–40" (s)<br>180lb 274NHP<br>2SB,6cf,GS126,HS5246<br>DetroitS.B.Co.Detroit | 20 ″ 0<br>s2 ″ 10<br>17 ″ 6 | |
| 34230<br>82<br>SQMZ | **Venezia** SteelScSr<br>(exNorna)<br>Well deck 1Dk&Webframes | 1183<br>862<br>699 | | | ... | | 1889 | S.&H.Morton&Co.<br>Leith | G.E.Salvagno &Nipoti | 224·0<br>P27'Q42'B61'F32'<br>FK | 33·2 | 14·5 | Venice<br>Italian<br>WB | T.3Cy.16½",27"&42"–33"<br>NB10 108NH<br>S.&H.Morton&Co.Leith | 17 ″ 3 | I |
| 34231 | — SteelTrpScSr<br>ssTri.No.3-6,19<br>(exKingfisher) 2Dks(UptStl-ws)<br>Elec.light &Promenadedk<br>Wireless | 988<br>560<br>306 | ✠ A—<br>withfreeboard<br>1,22 ~~5,21~~ BS3,22<br>~~BS5,21~~ ✠LMC8,20<br>ForService in the Adriatic<br>Fitted for oil fuel 5,13 F.P. above 150°F. | Tri | | 5,21 | 1906<br>5mo | W.Denny<br>&Bros.<br>Dumbarton | Soc.Anon.diNav., Rimorchi e Salvataggio (D.Tripcovich,Mgr.) | 275·0<br>Q20'<br>Promenadedk254'<br>BK5" | 32·1 | 10·2 | Trieste<br>Italian<br>6BHptAsp ptCem | 3 Steam Turbines<br>150lb<br>2SB,8cf,GS190,HS5640 F<br>Denny&Co.Dumbarton | 10 ″ 9 | |
| 34232 | — IronScSr<br>ssTri.2ndNo.3-9,06<br>(exArdgowan) ssFiu.No.1-11<br>Well deck Mchy.Aft 1Dk(ptIrn) | 313<br>213<br>170 | ✠<br>2.16<br>✠NB4,91 ✠ | Fiu | e | | 1883<br>1mo | Abercorn<br>S.B.Co.<br>Paisley | Soc.inAzioni Ungaro-Croata di Nav.Maritt.aVap. | 137·5<br>Q54'B18'F20'<br>ptND02 BK7"<br>WB | 21·5 | 10·6 | Fiume<br>4BHCem<br>=FPT20t | C.2Cy.18"&34"–28"<br>53NH<br>1SB,2pf,GS40,HS963<br>W.Lochhead&Co.Gls. | | |
| 34233<br>214325<br>LFSN | **Venezuela** SteelScSr<br>ssSFo.No.1-20<br>Elec.light 2Dks(Stl)&<br>Wireless Awng dk(Stl-teak s) | 5641<br>4746<br>3444 | ✠100A1<br>Awng dk withfreeboard<br>10,21 ~~1,21~~<br>BS8,21 ✠LMC1,20<br>Fitted for oil fuel 9.16 F.P. above 150°F. | HKg<br>SFo | y | CL<br>1,21 | 1915<br>6mo<br>Lloyd | Nederl.<br>Schps.Maats.<br>Amsterdam<br>'sA&CP | PacificMailS.S.Co. Inc.<br>WB=Cell | 380·0<br>FK<br>DBa91'uE36'f152 | 48·7 | 32·5 | S.Frncisco<br>Utd.States<br>6BHCem<br>654tFPT88t | T.3Cy.28",43$\frac{5}{16}$"&74"–51$\frac{3}{16}$"<br>180lb (s) 607NH<br>4SB,12cf,GS238,HS9470 FD<br>NedFb.v.Wrk&Spoor,Ams | 35 ″ 3<br>s10 ″ 11<br>24 ″ 10 | |
| 34234<br>OVDP | — SteelTwinScSr<br>(WRECKED 3,20) (exBrasile)<br>Wireless 3Dks | 4772<br>—<br>2607 | | | | | 1905 | Off.e.Cant.<br>Ligur.Ancon.<br>Ancona | Cie.Générale Transatlantique | 394·3<br>P65'B150'F28' | 47·8 | 27·0 | St.Nazaire<br>French<br>WB | T.6Cy.23⅘",38"&63"–47⅘"<br>545NHP<br>N.OderofuA.SestriPonte. | | V |
| 34235 | — IronPad<br>(exGussie)<br>2Dks | 998<br>—<br>576 | | | | | 1872 | Harlan&<br>H ngswrhC.<br>W mgtn,Del | Cia.Anon. Venezuelana de Nav. | 221·6 | 33·8 | 16·8 | Puerto Cabello<br>Venezuelan | 1Cy.44"–132"<br>171NHP<br>Harlan&HollngswrthCorp | | |
| 34236<br>LBDF | **Veni** SteelScSr<br>ssCff.No.3-7,14<br>ssAnt.No.1-20<br>(exTonbridge) 1Dk(Stl)2trB&<br>Wireless deepframing3Dkrule | 2981<br>2706<br>1778 | ✠100A1<br>6,21 ~~6,20~~<br>✠LMC<br>BS8,19 ~~7,21~~ MS6,20 | Ant<br>Hav | | ~~8,19~~<br>7,21 | 1901<br>7mo | W.Pickersgill&Sons<br>Sunderland<br>A&CP | A/S Hiram (N.Mjelde,Mgr.)<br>CellL | 324·0<br>P21'B96'F35' FK<br>Ba104'uE20'f128'7 | 47·1 | 21·7 | Haugesnd<br>Norwegian<br>6BHCem<br>09tAPT39t | T.3Cy.23",38¼"&64"–42" (r)<br>180lb 90lb 277NH<br>2SB,8pf,GS123,HS4147<br>J.Dickinson&SonsLd.Sld. | 24 ″ 1<br>s3 ″ 11½<br>20 ″ 6 | |
| 34237<br>135909<br>JGCB | **Venice** SteelScSr<br>Sub.Sig. Wireless 1Dk | ~~1874~~ 1869<br>1706<br>~~1161~~<br>1153 | | | | | 1914 | Greenock&<br>Grangem'th<br>Dkyd.Co.Ld.<br>Grngemouth | Furness,Withy&Co.Ld. | 279·0<br>P21'B70'F26' | 40·2 | 18·7 | W.Hartlpl<br>British<br>WB | T.3Cy.20½",33"&54"–36"<br>175NHP<br>Richardsons,Westgarth&Co.Ld.Mdb. | | C |
| 34238<br>89<br>SQNL | **Veniero** SteelScSr<br>ssTri.No.3-9,19<br>(exMonginevro) 1Dk(Stl)2trB&deep<br>Elec.light framing&Shelter dk(Stl-ws)<br>Wireless | 5191<br>3659<br>3199 | ✠100A1<br>Shelter dk withfreeboard<br>9,21 ~~11,20~~ ✠LMC11,20<br>BS1,22 | Tri | x | CL<br>N11,20 | 1908<br>12mo<br>Lloyd | Cant.Nav.<br>Riuniti<br>Palermo<br>'sA&CP | Soc.Veneziana di Nav.aVap.<br>WB=<br>CellDBa94'uE& | 382·1<br>FK<br>B48'f164'912tFPT | 50·7 | 23·4 | Venice<br>Italian<br>7BHCem<br>175tAPT26t | T.3Cy.25",41"&67"–48" (s)<br>180lb 100lb 390NHP<br>2SB,6cf,GS120,HS5414 FD<br>G.Clark,Ld.Sunderland | 34 ″ 2<br>s8 ″ 0<br>26 ″ 9 | |
| 34239 | **Venizelos** SteelTwinScSr<br>ssCpl.No3-9,21 ~~ssNap.No.1-13~~<br>(exAnnaD,exSvetoiSpiridon) 1Dk(Stl)<br>Mchy.Aft Elec.light<br>Cargo battens not fitted | 937<br>742<br>471 | ✠ A—<br>4,22 ~~9,21~~<br>withfreeboard ✠LMC6,21<br>Venice,Piræus & Taganrog | Nap<br>Cpl | m | 9,21<br>SN4,22 | 1910<br>7mo | Dundee<br>S.B.Co.Ld.<br>Dundee | SifneoFrères<br>CellD | 220·1<br>Q161'F32' FK<br>Bf132'216tDTf22' | 33·0 | 11·9 | Piræus<br>Greek<br>5BHCem<br>151tAPT15t | T.3Cy.10½",17½"&28"–21"<br>180lb (s) 103NHP<br>2SB,4pf,GS70,HS1944<br>W.V.V.Lidgerwood,Gls. | 13 ″ 9 | V |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34240<br>137809<br>JMNB | **Vennachar** SteelScSr<br>ssRot.No.1-21<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing<br>Wireless | 4926<br>4214<br>2985 | ✠100A1<br>6,21 ~~2,20~~<br>✠LMC[illegible]4,21<br>Carrying Petroleum in bulk | Gls<br>Rot | x | CL<br>~~N3,19~~<br>4,21 | 1916<br>4mo<br>Lloyd's A&CP | Greenock& Grngemouth Dkyd.Co.Ld.<br>Greenock | VennacharS.S.Co. Ld. (Gow,Harrison&Co.)<br>Cell DBu E&B 87' 204t FPT110tAPT95t | 375·5<br>P106'B35'F52'<br>FK | 51·2 | 29·0 | Glasgow<br>British<br>16BH<br>15 „ to U dk<br>1 „ 2nd „<br>pt Cem | T.3Cy.26",43"&72"–48" (r)<br>180lb 120lb 481NHP<br>2SB,8cf,GS144,HS6950 FD<br>Rankin&Blackmore,Grk. | 29<br>5<br>23 |
| 34241<br>142630<br>JVDK | **Vennonia** SteelSc<br>(exWarCarp)<br>Elec.light Wireless 2Dks | 5225<br>4782<br>3193 | | | | | 1918 | CaledonS. B.&E.Co.Ld.<br>Dundee | CunardS.S.Co.Ld. | 400·6<br>P49'B113'F39' | 52·2 | 28·6 | Liverpool<br>British<br>WB | T.3Cy.27",44"&73"–48"<br>369NHP<br>CaledonS.B.&E.Co.LdDun | |
| 34242<br>139959<br>JRBW | **Venosta** SteelScK<br>ssHfx.No.1-21<br>Elec.light 1Dk | 316<br>278<br>127 | ✠100A1<br>StmTrawler<br>10,21 2,19<br>✠LMC[illegible] | Gms<br>Hfx<br>MS10,21 | | 10,21<br>BS3,22 | 1917<br>5mo<br>Lloyd's A&CP | Cochrane& Sons,Ld.<br>Selby | VenostaLd. (G. Myhne,Mgr.) | 135·3<br>Q74'F21'<br>BK7½" | 23·5 | 12·3 | Grimsby<br>British<br>4BHCem | T.3Cy.13",23"&37"–24" (s)<br>200lb 84RHP<br>1SB,3pf,GS47,HS1400<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 34243<br>95106 | **Ventnor** SteelScSr<br>(exPriscilla) (Tug)<br>1Dk | 179<br>175<br>109 | | | | | 1888 | Ramage& Ferguson<br>Leith | T.R.Sales | 124·0 | 21·6 | 12·2 | London<br>British | T.3Cy.11½",18½"&30"–20"<br>47RHP<br>Ramage&Ferguson,Leith | |
| 34244<br>161871<br>KQMI | **Ventura** SteelTwinScSr<br>ssS.Fo.No.3-6,12<br>Ref.Mchy. ssS.Fo.No.2-20<br>Elec.light 3Dks(Stl-M ws)&Spar dk<br>Sub.Sig. Wireless (Stl-pt ws) | 6282<br>5634<br>3918 | ✠100A1<br>Spar dk<br>~~S.S.12,20~~ ✠LMC10,20<br>11,21 BS9,21<br>Fitted for oil fuel 12 F. P. above 150°F. | SFo | z | CL<br>PN8,20<br>~~[illegible]~~<br>~~10,20~~ | 1900<br>12mo<br>A&CP | W Cramp& SonsS&EBCo<br>Philadelphia | OceanicS.S.Co.<br>WB=CellDBa82' u E&B & Bunkers148' f74'885tFPT121tAPT134t | 400·0<br>FK | 50·2 | 26·0<br>37·2 | S. Frncisco<br>Utd. States<br>6BHCem | T.6Cy.28",46"&75"–48" (s)<br>175lb 175lb 1036NHP<br>8SB,24cf,GS408,HS15000FD<br>W.Cramp&SnsS&EBCPhl | |
| 34245<br>170607<br>MBTC | — WoodAuxScSr<br>(exGregoria) OilEng.<br>(See Sailing Ship Register) | 130<br>111<br>108 | | | | | 1884 | S.Melliza<br>Donsol,P.I. | Rio y Olabarrieta | 91·6 | 24·5 | 10·0 | Manila<br>Utd.States | Oil Engine | |
| 34246<br>127941<br>HNGS | **Ventura de Larrinaga** SteelScSr<br>ssMch,No.3-11,20 ~~ssMch.No.2-17~~<br>2Dks(Stl)&deep framing<br>Wireless &Shelter dk(Stl) | 4648<br>4340<br>2970 | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,22 ~~11,20~~ ✠LMC<br>~~MS4,17~~ ~~BS5,20~~<br>MS11,20 BS10,21 | Mch | z | CL<br>~~4,19~~<br>1,22 | 1908<br>11mo<br>Lloyd's A&CP | Russell& Co.<br>Pt.Glasgow | Miguel de LarrinagaS.S.Co.Ld. (Larrinaga&Co. Ld.,Mgrs.)<br>WB=CellDBa137'uE&B46'f171'1297tDTa43'1024tAPT25t | 405·1<br>FK | 52·0 | 25·6 | Liverpool<br>British<br>5BH to U dk<br>1BH to M dk<br>Cem | T.3Cy.27",44"&73"–48" (r)<br>180lb 110lb 470NHP<br>2SB,8cf,GS113,HS6556 FD<br>D.Rowan&Co.Glasgow | 28<br>3<br>25 |
| 34247<br>129475<br>HQNS | **Venture** SteelTwinScSr<br>ssVcr.No.2-19<br>Elec.light Wireless 1Dk(Stl)&Awng dk | 1011<br>743<br>580 | ✠100A1<br>Awng dk<br>withfreeboard<br>10,21 ~~3,21~~<br>BS1,21 ✠LMC1,19<br>Fitted for oil fuel 4,12 F. P. above 150°F. | Vcr | k | ~~s4,20~~<br>~~P3,21~~<br>N10,21 | 1910<br>3mo<br>Lloyd's A&CP | Napier& Miller,Ld.<br>Glasgow | UnionS.S.Co.of BritishColumbia, Ld. (E.H.Beazley, Mgr.)<br>WB=CellDBuE18' f 79' 112tDTa17' 46tFPT9tAPT60t | 180·4<br>B121'<br>ND20<br>FK | 32·0 | 17·0 | Vict'riaBC<br>British<br>4BHCem | T.6Cy.12",19"&33"–27" (s)<br>180lb 171NHP<br>2SB,6cf,GS108,HS3300<br>Miller&Macfie,Ld.Gls. | 19<br>7<br>12 |
| 34248<br>122686<br>HQMC | — SteelScK<br>ssTrn.No.3-4,19<br>1Dk | 193<br>178<br>73 | ✠100A1<br>StmTrawler<br>~~10,20~~ 11,21<br>~~BS10,20~~ ✠LMC4,19<br>BS11,21 | Gms | | CL<br>4,19 | 1905<br>5mo<br>Lloyd's A&CP | Cochrane &Sons<br>Selby | A.Bannister | 115·3<br>Q63'F21'<br>BK7½" | 21·0 | 10·9 | Grimsby<br>British<br>3BHCem | T.3Cy.11½",21"&33"–24" (s)<br>180lb 60RHP<br>1SB,2pf,GS31,HS1140<br>Gt.CentrlCo-opEng.&Ship RepairingCo.Ld.Gms. | 11 |
| 34249<br>144599<br>KFVL | **Venturer** SteelAuxScSr<br>Motor<br>1Dk<br>(See Sailing Ship Register) | 210<br>178<br>159 | | | | | 1920 | NV.Scheveningsche Schpsb.Mij.<br>Schevenngen | ~~H.F.Houlder~~<br>R.Kearon | 112·0 | 22·6 | 10·3 | London<br>British | Motor<br>2Cy.15" 84NHP<br>SteijivalMotorenFab.Rot. | |
| 34250<br>161876 | **Venus** SteelSc<br>Elec.light Mchy.Aft 1Dk2trB | 3719<br>—<br>2766 | | | | | 1901 | American S.B.Co.<br>Lorain,O. | InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.) | 346·0 | 48·0 | 28·0 | Fairport<br>Utd. States<br>WB | T.3Cy.22",35"&58"–42"<br>218NHP<br>AmericanS.B.Co.,Lorain | |
| 34251<br>~~126042~~<br>~~HFDK~~ | — SteelScSr<br>Now named "Unkai Maru No. 6"<br>ssShl.No.3-8,19<br>1Dk(ptIrn&ptStl)&deep framing<br>Wireless Cargo battens not fitted | 3152<br>2897<br>2017 | ✠100A1<br>[illegible]<br>~~BS12,20~~ ✠LMC8,19<br>BS9,21<br>Intermediate bulkhead in fore hold dispensed with, | Cff | v | CL<br>5,20 | 1905<br>12mo<br>Lloyd's A&CP | W.Gray& Co.Ld.<br>WHartlepool | S.Nakamura<br>4BHonly<br>WB=CellDBa&uE132'f142' 886tFPT88tAPT116t | 331·0<br>P27'B100'F36'<br>FK | 49·2 | 21·8 | Japanese<br>Cem | T.3Cy.24",39"&64"–42" (r)<br>180lb ~~50lb~~ 288NHP<br>2SB,6cf,GS123,HS4450<br>Blair&Co.Ld.Stockton | 24<br>4<br>20 |
| 34252<br>~~99041~~<br>~~HQGS~~ | — SteelScSr<br>ssTri.No.3-4,05<br>(exOakley, ssTri.No.2-13<br>-xPrazattus) 1Dk(Irn)&Webframes<br>&ptAwng dk(Irn) | 2623<br>1941<br>1648 | ✠<br>pt Awng dk<br>withfreeboard<br>5,16<br>✠NB8,08 ✠ | Shl | t | | 1892<br>12mo | Craig, Taylor&Co.<br>Stockton | ~~AlfredCalvert Shipping,Ld. (A.Calvert,Mgr.)~~<br>WB=Cell DB 258'553t FPT 80t | 300·0<br>Q82'F29'<br>ptAwngdk189' FK | 40·2 | 19·3 | German<br>5BHCem | T.3Cy.22",35"&57"–39"<br>NDB05 206NHP<br>2SB,4cf,GS88,HS3410<br>Wstgrth,Englsh&Co.Mdb. | 22 |
| 34253<br>NBVQ | — SteelSc<br>Elec.light 1Dk(Stl)<br>Wireless | 2456<br>2212<br>1460 | ✠100A1<br>5,22 ~~2,21~~<br>✠LMC6,20<br>Fitted for oil fuel 6,20 F.P. above 150° F. | Bal<br>Cpn | t | CL | 1920<br>6mo<br>Lloyd's A&CP | WoodSkinner&Co.Ld.<br>Newcastle | A/S D/S "Orion" (C.P.Jensen,Mgr)<br>CellDB240' 649tFPT70tAPT87t | 303·0<br>P33'B81'F32'<br>FK | 43·0 | 20·8 | Copnhagn<br>Danish<br>5BHCem | T.3Cy.22",36"&59"–39" (s)<br>180lb 265NHP<br>2SB,6cf,GS124,HS4500<br>N.E.MarineEngCoLd.Nwc | 23<br>3<br>19 |
| 34254<br>OVED | — SteelScSr<br>(exSinaloa) Elec.light 2Dks | 1917<br>—<br>1167 | | | ... | | 1905 | W.Hamilton&Co.Ld.<br>Pt.Glasgow | Soc"LesAffréteurs Réunis" (JeanStern) | 274·6<br>FK | 39·5 | 19·6 | Bordeaux<br>French<br>WB | T.3Cy.18",29"&48"–33"<br>151NHP<br>D.Rowan&Co.Glasgow | 22 |
| 34255<br>PWHG | — SteelScSr<br>Elec.light Wireless 2Dks | 1835<br>1474<br>1146 | | | | | 1907 | Rotterdam Droogd.Maat<br>Rotterdam | KoninklNederl. Stoomb.Maats. | 270·2<br>Q87'B147'F34' | 38·2 | 18·8 | Amstrdam<br>Dutch<br>WB | T.3Cy.19",30"&51"–36"<br>156NHP<br>RotterdamDroogd.Maats. | |
| 34256 | —- SteelPadSr<br>Elec.light Wireless 1Dk(ptStl)&Awngdk<br>Fitted for liquid fuel | 1749<br>932<br>1072 | Awng dk<br>8,86<br>For River purposes only | Gls | | | 1886<br>5mo | W.Denny &Bros.<br>Dumbarton | TheArgentine Nav.Co. (Nicolás Mihanovich)Ld. | 299·0<br>FK | 35·1 | 12·8 | Montevdeo<br>Uruguayan<br>4BHCem | C.D.2Cy.44"&87"–72"<br>NB04 535NHP<br>Denny&Co.Dumbarton | |
| 34257<br>JVOH | — SteelScSr<br>1Dk(ptStl)&Webframes&Spardk<br>Elec.light Wireless | 1095<br>1004<br>589 | ✠<br>Spar dk<br>withfreeboard<br>3,93 | Nwc | o | | 1890<br>8mo | C.S.Swan& Hunter<br>Newcastle | DetBergenske Dampskibsselskab<br>WB=CellDB183'200t | 229·6<br>H63t<br>BK7½" | 31·2 | 19·3 | Bergen<br>Norwegian<br>4BHCem | T.3Cy.20",35"&57"–36"<br>NB03 FD 195NHP<br>WllsndSlpwy.Co.Ld.Nwc. | 21 |
| 34258 | | | | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 3 Regist'd Tonnage Gross. Under deck. Net. | 4-5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34259<br>MBCW | **Venus** IronScSr<br>1Dk2trB<br>(exLochMaree)<br>Well deck | 959<br>692<br>609 | | | … | | 1880 | Gourlay Bros.&Co.<br>Dundee | YnchaustiS.S.Co. | 210·0<br>P116'F31' | 29·8 | 15·7<br>FK | Manila<br>Utd.States<br>WB | C.2Cy.23″&44″-42″<br>99NHP<br>GourlayBros&Co.Dundee | 16″11 | V |
| 34260 | — SteelScSr | 603<br>592<br>361 | | | | | 1897 | Helsingörs Jernsk&Msk.<br>Elsinore | Dampfschifffahrts Ges.Neptun | 169·0 | 26·0 | 16·5 | Bremen<br>German<br>WB | T.3Cy.12½″,21″&34½″-24″<br>58NHP<br>HelsingörsJrnsk.&Mskb. | | |
| 34261<br>NBHR | — WoodAuxSc3MstSr<br>OilEng<br>1Dk<br>(See Sailing Ship Register) | 379<br>339<br>293 | | | | | 1919 | L.Larsen<br>Köge | RederietFalken A/S(E.B.Kromann Mgr.) | 132·5 | 29·3 | 14·0 | Marstal<br>Danish | Oil Engine<br>2Cy.16½″-18$\frac{9}{10}$″ 45NHP<br>J&CGBolindersCoLd.Skm | | V |
| 34262<br>OVEF | — SteelScK<br>1Dk | 264<br>—<br>86 | ✠<br>StmTrawler<br>2,06 ✠ | Abn | | | 1906<br>2mo | J.Duthie TorryS.B.Co<br>Aberdeen | Prentout&Co. | 140·8 | 22·3 | 11·7<br>BK7½″<br>WB= | Fécamp<br>French<br>3BHCem<br>DTf20'20t | T.3Cy.12¾″,20″&34″-27″<br>85NHP<br>1SB,3pf,GS44,HS1604<br>J.Abernethy&Co.Abn. | 12 ″ 6 | V |
| 34263 | — SteelSc<br>(Trawler)<br>1Dk | 261<br>24<br>100 | | | | | 1919 | G.Seebeck, A.-G.<br>Bremerhaven | Hochseefisch. "Nordstern" A.-G. | 132·2 | 23·4 | 10·9 | Gstemnde<br>German | T.3Cy.12$\frac{3}{5}$″,20½″&33$\frac{1}{10}$″-22″<br>51NHP<br>G.SeebeckA.-G., Bremerhaven | | |
| 34264<br>1834<br>JDNT | — Iron&SteelScSr<br>1Dk&Shelter dk | 260<br>11<br>178 | | | | | 1873 | MotalaCo.<br>Motala | RederiA/BKristinehamnsTrafik (Gust.Månsson, Mgr.) | 97·1<br>H33t | 22·1 | 9·1<br>15·7 | Krstnhmn<br>Swedish | C.2Cy.17″&35″-22″<br>NB88 48NHP<br>MotalaCo.Motala | | |
| 34265 | — SteelSc<br>(Trawler)<br>1Dk<br>Elec.light | 209<br>200<br>80 | | | | | 1904 | Schiffsw(v. J&Sch.)A.G.<br>Hamburg | H.Brookman | 115·1<br>H7'F17' | 22·2 | 9·9 | Altona<br>German<br>WB | T.3Cy.13″,20½″&32$\frac{3}{8}$″-22″<br>49NHP<br>Schwft.(vJ&Sch) AG Ham | | G |
| 34266 | -- SteelScLr<br>1Dk | 181<br>178<br>93 | | | | | 1903 | M.van der Kuijl<br>Slikkerveer | JoostPot | 114·7 | 21·5 | 11·3 | Vaardingn<br>Dutch | T.3Cy.8$\frac{16}{25}$″ 13$\frac{4}{5}$″&22$\frac{16}{25}$″-15¾″<br>21NHP<br>AlblasserdamscheMaschin | | |
| 34267<br>OVEC | — SteelScYl<br>ssHav.No.3-7,11<br>ssBou.No.2-20<br>1Dk | 172<br>159<br>52 | ✠100A1<br>StmTrawler<br>6,21 ~~6,20~~<br>✠NB8,01 ✠LMC8,19<br>BS2,22 | Bou | | ~~8,19~~<br>N6,21 | 1898<br>10mo<br>Lloyd | Mackie& Thomson<br>Glasgow<br>'sA&CP | Delpierre&Bourgain | 110·0<br>Q21' | 21·0 | 10·9<br>BK7½″ | Boulogne<br>French<br>4BHCem | T.3Cy.12″,19½″&32″-22″ (s)<br>180lb 52NHP<br>1SB,2cf,GS27,HS800<br>Muir&Houston,Ld.Gls. | 12″ 0<br>s ″ 8½<br>12 ″ 2 | |
| 34268 | — IronScK<br>ssSws.No.1-03<br>1Dk<br>(exVolta) | 168<br>152<br>62 | ✠<br>StmTrawler<br>11,06 ✠ | Sws | | | 1899<br>3mo | Cochrane& Cooper,Ld.<br>Selby | VilarSenra&Co. | 102·2<br>Q25' | 20·6 | 11·0<br>BK7½″ | Havana<br>Cuban<br>3BHCem | T.3Cy.11½″,18″&30″-22″<br>50NHP<br>1SB,2cf,GS28,HS880<br>Amos&Smith,Hull | 11 ″ 9 | |
| 34269<br>MVFL | **Venus 2** SteelScSr<br>1Dk | 1365<br>1120<br>707 | | | | | 1917 | NVSchpbwrfBaanhoek<br>Sliedrecht | A/SD/S SundII. (W.Gilbert,Mgr.) | 240·1<br>P23'B56'F21' | 36·7 | 15·8 | Bergen<br>Norwegian<br>WB | T.3Cy.19$\frac{3}{10}$″,29$\frac{1}{10}$″&46$\frac{1}{10}$″-35$\frac{8}{10}$″<br>127NHP<br>J&A.v.d.Schuijt,Ppndrcht | | V |
| 34270<br>142627<br>JVGB | **Venusia** SteelSc<br>(exWarSnake) 2Dks(Stl)<br>Elec.light Wireless<br>Cargo battens not fitted in 'tween dks | 5222<br>4815<br>3172 | ✠100A1<br>10,21 ~~1,21~~<br>✠LMC8,18<br>Carrying oil fuel F P. above 150° F. in DB | NYk<br>Lon | y | CL<br>1,21 | 1918<br>8mo<br>Lloyd | Harland& Wolff,Ld.<br>Belfast<br>'sA&CP | CunardS.S.Co.Ld. | 400·4<br>P49'B113'F40'<br>CellDb 345'1123t FPT122t | 52·3 | 28·4<br>FK | Liverpool<br>British<br>7BHptCem<br>APT181t | T.3Cy.27″,44″&73″-48″ (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 31 ″ 0<br>s6 ″ 2<br>25 ″ 3 | |
| 34271<br>NQCS | **Vera** SteelScSr<br>ssAbg.No.3-6,19<br>1Dk(Irn)&deep framing<br>Cargo battens not fitted | 1227<br>1086<br>721 | ✠100A1<br>~~1,23,20~~4,22<br>✠LMC<br>MS5,20 BS~~10,20~~1,22 | Abg<br>Els | 0 | CL<br>~~6,19~~<br>N4,22 | 1907<br>1mo<br>Lloyd | WoodSkinner&Co.Ld.<br>Newcastle<br>'sA&CP | Dmpsksselsk. Heimdal (M.Carl,Mgr.)<br>WB=CellDBa& | 232·2<br>P22'B59'F29'<br>uE86'f90'349tFPT | 35·1 | 16·5<br>FK | Copnhagn<br>Danish<br>4BHCem<br>62tAPT23t | T.3Cy.17½″,29″&48$\frac{5}{16}$″-33″<br>180lb 80lb (s) 139NHP<br>1SB,3cf,GS51,HS2069<br>N.E.MarineEngCoLd.Nwc | 18″10<br>s2 ″ 5<br>16 ″ 8 | |
| 34272<br>MBCF | — SteelScSr<br>Elec.light 1Dk&Awng dk | 1222<br>1118<br>67 | | | | | 1903 | Akt.Burmeistr&Wain<br>Copenhagen | D/SA/S International(A.F.Klaveness&Co.A/S Mgrs.) | 220·0<br>H100t | 32·0 | 16·0<br>22·0 | Chrstiania<br>Norwegian<br>WB | T.3Cy.19¾″,31¾″&55″-36″<br>181NHP<br>Akt.Burmeistr&Wain,Cpn | | N |
| 34273<br>109288<br>QKTR | — SteelTwinScSr<br>Wireless 2Dks | 1088<br>778<br>447 | | | | | 1898 | Clydebank E.&S B.Co.Ld<br>Clydebank | L.&S.W.Rlwy.Co. | 270·0<br>P55tB158'H185t<br>F19t | 35·1 | 14·5 | S'thamptn<br>British | T.8Cy.(2)19½″,(2)31″&(4) 35″-27″] NB20 254NHP<br>ClydebankE.&S.B.Co. Clydebank | | BT till 11,21 |
| 34274<br>MBNJ | — SteelScSr<br>1Dk | 959<br>730<br>589 | | | | | 1903 | Laxevaags Msk.&Jrnskb<br>Bergen | C.Konow | 215·4<br>Q115tB51tH29t<br>F32t | 32·7 | 12·7 | Bergen<br>Norwegian<br>WB | T.3Cy.16″,25½″&43″-30″<br>101NHP<br>LaxevaagsMsk.&Jrns.Bgn | | N |
| 34275<br>6066<br>KBNP | — CompScSr<br>OilEng.<br>Elec.light 1Dk | 445<br>350<br>221 | | | | | 1918 | A/BÖstersjövarfvet<br>Norrköping | Rederi A/BBrantevik (H.Edling) | 149·5<br>P40'F18'H20t | 28·3 | 11·0 | Brantevik<br>Swedish | OilEngines<br>4Cy.12½″-18½″ 51NHP<br>A/BAtlasDiesel,Skm. | | V |
| 34276<br>124791<br>HLQO | — SteelScK<br>ssHul.No.3-5,19<br>Elec.light 1Dk | 333<br>298<br>149 | ✠100A1<br>StmTrawler<br>~~2,21~~ ~~2,20~~ 1,22<br>~~BS7,20~~ ✠LMC5,19 BS8,21 | Hul | | CL<br>~~5,19~~<br>8,21 | 1907<br>10mo<br>Lloyd | Cook,Welt'n&Gemmell Ld.<br>Beverley<br>'sA&CP | Fresh Fish SuppliesLd. T. Hamling&Co.Ld. Mgrs.) | 140·0<br>Q75' | 23·7 | 12·4<br>BK8″<br>WB= | Hull<br>British<br>4BHCem<br>FPT10t | T.3Cy.13″,22½″&37″-24″ (s)<br>200lb 87RHP<br>1SB,3pf,GS46,HS1476<br>Amos&Smith,Hull | 13 ″ 3 | |
| 34277<br>1004 | — IronScSr | 303<br>—<br>176 | | | | | 1903 | Solovetz Monastery<br>Solovetz | Solovetz Monastery | 134·0 | 22·6 | 14·8 | Archangel<br>Russian | T.3Cy.15″,19″&41″-28″<br>89NHP | | |
| 34278<br>106679 | named "Bonby," See No. 36582in Supplement<br>— IronScK<br>ssGms.No.3-10,07<br>ssGms.No.1-12<br>1Dk | 150<br>139<br>66 | ✠<br>Stm Trawler<br>1,15<br>✠NB10,07 ✠ | Gms | | | 1896<br>11mo | Cochrane& Cooper<br>Beverley | ~~W.Ellis~~ Boston DeepSeaFishing& IceCo.Ld.(F.ParkesMgr.) | 97·4<br>Q17'F18'<br>ptND12 | 20·5 | 11·0<br>BK7½″ | Grimsby<br>British<br>3BHCem | T.3Cy.11″,17″&28″-21″<br>40RHP<br>1SB,2pf,GS29,HS710<br>C.D.Holmes&Co.,Hull | 11″10 | |
| 34279 | — SteelSc<br>OilEng.<br>Mchy.Aft 1Dk | 125 | | | | | 1920 | Svendborg Skibs.&Msk.<br>Svendborg | | 90·0<br>B34'F15' | 19·6 | 8·0 | Danish<br>WB | Oil Engines 2S.C.SA<br>4Cy.12¾″-13¾″ 45NHP<br>A/SDensil,Aalborg | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. — *Ex-nom, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Construit. Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34280<br>71891<br>HDFL | **Vera** WoodAuxTwinScSr<br>(*ParaffinMotors*)<br>(*ex*Yacht,*ex*Loveley,*ex*Dolores,*ex*Lady Sibell,*ex*Oneagh)<br>(*See Sailing Ship Register*) | 97<br>—<br>63 | 2,98 | Sou<br>C | 15<br>10 | | 1876<br>4mo | C.Hansen &Sons<br>Cowes<br>Alt.19 | SebellumTrading Co.Ld.(B.T. Magauran, *Mgr.*) | 103·1 | 20·4 | 11·3 | London<br>British | Paraffin Motors<br>4Cy.5″-5½″ 5NHP<br>*E*built18<br>CommercialMarineEng. Co.London | |
| 34281<br>124700<br>HMKO | **Vera Grace** SteelScK<br>*ss*Brw.No.3-9,19<br>1*Dk* | 232<br>214<br>89 | ✠100A1<br>*StmTrawler*<br>1,21<br>[illegible] ✠LMC9,19 | Flt<br>BS7,21 | | CL<br>8,20 | 1908<br>2mo<br>Lloyd | Dundee S.B.Co.Ld.<br>Dundee<br>'*sA&CP* | J.Marr&Son,Ld. (J.A.Robertson, *Mgr.*) | 126·0 | 22·1 | 10·1<br>BK7½″<br>*WB*= | Fleetwood<br>British<br>4*BHCem*<br>*DBf*18'14*t* | T.3Cy.12½″,20″&33″-24″(*r*)<br>180lb 68RHP<br>1SB,2*pf*,GS35,HS1175<br>W.V.V.Lidgerwood,Gls. | 12 |
| ※ 34282<br>142666<br>JVKL | **Vera Kathleen** SteelSc<br>(*ex*WarSky) Wireless 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted* | 3116<br>2881<br>1868 | ✠100A1<br>11,20<br>✠LMC10,18 | P. Louis | *u* | CL<br>12,19 | 1918<br>10mo<br>Lloyd | J.Blumer &Co.<br>Sunderland<br>'*sA&CP* | TheHartlepools Seatonia SS.Co.Ld (Hessler&Co. *Mgrs.*) *CellD* | 331·3<br>P33'B98'F28'<br>B276'734*t*FPT105*t* | 46·8 | 23·2<br>FK | W.Hartlpl<br>British<br>7*BHCem*<br>*APT*122*t* | T.3Cy.25″,41″&68″-45″ (*s*)<br>180lb 429NHP<br>3SB,9*cf*,GS153,HS6304 FD<br>J.Dickinson&Sons,Ld.Sld. | 25<br>4<br>21 |
| 34283 | **Verano** SteelScSr<br>*ss*Ams.2ndNo.3-3,20<br>(*ex*HollandVI., *ex*Drumblair) 1*Dk* | 156<br>155<br>78 | ✠100A-<br>*For fishing purposes*<br>2,22 ~~12.20~~ ✠LMC5,20<br>✠NE&B3,20 | ~~Ams~~ Ym | | ~~12,20~~<br>2,22 | 1896<br>8mo | J.Duthie, Sons&Co.<br>Aberdeen | L.Parlevliet& Barneveld | 121·0<br>len02ptND02 | 19·7 | 10·5<br>BK6½″<br>*WB*=*Cell* | Ymuiden<br>Dutch<br>3*BHCem*<br>*DBf*20'11*t* | C.2Cy.12½″&32″-21″ (*s*)<br>180lb 51NHP<br>1SB,2*pf*,GS36,HS970<br>A.Hall&Co.Aberdeen | 11 |
| 34284<br>NPTM | **Veratyr** SteelScSr<br>1*Dk* | 1427<br>1157<br>889 | | | | | 1906 | Howaldts-werke<br>Kiel | D/S A/S Myren (Holm&Wonsild, *Mgrs.*) | 241·2<br>P13'Q71'B63'F30' | 36·1 | 16·5 | Copnhagn<br>Danish<br>*WB* | T.3Cy.16¾″,$26\frac{9}{16}$″&42¼″-29½″<br>96NHP<br>Howaldtswerke,Kiel | |
| 34285<br>141875<br>JSKD | **Verbania** SteelScSr<br>*ss*Rot.No.1-22<br>(*ex*Trafalgar) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 5021<br>4759<br>3180 | ✠100A1<br>4,22 ~~2,21~~<br>*Carrying oil* | Lon<br>Rot<br>✠LMC~~5,18~~ 3,22<br>*fuel F* | *z*<br>*P.* | CL<br>~~N2,21~~<br>4,22<br>*above* | 1918<br>3mo<br>Lloyd<br>150° | R.Duncan &Co.Ld.<br>PortGlasgow<br>'*sA&CP*<br>*F.inDB* | CunardS.S.Co.Ld. *CellD* | 405·3<br>P43'B126'F46'<br>*Ba*130'*uE*24'*f*184'1 | 53·0 | 27·4<br>FK | Liverpool<br>British<br>6*BHCem*<br>233*tDTf*28' | T.3Cy.27″,44″&73″-48″ (*s*)<br>180lb 538NHP<br>3SB,9*cf*,GS186,HS8151 FD<br>J.G.Kincaid&Co.Ld.Grk.<br>815*tAPT*25*t* | 30<br>5<br>24 |
| 34286<br>108457<br>JCHV | **Verbena** IronScK<br>*ss*Gms.No.3-10,10<br>*ss*Gms.No.2-18<br>1*Dk* | 152<br>147<br>61 | ✠100A1<br>*StmTrawler*<br>10.19 ✠LMC12,18<br>✠NB10,10 BS6,20 | Gms | | CL<br>10,19 | 1897<br>3mo<br>Lloyd | Cochrane& Cooper<br>Beverley<br>'*sA&CP* | H.Wood | 101·0<br>Q45'F18'<br>ND10 | 20·5 | 11·2<br>BK7½″ | Grimsby<br>British<br>3*BHCem* | T.3Cy.11½″,18″&30″-22″ (*s*)<br>170lb 45RHP<br>1SB,2*pf*,GS26,HS786<br>C.D.Holmes&Co.Hull | 11 |
| 34287<br>MKPN | **Verdande** SteelScSr<br>1*Dk* | 1589<br>1183<br>961 | | | | | 1914 | Bergens Mek.Værks.<br>Bergen | A/S D/S Verdande (AlbertSchjelderup) | 244·6<br>P30*t*Q102*t*B141*t*<br>H62*t*F27*t* | 37·6 | 15·7 | Bergen<br>Norwegian<br>*WB* | T.3Cy.18″,29″&49″-33″<br>135NHP<br>BergensMekVærksBergen | |
| 34288<br>OVEW | **Verdon** SteelScSr<br>(*ex*Aigle,*ex*SeaEagle) (*Trawler*)<br>*Elec.light* 1*Dk* | 174<br>146<br>50 | | | ... | | 1897 | J.Duthie, Sons&Co.<br>Aberdeen | OscarDahl | 106·2<br>Q28' | 20·7 | 11·2<br>BK7½″ | La Rochlle<br>French | C.2Cy.13½″&32½″-21″<br>52NHP<br>Hall,Russell&Co.Abn. | 11 |
| 34289<br>OVFD | **Verdun** SteelScSr<br>(*ex*Braken,*ex*ThorII.)<br>1*Dk* | 365<br>—<br>150 | | | | | 1907 | MarstalSB &Reptværft.<br>Marstal | L'AncreFrançaise | 129·7<br>P86'F25' | 23·9 | 10·6 | Rouen<br>French<br>*WB* | C.2Cy.20½″&41″-21″<br>64NHP<br>HelsingörsJernsk.& Mskb. | |
| 34290 | **Vérèk** SteelAuxSc3MstSr<br>(*ex*Anne&Marie) *OilEng.*<br>1*Dk*<br>(*SeeSailingShipRegisterSupplement*) | 263<br>—<br>189 | | | | | 1918 | D.Boot<br>Alphen a/d. Rijn | A.Oldani | 112·3 | 24·5 | 11·1 | Dakar<br>French | Oil Engine<br>2Cy.15¾″-15⅘″<br>J.Boot,Alphen a/d.Rijn | |
| ※ 34291<br>142429<br>JTLS | **Verentia** SteelSc<br>(*ex*WarLemur) 2*Dks*(*Stl*)<br>*Elec.light* Wireless<br>*Cargo battens not fitted in 'tween dks* | 5185<br>4747<br>3152 | ✠100A1<br>9,21 ~~8,20~~<br>~~*Carrying oil*~~ | Lon<br>Shl<br>✠LMC5,18<br>~~*fuel F*~~ | *y*<br>~~*P.*~~ | CL<br>7,20<br>~~*above*~~ | 1918<br>5mo<br>Lloyd<br>~~150°~~ | Harland& Wolff,Ld.<br>Belfast<br>'*sA&CP*<br>~~*F.inDB*~~ | CunardS.S.Co.Ld. *CellDB* | 400·4<br>P49'B113'F40'<br>345'1123*t* *FPT*122*t* | 52·3 | 28·4<br>FK | London<br>British<br>7*BHptCem*<br>*APT*181*t* | T.3Cy.27″,44″&73″-48″ (*s*)<br>180lb 518NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 31<br>6<br>25 |
| 34292<br>137027 | **Veresis** SteelScK<br>*ss*Lon.No.1-21<br>*Elec.light* 1*Dk* | 302<br>278<br>157 | ✠100A1<br>*StmTrawler*<br>1,21 ✠LMC1,21 | Lon | | CL<br>1,21 | 1915<br>4mo<br>Lloyd | Cochrane& Sons,Ld.<br>Selby<br>'*sA&CP* | AtlasStm.Fishing CoLd.(LettenBros *Mgrs.*) | 135·0<br>Q74'F21' | 23·5 | 12·3<br>BK7½″ | Grimsby<br>British<br>4*BHCem* | T.3Cy.13″,23″&37″-24″ (*s*)<br>200lb 84RHP<br>1SB,3*pf*,GS47,HS1400<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 34293<br>129948<br>JLRC | **Vergemere** SteelAuxSr<br>1*Dk*<br>(*See Sailing Ship Register*) | 316<br>—<br>215 | | | | | 1903 | Harlan& Hollings-worthCo.<br>Wilmington, Del. | K.Mazagonwolla | 147·0 | 28·0 | 21·0 | British | C.2Cy.12″&24″-14″<br>2 Wtr Tube Boilers 18RHP<br>J.W.Sullivan,N.Yk. | |
| 34294<br>50<br>SQTP | **Verità** IronScSr<br>(*ex*Colombo,*ex*AgnesOtto) 1*Dk*2*trB*<br>*Well deck* | 1210<br>969<br>711 | | | ... | | 1881 | J.Read-head&Co.<br>S.Shields | FrancescoPuglisi | 249·9<br>Q95'B50'F26' | 32·6 | 17·5<br>BK8½″ | Catania<br>Italian<br>*WB* | C.2Cy.28″&53″-33″<br>NDB03 134NHP<br>J.Readhead&Co.S.Shields | 18 |
| 34295<br>OVFM | **Verité** WoodAuxTwinSc5MstSr<br>*Stm.Eng.*<br>*Elec.light* 1*Dk*2*trB*<br>(*See Sailing Ship Register*) | 2142<br>—<br>1500 | | | | | 1918 | Foundat'n Co.<br>Tacoma,Wsh. | French Government | 259·2<br>P118'F30' | 45·1 | 22·2 | Bordeaux<br>French | T.6Cy.10″,16½″&26″-24″<br>66NHP<br>DominionBridgeCo. Montreal | |
| 34296<br>135747 | **Verity** SteelScDy<br>(*Fishing*)<br>1*Dk* | 100<br>99<br>47 | | | | | 1913 | Crabtree& Co.Ld.<br>G.Yarmouth | C.Huish | 87·6 | 19·1 | 8·8 | Lowestoft<br>British | T.3Cy.10¼″,15½″&26″-18″<br>35RHP<br>Crabtree&Co.Ld.Gt.Yar. | |
| ※ 34297<br>5579<br>JTRK | **Verna** SteelScSr<br>*ss*Got.No.1-19<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 383<br>381<br>189 | ✠100A1<br>*Shelter dk withfreeboard*<br>8,21 ~~8.20~~<br>MS5,19 | Got<br>✠LMC<br>BS7 [illegible] | *g* | ~~5,19~~<br>8,21 | 1914<br>5mo<br>Lloyd | Aktieb. LödöseVarf.<br>Lödöse<br>'*sA&CP* | Rederiaktieb. Concordia(J.A. Waller,*Mgr.*) *WB*=*CellDB* | 131·3<br>*uE*13'*f*83'110*tFPT* | 28·2 | 9·8<br>FK | Gothenbrg<br>Swedish<br>3*BHCem*<br>19*tAPT*7*t* | C.2Cy.12″&27″-15″ (*s*)<br>125lb 32NHP<br>1SB,2*cf*,GS27,HS583<br>Akt.LödöseVarf,Lödöse | 18<br>5<br>13 |
| 34298<br>204684 | **Verona** SteelScSr<br>Sub.Sig.<br>*Elec.light* *Mchy.Aft* 1*Dk* | 6186<br>—<br>4765 | | | | | 1907 | American S.B.Co.<br>Lorain,O. | InterlakeS.S. Co.(Pickands, Mather&Co *Mgrs*) | 480·0 | 52·0 | 30·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.22½″,36″&60″-42″<br>233NHP<br>AmericanSBCoCleveland | |
| 34299<br>MBCG | — SteelScSr<br>*Elec.light* 1*Dk*&*Awng dk* | 1221<br>1117<br>669 | | | | | 1903 | Akt.Bur-meistr&Wain<br>Copenhagen | D/S A/S International (A.F. Klaveness&Co. Akties.*Mgrs.*) | 220·0<br>H104*t* | 32·0 | 16·0<br>22·2 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.19¾″,31¾″&55″-36″<br>181NHP<br>Akt.Burmeistr&Wain,Cpn | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>*Late Name if any.*<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register, Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. DateofB.ofTradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34300<br>6018<br>KDBS | Veronica<br>*Elec.light* | SteelScSr<br>1*Dk* | 1350<br>1148<br>769 | | | | | 1918 | Limhamn's<br>Skeppsv.A/B.<br>Limhamn | RederiA/B.Activ<br>(F.Börjesson*Mgr.*) | 238·0<br>P29'B60'F28' | 37·6 | 16·2 | Hlsngborg<br>Swedish<br>*WB* | T.3Cy.17¼",29½"&48"-31½"<br>129NHP<br>LimhamnsSkppsv.A/B. | | V |
| 34301<br>OVFR | Verrier<br>*Elec.light* *Mchy.Aft* | SteelTwinSc<br>1*Dk* | 1065<br>588 | | | | | 1920 | Ch.&Atel.<br>Aug.Normnd<br>Havre | FrenchGovernment | 229·6 | 34·1 | 14·8 | Havre<br>French<br>*WB* | T.6Cy.12⅔",19$\frac{7}{16}$"&31½"-16½"<br>80NHP<br>Ch.&Atel.Aug.Normand | | |
| 34302 | Versailles | SteelTwinScSr<br>2*Dks* | 1700 | | | | | 1919 | Forg.&Ch.<br>de la Mediterranée Havre | Chemins de Fer de<br>l'État Français<br>(Cie.MarNationale<br>*Mgrs.*) | 300·6 | 34·6 | 21·4 | Dieppe<br>French<br>*WB* | 2 Steam Turbines | | |
| 34303 | Vértes | SteelScSr<br>1*Dk* | 550<br>—<br>305 | | | | | 1908 | M.U.Martinolich<br>Lussinpiccolo | Soc.Ungaro-Croata | 177·5<br>*WB=FPT*38*t* | 26·2 | 12·9 | Fiume<br>*APT*32*t* | T.3Cy.14",23"&36"-24"<br>63NHP<br>Plenty&Son,Newbury | | A |
| 34304<br>122998 | Vesava | SteelSc<br>1*Dk* | 127<br>126<br>47 | | | | | 1909 | C.Brown<br>&Co.<br>Bombay | BritishIndiaStm.<br>Nav.Co.Ld. | 90·0 | 20·2 | | Bombay<br>British | C.2Cy.14"&28"-20"<br>Bow, 33RHP<br>McLachlan&Co.Glasgow | | |
| 34305<br>MJHQ | Vesla | SteelScSr<br>1*Dk* | 1107<br>982<br>663 | | | | | 1913 | Bergens<br>Mek.Værks.<br>Bergen | A/S D/S Vesla<br>(W.Hansen) | 226·3<br>P18'B51'H48*t*F30' | 36·5 | 15·8 | Bergen<br>Norwegian<br>*WB* | T.3Cy.17",26½"&46"-30"<br>116NHP<br>BergensMekVærksBergen | | N |
| 34306<br>MSVH | Veslekari | WoodScSr<br>(*Fishing*)<br>1*Dk* | 282<br>252<br>154 | | | | | 1918 | Chr.Jensen<br>Asker | Skibs.A/S Freda<br>(Winge&Co*Mgrs.*) | 125·1<br>Q23*t*H6*t* | 27·0 | 14·2 | Chrstiania<br>Norwegian | C.2Cy.13"&28"-20"<br>28NHP<br>SkiensVerksteder,Skien | | V |
| 34307<br>MTGL | Vesleper | WoodScSr<br>(*Fishing*)<br>1*Dk* | 285<br>237<br>126 | | | | | 1919 | Jac.M.<br>Iversen<br>Soon | SkibsA/S Freda<br>(Winge&Co*Mgrs*) | 114·3 | 26·7 | 13·9 | Chrstiania<br>Norwegian | C.2Cy.13"&28"-20"<br>28NHP<br>SkiensVerksteder,Skien | | V |
| 34308<br>MTPR | Vesö<br>(*See Sailing Ship Register*) | WoodAuxSc3MstSr<br>*OilEng.*<br>1*Dk* | 223<br>196<br>167 | | | | | 1919 | Vesöens<br>Baatbyggeri<br>Fjære | A/S Vesö (N.<br>DannevigNilsen) | 112·7<br>F7*t*Q11*t*H5*t* | 24·5 | 12·2 | Grimstad<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.14⅙"-15¾"<br>LysekilsMek.Verk.Lysekil | | |
| 34309<br>123574<br>HGQR | Vesper | SteelScK<br>*ss*Gms.No 3-3,19<br>1*Dk* | 264<br>231<br>118 | ✠100A1<br>*Stm Trawler*<br>8,21 ~~6,20~~<br>~~BS6,20~~ ✠LMC5,19 | Gms<br>BS8,21 | | CL<br>3,19 | 1906<br>7mo | Cochrane&<br>Sons<br>Selby<br>*Lloyd's A&CP* | White&Willows | 125·0<br>Q70'F21'<br>BK7½" | 22·0 | 11·9 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12½",22"&35"-24" (*s*)<br>180lb 68RHP<br>1SB,2*pf*,GS35,HS1110<br>C.D.Holmes&Co.Hull | 12 ″ 9 | |
| 34310<br>5531<br>JTNH | Vessman<br>(*ex*Enon,*ex*Biarritz,<br>*ex*RoyalExchange) | SteelSc<br>*ss*Cff.No.3-2,11<br>*ss*Els.No.1-16<br>1*Dk*(*ptIrn&ptStl*)*& deep framing* | 2121<br>1938<br>1271 | ✠100A1<br>1.19<br>Examined1,20<br>BS1,20 ✠LMC3,16 | Cff | *s* | 1,19 | 1898<br>8mo | R.Craggs<br>&Sons<br>Middlesbro'<br>A&CP | RederietBelos<br>(O.Hillerström,<br>*Mgr.*)<br>*CellDBa*88' | 292·0<br>P27'B56'F33'<br>FK<br>*uE&B*36' *f*114'607*t* | 43·2 | 18·9 | Hlsngborg<br>Swedish<br>5*BHCem*<br>*APT*48*t* | T.3Cy21½",36"&58½"-39"(*a*)<br>160lb *100lb* NDB14 233NHP<br>2SB,6*pf*,GS122,HS3786<br>Furness,Westgarth&Co. Ld.Mdb. | 21 ″ 4<br>s 3 ″ 7<br>18 ″ 1 | |
| | ~~Now named "Belos," see Supplement~~ *Now named "Eros," See No. 37177 in Supplement* | | | | | | | | | | | | | | | | |
| 34311<br>210932<br>LCTF | Vesta<br>*Elec.light* *Mchy.Aft*<br>Sub.Sig. Wireless | SteelScSr<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel*<br>2*Dks& Web frames* | 3663<br>3168<br>2223 | | ... | | | 1913 | NewYork<br>S.B.Co.<br>Camden,N.J. | StandardOilCo.of<br>NewYork | 321·7<br>P116'B30'F43'<br>FK | 46·2 | 27·5 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&58"-42"<br>318NHP<br>NewYorkSBCo.CamdnNJ | 27 ″ 0 | |
| 34312 | —<br>(*ex*Shaftesbury)<br>*Well deck* | IronScSr<br>*ss*Ham.No.3-2,03<br>*ss*Fln.No.2-11<br>1*Dk*(*Irn*)2*trB* | 1839<br>1369<br>1180 | ✠<br>3.16<br>✠NB2,03 ✠ | Rot | *r* | | 1890<br>4mo | Craig,<br>Taylor&Co.<br>Stockton | A.Hansen<br>*WB=DB* | 270·0<br>Q103'B106'F27'<br>FK 4*BHpt*<br>*a*80'*f*114'365*tFPT* | 37·3 | 18·2 | Snderberg<br>Danish<br>*Asp.ptCem*<br>66*tAPT*21*t* | T.3Cy.20",33"&54"-36"<br>174NHP<br>2SB,4*cf*,GS76,HS2582<br>Wstgrth,English&Co.Mdb | 19 ″ 8 | |
| 34313<br>PWHC | —<br>*Elec.light* Wireless | SteelScSr<br>2*Dks* | 1835<br>1472<br>1146 | | | | | 1907 | Rotterdam<br>Droogd.Maat<br>Rotterdam | Koninkl.Nederl.<br>Stoomb.Maats, | 270·3<br>Q87'B147'F34' | 38·1 | 18·8 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.19",30"&51"-36"<br>156NHP<br>RotterdamDroodg.Maats. | | V |
| 34314<br>438<br>NABC | — | SteelScSr<br>(*ex*Vaskapu,*ex*Lascar)<br>1*Dk*2*trB&ptAwng dk* | 1737<br>1231<br>1065 | | ... | | | 1891 | Wigham-<br>Richrdsn&Co<br>Newcastle | RussianStm.Nav.<br>&TradingCo. | 260·0<br>F26' *ptAwng dk*162'<br>RFD72' FK | 36·2 | 16·9 | Odessa<br>Russian<br>*WB* | T.3Cy.20½",33"&54"-36"<br>175NHP<br>WighamRichrdsn&CoNwc | 19 ″ 3 | |
| 34315 | —<br>*Elec.light* | SteelSc<br>1*Dk* | 1620<br>1043<br>883 | | | | | 1920 | Akt.Ges.<br>"Weser"<br>Bremen | Dampfschiffahrts<br>Ges.Neptun | 240·1<br>P23 Q71' | 36·1 | 15·3 | Bremen<br>German<br>*WB* | T.3Cy19$\frac{7}{10}$",31½"&53⅓"-35⅔"<br>168NHP<br>A.G."Weser,"Bremen | | |
| 34316<br>SQBK | —<br>*ss*Hfs.No.2-22<br>*Well deck* | SteelScSr<br>*ss*Nwc.2ndNo.3-3,14<br>~~*ss*Skm.No.1-18~~<br>1*Dk*(*Irn*)*& Webframes* | 1071<br>796<br>612 | ✠100A1<br>~~8,21~~ ~~4,20~~5,22<br>✠NB4,20 ✠LMC~~7,18~~<br>~~[illegible]~~ 4,22 | Nwc<br>Hfs | *m* | CL<br>~~7,18~~<br>8,21 | 1889<br>5mo | TyneI.S.B.<br>Co.(Lim.)<br>Newcastle<br>A&CP | FinskaÅngfAktieb<br>*WB=DBa*64' | 210·5<br>Q78'B61'F23'<br>FK<br>*f*49'*&uE&B*35'291*t* | 31·2 | 15·3 | Helsingfrs<br>Finnish<br>4*BHCem*<br>*APT*15*t* | T.3Cy.17⅞",28"&46"-30" (*s*)<br>150lb *100lb* NDB20 114NHP<br>1SB,3*pf*,GS57,HS1753<br>NE MarineE.C.(Lim.)Nwc | 16 ″ 1<br>s 1 ″ 3<br>15 ″ 0 | |
| 34317 | — | IronScSr<br>2*Dks* | 922<br>673<br>537 | | | | | 1882 | Blohm&<br>Voss<br>Hamburg | EmilR.Retzlaff | 200·8<br>Q190*t* F22*t* | 30·1 | 15·2 | Stettin<br>German<br>*WB* | C.2Cy.26½"&46"-33"<br>101NHP<br>Blohm&Voss,Hamburg | | |
| 34318<br>JPMO | — | IronScSr<br>(*ex*Lofoten)<br>2*Dks* | 688<br>667<br>386 | | | | | 1873 | Bergens<br>Mek.Verkst.<br>Bergen | DetBergenske<br>Dampskibsselskab | 177·7<br>H21*t* | 25·4 | 20·1 | Bergen<br>Norwegian<br>*WB* | C.2Cy.29"&54"-28"<br>128NHP<br>BergensMek.Vrks.,Bergen | | |
| 34319<br>1104<br>HSFQ | — | IronScSr<br>1*Dk* | 538<br>373<br>297 | | | | | 1884 | H.Kock<br>Lübeck | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson,*Mgr.*) | 159·0<br>P95'H18*t*F20' | 25·1 | 12·8 | Stockholm<br>Swedish | C.2Cy.18"&31"-22"<br>38NHP<br>O.Henniges&Co.Berlin | | V |
| 34320<br>122683<br>HCMS | — | SteelScK<br>*ss*Gms.No.3-7,19<br>1*Dk* | 240<br>222<br>100 | ✠100A1<br>*StmTrawler*<br>~~11,20~~11,21<br>~~BS11,20~~ ✠LMC7,19 | Gms<br>BS11,21 | | CL<br>7,19 | 1905<br>5mo | Cochrane<br>&Sons<br>Selby<br>*Lloyd's A&CP* | AtlasStm.Fishing<br>CoLd.(LettenBros.<br>*Mgrs.*) | 123·6<br>Q66'F20'<br>BK7½" | 22·0 | 11·5 | Grimsby<br>British<br>4*BHCem* | T3Cy.12¼",21½"&35"-24"(*s*)<br>180lb 63RHP<br>1SB,2*cf*,GS33,HS1135<br>C.D.Holmes&Co.Hull | 12 ″ 4 | |
| 34321<br>MQBH | Vestad<br>(*See Sailing Ship Register*) | WoodAuxScCtr<br>*Stm.Eng.*<br>1*Dk* | 106<br>95<br>45 | | | | | 1916 | N.K.Bolsönes Herne,<br>near Molde | K.J.Westad | 87·9 | 22·5 | 9·4 | Molde<br>Norwegian | C.2Cy.8½"&19"-12"<br>10NHP<br>StorviksM.V.Xiansund | | N |
| 34322<br>110018<br>QLWH | Vestal<br>*Elec.light* Sub.Sig. | SteelTwinScSr<br>2*Dks* | 576<br>532<br>211 | | ... | | | 1898 | R.Stephenson&Co.Ld.<br>Newcastle | Corporation of the<br>TrinityHouse | 193·5<br>B60'<br>BK7½" | 28·3 | 15·2 | London<br>British | T.6Cy.14",23"&37"-24"<br>169NHP<br>R.Stephenson&Co.Ld.Nwc | 16 ″ 0 | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7a | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. | Matériaux, Gréement, etc<br>Nombres des Ponts. | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines | Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. |
| 34323<br>133034<br>HVQR | **Vestalia**<br><br>*Elec.light*<br>Wireless | SteelScSr<br>ssRot.No.2–20<br>2*Dks*(*Stl*) | 5528<br>5198<br>3511 | ✠100A1<br>~~3,21~~ ~~10,20~~ 2,22<br>✠LMC10,20<br>BS12,21 | Rot<br>~~NYk~~ NYk | *a*† | CL<br>~~10,20~~<br>2,22 | 1912<br>5mo<br><br>*Lloyd* | Russell&<br>Co.<br>PortGlasgow<br>'sA&CP *u*<br>*1 intermed* | VestaliaS.S.Co.Ld<br>(Gow,Harrison&<br>Co.) *WB=CellD*<br>*E24' f186' 1213t D*<br>*iate BH & 2 'tween* | 423·4<br>P43'B123'F42'<br>*Ba135'* FK<br>*Ta36'1089tAPT26t*<br>*dk BH's omitted* | 56·0 | 27·9 | Glasgow<br>British<br>*Cem*<br>*4BH to U dk*<br>2 ,, 2nd ,, | T.3Cy.27",45"&74"–51" (s)<br>180lb *100lb* 538NHP<br>3SB,*9cf*,GS171,HS7875 FD<br>J.G.Kincaid&Co.Ld.Grk.<br>*only* | 30<br>6<br>24 |
| 34324<br>4563<br>JPTL | **Vestanvik**<br><br>(*ex*Carl)<br>*Well deck* | SteelScSr<br>ssStn.No.3–1,20<br>1*Dk*(*Stl*)&*deep framing*<br>*Cargo battens not fitted* | 1213<br>970<br>715 | ✠100A1<br>~~3,21~~ ~~1,20~~ 5,22<br>✠LMC1,20<br>BS10,21 | Stn<br>~~Nwc~~ | *o*<br>Kpt | ~~1,20~~<br>3,21 | 1906<br>4mo<br><br>*Lloyd* | WoodSkin-<br>ner&Co.Ld.<br>Newcastle<br>'sA&CP | Norrköpings<br>RederiA/B (K.<br>Henningson, *Mgr*)<br>*Cell DBa69'uE&B* | 236·0<br>P14'Q74'B62'<br>FK<br>33'f94'371tFPT57t | 35·6 | 14·3 | Nrrköping<br>Swedish<br>*4BHCem*<br>*APT19t* | T.3Cy.18",29"&50"–33" (s)<br>180lb *120lb* 156NHP<br>1SB,*4pf*,GS68,HS2398<br>J.Dickinson&Sons,Ld.Sld. | 16<br>1<br>15 |
| 34325<br>25929 | **Vester** | WoodSc | 117<br>—<br>70 | | | | | 1876 | ……………<br>Boothbay,Me | Hayes&Anderton | 96·4 | 18·4 | 9·0 | N.LndnCn.<br>Utd.States | 1Cy.18"–18"<br>11NHP<br>PortlandCo.Portland,Me. | |
| 34326<br><br>JTGS | **Vesteraalen**<br><br>*Elec.light* | IronScSr<br><br>1*Dk*&*Awng dk3trB* | 682<br>597<br>389 | | | | | 1890 | AkersMek.<br>Værks.<br>Christiania | Vesteraalens<br>Dampskibsselskab | 165·8<br>H16t | 27·1 | 13·1<br>20·2<br>*WB* | Stok-<br>marknæs<br>Norwegian | T.3Cy.15",25"&40"–24"<br>78NHP<br>AkersMek.Vrk.Christiania | |
| 34327<br>1811<br>JDNH | **Vesterås** | IronSc<br><br>1*Dk* | 184<br>106<br>125 | | | | | 1888 | Bergsund<br>M.V.<br>Stockholm | Vesterås-Tors-<br>hällÅngb.Aktieb.<br>(C.A.Palmen *Mgr*) | 109·2<br>B44'H25t | 18·7 | 8·9 | Vesterås<br>Swedish | T.3Cy.12¼",19½"&31¼"–23½"<br>47NHP<br>BergsundsM.V.Stockholm | |
| 34328<br><br>NPCV | **Vesterhavet** | SteelScSr<br><br>1*Dk* | 169<br>168<br>20 | | | | | 1904 | Akt.Bur-<br>meistr&Wain<br>Copenhagen | DanishGovern-<br>ment | 113·0 | 21·5 | 11·8 | Copnhagn<br>Danish<br>*WB* | T.3Cy.12⅝",19¾"&33"–21"<br>50NHP<br>Akt.Burmeistr&Wain,Cpn | |
| 34329<br><br>MQDH | — | WoodSc<br><br>1*Dk* | 130<br>117<br>63 | | | | | 1916 | H.Gravdal<br>Opsanger,<br>Bergen | A/S Ishavet<br>(M.Knutsen, *Mgr*) | 98·7 | 21·5 | 10·2 | Aalesund<br>Norwegian | C.2Cy.9"&20"–15"<br>3NHP<br>Mjellem&Karlsen,Bergen | |
| 34330<br><br>MFRC | **Vestfos** | SteelScSr<br><br>1*Dk* | 1388<br>1254<br>826 | | | | | 1909 | Nylands<br>Værksted<br>Christiania | Skibs.A/S Thor<br>ThoresensLinje<br>(Otto&ThorThore-<br>senA/S.*Mgrs.*) | 254·0<br>P44tH65tF6t | 38·0 | 16·4 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.19",31"&51½"–33"<br>152NHP<br>NylandsVærksted,Xiania | |
| 34331<br><br>MTLH | **Vesthammer**<br><br><br>(*See Sailing Ship Register*) | WoodAuxSc3MstSr<br>*OilEng.*<br>1*Dk* | 290<br>236<br>223 | | | | | 1919 | Moen&<br>Moy<br>Fjære | A/SVesthammer<br>(JohanWaage) | 122·5<br>Q18tH26t | 27·1 | 12·5 | Bergen<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy 14⅛"–15¾" 34NHP<br>LysekilsMek.Verk Lysekil | |
| 34332<br><br>LBKD | **Vestheim**<br>*Now named* "Dagfred," *See No. 37068 in Supplement*<br>*Elec.light* Wireless | SteelSc<br>*Fitted for oil fuel*<br>1*Dk*&*Shelter dk* | 5961<br>5676<br>3657 | | | | | 1920 | Richardsn,<br>Duck&Co.Ld.<br>Stockton | A/S Vestheim<br>(H.Ditlev-Simon-<br>sen&Co.) | 400·6<br>H161t | 52·9 | 32·2 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.26",43"&71"–48"<br>349NHP<br>Blair&Co.Ld.Stockton | |
| 34333<br>3062<br>JHCT | **Vestkusten**<br><br>*Elec.light* | SteelScSr<br><br>1*Dk* | 477<br>278<br>322 | | | | | 1897 | Lindhol-<br>mensV.A.<br>Gothenburg | HallandsÅngb.<br>Aktieb. (R.H.<br>Möller, *Mgr.*) | 149·7<br>P96'H44tF16' | 25·9 | 10·9 | Halmstad<br>Swedish | T.3Cy.14½",23½"&39"–27"<br>79NHP<br>N.E.MarineEngCo.LdNwc | |
| 34334<br>1177<br>JOKV | — | IronScSr<br><br>1*Dk* | 176<br>87<br>139 | | | | | 1876 | MotalaCo.<br>Gothenburg | MarstrandsNya<br>Ångf.Aktieb. (E.<br>Rutgerson, *Mgr.*) | 123·4<br>Q39'B39'H13tF46' | 17·8 | 7·3 | Marstrand<br>Swedish | C.2Cy.14"&29"–21"<br>NB00 32NHP<br>MotalaCo.,Gothenburg | |
| 34335<br><br>NHMC | **Vestkysten** | SteelSc<br>(*Tug*)<br>1*Dk* | 135<br>135<br>51 | | | | | 1895 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | DanishGovern-<br>ment | 99·0 | 20·7 | 10·7 | Copnhagn<br>Danish<br>*WB* | T.3Cy.11¾",18"&30"–16"<br>36NHP<br>HlsngörsJrnsk-ogMskbyg | |
| 34336<br><br>MVPK | **Vestland**<br><br>*Elec.light*<br>Wireless | SteelScSr<br>ssBly.No.1–20<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1934<br>1700<br>1139 | ✠100A1<br>1,21<br>✠LMC7,20 | Bgn | *r* | CL<br>7,20 | 1916<br>8mo | Detroit<br>S.B.Co.<br>Wyandotte<br>A&CP | A/S D/S Vestland<br>(R.Amlie) | 251·0<br>P28'B65'F27'<br>FK<br>*CellDB212' 545tFPT* | 43·8 | 18·2 | Haugesnd<br>Norwegian<br>*4BHCem*<br>*68tAPT77t* | T.3Cy.20",33"&54"–40" (s)<br>180lb 274NHP<br>2SB,*6cf*,GS126,HS5246<br>DetroitS.B.Co.Detroit | 20<br>2<br>17 |
| 34337<br><br>MSVK | **Vestmar**<br><br>*Mchy.Aft.* | WoodScSr<br>*OilEng.*<br>1*Dk* | 544<br>426<br>303 | | | | | 1919 | Sandaasen<br>Verft.A/S.<br>Kragerö | Skibs.A/S Nord-<br>sjöfart(LeifGrung,<br>*Mgr.*) | 153·7<br>P73tF27t | 31·3 | 14·0 | Skien<br>Norwegian | Oil Engines 2S C.SA<br>4Cy.16½"–18 9/16" 91NHP<br>J.&C.G.Bolinders,M.V.<br>A/B.Skm. | |
| 34338<br>476<br>HJPW | **Vestnik** | IronPad<br><br>1*Dk* | 286<br>—<br>148 | | | | | 1882 | RussianSN<br>&Trading Co.<br>Sebastopol | RussianStm.Nav.<br>&TradingCo. | 150·8 | 27·9 | 8·9 | Kertsch<br>Russian | C.2Cy.24"&56"–41"<br>167NHP | |
| 34339<br><br>MDVG | **Vestnorge**<br><br>*Elec.light* | SteelScSr<br>(*ex*Jolanda di Giorgio)<br>1*Dk*&*Awng dk* | 1291<br>1138<br>692 | | | | | 1908 | Bergens<br>Mek.Værks<br>Bergen | A/S D/S Vestnorge<br>(A.Halvorsen) | 230·5<br>H109t | 31·6 | 21·4 | Bergen<br>Norwegian<br>*WB* | T.3Cy.21",34"&57"–36"<br>195NHP<br>BergensMekVærksBergen | |
| 34340 | **Vestodden I.**<br>*Now named* "Borgila," *See No. 36571 in Supplement*<br><br>~~*Now named* "Borgila," *see Supplement*~~ | SteelSc<br>(*ex*AasmundVinje)<br>1*Dk* | 160<br>71<br>99 | | | | | 1906 | Porsgrund<br>Mek.Værks.<br>Porsgrund | Ångb.Aktieb.<br>Bohuslänska<br>Kusten(C.Thor-<br>burn, *Mgr.*) | 91·4<br>P72tH16t | 17·7 | 6·5 | Uddevalla<br>Swedish<br>*WB* | C.2Cy.12½"&25½"–18½"<br>NB10 23NHP<br>PorsgrundM.V.Porsgrund | |
| 34341<br><br>MJCF | **Vestri**<br><br>*Ref.Mchy.* | SteelScSr<br><br>1*Dk*&*Awng dk* | 490<br>472<br>275 | | | | | 1910 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | DetStavangerske<br>Dmpsk.Selskab | 151·0<br>P105'F24' | 26·6 | 15·0 | Stavanger<br>Norwegian<br>*WB* | T.3Cy.12¼",19"&31"–18"<br>40NHP<br>HelsingörsJernsk.&Mskb. | |
| 34342<br>131451<br>HWNK | **Vestris**<br><br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws)3*rd dk in*<br>*Nos.1&2holds Webframes*<br>*Elec.light* *Ref.Mchy.* Sub.Sig. Wireless<br>*Longitudinal framing* | SteelTwinScSr<br>ssNYk.No.2–21 ~~ssLiv.No.1–17~~ | 10494<br>6747<br>6623 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>3,22 ~~3,20~~<br>~~BS2,21~~ ✠LMC3,20<br>✠Lloyd'sRMC ~~2,21~~ ~~1,22~~ 3,22 | Liv<br>NYk<br>BS3,22 | *f*† | CL<br>3,20 | 1912<br>9mo<br><br>*Lloyd* | Workman,<br>Clark&Co.Ld<br>Belfast<br>'sA&CP | LivBrazil&RPlate<br>S.N.Co.Ld. (Lam-<br>port&Holt,Ld.<br>*Mgrs.*)<br>*WB=* | 495·5<br>B264'F53'<br>*on Shltr dk* FK<br>*CellDBa134'uE&B* | 60·8 | 28·7 | Liverpool<br>British<br>*8BHCem*<br>103'f199'15 | Q8Cy 23"32½"46½"&66½"–48"<br>215lb (s) 1243NHP<br>3DB(FD)&1Aux.SB,*15cf*,<br>GS451,HS20856<br>Wrkman,Clark&Co.LdBel<br>25t*FPT*65t*APT*55t | 31<br>5<br>26 |
| 34343<br>711<br>SROX | **Vesuvio**<br><br>*Elec.light* Wireless Sub.Sig. | SteelScSr<br><br>1*Dk* | 5459<br>4500<br>3492 | | | | | 1914 | Soc.Fiat<br>SanGiorgio<br>Spezia | Nav.Gen.Italiana | 394·9<br>P30'B200'F35' | 51·7 | 27·5 | Genoa<br>Italian<br>*WB* | T.3Cy.26",42½"&69 7/16"–48"<br>337NHP<br>Cant.Nav.Ruiniti,Ancona | |
| 34344<br>140<br>SROZ | — | WoodSc<br>(*ex*Milano)<br>1*Dk* | 187<br>—<br>115 | | | | | 1908 | Flli.<br>Terrarossa<br>Pegli | Lloyd<br>Mediterraneo | 103·5 | 26·4 | 10·4 | Genoa<br>Italian | C.2Cy.7⅞"&14⅝"–10¼"<br>6NHP<br>SBacigalupo&CoSamprdn | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L. R. Date of B. of Trade cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34345<br>NHLJ | **Vesuvius** **SteelScSr**<br>ssRot.No.3-1,16<br>ssRot No.1-20<br>(exBruckhausen, exWobun) 1Dk(Stl)&deep framing<br>Elec.light Sub.Sig. | 1561<br>1446<br>980 | ✠100A1<br>7,21 ~~9,20~~<br>BS4,21 | Rot<br>✠LMC3,20 | q | 9,20 | 1902<br>6mo<br>Lloyd | Grngem'th &Greenock DockyardCo.<br>Greenock<br>sA&CP | N.V.MaatsS.S. "Vesuvius" (HalcyonLijn)<br>CellDB | 257·5<br>B58'F27'<br>FK<br>a68'uE&B36' f103' | 37·1 | 18·2 | Rottrdam<br>Dutch<br>4BHCem<br>399tAPT25t | T.3Cy.19",31"&51"-36" (s)<br>160lb 80lb 183NHP<br>2SB,6pf,GS92,HS3161<br>Dunsmuir&Jackson,Gls. | 20 ″ 4 | |
| 34346<br>49<br>HBDG | **Vetche** **SteelScSr**<br>(exEmperorNicolasII.)<br>Elec.light Wireless 3Dks | 4166<br>3289<br>2407 | | | ... | | 1895 | W.Denny &Bros.<br>Dumbarton | RussianStm.Nav. &TradingCo. | 371·2<br>P62 B146'F38'<br>FK | 45·1 | 27·5 | Odessa<br>Russian<br>WB | T.3Cy.28¼",47½"&76"-54"<br>501NHP<br>Denny&Co Dumbarton | 30 ″ 1 | |
| 34347 | **Veteran** **SteelPad**<br>Elec.light 2Dks | 429<br>419<br>155 | ✠<br>For towing purposes<br>12,15 ✠ | Sou | | | 1915<br>12mo | JIThornycroft&Co.Ld.<br>Southampton | TheAdmiralty<br>CellD | 145·0<br>B47'<br>BK7"<br>BuE 19' 10t DTa 4' | 29·1 | 13·8 | London<br>British<br>6BHCem<br>16tAPT9t | C.D.4Cy.22"&40"-60"<br>302NHP<br>2SB,6cf,GS159,HS4444<br>J.I.Thornycroft&Co.Ld. | 15 ″ 0 | |
| 34348 | **Vettor Pisani** **SteelScSr**<br>Elec.light 1Dk | 129<br>—<br>77 | | | | | 1909 | Stabilmnto Tecnico<br>Trieste | Soc.Capodistriana di Nav. | 130·0 | 18·9 | 9·6 | Capodstria<br>Italian | T.3Cy.13",20½"&34¾"-20½"<br>55NHP<br>StabilimentoTecnico,Tri. | | A |
| 34349<br>OVGC | **Veulettes** **SteelScSr**<br>(exS.N.Parent) Now named "Glenarm," See No. 37548 in Supplement<br>Mchy.Aft Elec.light 1Dk<br>Wireless | 1611<br><br>921 | | | | | 1903 | Detroit S.B Co.<br>Wyandotte | Chemins deFer de l'EtatFrançais (Soc.Maritime Nationale,Mgrs.) | 241·0<br>Q88'F36' | 41·1 | 18·8 | Havre<br>French<br>WB | T.3Cy.15",25"&42"-30"<br>97NHP<br>DetroitS.B.Co.Detroit | | V |
| 34350<br>MSKG | **Vevang** **SteelScSr**<br>(exPräsident von Mühlenfels) (Trawler) 1Dk | 141<br>133<br>58 | | | | | 1896 | Bremer Vulkan<br>Vegesack | Fredrikstad HavfiskeA/S | 106·8<br>B34' | 21·2 | 9·0 | Frdrikstad<br>Norwegian<br>WB | T.3Cy.15"&27⅗"-21⅗"<br>25NHP<br>BremerVulkan,Vegesack | | |
| 34351 | **Viadra** **SteelScSr**<br>1Dk | 947<br>725<br>578 | | | | | 1899 | Oderwerke A.G.<br>Grabow | RenataDmpfsch. Ges.ThGribel(Rud ChristGribel,Mgr) | 206·3<br>Q63'B51'F29' | 32·0 | 14·1 | Stettin<br>German<br>WB | T.3Cy.14½",22¾"&38"-28"<br>76NHP<br>OderwerkeA.G.,Grabow | | |
| 34352<br>HVIA | **Viana** **SteelScSr**<br>(exMailand)<br>Elec.light Sub.Sig. 1Dk | 1749<br>1565<br>1030 | Lis.1,21<br>(See footnote*) | | | | 1911 | Act.Ges. "Neptun"<br>Rostock | Requisitioned by thePortuguese Government (TransportesMaritimos do Estado) | 287·3<br>P&B226'F31' | 41·2 | 16·8 | Lisbon<br>Portuguese<br>WB | T.3Cy.22$\frac{1}{16}$",35$\frac{7}{16}$"&55⅛"-37$\frac{7}{16}$"<br>192NHP<br>A.G."Neptun,"Rostock | | |
| 34353<br>MBTD | **Viator** **SteelScSr**<br>1Dk | 983<br>881<br>619 | | | | | 1904 | Stavanger Stöberi&Dok<br>Stavanger | Dpskselsk.Svithun (Holdt&Isachsen's Eftf.Mgrs.) | 231·7<br>H48t F29t | 33·3 | 15·3 | Stavanger<br>Norwegian<br>WB | T.3Cy.16",26"&43½"-30"<br>104NHP<br>StavangerStöberi&Dok | | N |
| 34354<br>MSQN | **Vibe** **WoodSc3MstSr**<br>OilEng.<br>Mchy.Aft 1Dk | 148<br>132<br>98 | | | | | 1918 | Stenkjær Vrft&SlpA/S<br>Stenkjær | M/SVibe (E.Ramberg) | 92·2 | 23·8 | 10·7 | Stenkjær<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.14$\frac{13}{20}$"-16$\frac{3}{20}$" 34NHP<br>J&C G.BolindersCoLdSkm | | N |
| 34355 | **Viben** **SteelTwinSc4Mst**<br>OilEng.<br>Elec.light Mchy.Aft 1Dk2trB | 1400<br>1208 | 100A1<br>(ClassContemplated) | | | | 1921 | Randolph A/S Skibs.<br>Fevig | A/SCygnus | 225·0<br>P38'F33' | 37·6 | 22·0 | Chrstiania<br>Norwegian<br>WB | Oil Engines<br>4Cy.<br>J&C.G BolindersCoLdSkm | | |
| 34356<br>SRDJ | **Vibilia** **WoodSc**<br>(exWarOttawa) 1Dk2trB<br>Elec.light Salted<br>Well deck Wireless | ~~2306~~ 2086<br>~~1794~~<br>~~1390~~<br>1794<br>1213 | ✠ 12A1<br>1,21<br>BS1,21 | Ven<br>✠LMC5,19 | r | CL<br>1,21 | 1918<br>7mo<br>Lloyd | Fraser, Brace&Co.<br>Montreal<br>sA&CP | GiuliaS.A.di Armamento | 250·6<br>P&B136'F30' | 43·8 | 22·7 | Trieste<br>Italian | T.3Cy.20",33"&54"-40" (s)<br>185lb HS5280 322NHP<br>2 Water Tube Boilers FD<br>J.McDougalC.I.Works Co.Ld.Mtl. | 25 ″ 4<br>s3 ″ 4½ | |
| 34357<br>NWKJ | **Viborg** **SteelScSr**<br>Elec.light Wireless 1Dk(Stl) | 2028<br>1794<br>1188 | ✠100A1<br>12,20 | NNs<br>✠LMC5,18 | s | 12,20 | 1917<br>9mo<br>Lloyd's | NVSchpw. v.J.Smit.Czn.<br>Alblasserdm<br>A&CP | A/S D/S "Dannebrog"(C.K Hansen,Mgr.)<br>CellD | 283·4<br>P22'B166'F35'<br>FK<br>B239' 604t FPT82 | 42·1 | 18·3 | Copnhagn<br>Danish<br>4BHCem<br>tAPT84t | T.3Cy.20½",32"&52"-39" (s)<br>180lb 140lbNDB20 208NHP<br>2SB,6cf,GS84,HS3450<br>Kon.My."deSchelde," Fls. | 20 ″ 9 | |
| 34358<br>JNVF | **Vibran** **WoodScSr**<br>1Dk2trB | 430<br>327<br>230 | | | | | 1891 | K.Skaaluren<br>Rosendal | KnutKnutsen | 153·1<br>Q24tB52tH64tF19t | 25·7 | 12·6 | Haugesnd<br>Norwegian | T.3Cy.11⅓",18"&29½"-24"<br>43NHP<br>LaxevaagsMsk.&Jrns.Bgn | | N |
| 34359<br>OVGW | **Vic** **WoodTwinSc**<br>(exStrasbourg,exC.-46) 1Dk<br>Elec.light | 1178<br>839<br>684 | | | | | 1919 | NewWestminsterConst &Eng.Co.<br>NewWestminster,B.C. | FrenchGovernment | 194·8 | 39·7 | 15·0 | Havre<br>French | C.4Cy.12"&24"-16"<br>38NHP<br>Goldie&McCulloch, Galt.Ont. | | V |
| 34360<br>JTQP | **Vicen-Tita** **WoodScSr** | 336<br>—<br>133 | | | | | 1918 | Andonagui y Cia.<br>Pasajes | Cia.Maritima Arenas | 113·5 | 26·7 | 13·5 | Bilbao<br>Spanish | C.2Cy.12⅓"&26¾"-19$\frac{7}{10}$"<br>E&Bmde00,refttd18 26NHP<br>JTEltringham&CoS.Shlds | | V |
| 34361<br>JTQM | **Vicente Ferrer** **IronScSr**<br>(exBittern)<br>Elec.light Wireless 2Dks | 991<br>—<br>531 | | | ... | | 1878 | M.Pearse &Co.<br>Stockton | Cia.Trasmediterranea | 230·0<br>P64'F45' | 29·0 | 17·0 | Valencia<br>Spanish<br>WB | C.2Cy.25½"&57"-42"<br>NB04 125NHP<br>Blair&Co.Ld.Stockton | 17 ″ 9 | V |
| 34362<br>JTQC | **Vicente La Roda** **SteelScSr**<br>(exUna)<br>Well deck Elec.light Wireless 1Dk2trB | 1508<br>—<br>915 | | | ... | | 1899 | J.Scott& Co.<br>Kinghorn | Cia.Trasmediterranea | 237·2<br>P&B144'F57'<br>BK8" | 34·2 | 16·8 | Valencia<br>Spanish<br>WB | T.3Cy.20",32"&54"-39"<br>274NHP<br>J.Scott&Co.Kinghorn | 17 ″ 9 | V |
| 34363<br>JTQB | **Vicente Nespral** **SteelScSr**<br>(Barge)<br>(exManolo,exGarth)<br>Mchy.Aft 1Dk | 152<br>—<br>61 | | | | | 1901 | G.K.Stothert&Co.<br>Bristol | Cia.Nespral,S.A. | 107·3<br>Q36'F16'<br>BK5½" | 20·6 | 7·8 | Gijon<br>Spanish<br>WB | C.2Cy.12"&24"-16"<br>29NHP<br>G.K.Stothert&Co.Bristol | 8 ″ 6 | |
| 34364<br>5397<br>JTOD | **Vicia** **SteelScSr**<br>(exSigrid,exCarham)<br>1Dk&deep framing | 2512<br>2369<br>1558 | | | | | 1896 | Furness, Withy&CoLd<br>WHartlepool | Rederiaktieb. SvenskaLloyd (H.Metcalfe,Mgr) | 314·3<br>P41'B77'H98tF30' | 43·1 | 20·4 | Gothenbrg<br>Swedish<br>WB | T.3Cy.22",36½"&60"-42"<br>233NHP<br>W.Allan&Co.Ld.Sld. | | C |
| 34365<br>OVHB | **Victoire** **SteelScSr**<br>(exVirginia,exAlexandria, exAphroditi,exReka) Elec.light 2Dks | 1065<br>—<br>624 | | | | | 1883 | LloydAustro-Ungarico<br>Trieste | FrenchGovernment | 221·9 | 31·5 | 21·7 | Marseilles<br>French | C.2Cy.30"&55"-27"<br>NB98 131NHP<br>ArsenaleLloyd,Trieste | | V |

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[*] This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued.

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Materiaux. Gréement, etc.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34366<br>150[illegible] | **Victolite**<br>*Elec.light*<br>*Mchy.Aft* | **SteelTwinSc**<br>~~[illegible]~~<br>*2Dks(Stl)&Shelterdk(Stl)*<br>*&Webframes*<br>*Longitudinal framing* | 10825<br>10062<br>7443 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>7,21<br>✠LMC7,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 7,21 *F.P. above* | Kear-ny | f† | CL | 1921<br>7mo<br>A&CP<br>150°F. | Federal<br>S.B.Co.<br>Kearny,N.J.<br>*CellDB&E&B* | ~~StandardOilCo.of N.J.~~<br>ImperialOil,Ld. | 500·4<br>500·0<br>~~[illegible]~~<br>(*4 to Shdk 11 to Udk,*<br>38'190t*DT*/54'616t*FPT*253t*APT*142t | 68·0<br>68·0 | 40·0<br>38·9<br>FK | Victoria B.C.<br>British<br>19*BH*<br>*4 to 2nd dk)*<br>*pt Aspt Cem* | T.6Cy.20½",35"&60"-42"(*s*)<br>210lb *180lb* 67NHP<br>~~3SB~~ *12cf*, HS9618 FP<br>FederalSB.Co.KearnyN.J. | 38·1<br>s11·<br>28· |
| 34367<br>124200<br>HLBO | **Victor**<br>*Well deck*<br>*Mchy.Aft* | **SteelScSr**<br>*ss*Liv.No.3-6,20<br>1*Dk*(*Irn*) | 435<br>287<br>165 | ✠100A1<br>~~8,21~~ ~~11,20~~ 2,22<br>✠LMC6,20<br>BS3,21 | Liv | *g* | CL<br>6,20 | 1907<br>7mo<br>*Lloyd* | J.Shearer<br>&Sons,Ld.<br>Glasgow<br>'*sA&CP* | SouthWales&LiverpoolS.S.Co.Ld.<br>(R.Gilchrist&Co.<br>*Mgrs.*) | 150·0<br>Q83'B8'F22'<br>*WB=CellDBf*84'97t*FPT*43t*APT*8t | 25·1 | 9·3<br>BK7" | Aberdeen<br>British<br>3*BHCem* | C.2Cy.16"&41"-30" (*s*)<br>130lb 68RHP<br>1SB,*3pf*,GS56,HS1771<br>Hutson&Sons,Ld.Glasgow | 11·<br>s ·<br>11· |
| 34368<br>119606 | — | **SteelScK**<br>*ss*Abn.No.3-1,20<br>1*Dk* | 201<br>186<br>79 | ✠100A1<br>*StmTrawler*<br>~~11,21 7,20~~<br>2,22<br>✠LMC1,20<br>BS11,21 | Abn | | CL<br>1,20 | 1906<br>2mo<br>*Lloyd* | J.Duthie<br>Torry S.B.Co.<br>Aberdeen<br>'*sA&CP* | PeterheadTrawlingCo.Ld.<br>(J.G.Adam,*Mgr.*) | 115·5<br>*WB=DBf*25'20t | 21·9 | 11·9<br>BK7½" | Peterhead<br>British<br>4*BHCem* | T.3Cy.12",20"&33"-23" (*s*)<br>180lb 60RHP<br>1SB,*3pf*,GS42,HS1315<br>W.V.V.Lidgerwood,Gls. | 13· |
| 34369<br>108452<br>PNVD | — | **IronScK**<br>(*Fishing*)<br>1*Dk* | 193<br>177<br>92 | | | ... | | 1897 | Cochrane&<br>Cooper<br>Beverley | DobsonSteamFishingCo.Ld.<br>(C.Dobson,*Mgr.*) | 110·0<br>Q17'F20' | 21·1 | 11·4<br>BK7½" | Grimsby<br>British | T.3Cy.12¼",19½"&32"-23"<br>55RHP<br>C.D.Holmes&Co.,Hull | 12· |
| 34370<br>4097<br>JNCH | —<br>(*ex*Steamer) | **IronScSp**<br>(*OilEng.*)<br>1*Dk* | 185<br>150<br>89 | | | | | 1902 | C.A.Lundahl<br>Dösebacka | GöteborgsMurbruksochBetongAktieb. (Sigurd Larsson,*Mgr.*) | 98·8<br>Q30'H15tF17' | 22·4 | 8·8 | Gothenbrg<br>Swedish | Oil Engine 26NHP<br>2Cy.14½"-15" *fitted*19<br>J.V.SvenssonsMotorfbrk.<br>Augustendal | |
| 34371<br>121336<br>HGJF | — | **SteelScSr**<br>(*Tug*)<br>1*Dk* | 175<br>148<br>5 | | | | | 1906 | A.Stephen<br>&Sons,Ld.<br>Glasgow | Steel&Bennie,Ld. | 106·0 | 22·1 | 10·4 | Glasgow<br>British | C.2Cy.20"&40"-27"<br>99RHP<br>A.Stephen&Sons,Ld.Gls. | |
| 34372 | — | **SteelTwinSc**<br>(*Tug*) | 172<br>—<br>— | | | | | 1907 | P.Smit,jun<br>Rotterdam | Borde&Frétigny | 115·8 | 21·6 | 9·7 | Rouen<br>French | T.6Cy.13½",22"&36"-15½"<br>102NHP<br>P.Smit,jun.,Rotterdam | |
| 34373<br>109211 | —<br>(*ex*Ictor,*ex*Victor) | **SteelScSp**<br>(*Tug*)<br>1*Dk* | 153<br>153<br>63 | | | ... | | 1898 | Pool,Skinn'r&Williams<br>Falmouth | W.J.Thomas | 106·0 | 20·0 | 11·3<br>BK6½" | Falmouth<br>British | T.3Cy.14",22"&36"-24"<br>95RHP<br>Cox&Co.Falmouth | 11·7 |
| 34374<br>105172 | —<br>(*ex*LadyWindsor) | **SteelScSp**<br>1*Dk* | 133<br>116<br>5 | ✠<br>*For Towing purposes*<br>7,00<br>✠ | Lon | | | 1895<br>6mo | Croom&<br>Arthur<br>Leith | ElliottStm.TugCo.Ld.(J.Page,*Mgr.*) | 96·2 | 18·5 | 10·0<br>BK6½" | London<br>British<br>4*BHCem* | C.2Cy.19"&36"-24"<br>95RHP<br>1SB,*2pf*,GS42,HS1156<br>Ross&Duncan,Glasgow | 10· |
| 34375<br>3366<br>JKGC | —<br>*Mchy.Aft* | **IronScSp**<br>1*Dk* | 117<br>93<br>70 | | | | | 1899 | O.A.Bruhn<br>Dösebacka<br>Gothenburg | Ångb.Akt.BohuslänskaKusten<br>(C.Thorburn,*Mgr*) | 90·5<br>H14*t* | 17·8 | 9·4 | Uddevalla<br>Swedish | C.2Cy.9"&18"-12"<br>E.*blt*.88B.*blt*.93 9NHP<br>WilhelmsbergM.V.Got. | |
| 34376 | **Victor de Chavarri**<br>*Elec.light*<br>*Mchy.Aft*<br>Wireless | **SteelScSr**<br>1*Dk*(*Stl*)<br>*Longitudinal framing in DB*<br>*Cargo battens not fitted* | 3308<br>2673<br>1997 | ✠100A1<br>2,22 ~~9,20~~<br>~~MBS9,20~~<br>MBS9,21<br>✠LMC8,19 | Rot<br>Bbo | *u* | CL<br>2,22 | 1919<br>6mo<br>*Lloyd* | Soc.<br>Española de<br>Cons.Nav.<br>Bilbao<br>*sA&CP* | Soc.An.Altos Hornos deVizcaya<br>*CellD* | 312·1<br>P88'F44'<br>*B*267'801t*FPT*268t | 48·1 | 21·7<br>FK | Bilbao<br>Spanish<br>5*BHCem*<br>*APT*88t | T.3Cy.22",35"&58"-39" (*s*)<br>190lb *100lb* 304NHP<br>2 Water Tube Boilers<br>HS5528<br>Swan,Hunter&Wigham<br>RichardsonLd.Nwc. | 24·<br>s4·6<br>20·1 |
| 34377<br>115316<br>TPQB | **Victoria**<br>*Elec.light*<br>Wireless | **SteelTwinScSr**<br>*ss*Brs.No.3-11,18<br>2*Dks*(*Stl-U* teak s)*Shelter dk*<br>*3rd dk*(*Stl*)*inNos.1&2holds* | 5967<br>4156<br>3692 | 100A1<br>*Shelter dk*<br>~~7,21~~ ~~4,21~~ 11,21<br>BS4,21<br>LMC5,16 | Liv | *z* | CL<br>P10,19<br>SN2,20 | 1902<br><br><br>*Lloyd* | Fairfield<br>Co.Ld.<br>Glasgow<br>'*sA&CP* | PacificStm.Nav.Co<br>*CellD* | 401·4<br>F63'<br>*B*347' 833t *FPT*30t | 52·3 | 26·2<br>FK | Liverpool<br>British<br>6*BHCem*<br>*APT*60t | T.6Cy.22¾",38"&63"-48" (*s*)<br>190lb 757NHP<br>2DB&2SB,*18cf*,GS396,<br>HS13600<br>FairfieldCo.Ld.Glasgow | 29·<br>s5·8<br>24· |
| 34378<br>161825<br>KNRM | —<br>Wireless | **IronScSr**<br>(*ex*Parthia)<br>4*Dks* | 3502<br>1731<br>2112 | | | | | 1870 | W.Denny<br>&Bros.<br>Dumbarton | AlaskaS.S.Co. | 360·5 | 40·4 | 34·3 | P.Twnsnd<br>Utd States | T.3Cy.31",50"&76"-54"<br>NE&B85 424NHP<br>J.Elder&Co.,Glasgow | |
| 34379<br>110996<br>TQMS | —<br>*Elec.light* Wireless | **SteelScSr**<br>*ss*Syd.No.3-10,14<br>*ss*Syd.No.1-19<br>2*Dks*(*Stl-Uws*)&*Webframes* | 2969<br>2107<br>1870 | ✠100A1<br>11,21 ~~3,21~~<br>✠LMC~~1,21~~<br>11,21 | Syd | *v* | CL<br>1,21 | 1902<br>9mo<br>*Lloyd* | Gourlay<br>Bros.&Co.<br>Dundee<br>'*sA&CP* | China-AustraliaMailS.S.Line(Wm.J.L.Liu,*Mgr.*) | 335·0<br>P201'F100'<br>*Prom.dk on* P101'<br>*WB=CellDBa* | 43·2 | 20·6<br>BK8½" | HongKong<br>British<br>7*BHCem*<br>72'*uE&B*58' | T.3Cy.27½",45"&74"-48" (*s*)<br>180lb 521NHP<br>2D&1SB,*15cf*GS348HS9550<br>GourlayBros.&Co.Dundee<br>*f*154'429t*FPT*43t*APT*26t | 23·<br>s2·10<br>21·5 |
| 34380 | —<br>(*ex*Nepthis)<br>Wireless | **IronSc**<br>2*Dks* | 2181<br>—<br>1547 | ✠<br>6,95 | | | | 1877<br>6mo | C.Mitchell<br>&Co.<br>Newcastle | LloydNacional | 310·0 | 34·1 | 24·7<br>BK9½" | R.Janeiro<br>Brazilian | | |
| 34381<br>123811<br>HKNR | —<br>*Elec.light* Wireless | **SteelTrpScSr**<br>2*Dks&Shade dk* | 1689<br>1163<br>695 | | | | | 1907 | W.Denny<br>&Bros.<br>Dumbarton | S.Eastrn&ChathmRlyCo's.ManagingCommittee | 311·0 | 40·1 | 15·8 | London<br>British<br>*WB* | 3 Turbines<br>800RHP<br>Denny&Co.Dumbarton | |
| 34382 | —<br>*Elec.light* | **SteelTwinSc**<br>1*Dk&2Shade dks* | 1082<br>831<br>640 | | | | | 1912 | Jonker&<br>Stans<br>HendrikIdo<br>Ambacht | AmazonRiverS.N.Co.(1911)Ld. | 224·0 | 45·0 | 10·8 | Para<br>Brazilian | T.6Cy.14",23"&37½"-16½"<br>117NHP<br>Alblasserdam.Msch.Fab. | |
| 34383<br>106904<br>PKGJ | — | **SteelTwinScSr**<br>2*Dks* | 710<br>627<br>302 | | | | | 1896 | J.&G.<br>Thomson,Ld.<br>Clydebank | JamesDredgingTowage&TransportCo.Ld. | 220·5<br>*Shade dk*96' | 28·1 | 16·3 | S'thamptn<br>British | T.6Cy.13½",21"&33"-24"<br>107NHP<br>J&GThomsonLdClydebnk | |
| 34384 | —<br>*Elec.light* | **SteelSc**<br>1*Dk* | 690<br>494<br>390 | | | | | 1914 | Stettiner<br>Oderwerke<br>Stettin | Rud.Christ. Gribel | 188·0<br>Q55'B57'F18' | 29·0 | 11·6 | Stettin<br>German<br>*WB* | T.3Cy.14⅜",22⅝"&33⅛"-27⅝"<br>76NHP<br>Steth'nerOderwerke | |
| 34385 | — | **SteelSc**<br>1*Dk* | 660<br>519<br>364 | | | | | 1911 | Akt.Ges.<br>"Weser"<br>Bremen | DampfschiffahrtsGes.Neptun | 180·1<br>Q50'B45'F22' | 28·2 | 12·9 | Bremen<br>German<br>*WB* | T.3Cy.13",21 1/16"&34 7/16"-23⅝"<br>58NHP<br>A.G."Weser,"Bremen | |
| 34386<br>1090<br>LRAP | —<br>*Mchy.Aft* | **SteelTwinScSr**<br>1*Dk* | 422<br>—<br>300 | | | | | 1890 | Stablimnto<br>Tecnico<br>Trieste | LouisDreyfus&Co. | 196·0<br>P27*t*Q22*t* | 28·6 | 8·6 | Rostoff<br>o/Don<br>Russian | C.4Cy.13"&24"-20"<br>42NHP<br>StablimentoTecnico,Tri. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34387 | **Victoria** SteelSc<br>(exCampania,exMarcial,<br>exRioCaete,exItararé, 1Dk<br>Well deck exArminda,exBosnian) | 382<br>264<br>200 | ✠<br>6,91<br>✠ | Ayr | f | | 1890<br>7mo | Mackie &Thomson<br>Glasgow | Borges&Irmão | 148·0\|23·6\|10·5<br>Q79'B19'F21'<br>BK7"<br>DBa35'29t | Lisbon<br>Portuguese<br>4BHAsp<br>FPT38t | T.3Cy.13",21½"&34"-27"<br>63NHP<br>1SB,3pf,GS45,HS983<br>Muir&Houston,Glasgow | 11 ″ 6 | |
| 34388<br>OVHR | — SteelScSr<br>(exMarguerite,<br>exParana,exVulcano) Mchy.Aft | 376<br>—<br>210 | | | | | 1886 | W.Denny &Bros.<br>Dumbarton | Cie.deVapeurs Français(Jean-Stern) | 142·3\|28·0\|8·7<br>Q54'F21' | Bordeaux<br>French | C.2Cy.13½"&24"-24"<br>NB06 24NHP<br>Denny&Co.Dumbarton | | V |
| 34389<br>213<br>HCRQ | — SteelTwinScSr<br>ssPra.No.1-09<br>1Dk(Teak)&Promenade dk(Teak)<br>Elec.light | 355<br>265<br>241 | ✠<br>11,12<br>For River purposes only<br>✠ | Pra | | | 1906<br>2mo | Murdoch & Murray<br>PortGlasgow | Arruda&Irmâo | 150·0\|31·1\|8·2<br>F26'<br>FK | Manaos<br>Brazilian<br>5BHCem | C.4Cy.16"&32"-21"<br>100NHP<br>1SB,3pf,GS66,HS1855<br>D.Rowan&Co.Glasgow | 8 ″ 6 | |
| 34390<br>111666 | — WoodSc<br>1Dk | 343<br>124<br>183 | | | | | 1902 | G.Manseau<br>Sorel,P.Q. | E.Malette | 101·7\|21·2\|6·9 | Montreal<br>British | C.2Cy.10"&20"-10"<br>17RHP<br>A.PontbriandFrère,Sorel | | |
| 34391<br>101736<br>NFMQ | — SteelScSr<br>2Dks | 333<br>273<br>223 | | | | | 1900 | Australian Forge&E.Co. Prop.Ld.<br>Williamstwn | PortPhilipSea Pilots | 150·5\|24·3\|12·6<br>B90' | Melbourne<br>British<br>WB | T.3Cy.17",27"&44½"-30"<br>100RHP<br>AustralianForge&Eng.Co. ProprietaryLd. | | C |
| 34392<br>72907 | — SteelSc<br>Sub.Sig. 1Dk | 288<br>217<br>83 | | | | | 1901 | Boyd&Co. Ld.<br>Shanghai | ShanghaiTug& LighterCo.Ld. | 130·0\|25·1\|11·2 | Shanghai<br>British<br>WB | C.2Cy.16½"&38"-27"<br>102RHP<br>Boyd&Co.Ld.Shanghai | | |
| 34393 | — SteelPadSr<br>1Dk | 275<br>192<br>116 | | | | | 1891 | Akt.Ges. "Vulcan"<br>Stettin | Act.Ges."Ems" | 157·4\|20·6\|8·6 | Leer<br>German | C.2Cy.24⅜"&48¾"-39⅜"<br>NB06 124NHP<br>A.G."Vulcan,"Stettin | | |
| 34394<br>82355<br>JMBN | — SteelPadSr | 229<br>204<br>93 | | | | | 1884 | J.&K.Smit<br>Kinderdijk | Cosens&Co.Ld. | 175·0\|19·3\|8·7<br>len88 | Wymouth<br>British | O.2Cy.35"-36"<br>NB12 75RHP<br>J.Penn&Sons,London | | BT till 5,21 |
| 34395<br>128759 | — SteelScK<br>1Dk | 221<br>195<br>87 | ✠~~100A1~~<br>StmTrawler<br>9,21 10,14<br>~~Examined10,19~~<br>~~BS10,19~~ ✠~~LMC2,19~~ | Mil | | CL<br>10,19 | 1912<br>2mo | Smith's DockCo.Ld.<br>Middlesbro'<br>Lloyd's A&CP | ~~StepnyStmFishng Co.Ld.(A.Moore, Mgr.)~~Co-operative FishingSocietyLd. O.NaylorMgr.) | 120·0\|22·0\|11·7<br>Q69'F20'<br>BK7½" | Scarboro'<br>British<br>3BHCem | T.3Cy.12½",20"&34"-24" (s)<br>180lb 57RHP<br>1SB,3pf,GS41,HS1446<br>MacColl&Pollock,Ld.Sld. | 12 ″ 6 | |
| 34396 | — SteelSc<br>(Bucket Dredger)<br>~~ssVictoria(Brazil)No.2-17~~<br>Elec.light 1Dk(Stl)<br>ssVictoria(Brazil)No.3-7,21 | 205<br>205<br>105 | ✠ A1<br>Dredger<br>7,21 ~~10,17~~<br>✠~~LMC4,17~~ 7,21 | Victoria<br>(Brazil) | | ~~10,17~~<br>7,21 | 1910<br>9mo | Lobnitz& Co.Ld.<br>Renfrew<br>Lloyd's A&CP | LeopoldinaRly.Co. | 120·0\|25·1\|9·5<br>FK | Victoria<br>Brazilian<br>5BHCem | C.2Cy.13"&26"-18" (s)<br>120lb 35NHP<br>1SB,2pf,GS33,HS729<br>Lobnitz&Co.Ld.Renfrew | 10 ″ 0<br>s 2 ″ 6<br>7 ″ 7 | |
| 34397<br>2193<br>JFBQ | — IronSc<br>1Dk | 162<br>86<br>111 | | | | | 1880 | Bergsunds Mek.Verks.<br>Stockholm | VaxholmsNya Ångf.Aktieb.(O.F. Ekebohm,Mgr.) | 106·4\|20·7\|8·4<br>B29'H41t | Vaxholm<br>Swedish | C.2Cy.20"&35"-24"<br>50NHP<br>Brgsnds.Mek.Vks.Skm. | | |
| 34398<br>115261 | — SteelScSp<br>ssLiv.No.3-11,14<br>ssLiv.No.1-18<br>1Dk(Irn) | 147<br>130<br>5 | ✠100A1<br>For Towing purposes<br>5,21 ✠LMC<br>MS3,18 BS8,~~20~~-6,21 | Liv | | 4,20 | 1902<br>3mo | J.Jones& Sons<br>Birkenhead<br>Lloyd's A&CP | AlexandraTowing Co.Ld. | 92·5\|20·1\|10·8<br>BK6½"<br>WB | Liverpool<br>British<br>4BHCem<br>=APT3t | C.2Cy.16"&42½"-27" (s)<br>150lb 69RHP<br>1SB,3cf,GS55,HS1498<br>J.Jones&Sons,Liverpool | 12 ″ 0 | |
| 34399 | — IronScTug<br>(exAmerica) | 147<br>147<br>73 | | | | | 1881 | Soc. Cockerill<br>Hoboken | G.A.Conto-michalos | 89·6\|19·4\|11·0 | PrtSudan<br>Egyptian | C.2Cy.20"&39"-22"<br>NB94 59NHP<br>HDeville-Chatel&CoBrsls. | | |
| 34400 | — SteelSc<br>(Fishing)<br>1Dk | 143<br>—<br>47 | | | | | 1916 | Gebr.Boot<br>Leiderdorp | N.V.Exploit.& Admin.Maats. "ShamrockI." (S.Koster,Mgr.) | 102·0\|20·4\|10·2 | Ymuiden<br>Dutch | T.3Cy.9⅘",15¾"&27⅗"-21¼"<br>36NHP<br>N.V.Indust.MyHera,Ymu. | | |
| 34401<br>HQNK | — IronScSr<br>1Dk | 141<br>69<br>71 | | | | | 1882 | Akers Mek. Verkst.<br>Christiania | Skien-Telemar-kensDmpskacties. | 96·5\|18·0\|7·1<br>P18tB18t | Skien<br>Norwegian | C.2Cy.11"&23 9/10"-18½"<br>20NHP<br>AkersMek.Verks.Xia. | | |
| 34402<br>JVBG | — WoodScSr | 128<br>—<br>57 | | | | | 1899 | M.Becerra<br>Freijo | A.SoutoRamos | 101·7\|19·5\|7·4 | Corunna<br>Spanish | C.2Cy.13"&24"-19"<br>Ebuilt84fitted99 21NHP<br>Thompson,Glasgow | | |
| 34403<br>3754<br>JLRP | — SteelSc<br>(Tug)<br>1Dk | 114<br>97<br>48 | | | | | 1899 | Jönköpngs Mek.Verkst.<br>Jönköping | Rederiaktieb. Victoria (H. Björnlund) | 85·9\|19·9\|10·6<br>H17t | Luleå<br>Swedish | C.2Cy.17"&29⅝"-17½"<br>30NHP<br>JönköpingsM.V. | | |
| 34404<br>wrecked 4,22<br>127938<br>HNQJ | **Victoria de Larrinaga** SteelScSr<br>ssMch.No.3-7,21 ~~ssMch.No.2-17~~<br>Elec.light 2Dks(Stl)&deep framing<br>Wireless &Shelter dk(Stl) | 4648<br>4340<br>2971 | ✠~~100A1~~<br>Shelter dk<br>withfreeboard<br>7,21 ~~1,21~~ ✠~~LMC1,21~~<br>~~MS7,17~~ ~~BS1,21~~ | Mch | z | CL<br>1,20 | 1909<br>1mo | Russell& Co.<br>Pt.Glasgow<br>Lloyd's A&CP | Miguel de Lar-rinagaS.S.Co.Ld. (Larrinaga&Co. Mgrs.) | 405·1\|52·0\|25·6<br>FK<br>WB=CellDBa137'uE&B46'<br>f171'1297tDTa43'<br>1024tAPT25t | Liverpool<br>British<br>6BHCem<br>5 to U dk<br>1 to M dk | T.3Cy.27",44"&73"-48" (r)<br>180lb 110lb 470NHP<br>2SB,8cf,GS113,HS6556 FD<br>D.Rowan&Co.Glasgow | 28 ″ 5<br>s 3 ″ 8½<br>25 ″ 1 | |
| 34405<br>26865<br>RWHV | **Victoria Maru** SteelSc<br>Elec.light 2Dks(Stl)&Awng dk(Stl) | 5873<br>5590<br>4254 | ✠100A1<br>Awng dk<br>withfreeboard<br>~~7,21~~ ~~2,21~~ 10,21 ✠LMC2,21<br>Fitted for oil fuel 2,21 F.P. above 150°F. | Kob<br>Ham | y | | 1921<br>2mo | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>A&CP | KawasakiDock-yardCo.Ld.<br>CellDB327'1126t | 385·0\|51·0\|36·0<br>FK<br>Collision<br>FPT127tAPT94t | Kobe<br>Japanese<br>ptCem<br>BHtoAwdk<br>5 ,, ,, U ,, | T.3Cy.26",43½"&72"-48" (s)<br>200lb 440NHP<br>2SB&1AuxSB,8cf,GS154,<br>HS5636 FD<br>KawasakiDkydCoLdKobe | 36 ″ 0<br>s 9 ″ 3½<br>27 ″ 1 | |
| 34406<br>105220<br>PTBV | **Victoria Regina** SteelScSr<br>ssAbn.No.2-05<br>1Dk | 146<br>139<br>55 | ✠<br>StmTrawler<br>10,08<br>✠ | Abn | | | 1897<br>7mo | A.Hall& Co.<br>Aberdeen | T.Davidson | 101·6\|20·1\|10·8<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.11½",18"&31"-21"<br>1SB,2pf,GS32,HS893 52RHP<br>A.Hall&Co.Aberdeen | 11 ″ 6 | |
| 34407<br>121216<br>HCFM | **Victorian** SteelTrpScSr<br>3Dks 10687<br>Ref.Mchy. Sub.Sig. Wireless | ~~10639~~<br>8459<br>~~6582~~<br>6473 | | | | | 1904 | Workman, Clark&Co.Ld<br>Belfast | AllanLineSSCo.Ld (CanadianPacific SteamshipsLd. Mgrs.) | 520·0\|60·4\|38·0<br>P56'B171'F68' | Glasgow<br>British<br>WB | Steam Turbines<br>Wrkman,Clark&Co.LdBel | | BT till 1,22 |
| 34408<br>113194<br>JFHR | — IronScK<br>ssGms.No.2-08<br>(exVictorianII,exVictorian) 1Dk | 195<br>175<br>76 | ✠<br>StmTrawler<br>9,13 | Gms | | | 1900<br>8mo | Cook,Wel-t'n&Gemmell<br>Hull | J.Coombes | 113·6\|21·0\|11·2<br>Q49'F19'<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11¾",20"&32"-24"<br>NB15 55RHP<br>Amos&Smith,Hull | 12 ″ 1 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Materiaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34409<br>105223 | **Victorian Prince** SteelScK<br>(*Trawler*)<br>1*Dk* | 126<br>117<br>48 | | | ... | | 1897 | J.T.Eltringham&Co<br>SouthShields | T.Main | 96·5\|19·1\|10·6<br>BK7″ | Aberdeen<br>British<br>3*BHCem* | C.2Cy.16″&34″–22″<br>47RHP<br>G.T.Grey,SouthShields | 11 |
| 34410<br>135883<br>JCHK | **Victorian Transport** SteelScSr<br>Wireless 1*Dk* | 4521<br>4271<br>2847 | | | | | 1913 | Nthmblnd S.B.Co.Ld.<br>Newcastle | EmpireTransport Co.Ld.(Houlder Bros&CoLd *Mgrs*) | 385·1\|52·0\|27·1<br>P35′B119′F37′ | W.Hartlpl<br>British<br>*WB* | T.3Cy.25″,40″&68″–48″<br>320NHP<br>Richardsons,Westgarth& Co.Ld.Sld | |
| 34411 | **Victoriano Uravain** WoodSc | 218<br>—<br>98 | | | | | 1918 | M.VictorianoUravain<br>SanEsteban dePravia | M.Victoriano Uravain | 109·5\|19·8\|10·2 | Gijon<br>Spanish | C.2Cy.12½″&25″–18″<br>22NHP<br>M.VictorianoUravain, SanEsteban de Pravia | |
| 34412<br>217060<br>LNHF | **Victorious** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk&Shelter dk*<br>Sub.Sig. Wireless *&Web frames*<br>*Longitudinal framing* | 7597<br>—<br>4753 | | | ... | | 1918 | Bethlehem S.B.Corp.Ld<br>Alameda,Cal. | UnitedStates ShippingBoard | 440·0\|56·0\|35·2<br>FK | S.Frncisco<br>Utd.States<br>*WB* | 1 Turbo-Electric Motor geared to 1 screw shaft<br>637NHP<br>GeneralElectricCo. Schenectady,N.Y. | 38 |
| 34413<br>161758 | **Victory** SteelSc<br>*Mchy.Aft* *Elec.light* 1*Dk2trB* | 4527<br>—<br>3707 | | | | | 1895 | Chicago S.B.Co.<br>Chicago | InterlakeS.S.Co. (Pickands,Mather &Co.,*Mgrs.*) | 450·0\|48·3\|22·5<br>len05<br>*WB* | Cleveland, Ohio<br>Utd.States | T.3Cy.23″,38″&63″–40″<br>251NHP<br>ClevelandS.B.CoCleveland | |
| 34414<br>108496 | **—** IronScK<br>1*Dk* | 164<br>151<br>66 | | | ... | | 1898 | Earle'sCo. Ld.<br>Hull | A.A.Davidson | 102·0\|20·6\|11·0<br>Q18′F19′<br>BK7½″ | ~~London~~<br>British<br>Aberdeen | T.3Cy.11″,17″&30″–21″<br>NB10 45RHP<br>Earle'sCo.Ld.Hull | 11 |
| 34415 | **Vidar** SteelScSr<br>*ss*Dnk.No.3–2,20<br>*Elec.light* 1*Dk*(*Stl*)*&deepframing*<br>Wireless | 2159<br>1893<br>1198 | ✠100A1<br>12,2~~12,20~~<br>✠LMC2,20<br>BS12,21 | Dnk<br>Skm | *s* | 2,20 | 1907<br>9mo | Murdoch &Murray<br>Pt.Glasgow | StockholmRederi AktiebSvea (H. Ericson,*Mgr.*) | 285·3\|42·1\|19·6<br>P27′Q7′B74′F35′<br>FK | Stockholm<br>Swedish<br>*Cem* | T.3Cy.21″,35″&57″–39″ (*s*)<br>180lb *100lb* 230NHP<br>2SB,*6cf*,GS107,HS3705<br>D.Rowan&Co.Glasgow | 22<br>s 3<br>19 |
| | *Intermediate bulkhead in forehold dispensed with4BHonly*<br>*Lloyd'sA&CP* | | | | | | | | | *WB=CellDBa*82′*uE&B*53′ | | *f*108′567*tFPT*41*tAPT*72*t* | |
| 34416<br>NTGH | **—** SteelScSr<br>Wireless<br>*Elec.light* *Ref.Mchy.* 2*Dks* | 1353<br>1102<br>720 | | | | | 1915 | Akt.Burmeistr&Wain<br>Copenhagen | DetForenede DampskibsSelsk. | 252·7\|37·0\|16·9<br>P169′F28′ | Copnhagn<br>Danish<br>*WB* | T.3Cy.22″,36″&60″–42″<br>233NHP<br>Akt.Burmeistr&Wain,Cpn | |
| 34417<br>118947<br>HCKR | **Vidette** SteelScK<br>*ss*Gms.No.3–8,19<br>(*ex*Ulverston) 1*Dk* | 240<br>222<br>100 | ✠100A1<br>*StmTrawler*<br>~~11,20~~11,21<br>BS11,21<br>~~BS11,20~~ ✠LMC8,19 | Gms | | N8,19 | 1905<br>4mo | Cochrane & Sons<br>Selby<br>*Lloyd'sA&CP* | AtlasStm.Fishing Co.Ld. (LettenBros.*Mgs.*) | 123·6\|22·0\|11·5<br>Q66′F20′<br>BK7½″ | Grimsby<br>British<br>4*BHCem* | T3Cy.12¼″,21½″&35″–24″(*s*)<br>180lb 63RHP<br>1SB,*2cf*,GS33,HS1135<br>C.D.Holmes&Co.Hull | 12 |
| 34418<br>LODN | **Vidir** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 253<br>235<br>106 | | | | | 1915 | Schffb.Ges. Unterweser m.b.H.Lehe | H/FVidir (PeterHalldorsson) | 134·5\|23·4\| | Hafnrfirdi<br>Icelandic | T.3Cy.13″,21½″&34⅞″–23⅝″<br>Odensener 59NHP<br>Maschienenfab.Hamburg | |
| 34419<br>125059 | **Vidonia** SteelScK<br>*ss*Gms.No.3–11,19<br>1*Dk* | 276<br>262<br>124 | ✠100A1<br>*StmTrawler*<br>11,20 | | ... | CL<br>11,19 | 1907<br>5mo | Cochrane& Sons<br>Selby<br>*Lloyd'sA&CP* | LindseySteam FishingCo.Ld. (E.Bacon,*Mgr.*) | 128·0\|22·0\|13·0<br>F23′<br>BK7½″ | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¼″,21″&34″–24″ (*s*)<br>180lb 70RHP<br>1SB,*2pf*,GS35,HS1192<br>Amos&Smith,Hull | 13 |
| 34420<br>2779<br>JGFP | **Vieille Montagne No. 1** IrnScSp<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 179<br>140<br>87 | | | | | 1865 | MotalaCo.<br>Motala | O.Torell | 99·9\|21·7\| 8·2<br>P24′H8*t*F18′ | Åmmeberg<br>Swedish | Oil Engine | |
| 34421<br>2780<br>JGFQ | **Vieille Montagne No. 2** IrnScSp<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 167<br>145<br>94 | | | | | 1876 | MotalaCo.<br>Motala | O.Torell | 98·7\|21·5\| 9·5<br>Q12′H13*t*F20′ | Åmmeberg<br>Swedish | Oil Engine<br>2Cy.9$\frac{5}{16}$″–11⅜″ 10NHP<br>BergsundsMek.V.Skm. | |
| 34422<br>5823<br>JVRF | **Vieille Montagne No. 3**<br>SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 231<br>176<br>94 | | | | | 1916 | Motala Vrk.NyaAkt.<br>Motala | O.Torell | 100·4\|22·3\|10·8<br>P39′F13′ | Åmmeberg<br>Swedish<br>*WB* | C.2Cy.10¼″&21¾″–15″<br>15NHP<br>MotalaV.NyaAkt.Motala | |
| 34423 | **Vienna** SteelTwinSc<br>*ss*Tri.No.3–11,20<br>(*ex*Wien) 2*Dks*(*UStl*–ws)*&Awng dk*<br>*Elec.light* (*Stl*–ws)3*dks*(*Stl*) *in holds*<br>Wireless | ~~7367~~<br>~~5988~~<br>~~5199~~<br>7458<br>5988<br>3009 | ✠100A1<br>*Awng dk withfreeboard*<br>11,21~~12,20~~<br>✠LMC12,20 | Tri | *b*† | CL<br>P10,19<br>SN<br>12,20 | 1911<br>8mo | Lloyd Austriaco<br>Trieste<br>A&CP | LloydTriestino | 442·7\|55·7\|28·5<br>FK | Trieste<br>Italian<br>8*BHCem* | Q.8Cy.27½″,39″,56″&80″–54″<br>215lb (*r*) 1580NHP<br>8SB,*32cf*,GS560,HS24000FD<br>LloydAustriaco,Trieste | 40 |
| | *Trieste&Alexandria*<br>*Fitted for oil fuel* 8,11 *F. P. above* 150°F. | | | | | | | | | *CellDBa*94′ | *uE&B*168′ *f* | 115′1001*tFPT*49*tAPT*43*t* | |
| 34424<br>JTQS | **Viera y Clavijo** SteelScSr<br>*ss*LaP.No.2–20<br>*Elec.light* 1*Dk&Shelter dk*(*Teak*) | 862<br>703<br>501 | ✠100A1<br>*Shelter dk withfreeboard*<br>4,20<br>BS11,21<br>✠LMC4,20 | LaP | *m* | CL<br>4,20 | 1912<br>2mo | CaledonS. B.&E.Co.Ld.<br>Dundee<br>*Lloyd'sA&CP* | Cia.deVap.Correos Interinsulares Canarios | 210·2\|30·0\| 9·9<br>FK | LasPalmas<br>Spanish<br>5*BHCem* | T.3Cy.16½″,27″&44″–28″ (*s*)<br>180lb 139NHP<br>2SB,*4cf*,GS74,HS2547<br>CaledonSB.&E.Co.Ld.Dun | 12<br>s<br>12 |
| | | | | | | | | | *WB=CellDBa*29′ | *uE*18′*f*95′101*tFPT* | 15*tAPT*10*t* | | |
| 34425<br>137002 | **Viernoe** SteelScK<br>*ss*Wvn.No.1–19<br>*Elec.light* 1*Dk* | 273<br>259<br>145 | ✠100A1<br>*StmTrawler*<br>1,22~~6,20~~<br>✠LMO9,19<br>BS9,21 | Gms | | CL<br>~~9,19~~<br>1,22 | 1914<br>9mo | Cochrane &Sons,Ld.<br>Selby<br>*Lloyd'sA&CP* | A.W.Green | 130·4\|22·0\|12·6<br>Q72′F21′<br>BK7½″ | Grimsby<br>British<br>4*BHCem* | T3Cy12½″21½″&35¼″–24″(*s*)<br>180lb 78RHP<br>1SB,*3pf*,GS45,HS1400<br>Amos&Smith,Ld.Hull | 13 |
| 34426 | **Vigan** CompAuxTwinScSr<br>*OilEng.*<br>*Elec.light* 1*Dk*<br>(*See Sailing Ship Register*) | 819<br>550<br>531 | | | | | 1918 | Kiangnan DockCo.<br>Shanghai | Cia.NavieraInc. (Cia.Mercantil de Filipinas,Inc. *Mgrs.*) | 187·1\|29·5\|13·1 | Manila<br>Utd.States | Oil Engines<br>12Cy.11″–15″ 120NHP<br>KiangnanDockCo. | |
| 34427<br>~~MGTL~~ | **Vigdis** SteelScSr<br>*ss*Bly.3rdNo.3–12,19<br>(*ex*Heinrich,*ex*Ecossaise) 1*Dk*(*Irn*)<br>Well deck<br>Now named "Caring," See No. 36762 in Supplement | 862<br>665<br>499 | ✠100A1<br>3,21<br>✠NB8,05 ✠LMC2,19<br>BS12,19 | Xia | *m* | 3,21 | 1883<br>3mo | Ramage& Ferguson<br>Leith<br>*Lloyd'sA&CP* | Angf.A/B.Sölve (F.V.Balkenhausen,*Mgr.*) | 210·5\|30·2\|13·3<br>Q70′B57′F23′<br>FK | Gothenburg<br>Swedish<br>4*BHCem* | C.2Cy.27″&50″–30″ (*s*)<br>87lb *80lb* NDB03 116NHP<br>1SB,*3cf*,GS58,HS2034<br>Ramage&Ferguson,Ltd. | 16 |
| | | | | | | | | | *WB=C* | *ellDB*180′200*tFPT* | 30*tAPT*12*t* | | |
| 34428<br>118011<br>VKRJ | **Vigilant** SteelTwinScSr<br>*ss*Liv.No.3–12,18<br>2*Dks*(1*ptStl&ptWood&UTeak*)<br>Sub.Sig. | 344<br>298<br>151 | ✠100A1<br>3,21~~12,20~~ 2,22<br>~~BS6,20~~ ✠LMC2,19<br>BS7,21 | Liv | *f* | ~~CL~~<br>CL<br>S8,20<br>~~P12,18~~<br>F3,22 | 1903<br>3mo | Murdoch & Murray<br>Pt.Glasgow<br>*Lloyd'sA&CP* | MerseyDocks& HarbourBoard | 140·2\|24·1\|11·8<br>BK7″ | Liverpool<br>British<br>4*BHCem* | T.6Cy.10½″,17½″&28″–21″<br>180lb (*s*) 80RHP<br>1SB,*3cf*,GS47,HS1732<br>D.Rowan&Co.Glasgow | 12<br>s 2<br>10 |
| 34429 | **—** SteelTwinScSp<br>(*Tug*)<br>1*Dk* | 192<br>192<br>10 | | | | | 1904 | Lobnitz& Co.Ld.<br>Renfrew | Cie.Universelle du CanalMaritime de Suez | 130·3\|22·6\|10·5 | Egyptian<br>*WB* | C.4Cy.17½″&38″–24″<br>118NHP<br>Lobnitz&Co.Ld.Renfrew | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist. Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Dsteof B.of TradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34430<br>19092 | **Vigilant**<br>(exTaw) | SteelSc<br>1Dk | 180<br>159<br>79 | ✠<br>Coasting<br>withfreeboard<br>4,92 ✠ | Psy | b |  | 1892<br>4mo | J.Mc Arthur&Co.<br>Paisley | G.H.W.Bonnett | 120·0 | 21·1 | 8·7<br>FK | Castries,<br>St.Lucia<br>British<br>6BHCem | C.2Cy.16″&32″-21″<br>42RHP<br>1SB,3pf,GS49,HS1212<br>Bow,McLachlan&Co.Psy. | 9 ″ 3 |  |
| 34431<br>OVJG | — | SteelScSr | 168<br>—<br>61 |  |  |  |  | 1895 | A.Du-bigeon<br>Nantes | J.F.Humarau&Co. | 115·7<br>H15′ | 19·7<br>F16′ | 10·2 | Bordeaux<br>French | C.2Cy.16″-28″&20″<br>NB10 29NHP<br>Brsoneu.fils&A.Lotz,Ntes. |  | V |
| 34432<br>115564 | —<br>ssAbn.No.2-10 | SteelScK<br>1Dk | 139<br>131<br>53 | ✠<br>StmTrawler<br>11,10 ✠ | Abn |  |  | 1902<br>4mo | A.Hall&Co.<br>Aberdeen | A.Forbes | 98·3 | 20·1 | 10·8<br>BK7½″ | Aberdeen<br>British<br>3BHCem | C.2Cy.13½″&32″-22″<br>48RHP<br>1SB,2pf,GS32,HS830<br>A.Hall&Co.Aberdeen | 11 ″ 4 |  |
| 34433<br>70588 | — | IronPadSp | 115<br>115<br>17 |  |  |  |  | 1874 | JReadhead&Co.<br>S.Shields | G.Brown | 100·3 | 18·1 | 9·4 | S.Shields<br>British | L.2Cy.26½″-48″<br>70RHP<br>J.Readhead&Co.,S.Shl. |  |  |
| 34434<br>118826<br>JGMQ | **Vigilant II.**<br>(exVigilant)<br>ssHul.No.3-7,19 | SteelScK<br>1Dk | 279<br>233<br>114 | ✠100A1<br>9,21 ~~7,19~~<br>~~BS1,21~~ ✠LMC7,19<br>BS3,22 | Hul | e | CL<br>~~7,19~~<br>9,21 | 1904<br>9mo | Mackie&Thomson<br>Glasgow<br>Lloyd'sA&CP | HullStm.Fishing&IceCo.Ld. | 140·5<br>Q62′F21′ | 22·2 | 10·5<br>BK7″ | Hull<br>British<br>3BHCem | T.3Cy.13″,22″&37″-27″ (s)<br>200lb 67RHP<br>1SB,3pf,GS48,HS1430<br>W.V.V.Lidgerwood,Gls. | 11 ″ 8 |  |
| 34435 | **Vigiloff**<br>(exVigilant) Elec.light | SteelScSr<br>(Tug)<br>1Dk | 248<br>223<br>86 |  |  |  |  | 1901 | Neafie&LevyCo.<br>Philadelphia |  | 117·3 | 22·5 | 11·5 | Russian<br>WB | T.3Cy.14″,21″&36″-26″<br>66NHP<br>Neafie&LevyS&EBCo.Phl |  | C |
| 34436<br>121056<br>HCSV | **Vigo**<br>Wireless | SteelScSr<br>2Dks3trB | 4224<br>3015<br>3243 |  |  |  |  | 1905 | Earle'sCo.Ld.<br>Hull | Ellerman'sWilson Line,Ld. | 336·0 | 48·3 | 22·8 | Hull<br>British<br>WB | T.3Cy.20″,32½″&54″-42″<br>189NHP<br>Earle'sCo.Ld.Hull |  | C |
| 34437<br>MHDP | **Vigra**<br>(exMemsie)<br>ssAbn.No.1-03 | SteelScSr<br>1Dk | 184<br>176<br>76 | ✠<br>StmTrawler<br>2,07 ✠ | Abn |  |  | 1899<br>10mo | J.Duthie&Co.<br>Montrose | A/S Skjerva (M.Knutsen,Mgr) | 114·6 | 21·6 | 11·3<br>BK7½″ | Aalesund<br>Norwegian<br>3BHCem | T.3Cy.11¾″,20″&33″-22″<br>51NHP<br>1SB,2pf,GS39,HS951<br>S.&H.Morton&Co.Leith | 12 ″ 0 |  |
| 34438<br>HKJT | **Vika**<br>(exTista,exHippolyte Dumois) Elec.light | SteelScSr<br>1Dk&ptAwng dk | 1163<br>743<br>648 |  |  |  |  | 1902 | Akt.Burmeistr&Wain<br>Copenhagen | A/S Vestheim (H.Ditlev-Simonsen&Co.Mgrs.) | 228·3<br>Q74tH87tF258t<br>ptAwng dk 157′ | 31·8 | 15·1 | Chrstiania<br>Norwegian<br>WB | T.3Cy.19¾″,31¾″&55″-36″<br>181NHP<br>Akt.Burmeistr&Wain,Cpn |  | N |
| 34439<br>6279<br>KCMF | **Viken**<br>recked 1,22<br>Elec.light<br>Wireless | SteelScSr<br>2Dks(Stl) | 4608<br>4233<br>2820 | ✠~~100A1~~<br>4,21<br>✠~~LMC5,20~~ | Mel | y | CL | 1920<br>5mo | Lithgows,Ld.<br>PortGlasgow<br>Lloyd'sA&CP | Rederiaktieb. Transatlantic (G.Carlsson,Mgr.) | 348·8<br>P39′B212′F45′<br>CellDB331′994t | 52·0 | 26·7<br>FK | Gothenbrg<br>Swedish<br>7BHCem<br>APT20t | T.3Cy.26″,43″&70″-48″ (s)<br>180lb 488NHP<br>3SB,9cf,GS170,HS7345 FD<br>Rankin&BlackmoreLdGrk | 29 ″ 3<br>s4 ″ 9½<br>24 ″ 10 |  |
|  |  |  |  | Fitted for oil fuel 5,20 F.P. above 150° F. |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 34440<br>3285<br>JHVQ | **Vikfred**<br>(exR.F.Berg, exThea) | SteelScSr<br>1Dk | 361<br>290<br>199 |  |  |  |  | 1888 | G.Howaldt<br>Kiel | VerkebäcksÅngf. Aktieb. (Fredr. Olsson,Mgr.) | 142·9<br>B30′H24tF15′ | 23·0 | 11·0 | Verkebäck<br>Swedish<br>WB | C.2Cy.15″&27″-15″<br>NB06 24NHP<br>Geb.Howaldt,Kiel |  | V |
| 34441<br>118604<br>KGTW | **Viking**<br>(exVindex,exViking)<br>Elec.light Wireless<br>ssBkn.No.3-6,20 | SteelTrpSc<br>2Dks&Shelter dk(ptStl-ws) | 1957<br>1418<br>827 | ✠ A1<br>Shelter dk<br>withfreeboard<br>6,21 ~~6,20~~<br>BS6,21 ✠LMC6,20<br>Irish Channel Service | Bkn<br>Brw |  | CL<br>6,20 | 1905<br>6mo | Armstrong Whitworth&Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | Isle ofManSteam PacketCo.Ld. | 350·4<br>Promenade dk230′ | 42·0 | 16·1<br>FK | DouglasIM<br>British<br>9BHAsp<br>APT36t | 3 Steam Turbines (s)<br>160lb 100lb 1446NHP<br>4DB,24cfGS610HS19712 FD<br>ParsonsMarineSteam TurbineCo.Ld.Nwc. | 17 ″ 3<br>s5 ″ 9<br>12 ″ 0 | BT till 5,21 |
| 34442<br>MDTB | —<br>ow named "Milltown," See No. 38419 in Supplem<br>Elec.light Wireless<br>ssAnt.No.3-7,20 | SteelScSr<br>1Dk(Stl)&Spar dk(Stl-ws)& deep framing | 1896<br>1547<br>1148 | ✠100A1<br>Spar dk<br>withfreeboard<br>7,20<br>BS7,21 ✠LMC7,20 | Ant | r | CL<br>7,20 | 1908<br>1mo | Fevigs Jernskibsbyg<br>Arendal<br>Lloyd'sA&CP | A/S Clausens Rederi (M.Clausen,Mgr.)<br>WB=CellDBa | 260·5<br>P23′B77′F33′<br>75′uE19′f102′344t | 36·8 | 13·9<br>21·2<br>FK | Haugesnd<br>Norwegian<br>4BHCem<br>APT13t | T.3Cy.20″,34″&54″-36″ (s)<br>165lb 100lb NDB20 194NHP<br>2SB,6pf,GS99,HS3036<br>AkersMek.Værks.Xia. | 22 ″ 3<br>s3 ″ 0<br>19 ″ 7 |  |
| 34443<br>114813<br>TDGC | —<br>CableVessel<br>Wireless | SteelScSr<br>1Dk | 929<br>775<br>463 |  |  |  |  | 1901 | Armstrong Whitworth&Co.Ld.<br>Newcastle | AmazonTelegraph Co.Ld. | 207·0 | 36·0 | 13·7 | London<br>British<br>WB | T.3Cy.14″,22½″&36″-27″<br>164RHP<br>WllsndSlpwy.Co.Ld.Nwc. |  | C |
| 34444<br>117314 | —<br>Wireless | WoodScBkn<br>2Dks3trB | 586<br>511<br>276 |  |  |  |  | 1881 | ……………<br>Arendal | BowringBros.Ld. | 154·3<br>P76t | 31·8 | 17·7 | SJhnsNFL<br>British | C.2Cy.25″&45″-26″<br>NB05 86RHP<br>NylandsM.V.,Christiania |  |  |
| 34445<br>NPOH | —<br>Wireless | SteelScSr<br>(Tug&SalvageSteamer)<br>1Dk | 386<br>367<br>149 |  |  |  |  | 1904 | Akt.Burmeistr&Wain<br>Copenhagen | Em.Z.Svitzer's Bjerg.Entreprise | 155·5 | 27·2 | 13·7 | Copnhagn<br>Danish<br>WB | T.3Cy.16½″,27″&45″-27″<br>HS2620 144NHP<br>Akt.Burmeistr&Wain,Cpn |  |  |
| 34446<br>5147<br>JSOF | —<br>Elec.light | SteelSc<br>1Dk | 251<br>114<br>160 |  |  |  |  | 1910 | SödraVarfvetsPlåtslageri<br>Stockholm | Ångf.Aktieb. Drottningholm-Fittja (J.W. Rickander,Mgr.) | 114·1<br>B74′H32t | 23·6 | 6·9 | Stockholm<br>Swedish | C.2Cy.15″&29⅛″-22″<br>33NHP<br>NyaAktieb.Atlas,Stckhlm. |  |  |
| 34447<br>968<br>HVRN | — | IronScSr<br>1Dk | 200<br>97<br>142 |  |  |  |  | 1891 | MotalaCo.<br>Oscarshamn | OskarshamnsÅngf Aktieb. (Joh. Rühling,Mgr.) | 98·3<br>Q24′B52′H13tF25′ | 21·9 | 7·6 | Oscrshmn<br>Swedish | C.2Cy.16″&29¼″-19½″<br>31NHP<br>MotalaCo.,Oscarshamn |  |  |
| 34448<br>JVDK | --<br>ssFerrolNo.2-08 | IronScK<br>1Dk | 180<br>168<br>65 | ✠<br>StmTrawler<br>1,08 ✠ | Ferrol |  |  | 1899<br>4mo | Cook,Welt'n&Gemmell<br>Hull | Lamigueiro y Jove | 110·2<br>Q20′ | 21·0 | 11·3<br>BK7½″<br>WB= | S.Sebast'n<br>Spanish<br>3BHCem<br>DBf17′14t | T.3Cy.12″,20″&33″-24″<br>59NHP<br>1SB,2cf,GS27,HS940<br>C.D.Holmes&Co.Hull | 12 ″ 1 |  |
| 34449 | —<br>(exKanon) | SteelScSr<br>(Whaler)<br>1Dk | 158<br>147<br>15 |  |  |  |  | 1911 | Porsgrund Mek.Værks.<br>Porsgrund | H.E.Wolden | 103·9<br>H11t | 20·1 | 11·8 | Bns.Ayres<br>Argentine<br>WB | T.3Cy.12″,20″&33″-24″<br>53NHP<br>BergensMekVærksBergen |  | N |
| 34450<br>MDBJ | —<br>(exTorridge) | SteelScSr<br>1Dk(Stl) | 154<br>120<br>58 | ✠<br>9,06 ✠ | Apl | b |  | 1904<br>6mo | R.Cock&Sons<br>Appledore | MossAktiemöller | 96·9<br>Q42′F14′ | 19·3 | 9·1<br>BK7½″<br>WB | Moss<br>Norwegian<br>3BHCem<br>=FPT8t | C.2Cy.14¼″&29″-21″<br>43NHP<br>1SB,2pf,GS29,HS820<br>Crabtree&Co.Ld.GtYrmth | 9 ″ 9 |  |
| 34451<br>JTMG | — | SteelScSr<br>1Dk | 140<br>130<br>57 |  |  |  |  | 1890 | Christian-sandsMkVrk.<br>Christnsands | Haalogalands Dmpskselsk. | 111·2<br>H10t<br>Jen11 | 16·7 | 10·9 | Harstad<br>Norwegian<br>WB | C.2Cy.13⅓″&24″-18½″<br>NB11 21NHP<br>ChristiansandsM.V. |  | N |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34452<br>4824<br>JQTG | **Viking** WoodScSr<br>*Paraffin Motor*<br>1*Dk* | 127<br>99<br>80 | | | | | 1907 | ……………<br>Örebro | MartinLoman | 89·5<br>H5tP20' | 22·1 | 6·8 | Oscarshmn<br>Swedish | Paraffin Motor<br>LysekilsM.V.Lysekil | |
| 34453<br>MKNV | **Viking 2** SteelSc<br>(*Whaler*)<br>*Elec.light* 1*Dk* | 203<br>122<br>76 | | | | | 1914 | Kaldnæs<br>Mek.Værks.<br>Tönsberg | TönsbergHvalfangeri(Hans Borge,*Mgr.*) | 106·8<br>H11t | 21·6 | 13·7 | Tönsberg<br>Norwegian | T.3Cy.13½",22"&37"–24"<br>67NHP<br>BergensMekVærksBergen | |
| 34454<br>JPHG | **Vikingen** SteelScSr<br>*Elec.light* 1*Dk* | 421<br>257<br>243 | | | | | 1900 | Trondhjems M.V.<br>Trondhjem | Hardanger Söndhordlandske Dampskibsselskab | 149·7<br>P97tH24tF41t | 23·0 | 11·7 | Bergen<br>Norwegian | T.3Cy.15",25"&41"–26"<br>86NHP<br>TrondhjemsM.V.Trndhjm | |
| 34455 | **Vikingstar** SteelSc<br>(*ex*Lusiada) 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec light* ~~*Cargo battens not fitted in hold*~~<br>*Ref.Mchy.*<br>Wireless | 6445<br>6213<br>3928 | 100A1<br>*Shelter dk with freeboard*<br>8,21 ~~12,20~~<br>LMC3,20<br>✠Lloyd'sRMC~~12,20~~ 2,21<br>*Fitted for oil fuel* 3,20 *F.P. above* 150° F. | Gls<br>Lon | *z* | CL | 1920<br>3mo<br>*Lloyd* | Napier&Miller,Ld.<br>Glasgow<br>'*sA&CP* | BlueStarLine (1920),Ld.<br>*CellDB* | 400·3<br>FK<br>*Collision*<br>345'1040t *FPT* 125t | 52·3 | 28·5 | London<br>British<br>*ptCem*<br>*BH to Sh dk*<br>5 „ „ *U* „<br>*APT*206t | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668<br>Dunsmuir&Jackson,LdGls | 38<br>12<br>FD 26 |
| 34456<br>767<br>JOFH | **Viktor Rydberg** SteelScSr<br>(*ex*Trafik) 1*Dk* | 235<br>107<br>163 | | | | | 1885 | MotalaCo.<br>Norrköping | Ångf.Aktieb.Göta Kanal (A.Jonsson, Jr.*Mgr.*) | 97·6<br>P65'H17'F35' | 21·9 | 9·5 | Gothenbrg<br>Swedish | C.2Cy.16½"&30"–20"<br>34NHP<br>MotalaCo.Motala | |
| 34457 | **Viktoria** SteelSc<br>(*Trawler*) *Motor*<br>1*Dk* | 124<br>119<br>85 | | | | | 1919 | C.Lühring<br>Hammelwerden | BrakerHeringsfischereiA.G. | 83·5<br>Q12' | 21·5 | 9·5 | Brake<br>German | Motor<br>2Cy.13⅜"–13¾" 26NHP<br>DeutscheKromhout-MotorenfabrikA.G.Brake | |
| 34458 | **Vila Velebita** SteelAuxScBgn<br>~~*ss*Fiu.No.1–13~~<br>*Elec.light* *ss*Fiu.No.3–1,21<br>(*See Sailing Ship Register*) 1*Dk* | 257<br>207<br>74 | ✠100A1<br>9,21 ~~11,16~~<br>✠LMC4,21 | Fiu | *g* | ~~CL~~<br>9,21 | 1908<br>9mo<br>*Lloyd* | Howaldtswerke<br>Kiel<br>'*sA&CP* | CroatianNautical School | 119·0<br>Q22'F16'<br>BK12"<br>*WB=Cell* | 25·6 | 11·9 | Buccari<br>4*BHCem*<br>*DBuE*16'7t | T3Cy 11⅛",18⅛"&29½"–15¾"<br>178lb (*s*) 58NHP<br>1SB,2*cf*,GS34,HS1189<br>Howaldtswerke,Kiel | 12 |
| 34459<br>MVBR | **Vildanden** WoodTwinScSr<br>(*Lighter*) *OilEng.*<br>1*Dk* | 712<br>588<br>399 | | | | | 1919 | Odderöens Slip&Mek Værksted<br>Christiansand | A/S Motorskibsbygning(F.Reinhardt&Co.*Mgrs.*) | 171·3<br>P61tH45t | 32·2 | 15·8 | Xiansand<br>Norwegian | Oil Engine 2S.C.SA<br>8Cy.15"–16⅝" 137NHP<br>J.&C.G.Bolinders,Skm. | |
| 34460<br>MDBN | **Vildfugl** SteelScSr<br>*ss*NOs.No.3–8,18<br>(*ex*Tana,*ex*HarryT.Inge) 1*Dk*(*Stl*–ws)<br>*Well deck* *Elec.light* &*deep framing* | 1404<br>954<br>779 | ✠100A1<br>4,22 ~~1,19~~<br>BS11,20 ✠LMC8,18 | Mob<br>Xia | *p* | CL<br>~~5,19~~<br>4,22 | 1906<br>12mo | Fredrkstad Mek.Værks.<br>Fredrikstad<br>A&CP *WB=* | A/S Vestheim (H.Ditlev-Simonsen&Co,*Mgrs.*)<br>*Cell DBa*48'*uE&B* | 256·5<br>Q77'B88'F27'<br>FK<br>54'*f*107' 245t*FPT*3 | 35·1 | 15·4 | Chrstiania<br>Norwegian<br>4*BHCem*<br>2t*APT*13t | T.3Cy.21½" 34½"&60"–36" (*s*)<br>180lb GS184HS5236 288NHP<br>2SB&1Aux.SB.6*cf*&2*pf*,<br>FredrikstadM.V.Frdstad.<br>(Aux.B150lb) | 18 |
| 34461<br>46<br>SRHP | **Villa** SteelTwinSc<br>(*Ferry*)<br>*Elec.light* 1*Dk* | 932<br>758<br>281 | | | | | 1909 | Flli. Orlando&Co.<br>Leghorn | ItalianGovernment | 264·5 | 33·8 | 13·1 | Messina<br>Italian | T.6Cy.16",26½"&41½"–23¾"<br>167NHP<br>Flli.Orlando&Co.Leghorn | |
| 34462 | **Villa de Cée** SteelScK<br>*ss*Hul.No.2–14<br>(*ex*Dynamo) 1*Dk* | 275<br>246<br>105 | ✠ ~~——~~<br>8,19<br>*StmTrawler*<br>✠ | Npt | | | 1905<br>9mo | Cook,Welt'n&Gemmell<br>Beverley | RussianGovernment | 131·8<br>Q72'<br>BK8" | 22·2 | 12·0 | Russian<br>4*BHCem* | T.3Cy.12¾",22"&36"–24"<br>81NHP<br>1SB,2*cf*,GS40,HS1360<br>Amos&Smith,Hull | 12 |
| 34463<br>JVDK | **Villa de Pesquera** IronSc<br>(*ex*Maria del Carmen, *ex*Barcelona) | 100<br>—<br>62 | | | | | 1869 | ……………<br>Glasgow | F.Garcia | 82·4 | 18·0 | 8·0 | Santander<br>Spanish | 2Cy.11"&12"<br>NE&B95<br>J.Robertson,Glasgow | |
| 34464<br>HBDR | **Villa Encarnacion** SteelSc<br>(*ex*Estreito)<br>*Mchy.Aft* 1*Dk* | 362<br>265<br>206 | | | | | 1895 | Bremer Vulkan<br>Vegesack | TheArgentine Nav.Co.(Nicolás Mihanovich)Ld. | 135·0<br>Q49'B16'F15' | 26·0 | 9·3 | Bns.Ayres<br>Argentine<br>*WB* | C.2Cy.14 5/16"&27 9/16"–21⅝"<br>29NHP<br>BremerVulkan,Vegesack | |
| 34465 | **Villa Rosario** SteelPadSr<br>(*ex*G.B.Vierci,*ex*Fortuna,*ex*Perseo)<br>1*Dk* | 578 | | | | | 1886 | W.Denny &Bros.<br>Dumbarton | TheArgentine Nav.Co.(Nicolás Mihanovich)Ld. | 162·9<br>B52'<br>len12 | 22·1 | 6·7 | Asuncion<br>Paraguayn. | C.D.2Cy.21"&37"–42"<br>74NHP<br>Denny&Co.Dumbarton | |
| 34466<br>JVCM | **Villagarcia** IronScSr<br>(*ex*Ingoldsby) *ss*Bbo.3rdNo.3–12,17<br>*Elec.light* 1*Dk*(*Irn*)2*trB*<br>*Well deck* Wireless | *1193*<br>*990*<br>*740* | ✠~~100A1~~<br>8,22 ~~7,20~~<br>~~BS7,20~~ ✠~~LMC12,17~~ | Bcl | *o* | ~~12,17~~<br>7,20 | 1881<br>2mo<br>*Lloyd* | Palmers' Co.<br>Newcastle<br>'*sA&CP* | HijosdeFrancisco Deza | 235·5<br>Q88'B50'F25'<br>BK8½"<br>*WB=DBa*67'*f*59' | 32·2 | 17·8 | Vllagarcia<br>Spanish<br>4*BHCem*<br>205t*APT*12t | C.2Cy.28"&54"–36" (*i*)<br>75lb *100lb* NDB13 120NHP<br>1SB,4*pf*,GS64,HS1708<br>Palmers'Co.Ld.Newcastle | 18<br>1<br>17 |
| 34467 | **Villám** SteelScSr<br>*ss*Tri.No.3–4,06<br>*Well deck* *ss*Fiu.No.2–13<br>*Elec.light* 1*Dk* | 653<br>448<br>275 | ✠<br>7,16<br>✠ | Fiu | *k* | | 1893<br>9mo | Gourlay Bros.&Co.<br>Dundee | Soc.inAzioni Ungaro-Croata di Nav.Maritt.aVap. | 202·0<br>P&B128'F32'<br>BK7"<br>*WB=DBa*31'22t | 28·9 | 13·3 | Fiume<br>4*BHCem*<br>*FPT*7t | T.3Cy.19",31"&51"–36"<br>150NHP<br>1DB,2*pf*,GS74,HS2164<br>GourlayBros.&Co.Dundee | 14 |
| 34468<br>JVDM | **Villamanrique** SteelScSr<br>*ss*Cff.No.3–8,15<br>*ss*Bbo.No.1–20<br>(*ex*SanIsidoro) 1*Dk*(*Stl*)2*trB*<br>*Well deck* Wireless | *1537*<br>*1212*<br>*974* | ✠100A1<br>4,22 ~~8,20~~<br>✠LMC7,20 | Bbo<br>Bcl | *p* | CL<br>N7,20 | 1902<br>11mo<br>*Lloyd* | Grngem'th &Greenock DockyardCo.<br>Grngemouth<br>'*sA&CP* | ~~Gutierrez Hermanos~~<br>Cia.Maritima Espanola *CellDB* | 245·3<br>Q87'B62'F26'<br>FK<br>*a*56'*uE&B*36'*f*102' | 36·1 | 16·7 | Bilbao<br>Spanish<br>4*BHCem*<br>375t*APT*40t | T.3Cy.18",30"&50"–33" (*s*)<br>180lb *100lb* NDB20 165NHP<br>2SB,6*cf*,GS74,HS2656<br>Cooper&Greig,Dundee | 18<br>1<br>17 |
| 34469 | **Villano** WoodSc | 120<br>—<br>45 | | | | | 1909 | Cia.de Salvamentos Maritimos<br>Corunna | Barbeito,Rodriguez&Co.S.enC. | 92·8 | 18·0 | 9·8 | Corunna<br>Spanish<br>*WB* | C.2Cy.11"&22"–10"<br>12NHP<br>Plenty&Son,Ld.Newbury | |
| 34470<br>JVSF | **Villaodrid** IronScSr<br>(*ex*Bizkaya,*ex*Howick)<br>Wireless 2*Dks*3*trB* | *1543*<br>*1451*<br>*1010* | | | … | | 1878 | A.Leslie &Co.<br>Newcastle | J.deZarauz | 255·0<br>F33'<br>BK9" | 33·3 | 23·0 | S.Sebast'n<br>Spanish<br>*WB* | C.2Cy.31"&58"–33"<br>NB93 NDB93 150NHP<br>N.E.MarineEng.Co.Ld.Sld | 24 |
| 34471<br>144699<br>KGPJ | **Villareal** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 2110<br>1482<br>1349 | Nwc. 12,20<br>(*See footnote**) | | | | 1903 | Schiffsw.v. HenryKoch<br>Lübeck | ~~RondoS.S.Co.Ld~~<br>~~(H.H.Penman,*Mgr.*)~~<br>S.H.Biscoe | 261·6<br>P15'B161'F30' | 38·7 | 17·2 | London<br>British<br>*WB* | T.3Cy.19¾",32"&51½"–33½"<br>151NHP<br>J.F.Ahrens,Altona | |
| 34472<br>JVOH | **Villarreal** SteelScSr<br>1*Dk lower dk forward*<br>(*ex*Orotava) *beams only in after hold*<br>*Elec.light* Wireless &*Awng dk* | 1593<br>1269<br>980 | | | … | | 1897 | W.Dobson &Co.<br>Newcastle | Cia.Trasmediterrane | 242·5<br>24·2<br>BK9" | 35·3 | 16·7 | Valencia<br>Spanish<br>*WB* | T.3Cy.19½",32½"&54"–39"<br>208NHP<br>J.Dickinson&Sons,Ld.Sld. | 27 |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.

| 1 No. in Reg. / Official No. / Code Letters | 2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34473<br>JVDF | **Villasandino** SteelScSr<br>ssLiv.No.3-6,01<br>(exAmaya,exJulio) ssBbo.No.1-06<br>Wireless 1Dk(Stl)&Spar dk(Stl)3trB | 1848<br>1780<br>1084 | ✠<br>Spar dk<br>3,06 ✠ | Nwc | r | | 1888<br>4mo | W.Dox-ford&Sons<br>Sunderland | Cia.Nav.Gascuña | 275·5<br>FK CellDB226'530tFPT | 36·1 | 13·8<br>21·0 | Bilbao<br>Spanish<br>4BHCem<br>40tAPT25t | T.3Cy.20",33"&54"-36"<br>176NHP<br>2SB,4rf,GS84,HS2766<br>W.Doxford&Sons,Sld. | 24 ″ 5 | V |
| 34474<br>k6,21<br>OVKJ | **Ville d'Alger** SteelScSr<br>Elec.light Wireless 2Dks&Spardk | 2181<br>—<br>911 | | | | | 1890 | Cie Général Transatlntq<br>St.Nazaire | Cie.Générale Transatlantique | 342·7<br>B46' H- F46' | 36·1 | 23·0 | Marseilles<br>French | T.3Cy.33",51"&83"-48"<br>NB01 477NHP<br>Cie.Gén.Transt.,St.Naz. | | |
| 34475 | **Ville d'Angers** SteelPad<br>(exChaucer)<br>1Dk<br>Elec.light | 124<br>—<br>29 | ✠<br>For River pur<br>8,07 ✠ | Lon<br>poses o | nly | | 1905<br>6mo | Napier& Miller,Ld.<br>Glasgow | G.Cahen | 130·0 | 18·5 | 6·8<br>FK | Nantes<br>French<br>3BH Asp in E&Bspace | C.D.2Cy.16"&31"-36"<br>53NHP<br>1SB,2pf,GS25,HS730 FD<br>Scott'sS.B.&E.Co.Ld.Grk. | 7 ″ 0 | |
| 34476<br>GQCP | **Ville d'Anvers** SteelScBg<br>Wireless | 653<br>645<br>216 | | | | | 1885 | Société Cockerill<br>Antwerp | BelgianGovernment | 214·0<br>P12' B26' F40' | 30·0 | 16·5 | Ostend<br>Belgian | C.2Cy.31½"&45"-35½"<br>100NHP<br>SociétéCockerill,Seraing | | |
| 34477<br>OVKR | **Ville d'Arras** SteelScSr<br>ssHav.No.1-22<br>Elec.light Ref.Mchy. 2Dks(Stl)<br>Wireless | 4386<br>3759<br>2736 | ✠100A1<br>~~6,21~~ ~~10,20~~ 3,22<br>✠LMC~~5,18~~ 3,22<br>Lloyd'sRMC1,22 | Msl<br>Hav | x | CL<br>6,21 | 1918<br>3mo<br>Lloyd | N.of Irelnd S.B.Co.Ld.<br>Londonderry<br>'sA&CP | Cie.HavraisePén. deNav.àVap.<br>Cell | 350·4<br>P33'B205'F33'<br>FK<br>DB300' 931t FPT1 | 51·2 | 25·8 | Havre<br>French<br>6BHCem<br>11tAPT133t | T.3Cy.25",41"&68"-48" (s)<br>180lb 100lb 462NHP<br>3SB,9cf,GS161,HS6972 FD<br>J.G.Kincaid&Co.Ld.Grk. | 28 ″ 4<br>s4 ″ 5½<br>24 ″ 3 | |
| 34478<br>OVKU | **Ville d'Arzew** SteelScSr<br>(exVille de la Rochelle,exBanshee)<br>1Dk<br>Well deck Mchy.Aft | 190<br>—<br>93 | ✠<br>8,98 | Bwg | a | | 1895<br>1mo | Mackie& Thomson<br>Glasgow | Soc."LesAffréteursRéunis" (JeanStern) | 115·1<br>P60'F16'<br>len98 FK<br>WB= | 20·0 | 7·0 | Algiers<br>French<br>4BHCem<br>FPT12t | C.2Cy.13"&28"-18"<br>32NHP<br>1SB,2pf,GS24,HS535<br>Muir&Houston,Glasgow | 7 ″ 6 | V |
| 34479<br>OVQA | **Ville d'Isigny** SteelScSr<br>Wireless | 114<br>—<br>49 | | | | | 1891 | Bertin frères<br>Bezons | Cie.Normande de Nav.àVap. | 91·9<br>H8' RFD18' | 18·0 | 10·6 | Havre<br>French<br>WB | C.2Cy.12"&21"-13"<br>13NHP<br>Boulet&Co.Paris | | V |
| 34480<br>OVQF | **Ville d'Oran** SteelScSr<br>ssHav No.2-21 ~~ssHav.No.1-17~~<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless &Web frames | 4860<br>4331<br>3005 | ✠100A1<br>Shelter dk withfreeboard<br>10,21 ~~3,20~~<br>✠LMC8,20<br>BS10,21 | Cff<br>Hav | w | CL<br>~~5,18~~<br>10,21 | 1912<br>4mo | Forg.&Ch. delaMédit.<br>Havre<br>A&CP | Cie.HavraisePén. deNav.àVap.<br>WB=CellD | 351·5<br>P38'B104'F34'<br>onShelter dk FK<br>Ba104' uE25' f148' | 46·6 | 24·9 | Havre<br>French<br>6BHCem<br>642tAPT26t | T.3Cy.24½",40"&66"-45" (s)<br>185lb 100lb 331NHP<br>3SB,6cf,GS102,HS4178 FD<br>Forg.&Ch.de laMédit.Hav. | 28 ″ 0<br>s2 ″ 0<br>26 ″ 2 | |
| 34481<br>ken up 5,22<br>OVQE | — IronScSr<br>ec.light Wireless 2Dks&Awngdk | 1882<br>1795<br>964 | | | | | 1880 | Wigham Richrdsn&Co<br>Newcastle | Cie.Générale Transatlantique | 309·7<br>H— F46' | 33·4 | 16·7<br>24·3 | Marseilles<br>French | T.3Cy.30¾",42"&80"-48"<br>Tpd89 NB90 443NHP<br>Wigham Richrdsn&C.Nwc | | V |
| 34482<br>OVLC | **Ville de Belfort** SteelSc<br>(exKibiMaruNo.5,exDiorite)<br>Wireless 1Dk | 992<br>—<br>671 | | | | | 1917 | Hakodate DockCo.<br>Hakodate | Groupement Industriel deCharbons&Transports | 215·0<br>B43'F29' | 31·0 | 17·4 | Havre<br>French | T.3Cy.14½",24½"&40"-30"<br>88NHP<br>HakodateDockCo. | | V |
| 34483 | **Ville de Berne** SteelSc<br>(exBoscombeChine, ssCff.No.3-11,17<br>exHieronymi) 1Dk(Stl)&deep<br>Wireless framing | 2288<br>2137<br>1445 | ✠100A1<br>5,21<br>✠LMC<br>MS8,17 BS~~6,20~~1,22 | Cff | t | 5,21 | 1904<br>3mo<br>Lloyd | W.Dobson &Co.<br>Newcastle<br>'sA&CP | ~~L.Chentrier& E.Delbi~~<br>L.Chantrier& E.Dubi<br>CellDB | 300·5<br>P27'B82'F31'<br>FK<br>a94'uE&B42' f126' | 45·0 | 19·6 | Dieppe<br>French<br>5BHCem<br>607tAPT39t | T.3Cy.22",36"&60"-39" (s)<br>180lb 80lb 253NHP<br>2SB,6cf,GS112,HS4040<br>N.E.MarineEngCoLd.Nwc | 22 ″ 1<br>s3 ″ 6½<br>18 ″ 11 | |
| 34484<br>OVLF | **Ville de Bône** IronScSr<br>Elec.light Wireless 2Dks&Spardk | 1883<br>—<br>970 | | | | | 1880 | Wigham Richrdsn&Co<br>Newcastle | Cie.Générale Transatlantique | 310·0<br>H178t F46' | 33·4 | 16·7<br>24·2 | Marseilles<br>French | T.3Cy.30¾",42"&80"-48"<br>Tpd91 NB02 443NHP<br>Wigham Richrdsn&C.Nwc | | V |
| 34485<br>OVLM | **Ville de Caen** SteelScSr<br>(exKildonan, ssHav.No.3-9,14<br>exPauline) ssGls.No.1-18<br>Welldeck 1Dk(Stl) | 391<br>277<br>145 | ✠100A1<br>4,22 ~~1,21~~<br>✠NB7,18 ✠LMC~~7,18~~ 4,22<br>~~DBS1,21~~ | Hav | g | CL<br>~~10,19~~<br>4,22 | 1902<br>2mo<br>Lloyd | IrvineS.B. &E.Co.Ld.<br>Irvine<br>'sA&CP | Cie.Normande deNav.àVap.<br>WB=CellD | 150·6<br>Q74'B16'F32'<br>FK<br>Ba28'f58'90tFPT | 24·1 | 11·4 | Havre<br>French<br>4BHCem<br>20tAPT3t | T.3Cy.13",20"&34"-24" (s)<br>180lb 80lb 70NHP<br>1SB,2pf,GS38,HS1198<br>McKie&Baxter,Glasgow | 12 ″ 0<br>s ″ 9<br>11 ″ 6 | |
| 34486<br>undered 7,21<br>OVLR | **Ville de Casablanca** SteelScSr<br>(exWilliamCastleRhodes)<br>Elec.light Mchy.Aft Wireless 2Dks | 2110<br>—<br>1276 | | | | | 1900 | American S.B.Co.<br>Lorain,O. | F.Puech fils | 242·0 | 42·0 | 26·6 | Cette<br>French<br>WB | T.3Cy.20",33"&54"-40"<br>184NHP<br>AmericanSB.Co.Cleveland | | V |
| 34487<br>OVLW | **Ville de Cette** SteelScSr<br>Wireless 2Dks3trB | 1622<br>—<br>996 | | | | | 1896 | Readhead &Sons<br>SouthShields | Cie.desBateaux àVap.duNord | 267·0<br>B44' | 35·0 | 23·6 | Dunkirk<br>French<br>WB | T.3Cy.22",36"&60"-39"<br>225NHP<br>J.Readhead&Sons,S.Shl. | | V |
| 34488<br>OVLZ | **Ville de Châlon** SteelScSr<br>(exRalston) ssBwg.No.1-96<br>Well deck 1Dk(Stl)<br>Mchy.Aft | 224<br>—<br>114 | ✠<br>3,01 ✠ | Gls | c | | 1892<br>2mo | J.McAr-thur&Co.<br>Paisley | Schneider&Co., Vigner,Michel Schmidt&Hersent | 120·0<br>Q37'B12'F25'<br>BK6½"<br>WB | 22·0 | 9·1 | Havre<br>French<br>3BHCem<br>=FPT13t | C.2Cy.13¼"&26"-18"<br>33NHP<br>1SB,2pf,GS26,HS669<br>Bow,McLachlan&Co.Psy. | 10 ″ 0 | |
| 34489 | **Ville de Dannemarie** SteelSc<br>Now named "Greatend," See No. 37570 in Supplement<br>Well deck 1Dk(Stl)<br>Cargo battens not fitted | 1424<br>[illegible]<br>725 | ✠100A1<br>12,20<br>✠LMC12,20 | Sou | p | CL | 1920<br>12mo<br>Lloyd | JI Thorny-croft&Co.Ld<br>Southampton<br>'sA&CP | NewbigginSteam Shppg.Co.Ld.(EH (Newbiggin,Mgr.)<br>CellD | 240·4<br>Q136'B10'F28'<br>FK<br>B201'396t FPT29t | 36·1 | 16·3 | British<br>4BHCem<br>APT52t | T.3Cy.18",30"&50"-33" (s)<br>180lb 178NHP<br>2SB,4cf,GS82,HS3000<br>J.I.Thornycroft&Co.Ld. | 18 ″ 6<br>s5 ″ 6¾<br>17 ″ 1 | |
| 34490<br>OVMC | **Ville de Dijon** SteelScK<br>(Trawler)<br>(exErn) 1Dk | 189<br>175<br>51 | | | ... | | 1900 | J.Duthie, Sons&Co.<br>Aberdeen | Soc.Financière desColonies | 107·5<br>BK7½" | 21·2 | 11·4 | Dakar<br>French<br>3BHCem | T.3Cy.11",18"&30"-22"<br>59NHP<br>Clyne,Mitchell&CoLdAbn | 12 ″ 0 | V |
| 34491 | **Ville de Dixmude** WoodAux<br>named "Grace N. Pendleton," See No. 37592 in Supplement<br>TwinSc4MstSr<br>Elec.light 2Dks OilEng.<br>(See Sailing Ship Register) | 1335<br>[illegible]<br>983 | | | | | 1919 | GulfS.B. Co.<br>Millville, Fla. | Cornellie'sShippingCo. | 207·3<br>P52'F23' | 43·7 | 19·7 | Antwerp<br>Belgian | Oil Engines<br>8Cy.14"-18" 57NHP<br>FairbanksMorseCo.Three Rivers,Mich | | V |
| 34492<br>2613<br>OVMF | **Ville de Douai** SteelScSr<br>ssHav.3rdNo.3-2,20<br>(exSofia,exTasya, 1Dk(Irn)2trB<br>exFrankfort) Wireless | 988<br>874<br>592 | ✠100A1<br>~~6,21~~ ~~10,20~~ 12,21<br>~~BS8,20~~ ✠LMC2,20<br>✠NB12refitted8,20<br>BS12,21 | Chb<br>Ant | n | ~~2,20~~<br>~~6,21~~<br>12,21 | 1888<br>6mo<br>Lloyd | Earle'sCo. Ld.<br>Hull<br>'sA&CP | ChantiersDubi | 240·0<br>P140'F26'<br>BK8"<br>DB | 33·0 | 15·3 | Dieppe<br>French<br>4BHCem<br>a52'f54'220t | T.3Cy.20½",31"&54"-33" (r)<br>160lb 90lb 163NHP<br>DBrefitted20<br>1SB,3cf,GS63,HS2780<br>Earle'sCo.Ld.Hull | 16 ″ 1<br>s1 ″ 4¼<br>15 ″ 5 | |
| 34493<br>OVMH | **Ville de Dunkerque** IronSc<br>(exEmma ssDnk.3rdNo.3-3,20<br>Henriette) 1Dk(Irn)&Spardk3trB<br>Wireless | 1396<br>1231<br>850 | ✠100A1<br>Spar dk<br>8,21 ~~3,20~~<br>BS8,21<br>~~✠NB12,09~~ ✠LMC3,20 | Dnk<br>Hav | p | ~~1,20~~<br>8,21 | 1889<br>3mo<br>Lloyd | J.deDecker Gz.<br>Antwerp<br>'sA&CP | Cie.desBateaux àVap.duNord | 247·5<br>ND05 BK8"<br>WB=DBa31'&u | 32·0 | 22·5 | Dunkirk<br>French<br>4BHCem<br>E&B33'186t | T.3Cy.18½",30"&48"-33" (s)<br>150lb 80lb NDB99 142NHP<br>1SB,3cf,GS75,HS~~2374~~ 2366<br>WllsndSlpwy.Co.Ld.Nwc.<br>NB99refitted8,21 | 24 ″ 0<br>s5 ″ 0¾<br>19 ″ 11 | |
| 34494 | **Ville de Gand** WoodAuxTwin<br>OilEng. ScSr<br>(exVerdaE.Turner) 1Dk<br>(See Sailing Ship Register) | 449<br>—<br>420 | | | | | 1917 | Clooney Const.& TowingCo.<br>Westlake,La. | Soc.Maritime Belge | 147·0 | 35·0 | 10·5 | Ghent<br>Belgian | Oil Engines<br>57NHP | | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Speciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34495<br>OVMK | **Ville de Gujan-Mestras** Steel<br>(*Trawler*) ScSr<br>1*Dk* | 133<br>96<br>22 | | | | | 1898 | DelaBrosse<br>&Fouché<br>Nantes | Soc.Générale<br>d'Armement<br>(G.Belot, *Mgr.*) | 102·3<br>F13' | 18·5 | 8·5 | Arcachon<br>French<br>*WB* | C.2Cy.17$\frac{23}{32}$"&29$\frac{15}{16}$"–16$\frac{17}{32}$"<br>30NHP<br>DelaBrosse&Fouché,Nts. | |
| 34496<br>GQDS | **Ville de Liège** SteelTrpScSr<br>*Elec.light* Wireless 2*Dks* | 1366<br>—<br>636 | | | | | 1913 | Soc.Anon.<br>Jhn.Cockerill<br>Hoboken | BelgianGovernment | 300·0<br>B186' | 36·0 | 22·9 | Ostend<br>Belgian | 3 SteamTurbines<br>SocAn.J.Cockerill,Seraing | |
| 34497<br>Broken up 5,22<br>OVMP | **Ville de Madrid** IronScBn<br>*Elec.light* Wireless 2*Dks*&*Spardk* | 1819<br>1790<br>952 | | | | | 1880 | A&J.Inglis<br>Glasgow | Cie.Générale<br>Transatlantique | 308·7<br>H195' F46' | 33·5 | 16·7<br>24·3 | Marseilles<br>French | C.2Cy.42"&80"–48"<br>NB05 370NHP<br>A.&J.Inglis,Glasgow | |
| 34498<br>OVMS | **Ville de Majunga** SteelScSr<br>ssHav.2ndNo.3–7,21 ~~ssHav.No.3–5,12~~<br>2*Dks*(*Stl*)&*Shelter dk*<br>*Elec.light* &*Webframes*<br>Wireless | 3657<br>3400<br>2342 | ✠100A1<br>*Shelter dk*<br>7,21 ~~12,14~~ ✠LMC7,21<br>~~Examined11,18~~ ✠NB1,21<br>~~MS6,17~~ ~~BS10,20~~ | Hav | *w* | CL<br>~~10,19~~<br>7,21 | 1901<br>2mo | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>A&CP | Cie.HavraisePén.<br>deNav.àVap.<br>*WB*=*CellDBa* | 363·0<br>112'*uE*18'*f*150'801*t* | 47·2 | 25·5<br>FK | Havre<br>French<br>6*BHCem*<br>*APT*27*t* | T.3Cy.24½",40"&66"–45"(*s*)<br>180lb *100lb* NDB12 [illegible] NHP<br>3SB,~~6pf,GS102,HS3008~~ FD<br>G.Clark.Ld.Sunderland<br>6*cf*,GS100,HS1212 | 28<br>3<br>21 |
| ✻ 34499<br>OVMU | **Ville de Marseille** SteelScSr<br>ssHav.No.1–16<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Ref.Mchy.* &*Shelter dk*(*Stl*)<br>Wireless | 4789<br>4259<br>2982 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,18 ✠LMC<br>MS6,19 BS11,20 | Hav | *x* | CL<br>~~8,18~~<br>9,21 | 1911<br>2mo | Forg.&Ch.<br>de laMédit<br>Havre<br>A&CP<br>Lloyd'sRMC9,21 | Cie.HavraisePén.<br>deNav.àVap.<br>*WB*–*Cell* | 348·8<br>P38'B104'F34'<br>*onShelter dk*<br>*DBa*90'*uE*26'*f*146' | 46·0 | 25·0<br>FK | Havre<br>French<br>6*BHCem*<br>636*tAPT*27*t* | T.3Cy.24½",40"&66"–45"(*s*)<br>185lb *100lb* 325NHP<br>3SB,6*pf*,GS102,HS3990 FD<br>Forg.&Ch.delaMédit.Hav | 28<br>2<br>26 |
| 34500 | **Ville de Mazagan** WoodTwin<br>(*ex*IledeBorneo,*ex*Rosewood) ScSr<br>*Elec.light* 2*Dks*<br>*Mchy.Aft* | 1929<br>—<br>1357 | | | | | 1917 | Pacific<br>American<br>Fisheries<br>S.Bellingham | Soc.Maritime<br>Marocaine | 235·0<br>B50' | 42·0 | 26·3 | Casabl'nca<br>Moroccan | T.6Cy.13",21"&35" 24"<br>120NHP<br>SeattleMachineWorks,Sea | |
| 34501<br>OVMY | **Ville de Metz** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*<br>Wireless (*Stl*–ws) | 7007<br>6362<br>4402 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,21 ~~5,21~~ ✠LMC7,20<br>*Fitted for oil fuel* 7,20 *F.P. above* 150° F. | Hav | *a*† | CL | 1920<br>7mo | NofIreland<br>S.B.Co.Ld<br>Londonderry<br>*Lloyd's A&CP* | Cie.HavraisePén.<br>deNav.àVap. | 411·0<br>F37'*onShelter dk*<br>*CollisionBHtoSh dk*<br>*CellDB*355'1180*t* *FPT*95*t* | 53·8 | 35·6<br>FK | Havre<br>French<br>*Cem*<br>6*BH to U dk*<br>*APT*120*t* | T.3Cy.27",46"&77"–51"(*s*)<br>200lb 710NHP<br>4SB,12*cf*,GS247,HS11044 FD<br>J.G.Kincaid&Co.Ld.Grk. | 38<br>10<br>27 |
| 34502<br>OVNI | **Ville de Nancy** SteelScSr<br>(*ex*Gyptis,<br>*ex*Myrtoon,*ex*Canadia,*ex*Revel,<br>*ex*Canadia,*ex*Steinhöft) 2*Dks*3*trB* | 2405<br>—<br>1560 | | | ... | | 1889 | Reiherst'g<br>Schiffsw.<br>Hamburg | Groupement<br>Industriel deCharbons&deTransp. | 302·4<br>P12'B58'F36' | 40·1 | 23·7 | Havre<br>French<br>*WB* | T.3Cy.23½",37½"&60"–42"<br>233NHP<br>Reiherst.Maschinenf.Ham | 26 |
| 34503<br>OVNL | **Ville de Nantes** IronScSr<br>(*ex*Adler)<br>Wireless 2*Dks*&*Spar Dk* | 1356<br>1321<br>769 | | | | | 1884 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | Cie.Générale<br>Transatlantique | 240·0 | 33·1 | 17·3<br>24·5 | St.Nazaire<br>French<br>*WB* | T.3Cy.21½",37"&60"–39"<br>*Tpd*.03 NB03 225NHP<br>G.Clark,Ld.Sld. | |
| 34504 | **Ville de Paimbœuf** SteelSc<br>*Elec.light* 1*Dk* | 106<br>—<br>7 | | | | | 1901 | Cie.Fran-<br>çaisedeNav&<br>deCnst.Navls<br>Nantes | Messageries de<br>l'Ouest (Cie.de<br>Transp.Mar.) | 89·0<br>H43' | 17·8 | 7·3 | Nantes<br>French<br>*WB* | C.2Cy.14"&25"–12"<br>NB08 18NHP<br>Soc.deTouage et deRemorq<br>Creil | |
| ✻ 34505<br>OVNW | **Ville de Paris** SteelScSr<br>ssLiv.No.3–12,14<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*&<br>Wireless *Shelter dk*(*ptStl*–ws) | 5024<br>4844<br>3266 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,18<br>Examined11,19<br>BS1,21 ✠LMC9,19 | Msl | *x* | CL<br>2,21 | 1903<br>11mo | At.&Chan.<br>deFrance<br>Dunkirk<br>A&CP | Cie.HavraisePén.<br>deNav.àVap.<br>*WB*=*CellD* | 384·0<br>*Ba*118'*uE*26'*f*156' | 47·4 | 25·2<br>FK | Havre<br>French<br>6*BHCem*<br>799*tAPT*20*t* | T.3Cy.25",42"&71"–48"(*s*)<br>184lb *100lb* 446NHP<br>3SB,9*pf*,GS153,HS6234 FD<br>CaillardetCie.Havre | 28<br>3<br>24 |
| 34506<br>OVNZ | **Ville de Reims** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 4617<br>4124<br>2874 | ✠100A1<br>12,21 ~~5,21~~<br>✠LMC5,18 | Hav<br>Bry | *x* | CL<br>2,20 | 1918<br>5mo | W.Hamil-<br>ton&Co.Ld.<br>PortGlasgow<br>*Lloyd's A&CP* | Cie.HavraisePén.<br>deNav.àVap. | 376·0<br>P27'B217'F35'<br>*CellDB*332'1061*tFPT*81*t* | 52·2 | 25·5<br>FK | Havre<br>French<br>7*BHCem*<br>*APT*43*t* | T.3Cy.25",41"&68"–48"(*s*)<br>180lb *100lb* 489NHP<br>3SB,9*cf*,GS185,HS7602 FD<br>Barclay,Curle&Co.Ld.Gls. | 28<br>4<br>23 |
| 34507<br>OVPB | **Ville de Rochefort** SteelScSr<br>(*ex*Eilanreach) 1*Dk*(*ptStl*)<br>*Well deck* *Mchy.Aft* Wireless | 209<br>—<br>53 | ✠<br>1,95<br>✠ | Ayr | *c* | | 1895<br>1mo | M'Knight<br>&Co.<br>Ayr | J.F.Humarau&Co. | 120·1<br>Q61'B10'F26' | 20·1 | 9·8<br>BK7'<br>*WB* | Bordeaux<br>French<br>4*BHCem*<br>=*FPT*7*t* | C.2Cy.16"&34"–24"<br>55NHP<br>1SB,2*pf*,GS35,HS900<br>Muir&Houston,Glasgow | 10 |
| 34508<br>OVPD | **Ville de Rouen** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Shlter*<br>Wireless *dk*(*Stl*–ws) | 5083<br>—<br>3144 | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,~~21 11,20~~ 1,22 LMC10,19 | Hav<br>Cff | *x* | CL<br>8,21 | 1919<br>10mo | NofIreland<br>S.B.Co.Ld.<br>Londonderry<br>*Lloyd's A&CP* | Cie.HavraisePén.<br>deNav.àVap. | 370·4<br>*Collision BH to S dk*<br>*CellDB*357'908*t* *FPT*70*t* *APT*112*t* | 51·2 | 25·7<br>FK | Havre<br>French<br>*Cem*<br>6 ,, ,, *U* ,, | T.3Cy.25",41"&68"–48"(*s*)<br>180lb *100lb* 462NHP<br>3SB,9*cf*,GS160,HS6972 FD<br>Kincaid&Co.Greenock | 28<br>3<br>24 |
| 34509 | **Ville de Royan** SteelPadSr<br>(*ex*Laverock) | 421<br>—<br>234 | | | | | 1889 | J.Scott&<br>Co.<br>Kirkcaldy | | 210·2<br>Q24'B124' | 26·2 | 9·4 | | C.D.2Cy.33½"&61"–60"<br>NB01 240NHP<br>J.Scott&Co.Kirkcaldy | |
| 34510 | **Ville de Saint Amarin** SteelSc<br>*Well deck* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | *1425*<br>*1060*<br>*699* | ✠100A1<br>12,21 ~~12,20~~<br>✠LMC12,20 | Sou<br>Rou | *p* | CL | 1920<br>12mo | JIThorny-<br>croft&Co.Ld<br>Southampton<br>*Lloyd's A&CP* | Groupement<br>Industriel de<br>Charbons&de<br>Transports | 240·4<br>Q136'B10'F28'<br>*Cell B*201' 396*t* *FPT*29*t* | 36·1 | 16·3<br>FK | Rouen<br>French<br>4*BHCem*<br>*APT*52*t* | T.3Cy.18",30"&50"–33"(*s*)<br>180lb 176NHP<br>2SB,4*cf*,GS82,HS3000<br>J.I.Thornycroft&Co.Ld. | 18<br>5<br>17 |
| 34511 | **Ville de Saint Nazaire** SteelSc<br>*Elec.light* 1*Dk* | 106<br>—<br>7 | | | | | 1901 | Cie.Fran-<br>çaisedeNav&<br>deCnst.Navls<br>Nantes | Messageries de<br>l'Ouest(Cie.de<br>Transp.Mar.) | 89·0<br>H43' | 17·8 | 7·3 | Nantes<br>French<br>*WB* | C.2Cy.14"&25"–12"<br>NB08 18NHP<br>Soc.deTouageetdeRemorq<br>Creil | |
| ✻ 34512<br>OVPG | **Ville de Strasbourg** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter*<br>*dk*(*Stl*–ws) | *7074*<br>*6366*<br>*4335* | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,22 ~~7,21 10,20~~ ✠LMC10,20<br>*Fitted for oil fuel* 10,20 *F.P. above* 150° F. | Bel<br>~~Hav~~ Npt | *a*† | CL | 1920<br>10mo | N.of Irelnd<br>S.B.Co.Ld.<br>Londonderry<br>*Lloyd's A&CP* | Cie.HavraisePén.<br>deNav.àVap. | 411·0<br>F37'*onShelter dk*<br>*Collision BH to S dk*<br>*CellDB*355'1180*t* *FPT*95*t* *APT*120*t* | 53·8 | 28·3<br>FK | Havre<br>French<br>*Cem*<br>6 ,, ,, *U* ,, | T.3Cy.27",46"&77"–51"(*s*)<br>200lb 710NHP<br>4SB,12*cf*,GS247,HS11044 FD<br>J.G.Kincaid&Co.Ld.Grk. | 38<br>10<br>27 |
| ✻ 34513<br>OVPK | **Ville de Tamatave** SteelScSr<br>ssHav.No.3–1,12<br>*Elec.light* Wireless ssMsl.No.2–19<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*Web frames* | 3647<br>3401<br>2356 | ✠100A1<br>*Spar dk*<br>~~7,20~~ 12,21 BS12,21<br>~~BS12,20~~ ✠LMC2,19 | Hav | *w* | ~~2,19~~<br>6,21 | 1899<br>2mo | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>A&CP | ~~Cie.HavraisePén.~~<br>~~deNav.àVap.~~<br>E.J.Antoine<br>*WB*=*CellDBa* | 357·2<br>P34'B100'F35'<br>108'*uE*~~48'~~*f*145'692*t* | 46·0 | 18·6<br>26·6<br>FK | Havre<br>French<br>6*BHCem*<br>*APT*67*t* | T.3Cy.24½",40"&66"–45"(*s*)<br>180lb *100lb* NDB12 314NHP<br>3SB,6*pf*,GS102,HS3839 FD<br>G.Clark,Ld.Sunderland | 29<br>5<br>23 |
| 34514<br>OVPT | **Ville de Tunis** IronScBn<br>*Elec. light* Wireless 2*Dks*&*Spardk* | 1903<br>—<br>1071 | | | | | 1884 | Cie.Gén.<br>Transatlantq<br>St.Nazaire | Cie.Générale<br>Transatlantique | 317·3<br>H178*t* F46' | 34·6 | 16·8<br>24·2 | Marseilles<br>French<br>*Tpd*.97 | T.3Cy.30",48½"&80"–48"<br>NB97 444NHP<br>Cie.Gén.Transatl.Penhoët | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34515 | **Ville de Valence** SteelPad<br>(exPepys) 1Dk<br>Elec.light | 120<br>120<br>57 | ✠<br>For River purposes only<br>11,07 ✠ | Lon | | | 1905<br>6mo | G.Rennie &Co.<br>Greenwich | | 131·0 | 18·0 | 6·8<br>FK | 3BH Asp in E&B space | C.D.2Cy.16"&31-36"<br>48NHP<br>1SB.2pf,GS25,HS730 FD<br>Scotts'S.B.&E Co.Ld.Grk. | 7 ″ 0 | |
| 34516 | **Ville de Verdun** SteelSc<br>2Dks(Stl)&<br>Elec.light Shelterdk(Stl-ws) | ~~7000~~<br>7115<br>6366<br>4362 | ✠ 100A1<br>Shelter dk with freeboard<br>3,22 ~~9,21~~<br>~~(Class Contemplated)~~<br>✠LMC8,21 | Hav | a† | CL | 1921<br>5mo | N.of Irelnd S.B.Co.Ld.<br>Londonderry<br>Lloyd'sA&CP | Cie.HavraisePén. deNav.àVap.<br>Cell DB355' 1180t FPT95t APT120t | ~~410·0~~<br>411·0<br>F37' on Shltr dk | ~~53·7~~<br>53·8 | ~~28·4~~<br>28·3<br>FK | Havre<br>French<br>Cem Collision BH to Sh.dk<br>6 „ „ U „ | T.3Cy.27",46"&77"-51" (s)<br>200lb 710NHP<br>4SB,12cf,GS247,HS11044 FD<br>J.G.Kincaid&Co.Ld.Grk | 38 ″ 3<br>s10 ″ 7½<br>27 ″ 10 | |
| 34517<br>OVQM | **Ville du Havre** SteelScSr<br>2Dk(Stl)&Shelter dk(Stl-ws)<br>Elec.light Wireless ~~2Dks~~ | 5600<br>5210<br>3481 | 100A1<br>Shelter dk with freeboard<br>4,22<br>LMC6,20 | Hav | x | 3,21 | 1919<br>6mo | N.of Irelnd S.B.Co.Ld.<br>Londonderry<br>Lloyd'sA&CP<br>Cell DB317' 1044t FPT61t APT107t | Cie.HavraisePén. deNav.àVap. | 370·4<br>P32'B217'F34'<br>Collision BH to Sh.dk, | 51·2 | ~~25·8~~<br>25·7<br>FK | Havre<br>French<br>Cem BH to Udk ~~WB~~ | T.3Cy.25",41"&68"-48" (s)<br>180lb 100lb 462NHP<br>3SB,9cf,GS161,HS6972 FD<br>Kincaid&Co Ld.Greenock | 28 ″ 2<br>s 3 ″ 6½<br>24 ″ 10 | VC |
| 34518<br>LCFM | **Villemoes** SteelScSr<br>Mchy.Aft 1Dk | 775<br>627<br>428 | | | | | 1914 | Porsgrund Mek. Værks.<br>Porsgrund | IcelandGovt. (H/F Eimskipafelag Islands) | 202·1<br>P61'F24' | 32·1 | 12·4 | Reykjavik<br>Icelandic<br>WB | T.3Cy.14",23"&38"-27"<br>75NHP<br>PorsgrundM.V.Porsgrund | | N |
| 34519<br>OVQW | **Villeneuve** IronScSr<br>(exGers,exSailing Vessel) 1Dk2trB | 827<br>—<br>485 | ✠<br>7,02 | Brs | | | 1870<br>4mo | M.Pearse &Co.<br>Stockton | Chemins deFer de l'ÉtatFrançais (Soc.Mar. Nationale,Mgrs.) | 179·8<br>P93'B25'F25' | 30·2 | 19·0 | Marseilles<br>French<br>WB | C.2Cy.20"&37½"-31"<br>Emade91,refitted18 65NHP<br>Bmade93&95,refitted18<br>D.Rowan&Sons,Glasgow | | V |
| 34520<br>MTDH | **Vilma** WoodScSr<br>OilEng.<br>Mchy.Aft 1Dk | 321<br>271<br>241 | | | | | 1919 | Gunvald Ottesen<br>Sagvaag | K.S.Nordgreen | 124·0<br>P20'Q30'F24' | 27·5 | 13·1 | Bergen<br>Norwegian | Oil Engines 2S.C.SA<br>2Cy 13"-14⅛"<br>A/S.NorskMotor,Bergen | | N |
| 34521<br>OVRE | **Vimy** WoodAuxTwinSc5MstSr<br>Stm.Eng<br>Elec.light Mchy.Aft 1Dk2trB<br>(See Sailing Ship Register) | 2020<br>—<br>1373 | | | | | 1918 | Foundat'n Co.<br>Tacoma,Wsh | FrenchGovernment | 259·2<br>P118'F30' | 44·9 | 22·3 | Bordeaux<br>French | T.6Cy.10",16½"&26"-24"<br>66NHP<br>DominionBridgeCo Mont. | | V |
| 34522 | — SteelSc<br>(exOrangOutang, (Trawler)<br>exThor,exDonald) 1Dk | 268<br>—<br>104 | | | | | 1904 | Wilton's E. &SlpwyCo.<br>Rotterdam | Soc.Anon.de Pêche &d'Armement de l'Ouest | 132·2 | 21·9 | 13·4 | La Rochlle<br>French | T.3Cy.12⅛",20"&32"-23"<br>49NHP<br>Wilton'sE.&SlpwyCo.Rot. | | V |
| 34523<br>90912<br>NHJV | **Vina** SteelScSr<br>ssGmh.2ndNo.3-3,20<br>Well deck 1Dk(Irn)&Web frames | 1021<br>755<br>610 | ✠100A1<br>3,21<br>BS3,21 ✠LMC12,18 | Gmh | m | 3,21 | 1894<br>3mo | Ramage& Ferguson,Ld.<br>Leith<br>A&CP | J.T.Salvesen&Co.<br>WB=Cel | 215·8<br>P27'Q38'B58'F30'<br>lDB174' 215t FPT | 32·0 | 14·0<br>FK | Grngemth<br>British<br>5BHCem<br>19tAPT37t | T.3Cy.15⁷⁄₁₆",24"&39"-30"(s)<br>160lb 100lb NDB13 99RHP<br>1SB,3pf,GS55,HS1715<br>Ramage&Ferguson(L)Lth | 16 ″ 3<br>s1 ″ 2<br>15 ″ 5 | |
| 34524<br>JVFP | **Vinaroz** SteelScSr<br>ssBcl.No.3-12,19<br>(exParis,exEdith) 1Dk(Stl)<br>Well deck | 507<br>376<br>265 | ✠100A1<br>8,21 ~~12,19~~<br>BS8,21 ✠LMC12,19 | Bcl | h | 12,19 | 1899<br>2mo | W.Harkess &Son<br>Middlesbro'<br>A&CP | J.Redo,L.Pla& P.Soller<br>WB | 163·2<br>Q82'B14'F20'<br>=DBa 32' 35t FPT | 26·0 | 12·2<br>FK | Valencia<br>Spanish<br>4BHCem<br>35tAPT18t | T.3Cy.12",21⅜"&33"-24" (s)<br>180lb 90lb 62NHP<br>1SB,2rf,GS40,HS1033<br>Whyte&Mair,Dundee | 13 ″ 0 | |
| 34525<br>219503<br>LVJP | **Vincennes Bridge** SteelSc<br>Elec.light 1Dk2trBin fore&<br>Sub.Sig after holds&Web frames<br>Wireless Fitted for oil fuel | 3545<br>3005<br>2174 | | | … | | 1919 | Submarine BoatCorp.<br>Newark,N.J. | UnitedStates ShippingBoard | 324·0<br>P41'B90'F35' | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>WestinghouseElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | R |
| 34526<br>218850<br>LSPQ | **Vincent** SteelScSr<br>Wireless Fitted for oil fuel<br>Elec.light 1Dk&Shelter dk&Web frames<br>Sub.Sig. Longitudinal framing | 6210<br>5705<br>3857 | | | … | | 1919 | Federal S.B.Co.<br>Kearny,N.J. | UnitedStates ShippingBoard | 395·5<br>P45'B110'F38' on Shelter dk | 55·0 | 31·4<br>FK | NewarkNJ<br>Utd.States<br>WB | 2 Steam Turbines geared to 1 Sc. Shaft 619NHP<br>MidWestEng.Co. Indianopolis,Ind | 34 ″ 11 | R |
| 34527 | **Vincenzo Florio** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl) | 6567<br>6273<br>4081 | ✠100A1<br>Shelter dk with freeboard<br>1,22 ~~10,20~~ ✠LMC10,20<br>Fitted for oil fuel 10,20 F.P. above 150° F. | Sld<br>~~Pal~~ Cff | z | CL | 1920<br>10mo | W.Doxford &Sons,Ld.<br>Sunderland<br>Lloyd'sA&CP | I.&V.Florio<br>Intermediate BH in fore hold dispensed with<br>Cell DB364' 1180t | 420·0<br>FPT105t APT127t | 54·0 | 34·3<br>FK | Palermo<br>Italian<br>ptCem<br>1BH to Sh dk<br>5 „ „ U „ | T.3Cy.27",44½"&75"-54" (s)<br>180lb 577NHP<br>3SB,9cf,GS189,HS8547 FD<br>G.Clark,Ld.Sunderland. | 37 ″ 0<br>s 9 ″ 1<br>28 ″ 4 | |
| 34528<br>30 | **Vincenzo G.** SteelSc<br>(exLimande) | 194<br>—<br>98 | | | | | 1886 | LairdBros.<br>Birkenhead | V.Giribaldi | 149·2 | 19·8 | 12·2 | Porto, Maurizio<br>Italian | T.3Cy.12⅗",19½"&28³⁄₁₀"-23⅗" | | |
| 34529<br>736<br>SRMZ | **Vinci** SteelSc3MstSr<br>ssLth.2ndNo.3-2,08<br>(exWillemFrederik,ssTarantoNo.2-17<br>exAghiosSpyridon,exTortona)<br>2Dks(1Irn) | 1237<br>1080<br>754 | ✠100A1<br>7,17<br>✠LMC7,17 | Taranto | o | CL<br>1,16 | 1883<br>6mo | R.Steele& Co.<br>Greenock<br>Lloyd'sA&CP | L.Schiaffino fu A. | 248·2<br>P24'B40'F33'<br>WB=FPT60t | 33·2 | 17·3<br>BK8½" | Genoa<br>Italian<br>5BHCem<br>MT38'350t | C.2Cy.31"&52"-36" (a)<br>60lb 55lb NDB95 135NHP<br>1SB,3cf,GS60<br>R.Steele&Co.Greenock | 18 ″ 3<br>s 3 ″ 0<br>16 ″ 1 | |
| 34530<br>129004<br>HPDS | **Vincia** SteelScK<br>~~ssLon.No.2-10~~<br>(exChub,exVincia) 1Dk<br>ssLon.No.3-12,19 | 150<br>133<br>— | ✠100A1<br>For Towing purposes<br>6,21 ~~12,19~~ ✠LMC8,19<br>BS6,21 | Lon | b | 11,19 | 1909<br>6mo | Philip& Son,Ld.<br>Dartmouth<br>Lloyd'sA&CP | WilliamWatkins Ld.(J.S.Watkins, Mgr.) | 96·2 | 20·6 | 10·9<br>BK6½" | London<br>British<br>4BHCem | T.3Cy.13³⁄₁₆",21"&34"-24"(s)<br>165lb 99RHP<br>1SB,2pf,GS35,HS1500<br>Philip&Son,LdDartmouth | 11 ″ 4<br>s1 ″ 2½<br>10 ″ 9 | |
| 34531<br>MTKP | **Vindafjord** SteelSc<br>OilEng.<br>(exSteamer,exYt.Pilgrim) 1Dk | 142<br>105<br>79 | | | … | | 1901 | W.White &Sons<br>Cowes | Rogalands RuteselskabA/S (P.&O.Thingbö, Mgrs.) | 113·3 | 17·2 | 9·7 | Stavanger<br>Norwegian | Oil Engines 2S.C.SA<br>2Cy.16½"-18⁹⁄₁₀" 45NHP<br>Emade&fitted20<br>J&CG BolindersCoLd.Skm | | |
| 34532<br>77362<br>LGCK | **Vindal** SteelScSr<br>(exMooremack,<br>exJesseSpalding) 1Dk<br>Elec.light Mchy.Aft | 1290<br>—<br>985 | | | | | 1899 | F.W. Wheeler<br>W.BayCity Mich. | VindalCo.Inc. (StandardShippingCo.Inc. | 220·0<br>P80'F42' | 40·0 | 14·0 | NewYork<br>Utd.States<br>WB | T.3Cy.17",28"&47"-36"<br>133NHP<br>F.W.Wheeler,W.BayCity | | V |
| 34533 | **Vindeggen** SteelSc<br>1Dk<br>Elec.light | 3070<br>2660<br>1930 | | | | | 1921 | Armstrong Whitworth& Co.Ld.<br>Newcastle | JensFolkmans RederiA/S (J. Folkman,Mgr.) | 330·0<br>P37'B94'F31' | 46·5 | 25·5 | Skien<br>Norwegian<br>WB | T.3Cy.23½",39"&65"-45"<br>283NHP<br>Armstrong,Whitworth, &Co.Ld | | |
| 34534<br>135981 | **Vindelecia** SteelScK<br>ssLiv.No.1-19<br>1Dk | 248<br>227<br>99 | ✠100A1<br>StmTrawler<br>8,19<br>BS7,20 ✠LMC8,19 | Liv | | CL<br>8,19 | 1913<br>11mo | Cook,Welt'n&Gemmell Ld.<br>Beverley<br>Lloyd'sA&CP | Gt.Gms.&E.Coast Stm.FishingCo.Ld | 120·0<br>Q68' | 22·5 | 11·9<br>BK8" | Grimsby<br>British<br>4BHCem | T.3Cy.12½",21½"&35¼"-24"<br>180lb (s) 62RHP<br>1SB,2pf,GS39,HS1267<br>Amos&Smith,Ld Hull | 12 ″ 10 | |
| 34535 | | | | | | | | | | | | | | | | |

| 1<br>Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2 · 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34536<br>142653<br>JVLG | **Vindelia** SteelSc<br>(exWarWagtail) 2Dks(Stl)<br>*Elec.light* Wireless<br>*Cargo battens not fitted in 'tween dks* | 4430<br>4086<br>2698 | ✠100A1<br>6,21~~9,20~~<br>✠LMC9,18<br>*Carrying oil* | Gls<br><br><br>*fuel F.* | *x*<br><br><br>*P.* | CL<br>9,20<br><br>*a'bove1* | 1918<br>9mo<br><br>*Lloyd*<br>50° F. | W.Gray&Co.Ld.<br>WHartlepool<br>*sA&CP*<br>*in DB* | AnchorLine (HendersonBros. Ld.) | 376·0<br>P41'B113'F39'<br>FK<br>*CellDB321'984tFPT* | 51·9 | 26·4 | Glasgow<br>British<br>*7BHptCem*<br>*114tAPT66t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NH<br>3SB,*9cf*,GS190,HS7668 FD<br>Cen.Mar.Eng.Wks.Ld.Hp | 29<br>5<br>24 |
| 34537<br>54<br>SRNL | **Vindex** IronTwinSc<br>(exUtile,ex *ItalianGunboat*Faa di Bruno) 1*Dk* | 332<br>244<br>185 | | | ... | | 1869 | Flli. Orlando<br>Leghorn | Soc.Ital.diSalvataggi e diNavig. | 141·8 | 30·0 | 7·2 | Messina<br>Italian | 4Cy.18"-12¾"<br>NB94 35NHP<br>WestermnBros.SestriPon. | 9 |
| 34538 | **Vineta** SteelScSr<br>1*Dk* | 682<br>489<br>394 | | | | | 1910 | Stettiner Oderwerke<br>Stettin | NeueDampfer-Co., Act.Ges. | 180·1<br>Q52'B43'F19' | 29·0 | 11·5 | Stettin<br>German<br>*WB* | T.3Cy.13⅜",21 7/16"&35⅝"-25¼"<br>64NHP<br>StettinerOderwerke | |
| 34539 | — SteelSc<br>1*Dk* | 130<br>101<br>35 | | | | | 1899 | J.W.Klawitter<br>Danzig | W.Schuchmann | 98·3<br>H— | 19·7 | 9·4 | Gstemnde<br>German<br>*WB* | T.3Cy.12",19"&29½"-13¾"<br>32NHP<br>J.W.Klawitter,Danzig | |
| 34540<br>2059<br>JDTH | **Vinga** SteelScSr<br>1*Dk* | 148<br>84<br>92 | | | | | 1891 | Bergsunds M.V.<br>Stockholm | KungelfsNyaÅngbAktieb. (J. Johansson,*Mgr.*) | 96·1<br>Q29'B35'H13*t*F12' | 19·5 | 7·6 | Kungelf<br>Swedish | C.2Cy.13¾"&23½"-17½"<br>NB06 19NHP<br>BergsundsM.V.Stockholm | |
| 34541<br>219435<br>LVFQ | **Vinita** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5551<br>—<br>3470 | | | | | 1919 | Long BeachS.B.Co.<br>LongBeach, Cal. | UnitedStates ShippingBoard | 410·5<br>P60'B114'F47' | 54·3 | 27·2 | L.Angeles<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"-48"<br>359NHP<br>LlewellynIronWorks, LosAngeles | |
| 34542 | **Vinjerac** IronScSr<br>(exRisorto,exFlink) | 110<br>—<br>63 | | | | | 1886 | M.U.Martinolich<br>Lussnpiccolo | M.Paric | 99·4 | 14·6 | 9·2 | Almissa | C.2Cy.13"&23"-15"<br>17NHP<br>Bartlett&Greenham,Trste. | |
| 34543<br>NBKJ | **Vinland** WoodTwinScSr<br>(exYehama)<br>*Elec.light* Wireless 2*Dks* | 3071<br>2391<br>1820 | | | | | 1918 | FultonS.B. Co.,Wilmington,Cal. | Dansk-AmerikanskDmpskslskb. | 275·8<br>B144'F24' | 45·7 | 24·2 | Copnhagn<br>Danish | T.6Cy.15½",26"&44"-26"<br>LlewellynIron 197NHP<br>Works,LosAngeles | |
| 34544 | — SteelScK<br>*Elec.light* 1*Dk* | 333<br>281<br>111 | ✠100A1<br>*StmTrawler*<br>12,18<br>✠LMC12,18 | Dordrecht | | | 1918<br>1mo | N.V.Mchf. Voorheen HJ.Koopman<br>Dordrecht<br>A&CP | Geir,Thorsteinsson&Co. | 136·0<br>Q74'F21'<br>BK7½"<br>*APT2tDTf7'12t* | 23·6 | 12·8 | Reykjavik<br>Icelandic<br>*4BHCem* | T.3Cy.14½",23½"&38⅜"-26¼"<br>185lb (*s*) 103NHP<br>1SB,*3cf*,GS55,HS1822<br>N.V.Machf.Voorheen H.J.Koopman,Dordrecht | 13 |
| 34545<br>138859 | **Vinmount** SteelSc<br>(exVulcon)<br>*Mchy.Aft* *Elec.light* 1*Dk*2*trB* | 1799<br>1646<br>1024 | | | | *Rebuil* | 1889<br>*t* 1920 | GlobeIron WorksCo.<br>Cleveland,O.<br>*by*Collingwood | ~~CanadianTowing &WreckingCo.Ld.~~<br>CanadaSSLinesLd<br>S.B.Co.Ld.Collingwood,Ont. | 243·0 | 38·0 | 21·0 | Montreal<br>~~Pt.Arthur Ont.~~<br>British *WB* | C.2Cy.27"&50"-36"<br>108NHP<br>GlobeIrnWrks.Clevelnd,O | |
| 34546<br>MJDL | **Vinstra** SteelScSr<br>*ss*Xia.No.2-18<br>(exDrumcraig) 2*Dks*(*Stl*)<br>*Elec.light*<br>Wireless | 4668<br>4410<br>2932 | ✠100A1<br>~~6,214,20~~ 2,22<br>~~BS7,20~~ ✠LMC7,18<br>*Fitted for oil fuel* 7,21.<br>BS9,21 | Shl<br>~~Rot~~Ham<br><br>*F.P.* | *z* | CL<br>~~11,19~~<br>~~7,21~~<br>2,22<br>*above1* | 1910<br>10mo<br><br>*Lloyd*<br>50°F. | Russell&Co.<br>Pt.Glasgow<br>*'sA&CP* | D/SA/SDenNorske Afrika og Australie Linie(W.Wilhelmsen,*Mgr.*) | 410·0<br>P37'B249'F44'<br>FK<br>*WB=CellDBa*<br>*Intermediate Bulkhead in forehold dispensed with6BHonly* | 52·2 | 25·7 | Chrstiania<br>Norwegian<br>*Cem*<br>*126'uE24'f* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb GS180,HS8743 550NHP<br>2SB(FD)&1AuxSB,*10cf*,<br>D.Rowan&Co.Glasgow<br>*184'1131tFPT70tAPT73t* | 28<br>4<br>24 |
| 34547<br>219351<br>LVBR | **Vinton County** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB*<br>Wireless | 2627<br>2237<br>1622 | | | ... | | 1920 | Detroit S.B.Co.<br>Wyandotte, Mich. | UnitedStates ShippingBoard | 251·0<br>P25'B64'F23'<br>FK | 43·6 | 26·1 | NewYork<br>Utd.States<br>*WB* | T.3Cy.21",35"&59"-42"<br>352NHP<br>DetroitS.B.Co.Detroit | 28 |
| 34548<br>5241<br>JSKL | **Viola** IronScSr<br>*ss*Gms.3rdNo.3-10,19<br>(exJessie,ex Middlesbrough) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | 1169<br>922<br>683 | ✠100A1<br>6,21~~4,20~~<br>MS4,20 ✠LMC<br>BS~~[illegible]~~4,22 | Hfs<br>Ant | *o* | CL<br>~~4,20~~<br>4,22 | 1882<br>2mo<br><br>*Lloyd* | R.Dixon&Co.<br>Middlesbro'<br>*sA&CP* | RederiaktiebActiv (FBörjesson*Mgr.*) | 240·2<br>Q35'B53'F27'<br>*DBa* | 34·8 | 15·5 | Hlsngborg<br>Swedish<br>*4BHCem*<br>63'*f*98'365*t* | C.2Cy.27"&50½"-33"<br>80lb *80lb* NDB05 112NHP<br>1SB,*3pf*,GS50,HS1841<br>Blair&Co.Ld.Stockton | 16<br>1<br>15 |
| 34549<br>OVRL | — SteelScSr<br>*Elec.light* 1*Dk* | 1156<br>817<br>710 | | | | | 1912 | Flensburgr Schiffsb.Ges.<br>Flensburg | FrenchGovernment | 225·7<br>P&B177'F31' | 33·3 | 14·6 | French | T.3Cy.15",25⅔"&44 1/16"-29¼"<br>92NHP<br>FlensburgerSchiffsb.Ges. | |
| 34550<br>VGDJ | — SteelScSr<br>(exFredrikWilhelm)<br>*Elec.light* 1*Dk*&*Shade dk* | 331<br>—<br>215 | | | | | 1893 | W.Rosenlew&Co.<br>Björneborg | FinskaÅngf. Aktiebolaget | 135·0<br>*Hurricane dk*92' | 23·0 | 9·4 | Helsingfrs<br>Finnish<br>*WB* | C.2Cy.21"&38"-22"<br>56NHP<br>W.Rosenlew&Co. | |
| 34551<br>122690 | — SteelScK<br>*ss*Gms.No.3-3,20<br>1*Dk* | 228<br>213<br>91 | | | ... | CL<br>3,20 | 1905<br>6mo<br><br>*Lloyd* | Cochrane&Sons<br>Selby<br>*sA&CP* | LindseyStmFishingCo.Ld.(E. Bacon,*Mgr.*) | 120·0<br>Q65'F22'<br>BK7½" | 21·6 | 11·5 | Grimsby<br>British<br>*4BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>180lb 69RHP<br>1SB,*2pf*,GS25,HS750<br>Amos&Smith,Hull | 12 |
| 34552<br>68256<br>WRHS | — WoodAuxSc3MstSr<br>*Oil Eng.*<br>HTPly.01 cf *Salted* 1*Dk*<br>(*See Sailing Ship Register*) | 169<br>168<br>88 | ✠<br>5,04 | Ply | 14<br>C9 | | 1872<br>10mo | W.Pickard<br>Appledore | ~~W.Hutchings~~<br>E.P.Hutchings. | 99·1<br>ND96 | 22·7 | 12·5 | Padstow<br>British | Oil Engine *Emade*1918<br>4Cy.12 3/16"-13 5/16" 46NHP<br>Ruston&Hornsby,Ld.Lin. | 13 |
| 34553 | **Violent** SteelScK<br>(*Tug*)<br>1*Dk* | 330 | | | | | 1921 | Anciens Chantiers Dubigeon<br>Nantes | FrenchGovernment | 134·5 | 27·1 | 13·1 | French<br>*WB* | T.3Cy.14",22⅞"&37¼"-29 11/16"<br>79NHP<br>Atel&Ch.de laLoire,SDenis | |
| 34554<br>98272<br>MQJC | **Violet** SteelTwinScSr<br>1*Dk* | 141<br>116<br>13 | | | | | 1892 | Ardrossan S.B.Co.,Ld.<br>Ardrossan | BarryPilotsSteamCutterCo.Ld. (D.J. Jones,*Mgr.*) | 100·0 | 18·0 | 9·7 | Cardiff<br>British | C.4Cy.(2)12½"&(2)24"-18"<br>48RHP<br>Hutson&Corbett,Glasgow | |
| 34555<br>95807 | **Violet Caie** IronScK<br>(*Trawler*)<br>(exChire,exGraphic) 1*Dk* | 141<br>141<br>52 | | | ... | | 1889 | Cook,Welt'n&Gemmell<br>Hull | TheExor of SirG.F. Sleight,Bart. | 102·3<br>BK7½" | 20·3 | 10·7 | Grimsby<br>British | T.3Cy.12½",19½"&31½"-22½"<br>50RHP<br>C.D.Holmes&Co.Hull | 11 |
| 34556 | **Violetta** SteelScSr<br>*ss*Shl.No.3-6,04<br>(exHuntcliff) *ss*Ant.No.2-11<br>1*Dk*(*Irn*)&*Webframes*&*ptAwng dk*(*Irn*) | *3120*<br>*2297*<br>*2018* | ✠ ——<br>10,19<br>*ptAwng dk withfreeboard*<br>✠ | Cff | *t* | | 1891<br>7mo | Ropner&Son<br>Stockton | J.Foscolos | 313·7<br>Q133'<br>*ptAwng dk*181' FK<br>*WB=Cell* | 40·5 | 20·2 | Roumanian<br>*5BHCem*<br>*DB*260'635*t* | T.3Cy.23",36½"&59"-42"<br>NDB06 238NHP<br>2SB,*5pf*,*1rf*,GS86,HS3737<br>T.Richardson&Sons,Hpl. | 23 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R.<br>Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34557<br>143421 | **Violette** Ferro-ConcreteAuxSc 3MstSr<br>(IN PORT DAMAGED, 1,21)<br>*OilEng.*<br>AnnualSurvey,Lon.8,20<br>*Mchy.Aft* 1*Dk*<br>*Cargo battens not fitted*<br>(*See Sailing Ship Register*) | 292<br>234<br>162 | ✠<br>8,20<br>*For English Channel & Coasting Service from Thames to Milford Haven Subject to Annual Survey — Experimental* | Lon | | | 1919<br>7mo | J.Pollock,<br>Sons&Co.Ld.<br>Faversham | ~~J.Pollock,Sons&Co.Ld.~~ | 125·6<br>Q36'F23' | 25·0 | 10·4<br>FK | London<br>British<br>3*BH* | Oil Engines 2S.C.SA<br>2Cy.14$\frac{5}{16}$"-16⅛" 34NHP<br>J&C.G BolindersCoLdSkm | 11 ″ 9 | |
| 34558<br>HTND | — SteelSc<br>*ss*Tri.No.3-12,20<br>(*ex*TaishoMaruNo.1) 1*Dk* | 214<br>173<br>86 | 100A-<br>*For Service in the Adriatic & Mediterranean*<br>1,22 ~~5,21~~ | Tri<br>LMC8,20<br>BS9,21 | | 8,20 | 1912 | GoshiKaishaHarada<br>Shoko,Osaka | Soc.Armatrice<br>Radivo-Frausin | 119·0<br>Q63'F21' | 22·0 | 11·1<br>BK6"<br>*DTf*11'16*t* | Trieste<br>Italian<br>3*BHCem*<br>*FPT*18*t* | T.3Cy.11",19"&32"-22" (*s*)<br>160lb 63NH<br>1SB,2*cf*,GS38,HS1167<br>GoshiKaishaHaradaShoko | 12 ″ 4<br>s1 ″ 11<br>12 ″ 0 | |
| 34559<br>MTJQ | **Vira** WoodAuxSc3MstSr<br>*Motor*<br>(*ex*SailingVessel,*ex*Wira) 1*Dk*<br>(*See Sailing Ship Register*) | 156<br>140<br>113 | | | | | 1902 | K.J.Rockström<br>Figeholm | T.S.Ögland | 97·8<br>H15t | 24·3 | 9·6 | Sandnes<br>Norwegian | Motor<br>1Cy.13½"-15" *fitted*191<br>A.GulowsenA/S,Xania. | | V |
| 34560<br>121266<br>HFDV | **Virago** SteelSc3MstSr<br>*ss*Liv.No.3-6,20<br>(*ex*Javelin) 1*Dk*(*Stl*)<br>*Well deck Mchy.Aft* | 321<br>223<br>125 | ✠100A1<br>6,20<br>~~BS3,20~~<br>BS10,21 | Bkn<br>✠LMC<br>MS6,20 | *f* | CL<br>6,20 | 1905<br>10mo<br>*Lloyd's A&CP* | J Fullerton<br>&Co.<br>Paisley | R.Gilchrist&Co. | 141·0<br>Q78'B9'F30' | 23·8 | 9·7<br>FK<br>*WB=FPT* | Liverpool<br>British<br>3*BHCem*<br>35*tAPT*7*t* | C.2Cy.18"&40"-27" (*s*)<br>130lb 85RHP<br>1SB,3*pf*,GS51,HS1461<br>Ross&Duncan,Glasgow | 10 ″ 1<br>s4 ″ 4<br>10 ″ 8 | |
| 34561<br>98587<br>LWKR | **Virawa** SteelScSr<br>Wireless 3*Dks*(*UStl*-ws&1*pt Stl*-ws) | 3360<br>3112<br>2176 | ✠<br>12,91 | Bom<br>✠ | *v* | | 1890<br>10mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndiaStm.<br>Nav.Co.Ld. | 340·0<br>P52'B16'F46' | 43·1 | 26·0<br>FK<br>*WB=Cell* | Glasgow<br>British<br>6*BHCem*<br>*DB*294'826*t* | Q.4Cy.24",36",48"&70"-48"<br>320NHP<br>2SB,4*pf*,GS77,HS3414 FD<br>Denny&Co.,Dumbarton | 29 ″ 0 | |
| 34562<br>133392 | **Vireo** SteelScK<br>1*Dk* | 192<br>190<br>73 | ✠<br>*Stm Trawler*<br>7,12 | Goo<br>✠ | | | 1912<br>7mo | GooleS.B.<br>&Rpg.Co.Ld.<br>Goole | KelsallBros.&<br>Beeching,Ld.<br>(JohnSlater,*Mgr.*) | 110·0 | 21·6 | 12·0<br>BK7½"<br>*WB=* | Hull<br>British<br>3*BHCem*<br>*DTf*21'30*t* | T.3Cy.12",21"&33"-21"<br>55RHP<br>1SB,2*pf*,GS24,HS900<br>Earle'sCo.Ld.Hull | 12 ″ 11 | |
| 34563<br>JVDG | **Virgen de Africa** IronScSr<br>(*ex*WilliamHaynes,<br>*ex*Guadiana) 2*Dks* | 504<br>—<br>359 | | | … | | 1866 | Henderson<br>Coulbrn&Co.<br>Renfrew | Fabregas y<br>Garcias | 184·7<br>P40' H— F37' | 24·6 | 13·4 | Barcelona<br>Spanish | C.2Cy.25"&43½"-25"<br>NB94 79NHP<br>Portilla&White,Sevilla | | V |
| 34564<br>105388<br>PHFQ | **Virgil** SteelScSr<br>*ss*NYk.2ndNo.3-4,21 ~~*ss*Ant.No.3-6,08~~<br>~~*ss*Mch.No.2-18~~<br>*Elec.light*<br>Wireless 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&<br>*Web frames* | 3338<br>3125<br>2141 | ✠100A1<br>*Spar dk*<br>4,21 ~~5,20~~ 4,22<br>~~BS1,19~~<br>BS1,21 | NYk<br>✠~~LMC1,17~~<br>MS9,20 | *w* | CL<br>6,19 | 1896<br>5mo<br>*Lloyd's A&CP* | D&WHenderson&Co.<br>Glasgow | LivBrazil&RPlate<br>S.N.Co.Ld. (Lamport&Holt,Ld.<br>*Mgrs.*) | 350·0<br>P32'B80'F39' | 45·8 | 17·2<br>24·3<br>FK<br>*WB=Cell DBa* | Liverpool<br>British<br>6*BHCem*<br>106'*uE&B*46 | T.3Cy.26½"43½"&71"-48" (*s*)<br>180lb *100lb* 407NHP<br>2SB,6*cf*,GS136,HS5333 FD<br>D.&W.Henderson&Co.Gls<br>*f*142'752*tFPT*82*tAPT*44*t* | | |
| 34565<br>141888<br>JVRG | **Virgilia** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless *Cargo battens not fitted in 'tween dks & Deep Tank* | 5697<br>5391<br>3619 | ✠100A1<br>9,21 ~~10,20~~<br>*Carrying oil fuel F.P. above 150° F. in DB&DT* | NYk<br>Shl<br>✠LMC10,18 | *a*† | CL<br>~~10,20~~<br>9,21 | 1918<br>11mo<br>*Lloyd's A&CP* | Russell&<br>Co.<br>PortGlasgow | CunardSteamship<br>Co.Ld.<br>1 *intermediate BH & 1 'tween dk* | 423·3<br>P38'B123'F43'<br>*BH dispensed with* | 56·0 | 28·7<br>FK<br>*CellDB*360'1 | Liverpool<br>British<br>*Cem*<br>5*BH to U dk*<br>1 ,, ,,2nd,,<br>181*t DTa*36' | T.3Cy 27",44"&73"-48" (*s*)<br>180lb 550NHP<br>3SB,9*cf*,GS190,HS8428 F<br>J.G.Kincaid&Co.Ld.Grk.<br>*only*<br>1109*tAPT*31*t* | 31 ″ 4<br>s6 ″ 3<br>25 ″ 5 | |
| 34566 | — SteelScSr<br>*Elec.light* 1*Dk* | 988<br>912<br>599 | | | | | 1911 | Howaldtswerke<br>Kiel | A.Kirsten | 226·0<br>P&B138'F30' | 34·6 | 15·5 | Hamburg<br>German<br>*WB* | T3Cy17$\frac{5}{16}$"27⅛"&43$\frac{5}{16}$"-29½"<br>102NH<br>Howaldtswerke,Kiel | | |
| 34567<br>215371<br>LHNP | **Virginia** SteelScSr<br>*ss*Bos.No.1-21<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Sub.Sig. Wireless | 6666<br>6064<br>5048 | ✠100A1<br>~~7,21~~ ~~1,21~~ ~~8,21~~<br>2,22<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 7,17 F.P. above 150° F.* | Mob<br>~~NYk~~ Bos<br>✠LMC~~7,17~~<br>8,21 | *a*† | CL<br>~~4,20~~<br>7,21 | 1917<br>7mo<br>A&CP | ForeRiver<br>S.B.Corp.<br>Quincy,Mass. | TheTexasSteamshipCo.<br>*CellDBu* | 416·8<br>P107'B35'F33'<br>*E&B*60'209*tFPT*22 | 56·1 | 31·1<br>FK | NewYork<br>Utd.States<br>16*BHCem*<br>9*tAPT*130*t* | T.3Cy.26½",44"&74"-51" (*r*)<br>190lb *125lb* 549NH<br>3SB,9*cf*,HS7979 FD<br>ForeRiverS.B.Cor.Quincy | 32 ″ 9 | |
| 34568<br>718<br>SRNQ | — SteelScSr<br>(*ex*Cyrill,*ex*Algeria)<br>*Elec.light* Wireless 2*Dks* | 4300<br>3732<br>2793 | | | | | 1891 | D&WHenderson&Co.<br>Glasgow | LloydMediterraneo | 383·2<br>P73'B96'F46' | 45·6 | 25·7 | Genoa<br>Italian | T.3Cy.27",44"&71"-60"<br>390NH<br>D&WHenderson&Co.Gls. | | CI |
| 34569<br>NKLQ | — SteelScSr<br>*ss*Els.No.2-21 *ss*Cpn.No.3-5,12<br>(*ex*Euxinia) ~~*ss*Els.No.1-17~~<br>Wireless 1*Dk*(*Stl*)&*Spar dk*<br>(*pt Irn pt Stl*)&*deep framing* | 3753<br>3440<br>2368 | ✠100A1<br>*Spar dk*<br>6,21 ~~7,19~~<br>~~BS12,19~~ | Npt<br>Els<br>✠LMC~~5,17~~<br>5,21 | *w* | CL<br>~~6,20~~<br>5,21 | 1899<br>3mo<br>A&CP | TyneIron<br>S.B.Co.Ld.<br>Newcastle | DetForenede<br>DampskibsSelsk.<br>*WB=CellDBa* | 348·0<br>P35'B110'F39'<br>108'*uE*28'*f*144'825*t* | 48·0 | 16·4<br>24·4<br>FK | Copnhagn<br>Danish<br>6*BHCem*<br>*APT*62*t* | T.3Cy 24",40"&66"-45" (*s*)<br>180lb *100lb* 314NHP<br>2SB,6*cf*,GS124,HS4800<br>Blair&Co.Ld.Stockton | 27 ″ 0<br>s4 ″ 9½<br>22 ″ 7 | |
| 34570<br>161909 | — SteelSc | 635<br>—<br>354 | | | | | 1902 | ……………<br>RichmondVa | Chesapeake&Ohio<br>Rly.Co. | 191·0 | 32·0 | 12·0 | NwprtNws<br>Utd.States | | | |
| 34571 | — SteelScSr<br>1*Dk*(*Teak*)&*PromenadeDk*(*Teak*)<br>*Elec.light* | *215*<br>*151*<br>*146* | ✠<br>*For River purposes only*<br>11,10 | PGl<br>✠ | | | 1906<br>6mo | Murdoch&<br>Murray<br>Pt.Glasgow | MissV.S.Martins | 125·6<br>F15' | 24·1 | 6·8<br>FK | Manãos<br>Brazilian<br>5*BHCem* | C.2Cy.14"&29"-20"<br>51NHP<br>1SB,2*pf*,GS34,HS1048<br>Ross&Duncan,Glasgow | 7 ″ 0 | |
| 34572<br>141380 | — WoodSc<br>(*Tug*)<br>1*Dk* | 159<br>122<br>14 | | | | | 1919 | Sincennes<br>McNaughton<br>Line,Ld.<br>Sorel,P.Q. | Sincennes<br>McNaughton<br>Line,Ld. | 80·8 | 23·5 | 10·8 | Montreal<br>British | C.2Cy.18"&36"-24"<br>54RHP<br>SorelMechanicalShops.<br>Ld.Sorel,P.Q. | | |
| 34573<br>71615 | — WoodScSr<br>(*ex*Lake) 1*Dk* | 146<br>138<br>89 | | | | | 1875 | Neafie&<br>LevyCo.<br>Philadelphia | Sincennes<br>McNaughton<br>Line,Ld. | 107·3 | 24·0 | 12·8 | Montreal<br>British<br>*Cmpd* | C.2Cy.19½"&34"-34"<br>175RHP<br>CarrierLane,Quebec | | |
| 34574<br>MDNF | — WoodAuxScSr<br>*OilEng.*<br>(*See Sailing Ship Register*) | 142<br>—<br>85 | | | | | | …………… | LuzonNav.Co. | …… | …… | …… | Manila<br>Utd. States | Oil Engine | | |
| 34575<br>219586<br>LVNT | **Virginia Bridge** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*tr B in fore& after holds& Web frames*<br>Wireless | 3283<br>3005<br>2000 | | | … | | 1920 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | NewarkNJ<br>Utd.States<br>*WB* | 1GearedSteamTurbine<br>386NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 ″ 6 | R |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Construit. Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34576 | **Virginia Peirce** SteelSc<br>1*Dk*(*Stl*)&*ShelterDk*(*Stl*)<br>*Cargo battens not fitted in 'tween dks*<br>*Elec.light*<br>*Should be* "Arola Mendi," *see Supplement* | 5853<br>5579<br>3594 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>4,21 ✠LMC4,21 | Mdb | *z* | CL | 1921<br>4mo<br>*Lloyd's A&CP* | Furness S.B.Co Ld.<br>Haverton Hill-on-Tees | *CellDB*351 | 400·0<br>F38'*on Shelter dk* FK *Collision*<br>1272*t APT*100*t* | 53·0 | 32·8 | Spanish<br>*Cem*<br>*BH to S dk*<br>5 ,, ,, *U* ,, | T.3Cy,27",45"&75"&51" (*s*)<br>180lb 573NHP<br>3SB,9*cf*,GS187,HS8580 FD<br>Richardsons,Westgarth&Co.Ld.Mdb. | 35<br>9<br>26 |
| ※ 34577<br>93369<br>KSJF | **Virginian** SteelTwinSc4MstSr<br>*ss*Bos.No.3–9,16<br>*ss*NYk.No.1–19<br>(*ex*Maine) 3*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Sub.Sig. Wireless | 7914<br>7543<br>5077 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>9,21 ~~9.21~~<br>BS2,21 ✠LMC11,19<br>*Fitted for oil fuel* 11,07 *F.P. above* 150°F. | NYk | *f*† | CL<br>~~11,19~~<br>9,21 | 1903<br>7mo | Maryland SteelCo.<br>Sparro'PtMd<br>A&CP<br>*WB* | American-HawaiianS.S.Co.<br>(UnitedAmerican Lines,Inc.*Mgrs.*)<br>= *Cell DBa* 138' *u* | 492·0<br>FK&BK3"<br>*E&B*80'*f*190' 1524*t* | 58·3 | 31·9 | NewYork<br>Utd.States<br>8*BHptAsp*<br>*DTa* 43'980*t* | T.6Cy.25",42½"&72"–48" (*s*)<br>~~200lb~~ 200lb FD 935NHP<br>2D&2SB18*cf*GS322HS12702<br>MarylandStl.Co.Sparr'.Pt.<br>*DT f*35'1025*t APT*67*t* | 35<br>7<br>29 |
| ※ 34578<br>123600 | — SteelScK<br>*ss*Gms.No.3–8,19<br>1*Dk* | 211<br>194<br>83 | ✠100A1<br>*StmTrawler*<br>6,21 ~~4.20~~ BS6,21<br>~~BS4,20~~ ✠LMC8,19 | Gms | | CL<br>8,19 | 1906<br>12mo<br>*Lloyd's A&CP* | Cook,Wel-t'n&Gemmell Ld. Beverley | OnwardSteam FishingCo.Ld.(Sir T.Robinson, *Mgr.*) | 115·4<br>Q58'F19'<br>BK8" | 21·6 | 11·5 | Grimsby<br>British<br>3*BHCem* | T.3Cy.12",21"&34"–24" (*s*)<br>180lb 67RHP<br>1SB,2*cf*,GS31,HS1110<br>C.D.Holmes&Co.Hull | 12 |
| 34579<br>201458<br>KTLF | — WoodScSr<br>(*Tug*)<br>(*ex*BlueBell) 1*Dk* | 179<br>—<br>122 | | | | | 1904 | B.Tucker<br>CramerHill, N.J. | SouthernTransptn Co. | 102·5 | 22·5 | 10·4 | Phildlphia<br>Utd.States | C.2Cy.16"&32"–24"<br>41NHP<br>Neafie&LevyCo.Phl. | |
| 34580<br>OVRZ | **Virginie** SteelScSr<br>(*ex*Malou)<br>*Elec.light* Wireless 1*Dk*&*Spar dk*3*trB* | 5330<br>—<br>3462 | | | | | 1903 | Forg.&Ch. delaMédit.<br>LaSeyne | Cie.Générale Transatlantique | 358·2<br>P240'H9'F75' | 49·2 | 26·8 | Havre<br>French<br>*WB* | T.3Cy.26½",41"&65"–43½"<br>278NHP<br>Forg.&Ch.de la Médit.Msl | |
| 34581<br>SQTR | **Virgo** SteelScSr<br>*ss*Hfs.No.3–6,19<br>*Elec.light* 1*Dk*(*Stl*)&*Awng dk* | 1091<br>1028<br>624 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>4,21<br>BS5,21 ✠LMC6,19 | Hfs | *m* | CL<br>6,20 | 1906<br>5mo<br>*Lloyd's A&CP* | Fevigs Jernskibsbyg<br>Fevig | FinskaÅngfAktieb<br>*WB=CellDB uE&B*46'*f*44' | 204·9<br>BK7½" | 32·2 | 12·7<br>19·8 | Helsingfrs<br>Finnish<br>4*BHCem*<br>127*t APT*26*t* | T.3Cy.17",27"&47"–33" (*r*)<br>180lb 151NHP<br>2SB,4*pf*,GS80,HS2520<br>Richardsons,Westgarth&Co.Ld.Mdb. | 22<br>5<br>17 |
| 34582<br>63694<br>NJRT | — IronScSr<br>2*Dks* | 986<br>818<br>488 | | | ... | | 1870 | Gourlay Bros.&Co.<br>Dundee | GeneralStm.Nav. Co.Ld. | 250·0<br>P74' B69'F61'<br>BK7½" | 30·2 | 16·6 | London<br>British | C.2Cy.25"&54"–36" 132NHP<br>NE83NB*made*99*fitted*10<br>GourlayBros.&Co.,Dundee | 17 |
| 34583<br>616<br>JBSF | **Visborg** SteelScSr<br>*Mchy.Aft* 1*Dk* | 281<br>235<br>201 | | | | | 1893 | P.Larsson<br>Thorskog | SvenskaCement-försäljn.Aktieb. (W.deSharen-grad,*Mgr.*) | 119·3<br>Q27'B15'H9*t*F9'<br>len01 | 22·4 | 11·2 | Malmö<br>Swedish | C.2Cy.11¾"&21½"–15½"<br>15NHP<br>P.Larsson,Thorskog | |
| 34584<br>139143 | **Viscol** SteelScSr<br>*ss*Gib No.1–21<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing* | 1163<br>850<br>595 | ✠100A1<br>*withfreeboard*<br>6,21 ~~1,18~~ ✠LMC~~8,16~~<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 8,16 *F.P. above* 150° F. | Shl<br>Gib 6,21 | *n* | 6,21 | 1916<br>8mo<br>*Lloyd's A&CP* | Craig,Taylor&Co.Ld.<br>Stockton | TheAdmiralty<br>*Middle line Bulkhead not oil-tight*<br>*CellDB uE&B*36'62*t* | 210·0<br>P45'F40'<br>FK<br>*DT f* 21' 162*t FPT* | 34·7 | 16·5 | London<br>British<br>13*BHptCem*<br>32*t APT*25*t* | T.3Cy.15",25"&40"–27" (*s*)<br>180lb 82RHP<br>2SB,4*cf*,HS2160 FD<br>McKie&Baxter,Glasgow | 16<br>3<br>13 |
| 34585<br>139354 | **Viscount Allenby** SteelScK<br>(*ex*RobertFinlay)<br>*Mchy.Aft* 1*Dk* | 325<br>288<br>150 | 100A1<br>*StmTrawler*<br>11,20 ✠LMC5,19 | Hul | | CL | 1919<br>*Lloyd's A&CP* | GooleS.B.&Repg.Co.Ld<br>Goole | HellyerBros.Ld. | 138·5<br>Q84'F21'<br>BK7½" | 23·7 | 12·8 | Hull<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 87RHP<br>1SB 3*pf*,GS48,HS1440<br>CmpbellGasECoLd.Halifx | 13 |
| ※ 34586<br>68980<br>RTFN | **Viscount Castlereagh** IronScSr<br>*ss*Sld.3rdNo.3–3,17<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 652<br>489<br>397 | ✠90A1<br>10,17<br>✠NB8,99 LMC3,17<br>BS~~4,20~~ 8,21 | Sld | *j* | N4,18 | 1878<br>6mo | ShortBros.<br>Sunderland<br>A&CP | Marquess of Londonderry (D.N.Grimes,*Mgr.*)<br>*WB=* | 180·0<br>Q66'B38'F25'<br>FK<br>*DBa*51'*f*42'125*t FP* | 28·6 | 13·8 | Sundrland<br>British<br>4*BHCem*<br>*T*12*t APT*8*t* | C.2Cy.25"&47"–33" (*s*)<br>75lb *50lb* NDB99 90RHP<br>1SB,3*pf*,GS51,HS1828<br>J.Dickinson,Sunderland | 14<br>1<br>13 |
| ※ 34587 | **Visegrád** SteelTwinScSr<br>*ss*Fiu.No.-1-17<br>*Elec.light* 1*Dk*(*Stl*–ws)<br>&*Shade dk*(*Teak*) | 1204<br>659<br>493 | ✠100A1<br>*Shade dk*<br>*withfreeboard*<br>4,19<br>BS4,19 ✠LMC10,17 | Fiu | *p* | CL | 1913<br>9mo<br>*Lloyd's A&CP* | Swan,Hunter&Wigham Richardson, Ld.Newcastle | Soc. in Azioni Ungero-Croata di Nav.Marit a Vap.<br>*WB=CellDBa*43' *f*84'120*t* | 247·0<br>P&B164'F73'<br>BK8" | 34·2 | 14·5 | Jugo-Slav,<br>5*BHCem*<br>*DTf*6'10*t* | T.8Cy.(2)17",(2)27½"&(4) 31½"–30" 180lb (*r*) 370NHP<br>3SB,11*cf*,GS148,HS6065 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 15 |
| ※ 34588<br>119734<br>HGBL | **Visigoth** SteelScSr<br>*ss*Hul.No.3–12,19<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*deep framing* | 4095<br>3782<br>2613 | ✠100A1<br>*Spar dk*<br>1,22 ~~12,19~~ ✠LMC12,19<br>BS5,21 | Hul | *w* | CL<br>12,19 | 1906<br>4mo<br>*Lloyd's A&CP* | A.McMillan&Son,Ld.<br>Dumbarton<br>*WB=* | T.Yamamoto<br>~~*CellDBa*~~106'*uE*20' | 360·8<br>P11'B112'F32' 24·8<br>FK<br>*f*120'947*t DTf*42'10 | 50·0 | 16·9 | Japanese<br>6*BHCem*<br>25*t APT*32*t* | T.3Cy.23",38½"&64"–45" (*s*)<br>180lb *100lb* 314NHP<br>2SB,6*cf*,GS90 HS4054 FD<br>Dunsmuir&Jackson,LdGls | 27<br>5<br>22 |
| 34589<br>1890<br>JDQH | **Visingsö** SteelScSp<br>(*ex*Wisingsö)<br>1*Dk* | 215<br>105<br>142 | | | | | 1883 | MotalaCo.<br>Motala | LinköpingsNya RederiA/B. (Jac.Svensson,*Mgr.*) | 97·9<br>Q25'B44'H17*t*F31' | 22·3 | 8·6 | Linköping<br>Swedish | C.2Cy.16"&29"–18"<br>30NHP<br>MotalaCo.Motala | |
| 34590<br>MKRT | **Visna** SteelScSr<br>(*ex*Froland)<br>Wireless 1*Dk* | 1845<br>1615<br>1105 | | | | | 1914 | Nylands Værksted,<br>Christiania | Friis&Lunds RederiAkties. (F.Friis&C.O.Lund,*Mgrs.*) | 265·2<br>P21'B72'F29' | 42·1 | 18·7 | Drammen<br>Norwegian<br>*WB* | T.3Cy.20½",33"&56"–36"<br>188NHP<br>NylandsVærksted,Xania | |
| 34591 | **Vistula** SteelTwinSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 2*Dks*3*trB*<br>*MchyAft* *Carrying Petroleum in bulk*<br>*Longitudinal framing* | 8954<br>7892<br>5119 | | | | | 1920 | Howaldtswerke<br>Kiel | Baltisch-Amer. PetroleumImport Ges.m.b.H. | 499·0<br>B45' | 64·0 | 31·7 | Danzig | T6Cy22½",36⅝"&$59\frac{1}{16}$"–$41\frac{3}{16}$"<br>460NHP<br>Howaldtswerke,Kiel | |
| 34592<br>28752<br>QBSR | — IronScSr | 745<br>678<br>446 | | | | | 1860 | Barclay, Curle&Co.<br>Glasgow | Leith,Hull&Ham. S.P.CoLd(J.Currie &Co.*Mgrs.*) | 233·2<br>P31*t* | 27·5 | 14·9 | Leith<br>British | T.3Cy.16¼",24"&42"–30"<br>NE74 NB88 70RHP<br>*Tpd.*88Hawthorns&Co.Ld. | 15<br>2 |
| 34593<br>136321<br>JGWM | **Vita** SteelTwinScSr<br>*Elec.light* 2*Dks*(*StlU*-ws)&<br>Wireless *Shade dk*(*Stl*-teak s) | 4691<br>3576<br>1955 | ✠<br>*Shade dk*<br>6,18 ✠ | CTn | *y* | | 1914<br>10mo | Swan,Hunter&Wigham Richardson, LdNewcastle | BritishIndiaStm. Nav.Co.Ld.<br>*WB=Cell DBa*96'*uE&B*98'*f*142'763*t FPT* | 390·2<br>F32'*on Shade dk*<br>FK | 53·3 | 24·0 | Glasgow<br>British<br>7*BHCem*<br>55*t APT*41*t* | T.6Cy.20¾",35"&60"–45"<br>987NHP<br>6SB,18*cf*,GS388,HS16280FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 26 |
| 34594<br>MVNW | — WoodAuxSc3MstSr<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 164<br>123<br>115 | | | | | 1920 | A/STangen Værft.<br>Tvedestrand | A/SLiv (J.W.Wroldsen &Co.*Mgrs.*) | 98·7<br>P23*t*Q8*t*H6*t* | 24·0 | 9·7 | Tvedstrnd<br>Norwegian | Oil Engine 2S.C.SA<br>2Cy.11"–$14\frac{3}{16}$" 18NHP<br>LysekilsMek.Verk.A/B. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34595<br>~~115979~~ | **Vital** Iron3Mst<br>(*ex*Depot vessel<br>Giselher,*ex*SteamerCyrus,*ex*Volmer)<br>*Elec.light* 1*Dk&Spardk3trB* | 1591<br>1060<br>902 |  |  | … |  | 1875 | Burmeister<br>&Wain<br>Copenhagen | ~~Paulsen&Ivers~~<br>~~J.Inglis~~<br>~~Board of Trade~~ | 251·7 | 32·0 | 17·4<br>24·5 | ~~London~~<br>~~Kiel~~<br>~~German~~<br>~~British~~ *WB*<br>German | T.3Cy.17",27½"&43"–31½"<br>NE&B,19 104NH<br>DresdnerMschb.&Schiffs.<br>Uebigau,Dresden. | 18 ″ 9 | V |
| 34596<br>1071 | **Vitali** IronScSr<br>(*ex*Putzig)<br>1*Dk* | 123<br>—<br>51 |  |  |  |  | 1880 | J.W.Kla-<br>witter<br>Danzic | I.Burkoff | 100·5<br>H10'F13' | 18·6 | 8·1 | Archangel<br>Russian | C.2Cy.12"&21"–12"<br>NB93 13NHP<br>F.Schichau,Elbing |  |  |
| 34597<br>142699<br>JVPF | **Vitellia** SteelScSr<br>(*ex*WarPintail) 2*Dks*(*Stl*)<br>*Elec.light* Wireless<br>*Cargo battens not fitted in 'tween dks* | 4449<br>4096<br>2681 | ✠100A1<br>4,22 ~~8,21~~<br>~~MS3,21~~ ✠LMC~~11,18~~<br>*Carrying oil* | Gls<br>~~BS4,22~~<br>*fuel F* | *x*<br>*.P.* | CL<br>3,21<br>*above* 1 | 1918<br>11mo<br>*Lloyd*<br>50° F. | Earle'sCo.<br>Ld.<br>Hull<br>*sA&CP*<br>*in DR* | AnchorLine<br>(HendersonBros.<br>Ld.)<br>*CellD* | 375·6<br>P41'B113'F39'<br>*B*321'988*tFPT*127*t* | 51·7 | 26·5<br>FK | Glasgow<br>British<br>7*BHptCem*<br>*APT*200*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS190,HS7668 FD<br>Earle'sCo.Ld.Hull | 29 ″ 0<br>s 5 ″ 5<br>24 ″ 0 |  |
| 34598 | **Vitez** IronScSr<br>(*ex*Marquado,*ex*Surrey) 1*Dk* | 186<br>—<br>83 |  |  |  |  | 1868 | ………………<br>London | Soc.Anon. diNav.a<br>Vap."Dalmatia" | 121·3 | 19·7 | 10·5 | Lissa | C.2Cy.18"&30"–21" 34NHP<br>NE82 B*made*81 *refitted*09<br>StabilimentoTecnico,Tri. |  |  |
| 34599 | **Vitim** SteelScSr<br>(*ex*Kalyma,*ex*Emma,<br>*ex*Embiricos)<br>*Elec.light* 1*Dk2trB&ptAwngdk* | *2667*<br>*2467*<br>*1633* |  |  | … |  | 1893 | SirRDixon<br>&Co.<br>Middlesbro' |  | 302·0<br>P33'Q107'<br>*ptAwng dk*195' | 41·1 | 18·0<br>FK | Russian<br>*WB* | T.3Cy.23",37"&60"–42"<br>248NHP<br>J.Dickinson,Sunderland | 21 ″ 0 |  |
| 34600<br>133138<br>JOTQ | **Vitruvia** SteelScSr<br>*ss*Gls.No.1–17<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 4753<br>4213<br>2875 | ✠100A1<br>9,21 ~~1,21~~<br>BS1,21 ✠LMC9,17<br>*CarryingPetr* | Ply<br>Bry<br>*oleum* | *x*<br>*in* | CL<br>1,21<br>*bulk* | 1913<br>9mo<br>*Lloyd* | Russell&<br>Co.<br>Pt.Glasgow<br>'*sA&CP*<br>*WB=Ce* | VitruviaS.S.CoLd.<br>(Gow,Harrison&<br>Co.)<br>*llDBuE&B*75'115*t* | 376·0<br>P103'B28'F43'<br>*FPT*123*t APT*97*t* | 51·2 | 29·0<br>FK | Glasgow<br>British<br>16*BHptCem*<br>15*BHtoUdk*<br>1 „ *2nd dk* | T.3Cy.27",44"&73"–48" (*r*)<br>180lb *100lb* 470NHP<br>3SB,9*cf*,GS195,HS8202<br>Rankin&Blackmore,Grk. | 29 ″ 2<br>s 5 ″10<br>23 ″ 8 |  |
| 34601 | **Vittoria** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | 5187<br>4845<br>3111 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,21 ~~12,20~~ ✠LMC1,21 | Tri<br>Gen | *x* | CL | 1920<br>12mo | Cant.Nav.<br>Triestino<br>Monfalcone<br>A&CP | Cia.Italiana di<br>Nav.eCommercio<br>d'Oltremare<br>"Cinco"<br>*CellD* | 362·0<br>*Collision*<br>*B*319'957*tAPT*110*t* | ~~49·3~~<br>49·9 | 35·2<br>FK | Rome<br>Italian<br>*Cem*<br>*BH to Sh dk*<br>5 „ „ *U* „ | T.3Cy.24 1/16",41"&68"–45"(*s*)<br>180lb *100lb* 383NHP<br>2SB,6*cf*,GS108,HS5243 FD<br>VereinigteMasch.Fab.A.G.<br>Smichow,Prague | 35 ″ 2<br>s 8 ″ 0<br>27 ″ 7 |  |
| 34602<br>125424<br>HLCJ | — SteelScSr<br>*ss*Bkn.No.3–8,19<br>1*Dk*(*ptIrn&ptStl*)&*deep framing*<br>Wireless | 2944<br>2635<br>1786 | ✠100A1<br>~~9,21,1,21~~ 3,22<br>~~BS9,20~~ ✠LMC8,19<br>BS9,21 | Liv<br>Bry | *u* | ~~8,19~~<br>9,21 | 1907<br>7mo<br>*Lloyd* | Richardsn.<br>Duck&Co.<br>Stockton<br>'*sA&CP* | S.S.Vittoria,Ld.<br>(Cadman, Gardner<br>&Co.Ld.)<br>*WB=CellD* | 317·5<br>P28'B98'F33'<br>*Ba*102' *uE*24'*f*132' | 46·6 | 20·9<br>FK | Liverpool<br>British<br>5*BHCem*<br>717*tAPT*56*t* | T.3Cy.23",38"&62½"–42" (*s*)<br>160lb *80lb* 257NHP<br>2SB,6*cf*,GS120,HS3900<br>Blair&Co.Ld.Stockton | 23 ″ 3<br>s 3 ″ 7½<br>20 ″ 0 |  |
| 34603 | — SteelSc<br>*Elec.light* 1*Dk*<br>Wireless | 2715<br>2383<br>1660 |  |  |  |  | 1920 | S.A. Bacini<br>&Scali<br>Napoletani,<br>Naples | Soc.Anon.diNav.<br>"LaSicania" | 295·2<br>P37'Q65'B16'F35' | 39·4 | 27·1 | Naples<br>Italian<br>*WB* | T.3Cy.23¼",37¾"&59 1/10"–36"<br>209NHP<br>S.A.Bacini&Scali,Naples |  |  |
| 34604 | — IronSc<br>(*ex*Henriette.<br>*ex*Letterewe) 1*Dk2trB* | *906*<br>—<br>*623* | ✠<br>3,87 | Liv |  |  | 1876<br>12mo | W.H.<br>Potter&Sons<br>Liverpool | M.Allende y Cia. | 191·0 | 33·3 | 19·0 | Bns.Ayres<br>Argentine | T.3Cy.13½",21"&35"–22"<br>E*made*90 NB04 57NHP<br>A.Shanks&Sons,Arbroath |  | V |
| 34605<br>8840<br>STOW | **Vittorio** SteelScSr<br>*ss*Liv.No.3–3,04<br>(*ex*Louisianian) *ss*Liv.No.1–08<br>*Elec.light* Wireless 3*Dks*(2*Stl*) | 3644<br>3389<br>2346 | ✠<br>6,13<br>✠ | Liv | *w* |  | 1891<br>9mo | Barclay,<br>Curle&Co.Ld<br>Glasgow | Vittoria Soc.Anon.<br>diNav.<br>*WB=DBf*54'& | 370·0<br>P42'B112'F47'<br>*uE & B*74'462*tFPT* | 43·0 | 25·9<br>BK9" | Genoa<br>Italian<br>7*BHCem*<br>64*tAPT*83*t* | T.3Cy.25½",42"&71"–51"<br>NDB03 402NHP<br>2DB,12*cf*,GS236,HS6338<br>Barclay,Curle&Co.Ld.Gls. | 30 ″ 0 | V |
| 34606<br>216491<br>LKWV | **Vittorio Emmanuele III.**<br>SteelSc<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 4856<br>4366<br>3601 |  |  | … | CL | 1918 | Seattle<br>Const&DDCo<br>Seattle,Wsh. | UnitedStates<br>ShippingBoard | 380·0<br>P40'B100'F41' | 53·2 | 27·0<br>FK | Seattle<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"–48"<br>472NHP<br>SeattleConst.&D.D.Co. | 29 ″ 4 |  |
| 34607<br>906 | **Vittorio Veneto** SteelSc<br>(*ex*WarJoy) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 4595<br>3952<br>2776 | ✠100A1<br>~~10,21 0,21~~ 1,22<br>✠LMC12,18 | NNs<br>~~NYk~~ Gen | *x* | CL<br>7,~~19~~<br>1,22 | 1918<br>12mo<br>*Lloyd* | Canadian<br>Vickers,Ld<br>Montreal<br>'*sA&CP* | LaVeloceNav.<br>Italiana aVap.<br>*CellDB* | 381·0<br>P43'B105'F41'<br>316' 1367*t FPT*102*t* | 49·3 | 26·9<br>FK | Genoa<br>Italian<br>6*BHCem*<br>*APT*136*t* | T.3Cy.27",~~44"~~ 44⅓"&73"–48" (*s*)<br>180lb 474NHP<br>3SB,9*cf*,GS174,HS6660 FD<br>CanadianVickers,Ld.Mtl. | 30 ″ 2<br>s 6 ″ 3<br>24 ″ 4 |  |
| 34608 | **Vivien** SteelSc<br>*Oil Eng.*<br>1*Dk* | 445<br>371<br>315 |  |  |  |  | 1920 | A/SMar-<br>stalSkibs.<br>Marstal | G.Broms | 140·7 | 29·9 | 10·6 | Stockholm<br>Swedish<br>*WB* | Oil Engines<br>8Cy.12½"–16" 134NHP<br>Brödr.Houmöllero<br>Maskinfrbk,Fredrikshavn |  | V |
| 34609 | **Vizcaino No. 1** SteelTwinScCtr<br>(*Tug&SuctionDredger*)<br>1*Dk* | *135*<br>*135*<br>*51* |  |  | … |  | 1912 | Fleming&<br>Ferguson,Ld.<br>Paisley | Cia.Arenera del<br>Vizcaino | 100·0 | 21·1 | 8·2<br>FK | Bns.Ayres<br>Argentine | T.6Cy.9",14"&24"–15"<br>67NHP<br>Fleming&Fergusn,Ld.Psy. | 9 ″ 0 |  |
| 34610<br>MBVT | **Vizcaya** SteelScSr<br>(*ex*Chusan) Wireless 1*Dk&Spardk* | 1249<br>914<br>719 |  |  |  |  | 1890 | Blohm&<br>Voss<br>Hamburg | YnchaustiS.S.Co. | 217·0<br>H77' | 29·6 | 17·5 | Manila<br>Utd.States<br>*WB* | T.3Cy.15",24"&39"–33"<br>87NHP<br>Blohm&Voss,Hamburg |  | V |
| 34611 | — IronScSr<br>*ss*Cly.No.1–76<br>*Well deck* (*ex*PuertoRico) 1*Dk2trB* | 758<br>—<br>516 | ✠<br>5,79 | Cly |  |  | 1872<br>4mo | H.Murray<br>&Co.<br>Pt.Glasgow | Ybarra&Co. | 201·0<br>Q70'B35*tF*25'<br>*WB=DB*97' | 29·0 | 15·8 | Seville<br>Spanish<br>5*BHCem* | T.3Cy.14",23"&38"–27"<br>75NHP<br>NE19B*made*09*fitted*19<br>Soc.Española deConst.<br>Metalicas,Bilbao |  | V |
| 34612<br>726<br>HBCG | **Vladimir** SteelTwinScSr<br>*Elec.light* 3*Dks*(*Stl-Uteaks&1ws*)<br>Wireless | 5621<br>4761<br>3197 | ✠<br>2,99<br>✠ | Nag | *z* |  | 1895<br>6mo | W.Denny<br>&Bros.<br>Dumbarton | RussianVolunteer<br>FleetAssociation<br>*WB=* | 432·0<br>P64'B120'F85'<br>*CellDBa*129'*uE&B* | 49·8 | 29·1<br>FK | Odessa<br>Russian<br>8*BHCem*<br>88'*f*156'856*t* | T.6Cy.21",34"&52"–45"<br>519NHP<br>3SB,9*cf*,GS180,HS8109 FD<br>Denny&Co.Dumbarton | 32 ″ 0 |  |
| 34613 | — SteelScSr<br>(*ex*Nestor,<br>*ex*Westfalen) *Well deck*1*Dk&Webframes* | 1096<br>1065<br>682 |  |  | … |  | 1894 | Grngemth<br>DockyardCo.<br>Grang'mouth | Soc.Anon.diArma-<br>mentiOceania | 230·3<br>Q73'B58'F27' | 33·7 | 14·2<br>BK8" | Trieste<br>Italian<br>*WB* | T.3Cy.17",27"&45"–33"<br>119NHP<br>Hutson&Son,Glasgow | 16 ″ 9 |  |
| 34614 | — SteelSc<br>(*Ice breaker & Salvage steamer*)<br>*Elec.light* 1*Dk* | 232<br>—<br>24 |  |  |  |  | 1902 | Act.Ges.<br>derRigaer<br>Schiffsw.&<br>Maschf.,Riga | RussianGovern-<br>ment | 105·0 | 25·0 | 13·5 | Russian<br>*WB* | T.3Cy.16",26¾"&42½"–23¾"<br>88NHP<br>Act.Ges.derRigaer<br>Schiffsw.&Maschf.Riga |  |  |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Grément, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | ~~Now name "[illegible]" See No. [illegible] & Supplement~~ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 34615 | **Vladimir Russanoff** SteelSc<br>ssNwc.No.2-18<br>(exBonaventure,exVladimirRoussanoff,<br>exBonaventure) 1Dk(Stl)&deepframing<br>Elec.light Well deck Wireless | 1118<br>980<br>461 | ✠100A1<br>9,19<br>~~BS9,12~~ ✠~~LMC5,18~~ | Lon | p | CL<br>3,18 | 1909<br>1mo<br>Lloyd | Napier& Miller,Ld.<br>Glasgow<br>'sA&CP | RussianGovernment<br>Cell DBa 58'u E | 240·3<br>P&B145'F26'<br>FK<br>&B40'f95'299tFPT | 35·9 | 16·9 | <br>Russian<br>5BHCem<br>11tAPT20t | T.3Cy.22½",37"&61"-42" (s)<br>180lb 350NHP<br>2SB(FD)&1AuxSB,8cf.<br>GS150,HS5506<br>D.Rowan&Co.Glasgow | 19 ,<br>s 1 ,<br>17 , |
| 34616<br><br>PWNM | **Vliestroom** SteelScSr<br>ssAms.No.2-20<br>Elec.light 1Dk(Stl)<br>Well deck Cargo battens not fitted | 655<br>482<br>289 | ✠100A1<br>11,21 ~~1,21~~<br>✠LMC5,20<br>BS~~3,21~~ 4,24 | Ams | i | ~~1,21~~<br>11,21 | 1912<br>3mo | VanVliet& Co.<br>Hardenxveld<br>A&CP | Hollandsche Stoomb.Maats.<br>WB | 173·2<br>Q89'B15'F24'<br>FK<br>=DBa31'32tFPT | 28·2 | 12·5 | Amstrdam<br>Dutch<br>4BHCem<br>44tAPT18t | T.3Cy.15",25"&40"-27" (s)<br>180lb 100lb 104NHP<br>1SB,3pf,GS54,HS1800<br>Earle'sCo.Ld.Hull | 13 ,<br>s ,<br>13 , |
| 34617<br><br>PWNS | **Vlissingen** SteelAuxSc3MstSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 348<br>299<br>247 |  |  |  |  | 1917 | Gebr. Muller<br>Foxhol | ZeevaartMaats. "Groningen"<br>(R.Kramer,Mgr.) | 134·5<br>Q29'F91' | 25·7 | 12·1 | Groningen<br>Dutch | Oil Engines 2S.C.<br>2Cy.15⅝"-16 1/16" 29NHP<br>Steijaard&Jannette Walen,Overschie |  |
| 34618<br>526<br>HBKJ | **Vnutshek** SteelPad<br>1Dk | 119<br>—<br>44 |  |  |  |  | 1894 | Hartmann<br>Budapest | RussianStm.Nav. &TradingCo. | 99·6 | 18·0 | 9·2 | Taganrog<br>Russian | C.2Cy.21½"&35⅝"-39"<br>66NHP |  |
| 34619 | **Vodice** SteelScSr<br>ssTri.No.3-7,19<br>Elec.light 1Dk(Teak) | 154<br>115<br>92 | ✠100A1<br>3,22 ~~7,19~~<br>✠LMC7,19<br>BS8,21 | Tri<br>Fis | b | 7,19 | 1908<br>11mo<br>Lloyd | Stabilmnto Tecnico<br>Trieste<br>'sA&CP | Soc.Anon.diNav. aVap."Dalmatia" | 111·7<br>Q43'F20'<br>BK6½" | 18·7 | 8·5 | Sebenico<br><br>4BHCem | C.2Cy.15"&30"-18" (s)<br>120lb 48NHP<br>1SB,2cf,GS36,HS985<br>StabilimentoTecnico,Tri. | 9 , |
| 34620<br>155 | **Voevoda** SteelSc<br>1Dk(Teak) | 164<br>—<br>8 | ✠<br>For Towing purposes<br>9,13<br>✠ | Shi |  |  | 1910<br>11mo | Hepple& Co.Ld.<br>SouthShields<br>Completed by Tsingtau Werf,Tsingtau | Bryner, Kousnetzoff&Co. | 95·5<br>BK5½" | 19·8 | 9·8 | Vladvostk<br>Russian<br>4BHCem | C.2Cy.14"&30"-21"<br>47NHP<br>1SB,2pf,GS38,HS878<br>Hepple&Co.Ld.S.Shl. | 8 , |
| 34621<br>98<br>PMHD | **Voevoda Putnik** IronSc<br>(exRurik,exPeterStahle)<br>1Dk | 698<br>—<br>373 | ✠<br>7,74 | Sld |  |  | 1873<br>6mo | Davison& Co.<br>Sunderland | A.D.Tchirkovitch<br>WB | 170·0<br>Q54'B14'F27'len7:<br>=DBa33'f57'100t | 27·1 | 13·7 | Odessa<br>Russian<br>4BHCem | T.4Cy.(2)10½",22"&38"-33"<br>Tpd88 NB88 83NHP<br>Ousebrn.Eng.Wrks.,Nwc. |  |
| 34622<br>144589<br>KFNP | **Vogtland** SteelTwinSc<br>Elec.light Wireless 3Dks | 10892<br>10151<br>6777 |  |  |  |  | 1916 | Joh.C. Tecklenborg A.G.<br>Geestemünde | FederalStm.Nav. Co.Ld. | 524·5<br>P57'B139'F44' | 65·7 | 37·3 | London<br>British | T.6Cy.28",45⅜"&74"-51½"<br>784NHP<br>Joh.C.Tecklenborg,A.G. Geestemünde |  |
| 34623 | **Vogul** IronTwinScSr<br>1Dk | 102<br>89<br>47 |  |  |  |  | 1897 | MotalaMV NyaAktieb<br>Motala | NaphtaProductions,Ges.Gebr. Nobel | 88·7<br>H13t | 18·5 | 7·3 | Petrograd<br>Russian | C.4Cy.9¾"&17½"-13⅝"<br>19NHP<br>MotalaCo.,Motala |  |
| 34624<br>217835<br>LQNW | **Volant** WoodSc<br>(Tug)<br>Elec.light 1Dk | 415<br>—<br>197 |  |  |  |  | 1919 | Crowninshield S.B.Co.<br>Sth.Somerset, Mass. | DavisonChemical Co. | 142·0 | 31·6 | 14·4 | Baltimore<br>Utd.States | T.3Cy.17",25"&43"-30"<br>101NHP |  |
| 34625<br>125048<br>HKFL | **Volante** SteelScK<br>ssShl.No.3-10,19<br>1Dk | 255<br>229<br>107 | ✠100A1<br>StmTrawler<br>10,19<br>✠LMC9,19 | Shl |  | CL<br>9,19 | 1907<br>2mo<br>Lloyd | Cochrane& Sons<br>Selby<br>'sA&CP | H.Wood | 127·0<br>Q68'F21'<br>BK7½" | 22·0 | 11·6 | Grimsby<br>British<br>4BHCem | T.3Cy.12½",22"&35"-24" (s)<br>200lb 75RHP<br>1SB,2cf,GS38,HS1120<br>C.D.Holmes&Co.Hull | 12 , |
| 34626<br>134772<br>JCGW | **Volesus** SteelScK<br>ssLiv.No.2-19 ~~ssLiv.No.1-19~~<br>1Dk | 293<br>270<br>132 | ✠100A1<br>Str Trawler<br>9,21 ~~12,19~~<br>✠LMC12,19<br>BS9,21 | Liv<br>Gms |  | CL<br>12,19 | 1913<br>5mo<br>Lloyd | Cochrane &Sons,Ld.<br>Selby<br>'sA&CP | AtlasStm.Fishing CoLd(LettenBros. Mgrs.) | 133·5<br>Q72'F20'<br>BK7½" | 23·0 | 12·3 | Grimsby<br>British<br>4BHCem | T.3Cy.12¾",22"&36"-24" (s)<br>200lb 79RHP<br>1SB,3pf,GS48,HS1295<br>C.D.Holmes&Co.Ld.Hull | 13 , |
| 34627<br>119074<br>VKRL | **Volga** SteelScSr<br>ssNwc.No.3-8,18<br>1Dk(Stl)&Spardk(Stl)&deepframing<br>Wireless | 4404<br>4040<br>2851 | ✠100A1<br>Spar dk<br>5,22 ~~5,21~~<br>BS5,21 ✠LMC8,18 | Nwc<br>Bry | x | CL<br>N5,21 | 1903<br>12mo<br>Lloyd | Russell& Co.<br>PortGlasgow<br>'sA&CP | VolgaS.S.Co.Ld. (Gow,Harrison& Co.)<br>WB=Cell DBa114'uE26'f16 | 369·8<br>P36'B108'F40' 27·0<br>FK<br>0'942t DTa28' 686t | 49·8 | 19·0 | Glasgow<br>British<br>6BHCem<br>APT45t | T.3Cy.26",42"&70"-48" (s)<br>180lb 120lb 410NHP<br>NDB15,refitted21<br>2SB,6cf,GS118,HS5523 FD<br>Rankin&Blackmore,Grk. | 29 , |
| 34628<br>399<br>HKCG | — IronSc3MstSr<br>Mchy.Aft 1Dk | 529<br>—<br>354 |  |  |  |  | 1882 | RussianSN &TradingCo.<br>Sebastopol | RussianStm.Nav. &TradingCo. | 225·5 | 29·9 | 9·0 | Odessa<br>Russian | 2Cy.23"&41"-24"<br>69NHP<br>RussianS.N.&TradingCo. |  |
| 34629<br>83929<br>VKWG | — IronScSr<br>ssGoo.3rdNo.3-6,19<br>(exTopic) 1Dk(Irn)<br>Cargo battens not fitted | 281<br>238<br>101 | ✠100A1<br>1,22 ~~11,20~~<br>✠NB9,06 ✠LMC6,19<br>BS~~11,20~~ 2,22 | Gms<br>Goo | e | 11,20 | 1881<br>2mo<br>Lloyd | M'Ilwaine &Lewis<br>Belfast<br>'sA&CP | W.H.Bowater,Ld. (P.F.Eckles,Mgr.) | 155·3<br>Q17'B36'F28'<br>ND(Irn)91 BK7" | 21·7 | 10·5 | Liverpool<br>British<br>4BHCem | C.2Cy.19½"&36"-27"<br>75lb 50RHP<br>1SB,2pf,GS30,HS1110<br>M'Ilwaine&Lewis,Belfast |  |
| 34630 | **Volker** SteelScLr<br>OilEng.<br>1Dk | 138<br>128<br>92 |  |  |  |  | 1911 | J.Frerichs &Co.A.G.<br>Einswarden | Securitas-Werke A.G. | 90·8<br>Q22' | 21·4 | 9·9 | Harburg<br>German | Oil Engines 4S.C.SA<br>2Cy.11⅘"-12⅗" 20NHP<br>J.Frerichs&Co.A.G.Osthlz |  |
| 34631 | **Volksdorf** SteelSc<br>(Trawler)<br>Elec.light (exBaltrum) | 244<br>217<br>91 |  |  |  |  | 1917 | Nordd. Werft m.b.H.<br>Geestemünde | DeutscheSeefischereiA.-G. | 127·0<br>Q70'F19' | 23·0 | 9·2 | Cuxhaven<br>German | T.3Cy.12⅝",20½"&32¼"-22½"<br>Ottensener 50NHP<br>Maschf.G.m.b.H. |  |
| 34632<br>5055<br>JRQF | **Vollrath Tham** SteelScSr<br>Cruiser Stern<br>Elec.light Mchy.Aft Wireless 1Dk | 5846<br>5323<br>2726 |  |  |  |  | 1909 | Hawthorn, Leslie&Co.Ld<br>Newcastle | Trafikaktiebolaget Grängesberg-Oxelösund (G.Dillner,Mgr.) | 387·1<br>P84'H155tF42' | 56·5 | 30·9 | Stockholm<br>Swedish<br>WB | T.3Cy.24½",40"&66"-45"<br>292NHP<br>N.E.MarineEng.CoLdNwc |  |
| 34633<br>NVQO | **Volmer** SteelSc<br>(Tug)<br>(exHans) | 111<br>—<br>— |  |  |  |  | 1916 | Gebr.G&H Bodewes<br>Martenshoek | DetDanskePetroleumsA/S (C. FromHolm,Mgr.) | 87·3 | 19·0 | 9·8 | Copnhagn<br>Danish | T.3Cy.<br>Gebr.G.&H. Bodewes,Martenshoek |  |
| 34634<br>95844<br>LTSR | **Volo** SteelScSr<br>Ref.Mchy. | 1289<br>931<br>841 |  |  |  |  | 1890 | Earle'sCo. (Lim.)<br>Hull | Ellerman'sWilson Line,Ld. | 260·2<br>P144' F37' | 32·0 | 16·4 | Hull<br>British | T.3Cy.22½",37"&61"-42"<br>NB03 241NHP<br>Amos&Smith,Hull |  |
| 34635<br>135303<br>JTRV | **Vologda** SteelScSr<br>ssNpt.No.1-18<br>(exMottisfont) 1Dk(Stl)&<br>Elec.light Wireless Shelterdk(Stl) | 4784<br>4464<br>2900 | ✠100A1<br>Shelter dk withfreeboard<br>6,20<br>BS1,20 ✠LMC5,18<br>Carrying oil fuel F.P. above 150°F. in DB | Hul | y | CL<br>6,20 | 1913<br>12mo<br>Lloyd | JLThompson &Sons,Ld<br>Sunderland<br>'sA&CP | TheShippingController(RoyalMail Stm.Pkt.Co.Mgrs)<br>Cell DBa136'uE&B | 388·7<br>FK<br>46'f163'1270tFPT1 | 54·1 | 26·0 | London<br>British<br>6BHCem<br>15tAPT238t | T.3Cy.27½",44½"&74"-48"<br>180lb 120lb (s) 455NHP<br>3SB,9cf,GS195,HS7575<br>J.Dickinson&Sons,Ld.Sld. | 28 ,<br>s 3 ,<br>25 , |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34636 | **Volos** SteelSc<br>*Elec.light* 2*Dks* | | | | | | | Akt.Ges.<br>"Neptun"<br>Rostock | Hamburg-Amerik.<br>Packetf.Akt.Ges.<br>(Ham-Amr-Line)<br>(DeutscheLevante<br>Linie, *Mgrs.*) | P32'B164'F31' | Hamburg<br>German<br>*WB* | T.3Cy.20$\frac{9}{16}$",35$\frac{3}{5}$"&55"-35$\frac{3}{5}$"<br>178NHP<br>A.G."Neptun,"Rostock | | |
| 34637<br>HRJG | **—** IronScSr<br>(*ex*StefanosStreit,*ex*Selene)<br>2*Dks* | 1344<br>1153<br>813 | | | | | 1881 | LloydAustro-Ungarico<br>Trieste | Stakos&<br>Nanopoulos | 255·7\|31·5\|21·7 | Volo<br>Greek | C.2Cy.31"&56"-36"<br>Lloyd NB07 157NHP<br>Austro-Ungarico,Trieste | | |
| 34638<br>109452<br>QHLB | **Volscian** SteelSc<br>ssLiv.No.3-6,11<br>*Well deck* ssGoo.No.2-20<br>*Mchy.Aft* 1*Dk*(*Stl*) | 570<br>433<br>230 | ✠100A1<br>10,20 | Gms<br>✠LMC4,20<br>MBS6,21 | *i* | 10,20 | 1898<br>8mo | R William-son&Son<br>Workington<br>A&CP | VolscianS.S.Co.Ld | 179·7\|27·9\|12·1<br>Q94'B11'F23'<br>BK7½"<br>*WB=FPT* | Liverpool<br>British<br>3*BHCem*<br>55*t APT*40*t* | T3Cy15$\frac{7}{16}$"25½"&41"-30" (*s*)<br>160lb *100lb* NDB20 85RHP<br>1SB,*3cf*,GS55,HS1732<br>Ross&Duncan,Glasgow | 13 " 4<br>s " 9<br>13 " 4 | |
| 34639<br>124318<br>HJKQ | **Volsella** SteelScSr<br>ssLiv.No.3-2,17<br>ssLiv.No.1-20<br>(*ex*Veraston) 1*Dk*(*Irn*)&*deep framing*<br>*Elec.light* Wireless | 1979<br>1697<br>1218 | ✠100A1<br>3,21<br>BS9,20<br>*Fitted for oil fuel* 9,20 *F.P. above* 150° F. | Sng<br>✠LMC<br>MS5,21 | *r* | 9,20 | 1906<br>10mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>*Lloyd's A&CP* | Anglo-Saxon<br>PetroleumCo.Ld.<br>*Cell* | 281·0\|40·0\|18·2<br>P21'B74'F30'<br>FK<br>*DBa&uE*104'*f*122' | London<br>British<br>4*BHCem*<br>530*tAPT*30*t* | T.3Cy.20",31½"&53"-36" (*s*)<br>160lb 167NHP<br>2SB,*4pf*,GS65,HS2495<br>Cen.Mar.Eng.Wrks.WHpl | 20 " 7<br>s 3 " 0<br>17 "11 | |
| 34640<br>98706<br>HLPT | **Volta** IronScK<br>ssHul.2ndNo.3-6,12<br>ssHul.No.2-20<br>1*Dk* | 157<br>145<br>60 | ✠100A1<br>*StmTrawler*<br>6,20<br>✠NB8,08<br>BS5,21 | Hul<br>✠LMC6,20 | | CL<br>6,20 | 1890<br>10mo | Cochrane,<br>Coopr&Scho-fieldBeverley<br>*Lloyd's A&CP* | F.&T.Ross,Ld. | 101·2\|20·6\|11·0<br>Q19'F19'<br>ND99 BK7½"<br>ptND12 | Hull<br>British<br>3*BHCem* | T.3Cy.11½",18"&30"-22" (*s*)<br>160lb 45RHP<br>1SB,*2pf*,GS26,HS690<br>C.D.Holmes&Co.Hull | 11"10 | |
| 34641 | **Voltaire** SteelTwinSc<br>*Fitted for oil fuel*<br>*Elec.light Ref.Mchy.* 4*Dks* | 13500 | | | ... | | 1921 | Workman.<br>Clark&Co.Ld.<br>Belfast | Lamport&Holt,<br>Ld. | 510·3\|64·4\|30·9<br>B255'F58' | Liverpool<br>British<br>*WB* | Q.8Cy.26½",37",53"&74"-54"<br>806NHP<br>Wrkman,Clark&Co.Ld.Bel | | |
| 34642<br>185 | **Volturno** SteelScSr<br>(*ex*WarViceroy) 2*Dks*(*Stl*)<br>*Elec.light* Wireless | 511<br>—<br>419 | *Fitted for oil fuel* 10,17 *F.P. above* 150° F. | | | CL<br>~~11,19~~<br>8,21 | 1917<br>10mo | NorthWest<br>SteelCo.<br>Portland,O.<br>A&CP | "Transoceanica"<br>Soc.Italiana di<br>Nav.<br>*Intermediate BH in fore & after holds dispensed with*<br>*CellD* | 410·0\|54·2\|27·2<br>P44'B115'F47'<br>FK<br>*B*356' 1140*t* | Naples<br>Italian<br>*ptCem*<br>5*BHonly* | 1 Geared Steam Turbine<br>210lb (*r*) 508NHP<br>3SB,*9cf*,GS165,HS8055<br>GeneralElectricCo.<br>Schenectady,N.Y.<br>*FPT*128*tAPT*143*t* | 30 " 2<br>s 6 " 6½<br>24 " 0 | |
| 34643 | **Volubilis** SteelSc<br>ssSyd.No.3-10,13<br>(*ex*Empire) ssMsl.No.1-18<br>2*Dks*(*Stl-U*teak s)3*trB*<br>*Elec.light Ref.Mchy.* Wireless | 4747<br>3582<br>2923 | Lloyd's RMC9,21 | | ... | CL<br>5,20 | 1902<br>9mo | W.Beard-more&Co.<br>Glasgow<br>A&CP *Cell* | CieGénéraleTrans-atlantique<br>*DBa*86'*uE&B*73'*f* | 386·1\|46·7\|27·7<br>P72'B158'F52'<br>FK<br>158'644*t DTa*4'100*t* | Bordeaux<br>French<br>6*BHCem*<br>*FPT*44*t* | T.3Cy.28½",47"&78"-51" (*s*)<br>200lb *142lb* 613NHP<br>2DB,*12cf*,GS220,HS8756 FD<br>W.Beardmore&Co.Gls. | 30 " 4<br>s 9 " 5<br>21 " 5 | |
| 34644<br>OVUF | **—** SteelSc<br>(*Trawler*)<br>(*ex*RikokuMaru) 1*Dk*<br>*Elec.light* | 213<br>—<br>59 | | | | | 1912 | GoshiKai-shaHarada<br>Shoko<br>Osaka | A.Rustique | 117·0\|21·5\|11·2 | Arcachon<br>French | T.3Cy.11½",19"&32"-22"<br>48NHP<br>GoshiKaishaHaradaShoko | | V |
| 34645<br>129559<br>HSPW | **Volumnia** SteelScSr<br>ssRot.No.2-20<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 5608<br>5268<br>3546 | ✠100A1<br>~~2,21~~3,22<br>BS6,20 | Nwc ~~NN~~ NYk<br>✠LMC10,19 | *a*† | CL<br>6,19 | 1911<br>5mo | Russell&<br>Co.<br>Pt.Glasgow<br>*Lloyd's A&CP* | VolumniaS.S.Co.<br>Ld.(Gow,Harrison<br>&Co.)<br>1 *BH* & 2 '*tween dk* | 423·6\|56·0\|27·9<br>P43'B121'F41'<br>FK<br>*BH dispensed with*<br>*WB=CellDBa*128' | Glasgow<br>British *Cem*<br>4*BH to U dk*<br>2 *to* 2*nd dk*<br>*uE* 24' *f*136' | T.3Cy.27",45"&74"-51" (*r*)<br>180lb *100lb* 538NHP<br>3SB,*9cf*,GS171,HS7890 FD<br>Rankin&Blackmore,Grk.<br>1327*tDTa*35'1021*tAPT*19*t* | 30 " 6<br>s 6 " 2<br>24 " 9 | |
| 34646<br>138658<br>TPSK | **Volunda** SteelSc<br>Wrecked 7,21<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 1789<br>1442<br>1056 | ~~✠100A1~~<br>5,21 ~~9,20~~ | Hfx<br>~~✠LMC9,20~~ | *q* | | 1920<br>9mo | Nova<br>ScotiaSteel<br>&CoalCo.Ld.<br>NewGlasgow<br>*Lloyd's A&CP* N.S. | Wasis S.S.Co.Ld.<br>*CellD* | 270·0\|38·2\|17·9<br>P28'B65'F27'<br>FK<br>*B*213' 466*t FPT*35*t* | Pictou,N.S.<br>British<br>4*BHCem*<br>*APT*13*t* | T.3Cy.17½",28¾"&47"-33"<br>185lb (*s*) 165NHP<br>2SB,*4cf*,GS84,HS2900<br>CanadianIngersollRand<br>Co.Sherbrook,Que. | 20 " 6<br>s 3 " 2½<br>17 " 7 | |
| 34647<br>216762<br>LMND | **Volunteer** SteelSc<br>*Elec.light Fitted for oil fuel*<br>Sub.Sig. 2*Dks&Shelter dk&Web frames*<br>Wireless *Longitudinal framing* | 7717<br>7598<br>5791 | | | ... | | 1918 | Bethlehem<br>S.B.Corp.Ld.<br>Alameda,Cal. | UnitedStates<br>ShippingBoard | 410·0\|56·0\|29·0<br>38·0<br>FK | S.Frncisco<br>Utd.States<br>*WB* | 1GearedSteamTurbine<br>562NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 41 " 0 | R |
| 34648<br>98283 | **—** IronScSr | 112<br>106<br>44 | | | | | 1891 | Hepple&<br>Co.<br>N.Shields | G.Craig | 96·6\|19·4\|10·4 | S.Shields<br>British | C.2Cy.16¼"&32¼"-22"<br>43RHP<br>Hepple&Co.,NorthShields | | |
| 34649<br>102789<br>NOWH | **Volute** SteelScSr<br>(NOW A DEPOT SHIP 4,21)<br>ssShi.No.3-5,06<br>*Elec.light Mchy.Aft* ssShl.No.2-14<br>Wireless 2*Dks*(*Stl*)&*Webframes&Shadedk* | 4006<br>3434<br>2599 | ✠<br>*Shade dk with freeboard*<br>5,18 ✠<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 4,00 *F.P. above* 150° F. | Trn | *w* | | 1893<br>8mo | W.Gray&<br>Co.(Lim.)<br>WHartlepool<br>*W* | Anglo-Saxon<br>PetroleumCo.Ld.<br>*B=CellDBuE&B* | 347·0\|45·6\|26·7<br>FK<br>66'150*t FPT* 118*tA* | London<br>British<br>11*BHCem*<br>*PT*31*t* | T.3Cy.26",42"&70"-45"<br>NDB05 357NHP<br>3SB,*9cf*,GS114,HS5780<br>Cen.Mar.EngWrks,WHpl. | 28 " 6 | |
| 34650 | **Von der Goltz** SteelSc<br>Now named "Star of Eve," *See No. 38447 in Supplement*<br>(*Trawler*)<br>1*Dk* | 223<br><br>84 | | | | | 1916 | Nuscke&<br>Co.<br>Stettin | | 120·0\|24·0\|10·0 | British | T.3Cy.13",20½"&32½"-22"<br>Christiansen 49NHP<br>&Meyer,Harburg | | |
| 34651<br>RHLF | **Von Döbeln** IronScSr<br>*Elec.light* 1*Dk* | 568<br>377<br>437 | | | | | 1876 | W.Lind-bergsAktieb.<br>Stockholm | FinskaÅngf.<br>Aktieb. | 177·2\|26·0\|12·3 | Helsingfrs<br>Finnish | C.2Cy.16½"&28¼"-20½"<br>30NHP<br>*Cmp*88BergsundsMV.Skm | | |
| 34652 | **Von Hindenburg** SteelSc<br>(*Trawler*) | 249<br>231<br>93 | | | | | 1914 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | F.Busse | 127·0\|23·4\|10·9 | Gstemnde<br>German<br>*WB* | T3Cy11$\frac{4}{5}$",14$\frac{4}{5}$"&30$\frac{3}{10}$"-22$\frac{1}{10}$"<br>44NHP<br>G.SeebeckAG.Geestemnde | | |
| 34653 | **Von Laffert** SteelSc<br>Now named "Goeland," *See No. 37538 in Supplement*<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 224<br>216<br>86 | | | | | 1918 | Nüscke&<br>Co.A.G.<br>Stettin | | 119·9\|24·3\|9·3<br>F18' | British<br>*WB* | T.3Cy.13",21¼"&33$\frac{9}{10}$"-22$\frac{4}{5}$"<br>Christiansen& 55NHP<br>Meyer,Harburg | | |
| 34654 | **Von Schill** SteelSc<br>(*ex*Meldorf) 1*Dk* | 124<br>109<br>59 | | | | | 1906 | J.&A.van<br>derSchuijt<br>Papendrecht | PaulWagner | 124·0\|17·5\|6·4 | Stettin<br>German | C.2Cy.11"&22"-12"<br>14NHP<br>Mach.Fabr.Papendrecht | | |
| 34655<br>219500<br>LVJS | **Von Steuben** SteelTwinScSr<br>(*ex*KronprinzWilhelm)<br>*Elec.light* Sub.Sig. Wireless 4*Dks*5*trB* | 14901<br>11476<br>5161 | | | | | 1901 | Akt.Ges.<br>"Vulcan"<br>Stettin | UnitedStates<br>Govt.(NavyDept.) | 637·1\|66·3\|39·3<br>P90'B382'F115' | NewYork<br>Utd.States<br>*WB* | Q12Cy(4)34⅓"(2)69"(2)98$\frac{2}{5}$"<br>&(4)102$\frac{2}{5}$"-71"] 3534NHP<br>A.G."Vulcan,"Stettin | | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34656<br>PWRC | **Vondel** SteelScSr<br>ssAms.No.3-6,19<br>*Elec.light UDk(Stl-ws)ptStlMDk3trB*<br>*&Shelter dk(Stl-teak s)*<br>Wireless Sub.Sig. | 5866<br>5160<br>3632 | ✠100A1<br>*Shelter dk*<br>*with freeboard*<br>4,22 ~~9,21~~ ~~5,21~~ ~~12,21~~<br>BS5,21<br>~~BS0,20~~ ✠LMC5,19 | Ams | *a*† | CL<br>2,21 | 1907<br>6mo<br><br>*Lloyd*'sA&CP | Nederl.<br>Schps.Maats.<br>Amsterdam<br>*W* | Stoomv.Maats.<br>"Nederland"<br><br><br>*B=CellDBa106'u* | 421·5\|47·9\|34·7<br>B103'F75'<br>FK&BK3"<br><br>*E&B81'f150'619tF* | Amstrdam<br>Dutch<br>*6BHCem*<br><br>*W Tanks on* | Q.4Cy.29⅛",41 5/16",58¼"&88½"<br>-59" (*s*)220lb *210lb* 807NHP<br>3DB,*18cf*,GS280HS10935 FD<br>NedFb.vWrk.&Spoor,Ams<br>*lower dk a25'118tFPT45t* | 37<br>11<br>27 |
| 34657<br>113200<br>HSQJ | **Vonolel** SteelScK<br>ssGms.No.2-19<br>1*Dk* | 264<br>242<br>106 | ✠100A1<br>*StmTrawler*<br>11,21 ~~12,19~~<br>✠LMC12,19<br>BS11,21 | Gms |  | CL<br>12,19 | 1911<br>5mo<br><br>*Lloyd*'sA&CP | Cochrane<br>&Sons<br>Selby | AtlasStm.Fishing<br>Co.Ld. (Letten<br>Bros.*Mgrs.*) | 130·1\|22·5\|12·0<br>Q71'<br>BK7½" | Grimsby<br>British<br>*4BHCem* | T.3Cy.12¾",22"&36"-24" (*s*)<br>180lb 73RHP<br>1SB,*2pf*,GS36,HS1170<br>C.D.Holmes&Co.Ld.Hull | 12 |
| 34658 | **Vooraan** SteelSc<br>(*Fishing*)<br>1*Dk* | 173<br>153<br>73 |  |  |  |  | 1916 | Gebr.van<br>derWindt<br>Vlaardingen | N.V.DoggerMaats.<br>(A.Hoogendijk,Jz.<br>*Mgr.*) | 99·3\|20·8\|10·2 | Vlrdingen<br>Dutch |  |  |
| 34659 | **Voorburg** SteelSc<br>(*ex*Veenbergen,*ex*Evesham,*ex*Albiana)<br>Wireless 2*Dks* | *4281*<br>*4088*<br>*2758* |  |  |  |  | 1905 | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle | C.Goudriaan&Co. | 360·4\|47·9\|28·0<br>P26'B95'F36' | Rottrdam<br>Dutch<br>*WB* | T.3Cy.25",41"&69"-48"<br>Richardsons, 330NHP<br>Westgarth&Co.Ld.Sld. |  |
| 34660 | **Voorlooper** SteelSc<br>(*Trawler*)<br>1*Dk* | 213<br>203<br>112 |  |  |  |  | 1908 | Gebr.van<br>derWindt<br>Vlaardingen | Dogger-Maats.<br>(A.Hoogendijk,Jz.<br>*Mgr.*) | 116·8\|22·2\|11·7 | Vlaardngn<br>Dutch | T.3Cy.9",14"&23"-15¾"<br>22NHP<br>Wilton'sE.&Slpwy Co.Rot |  |
| 34661<br>JVHL | **Vöringen** Iron&SteelScSr<br>*Elec.light* 1*Dk* | 423<br>252<br>249 |  |  |  |  | 1891 | Laxevaags<br>skibsbyggeri<br>Bergen | Hardanger<br>Söndhordlandske<br>Dampskibsselskab | 166·4\|23·6\|12·0<br>P122*t*H19*t*F40*t* | Bergen<br>Norwegian | T.3Cy.15½",25"&41"-27"<br>NB09 87NHP<br>G.Clark,Sunderland |  |
| 34662<br>HPON | — IronScSr<br>1*Dk* | 190<br>127<br>103 |  |  |  |  | 1861 | ...............<br>Hull | ArendalsDamp-<br>skibsselskab | 119·3\|16·2\|10·8<br>Q23*t*B36*t*F8*t*<br>len86 | Arendal<br>Norwegian | C.2Cy.15"&30"-18"<br>NE73 NB87 32NHP<br>LaxevaagsM.&J.,Bergen |  |
| 34663<br>142347<br>JSQK | **Voronej** SteelTwinScSr<br>ssLiv.2ndNo.3-4,18<br>3*Dks*(*Stl-U*teak s&1ws)<br>*Elec.light* Wireless | 5616<br>4761<br>3278 | ✠100A1<br>5.20<br>BS6,19 ✠LMC4,18 | Nag | *z* | 5,20 | 1896<br>3mo<br><br>*Lloyd*'sA&CP | W.Denny<br>&Bros.<br>Dumbarton | TheShippingCon-<br>troller(RoyalMail<br>SteamPacketCo.<br>*Mgrs.*) *WB=Cell* | 434·9\|49·6\|29·1<br>P64'B120'F85'<br>FK<br>*DBa129'uE&B88'* | London<br>British<br>*8BHCem*<br>*f156'856t* | T.6Cy.21",34"&52"-45"<br>160lb *120lb* 519NHP<br>3SB,*9cf*,GS180,HS8109 FD<br>Denny&Co.,Dumbarton | 32<br>7<br>25 |
| 34664 | **Vorwärts** SteelTwinSc<br>(*Tender*)<br>*Elec.light* Wireless 1*Dk* | 726<br>547<br>304 |  |  |  |  | 1906 | Bremer<br>Vulkan<br>Vegesack | Norddeutscher<br>Lloyd | 206·0\|41·3\|12·1<br>B44'H— | Bremen<br>German<br>*WB* | T6Cy.13⅜",21⅜"&35 7/16"-19 11/16"<br>112NHP<br>BremerVulkan,Vegesack |  |
| 34665 | — SteelScK<br>(*Trawler*)<br>1*Dk* | 219<br>193<br>85 |  |  |  |  | 1913 | Schffb.Ges.<br>Unterweser<br>Lehe | Bremerhavener<br>Hochseefischerei<br>"Vorwärts" m.b.H | 127·5\|22·5\|12·4<br>B69'F19' | Brmrhavn<br>German<br>*WB* | T.3Cy.12⅝",19 3/16"&31 7/16"-<br>22 1/16" 48NHP<br>OttensenerMaschf.Altona |  |
| 34666<br>MPSB | **Vosbergen** SteelScSr<br>(*ex*Ridderkirk,*ex*Houthandel,*ex*Dania)<br>1*Dk* | 1435<br>1310<br>858 |  |  |  |  | 1909 | Short Bros.<br>Ld.<br>Sunderland | D/S A/S Vosbergen<br>(T.Evers) | 249·9\|37·5\|17·2<br>P12*t*H53*t*F26*t* | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.19",31"&51"-36"<br>156NHP<br>N.E.MarineEng.Co.Ld.Sld |  |
| 34667<br>MJBG | **Vrangfos** SteelSc<br>(*Icebreaker*)<br>*Mchy.Aft* | 132<br>96<br>59 |  |  |  |  | 1913 | Porsgrund<br>Mek.Verks.<br>Porsgrund | Bandak-Norsjö-<br>kanalen<br>(P.I.Stören, *Mgr.*) | 95·8\|20·1\|7·5<br>B27'F3' | Skien<br>Norwegian | C.2Cy.11"&22½"16½"<br>17NHP<br>PorsgrundM.V.Porsgrund |  |
| 34668<br>QBCF | **Vrede** Iron&SteelSc<br>(*Fishing*)<br>1*Dk* | 223<br>—<br>107 |  |  |  |  | 1916 | Gebrs.van<br>derWindt<br>Vlaardingen | N.V.Maats.S.S.<br>"Vrede"(P.D.N.<br>Jonkheer) | 117·0\|22·3\|12·2 | Rottrdam<br>Dutch | T.3Cy.<br><br>Wilton'sE&SlpwyCo.Rot. |  |
| 34669 | **Vredenburg** SteelScSr<br><br>*Elec.light* Wireless 2*Dks* | 6378<br>5819<br>3475 |  |  |  |  | 1920 | Flensburgr<br>Schiffsb.Ges<br>Flensburg | HalcyonLijn | 453·9\|59·9\|27·7<br>H59'&21' | Rottrdam<br>Dutch | T.3Cy.28¾",46¾"&76"-48"<br>400NHP<br>FlensburgerSchiffsb.Ges. |  |
| 34670 | **Vreewijk** SteelSc<br><br>*Elec.light* Wireless 1*Dk* (*Stl*) | ~~1500~~ 1451<br>1274<br>854 | ✠100A1<br>3,22 ~~12,21~~<br>~~(ClassContemplated)~~<br>✠LMC12,21 | Rot | *p* | CL<br>2,22 | 1921<br>11mo<br>A&CP | N.V.Mach.<br>&Scheeps.<br>"DeWaal"<br>Nijmegen | ~~Erhardt&Dekkers~~<br>N.V.Stoomschip<br>Winterswijk(Erhardt&Dekkers*Mgrs*) | ~~215·0~~\|37·1\|~~16·9~~ 16·6<br>P20'B60'F24'<br>244·9 FK<br>*CellDB204'301t* | Rottrdam<br>Dutch<br>*4BHCem*<br>*APT30t* | T.3Cy.17¼",28½"&47½"-36"<br>192lb *100lb* (*s*) 171NHP<br>2SB,*4cf*,GS76,HS2905<br>N.V.Machinef. "DeWaal" | 19<br>2 7<br>16 |
| 34671<br>QBFN | **Vrijenban II.** SteelSc<br>*OilEng.*<br>1*Dk* | 160<br>138<br>105 |  |  |  |  | 1919 | Boot&<br>Zonen<br>Vryenban | N.V.Motorsch.<br>"VrijenbanII." | 91·1\|21·3\|9·2 | Delft<br>Dutch | Oil Engine<br><br>N.V.DrahenburghUtrecht |  |
| 34672 | **Vrondados** SteelSc<br>*CableVessel* (*ex*Levant,<br>Wireless *ex*W.E.Gladstone) 1*Dk* | *141*<br>*131*<br>*57* |  |  | ... |  | 1889 | D.Macgill<br>&Co.<br>Irvine | G.Angelides&<br>PerrisBros. | 100·8\|20·6\|10·0<br>F8'<br>BK6" | Piræus<br>Greek | C.2Cy.16"&32"-24"<br>42NHP<br>Muir&Houston,Glasgow | 11 |
| 34673<br>OVXA | **Vulcain** SteelSc<br>ssCdz.No.2-18<br>*Elec.light* 1*Dk*(*ptIrn&ptStl*)<br>Wireless *&2nd dk*(*Stl*) *in holds only* | 4362<br>3648<br>2724 | ✠100A1<br>3,22 ~~10,19~~<br>~~BS2,21~~ ✠LMC2,18<br>BS11,21 | Bly<br>Alg | *w* | CL<br>~~9,19~~<br>3,22 | 1911<br>10mo<br><br>A&CP | Atel.&Ch.<br>deFrance<br>Dunkirk<br>*W* | Soc."LesAffré-<br>teursRéunis"<br>(JeanStern)<br>*B=Cell DBa111'u* | 361·9\|48·8\|25·0<br>P39'B122'F43'<br>FK<br>*E23'f156'918tFPT* | Rouen<br>French<br>*6BHCem*<br>*80tAPT27t* | T.3Cy.24",40"&66"-45" (*s*)<br>180lb *100lb* 383NHP<br>2SB,*6cf*,GS106,HS5458 FD<br>Atel.&Ch.deFrance,Dnk | 27<br>4<br>23 |
| 34674<br>OVWZ | — SteelScK<br>ssGms.No.2-07<br>(*ex*Vulcan) 1*Dk* | 242<br>185<br>94 | ✠<br>*StmTrawler*<br>11,08 | Gms |  |  | 1898<br>12mo | Earle'sCo.<br>Ld.<br>Hull | PêcheMaritime<br>Française,<br>Soc.Anon. | 115·0\|21·0\|11·2<br>Q46'F19'<br>BK7½" | Lorient<br>French<br>*4BHCem* | T.3Cy.11",20"&32"-23"<br>49NHP<br>1SB,*2cf*,GS35,HS850<br>Earle'sCo.Ld.Hull | 12 |
| 34675 | — SteelSc<br>(*Tug*)<br>1*Dk* | 200<br>196<br>59 |  |  |  |  | 1903 | Soc.Anon.<br>LeVulcain<br>Belge<br>Hoboken | Soc.Anon.de<br>Remorq.àHélice | 107·5\|22·9\|12·3 | Antwerp<br>Belgian | T.3Cy.16¼",26"&42"-27½"<br>92NHP<br>BremerVulkan,Vegesack |  |
| 34676<br>118135 | **Vulcan** SteelTwinSc<br>(*Bucket Dredger*)<br>*Elec.light* ssLiv.No.3-6,17<br>1*Dk*(*Stl*-ws) | 790<br>731<br>310 | ✠100A1<br>*Dredger*<br>12,18<br>BS9,21<br>~~BS6,20~~ ✠LMC6,17 | Liv |  | CL<br>~~6,17~~<br>6,21 | 1904<br>10mo<br><br>*Lloyd*'sA&CP | Ferguson<br>Bros.<br>Pt.Glasgow | MerseyDocks&<br>HarbourBoard | 181·3\|41·1\|12·3<br>F27'<br>FK | Liverpool<br>British<br>*6BHCem* | T.6Cy.16",24"&38½"-24" (*s*)<br>120lb 178NHP<br>2SB,*6cf*,GS114,HS3640<br>FergusonBros.Pt.Glasgow | 13 |
| 34677 | — SteelSc<br><br>1*Dk* | 594<br>463<br>347 |  |  |  |  | 1904 | Act.Ges.<br>"Weser"<br>Bremen | Dampfschifffahrts<br>Ges.Neptun | 179·8\|27·2\|11·9<br>Q58'B43'F22' | Bremen<br>German<br>*WB* | T.3Cy.13",20 1/16"&33 1/16"-21⅝"<br>51NHP<br>A.G."Weser,"Bremen |  |
| 34678<br>98861<br>SPHO | — SteelTwinScSk<br>(*Tug*)<br>1*Dk* | 288<br>239<br>121 |  |  | ... |  | 1893 | Barclay,<br>Curle&Co.Ld<br>Glasgow | Sou.I.ofW.&<br>S.ofEng.Royal<br>MailStmPktCo.Ld | 120·0\|25·1\|11·8<br>*ptShade dk56'*<br>BK7" | S'thamptn<br>British | T.6Cy.15",24"&39"-28"<br>NB05 172NHP<br>Barclay,Curle&Co.Ld.Gls. | 12 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34679<br>120176 | **Vulcan** SteelSc<br>(*ex*Bremen)<br>*Elec.light* 1*Dk* | 211<br>166<br>56 | | | | | 1899 | S.C.Farn-ham&Co.Ld.<br>Shanghai | ShanghaiTug&LighterCo.Ld. | 115·0<br>B64'H39*t* | 21·1 | 10·3 | Shanghai<br>British | C.2Cy.18″&36″-27″<br>54RHP<br>S.C.Farnham&Co.Shi. | | |
| 34680<br>2578<br>HVSD | — CompScSp<br>1*Dk* | 173<br>135<br>79 | | | | | 1885 | S.Groth<br>Sjötorp | VästkustensTransportA/B (G.Lundahl,*Mgr.*) | 96·4<br>P24' H10*t* | 22·7 | 9·2 | Gothenbrg<br>Swedish | C.2Cy.10″&20″-14″<br>NE&B11 12NHP | | |
| 34681 | — SteelSc<br>1*Dk* | 157<br>130<br>47 | | | | | 1899 | ShanghaiE.S.B.&DCo.Ld<br>Shanghai | Norddeutscher Lloyd | 95·0 | 20·8 | 9·6 | Bremen<br>German | C.2Cy.15″&32″-24″<br>42NHP<br>ShanghaiE.S.B.&DDCoLd | | |
| 34681* | — SteelSc<br>(*Tug*)<br>(*ex*Gebr.Wrede) 1*Dk* | 139<br>131<br>— | | | | | 1894 | Schiffsw(v.J.&Sch.)A.G.<br>Hamburg | BugsierReed.&BergungsA.-G. | 95·8 | 19·6 | 11·7 | Hamburg<br>German | C.2Cy.16¾″&30¼″-22″<br>36NHP<br>Schwft(vJ&Sch)A.G.Ham | | |
| 34682 | — SteelSc<br>(*Tug*)<br>1*Dk* | 124<br>113<br>12 | | | | | 1896 | G.Seebeck A.G.<br>Geestemünde | Norddeutscher Lloyd | 95·7 | 18·9 | 10·6 | Bremen<br>German<br>*WB* | T.3Cy.11½″,17¾″&30″-22″<br>42NHP<br>G.SeebeckAG.,Gstemünde | | |
| 34683<br>666<br>STLZ | **Vulcano** SteelScSr<br>*Elec.light* Wireless Sub.Sig. 1*Dk* | 5398<br>4540<br>3450 | | | | | 1913 | Cant.Nav. Riuniti<br>Ancona | Nav.Gen.Italiana | 394·4<br>P37'B123'F37' | 51·8 | 27·4 | Genoa<br>Italian<br>*WB* | T.3Cy.26″,42½″&69 7/10″-48″<br>335NHP<br>Cant.Nav.Riuniti,Ancona | | CI |
| 34684 | — SteelSc<br>(*Tug*) | 181<br>—<br>80 | | | | | 1887 | ............ | Alvaré&Cia. | ............ | ...... | ...... | Sagua<br>Cuban | | | |
| 34685<br>QBMV | **Vulcanus** SteelSc<br>*Elec.light* Wireless 2*Dks* | 1811<br>1639<br>1124 | | | | | 1907 | Nederl. Schps.Maats<br>Amsterdam | Koninkl.Nederl.Stoomb.Maats. | 286·7<br>P17'B127'F35' | 40·2 | 18·6 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.20⅞″,32⅝″&55″-35⅜″<br>180NHP<br>NedFb.v.Wrk&Spoor,Ams | | V |
| 34686<br>TJHQ | — SteelScSr<br>*OilEng.*<br>*Mchy.Aft* *ss*HKg.No.2-19<br>*Elec light* 1*Dk*(*Stl*)&*Webframes* | 1179<br>780<br>707 | ✠100A1<br>8,21 ~~1,21~~<br>*CarryingPetr* | Sng<br>*oleum*<br>✠LMC ~~7,20~~ | *m*<br>*in*<br>8,21 | CL<br>1,21<br>*bulk* | 1910<br>12mo<br>*Lloyd* | Nederl. Schps.Maats<br>Amsterdam<br>*'sA&CP* | Nederl.Indische Tankstoomboot Maats.(Anglo-SaxonPetroleum Co.Ld.*Mgrs.*) | 195·7<br>P48'F26<br>*Trunk dk*122' | 37·7 | 12·3<br>FK<br>*WB* | Batavia<br>Dutch<br>10*BHCem*<br>=*APT*31*t* | Oil Engine 4S.C.SA<br>6Cy.15¾″-23⅝″ 90NHP<br>NedFb.v.Wrk&Spoor,Ams | 13 ″ 2<br>s ″ 11½<br>12 ″ 5 | |
| 34687 | **Vulkan** SteelScSr<br>(*ex*Priamus)<br>1*Dk* | 660<br>518<br>363 | | | | | 1911 | Akt.Ges. "Weser"<br>Bremen | RudChrist.Gribel | 180·0<br>Q50'B45'F22' | 28·2 | 12·8 | Stettin<br>German<br>*WB* | T.3Cy.13″,21 1/16″&34 11/16″-23⅝″<br>58NHP<br>A.G."Weser,"Bremen | | |
| 34688<br>108764<br>QHLW | **Vulture** SteelScSr<br>Wireless 2*Dks* | 1168<br>929<br>490 | | | | | 1898 | A&JInglis<br>Glasgow | G.&J.Burns,Ld. | 265·0<br>P167*t*H64*t* | 33·6 | 15·9 | Glasgow<br>British<br>*WB* | T.3Cy.28″,46″&74″-45″<br>367NHP<br>A.&J.Inglis,Glasgow | | C<br>BT till 6,21 |
| 34689 | **Vzryvatel** SteelScSr<br>*Elec.light* | 640<br>496<br>382 | | | | | 1911 | Kreyton&Co.<br>Abo,Finland | RussianVolunteer FleetAssociation | 180·5 | 30·1 | 14·1 | Vladvostk<br>Russian<br>*WB* | T.3Cy.16″,26″&41″-30″<br>92NHP<br>Kreyton&Co.Abo,Finland | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chandières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34690<br>105024 | **W. A. Massey** IronScSr<br>Elec.light 1Dk | 146<br>138<br>59 | | | ... | | 1895 | Cochrane &Cooper<br>Beverley | HumberPilots' SteamCutterCo. Ld. | 108·8 | 21·0 | 10·8<br>BK7½" | Hull<br>British<br>WB | C.2Cy.15"&30"–21"<br>35RHP<br>Cooper&Co.Hull | 11 · 7 |
| 34691<br>211696<br>LDVG | **W. B. Keene** SteelSc<br>(Tug)<br>Elec.light Wireless 1Dk | 396<br>—<br>269 | | | | | 1913 | Staten Isld. S.B.Co.<br>PtRichmond | Savannah-New YorkTransprtnCo. | 136·7 | 27·6 | 14·7 | NewYork<br>Utd. States | T.3Cy.17",25"&43"–30"<br>101NHP<br>StatenIsldSBCo.PRichmd | |
| 34692<br>130776 | **W. C. Franz** SteelScSr<br>(exUranus)<br>Elec.light Mchy.Aft 1Dk2trB | 3429<br>3178<br>2030 | | | | | 1901 | DetroitS.B Co.<br>Wyandotte | AlgomaCentral& HudsonBayR.R. Co. | 346·0 | 48·0 | 24·1<br>WB | SaultSt. Marie<br>British | T.3Cy.22",35"&58"–42"<br>218NHP<br>DetroitS.B.Co. | |
| 34693 | **W. C. Frohne** SteelScSr<br>Welldeck Elec.light 1Dk | 373<br>266<br>198 | | | | | 1906 | Stettiner Oderwerke<br>Stettin | Flensburg-Stettiner Dampfschifffahrt Ges. | 144·5<br>Q56'B18'F16' | 22·8 | 11·1 | Flensburg<br>German<br>WB | T.3Cy.11",18"&28"–20"<br>35NHP<br>StettinerOderwerke | |
| 34694<br>205012 | **W. C. Richardson** SteelScSr<br>(exWainwright)<br>Elec.light Mchy.Aft 1Dk | 4937<br>—<br>3714 | | | | | 1908 | Detroit S.B.Co.<br>Detroit,Mich | ColumbiaS.S.Co. (W.C.Richardson &Co. *Mgrs*) | 420·0 | 52·2 | 29·0 | Fairport, O<br>Utd. States<br>WB | T.3Cy.22",35"&58"–42"<br>218NHP<br>DetroitS.B.Co.DetroitMch | |
| 34695<br>215284<br>LHKR | **W.C.Teagle** SteelTwinSc3MstSr<br>ssNYk No.1–21<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Mchy.Aft Sub.Sig. &Web frames<br>Wireless Longitudinal framing | 10678<br>10434<br>8115 | ✠100A1<br>Shelter dk withfreeboard<br>~~8,21~~ 8,20 1,22 ✠LMC~~7,17~~ 6,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 7,17 F.P. above 150° F. | NYk | f† | CL<br>~~8,20~~<br>S6,21<br>FN6,21 | 1917<br>7mo | Bethlehem SteelCo.<br>Sparro'Pt Md<br>A&CP | StandardOilCo. (NewJersey)<br>CellDBa17'uE&B DT f 54' 745t | 499·1<br>68'275t FPT244tAPT108t | 68·2 | 35·9<br>FK | NewYork<br>Utd. States<br>19BHptCem<br>(15 to U dk<br>4 „ 2nd „) | T.6Cy.20½",35"&60"–42" (s)<br>200lb 200lb 652NHP<br>3SB,12cf,GS220,HS9228 FD<br>BethlehemStl.Co.Sparr'Pt | 38 · 3<br>· 11 · 5<br>27 · 1 |
| 34696<br>116264 | **W. D. Matthews** Iron&SteelSc<br>1Dk | 3965<br>3959<br>2450 | | | | | 1903 | Collingw'd S.B.Co.Ld.<br>CollingwdOn | CanadaSteamship Lines,Ld. | 366·5<br>P6t | 48·0 | 28·0 | Toronto<br>British | T.3Cy.20",33½"&55"–40"<br>CollingwoodS.B.& 191NHP<br>E.Co.Ld.Collingwd,Ont. | |
| 34697<br>81535 | **W. D. Rees** SteelSc<br>Mchy.Aft Elec.light 1Dk2trB | 3760<br>—<br>2992 | | | | | 1895 | Cleveland S.B.Co.<br>Cleveland | WilsonTransitCo. | 396·4 | 45·0 | 23·5 | Buffalo<br>Utd. States<br>WB | T.3Cy.23",38"&63"–40"<br>NB01 251NHP<br>Cleveland SB.Co.,Clevelnd | |
| 34698<br>101815 | **W. D. S.** SteelScCtr<br>ssNwc.No.3–5,04<br>ssNwc.No.2–13<br>1Dk | 103<br>93<br>41 | ✠<br>For Towing purposes<br>4,14 ✠ | Nwc | | | 1892<br>12mo | Schlesingr. Davis&Co.<br>Newcastle | Lawson-Batey Tugs,Ld. | 85·2 | 19·1 | 9·5<br>BK6" | Newcastle<br>British<br>3BHCem | C.2Cy.17"&32"–24"<br>40RHP<br>1SB,2pf,GS29,HS880<br>N.E.Mar.E.Co.(Lim.),Nwc | 10 · 0 |
| 34699<br>124621 | **W. E. Dorrington** SteelTwin ScSp<br>1Dk | 175<br>162<br>66 | | | ... | | 1906 | Cammell, Laird&Co.Ld.<br>Birkenhead | ShropshireUnion Rlwy.&CanalCo. | 105·0 | 22·6 | 10·0<br>FK | Chester<br>British<br>WB | C.4Cy.14"&30"–20"<br>73RHP<br>Cammell,Laird&CoLd Bkn | 11 · 0 |
| 34700<br>203561 | **W. E. Fitzgerald** SteelScSr<br>Elec.light Mchy.Aft 1Dk | 4940<br>—<br>3701 | | | | | 1906 | Detroit S.B.Co.<br>Wyandotte | ChicagoNav.Co. (D.Sullivan&Co. *Mgrs.*) | 420·0 | 52·2 | 29·0 | Duluth<br>Utd. States<br>WB | T.3Cy.22",35"&58"–42"<br>218NHP<br>DetroitS.B.Co.,Detroit | |
| 34701<br>80361<br>LGWD | **W. E. Gladwish** WoodScSr<br>1Dk | 121<br>—<br>60 | | | | | 1873 | ..................<br>Philadelphia, Pa. | ElmerA.Keeler | 110·8 | 27·0 | 9·0 | NewYork<br>Utd. States | | |
| 34702<br>137202 | **W. E. Hinde** SteelSc<br>ssLon.No.1–20<br>1Dk | 43<br>40<br>5 | ✠ A-<br>For towing purposes<br>5,22 ~~4,21~~ ✠LMC5,20<br>BS5,22 | ~~Drt~~ Fly | | ~~12,19~~<br>5,22 | 1916<br>6mo | Cox&Co. Ld.<br>Falmouth | DenabyShipping & CommercialCo.Ld. | 62·0 | 13·5 | 7·4<br>BK5" | Falmouth<br>British<br>4BHCem | C.2Cy.11"&22"–15" (s)<br>130lb 24RHP<br>1SB,2pf,GS23,HS496<br>Cox&Co.Ld.Falmouth | 7 · 9 |
| 34703<br>~~221005~~<br>~~MCND~~ | **W. E. Ogilvie** SteelSc<br>Elec.light 1Dk(Stl)&Webframes<br>Mchy.Aft Longitudinal framing | 1336<br>995<br>785 | ✠100A1<br>3,21 ✠LMC3,21<br>Self propelled Barge<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 3,21 F.P. above 150° F. | NYk | o | CL | 1921<br>3mo<br>A&CP | ToddShip-yardsCorp.<br>BrooklynNY | ~~SinclairNav.Co. Inc.~~ SinclairCuba Nav.Co.<br>CellDB15'28t | 210·0<br>P51'F41'<br>FPT41tAPT28t | 43·8 | 13·7<br>FK | Havana<br>Cuban<br>9BHptCem | T.3Cy.16",25"&42"–30" (r)<br>180lb 156NHP<br>2SB,4cf,HS2476 FD<br>ToddShipyardsCorp.N.Y. | 14 · 0<br>· 1 · 8<br>12 · 8 |
| 34704<br>215139<br>LHFS | **W. F. Burrows** WoodAuxSc<br>SS Sea.4,21 OilEng. 4MstSr<br>Hardwood treenails ptGIB 2Dks<br>Wireless Salted & specially treated<br>(See Sailing Ship Register) | 1560<br>1308<br>1259 | ✠12 A1<br>4,21 | Sea<br>LMC4,21 | | 3,20 | 1917<br>4mo<br>Lloyd's A&CP | Standifer Clarkson&Co<br>Portland,O. | Libby,McNeill& Libby | 201·0<br>P50'F46' | 44·0 | 21·9 | S.Frncisco<br>Utd.States | Oil Engines 2S.C.SA<br>8Cy.14³⁄₁₆"–15¾" 137NHP<br>SkandiaPacificOilEngine Co.S.Fo | 23 · 5 |
| 34705<br>213555 | **W. F. White** SteelSc<br>Sub.Sig.<br>Elec.light Mchy.Aft Wireless 1Dk | 7180<br>—<br>5548 | | | | | 1915 | American S.B.Co.<br>Lorain,Ohio | Limestone Transptn.Co. (C.D. Bradley, *Mgr.*) | 530·0<br>F52' | 60·0 | 32·0 | Clevelnd,O<br>Utd. States<br>WB | T.3Cy.25½",41"&67"–42"<br>291NHP<br>AmericanS.B.Co Lorain,O. | |
| 34706<br>203342 | **W. G. Pollock** SteelScSr<br>Elec.light Mchy.Aft 1Dk | 4872<br>—<br>3585 | | | | | 1906 | American S.B.Co.<br>Cleveland | ValleyS.S.Co. (W.H.Becker *Mgr*) | 420·0 | 52·0 | 28·0 | Cleveland<br>Utd. States<br>WB | T.3Cy.22",35"&58"–42"<br>218NHP<br>AmericanS.B.Co.Clevelnd | |
| 34707<br>126517 | **W. Grant** SteelScSp<br>1Dk | 103<br>98<br>37 | | | | | 1910 | Pacific WhlngCo.Ld.<br>Victoria,B.C. | Consolidated WhalingCorp.Ld. | 93·0 | 18·0 | 10·3 | Vict'ria BC<br>British | T.3Cy.12",18"&30"–18"<br>46RHP<br>AkersMek.Værks.Xia. | |
| 34708<br>134015 | **W. Grant Morden** SteelScSr<br>Wireless ssTto.No 1–21<br>Elec.light 1Dk(Stl)&Webframes<br>Mchy.Aft Longitudinal framing | 8611<br>8075<br>6086 | ✠100A-<br>For Service on the Great Lakes<br>4,22 ~~12,14~~ ✠LMC4,21<br>BS4.22 | ~~PtA~~ Tto | | 4,19 | 1914<br>5mo | WesternD. D&S B.Co.Ld.<br>P.Arthur,Ont<br>WB=CellDB | CanadaSteamship LinesLd.<br>a 55'f & side tanks | 604·0<br>F44'<br>510' 5546t FPT250t | 59·0 | 32·0<br>FK | Montreal<br>British<br>4BH<br>APT48t | T.3Cy.24",39"&65"–42" (s)<br>170lb 406NHP<br>2SB,6cf,GS132,HS6338<br>AmericanSBCo.Clvelnd,O. | 32 · 0 |
| 34709<br>205106 | **W. H. Becker** SteelScSr<br>(exAlexisW.Thompson)<br>Elec.light Mchy.Aft 1Dk | 6436<br>—<br>4670 | | | | | 1908 | WestBay CityS.B.Co<br>BayCity | ValleyS.S.Co. (W.H.Becker, *Mgr.*) | 504·0 | 55·0 | 26·7 | Cleveland<br>Utd. States<br>WB | T.3Cy.23½",38"&63"–42"<br>257NHP<br>DetroitS.B.Co.Detroit | |
| 34710<br>220951<br>MCGQ | **W. H. Libby** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Mchy.Aft &Web frames<br>Sub.Sig. Longitudinal framing<br>Wireless | 8194<br>7852<br>5935 | ✠100A1<br>Shelter dk withfreeboard<br>~~10,21~~ ~~1,21~~ 2,22 ✠LMC1,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 1,21 F.P. above 150° F. | Pld<br>NYk | c† | CL | 1921<br>1mo | GMStandiferCnst.Corp.<br>Vancouver, Wash.<br>A&CP<br>CellDBuE&B | StandardOilCo. (NewJersey)<br>bunker86'280tDT)<br>'tween dk tanks a9'67t | 462·4<br>50'335t<br>FPT179tAPT108t | 60·2 | 36·5<br>FK | NewYork<br>Utd. States<br>18BHptCem<br>(3 to S dk<br>11 „ U „<br>4 „ 2nd „) | Q.4Cy.24",35",51"&75"–51"<br>220lb 180lb (s) 552NHP<br>3SB,9cf,HS7434 FD<br>Hooven,Owens&Rentschler Co.Hamilton,O | 37 · 3<br>· 11 · 2<br>26 · 6 |
| 34711<br>206419 | **W. H. McGean** SteelSc<br>(exStadacona)<br>Elec.light Mchy.Aft Wireless 1Dk | 6014<br>—<br>4654 | | | | | 1909 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | CanadaSteamship Lines,Ld. | 479·0<br>F44' | 56·0 | 31·0 | ClevelndO<br>Utd. States<br>WB | T.3Cy.22½",36"&61"–42"<br>241NHP<br>Gt.Lakes Eng.Wks.Detroit | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trad. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34712<br>128767 | **W. H. Podd** SteelScK<br>ssMil.No.1-19<br>1Dk | 225<br>210<br>87 | ✠100A1<br>StmTrawler<br>~~14,19~~ 12.21<br>BS2,21 ✠LMC11,19 | Mil<br>Abn | | CL<br>3,19 | 1914<br>1mo<br>Lloyd's A&CP | Hall,Russell&Co.Ld.<br>Aberdeen | ~~W.H.Podd~~<br>J.S.Boyle | 117·5\|22·5\|12·1<br>Q72'<br>BK7½" | Milford<br>British<br>4BHCem | T.3Cy.12",20"&34"-24" (r)<br>180lb 75RHP<br>1SB,3pf,GS41,HS1355<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 34713<br>215856<br>LJKW | **W. H. Tilford** SteelSc3MstSr<br>ssNYk.No-1-21<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Sub.Sig.<br>Wireless Longitudinal framing | 5580<br>5091<br>3379 | ✠100A1<br>~~6,21~~~~10,20~~ ~~7,21~~<br>3,22~~12,21~~<br>7,21 ✠LMC~~12,17~~<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 12,17 F.P. above 150° F. | NYk<br>NNs | z | CL<br>~~10,20~~<br>3,22 | 1917<br>12mo<br>A&CP | Bethlehem S.B.Corp. Ld.(Harlan Plant)<br>Wlmgtn,Del. | StandardOilCo.<br>(NewJersey) | 411·6\|53·4\|29·8<br>P114'B29'F41'<br>FK<br>CellDBuE&B67' in Bunkers 13' 245t DTf32' 336t FPT 106tAPT105t | NewYork<br>Utd.States<br>18BHptCem<br>(14 to U dk<br>4 ,, 2nd,,) | T.3Cy.27",45"&74"-48" (s)<br>180lb *180lb* 528NHP<br>2SB,8cf,GS180,HS7788 FD<br>Harlan&HollingswrthCor. | 31 ″ 0<br>s6″ 11½<br>24 ″ 5 | |
| 34714<br>135204<br>JBVM | **W. I. Radcliffe** SteelScSr<br>ssNpt No.2-22 ~~ssCff.No.1-17~~<br>(exClarissaRadcliffe) 1Dk(ptIrnptStl)<br>Wireless | 6042<br>5268<br>3676 | ✠100A1<br>4,22 ~~7,20~~<br>~~BS11,20~~ ✠LMC~~10,17~~<br>BS10,21 ~~MS2,20~~<br>Carrying oil fuel F.P. above 150°F. in D.B. | Bal<br>Cff | z | CL<br>~~7,20~~<br>~~8,21~~<br>2.22 | 1913<br>4mo<br>Lloyd's A&CP | Craig,Taylor&Co.Ld<br>Stockton | WynnstaySS CoLd<br>(E.ThomasRadcliffe&Co.Mgrs.) | 415·0\|55·6\|26·7<br>P45'B241'F39'<br>FK<br>Cell DBa 132'uE&B46' f184'1598tFPT154tAPT183t | London<br>British<br>7BHCem | T.3Cy.28",46"&75"-48" (s)<br>180lb *120lb* 470NHP<br>3SB,9cf,GS197,HS7891<br>Blair&Co.Ld.Stockton | 28 ″ 7<br>s 4 ″ 5<br>24 ″ 8 | |
| 34715<br>141764 | **W. J. Carter** WoodSc<br>1Dk | 317<br>239<br>170 | | | | | 1886 | Wolf&Davidson<br>Milwaukee, Wis. | TheRobertHicks Coal&TowingCo. Ld.(R.Hicks,Mgr) | 122·0\|27·8\| 9·6 | Montreal<br>British | C.2Cy.18"&25"-30"<br>37RHP | | |
| 34716<br>93133 | **W. J. Conners** SteelSc<br>(exMauchChunk)<br>Elec.light Mchy.Aft 2Dks | 4499<br>—<br>3609 | | | | | 1901 | UnionDryDockCo.<br>Buffalo,N.Y. | LehighValley Transportn.Co. | 381·7\|50·5\|15·5<br>28·0 | Buffalo<br>Utd. States<br>WB | Q4Cy20½",30",43½"&63"-42"<br>257NHP | | |
| 34717<br>220851<br>MBWT | **W. J. Hanna** SteelSc3Mst<br>Wireless Fitted for oil fuel<br>Elec.light Mchy.Aft 2Dks<br>Carrying Petroleum in bulk<br>Sub.Sig. Longitudinal framing | 7110<br>6452<br>5188 | | | | | 1920 | SunS.B.Co.<br>Chester,Pa. | StandardOilCo.<br>(NewJersey) | 429·3\|59·2\|33·2<br>P133'B36'F40' | NewYork N.J.<br>Utd.States<br>WB | T.3Cy.27",45½"&76"-51"<br>412NHP<br>SunS.B.Co.Chester,Pa. | | R |
| 34718<br>208805<br>LBWD | **W. L. Messick** WoodScSr<br>1Dk | 237<br>—<br>160 | | | | | 1911 | ..................<br>Norfolk,Va. | TheEdwardsCo. | 125·3\|23·5\|11·0 | Reedville, Va.<br>Utd.States | | | |
| 34719<br>216877<br>LMTG | **W. L. Steed** SteelSc<br>Wireless 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing | ~~6386~~<br>6172<br>5888<br>~~4598~~<br>4563 | ✠100A1<br>~~8,21~~ 4,21 12,21<br>✠LMC9,18<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 9,18 F.P. above 150° F. | Bos<br>NYk | a† | CL<br>N4,21 | 1918<br>9mo<br>A&CP | Bethlehem S.B.Corp.Ld.<br>Quincy,Mass. | ~~UnitedStates ShippingBoard~~<br>Pan-AmericanPetroleum&Trnsprt.Co.Inc | 416·8\|56·1\|31·1<br>P107'B35'F33'<br>FK<br>CellDBuE&B250'200tDTf33'420tFPT229tAPT130t | Boston<br>Utd.States<br>16BHptCem<br>(12 ,, to Udk<br>4 ,, ,,2nd,,) | T.3Cy.26½",44"&74"-51" (s)<br>190lb *125lb* 525NHP<br>3SB,9cf,HS7425 FD<br>BethlehemS.B.Corp.Ld. | 32 ″ 9 | |
| 34720<br>216508<br>LMBG | **W. M. Burton** SteelScSr<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing | 7137<br>6444<br>5358 | ✠100A1<br>~~7,21~~ 10,20 4.22<br>✠NE11,20 ✠LMC11,20<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 6,18 F.P. above 150° F. | Bos<br>~~Phl~~Ham | b† | CL<br>4,22 | 1918<br>6mo<br>A&CP | Bethlehem S.B.Corp.Ld.<br>Alameda,Cal. | AtlanticRefining Co.Inc. | 435·0\|56·0\|32·0<br>P122'B50'F42'<br>FK<br>CellDBuE&B57'179t DTf56'1038t FPT97tAPT74t | Phildlphia<br>Utd.States<br>15BHptAsp<br>(11 ,, to Udk<br>4 ,, ,,2nd,,) | 2SteamTurbines geared to 1Sc.Shaft<br>3Water Tube Boilers (s)<br>250lb HS9750 672NHP<br>DeLavalStm.TurbineCo., Trenton,N.J. | 33 ″ 6<br>s 7 ″ 11<br>26 ″ 0 | |
| 34721<br>216249<br>LKQB | **W. M. Irish** SteelScSr<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing | 7135<br>6444<br>5354 | BS1,22<br>✠100A1<br>6,21 ~~8,20~~<br>~~BS4,20~~ ✠LMC~~4,18~~<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 4,18 F.P. above 150° F.<br>✠NE6,21 | NNs<br>NYk | b†<br>6,21 | CL<br>6,21 | 1918<br>4mo<br>A&CP | Bethlehem S.B.Corp.Ld.<br>Alameda,Cal. | AtlanticRefining Co.Inc. | 435·0\|56·0\|32·0<br>P122'B50'F42'<br>FK<br>CellDBuE&B57' 179tDTf 56'1038t FPT97tAPT74t | Phildlphia<br>Utd.States<br>15BHptAsp<br>(11 ,, to U dk<br>4 ,, ,, 2nd,,) | 2SteamTurbines geared to 1Sc.Shaft (s)<br>250lb HS9750 763NHP<br>3WaterTubeBoilers FD<br>DeLavalStm.TurbineCo., Trenton,N.J. | 33 ″ 6<br>s 7 ″ 11<br>26 ″ 0 | |
| 34722<br>215841<br>LJKD | **W. M. Tupper** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks | 1852<br>—<br>1100 | | | | | 1917 | Merrill-StevensCo<br>Jacksonville | Gulf&Southern S.S.Co. | 217·6\|38·0\|25·0 | Jcksnville<br>Utd.States<br>WB | T.3Cy.16¼",24¼"&41¼"-30"<br>NHP | | R |
| 34723 | **W. P. Clark** SteelSc<br>(exRobertK.) | 332<br>—<br>186 | | | | | 1904 | OsakaIron Works<br>Osaka | InsularLumberCo. | 126·0\|24·0\|12·5 | Manila<br>Utd.States | T.3Cy.13",21¼"&36"-27"<br>67NHP | | |
| 34724<br>139831 | **W. S. Burton** SteelScK<br>1Dk | 234<br>221<br>102 | ✠100A1<br>StmTrawler<br>8,20<br>✠LMC~~3,17~~ 10,21 | Shl | | CL<br>~~8,19~~<br>8,21 | 1917<br>3mo<br>Lloyd's A&CP | Hall,Russell&Co.Ld.<br>Aberdeen | R.H.Davison&Co. | 122·5\|22·2\|12·3<br>BK7½" | Hartlepool<br>British<br>3BHCem<br>DBf22'14t | T.3Cy.12½",21"&34"-24" (r)<br>185lb 84RHP<br>1SB,3pf,GS48,HS1607<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 3 | |
| Broken up 5,22<br>34725<br>87232 | **W. S. Caine** IronScDy<br>ssLiv.2ndNo.3-12,07<br>Mchy.Aft ssMil.No.2-16<br>1Dk | 183<br>145<br>79 | ~~✠100A1~~<br>1,22 ~~12,19~~<br>✠NB9,03 ~~✠LMC~~<br>~~MS9,16~~ ~~BS12,19~~ | Sld | b | 5,18 | 1883<br>4mo<br>Lloyd's A&CP | W.Thomas<br>Amlwch | ~~J.Johnston~~<br>W.CubbinLd.<br>(C.Roscorla, Mgr) | 122·4\|21·1\| 7·9<br>B31'<br>ND95 BK6½" | Lerwick<br>British<br>3BHCem | C.2Cy.14"&27"-21" (s)<br>85lb 35RHP<br>1SB,2pf,GS30,HS750<br>DeWinton&Co.Carnarvon | 8 ″ 6<br>s ″10<br>8 ″ 6 | |
| 34726<br>220953<br>MCGS | **W. S. Miller** SteelSc<br>Wireless Fitted for oil fuel<br>Elec.light Longitudinal framing 2Dks<br>Mchy.Aft Carrying Petroleum in bulk | 6949<br>6642<br>4289 | | | | | 1920 | Bethlehem S.B.Corp.Ld<br>Alameda,Cal | StandardOilCo.of California | 435·0\|56·0\|32·0<br>P112'B54'F42' | S.Frncisco<br>Utd.States<br>WB | T.3Cy.27",47"&78"-48"<br>422NHP<br>BethlehemS.B.Corp.Ld. Alameda,Cal. | | R |
| 34727<br>203629<br>KVRD | **W. S. Porter** SteelSc3MstSr<br>ssSFo.No.3-7,19<br>Wireless Sub.Sig. 2Dks(Stl)&<br>Elec.light Mchy.Aft Webframes | 4902<br>4562<br>3525 | ✠100A1<br>3,21 ~~10,20~~<br>✠LMC<br>MS7,19 BS~~7,20~~ 12,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 11,06 F.P above 150° F. | SFo | x | CL<br>2,20 | 1906<br>11mo<br>A&CP | NwprtNws S.B.&DD.Co.<br>NewprtNews | AssociatedOilCo. | 385·0\|49·7\|28·7<br>P69'B27'F34'<br>FK<br>WB=CellDBuE&B65' 168tFPT88tAPT62t | S.Frncisco<br>Utd.States<br>12BHCem | T.3Cy.28",44"&74"-54" (a)<br>180lb *180lb* 497NHP<br>3SB,12cf,GS266,HS8502<br>NewportNewsSB&DD.Co. | 30 ″ 3 | |
| 34728 | **W. S. Rheem** SteelTwinSc<br>Fitted for oil fuel<br>Elec.light 2Dks&Shelter dk<br>Mchy.Aft Carrying Petroleum in bulk<br>Longitudinal framing | 10600 | | | | | 1921 | Bethlehem S.B.Corp.Ld.<br>Alameda,Cal. | StandardOilCo.of California | 500·0\|68·0\|37·7 | S.Frncisco<br>Utd. States<br>WB | T.6Cy.24",39"&65"-42"<br>548NHP<br>BethlehemS.B.Corp.Ld. | | |
| * 34729<br>216788<br>LMPF | **—** SteelScSr<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing<br>Sub.Sig. Wireless<br>*Now named* "Shreveport," *see Supplement* | 7277<br>6444<br>4371 | ✠100A1<br>1,20<br>✠LMC8,18<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 8,18 F.P. above 150° F. | NYk | b† | CL<br>1,20 | 1918<br>8mo<br>A&CP | Bethlehem S.B.Corp.Ld.<br>Alameda,Cal | UnitedStates ShippingBoard | 435·0\|56·0\|32·0<br>P101'B50'F42'<br>FK<br>CellDBuE&B62'171tFPT97tAPT74t | NewYork<br>Utd.States<br>15BHptAsp<br>(10 to U dk<br>5 ,, 2nd,,) | T.3Cy.27",47"&78"-48" (s)<br>220lb 600NHP<br>3SB,9cf,HS8265 FD<br>BethlehemS.B.Co.S.Fo. | 33 ″ 6<br>s 8 ″ 0<br>25 ″11 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34730<br>204475 | **W. S. Taylor** WoodSc<br>(*Tug*) | 318<br>—<br>216 | | | | | 1907 | ……………<br>GreenBay,<br>Wis. | AtlanticCoast<br>TransportationCo. | 126·0 | 24·0 | 13·0 | NewYork<br>Utd.States | | |
| 34731<br>106862 | **W. T. Jolliffe** SteelScSp<br>(*Tug*)<br>(*ex*VivianJolliffe) 1*Dk* | 163<br>142<br>1 | | | … | | 1897 | Mordey,<br>Carney&C.Ld<br>Newprt.Mon. | W.&T.Jolliffe,Ld. | 101·9 | 19·5 | 10·4<br>BK6½" | Liverpool<br>British | C.2Cy.21"&42"–27"<br>100RHP<br>Ross&Duncan,Glasgow | 11′6 |
| 34732<br>166821 | **W. T. & B. Co. 60** WoodTwinSc<br>*OilEng.*<br>*Elec light* (*ex*Alki) 1*Dk* | 717<br>—<br>694 | | | | | 1915 | WashingtonTug&<br>BargeCo.<br>Seattle | IndependentTowingCo. | 142·1 | 37·2 | 16·2 | Seattle<br>Utd.States | OilEngines<br>4Cy.10½"–12½" 29NHP<br>FairbanksMorseCo.<br>ThreeRivers,Mich. | |
| 34733 | **W. Th. Stratmann** SteelSc<br>(*Tug*)<br>1*Dk* | 113<br>101<br>— | | | | | 1907 | H.C.StülckenSohn<br>Hamburg | Petersen&Alpers<br>G.m.b.H. | 80·0 | 18·9 | 11·0 | Hamburg<br>German | C.2Cy.13¾"&26"–19¾"<br>25NHP<br>H.C.StülckenSohn,Ham. | |
| 34734<br>206558 | **W. W. Atterbury** SteelSc<br>(*ex*Conemaugh)<br>*Elec.light Mchy.Aft* 2*Dks* | 3898<br>—<br>2967 | | | | | 1909 | Detroit<br>S.B.Co.<br>Wyandotte | Gt.LakesTransit<br>Corp. | 350·0 | 46·0 | 31·0 | Buffalo<br>Utd.States<br>*WB* | Q.4Cy.19",27½",40"&58"–<br>42" 218NHP<br>DetroitS.B.Co.Detroit | |
| 34735 | **Wa Sun** SteelSc<br>1*Dk*&*Shade dk* | 388<br>160<br>245 | | | | | 1914 | KwongTackCheong<br>HongKong | | 136·5 | 21·8 | 8·0 | Chinese | C.2Cy.13½"&27"–16"<br>30RHP<br>KwongTuckCheong,H.Kg | |
| 34736<br>QBPC | **Waal** SteelScSr<br>*ss*Rot.No.2–20<br>*Well deck* 1*Dk*(*Stl*) | 1261<br>1031<br>765 | ✠100A1<br>2,21 ~~7,20~~<br>✠LMC<br>MS7,20 BS4,21 | Rot | *o* | CL<br>7,20 | 1912<br>5mo<br>*Lloyd's A&CP* | A.Vuijk&Zonen<br>Capelle a/d Ysel | Naam.Venn.Houtvaart.(Vinke&Co.<br>*Mgrs.*)<br>*WB=CellDBa69'uE15' f102'310t FPT60t* | 235·4<br>Q83'B63'F28' | 35·7 | 15·4<br>FK | Rottrdam<br>Dutch<br>4*BHCem* | T.3Cy.17",28"&46"–36" (*s*)<br>180lb *100lb* 147NHP<br>1SB,3*cf*,GS63,HS2408<br>G.T.Grey,SouthShields | 17′6<br>s 1′3½<br>16′5 |
| 34737<br>QBPF | **Waaldijk** SteelScSr<br>*ss*RotNo.1–21 *ss*Rot.No.3–7,16<br>(*ex*Gramsbergen,*ex*Acara) 2*Dks*(*Stl*)<br>*Elec.light* &*deepframing*<br>Wireless | 5011<br>4749<br>3135 | ✠100A1<br>7,21 6,20<br>~~BS12,19~~ ✠LMC~~7,18~~<br>6,21 | NYk<br>Rot | *z* | CL<br>~~4,10~~<br>5,21 | 1904<br>3mo<br>*Lloyd's A&CP* | Palmers'Co.Ld.<br>Newcastle | Nederl.-Amerik.<br>Stoomv.Maats.<br>(Holland-Amerika<br>Lijn)<br>*WB=CellDBa131'uE&B48' f169' 1081t DTa38'1016tFPT132tAPT54t* | 400·0<br>P30'B144'F41' | 50·2 | 29·4<br>FK | Rottrdam<br>Dutch<br>6*BHCem* | T.3Cy.26½",43"&71"–48" (*r*)<br>180lb *100lb* 317NHP<br>2SB,6*cf*,GS115,HS3223 FD<br>Palmers'Co.Ld.Newcastle | 32′3<br>s 6′4<br>26′3 |
| 34738<br>QBPG | **Waalhaven** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 3551<br>3263<br>2170 | | | | | 1916 | RotterdamDroogd.Maat<br>Rotterdam | N.V.Maats.S.S.<br>"Waalhaven"<br>(Gebr.vanUden) | 361·4<br>P24'B214'F34' | 49·9 | 22·1 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.25",41"&67"–45"<br>301NHP<br>RotterdamDroogd.Maats. | |
| 34739<br>QBPK | **Waalstroom** SteelScSr<br>(*ex*Oedenrode)<br>*Elec.light* 1*Dk*<br>Wireless | 1351<br>1171<br>784 | | | | | 1917 | C.Van derGiessen&Zn.<br>Krimpen<br>a/dYsel | Hollandsche<br>Stoomb.Maats. | 237·9<br>P32'B59'F24' | 36·0 | 16·6 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.17½",29"&46"–36"<br>127NHP<br>Pannevis&Zoon,Utrecht | |
| 34740 | **Waalveer** SteelSc<br>*Elec.light* 1*Dk*<br>*Should be* "Winga," *See No.* 39951 *in Supplement* | 1480<br>1120 | | | | | 1920 | Scheepsb.<br>"De[illegible]er"<br>Geertruidenberg | NVRotterdamsche<br>Alg.Scheepv.Mij.<br>(M.J.van derEb,<br>Ld.*Mgrs.*) | 236·8 | 36·4 | 18·0 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.18",29"&48"–30"<br>126NHP<br>Machinefb.Kuipers,<br>Rotterdam | |
| 34741<br>218222<br>LRKN | **Waban** SteelScSr<br>*Longitudinal framing*<br>*Elec.light* 1*Dk*2*trB*&*Shelter dk*<br>Sub.Sig. Wireless *Fitted for liquid fuel* | 6038<br>5500<br>3742 | | | | | 1919 | GMStandiferCnst.Corp.<br>Vancouver,<br>Wash. | UnitedStates<br>ShippingBoard | 401·4<br>P34'F38' | 53·2 | 32·0 | PortlndOr<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>Hoover,Owens&RentschlerCo.Hamilton,O. | |
| 34742<br>81638<br>KNVD | — SteelSc<br>(*Tug*)<br>1*Dk* | 163<br>—<br>111 | | | | | 1898 | Neafie&LevyCo.<br>Philadelphia | W.G.Revel | 91·0 | 20·0 | 10·4 | Charlston,<br>S.C.<br>Utd.States | C.2Cy.16"&32"–24"<br>NB12 42NHP<br>Neafie&LevyCo.,Phl. | |
| 34743<br>131402<br>HVCG | **Wabana** SteelScSr<br>*ss*Bkn.No.2–19<br>*Elec.light* Wireless *Longitudinal framing*<br>Sub.Sig. 1*Dk*(*Stl*)&*Web frames* | 4804<br>4513<br>2676 | ✠100A1<br>12,21 ~~1,21~~<br>~~BS4,21~~ ✠LMC7,19<br>BS12,21 | Shl<br>Hfx | *x* | CL<br>~~5,20~~<br>12,21 | 1911<br>12mo<br>*Lloyd's A&CP* | ShortBros.<br>Ld.<br>Sunderland | WabanaSS.Co.Ld.<br>(A.L.Hamilton,<br>*Mgr.*)<br>*WB=CellDBa117'uE&B46' f159'1223t Topside tanks275'871tFPT160tAPT223t* | 375·0<br>P29'B99'F35' | 52·0 | 28·3<br>FK | HalifaxN.S.<br>~~Liverpool~~<br>British<br>6*BHCem* | T.3Cy.26",44"&73"–48" (*s*)<br>180lb 480NHP<br>3SB,9*cf*,GS160,HS6791 FD<br>G.Clark.Ld.Sunderland | 30′9<br>s 6′2½<br>24′11 |
| 34744<br>215554<br>LHTD | **Wabash** SteelScSr<br>*ss*Bmn.No.3–9,12<br>(*ex*Seneca, Wireless *ss*Bal.No.2–19<br>*ex*Tübingen, 2*Dks*(*Stl–Uptws*&*Web*<br>*ex*Wartburg) *frames*&*Shelter dk*<br>*Elec.light* Sub.Sig. (*Stl–ws pt* teak) | 5672<br>4066<br>3312 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,21 ~~6,20~~ ✠LMC9,19 | Bal<br>NYk | *y* | CL<br>~~11,18~~<br>12,21 | 1900<br>10mo | WighamRichrdsn&Co<br>Ld.Newcastle | NorthAtlantic&<br>WesternS.SCo<br>*CellDBa123'uE25' f154'804tFPT116tAPT50t* | 381·0 | 49·9 | 26·6<br>BK10" | Wilmington<br>~~NewYork~~<br>Utd.States<br>6*BHCem* | Q.4Cy.23",31½",48"&71"–54"<br>210lb ~~120lb~~ (*r*) 460NHP<br>3SB,2*cf*,GS152,HS5907 FD<br>WighamRichardson&Co.<br>Ld.Nwc. | 29′6 |
| 34745<br>118637<br>WBDM | **Wabasha** SteelSc3MstSr<br>*ss*NYk.No.1–21 *ss*Cff.No.3–11,16<br>(*ex*Seminole) 2*Dks*(*Stl*)&*Webframes*<br>*Elec.light Mchy.Aft* Wireless | 5864<br>4961<br>3797 | BS12,21<br>✠100A1<br>12,21 ~~9,20~~<br>~~BS3,20~~ ✠LMC~~11,16~~<br>*Carrying Petroleum in bulk* | Brs<br>NYk 12,21 | *z* | CL<br>9,20 | 1903<br>6mo<br>*Lloyd's A&CP* | Furness,<br>Withy&CoLd<br>WHartlepool | StandardTransportationCo.Ld.<br>*WB=CellDBuE&B79' f36'214tFPT115tAPT32t* | 400·6<br>P239'F36' | 52·2 | 30·8<br>FK | HongKong<br>British<br>13*BHCem* | T.3Cy.28 3/16"46"&77"–48" (*s*)<br>180lb *100lb* 490NHP<br>4SB,12*cf*,GS218,HS8140<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 32′1<br>s 6′0<br>26′4 |
| 34746 | **Wachtfels** SteelScSr<br>*Elec.light* 2*Dks*(*Stl–U*teak s)<br>Wireless<br>*Now named* "Antinoüs," *See No.* 36260 *in Supplement* | 5809<br>5446<br>3627 | ✠<br>11,16<br>✠ | Ham | *a*† | | 1913<br>4mo | FlensburgrSchiffsb.Ges.<br>Flensburg | FrenchGovernment<br>*BH in forward hold dispensed with*<br>*WB=CellDBa140'uE23' f187'*<br>*1348t'Tween dk tanks aft36' 480t 'Tween dk tank f25'500tFPT60tAPT62t* | 419·0<br>P60'B126'F54' | 56·2 | 29·6 | French<br>6*BHonly*<br>*Cem* | T.3Cy.28⅝",47¼"&78"–54"<br>530NHP<br>3SB,9*cf*,GS148,HS6955 FD<br>FlensburgerSchiffsb.Ges. | 32′4 |
| 34747<br>218632<br>LSFM | **Waco** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk*2*trB in fore*&<br>Wireless *after holds*&*Web frames* | 3545<br>3005<br>2174 | | | … | | 1919 | SubmarineBoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | Newark<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28′6 |
| 34748<br>220878<br>MCBW | **Wacosta** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Sub.Sig. Wireless | 5977<br>4971<br>3700 | ✠100A1<br>12,20<br>*Fitted for oil fuel* 12,20 *F.P. above* 150° F. | Phl | … | CL | 1920<br>12mo | MerchantS.B.Corp.<br>Harriman,Pa. | UnitedStates<br>ShippingBoard<br>*CellDB335' 1311t MT27' 846t FPT120t APT143t* | 400·7<br>P36'B124'F44' | 54·2 | 30·2<br>FK | Phildlphia<br>Utd.States<br>6*BHptCem* | 2 SteamTurbines geared to<br>1Sc.Shaft (*s*)<br>200lb HS8700 645NHP<br>3 Water Tube Boilers FD<br>WestinghouseElectric&<br>Mfg.Co.E.Pittsburg,Pa. | 32′10 |
| 34749<br>145041<br>KGSH | **Wadai** SteelTwinSc<br>(*ex*Marie,*ex*MarieWoermann)<br>*Elec.light* 2*Dks*&*Shelter dk*<br>*Now named* "Tjerimai," *See No.* 39591 *in Supplement* | 7947<br>4871<br>4014 | | | | | 1916 | Reiherst'gSchiffsw.<br>Hamburg | TheShippingController (J.Currie<br>&Co.,*Mgrs.*) | 426·3 | 55·8 | 27·4 | London<br>British | Q.8Cy.22½",33½",49½"&71½"–<br>49¾" 720NHP<br>ReiherstiegMaschf.Ham. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34750<br>118483<br>HBDK | **Waddon** SteelScSr<br>ssNNs.No.3-11,17<br>Wireless Spar dk(ptIrnptStl)2trB<br>ssMlt.No.1-22 & Web frames<br>~~Carrying oil fuel F.P. above150°F.inDB~~ | 3931<br>3671<br>2561 | ✠100A1<br>Spar dk<br>withfreeboard<br>1,22 ~~3,21~~<br>~~MS11,17~~ ✠LMC1,22<br>~~BS9,20~~ | Phl<br>Mlt | w | ~~8,21~~<br>1,22 | 1904<br>8mo<br>Lloyd | R.Stephen-<br>son&Co.Ld<br>Newcastle<br>'sA&CP | ~~CassarLd.~~ F.V.<br>Eberhardt&Co.Ld.<br>WB= | 340·4<br>P26'B93'F33'<br>CellDBa110'uE&B | 47·1 | 20·0<br>27·2<br>FK | London<br>British<br>6BHCem<br>44'f133'733t | T.3Cy.25",40"&67"–45" (r)<br>165lb 80lb 319NHP<br>2SB,6cf,GS125,HS4990<br>Richardsons,Westgarth&<br>APT174t Co.Ld.Hpl. | 29 ″ 10<br>s 5 ″ 10½<br>24 ″ 3 | |
| 34751 | **Waelsung** SteelScSr<br>ssHam.No.3-9,06<br>(exSonneberg) ssHam.No.1-10<br>1Dk(Irn)&Spar dk(Irn)&Web frames | 3879<br>3683<br>2470 | ✠<br>Spar dk<br>2,18 ✠ | Rot | w | | 1894<br>12mo | J.Laing<br>Sunderland<br>W | B = CellDBa110' | 357·0<br>P&B206'F38'<br>uE&B48'f142'662t | 45·5 | 19·0<br>26·7<br>BK9" | 6BHCem<br>APT50t | T.3Cy.27",44"&72"–48"<br>394NHP<br>3SB,9cf,GS300,HS6433<br>G.Clark,Ld.Sunderland | 29 ″ 5 | |
| 34752<br>Now | **Waft** SteelScSr<br>named "Genius" See No. 37597 in Supplement<br>1Dk(Stl) | 96<br>93<br>42 | ✠100A1<br>~~Pilot~~ Fishing purposes<br>9,19<br>✠LMC9,19 | Gls | | | 1919<br>9mo<br>Lloyd | Scott&<br>Sons<br>Bowling<br>'sA&CP | ~~TheAdmiralty~~ | 86·2 | 18·6 | 9·3<br>BK7½" | London<br>British<br>3BHCem | T.3Cy.9½",15½"&26"–18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>W.Beardmore&Co.Ld.<br>Coatbridge | 10 ″ 0 | |
| 34753<br>QBRD | **Wageningen** SteelAuxScSr<br>Motor<br>1Dk<br>(See Sailing Ship Register) | 316<br>220<br>162 | | | | | 1917 | B.deGroot<br>Delft | NV.Scheepv.Maats<br>"Wageningen"(J.<br>Salomons) | 115·7<br>P&B45'F17' | 22·7 | 10·0 | Rottrdam<br>Dutch<br>WB | Motor | | |
| 34754<br>MTVH | **Wagland** SteelScSr<br>ssGms.No.1-20<br>Elec.light Wireless 1Dk(Stl) | 2155<br>1886<br>1295 | 100A1<br>8.21 ~~12,20~~<br>LMC12,20 | Cpn<br>Nwc | r | 12,20 | 1916<br>11mo | Fujina-<br>gataDkyd.Co<br>Osaka<br>A&CP<br>Cell | D/S A/S Brödrene<br>Wilhelmsens<br>Rederi. (Brödrene<br>Wilhelmsen, Mgr.)<br>DBa&uE106'204t | 272·0<br>P16'B50'F26'<br>f112'251t FPT102t | 40·0 | 24·1<br>FK | Bergen<br>Norwegian<br>4BHCem<br>APT34t | T.3Cy.18½",30½"&51½"–36"<br>180lb (s) 189NHP<br>2SB,6cf,GS100,HS3135<br>Fujinagata Dock Yard Co. | 24 ″ 2<br>s 4 ″ 3<br>20 ″ 2 | |
| 34755<br>OVYH | **Wagram** SteelScK<br>(Trawler)<br>Wireless 1Dk | 317<br>—<br>129 | | | | | 1906 | Smith's<br>DockCo.Ld.<br>North Shields | G.Altazin&<br>L.Darquer&Co. | 141·7<br>Q60' | 22·8 | 12·2 | Boulogne<br>French<br>WB | T.3Cy.13",21"&34"–27"<br>60NHP<br>ShieldsEng.Co.Ld.N.Shl. | | V |
| 34756 | **Wah On** WoodTwinScSr<br>(exTungOn,exWingOn) | 459<br>268<br>267 | | | | | 1911 | KwongLeo<br>&Co.<br>HongKong | PooTaiS.S.Co.Ld. | 140·5 | 29·7 | 10·0 | Canton<br>Chinese | C.2Cy.13¼"&27"–18"<br>51NHP<br>KwongTzeSang,H.Kg. | | |
| 34757<br>102577<br>JNBS | **Wahcondah** SteelScSr<br>1Dk&Awng dk2trB | 1575<br>1492<br>976 | | | | | 1903 | Russell&<br>Co.<br>Pt.Glasgow | St.MaryS.S.Co.Ld<br>(WilliamsBros.<br>(Cardiff)Ld.Mgrs.) | 230·4 | 37·1 | 21·8 | W.Hrtlpl<br>British<br>WB | T.3Cy.18",28"&47"–33"<br>127NHP<br>J.G.Kincaid&Co.Greenock | | C |
| 34758<br>127813<br>JOFP | **Wahine** SteelTrpScSr<br>ssDdn.No.2-21 ~~ssDmb.No.1-19~~<br>Elec.light 2Dks&Awng dk(Stl–teaks)<br>Wireless &Promenade dk(Stl–teaks) | 4436<br>3189<br>1798 | ✠100A1<br>Awng dk<br>withfreeboard<br>10,21 ~~2,20~~<br>Water tube boilers<br>✠LMC~~12,19~~ 10,21 | Ddn | x | CL<br>~~12,19~~<br>10,21 | 1913<br>5mo<br>Lloyd | W.Denny<br>&Bros.<br>Dumbarton<br>'sA&CP | UnionS.S.Co.of<br>NewZealand,Ld.<br>WB | 375·0<br>= CellDBa67'uE& | 52·2 | 25·6<br>BK9" | London<br>British<br>6BHCem<br>B125' f104' | 3 Steam Turbines (s)<br>200lb 1694NHP<br>8B, HS25480 FD<br>Denny&Co.Dumbarton<br>325tFPT35tAPT61t | 27 ″ 6<br>s 11 ″ 2½<br>17 ″ 5 | |
| 34759<br>214880<br>LGTW | **Wahkeena** WoodSc<br>Wireless 1Dk | 1030<br>—<br>547 | | | | | 1916 | WatsonBrs<br>Astoria,Or. | C.R.McCormick<br>&Co. | 215·0 | 40·0 | 14·3 | S.Frncisco<br>Utd.States | T.3Cy.13½",23"&40"–30"<br>88NHP<br>MainStreetIronWorks,<br>S.Francisco | | |
| 34760<br>216685<br>LMHQ | **Wahkiakum** WoodSc<br>Elec.light Wireless 1Dk2trB | 2528<br>2058<br>1495 | | | | | 1918 | Seaborn<br>S.B.Co.<br>Tacoma,<br>Wash. | UnitedStates<br>ShippingBoard | 264·7<br>P28'B65'F26' | 46·2 | 24·1 | Tacoma<br>Utd.States | T.3Cy.19",32"&56"–36"<br>188NHP | | |
| 34761<br>116754 | **Wahnapitae** WoodSc<br>(Tug)<br>1Dk | 191<br>98<br>50 | | | | | 1904<br>1920 | R.J.<br>Morrill-<br>Collingwood<br>Penetan-<br>guishene<br>Rebuilt by Georgian Bay S.B. & Wrecking Co. Midland, Ont. | C.BeckManu-<br>facturingCo.Ld. | 107·0 | 18·6 | 9·3 | Toronto<br>British | C.2Cy.15"&30"–24"<br>37RHP<br>BertramEngine<br>WorksCo.Toronto | | |
| 34762<br>118278<br>VBSH | **Wai-Shing** SteelScSr<br>1Dk(Stl)&Spar dk(Stl–teaks)<br>Elec.light &deep framing | 1865<br>1713<br>1170 | ✠<br>Spar dk<br>withfreeboard<br>5,03 ✠ | Nwc | r | | 1903<br>5mo | Wigham-<br>Richrdsn&Co<br>LdNewcastle | Indo-ChinaSteam<br>Nav.Co.Ld.<br>WB=CellDBa83'<br>371tDTf15'190t | 275·3<br>B68'F33'<br>uE21'f107'<br>DTa19'265t FPT | 40·0 | 12·9<br>20·1<br>FK | London<br>British<br>5BHCem<br>30tAPT17t | T.3Cy.21",34"&56"–42"<br>226NHP<br>1SB,4rf,GS76,HS2913 FD<br>WghmRchrdsn&C.LdNwc | 22 ″ 3<br>s 5 ″ 1<br>17 ″ 9 | |
| 34763<br>14445<br>KQOT | **Waialeale** WoodScSr<br>(exSchoonerKauai) 1Dk | 342<br>—<br>232 | | | | | 1886 | ……………<br>Pt.Blakeley,<br>Wash. | PugetSoundNav.<br>Co.(J.Green,Mgr) | 123·0 | 27·1 | 9·8 | PTownsnd<br>Utd.States | | | |
| 34764<br>143908<br>KDFG | **Waihemo** SteelScSr<br>Wireless<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Cargo battens not fitted in 'tween decks<br>Carrying oil fuel F.P. above 150°F. in DB | 5627<br>5448<br>3540 | ✠100A1<br>Shelter dk<br>withfreeboard<br>7,21 ~~2,21~~<br>✠LMC11,19 | Syd | y | CL<br>7,21 | 1919<br>12mo<br>Lloyd | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'sA&CP<br>C | UnionS.S.Co.of<br>NewZealand,Ld.<br>ell D B351' 1290t F | 399·5<br>F on Shelter dk38'<br>Collisio<br>PT60tAPT80t | 53·0 | 32·8<br>FK | London<br>British<br>ptCem<br>n BH to S dk<br>6 " " U " | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB.9cf,GS190,HS7668 FD<br>NEMarineEng.CoLdNwc | 35 ″ 5<br>s 5 ″ 6½<br>26 ″ 3 | |
| 34765<br>123842<br>HKSD | **Waihora** SteelScSr<br>Elec.light Ref.Mchy. 2Dks<br>Wireless | 4638<br>4352<br>2993 | | | | | 1907 | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>LdNewcastle | UnionS.S.Co.of<br>NewZealand,Ld. | 385·0<br>P35'B102'F40' | 52·1 | 26·9 | London<br>British<br>WB | T.3Cy.26",42½"&70"–48"<br>339NHP<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | | |
| 34766<br>127805 | **Waikana** SteelTwinSc<br>2Dks | 154<br>108<br>67 | | | | | 1909 | J.Mc<br>Gregor&Co<br>Dunedin,N.Z. | PeninsulaFerry<br>Co.Ld. | 112·0 | 20·6 | 7·2 | Dunedin<br>British | C.4Cy.8"&17"–10"<br>26RHP<br>Fraser&Sons,AucklandNZ | | |
| 34767<br>143463<br>KOSN | **Waikawa** SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Cargo battens not fitted in 'tween dks<br>Wireless | 5677<br>5448<br>3525 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~6,21~~ ~~1,21~~3,22<br>LMC10,19 | Syd | y | CL<br>3,22 | 1919<br>10mo<br>Lloyd | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'sA&CP | UnionS.S.Co.of<br>NewZealand,Ld.<br>CellDB351'1290t | 399·5<br>FonShelter dk38'<br>Collisio<br>FPT60tAPT80t | 53·0 | 32·8<br>FK | London<br>British<br>ptCem<br>nBHtoShdk<br>6 " " U " | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>N.E.MarineEng.CoLdNwc | 35 ″ 5<br>s 9 ″ 6½<br>26 ″ 3 | |
| * 34768<br>143151<br>JWVR | **Waikouaiti** SteelSc<br>ssGls.No.1-20<br>(exIrmgard) Well deck 2Dks(StlU–ws)<br>Elec.light Wireless Sub.Sig. | ~~3866~~<br>~~3450~~<br>~~2398~~<br>3926<br>3450<br>2379 | 100A1<br>7,21 ~~11,20~~<br>~~BS11,20~~ ✠LMC5,19<br>BS7,21 | Gls<br>Ddn | w | CL<br>11,20 | 1914<br>12mo<br>Lloyd | Akt.Ges.<br>"Neptun"<br>Rostock<br>sA&CP | UnionS.S.Co.of<br>NewZealand,Ld.<br>CellD | 362·4<br>P&B234'F45'<br>B303' 940t FPT80t | 50·1 | 23·6<br>FK | London<br>British<br>7BHAsp<br>APT8t | T.3Cy.25 3/16",41"&68⅞"–47¼"<br>200lb (s) 452NHP<br>3SB,9cf,GS150,HS6393 FD<br>A.G."Neptun,"Rostock | 26 ″ 0 | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Torme assigné maintenant exprimé. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34769<br>131795<br>HTSW | **Waimana** SteelTwinScSr<br>~~ssLon.No.1-16~~<br>Elec.light ssLon.No,2-20 2Dks(Stl)&<br>Ref.Mchy. Shelter dk(Stl-ptws)<br>Wireless Tonnage opening closed 1917 | 10389<br>7318<br>6737 | ✠100A1<br>Shelter dk<br>with freeboard<br>3,22 ~~4,19~~<br>✠LMC6,20<br>✠Lloyd'sRMC~~1,21~~ 13,2<br>BS8,21 | Lon | θ† | CL<br>~~6,18~~<br>8,21<br>Lloyd | 1911<br>11mo | Workman,<br>Clark&Co.Ld<br>Belfast<br>'sA&CP | Shaw.Savill&<br>AlbionCo.Ld.<br>WB= Cell | 477·6<br>B181'F48'onShelter dk FK&BK2"<br>DBa131'uE&B100' | 63·1 | 31·3 | S'thamptn<br>British<br>9BHCem<br>f183'1625t | T.6Cy.23½",39"&66½"-48"(s)<br>205lb FD 943NHP<br>5SB,20cf,GS350,HS14000<br>Wrkman,Clark&Co.LdBel | 42<br>12·11<br>30 |
| 34770<br>102282 | **Waimarie** WoodTwinScSr<br>1Dk | 245<br>158<br>159 | | | | | 1896 | R.Logan,<br>sen.<br>Auckland | NorthernSSCo.Ld. | 102·2 | 22·0 | 7·9 | AuklndNZ<br>British | C.4Cy.12"&24"-12"<br>48RHP<br>A.&G.Price,Thames,N.Z. | |
| 34771<br>110517<br>RNMK | **Waimarino** SteelScSr<br>ssSyd.No.2-22 ssShl.No.3-6,13<br>(exWyandotte,ex ~~ssSyd.No.1-19~~<br>Elec.light LordRoberts)<br>Wireless 1Dk(Stl)&Spar dk(Stl)<br>&deep framing | 4204<br>4001<br>2712 | ✠100A1<br>Spar dk<br>~~5,21~~ ~~1,21~~ 2,22<br>✠LMC1,21<br>BS2,22 | Syd | x | CL<br>~~12,20~~<br>2,22 | 1900<br>4mo | AM'Millan<br>&Son,Ld.<br>Dumbarton<br>A&CP<br>WB | UnionS.S.Co.of<br>NewZealand,Ld.<br>=CellDBa120'uE& | 375·0<br>P28'B86'F33'<br>B46'f154'870t DTa | 48·5 | 17·9<br>26·4<br>FK | London<br>British<br>6BHCem<br>30'800tFPT | T.3Cy.26",43"&72"-48" (s)<br>200lb 396NHP<br>3SB,9cf,GS189,HS5910<br>Muir&Houston,Ld.Gls.<br>157tAPT83t | 29<br>6<br>23 |
| 34772<br>105276<br>PMFD | **Waimate** SteelScSr<br>ssFal.2ndNo.3-12,20<br>Ref.Mchy. 2Dks(Stl)&deepframing<br>Elec.light Sub.Sig. Wireless | 7015<br>5589<br>5376 | ✠100A1<br>Shelter dk<br>withfreeboard<br>9,21 ~~12,20~~<br>✠LMC12,20 | Fal<br>Lon | a† | CL<br>12,20 | 1896<br>9mo | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle<br>A&CP WB | NewZealand<br>ShippingCo.Ld.<br>= Cell DBa105'u | 420·0<br>P50'B&F355'<br>E&B63'f193' 1150t | 54·0 | 28·6<br>FK | Plymouth<br>British<br>BHCem<br>APT45t | T.3Cy.29¾",48"&78"-54" (s)<br>160lb 491NHP<br>3SB,9cf,GS171,HS6415 FD<br>Hwthrn,Leslie&C.Ld.Nwc | 32<br>5<br>27 |
| 34773<br>126241<br>KCPL | **Waimea** IronScSr<br>(exCity ofTopeka) 2Dks3trB<br>Elec.light Wireless Fitted for oil fuel | 1057<br>884<br>747 | | | | | 1884 | J.Roach&<br>Son<br>Chester,Pa. | InterIslandS.N.<br>Co.Ld. | 198·0<br>H25t F17t | 35·2 | 18·0 | Honolulu<br>Utd.States | C.2Cy.24¼"&44¼"-45"<br>108NHP<br>J.Roach&Son,Chester,Pa. | |
| 34774<br>93993 | — SteelTwinScSr<br>Elec.light 1Dk<br>Well deck | 454<br>315<br>207 | ✠<br>2,09<br>✠ | Gls | f | | 1909<br>2mo | Mackie&<br>Thomson,Ld.<br>Glasgow | AnchorShipping&<br>FoundryCo.Ld.<br>WB= | 150·6<br>Q76'B14'F25'<br>DTa14'36tFPT20t | 26·0 | 9·9<br>FK | Nelson, NZ<br>British<br>4BHCem<br>APT12t | T.6Cy.11",17"&28"-21" (s)<br>100RHP<br>1SB,3cf,GS59,HS1859<br>Ross&Duncan,Glasgow | 10 |
| 34775<br>91782<br>QHWG | **Wainui** SteelScSr<br>1Dk2trB | 684<br>562<br>411 | | | ... | | 1886 | Murray<br>Bros.<br>Dumbarton | UnionS.S.Co.of<br>NewZealand,Ld. | 196·0<br>Q39' F21' | 28·2 | 14·7 | Dunedin<br>British<br>WB | C.2Cy.25"&50"-36"<br>99RHP<br>Muir&Houston,Glasgow | 15 |
| 34776<br>94250 | **Waiotahi** SteelTwinScSr<br>1Dk | 278<br>216<br>168 | ✠<br>7,91<br>✠ | Psy | d | | 1891<br>7mo | Abercorn<br>S.B.Co.<br>Paisley | NorthernSSCo.Ld.<br>WB | 125·5<br>Q38'B39'<br>=FPT13t APT9t | 25·1 | 8·6<br>FK | AuklndNZ<br>British<br>4BHAsp | C.4Cy.13"&26"-18"<br>1SB,2pf,GS42,HS973 56RHP<br>Hanna,Donald&Wilsn,Psy | 9 |
| 34777<br>144637<br>KGDC | **Waiotapu** SteelSc<br>ssDdn.No.2-21<br>(exStolberg) 2Dks(Stl)3rd dk in<br>Well deck Elec.light Wireless No.1hold | 6035<br>5565<br>3736 | ✠100A1<br>12,21 ~~3,21~~<br>✠LMC3,21 | Ddn<br>Syd | b† | CL<br>11,19<br>Lloyd | 1913<br>1mo | Flensburgr<br>Schiffsb.Ges.<br>Flensburg<br>'sA&CP | UnionS.S.Co.of<br>NewZealand,Ld.<br>CellDBa155'u | 451·0<br>P&B375'F35'<br>E&B72'f173' 1615t | 58·2 | 27·0<br>FK | London<br>British<br>8BHCem<br>FPT48t | T.3Cy.30 5/16",50 9/16"&84"-54"<br>185lb (s) 750NHP<br>4SB,12cf,GS264,HS11219FD<br>FlensburgerSchiffsb.Ges. | 29 |
| 34778<br>119128<br>VRHC | **Waipara** SteelScSr<br>Ref.Mchy. 2Dks(Stl)&deepframing&<br>Elec.light Wireless Shelter dk(Stl) | 6282<br>5207<br>3875 | ✠<br>Shelter dk<br>withfreeboard<br>5,08<br>✠<br>✠Lloyd'sRMC~~2,21~~10,21 | Lon | a† | | 1904<br>5mo | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle<br>WB | BritishIndiaStm.<br>Nav.Co.Ld.<br>=CellDBa100'uE | 420·6<br>30'f195'911tFPT | 54·0 | 28·6<br>FK | Glasgow<br>British<br>7BHCem<br>139tAPT15t | T.3Cy.28",47"&78"-54"<br>518NHP<br>3SB,9rf,GS183,HS6759 FD<br>N.E.MarineEngCo.LdNwc | 31 |
| 34779<br>101485<br>PRTC | **Waipori** SteelScSr<br>ssAuk.No.3-1,13<br>Elec.light 1Dk(Stl)&deepframing<br>Wireless | 1976<br>1809<br>1221 | ✠<br>3,14<br>✠ | Ddn | r | | 1901<br>3mo | CampbeltownS.B.Co.<br>Campbeltwn | UnionS.S.Co.of<br>NewZealand,Ld.<br>WB | 282·1<br>P29'B56'F32'<br>=CellDBa76'f116 | 40·0 | 20·4<br>FK | Dunedin<br>British<br>4BHCem<br>366tAPT89t | T.3Cy.21",33"&53"-36"<br>174NHP<br>2SB,6cf,GS110,HS2650<br>J.G.Kincaid&Co.Greenock | 21 |
| 34780<br>136865 | **Waipu** SteelTwinScCtr<br>1Dk | 205<br>126<br>76 | | | | | 1916 | JM'Gregor<br>&Co.<br>Dunedin | NorthernSS Co.Ld | 101·0 | 23·1 | 6·8 | AuklndNZ<br>British<br>WB | T.6Cy.7¼",11¾"&19"-9"<br>50RHP<br>J.McGregor&Co.Dunedin | |
| 34781<br>76076 | **Wairau** WoodScSr<br>(ex sailRonga)<br>1Dk | 138<br>104<br>56 | | | | | 1900 | T.M.Lane<br>TotaraNorth | Mrs.J.Eckford | 98·7 | 23·0 | 7·1 | Lyttelton<br>British | C.2Cy.11"&22"-16"<br>NE&B08 20RHP<br>W.Cable&Co.Wellington | |
| 34782<br>127807 | **Waireka** SteelTwinSc<br>2Dks | 149<br>105<br>72 | | | | | 1910 | JohnMac<br>Gregor&Co.<br>Dunedin | PeninsulaFerry<br>Co.Ld. | 116·5<br>H25t | 20·5 | 7·1 | Dunedin<br>British | T.6Cy.7¼",13¼"&19"-10"<br>49RHP<br>J.MacGregor&CoDunedin | |
| 34783<br>133274 | **Wairua** WoodTwinScCtr<br>2Dks | 352<br>266<br>220 | | | | | 1913 | G.T.Niccol<br>Auckland | G.T.Niccol | 139·5 | 23·0 | 12·7 | AuklndNZ<br>British | T.6Cy.8",13"&21"-16"<br>44RHP<br>Ross&Duncan,Glasgow | |
| 34784<br>132926<br>TQVF | **Wairuna** SteelScSr<br>ssDdn No.2-22 ~~ssLon.No.1-19~~<br>(exPolescar, 2Dks(Stl-Uteak s)<br>exGibraltar,exSchneefels)<br>Elec.light Wireless | 5832<br>5478<br>3642 | ✠100A1<br>~~5,21~~ ~~7,20~~ 2,22<br>✠LMC<br>~~MS4,19~~ 2,22 ~~BS7,20~~<br>DBS2,22 MBS9,21<br>Carrying oil | Syd<br>Ddn<br>fuelF. | a†<br>P. | CL<br>~~4,19~~<br>2,22<br>above | 1914<br>1mo<br>Lloyd<br>Cell D<br>150°F | Flensburgr<br>Schiffsb.Ges.<br>Flensburg<br>'sA&CP.<br>Ba140'uE&B<br>. in DB | UnionS.S.Co.of<br>NewZealand,Ld.<br>1BH in fore<br>23'f187' 1348t'twee | 420·0<br>P60'B126'F54'<br>hold dispensed with<br>ndk tanks aft36'480 | 56·2 | 29·6<br>FK | London<br>British<br>Cem<br>6BHonly<br>t'tween dk ta | T.3Cy.28¾",47¼"&78"-54"(s)<br>185lb 120lb 530NHP<br>3SB,9cf,GS148,HS6956 FD<br>FlensburgerSchiffsb.Ges.<br>nkf25'500tFPT60tAPT62t | 32<br>6<br>25 |
| 34785<br>76071<br>VSMN | **Waitangi** SteelTwinScSr<br>(exBanksPeninsula)<br>Well deck Mchy.Aft 1Dk | 192<br>122<br>74 | | | ... | | 1889 | Grangm'th<br>DockyardCo.<br>Grangmouth | PateaFarmers<br>Co-operative<br>FreezingCo.Ld. | 120·0<br>Q57'B12'F19' | 20·0 | 7·9<br>FK | AuklndNZ<br>British<br>WB | C.4Cy.13½"&27"-18"<br>66RHP<br>Hutson&Corbett,Glasgow | 8 |
| 34786<br>143192<br>KBLJ | **Waitemata** SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Cargo battens not fitted in Shelter<br>Wireless 'tween dks | 5729<br>5496<br>3555 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~6,21~~ ~~5,19~~ 11,21<br>✠LMC5,19<br>Carrying oil | Nwc<br>Syd<br>fuelF. | y<br>P. | CL<br>6,21<br>above1 | 1919<br>5mo<br>50°F. | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>A&CP<br>in DB | UnionS.S.Co.of<br>NewZealand,Ld.<br>CellDB351'128 | 400·0<br>FonShelter dk39'<br>4tFPT60t APT90t | 53·0 | 32·8<br>FK<br>Collisio | London<br>British<br>ptCem<br>nBHtoSh dk<br>6 " " U " | T.3Cy.27",45"&75"-54" (s)<br>180lb 483NHP<br>2SB,8cf,GS147,HS6350 FD<br>N.E.MarineEng.CoLdNwc | 35<br>9<br>26 |
| 34787<br>132990<br>HTRG | **Waitomo** SteelScSr<br>(exGifford) Wireless 2Dks(Stl)<br>Ref.Mchy. | 4214<br>4034<br>2719 | ✠<br>5,14<br>✠ | Ddn | x | | 1911<br>11mo | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>W | UnionS.S.Co.of<br>NewZealand,Ld.<br>B = CellDBa 129' | 380·0<br>P31'B94'F36'<br>uE&B42'f59'1108t | 49·0 | 26·4<br>FK | London<br>British<br>6BHCem<br>APT42t | T.3Cy.25",41"&69"-48"<br>372NHP<br>3SB,9cf,GS150,HS5940<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 29 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34788<br>110943<br>RKVM | **Waiwera** SteelSc3MstSr<br>ssLon.No.3-5,11<br>ssBrs.No.2-20<br>2Dks(Stl)&deep framing&Shelter dk<br>Ref.Mchy. Elec.light (Stl ws)<br>Wireless Cargo battens not fitted | 6904<br>~~6237~~<br>5528<br>~~4025~~<br>3775 | ✠100A1<br>Shelter dk<br>~~11,215,20~~<br>12,21<br>✠LMC2,20<br>✠Lloyd'sRMC~~10,20~~ 7,21<br>BS7,21 | Brs<br>~~Nwc~~Lon | b†<br>12,21 | CL<br>~~2,20~~<br>N7,21 | 1899<br>2mo<br>Lloyd | W.Denny<br>&Bros.<br>Dumbarton<br>'sA&CP | Shaw,Savill&<br>AlbionCo.Ld.<br>WB=Cell | 425·7<br>P97'B&F309'<br>DBa117'uE& B67' | 54·1 | 29·8<br>FK&BK2" | S'thamptn<br>British<br>7BHCem<br>f191'1142t | T.3Cy.32",52½"&85"-54" (s)<br>180lb 678NHP<br>5SB,~~20pf~~,GS400,HS11830<br>Denny&Co.Dumbarton<br>20cf | 32″10<br>s 5″3½<br>28″0 | |
| 34789 | **Wajao** SteelScSr<br>(exGouverneur von Puttkamer)<br>Elec.light 1Dk | 779<br>585<br>464 | | | | | 1903 | Bremer<br>Vulkan<br>Vegesack | | 213·8<br>P18'Q53'B75'F26' | 30·5 | 11·3 | German<br>WB | T.3Cy.13⅜",21⅝"&35$\frac{7}{16}$"-23⅝"<br>61NHP<br>BremerVulkan,Vegesack | | |
| 34790<br>22297<br>NTOK | **Wakaba Maru** SteelSc | 1219<br>—<br>672 | | | | | 1918 | .................. | Kabushiki<br>KaishaSato<br>Shoten | 217·0 | 34·0 | 18·5 | Uraga<br>Japanese | | | |
| 34791<br>7833<br>JPNR | **Wakamatsu Maru** SteelSc<br>ssNag.No.3-3,12<br>Elec.light ssKob.No.2-21<br>1Dk(Stl)2trB&Webframes 3Dkrule<br>Cargo battens not fitted | 2721<br>2539<br>1664 | ✠100A1<br>3,21<br>✠LMC3,21 | Kob | t | 3,21 | 1902<br>5mo<br>Lloyd | MitsuBishi<br>Dkyd&EWks<br>Nagasaki<br>'sA&CP WB | MitsubishiShoji<br>Kaisha,Ld.<br>=CellDBa96'uE& | 326·0<br>P16'F31'<br>B62'f108'664tFPT | 41·3 | 22·2<br>FK | Tokio<br>Japanese<br>5BHCem<br>13tAPT67t | Q.4Cy.20½",29",42"&60"-45"<br>200lb 100lb (s) 278NHP<br>1DB,6cf,GS124,HS4297<br>MitsuBishi D&E.Wks.Nag | 25″1<br>s 5″1<br>20″4 | |
| 34792<br>RQMJ | **Wakamiya Maru** SteelSc<br>Elec.light 1Dk | 2217<br>1852<br>1339 | | | | | 1919 | OnoS.B.<br>Yard<br>Osaka | ShimataniKisen<br>KabushikiKaisha | 270·0 | 39·0 | 23·9<br>WB | Nishino-miya<br>Japanese | T.3Cy.18",30"&49"-36"<br>144NHP<br>OnoS.B.Yard,Osaka | | V |
| 34793<br>216783<br>LMNV | **Wakan** WoodTwinScSr<br>Elec.light 2Dks<br>Wireless | 3020<br>2343<br>1752 | | | | | 1918 | Grant,<br>Smith-Porter<br>ShipCo.<br>Portland,Or | UnitedStates<br>ShippingBoard | 272·9<br>B142'F27' | 46·1 | 24·1 | Portlnd Or<br>Utd.States | T.6Cy.15",26½"&44"-26"<br>197NHP<br>BuckeyeEng.Co.Salem,Or. | | |
| 34794<br>217162<br>LNPK | **Wakanna** WoodSc<br>Elec.light 1Dk2trB<br>Wireless | 2541<br>2067<br>1501 | | | | | 1918 | Seaborn<br>S.B.Co.<br>Tacoma,Wsh | UnitedStates<br>ShippingBoard | 267·1<br>P28'B65'F26' | 46·2 | 23·9 | Tacoma<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>PugetSoundMach.Depot,<br>Seattle | | R |
| 34795<br>1334<br>HJQK | **Wakanoura Maru** IronScSr<br>ssKob.No.3-4,98<br>(exChing-Wo) ssYka.No.2-06<br>2Dks(Irn-Uws)3trB | 2401<br>2205<br>1495 | ✠<br>1,07<br>✠ | Kob | u | | 1885<br>3mo | R.Dixon&<br>Co.<br>Middlesbro' | NipponYusen<br>KabushikiKaisha | 320·0<br>P24'B60'F41'<br>WB=DBa88'&u | 38·0 | 25·7<br>BK10" | Tokio<br>Japanese<br>6BHCem<br>E&B46'236t | T.3Cy.26",42"&66"-42"<br>282NHP<br>2DB,8f,GS160<br>T.Richardson&Sons,Hpl. | 27″0 | |
| 34796<br>1688<br>HLOW | **Wakasa Maru** SteelTwinScSr<br>ssYka.No.3-5,09<br>Elec.light Wireless ssYka.No.2-16<br>2Dks(Stl-U teak s)&deepframing | 6074<br>5452<br>3804 | ✠100A1<br>4,21<br>✠LMC4,21 | Yka | a† | CL<br>s9,19<br>P12,20 | 1897<br>4mo<br>Lloyd | D&WHen-<br>derson&Co.<br>Glasgow<br>'sA&CP | NipponYusen<br>KabushikiKaisha<br>CellDBa115'u<br>E&B55'f200'1142t | 445·0<br>P59'B110'F58'<br>MT 28' 495t FPT | 49·4 | 30·5<br>FK&BK1½" | Tokio<br>Japanese<br>8BHCem<br>110tAPT36t | T.6Cy.20",33½"&56"-48" (s)<br>200lb 550NHP<br>2D&2SB,18cf,GS300HS9157<br>D&WHenderson&Co.,Gls. | 33″6<br>s 8″0<br>26″3 | |
| 34797<br>102288<br>TMRQ | **Wakatere** SteelPadSr<br>2Dks&Promenade dk | 441<br>378<br>176 | | | | | 1896 | Napier,<br>Shanks&Bell<br>Glasgow | NorthernSSCo.Ld. | 210·3<br>H42t | 26·2 | 10·2 | Auklnd NZ<br>British | C.D.2Cy.31"&57"-60"<br>NB13 129NHP<br>Bow,McLachlan&Co.,Psy | | |
| 34798<br>73830<br>PQGW | **Wakatipu** IronScSr<br>ssDdn.No.3-9,89<br>ssDdn.No.2-98<br>1Dk(ptIrn)&Spar dk3trB | 1945<br>1819<br>1258 | ✠<br>Spar dk<br>1,98 | Ddn | r | | 1876<br>5mo | W.Denny<br>&Bros.<br>Dumbarton | UnionS.S.Co.of<br>NewZealand,Ld. | 290·0<br>B70'H37t<br>ptND91<br>WB= | 33·1 | 16·4<br>24·0<br>FK | Dunedin<br>British<br>4BHCem<br>MT 34'320t | Q4Cy19½",29",39"&56½"-42"<br>NB91 NDB91 214NHP<br>2SB,6pf,GS214,HS3158<br>Qpd91Denny&Co.,Dmb. | | |
| 34799<br>22225<br>NVMO | **Wakatoyo Maru No. 2** WoodSc | 345<br>—<br>179 | | | | | 1917 | .................. | KawasakiZensuke | 133·8 | 26·3 | 13·1 | Tsumori<br>Japanese | | | |
| 34800<br>23055<br>ROKL | **Wakatoyo Maru No.3** WoodSc | 418<br>—<br>226 | | | | | 1918 | .................. | Kawasaki<br>Zensuke | 147·5 | 25·5 | 13·5 | Tsumori<br>Japanese | | | |
| 34801<br>64818 | **Wakatu** IronScSr<br>1Dk | 157<br>121<br>95 | | | | | 1879 | Moutroy&<br>Crosbie<br>Nelson,N.Z. | WakatuShipping<br>Co.Ld. | 119·5<br>Q5t | 18·0<br>B27t | 8·4<br>F4t | Wellingtn<br>British | C.2Cy.13"&23"-15"<br>NB04 30RHP<br>Mansefield&Co.,Auckland | | |
| 34802<br>76764<br>SKLT | **Wakefield** IronScSr | 117<br>79<br>53 | | | | | 1877 | J Fullerton<br>&Co.<br>Paisley | BritishNewGuinea<br>DevelopmentCo.Ld | 95·2<br>Q24' | 16·5 | 7·4 | Brisbane<br>British | C.2Cy.14½"&25½"-18"<br>25RHP<br>D.Rowan,Glasgow | | |
| 34803<br>20845<br>NQMF | **Waki Maru** WoodSc | 493<br>—<br>362 | | | | | 1917 | .................. | YonemuraGomei<br>Kaisha | 143·6 | 29·1 | 17·2 | Shina-gawa<br>Japanese | | | |
| 34804<br>20831<br>NKVF | **Waki Maru No. 2** WoodAuxScSr | 111<br>—<br>63 | | | | | 1917 | .................. | GoshiKaishaWaki<br>Shokai | 97·0 | 18·2 | 10·6 | Shina-gawa<br>Japanese | | | |
| 34805<br>24872<br>RLFB | **Waki Maru No. 3** WoodSc | 408<br>—<br>273 | | | | | 1918 | .................. | GoshiKaishaWaki<br>Shokai | 153·0 | 23·7 | 14·4 | Shina-gawa<br>Japanese | | | |
| 34806<br>217496<br>LPQN | **Wakiki** WoodScSr<br>Elec.light Wireless 1Dk2trB | 2531<br>2035<br>1496 | | | | | 1918 | Wilson<br>S.B.Co.<br>Astoria,Or. | UnitedStates<br>ShippingBoard | 266·8<br>P27'B67'F29' | 46·1 | 23·8 | Astoria,Or<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>UnionMachineCo.S.Fo. | | R |
| 34807<br>216489<br>LKWS | **Wakulla** SteelScSr<br>Fitted for oil fuel<br>Elec.light 2Dks<br>Wireless Sub.Sig. | 5435<br>5012<br>3323 | | | ... | | 1918 | Ls.Angeles<br>S.B.&D.D.Co.<br>SanPedro,Cal | UnitedStates<br>ShippingBoard | 410·0<br>P44'B115'F47' | 54·4 | 27·2<br>FK | Ls.Angeles<br>Utd.States<br>WB | 2 Steam Turbines Geared<br>to 1 Sc Shaft 670NHP<br>WestinghouseElectric&<br>MfgCoPittsburghPa | 29″9 | R |
| 34808<br>129141 | **Walbrook** SteelTwinSc<br>ssLon.No.2-20<br>1Dk(Stl) | 168<br>150<br>3 | ✠100A-<br>ForTowingpurposes<br>6,20<br>~~BS3,21~~<br>WaterTubeBoilers<br>BS3,22 | Lon<br>✠LMC6,20 | | 6,20 | 1910<br>10mo | Ferguson<br>Bros.<br>Pt.Glasgow | Portof Lond:<br>Authority | 86·0<br>B23'<br>WB=FPT | 22·6 | 10·8<br>BK6" | London<br>British<br>4BHAsp<br>12tAPT21t | C.4Cy.19"&40"-24"<br>200lb 120lbatEng. 175NHP<br>2SB, ,GS86,HS3360<br>FergusonBros.Pt.Glasgow | 12″0<br>s 1″2½<br>11″4 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7" Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34809<br>QBRJ | **Walcheren** SteelScSr<br>*Elec.light* Wireless *2Dks* | 3598<br>3263<br>2180 | | | | | 1917 | Rotterdam<br>Droogd.Maat<br>Rotterdam | Stoomv.Maats.<br>"Triton" (W.<br>Ruys&Zonen,<br>*Mgrs.*) | 361·4<br>P24'B21'F24' | 49·9 | 22·1 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.25",41"&68"–45"<br>310NHP<br>RotterdamDroogd.Maats. |
| 34810<br>218095<br>LRFP | **Walden** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks&Webframes*<br>Sub.Sig. Wireless | 6075<br>5166<br>3780 | | | ... | | 1919 | Newburgh<br>Shpyds,Inc.<br>Newburgh,<br>N.Y. | UnitedStates<br>ShippingBoard | 400·5<br>P36'B124'F44' | 54·2 | 30·0<br>FK | NewYork<br>Utd.States<br>*WB* | 2 Steam Turbines geared<br>to 1 Sc Shaft 645NHP<br>WestinghouseElectric&<br>Mfg.Co. E.Pittsburgh,Pa |
| 34811<br>135971<br>JDBG | **Waldorf** SteelScK<br>*ss*Abn.No.2–20<br>1*Dk* | 293<br>270<br>132 | ✠100A1<br>*StmTrawler*<br>12,20<br>BS12,20 ✠LMC3,19 | Abn | | CL<br>12,20 | 1913<br>9mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>'s*A&CP* | G.W.Kelton<br>(B.Allenby *Mgr*) | 133·5<br>Q72'F20' | 23·0 | 12·2<br>BK7½" | Aberdeen<br>British<br>4*BHCem* | T.3Cy.12¾",22"&36"–24" (*s*)<br>200lb 79RHP<br>1SB,3*pf*,GS48,HS1295<br>C.D.Holmes&Co.Ld.Hull |
| 34812<br>OVYS | **Walhalla** SteelSc<br>*Turret deck* *Elec.light* 1*Dk* | 3913<br>3156<br>2501 | | | | | 1907 | W.Doxford<br>&Sons,Ld.<br>Sunderland | FrenchGovernment | 349·0<br>P32'F30' | 49·0 | 23·9 | French<br>*WB* | T.3Cy.24",41"&68"–45"<br>310NHP<br>W.Doxford&Sons,Ld.Sld. |
| 34813<br>OVYX | **Walkyrie** IronScK<br>*ss*Cherbourg2ndNo.3–3,19<br>1*Dk* | *150*<br>*142*<br>*58* | ✠100A1<br>*Stm Trawler*<br>6,21 ~~7,20~~<br>✠NBS,10 ✠LMC3,19 BS~~7,20~~6,21 | Bou<br>Rou | | 3,19 | 1893<br>10mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Hull<br>'s*A&CP* | L.Calamel<br>(Pêcheries de<br>Tréport) | 103·0<br>ptND06 | 20·5 | 11·0<br>BK7½" | Tréport<br>French<br>3*BHCem* | T.3Cy.11½",18"&30"–22" (*s*)<br>160lb 43NHP<br>1SB,2*pf*,GS24,HS660<br>C.D.Holmes&Co.Hull |
| 34814<br>119206<br>HBTV | **Wallace** SteelScSr<br>*ss*Bry.No.3–9,19<br>*Elec.light* 1*Dk(ptIrn&ptStl)2trB*<br>Wireless *&deepframing 3Dk rule* | 3930<br>3709<br>2532 | ✠100A1<br>5,21 ~~9,20~~<br>✠LMC MS7,18 BS~~8,20~~9,21 | Cff<br>Bry | *w* | CL<br>~~9,20~~<br>5,21 | 1905<br>1mo<br>*Lloyd* | ShortBros.<br>Ld.<br>Sunderland<br>'s*A&CP* | LewisS.S.Co.Ld.<br>(T.Lewis, *Mgr.*)<br>*WB=Cell*<br>*DBa*108' *uE* | 355·3<br>P32'B109'F35'<br>24' *f*156' 968*t* | 48·5 | 27·2<br>FK<br>*FPT* | Swansea<br>British<br>6*BHCem*<br>85*tAPT*77*t* | T.3Cy.25",42"&68"–45" (*s*)<br>180lb 344NHP<br>2SB,8*pf*,GS155,HS5414<br>G.Clark,Ld.Sunderland |
| 34815<br>89022 | — IronScDy | 100<br>100<br>39 | | | ... | | 1883 | Hawthorns<br>&Co.<br>Leith | R.Irvin&Sons,Ld. | 92·6<br>F12' | 18·0 | 9·4 | Granton<br>British | C.2Cy.15"&27"–21"<br>32RHP<br>Hawthorns&Co.Leith |
| 34816<br>136435 | **Wallamba** WoodTwinScK<br>1*Dk* | 331<br>249<br>172 | | | | | 1917 | E.Wright<br>Tuncurry,<br>N.S.W. | NorthCoast<br>SteamNav.Co.Ld. | 142·5 | 34·8 | 7·1 | SydnyNSW<br>British | C.4Cy.12"&24"–16"<br>E&B*made*07 48RHP<br>Chapman&CoSydnyNSW |
| 34817<br>136403 | **Wallarah** SteelSc3MstSr<br>*ss*Syd.No.1–19<br>*Well deck* *Elec.light* 1*Dk(Irn)*<br>*Mchy.Aft* *Cargo battens not fitted* | 815<br>580<br>375 | ✠100A1<br>~~5,21~~ 5,20 10,21<br>✠LMC5,18 BS6,21 | Syd | *k* | CL<br>5,20 | 1914<br>12mo<br>*Lloyd* | ClydeSB.&<br>Eng.Co.Ld.<br>Pt.Glasgow<br>'s*A&CP* *W* | WallarahCoalCo.<br>Ld.<br>*B=CellDBuE&B* | 196·5<br>Q103'B11'F37'<br>40' *f* 114' 210*t* | 29·7 | 12·5<br>FK&BK1½"<br>*FPT* | SydnyNSW<br>British<br>3*BHCem*<br>72*tAPT*9*t* | T.3Cy.16",26"&43"–33" (*s*)<br>180lb 93RHP<br>2SB,4*cf*,GS77,HS2514<br>ClydeS.B.&E.Co.Ld.P.Gl. |
| 34818<br>84180 | **Wallasey** IronTwinSc | 489<br>459<br>200 | | | ... | | 1881 | W.Allsup&<br>Sons<br>Preston | TheMayor,Aldermen&Burgesses of<br>theCounty Boro' of<br>Wallasey | 140·0 | 45·0 | 11·0 | Liverpool<br>British | C.4Cy.20"&35"–24"<br>NB06 99RHP<br>W.Allsup&Sons,Preston |
| 34819<br>118040<br>HJLF | — SteelSc<br>*ss*Liv.No.3-5,16<br>*ss*Liv.No.1–19<br>1*Dk(Stl)* | 149<br>131<br>1 | ✠100A1<br>*For Towing purposes*<br>3,21<br>BS9,21 ~~BS8,20~~ ✠LMC9,19 | Liv | | 9,19 | 1903<br>8mo<br>*Lloyd* | JTEltring-<br>ham&Co.<br>S.Shields<br>'s*A&CP* | Alexandra Towing<br>Co.Ld. | 92·0 | 20·1 | 10·9<br>BK6½" | Liverpool<br>British<br>4*BHCem* | C.2Cy.16"&42½"–27" (*s*)<br>150lb 68RHP<br>1SB,3*cf*,GS57,HS1560<br>G.T.Grey,SouthShields |
| 34820<br>135998<br>JFBR | **Wallena** SteelScK<br>*ss*Flt.No.1–19<br>1*Dk* | 225<br>217<br>112 | ✠100A1<br>*StmTrawler*<br>~~7,21~~ ~~1,19~~ 2,22<br>BS7,21 ~~BS6,20~~ ✠LMC1,19 | Flt | | CL<br>~~1,19~~<br>2,22 | 1914<br>3mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'s*A&CP* | NevaStmTrawlers<br>Ld. (J.A.Taylor,<br>*Mgr.*) | 117·0<br>Q61'F16' | 22·0 | 12·7<br>BK7½" | Fleetwood<br>British<br>4*BHCem* | T.3Cy.12",21"&34"–24" (*s*)<br>200lb 67RHP<br>1SB,3*pf*,GS41,HS1056<br>C.D.Holmes&Co.Ld.Hull |
| 34821<br>217694<br>LQFW | **Wallingford** SteelSc<br>Sub.Sig. Wireless 1*Dk* | 2256<br>—<br>1229 | | | | | 1919 | LongBeach<br>S.B.Co.<br>LongBeach,<br>Cal. | UnitedStates<br>ShippingBoard | 244·0 | 42·0 | 26·0 | L.Angeles<br>Utd.States | T.3Cy.18,"30"&44"–30"<br>105NHP |
| 34822<br>132095<br>HSDR | **Wallington** SteelScK<br>*ss*Gms.No.2–19<br>1*Dk* | 259<br>241<br>110 | ✠100A1<br>*StmTrawler*<br>1,20<br>BS8,20 ✠LMC5,19 | Gms | | CL<br>5,19 | 1911<br>2mo<br>*Lloyd* | Cochrane&<br>Sons<br>Selby<br>'s*A&CP* | J.Coombes | 130·3<br>Q71'F20' | 22·5 | 12·0<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.13½",23"&37"–24" (*s*)<br>180lb 75RHP<br>1SB,3*pf*,GS45,HS1200<br>C.D.Holmes&Co.Ld.Hull |
| 34823<br>218460<br>LRVS | **Wallkill** SteelSc<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 1*Dk2trB*<br>*in fore&after holds&Web frames* | 3283<br>3005<br>2000 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35' | 46·2 | 25·0<br>FK | Newark<br>Utd.States<br>*WB* | 1Geared Steam Turbine<br>386NHP<br>Westinghouse Electric<br>&Mfg.Co.Essington,Pa. |
| 34824<br>6179<br>KOFB | **Wallonia** SteelScSr<br>*Elec.light* 1*Dk(Stl)* | 1437<br>1135<br>812 | ✠100A1<br>7,21 ~~10,19~~<br>✠LMC10,18 | Mmo<br>Got | *p* | | 1919<br>10mo | Kockums<br>M.V.Aktieb.<br>Malmö<br>A&CP | FörnyadeÅngf.<br>Aktieb.Götha<br>(F.Sternhagen,<br>*Mgr.*) *Cell* | 231·7<br>P17'B63'F25'<br>*DB* 196' 364*t* | 37·7 | 16·4<br>FK<br>*FPT* | Gothenbrg<br>Swedish<br>4*BHCem*<br>44*tAPT*59*t* | T3Cy.18⅛",28¾"&48$\frac{13}{16}$"–31½"<br>185lb (*s*) 160NHP<br>2SB,4*cf*,GS56,HS2114 FD<br>KockumsM.V.Akt.Malmö |
| 34825<br>216922<br>LMWC | **Wallowa** WoodScSr<br>*Elec.light* *2Dks*<br>Wireless | 2799<br>2302<br>1676 | | | | | 1918 | Supple&<br>Ballin S.B.Co.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 285·0<br>P37'B68'F28' | 44·8 | 23·9 | Portlnd Or<br>Utd.States | T.3Cy.21",34"&57"–42"<br>211NHP<br>PacificMarineIron Works,<br>Portland,Or. |
| 34826<br>81233 | — WoodScSp<br>1*Dk* | 184<br>—<br>92 | | | | | 1889 | ..................<br>Portland,Or. | Merrill&Ring<br>LoggingCo. | 111·6 | 23·9 | 11·6 | Seattle<br>Utd.States | 2Cy.18"&36"–20"<br>48NHP<br>Union IronWrks,S.Fo. |
| 34827 | **Wallross** SteelSc<br>*(Trawler)* | 259<br>232<br>92 | | | | | 1917 | Schiffsw. u.<br>Maschf.<br>"Hansa,"<br>A-G.Tönning | W.Schuchmann | 125·3<br>F20' | 23·2 | 12·5 | Gstemnde<br>German<br>*WB* | T.3Cy.13,"16$\frac{9}{16}$"&33$\frac{1}{16}$"–22¼"<br>53NHP<br>GörlitzerMaschb.-Anst.,<br>Görlitz |
| 34828<br>106245<br>WDGF | **Wallsend** SteelSc3MstSr<br>*ss*Syd.2ndNo.3–8,21 ~~*ss*Syd.No.3–5,09~~<br>*Mchy.Aft* *Well deck* ~~*ss*Syd.No.2–18~~<br>*Cargo battens not fitted* 1*Dk(Irn)* | 518<br>353<br>196 | ✠100A1<br>8,21 ~~3,21~~<br>~~BS7,20~~ ✠LMC~~5,18~~<br>7,21 | Syd | *h* | CL<br>~~4,18~~<br>7,21 | 1899<br>7mo | Murdoch&<br>Murray<br>Pt.Glasgow<br>A&CP | AustralianSteamshipsProprietory,<br>Ld. (HowardSmith<br>Ld. *Man.Agents.*) | 165·4<br>Q93'B10'F23' | 24·3 | 12·3<br>BK7"<br>*WB=FPT* | SydnyNSW<br>British<br>5*BHCem*<br>77*tAPT*7*t* | C.2Cy.21"&45"–33" (*s*)<br>120lb 89RHP<br>1SB,3*pf*,GS61,HS1628<br>J.G.Kincaid&Co.Greenock |
| 34829<br>80807<br>Abandoned | **Wallula** WoodSc<br>Wireless 1*Dk* | 1924<br>—<br>1415 | | | | | 1882 | Quayle&<br>Martin<br>Cleveland,O. | O.A.Gilbert | 260·2 | 39·8 | 21·9 | N.LndnC.<br>Utd.States | C.2Cy.30"&56"–48"<br>180NHP |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>*Late Name if any.*<br>Special Surveys. | 3<br>Material, Rig, &c<br>No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34830<br>81644 | **Wallula**<br>Wireless | **SteelSc**<br>(*Tug*)<br>1*Dk* | 167<br>—<br>85 | | | | | 1899 | Union Iron Works<br>SanFrancisco | Port of Portland | 99·6 | 22·7 | 12·6 | Prtlnd,Or.<br>Utd.States<br>*WB* | C.2Cy.20″&42″–24″<br>NB15 72NHP<br>UnionIronWorks | | |
| 34831<br>95358<br>NQLH | **Walmer**<br>(*ex*Trouville) | **SteelTwinScSr**<br>2*Dks* | 518<br>456<br>211 | | | | | 1894 | W.Denny &Bros.<br>Dumbarton | S.Eastrn&Chathm RlyCo's.Managing Committee | 195·0<br>B61'F39' | 28·1 | 14·3 | London<br>British | T.6Cy.13½″,20½″&31″–21″<br>104RHP<br>Denny&Co.Dumbarton | | |
| 34832<br>114839<br>TGCD | **Walmer Castle**<br>*Ref.Mchy.* *Elec.light* Sub.Sig.<br>Wireless | **SteelTwinScSr**<br>*ss*Sou.No.3–2,20<br>4*Dks*(*Stl–M* ws *U* teak s) | 12546<br>10341<br>6463 | ✠100A1<br>~~1,21~~ ~~10,21~~<br>3,22<br>~~BS11,20~~ ✠LMC2,20<br>BS11,21 | Sou | *j*† | CL<br>7,18 | 1902<br>1mo<br>*Lloyd's A&CP* | Harland& Wolff,Ld.<br>Belfast<br>*WB = CellD* | TheUnion-Castle MailS.S.Co.Ld.<br>*Ba* 132' *uE&B* 206' | 570·5<br>P83'B318'F69'<br>FK&BK3″<br>*f*104'1714*t FPT*65*t* | 64·4 | 38·6 | London<br>British<br>8*BH Cem*<br>*APT*103*t* | Q.8Cy.32″,46″,66″&95″–60″<br>216lb (*s*) 2040NHP<br>8DB&2SB,*54cf*,GS1000,<br>HS35964<br>Harland&Wolff,Ld.Bel. | 41″11 | BT till 1,22 |
| 34833<br>74757<br>HLNG | **Walney** | **IronScSr**<br>*ss*Cff.No.3–11,89<br>*ss*Liv.No.2–97<br>1*Dk*(*Irn*) | 238<br>175<br>92 | ✠<br>5,02 | Liv | *d* | | 1881<br>2mo | Whitehavn S.B.Co(Lim)<br>Whitehaven<br>*WB=* | BookerBros.,Mc-Connell&Co.Ld. | 130·2<br>Q47'F18'<br>BK6½″<br>*DBf*65'60*t* | 21·2 | 9·0 | Georget'n Dem.<br>British<br>3*BH Cem* | C.2Cy.18″&32″–24″<br>NB89*refittd*3,96 45RHP<br>1SB,*2pf*,GS32,HS945<br>J.&T.Young,Ayr | 9″9 | |
| 34834<br>114227<br>VRJT | —<br>*Elec.light* | **SteelPadSr**<br>(*Tug*)<br>1*Dk* | 185<br>177<br>76 | | | ... | | 1904 | J.P.Ren-noldson&Sns.<br>South Shields | FurnessRailway Co. | 120·0<br>BK5″ | 21·1 | 10·0 | Barrow<br>British | L.2Cy.30 –54″<br>66RHP<br>J.P.Rennoldsn&Sns,S.Shl | 10″3 | |
| 34835<br>127473<br>HQRB | **Walnut**<br>*Well deck*<br>*Mchy.Aft* | **SteelSc3MstSr**<br>*ss*Dub.No.2–18<br>1*Dk*(*Irn*) | 340<br>247<br>125 | ✠100A1<br>10,20<br>~~BS10,20~~ ✠LMC6,18<br>BS10,21 | Dub | *f* | CL<br>10,20 | 1910<br>3mo<br>*Lloyd's A&CP* | J Fullerton &Co.<br>Paisley | FrontierTownS.S.Co.Ld. (J.Fisher&Sons,*Mgrs.*) | 142·6<br>Q80'B7'F25'<br>BK6″<br>*WB* | 23·6 | 10·4 | Newry<br>British<br>3*BH Cem*<br>=*FPT*45*t* | C.2Cy.16″&34″–24″ (*s*)<br>130lb 50RHP<br>1SB,*2pf*,GS39,HS1280<br>Fishers,Ld.Paisley | 11″4<br>s4″1½<br>11″6 | |
| 34836 | **Walpole**<br>*Elec.light* | **SteelScK**<br>*ss*Dun.No.1–19<br>1*Dk* | *302*<br>*277*<br>*160* | ✠100A1<br>*Stm Trawler*<br>~~7,20~~ 12,21 BS12,21<br>~~BS7,20~~ ✠LMC4,19 | Gms | | CL<br>4,19 | 1914<br>8mo<br>*Lloyd's A&CP* | Cochrane &Sons,Ld.<br>Selby | ~~SteffinSteamFishingCo.~~ Stefnir SteamFishingCo. | 135·2<br>Q74'F21'<br>BK7½″ | 23·5 | 12·3 | Reykjavik<br>Icelandic<br>4*BH Cem* | T.3Cy.13″,23″&37″–24″ (*s*)<br>200lb 84RHP<br>1SB,*3pf*,GS47,HS1400<br>C.D.Holmes&Co.Ld.Hull | 13″1 | |
| 34837<br>215482<br>LHRN | **Walrus** | **WoodSc**<br>1*Dk* | 479<br>—<br>246 | | | | | 1917 | J.F.James &Son<br>Essex,Mass. | GortonPew VesselsCo. | 163·2 | 26·2 | 13·0 | Glo'strMas<br>Utd.States | T.3Cy.13½″,21¾″&36″–24″<br>64NHP | | |
| 34838 | — | **SteelScK**<br>*ss*Ams.No.3–1,16<br>*ss*Ymu.No.1–19<br>1*Dk* | 164<br>163<br>36 | ✠100A1<br>*Stm Trawler*<br>11,21 ~~3,21~~ ✠LMC<br>MS5,19 BS~~3,20~~3,22 | Ymu<br>Ams | | 3,21 | 1903<br>6mo<br>*Lloyd's A&CP* | Smith's DockCo.Ld.<br>NorthShields | N.V.Vissch.Maats. "Walrus" (N.V. ExploitatieMij.de Marezaten,*Mgrs*) | 105·3<br>BK7½″<br>*WB=* | 20·8 | 11·3 | Ymuiden<br>Dutch<br>3*BH Cem*<br>*DBf*14'10*t* | T.3Cy.11″,18″&30″–21″ (*s*)<br>180lb 51NHP<br>1SB,*2pf*,GS31,HS879<br>MacColl&Pollock,Sld. | 12″1 | |
| 34839<br>109618 | — | **SteelSc**<br>*ss*Bgs.No.3–7,09<br>*ss*Bgs.No.2–15<br>1*Dk* | 39<br>39<br>9 | ✠<br>8,20<br>*For Towing purposes*<br>✠ | Bgs | | | 1899<br>2mo | Doig& Broadley<br>Hull | Petters&Co. | 60·5<br>BK4½″<br>*DTf*8'20*t* | 14·8 | 7·2 | Colchester<br>British<br>5*BH Cem*<br>*DTa*6'14*t* | C.2Cy.10″&20″–14″<br>17RHP<br>1SB,*1pf*,GS18,HS415<br>W.M.Escreet,Brtn.Stather | 7″9 | |
| 34840 | **Walter**<br>(*ex*Acarahu,<br>*ex*Tamanduá)<br>*Mchy.Aft* *Elec.light* | **SteelScSr**<br>*ss*Mns.No.3–4,10<br>1*Dk*(*Teak*)&*Promenade Dk*(*Teak*) | *317*<br>*231*<br>*216* | ✠<br>*For River purposes only*<br>5,12<br>✠ | Mns | | | 1900<br>4mo | Murdoch& Murray<br>Pt.Glasgow | S.Marques e Cia. | 140·1<br>F16' | 30·0 | 8·0 | Para<br>Brazilian<br>5*BH Cem*<br>*FPT*22*t* | C.2Cy.16″&32″–24″<br>52NHP<br>1SB,*2pf*,GS34,HS935<br>Lees,Anderson&Co.Gls. | 8″5 | |
| 34841<br>216218<br>LKPC | **Walter A. Luckenbach**<br>*Elec.light*<br>Sub.Sig. Wireless | **Steel TwinScSr**<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cruiser Stern* | 8051<br>7818<br>5973 | ✠100A1<br>*Shelter dk with freeboard*<br>~~11,21~~ ~~4,21~~ 4,22<br>MS11,21 BS8,21<br>BS8,20 ✠LMC~~6,18~~<br>*Fitted for oil fuel* 6,18 *F.P. above* 150° F. | NYk | *b*† | CL<br>9,19 | 1918<br>6mo | Seattle Const&DDCo<br>Seattle,Wsh.<br>A&CP | LuckenbachS.S.Co.Inc.<br>*CellDB*384' 1626*t*<br>84'376*t* | 446·5<br>37·7<br>FK<br>*Sidetanks in No. 5 &*<br>*'tween dk tanks in* | 56·1 | 28·0 | NewYork<br>Utd.States<br>10*BH only pt Cem*<br>*6 holds*<br>*E& B spaces* | 4 Steam Turbines Geared to 2 Sc Shafts(*s*) 1200NHP<br>225lb 4WaterTubeBoilers<br>HS16560 FD<br>SeattleConst.&D.D.Co.<br>36'285*t FPT*225*t APT*445*t* | 40″9<br>s10″7½<br>30″7 | |
| 34842<br>81267<br>KJGW | **Walter Adams** | **WoodSc** | 272<br>—<br>176 | | | | | 1890 | ............<br>Noank,Cn. | FisheriesProducts Co. | 133·0 | 24·3 | 12·8 | N.LndnCn<br>Utd.States | | | |
| 34843<br>215621<br>LHVQ | **Walter D. Munson**<br>*Elec light*<br>Wireless | **SteelScSr**<br>*ss*NYk.No.1–22<br>2*Dks*(*Stl*)&*Webframes*<br>*Longitudinal framing* | 3704<br>3508<br>2238 | ✠100A1<br>~~10,20~~ ~~3,21~~ 4,22<br>✠LMC<br>MS12,21 BS12,21<br>*Fitted for oil fuel* 10,17 *F.P. above* 150°F. | NYk | *w* | CL<br>11,19 | 1917<br>10mo | Bethlehem SteelCo.<br>Sparro'Pt Md<br>A&CP | MunsonSteamship Line,Inc.<br>*'Tween dk BH in after hold dispensed with*<br>*CellDB*311' 834*t FPT*63*t* | 368·2<br>P52'B108'F41'<br>FK | 48·3 | 24·7 | NewYork<br>Utd.States<br>*Cem*<br>5*BH to U dk*<br>1 " "*2nd*"<br>*APT*21*t* | T.3Cy.24″,41″&68″–48″ (*s*)<br>200lb 486NHP<br>3SB,*9cf*,GS169,HS7237 FD<br>BethlehemStl.Co.Sparr'Pt<br>*only* | 27″4 | |
| 34844<br>213479<br>LFMG | **Walter D. Noyes**<br>*Elec.light*<br>*Mchy.Aft* Sub.Sig. Wireless | **SteelScSr**<br>*ss*Bos.No.1–19<br>1*Dk*(*Stl*) | 4387<br>3933<br>3114 | ✠100A1<br>9,21 ~~9,20~~<br>✠LMC5,19<br>BS9,21 | Bos | *w* | CL<br>~~11,18~~<br>9,21 | 1915<br>7mo | NwprtNws S.B.&D.D.Co.<br>NewprtNews<br>A&CP | Crowell&Thurlow S.S.Co.Inc.<br>*WB = CellDBuE & B*50'*f*251'1127*t* | 354·2<br>P94'B19'F31'<br>FK<br>*MT*4'244*t FPT*318*t* | 49·0 | 27·4 | Boston<br>Utd.States<br>6*BH Cem*<br>*APT*92*t* | T.3Cy.23″,39″&66″–45″ (*s*)<br>180lb 365NHP<br>2SB,*6cf*,GS124,HS5070 FD<br>NewportNewsSB&D.D Co | 30″0 | |
| 34845<br>105354 | **Walter Glynn**<br>(*BucketDredger*)<br>*Elec.light* | **SteelTwinSc**<br>*ss*Liv.No.3–7,14<br>*ss*Liv.No.2–20<br>1*Dk*(*Stl–ws*) | 551<br>533<br>222 | ✠ A1<br>*Dredger*<br>6,20 ✠LMC4,20 | Liv | *j* | 4,20 | 1895<br>10mo | W.Simons &Co.(Lim.)<br>Renfrew<br>A&CP | MerseyDocks& HarbourBoard | 189·4<br>F18'<br>FK | 35·6 | 12·3 | Liverpool<br>British<br>3*BH Cem* | T.6Cy.14″,22¼″&36″–24″ (*s*)<br>180lb 152NHP<br>2SB,*4rf*,GS135,HS2554<br>W.Simons&Co.(Lim.),Rnf. | 13″0 | |
| 34846<br>210720<br>LCQJ | **Walter Hardcastle**<br>(*ex*L.V.Stoddard)<br>*Mchy.Aft.* *Elec.light*<br>Wireless<br>Now named "W. L. Connally," See No. 39961 in Supplement | **SteelScSr**<br>*ss*NOs.No.2 -21 ~~*ss*N.Yk.No.1–16~~<br>1*Dk*(*Stl*)<br>*Cantilever framed Topside tanks* | 3099<br>2716<br>2365 | BS9,21<br>✠100A1<br>7,21 ~~10,20~~<br>~~BS10,20~~ ✠LMC<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 10,16 *F.P. above* 150° F. | NOs | *t*<br>7,21 | CL<br>~~11,19~~<br>7,21 | 1912<br>11mo | Toledo S.B.Co.<br>Toledo,Ohio<br>A&CP | ~~SinclairGulfCorp.~~<br>SinclairNavigationCo.<br>*Cell DBuE&B* | 304·0<br>P76'B19'F24'<br>len16 FK<br>46'95*t f* 218' | 44·2 | 24·7 | NewYork<br>Utd.States<br>10*BH Cem* | T.3Cy.21″,34½″&57″–42″ (*s*)<br>175lb 275NHP<br>2SB,*4cf*,GS86,HS3954 FD<br>ToledoS.B.Co.Toledo,Ohio<br>658*t Topside tanks* 200'546*t* | 27″6 | |
| 34847<br>140542 | **Walter J. Chambers**<br>*Elec.light* | **SteelScSr**<br>1*Dk*(*Teak*) | 470<br>330<br>175 | ✠100A1<br>8,21 ~~2,20~~<br>✠LMC10,17 | Liv | *g* | CL<br>2,20 | 1917<br>10mo<br>*Lloyd's A&CP* | Murdoch & Murray,Ld.<br>PortGlasgow | MerseyDocks& HarbourBoard | 145·0<br>F73'<br>BK8″ | 27·7 | 12·7 | Liverpool<br>British<br>4*BH Cem*<br>*DTf*13'47*t* | T.3Cy.13½″,22″&36″–24″ (*s*)<br>180lb 81RHP<br>1SB,*3cf*,GS57,HS2034<br>Ross&Duncan,Glasgow | 14″0<br>s2″10<br>12″2 | |
| 34848<br>221083<br>MOLS | **Walter Jennings**<br>*Elec.light*<br>*Mchy.Aft*<br>Sub.Sig. | **SteelTwinSc**<br>2*Dks*(*Stl*)&*Shelter dk* (*Stl*)&*Webframes*<br>*Longitudinal framing* | 10805<br>10469<br>8133 | ✠100A1<br>*Shelter dk with freeboard*<br>12,21 ~~3,21~~ ✠LMC3,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,21 *F.P. above* 150° F. | NYk | *f*† | CL<br>PN<br>12,21<br>s12,21 | 1921<br>3mo | FederalS.B Co.<br>Kearny,N.J.<br>A&CP | StandardOilCo. (NewJersey)<br>*CellDBuE&B* 68'199*t DTf*54'646*t* | 499·2<br>FK<br>*FPT*258*t APT*142*t* | 68·1 | 38·9 | Bayonne<br>Utd.States<br>19*BH*<br>(4 *to S dk*<br>11 " *U* "<br>4 " *2nd* ")<br>*pt Asp, pt Cem* | T.3Cy.20½″,35″&60″–42″ (*s*)<br>210lb *180lb* 676NHP<br>3SB, *12cf*, HS9618 FD<br>FederalS.B.Co.Kearny | 38″10<br>s11″5½<br>27″10 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34849<br>142931 | **Walter Kennedy** WoodScSr<br>1*Dk* | 108<br>91<br>35 | | | | | 1917 | Canadian Vickers,Ld.<br>Montreal | JobBros.&Co.Ld. | 84·0 | 19·2 | 10·0 | SJhnsNFL<br>British | C.2Cy.12"&24"-18"<br>38RH<br>CanadianVickers,Ld Mtl |
| 34850<br>113643<br>TKCN | **Walter S. Bailey** SteelScK<br>*ss*Hul.No.3-7,14<br>*ss*Hul.No.1-19<br>1*Dk* | 244<br>219<br>98 | ✠100A1<br>*Stm Trawler*<br>8,21 ~~11,20~~<br>BS6,21<br>~~BS7,20~~ ✠LMC12,19 | Hul | | CL<br>~~12,19~~<br>8,21 | 1902<br>5mo<br>*Lloyd* | Cook,Wel-t'n&Gemmell<br>Hull<br>*'sA&CP* | FreshFishSupplies Ld.(T.Hamling& Co.Ld., *Mgrs.*) | 125·0<br>Q49' | 22·0 | 11·5<br>BK7" | Hull<br>British<br>4*BHCem* | T.3Cy.12½",21½"&35"-24"(<br>200lb 63RH<br>1SB,*2pf*,GS35,HS1200<br>C.D.Holmes&Co.Hull |
| 34851 | **Waltershof** SteelSc<br>(*Trawler*)<br>(*ex*Meidinger) 1*Dk* | 217<br>186<br>90 | | | | | 1918 | Schiffsw.v. H.KochA.-G.<br>Lübeck | DeutcheSeefischereiA.-G. | 127·0<br>Q69'H46'F19' | 22·6 | 9·1 | Cuxhaven<br>German<br>*WB* | T.3Cy.12⅝",20½"&32¼"-22¼"<br>50NH<br>OttensenerMaschf.Altona |
| 34852<br>119228<br>HGNR | **Waltham** SteelScSr<br>*ss*Cff.No.3-7,19<br>1*Dk*(*pt Irn&pt Stl*)2*tr B deep framing & Web frames* 3*Dk* ...<br>Wireless<br>Now named "Gilwen Park," *See No.* 3752 *in Supplement* | 3708<br>3457<br>2355 | ✠100A1<br>4,20<br>✠LMC7,18 | Gls | *w* | CL<br>4,20 | 1906<br>6mo<br>*Lloyd* | JLThompson&Sons,Ld.<br>Sunderland<br>*'sA&CP* | GilwenShpg.Co. Ld.(G.F.Harrison, *Mgr.*)<br>*WB=CellD* | 346·5<br>P23'B92'F32'<br>*Ba*139' *uE*23' *f*146' | 50·8 | 22·9<br>FK | Sundrland<br>British<br>6*BHCem*<br>828*t APT*29*t* | T.3Cy.24½",40"&66"-45"(<br>180lb *90lb* 307NH<br>2SB,*8pf*,GS142,HS4600<br>J.Dickinson&Sons,Ld.Sld |
| 34853<br>81632<br>KWVT | — SteelSc<br>Sub.Sig. (*Tug*) | 353<br>—<br>186 | | | | | 1898 | C.Hillman S.&E.B.Co.<br>Philadelphia | StaplesTrnsprtn. Co. | 128·0 | 26·3 | 15·0 | FallRiver, Mass.<br>Utd. States | T.3Cy.16",24"&40"-28"<br>85NH<br>C.HillmanS.&E.B.Co.Phl |
| 34854<br>[illegible]<br>~~KDPB~~ | **Waltham Abbey** SteelSc<br>(*ex*Memphis)<br>*Elec.light* Wireless 3*Dks*<br>Now named "Almkerk," *See No.* [illegible] *in Supplement* | 7584<br>[illegible]<br>4746 | Sou. 1,21<br>(*See footnote**) | | | | 1913 | J.C.TecklenborgA.G.<br>Geestemünde | ~~DavidS.S.Co,Ld.~~<br>N.V.Vereenigde Nederl.Scheepv. Maats. | 472·7<br>F48' | 61·0 | 28·5 | ~~London~~<br>~~British~~<br>Dutch<br>*WB* | T.3Cy.30",48¾"&80¾"-55"<br>484NH<br>J.C.TecklenborgA.G.Gst. |
| 34855<br>108220<br>PSKH | **Walton Belle** SteelPadSr<br>1*Dk* | 465<br>350<br>194 | | | | | 1897 | W.Denny &Bros.<br>Dumbarton | ~~CoastDevelopment Corporation,Ld.~~<br>P.S.M.SyndicateLd (A.W.Pickard *Mgr*) | 230·0<br>*Promenadedk*104' | 26·2 | 9·2 | London<br>British | T.3Cy.20½",30"&43"-60"<br>143NH<br>Denny&Co.Dumbarton |
| 34856<br>124039<br>HKFB | **Walton Hall** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 4932<br>4766<br>3203 | | | | | 1907 | Barclay, Curle&Co.Ld.<br>Glasgow | EllermanLines,Ld (HallLine,Ld. *Mgrs.*) | 401·0<br>P40'B115'F40' | 50·2 | 29·5 | Liverpool<br>British<br>*WB* | T.3Cy.24½",42"&71½"-48"<br>355NH<br>Barclay,Curle&Co.Ld.Gls |
| 34857<br>128945 | **Walwyns Castle** SteelScK<br>*ss*Sws.No.1-19<br>*Elec.light* 1*Dk* | 255<br>227<br>100 | ✠100A1<br>*StmTrawler*<br>7,21 ~~12,20~~<br>BS12,20 ✠LMC8,19 | Sws | | CL<br>7,19 | 1913<br>9mo<br>*Lloyd* | Smith's DockCo.Ld.<br>Middlesbro'<br>*'sA&CP* | ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld.(J. D.Marsden, *Mgr.*) | 125·0<br>Q76'F21' | 23·5 | 12·3<br>BK7½" | Swansea<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26"(<br>180lb 85RH<br>1SB,*3pf*,GS50,HS1522<br>Smith'sDockCo.Ld.Mdb. |
| 34858<br>216572<br>LMDJ | **Wampum** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5452<br>5012<br>3334 | | | ... | | 1918 | Ls Angeles S.B.&D.D.Co.<br>SanPedro,Cal | UnitedStates ShippingBoard | 410·0<br>P44'B115'F47' | 54·4 | 27·2<br>FK | Ls Angeles<br>Utd. States<br>*WB* | 2 Steam Turbines Geared to 1 Sc Shaft 670NH<br>WestinghouseMachineCo. E.Pittsburg |
| 34859<br>127181 | **Wan Chün** SteelSc<br>(*Tug*)<br>1*Dk* | 157<br>155<br>61 | | | | | 1908 | Shanghai D.&E.Co.Ld.<br>Shanghai | TaikooDkyd.&Eng Co.ofHongKongLd | 100·0 | 21·1 | 11·9 | Shanghai<br>British<br>*WB* | T.3Cy.16",26"&43"-30"<br>93RH<br>ShanghaiDkyd&E.Co.Ld |
| 34860<br>95018<br>KPLT | **Wanaka** SteelScSr<br>*ss*Ddn.2ndNo.3-1,12<br>(*ex*Liddesdale) 2*Dks*(*Irn-Uws*)3*trB*<br>Wireless *Inner bottom plating Irn* | 2425<br>2178<br>1572 | ✠<br>7,14<br>✠ | Ddn | *t* | | 1887<br>11mo | C.Connell &Co.<br>Glasgow | UnionS.S.Co.of NewZealand,Ld. | 300·0<br>P28'B68'F37'<br>*WB=Cell* | 40·0 | 23·2<br>BK10" | Dunedin<br>British<br>6*BHCem*<br>*DB*248'528*t* | T.3Cy.23",37"&59"-42"<br>232NH<br>2DB,*8cf*,GS132,HS3565<br>J.&J.Thomson,Glasgow |
| 34861<br>122745 | **Wandana** SteelScSr<br>*Elec.light Well deck* 1*Dk*<br>*Ref.Mchy.* | 964<br>543<br>514 | | | ... | | 1913 | Mackie& Thomson,Ld.<br>Glasgow | CoastSteamships, Ld.Inc. | 205·7<br>Q85'B45'F26' | 32·6 | 11·8<br>FK&BK1½" | P.Adelaide<br>British<br>*WB* | T.3Cy.17",28"&45"-33"<br>156NH<br>Muir&Houston,Ld.Gls. |
| 34862<br>~~[illegible]~~<br>~~MGSW~~ | **Wanderer** ~~SteelScSr~~<br>*ss*Gls.2ndNo.3-5,18<br>*Elec.light* 2*Dks*(*Stl-Uws*)3*trB*<br>Wireless<br>Now named "Enrichetta," *See No.* [illegible] *in Supplement* | 4087<br>[illegible]<br>2631 | ✠100A1<br>~~12,20~~ 10,21<br>✠LMC<br>MS9,17 BS10,20 | Ant<br>Lon | *x* | CL<br>11,20 | 1891<br>8mo<br>*Lloyd* | Workman, Clark&Co.Ld<br>Belfast<br>*'sA&CP* | ~~CharenteS.S.CoLd (T.&J.Harrison, Mgrs.)~~<br>*WB* | 380·0<br>B77'F34'<br>*=Cell DB*108' 216*t* | 43·8 | 29·4<br>BK10" | Italian<br>6*BHCem*<br>*MT*32'562*t* | T.3Cy.24",40"&66"-51" (<br>180lb *100lb* NDB03 365NH<br>2DB,*12rf*,GS195,HS6004<br>J.&J.Thomson,Glasgow |
| 34863<br>81275 | — WoodScSr | 213<br>—<br>125 | | | | | 1890 | ..................<br>PortBlakely, Wash. | Merrill&Ring LoggingCo | 128·2 | 23·8 | 11·4 | Seattle<br>Utd.States | C.2Cy.22"&40"-34"<br>77NH |
| 34864<br>140030<br>KRCT | **Wanderer III.** IronSc<br>(*ex*Wanderer, *ex*Kethailes)<br>*ss*N.Yk.No.3-5,11<br>*ss*N.Yk.No.2-20<br>*Elec.light* 1*Dk* | 446<br>361<br>214 | ✠100A1<br>*Yacht*<br>9,20<br>✠LMC9,20<br>BS4,22 | NYk | | 9,20 | 1897<br>5mo<br>*Lloyd* | Ramage& Ferguson,Ld.<br>Leith<br>*'sA&CP* | J.S.Webster&Sons | 167·0 | 24·2 | 14·0 | KingstnJa<br>British | T.3Cy.14",22"&36"-27"<br>170lb 85NH<br>1SB,*3cf*,GS51,HS1573<br>Ramage&Fergusn,Ld.Lth |
| 34865<br>217480<br>LPNR | **Waneyanda** WoodScSr<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk*2*trB* | 2590<br>—<br>1536 | | | | | 1919 | Fulton S.B.Co.<br>WlmngtnCal. | UnitedStates ShippingBoard | 266·4<br>P26'B66'F29' | 46·2 | 23·9 | L.Angeles<br>Utd. States | T.3Cy.19",32"&56"-36"<br>188NH |
| 34866<br>141910<br>KBRD | **Wangaratta** SteelTwinScSr<br>*Ref.Mchy. Elec.light* 3*Dks*<br>Wireless *Cruiser Stern* | 7897<br>7577<br>4698 | Lloyd'sRMC ~~1,21~~ 11.21 | | | | 1919 | Workman, Clark &Co.Ld<br>Belfast | BritishIndiaStm. Nav.Co.Ld. | 450·0<br>P31'F43' | 58·5 | 37·1 | Glasgow<br>British<br>*WB* | T.6Cy.26½",44"&73"-48"<br>369NH<br>Wrkman,Clark&Co.Ld.Bel |
| 34867 | **Wangerland** SteelSc<br>*Elec.light* 1*Dk* | 224<br>205<br>83 | | | | | 1920 | Marine-Werft<br>Wilhelmshvn | Gemeinnützige Hochseef.G.m.b.H. "Gross-Berlin" | 126·9<br>Q70'F19' | 22·6 | 10·2 | Gstemnde<br>German<br>*WB* | T.3Cy.12⅝",20½"&32¼"-22¼"<br>Marine-Werft, 50NH<br>Wilhelmshaven |
| 34868 | **Wangeroog** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 244<br>217<br>91 | | | | | 1917 | Rickmers Akt.Ges.<br>Bremerhaven | Wilhelmshaven Hochseefischerei A.G. | 127·1<br>Q69'F19' | 23·0 | 9·5 | Wilhelmshaven<br>German<br>*WB* | T.3Cy.12⅝",20½"&32¼"-22¼"<br>Ottensener 50NH<br>Mch.G.m.b.H.Altona |
| 34869 | **Wangerooge** SteelTwinScSr<br>1*Dk* | 144<br>121<br>54 | | | | | 1905 | Schiffsw(v. J.&Sch.)A.G.<br>Hamburg | Oldenburgsche EisenbahnDirektion | 110·1<br>Q64' | 20·5 | 7·1 | Oldenburg<br>German | C.4Cy.8$\frac{11}{16}$"&16$\frac{11}{16}$"-12"<br>10NH<br>Schwft.(vJ&Sch)A.G.Ham |
| 34870 | **Wangoni** SteelSc<br>*Elec.light* 3*Dks* | 6000 | | | | | 1920 | Blohm& Voss<br>Hamburg | WoermannLinie A.G. | 416·9 | | | Hamburg<br>German<br>*WB* | Geared Turbines<br>Blohm&Voss,Hamburg |
| 34871 | **Wanli** IronSc<br>(*ex*Manila,*ex*Carriedo)<br>1*Dk & Spar dk & Web frames* | 1082<br>—<br>733 | ✠<br>*Spar dk*<br>9,83 | | | | 1883<br>8mo | Ramage& Ferguson<br>Leith | ToongYue | 209·4 | 31·6 | 20·7 | Shanghai<br>Chinese<br>*WB* | C.2Cy.32"&60"-39"<br>17NH<br>Ramage&Ferguson,Leith |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.

| 1 | 2 Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built.<br>When | 9 By Whom<br>Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12 Port of Registry.<br>Flag. | 13 Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72 | **Wans Fell** IronSc3MstSr<br>ssLth.3rdNo.3-1.21<br>Mchy.Aft 1Dk(Irn) | 300<br>241<br>118 | ✠100A1<br>1,21<br>✠NB5,96 ✠LMC11,19<br>BS ~~1,21~~ 4,22 | Lth | e | 1,21 | 1882<br>5mo | H.M'Intyre&Co.<br>Paisley<br>Lloyd'sA&CP | M.Taylor | 145·0<br>Q49'F22'<br>ptND07 BK7½"<br>WB | 22·0 | 10·1 | Methil<br>British<br>3BHCem<br>=FPT13t | C.2Cy.17¼"&38"-27" (s)<br>100lb 65RHP<br>1SB,3pf,GS47,HS1194<br>Kincaid&Co.,Greenock | 11 ″ 0<br>s1 ″ 0<br>10 ″ 9 | |
| 73 | **Wanzu** WoodTwinScSr<br>Elec.light Wireless 2Dks | 3044<br>2364<br>1742 | | | | | 1919 | Sommarstrohm S.B.Co.<br>Columbia City,Or. | UnitedStates ShippingBoard | 274·0 | 46·0 | 24·2 | Portlnd Or<br>Utd. States | T.6Cy.15½",26"&42"-32"<br>200NHP<br>SommarstrohmS.B.Co.<br>Providence,R.I. | | |
| 74 | **Wapama** WoodSc<br>Wireless 1Dk | 951<br>—<br>584 | | | | | 1915 | St.Helens S.B.Co.<br>St.Helens,Or. | WapamaS.S.Co. (C.R.McCormick&Co.) | 204·8 | 40·2 | 14·3 | S.Frncisco<br>Utd. States | T.3Cy.13½",23"&40"-20'<br>72NHP | | |
| 75 | **Wapiti** SteelSc<br>ssLiv.No.1-19<br>Wireless 1Dk(Stl) | 208<br>207<br>87 | ✠100A1<br>For towing purposes<br>3,21 ✠LMC8,19<br>BS9,21 | Liv | | CL<br>3,21 | 1915<br>11mo | H.&C. Grayson,Ld<br>Garston<br>Lloyd'sA&CP | MerseyTowingCo. Ld.(Canadian PacificRlwy.Co.) | 100·8<br>BK7"<br>WB=DTf4' | 25·1 | 12·6 | Liverpool<br>British<br>5BHCem<br>14tAPT18t | T.3Cy.17",27"&43"-27" (r)<br>180lb 96RHP<br>1SB,3cf,GS63,HS2410<br>Crabtree&Co.Ld.Gt.Yar. | 13 ″ 6<br>s2″10½<br>11 ″ 4 | |
| 76 | **Wappen von Hamburg** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 221<br>206<br>84 | | | | | 1906 | H.Brandenburg<br>Hamburg | HansaHochseefischereiAkt.Ges. | 116·1<br>H—F17' | 22·2 | 12·1 | Hamburg<br>German | T.3Cy.12"$18\frac{5}{16}$"&$30\frac{3}{8}$"-$22\frac{7}{16}$"<br>43NHP<br>H.Brandenburg,Hamburg | | |
| 77<br>169<br>FH | **Wapping** SteelScSr<br>(exAndrewJolliffe)<br>(Tug) 1Dk | 180<br>168<br>11 | | | | | 1894 | J.Readhead&Sons<br>S.Shields | AlexandraTowing Co.Ld. | 102·0<br>B32'<br>WB | 22·0 | 12·1 | Liverpool<br>British | T.3Cy.14½",24½"&38½"-27"<br>150RHP<br>J.Readhead&Sons,S.Shl. | | |
| 78<br>340<br>BL | **War Afridi** SteelScSr<br>Elec.light 1Dk(Stl)2trB&Web frames<br>Wireless Longitudinal framing | 5561<br>4696<br>3320 | ✠100A1<br>~~5,21~~ ~~10,20~~ 12,21<br>LMC1,20<br>Carrying Petroleum in bulk F.P. above 150° F.<br>Fitted for oil fuel 1,20 | Sou<br>~~Lth~~ Gls | z | CL<br>~~5,21~~<br>12,21 | 1920<br>1mo | R.Duncan &Co.Ld.<br>PortGlasgow<br>Lloyd'sA&CP | TheShippingController (C.T. Bowring&Co.Ld. Mgrs.) | 400·3<br>P50'B121'F39'<br>FK<br>CellDBuE&B68'264t f50'65t FPT95t APT80t | 52·2 | 28·4 | London<br>British<br>15BHptCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Rankin&Blackmre,Ld.Grk | | |
| 79<br>737<br>TM | **War Bahadur** SteelSc<br>Wireless 1Dk(Stl)2trB&Web frames<br>Longitudinal framing | 5565<br>4702<br>3473 | ✠100A1<br>2,22 ~~4,21~~<br>LMC12,18<br>Carrying oil fuel in bulk F.P. above 150° F. | Shl<br>Ply | z | CL<br>9,20 | 1918<br>12mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | TheShipping Controller (C.T. Bowring&Co.Ld. Mgrs) | 400·0<br>P49'B121'F39'<br>FK<br>CellDBuE&B59'240t | 52·4 | 28·4 | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7668 FD<br>N.E.MarineEngCo.LdNwc | 31 ″ 0<br>s5 ″ 9½<br>25 ″ 7 | |
| 80<br>358<br>PC | **War Begum** SteelScSr<br>Elec.light 1Dk(Stl)2trB&Web frames<br>Wireless Longitudinal framing<br>Now named "Conus," See No. 36728 in Supplement | 5578<br>4716<br>3428 | ✠100A1<br>11,20<br>✠LMC7,19<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 7,19 F.P. above 150° F. | NNs | z | CL<br>3,20 | 1919<br>8mo | Palmers'Co Ld<br>Newcastle<br>Lloyd'sA&CP | Anglo-Saxon PetroleumCo.Ld. | 400·0<br>P50'B121'F39'<br>FK<br>CellDBuE&B59'f50'313tFPT99t APT68t | 52·3 | 28·4 | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Palmers' Co.Ld.Newcastle | 31 ″ 0<br>s5 ″ 9½<br>25 ″ 7 | |
| 81<br>311<br>BM | **War Bharata** SteelSc<br>Elec.light 1Dk(Stl)&2nd dk(Stl)in fore hold&Web frames<br>Wireless Longitudinal framing | 5600<br>4717<br>3410 | ✠100A1<br>5,21<br>✠LMC3,20<br>Carrying Petroleum in bulk F.P. above 150° F.<br>Fitted for oil fuel 3,20 | Gls | z | CL | 1920<br>3mo | Palmers' Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | TheShipping Controller (British TankerCo.Ld.) | 400·2<br>P50'B121'F39'<br>FK<br>Middle line Bulkhead not oil-tight<br>CellDBuE&B65'282t DTa25' 130t DTf40'223tFPT99tAPT69t | 52·3 | 30·8 | London<br>British<br>16BH | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Palmers'Co.Ld.Newcastle | 31 ″ 0<br>s5 ″ 9½<br>25 ″ 7 | |
| 82<br>353<br>GB | **War Brahmin** SteelScSr<br>Elec.light 1Dk(Stl)2trB&Web frames<br>Wireless Longitudinal framing | 5545<br>4696<br>3318 | ✠100A1<br>5,21<br>✠LMC2,20<br>Carrying Petroleum in bulk F.P. above 150° F.<br>Fitted for oil fuel 2,20 | Sou | z | CL<br>3,22 | 1920<br>2mo | Lithgows, Ld.<br>PortGlasgow<br>Lloyd'sA&CP | TheShipping Controller (C.T. Bowring&Co.Ld. Mgrs.) | 400·3<br>P50'B121'F39'<br>FK<br>Middle line Bulkhead not oil-tight<br>CellDBuE&B72'250tf50'65tFPT95t APT75t | 52·2 | 28·4 | London<br>British<br>15BHptCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>D.Rowan&Co.Ld.Glasgow | 31 ″ 0<br>s5 ″ 9½<br>25 ″ 7 | |
| 83<br>3379<br>OFP | **War Diwan** SteelSc<br>Elec.light 1Dk(Stl)2trB&Web frames<br>Wireless Middle line BH not oil-tight<br>Longitudinal framing | 5543<br>4696<br>3446 | ✠100A1<br>2,22 ~~10,20~~ ~~1,21~~<br>✠LMC8,19<br>Carrying oil fuel in bulk F.P. above 150°F.<br>Fitted for oil fuel 8,19 F.P. above 150°F. | Sou<br>~~Ply~~ Bom | z | CL<br>10,21 | 1919<br>8mo | Lithgows, Ld.<br>PortGlasgow<br>Lloyd'sA&CP | TheShipping Controller (C.T. Bowring&Co.Ld. Mgrs.) | 400·3<br>P50'B121'F39'<br>FK<br>CellDBuE&B72'250t f50'65tFPT95tAPT75t | 52·2 | 28·4 | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>D.Rowan&Co.Ld.Glasgow | 31 ″ 0<br>s5 ″ 9½<br>25 ″ 7 | |
| 4884<br>39941 | **War Duke** SteelScK<br>1Dk | 246<br>225<br>97 | ✠100A1<br>StmTrawler<br>4,21 ✠LMC6,17 | Gms | | CL<br>7,19 | 1917<br>6mo | Cook,Welt'n&Gemmell Ld.<br>Beverley<br>Lloyd'sA&CP | YarboroughSteam FishingCoLd (J.E. Rushworth, Mgr.) | 117·4<br>Q66'<br>BK7½" | 22·0 | 12·7 | Grimsby<br>British<br>4BHCem | T.3Cy.12",21½"&34"-24" (s)<br>180lb 75RHP<br>1SB,2pf,GS35,HS1340<br>Gt.CentrlCo-opEng&Ship RepairingCo.Ld.Gms. | 13 ″ 7 | |
| 4885<br>45093<br>KFTJ | **War Fig** SteelSc<br>Elec.light 1Dk(Stl)<br>Wireless CruiserStern<br>Now named "Silverway," See No. 39405 in Supplement | 2568<br>2248<br>1425 | ✠100A1<br>1,21<br>✠LMC12,20 | Npt | t | CL | 1920<br>11mo | Monmouth S.B.Co.Ld.<br>Chepstow, Mon.<br>Lloyd'sA&CP | ~~W.J.Williams~~<br>St.MaryS.S.Co.Ld (WilliamsBros, (Cardiff) Ld Mgrs.) | 303·0<br>P33'B80'F33'<br>FK<br>CellDB260' 677t FPT87t APT193t | 43·0 | 20·7 | London<br>British<br>5BHptCem | 2 SteamTurbines geared to 1Sc.Shaft ~~180lb~~ 100lb (s)<br>200lb HS5526 322NHP<br>2 Water Tube Boilers<br>Met.VckrsElec.Co.Ld.Mch | 23 ″ 0<br>s3 ″ 6½<br>19″ 10 | |
| 4886<br>KOLG | **War Gaekwar** SteelSc<br>Now named "Cardita," See No. 36699 in Supplement<br>Elec.light 1Dk(Stl)2trB&Web frames<br>Wireless Longitudinal framing<br>Middle line BH not oil-tight | 5545<br>4696<br>3413 | ✠100A1<br>11,20<br>✠LMC9,19<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 9,19 F.P. above 150° F. | Shl | z | CL | 1919<br>9mo | Lithgows, Ld.<br>PortGlasgow<br>Lloyd'sA&CP | Anglo-Saxon PetroleumCo.Ld. | 400·3<br>P50'B121'F39'<br>FK<br>CellDBuE&B72'250t f50'65tFPT95tAPT75t | 52·2 | 28·4 | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>D.Rowan&Co Ld.Glasgow | 31 ″ 0<br>s5 ″ 9½<br>25 ″ 7 | |
| 34887<br>142729<br>JVNL | **War Ghurka** SteelSc<br>Elec.light 1Dk(Stl)2trB&Web frames<br>Wireless Longitudinal framing<br>Now named "Caprella," see Supplement | 5571<br>4722<br>3439 | ✠100A1<br>12,20<br>LMC12,18<br>Carrying oil fuel in bulk F.P. above 150°F.<br>Fitted for oil fuel12,18 F.P. above 150°F. | Sng | z | CL<br>2,20 | 1918<br>12mo | Irvine'sSB &D.D.Co.Ld.<br>W Hartlepool<br>Lloyd'sA&CP | Anglo-Saxon PetroleumCo.Ld. | 400·0<br>P49'B121'F39'<br>FK<br>CellDBuE&B59'218tf50'60tFPT100tAPT83t | 52·3 | 28·4 | London<br>British<br>11BHptCem | T.3Cy.27"44"&73"-48" (s)<br>180lb 546NHP<br>3SB,9cf,GS187,HS8328 FD<br>Richardsons,Westgarth& Co.Ld.Hpl. | 31 ″ 0<br>s5 ″ 6½<br>25 ″ 7 | |
| 34888<br>139940 | **War Grey** SteelScK<br>ssGms.No.1-21<br>1Dk | 246<br>225<br>97 | ✠100A1<br>StmTrawler<br>6,21 ~~4,21~~ ✠LMC~~4,17~~<br>6,21 | Gms | | CL<br>~~4,19~~<br>6,21 | 1917<br>4mo | Cook,Welt'n&Gemmell Ld.Beverley<br>Lloyd'sA&CP | E.E.Cox | 117·4<br>Q66'F16'<br>BK7½" | 22·0 | 12·7 | Grimsby<br>British<br>4BHCem | T.3Cy.12",21"&34"-24" (s)<br>200lb 74RHP<br>1SB,3pf,GS31,HS1268<br>Amos&Smith,Ld.Hull | 13 ″ 7 | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordro.<br>Numero Officiel.<br>Signaux | Nom du Navire.<br>Visites Périodiques. | Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | |
| 34889<br>143458<br>KCQN | **War Hindoo**<br>Elec.light<br>Wireless | SteelScSr<br>1Dk(Stl)2trB&Web frames<br>Longitudinal framing | 5565<br>4696<br>3337 | ✠100A1<br>~~7,21 9,20~~ 1,22<br>✠LMC10,19<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 10,19 F.P. above 150°F. | Gls<br>Sou | z | CL<br>9,20 | 1919<br>10mo<br>Lloyd's A&CP | W. Hamilton & Co. Ld.<br>Pt. Glasgow | The Shipping Controller (Gow, Harrison & Co. Mgrs.) | 400·3<br>P50'B121'F39'<br>FK<br>Cell D Bu E&B 64' 132t f50' 64t FPT 97t APT 13t | 52·2 | 28·4 | London<br>British<br>15BHptCem | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>D.Rowan&Co.Ld.Glasgow | 31<br>5<br>25 |
| 34890 | **War Idyll**<br>Now named "Concordia," See No 36788 in Supplement<br>Elec.light | SteelSc | 6550<br>[illegible]<br>4050 | 100A1<br>Shelter dk with freeboard<br>(Class Contemplated) | | | | 1921 | Monmouth S.B.Co.Ld.<br>Chepstow, Mon. | | 412·4<br>F40' | 55·8 | 25·1 | British | 2 Geared Steam Turbines<br>British Westinghouse, Mch. | |
| 34891<br>143048<br>JWDM | **War Jandoli**<br>Wireless | SteelSc<br>1Dk(Stl)&Web frames<br>Longitudinal framing | 5578<br>4701<br>3365 | ✠100A1<br>12,20<br>✠LMC5,19<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 3,19 F.P. above 150° F. | NNs | z | CL<br>3,20 | 1919<br>3mo<br>Lloyd's A&CP | Swan, Hunter & Wigham Richardson, Ld Newcastle | Anglo-Saxon Petroleum Co. Ld. | 400·0<br>P49'B121'F39'<br>FK<br>Middle line Bulkhead not oil-tight<br>Cell D Bu E&B 65' 264t DTa 50' 197t DTf 50' 278t FPT 95t APT 72t | 52·3 | 28·4 | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7668 FD<br>Swan, Hunter & Wigham-Richardson, Ld. Nwc. | 31<br>5<br>25 |
| | Now named "Cepolis," see Supplement | | | | | | | | | | | | | | | |
| 34892<br>142659<br>JVHQ | **War Jemadar**<br>Elec.light<br>Wireless<br>Now named "Cliona," See No 36707 in Supplement | SteelSc<br>1Dk(Stl)2trB&Web frames<br>Longitudinal framing | 5563<br>4703<br>3476 | ✠100A1<br>11,20<br>✠LMC9,18<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 9,18 F.P. above 150° F. | NNs | z | CL<br>11,20 | 1918<br>9mo<br>Lloyd's A&CP | Sir J. Laing & Sons, Ld.<br>Sunderland | Anglo-Saxon Petroleum Co. Ld. | 400·0<br>P49'B121'F39'<br>FK<br>Middle line Bulkhead not oil-tight<br>Cell D Bu E&B 59' 251t f50' 67t | 52·4 | 28·5 | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>G.Clark, Ld. Sunderland | 31<br>5<br>25 |
| 34893<br>143041<br>JWGM | **War Khan**<br>Elec.light<br>Wireless | SteelSc<br>1Dk(Stl)2trB&Web frames<br>Longitudinal framing | 5574<br>4703<br>3478 | ✠100A1<br>9,20<br>✠LMC5,19<br>Carrying oil fuel in bulk F.P. above 150°F.<br>Fitted for oil fuel 3,19 F.P. above 150°F. | Cff | z | CL<br>N12,19 | 1919<br>3mo<br>Lloyd's A&CP | Sir J. Laing & Sons, Ld.<br>Sunderland | Anglo-Saxon Petroleum Co. Ld. | 400·0<br>P50'B121'F39'<br>FK<br>Middle line Bulkhead not oil-tight<br>Cell D Bu E&B 59' 251t f50' 67t | 52·4 | 28·5 | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7668 FD<br>G.Clark, Ld., Sunderland | 31<br>5<br>25 |
| | Now named "Capsa," see Supplement | | | | | | | | | | | | | | | |
| 34894<br>143823<br>KCTG | **War Krishna**<br>Elec.light<br>Mchy.Aft<br>Wireless | SteelScSr<br>1Dk(Stl)&2nd dk(Stl) in fore hold&Web frames<br>Longitudinal framing | 5730<br>4697<br>3521 | ✠100A1<br>8,21 ~~12,20~~<br>✠LMC11,19<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 11,19 F.P. above 150° F. | Sou<br>Ply | z | CL | 1919<br>11mo<br>Lloyd's A&CP | Swan, Hunter & Wigham Richardson, Ld Newcastle | The Shipping Controller (~~Lane & McAndrew, Ld. Mgrs.~~) (Davies & Newman Ld Mgrs.) | 400·0<br>P126'B31'F39'<br>FK<br>Cell D Bu E 40' 100t DTf 45' 242t FPT 95t APT 72t | 52·3 | 30·8 | London<br>British<br>13BHptCem | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Swan, Hunter & Wigham-Richardson, Ld. Nwc. | 31<br>5<br>25 |
| 34895<br>144350<br>KOMT | **War Mehtar**<br>Elec.light<br>Wireless | SteelSc<br>1Dk(Stl)2trB&Web frames<br>Longitudinal framing | 5502<br>4701<br>3407 | ✠100A1<br>1,22 5,21<br>✠LMC3,20<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 3,20 F.P. above 150°F. | Shl<br>Sou | z | CL<br>5,21 | 1920<br>3mo<br>Lloyd's A&CP | Armstrong Whitworth & Co. Ld.<br>Newcastle | The Shipping Controller (Hunting & Son, Mgrs.) | 400·2<br>P49'B121'F40'<br>FK<br>Cell D Bu E&B 66' f39' 321t FPT 89t APT 82t | 52·4 | 28·4 | London<br>British<br>16BHptCem | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB9cf,GS190,HS7668 FD<br>Palmer's Co. Ld. Newcastle | 31<br>5<br>25 |
| 34896<br>143383<br>KCDJ | **War Nawab**<br>Elec.light<br>Wireless | SteelScSr<br>1Dk(Stl)2trB&Web frames<br>Longitudinal framing | 5577<br>4715<br>3426 | ✠100A1<br>2,22 ~~3,21~~<br>✠LMC8,19<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 8,19 F.P. above 150° F. | Sou<br>Ply | z | CL | 1919<br>8mo<br>Lloyd's A&CP | Palmers' Co Ld Newcastle | The Shipping Controller (British Tanker Co Ld Mgrs) | 400·0<br>P50'B121'F39'<br>FK<br>Cell D Bu E&B 59' f50' 337t FPT 99t APT 68t | 52·3 | 28·4 | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Palmers' Co. Ld. Newcastle | 31<br>5<br>25 |
| 34897<br>142691<br>JVHW | **War Nizam**<br>Elec.light<br>Wireless | SteelSc<br>1Dk(Stl)2trB&Web frames<br>Longitudinal framing | 5592<br>4716<br>3435 | ✠100A1<br>11,21 ~~4,21~~<br>✠LMC10,18<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 10,18 F.P. above 150° F. | Gls<br>Lon | z | CL<br>11,21 | 1918<br>10mo<br>Lloyd's A&CP | Palmers' Co. Ld.<br>Newcastle | The Shipping Controller (British Tanker Co. Ld. Mgrs.) | 400·0<br>P50'B121'F68'<br>Cell D Bu E&B 59' f50' 317t FPT 99t APT 68t<br>FK<br>Middle line Bulkhead not oil-tight | 52·3 | 28·4 | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Palmers' Co. Ld. Newcastle | 31<br>5<br>25 |
| 34898<br>143217<br>KBHL | **War Pathan**<br>Elec.light<br>Wireless | SteelSc<br>1Dk(Stl)2trB&Web frames<br>Longitudinal framing | 5581<br>4702<br>3419 | ✠100A1<br>7,21 ~~9,20~~<br>✠LMC5,19<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 5,19 F.P. above 150° F. | Nwc | z | CL<br>7,21 | 1919<br>5mo<br>Lloyd's A&CP | Sir J. Laing & Sons, Ld.<br>Sunderland | The Shipping Controller (A. Weir & Co. Mgrs.) | 400·0<br>P50'B121'F45'<br>FK<br>Middle line Bulkhead not oil-tight<br>Cell D Bu E&B 65' 274t f50' 67t FPT 100t APT 80t | 52·4 | 28·5 | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7668 FD<br>G.Clark, Ld. Sunderland | 31<br>5<br>25 |
| 34899<br>144388<br>KDLJ | **War Pindari**<br>Elec.light<br>Wireless | SteelScSr<br>1Dk(Stl)2trB&Web frames<br>Longitudinal framing | 5548<br>4696<br>3318 | ✠100A1<br>5,21<br>✠LMC3,20<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 3,20 F.P. above 150° F. | Shl | z | CL<br>5,21 | 1920<br>3mo<br>Lloyd's A&CP | Lithgows, Ld.<br>Port Glasgow | The Shipping Controller (C.T. Bowring & Co. Ld. Mgrs.) | 400·0<br>P50'B121'F39'<br>FK<br>Middle line Bulkhead not oil-tight<br>Cell D Bu E&B 72' 250t f50' 65t FPT 95t APT 75t | 52·2 | 28·4 | London<br>British<br>15BHptCem | T.3Cy 27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>D.Rowan & Co. Ld. Glasgow | 31<br>5<br>25 |
| 34900<br>142613<br>JTRF | **War Rajput**<br>Elec.light<br>Wireless | SteelSc<br>1Dk(Stl)2trB&Web frames<br>Longitudinal framing | 5562<br>4701<br>3472 | ✠100A1<br>10,20<br>✠LMC8,18<br>Carrying oil fuel in bulk F.P. above 150°F.<br>Fitted for oil fuel 8,18 F.P. above 150°F. | NNs | z | CL<br>3,20 | 1918<br>8mo<br>Lloyd's A&CP | Armstrong Whitworth & Co. Ld.<br>Newcastle | Anglo-Saxon Petroleum Co. Ld. | 400·0<br>P49'B121'F39'<br>FK<br>Cell D B 59' 240t<br>Middle line Bulkhead not oil-tight | 52·4 | 28·4 | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Hwthrn, Leslie & Co Ln Nwc | 31<br>5<br>25 |
| | Now named "Conia," see Supplement | | | | | | | | | | | | | | | |
| 34901<br>[illegible]<br>JTPH | **War Ranee**<br>Now named "Corbis," See No. 36768 in Supplement<br>Elec.light<br>Wireless | SteelSc<br>1Dk(Stl)2trB&Web frames<br>Longitudinal framing | 5559<br>4697<br>3447 | ✠100A1<br>3,21<br>✠LMC6,18<br>Carrying oil fuel in bulk F.P. above 150°F.<br>Fitted for oil fuel 6,18 F.P. above 150°F. | Rot | z | CL<br>3,21 | 1918<br>6mo<br>Lloyd's A&CP | Swan, Hunter & Wigham Richardson, Ld Newcastle | Anglo-Saxon Petroleum Co. Ld. | 400·0<br>P49'B121'F40'<br>FK<br>Middle line Bulkhead not oil-tight<br>Cell D Bu E&B 59' 240t f50' 65t FPT 95t APT 80t | 52·3 | 28·4 | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"–48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Swan, Hunter & Wigham-Richardson, Ld. Nwc. | 31<br>5<br>25 |
| 34902 | | | | | | | | | | | | | | | | |

| | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3<br>73<br>K | **War Sepoy** SteelSc<br>Elec.light 1Dk(Stl)2trB&Web frames<br>Wireless Longitudinal framing | 5557<br>4714<br>3491 | ✠100A1<br>10,21 ~~1,21~~<br>BS1,21 ✠LMC2,19<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 2,19 F.P. above 150° F. | Sng<br>Sws | z | CL | 1919<br>2mo | W.Gray&Co.Ld.<br>WHartlepool<br>Lloyd'sA&CP | TheShipping Controller(~~Anglo-MexicanPetroleum Co.Ld.Mgrs.)~~<br>(Hunting&Son,Mgrs) | 400·0\|52·3\|28·4<br>P49'B121'F39'<br>FK<br>Middle line Bulkhead not oil-tight<br>CellDBuE&B65' 262tf50'65t | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Cen.Mar.Eng.Wrks.WHpl | 31 " 0<br>s 5 " 9½<br>25 7 | |
| 04<br>97<br>3B | **War Shikari** SteelSc<br>Elec.light 1Dk(Stl)2trB&Web frames<br>Wireless Longitudinal framing | 5540<br>4696<br>3444 | ✠100A1<br>1,21<br>✠LMC5,19<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 5,19 F.P. above 150° F. | NNs | z | CL<br>4,20 | 1919<br>5mo | Lithgows' Ld.<br>PortGlasgow<br>Lloyd'sA&CP | Anglo-Saxon PetroleumCo.Ld. | 400·3\|52·2\|28·4<br>P50'B121'F39'<br>Middle line Bulkhead not oiltight FK<br>CellDBuE&B 250tf50'65tFPT95t | London<br>British<br>11BHptCem<br>APT75t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7668 FD<br>D.Rowan&Co.Ld.Glasgow | 31 " 0<br>s 5 " 9½<br>25 " 7 | |
| V | Now named "Chiton," See No. 36729 in Supplement | | | | | | | | | | | | | |
| 05<br>57<br>PK | **War Singer** SteelSc<br>Elec.light 1Dk(Stl)<br>Wireless | 5277<br>4801<br>3211 | ✠100A1<br>12,20<br>✠LMC6,18<br>Carrying oil fuel in bulk F.P. above 150°F.<br>Fitted for oil fuel F.P. above 150°F. | Shi | y | CL<br>10,20 | 1918<br>6mo | C.Connell &Co.Ld.<br>Glasgow<br>Lloyd'sA&CP | Anglo-Saxon PetroleumCo.Ld. | 400·9\|52·3\|28·5<br>P49'B113'F39'<br>FK<br>Middle line Bulkhead not oil-tight<br>CellDB 343'1093tFPT118t | London<br>British<br>11BHptCem<br>APT184t | T.3Cy.27",44"&73"-48" (s)<br>180lb 490NHP<br>3SB,9cf,GS190,HS7020 FD<br>D.Rowan&Co.Ld.Gls. | 31 " 0<br>s 6 " 1½<br>25 " 3 | |
| | Now named "Akera," see Supplement | | | | | | | | | | | | | |
| 06<br>54<br>PT | **War Sirdar** SteelSc<br>Elec.light 1Dk(Stl)&Web frames<br>Wireless Longitudinal framing | 5518<br>4701<br>3413 | ✠100A1<br>~~7,21~~ 8,20<br>12,21 ✠LMC2,20<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 2,20 F.P. above 150° F. | Nwc<br>Ply | z | CL | 1920<br>2mo | SirJ.Laing &Sons,Ld.<br>Sunderland<br>Lloyd'sA&CP | TheShippingController(Anglo-MexicanPet.Co. Ld.Mgrs.) | 400·0\|52·4\|28·4<br>P49'B121'F45'<br>FK<br>CellDBuE&B 62'252t DTf40' 207tDTa25'114t | London<br>British<br>16BHptCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7656 FD<br>Geo.Clark,Ld.Sunderland<br>FPT100tAPT80t | 31 " 0<br>s 5 " 9½<br>25 " 7 | |
| 07<br>463<br>HN | **War Spray** SteelSc<br>Elec.light Wireless 1Dk(Stl)<br>Cargo battens not fitted | 3121<br>2874<br>1876 | ✠100A1<br>~~10,21~~ ~~3,21~~<br>2,22<br>BS2,22 ✠LMC~~6,18~~ 10,21 | Sld<br>Mel | u | CL<br>~~8,20~~<br>10,21 | 1918<br>6mo | R.Thompson&Sons,Ld<br>Sunderland<br>Lloyd'sA&CP | JamesBell&Co, ProprietaryLd. | 331·3\|46·8\|23·2<br>P38'B98'F28'<br>FK<br>CellDB276'729tFPT112t | Melbourne ~~London~~<br>British<br>7BHptCem<br>APT124t | T.3Cy.25",41"&68"-45" (s)<br>180lb 429NHP<br>3SB,9cf,GS153,HS6304 FD<br>J.Dickinson&Sons,Ld.Sld. | 25 " 6<br>s 4 " 1½<br>21 " 9 | |
| 08<br>629<br>WC | **War Subadar** SteelSc<br>Elec.light 1Dk(Stl)2trB&Web frames<br>Wireless Longitudinal framing | 5563<br>4713<br>3549 | ✠100A1<br>2,21<br>✠LMC8,18<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 8,18, F.P. above 150° F. | Cff | z | CL<br>2,21 | 1918<br>8mo | W.Gray& Co.Ld.<br>W.Hartlepool<br>Lloyd'sA&CP | Anglo-Saxon PetroleumCo.Ld. | 400·0\|53·3\|28·4<br>P49'B121'F39'<br>Middle line Bulkhead not oil-tight FK<br>CellDBuE&B59 | London<br>British<br>11BHptCem<br>240tf50'65t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Cen.Mar.Eng.Wrks.WHpl | 31 " 0<br>s 5 " 9½<br>25 " 7 | |
| | Now named "Crenatula," see Supplement | | | | | | | | | | | | | |
| 909<br>527<br>QB | **War Sudra** SteelSc<br>Elec.light 1Dk(Stl)2trB&Web frames<br>Wireless Longitudinal framing<br>Middle line BH not oil tight | 5599<br>4718<br>3394 | ✠100A1<br>~~7,21~~ 11,20 2,22<br>✠LMC5,20<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 5,20 F.P. above 150° F. | Mlt<br>~~Sld~~ Sou | z | CL<br>6,21 | 1920<br>5mo | Palmers' Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | TheShipping Controller (BritishTanker Co.Ld.Mgrs.) | 400·2\|52·4\|28·4<br>P50'B121'F39'<br>FK<br>CellDBuE&B 65'f41'324tFPT99t | London<br>British<br>16BHptCem<br>APT68t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Palmers'Co.Ld.Nwc. | 31 " 0<br>s 5 " 9½<br>25 " 7 | |
| 910<br>3127 | **War Tamar** SteelScK<br>Now named "Challacombe," See No. [illegible] in Supplement<br>Mchy.Aft Elec.light 1Dk(Stl) | 469<br>343<br>250 | ✠100A1<br>~~3,21~~ 4,20<br>✠LMC4,19 | Cff | g | CL<br>4,20 | 1919<br>4mo | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>Lloyd'sA&CP | ~~DevonShippingCo. Ld.(B.C.Ridd, Mgr.)~~ TownLine (London)Ld(HarrisonSons&CoMgrs) | 157·2\|26·1\|11·0<br>Q57'F25'<br>FK<br>CellDBf39' | London<br>British<br>3BHCem<br>53tFPT61t | T.3Cy.12",20"&34"-24" (s)<br>180lb 70RHP<br>1SB,2pf,GS33,HS1175<br>ShieldsEng.&D.D.Co.Ld. | 12 " 0<br>s " 11½<br>11 " 3 | |
| 911<br>8945<br>KR | **War Wing** SteelScK<br>ssGms.No.1-21<br>1Dk | 226<br>128<br>109 | ✠100A1<br>StmTrawler<br>9,21 ~~8,19~~<br>✠LMC~~2,16~~ 8,21 | Gms | | CL<br>8,19 | 1915<br>10mo | Cook,Welt'n&Gemmell Ld. Beverley<br>Lloyd'sA&CP | T.W.Baskcomb | 117·0\|22·0\|12·7<br>Q61'<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.12",21"&34"-24" (s)<br>200lb 75RHP<br>1SB,3pf,GS31,HS1268<br>Amos&Smith,Ld.Hull | 13 " 7 | |
| 912 | **War Witch** SteelSc<br>Elec.light Wireless 1Dk | *1961*<br>*1662*<br>*1145* | | | | | 1918 | Collingw'd S.B.Co.Ld.<br>Collingwood Ont. | A.Zappala | 251·0\|43·8\|18·2<br>P24'B64'F23' | Rome<br>Italian<br>WB | T.3Cy.18",30"&50"-36"<br>150NHP<br>CollingwoodS.B.Co.Ld. | | C |
| | Now named "Ignazio," see Supplement | | | | | | | | | | | | | |
| 4913<br>2211 | **Waraneen** SteelTwinSc<br>(Lighter)<br>1Dk | 107<br>107<br>73 | | ... | | | 1897 | Edwards Bros.<br>NorthShields<br>Completed by H.G.Barker,Perth,W.A. | Newcastle&HunterRiverS.S.Co.Ld | 105·0\|21·5\|6·5<br>FK | SydneyNSW<br>British<br>WB | C.4Cy.10"&20"-12"<br>36RHP<br>EdwardsBros.N.Shields | 7 " 0 | |
| 4914<br>42468<br>NOV | **Warawala** SteelScSr<br>(exWarDance) Wireless 1Dk(Stl)<br>Elec.light | 2231<br>1816<br>1343 | ✠100A1<br>9,20<br>✠LMC11,17 | Bom | r | CL | 1917<br>11mo | Pt.Arthur S.B.Co.Ld.<br>PortArthur, Ont.<br>A&CP | BritishIndiaStm. Nav.Co.Ld. | 251·0\|43·8\|21·6<br>P27'B78'F27'<br>FK<br>CellDB210' 581t FPT | London<br>British<br>4BHCem<br>56tAPT81t | T.3Cy.20",33"&54"-40" (s)<br>190lb 256NHP<br>2SB,6cf,GS126,HS4626<br>Pt.ArthurS.B.Co.Ld.Pt.A. | 23 " 0<br>s 3 " 2<br>20 " 2 | |
| 4915<br>133409 | **Warbler** SteelScK<br>(Trawler)<br>1Dk | 192<br>189<br>72 | | ... | | | 1912 | GooleS.B.&Repg.Co.Ld<br>Goole | KelsallBros.&Beeching,Ld.<br>(JohnSlater,Mgr) | 110·0\|21·6\|12·0<br>BK7½" | Hull<br>British<br>WB | T.3Cy.12",21"&33"-21"<br>55RHP<br>Earle'sCo.Ld.Hull | 12"11 | |
| 4916<br>142658<br>JVHN | **Warcuta** SteelSc<br>(exWarMango) Cruiser Stern 1Dk(Stl)<br>Elec.light Wireless Cargo battens not fitted | 2499<br>2267<br>1488 | ✠100A1<br>8,20<br>✠LMC9,18 | Bom | t | CL | 1918<br>9mo | W.Gray& Co.Ld.<br>WHartlepool<br>Lloyd'sA&CP | BritishIndiaStm. Nav.Co.Ld. | 303·0\|43·0\|20·9<br>P33'B81'F32'<br>FK<br>CellDB260' 647t FPT70t | London<br>British<br>6BHptCem<br>APT60t | T.3Cy.22",36"&59"-39" (s)<br>180lb 266NHP<br>2SB,6cf,GS124,HS4500<br>Cen.Mar.Eng.Wrks.WHpl | 23 " 0<br>s 3 " 6½<br>19 "10 | |
| 34917<br>221111<br>MCNQ | **Ward** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks | 6171<br>—<br>3797 | | | | | 1921 | Doullut&Williams S.B.Co.Inc.<br>NewOrleans | UnitedStates ShippingBoard | 395·5\|55·0\|31·4<br>P60'B109'F37' | N.Orleans<br>Utd. States<br>WB | 1 Geared Steam Turbine<br>VulcanIronWorks,N.J. | | |
| 34918<br>91833<br>KBGS | **Warden** IronTwinScSr<br>Sub.Sig.<br>1Dk | 246<br>243<br>140 | ✠<br>7,84<br>✠ | Gls | d | | 1884<br>6mo | T.B.Seath &Co.<br>Glasgow | Corporation of the TrinityHouse | 134·2\|22·3\|11·1 | London<br>British<br>5BHCem | C.4Cy.16"&30"-22"<br>77RHP<br>W.King&Co.,Glasgow | 11"10 | |
| 34919<br>604<br>STVH | **Wardha** SteelScSr<br>Wireless<br>Elec.light 2Dks(1Stl)&Spardk(Stl-ws) | 3924<br>3609<br>2494 | ✠<br>Spar dk<br>7,87 ✠ | Gls | w | | 1887<br>7mo | A.Stephen &Sons<br>Glasgow | A.Corrado fu G.B.<br>WB=DBuE&B | 350·0\|47·2\|20·3<br>B98'F42' 28·2<br>68'240tMT24'618t | Genoa<br>Italian<br>6BHCem | T.3Cy.25",41"&67"-48"<br>311NHP<br>A.Stephen&Sons,Glasgow | | V |
| 34920<br>73769 | **Wardleys** IronTwinScSp | 112<br>112<br>29 | | | | | 1882 | Murdoch& Murray<br>Pt.Glasgow | W.J.Guy | 90·5\|19·1\|9·1 | Fleetwood<br>British | C.2Cy.18"&34"-24"<br>50RHP<br>Rankin&Blackmore,Grk. | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 / 3 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques / Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34921<br>84486<br>SLPN | **Wareatea** IronScSr<br>1*Dk2trB* | 475<br>363<br>272 | | | ... | | 1883 | H.M'Intyre&Co.<br>Paisley | Holymans,Ld. (W.Holyman,jr., *Mgr.*) | 170·2<br>Q84'F20' FK *WB* | 26·1 | 11·4 | Launceston Tas.<br>British | C.2Cy.20"&40"–30"<br>70RHP<br>Fleming&Ferguson,Psy. | |
| 34922 | **Waregga** SteelScSr<br>(*ex*ArnoldWaregga)<br>*Elec.light*<br>*Now named* "Doris," *see Supplement* | 3830<br>3394<br>2361 | | | | | 1914 | Reiherst'g Schiffsw.<br>Hamburg | Soc.LesAffréteurs Réunis(Jean Stern) | 361·2<br>P&B230'F50' *WB* | 50·3 | 23·8 | Rouen<br>French | Q.4Cy.21⅝",32½",47$\frac{3}{16}$&68$\frac{3}{16}$–49½"<br>333NHP<br>Reiherst. Maschinenf.Ham. | |
| 34923<br>137840<br>JPKH | **Warfield** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&<br>Wireless *2nd dk inNo.1hold* | 6060<br>5870<br>3807 | ✠100A1<br>*Shelter dk withfreeboard*<br>3,21<br>✠LMC4,17 | Mdb | *z* | CL<br>2,21 | 1917<br>4mo<br>*Lloyd*'*sA&CP* | Russell&Co.<br>Pt.Glasgow | BritishIndiaStm.Nav.Co.Ld. | 415·0<br>FK<br>*CellDB*359' 1200*t DTf*27' 969*t* | 52·7 | 33·9 | Glasgow<br>British<br>7*BHCem*<br>*APT*71*t* | T.3Cy.26",44"&73"–48" (*r*)<br>200lb *110lb* 498NHP<br>2DB,*12cf*,GS202,HS8706<br>Dunsmuir&JacksonLdGl | 36<br>8<br>28 |
| 34924<br>KBSP | **Wargön** SteelScSr<br>*Elec.light Mchy.Aft* 1*Dk* | 563<br>415<br>285 | | | | | 1919 | Aktieb. Götaverken<br>Gothenburg | Wargöns Aktiebolag (F.G. Samuelsen, *Mgr.*) | 163·7<br>P51'F23' | 27·3 | 11·0 | Wargön<br>Swedish<br>*WB* | T.3Cy.12⅝",20½"&33$\frac{1}{16}$"–24"<br>54NHP<br>Aktiebolaget Götavarken,Got. | |
| 34925<br>142587<br>JTPB | **Warialda** SteelSc<br>(*ex*WarMansion) 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted*<br>Wireless | 3135<br>2866<br>1859 | ✠100A1<br>1,19<br>✠LMC7,18 | Cff | *u* | CL | 1918<br>7mo<br>*Lloyd*'*sA&CP* | Armstrong Whitworth &Co.Ld.<br>Newcastle | BritishIndiaStm.Nav.Co.Ld. | 331·0<br>P33'B98'F29' FK<br>*CellD B*284'714*tFPT*103*t* | 46·8 | 23·1 | London<br>British<br>7*BHptCem*<br>*APT*131*t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 430NHP<br>3SB,*9cf*,GS155,HS6324 FD<br>N.E.MarineEngCoLd.Nwc | 25<br>4<br>21 |
| 34926<br>142433<br>JSWM | **Warina** SteelScSr<br>(*ex*WarLoch) Wireless 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted* | 3120<br>2869<br>1874 | ✠100A1<br>9,19<br>✠LMC5,18 | Bom | *u* | CL | 1918<br>5mo<br>*Lloyd*'*sA&CP* | Craig,Taylor&Co.Ld<br>Stockton | BritishIndiaStm.Nav.Co.Ld. | 331·1<br>P33'B98'F29' FK<br>*CellD B*280'687*tFPT*109*t* | 46·8 | 23·2 | London<br>British<br>7*BHptCem*<br>*APT*112*t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb FD 430NHP<br>3SB,*9cf*,GS153,HS6304<br>N.E.MarineEng.Co.Ld.Sld | 25<br>4<br>21 |
| 34927 | **Waringal** WoodSc<br>(*Ferry*)<br>*Elec.light* 1*Dk* | 125 | | | | | 1913 | Morrison&Sinclair<br>Balmain | SydneyFerriesCo. Ld. | 115·0 | 27·1 | | SydnyNSW<br>British | C.2Cy.13"&26"–18"<br>E&B*made*92 24NHP<br>Bow,McLachlan&Co.Psy. | |
| 34928<br>137097 | **Warita** SteelSc<br>*OilEng.*<br>1*Dk* | 305<br>241<br>144 | | | | | 1920 | I.J.Abdela &Mitchell, Ld.<br>Queen'sFerry | J.Summers&Sons, Ld. | 127·0 | 23·6 | 10·4 | Chester<br>British | Oil Engine<br>4Cy.16½"–18$\frac{1}{16}$" 91NHP<br>J.&C.G.Bolinders,MVSkm | 11<br>1<br>10 |
| 34929<br>133592<br>JNVM | **Warkworth** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *Cargo battens not fitted in Shelter'tween dks* | 4579<br>4335<br>2908 | ✠100A1<br>*Shelter dk withfreeboard*<br>7,20<br>✠LMC~~2,17~~ 12,21 | Nwc | *y* | CL<br>~~2,19~~<br>12,21 | 1917<br>2mo<br>*Lloyd*'*sA&CP* | JReadhead &Sons,Ld.<br>South Shields | DalgliehSteam ShippingCo.Ld(R. S.Dalgliesh, *Mgr.*) | 400·3<br>FK<br>*CellDB a*131'*uE*23' *f*177'10 | 51·6 | 26·8 | Newcastle<br>British<br>6*BHCem*<br>33*t APT*61*t* | T.3Cy.27",44½"&74"–48" (*r*)<br>180lb 443NHP<br>3SB,*9cf*,GS173,HS7270<br>JReadhead&Sons,Ld.S.Shl | 28<br>3<br>25 |
| 34930<br>142692<br>TNKS | **Warla** SteelSc<br>(*ex*WarHathor) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 2264<br>1800<br>1342 | ✠100A1<br>7,20<br>✠LMC8,18 | Bom | *r* | CL | 1918<br>8mo<br>A&CP | Pt.Arthur S.B.Co.Ld.<br>PArthur Ont. | BritishIndiaStm.Nav.Co.Ld. | 251·0<br>P25'B64'F28' FK<br>*CellDB*226' 526*t FPT* | 43·8 | 20·7 | London<br>British<br>1*BHCem*<br>80*t APT*78*t* | T.3Cy.20",33"&54"–40" (*s*)<br>180lb 278NHP<br>2SB,*6cf*,GS46,HS5246<br>PortArthurS.B.Co.Ld | 23<br>3<br>20 |
| 34931<br>134762<br>JBQR | **Warland** SteelScK<br>*ss*Gms.No.2–20<br>1*Dk* | 214<br>207<br>88 | ✠100A1<br>*StmTrawler*<br>~~10,21~~ ~~8,20~~<br>2,22<br>✠LMC8,20<br>BS10,21 | Gms<br>Flt | | CL<br>~~8,20~~<br>2,22 | 1913<br>2mo<br>*Lloyd*'*sA&CP* | Cook,Welt'n&Gemmell<br>Ld.Beverley | ~~SmithfieldTrlrs. Ld. (W.Goldstein, *Mgr.*)~~ SirAlec Black,Bart. | 117·2<br>Q61' BK7½" | 21·5 | 12·1 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"–24" (*s*)<br>200lb 58RHP<br>1SB,*2pf*,GS32,HS1086<br>Amos&Smith,Ld.Hull | 13<br>1 |
| 34932<br>143747 | **Warlight** SteelSc<br>*Cargo battens not fitted*<br>1*Dk*(*ptStl*) | 135<br>122<br>63 | ✠ A–<br>*StmLighter*<br>2,22 ~~1,21~~<br>✠LMC2,20 | Grk | | CL | 1920<br>2mo | Ross&Marshall,Ld<br>Greenock | LightShippingCo. Ld.(~~H.Campbell, *Mgr.*~~) (Ross& MarshallLd.*Mgrs.*) | 86·2<br>Q27' BK4½"<br>*DT*/8*t* | 18·6 | 9·2 | Greenock<br>British<br>3*BHCem* | C.2Cy.12"&24"–18" (*s*)<br>130lb 24RHP<br>1SB,*1f*,GS28,HS580<br>McKie&Baxter,Glasgow | 9<br>10<br>9 |
| 34933<br>98943<br>HMNT | **Warlingham** SteelScSr<br>*ss*Npt.2ndNo.3–10,15<br>*Well deck* *ss*Lon.No.3–6,20<br>(*ex*WelshTrader,*ex*SanMiguel,*ex*Gutenberg,*ex*SeaBelle) 1*Dk*(*ptIrn*) | 786<br>519<br>437 | ✠100A1<br>10,21 ~~6,20~~<br>✠NB2,06<br>BS10,21<br>✠LMC6,20 | Lon<br>Goo | *k* | ~~6,20~~<br>9,21 | 1891<br>6mo<br>*Lloyd*'*sA&CP* | J.Scott&Co.<br>Kinghorn | John Harrison,Ld. | 200·5<br>P&B113'F48' BK7½"<br>*WB=DBa*37' | 29·2 | 12·9 | London<br>British<br>4*BHCem*<br>26*tFPT*18*t* | T.3Cy.19½",31"&51"–36" (*s*)<br>180lb *100lb* NDB15 165NHP<br>1SB,*3cf*,GS71,HS2486<br>J.Scott&Co.Kirkcaldy | 13<br>9<br>13 |
| 34934<br>137010<br>JHBV | **Warlord** SteelScK<br>*ss*Gms.No.1–19<br>1*Dk* | 226<br>218<br>109 | ✠100A1<br>*StmTrawler*<br>6,21 ~~10,20~~<br>✠LMC4,19<br>BS6,21 | Gms | | CL<br>4,19 | 1914<br>10mo<br>*Lloyd*'*sA&CP* | Cook,Welt'n&Gemmell<br>Ld. Beverley | A.W.Baxter (Sir Alec.Black,Bart. *Mgr.*) | 117·0<br>Q61' BK7½" | 22·0 | 12·7 | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34" 24" (*s*)<br>200lb 75RHP<br>1SB,*3pf*,GS32,HS1280<br>C.D.Holmes&Co.Ld.Hull | 13<br>7 |
| 34935<br>89401<br>TQSK | **Warooka** IronScSr<br>1*Dk* | ~~215~~ 230<br>207<br>~~100~~ 92 | ✠<br>8,83 | Gls | *d* | | 1883<br>7mo | H.M'Intyre&Co.<br>Paisley | Rooneys,Ld. | 150·9<br>B9' | 19·1 | 10·7 | P.Adelaide<br>British<br>4*BHCem* | C.2Cy.21"&42"–30"<br>NB98 80RHP<br>Fleming&Ferguson,Psy. | |
| 34936<br>142644<br>JVDM | **Waroonga** SteelSc<br>(*ex*WarRapier) 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted*<br>Wireless *Well deck* | 2340<br>1770<br>1341 | ✠100A1<br>6,20<br>BS1,22<br>✠LMC9,18 | Bom | *s* | CL | 1918<br>9mo<br>*Lloyd*'*sA&CP* | C.Hill&Sons<br>Bristol | BritishIndiaStm.Nav.Co.Ld. | 285·3<br>P27'Q69'B66'F32' FK<br>*CellD B*226'568*tFPT*108*t* | 42·0 | 19·0 | Bristol<br>British<br>7*BHptCem*<br>*APT*234*t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb GS232,HS7916 498NHP<br>2 Water Tube Boilers FD<br>Richardsons,Westgarth&Co.Ld.Sld | 21<br>2<br>19 |
| 34937<br>142348 | **Warora** SteelSc<br>(*ex*WarCuirass) 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted*<br>Wireless *Well deck* | 2334<br>1774<br>1336 | ✠100A1<br>3,18<br>✠LMC5,18 | Sld | *s* | CL | 1918<br>3mo<br>*Lloyd*'*sA&CP* | Osbourne,Graham&Co.<br>Ld.Sunderlnd | BritishIndiaStm.Nav.Co.Ld. | 285·0<br>P*on*Q25'Q97'B65'F32' FK<br>*CellD B*226'573*tFPT*108*t* | 42·0 | 19·1 | London<br>British<br>7*BHptCem*<br>*APT*229*t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 420NHP<br>2SB,*8cf*,GS150,HS6106 FD<br>MacColl&Pollock,Ld.Sld. | 21<br>2<br>19 |
| 34938<br>122726 | **Warrawee** SteelScSr<br>*Elec.light* 1*Dk* | ~~413~~ 423<br>254<br>165 ~~175~~ | | | ... | | 1909 | J.Reid&Co.Ld.<br>Glasgow | CoastSteamships, Ld.(Incorp.) | 155·7<br>P&B65'F25' FK&BK⅞" | 27·1 | 10·1 | P.Adelaide<br>British<br>*WB* | C.2Cy.18"&40"–27"<br>64RHP<br>Muir&Houston,Ld.Gls. | 10 |
| 34939 | **Warren Hastings** IronTwinScSr<br>(*SalvageSteamer*)<br>*ss*Cal.No.3–12,99 1*Dk2trB*<br>*Elec.light* *ss*Shl.No.1–04 | 616<br>583<br>82 | ✠<br>2,09<br>✠NB12,04 ✠ | Shl | | | 1886<br>7mo | R.Duncan&Co.<br>Pt.Glasgow | TurkishGovernment | 202·1<br>BK7½"<br>*WB=APT*19*t* | 30·1 | 15·6 | Turkish<br>5*BHCem* | C.4Cy.27"&52"–33"<br>279NHP<br>2DB,*8pf*,GS160,HS5090<br>Rankin&Blackmore,Grk. | 16 |
| 34940<br>53588 | **Warrenka** IronPad<br>(*ex*Chicora)<br>Wireless | 931<br>—<br>540 | | | | | 1864 | Miller<br>Liverpool | CanadaSteamship Lines,Ld. | 221·0 | 26·0 | 10·9 | Toronto, Ont.<br>British | 2Cy.52"–48"<br>NB90<br>Faucett&Preston,Liv. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34941<br>57608 | **Warrentina** WoodSc | 162<br>143<br>76 | | | | | 1884 | ……………<br>Hobart | H.P.Harriott | 111·9 | 19·6 | 10·2 | SydnyNSW<br>British | 27RHP | | |
| 34942<br>113482<br>SMRD | **Warri** SteelScSr<br>ssLiv.No.3-12,14<br>ssRot.No 2-22 ~~ssLiv.No.1-19~~<br>Wireless 1Dk(Stl)&pt lower dk(Stl) &Shelter dk(Stl-ws)<br>Tonnage opening closed 1917 | 3571<br>2334<br>2698 | ✠100A1<br>Shelter dk<br>~~10,20~~ 3,22<br>~~MS6,18~~ ✠LMC2,22<br>~~BS9,20~~ ~~DBS1,21~~ | Lon<br>~~Ham~~<br>Rot | u | ~~3,19~~<br>N2,22 | 1901<br>7mo | TyneI.S.B. Co.Ld.<br>Newcastle<br>A&CP | British&African S.N.Co.Ld. (Elder,Dempster &Co.Ld.Mgrs.)<br>WB=CellDBa92' | 325·0<br>F38'<br>uE&B38' f146'787t | 45·1 | 27·5<br>FK | Liverpool<br>British<br>5BHCem<br>APT18t | T.3Cy.23",37"&61"–42" (s)<br>160lb 100lb 252NHP<br>2SB,6cf,GS106,HS3938<br>Wllsnd Slpwy.Co.Ld.Nwc. | 30 ″ 2<br>s 9 ″ 4<br>21 ″ 4 | |
| 34943<br>120873<br>HDCR | **Warrior** SteelScSr<br>ssLon.No.3-7,19<br>Elec.light 1Dk(Stl)&Spar dk(Stl)& deep framing<br>Wireless | 3495<br>3332<br>2257 | ✠100A1<br>Spar dk<br>~~3,21 1,20~~<br>10,21 ✠LMC2,20<br>BS3,21 | Lon<br>~~Ant~~ Cal | w | CL<br>1,20 | 1905<br>8mo<br>Lloyd's A&CP | C.Connell &Co.Ld.<br>Glasgow | CharenteS.S.CoLd (T.&J.Harrison, Mgrs.) WB=Cell DBa108' uE&B46' | 350·0<br>P31'B102'F34' 27·1<br>f150'752t FPT37t | 46·0 | 18·2<br>FK | Liverpool<br>British<br>6BHCem<br>APT17t | T.3Cy.24",40"&65"–45" (s)<br>180lb 317NHP<br>3SB,9cf,GS142,HS5082<br>Dunsmuir&JacksonLd Gls | 29 ″ 6<br>s 5 ″ 5<br>24 ″ 6 | |
| 34944<br>77489<br>LGWB | — WoodScSr<br>(Tug) (exMassasoit, exJohnF.Carroll)<br>1Dk | 342<br>—<br>233 | | | | | 1901 | ……………<br>Tomkins Cove,N.Y. | NeptuneLine(Inc) | 153·0 | 28·5 | 11·4 | NewYork<br>Utd.States | | | |
| 34945<br>104845<br>NTHC | — IronScSp<br>(Tug)<br>1Dk | 192<br>159<br>18 | | | | | 1895 | J.P.Renoldson&Sns<br>S.Shields | ElliottStm.TugCo. Ld. (J.Page,Mgr.) | 106·0<br>B10'F21' | 21·1 | 11·4<br>BK7" | London<br>British<br>WB | T.3Cy.13½",22"&36"–24"<br>98RHP<br>J.P.Rennldsn&Sons,S.Shl. | 12 ″ 0 | |
| 34946<br>115754 | — SteelPadSp<br>(Tug)<br>1Dk | 146<br>146<br>23 | | | | | 1903 | J.P.Renoldson&Sns.<br>SouthShields | Steel&Bennie,Ld. | 116·0 | 19·6 | 10·2 | Glasgow<br>British | L.1Cy.38½"–54"<br>99RHP<br>J.P.Rennoldsn&Sns,S.Shl. | | |
| 34947<br>81772 | — WoodSc | 122<br>—<br>83 | | | | | 1901 | ……………<br>Wlmgtn.,Cal. | AdmiralLine (PacificS.S.Co. Inc.) | 101·5 | 24·0 | 10·5 | Tacoma<br>Utd.States | FultonIronWorks, SanFrancisco | | |
| 34948<br>65636 | — IronPadSp | 112<br>112<br>23 | | | | | 1871 | Readhead, Softley&Co.<br>S.Shields | J.Crosthwaite | 100·8 | 18·1 | 9·1 | N.Shields<br>British | L.2Cy.26½"–48"<br>NB01 70RHP<br>Readhead,Softley&C,S.Shl | | |
| 34949<br>135693 | **Warsash** SteelScSr<br>(Tug)<br>1Dk | 120<br>107<br>25 | | | | | 1915 | J.Constant Kievets&Co.<br>Ld.Dordrecht | ~~A.D.Axarlis~~<br>M.Constant | 82·4 | 20·1 | 9·5 | S'thamptn<br>British | T.3Cy.12",17½"&29"–16"<br>60RHP<br>MachinefabriekBolnes | | |
| 34950<br>136005<br>JFNG | **Warstar** SteelScK<br>ssGms.No.1-20<br>1Dk | 225<br>217<br>112 | ✠100A1<br>StmTrawler<br>10,21 ~~3,21~~<br>✠LMC3,20<br>BS10,21 | Gms | | CL<br>3,21 | 1914<br>6mo<br>Lloyd's A&CP | Cook,Welt'n&Gemmell<br>Ld.Beverley | LewisStm.Trwlg. Co.Ld.(J.Lewis, Mgr.) | 117·0<br>Q61' | 22·0 | 12·7<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.12",21"&34"–24" (s)<br>200lb 68RHP<br>1SB,3pf,GS37,HS1099<br>Amos&Smith,Ld.Hull | 13 ″ 7 | |
| 34951<br>215293<br>LHKV | **Warszawa** SteelScSr<br>(exErny) 1Dk(Stl)&Shelter dk (Stl-ws)2nd dk(Stl)inNos.1,2,4&5holds<br>Elec.light Wireless | 6515<br>5429<br>4171 | ✠<br>Shelter dk<br>withfreeboard<br>2,17 ✠ | Tri | z | | 1914<br>4mo | Cant.Nav. Triestino<br>Monfalcone | PolishAmerican Nav.Corp.<br>CellDBa146'u | 402·0<br>B152'F34'<br>on Shelter dk<br>E&B44'f160'1443t | 51·8 | 30·9<br>FK | NewYork<br>Utd.States<br>8BHCem<br>APT14t | T.3Cy.27",44"&73"–48"<br>520NHP<br>3SB,9cf,GS177,HS7719 FD<br>J.G.Kincaid&Co.Ld.Grk. | 34 ″ 0 | R |
| 34952<br>QBRP | — SteelSc<br>(exMadison) 2Dks&Awng dk3tr B<br>Elec.light Wireless Sub.Sig. | 4321<br>—<br>2536 | | | | | 1911 | NwprtNws S.B.&D.D.Co.<br>Newprt News | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) | 353·3 | 42·1 | 16·8 | Rottrdam<br>Dutch<br>WB | T.3Cy.26½",44"&74"–54"<br>402NHP<br>NewportNewsSB&DD.Co. | | R |
| 34953<br>133551<br>JFLD | — SteelScSr<br>ssCff.No.1-19<br>(exAydon,exCharity,exJet,exAydon)<br>Elec.light Mchy.Aft 1Dk(pt Irnpt Stl)<br>Well deck Wireless | 1735<br>1293<br>1021 | ✠100A1<br>11,20<br>~~BS11,20~~ ✠LMC6,19<br>BS3,22 | Bkn | q | 11,20 | 1914<br>4mo<br>Lloyd's A&CP | BlythS.B. &D.D.Co.Ld.<br>Blyth | Anglo-PolishS.S. Line,Ld(LWalford (London),Ld. Mgrs.)<br>CellDBuE&B41' | 255·0<br>PonQ61'Q144'B14'<br>F29'<br>f172'482tFPT130t | 38·3 | 17·0<br>FK | London<br>British<br>4BHCem<br>APT25t | T.3Cy.20",33"&54"–36" (s)<br>180lb 224NHP<br>2SB,6pf,GS100,HS3918<br>N.E.MarineEng.Co.Ld.Sld. | 19 ″ 6<br>s 1 ″ 8½<br>18 ″ 2 | |
| 34954<br>143280<br>KBNP | **Wartburg** SteelScSr<br>ssHam.No.2-13<br>Elec.light 1Dk(Stl)&Spar dk Stl-pt ws) &Web frames<br>Wireless<br>*Now named "**Berkut**," See Supplement* | 4295<br>4037<br>2758 | ✠<br>Spar dk<br>10,16 ✠ | Ham | x | | 1905<br>11mo | Bremer Vulkan<br>Vegesack | OrnisS.S.Co,Ld. (GloverBros. Mgrs.)<br>CellDBa118'u | 387·1<br>E24'f178'940tFPT | 51·9 | 16·8<br>24·9<br>FK&BK2" | London<br>British<br>6BHCem<br>60tAPT21t | Q.4Cy.22⅝",32⅞",48$\frac{1}{32}$"&70$\frac{1}{16}$"–49$\frac{7}{32}$"<br>445NHP<br>2SB,6cf,GS129,HS5856 FD<br>BremerVulkan,Vegesack | 27 ″ 6<br>s 5 ″ 4½<br>22 ″ 7 | |
| 34955 | — SteelSc<br>Elec.light 1Dk | 850 | | | | | 1920 | Stettiner Oderwerke<br>Stettin | NeueDampfer.Co. | 202·4<br>P28'Q46'B53'F25' | | | Stettin<br>German<br>WB | T.3Cy.13⅗",21⅗"&35⅗"–25⅗"<br>63NHP<br>StettinerOderwerke | | |
| 34956<br>121051 | **Warter Priory** SteelScK<br>ssHul.No.3-10,19<br>1Dk | 299<br>265<br>121 | ✠100A1<br>StmTrawler<br>6,21 ~~9,20~~ BS3,22<br>~~BS1,21~~ ✠LMC10,19 | Hul | | CL<br>~~9,20~~<br>6,21 | 1905<br>5mo<br>Lloyd's A&CP | Earle'sCo. Ld.<br>Hull | HullSteamFishing &IceCo.Ld. | 146·7<br>Q60'F25'<br>ptND13 | 23·0 | 11·2<br>BK9" | Hull<br>British<br>4BHCem | T.3Cy.13",22"&36"–27" (s)<br>200lb 75RHP<br>1SB,3pf,GS45,HS1420<br>C.D.Holmes&Co.Hull | 11 ″ 9 | |
| 34957<br>139042<br>JLFW | **Warturm** SteelScSr<br>ssBkn.No.3-1,19<br>Elec.light 1Dk(Stl)&Spar dk<br>Wireless (Stl-pt teak s)&deep framing | 4965<br>4725<br>3127 | ✠100A1<br>Spar dk<br>~~3,21 11,20~~ 1,22<br>~~BS2,20~~ ✠LMC1,19<br>BS10,21 | Bom | z | CL<br>11,20 | 1908<br>6mo<br>Lloyd's A&CP | J.C.Tecklenborg A.G.<br>Geestemünde<br>WB=CellD | Secretary of State for India in Council (Director,India OfficeShipping, Mgr.)<br>Ba129' uE&B46'f | 400·9<br>P50'B123'F52'<br>177' 1098t Tween dk | 52·7 | 20·2<br>28·2<br>FK | London<br>British<br>6BHCem<br>tanks a 46'48 | Q.4Cy.22$\frac{13}{16}$",31½",40"&70⅞"–51$\frac{5}{16}$" 213lb 121lb (r) 473NHP<br>3SB,9cf,GS150,HS6324 FD<br>J.C.TecklenborgA.G.Gst.<br>3t f48'511t FPT90t | 31 ″ 0<br>s 6 ″ 4<br>25 ″ 1 | |
| 34958<br>220986<br>MOHV | **Warwick** SteelSc<br>Elec.light Sub.Sig. Wireless<br>Mchy.Aft Longitudinal framing | 4469<br>3946<br>2628 | 100A1<br>Carrying Petroleum in bulk | | | CL | 1921 | Baltimore D.D.&S.B. Co.<br>Baltimore | UnitedStates ShippingBoard | 340·1<br>P92'B35'F31' | 49·2 | 28·7 | Baltimore<br>Utd.States | 1 Geared Turbine<br>WestinghouseElectric& Mfg.Co.E Pittsburgh,Pa. | 28 ″ 7<br>s 5 ″ 7½<br>23 ″ 4 | |
| 34959<br>115258<br>TGKD | **Warwickshire** SteelTwinSc 4MstSr<br>ssBkn.No.3-9,14<br>ssLon.No.1-17<br>Elec.light Sub.Sig. Wireless Ref.Mchy. 3Dks(Stl-Uws) | 8012<br>6564<br>5061 | ✠100A1<br>3,21 ~~9,20~~<br>~~BS1,21~~ ✠LMC4,19<br>BS3,22<br>Fitted for oil fuel 2,20 F.P. above 150° F. | Lon<br>Bkn | c† | CL<br>2,20 | 1902<br>3mo<br>Lloyd's A&CP | Harland& Wolff,Ld.<br>Belfast | BibbyS.S.Co.Ld. (BibbyBros.&Co. Mgrs.)<br>Cell DBa 110'uE&B | 470·3<br>P56'B228'F59'<br>75' f183'1460t FPT | 58·2 | 30·9<br>FK&BK3" | Liverpool<br>British<br>8BHCem<br>84tAPT57t | Q8Cy.22",31½",46"&67"–51"<br>210lb (s) 903NHP<br>2DB&2SB,24cf,GS435, HS15780<br>Harland&Wolff,Ld.Bel. | 34 ″ 3<br>s 7 ″ 7½<br>27 ″ 5 | BT till 9,21 |

| 1 umero Ordre. — umero iciel. — naux | 2 Nom du Navire. Matériaux, Gréement, etc. — Visites Périodiques. | 3 Ex-nom, s'il y a lieu. — Nombres des Ponts | 4 Tonnage Official. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4960<br><br>VFM | **Wasa**<br><br>(*ex*Nikolai,*ex*Navarra)<br>*Well deck* | **IronScSr**<br>*ss*Hfs.3rdNo.3–1,19<br><br>1*Dk*(*ptIrn*)2*trB* | 703<br>577<br>403 | ✠100A1<br>5,21<br>✠NB6,02 ✠LMC1,19<br>BS~~4,20~~ 5,21 | Hfs | *j* | 5,21 | 1882<br>5mo | H.Murray<br>&Co.<br>Greenock<br>A&CP | WasaNordsjö<br>Ångb.Aktieb.<br>(KarlKurtén*Mgr*) | 193·8\|27·2\|13·7<br>Q69'B44'F28'<br>ptND03<br>*WB=DBa*46'*f*29' | Wasa<br>Finnish<br>4*BHCem*<br>149*tFPT*25*t* | C.2Cy.21"&49"–36" (*s*)<br>100lb *90lb* NDB02 115NHP<br>1SB,3*pf*,GS54,HS1759<br>W.Kemp,Glasgow | 14 " 5<br>s 1 " 1½<br>14 " 0 | |
| 4961<br>4740<br>QMS | — | **SteelScSr**<br><br>1*Dk* | 587<br>450<br>303 | | | | | 1907 | Eriksbergs<br>M.V.Aktieb<br>Gothenburg | Ångf.Aktieb.Nornan (O.Ahrenberg,*Mgr*.) | 170·4\|28·2\|11·8<br>P56'H37*t*F24' | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.13¾",22"&36½"–24"<br>65NHP<br>EriksbergM.V.Aktieb.Got | | V |
| 4962<br>137<br>ABO | — | **IronScSr**<br><br>1*Dk* | 520<br>—<br>385 | | | | | 1871 | W.Lindbergs.Aktieb.<br>Stockholm | H.D.Schmidt | 172·0\|24·2\|11·6 | Pernau<br>Esthonian | C.2Cy.20½"&41"–24"<br>NB10 69NHP<br>W.Lindberg,Stockholm | | |
| 4963<br>5498<br>TLK | **Wasaborg** | **SteelScSr**<br><br>1*Dk* | 1274<br>1072<br>708 | | | | | 1913 | Oskrshmns<br>M.V.Aktieb.<br>Oskarshamn | Stockholms<br>Rederiaktieb.Svea<br>(H.Ericson,*Mgr*.) | 227·6\|36·6\|16·0<br>P23'B58'H139*t* | Stockholm<br>Swedish<br>*WB* | T.3Cy.17½",29"&48"–30"<br>126NHP<br>OskarshamnsM.V.Aktieb. | | V |
| 4964<br><br>JNS | **Wascana**<br><br>*Elec.light* | **SteelScSr**<br>*ss*N.Yk.No.1–18<br>1*Dk*(*Stl*)<br>*Cantilever framed topside tanks* | 4969<br>4540<br>2612 | ✠100A1<br>7,21 ~~6,20~~<br>~~BS6,20~~ ✠LMC8,18<br>BS7,21 | Gib<br>Ply | *y* | CL<br>N6,20 | 1913<br>7mo<br><br>*Lloyd* | Sir Raylton<br>Dixon&Co Ld<br>Middlesbro'<br>'*sA&CP* *W* | C.Haaland<br><br><br>*B=CellDBa* 129'<br>1016*tTopsidetan* | 380·0\|52·5\|27·4<br>P33'B105'F35'<br>FK<br>*uE&B*39' *f*161'<br>*ks*342'1516*tFPT*95*t* | Chrstiania<br>Norwegian<br>6*BHCem*<br><br>*APT*155*t* | T.3Cy 25½",42"&70"–48" (*s*)<br>180lb 390NHP<br>3SB,9*cf*,GS176,HS6303<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 30 " 0<br>s 6 " 0½<br>24 " 4 | |
| 4965<br>16398<br>KTH | **Wasco**<br><br>*Elec.light* Wireless | **WoodTwinScSr**<br><br>2*Dks* | 3018<br>2421<br>1750 | | | | | 1918 | Grant,<br>Smith-Porter<br>ShipCo.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 276·8\|46·4\|24·2<br>B142'F27' | Ls Angeles<br>Utd.States | T.6Cy.15½",26"&44"–26"<br>197NHP<br>MurrayEngineWorks,<br>Burlington,Iowa | | |
| 4966<br>23628<br>DVF | **Washin Maru**<br><br>*Elec.light* | **SteelSc**<br><br>1*Dk* | 1850<br>—<br>1089 | | | | | 1918 | Mitsubishi<br>ZosenKaisha,<br>Ld.Nagasaki | NaniwaKisen<br>KabushikiKaisha | 250·0\|37·7\|20·5<br>P&B132'F32' | Amagasaki<br>Japanese<br>*WB* | T.3Cy.17",28½"&48"–36"<br>138NHP<br>MitsubishiZosenKaishaLd | | |
| 4967 | **Washington**<br><br>Wireless | **SteelPad**<br>(*ex*Viena)<br>2*Dks* | 2400<br>—<br>1641 | | | | | 1906 | A&J.Inglis<br>Ld.<br>Glasgow | TheArgentine<br>Nav.Co. (Nicolás<br>Mihanovich)Ld. | 320·0\|40·2\|20·1<br>*Shade dk* 270' | Bns.Ayres<br>Argentine | T.3Cy.31",52"&78"–84"<br>558NHP<br>A.&J.Inglis,Ld.Glasgow | | |
| 4968<br>03534<br>VQB | — | **WoodScSr**<br><br>1*Dk* | 539<br>—<br>367 | | | | | 1906 | Washingtn<br>MarineCo.<br>Seattle | LittleRiver S.S.Co | 159·0\|35·3\|12·4 | S.Frncisco<br>Utd.States | C.2Cy.15"&34"–20"<br>E&B*made—fitted*06 43NHP | | |
| 4969<br>20876 | — | **WoodSc**<br>(*ex*Flyer) | 452<br>—<br>283 | | | | | 1891 | U.B.Scott<br>Portland,Or. | PugetSoundNav.<br>Co.(J.Green,*Mgr*.) | 170·0\|21·0\|15·0 | Seattle<br>Utd.States | T.3Cy.21¾",33½"&54½"–30"<br>163NHP<br>Neafie&Levy,Philadelphia | | |
| 4970<br>19717<br>VWC | — | **SteelSc**<br><br>1*Dk* | 326<br>—<br>185 | | | | | 1920 | ……………<br>Newbern,<br>N.C. | Starr&Bennett | 147·2\|20·1\|12·0 | Newbern,<br>N.C.<br>Utd.States | | | |
| 4971<br>27842<br>QRM | — | **SteelScK**<br>*ss*Liv.No.3–4,19<br>1*Dk* | 209<br>190<br>81 | ✠100A1<br>*Stm Trawler*<br>9,21 ~~6,20~~<br>~~BS6,20~~ ✠LMC4,19 | Gms<br><br>BS9,21 | | CL<br>~~4,19~~<br>9,21 | 1909<br>8mo<br><br>*Lloyd* | Cochrane<br>&Sons<br>Selby<br>'*sA&CP* | TheOverseasSteam<br>FishingCo.Ld.<br>(W.H.Beeley,*Mgr*) | 117·0\|21·6\|11·5<br>Q66'F18'<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"–24" (*s*)<br>180lb 65RHP<br>1SB,2*pf*,GS33,HS1070<br>C.D.Holmes&Co.Ld.Hull | 12 " 3 | |
| 4972 | —<br>v named "Crusade," *See No.* 3677 *in Supplement* | **IronSc**<br>(*Tug*) | 167<br>—<br>42 | | | | | 1881 | deDekker<br>Antwerp | Soc.Anon.de<br>Remorq. à Hélice | 103·0\|21·0\|11·0 | Antwerp<br>Belgian | T.3Cy.14",24"&39"–24"<br>NB02 75NHP<br>*Tpd*.02byG.T.Grey,S.Shl. | | |
| 4973<br>63655<br>KTN | — | **IronPad** | 124<br>122<br>16 | | | | | 1870 | Readhead,<br>Softley&Co.<br>S.Shields | JohnDryStm.Tugs<br>Ld.(J.Dry,*Mgr*.) | 104·9\|18·4\|10·1 | N.Shields<br>British | 2Cy.27"–46"<br>50RHP<br>Readhead,Softley&Co.Shl. | | |
| 4974<br>11170<br>LCVQ | **Washington Irving**<br><br>*Elec.light* | **SteelPad**<br><br>1*Dk* | 3104<br>—<br>1664 | | | | | 1912 | NewYork<br>S.B.Co.<br>Camden,N.J. | HudsonRiverDay<br>Line | 400·5\|47·0\|13·7 | NewYork<br>Utd.States | C.3Cy.45"&(2)70"–84"<br>750NHP<br>W&AFletcherCo.HbknNJ | | |
| 4975<br>24749<br>KNV | **Washington Maru**<br><br>*Elec.light* | **SteelSc**<br><br>2*Dks*(*Stl*)&<br>*Awng dk*(*Stl*) | 5864<br>5586<br>4259 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>9,21 ~~1,21~~ | NNs<br>Kob<br><br>✠LMC~~8,19~~<br>9,21 | *y* | 9,21 | 1919<br>3mo | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>A&CP | ~~KawasakiDkyd.~~<br>~~Co.Ld.~~ Kokusai<br>KisenKabushiki<br>Kaisha *Colli*<br>*CellDB* | 385·0\|51·0\|36·0<br><br>FK<br>*sion BH to Awng dk*<br>334' 1118*t FPT*126*t* | Kobe<br>Japanese<br>*Cem*<br>5 *BH to Udk*<br>*APT*93*t* | T.3Cy.26",43½"&72"–48" (*s*)<br>200lb 440NHP<br>2SB&1AuxSB,8*cf*,GS154,<br>HS5741 FD<br>KawasakiDkydCoLdKobe | 36 " 0<br>s 9 " 3½<br>27 " 1 | |
| 4976<br>81499<br>MFJ | **Washtenaw**<br><br>(*ex*Oxford)<br>*Elec.light* Wireless | **SteelScSr**<br>*ss*N.Yk.No.3–6,03<br>*ss*S.Fo.No.2–12<br>2*Dks*(*Stl*)3*trB* | 2897<br>2640<br>2004 | ✠<br>5,16<br><br>*Carrying Pet*<br>*Fitted for oil* | SFo<br><br>✠<br>*roleum*<br>*fuel* 6. | *u*<br><br><br>*in*<br>07 | <br><br><br>*bulk*<br>*F.P.* | 1887<br>4mo<br><br><br>*above* | W.Gray<br>&Co.<br>WHartlepool<br><br>150°F. | UnionS.S.Co.Inc.<br><br><br>*WB* | 315·3\|42·6\|25·0<br>P13'B78'F30'<br>ptND03 BK11"<br>*= Cell DBuE*28'75*t* | S.Frncisco<br>Utd.States<br>12*BHCem*<br>*FPT*47*t* | T.3Cy.24¾",41"&66"–45"<br>292NHP<br>2DB,12*cf*,GS162<br>Cen.Mar.Eng.Wks.W.Hpl. | 27 " 7 | |
| 4977<br>216598<br>LMFH | **Wassaic**<br><br>*Elec.light* Wireless<br>Sub.Sig. | **SteelScSr**<br>*Fitted for oil fuel*<br>2*Dks* | 5529<br>5115<br>3387 | | | … | | 1918 | L.Angeles<br>S.B.&D.D.Co.<br>SanPedro Cal | UnitedStates<br>ShippingBoard | 410·0\|54·4\|27·2<br>P44'B115'F47'<br>FK | L.Angeles<br>Utd.States<br>*WB* | 2 Steam Turbines geared<br>to 1 Sc Shaft 670NHP<br>WestinghouseMachineCo.<br>E. Pittsburgh | 29 " 9 | R |
| 4978<br><br>DVZK | **Wasselonne**<br><br>*Elec.light* | **WoodTwinScSr**<br>(*ex*C.-48) | 1172<br>841<br>681 | | | | | 1919 | NewWestminsterConst<br>&Eng.Co.<br>NewWestminster,B.C. | FrenchGovernment | 194·8\|39·7\|15·1<br>P102'F30' | Havre<br>French | C.4Cy.12"&24"–16"<br>38NHP<br>CanadianAllisChalmers<br>Ld.Toronto,Ont. | | V |
| 4979<br><br>QBRT | **Wassenaar**<br><br>Wireless | **SteelSc**<br><br>1*Dk* | 2173<br>1736<br>1236 | | | | | 1917 | WerfGusto<br>Schiedam | N.V.Maats.S.S.<br>"Wassenaar"<br>(Gebr.vanUden) | 269·4\|42·3\|18·0<br>P28'B73'F28' | Rottrdam<br>Dutch | T.3Cy.20",32"&52"–39"<br>169NHP<br>WerfGusto,Schiedam | | V |
| 4980<br>1193 | **Wassian**<br><br>(*ex*Elben,*ex*Laboe) | **IronScSr**<br><br>1*Dk*&*Awngdk* | 703<br>—<br>549 | | | | | 1883 | G.Howaldt<br>Kiel | I.Burkon | 187·8\|24·8\|18·3<br>H15*t* | Archangel<br>Russian<br>*WB* | C.2Cy.23"&37½"–27"<br>NB97 61NHP<br>Gebr.Howaldt,Kiel | | |
| 4981<br>8039<br>LWG | **Watatsu Maru No.14**<br><br>(*ex*Torbryan)<br>*Well deck* | **SteelScSr**<br>*ss*Trn.No.2–03<br>1*Dk*(*Irn*) | 675<br>—<br>384 | ✠<br>10,05 | Yka<br><br>✠ | *i* | | 1894<br>9mo | R.Craggs<br>&Sons<br>Middlesbro' | NiigataKisen<br>KabushikiKaisha<br><br>*WB=DB* | 178·0\|28·0\|13·6<br>Q90'B16'F23'<br>BK7½"<br>*a*40' *f*87' 182*t FPT* | Niigata<br>Japanese<br>4*BHCem*<br>21*tAPT*10*t* | T.3Cy.14",22½"&37"–27"<br>79NHP<br>1SB,2*rf*,GS36,HS1301<br>WstgrthEnglish&Co.Mdb | 14 " 2 | |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross / Under deck / Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of R. of "Trade Ceri." |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34982<br>142973 | **Watchful** SteelScK<br>ssN.F.L.No.3–7,21<br>*Elec.light* 1*Dk*(*Stl*–ws) | 378<br>357<br>139 | ✠100A1<br>7,21 ~~6,14~~<br>✠LMC7,21 | Sou<br>NFL | | CL<br>7,21 | 1911<br>7mo | Hall,Russell&Co.Ld.<br>Aberdeen<br>Lloyd's A&CP | Government of Newfoundland | 145·3<br>F22'<br>BK7" | 25·1 | 15·0 | SJhnsNFL<br>British<br>6*BHAsp* | T.3Cy.14",23"&38"–27" (*r*)<br>1SB3*cf*GS64HS2235 115NHP<br>Hall,Russell&Co.Ld.Abn.<br>1801 | 16 ″ 0 | |
| 34983<br>86210<br>JFOH | — IronScSr<br>ssNwc.3rdNo.3–9,18<br>(*ex*Orpheus) 1*Dk*(*Irn*)<br>*Well deck* | 375<br>269<br>180 | ✠100A1<br>7,21 ~~9,20~~<br>✠NB6,01<br>BS~~6,20~~7,21 | Abn<br>Sld<br>✠LMC9,18 | *f* | 9,20 | 1882<br>6mo<br>*Lloyd* | Campbeltn S.B.Co.<br>Campbeltwn<br>'*sA&CP* | G.Couper&Co. | 155·0<br>Q73'B14'F22'<br>BK7"<br>*WB*=*FPT* | 24·1 | 10·8 | Wick<br>British<br>4*BHCem*<br>24*tAPT*16*t* | C.2Cy.20"&38"–30" (*s*)<br>90lb 65RHP<br>1SB,3*pf*,GS40,HS1150<br>Dunsmuir&Jackson,Gls. | 11 ″ 6<br>s 1 ″ 1½<br>11 ″ 1 | |
| 34984<br>94993 | **Water Lily** WoodScSr<br>2*Dks* | 138<br>111<br>63 | | | | | 1891<br>1903 | A.W.Hepburn<br>Picton,Ont. | J.Donnelly | 97·1 | 19·2 | 7·8 | Kingston, Ont.<br>British | C.2Cy.9"&16"–13"<br>E*made*70 B*made*11 11RHP<br>D.Doran&Co.Kingston,O. | | |
| 34985<br>113907<br>KCRF | **Waterbuck** SteelTwinSc<br>ssGls.No.3–5,20<br>(*ex*Neilson, *Mchy.Aft* 1*Dk*(*Irn*)<br>*ex*T.C.C.HopperNo.2) *Elec.light* | 875<br>671<br>504 | ✠100A1<br>*Coasting Delagoa Bay & Chinde*<br>1,22 ~~5,20~~<br>✠NB(P)5,20 | ~~Gls~~ ELn<br>✠LMC5,20<br>BS2,22 | *k* | ~~5,20~~<br>1,22 | 1903<br>8mo<br>*Lloyd* | Ropner&Son<br>Stockton<br>'*sA&CP* | SenaSugarEstates Ld<br>*CellDBf*69'264*t* | 180·1<br>B52'F31'<br>FK<br>*FPT*22*t* | 33·1 | 14·3 | London<br>British<br>4*BHCem* | T.6Cy.10",16½"&27"–22"<br>180lb 117NHP<br>2SB,3*cf*&2*pf*,GS77,HS2454<br>Blair&Co.Ld.Stockton | 15 ″ 0<br>s 1 ″ 7½<br>13 ″ 6 | |
| 34986<br>219918<br>LWJD | **Waterbury** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Sub.Sig. Wireless | ~~5991~~ 5510<br>4971<br>~~3709~~<br>3382 | *Fitted for oil fuel* 6,20 *F.P. above* 150° F. | ... | | CL | 1920<br>6mo | Merchant S.B.Corp.<br>Harriman,Pa<br>CP | UnitedStates ShippingBoard<br>*CellDB*335' 1311*t* M | 400·7<br>P36'B124'F44'<br>FK<br>T27' 846*t* *FPT*120*t* | 54·2 | 30·4 | Phildlphia<br>Utd.States<br>6*BHptCem*<br>*APT*143*t* | 2 Steam Turbines geared to 1 Sc. Shaft (*s*) 645NHP<br>200lb HS8706 FD<br>3 Water Tube Boilers<br>WestinghouseElectric&Mfg.Co.Essington,Pa. | 32 ″ 10 | |
| 34987<br>132697<br>HVPB | **Waterford** SteelTwinScSr<br>ssLiv,No.3–7,21 ~~ssBkn.No.2–18~~<br>*Elec.light* Wireless 2*Dks*(*UStl*) | 1233<br>1057<br>500 | ✠ A1<br>*withfreeboard*<br>7,21 ~~2,20~~<br>*Irish Channel Service*<br>~~BS2,20~~ | Liv<br>✠LMC9,18<br>7,21 | | ~~2,20~~<br>7,21 | 1912<br>4mo<br>*Lloyd* | Swan,Hunter&Wigham Richardson,Ld<br>Newcastle<br>'*sA&CP* | Gt.WesternRly.Co | 275·2<br>P78'B88'F85'<br>FK<br>*W* | 38·2 | 16·5 | London<br>British<br>6*BHCem*<br>*B*=*FPT*12*t* | Q.8Cy.16",23",33"&48"–33"<br>215lb (*r*) 438NHP<br>4SB,12*cf*,GS235,HS8280<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 17 ″ 6<br>s 4 ″ 9½<br>13 ″ 2 | |
| 34988<br>QBSL | **Waterland** SteelSc<br>(*Tug*)<br>1*Dk* | 157<br>133<br>— | | | | | 1919 | N.V.Schpsbouw-werf "Baanhoek"<br>Sliedrecht | W.Boeré | 90·2 | 20·5 | 10·0 | Rottrdam<br>Dutch | T.3Cy.13",21"&34"–16"<br>46NHP<br>DeMan&teVelthuis, Dordrecht | | V |
| 34989<br>110622 | **Waterloo** SteelScSp<br>ssLiv.No.3–4,12<br>ssLiv.No.2–20 ~~ssLiv.No.1–16~~<br>1*Dk*(*Irn*) | 150<br>130<br>1 | ✠100A1<br>*For Towing purposes*<br>7,21 ~~2,20~~ | Liv<br>✠LMC5,20<br>BS1,~~21~~ 4,22 | | ~~2,20~~<br>7,21 | 1899<br>11mo<br>*Lloyd* | J.Jones&Sons<br>Liverpool<br>'*sA&CP* | AlexandraTowing Co.Ld. | 92·1<br>BK6½"<br>*W* | 20·1 | 10·9 | Liverpool<br>British<br>4*BHCem*<br>*B*=*APT*3*t* | C.2Cy.16"&42½"–27" (*s*)<br>150lb 69RHP<br>1SB,3*cf*,GS56,HS1498<br>J.Jones&Sons,Liverpool | 12 ″ 0 | |
| 34990<br>218436<br>LRTV | **Watertown** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless Sub.Sig. 2*Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>*Longitudinal framing* | 6408<br>—<br>4621 | – | | | | 1919 | Bethlehem S.B.Corp.<br>Quincy,Mass. | UnitedStates ShippingBoard | 416·9<br>P91'B39'F33' | 56·2 | 31·0 | Boston<br>Utd.States<br>*WB* | T.3Cy.26½",44"&74"–51"<br>391NHP<br>BethlehemS.B.Corp. Quincy,Mass. | | R |
| 34991 | **Waterweg** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | 130<br>124<br>1 | | | | | 1919 | C.van der Giesen&Zonen'sSchp.<br>Krimpen | InternationalTug Co. | 91·0 | 19·7 | 11·1 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.11",18"&30"–20"<br>40NHP<br>Löhnis&Co.Rotterdam | | C |
| 34992<br>QBTM | — SteelSc<br>(*Tug*)<br>*Dk* | 102<br>—<br>— | | | | | 1916 | DeGroot&vanVliet<br>Slikkerveer | W.J.Kallis,Wzn.&Co'sBagger-maatschappij | 77·3 | 19·4 | 9·3 | TheHague<br>Dutch<br>*WB* | T.3Cy.9",14½"&24"–18"<br>26NHP<br>Löhnis&Co.Rotterdam | | |
| 34993<br>139060 | **Waterwitch** SteelTwinScCtr<br>*Elec.light* 1*Dk* | 584<br>279<br>363 | ✠<br>*For River purposes only*<br>6,15 ✠ | | | | 1915<br>1mo | Fairfield S.B.&E.CoLd<br>Glasgow | TheAdmiralty | 161·0<br>FK | 26·0 | 9·4 | British<br>5*BHCem*<br>*DTa* | T.6Cy.10¾",16¾"&26"–18"<br>101NHP<br>1SB,3*cf*,GS81,HS2174<br>FairfieldS.B.&E.Co.Ld.Gls | | |
| 34994<br>217392 | **Wathena** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Webframes*<br>Sub.Sig. Wireless | 6108<br>5037<br>3744 | | ... | | | 1918 | Merchant S.B.Corp.<br>Harriman,Pa. | UnitedStates ShippingBoard | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 29·9 | Phildlphia<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Sc. Shaft 645NHP<br>WestinghouseMfg.Co. Essington,Pa. | 32 ″ 10 | R |
| 34995<br>KLFQ | **Watkin** SteelSc<br>Now named "KongRagnar," See No. 38099 in Supplement<br>(*ex*Kildonan)<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 803<br>678<br>447 | ✠100A1<br>✠LMC10,18 | Npt | *l* | CL | 1918<br>10mo<br>*Lloyd* | Cochrane&Sons,Ld.<br>Selby<br>'*sA&CP* | ~~MarlboroughS.S. Co.Ld.~~ St.MaryS.S. Co.Ld.(Williams Bros.(Cardiff)Ld. *Mgrs.*) | 213·5<br>B44'F27'<br>len20 FK | 30·1 | 15·5 | S'thamptn<br>British<br>5*BHptCem*<br>*DTf*42'100*t* | T.3Cy.16",26"&44"–26" (*s*)<br>200lb *100lb* NDB20 132NHP<br>1SB,3*cf*,GS51,HS1834 FD<br>C.D.Holmes&Co.Ld.Hull | 16 ″ 4<br>s 2 ″ 0½<br>14 ″ 6 | |
| 34996<br>117418 | **Wato** SteelScK<br>*Elec.light* (*Salvage Vessel & Tug*) 1*Dk* | 292<br>262<br>30 | | ... | | | 1904 | JTEltringham&Co.<br>S.Shields | AdelaideSteam TugCo.Ld. | 125·0<br>BK7" | 23·7 | 12·4 | P.Adelaide<br>British<br>*WB* | T.3Cy.17",28½"&46"–30"<br>132NHP<br>G.T.Grey,SouthShields | 13 ″ 4 | |
| 34997<br>217103<br>LNJW | **Watonwan** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Web frames*<br>Sub.Sig. Wireless | 5467<br>5037<br>3308 | | ... | | | 1918 | Merchant S.B.Corp.<br>Harriman,Pa. | UnitedStates ShippingBoard | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 29·9 | Phildlphia<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Sc. Shaft<br>WestinghouseElectric &Mfg.Co.Essington,Pa. | 32 ″ 10 | R |
| ~~34998~~ 8,21<br>142082<br>JVNF | **Watsness** SteelSc<br>(*ex*WarCombe) Wireless 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted* | 3090<br>2849<br>1852 | | ... | | CL<br>6,19 | 1918<br>10mo<br>*Lloyd* | TyneI.S.B.Co.Ld.<br>Newcastle<br>'*sA&CP* | CornboroughShippingLineLd.(W.R.Smith&Sons(London)Ld.*Mgrs.*)<br>*CellD* | 331·3<br>P33'B100'F29'<br>FK<br>B284'724*t*FPT110*t* | 46·8 | 23·1 | Swansea<br>British<br>7*BHptCem*<br>*APT*123*t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 430NHP<br>3SB,9*cf*,GS155,HS6324 FD<br>N.E.MarineEngCoLd.Nwc | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |
| 34999<br>138653<br>TPCB | **Watuka** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>*Well deck* | 1621<br>1275<br>1023 | ✠100A1<br>7,21 ~~7,20~~<br>✠LMC12,18 | Hfx | *p* | N7,21 | 1918<br>12mo<br>*Lloyd* | NovaScotia Steel&Coal Co.Ld.<br>New Glasgow, N.S<br>'*sA&CP* | WasisS.S.Co.Ld.(NovaScotiaSteel &CoalCo.Ld. *Mgrs.*)<br>*CellDB*211'432*t* | 248·7<br>Q91'B56'F26'<br>FK | 35·1 | 17·3 | Pictou,NS<br>British<br>4*BHCem*<br>*APT*33*t* | T.3Cy.17",28"&46"–33" (*s*)<br>185lb 150NHP<br>2SB,4*cf*,GS77,HS2566<br>NovaScotiaStl&CoalCoLd | 20 ″ 0 | |
| 35000<br>203637<br>KVRG | **Watuppa** SteelScSr<br>Sub.Sig. 1*Dk* | 190<br>—<br>129 | | | | | 1906 | BurleeD.D Co.<br>Port Richmnd N.Y | StaplesTrnsprtn. Co. | 105·0 | 22·6 | 11·8 | Fall River<br>Utd.States | | | |
| 35001<br>217545<br>LPSW | **Waubesa** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Web frames*<br>Wireless Sub.Sig. | 6108<br>5037<br>3744 | | ... | | | 1919 | Merchant S.B.Corp.<br>Harriman,Pa. | UnitedStates ShippingBoard | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 29·9 | Phildlphia<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Sc. Shaft 645NHP<br>WestinghouseElectric &Mfg.Co.Essington,Pa. | 32 ″ 10 | R |

| 1<br>umero 'Ordre.<br>umero fficiel.<br>gnaux | 2 3<br>Nom du Navire. Matériaux, Grément, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35002<br>122555 | **Waubic** SteelTwinScSr<br><br>*3Dks* | 504<br>369<br>244 | | | | | 1909 | Collingw'd<br>S.B.Co.Ld.<br>CollngwdOnt | ~~CanadaSteamship Lines,Ltd.~~ Rock-<br>portNav.Co.Ld | 134·1 | 25·0 | 9·5 | Collingwd<br>Ont.<br>British | T.6Cy.10",16½"&27"–15"<br>67RHP<br>CollingwoodS.B.Co.Ld. | | |
| 35003<br>136461 | **Wauchope** WoodSc<br><br>*Mchy.Aft* *1Dk* | 120<br>113<br>75 | | | | | 1920 | D.Drake,<br>Ld.<br>Sydney NSW | N.Cain'sCoastal<br>Co-op.S.S.Co. | 100·0 | 26·0 | 6·2 | SydnyNSW<br>British | C.2Cy.10½"&21"–15"<br>14NHP<br>Rankin&Blackmore,Grk. | | |
| 35004<br>217815<br>LQNG | **Wauconda** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks&Web frames*<br>Sub.Sig. Wireless | 5423<br>4917<br>3345 | | | ... | | 1919 | Merchant<br>S.B.Corp.<br>Harriman,Pa. | UnitedStates<br>ShippingBoard | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 29·9 | Phildlphia<br>Utd.States<br>*WB* | 2SteamTurbines geared to<br>1 screw shaft 645NHP<br>WestinghouseElectric&<br>Mfg.Co.E.Pittsburgh,Pa. | 32 ″ 10 | R |
| 35005<br>218019<br>LRBS | **Waukau** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks&Web frames*<br>Sub.Sig. Wireless | 6126<br>5090<br>3796 | | | ... | | 1919 | Merchant<br>S.B.Corp.<br>Harriman,Pa. | UnitedStates<br>ShippingBoard | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 30·4 | Phildlphia<br>Utd.States<br>*WB* | 2 Steam Turbines geared<br>to 1 screw shaft 645NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa | 32 ″ 10 | R |
| 35006<br>218004<br>LRBF | **Waukegan** SteelScSr<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* *1Dk&Shelter dk&Web frames*<br>Wireless *Longitudinal framing* | 6629<br>5894<br>4122 | | | ... | | 1919 | Federal<br>S.B.Co.<br>Kearny,N.J. | UnitedStates<br>ShippingBoard | 395·5<br>P45'B110'<br>F38'*onShltr dk* FK | 55·0 | 31·4 | NewarkNJ<br>Utd.States<br>*WB* | 1 GearedSteamTurbine<br>619NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 34 ″ 11 | R |
| 35007<br>216371<br>LKSH | **Waukesha** SteelSc<br><br>*Elec.light* *1Dk(Stl)*<br>Wireless | 2585<br>2097<br>1469 | | | ... | N4,20 | 1918<br>6mo | ThePusey<br>&JonesCo.<br>Wlmgtn,Del.<br>A&CP | UnitedStates<br>ShippingBoard<br><br><br>*CellDB* | 298·9<br>P29'B75'F29'<br>FK<br><br>254' 702t *FPT* 106t | 44·0 | 19·7 | Wilmngtn<br>(Del.)<br>Utd.States<br>*5BHCem*<br>*APT*137t | 1 Geared Steam Turbine<br>200lb (*s*) 310NHP<br>2SB,*4cf*,GS84,HS4258 FD<br>DeLavalSteamTurbineCo.<br>Trenton,N.J. | 22 ″ 3 | |
| 35008<br>106077 | **Wauketa** SteelScSr<br><br>*Elec.light* *3Dks* | 543<br>—<br>267 | | | | | 1909 | ToledoS.B.<br>Co.<br>Toledo | WhiteStarLine<br>(C.F.Bielman,<br>*Mgr.*) | 175·0 | 38·4 | 14·5 | Detroit<br>Utd.States | T.3Cy.17½",27½"&43"–30"<br>101NHP<br>ToledoS.B.Co.Toledo | | |
| 35009<br>219591<br>LVPF | **Wauwatosa** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *1Dk2trB*<br>Wireless | 2689<br>2329<br>1667 | | | ... | | 1920 | Manitowoc<br>S.B.Co.<br>Manitowoc,<br>Wis. | UnitedStates<br>ShippingBoard | 253·5<br>P25'B65'F26'<br>FK | 43·9 | 25·9 | NewYork<br>Utd. States<br>*WB* | T.3Cy.21",35"&59"–42"<br>326NHP<br>NordbergManufacturing<br>Co.Milwaukee | 28 ″ 5 | R |
| 35010<br>211513 | — SteelSc<br>*(Tug)*<br>(*ex*FrederickU.Robbins) | 140<br>—<br>95 | | | | | 1913 | Manitowoc<br>S.B.Co.<br>Manitowoc,<br>Wis. | ErieRailroadCo. | 83·6 | 23·4 | 12·9 | NewYork<br>Utd.States | C.2Cy.18"&8"–30"<br>66NHP<br>MarineIronWorksChicago | | |
| 35011<br>139064 | **Wave** SteelTwinSc<br><br>*Elec.light* *1Dk* | 589<br>384<br>311 | 10,14<br>*ForServiceon the Bosphorus& Sea of Marmora*<br>✠ | | | | 1914<br>8mo | Rennie<br>ForresttS.B.<br>E.&DD.CoLd<br>Wivenhoe | TheAdmiralty | 201·0<br><br>FK | 28·0 | 11·2 | <br>British<br>*5BHCem* | T.6Cy.12",19"&30"–21"<br>137NHP<br>1SB,*3cf*,GS76,HS2215<br>RennieForresttS.B.Eng.&<br>D.D Co.Ld | 11 ″ 3 | |
| 35012<br>211544<br>LDFJ | — SteelScSr<br>*(Trawler)*<br>*Elec.light* *1Dk* | 248<br>—<br>119 | | | | | 1913 | ForeRiver<br>S.B.Corp.<br>Quincy,Mass. | BayStateFishing<br>Co. | 117·8<br>Q71'F22' | 22·5 | 11·6 | Boston<br>Utd.States | T.3Cy.12¾",22"&36"–24"<br>63NHP<br>ForeRiverS.B.Cor.Quincy | | |
| 35013<br>118029<br>VDOM | **Wave Queen** SteelScK<br>ssAbn.No.3–8,16<br>(*ex*Gale) ssShl.No.1–19<br>*Well deck* *Mchy.Aft* *1Dk(Stl)* | 295<br>210<br>122 | ✠100A1<br>~~10,212,21~~ 12,21<br>~~BS11,20~~ ✠LMC12,19<br>BS10,21 | Abn | *d* | CL<br>~~12,19~~<br>~~10,21~~<br>12,21 | 1903<br>7mo<br><br>*Lloyd* | Langeveld<br>enVanVliet<br>Nedrhardinx-<br>*'sA&CP* veld | G.McDonald | 130·0<br>Q51'F18'<br>FK<br>*WB=FPT*24t | 22·0 | 9·7 | Aberdeen<br>British<br>*6BHCem*<br>*APT*9t | C.2Cy.13½"&31"–21" (*s*)<br>140lb 50RHP<br>1SB,*2pf*,GS30,HS888<br>MacColl&Pollock,Sld. | 10 ″ 6<br>s ″ 9½<br>9 ″ 11 | |
| 35014 | **Waverley** SteelScSr<br>ssHul.No.2–09<br>*1Dk(Irn)&deepframing* | *2292*<br>*2127*<br>*1445* | ✠ ——<br>8,19<br>✠ | Hul | *s* | | 1901<br>6mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>*WB* | <br><br><br>*= Cell DBa&uE* | 302·0<br>P25'B72'F33'<br>FK<br>122'*uB*16'*f*122'668t | 43·1 | 19·8 | <br>Russian<br>*5BHCem*<br>*APT*77t | T.3Cy.22",35"&59"–39"<br>225NHP<br>2SB,*6pf*,GS88,HS3346<br>Cen.Mar.Eng.Wrks.WHpl | 22 ″ 3 | |
| 35015<br>111205 | — SteelPadSk<br><br>*1Dk* | 405<br>354<br>149 | | | | | 1899 | A&J Inglis<br>Glasgow | NorthBritish<br>RailwayCo. | 235·0 | 26·1 | 8·4 | Glasgow<br>British | C.D.2Cy.37"&67"–66"<br>NB20 304NHP<br>A.&J.Inglis,Glasgow | | BT<br>[illegible]<br>6,21 |
| 35016<br>90053 | — SteelPadSp | 240<br>235<br>87 | | | | | 1885 | H.M'In-<br>tyre&Co.<br>Paisley | W.Pugsley | 205·0 | 21·1 | 7·5 | Bristol<br>British | D.2Cy.52"–60"<br>NB00 99RHP<br>Hutson&Corbett,Glasgow | | |
| 35017<br>69012<br>SVFM | — IronScSr<br><br>*Elec.light* *1Dk* | 157<br>125<br>93 | | | | | 1883 | Bailey&<br>Seager<br>Auckland | PateaFarmersCo-<br>operativeFreezing<br>Co.Ld. | 112·2<br>H25t | 17·5 | 8·0 | Nelson,NZ<br>British<br>*WB* | C.2Cy.9"&17"–10"<br>25RHP<br>E.W.Mills&Co.,Wellingtn. | | |
| 35018<br>218711<br>LSHW | **Wawalona** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *1Dk2trB&Shelterdk*<br>Wireless *Longitudinal framing* | 6076<br>5632<br>3729 | | | | | 1919 | GMStandi-<br>ferCnst.Corp.<br>Vancouver,<br>Wash. | UnitedStates<br>ShippingBoard | 402·5<br>P34'F38' | 53·0 | 34·5 | PortlndOr<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>Hooven,Owens&Rentsch-<br>lerCo.Hamilton,O. | | R |
| 35019<br>218280<br>LRNS | **Waxahachie** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks&Web frames*<br>Wireless | 5497<br>4970<br>3379 | | | .. | | 1919 | Merchant<br>S.B.Corp.<br>Harriman,Pa. | UnitedStates<br>ShippingBoard | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 30·4 | Phildlphia<br>Utd.States<br>*WB* | 2SteamTurbines geared to<br>1Sc.Shaft 645NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 32 ″ 10 | R |
| 35020<br>118002<br>TVFC | **Wayfarer** SteelTwinSc4MstSr<br>ssLiv.No.3–7,15<br>ssCal.No.1–19<br>*2Dks(Stl)deep framing&Web frames*<br>*&Awng dk(Stl) Orlop dk(Stl)fore hold*<br>*Elec.light* Wireless | 9599<br>9394<br>6222 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>9,21 ~~10,19~~ ✠LMC<br>MS4,19 BS~~2,20~~,21<br>*Carrying oil fuel F. P. above* | Cal<br>Cff | *f*† | CL<br>SN<br>10,19<br>P10,19 | 1903<br>2mo<br><br>*Lloyd*<br><br>150°F. | Workman,<br>Clark&Co.Ld<br>Belfast<br>*'sA&CP*<br><br>*in DB tanks* | CharenteS.S.CoLd<br>(T.&J.Harrison,<br>*Mgrs.*)<br><br>*WB=CellD* | 505·0<br><br><br><br>Ba164'*uE&B*77'*f*20 | 58·3 | 31·7<br>39·7<br>FK | Liverpool<br>British<br>*9BHCem*<br><br>7' 1835t *DTa* | T.6Cy.28",38½"&66"–48" (*s*)<br>185lb *100lb* 751NHP<br>2D&2SB*18cf*GS378HS12779<br>Wrkman,Clark&Co.LdBel<br>32'990t*FPT*105t*APT*85t | 42 ″ 10<br>s11 ″ 5<br>31 ″ 10 | |
| 35021<br>218738<br>LSKF | **Wayhut** WoodScSr<br><br>*Elec.light* *1Dk2trB*<br>Wireless | 2551<br>—<br>1528 | | | | | 1919 | St.John's<br>RiverS.B.Co<br>Jacksonville,<br>Fla. | UnitedStates<br>ShippingBoard | 267·3<br>P18'B67'F28' | 46·0 | 23·6 | Jacksnvlle<br>Utd.States<br>*WB* | T.3Cy.19",32"&56"–36"<br>188NHP | | R |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.--Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35022<br>114510<br>JMRG | **Waynflete** SteelScK<br>(*Trawler*)<br>(*ex*Shamrock) 1*Dk* | 157<br>149<br>61 | | | ... | | 1901 | JTEltring-ham&Co.<br>S.Shields | HarryWood&Co.(Grimsby),Ld.<br>(H.Wood,*Mgr.*) | 105·0 | 20·5 | 11·5<br>BK7½" | Grimsby<br>British | T.3Cy.11",18"&30"-22"<br>50RHP<br>ShieldsEng.Co.N.Shields | 11″10 | |
| 35023<br>217231<br>LNTG | **Wayucan** WoodSc<br>*Elec.light* 1*Dk*2*trB*<br>Wireless | 2571<br>2103<br>1572 | | | | | 1919 | Meacham&Babcock<br>Seattle,Wash | UnitedStates ShippingBoard | 267·0<br>P28'B65'F26' | 46·3 | 23·8 | Seattle<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>LlewellynIronWorks,<br>LosAngeles,Cal. | | R |
| 35024<br>129777<br>HTJV | **Wear** SteelScSr<br>*ss*Mel.No.2-20<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light* | 1869<br>1489<br>1097 | ✠100A1<br>3,22 ~~2,21~~<br>✠LMC2,21<br>BS3,22 | Mel | *q* | CL<br>2,21 | 1911<br>9mo<br>*Lloyd* | J.Crown&Sons,Ld.<br>Sunderland<br>'*sA&CP* *WB* | JamesPaterson&Co.ProprietaryLd.<br>= *CellDBa&uE&* | 268·0<br>P24'Q82'B51'F31'<br>*B*102'*f*104'383*tFP* | 37·9 | 17·6<br>FK | Melbourne<br>British<br>4*BHCem*<br>*T*105*t APT* | T.3Cy.20½",33"&54"-39" (*s*)<br>180lb *100lb* 205NHP<br>2SB,*6pf*,GS94,HS3279<br>G.Clark,Ld.Sunderland<br>100*t* | 19″9<br>s2″0½<br>18″0 | |
| * 35025<br>133517<br>JBCK | — SteelScSr<br>*ss*Nwc.No.2-21 ~~*ss*Lth.No.1-18~~<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted* | 1164<br>905<br>667 | ✠100A1<br>8,21 ~~4,20~~<br>✠LMC<br>MS~~3-18~~8,21 BS~~4-20~~5,21 | Shl<br>Nwc | *n* | CL<br>~~4,20~~<br>8,21 | 1912<br>11mo<br>*Lloyd* | J.Crown&Sons,Ld.<br>Sunderland<br>'*sA&CP* *W* | Witherington&Everett<br>*B* = *CellDBa*58'*uE* | 222·5<br>Q77'B48'F26'<br>&*B*33'*f*92'303*tFP*1 | 33·2 | 14·5<br>FK | Newcastle<br>British<br>4*BHCem*<br>39*tAPT*94*t* | T.3Cy.18",29½"&48"-33" (*s*)<br>180lb *90lb* 148NHP<br>1SB,*3pf*,GS54,HS2346<br>N.E.MarineEng.Co.Ld.Sld | 16″6<br>s1″5<br>15″4 | |
| 35026<br>127463<br>* HSCG | **Wearbridge** SteelScSr<br>*ss*Hul.No.2-19<br>Wireless 1*Dk*(*Stl*) | 4014<br>3849<br>2602 | ✠100A1<br>10,21 ~~10,19~~<br>~~BS8,20~~ ✠LMC5,19<br>BS10,21 | Cff<br>Nwc | *w* | ~~5,19~~<br>10,21 | 1911<br>1mo<br>*Lloyd* | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>'*sA&CP* | North of England S.S.Co.Ld(Crosby,Magee&Co.*Mgrs.*)<br>*WB* = *Cell D Bo* | 360·0<br>P24'B91'F36'<br>123'*u E&B*43'*f*157' | 49·0 | 26·9<br>FK | W.Hartlpl<br>British<br>6*BHCem*<br>895*tAPT*30*t* | T.3Cy.25",41"&69"-48" (*s*)<br>180lb 372NHP<br>3SB,*9cf*,GS150,HS5940<br>Richardsons,Westgarth&Co.Ld.Sld. | 29″4<br>s5″7<br>24″2 | |
| 35027<br>144921<br>KGSN | **Wearhome** SteelSc<br>*ss*Nwc.No.3-9,20<br>(*ex*Kilfullert) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 625<br>489<br>278 | 100A1<br>~~12,21~~ ~~9,20~~ 4,22<br>LMC9,20 | Nwc | | CL<br>3,22 | 1918<br><br>*Lloyd* | Smith's DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | HomeLine,Ld.(CommonBros.*Mgrs.*) | 175·1<br>B52'<br>*CellDBuE*26'20*t* | 30·0 | 15·7<br>FK | Newcastle<br>British<br>5*BHCem*<br>*FPT*20*t*<br>*APT*15*t* | T.3Cy.16",26"&44"-26" (*s*)<br>200lb 91RHP<br>1SB,*3cf*,GS51,HS1825<br>Smith'sDockCo.Ld.Mdb. | 16″6<br>s1″10<br>14″11 | |
| 35028<br>144925<br>KGWQ | **Wearmouth** SteelSc<br>(*ex*Kildorough) 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 626<br>489<br>277 | 100A1<br>3,22 ~~10,20~~<br>LMC10,20 | Shl<br>Nwc | | CL<br>3,22 | 1918<br>6mo<br>*Lloyd* | Smith's DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | CommonBros. | 175·4<br>B50'<br>*CellDBuE*26'20*t* | 30·0 | 15·7<br>FK | Newcastle<br>British<br>5*BHCem*<br>*FPT*20*t* | T.3Cy.16",26"&44"-26" (*s*)<br>200lb 94RHP<br>1SB,*3cf*,GS51,HS1825<br>Smith'sDockCo.Ld.Mdb | 16″6<br>s1″10<br>14″11 | |
| * 35029<br>135882<br>JCGR | **Wearpool** SteelScSr<br>*ss*Bry.No.1-18<br>Wireless 1*Dk*(*ptIrn&ptStl*) | 4929<br>4719<br>3073 | ✠100A1<br>4,20<br>~~BS12,20~~ ✠LMC6,18<br>BS10,21<br>*Carrying oil* | Bry<br>*fuelF.* | *y*<br>*P.* | CL<br>~~4,20~~<br>10,21<br>*above* | 1913<br>5mo<br>*Lloyd*<br>150°F. | Ropner&Sons,Ld.<br>Stockton<br>'*sA&CP* *WB*=<br>*in DB* | PoolShippingCo.Ld.(SirR.Ropner&Co.Ld.*Mgrs.*)<br>*Cell DBa* 127' *uE*2 | 390·0<br>P30'B219'F40'<br>7'*f*174'1165*tFPT*19 | 55·5 | 26·3<br>FK | W.Hartlpl.<br>British<br>6*BHCem*<br>4*tAPT*185*t* | T.3Cy.28",46"&75"-48" (*s*)<br>180lb ~~90lb~~*100lb* 450NHP<br>3SB,*9cf*,GS194,HS7293<br>Blair&Co.Ld.Stockton | 28″9<br>s4″10<br>24″3 | |
| 35030<br>137275<br>KHNB | **Wearside** SteelSc<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 428<br>289<br>163 | ✠100A1<br>9,21 ~~1,21~~<br>✠LMC1,21 | Liv | *f* | | 1921<br>1mo<br><br><br>*Lloyd* | J.Crichton&Co.Ld.<br>Connah's Quay<br>'*sA&CP* | ~~WearShippingCo.(1917)Ld.~~<br>WearSteamShppg.Co.(1917)Ld,(T.Rose,*Mgr.*) | 142·8<br>Q86'B9'F24'<br>*FPT*44*t* | 24·1 | 10·8<br>FK | Sundrland<br>British<br>3*BHCem*<br>*APT*28*t* | C.2Cy.17"&36"-24" (*s*)<br>130lb 48RHP<br>1SB,*3pf*,GS48,HS1490<br>J.Crichton&Co.Ld.<br>Saltney,nr.Chester | 12″0<br>s3″2<br>11″7 | |
| * 35031<br>133579<br>JMBG | **Wearsider** SteelSc<br>*ss*Shl.No.1-20<br>*Mchy.Aft* 1*Dk*(*Stl*) | 373<br>264<br>149 | ✠100A1<br>6,20<br>✠LMC6,20 | Shl | *e* | CL<br>6,20 | 1915<br>10mo<br>*Lloyd* | C Rennoldson&Co.<br>S.Shields<br>'*sA&CP* | "T"Stm.Coasters,Ld.(Robinson,Brown&Co.*Mgrs.*) | 135·1<br>Q33'B11'F19'<br>*WB* = *FP* | 25·1 | 10·5<br>FK | Newcastle<br>British<br>3*BHCem*<br>*T*48*tAPT*9*t* | C.2Cy.17"&36"-27" (*s*)<br>130lb 80RHP<br>1SB,*3pf*,GS53,HS1560<br>ShieldsEng.Co.Ld.N.Shl. | 11″3<br>s″10½<br>10″7 | |
| 35032<br>128817<br>* HVWD | **Wearwood** SteelScSr<br>*ss*Sld.No.2-21 ~~*ss*Cff.No.1-17~~<br>Wireless 1*Dk*(*ptIrn ptStl*)<br>~~*Carrying oil fuel F.P. above 150°F. in DB*~~ | 3221<br>2896<br>2013 | ✠100A1<br>~~4,21~~ ~~3,20~~ ~~7,21~~<br>2,22<br>~~BS10,19~~ ✠LMC10,18<br>MS4,21 4,21 | Nwc<br>~~Sld~~ Shl | *v* | CL<br>3,20<br>~~4,21~~<br>2,22 | 1912<br>5mo<br>*Lloyd* | J.Blumer&Co.<br>Sunderland<br>'*sA&CP* | JosephConstantine S.S.LineLd.<br>*WB* = *CellDB* | 335·0<br>P30'B100'F32'<br>*a*112' *uE*22' *f*145'7 | 48·0 | 22·4<br>FK | Middlsbro'<br>British<br>5*BHCem*<br>94*tAPT*89*t* | T.3Cy.23½",39"&64"-42" (*s*)<br>180lb *120lb* 277NHP<br>2SB,*6cf*,GS103,HS4120<br>N.E.MarineEng.Co.Ld.Sld | 24″10<br>s4″3<br>20″11 | |
| 35033<br>113430 | **Weaver Belle** SteelScSp<br>1*Dk* | 156<br>142<br>99 | | | | | 1900 | W.I.Yarwood<br>Northwich | H.Seddon&Sons,Ld. | 90·8 | 21·6 | 9·6 | Liverpool<br>British | C.2Cy.9"&15"-12"<br>18RHP<br>Cochrane&Co.Birkenhead | | |
| * 35034<br>128062<br>HPBM | **Webburn** SteelScSr<br>*ss*Bry.No.3-12,20<br>1*Dk*(*Stl*)&*deep framing* | 800<br>601<br>417 | ✠100A1<br>12,20<br>✠LMC<br>BS11,20 MS12,20 | Bry | *k* | N12,20 | 1909<br>5mo<br>*Lloyd* | W.Harkess&Son,Ld.<br>Middlesbro'<br>*sA&CP* *WB* | EnsignShipping Co.Ld.<br>= *CellDBa*40'*uE&* | 190·0<br>Q98'B17'F22'<br>*B*31'*f*83' 188*t FPT* | 30·0 | 13·0<br>FK | Teignm'th<br>British<br>4*BHCem*<br>18*tAPT*24*t* | T.3Cy.15½",26"&44"-30" (*s*)<br>180lb *100lb* 95RHP<br>1SB,*3pf*,GS55,HS1780<br>Richardsons,Westgarth&Co.Ld.Mdb. | 15″0<br>s1″0½<br>14″3 | |
| 35035<br>129133<br>HSVJ | **Wedgwood** SteelScSr<br>*ss*Bry.No.2-18<br>*Well deck* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 1687<br>1285<br>1008 | ✠100A1<br>2,21<br>BS2,21 ✠LMC7,19 | Sws | *q* | 2,21 | 1910<br>9mo<br>*Lloyd* | R.Thompson&Sons,Ld<br>Sunderland<br>'*sA&CP* *WB* | W France,Fenwick&Co.Ld.<br>= *CellDBa*84'*uE&* | 265·0<br>PonQ18'Q108'B54'F24'<br>*B*35'*f*106'565*tFPT* | 38·0 | 15·6<br>FK | London<br>British<br>4*BHCem*<br>33*tAPT*130*t* | T.3Cy.21½",36"&59"-39" (*s*)<br>180lb *100lb* 246NHP<br>2SB,*6cf*,GS101,HS3922<br>N.E.MarineEng.CoLd.Sld. | 18″2<br>s1″11<br>16″7 | |
| 35036<br>125221 | **Wee Clyde** WoodScK<br>1*Dk* | 177<br>162<br>68 | | | | | 1909 | R.McMillan&Co.<br>Narooma | ClydeSawMilling&ShippingCo.Ld. | 103·8 | 24·4 | 8·8 | SydnyNSW<br>British | C.2Cy.13"&26"-18"<br>45RHP<br>Chapman&Co.Syd.NSW | | |
| 35037<br>98974<br>MHOJ | **Weehawken** SteelSc3MstSr<br>*Mchy.Aft* *Carrying Petroleum in bulk*<br>*Elec.light* Wireless | 2784<br>2674<br>2101 | | | | | 1891 | Armstrong Mitchell&Co.(Lim.)<br>Newcastle | ~~RestitutionS.S.Co.Ld. (J.I.Jacobs&Co.*Mgrs.*)~~<br>Oil&MolassesTankersLd(J.I.Jacobs&Co.*Mgrs.*) | 310·0<br>B33*t* H43*t* | 40·2 | 28·2 | Swansea<br>British | T.3Cy.22",35"&58"-42"<br>NB05 218NHP<br>WllsndSlpwyCo.Ld.,Nwc | | V |
| 35038<br>120766 | **Weeroona** SteelPadSr<br>*ss*Mel.No.3-11,19<br>*Elec.light* 1*Dk&Promenade dk* | 1412<br>969<br>623 | ✠ A-<br>*withfreeboard*<br>12,21 ~~12,20~~<br>~~BS12,20~~ ✠LMC11,19<br>*For Service w* | Mel<br>BS12,21<br>*ithinP* | <br><br><br><br>*ort* | <br><br><br><br>*Philli* | 1910<br>9mo<br><br><br>*p Hea* | A.&J. Inglis,Ld.<br>Glasgow<br><br><br>*ds* | BaySteamers,Ld. | 310·6 | 36·2 | 12·0<br>FK | Melbourne<br>British<br>5*BHAsp* | C.3Cy.39"&(2)56"-66" (*r*)<br>140lb 517NHP<br>6SB,*12cf*,GS1368,HS6816 FD<br>A.&J.Inglis,Ld.Glasgow | 12″7<br>s4″10½<br>8″1 | |
| 35039<br><br>QBWC | **Weesperkarspel** SteelSc3MstSr<br>*Oil Eng.*<br>*Mchy.Aft* 1*Dk* | 406<br>360<br>304 | | | | | 1918 | Gebr.G&H Bodewes<br>Martenshoek | N.V.CommercieeleMij.totExploitatie vanVaartuigen(G.G.Huizink,*Mgr.*) | 138·0 | 25·2 | 12·8 | Amstrdam<br>Dutch | Oil Engine<br>4Cy.<br>Steyaard&J.Waelen,Rot. | | V |
| 35040<br><br>TBOG | **Weesturs** SteelSc<br>(*ex*Pomona)<br>2*Dks* | 799<br>608<br>492 | | | | | 1896 | Rijkee&Co<br>Rotterdam | LatvianGovernment | 200·0<br>Q65'B40'F20' | 30·0 | 15·5 | Riga<br>Latvian<br>*WB* | T.3Cy.15",25"&40"-36"<br>96NHP<br>Maats.deMaas,Rotterdam | | V |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire<br>Tirant d'eau correspondant<br>pds. p |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35041 | **Wei-Shun** **SteelTwinScSr**<br>(*ex*CharlesHardouin)<br>*Elec.light* *2Dks&AwngD'* | 1415<br>1219<br>859 | | | | | 1903 | Cie.FrançaisedeNav.<br>Nantes | **SanPehStm.Nav. Co.Ld.** | 222·2\|38·1\|12·3<br>H— | Shanghai<br>Chinese | T.6Cy.13 25/32″,21 21/32″&35 7/16″–21 21/32″ 118NHP<br>Cie.Franç.deNav.Lyons | |
| 35042 | **Weichsel** **SteelScSr**<br>(*ex*QueenAlexandra)<br>1*Dk* | 1031<br>837<br>607 | | | | | 1906 | Helsingörs Jernsk&Msk.<br>Elsinore | **Hamburg-Danzig Linie,G.m.b.H.** | 225·7\|34·9\|12·7<br>P11′Q59′B105′F27′ | **Danzig**<br>*WB* | T.3Cy.16½″,26½″&44″–30″ 106NHP<br>HelsingörsJernsk.&Mskb. | |
| 35043 | **Weilburg** **SteelSc**<br>*now named* "Air Scout," *See No.* 36150 *in Supplement*<br>*Elec.light* 1*Dk* | 2135 | | | | | 1920 | Frd.Krupp Akt.Ges.<br>Kiel | | 287·7\|44·0\|20·0<br>P21′B84′F38′ | British<br>*WB* | T.3Cy.19 11/16″,33 11/16″&54 7/16″–39 7/8″ 188NHP<br>Frd KruppA.G.Kiel | |
| 35044<br>95220<br>LQRV | **Weimar** **SteelScSr**<br>*ss*Shl.2ndNo.3–2,15<br>Wireless *ss*Lth.No.1–19<br>2*Dks*(*UIrn-ptws*)&*Spardk* | 1590<br>986<br>984 | ✠100A1<br>*Spar dk*<br>11,20<br>✠LMC9,19<br>✠NB6,05 BS11,20 | Lth | *q* | 8,19 | 1890<br>2mo | Ramage& Ferguson<br>Leith<br>A&CP | **Leith,Hull&HamburgStm.Pkt.Co. Ld. (J.Currie&Co.** *Mgrs.*) | 254·0\|34·1\|16·5<br>B54′ 23·8<br>BK9″<br>*WB=FPT*48*t* | **Leith**<br>British<br>6*BHCem*<br>*MT*44′386*t* | T.3Cy.23″,37″&60″–42″ (*o*)<br>165lb *85lb* NDB05 288NHP<br>2SB,6*cf*,GS117,HS4122 FD<br>Ramage&Ferguson,Leith | 25<br>s 6<br>20 |
| 35045 | **Weissenfelde** **SteelScSr**<br>(*ex*Weissenfels) *ss*Bhn.No.3–6,11<br>Wireless 1*Dk*(*Stl*)&*Spar dk*<br>*Elec.light* (*Stl*–teaks)&*Webframes* | *3834*<br>*3641*<br>*2438* | ✠<br>*Spar dk*<br>6,16<br>✠ | Ham | *w* | | 1899<br>6mo | Wigham Richrdsn&Co<br>Newcastle | **BelgianGovernment** | 358·0\|46·0\|19·5<br>P49′B98′F45′ 27·5<br>BK10″<br>*WB = CellDBa*108′*uE* | Belgian<br>6*BHCem*<br>26′*f*146′615*t* | Q.4Cy.23″,31½″,48″&71″–45″ 418NHP<br>2SB,6*cf*,GS21,HS5364 FD<br>Wighm Richrdsn&Co.Nwc | 30 |
| 35046<br>218809<br>LSPK | **Wekika** **SteelScSr**<br>Sub Sig. *Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk*2*trB*<br>*Longitudinal framing* | 3513<br>3216<br>2144 | | | | | 1919 | Merrill-StevensCo.<br>Jacksonville | **UnitedStates ShippingBoard** | 333·8\|48·0\|24·9<br>P36′B97′F36′ | **Jacksnvlle**<br>Utd. States<br>*WB* | 2 Steam Turbines<br>W.&A.FletcherCo.N.Yk. | |
| 35047<br>141352 | **Weldon** **WoodSc**<br>2*Dks* | 107<br>65<br>65 | | | | | 1919 | N.Tessier<br>Aylmer,Que. | **ChatsFallsNav. Co.Ld.** | 88·4\|19·0\|6·9 | **Ottawa**<br>British | C.2Cy.12″&24″–14″<br>F.W.Wheeler&Co. 24RHP<br>WestBayCity,Mich. | |
| 35048 | **Welikij Knjas Alexander Michailowitsch** **SteelScSr**<br>*Now named* "Hydro," *See No.* 37808 *in Supplement*<br>*ss*Lon.No.3–4,12<br>(*ex*Hydro) 1*Dk*(*ptIrn&ptStl–ptws*)&<br>*Well deck Webframes,lower dk forehold*<br>*Elec.light Ref.Mchy.* | 1383<br>927<br>856 | ✠ ———<br>9,19<br>✠ | Lon | *p* | | 1899<br>7mo | Earle'sCo. Ld.<br>Hull | **Ellerman'sWilson Line,Ld.** | 262·5\|33·5\|15·8<br>P163′F31′<br>FK<br>*WB = CellDBa*37′*uE* | **Hull**<br>British<br>5*BHCem*<br>16′*f*132′159*t* | T.3Cy.19″,33″&56″–36″ 246NHP<br>2SB,6*cf*,GS135,HS4200<br>Earle'sCo.Ld.Hull | 18 |
| 35049<br>203928<br>KVWL | **Wellesley** **WoodScSr**<br>1*Dk* | 770<br>—<br>432 | | | | | 1907 | ..................<br>Prosper,Or. | **MexicanFruit& S.S.Corp.** | 186·3\|38·0\|13·8 | **N.Orleans**<br>Utd. States | C.2Cy.14″&32″–24″ 42NHP<br>UnitedEng.Wrks,S.Frisco. | |
| 35050 | **Wellgunde** **SteelScLr**<br>1*Dk* | 137<br>130<br>67 | | | | | 1908 | J.Frerichs &Co.A.G.<br>Einswarden | **"Visurgis" Heringsfischerei Akt.Ges.** | 90·9\|21·4\|9·8<br>Q14′ | **Nordnham**<br>German | C.2Cy.9 1/16″&16 17/32″–12 15/32″<br>J.Frerichs&Co, 5NHP<br>A.G.Osterholz | |
| 35051<br>WLND | **Wellington** **SteelTwinScSr**<br>(*ex*Mills)<br>*Elec.light* Wireless 1*Dk*<br>*Mchy.Aft*<br>*Fitted with cylindrical tanks in holds for carrying petroleum* | 3070<br>—<br>1964 | | | | | 1901 | Maryland SteelCo.<br>Sparro'Pt Md | **RederietJanusA/S (J.A.Haarberg,** *Mgr.*) | 293·0\|52·5\|21·1<br>P97′B15′F46 | **Bergen**<br>Norwegian | T.6Cy.18″,28″&45″–30″ 222NHP<br>MarylandStl.Co.Sparr'Pt | |
| 35052<br>~~86105~~<br>~~HJTN~~ | — **IronSc3MstSr**<br>*ss*Vcr.2ndNo.3–10,08<br>Wireless *ss*NYk.No.2–18<br>1*Dk*(*Irn*)2*trB* | 1964<br>1756<br>1267 | ✠100A1<br>6,20<br>✠NB95 | ... | | CL<br>10,19 | 1883<br>1mo | Armstrong Mitchell&Co.<br>Newcastle<br>A&CP | V.A.Czamansky (F.V.Eberhardt& Co.Ld.,*Mgrs.*)<br>*WB=CellDB*208′ | 270·0\|37·3\|22·0<br>P95*t*F42*t*<br>BK10″<br>501*tFPT*165*t APT* | Danzig<br>Polish<br>4*BHCem*<br>17*t* | C.2Cy.35″&68″–42″ (*r*)<br>90lb NDB03 234NHP<br>2SB,6*pf*,GS110,HS3670<br>WllsndSlpwy.Co.Ld.Nwc. | 25<br>s 4<br>21 |
| 35053<br>201287<br>KTHL | — **SteelSc**<br>(*Tug*)<br>Wireless 1*Dk* | 334<br>—<br>227 | | | | | 1903 | BurleeDry DockCo.<br>PtRichmond, N.Y. | **H.W.Cook** | 126·0\|27·0\|15·8 | **Phildlphia**<br>Utd. States | T.3Cy.16″,25″&42″–30″ 97NHP<br>BurleeD.D.Co.Pt.Richm'd | |
| 35054<br>106863 | — **SteelScSp**<br>*ss*Liv.No.3–6,10<br>*ss*Liv.No.2–18<br>1*Dk*(*Irn*) | 148<br>129<br>2 | ✠100A1<br>*For Towing purposes*<br>12,20<br>BS10,20 ✠LMC12,18 | Liv | | 1,21 | 1897<br>7mo | Cumming &Ellis<br>Inverkeithng<br>A&CP | **AlexandraTowing Co.Ld.** | 92·0\|20·1\|10·7<br>BK6½″ | **Liverpool**<br>British<br>4*BHCem* | C.2Cy.21″&42″–27″ (*s*)<br>100lb 84RHP<br>1SB,3*cf*,GS58,HS1518<br>J.Cran&Co.Leith | 12 |
| 35055<br>142256<br>JTFS | **Wellpark** **SteelScSr**<br>*ss*Bly.No.1-22<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | ~~2134~~<br>1980<br>1702<br>~~1310~~<br>1197 | ✠100A1<br>3,22,~~20~~<br>✠LMC ~~[illegible]~~<br>3,22 | Cff<br>Bly | *r* | CL<br>3,22 | 1918<br>4mo | Greenock& Grngemouth Dkyd.Co.Ld.<br>Grngemouth<br>*Lloyd's A&CP* | **DenholmLine Steamers,Ld. (J.&J.Denholm,** *Mgrs.*)<br>*CellDBa*70′*uE*2 | 280·0\|41·9\|18·9<br>P21′B68′F29′<br>FK<br>8′*f*124′523*tFPT*55*t* | **Greenock**<br>British<br>4*BHCem*<br>*APT*46*t* | T.3Cy.21″,35″&57″–36″ (*r*)<br>180lb *100lb* 228NHP<br>2SB,6*cf*,GS112,HS3734<br>Dunsmuir&Jackson,LdGls | 20<br>s 3<br>18 |
| 35056<br>95769<br>MBJS | **Wells City** **SteelScSr**<br>*ss*Brs.2ndNo.3–7,15<br>*ss*Brs.No.1–20<br>Wireless 2*Dks*(*Irn*)3*trB* | 1814<br>1662<br>1136 | ✠100A1<br>7,20<br>✠LMC7,20<br>BS10,21 | Brs | *r* | CL<br>7,20 | 1890<br>10mo | C.Hill& Sons<br>Bristol<br>A&CP | **BristolCityLine of Steamships,Ld.(C. Hill&Sons,** *Mgrs.*)<br>*WB=DBa* | 261·2\|36·0\|20·9<br>P29′B58′F28′<br>BK9⅛″<br>74′&*uB*26′243*t MT* | **Bristol**<br>British<br>4*BHCem*<br>28′260*t* | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *90lb* NDB00 201NHP<br>2SB,4*cf*,GS65,HS2990<br>Blair&Co.(Lim.),Stockton | 24<br>s 3<br>21 |
| 35057<br>1259 | **Welmoja** **SteelScSr**<br>(*Fishing*)<br>(*ex*Nidarö,*ex*Lurvik) 1*Dk* | 111<br>96<br>41 | | | | | 1907 | Dahle Works<br>Xiansund | **E.W.Mogoutchi** | 99·6\|19·9\|10·6<br>H8*t* | **Archangel**<br>Russian | T.3Cy.9⅝″,15″&25″–18″ 26NHP<br>DahleWorks,Xiansund | |
| 35058<br>65304 | **Welsh Prince** **IronScSp**<br>*Mchy.Aft* | 154<br>130<br>72 | | | | | 1871 | Stothert& Co.<br>Bristol | **Sully&Co.Ld.** | 100·2\|19·0\|9·0<br>H23*t* | **Bridgwatr**<br>British | 1Cy.22″–18″ 32RHP<br>Stothert&Co.,Bristol | |
| 35059<br>97862<br>MDSO | **Welshman** **SteelTwinSc4MstSr**<br>(*ex*Tauric)<br>*Ref.Mchy. Elec.light*<br>Sub.Sig. Wireless | 5730<br>5471<br>3670 | | | | | 1891 | Harland& Wolff,Ld.<br>Belfast | **F.Leyland&Co.Ld.** | 461·0\|49·1\|23·2<br>F&c.257*t* 30·9 | **Liverpool**<br>British | T.6Cy.22½″,36½″&60″–48″ 499NHP<br>Harland&Wolff,Ld.Bel. | |
| 35060<br>99893<br>NBML | — **SteelSc3MstSr**<br>*ss*Ayr2ndNo.3–11,17<br>(*ex*Mindful,*ex*MaggieBarr)<br>*Well deck Mchy.Aft* 1*Dk*(*Irn*) | 361<br>237<br>142 | ✠100A1<br>9.21 ~~4.20~~<br>✠NB2,10 ✠LMC11,17<br>BS~~10,19~~ ~~1,21~~ | Trn<br>Bwg | *e* | 4,20 | 1893<br>4mo | Murdoch & Murray<br>Pt.Glasgow<br>A&CP | **J.Kennedy&Sons** | 142·1\|23·7\|9·8<br>Q75′B9′F25′<br>BK7″<br>*WB=FP* | **Glasgow**<br>British<br>3*BHCem*<br>*T*33*tAPT*5*t* | C.2Cy.20″&40″–27″ (*s*)<br>110lb 60RHP<br>1SB,3*pf*,GS54,HS1584<br>Muir&Houston,Glasgow | 10<br>s 4<br>10 |
| 35061<br>133425<br>JCKD | **Weltondale** **SteelScSr**<br>*ss*Gmh.No.2–21<br>*Well deck* (*ex*MichaelWhitaker)<br>*Elec.light* 1*Dk*(*ptIrn ptStl*)<br>Wireless<br>*Now named* "Jumieges," *See No.* 37938 *in Supplement* | 1700<br>1327<br>1019 | ✠100A1<br>2,21<br>✠LMC1,21 | Gmh | *q* | 1,21 | 1913<br>2mo | WoodSkinner&Co.Ld.<br>Newcastle<br>*Lloyd's A&CP* | **T.C.Steven&Co.** | 260·3\|37·7\|16·4<br>Q153′B *on*Q52′F28′<br>FK<br>*WB=CellDBa*77′*uE*18′*f* | **Hull**<br>British<br>4*BHCem* | T.3Cy.19″,31″&51″–36″ (*s*)<br>180lb 180NHP<br>2SB,6*pf*,GS90,HS2915<br>G.Clark,Ld.Sunderland<br>102′422*tFPT*92*tAPT*101*t* | 18<br>s 1<br>17 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35062 | **Wem** SteelTwinScSr<br>Now named "Deshulpur," See No. 37028 in Supplement<br>Elec.light 2Dks(Stl) | 766<br>633<br>318 | ✠<br>For Government Service<br>10,19 ✠ | Rnf | | | 1919<br>10mo | W.Simons<br>&Co.Ld.<br>Renfrew<br>CellDB12'16t DTf18'24tDTa16'36tFPT | TheAdmiralty | 219·3<br>FK | 28·6 | 15·5 | London<br>British<br>11BHptCem<br>5tAPT20t | T6Cy13¾",21¼"&34"-21"<br>378NHP<br>2 Water Tube Boilers FD<br>HS6990<br>W.Simons&Co.Ld.Rnf. | 16 ″ 3 | |
| 35063<br>118160 | **Wemyss** SteelScK<br>1Dk | 167<br>162<br>64 | ✠<br>StmTrawler<br>12,05 ✠ | Lth | | | 1905<br>12mo | Hawthorns<br>&Co.Ld.<br>Leith | GeneralSteam<br>FishingCo.Ld. | 105·3<br>Q23'<br>BK7½"<br>WB= | 21·6 | 10·6 | Granton<br>British<br>3BHCem<br>DBf19'16t | T.3Cy.12",19"&33"-22"<br>66RHP<br>1SB,2cf,GS34,HS1114<br>Hawthorns&Co.Ld.Leith | 11 ″ 6 | |
| 35064<br>217771<br>LQKJ | **Wenakee** WoodScSr<br>Fitted for oil fuel<br>Elec.light Sub Sig. Wireless 1Dk2trB | 2576<br>—<br>1530 | | | | | 1919 | Fulton<br>S.B.Co.<br>WlmngtnCal. | UnitedStates<br>ShippingBoard | 267·3<br>P26'B66'F29' | 46·0 | 23·6 | L.Angeles<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP | | R |
| 35065<br>221042<br>MOKS | **Wenatchee** SteelTwinSc<br>2Dks(Stl)&Shelter dk(Stl)3rdDk(Stl)<br>Elec.light in holds& Web frames<br>~~Ref.Mchy.~~ Wireless CruiserStern<br>Longitudinal framing | 14127<br>12548<br>8393 | ✠100A1<br>Shelterdk<br>withfreeboard<br>3,21 ✠LMC3,21<br>Fitted for oil fuel 3,21 F.P. above 150°F. | Phl | i† | | ~~1921~~<br>1920<br>2mo<br>A&CP | NewYork<br>S.B.Corp.<br>Camden,N.J.<br>CellDB366'1787t Tanks at sides ER28'273tDTa38'144t<br>Tanks at sides of tunnels38'234tFPT159tAPT161t | UnitedStates<br>ShippingBoard | 516·5<br>~~B186'~~ B222'on Shelter dk<br>FK | 72·2 | 27·8 | Seattle<br>Utd.States<br>13BHtoS dk<br>ptCem | 4 Steam Turbines geared to 2 Screw Shafts (s)<br>8 Water Tube Boilers<br>265lb HS41376 FD 3105NHP<br>WestinghouseElectric&<br>Mfg.Co.E.Pittsburgh,Pa. | 41 ″ 0<br>s10 ″ 8<br>30 ″ 7 | |
| 35066<br>JWDT | **Wenceslao** SteelScSr<br>ssBbo.2ndNo.3-1,14<br>(exSomerhill) ssBbo.No.1-19<br>Welldeck 1Dk(Stl)&Webframes<br>Wireless | 2285<br>1746<br>1479 | ✠100A1<br>8,19<br>✠LMC8,19 | Bbo | s | N8,19 | 1888<br>1mo<br>Lloyd's A&CP | Richardson<br>Duck&Co.<br>Stockton | W.GonzalezGarra<br>WB=CellDB236'466tAPT14t | 282·0<br>P30'Q82'B114'<br>F30' BK10" | 37·0 | 19·3 | Vilagarcia<br>Spanish<br>5BHptAsp<br>ptCem | T.3Cy.21½",35½"&58½"-39"<br>160lb 100lb (s) 217NHP<br>NDB13<br>2SB,6cf,GS85,HS3301<br>Blair&Co.Ld.Stockton | 22 ″ 1<br>s1 ″ 8<br>21 ″ 4 | |
| 35067<br>77065<br>RDHM | **Wenchow** IronScSr | 898<br>882<br>560 | | | | | 1878 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 220·1 | 28·5 | 18·8 | London<br>British | C.2Cy.23"&46"-36"<br>99RHP<br>GreenockFoundryCo.Grk. | | |
| 35068 | **Wendemuth** SteelSc<br>(Tug)<br>Elec.light 1Dk | 395<br>331<br>— | | | | | 1912 | J.L.Meyer<br>Papenburg | Hamburg-Amerik<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | 138·7<br>B20'H49' | 28·0 | 13·5 | Hamburg<br>German<br>WB | T.3Cy.20½",34¼"&55⅛"-31½"<br>171NHP<br>J.L.Meyer,Papenburg | | |
| 35069<br>HJVK | **Wendla** SteelScSr<br>(exRan)<br>1Dk | 563<br>424<br>303 | | | | | 1893 | R.Craggs&<br>Sons<br>Middlesbro' | Akties.Wendla<br>(Chr.Mathiesen) | 169·8<br>Q61tB38tH14tF18t | 26·9 | 12·7 | Haugesnd<br>Norwegian<br>WB | T.3Cy.13",21"&34"-27"<br>60NHP<br>Wstgrth,English&Co.Mdb | | N |
| 35070<br>[illegible]<br>KGSP | **Wendland** SteelTwinSc<br>Now named "Cumberland," See No. 36848 in Supplement<br>Wireless 3Dks | 11446<br>10221<br>7157 | | | | | 1919 | Bremer<br>Vulkan<br>Vegesack | FederalSteam<br>Nav.Co.Ld. | 520·0<br>P62'B102'F42' | 64·2 | 29·0 | London<br>British | T.3Cy.28⅜",46⅞"&75⅝"-51¼"<br>802NHP<br>BremerVulkan,Vegesack | | |
| 35071<br>135091<br>JGWC | **Wendy** SteelScSr<br>1Dk | 958<br>798<br>537 | | | | | 1913 | Ramage&<br>Ferguson,Ld.<br>Leith | Tyne-TeesSteam<br>ShippingCo.Ld. | 210·0<br>P15'B69'F26' | 33·2 | 14·1 | Newcastle<br>British<br>WB | T.3Cy.16½",27"&44"-30"<br>97RHP<br>Ramage&Fergusn,Ld.Lth. | | C |
| 35072<br>91310<br>KMFG | **Wenning** IronScSr<br>ssGoo.2ndNo.3-5,12<br>(exEmden) ssGoo.No.2-20<br>1Dk(ptIrn) | 787<br>631<br>377 | ✠100A1<br>11,21 ~~10,20~~<br>✠NB9,12 ✠LMC10,20<br>LS11,21 | Goo | m | 10,20 | 1887<br>4mo<br>Lloyd's A&CP | Earle'sCo.<br>Ld.<br>Hull | ~~Lancashire&~~<br>~~YorkshireRly.Co.~~<br>L.&N.W.Rlwy.Co | 220·0<br>P40'B80'F32'<br>ND08 BK8"<br>WB=DBa47'f44 | 32·1 | 13·9 | Goole<br>British<br>5BHCem<br>&uE17'200t | T.3Cy.21½",34"&52"-36" (s)<br>160lb 183NHP<br>2SB,4cf,GS89,HS3070<br>Earle'sCo.Ld.Hull | 14 ″ 9<br>s1 ″ 9½<br>14 ″ 0 | |
| 35073<br>142836<br>KCBR | **Wentworth** SteelScSr<br>Elec.light Wireless 1Dk(Stl) | 5212<br>4792<br>3210 | ✠100A1<br>~~7,20~~ 11,21<br>LMC5,19 | Rot<br>Bly | y | CL<br>11,21 | 1919<br>7mo<br>Lloyd's A&CP | Richardsn,<br>Duck&Co.Ld.<br>Stockton | DalglieshStm.<br>Shppg.Co.Ld.(R.S.<br>Dalgliesh,Mgr.)<br>CellDBa117'uE22'f180'988tFPT132tAPT213t | 400·6<br>P49'B113'F40'<br>FK | 52·4 | 28·4 | Newcastle<br>British<br>6BHCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Blair&Co.Ld.Stockton | 31 ″ 0<br>s6 ″ 2<br>25 ″ 3 | |
| 35074<br>SRGN | **Wera** WoodSc<br>Motor<br>1Dk | 324<br>—<br>185 | | | | | 1916 | Lovisa-<br>Wesijärvi<br>Jarnvegs A/B<br>Pernå | Lovisa-Wesijärvi<br>Jarnvägs<br>Aktiebolag. | 123·0 | 25·8 | 11·5 | Lovisa<br>Finnish | Motor<br>2Cy.<br>LysekilsMekaniskaVerks. | | |
| 35075 | **Wergeland** WoodAuxTwinSc<br>OilEng. 5MstSr<br>Elec.light Salted ptGIB 1Dk2trB<br>Mchy.Aft Hardwood treenails<br>(See Sailing Ship Register)<br>Now named "ChrisMoller," See No. 36710 in Supplement | 2457<br>2148<br>1944 | ✠12 A1<br>7,19<br>✠LMC2,18 | Shi | s | CL<br>s1,19 | 1917<br>7mo | Olympia<br>S.B.Co.<br>Olympia<br>A&CP | Moller&Co.<br>(Shanghai)Ld. | 265·6<br>P52'F38' | 48·0 | 24·1 | Shanghai<br>British | Oil Engines 2S.C.SA<br>8Cy.16½"-22" 200NHP<br>MarinePipe& DB125lb<br>MachineWorks,Seattle | 26 ″ 10<br>s5 ″ 8 | |
| 35076 | **Werner** SteelSc<br>Elec.light 1Dk | 875<br>662<br>479 | | | | | 1909 | Stettiner<br>OderwrkeAG<br>Stettin | L.F.Mathies&Co. | 211·2<br>P14'Q41'B80'F22' | 30·8 | 12·8 | Hamburg<br>German<br>WB | T3Cy$15\frac{7}{16}$",25⅕"&$41\frac{3}{16}$"-29½"<br>93NHP<br>StettinerOderwerke,A.G. | | |
| 35077 | **Werner Kunstmann** SteelScSr<br>(exDemminPacketIV.) 1Dk | 257<br>202<br>121 | | | | | 1907 | Stettiner<br>Oderwerke<br>Stettin | W.Kunstmann | 128·3<br>B32'F15' | 23·4 | 8·9 | Stettin<br>German<br>WB | C.2Cy.12⅗"&23⅗"-14⅗"<br>18NHP<br>StettinerOderwerke | | |
| 35078 | **Werra** SteelSc<br>Elec.light 1Dk | 663<br>497<br>363 | | | | | 1920 | Howaldts-<br>werke<br>Kiel | A.Kirsten | 176·8<br>P16'Q38'B46'F23' | 29·4 | 13·4 | Hamburg<br>German<br>WB | T.3Cy.14⅜",23¼"&$38\frac{3}{16}$"-<br>$19\frac{11}{16}$" 65NHP<br>Howaldtswerke,Kiel | | |
| 35079<br>120755<br>TVPR | **Werribee** SteelScSr<br>ssMel.No.3-3,21 ~~ssMel.No.2-17~~<br>Elec.light 1Dk(ptIrn&ptStl)<br>&deep framing | 3871<br>3590<br>2359 | ✠100A1<br>~~3,21~~ ~~1,20~~ 2,22<br>✠LMC3,21<br>BS2,22 | Mel | w | CL<br>12,19 | 1909<br>1mo<br>Lloyd's A&CP | BlythS.B.<br>Co.Ld.<br>Blyth<br>WB=CellDBa98'uE&B44'f165'941tFPT135tAPT240t | HuddartParker,<br>Ld. | 354·8<br>P11'B85'F38'<br>FK | 50·0 | 23·7 | Melbourne<br>British<br>7BHCem | T.3Cy.24",39"&66"-45" (r)<br>180lb 327NHP<br>3SB,9cf,GS165,HS5181<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 26 ″ 5<br>s5 ″ 1½<br>21 ″ 8 | |
| 35080 | **Weser** SteelScSr<br>Now named "Alhama," See No. 36187 in Supplement<br>(exAnna)<br>Well deck 1Dk(Stl)&deepframing | 1201<br>[illegible]<br>727 | ✠<br>,16 | Rot | o | | 1910<br>7mo | Campbel-<br>townS.B.Co.<br>Campbltown | ~~Schleppschiff.Ges.~~<br>~~"Unterweser"~~<br>J.Inglis<br>WB=CellDBa54'uE&B33'f102'315tAPT95t | 229·5<br>Q79'B58'P28'<br>FK | 34·9 | 16·0 | London<br>British<br>4BHCem | T.3Cy.18",27½"&45"-33"<br>136NHP<br>2SB,4cf,GS72,HS2228<br>J.G.Kincaid&Co.Ld.Grk. | 18 ″ 4 | |
| 35081 | — SteelSc<br>1Dk | 998<br>802<br>576 | Goo. 12,20<br>(See footnote*) | | | | 1910 | H.Koch,<br>A.G.<br>Lübeck | JapaneseGovt.<br>(NipponYusen<br>KabushikiKaisha,<br>Mgrs.) | 224·9 | 35·6 | 12·4 | Japanese | C.2Cy.$19\frac{3}{16}$"&36"-25½"<br>55NHP<br>OttensenerMaschf.Altona | | |
| 35082<br>110036 | — IronSc<br>1Dk | 177<br>177<br>66 | | | | | 1889 | H.Sigee&<br>Co.<br>Harlem,Hol. | SirJ.Jackson,Ld. | 121·5 | 22·4 | 11·5 | Teignm'th<br>British | C.2Cy.18"&30"-18"<br>60RHP<br>T.Fuger&Co.Harlem,Hol. | | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued.

| 1 Numero d'Ordre — Numero Officiel — Signaux | 2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Matériaux, Gréement, etc. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35083<br>122 | **Wesna** | WoodSc<br>OilEng. | 146<br>—<br>86 | | | | | 1911 | ………………<br>Bay of Ussuri | W.Scheveleff | 101·4 | 28·4 | 7·7 | Vladvostk<br>Russian | Oil Engines<br>4Cy.11"–12" | |
| 35084<br>218328<br>LRQD | **West Alcoz**<br>*Elec.light* Sub.Sig.<br>Wireless | SteelScSr<br>*Fitted for oil fuel*<br>*2Dks* | 5606<br>—<br>4230 | | | | | 1919 | Western<br>Pipe&SteelCo<br>San Francisco | UnitedStates<br>ShippingBoard | 410·5<br>P60'B114'F47' | 54·0 | 27·0 | S.Frncisco<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 35085<br>216415<br>LKTW | **West Alsek**<br>Sub.Sig.<br>*Elec.light* Wireless | SteelSc<br>*Fitted for oil fuel*<br>*2Dks* | 5637<br>5055<br>4046 | | | | | 1918 | Skinner&<br>Eddy Corp.<br>Seattle | UnitedStates<br>ShippingBoard | 409·6<br>P43'B115'F47' | 54·2 | 27·1 | Seattle<br>Utd.States<br>*WB* | T.3Cy.25",42"&72"–48"<br>359NHP | |
| 35086<br>217631<br>LQBW | **West Amargosa**<br>*Elec.light* Sub.Sig.<br>Wireless | SteelScSr<br>*Fitted for oil fuel*<br>*2Dks* | 5462<br>—<br>3411 | | | | | 1919 | Los<br>AngelesS.B.<br>&D.D.Co.<br>SanPedro,Cal | UnitedStates<br>ShippingBoard | 410·0<br>P43'B115'F47' | 54·4 | 27·2 | L.Angeles<br>Utd.States<br>*WB* | T.3Cy.28½",47"&78"–48"<br>422NHP<br>LosAngelesS.B.&D.D.Co.<br>SanPedro Cal. | |
| 35087<br>216500<br>LMBC | **West Apaum**<br>*Elec.light* Sub.Sig. Wireless | SteelSc<br>*Fitted for oil fuel*<br>*2Dks* | 5573<br>5055<br>4132 | | | | | 1918 | Skinner&<br>Eddy Corp.<br>Seattle | UnitedStates<br>ShippingBoard | 409·6<br>P43'B115'F47' | 54·2 | 27·1 | Seattle<br>Utd.States<br>*WB* | T.3Cy.25",42"&72"–48"<br>359NHP<br>SeattleMach.Wrks.Seattle | |
| 35088<br>216012<br>LJRP | **West Arrow**<br>*Elec.light*<br>Wireless Sub.Sig. | SteelSc<br>*2Dks(Stl)* | 5802<br>—<br>4229 | *Fitted for oil fuel 2,18 F.P. above 150° F.* | | … | CL<br>NG,21 | 1918<br>2mo | Skinner&<br>Eddy Corp.<br>Seattle<br>A&CP | UnitedStates<br>ShippingBoard<br>*CellDB* | 409·6<br>P44'B115'F47'<br>355' 1198*t* *FPT*120*t* | 54·1 | 27·1<br>FK | Seattle<br>Utd.States<br>*7BHCem*<br>*APT*340*t* | 1 Geared Steam Turbine<br>210lb (*r*) 508NHP<br>3SB,9*cf*,GS195,HS8055<br>GeneralElectricCo.<br>Schenectady,N.Y. | 29<br>6 · 0<br>24 · 1 |
| 35089<br>218033<br>LROJ | **West Ashawa**<br>*Elec.light* Sub.Sig.<br>Wireless | SteelScSr<br>*Fitted for oil fuel*<br>*2Dks* | 5609<br>—<br>4095 | | | | | 1919 | Western<br>Pipe&SteelCo<br>San Francisco | UnitedStates<br>ShippingBoard | 410·5<br>P46'B112'F46' | 54·0 | 27·0 | S.Frncisco<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y | |
| 35090<br>217522<br>LPRK | **West Avenal**<br>*Elec.light* Sub.Sig.<br>Wireless | SteelSc<br>*Fitted for oil fuel*<br>*2Dks* | 5692<br>—<br>4020 | | | | | 1919 | Western<br>Pipe&SteelCo<br>San Francisco | UnitedStates<br>ShippingBoard | 410·5 | 54·0 | 27·0 | S.Frncisco<br>Utd.States | 1 Steam Turbine | |
| 35091<br>143431 | **West Bay** | SteelSc<br>*1Dk(Stl)* | 131<br>131<br>3 | ✠ A1<br>*For towing purposes*<br>10,19<br>✠LMC9,19 | North-wich | | | 1919<br>5mo<br>*Lloyd's A&CP* | W.J.Yarwood&SnsLd<br>Northwich | TheAdmiralty | 89·2 | 21·1 | 10·4<br>BK6"<br>*DTf*11' | London<br>British<br>4*BHCem*<br>14*t* *APT*17*t* | C.2Cy.15"&32"–24" (*s*)<br>150lb 42RHP<br>1SB,3*pf*,GS59,HS1600<br>W J.Yarwood&Sons,Ld. | 11 · |
| 35092 | **West Bohemian**<br>*Elec.light*<br>*Mchy.Aft* | SteelSc<br>*Fitted for oil fuel*<br>*2Dks*<br>*Longitudinal framing*<br>*Carrying Petroleum in bulk* | 7130 | Should be "Bohemian Club," See No 36423 in Supplement | | | | 1921 | MooreS.B.<br>Co.<br>Oakland,Cal. | UnitedStates<br>ShippingBoard | 425·0<br>P106'B40'F41' | 57·0 | 33·0 | S.Frncisco<br>Utd. States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>Hooven,Owens&Rentschler Co.Hamilton,O. | |
| 35093<br>216348<br>LKBO | **West Bridge**<br>Wireless<br>*Elec.light*<br>Sub.Sig. | SteelSc<br>*Fitted for oil fuel*<br>*2Dks* | 5799<br>5161<br>4099 | | | … | | 1918 | J.F.Duthie<br>&Co.<br>Seattle,Wsh. | UnitedStates<br>ShippingBoard | 409·5<br>P44'B115'F47' | 54·2 | 27·6<br>FK | Seattle<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>NE19 579NHP<br>DeLaval SteamTurbineCo.<br>Trenton,N.J. | 30 · |
| 35094<br>218806<br>LSPH | **West Cactus**<br>Wireless<br>*Elec.light* Sub.Sig. | SteelScSr<br>*Fitted for oil fuel*<br>*2Dks* | 5642<br>—<br>3523 | | | | | 1919 | Western<br>Pipe&SteelCo<br>San Francisco | UnitedStates<br>ShippingBoard | 410·5<br>P60'B114'F46' | 51·0 | 27·1 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP | |
| 35095<br>218973<br>LTBW | **West Caddoa**<br>Wireless<br>*Elec.light*<br>Sub.Sig. | SteelScSr<br>*Fitted for oil fuel*<br>*2Dks* | 5641<br>—<br>3522 | | | | | 1919 | Western<br>Pipe&SteelCo<br>San Francisco | UnitedStates<br>ShippingBoard | 410·5<br>P46'B112'F46' | 54·0 | 27·2 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP | |
| 35096<br>219627<br>LVQN | **West Cadron**<br>Wireless<br>*Elec.light* Sub.Sig. | SteelSc<br>*Fitted for oil fuel*<br>*2Dks* | 5724<br>—<br>3564 | | | | | 1920 | Western<br>Pipe&Steel<br>Co.SFrncisco | UnitedStates<br>ShippingBoard | 410·5<br>P46'B112'F46' | 54·0 | 27·1 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>Joshua 359NHP<br>HendyCo.SanFrancisco | |
| 35097<br>219898<br>LWHK | **West Cahokia**<br>Wireless<br>*Elec.light* Sub.Sig. | SteelSc<br>*Fitted for oil fuel*<br>*2Dks* | 5645<br>—<br>3500 | | | | | 1920 | Western<br>Pipe&Steel<br>Co.SFrncisco | UnitedStates<br>ShippingBoard | 410·5<br>P46'B112'F46' | 54·0 | 27·1 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>Joshua 359NHP<br>HendyCo.SanFrancisco | |
| 35098<br>217906<br>LQSR | **West Cajoot**<br>*Elec.light* Sub.Sig. Wireless | SteelScSr<br>*Fitted for oil fuel*<br>*2Dks* | 5342<br>—<br>3339 | | | | | 1919 | Los<br>AngelesS.B.<br>&D.D.Co.<br>L.AngelesCal | UnitedStates<br>ShippingBoard | 410·0<br>P43'B115'F47' | 54·4 | 27·2 | L.Angeles<br>Utd.States<br>*WB* | T.3Cy.28½",47"&78"–48"<br>422NHP<br>LosAngelesS.B.&D.D.Co.<br>SanPedro,Cal. | |
| 35099<br>219832<br>LWFH | **West Calera**<br>Wireless<br>*Elec.light* Sub.Sig. | SteelSc<br>*Fitted for oil fuel*<br>*2Dks* | 5644<br>—<br>3524 | | | | | 1920 | Western<br>Pipe&Steel<br>Co.SFrncisco | UnitedStates<br>ShippingBoard | 410·5<br>P46'B112'F46 | 54·0 | 27·1 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>Joshua 359NHP<br>HendyCo.SanFrancisco | |
| 35100<br>218294<br>LRPH | **West Calumb**<br>Wireless<br>*Elec.light* Sub.Sig. | SteelScSr<br>*Fitted for oil fuel*<br>*2Dks* | 5946<br>—<br>3744 | | | | | 1919 | Los<br>AngelesS.B.<br>&D.D.Co.<br>L.AngelesCal | UnitedStates<br>ShippingBoard | 410·0<br>P43'B114'F46' | 54·4 | 27·2 | L.Angeles<br>Utd.States<br>*WB* | T.3Cy 28½",47"&78"–48"<br>422NHP<br>LosAngelesS.B.&D.D.Co.<br>SanPedro,Cal. | |
| 35101<br>220061<br>LWPB | **West Camak**<br>Wireless<br>*Elec.light* Sub Sig. | SteelSc<br>*Fitted for oil fuel*<br>*2Dks* | 5647<br>—<br>3513 | | | | | 1920 | Western<br>Pipe&Steel<br>Co.SFrncisco | UnitedStates<br>ShippingBoard | 410·5<br>P46'B112'F46' | 54·0 | 27·1 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>Joshua 359NHP<br>HendyCo.SanFrancisco | |
| 35102<br>220385<br>MBDG | **West Camargo**<br>Wireless<br>*Elec.light* | SteelSc<br>*Fitted for oil fuel*<br>*2Dks* | 5720<br>—<br>3551 | | | | | 1920 | Western<br>Pipe&Steel<br>Co.SFrncisco | UnitedStates<br>ShippingBoard | 410·5<br>P46'B112'F46' | 54·2 | 27·2 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>Joshua 359NHP<br>HendyCo.SanFrancisco | |
| 35103<br>219682<br>LVSQ | **West Campgaw**<br>Wireless<br>*Elec.light* Sub.Sig. | SteelSc<br>*Fitted for oil fuel*<br>*2Dks* | 5565<br>5094<br>3451 | | | | | 1920 | J.F.Duthie<br>&Co.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 410·3<br>P44'B115'F47' | 54·2 | 27·7 | Seattle<br>Utd.States | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>Hooven,Owens&Rentschler Co.,Hamilton,O. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35104<br>220634<br>MBNF | **West Canon** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless *2Dks* | 5645<br>—<br>3517 | | | | | 1920 | Western<br>Pipe&Steel<br>Co.S Frncisco | UnitedStates<br>ShippingBoard | 410·5\|54·2\|27·2<br>P46'B112 F46' | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>Joshua 359NHP<br>HendyCo.SanFrancisco | | R |
| 35105<br>217238<br>LNTQ | **West Cape** SteelSc<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5597<br>5112<br>4180 | | | … | | 1919 | AmesS.B.<br>&D.D.Co.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 409·5\|54·2\|27·4<br>P44'B115'F47'<br>FK | Seattle<br>Utd.States<br>*WB* | T.3Cy.26",43'&73"–48"<br>543NHP<br>AmesS.B.&D.D.Co.Seattle | 30 ″ 2 | R |
| 35106<br>220763<br>MBSQ | **West Carmona** SteelSc<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* Wireless *2Dks* | 5645<br>—<br>3517 | | | | | 1920 | Western<br>Pipe&Steel<br>Co. SFrncisco | UnitedStates<br>ShippingBoard | 410·5\|54·2\|27·2<br>P46'B112'F46' | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>Joshua 359NHP<br>HendyCo.SanFrancisco | | R |
| 35107<br>217373<br>LPGC | **West Carnifax** SteelSc<br>Sub.Sig.<br>*Elec.light* Wireless *2Dks* | 5627<br>—<br>3461 | | | | | 1918 | S.Western<br>S.B.Co.<br>SanPedro,Cal | UnitedStates<br>ShippingBoard | 410·5\|54·3\|27·2 | L.Angeles<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP | | R |
| 35108<br>217547<br>LPTO | **West Caruth** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless *2Dks* | 5632<br>—<br>3509 | | | | | 1919 | S.Western<br>S.B.Co.<br>SanPedro,Cal | UnitedStates<br>ShippingBoard | 410·5\|54·3\|27·2 | L.Angeles<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP | | R |
| 35109<br>217709<br>LQGP | **West Catanace** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>Wireless | 5524<br><br>3455 | | | | | 1919 | South<br>WesternShip-<br>buildingCo.<br>SanPedro,Cal | ElderSteelS.S.Co.<br>Inc. | 410·5\|54·3\|27·2<br>P46'B112'F46' | NewYork<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>LlewellynIronWorks,<br>LosAngeles | | R |
| 35110<br>218027<br>LRCF | **West Cavanal** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>Wireless | 6128<br>—<br>4700 | | | | | 1919 | South<br>WesternShip-<br>buildingCo.<br>SanPedro,Cal | ImperialShipping<br>Corp. | 410·5\|54·3\|27·2<br>P46'B112'F46' | NewYork<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>LlewellynIronWorks,<br>LosAngeles | | R |
| 35111<br>218322<br>LRPW | **West Cawthon** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5972<br>—<br>4529 | | | | | 1919 | South<br>WesternShip-<br>buildingCo.<br>SanPedro,Cal | ImperialStmshp<br>Corp. | 410·5\|54·3\|27·2<br>P46'B112'F46' | NewYork<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>LlewellynIronWorks,<br>LosAngeles | | R |
| 35112<br>218614<br>LSDN | **West Cayote** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5564<br>—<br>3472 | | | | | 1919 | South<br>WesternShip-<br>buildingCo.<br>SanPedro,Cal | UnitedStates<br>ShippingBoard | 410·5\|54·3\|27·2<br>P43'B114'F46' | L.Angeles<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"-48"<br>359NHP<br>LlewellynIronWorks,<br>LosAngeles | | R |
| 35113<br>218010<br>LRFQ | **West Celeron** SteelScSr<br>*Elec.light* Sub.Sig. *2Dks(Stl)*<br>Wireless | 5763<br>5241<br>3554 | ✠100A1<br>3,21<br>✠LMC6,19<br>*Fitted for oil fuel* 6,19 *F.P. above* 150°F. | Bal | *z* | CL | 1919<br>6mo<br>*Lloyd's* | Northwest<br>SteelCo.<br>Portland,Or.<br>*CP* | UnitedStates<br>ShippingBoard | 409·8\|54·2\|27·7<br>P44'B115'F47'<br>FK<br>*CellDB*356' 1139*t MT*29' 745*t FPT*132*t* | Portlnd,Or<br>Utd.States<br>*7BHptCem*<br>*APT*143*t* | 1 Geared SteamTurbine(*r*)<br>210lb 583NHP<br>3SB,*9cf*,GS180,HS8112 FD<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ″ 2<br>s 6 ″ 6½<br>24 ″ 0 | |
| 35114<br>218097<br>LRFS | **West Celina** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 6187<br>5138<br>3838 | | | … | | 1919 | Northwest<br>SteelCo.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 409·8\|54·2\|27·2<br>P44'B115'F47'<br>FK | Portlnd Or<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>583NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ″ 2 | R |
| 35115<br>218581<br>LSCP | **West Chatala** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 6187<br>5139<br>3838 | | | … | | 1919 | Northwest<br>SteelCo.<br>Portland,Or.<br>CP | UnitedStates<br>ShippingBoard | 409·8\|54·2\|27·7<br>P44'B115'F47'<br>FK | PortlndOr<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>579NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ″ 2 | R |
| 35116<br>217919<br>LQTD | **West Cherow** SteelSc<br>*Elec.light* Sub.Sig. *2Dks(Stl)*<br>Wireless | 6188<br>5241<br>4628 | ✠100A1<br>4,20<br>*Fitted for oil fuel* 5,19 *F.P. above* 150°F. | Phl | … | CL<br>4,20 | 1919<br>5mo<br>*Lloyd's* | Northwest<br>SteelCo.<br>Portland,Or.<br>*CP* | UnitedStates<br>ShippingBoard | 409·8\|54·2\|27·7<br>P44'B115'F47'<br>FK<br>*CellDB*355'1139*t MT*29'745*tFPT*132 | Portlnd Or<br>Utd.States<br>*7BHptCem*<br>*tAPT*143*t* | 1 Geared Steam Turbine<br>210lb 579NHP<br>3SB,*9cf*,GS181,HS8007 FD<br>GeneralElectricCo.<br>Schenectady,N. Y | 30 ″ 2<br>s 6 ″ 6½<br>24 ″ 0 | |
| 35117<br>218797<br>LSPB | **West Cheswald** SteelSc<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* Wireless *2Dks* | 6187<br>5139<br>3838 | | | … | | 1919 | Northwest<br>SteelCo.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 409·8\|54·2\|27·7<br>P44'B115'F47'<br>FK | PortlndOr<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>579NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ″ 2 | R |
| 35118<br>218323<br>LRQB | **West Chetac** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5627<br>—<br>3505 | | | | | 1919 | South-<br>westernSBCo<br>LAngelesCal. | UnitedStates<br>ShippingBoard | 410·5\|54·3\|27·2<br>P46'B112'F46' | L.Angeles<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>LlewellynIronWorks,Ld.<br>LosAngeles | | R |
| 35119 | **West Chopoka** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks&Shelter dk* | 7600 | | | | | 1921 | LsAngeles<br>S.B.&D.D.Co.<br>SanPedro,Cal | UnitedStates<br>ShippingBoard | 430·3\|54·0\|35·4 | Ls Angeles<br>Utd. States<br>. *Wb* | T.3Cy.28½",47"&78"–48"<br>422NHP<br>LosAngelesS.B.&D.D.Co. | | |
| 35120<br>216704<br>LMJD | **West Coast** SteelSc<br>*Elec.light* *2Dks(Stl)&Webframes*<br>Wireless *Longitudinal framing* | 5689<br>5148<br>3468 | ✠100A1 | | … | CL<br>11,20 | 1918<br>7mo | Columbia<br>RiverS.B.<br>Corp.<br>Portland,Or.<br>A&CP | UnitedStates<br>ShippingBoard | 409·8\|54·2\|27·7<br>P41'B121'F44'<br>FK<br>*Cell DB* 353' 1199*t FPT* | Portlnd Or<br>Utd.States<br>*7BHptCem*<br>137*tAPT*44*t* | 1 Geared Steam Turbine<br>210lb (*r*) 592NHP<br>3SB,*9cf*,GS190,HS8022 FD<br>KerrTurbineCo.<br>Wellsville,N.Y. | 30 ″ 2<br>s 6 ″ 6½<br>24 ″ 0 | |
| 35121<br>217341<br>LPDR | **West Cobalt** SteelSc<br>*Fitted for oil fuel*<br>*Elec light* *2Dks*<br>Wireless Sub.Sig. | 5724<br>5248<br>3552 | | | … | | 1918 | Columbia<br>RiverSBCorp<br>Portland,Or. | UnitedStates<br>ShippingBoard | 410·0\|54·2\|27·6<br>P44'B115'F47'<br>FK | PortlndOr<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>579NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ″ 2 | R |
| 35122<br>143372 | **West Cocker** SteelSc<br>*1Dk(Stl)* | 135<br>130<br>28 | ✠ A1<br>*For towing purposes*<br>8,19<br>✠LMC8,19 | Drt | | | 1919<br>8mo<br>*Lloyd's* | Philip&<br>Son.Ld.<br>Dartmouth<br>*A&CP* | TheAdmiralty | 88·5\|21·1\|10·5<br>BK6"<br>*DTf*11' | London<br>British<br>*4BHCem*<br>13*tAPT*18*t* | C.2Cy.15"&32"–24" (*s*)<br>150lb 42RHP<br>1SB,*3pf*,GS58,HS1600<br>Philip&Son,Ld.Dartmouth | | |
| 35123<br>216549<br>LMCP | **West Cohas** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>Wireless | 5647<br>5173<br>3465 | | | | | 1918 | Skinner&<br>Eddy Corp.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 409·6\|54·2\|27·1<br>P43'B115'F47' | Seattle<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35124<br>217524<br>LPRQ | **West Compo** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>Sub.Sig. Wireless | 5700<br>5241<br>3517 | | | ... | | 1919 | Northwest SteelCo.<br>Portland,Or. | UnitedStates ShippingBoard | 409·8<br>P44'B115'F47'<br>FK | 54·2 | 27·7 | Portlnd Or<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>583NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 |
| 35125<br>218048<br>LRCT | **West Conob** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5899<br>—<br>3711 | | | | | 1919 | Los AngelesS.B.<br>&D.D.Co.<br>L.AngelesCal | UnitedStates ShippingBoard | 410·0<br>P43'B115'F47' | 54·4 | 27·2 | L.Angeles<br>Utd. States<br>*WB* | T.3Cy.28½",47"&78"-48"<br>422NHP<br>LosAngelesS.B.&D.D.Co.<br>SanPedro,Cal. | |
| 35126<br>217533<br>LPSG | **West Corum** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>Sub Sig. Wireless | 5795<br>5144<br>3599 | | | ... | | 1919 | Columbia RiverS.B.<br>Corp.<br>Portland,Or. | UnitedStates ShippingBoard | 410·0<br>P44'B115'F47'<br>FK | 54·2 | 27·6 | PortlndOr<br>Utd. States<br>*WB* | 1Geared Steam Turbine<br>579NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 |
| 35127<br>143781 | **West Creek** SteelScSr<br>1*Dk*(*Stl*) | 131<br>131<br>3 | ✠ A1<br>*For towing purposes*<br>11,19<br>✠LMC11,19 | North-wich | | | 1918<br>6mo<br>*Lloyd* | W.J.Yarwood&Sons,<br>LdNorthwich<br>*'sA&CP* | TheAdmiralty | 89·2<br>BK6"<br>*DTf*11' | 21·1 | 10·1 | London<br>British<br>4*BHCem*<br>14*t*APT17*t* | C.2Cy.15"&32"-24" (*s*)<br>150lb 42RHP<br>1SB,3*pf*,GS56,HS1600<br>W.J.Yarwood&Sons,Ld. | 11 |
| 35128<br>217382<br>LPGK | **West Cressey** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>Wireless Sub.Sig. | 5596<br>5173<br>3497 | | | | | 1918 | Skinner& EddyCorp.<br>Seattle Wash | UnitedStates ShippingBoard | 409·6<br>P43'B115'F47' | 54·2 | 27·1 | Seattle<br>Utd. States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 35129<br>220967<br>MCHK | **West Cusseta** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5376<br>—<br>3343 | | | | | 1920 | L.Angeles S.B.&D.D.Co.<br>S.Pedro,Cal, | UnitedStates ShippingBoard | 410·0<br>P43'F115'F47' | 54·2 | 27·2 | L.Angeles<br>Utd. States<br>*WB* | T.3Cy.28½",47"&78"-48"<br>422NHP<br>LosAngelesS.B.&D.D.Co.<br>SanPedro,Cal. | |
| 35130<br>143395 | **West Dean** SteelSc<br>1*Dk*(*Stl*) | 135<br>130<br>28 | ✠ A1<br>*For towing purposes*<br>8,19<br>✠LMC8,19 | Drt | | | 1919<br>8mo<br>*Lloyd* | Philip& Son,Ld.<br>Dartmouth<br>*'sA&CP* | TheAdmiralty | 88·5<br>BK6"<br>*DTf*11' | 21·1 | 10·5 | London<br>British<br>4*BHCem*<br>13*t*APT18*t* | C.2Cy.15"&32"-24" (*s*)<br>150lb 42RHP<br>1SB,3*pf*,GS58,HS1600<br>Philip&Son,Ld.Dartmouth | |
| 35131<br>216342<br>LKRN | **West Durfee** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 6087<br>5173<br>4676 | | | | | 1918 | Skinner& EddyCorp.<br>Seattle | UnitedStates ShippingBoard | 409·6<br>P43'B115'F47' | 54·2 | 27·1 | Seattle<br>Utd. States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y | |
| 35132<br>216110<br>LJWF | **West Eagle** SteelSc<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5690<br>5109<br>4143 | | | ... | | 1918 | AmesS.B. &D.D.Co.<br>Seattle | UnitedStates ShippingBoard | 409·5<br>P44'B115'F47'<br>FK | 54·2 | 27·4 | Seattle<br>Utd. States<br>*WB* | 2 Steam Turbines geared to 1 screw shaft 538NHP<br>Westinghouse Co.,E.Pitts. | 30 |
| 35133<br>216620<br>LMFW | **West Ekonk** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>Wireless Sub.Sig | 5630<br>5173<br>3455 | | | | | 1918 | Skinner& EddyCorp<br>Seattle,Wash | UnitedStates ShippingBoard | 409·6<br>P43'B115'F47' | 54·2 | 27·1 | Seattle<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 35134<br>217492<br>LPQJ | **West Elcajon** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>Wireless Sub.Sig. | 5560<br>5166<br>3471 | | | | | 1919 | Skinner& EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·6<br>P43'B115'F47' | 54·2 | 27·1 | Seattle<br>Utd. States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 35135<br>217128<br>LNKV | **West Elcasco** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>Sub.Sig. Wireless | 6171<br>5169<br>4607 | | | | | 1918 | Skinner& EddyCorp.<br>Seattle,Wsh. | UnitedStates ShippingBoard | 409·6<br>P43'B115'F47' | 54·2 | 27·1 | Seattle<br>Utd. States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 35136<br>217282<br>LNWV | **West Eldara** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>Wireless Sub.Sig. | 5494<br>5033<br>3439 | | | | | 1918 | Skinner& EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·6<br>P43'B115'F47' | 54·2 | 27·1 | Seattle<br>Utd. States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 35137<br>217540<br>LPSR | **West Erral** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>Wireless Sub.Sig. | 5444<br>—<br>3334 | | | | | 1919 | Ls.Angeles S.B Co.<br>Ls.Angeles, Cal. | UnitedStates ShippingBoard | 410·0 | 54·4 | 27·2 | Ls Angeles<br>Utd. States<br>*WB* | T.3Cy.28½",47"&78"-48"<br>422NHP | |
| 35138 | **West Faralon** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks&Shelter dk* | 7600 | | | | | 1921 | LsAngeles S.B.&D.D.Co.<br>SanPedro,Cal | UnitedStates ShippingBoard | 430·3 | 54·0 | 35·4 | Ls Angeles<br>Utd. States<br>*WB* | T.3Cy.28½",47"&78"-48"<br>422NHP<br>LosAngelesS.B.&D.D.Co. | |
| 35139<br>216761<br>LMNB | **West Galeta** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>Wireless Sub.Sig. | 5435<br>5115<br>3323 | | | ... | | 1918 | Ls.Angeles S B.&D.D.Co.<br>SanPedro,Cal | UnitedStates ShippingBoard | 410·0<br>P44'B115'F47'<br>FK | 54·4 | 27·2 | Ls Angeles<br>Utd. States<br>*WB* | 2 Steam Turbines geared to 1 Screw Shaft 670NHP<br>Westinghouse MachineCo.<br>Pittsburg,Pa. | 29 |
| 35140<br>216760<br>LMKW | **West Galoc** SteelScSr<br>*Elec.light* *2Dks*(*Stl*)<br>Sub.Sig. Wireless | 5392<br>5115<br>3293 | | | ... | CL | 1918<br>8mo | Ls.Angeles S.B.&D.D.Co.<br>SanPedro,Cal | UnitedStates ShippingBoard | 410·0<br>P44'B115'F47'<br>*CellDB* FK<br>356'1104*t* *FPT* 108*t* | 54·4 | 27·2 | Ls Angeles<br>Utd. States<br>*ptCem*<br>*APT*241*t* | 2 Steam Turbines Geared to 1 Screw Shaft (*s*)<br>200lb HS11600 670NHP<br>4 Water Tube Boilers<br>WestinghouseElectric &Mfg.Co.E.Pittsburg | 29<br>s6<br>24 |
| | | | *Fitted for oil fuel 8,18 F.P. above 150° F. Intermediate BH in forehold dispensed with 6 BH only* | | | | | | | | | | | | |
| 35141<br>216664<br>LMHD | **West Gambo** SteelSc<br>*Elec.light* *2Dks*<br>Wireless Sub.Sig. | 5579<br>5173<br>4171 | | | | | 1918 | Skinner& EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·6<br>P43'P115'F47' | 54·2 | 27·1 | Seattle<br>Utd. States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y | |
| 35142<br>216737<br>LMKD | **West Gotomska** SteelSc<br>*Elec.light* *Fitted for oil fuel*<br>Sub.Sig. Wireless *2Dks* | 5623<br>5073<br>4018 | | | | | 1918 | Skinner& EddyCorp<br>Seattle,Wash | UnitedStates ShippingBoard | 409·6<br>P43'B115'F47' | 54·2 | 27·1 | Seattle<br>Utd. States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 35143<br>217220<br>LNSG | **West Grama** SteelSc<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5445<br>—<br>3323 | | | | | 1918 | Ls.Angeles S.B.&D.D.Co.<br>S.Pedro,Cal. | UnitedStates ShippingBoard | 410·0 | 54·4 | 27·2 | Ls Angeles Cal.<br>Utd. States<br>*WB* | T.3Cy.28½",47"&78"-48"<br>422NHP | |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35144 | **West Greylock** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks & Shelter dk* | 7600 | | | | | 1921 | LsAngeles S.B.&D.D.Co.<br>SanPedro,Cal | UnitedStates ShippingBoard | 430·3 | 54·0 | 35·4 | Ls Angeles<br>Utd. States<br>*Wb* | T.3Cy.28½",47"&78"–48"<br>422NHP<br>LosAngelesS.B.&D.D.Co. | | |
| 35145<br>216205<br>LKNQ | **West Grove** SteelSc<br>*Elec.light* *2Dks(Stl)*<br>Wireless Sub.Sig. | 5688<br>5076<br>3475 | ✠100A1<br>3,19<br>*Fitted for oil fuel 4,18 F.P. above 150° F.* | NY | ... | | 1918<br>4mo<br>*Lloyd's A&CP* | Columbia RiverS.B. Corp.<br>Portland,Or. | UnitedStates ShippingBoard | 410·0<br>P47'B115'F44' FK<br>*IntermediateBH in fore & after holds dispensed with 5BH only*<br>*CellDB 355'1166t FPT137t* | 54·0 | 27·6 | Portlnd Or<br>Utd. States<br>*ptCem*<br>*APT45t* | 1 Geared Steam Turbine<br>210lb (*r*) 551NHP<br>3SB,*9cf*,GS181,HS7404 FD<br>KerrTurbineCo.<br>Wellsville,N.Y. | 30 〃 2<br>s 6 〃 6½<br>24 〃 0 | |
| 35146<br>217569<br>LPTV | **West Harcuvar** SteelSc<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless *Fitted for oil fuel* | 5696<br>5248<br>3533 | | | | | 1919 | Columbia RiverS.B. Corpn.<br>Portland,Or. | UnitedStates ShippingBoard | 410·0<br>P44'B115'F46' | 54·2 | 27·6 | Portlnd Or<br>Utd. States<br>*Wb* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 35147<br>217708<br>LQGN | **West Hardaway** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless *2Dks* | 5702<br>5248<br>3037 | | | | | 1919 | Columbia RiverS.B. Corpn.<br>Portland,Or. | UnitedStates ShippingBoard | 410·0<br>P44'B115'F46' | 54·2 | 27·6 | Portlnd Or<br>Utd. States<br>*Wb* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 35148<br>217935<br>LQVB | **West Hargrave** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 6280<br>5248<br>3926 | | | | | 1919 | Columbia RiverS.B. Corpn.<br>Portland,Or. | UnitedStates ShippingBoard | 410·0<br>P44'B115'F46' | 54·2 | 27·6 | Portlnd Or<br>Utd. States<br>*Wb* | 1 Steam Turbine<br>DeLavalSteamTurbineCo.<br>Trenton,N.J. | | R |
| 35149<br>218145<br>LRHF | **West Harlan** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 6267<br>5144<br>3903 | | | | | 1919 | Columbia RiverS.B. Corpn.<br>Portland,Or. | UnitedStates ShippingBoard | 410·0<br>P44'B115'F46' | 54·2 | 27·6 | Portlnd Or<br>Utd. States<br>*WB* | 1 Steam Turbine<br>DeLavalSteamTurbineCo.<br>Trenton,N.J. | | R |
| 35150<br>218532<br>LSBN | **West Harshaw** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5756<br>5248<br>3560 | | | | | 1919 | Columbia RiverS.B. Corpn.<br>Portland,Or. | UnitedStates ShippingBoard | 410·0<br>P43'B114'F47' | 54·2 | 27·6 | Portlnd Or<br>Utd. States<br>*WB* | 1 Steam Turbine<br>GeneralElectricTurbineCo.<br>Schenectady,N.Y. | | R |
| 35151<br>218750<br>LSKR | **West Hartland** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 6167<br>5248<br>3835 | | | | | 1919 | Columbia RiverS.B. Corpn.<br>Portland,Or. | UnitedStates ShippingBoard | 410·0<br>P44'B115'F46' | 54·2 | 27·6 | Portlnd Or<br>Utd. States<br>*Wb* | 1 Steam Turbine<br>GeneralElectricTurbineCo.<br>Schenectady,N.Y. | | R |
| 35152<br>218877<br>LSRP | **West Hartley** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5757<br>5248<br>3560 | | | | | 1919 | Columbia RiverS.B. Corpn.<br>Portland,Or. | UnitedStates ShippingBoard | 410·0<br>P43'B114'F47' | 54·2 | 27·6 | Portlnd Or<br>Utd. States<br>*WB* | 1 Steam Turbine<br>DeLaval SteamTurbineCo<br>Trenton,N.J. | | R |
| 35153<br>218675<br>LSGJ | **West Harts** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 6167<br>5248<br>3835 | | | | | 1919 | Columbia RiverS.B. Corpn.<br>Portland,Or. | UnitedStates ShippingBoard | 410·0<br>P43'B114'F47' | 54·2 | 27·5 | Portlnd Or<br>Utd. States<br>*WB* | 1 Steam Turbine<br>GeneralElectricTurbineCo.<br>Schenectady,N.Y. | | R |
| 35154<br>219421<br>LVFD | **West Hassayampa** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5757<br>5248<br>3560 | | | | | 1920 | Columbia RiverS.B. Corpn.<br>Portland,Or. | UnitedStates ShippingBoard | 410·0<br>P44'B115'F46' | 54·2 | 27·6 | PortlndOr<br>Utd. States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 35155<br>215889<br>LJMT | **West Haven** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>Sub.Sig. Wireless | 5654<br>5036<br>4022 | | | ... | | 1917 | Skinner& EddyCorp.<br>Seattle | UnitedStates ShippingBoard | 409·6<br>P44'B115'F47' FK | 54·1 | 27·1 | Seattle<br>Utd. States<br>*WB* | T.3Cy.25",42"&72"–48"<br>549NHP<br>PugetSoundMachy.<br>Depot,Seattle | | R |
| 35156<br>143039 | **West Heath** SteelSc<br>*1Dk(Stl)* | 161<br>132<br>— | ✠ A1<br>*For towing purposes*<br>3,19 ✠LMC3,19 | Yar | | | 1918<br>10mo<br>*Lloyd's A&CP* | Crabtree& Co.Ld.<br>Yarmouth | TheAdmiralty | 88·5<br>BK6"<br>*DTf11'12tFPT12t* | 21·2 | 10·6 | London<br>British<br>*4BHCem*<br>*APT15t* | C.2Cy.15"&32"–24" (*s*)<br>150lb 77NHP<br>1SB,*3pf*,GS56,HS1600<br>Crabtree&Co.Ld.Gt.Yar. | 11 〃 0 | |
| 35157<br>217727<br>LQHM | **West Helix** SteelSc<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5651<br>5272<br>3517 | | | | | 1919 | J.F.Duthie &Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·7<br>P44'B115'F47' | 54·2 | 27·7 | Seattle<br>Utd. States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>LlewellynIronWorks,<br>LosAngeles | | R |
| 35158<br>218111<br>LRGF | **West Hematite** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless *2Dks* | 5621<br>5300<br>3491 | | | | | 1919 | J.F.Duthie &Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·7<br>P44'B115'F47' | 54·2 | 27·7 | Seattle<br>Utd. States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP | | R |
| 35159<br>217981<br>LQWJ | **West Hembrie** SteelScSr<br>*Elec.light* Sub.Sig. Wireless *2Dks* | 5779<br>5300<br>3605 | | | | | 1919 | J.F.Duthie &Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·7<br>P44'B115'F47' | 54·2 | 27·7 | Seattle<br>Utd. States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP | | R |
| 35160<br>218426<br>LRTM | **West Henshaw** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless *2Dks* | 5681<br>5245<br>3529 | | | | | 1919 | J.F.Duthie &Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·7<br>P44'B115'F47' | 54·2 | 27·7 | Seattle<br>Utd. States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP | | R |
| 35161<br>218628<br>LSFG | **West Hepburn** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless *2Dks* | 5630<br>5243<br>3495 | | | | | 1919 | J.F.Duthie &Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·7<br>P44'B115'F47' | 54·2 | 27·7 | Seattle<br>Utd. States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP | | R |
| 35162<br>219437<br>LVFS | **West Hesseltine** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless *2Dks* | 5588<br>5113<br>3466 | | | | | 1920 | J.F.Duthie &Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 410·3<br>P44'B115'F47' | 54·2 | 27·7 | Seattle<br>Utd. States<br>*Wb* | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>O'NeilIronWorks,<br>Buffalo,N.Y. | | R |
| 35163<br>219523<br>LVKS | **West Hika** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless *2Dks* | 5372<br>—<br>3351 | | | | | 1919 | Los AngelesS.B. &D.D.Co.<br>L.AngelesCal | UnitedStates ShippingBoard | 410·0<br>P43'B115'F47' | 54·4 | 27·2 | L.Angeles<br>Utd. States<br>*WB* | T.3Cy.28½",47"&78"–48"<br>422NHP<br>LosAngelesS.B.&D.D.Co.<br>SanPedro,Cal. | | R |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire. 3 Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 Creu sur Quill<br>Franc-bord au milieu d navire.<br>Tirant d'eau correspondant.<br>pds. p |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35164<br>143059 | **West Hill** SteelSc<br>1Dk(Stl) | 161<br>132<br>— | ✠ A1<br>For towing purposes<br>3,19<br>✠LMC3,19 | Yar | | | 1919<br>3mo<br>Lloyd'sA&CP | Crabtree&Co.Ld.<br>Yarmouth | ~~TheAdmiralty~~<br>Crichton,Thompson&Co.Ld. | 88·5<br>BK6'<br>DTf11'12tFPT | 21·2 | 10·6 | London<br>British<br>4BHCem<br>12tAPT15t | C.2Cy.15",32"–24" (s)<br>150lb 77NHP<br>1SB,3pf,GS56,HS1600<br>Crabtree&Co.Ld.Gt.Yar. | 11 |
| 35165<br>219640<br>LVRF | **West Himrod** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5940<br>—<br>3729 | | | | | 1920 | Los AngelesS.B.&D D.Co.<br>L.AngelesCal | UnitedStates ShippingBoard | 410·0<br>P43'B115'F47' | 54·4 | 27·2 | L.Angeles<br>Utd. States<br>WB | T.3Cy.28½",47"&78"–48"<br>422NHP<br>LosAngelesS.B.&D.D.Co.<br>SanPedro,Cal. | |
| 35166<br>219775<br>LWCF | **West Hixton** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5376<br>—<br>3343 | | | | | 1920 | Los AngelesS.B.&D.D.Co.<br>L.AngelesCal | UnitedStates ShippingBoard | 410·0<br>P43'B115'F47' | 54·4 | 27·2 | L.Angeles<br>Utd. States<br>WB | T.3Cy.28½",47"&78"–48"<br>422NHP<br>LosAngelesS.B.&D.D.Co.<br>SanPedro,Cal. | |
| 35167<br>216786<br>LMPD | **West Hobomac** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5548<br>5117<br>4141 | | | | | 1918 | Skinner&EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·6<br>P44'B115'F47' | 54·2 | 27·1 | Seattle<br>Utd. States | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 35168<br>220200<br>LWSC | **West Holbrook** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5376<br>—<br>3343 | | | | | 1920 | Los AngelesS.B.&D.D.Co.<br>S Pedro,Cal. | UnitedStates ShippingBoard | 410·0<br>P43'B115'F47' | 54·4 | 27·2 | L.Angeles<br>Utd. States<br>WB | T.3Cy.28½",47"&78"–48"<br>422NHP<br>LosAngelesS.B.&D.D.Co.<br>SanPedro,Cal. | |
| 35169<br>220842<br>MBWQ | **West Honaker** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5376<br>—<br>3343 | | | | | 1920 | Los AngelesS.B.&D.D.Co.<br>S.Pedro,Cal. | UnitedStates ShippingBoard | 410·0<br>P43'B115'F47' | 54·2 | 27·2 | L.Angeles<br>Utd. States<br>WB | T.3Cy.28½",47"&78"–48"<br>422NHP<br>LosAngelesS.B.&D.D.Co.<br>SanPedro,Cal. | |
| 35170<br>143212 | **West Hope** SteelSc<br>(Tug)<br>1Dk(Stl) | 154<br>132<br>3 | ✠ A1<br>ForTowing purposes<br>5,19<br>✠LMC5,19 | Yar | | CL | 1919<br>5mo<br>Lloyd'sA&CP | Crabtree&Co.Ld.<br>Yarmouth | TheAdmiralty | 88·5<br>BK6"<br>DTf11'12tFPT12t | 21·2 | 10·6 | London<br>British<br>4BHCem<br>APT15t | C.2Cy.15"&32"–24" (s)<br>150lb 35RHP<br>1SB,3pf,GS56,HS1600<br>Crabtree&Co.Ld.Gt.Yar. | 11 |
| 35171<br>216848<br>LMSH | **West Hosokie** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5561<br>5117<br>3472 | | | | | 1918 | Skinner&EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·6<br>P43'B115'F47' | 52·2 | 27·1 | Seattle<br>Utd. States<br>WB | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 35172<br>216925<br>LMWF | **West Humhaw** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5527<br>5160<br>3385 | | | | | 1918 | Skinner&EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·6<br>P43'B115'F47' | 54·2 | 27·1 | Seattle<br>Utd. States<br>WB | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 35173<br>143296 | **West Hyde** SteelSc<br>(Tug)<br>1Dk(Stl) | 154<br>132<br>3 | ✠ A1<br>ForTowing purposes<br>7,19<br>✠LMC7,19 | Yar | | | 1919<br>7mo<br>Lloyd'sA&CP | Crabtree&Co.Ld.<br>Yarmouth | TheAdmiralty | 88·5<br>BK6"<br>DTf11'12tFPT12t | 21·2 | 10·6 | London<br>British<br>4BHCem<br>APT15t | C.2Cy.15"&32"–24" (s)<br>150lb 35RHP<br>1SB,3pf,GS56,HS1600<br>Crabtree&Co.Ld.Gt.Yar. | 11 |
| 35174<br>217617<br>LQBG | **West Imboden** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks | 5751<br>5248<br>3570 | | | ... | | 1919 | ColumbiaRiverS.B.Corp.<br>Portland,Or. | UnitedStates ShippingBoard | 410·0<br>P44'B115'F47'<br>FK | 54·2 | 27·7 | Portlnd Or<br>Utd. States<br>WB | 1GearedSteamTurbine<br>579NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 |
| 35175<br>216310<br>LKRO | **West Indian** SteelSc<br>Elec.light Sub.Sig. 2Dks(Stl)<br>Wireless | 5702<br>5076<br>3485 | Fitted for oil fuel 5,18 F.P. above 150° F. | | | | 1918<br>5mo | ColumbiaRiverS.B.Corp.<br>Portland,Or.<br>A&CP | UnitedStates ShippingBoard | 410·0<br>P44'B115'F47'<br>FK<br>CellDB 355'1166t FPT137t | 54·2 | 27·6 | Portlnd Or<br>Utd. States<br>7BHptCem<br>APT45t | 1 Geared Steam Turbine<br>210lb (r) 551NHP<br>3SB,9cf,GS181,HS7404 FD<br>KerrTurbineCo.<br>Wellsville,N.Y. | 30 |
| 35176<br>218732<br>LSKB | **West Inskip** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5555<br>—<br>3457 | | | | | 1919 | SouthWesternShipbuildingCo.<br>SanPedro,Cal | UnitedStates ShippingBoard | 410·5<br>P43'B114'F46' | 54·3 | 27·2 | L.Angeles<br>Utd. States<br>WB | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>LlewellynIronWorks,<br>LosAngeles | |
| 35177<br>219060<br>LTGQ | **West Ira** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. Wireless 2Dks | 5879<br>5291<br>3643 | | | | | 1919 | AmesS.B.&D.D.Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 410·5<br>P44'B119'F47' | 54·2 | 29·2 | Seattle<br>Utd. States<br>WB | T.3Cy.26",43"&73"–48"<br>369NHP<br>AmesS.B.&D.D.Co.Seattle | |
| 35178<br>218025<br>LRCB | **West Irmo** SteelScSr<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks | 5900<br>5218<br>3670 | | | | | 1919 | AmesS.B.&D.D.Co.<br>Seattle,Wash | ImperialShipping Corporation | 409·8<br>P44'B119'F47' | 54·2 | 29·2 | NewYork<br>Utd. States<br>WB | T.3Cy.24½",41½"&72"–48"<br>359NHP | |
| 35179<br>218466<br>LRWB | **West Islay** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. Wireless 2Dks | 6249<br>5174<br>3896 | | | | | 1919 | AmesS.B.&D.D.Co.<br>Seattle,Wash | ImperialShipping Corporation | 409·8<br>P44'B119'F47' | 54·2 | 29·2 | NewYork<br>Utd. States<br>WB | T.3Cy.24½",41½"&72"–48"<br>359NHP | |
| 35180<br>218638<br>LSFQ | **West Isleta** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. Wireless 2Dks | 5680<br>5176<br>3508 | | | | | 1919 | AmesS.B.&D.D.Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·8<br>P44'B119'F47' | 54·2 | 29·2 | Seattle<br>Utd. States<br>WB | T.3Cy.26",43"&73"–48"<br>369NHP<br>AmesS.B.&D.D.Co.Seattle | |
| 35181<br>218782<br>LSNO | **West Islip** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. Wireless 2Dks | 5775<br>5283<br>3572 | | | | | 1919 | AmesS.B.&D.D.Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·8<br>P44'B119'F47' | 54·2 | 29·2 | Seattle<br>Utd. States<br>WB | T.3Cy.26",43"&73"–48"<br>369NHP<br>AmesS.B.&D.D.Co.Seattle | |
| 35182<br>218942<br>LSWJ | **West Ison** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. Wireless 2Dks | 5773<br>5174<br>3571 | | | | | 1919 | AmesS.B.&D.D.Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 410·5<br>P44'B119'F47' | 54·2 | 29·2 | Seattle<br>Utd. States<br>WB | T.3Cy.26",43"&73"–48"<br>369NHP<br>AmesS.B.&D.D.Co.Seattle | |
| 35183<br>219541<br>LVMD | **West Ivan** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5587<br>5113<br>3466 | | | | | 1919 | J.F.Duthie&Co.<br>Seattle, Wash | UnitedStates ShippingBoard | 410·3<br>P44'B115'F47' | 54·2 | 27·7 | Seattle<br>Utd. States<br>WB | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>Hooven,Owens&RentschlerCo.Hamilton,O. | |
| 35184<br>219305<br>LTWH | **West Ivis** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. Wireless 2Dks | 5866<br>5218<br>3634 | | | | | 1919 | AmesS.B.&D.D.Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 410·5<br>P44'B119'F47' | 54·2 | 29·2 | Seattle<br>Utd. States<br>WB | T.3Cy.26",43"&73"–48"<br>369NHP<br>AmesS.B.&D.D.Co.Seattle | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5 'articulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35185<br>218965<br>LTBP | **West Jaffrey** SteelSc<br>*Fitted for oil fuel*<br>Sub.Sig. Wireless *2Dks* | 5663<br>5139<br>3487 | | | ... | | 1919 | Northwest<br>SteelCo.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 409·8<br>P44'B115'F47'<br>FK | 54·2 | 27·7 | Portlnd Or<br>Utd. States<br>*WB* | 2 SteamTurbines geared to<br>1Sc Shaft 605NHP<br>FletcherTurbineCo.<br>JerseyCity,N.Y | 30 ″ 2 | R |
| 35186<br>219422<br>LWBS | **West Jappa** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless *2Dks* | 5866<br>5218<br>3634 | | | | | 1920 | AmesS.B.<br>&D.D.Co.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 410·5<br>P44'B119'F47' | 54·2 | 29·2 | Seattle<br>Utd. States<br>*WB* | T.3Cy.26″,43″&73″-48″<br>369NH<br>AmesS.B.&D.D.Co.Seattle | | R |
| 35187<br>219423<br>LVFG | **West Jena** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless *2Dks* | 5866<br>5291<br>3633 | | | | | 1919 | AmesS.B.<br>&D.D.Co.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 410·5<br>P44'B119'F47' | 54·2 | 29·2 | Seattle<br>Utd. States<br>*WB* | T.3Cy.26″,43″&73″-48″<br>369NHP<br>AmesS.B.&D.D.Co.Seattle | | R |
| 35188<br>219510<br>LVJW | **West Jessup** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless *2Dks* | 5867<br>5291<br>3635 | | | | | 1919 | AmesS.B.<br>Co.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 410·5<br>P44'B119'F47' | 54·2 | 29·2 | Seattle<br>Utd. States<br>*WB* | T.3Cy.26″,43″&73″-48″<br>369NHP<br>AmesS.B.&D.D.Co.Seattle | | R |
| 35189<br>219624<br>LVQK | **West Jester** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless *2Dks* | 5866<br>5291<br>3634 | | | | | 1920 | AmesS.B.<br>&D.D.Co.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 409·8<br>P44'B119'F47' | 54·2 | 29·2 | Seattle<br>Utd. States<br>*WB* | T.3Cy.26″,43″&73″-48″<br>369NHP<br>AmesS.B.&D.D.Co.Seattle | | R |
| 35190<br>219393<br>LVCP | **West Kader** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless *2Dks* | 5570<br>—<br>3468 | | | | | 1919 | Western<br>Pipe&Steel<br>Co.SFrncisco | UnitedStates<br>ShippingBoard | 410·5<br>P46'B112'F46' | 54·2 | 27·2 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.24½″,41½″&72″-48″<br>Joshua 359NHP<br>HendyCo.S.Francisco | | R |
| 35191<br>218254<br>LRMW | **West Kasson** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5937<br>—<br>4525 | | | | | 1919 | LongBeach<br>S.B.Co.<br>LongBeach,<br>Cal. | UnitedStates<br>ShippingBoard | 410·5<br>P46'B112'F46' | 54·3 | 27·2 | L.Angeles<br>Utd. States<br>*WB* | T.3Cy.24½″,41½″&72″-48″<br>359NHP<br>LlewellynIronWorks,<br>LosAngeles | | R |
| 35192<br>218893<br>LSTK | **West Katan** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5956<br>—<br>3536 | | | | | 1919 | LongBeach<br>S.B.Co.<br>LongBeach,<br>Cal. | UnitedStates<br>ShippingBoard | 410·5<br>P60'B114'F47' | 54·3 | 27·2 | L.Angeles<br>Utd. States<br>*WB* | T.3Cy.24½″,41½″&72″-48″<br>359NHP<br>LlewellynIronWorks,<br>LosAngeles | | R |
| 35193<br>219938<br>LWJR | **West Keats** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5661<br>—<br>3539 | | | | | 1920 | LongBeach<br>S.B.Co.<br>LongBeach,<br>Cal. | UnitedStates<br>ShippingBoard | 410·5<br>P46'B112'F46' | 54·2 | 27·2 | L.Angeles<br>Utd. States<br>*WB* | T.3Cy.24½″,41½″&72″-48″<br>359NHP<br>LlewellynIronWorks,<br>LosAngeles | | R |
| 35194<br>220316<br>LWVQ | **West Kebar** SteelSc<br>*Fitted for oil fuel*<br>*Elec light* Sub.Sig. *2Dks*<br>Wireless | 5620<br>—<br>3516 | | | | | 1920 | LongBeach<br>S.B.Co.<br>LongBeach,<br>Cal. | UnitedStates<br>ShippingBoard | 410·5<br>P46'B112'F46' | 54·2 | 27·2 | L.Angeles<br>Utd.States<br>*WB* | T.3Cy.24½″,41½″&72″-48″<br>359NHP<br>LlewellynIronWorks,<br>LosAngeles | | R |
| 35195<br>220317<br>LWVR | **West Kedron** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5620<br>—<br>3516 | | | | | 1920 | LongBeach<br>S.B Co.<br>LongBeach,<br>Cal. | UnitedStates<br>ShippingBoard | 410·5<br>P46'B112'F46' | 54·2 | 27·2 | L.Angeles<br>Utd States<br>*WB* | T.3Cy.24½″,41½″&72″-48″<br>359NHP<br>LlewellynIronWorks,<br>LosAngeles | | R |
| 35196<br>218674<br>LSGH | **West Keene** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5600<br>—<br>3503 | | | | | 1919 | LongBeach<br>S.B.Co.<br>LongBeach,<br>Cal. | UnitedStates<br>ShippingBoard | 410·5<br>P46'B112'F46' | 54·3 | 27·2 | L.Angeles<br>Utd. States<br>*WB* | T.3Cy.24½″,41½″&72″-48″<br>359NHP<br>LlewellynIronWorks,<br>LosAngeles | | R |
| 35197<br>217224<br>LNST | **West Kyska** SteelSc<br>*Elec.light* Sub.Sig. *2Dks(Stl)*<br>Wireless | 6096<br>5241<br>4495 | *Fitted for oil fuel 11,18 F.P. above 150° F.* | | ••• | CL<br>3,20 | 1918<br>11mo | Northwest<br>SteelCo.<br>Portland,Or.<br>A&CP | UnitedStates<br>ShippingBoard<br>*CellDB*356' | 409·8<br>P47'B115'F44'<br>FK<br>1139*tMT*29' 745*t F* | 54·2 | 27·7 | PortlndOr<br>Utd. States<br>*7BHptCem*<br>*PT* 132*t AP* | 1 Geared Steam Turbine<br>210lb (*s*) 576NHP<br>3SB,*9cf*,GS180,HS7950 FD<br>GeneralElectricCo.<br>*T*143*t* Schenectady,N.Y. | 30 ″ 2<br>s6 ″ 6½<br>24 ″ 0 | |
| 35198<br>216044<br>LJSP | **West Lake** SteelSc<br>*Elec.light* *2Dks(Stl)*<br>Wireless | 5771<br>5309<br>4101 | *Fitted for oil fuel 3,18 F.P. above 150°F.* | | •• | CL<br>5,21 | 1918<br>3mo | Skinner&<br>Eddy Corp.<br>Seattle<br>A&CP | UnitedStates<br>ShippingBoard | 409·6<br>P46'B115'F47'<br>FK<br>*CellDB*355'1198*tF* | 54·1 | 27·1 | Seattle<br>Utd. States<br>*7BHCem*<br>*PT* 120*t AP* | 1 Geared SteamTurbine(*r*)<br>210lb 505NHP<br>3SB,*9cf*,GS195,HS8005<br>GeneralElectricCo.<br>*T*340*t* Schenectady.N.Y | 29 ″ 9<br>s6 ″ 0½<br>24 ″ 1 | |
| 35199<br>217002<br>LNDR | **West Lashaway** SteelSc<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5515<br>5173<br>3376 | | | | | 1918 | Skinner&<br>EddyCorp.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 409·6<br>P43'B115'F47' | 54·2 | 27·1 | Seattle<br>Utd. States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 35200 | **West Lewark** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks&Shelter dk* | 7600 | | | | | 1921 | LsAngeles<br>S.B.&D.D.Co.<br>SanPedro,Cal | UnitedStates<br>ShippingBoard | 430·3 | 54·0 | 35·4 | L.Angeles<br>Utd. States<br>*WB* | T.3Cy.28½″,47″&78″-48″<br>422NHP<br>LosAngelesS.B.&D.D.Co. | | |
| 35201<br>216274<br>LKQR | **West Lianga** SteelSc<br>*Fitted for oil fuel*<br>*Elec light* Sub.Sig. *2Dks*<br>Wireless | 5673<br>5309<br>4255 | | | | | 1918 | Skinner&<br>Eddy Corp.<br>Seattle | UnitedStates<br>ShippingBoard | 409·6<br>P43'B115'F47' | 54·2 | 27·1 | Seattle<br>Utd. States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 35202<br>217070<br>LNHR | **West Loquassuck** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5644<br>5033<br>4080 | | | | | 1918 | Skinner&<br>EddyCorp.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 409·6<br>P43'B115'F47' | 54·2 | 27·1 | Seattle<br>Utd. States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y | | R |
| 35203 | **West Lubrico** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>*Mchy.Aft* *Longitudinal framing*<br>*Carrying Petroleum in bulk* | 7130 | | | | | 1921 | MooreS.B.<br>Co.<br>Oakland,Cal. | UnitedStates<br>ShippingBoard | 425·0<br>P106'B40'F41' | 57·0 | 33·0 | S.Frncisco<br>Utd. States<br>*WB* | T.3Cy.24½″,41½″&72″-48″<br>359NHP<br>Hooven,Owens&Rentschler Co.Hamilton,O. | | |
| 35204<br>217176<br>LNQF | **West Madaket** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 6087<br>5033<br>4679 | | | | | 1918 | Skinner&<br>EddyCorp<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 409·6<br>P43'B115'F47' | 54·2 | 27·1 | Seattle<br>Utd. States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire. 3 Matériaux, Grément, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8 Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant. pds. p |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35205<br>217248<br>LNVG | **West Mahomet** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5527<br>5033<br>3423 | | | | | 1918 | Skinner&<br>EddyCorp.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 409·6<br>P43'B115'F47' | 54·2 | 27·1 | Seattle<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 35206<br>220091<br>LWPN | **West Mahwah** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5586<br>5300<br>3467 | | | | | 1920 | J.F.Duthie<br>&Co.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 410·4<br>P44'B115'F47' | 54·2 | 27·7 | Seattle<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>Hooven,Owens&Rentschler Co.Hamilton,O. | |
| 35207<br>104297<br>PGLB | **West Marsh** SteelScSr<br>*ss*Shl.2ndNo.3-5,20<br>(*ex*Cairnisla) 1*Dk*(*Irn*)&*deepframing* | 1594<br>1437<br>981 | ✠100A1<br>2,22~~5,20~~<br>✠LMC5,20<br>BS9,21 | Shl<br>Gms | *q* | CL<br>7,19<br>2,22 | 1896<br>3mo | Short Bros.<br>Sunderland<br>A&CP<br>*WB* | PeterDixon&Son, Ld.~~(Cairns,Noble &Co.Ld.,Mgrs)~~<br>= *Cell D Ba*80' *u E* | 259·0<br>P20'B62 F26'<br>FK<br>§ *B*34'*f*98'393*tFPT* | 36·8 | 18·1 | Grimsby<br>British<br>4*BHCem*<br>64*tAPT*51*t* | T.3Cy.19",31"&51"–36" (*s*)<br>160lb *100lb* NDB12 157NHP<br>1SB,4*cf*,GS65,HS2357<br>Black,Hwthrn&Co.Ld.Gts | 20 ▸<br>▸ 2 ▸<br>17 ▸ |
| 35208<br>217861<br>LQRD | **West Maximus** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5561<br>5166<br>4006 | | | | | 1919 | Skinner&<br>EddyCorp.<br>Seattle,Wsh. | UnitedStates<br>ShippingBoard | 409·6<br>P43'B115'F47' | 54·2 | 27·1 | Seattle<br>Utd.States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 35209<br>219320<br>LTWR | **West Mingo** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5940<br>—<br>3729 | | | | | 1919 | Los<br>AngelesS.B.<br>&D.D.Co.<br>L.AngelesCal | UnitedStates<br>ShippingBoard | 410·0<br>P43'B115'F47' | 54·4 | 27·2 | L.Angeles<br>Utd.States<br>*WB* | T.3Cy.28½",47"&78"–48"<br>422NHP<br>LosAngelesS.B.&D.D.Co.<br>SanPedro,Cal. | |
| 35210<br>217525<br>LPRS | **West Modus** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*(*Stl*)<br>Wireless | 5690<br>5241<br>3510 | *Fitted for oil* | *fuel* 3 | ,20 | CL<br>*F.P. a* | 1919<br>2mo<br>A&CP<br>*bove* 1 | Northwest<br>SteelCo.<br>Portland,Or.<br>50°F. | UnitedStates<br>ShippingBoard<br>*CellDB*356'1139*t* | 409·8<br>P44'B115'F47'<br>FK<br>*MT*29'745*t FPT*13 | 54·2 | 27·7 | PortlndOr<br>Utd.States<br>7*BHptCem*<br>2*tAPT*143*t* | 1 Geared Steam Turbine<br>210lb (*r*) 583NHP<br>3SB,9*cf*,GS180,HS8112 FD<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ▸<br>▸ 6 ▸<br>24 ▸ |
| 35211<br>219443<br>LVFW | **West Montop** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5940<br>—<br>3729 | | | | | 1919 | Los<br>AngelesS.B.<br>&D.D.Co.<br>L.AngelesCal | UnitedStates<br>ShippingBoard | 410·0<br>P43'B115'F47' | 54·4 | 27·2 | L.Angeles<br>Utd.States<br>*WB* | T.3Cy.28½",47"&78"–48"<br>422NHP<br>LosAngelesS.B.&D.D.Co.<br>SanPedro,Cal. | |
| 35212<br>217778<br>LQKR | **West Munham** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*(*Stl*)<br>Wireless | 5753<br>5248<br>3571 | ✠100A1<br>5,20<br>✠LMC4,19<br>*Fitted for oil* | Phl<br>*fuel* 4, | *z*<br>19 | CL<br>*F P. a* | 1919<br>4mo<br>A&CP<br>*bove* 1 | Columbia<br>RiverS.B.<br>Corpn.<br>Portland,Or.<br>50°F. | UnitedStates<br>ShippingBoard<br>*CellDB*355'1139*t* | 410·4<br>P44'B115'F47'<br>FK<br>*MT*29'745*t FPT*13 | 54·2 | 27·7 | Portlnd Or<br>Utd.States<br>7*BHptCem*<br>2*tAPT*143*t* | 1 Geared Steam Turbine<br>210lb (*r*) 579NHP<br>3SB,9*cf*,GS181,HS8007 FD<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ▸<br>▸ 6 ▸<br>24 ▸ |
| 35213<br>219434<br>LVFP | **West Neris** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 5588<br>—<br>3483 | | | | | 1919 | S.Western<br>S.B.Co.<br>SanPedro,Cal | UnitedStates<br>ShippingBoard | 410·5<br>P46'B112'F46' | 54·3 | 27·2 | L.Angeles<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>LlewellynIron 359NHP<br>Works,LosAngeles,Cal. | |
| 35214<br>219522<br>LVKR | **West Niger** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 5987<br>—<br>4518 | | | | | 1920 | S.Western<br>S.B.Co.<br>SanPedro,Cal | UnitedStates<br>ShippingBoard | 410·5<br>P46'B112'F46' | 54·3 | 27·2 | L.Angeles<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>LlewellynIron 359NHP<br>Works,LosAngeles,Cal. | |
| 35215<br>219658<br>LVSC | **West Nilus** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 5569<br>—<br>4104 | | | | | 1920 | S.Western<br>S.B.Co.<br>SanPedro,Cal | UnitedStates<br>ShippingBoard | 410·5<br>P46'B112'F46' | 54·3 | 27·2 | L.Angeles<br>Utd.States<br>*Wb* | T.3Cy.24½",41½"&72"–48"<br>LlewellynIron 359NHP<br>Works,LosAngeles,Cal. | |
| 35216<br>219937<br>LWJQ | **West Nivaria** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 5652<br>—<br>3522 | | | | | 1920 | S.Western<br>S.B.Co.<br>SanPedro,Cal | UnitedStates<br>ShippingBoard | 410·5<br>P46'B112'F46' | 54·2 | 27·2 | L.Angeles<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>LlewellynIron 359NHP<br>Works,LosAngeles,Cal. | |
| 35217<br>217936<br>LQVC | **West Nohno** SteelSc<br>*Elec.light* Sub.Sig. Wireless 2*Dks*(*Stl*) | 6186<br>5241<br>3848 | *Fitted for oil* | *fuel* 5 | ...<br>,19 | CL<br>*F P. a* | 1919<br>4mo<br>*Lloyd*<br>*bove* 1 | Northwest<br>SteelCo.<br>Portland,Or.<br>'*s*CP *C*<br>50°F. | UnitedStates<br>ShippingBoard<br>*ell DB*356'1139*t M* | 409·8<br>P44'B115'F47'<br>FK<br>*T*29'745*t FPT*132*t* | 54·2 | 27·7 | Portlnd Or<br>Utd.States<br>7*BHptCem*<br>*APT*143*t* | 1 Geared Steam Turbine<br>210lb (*r*) 583NHP<br>3SB,9*cf*,GS180,HS8112 FD<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ▸<br>▸ 6 ▸<br>24 ▸ |
| 35218<br>220024<br>LWNF | **West Nomentum** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 5652<br>—<br>3522 | | | | | 1920 | S.Western<br>S.B.Co.<br>SanPedro,Cal | UnitedStates<br>ShippingBoard | 410·5<br>P46'B112'F46' | 54·3 | 27·2 | L.Angeles<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>LlewellynIron 359NHP<br>Works,LosAngeles,Cal. | |
| 35219<br>220199<br>LWSR | **West Norranus** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 5652<br>—<br>3522 | | | | | 1920 | S.Western<br>S.B.Co.<br>SanPedro,Cal | UnitedStates<br>ShippingBoard | 410·5<br>P46'B112'F46' | 54·3 | 27·2 | L.Angeles<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>LlewellynIron 359NH<br>Works,LosAngeles,Cal. | |
| 35220<br>218292<br>LRPF | **West Nosska** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5563<br>5237<br>3438 | | | ... | | 1919 | Columbia<br>RiverS.B.<br>Corpn.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 410·0<br>P44'B115'F47'<br>FK | 54·2 | 27·7 | Portlnd Or<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>579NHP<br>GeneralElectricCo.<br>Schenectady,N.Y | 30 ▸ |
| 35221<br>220315<br>LWVP | **West Notus** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 5652<br>—<br>3522 | | | | | 1920 | S.Western<br>S B.Co.<br>SanPedro,Cal | UnitedStates<br>ShippingBoard | 410·5<br>P46'B112'F46' | 54·3 | 27·2 | L.Angeles<br>Utd.States<br>*Wb* | T.3Cy.24½",41½"&72"–48"<br>LlewellynIron 359NHP<br>Works,LosAngeles,Cal. | |
| 35222<br>221120<br>MCPR | **West O'Rowa** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks* | 6000 | | | | | 1920 | Los<br>AngelesS.B.<br>&D.D.Co.<br>SanPedro,Cal | UnitedStates<br>ShippingBoard | 410·0<br>P43'B115'F47' | 54·2 | 27·2 | L.Angeles<br>Utd.States<br>*WB* | T.3Cy.28½",47"&78"–48"<br>LosAngelesS.B. 359NHP<br>&D.D.Co.SanPedro,Cal. | |
| 35223<br>218963<br>LTBM | **West Pocasset** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 5707<br>5139<br>3516 | | | ... | | 1919 | Northwest<br>SteelCo.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 409·8<br>P44'B115'F47'<br>FK | 54·2 | 27·7 | Portlnd Or<br>Utd.States<br>*WB* | 2 Steam Turbines geared to<br>1 Sc. Shaft 605NHP<br>MidwestEng.Co.<br>Indianapolis | 30 ▸ |
| 35224<br>215924<br>LJPB | **West Point** SteelScSr<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 5657<br>5029<br>3441 | | | ... | | 1918 | J.F.Duthie<br>&Co.<br>Seattle | UnitedStates<br>ShippingBoard | 409·5<br>P44'B115'F47'<br>FK | 54·2 | 27·6 | Seattle<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>505NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | |
| 35225 | **West Prospect** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Shelter dk* | 7600 | | | | | 1921 | Los<br>AngelesS.B.<br>&D.D.Co.<br>SanPedro,Cal | UnitedStates<br>ShippingBoard | 430·3 | 54·0 | 35·4 | Ls Angeles<br>Utd.States<br>*WB* | T.3Cy.28½",47"&78"–48"<br>422NHP<br>LosAngelesS.B.&D.D.Co. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>—<br>Under deck.<br>—<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>—<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35226<br>129752<br>HRFC | **West Quarter** SteelScSr<br>ssShl.No.2-19<br>Well deck 1Dk(Stl)<br>Elec.light Cargo battens not fitted | 1548<br>1240<br>882 | ✠100A1<br>~~6,21~~9,20 2,22<br>~~BS4,21~~ ✠LMC1,19<br>BS2,22 | Nwc<br>~~Shl~~ | p | ~~7,19~~<br>~~7,21~~<br>2.22 | 1910<br>6mo<br>Lloyd'sA&CP | W.Pickersgill&Sons,Ld<br>Sunderland<br>WB | TynesideLine (1920)Ld. (J. Ridley,Son&Tully, Mgrs.)<br>=CellDBa67'uE& | 245·0\|36·8\|16·3<br>Q121'B13'F26'<br>FK<br>B35'f109'405tFPT | Newcastle<br>British<br>4BHCem<br>42tAPT88t | T.3Cy.20″,33″&54″-36″ (s)<br>180lb 224NHP<br>2SB,6pf,GS87,HS3918<br>N.E.MarineEng.CoLd.Sld | 18″10<br>s 2″0<br>17″2 | |
| 35227<br>218010<br>LRBM | **West Quechee** SteelScSr<br>Elec.light Sub.Sig. 2Dks(Stl)<br>Wireless | 5711<br>5248<br>3539 | Fitted for oil fuel 5,19 | | ... | CL<br>F.P. | 1919<br>5mo<br>A&CP<br>above | Columbia RiverS.B. Corpn.<br>Portland,Or.<br>150°F. | UnitedStates ShippingBoard<br>CellDB355'1139t M | 410·0\|54·3\|27·7<br>P44'B115'F47'<br>FK<br>T29'745t FPT132t | PortlndOr<br>Utd.States<br>7BHptCem<br>APT143t | 1 GearedSteamTurbine(s)<br>210lb 579NHP<br>3SB,9cf,GS181,HS8007 FD<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30″2<br>s6″6½<br>24″0 | |
| 35228<br>218798<br>LSPC | **West Raritans** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig 2Dks<br>Wireless | 5703<br>5139<br>3513 | | | ... | | 1919 | Northwest SteelCo.<br>Portland,Or. | UnitedStates ShippingBoard | 409·8\|54·2\|27·7<br>P44'B115'F47'<br>FK | PortlndOr<br>Utd.States<br>WB | 2 Steam Turbines geared to 1 Sc. Shaft 605NHP<br>VulcanIronWorks,<br>JerseyCity,N.J. | 30″2 | |
| 35229<br>104230 | **West Riding** IronSc<br>1Dk | 103<br>91<br>70 | | | | | 1894 | J.Scarr<br>Beverley | ~~Lancashire& Yorkshire Rly.Co.~~<br>L.&N.W.Rlwy.Co. | 93·2\|16·5\|6·6 | Goole<br>British | C.2Cy.11″&22″-15″<br>70RHP<br>Escrett&Richmond,Hull | | |
| 35230<br>218964<br>LTBN | **West Saginaw** SteelSc<br>Elec.light Sub.Sig. Wireless 2Dks(Stl) | 6187<br>5139<br>3827 | Fitted for oil fuel 10,19 | | ... | CL<br>F.P. | 1919<br>10mo<br>above | Northwest SteelCo.<br>Portland,Or.<br>CP<br>150°F. | UnitedStates ShippingBoard<br>CellDB355'1139 | 409·8\|54·2\|27·7<br>P44'B115'F47'<br>FK<br>tMT29'745tFPT13 | PortlndOr<br>Utd.States<br>7BHptCem<br>2tAPT143t | 2SteamTurbines geared to 1 Sc. Shaft 605NHP<br>210lb (s)<br>3SB,9cf,GS181,HS8007 FD<br>MidwestEng.Co.<br>Indianapolis | 30″2<br>s 6″6½<br>24″0 | |
| 35231<br>218582<br>LSQQ | **West Segovia** SteelSc<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 6187<br>5139<br>3838 | | | ... | | 1919 | Northwest SteelCo.<br>Portland,Or. | UnitedStates ShippingBoard | 409·8\|54·2\|27·7<br>P44'B115'F47'<br>FK | PortlndOr<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>579NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30″2 | R |
| 35232<br>218810<br>LSPM | **West Selene** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5940<br>—<br>3729 | | | | | 1919 | Los AngelesS.B.&D.D.Co.<br>L.AngelesCal | UnitedStates ShippingBoard | 410·0\|54·4\|27·2<br>P43'B115'F47' | L.Angeles<br>Utd.States<br>WB | T.3Cy.28½″,47″&78″-48″<br>422NHP<br>LosAngelesS.B.&D.D.Co.<br>SanPedro,Cal. | | R |
| 35233<br>217932<br>LQTV | **West Sequana** SteelScSr<br>Elec.light Sub.Sig. Fitted for oil fuel<br>Wireless 2Dks | 5979<br>—<br>4563 | | | | | 1919 | South WesternShipbuildingCo.<br>SanPedro,Cal | UnitedStates ShippingBoard | 410·5\|54·3\|27·2<br>P46'B112'F46' | L.Angeles<br>Utd.States<br>WB | T.3Cy.24½″,41½″&72″-48″<br>359NHP<br>LlewellynIronWorks,<br>LosAngeles | | R |
| 35234<br>217738<br>LQJC | **West Tacook** SteelScSr<br>Elec.light Sub.Sig. 2Dks(Stl)<br>Wireless | 6176<br>5139<br>3841 | ✠100A1<br>10,20<br>✠LMC4,19<br>Fitted for oil fuel 4,19 | Phl | z | CL<br>F.P. | 1919<br>4mo<br>above | Northwest SteelCo.<br>Portland,Or.<br>CP<br>150° F. | UnitedStates ShippingBoard<br>CellDB356' 1139t M | 409·8\|54·2\|27·7<br>P44'B115'F47'<br>FK<br>T29' 745t FPT132t | PortlndOr<br>Utd.States<br>7BHptCem<br>APT143t | 1 Geared SteamTurbine(r)<br>210lb 579NHP<br>3SB,9cf,GS181,HS8007 FD<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30″2<br>s 6″6½<br>24″0 | |
| 35235<br>217738<br>LQJB | **West Togus** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5659<br>5138<br>3493 | | | ... | | 1919 | Northwest SteelCo.<br>Portland,Or. | UnitedStates ShippingBoard | 409·8\|54·2\|27·7<br>P44'B115'F47'<br>FK | PortlndOr<br>Utd.States<br>WB | 1GearedSteamTurbine<br>583NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30″2 | R |
| 35236<br>217961<br>LQVS | **West Totant** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5628<br>5248<br>3488 | | | ... | | 1919 | Columbia RiverSBCorp<br>Portland,Or. | UnitedStates ShippingBoard | 410·0\|54·2\|27·7<br>P44'B115'F47'<br>FK | PortlndOr<br>Utd.States<br>WB | 1 Geared SteamTurbine<br>579NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30″2 | R |
| 35237 | **West Tustem** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks<br>Mchy.Aft Longitudinal framing<br>CarryingPetroleum in bulk | 7130 | | | | | 1921 | MooreS.B. Co.<br>Oakland,Cal. | UnitedStates ShippingBoard | 425·0\|57·0\|33·0<br>P106'B40'F41' | S.Frncisco<br>Utd. States<br>WB | T.3Cy.24½″,41½″&72″-48″<br>359NHP<br>Hooven,Owens&RentschlerCo.Hamilton,O. | | |
| 35238<br>217710<br>LQGR | **West Vaca** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5548<br>—<br>4151 | | | | | 1919 | Western Pipe&SteelCo<br>SanFrancisco | UnitedStates ShippingBoard | 410·5\|54·0\|27·0<br>P46'B112'F46' | S.Frncisco<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>GeneralElectricCo.<br>Schenectady,N.Y. | | R |
| 35239<br>217223<br>LNSR | **West View** SteelSc<br>Elec.light 2Dks<br>Wireless Sub.Sig. | 5769<br>5241<br>3509 | | | ... | | 1918 | Northwest SteelCo.<br>Portland,Or. | UnitedStates ShippingBoard | 409·5\|54·2\|27·7<br>P47'B115'F44'<br>FK | PortlndOr<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>676NHP<br>DeLavalSteamTurbineCo.<br>Trenton,N.J. | 30″2 | R |
| 35240<br>217431<br>LPKD | **West Wauna** SteelSc<br>Fitted for oil fuel<br>Elec.light Wireless 2Dks | 5735<br>5241<br>3541 | | | ... | | 1918 | Northwest SteelCo.<br>Portland,Or. | UnitedStates ShippingBoard | 409·8\|54·2\|27·7<br>P44'B115'F47'<br>FK | PortlndOr<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>583NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30″2 | R |
| 35241<br>217436<br>LPKJ | **West Wauneke** SteelSc<br>Elec.light 2Dks(Stl)<br>Sub.Sig. Wireless | 5765<br>5248<br>3580 | Carrying oil fuel<br>Fitted for oil fuel 1,19 | | ... | CL<br>F. P.<br>F.P. | 1919<br>1mo<br>Lloyd'sCP<br>above<br>above | Columbia RiverS.B. Corp.<br>Portland,Or.<br>150°F.inDB<br>150°F. | UnitedStates ShippingBoard<br>CellDB356' 1139t M | 410·0\|54·2\|27·6<br>P44'B115'F47'<br>FK<br>T29' 745t FPT132t | PortlndOr<br>Utd.States<br>7BHptCem<br>APT143t | 1 Geared Steam Turbine<br>210lb (r) 579NHP<br>3SB,9cf,GS190,HS8007 FD<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30″2<br>s 6″6½<br>24″0 | |
| 35242<br>144749 | **West Winch** SteelSc<br>1Dk(Stl) | 134<br>131<br>21 | ✠100A1<br>For towing purposes<br>~~11,17~~9,20 1,22<br>✠LMC9,20 | Brs<br>~~Brl~~ | | 1,22 | 1920<br>7mo<br>Lloyd'sA&CP | John Payne,Ld.<br>Bristol | MontaguHigginson(Cardiff),Ld.<br>~~(J.Melandri,Mgr)~~<br>(A.Leighton.Mgr.) | 89·0\|21·0\|10·3<br>BK6″ | Bristol<br>British<br>4BHCem<br>DTf14t | C.2Cy.15″&32″-24″<br>150lb 42RHP<br>1SB,3pf,GS56,HS1600<br>JohnPayne,Ld.Bristol | 11″0 | |
| 35243<br>215948<br>LJPM | **West Wind** SteelScSr<br>Fitted for oil fuel<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 5708<br>5268<br>3498 | | | ... | | 1918 | Northwest SteelCo.<br>Portland,Or. | UnitedStates ShippingBoard | 410·0\|54·2\|27·5<br>P47'B115'F44'<br>FK | PortlndOr<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>508NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30″2 | R |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35244<br>217225<br>LNSV | **West Zeda** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>Wireless Sub.Sig. | 5658<br>5241<br>3488 | | | ... | | 1918 | North-<br>WestSteelCo.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 409·8<br>P47'B115'F44'<br>FK | 54·2 | 27·7 | Portlnd Or<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>576NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 |
| 35245<br>217124<br>LNKR | **West Zucker** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5548<br>5115<br>3400 | | | ... | | 1918 | Ls.Angeles<br>S.B.&D.D.Co.<br>SanPedro Cal | UnitedStates<br>ShippingBoard | 410·0<br>P44'B115'F47' FK | 54·4 | 27·2 | Ls Angeles<br>Utd.States<br>*WB* | 2 Steam Turbines geared to<br>1 Sc.Shaft 670NHP<br>WestinghouseElectric&<br>Mfg.Co.Pittsburgh,Pa. | 29 |
| 35246<br>216863<br>LMSN | **West Zula** SteelScSr<br>*Elec.light* Sub.Sig. 2*Dks*(*Stl*)<br>Wireless | 6000<br>5115<br>4553 | *Fitted for oil* | *fuel* 9, | ...<br>18 | CL<br>10,19<br>*F.P. a* | 1918<br>9mo<br>*Lloyd*<br>*bove* 1 | Ls.Angeles<br>S.B.&D.D.Co.<br>SanPedro Cal<br>'s CP *Interm*<br>50° F. | UnitedStates<br>ShippingBoard<br>*ediate B H in fore*<br>*CellDB* | 410·0<br>P44'B115'F47'<br>FK<br>*hold dispensed with*<br>356' 1104*t FPT* 108*t* | 54·4 | 27·2 | LsAngeles<br>Utd.States<br>*ptCem*<br>6*BH only*<br>*APT*241*t* | 2 SteamTurbines geared to<br>1Sc.Shaft 200lb HS11600(*s*)<br>4 Water Tube Boilers<br>670NHP<br>WestinghouseElectric&<br>Mfg.Co.Pittsburgh,Pa. | 29<br>s 6<br>24 |
| 35247 | **Westbank** SteelSc<br>(*Trawler*)<br>(*ex*Travemünde) 1*Dk* | 217<br>186<br>90 | | | | | 1917 | Schiffsw. v.<br>H.KochA.G.<br>Lübeck | Norddeutsche<br>Hochseefischerei<br>Act.Ges. | 127·0<br>Q68'H46'F19' | 22·6 | 9·1 | Gstemnde<br>German<br>*WB* | T.3Cy.12¾",20½"&32½"–22½"<br>50NHP<br>OttensenerMaschf,Altona | |
| 35248<br>216223<br>LKPM | **Westboro** SteelSc<br>*Fitted for oil fuel*<br>*Elec light* Sub.Sig. 2*Dks*<br>Wireless | 5747<br>5239<br>4065 | | | ... | | 1918 | J.F.Duthie<br>&Co.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 409·5<br>P44'B115'F47'<br>FK | 54·2 | 27·6 | Seattle<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>NE19 360NHP<br>Ingersoll-RandCo.<br>Phillipsburg,N.J | 30 |
| 35249<br>113513<br>SRTV | **Westborough** SteelScSr<br>*ss*Syd.No.2–21 *ss*Cff.No.3–5,13<br>(*ex*Beechley) ~~*ss*Liv.No.1–18~~<br>*Elec.light* Wireless 1*Dk*(*Irn*)2*trB*<br>&*deep framing*& *Web frames* 3*Dk rule* | 3811<br>3566<br>2466 | ✠100A1<br>9,21 ~~3,21~~<br>✠LMC3,21 | Syd | *w* | CL<br>~~11,19~~<br>9,21 | 1901<br>10mo<br>*Lloyd* | W.Gray<br>&Co.Ld.<br>WHartlepool<br>'*s*A&CP | HazelwoodShppg.<br>Co.Ld.(Humphries<br>(Cardiff)Ld.*Mgrs*)<br>*WB=Cell* | 340·0<br>P28'B88'F31'<br>FK<br>*DBa*&*uE* 133'*f* 144' | 49·5 | 25·6 | SydnyNSW<br>British<br>6*BHCem*<br>912*tAPT*71*t* | T.3Cy.25½",40½"&67"–45"<br>160lb *100lb* (*s*) 297NHP<br>NDB20<br>2SB,6*rf*,GS113,HS4404<br>Cen.Mar.Eng.Wrks.WHpl | 28<br>s 5 4<br>23 |
| 35250<br>132656 | **Westbourne** SteelSc<br>*ss*Lon.No.2–19<br>*Elec.light* 1*Dk*(*Stl*) | 185<br>164<br>— | ✠100A1<br>*For Towing p*<br>1,21<br>~~BS6,20~~ ✠LMC6,19<br>BS6,21 | Lon<br>*urpose* | *s* | ~~2,20~~<br>9,21 | 1912<br>1mo<br>*Lloyd* | Cammell<br>Laird&Co.Ld<br>Birkenhead<br>'*s*A&CP | Port of London<br>Authority<br>*WB=CellDB* | 96·0<br>BK6"<br>*uE*&*B*12'11*tDTf*21' | 24·1 | 10·6 | London<br>British<br>4*BHAsp*<br>32*tAPT*23*t* | T.3Cy.14",21½"&35"–24" (*s*)<br>180lb 63RHP<br>1SB,3*cf*,GS60,HS1645<br>VauxhallEng.Co.LdLuton | 13<br>s 1 10<br>11 |
| 35251<br>216076<br>LJVG | **Westbrook** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5742<br>5226<br>3513 | | | ... | | 1918 | Columbia<br>RiverS.B.<br>Corp.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 410·0<br>P47'B115'F44'<br>FK | 54·2 | 27·5 | Portlnd Or<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>551NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 |
| 35252<br>216059<br>LJTB | **Westchester** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*(*Stl*)<br>Wireless | 5623<br>5222<br>4138 | *Fitted for oil* | *fuel* 3, | ...<br>18 | CL<br>N5,20<br>*F.P. a* | 1918<br>3mo<br>*bove* 1 | Northwest<br>SteelCo.<br>Portland,Or.<br>A&CP<br>50°F. | UnitedStates<br>ShippingBoard<br>*in fore & after h* | 409·8<br>P47'B115'F44'<br>FK<br>*IntermediateBH*<br>*olds dispensed with* | 54·2 | 27·7 | Portlnd Or<br>Utd.States<br>*pt Cem*<br>5*BH only*<br>*CellDB*356' | 1 Geared Steam Turbine<br>210lb (*r*) 508NHP<br>3SB,9*cf*,GS165,HS8055<br>GeneralElectricCo.<br>Schenectady,N.Y.<br>1139*tFPT*128*tAPT*143*t* | 30<br>s 6 6<br>24 |
| 35253<br>109957 | **Westcock** SteelScSp<br>*ss*Ply.No.1–02<br>(*ex*LadyJackson) 1*Dk*(*Irn*) | 138<br>134<br>6 | ✠<br>*For Towing p*<br>3,06<br>✠NB2,00 ✠ | Ply<br>*urpose* | *s* | | 1898<br>8mo | Carmichael<br>Maclean&Co.<br>Greenock | LiverpoolScTwing<br>&LighterageCo.<br>(G.R.Nicholson) | 94·0<br>B20'<br>BK6" | 21·1 | 11·5 | Liverpool<br>British<br>4*BHCem* | C.2Cy.19"&42"–24" 98RHP<br>1SB,2*pf*,GS51,HS1338<br>J.G.Kincaid&Co.Greenock | 11 11 |
| 35254<br>131398<br>HTSJ | **Westdale** SteelScSr<br>*ss*Liv.No.2–19<br>*Mchy.Aft* 1*Dk*(*ptStl*)<br>*Well deck* | 424<br>284<br>183 | ✠100A1<br>10,21 ~~11,19~~<br>BS10,21 ✠LMC<br>MS11,19 ~~BS10,20~~ | Liv | *f* | CL<br>~~11,19~~<br>10,21 | 1911<br>11mo<br>*Lloyd* | JTEltring-<br>ham&Co.Ld.<br>SouthShields<br>'*s*A&CP | OvertonS.S.Co.Ld.<br>(R.R.Clark,*Mgr.*)<br>*WB=FPT* | 143·5<br>Q81'B9'F25'<br>FK | 24·4 | 10·5 | Liverpool<br>British<br>3*BHCem*<br>24*tAPT*23*t* | C.2Cy.17"&36"–24" (*s*)<br>130lb 70RHP<br>1SB,3*cf*,GS46,HS1408<br>BairdBros.NorthShields | 11<br>s 3 10<br>11 7 |
| * 35255<br>QCBW | **Westerdijk** SteelSc4MstSr<br>*ss*Rot.No.1-17<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless 3*trB* | 8261<br>7816<br>5235 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>9,20<br>~~BS9,20~~ ✠LMC10,19<br>BS9,21 | Rot | *b*† | CL<br>10,19 | 1913<br>7mo | Irvines'SB<br>&D.D.Co Ld<br>WHartlepool<br>A&CP | Nederl.Amerik.<br>Stoomv.Maats.<br>(Holland-Amerika<br>Lijn)<br>*WB=CellDBa*<br>*DTa*29'940*t* | 450·4<br>FK<br>135' *uE*&*B*79' *f*178'<br>*DT f*26' 933*t FPT* | 55·0 | 38·7 | Rottrdam<br>Dutch<br>7*BHCem*<br>1162*t*<br>81*tAPT*37*t* | Q4Cy27½",37¾",55"&84"–60"<br>215lb (*s*) 755NHP<br>6SB,18*cf*,GS350,HS12889<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 41 7<br>s 10 3<br>31 |
| 35256<br>QCBT | — SteelScSr<br>~~*ss*Rot.No.1–17~~<br>Wireless 1*Dk*(*Stl*)<br>*ss*Rot.No.2–22 | 3240<br>2950<br>1988 | ✠100A1<br>~~2,22~~ ~~8,19~~ 5,22<br>~~BS6,20~~ ✠~~LMC3,17~~<br>BS3,21 S,21 MS2,22 | Rot | *v* | CL<br>~~4,21~~<br>5,22 | 1913<br>1mo<br>*Lloyd* | Rotterdam<br>Droogd.Maat<br>Rotterdam<br>'*s*A&CP | Solleveld, van der<br>Meer&T.H.van<br>Hattum'sStoomv.<br>Maats. *WB=Cell* | 331·9<br>P25'B94'F31'<br>FK<br>*DBa*90'*uE*21'*f*156' | 48·2 | 22·2 | Rotterdam<br>Dutch<br>5*BHCem*<br>703*tAPT*75*t* | T.3Cy.23",38"&62"–42" (*s*)<br>180lb *100lb* 274NHP<br>2SB,6*cf*,GS112,HS4270<br>RotterdamDroogk.Maats. | 24<br>s 4 1<br>20 |
| 35257<br>133386<br>HWCJ | **Westerham** SteelScSr<br>*ss*Shl.No.2–20<br>(*ex*TeignI.) 1*Dk*(*Stl*)<br>*Well deck* *Elec.light* Wireless | 531<br>384<br>249 | ✠100A1<br>5,20<br>✠LMC5,20<br>BS10,21 | Shl | *h* | 5,20 | 1912<br>6mo<br>*Lloyd* | GooleS.B.<br>&RepgCoLd.<br>Goole<br>'*s*A&CP | John Harrison,Ld.<br>*WB=D* | 165·3<br>Q81'B14'F23'<br>FK<br>*Ba*28' *f*14' 55*t FPT* | 26·1 | 10·5 | Hull<br>British<br>4*BHCem*<br>37*tAPT*16*t* | T.3Cy.13",21"&35"–24" (*s*)<br>180lb *100lb* 61RHP<br>1SB,3*pf*,GS40,HS1373<br>Earle'sCo.Ld.Hull | 13<br>s 7<br>13 |
| 35258<br>~~117072~~<br>~~TPKL~~ | **Westerian** IronScSr<br>(*ex*City of Montreal,*ex*China)<br>*Elec.light* 2*Dks* | 988<br>771<br>672 | | | | | 1871 | KingIron<br>Works<br>Buffalo,N.Y.<br>*Rebuilt* 19 | ~~WesternSteamshipCo.Ld.~~<br>A.Hubbard<br>*at* Halifax | 217·5 | 32·6 | 14·0 | Utd.States<br>*WB* | C.2Cy.22¼"&44"–36"<br>NE&B05 81RHP<br>Bertram E.W.CoLd.Trnto. | |
| * 35259<br>142601<br>JTNS | **Western** SteelSc<br>(*ex*WarFijian) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 5225<br>4775<br>3168 | ✠100A1<br>7,21 ~~11,20~~<br>✠LMC7,18 | Chb<br>NNs | *y* | CL<br>10,19 | 1918<br>7mo<br>*Lloyd* | JLThomp-<br>son&Sons,Ld.<br>Sunderland<br>'*s*A&CP | Egypt&Levant<br>S.S.Co.Ld.<br>*CellDB* | 400·3<br>P49'B113'F39'<br>FK<br>341'1081*tFPT* 134*t* | 52·3 | 28·4 | London<br>British<br>7*BHptCem*<br>*APT*212*t* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS189,HS7668 FD<br>J.Dickinson&Sons,Ld.Sld | 31<br>6<br>25 |
| | *Now named "Antonio," See No. 36236 in Supplement.* | | | | | | | | | | | | | | |
| 35260<br>204975 | — SteelScSr<br>(*Tug*)<br>1*Dk* | 415<br>—<br>282 | | | | | 1908 | J.H.Dia-<br>logue&Sons<br>Camden,N.J. | NewYork,Ontario<br>&WesternRly.Co. | 134·9 | 27·1 | 15·2 | NewYork<br>Utd.States | T.3Cy.17",25"&43"–30"<br>101NHP<br>JHDialogue&Sn,Cmdn NJ | |
| 35261<br>217441<br>LPKS | **Western Ally** SteelSc<br>*Elec.light* Wireless 2*Dks* | 5834<br>5218<br>3618 | | | ... | | 1919 | AmesS.B.<br>&D.D.Co.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 409·8<br>P44'B120'F47'<br>FK | 54·2 | 29·2 | Seattle<br>Utd.States<br>*WB* | T.3Cy.28½",46"&80"–48"<br>639NHP<br>AmesS.B.&D.D.Co.Seattle | 32 |
| 35262<br>217182<br>LMQM | **Western Belle** SteelSc<br>*Elec.light* 2*Dks*& *Web frames*<br>Wireless *Longitudinal framing*<br>Sub.Sig. | 5698<br>5145<br>3473 | | | ... | | 1918 | Columbia<br>RiverS.B.<br>Corp.<br>Portland,Or. | UnitedStates<br>ShippingBoard | 409·8<br>P41'B121'F44'<br>FK | 54·2 | 27·7 | Portlnd Or<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>654NHP<br>KerrTurbineCo.<br>Willsville,N.Y. | 30 |

WES

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35263<br>216525<br>LMBR | **Western Chief** SteelSc<br>*Elec light* 2*Dks*<br>Wireless Sub.Sig. | 5759<br>5139<br>3505 | | | ... | | 1918 | Northwest SteelCo.<br>Portland,Or | UnitedStates ShippingBoard | 409·8<br>P47'B115'F44'<br>FK | 54·2 | 27·7 | Portlnd Or<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>508NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ″ 2 | R |
| 35264<br>216372<br>LKSJ | **Western City** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless Sub.Sig. | 5828<br>5076<br>3571 | | | ••• | | 1918<br>6mo | Columbia RiverSB.Cor.<br>Portland,Or. | UnitedStates ShippingBoard | 410·0<br>P44'B115'F47'<br>FK | 54·2 | 27·6 | Seattle<br>Utd. States<br>*7BHptCem* | 1 Geared Steam Turbine<br>210lb (*r*) 551NHP<br>3SB,9*cf*,GS181,HS7404 FD<br>KerrTurbineCo.<br>Wellsville,N.Y. | 30 ″ 2<br>s6 ″ 6½<br>24 ″ 0 | |
| | | | *Fitted for oil fuel* 6,18 *F.P. above* 150° F. | | | | | *Lloyd'sA&CP* | *CellDB* 356'1166*t FPT*137*t APT*46*t* | | | | | | | |
| 35265<br>[illegible]<br>KOMP | **Western Coast,** SteelSc<br>Renamed "Esneh," See No. 37252 in Supp.<br>*Elec.light* 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)<br>*Cargo battens not fitted in 'tween decks*<br>Wireless | 1928<br>1620<br>955 | ✠100A1<br>2,22 ~~2,21~~<br>✠LMC9,19 | Liv | *s* | CL<br>2,22 | 1919<br>9mo | Swan,Hunter&Wigham Richardson,<br>Ld Sunderlnd<br>*Lloyd'sA&CP* | CoastLines,Ld.<br>*CellDB*248'501*t FPT* 31*t APT* 39*t* | 290·0<br>FK | 42·5 | 18·8 | Liverpool<br>British<br>*ptCem*<br>*2 BH to S dk*<br>*4 „ „ U „* | T.3Cy.22",36"&59"–39" (*s*)<br>180lb 324NHP<br>3SB,6*cf*,GS123,HS4960 FD<br>Richardsons,Westgarth&Co.Ld.Sld. | 21 ″ 2<br>s 1 ″ 6½<br>19 ″ 11 | |
| 35266<br>216910<br>LMVP | **Western Comet** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5871<br>5139<br>3631 | | | ... | | 1918 | Northwest SteelCo.<br>Portland,Or. | UnitedStates ShippingBoard | 409·8<br>P47'B115'F44'<br>FK | 54·2 | 27·7 | Portlnd Or<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>676NHP<br>DeLavalSteamTurbineCo.<br>Trenton,N.J. | 30 ″ 2 | R |
| 35267<br>216826<br>LMRC | **Western Cross** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*&*Web frames*<br>Wireless *Longitudinal framing* | 5754<br>5179<br>3540 | | | ... | | 1918 | J.F.Duthie &Co.<br>Seattle,Wsh. | UnitedStates ShippingBoard | 409·5<br>P41'B121'F43'<br>FK | 54·2 | 27·6 | Seattle<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>577NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ″ 2 | |
| 35268<br>[illegible]<br>LJDN | **Western Front** SteelScSr<br>Abandoned on Fire 7,21<br>(*ex*Indiana) 2*Dks*(*Stl*)<br>*Elec.light* Sub.Sig.<br>Wireless | 5695<br>5016<br>3575 | ✠~~100A1~~<br>5,20<br>✠~~LMC10,17~~ | Rot | *z* | CL<br>4,20 | 1917<br>10mo | Skinner& EddyCorp.<br>Seattle,Wash<br>A&CP | UnitedStates ShippingBoard | 409·7<br>P44'B115'F47'<br>FK | 54·1 | 27·1 | Seattle,<br>Utd. States<br>*Cem* | 1 Geared Steam Turbine<br>210lb (*r*) 508NHP<br>3SB,9*cf*,GS195,HS8055<br>GeneralElectricCo.<br>Schenectady,N.Y | 29 ″ 9<br>s 6 0½<br>24 ″ 1 | |
| | | | *Fitted for oil fuel*10,17 *F.P. above* 150° F. | | | | | *1BH in forehold & 1BH in after hold dispensed with 5BH only* | *CellDB* 355' 1198*t FPT*120*t APT*340*t* | | | | | | | |
| 35269<br>218196<br>LRJV | **Western Glen** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5794<br>5195<br>3585 | | | ... | | 1919 | AmesS.B. &D.D.Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·8<br>P44'B119'F47'<br>FK | 54·2 | 29·2 | Seattle<br>Utd. States<br>*WB* | T.3Cy.28½",48"&80"–48"<br>639NHP<br>AmesS.B.&D.D.Co.Seattle | 31 ″ 11 | R |
| 35270<br>215908<br>LJNQ | **Western Hero** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5611<br>5076<br>3439 | | | | | 1918 | Skinner& EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·6<br>P44'B115'F47' | 54·1 | 27·1 | Seattle<br>Utd. States | Steam Turbine | | R |
| 35271<br>216949<br>LNBC | **Western Hope** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*&*Web frames*<br>Wireless *Longitudinal framing* | 5754<br>5179<br>3540 | | | ... | | 1918 | J.F.Duthie &Co.<br>Seattle,Wsh. | UnitedStates ShippingBoard | 409·5<br>P41'B121'F43'<br>FK | 54·2 | 27·6 | Seattle<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>577NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ″ 2 | R |
| 35272<br>216073<br>LJVC | **Western King** SteelSc<br>*Elec.light* 2*Dks*<br>Wireless Sub.Sig. | 5659<br>5115<br>4204 | | | ... | | 1918 | J.F.Duthie &Co.<br>Seattle,Wsh. | UnitedStates ShippingBoard | 409·5<br>P44'B115'F47'<br>FK | 54·2 | 27·6 | Seattle<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>508NHP<br>DeLavalSteamTurbineCo.<br>Trenton,N.J. | 30 ″ 3 | R |
| 35273<br>217840<br>LQVG | **Western Knight** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5779<br>5195<br>3578 | | | ... | | 1919 | AmesS.B& D D.Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·8<br>P44'B119'F47'<br>FK | 54·2 | 29·2 | Seattle<br>Utd. States<br>*WB* | T.3Cy.28½",48"&80"–48" (*s*)<br>714NHP<br>AmesS.B.&D.D.Co.Seattle | 32 ″ 0 | R |
| 35274<br>216631<br>LMGJ | **Western Light** SteelSc<br>*Elec.light* 2*Dks*<br>Wireless Sub.Sig | 5759<br>5241<br>3504 | | | ... | | 1918 | Northwest SteelCo.<br>Portland,Or. | UnitedStates ShippingBoard | 409·8<br>P47'B115'F44'<br>FK | 54·2 | 27·7 | Portlnd Or<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>579NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ″ 2 | R |
| 35275<br>216754<br>LMKT | **Western Maid** SteelSc<br>*Elec.light* 2*Dks*<br>Wireless Sub.Sig. | 5760<br>5139<br>3503 | | | ... | | 1918 | Northwest SteelCo.<br>Portland,Or. | UnitedStates ShippingBoard | 409·8<br>P47'B115'F44'<br>FK | 54·2 | 27·7 | Portlnd Or<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>594NHP<br>DeLavalSteamTurbineCo.<br>Trenton,N.J. | 30 ″ 2 | R |
| 35276<br>216446<br>LKVN | **Western Ocean** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5760<br>5139<br>3579 | | | ... | | 1918 | Northwest SteelCo.<br>Portland,Or. | UnitedStates ShippingBoard | 409·8<br>P47'B115'F44'<br>FK | 54·2 | 27·7 | Portlnd Or<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>579NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ″ 2 | R |
| 35277<br>216976<br>LNBV | **Western Plains** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*&*Web frames*<br>Wireless *Longitudinal framing* | 5689<br>5148<br>3468 | | | ... | | 1918 | Columbia RiverS.B. Corp.<br>Portland,Or | UnitedStates ShippingBoard | 409·8<br>P41'B121'F44'<br>FK | 54·2 | 27·7 | Portlnd Or<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>576NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ″ 2 | R |
| 35278<br>216787<br>LMPB | **Western Pride** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Sub.Sig. *Longitudinal framing*<br>Wireless | 5689<br>5148<br>3468 | ✠NE2,19*refitted*6,20 | | ••• | CL<br>3,22 | 1918<br>8mo | Columbia RiverS.B. Corp.<br>Portland,Or.<br>A&CP | UnitedStates ShippingBoard<br>*CellDB*353'1199*tFPT*137*tAPT*44*t* | 409·8<br>P41'B121'F44'<br>FK | 54·2 | 27·7 | Portlnd Or<br>Utd. States<br>*7BHptCem* | 1 Geared Steam Turbine<br>210lb (*r*) 591NHP<br>3SB,9*cf*,GS181,HS8022 FD<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ″ 2<br>s 6 ″ 6½<br>24 ″ 0 | |
| 35279<br>216224<br>LKPN | **Western Queen** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5853<br>5169<br>4434 | | | | | 1918 | Skinner& EddyCorp.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·6<br>P44'B115'F47'<br>FK | 54·2 | 27·1 | Seattle<br>Utd. States<br>*WB* | 1GearedSteamTurbine<br>508NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 29 ″ 9 | R |
| 35280<br>217032<br>LNGC | **Western Scout** SteelSc<br>*Elec.light* 2*Dks*<br>Wireless Sub.Sig. | 5760<br>5138<br>3503 | | | ... | | 1918 | Northwest SteelCo.<br>Portland,Or. | UnitedStates ShippingBoard | 409·8<br>P47'B115'F44'<br>FK | 54·2 | 27·7 | Portlnd Or<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>676NHP<br>DeLavalSteamTurbineCo<br>Trenton,N.J. | 30 ″ 2 | R |
| 35281<br>216465<br>LKWC | **Western Sea** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>Wireless Sub.Sig. | 5813<br>5289<br>4317 | | | ... | | 1918 | J.F.Duthie &Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·5<br>P44'B115'F47'<br>FK | 54·2 | 27·6 | Seattle<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>579NHP<br>DeLaval SteamTurbineCo.<br>Trenton,N.J. | 30 ″ 3 | R |

| 1<br>Numero l'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35282<br>216627<br>LMGF | **Western Spirit** **SteelSc**<br>*Elec.light* *2Dks(Stl)*<br>Wireless Sub.Sig. | 5760<br>5131<br>3504 | | | ... | CL | 1918<br>7mo | Northwest SteelCo.<br>Portland,Or.<br>A&CP<br>*CellDB* | UnitedStates ShippingBoard | 409·8<br>P47'B115'F44'<br>356' 1139*t FPT*128*t* | 54·2 | 27·7<br>FK | Portlnd Or<br>Utd. States<br>*7BHptCem*<br>*APT*143*t* | 1 Geared Steam Turbine<br>210lb (*r*) 579NHP<br>3SB,*9cf*,GS165,HS8055 FD<br>GeneralElectricCo. Schenectady,N.Y. | 30<br>s 6<br>24 |
| 35283<br>216785<br>LMPC | **Western Star** **SteelSc**<br>*Elec.light* *2Dks&Webframes*<br>Sub.Sig. *Longitudinal framing*<br>Wireless | 5700<br>5132<br>3503 | | | ... | | 1918 | J.F.Duthie &Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·5<br>P41'B121'F44' | 54·2 | 27·6<br>FK | Seattle<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>676NHP<br>DeLavalSteamTurbineCo. Trenton, N.J | 30 |
| 35284<br>81811 | **Western States** **SteelPad**<br>*Elec.light* Wireless | 3077<br>—<br>1566 | | | | | 1902 | Detroit S.B.Co.<br>Wyandotte | Detroit&Cleveland Nav.Co. | 350·0 | 44·0 | 19·9 | Detroit<br>Utd. States | C.3Cy.52"&(2)72"–84"<br>792NHP<br>DetroitS.B.Co.,Detroit | |
| 35285<br>136157 | **Western Valleys** **SteelScSr**<br>*Elec.light* *1Dk(Stl)*<br>Wireless | 3106<br>2868<br>1869 | ✠100A1<br>3,20<br>✠LMC10,19 | Cff | *u* | CL | 1919<br>10mo<br>*Lloyd's*A&CP | Armstrong Whitworth &Co.Ld.<br>Newcastle | CleevesWestern ValleysAnthracite Collieries,Ld.<br>(V.M.Williams, *Mgr.*)<br>*CellDB*284'714*t*,*FPT* | 331·1<br>P33'B98'F29' | 46·8 | 23·1<br>FK | Swansea<br>British<br>*7BHptCem*<br>95*t APT*131*t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 430NHP<br>3SB,*9cf*,GS153,HS6336 FD<br>Cen.Mar.Eng.Wks.W.Hp[l] | 25<br>s 4<br>21 |
| 35286<br>216373<br>LKSM | **Western Wave** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>Wireless Sub.Sig. | 5832<br>5125<br>3557 | | | ... | | 1918 | Northwest SteelCo.<br>Portland,Or. | UnitedStates ShippingBoard | 409·8<br>P47'B115'F44' | 54·2 | 27·7<br>FK | Portlnd Or<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>579NHP<br>DeLavalSteamTurbineCo. Trenton,N.J. | 30 |
| 35287<br>215951<br>LJPN | **Westerner** **SteelScSr**<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>Sub.Sig. Wireless | 5663<br>5152<br>3435 | | | ... | | 1918 | JFDuthie &Co.<br>Seattle | UnitedStates ShippingBoard | 409·6<br>P44'B115'F47' | 54·2 | 27·5<br>FK | Seattle<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>508NHP<br>GeneralElectricCo. Schenectady,N.Y. | 30 |
| 35288<br>1319<br>HBNC | **Westernorrland** **IronScSr**<br>*1Dk&Shelterdk* | 546<br>273<br>412 | | | | | 1867 | W.Lindbergs Aktieb.<br>Stockholm | StockholmRederiaktieb.Svea<br>(H.Ericson, *Mgr.*) | 148·6 | 24·4 | 11·8<br>18·9 | Stockholm<br>Swedish | C.2Cy.20"&41"–24"<br>NB99 69NHP<br>W.LindbergsAktieb.,Skm. | |
| 35289 | **Westfalen** **SteelScSr**<br>*ss*Bhn.No.1–09<br>*2Dks(Stl–Upt*teaks)*deep framing aft*<br>*Elec.light* *& lower dk(Stl) forward*<br>*Ref.Mchy.* Sub.Sig. | 5122<br>4849<br>3207 | ✠<br>12,15<br>✠ | Bmn | *z* | | 1906<br>1mo | J.C.Tecklenborg A.G.<br>Geestemünde<br>*WB* | = *CellDBa*119'*uE* | 406·0<br>P&B327'F46'<br>29'*f*173'1057*t FPT* | 52·7 | 27·9<br>FK | *7BHCem*<br>157*t APT*55*t* | Q.4Cy.24$\frac{1}{64}$",34$\frac{5}{8}$",50"&72$\frac{13}{16}$"–53$\frac{1}{8}$"<br>533NHP<br>3SB,*9cf*,GS168,HS7230 FD<br>J.C.TecklenborgA.G.Gst. | 30 |
| 35290 | — **SteelScSr**<br>*1Dk&ptAwng dk*<br>*Elec.light* *& deep framing* | 2384<br>1663<br>1531 | | | | | 1900 | Act.Ges. "Neptun"<br>Rostock | | 291·6<br>P15'Q98'<br>*ptAwng dk*179' | 41·2 | 16·4 | *WB* | T.3Cy.20$\frac{7}{8}$",35$\frac{1}{2}$"&55$\frac{1}{4}$"–35$\frac{1}{2}$"<br>182NHP<br>A.G. "Neptun," Rostock | |
| 35291 | — **SteelPadSr**<br>*Elec.light* *1Dk* | 385<br>290<br>136 | | | | | 1907 | J.L.Meyer<br>Papenburg | Act.Ges."Ems" | 187·8 | 23·6 | 8·9 | Emden<br>German | C.2Cy.23$\frac{5}{8}$"&47$\frac{5}{16}$"–54$\frac{5}{16}$"<br>136NHP<br>J.L.Meyer,Papenburg | |
| 35292 | **Westfalia** **SteelSc**<br>(*ex*Köln)<br>*Mchy.Aft* *1Dk* | 400<br>365<br>242 | | | | | 1897 | J.H.N. Wichhorst<br>Hamburg | W.Kunstmann | 151·4<br>B8' | 25·5 | 11·2 | Stettin<br>German | C.2Cy.13$\frac{3}{8}$"&24$\frac{3}{4}$"–15$\frac{3}{4}$"<br>20NHP<br>OttensenerMaschf.Altona | |
| 35293<br>216008<br>LJRM | **Westfield** **SteelScSr**<br>*Elec.light* *2Dks(Stl)*<br>Wireless Sub.Sig. | 5749<br>5133<br>3526 | | | ... | CL | 1918<br>3mo | J.F.Duthie &Co.<br>Seattle,Wash<br>A&CP<br>*1BH in fore* | UnitedStates ShippingBoard<br>*CellDB*347'1173*t FPT*<br>*hold&1BH in after* | 409·5<br>P44'B115'F47'<br>*hold dispensed with* | 54·2 | 27·6<br>FK | Seattle<br>Utd. States<br>*Cem*<br>148*t APT*39*t*<br>*5BH only* | 1 Geared Steam Turbine<br>210lb (*r*) 508NHP<br>3SB,*9cf*,GS192,HS8055<br>GeneralElectricCo. Schenectady,N.Y. | 30<br>s 6<br>24 |
| 35294<br>216563<br>LMCT | **Westford** **SteelSc**<br>*Elec.light* *2Dks*<br>Wireless Sub.Sig. | 5698<br>5091<br>3549 | | | ... | | 1918 | AmesS.B. &D.D.Co.<br>Seattle,Wash | UnitedStates ShippingBoard | 409·5<br>P44'B115'F47' | 54·2 | 27·4<br>FK | Seattle<br>Utd. States<br>*WB* | 2 Steam Turbines geared to 1 Screw Shaft 590NHP<br>WestinghouseElectric& Mfg.Co.E.Pittsburgh | 30 |
| 35295<br>126276 | **Westham** **WoodScSp**<br>*2Dks* | 199<br>97<br>126 | | | | | 1909 | AH.Seaton<br>NewWestminster,B.C. | FrankWaterhouse &Co.ofCanada,Ld. | 85·3 | 22·0 | 8·3 | N Wstmstr<br>British | C.2Cy.8"&16"–12"<br>E*made*01 B*made*06 11RHP<br>SchaakeMach.Works, NewWestminster,B.C. | |
| 35296<br>216309<br>LKRB | **Westhampton** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>Wireless | 5832<br>5125<br>3556 | | | ... | | 1918 | Northwest SteelCo.<br>Portland,Or. | UnitedStates ShippingBoard | 409·8<br>P47'B115'F44' | 54·2 | 27·7<br>FK | Portlnd Or<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>579NHP<br>GeneralElectricCo. Schenectady,N.Y. | 30 |
| * 35297<br>137267<br>JTNG | **Westhope** **SteelSc**<br>*Elec.light* *1Dk(Stl)&Shelter dk(Stl)*<br>Wireless | 5705<br>5435<br>4243 | ✠100A1<br>*Shelter dk with freeboard*<br>8,21 ~~5,20~~<br>✠LMC5,18 | Bry | *y* | CL<br>~~5,20~~<br>8,21 | 1918<br>4mo<br>*Lloyd's*A&CP | W.Pickersgill&Sons,Ld.<br>Sunderland<br>*CellDBa*134' | WestwickS.S.Co. Ld.(J.Westoll, *Mgr.*) | 405·0<br>F*on Shltr dk*34'<br>*uE*26'*f*176' 1165*t F* | 52·3 | 31·9<br>FK | Sunderlnd<br>British<br>*6BHCem*<br>*PT*79*t APT* | T.3Cy.26",43"&72"–48" (*s*)<br>180lb 452NHP<br>3SB,*9cf*,GS174,HS7810<br>106*t* Richardsons,Westgarth& Co.Ld.Hpl. | 34<br>s 9<br>25 |
| 35298<br>215879<br>LJMP | **Westland** **SteelScSr**<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. *2Dks*<br>Wireless | 5833<br>5287<br>4375 | | | ... | CL | 1917 | Northwest Steel Co.<br>Portland,Or. | UnitedStates ShippingBoard | 410·0<br>P47'B115'F47' | 54·2 | 27·2<br>FK | Portlnd Or<br>Utd. States<br>*WB* | 1 Geared Steam Turbine<br>508NHP<br>GeneralElectricCo. Schenectady,N.Y. | 30 |
| 35299<br>141005 | — **CompScSr**<br>(*ex*Livingstone)<br>*Mchy.Aft* *2Dks&Awny dk* | 2134<br>—<br>1622 | | | | | 1889 | Detroit DryDockCo.<br>Wyandotte | CrosbyTransportationCo. | 281·0 | 41·0 | 20·0<br>*WB* | Cleveland, Ohio<br>Utd. States | T.3Cy.20",33"&54"–42<br>189NHP<br>FrontierIronWrks.Detroit | |
| 35300 | — **SteelSc**<br>(*ex*Zaanstroom) *1Dk2trB*<br>*Elec.light* Wireless | 1657<br>1063<br>911 | | | | | 1913 | Rotterdam Droogd.Maat<br>Rotterdam | Soc.Navale Charbonnière | 243·6<br>P44'B180' | 37·1 | 17·3 | Antwerp<br>Belgian<br>*WB* | T.3Cy.21$\frac{1}{2}$",33"&57"–39"<br>203NHP<br>RotterdamDroogd.Maats. | |
| 35301<br>69017<br>QOVN | — **IronPadK**<br>*1Dk* | 152<br>122<br>8 | | | | | 1884 | E.Seager<br>Wellington | GreymouthHarbourBoard | 100·3 | 17·8 | 9·2 | Wellingtn<br>British | 2Cy.17"&32"–36"<br>NE02 NB15 64RHP<br>Lees,Anderson&Co.,Gls. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35302 | **Westland** SteelScSr<br>(*ex*No.171) 1*Dk*(*Stl*–ws) | 140<br>126<br>31 | 100A–<br>*For fishing purposes*<br>~~6,21~~ 2,21 ~~12,21~~<br>LMC11,19 | ~~Ymu~~ Ams | | CL<br>12,21 | 1919<br>11mo | Arnhem-scheStoom-sleephelling My.Arnhem | N.V.Visscherij Maats."Westland" (J.Klein,Hzn.) | 95·1<br>BK6½" | 19·8 | 9·3 | Ymuiden<br>Dutch<br>4*BHCem*<br>*DTf* 13'8*t* | T.3Cy.10",16"&26"–18" (*r*)<br>180lb 45NHP<br>1SB,*2cf*,GS28,HS892<br>ArnhemscheStoomsleep-hellingMy.Arnhem | 9 〃 10 | |
| 35303<br>[illegible]<br>JMDS | **Westmead** SteelSc<br>Now named "Jerseymoor," See No.37078 in Supplement<br>ssShl.No.1-20<br>(*ex*Jerseymoor) 1*Dk*(*Stl*)&<br>Wireless *Shelter dk*(*Stl*)2*trB* | 5662<br>[illegible]<br>4243 | ✠100A1,<br>*Shelter dk withfreeboard*<br>8,21 ~~3,20~~<br>✠LMC MS3,20<br>BS1,20 | Shl<br>Lon | *y* | CL<br>~~3,20~~<br>8,21 | 1915<br>12mo<br>*Lloyd* | J.Read-head&Sns,Ld SouthShields<br>'*sA&CP* | WesternCounties ShippingCo.Ld. (E.Edwards,Sons &Co.Ld.*Mgrs.*)<br>*CellDBa* | 393·4<br>FK<br>128'*uE*23'*f* 173'937 | 51·1 | 25·8 | London<br>British<br>6*BHCem*<br>*tAPT*48*t* | T.3Cy.26½",44"&72"–48" (*r*)<br>180lb *100lb* 437NHP<br>3SB,*9cf*,GS171,HS7408<br>JReadhead&Sons,Ld.SShl | 27 〃 6<br>s3 〃 4½<br>24 〃 6 | |
| 35304<br>217152<br>LNMW | — SteelSc<br>*Elec.light* 2*Dks*<br>Wireless | 5619<br>5112<br>4202 | | | ... | | 1918 | AmesS.B. &D.D.Co. Seattle,Wash | UnitedStates ShippingBoard | 409·5<br>P44'B115'F47'<br>FK | 54·2 | 27·4 | Seattle<br>Utd.States<br>*WB* | T.3Cy.26",43"&73"–48"<br>543NHP<br>AmesS.B.&D.D.Co.Seattle | 30 〃 2 | R |
| 35305<br>117381<br>VDHF | **Westmeath** SteelTwinSc<br>ssLiv.No.1-20 4MstSr<br>(*ex*EvertonGrange) ssLiv.No.3-8,15<br>*Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing*&<br>*Elec.light* *Shelter dk*(*pt Irn&pt Stl*)<br>Wireless | 9179<br>6833<br>5914 | ✠100A1<br>*Shelter dk withfreeboard*<br>4,22 ~~10,21~~ ~~12,18~~<br>✠LMC3,20<br>✠Lloyd'sRMC~~1,21~~ 9,21<br>BS10,21 | Cff<br>~~Lon~~ Brs | *e*† | CL<br>P3,20<br>SN3,20 | 1903<br>8mo<br>*Lloyd* | Furness, Withy&CoLd WHartlepool<br>'*sA&CP*<br>*WB=C* | UnionStmShipCo. of NewZealandLd.<br>*ellDBa* 143'*uE&B* | 475·0<br>B*on Shelter dk*120'<br>FK<br>65'*f* 198' 1312*tDTa* | 56·1 | 32·4 | London<br>British<br>8*BHCem*<br>35' 1067*t FP* | T.6Cy.21",36"&59"–42" (*s*)<br>180lb 656NHP<br>5SB,*15cf*,GS282,HS12404<br>Richardsons,Westgarth&<br>*T*53*tAPT*84*t* Co.Ld.Hpl. | 35 〃 6<br>s 6 〃 5½<br>29 〃 5 | |
| 35306<br>[illegible] | **Westminster Abbey** SteelTwinSc<br>Now named "Venezuela," See No.39830 in Supplement<br>(*ex*AdolphWoermann) Sub.Sig<br>*Elec.light* Wireless 2*Dks* | 6276<br>[illegible]<br>4210 | | | | | 1906 | Reiherst'g Schiffsw. Hamburg | DavidS.S.Co.Ld. | 412·2<br>P&B270'F60' | 50·7 | 28·4 | London<br>British | T6Cy.20⅞",37⅜"&60¼"–42$\frac{1}{16}$"<br>470NHP<br>Reiherst,Maschinenf.Ham. | | |
| 35307<br>140292<br>JPQT | **Westmoreland** SteelTwinScSr<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*<br>*Ref.Mchy* (*Stl*–ws)<br>Wireless | 9512<br>8407<br>6099 | ✠100A1<br>*Shelter dk withfreeboard*<br>4,21<br>BS3,21 ✠LMC2,19<br>✠Lloyd'sRMC~~1,21~~ 11,21 | Lon | *d*† | CL<br>2,19 | 1917<br>5mo<br>*Lloyd* | D&WHen-dersn&Co.Ld Glasgow<br>'*sA&CP* | FederalS.N.Co.Ld.<br>*CellD* | 473·0<br>F43'B186' *on Shelter dk* FK<br>B400'1573*tFPT*97*t* | 60·1 | 36·7 | London<br>British<br>7*BHCem*<br>*APT*98*t* | 4 Steam Turbines geared to 2 screw shafts (*s*) 918NHP<br>190lb<br>5SB,*20cf*,GS357HS15592 FD<br>WilsndSlpwy.Co.Ld.Nwc. | 39 〃 5<br>s 9 〃 3½<br>30 〃 7 | |
| 35308<br>218501<br>LRWT | — SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk&Shelter dk*<br>Sub.Sig. *& Web frames*<br>Wireless *Longitudinal framing* | 6629<br>5882<br>4122 | | | ... | | 1919 | Federal S.B.Co. Kearny,N.J. | UnitedStates ShippingBoard | 395·5<br>P44'B110'F38' *on Shelter dk* FK | 55·0 | 31·4 | NewarkNJ<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Screw Shaft 645NHP<br>MidWestEng.Co. Indianopolis,Ind. | 34 〃 11 | R |
| 35309<br>110787 | — IronSc<br>*Elec.light* *Mchy.Aft* | 199<br>—<br>99 | | | | | 1888 | T.S.Marvel &Co. Newburgh, N.Y. | LehighValley TransportationCo. Inc. | 126·0 | 27·8 | 11·2 | Perth Amboy,NJ<br>Utd.States | C.2Cy.24"&42"–30"<br>NB09 81NHP<br>T.S.Marvel&Co. Newburgh,N.Y. | | |
| 35310<br>138232 | **Westmount** SteelScSr<br>*Elec.light* *Mchy.Aft* Wireless 1*Dk* | 7392<br>7008<br>5635 | | | | | 1917 | Collingw'd S.B.Co.Ld. Collingwood | ~~Montreal TransportationCo. Ld.~~ CanadaSSLines Ld. | 536·0<br>F47' | 58·3 | 26·7 | Montreal<br>British<br>*WB* | T.3Cy.24",40"&66"–42"<br>282NHP<br>CollingwoodS.B.Co.Ld. | | L |
| 35311<br>216333<br>LKRM | — SteelSc<br>*Elec.light* 2*Dks*(*Stl*)<br>Sub.Sig. Wireless | 5649<br>5082<br>3516 | | | ... | CL | 1918<br>5mo | AmesS.B. &D.D.Co. Seattle,Wash<br>A&CP | UnitedStates ShippingBoard<br>*Cell* | 409·5<br>P44'B115'F47'<br>FK<br>*DB*349'1180*tFPT*1 | 54·2 | 27·4 | Seattle<br>Utd.States<br>7*BHCem*<br>36*tAPT*44*t* | T.3Cy.26",43"&73"–48" (*r*)<br>200lb 543NHP<br>3SB,*9cf*,GS193,HS7956 FD<br>AmesS.B.&D.D.Co.Seattle | 30 〃 2<br>s6 〃 6½<br>24 〃 0 | |
| 35312<br>214109<br>LGBQ | **Westoil** SteelScSr<br>(*ex*Kaministiquia) 1*Dk*<br>*Elec.light* *Mchy.Aft* Wireless | 2173<br>1973<br>1401 | | | | | [illegible] | Swan,Hun-ter&Wigham Richardson, LdNewcastle | EdwardP.Farley Co.Inc. | 250·0<br>F42' | 43·0 | 22·6 | Portlnd,O.<br>Utd.States<br>*WB* | T.3Cy.20½",33"&54"–36"<br>175NHP<br>N.E.MarineEng.CoLdNwc | | C |
| 35313<br>143670<br>KGVH | **Weston** SteelSc3Mst<br>*Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | 485<br>340<br>210 | ✠100A1<br>3,22 ~~9,20~~<br>✠LMC9,20 | Selby<br>Liv | | CL | 1920<br>9mo<br>*Lloyd* | Cochrane& Sons,Ld. Selby<br>'*sA&CP* | OvertonS.S.Co.Ld. (R.R.Clark, *Mgr.*) | 152·0<br>Q86'B9'F25'<br>FK<br>*FPT*48*t* | 25·2 | 10·8 | Liverpool<br>British<br>3*BHCem*<br>*APT*21*t* | T.3Cy.13",23"&37"–24" (*s*)<br>180lb 85RHP<br>1SB,*3cf*,GS46,HS1470<br>C.D.Holmes&Co.Ld.Hull | 12 〃 0<br>s 3 〃 11<br>11 〃 9 | |
| 35314 | **Westplein** SteelSc<br>*Elec.light* Wireless 2*Dks* | 4370<br>4096<br>2780 | | | | | 1920 | Deutsche Werft.A.G. Hamburg | Scheepv.Maats. "Millingen" | 391·5<br>P37'B110'F49' | 50·3 | 26·9 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.27$\frac{9}{25}$",43$\frac{3}{10}$"&69$\frac{7}{10}$"–47⅕"<br>332NHP<br>GuteHoffnunghütte, Sterkrade | | |
| 35315<br>217127<br>LNKT | **Westpool** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*&*Webframes*<br>Wireless *Longitudinal framing* | 5724<br>5131<br>3519 | | | ... | | 1918 | J.F.Duthie &Co. Seattle,Wash | UnitedStates ShippingBoard | 409·5<br>P41'B121'F43'<br>FK | 54·2 | 27·6 | Seattle<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>601NHP<br>LewellynIronWorks, LosAngeles | 30 〃 2 | R |
| 35316<br>216902<br>LMVF | **Westport** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*(*Stl*)<br>Wireless | 5665<br>5082<br>3529 | | | ... | CL | 1918<br>9mo | AmesS.B. &D.D.Co. Seattle,Wsh.<br>A&CP | UnitedStates ShippingBoard<br>*Cel* | 409·5<br>P44'B115'F44'<br>FK<br>*lDB*349'1180*t FPT* | 54·2 | 27·4 | Seattle<br>Utd.States<br>7*BHCem*<br>136*tAPT*44*t* | T.3Cy.26",43"&73"–48" (*r*)<br>200lb 543NHP<br>3SB,*9cf*,GS193,HS7956 FD<br>AmesS.B.&D.D.Co.Seattle | 30 〃 2<br>s 6 〃 6½<br>24 〃 0 | |
| 35317<br>208731 | — WoodSc<br>1*Dk* | 246<br>—<br>167 | | | | | 1911 | WmMcKie E.Boston | EasternSteamship Lines,Inc. | 125·6 | 21·2 | 8·8 | Boston<br>Utd.States | T.3Cy.10½",17½"&28"–18"<br>33NHP<br>AtlanticWorks,Boston | | |
| 35318<br>81188<br>LFGD | — WoodSc<br>1*Dk* | 211<br>—<br>154 | | | | | 1888 | G.Bool SanFrancisco | Hobbs,Wall&Co. | 124·0 | 31·2 | 9·5 | S.Frncisco<br>Utd.States | C.2Cy.12"&24"–20"<br>21NHP<br>FultonIronWorks,S.Fo. | | |
| 35319<br>209877 | — SteelSc<br>(*Whaler*) *Fitted for oil fuel*<br>1*Dk* | 116<br>—<br>59 | | | | | 1912 | SeattleCon-struction& DryDockCo. Seattle,Wash | AmericanPacific WhalingCo. | 88·0 | 19·0 | 11·5 | Seattle, Wash.<br>Utd.States | T.3Cy.11",18"&29"–18"<br>36NHP<br>SeattleConstruction&Dry DockCo.Seattle,Wash. | | |
| 35320<br>116208 | **Westport III.** WoodScSr<br>1*Dk* | 140<br>93<br>58 | | | | | 1903 | J.A. McGowan ShelburneNS | W.P.Burns | 101·0<br>H47*t* | 21·3 | 9·0 | YarmthNS<br>British | C.2Cy.12"&24"–18"<br>NewBurrellJohn-sonIronCo.Ld.YrmthNS 24RHP | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques. | 3 Matériaux, Gréement, etc. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35321<br>132860<br>HVKQ | **Westra**<br>(*ex*Nantwen)<br>Wireless | SteelSc<br>ssCff.No.2-20<br>1*Dk*(*Irn*) | 4773<br>4547<br>2997 | ✠100A1<br>~~6,21~~ ~~7,20~~ 3,22<br>✠LMC<br>BS~~5,20~~ 8,21 MS7,20 | Cff | *x* | CL<br>~~7,20~~<br>3,22 | 1912<br>3mo<br>*Lloyd* | Richardsn, Duck&Co.Ld<br>Stockton<br>'*sA&CP* | Morgan&Cadogan Ld.<br>*CellDBa*<br>130'*uE&B* 45' *f* | 380·2<br>P34'B111'F31'<br>FK<br>168' 1117*t* *FPT*162*t* | 50·9 | 28·0 | Cardiff<br>British<br>6*BHCem*<br>*APT*126*t* | T.3Cy.26",42"&70"-48" (*s*)<br>180lb *120lb* 385NHP<br>3SB,*9cf*,GS178,HS6169<br>Blair&Co.Ld.Stockton | 30<br>5<br>24 |
| 35322<br>106415<br>VBWN | **Westralia**<br>*Elec.light*<br>Wireless | SteelScSr<br>ssMel.2ndNo.3-5,20<br>2*Dks*(*Stl-Uws*) | 2884<br>2082<br>1819 | ✠100A1<br>12,21 ~~4,21~~<br>✠LMC4,21 | Mel<br>Syd | *u* | CL<br>N5,20 | 1897<br>1mo | J.Laing<br>Sunderland<br>A&CP<br>*WB* | HuddartParker Ld.<br>=*CellDBa*68'*uE&* | 327·4<br>P&B186'F52'<br>BK8½"<br>*B*52'*f*132'475*tFPT* | 41·2 | 20·5 | Melbourne<br>British<br>6*BHCem*<br>60*tAPT*20*t* | T.3Cy.25",41½"&68"-45" (*s*)<br>180lb *180lb* 412NHP<br>2DB,*12cf*,GS239,HS7434<br>G.Clark(Lim.),Sld. | 23<br>3<br>20 |
| 35323<br>120008 | **Westralian** | SteelTwinSc<br>1*Dk* | 120<br>107<br>44 | | | | | 1905 | Hoskins& Co.<br>Perth,W.A. | ~~McIlwraith, McEacharns'Line Proprietary,Ld.~~<br>E.L.Speare | 128·9 | 16·0 | 7·3 | Fremantle<br>British | C.4Cy.11¾"&22"-18"<br>E *built* 87 42RHP<br>Hutson&Corbett,Glasgow | |
| 35324<br>132300<br>JNDM | **Westray** | SteelScK<br>ssHul.No.2-20<br>1*Dk* | 207<br>207<br>81 | ✠100A1<br>*Stm Trawler*<br>11,20<br>✠LMC6,20<br>BS7,21 | Hul | | CL<br>6,20 | 1912<br>2mo<br>*Lloyd* | Cook,Wel-t'n&Gemmell Ld. Beverley<br>'*sA&CP* | HullSteamFishing &IceCo.Ld. | 112·2<br>BK8"<br>*WB*=*DTf* 13'30*t* | 22·5 | 12·3 | Hull<br>British<br>4*BHCem*<br>*APT*2*t* | T.3Cy.10",17"&28"-24" (*s*)<br>200lb 49RHP<br>1SB,*2pf*,GS27,HS835<br>Amos&Smith,Ld.Hull | 13 |
| 35325<br>216158<br>LKMP | **Westshore**<br>*Elec.light* Sub.Sig.<br>Wireless | SteelSc<br>*Fitted for oil fuel*<br>2*Dks* | 5714<br>5228<br>3472 | | | ... | | 1918 | Northwest SteelCo.<br>Portland,Or. | UnitedStates ShippingBoard | 409·8<br>P47'B115'F44'<br>FK | 54·2 | 27·7 | PortlndOr.<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>508NHP<br>GeneralElectricCo. Schenectady,N.Y. | 30 |
| 35326<br>215990<br>LJQW | **Westward Ho**<br>*Elec.light* Sub.Sig.<br>Wireless | SteelSc<br>*Fitted for oil fuel*<br>2*Dks* | 5643<br>5593<br>3446 | | | ... | | 1918 | Columbia RiverS.B.Co.<br>Portland,Or. | UnitedStates ShippingBoard | 410·0<br>P47'B115'F44'<br>FK | 54·2 | 27·5 | PortlndOr<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>551NHP<br>KerrTurbineCo. Wellesville,N.Y. | 30 |
| 35327<br>102485<br>HSWN | — | SteelPadSk<br>1*Dk* | 438<br>354<br>165 | | | | | 1894 | S.Mc-Knight&Co.<br>Ayr | P.&A.CampbellLd | 225·0<br>Q13'<br>*Promenade dk*212' | 26·1 | 9·5 | Bristol<br>British | C.2Cy.36"&64"-66"<br>NB08 277NHP<br>Hutson&Son,Glasgow | |
| 35328<br>106738<br>RDTW | **Westward Ho II.**<br>(*ex*Westward Ho) | IronScK<br>ssHul.No.3-6,09<br>ssHul.No.2-18<br>1*Dk* | 146<br>145<br>57 | | | —<br>... | CL<br>~~9,18~~<br>4,21 | 1897<br>4mo<br>*Lloyd* | Edwards Bros.<br>NorthShields<br>'*sA&CP* | G.Grimmer | 108·0<br>ND09 BK7½" | 20·9 | 10·9 | Aberdeen<br>British<br>3*BHCem* | T.3Cy.11½",18"&30"-21" (*s*)<br>160lb 60RHP<br>1SB,*2pf*,GS26,HS910<br>N.E.MarineCo.(Lim.),Sld. | 11 |
| 35329<br>212917<br>LDVQ | **Westwego**<br>(*ex*SteauaRomana)<br>*Elec.light*<br>*Mchy.Aft* Wireless | SteelScSr<br>ssN.Yk.No.1-18<br>2*Dks*(*Stl*)&<br>*Webframes* | 5247<br>4712<br>3244 | ✠100A1<br>5,21 ~~9,20~~<br>✠LMC4,20<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 6,14 *F.P. above* 150°F.<br>BS5,21 | Brw<br>Phl | *y* | CL<br>4,20<br>5,21 | 1914<br>6mo | J.Frerichs &Co.A.G.<br>Einswarden<br>A&CP | UnionPetroleum S.S.Co.<br>*WB*=*CellDBuE*<br>*DTf*28'458*t* | 387·0<br>P89'B34'F42'<br>FK<br>&*B*51'103*t*<br>*FPT*168*t* *APT*126*t* | 51·7 | 28·6 | NewYork<br>Utd.States<br>15*BHptAsp*<br>14 *to Uprdk*<br>1 „ 2*nd* „ | T.3Cy.27",45"&74"-48" (*s*)<br>190lb *185lb* 505NHP<br>3SB,*9cf*,GS169,HS7100 FD<br>N.E.MarineEngCoLd.Nwc<br>*only* | 30<br>6<br>24 |
| 35330<br>216045<br>LJSQ | **Westwood**<br>*Elec light* Sub.Sig.<br>Wireless | SteelSc<br>2*Dks*(*Stl*) | 5691<br>5109<br>4141 | | | ... | CL | 1918<br>3mo<br>*Lloyd* | AmesS.B. &D.D.Co.<br>Seattle<br>'*sAP*<br>1*BH in fore h* | UnitedStates ShippingBoard<br>*old&*1*BH in after* | 409·5<br>P44'B115'F47'<br>FK<br>*hold dispensed with* | 54·2 | 27·4 | Seattle<br>Utd.States<br>*Cem*<br>5*BHonly*<br>*CellDB*3 | 2 Steam Turbines geared to 1 screw shaft (*r*)<br>200lb 537NHP<br>3SB,*9cf*,GS195,HS7260 FD<br>WestinghouseCo.E.Pitts.<br>49'1180*tFPT*136*tAPT*44*t* | 30<br>6<br>24 |
| 35331<br>133281 | **Wetere** | WoodScSr<br>1*Dk* | 111<br>85<br>41 | | | | | 1913 | Brown& Sons<br>TeKopuneNZ | A.W.Ogle | 76·2 | 18·2 | 9·5 | AuklndNZ<br>British<br>*WB* | C.2Cy.11½"&23"-16"<br>22RHP<br>A.&G.Price,LdThamesNZ | |
| 35332<br>114445<br>TMKJ | **Wethersfield**<br>Wireless | SteelScSr<br>(*ex*Westmount)<br>1*Dk* | 1875<br>1769<br>1171 | | | | | 1903 | C.S.Swan &Hunter,Ld.<br>Newcastle | E.J.Heinz (London)Ld. | 248·7<br>F27' | 42·0 | 20·6 | Montreal<br>British<br>*WB* | T.3Cy.21",35"&58"-39"<br>210NHP<br>N.E.MarineEngCoLd Nwc | |
| 35333<br>5604<br>JTVC | **Wettern I.** | CompScSr<br>1*Dk* | 199<br>168<br>120 | | | | | 1914 | Sjötorps Varf<br>Sjötorp | AskersundsÅngf. Aktieb. (Alb. Svensson,*Mgr.*) | 100·4<br>H8*t* | 22·6 | 10·1 | Askersund<br>Swedish | C.2Cy.9½"&21"-13½"<br>13NHP<br>LundbyM.V.Gothenburg | |
| 35334<br>4331<br>JNVS | **Wettern II.**<br>*Mchy.Aft* | CompScSp<br>1*Dk* | 182<br>152<br>101 | | | | | 1904 | Sixten Groth<br>Sjötorp | AskersundsÅngf. Aktieb. (Alb. Svensson,*Mgr.*) | 99·6<br>P23'H5*t* | 22·9 | 10·2 | Askersund<br>Swedish | C.2Cy.9½"&21"-13½"<br>13NHP<br>WilhelmsbergsM.V.Got. | |
| 35335 | **Weweantic**<br>*Elec.light* *Mchy.Aft* | SteelSc<br>*Fitted for oil fuel*<br>2*Dks*<br>*Longitudinal framing*<br>*Carrying Petroleum in bulk* | 4787<br>—<br>3665 | | | | | 1919 | Bethlehem S.B.Corp.Ld.<br>Wilmington, Del. | UnitedStates ShippingBoard | 392·0<br>P99'B34'F44' | 51·0 | 30·1 | Wilmgton (Del.)<br>Utd.States<br>*WB* | T.3Cy.27",45"&75"-48"<br>390NHP<br>BethlehemS.B.Corp.Ld. Wilmington,Del. | |
| 35336 | **Wexford**<br>*Elec.light* | SteelTwinScSr<br>2*Dks*(*Stl*) | 767<br>690<br>319 | ✠<br>*For Government Service*<br>10,19 | Rnf | | | 1919<br>10mo | W.Simons &Co.Ld.<br>Renfrew<br>*CellD* | TheAdmiralty<br>*B*12 16*tDTf*18'24 | 219·4<br>FK<br>*tDTa*16'36*t* *FPT*5*t* | 28·6 | 15·5 | London<br>British<br>11*BHptCem*<br>*APT*20*t* | T.6Cy.13¼",21¼"&34"-21"<br>378NHP<br>2 Water Tube Boilers<br>HS6990 FD<br>W.H.Allen,Son&Co.Bed. | 16 |
| 35337<br>70154 | — | IronPadSk<br>(*Tug*)<br>1*Dk* | 141<br>141<br>57 | | | ... | | 1888 | JTEltring-ham<br>S.Shields | France,Fenwick, Tyne&WearCo.Ld. | 108·0<br>BK5" | 18·9 | 9·9 | Wexford<br>British | L.2Cy.28"-50"<br>80RHP<br>JPRennoldson&Sons,Shl. | 10 |
| 35338 | **Weybourne** | SteelTwinScSr<br>2*Dks*(*Stl*) | 766<br>691<br>320 | ✠<br>*For Government Service*<br>6,19<br>✠ | Gls | | | 1919<br>6mo | A&JInglis Ld.<br>Glasgow<br>*Cell* | TheAdmiralty<br>*DB*12'16*tDTa*16'3 | 219·6<br>BK<br>3*tDTf*8'12*tFPT*5*t* | 28·6 | 15·5 | London<br>British<br>10*BHptCem*<br>*APT*20*t* | T.3Cy.13¼",21½"&34"-21"<br>HS6990 378NHP<br>2 Water Tube Boilers FD<br>A.&J.Inglis,Ld.Gls. | 16 |
| 35339<br>117704 | **Weymouth** | SteelScK<br>ssMil.No.3-8,20<br>1*Dk* | 178<br>167<br>67 | ✠100A1<br>*Stm Trawler*<br>2,22 ~~8,20~~<br>BS ~~[illegible]~~<br>~~BS8,20~~ ✠LMC4,19 | Mil | | ~~3,19~~<br>N2,22 | 1903<br>5mo<br>*Lloyd* | Smith's DockCo.Ld.<br>NorthShields<br>'*sA&CP* | NorthLincolnshire SteamFishingCo. Ld.(T.Sowerby, *Mgr.*) | 110·0<br>ND20 BK7½" | 21·0 | 11·4 | Milford<br>British<br>3*BHCem* | T.3Cy.12",19"&32"-22½" (*s*)<br>160lb 51RHP<br>1SB,*2pf*,GS32,HS976<br>MacColl&Pollock,Sld. | 12 |
| 35340<br>94824 | — | WoodScSr<br>1*Dk* | 154<br>89<br>106 | | | | | 1890 | C.Burrill<br>Weymth,NS | NorthShoreS.S. Co.Ld. (J.A.Young,*Mgr.*) | 102·7<br>H65*t* | 19·0 | 7·6 | Picton,NS<br>British | 2Cy.14"&26"-18"<br>26RHP<br>BurrellJohnsonICoYarNS | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35341<br>108079 | **Whakarire** SteelTwinSc<br>(*BucketHopperDredger*)<br>*ss*Wln.No.3–4,12<br>*ss*Wvn.No.2–20<br>*Elec.light* 1*Dk*(*Stl*) | 819<br>764<br>449 | ✠ A1<br>*Hopper Dredger*<br>9,20<br>✠LMC~~9,20~~ 8,21 | Wln | | ~~9,20~~<br>8,21 | 1903<br>6mo<br><br>*Lloyd* | Lobnitz&<br>Co.Ld.<br>Renfrew<br>'*sA&CP* | WellingtonHar-<br>bourBoard<br><br>*WB* | 180·2<br>Q13'F19'<br><br>=*FPT*25*tAPT*30*t* | 36·0 | 13·1<br><br>FK | Wellingtn<br>N.Z.<br>British<br>5*BHCem* | C.4Cy.17½"&38"–24" (*s*)<br>120lb 120NHP<br>1SB,3*cf*,GS59,HS1780<br>Lobnitz&Co.Ld.Rnf. | 16 ″ 0 | |
| 35342<br>111348<br>RMDN | **Whakatane** SteelScSr<br>*ss*Lon.No.3–4,12<br>*ss*Lon No 2–21 ~~*ss*Lon.No.1–16~~<br>*Ref.Mchy.* 2*Dks*(*Stl*)&*deep framing*<br>*Elec.light* &*Shelter dk*(*Stl*–ws)<br>Sub.Sig. Wireless | 7055<br>5164<br>5277 | ✠100A1<br>*Shelter dk*<br>9,21 ~~2,20~~<br>✠LMC12,20 | Ddn<br>Lon | *a*† | CL<br>2,20 | 1900<br>1mo | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle<br>A&CP *W* | NewZealand<br>ShippingCo.Ld.<br><br>*B = Cell DBa* 105' | 420·0<br><br><br>*uE* 30' *f* 207' 1068*t* | 54·0 | 28·7<br><br>FK | Plymouth<br>British<br>7*BHCem*<br>*APT*25*t* | T.3Cy.30",48"&78"–54" (*s*)<br>160lb 491NHP<br>3SB,9*cf*,GS173,HS6415 FD<br>Hwthrn,Leslie&C.Ld.Nwc | 32 ″ 0<br>s 5 ″ 1½<br>27 ″ 3 | |
| 35343<br>40 | **Whampoa** SteelScSr | *1734*<br>*1624*<br>*1109* | | | | | 1882 | Scott&Co.<br>Greenock | RussianTransport<br>&InsuranceCo. | 278·6 | 34·4 | 23·6 | Sebastopl<br>Russian | C.2Cy.30"&60"–42"<br>194NHP<br>Scott&Co.,Greenock | | |
| 35344<br>110641<br>RNKT | **Whangape** SteelScSr<br>Wireless 1*Dk*&*Spar dk*&*deep framing* | 2931<br>2726<br>1901 | | | … | | 1900 | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | UnionS.S.Co.of<br>NewZealand,Ld. | 320·0<br>P30'B68'F32' | 44·8 | 15·3<br>23·3<br>FK | Dunedin<br>British<br>*WB* | T.3Cy.23",36"&59"–42"<br>255NHP<br>T.Richardsn&Sns.Ld.Hpl. | 25 ″ 9 | |
| 35345<br>131420<br>THPV | **Whangpu** SteelTwinSc<br>*Elec.light* 2*Dks* | 3204<br>2708<br>1975 | | | | | 1920 | Taikoo<br>Dkyd&E.Co.<br>ofH.Kg.Ld.<br>HongKong | ChinaNavigation<br>Co.Ld. | 320·0 | ~~46·0~~<br>46·5 | 22·3 | London<br>~~London~~<br>British<br>~~HongKong~~<br>*WB* | T.6Cy.14½",24"&39½"–30"<br>172NHP<br>TaikooDckyd.&Eng.Co.Ld | | |
| 35346<br>91325<br>LSHJ | **Wharfe** SteelScSr<br>*ss*Goo.2ndNo.3–5,15<br>*ss*Goo.No.1–19<br>1*Dk*(*Stl*)&*deepframing* | 914<br>751<br>387 | ✠100A1<br>9,21 ~~2,21~~<br>✠NB6,02 ✠LMC3,19<br>BS~~7,20~~10,21 | Hul<br>Goo | *n* | 2,21 | 1890<br>6mo | W.Dobson<br>&Co.<br>Newcastle<br>A&CP | ~~Lancashire&~~<br>~~YorkshireRly.Co.~~<br>L.&N.W.Rlwy.Co | 245·0<br>P29'B58'F32'<br><br>*WB = CellDB* | 32·7 | 15·7<br><br>BK8" | Goole<br>British<br>5*BHCem*<br>161'290*t* | T.3Cy.24",38"&61"–36" (*s*)<br>160lb 261NHP<br>2SB,6*rf*,GS138,HS4712<br>WllsndSlpwyCo.Ld.,Nwc. | 16 ″ 10<br>s 2 ″ 1½<br>15 ″ 7 | |
| 35347<br>93135 | **Whatcom** WoodSc<br>(*ex*Majestic) | 716<br>—<br>329 | | | | | 1901 | E.W.Heath<br>EverettWash | PugetSoundNav.<br>Co.(J.Green,*Mgr.*) | 169·0 | 29·8 | 13·7 | Seattle<br>Wash.<br>Utd.States | T.3Cy.18",30½"&51"–28"<br>138NHP<br>DetroitS.B.Co.Detroit | | |
| 35348<br>119946<br>VTSL | **Whateley Hall** SteelScSr<br>*Turret deck* Wireless 1*Dk*2*trB* | 3712<br>3134<br>2380 | | | | | 1904 | W.Doxford<br>&Sons,Ld.<br>Sunderland | HansenShipping<br>Co.Ld.(Hansen<br>Bros.Ld.*Mgrs.*) | 342·3<br>P21'F35' | 46·6 | 24·7 | London<br>British<br>*WB* | T.3Cy.26",42"&68"–42"<br>300NHP<br>W.Doxford&Sons,Ld.Sld. | | C |
| 35349<br>123158<br>HGDM | **Wheatear** SteelSc3MstSr<br>*ss*Cff.No.3–1,19<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Elec.light Well deck* | 383<br>236<br>146 | ✠100A1<br>~~11,21~~12,20~~12,21~~<br>2,22<br>✠LMC<br>MS7,18 BS~~12,20~~2,22 | Cff | *f* | ~~12,20~~<br>~~11,21~~<br>2,22 | 1906<br>5mo<br><br>*Lloyd* | AilsaS.B.<br>Co.Ld.<br>Ayr<br>'*sA&CP* | SpillersS.S.Co.Ld.<br><br><br>*WB = Cell* | 142·2<br>Q84'B10'F22'<br><br>*DBf*74'82*t FPT*19*t* | 23·6 | 9·4<br><br>BK7" | Cardiff<br>British<br>3*BHptCem*<br>*APT*4*t* | C.2Cy.18"&40"–27" (*s*)<br>130lb 87RHP<br>1SB,3*pf*,GS48,HS1594<br>Muir&Houston,Ld.Gls. | 11 ″ 10<br>s ″ 3½<br>12 ″ 3 | |
| 35350<br>128494<br>HPCQ | **Wheatfield** SteelSc3MstSr<br>*ss*Cff No.3–3,21 ~~*ss*Cff.No.2–17~~<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light Mchy.Aft* | 515<br>331<br>197 | ✠100A1<br>12,21 ~~3,21~~<br>DBS4,22 ✠LMC<br>MS5,21 BS~~10,20~~ 7,21 | Cff | *h* | ~~8,21~~<br>12,21 | 1909<br>6mo<br><br>*Lloyd* | JTEltring-<br>ham&Co.<br>S.Shields<br>'*sA&CP* | SpillersS.S.Co.Ld.<br><br><br>*WB =* | 162·0<br>Q93'B12'F24'<br><br>*CellDBf*91'97*tFPT* | 26·5 | 9·3<br><br>BK7" | Cardiff<br>British<br>3*BHCem*<br>37*tAPT*1*t* | C.2Cy.20"&42"–27" (*s*)<br>130lb ~~100lb~~ 100lb 71RHP<br>1SB,3*pf*,GS55,HS1760<br>G.T.Grey,SouthShields | 11 ″ 6<br>s 4 ″ 3½<br>11 ″ 9 | |
| 35351<br>218849<br>LSQN | **Wheatland Montana** SteelSc<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* Wireless 3*Dks* | 7001<br>6752<br>5451 | | | | | 1919 | Skinner&<br>EddyCorp.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 410·1 | 54·2 | 27·1 | Seattle<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP | | R |
| 35352<br>132872<br>HWTV | **Wheatlands** SteelSc3MstSr<br>*ss*Cff.No.2–20<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light Mchy.Aft* | 499<br>313<br>190 | ✠100A1<br>8,21 ~~2,21~~<br>BS10,21 ✠LMC8,20 | Cff | *h* | ~~8,20~~<br>8,21 | 1912<br>9mo<br><br>*Lloyd* | DublinDk-<br>yardCo.<br>Dublin<br>'*sA&CP* | SpillersS.S.Co.Ld.<br><br><br>*WB = Cell* | 162·4<br>Q95'B12'F23'<br><br>*DBf*91'99*t FPT*33*t* | 25·7 | 9·7<br><br>BK7" | Cardiff<br>British<br>3*BHCem*<br>*APT*22*t* | C.2Cy.20"&42"–27" (*s*)<br>130lb *100lb* 97RHP<br>1SB,3*pf*,GS55,HS1830<br>Muir&Houston,Ld.Gls. | 12 ″ 0<br>s 4 ″ 2½<br>12 ″ 4 | |
| 35353<br>217232<br>LNTH | **Wheaton** SteelScSr<br>2*Dks*&*Shelter dk 3rd dk in*<br>*Elec.light No.1 hold*&*Web frames*<br>*Ref.Mchy. Longitudinal framing*<br>Sub.Sig. Wireless | 6868<br>6596<br>4331 | | | … | | 1918 | Bethlehem<br>S.B.Corp.Ld.<br>Sparro'Pt.Md | UnitedStates<br>ShippingBoard | 415·0 | 53·7 | 36·3<br><br>FK | Baltimore<br>Utd.States<br>*WB* | T.3Cy.30½",52"&86"–54"<br>813NHP<br>BethlehemS.B.Corp.Ld. | 39 ″ 6 | R |
| 35354<br>136981<br>JLVK | **Wheatsheaf** SteelSc3MstSr<br>*ss*Cff.No 1–19<br>*Well deck Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 500<br>331<br>190 | ✠100A1<br>~~7,2~~10,~~19~~2,22<br>✠LMC10,19<br>BS12,21 | Cff<br>Npt | *h* | ~~10,19~~<br>7,21 | 1915<br>9mo<br><br>*Lloyd* | Ardrossan<br>DD&SBCoLd<br>Ardrossan<br>'*sA&CP* | SpillersS.S.Co.Ld.<br><br><br>*WB = Cell* | 162·8<br>Q96'B11'F24'<br><br>*DB f* 82' 102*t FPT* | 25·6 | 9·8<br><br>BK8" | Cardiff<br>British<br>3*BHCem*<br>34*tAPT*30*t* | C.2Cy.20"&42"–30" (*s*)<br>135lb *100lb* 72RHP<br>1SB,3*pf*,GS60,HS2000<br>McKie&Baxter,Glasgow | 12 ″ 0<br>s 4 ″ 3<br>12 ″ 4 | |
| 35355<br>143877 | **Wheatstone** SteelScK<br>(*ex*JohnKentall) 1*Dk*(*Stl*) | 204<br>201<br>~~90~~<br>80 | ✠100A1<br>*StmTrawler*<br>6,21 ~~9,18~~<br>✠LMC9,18 | Wkn<br>Hul | | CL<br>6,21 | 1918<br>9mo<br><br>*Lloyd* | R.William-<br>son&Son<br>Workington<br>'*sA&CP* | F.&T.Ross,Ld. | 115·2 | 22·1 | 12·2<br><br>BK7½" | London<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 57RHP<br>1SB.3*pf*,GS39,HS1347<br>WHAllenSon&Co.Ld.Beds | 13 ″ 0 | |
| 35356<br>129630<br>HSCK | **Wheatvale** SteelSc3Mst<br>*ss*Cff.No.3–5,22 ~~*ss*Hul.No.2–19~~<br>(*ex*Bellavale) 1*Dk*(*ptStl*)<br>*Well deck Mchy.Aft* | 448<br>306<br>176 | ✠100A1<br>~~7,21 2,21~~ 5,22<br>~~BS4,20~~ ✠LMC~~10,18~~<br>BS~~7,21~~5,22 MS3,22 | Cff | *h* | CL<br>~~1,21~~<br>~~7,21~~<br>3,22 | 1910<br>1mo<br><br>*Lloyd* | Mackie&<br>Thomson,Ld.<br>Glasgow<br>'*sA&CP* | SpillersS.S.Co.Ld. | 160·6<br>Q88'B9'F34'<br><br>*DBf*88'105*tFP* | 25·0 | 9·4<br><br>BK7" | Cardiff<br>British<br>3*BHCem*<br>*T*36*tAPT*5*t* | C.2Cy.19½"&42"–30" (*s*)<br>130lb 71RHP<br>1SB,3*pf*,GS54,HS1716<br>Muir&Houston,Ld.Gls. | 12 ″ 0<br>s 4 ″ 2<br>12 ″ 3 | |
| 35357<br>219861<br>LWGN | **Wheeling Mold** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)2*trBin fore*&<br>Sub.Sig. *after holds*&*Web frames*<br>Wireless | ~~3545~~<br>3282<br>3005<br>~~2174~~<br>1995 | *Fitted for oil fuel* 5,20 | | … | CL<br>*F.P. above 150° F.* | 1920<br>6mo | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard<br><br>*CellDB*251' 827*tM* | 324·0<br>P30'B90'F35'<br><br>*T* 20'394*t FPT*111*t* | 46·2 | 25·0<br><br>FK | NewarkNJ<br>Utd.States<br>6*BHptCem*<br>*APT*69*t* | 1 Geared Steam Turbine<br>200lb HS5800 (*s*) 386NHP<br>2 Water Tube Boilers<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 ″ 6 | |
| 35358<br>120108<br>HLRJ | **Whimbrel** SteelScSr<br>*ss*PGl.No.3–10,20<br>1*Dk*(*ptIrn*&*ptStl*)*pt lower dk*<br>*Elec.light* Wireless (*Stl forward*) | 1655<br>1421<br>848 | ✠100A1<br>12,21 ~~10,20~~<br>~~BS10,20~~ ✠LMC9,19<br>BS12,21 | PGl | *r* | CL<br>~~9,19~~<br>12,21 | 1907<br>10mo<br><br><br>*Lloyd* | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld Newcastle<br>'*sA&CP W* | CorkS.S.Co.Ld.<br><br><br><br>*B = Cell DBa* 76' *u* | 275·0<br>P&B160'F58'<br><br><br>*E*20'*f*116'360*t FPT* | 36·0 | 19·5<br><br>BK8" | Cork<br>British<br>4*BHCem*<br><br>33*tAPT*22*t* | T.3Cy.21½",34"&56"–42" (*r*)<br>160lb *80lb* 238NHP<br>2SB,6*cf*,GS129,HS4080<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 20 ″ 9<br>s 2 ″ 1½<br>19 ″ 5 | |
| 35359<br>142503 | **Whin** SteelSc3Mst<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 466<br>321<br>192 | ✠100A1<br>12,21 ~~10,20~~<br>✠LMC10,20 | Selby<br>Liv | | CL | 1920<br>10mo<br><br>*Lloyd* | Cochrane<br>&Sons,Ld.<br>Selby<br>'*sA&CP* | R.Neill&Sons,Ld. | 152·0<br>Q86'B9'F25' | 25·2 | 10·8<br><br>FK<br>*FPT* | Belfast<br>British<br>3*BHCem*<br>48*tAPT*21*t* | T.3Cy.13",23"&37"–24" (*s*)<br>180lb 85RHP<br>1SB,3*cf*,GS46,HS1470<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 0<br>s 3 ″ 11<br>11 ″ 9 | |
| 35360<br>140700<br>JRLC | **Whinfield** SteelScSr<br>*Elec.light* Wireless 1*Dk*(*ptStl*&*ptIrn*) | 3985<br>3677<br>2473 | ✠100A1<br>3,21<br>BS12,21 ✠LMC10,17 | Cff | *w* | CL<br>12,21 | 1917<br>10mo<br><br>*Lloyd* | TyneI.S.B<br>Co.Ld.<br>Newcastle<br>'*sA&CP* | TheS.S.Whinfield<br>Co.Ld.(E.J.Sutton<br>&Co.)<br>*Cell* | 360·1<br>P33'B123'F37'<br><br>*DB*313' 980*t FPT* | 51·1 | 24·3<br><br>FK | Newcastle<br>British<br>6*BHCem*<br>90*tAPT*170*t* | T.3Cy.25",41"&67"–45" (*s*)<br>180lb *100lb* 348NHP<br>2SB,6*cf*,GS123,HS5658<br>Blair&Co.Ld.Stockton | 26 ″ 9<br>s 4 ″ 10½<br>22 ″ 3 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre l'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ❊ 35361<br>133646<br>JFNH | **Whinhill**<br>*Well deck*<br>*Mchy.Aft Ref.Mchy.* | SteelScSr<br>ssGoo.No.1-18<br>1*Dk*(*Stl*) | 478<br>331<br>194 | ✠100A1<br>7,20<br>BS2,21 ✠LMC2,18 | Liv | *h* | CL<br>3,20 | 1914<br>5mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | MasonShpg.Co.Ld.<br>(Wm.Mason&Co.<br>*Mgrs.*) | 165·6<br>Q95'B11'F27'<br>BK7"<br>*WB=CellDBf* | 25·2 | 9·7 | Liverpool<br>British<br>3*BHCem*<br>100'151*t* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb *100lb* 81RHP<br>1SB,3*pf*,GS46,HS1543<br>Hall,Russell&Co.Ld.Abn. | 12<br>3<br>12 |
| 35362<br>104454<br>PGFH | **Whinstone**<br>(*ex*ShanesCastle)<br>*Well deck Mchy.Aft* | SteelScSr<br>ssLan.2ndNo.3-10,19<br>1*Dk*(*Irn*) | 187<br>136<br>73 | ✠100A1<br>9,20<br>✠NB7,11 ✠LMC10,19<br>BS9,20 | Bkn | *b* | CL<br>N9,20 | 1894<br>4mo<br>*Lloyd* | J.Shearer &Son<br>Glasgow<br>*sA&CP* | J.Gale&Co. | 110·0<br>Q37'B7'F18'<br>BK6½"<br>*WB* | 20·0 | 8·3 | Preston<br>British<br>3*BHCem*<br>=*FPT*13*t* | C.2Cy.14"&28"-20" (*s*)<br>110lb 33RHP<br>1SB,2*pf*,GS28,HS780<br>Ross&Duncan,Glasgow | 9<br>9 |
| 35363<br>219696<br>LVTH | **Whistler**<br>*Elec.light* | WoodSc<br>1*Dk* | 188<br>—<br>127 | | | | | 1919 | J.H. MartensCo.<br>Camden,N.J. | UnitedStates ShippingBoard | 94·2 | 24·6 | 13·2 | Phildlphia<br>Utd.States | C.2Cy.18"&38"-26"<br>61NHP | |
| 35364<br>119211 | **Whitburn** | SteelPadSp<br>(*Tug*)<br>1*Dk* | 119<br>118<br>5 | | | | | 1905 | J.P.Rennoldson&Sns<br>SouthShields | Sunderland TowageCo.Ld. | 95·0 | 19·0 | 10·0 | Grngemth<br>British | L.2Cy.28"-50"<br>70RHP<br>J.P.Rennoldsn&Sns,S.Shl. | |
| ❊ 35365<br>108499 | **Whitby** | SteelScYl<br>ssGms.No.3-12,10<br>ssGms.No2.-20<br>1*Dk* | 164<br>151<br>64 | ✠100A1<br>*StmTrawler*<br>3,20 BS10,21<br>✠NB12,15 ✠LMC3,20 | Gms | | CL<br>~~N3,18~~<br>~~SN3,20~~<br>N3,20 | 1898<br>3mo | IrvineS.B.&E.Co.Ld.<br>Irvine<br>A&CP | Mason&Cardwell<br>(T.W.Mason *Mgr*) | 104·2<br>Q17'F18'<br>DptF&S10 BK7½" | 21·0 | 10·7 | Grimsby<br>British<br>4*BHCem* | T.3Cy.10",16"&27"-20" (*s*)<br>180lb 45RHP<br>1SB,2*pf*,GS26,HS656<br>Muir&Houston,Ld.Gls. | 11 |
| ❊ 35366<br>128091<br>HMVK | **Whitby Abbey**<br>*Elec.light*<br>*Well deck* Wireless | SteelScSr<br>ssHul.No.3-6,19<br>1*Dk*(*Irn*)&*deep framing*<br>*lower dk in No.1 hold* | 1188<br>827<br>514 | ✠100A1<br>4,21<br>BS5,21 ✠LMC6,19 | Hul | *p* | 5,21 | 1908<br>6mo<br>*Lloyd* | W.Gray&Co.Ld.<br>W Hartlepool<br>'*sA&CP* | Hull&Netherlands S.S.Co.Ld.<br>*WB=Cell* | 255·2<br>P29'Q40'B92'F34'<br>BK7"<br>*DBa*42'*f*61'119*tFP* | 33·7 | 15·5 | Hull<br>British<br>5*BHCem*<br>*T*13*tAPT*7*t* | T.3Cy.25¼",40½"&67"-42" (*s*)<br>185lb 504NHP<br>3SB,9*rf*,GS176,HS8223 FD<br>Cen.Mar.Eng.Wrks.WHpl | 16<br>1<br>15 |
| 35367<br>131338 | **White** | SteelScSp<br>(*Whaler*)<br>1*Dk* | 102<br>100<br>37 | | | | | 1910 | Akers Mek.Værks.<br>Christiania | Consolidated WhalingCorp.Ld. | 91·8 | 18·0 | 10·6 | Liverpool<br>British | T.3Cy.12",18"&30"-18"<br>46RHP<br>Akers.Mek.Værks.Xia. | |
| 35368<br>102210 | **White Cross** | WoodScK<br>1*Dk* | 101<br>90<br>38 | | | ... | | 1896 | W.Jarvis<br>Anstruther | G.Gourlay<br>(J.T.Graham, *Mgr.*) | 90·3 | 19·2 | 9·7 | Kirkcaldy<br>British | C.2Cy.14"&29"-20"<br>38RHP<br>JohnCran&Co.Leith | |
| 35369<br>136207 | **White-Ear** | SteelScK<br>1*Dk* | 191<br>189<br>73 | ✠<br>*StmTrawler*<br>10,14 | Goo | | | 1914<br>10mo | GooleS.B.&RepgCo.Ld.<br>Goole | KelsallBros.&Beeching,Ld.<br>(JohnSlater,*Mgr*) | 110·1<br>BK7½"<br>*WB*= | 21·6 | 12·0 | Hull<br>British<br>3*BHCem*<br>*DTf* 21'30*t* | T.3Cy.12",21"&33"-21"<br>55RHP<br>1SB,2*pf*,GS24,HS900<br>Earle'sCo.Ld.Hull | 12 |
| 35370<br>106549 | **White Queen** | SteelScSr | 108<br>95<br>40 | | | ... | | 1897 | J.Duthie Sons&Co.<br>Aberdeen | J.Birrell<br>(T.Cunningham, *Mgr.*) | 92·8 | 18·1 | 8·8 | Kirkcaldy<br>British | C.2Cy.11½"&28"-18"<br>34RHP<br>A.Hall&Co.Aberdeen | |
| 35371<br>89200<br>KGFM | **White Rose**<br>(*Tug*) | IronSc<br>ssCff.No.3-2,97<br>1*Dk* | 125<br>120<br>9 | ✠<br>2,97<br>✠ | Cff | *a* | | 1885<br>6mo | E.Finch&Co.(Lim.)<br>Chepstow | W.J.Guy | 95·5<br>BK6½" | 19·6 | 11·3 | Cardiff<br>British<br>4*BHCem* | C.2Cy.20"&34"-24" 75RHP<br>1SB,2*pf*,GS40,HS1280<br>D.B.M'Callum&Son,Cff. | 11 |
| 35372<br>103961 | **White Star** | SteelPad<br>2*Dks* | 308<br>245<br>112 | | | | | 1897 | W.C.White<br>Montreal<br>rebuilt05 O.Gillespie, Cornwall, Ont. | A.Cartier | 158·1 | 25·3 | 8·2 | Montreal<br>British | 1Cy.35"-96"<br>41RHP<br>W.C.White,Montreal | |
| 35373 | **Whitecap**<br>*Elec.light* | SteelScSr<br>1*Dk* | 303<br>265<br>97 | ✠100A1<br>*StmTrawler*<br>3,20 | Bos | ... | CL<br>7,20 | 1916<br>11mo | Manitowoc S.B.Co.<br>Manitowoc<br>A&CP | BayStateFishing Co. | 135·5<br>Q73'F26'<br>BK7"<br>*DTf* 10'35*tFPT* | 22·7 | 12·3 | Boston<br>Utd.States<br>3*BHCem*<br>5*t APT*5*t* | T3Cy.12¾",21½"&35"-24"(*s*)<br>180lb 82NHP<br>1SB,2*cf*,GS44,HS1516<br>MarineIronWrks,Chicago | 13 |
| 35374 | **Whitecloud**<br>Now named "AdmiralStartin," See No.36305 in Supplement | SteelSc<br>1*Dk*(*Stl*) | 96<br>35<br>41 | ✠100A1<br>*For fishing purposes*<br>1,21 ✠LMC8,20 | Dun | | CL | 1919<br>12mo<br>*Lloyd* | LeaS.B.&RepairingCo.<br>London<br>'*sA&CP* | ~~TheAdmiralty~~<br>~~W.Sutherland~~<br>FisheryBoard for Scotland | 86·2<br>BK7½" | 18·5 | 9·3 | London<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS932<br>D.&R.B.Scott,Tayport | 10 |
| 35375<br>123227<br>HFPV | **Whitefriars** | SteelScK<br>ssFal.No.3-6,19<br>1*Dk* | 286<br>255<br>115 | ✠100A1<br>*StmTrawler*<br>7,20 BS9,21<br>~~BS7,20~~ ✠LMC6,19 | Hul | | CL<br>7,20 | 1906<br>2mo<br>*Lloyd* | Earle'sCo.Ld.<br>Hull<br>'*sA&CP* | CitySteamFishing Co.Ld. | 135·0<br>Q70'F21'<br>BK8" | 22·3 | 12·3 | Hull<br>British<br>4*BHCem* | T.3Cy.12¾",22"&36"-24" (*s*)<br>200lb 77RHP<br>1SB,3*pf*,GS43,HS1250<br>Earle'sCo.Ld.Hull | 13 |
| ❊ 35376<br>144436<br>KFBP | **Whitegate**<br>(*ex*Arsterturm)<br>*Elec.light* Wireless | SteelSc<br>ssGls.No.3-11,20<br>2*Dks*(*Stl-U*teak s) | 5067<br>4749<br>3180 | ✠100A1<br>11,21 5,21<br>✠LMC11,20<br>BS1,22 | Cff<br>Bry | *z* | CL<br>11,20 | 1911<br>1mo<br>*Lloyd* | J.C.TecklenborgA.G.<br>Geestemünde<br>'*sA&CP* | Turnbull,Scott ShippingCo.Ld.<br>(Turnbull,Scott& Co.*Mgrs.*)<br>*Cell* | 402·1<br>P50'B124'F52'<br>FK<br>*DBa*128'*uE*24'*f*182'1018*t*'*Tween dk tank a* 43'424*tf*43'466*tFPT*68*tAPT*58*t* | 52·4 | 28·2 | London<br>British<br>6*BHCem* | Q.4Cy.22 1/16",31½",48"&70¼"-51 3/16" 213lb *121lb*(*r*)476NHP<br>3SB,9*cf*,GS151,HS6324 FD<br>J.C.TecklenborgA.G.Gst. | 31<br>6<br>25 |
| 35377<br>145077 | **Whitemantle**<br>*Elec.light* Wireless<br>*Well deck* | SteelSc<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1692<br>1306<br>993 | ✠100A1<br>11,20<br>✠LMC11,20 | Nwc | *q* | CL | 1920<br>11mo<br>*Lloyd* | WoodSkinner&Co.Ld.<br>Newcastle<br>'*sA&CP* | GasLight&Coke Co. (S.Clarke& Co.Ld.*Mgrs.*)<br>*Cell* | 260·1<br>Q153'B*on*RQD52'<br>F19' FK<br>*DB*212'448*t FPT* | 37·7 | 16·4 | London<br>British<br>4*BHCem*<br>92*tAPT*150*t* | T.3Cy.20",33"&54"-36" (*s*)<br>180lb 208NHP<br>2SB,6*cf*,GS99,HS3440<br>N.E.MarineEngCoLd Nwc | 18<br>1<br>17 |
| 35378 | **Whitehorses**<br>*Elec.light* | SteelSc<br>1*Dk* | 96<br>95<br>41 | | | | | 1919 | A.Hall&Co.Ld.<br>Aberdeen | Stroud&Cannon | 86·2 | 18·5 | 9·2 | British | T.3Cy.9½",15½"&26"-18"<br>A.Hall&Co.Ld.Abn. | 10 |
| ❊ 35379<br>81862<br>KSJL | **Whittier**<br>ssS.Fo.No.1-21<br>*Elec.light*<br>Sub.Sig. Wireless | SteelScSr<br>ssSFo.No.3-10,15<br>1*Dk*(*Stl*)&*Webframes* | 1296<br>1113<br>798<br>BS4,22 | ✠100A1<br>~~3,16~~ 6,4,22 2,21<br>~~BS6,16~~ ✠LMC~~10,14~~<br>*Carrying petroleum in bulk*<br>*Fitted for oil fuel* 4,03 *F.P. above* 150°F. | SFo | *o* | CL<br>~~8,20~~<br>10,21 | 1903<br>4mo | UnionIronWorks<br>SanFrancisco<br>A&CP | T.A.Hays | 240·0<br>P38'F37'<br>FK<br>*WB=FPT* | 32·0 | 17·5 | S.Frncisco<br>Utd.States<br>10*BHCem*<br>39*tAPT*47*t* | T.3Cy.17",27"&44"-30" (*s*)<br>180lb ~~180lb~~ 167NHP<br>2SB,4*cf*,GS57,HS3302<br>UnionIrnWks,S.Francisco | 18 |
| 35380<br>143104<br>JWRN | **Whitwood**<br>*Elec.light* *Well deck*<br>Wireless | SteelScSr<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1926<br>1504<br>1147 | ✠100A1<br>12,21 ~~11,20~~<br>✠LMC4,19 | Sld<br>Sws | *q* | CL<br>12,21 | 1919<br>4mo<br>*Lloyd* | J.Crown&Sons,Ld.<br>Sunderland<br>'*sA&CP* | WFrance,Fenwick &Co.Ld.<br>*CellD* | 268·0<br>P24'Q82'B51'F30'<br>FK<br>*B* 223'425*tFPT*105*tAPT*100*t* | 38·1 | 17·6 | London<br>British<br>4*BHptCem* | T.3Cy.20½",33"&54"-39" (*s*)<br>180lb 199NHP<br>2SB,4*pf*,GS80,HS3092<br>N.E.MarineEng.Co.Ld.Sld | 19<br>2<br>18 |
| 35381<br>142840<br>KOJD | **Whitworth**<br>*Elec.light* | SteelScSr<br>1*Dk* | 1400<br>1058<br>748 | | | | | 1919 | W.Harkess&Son,Ld.<br>Middlesbro' | RobertStanley ShippingCoLd(RS Dalgleish,*Mgr.*) | 235·4<br>Q138'B16'F30' | 36·2 | 15·5 | Newcastle<br>British<br>*WB* | T.3Cy.18",30"&50"-33"<br>Richardsons, 144NHP<br>Westgarth&Co.Ld.Mdb. | |

| 1 No. in Book.<br>Official No.<br>Code Letters. | 2 3 Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35382 | **Wiborg** IronScSr<br>*Elec.light* 1*Dk* | 530<br>426<br>326 | | | | | 1891 | H.Koch<br>Lübeck | Lübeck-Wyburger<br>Dmpfsfahrts.Ges. | 194·5<br>Q40'B87'F14'<br>len00 | 25·2 | 12·0 | Lübeck<br>German | C.2Cy.$19\frac{1}{16}$"&$31\frac{1}{2}$"-$21\frac{5}{8}$"<br>38NHP<br>C.Daevel,Kiel | | |
| 35383<br>218177<br>LRJD | **Wicasta** WoodSc<br>1*Dk* | 2556<br>—<br>1528 | | | | | 1919 | Midland<br>BridgeS.BCo.<br>Houston,Tex. | UnitedStates<br>ShippingBoard | 267·3<br>P40'B66'F33' | 46·0 | 23·6 | Houston<br>Utd. States | T.3Cy. | | |
| 35384<br>220961<br>MCHD | **Wichita** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks*<br>*Longitudinal framing* | 6171<br>—<br>3797 | | | | | 1920 | Doullot&<br>Williams<br>S.B.Co.Inc.<br>NewOrleans | UnitedStates<br>ShippingBoard | 395·5<br>P60'B109'F37' | 55·0 | 31·4 | N.Orleans<br>Utd.States | 1 Geared Steam Turbine<br>VulcanIronWorks,<br>JerseyCity,N.J. | | R |
| 35385<br>80452<br>SNWK | **Wicklow Head** IronScSr<br>*ss*Bel.4thNo.3-10,19<br>(*ex*City of Munich, 1*Dk*(*Irn*-ws)2*trB*<br>*ex*Hungarian) | 1453<br>1210<br>831 | ✠100A1<br>7,21 ~~12,20~~<br>✠NB5,92 ✠LMC10,19<br>MBS~~11,20~~ 3,22 | Rot<br>Bel | *q* | CL,<br>N7,21 | 1879<br>3mo | Blackwood<br>&Gordon<br>Pt.Glasgow<br>A&CP | UlsterS.S.Co.Ld.<br>(G.Heyn&Son,<br>*Mgrs.*) | 260·7<br>Q52'B66'F32'<br>BK9"<br>*DBa*76' *f*106' 280*t* | 35·8 | 17·2 | Belfast<br>British<br>4*BHCem*<br>&*uE*&*B*46' | C.2Cy.30"&$59\frac{1}{2}$"-36" (*r*)<br>90lb *100lb* NDB20 150NHP<br>1DB,*6pf*,GS85,HS2057<br>Blackwood&Gordon,P.Gl. | 19 ″ 11<br>s 2 ″ $10\frac{1}{2}$<br>18 ″ 3 | |
| 35386<br>212675<br>LDTG | **Wico** SteelSc3MstSr<br>(*ex*Paula)<br>*Mchy.Aft* Wireless 2*Dks*<br>*Elec.light* *Carrying Petroleum in bulk* | 2748<br>2654<br>1715 | | | | | 1888 | Armstrong<br>Mitchell&<br>Co.Ld.<br>Newcastle | StandardOilCo.<br>(NewJersey) | 283·1<br>P54'B16'H-F37' | 40·3 | 30·2 | NewYork<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"-39"<br>NB92 FD 210NHP<br>WllsndSlpwyCo.Ld.Nwc. | | R |
| 35387<br>219380<br>LVCG | **Widgeon** SteelSc<br>(*Trawler*)<br>1*Dk* | 414<br>—<br>205 | | | | | 1919 | ……………<br>Savannah,Ga | EastCoast<br>FisheriesCo. | 139·4 | 25·2 | 14·2 | Rockland<br>Utd.States | | | |
| 35388 | — IronScDy | 101<br>101<br>52 | | | | | 1878 | T.V.Trew<br>Barking | Cie.Française des<br>Charbonnages de<br>Dakar | 97·0 | 20·0 | 8·5 | Dakar<br>French | C.2Cy.10"&20"-18"<br>25RHP<br>Hewitt&Co.Ld.Barking | | |
| 35389 | **Wido** SteelSc<br>(*ex*Matar)<br>1*Dk*2*trB* | 1297<br>1103<br>733 | | | | | 1919 | NVSchpsb<br>Th.Nederlof<br>Sliedrecht | RolandLinieA.G. | 238·9 | 36·8 | 15·8 | Bremen<br>German<br>*WB* | T.3Cy.$17\frac{1}{2}$",29"&46"-36"<br>127NHP<br>J.A.v.d.Schuyt,Papndrcht | | V |
| 35390<br>QOFB | **Wieldrecht** SteelSc3MstSr<br>~~*ss*Rot.No.1-19~~<br>*Elec.light* 1*Dk*(*Stl*)& *Webframes*<br>Sub.Sig. *ss*Ham No.2-22 | 3560<br>2892<br>2210 | ✠100A1<br>*Trunk dk*<br>~~6,21~~ ~~6,20~~ 3,22<br>~~BS2,21~~ BS3,22 ✠LMC~~8,19~~ 6,21<br>*Carrying Petroleum in bulk* | Ham | *u* | ~~5,20~~<br>~~6,21~~<br>2,22 | 1913<br>11mo | Rotterdam<br>Droogd.Maat<br>Rotterdam<br>A&CP | N.V.Maats.Stoom-<br>schip"Wieldrecht"<br>(Ph.vanOmmeren) | 331·7<br>P73'F33'<br>FK<br>*APT80t* | 47·3 | 22·6 | Rottrdam<br>Dutch<br>15*BHptAsp* | T.3Cy.23",38"&62"-42" (*s*)<br>180lb *180lb* 311NHP<br>2SB,*6cf*,GS113,HS4270 FD<br>RotterdamDroogd.Maats. | 24 ″ 0<br>s 3 ″ 10<br>20 ″ 6 | |
| 35391<br>NVTD | **Wien** SteelSc<br>*ss*Cpn.No.3-7,10<br>(*ex*Livonia) *ss*Cpn.No.2-19<br>1*Dk*(*Stl*)&*Webframes*<br>&*ptAwngdk*(*Stl*) | 2162<br>1490<br>1320 | ✠100A1<br>*ptAwngdk*<br>*withfreeboard*<br>6,21 ~~4,20~~<br>MBS1,21 DBS6,21<br>~~BS10,19~~ ✠LMC5,19 | Sou<br>Cpn | *r* | N4,20 | 1897<br>4mo | Akt.Bur-<br>meistr&Wain<br>Copenhagen<br>A&CP | Dampskibs-<br>selskabetPatria<br>(T.Nielsen,*Mgr.*)<br>*WB=Cell DBa*94' | 276·3<br>P27'Q84'<br>*ptAwngdk*164' FK<br>*uE*&*B*42' *f*92' 463*t* | 39·8 | 16·6 | Copnhagn<br>Danish<br>4*BHCem*<br>*APT*62*t* | T.3Cy.18",30"&48"-36" (*s*)<br>160lb *80lb* 152NHP<br>2SB,*4cf*,GS67,HS2475<br>Akt.Burmeistr&Wain,Cpn | 19 ″ 3<br>s 7 ″ 6<br>18 ″ 10 | |
| 35392 | — SteelSc<br>(*ex*Grossadmiral (*Trawler*)<br>*Elec.light* v. Köster) 1*Dk* | 215<br>190<br>80 | | | | | 1917 | Schiffs. Ges<br>Unterweser<br>m.b.H. Lehe | DeutscheDampf-<br>fischereiGes.<br>"Nordsee" | 127·6<br>Q65'F19' | 22·6 | 9·2 | Nordnham<br>German<br>*WB* | T.3Cy.$12\frac{3}{5}$",$20\frac{1}{2}$"&$32\frac{1}{4}$"-$22\frac{4}{5}$"<br>50NHP<br>OttensenerMaschf.m.b.H,<br>Altona | | |
| 35393<br>QCFM | **Wieringen** SteelScSr<br>*Now named* "Theodoros," *See No.* 39657 *in Supplement*<br>*ss*Rot.No.3-12,14<br>(*ex*Burgemeesters' *ss*Rot.No.1-19<br>Jacob) 1*Dk*(*Irn*)<br>Sub.Sig. 2*trB*&*Web frames* 3*Dk rule* | 3026<br>[illegible]<br>1948 | ✠100A1<br>[illegible]*board*<br>5,21<br>BS5,21 ✠LMC7,19 | Rot | *u* | CL<br>11,20 | 1902<br>3mo | Ropner&<br>Son<br>Stockton<br>A&CP<br>*WB* | Stoomv.Maats.<br>"Rotterdam" (W.<br>Ruys&Zonen, *Mgr*<br>*=CellDBa*98'*uE*& | 325·0<br>P31'B166'F36'<br>s.) FK<br>*B*34'*f*146'663*tFPT* | 48·2 | 21·9 | Rottrdam<br>Dutch<br>5*BHCem*<br>141*tAPT*89*t* | T.3Cy.24",38"&64"-42" (*r*)<br>160lb *100lb* NDB19 276NHP<br>2SB,*6cf*,GS131,HS4285<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 24 ″ 3<br>s 3 ″ 5<br>21 ″ 2 | |
| 35394 | **Wiesel** SteelScLr<br>(*Fishing*)<br>*Mchy.Aft* 1*Dk* | 133<br>125<br>63 | | | | | 1914 | Schiffb.Ges<br>Unterweser<br>Bremerhaven | Hochseefischerei<br>"Bremerhaven"<br>Akt.Ges. | 93·2<br>Q20' | 21·5 | 10·7 | Brmrhavn<br>German<br>*WB* | C.2Cy.$8\frac{3}{10}$"&$16\frac{1}{2}$"-$11\frac{4}{5}$"<br>8NHP<br>OttensenerMaschf.Altona | | |
| 35395<br>139210 | **Wigan** SteelScK<br>*ss*Flt.No.1-20<br>*Elec.light* 1*Dk* | 275<br>245<br>108 | ✠100A1<br>*StmTrawler*<br>10,21 ~~8,20~~ ✠LMC7,20 | Flt | | CL<br>6,19 | 1916<br>5mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>*'sA&CP* | PalatineSteam<br>Trawlg.Co.Ld.<br>(J.N.Ward&Son,<br>*Mgrs.*) | 125·4<br>Q72'F21'<br>BK$7\frac{1}{2}$" | 23·4 | 12·8 | Fleetwood<br>British<br>2*BHCem* | T.3Cy.$12\frac{1}{2}$",21"&35"-26" (*s*)<br>180lb 87RHP<br>1SB,*3pf*,GS48,HS1619<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 | |
| 35396 | **Wigbert** SteelSc<br>*Elec.light* Wireless 2*Dks* | 3648<br>3239<br>2242 | | | | | 1920 | J.Frerichs<br>&Co.A.G.<br>Einswarden | HamburgBremer<br>AfrikaLinieA.G. | 361·0 | 49·9 | 25·6 | Bremen<br>German<br>*WB* | T.3Cy.$25\frac{2}{5}$",$40\frac{1}{2}$"&$68\frac{1}{10}$"-$47\frac{1}{5}$"<br>Görlitzer 320NHP<br>Maschb.A.G.Görlitz | | |
| 35397 | — SteelScSr<br>*Now named* "Henner," *See No.* 37817 *in Supplement*<br>*Elec.light* Sub.Sig. 2*Dks* | *3367*<br>[illegible]<br>*1927* | | | | | 1912 | J.Frerichs<br>&Co.A.G.<br>Einswarden | R.M.Sloman | 342·8<br>P&B227'F43' | 48·1 | 22·4 | German<br>*WB* | T.3Cy.24",$41\frac{3}{10}$"&$68\frac{9}{10}$"-$47\frac{1}{5}$"<br>324NHP<br>J.Frerichs&Co.A.G.Ostlz. | | |
| 35398<br>[illegible]<br>JNKG | **Wigmore** SteelScSr<br>*Now named* "NankohMaru," *See No.* 38667 *in Supplement*<br>*ss*Qns.No.1-21<br>(*ex*Ardgrange) Wireless 2*Dks*(*Stl*)<br>*Elec.light*<br>~~*Carrying fuel oil F.P. above 150°F. in DB*~~ | 4543<br>4322<br>2875 | ✠100A1<br>4,21 ~~3,20~~<br>✠LMC~~11,16~~ 6,21 | Nwc<br>Qns | *y* | CL<br>~~3,20~~<br>6,21 | 1916<br>11mo<br>*Lloyd* | Russell&<br>Co.<br>Pt.Glasgow<br>*'sA&CP* | JohnstonLineLd.<br>(Furness,Withy&<br>Co.Ld.,*Mgrs.*) | 385·0<br>P34'B111'F47'<br>FK<br>*CellDB*334'1029*t* | 52·0 | 26·5 | Liverpool<br>British<br>6*BHCem*<br>*APT*20*t* | T.3Cy.26",42"&70"-48" (*s*)<br>180lb 491NHP<br>3SB,*9cf*,GS147,HS7404 FD<br>ClydeS.B.&E.Co.Ld.P.Gl. | 29 ″ 0<br>s 5 ″ $5\frac{1}{2}$<br>23 ″ 11 | |
| 35399<br>217175<br>LNQD | **Wihaha** WoodScSr<br>*Elec.light* Wireless 1*Dk*2*trB* | 2537<br>2052<br>1501 | | | | | 1918 | Grant,<br>Smith-Porter,<br>ShipCo.<br>AbrdeenWsh. | UnitedStates<br>ShippingBoard | 266·9<br>P27'B67'F29' | 46·1 | 24·2 | Portlnd Or<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>AllisChalmersMfg.Co.<br>Milwaukee,Wis. | | R |
| 35400<br>711<br>JCBL | **Wiken** IronScSp<br>1*Dk* | 100<br>46<br>60 | | | | | 1883 | MotalaCo.<br>Motala | Ångb.Aktieb.Bo-<br>huslänskaKusten<br>(C.Thorburn,*Mgr*) | 79·2<br>B36'H9*t*F18' | 17·0 | 6·9 | Uddevalla<br>Swedish | C.2Cy.$10\frac{3}{4}$"&$18\frac{1}{2}$"-$15\frac{1}{2}$"<br>NB13 11NHP<br>MotalaCo.Motala | | |
| 35401<br>209911 | **Wilbert A. Edwards** WoodSc<br>(*Fishing*) | 301<br>—<br>164 | | | | | 1912 | M.M.Davis<br>&Son<br>Solomons,Md | EdwardsCo.Inc. | 143·4 | 24·0 | 11·6 | Tappa-<br>hannock<br>Utd.States | C.2Cy.16"&32"-26"<br>44NHP<br>Harland&Hollingsworth<br>Corp.,Wilmington,Del. | | |
| 35402<br>200067 | **Wilbert L. Smith** SteelScSr<br>Wireless<br>*Mchy.Aft* *Elec.light* 1*Dk*2*trB* | 4319<br>—<br>3039 | | | | | 1903 | American<br>S.B.Co.<br>Lorain,O. | GreatLakesS.S.Co. | 380·0<br>F48'<br>*WB* | 50·0 | 28·0 | Oswego,<br>N.Y.<br>Utd.States | T.3Cy.22",35"&58"-40"<br>213NHP<br>AmericanS.B.Co.Clevelnd. | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit. Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35403 | **Wilbo** SteelTwinSc<br>Motor<br>Elec.light 1Dk | | | | | | 1920 | Schiffs.u. M-ch.Hansa A.G.Tönning | WilhelmBoelstler &Co.G.m.b.H. | ........ | ........ | ........ | Hamburg<br>German | Motor 4S.C.SA<br>12Cy.13¾"–13¾" 155NHP<br>VulcanWerkeA.G.Ham. | |
| 35404<br>71763 | **Wilcannia** WoodPad<br>1Dk | 143<br>114<br>100 | | | | | 1875 | ........<br>Milang,S.A | MurrayShipping Ltd. | 107·3 | 18·2 | 7·5 | Adelaide<br>British | 2Cy.<br>25RHP | |
| 35405<br>219444<br>LVGB | **Wild Goose** SteelSc<br>(Trawler)<br>Wireless 1Dk | 414<br>—<br>209 | | | | | 1919 | Foundation Co.<br>Savannah,Ga | EastCoast FisheriesCo. | 139·4 | 25·2 | 14·2 | Rockland, Me.<br>Utd.States | T.3Cy.12¾",21½"&35"–24"<br>60NHP | |
| 35406<br>114518 | **Wild Rose** SteelScK<br>(Trawler)<br>1Dk | 156<br>148<br>60 | | | ... | | 1902 | JTEltringham&Co.<br>S.Shields | ~~E.Ferry~~<br>R.W.Lewis | 105·0 | 20·5 | 11·2<br>BK7½" | ~~Granton~~<br>British<br>Aberdeen | T.3Cy.11",18"&30"–22"<br>46RHP<br>G.T.Grey,SouthShields | 11 |
| 35407<br>219356<br>LVCD | **Wildwood** SteelSc<br>Fitted for oil fuel<br>Elec light Sub.Sig. 2Dks<br>Wireless | 5590<br>4598<br>3453 | | | | | 1919 | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P39'B121'F43' | 54·2 | 27·8 | Phildlphia<br>Utd.States<br>WB | 1 Steam Turbine<br>GeneralElectricCo. Schenectady,N.Y. | |
| 35408<br>MVJS | **Wilfred** SteelSc<br>(exHuntscape,exPindos)<br>Elec light Wireless 2Dks | 4052<br>3802<br>3044 | | | | | 1911 | Bremer Vulcan<br>Vegesack | A/S DetSelmerske Rederi | 339·1<br>H126tF45t | 48·2 | 29·2 | Trndhjem<br>Norwegian<br>WB | T.3Cy.23¾",38½"&61½"-41⅞"<br>245NHP<br>BremerVulkan,Vegesack | |
| 35409<br>OWAX | — SteelScSr<br>ssDnk.2ndNo.3–5,20<br>(exRouennais, exVenango) 1Dk(Irn)&Spar dk (Stl–ws)3trB | 3005<br>2742<br>1908 | ✠100A1<br>Spar dk<br>4.22 ~~5,20~~<br>✠NB11,06 ✠LMC5,20 | Dnk<br>Rou<br>BS8.21 | u | 5,20 | 1891<br>5mo | J.Laing<br>Sunderland<br>A&CP | JosephLasry | 308·7<br>B78'H40'F36'<br>ND808<br>Cell DBa 90' u E | 41·5<br><br>BK10" | 18·0<br>26·0 | Oran<br>French<br>5BHCem<br>18'f112'414t | T.3Cy.22½",38"&62"–42" (s)<br>170lb 255NHP<br>2SB,6cf,GS109,HS3812<br>G.Clark,Ld.Sunderland | 28<br>5<br>24 |
| 35410<br>OWAV | **Wilfrid Laurier** WoodTwinSc<br>3MstSr<br>Elec.light | 2701<br>1908<br>1636 | | | | | 1919 | Foundat'n Co.of B.C.<br>Victoria,B.C. | FrenchGovernment | 279·0 | 46·7 | 21·2 | Havre<br>French | T.6Cy.13½",22"&30"–26"<br>92NHP<br>HutchinsonBros. Victoria,B.C. | |
| 35411 | **Wilhelm** SteelSc<br>Wireless ssEls.No.3-6,01<br>(exAmanda,exKronborg, ssCpn.No.2,11<br>exEthel) 1Dk(Irn)&Webframes<br>Well deck Inner bottom plating Iron | 1532<br>1208<br>929 | ✠<br>4,14 | Rot | p | | 1888<br>11mo | Grngem'th DockyardCo.<br>Grngemouth | W.Schuchmann | 250·0<br>Q87'B70'F31'<br>WB=Cel DB204' | 35·1<br><br>BK9" | 16·7 | Gstemnde<br>German<br>4BHCem<br>336tAPT31t | T.3Cy.18",30⅜"&48"–36"<br>NDB06 139NHP<br>1SB,3cf,GS48,HS2120<br>Hutson&Corbett,Glasgow | 19 |
| 35412 | — SteelTwinSc<br>Mchy.Aft 1Dk | 127<br>114<br>63 | | | | | 1913 | J.Ring Andersen<br>Svendborg | Cie.Royale Asturienne des Mines | 96·1 | 21·6 | 7·0 | <br>Belgian | C.4Cy.6"&11"–7½"<br>5NHP<br>Steen&Kaufmann,Elms. | |
| 35413 | — SteelScLr<br>(Trawler) OilEng.<br>1Dk | 118<br>113<br>76 | | | | | 1916 | J.Frerichs &Co.A.G.<br>Brake | EdwardRichardsonHerings u. Hochseefischerei | 83·1<br>Q11' | 21·1 | 9·6 | Gstemnde<br>German | Oil Engines 2S.C.<br>2Cy.13⅜"–13¾"<br>DeutscheKromhout MotorenfabrikA.G.Brake | |
| 35414<br>NPKV | **Wilh. Colding** SteelScSr<br>1Dk | 1510<br>1248<br>928 | | | | | 1905 | Naaml. Vnts.Schwf. v.JanSmitCz.<br>Alblasserdm | D/S A/S Progress (M.Nielsen&Søn, Mgrs.) | 251·3<br>P14'Q76'B108'F28' | 37·8 | 16·3 | Copnhagn<br>Danish<br>WB | T.3Cy.19",31"&51"–33"<br>149NHP<br>Maats.deSchelde,Flushing | |
| 35415 | **Wilhelm Lüdke** SteelScSr<br>ssStn.No.3–6,07<br>ssStn.No.1-12<br>(exLowca,exVilledeCaen,exBalgay)<br>Welldeck Mchy.Aft 1Dk(Irn) | 229<br>196<br>125 | ✠<br>8,16 | Stn<br>✠ | c | | 1895<br>6mo | Dundee Shipbuilders' CoLd.Dundee | Fischer&Larsen | 125·0<br>Q39'B11'F14'<br>WB=FPT | 21·3<br><br>BK7" | 9·6 | Rostock<br>German<br>3BHCem<br>23tAPT4t | C.2Cy.16"&32"–22"<br>47NHP<br>1SB,2pf,GS29,HS835<br>J.&H.Whyte&Cooper,Dun | 10 |
| 35416 | **Wilhelm Oelssner** SteelScSr<br>Elec.light 1Dk | 1434<br>1253<br>852 | | | | | 1914 | Stettiner Oderwerke<br>Stettin | Gerhard&Hey | 255·6<br>P&B201'F30' | 38·0 | 15·6 | Hamburg<br>German<br>WB | T.3Cy.20⅞",31½"&51½"–35¾"<br>156NHP<br>StettinerOderwerke | |
| 35417 | **Wilhelm Reinhold** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 259<br>228<br>96 | | | | | 1920 | J.C.Tecklenborg A.G.<br>Geestemünde | C.Kämpf | 130·7<br>Q71'F20' | 23·6 | 9·7 | Gstemnde<br>German<br>WB | T.3Cy.12¾",20½"&32½"–22½"<br>50NHP<br>J.C.Tecklenborg,A.G.Gst. | |
| 35418<br>5359<br>JSTL | **Wilhelm Tham** SteelScSp<br>Elec.light 1Dk&Shelterdk | 283<br>123<br>187 | | | | | 1912 | Motala Vrk.NyaAkt.<br>Motala | Ångf.Aktieb. Göta Kanal (A. Jonsson,jr., Mgr.) | 96·7<br>H45t | 22·1 | 9·5<br>16·1 | Gothenbrg<br>Swedish<br>WB | C.2Cy.13¾"&29½"–13"<br>26NHP<br>MotalaV.NyaAkt.Motala | |
| 35419 | **Wilhelm & Marie** SteelScK<br>(Trawler)<br>Mchy.Aft 1Dk | 242<br>212<br>89 | | | | | 1914 | G.Seebeck Akt.Ges.<br>Bremerhaven | ReedereiSiebert& Co. | 128·9<br>Q70'F20' | 23·0 | 10·0 | Gstemnde<br>German<br>WB | T.3Cy.12¾",20½"&33"–23¾"<br>53NHP<br>G.SeebeckAG.Geestemnde | |
| 35420<br>206997<br>LBHF | **Wilhelmina** SteelScSr<br>ssSFo.No.2–20<br>Well deck Mchy.Aft Wireless 2Dks(Stl)<br>Elec.light Sub.Sig. &Web frames<br>Ref.Mchy Lower dk(Stl)in fore hold | 6725<br>5623<br>4212 | ✠100A1<br>10,21 ~~2,21~~<br>Fitted for oil | SFo<br>✠LMC3,20<br>BS8,21<br>fuel 12 | b†<br><br>,09 | CL<br>N11,20<br>F. P. | 1909<br>12mo<br>above | NwprtNws S.B.&D.D.Co.<br>Newprt News<br>A&CP<br>150°F. W | MatsonNav.Co. Inc.<br>B=Cell DBa56' u | 426·1<br>P&B310'F50'<br>E&B78'f143'962t M | 54·1 | 33·5<br>FK | S.Frncisco<br>Utd.States<br>7BHCem<br>T78'1110t D | T4Cy35",58"&(2)69"–60"(s)<br>190lb 976NHP<br>6SB,24cf,GS468,HS17070<br>NewportNewsSB.&DD.Co<br>Tf65'913tFPT86tAPT100 | 33 |
| 35421<br>JVFG | — SteelScSr<br>(exDaggry)<br>1Dk&ptAwng dk | 1196<br>777<br>698 | | | | | 1898 | Framnæs Mek.Værks.<br>Sandefjord | RederiAktieb. Wilhelmina (J. Mannerheim Mgr.) | 216·6<br>Q—H—F—<br>Awng dk164' | 33·7 | 12·2 | Kramfors<br>Swedish<br>WB | T.3Cy.16½",27"&44"–30"<br>106NHP<br>AkersMek.Værks.Xia. | |
| 35422<br>QCHF | — SteelSc<br>GasEng.<br>2Dks | 521<br>438<br>229 | | | | | 1916 | Verschure &Co.<br>Amsterdam | HollandGulf StoomvMaats(Jos. dePoorter, Mgr.) | 147·6<br>P33'B15'F19' | 25·6 | 12·1 | Rottrdam<br>Dutch<br>WB | Gas Engine 6Cy.14⅜"–15¾"<br>N.V Maschf. 54NHP<br>Drakenburgh,Utrecht | |
| 35423 | — SteelSc<br>(Trawler)<br>1Dk | 234<br>228<br>99 | | | | | 1903 | Bonn& Mees<br>Rotterdam | N.V.Algemeene Vissch.Maats. | 135·3 | 21·6 | 11·2 | Ymuiden<br>Dutch | T.3Cy.12½",20"&33"–24"<br>53NHP<br>AlblasserdamscheMchAlb | |
| 35424<br>QCHG | — SteelSc<br>1Dk | 203 | | | | | 1914 | Huyskens &vanDijk<br>Dordrecht | Boomkens&Co. | | | | Rottrdam<br>Dutch | T.3Cy.9½",15"&25"–14"<br>Huyskens 23NHP<br>&vanDijk,Dordrecht | |

| 1 No. in Book. Official No. Code Letters. | 2–3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35425<br>QCHP | **Wilhelminapolder** SteelSc<br>3MstSr<br>(exGouwzee) 1*Dk* | 731<br>509<br>325 | | | | | 1917 | Gebr.<br>Bodewes<br>Lobith | N.V.Algemeene<br>Nederlandsche<br>Scheepv.Maats. | 181·6 | 28·2 | 12·1 | Rottrdam<br>Dutch<br>*WB* | T3Cy.15"$24\frac{8}{16}$"&$39\frac{8}{16}$"-$26\frac{8}{16}$"<br>82NHP<br>Verschure&Co Amsterdam | | V |
| 35426 | **Wilhelmine** SteelSc<br>*OilEng.* 3MstSr<br>(exWilhelmineWagner) 1*Dk* | 202<br>168<br>144 | | | | | 1913 | Gebr.Verstockt<br>Martenshoek | BrunoStoltz | 104·1<br>Q27'F15' | 23·3 | 9·5 | Hamburg<br>German | Oil Engines 2S.C.SA<br>2Cy.$13\frac{3}{16}$"-$13\frac{3}{4}$" 26NHP<br>D.Goedkoop,Jr.Ams. | | |
| 35427<br>47<br>HVTG | **Wilhelmsberg** CompScSp<br>1*Dk* | 175<br>143<br>104 | | | | | 1891 | L.Andersson<br>Sjötorp | Aktieb.Jössefors<br>(Chr.Storjohann,<br>*Mgr.*) | 100·0<br>H8*t*P20' | 22·6 | 9·2 | Jössefors<br>Swedish | C.2Cy.$7\frac{3}{4}$"&$15\frac{1}{2}$"-$12\frac{3}{4}$"<br>7NHP<br>KristinehamnsMek.Verks. | | |
| 35428<br>QOHV | **Wilis** SteelScSr<br>Sub.Sig.<br>*Elec.light* Wireless 3*Dks* | 4731<br>3640<br>2926 | | | | | 1905 | Kon.Maats<br>deSchelde<br>Flushing | Rotterdamsche<br>Lloyd (W.Ruys&<br>Zonen,*Mgrs.*) | 394·0<br>P72'B176'F80' | 47·1 | 27·2 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.$28\frac{1}{2}$",48"&82"-60"<br>520NHP<br>Maats de Schelde,Flushing | | V |
| 35429<br>69<br>MOAO | **Wilkowo** SteelSc<br>(*Tug*)<br>(exUnterweser 12) 1*Dk* | 172<br>—<br>6 | | | | | 1900 | Bremer<br>Vulkan<br>Vegesack | RussianDanube<br>S.N.Co. | 103·4 | 22·0 | 10·8 | Reni<br>Russian | T.3Cy.$13\frac{4}{16}$",$21\frac{7}{16}$"&$34\frac{7}{16}$"-$23\frac{6}{16}$"<br>59NHP<br>BremerVulkan,Vegesack | | |
| 35430<br>88137<br>SLGO | **Will o' the Wisp** IronScSr<br>1*Dk*(*Irn*) | 252<br>208<br>145 | ✠<br>8,83<br>✠ | Hul | *d* | | 1883<br>6mo | Norfolk&<br>others<br>Hull | A.L.Alves | 120·4<br>Q29'B30'F18' | 22·9 | 10·0 | HongKong<br>British<br>4*BHCem* | C.2Cy.$17\frac{1}{2}$"&34"-24"<br>45RHP<br>WoodBrosSowerbyBridge | | |
| 35431 | — WoodSc<br>*now named* "T.R.B. *See No.* 39641 *in Supplement*"<br>*Roof* 9&12yrs.Mat. 1*Dk* | 96<br>35 | ✠12A1<br>*For fishing purposes*<br>8,19 ✠LMC10,20 | Fal | | CL | 1918<br>10mo<br>*Lloyd* | Kitto&Son<br>Porthleven<br>'*sA&CP* | TheAdmiralty | 85·9 | 20·1 | 9·7 | London<br>British | T.3Cy.$9\frac{1}{2}$",$15\frac{1}{2}$"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>Plenty&Son,Ld.Newbury | 10 " 4 | |
| 35432<br>209117<br>LCDV | **Willamette** WoodScSr<br>Wireless 1*Dk* | 903<br>—<br>555 | | | | | 1911 | H.D.Bendixsen<br>Fairhaven | WillametteS.S.Co.<br>(C.R.McCormick&<br>Co.) | 194·7 | 40·0 | 15·2 | S.Frncisco<br>Utd.States | T.3Cy.$13\frac{1}{2}$",23"&40"-30"<br>88NHP | | |
| 35433<br>137403<br>JGWN | **Willaston** SteelScSr<br>*ss*Shl.No.1-19<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 5658<br>5457<br>3602 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>4,22 ~~11,20~~ ~~10,21~~ BS4,22<br>~~BS11,20~~ ✠LMC8,18<br>*Carrying oil fuel F.P. above 150°F. in DB* | Bry<br>~~Lcn~~ Bnn | *y* | CL<br>~~11,20~~<br>10,21 | 1914<br>10mo<br>*Lloyd* | W.Dobson<br>&Co.<br>Newcastle<br>'*sA&CP* | WirralTransp.Co.<br>Ld. (J.Edgar&Co.<br>*Mgrs.*) *WB=*<br>131'*uE&B*40' | 400·5<br>*CellDBa* FK<br>*f*180'1160*tFPT*102*t* | 52·0 | 33·0 | Liverpool<br>British<br>6*BHCem*<br>*APT*136*t* | T3Cy.$26\frac{3}{16}$",42"&70"-48" (*s*)<br>180lb 427NHP<br>3SB,9*cf*,GS179,HS7392<br>N.E.MarineEng.CoLdNwc | 35 " 7<br>s 9 " 11<br>26 " 1 | |
| 35434<br>142598<br>JVBM | **Willcasino** SteelSc<br>(exHalizones,exYpresville) 2*Dks*(*Stl*)<br>*Elec.light* Wireless<br>*Longitudinal framing in double bottom & at decks* ~~*Cargo battens not fitted*~~ | 7062<br>5509<br>5351 | ✠100A1<br>7,21 ~~3,20~~<br>*Carrying oil fuel F. P. above 150°F. in DB*<br>✠LMC7,18 | NNs<br>NYk | †*a* | CL<br>3,20 | 1918<br>7mo<br>*Lloyd* | Lloyd<br>RoyalBelge<br>(GtBritain)<br>Ld. Glasgow<br>'*sA&CP* 1*Intermediate&2'tween dk B Hds dispensed with 4BH to U dk 2BH to 2nd dk only* | British&South<br>AmericanSteam<br>Nav.Co.Ld. (R.P.<br>Houston&Co.*Mgrs.*) | 424·4<br>P44'B254'F44'<br>FK<br>*CellDB*363'1481*t* | 55·8 | 28·8 | Liverpool<br>British<br>*Cem*<br>*APT*20*t* | T.3Cy.27",45"&75"-48" (*s*)<br>180lb 549NHP<br>3SB,9*cf*,GS186,HS8151 FD<br>J.G.Kincaid&Co.Ld.Grk. | 31 " 4<br>s 5 " 5<br>26 " 3 | |
| 35435<br>141302<br>TPCS | **Willdomino** SteelScSr<br>(exWarConvoy) 2*Dks*(*Stl*)<br>*Elec.light* | 5755<br>5150<br>4173 | ✠100A1<br>2,22 ~~10,20~~<br>✠LMC4,19 | NYk<br>Gls | *z* | CL<br>N2,22 | 1919<br>4mo<br>*Lloyd* | JCoughlan<br>&Sons<br>Vancouver,<br>B.C.<br>'*sA&CP* | ~~ConvoyS.S.Co.Ld.~~<br>Board of Trade<br>*IntrmdiateBH in fore hold dispensed with 6BH only*<br>*CellDB* | 410·6<br>P44'B115'F47'<br>FK<br>368'1274*t FPT*131*t* | 54·1 | 27·5 | Halifax NS<br>British<br>*ptCem*<br>*APT*269*t* | 2 Steam Turbines geared to 1 Sc. Shaft 564NHP<br>190lb (*s*)<br>3SB,9*cf*,GS189,HS8008 FD<br>HallidieCo.Ld.Spokane | 29 " 9<br>s 5 " $11\frac{1}{2}$<br>24 " 2 | |
| 35436<br>6316<br>KCPL | **Wille** WoodAuxSc<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 167<br>130<br>109 | | | | | 1920 | ............<br>Harge | HaraldGiöbel | 98·5<br>P17'H12*t*F12' | 22·3 | 8·6 | Harge<br>Swedish | Oil Engine<br>A/BJ.V.Svenssons<br>Motorfbk.Skm | | |
| 35437 | **Willem Barendz** SteelSc<br>*Should be* "William Barendsz," *See No.* 39965 *in Supplement*<br>*Elec.light* 1*Dk*<br>Wireless | ~~350~~<br>516<br>444<br>63 | ✠100A1<br>*For towing purposes*<br>11,21 ✠LMC11,21<br>~~(*Class Contemplated*)~~ | Rot | | CL | 1921<br>11mo<br>A&CP | Jonker&<br>Stans<br>HendrikIdo<br>Ambacht | BureauWijsmuller<br>*DTf*17'44*t side tanks* | ~~150·8~~ 150·4<br>RFD70'B41'F11'<br>*a*15'28*tAPT*33*t* BK$7\frac{1}{2}$" | ~~28·8~~ 29·0 | ~~14·7~~ 14·0 | TheHague<br>Dutch<br>4*BHCem* | T.3Cy.~~17",27½"~~ 16",$37\frac{1}{2}$"&$45\frac{1}{2}$"-$29\frac{1}{2}$"<br>199lb (*s*) 171NHP<br>2SB,4*cf*,GS90,HS3195<br>Alblasserdam.Msch.Fab. | 14 " 9<br>s 1 " $9\frac{1}{2}$<br>13 " 11 | |
| 35438<br>QCMF | **Willem van Driel Sr.** SteelSc<br>*Elec.light* 1*Dk*<br>Wireless | 2580<br>2298<br>1529 | | | | | 1920 | N.V.Schps.<br>v.Wed. A.van<br>Duyvendijk<br>Papendrecht | N.V.W.vanDriel's<br>Stoomb. enTransp.<br>Ondernemingen | 301·7<br>P21'B66'F23' | 45·3 | 20·0 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.$22\frac{1}{2}$",37"&62"-39"<br>240NHP<br>NehringBögel,Deventer | | V |
| 35439<br>120645<br>HFDW | **Willesden** SteelScSr<br>*ss*Nwc.No 3-9,11<br>*ss*Shl No 2-21 ~~*ss*Npt.No.1-16~~<br>*Elec.light* 2*Dks*(*Stl*)&*deepframing&*<br>Wireless *Shelterdk*(*Irn*) | 4881<br>4639<br>3141 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~5,21~~ ~~9,19~~ 3,22 5,21<br>~~BS9,19~~ ✠LMC~~2,16~~ | Phl<br>~~Shl~~ HKg | *z* | CL<br>~~9,19~~<br>5,21 | 1905<br>12mo<br>*Lloyd* | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>'*sA&CP* | BritainS.S.Co.Ld.<br>(Watts,Watts&Co.<br>Ld.*Mgrs.*) | 400·0<br>FK<br>*WB=CellDBa* 131'*u* | 52·3 | 28·0 | London<br>British<br>6*BHCem* | T.3Cy.27",$44\frac{1}{2}$"&73"-54" (*r*)<br>180lb HS8707 498NHP<br>3S&1AuxSB,9*cf*2*pf*,GS218,<br>Blair&Co.Ld.Stockton<br>*E&B*44'*f*175'1208*tAPT*58*t* | 31 " 0<br>s 4 " $6\frac{1}{2}$<br>26 " 10 | |
| 35440<br>124808 | **Willet** SteelScK<br>1*Dk* | 199<br>188<br>73 | ✠<br>*StmTrawler*<br>6,08<br>✠ | Hul | | | 1908<br>1mo | GooleS.B.<br>&RepgCo.Ld<br>Goole | KelsallBros.&<br>Beeching,Ld.<br>(John Slater,*Mgr*) | 110·0<br>BK$7\frac{1}{2}$"<br>*WB=Deep tanks* | 21·6 | 11·6 | Hull<br>British<br>3*BHCem*<br>*f*23'40*t* | T.3Cy.12",21"&33"-21"<br>50RHP<br>1SB,2*pf*,GS24,HS900<br>Earle'sCo.Ld.Hull | 12 " 6 | |
| 35441<br>218731<br>LSJW | **Willfaro** SteelSc<br>(exRichmondBoro) *Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>Wireless | 5268<br>—<br>3347 | | | | | 1919 | Standard<br>S.B.Corp.<br>Shooter's<br>Island,N.Y. | WilliamsS.S.Co.<br>Inc. | 386·8<br>P36'B110'F39' | 52·2 | 27·4 | NewYork<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"-48"<br>339NHP<br>DowneyS.B.Corp.<br>Arlington,N.Y. | | R |
| 35442<br>219714<br>LVTS | **Willhilo** SteelSc<br>(exConshohocken) 2*Dks*(*Stl*)&<br>*Elec.light* *Shelter dk*(*Stl*)<br>Wireless | 5816<br>5479<br>3567 | ✠100A-<br>*Shelter dk*<br>*withfreeboard*<br>10,20 ✠LMC3,20<br>*Fitted for oil fuel* 3,20 *F.P. above 150° F.* | NNs | | CL<br>10,20 | 1920<br>3mo | SunS.B.<br>Co.<br>Chester,Pa.<br>1*Intermediate BH in after 'tween dks dispensed with 5BH to U dk 1 " " 2nd "* | UnitedStates<br>ShippingBoard<br>*Collision BH to Shelter dk*<br>*CellDB*370'1355*t* | 434·3<br>FK<br>*DTa* 30' 882*t FPT* | 57·7 | 27·2 | Phildlphia<br>Utd. States<br>*ptCem*<br>117*tAPT*76*t* | T.3Cy.27",$45\frac{1}{2}$"&76"-51" (*r*)<br>190lb 612NHP<br>3SB,9*cf*,GS207,HS9198 FD<br>SunS.B.Co.Chester,Pa. | 30 " 3<br>s 4 " $4\frac{1}{2}$<br>26 " 1 | |
| 35443<br>77<br>HRVS | **William** IronScSr<br>1*Dk*2*trB* | 319<br>275<br>165 | | | | | 1884 | W.Lindbergs<br>Aktieb.<br>Stockholm | RederiA/B<br>Triangeln (E.<br>Blomberg,*Mgr.*) | 128·0<br>B29'H8*t* | 22·6 | 12·9 | Hlsngborg<br>Swedish<br>*WB* | C.2Cy.16"&31"-21"<br>NB97 37NHP<br>R.Thelander,Stockholm | | V |
| 35444 | — SteelSc<br>(*Trawler*)<br>1*Dk* | 168<br>160<br>61 | | | | | 1904 | G.Seebeck<br>Act.Ges.<br>Bremerhaven | Grundmann&<br>Gröschel | 115·6 | 21·8 | 10·8 | Brmrhavn<br>German<br>*WB* | T3Cy.$10\frac{13}{16}$",$17\frac{7}{8}$"&$26\frac{3}{16}$"-$21\frac{1}{4}$"<br>32NHP<br>G.SeebeckA.G.Bremerhvn | | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Speciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chandières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chandières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35445<br>215708 | **William A. Amberg** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Longitudinal framing* | 7031<br>6823<br>5641 | 100A<br>10,17<br>*For Service on* | Lo-<br>rain<br>*the Gr* | •••<br>*eat* | *Lakes* | 1917<br>10mo | American<br>S.B.Co.<br>Lorain,O.<br>*CellDB&* | ProducersS.S.Co.<br>(M.A.Hanna&Co.<br>*Mgrs.*)<br>*sidetanks f* 402'52 | 525·0<br>F48'<br>FK<br>50t *CellDBuE&B&* | 58·0 | 31·0 | Cleveland<br>Utd.States<br>4*BH*<br>*cross bunker* | T.3Cy.23½",38"&63"–42" (*r*)<br>180lb 376NHP<br>2SB,*6cf*,GS126,HS5736<br>AmericanS.B.Co.Lorain,O<br>69'350t*FPT*260t*APT*50t | 32 |
| 35446<br>206655 | **William A. Field** SteelSc<br>1*Dk* | 114<br>—<br>61 | | | | | 1909 | Gt.Lakes<br>TowingCo.<br>Cleveland | GreatLakesTowingCo. | 71·0 | 20·0 | 12·0 | Duluth<br>Utd.States | T.3Cy.24½",40"&65"–42"<br>NE&B16 274NHP<br>Gt.LakesEng.Wks.Detroit | |
| 35447<br>214234 | **William A. McGonagle** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes*<br>*Mchy.Aft* Sub.Sig. *Longitudinalframing* | 7811<br>7381<br>6006 | ✠100A–<br>6,19<br>✠LMC7,16<br>*For Serviceon* | Cgo<br>*the Gr* | *eat* | *Lakes* | 1916<br>7mo | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | PittsburghS.S.Co<br>*CellDBuE&B55'f*<br>*& in Hoppersideta* | 580·0<br>F53'<br>FK<br>*nks* 479'8494t *FPT* | 60·0 | 27·9 | Duluth<br>Utd.States<br>3*BHCem*<br>299t*APT*59t | T.3Cy.24½",40"&65"–42" (*s*)<br>180lb 414NHP<br>3SB,*6cf*,GS137,HS6405 FD<br>Gt.LakesEng.Wks.Detroit | 32 |
| ⁂ 35448<br>214583<br>LGNH | **William A. McKenney** SteelScSr<br>ssNNs.No.1–21<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 6256<br>5418<br>4544 | ✠100A1<br>~~5,21 11,20~~ 4,22<br>BS2,21 ✠LMC~~11,18~~<br>MS5,21 | NNs<br>NYk | *z* | 7,19 | 1916<br>11mo | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews<br>A&CP | Crowell&Thurlow<br>S.S.Co.Inc.<br>*CellDB* | 395·0<br>P27'B117'F37'<br>FK<br>326'1711t*FPT*316t | 55·1 | 31·0 | Boston<br>Utd.States<br>6*BHCem*<br>*APT*334t | T3Cy.24½",41½"&72"–48"(*s*)<br>180lb 467NHP<br>3SB,*12cf*,GS240,HS8235<br>NewportNewsSB&DD.Co. | 34 |
| 35449<br>202305 | **William A. Paine** SteelScSr<br>*Mchy.Aft* *Elec.light* 1*Dk* | 5798<br>—<br>4435 | | | | | 1905 | American<br>S.B.Co.<br>Cleveland | PioneerS.S.Co.<br>(Hutchinson&Co.<br>*Mgrs.*) | 480·0 | 52·0 | 30·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.22½",36"&60"–42"<br>233NHP<br>AmericanSB.Co.Cleveland | |
| 35450<br>121187 | **William A. Reiss** SteelScSr<br>(*ex*FrankH.Peavey)<br>*Mchy.Aft* *Elec.light* Wireless 1*Dk*2*trB* | 5002<br>—<br>3871 | | | | | 1901 | American<br>S.B.Co.<br>Lorain,O. | ReissS.S.Co. | 430·0 | 50·0 | 28·5 | Duluth<br>Utd.States<br>*WB* | Q.4Cy.15",23¾",36½"&56"<br>–40" 198NHP<br>AmericanS.B.Co | |
| 35451<br>202311 | **William A. Rogers** SteelScSr<br>*Mchy.Aft* *Elec.light* 1*Dk* | 6524<br>—<br>5101 | | | | | 1905 | American<br>S.B.Co.<br>Lorain,O. | JohnstownS.S.Co.<br>(M.A.Hanna&Co.<br>*Mgrs.*) | 525·0 | 55·0 | 31·0 | Fairport<br>Utd.States | T.3Cy.23½",38"&63"–42"<br>257NHP<br>AmericanSB.Co.Cleveland | |
| 35452<br>220054<br>LWNV | **William A. Whitney** SteelSc<br>Wireless 1*Dk* | 158<br>—<br>54 | | | | | 1920 | Whitney<br>Bros.<br>Superior,Wis | WhitneyBros.Co. | 100·0 | 24·1 | 11·2 | Duluth<br>Utd.States | T.3Cy.14",22"&38"–24"<br>71NHP | |
| ⁂ 35453<br>[illegible] | **William Abrahams** SteelScK<br>*Now named* "Santini," *See No.* 3940[illegible] *in Supplement*<br>ssMil.No.3–1,21<br>*Mchy.Aft* *Elec.light* 1*Dk* | 248<br>211<br>96 | ✠100A1<br>*StmTrawler*<br>2,21 ~~1,21~~<br>✠LMC1,21 | Mil | | CL<br>1,21 | 1917<br>5mo<br>*Lloyd* | Cochrane<br>&SonsLd.<br>Selby<br>'*sA&CP* | ~~TheAdmiralty~~<br>SavoySteamFishingCo.Ld.(Baker<br>&Green,*Mgrs.*) | 120·3<br>Q69'F20'<br>BK7½" | 22·0 | 12·0 | Grimsby<br>~~London~~<br>British<br>4*BHCem* | T.3Cy.12",20"&32"–24" (*s*)<br>200lb 56RHP<br>1SB,*2pf*,GS33,HS1300<br>EarlesSB&Eng.Co LdHull | 12 |
| 35454<br>137160 | **William Allan** SteelScK<br>ssAbn.No.1–19<br>1*Dk* | 203<br>201<br>87 | ✠100A1<br>*StmTrawler*<br>~~5,21 11,19~~<br>12,21<br>✠LMC11,19<br>BS8,21 | Abn | | CL<br>~~11,19~~<br>12,21 | 1914<br>11mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | SilverCitySteam<br>TrawlingCo.Ld.<br>(~~J.W.Johnstone,~~<br>~~*Mgr.*~~) (H.H Girdlestone*Mgr.*) | 115·3<br>BK7½"<br>*WB*= | 22·1 | 11·8 | Aberdeen<br>British<br>3*BHCem*<br>*DBf* 28'19t | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 76RHP<br>1SB,*2pf*,GS36,HS1386<br>Hall,Russell&Co.Ld.Abn. | 12 |
| 35455<br>144372 | **William Ashton** SteelScK<br>ssWvn.No.1–21<br>1*Dk* | ~~246~~ 235<br>232<br>~~100~~<br>91 | ✠100A1<br>*StmTrawler*<br>~~10,21 3,18~~<br>2,22<br>✠LMC~~1,18~~<br>8,21 | Abn<br>~~Wvn~~ Bgs | | CL<br>~~3,18~~<br>8,21 | 1918<br>1mo<br>*Lloyd* | J.Duthie<br>TorryS.B.Co<br>Aberdeen<br>'*sA&CP* | TheAdmiralty | 120·0<br>BK7½" | 22·6 | 12·6 | London<br>British<br>3*BHCem* | T.3Cy.11½",20"&34"–23" (*s*)<br>180lb 71RHP<br>1SB,*3pf*,GS38,HS1250<br>W.Beardmore&Co.Ld.Gls. | 13 |
| 35456<br>204121 | **William B. Davock** SteelScSr<br>*Elec.light* 1*Dk* | 4468<br>—<br>3246 | | | | | 1907<br>— | Gt.Lakes<br>Eng.Works<br>St.Clair,Mich | InterlakeS.S.Co.<br>(Pickands,Mather<br>&Co.*Mgrs.*) | 420·0 | 52·0 | 23·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.21",34½"&57"–42"<br>211NHP<br>Gt.LakesEng.Works | |
| 35457<br>207981 | **William B. Dickson** SteelSc<br>*Elec.light* *Mchy.Aft* Sub.Sig. 1*Dk* | 7568<br>—<br>5712 | | | | | 1910 | Gt.Lakes<br>Eng.Works<br>Ecorse | PittsburghS.S.Co. | 580·0<br>F45' | 58·2 | 33·2 | Duluth<br>Utd.States<br>*WB* | T.3Cy.24",38"&65"–42"<br>274NHP<br>GtLakesEngWrks.Detroit | |
| 35458<br>207252 | **William B. Schiller** SteelSc<br>Sub.Sig.<br>*Mchy.Aft* *Elec.light* 1*Dk* | 7521<br>—<br>5819 | | | | | 1909 | American<br>S.B.Co.<br>Lorain,O. | PittsburghS.S.Co. | 580·0 | 58·0 | 32·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.24",39"&65"–42"<br>274NHP<br>AmericanS.B.Co.Lorain,O | |
| 35459<br>102044<br>NKDH | **William Balls** SteelScSr<br>ssShl.2ndNo.3–3,15<br>Wireless ssShl.No.1–18<br>1*Dk*(*ptStlptIrn*)&*ptAwngdk*(*Irn*)2*trB* | 2483<br>1856<br>1552 | ✠100A1<br>*ptAwngdk*<br>*withfreeboard*<br>3,22 ~~12,20~~<br>MS7,18<br>✠LMC<br>BS~~3,20~~ 7,21 | Bry<br>Shl | *s* | CL<br>~~3,20~~<br>3,22 | 1894<br>5mo | JReadhead<br>&Sons<br>S.Shields<br>A&CP | W.D.C.Balls&Son<br>*WB* | 300·3<br>Q78'P28'<br>*ptAwngdk*193' FK<br>=*CellDB*256'604t | 41·5 | 18·1 | N.Shields<br>British<br>5*BHCem*<br>*APT*30t | T.3Cy.23",37½"&61½"–42"<br>160lb *80lb*NDB07(*r*)243NHP<br>2SB,*6rf*,GS80,HS3603<br>J.Readhead&Sons,S.Shl. | 20<br>7<br>19 |
| 35460<br>[illegible] | **William Barrow** SteelScK<br>*Now named* "Claribelle," *See No.* [illegible] *in Supplement*<br>ssMil.No.3–6,20<br>1*Dk* | 204<br>200<br>82 | ✠100A1<br>*StmTrawler*<br>12,21 ~~6,20~~<br>✠LMC6,20 | Mil<br>Sws | | CL<br>6,20 | 1918<br>5mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | ~~TheAdmiralty~~<br>ConsolidatedStm.<br>Fishing&IceCo.<br>(Grimsby)Ld.<br>(J.D.Marsden*Mgr*) | 115·4<br>BK7½" | 22·1 | 12·1 | Swansea<br>~~London~~<br>British<br>3*BHCem*<br>*DBf* 29'19t | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 56RHP<br>1SB,*3pf*,GS39,HS1347<br>Hall,Russell&Co.Ld Abn. | 13 |
| 35461<br>143911 | **William Beaumont** SteelScK<br>1*Dk* | 203<br>200<br>82 | ✠100A1<br>*StmTrawler*<br>5,22 ~~2,20~~<br>✠LMC2,20 | Mil<br>Gms | | CL<br>~~2,20~~<br>5,22 | 1918<br>8mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | CrownStmFishing<br>Co.Ld. (G.E.<br>Moody,*Mgr.*) | 115·4<br>BK7½" | 22·1 | 12·1 | Grimsby<br>British<br>3*BHCem*<br>*DBf*29'19t | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 57RHP<br>1SB,*3pf*,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 |
| 35462<br>143811 | **William Bell** SteelScK<br>*Mchy.Aft* 1*Dk* | 290<br>249<br>119 | ✠100A1<br>*StmTrawler*<br>5,18<br>✠LMC5,18 | Hul | | CL<br>1,21 | 1918<br>5mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | MillsS.S.Co.Ld.<br>(F.B.O'Meara,<br>*Mgr.*) | 125·5<br>Q72'F21'<br>BK7½" | 23·5 | 12·7 | London<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 61RHP<br>1SB,*3pf*,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 |
| 35463<br>[illegible] | **William Bentley** SteelScK<br>*Now named* "Braconhill," *See No.* 10364 *in letter* B<br>1*Dk*(*Stl*) | 203<br>203<br>88 | ✠100A1<br>*StmTrawler*<br>3,19<br>✠LMC3,19 | Abn | | | 1919<br>3mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | DonFishingCo.Ld.<br>(J.S.Doeg,*Mgr.*) | 115·4<br>BK7½" | 22·1 | 12·1 | Aberdeen<br>British<br>3*BHCem*<br>*DBf*29'19t | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 75NHP<br>1SB,*3pf*,GS39,HS1347<br>Hall,Russell&Co.Ld. Abn. | 13 |
| ⁂ 35464<br>144521 | **William Biggs** SteelScK<br>ssPts.No.3–11,20<br>1*Dk* | 203<br>200<br>80 | ✠100A1<br>*StmTrawler*<br>11,21 ~~11,20~~<br>✠LMC3,20 | Pts | | CL<br>3,20 | 1917<br>10mo<br>*Lloyd* | Hall,Russell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | ~~TheAdmiralty~~<br>QueenSteam<br>FishingCo.Ld. | 115·4<br>BK7½" | 22·1 | 12·1 | London<br>British<br>3*BHCem*<br>*DBf*29'19t | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 74RHP<br>1SB,*3pf*,GS39,HS1347<br>Hall,Russell&Co.Ld. Abn. | 13 |
| 35465<br>MVST | **William Blumer** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 3604<br>3310<br>2176 | ✠100A1<br>~~7,21 11,20~~ 11,21<br>✠LMC8,20 | Shl<br>Bms | *w* | CL | 1920<br>8mo<br>*Lloyd* | JBlumer<br>&Co.Ld.<br>Sunderland<br>'*sA&CP* | C.H.Sörensen<br>*CellD* | 356·3<br>P35'B221'F30'<br>FK<br>*B* 312'802t *FPT*67t | 48·7 | 23·8 | Arendal<br>Norwegian<br>6*BHCem*<br>*APT*109t | T.3Cy.25",42"&68"–45" (*s*)<br>200lb *120lb* 365NHP<br>2SB,*6cf*,GS139,HS5751<br>J.Dickinson&Sons,Ld.Sld. | 25 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35466<br>206270<br>LBCR | **William Blundon** WoodSc<br>1*Dk* | 240<br>—<br>129 | | | | | 1909 | ..................<br>Solomons,Md | SeaboardOil&<br>GuanoCo.Inc. | 127·4 | 22·8 | 10·4 | Reedville,<br>Va.<br>Utd.States | | | |
| 35467<br>221508<br>LDBR | **Wm. Boyce Thompson** SteelSc<br>2*Dks*(*Stl*)&*Webframes*<br>*Elec.light* Wireless<br>*Mchy.Aft* *Longitudinal framing* | ~~7000~~<br>7061<br>6422<br>4350 | ✠100A1<br>7,21<br>~~(*ClassContemplated*)~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 7,21 *F.P. above* 150°F. | Bos<br>✠LMC7,21 | *b*† | CL | 1921<br>7mo | Bethlehem<br>S.B.Corp.Ld.<br>Quincy,Mass.<br>A&CP | SinclairNav.Co. | ~~430·0~~<br>P134' ~~B36'~~ F40' B37'<br>430·3<br>*Cell D Bu E & B*62' 200*t*<br>*DI*/40' 588*t* *FPT*228*t* *APT*72*t* | ~~49·0~~<br>59·3 | 33·2<br>FK | NewYork<br>Utd. States<br>17*BHptCem*<br>(12 ,, *to Udk*<br>5 ,, ,,2*nd*,,) | T.3Cy.26½",44"&74"–51"(*s*)<br>200lb 586NHP<br>3SB,9*cf* HS8829 FD<br>BethlehemS.B.Corp. Ld. | 33 ″ 3<br>7 ″ 10½<br>25 ″ 9 | |
| 35468<br>143812 | **William Brady** SteelScK<br>*Mchy.Aft* 1*Dk* | 290<br>249<br>119 | ✠100A1<br>*StmTrawler*<br>5,18 | Hul<br>✠LMC5,18 | | CL<br>3,22 | 1918<br>5mo<br>*Lloyd* | Cook, Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | Q.Dick(C.Curzon,<br>*Mgr.*) | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | London<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"–26"(*s*)<br>180lb 60RHP<br>1SB,3*pf*,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 ″ 6 | |
| 35469<br>143932 | **William Browis** SteelScK<br>*ss*Pts.No.3–11,20<br>*Mchy.Aft* *Elec.light* 1*Dk* | 290<br>249<br>119 | ✠100A1<br>*StmTrawler*<br>11,20 | Pts<br>✠LMC7,20 | | CL<br>7,20 | 1918<br>2mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | ~~TheAdmiralty~~<br>BostonDeepSea<br>Fishing&IceCo.Ld.<br>(F.Parkes,*Mgr.*) | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | Boston<br>~~London~~<br>~~British~~<br>3*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 60RHP<br>1SB,3*pf*,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 ″ 6 | |
| 35470<br>145069 | **William Bunce** SteelScK<br>*ss*Mil.No.3–12,20<br>*Elec.light* 1*Dk* | 275<br>246<br>107 | 100A1<br>*StmTrawler*<br>12,20 | Mil<br>LMC12,20 | | CL | 1917<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | ~~TheAdmiralty~~<br>Jenkerson&Jones<br>(T.Jenkerson*Mgr.*) | 125·5<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 61RHP<br>1SB,3*pf*,GS50,HS1619<br>Smith'sDockCo.Ld. | 13 ″ 6 | |
| 35471<br>143804 | **William Butler** SteelScK<br>1*Dk* | 203<br>200<br>81 | ✠100A1<br>*Stm Trawler*<br>1,20 | Mil<br>✠LMC11,17 | | CL<br>5,22 | 1917<br>11mo<br>*Lloyd* | Hall,Rus-<br>sell&Co.Ld.<br>Aberdeen<br>'*sA&CP* | ~~IrishTrawlingCo.~~<br>~~Ld.(A.B.MacRae,~~<br>~~*Mgr.*)~~<br>J.M.Davidson | 115·4 | 22·1 | 12·1<br>BK7½" | Aberdeen<br>~~Grimsby~~<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 57RHP<br>1SB,3*pf*,GS39,HS1347<br>W.H.Allen,Son&Co.Ld.<br>Bedford | 13 ″ 0 | |
| 35472<br>208396 | **William C. Agnew** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 6533<br>—<br>4985 | | | | | 1911 | American<br>S.B.Co.<br>Lorain,O. | BuffaloS.S.Co.<br>(J.Mitchell,*Mgr.*) | 532·0<br>F48' | 58·0 | 31·0 | Fairport<br>Utd.States<br>*WB* | T.3Cy.23½",38"&63"–42"<br>257NHP<br>AmericanS.B.Co.Clevelnd | | L |
| 35473<br>157485 | **William C. Bickel** WoodSc<br>(*ex*JohnT.Donohue, (*Tug*)<br>*ex*DorothyF.Wacker) | 250<br>—<br>140 | | | | | 1897 | E.J.Tull<br>Pocomoke<br>City,Md. | LesterH.Forsyth | 129·2 | 23·8 | 10·8 | NewYork<br>Utd. States | C.2Cy.15"&30"–24"<br>37NHP | | |
| 35474<br>143882<br>PKNW | **William Caldwell** SteelScK<br>*Mchy.Aft* 1*Dk*(*Stl*) | 290<br>249<br>127 | ✠100A1<br>*StmTrawler*<br>11,18 | Hul<br>✠LMC11,18 | | CL | 1918<br>11mo<br>*Lloyd* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | E.Brand&J.H.<br>Dove | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | London<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"–26"(*s*)<br>180lb 86RHP<br>1SB,3*pf*,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 ″ 6 | |
| 35475<br>145176 | **William Cale** SteelScK<br>(*Fishing*)<br>1*Dk* | 276<br>247<br>113 | | | | | 1917 | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley | ~~TheAdmiralty~~<br>Howell&Knight | 125·7 | 23·4 | 12·8 | London<br>British | T.3Cy.12½",21"&35"–26"<br>61RHP<br>Bow,McLachln&CoLd Psy | | C |
| 35476<br>132762<br>KDLT | **William Carberry** SteelScK<br>(*Trawler*)<br>Wireless 1*Dk* | 276<br>246<br>120 | | | | | 1919 | Hepple&<br>Co.Ld.<br>SouthShields | CarberrySteam<br>FishingCoLd(J.H.<br>Nierinck*Mgr.*) | 125·0<br>Q74' | 23·4 | 12·6 | Plymouth<br>British | T.3Cy.12½",21"&35"–26"<br>80RHP<br>ShieldsEng Co.N.Shl. | | C |
| 35477<br>~~144300~~ | **William Carr** SteelScK<br>*ss*Mil.No.3–11,20<br>*Elec.light* 1*Dk* | 276<br>247<br>113 | 100A1<br>*StmTrawler*<br>11,20 | Mil<br>LMC11,20 | | CL<br>11,20 | 1918<br>*Lloyd* | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley<br>'*sA&CP* | ~~TheAdmiralty~~<br>Vve.P.Danger | 125·6<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | French<br>2*BHCem* | T.3Cy.12½",21"&35"–26"(*s*)<br>180lb 61RHP<br>1SB,3*pf*,GS50,HS1619<br>Bow,McLachln&CoLd Psy | 13 ″ 6 | |
| 35478<br>144545 | **William Carrick** SteelScK<br>(*Fishing*)<br>1*Dk* | 276<br>247<br>113 | | | | | 1917 | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley | Govt.ofIndia | 125·7 | 23·4 | 12·8 | London<br>British | T.3Cy.12½",21"&35"–26"<br>61RHP<br>Bow,McLachln&CoLd Psy | | C |
| 35479<br>145067 | **William Castle** SteelScK<br>*ss*Ply.No.3–10,20<br>1*Dk* | 223<br>208<br>90 | 100A1<br>*StmTrawler*<br>6,21 ~~10,20~~ | Ply<br>LMC10,20 | | CL<br>10,20 | 1917<br>*Lloyd* | A.Hall&<br>Co.Ld.<br>Aberdeen<br>'*sA&CP* | ~~TheAdmiralty~~<br>P.Fannon | 115·3 | 22·6 | 12·2<br>BK7½" | Aberdeen<br>~~London~~<br>British<br>2*BHCem* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 71RHP<br>1SB,3*pf*,GS39,HS1347<br>A.Hall&Co.Ld.Aberdeen | 13 ″ 0 | |
| 35480<br>~~145200~~ | **William Chatwood** SteelScK<br>1*Dk*(*Stl*–ws)<br>*Mchy.Aft* *Elec.light* | 323<br>288<br>131 | 100A1<br>*StmTrawler*<br>12,21 ~~3,21~~ | Goo<br>Bgs<br>✠LMC3,21 | | CL | 1920<br>7mo<br>*Lloyd* | GooleS.B.<br>&RepgCo.Ld<br>Goole<br>*sA&CP* | ~~TheAdmiralty~~ | 138·5<br>Q84'F21' | 23·7 | 12·8<br>BK7½" | ~~London~~<br>~~Br..~~ French<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS48,HS1440<br>Richardsons,<br>Westgarth&Co.Ld.Mdb | 13 ″ 6 | |
| 35481<br>144614 | **William Cogswell** SteelScK<br>*ss*Lon.No.3–10,20<br>1*Dk*<br>*Now named* "Struan," *See No.* 39319 *in Supplement* | 213<br>208<br>78 | 100A1<br>*StmTrawler*<br>~~10,20~~ | Lon<br>LMC6,20 | | CL | 1918<br>*Lloyd* | A.Hall&<br>Co.Ld.<br>Aberdeen<br>'*sA&CP* | ~~TheAdmiralty~~<br>J.S.Doeg | 115·3 | 22·6 | 12·2<br>BK7½" | Aberdeen<br>~~London~~<br>British<br>2*BHCem*<br>*DTf*5'11*t* | T.3Cy.12",20"&34"–24" (*r*)<br>180lb 75RHP<br>1SB,3*pf*,GS30,HS1347<br>A.Hall&Co.Ld.Aberdeen | 13 ″ 0 | |
| 35482<br>~~145060~~ | **William Courtney** SteelScK<br>*Elec.light* 1*Dk*(*Stl*–ws) | 323<br>288<br>131 | 100A1<br>*StmTrawler*<br>12,21 ~~1,21~~ | Goo<br>Bgs<br>✠LMC1,21 | | CL | 1920<br>4mo<br>*Lloyd* | GooleS.B.<br>&RepgCo.Ld.<br>Goole<br>'*sA&CP* | ~~TheAdmiralty~~ | 138·5<br>Q84'F21' | 23·7 | 12·8<br>BK7½ | ~~London~~<br>~~Brit..~~ French<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 87NHP<br>1SB,3*pf*,GS48,HS1440<br>Richardsons,<br>Westgarth&Co.Ld.Mdb. | 13 ″ 6 | |
| 35483<br>144279 | **William Cummins** SteelScK<br>*ss*Pts.No.3–11,20<br>*Elec.light* 1*Dk* | 276<br>247<br>125 | 100A1<br>*StmTrawler*<br>2,22 ~~11,20~~ | Pts<br>LMC8,20 | | CL<br>8,20 | 1917<br>*Lloyd* | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley<br>'*sA&CP* | TheAdmiralty | 125·6<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 61RHP<br>1SB,3*pf*,GS55,HS1619<br>Bow,McLachln&CoLd.Psy | 13 ″ 6 | |
| 35484<br>212197 | **William D. Crawford** SteelScSr<br>*Elec.light* 1*Dk*&*Web frames*<br>*Mchy.Aft* *Longitudinal framing* | 6385<br>—<br>4899 | | | ... | | 1914 | American<br>S.B.Co.<br>Lorain,O. | VirginiaS.S.Co.<br>(M.A.Hanna&Co.<br>*Mgrs.*) | 504·0<br>F44' | 54·0 | 30·0<br>FK | Fairport,O<br>Utd.States<br>*WB* | T.3Cy.23½",37"&63"–42"<br>388NHP<br>AmericanS.B.Co.Lorain,O. | 30 ″ 0 | L |
| 35485<br>143832 | **William Doak** SteelScK<br>(*Fishing*)<br>1*Dk* | 326<br>288<br>151 | | | | | 1918 | GooleS.B.<br>&Repg.Co.Ld<br>Goole | ~~TheAdmiralty~~<br>J.Samuel White<br>&Co.Ld. | 138·5 | 23·7 | 12·8 | London<br>British | T.3Cy.13",23"&37"–26"<br>CampbellGas 69RHP<br>EngineCo.Ld.Halifax | | C |
| 35486<br>145140 | **William Dogherty** SteelScK<br>(*ex*George Brown) 1*Dk*<br>*Mchy.Aft* | 324<br>288<br>131 | ✠100A1<br>*StmTrawler*<br>8,17 | Hul<br>✠LMC8,17 | | CL | 1917<br>8mo<br>*Lloyd* | Cochrane<br>&Sons,Ld.<br>Selby<br>'*sA&CP* | TheAdmiralty | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS48,HS1440<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 13 ″ 6 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice | 8<br>Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | 9<br>Par qui.<br>—<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35487<br>220841<br>MBWP | **Wm. Donovan** WoodTwinSc<br>*OilEng.*<br>(*ex*Kirketind) *2Dks*<br>*Elec.light Mchy.Aft* | 2205<br>1914<br>1621 | | | | | 1919 | ElliottBay<br>S.B.Co.<br>Seattle,Wash | DonovanS.S.Co.<br>Inc. | 243·8<br>P50'F55' | 47·3 | 24·3 | S.Frncisco<br>Utd.States | Oil Engines 4S.C.SA<br>16Cy.12⅛"–18" 142NHP<br>WintonEng.Works<br>Cleveland,O. | |
| 35488<br>145120 | **William Downes** SteelScK<br>(*Trawler*)<br>1*Dk* | 275<br>246<br>116 | | | | | 1917 | C Rennoldson&Co.<br>SouthShields | ~~TheAdmiralty~~<br>H.Leetham&Sons Ld.(R.D.T.Birt,*Mgr*) | 125·3 | 23·4 | 12·6 | London<br>British | T.3Cy.12½",21"&35"–26"<br>87RHP<br>ShieldsE.&D.D.CoLd NShl | |
| 35489 | **Wm. E. Chapman** SteelScSr<br>Wireless 1*Dk* | 369<br>—<br>163 | | | | | 1915 | J.H.Dialogue&Son<br>Camden,N.J. | | 121·9 | 30·0 | 14·2 | British | C.2Cy.18"&40"–28"<br>70NHP | |
| 35490<br>202296 | **William E. Corey** SteelScSr<br>*Elec.light Mchy.Aft* Sub.Sig. 1*Dk* | 6363<br>—<br>5045 | | | | | 1905 | Chicago<br>S.B.Co.<br>Chicago | PittsburghS.S.Co. | 557·8 | 56·0 | 26·5 | Duluth<br>Utd.States<br>*WB* | T.3Cy.24",39"&65"–42"<br>274NHP<br>AmericanSB.Co.Cleveland | |
| 35491<br>81702 | **William Edenborn** SteelSc<br>*Elec.light Mchy.Aft* Sub.Sig. 1*Dk2trB* | 5910<br>—<br>4531 | | | | | 1900 | WestBay<br>CityS.B.Co.<br>W.BayCity | PittsburghS.S.Co. | 478·0<br>Q72'B47'F30' | 52·0 | 30·0 | Duluth<br>Utd.States<br>*WB* | Q.4Cy.16½",25½",38½"&60"–40"<br>228NHP<br>AmericanSB.Co.Cleveland | |
| 35492<br>81807 | **William F. Fitch** SteelScSr<br>*Elec.light Mchy.Aft* 1*Dk2trB* | 3629<br>—<br>2632 | | | | | 1902 | Detroit<br>S.B.Co.<br>Wyandotte | FranklinTransportationCo.(M.A.Hanna&Co.*Mgrs.*) | 346·0 | 48·0 | 28·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"–42"<br>218NHP<br>DetroitS.B.Co.Detroit | |
| 35493<br>208373<br>LBTD | **Wm. F. Herrin** SteelScSr<br>*ss*S.Fo.No.2–19<br>*Elec.light 2Dks(Stl)&Web frames*<br>*Mchy.Aft* Wireless Sub.Sig. | 4939<br>4510<br>3143 | ✠100A1<br>11,21 ~~12,20~~<br>~~BS12,20~~ ✠LMC12,19<br>BS11,21<br>*CarryingPetr*<br>*Fitted for oil* | SFo<br>*oleum*<br>*fuel*3, | *y*<br>*in*<br>11 | CL<br>N12,20<br>*bulk*<br>*F. P.* | 1911<br>3mo<br>*above* | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews<br>*WB=CellDB*<br>A&CP<br>150°F. | AssociatedOilCo.<br>*uE&B79' f 56'381t* | 378·0<br>P128'B50'F45'<br>*FPT45tAPT109t* | 52·1 | 29·5<br>FK | S.Frncisco<br>Utd.States<br>11*BHCem*<br>8 *to U dk*<br>3 *to M dk* | T.3Cy.24½",40"&68"–48"(*r*)<br>200lb *160lb* 461NHP<br>4SB,*12cf*,GS226,HS8320<br>NewportNewsSB&DD.Co. | 30 |
| 35494<br>81493<br>KMCW | **William F.McCaulley** SteelSc<br>(*Tug*) | 149<br>—<br>75 | | | | | 1894 | J.H.Dialogue<br>Camden,N.J. | PropellerTowBoat Co. | 90·0 | 21·0 | 11·2 | Savannah<br>Utd.States | C.2Cy.18"&32"–24"<br>42NHP<br>J.H.Dialogue,Camden,N.J. | |
| 35495<br>205017 | **William F. Stifel** SteelScSr<br>(*ex*Normania)<br>*Elec.light Mchy.Aft* 1*Dk* | 4871<br>—<br>3705 | | | | | 1908 | Gt.Lakes<br>Eng.Works<br>St.Clair | ColumbiaS.S.Co.<br>(W.C.Richardson &Co.*Mgrs.*) | 420·0 | 52·0 | 24·0 | Fairport,O<br>Utd.States<br>*WB* | T.3Cy.21",34½"&57"–42"<br>GreatLakes 211NHP<br>Eng.Works,Detroit | |
| 35496<br>95921 | **William Fallows** IronPadSp | 122<br>122<br>34 | | | | | 1888 | Hepple&Co.<br>N.Shields | TeesConservancy Commissioners | 101·0 | 19·0 | 9·6 | Stockton<br>British | L.2Cy.25"–48"<br>45RHP<br>Hepple&Co.,N.Shields | |
| 35497<br>145056 | **William Ferrins** SteelScK<br>*ss*Mil.No.3–10,20<br>1*Dk* | 235<br>232<br>95 | ✠100A1<br>*StmTrawler*<br>12,21 ~~10,20~~ ✠LMC10,20 | Mil<br>Shl | | CL<br>10,20 | 1918<br>5mo<br>*Lloyd* | J.Duthie<br>TorrySBCo.<br>Aberdeen<br>'*sA&CP* | ~~TheAdmiralty~~<br>R.Hastie&Sons, Ld | 120·0 | 22·6 | 12·6<br>BK7½" | N.Shields ~~London~~<br>British<br>3*BHCem*<br>*DTf*5'12*t* | T.3Cy.12",20"&34"–24" (*s*)<br>180lb 57RHP<br>1SB,*3pf*,GS47,HS1415<br>J.Abernethy&Co.Ld.Abn. | 13 |
| 35498<br>98160<br>JGPK | **William Flower** SteelSc<br>*ss*Lon.No.3–8,19<br>1*Dk* | 45<br>45<br>— | ✠A—<br>*Tug, for River purposes only*<br>8,20<br>✠NR10,05 | Lon | ... | 8,19 | 1890<br>8mo | DavidJ.<br>Dunlop&Co<br>P.Glasgow | Flower&Everett Ld. | 65·3 | 14·0 | 7·8<br>BK3½" | London<br>British<br>3*BHCem* | C.2Cy.14"&28"–18" (*s*)<br>90lb 30RHP<br>1SB,*2pf*,GS28,HS688<br>D.J.Dunlop&Co.,P.Gl. | 8 |
| 35499 | **William Forbes** SteelScYl<br>*Mchy.Aft* 1*Dk* | 326<br>288<br>175 | | | | | 1919 | GooleS.B.<br>&RpgCo.Ld.<br>Goole | ~~TheAdmiralty~~<br>SirT.Robinson | 138·5<br>Q84'F21' | 23·7 | 12·8 | British | T.3Cy.13",23"&37"–26"<br>70NHP<br>C.D.Holmes&Co.Ld.Hull | |
| 35500<br>202542 | **William G. Mather** SteelScSr<br>Sub.Sig.<br>*Elec.light Mchy.Aft* Wireless 1*Dk* | 6838<br>—<br>5183 | | | | | 1905 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | Cleveland Cliffs IronCo. | 513·0 | 60·2 | 32·0 | Marquette<br>Utd.States<br>*WB* | T.3Cy.24½",39"&67"–42"<br>292NHP<br>GtLakesEngWrks.Detroit | |
| 35501<br>214684<br>LGQF | **Wm. G. Warden** SteelTwin<br>Sc3MstSr<br>*Elec.light* *ss*NYk.No.1–21<br>*Mchy.Aft* Sub.Sig. *2Dks(Stl)&Shelter*<br>Wireless *dk(Stl)&Web frames*<br>*Longitudinal framing* | 10289<br>10049<br>7890 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21 ~~2,21~~ ✠LMC2,21<br>*CarryingPetr*<br>*Fitted for oil* | NYk<br>*oleum*<br>*fuel*,1, | *f*†<br>*in*<br>17 | CL<br>SN5,20<br>P2,21<br>*bulk*<br>*F.P. a* | 1917<br>1mo<br>*bove*15 | NwprtNws<br>S.B.&D.D.Co.<br>NewprtNews<br>A&CP<br>0°F. | StandardOilCo.<br>(NewJersey)<br>*CellDBuE&B59'*<br>*f17'71tDTf54'673t* | 500·0<br>184*t*<br>*FPT243tAPT127t* | 68·2 | 35·5<br>FK | NewYork<br>Utd.States<br>19*BHptCem*<br>(15 „ *to U dk*<br>4 „ „ *2nd* „ ) | T.6Cy.20½",35"&60"–42"<br>200lb *180lb* (*s*) 628NHP<br>3SB,*12cf*,GS213,HS8700 FD<br>NewportNewsSB&DD.Co. | 38<br>11<br>27 |
| 35502<br>~~143901~~ | **William Gibbons** SteelScK<br>*ss*Wvn.No.3–7,21<br>1*Dk* | 202<br>199<br>77 | ✠100A1<br>*StmTrawler*<br>7,21 ~~8,18~~ ✠LMC~~8,18~~<br>1,21 | Psy<br>Wvn | | CL<br>1,21 | 1918<br>8mo<br>*Lloyd* | J Fullerton<br>&Co.<br>Paisley<br>'*sA&CP* | ~~TheAdmiralty~~ | 115·5 | 22·1 | 12·1<br>BK7½" | London<br>Belgian<br>3*BHCem*<br>*DBf*29'20*t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 74RHP<br>1SB,*3pf*,GS39,HS1347<br>Plenty&Son,Ld.Newbury | 13 |
| 35503<br>144563 | **William Gillett** SteelScK<br>*ss*Bgs.No.3–10,20<br>1*Dk*(*Stl*–ws) | 201<br>197<br>77 | 100A1<br>*StmTrawler*<br>10,20 ✠LMC10,20 | Bgs | | CL | 1919<br>*Lloyd* | Ritchie,<br>Graham&<br>Milne<br>Glasgow<br>'*sA&CP* | ~~TheAdmiralty~~<br>TheAirMinistry | 115·4 | 22·2 | 12·2<br>BK7½" | London<br>British<br>3*BHCem*<br>*DBf*29'20*t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 60RHP<br>1SB,*3pf*,GS39,HS1347<br>FairfieldSB&EngCoLdGls | 13 |
| 35504<br>132804 | **William Gray** SteelTwinScSp<br>(*Tug*)<br>1*Dk* | 178<br>174<br>— | | | ... | | 1911 | J.P.Rennoldson&Sns.<br>South Shields | N.EasternRly.Co. | 95·1 | 24·1 | 11·4<br>BK6¾" | WHartlpl<br>British<br>*WB* | C.4Cy.17"&36"–24"<br>133NHP<br>J.P.Rennoldson&Sns.SShl | 12 |
| 35505<br>215348<br>LUMV | **William Green** SteelScSr<br>*ss*NYk.No.1–21<br>*Elec.light 2Dks(Stl)&Web frames*<br>*Mchy.Aft Longitudinal framing*<br>Wireless | ~~6785~~ 6353<br>6056<br>~~4213~~<br>3925 | ✠100A1<br>~~5,21~~ ~~7,20~~ 12,21<br>✠LMC7,17<br>*CarryingPetr*<br>*Fitted for oil* | NYk<br>*oleum*<br>*fuel*7, | *b*†<br>5,21<br>*in*<br>17 | CL<br>~~N6,19~~<br>5,21<br>*bulk*<br>*F.P. a* | 1917<br>7mo<br>*bove* 1 | W.Cramp&<br>SonsS&EBCo<br>Philadelphia<br>A&CP<br>50°F. *CellDB* | Pan-American<br>Petroleum&<br>TransportCo.<br>*61'235tDTf45'629t* | 430·0<br>P103'B36'F49'<br>*FPT246tAPT49t* | 58·2 | 33·3<br>FK | L.Angeles<br>Utd.States<br>15*BHptCem*<br>(7 *to Upr dk*<br>8 „ *2nd* „) | T.3Cy.27",45½"&76"–51"(*r*)<br>190lb *190lb* 565NHP<br>3SB,*9cf*,GS185,HS8095 FD<br>W.Cramp&SnsS&EBC.Phl | 33<br>8<br>25 |
| 35506<br>143928 | **William Griffen** SteelScK<br>*ss*Lon.No.3–7,20<br>1*Dk* | 203<br>199<br>78 | ✠100A1<br>*StmTrawler*<br>11,21 ~~7,20~~ ✠LMC7,20 | Lon<br>Gms | | CL<br>7,20 | 1918<br>11mo<br>*Lloyd* | Scott&Sons<br>Bowling<br>'*sA&CP* | ~~TheAdmiralty~~<br>~~W.W.Crampin~~<br>H.G.Crampin | 115·6 | 22·2 | 12·2<br>BK7½" | Grimsby<br>British<br>3*BHCem*<br>*DBf*29'20*t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 74RHP<br>1SB,*3pf*,GS39,HS1347<br>W.H.Allen,Son&CoLdBed | 13 |
| 35507<br>220811<br>MBVL | **William H. Doheny** SteelSc<br>*Elec.light 2Dks(Stl)&Web frames*<br>*Mchy.Aft Longitudinal framing*<br>Sub.Sig. Wireless | ~~7241~~<br>~~6994~~ ~~6664~~<br>~~4407~~<br>6857<br>6642<br>4200 | *CarryingPetr*<br>*Fitted for oil* | *oleum*<br>*fuel*11, | ...<br>*in*<br>20 | CL<br>N7,21<br>*bulk*<br>*F.P. a* | 1920<br>11mo<br>*bove* 1 | Bethlehem<br>S.B.Corp.Ld.<br>SanFrancisco<br>A&CP<br>50° F. | Pan-American<br>Petroleum&<br>TransportCo.<br>*CellDBuE&B62'*<br>197*tDTf*50'884*t* | 435·0<br>P106'B50'F42'<br>*FPT104tAPT70t* | 56·0 | 32·0<br>FK | L.Angeles<br>Utd.States<br>13*BHptAsp*<br>(9*to U dk*<br>4 „ *2nd* „) | T.3Cy.27",47"&78"–48" (*s*)<br>220lb 600NHP<br>3SB,*9cf*,HS8235 FD<br>BethlehemS.B.Corp.Ld. | 33 |

| 1<br>No. in Book.<br>Official No.<br>Code letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35508<br>212354 | **William H. Donner** SteelScSr<br>*Elec.light* 1*Dk& Webframes*<br>*Mchy.Aft* *Longitudinal framing* | 6311<br>—<br>4843 | | | … | | 1914 | Gt.Lakes<br>Eng.Wrks.<br>Astabula | MahoningS.S.Co.<br>(M.A.Hanna&Co.<br>*Mgrs.*) | 504·0<br>F43' | 54·0 | 30·0<br>FK | Fairport,<br>Ohio<br>Utd.States<br>*WB* | T.3Cy.23½",38"&63"-42"<br>388NHP<br>GreatLakesE.Wrk,Detroit | 30 ″ 0 | L |
| 35509<br>137383 | **William H. Hastie** SteelScK<br>1*Dk* | 229<br>214<br>89 | | | … | | 1916 | A.Hall&<br>Co.Ld.<br>Aberdeen | R.Hastie&Sons | 117·0 | 22·6 | 12·2<br>BK7½" | N.Shields<br>British<br>*WB* | T.3Cy.13",21½"&35"-24"<br>83RHP<br>A.Hall&Co.Ld.Aberdeen | 13 ″ 0 | |
| 35510<br>61628<br>KNRF | **William H. Moody** WoodTwinSc<br>1*Dk* | 259<br>259<br>176 | | | | | 1898 | A.D.Story<br>Essex,Mass. | RockportGranite<br>Co. | 115·0 | 27·5 | 9·2 | Gl'sterMas<br>Utd.States | C.4Cy.11"&22"-15"<br>31NHP<br>Bertelsen&PetersonE.Bos. | | |
| 35511<br>133155 | **William H. Raeburn** SteelSc<br>*ss*PGl.No.2-20<br>*Elec.light* 1*Dk*(*Stl*)<br>Now named "Walrus," See No.39930 in Supplement | 401<br>382<br>188 | ✠ A1<br>*Dredger*<br>11,20 ✠LMC11,20 | PGl | *g* | 11,20 | 1913<br>11mo | Ferguson<br>Bros.(Port<br>Glasgow) Ld<br>Pt.Glasgow<br>*Lloyd*'*sA&CP* | SouthAfrican<br>Railways&Harbours Administration | 140·4 | 34·1 | 10·8<br>FK | Durban<br>British<br>4*BHCem* | C.2Cy.17"&34"-24" (*s*)<br>120lb 48RHP<br>2SB,*4cf*,GS55,HS1532<br>FergusonBros.(Port Glasgow)Ld.Pt.Gls. | 11 ″ 3<br>s 3 ″ 3<br>8 ″ 6 | |
| 35512<br>200536<br>LJRH | **William H. Taylor** WoodSc<br>(*Tug*) | 226<br>—<br>153 | | | | | 1903 | ………………<br>Noank,Conn. | Morris&Cummings DredgingCo. | 108·3 | 26·2 | 12·1 | NewYork<br>Utd.States | | | |
| 35513<br>205076 | **William H. Truesdale** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 5057<br>—<br>3764 | | | | | 1908 | American<br>S.B.Co.<br>Lorain,O | EmpireS.S.Co.<br>(Brown&Co.<br>*Mgrs.*) | 432·0 | 52·0 | 28·0 | Buffalo<br>Utd.States<br>*WB* | T.3Cy.22",35"&58"-42"<br>218NHP<br>AmericanSBCo.Cleveland | | |
| 35514<br>219543<br>LVMG | **William H. Webb** SteelSc<br>(*ex*Wm.HenryWebb) 2*Dks*(*Stl*)&<br>*Elec.light* Wireless *Webframes*<br>Sub.Sig. | 5980<br>4971<br>3713 | *Fitted for oil fuel* 2,20 *F.P. above* 150° F. | | … | CL | 1920<br>2mo | Merchant<br>S.B.Corp.<br>Chester,Pa.<br>A&CP | UnitedStates<br>ShippingBoard<br>*Cell DB*338' 1311*t* | 400·7<br>P36'B124'F44'<br>*MT*27'846*tFPT*120*t* | 54·2 | 30·4<br>FK | Phildlphia<br>Utd.States<br>6*BHptCem*<br>*APT*143*t* | 2 Steam Turbines geared to1ScShft.200lb(*r*)679NHP<br>3 Water Tube Boilers FD<br>HS9459<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 32″10<br>s 7 ″11½<br>25 ″ 2 | |
| 35515<br>205180 | **William H. Wolf** SteelScSr<br>*Elec.light* *Mchy.Aft* 1*Dk* | 6281<br>—<br>4767 | | | | | 1908 | American<br>S.B.Co.<br>Lorain,O. | GartlandS.S.Co.<br>(D.Sullivan&Co.<br>*Mgrs.*) | 504·0 | 54·0 | 30·0 | Chicago<br>Utd.States<br>*WB* | T.3Cy.22⅓",36"&60"-42"<br>233NHP | | L |
| 35516<br>144522 | **William Hallett** SteelScK<br>*ss*Pts.No.3-6,20<br>*Mchy.Aft* 1*Dk*(*Stl*-ws) | 202<br>199<br>78 | ✠100A1<br>*StmTrawler*<br>6,20 ✠LMC4,20 | Pts | | CL<br>4,20 | 1919<br>1mo | Rennie<br>ForresttS.B.<br>Eng.&DDCo.<br>Ld.Wivenhoe<br>*Lloyd*'*sA&CP* | ~~TheAdmiralty~~<br>~~R.J.Williams~~<br>IveyStm.Trawling<br>Co.Ld.<br>R.J.Williams*Mgr*) | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3*BHCem*<br>*DBf*28'19*t* | T.3Cy.12",20"&34"-23" (*s*)<br>180lb 75NHP<br>1SB,*3pf*,GS42,HS1347<br>AGMumfordLd Colchester | | |
| 35517<br>144310 | **William Hanbury** SteelScK<br>*ss*Mil.No.3-4,20<br>1*Dk* | 204<br>201<br>82 | ✠100A1<br>*StmTrawler*<br>10,21 ~~4,20~~ ✠LMC4,20 | Mil | | CL | 1918<br>9mo | Hawthorns<br>&Co.Ld.<br>Leith<br>*Lloyd*'*sA&CP* | ~~TheAdmiralty~~<br>~~H.L.Taylor~~<br>TaylorSteamFishingCo.Ld. (H.L Taylor,*Mgr.*) | 115·4 | 22·2 | 12·1<br>BK7½" | Grimsby<br>~~London~~<br>British<br>3*BHCem*<br>*DBf*29'20*t* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb 57RHP<br>1SB,*3pf*,GS39,HS1347<br>Hawthorns&Co.Ld.Leith | 13 ″ 0 | |
| 35518<br>143940 | **William Hannam** SteelScK<br>1*Dk*(*Stl*-ws) | 276<br>247<br>118 | ✠100A1<br>*StmTrawler*<br>9,20<br>BS5,21 LMC2,19 | Mil | | CL<br>9,20 | 1919<br>2mo | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>*Lloyd*'*sA&CP* | PaterStmTrawlingCo.Ld. | 125·6<br>Q72'F22' | 23·6 | 12·7<br>BK7½ | Milford<br>British<br>3*BHCem*<br>*MT*4'12*t* | T.3Cy.12½,"21"&35"-26"<br>180lb 87RHP<br>1SB,*3pf*,GS55,HS1619<br>Fawcett,Preston&Co.Ld.,<br>Liverpool | 13 ″ 6 | |
| 35519<br>14[illegible]384 | **William Harrison** SteelScK<br>Now named "Flavia," See No.37412 in Supplement<br>1*Dk*(*Stl*-ws) ~~1*Dk*(*Stl*)~~ | 202<br>199<br>76 ~~88~~ | ✠100A1<br>*StmTrawler*<br>10,21 ~~8,19~~ ✠LMC8,19<br>8,21 | Wvn<br>Lon | | CL | 1919<br>8mo | Rennie<br>ForresttS.B.<br>E&D.D.CoLd<br>Wivenhoe<br>*Lloyd*'*sA&CP* | ~~TheAdmiralty~~<br>ConsolidatedStm<br>Fishing&IceCo.<br>(Grimsby)Ld.<br>(J.D.Marsden*Mgr.*) | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3*BHCem*<br>*DBf*18'19*t* | T.3Cy.12",20"&34"-23" (*s*)<br>180lb 75NHP<br>1SB,*3pf*,GS42,HS1347<br>A.G.Mumford,Ld.Colchstr | | |
| 35520<br>146538 | **William Honnor** SteelScK ~~Sr~~<br>*ss*Sou.No.3-3,21<br>*Elec.light* 1*Dk* | 330<br>293<br>140 ~~145~~ | ✠100A1<br>*StmTrawler*<br>2,22 ~~3,21~~ ✠LMC3,21 | Sou<br>Pts | | CL<br>11,20 | 1918<br>10mo | Ferguson<br>Bros.(Port<br>Glasgow)Ld<br>PortGlasgow<br>*Lloyd*'*sA&CP* | TheAdmiralty | 138·9<br>Q78'F20' | 23·7 | 12·8<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 70RHP 88NHP<br>1SB,*3pf*,GS47,HS1467<br>FergusonBros(P.Gls.)Ld.<br>P.Gls. | 13 ″ 6 | |
| 35521<br>144592 | **William Humphries** SteelScK<br>*ss*Mil.No.3-10,21<br>~~1*Dk*(*Stl*)~~<br>1*Dk*(*Stl*-ws) | 276<br>247<br>119 | ✠100A1<br>*StmTrawler*<br>10,21 ~~12,18~~ LMC12,18<br>10,21 | Abn<br>Mil | | CL<br>10,21 | 1918<br>12mo | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>*Lloyd*'*sA&CP* | J.Ritchie | 125·6<br>Q72'F22' | 23·6 | 12·7<br>BK7½" | London<br>British<br>2*BHCem*<br>*MT*4'12*t* | T.3Cy.12½",21"&35"-26"<br>180lb 87RHP<br>1SB,*3pf*,GS50,HS1619<br>Bellis&Morcom,Ld.<br>Birmingham | 13 ″ 6 | |
| 35522<br>[illegible] | **William Hutchison** SteelScK<br>*ss*Qns.No.3-12,20<br>1*Dk* | 204<br>201<br>79 | ✠100A1<br>*StmTrawler*<br>1,22 ~~12,20~~ ✠LMC11,20 | Qns<br>Mil | | CL<br>11,20 | 1918<br>4mo | Hawthorns<br>&Co.Ld.<br>Leith<br>*Lloyd*'*sA&CP* | ~~TheAdmiralty~~ | 115·4 | 22·2 | 12·1<br>BK7½" | ~~London~~<br>~~B.~~ French<br>3*BHCem*<br>*DBf*29'20*t* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb 74RHP<br>1SB,*3pf*,GS39,HS1347<br>Hawthorns&Co.Ld.Leith | 13 ″ 0 | |
| 35523 | **William Inwood** SteelScK<br>Now named "Blackwater," See No. 36558 in Supplement<br>*Mchy.Aft* 1*Dk*(*Stl*) | 324<br>288<br>149 | ✠100A1<br>*StmTrawler*<br>10,18 ✠LMC10,18 | Hul | | CL | 1918<br>10mo | Cochrane&<br>Sons,Ld.<br>Selby<br>*Lloyd*'*sA&CP* | TheAdmiralty | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 87NHP<br>1SB,*3pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 35524<br>215654<br>LJBC | **William Isom** SteelScSr<br>*ss*NYk No.1-21<br>*Elec.light* *Longitudinal framing*<br>*Mchy.Aft*<br>Wireless | 3322<br>2994<br>2032 | ✠100A1<br>11,21 ~~1,21~~ ✠LMC ~~11,17~~<br>3,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 11,17 *F.P. above* 150° F. | Jck<br>Rot | *t* | CL<br>1,21 | 1917<br>11mo | Baltimore<br>SB&DDCo.<br>Baltimore<br>A&CP | AmericanItalian<br>S.S.Co.Inc.<br>*CellDBuE*11'25*t* | 292·3<br>P76'F26'<br>*FPT*73*tAPT*112*t* | 47·2 | 26·9<br>FK | NewYork<br>Utd.States<br>11*BHptCem*<br>(7 „ *toUdk*<br>4 „ „*2nd* „) | 2 SteamTurbines geared to<br>1ScrewShaft 155lb (*a*)<br>2SB,*4cf*,HS3532 223NHP<br>W&AFletcherCo.Hoboken | 28 ″ 1<br>s 5 ″ 5<br>23 ″ 0 | |
| 35525<br>144551 | **William Ivey** SteelScK<br>*ss*Mil.No.3-7,20<br>*Mchy.Aft* ~~1*Dk*(*Stl*)~~<br>1*Dk*(*Stl*-ws) | 202<br>199<br>81 | ✠100A1<br>*StmTrawler*<br>10,21 ~~7,20~~ ✠LMC7,20 | Mil | | CL<br>7,20 | 1918<br>8mo | Rennie<br>ForresttS.B.<br>Eng&D.D.Co<br>Ld Wivenhoe<br>*Lloyd*'*sA&CP* | ~~TheAdmiralty~~<br>~~R.J.Williams~~<br>IveyStm.Trawling<br>Co.Ld.<br>(R.J.Williams*Mgr.*) | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3*BHCem*<br>*DBf*29'15*t* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb 57RHP<br>1SB,*3pf*,GS39,HS1347<br>AGMumfordLd Colchester | | |
| 35526<br>204417 | **William J. Filbert** SteelScSr<br>(*ex*WilliamM.Mills)<br>*Mchy.Aft* *Elec.light* Sub.Sig. 1*Dk* | 7962<br>—<br>6189 | | | | | 1907 | American<br>S.B.Co.<br>Lorain,O. | PittsburghS.S.Co. | 585·0 | 60·0 | 32·0 | Duluth<br>Utd.States<br>*WB* | T.3Cy.22¼",37½"&65"-42"<br>274NHP<br>AmericanSB.Co.Cleveland | | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Grément, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Construit.<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35527<br>207790 | **William J. Olcott** SteelScSr<br>*Mchy.Aft Elec.light* Sub.Sig. 1*Dk* | 7568<br>—<br>5712 | | | | | 1910 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | PittsburghS.S.Co. | 580·0<br>F45' | 58·2 | 33·2 | Duluth<br>Utd.States<br>*WB* | T.3Cy.24",38"&65"-42"<br>274NHP<br>Gt.LakesE.Works,Detroit | |
| ✻ 35528<br>143867 | **William Jackson** SteelScK<br>Now named "Lord Byng," See No. 391[illegible] in Supplement<br>1*Dk* | 325<br>288<br>149 | ✠100A1<br>*StmTrawler*<br>3,18 | Selby | ✠LMC5,18 | CL | 1918<br>3mo<br>*Lloyd* | Cochrane &Sons,Ld.<br>Selby<br>'sA&CP | ~~TheAdmiralty~~<br>Pickering& HaldanesStm TrawlingCo.Ld. | 138·5<br>Q77'F19'<br>BK7½" | 23·7 | 12·8 | Hull<br>~~London~~<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (s)<br>200lb 69RHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 35529<br>143884 | **William Johnson** SteelScK<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>Now named "LordBirkenhead," See No. 38194 in Supplement | 324<br>288<br>149 | ✠100A1<br>*Stm Trawler*<br>2,20 | Bgs | ✠LMC11,18 | CL | 1918<br>11mo<br>*Lloyd* | Cochrane &Sons,Ld.<br>Selby<br>'sA&CP | ~~TheAdmiralty~~<br>Pickering& HaldanesStm TrawlingCo.Ld. | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | Hull<br>~~London~~<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (s)<br>200lb 89RHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 35530 | **William Jones** SteelScK<br>Now named "Boyne," See No. 36559 in Supplement<br>*Mchy.Aft* 1*Dk*(*Stl*) | 324<br>288<br>149 | ✠100A1<br>*StmTrawler*<br>9,18 | Hul | ✠LMC9,18 | CL | 1918<br>9mo<br>*Lloyd* | Cochrane &Sons,Ld.<br>Selby<br>'sA&CP | TheAdmiralty | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (s)<br>200lb 87NHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co Ld.Hull | 13 |
| 35531 | **William Jürgens** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 238<br>212<br>92 | | | | | 1916 | G.Seebeck A.G.<br>Geestemünde | Grundmann& Gröschel | 129·1<br>Q74'F20' | 23·0 | 9·8 | Gstemnde<br>German<br>*WB* | T.3Cy.12⅔",20½"&33 1/16"-23⅝"<br>53NHP<br>G SeebeckA G.Geestemnde | |
| 35532<br>144284 | **William King** SteelScK<br>ssWvn.No.3-9,20<br>*Mchy.Aft* 1*Dk*(*Stl*-ws) ~~1*Dk*(*Stl*)~~ | 204<br>201<br>78 | ✠100A1<br>*StmTrawler*<br>~~5,21~~ ~~9,20~~<br>5,22 ~~12,21~~ | Wvn<br>~~Shl~~ Abn | ✠LMC8,20 | CL<br>8,20 | 1918<br>11mo<br>*Lloyd* | R.William-son&Son<br>Workington<br>'sA&CP | ~~TheAdmiralty~~<br>R.Hastie&SonsLd. | 115·2<br>BK7½"<br>*DBf*29'19*t* | 22·1 | 12·2 | N.Shields<br>~~London~~<br>British<br>3*BHCem* | T.3Cy.12",20"&34"-23" (s)<br>180lb 75RHP<br>1SB,3*pf*,GS40,HS1368<br>FairfieldSB&EngCoLdGl | 13 |
| 35533<br>81747 | **William L. Brown** SteelScSr<br>*Mchy.Aft Elec.light* 1*Dk*2*trB* | 4904<br>—<br>3879 | | | | | 1901 | ChicagoS. B.Co.<br>Chicago | RepublicTrnsprtn. Co. (M.A.Hanna& Co.*Mgrs.*) | 430·0 | 50·2 | 24·4 | Duluth<br>Utd.States<br>*WB* | T.3Cy.23",38"&64"-40"<br>259NHP<br>ChicagoS.B.Co. | |
| 35534 | **William Lambkin** SteelScK<br>1*Dk*(*Stl*) | 276<br>247<br>118 | ✠100A1<br>*StmTrawler*<br>7,19 | Abn | LMC7,19 | | 1919<br>7mo<br>*Lloyd* | J.Duthie<br>TorryS.B.Co.<br>Aberdeen<br>'sA&CP | R.W.Crawford | 125·6<br>Q72'F22'<br>BK7½" | 23·6 | 12·7 | British<br>2*BHCem*<br>*MT*4'12*t* | T.3Cy.12½",21"&35"-26"<br>Bellis&Morcom,Brmnghm | 13 |
| 35535 | **William Leech** SteelScK<br>Now named "Excellent," See No. 37247 in Supplement<br>*Mchy.Aft* 1*Dk*(*Stl*) | 324<br>28[illegible]<br>148 | ✠100A1<br>*StmTrawler*<br>3,19 | Hul | ✠LMC3,19 | | 1919<br>3mo<br>*Lloyd* | Cochrane &Sons,Ld.<br>Selby<br>'sA&CP | TheAdmiralty | 138·3<br>Q78'F19'<br>BK7½" | 23·7 | 12·7 | British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (s)<br>200lb 87NHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 35536<br>2194<br>JFBR | **William Lindberg** IronSc<br>1*Dk* | 173<br>74<br>127 | | | | | 1877 | W.Lind-bergsAktieb.<br>Stockholm | VaxholmsNyaÅngf Aktieb. (O.F. Ekebohm,*Mgr.*) | 103·7<br>Q32' B37' H42*t* | 19·2 | 7·5 | Vaxholm<br>Swedish | C.2Cy.16"&31"-21"<br>37NHP<br>W.LindbergsAktieb.Skm. | |
| 35537<br>205186 | **William Livingstone** SteelScSr<br>*Mchy.Aft Elec.light* 1*Dk* | 6634<br>—<br>4927 | | | | | 1908 | Gt.Lakes Eng.Works<br>Ecorse | ColumbiaS.S.Co. (W.C.Richardson &Co.*Mgrs.*) | 532·0 | 58·3 | 32·0 | Fairprt,O.<br>Utd.States<br>*WB* | T.3Cy.24",38"&65"-42"<br>274NHP<br>GtLakesEngWrks,Detroit | |
| 35538<br>144557 | **William Loft** SteelScK<br>1*Dk*(*Stl*-ws) | 275<br>246<br>113 | ✠100A1<br>*StmTrawler*<br>~~1,21~~ 12,21 | Nwc<br>Bgs | LMC5,20 | | 1920<br>1mo<br>*Lloyd* | C.Rennold-son&Co.<br>SouthShields<br>'sA&CP | TheAdmiralty | 125·3<br>Q72'F22'<br>BK7½" | 23·4 | 12·6 | London<br>British<br>2*BHCem*<br>*APT*3*t* | T.3Cy.12½",21"&35"-26"<br>87RHP<br>Hwthrn,Leslie&C.Ld.Nwc | |
| 35539<br>200478<br>KSFD | **William M. Wadley** SteelSc<br>*Tug*<br>1*Dk* | 154<br>—<br>104 | | | | | 1903 | DelawareR I.S.B.&EWks<br>Chester,Pa. | OceanS.S.Co. | 89·7 | 21·5 | 10·5 | NewYork<br>Utd.States | C.2Cy.17"&36"-26"<br>55NHP | |
| ✻ 35540<br>144425 | **William Mannell** SteelScK<br>ssMil.No.1-20<br>1*Dk* | 276<br>246<br>107 | 100A1<br>*StmTrawler*<br>7,20 | Mil | LMC7,20 | CL<br>7,20 | 1917<br>5mo<br>*Lloyd* | Smith's DockCo.Ld.<br>Middlesbro'<br>'sA&CP | J.Walters (J.H.Bishop, *Mgr.*) | 125·5<br>Q72'F21'<br>BK7½" | 23·4 | 12·8 | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (s)<br>180lb 61RHP<br>1SB,3*pf*,GS50,HS1619<br>Smith'sDockCo.Ld.Mdb. | 13 |
| ✻ 35541<br>99622<br>MWVC | **William Middleton** SteelScSr<br>ssShl.2ndNo.3-11,19<br>1*Dk*(*Stl*)&*Webframes*&*ptAwngdk*(*Irn*)<br>Wireless | 2543<br>1927<br>1559 | ✠100A1<br>*pt Awng dk withfreeboard*<br>12,20 | Shp | *s*<br>✠LMC10,19 | 12,20 | 1893<br>3mo | Short Bros.<br>Sunderland<br>A&CP | J.Westoll | 300·2<br>P33'Q88'B120'<br>RFD49' FK<br>*WB=CellDB*236' | 40·1 | 18·8 | Sundrland<br>British<br>6*BHCem*<br>637*tAPT*63*t* | T.3Cy.22½",37"&61"-42" (s)<br>160lb *70lb* NDB06 241NHP<br>2SB,6*pf*,GS108,HS3600<br>W.Allan&Co.,Sunderland | 21<br>8<br>20 |
| 35542<br>81961 | **William Muir** SteelPadSp<br>*Elec.light* 2*Dks* | 412<br>325<br>171 | | | | | 1879 | J.Key& Sons<br>Kinghorn | N.BritishRly.Co. | 174·1 | 24·1 | 10·7 | Granton<br>British | C.D.2Cy.28"&52"-60"<br>NE&B10 174NHP<br>Ramage&Fergusn,Ld.Lth. | |
| 35543<br>217126<br>LNKS | **William N. Page** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>Wireless Sub.Sig. *Cargo battens not fitted* | 5438<br>4795<br>3339 | ✠100A1<br>~~7,20~~ 2,22 | NYk<br>~~Bal~~ NNs | *y*<br>✠LMC12,18 | CL<br>2,22 | 1918<br>12mo | NewYork S.B.Corp.<br>Camden,N.J.<br>A&CP | Castner,Curran& Bullitt,Inc. | 368·6<br>P27'B72'F31'<br>*CellDB*320' FK<br>1832*tFPT*220*t* | 55·2 | 30·5 | NewYork<br>Utd.States<br>9*BHCem*<br>*APT*201*t* | T.3Cy.25",41½"&70"-46" (r)<br>195lb 463NHP<br>3SB,9*cf*,GS155,HS6624 FD<br>NewYorkSBCo.CamdnNJ | 34<br>7<br>27 |
| 35544<br>81804 | **William Nottingham** SteelScSr<br>*Mchy.Aft Elec.light* 1*Dk*2*trB* | 4234<br>—<br>3070 | | | | | 1902 | Buffalo DryDockCo.<br>Buffalo | Great LakesS.S.Co | 376·5<br>*WB* | 50·0 | 29·0 | Oswego, N.Y.<br>Utd.States | T.3Cy.22",35"&58"-40"<br>213NHP<br>AmericanS.B.Co.Clevelnd | |
| ✻ 35545<br>216311 | **William P. Cowan** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>*Mchy.Aft Longitudinal framing*<br>Sub.Sig. | 5429<br>5063<br>3962<br>BS3,22 | ✠100A1<br>6,21 ~~6,18~~<br>~~BS3,21~~<br>*ForService on the Great Lakes Carrying Petroleum in bulk Fitted for oil fuel 6,18 F.P. above 150° F.* | Clv<br>Cgo | ✠LMC6,18 | 6,21 | 1918<br>6mo | American S.B.Co.<br>Lorain,O<br>A&CP | StandardOilCo.of Indiana | 420·0<br>F62' FK<br>*CellDB*374'1805*t FPT* 193*t* | 55·0 | 28·0 | Chicago<br>Utd.States<br>14*BH*<br>*APT*53*t* | T.3Cy.25½",41"&67"-42" (r)<br>185lb 444NHP<br>3SB,6*cf*,GS147,HS6840 FD<br>AmericanS.B.Co.LorainO. | 28 |
| ✻ 35546<br>208157 | **William P. Palmer** SteelScSr<br>ssClv.No.1-18<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*<br>*Elec.light Longitudinal framing*<br>Sub.Sig. | 7602<br>—<br>5746 | ✠100A-<br>1,19 ~~11,13~~<br>*ForService on the Great Lakes*<br>BS12,20 | Clv<br>Cgo | LMC<br>MS4,21 | 11,13 | 1910<br>12mo | Gt.Lakes Eng.Works<br>Ecorse,Mich. | PittsburghS.S.Co.<br>*WB=CellDBu* | 580·0<br>F53' FK<br>*E&B*64' *f*& *inHopper side tanks* | 58·2 | 27·5 | Duluth<br>Utd.States<br>4*BH* | T.3Cy.24",38"&65"-42" (s)<br>170lb *170lb* 404NHP<br>2SB,6*cf*,GS132,HS6285 FD<br>GtLakesEngWrks,Detroit<br>470'7770*tFPT*286*tAPT*60 | 32 |
| 35547<br>81705<br>LBGV | — SteelSc<br>*Mchy.Aft Elec.light* 1*Dk*2*trB* | 2293<br>—<br>1609 | | | | | 1900 | American S.B.Co.<br>Cleveland | SouthernS.S.Co. | 242·0 | 42·0 | 26·6 | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.18½",31½"&51"-36"<br>156NHP<br>AmericanSB.Co.Cleveland | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35548<br>202859 | **William P. Snyder** SteelScSr<br>*Elec.light* 1*Dk* | 6939<br>—<br>5492 | | | | | 1906 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | ShenangoS.S.&<br>TransportationCo. | 530·0 | 56·2 | 32·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.23",37"&63"–42"<br>257NHP<br>GtLakesEngWrks,Detroit | | |
| 35549<br>209662 | **William P. Snyder, Jr.** SteelScSr<br>*Elec.light Mchy.Aft* Sub.Sig. 1*Dk* | 8603<br>—<br>6650 | | | | | 1912 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | ShenangoS.S.&<br>TransportationCo. | 590·0<br>F56' | 64·0 | 34·2 | Pitsburgh<br>Utd.States<br>*WB* | Q.4Cy22¾",33¼"48"&69"–42"<br>309NHP<br>GtLakesEngWrks,Detroit | | |
| 35550<br>220678<br>MBQD | **William Penn** SteelTwinSc<br>*OilEng.*<br>*Elec.light* Sub.Sig. Wireless<br>*For full particulars See No. 39940 in Supplement* | 8168<br><br>5214 | 100A1<br>*Shelter dk with freeboard*<br>*(Class Contemplated)* | | | | 1920 | Pusey&<br>JonesCo.<br>Gloucester<br>City,N.J. | UnitedStates<br>ShippingBoard | 439·6<br>P41'B134'F46' | 60·2 | 33·7 | Phildlphia<br>Utd.States<br>- | Oil Engines<br>12Cy.29⅛"–45¼"<br>AktBurmeister&WainCpn | | |
| 35551<br>137547<br>JPGH | **William Poulsom** SteelScSr<br>*ss*Sou.No.1–20<br>*Elec.light* 1*Dk* | 219<br>198<br>78 | ✠100A1<br>*For towing purposes*<br>12,21 ~~11,20~~<br>BS12,21 | Sou<br>Liv | ✠LMC11,20 | 11,19 | 1917<br>3mo<br>*Lloyd* | J.Cran&<br>Co.<br>Leith<br>*'sA&CP* | AlexandraTowing<br>Co.Ld. | 100·1<br>B34'<br>BK7½" | 23·7 | 12·6 | Liverpool<br>British<br>4*BHCem*<br>*APT3t* | C.2Cy.21"&44"–27" (*s*)<br>130lb 83RHP<br>1SB,3*cf*,GS66,HS1850<br>J.Cran&Co.Leith | 13 ″ 6<br>s 1 ″ 7<br>12 ″ 8 | BT till 11,21 |
| 35552 | **William Price** SteelTwinSc<br>*ss*Krh.2ndNo.3–12,16<br>*ss*Krh.No.1–20<br>1*Dk*(*Stl–pt*teak s)2*trB*<br>(*Bucket Hopper Dredger*) | 1178<br>1135<br>525 | ✠ A1<br>*Hopper Dredger*<br>10,20<br>✠NB3,14 BS10,21 | Krh | ✠LMC10,20 | ~~10,20~~<br>10,21 | 1898<br>5mo | W.Simons<br>&Co.Ld.<br>Renfrew<br>A&CP | KurracheePort<br>Trust | 236·0<br>F20'<br>FK | 42·6 | 15·4 | Kurrachee<br>British<br>3*BHCem* | T.6Cy.18",28"&47"–27" (*s*)<br>160lb 232NHP<br>2SB,6*cf*,GS120,HS3511<br>W.Simons&Co.Ld.Rnf. | 16 ″ 0<br>s 3 ″ 2<br>13 ″ 5 | |
| 35553<br>137361 | **William Purdy** SteelScK<br>1*Dk* | 194<br>191<br>86 | | | ... | | 1914 | Jos.T.El-<br>tringham&<br>Co.Ld.Wil-<br>lingtonQuay | G.R.PurdyTrawlers,Ld. (G.R Purdy,*Mgr.*) | 115·6<br>BK7½" | 22·0 | 11·9 | N.Shields<br>British<br>*WB* | T.3Cy.12",20"&34"–24"<br>83RHP<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 9 | |
| 35554<br>81597 | **William R. Linn** SteelSc<br>*Mchy.Aft Elec.light* Sub.Sig. 1*Dk*2*trB* | 4329<br>4156<br>3197 | | | | | 1898 | Chicago<br>S.B.Co.<br>Chicago | PittsburghS.S.Co. | 400·0 | 48·3 | 23·9 | Duluth<br>Utd.States<br>*WB* | Q.4Cy.19",27½",40"&58"–42"<br>218NHP<br>ChicagoS.B.Co.Chicago | | |
| 35555<br>144409 | **William Ram** SteelScK<br>*ed "Lord Carson," See No. 38201 in Supplement*<br>*Mchy.Aft* 1*Dk* | 324<br>288<br>133 | ✠100A1<br>*Stm Trawler*<br>10,17 | Hul | ✠LMC10,17 | CL | 1917<br>10mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>*'sA&CP* | TheAdmiralty | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 87RHP<br>1SB,3*cf*,GS48,HS1440<br>Cooper&Greig,Ld.Dun. | 13 ″ 6 | |
| 35556<br>143902 | **William Rivers** SteelScK<br>*ss*Lon.No.3–11,20<br>*Mchy.Aft Elec.light* 1*Dk* | 324<br>288<br>~~133~~<br>130 | ✠100A1<br>*Stm Trawler*<br>10,21 ~~10,17~~ | Hul<br>Bgs | ✠LMC~~10,17~~<br>7,20 | CL<br>7,20 | 1917<br>10mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>*'sA&CP* | ~~TheAdmiralty~~ | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | ~~London~~<br>~~Brit~~French<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.,Hul. | 13 ″ 6 | |
| 35557 | **William Rockefeller** SteelTwinSc<br>*Fitted for oil fuel*<br>*Elec.light* 3*Dks*<br>*Mchy.Aft Longitudinal framing*<br>*Carrying Petroleum in bulk* | 13500 | | | | | 1921 | NwprtNws<br>S.&D.D.Co.<br>NewportNws | StandardOilCo.<br>(NewJersey) | 555·0 | 75·0 | 43·2 | Bayonne,<br>N.J<br>Utd. States<br>*WB* | T.3Cy.23",39"&68"–45"<br>621NHP<br>NewportNewsSB&DD.Co. | | |
| 35558<br>143903 | **William Spencer** SteelScK<br>*ss*Bgs.No.3–1,21<br>1*Dk* | 275<br>246<br>107 | 100A1<br>*Stm Trawler*<br>2,22 ~~1,21~~ | Bgs | LMC1,21 | CL<br>1,21 | 1917<br><br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>*'sA&CP* | TheAdmiralty | 125·5<br>Q72'F17'<br>BK7½" | 23·4 | 12·8 | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 61RHP<br>1SB,3*pf*,GS50,HS1619<br>Hwthrn,Leslie&CoLd.Nwc | | |
| 35559<br>120746 | **William Strong** SteelScCtr<br>1*Dk*(*Stl*) | 517<br>460<br>207 | ✠<br>*Hopper Barge*<br>11,07<br>✠ | Psy | *g* | | 1907<br>11mo | Fleming&<br>Ferguson,Ld<br>Paisley | Melb'rneHarbour<br>TrustCommisionrs | 159·9<br>FK | 28·1 | 12·6 | Melbourne<br>British<br>4*BHCem* | T.3Cy.15",24"&39"–24"<br>77RHP<br>1SB,3*cf*,GS59,HS1666<br>Fleming&Fergusn,Ld.Psy | 13 ″ 3 | |
| 35560<br>137155 | **William Stroud** SteelScK<br>*ss*Gls.No.1–19<br>1*Dk* | 214<br>210<br>80 | ✠100A1<br>*Stm Trawler*<br>3,20<br>BS2,21 | Abn | ✠LMC10,19 | CL<br>~~10,19~~<br>3,22 | 1914<br>8mo<br>*Lloyd* | A.Hall&<br>Co.Ld.<br>Aberdeen<br>*'sA&CP* | StroudsSteam<br>FishingCo.Ld. | 115·7<br>BK7½"<br>*WB*= | 22·6 | 12·2 | Aberdeen<br>British<br>3*BHCem*<br>*DTf*5'9½*t* | T.3Cy.11⅝",20"&34"–23" (*s*)<br>180lb 57RHP<br>1SB,3*pf*,GS44,HS1230<br>A.Hall&Co.Ld.Aberdeen | 13 ″ 0 | |
| 35561<br>143944 | **William Symons** SteelScK<br>*ss*Pts.No.3–11,20<br>*Elec.light* 1*Dk* | 275<br>246<br>107 | 100A1<br>*Stm Trawler*<br>2,22 ~~11,20~~ | Pts | LMC7,20 | CL<br>7,20 | 1917<br><br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>*'sA&CP* | TheAdmiralty | 125·5<br>Q72'F21'<br>BK7½" | 23·4 | 12·8 | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 61RHP<br>1SB,3*pf*,GS55,HS1619<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 | |
| 35562<br>202866 | **Wm. T. Roberts** SteelScSr<br>(*ex*E.D.Carter)<br>*Elec.light Mchy.Aft* 1*Dk* | 6359<br>—<br>5063 | | | | | 1906 | Detroit<br>S.B.Co.<br>Wyandotte | AmericanS.S.Co.<br>(Boland&<br>Cornelius,*Mgrs.*) | 504·0 | 54·1 | 30·0 | Buffalo<br>Utd.States<br>*WB* | T.3Cy.22½",36"&60"–42"<br>233NHP<br>DetroitS.B.Co.Detroit | | |
| 35563<br>NSLR | **Wm. Th. Malling** SteelScSr<br>*ss*Cpn.No.1–18<br>*Well deck Mchy.Aft* 1*Dk*(*Stl*)<br>Wireless *Cargo battens not fitted* | 1934<br>1456<br>1125 | ✠100A1<br>10,21 ~~2,20~~<br>MS10,18 | Cpn<br>✠LMC | *g*<br>BS~~2,20~~9,21 | ~~2,20~~<br>3,22 | 1913<br>11mo<br>*Lloyd* | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen<br>*'sA&CP* | DetDanske<br>Kulkompagni<br>*WB*=*CellDB*<br>*u E20'f*183'500*t F* | 262·6<br>Q157'F29'<br>FK<br>*PT*100*t APT*18*t* | 39·2 | 17·0 | Copnhagn<br>Danish<br>4*BHCem*<br>*Decktanks* 117*t* | T.3Cy.20",32"&53"–36" (*s*)<br>185lb 194NHP<br>2SB,6*cf*,GS90,HS3080<br>KjbnhavnsFlydk.&Skbsv. | 19 ″ 9<br>s 1 ″ 11<br>18 ″ 1 | |
| 35564<br>143920 | **William Westenburgh** SteelScK<br>*med "Lord Talbot," See No. 38195 in Supplement*<br>*Mchy.Aft* 1*Dk* | 325<br>288<br>130 | ✠100A1<br>*Stm Trawler*<br>1,20 | Ips | ✠LMC5,17 | CL | 1917<br>5mo<br>*Lloyd* | Cochrane<br>&Sons,Ld.<br>Selby<br>*'sA&CP* | ~~TheAdmiralty~~<br>Pickering&<br>HaldanesStm<br>TrawlingCo.Ld. | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | Hull<br>~~London~~<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS48,HS1440<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 13 ″ 6 | |
| 35565<br>211074<br>LCTV | **Willie A. Higgins** WoodSc<br>*Fitted for oil fuel*<br>(*ex*O.M.Clark) 1*Dk*<br>*Elec.light Mchy.Aft* | 863<br>—<br>463 | | | | | 1913 | Mathews<br>S.B.Co.<br>Hoquiam | CharlesH.Higgins | 200·5 | 41·0 | 14·2 | S. Frncisco<br>Utd.States | T.3Cy.13½",22"&36"–24"<br>64NHP<br>UnitedEng.Wrks.Alameda | | |
| 35566<br>217129<br>LKNW | **Willimantic** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless Sub.Sig. 2*Dks*<br>*Longitudinal framing* | 4857<br>4437<br>2992 | | | | | 1918 | ToddD.D.<br>&Constr.Co.<br>Tacoma | UnitedStates<br>ShippingBoard | 379·4<br>380·2<br>F41' | 53·0<br>P39'B102' | 27·0 | Tacoma<br>Utd.States<br>*WB* | T.3Cy.24",40"&70"–48"<br>339NHP<br>SeattleCnst.&D.D.Co.Sea | | R |
| 35567<br>208397 | **Willis L. King** SteelScSr<br>*Elec.light Mchy.Aft* 1*Dk* | 7568<br>—<br>5712 | | | | | 1910 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | InterstateS.S.Co.<br>(W.Becker,*Mgr.*) | 580·0<br>F53' | 58·2 | 33·2 | Duluth<br>Utd.States<br>*WB* | T.3Cy.24",38"&65"–42"<br>274NHP<br>GtLakesEngWrks,Detroit | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Termes assignés maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35568<br>139422 | **Williwaw** SteelScK<br>1*Dk*(*Stl*) | 97 | ✠100A1<br>*For fishing purposes*<br>2,20 ✠LMC2,20 | Lwt | | | 1919<br>12mo | JWBrooke<br>&Co.Ld.<br>Lowestoft<br>*Lloyd*'sA&CP | H.E.Moran | 86·0 | 18·5 | 9·3<br>BK7½" | Brixham<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 48NHP<br>1SB,2*pf*,GS30,HS814<br>W.Beardmore&Co.Ld.Gls. | 10 |
| 35569<br>~~104738~~<br>~~RNBJ~~ | **Willkeno** SteelScSr<br>*ss*Nwc.No.3–9,07<br>(*ex*Devona) *ss*Sld.No.2–17<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*<br>Wireless | *3779*<br>*3553*<br>*2372* | ✠~~100A1~~<br>*Spar dk*<br>*pt Shelter dk*<br>*with freeboard*<br>2,22 ~~2,19~~ ✠~~LMC9,20~~ | Nwc | *x* | CL<br>9,20 | 1896<br>12mo | C.Connell<br>&Co.<br>Glasgow<br>A&CP | ~~ConveyS.S.Co.Ld.~~<br>~~Willkeno-Devona S.S.Co.Ld.~~<br>*CellDBa114'uE&B* | 368·0<br>P24'B296'F33' 26·6<br>*46'f150'702tFPT* | 45·0 | 18·8<br>FK | ~~Dundee~~<br>Peruvian<br>6*BHCem*<br>*54tAPT45t* | T.3Cy.27",43"&71"–48" (*s*)<br>160lb *80lb* 396NHP<br>2SB,6*cf*,GS115,HS5312 FD<br>Dunsmuir&Jackson,Gls. | 29<br>s4<br>25 |
| 35570 | **Willkommen** SteelScSr<br>*Elec.light* *Carrying Petroleum in bulk*<br>*Mchy.Aft* Wireless | 3140<br>3119<br>1999 | ✠<br>9,88 | Nwc | *t* | | 1887<br>5mo | Armstrong<br>Mitchell&Co.<br>Ld.Newcastle | *WB=CellDB* | 314·6<br>P169' F43'<br>*68'205tFPT65t* | 41·2 | 31·7<br>FK | 11*BHCem* | T.3Cy.30",37"&72"–48"<br>NB02 359NHP<br>WallsendSlipwayCo.,Nwc. | 24 |
| 35571 | — SteelPadSr<br>(*ex*PlymouthBelle)<br>Wireless 1*Dk* | 508<br>331<br>210 | | | | | 1895 | J Scott&Co<br>Kinghorn | Hamburg-Amerik.<br>Packetf.Act.Ges.<br>(Ham.-Amr.Linie) | 219·7<br>B&F299*t* | 26·3 | 8·9 | Hamburg<br>German | C.2Cy.31"&60"–60"<br>232NHP<br>J.Scott&Co.Kinghorn | |
| 35572 | — IronPadSr<br>*Elec.light* 1*Dk* | 436<br>—<br>203 | | | | | 1884 | J.C.Tecklenborg<br>Geestemünde | France-Canada,<br>Cie.Franç.deNav. | 176·8 | 25·5 | 10·8 | Cherbourg<br>French | C.D.4Cy.23½"&49"–43"<br>Hambrg.Magdebrga.MaschinenFabrik 264NHP | |
| | *Now named* "L'Avenir," *see Supplement* | | | | | | | | | | | | | | |
| 35573 | — SteelScSr<br>*OilEng.*<br>(*ex*Käte,*ex*HansWagner)<br>*Mchy.Aft* 1*Dk* | 203<br>171<br>137 | | | | | 1913 | Gebr.<br>Niestern<br>Delfzijl | H.Propfe&Co. | 101·6<br>Q24'F15' | 23·0 | 10·0 | Hamburg<br>German | Oil Engines 2S.C.<br>2Cy.13½"–13⅘" 26NHP<br>D.Goedkoop,jun.Ams. | |
| 35574 | — SteelScLr<br>1*Dk* | 136<br>130<br>66 | | | | | 1908 | C.Lühring<br>Hammelwarden | BrakerHeringsfischereiAkt.Ges. | 95·3<br>Q12' | 21·4 | 8·8 | Brake<br>German<br>*WB* | C.2Cy.9⅝"&$17\frac{5}{16}$"–$11\frac{7}{16}$"<br>8NHP<br>GSeebeckA.G.Bremerhvn | |
| 35575<br>137031 | **Willonyx** SteelScK<br>*ss*Gms.No.1–20<br>*Elec.light* 1*Dk* | 327<br>300<br>171 | ✠100A1<br>*StmTrawler*<br>10,21 ~~8,20~~ ✠LMC8,20<br>~~BS10,21~~ | Gms | | CL<br>6,19 | 1915<br>9mo | Cochrane<br>&Sons,Ld.<br>Selby<br>*Lloyd*'sA&CP | DirectFishSupplies,Ld. (G.W.P. Margarson,*Mgr.*) | 140·4<br>Q78'F21' | 24·2 | 12·8<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.13½",23"&37"–26" (*s*)<br>200lb 90RHP<br>1SB,3*pf*,GS44,HS1502<br>C.D.Holmes&Co.Ld.Hull | 13 |
| | *Now named* "Francisco," *See No.* 37429 *in Supplement* | | | | | | | | | | | | | | |
| 35576 | **Willowpark** SteelSc<br>*Elec.light* Wireless<br>*Longitudinal framing* | 1950<br>1740<br>1180 | 100A1<br>(*ClassContemplated*) | | | | 1921 | Greenock&Grngemouth<br>Dkyd.Co.Ld.<br>Grngemouth | DenholmShipping Co.Ld.(J.&J. Denholm,*Mgrs.*) | 280·0<br>P24'B65'F29' | 41·9 | 18·9 | Greenock<br>British | T.3Cy.21",36"&57"–36"<br>Cooper&Greig,Ld.Dundee | 20<br>s2<br>18 |
| 35577<br>218908<br>LSTV | **Willpolo** SteelSc<br>*Fitted for oil fuel*<br>(*ex*Yaphank) 2*Dks*<br>*Elec.light* Wireless | 5174<br>—<br>3288 | | | | | 1919 | Downey<br>S.B.Corp.<br>Arlington,<br>N.Y. | WilliamsS.S.Co. Inc. | 386·8<br>P40'B110'F40' | 52·2 | 27·4 | NewYork<br>Utd.States<br>*WB* | T.3Cy.27",40"&70"–48"<br>339NHP<br>DowneyS.B.Corp.<br>Arlington,N.Y. | |
| 35578<br>219628<br>LVQP | **Willsolo** SteelSc<br>(*ex*Cajacet) *Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks*&*ShelterDk* | 5816<br>5479<br>3567 | | | ... | | 1920 | SunS.B.<br>Co.<br>Chester,Pa. | UnitedStates ShippingBoard | 434·3 | 57·7 | 27·2<br>FK | Phildlphia<br>Utd.States<br>*WB* | T.3Cy.27",45½"&76"–51"<br>612NHP<br>SunS.B.Co.Chester,Pa. | 30 |
| 35579<br>QCPM | **Willy** SteelScSr<br>*ss*Ams.No.3–4,15<br>(*ex*Paris) *ss*Rot.No.1–20<br>1*Dk*(*Stl*)&*deep framing* | 1242<br>1023<br>613 | ✠100A1<br>7,21 ~~4,20~~<br>✠NB11,08 ✠LMC<br>~~DBS4,20~~ MS4,20<br>~~MBS4,20~~ BS7,21 | Rot<br>Ams | *o* | CL<br>4,20 | 1902<br>5mo | WoodSkinner&Co.Ld.<br>Newcastle<br>A&CP | Naam.Venn.Maats totExploitatie van hetSS.Willy(W.H. Borghuys'Coal Trade) | 250·0<br>B58'F25'<br>*WB=CellD* | 32·2 | 17·5<br>FK | Amstrdam<br>Dutch<br>4*BHCem*<br>*Ba71'uE19'* | T.3Cy.21",34"&56"–36" (*s*)<br>160lb *90lb* NDB08 201NHP<br>1SB,3*pf*,GS58,HS2599 FD<br>N.E.MarineEng.CoLdNwc<br>*f86'251tFPT79tAPT42t* | 18<br>s2<br>16 |
| 35580 | **Willy Rickmers** SteelScSr<br>*Elec.light* 2*Dks* | 5091<br>4724<br>3170 | | | | | 1916 | Rickmers<br>Akt.Ges.<br>Bremerhaven | | 401·1<br>P50'B136'F43' | 53·2 | 27·5 | | T.3Cy.28⅕",$45\frac{3}{16}$"&74"–$53\frac{1}{16}$"<br>400NHP<br>A.-G. "Weser," Bremen | |
| 35581<br>211692<br>LDGS | **Wilmington** WoodScSr<br>*Elec.light* 1*Dk* | 990<br>823<br>571 | | | | | 1914 | Kruse&<br>Banks<br>NorthBend,O | CharlesNelsonCo. Inc. | 199·0 | 41·6 | 15·4 | S.Frncisco<br>Utd.States | T.3Cy.13",22"&36"–24"<br>E*made*06*fitted*14 60NHP<br>UnitedE.WksAlamedaCal | |
| 35582<br>80884 | — IronSc | 162<br>—<br>110 | | | | | 1882 | W.Cramp<br>&Sons<br>Philadelphia | W.C.Manson | 122·7 | 22·5 | 6·7 | Wilmgton,<br>N.C.<br>Utd.States | C.2Cy.16½"&32"–24"<br>42NHP<br>W.Cramp&Sons,Phl. | |
| 35583<br>140114 | — WoodSc<br>(*Fishing*)<br>1*Dk* | 111<br>110<br>54 | | | | | 1920 | ColbyBros.<br>Ld.<br>Lowestoft | J.W.Colby(J.V. Breach,*Mgr.*) | 89·7 | 20·8 | 10·2 | Lowestoft<br>British | C.2Cy.12"&26"–18"<br>28RHP<br>F.W.Carver&Co.Gt.Yar. | |
| 35584<br>204238 | **Wilpen** SteelScSr<br>Sub.Sig.<br>*Elec.light* *Mchy.Aft* 1*Dk* | 7612<br>—<br>5851 | | | | | 1907 | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich. | ShenangoS.S.& Trnsprtn.Co. | 554·0 | 58·2 | 33·0 | Cleveland<br>Utd.States<br>*WB* | T.3Cy.24",38"&65"–42"<br>274NHP<br>Gt.LakesEng.Wks.Detroit | |
| 35585<br>219401<br>LVFH | **Wilscox** SteelScSr<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless *Longitudinal framing* | 5926<br>—<br>3808 | | | | | 1919 | O.Daniels<br>Co.<br>Tampa,Fla. | UnitedStates ShippingBoard | 401·9<br>P34'B118'F38' | 54·2 | 31·3 | Tampa<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359HP<br>HardyTyneMfg.Co.<br>Birmingham,Ala. | |
| 35586<br>129398<br>HWQK | **Wilson** SteelScSr<br>*ss*Liv.No.2–19<br>(*ex*KinnairdHead)<br>*Well deck* *Mchy.Aft* | 190<br>152<br>73 | ✠100A1<br>1,22 ~~1,21~~<br>BS1,22 ✠LMC6,19 | Liv | *c* | CL<br>6,19 | 1910<br>7mo | Scott&<br>Sons<br>Bowling<br>*Lloyd*'sA&CP | J.Beattie | 112·0<br>Q38'B10'F18' | 20·6 | 18·6<br>BK7" | Whitehvn<br>British<br>3*BHCem*<br>*FPT16t* | C.2Cy.12½"&30"–22" (*s*)<br>125lb 48RHP<br>1SB,2*pf*,GS30,HS862<br>Gauldie,Gillespie&Co.Gls | 9<br>s<br>9 |
| 35587<br>137823<br>JNGB | **Wilston** SteelScSr<br>*ss*Gls.No.1–21<br>1*Dk*(*Stl*)<br>Wireless | 3218<br>2975<br>2022 | ✠100A1<br>~~G.2~~ ~~11,19~~ 2,22<br>✠~~LMC9,16~~<br>5,21 | Sws<br>~~Gls~~ Grk | *v* | CL<br>11,19 | 1916<br>9mo | R.Duncan<br>&Co.Ld.<br>Pt.Glasgow<br>*Lloyd*'sA&CP | WilstonS.S.Co.Ld. (W.S.Miller&Co.) | 335·0<br>P29'B100'F38'<br>*CellDB293'894t* | 48·0 | 22·4<br>FK | Glasgow<br>British<br>5*BHCem*<br>*APT88t* | T.3Cy.24",38"&64"–42" (*s*)<br>180lb *100lb* 297NHP<br>2SB,6*cf*,GS123,HS4706<br>Rankin&BlackmoreLdGrk | 24<br>s4<br>21 |
| 35588<br>3170<br>JHND | **Wilton** IronScSr<br>*ss*Bly.3rdNo.3–4,10<br>*Well deck* *ss*Kel.No.2–20<br>*Cargo battens not fitted* 1*Dk*(*Irn*)2*trB* | 1575<br>1272<br>922 | ✠100A1<br>5,20<br>LMC5,20<br>BS5,20 | Kel | *q* | 12,19 | 1878<br>4mo | W.Gray&<br>Co.<br>WHartlepool<br>A&CP | RederiAktieb.Disa (G.Brodin,*Mgr.*) | 260·8<br>Q100'B62'F34'<br>*WB=* | 34·2 | 19·6<br>BK9" | Stockholm<br>Swedish<br>4*BHCem*<br>*DBa84'f94'* | C.2Cy.32¼"&61"–33"<br>70lb 178NHP<br>2B,GS80<br>T.Richardson&Sons,Hpl. | 21<br>s1<br>20 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35589<br>132675<br>HVJD | **Wiltshire** **SteelTwinSc5Mst**<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws)<br>*Ref.Mchy.* Wireless | 12160<br>8612<br>7801 | ✠100A1<br>*Shelter dk withfreeboard*<br>2,16<br>Examined12,19 10,21<br>~~BS6,20~~ ✠LMC~~7,19~~<br>✠Lloyd'sRMC~~2,21~~ ~~10,21~~ [illegible],22 | Syd | *g*† | CL<br>~~10,18~~<br>10,21 | 1912<br>2mo<br>*Lloyd* | J.Brown&<br>Co.Ld.<br>Clydebank<br>'*sA&CP* | FederalS.N.Co.Ld.<br>*WB=CellDBa* 102'*uE&B*112'*f* | 526·5\|61·4\|33·3<br>FK<br>228'1681*tFPT*136*t* | London<br>British<br>8*BHCem*<br>*APT*118*t* | Q.8Cy.25",35½",51"&72"–51"<br>215lb (*s*) FD 1264NHP<br>2D&2SB24*cf*GS473HS19432<br>J.Brown&Co.Ld Clydebnk | 36 ″ 6<br>s 7 ″ 1½<br>29 ″ 9 | BT till 6,21 |
| 35590<br>114686<br>SHTL | **Wimbledon** **SteelScSr**<br>*ss*Nwc.No2–20 *ss*Shl.No.3–4,13<br>~~*ss*Nwc.No.1–20~~<br>(*ex*Heathford)<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*ptIrn*&*ptStl*)&*deep framing*<br>Wireless | 3767<br>3577<br>2436 | ✠100A1<br>*Spar dk*<br>~~11,20~~ ~~4,20~~<br>1,22<br>✠LMC4,20<br>BS3,21 | Nwc<br>~~Lon~~ Bry | *w* | CL<br>~~4,20~~<br>11,20 | 1901<br>5mo | Osbourne,<br>Graham&Co.<br>Sunderland<br>A&CP | LowlandsStm. Shppg.Co.Ld. (J.Crass&Co.*Mgrs.*)<br>*WB=CellDBa* | 339·0\|48·0\|19·4<br>P29'B86'F36' 27·8<br>FK<br>106'*uE*22'*f*140'719*t* | London<br>British<br>6*BHCem*<br>*APT*79*t* | T.3Cy.25",42"&68"–48" (*s*)<br>180lb 345NHP<br>2SB,6*cf*,GS112,HS5290<br>J.Dickinson&Sons,Ld.Sld. | 29 ″ 0<br>s 5 ″ 6½<br>23 ″ 10 | |
| 35591<br>132643<br>HTWM | **Wimborne** **SteelScSr**<br>*ss*Liv.No.2–19<br>Wireless 1*Dk*(*ptIrnptStl*)<br>*Carrying oil fuelF.P.above*150°*F.inDB* | 6079<br>5287<br>3689 | ✠100A1<br>~~7,21~~ ~~10,19~~ 1,21<br>✠LMC1,20<br>BS~~2,21~~3,22 | Liv<br>~~Nc~~ Shl | *z* | CL<br>~~10,20~~<br>7,21 | 1911<br>12mo<br>*Lloyd* | Craig,Taylor&Co.Ld.<br>Stockton<br>'*sA&CP* | WimborneS.S.Co. Ld.(E.Thomas Radcliffe&Co.Ld.)<br>*WB* | *= Cell DBa* 132' *uE* | &*B* 46' *f* 184' | T.3Cy.28",46"&75"–48" (*s*)<br>180lb *100lb* 470NHP<br>3SB,9*cf*,GS197,HS7891<br>Blair&Co.Ld.Stockton<br>1598*tFPT*154*tAPT*203*t* | 28 ″ 7<br>s 4 ″ 5½<br>24 ″ 7 | |
| 35592<br>138972<br>JMWC | **Wimpole** **SteelScK**<br>*ss*Irv.No.1–19<br>*Elec.light* 1*Dk* | 320<br>295<br>163 | ✠100A1<br>*StmTrawler*<br>1,21<br>✠LMC7,19 | Gms | | CL<br>7,19 | 1916<br>5mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>'*sA&CP* | ShaftesburyStm. TrawlingCo.Ld. (J.E.Rushworth, *Mgr.*) | 137·0\|23·5\|12·9<br>Q76'<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 88RHP<br>1SB,3*pf*,GS47,HS1435<br>C.D.Holmes&Co.Ld Hull | 13 ″ 7 | |
| 35593<br>135601<br>JOVG | **Winamac** **SteelScSr**<br>*ss*N.Yk.No 2–21 ~~*ss*NYk.No.1–18~~<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 5767<br>5342<br>3606 | ✠100A1<br>9,21 ~~12,20~~<br>~~BS12,20~~ ✠LMC~~5,18~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel 8,13 F.P. above* 150° F. | Rot<br>NYk | *z*<br>9,21 | CL<br>~~6,20~~<br>9,21 | 1913<br>8mo<br>*Lloyd* | Craig,Taylor&Co.Ld.<br>Stockton<br>'*sA&CP* | StandardTransportationCo.Ld.<br>*WB=CellDB* *uE&B*89'248*t* | 412·0\|53·3\|31·1<br>P116'B26'F47'<br>FK<br>*FPT*105*t APT*116*t* | HongKong<br>British<br>16*BHCem*<br>11*BHtoUdk*<br>5 „ 2*nd dk* | Q.4Cy.24",34",49"&71"–48'<br>220lb (*s*) 499NHP<br>3SB,9*cf*,GS161,HS6894 FD<br>N.E.Marine Eng.CoLd.Sld. | 31 ″ 0<br>s 6 ″ 9<br>24 ″ 7 | |
| 35594<br>73<br>LRDV | **Windau** **IronScSr**<br>(*ex*Meerschaum)<br>*Elec.light* 1*Dk* | 452<br>—<br>268 | | | | | 1873 | E.Lindsay<br>Newcastle | LatvianGovernment | 156·6\|23·6\|14·0 | Windau<br>Latvian<br>*WB* | C.2Cy.18½"&36"–24"<br>NB97 53NHP<br>BowdenBros.,Newcastle | | |
| 35595<br>102174<br>KTWF | **Windber** **SteelScSr**<br>*ss*N.Ns.No.3–3,03<br>*ss*Phl.No.2–12<br>(*ex*Daventry)<br>*Well deck* Wireless 1*Dk*(*pt Irn pt Stl*)&*Web frames* | 2837<br>—<br>2093 | ✠<br>6,16<br>✠<br>*Fitted for oil fuel* 1,13 *F.P. above* 150°F. | Sea | *s* | | 1889<br>6mo | E.Withy<br>&Co.<br>WHartlepool | PacificAmerican FisheriesInc.<br>*WB=* | 290·0\|40·1\|19·3<br>Q117'B113'F33'<br>FK | Seattle, Wash.<br>Utd.States<br>5*BHCem*<br>*Cell DB*250' | T.3Cy.22",35"&59"–39"<br>NDB13 217NHP<br>2SB,6*cf*,GS88<br>T.Richardson&Sons,Hpl.<br>565*tAPT*11*t* | 21 ″ 10 | V |
| 35596 | **Windermere Ferry** **Iron&Steel**<br>*ss*BonessNo.2–20<br>1*Dk*(*Stl*) | | ✠ A–<br>3,21<br>BS3,21 ✠LMC6,20<br>*ForFerry purposes on Lake Windermere* | Bo-ness | | | 1915<br>1mo | Alley&<br>Maclellan,Ld<br>Glasgow | CountyCouncils of Westmoreland& Lancashire(WindermereFerryJoint Sub-Committee, *Mgrs.*) | 56·0\|18·0\|<br>FK | British<br>4*BHAsp* | 2Cy.6"–6½"<br>100lb<br>1B,GS6,HS80<br>Campbell&Calderw'd,Psy. | | |
| 35597 | **Windflower** **SteelScSp**<br>*Elec.light* 2*Dks*(*Stl–Uws*) | 1129<br>847<br>474 | A1<br>*For Government Service*<br>6,18<br>✠LMC6,18 | Bel | | CL | 1918<br>6mo<br>*Lloyd* | Workman,<br>Clark&Co.Ld<br>Belfast<br>'*sA&CP* | TheAdmiralty<br>*CellDB* | 255·2\|35·0\|17·3<br>P19'B81'F35'<br>FK<br>*uB*23*tDTf*20*t FPT* | British<br>12*BHptCem*<br>11*tAPT*23*t* | T.4Cy.23",37"&42"(2)–30"<br>180lb (*s*) 393NHP<br>2SB,8*cf*,GS172,HS6884 FD<br>WorkmanClark&Co.LdBel | 18 ″ 0 | |
| 35598<br>216767<br>LMNH | **Winding Gulf** **SteelScSr**<br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>Sub.Sig. Wireless *Cargo battens not fitted* | 5438<br>4795<br>3339 | ✠100A1<br>3,22 ~~11,20~~<br>✠LMC8,18 | NYk<br>NNs | *y* | CL<br>~~N11,20~~<br>3,22 | 1918<br>8mo | NewYork<br>S.B.Corp.<br>Camden,N.J.<br>A&CP | Castner,Curran& Bullitt,Inc.<br>*Cell* | 368·6\|55·2\|30·5<br>P27'B72'F31'<br>FK<br>*DB*320'1832*t FPT*2 | NewYork<br>Utd.States<br>7*BHCem*<br>20*tAPT*201*t* | T.3Cy.25",41½"&70"–46" (*r*)<br>195lb (*r*) 462NHP<br>3SB,9*cf*,GS154,HS6624 FD<br>NewYorkSBCor.Cmdn NJ | 34 ″ 5<br>s 7 ″ 10<br>27 ″ 0 | |
| 35599 | **Windrise** **SteelScK**<br>1*Dk*(*Stl*) | 97<br>96<br>38 | ✠100A1<br>*For fishing purposes*<br>~~12,20~~ ~~8,20~~ 2,22<br>✠LMC8,20 | Hul<br>Abn | | CL<br>2,22 | 1920<br>4mo<br>*Lloyd* | Warren's<br>NewHolland<br>Shipyard,Ld.<br>NewHolland<br>'*sA&CP* | ~~TheAdmiralty~~<br>W.Budd<br>(B.Allenby,*Mgr.*) | 86·0\|18·6\| 9·4<br>BK7½" | Aberdeen<br>~~London~~<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>Gt.CentralCo-op.Eng. &S.R.Co.Ld. | 10 ″ 0 | |
| 35600 | **Windshift** **SteelScK**<br>1*Dk*(*Stl*) | 97<br>96<br>38 | ✠100A1<br>*For fishing purposes*<br>2,21<br>✠LMC 10,20 | Abn | | CL | 1920<br>6mo | Warren's<br>NewHolland<br>Shipyard,Ld.<br>NewHolland<br>'*sA&CP* | D.McB.Craig | 86·0\|18·6\| 9·4<br>BK7½" | Aberdeen<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>GreatCentralCo-op.S.R.& E.Co.Ld.Grimsby | 10 ″ 0 | |
| 35601<br>125986 | **Windsor** **WoodSc**<br>(*ex*Iroquois)<br>1*Dk* | 1769<br>1592<br>1068 | | | | | 1892<br>*Rebuilt 1919 by* Montreal Transportation Co. Ld. | ................<br>MarineCity, Mich. | MontrealTransportationCo.Ld. | 242·0\|41·0\|20·0 | Montreal<br>British | C.2Cy.21½"&47"–42"<br>NB98*fitted*20 89RHP<br>Phœnix IrnWks,Pt.Huron | | |
| 35602<br>139927 | **—** **SteelScK**<br>*ss*Gms.No 1–21<br>*Elec.light* 1*Dk* | 222<br>193<br>97 | ✠100A1<br>*StmTrawler*<br>~~8,21~~ ~~7,20~~<br>12,21<br>✠LMC~~12,16~~ 8,21 | Gms | | CL<br>~~7,20~~<br>12,21 | 1916<br>10mo<br>*Lloyd* | Cochrane&<br>Sons,Ld.<br>Selby<br>'*sA&CP* | QueenSteam FishingCo.Ld. | 117·1\|21·6\|11·5<br>Q69'<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",21"&34"–24" (*s*)<br>180lb 66RHP<br>1SB,2*pf*,GS33,HS1070<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 3 | |
| 35603<br>146555<br>KLTF | **Windsor Castle** **SteelTwinSc**<br>Wireless<br>*Elec.light* *Ref.Mchy.* *CruiserStern* | ~~19600~~ 18967<br>14938<br>11295 | ~~✠Lloyd'sRMC4,22~~ | | | | ~~1921~~<br>1922 | J.Brown&<br>Co.Ld.<br>Clydebank | UnionCastleMail S.S.Co.Ld. | ~~630·0\|72·3\|41·5~~<br>P89'B333'F97' \|41·6<br>682·4\|72·5\| | London<br>British<br>*WB* | 4 Geared Steam Turbines<br>J.Brown&Co.Ld.Clydebnk | | |
| 35604<br>144065<br>KHMW | **Windward Ho** **SteelScK**<br>*Elec.light* 1*Dk* | 263<br>242<br>105 | ✠100A1<br>*StmTrawler*<br>11,21 ~~1,21~~<br>✠LMC1,21 | Hul | | CL<br>11,21 | 1920<br>11mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | S.T.White&Co.Ld. | 125·0\|23·0\|12·3<br>Q71'F19'<br>BK7½" | Hull<br>British<br>4*BHCem* | T.3Cy.12½",21½"&35½"–24"<br>200lb (*s*) 78RHP<br>1SB,3*pf*,GS45,HS1305<br>Amos&Smith,Ld.Hull | 13 ″ 1 | |
| 35605<br>3878<br>JMFS | **Windy** **WoodAuxScSr**<br>*Motor*<br>(*ex*SailingVessel) *Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 115<br>108<br>91 | | | | | 1901 | I.A.<br>Svensson<br>Gothenburg | K.Olsson | 84·0\|22·1\| 9·4 | Gothenbrg<br>Swedish | Motor 1Cy.12¼"–13⅜"<br>*Emade&fitted*20<br>A/BJ.V.Svensons Motorfbk.Skm | | V |
| 35606<br>QLFD | **Winfried** **SteelSc**<br>*Elec.light* Wireless Sub.Sig. 2*Dks* | 4810<br>3240<br>2960 | | | | | 1920 | Frerichs<br>&Co.<br>Einswarde | HamburgBremer-AfrikaLine,A.G. | 361·3\|49·9\|22·3<br>P&B285'F47' | German<br>*WB* | T.3Cy.25⅝",40½"&67⅛"–47½"<br>316NHP<br>GörlitzMach.A.G.Görlitz | | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35607 | **Wing Hang** **WoodScSr**<br>2*Dks* | 444<br>197<br>278 | | | | | 1901 | Kwang<br>TakCheong<br>HongKong | FatHingS.S.Co. | 140·4 | 24·0 | 9·5 | Canton<br>Chinese | C.2Cy.16″&32″–22″<br>40NHP<br>TinHingEng.Co.H.Kg. | |
| 35608 | **Wing Hon** **WoodTwinSc**<br>(*ex*SanCheung)<br>1*Dk,Shade dk & Promenade dk* | 692<br>312<br>412 | | | | | 1902 | Kwang<br>TakCheong<br>HongKong | | 189·8 | 33·2 | 9·1 | Chinese | C.4Cy.14″&28″–17″<br>54NHP<br>TinHing&Co.HongKong | |
| 35609<br>133251 | **Wing On** **SteelTwinSc**<br>1*DkShade & Promenade dks* | 860<br>454<br>504 | | | | | 1914 | Kwang<br>TakCheong<br>HongKong | Woo&Mok,Ld. | 193·0 | 33·0 | 10·1 | HongKong<br>British<br>*WB* | C.4Cy.17½″&36″–22″<br>98RHP<br>KwangTakCheong,H.Kg. | |
| 35610<br>87151<br>HWLT | **Wing Sang** **IronScBn** | 2339<br>2136<br>1517 | | | … | | 1883 | Hall,<br>Russell&Co.<br>Aberdeen | Indo-ChinaSteam Nav.Co.Ld. | 290·5<br>B54'F39' | 40·2 | 24·0<br>FK | London<br>British<br>*Tpd* | T.3Cy.19″,36″&63″–54″<br>NB96 317NHP<br>96S.C.Farnham&Co.,Abn. | 25 |
| 35611<br>98596<br>HNQS | **Wing Shing** **SteelSc3Mst**<br>(*ex*Jehangir,*ex*Jelunga,*ex*Santiago,*ex*LeonXIII.,*ex*Jelunga) 3*Dks*<br>*Elec.light* | 5206<br>4329<br>3361 | | | … | | 1890 | W.Denny<br>&Bros.<br>Dumbarton | LauWaiChun | 410·5<br>P45'B165'F49' | 48·2 | 30·5<br>BK11″ | HongKong<br>British | Q4Cy32″,46½″,64½″&92″–60″<br>666NHP<br>Denny&Co.Dumbarton | 32 |
| 35612<br>135899<br>JDTR | **Wingate** **SteelScSr**<br>*Corrugated sides*<br>Sub.Sig. Wireless 1*Dk* | 1911<br>1741<br>1152 | | | | | 1914 | Osbourne,<br>Graham&Co.<br>Sunderland | Furness,Withy& Co.Ld. | 279·0<br>P22'B72'F24' | 41·8 | 18·3 | W.Hartlpl<br>British<br>*WB* | T.3Cy.21″,33″&56″–36″<br>188NHP<br>N.E.MarineEng.Co.Ld.Sld | |
| 35613<br>143129<br>JWTF | **Wingatui** **SteelSc**<br>(*ex*Kairanga,*ex*Antwerpen)<br>Wireless 1*Dk & Shelter dk* | 2378<br>2059<br>1344 | ~~Liv. 12,20~~ Ddn ~~6,21~~2,22<br>(*See footnote**) | | | | 1914 | Schiffsw.v.<br>H.KochA.G.<br>Lübeck | UnionS.S.Co.of NewZealand,Ld. | 312·0 | 42·6 | 26·0 | London<br>British | T.3Cy.22½″,37″&57″–35½″<br>193NHP<br>OttensenerMaschf.Altona | |
| 35614<br>81626<br>KNRC | **Winifred** **SteelScSr**<br>2*Dks & Webframes*<br>*Carrying Petroleum in bulk*<br>Wireless *Fitted for oil fuel* | 2551<br>—<br>1520 | | | … | | 1898 | Bath Iron<br>Works<br>Bath,Me. | GulfRefiningCo. Inc. | 282·5<br>P37'B52'F24' | 42·2 | 21·1<br>FK | PrtArthur<br>Utd.States<br>*WB* | T.3Cy.20½″,34″&55″–36″<br>NB98 228NHP<br>NE86,*fitted*98<br>BathIronWorks,Bath,Me. | 25 |
| 35615 | — **SteelTwinScSr** | 550 | | | | | 1901 | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley | CrownAgents for theColonies | 175·0 | 29·0 | 9·0 | British | T.6Cy.9¾″,15½″&25″–16″<br>Bow,McLachln&CoLd.Psy | |
| 35616<br>104052<br>NJPS | — **IronScK**<br>*ss*Bel.2ndNo.3–9,20<br>*Mchy.Aft*<br>1*Dk*(*Irn*) | 288<br>229<br>136 | ✠100A1<br>6,21<br>✠LMC<br>BS6,21 MS9,20 | Bel | *d* | CL<br>9,20 | 1894<br>3mo | J.P.Ren-<br>noldson&Sns.<br>S.Shields<br>A&CP | Cullen,Allen&Co. Ld. | 140·0<br>Q46'F16' | 21·1 | 10·0<br>BK7″<br>*WB=FPT* | Belfast<br>British<br>3*BHCem*<br>22*tAPT*9*t* | C.2Cy.17″&34″–22″ (*s*)<br>100lb 45RHP<br>1SB,2*pf*,GS30,HS864<br>J.P.Rennoldson&SonsSShl | 10<br>s 1<br>9 11 |
| 35617<br>110584<br>RFTW | **Winifredian** **SteelSc4MstSr**<br>*ss*Liv.No.3–6,12<br>*ss*Liv.No.2–2 ~~*ss*Hul.No.1–17~~<br>3*Dks*(*Stl*)*& Webframes & ptShelter dk*<br>*Elec.light* *lower dk*(*Stl*)*forehold*<br>*Ref.Mchy.* Wireless Sub.Sig. | 10428<br>9387<br>6812 | ✠100A1<br>6,21 ~~12,19~~<br>✠LMC<br>MS1,19 BS5,21 | Liv | *h*† | CL<br>12,20 | 1899<br>7mo<br>*Lloyd* | Harland&<br>Wolff,Ld.<br>Belfast<br>'*sA&CP* | F.Leyland&Co.Ld.<br>*WB=CellDBa*1 | 552·5<br>P72'F107'<br>*Shelter dk*234'<br>50'*uE&B*71'*f*175'1 | 59·3 | 28·9<br>36·8<br>FK&BK3″ | Liverpool<br>British<br>9*BHAsp*<br>457*t DTa*48' | T.3Cy.33″,56″&94″–66″ (*s*)<br>200lb 847NHP<br>2D&2SB18*cf*GS329HS13368<br>Harland&Wolff,Ld.Bel.<br>1457*tMT*43'1498*tAPT*39*t* | 40<br>s 9<br>31 |
| 35618<br>141906<br>KBMG | **Winkfield** **SteelSc**<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless ~~*Cargo battens not fitted*~~ | 5279<br>4839<br>3194 | ✠100A1<br>9,21 ~~1,20~~<br>✠LMC5,19 | Lon<br>Bry | *y* | CL<br>1,20 | 1919<br>5mo<br>*Lloyd* | W.Pickers-<br>gill&Sons,<br>Ld.<br>Sunderland<br>'*sA&CP* | BritishIndiaStm. Nav.Co.Ld.<br>*CellDB* | 400·0<br>P49'B113'F38'<br>345' 1047*t FPT*132*t* | 52·2 | 28·5<br>FK | Glasgow<br>British<br>7*BHptCem*<br>*APT*218*t* | T.3Cy.27″,44″&73″–48″ (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS189,HS7668 FD<br>G.Clark,Ld.Sunderland | 31<br>s 6<br>25 |
| 35619<br>137256<br>JMOP | **Winnebago** **SteelScSr**<br>*ss*Ply.No.3–7,17<br>*Elec.light* 2*Dks*(*Stl*)*& Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 4666<br>4069<br>2885 | ✠100A1<br>10,20<br>✠LMC7,17<br>BS11,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 11,15 *F.P above* 150° F. | Brw | *x* | CL<br>~~10,20~~<br>11,21 | 1915<br>11mo<br>*Lloyd* | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>'*sA&CP* | Anglo-American OilCo.Ld.<br>*WB=CellDBuE&*<br>59'171*tDTf*30'233 | 370·0<br>P103'B35'F43'<br>*B*<br>*tFPT*102*tAPT*121*t* | 50·1 | 28·5<br>FK | Sunderlnd<br>British<br>15*BHptCem*<br>10 *to Udk &*<br>5 ,, 2*nd* ,, | T.3Cy.25½″,41″&68″–48″ (*s*)<br>180lb *100lb* 413NHP<br>2SB,8*cf*,GS136,HS5826 FD<br>G.Clark,Ld.Sunderland | 28<br>s 5<br>23 |
| 35620<br>213528<br>LFMV | — **SteelScSr**<br>(*ex*Haugarland, *ex*Hampton, *ex*Heathcraig) Wireless<br>1*Dk & Spar dk & Webframes* | 4362<br>4075<br>2718 | | | … | | 1900 | Craig,<br>Taylor&Co.<br>Stockton | ForeignTransport &MercantileCorp. | 360·7<br>P31'B90'F38' | 48·2 | 20·2<br>28·2<br>FK | NewYork<br>Utd.States<br>*WB* | T.3Cy.25″,42″&68″–48″<br>348NHP<br>N.E.MarineEng.Co.Ld.Sld | 30 11 |
| 35621<br>220650<br>MBNW | **Winneconne** **SteelSc**<br>Wireless *ss*Ant.No.1–20<br>(*ex*Aslaug,*ex*GeneralWergeland,*ex*YesakiMaru) 2*Dks*(*Stl*)*& Webframes*<br>*Elec.light* *Longitudinal framing* | 3187<br>2722<br>1983 | ✠100A1<br>6,21 ~~2,21~~<br>✠LMC5,20<br>BS6,21 | NYk<br>Mob | *t* | CL<br>8,20 | 1916<br>5mo | OsakaIron<br>Works,Ld.<br>Osaka<br>A&CP | Winneconne SteamshipCorporation<br>*Cell* | 305·0<br>P19'B82'F32'<br>*DB* 255' 519*t FPT* | 43·7 | 27·2<br>FK | NewYork<br>Utd.States<br>5*BHCem*<br>76*tAPT*20*t* | T.3Cy.22″,37″&61″–42″ (*s*)<br>180lb 288NHP<br>2SB,6*cf*,GS90,HS3824 FD<br>OsakaIronWrks.Ld.Osaka | 27<br>s 4<br>23 |
| 35622<br>OWBD | **Winnipeg** **WoodTwinSc3MstSr**<br>*Elec.light* 1*Dk*2*trB* | 2624<br>—<br>1604 | | | | | 1919 | Foundat'n<br>Co. of British<br>Columbia<br>Victoria, B.C. | FrenchGovernment | 279·0 | 46·7 | 24·2 | Havre<br>French | T.6Cy.13½″,22″&30″–26″<br>92NHP<br>HutchinsonBros.&Co.Ld.<br>Victoria,B.C. | |
| 35623<br>219873<br>LWGV | **Winona** **SteelSc**<br>Wireless *Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks* | 5590<br>4598<br>3453 | | | | | 1920 | American<br>International<br>S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard | 390·0<br>P50'B121'F40' | 54·2 | 27·8 | Phildlphia<br>Utd States<br>*WB* | 1 Steam Turbine<br>GeneralElectricCo.<br>Schenectady | |
| 35624<br>122851<br>HGVF | — **SteelScSr**<br>*Mchy.Aft* 1*Dk* | 2085<br>1919<br>1327 | | | | | 1906 | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld Newcastle | CanadaSteamship Lines,Ld. | 252·0<br>P18'F36' | 43·5 | 21·3 | Hamilton,<br>Ont.<br>British<br>*WB* | T.3Cy.20½″,33″&54″–36″<br>175NHP<br>MacColl&Pollock,Ld.Sld. | |
| 35625 | — **WoodScSr**<br>(*ex*StaatssekretärSolf)<br>2*Dks* | 304<br>216<br>123 | | | | | 1913 | Stocks&<br>Kolbe<br>Kiel | UnitedStates ShippingBoard | 131·0<br>P87'F35' | 25·5 | 11·0 | Utd.States | C.2Cy.13¾″&25½″–17$\frac{1}{16}$″<br>22NHP<br>Steen& Kaufmann,Elmshorn | |
| 35626 | | | | | | | | | | | | | | | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35627<br>218851<br>LSQR | **Winona County** **SteelScSr**<br>Wireless<br>*Elec.light* 1*Dk&Shelter dk&Web frames*<br>Sub.Sig. *Longitudinal framing* | 6049<br>5579<br>3767 | | | ... | | 1919 | Federal<br>S.B.Co.<br>Kearny,N.J. | **UnitedStates**<br>**ShippingBoard** | 395·5<br>P45'B110'F38'<br>*on Shelter dk* FK | 55·0 | 31·4 | **Newark**<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 Sc.Shaft 645NHP<br>MidWestEng.Co.<br>Indianapolis,Ind. | 34″11 | R |
| 35628<br>219746<br>LVWR | **Winston Salem** **SteelSc**<br>Wireless Sub.Sig. *Fitted for oil fuel*<br>1*Dk&Shelter dk&Web frames*<br>*Elec.light* *Longitudinal framing* | 6527<br>5614<br>4049 | | | ... | | 1920 | G.A.Fuller<br>Co.<br>Wilmington,<br>N.C. | **UnitedStates**<br>**ShippingBoard** | 395·3<br>P45'B110'F38' *on*<br>*Shelter dk* FK | 55·1 | 31·4 | **Wilmgton,**<br>**N.C.**<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48" 590NHP<br>Hooven,Owens&Rentschler Co.Hamilton,O. | 34″11 | R |
| 35629 | **Winsum** **SteelSc**<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3225<br>2893<br>1951 | ✠100A1<br>6,21 ~~3,21~~<br>✠LMC5,21<br>*Fitted for oil fuel* 3.21 *F.P. above* 150° F. | Ant<br>Ams | *v* | CL | 1921<br>3mo<br>*Lloyd* | Antwerp<br>Eng.Co.<br>Hoboken<br>'*sA&CP* | **Stoomv.Maats.**<br>**Oostzee(Vinke&**<br>**Co.*Mgrs.*)**<br>*CellD* | 331·4<br>P27'B93'F27'<br>FK<br>*B277' 823t FPT59t* | 48·2 | 21·9 | **Amstrdam**<br>Dutch<br>*5BHCem*<br>*APT80t* | T.3Cy.23",38"&62"–42" (*s*)<br>180lb *100lb* 320NHP<br>2SB,6*cf*,GS106,HS4496 FD<br>N.E.MarineEng.Co.Ld.Sld. | 24″7<br>s4″4½<br>20″7 | |
| 35630<br><br>QCRM | **Winterswijk** **SteelScSr**<br>*ss*Rot.No.1–19<br>Sub.Sig. 1*Dk*(*Stl*)<br>Wireless | 3205<br>2898<br>1937 | ✠100A1<br>5,21<br>~~BS5,20~~ ✠LMC6,19<br>BS5,21 | Rot | *u* | 5,21 | 1914<br>7mo | Schpw.v.<br>JanSmit,Czn.<br>Alblasserdm<br>A&CP<br>*WB=* | **Maats.Stoomschip**<br>**"Winterswijk"**<br>**(Erhardt&**<br>**Dekkers)**<br>*CellDBa92' uE22'* | 320·0<br>P28'B96'F34'<br>FK<br>*f138'801t FPT114t* | 47·5 | 22·9 | **Rottrdam**<br>Dutch<br>*5BHCem*<br>*APT142t* | T.3Cy.23",38"&62"–42" (*r*)<br>180lb *100lb* 282NHP<br>2SB,6*cf*,GS131,HS4510<br>Kon.Maats.deSchelde,<br>Flushing | 25″2<br>s4″0½<br>21″6 | |
| 35631<br>133465<br>JDBP | **Winterton** **SteelScSr**<br>*ss*Hul.No.3–5,19<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 3868<br>3688<br>2445 | ✠100A1<br>~~6,21~~ 1,21 4,22<br>~~BS8,20~~ ✠LMC5,19<br>BS10,21 | Mdb<br>~~Rot~~ Bkn | *x* | CL<br>1,21 | 1913<br>9mo<br>*Lloyd* | SirRaylton<br>Dixon&CoLd<br>Middlesbro'<br>'*sA&CP* | **DenabyShippg.&**<br>**Commercial Co.Ld.**<br>*WB=CellDBa*<br>*f155'1015* | 360·4<br>P32'B220'F36'<br>120'*uE&B*39' FK<br>*t DTf21' 750tFPT* | 52·3 | 23·9 | **Hull**<br>British<br>*7BHCem*<br>*55tAPT65t* | T.3Cy.25",40"&67"–45" (*s*)<br>180lb 332NHP<br>3SB,9*pf*,GS174,HS5182<br>G.Clark,Ld.Sunderland | 26″5<br>s3″8½<br>23″0 | |
| 35632 | **Winthrop** **SteelSc**<br>(*Tug*)<br>*Elec.light* 1*Dk* | 200 | | | | | 1920 | UnionS.B.<br>Co.<br>Baltimore | **DemeraraBauxite**<br>**Co.Ld.** | | | | **Georget'n**<br>British | C.2Cy.18"&38"–26"<br>DodgeMfg.Co. 61NHP<br>Mishawaka,Ind. | | |
| 35633<br>218348<br>LRQM | **Winyah** **SteelScSr**<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks&Webframes*<br>Sub.Sig.<br>Wireless | 5492<br>5090<br>3376 | | | ... | | 1919 | Merchant<br>S.B.Corp.<br>Harriman,Pa. | **UnitedStates**<br>**ShippingBoard** | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 30·4 | **Philadlphia**<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 screw shaft 645NHP<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 32″10 | R |
| 35634<br>2525<br>JFPN | **Wira** **SteelScSp**<br>1*Dk* | 102<br>58<br>54 | | | | | 1894 | Jönköpngs<br>M.V.<br>Jönköping | **GöteborgsNya**<br>**ÅngslupsAktieb.**<br>**(H.Kuntze,*Mgr.*)** | 83·3<br>Q5'B31'H5*t*F12' | 18·3 | 6·3 | **Gothenbrg**<br>Swedish | C.2Cy.13¾"&23⅝"–17½"<br>19NHP<br>JönköpingsM.V.Aktieb. | | |
| 35635 | **Wirth** **SteelSc**<br>(*Trawler*)<br>*Elec.light* 1*Dk*<br>*Now named* "Keryado," *See No.* 38063 *in Supplement* | 226<br>211<br>87 | | | | | 1920 | Schiffsw(v.<br>J&Sch)AG<br>Hamburg | | 121·8<br>H48'F17' | 23·0 | 10·3 | French<br>*WB* | T.3Cy.13½",20½"&32⅔"–22"<br>50NHP<br>Schwft.(vJ&Sch) AGHam | | |
| 35636 | **Wirumaa** **IronScSr**<br>(*ex*Stella) | 105<br>—<br>71 | | | | | 1869 | ..................<br>Stockholm | **RevalShippingCo.**<br>**Ld.(Joh.Pitka,**<br>***Mgr.*)** | 93·8 | 18·0 | 8·0 | **Reval**<br>Esthonian | | | |
| 35637<br>217929<br>LQTP | **Wisconsin Bridge** **SteelSc**<br>(*ex*SophieFrankel,<br>*ex*WisconsinBridge) 1*Dk*(*Stl*)<br>*Elec.light* 2*trB in fore& after holds*<br>*&Web frames* | 3545<br>3005<br>2179 | ✠100A1<br>3,20<br>✠LMC6,19<br>*Fitted for oil fuel*6, 19 *F.P. above* 150° F. | Hfx | *v* | CL<br>3,20 | 1919<br>6mo | Submarine<br>BoatCorp.<br>Newark,N.J.<br>CP | ~~**French-American**~~<br>~~**Line,Inc.**~~<br>E.A.Shewan<br>*CellDB251'8* | 324·0<br>P30'B90'F35'<br>FK<br>27*tMT*20'394*tFPT* | 46·2 | 25·0 | **NewYork**<br>Utd.States<br>*6BHptCem*<br>111*tAPT*69*t* | 1 Geared Steam Turbine<br>200lb (*s*) HS5800 386NHP<br>2Water Tube Boilers FD<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28″6 | |
| 35638<br>216576<br>LMDH | **Wishkah** **WoodTwinSc**<br>*Elec.light* *Specially treated* 2*Dks*<br>Wireless | 2924<br>2435<br>1719 | 12A1<br>12,19<br>LMC12,19 | NYk | *t* | CL<br>P8,19<br>S12,19 | 1918<br>4mo<br>*Lloyd* | Grays<br>HarborMotor<br>ShipCorp.<br>Aberd'nWsh.<br>'*sCP* | **UnitedStates**<br>**ShippingBoard** | 272·1<br>P22'B62'F34' | 48·8 | 25·7 | **Seattle**<br>Utd.States | T.6Cy.15½",26"&44"–26" (*s*)<br>200lb HS5000 322NHP<br>2 Water Tube Boilers FD<br>BuckeyeEngineCo.<br>Salem,Ohio | 28″0 | |
| 35639<br>219438<br>LTKJ | **Wisla** **SteelScSr**<br>(*ex*ElmBranch)<br>*Turret deck* Wireless 1*Dk*2*trB* | *3416*<br>*2867*<br>*2563* | | | | | 1895 | W Doxford<br>&Sons,Ld<br>Sunderland | **PolishAmerican**<br>**Nav.Corp.** | 340·0<br>H30*t*F35*t* | 45·5 | 24·0 | **NewYork**<br>Utd.States<br>*WB* | T.3Cy.26",42"&68"–42"<br>NB06 300NHP<br>W.Doxford&Sons,Ld.Sld. | | CV |
| 35640<br>118121<br>HBDF | **Wisley** **SteelScSr**<br>*ss*H.Kg.No.3–1,17<br>(*ex*WrayCastle) 2*Dks*(*Stl*)*&deep*<br>*Elec.light* *framing&Shelter dk*(*Irn*)<br>~~*Carrying oil fuel F.P. above* 150°F. *in DB*~~<br>Wireless *Tanks* | 4399<br>3943<br>2717 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>11,19<br>~~MBS8,20~~ ✠LMC~~1,17~~ 2,22<br>~~DBS3,21~~ | Lon | *y* | CL<br>3,21 | 1904<br>9mo<br>*Lloyd* | W.Pickers-<br>gill&Sons<br>Sunderland<br>'*sA&CP* | **CanadaS.S.Lines,**<br>**Ld.**<br>*WB=Cell* | 381·4<br>FK<br>*DBa118'uE&B44'f* | 49·0 | 25·7 | Montreal<br>~~**London**~~<br>British<br>*6BHCem*<br>*168'982tDT* | T.3Cy.26",43"&72"–48" (*s*)<br>180lb *100lb* 429NHP<br>2SB,6*cf*,GS128,HS5722 FD<br>G.Clark,Ld.Sunderland<br>*f32'785tFPT105tAPT180t* | 28″5<br>s3″6½<br>25″4 | |
| 35641<br>204416 | **Wissahickon** **SteelScSr**<br>*Elec.light* *Mchy.Aft* 2*Dks* | 4062<br>—<br>3104 | | | | | 1907 | BuffaloDD<br>Co.<br>Buffalo | **GreatLakesTran-**<br>**sitCorporation** | 350·0 | 46·0 | 30·9 | **Buffalo**<br>Utd.States<br>*WB* | Q.4Cy.19",27",40"&58"–42"<br>218NHP<br>DetroitS.B.Co.,Detroit | | |
| 35642<br><br>OWBK | **Wissembourg** **WoodTwinScSr**<br>(*ex*C.-49)<br>*Elec.light* | 1166<br>839<br>690 | | | | | 1919 | PacificCon-<br>strctionCoLd<br>Pt.Coquitlam<br>B.C. | **FrenchGovern-**<br>**ment** | 195·6 | 40·5 | 15·2 | **Havre**<br>French | C.4Cy.12"&24"–16"<br>38NHP<br>CanadianAllisChalmers<br>Ld.Toronto,Ont. | | V |
| 35643<br>96242<br>MJVW | **Wistaria** **IronScK**<br>(*Trawler*)<br>(*ex*Lynton) 1*Dk* | 143<br>138<br>45 | | | ... | | 1891 | A.W.Ro-<br>bertson&Co.<br>London | **T.W.Baskcomb** | 96·5<br>Q16'F20'<br>BK7½" | 20·2 | 10·9 | **Grimsby**<br>British<br>*WB* | T.3Cy.10½",18"&30"–22"<br>NE02 NB11 44RHP<br>G.T.Grey,SouthShields | 11″9 | |
| 35644 | **Witell** **SteelSc**<br>*Now named* "Oceana," *See No.* 38834 *in Supplement*<br>(*ex*Markab,*ex*Solsvik) 1*Dk* | 1356<br>1106<br>703 | | | | | 1917 | Scheeps-<br>bouwwerf<br>Baanhock<br>Sliedrecht | **RolandLinie,A.G.** | 236·8<br>B23'B56'F21' | 36·5 | 5·7 | **Bremen**<br>German<br>*WB* | T3Cy17$\frac{3}{10}$"29$\frac{1}{10}$"&46$\frac{1}{10}$"-35⅘"<br>127NHP<br>MachinefabriekJ.a.v.d.<br>Schuyt.Papendrecht | | V |
| 35645<br>128772 | **Witham** **SteelScSr** | 205<br>202<br>93 | | | | | 1919 | Abdela&<br>Mitchell,Ld<br>Queensferry | **BostonDeepSea**<br>**Fishing&IceCo.Ld**<br>**(F.Parkes,*Mgr.*)** | 114·8 | 22·1 | 12·2 | **Boston**<br>British | T.3Cy.12",20"&34"–23"<br>74RHP<br>Abdela&Mitchell,Glo'ster. | | C |
| 35646<br>144072 | **Withernsea** **SteelScK** ~~**SteelSc**~~<br>(*ex*Apenrade) *Elec.light* ~~(*Trawler*)~~<br>Wireless *ss*Hul No.3–7,21 1*Dk* | ~~257~~<br>~~236~~<br>~~97~~<br>257<br>238<br>97 | 100A1<br>*Stm Trawler*<br>7,21<br>LMC5,21 | Hul | | 5,21 | 1918 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | **HullSteamFishing**<br>**&IceCo.Ld.**<br>*CellDB14'10tFPT12tAPT13t* | 132·6<br>F22' | 23·3 | ~~13·8~~<br>12·4 | **Hull**<br>British<br>~~*WB*~~<br>*4BHCem* | T.3Cy12⅝",20½"&33⅛"–23⅝"<br>200lb 70RHP<br>FlensburgerSchiffsb.Ges.<br>1SB,2*cf*,GS36,HS1559 | 13″6 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7bis Date de la dernière visite de l'arbre porte-hélice. | 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creu au Quill Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35647<br>143110<br>JWOB | **Withington** SteelSc<br>(exWarBreeze) Wireless 1Dk(Stl)<br>Elec.light ~~Cargo battens not fitted~~ | 3095<br>2863<br>1865 | ✠100A1<br>10,21 ~~11,20~~<br>✠LMC4,19 | Npt<br>Bry | u | CL | 1919<br>4mo<br>Lloyd | IrvinesSB.<br>&D.D.Co.Ld<br>WHartlepool<br>'sA&CP | TheTimesShipping<br>Co.Ld.<br>CellDB | 331·1<br>P33'B100'F28' FK<br>284' 699t FPT 110t | 46·8 | 23·1 | Newport<br>(Mon.)<br>British<br>7BHptCem<br>APT121t | T.3Cy.25",41"&68"–45" (s)<br>180lb 480NHP<br>3SB,9cf,GS153,HS6321 FD<br>Richardsons,Westgarth&Co.Ld.Hpl. | 25 · 6<br>s 4 · 1<br>21 · |
| 35648<br>145009<br>KGQF | **Witiaz** SteelScSr<br>ssMsl.No.3-6,20<br>Elec.light 1Dk(Stl)&Spar dk<br>&Web frames | 1676<br>1455<br>958 | ✠100A1<br>Spar dk<br>withfreeboard<br>6,20 ✠LMC6,20 | Msl | r | CL<br>6,20 | 1906<br>9mo<br>Lloyd | Soc.Anon.<br>Jhn.Cockerill<br>Hoboken<br>'sA&CP | BritishMid-<br>EasternTransport<br>Co.Ld.<br>WB= | 274·5<br>P55'B66'F50' 21·4<br>FK<br>CellDBa63'uE&B | 36·0 | 13·8 | London<br>British<br>5BHCem<br>60'f90'325t | T.3Cy.22 1/16",35 13/16"&57½" (s)<br>–43 5/16" 170lb 170lb 262NHP<br>2SB,6cf,GS98,HS3614 FD<br>SocAn.J.Cockerill,Seraing | 23 · 6<br>s 5 · 10<br>18 · 1 |
| 35649 | **Witram** SteelScSr<br>Elec.light Wireless 2Dks<br>*Now named* "Heemskerk," *see Supplement* | 4071 | | | | | 1919 | Neptun-<br>werft<br>Rostock | | 438·5<br>P55'B97'F43' | 57·0 | 29·5 | Dutch<br>WB | Q.4Cy26½"38½"55 3/16"&80 1/16"–<br>55 1/16" 482NHP<br>Neptunwerft,Rostock | 32 · 6 |
| 35650<br><br>QCRT | **Witte Zee** SteelScSr<br>ssRot.No.1-19<br>Wireless 1Dk&Web frames | 465<br>409<br>56 | ✠100A1<br>For towing purposes<br>~~10,21~~ ~~1,21~~ 2,22<br>BS2,22<br>~~BS[illegible],21~~ ✠LMC4,18 | Rot | h | ~~1,20~~<br>10,21 | 1914<br>7mo<br>Lloyd | J.&K.Smit<br>Kinderdijk<br>'sA&CP | L.Smit&Co.'s<br>Sleepdienst,Ld. | 148·0<br>B54'F14'<br>BK7¾"<br>WB=FPT12t | 28·8 | 15·0 | Rottrdam<br>Dutch<br>5BHCem<br>APT26t | T.3Cy.18",28 1/16"&46"–30"(s)<br>170lb 160NHP<br>1SB,3cf,GS74,HS2400<br>Mach.fab.Kinderdijk | 15 · 9<br>s 1 · 11<br>14 · 10 |
| 35651<br>135784 | **Wivenhoe** SteelScDy<br>(Trawler)<br>1Dk | 100<br>99<br>42 | | | | | 1913 | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | WaveneySteam<br>DriftFishingCoLd.<br>(A.Gouldby, *Mgr.*) | 86·0 | 18·6 | 9·0 | Lowestoft<br>British | T.3Cy.9½",15"&22"–16"<br>Elliott& 25RHP<br>Garrood,Ld.Beccles | |
| 35652<br>218999<br>LWMK | **Wizard** WoodSc<br>1Dk | 188<br>—<br>127 | | | | | 1920 | J.H.Mathis<br>Co.<br>Camden,N.J. | UnitedStates<br>ShippingBoard | 94·2 | 24·6 | 13·0 | Phildlphia<br>Utd.States | C.2Cy.18"&38"–36"<br>61NHP | |
| 35653<br>381 | **Wladimir** SteelScSr<br>(exAleksisKivi,exIngå) | 115<br>—<br>58 | | | | | 1885 | W.Crich-<br>ton&Co.<br>Åbo | W.Gorst | 103·5 | 17·9 | 7·8 | Reval<br>Esthonian | C.2Cy.16"&28"–38"<br>37NHP | |
| 35654<br><br>NJWV | **Wladimir Sawin** SteelScSr<br>ssRot.No.3-2,11<br>ssBly.No.2-20<br>1Dk(Stl)&Webframes&<br>ptAwng dk(Stl)<br>Elec.light | 2068<br>1518<br>1268 | ✠100A1<br>ptAwng dk<br>withfreeboard<br>4,22 ~~1,21~~<br>✠LMC5,20<br>BS5,22 | NNs<br>Cpn | r | CL<br>5,20 | 1898<br>8mo | Craig,<br>Taylor&Co.<br>Stockton<br>A&CP | DetForenede<br>Damps.Selskab<br>WB=CellDBa88' | 271·0<br>P27'Q72'<br>ptAwng dk172' FK<br>uE&B32'f108'442t | 40·7 | 16·5 | Copnhagn<br>Danish<br>4BHCem<br>APT54t | T.3Cy.20",32½"&53"–36"(r)<br>160lb 182NHP<br>2SB,4cf,GS74,HS2920<br>SirC.Furness,Westgarth&Co.Ld.Middlesbro' | 18 · 9<br>s 7 · 9½<br>18 · 5 |
| 35655<br>98986<br>MHNL | **Wo Sang** SteelScSr<br>2Dks | 1783<br>1619<br>1127 | | | | | 1891 | Lon&Glas.<br>Co.(Lim.)<br>Glasgow | Indo-ChinaSteam<br>Nav.Co.Ld. | 260·0<br>B64' | 36·0 | 22·0 | London<br>British | T.3Cy.20",32"&52"–45"<br>181NHP<br>Lon.&Glas.Co.(Lim.),Gls. | |
| 35656<br><br>QOSG | **Wodan** IronPad<br>(Tug)<br>1Dk | 272<br>268<br>— | | | ... | | 1883 | L.Smit&<br>Son<br>Kinderdyk | LSmit&Co'sSleep-<br>dienst,Ld. | 131·7<br>FK | 23·8 | 13·0 | Rottrdam<br>Dutch | C.D.4Cy.18"&28½"–42"<br>NB05 HS2142 110NHP<br>DiepeveenLels&SmitKndk | |
| 35657 | — SteelSc<br>(Trawler)<br>1Dk | 216<br>191<br>82 | | | | | 1920 | SchffsbGes<br>"Unter-<br>weser" Lehe | Kohlenberg&Putz<br>Seefisch.A.-G. | 130·9<br>Q69'F12' | 22·6 | 9·2 | Gstemnde<br>German<br>WB | T.3Cy.12½",20½"&32½"–22½"<br>53NHP<br>OttensenerMaschf,Altona | |
| 35658<br>98127<br>LSVT | **Wodonga** SteelScSr<br>1Dk&Spardk(Stl-ws)<br>Elec.light Wireless &Webframes | 2341<br>1852<br>1478 | ✠<br>Spar dk<br>7,90 ✠ | Gls | t | | 1890<br>7mo | A&J.Inglis<br>Glasgow | Australas'nUnited<br>Stm.Nav.Co.Ld.<br>WB=CellDB228' | 310·2<br>P193'F44' 22·4<br>281t FK | 39·1 | 14·8 | Melbourne<br>British<br>5BHCem | T.3Cy.30",48"&74"–48"<br>2DB,12cf,GS220 379NHP<br>A.&J.Inglis,Glasgow | 25 · 0 |
| 35659<br><br>QCSH | **Woensdrecht** SteelScSr<br>*Now named* "Reynoldston," *See No. 39138 in Supplement*<br>ssRot.No.3-10,19<br>(exConstanceCatharina) 1Dk(Stl)<br>Well deck &deep framing | 1036<br>876<br>650 | ✠100A1<br>10,21 11,20<br>~~BS11,20~~ ✠LMC10,19<br>BS10,21 | Rot | o | CL<br>~~11,20~~<br>10,21 | 1907<br>1mo<br>Lloyd | Rotterdam<br>Droogd.Maat<br>Rotterdam<br>'sA&CP | N.V.Maats.<br>"Kustvaart"(Phs.<br>vanOmmeren *Mgr*)<br>CellDBa58'u | 230·0<br>Q100'B79'F24'<br>FK<br>E17'f102'343t FPT | 34·1 | 13·7 | Rottrdam<br>Dutch<br>4BHCem<br>40tAPT9t | T.3Cy.17½",28"&46"–36"(s)<br>160lb 146NHP<br>2SB,4cf,GS79,HS2468<br>RotterdamDroogd.Maats. | 16 · 0<br>s · 11<br>15 · 4 |
| 35660<br><br>MROQ | **Woerden** SteelSc3MstSr<br>Mchy.Aft 1Dk | 756<br>536<br>330 | | | | | 1917 | W.C.Boele<br>&Zonen<br>Slikkerveer | A/SWoerden<br>(HaakonPedersen<br>&E.Kristoffersen) | 181·3 | 28·2 | 12·2 | Tönsberg<br>Norwegian | T.3Cy.14 3/16",23 4/16"&38 6/16"–<br>26 6/16" 77NHP<br>Alblasserdam.Msch.Fab. | |
| 35661<br><br>OWCJ | **Woerth** WoodTwinScSr<br>(exC.-50)<br>Elec.light 1Dk | 1076<br>—<br>611 | | | | | 1919 | PacificCon-<br>strctionCoLd<br>Pt.Coquitlam<br>B.C. | FrenchGovern-<br>ment | 195·6 | 40·5 | 15·2 | Havre<br>French | C.4Cy.12"&24"–16"<br>38NHP<br>CanadianAllisChalmers<br>Ld.Toronto,Ont. | |
| 35662 | **Woge** SteelScLr<br>1Dk | 129<br>129<br>67 | | | | | 1903 | Bremer<br>Vulkan<br>Vegesack | Bremen-Vege-<br>sackerFischerei<br>Ges. | 89·3 | 21·4 | 9·8 | Vegesack<br>German | C.2Cy.9 1/16"&16 9/16"–12⅝"<br>8NHP<br>BremerVulkan,Vegesack | |
| 35663 | **Woglinde** SteelScLr<br>1Dk | 137<br>130<br>67 | | | | | 1908 | J.Frerichs<br>&Co.A.G.<br>Einswarden | "Visurgis"<br>Heringsfischerei,<br>Akt.Ges. | 90·9<br>Q14' | 21·4 | 9·8 | Nordnham<br>German | C.2Cy.9 1/16"&16 17/32"–12 13/32"<br>J.Frerichs 8NHP<br>&Co.A.G.Osterholz | |
| 35664<br><br>RWCV | **Woitto** WoodScSr | 138<br>130<br>121 | | | | | 1899 | ...............<br>Säkkijärvi | S.Junnola | 97·4 | 23·4 | 8·9 | Wiborg<br>Finnish | | |
| 35665<br>119881<br>HDFR | **Woldingham** SteelScSr<br>ssShl.No.3-3,19<br>(exCameron) Spar dk(ptIrn&ptStl)<br>Wireless 2trB&deep framing | 3044<br>2831<br>1929 | ✠100A1<br>Spar dk<br>withfreeboard<br>12,20<br>BS7,20 ✠LMC3,19 | Bry | u | CL<br>~~12,20~~<br>1,22 | 1905<br>8mo<br>Lloyd | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool<br>'sA&CP | GlynnShippingCo<br>Ld. ([illegible] Kite<br>*Mgr.*)<br>CellDBa106'uE | 325·2<br>P33'B100'F32' 22·6<br>FK<br>24'f138' 654t FPT | 47·1 | 13·7 | London<br>British<br>5BHCem<br>100tAPT42t | T.3Cy.24",38"&64"–42" (s)<br>160lb 100lb 275NHP<br>2SB,6cf,GS100,HS4264<br>Richardsons,Westgarth&Co.Ld.Hpl. | 24 · 10<br>s 4 · 2<br>21 · 0 |
| 35666 | **Wolf** SteelScLr<br>1Dk | 137<br>130<br>67 | | | | | 1908 | Bremer<br>Vulkan<br>Vegesack | Hochseefischerei<br>Bremerhaven,<br>Akt.Ges. | 90·9<br>Q21' | 21·4 | 9·8 | Brmrhavn<br>German | C.2Cy.9 1/16"&16 17/32"–12 13/32"<br>9NHP<br>BremerVulkan,Vegesack | |
| 35667<br>119332 | **Wolfhound** SteelSc<br>ssNpt.No.3-9,16<br>ssNpt.No.1-20<br>1Dk | 80<br>80<br>19 | ✠100A–<br>For Towing purposes<br>4,20<br>BS5,21 ✠LMC4,20 | Npt | | 4,20 | 1904<br>3mo | Willough-<br>byBros.Ld<br>Plymouth | Alexandra(New-<br>port&S.Wales)<br>Dks.&Ry.Co.(J.H.<br>Vickery, *Mgr.*) | 80·4<br>BK6"<br>WB=DBf7'5t | 16·6 | 9·5 | NewptMon<br>British<br>4BHCem<br>DTa12'7t | C.2Cy.14½"&30"–20" (s)<br>120lb 50RHP<br>1SB,2pf,GS29,HS815<br>WilloughbyBros.Ld.Ply. | 10 · 0<br>s 1 · 4<br>9 · 5 |
| 35668<br>143079<br>JWMP | **Wolfsburg** SteelSc<br>Elec.light Sub.Sig.<br>Wireless<br>*Now named* "Baron Lovat," *see Supplement* | 6185<br>5686<br>3815 | | | | | 1915 | J.C.Teck-<br>lenborgA.G.<br>Geestemunde | H.Hogarth&Sons | 470·5 | 62·0 | 25·3 | London<br>British<br>WB | T.3Cy.31½",49½"&82 1/16"–55"<br>508NHP<br>J.C.TecklenborgA.G.Gst. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35669<br>JQGD | **Wolfshall** IronScSr<br>(exÖstersjöen) 1Dk | 220<br>157<br>115 | | | | | 1871 | Göteborgs M.V.Aktieb<br>Gothenburg | A/SCsardas (J.Cappelen, Mgr.) | 112·2<br>Q17tB40tF5t | 21·0 | 10·8 | Trndhjem<br>Norwegian<br>WB | C.2Cy.11½″&26″–18″<br>NB07 24NHP<br>GöteborgsM.V.Aktieb Got | | |
| 35670<br>~~RGBN~~ | **Wolga** IronScSr<br>~~Renamed~~ "DirektorStolz." See No. 37073 in Supplement<br>Elec.light 1Dk&Spardk3trB | 1098<br>1080<br>692 | | | | | 1882 | Rostocker Act.Ges.<br>Rostock | NordischeHandels GesellschaftHachfeldFischer G.m.b.H. | 219·6 | 29·2 | 21·3 | ~~London~~<br>~~British~~<br>German WB | C.2Cy.27½″&51¼″–31½″<br>NB96 123NHP<br>RostockerA.G.,Rostock | | |
| 35671 | **Wolgast** SteelSc<br>(exDüsseldorf)<br>Mchy.Aft 1Dk | 489<br>439<br>241 | | | | | 1898 | J.H.N. Wichhorst<br>Hamburg | Pommerscher Industrie-Verein aufAkt. | 151·4<br>B8′ | 25·5 | 13·2 | Stettin<br>German | C.2Cy.13⅜″&24¾″–15¾″<br>20NHP<br>OttensenerMaschf.Altona | | |
| 35672<br>MSBN | **Wolja** WoodAuxScSr<br>OilEng.<br>(exSailingVessel) 1Dk<br>(See Sailing Ship Register) | 160<br>147<br>112 | | | | | 1885 | ……………<br>Suneskipasal | A/S JohanC. Martens&Co. | 94·7 | 23·9 | 10·8 | Tromsö<br>Norwegian | Oil Engine 2Cy.<br>J&CG.BolindersCoLdSkm | | |
| 35673<br>144029<br>KDMH | **Wollaton** SteelSc<br>1Dk | 490<br>373<br>256 | | | | | 1919 | J.Ruytenberg<br>Raamsdonksveer | W.C.Bradley& Sons | 158·0 | 25·0 | 11·0 | Hull<br>British<br>WB | T.3Cy.13½″,21⅓″&33⅓″–19⅒″<br>51RHP<br>"DeKlop,"Sliedrecht | | C |
| 35674 | **Wollin** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 220<br>208<br>84 | | | | | 1917 | Nüscke& Co.A.G.<br>Stettin | Gemeinnützige Hochseefisch.Ges. "Gross-Berlin" | 119·9<br>F17′ | 24·2 | 9·3 | Kiel<br>German<br>WB | T.3Cy.13⅗″,20½″&32¼″–22″<br>49NHP<br>StettinerOderwerke,Stn. | | |
| 35675<br>HTMV | **Wollongbar** SteelTwinScSr<br>Stranded5,21<br>Elec.light Ref.Mchy. 2Dks | 2005<br>1744<br>811 | | | | | 1911 | AilsaS.B. Co.Ld.<br>Troon | NorthCoastS.N.Co Ld. | 285·5<br>F40′ | 40·2 | 23·8 | SydnyNSW<br>British<br>WB | T.4Cy.22″,35″&(2)40½″–30″<br>180NHP<br>AilsaS.B.Co.Ld.Troon | | C |
| 35676 | **Wollowra** SteelScSr<br>(exSilvioSpaventa)<br>Elec.light 1Dk&Spardk3trB | 2631<br>2382<br>1678 | | | … | | 1891 | Palmers' Co.Ld.<br>Newcastle | ChanPanChee | 323·0<br>P37′B85′F33′ | 40·3 | 17·2<br>25·1<br>BK10″ | Shanghai<br>Chinese<br>WB | T.3Cy.28″,45″&74″–48″<br>433NHP<br>Palmers'Co.Ld.Newcastle | 27 ″ 6 | |
| 35677<br>114529 | **Wolseley** SteelScK<br>(Trawler)<br>1Dk | 159<br>148<br>61 | | | … | | 1903 | JTEltringham&Co.<br>S.Shields | A.Walker | 105·2 | 20·6 | 11·3<br>BK7½″ | Aberdeen<br>British | T.3Cy.11″,18″&32″–22″<br>55RHP<br>ShieldsEng.Co.Ld.N.Shl. | 11″10 | |
| 35678 | **Wolsum** SteelSc<br>For full particulars See No. 39934 in Supplement<br>Elec.light Wireless | 3699<br>3346<br>2226 | 100A1<br>(ClassContemplated) | | | | 1921 | A.Vuyk& Zonen<br>Capelle a/d Ysel | Stoomv.Maats. "Oostzee" | 360·0<br>P42′B229′F27′ | 48·0 | 25·3 | Amstrdam<br>Dutch | 2 Steam Turbines<br>Maats.deSchelde,Flushing | 25 ″ 3<br>s 3 ″ 5½<br>22 ″ 2 | |
| 35679<br>220952<br>MCGR | **Wolverine State** SteelTwinSc<br>Sub.Sig. 5TwinMsts<br>Elec.light Fitted for oil fuel 3Dks<br>Ref.Mchy. Wireless Cruiser Stern | 10533<br>—<br>6195 | | | | | 1920 | NewYork S.B.Corp.<br>Camden,N.J. | UnitedStates ShippingBoard | 502·1<br>P23′B177′F40′ | 62·2 | 28·3 | S.Frncisco<br>Utd.States<br>WB | T.8Cy.(2)24″(2)40½″&(4)54″–45″<br>782NHP<br>NewYorkSBCrp.Cmdn,NJ | | R |
| 35680<br>136172<br>JDSN | **Wolverton** SteelScSr<br>ssBrs.No.1-19<br>Elec.light Wireless 1Dk(Stl) | 3868<br>3687<br>2445 | ✠100A1<br>7,20<br>~~BS7,20~~ BS9,21 ✠LMC4,19 | Shl | x | CL<br>4,19 | 1914<br>1mo<br>Lloyd'sA&CP | SirRaylton Dixon&CoLd<br>Middlesbro' | WolvertonShippingCo.Ld (Regie ShippingCoLd Mgrs)<br>WB=CellDBa f155′1015t | 360·4<br>P22′B221′F46′<br>120′uE&B39′<br>DTf21′ 750t FPT | 52·3 | 23·9<br>FK | Newcastle<br>British<br>7BHCem<br>55tAPT65t | T.3Cy.25″,40″&67″–45″ (s)<br>180lb 332NHP<br>3SB,9pf,GS174,HS5182<br>G.Clark,Ld.Sunderland | 26 ″ 5<br>s 3 ″ 8½<br>23 ″ 0 | |
| 35681<br>218366<br>LRGW | **Wonahbe** WoodScSr<br>Elec.light 1Dk2trB<br>Wireless | 2531<br>2035<br>1496 | | | | | 1920 | G.F.RodgersS.B.Co.<br>Astoria,Or. | UnitedStates ShippingBoard | 266·8<br>P38′B63′F29′ | 46·1 | 23·8 | Astoria,Or.<br>Utd.States | T.3Cy.19″,32″&56″–36″<br>188NHP<br>NordbergEngineCo. Milwaukee,Wis. | | |
| 35682<br>~~105074~~ | **Wong Koi** SteelScSr<br>2Dks | 1825<br>1640<br>1144 | | | | | 1896 | Fairfield Co.(Lim.)<br>Glasgow | ~~TheShippingController (BritishIndiaStm.Nav.Co. Ld.Mgrs.)~~ YakeeCo. | 289·0 | 37·8 | 21·6 | ~~Singapore~~<br>~~British~~<br>Chinese WB | T.3Cy.22″,36″&57″–42″<br>210NHP<br>FairfieldCo.(Lim.),Gls. | | |
| 35683<br>120464<br>HBKR | **Wonganella** SteelScSr<br>ssMel.No.3-9,17<br>(exWongaFell) 1Dk(Stl)&Spardk(Stl)<br>Elec.light &deep framing | 3998<br>3751<br>2583 | ✠100A1<br>Spar dk<br>5,21 ~~10,20~~<br>~~BS3,20~~ ✠LMC~~4,16~~ 4,21 | Mel<br>Syd | x | CL<br>~~1,19~~<br>~~5,21~~<br>1,22 | 1904<br>10mo<br>Lloyd'sA&CP | SirJ.Laing &Sons,Ld.<br>Sunderland<br>WB | W.Crosby&Co.<br>= Cell DBa 112′ u | 360·0<br>P31′B114′F37′<br>E&B42′f150′ 785t | 48·5 | 18·4<br>26·4<br>FK | ~~Melbourne~~ CapeTown<br>British<br>6BHCem<br>APT159t | T.3Cy.25″,42″&68″–48″ (s)<br>180lb 90lb 361NHP<br>2SB,8cf,GS168,HS5728<br>G.Clark,Ld.Sunderland | 29 ″ 0<br>s 5 ″ 7<br>23 ″ 10 | |
| 35684<br>131561 | **Woniora** SteelScSr<br>ssSyd No.2-22 ~~ssSyd.No.1-17~~<br>Well deck 1Dk(ptIrn&ptStl)<br>Elec.light Mchy.Aft<br>Cargo battens not fitted | 820<br>588<br>362 | ✠100A1<br>1,22 ~~1,21~~<br>~~BS1,21~~ ✠LMC~~5,17~~ 1,22 | Syd | k | CL<br>~~7,18~~<br>7,21 | 1913<br>6mo<br>Lloyd'sA&CP | Hall,Russell&Co.Ld.<br>Aberdeen | BellambiCoalCo. Ld.<br>WB=CellDB | 195·0<br>Q110′B9′F34′<br>uE28′f108′187t FP | 30·3 | 12·6<br>FK | SydnyNSW<br>British<br>4BHCem<br>T70tAPT8t | T.3Cy.16″,26″&43″–33″ (r)<br>180lb 140NHP<br>2SB,4cf,GS77,HS2506<br>Hall,Russell&Co.Ld.Abn. | 14 ″ 6<br>s ″ 9½<br>1 ″ 0 | |
| 35685<br>10566<br>LOBF | **Woo-Ling Maru** SteelTwinSc<br>1Dk | 1298<br>—<br>715 | | | | | 1906 | Kawasaki DckyrdCoLd<br>Kobe | NisshinKisen KabushikiKaisha | 228·8<br>F31 | 39·5 | 9·6 | Tokio<br>Japanese | T.6Cy.12½″,20″&33″–18″<br>92NHP<br>KawasakiDockyardCo.Ld. | | |
| 35686<br>141930<br>KOTM | **Woodarra** SteelTwinSc<br>Elec.light 2Dks(Stl)&Shelterdk(Stl)<br>Ref.Mchy Cruiser Stern<br>Wireless | 7946<br>7998 7599<br>~~4857~~<br>~~4837~~ | ✠100A1<br>Shelter dk withfreeboard<br>~~9,21~~ ~~3,21~~ 2,22<br>✠LMC11,19<br>✠Lloyd'sRMC~~3,21~~ ~~10,21~~ 2,22 | Lon | c† | CL<br>PN3,21 | 1919<br>11mo<br>Lloyd'sA&CP | Barclay, Curle&Co.Ld<br>Glasgow | BritishIndiaStm. Nav.Co.Ld.<br>CellDB | 449·5<br>P31′F43′onShelter dk<br>386′ 1275t FPT125t | 58·2 | 37·1<br>FK | Glasgow<br>British<br>Cem<br>8BHtoSh dk<br>APT80t | T.6Cy.26½″,44″&73″–48″ (s)<br>200lb 1162NHP<br>2D&2SB,24cf,GS440, FD<br>HS17604<br>BarclayCurle&Co.Ld.Gls. | 40 ″ 0<br>s 11 ″ 1½<br>29 ″ 3 | |
| 35687<br>110365<br>SGCR | **Woodburn** SteelScSr<br>ssCff.No.3-10,13<br>Wireless ssFal.No.1-18<br>1Dk(Irn)&deep framing<br>Cargo battens not fitted | 2360<br>2184<br>1488 | ✠100A1<br>5,21 ~~11,20~~<br>~~BS12,19~~ ✠LMC~~5,18~~<br>BS1,21 MS6,21 | Rot<br>Shl | t | ~~N3,20~~<br>6,21 | 1900<br>11mo<br>A&CP | BlythS.B. Co.Ld.<br>Blyth<br>W | S.Gallagher&Co. ~~J.H.Godfrey, A.R.Holt& M.Marshall~~<br>B = Cell DBa 120′ | 302·9<br>P25′B78′F34′<br>uE&B16′ f120′ 690t | 43·2 | 19·9<br>FK | Newcastle<br>British<br>5BHCem<br>APT116t | T.3Cy.22½″,37″&61″–39″ (s)<br>180lb 105lb 257NHP<br>2SB,6cf,GS88,HS4015<br>T.Richardsn&Sns.Ld.Hpl. | 22 ″ 4<br>s 3 ″ 5½<br>19 ″ 3 | |
| 35688<br>124662 | — SteelScSr<br>ssBel.No.3-7,19<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 194<br>133<br>72 | ✠100A1<br>11,20<br>~~BS11,20~~ ✠LMC7,19<br>BS2,22 | Bel | b | CL<br>7,19 | 1907<br>1mo<br>Lloyd'sA&CP | AilsaS.B. Co.Ld.<br>Ayr | JohnKellyLd. (S.Kelly, Mgr.) | 111·2<br>Q35′B7′F21′<br>len12 | 19·7 | 8·3<br>BK6″<br>WB= | Belfast<br>British<br>3BHCem<br>FPT27t | C.2Cy.12″&26″–18″ (e)<br>130lb 27RHP<br>1SB,2pf,GS25,HS783<br>AilsaS.B.Co.Ld.Troon | 9 ″ 0<br>s ″ 9<br>8 ″ 10 | |
| 35689<br>124351 | **Woodbury** SteelScK<br>ssGms.No.3-6,19<br>(exAdrian,exGrimsby, 1Dk<br>exHercules) | 238<br>208<br>91 | ✠100A1<br>StmTrawler<br>~~10,20~~ 12,21<br>~~BS10,20~~ ✠LMC6,19<br>~~BS12,21~~ | Gms | | CL<br>~~6,19~~<br>12,21 | 1906<br>Lloyd'sA&CP | Cochrane &Sons<br>Selby | WoodburyStm. FishingCo.Ld. (H.A.Jeffries, Mgr.) | 120·0<br>Q72′F20′ | 22·0 | 11·4<br>BK7½″ | Grimsby<br>British | T3Cy12½″,21½″&35″–24″ (s)<br>180lb 70RHP<br>1SB,2cf,GS33,HS1120<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 3 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35690<br>123700<br>HJQQ | **Woodcock** **SteelScSr**<br>ssLon.No.3–12,20<br>*Elec.light* Wireless 2*Dks*(*UptStl*)&<br>*Shelter dk*(*ptStl*) | 1673<br>1086<br>744 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>1,22 ~~12,20~~<br>✠LMC12,20<br>BS11,21 | Lon | *r* | CL<br>12,20 | 1906<br>9mo<br>*Lloyd* | Gourlay<br>Bros.&Co.<br>(Dundee)Ld.<br>Dundee<br>'*sA&CP* *WB* | GeneralStm.Nav.<br>Co.Ld.<br>=*Cell DBa* 36' *uE* | 260·0<br>B104'<br>BK8"<br>&*B*54'*f*108'262*tFP* | 39·1 | 16·1 | London<br>British<br>5*BHCem*<br>*T*17*tAPT*9*t* | T.3Cy.26",41½"&67"–45" (*s*)<br>170lb *170lb* 430NHP<br>2SB,*8cf*,GS154,HS6530<br>GourlayBros.&Co.<br>(Dundee)Ld.Dun. | 18<br>s 2<br>16 |
| 35691<br>121346<br>HGSQ | —<br>(*ex*Woodnut,*ex* Woodcock) **SteelScSr**<br>ssMil.No.3–5,20<br>2*Dks*(*UStl*–ws)<br>*Elec.light* Wireless | 1470<br>1044<br>629 | ✠100A1<br>4,21<br>BS4,21 ✠LMC5,20 | Gls | *q* | CL<br>5,20 | 1906<br>6mo<br>*Lloyd* | J.Brown&<br>Co.Ld.<br>Clydebank<br>'*sA&CP* | G.&J.Burns,Ld. | 270·4<br>P75'B103'F44'<br>BK8"<br>*WB*=*DTa*10' | 36·1 | 16·6 | Glasgow<br>British<br>5*BHCem*<br>24*tFPT*30*t* | T.3Cy.29",48"&76"–45" (*s*)<br>175lb *70lb* 460NHP<br>2DB,*12cf*,GS264,HS7720<br>J.Brown&Co.Ld.Clydebnk | 17<br>s 2<br>16 |
| 35692<br>93296<br>KHFN | — **IronScSr**<br>ssAdn.2ndNo.3–8,10<br>*Mchy.Aft* ssAdn.No.1–14<br>1*Dk*&*Shade dk* | 251<br>217<br>91 | ✠<br>8,17<br>*withfreeboard*<br>✠ | Adn | *f* | | 1886<br>6mo | Cmpbltwn.<br>ShipbldngCo.<br>Campbeltwn | CowasjeeDinshaw<br>&Bros. | 150·0<br>P22*t*<br>BK7½"<br>*WB*=*FPT* | 23·1 | 10·1 | Glasgow<br>British<br>3*BHCem*<br>28*tAPT*10*t* | C.2Cy.22"&42"–30"<br>80RHP<br>1SB,*3pf*,GS60,HS1344<br>Muir&Houston,Glasgow | 11 |
| 35693 | **Woodey No. 2** **SteelScSr**<br>*Elec.light* 1*Dk* | 415<br>361<br>237 | | | | | 1903 | Akt.Sand-<br>viknsSkepps.<br>ochMek.Verk<br>Helsingfors | RussianGovern-<br>ment | 136·7 | 27·0 | 13·6 | Russian<br>*WB* | C.2Cy.16½"&33"–19¾"<br>40NHP<br>Aktieb.Sandvikens<br>Skeppsdocka ochM.V. | |
| 35694<br>139194<br>JNTR | **Woodfield** **SteelScSr**<br>ssBlyNo.1-21<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 4300<br>4072<br>2681 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>9,21 ~~1,21~~<br>✠LMC[illegible]17<br>9,21 | Npt<br>Bly | *y* | CL<br>~~12,18~~<br>9,21 | 1917<br>2mo<br>*Lloyd* | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>'*sA&CP* | WoodfieldS.S.Co.<br>Ld.(Woods,Tylor<br>&Brown,*Mgrs.*) | 400·0<br>F37'*onShelter dk*<br>FK<br>*CellDB*351'1300*t* | 53·0 | 24·3 | London<br>British<br>6*BHCem*<br>*APT*110*t* | T.3Cy.27",45"&74"–48" (*s*)<br>180lb *100lb* 465NHP<br>3SB,*9cf*,GS186,HS7906<br>Blair&Co.Ld.Stockton | 26<br>s 3<br>24 |
| 35695<br>217937<br>LQVD | **Woodman** **WoodScSr**<br>Wireless 1*Dk* | 358<br>—<br>198 | | | | | 1919 | M.M.Davis<br>&Sons,Inc.<br>SolomonsMd. | CahillTowing<br>LineInc. | 126·0 | 29·9 | 13·7 | NewYork<br>Utd.States | T.3Cy.18",28"&45"–30"<br>111NHP<br>BayStateIronWorks | |
| 35696<br>218461<br>LRVT | **Woodmansie** **SteelSc**<br>Sub.Sig. *Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*nd trB in fore*&<br>Wireless *after holds*&*Webframes* | 3545<br>3005<br>2174 | | | ... | | 1919 | Submarine<br>BoatCorp.<br>Newark,N.J. | UnitedStates<br>ShippingBoard | 324·0<br>P30'B90'F35'<br>FK | 46·2 | 25·0 | NewarkNJ<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 28 |
| 35697<br>118019 | **Woodside** **SteelTwinSc**<br>*Elec.light* 1*Dk*(*ptStl*–teaks) | 445<br>445<br>125 | ✠<br>*Ferrypurpose*<br>6,07<br>✠ | Liv<br>*sRiver* | *Mersey* | | 1903<br>6mo | London-<br>derryS.B.&<br>E.Co.Ld.<br>Londonderry | MunicipalCorpor-<br>ation of Birkenh'd | 150·0<br>*Promenade dk*134'<br>FK<br>*WB*=*DTa*10'39*t* | 41·0 | 10·9 | Liverpool<br>British<br>6*BHAsp*<br>*DTf*12'53*t* | T.8Cy.(2)15",(2)23"&(4)28"<br>–18" 183NHP<br>2SB,*6rf*,GS104,HS3433<br>Cen.Mar.Eng.Wrks.WHpl | 11 |
| 35698<br>102028<br>MVQJ | **Woodville** **SteelScSr**<br>ssBkn.2ndNo.3–7,20<br>1*Dk*(*ptStlptIrn*)2*trB*<br>Wireless &*ptAwng dk*(*Irn*) | 2505<br>1871<br>1569 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>~~2,11 7,20~~ 9,21<br>BS9,21<br>✠LMC7,20 | Bkn<br>~~Liv~~Bry | *s* | CL<br>7,20 | 1892<br>11mo | JReadhead<br>&Sons<br>S.Shields<br>A&CP | Southern Whaling<br>&SealingCo.Ld.<br>(N.C.Watt,*Mgr.*) | 299·0<br>P29'Q86'B122'<br>F34' RFD28' FK<br>*WB*=*CellDB*256' | 40·8 | 18·6 | N.Shields<br>British<br>5*BHCem*<br>547*tAPT*46*t* | T3Cy.23",37½"&61½"–39"(*r*)<br>160lb *80lb* NDB06 232NHP<br>2SB,*4rf*,*2cf*,GS107,HS3421<br>J.Readhead&Sons,S.Shl. | 21<br>s7<br>20 |
| 35699<br>122727 | **Wookata** **SteelScSr**<br>*Well deck* *Ref.Mchy.* *Elec.light* 1*Dk* | ~~648~~<br>675 409<br>344~~344~~ | | | ... | | 1909 | Mackie&<br>Thomson,Ld<br>Glasgow | CoastSteamships,<br>Ld.(Incorp.) | 180·3<br>Q79'B32'F26'<br>FK&BK1¼" | 29·0 | 9·7 | P.Adelaide<br>British<br>*WB* | T.3Cy.15",25"&40"–27"<br>64RHP<br>Muir&Houston,Ld.Gls. | 12 |
| 35700<br>189635 | **Woolacombe** **SteelSc**<br>(*ex*Lorient) *Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 641<br>455<br>359 | ✠100A1<br>8,21<br>✠NB4,19 ✠LMC4,19 | Cff | *j* | CL<br>N4,19 | 1919<br>4mo<br>*Lloyd* | Dibles,<br>Ld.<br>Southampton<br>'*sA&CP* | DevonShipping<br>Co.Ld.(B.C.Ridd,<br>*Mgr.*)<br>*CellD* | 178·0<br>Q102'B11'F21'<br>FK<br>*Bf*112'196*tFPT*75*t* | 29·0 | 11·1 | London<br>~~Cardiff~~<br>British<br>3*BHptCem*<br>*APT*26*t* | T.3Cy.13",19½"&33"–24" (*s*)<br>160lb 76NHP<br>E*made*91,*refitted*19<br>2SB,*4pf*,GS60,HS1476<br>J.Penn&Sons,Ld.London | 13<br>s 3<br>12 |
| 35701<br>133564<br>JHDS | **Woolgar** **SteelScSr**<br>ssMel.No.1–19<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | 3051<br>2737<br>1820 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,22 ~~2,21~~<br>✠LMC~~2,21~~<br>3,22 | Mel | *w* | CL<br>2,20 | 1914<br>11mo<br>*Lloyd* | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld.Newcastle<br>'*sA&CP* | MelbourneS.S.Co.<br>Ld.<br>*WB*=*Cell*<br>*DBa*114'*uE*& | 350·0<br>FK<br>*B*41'*f*153'934*t FPT* | 47·0 | 21·0 | Melbourne<br>British<br>6*BHCem*<br>84*tAPT*27*t* | T.3Cy.23½",39"&65"–45" (*s*)<br>180lb *180lb* 385NHP<br>2SB,*8cf*,GS144,HS5606 FD<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 24<br>s 2<br>22 |
| 35702<br>144427 | **Woolston** **SteelScSr**<br>(*ex*Gladstone)<br>*Mchy.Aft* 1*Dk* | 198<br>153<br>103 | | | | | 1901 | C.A.Lun-<br>dahl<br>Gothenburg | S.Instone&Co.Ld. | 100·0<br>P26'H11*t*F11' | 22·2 | 9·6 | London<br>British | C.2Cy.9½"&21"–13½"<br>14NHP<br>WilhelmsbergsM.V.Got. | |
| 35703 | **Woolwich** **SteelTwinScSr**<br>*Elec.light* 2*Dks*(*Stl*-*U* teaks) | 2462<br>—<br>1674 | ✠<br>12,13<br>✠ | Gls | *t* | | 1913<br>3mo | Lon.&Gls.<br>Co.Ld.<br>Glasgow | TheAdmiralty<br>*WB*=*Cell* | 320·0<br>P90'F104'<br>FK<br>*DBa* 72' *uE*&*B* 78' | 40·0 | 18·7 | British<br>11*BHptCem*<br>*f*74'344*t* | T.6Cy.18",26½"&42"–27"<br>400NHP<br>4SB,*12cf*,GS234,HS7480 FD<br>London&Glas.Co.Ld.Gls. | 21 |
| 35704<br>98188 | — **SteelPad** | 129<br>107<br>81 | | | | | 1890 | ThamesIW<br>&S.B.Co.,Ld<br>London | LeithSalvage&<br>TowageCo.Ld.<br>(J.Little&Co.Ld.<br>*Mgrs.*) | 100·0<br>H40*t* | 26·0 | 8·0 | Leith<br>British | O.2Cy.25"-30"<br>40RHP<br>T.A.Young&Son,London | |
| 35705<br>98936<br>MDSL | **Woolwich Belle** **SteelPadSk**<br>1*Dk* | 332<br>250<br>143 | | | | | 1891 | W.Denny<br>&Bros.<br>Dumbarton | ~~CoastDevelopment Corporation,Ld.~~<br>ChannelExcursion<br>Steamers,Ld. | 200·0<br>*Promenade dk*96' | 24·1 | 7·6 | London<br>British | O.D.2Cy.24"&42"–54"<br>108NHP<br>Denny&Co.,Dumbarton | |
| 35706<br>146200<br>KLHD | **Woonda** **SteelScSr**<br>ssPly.No.3–12,21<br>*Elec.light* 1*Dk*(*Stl*-teaks) ~~1*Dk*(*Stl*)~~ | ~~305~~<br>309 265<br>~~8~~ | ✠100A1<br>*For towing purposes*<br>~~11,18~~<br>12,21<br>✠LMC11,21 | Npt<br>Ply | | CL<br>11,21 | 1915<br>6mo | J.P.Ren-<br>noldson&Sns<br>Ld.S.Shields | AdelaideStm.Tug<br>Co.Ld | 125·3<br>BK7"<br>*WB*=*FPT* | 25·2 | 13·1 | P.Adelaide<br>~~London~~<br>British<br>4*BHCem*<br>10*tAPT*29*t* | T.3Cy.17½",30"&48"–30" (*s*)<br>180lb 182NHP<br>2SB,*6cf*,GS100,HS3438<br>JPRennldsn&Sns,Ld.SShl | 14 |
| 35707<br>215832<br>LJHS | **Woonsocket** **SteelScSr**<br>(*ex*RhodeIsland) 1*Dk*(*Stl*)&*Shelter*<br>*Elec.light* *dk*(*Stl*)&*Webframes*<br>Wireless Sub.Sig. *Longitudinalframing* | 5937<br>5652<br>3699 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,20<br>✠LMC11,17<br>*Fitted for oil* | Bal<br>*fuel* 1 | *z*<br>1,1 | CL<br>N5,20<br>7 *F.P.* | 1917<br>11mo<br>*above* | TheTexas<br>Co.<br>Bath,Maine<br>A&CP<br>150°F. | UnitedStates<br>ShippingBoard<br>*CellD B*343'1114*t* | 402·0<br>P34'B120'F39'<br>*onShelter dk* FK<br>*DTa*32'1075*t FPT* | 54·2 | 30·6 | NewYork<br>Utd.States<br>6*BHCem*<br>108*tAPT*63*t* | T.3Cy.26½",44&74"–51" (*s*)<br>190lb 555NHP<br>3SB,*9cf*,HS8118 FD<br>H.G.TroutCo,BuffaloN.Y. | 33<br>s 7<br>26 |
| 35708<br>142213<br>THNG | **Woosung** **SteelTwinSc**<br>*Elec.light* 2*Dks* | 3426<br>2740<br>2119 | | | | | 1918 | Taikoo<br>D.&E.Co.of<br>H.Kg.Ld.<br>Hong Kong | ChinaNav.Co.Ld. | 320·0 | 46·2 | 22·3 | HongKong<br>British<br>*WB* | T.6Cy.14½",24"&39½"–30"<br>171NHP<br>TaikooD.&E.Co.ofH.Kg.<br>Ld.Hong Kong | |
| 35709<br>112500<br>WDGH | **Wootton** **WoodScK**<br>1*Dk* | 151<br>132<br>90 | | | | | 1900 | H.Miles<br>CapeHawke,<br>N.S.W. | KaiapoiShipping&<br>TradingCo.Ld. | 109·0 | 24·0 | 7·4 | LyttltnNZ<br>British | O.2Cy.12"&24"–16"<br>33RHP<br>Chapman&Co.SydnyNSW | |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | Registers in which classed, if not in L.R. Dateof B.ofTrade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35710<br>218232<br>LRKT | **Worcester** SteelSc<br>*Elec.light* *Fitted for oil fuel*<br>Sub.Sig. *2Dks&Web frames*<br>Wireless *Longitudinal framing* | 6213<br>5220<br>3872 | | | ... | | 1919 | Groton<br>IronWorks<br>Groton,Conn. | UnitedStates<br>ShippingBoard | 409·6<br>P41'B121'F43'<br>FK | 54·4 | 27·4 | N.London<br>Utd.States<br>*WB* | 1Geared Steam Turbine<br>730NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 30 ″ 0 | R |
| 35711<br>143114<br>JWSD | **Wordsworth** SteelSc<br>*ss*Npt.No.3-3,21<br>(*ex*Elbe,*ex*Orissa) *2Dks(Stl)&deep*<br>*Elec.light* Wireless *framing* | 3703<br>3471<br>2244 | ✠100A1<br>~~10,213,21~~ 4,22<br>✠LMC3,21<br>BS4,22 | Npt<br>~~Cff~~ Ant | *w* | CL<br>3,21 | 1905<br>10mo<br>*Lloyd* | W.Dobson<br>&Co.<br>Newcastle<br>*'sA&CP* | ShakespearShippingCo.Ld(Glover<br>Bros.*Mgrs.*)<br>*CellDBa* | 354·8<br>P41'B110'F37'<br>FK<br>*114'uE&B46' f 150'* | 48·1 | 26·0 | London<br>British<br>*6BHCem*<br>*720tAPT54t* | T.3Cy.24½",40"&67"-45" (*s*)<br>180lb 361NHP<br>3SB,*9cf*,GS122,HS4830 FD<br>N.E.MarineEng.CoLdNwc | 28 ″ 5 | |
| 35712<br>143101<br>JWRH | **Woron** SteelScSr<br>(*ex*Naimes)<br>*Elec.light* Wireless *2Dks* | 5332<br>4990<br>3381 | *For full particulars See No. 39937 in Supplement* | | | | 1907 | Bremer<br>Vulkan<br>Vegesack | OrnisS.S.Co.Ld.<br>(GloverBros.*Mgs.*) | 419·8<br>B&P266'F52' | 54·5 | 27·9 | London<br>British<br>*WB* | Q.4Cy.24",34⅝",50"&72 13/16"-<br>53⅛" 386NHP<br>BremerVulkan,Vegesack | 30 ″ 8<br>s 5 ″ 6½<br>25 ″ 6 | |
| 35713<br>131971<br>HSJL | **Worrynot** WoodAuxScK<br>(*OilEng.not classed*)<br>9&12yrsMat. GIB *1Dk*<br>(*See Sailing Ship Register*) | 121<br>110<br>76 | Cont.7A1<br>*from*8,20<br>✠11,20Sou. | Sou | 10 | | 1910<br>8mo<br>*Lloyd* | J.&W.B.<br>Harvey<br>Littlehamptn<br>*'sA&CP* | Wynnfield<br>ShippingCo.Ld.<br>(J.W.Eason,*Mgr.*) | 95·4 | 23·2 | 8·1 | Little-hampton<br>British | Oil Engines 2S.C.SA<br>2Cy.13 3/16"-13¾" 26NHP<br>NE20<br>Plenty&Son,Ld.Newbury | 8 ″ 5<br>s 1 ″ 0 | |
| 35714<br>~~93694~~<br>~~KHQR~~<br>~~93694~~ | **Worsley Hall** SteelScSr<br>*ss*Shl.2ndNo.3-10,12<br>Wireless *ss*Bom.No.1-18<br>*2Dks(1Stl&1ptStlptIrn)3trB* | 3489<br>3195<br>2238 | ✠~~100A1~~<br>2,22 ~~8,20~~<br>~~BS3,20~~ ✠~~LMC3,18~~ | Gls | *v* | OL<br>~~3,18~~<br>6,21 | 1886<br>8mo | Palmers'<br>Co.(Lim.)<br>Newcastle<br>A&CP | ~~HydraSteamship Ld.(G.M.Chrussachi,*Mgr.*)~~<br>*WB=2MT* | 330·0<br>P92'F47'<br>BK11"<br>*s22'623t&22'331tD* | 43·5 | 29·0 | Greek<br>*5BHCem*<br>*Ta22'331t* | T.3Cy.26½",44"&71"-48" (*s*)<br>150lb *80lb* NDB95 349NHP<br>2DB,*12cf*,GS187,HS5460<br>Palmers'Co.(Lim.),Nwc. | 30 ″ 7<br>s 5 ″11<br>26 ″ 0 | |
| 35715<br>74654<br>THLV | **Wortanna** IronAuxTwinSc3MstSr<br>(*ex*Albatross) *OilEng.*<br>*1Dk*<br>(*See Sailing Ship Register*) | 213<br>189<br>164 | | | ... | | 1875 | Barclay,<br>Curle&Co.<br>Glasgow | ~~CairnsTimber,Ld.~~<br>TheAdelaide<br>SteamshipCo.Ld. | 131·4<br>BK7" | 21·1 | 10·4 | Melbourne<br>British | Oil Engines 2S.C.SA<br>8Cy.8½"-10" 38NHP<br>*Emade*17<br>FairbankMorse,Chicago | | |
| 35716<br>1125 | **Wostock** IronScYl<br>(*ex*Alcyon,<br>*ex*WindsorCastle) *1Dk* | 187<br>—<br>92 | ✠<br>*StmTrawler*<br>1,03 ✠ | Hul | | | 1899<br>3mo | D.Aitken&<br>Scott<br>Glasgow<br>*Completed by* | RussianMurman<br>SteamFishingCo.<br>Cochrane&Cooper | 119·0<br>Q22'<br>BK7½"<br>Ld. *WB=* | 21·0 | 11·3 | Archangel<br>Russian<br>*4BHCem*<br>*DBf*15'20*t* | T.3Cy.12½",21½"&35"-24"<br>73NHP<br>1SB,*2cf*,GS38,HS1171<br>Shanks,Anderson&Co.Gls. | 12 ″ 1 | |
| 35717 | **Wotan** SteelScSr<br>*OilEng.*<br>*Elec.light* *2Dks(Stl)&Web frames*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | 5703<br>4971<br>3399 | ✠<br>2,16<br>*CarryingPetroleum in bulk*<br>✠ | Ham | *y* | | 1913<br>8mo<br>*WB* | Reiherst'g<br>Schiffsw.<br>Hamburg<br>*= Cell DBuE* | *65'285tDTf31'390* | 405·0<br>P104'B33'F35'<br>FK<br>*tFPT210t APT70t* | 52·5 | 26·8 | *Cem*<br>*11BHtoUdk*<br>*4 „ 2nd dk* | Oil Engines 2S.C.SA<br>6Cy.23⅝"-43¼" 550NHP<br>Reiherst.Maschinenf.Ham | 29 ″ 6 | |
| 35718<br>143120<br>JWSF | — SteelScSr<br>*ss*Cff.No.3-9,20<br>(*ex*Oswiga, *1Dk(Stl)2trB&deep framing*<br>*ex*St.Johann) *&Web frames3Dk rule*<br>*Elec.light* Wireless | 3379<br>3170<br>2159 | ✠100A1<br>~~9,21~~ ~~11,20~~4,22<br>✠LMC9,20<br>BS9,21 | Rot<br>Nwc | *v* | CL<br>10,20 | 1908<br>6mo<br>*Lloyd* | Chant.Nav<br>Anversois<br>Hoboken<br>*'sA&CP* | GasconyS.S.Co.Ld<br>(LeopoldWalford<br>(London)Ld.*Mgrs*) | 347·0<br>P31'B180'F31'<br>FK<br>*WB=CellDBa108'* | 48·1 | 23·1 | London<br>British<br>*6BHCem*<br>*uE&B42'f* | T.3Cy.24",40"&66"-45" (*s*)<br>180lb 320NHP<br>3SB,*9cf*,GS129,HS4986<br>N.E.MarineEng.Co.Ld.Sld<br>*152'788tFPT108tAPT81t* | 25 ″ 7<br>s 3 ″ 8<br>22 ″ 4 | |
| 35719 | — SteelScSr<br>(*ex*MotorVessel) *1Dk* | 138<br>128<br>92 | | | | | 1912 | J.Frerichs<br>&Co.A.G.<br>Einswarden | "Visurgis"<br>Heringsfischerei<br>A.-G. | 90·8<br>Q14' | 21·5 | 9·9 | Nordenhm<br>German | C.2Cy.9"&16½"-12⅗"<br>NE15 8NHP<br>J.Frerichs&Co.A.G.Ost. | | |
| 35720<br>LKHW | **Woudrichem** SteelScSr<br>*ss*Bhn.No.3-8,07<br>(*ex*Pawel,*ex*Halle) *ss*Rot.No.2-15<br>*Well deck* *2Dks(StlU-teaks)*<br>*Elec.light* *lower dkforehold(Stl)*<br>*Webframes afterhold* | 3978<br>3198<br>2530 | ✠<br>5,21<br>*Now named "Lloyd," See No. 38217 in Supplement* | Rot | *w* | | 1895<br>10mo | Germania-<br>Werft<br>Kiel | KennebecS.S.Corp<br>*WB=Cell* | 356·9<br>P&B218'F47'<br>BK11"<br>*DBa104'uE&B54'* | 43·7 | 25·5 | NewYork<br>Utd.States<br>*6BHCem*<br>*f136'718t* | T.3Cy.26¼",42⅛"&66⅞"-43¼"<br>365NHP<br>1D&2SB,*12rf*,GS207HS6214<br>A.G."Germania,"Berlin | 28 ″ 2 | |
| 35721<br>217553<br>LPTG | **Woyaca** WoodScSr<br>*Elec.light* *1Dk*<br>Wireless | 2551<br>—<br>1528 | | | | | 1919 | L.H.Shattuck,Inc.<br>Portsmouth,<br>N.H. | UnitedStates<br>ShippingBoard | 266·1<br>P25'B65'F29' | 46·2 | 23·9 | Prtlnd,Me.<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>WorthingtonPumping<br>Mach.Corp.Buffalo | | R |
| 35722 | **Wozroschdenie** SteelTwinScSr<br>(*ex*GrandDukeNicolasNicolaievitch,<br>*ex*Woroschdenie) *1Dk* | 859<br>—<br>507 | | | | | 1898 | Stabilmnto<br>Tecnico<br>Trieste | Azoff-BlackSea<br>S.S.Co. | 235·8<br>P56*t*B38*t*F59*t* | 31·5 | 12·1 | Rostoffo/D<br>Russian | T.6Cy.13",20½"&34½"-20½"<br>108NHP<br>StabilimentoTecnico,Tri. | | |
| 35723 | **Wrangler** CompSc<br>*Steel frame planked* *1Dk*<br>*Elec.light* Wireless F&YM CF | | Cont.13A-<br>*from* 10,20<br>*ForSalvage purposes*<br>10,20<br>✠NB18 LMC5,20 | Lon | | 4,20 | 1880<br>10mo | Barrow<br>S.B.Co.<br>Barrow-in-<br>Furness | StanleeShip-<br>breaking&Salvage<br>Co.Ld. | 126·0<br>F28' | 23·5 | 12·5 | British | T3Cy12⅝",18¼"&30⅛"-22"(*s*)<br>170lb NE*refitted*17 63NHP<br>1SB,*3pf*,GS36,HS1216 | 12 ″ 8 | |
| 35724<br>99867<br>KCFQ | **Wreathier** SteelTwinScSk<br>(*ex*HopperNo.1) | 987<br>782<br>503 | | | | | 1892 | Fleming&<br>Ferguson<br>Paisley | H.J.Wenborn | 195·5 | 34·2 | 14·1 | Sandrland<br>British | T.6Cy.15",24"&37"-24"<br>160NHP<br>Fleming&Ferguson,Psy. | | |
| 35725<br>108530 | **Wren** IronScK<br>(*Trawler*)<br>*1Dk* | 166<br>164<br>68 | | | ... | | 1897 | Edwards<br>Bros.<br>N.Shields | KelsallBros.&<br>Beeching,Ld.<br>(JohnSlater,*Mgr.*) | 118·2<br>len12<br>BK7½" | 20·6 | 11·0 | Hull<br>British<br>*WB* | T.3Cy.12",18"&30"-21"<br>41RHP<br>N.E.MarineCo.(Lim.),Sld. | 11 ″ 10 | |
| 35726<br>104200<br>PDLW | — SteelScK<br>(*Trawler*)<br>*1Dk* | 135<br>124<br>44 | | | ... | | 1895 | Earle'sCo.<br>(Lim.)<br>Hull | G.Neal,Ld. | 94·0<br>Q18'<br>BK7½" | 20·7 | 10·4 | Canso,N.S.<br>British | T.3Cy.11",17"&30"-21"<br>NB07 45RHP<br>Earle'sCo.(Lim.),Hull | 11 ″ 3 | |
| 35727<br>122944<br>HJCP | **Wrenthorpe** SteelScK<br>*ss*Flt.No.3-7,19<br>*1Dk* | 225<br>201<br>91 | ✠100A1<br>*StmTrawler*<br>5,21~~10,20~~<br>BS9,21<br>~~BS7,20~~ ✠LMC2,19 | Flt | | ~~2,19~~<br>5,21 | 1906<br>9mo<br>*Lloyd* | J.Duthie<br>Sons&Co.Ld.<br>Aberdeen<br>*'sA&CP* | J.Marr&Son,Ld.<br>(J.A.Robertson,<br>*Mgr.*) | 125·4<br>BK7½"<br>*WB=* | 21·7 | 9·0 | Fleetwood<br>British<br>*3BHCem*<br>*DBf*7'8*t* | T.3Cy.12",20"&33"-24" (*s*)<br>180lb 54RHP<br>1SB,*2pf*,GS38,HS1152<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 35728<br>137794<br>JKVB | **Wrestler** SteelSc<br>*ss*Gls.No.1-19<br>*1Dk(Stl)* | 192<br>179<br>— | ✠100A1<br>*ForTowingpurposes*<br>1,22 ~~2,20~~<br>✠LMC10,19<br>BS1,22 | Bwg<br>Gls | | CL<br>10,19 | 1915<br>4mo<br>*Lloyd* | Scott&<br>Sons<br>Bowling<br>*'sA&CP* | Steel&Bennie,Ld. | 106·6<br>BK7" | 23·1 | 11·7 | Glasgow<br>British<br>*4BHCem* | C.2Cy.21"&42"-27" (*s*)<br>120lb 99RHP<br>1SB,*3pf*,GS68,HS2203<br>Aitchison,Blair,Ld.Gls. | 12 ″ 6<br>s 1 ″ 4½<br>12 ″ 0 | |
| 35729<br>133250 | **Wuchang** SteelTwinSc<br>*Elec.light* *2Dks* | 3204<br>2708<br>1975 | | | | | 1914 | TaikooDkyd&E.Co.of<br>HongK'ngLd<br>HongKong | ChinaNav.Co.Ld. | 320·0 | 46·0 | 22·3 | London<br>British<br>*WB* | T.6Cy.14½",24"&39½"-30"<br>171NHP<br>TaikooDkyd.&Eng.Co.of<br>HongKongLd. HongKong | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35730 | **Wuchow** SteelTwinSc<br>(exRobertLebaudy) | 436<br>—<br>279 | | | | | 1909 | Kwong SangLung<br>HongKong | CantonNavigation Co.Ld. | 123·6 | 22·0 | 8·0 | Canton<br>Chinese | C.4Cy.10"&20"–14"<br>25NHP<br>KwongSangLungH.Kg. | |
| 35731<br>25099<br>MRCG | **Wugo Maru** SteelSc<br>Elec.light 1Dk(Stl)&Awng dk(Stl) | 3683<br>325 ~~2191~~<br>2223 | ✠100A1<br>Awng dk<br>with freeboard<br>5,20<br>✠LMC6,21<br>~~(ClassContemplated)~~ | Kob | v | CL | 1920<br>5mo | Uraga DockCo.Ld.<br>Uraga<br>A&CP | NoguchiKisen<br>~~Noguchi~~KabushikiKaisha<br>Cell DB278'71t | 330·0<br>~~300·0~~<br>P17'B72'F39'oh<br>Awng dk<br>FPT50tAPT51t | 46·0 | 27·7<br>~~19·2~~<br>FK | Uraga<br>Japanese<br>5BH to Awng dk Cem | T.3Cy.24½",41"&69"–45"(s)<br>200lb 390NHP<br>2SB,6cf,GS118,HS5058 FD<br>UragaDockCo.Ld. | 29·11<br>s 6·<br>23· |
| 35732<br>105746<br>PCJN | **Wuhu** SteelScSr<br>2Dks | 1992<br>1783<br>1227 | | | | | 1895 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 275·1<br>P9'B58'F31' | 38·2 | 21·4 | London<br>British<br>WB | T.3Cy.20",32"&52"–39"<br>169NHP<br>Scott&Co.Greenock | |
| 35733 | **Wulsdorf** SteelSc<br>(Trawler)<br>1Dk | 140<br>129<br>48 | | | | | 1895 | Bremer Vulkan<br>Vegesack | | 102·3<br>B34' | 20·6 | 9·9 | | C.2Cy.15¾"&26½"–17 11/16"<br>25NHP<br>BremerVulkan,Vegesack | |
| | *Now named* "George Turner" | *see Supplement* | | | | | | | | | | | | | |
| 35734<br>140576<br>JTGQ | **Wulsty Castle** SteelScSr<br>Elec.light 1Dk(Stl)<br>Wireless | 3566<br>3303<br>2184 | ✠100A1<br>12,20<br>✠LMC7,18<br>*Fitted for oil fuel* 9,19 *F.P. above* 150° F.<br>*Carrying oil fuel F.P. above* 150° F. *in DB* | Sou | w | CL<br>10,20 | 1918<br>4mo<br>Lloyd | J.Blumer &Co.<br>Sunderland<br>'sA&CP | W.Beardmore& Co.Ld.(W.J. Chambers&Co. Mgrs.)<br>CellD | 356·3<br>P35'B&F281'<br>B288' 786t FPT 67t | 48·7 | 23·9<br>FK | Liverpool<br>British<br>6BHCem<br>APT109t | 2 Turbo-Electric Motors geared to 1 screw shaft<br>220lb 100lb (s) 294NHP<br>2SB,4cf,GS83,HS3551 FD<br>BrushElecECoLd.L'ghbro | 25·11<br>s 2·11<br>23· |
| 35735 | **Wumme** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 218<br>194<br>82 | | | | | 1916 | Schiffb.Ges Unterweser<br>Lehe | Barckan&Horn | 127·7<br>Q75'F19' | 22·6 | 9·2 | Bremen<br>German<br>WB | T3Cy.12⅝",20½"&32⅝"–22½"<br>50NHP<br>OttensenerMaschf.Altona | |
| 35736 | **Wurzburg** SteelSc<br>(Trawler)<br>1Dk | 224<br>190<br>81 | | | | | 1902 | G.Seebeck Act.Ges.<br>Bremerhaven | | 122·1<br>Q60'F20' | 22·8 | 11·8 | | T.3Cy.12",19 3/32"&31½"–23¼"<br>48NHP<br>G.Seebeck A.G.Bremerhvn | |
| 35737<br>81850 | **Wyadda** SteelScSr<br>(Tug)<br>Elec.light 1Dk | 132<br>—<br>90 | | | | | 1903 | Moran Bros.Co.<br>Seattle | H.C.Peterson&Co. | 85·9 | 19·1 | 11·0 | S.Frncisco<br>Utd.States | C.2Cy.13"&30"–24"<br>37NHP<br>MoranBros.Co.Seattle | |
| 35738<br>215297<br>LHMD | **Wyandotte** SteelTwinScSr<br>ssBhn.No.3-6,07<br>(exWillehad) Sub.Sig. ssBhn.No.1-10<br>Well deck 2Dks(1Stl-ws&UStl-teak s)<br>Elec.light Wireless &Webframes | 4761<br>3809<br>3012 | ✠<br>8,16<br>✠ | Bmn | x | | 1894<br>5mo | Blohm& Voss<br>Hamburg | UnitedStates ShippingBoard<br>WB=CellDB320' | 383·4<br>P&B248'F72'<br>637tFPT59tAPT | 46·0 | 27·2<br>FK | NewYork<br>Utd.States<br>8BHCem<br>45tDTa85t | T.6Cy.22 7/16",35"&60"–42½"<br>514NHP<br>2S&2DB12cf,GS254,HS8206<br>Blohm&Voss,Hamburg | 30· |
| 35739<br>205458 | — SteelScSr<br>Wireless<br>Elec.light Mchy.Aft 1Dk | 2450<br>—<br>1541 | | | | | 1908 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | WyandotteTransportationCo. | 346·0<br>len.10 | 45·2 | 24·0 | Detroit<br>Utd.States<br>WB | T.3Cy.18",31"&50"–36"<br>150NHP<br>GtLakesEngWrks,Detroit | |
| 35740<br>115709<br>TQFG | **Wyandra** SteelScSr<br>Elec.light 1Dk(Stl-ws pt teak)&<br>Wireless Spardk(Stl-wspt teak)<br>3trB Lower deck in Nos. 1&2 Holds | 4058<br>2961<br>~~2215~~<br>2150 | ✠<br>Spar dk<br>9,02<br>✠ | Gls | w | | 1902<br>9mo | A.Stephen &Sons,Ld.<br>Glasgow<br>WB= | Australas'nUnited Stm.Nav.Co.Ld.<br>CellDBa82'uE&B | 340·6<br>P&B243'F49'<br>84'f114' 580t FPT | 45·9 | 17·5<br>25·4<br>FK | Melbourne<br>British<br>6BHCem<br>64tAPT70t | T.3Cy.28",46"&77"–54"<br>709NHP<br>4SB,12cf,GS264,HS11356 FD<br>A.Stephen&Sons,Ld.Gls. | 28· |
| 35741<br>128775 | **Wyberton** SteelScK<br>(exMatthewHartley)<br>1Dk(Stl) | 202<br>199<br>87 | ✠100A1<br>StmTrawler<br>5,19<br>✠LMC5,19 | Wvn | | CL | 1919<br>5mo<br>Lloyd | Rennie ForresttCo.<br>Ld Wivenhoe<br>'sA&CP | BostonDeepSea Fishing&IceCo.Ld (F.Parkes,Mgr.) | 115·4 | 22·1 | 12·1<br>BK7½"<br>DBf28'19t | Boston<br>British<br>3BHCem | T.3Cy.12",20"&34–"23" (s)<br>180lb 74RHP<br>1SB,3pf,GS42,HS1347<br>A.G.Mumford,Ld Colchstr | |
| 35742<br>79287 | **Wybia** SteelSc<br>(Tug)<br>1Dk | 129<br>128<br>6 | ✠<br>9,87<br>✠ | Gls | b | | 1887<br>8mo | Scott&Co.<br>Glasgow | LauncestonMarine Board<br>W | 106·0<br>B=DBa24'f24'25t | 20·1 | 9·8 | Launcestn<br>British<br>4BHCem | C.2Cy.20"&40"–26"<br>66RHP<br>Ross&Duncan,Glasgow | 10·5 |
| 35743<br>137077 | **Wydale** WoodScDy<br>(Fishing)<br>1Dk | 102<br>101<br>48 | | | | | 1917 | J.Chambers,Ld.<br>Lowestoft | W.Barton | 89·0 | 20·1 | 10·4 | Whitby<br>British | T.3Cy.9¾",15"&22"–16"<br>Elliott& 37RHP<br>Garrood,Ld.Beccles | |
| 35744<br>142626<br>JVCR | **Wye Crag** SteelSc<br>(exWarCrag) Wireless 1Dk(Stl)<br>Elec.light Cargo battens not fitted | 3110<br>2868<br>1876 | ✠100A1<br>12,20<br>✠LMC8,18 | Cff | u | CL<br>8,20 | 1918<br>8mo<br>Lloyd | W.Gray & Co.Ld.<br>WHartlepool<br>'sA&CP | WyeShippingCo. Ld.(T.G.Berg, Mgr.) | 331·2<br>P33'B100'F29'<br>CellDB284'748tFPT | 46·8 | 23·2<br>FK | London<br>British<br>7BHptCem<br>71tAPT45t | T3Cy.25",41"&68"–45" (s)<br>180lb 430NHP<br>3SB,9cf,GS153,HS6336 FD<br>Cen.Mar.Eng.Wrks.WHpl | 25·6<br>s 4·1<br>21·9 |
| 35745<br>142637<br>JVDB | **Wye Tempest** SteelSc<br>(exWarTempest) Wireless 1Dk(Stl)<br>Elec.light Cargo battens not fitted | 3122<br>2874<br>1875 | ✠100A1<br>8,21 ~~11,20~~<br>✠LMC9,18 | Cff<br>Shp | u | CL<br>8,19 | 1918<br>9mo<br>Lloyd | R.Thompson&Sons,Ld<br>Sunderland<br>'sA&CP | WyeShippingCo. Ld.(T.G.Berg, Mgr.)<br>Cell | 331·3<br>P33'B98'F28'<br>B276'729tFPT112t | 46·8 | 23·2<br>FK | London<br>British<br>7BHptCem<br>APT124t | T.3Cy.25",41"&68"–45" (s)<br>180lb 430NHP<br>3SB,9cf,GS153,HS6304 FD<br>N.E.MarineEng.CoLd.Sld | 25·6<br>s 4·1<br>21·9 |
| 35746<br>114820<br>JMTS | **Wye Valley** SteelSc<br>(exBlakemoor)<br>Turret deck Wireless 1Dk2trB | 3752<br>3142<br>2410 | | | | | 1901 | W.Doxford &Sons,Ld.<br>Sunderland | WyeShippingCo. Ld.(T.G.Berg, Mgr.) | 342·4<br>F36' | 46·7 | 24·8 | London<br>British<br>WB | T.3Cy.26",42"&68"–42"<br>300NHP<br>W.Doxford&Sons,Ld.Sld. | |
| 35747<br>137081<br>KGSB | **Wyfax** SteelAuxTwinSc3MstSr<br>OilEng.<br>(exLibea) Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 469<br>381<br>412 | | | | | 1917 | N.V.P.&A. Ruytenberg<br>Raamsdnksv. | Northern(Whitby) ShippingCo.Ld. (A.H.Sawdon&Co. Ld.Mgrs.) | 148·0 | 27·5 | 12·3 | Whitby<br>British | Oil Engines 2S.C.<br>4Cy.13"–13¾" 49NHP<br>Steynaart&J.Walen,Rot. | |
| 35748<br>143423<br>KCNG | **Wyke Regis** SteelSc3MstSr<br>(exAldegonde) 1Dk(Stl)<br>Elec.light Mchy.Aft Well deck | 718<br>508<br>338 | ✠100A1<br>11,20<br>✠LMC9,17 | Cff | j | 1,19 | 1917<br>8mo | N.VSheep. DeMerwerde<br>Hardinxveld | RegisShippingCo. Ld.(G.F.Harrison, Mgr.)<br>Cell | 180·2<br>Q105'B13'F23'<br>DBf103'146tFPT | 28·1 | 12·2<br>FK | London<br>British<br>3BHCem<br>63tAPT7t | T.3Cy.15",25"&40"–27" (s)<br>180lb 112NHP<br>2SB,4cf,GS70,HS2042<br>Verschure&Co.Ams. | 14·6<br>s ·8<br>14· |
| 35749<br>123323<br>HKWG | **Wyncote** SteelScSr<br>ssGls.No.3-3,19<br>(exDenofRuthven) 1Dk(Stl)&Spar dk<br>Elec.light Wireless (Stl)&deep framing<br>Carrying oil fuel F.P.above150°F. in DB | 4937<br>4636<br>3116 | ✠100A1<br>Spar dk<br>9,21 ~~11,19~~<br>~~BS5,20~~ ✠LMC5,19<br>BS9,21 | Gls<br>Shl | y | CL<br>4,21 | 1907<br>6mo<br>Lloyd | C.Connell &Co.Ld.<br>Glasgow<br>'sA&CP<br>WB=Cell | Furness,Withy& Co.Ld.<br>DBa130'uE&B46' | 400·0<br>P41'B112'F44'<br>f172'1032tD7a32' | 52·0 | 19·3<br>27·8<br>FK | Liverpool<br>British<br>6BHCem<br>854tAPT37t | T.3Cy.27",44"&73"–48" (s)<br>180lb 531NHP<br>2S&1AuxSB,11cf,GS196, HS8216 FD<br>D.Rowan&Co.Glasgow | 30·6<br>s 6·<br>24· |
| 35750<br>138975<br>JNBK | **Wyndham** SteelScK<br>Elec.light 1Dk | 303<br>278<br>157 | ✠100A1<br>StmTrawler<br>4,19<br>BS11,20 ✠LMC8,16 | Irv | | CL<br>3,19 | 1916<br>8mo<br>Lloyd | Cochrane& Sons,Ld.<br>Selby<br>'sA&CP | AldersydeSteam FishingCo.Ld. (E.Beacock,Mgr.) | 135·3<br>Q74'F21' | 23·5 | 12·4<br>BK7½" | Grimsby<br>British<br>4BHCem | T.3Cy.13",23"&37"–24" (s)<br>200lb 84RHP<br>1SB,3pf,GS43,HS1371<br>Gt.CentralCo.-opE.&S.R. Co.Grimsby | 13· |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35751<br>136686<br>JFRN | **Wyneric** **SteelScSr**<br>*Fitted for oil fuel*<br>(*ex*RicardoA.Mestres) 1*Dk*<br>*Elec.light* *Fitted with cylindrical tanks*<br>*Mchy.Aft* *in holds for carrying*<br>Wireless *Petroleum* | 4468<br>3902<br>2783 | | | | | 1914 | W.Gray&<br>Co.Ld.<br>WHartlepool | **TheBankLine,Ld.**<br>**(AWeir&Co***Mgrs***)** | 365·0<br>P97'B20'F36' | 50·7 | 26·7 | **Glasgow**<br>British<br>*WB* | T.3Cy.25",41"&68"–48"<br>320NHP<br>Cen.Mar.Eng.Wrks,WHpl | | C |
| 35752<br>217715<br>LQGV | **Wynooche** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Webframes*<br>Sub.Sig.<br>Wireless | 6065<br>5037<br>3756 | | | … | | 1919 | Merchant<br>S.B.Corp.<br>Harriman,Pa | **UnitedStates**<br>**ShippingBoard** | 400·7<br>P33'B124'F44'<br>FK | 54·2 | 30·4 | **Phildlphia**<br>Utd.States<br>*WB* | 2 Steam Turbines geared to 1 screw shaft 645NHP<br>WestinghouseElectric &Mfg.Co.Essington,Pa. | 32 " 10 | R |
| 35753<br>145571<br>KHFR | **Wynstone** **SteelSc**<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 637<br>431<br>285 | ✠100A1<br>3,22 ~~12,20~~<br>✠LMC11,20 | Lwt<br>Pts | *v* | CL | 1920<br>11mo<br>*Lloyd* | J.Chambers,Ld.<br>Lowestoft<br>'*sA&CP* | **Stone&Rolfe,Ld.**<br>*CellD* | 168·0<br>Q69'F24'<br>FK<br>*Bf*95' 160*t* *FPT*85*t* | 27·5 | 11·0 | **Llanelly**<br>British<br>3*BHCem*,<br>*APT*34*t* | T.3Cy.15",25"&41"–27" (*s*)<br>180lb *100lb* 108NHP<br>1SB,*3cf*,GS50,HS1844<br>G.T.Grey&CoLd.S.Shields | 13 " 4<br>s1 " 2½<br>12 " 4 | |
| 35754<br>131636 | **Wyola** **SteelSc**<br>*Elec.light* 1*Dk*(*Teak*)<br>Wireless | 306<br>273<br>7 | ✠<br>*For towing purposes*<br>10,12<br>✠ | Shl | | | 1912<br>7mo | JTEltringham&Co.<br>S.Shields | **SwanRiver**<br>**ShippingCo.Ld.** | 125·0<br>BK7"<br>*WB*=*FPT*13*t* | 24·7 | 13·1 | **Fremantle**<br>British<br>6*BHCem*<br>*APT*18*t* | T.3Cy.18",30"&48"–33"<br>179NHP<br>2SB,*6cf*,GS102,HS3252<br>ShieldsEng.Co.Ld.N.Shl. | 14 " 0 | |
| 35755<br>203805<br>KVTB | **Wyoming** **SteelSc**<br>(*Tug*)<br>Wireless | 398<br>—<br>270 | | | | | 1906 | ………………<br>Pt.Richmond<br>N.Y. | **LehighValley**<br>**TransportationCo.** | 140·0 | 26·8 | 15·8 | **Perth**<br>**AmboyN.J.**<br>Utd.States | | | |
| 35756<br>93558<br>SLQM | **Wyrallah** **IronScSr**<br>1*Dk* | 302<br>292<br>205 | | | | | 1885 | Mrt'sDk.&<br>EngCo.Lim.<br>Blmain,NSW | **GippslndSteamers**<br>**Proprietary,Ld.** | 140·0<br>H10*t* | 22·3 | 13·2 | **Melbourne**<br>British | C.2Cy.16"&32"–18"<br>NB05 45RHP<br>Mort'sDk.Co.Ld.Balmain | | |
| 35757<br>132402<br>HSLC | **Wyre** **SteelScK**<br>*ss*Flt.No.2–19<br>1*Dk* | 295<br>258<br>115 | ✠100A1<br>*StmTrawler*<br>5,21<br>BS5,21 ✠LMC5,19 | Flt | | CL<br>5,19 | 1911<br>3mo<br>*Lloyd* | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'*sA&CP* | **WyreSteamTrawlingCo.Ld.** **(J.N.Ward&Son,***Mgrs.***)** | 130·0<br>Q76'F21'<br>BK7½" | 23·0 | 13·2 | **Fleetwood**<br>British<br>3*BHCem* | T.3Cy.13¼",23"&37"–27" (*s*)<br>180lb 92RHP<br>1SB,*3pf*,GS51,HS1620<br>ShieldsEng.Co.Ld.N.Shl. | 14 " 0 | |
| 35758<br>124247<br>HMGN | **Wyreema** **SteelTwinScSr**<br>*Elec.light* 3*Dks*(*Stl–U*&*M*ws)*Orlop*<br>Wireless *beams forward Orlop dk*(*Stl*)<br>*aft*&*Shadedk*(*Stl*–teak s) | ~~6338~~ 6370<br>5885<br>~~3362~~<br>3291 | ✠<br>*with freeboard*<br>11,09<br>✠ | Syd | *a*† | | 1908<br>2mo | A.Stephen<br>&Sons,Ld.<br>Glasgow | **Australas'nUnited**<br>**Stm.Nav.Co.Ld.**<br>*WB*=*Cell*<br>*DBa*76'*uE*&*B*104' | 400·4<br>FK&BK1¾"<br>*f*148' 861*t* *FPT*56*t* | 54·2 | 30·6 | **Melbourne**<br>British<br>7*BHCem*<br>*APT*57*t* | T.6Cy.24½",40"&68"–48"<br>1038NHP<br>6SB,*18cf*,GS372,HS16002FD<br>A.Stephen&Sons,Ld.Gls. | 33 " 3 | |
| 35759<br>128970<br>HTQK | **Wythburn** **SteelSc3MstSr**<br>*ss*Liv.No.2-19<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 420<br>279<br>161 | ✠100A1<br>1,21<br>✠LMC<br>BS~~9,20~~1,22 MS1,21 | Liv | *f* | CL<br>1,21 | 1911<br>10mo<br>*Lloyd* | R.Williamson&Son<br>Workington<br>'*sA&CP* | **StainburnS.S.Co.Ld.** ~~**(Murphy&Sandwith,***Mgrs.***)**~~<br>(H.C.Reynolds*Mgr*) | 141·6<br>Q81'B9'F22'<br>FK<br>*WB*= | 24·3 | 11·0 | **Wrkingtn**<br>British<br>3*BHCem*<br>*FPT*30*t* | C.2Cy.16"&36"–27" (*s*)<br>130lb 83RHP<br>1SB,*3pf*,GS45,HS1656<br>Ross&Duncan,Glasgow | 12 " 0<br>s " 6½<br>11 " 8 | |
| 35760<br>218706<br>LSHR | **Wytheville** **SteelScSr**<br>*Elec.light* 1*Dk*&*Shelter dk*&<br>Wireless Sub.Sig. *Web frames*<br>*Longitudinal framing* | 6517<br>5609<br>4045 | | | … | | 1919 | Federal<br>S.B.Co.<br>Kearny,N.J. | **UnitedStates**<br>**ShippingBoard** | 395·5<br>P45'B110'F38' *on Shelter dk*<br>FK | 55·0 | 31·4 | **NewarkNJ**<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>645NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 34 " 11 | R |
| 35761<br>84974 | **Wyvern** **SteelTwinScSp**<br>*ss*Bkn.No.3-2,20<br>*Elec.light* (*Tug*) 1*Dk*(*Stl*–ws) | 215<br>200<br>74 | ✠100A–<br>7,21 ~~8,20~~<br>BS3,21 ✠LMC2,20 | Bkn | | 2,20 | 1905<br>11mo | Ferguson<br>Bros.<br>PortGlasgow | **MidlandRailway**<br>**Co.** | 110·0<br>BK6"<br>*FPT* | 22·6 | 11·2 | **Lancaster**<br>British<br>5*BHCem*<br>15*t* *APT*25*t* | C.4Cy.16¾"&33"–21" (*s*)<br>125lb 90RHP<br>1SB,*3cf*,GS66,HS2010<br>FergusonBros.Pt.Glasgow | 12 " 1<br>s 2 " 11½<br>10 " 0 | BT<br>till<br>3,22 |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>ignaux | 2 / 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35762<br>108470 | **Xania** SteelScYl<br>ssGms.No.3-10,09<br>ssGms.No.2-19<br>1*Dk* | 161<br>148<br>63 | ✠100A1<br>*StmTrawler*<br>4,19 ✠LMC4,19<br>✠NB6,14 BS1,21 | Gms | | CL<br>N4,19 | 1897<br>5mo | Mackie&<br>Thomson<br>Glasgow<br>A&CP | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden,*Mgr.*) | 104·2<br>Q17'F19' | 20·5 | 10·7<br><br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.10",16½"&27½"-20"(*s*)<br>180lb 45RHP<br>1SB,2*pf*,GS26,HS656<br>Muir&Houston(Lim.),Gls. | 11 |
| 35763<br>128755 | **Xylopia** SteelScK<br>ssMil.No.2-20<br>1*Dk* | 262<br>239<br>103 | 100A1<br>*StmTrawler*<br>10,20 ✠LMC10,20 | Mil | | CL<br>5,19 | 1911<br><br><br>*Lloyd* | Cochrane<br>&Sons<br>Selby<br>'*sA&CP* | DirectFish<br>Supplies,Ld.~~(J.M.<br>Knight,*Mgr.*)~~ | 125·2<br>Q69' | 22·0 | 12·2<br><br>BK7½" | Grimsby<br>~~MilfrdHvn~~<br>British<br>4*BHCem* | T.3Cy.12",21"&34"-24" (*r*)<br>180lb 76RHP<br>C.D.Holmes&Co.Ld.Hull | 13 |
| 35764<br><br>MBRN | **Y. Sontua** SteelScSr<br>ssMan.No.3-1,05<br>(*ex*BanLiongSoon, ssMan.No.2-13<br>*Elec.light* *ex*Darwin) 2*Dks*(1*Irn*) | 1028<br>—<br>586 | ✠<br>1,16<br>✠ | Man | | | 1892<br>1mo | W.Doxford<br>&Sons,Ld.<br>Sunderland | YuBiaoSontua | 200·0<br>B45'F22' | 30·1 | 16·0<br><br>BK8"<br>*WB=Cell* | Manila<br>Utd.States<br>4*BHCem*<br>*DB*151' 195*t* | T.3Cy.17½",28"&46"-30"<br>NB09 126NHP<br>1SB,2*cf*,GS62,HS2130<br>W.Doxford&Sons,Ld.Sld. | 18 |
| 35765<br>23827<br>RFSW | **Yachiyo Maru** SteelSc | 1383<br>—<br>783 | | | | | 1918 | Shinki<br>Dockyard,<br>Osaka | TaishoKisen<br>KabushikiKaisha | 235·0 | 35·0 | 19·0 | Sakai<br>Japanese | | |
| 35766<br>23229<br>RBWT | — WoodAuxScSr | 357<br>—<br>253 | | | | | 1918 | .................. | MochizukiSahei | 140·9 | 26·5 | 13·3 | Higashino<br>Japanese | | |
| 35767<br>21860<br>NRGP | **Yachiyo Maru No. 2** WoodAux<br>ScSr | 181<br>—<br>140 | | | | | 1917 | .................. | WadaSeitaro | 111·9 | 22·6 | 10·6 | Osakiminami<br>Japanese | | |
| 35768 | **Yaguaron** SteelPad<br>(*ex*A.B.C.) | 173<br>—<br>131 | | | | | 1902 | ..................<br>Salto,Urugy. | TheArgentineNav.<br>Co.(Nicolás<br>Mihanovich)Ld. | 110·0 | 17·0 | 5·6 | M.Video<br>Uruguayan | C.2Cy.13"&26"-36"<br>34NHP<br>Fullerton&Co.Paisley | |
| 35769<br>7658<br>JRCN | **Yahiko Maru** SteelScSr<br>ssYka.2ndNo.3-11,07<br>(*ex*Glenelg) ssYka.No.1-12<br>2*Dks*(*Irn-Uws*)3*trB Inner Bottom Irn* | 2653<br>2380<br>1631 | ✠<br>3,16<br>✠ | Kob | *t* | | 1888<br>11mo | C.Connell<br>&Co.<br>Glasgow | KobeKisen<br>Shintaku<br>KabushikiKaisha<br>*WB=* | 305·6<br>P28'B66'F36'<br><br>*Cell DBa* 85' *f* | 39·0 | 24·0<br><br>BK10"<br>115'3 | Amagasaki<br>Japanese<br>6*BHCem*<br>60*tAPT*41*t* | T.3Cy.23$\frac{13}{32}$",37¼"&59$\frac{5}{16}$"-42"<br>NDB00 251NHP<br>2SB,6*rf*,GS120,HS4154<br>DuncanStewart&Co.Gls. | 26 |
| 35770<br>220520<br>MBHR | **Yaka** SteelSc<br>-<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>Sub.Sig. Wireless | 5977<br>4971<br>3700 | ✠100A1<br>1,21<br>✠LMC9,20<br><br>*Fitted for oil* | Son<br><br><br><br>*fuel* 9, | ...<br><br><br><br>20 | CL<br>1,21<br><br><br>*F.P. a* | 1920<br>9mo<br><br><br>*bove* 1 | Merchant<br>S.B.Corp.<br>Harriman,Pa.<br>CP<br>50°F. | UnitedStates<br>ShippingBoard<br><br>*CellDB*335' 1311*t* | 400·7<br>P36'B124'F44'<br><br>*MT*27' 846*t FPT*12 | 54·2 | 30·2<br><br>FK | Phildlphia<br>Utd.States<br>6*BHCem*<br>0*t APT* 143*t* | 2 SteamTurbines geared to<br>1 Sc. Shaft (*s*)<br>200lb HS8700 645NHP<br>3 Water Tube Boilers FD<br>WestinghouseElectric<br>&Mfg.Co.Essington,Pa. | 32 |
| 35771<br>217249<br>LNVH | **Yakima** WoodSc<br>*Elec.light* 1*Dk*2*trB*<br>Wireless | 2523<br>—<br>1506 | | | | | 1918 | Wright<br>Shipyard,<br>Tacoma,<br>Wash. | UnitedStates<br>ShippingBoard | 266·4<br>P28'B65'F26' | 46·4 | 23·9 | Tacoma<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>Hooven,Owens&Rentschler,Hamilton,O. | |
| 35772<br>218164<br>LRHS | **Yaklok** SteelScSr<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless *Longitudinal framing* | 6046<br>5719<br>4426 | | | | | 1918 | Seattle<br>NorthPacific<br>S.B.Co.<br>Seattle,Wash | UnitedStates<br>ShippingBoard | 402·5<br>P34'F38' | 53·0 | 32·0 | Seattle<br>Utd.States<br>*WB* | 2 Steam Turbines<br>HallidayMachineryCo.<br>Spokane,Wash. | |
| 35773<br>25848<br>RSBD | **Yakumo Maru** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 3200<br>2676<br>1958 | ✠100A1<br>5,21 ~~5,20~~<br>✠LMC~~4,20~~<br>5,21 | Yka<br>Kob | *u* | CL<br>5,21 | 1919<br>7mo | IshikawajimaS.B.&E.Co<br>Ld. Tsurumi<br>A&CP | OsakaShosen<br>Kabushiki Kaisha | 305·0<br>P25'B92'F30'<br><br>*CellDB*262'587*tFPT* | 43·9 | 27·3<br><br>FK | Yokohama<br>Japanese<br>5*BHCem*<br>58*tAPT*56*t* | T.3Cy.22",37"&61"-42" (*s*)<br>180lb 279NHP<br>2SB,6*cf*,GS93,HS3640 FD<br>IshikawajimaSB.&E.CoLd | 27<br>s 4<br>23 |
| 35774 | **Yale** SteelTrpScSr<br>*Elec.light* Wireless 1*Dk* | 3731<br>—<br>2312 | | | | | 1906 | Delaware<br>RiverCo.<br>Chester,Pa. | UnitedStates<br>Government<br>(NavyDepartmnt) | 376·0 | 61·3 | 20·2 | Utd.States<br>*WB* | 3 Steam Turbines<br>W.&A.Fletcher<br>Co.Hoboken,N.J. | |
| 35775 | **Yalou** SteelSc<br>(*ex*Raimund)<br>*Elec.light* Wireless 2*Dks*&*Shelter dk* | 6783<br>6321<br>4170 | | | | | 1914 | Akt.Ges.<br>"Weser"<br>Bremen | MessageriesMaritimes | 468·1<br>B44' | 58·5 | 29·2<br>37·5 | Dunkirk<br>French<br>*WB* | Q.4Cy28$\frac{3}{16}$",40½",58$\frac{3}{16}$"&85⅝"-55$\frac{1}{16}$" 542NHP<br>A.G."Weser,"Bremen | |
| 35776<br>220770<br>MBSV | **Yalza** SteelSc<br>*Elec.light* Sub.Sig. 2*Dks*(*Stl*)&<br>Wireless *Web frames* | 5977<br>4971<br>3700 | ✠100A<br>11,20<br><br><br>*Fitted for oil* | Phl<br><br><br><br>*fuel* 11 | ...<br><br><br><br>,20 | CL<br><br><br><br>*F.P. a* | 1920<br>11mo<br><br><br>*bove* 1 | Merchant<br>S.B.Corp.<br>Harriman,<br>Pa.<br>50° F. | UnitedStates<br>ShippingBoard<br><br><br>*CellDB*335' 1311*t M* | 400·7<br>P36'B124'F44'<br><br><br>*T*27' 846*t FPT*120*t* | 54·2 | 30·4<br><br>FK | Phildlphia<br>Utd.States<br>6*BHptCem*<br><br>*APT*143*t* | 2 Steam Turbines geared<br>to 1 Sc. Shaft (*s*)<br>200lb HS8700 645NHP<br>3 Water Tube Boilers FD<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 32 |
| 35777<br>19281<br>NCHL | **Yamagata Maru** SteelScSr<br>ssYka.No.1-21<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 3807<br>3463<br>2322 | ✠100A1<br>1,21 | Yka | ... | 10,19 | 1916<br>7mo<br><br>*Lloyd* | MitsuBishi<br>Dkyd&EWks<br>Nagasaki<br>'*sA&CP* | NipponYusen<br>KabushikiKaisha | 345·0<br>P33'B74'F40' | 50·0 | 29·1<br><br>FK<br>*CellDB*294 | Tokio<br>Japanese<br>6*BHCem*<br>772*tAPT*27*t* | T.3Cy23⅝",38⅝"&64"-48"(*s*)<br>200lb 342NHP<br>2SB,6*cf*,GS109,HS4394 FD<br>MitsuBishiD.&E.WksNag | 29<br>s 5<br>23·11 |
| 35778<br>10840<br>LOWH | **Yamamitsu Maru** SteelScSr<br>1*Dk* | 845<br>—<br>509 | | | | | 1907 | IshikawajimaS.B.&E.<br>Co.Ld.Tokio | SawayamaKisen<br>KabushikiKaisha | 216·4<br>B36' | 28·2 | 17·5 | Nagasaki<br>Japanese<br>*WB* | T.3Cy.15",24½"&40"-30"<br>88NHP<br>IshikawajimaSB&ECo.Ld. | |
| 35779<br>15810<br>MDJV | **Yamashiro Maru** SteelSc<br>ssKob.No.2-20<br>*Elec.light* 2*Dks*(*Stl-Uws*) | 3417<br>3015<br>2068 | ✠100A1<br>11,21 ~~10,20~~<br>✠LMC~~10,20~~<br>11,21 | Kob | *v* | CL<br>~~10,19~~<br>11,21 | 1912<br>11mo<br><br>*Lloyd* | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>'*sA&CP* *WB=* | NipponYusen<br>KabushikiKaisha<br><br>*Cell DBa*104'*uE*& | 352·0<br>P36'F44'<br><br>*B*57'*f*131'636*tFPT* | 44·7 | 25·9<br><br>FK | Tokio<br>Japanese<br>6*BHCem*<br>59*tAPT*20*t* | T.3Cy.24½",41"&68"-48" (*s*)<br>200lb *100lb* 400NHP<br>2SB,6*cf*,GS126,HS5289 FD<br>KawasakiDkydCoLdKobe | 28<br>s 6<br>22 |
| 35780<br>21059<br>NLVT | **Yamato Maru** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&<br>*Longitudinal framing* *Web frames* | 4379<br>3693<br>2763 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>7,21 ~~4,20~~ 7,21<br>~~BS5,19~~ ✠LMC~~11,17~~ | Gls<br>Kob | *w* | CL<br>4,20 | 1917<br>11mo | OsakaIron<br>Works,Ld.<br>Innoshima<br>A&CP | KabushikiKaisha<br>GokoShokai<br><br>*CellDB*298'1136*tDT* | 345·0<br>P30'B99'F34' *on*<br>*Shelter dk*<br>*a* 32'693*t FPT*115*t* | 49·8 | 28·1<br><br>FK | Amagasaki<br>Japanese<br>6*BHCem*<br>*APT*129*t* | T.3Cy.24",41"&67"-48" (*s*)<br>180lb 390NHP<br>2SB,6*cf*,GS126,HS5400 FD<br>OsakaIronWorksLdOsaka | 28<br>s 4·10<br>23 |
| 35781<br>136464 | **Yamba** IronTwinSc<br>(*Tug*)<br>1*Dk* | 104<br>102<br>— | | | | | 1886 | AtlasEng.<br>Co.Ld.<br>Sydney NSW | J.Fenwick&Co.Ld. | 91·0 | 18·5 | 8·0 | SydnyNSW<br>British | C.2Cy.14"&28"-17"<br>65RHP<br>Rankin&Blackmore,Grk. | |
| 35782<br>217035<br>LNGD | **Yamhill** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*&*Shelter dk*&<br>*Ref.Mchy.* Sub.Sig. *Web frames*<br>Wireless *Longitudinal framing* | 5997<br>5657<br>4276 | ✠Lloyd'sRMC4,21 | | ... | | 1919 | MooreS.B.<br>Co.<br>Oakland, Cal. | UnitedStates<br>ShippingBoard | 402·5<br>P34'F39'*onShltrdk* | 53·0 | 32·0<br><br>FK | S.Frncisco<br>Utd.States<br>*WB* | 2 Steam Turbines Geared<br>to 1 Screw Shaft 666NHP<br>W.&A.Fletcher,Hoboken | 34 |

| 1 No. in Book. Official No. Code Letters. | 2–3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35783 | **Yana** SteelScSr<br>(exChingtufu,<br>Elec.light exChingtu) 2Dks | 2336<br>1923<br>1423 | | | | | 1886 | Scott&Co.<br>Greenock | RussianVolunteer<br>FleetAssociation | 315·3<br>P46'B102'F54' | 38·2 | 23·6 | Vladvostk<br>Russian<br>WB | T.3Cy.23¼",40"&62"–48"<br>266NHP<br>Scott&Co.Greenock | | |
| 35784<br>9354<br>JSQK | **Yanagawa Maru** SteelSc | 569<br>—<br>342 | | | | | 1904 | ................ | FukugawaKisen<br>KabushikiKaisha | 167·8 | 25·5 | 18·6 | Nishino-miya<br>Japanese | | | |
| 35785<br>JWHC | **Yandiola** SteelScSr<br>ssBbo.2ndNo.3-3,21 ~~ssBbo.No.3-4,08~~<br>(exSwanley) ~~ssBbo.No.2-17~~<br>Wireless 1Dk(Irn)2trB&Webframes | 2434<br>2207<br>1428 | ✠100A1<br>~~3,21 10,19~~7,21<br>~~MBS10,19~~ ✠LMC~~6,17~~<br>4,21 | Bbo | s | ~~10,19~~<br>N4,21 | 1896<br>2mo | Richardsn,<br>Duck&Co.<br>Stockton<br>A&CP | Cia.Naviera<br>Guipuzcoana<br>WB=CellDBa104'uE24'f116'550tAPT81t | 300·0<br>P31'B58'F35'<br>FK | 43·0 | 20·3 | S.Sebast'n<br>Spanish<br>5BHCem | T.3Cy.22½",37"&61"–42" (r)<br>160lb 80lb NDB16 246NHP<br>2SB,6cf,GS102,HS3778<br>Blair&Co.Ld.Stockton | 22 ″ 9<br>s 4 ″ 0<br>19 ″ 1 | |
| 35786<br>139714 | **Yang Peh** SteelTwinSc<br>(Tug)<br>1Dk | 311<br>223<br>68 | | | | | 1916 | Kiangnan<br>Dk&EngWks<br>Shanghai | AsiaticPetroleum<br>Co.(NorthChina),<br>Ld. | 145·0 | 26·0 | 7·3 | Shanghai<br>British<br>WB | T.6Cy.10",16"&26"–15"<br>68RHP<br>KiangnanDk.&Eng.Wrks. | | |
| 35787<br>OWHD | **Yang-Tse** SteelSc<br>(exRemscheid)<br>Elec.light Sub.Sig. Wireless | 8029<br>7474<br>5003 | | | | | 1915 | Howaldts-werke,A.G.<br>Kiel | Messageries<br>Maritimes | 474·0<br>P29'B144'F85' | 60·6 | 32·8 | Marseilles<br>French | T3Cy.33⅒",53⅕"&86⅗–57⅒"<br>570NHP<br>HowaldtswerkeA.G.Kiel | | |
| 35788<br>110093<br>ROBV | **Yang-Tsze** SteelScSr<br>ssLiv.No.3–2,12<br>ssGls.No.2-20<br>2Dks(Stl)&deepframing&Webframes<br>Elec.light Wireless | 6580<br>5887<br>4145 | ✠100A1<br>~~9,21~~4,21 3,22<br>BS9,21 ✠LMC7,20 | Ams<br>~~Gls~~ NYk | b† | CL<br>11,20 | 1899<br>3mo | Workman,<br>Clark&Co.Ld<br>Belfast<br>Lloyd'sA&CP | ChinaMutualStm.<br>Nav.Co.Ld. (A.<br>Holt&Co.Mgrs.)<br>WB=CellDBa134'uE&B59'f171'1365tDTa30'960tFPT105tAPT70t | 450·0<br>P36'B145'F45'<br>FK | 53·2 | 30·9 | Liverpool<br>British<br>8BHCem | T.3Cy.28",47"&77"–60" (r)<br>180lb 90lb 620NHP<br>2DB,12rf,GS230,HS8994 FD<br>Wrkman,Clark&Co.LdBel | 33″10<br>s7″10½<br>26″5 | BT<br>till<br>7,21 |
| 35789 | **Yangring Maru** IronSc<br>(exLiean) | 1565<br>1472<br>907 | | | | | | ................ | NissenKisen<br>KabushikiKaisha | 255·0<br>B14'F31' | 33·1 | 24·0 | Tokio<br>Japanese | T4Cy.19¼",29½"&(2)32"–30"<br>112NHP<br>E&Bmade–refitted18 | | |
| 35790<br>120991 | **Yangtse** WoodScSr<br>1Dk | 272<br>230<br>180 | | | | | 1906 | W.S.Bailey<br>&Co.<br>HongKong | ShanghaiPilot<br>BoatCo.Ld. | 140·0 | 24·4 | 13·5 | Shanghai<br>British | C.2Cy.15"&31"–22"<br>40RHP<br>Ross&Duncan,Glasgow | | |
| 35791<br>123182<br>HLCK | **Yankalilla** SteelScSr<br>(exLadyLewis)<br>1Dk&Shelterdk | 3563<br>3223<br>2119 | | | | | 1907 | Richardsn,<br>Duck&Co.<br>Stockton | ~~AdelaideS.S.Co.Ld~~<br>TheAdelaide<br>SteamshipCo Ld. | 350·0 | 49·1 | 23·8 | P.Adelaide<br>British<br>WB | T.3Cy.25",42½"&69"–48"<br>330NHP<br>N.E.MarineEng.CoLd.Sld. | | C |
| 35792<br>221457<br>MCWQ | **Yankee Arrow** SteelSc<br>2Dks(Stl&Shelter dk<br>Elec.light Wireless (Stl)&Webframes<br>Mchy.Aft Longitudinal framing | ~~9621~~<br>~~7504~~<br>8046<br>7834<br>4960 | ✠100A1<br>Shelter dk<br>with~~freeboard~~<br>2,22<br>Fitted for oil fuel 7,21 F.P. above 150°F.<br>~~(ClassContemplated)~~<br>Carrying Petroleum in bulk | Phl<br>NYk<br>✠LMC7,21 | d† | CL | 1921<br>8mo | NewYork<br>S.B.Co.<br>Camden,N.J.<br>A&CP | StandardTrans-portationCo.Ld.<br>(CollisionBHtoShltrdk,9BHtoUdk,6BHto2nddk)<br>CellDBa19'uE&B76'440t<br>DTf40'644tTween dk tank aft99tFPT229tAPT131t | ~~467·6~~<br>468·3<br>FK | 62·7 | ~~39·5~~<br>32·0 | NewYork<br>Utd.States<br>16BHptCem | Q.4Cy.24",36",51"&75"–51"<br>220lb 125lb (r) 625NHP<br>3SB,9cf,GS173,HS9052 FD<br>NewYorkSBCorp.Camden | 32″0<br>s5″3½<br>27″1 | |
| 35793<br>THPW | **Yannis** SteelSc<br>Renamed "Mausang," See No. 38446 in Supplement<br>Elec.light 1Dk(Stl) | 3372<br>2830<br>2063 | ✠100A–<br>~~12,20~~<br>✠LMC6,20<br>Fitted for oil fuel 6,20 F.P. above 150° F. | NNs<br>HKg | | CL | 1920<br>6mo | Shanghai<br>Dk.&Eng.Co.<br>Ld. Shanghai | ~~N.E.Ambaticles~~<br>Indo-ChinaS.N.<br>Co.,Ld.<br>CellDB284'745tFPT110tAPT45t | ~~331·0~~<br>P33'B100'F29'<br>331·2<br>FK | ~~46·5~~<br>46·8 | ~~25·5~~ | HongKong<br>British<br>6BHCem | T.3Cy.25",41"&68"–45" (s)<br>180lb 434NHP<br>3SB,9cf,GS155,HS6420 FD<br>ShanghaiDk.&Eng.Co.Ld. | 25″6<br>s 4″2<br>21″8 | |
| 35794<br>220717<br>MBRK | **Yapalaga** SteelSc<br>Elec.light 2Dks(Stl)&Webframes<br>Sub.Sig. Wireless | 5977<br>4971<br>3700 | ✠100A1<br>10,20<br>Fitted for oil fuel10 20 F.P. above 150° F. | Phl | | CL | 1920<br>10mo | Merchant<br>S.B.Corp.<br>Harriman,Pa.<br>CP | UnitedStates<br>ShippingBoard<br>CellDB335'1311tMT27'846tFPT120tAPT143t | 400·7<br>P36'B124'F44'<br>FK | 54·2 | 30·2 | Phildlphia<br>Utd.States<br>6BHptCem | 2SteamTurbines geared to<br>1ScShaft 200lb HS8700 (s)<br>3 Water Tube Boilers FD<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 32″10 | |
| 35795<br>213693<br>LFPN | **Yaque** SteelScSr<br>ssNYk.No.1-21<br>Elec.light 1Dk(Stl) | 1414<br>1172<br>948 | ✠100A1<br>~~8,21~~ ~~8,18~~ 12,21<br>✠LMC~~10,15~~<br>8,21 | NYk | p | ~~8,18~~<br>8,21 | 1915<br>11mo | Gt.Lakes<br>Eng.Works<br>Ecorse,Mich.<br>A&CP | ClydeS.S.Co.Inc.<br>WB=CellDBa66'uE&B34'f50'425tFPT32tAPT34t | 246·0<br>B65'F25'<br>FK | 38·4 | 15·5 | NewYork<br>Utd.States<br>4BHCem | T.3Cy.17",28½"&48"–36" (s)<br>190lb 200NHP<br>2SB,4cf,GS73,HS2952<br>Gt.LakesEngWrksDetroit | 18″0 | |
| 35796<br>217489<br>LPQF | **Yaquina** SteelSc<br>Fitted for oil fuel<br>Elec.light 1Dk&Shelter dk<br>Ref.Mchy. Sub.Sig. &Webframes<br>Wireless Longitudinal framing | 5994<br>5657<br>3716 | | | ... | | 1919 | MooreS.B.<br>Co.<br>Oakland | UnitedStates<br>ShippingBoard | 402·5<br>P34'F39'onShltrdk<br>FK | 53·0 | 32·0 | S.Frncisco<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>652NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 34″6 | R |
| 35797<br>113572<br>RVCT | **Yarborough** SteelScSr<br>ssHpl.No.3–8,12<br>Wireless ssGls.No.1-17<br>1Dk(Irn)2trB&Webframes3Dkrule | 3077<br>2858<br>1988 | ✠ ——<br>10.20<br>✠ | Lon | u | | 1900<br>8mo | W.Gray&<br>Co.Ld.<br>WHartlepool | CornboroughShip-pingLine,Ld(W.R.<br>Smith&Sons(Lon-don)Ld.Mgrs.)<br>WB=CellDBa&uE130'f136'732tAPT53t | 324·5<br>P27'B82'F30'<br>FK | 47·1 | 22·4 | Swansea<br>British<br>5BHCem | T.3Cy.24",38"&64"–42"<br>NDB17 ·267NHP<br>2SB,6rf,GS105,HS4046<br>Cen.Mar.Eng.Wrks.WHpl | 24″10 | C |
| 35798<br>89036<br>JDMH | **Yare** WoodPad | 104<br>104<br>16 | | | | | 1883 | ................<br>Yarmouth | GreatYarmouth<br>SteamTugCo.Ld.<br>(E.R.Aldred Mgr.) | 97·1 | 18·9 | 9·6 | Yarmouth<br>British | L.1Cy.34½"–51"<br>40RHP<br>Baird&Barnsley,N.Shl. | | |
| 35799<br>93373<br>KLPV | **Yarmouth** SteelScSr<br>Elec.light Wireless 2Dks&Shade dk | 1452<br>1109<br>725 | | | ... | | 1887 | A.M'Mil-lan&Son<br>Dumbarton | BlackStarLine of<br>Canada,Ld. | 220·3 | 35·2 | 12·7<br>21·0<br>BK7" | YarmthNS<br>British<br>WB | T.3Cy.26",41"&65"–42"<br>298NHP<br>D.Rowan&Son,Glasgow | 13″3 | |
| 35800<br>117737 | **—** SteelScK<br>ssMil.No.3–12,19<br>1Dk | 235<br>196<br>91 | ✠100A1<br>StmTrawler<br>12,21~~10,20~~<br>~~BS12,20~~ ✠LMC9,20 | Yar<br>Flt<br>BS12,21 | | CL<br>9,20 | 1907<br>9mo | Smith's<br>DockCo.Ld.<br>NorthShields<br>Lloyd'sA&CP | SaxonStm.Trwlrs.<br>Ld.(J.A.Taylor,<br>Mgr.) | 120·4<br>Q67'F18' | 21·6 | 11·6<br>BK7½" | Fleetwood<br>British<br>3BHCem | T.3Cy.12",20"&33"–24" (r)<br>180lb 68RHP<br>1SB,2pf,GS35,HS1175<br>W.V.V.Lidgerwood,Gls. | 12″6 | |
| 35801<br>108358<br>QDJW | **Yarmouth Belle** SteelPadSk<br>2Dks | 522<br>409<br>213 | | | | | 1898 | W.Denny<br>&Bros.<br>Dumbarton | ~~CoastDevelopment~~<br>~~Corporation,Ld.~~<br>P.S.M.SyndicateLd<br>(A.W.PickardMgr.) | 240·0<br>Promenade dk156' | 28·1 | 9·3 | London<br>British | T.3Cy.20½",30"&43"–60"<br>143NHP<br>Denny&Co.Dumbarton | | |
| 35802<br>142365<br>JSQW | **Yaroslavl** SteelTwinScSr<br>Elec.light Wireless 3Dks | 4495<br>3880<br>2619 | | | ... | | 1892 | WDenny<br>&Bros.<br>Dumbarton | TheShippingCon-troller (RoyalMail<br>Stm.Pkt.Co.Mgrs) | 398·0<br>P40'B126'F56'<br>FK | 45·0 | 28·2 | London<br>British<br>WB | T.6Cy.20",33"&50"–42"<br>NB01 407NHP<br>Denny&Co.,Dumbarton | 31″0 | |
| 35803<br>MGFN | **Yarra** SteelSc<br>(exArtemis)<br>Wireless 1Dk&Shelter dk | 5103<br>4803<br>3073 | | | | | 1910 | Ropner&<br>Sons,Ld.<br>Stockton | A/SDenNorske<br>Afrika og Austra-lielinje(W.<br>Wilhelmsen,Mgr.) | 410·0<br>P57tH101tF80t | 54·0 | 26·4 | Tönsberg<br>Norwegian<br>WB | T.3Cy.26½",44"&72"–48"<br>359NHP<br>Blair&Co.Ld.Stockton | | C |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ❋ 35804<br>120737<br>TVPG | **Yarra** SteelScSr<br>ssMel.No.3-3,21<br>1*Dk*(*ptIrn*&*ptStl*)&*deep framing* | 2140<br>1987<br>1357 | ✠100A1<br>3,22~~3,21~~<br>BS3,22 | Mel<br>✠LMC3,21 | *s* | CL<br>~~11,10~~<br>3,21 | 1907<br>5mo<br>*Lloyd* | Furness, Withy&CoLd<br>WHartlepool<br>'sA&CP *WB* | HuddartParker, Ld.<br>=*CellDBa*90'*uE*& | 292·0<br>B64'F29'<br>FK<br>*B*44'*f*116'610*tFPT* | 43·9 | 19·1 | Melbourne<br>British<br>5*BHCem*<br>88*tAPT*98*t* | T.3Cy.22½",37"&61"-39" (*r*)<br>180lb *100lb* 260NHP<br>2SB,*6cf*,GS118,HS4135<br>Richardsons,Westgarth&Co.Ld.Hpl | 21<br>s 3<br>18 |
| 35805<br>102591<br>NCJW | **Yarrow** SteelScSr<br>*Elec.light* Wireless 2*Dks* | 903<br>749<br>459 | | | ... | | 1893 | R.Napier&Sons<br>Glasgow | W.Sloan&Co. | 230·0<br>P55'B70'F42'<br>BK8" | 32·1 | 15·0 | Glasgow<br>British<br>*WB* | T.3Cy.21½",34"&57"-42"<br>NB08 223NHP<br>R.Napier&Sons,Glasgow | 15 |
| 35806<br>22934<br>NWQT | **Yasakaye Maru** WoodSc | 758<br>—<br>454 | | | | | 1918 | ................ | InouyeKunisaburo | 182·5 | 28·0 | 18·9 | Tsumori<br>Japanese | | |
| 35807<br>23469<br>RDGM | **Yashikosan Maru** WoodSc | 527<br>—<br>313 | | | | | 1919 | ................ | KoikeKaijiKogyo KisenKaisha | 163·4 | 26·3 | 15·3 | Amagasaki<br>Japanese | | |
| 35808<br>15633<br>MCSB | **Yashima Maru** SteelSc<br>(*Tug*)<br>1*Dk* | 101<br>—<br>36 | | | | | 1912 | MitsuBishi Dykd&EWks<br>Kobe | MitsubishiShoji Kaisha,Ld. | 90·0<br>*WB* | 16·6 | 8·9 | Wakamatsu<br>Japanese | T.3Cy.11",18"&29"-18"<br>36NHP<br>MitsuBishiD&EWks.Kobe | |
| 35809<br>23456<br>RDFJ | **Yashiro Maru No. 2** WoodSc | 184<br>—<br>105 | | | | | 1918 | ................ | NipponCement KabushikiKaisha | 103·3 | 24·4 | 12·0 | Ishinomaki<br>Japanese | | |
| 35810<br>118378<br>VNGH | **Yat Shing** SteelScSr<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*–teak s)<br>*Elec.light* &*deep framing* | 2284<br>2126<br>1424 | ✠—<br>*Spar dk*<br>2,04 | Nwc<br>✠ | *t* | | 1904<br>2mo | Swan,Hunter&Wigham Richardson,<br>LdNewcastle | Indo-ChinaSteam Nav.Co.Ld.<br>*WB*=*CellDBa*84'<br>399*tDTf*18'256*t* | 290·4<br>B67'F38'<br>*uE*22'*f*108'<br>*DTa*24' 374*t FPT* | 42·1 | 15·4<br>22·6<br>FK | London<br>British<br>5*BHCem*<br>56*tAPT*25*t* | T.3Cy.21",34"&56"-42"<br>226NHP<br>1SB,*4rf*,GS76,HS2913 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 25<br>s 4<br>20 |
| 35811<br>24162<br>RHFJ | **Yatake Maru** SteelSc | 1065<br>—<br>601 | | | | | 1918 | ................ | TaiyoShosen KabushikiKaisha | 210·0 | 32·0 | 18·5 | Osaka<br>Japanese | | |
| 35812<br>22260<br>NWLQ | **Yatsushiro Maru** WoodSc | 471<br>—<br>298 | | | | | 1918 | ................ | NipponCement KabushikiKaisha | 154·0 | 27·7 | 15·0 | Tokio<br>Japanese | | |
| 35813<br>217455<br>LPMH | **Yawah** WoodSc<br>*Elec.light* 1*Dk*<br>Wireless | 2551<br>—<br>1528 | | | | | 1919 | L.H.Shattuck,Inc.<br>PortsmthNH | UnitedStates ShippingBoard | 266·1<br>P25'B65'F29' | 46·2 | 23·9 | Portlnd,Or<br>Utd.States | T.3Cy.19",32"&56"-36"<br>188NHP<br>WorthingtonPumping Mach.Corp.,Buffalo | |
| ❋ 35814<br>3647<br>HVGN | **Yawata Maru** SteelScSr<br>ssYka.No.3-7,13<br>Wireless ssYka.No.1-17<br>2*Dks*(*Stl*–1*pt* ws*U*teak s)&*Web frames*<br>*Elec.light lower dk*(*Stl*) *forehold* | 3501<br>2862<br>2155 | | | ... | ~~5,20~~<br>4,21 | 1898<br>11mo | R.Napier&Sons,Ld.<br>Glasgow<br>A&CP | NipponYusen KabushikiKaisha<br>*WB*=*CellDBa*104'<br>*uE*&*B*82'*f*148'570*t* | 375·0<br>P64'B152'F43'<br>*DT a*20' 334*t FPT* | 44·1 | 25·0<br>BK11" | Tokio<br>Japanese<br>7*BHCem*<br>34*tAPT*15*t* | T.3Cy.29$\frac{9}{16}$",48"&79"-54"(*s*)<br>185lb 580NHP<br>2D&1SB *15cf*,GS280,HS9981<br>R.Napier&Sons,Ld.Gls. | 28<br>s 5<br>23 |
| 35815<br>18390<br>MTGD | — SteelScCtr<br>*Mchy.Aft* 1*Dk* | 623<br>556<br>316 | | | | | 1915 | J.Tochiki<br>Yawata | S.Ikeda | 172·0<br>F24' | 26·5 | 16·0 | Nishinomiya<br>Japanese | T.3Cy.11½",19"&32"-22"<br>48NHP<br>OsakaIronWorks,Osaka | |
| 35816<br>14359<br>LSBW | — SteelScSr<br>1*Dk* | 469<br>—<br>268 | | | | | 1911 | Nakamura GomeiKaisha<br>Osaka | TochigiShoji KabushikiKaisha | 165·2 | 25·1 | 12·7 | Nishinomiya<br>Japanese | C.2Cy.17½"&35"-24"<br>E&B*made—fitted*11 50NHP | |
| ❋ 35817<br>25187<br>RMKT | **Yaye Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 6781<br>6507<br>5054 | ✠100A1<br>*Shelter dk withfreeboard*<br>12,21~~1,21~~ | ~~O'Harima~~<br>NYk<br>✠LMC1,21 | *a*† | CL | 1919<br>6mo | Harima Dkyd.Co.Ld.<br>O'Harima<br>A&CP | KokusaiKisen KabushikiKaisha<br>*Colli*<br>*Cell* | 425·0<br>*sionBHtoShelter dk*<br>*DB*1142*tFPT*148*t* | 53·6 | 37·5<br>FK | Toba<br>Japanese<br>*Cem*<br>6*BH to U dk*<br>*APT*220*t* | T.3Cy.27",45"&75"-51" (*s*)<br>190lb 556NHP<br>3SB,*6cf*,GS192,HS7974 FD<br>KobeSteelWorks,Kobe | 37<br>s 9<br>28 |
| 35818<br>17082<br>MNKC | **Yayeyama Maru** SteelScSr<br>*Elec.light* 2*Dks* | 963<br>777<br>567 | | | | | 1914 | MitsuBishi Dkyd&EWks<br>Kobe | OsakaShosen KabushikiKaisha | 192·2<br>P23'B39'F31' | 31·2 | 17·4 | Osaka<br>Japanese<br>*WB* | T.3Cy.15",25"&42"-30"<br>97NHP<br>MitsuBishiD&EWks.Kob. | |
| 35819<br>19810<br>NFQR | — WoodAuxScSr | 319<br>—<br>176 | | | | | | ................ | OkadaSensuke | 132·8 | 23·1 | 11·8 | Osaka<br>Japanese | | |
| ❋ 35820<br>25010<br>RMPD | **Yayoi Maru** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 5443<br>4996<br>3417 | ✠100A1<br>~~2,21~~ ~~12,20~~ 2,22 | Bhn<br>~~Bka~~Kob<br>✠LMC~~3,10~~<br>2,22 | *z* | CL<br>2,22 | 1919<br>3mo | AsanoS.B.Co.Ld<br>Tsurumi<br>A&CP | ~~SuzukiShoten~~<br>KokusaiKisen KabushikiKaisha | 400·0<br>P33'B124'F41'<br>*CellDB* 342' 844*tA* | 53·2 | 29·4<br>FK | Yokohama<br>Japanese<br>*BHCem*<br>*PT*28*t* | T.3Cy.26",43½"&72"-48"(*s*)<br>200lb 513NHP<br>3SB,*9cf*,GS175,HS7376 FD<br>KobeSteelWorks,Kobe | 32<br>s 6<br>25 |
| 35821<br>20602<br>NJVK | — WoodSc | 349<br>—<br>235 | | | | | 1917 | ................ | SadoShosen KabushikiKaisha | 125·0 | 25·8 | 12·3 | Nishinomiya<br>Japanese | | |
| 35822<br>22283<br>NTBL | **Yayoi Maru No. 2** WoodSc | 427<br>—<br>243 | | | | | 1918 | ................ | KojiyaShozaburo | 151·6 | 25·6 | 14·2 | Nishinomiya<br>Japanese | | |
| 35823<br>24711<br>RKFV | **Yayoi Maru No. 3** WoodSc | 645<br>—<br>459 | | | | | 1918 | ................ | SugimotoMotohei | 174·8 | 28·0 | 15·7 | Shikitsu<br>Japanese | | |
| 35824 | **Yazoo** SteelScSr<br>(*ex*Marudu)<br>*Elec.light* 1*Dk* | 1514<br>1177<br>902 | | | | | 1905 | Schiffsw.v. HenryKoch<br>Lübeck | FernandezHnos. | 260·8<br>P33'B93'F36' | 37·2 | 16·1 | Manila<br>Utd.States<br>*WB* | T.3Cy.21½",38½"&55"-33½"<br>175NHP<br>J.F.Ahrens,Altona | |
| 35825<br>NRKG | **Ydun** SteelScSr<br>*Elec.light* 1*Dk* | 645<br>430<br>330 | | | | | 1910 | Helsingörs Jernsk.&Msk<br>Elsinore | DetForenede DampskibsSelsk. | 184·2<br>P115'F24' | 31·2 | 12·5 | Copnhagn<br>Danish<br>*WB* | T.3Cy.16½",27"&44"-44"<br>128NHP<br>HelsingörsJernsk.&Msbk. | |
| 35826<br>10813<br>LCTQ | **Yebisu Maru** SteelScSp<br>2*Dks* | 185<br>147<br>101 | | | | | 1907 | Ishikawa-jimaSB&ECo<br>Tokio | UjiiyeSosaku | 118·3<br>F10' | 17·7 | 10·7 | Tokio<br>Japanese | T.3Cy.11",18"&30"-18"<br>38NHP<br>IshikawajimaCo.Tokio | |

| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification. Character.<br>✠ for Special Survey.<br>Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter | Date when tail shaft last seen. | When.<br>Ship.<br>Engines | Built. By Whom.<br>Where. | Owners. | Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | Port of Registry.<br>Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35827<br>10745<br>LQQM | **Yeboshi Maru** SteelScSr<br>ssKob.No.3-7,15<br>ssYka.No.1-19<br>(exOakley)<br>1Dk(Irn)2trBdeep framing<br>Wireless &Web frames 3Dk rule | 3958<br>3597<br>2833 | ✠100A1<br>8,21 ~~12,20~~<br>✠LMC~~6,20~~<br>8,21 | Kob<br>Yka | w | CL<br>12,20 | 1901<br>8mo | W.Gray&Co.Ld.<br>WHartlepool<br>A&CP | NipponYusen KabushikiKaisha | 340·0\|49·5\|25·6<br>P28'B88'F31' FK<br>WB = Cell DBa&uE133' ƒ144' | Tokio<br>Japanese<br>6BHCem<br>912tAPT71t | T.3Cy.25½",40½"&67"-45"<br>160lb 80lb (s) 297NHP<br>2SB,6rf,GS112,HS4404<br>Cen.Mar.Eng.Wrks.WHpl | 28 " 3<br>s 5 " 7<br>23 " 1 | |
| 35828<br>7944<br>JWKV | **Yechigo Maru** SteelScSr<br>ssLiv.No.3-9,01<br>(exPocasset) 2Dks(Stl)3trB | 2658<br>2345<br>1657 | ✠<br>7,05<br>✠ | Mdb | t | | 1889<br>6mo | R.Stephenson&Co.Ld.<br>Newcastle | YamashitaKisen KabushikiKaisha | 300·0\|39·2\|25·0<br>P40'B71'F39'<br>WB = CellDB 152' 275tFPT62t | Nishinomiya<br>Japanese<br>6BHCem | T.3Cy.25",39"&62"-42"<br>NDB05 264NHP<br>2SB,8rf,GS150,HS4258<br>R.Stephenson&Co.Ld.Nwc | 27 " 6 | |
| 35829<br>792<br>HFLG | — IronScSr<br>ssYka.2ndNo.3-10,06<br>(exPatricio) 1Dk(ptIrn)2trB<br>Well deck | 1146<br>991<br>696 | ✠<br>6,07<br>✠ | Yka | n | | 1882<br>12mo | London&GlasgowCo.<br>Glasgow | MaruichiHonma GomeiKaisha | 235·0\|31·3\|17·1<br>Q82'B55'F31' BK8"<br>WB = DBa 69'108tMT23'193t | Nishinomiya<br>Japanese<br>4BHCem | C.2Cy.27"&51"-36"<br>126NHP<br>1DB,4pf,GS70,HS2150<br>London&GlasgowCo.,Gls. | | |
| 35830<br>4934<br>JRGF | **Yeddo** SteelScSr<br>ssGot.No.3-6,21 ~~ssGot.No.2-18~~<br>Elec.light 2Dks(Stl-Upt ws)<br>Wireless &deep framing | 3980<br>3713<br>2481 | ✠100A1<br>~~6,21~~ ~~11,20~~12,21<br>✠LMC 11,20<br>MS9,16 ~~BS11,20~~<br>BS12,21 | Got | x | CL<br>11,20 | 1908<br>11mo | W.Doxford&Sons,Ld.<br>Sunderland<br>Lloyd's A&CP | Aktieb.Svenska OstasiatiskaKomp (DanBroström, Mgr.) | 380·2\|49·1\|24·7<br>P23'B282'F45' FK<br>WB = Cell DBa 104' uE28'ƒ174'796tAPT16t | Gothenbrg<br>Swedish<br>6BHCem | T.3Cy.27",45"&74"-48" (s)<br>180lb 180lb 476NHP<br>2SB,6cf,GS147,HS6563<br>W.Doxford&Sons,Ld.Sld. | 27 " 3<br>s3 " 10½<br>23 " 9 | |
| 35831<br>25094<br>RMBV | **Yehime Maru** SteelSc<br>Elec.light Wireless 2Dks(Stl) | 4655<br>3927<br>3367 | ✠100A1<br>~~7,21~~2,21 5,21 ~~Sba~~<br>✠LMC~~1,20~~<br>9,21 | Yka | x | CL<br>9,21 | 1920<br>1mo | Uraga DockCo.Ld<br>Uraga<br>A&CP | YamashitaKisen KabushikiKaisha | 360·0\|51·2\|28·5<br>P20'B91'F35' FK<br>CellDB291'919tFPT 114tAPT46t | Uraga<br>Japanese<br>5BHCem | T.3Cy.22",36½"&61"-48" (s)<br>200lb 358NHP<br>2SB,6cf,GS126,HS5067 FD<br>UragaDockCo.Ld.Uraga | 28 " 6<br>s 5 " 7<br>23 " 3 | |
| 35832<br>8689<br>JQSR | — SteelScCtr<br>2Dks | 600<br>—<br>308 | | | | | 1903 | Kawasaki DkyrdCo.Ld.<br>Kobe | OsakaShosen KabushikiKaisha | 178·1\|25·3\|16·0 | Osaka<br>Japanese | T.3Cy.15",24"&40"-27"<br>83NH<br>KawasakiDockyardCo.Ld | | |
| 35833<br>14354<br>LPVM | **Yei Maru** SteelScSr<br>(exUssuri,exElsa, exMaria) Elec.light 1Dk2trB&ptAwng dk | 2698<br>1995<br>1598 | | | ... | | 1893 | McIlwaine &McColl,Ld.<br>Belfast | TanakaKisen KogyoKabushiki Kaisha | 302·5\|41·2\|19·5<br>P32'Q74'<br>ptAwng dk195' FK | Nishinomiya<br>Japanese<br>WB | T.3Cy.23¼",37"&60⅛"-42"<br>247NH<br>M'Ilwaine&McColl,Ld.Bel | 21 " 0 | |
| 35834<br>105<br>QBKW | **Yei Maru No. 2.** SteelScSr<br>(exOuraka)<br>Well deck 1Dk&Webframes | 2637<br>—<br>1624 | | | ... | | 1890 | Russell&Co.<br>Greenock | MuraoKisenGoshi Kaisha | 300·3\|41·2\|19·6<br>P30'Q84'B123'<br>F26' FK | Dairen<br>Japanese<br>WB | T.3Cy.22½",35½"&58½"-39"<br>222NH<br>J.Howden&Co.Glasgow | 22 " 3 | |
| 35835<br>23048<br>RBGW | **Yeian Maru** SteelSc | 1205<br>—<br>836 | | | | | 1918 | ........................ | IwataYoshimori | 218·0\|32·1\|19·0 | Osaka<br>Japanese | | | |
| 35836<br>22940<br>NWRG | **Yeifuku Maru** SteelSc<br>Elec.light 2Dks(Stl)&Awng dk(Stl)<br>Wireless | 5861<br>5586<br>4292 | ✠100A1<br>Awng dk<br>withfreeboard<br>3,22 ~~12,19~~<br>✠LMC~~8,18~~<br>3,22 | Kob | y | 3,22 | 1918<br>8mo | Kawasaki Dkyd.Co.Ld.<br>Kobe<br>Lloyd's A&CP | ~~Suzuki&Co.~~<br>KokusaiKisen KabushikiKaisha | 385·0\|51·0\|36·0<br>FK<br>Collision BH to Awng deck<br>CellDB 333' 1118t FPT126t | Kobe<br>Japanese<br>Cem<br>5BH to U dk<br>APT98t | T.3Cy.26",43½"&72"-48" (s)<br>200lb 444NHP<br>2SB,6cf,GS126,HS5809 FD<br>KawasakiDkydCoLdKobe | 36 " 0<br>s 9 " 3½<br>27 " 1 | |
| 35837<br>22014<br>NRVL | — SteelSc3MstSr<br>(exDaihoku.Maru,exOtto Berg,exVille deMetz) 1Dk&Spar dk<br>Elec.light pt lower dk&Web frames | 3417<br>3022<br>2051 | | | ... | | 1887 | J.Laing<br>Sunderland | SuyamaBunosuke | 351·0\|42·2\|18·8<br>P42'B70'F28' 26·6 | Osaka<br>Japanese<br>WB | T.3Cy.28½",46½"&76"-45"<br>387NH<br>G.Clark,Sunderland | 29 " 6 | V |
| 35838<br>24051<br>RGQJ | **Yeiho Maru No. 6** WoodSc | 315<br>—<br>159 | | | | | 1918 | ........................ | Okamoto Yeinosuke | 124·0\|23·0\|13·2 | Nishinomiya<br>Japanese | | | |
| 35839<br>23684<br>RFCV | **Yeiichi Maru No. 5** WoodAux ScSr | 128<br>—<br>94 | | | | | 1918 | ........................ | HirataKatsutaro | 91·9\|20·2\|10·6 | Shimoda<br>Japanese | | | |
| 35840<br>21413<br>NPJW | **Yeiichi Maru No. 6** WoodAuxSc<br>(exKofukuMaru) | 140<br>—<br>80 | | | | | 1913 | ........................ | HirataKatsutaro | 83·1\|24·4\|10·4 | Osaka<br>Japanese | | | |
| 35841<br>23335<br>ROLD | **Yeijin Maru** SteelSc | 721<br>—<br>402 | | | | | 1918 | ........................ | IwataYoshimori | 182·5\|26·9\|15·3 | Osaka<br>Japanese | | | |
| 35842<br>23350<br>RDNF | **Yeiki Maru No. 1** WoodSc | 301<br>—<br>156 | | | | | 1918 | ........................ | Kaminade Kyomatsu | 127·3\|24·3\|13·4 | Higashitonda<br>Japanese | | | |
| 35843<br>10151<br>JWVB | **Yeikiu Maru** WoodScSr<br>2Dks | 505<br>—<br>300 | | | | | 1906 | M.Mihara<br>Osaka | M.Nishide | 167·3\|22·7\|16·9 | Hashidate<br>Japanese | T.3Cy.12",19½"&31½"-22"<br>47NHP | | |
| 35844<br>8788<br>JRGN | **Yeiko Maru** SteelScSr<br>Elec.light 1Dk&Spar dk(Stl-teak s) &deep framing | 1842<br>1585<br>1066 | ✠<br>Spar dk<br>2,07 ✠ | Yka | r | | 1903<br>9mo | MitsuBishi Dkyd&EWks<br>Nagasaki | NipponYusen KabushikiKaisha | 262·0\|35·5\|14·1<br>P31'B82'F40' 21·3 FK<br>WB = Cell DB a59'uE&B54'ƒ94'361tFPT 40tAPT26t | Tokio<br>Japanese<br>5BHCem | T.3Cy.21 5/16",35"&58"-36"<br>263NHP<br>2SB,4cf,GS82,HS3690 FD<br>MitsuBishiD.&E.Wks.Nag | 23 " 10 | |
| 35845<br>7626<br>JPTS | — SteelScSr<br>(exKwongsang,exValencia)<br>2Dks | 1430<br>1432<br>879 | | | ... | | 1880 | Blackwood &Gordon<br>Pt.Glasgow | Miyagiya KabushikiKaisha | 248·4\|31·4\|23·0 | Amagasaki<br>Japanese | C.2Cy.30"&52"-36"<br>135NHP<br>Blackwood&Gordon,PGls | 24 " 7 | |
| 35846<br>~~37527~~<br>~~SDCR~~<br>27527<br>SDCR | **Yeikoku Maru** SteelSc<br>Wireless<br>Elec.light 1Dk(Stl)&Shelter dk(Stl) &Web frames<br>Longitudinal framing | 4370<br>3677<br>2733 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~5,21~~ ~~12,20~~<br>3,22<br>✠LMC~~12,20~~ | Kob | u | CL | ~~1920~~<br>~~12mo~~<br>1921<br>5mo | OsakaIron Works<br>Innoshima<br>A&CP | TaiyoKisen KabushikiKaisha (KatsudaKisen KabushikiKaisha) | 345·0\|49·8\|25·8<br>P30'B99'F34' on Shelter dk FK<br>CellDB294' 1120tDTa32'690t FPT114tAPT29t<br>Collision BH to Sh dk 5 " " U " | ~~Kobe~~Habu<br>Japanese<br>ptCemptAsp | T.3Cy.24",41"&67"-48" (s)<br>180lb 390NHP<br>2SB,6cf,GS126,HS5400 FD<br>OsakaIrnwrks,Innoshima | 28 " 2<br>s 4 " 10½<br>23 " 8 | |
| 35847<br>22910<br>NWPG | — WoodSc | 461<br>—<br>238 | | | | | 1918 | ........................ | MojiShosen KabushikiKaisha | 145·7\|27·0\|15·5 | Moji<br>Japanese | | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. 33777 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Cre… sur Quill… Franc-bord au milieu du navire. Tirant d'eau corres-pondant. pds. pa |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35848 | Should be "UsariMaru" See No. 36428 in Supplement<br>**Yeikoku Maru No. 2** SteelSc<br>*Elec.light* | 6079<br>5171<br>4483 | 100A1<br>(*ClassContemplated*) | | | | 1921 | OsakaIron Works,Ld.<br>Innoshima | NipponKisen KabushikiKaisha | 407·2<br>P42'B137'F20 | 50·8 | 32·5 | Kobe<br>Japanese | T.3Cy.27",45"&75"-51"<br>OsakaIronWorks,Ld. | |
| 35849<br>22718<br>NVSM | **Yeisho Maru No. 2** WoodAux ScSr | 121<br>—<br>67 | | | | | 1918 | ................ | MikamiYentaro | 100·9 | 18·1 | 9·5 | Hakodate<br>Japanese | | |
| 35850<br>18652<br>MVKP | **Yeitai Maru** SteelScSr<br>(*ex*Doddswell, *ex*Aislaby) *ss*Shl.No.3–4,01 *ss*Shl.No.2–09<br>*Well deck*<br>*Elec.light* 1*Dk*(*Irn*)2*trB*& *Web frames*<br>Wireless | 2825<br>2158<br>2002 | ✠<br>3,14<br>✠ | Sws | *t* | | 1889<br>7mo | Ropner& Son<br>Stockton | KatsudaKisen KabushikiKaisha | 313·8<br>P33'Q100'B118' F31' BK10" *Cell* | 40·4 | 20·2 | Kobe<br>Japanese<br>5*BHCem*<br>*DB*212'460*t* | T.3Cy.23",38"&62½"-42"<br>NDB99 257NHP<br>2SB,6*rf*,GS98,HS3900<br>Blair&Co.Ld.Stockton | 23 · 7 |
| 35851<br>1982.<br>NFRL | **Yeitoku MaruNo. 3** WoodAux ScSr | 179<br>—<br>121 | | | | | 1916 | ................ | IchiyanagiNoCuo | 96·0 | 25·2 | 10·8 | Kawano-ishi<br>Japanese | | |
| 35852<br>22945<br>NWRM | **Yeizan Maru** SteelSc | 1228<br>—<br>836 | | | | | 1918 | ................ | AokiKisen KabushikiKaisha | 225·7 | 33·5 | 18·5 | Kobe<br>Japanese | | |
| 35853<br>19991<br>NFGJ | **Yejima Maru** WoodSc<br>1*Dk* | 925<br>—<br>662 | | | | | 1916 | E.Mayeda<br>Miye | MatsudaKisen KabushikiKaisha | 200·0 | 31·0 | 18·5 | Nishino-miya<br>Japanese | C.2Cy 22¼"&42¾"-27"<br>NB18 | |
| 35854<br>204278<br>KWFH | **Yellowstone** WoodSc3MstSr<br>1*Dk*2*trB* | 767<br>—<br>456 | | | | | 1907 | ................<br>FairhavenCal | YellowstoneNav. Co.(Swayne& Hoyt,Inc.) | 186·6 | 38·2 | 13·6 | S.Frncisco<br>Utd.States | | |
| 35855<br>4979<br>JFTD | **Yenoura Maru** SteelSc<br>1*Dk* | 632<br>555<br>356 | | | | | 1900 | MitsuBishi Dkyd&EWks<br>Nagasaki | MitsubishiShoji Kaisha,Ld. | 182·5<br>B48' | 32·2 | 11·7 | Tokio<br>Japanese<br>*WB* | T.3Cy.12",20"&33"-24"<br>53NHP<br>MitsuBishiD.&E.WksNag | |
| 35856<br>24746<br>RKNQ | **Yenshu Maru** WoodSc | 736<br>—<br>508 | | | | | 1918 | ................ | FukugawaKisen KaishaKisen | 192·6 | 29·8 | 16·5 | Nishino-miya<br>Japanese | | |
| * 35857<br>114431<br>SFNM | **Yeoman** SteelScSr<br>*ss*Mch.No.3–3,13<br>*ss*Mch.No.1–18<br>*Well deck* 1*Dk*(*Irn*)&*deep framing* | 1009<br>796<br>640 | ✠100A1<br>1,21<br>MS6,18 ✠LMC<br>~~BS9,20~~<br>BS10,21 | Bkn | *m* | 8,19 | 1901<br>2mo | WoodSkinner&Co.Ld.<br>Newcastle<br>A&CP | Fisher,Renwick Manchester-LondonSteamers.Ld.<br>*WB=CellD* | 220·0<br>Q115'B15'F24' FK<br>*Ba&uE*75'*f*96'235*t* | 31·7 | 14·8 | Manchestr<br>British<br>5*BHCem*<br>*APT*21*t* | T.3Cy.17",28"&46"-33"<br>180lb *100lb* NDB09 135NHP<br>1SB,3*cf*,GS62,HS2150<br>N.E MarineEngCoLd.Nwc | 17 · 0<br>s 1 · 4<br>15 · 11 |
| * 35858<br>25495<br>RNQM | **Yesaki Maru** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless &*Web frames*<br>*Longitudinal framing* | 4372<br>3693<br>2751 | ✠100A1<br>*Shelter dk with freeboard*<br>~~5,21~~ ~~3,20~~<br>10,21<br>✠LMC~~9,19~~<br>5,21 | Sou<br>Yka | *w* | CL | 1919<br>9mo | OsakaIron Works,Ld.<br>Innoshima<br>A&CP | KokusaiKisen KabushikiKaisha<br>*CollisionBH to Shelter dk*<br>*CellDB*294'1117*t* | 345·0<br>P30'B98'F34' *on Shelter dk* FK<br>*DTa*32' 693*t FPT* | 49·8 | 28·2 | Kobe<br>Japanese<br>*Cem*<br>5*BH to U dk*<br>115*tAPT*29*t* | T.3Cy.24",41"&67"-48" (*s*)<br>180lb 380NHP<br>3SB,6*cf*,GS127,HS5400 FD<br>OsakaIronWorks,Ld. | 28 · 2<br>4·10<br>23 · 8 |
| 35859<br>10431<br>JMRC | **Yesan Maru** SteelScSr<br>(*ex*Burma) 1*Dk* | 3176<br>2294<br>2010 | | | ... | | 1893 | W.Gray& Co.Ld.<br>WHartlepool | Government of Japan(Depart.of Agriculture& Commerce) | 325·2<br>Q127' BK10½"<br>*ptAwng dk*198' | 41·6 | 22·8 | Yawata<br>Japanese<br>*WB* | T 3Cy.24$\frac{9}{32}$",38"&64"-42"<br>256NHP<br>Cen.Mar.Eng.Wrks.WHpl | 24 · 0 |
| 35860<br>1767<br>HLMF | **Yesashi Maru** WoodAuxScSr | 167<br>—<br>106 | | | | | 1895 | ................ | SuzukiSahei | 99·8 | 21·0 | 11·0 | Niigata<br>Japanese | | |
| 35861<br>218038<br>LRCN | **Yesoking** SteelScSr<br>*Elec.light* *Fitted for oil fuel*<br>Sub.Sig. 2*Dks*&*Web frames*<br>Wireless *Longitudinal framing* | 5749<br>5332<br>3556 | | | ... | | 1919 | Baltimore D.D.&S.B.Co.<br>Baltimore | UnitedStates ShippingBoard | 409·6<br>P53'B120'F44' FK | 54·4 | 27·4 | Baltimore<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>629NHP<br>GeneralElectricCo. Schenectady,N.Y. | 30 · 0 |
| 35862<br>15577<br>MCLK | **Yetajima Maru** WoodScSr<br>2*Dks* | 196<br>—<br>113 | | | | | 1888 | Onohama NavyWorks<br>Kobe | DoiYugoro | 115·6 | 18·1 | 14·3 | Yokohama<br>Japanese | C.2Cy.13"&24"-18"<br>20NHP<br>OnohamaNavyWorks | |
| * 35863<br>10742<br>LQQH | **Yetorofu Maru** SteelScSr<br>*ss*Kob.No.1–19 *ss*Kob.No.3–7,15<br>(*ex*Aphrodite) 1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>Wireless &*deep framing* | 4139<br>3648<br>3025 | ✠100A1<br>*Spar dk*<br>7,21 ~~7,18~~<br>✠LMC~~6,20~~<br>7,21 | Kob | *w* | CL<br>~~6,20~~<br>7,21 | 1898<br>1mo | Russell& Co.<br>Pt.Glasgow<br>A&CP | Kobe Shosen ~~NipponYusen~~ KabushikiKaisha<br>*WB=CellD* | 344·9<br>P20'B72'F36' 25·8 FK<br>*Ba* 112' *uE* 20'*f*146' | 49·8 | 17·8 | Tokio<br>Japanese<br>6*BHCem*<br>827*tAPT*71*t* | T.3Cy.25",41"&66"-45" (*s*)<br>160lb *80lb* 346NHP<br>2SB,6*cf*,GS112,HS4804 FD<br>Rankin&Blackmore,Grk. | 28 · 5<br>s 6 · 1½<br>22 · 7 |
| 35864<br>21132<br>NMGF | **Yetsuyo Maru** WoodSc | 675<br>—<br>400 | | | | | 1917 | ................ | YetsuyoKisen GomeiKaisha | 193·0 | 29·1 | 16·8 | Osaka<br>Japanese | | |
| 35865<br>Wrecked 4,20 | **Yeureuk** SteelSc<br>(*ex*Wren,*ex*Duke of Gordon,*ex*GeneralGordon) 2*Dks* | *891*<br>*694*<br>*376* | | | ... | | 1885 | A.&J. Inglis<br>Glasgow | Administration de Nav. à Vap. Ottomane | 230·0<br>P51'B82'F41' BK8" | 31·2 | 15·3 | Constanpl<br>Turkish | T.3Cy.24",38"&60"-42"<br>NB06 234NHP<br>A.&J.Inglis,Glasgow | 16 · 0 |
| 35866 | **Yeuzbashi Murad Bey** SteelScSr<br>(*ex*Alizarine)<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* | *190*<br>*146*<br>*74* | ✠<br>12,16<br>*Carrying Tar in bulk*<br>✠ | Lon | *c* | | 1911<br>11mo | W.Dobson &Co.<br>Newcastle | Administration de Nav.à Vap. Ottomane | 110·2<br>P44'F19' FK | 20·1 | 9·7 | Turkish<br>6*BHCem* | T.3Cy.11",18"&30"-18"<br>NDB13 50NHP<br>1SB,2*pf*,GS30,HS908<br>McColl&Pollock,Ld.Sld. | 10 · 6 |
| * 35867<br>98571<br>LVHM | **Yewdale** Steel&IronSc3MstSr<br>*ss*Liv.No.3–5,09<br>(*ex*Olivine) *ss*Mdb.No.2–18<br>*Well deck* 1*Dk*(*ptIrn*)<br>*Mchy.Aft* *Irnframing*&*Stl plating* | 477<br>330<br>184 | ✠100A1<br>4,20<br>✠NB9,11 ✠LMC7,17<br>BS2,21 | Abn | *h* | CL<br>N4,20 | 1890<br>9mo | Scott&Co.<br>Bowling<br>A&CP | H.W.Renny (E.J.Leslie,*Mgr.*) | 165·2<br>Q81'B10'F27' BK7½"<br>*WB* | 26·1 | 10·9 | Dundee<br>British<br>4*BHCem*<br>=*FPT*48*t* | T.3Cy.14",23"&36"-27" (*s*)<br>160lb 60RHP<br>1SB,3*pf*,GS53,HS1476<br>Muir&Houston,Glasgow | 12 · 2<br>s · 6½<br>12 · 4 |
| 35868<br>135464<br>JCMN | **Yewgarth** SteelSc<br>*ss*Liv.No ~~1-17~~ 2–21<br>1*Dk*(*Stl–ptws*) | 111<br>110<br>— | ✠100A1<br>*For Towing purposes*<br>~~12,20~~ 9,21<br>~~BS12,20~~ ✠LMC~~7,18~~<br>1,21 | Liv | | CL<br>~~6,19~~<br>9,21 | 1913<br>6mo | Cochrane &Sons,Ld.<br>Selby<br>*Lloyd'sA&CP* | Rea,Ld. | 85·2<br>BK6"<br>*WB=FPT*7*t* | 21·1 | 9·3 | Liverpool<br>British<br>4*BHCem*<br>*APT*10*t* | C.2Cy.17"&36"-24" (*s*)<br>140lb 85RHP<br>1SB,3*pf*,GS49,HS1500<br>C.D.Holmes&Co.Ld.Hull | 10 · 0<br>s · 11<br>9 · 8 |
| 35869<br><br>QCTP | **Yildum** SteelScSr<br>*Elec.light* Wireless 1*Dk* | 3234<br>2950<br>1969 | | | | | 1913 | Rotterdam Droogd.Maat<br>Rotterdam | VanNievelt,Goudriaan&Co's Stoomv.Maats. | 331·7<br>P25'B94'F31' | 48·2 | 22·3 | Rotterdam<br>Dutch<br>*WB* | T.3Cy.23",38"&62"-42"<br>249NHP<br>Rotterdam Droogd.Maats. | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35870<br>120647<br>HFGL | **Yingchow** SteelScSr<br>*Elec.light* 2*Dks* | 1992<br>1728<br>1216 | | | | | 1905 | Scott'sS.B.<br>&E.Co.Ld.<br>Greenock | ChinaNav.Co.Ld. | 266·8<br>B81'F34' | 40·2 | 21·7 | London<br>British<br>*WB* | T.3Cy.20",33½"&56"-39"<br>196NHP<br>Scott'sS.B.&E.Co.Ld.Grk. | | |
| 35871 | **Yiu Lee** SteelSc<br>2*Dks* | 494<br>—<br>278 | | | | | 1913 | Heng<br>Chang<br>Dockyard<br>Shanghai | Ching-KeeS.N.Co.<br>Ld. | 144·5 | 22·2 | 18·6 | Chefoo<br>Chinese | T.3Cy.13¾",21¾"&34¾"-24"<br>58NHP | | |
| 35872 | **Ymer** SteelSc<br>*Elec.light* 1*Dk* | 1450 | | | | | 1921 | J.Meyer's<br>S.B.Co.<br>Léeuwen | StockholmsReder-<br>iaktieb.Svea(H.<br>Ericson,*Mgr.*) | 237·9<br>P32'B67 F26' | 36·5 | 18·9 | Stockholm<br>Swedish<br>*WB* | T.3Cy.17½",29"&46"-36"<br>Arnhemsche 127NHP<br>Stooms.Maats.Arnhem | | |
| 35873<br><br>LCDP | **Ymir** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 269<br>249<br>109 | | | | | 1915 | G.Seebeck<br>Akt.Ges.<br>Geestemnde | H/FYmir(Aug.<br>Flygenring, *Mgr.*) | 132·3 | 23·4 | 13·6 | Hafnrfirdi<br>Icelandic | T.3Cy.13",24"&36⅝"-25⅝"<br>68NHP<br>G.SeebeckA.G.Gestemnde | | |
| 35874<br><br>QCTR | **Ymuiden** SteelAuxSc3MstSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 250<br>220<br>188 | | | | | 1918 | Gebr.de<br>Boer<br>Lemmer | Zeev.Maats.<br>"Groningen"<br>(R.Kramer,*Mgr.*) | 118·1<br>Q23'F13' | 24·4 | 10·2 | Groningen<br>Dutch | Oil Engines 2S.C.<br>2Cy.15⅗"-$16\frac{7}{10}$" 40NHP<br>Steijaard&JanetteWalen,<br>Overschie | | |
| 35875 | — SteelSc<br>(*Tug*) | 229<br>—<br>— | | | | | 1911 | H.J.Koop-<br>man<br>Dordrecht | Boomkens&Co. | 77·3 | 17·1 | 12·5 | Rottrdam<br>Dutch | T.3Cy.10⅓",$16\frac{1}{10}$"&22⅔"13¾"<br>19NHP<br>H.J.Koopman,Dordrecht | | |
| 35876 | **Yngaren** SteelSc<br>*OilEng.*<br>*Elec.light* Wireless<br>*For full particulars See No. 40076 in Supplement* | *5170* | 100A1<br>(*Class Contem* | *plated*) | | | 1920 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Transatlantic<br>SteamshipCo. | 420·0<br>F41' | 54·0 | | Gothenbrg<br>Swedish | Oil Engines 2S.C.SA<br>4Cy.22¾"-45½"<br>W.Doxford&Sons,Ld.Sld | 29 ″ 0<br>s 3 ″ 10½<br>25 ″ 6 | |
| 35877<br>4424<br>JPGV | **Yngve** WoodScSp<br>1*Dk* | 178<br>133<br>88 | | | | | 1905 | A.Edgren<br>Eskilsäter | MaritimaHandels<br>A/B | 96·6<br>P25'H11*t* | 22·5 | 9·2 | Stockholm<br>Swedish | C.2Cy.11⅜"&19⅞"-11¾"<br>74NHP<br>SeffleM.V.Seffle | | V |
| 35878<br><br>MQTV | **Ynnur** SteelScSr<br>*Mchy.Aft* 1*Dk* | 731<br>507<br>327 | | | | | 1917 | DeHaan&<br>Oerlemans<br>Heusden | A/S Sjöfart<br>(SverreHansen,<br>A/S *Mgrs.*) | 181·1<br>Q104'B14'F19' | 28·1 | 12·0 | Bergen<br>Norwegian | T.3Cy.15",25"&40"-27"<br>83NHP<br>C.A.Kuypers,Rotterdam | | V |
| 35879<br>21750<br>NQSW | **Yodo Maru** SteelScSr<br>(*ex*CastleAcre,*ex*ThomasWayman)<br>*Well deck* 1*Dk & Webframes* | 2193<br>1696<br>1352 | | | ... | | 1893 | JReadhead<br>&Sons<br>S.Shields | KabushikiKaisha<br>AsahiShokai | 280·0<br>P24'Q82'B114'<br>F31' FK | 38·0 | 20·7 | Amagasaki<br>Japanese<br>*WB* | T.3Cy.21",35"&57"-39"<br>207NHP<br>J.Readhead&Sons,S.Shl. | 22 ″ 0 | |
| 35880<br>20892<br>NLDG | **Yodogawa Maru** WoodSc | 113<br>—<br>36 | | | | | 1917 | ................ | YodogawaUnso<br>KabushikiKaisha | 101·3 | 14·9 | 4·9 | Osaka<br>Japanese | | | |
| 35881<br>10808<br>LOTJ | **Yoh Yang Maru** SteelTwinSc<br>*Elec.light* 3*Dks* | 3298<br>2037<br>1956 | | | | | 1906 | Kawasaki<br>DockyardCo<br>Ld. Kobe | NisshinKisen<br>KabushikiKaisha | 310·0 | 44·0 | 14·5 | Tokio<br>Japanese<br>*WB* | T.6Cy.17",28"&46"-33"<br>243NHP<br>KawasakiDkydCoLdKobe | | |
| 35882<br>129515<br>HRPG | **Yokefleet** SteelScSr<br>*ss*Hul.No.2-19<br>(*ex*Brentham) 1*Dk*(*ptStl*)<br>*Mchy.Aft Well deck* | 822<br>588<br>361 | ✠100A1<br>4,22 ~~11,20~~<br>~~BS5,20~~<br>BS7,21 | Hul<br>Gms<br>✠LMC2,19 | *l* | CL<br>~~11,20~~<br>4,22 | 1910<br>9mo<br><br>Lloyd | Mackie&<br>Thomson,Ld.<br>Glasgow<br>'*sA&CP* | OuseS.S.Co.Ld.<br>(E.P.Atkinson,<br>*Mgr.*)<br>*Cell* | 200·0<br>Q116'B11'F35'<br>*DBf*127'190*t FPT* | 30·2 | 11·9<br><br>FK | Goole<br>British<br>3*BHCem*<br>88*tAPT*62*t* | T.3Cy.17",27"&44"-30" (*s*)<br>160lb *80lb* NDB21 98RHP<br>1SB,*4cf*,GS76,HS2503<br>W.V.V.Lidgerwood,Gls. | 14 ″ 3<br>s ″ 10½<br>13 ″ 8 | |
| 35883<br>24977<br>RLNH | **Yoko Maru** SteelScSr<br>*Elec.light* 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)<br>Wireless &*Webframes*<br>*Longitudinal framing* | 7154<br>6111<br>5178 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>5,21 ~~2,20~~ | Ams<br>Kob<br><br>✠LMC~~8,19~~<br>5,21 | *a*† | CL | 1919<br>8mo | OsakaIron<br>Works,Ld.<br>Innoshima<br>A&CP<br><br>*CellDB*368' | TaiyoKisen<br>KabushikiKaisha<br>(KatsudaKisen<br>KabushikiKaisha,<br>*Mgrs.*)<br>1453*tDTa*34'1136*t* | 415·0<br>P33'B148'F45'*on*<br>*Shelter dk*<br><br><br>*FPT*170*tAPT*49*t* | 55·6 | 34·6<br><br>FK | Mitsu-<br>gahama<br>Japanese<br>*Cem*<br>3*BHtoShdk*<br>4 „ „ *U* „ | Q.4Cy.23",33",47"&68"-51"<br>225lb (*s*) 550NHP<br>3SB,*9cf*,GS185,HS8198 FD<br>OsakaIronWks.Ld.Osaka | 34 ″ 8<br>s 7 ″ 6<br>27 ″ 7 | |
| 35884<br><br>NBQG | **Yokohama** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *CruiserStern* | 2272<br>2029<br>1327 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,21 ~~5,21~~ | Ham<br>Cpn<br><br>✠LMC5,20 | *u* | 5,21 | 1920<br>5mo | Aktieb.<br>Öresunds-<br>varvet<br>Landskrona<br>*Inter* | A/SDetOversöiske<br>Compagnie<br><br><br>*mediateBH in fore*<br>*CellL* | 310·0<br><br><br>*Collisio*<br>*hold dispensed with*<br>*B*262' 543*t FPT*89*t* | 44·7 | 19·5<br><br>FK | Copnhagn<br>Danish<br>*Cem*<br>*nBHtoShdk*<br>3 „ „ *U* „<br>*APT*105*t* | 2SteamTurbines geared to<br>1 Sc. Shaft 200lb(*s*)364NHP<br>2SB,*6cf*,GS82,HS3533 FD<br>DeLavalsÅngturbin,Skm. | 22 ″ 0<br>s 1 ″ 8<br>20 ″ 8 | |
| 35885<br>128135<br>HNSQ | — SteelScK<br>*ss*Gms.No.2-19<br>1*Dk* | 291<br>262<br>117 | ✠100A1<br>*StmTrawler*<br>8,20<br>BS8,20 | Gms<br><br><br>✠LMC3,19 | | CL<br>8,20 | 1909<br>4mo<br><br>Lloyd | Earle'sCo.<br>Ld.<br>Hull<br>'*sA&CP* | BrentSteamFish-<br>ingCo.Ld. (T.A.<br>Langley,*Mgr.*) | 136·9<br>Q76'F22' | 23·5 | 12·1<br><br>BK8" | Grimsby<br>British<br>4*BHCem* | T.3Cy.13",22½"&37"-26" (*s*)<br>200lb 87RHP<br>1SB,*3pf*,GS42,HS1490<br>Earle'sCo.Ld.Hull | 13 ″ 0 | |
| 35886<br>14812<br>LVFW | **Yokohama Maru** SteelTwinScSr<br>*ss*Yka.No.2-20<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws)<br>*Elec.light* Wireless | 6147<br>5820<br>3817 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~7,21~~ ~~2,21~~<br>12,21 | Yka<br>~~Sng~~Kob<br><br>✠LMC~~2,21~~<br>12,21 | *z* | ~~2,21~~<br>12,21 | 1912<br>5mo<br><br>Lloyd | MitsuBishi<br>Dkyd&EWks<br>Nagasaki<br>'*sA&CP* | NipponYusen<br>KabushikiKaisha<br><br><br>*WB=Cell* | 406·4<br><br><br><br>*DBa*108'*uE&B*61' | 49·1 | 27·4<br><br>FK | Tokio<br>Japanese<br>7*BHCem*<br><br>*f*175'1035*tD* | T.6Cy.20",33½"&56"-48" (*s*)<br>200lb 632NHP<br>4SB,*12cf*,GS220,HS9222 FD<br>MitsuBishiD.&E.Wks.Nag<br>*Ta*23'353*tFPT*99*tAPT*26*t* | 38 ″ 0<br>s 11 ″ 0<br>27 ″ 6 | |
| 35887<br>7127<br>LDKV | **Yokosuka Maru No. 1** WoodScSp<br>2*Dks* | 171<br>166<br>69 | | | | | 1886 | NavyYard<br>Yokosuka | KondoGoshi<br>Kaisha | 134·4 | 18·2 | 12·4 | Nagasaki<br>Japanese | C.2Cy.$21\frac{3}{16}$"&$33\frac{3}{16}$"-18"<br>39NHP<br>NavyYard,Yokosuka | | |
| 35888<br>23037<br>RBGH | **Yokota Maru** WoodSc | 893<br>—<br>536 | | | | | 1918 | ................ | KobeKisen<br>Shintaku<br>KabushikiKaisha | 204·5 | 33·0 | 17·8 | Amagasaki<br>Japanese | | | |
| 35889<br><br>OWIY | **Yolande** WoodScSr<br>*Elec.light* Wireless 1*Dk* | 1384<br>1090<br>681 | | | | | 1917 | Kruse&<br>Banks<br>Marshfld.Ore | F.Mouton | 225·0<br>P13'B38'F26' | 43·0 | 17·0 | Rouen<br>French | T.3Cy.13½",23"&40"-30"<br>88NHP<br>UnionIronWks.,Alameda | | V |
| 35890<br>219052<br>LTGH | **Yomachichi** SteelScSr<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless *Fitted for oil fuel*<br>*Longitudinal framing* | 7225<br>—<br>4665 | | | | | 1919 | O.Daniels<br>S.B.Co.<br>Tampa,Fla. | UnitedStates<br>ShippingBoard | 402·1<br>P34'B118'F38' | 54·0 | 34·4 | Tampa<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"-48"<br>359NHP<br>HardyTyneMfg.Co.<br>Birmingham,Ala. | | R |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. p |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35891<br>134983<br>JFDH | **Yomah** SteelScSr<br>ssCal.2ndNo.3-6,17<br>ssCal.No.1-21<br>(exBabalan)<br>Elec.light 1Dk(Stl)&ptShadedk(ptStl)<br>Mchy.Aft | 536<br>405<br>339 | ✠100A1<br>ptShadedk<br>9,21 ~~9,20~~<br>~~BS9,20~~ ✠LMC 9,21<br>Carrying Petroleum in bulk in Indian Archipelago. Fitted for oil fuel 4,98 F.P. above 150°F.<br>For Coasting purposes | Cal | h | CL<br>~~12,17~~<br>9,21 | 1897<br>10mo | Rjikee&Co<br>Rotterdam<br>A&CP | BurmahOilCo.Ld. | 185·0<br>F20′<br>ptShadedk150′ FK | 25·9 | 10·3 | Rangoon<br>British<br>11BHCem<br>WB=FPT40t | T3Cy.12½″,20″&33¾″-21″(s)<br>175lb 80lb NDB01 64RHP<br>1SB.2cf.GS28,HS1115<br>MaatschappydeMaas.Rot. | 11<br>10 |
| 35892<br>23876<br>RFWV | **Yomei Maru** SteelScSr<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)&<br>Wireless Web frames<br>Longitudinal framing | 7151<br>6111<br>5196 | ✠100A1<br>Shelter dk<br>withfreeboard<br>12,21 ~~5,20~~<br>✠LMC~~5,20~~ 12,21 | Kob | a† | CL<br>~~6,19~~<br>N12,21 | 1919<br>4mo | OsakaIron<br>Works,Ld.<br>Innoshima<br>A&CP<br>CellDB368′ | TaiyoKisen<br>KabushikiKaisha<br>(KatsudaKisen<br>KabushikiKaisha,<br>Mgrs.)<br>1453t DTa34′ 1136 | 415·0<br>P33′B148′F45′<br>onShelter dk FK<br>tFPT 170t APT49t | 55·6 | 34·6 | Shinhama<br>Japanese<br>Cem<br>3 BH to S dk<br>4 ″ ″ U ″ | Q4Cy.23″33″47″&68″-51″(s)<br>225lb 550NHP<br>3SB,9cf,GS185,HS8198 FD<br>OsakaIronWrks,Ld.Osaka | 34 · 8<br>s 7 · 6<br>27 · 7 |
| 35893<br>24986<br>RLNW | **Yonan Maru** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)&<br>Wireless Web frames<br>Longitudinal framing | 7154<br>6111<br>5179 | ✠100A1<br>Shelter dk<br>withfreeboard<br>1,22 ~~11,19~~<br>✠LMC~~10,19~~ 1,22 | Shi<br>Kob | a† | CL<br>1,22 | 1919<br>10mo | OsakaIron<br>Works,Ld<br>Innoshima<br>A&CP<br>CellDB368′ | TaiyoKisen<br>KabushikiKaisha<br>(KatsudaKisen<br>KabushikiKaisha,<br>Mgrs.)<br>1453tDTa34′1136t | 415·0<br>P33′B148′F45′ on<br>Shelter dk FK<br>FPT170tAPT49t | 55·5 | 34·6 | Shinhama<br>Japanese<br>Cem<br>3BHtoShdk<br>4 ″ ″ U ″ | Q.4Cy.23″,33″,47″&68″-51″<br>225lb (s) 550NHP<br>3SB,9cf,GS185,HS8198 FD<br>OsakaIronWorksLdOsaka | 34 · 8<br>s 7 · 6<br>27 · 7 |
| 35894<br>24730<br>RKMP | **Yone Maru** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless | 6780<br>6507<br>5056 | ✠100A1<br>Shelter dk<br>withfreeboard<br>7,21 ~~3,21~~<br>✠LMC~~8,19~~ 7,21 | Bry<br>Kob | a† | CL<br>8,19 | 1919<br>3mo | Harima<br>Dckyd.Co.Ld<br>Harima<br>A&CP<br>CellDB | ~~TeikokuKisen~~<br>Kaisha Kokusai<br>Kisen Kabushiki<br>Kaisha<br>Collis | 425·0<br>FK<br>ionBH to Shelter dk<br>372′1142t FFT148 | 53·6 | 37·5 | ~~Harima~~<br>Japanese<br>Cem<br>6BHto U dk<br>APT74t | T.3Cy.27″,45″&75″-51″ (s)<br>180lb 547NHP<br>3SB,9cf,GS192,HS7974 FD<br>KobeSteelWorks,Kobe | 37 · 6<br>· 9 · 3½<br>28 · 7 |
| 35895<br>129522<br>HRQS | **Yonne** SteelScSr<br>(exStrathan)<br>Elec.light Wireless 2Dks | 4385<br>4101<br>2829 | | | | | 1910 | AM'Millan<br>&Son,Ld.<br>Dumbarton | EquinoxS.S.Co.Ld.<br>(L.Walford(London)Ld.Mgrs.) | 377·0<br>P36′B100′F39′ | 52·2 | 25·5 | Glasgow<br>British<br>WB | T.3Cy.25″,41″&68″-48″<br>320NHP<br>D.Rowan&Co.Glasgow | |
| 35896<br>221009<br>MCJW | **Yorba Linda** SteelSc<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing<br>Sub.Sig. Wireless | ~~7231~~<br>690 6642<br>~~4474~~<br>~~4250~~ | ✠100A1<br>3,22 ~~1,21~~<br>✠LMC1,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 1,21 F.P. above 150° F. | S.Fo | b† | CL | 1921<br>1mo<br>A&CP | Bethlehem<br>S.B.Corp.<br>Alameda,Cal.<br>CellDBuE&B62′197t DTf50′884t | GeneralPetroleum<br>Corp. | 435·0<br>P106′B50′F42′<br>FK<br>FPT104tAPT70t | 56·0 | 33·6 | S.Frncisco<br>Utd.States<br>14BHptAsp<br>(9 to U dk<br>5 ″ 2nd ″) | T.3Cy.27″,47″&78″-48″ (s)<br>220lb 600NHP<br>3SB,9cf,HS8235 FD<br>BethleuemS.B.Corp. | 33 · 6<br>s 8 · 0½<br>25 · 10 |
| 35897 | **Yorck** SteelTwinSc<br>Elec.light Wireless Sub.Sig. 4Dks | 8909<br>7419<br>5117 | | | | | 1906 | F.Schichau<br>Danzig | | 463·5<br>P89′B196′F91′ | 57·4 | 35·5 | WB | Q.8Cy.24⅔″,36½″,55⅔″&75⅔″-53″<br>820NHP<br>F.Schichau,Danzig | |
| 35898<br>JQSC | **Yore** SteelScSr<br>Now named "Parracombe," See No. 38996 in Supplement<br>Well deck 1Dk(ptStl)<br>Mchy.Aft | 702<br>329 | ✠100A1<br>4,20<br>✠LMC8,17 | Sws | j | CL<br>4,20 | 1917<br>8mo<br>Lloyd | C.Rennold-<br>son&Co.<br>S.Shields<br>sA&CP | DevonShippingCo.<br>Ld.(Thomas&Ridd<br>Mgrs.)<br>CellDB | 180·4<br>Q105′B11′F23′<br>FK<br>f103′ 155t FPT63t | 28·1 | 12·1 | London<br>British<br>3BHCem<br>APT4t | T.3Cy.14″,23″&38″-27″ (s)<br>180lb 103NHP<br>2SB.4pf,GS62,HS1900<br>W.Beardmore&Co.Ld.Gls | 14 · 6<br>s · 8½<br>14 · 0 |
| 35899<br>129236<br>JHQT | **Yorick** SteelScK<br>ssHul.No.2-19<br>1Dk | 213<br>201<br>87 | ✠100A1<br>StmTrawler<br>10,20<br>BS9,21<br>✠LMC7,19 | Hul | | CL<br>10,20 | 1909<br>8mo<br>Lloyd | Cook,Wel-<br>t'n&Gemmell<br>Ld.Beverley<br>sA&CP | HullNorthern<br>FishingCo.Ld.<br>(W.R.Nowell Mgr) | 111·4<br>BK8″<br>WB= | 22·6 | 12·2 | Hull<br>British<br>4BHCem<br>APT2t | T.3Cy.10″,16½″&27″-24″ (s)<br>200lb 45RHP<br>1SB,2pf,GS25,HS750<br>Amos&Smith,Ld.Hull | 12 · 10 |
| 35900<br>210847 | **York** WoodSc | 1152<br>—<br>783 | | | | | 1912 | ..........<br>Wilmington,<br>Del. | JohnM.Emery | 184·7 | 36·1 | 11·9 | NewYork<br>Utd.States | | |
| 35901<br>124758<br>HKPR | — SteelScSr<br>Elec.light 1Dk | 1132<br>879<br>451 | | | | | 1907 | CaledonS.<br>B.&E.Co.Ld.<br>Dundee | Wilsons&N.E.Rly.<br>ShippingCo.Ld. | 255·7<br>P&B171′F29′ | 36·2 | 14·8 | Hull<br>British<br>WB | T.3Cy.23½″,38″&62″-39″<br>240NHP<br>CaledonS.B.&E.Co.LdDun | |
| 35902 | — SteelSc<br>(Trawler)<br>Elec.light 1Dk | 217<br>191<br>80 | | | | | 1920 | Schiffb.Ges<br>"Unterweser"<br>m.b.H. Lehe | DeutscheDmpfischerei Ges.Nordsee | 127·6<br>Q69′F19′ | 22·6 | 9·2 | Nordnham<br>German<br>WB | 12½″,20½″&33″-22⅜″<br>Ottensener 52NHP<br>Mch.G.m.b.H.Altona | |
| 35903<br>112849<br>SHMB | **York Castle** SteelScSr<br>ssLon.No.2-22 ssLon.No.3-8,13<br>Elec.light ~~ssBry.No.1-19~~<br>Wireless 2Dks(Stl)&deep framing<br>~~Carrying oil fuel F.P. above 150°F in DB~~ | 5313<br>4921<br>3458 | ✠100A1<br>~~5,21~~ ~~1,20~~ 1,22<br>✠LMC~~4,19~~<br>MS12,21<br>BS5,21 | NYk<br>Sou | z | CL<br>~~11,17~~<br>5,21 | 1901<br>5mo | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>A&CP | TheUnion-Castle<br>MailS.S.Co.Ld.<br>WB=CellDBa | 408·0<br>P40′B121′F49′<br>FK<br>121′uE&B14′f171′ | 50·3 | 29·2 | London<br>British<br>6BHCem<br>1204t FPT | T.3Cy.27″,43″&72″-51″ (s)<br>180lb 80lb 487NHP<br>3SB,9cf,GS171,HS6958 FD<br>G.Clark.Ld.Sunderland<br>170tAPT250tDTa29′840t | 32 · 0<br>s 7 · 0½<br>25 · 5 |
| 35904<br>218160<br>LRHQ | **York Harbor** SteelSc<br>Elec.light Sub.Sig. 1Dk(Stl)<br>Wireless | 2427<br>1946<br>1471 | | | ••• | CL | 1919<br>6mo | Staten<br>IslandS.B.Co.<br>StatenIsland,<br>A&CP N.Y. | UnitedStates<br>ShippingBoard<br>CellDB231′458tFPT | 264·0<br>P22′B65′F29′<br>FK | 42·2 | 21·9 | NewYork<br>Utd.States<br>5BHCem<br>45tAPT49t | T.3Cy.18″,30″&51″-36″ (r)<br>190lb 240NHP<br>2SB,4cf,GS88,HS3660 FD<br>StatenIslandS.B.Co. | 24 · 0<br>s 3 · 5½<br>20 · 10 |
| 35905<br>[illegible]<br>HFLK | **Yorkmead** SteelSc<br>Now named "Makis," See No. [illegible] in Supplement<br>ssHul.No.3-3,21<br>(exFife,exClivegrove)<br>Spar dk(Stl)2trB&deep framing<br>Wireless | 3546<br>3354<br>2265 | ✠100A1<br>Spar dk<br>withfreeboard<br>9,21 ~~3,21~~<br>✠BMC3,21 | Hul | v | CL<br>3,21 | 1906<br>1mo<br>Lloyd | J.Priest-<br>man&Co.<br>Sunderland<br>sA&CP | WesternCounties<br>ShippingCo.Ld.<br>(E.Edwards,Sons<br>&Co.Ld.Mgrs.) | 340·0<br>P31′B100′F33′<br>FK<br>DBa114′f138′845t | 48·0 | 26·5 | London<br>British<br>6BHCem<br>APT96t | T.3Cy.24″.40″&67″-45″ (s)<br>180lb 100lb 330NHP<br>2SB,6cf,GS122,HS5150<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 27 · 8<br>s 5 · 1<br>23 · 0 |
| 35906<br>143683<br>KGQJ | **Yorkshire** SteelTwinSc4Mst<br>2Dks(Stl)&Awngdk(Stl-ws)3rd dk<br>(Stl)inNo.1 hold&Webframes<br>Elec.light Wireless CruiserStern | 10184<br>9176<br>6266 | ✠100A1<br>Awng dk<br>withfreeboard<br>11,21 ~~9,20~~<br>✠LMC9,20<br>Fitted for oil fuel 9,20 F.P. above 150° F. | Bel<br>Bkn | e† | CL<br>s11,21 | 1920<br>2mo<br>Lloyd | Harland&<br>Wolff,Ld.<br>Belfast<br>sA&CP | BibbyS.S.Co.Ld.<br>(BibbyBros.&Co.<br>Mgrs.)<br>CellDB410′1600tFPT80t | 482·4<br>FK | 58·3 | 40·4 | Liverpool<br>British<br>Cem<br>8BHtoAwdk<br>APT48t | 4 Steam Turbines geared<br>to 2 Sc. Shafts 215lb (s)<br>2DB&2SB,24cf, 946NHP<br>GS420,HS17040 FD<br>Harland&Wolff,Ld.Bel. | 43 · 7<br>s 12 · 1<br>32 · 0 |
| 35907<br>132060 | **Yorkton** SteelScSr<br>Elec.light Mchy.Aft 1Dk | 1772<br>1478<br>1136 | | | | | 1911 | Sunderlnd<br>S.B.Co.Ld<br>Sunderland | MathewsS.S.Co.<br>Ld.(A.E.Mathews,<br>Mgr.) | 250·0 | 42·7 | 16·4 | Sundrland<br>British<br>WB | T.3Cy.17″,28″&46″-33″<br>122NHP<br>N.E.MarineEng.CoLd.Sld. | |
| 35908<br>129638<br>HSQN | **Yoro** SteelScSr<br>ssN.Os.No.2-19<br>Elec.light 1Dk(Stl)2trB&<br>Shelterdk(Stl-teaks) | 1697<br>1489<br>1052 | ✠100A1<br>Shelter dk<br>withfreeboard<br>5,21 ~~4,21~~<br>BS4,21 ✠LMC12,19<br>Fitted for oil fuel 4,21 F.P. above 150° F. | Psa<br>NOs | r | 2,20 | 1911<br>5mo<br>Lloyd | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>Ld Newcastle<br>sA&CP | YoroS.S.Co.<br>(VaccaroBros.&<br>Co.)<br>WB=Cell<br>DBa41′uE20′ | 309·3<br>len15 FK<br>f180′342t FPT12t | 39·2 | 16·6 | Ceiba<br>Honduras<br>4BHCem<br>APT30t | T.3Cy.23″,39″&66″-42″ (r)<br>195lb 100lb 347NHP<br>2SB,8cf,GS163,HS5736<br>Swan,Hunter&Wigham<br>Richardson,Ld.Nwc | 18 · 11<br>s 1 · 8<br>17 · 9 |
| 35909<br>21994<br>NRTF | **Yoro Maru** SteelSc<br>Elec.light 1Dk(Stl) | 2205<br>1889<br>1304 | 100A1<br>5,21 ~~3,20~~<br>LMC~~3,20~~ 5,21 | Yka<br>Kob | r | ~~3,20~~<br>s5,21 | 1918<br>3mo | Fujinagata<br>DockyardCo.<br>Osaka<br>A&CP | Kusakabe<br>KabushikiKaisha<br>CellDBa86′uE20′f112′455tFPT | 272·0<br>P16′B60′F26′<br>FK | 40·0 | 24·1 | Kobe<br>Japanese<br>4BHCem<br>102tAPT34t | T.3Cy.18½″,30½″&51½″-36″<br>180lb (s) 189NHP<br>2SB,4cf,GS100,HS3135<br>FujinagataDockyardCo. | 24 · 2<br>s 4 · 2½<br>20 · 3 |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Length. | Breadth. | Depth. | Deck Erections, &c. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard midships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35910<br>22933<br>NWQS | **Yoro Maru No. 2** **SteelSc**<br>1*Dk*(*Stl*)&2nd *dk*(*Stl*)*inNo.1hold* | 2220<br>1897<br>1303 | 100A1<br>8,21 ~~7,20~~<br>LMC~~7,20~~<br>8,21 | Kob<br>Yka | *r* | 7,20 | 1918<br>7mo | Fujinagata<br>DockydCoLd<br>Osaka<br>A&CP | Kusakabe<br>KabushikiKaisha<br>*CellDBa*86'*u* | 272·0 | 40·0 | 24·1 | P16'B60'F34'<br>FK<br>E20'*f*112'455*tFPT* | Kobe<br>Japanese<br>4*BHCem*<br>102*tAPT*34*t* | T.3Cy.18½",30½"&51½"-36"<br>180lb (*s*) 189NHP<br>2SB,4*cf*,GS100,HS3135<br>FujinagataDockyardCoLd | 24 ″ 2<br>s 4 ″ 2½<br>20 ″ 3 | |
| 35911<br>13913<br>LRPV | **Yoroppa Maru** **SteelScSr**<br>(*ex*Yoroppa MaruNo.2,*ex*Dundas, *ex*EiffelTower)<br>*ss*Kob.2ndNo.3-2,15<br>*ss*Kob.No.1-19<br>1*Dk*(*Stl*)& *Spar dk*(*Stl*)3*trB*<br>*Elec.light* | 3078<br>2816<br>2213 | ✠100A1<br>*Spar dk*<br>1,22 ~~12,20~~ ✠LMC~~12,20~~<br>1,22 | Kob | *u* | CL<br>12,20 | 1891<br>4mo | W.Dobson<br>&Co.<br>Newcastle<br>A&CP | ~~KabushikiKaisha~~<br>~~HamenShoten~~<br>KabushikiKaisha<br>HamaneShoten | 330·0 | 40·3 | 19·1 | P48'B80'F43' 26·7<br>BK10"<br>*Cell* | Yuge<br>Japanese<br>5*BHCem*<br>*DB*264'433*t* | T.3Cy.23",38"&61"-42" (*s*)<br>160lb *80lb* NDB00 258NHP<br>2SB,6*cf*,GS120,HS4120<br>WllsndSlpwy.Co.Ld.Nwc. | 29 ″ 4<br>s 6 ″ 0<br>24 ″ 4 | |
| 35912<br>215958<br>LJPT | **Yosemite** **SteelSc**<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*&*Shelterdk* &*Webframes*<br>Sub.Sig.<br>Wireless *Longitudinal framing* | 6051<br>5721<br>4446 | | | ... | | 1918 | Moore&<br>Scott<br>IronWorks<br>Oakland,Cal. | UnitedStates<br>ShippingBoard | 402·5 | 53·0 | 24·0 | P34'F38' 32·0<br>*onShelter dk* FK | S.Frncisco<br>Utd.States<br>*WB* | 2 SteamTurbines geared to 1 Sc. Shaft 496NHP<br>WestinghouseCo.<br>E.Pittsburgh | 34 ″ 6 | |
| 35913<br>27682 | — **SteelScSr**<br>*Elec.light* *Mchy.Aft* Wireless 1*Dk*2*trB* | 3879<br>—<br>3044 | | | | | 1901 | Detroit<br>S.B.Co.<br>Wyandotte | ColumbiaS.S.Co.<br>(W.C.Richardson,<br>*Mgr.*) | 356·0 | 50·0 | 28·0 | | Fairport<br>Utd.States<br>*WB* | T.3Cy.18⅛",29⅛"&48"-40"<br>146NHP<br>DetroitS.B.Co.Detroit | | L |
| 35914<br>202806<br>KVFM | — **WoodScSr**<br>Wireless 1*Dk* | 827<br>—<br>525 | | | | | 1906 | H.D.Ben-dixenS.B.Co.<br>Fairhavn, Cal | Pope&TalbotInc. | 193·0 | 40·0 | 15·3 | | S.Frncisco<br>Utd.States | T.3Cy.13½",23"&38"-30"<br>79NHP<br>FultonE.&S.B.Wrks.S.Fo. | | |
| 35915<br>142605<br>JTPF | **Yoseric** **SteelSc**<br>(*ex*WarParrot) 2*Dks*(*Stl*)<br>*Elec.light* *Cargo battens not fitted*<br>Wireless *in 'tween dks* | 5240<br>4790<br>3221 | ✠100A1<br>11,20<br>MS4,20 ✠LMC7,18<br>*Carrying oil* | Cal<br>*fuel F.* | *y*<br>*P.* | CL<br>~~4,20~~<br>8,21<br>*above*1 | 1918<br>7mo<br>*Lloyd*<br>50°F. | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>*'sA&CP*<br>*inDB* | BankLine,Ld.<br>(A.Weir&Co.*Mgs*)<br>*CellDB* | 400·0 | 52·4 | 28·5 | P49'B112'F39'<br>FK<br>340'1134*tFPT*124*t* | Glasgow<br>British<br>7*BHptCem*<br>*APT*195*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,9*cf*,GS189,HS7668 FD<br>G.Clark,Ld.Sunderland | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| 35916<br>22318<br>NTDS | **Yoshida Maru No. 1** **SteelScSr**<br>*Elec.light*<br>Wireless 2*Dks*(*Stl*) | 5425<br>4975<br>3303 | ✠100A1<br>5,21 ~~9,20~~<br>✠LMC~~9,20~~<br>6,21 | Suz<br>Yka | *z* | CL<br>6,21 | 1919<br>1mo | Asano<br>S.B.Co.Ld.<br>Tsurumi<br>A&CP | YamashitaKisen<br>KabushikiKaisha<br>*CellDB* | 400·0 | 53·2 | 29·4 | P33'B124'F41'<br>342'844*tAPT*28*t* | Uraga<br>~~Nishinomiya~~<br>Japanese<br>6*BHCem* | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 513NHP<br>3SB,9*cf*,GS174.HS7376 FD<br>KobeSteelWorks,Kobe | 32 ″ 0<br>s 6 ″ 7<br>25 ″ 9 | |
| 35917<br>22313<br>NTDL | **Yoshida Maru No. 3** **SteelScSr**<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 4646<br>3927<br>3350 | ✠100A1<br>3,21<br>✠LMC3,21 | Yka | *x* | CL<br>3,21 | 1918<br>12mo | Uraga<br>DockCo.Ld.<br>Uraga<br>A&CP | YamashitaKisen<br>KabushikiKaisha<br>*CellDB*291'919*tF* | 360·0 | 51·0 | 28·4 | P21'B91'F33'<br>FK<br>*PT*114*tAPT*46*t* | Uraga<br>Japanese<br>6*BHCem* | T.3Cy.24¼",40½"&67"-48"<br>180lb (*s*) 378NHP<br>3SB,9*cf*,GS180,HS6382<br>UragaDockCo.Ld.Uraga | 28 ″ 6 | |
| 35918<br>1183<br>HJBK | **Yoshidagawa Maru** **WoodScSr**<br>(*ex*InagawaMaru)<br>2*Dks* | 324<br>286<br>184 | | | | | 1890 | J.Ellerton<br>Osaka | TosaUniju<br>KabushikiKaisha | 144·8 | 19·0 | 15·1 | | Osaka<br>Japanese | T.3Cy.11",17¼"&27½"-20"<br>NB04 34NHP<br>OsakaIronWorks,Osaka | | |
| 35919<br>1376<br>HJTD | **Yoshiigawa Maru** **WoodTwin ScSr**<br>2*Dks* | 207<br>190<br>124 | | | | | 1894 | Nishijima<br>Keikichi<br>Osaka | SetsuyoShosen<br>KabushikiKaisha | 124·0 | 17·1 | 12·7 | | Sumoto<br>Japanese | C.4Cy.11¼"&22"-18"<br>34NHP<br>OsakaIronWorks,Osaka | | |
| 35920<br>21783<br>NQWM | **Yoshino Maru** **WoodSc** | 494<br>—<br>330 | | | | | 1917 | ................ | GoshiKaisha<br>MutsumiShokai | 147·5 | 27·8 | 14·8 | | Tsumori<br>Japanese | | | |
| 35921<br>971<br>HGDF | **Yoshinogawa Maru** **IronScSr**<br>2*Dks* | 381<br>357<br>224 | | | | | 1886 | Kawasaki<br>S.B.Yard<br>Kobe | OsakaShosen<br>KabushikiKaisha | 155·8 | 19·5 | 16·7 | | Osaka<br>Japanese | C.2Cy.21"&39"-24"<br>62NHP<br>KawasakiS.B.Yard,Kobe | | |
| 35922<br>22286<br>NTBQ | **Yoshinoyama Maru** **WoodAux ScSr** | 459<br>—<br>320 | | | | | 1918 | ................ | KoikeKaijiKogyo<br>KabushikiKaisha | 142·8 | 28·0 | 14·4 | | Amagasaki<br>Japanese | | | |
| 35923<br>13880<br>LNVB | **Yoshiura Maru** **SteelSc**<br>1*Dk* | 541<br>—<br>309 | | | | | 1910 | Kawasaki<br>S.B.Yard<br>Kobe | MitsubishiShoji<br>Kaisha,Ld. | 169·0 | 26·5 | 16·5 | | Tokio<br>Japanese | T.3Cy.12¾",20"&33"-23"<br>52NHP | | |
| 35924<br>135088 | **Young John** **WoodScDy**<br>(*Fishing*)<br>1*Dk* | 100<br>100<br>43 | | | | | 1914 | Fellows&<br>Co.Ld.<br>GtYarmouth | J.E.Moore | 88·3 | 20·2 | 9·3 | | Yarmouth<br>British | T.3Cy.9¼",14½"&24"-18"<br>28RHP<br>F.W.Carver&Co.Gt.Yar. | | |
| 35925<br>132956 | **Young Sid** **SteelScK**<br>1*Dk* | 100<br>99<br>45 | | | | | 1912 | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | W.J.Wright | 86·1 | 18·7 | 8·8 | | Lowestoft<br>British | T.3Cy.9¾",15"&22"-16"<br>25RHP<br>Elliott&Garrood,Beccles | | |
| 35926<br>218078<br>LRFD | **Youngstown** **SteelScSr**<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*&*Shelter dk*<br>Sub.Sig. &*Web frames*<br>Wireless *Longitudinal framing* | 6633<br>5895<br>4121 | | | ... | | 1919 | Federal<br>S.B.Co.<br>Kearny,N.J. | UnitedStates<br>ShippingBoard | 395·5 | 55·0 | 31·4 | P45'B110'F38'*on*<br>*Shelter dk* FK | Newark<br>Utd.States<br>*WB* | 1 Geared Steam Turbine<br>619NHP<br>GeneralElectricCo.<br>Schenectady,N.Y. | 34 ″ 11 | R |
| 35927 | **Ypiranga** **SteelScSr**<br>(*ex*Lucia)<br>*Mchy.Aft* 1*Dk* | 352<br>207<br>205 | | | ... | | 1891 | Exors.of<br>T.A.Walker<br>Sudbrook | Solheira,Motte<br>&Co. | 150·0 | 26·2 | 8·2 | Q38'B8'F23'<br>FK | Para<br>Brazilian<br>*WB* | Q.4Cy.9",12",16"&25"-21½"<br>37NHP<br>Fleming&Ferguson,Psy. | 8 ″ 6 | |
| 35928<br>OWJC | **Ypres** **WoodAuxTwinSc4MstSr**<br>*OilEng.*<br>*Elec.light* *Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register*) | 1617<br>—<br>1231 | | | | | 1918 | Puget<br>Sound Bridge<br>&DredgingCo<br>SeattleWash. | FrenchGovernment | 230·3 | 44·3 | 18·8 | P47'F56' | Brest<br>French | Oil Engines<br>8Cy.14½"-16½" 137NHP<br>SkandiaPacificCo.<br>Oakland,Cal. | | V |
| 35929 | **Ypres Maru** **SteelSc**<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 6783<br>6475<br>4988 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>6,21 ~~10,20~~ ✠LMC~~9,20~~<br>6,21 | Kob | *a*† | CL | 1920<br>10mo | Teikoku<br>S.S.Co.<br>O'Harima<br>A&CP<br>*CellDB*366' | ~~TeikokuKisen~~<br>~~Kaisha~~ Suzuki&Co.<br>1153*t DTa*39' 936*t* | 425·0 | 53·6 | 34·9 | FK<br>*Collision*<br>*FPT*153*tAPT*72*t* | Ou<br>Japanese<br>*ptCem*<br>*BHtoSh dk*<br>6 „ „ *U* „ | T.3Cy.28",47"&79"-51" (*s*)<br>200lb 584NHP<br>3SB,9*cf*,GS192,HS7956 FD<br>KobeSteelWorks,Ld.Kobe | 37 ″ 6<br>s 9 ″ 3½<br>28 ″ 7 | |
| 35930<br>HMDT | **Yrjar** **IronScSr**<br>(*ex*Jarlsberg)<br>2*Dks* | 248<br>238<br>143 | | | | | 1879 | Akers<br>Mek.Værks<br>Christiania | A/SFosens<br>Dampskibsselsk<br>(Joh.Garmo,*Mgr.*) | 119·8 | 19·3 | 14·8 | P77*t*H10*t*F22*t* | Trndhjem<br>Norwegian<br>*Tpd*87 | T.3Cy.11¼",17⅝"&32"-18"<br>NB02 43NHP<br>AkersMek.Værks.Xia. | | |
| 35931 | **Yrsa** **SteelSc** | 1350<br>—<br>765 | | | | | 1921 | N.V.Werf.<br>Zeeland<br>Hansweert | J.Lauritzen | 211·7 | 31·2 | 15·5 | | Esbjerg<br>Danish<br>*WB* | T.3Cy.14⅜",22 1/16"&35 7/16"-23⅝"<br>61NHP<br>Machfbk.Delftshaven,Rot. | | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creu sur Quill<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35932<br>NBQJ | **Yrsa** SteelScSr<br>*Elec.light* 1*Dk* | 455<br>322<br>264 | | | | | 1889 | Helsingörs<br>Skibsbyggeri<br>Elsinore | DetForenedeDpsk.<br>Selsk. | 173·2<br>Q57'B22*t*F13*t* | 24·1 | 9·1 | Odense<br>Danish | C.2Cy.19"&35"–21"<br>47NHP<br>HelsingörsMskinbyggeri | |
| 35933<br>MGDL | **Yruña** IronScSr<br>*Well deck* (*ex*Paknam) 1*Dk* | *610*<br>*447*<br>*471* | | | … | | 1872 | Blackwood<br>&Gordon<br>Pt.Glasgow | KwongOnS.S.Co. | 190·0<br>P93'F28'<br>BK7½" | 25·5 | 13·6 | Macao<br>Portuguese<br>*WB* | C.2Cy.24½"&42"–27"<br>NB86 73NHP<br>Blackwood&Gordon,P.Gl. | |
| 35934<br>QCVF | **Yseldijk** SteelScSr<br>*ss*Rot.No.1-20<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless | 7157<br>6824<br>4521 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>12,20 1,20<br>BS3,22<br>~~BS12,20~~ ✠LMC1,20 | Rot | *a*† | CL<br>1,20 | 1916<br>11mo<br>A&CP | Maats.<br>Fyenoord<br>Rotterdam | Nederl.-Amerik.<br>Stoomv.Maats.<br>(Holland-Amerika<br>Lijn) | 425·4<br>F48'<br>FK<br>*CellDB*373' | 54·2 | 36·1 | Rottrdam<br>Dutch<br>7*BHCem*<br>1119*t* *DTa* | T.3Cy.28",46"&77"–54" (*r*)<br>180lb 705NHP<br>4SB,*12cf*,GS220,HS11264FD<br>Maats.Fyenoord,Rot.<br>27'1089*tFPT*83*tAPT*5*t* | 38 ′ 10<br>s 9 ′ 11½<br>29 ′ 3 |
| 35935 | **Yselhaven** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | *4802*<br>*4637*<br>*2987* | ✠100A1<br>*Shelter dk with freeboard*<br>5,22 ~~1,21~~<br>~~(*ClassContemplated*)~~<br>✠LMC1,21 | Bry | *x* | CL | ~~1920~~<br>1921<br>1mo | W.Dobson<br>&Co.<br>Newcastle<br>*Lloyd's A&CP* | Gebr.VanUden | 360·0<br>FK<br>*CollisionBHtoShdk&BHtoUprdk*<br>*CellDB*311'960*tFPT*100*tAPT*87*t* | 52·0 | 31·5 | Rottrdam<br>Dutch<br>*Cem* | T.3Cy.25",41"&69"–48" (*s*)<br>180lb 401NHP<br>3SB,*9cf*,GS174,HS6678<br>N.E.MarineEng.CoLdNwc | 34 ′ 0<br>s 9 ′ 2½<br>25 ′ 2 |
| 35936 | **Yselmonde** SteelSc<br>*Elec.light* 1*Dk* | 1380<br>1194<br>801 | | | | | 1919 | L.Smit&<br>Zoon<br>Kinderdijk | Maatschappij<br>s.s."Yselmonde" | 239·3 | 36·2 | 16·7 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.17½"29$\frac{1}{16}$"&46½"–36½"<br>130NHP<br>L.Smit&Zoon,Kinderdyk | |
| 35937 | **Yselstroom** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*(3*rd dk in forehold*) | 2000 | | | | | 1920 | NVRotter-<br>dmschSchpw.<br>My.WerfI.<br>Rotterdam | Hollandsche<br>StoombootMy. | 267·0 | 42·0 | | Amstrdam<br>Dutch<br>*WB* | T.3Cy.20",31"&51"–36"<br>156NHP<br>N.V.v/d.Kuy&v/d.Ree's<br>Mchfb.&Schps.Rot. | |
| 35938 | **Yselveer** SteelSc<br>*Now named "AveCappelle." See No. 36275 in Supplement*<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 1917<br>1059<br>1103 | ✠100A1<br>11,20<br>✠LMC11,20<br>*Fitted for oil fuel* 11,20 | Rot | *r* | 1,21<br>*F.P. above* 150° F. | 1920<br>11mo<br>A&CP | NVSchpsb.<br>enMachfab.<br>"deKlop"<br>Sliedrecht | Rotterdamsche<br>AlgemeeneScheep-<br>svaartMaats.(M.J.<br>v.derEb,Ld.*Mgrs.*)<br>*CellD* | 267·1<br>P26'B64'F21'<br>FK<br>*B*225' 476*t* *FPT*54*t* | 42·3 | 18·3 | Rottrdam<br>Dutch<br>4*BHCem*<br>*APT*63*t* | T.3Cy.19$\frac{1}{8}$",31$\frac{7}{8}$"&51"–36"<br>185lb (*s*) 238NHP<br>2SB,*6cf*,GS110,HS3660<br>N.V.Scheepb.en<br>Machfab.de"Klop" | 20 ′ 6<br>s 3 ′ 0<br>17 ′ 9 |
| 35939<br>OWJM | **Yser** SteelSc<br>*Elec.light* 1*Dk*<br>Wireless | 2486<br>—<br>1395 | | | | | 1919 | Ateliers et<br>Chantiers de<br>Bretagne,<br>Nantes | Soc.Gén.d'Arme-<br>ment<br>(G.Bélot,*Mgr.*) | 290·0<br>B57'F25' | 43·3 | 20·2 | Nantes<br>French<br>*WB* | 1 Steam Turbine<br>B*made*18,*fitted*19<br>Ate. et Ch.deBretagne,<br>Nantes | |
| 35940<br>OWJN | — SteelSc<br>(*Tug*)<br>(*ex*GeertruidaXII.) 1*Dk* | 131<br>—<br>— | | | | | 1918 | J.Th.<br>Meyer<br>Sliedrecht | Soc.Dunkerquoise<br>deRemorq.&de<br>Sauvetage | 96·8 | 20·0 | 9·6 | Dunkirk<br>French | T.3Cy.12½",20½"&33½"–18½"<br>Machinefab.de 49NHP<br>Holl.Ysel.Oudewater | |
| 35941<br>QCVB | **Yssel** SteelScSr<br>*ss*Rot.No.2-21 ~~*ss*Rot.No.1-17~~<br>*Well deck* 1*Dk*(*Stl*) | 1259<br>1034<br>764 | ✠100A1<br>1,21 ~~10,20~~<br>~~BS7,20~~ ✠LMC~~5,17~~<br>5,21 | Rot | *o* | CL<br>~~10,20~~<br>10,21 | 1913<br>1mo<br>*Lloyd's A&CP* | A.Vuijk&<br>Zonen<br>Capelle a/d<br>Ysel | Naam.Venn.<br>"Houtvaart"<br>(Vinke &Co.*Mgrs*)<br>*WB* = *CellDBa* | 235·0<br>Q87'B56'F28'<br>FK<br>69'*uE*17'*f* 102' 327*t* | 35·6 | 15·4 | Rottrdam<br>Dutch<br>4*BHCem*<br>*APT*22*t* | T.3Cy.17",28"&46"–36" (*s*)<br>180lb *100lb* 147NHP<br>1SB,*3cf*,GS63,HS2408<br>G.T.Grey,SouthShields | 17 ′ 6<br>s 1 ′ 5<br>16 ′ 4 |
| 35942<br>QCVD | **Ystroom** SteelScSr<br>*Elec.light* *Ref.Mchy.* 2*Dks* | 960<br>—<br>493 | | | | | 1898 | R.Thomp-<br>son&Sons<br>Sunderland | Hollandsche<br>Stoomb.Maats. | 229·6<br>P29'B27'F40'<br>*Shelter dk*48' | 32·2 | 14·8 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.20",33"&55"–36"<br>181NHP<br>G.Clark,Ld.Sunderland | |
| 35943<br>MSNQ | **Ytteröy** SteelSc<br>1*Dk* | 912<br>648<br>545 | | | | | 1918 | Larvik<br>Slip&Verks.<br>Larvik | D/S A/S Öy<br>(Klüver&Co*Mgrs*) | 197·5<br>P57'Q28'B53' | 32·2 | 12·5 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.14",23½"&38"–27"<br>77NHP<br>BergensMekVærksBergen | |
| 35944<br>132659<br>HVFJ | **Yu Sang** SteelScSr<br>(*ex*YiLoong) 1*Dk*<br>*Elec.light* | 1844<br>1608<br>1122 | | | … | | 1912 | J.Priest-<br>man&Co.<br>Sunderland | Indo-ChinaStm.<br>Nav.Co.Ld. | 270·0<br>P11'B70'F31'<br>FK | 39·6 | 18·0 | London<br>British<br>*WB* | T.3Cy.21½",35"&58"–39"<br>260NHP<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 20 ′ 0 |
| 35945 | **Yu Shun** SteelScSr<br>*Elec.light* 2*Dks* | *1696*<br>*1504*<br>*1079* | | | | | 1900 | Grngemt'h<br>DockyardCo.<br>Grngemouth | ChinaMerchants'<br>StmNav.Co. | 260·2<br>P30'B68'F37' | 40·2 | 18·3 | Shanghai<br>Chinese<br>*WB* | T.3Cy.20",33"&53"–36"<br>169NHP<br>Hutson&Sons,Ld.Glasgow | |
| ⁂ 35946<br>13661<br>LMKC | **Yubari-Maru** SteelScSr<br>~~*ss*Kob.No.1-21~~ *ss*Kob.2ndNo.3–10,18<br>(*ex*ShinkaiMaru, Wireless<br>*ex*Beira,*ex*Turkistan) 2*Dks*(1*Stl*&1*Irn*)<br>*Elec.light* &*deep framing* 3*Dk rule* | 4120<br>3698<br>3025 | ✠100A1<br>11,21 ~~12,20~~<br>✠LMC~~12,20~~<br>— 11,21 | Kob | *w* | CL<br>~~12,20~~<br>11,21 | 1894<br>8mo<br>A&CP | A.Stephen<br>&Sons<br>Glasgow | ~~HokkaidoTanko~~<br>~~KisenKabushiki~~<br>~~Kaisha~~<br>*WB* = *CellDBa*114' | 345·0<br>P46'B74'F40'<br>FK<br>*uE*&*B*38' *f*138' 874*t* | 47·0 | 26·7 | Kobe<br>Japanese<br>6*BHCem*<br>*APT*47*t* | T.3Cy.25",41"&67"–45" (*s*)<br>160lb 370NHP<br>3SB,*6cf*,GS107,HS5264 FD<br>A.Stephen&Sons,Glasgow | 29 ′ 6<br>s 5 ′ 7<br>24 ′ 3 |
| 35947<br>25602<br>RPFQ | **Yubaye Maru** SteelScSr<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 3200<br>2676<br>1958 | ✠100A1<br>~~5,21~~ ~~1,21~~ 11,21<br>✠LMC~~5,19~~<br>5,21 | Cff<br>Kob | *u*<br>Sba | CL | 1919<br>5mo<br>A&CP | Ishikawa-<br>jimaS.B.Co.<br>Tokio | ~~SuzukiShoten~~<br>KokusaiKisen<br>KabushikiKaisha | 305·0<br>P25'B92'F30'<br>FK<br>*CellDB*262'587*tFPT* | 43·9 | 27·3 | Yokohama<br>Japanese<br>5*BHCem*<br>58*tAPT*56*t* | T.3Cy.22",37"&61"–42" (*s*)<br>180lb 279NHP<br>2SB,*6cf*,GS93,HS3640 FD<br>Ishikawajima SBCo.Tokio | 27 ′ 4 |
| 35948<br>215711<br>LJDB | **Yucatan** SteelTwinSc<br>(*ex*Wacouta,*ex*PrinzWaldemar)<br>*Elec.light* 2*Dks*&*Prom.dk*<br>Wireless | 3135<br>2502<br>1831 | | | | | 1903 | G.Seebeck<br>Akt.Ges.<br>Bremerhaven | NewYork&Cuba<br>MailS.S.Co.Inc.<br>(WardLine) | 328·1<br>P&B220'F52' | 41·8 | 24·4 | NewYork<br>Utd. States<br>*WB* | T.6Cy.19¾",32¼"&52"–35½"<br>322NHP<br>G.Seebeck A.G.Bremerhvn | |
| 35949<br>215017<br>LHCB | **Yucca** SteelScSr<br>(*ex*Portonia)<br>*Elec.light* Wireless 1*Dk*&*Spar dk* | 2778<br>2643<br>1744 | | | | | 1903 | Act.Ges.<br>"Neptun"<br>Rostock | UnitedStates<br>ShippingBoard | 291·5 | 41·2 | 18·8<br>25·8 | NewYork<br>Utd. States<br>*WB* | T3Cy.19$\frac{11}{16}$",35$\frac{3}{8}$"&55$\frac{1}{8}$"–35$\frac{3}{8}$"<br>180NHP<br>Act.Ges."Neptun,"Rostck | |
| 35950<br>151418<br>THPR | **Yue Ying Wa** SteelSc<br>2*Dks*&*Shade dk* | 1351<br>925<br>816 | | | | | 1876 | Caird&Co.<br>Greenock | CheongYueS.S.Co.<br>Ld. | 256·2 | 31·6 | 17·3 | HongKong<br>British<br>*WB* | C.2Cy.32"&60"–39"<br>187NHP<br>Caird&Co.Greenock | |
| 35951<br>8893<br>JRKP | **YuenKiangMaru** StlTwinScSp<br>1*Dk* | 875<br>—<br>479 | | | | | 1903 | OsakaIron<br>Works<br>Osaka | NisshinKisen<br>KabushikiKaisha | 202·6 | 37·4 | 6·5 | Tokio<br>Japanese | T.6Cy.10",16"&28"–15"<br>61NHP<br>OsakaIronWorks,Osaka | |
| 35952 | **Yuen Kong** WoodSc<br>(*ex*HoiHo) | *601*<br>*234*<br>*364* | | | | | 1901 | KwongTak<br>Hing,Cheung<br>ShaWan | YungKiang&Co. | 154·0 | 23·9 | 9·7 | Shanghai<br>Chinese | C.2Cy.11"&22"–15½"<br>16NHP<br>KwongTakHing,Yamuali | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'r Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35953<br>96604<br>LGHQ | **Yuen Sang** | SteelScSr<br>1Dk(Stl)&Spardk3trB | 1753<br>1632<br>1128 | ✠<br>Spar dk<br>7,89 ✠ | Abn | r | | 1889<br>7mo | Hall,<br>Russell&Co.<br>Aberdeen | Indo-ChinaSteam<br>Nav.Co.Ld.<br>WB=DBa42' | 250·2<br>B60'F34'<br>90tMT10'159tFPT | 36·2 | 16·1<br>23·6<br>FK | London<br>British<br>6BHCem<br>90tAPT30t | T.3Cy.21",33"&54"-39"<br>183NHP<br>2SB,6rf,GS90,HS2770<br>Hall,Russell&CoAberdeen | 24 ″ 5 | |
| 35954 | **Yuet Shang**<br>Elec.light | WoodTwinScSr<br>OilEng.<br>2Dks | 704<br>621<br>394 | | | | | 1919 | Kwong<br>TuckCheong<br>HongKong | ChungKwokPoLee<br>S.S.Co.Ld. | 175·0<br>B48'F22' | 28·0 | 18·0 | Canton<br>Chinese | Oil Engines 4S.C.SA<br>8Cy.12"-16" 137NHP<br>KwongTuckCheong,H.Kg | | |
| 35955 | **Yuet Wa**<br>Elec.light | SteelTwinScSr<br>2Dks | 2200 | | | | | 1920 | Kwong<br>SangLung<br>HongKong | PangKauYee | 250·0<br>P50'B60'F50' | 33·5 | 22·0 | Canton<br>Chinese<br>WB | C.4Cy.16"&32"-22"<br>80NHP<br>KwongSangLung,H.Kg. | | |
| 35956 | **Yugala**<br>Elec.light | SteelScSr<br>ssBgk.No.3-1,20<br>1Dk(Stl)&Shelter dk(Teak) | 753<br>694<br>473 | ✠ 90A1<br>Shelter dk<br>withfreeboard<br>~~6,21~~ ~~1,21~~ 12,21 BS12,21<br>~~BS1,21~~ ✠LMC1,20<br>Fitted for oil fuel10,07 F. P. above 150°F. | Bgk | j | CL<br>~~1,20~~<br>6,21 | 1907<br>8mo<br>Lloyd | Kjöbnhvns<br>Flydk.&Skbs<br>Copenhagen<br>'sA&CP | SiamS.N.Co.Ld.<br>WB=Cell DBa25'uE | 186·0<br>12'f18'74t FPT26t | 28·1 | 10·7<br>17·1<br>FK | Bangkok<br>Siamese<br>4BHCem<br>APT17t | T.3Cy.13",20½"&33½"-21"(s)<br>170lb 100lb 67NHP<br>1SB,2cf,GS38,HS1197<br>KjbnhavnsFlydk.&Skbsv. | 17″10<br>s7 ″ 0<br>11 ″ 2 | |
| 35957<br>25449<br>BNLM | **Yugao Maru**<br>Elec.light | SteelSc<br>2Dks(Stl) | 2937<br>2696<br>1791 | ✠100A1<br>12,21 ~~2,21~~<br>✠LMC~~5,19~~<br>12,21 | Ham<br>Kob | u | CL<br>12,21 | 1919<br>5mo | Harima<br>Dkyd.Co.Ld.<br>O'Harima<br>A&CP | ~~TeikokuS.S.Co.Ld.~~<br>KokusaiKisen<br>KabushikiKaisha<br>CellD | 305·0<br>P25'B94'F33'<br>B263'645t FPT53t | 43·7 | 27·2<br>FK | Kobe<br>Japanese<br>5BHCem<br>APT56t | T.3Cy.22",37"&61"-42" (s)<br>200lb 289NHP<br>2SB,6cf,GS95,HS3704 FD<br>KobeSteelWorks,Ld.Kobe | 27 ″ 3<br>s4 ″ 4<br>23 ″ 3 | |
| 35958<br>1028<br>HGKW | —<br>(exYugao) | IronScSr<br>2Dks | 200<br>—<br>76 | | | | | 1887 | MitsuBishi<br>Dkyd&EWks<br>Nagasaki | MitsubishiShoji<br>Kaisha,Ld. | 114·6 | 21·0 | 12·1 | Nagasaki<br>Japanese | C.2Cy.19"&34"-27"<br>50NHP<br>MitsuBishiD.&E.Wks.Nag | | |
| 35959<br>1220 | **Yugh**<br>(exTeesmouth) | SteelScK<br>ssMil.No.1-11<br>1Dk | 191<br>177<br>86 | ✠<br>StmTrawler<br>4,13 ✠ | Flt | | | 1906<br>12mo | Dundee<br>S.B.Co.Ld.<br>Dundee | C.J.Spahde | 115·0 | 21·4 | 11·4<br>BK7½" | Archangel<br>Russian<br>3BHCem | T.3Cy.11½",20"&33"-23"<br>67NHP<br>W.V.V.Lidgerwood,Gls. | 12 ″ 6 | |
| 35960<br>12208<br>LKBG | **Yukai Maru** | WoodPad | 181<br>122<br>103 | | | | | 1909 | Tokiowan<br>KisenK.K.<br>Tokio | TokiowanKisen<br>KabushikiKaisha | 115·4<br>F12' | 15·5 | 7·2 | Tokio<br>Japanese | C.2Cy.16"&32"-24"<br>42NHP<br>UragaSenkioK.K.Uraga | | |
| 35961<br>18829<br>MWHF | **Yuki Maru**<br>Elec.light<br>Wireless | SteelScSr<br>ssKob.No.1-20<br>2Dks(Stl)&Webframes<br>Longitudinalframing | 3162<br>2738<br>1987 | ✠100A1<br>5,21 ~~4,20~~ ~~7,21~~<br>2,22 ✠LMC~~4,20~~<br>2,22 ~~5,21~~ | Kob | t | CL<br>4,20 | 1916<br>2mo<br>~~Lloyd~~ | OsakaIron<br>Works,Ld.<br>Innoshima<br>~~'sA&CP~~ A&CP | TatsuumaKisen<br>KabushikiKaisha<br>Cell DB255'519t | 305·0<br>P19'B82'F32'<br>FPT76tAPT65t | 43·7 | 27·2<br>FK | Nishino-<br>miya<br>Japanese<br>5BHCem | T.3Cy.22",37"&61"-42" (s)<br>180lb 288NHP<br>2SB,6cf,GS90,HS3824 FD<br>OsakaIronWrks.Ld.Osaka | 27 ″ 3<br>s4 ″4½<br>23 ″ 2 | |
| 35962<br>539<br>PDFR | — | SteelSc<br>(exSengaMaru) | 701<br>—<br>414 | | | | | 1905 | ................ | ChosenYusen<br>KabushikiKaisha | 180·0 | 27·0 | 19·0 | Jinsen<br>Japanese | | | |
| 35963<br>22671<br>NVPS | **Yuko Maru** | WoodSc<br>1Dk2trB | 874<br>—<br>526 | | | | | 1918 | Fujita<br>Zosen Sho<br>Hikoshima | OkinawaKisen<br>KabushikiKaisha | 198·2 | 32·0 | 19·1 | Nishino-<br>miya<br>Japanese | | | |
| 35964<br>217332<br>LPDJ | **Yukon**<br>Elec.light<br>Wireless<br>Sub.Sig. | SteelSc<br>2Dks(Stl)&Webframes<br>Longitudinalframing | 4844<br>4374<br>3635 | ✠100A1<br>2,20<br>✠LMC12,18 | Bal | y | CL<br>1,20 | 1918<br>12mo | ToddD.D.<br>&Const.Corp<br>Tacoma,<br>A&CP Wash. | UnitedStates<br>ShippingBoard<br>CellDB334'10 | 379·4<br>P39'B102'F42'<br>90tMT24'666tFPT | 53·1 | 27·0<br>FK | Seattle<br>Utd.States<br>7BHCem<br>91tAPT318t | T.3Cy.24",40"&70"-48" (s)<br>190lb 472NHP<br>3SB,9cf,GS169,HS6831 FD<br>SeattleConst.&D.D.Co.<br>Seattle | 29 ″ 4<br>s6 ″ 0<br>23 ″ 9 | |
| 35965<br>113769<br>VCHW | —<br>Well deck | SteelScSr<br>ssBkn.No.3-5,15<br>ssBkn.No.1-19<br>1Dk(Stl)&deepframing | 1155<br>832<br>566 | ✠100A1<br>2,22 ~~10,20~~<br>~~BS10,20~~ ✠LMC8,19<br>BS12,21 | Bkn<br>Sws | n | ~~8,19~~<br>2,22 | 1903<br>6mo<br>Lloyd | Mackie&<br>Thomson<br>Glasgow<br>'sA&CP | S.S.YukonCo.Ld.<br>(F.LeBoulanger)<br>WB=<br>CellDBa73'uE17' | 232·1<br>P18'Q67'B56'F23'<br>f100' 367t FPT43t | 34·1 | 13·6<br>FK | Swansea<br>British<br>4BHCem<br>APT44t | T.3Cy.19",30"&50"-33" (s)<br>180lb 177NHP<br>2SB,6pf,GS104,HS3014<br>D.Rowan&Co.Glasgow | 15″10<br>s1 ″ 3<br>14 ″ 11 | |
| 35966<br>99165<br>MJVT | **Yulan**<br>(exLynmouth) | IronScK<br>ssGms.No.3-3,04<br>1Dk | 144<br>138<br>54 | ✠<br>StmTrawler<br>3,04 ✠<br>✠NE&B3,04 | Gms | | | 1891<br>6mo | A.W.Rob-<br>ertson&Co.<br>London | T.W.Baskcomb | 96·5<br>Q16'F20'<br>ND04 | 20·2 | 10·9<br>BK7½"<br>WB | Grimsby<br>British<br>3BHCem<br>=APT2t | T.3Cy.11",18"&30"-22"<br>45RHP<br>1SB,2pf,GS26,HS694<br>Amos&Smith,Hull | 11″10 | |
| 35967<br>121189<br>HLKJ | **Yulgilbar**<br>Elec.light Ref.Mchy. | SteelTwinScSr<br>2Dks | 779<br>814 467<br>359 372 | | | | | 1907 | AilsaS.B.<br>Co.Ld.<br>Troon | NorthCoastSteam<br>Nav.Co.Ld. | 199·5 | 32·0 | 11·0 | SydnyNSW<br>British<br>WB | T.6Cy.13½",22½"&37"-24"<br>134NHP<br>AilsaS.B.Co.Ld.Troon | | |
| 35968<br>128809<br>HRGL | **Yuloo**<br>(exTeeswood)<br>Mchy.Aft | SteelScSr<br>ssSyd.No.2-19<br>1Dk(ptIrn ptStl) | 407<br>284<br>197 | ✠100A1<br>9,21 ~~2,21~~<br>~~BS11,20~~ ✠LMC2,19<br>BS9,21 | Syd | f | CL<br>11,20 | 1910<br>7mo<br>Lloyd | W.Harkess<br>&Son,Ld.<br>Middlesbro'<br>'sA&CP | AustralianSteam-<br>shipsProprietary,<br>Ld.(Man.Agents,<br>HowardSmith,Ld) | 145·0<br>Q65'F17'<br>WB=FPT26t | 24·1 | 10·4<br>FK | SydnyNSW<br>British<br>3BHCem<br>APT16t | C.2Cy.17"&36"-30" (r)<br>130lb 80RHP<br>1SB,3pf,GS53,HS1525<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 11 ″ 7<br>s ″10½<br>10 ″ 11 | |
| 35969<br>216094<br>LJDS | **Yuma**<br>(exTsintau)<br>Elec.light Wireless | SteelSc<br>1Dk&Spar dk&<br>deepframing | 1766<br>1522<br>976 | | | ... | | 1900 | Rickmers<br>Act.Ges.<br>Bremerhaven | TropicalFruitCo.<br>Inc. | 253·1<br>B64'F27' | 37·4 | 12·1<br>19·6<br>FK | NewYork<br>Utd.States<br>WB | T.3Cy.18$\frac{9}{10}$"30$\frac{7}{10}$"&49½"-31½"<br>180NHP<br>BremerVulkan,Vegesack | 22 ″ 0 | R |
| 35970<br>10893<br>LDGB | **Yumihari Maru**<br>(exTzizikar,exNewark)<br>Well deck | SteelScSr<br>ssNag.No.2-02<br>1Dk(Irn)&Webframes | 977<br>781<br>552 | 4,02<br>✠ | Nag | m | | 1894<br>1mo. | Palmers'<br>Co.Ld.<br>Newcastle<br>WB | ShimizuKisen<br>KabushikiKaisha<br>=CellDB142'256t | 227·4<br>Q92'B44'F22'<br>FPT40tAPT40t | 31·0 | 13·5<br>FK | Hakodate<br>Japanese<br>4BHCem | T.3Cy.19",31½"&51½"-33"<br>150NHP<br>1SB,4pf,GS51,HS2220<br>Palmers'Co.Ld.Newcastle | 16 ″ 4 | |
| 35971<br>214856<br>LGTF | **Yumuri**<br>Elec.light | SteelScSr<br>2Dks | 1836<br>1605<br>1133 | | | ... | | 1902<br>10mo | BlythS.B.<br>Co.Ld.<br>Blyth | NewYork&Cuba<br>MailS.S.Co.Inc. | 270·0<br>P18'B64'F28' | 39·5 | 19·7<br>FK | NewYork<br>Utd.States<br>WB | T.3Cy.20½",33"&54"-36"<br>209NHP<br>N.E.MarineEng.CoLd.Sld. | 20″10 | R |
| 35972 | **Yung Lee**<br>(exKiodoMaruNo.14,exKiodo<br>MaruNo.10) Elec.light | SteelSc<br>2Dks | 628<br>538<br>390 | | | | | 1906 | S.Ono<br>Osaka | Ching-KeeS.N.Co.<br>Ld. | 170·7 | 23·7 | 18·0 | Chefoo<br>Chinese<br>WB | T.3Cy.13½",21⅜"&34"-24"<br>57NHP<br>S.Nno,Osaka | | |
| 35973 | **Yung Lie** | IronSc<br>(exElla)<br>1Dk&Awngdk | 784<br>680<br>519 | | | | | 1870 | J.Scott&<br>Sons<br>Invrkeithing | ChinLiSheng | 197·5 | 25·3 | 11·5<br>18·2<br>FK | Shanghai<br>Chinese<br>WB | C.2Cy.20"&36"-27'<br>NB80 56NHP<br>J.Scott&Sns.Inverkeithng | | |
| 35974<br>127176 | **Yung Shun** | SteelTwinSc<br>1Dk | 277<br>214<br>99 | | | | - | 1907 | TheVulcan<br>IronWrks.Ld<br>Shanghai | TakuTug&Lighter<br>Co.Ld. | 122·0 | 25·7 | 9·1 | Shanghai<br>British | C.4Cy.13"&28"-20"<br>64RHP<br>VulcanIronWorks,Ld.Shi. | | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Tonne assigné maintenant expiré. Lettre d'Équipement. | 7ª<br>Tirant d'eau Moyen. | Dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP = Force en chevaux d'après les formules de la Société.<br>RHP = Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières à Foyers.<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35975<br>114797<br>TOKR | **Yunnan** SteelScSr<br>2Dks | 1953<br>1730<br>1206 | | | | | | 1901 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 275·5<br>B70'F30' | 38·2 | 21·5 | London<br>British<br>WB | T.3Cy.19",31"&53"–39"<br>175NHP<br>Scott&Co.Greenock | |
| 35976<br>25489<br>RNQF | **Yuri Maru** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless | 6787<br>6507<br>5085 | ✠100A1<br>Shelter dk<br>withfreeboard<br>1,22~~10,20~~<br>✠LMC~~10,20~~<br>1,22 | Kob | a† | | CL<br>10,20 | 1919<br>8mo | Harima<br>Dkyd.Co.<br>O'Harima,Ld<br>A&CP | KokusaiKisen<br>KabushikiKaisha<br>Collis<br>CellDB | 425·0<br>FK<br>ionBHto Shelter dk<br>371'1224t FPT148t | 53·6 | 37·5 | Kobe<br>Japanese<br>Cem<br>6BH to U dk<br>APT220t | T.3Cy.27",45"&75"–51" (s)<br>200lb 557NHP<br>3SB,9cf,GS192,HS7884 FD<br>KobeSteelWorks,Kobe | 37 · 6<br>· 9 · 3<br>28 · 7 |
| 35977 | **Yurimaguas** SteelScSr<br>Elec.light 1Dk(Teak)<br>&Promenade dk(Teak) | *307*<br>*221*<br>*209* | ✠<br>River purpose<br>2,16 ✠ | PGl<br>s only | | | | 1912<br>2mo | Murdoch&<br>Murray<br>Pt.Glasgow | A.Morey&Co. | 141·0<br>F29'<br>FK | 30·1 | 7·7 | Iquitos<br>Peruvian<br>5BHCem | T.3Cy.12½",21"&34"–24"<br>83NHP<br>1SB,3pf,GS54,HS1578<br>Ross&Duncan,Glasgow | 8 · |
| 35978 | **Zaan** SteelSc<br>1Dk(Stl)<br>Elec.light | 1309<br>1106<br>733 | ✠100A1<br>1,22 ~~4,21~~<br>✠LMC4,21 | Rot | o | | | 1921<br>4mo<br>Lloyd | NVSchpsw<br>Baanhoek<br>Sliedrecht<br>'sA&CP | N.V.Houtvaart<br>(Vinke&Co.,<br>Mgrs.)<br>CellDB | 237·4<br>P23'B64'F24'<br>FK<br>195'324t FPT30t A | 36·7 | 15·9 | Rottrdam<br>Dutch<br>4BHCem<br>PT52t | T.3Cy.17¾",29"&47"–36" (s)<br>180lb 209NHP<br>2SB,4cf,GS66,HS3350 FD<br>Penn&Bauduin, Dordrecht | 18 · 0<br>· 2 · 2<br>16 · 1 |
| 35979<br>QCVP | **Zaandijk** SteelSc<br>ssRot.2ndNo.3–9,20<br>(exSilesia,exWally) 2Dks(Stl–U teak's)<br>Well deck Elec.light Wireless 3trB | 4512<br>4115<br>2832 | ✠100A1<br>5,21 ~~9,20~~<br>✠LMC9,20<br>BS10,21 | Rot<br>Ham | y | | CL<br>9,20 | 1897<br>2mo<br>Lloyd | Blohm&<br>Voss<br>Hamburg<br>'sA&CP | Nederl.Amerik.<br>Stoomv.Maats.<br>(HollandAmerika<br>Lijn) | 401·5<br>P&B264'F44'<br>BK11'<br>CellDBa106'uE30' | 46·5 | 27·4 | Rottrdam<br>Dutch<br>7BHCem<br>f184'722t | T.3Cy.26¾",43¾"&71½"–48"<br>170lb 170lb (s) 430NHP<br>2DB,12cf,GS232,HS7386<br>Blohm&Voss,Hamburg | 30 · 3<br>· 5 · 9<br>25 · 1 |
| 35980<br>QCVW | **—** SteelSc<br>Elec.light 1Dk(Stl)<br>Wireless | 3545<br>3272<br>2150 | ✠100A1<br>~~6,21~~ ~~2,21~~ 2,22<br>✠LMC2,21 | Rot | w | | CL<br>2,22 | 1921<br>2mo | Rotterdam<br>DroogdMaat.<br>Rotterdam<br>A&CP | N.V.Solleveld, van<br>derMeer&T.H.van<br>Hattum'sStoom.<br>Maats. CellD | 361·3<br>P25'B214'F36'<br>FK<br>B307' 879t FPT85t | 49·8 | 22·0 | Rottrdam<br>Dutch<br>6BHCem<br>APT127t | T.3Cy.25",41"&68"–45" (s)<br>180lb 342NHP<br>3SB,9cf,GS154,HS5379<br>RotterdamDroogd. Maats | 24 · 6<br>· 3 · 3<br>21 · 1 |
| 35981<br>QCVT | **Zaanland** SteelSc<br>2Dks(Stl)&Shelter dk(Stl)<br>Elec.light Wireless<br>Ref.Mchy. CruiserStern | 6813<br>6294<br>4141<br>[illegible] | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,22 ~~6,21~~<br>Fitted for oil fuel6,21 | Gls<br>~~Ams~~<br>✠LMC6,21<br>✠Lloyd'sRMC | † | F.P. | CL<br>~~9,21~~<br>2,22<br>above | 1921<br>6mo<br>Lloyd<br>150°F. | Barclay,<br>Curle&Co.Ld.<br>Glasgow<br>'sA&CP | Koninkl.Holland-<br>scheLloyd<br>Coll<br>CellDB105' | ~~460·0~~<br>460·4<br>FK<br>sionBHtoShelterdk<br>550tDTu27'543tFP | ~~60·3~~<br>60·2 | 27·9 | Amstrdam<br>Dutch<br>Cem<br>BHtoUdk<br>T79tAPT88t | 2 Steam Turbines geared<br>to 1 Sc.Shaft (s)<br>220lb 1039NHP<br>Barclay,Curle&Co.Ld.<br>5SB,15cf,GS311,HS13105 FD | 30 · 6<br>· 4 · 8<br>26 · 2 |
| 35982 | **Zaanstroom** SteelSc<br>Elec.light Wireless 1Dk2trB<br>Ref.Mchy. | 1646<br>1189<br>879 | | | | | | 1920 | N.V.Haar-<br>lemsche<br>Schpsb Maats<br>Haarlem | Hollandsche<br>Stoomb.Maats. | 263·0<br>B78'Q98'F28' | 37·2 | 18·6 | Amstrdam<br>Dutch<br>WB | T.3Cy.21",33"&57"–39"<br>203NHP<br>Maats.Feyenoord,Rot. | |
| 35983 | **Zaanstroom I.** SteelScK<br>ssYmu.No.1–20 ssAms.No.3–9,17<br>(exPluto) 1Dk | 186<br>183<br>54 | ✠100A1<br>Stm Trawler<br>9,21~~12,20~~<br>MS~~9,17~~9,21<br>✠LMC<br>~~BS11,20~~<br>BS10,21 | Ams<br>Ymu | | | CL<br>~~N1,20~~<br>9,21 | 1904<br>9mo<br>Lloyd | Smith's<br>DockCo.Ld<br>NorthShields<br>'sA&CP | N.V.Stoomvissch.<br>Maats."Zaan-<br>stroom" (P.J.D.&<br>Joh.Dil&S.Yff,<br>Mgrs.) | 110·0<br>BK7½"<br>WB= | 21·0 | 8·9 | Zaandijk<br>Dutch<br>3BHCem<br>DBf18'15t | T.3Cy.11½",19½"&30"–23"(s)<br>180lb 64NHP<br>1SB,2cf,GS36,HS1233<br>ShieldsEng.Co.Ld.N.Shl. | 12 · 6 |
| 35984 | **Zaanstroom IV.** SteelScK<br>ssYmu.No.3–4,19<br>(exMarion) 1Dk | 217<br>208<br>67 | ✠100A1<br>StmTrawler<br>~~5,21~~~~12,20~~ 11,21<br>~~BS9,20~~ ✠LMC4,19<br>BS11,21 | Ymu<br>~~Ams~~Ams | | | CL<br>~~11,20~~<br>~~5,21~~<br>11,21 | 1906<br>10mo<br>Lloyd | GooleS.B.<br>&Repg.Co.Ld<br>Goole<br>'sA&CP | N.V.Stoomvissch.<br>Maats."Zaan-<br>stroomIV"(P.J.D.<br>&Joh.Dil&S.Yff,<br>Mgrs.) | 127·0<br>BK7½" | 22·1 | 11·5 | Zaandijk<br>Dutch<br>3BHCem | T.3Cy.12",21"&33"–24" (s)<br>180lb 69NHP<br>1SB,2pf,GS35,HS1227<br>G.T.Grey,SouthShields | 12 · 6 |
| 35985<br>JWKD | **Zabal Mendi** SteelTwinSc<br>ssBbo.No.3–4,19<br>(Tug)<br>1Dk(Stl) | 70<br>53<br>17 | ✠100A1<br>2,22~~7,20~~<br>~~BS7,20~~ ✠LMC4,19<br>BS[illegible],21 | Bbo | | | ~~4,19~~<br>N2,22 | 1906<br>8mo<br>Lloyd | Jonker&<br>Stans<br>HendrikIdo<br>Ambacht<br>'sA&CP | Cia.deRemolca-<br>doresIbaizabal<br>(SotayAznar,<br>Mgrs.) | 84·6<br>FK<br>WB | 16·1 | 7·1 | Bilbao<br>Spanish<br>4BHCem<br>=APT13t | T.3Cy.8$\frac{1}{16}$",13"&21¼"–12$\frac{3}{16}$"<br>165lb (s) 48NHP<br>1SB,2cf,GS30,HS968<br>Alblasserdam.Msch.Fab. | 9 · 0 |
| 35986 | **Zabalbide** SteelSc<br>Elec.light | *3050*<br>*2800*<br>*1820* | 100A1<br>(ClassContem | plated) | | | | 1921 | Newcastle<br>S.B.Co.Ld<br>Newcastle | Compañia<br>MaritimaBilbao<br>(E.Cortina, Mgr.) | 331·0<br>P33'B98'F28' | 46·6 | 23·1 | S.Sebast'n<br>Spanish | T.3Cy.25",41"&68"–45"<br>N.E.MarineEng.CoLdNwc | |
| 35987<br>217416<br>LPJG | **Zaca** SteelSc<br>(BEACHED AFTER FIRE 10,20)<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Sub.Sig. &Web frames<br>Wireless Longitudinal framing | 6067<br>5721<br>4615 | ✠<br>Shelter dk<br>withfreeboard<br>5,20 ✠<br>Fitted for oil | Ham<br>fuel12 | z<br>,18 | F. P. | | 1918<br>12mo<br>above | MooreS.B.<br>Co.<br>Oakland, Cal<br>150° F. | UnitedStates<br>ShippingBoard<br>CellDB348'<br>1351tMT30'534t | 402·5<br>P34'F39'on Shelter<br>dk FK<br>FPT73tAPT48t | 53·0 | 32·0 | S.Frncisco<br>Utd.States<br>ptCem<br>6BHtoSh dk<br>1 " " U " | T.3Cy.24½",41½"&72"–48"<br>587NHP<br>4 Water Tube Boilers<br>HS11132<br>LlewellynIronWorks,<br>LosAngeles | 34 · 6 |
| 35988<br>212583<br>LDQG | **Zacapa** SteelScSr<br>2Dks&2pt dks<br>Elec.light Ref.Mchy. Sub.Sig. Wireless | 4567<br>3903<br>2772 | | | | | | 1909 | Workman,<br>Clark&Co.Ld<br>Belfast | ZacapaS.S.Cor-<br>poration(United<br>FruitCo.Inc.) | 378·9<br>B160'F45' | 50·3 | 29·1 | NewYork<br>Utd.States<br>WB | T.3Cy.27",45"&75"–54"<br>413NHP<br>Wrkman,Clark&Co.Ld.Bel | |
| 35989 | **Zaffer** SteelScSr<br>ssGls.No.2–14<br>(exGaniamore) 1Dk<br>Elec.light Mchy.Aft | *332*<br>*271*<br>*129* | ✠<br>10,16<br>✠ | Gls | g | | | 1905<br>12mo | AilsaS.B.<br>Co.Ld.<br>Troon | IbrahimHalil<br>PashaBinVali<br>WB= | 152·9<br>P54'B49'F35'<br>BK6"<br>CellDBf67'87tFP | 25·6 | 8·8 | Constanpl<br>Turkish<br>4BHCem<br>T34tAPT8t | T.3Cy.14½",24"&40"–27"<br>107NHP<br>1SB,3cf,GS54,HS1930<br>Ross&Duncan,Glasgow | 11 · 6 |
| 35990<br>120295<br>WDHV | **Zaida** SteelScSr<br>(exPackman)<br>Elec.light Wireless 2Dks | 2027<br>1792<br>1301 | | | | | | 1900 | Workman,<br>Clark&Co.Ld<br>Belfast | BritishIndiaStm.<br>Nav.Co.Ld. | 278·6<br>B74'F26' | 41·2 | 20·9 | Glasgow<br>British<br>WB | T.3Cy.19",32"&52"–30"<br>148NHP<br>Wrkman,Clark&Co.Ld Bel | |
| 35991<br>~~HKDB~~ | **Zaire** SteelScSr<br>ssLis.No.2–02<br>Elec.light 1Dk(ptStl–ws)<br>Wireless &Spar dk(Stl–ws)3trB | 3227<br>2848<br>2073 | ✠<br>Spar dk<br>12,03 ✠ | Lis | v | | | 1893<br>10mo | SirR.<br>Dixon&Co.<br>Middlesbro' | ~~Cia.Nacional de~~<br>~~Navegação~~<br>A.Sonnenberg<br>WB | 340·0<br>P17'B82'F35' 26·2<br>BK10"<br>=CellDB218'457t | 42·3 | 18·3 | Lisboa<br>German<br>6BHCem<br>DTa46'383t | T.3Cy.28",44"&72"–48"<br>413NHP<br>2DB,12cf,GS197,HS7005<br>T.Richardson&Sons,Hpl. | 28 · 9 |
| 35992<br>HSWT | **Zakynthos** IronScSr<br>5thSurvey,Cpl.6,00<br>(exChios,exLocust) 2Dks<br>Wireless | *411*<br>*403*<br>*194* | 9.06<br>✠NB1,92 ✠ | Cpl | Lv | | 11·24<br>11·88<br>12·50<br>13·13 | 1881<br>5mo | Blackwood<br>&Gordon<br>Pt.Glasgow | Nav.àVap.<br>"Ionienne" G.<br>YannoulatoFrères | 191·0<br>WB=FP | 25·2 | 13·0 | Piræus<br>Greek<br>5BH2PBH<br>T8tAPT35t | C.2Cy.25¼"&48"–36"<br>NDB04 105NHP<br>1SB,3pf,GS52,HS1592<br>Blackwood&Gordon,P.Gl. | |
| 35993 | **Zamania** SteelScBk<br>ssLon.No.3–9,97<br>(exRimutaka) 2Dks(1Stl)<br>&Spardk(Stl–ws) | *4417*<br>*2948*<br>*2780* | ✠<br>Spar dk<br>8,99 ✠ | Lon | z | | | 1884<br>11mo | J.Elder&<br>Co.<br>Glasgow | WB | 430·0<br>P36'B120'F60' 32·2<br>BK11"<br>=DBa44'f88' 220t | 46·0 | 24·0 | 6BHCem<br>FPT42t | C.2Cy.46"&88"–57"<br>584NHP<br>3DB,18cf,GS390,HS10688<br>J.Elder&Co.Glasgow | 33 · 6 |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. DateofB.ofTradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35994<br>130034<br>VHJP | **Zambezia** SteelScSr<br>*Elec.light* 1*Dk*&*Awng dk*(*ptStl*–teak s) | 1282<br>977<br>879 | ✠<br>*Awng dk*<br>*withfreeboard*<br>9,05 ✠ | PNl | *m* | | 1903<br>9mo | SirRaylton<br>Dixon&Co.Ld<br>Middlesbro' | Thesen'sS S.Co.Ld.<br>(Thesen&Co.Ld.<br>*Mgrs.*)<br>*CellDBa*61' | 220·0<br>F30'<br>*uE & B*31'*f*92' 263*t* | 33·0 | 10·9<br>18·9<br>FK | CapeTown<br>British<br>4*BHCem*<br>*APT*14*t* | T.3Cy.17",27"&45"–33"<br>133NHP<br>1SB,3*cf*,GS62,HS2165<br>N.E.MarineEng.Co.Ld.Sld | 21 " 0 | |
| 35995<br>120582<br>HOWK | **Zamora** SteelScSr<br>*ss*Hul.No.3–2,18<br>Wireless 1*Dk*(*ptIrn*&*ptStl*)2*trB deep framing*&*Web frames* 3*Dk rule* | 3639<br>3118<br>2356 | ✠100A1<br>8,21 ~~9,20~~<br>~~BS6,20~~ ✠<br>BS8,21 | Cff<br>Bly<br>LMC2,18 | *w* | CL<br>~~12,19~~<br>5,22 | 1905<br>7mo<br>*Lloyd* | JLThomp-<br>son&Sons,Ld<br>Sunderland<br>'*sA&CP* | Turner,Brightman<br>&Co.<br>*WB=Cell* | 346·5<br>P23'B92'F32'<br>*DBa*119'*uE*23'*f*146' | 50·9 | 23·0<br>FK | London<br>British<br>6*BHCem*<br>823*tAPT*94*t* | T.3Cy.24½",40"&66"–45" (*s*)<br>180lb *120lb* 307NHP<br>2SB,8*pf*,GS142,HS4600<br>J.Dickinson&Sons,Ld.Sld. | 25 " 6<br>s 4 " 6<br>21 " 5 | |
| 35996<br>HQFS | **Zanos Sifneo** SteelScSr<br>*ss*Pir.No.2–21 *ss*Pir.No.3–3,13<br>(*ex*Armanistan) ~~*ss*Sws.No.1–16~~<br>Wireless 1*Dk*(*Irn*)&*deep framing* | 2237<br>2123<br>1396 | ✠100A1<br>6,21 ~~1,20~~<br>~~MS11,16~~ ✠<br>~~BS[illegible]~~ ~~BS6,18~~ | Npt<br>Pir<br>LMC6,21<br>~~MBS5,20~~ | *s* | CL<br>1,20 | 1901<br>1mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | OrientalShipping<br>Co.Ld. (A.A.<br>Capparis,*Mgr.*)<br>*WB=CellDB* | 302·6<br>P27'B69 F29'<br>*a&uE*120'*f*124'621*t* | 43·2 | 19·8<br>FK | Piræus<br>Greek 160<br>5*BHCem*<br>*APT*40*t* | T.3Cy.22",35"&59"–39" (*s*)<br>150lb *100lb* NDB16 222NHP<br>2SB,6*pf*,GS84,HS3383<br>Cen.Mar.Eng.Wrks.WHpl | 22 " 3<br>s 3 " 9<br>18 " 10 | |
| 35997 | **Zapor** SteelSc3MstSr<br>(*ex*Aquila) *OilEng.*<br>*Mchy.Aft* | 264<br>236<br>156 | | | | | 1910 | M.U.Mar-<br>tinolich<br>Lussinpiccolo | Soc.Anon.diNav.<br>Maritt.Atlantica | 108·9 | 25·9 | 11·5 | Fiume | O.2Cy.15¼"&25¾"–14"<br>21NHP | | |
| 35998<br>208117 | **Zapora** WoodScSr<br>Wireless 1*Dk* | 289<br>—<br>196 | | | | | 1904 | Crawford&<br>Reid<br>Tacoma,Wsh | BoothFisheries<br>Co. | 146·0<br>B52' | 24·0 | 11·4 | Seattle<br>Utd.States | T.3Cy.14",22"&36"–28"<br>PugetSound 69NHP<br>Irn.&Stl.Wks.Tacoma | | |
| 35999 | **Zar Michail Teodorowitsch** SteelTrpSc<br>*Elec.light* (*Icebreaker*) 2*Dks*3*trB* | 2391<br>—<br>822 | | | | | 1914 | Vulcan-<br>WerkeA.-G.<br>Stettin | RussianGovern-<br>ment | 244·4 | 57·3 | 27·8 | Petrograd<br>Russian<br>*WB* | T.9Cy.20",32$\frac{7}{10}$"&53⅓"–39⅗"<br>533NHP<br>Vulcan-Werke,A-GStettin | | V |
| 36000 | **Zara** SteelScSr<br>*ss*Tri.No.3–2,19<br>*Well deck* *Elec.light* 1*Dk*(*ptStl*) | 338<br>281<br>195 | ✠100A1<br>8,20<br>✠NB4,08 | Fiu<br>✠LMC8,20 | *f* | 8,20 | 1903<br>2mo<br>*Lloyd* | Rttrdmsch<br>D.D.Maats.<br>Rotterdam<br>*sA&CP* | Soc.Anon.<br>di Nav.aVap.<br>"Dalmatia" | 140·9<br>Q52'B18'F19' | 23·3 | 11·3<br>FK | Zara<br>4*BHCem* | T.3Cy12½",20"&33¾"–21"(*s*)<br>165lb *100lb* 70NHP<br>1SB,2*cf*,GS38,HS1251<br>Rot.DroogDokMaats,Rot. | 12 " 0 | A |
| 36001 | — SteelScTug<br>(*ex*Dalmato) | 152 | | | | | 1893 | ............... | TheArgentine<br>NavigationCo.<br>(NicholásMihano-<br>vich,Ld.) | 92·2 | 21·2 | 10·7 | Bns.Ayres<br>Argentine | O.2Cy.15⅛"&28½"–18"<br>29NHP<br>JamesWatt&Co.London | | |
| 36002 | **Zarate** SteelTwinSc<br>*Now named* "Kingswood," *See No.*33055 *in Supplement*<br>*Elec.light* *Ref.Mchy.* *Mchy.Aft* 2*Dks* | 1300 | | | | | 1921 | Cammell<br>Laird&Co. Ld<br>Birkenhead | UnionColdStorage<br>Co.Ld. | 220·0 | 44·0 | 11·5 | Bns.Ayres<br>Argentine<br>*WB* | T.3Cy.13½",21"&34"–19"<br>50NHP<br>CammellLaird&Co.Ld.Bkd | | |
| 36003 | **Zaree** SteelScK<br>(*ex*NereMaitea, *ss*Gms.No.3–3,16<br>*ex*Mars) 1*Dk* | *218*<br>*214*<br>*83* | ✠<br>*For towing purposes*<br>3,17 ✠ | Gms | | 8,17 | 1904<br>12mo | J.Duthie<br>Aberdeen | "ThePatriotic"<br>Cie.deNav.aVap.<br>et d'Armement<br>(K.Kallias&<br>L.Teryazos) | 130·6 | 21·9 | 11·7<br>BK7½"<br>*WB=* | Piræus<br>Greek<br>3*BHCem*<br>*FPT*25*t* | T.3Cy.12½",20"&34"–27"<br>60NHP<br>1SB,3*pf*,GS42,HS1531<br>J.Abernethy&CoAberdeen | 12 " 6 | |
| 36004<br>218701<br>LSHP | **Zarembo** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless *Longitudinal framing* | 4982<br>4374<br>3595 | | | | | 1919 | ToddD.D.<br>&Const.Co<br>Tacoma | UnitedStates<br>ShippingBoard | 380·1<br>P39'B102'F41' | 53·1 | 27·0 | Tacoma<br>Utd.States<br>*WB* | T.3Cy.24½",41½"&72"–48"<br>359NHP<br>Hoover,Owens&Rentsch-<br>lerCo.Hamilton,O. | | R |
| 36005<br>118078<br>VPLT | **Zaria** SteelScSr<br>*ss*Liv.No.3–8,19<br>Wireless 1*Dk*(*Stl*) *lower dk*(*Stl*)<br>*in Nos.*1,2&4 *holds*&*Web frames in No.*3<br>*Elec.light* *hold*&*Shelter dk*(*Stl*–ws) | 4878<br>3002<br>3039 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>8,21 ~~2,21~~<br>~~BS9,20~~ ✠ | Liv<br>BS9,21<br>LMC7,19 | *w* | CL<br>7,19 | 1904<br>3mo<br>*Lloyd*<br>*WB* | ClydeS.B.<br>&E.Co.Ld.<br>Pt.Glasgow<br>'*sA&CP*<br>= *CellDBa*90 | British&African<br>S.N.Co.Ld.<br>(Elder,Dempster&<br>Co.Ld.*Mgrs.*)<br>'*uE & B*44'*f*180'85 | 380·6<br>P34'B113'F47'<br>*allon Shelter dk*<br>len10<br>3*tFPT*45*tAPT*15*t* | 48·5 | 27·6<br>FK | Liverpool<br>British<br>6*BHCem*<br>3*BHtoSh dk*<br>3 " " *U* " | T.3Cy.27",43"&72"–48" (*s*)<br>180lb 570NHP<br>3SB,9*cf*,GS187,HS9030 FD<br>ClydeS.B.&E.Co.Ld.P.Gls | 22 " 3<br>s 2 " 1½<br>20 " 7 | BT till 8,21 |
| 36006<br>14 | — SteelSc<br>1*Dk* | 131<br>—<br>76 | | | | | 1890 | Motala<br>Mek.Vrk.<br>Motala | ZariaDampfsch.<br>Ges. | 96·4 | 22·0 | 8·5 | Cronstadt<br>Russian | O.2Cy.16"&30"–20"<br>33NHP | | |
| 36007<br>1006 | **Zasima** Steel&IronScSr<br>(*ex*Limfjorden) 1*Dk* | 457<br>—<br>269 | | | | | 1881 | Lobnitz&<br>Co.<br>Renfrew | I.Burkoff | 164·5<br>P45' F41' | 24·0 | 10·3 | Archangel<br>Russian<br>*WB* | O.2Cy.24"&44"–30"<br>88NHP<br>Lobnitz&Co.,Renfrew | | |
| 36008 | **Zaton** SteelScSr<br>*ss*Tri.No.3–5,04<br>(*ex*Veneto,*ex*Hungaria) *ss*Tri.No.2–13<br>*Well deck* *Elec.light* 1*Dk*(*Stl*)2*trB* | 520<br>358<br>286 | ✠100A1<br>Examined6,20<br>✠NB5,04 | Tri<br>✠LMC5,21 | *i* | 6,20 | 1892<br>2mo<br>*Lloyd* | Howaldts-<br>werke<br>Kiel<br>'*sA&CP* | Dubrovacka<br>Parobrodska<br>Plovidba | 179·0<br>Q21'B93'F36'<br>*WB=CellD* | 25·0 | 12·0<br>BK7" | Ragusa<br>4*BHCem*<br>*BuE*18'18*t* | T.3Cy.17¼",27½"&43⅜"–24¾"<br>185lb (*s*) 118NHP<br>1SB,3*rf*,GS61,HS1624 FD<br>Howaldtswerke,Kiel | 14 " 1 | |
| 36009<br>HPMF | **Zatouna** SteelScSr<br>(*ex*Mikaïl,*ex*Creta,*ex*Zara) | 156<br>—<br>74 | | | | | 1890 | MMartino-<br>lich<br>Lussinpicc'lo | Nav.Orientale<br>(P.Pantaleon) | 109·5<br>Q48'B15'F10' | 17·1 | 9·9 | Piræus<br>Greek | O.2Cy.16"&27"–18"<br>NB09 26NHP<br>Bartlett&Greenhm,Trieste | | |
| 36010<br>217559<br>LPTM | **Zavalla** WoodScSr<br>*Elec.light* 2*Dks*<br>*Mchy.Aft* *Well deck*<br>Wireless | 3351<br>2735<br>2038 | ✠ ~~10A~~<br>3,22 ~~7,20~~<br>~~BS7,20~~ ✠ | Liv<br>~~LMC2,19~~ | | 6,19 | 1918<br>8mo | National<br>S.B.Co.<br>Orange,<br>Texas | UnitedStates<br>ShippingBoard | 298·6<br>P&B105'F42' | 49·9 | 25·9 | P.Arthur,<br>Texas<br>Utd.States | T.3Cy.19",32"&54"–36" (*s*)<br>200lb HS5800 296NHP<br>2 Water Tube Boilers<br>VulcanIronWorks,Inc.<br>JerseyCity,N.J. | 29 " 2<br>s 5 " 3 | |
| 36011<br>136966<br>JHKD | **Zayani** SteelScSr<br>(*ex*Bali)<br>*Elec.light* 2*Dks* | 3505<br>3280<br>2627 | | | | | 1899 | Crmichael,<br>Maclean&Co.<br>Greenock | PersianGulfS.N.<br>Co.Ld. | 322·0<br>B77'F46' | 44·3 | 28·5 | Bombay<br>British<br>*WB* | T.3Cy.23",38"&62"–42"<br>249NHP<br>Bow,McLachlan&Co.Psy. | | V |
| 36012<br>124004<br>HJLD | **Zealand** SteelScSr<br>*ss*Nwc.No.3–4,19<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*deep framing* | 1718<br>1536<br>891 | ✠100A1<br>*Spar dk*<br>~~1,22~~ ~~1,21~~ 3,22<br>~~BS7,20~~ ✠ | Liv<br>Bkn<br>BS10,21<br>LMC4,19 | *r* | CL<br>1,21 | 1906<br>10mo<br>*Lloyd* | Barclay,<br>Curle&Co.Ld.<br>Glasgow<br>'*sA&CP* *WB* | Leith,Hull&Ham-<br>burgS.S.Co.Ld.(J.<br>Currie&Co.*Mgrs*)<br>= *Cell DB a*58' *uE* | 260·0<br>B73'F33'<br>21' *f* 116' 258*t* *FPT* | 36·0 | 14·7<br>22·2<br>FK&BK1½" | Liverpool<br>British<br>4*BHCem*<br>48*tAPT*25*t* | T.3Cy.20½",34"&55"–42" (*r*)<br>180lb *85lb* 247NHP<br>2SB,6*cf*,GS113,HS4288<br>Barclay,Curle&Co.Ld.Gls. | 24 " 6<br>s 3 " 10<br>21 " 0 | |
| 36013<br>120764<br>TVPW | **Zealandia** SteelTwinScSr<br>*ss*Syd.No.2–17<br>*Elec.light* 2*Dks*(*Stl*–ws)&*Shelter dk*<br>Wireless (*Stl*–teak s)&*Web frames*<br>*Ref.Mchy.* | 6660<br>5274<br>3482 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~5,21~~ ~~3,21~~ 12,21 | Syd<br>✠LMC11,20<br>BS11,21 | *a*† | CL<br>~~2,19~~<br>12,21 | 1910<br>5mo<br>*Lloyd* | J.Brown&<br>Co.Ld.<br>Clydebank<br>'*sA&CP* *WB=* | HuddartParker,<br>Ld.<br>*CellDBa*88'*uE&B* | 410·3<br>F90'B100'<br>*onShelter dk*<br>117'*f*144'899*tFPT* | 54·7 | 23·4<br>BK9" | Melbourne<br>British<br>8*BHCem*<br>42*tAPT*49*t* | Q8Cy24½",35",49½"&70"–48"<br>215lb (*r*) 1157NHP<br>7SB,21*cf*,GS433,HS17775FD<br>J.Brown&Co.Ld.Clydebnk | 26 " 0<br>s 3 " 0<br>24 " 2 | |
| 36014<br>85094<br>WFTM | — IronScSr | 128<br>127<br>51 | | | | | 1882 | L.Smit&<br>Zoon<br>Kinderdyk | W.C.Duncan | 90·4 | 20·6 | 11·3 | London<br>British | 2Cy.22"–22"<br>70RHP<br>ApplebyBros.,London | | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 Nom du Navire. Matériaux Grèement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7ª Tirant d'eau Moyen. — Dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36015<br>131389<br>HTNB | **Zealandic** SteelTwinScSr<br>Elec.light Ref.Mchy. 2Dks&Shelterdk<br>Sub.Sig. Wireless | 8090<br>7345<br>5172 | ✠Lloyd'sRMC 7,21 | | | 1,22 | 1911 | Harland& Wolff,Ld.<br>Belfast | OceanicStmNavCo Ld. (WhiteStar Line) | 477·5<br>P40'B221'F81'<br>on Shelter dk | 63·1 | 31·5 | Liverpool<br>British<br>WB | Q.8Cy.22"31½"46"&65½"-48"<br>596NHP<br>Harland&Wolff,Ld.Bel. | |
| 36016<br>116094<br>TSJH | **Zealous** SteelScSr<br>ssSld.No.3-9,15<br>(exWharfedale,exDot) ssSld.No.1-19<br>Mchy.Aft 1Dk(Stl) | 324<br>259<br>173 | ✠100A1<br>2,22 ~~11,20~~<br>~~BS9,20~~ ✠LMC4,19<br>BS2,22 | Nwc<br>Bwg | e | CL<br>~~4,19~~<br>2,22 | 1902<br>10mo<br>Lloyd | GooleS.B. &Repg.Co.Ld<br>Goole<br>'sA&CP | ~~W.D.H.Arthur~~<br>~~G.McDonald~~<br>~~W.D.Aiken~~<br>G.McDonald | 136·0<br>Q42'B10'F16'<br>FK<br>Cell | 23·4 | 9·4 | Aberdeen<br>~~Sunderland~~<br>British<br>3BHCem<br>DBf77'83t | T.3Cy.12",20"&33"-24" (s)<br>180lb 60RHP<br>1SB,2pf,GS34,HS1156<br>N.E.Marine Eng.Co.Ld.Sld | 11 · 6<br>s 1 · 0<br>10 · 1 |
| 36017<br>60245<br>MGCS | **Zebrina** WoodAuxSc3MstSr<br>Par.Mot.<br>1Dk<br>(See Sailing Ship Register) | 186<br>181<br>140 | | | ... | | 1873 | ..................<br>Whitstable | S.Deveson&Co. (Ramsgate)Ld. (A.Hallows Mgr.) | 109·1 | 24·5 | 9·9 | Faversh'm<br>British | Paraffin Motor made & fitted 17 14NHP<br>1Cy.13½"-14"<br>InvincibleEngCoKeighley | |
| 36018 | **Zeeburg** SteelSc<br>Elec.light 1Dk | 1303<br>1108<br>749 | | | | | 1921 | NVScheeps -werf "Juliana"<br>Papendrecht | N.V.Scheepvaart Maats.Transatlanta III. | 236·3<br>P21'B67'F27' | 36·4 | 16·0 | Dutch<br>WB | T.3Cy.17½",29"&46"-36"<br>N.V.H.Versteeg& 127NHP<br>Zonen,YzergieterijenMsch Hardinxveld | |
| 36019 | **Zeehond** IronScK<br>ssAms.No.3-5,12<br>ssYmu.No.2-21<br>1Dk | 161<br>153<br>57 | ✠100A1<br>Stm Trawler<br>2,21 ✠LMC6,20<br>BS5,21 | Ymu | | 6,20 | 1899<br>8mo<br>Lloyd | Edwards Bros.<br>N.Shields<br>'sA&CP | N.V.Vissch.Maats. "Zeehond"(N.V. Expl.Maats."de Marezaten," Mgs.) | 106·0<br>Q18'F20'<br>BK7½"<br>WB= | 20·5 | 10·8 | Ymuiden<br>Dutch<br>3BHCem<br>DBf12'9t | T.3Cy.12",18"&30"-21" (s)<br>180lb 51NHP<br>1SB,2pf,GS31,HS879<br>MacColl&Pollock,Sld. | 12 · 0 |
| 36020<br>113460<br>JGCW | **Zeeland** SteelTwinSc4MstSr<br>ssLiv.No,2-20 ssSou.No.3-10,13<br>(exNorthland, ~~ssLiv.No.1-20~~<br>exZeeland) 3Dks(Stl)(M&U-ws)<br>Elec.light 4trB&Web frames<br>Ref.Mchy. Sub.Sig. Wireless | 11667<br>10109<br>7335 | ✠100A1<br>4,22 ~~4,21~~<br>~~BS3,21~~ ✠LMC~~5,17~~ 4,22<br>Fitted for oil fuel 12,20 F.P. above 150° F. | Ant | i† | CL<br>P4,21<br>S4,22 | 1901<br>4mo<br>Lloyd | J.Brown& Co.Ld.<br>Clydebank<br>'sA&CP | InternationalNav. Co.Ld. | 561·6<br>P49'B215'F84'<br>FK<br>CellDB | 60·2 | 38·2 | Liverpool<br>British<br>10BHAsp<br>a133' u E&B | Q.8Cy.31",44",62"&88"-54"<br>200lb 100lb (s) 1627NHP<br>8SB,32cf,GS584,HS23480FD<br>J.Brown&Co.Ld.Clydebnk<br>160'f170'1998tFPT165t | 42 · 0 |
| 36021<br>QCWT | — SteelPadSr<br>(exDuitschland) 1Dk&Awning dk<br>Wireless | 1653<br>1542<br>871 | | | | | 1886 | FairfieldCo Ld.<br>Glasgow | Stoomv.Maats. "Zeeland" | 286·5<br>FK | 35·3 | 22·9 | Flushing<br>Dutch | C.O.2Cy.60"&104"-84"<br>826NHP<br>FairfieldS.&E.Co.(Ld.)Gls | |
| 36022<br>QCWP | — SteelSc<br>(Tug)<br>Elec.light 1Dk | 292<br>220<br>4 | | | | | 1915 | Jonker& Stans<br>HendrikIdo Ambacht | BureauWijsmuller | 116·3<br>B39'F13' | 25·1 | 12·5 | 'sGrvnhge<br>Dutch | T.3Cy.15",24"&40½"-24"<br>79NHP<br>Machfab."Bolnes,"Bolnes | |
| 36023<br>QDBC | **Zeelandia** SteelTwinScSr<br>ssGls.No.3-7,20<br>Elec.light 2Dks(Stl-ws)&Shelter dk<br>Ref.Mchy. Sub.Sig. (Stl-teak s)<br>Wireless | 7995<br>6274<br>4960<br>2,22 | ✠100A1<br>Shelter dk with freeboard<br>~~12,21~~ ~~1,21~~ ✠LMC7,20<br>Fitted for oil fuel 7,20 F.P. above 150° F. | Ams<br>BS8,21 | c† | CL<br>~~P7,20~~<br>~~S1,21~~<br>2,22 | 1910<br>6mo<br>Lloyd | A.Stephen &Sons,Ld.<br>Glasgow<br>'sA&CP | Koninkl.Hollandsche Lloyd | 440·0<br>P59'B176'F72'<br>on Shelter dk FK<br>after Pk BHd to Main dk only<br>WB=CellDBa119' | 55·7 | 34·0 | Amstrdam<br>Dutch<br>7BHCem<br>uE&B103'f | T.6Cy.24",39½"&67"-48" (r)<br>200lb 100lb 953NHP<br>3DB,18cf,GS337HS14307FD<br>A.Stephen&Sons,Ld.Gls.<br>170'1100tFPT105tAPT98t | 37 · 0<br>s10 · 7½<br>27 · 0 |
| 36024 | **Zeelandier** SteelSc<br>Mchy.Aft 1Dk | 599<br>419<br>309 | | | | | 1919 | GebrG.&H. Bodewes<br>Martenshoek | LloydRoyalBelge Soc.Anon. | 164·7<br>B12'F20' | 26·7 | 13·7 | Antwerp<br>Belgian<br>WB | T.3Cy.12⅜",19 7/16"&33"-19 7/16"<br>N.V.Machf. 48NHP<br>Fulton,Hoogezand | |
| 36025 | **Zeeleeuw** SteelScK<br>ssYmu.No.3-8,16<br>ssYmu.No.1-19<br>1Dk | 164<br>163<br>36 | ✠100A1<br>Stm Trawler<br>0,21 ~~3,20~~<br>BS12,20 ✠LMC9,19 | Ymu<br>Ams | | ~~5,19~~<br>8,21 | 1903<br>6mo<br>Lloyd | Smith's DockCo.Ld.<br>NorthShields<br>'sA&CP | N.V.Vissch.Maats. "Zeeleeuw"(N.V. Expl.Maats."de Marezaten" Mgrs) | 105·3<br>BK7½"<br>WB= | 20·8 | 11·2 | Ymuiden<br>Dutch<br>3BHCem<br>DBf14'10t | T.3Cy.11",18"&30"-21" (s)<br>180lb 51NHP<br>1SB,2pf,GS31,HS879<br>MacColl&Pollock,Sld. | 12 · 1 |
| 36026 | **Zeemeeuw** SteelScK<br>ssYmu.No.2-21 ssAms.No.3-6,12<br>(exSaintGothard) ~~ssYmu.No.1-17~~<br>1Dk | 139<br>133<br>39 | 100A1<br>Stm Trawler<br>~~9,21~~ ~~3,20~~ 11,21<br>✠NB12,18 ✠LMC<br>MS~~1,17~~9,21 BS12,20 | Ymu<br>Ams | | ~~11,20~~<br>11,21 | 1900<br>1mo | JTEltringham&Co.<br>S.Shields<br>A&CP | N.V.Zeevissch. Maats."Zeemeeuw"(J.Polderman) | 100·5<br>BK7" | 20·1 | 10·4 | Ymuiden<br>Dutch<br>3BHCem | T.3Cy.10½",17"&30"-21" (s)<br>160lb 48NHP<br>1SB,2pf,GS30,HS807<br>Baird&Barnsley,N.Shields | 11 · 0 |
| 36027<br>HBFP | **Zelandia** SteelScSr<br>(exSailingVessel) OilEng.<br>1Dk | 909<br>—<br>714 | | | | | 1913 | Soc.EsercizioBacini<br>RivaTrigoso | TheArgentineNav. Co.(Nicholas Mihanovich)Ld. | 208·6 | 40·2 | 11·5 | Bns.Ayres<br>Argentine<br>WB | Oil Engines 91NHP<br>4Cy.16½"-18⅛" NE fitted18<br>J.&C.G.Bolinders,Skm. | |
| 36028<br>29<br>SVNG | **Zelina** SteelScSr<br>1Dk | 153<br>111<br>65 | | | | | 1899 | Soc.EsercizioBacini<br>RivaTrigoso | F.LaCava | 121·4<br>P8'Q52' | 17·6 | 9·1 | Messina<br>Italian<br>WB | C.2Cy.12⅜"&23⅞"-18"<br>20NHP<br>Soc.EsercizioBacini,Gen. | |
| 36029<br>145457<br>KJSV | **Zelo** SteelSc<br>Elec.light 1Dk(Stl) | ~~2300~~ 2294<br>2012<br>~~1310~~ 1346 | ✠100A1<br>5,22 ~~10,21~~<br>~~(Class Contemplated)~~<br>✠LMC10,21<br>Fitted for oil fuel 10,21 F.P. above 150°F | Sld<br>Nwc | t | CL | 1921<br>10mo | S.P.Austin &Son,Ld.<br>Sunderland<br>Lloyd'sA&CP | PeltonS.S.Co.Ld.<br>~~(R.S.Gardiner& J.Reay,Mgrs.)~~ | 308·0<br>P25'B64'F29'<br>FK<br>CellDB228'601t Tank at sides of Tunnel 22'73t<br>side tanks in ER 82tFPT115tAPT65t | 43·0 | 19·7 | Newcastle<br>British<br>5BHCem | T.3Cy.24",40"&65"-42" (s)<br>180lb 100lb 300NHP<br>2SB,8pf,GS145,HS4670<br>Richardsons,Westgarth& Co.Ld.Sld. | 22 · 0<br>s3 · 6<br>18 · 10 |
| 36030<br>3735<br>JLQN | **Zelos** IronScSr<br>6thSurvey,Shl.1,08<br>(exCymmrodorion) 3rdSurvey,Kel.3,20<br>Elec.light Well deck 1Dk(ptIrn)2trB | 1629<br>1349<br>946 | ✠A1✱1<br>3,20<br>LMC<br>BS~~1,18~~5,22 MS3,20 | Kel | Lv | 16·74<br>17·79<br>18·84<br>19·88<br>3,20 | 1884<br>2mo | Schlesinger Davis&Co.<br>Newcastle | RederiaktiebDisa. (G.Brodin,Mgr.) | 260·0<br>P60tQ103tB119t<br>F34t BK9"<br>WB=DBa&fAPT | 36·3 | 19·4 | Stockholm<br>Swedish<br>4BHCem<br>1PBH | C.2Cy.29"&63"-39" (a)<br>70lb ~~80lb~~ NDB01 191NHP<br>2SB,6pf,GS68,HS3200<br>Black,Hawthorn&Co.Gts. | 20 · 7<br>s 2 · 6<br>18 · 11 |
| 36031<br>129588<br>HTFK | **Zena** SteelScSr<br>ssGls.No.2-20<br>Well deck 1Dk(Irn)<br>Elec.light | 1416<br>1071<br>875 | ✠100A1<br>10,21 ~~7,20~~<br>~~BS4,20~~ ✠LMC5,19<br>BS6,21 | Irv<br>Lth | o | CL<br>N7,20 | 1911<br>7mo<br>Lloyd | A.Vuyk& Zonen<br>Capelle a/d Ysel<br>'sA&CP | Scandinavian ShippingCo.Ld. (Glen&Co.Mgrs.) | 240·8<br>Q75'B82'F29'<br>FK<br>WB=CellDBa61'f104' | 35·2 | 16·4 | Glasgow<br>British<br>4BHCem<br>274tAPT18t | T.3Cy.17",28½"&46"-36" (s)<br>180lb 100lb 146NHP<br>1SB,3cf,GS57,HS2375<br>G.T.Grey,SouthShields | 17 · 6<br>s 1 ·<br>16 · |
| 36032<br>128902 | **Zena Dare** SteelScK<br>ssBwg.No.3-8,19<br>1Dk | 242<br>214<br>92 | ✠100A1<br>Stm Trawler<br>8,19<br>BS11,20 ✠LMC8,19 | Bwg | | 8,19 | 1909<br>5mo<br>Lloyd | DundeeSB Co.Ld.<br>Dundee<br>'sA&CP | Stroud&Cannon | 125·2<br>Q72'F22'<br>BK7½" | 22·1 | 12·0 | Aberdeen<br>British<br>3BHCem | T.3Cy.12½",21"&34"-24" (r)<br>180lb 70RHP<br>1SB,3pf,GS43,HS1258<br>W.V.V.Lidgerwood,Gls. | 13 · 0 |
| 36033<br>88:5<br>JQKM | **Zeni Maru No. 2** WoodAuxScSr | 164<br>—<br>109 | | | | | 1904 | ................ | ToyoBussan KabushikiKaisha | 91·1 | 21·8 | 10·8 | Niigata<br>Japanese | | |
| 36034<br>28129 | **Zenith City** SteelSc<br>Elec.light Mchy.Aft Sub.Sig. 1Dk2trB | 3850<br>3821<br>3429 | | | | | 1895 | Chicago S.B.Co.<br>Chicago | PittsburghS.S.Co. | 387·5<br>WB | 48·3 | 23·3 | Duluth, Minn.<br>Utd.States | T.3Cy.22",38"&63"-40"<br>251NHP<br>ClevelandSB.CoCleveland | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B.of TradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36035<br>108472 | **Zennor** SteelScYl<br>ssGms.No.3–12,09<br>ssGms.No.2–18<br>1Dk | 161<br>148<br>63 | ✠100A1<br>Stm Trawler<br>8,21~~12,20~~<br>✠NB8,15 ✠LMC6,13<br>BS1,22 | Gms | | CL<br>~~12,18~~<br>8,21 | 1897<br>6mo | Mackie&<br>Thomson<br>Glasgow<br>A&CP | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld.(J.D.<br>Marsden,Mgr.) | 104·2<br>Q17'F19'<br>BK7½" | 20·5 | 10·7 | Grimsby<br>British<br>4BHCem | T.3Cy.10",16"&27"–20" (s)<br>180lb 45RHP<br>1SB,2pf,GS26,HS656<br>Muir&Houston(Lim.),Gls. | 11 " 7 | |
| 36036 | **Zenon** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl) | ~~5400~~<br>5379<br>4928<br>3199 | ✠100A1<br>Shelter dk<br>withfreeboard<br>11,21 ✠LMC11,21<br>~~(Class Contemplated)~~ | Shl | a† | CL | 1921<br>8mo | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>Lloyd'sA&CP | Cie.deNav.<br>d'Orbigny (A.<br>Capelle)<br>CellDB368'1319 | 425·0<br>FK<br>Collision<br>tFP71 109tAPT201t | 55·0 | 26·6 | LaRochelle<br>French<br>Cem<br>BHtoSh dk<br>6 ,, ,, U ,, | T.3Cy.28",46½"&78"–54"(s)<br>180lb 627NHP<br>4SB,12cf,GS296,HS11652<br>N.E.MarineEng.CoLdNwc | 29 " 0<br>s 3 " 9<br>25 " 6 | |
| 36037<br>136 | **Zenson** WoodSc<br>(exWarSonghee) 1Dk2trB<br>Elec.light Wireless<br>Salted & specially treated | 2343<br>1810<br>1485 | | | ••• | CL<br>11,20 | 1917<br>12mo | Foundat'n<br>Co.Ld.<br>Victoria,B.C.<br>Lloyd'sA&CP | ~~LloydAdriatico~~<br>"Carnaro" Soc.di<br>Nav. | 242·2 | 43·4 | 23·2 | Venice<br>Italian | T.3Cy.20½",33"&54"–36" (s)<br>185lb HS280 318NHP<br>2 Water Tube Boilers FD<br>PolsonIronWorksLd.Tto. | 25 " 0<br>s 3 " 5½ | |
| 36038<br>143681<br>KHBD | **Zent** SteelSc<br>Elec.light 3Dks(Stl)&Shelter dk<br>Ref.Mchy. Wireless Sub.Sig. (Stl-ws) | 5362<br>4658<br>3293 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~12,21~~5,21 ✠LMC11,20<br>3,22 | Bkn | z | CL | 1920<br>10mo | Cammell<br>Laird&Co.Ld<br>Birkenhead<br>Lloyd'sA&CP | Elders&Fyffes,Ld.<br>CellD | 400·3<br>P42'B154'F41'on<br>Shelter dk FK<br>B343'874tAPT21t | 58·1 | 30·3 | Liverpool<br>British<br>Asp<br>6BHtoSh dk<br>1 ,, ,, U ,, | T.3Cy.27½",46½"&78"–54"<br>205lb (s) 750NHP<br>4SB,16cf,GS277,HS11600FD<br>CammellLaird&Co.LdBkn | 32 " 11<br>s 6 " 8½<br>26 " 10 | |
| 36039<br>23740<br>RCWS | **Zenyei Maru** WoodSc | 457<br>—<br>243 | | | | | 1918 | ............... | KabushikiKaisha<br>HashimotoShotin | 149·6 | 26·0 | 15·1 | Taika<br>Japanese | | | |
| 36040<br>97794 | **Zephyr** CompScSr | 201<br>201<br>76 | | | | | 1873 | Admiralty<br>Chatham | CornishSalvage<br>Co.(1918)Ld. (A.<br>Matthew,Mgr.) | 123·3 | 23·0 | 12·0 | Liverpool<br>British | C.2Cy.28"&48"–18"<br>NB98 76RHP<br>Hmphrys,T'nant&Co.Lon | | |
| 36041<br>120017 | — WoodTwinSc<br>1Dk | 178<br>152<br>71 | | | | | 1906 | R.Davis<br>Brisbane<br>Water,NSW | McIlwraith,<br>McEacharn'sLine<br>Proprietary,Ld. | 126·2 | 25·5 | 7·7 | Fremantle<br>British | T.6Cy.10",16"&26"–18"<br>95RHP<br>Campbell&Calderw'd, Psy | | |
| 36042<br>144399<br>KDSH | **Zeppelin** SteelTwinSc<br>Elec.light Sub.Sig. Wireless 4Dks<br>Now named "Ormuz," see Supplement | 14167<br>9975<br>8226 | | | | | 1914 | Bremer<br>Vulkan<br>Vegesack | OrientS.N.Co.Ld. | 550·0<br>P&B403'F113' | 67·3 | 35·1 | London<br>British<br>WB | Q.8Cy.28¾",43$\frac{3}{10}$",60½"&84⅗"<br>–59" 1100NHP<br>BremerVulkan,Vegesack | | |
| 36043<br>105825<br>PHKR | **Zero** SteelScSr<br>By Collision 4,22<br>ssSld.2ndNo.3–11,19<br>Elec.light<br>Ref.Mchy. 1Dk(Stl)&ptAwngdk<br>Wireless (Irn)&Webframes | 3045<br>2287<br>1925 | ~~✠100A1~~<br>ptAwng dk<br>withfreeboard<br>11,21~~11,20~~ ~~✠LMC~~ | Bry | u | CL<br>~~11,19~~<br>11,21 | 1896<br>5mo | JLThompson&Sons,Ld.<br>Sunderland<br>A&CP | Turner,Brightman<br>&Co.<br>WB=CellDB | 320·0<br>Q100'<br>ptAwng dk220' FK<br>a98'uE & B52'f124' | 42·0 | 21·1 | London<br>British<br>6BHCem<br>529tAPT22t | T.3Cy.23½",39"&64"–42" (r)<br>160lb 343NHP<br>3SB,9cf,GS178,HS6300<br>Blair&Co.(Lim.),Stockton | 23 " 8<br>s 8 " 8½<br>22 " 7 | |
| 36044<br>106707<br>PJLD | — SteelScSr<br>Ref.Mchy. 1Dk2trB | 1136<br>857<br>704 | | | | | 1896 | Earle'sCo.<br>(Lim.)<br>Hull | Ellerman'sWilson<br>Line,Ld. | 249·8<br>P146'F29' | 30·0 | 15·7 | Hull<br>British<br>WB | T.3Cy.18½",31"&53"–33"<br>NB16 161NHP<br>Earle'sCo.(Lim.),Hull | | C |
| 36045<br>129309 | — SteelTwinSc<br>2Dks | 112<br>79<br>49 | | | | | 1899 | Denny<br>Bros.<br>Dumbarton | BurmahOilCo.Ld. | 96·3 | 20·6 | 6·1 | Rangoon<br>British | C.2Cy.11¼"&20½"–15"<br>18RHP<br>DennyBros.Dumbarton | | |
| 36046<br>MBDK | **Zeta** SteelScSr<br>(exSovereign,exGraceful,<br>exAfrican) 1Dk&Awng dk<br>Elec.light Wireless | 1358<br>1297<br>826 | | | ... | | 1886 | R.Dixon&<br>Co.<br>Middlesbro' | DetBergenske<br>Dampskibsselskab. | 244·2<br>H59tF29<br>BK8" | 33·3 | 23·6 | Bergen<br>Norwegian | T.3Cy.21",34½"&55½"–36"<br>185NHP<br>T.Richardson&Sons,Hpl. | 24 " 8 | N |
| 36047<br>109549 | **Zetland** SteelScYl<br>ssGms.No.3–8,10<br>ssGms.No.2–19<br>1Dk | 165<br>152<br>64 | ✠100A1<br>StmTrawler<br>9,21~~4,21~~<br>✠NB7,15 ✠LMC<br>BS4,21 MS8,19 | Gms | | CL<br>~~N8,19~~<br>9,21 | 1898<br>6mo | Mackie&<br>Thomson<br>Glasgow<br>A&CP | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden,Mgr.) | 104·2<br>Q17'F18'<br>DptF&S10 BK7½" | 21·0 | 10·7 | Grimsby<br>British<br>4BHCem | T.3Cy.9⅞",16"&27"–20" (s)<br>180lb 45RHP<br>1SB,2pf,GS26,HS656<br>Muir&Houston,Ld.Gls. | 11 " 7 | |
| 36048<br>HWFT | **Zetta** WoodSc3MstSr<br>OilEng.<br>(exJamesG.Joy) 1Dk | 454<br>333<br>343 | | | | | 1918 | N'vaScotia<br>SB&Tr'nsptn<br>Co.Ld.<br>Liverp'l.N.S. | G.Cocoto | 136·4 | 33·0 | 12·5 | Piræus<br>Greek | Oil Engines 2S.C.SA<br>4Cy.10½"–12½" 29NHP<br>Fairbanks-MorseCo.Ld.<br>Three Rivers,Mich. | | |
| 36049<br>QDFR | **Zeus** SteelScSr<br>Elec.light 2Dks | 1504<br>1233<br>927 | | | | | 1901 | Rijkee&<br>Co.<br>Rotterdam | Koninkl.Nederl.<br>Stoomb.Maats. | 251·8<br>Q78'B60'F32' | 34·5 | 18·6 | Amstrdam<br>Dutch<br>WB | T.3Cy.19",32"&51"–36"<br>156NHP<br>Maats.Fyenoord,Rot. | | V |
| 36050<br>MBFT | — IronScSr<br>Well deck 2Dks | 981<br>770<br>598 | | | ... | | 1872 | Bartram,<br>Haswell&<br>Sunderland | A/S Sjöfart (S.O.<br>Stray&Co.A/S<br>Mgrs.) | 220·8<br>P123'F29' | 30·1 | 16·8 | Xiansand<br>Norwegian<br>WB | C.2Cy.27"&51"–33"<br>NB88 125NHP<br>J.Dickinson,Sunderland | 17 " 10 | N |
| 36051 | — SteelSc<br>(exWilhelmWrede)<br>Elec.light 1Dk | 215<br>198<br>10 | | | | | 1914 | Schiffsw(v.<br>J.&Sch.)A.G.<br>Hamburg | BugsierReed.&<br>BergungsA.-G. | 111·8 | 23·0 | 11·3 | Hamburg<br>German | T.3Cy.13½",22"&34"–24"<br>57NHP<br>Schwft.(vJ.&Sch)AGHam | | |
| 36052<br>2986<br>JGSL | — SteelScSr<br>1Dk | 120<br>81<br>37 | | | | | 1896 | Lindholmens V.A.<br>Gothenburg | SäfveånsAktieb.<br>(E.F.Sörensen,<br>Mgr.) | 90·6<br>B26' | 17·6 | 8·2 | Gothenbrg<br>Swedish | C.2Cy.15"&30"–20"<br>NB03 34NHP<br>LindholmensV.A.,Got. | | |
| 36053 | **Zichy** IronScSr<br>ssFiu.2ndNo.3–12,09<br>(exChandos) ssFiu.No.2–19<br>Well deck 1Dk(Irn)2trB<br>Now named "Volta," See No. 39829 in Supplement | 1877<br>1515<br>1217 | ✠100A1<br>12,20<br>✠NB10,91 ✠LMC | Fiu | | CL<br>12,20 | 1884<br>1mo | Earle'sCo.<br>(Lim.)<br>Hull<br>Lloyd'sA&CP | AdriaSoc.Anon di<br>Nav.Marittima | 275·3<br>P141'F30'<br>BK9½"<br>WB=DBa | 35·3 | 20·0 | Fiume<br>4BHCem<br>&uE&BMT | T.3Cy.20½"33½"&55"–39"(s)<br>165lb 90lb 2DB 196NHP<br>2SB,4rf,GS72HS3016NDB10<br>Tpd.91Blair&Co.(Lim)Stk | 21 " 1 | |
| 36054<br>QDWO | **Zijldijk** SteelScSr<br>ssRot.No.3–2,12<br>(exRuno) ssRot.No.2–20<br>Elec.light 1Dk(Irn)&Spar dk(Stl-ws)<br>Wireless & Web frames | 4190<br>3817<br>~~2580~~<br>2621 | ✠100A1<br>Spar dk<br>3,22~~1,21~~<br>~~DBS7,20~~ ✠LMC<br>MS11,20 DBS6,21<br>BS2,22 | Rot | x | CL<br>~~1,21~~<br>4,22 | 1900<br>1mo | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>A&CP | Nederl.-Amerik.<br>Stoomv.Maats.<br>(Holland-Amerika<br>Lijn)<br>W | 391·0<br>P10'B92'F42' 26·9<br>FK<br>B=CellDBa122'uE | 46·8 | 19·0 | Rottrdam<br>Dutch<br>6BHCem<br>&B46'f150' | T.3Cy.27",43"&72"–48" (s)<br>180lb 85lb 464NHP<br>3SB,9cf,GS156,HS6536 FD<br>T.Richardsn&Sns.Ld.Hpl.<br>861tDTa28'648tAPT55t | 29 " 7<br>s 6 " 5½<br>23 " 6 | |
| 36055<br>111365<br>SKPQ | **Zillah** SteelScSr<br>ssBkn.No.3–4,13<br>Well deck ssLiv.No.2–21<br>Mchy.Aft 1Dk(Stl–pt teak s) | 373<br>273<br>146 | ✠100A1<br>1,21<br>✠LMC1,21<br>BS2,22 | Liv | f | N1,21 | 1901<br>6mo | AilsaS.B.<br>Co.<br>Troon<br>A&CP | ZillahShipping&<br>CarryingCo.Ld.<br>(W.A.Savage,Ld.) | 143·0<br>Q46'B11'F26'<br>BK7"<br>WB=FPT | 24·1 | 11·5 | Liverpool<br>British<br>3BHCem<br>61tAPT9t | C.2Cy.17½"&37"–24" (s)<br>130lb 71RHP<br>1SB,3pf,GS57,HS1268<br>Ross&Duncan,Glasgow | 12 " 5<br>s " 10½<br>12 " 3 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. \| Largeur. \| Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers<br>Nom du Constructeur des machines. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36056<br>119224<br>JTBS | **Zimorodok** SteelScSr<br>ssMdb.No.3–4,20<br>(exMalvern Range) 1Dk(Stl)2trB<br>Wireless &deep framing3Dk rule | 3594<br>3350<br>2308 | ✠100A1<br>12,2 ~~1,21~~<br>BS~~3,20~~7,21 | Shl<br>Bry<br>✠LMC<br>MS4,20 | w | ~~3,20~~<br>12,21 | 1906<br>5mo<br>Lloyd | Furness,<br>Withy&CoLd<br>WHartlepool<br>'sA&CP<br>W | OrnisS.S.Co.Ld.<br>(GloverBros.<br>Mgrs.)<br>B=Cell D Ba114t | 347·0\|47·4\|25·2<br>P30'B106'F34'<br>FK<br>uE&B42' f144'714t | British<br>6BHAsp<br>APT21t | T.3Cy.24¾",39"&66"–45" (s)<br>180lb 90lb NDB08 317NHP<br>2SB,6cf,GS105,HS4891<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 27<br>5<br>22 |
| 36057<br>145007<br>KGQC | **Zinal** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless Cargo battens not fitted | 5729<br>5467<br>3569 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~7,2012,20~~<br>12,21 | Bry<br>Bly<br>✠LMC8,20 | y | CL | 1920<br>8mo<br>Lloyd | JLThomp-<br>son&Sons,Ld.<br>Sunderland<br>'sA&CP | ZinalS.S.Co.Ld.<br>(Turner,Bright-<br>man&Co.)<br>CellDB346'121 | 400·2\|54·8\|21·5<br>FK<br>8t FPT70t APT35t | London<br>British<br>Cem<br>4BHtoSh dk<br>2 „ „ U „ | T.3Cy.27",44½"&73"–48" (s)<br>180lb 100lb 581NHP<br>4SB,9cf,GS193,HS9146 FD<br>Blair&Co.Ld.Stockton | 32<br>7<br>24 |
| 36058<br>110022<br>QLSV | **Zingara** SteelScSr<br>ssSld.2ndNo.3–8,19<br>2Dks(1Stl&UptIrn&ptStl)&Webframes<br>Elec.light<br>Wireless | 3463<br>3205<br>2214 | ✠100A1<br>10,21 ~~9,20~~<br>✠NB8,19 | Bry<br>✠LMC8,19 | w | CL<br>~~12,19~~<br>10,21 | 1898<br>12mo | JLThomp-<br>son&Sons,Ld.<br>Sunderland<br>A&CP W | Turner,Brightman<br>&Co.<br>B=Cell D Ba113' | 348·0\|48·2\|23·1<br>P28'B100'F35'<br>FK<br>uE&B39'f147'784t | London<br>British<br>6BHCem<br>APT37t | T.3Cy.24",40"&66"–45" (s)<br>180lb 100lb NDB19 310NHP<br>2SB,6cf,GS123,HS4690<br>Blair&Co.Ld.Stockton | 25<br>4<br>21 |
| 36059 | **Zinnia** SteelScSr<br>Elec.light Wireless 2Dks(Stl–Uws) | 890<br>—<br>124 | ✠<br>For Government<br>9,15 ✠ | Nwc<br>Service | o | 12,19 | 1915<br>9mo | Swan,Hun-<br>ter&Wigham<br>RichrdsonLd<br>Newcastle | BelgianGovern-<br>ment<br>CellDBuB24t | 249·2\|33·0\|17·4<br>F63'<br>FK<br>DTf 722t FPT11t | Ostend<br>Belgian<br>12BHCem<br>APT18t | T.4Cy.18",29"&33"(2)–30"<br>285NHP<br>2SB,6cf,GS130,HS5240 FD<br>Swan,Hunter&Wigham<br>RichardsonLd.Nwc. | 18 |
| 36060 | **Zinovia** SteelSc<br>ssNwc.No.3–9,20<br>(exUlefos,ex 1Dk(ptIrn&ptStl)&<br>Lysekloster,exAndriana) deep framing<br>Elec.light | 2947<br>2701<br>1769 | ✠100A1<br>8,21 ~~11,20~~ | Shl<br>✠LMC9,20<br>BS11,21 | v | CL<br>~~11,20~~<br>8,21 | 1906<br>7mo<br>Lloyd | Short Bros.<br>Ld.<br>Sunderland<br>'sA&CP Cell | MichalinosMari-<br>time&Commercial<br>Co.Ld.<br>DBa108'uE&B42 | 336·6\|47·1\|20·5<br>P35'B214'F38'<br>FK<br>f142'912tFPT125t | Piræus<br>Greek<br>6BHCem<br>APT165t | T.3Cy.24",39"&65"–42" (s)<br>180lb 298NH<br>2SB,6cf,GS127,HS4607<br>G.Clark,Ld.Sunderland | 23<br>2<br>20 |
| 36061<br>120294<br>WDHT | **Zira** SteelScSr<br>(exTanglin)<br>Elec.light Fitted for oil fuel 2Dks<br>Wireless | 2030<br>1795<br>1303 | | | | | 1900 | Workman,<br>Clark&Co. Ld<br>Belfast | BritishIndiaStm.<br>Nav.Co.Ld. | 278·6\|41·2\|20·9<br>P74'Q26' | Glasgow<br>British<br>WB | T.3Cy.19",32"&52"–30"<br>148NHP<br>Wrkman,Clark&Co.Ld.Bel | |
| 36062<br>216984<br>LNCM | **Zirkel** SteelSc<br>Fitted for oil fuel<br>Sub.Sig. Elec.light 1Dk&Shelter dk&<br>Wireless Web frames<br>Longitudinal framing | 6073<br>5721<br>4427 | | | ... | | 1918 | MooreS.B.<br>Co.<br>Oakland,Cal. | UnitedStates<br>ShippingBoard | 402·5\|53·0\|32·0<br>P34'F38'<br>FK | S.Frncisco<br>Utd. States<br>WB | 1GearedSteamTurbine<br>652NHP<br>DeLavalSteamTurbine<br>Co.Trenton,N.J. | 34 |
| 36063<br>78354<br>SRGK | **Zita** WoodAuxScBn<br>OilEng.<br>(exAratapu) 1Dk<br>(See Sailing Ship Register) | 125<br>116<br>73 | | | | | 1878 | J.Barbour<br>Aratapu,N.Z. | W.V.Rout (D.<br>Campbell Mgr.) | 95·0\|23·7\| 9·0 | Nelson,NZ<br>British | Oil Engine<br>2Cy 9"–13" 15NHP<br>W.Beardmore&Co.Ld.Gls. | |
| 36064 | — WoodAuxScSr<br>(exSyvert) Par.Mot.<br>(See Sailing Ship Register) | 106<br>98<br>76 | | | | | 1917 | N. Hansens<br>Skibsverft<br>Marstal | G.S.Karlsson | 95·4\|22·1\| 8·9 | Malmö<br>Swedish | ParaffinMotor<br>1Cy.15"–19⅝" 14NHP<br>L.FrandsensJernstöberi,<br>Holbæk | |
| 36065<br>96235 | **Zodiac** IronScYl<br>(Trawler)<br>1Dk | 149<br>142<br>75 | | | ... | | 1890 | Mackie&<br>Thomson<br>Glasgow | WoodburySteam<br>FishingCo.Ld.<br>(H.A.JeffriesMgr) | 100·5\|20·5\|10·7<br>Q19'F19'<br>BK7½" | Grimsby<br>British | T.3Cy.11",16½"&27"–22"<br>NB18 45RHP<br>Muir&Houston,Glasgow | 11 |
| 36066 | **Zoe** SteelSc<br>1Dk(Teak) | | ✠<br>For Towing purposes<br>11,16 ✠ | Dub | | | 1916<br>11mo | Ringsend<br>Dkyd.Co.<br>Dublin | BritishIndiaStm.<br>Nav.Co.Ld. | 62·0\|14·0\| 6·6<br>FK | British<br>4BHCem | C.2Cy.12"&24"–16"<br>29NHP<br>1SB,2pf,GS26,HS594<br>McKie&Baxter,Glasgow | 7 |
| 36067 | **Zoe Cosulich** SteelScSr<br>ssTri.No.2–12<br>(exAgenoria) 1Dk(Stl)<br>Mchy.Aft | 200<br>144<br>76 | ✠<br>6,16<br>✠ | Tri | b | | 1903<br>10mo | Montrose<br>S.B.Co.<br>Montrose | A.G.&V.Cosulich | 112·2\|20·6\| 8·2<br>Q36'F19'<br>FK<br>WB= | Trieste<br>Italian<br>3BHCem<br>FPT19t | C.2Cy.13"&26"–18"<br>54NHP<br>1SB,2pf,GS32,HS654<br>Plenty&Son,Ld.Newbury | 9 |
| 36068<br>109525 | **Zonia** SteelScYl<br>ssShl.2ndNo.3–7,14<br>(exApollo) ssShl.No.1–19<br>1Dk | 150<br>136<br>58 | ✠100A1<br>StmTrawler<br>10,19<br>✠NB7,14 | Shl<br>✠LMC10,19<br>BS2,21 | | CL<br>10,19 | 1898<br>5mo | Mackie&<br>Thomson<br>Glasgow<br>A&CP | DirectFishSup-<br>plies,Ld. (W.H.B.<br>Quilliam,Mgr.) | 100·6\|20·5\|10·7<br>Q18'F19'<br>ptND14 BK7½" | DouglasIM<br>British<br>3BHCem | T.3Cy.11",17"&28"–20" (s)<br>170lb 41RHP<br>1SB,2pf,GS28,HS730<br>Ross&Duncan,Glasgow | 11 |
| 36069 | **Zoodochos Pighi** WoodAuxScBn<br>OilEng.<br>(See Sailing Ship Register) | 185<br>—<br>160 | | | | | 1919 | R.Pappa-<br>polizos<br>Mandoudi | F.Prezanis,<br>N.Pappapolizos&<br>C.Vocatopoulos | 105·0\|22·8\|11·7 | Syra<br>Greek | Oil Engine<br>4Cy.8"–11" 25NHP<br>Ansaldo-SanGiorgio,Turin | |
| 36070 | **Zoppot** SteelTwinSc<br>OilEng<br>Elec.light (exWilhelmA.Riedemann)<br>Mchy.Aft Longitudinal framing | 9932<br>9374<br>5915 | | | | | 1914 | Frd.Krupp<br>Akt.Ges.<br>Kiel | Baltisch-Amerik.<br>Petrol.ImportGes.<br>m.b.H. | 525·7\|66·5\|33·5<br>H49' | Danzig | Oil Engines 2S.C.SA<br>12Cy.22⅝"–39⅜" 962NHP<br>Fried.KruppA.-G.,Kiel | |
| 36071 | **Zora** SteelScSr<br>ssShl.No.3–1,14<br>ssRot.No.1–19<br>Spardk(ptIrn&ptStl)2trB&Webframes | 3649<br>3063<br>2070 | ✠100A1<br>Spar dk<br>withfreeboard<br>9,21 ~~10,20~~<br>BS9,20 | Tri<br>Bry<br>✠LMC5,19 | v | ~~5,19~~<br>9,21 | 1901<br>9mo | J.Priest-<br>man&Co.<br>Sunderland<br>A&CP | Soc.Anon.diNav.<br>Armamento<br>Oceania | 331·0\|47·0\|25·7<br>P31'B100'F34'<br>FK<br>DBa106'f134'846t | Trieste<br>Italian<br>5BHCem<br>APT110t | T.3Cy.24",40"&65"–42" (s)<br>160lb 92lb NDB14 284NHP<br>2SB,6pf,GS106,HS4420<br>N.E.MarineEng.Co.Ld.Sld. | 26 |
| 36072<br>899 | **Zovetto** SteelScSr<br>(exWarGascon)<br>Elec.light Wireless | 5107<br>4765<br>3157 | | | | | 1919 | A.Stephen<br>&Sons,Ld.<br>Glasgow | Soc.Anon.Angelo<br>Parodi | 399·6\|52·4\|28·5<br>P49'B112'F39' | Genoa<br>Italian<br>WB | T3.Cy.27",44"&73"–48"<br>369NHP<br>Dunsmuir&JacksonLd.Gls | |
| 36073 | **Zrinyi** SteelScSr<br>ssTri.No.3–8,04<br>ssTri.No.2–13<br>1Dk(Stl)&Spar dk(Irn)&Webframes<br>Now named Rossini, See No. 39105 in Supplement | 1553<br>1390<br>941 | ✠<br>Spar dk<br>withfreeboard<br>10,16 ✠ | Fiu | v | | 1892<br>11mo | Wigham<br>Richrdsn&Co<br>Newcastle | AdriaSoc.Anon.di<br>Nav.Marittima<br>WB=CellDB195' | 240·0\|34·0\|14·0<br>P28'B55'F31' 21·2<br>FK<br>306tAPT18t | Fiume<br>4BHCem | T.3Cy.20",32"&53"–36"<br>NDB07 181NHP<br>2SB,4rf,GS80,HS2868<br>Wighm,Richrdsn&Co.Nwc | 23 |
| 36074 | **Zrmanja** SteelScSr<br>ssTri.No.3–7,19<br>1Dk | 100<br>80<br>53 | ✠100A1<br>withfreeboard<br>7,19<br>Service in the Adriatic<br>BS7,21 | Tri<br>✠LMC7,19 | | 7,19 | 1913<br>3mo<br>Lloyd | M.U.Mar-<br>tinolich<br>Lussinpiccolo<br>'sA&CP | Soc.Anon.<br>diNav.a Vap.<br>Dalmatia | 92·1\|15·7\| 7·6<br>Q30' 16·5<br>BK6" | Sebenico<br>4BHCem | C.2Cy.11¾"&23½"–15" (s)<br>123lb 38NHP<br>1SB,2cf,GS33,HS918<br>T.Holt,Trieste | 8 |

| | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 3 / 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 75<br>307<br>MD | **Zuari** IronScSr<br>Elec.light 1Dk | 218<br>192<br>95 | | | | | 1886 | Grangmth Dockyd.Co.<br>Grangmouth | BombayS.Nav.Co. Ld. | 150·7<br>H26t | 26·1 | 8·7 | Bombay<br>British | C.2Cy.18"&34"-27"<br>49RHP<br>Dunsmuir&Jackson,Gls. | | |
| 76<br>4<br>WJ | **Zuetina** IronTwinScSr<br>(exLibertà,<br>exCorriere diRoma) 1Dk(Irn) | 225<br>163<br>97 | ✠<br>8,85<br>✠ | Nwc | e | | 1885<br>8mo | T.&W. Smith<br>N.Shields | A.&E.Halfon | 125·0<br>B13'<br>FK | 23·0 | 7·0 | Bengasi<br>Italian | C.4Cy.14"&25"-18"<br>44NHP<br>WllsndSlpwyCo.Ld.Nwc. | 7 ″ 6 | |
| 77<br>LS | **Zuid Holland** SteelScSr<br>ssRot.No.2-20<br>1Dk(Stl)<br>Cargo battens not fitted | 1837<br>1602<br>1141 | ✠100A1<br>3,22 ~~2,21~~<br>~~BS11,20~~ ✠LMC12,19<br>BS1,22 | Rot | r | CL<br>12,19 | 1911<br>9mo | Schpw.v.<br>JanSmit,Czn<br>Alblasserdm<br>A&CP | Scheepvaart&<br>SteenkolenMaats.<br>WB=CellDBa80' | 272·5<br>B63'F32'<br>FK<br>uE&B35' f112'523t | 40·0 | 18·2 | Rottrdam<br>Dutch<br>4BHCem<br>APT77t | T.3Cy.20",32"&52"-39" (s)<br>180lb 203NHP<br>2SB,6cf,GS101,HS3450<br>Maats.deSchelde,Flushing | 20 ″ 6<br>s 3 ″ 2<br>17 ″ 8 | |
| 78<br>KB | **Zuiderdijk** SteelScSr<br>ssRot.No 2-21 ~~ssRot.No.1-10~~<br>(exSharistan) 2Dks(Stl)<br>Elec.light<br>Wireless | 5208<br>4824<br>3257 | ✠100A1<br>5,21 7.20<br>~~BS7,20~~ ✠LMC~~8,19~~<br>5,21 | Rot | y | CL<br>~~11,20~~<br>5,21 | 1912<br>7mo<br>Lloyd | W.Gray&<br>Co.Ld.<br>WHartlepool<br>'sA&CP | Nederl.Amerik.<br>Stoomv.Maats.<br>(Holland-Amerika<br>Lijn) | 400·0<br>P30'B124'F49'<br>FK<br>WB=CellDBa132' | 53·5 | 27·1 | Rottrdam<br>Dutch<br>6BHCem<br>uE26' f176' | T.3Cy.28",46"&77"-48" (s)<br>180lb 603NHP<br>3SB,12pf,GS213,HS9174 FD<br>Cen.Mar Eng.Wrks.WHpl<br>1184tDTa37'950tAPT33t | 29 ″ 7<br>s 5 ″ $11\frac{1}{2}$<br>24 ″ 0 | |
| 079<br>LG | **Zuiderzee** SteelScSr<br>(Tug)<br>1Dk | 189<br>176<br>11 | | | | | 1897 | L.Smit&<br>Zoon<br>Kinderdijk | LSmit&Co'sSleepdienst,Ld. | 109·8<br>B29'F14' | 20·9 | 12·3 | Rottrdam<br>Dutch<br>WB | T.3Cy.$13\frac{1}{2}$",20"&34"-21"<br>160lb HS1566 78NHP<br>Diepeveen,Lels&Smit,Kdk | | |
| 080<br>3843<br>IDB | **Zuiyo Maru** WoodSc | 917<br>—<br>519 | | | | | 1918 | ................ | KuznokaTamotsu | 215·0 | 31·0 | 16·9 | Akashi<br>Japanese | | | |
| 081<br>8146<br>WV | **Zulia** SteelTwinScSr<br>Elec.light Wireless 2Dks | 1713<br>—<br>1079 | | | | | 1901 | Neafie&<br>LevyCo.<br>Philadelphia | Atlantic&CaribbeanStm.Nav.Co. | 266·0 | 37·0 | 17·0 | Wilmgton<br>(Del.)<br>Utd.States | T.6Cy.14",21"&36"-26"<br>132NHP<br>Neafie&LevyCo. | | R |
| 082<br>QJP | **Zurichmead** SteelSc<br>amed "Hallmoor," See No. 37818 in Supplement<br>ssShl.No.2-19<br>(exZurichmoor) 1Dk(Stl)2trB&deep<br>Wireless framing 3Dk rule | 3778<br>3529<br>2422 | ✠100A1<br>8,20<br>BS8,20 ✠LMC7,19 | Cff | v | CL<br>~~7,19~~<br>2,22 | 1910<br>1mo<br>Lloyd | JReadhead<br>&Sons,Ld.<br>SouthShields<br>'sA&CP | MoorLine,Ld(W.<br>Runciman&Co,Ld<br>Mgrs)<br>CellD | 347·5<br>P31'B89'F32'<br>FK<br>Ba117'uE22'f150' | 49·1 | 25·2 | London<br>British<br>6BHCem<br>813tAPT42t | T.3Cy.25",42"&68"-45" (r)<br>160lb 80lb 320NHP<br>2SB,6cf,GS121,HS4950<br>J.Readhead&Sons,Ld.SShl | 26 ″ 8<br>s 4 ″ $11\frac{1}{2}$<br>22 ″ 1 | |
| 6083<br>8395<br>RW | **Zuso Maru** WoodScSr<br>(exTozuMaruNo.1) 2Dks | 126<br>—<br>70 | | | | | 1902 | S.Ono<br>Osaka | TokiowanKisen<br>KabushikiKaisha | 97·6 | 15·0 | 11·9 | Tokio<br>Japanese | T.3Cy.$7\frac{1}{2}$",12"&$19\frac{1}{2}$"-14"<br>14NHP<br>S.Ono,Osaka | | |
| 6084<br>DTP | **Zwarte Zee** SteelScSr<br>Elec.light 1Dk<br>Wireless | 3618<br>3315<br>2230 | | | | | 1918 | A.Vuijk&<br>Zonen<br>Capelle a/d<br>Ysel | N.V.W.vanDriel's<br>Stoomb.enTransp.<br>Ondernemingen | 360·4<br>P22'B101'F25' | 48·3 | 22·7 | Rottrdam<br>Dutch<br>WB | T.3Cy.$24\frac{1}{2}$",40"&67"-45"<br>301NHP<br>Maats.Fyenoord,Rot. | | V |
| 6085<br>DTN | **—** SteelScSr<br>ssRot.No.3-4,18<br>Elec.light (Tug) 1Dk<br>Wireless | 604<br>543<br>66 | ✠100A1<br>5,21<br>BS5,21 ✠LMC4,18 | Rot | i | 5,20 | 1906<br>9mo<br>Lloyd | J.&K.Smit<br>Kinderdijk<br>'sA&CP | L.Smit&Co.'s<br>Sleepdienst,Ld.<br>WB=DTa17' | 165·0<br>B46'F17'<br>BK$7\frac{1}{2}$"<br>23tDTf11'29tFPT | 30·8 | 18·0 | Rottrdam<br>Dutch<br>4BHCem<br>18tAPT20t | T.3Cy.22",33"&55"-30" (s)<br>165lb 246NHP<br>2SB,6cf,GS126,HS4860<br>Maschinefab.Kinderdijk | 17 ″ 4<br>s 2 ″ $2\frac{1}{2}$<br>16 ″ 2 | |
| 6086 | **Zwartsluis** SteelAuxScSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 219<br>188<br>148 | | | | | 1918 | VanGoor&<br>Spiekman<br>Zwartsluis | CaribbeanPetroleumCo. | 111·2<br>Q23'F13' | 23·1 | 9·9 | Caracas<br>Venezuelan | Oil Engines 2S.C.SA<br>2Cy.$13\frac{1}{3}$"-$13\frac{4}{5}$" 26NHP<br>D.Goedkoop,Jr.Ams. | | |
| 6087<br>38923<br>TRCG | **Zweena** SteelSc<br>(Tug)<br>(exGrille) 1Dk | 112<br>106<br>42 | | | | | 1901 | N.Odero&<br>Co.<br>Genoa | M.H.Bland&Co. | 85·2 | 20·0 | 9·5 | Gibraltar<br>British | C.2Cy.$10\frac{7}{16}$"&$20\frac{7}{8}$"-13"<br>13NHP<br>N.Odero fuA.SestriPnente | | |
| 36088<br>QDVR | **Zwijndrecht** SteelSc<br>Elec.light 1Dk | 1345<br>1229<br>795 | | | | | 1918 | N.V.Werf<br>Conrad<br>Haarlem | N.V.Maats."Kustvaart"(Phs.van<br>Ommeren,Mgrs.) | 238·2<br>B57'F33' | 37·3 | 17·7 | Rottrdam<br>Dutch<br>WB | T3Cy$12\frac{7}{10}$",$29\frac{1}{10}$"&$47\frac{1}{5}$"-$35\frac{2}{5}$"<br>132NHP<br>Gebr.Stork&Co.Hengelo | | V |
| 36089<br>QDVK | **Zwollerkarspel** SteelAuxSc<br>Motor 3MstSr<br>(exNavis IV.) 1Dk<br>(See Sailing Ship Register) | 382<br>334<br>278 | | | | | 1919 | J.Smit&<br>Zoon<br>Foxhol | N.V.Commercieele<br>Mij.totExploitatie<br>vanVaartuigen | 139·7<br>P26'Q12' | 26·2 | 12·2 | Amstrdam<br>Dutch | Motor 4S.C.<br>2Cy.$15\frac{3}{4}$"-$17\frac{7}{10}$" 37NHP<br>D.Goedkoop,Jr.Ams. | | |
| 36090<br>KBPN | **Zwulon** SteelSc<br>nk by Collision 10,21<br>(exEdmundHugoStinnes4) 1Dk<br>Elec.light Wireless | 2839<br>2341<br>1709 | ~~Mch. 11,20 Fal.6,21~~<br>~~(See footnote*)~~ | | | | 1909 | Bremer<br>Vulkan<br>Vegesack | EuropeanShipping<br>Co.Ld. (A.<br>Rappoport,Mgr.) | 328·9<br>P22'B77'F26' | 45·2 | 19·7 | London<br>British<br>WB | T3Cy$23\frac{13}{16}$",$39\frac{3}{16}$"&64"-$43\frac{5}{16}$"<br>270NHP<br>BremerVulkan,Vegesack | 22 ″ 3<br>s 4 ″ $2\frac{1}{2}$<br>18 ″ 5 | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

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*This vessel which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued.

## NEW SHIPS NOT NAMED.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **No. 393** | SteelSc<br>1*Dk*(*Stl*) | 171<br>167<br>2 | ✠100A1<br>*For towing purposes*<br>6,21<br>✠LMC6,21 | Psy | | CL | 1921<br>6mo<br>*Lloyd* | Bow, McLachlan&Co. Ld. Paisley<br>*'sA&CP* | *CellDBuBun* | 101·1<br>*kers*11'13*t FPT*14*t* | 23·1 | 9·8<br>BK7' | 3*BHCem*<br>*APT*23*t* | T.3Cy.13¼"21¼"&34"-21"(*s*)<br>200lb 95NHP<br>1SB,3*cf*,GS58,HS1903<br>Bow,McLachln&CoLdPsy | 12 · 0 |
| **No. 394** | SteelSc<br>1*Dk*(*Stl*) | 171<br>167<br>2 | ✠100A1<br>*For towing purposes*<br>6,21<br>✠LMC6,21 | Psy | | CL | 1921<br>6mo<br>*Lloyd* | Bow, McLachlan&Co. Ld. Paisley<br>*'sA&CP* | *CellDBuBun* | 101·1<br>*kers*11' 13*t FPT*14*t* | 23·1 | 9·8<br>BK7' | 3*BHCem*<br>*APT*23*t* | T.3Cy 13¼",21¼"&34"-21"(*s*)<br>200lb 95NHP<br>1SB,3*cf*,GS58,HS1903<br>Bow,McLachln&CoLdPsy | 12 · 0 |

*Now named* "Ascupart," *See No.* 36288 *in Supplement*

*Now named* "Morglay," *See No.* 38485 *in Supplement*

# SUPPLEMENT TO THE REGISTER OF STEAMERS.

1921-22.

# SUPPLÉMENT AU REGISTRE DES NAVIRES A VAPEUR.

The numeration assigned for the Vessels in the Supplement of Steamers is as follows:—

| | | | | | |
|---|---|---|---|---|---|
| A … … | No. 36101 | to No. 36400 | M … … | No. 38326 | to No. 38625 |
| B … … | „ 36401 | „ 36650 | N … … | „ 38626 | „ 38775 |
| C … … | „ 36651 | „ 37000 | O … … | „ 38776 | „ 38875 |
| D … … | „ 37001 | „ 37150 | P … … | „ 38876 | „ 39025 |
| E … … | „ 37151 | „ 37350 | Q … … | „ 39026 | „ 39075 |
| F … … | „ 37351 | „ 37500 | R … … | „ 39076 | „ 39225 |
| G … … | „ 37501 | „ 37700 | S … … | „ 39226 | „ 39575 |
| H … … | „ 37701 | „ 37850 | T … … | „ 39576 | „ 39775 |
| I … … | „ 37851 | „ 37925 | U … … | „ 39776 | „ 39825 |
| J … … | „ 37926 | „ 38025 | V … … | „ 39826 | „ 39925 |
| K … … | „ 38026 | „ 38150 | W … … | „ 39926 | „ 40075 |
| L … … | „ 38151 | „ 38325 | X Y Z … | „ 40076 | „ 40175 |

| 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Albert E. Watts** SteelSc<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing<br>Sub.Sig. Wireless | 7138<br>6509<br>5111 | ✠100A1<br>~~2,21~~2,22<br>✠LMC2,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 2,21 F.P. above 150° F. | Wmn<br>NYk | b† | CL<br>2,22 | 1921<br>2mo | Bethlehem<br>S.B.Corp.Ld.<br>(HarlanPlnt)<br>WlmngtnDel<br>A&CP | SinclairNav.Co.<br>CellDBuE&B62' 200tDTf40'588t FPT228t APT72t | 430·2\|59·2\|32·8<br>P134'B36'F40'<br>FK | NewYork<br>Utd. States<br>17BHptCem<br>(13t. U dk<br>4 ,, 2nd ,,) | T.3Cy.26½",44"&74"-51" (s)<br>190lb 586NHP<br>3SB,9cf,HS8829 FD<br>BethlehemS B.Corp.Ld.<br>(HarlanPlnt)Wlmngtn,Dl | 33 ″ 3<br>s 8 ″ 0<br>25 ″ 8 | |
| **Aquileia** SteelTwinSc<br>(exInnsbruck) 2Dks(Stl-Uws)<br>Elec.light &Shelter dk(Stl-ws) | 7077<br>5441<br>~~4267~~<br>4201 | ✠100A1<br>Shelter dk<br>withfreeboard<br>11,20 ✠LMC1,21 | Bom | | CL<br>1,20 | 1916<br>11mo<br>Lloyd'sAP | Cantiere<br>SanRocco<br>Trieste | LloydTriestino<br>CellDB345'1091tAPT46t | 398·0\|51·2\|24·1<br>B190'F83'on<br>Shelter dk FK<br>Collision BHtoSh dk | Trieste<br>Italian<br>Cem<br>6 ,, ,, U ,, | T.6Cy.25½",40½"&66"-48"<br>180lb (r) 853NHP<br>5SB,15cf,GS314,HS12735 FD<br>StabilimentoTecnico,<br>Triestino,Trieste | 28 ″ 6<br>s 3 ″ 1<br>26 ″ 0 | |
| **Ala** SteelSc<br>Elec.light 2Dks(Stl)&Web frames<br>Wireless | 5977<br>4971<br>3700 | Fitted for oil fuel 2,21 F.P. above 150° F. | | ... | CL | 1921<br>2mo | Merchant<br>S.B.Corp.<br>Harriman,Pa | UnitedStates<br>ShippingBoard<br>CellDB338' 1311t MT27' 846t FPT120t APT143t | 400·7\|54·2\|30·4<br>P36'B124'F44'<br>FK | Phildlphia<br>Utd.States<br>6BHptCem | 2 SteamTurbines geared to<br>1 Sc. Shaft (s)<br>200lb HS8700 661NHP<br>3 Water Tube Boilers FD<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 32 ″ 10 | |
| **Arden** SteelSc<br>Elec.light 2Dks(Stl)&Web frames<br>Wireless | 5977<br>4971<br>3700 | Fitted for oil fuel 2.21 F.P. above 150° F. | | ... | CL | 1921<br>2mo | Merchant<br>S.B Corp.<br>Harriman,Pa | UnitedStates<br>ShippingBoard<br>CellDB335'1311t MT27'846t FPT 120t APT143t | 400·7\|54·2\|30·4<br>P36'B124'F44'<br>FK | Phildlphia<br>Utd.States<br>6BHptCem | 2 SteamTurbines geared to<br>1 Sc. Shaft (s)<br>200lb HS8700 661NHP<br>3 Water Tube Boilers FD<br>WestinghouseElectric&<br>Mfg.Co.Essington,Pa. | 32 ″ 10 | |
| **Altobizkar-Mendi** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Cargo battens not fitted in 'tween dks | 5955<br>5602<br>3669 | ✠100A1<br>Shelter dk<br>withfreeboard<br>6,21 ~~2,21~~ ✠LMC12,20 | Mdb | z | | 1921<br>2mo<br>Lloyd'sA&CP | Furness<br>S B.Co.Ld.<br>Haverton<br>Hill-on-Tees | Cia.Nav.Sota y<br>Aznar(Sota y<br>Aznar,Mgrs.)<br>CellDB351'1272tAPT100t | 400·0\|53·0\|32·8<br>F38'onShelter dk<br>FK<br>Collision BHto S dk | Bilbao<br>Spanish<br>Cem<br>5 ,, ,, U ,, | T.3Cy.27",45"&75"-51" (s)<br>180lb 573NHP<br>3SB,9cf,GS188,HS8580 FD<br>Richardsons,Westgarth&<br>Co Ld.Mdb. | 35 ″ 5<br>s 9 ″ 7½<br>26 ″ 2 | |
| **Arola-Mendi** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Cargo battens not fitted in 'tween dks | 5853<br>5519<br>3594 | ✠100A1<br>Shelter dk<br>withfreeboard<br>1,22 ~~4,21~~ ✠LMC4,21 | Mdb<br>Ham | z | CL<br>1,22 | 1921<br>4mo<br>Lloyd'sA&CP | Furness<br>S.B Co.Ld.<br>Haverton<br>Hill-on-Tees | Cia.Nav.Sota y<br>Aznar(Sota y<br>Aznar,Mgrs.)<br>CellDB351'1272tAPT100t | 400·0\|53·0\|32·8<br>F38'onShelter dk<br>FK<br>Collision BHto S dk | Bilbao<br>Spanish<br>Cem<br>5 ,, ,, U ,, | T.3Cy.27",45"&75"-51" (s)<br>180lb 573NHP<br>3SB,9cf,GS188,HS8580 FD<br>Richardsons,Westgarth&<br>Co.Ld Mdb | 35 ″ 5<br>s 9 ″ 7½<br>26 ″ 2 | |
| **Akera** SteelSc<br>(exWarSinger) 1Dk(Stl)<br>Elec.light Wireless | 5277<br>4801<br>3211 | ✠100A1<br>~~6,21~~ ~~12,20~~ 12,21<br>✠LMC6,18<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel F.P. above 150° F | Shi<br>~~Stg~~HKg | y | 10,20 | 1918<br>6mo<br>Lloyd'sA&CP | C.Connell<br>&Co.Ld.<br>Glasgow | Anglo-Saxon<br>PetroleumCo.Ld.<br>Middle line Bulkhead not oil-tight<br>CellDB343'1093tFPT118t APT184t | 400·9\|52·3\|28·5<br>P49'B113'F39'<br>FK | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 490NHP<br>3SB,9cf,GS190,HS7020 FD<br>D.Rowan&Co.Ld.Gls. | 31 ″ 0<br>s 6 ″ 1½<br>25 ″ 3 | |
| **Aslaug Haaland** SteelSc<br>Elec.light Well deck 1Dk(Stl)<br>Wireless Cargo battens not fitted | 4709<br>3609<br>2984 | ✠100A1<br>10,21 ~~4,21~~<br>✠LMC1,21<br>Fitted for oil fuel 1,21 F.P. above 150° F. | Sld<br>NFL | x | CL<br>10,21 | 1921<br>4mo<br>Lloyd'sA&CP | JLThompson&Sons,Ld.<br>Sunderland | D/S A/S JohnK.<br>HaalandsRederi.<br>CellDB307' 852t FPT70t APT221t | 364·5\|52·8\|24·3<br>~~P&B213~~'F29'<br>P28'Q118'B68' FK | Haugesnd<br>Norwegian<br>6BHptCem | T.3Cy.23½",38"&64"-42" (s)<br>180lb 347NHP<br>3SB,9cf,GS189,HS6156<br>Armstrong,Whitworth&<br>Co.Ld.Nwc. | 26 ″ 8 | |
| **Arinda-Mendi** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl) | 3232<br>3032 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~9,21~~ ~~4,21~~ ✠LMC4,21<br>3,22 | Stk<br>Ham | v | CL<br>2,22 | 1921<br>4mo<br>Lloyd'sA&CP | RopnerS.B<br>&Repg.Co.<br>(Stockton)<br>Ld. Stockton | Sota y Aznar<br>CellDBa108'uE25'f147'784tAPT126t | 340·3\|48·6\|22·5<br>FK<br>Collision BHtoS dk | Bilbao<br>Spanish<br>Cem<br>5 ,, ,, U ,, | T.3Cy.24",40"&66"-45" (s)<br>180lb 100lb 358NHP<br>2SB,6cf,GS137,HS6078<br>Blair&Co.Ld.Stockton | 24 ″ 10<br>s 2 ″ 4<br>22 ″ 10 | |
| **Argo** SteelSc<br>Elec.light 1Dk(Stl)<br>Well deck | 1393<br>1133<br>737 | ✠100A1<br>1,22 ~~3,21~~<br>✠LMC3,21 | Rot<br>Hfs | p | | 1921<br>3mo<br>Lloyd'sA&CP | NVMach&<br>Schpsw.van<br>P.Smit,Jr.<br>Rotterdam | FinskaAngf.A/B.<br>CellDB182' 355t FPT14t APT31t | 235·0\|36·9\|17·8<br>P&B187'F23'<br>FK | Helsingfrs<br>Finnish<br>4BHCem | T.3Cy.20¾",32¼"&55"-39⅜"<br>180lb (s) 212NHP<br>2SB,6cf,GS97,HS3341<br>NVMch&Schps.vPSmit Jr | 20 ″ 0<br>s 1 ″ 9½<br>18 ″ 6 | |
| **Amy Summerfield** SteelSc<br>Mchy.Aft 1Dk(Stl)<br>Welldeck Cargo battens not fitted | 407<br>318<br>159 | ✠100A1<br>3,21<br>✠LMC3,21 | Sou | f | CL | 1921<br>3mo<br>Lloyd'sA&CP | Day.Summers&Co.Ld.<br>Southampton | SummerfieldS.S.<br>Co.Ld. | 143·2\|25·1\|11·6<br>Q47'B9'F24'<br>BK7"<br>FPT48t | Liverpool<br>British<br>3BHCem<br>APT3t | C.2Cy.19"&38"-30" (s)<br>120lb 60RHP<br>1SB,3cf,GS64,HS1840<br>Day,Summers&Co.Ld.Sou. | 12 ″ 9<br>s ″ 11½<br>12 ″ 6 | |
| **Ann Lewis** SteelScK<br>(exFifthLancer, 1Dk<br>exAnnLewis) | 216<br>214<br>83 | ✠100A1<br>StmTrawler<br>11,19 ✠LMC12,16<br>BS8,21 | Abn | | ~~11,19~~<br>8,21 | 1916<br>8mo<br>Lloyd'sA&CP | Cochrane&<br>Sons,Ld.<br>Selby | J.W.Stookes | 121·2\|22·5\|12·3<br>BK7½" | Grimsby<br>British<br>3BHCem<br>DTf5'11t | T.3Cy 12",20"&34"-24" (s)<br>180lb 80RHP<br>1SB,3pf,GS47,HS1480<br>J.Abernethy&Co.Ld.Abn. | 13 ″ 0 | |
| **Arthur Gouldby** SteelScK<br>1Dk | 162<br>159<br>68 | ✠100A1<br>StmTrawler<br>2,21 ✠LMC2,21 | Abn | | | 1921<br>2mo<br>Lloyd'sA&CP | J.Duthie<br>TorryS.B. Co<br>Aberdeen | A.Gouldby | 103·9\|20·6\|10·9<br>BK7½" | Lowestoft<br>British<br>3BHCem<br>DTf 5'8t | T.3Cy.11",18"&30"-22" (s)<br>180lb 56RHP<br>1SB.2pf,GS32,HS1010<br>W.Beardmore&Co.Ld.<br>Coatbridge | 11 ″ 6<br>s 1 ″ 1<br>11 ″ 4 | |
| **Arin-Mendi** SteelSc<br>OilEng.<br>1Dk | 127<br>97<br>36 | ✠100A-<br>For Towing purposes<br>3,22 ~~2,21~~ LMC~~2,21~~<br>4,22 | Bbo | | | 1921<br>2mo | CiaEuskalduna deConst<br>Bilbao | Cia.deRemolcadores"Ibaizabal"<br>(Sota y Aznar,<br>Mgrs.)<br>CellDBu E24'19t | 85·3\|19·0\|8·3<br>FK | Bilbao<br>Spanish<br>4BHCem<br>MT5'33t | Oil Engines 2S.C.SA<br>4Cy.13⅜"-21¼" 82NHP<br>SulzerFrèresSoc.Anon.<br>Winterthur | 9 ″ 3 | |
| **A. C. Kirk** SteelSc3Mst<br>1Dk | 699<br>517<br>362 | | | | | 1920 | P.&A.van<br>Gelder<br>Seest | KirkShppg.Co.Ld<br>(P.&F.Atkins,<br>Mgrs.) | 180·0\|28·0\|12·2 | Cardiff<br>British<br>WB | T.3Cy.14⅝",23 7/16"&38⅝"-26¾"<br>96RHP<br>AlblasserdamMsch.Fab. | | |
| **Atlas** SteelSc<br>1Dk | 110<br>99 | | | | | 1920 | N.V.Mch.<br>&Scheepswrf.<br>vanP.Smit,Jr<br>Rotterdam | Internationale<br>SleepdienstMaats. | 79·8\|19·0\|9·3 | Rottrdam<br>Dutch | T.3Cy.10",16½"&27"-16"<br>29NHP<br>N.V.Mch.&Scheepswerf<br>vanP.Smit,Jr.Rot. | | |
| **Asama Maru** SteelSc<br>ld be "VeniceMaru," See No. 39835 in Supplement<br>Elec.light | 6100<br>4100<br>4000 | 100A1<br>(ClassContemplated) | | | | 1921 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | KawasakiDkyd.<br>Co.Ld. | 405·0\|53·0\|<br>F33' | Kobe<br>Japanese | T.3Cy.28",46½"&78"-54"<br>KawasakiDkyd.Co.Ld.Kob | | |
| **Aussa** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl) | ~~5400~~<br>~~5023~~<br>5734<br>5023<br>3528 | ✠100A1<br>Shelter dk<br>withfreeboard<br>7,21 ✠LMC6,21<br>~~(ClassContemplated)~~ | Tri | y | CL | 1921<br>6mo | Cantiere<br>SanRocco<br>Trieste<br>A&CP | Navigazione<br>LiberaTriestina<br>Soc.inAz.<br>~~CellDB338'1339tFPT114tAPT244t~~<br>CellDB338'1339tsidetanks in E.S.13'6"tFPT114tAPT244t | ~~390·0\|53·7\|32·0~~<br>B125'on Shltr dk FK<br>404·1\|53·9\|29·0 | Trieste<br>Italian<br>ptCem<br>2BHtoSh.dk<br>4 ,, ,, U ,, | T.3C[illegible]7",42"&68"-48" (s)<br>465NHP<br>[illegible],GS158,HS7023 FD<br>StabilimentoTecnico,<br>Triestino,Trieste | 32 ″ 0<br>s 7 ″ 1<br>25 ″ 3 | |

| No. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 3–4 Regist'd Tonnage. Gross. Under deck. Nett. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36119 | **Agen** SteelSc<br>Cargo battens not fitted<br>Elec.light Well deck 1Dk(Stl) | 4186<br>~~472~~ 3638<br>~~363~~ ~~2547~~ | ✠100A1<br>10,21<br>~~(ClassContem plated)~~<br>✠LMC10,21 | Sld | x | CL | 1921<br>10mo | W.Pickersgill&Sons,Ld<br>Sunderland<br>Lloyd'sA&CP | Cie.Française des Chemins de Fer de Paris-Orleans(Soc Marit.Auxiliaire deTransports Mgs) | ~~364·2~~<br>~~Q,P&B214'F28'~~<br>364·3<br>P18'Q123'B68'F28'<br>CellDB/199'561tDTa98'1390tFPT78tAPT102t | ~~52·0~~<br>52·9 | ~~24·3~~<br>FK<br>24·2 | St.Nazaire ~~Nantes~~<br>French<br>6BHCem | T.3Cy.23½",38"&64"-42" (s)<br>180lb 347NHP<br>3SB,9cf,GS189,HS6156<br>SirW.G.Armstrong,Whitworth&Co.Ld.Nwc. | 26 ″ 8<br>s 3 ″ 11<br>22 ″ 11 | |
| 36120 | **Alcyone** SteelSc<br>Elec.light Wireless 2Dks(Stl)&Shelter dk | ~~3700~~<br>4540<br>4129<br>2756 | ✠100A1<br>Shelter dk with freeboard<br>2,22 ~~9,21~~ ✠LMC9,21<br>~~(ClassContem plated)~~<br>Fitted for oil fuel9,21 F.P.above150°F. | Bal | y | CL | 1921<br>9mo | N.V.Kuy&Ree'sMch.&Schpsw.<br>Schiedam<br>A&CP | VanNievelt,Goudriaan&Co's.<br>Stoomv Maats. | 375·0<br>Collision BHtoSh dk<br>CellDB314'1031tDTa32'762tFPT94tAPT109t | ~~52·0~~<br>52·1 | ~~28·2~~<br>25·8<br>FK | Rottrdam<br>Dutch<br>Asp<br>5BH to U dk | T.3Cy26⅝",$43\frac{5}{16}$"&70"-47¼"<br>180lb (s) 484NHP<br>3SB,9cf, HS7293 FD<br>N.V.Kuy&Ree'sMch.&Schpsw.Schiedam | 28 ″ 3<br>s 3 ″ 5<br>25 ″ 2 | |
| 36121 | **Artésien** SteelSc<br>For full particulars See No. 36145 below | 2912 | 100A1<br>(ClassContem plated) | | | | 1921 | J.Readhead&SonsLd<br>S.Shields | Cie.desBat.àVap. duNord | 331·2<br>P30'B170'F33' | 47·2 | 22·1 | D'nkerque<br>French | T.3Cy.23½",39"&65"-45"<br>JReadhead&SonsLdS.Shls | 24 ″ 5<br>s 3 ″ 2¼<br>21 ″ 6 | |
| 36122 | **All America** SteelTwinSc<br>Cable Vessel<br>Elec.light 1Dk(Stl)&Awningdk (Stl-teak s)&2nddk(Stl)in holds | ~~1810~~ 1819<br>~~1655~~<br>~~1000~~<br>1655<br>880 | ✠100A1<br>Awng dk with freeboard<br>10,21 ✠LMC10,21<br>~~(ClassContem plated)~~<br>Fitted for oil fuel10,21 F.P.above150°F. | Nwc | q | CL | 1921<br>10mo | Swan,Hunter&Wigham Richardson,Ld Newcastle<br>Lloyd'sA&CP | ~~AllAmericaCables Inc.~~ MexicanTelegraphCo | ~~280·4~~<br>278.4<br>CellDBa33'uE21'f82'167tFPT21tAPT29t | 37·0 | 22·4<br>FK | NewYork ~~London~~<br>~~British~~ Cem<br>Utd.States<br>5BHtoAwndk | T.6Cy.15½",25"&43"-30 (s)<br>180lb 100lb 264NHP<br>2SB,6cf, HS3746 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 24 ″ 9<br>s 4 ″ 9<br>20 ″ 6 | |
| 36123 | **Ailsa Craig** SteelSc<br>Should be "Craigolive," See No. 36720 in Supplement<br>Mchy.Aft | 605<br>404<br>271 | 100A1<br>Coasting<br>(ClassContem plated) | | | | 1921 | Taw Shipyards,Ld<br>Barnstaple | H.Craig&Co. | 174·7<br>Q100'B11'F26' | 28·5 | 13·0 | British | T.3Cy.14",23"&38"-27"<br>Aitchison,Blair,Ld. Clydebank | | |
| 36124<br>KJMB | **Angus** Collision 11,21 SteelSc<br>Elec.light Well deck 1Dk(Stl)<br>Mchy.Aft | 605<br>404<br>271 | ~~✠100A1~~<br>~~Coasting~~<br>8,21<br>~~(ClassContem plated)~~<br>~~✠LMC8,21~~ | Bpl | i | CL | 1921<br>8mo | TawShipyards,Ld.<br>Barnstaple<br>Lloyd'sA&CP | AngusShipping Co. Ld. | 174·5<br>~~Q101'~~B11'F26'<br>Q100'<br>CellDBf94'144tFPT45tAPT22t | 28·6 | ~~13·0~~<br>10·9<br>FK | Dundee<br>British<br>3BHCem | T.3Cy.14",23"&38"-27" (s)<br>180lb 72RHP<br>1SB,3cf,GS52,HS1761<br>Aitchison,Blair,Ld. Clydebank | 13 ″ 0<br>s 4 ″ 6½<br>12 ″ 9 | |
| 36125 | **Ardito** SteelTwinSc<br>OilEng.<br>Elec.light Mchy.Aft 1Dk | 5100 | | | | | 1921 | Cant.Nav. Tosi<br>Taranto | LaPlatense | 378·5<br>P&B239'F37' | 51·5 | 30·3 | Genoa<br>Italian | Oil Engines 4S.C.SA<br>12Cy.$24\frac{7}{16}$"-$34\frac{7}{16}$" 524NHP<br>F.Tosi,Legnano | | |
| 36126 | **Achilles** SteelSc<br>(Tug)<br>Elec.light 1Dk | 110<br>99 | | | | | 1921 | NVMach&Schpsw.(Van P Smit,Jr.)<br>Rotterdam | Internationale SleepdienstMaats. | 78·8 | 18·9 | 9·9 | Rottrdam<br>Dutch | T.3Cy.10",16½"&27"-16"<br>29NHP<br>Van.P.Smit,Jr. | | |
| 36127 | **Argus** SteelSc<br>(Tug)<br>1Dk | 110<br>99 | | | | | 1921 | NVMach&Schpsw.(Van P.Smit,Jr.)<br>Rotterdam | Internationale Sleepdienst Maats. | 78·8 | 18·9 | 9·9 | Rottrdam<br>Dutch | T.3Cy.10",16½"&27"-16"<br>29NHP<br>VanP.Smit,Jr. | | |
| 36128 | **Anna** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk (Stl-ptws) | 7195<br>6975<br>4370 | ✠100A1<br>Shelter dk withfreeboard<br>5,21 ✠LMC5,21<br>Carrying oil fuel F.P.above150°F. inDB | Tri | a† | CL | 1921<br>5mo | Cant.Nav. Triestino<br>Trieste<br>Lloyd'sA&CP | "Cosulich"Soc. Triestina diNav. | 433·0<br>CellDB373'1452tFPT74tAPT29t | 54·9 | 28·5<br>FK | Trieste<br>Italian<br>Cem<br>CollisionBHto S dk<br>7 „ „ U „ | T.3Cy.26⅜",42⅛"&$70\frac{1}{16}$"-48"<br>180lb (s) 483NHP<br>3SB,9cf,GS148,HS7221 FD<br>UnitedMachineFactories, Smichov | 40 ″ 4<br>s 9 ″ 7<br>31 ″ 1 | |
| 36129 | **Ardennia** SteelSc<br>Elec.light 1Dk(Stl) | 1500<br>1283<br>1059 | ✠100A1<br>3,22 ~~5,21~~<br>✠LMC5,21<br>Fitted for oil fuel 5,21 F.P. above 150° F. | Mmo | q | | 1921<br>4mo | Kockums M V.Aktieb.<br>Malmö<br>Lloyd'sA&CP | FörnyadeÅngf. A.B.Götha (F.Sternhagen, Mgr.) | 255·9<br>P20'B70'F25'<br>CellDB215'450tFPT48tAPT73t | 38·5 | 16·5<br>FK | Gothenbrg<br>Swedish<br>4BHCem | T.3Cy.18½",29⅛"&48"-$33\frac{1}{16}$"<br>185lb (s) 158NHP<br>2SB,4cf,GS56,HS2090 FD<br>KockumsM.V.Akt.Malmö | 18 ″ 10<br>s 2 ″ 6½<br>16 ″ 7 | |
| 36130<br>HDFJ | **Atalaya** SteelSc<br>Elec.light 1Dk(Stl)2ndDk(Stl)in holds&Web frames<br>Longitudinal framing | 3812<br>—<br>2771 | ✠100A1<br>4,22 ~~5,21~~<br>✠LMC5,21 | Cdz<br>Rot | v | CL | 1921<br>5mo | Echevarrieta y Larrinaga<br>Cadiz<br>Lloyd'sA&CP | Cia.Naviera Bermeo | 331·0<br>P31'B91'F32'<br>CellDB281'872tFPT63tAPT175t | 48·0 | 23·3<br>FK | S.Sebast'n<br>Spanish<br>5BHCem | T.3Cy.25",41"&68"-45" (s)<br>180lb 100lb 411NHP<br>2SB,8cf,GS148,HS5882 FD<br>J.G.Kincaid&Co.Ld.Grk. | 25 ″ 8<br>s 4 ″ 2<br>21 ″ 10 | |
| 36131 | **Apollo** SteelSc<br>Now named "Baralt," See No. [illegible] in Supplement<br>Fitted for oil fuel<br>Elec.light 2Dks | 800 | | | | | 1921 | Coaster Cnstruct'nCo Ld. Montrose | Koninkl.Nederl. Stoomb.Maats. | 200·0<br>B60'F23' | 33·1 | 10·5 | Amstrdam<br>Dutch<br>WB | T.3Cy.15",25"&40"-27"<br>88NHP<br>Fleming&Fergusn,Ld.Psy | | |
| 36132 | **Aventino** SteelSc<br>(exBaronBeck)<br>Elec.light 1Dk(Stl)&Spar dk(Stl-ws) &deep framing | 3891<br>2822<br>2348 | ✠ —<br>Spar dk<br>9,07 ✠ | Tri | u | | 1907<br>9mo | Lloyd Austriaco<br>Trieste | LloydTriestino | 356·0<br>P&B246'F65'<br>CellDBa108'uE38'f146 | 44·2 | 22·9<br>FK | Trieste<br>Italian<br>6BHCem<br>708tAPT21t | T.3Cy.24⅛",40½"&68"-48"<br>243NHP<br>2SB,8cf,GS146,HS6000 FD<br>LloydAustriaco,Trieste | 25 ″ 10 | A |
| 36133 | **Alba** SteelTwinSc<br>(exSierraVentana)<br>Elec.light Wireless Sub Sig. 3Dks | 8262<br>6854<br>4963 | | | | | 1912 | Bremer Vulkan<br>Vegesack | Cie.deNav.Sud-Atlantique | 439·5<br>B183'F97' | 56·0 | 35·5 | French<br>WB | T.6Cy.24⅜",40½"&66⅛"-47¼"<br>600NHP<br>BremerVulkan,Vegesack | | V |
| 36134<br>221109<br>MCNL | **Aladdin** SteelSc<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing<br>Wireless | 6882<br>6366<br>4223 | ✠100A1<br>9,21 ~~3,21~~<br>✠LMC3,21<br>CarryingPetroleum in bulk<br>Fitted for oil fuel3,21 F.P. above 150° F. | Bal<br>NYk | b† | CL | 1921<br>3mo | Bethlehem S.B.Corp.Ld.<br>Sparrow'sPt. Md.<br>A&CP | StandardTransportationCo. | 435·6<br>P122'B50'F44'<br>CellDBuE&B57'<br>197tDTf50'821tFPT97tAPT74t | 56·2 | 33·6<br>FK | New York<br>Utd.States<br>15BHptCem<br>(9 to U dk<br>6 „ 2nd „) | T.3Cy.27",47"&78"-48" (s)<br>220lb 125lb 598NHP<br>3SB,9cf,GS165,HS8235 FD<br>BethlehemS.B.Corp.Ld.<br>Sparrow'sPoint,Md. | 33 ″ 6<br>s 8 ″ 0½<br>25 ″ 10 | |
| 36135 | **Ant[illegible]ia Ponte** SteelSc<br>(exMeklenburg,exGulf of Taranto)<br>Elec.light Wireless 2Dks3trB | 3461<br>3044<br>2115 | Brs. 6,21<br>(See footnote*) | | ... | | 1892 | Caird&Co. Ld.<br>Greenock | David deLlano-Ponte &Rosendo Muniz | 350·2<br>P41'B95'F45' | 42·1 | 26·3<br>BK9" | Aviles<br>Spanish<br>WB | T.3Cy.28",46"&75"-48"<br>398NHP<br>Caird&Co.Ld Greenock | 29 ″ 3<br>s 5 ″ 5½<br>25 ″ 1 | |
| 36136<br>150156 | **Allenwood** WoodTwinScK<br>1Dk | 398<br>322<br>188 | | | | | 1920 | E.Wright<br>CapeHawke, N.S.W. | AllenTaylor&Co. Ld. | 147·0 | 35·0 | 8·2 | SydnyNSW<br>British | C.2Cy.12"&24"-18"<br>RossDuncan,Gls.& 48RHP<br>MelbourneCoal&ShippingCo.Mel. | | |
| 36137 | **Artxanda-Mendi** SteelSc<br>Elec.light Wireless 1Dk(Stl) | 3212<br>2806<br>1891 | ✠100A1<br>4,21<br>✠LMC4,21 | Bbo | u | CL | 1921<br>4mo | CiaEuskalduna deConst<br>Bilbao<br>Lloyd'sA&CP | Cia.Nav.Sota y Aznar (Sota y Aznar,Mgrs) | 335·0<br>P39'B74'F28'<br>CellDBa110'uE18'f139'640t | 46·6 | 21·3<br>FK | Bilbao<br>Spanish<br>5BHCem<br>APT98t | T.3Cy.24",40"&65"-42" (s)<br>180lb 100lb 333NHP<br>2SB,6cf,GS135,HS5620<br>Blair&Co.Ld.Stockton | 20 ″ 4<br>s 4 ″ 2½<br>20 ″ 4 | |
| 36138<br>132701 | **Adur II.** SteelSc<br>1Dk | 54<br>51<br>24 | | | ... | | 1912 | Hepple&Co.Ld.<br>SouthShields | L.&S.W.Ry.Co. &L.B.&S.C.Ry.Co. | 70·3 | 15·9 | 7·2<br>BK5½" | S'thamptn<br>British | C.2Cy.13"&26"-18"<br>40RHP<br>Hepple&Co.Ld.S.Shields | 7 ″ 9 | |

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* This vessel, the class of which has lapsed, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in Lt. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36139<br>89993 | **Aranoi** SteelTwinSc<br>Mchy.Aft (SandDredger) | 134<br>122<br>81 | | | | | 1882 | W.Walker &Co.<br>London | J.Shields | 118·0\|18·8\|7·3<br>Q22tB9t<br>len84 | Belfast<br>British | C.4Cy.11"&21"–14"<br>NB91 40RHP<br>M.Pratt,Huddersfield | | |
| 36140 | **Antonio Azambuja** SteelTwinSc<br>(exHandy) ssP.Sd.No.1-20<br>1Dk | 232 | ✠100A1<br>For towing purposes<br>11,20<br>✠LMC11,20 | P.Sd | | 11,20 | 1915<br>7mo | Bow,McLachlan&Co.<br>Ld.Paisley<br>Lloyd'sA&CP | Government of the State of RioGrande do Sul | 110·3\|24·1\|10·6<br>B36'<br>BK6¾"<br>CellDB12'10 FPT32t | RioGrande<br>Brazilian<br>BHCem<br>APT32t | C.4Cy.14½"&30"–21" (s)<br>120lb 114NHP<br>1SB,3cf,GS80,HS2490<br>Bow,McLachlan&CoLd Psy | 13 ″ 0<br>s 1 ″ 5½<br>12 ″ 5 | |
| 36141<br>146189<br>KJWT | **Ampullaria** SteelSc ~~581~~<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinal framing | 5857<br>5330<br>3476 | BS11,21<br>✠100A1<br>~~10,21~~ ~~8,21~~ 5,22<br>~~(Class Contemplated)~~<br>✠LMC8,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 8,21 F.P. above 150°F. | ~~SFo~~<br>Cff Rot | 2 | CL<br>4,22 | 1921<br>8mo | UnionConstructionCo.<br>Oakland,Cal.<br>A&CP | Anglo-Saxon PetroleumCo.Ld. | 412·5\|53·8\|31·1<br>P110'B33'F57'<br>FK<br>CellDBuE&B81'230tDTf32'328tFPT86t<br>APT89t | London<br>British<br>ptAsp<br>15BH<br>(11 to U dk<br>4 „ 2nd „) | T.3Cy.27",45"&74"–48" (s)<br>180lb 120lb 556NHP<br>3SB,9cf, HS8451 FD<br>Hooven,Owens&RentschlerCo.Hamilton,O. | 31 ″ 0<br>s 6 ″ 9½<br>24 ″ 7 | |
| 36142 | **Aldabi** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks&Shelter dk | 5500<br>4600 | | | | | 1921 | Deutsche WerftA.G.<br>Hamburg | VanNievelt, Goudriaan&Co.'s Stoomv.Maats. | 399·6\|54·0\|27·0<br>F41' | Rotterdam<br>Dutch<br>WB | 1 Steam Turbine | | |
| 36143<br>146095<br>KJTC | **Anglo Mex 101** SteelSc<br>~~Elec.light~~ 1Dk(Stl-ptws) | ~~170~~ 186<br>153<br>4 | ✠100A1<br>For towing purposes<br>9,21<br>✠LMC9,21<br>Fitted for oil fuel 9,21 F.P. above 150°F. | Nwc | | CL | 1921<br>9mo | ~~Palmers S.S.&IronCo~~<br>PalmersCoLdNwc,<br>Lloyds A&CP | Anglo-Mexican PetroleumCo.Ld. | 100·0\|~~23·0~~\|~~11·0~~<br>23·1\|11·1<br>BK7"<br>DBf11'11tFPT4tAPT2t | London<br>British<br>4BHCem | T.3Cy.13½",22"&36"–24"(s)<br>180lb 114NHP<br>1SB,3cf,GS49,HS1901 FD<br>Palmers'Co.Ld.Newcastle | 12 ″ 0<br>s 1 ″ 4½<br>11 ″ 4 | |
| 36144 | **Acklam** SteelSc<br>Cargobattens not fitted<br>Elec.light Well deck 1Dk(Stl)<br>Mchy.Aft | ~~870~~ 904<br>638<br>426 410 | ✠100A1<br>11,21<br>~~(ClassContemplated)~~<br>✠LMC11,21 | Cws | l | CL | 1921<br>11mo | J.S.White &Co Ld.<br>Cowes<br>Lloyd'sA&CP | A.Chester | 198·3\|30·7\|12·2<br>~~Q119~~ B13'~~F26'~~ F27'<br>Q120'<br>FK<br>CellDBf130'227tFPT46tAPT46t | Middlsbro'<br>British<br>3BHCem | T.3Cy.16",27"&44"–30" (s)<br>180lb 127NHP<br>2SB,4cf,GS68,HS2122<br>J.S.White&Co.Ld.Cowes | 14 ″ 5<br>s 4 ″ 5½<br>13 ″ 10 | |
| 36145 | **Artésien** SteelSc<br>Elec.light 2Dks(Stl) | 3144<br>2912<br>1994 | ✠100A1<br>~~3,21~~ 1,22<br>✠LMC7,21 | Shl<br>Cff | v | CL | 1921<br>7mo | J.Readhead&SonsLd<br>S.Shields<br>Lloyd'sA&CP | Cie.desBat.àVap. duNord | 331·2\|47·2\|22·1<br>P30'B170'F33'<br>FK<br>CellDB289'886t | Dunkerque<br>French<br>5BHCem<br>APT48t | T.3Cy.23½",39"&65"–45"(r)<br>180lb 100lb 307NHP<br>2SB,6cf,GS115,HS4720<br>JReadhead&SonsLdS.Shls | 24 ″ 5<br>s 3 ″ 2½<br>21 ″ 6 | |
| 36146 | **Arnotegui-Mendi** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 3222<br>2806<br>1866 | ✠100A1<br>Shelter dk<br>withfreeboard<br>5,21<br>✠LMC5,21 | Bbo | v | CL | 1921<br>5mo | CiaEuskalduna deConst<br>Bilbao<br>Lloyd'sA&CP | Cia.NavieraSota y Aznar (Sota y Aznar) | 335·0\|46·5\|22·0<br>FK<br>CellDBa110'uE18'139'640tAPT98t | Bilbao<br>Spanish<br>Cem<br>2BHto Sh dk<br>3 „ „ U „ | T.3Cy.24",40"&65"–42" (s)<br>180lb 100lb 333NHP<br>2SB,6cf,GS136,HS5620<br>Blair&Co Ld.Stockton | 24 ″ 5<br>s 2 ″ 3½<br>22 ″ 6 | |
| 36147<br>143159<br>JWVT | **Aldgate** SteelSc<br>(exMasuria,exLechfeld, ssAnt.No.3-7,21<br>exUjest,exNubia) 2Dks<br>Elec.light Wireless CellSideTanks<br>amidships&deep framing at ends | 3622<br>3321<br>2298 | ✠100A1<br>7,21<br>✠LMC7,21 | Ant | | 7,21 | 1900<br>2mo | W.Gray& Co.Ld.<br>WHartlepool<br>A&CP | CityWards Shppg. Co.Ld. (C.G.Ashdown&CoLd.Mgs) | 337·0\|51·0\|24·4<br>P37'B130'F41'<br>FK<br>CellDBa104'uE 25' f150' 867t<br>Cell side tanks 191' 722tAPT61t | London<br>British<br>6BHCem | T.3Cy.25½",40½"&67"–45"(s)<br>170lb 310NHP<br>3SB,9rf,GS117,HS4630<br>Cen.Mar.Eng.Wrks.WHpl | 26 ″ 11<br>s 4 ″ 9<br>22 ″ 7 | |
| 36148<br>BVP | **Annavore** SteelSc<br>Elec.light 1Dk(Stl) | ~~3324~~ 3324<br>~~3018~~<br>~~1987~~<br>3015<br>1986 | ✠100A1<br>~~8,21~~ ~~6,21~~ 4,22<br>✠LMC6,21 | PGls<br>~~Grk~~ Cff | v | CL<br>4,22 | 1921<br>6mo | Murdoch& Murray Ld.<br>PortGlasgow<br>Lloyd'sA&CP | A/S Vore(Lindegaard&Stray) | 333·1\|49·0\|22·4<br>P31 B102'F30'<br>FK<br>CellDB288' 913t FPT118t | Farsund<br>Norwegian<br>5BHCem<br>APT92t | T.3Cy.23",38"&62"–42" (s)<br>180lb 100lb 287NHP<br>~~3SB,9cf,GS186,~~HS4651<br>ClydeSB&Eng Co Ld.P.Gl<br>2SB,6cf,GS124 | 24 ″ 10 | |
| 36149<br>RBWP | **Altona** SteelSc<br>2Dks(Stl)3rd dk in No.1 hold<br>Elec.light Welldeck | ~~5900~~ 5891<br>5398<br>3589 | ✠100A1<br>12,21<br>~~(ClassContemplated)~~<br>LMC12,21 | Ham | b† | CL | 1921<br>12mo | Blohm& Voss<br>Hamburg | Deutsch-Austral. Dmpfsch.Ges. | 450·0\|~~58·0~~\|27·0<br>~~P&B371'F50'~~<br>\|58·2\|<br>P&B366'F59'<br>FK<br>CellDB389'1560tFPT60tAPT11t | Hamburg<br>German<br>8BHAsp | 2 Steam Turbines geared to 1 Sc. Shaft<br>213lb (s) 882NHP<br>4SB,12cf,GS268,HS12272FD<br>Blohm&Voss,Hamburg | 29 ″ 6 | |
| 36150<br>145258 | **Air Scout** SteelSc<br>Now named "Sabina," See No. 39403 in Supplement<br>(exWellburg)<br>Elec.light 1Dk | 2461<br>[illegible]<br>1081 | | | | | 1920 | Frd.Krupp Akt.Ges.<br>Kiel | ZodiacShippingCo. Ld. (Moller&Co. Mgrs.) | 287·7\|44·0\|20·0<br>P21'B84'F38' | London<br>British<br>WB | T.3Cy.$19\frac{11}{16}$",$33\frac{11}{16}$"&$54\frac{7}{10}$"–$39\frac{7}{10}$"<br>188NHP<br>Frd KruppA.G.Kiel | | |
| 36151 | **Altube-Mendi** SteelSc<br>(exAmasis)<br>Elec.light Sub.Sig. 2Dks&Shelter dk | 7224<br>6598<br>4441 | Nwc.8,21<br>(See footnote*) | | | | 1914 | Flensburger Schiffsb.Ges.<br>Flensburg | Cia.NavieraSota y Aznar (Sota y Aznar,Mgrs.) | 470·5\|61·0\|28·4<br>H36'F53' | Bilbao<br>Spanish<br>WB | T.3Cy.31⅛",50¾"&84"–53⅛"<br>516NHP<br>FlensburgerSchiffsb.Ges. | | |
| 36152 | **Antonios** SteelSc<br>ssShl.2nd.No.3-9,21 (exAtta,exTroja)<br>Wireless 1Dk&Spar dk&Webframes | 2720<br>2558<br>1693 | ✠100A1<br>Spar dk<br>2,22<br>✠LMC8,21 | Gen | t | CL<br>8,21 | 1896 | Richardsn, Duck&Co.<br>Stockton<br>A&CP | D.Lemos | 300·0\|42·1\|17·2<br>25·1<br>FK<br>CellDB256'558tAPT60t | Chios<br>Greek<br>~~WB~~<br>5BHCem | T.3Cy.22½",37"&61"–42"(s)<br>160lb 80lb 216NHP<br>Blair&Co.Ld.Stockton<br>2SB,6rf,GS113,HS3755 | 27 ″ 6<br>s 5 ″ 10<br>22 ″ 0 | |
| 36153<br>146262<br>KLCS | **Arran Firth** SteelSc~~Yl~~<br>OilEng.<br>Elec.light 1Dk(Stl)<br>Mchy.Aft | 346<br>212<br>147 | ✠100A1<br>4,22 ~~12,21~~<br>~~(Class Contemplated)~~<br>✠LMC11,21 | Shl<br>Yar | e | 4,22 | 1921<br>11mo | Hepple's (1919)Ld.<br>SouthShields<br>Lloyd'sA&CP | FerrumS.S.Co.Ld. (G.T.Gillie&Co. Mgrs.) | ~~138·5~~\|~~23·2~~\|~~10·5~~<br>Q42'B9'~~F20'~~ F21'<br>138·3\|23·3\|9·9<br>BK7"<br>FPT45t | Glasgow<br>British<br>3BHCem<br>APT12t | Oil Engine s 2S.C.SA<br>4Cy.~~16½"–18⅞"~~ 91NHP<br>$16\frac{9}{16}$"–18⅞"<br>J&CG BolindersCoLd.Skm | 10 ″ 6<br>s ″ 10½<br>10 ″ 4 | |
| 36154<br>RBGQ | **Adalia** SteelSc<br>Elec.light 2Dks | 3092<br>2776<br>1803 | | | | | 1921 | Akt.Ges. "Neptun"<br>Rostock | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 338·0\|48·2\|21·0<br>B25'F43' | Hamburg<br>German<br>WB | T.3Cy.23⅝",$38\frac{3}{16}$"&62"–61"<br>300NHP<br>A.G."Neptun,"Rostock | | |
| 36155<br>150461<br>TQGL | **Albertolite** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Mchy.Aft &Web frames<br>Longitudinal framing | ~~8216~~ 8461<br>~~7653~~<br>~~5166~~<br>8084<br>5960 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~5,21~~ 1,22<br>✠LMC5,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 5,21 F.P. above 150° F. | Pld<br>Crs | ct | CL | 1921<br>5mo | GMStandiferCnst.Corp.<br>Vancouver, Wash.<br>A&CP | ImperialOil,Ld. (C.O.Stillman, Mgr.) | ~~462·4~~\|60·2\|~~36·5~~<br>463·2\| \|36·7<br>FK<br>18BH<br>CellDBuE&B& bunker86 280t DTf50' 335t 'tween dk tanks a 967tFPT179tAPT103t | ~~Sarnia~~ HalifaxN.S.<br>British<br>ptCem<br>(3 to Sh dk<br>11 „ U „<br>4 „ 2nd „) | Q.4Cy.24",35",51"&75"–51"<br>220lb 180lb (r) 581NHP<br>3SB,9cf,HS8086<br>Hooven,Owens&RentschlerCo.Hamilton,O. | 37 ″ 3<br>s 11 ″ 2<br>26 ″ 6 | |
| 36156<br>81436 | **Arthur Serena** IronSc<br>ssNwc.3rdNo.3-5,19<br>(exPanaghisDracatos, 2Dks(1Irn)<br>exCity of Hamburg) Well deck | 1199<br>889<br>693 | ✠100A1<br>10,21 ~~5,20~~<br>~~BS5,20~~<br>BS7,21<br>LMC5,19 | Lon<br>Gen | n | ~~5,19~~<br>10,21 | 1881<br>10mo | J.Laing<br>Sunderland<br>A&CP | SerenissimaS.S. Co.Ld. | 231·0\|32·6\|14·5<br>P134'F26'<br>BK6½"<br>Cell DB184'285t | London<br>British<br>4BHCem | C.2Cy.29¾"&57"–33" (i)<br>70lb 80lb NDB98 161NHP<br>1DB,4pf,GS70<br>T.Richardson&Sons,Hpl. | 17 ″ 6<br>s 1 ″ 4½<br>16 ″ 9 | |
| 36157 | **Abodi-Mendi** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Cargo battens not fitted in 'tween dks | 5874<br>5618<br>3642 | ✠100A1<br>Shelter dk<br>withfreeboard<br>7,21<br>✠LMC7,21 | Mdb | z | CL | 1921<br>5mo | Furness S.B.Co.Ld<br>Haverton Hill-on-Tees<br>Lloyd'sA&CP | Cia.Nav.Sota y Aznar (Sota y Aznar,Mgrs.) | 400·0\|53·0\|32·8<br>F37'onShelter dk<br>FK<br>Collision<br>CellDB351'1170tAPT100t | Bilbao<br>Spanish<br>Cem<br>BHtoSh dk<br>5 „ „ U „ | T.3Cy.27",45"&75"–51" (s)<br>180lb 569NHP<br>3SB,9cf,GS187,HS8491 FD<br>Richardsons,Westgarth&Co.Ld.Hpl. | 35 ″ 5<br>s 9 ″ 7½<br>26 ″ 2 | |

*This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register.

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36158<br>RBMD | **Alarich** SteelSc<br>(exErken,exOrion, ssRot.No.3-12.10<br>exConingsby) ssGot.No.2-20<br>1Dk(Irn)2trB<br>&Webframes3Dkrule | 3329<br>2088<br>2111 | ✠100A1<br>Trunk dk<br>withfreeboard<br>3,21 ~~7,21~~<br>BS ~~8,20~~ 8,21 ✠LMC2,19 | Got<br>Ham | v | CL<br>8,20 | 1897<br>8mo | Ropner&<br>Son<br>Stockton<br>A&CP | Aug.Bolten,<br>Wm.Miller's<br>Nachfolger<br>CellDBa108'uE | 325·0\|46·0\|23·2<br>P31'B66'F32'<br>FK<br>&B38'f126'623tAP | Hamburg<br>German<br>5BHCem<br>T64t | T.3Cy.22",38"&63"-42" (s)<br>210lb ~~80lb~~ 275NHP<br>2SB,6rf,GS105,HS3888<br>Blair&Co.Ld.Stockton | 24 ″ 9<br>s 3 ″ 7½<br>21 ″ 7 | |
| 36159<br>NCHB | **Avanti** SteelSc<br>New named "Katholm," See No. 38056 in Supplement<br>Elec.light 1Dk(Stl)&Shelter dk(Stl) | 1510<br>1376<br>877 | ✠100A1<br>Shelter dk<br>withfreeboard<br>8,21 ~~4,21~~<br>✠LMC4,21 | Cpn | q | | 1921<br>2mo<br>Lloyd | Frdkshvns.<br>Værft&<br>Flydedok<br>Frederikshvn<br>sA&CP | DetForenede<br>DampskibsSelsk.<br>CellDB215'512t | 253·2\|39·1\|16·2<br>FK<br>Collision<br>FPT62tAPT66t | Copnhagn<br>Danish<br>Cem<br>BHtoSh dk<br>3 " " U " | T.3Cy.18",30"&50"-36" (s)<br>185lb 169NHP<br>2SB,4cf,GS63,HS2652<br>HelsingörsJernsk.&Mskb.<br>Elsinore | 18 ″ 8<br>s 0 ″ 11½<br>18 ″ 1 | |
| 36160 | **Arsa** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 5441<br>5022<br>3428 | ✠100A1<br>Shelter dk<br>withfreeboard<br>4,22 ~~6,21~~<br>✠LMC6,21 | Tri<br>Gen | y | CL<br>7,21 | 1921<br>6mo | Stabilmnto<br>Tecnico<br>Trieste<br>A&CP | Navigazione<br>LiberaTriestina,<br>Soc.inAzioni<br>CellDB337'1300t | 404·1\|54·1\|29·0<br>FK<br>FPT114tAPT224t | Trieste<br>Italian<br>~~pt~~Cem<br>2BHtoSh dk<br>4 " " U " | T.3Cy.27",42"&68"-48" (s)<br>180lb 465NHP<br>3SB,9cf,GS158,HS7023 FD<br>StabilimentoTecnico,Tri. | 32 ″ 0<br>s 7 ″ 7<br>24 ″ 9 | |
| 36161 | **Adria** SteelSc<br>(exFerenczFerdinand) ssNap.No.1-19<br>Elec.light Ref.Mchy. 2Dks(Stl-Uws)<br>Wireless | 3539<br>2474<br>2159 | ✠100A1<br>~~2,21~~ ~~12,20~~ ~~12,21~~<br>1,22<br>✠LMC<br>MS6,19 BS ~~9,20~~ 10,21 | Nap | v | CL<br>4,19 | 1914<br>5mo<br>Lloyd | ClydeS.B.<br>&E.Co.Ld.<br>PortGlasgow<br>sA&CP | AdriaSoc.Anon.di<br>Nav.Marittima<br>CellDBa1 | 335·0\|46·4\|22·6<br>P41'B135'F41'<br>FK<br>10'uE&B59'f128'5 | Fiume<br>6BHCem<br>87tAPT16t | Q.4Cy.22½",32",47"&68"-48<br>225lb (r) 497NHP<br>4SB,12cf,GS212,HS7128 FD<br>ClydeS.B.&E.Co.Ld P.Gl. | 25 ″ 0 | |
| 36162 | **Alfieri** SteelSc<br>(exKálmánKirály) ssFiu.2ndNo.3-2,19<br>2Dks(Stl-Uws)&Webframes<br>ssFiu.No.3-8,21 | 2224<br>2011<br>1386 | ✠100A1<br>8,21 ~~2,19~~<br>~~MS2,19~~ ✠LMC8,21 ~~BS5,20~~ | Fiu | s | CL<br>~~2,19~~<br>8,21 | 1893<br>7mo | Wigham<br>Richrdsn&Co<br>Newcastle<br>A&CP | AdriaSoc.Anon.di<br>Nav.Marittima<br>Cell DB232'422t | 285·3\|38·2\|23·0<br>P30'B60'F37'<br>FK | Fiume<br>5BHCem<br>APT49t | T.3Cy.22",36"&59"-39" (s)<br>165lb 03 85lb 230NHP<br>NDB ~~02~~ re-fitted ~~00~~ 21<br>2SB,6rf,GS99,HS3808<br>WghamRchrdsn&Co.Nwc. | 25 ″ 6 | |
| 36163 | **Araitz Mendi** SteelSc<br>Elec.light 1Dk(Stl)&Shelterdk(Stl) | 2572<br>~~2180~~<br>2181<br>1445 | ✠100A1<br>Shelter dk withfreeboard<br>1,22<br>~~(ClassContemplated)~~<br>✠LMC1,22 | Bbo | t | CL | ~~1921~~<br>1922<br>1mo | Cia.Euskal-<br>duna deConst.<br>Bilbao<br>A&CP | Cia.Nav.Sota y<br>Aznar (Sota y<br>Aznar,Mgrs.)<br>CellDB252' | 300·0\|~~44·2~~\|22·6<br>44·0 FK<br>Collision BHtoShtr dk<br>564tAPT55t | Bilbao<br>Spanish<br>4BHtoU dk<br>Cem | T.3Cy.23",37½"&61½"-39" ~~37½"&61½"-39"~~<br>180lb 100lb (s) 262NHP<br>2SB,6cf,GS121,HS4142<br>Cia.Euscalduna deConst. | 22 ″ 6<br>s 1 ″ 8<br>21 ″ 2 | |
| 36164 | **Artea-Mendi** SteelSc<br>Elec.light 2Dks(Stl) | ~~2800~~<br>3551<br>3236<br>2178 | ✠100A1<br>10,21<br>~~(ClassContemplated)~~<br>✠LMC10,21 | Brs | v | CL | 1921<br>10mo<br>Lloyd's | C.Hill&<br>Sons<br>Bristol<br>A&CP | Cia.Nav.Sota y<br>Aznar (Sota y<br>Aznar,Mgrs.)<br>CellDB2 | 325·0\|48·0\|25·2<br>P27'B102'~~F33'~~F31'<br>FK<br>52'713tFPT30tAP | Bilbao<br>Spanish<br>5BHCem<br>T100t | T.3Cy.24",39"&64"-42"(s)<br>180lb 100lb 320NHP<br>2SB,6cf,GS121,HS5387<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 27 ″ 6<br>s 4 ″ 9<br>23 ″ 1 | |
| 36165<br>RBJF | **Alesia** SteelSc<br>Fitted for oil fuel<br>Elec.light 1Dk | 1385<br>1153<br>758 | | | | | 1921 | Deutsche<br>Werft.A.G.<br>Hamburg | Hamburg-Amerik<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | 234·0\|36·6\|17·7<br>B52'F23' | Hamburg<br>German<br>WB | T.3Cy.16$\frac{15}{16}$"27$\frac{9}{16}$"&43⅜"-31½"<br>106NHP<br>StettinerOderwerkeStettin | | |
| 36166<br>RBLP | **Andalusia** SteelSc<br>Fitted for oil fuel<br>Elec.light 1Dk | 1384<br>1152<br>767 | | | | | 1921 | Deutsche<br>Werft.A G.<br>Hamburg | Hamburg-Amerik.<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | 234·0\|36·6\|17·7<br>B52'F23' | German<br>WB | T.3Cy.16$\frac{15}{16}$"27$\frac{9}{16}$"&43⅜"-31½"<br>106NHP<br>StettinerOderwerkeStettin | | |
| 36167 | **Arabia** SteelSc<br>Fitted for oil fuel<br>Elec.light 1Dk | 1385<br>1152<br>760 | | | | | 1921 | Deutsche<br>Werft.A.G.<br>Hamburg | Hamburg-Amerik<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | 234·0\|36·6\|17·7<br>B52'F23' | Hamburg<br>German<br>WB | T.3Cy.16$\frac{15}{16}$"27$\frac{9}{16}$"&43⅜"-31½"<br>106NHP<br>StettinerOderwerkeStettin | | |
| 36168 | **Alpha** SteelScSp<br>(exCatalan,exNo.68)<br>1Dk | 457<br>407<br>193 | | | ••• | | 1899 | Exors.of<br>the lateT.A.<br>Walker<br>Sudbrook | BrazilianGovern-<br>ment | 164·0\|27·1\|10·6<br>FK | Brazilian | T.3Cy.13",22"&34"-22½"<br>55NHP<br>Plenty&Son,Newbury | 11 ″ 5 | |
| 36169<br>RBKN | **Anna Jensen** SteelAuxScSr<br>Par.Mot.<br>Mchy.Aft 1Dk<br>(SeeSailingShipRegisterSupplement) | 230<br>194<br>164 | | | | | 1921 | Jannsen&<br>Schimlinsky<br>Hamburg | J.H.Jensen | 107·5\|23·0\|10·0<br>Q30' | Hamburg<br>German | Paraffin Motor 2S.C.SA<br>2Cy.11$\frac{13}{16}$"-14$\frac{3}{16}$" 20NHP<br>EisenachFahrzengfabrik,<br>Eisenach | | |
| 36170<br>~~[illegible]~~ | **Anning** SteelTwinSc<br>1Dk | 811<br>341<br>483 | | | | | 1921 | Yarrow&<br>Co.Ld.<br>Glasgow | ~~E.E.Arnhold~~ | 184·0\|30·1\|7·6 | ~~Shanghai~~<br>~~British~~<br>Chinese<br>WB | T.3Cy.14½",21"&32"-16"<br>Yarrow&Co.Ld.Glasgow | | |
| 36171 | **Arator** SteelTwinSc~~3Mst~~<br>1Dk(Stl)&Shelter dk(Stl) OilEng.<br>Elec.light Wireless<br>CruiserStern | ~~3760~~<br>5065<br>4722<br>4064 | ✠100A1<br>Shelter dk withfreeboard<br>2,22<br>~~(ClassContemplated)~~<br>✠LMC2,22 | Mmo | x | | ~~1921~~<br>1922<br>2mo<br>Lloyd's | Kockums<br>M.V.Aktieb.<br>Malmö<br>A&CP | SvenskaLant-<br>männensRederi<br>Aktieb.(J.M.<br>Dannberg,Mgr.)<br>CellDB323' | ~~367·0~~\|51·3\|~~34·0~~<br>~~F37~~F38'onShltr dk<br>378·7 FK 30·7<br>Collision<br>134tFPT76tAPT61t | Stockholm<br>~~Gothenburg~~<br>Swedish<br>ptCem<br>BHtoSh dk<br>5BH to U dk | Oil Engines4S.C.SA<br>~~12Cy.23¼"-35$\frac{7}{16}$"~~ 363NHP<br>12Cy21¼"-28¾" DB-100lb<br>Akt.Burmeistr&Wain,Cpn | 34 ″ 0<br>s 9 ″ 8<br>24 ″ 8 | |
| 36172<br>RBNQ | **Aladin** ssMmo.2ndNo.3-12.20 SteelSc<br>(exBolmen, ~~ssGot.No.3-7.07~~<br>exYmer) ~~ssGot.No.2-16~~<br>1Dk(Stl)Spar dk(Stl)&deepframing<br>Elec.light Wireless | 3506<br>3140<br>2187 | ✠100A1<br>Spar dk<br>8,21 ~~1,19~~<br>~~Examined10,19~~<br>BS9,19 ✠LMC<br>MBS7,21 MS2,20 | Rot<br>Got | v | CL<br>5,20 | 1896<br>5mo<br>Lloyd's | Russell&<br>Co.<br>Pt.Glasgow<br>A&CP | Aug.Bolten,Wm.<br>Miller'sNach-<br>folger<br>Cell DBa104' | 338·3\|43·5\|19·0<br>P39'B71'F37' 26·2<br>FK<br>uE&B42'f146'701t | Hamburg<br>German<br>5BHCem<br>APT55t | T3Cy24$\frac{1}{16}$"40$\frac{3}{16}$"&64"-42"(s)<br>165lb ~~100lb~~ NDB14 275NHP<br>2SB,6cf,GS130,HS4268<br>Fleming&Ferguson,Psy | | |
| 36173<br>RBMW | **Athalwin** SteelSc<br>(exSalen, ssCff.No3-1,11<br>exConsulOlsson, ssGot.No.2-19<br>exNovington) 1Dk(ptIrn&ptStl)&deep<br>Wireless framing | 2565<br>2387<br>1587 | ✠100A1<br>4,22 ~~3,21~~<br>✠LMC10,19<br>BS8,21 | Got<br>Bmn | t | ~~10,19~~<br>N4,22 | 1899<br>5mo<br>Lloyd's | Richardsn,<br>Duck&Co.<br>Stockton<br>A&CP | Aug.Bolten,Wm.<br>Miller'sNachfolger<br>CellD | 313·0\|44·5\|20·6<br>P29'B60'F34'<br>FK<br>Ba110'uE24'f128' | Hamburg<br>German<br>5BHCem<br>669tAPT41t | T3Cy.23",37½"&61½"-39"(s)<br>160lb ~~90lb~~ 244NHP<br>2SB,6rf,GS100,HS3778<br>Blair&Co.Ld Stockton | 23 ″ 1<br>s 4 ″ 0½<br>19 ″ 5 | |
| 36174<br>143091<br>JWQR | **Anglo Colombian** SteelSc<br>(exSchwarzenfels)<br>For full particulars See No.<br>Elec.light Sub.Sig. 2Dks<br>Wireless | 8325<br>7883<br>5258 | 36222 below | | | | 1915 | Act.Ges.<br>"Weser"<br>Bremen | NitrateProducers<br>S.S.Co.Ld<br>(Lawther,Latta&<br>Co.Mgrs.) | 480·0\|62·2\|33·0<br>P65'B139'F97' | London<br>British | Q.4Cy.28½",40½"58¼"&85½"-<br>55" 542NHP<br>A.G."Weser,"Bremen | 35 ″ 9<br>s 8 ″ 5½<br>27 ″ 8 | |
| 36175 | **Almeria** SteelSc<br>(exKypros,exMarienburg)<br>1Dk&Spar dk&Webframes | 2210<br>1987<br>1385 | | | ••• | | 1894<br>1mo | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | R.M.Sloman,Jr. | 279·3\|39·9\|14·6<br>P28'B72'F34' 22·2<br>BK9 | Hamburg<br>German<br>WB | T.3Cy.22½",35"&60"-42"<br>251NHP<br>FlensburgerSchiffsb.Ges. | | |
| 36176<br>RMQL | **Alicante** SteelSc<br>(exBagdad)<br>Wireless 2Dks&Shelter dk | 2364<br>2249<br>1515 | | | ••• | | 1902 | Richardsn,<br>Duck&Co.<br>Stockton | R.M.Sloman,Jr. | 279·1\|40·5\|17·6<br>25·8<br>FK | Hamburg<br>German<br>WB | T.3Cy.24",40"&65"-42"<br>291NHP<br>Blair&Co.Ld.Stockton | 20 ″ 9 | |
| 36177<br>144866 | **Arnish** WoodSc<br>(exDagmar)<br>1Dk | 271<br>233<br>141 | | | | | 1869 | ................<br>Sjötorp | ~~A.Macdonald~~<br>A.MacDonald | 122·3\|22·4\|13·1<br>B37t<br>len76 | Strnoway<br>British | C.2Cy.14"&28"-20"<br>NB10 NE76 35RHP<br>LaxevaagsVerkst,Bergen | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Master. Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions.<br>Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R.<br>Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36178<br>143182<br>JWPF | **Arafura** SteelSc<br>(*ex*Swakopmund,<br>*ex*ProfessorWoermann,*ex*Florida)<br>*Elec.light* 3*Dks* | 5597<br>4351<br>3401 | Lloyd'sRMC2,22 | | | | 1903 | Bremer<br>Vulkan<br>Vegesack | Eastern&Australian S.S.Co.Ld. | 403·2\|49·2\|27·1<br>P&B262'F50' | London<br>British<br>*WB* | T.3Cy.$27\frac{9}{16}$",45¼"&$74\frac{13}{16}$"–$51\frac{3}{16}$" 399NHP<br>BremerVulkan,Vegesack | | |
| 36179<br>~~WLMT~~<br>MTPB | **Argentina** SteelSc<br>(*ex*ThorvaldHalvorsen, *ss*Ham.No.2-20<br>*ex*Honolulan) 2*Dks*(*Stl*)&*deepframing*<br>*Elec.light Ref.Mchy.* &*Shelter dk*(*Stl*)<br>Wireless<br>Now named "JacobLuckenbach," *See No.* 37977 *in Supplement* | 6847<br>4916<br>4228 | ✠100A1<br>*Shelter dk with freeboard*<br>8,21<br>BS8,21 ✠LMC12,18<br>*Fitted for oil fuel* 10,10 *F.P. above* 150°F. | Bgn | *a*† | CL<br>3,20 | 1910<br>10mo | Maryland<br>SteelCo.<br>Sparro'PtMd<br>A&CP | A/SJentofts<br>RederiII.<br>(P.Kleppe,*Mgr.*)<br>*CellDBa*123'*uE* | 416·4\|53·7\|28·1<br>&*B*60'*f*162'1259*t D* | Bergen<br>Norwegian<br>FK 7*BHptCem*<br>7*a*46'291*t D* | Q.4Cy.25½",36",52"&76"–54"<br>215lb *215lb* (*s*) 618NHP<br>3SB,*12cf*,GS200,HS8721 FD<br>MarylandStl.Co.Sparr'.Pt.<br>*Tf*27'778*tFPT*158*tAPT*27*t* | 39 " 0<br>s10 " 0<br>29 " 5 | |
| 36180<br>RBNW | **Amaler** SteelSc<br>Beached after Collision 10,21<br>(*ex*Immeln, *ss*Sld.No.3-5,14<br>*ex*ConsulCorfitzon, *ss*Got.No.1-19<br>*ex*Melobesia) 1*Dk*(*Stl*)2*trB*&<br>Wireless *deepframing* 3 *Dk rule* | 2827<br>2580<br>1714 | ✠~~100A1~~<br>8,21<br>~~BS9,21~~<br>~~BS10,20~~ ✠~~LMC8,19~~ | Got | *u* | 8,21 | 1901<br>11mo | Craig,<br>Taylor&Co.<br>Stockton<br>*Lloyd'sA&CP* | Aug.BoltenWm.<br>Miller'sNachfolger<br>*CellDBa*102'*uE* | 320·2\|46·4\|21·4<br>P31'B84'F31'<br>20'*f* 134' 592*t FPT* | Hamburg<br>German<br>FK 5*BHCem*<br>88*tAPT*131*t* | T.3Cy.23½",39"&64"–42" (*s*)<br>160lb *100lb* 278NHP<br>2SB,*6cf*,GS123,HS4345<br>Blair&Co.Ld.Stockton | 23 " 9<br>s4 " 0½<br>20 " 1 | |
| 36181 | **Algorab** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Shelter dk* | | | | | | 1921 | Deutsche<br>Werft<br>Hamburg | N.V.vanNievelt,<br>Goudriaan&Co.'s<br>Stoomv.Maats. | 399·6\|54·0\|27·0<br>F40' | Dutch<br>*WB* | 2 Steam Turbines geared to 1 Sc. Shaft<br>AllgemenElec.Ges.Berlin | | |
| 36182<br>145176<br>KLFW | **Abington** SteelSc3Mst<br>*Cargo battens not fitted*<br>*Mchy.Aft* 1*Dk* (*Stl*) | ~~410~~ 411<br>~~291~~ 293<br>~~178~~ 171 | ✠100A1<br>11,21<br>✠LMC11,21 | Hul | / | CL | 1921<br>11mo | Brown'sSB<br>&D.D.Co.Ld.<br>Hull<br>*Lloyd'sA&CP* | CheviotCoasters<br>Ld.(G.T.Gillie&Co.<br>*Mgrs.*)<br>*CellDBf*11'15*tFPT*58*tAPT*9*t* | 145·0\|24·1\|~~11·1~~ 10·9<br>Q45'B11'~~F24'~~<br>F25' FK | Newcastle<br>British<br>3*BHCem* ~~*WB*~~ | T.3Cy.~~12"~~,21"&34"–24"(*s*)<br>180lb 12½" 68RHP ~~68NHP~~<br>C.D Holmes&Co.Ld.Hull<br>1SB,2*pf*,GS35,HS1140 | 11 " 10<br>s " 11¼<br>11 " 1 | |
| 36183 | **Arthurian** SteelSc<br>*Elec.light*<br>Wireless | 3725<br>3420<br>2200 | 100A1<br>(*ClassContemplated*) | | | | 1921 | Burntislnd<br>S.B.Co.Ld.<br>Burntisland | ~~StellaShippingCo.~~<br>~~Ld (W.Hepburn&~~<br>~~Co.Mgrs.)~~ | 350·0\|49·9\|24·7<br>P32'B103'F32' | Cardiff<br>British | T.3Cy.25",41"&68"–45"<br>Cooper&Greig,Ld.Dundee | | |
| 36184<br>145281<br>KJLR | **Alsen** SteelTwinSc<br>(*ex*Fehmarn)<br>*Elec.light Mchy.Aft* 1*Dk*<br>*Now named* "Broomhill," *See No.* 36462 *in Supplement* | 1247<br>1015<br>684 | | | | | 1914 | Howaldts-<br>Kiel | Broomhill<br>Collieries,Ld.<br>(H.Coates,*Mgr.*) | 234·0\|34·7\|14·9 | Newcastle<br>British<br>*WB* | T.6Cy.$11\frac{13}{16}$",$19\frac{5}{16}$"&31⅝"–18"<br>84NHP<br>Howaldtswerke,Kiel | | |
| 36185<br>145448 | **A. B. Gowan** SteelTwinSc<br>*Elec.light* 1*Dk*(*Stl*-ws) | 192<br>181<br>78 | ✠A [illegible]<br>*For River purposes* [illegible]<br>7,21 | Nwc | ••• | | 1921<br>7mo | Amble S.B.<br>Co Ld.<br>Amble,<br>Northumblnd | Jarrow<br>Corporation | 92·0\|28·1\|8·4<br>BK6¾"<br>*CellD* | Newcastle<br>British<br>4*BHCem*<br>*BuE*14'20*t* | T.6Cy.9",14¼"&24"–18" (*s*)<br>180lb 69RHP<br>2SB,*4cf*,GS38,HS1288<br>Palmers'Co.Ld Newcastle | 10 " 1 | |
| 36186<br>145293<br>KJMV | **Agnes Harrison** SteelSc<br>(*ex*Kalliope) *ss*Lon.No 3-9,21<br>*Well deck* 1*Dk*(*Stl*) | 1531<br>1187<br>930 | ✠100A1<br>9,21~~5,17~~<br>✠LMC9,21 | Ant<br>Lon | *p* | 9,21 | 1914<br>6mo | Antwerp<br>Eng.Co.Ld.<br>Hoboken<br>*Lloyd'sA&CP* | H.Harrison<br>(Shipping),Ld.<br>*CellDBa*75'*uE* | ~~242·8~~\|38·2\|15·7<br>P18'Q79'B50'F24'<br>243·2 FK<br>&*B*35'*f*96'444*tFPT* | London<br>British<br>4*BHCem*<br>49*tAPT*51*t* | T.3Cy.19",31"&51"–36" (*s*)<br>180lb 185NHP<br>2SB,*4cf*,GS66,HS3090<br>N.E.MarineEng.Co.Ld.Sld | 18 " 0 | |
| 36187<br>145280<br>KJQB | **Alhama** SteelSc<br>(*ex*Weser,*ex*Anna) *ss*Lth.No.3-9,21<br>*Well deck* 1*Dk*(*Stl*)&*deepframing* | ~~1201~~ 1139<br>~~1040~~<br>~~727~~<br>1026<br>705 | ✠100A1<br>9,~~215,16~~ 4,22<br>✠LMC9,21 | Rot<br>~~Lth~~ Gls | *o* | CL<br>8,21 | 1910<br>7mo | Campbel-<br>townS.B.Co.<br>Campbltown<br>*Lloyd'sA&CP* | ~~J.Inglis~~<br>MossgielS.S.Co<br>Ld.(J.Bruce&Co.<br>*Mgrs*)<br>*CellDB* | 229·5\|34·9\|16·0<br>Q79'B58'P28'<br>FK<br>*a*54' *u E*&*B*33'*f*102' | ~~London~~<br>Glasgow<br>British<br>4*BHCem*<br>315*tAPT*95*t* | T.3Cy.18",27½"&45"–33"(*s*)<br>180lb 136NHP<br>2SB,*4cf*,GS72,HS2228<br>J.G.Kincaid&Co.Ld.Grk. | 18 " 4 | |
| 36188 | **Anna Kayser** SteelSc<br>(*ex*Offenbach) *ss*Ham.No.3-8,12<br>2*Dks*(*Stl*)3*trB*&*Shelter dk*(*Stl*)<br>Wireless | 5455<br>4106<br>3522 | ✠<br>*Shelter dk*<br>9,16<br>✠ | Ham | *y* | | 1900<br>12mo | Wigham-<br>Richrdsn&Co<br>Ld Newcastle | H.Kayser&Sohn,<br>G.m.b.H.<br>*CellDBa* 1021'*u E*&*B* | 390·0\|48·1\|27·1<br>FK<br>65'*f*161'900*t* | German<br>7*BHCem* | Q.4Cy.24",34",51"&74"–54"<br>508NHP<br>2S&2DB,*12cf*,GS237HS8252<br>WghmRchrdsn&C.LdNwc | 29 " 9<br>s4 " 3<br>25 " 11 | |
| 36189 | **Alfa** SteelSc<br>1*Dk* | 600 | | | | | 1921 | N.V.Werf<br>Zeeland<br>Hansweert | N.V.Werf.<br>Zeeland | 223·0\|31·2\|15·6<br>P30'Q35'B64'F27' | Hansweert<br>Dutch<br>*WB* | T3Cy.14⅜",$22\frac{1}{16}$"&36¼"–$24\frac{7}{16}$"<br>65NHP<br>MaschfabrDelftshavenRot | | |
| 36190 | **Ary** SteelSc<br>1*Dk*(*Stl*)&<br>*Elec.light* *Shelter dk*(*Stl*) | 5291<br>~~529~~ 5069<br>~~506~~ 3215 | ✠100A1<br>*Shelter dk with freeboard*<br>12,21<br>✠LMC12,21 | Stk | *x* | CL | 1921<br>12mo | Craig, Taylor&Co.Ld<br>Stockton<br>*Lloyd'sA&CP* | ~~A.C.Lensen~~<br>N.V.A.C.Lensen's<br>Stoomv.Maats.<br>*CollisionBHtoShdk,5BHtoUdk*<br>*CellDB*319'1149*tFPT*85*tAPT*149*t* | ~~370·0~~ 370·3\|51·4\|32·4<br>FK | Terneuzen<br>Dutch<br>*Cem* | T.3Cy.26",42"&70"–48" (*s*)<br>180lb 385NHP<br>3SB,*9cf*,GS190,HS6170<br>Blair&Co Ld.Stockton | 34 " 9<br>s9 " 10<br>25 " 4 | |
| 36191<br>150294 | **Arichat** WoodSc<br>1*Dk* | 144<br>92<br>55 | | | | | 1917 | Harbour<br>Commissioners<br>Montreal | ~~Dr.T.H.MacDonald~~<br>ArichatS.S.Co.Ld. | 84·9\|19·3\|10·3 | Sydney,NS<br>British | C.2Cy.12"&24"–16"<br>24RHP<br>CaladoniaIrnWrks,Ld.Mtl | | |
| 36192<br>465<br>LABF | **Adolf** SteelTwinSc<br>*Elec.light Mchy.Aft* 1*Dk* | 594<br>—<br>343 | | | | | 1910 | Smith's<br>DockCo.Ld.<br>Middlesbro' | Oberschmuckler<br>Bros. | 200·5\|32·5\|9·2<br>Q48' | Kertsch<br>Russian<br>*WB* | T.6Cy.11",18"&30"–18"<br>76NHP<br>MacColl&Pollock,Ld.Sld | | |
| 36193 | **Athabaska** WoodTwinSc3Mst<br>(*ex*Canada)<br>*Elec.light* | 2687<br>1906<br>1624 | | | | | 1919 | Foundat'n<br>Co.of British<br>Columbia<br>Victoria, B.C. | FrenchGovernment | 279·0\|46·7\|21·1<br>P166'F36' | Havre<br>French | T.6Cy.13½",22"&30"–30"<br>100NHP<br>VulcanIronWorks,<br>Denver,B.C. | | V |
| 36194 | **Alcyon** SteelSc<br>(*ex*GrafLuckner) (*Trawler*)<br>1*Dk* | *224*<br>*210*<br>*86* | | | | | 1919 | Nüscke&<br>Co.A.G.<br>Stettin | Soc.desPecheries<br>de l'Ocean (C.<br>Olivari,*Mgr.*) | 119·9\|24·2\|9·5<br>F18' | Arcachon<br>French<br>*WB* | T.3Cy.13",21¼"&$33\frac{3}{16}$"–22⅜"<br>55NHP<br>Christiansen&<br>Meyer,Harburg | | |
| * 36195<br>5196<br>JSFT | **Asta** IronSc<br>(*ex*Larnaca, *ss*Gms.2ndNo.3-5,11<br>*ex*Fingal, *ss*Got.No.2-20<br>*ex*Forest,*ex*Allende) 1*Dk*(*Irn*)2*trB* | 1595<br>1297<br>1039 | ✠100A1<br>9,21<br>✠LMC5,20<br>BS9,21 | Got | *q* | 9,21 | 1883<br>5mo | Palmers'<br>Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | A/B Maritime<br>(O.Norin,*Mgr.*)<br>*CellDB*218' | 257·2\|36·2\|17·5<br>Q98'B59'H47*t*F28<br>FK | Strömstad<br>Swedish<br>4*BHCem*<br>361*tAPT*21*t* | C.2Cy.$31\frac{5}{16}$"&60"–39" (*a*)<br>80lb NDB06 143NHP<br>2SB,*4pf*,GS77,HS1708 *100lb*<br>Palmers'Co.Ld Newcastle | 19 " 3<br>s1 " 10½<br>17 " 8 | |
| 36196<br>RBSW | **Athaulf** SteelSc<br>Now named "Roxen," *See No.* 39142 *in Supplement*<br>1*Dk*(*Stl*)&<br>*Elec.light* *Shelterdk*(*Stl*-ptws) | 4528<br>4033<br>~~2701~~<br>2709 | ✠100A1<br>*Shelter dk with freeboard*<br>9,21<br>✠LMC9,21<br>*Fitted for oil fuel* 9,21 *F.P. above* 150°F.<br>~~(*ClassContemplated*)~~ | Got | *y* | | 1921<br>9mo | Akt.Lind-<br>holmen-<br>Motala<br>Gothenburg<br>*Lloyd'sA&CP* | Aug.Bolten,Wm.<br>Miller'sNachf.<br>*CollisionBHtoSh.dk*<br>*CellDB*269'1145*tAPT*86*t* | 377·8\|54·2\|24·4<br>F38'*onShltr dk*<br>FK | Hamburg<br>German<br>*ptCem*<br>5*BHtoUdk* | T.3Cy.27",44"&72"–48" (*s*)<br>185lb 450NHP<br>3SB,*9cf*,GS144,HS6150 FD<br>Akt.Lindholmen-Motala | 27 " 0<br>s3 " 3<br>24 " 1 | |
| 36197 | **Aagtekerk** SteelSc<br>Now named "Oostkerk," *See No.* 38815 *in Supplement*<br>(*ex*EastminsterAbbey,*ex*Heilbronn)<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 8082<br>7513<br>5090 | Hul. 1,21<br>(*See footnote**) | | | | 1914 | Howalds-<br>werkeA.G.<br>Kiel | ~~N.V.~~ N.V.Vereenigde<br>Nederl Scheepv.<br>Maats. | 471·9\|60·8\|32·8<br>P29'B144'F85' | The Hague<br>Dutch<br>*WB* | T.3Cy.33",53"&86½"–57"<br>731NHP<br>HowaldswerkeA.G.Kiel | | |
| 36198 | **Alda** SteelSc<br>*Elec.light* 2*Dks* | 4400 | | | | | 1921 | Akt.Ges.<br>"Vulcan"<br>Stettin | RolandLinieAkt.<br>Ges. | 359·4\|51·0\|24·4<br>P33'B105'F41' | German<br>*WB* | T3Cy$22\frac{3}{10}$"$36\frac{3}{5}$"&$61\frac{9}{20}$"–$17\frac{5}{16}$"<br>2[illegible]0NHP<br>A.G."Vulcan,"Stettin | | |

*This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Capitaine.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>—<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | 9<br>Par qui.<br>—<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>—<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | 15<br>Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36199 | **Antischia**<br>*Elec.light* | SteelSc<br>2*Dks* | 3106<br>1816 | | | | | 1921 | Akt.Ges.<br>"Neptun"<br>Rostock | Hamburg-Amerik.<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | 337·0<br>F41' | 48·1 | 19·8 | Hamburg<br>German | T.3Cy.23⅔",38⅛"&62"-41[illegible]"<br>217NHP<br>A.G."Neptun,"Rostock | | |
| 36200<br>2957<br>JGRH | **Allegro**<br>(*ex*Hemland,<br>*ex*Midas)<br>Wireless | IronSc<br>*ss*Got.3rdNo.3-3,18<br>1*Dk*(*Irn*)2*trB* | 1916<br>1646<br>1161 | ✠100A1<br>8,21<br>✠NB5,03 | Got<br>✠LMC3,18<br>BS8,21 | *r* | 8,21 | 1883<br>5mo | T.&W.<br>Smith<br>N.Shields<br>A&CP | H.K.H.Pohlmann<br>*DBa*82'*f*28'& | 276·0<br>P29'B64'F29'<br>*uE&B*40'297*tFPT* | 36·7 | 21·2 | ~~Stockholm~~ Storängen<br>Swedish<br>FK 4*BHCem*<br>24*tAPT*17*t* | T.3Cy.19½",32"&56"-40"(*s*)<br>160lb *80lb* NDB00 180NHP<br>1SB.3*cf*,GS60,HS2417<br>*Tpd*03 LindholmnsMVGot | 22 " 6<br>s 3 " 6½<br>19 " 3 | |
| 36201 | **Adjutant**<br>*Elec.light* | SteelSc<br>(*Tug&SalvageVessel*)<br>1*Dk* | 231<br>183<br>33 | | | | | 1905 | Schiffsw(v.<br>J.&Sch.)A.G.<br>Hamburg | | 116·0<br>H51' | 22·9 | 11·1 | | C.2Cy.15¾"&31½"-19⅝"<br>37NHP<br>Schwft(v.J&Sch)AG.Ham | | |
| 36202<br>OCRK | **Auguste Denise**<br>(*ex*Pregel)<br>*Elec.light* | SteelSc<br>(*Trawler*)<br>1*Dk* | 260<br>—<br>96 | | | | | 1920 | Union<br>GiessereiA.G.<br>Königsberg | Delpierre&<br>Bourgain | 130·0<br>F23' | 23·0 | | Boulogne<br>French<br>*WB* | T.3Cy.13",20½"&33"-22½"<br>UnionGiesserei 51NHP<br>A.G.Königsberg | | V |
| 36203 | **Aurora**<br>*Elec.light*<br>*Mchy.Aft* | SteelSc<br>1*Dk*(*Stl*)&*Webframes* | *423*<br>*369*<br>*227* | ✠100A1<br>10,21<br>(*ClassContemplated*)<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 10,21 *F.P.above*150°F. | Chs<br>✠LMC10,21 | *f* | CL | 1921<br>10mo | I.J.Abdela<br>&Mitchell,Ld<br>Queensferry<br>*Lloyd'sA&CP* | EagleOilTransport<br>Co.Ld.<br>*APT*15*t* | 140·5<br>F16' | 27·6 | 10·9<br>FK | ~~London~~<br>~~British~~<br>Pernambuco<br>Brazilian<br>8*BHptCem* | C.2Cy.15½"&32"-24" (*s*)<br>130lb 59NHP<br>1SB,2*cf*,HS1135<br>~~Abdela&Mitchell,Ld.Brs.~~<br>I.J.Abdela&Mitchell,Ld.Brimscombe | 11 " 6<br>s 1 " 6<br>10 " 3 | |
| 36204 | **Anglo Mex** | SteelSc<br>1*Dk*(*Stl*-ptws) | ~~*170*~~<br>*184*<br>*153*<br>2 | ✠100A1<br>*For towing purposes*<br>12,21<br>~~(*ClassContemplated*)~~<br>*Fitted for oil fuel* 12,21 *F.P.above*150°F | Nwc<br>✠LMC12,21 | | CL | 1921<br>12mo | Palmers'S.<br>B.&I.Co.Ld<br>Amble<br>*Lloyd'sA&CP* | Anglo-Mexican<br>PetroleumCo.Ld.<br>*DBf*11'11*tFPT*4*tAPT*2*t* | 100·0 | ~~22·0~~<br>23·1 | ~~11·0~~<br>11·[illegible]<br>BK7" | Bns.Ayres<br>Argentine<br>4*BHCem* | T.3Cy.13½",22"&36"-24" (*s*)<br>180lb 114NHP<br>1SB,3*cf*,GS49,HS1901 FD<br>Palmers Co.Ld.Newcastle | 12 " 0<br>s 1 " 4½<br>11 " 4 | |
| 36205 | **Augustine Isabelle**<br>(*ex*RobertDavidson)<br>*Elec.light* | SteelScK<br>*ss*Mil.No.3-3,21<br>1*Dk* | 275<br>*246*<br>*112* | 100A1<br>*StmTrawler*<br>3,21 | Mil<br>LMC3,21 | | CL<br>3,21 | 1918 | C.Rennoldson&Co.<br>South Shields<br>*Lloyd'sA&CP* | Papin&Malfoy | 125·6<br>Q72'F21' | 23·4 | 12·6<br>BK7½" | Boulogne<br>French<br>2*BHCem* | T.3Cy.12½",21"&35"-26"(*s*)<br>180lb 87NHP<br>1SB,3*pf*,GS35,HS1619<br>ShieldsEng.Co.Ld.N.Shl. | | |
| 36206 | **Alfa** | IronSc<br>(*ex*Tjust,*ex*Baltic)<br>1*Dk* | 192<br>112<br>134 | | | | | 1871 | Göteborgs<br>M.V.<br>Gothenburg | | 101·3<br>P60'H14*t*F16' | 19·5 | 9·4 | Russian | C.2Cy.15½"&32⅞"-17¾"<br>38NHP<br>GöteborgsM.V.Gothenbrg | | |
| 36207<br>HCFS | **Anciola No. 1** | Wood | 167<br>—<br>83 | | | | | 1918 | | V.Telles | 90·3 | 20·5 | 9·0 | Gijon<br>Spanish | | | |
| 36208 | **Arendskerk**<br>*For full particulars See No. 36307 in Supplement*<br>*Elec.light* Wireless | *ss*Rot.No.2-22 SteelSc<br>(*ex*St.AlbansAbbey,*ex*[illegible])<br>2*Dks*&*Shelter dk* | 7384<br>[illegible]<br>4523 | 100A1<br>*Shelter dk with freeboard*<br>3,22 | Rot<br>LMC3,22 | *d*† | *Lloyd's A&CP* | 1914 | Akt.Ges.<br>"Neptun"<br>Rostock | VereenigdeNederl.<br>Scheepv.Maats. | 475·6<br>F48 | 61·2 | 28·7<br>36·5 | TheHague<br>Dutch<br>*WB* | T3Cy29$\frac{9}{10}$"48¾"&80$\frac{7}{10}$"-55$\frac{1}{10}$"<br>205lb 484NHP<br>A.G."Neptun,"Rostock | 31 " 3<br>s5 " 0½<br>26 " 7 | |
| 36209 | **Almkerk**<br>*Elec.light* Wireless | SteelSc<br>(*ex*Waltham Abbey,*ex*Memphis)<br>3*Dks* | [illegible]<br>7003 | Sou. 1.21<br>(*See footnote**)<br>*For full particulars See No.* 36261 *below* | | | | 1913 | J.C.Tecklenborg A.G.<br>Geestemünde | VereenigdeNederl.<br>Scheepv.Maats. | 472·7<br>F48' | 61·0 | 28·5 | TheHague<br>Dutch<br>*WB* | T.3Cy.30",48¾"&80¾"-55"<br>484NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 36210<br>210 | **Andromeda** | WoodSc<br>1*Dk* | 132<br>93<br>51 | | | | | 1911 | ..........<br>Maloshonika | E.W.Mogoutchi | 75·0 | 22·0 | 9·2 | Onega<br>Russian | C.2Cy.9½"&19"-14"<br>11NHP<br>Bergensmek.Verkst. | | |
| 36211 | **Anjer**<br>*Elec.light* Wireless | SteelSc<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | 5104<br>4627<br>3738 | ✠100A1<br>*Shelter dk withfreeboard*<br>9,21<br>*Fitted for oil fuel* 9,21 *F.P. above* 150°F. | Rot<br>✠LMC9,21 | *w* | | 1921<br>9mo | N.V.Schps.<br>"DeMaas"<br>Slikkerveer<br>*Lloyd'sA&CP* | Rotterdamsche<br>Lloyd(W.Ruys&<br>Zonen,*Mgrs.*)<br>*Cell* | 359·4<br>*DB*304'972*tFPT*28*t* | 50·3 | 30·0<br>FK | Rottrdam<br>Dutch<br>6*BHCem*<br>*APT*122*t* | T.3Cy.23$\frac{7}{16}$",38⅜"&63"-41"<br>185lb (*s*) 388NHP<br>3SB.9*cf*,GS147,HS5943 FD<br>Gebr.Stork&Co.Hengelo | 32 " 6<br>s 8 " 11<br>24 " 0 | |
| 36212 | ~~**Athena**~~ **Alhena**<br>*Elec.light* | SteelSc<br>*Fitted for oil fuel*<br>2*Dks*&*Shelter dk* | 5500<br>4600 | | | | | 1921 | Deutsche<br>WerftA.G.<br>Hamburg | VanNievelt<br>Goudriaan&Co.'s<br>Stoom.Maats. | 399·6<br>F41' | 54·0 | 35·0 | Rotterdam<br>Dutch<br>*WB* | 2 Steam Turbines<br>AlgemeineElec.Ges.Berlin | | |
| 36213 | **Andania**<br>*Elec.light* Wireless<br>*Ref.Mchy.* Sub.Sig. | SteelTwinSc | 13050 | 100A1<br>(*ClassContemplated*) | | | | 1921 | Hawthorn,<br>Leslie&CoLd.<br>Newcastle | CunardS.S.Co.Ld. | 519·0 | 65·0 | 43·0 | Liverpool<br>British | 4 Steam Turbines<br>Hwthrn,Leslie&C.Ld.Nwc | | |
| 36214<br>JOFH | **Aleardi**<br>(*ex*Balaton)<br>*Elec.light* | SteelSc<br>*ss*Fiu.No.3-2.14<br>*ss*Fiu.No.1-18<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)&<br>*deep framing* | 2468<br>2214<br>1524 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>10,20<br>~~BS10,20~~ | Tri<br>BS1,22<br>✠LMC5,18 | *t* | CL<br>~~5,19~~<br>1,22 | 1901<br>12mo | Wigham<br>Richrdsn&Co<br>Ld Newcastle<br>*Lloyd'sA&CP* | AdriaSoc.Anon.di<br>Nav.Marittima<br>*CellDBa*110'*uE&* | 314·0<br>P44'B102'F36'<br>*B*38'*f*128'587*tFPT* | 41·8 | 13·6<br>21·4<br>FK | Fiume<br>6*BHCem*<br>35*tAPT*22*t* | T3Cy.20¼",35"&59½"-42"(*r*)<br>200lb 2DB*90lb* 256NHP<br>2SB,6*rf*,GS108,HS3854<br>WghmRchrdsn&C.LdNwc | 23 " 10 | |
| 36215 | **Ariosto**<br>(*ex*BáróFejérváry,<br>*ex*Bulganak,*ex*Báró<br>Fejérváry) | SteelSc<br>*ss*Fiu.No.2-10<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*deep framing* | 3889<br>3659<br>2430 | ✠100A1<br>*Spar dk*<br>2,14<br>Examined 4,20<br>BS4,20 | Ham<br>✠LMC9,18 | *x* | CL<br>4,20 | 1902<br>6mo | Wigham<br>Richrdsn&Co<br>Ld.Newcastle<br>*Lloyd'sA&CP* | AdriaSoc.Anon.di<br>Nav.Marittima<br>*Cell DBa*132'*uE&B*76' | 365·3<br>P51'B127'F38'<br>*f*114'855*t DTa*28'630*tFPT*55*tAPT*28*t* | 48·2 | 17·8<br>25·1<br>FK | Fiume<br>6*BHCem* | T3Cy.22$\frac{1}{16}$",40"&66"-48"(*r*)<br>200lb 361NHP<br>3SB.9*cf*,GS159,HS5754<br>WghmRchrdsn&C LdNwc | 28 " 3<br>s 5 " 5<br>23 " 2 | |
| 36216 | **Aya-Mendi**<br>(*ex*Anhalt)<br>*Elec.light*<br>Sub.Sig. Wireless | SteelSc<br>*ss*Bkn.No.3-10,21<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | *6580*<br>*6184*<br>*4091* | 100A1<br>*Shelter dk*<br>*withfreeboard*<br>10,21 | Bkn<br>LMC10,21 | *l*† | CL<br>10,21 | 1914 | Bremer<br>Vulkan<br>Vegesack<br>*Lloyd'sAP* | Cia.Nav.Sota y<br>Aznar(Sota y<br>Aznar,*Mgrs.*)<br>*CellDB*411'1386*t* | 471·2<br>*FPT*86*tAPT*36*t* | 59·2 | 28·9<br>FK<br>*Collision* | Bilbao<br>Spanish<br>*Cem*<br>*BHtoShdk*<br>7 ,, ,, *U* ,, | T.3Cy.32½",52$\frac{13}{16}$"&86⅝"-55"<br>206lb (*s*) 736NHP<br>4SB,12*cf*,GS225,HS9959 FD<br>BremerVulkan,Vegesack | 31 " 2<br>s 5 " 7<br>26 " 5 | |
| 36217 | **Alice Dollar** | SteelTwinSc<br>2*Dks* | 1114<br>—<br>563 | | | | | 1921 | Kiangnan<br>Dk.&E.Wrks.<br>Shanghai | RobertDollarCo. | 197·0 | 31·0 | 9·0 | Utd.States | T.6Cy.15",22"&34"-18"<br>98NHP | | |
| 36218 | **Angkor**<br>*Elec.light* Wireless | SteelTwinSc<br>(*ex*Atlantique)<br>4*Dks*&*Spar dk* | ~~6479~~ 7790<br>5601<br>~~3472~~ 3786 | | | | | 1899 | Message.<br>Maritimes<br>LaCiotat | ~~Messageries Maritimes~~<br>Soc.desServicesContractuelsdes<br>MessageriesMaritimes | 468·9<br>H900*t* | 50·6 | 32·8 | Marseilles<br>French<br>*WB* | T.6Cy.33½",48⅗"&79½"-43⅓"<br>832NHP<br>Message.Marit.LaCiotat | | V |
| 36219<br>202890<br>LCJW | **Artemis** | SteelTwinSc<br>1*Dk* | 456<br>—<br>272 | | | | | 1912 | ThePusey<br>&Jones Co<br>Wlmgtn. Del. | J.M.Scott | 161·3 | 26·3 | 15·0 | NewYork<br>Utd.States | T.6Cy.10¾",17"&27"-18"<br>54NHP | | R |

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*This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36220 | **Asia** SteelTwinSc<br>(*ex*Huntspill,*ex*Koerber)<br>1*Dk*(*Stl*-ws)&*Spar dk*(*Stl*-ws)<br>3*trB*&*Shade dk*(*ptStl*-teak s)<br>*Elec.light* Wireless | 5440<br>4098<br>3157 | ✠<br>*Spar dk*<br>*withShade dk*<br>*wit. freeboard*<br>1,04 | Tri<br>✠ | t | | 1904<br>1mo | Lloyd<br>Austriaco<br>Trieste | ~~ItalianGovernment~~<br>LloydTriestino | 399·7\|49·0\|23·8<br>P70'B154'F84' 31·5<br>FK<br>*CellDBa* | Trieste<br>Italian<br>6*BHCem*<br>84'*uE&B*92' | T8Cy.22½"37¼"&(2)44"-48"<br>788NHP<br>4SB,*16cf*,GS284,HS11518FD<br>LloydAustriaco,Trieste<br>*f*154'784*tFPT*57*tAPT*143*t* | 30 ″ 6 | |
| 36221<br>NDBW | **Amrum** SteelTwinSc<br>*Fitted for oil fuel OilEng.*<br>*Carrying Petroleum in bulk*<br>*Elec.light Mchy.Aft* 1*Dk* | 1810<br>1450<br>934 | | | | | 1916 | Howaldts-<br>werke<br>Kiel | NV.Stoomv.Maats.<br>"Laga" | 256·0\|38·5\|18·4<br>Q99'F46' | Rottrdam<br>Dutch | Oil Engines<br>Howaldtswerke,Kiel | | |
| 36222<br>143091<br>JWQR | **Anglo Colombian** SteelSc<br>(*ex*Schwarzenfels) *ss*Npt No.3-9,21<br>*Elec.light* Sub.Sig. 2*Dks*(*Stl U*-teak s)<br>Wireless | 8407<br>7922<br>5333 | 100A1<br>*withfreeboard*<br>~~9,21~~11,21 | Npt<br>LMC9,21 | e† | CL<br>~~11,20~~<br>11,21 | 1915 | Akt.Ges.<br>"Weser"<br>Bremen<br>*CellD* | NitrateProducers<br>S.S.Co.Ld.<br>(Lawther,Latta&<br>Co.*Mgrs.*)<br>*in forward & after*<br>*Ba*161'*uE*33'*f*190' | 479·0\|62·2\|33·0<br>P66'B140'F60'<br>FK<br>*Intermediate BHs*<br>*holdsdispensed with*<br>1573*t*'*Tween deck t* | London<br>British<br>*Cem*<br>6*BH only*<br>*anksf* 40'717 | Q.4Cy.28⅜",40⅝",58⅛"&84$\frac{11}{16}$"<br>-55" 213lb (*s*) 750NHP<br>4SB*12cf*GS228HS10320 FD<br>A.G."Weser,"Bremen<br>*ta*47'730*tFPT*87*tAPT*82' | 35 ″ 9<br>s 8 ″ 5½<br>27 ″ 8 | |
| 36223 | **Amonea** SteelTwinSc<br>(*ex*Massypira)<br>*Elec.light* 1*Dk*&*Promanade dk* | 210<br>162<br>160 | | | ••• | | 1905 | Murdoch &<br>Murray<br>PortGlasgow | Nicolaus&Co. | 129·8\|30·1\| 6·3<br>F26'<br>FK | Para<br>Brazilian | C.4Cy.12"&24"-18"<br>61NHP<br>White&Hemphill,Grk. | 6 ″ 6 | |
| 36224<br>202622<br>KVOW | **Apollo** WoodAuxSc3MstSr<br>(*ex*Oregon) *OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 362<br>—<br>304 | | | | | 1905 | J.L.<br>Kronenburg,<br>Prosper,Or. | AlaskaCommercial<br>Co.Inc. | 139·1\|35·2\| 9·9 | S.Frncisco<br>Utd.States | 2 Oil Engines | | RV |
| 36225 | **Artiba-Mendi** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 2543<br>2181<br>1459 | ✠100A1<br>11,21<br>✠NB99*refitted*11,21 | Bbo<br>✠LMC11,21 | t | CL | 1921<br>7mo | CiaEuskal-<br>duna deConst<br>Bilbao<br>A&CP | Cia.Nav.Sota y<br>Aznar(Sota y<br>Aznar,*Mgrs.*) | 300·0\|44·2\|22·6<br>P26'B70'F31'<br>FK<br>*CellDB*250' | Bilbao<br>Spanish<br>5*BHCem*<br>564*tAPT*55*t* | T3Cy.23",37½"&61½"-39"(*s*)<br>160lb *100lb* 244NHP<br>2SB,*6cf*,GS94,HS3784<br>Cia.Euskalduna deConst. | 22 ″ 6<br>s 3 ″ 5½<br>19 ″ 5 | |
| 36226<br>148229<br>KLNQ | **Andelle** SteelSc<br>1*Dk*(*Stl*)<br>*Elec.light Well deck*<br>*Mchy.Aft*<br>Wireless | ~~1830~~<br>1832<br>1381<br>992 ~~998~~ | ✠100A1<br>1,22<br>~~(ClassContem plated)~~<br>✠LMC1,22 | Sld | q | CL | ~~1921~~<br>1922<br>1mo<br>*Lloyd's* | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>*A&CP* | NormandyShppg.<br>Co.Ld.(Stephen-<br>sonClarke&Co.<br>*Mgrs.*)<br>*CellDB*215'503*tM* | 260·0\|37·5\|17·5<br>~~Q155'F29'~~ Q154'F30'<br>FK<br>*T*10'224*tFPT*140*tA* | London<br>British<br>5*BHCem*<br>*PT*56*t* | T.3Cy.20½",33"&54"-39"<br>180lb (*s*) 205NHP<br>2SB,*6pf*,GS87,HS3268<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 19 ″ 8<br>s 6 ″ 9<br>18 ″ 0 | |
| 36227<br>145931<br>KLVQ | **Alondra** SteelSc<br>2*Dks*(*Stl*)&*Awning dk*(*Stl*-ws)<br>*Elec.light* | 3445<br>3044<br>1882 | ✠100A1<br>*Awng dk with freeboard*<br>4,22<br>~~(ClassContem plated)~~ | Dun<br>✠LMC4,22 | | CL | ~~1921~~<br>1922<br>4mo<br>*Lloyd's* | CaledonSB<br>&E.Co.Ld.<br>Dundee<br>*A&CP* | YeowardBros.Line<br>Ld(YeowardBros.<br>*Mgrs*)<br>*CellDB*263'743*tF* | 319·0\|44·2\|26·5<br>BK12'<br>*PT*50*tAPT*87*t* | Liverpool<br>British<br>5*BHtoAw.dk*<br>*Cem* | T.3Cy.25",42"&68"-42"(*s*)<br>180lb 395NHP<br>3SB,*9cf*,GS189,HS7054<br>CaledonSB.&ECo.Ld.Dun | 28 ″ 9<br>s 9 ″ 5<br>20 ″ 9 | |
| 36228 | **Angloco** SteelSc<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*(*Stl*) | 73<br>63<br>49 | ✠ A1<br>*Motor Barge*<br>10,21<br>~~(ClassContem plated)~~<br>*CarryingPetroleum in portable tanks*<br>*ForService on the Norfolk Broads* | Wvn<br>✠LMC10,21 | | CL | 1921<br>10mo<br>*Lloyd's* | Rennie,<br>Ritchie&New<br>-portSBCoLd<br>Wivenhoe<br>*A&CP* | Anglo-American<br>OilCo.Ld. (J.<br>Hamilton, *Mgr.*) | 79·0\|18·7\| 5·4<br>FK | London<br>British<br>3*BHptCem* | Oil Engines 2S.C.SA<br>2Cy.13$\frac{3}{16}$"-13¾" 26NHP<br>Day,Summers&Co.Ld.Son | 5 ″ 6 | |
| 36229<br>OCU | **Auvergne** SteelSc<br>Wireless 1*Dk*(*Stl*)<br>*Elec.light Cargobattens not fitted* | ~~2259~~<br>2114<br>~~1848~~<br>1848 ~~1313~~<br>1203 | ✠100A1<br>12,21<br>~~(ClassContem plated)~~<br>✠LMC10,21 | Bdx | r | CL | 1921<br>10mo<br>*Lloyd's* | J.S.White<br>&Co.Ld.<br>Cowes<br>*A&CP* *CellD* | ~~DelmasFrères~~<br>CieDelmasFrères<br>&Vieljeux<br>*B*225'504*t side tank* | 280·0\|40·2\|19·3<br>P24'B67'F37'<br>FK<br>*s*190'402*tFPT*101*t* | LaRochlle<br>French<br>6*BHCem*<br>*APT*98*t* | T.3Cy.19",32"&52"-36"(*s*)<br>180lb *100lb* 243NHP<br>2SB,*6cf*,GS102,HS3734 FD<br>J.S.White&Co.Ld. | 21 ″ 5 | |
| 36230 | **Andreas** *ss*Cpl.No.1-22 IronSc<br>(*ex*City ofCologne, *ss*Msl.3rdNo.3-11,19<br>*ex*WhiteSea) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | 994<br>780<br>588 | ✠100A1<br>4,22 | Npt<br>Cpl<br>✠LMC4,22 | n | 4,22 | 1881<br>5mo | A.Stephen<br>&Sons<br>Dundee<br>A&CP | C.Petzalis&El.<br>Dounais | 230·3\|30·7\|15·9<br>P125'F40'<br>BK8'<br>*DBa*46'*f*55'194*tFPT*21*t* | Spezia<br>Greek<br>4*BHCem*<br>*APT*10*t* | O.2Cy.27"&54"-36" (*i*)<br>70lb *100lb* NDB01 137NHP<br>1SB,*3pf*,GS64,HS2280<br>PearceBros.Dundee | 17 ″ 1 | |
| 36231 | **Ægæon** SteelSc<br>(*ex*Hagen) *ss*Ham.No.1-11<br>*Elec.light* 2*Dks*(*Stl*)&*deep framing*<br>Wireless *Lower dk inNos.*1&3*holds* | 4210<br>3933<br>2625 | ✠<br>12,15 | Ham<br>✠ | y | | 1906<br>11mo | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | Greek Government<br>Service of Mari-<br>timeTransport | 389·6\|51·0\|25·2<br>P&B315'F50'<br>FK<br>*Cell DBa* 122' *uE&B*42' | Greek<br>7*BHCem*<br>*f*175'1040*t* | T.3Cy.27¾",46¼"&76"-48"<br>472NHP<br>3SB,*9cf*,GS147,HS6225 FD<br>FlensburgerSchiffsb.Ges. | 27 ″ 9 | |
| 36232 | **Archipelagos** SteelSc<br>(*ex*Eichsfeld, *ss*Ham.No.3-12,08<br>*ex*Amasis) *ss*Ham.No.1-12<br>*Well deck* 2*Dks*(*Stl-U*teak s)&<br>*Elec.light Webframes* | 4552<br>3800<br>2938 | ✠<br>4,16 | Ham<br>✠ | x | | 1896<br>11mo | C.Connell<br>&Co.<br>Glasgow | Greek Government<br>Service of Mari-<br>timeTransport | 369·8\|46·4\|27·0<br>P228'F46'<br>FK<br>*CellDBa*102'*uE&B* | Greek<br>6*BHCem*<br>76'*f*137'881*t* | Q4Cy.21½",31½",45"&64"-45"<br>365NHP<br>3SB,*9rf*,GS153,HS6161<br>D.Rowan&Son,Glasgow | 30 ″ 0 | |
| 36233 | **Athinæ** SteelSc<br>(*ex*Britannia,*ex* *ss*Stn.No.3-7,10<br>Nigaristan,*ex* *ss*Stn.No.1-14<br>Harperley) 1*Dk*(*ptIrn ptStl*)&<br>*Elec.light deepframing* | 2305<br>2128<br>1449 | ✠<br>9,16 | Stn<br>✠ | t | | 1897<br>12mo | R.Craggs&<br>Sons<br>Middlesbro' | GreekGovernment<br>Service of Mari-<br>timeTransport | 299·2\|42·0\|20·3<br>P28'B58'F34'<br>FK<br>*CellDBa*92' *uE&B*36'*f*120'625*t* | Greek<br>5*BHCem*<br>*APT*41*t* | T.3Cy.23",37½"&61½"-39"<br>243NHP<br>2SB,*6pf*,GS98,HS3750<br>W.Allan&Co.Ld.Sld. | 23 ″ 0 | |
| 36234 | **Adrianoupolis** SteelSc<br>(*ex*Alma,*ex*Karthago)<br>*Elec.light* 1*Dk*&*Spar dk*&*Web frames* | 2863<br>2646<br>1738 | Bry. 5,21<br>(*See footnote**) | | ••• | | 1896 | J.Priest-<br>man&Co.<br>Sunderland | Greek Government<br>Service of Mari-<br>timeTransport | 300·3\|42·0\|17·3<br>24·9<br>FK | Greek<br>*WB* | T.3Cy.22½",37"&61"-42"<br>246NHP<br>Blair&Co.Ld.Stockton | 27 ″ 6 | |
| 36235<br>142646<br>JTMN | **Arcos** SteelSc<br>*ex*Pinewin,*ex* *ss*Cff.No.1-22<br>WarJavelin) 1*Dk*(*Stl*)<br>*Well deck Cargo battens not fitted*<br>*Elec.light* Wireless | 2343<br>1749<br>1327 | ✠100A1<br>~~11,21~~~~7,21~~2,22<br>MS11.21 | Shl<br>~~L~~Cff<br>✠LMC~~9,16~~<br>BS2,22 | s | CL<br>7,21<br>~~11,21~~<br>2,22 | 1918<br>9mo<br>*Lloyd's* | WoodSkin-<br>nerCo.Ld.<br>Newcastle<br>*A&CP* | AllRussianCo-<br>operativeSociety,<br>Ld.(Capt.V.<br>Sagovsky,C.B.<br>*Mgr.*) | 285·0\|42·1\|18·9<br>P28'Q77'B56'F28'<br>~~*CellDB*~~ FK<br>~~228'568t~~*FPT*1<br>*CellDBa*74'*f*112'436*t* | London<br>British<br>7*BHptCem*<br>22*tAPT*234*t* | T.3Cy.22",36"&59"-39" (*s*)<br>180lb 265NHP<br>2SB,*6cf*,GS124,HS4500<br>NEMarineEng.Co Ld.Nwc | 21 ″ 2<br>s 2 ″ 3<br>19 ″ 3 | |
| 36236<br>142601<br>JTNS | **Antonio** SteelSc<br>(*ex*Western,*ex*WarFijian) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 5225<br>4775<br>3168 | ✠100A1<br>4,22 ~~7,21~~ | NNs<br>Bry<br>✠LMC7,18 | y | CL<br>~~10,19~~<br>4,22 | 1913<br>7mo<br>*Lloyd's* | JLThomp-<br>son&Sons,Ld<br>Sunderland<br>*A&CP* | Egypt&Levant<br>S.S.Co.Ld.(T.<br>BowenRees&CoLd<br>*Mgrs.*) *CellDB* | 400·3\|52·3\|28·4<br>P49'B113'F39'<br>FK<br>341'1081*tFPT* 134*t* | London<br>British *Cem*<br>7*BH*~~*ptCem*~~<br>*APT*212*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB.*9cf*,GS189,HS7668 FD<br>J.Dickinson&Sons,Ld.Sld. | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 36237 | **Amersfoort** SteelSc<br>*For full particulars See No. 36264 below*<br>(*ex*Ardover,*ex*Tannenberg)<br>Wireless 2*Dks* | ~~8206~~<br>~~7197~~<br>~~5686~~<br>7680<br>7180<br>4794 | Nwc. 12,20<br>(*See footnote*†) | | | | 1916 | Bremer<br>Vulkan<br>Vegesack | Koninkl.Nederl.<br>Stoomb.Maats. | 483·4\|62·7\|29·7 | Amstrdam<br>Dutch | Q.4Cy.29$\frac{9}{10}$",39$\frac{7}{10}$",61⅗"&85"<br>-55$\frac{1}{10}$" 513NHP<br>BremerVulkan,Vegesack | | |

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* This vessel, the class of which has lapsed, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued

† This vessel, which was commenced under the Society's survey, was completed and classed by another Register. She has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux. Gréement etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.R.of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36238 | **Amboise** SteelTwinSc<br>(*ex*Friedrichsruh,*ex*FuerstBismarck)<br>*Elec.light* 3*Dks*<br>Sub.Sig. Wireless | *8332*<br>*5983*<br>*5067* | | | | | 1905 | Fairfield<br>Co.Ld.<br>Glasgow | Soc.desServices<br>Contractuels des<br>Messageries<br>Maritimes | 469·2\|55·1\|29·7<br>B56'B217'F91' | Marseilles<br>French<br>*WB* | Q.8Cy.23$\frac{1}{2}$",34$\frac{1}{2}$",49$\frac{5}{8}$"&73"-<br>54" 783NHP<br>FairfieldCo.Ld.Glasgow | | |
| 36239<br>OHPI | **Andromede** SteelSc<br>(*ex*Fremantle)<br>*Well deck* 2*Dks*(*Stl*)3*rd dk in*<br>*Elec.light* Wireless *No.*1 *hold only* | 5871<br>5490<br>3720 | ✠<br>6,16 | Ham | *b*† | | 1911<br>5mo | J.C.Teck-<br>lenborgA.G.<br>Geestemünde | Soc.desServices<br>Contractuels des<br>Messageries<br>Maritimes | 450·8\|57·2\|27·0<br>P&B392'F45'<br>FK<br>*CellDBa*146' *uE&B*71' | Dunkirk<br>French<br>9*BHCem*<br>*f*189'1453*t* | T.3Cy.27$\frac{15}{16}$",46$\frac{13}{16}$"&78$\frac{3}{4}$"<br>-53$\frac{7}{8}$" 540NHP<br>4SB,*12cf*,GS236,HS10334 FD<br>J.C.TecklenborgA.G.Gst. | 29 " 8 | V |
| 36240<br>ODBR | **Angers** SteelTwinSc<br>(*ex*CapArcona)<br>*Elec.light Ref.Mchy.* 2*Dks*<br>Sub.Sig. Wireless | 9831<br>6662<br>5568 | | | | | 1907 | Blohm&<br>Voss<br>Hamburg | Soc.desServices<br>Contractuels des<br>Messageries<br>Maritimes | 483·2\|55·5\|30·9<br>P&B380'F79' | French<br>*WB* | Q.8Cy.27$\frac{9}{16}$",39$\frac{3}{8}$",56$\frac{1}{4}$"&80$\frac{7}{8}$"<br>-59$\frac{1}{8}$" 1004NHP<br>Blohm&Voss,Hamburg | | V |
| 36241 | **Azay-le-Rideau** SteelTwinSc<br>(*ex*Général)<br>*Elec.light* 2*Dks*<br>Sub.Sig. Wireless | 8063<br>5730<br>4531 | | | | | 1910 | Blohm&<br>Voss<br>Hamburg | Soc.desServices<br>Contractuels des<br>Messageries<br>Maritimes | 449·1\|54·3\|29·6<br>P&B303'F88' | French<br>*WB* | Q.8Cy.22$\frac{3}{5}$",32$\frac{4}{5}$,48"&70$\frac{1}{10}$"-<br>49$\frac{1}{5}$" 690NHP<br>Blohm&Voss,Hamburg | | V |
| 36242 | **Anna Vassilakis** SteelSc<br>(*ex*Santeramo,*ex*Arranmore)<br>*Elec.light* Wireless 1*Dk*2*trB* | *3045*<br>*2875*<br>*1934* | | | | | 1904 | Richards'n<br>Duck&Co.<br>Stockton | **C.N.Vassilakis** | 346·0\|45·0\|24·1<br>P32'B108'F36' | Chios<br>Greek<br>*WB* | T.3Cy.25",42"&68"-45"<br>310NHP<br>Blair&Co.Ld.Stockton | | C |
| 36243 | **Antonio Delfino** SteelTwinSc<br>*CruiserStern*<br>*Elec.light* 3*Dks&Shelter dk* | 14000 | | | | | 1921 | Akt.Ges.<br>"Vulcan"<br>Hamburg | **Hamburg-Süd-<br>Amerik.Dampf-<br>schiffahrtsGes.** | 497·0\|63·6\|48·2<br>B184' | German<br>*WB* | T6Cy26$\frac{7}{16}$",43$\frac{5}{16}$"&71"-51$\frac{3}{16}$"<br>722NHP<br>A.G."Vulcan,"Hamburg | | |
| 36244<br>144625<br>KGCR | **Arbroath** SteelSc<br>(*ex*Alexandra) *ss*Dun.No.3-12.21<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light*<br>*Now named* "Gaspesia," *See No.* 3760 *in Supplement* | 1014<br>683<br>520 | 100A1<br>12,21<br>LMC11,21 | Dun | *m* | CL<br>11,21 | 1909<br>*Lloyd's A&CP* | Akt.Ges.<br>"Neptun"<br>Rostock | ~~Dundee,Perth&~~<br>~~LondonShppg.Co.~~<br>~~Ld.~~ E.Bouchard<br>(J.A.Bouchard *Mgr.*) | 214·6\|32·1\|13·7<br>P&B130'F25'<br>FK<br>*CellDB*176' 279*t FPT* | Dundee<br>British<br>5*BHCem*<br>25*tAPT*18*t* | T.3Cy.17$\frac{1}{4}$",27$\frac{9}{16}$"&46$\frac{7}{8}$"-31$\frac{1}{2}$"<br>200lb 182NHP<br>2SB,*4cf*,GS76,HS3337<br>A.G."Neptun,"Rostock | 16 " 3<br>s 1 " 3$\frac{1}{2}$<br>15 " 3 | |
| 36245 | **Australiana** SteelSc<br>*Elec.light*<br>*CruiserStern* | 5183 | 100A1<br>*Shelter dk with freeboard*<br>(*ClassContemplated*) | | | | 1921 | Furness<br>S.B.Co.Ld.<br>Haverton<br>Hill-on-Tees | **Furness,Withy&<br>Co.Ld.** | 450·4\|58·1\|28·3<br>F42' | Liverpool<br>British | 2 Geared Steam Turbines<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | | |
| 36246<br>NCKW | **Atlanterhavet** SteelSc | 4076<br>3685<br>2506 | | | | | 1921 | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen | **D/S A/S Atlanter-<br>havet (O.J.<br>Eskildsen)** | 378·0\|52·2\|24·5 | Copenhagn<br>Danish | Turbines<br>A/B de<br>LavalsÅngturbin,Skm. | | |
| 36247 | **Aneta** SteelSc<br>(*ex*Seehase) (*Trawler*)<br>1*Dk* | 304<br>262<br>135 | | | | | 1921 | T.Frerichs<br>&Co.A.G.<br>Einswarden | **A.vanPel** | 128·1\|23·2\|11·0 | Ymuiden<br>Dutch | T.3Cy.13",20$\frac{1}{2}$"&33"-22$\frac{1}{2}$"<br>52NHP<br>T.Frerichs&Co.A.G. | | |
| 36248 | **Arabiana** SteelSc<br>*Elec.light*<br>*CruiserStern* | 3496<br>2911<br>1800 | 100A1<br>*Shelter dk withfreeboard*<br>(*ClassContemplated*) | | | | 1921 | Furness<br>S.B.Co.Ld.<br>Haverton<br>Hill-on-Tees | **Furness,Withy&<br>Co.Ld.** | 363·3\|52·1\|22·0<br>F68' | Liverpool<br>British | T.3Cy.26",43"&73"-48"<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | | |
| 36249 | **Aludra** SteelSc<br>*Elec.light* 2*Dks&Shelter dk* | 5500 | | | | | 1921 | Deutsche<br>Werft<br>Hamburg | **N.V.VanNievelt,<br>Goudriaan&Co.'s<br>Stoomv.Maats.** | 399·6\|54·0\|27·0<br>F41' | Rottrdam<br>Dutch<br>*WB* | T3Cy.28$\frac{9}{16}$",45$\frac{5}{16}$"&75"-55$\frac{1}{8}$"<br>GuteHoff- 418NHP<br>nungshütte,Oberhausen | | |
| 36250<br>151527 | **Allison** SteelTwinSc<br>(*Tug*)<br>1*Dk* | 175<br>173<br>11 | | | | | 1919 | W.Denny<br>&Bros.Ld.<br>Dumbarton<br>*Rebuilt by* I.F.Co.Ld.Rangoon | **BurmahOilCo.Ld.** | 110·7\|22·1\|10·8 | Rangoon<br>British | T.6Cy.9",14$\frac{1}{2}$"&24"-15"<br>45NHP<br>W.Denny&Bros.Ld.Dmb. | | |
| 36251<br>6520<br>KDBG | **Asta** SteelAuxSc4MstSr<br>(*ex*Rugsö) *OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 396<br>349<br>300 | | | | | 1916 | RingAndr-<br>sensStaalskb.<br>Svendborg | **LindbomsRederi<br>A/B(J.E.Lindbom,<br>*Mgr.*)** | 141·9\|29·5\|11·1 | Lysekil<br>Swedish<br>*WB* | Oil Engines<br>4Cy.12"-16$\frac{9}{16}$" 28NHP<br>H.ChristoffersensMaskin-<br>fabrik,Holbey | | V |
| 36252 | **Abelia** SteelScK<br>1*Dk* | ~~90~~<br>97<br>97<br>~~35~~ | ✠100A—<br>*For fishing purposes*<br>3,22<br>~~(*ClassContemplated*)~~<br>LMC3,22 | Hul | | CL<br>3,22 | 1922<br>3mo | Cochrane&<br>Sons,Ld.<br>Selby | **Pickering&Hal-<br>dane'sStm.Trawl-<br>ingCo.Ld.** | ~~85·0\|19·0\| 9·7~~<br>85·2\|19·1\|9·0<br>BK7$\frac{1}{2}$' | Hull<br>British<br>3*BHCem* | C.2Cy.12"&24"-16" (s)<br>140lb 33NHP<br>NE&B17 *refitted* 22<br>1SB *2pf*,GS24,HS680<br>Goldie&McCullochCoLdGalt,Ont | 9 " 9 | |
| 36253 | **Algarve** SteelSc<br>*Elec.light* 1*Dk* | 1307<br>1137<br>751 | | | | | 1921 | Frdkshvns.<br>Værft&<br>FlydedokA/S<br>Frederikshvn | **Det.Forenede<br>Dampskibs.Selsk.** | 254·6\|37·2\|16·0<br>P158'F26' | Copnhagn<br>Danish<br>*WB* | T.3Cy.20",33"&54"-36"<br>175NHP<br>D.Rowan&Co.Glasgow | | |
| 36254<br>220239 | **Asbury Park** WoodSc<br>*Elec.light* 1*Dk* | 181<br>—<br>123 | | | | | 1920 | A.C.Brown<br>&Son Totten-<br>ville,S.I. | **UnitedStates<br>ShippingBoard** | 94·2\|25·0\|13·2 | NewYork<br>Utd.States | C.2Cy.18"&38"-26"<br>61NHP | | R |
| 36255 | **Amanda** SteelAuxScSr<br>(*ex*SailingVessel) *OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 107<br>95<br>90 | | | | | 1913 | D.Ropers<br>Stade | **W.Schulz** | 87·8\|20·7\|7·4<br>Q15' | Stade<br>German | Oil Engines 2S.C.<br>2Cy.10$\frac{2}{3}$"-10$\frac{4}{5}$"<br>Deutsche *Emade&fitted*21<br>KromhoutMtfbk.AGBrake | | |
| 36256<br>NBFG | **Albert Mau** WoodAuxSc3MstSr<br>(*ex*Solstraalen) *OilEng.*<br>(*See Sailing Ship Register*) | 314<br>287<br>254 | | | | | 1919 | Middelfart<br>Skibsværft<br>Middelfart | **S.P.Andersen** | 128·5\|29·9\|13·2 | Svendborg<br>Danish | Oil Engine<br>4Cy.12$\frac{1}{5}$"-16$\frac{1}{2}$"<br>A/SFredrikshavnsJernstö-<br>beri&Maskinfabrik.Frhvn. | | V |
| 36257 | **Aizkarai Mendi** SteelSc<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>**Elec.light** Wireless | ~~3270~~ 3278<br>~~3032~~ 3032<br>~~1985~~ 1984 | ✠100A1<br>*Shelter dk withfreeboard*<br>3,22<br>~~(*ClassContemplated*)~~<br>✠LMC3,22 | Stk | *v* | CL | 1922<br>3mo<br>*Lloyd's A&CP* | RopnerSB<br>&RepairngCo<br>(Stocktn)Ld.<br>Stockton | **Cia.Nav.Sota y<br>Aznar(Sota y<br>Aznar, *Mgrs.*)** | 340·3\|48·6\|22·5<br>FK<br>*Collision BH to Sh dk 5 BH to Uppr dk*<br>*CellDBa*108'*uE*25'*f*147'784*tAPT*126*t* | Bilbao<br>Spanish<br>*Cem* | **T.3Cy.24",40"&66"-45"** (s)<br>180lb 100lb 358NHP<br>2SB,*6cf*,GS137,HS6078<br>**Blair&Co.Ld.,Stockton** | 24 " 10<br>s 2 " 4<br>22 " 10 | |

| 1 | 2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 258 | **Antwerpia** SteelSc<br>(exFangturm) ssMsl.No.2-19<br>Elec.light 1Dk(Stl)&Spar dk(Stl-pt teak s)&deep framing<br>Wireless | 4933<br>4723<br>3113 | ✠100A1<br>Spar dk<br>8,19<br>BS1,21 ✠LMC8,19 | Msl | z | CL<br>8,19 | 1908<br>10mo | Swan,Hunter&Wigham Richardson,Ld Newcastle<br>Lloyd'sA&CP | Cie.SudAtlantique (ArmementDeppe, Mgrs.) | 401·2\|52·5\|20·2<br>P50'B122'F51' 28·2<br>FK<br>CellDBa130'uE24'f180'966t<br>'tween dk tanks u44' 434t f42'456t FPT60t APT50t | Antwerp<br>Belgian<br>6BHCem | Q.4Cy.23",31½",48"&71"-51"<br>213lb 120lb (r) 470NHP<br>3SB,9cf,GS153,HS6216 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 31 " 0 | |
| 259<br>VM | **André Chénier** SteelSc<br>(exDumontD'Urville, ssLon.No.3-9,12<br>exShinkokuMaru, ~~ssYka.No.1-16~~<br>exWilcannia) 1Dk(Stl)&Spar dk<br>Elec.light (Stl-ws)&deep framing<br>ssMsl.No.2-22 | 5295<br>4159<br>3100 | ✠100A1<br>Spar dk<br>1,22 ~~5,18~~<br>~~BS12,16~~ ✠~~LMC8,16~~ 1,22 | Msl | y | ~~5,18~~<br>N1,22 | 1899<br>7mo | Sundrland S.B.Co.Ld.<br>Sunderland<br>A&CP | Soc.desServices Contractuels des Messageries Maritimes | 400·0\|47·6\|20·3<br>P39'B186'F40' 28·5<br>BK9'<br>CellDBa142'uB36'f166'609t FPT85t APT21t | Marseilles<br>French<br>6BHCem | T.3Cy.28",47"&78"-54" (s)<br>180lb 584NHP<br>4SB,12cf,GS211,HS8320 FD<br>N.E.MarineEngCo.LdNwc | 31 " 3<br>s 6 " 6<br>25 " 10 | |
| 260 | **Antinoüs** SteelSc<br>(exWachtfels) 2Dks(Stl-U teak s)<br>Elec.light Wireless | 5809<br>5416<br>3627 | ✠<br>11,16<br>✠ | Ham | a† | | 1913<br>4mo | Flensburger Schiffsb.Ges.<br>Flensburg | Soc.desServices Contractuels des Messageries Maritimes | 419·0\|56·2\|29·6<br>P60'B126'F54'<br>BH in forward hold dispensed with<br>CellDBa140'uE23'f187'1318t 'tween dk tanks aft36' 480t 'Tween dk tank f25'500t FPT60t APT62t | French<br>Cem<br>6BH only | T.3Cy.28⅜",47¼"&78"-54"<br>530NHP<br>3SB,9cf,GS148,HS6955 FD<br>FlensburgerSchiffsb.Ges. | 32 " 4 | |
| 261 | **Almkerk** SteelSc<br>(exWalthamAbbey, ssRot.No.2-21<br>exMemphis) 2Dks(Stl)&Shelter dk(Stl)<br>Elec.light 3rd trB in No.1 hold<br>~~Wireless~~ | 7062<br>6476<br>4310 | 100A1<br>Shelter dk with freeboard<br>4,22 ~~10,21~~<br>LMC10,21 | Rot | d† | CL<br>10,21 | 1913 | J.C.Tecklenborg A.G.<br>Geestemünde<br>Lloyd'sAP | VereenigdeNederl. Scheepv.Maats. | 472·2\|60·9\|28·5<br>P52' on Shelter dk<br>FK Collision<br>CellDBa158'uE29'f217 1580t FPT90t APT25t | TheHague<br>Dutch<br>Cem<br>BH to Sh dk<br>8 ,, ,, U ,, | T.3Cy.29⅞",48¾"&80¾"-55"<br>206lb (s) 673NHP<br>4SB,12cf,GS200,HS9468 FD<br>J.C.TecklenborgA.G.Gst. | 31 " 3<br>s 5 " 0½<br>26 " 7 | |
| 262<br>842<br>RN | **African Prince** SteelSc<br>(exGlennevis) ssLiv.No 1-21<br>Elec.light Wireless 2Dks(Stl).<br>Sub.Sig. | 5119<br>4800<br>3245 | ✠100A1<br>~~3,21~~ 1,22<br>✠LMC~~5,17~~ 3,21 | Liv<br>Cff | y | CL<br>10,20 | 1917<br>5mo | Ayrshire Dckyd.Co.Ld<br>Irvine<br>Lloyd'sA&CP | RioCapeLine,Ld. (Furness,Withy&Co.Ld.Mgrs.) | 400·7\|53·4\|27·3<br>P35'B119'F46'<br>FK<br>'Tween deck BH in after hold dispensed with<br>CellDB344'981t DTa33'867t APT19t | Newcastle<br>British<br>Cem<br>5 BH to U dk<br>1 ,, ,, 2nd ,, only | T.3Cy.27",43"&72"-48" (s)<br>180lb 100lb 510NHP<br>3SB,9cf,GS149,HS7647 FD<br>Dunsmuir&JacksonLd.Gls | 29 " 7<br>s 5 " 10<br>24 " 1 | |
| 36263 | **Abbekerk** SteelSc<br>(exMortonAbbey, ssNwc.No 2-2<br>exRheinland) 2Dks(Stl)&<br>Elec.light Ref.Mchy. Shelter dk(Stl)<br>Wireless Sub.Sig. | 6619<br>6146<br>4171 | 100A1<br>Shelter dk with freeboard<br>3,22 ~~4,21~~<br>✠Lloyd'sRMC~~5,21~~3,22 | Nwc<br>Rot<br>BS3,22<br>LMC3,21 | c† | CL<br>~~9,21~~<br>3,22 | 1912 | Bremer Vulkan<br>Vegesack | Vereenigde Nederlandsche Scheepv.Maats. | 472·5\|59·2\|28·9<br>FK Collision<br>CellDB411'1611t FPT88t APT37t | TheHague<br>Dutch<br>Cem<br>BH to Sh dk<br>7 ,, ,, U ,, | T3Cy$32\frac{5}{16}$"$52\frac{13}{16}$"&$86\frac{9}{16}$"-55⅛"<br>205lb (s) 742NHP<br>4SB,12cf,GS224,HS10100FD<br>BremenVulkan,Vegesack | 31 " 9<br>s 5 " 10<br>26 " 3 | |
| 36264 | **Amersfoort** SteelSc<br>(exArdover,exTannenberg) ssAms.No.1-22<br>Elec.light 2Dks(Stl)3rd dk in<br>Well deck Wireless Nos.1,2&4 holds | 7680<br>7180<br>4794 | 100A1<br>5,22 ~~1,22~~<br>LMC12,21 | Ams | e† | N12,21<br>5.22 | 1916<br>8mo | Bremer Vulkan<br>Vegesack | Koninkl.Nederl. Stoomb.Maats. | 482·6\|62·7\|29·7<br>P&B374'F80'<br>FK<br>CellDB419'1559t FPT61t | Amstrdam<br>Dutch<br>9BHCem<br>APT28t | Q.4Cy $29\frac{15}{16}$",$47\frac{15}{16}$",$61\frac{7}{16}$"&79"-55⅛"<br>220lb (s) 832NHP<br>4SB,12cf,GS269,HS12916FD<br>BremerVulkan,Vegesack | 32 " 6<br>s 5 " 11½<br>26 " 11 | |
| 36265<br>145480 | **Akenside** SteelSc<br>Welldeck 1Dk(Stl)<br>Cargo battens not fitted | ~~1259~~<br>1254<br>1028<br>756 | ✠100A1<br>3,22<br>~~(ClassContemplated)~~<br>✠LMC3,22 | Gls | o | CL | 1922<br>3mo | Cmpbltwn S.B.Co.Ld.<br>Campbeltwn<br>Lloyd'sA&CP | QuaysideShipping Co.Ld.(Connell&Grace,Ld.Mgrs.) | 229·7\|35·8\|15·5<br>Q79 B48'F27'<br>FK<br>CellDB190'395t APT85t | Newcastle<br>British<br>4BHCem | T.3Cy.18",27½"&45"-33"(s)<br>180lb 142NHP<br>2SB,4cf,GS79HS2386<br>Ross&Duncan,Glasgow | 17 " 7<br>s1 " 5½<br>16 " 5 | |
| 36266<br>145475<br>KLPC | **Amble** SteelSc<br>(exLaura)<br>Mchy.Aft Well deck 1Dk(Stl) | 1161<br>890<br>681 | ✠100A1<br>3,22 ~~1,22~~<br>✠LMC2,20 | Nwc<br>Sh | n | 12,21 | 1920<br>2mo | Verschure &Co.<br>Amsterdam<br>Lloyd'sA&CP | Broomhill Collieries,Ld. | ~~230·1\|34·1~~\|13·2<br>Q138'B13'F23'<br>230·7\|34·3\|<br>FK<br>CellDBaB19'f156'397t FPT88t APT48t | Newcastle<br>British<br>4BHCem | T.3Cy.15½",25½"&44"-36"<br>180lb 100lb (s) 120NHP<br>1SB,3cf,GS60,HS1983<br>Verschure&Co.Amstrdam | 16 " 0<br>s 4 " 11<br>14 " 10 | |
| 36267<br>VBOG | **Abeille** SteelAuxScK<br>(exConfiance) Oil Eng<br>1Dk<br>(See Sailing Ship Register) | 100<br>89<br>72 | | | | | 1905 | ........<br>Delfzijl | ArmementBelge-CôtierSoc.Co-Opér (EntreprisesMar. BelgesSoc.Anon. Mgrs.) | 81·3\|17·9\|7·8 | Ostend<br>Belgian | Oil Engines<br>2Cy.12"-12½"<br>Woodworth,Keighley | | V |
| 36268 | **Arabis** SteelScK<br>1Dk | 96<br>95<br>39 | 100A1<br>For fishing purposes<br>(ClassContemplated) | | | | 1922 | Webster, Bickerton&Co(Goole)Ld<br>Goole | Pickering&HaldanesS.T.Co.Ld. | 86·2\|18·5\|9·2 | Hull<br>British | C.2Cy.12"&24"-16" | | |
| 36269<br>QLJF | **Amisia** SteelSc<br>Elec.light 1Dk | 999<br><br>596 | | | | | 1921 | Atlas WerkeA.G.<br>Bremen | "Seefahrt" Dampfsch.Reed. Akt.Ges. | 224·0\|33·2\|13·6<br>P23'Q54'B57'F31' | Bremen<br>German<br>WB | T.3Cy$18\frac{1}{10}$",29½"&48⅗"-29½"<br>129NHP<br>AtlasWerkeA.G. | | |
| 36270 | **Aconcagua** SteelTwinSc<br>Elec.light | 7000 | 100A1<br>(ClassContemplated) | | | | 1922 | Scott'sS.B.&Eng.Co.Ld.<br>Greenock | CompaniaSud Americano de Vapores | 421·8\|56·2\|30·3<br>P&B293'F95' | Valparaiso<br>Chilian | 4 Steam Turbines<br>Scott'sS.B.&Eng.Co.Ld. | | |
| 36271<br>RBWT | **Adeline Hugo Stinnes 3** SteelSc<br>(exKronprinsGustaf)<br>Elec.light Wireless 1Dk&Trunk dk | 5180<br>4231<br>3261 | | | | | 1901 | Howaldtswerke<br>Kiel | A.G.HugoStinnes f.Seeschiff.u. Ueberseehandel | 406·2\|52·5\|23·1<br>P28'F38' | Hamburg<br>German<br>WB | T.3Cy.26½",42"&69"-43"<br>312NHP<br>Howaldtswerke,Kiel | | V |
| 36272<br>HVOF | **August Schultze** SteelSc<br>Elec.light 2Dks | 2452<br>2144<br>1505 | | | | | 1921 | Nordd. WrftG.m.b.H<br>Geestemünde | Oldenbrg-Portug. Dmpfsch.Rhed. A.G. | 278·4\|40·4\|23·7<br>P31'B79'F36' | Oldenburg<br>German<br>WB | T.3Cy.22⅗",37"&$57\frac{1}{10}$"-35⅗"<br>194NHP<br>BremerVulkan,Vegesack | | G |
| 36273 | **Assos** IronSc<br>(exHe[illegible]h)<br>Well deck 1Dk(Irn)&Web frames | 1081<br>862<br>65[illegible] | ✠<br>7,87 | Sld | Lv | 14·33<br>15·24<br>16 50<br>17·06 | 1884<br>9mo | S.P.Austin &Son<br>Sunderland | MrsO.D.Anghelato | 225·0\|33·5\|16·2<br>Q123'H46tF26'<br>DBa&f | Greek<br>5BH | C.2Cy.28½"&53"-33"<br>134NHP<br>Blair&Co.Ld.Stockton | 17 " 7 | |
| 36274<br>145321 | **Atherhill** SteelSc<br>(exFlora) ssCpn.No.1-20<br>Well deck 1Dk(ptStl ptIrn) | 1516<br>1271<br>888 | ✠100A1<br>2,22 ~~5,21~~<br>BS12,21 ✠LMC MS6,20 | Hul<br>Lth | p | ~~8,20~~<br>2,22 | 1915<br>8mo | A.Vuijk&Zonen,Capelle a/d Ysel<br>A&CP | M.Taylor | 246·8\|~~38·3~~\|16·3<br>P21'Q67'B63'F22'<br>\|38·2\|<br>FK<br>CellDBa77'uE17'f104'429t FPT35t APT20t | Methil<br>British<br>4BHCem | T.3Cy.19",31"&51"-36" (s)<br>180lb 180NHP<br>2SB,6cf,GS90,HS2920<br>G.T.Grey,SouthShields | 18 " 6<br>s1 " 7<br>17 " 2 | |
| 36275 | **Ave Cappelle** SteelSc<br>(exYselveer)<br>Elec.light Wireless 1Dk(Stl) | 1917<br>1659<br>1103 | ✠100A1<br>3,22 ~~11,20~~<br>✠LMC11,20<br>Fitted for oil fuel 11,20 | Rot | r | 1,21<br>F.P. above 150° F. | 1920<br>11mo | NVSchpsb. enMachfab. "deKlop"<br>Sliedrecht<br>A&CP | Soc.Maritime Belge | 267·1\|42·3\|18·3<br>P26'B64'F21'<br>FK<br>CellDB225'476t FPT54t | Antwerp<br>Belgian<br>4BHCem<br>APT63t | T.3Cy.19⅛",31⅞"&51"-36"<br>185lb (s) 238NHP<br>2SB,6cf,GS110,HS3660<br>N.V.Scheepb.en Machfab.de"Klop" | 20 " 6<br>s 3 " 0½<br>17 " 9 | |
| 36276<br>141958 | **A. J. A.** SteelScK<br>(exFlash) ssSou.No.3-10,20<br>1Dk | | ✠100A1<br>For fishing purposes<br>10,20<br>✠LMC10,20 | Sou | | CL<br>10,20 | 1918<br>7mo | ColbyBros. Ld.<br>Lowestoft<br>Lloyd'sA&CP | ~~TheAdmiralty~~<br>T.Baskcomb,Ld. (T.W.BaskcombMgr) | 86·2\|18·5\|9·3<br>BK7½' | Grimsby<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS810<br>Pollit&Wigzell,Ld. SowerbyBridge | | |

| 1 | 2 Nom du Navire. Matériaux, Gréement, etc. 3<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit.<br>Quand.<br>Navire.<br>Mach. | 9 Par qui<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 Creux sur Quille au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6277<br>13541 | **Asparagus** SteelSc<br>(exScintilla)<br>1Dk(Stl) | 96<br>95<br>37 | ✠100A1<br>For fishing purposes<br>11,20<br>✠LMC11,20 | Goo | | CL | 1920<br>1mo | OuseS.B. Co.Ld.<br>Goole<br>Lloyd'sA&CP | C.Blackie | 86·2\|18·5\| 9·2<br>BK7½" | Leith<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB.2pf,GS30,HS814<br>Pollit&Wigzell,Ld. SowerbyBridge | | |
| 6278 | **Athenee** SteelSc<br>(exSierraDeFuentes, ssDnk.No.1-21<br>exWarVisor) 1Dk(Stl)<br>Elec.light Cargo battens not fitted<br>Well deck | 2362<br>1770<br>1352 | ✠100A1<br>2,22<br>✠LMC3,21 | Msl | s | CL<br>3,21 | 1918<br>5mo | S.P.Austin &Son,Ld.<br>Sunderland<br>Lloyd'sA&CP | ~~Soc.lesAffréteurs Réunis(Jean Stern)~~<br>Cie de NavFrançaiset Soc.Navale du Nord<br>CellD | 285·0\|42·0\|19·1<br>P25'Q78'B66'F32'<br>FK<br>B228'568tFPT108t | Marseilles<br>French<br>7BHptCem<br>APT234t | T.3Cy.25",41"&68"-45" (s)<br>180lb 410NHP<br>2SB,8cf,GS150.HS5870 FD<br>Richardsons,Westgarth& Co.Ld.Sld. | 21 ″ 2<br>s 2 ″ 3<br>19 ″ 3 | |
| 6279<br>144700 | **Aigrette** SteelScK<br>ssPly.No.3-7,20<br>(exJosephCoates) 1Dk | 205<br>201<br>81 | ✠100A1<br>StmTrawler<br>1,22<br>✠LMC7,20 | Gms | | CL<br>7,20 | 1918<br>5mo | Murdoch & MurrayLd.<br>Pt.Glasgow<br>Lloyd'sA&CP | ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (JDMarsden,Mgr) | 115·3\|22·5\|12·1<br>BK7½" | London<br>British<br>3BHCem<br>DBf19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 59RHP<br>1SB,3pf,GS39,HS1347<br>Ross&Duncan,Glasgow | 13 ″ 0 | |
| 36280<br>143459 | **Annabelle** SteelScK<br>ssGms.No.1-21<br>(exGeorgeBorthwick) 1Dk | 216<br>199<br>93 | ✠100A1<br>StmTrawler<br>11,21<br>✠LMC11,21 | Gms | | CL<br>11,21 | 1917<br>8mo | Hall,Russell&Co.Ld.<br>Aberdeen<br>Lloyd'sA&CP | ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (JDMarsden,Mgr) | 115·4\|22·1\|12·1<br>BK7½" | Grimsby<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 57RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 36281 | **Altuna Mendi** SteelSc<br>1Dk(Stl)&Shelter dk(Stl)<br>Elec.light 2nd dk(Stl)in fore&afterholds<br>Cargo battens not fitted in Shltr 'tween dk | 6193<br>5838<br>3900 | ✠100A1<br>Shelter dk with freeboard<br>3,22<br>✠LMC3,22<br>~~(ClassContemplated)~~ | Shl | z | CL<br>4,22 | 1922<br>3mo | JReadhead &Sons.Ld.<br>SouthShields<br>Lloyd'sA&CP | Cia.NavieraSota y Aznar(Sota y Aznar,Mgrs.)<br>CellDB350'1187tAPT154t | 400·5\|53·4\|33·9<br>P38'F40' on Shelter dk<br>FK | Bilbao<br>Spanish<br>Cem<br>2BH to Sh dk<br>4 „ „ U „ | T.3Cy.27",44"&73"-48" (r)<br>180lb 448NHP<br>3SB,9cf,GS190,HS7566<br>J.Readhead&Sons,Ld. | 36 ″ 6<br>s8″10½<br>28 ″ 0 | |
| 36282 | **Anfora** SteelSc<br>Elec.light | 5700<br>5000<br>3500 | 100A1<br>Shelter dk with freeboard<br>(ClassContemplated) | | | | 1922 | Cant.San RoccoS.A.<br>Trieste | Navigazione LiberaTriestina Soc.inAz. | 390·0\|53·7\|32·0<br>B125' | Trieste<br>Italian | T.3Cy.27",42"&63"-48"<br>StabilimentoTecnico,Tri. | | |
| 36283<br>144282<br>KLGS | **Amber** SteelScK<br>(exIsaacArthan)<br>1Dk(Stl) | 277<br>249<br>110 | ✠100A1<br>StmTrawler<br>11,21<br>LMC8,20 | Bgs | | 8,20 | 1919<br>11mo | Cook,Welton&Gemmell Ld.Beverley<br>Lloyd'sA&CP | KingstonSteam TrawlingCo.Ld. | 125·5\|23·5\|12·7<br>Q72'F21'<br>BK7½" | Hull<br>British<br>3BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 86NHP<br>1SB,3pf,GS49,HS1590<br>Fraser&ChalmersLd Erith | 13 ″ 6 | |
| 36284<br>43467 | **Arlette** SteelSc<br>(exGeorgeFrench) 1Dk | 205<br>201<br>83 | ✠100A1<br>StmTrawler<br>11,21<br>✠LMC6,18 | Gms | | CL<br>11,21 | 1918<br>6mo | Murdoch & Murray,Ld.<br>PortGlasgow<br>Lloyd'sA&CP | ConsolidatedStm. Fishing&IceCo. (Gms.) (J.D. Marsden,Mgr.) | 115·3\|22·1\|12·1<br>BK7½"<br>DBf2 | Grimsby<br>British<br>3BHCem<br>5'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 57RHP<br>1SB,3pf,GS39,HS1347<br>Ross&Duncan,Gls. | 13 ″ 0 | |
| 36285 | **Altair** SteelSc<br>Elec.light 1Dk&Shelter dk | 3675<br>3285<br>2215 | | | | | 1922 | Nordseewerke<br>Emden | Dampfsch.Ges. "Argo" | 369·7\|50·8\|21·8 | Bremen<br>German<br>WB | T.3Cy.24",38⅗"&63"-43 3/10"<br>F.Wilhelms-Hütte.Mülheim,a/dRuhr 262NHP | | |
| 36286 | **Area** SteelScK<br>1Dk | 90 | 100A1<br>For fishing purposes<br>(ClassContemplated) | | | | 1922 | Cochrane& Sons,Ld.<br>Selby | NielsenFishingCo. Ld. | 85·0\|19·7\| 9.7 | Hull<br>British | C.2Cy.12"&24"-16" | | |
| 36287<br>144651 | **Agate** SteelScK<br>(exDanielDick) (Trawler)<br>1Dk | 276<br>246<br>107 | 100A1<br>Stm Trawler<br>11,21<br>LMC9,20 | Bgs | | CL | 1920<br>11mo | J.P.Rennoldson&Sns, Ld.S.Shields<br>Lloyd'sA&CP | KingstonSteam TrawlingCo.Ld. | 125·4\|23·4\|12·6<br>Q72'F21'<br>BK7½" | London<br>British<br>2BHCem<br>APT2t | T.3Cy.12½",21"&35"-26" (s)<br>180lb 69RHP<br>1SB GS50HS1619<br>J.P.Rennoldson&Sons,Ld. | 13 ″ 6 | C |
| 36288<br>145373<br>KLTR | **Ascupart** SteelSc<br>(exNo.393)<br>1Dk(Stl) | 171<br>167<br>2 | ✠100A1<br>For towing purposes<br>2,22<br>✠LMC6,21 | Gls | | CL | 1921<br>6mo | Bow,McLachlan&Co. Ld. Paisley<br>Lloyd'sA&CP | Sou.I.of Wight& S.ofEng.Royal MailStmPktCo.Ld.<br>CellDBuBunkers11'13t FPT14t | 101·1\|23·1\| 9·8<br>BK7" | S'thamptn<br>British<br>3BHCem<br>APT23t | T.3Cy.13¼"21¼"&34"-21"(s)<br>200lb 75RHP ~~95NHP~~<br>1SB,3cf,GS58,HS1903<br>Bow,McLachln&CoLdPsy | 12 ″ 0 | |
| 36289<br>933 | **Augustella** SteelAuxTwinSc<br>(exSailingVessel, 4MstBk<br>exJordanhill) ssHam.No.3-9,04<br>Elec.light ssLiv.No.2-14 2Dks<br>(See Sailing Ship Register) | 2373<br>—<br>1983 | ✠<br>10,20<br>✠NDB11,03<br>✠ | Liv | w | | 1892<br>3mo | Russell& Co.<br>Pt.Glasgow | SocItaliana diNav "Stella d'Italia" | 278·4\|42·0\|24·2<br>P36'F31'<br>BK10" | Genoa<br>Italian | Oil Engines 2S.C.<br>8Cy.15 7/20"-21 13/20"<br>NEfitted21<br>AnsaldoSanGiorgio,Turin | 26 ″ 1 | I |
| 36290 | **Aval** SteelSc<br>(exBahrenfeld, ssHam.No 3-11,08<br>exLuxor) ssHam.No.1-12<br>Elec.light 2Dks(Stl-Uws)&Webframes | 3648<br>2997<br>2357 | ✠<br>10,16<br>✠ | Ham | w | | 1895<br>2mo | Wigham Richrdsn&Co<br>Newcastle | Paulsen&Ivers | 340·3\|44·3\|25·2<br>P197'F47'<br>FK<br>CellDBa84'uE&B | Kiel<br>German<br>6BHCem<br>68'f126'644t | Q4Cy20½",29½"43½&63"-42"<br>284NHP<br>3SB,9rf,GS131,HS4218<br>WighamRichrdsn&CoNwc | 27″11 | G |
| 36291 | **Alnmoor** SteelSc<br>Elec.light Wireless | 6273 | 100A1<br>(ClassContemplated) | | | | 1922 | W.Doxford &SonsLd.<br>Sunderland | MoorLineLd.(W. Runciman&Co. Ld.Mgrs.) | 420·0\|54·0\|34·3 | London<br>British | T.3Cy.27",44½"&75"-54"<br>FairfieldCo.Ld.Glasgow | | |
| 36292 | **Arnus** SteelTwinSc<br>Elec.light Longitudinalframing<br>Mchy.Aft | 4200<br>3873<br>2560 | 100A1<br>(ClassContemplated)<br>Carrying petroleum in bulk | | | | 1922 | Swan.Hunter&Wigham Richardson, Ld.Newcastle | Philippine TobaccoCo. | 365·0\|49·0\|28·7<br>P87'B28'F37' | | Oil Engines 2S.C.SA<br>12Cy.17"-35"<br>Swan,Hunter&Wigham-Richardson,Ld Nwc. | | |
| 36293 | **Ayala Mendi** SteelSc<br>(exBra-Kar)<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Cargo battens not fitted in 'tween dks<br>Wireless | 4047<br>3852<br>2446 | ✠100A1<br>Shelter dk withfreeboard<br>6,21<br>✠LMC8,20 | Lon | v | CL<br>~~6,21~~<br>4,22 | 1920<br>8mo | Dunlop, Bremner& Co.Ld.<br>Pt.Glasgow<br>Lloyd'sA&CP | Cía.Nav.Sota y Aznar (Sota y Aznar,Mgrs.)<br>CellDB289'746t | 334·2\|47·1\|30·9<br>FK<br>Collision<br>FPT51tAPT53t | Bilbao<br>Spanish<br>Cem<br>BH to S dk<br>4 „ „ U „ | T.3Cy.25",41"&68"-45" (s)<br>180lb 362NHP<br>3SB.9cf,GS165,HS5925<br>Dunlop,Bremner&Co.Ld. P.Gl. | 33 ″ 2<br>s 8 ″ 4<br>25 ″ 1 | |
| 36294<br>14[illegible]447<br>KLWR | **Anglos** SteelSc<br>(exBeijerland) ssRot.No.3-12,15<br>Cargo battens not fitted ssRot No.1-20<br>Well deck 1Dk(Stl)&Webframes | ~~1188~~<br>~~926~~<br>~~732~~<br>1156<br>913<br>722 | ✠100A1<br>2,22<br>BS3,22<br>✠LMC3,20 | Rot | n | CL<br>3,22 | 1903<br>12mo | W.Dobson &Co.<br>Newcastle<br>Lloyd'sA&CP | Latus.Linsley& Co.Ld.<br>CellDBa69'uE&B | 230·6\|34·0\|15·0<br>Q87'B59'F24'<br>FK<br>38'f38'298tFPT44 | Hull<br>British<br>4BHCem<br>tAPT19t | T.3Cy.18",29½"&48"-33" (s)<br>170lb 116NHP<br>2SB 4pf,GS66,HS2352<br>N.E.MarineEngCoLd.Nwc | 17 ″ 3<br>s 1 ″ 7<br>15 ″11 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Master. Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36295 | **Arminco** SteelSc<br>(exF.A.Tamplin) ssShl.No.2-21<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Wireless | 4004<br>3579<br>2525 | ✠100A1<br>9,22 10,21<br>BS3,22<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 12,12 F.P. above 150° F. | Shl<br>Ant<br>✠LMC,21 | w | CL<br>~~5,21~~<br>3,22 | 1912<br>12mo | Palmers' Co.Ld.<br>Newcastle<br>Lloyd's A&CP | Soc.Anon.d'Armement d'Industrie et deCommerce<br>CellDBuE&B57'<br>115t DT f29' 106t | 350·0<br>P86'B26'F29'<br>FPT111t APT62t | 47·5 | 26·5 | Antwerp<br>Belgian<br>FK 13BHCem<br>(10 to U dk<br>3 " 2nd ") | T.3Cy.25",41"&66"-45" (s)<br>180lb 100lb 346NHP<br>2SB,8cf,GS143,HS5756<br>Palmers'Co.Ld.Nwc. | 28 " 0<br>s 5 " 4<br>23 " 0 | |
| 36296 | **Alfold** SteelSc<br>(exMountSummit, ssRot.No.3-6,13<br>exKerkenna, ssN.Os.No.1-17<br>exBorneo) Spar dk | 3621<br>3033<br>2337 | ✠100A1<br>Spar dk<br>withfreeboard<br>9,20<br>BS11,20 | Ham<br>✠LMC9,17 | v | 10,20 | 1900<br>8mo | W.Hamilton&Co.<br>PortGlasgow<br>A&CP | OceanaSeaNav.Co.Ld.<br>CellDBa&uE114'f144' 727t | 330·8<br>P31'B118'F39' | ,5·7 | 16·2<br>23·9 | Budapest<br>Hungarian<br>FK 6BHCem<br>APT77t | T.3Cy.24",40"&65"-42" (r)<br>180lb 301NHP<br>2SB,6cf,GS141,HS4691<br>D.Rowan&Co.Glasgow | 26 " 6<br>s 4 " 6<br>22 " 4 | |
| 36297<br>QLMF | **Ansgir** SteelSc<br>Elec.light 2Dks | 4620<br>—<br>2572 | | | | | 1921 | Frd.Krupp Akt.Ges.<br>Kiel | Roland-Linie A.G. | 392·0 | 54·0 | 23·0 | Bremen<br>German<br>WB | T.3Cy.28½",47"&75¾"-51"<br>410NHP<br>Frd.KruppA.G.Kiel | | |
| 36298 | **Albert Le Borgne** SteelTwinSc<br>(exKribi)<br>Elec.light 2Dks | 3860<br>3545<br>2362 | | | | | 1914 | Akt.Ges. "Weser"<br>Bremen | Ch.LeBorgne | 354·0<br>P&B270'F41' | 50·4 | 23·8 | Marseilles<br>French<br>WB | T6Cy17$\frac{3}{16}$",27$\frac{3}{5}$"&41$\frac{3}{16}$"-31½"<br>446NHP<br>GebrSachsenberg Rosslau | | V |
| 36299 | **Antzouletta** SteelSc<br>(exOtterstad,exKristiania)<br>1Dk | 2693<br>2495<br>1672 | | | ••• | | 1907 | J.Blumer &Co.<br>Sunderland | ~~A.Yannoulato~~<br>Nav.a Vap. "Ionienne,"(G. YannoulatoFrères,Mgrs) | 314·0<br>P30'B148'F28'<br>FK | 46·5 | 20·6 | Piræus<br>Greek<br>WB | T.3Cy.23",38"&62"-42"<br>270NHP<br>N.E.MarineEng.Co.Ld.Sld | 23 " 0 | N |
| 36300<br>144926<br>KGWN | **Antissa** SteelTwinSc<br>(exLomonosoff) ssNwc.2ndNo.3-10,20<br>Elec.light 1Dk&Spardk&deepframing | 1024<br>870<br>537 | ✠100A1<br>Spar dk with freeboard<br>3,22 ~~10,20~~<br>✠NB4,12 | Nwc<br>BS3,22<br>✠LMC10,20 | n<br>s | P10,20<br>N10,20 | 1891<br>3mo | W.Dobson &Co.<br>Newcastle<br>A&CP | Egypt&Levant S.S.Co.Ld.<br>(T.Bowen,Rees&Co.Ld.Mgrs.)<br>CellDB139'143t | 226·5<br>B52'F66'<br>FK | 30·0 | 14·9<br>20·8 | London<br>British<br>5BHCem<br>APT19t | T.6Cy.12½",20"&33"-24" (s)<br>160lb 100lb NDB12 121NHP<br>2SB,4cf,GS68,HS2053<br>Hwthrn,Leslie&C.Ld.Nwc | 21 " 6<br>s 5 " 3<br>16 " 10 | |
| 36301 | **Alwaki** SteelSc<br>Elec.light Wireless | 4540<br>4128<br>2756 | 100A1<br>Shelter dk with freeboard<br>(ClassContemplated) | | | | 1922 | Werf. Maasdijk<br>Schiedam | VanNievelt, Goudriaan&Co's. Stoomv.Maats. | 375·0 | 52·1 | 35·7 | Rotterdam<br>Dutch | T.3Cy.26⅝",43$\frac{5}{16}$"&70"-47½"<br>Werf.Maasdijk,Schiedam | | |
| 36302 | **Aramis** SteelTwinSc<br>Fitted for oil fuel<br>Elec.light Wireless 4Dks | 3800<br>—<br>8100 | | | | | 1922 | Ch.&Atel. de laGironde<br>Bordeaux | Cie desMessageries Maritimes | 541·3 | 65·0 | 44·7 | Marseilles<br>French<br>WB | 2 Steam Turbines geared to 1 Sc. Shaft<br>Ch.&Atel.de laGironde | | |
| 36303<br>92519 | **Alison** IronScK<br>(exEfterpe, ssHul.No.3-6,94<br>exAustralia) 1Dk | 272<br>217<br>110 | ✠<br>11,95<br>✠ | Hul | | | 1882<br>3mo | Earle'sCo. Ld.<br>Hull | R.Burbage-Clark | 135·0<br>~~Q17~~ F23' ~~Q56~~ Q54'<br>ptN.9 B 7" | 22·6 | 11·0 | Newcastle<br>British<br>4BHCem<br>WB | C.2Cy.21"&40"-27"<br>NB08 60RHP<br>1SB,~~2pf,GS37,HS1205~~<br>3pf,GS43,HS1290<br>Earle'sCo.Ld.Hull | 11 " 8 | |
| 36304 | **Anthippi N. Michalos** SteelSc<br>(exCromerton, ssNpt.No.3-10,19<br>exNovorossia) 1Dk(ptIrn&ptStl)2trB deep framing&Webframes3Dkrule<br>Wireless | 3116<br>2912<br>1923 | ✠100A1<br>4,22 ~~10,21~~<br>MBS7,21 | Bry<br>Pir<br>✠LMC10,19<br>DBS~~2,21~~5,22 | u | CL<br>10,21 | 1905<br>2mo | Bartram&Sons<br>Sunderland<br>Lloyd's A&CP | L.N.Michalos<br>(MichalinosMaritime&Commercial Co.Ld.Mgrs.)<br>CellDBa108'uE20'f136' 777t FPT77t APT140t | 325·0<br>P29'B94'F35'<br>FK | 48·0 | 21·9 | Piræus<br>Greek<br>5BHCem | T.3Cy.24",39"&64"-42" (s)<br>180lb ~~80lb~~70lb 285NHP<br>2SB,8pf,GS125,HS4360<br>J.Dickinson&Sons, Ld.Sld | 24 " 0<br>s3 " 11<br>20 " 6 | |
| 36305<br>145559 | **Admiral Startin** SteelSc<br>(exWhitecloud)<br>1Dk(Stl) | 96<br>95<br>41 | ✠100A1<br>For Fishing purposes<br>1,21 | Dun<br>✠LMC8,20 | | CL | 1919<br>12mo | LeaS B.&RepairingCo<br>London<br>Lloyd's A&CP | L.A.McCombie, D.S.C. | 86·2<br>BK7½" | 18·5 | 9·3 | London<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS932<br>D.&R B.Scott,Tayport | 10 " 0 | |
| 36306 | **Ardantza Mendi** SteelSc<br>(exMaraglio)<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 4889<br>4648<br>3582 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,22 | Rot<br>✠LMC2,22 | w | | 1922<br>2mo | NVScheeps deKlop<br>Sliedrecht<br>Lloyd's A&CP | Cia.Nav.Sota y Aznar (Sota y Aznar,Mgrs.)<br>CellDB305'953t FPT77t APT110t | 359·4<br>FK Collision | 50·3 | 30·0 | Bilbao<br>Spanish<br>Cem<br>BH to S dk<br>5 " " U " | T3Cy.23⅝",38$\frac{9}{16}$"&62$\frac{3}{16}$"-41⅜"<br>180lb (s) 332NHP<br>3SB,9cf,GS189,HS5958<br>BurgerhoutsMachFabRot | 32 " 6<br>s 8 " 11<br>24 " 0 | |
| 36307 | **Arendskerk** SteelSc<br>(exSt.Alban'sAbbey, ssRot.No.2-22<br>exTotmes) 2Dks(Stl)&Shelter dk(Stl)<br>Elec.light 3rd dk(Stl)in No.1 hold<br>Wireless | 7390<br>6747<br>4506 | 100A1<br>Shelter dk<br>withfreeboard<br>3,22 | Rot<br>LMC3,22 | d† | CL<br>3,22 | 1914 | Akt.Ges. "Neptun"<br>Rostock<br>Lloyd's AP | VereenigdeNederl. Sheepv.Maats.<br>CellDB424'1698t FPT90t APT22t | 473·9<br>F50'onShelter dk<br>FK Collision | 61·2 | 28·7 | TheHague<br>Dutch<br>Cem<br>BH to S dk<br>8 " " U " | T.3Cy.30¾",48⅞"&81"-55"<br>205lb 748NHP<br>4SB,12cf,GS240,HS11128 FD<br>A.G."Neptun,"Rostock | 31 " 5<br>s 5 " 0<br>26 " 7 | |
| 36308 | ~~**Amatsu Begoñakoa**~~ SteelSc<br>AmatxuBegoñakoa<br>(exMariaElena) 1Dk(St)<br>Well deck Wireless | 551<br>446<br>207 | ✠100A–<br>2,22<br>✠NE1,81<br>✠NB3,97 | Cdz<br>✠LMC6,19<br>BS2,22<br>fitted6,19 | | CL<br>2,22 | 1919<br>4mo | Soc.Anon. Astilleros Ardanaz<br>Bilbao | M.de laTorre<br>CellDB118'164t FPT38t APT13t | 159·9<br>Q86'B9'F24'<br>FK | 26·1 | 11·0 | Bilbao<br>Spanish<br>4BHCem | C.2Cy.19"&38"-24"<br>75lb 57NHP<br>1SB,GS46,HS867<br>D.&W.Henderson,Gls. | 13 " 0<br>s 4 " 2<br>12 " 7 | |
| 36309 | **Ariaga-Mendi** SteelSc<br>(exDelfshaven)<br>Elec.light 1Dk(Stl)&Shelter dk(Stl) | 5514<br>5282<br>3476 | ✠100A1<br>Shelter dk<br>withfreeboard<br>4,22<br>Fitted for oil fuel 10,21 F.P. above 150° F. | Nwc<br>✠LMC10,21 | y | CL | 1921<br>10mo | W.Dobson &Co.<br>Newcastle<br>Lloyd's A&CP | Cia.Nav.Sota y Aznar(Sota y Aznar,Mgrs.)<br>CellDB356'1166t FPT104t APT175t | 400·0<br>FK Collision | 53·0 | 30·8 | Bilbao<br>Spanish<br>ptCem<br>BHtoSh dk<br>5 " " U " | T.3Cy.27",45"&74"-48" (s)<br>180lb 511NHP<br>3SB,9cf,GS153,HS7395 FD<br>N.E.MarineEngCoLd Nwc | 33 " 4<br>s 8 " 1½<br>25 " 7 | |
| 36310 | **Agire-Mendi** SteelSc<br>(exSchiehaven) 1Dk(Stl)&Shelter dk(Stl)<br>Elec.light | 5514<br>5282<br>3476 | ✠100A1<br>Shelter dk<br>withfreeboard<br>4,22<br>Fitted for oil fuel 12,21 F.P. above 150° F. | Nwc<br>✠LMC12,21 | y | CL | 1922<br>1mo | W.Dobson &Co.<br>Newcastle<br>Lloyd's A&CP | Cia.Nav.Sota y Aznar(Sota y Aznar,Mgrs.)<br>CellDB356'1164t FPT104t APT175t | 400·0<br>FK Collision | 53·0 | 30·8 | Bilbao<br>Spanish<br>ptCem<br>BHtoSh dk<br>5 " " U " | T.3Cy.27",45"&74"-48" (s)<br>180lb 511NHP<br>3SB,9cf,GS153,HS7395 FD<br>N.E.Mar.E.CoLdWallsend | 33 " 4<br>s 8 " 1½<br>25 " 7 | |
| 36311 | **Arantzazu-Mendi** SteelSc<br>(exLordGuilford)<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Cargo battens not fitted in 'tween dks<br>Wireless | 6635<br>6395<br>4106 | ✠100A1<br>Shelter dk<br>withfreeboard<br>1,20 | Sld<br>✠LMC1,20 | d† | CL<br>3,22 | 1920<br>1mo | JLThompson&Sons,Ld.<br>Sunderland<br>Lloyd's A&CP | Cia.Nav.Sota y Aznar(Sota y Aznar,Mgrs.)<br>CellDB366'1364t FPT154t APT228t | 412·5<br>F36'onShelter dk<br>FK | 55·5 | 34·4 | Bilbao<br>Spanish<br>Cem<br>6BHtoSh dk<br>1 " " U " | T.3Cy.27",44"&73"-48" (s)<br>180lb 593NHP<br>3SB,12cf,GS225,HS9464 FD<br>G.Clark,Ld.Sunderland | 37 " 0<br>s 8 " 11½<br>28 " 6 | |
| 36312 | **Astoi-Mendi** SteelSc<br>(exHighmead,<br>exCromarty,exWarJasmine) 1Dk(Stl)<br>Elec.light Wireless | 5263<br>4817<br>3211 | ✠100A1<br>4,22 ~~2,22~~ | Ant<br>Gib<br>✠LMC1,19 | y | CL<br>2,22<br>4,22 | 1919<br>1mo | Harland&Wolff,Ld.<br>Glasgow<br>Lloyd's A&CP | Cia.Nav.Sota y Aznar(Sota y Aznar,Mgrs.)<br>CellDB342'1062t FPT127t APT218t | 400·9<br>P49'B113'F39'<br>FK | 52·3 | 28·5 | Bilbao<br>Spanish<br>7BHptCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS766 FD<br>Harland&Wolff,Ld.Gls. | 31 " 0<br>s 6 " 2<br>25 " 3 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | 15<br>Registres où coté, si ce n'est dans le L.R.<br>Durée.Cert.RoffTrade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36313 | **Aagtekerk** SteelSc<br>(*ex*Malvolio,*ex*Isis) *ss*Bkn.No.3-7,21<br>*Elec.light* 3*Dks*(*Stl*)4*th dk*(*Stl*)<br>Wireless *in No.*1 *hold* | *8918*<br>*5955*<br>*5599* | 100A1<br>*withfreeboard*<br>4,22 ~~7,21~~ | Bkn<br>Rot<br>BS4,22<br>LMC7,21 | *e*† | CL<br>~~6,20~~<br>4,22 | 1915 | J.C.TecklenborgA.G.<br>Geestemünde<br>*'Tween* | VereenigdeNederlandscheStoomv.Maats.<br>*dk BH in forward*<br>*CellDBa*165' | 478·0<br>P41'B136'F53'<br>FK<br>*hold dispensed with*<br>*uE*29'*f*221'1613*t* | 62·6 | 34·8 | TheHague<br>Dutch<br>*Cem*<br>7*BH to U dk*<br>1 „ „ 2*nd* „ | T.3Cy.29$\frac{15}{16}$",48$\frac{13}{16}$"&80$\frac{11}{16}$"–55$\frac{1}{8}$" 206lb (*s*) 751NHP<br>4SB.*12cf*,GS237,HS11200 FD<br>J.C.TecklenborgA.G.Gst.<br>*only* | 37 ″ 6<br>s9 ″ 3½<br>28 ″ 8 | |
| 36314 | **Adrien de Montgolfier** SteelSc<br>(*ex*Monestoy, *ss*Ant.No.3-3,12<br>*ex*Grangetown, *ss*Rot.No.2-21<br>*ex*VanDyck) 1*Dk*(*Stl*)&*deepframing*<br>*Well deck* Wireless | 1274<br>992<br>768 | ✠100A1<br>5,22 ~~4,21~~ | Rot<br>Dnk<br>✠LMC4,21<br>BS5,22 | *o* | CL<br>4,21 | 1904<br>6mo<br>*Lloyd's A&CP* | Soc.Anon.<br>Chant.Naval<br>Anversois<br>Hoboken | Cie.desForges et Acieries de laMarine et d'Homécourt | 229·6<br>Q67'B6*f*5'F26'<br>FK<br>*CellDBa* | 34·9 | 14·6 | Bayonne<br>French<br>4*BHCem*<br>52'*uE*&*B*35' | T.3Cy.17",28"&46"–30" (*s*)<br>160lb *100lb* 132NHP<br>1SB,*3cf*,GS59,HS2155<br>N.E.MarineEng.Co.Ld.Sld<br>*f*111'363*tFPT*50*tAPT*12*t* | 17 ″ 2<br>s1 ″ 5<br>16 ″ 1 | |
| 36315 | **Angus** SteelSc<br>(*ex*Gloria)<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 284<br>213<br>118 | ✠100A-<br>1,19 | Gijon<br>LMC1,19 | | CL | 1918<br>11mo | Astilleros<br>Riera<br>Gijon | Hudson&Bruce<br>(P.F.Bruce,*Mgr.*) | 120·0<br>Q46'B9'F21'<br>FK | 22·0 | 8·8 | Dundee<br>British<br>3*BHCem*<br>*FPT*19*t* | C.2Cy.14$\frac{3}{4}$"&25$\frac{5}{8}$"–15$\frac{9}{16}$" (*s*)<br>130lb 36NHP<br>1SB,*2pf*,GS27,HS750<br>Astilleros Riera,Barcelona | 9 ″ 9 | |
| 36316 | **Ascensione** SteelSc<br>(*ex*Polalp,*ex*Brietzig, *ss*Ham.No.3-5,04<br>*ex*AxelJohnson) *ss*Ham.No.2-13<br>1*Dk*(*Stl*)&*Webframes* | 1517<br>1188<br>926 | ✠ Sws. 8,21<br>(*See footnote**) | Ros<br>✠ | *p* | | 1891<br>10mo | O.A.<br>Brodin<br>Gefle | F.Marchise | 251·1<br>Q106'B54'H51*t*<br>F30'<br>FK<br>*CellDB*194'418*t FPT* | 36·1 | 16·5 | Catania<br>Italian<br>4*BHCem*<br>62*tAPT*34*t* | T.3Cy.18",29"&46$\frac{1}{2}$"–30"<br>125NHP<br>2SB,*4rf*,GS65,HS1960<br>BergsundsM.V.Aktb.Skm. | 18 ″ 9<br>s1 ″ 6½<br>17 ″ 6 | |
| 36317 | **Antofogasta** WoodTwinSc<br>(*ex*Agylla)<br>*Specially treated* 2*Dks*<br>*Elec.light* Wireless | 3160<br>2588<br>1917 | ✠ 12A1<br>*Barge*<br>6,20 | Sea<br>LMC6,20 | *t* | CL | 1919<br>6mo | Gray'sHarborMotorshipCorp.<br>Abrdeen Wsh<br>CP | Gonzalez,Soffia&Co. | 272·9<br>P24'B69'F36' | 49·0 | 25·7 | Valparaiso<br>Chilian | T.6Cy.15$\frac{1}{2}$",26"&44"–26" (*s*)<br>190lb HS5566 244NHP<br>2 Water Tube Boilers<br>GeneralOrdnanceCo.<br>Denver,Col. | 28 ″ 6<br>s4 ″ 7 | |
| 36318 | **Asama Maru** SteelSc<br>(*ex*Inveric) *ss*Shl.No.3-1,14<br>*Elec.light* *ss*Liv No.1-19<br>Wireless 2*Dks*(*Stl*)&*deep framing* | *4789*<br>*4387*<br>*3113* | ✠100A1<br>12,21<br>MBS1,21 | Shl<br>✠LMC2,19 | *x* | CL<br>12,21 | 1901<br>12mo | W.Hamilton&Co.<br>PortGlasgow<br>A&CP | T.Yamamoto<br>*Cell DBa*117' *uE*27' | 369·5<br>P33'B114'F38'<br>FK<br>*f* 154' 914*t DTa*27' | 52·1 | 27·2 | Dairen<br>Japanese<br>6*BHCem*<br>730*tAPT*29*t* | T.3Cy.27$\frac{1}{2}$",43$\frac{1}{2}$"&72$\frac{1}{2}$"–48"<br>180lb *90lb*NDB16(*s*)405NHP<br>2SB,*6cf*,GS123,HS5122 FD<br>D.Rowan&Co.Glasgow | 29 ″ 11<br>s5 ″ 10½<br>24 ″ 5 | |
| 36319<br>WNCL | **Almora** SteelSc<br>(*ex*Caballero, *ss*Els.No.3-7,16<br>*ex*Toften,*ex*O.H.Weins) *ss*Ant.No.1-20<br>Wireless 1*Dk*(*Stl*)&*deep framing* | 2409<br>2187<br>1451 | ✠100A1<br>5,22<br>BS5,22 | Xia<br>✠LMC11,20 | *t* | 5,22 | 1905<br>11mo<br>*Lloyd's A&CP* | Murdoch&Murray<br>Pt.Glasgow | A.H.Thorbjörnsen<br>*CellDBa*96' | 299·3<br>P27'B74'F26'<br>FK<br>*uF*&*B*38'*f*124' 640*t* | 44·5 | 19·9 | Tönsberg<br>Norwegian<br>5*BHCem*<br>*APT*100*t* | T.3Cy.22",36$\frac{1}{4}$"&59"–39" (*s*)<br>180lb *100lb* 238NHP<br>2SB,*6cf*,GS97,HS3716<br>D.Rowan&Co.Glasgow | 22 ″ 4<br>s3 ″ 4½<br>19 ″ 3 | |
| 36320 | **Adda** SteelTwinSc<br>*OilEng.* | 7800<br>6015 | 100A1<br>*Awng dk with freeboard*<br>(*ClassContemplated*) | | | | 1922 | Harland&Wolff,Ld.<br>Greenock | AfricanS.S.Co.<br>(Elder,Dempster&Co.Ld.*Mgrs.*) | 435·3<br>P34'B235'F50' *on Awng dk* | 57·3 | 31·3 | London<br>British | Oil Engines 4S.C.SA<br>16Cy.29$\frac{3}{16}$"–45$\frac{5}{16}$"<br>Harland&Wolff,Ld.Gls. | | |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in Ll.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36401<br>143280<br>KBNP | Berkut SteelSc<br>(*ex*Wartburg) *ss*Shl.No.3-4,21<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl-pt* ws) *&Web frames*<br>Wireless | 4415<br>4087<br>2803 | ✠100A1<br>*Spar dk*<br>4,21<br>✠LMC4,21 | Shl | *x* | CL<br>~~4,21~~<br>5,22 | 1905<br>11mo<br>*Lloyd'* | Bremer Vulkan<br>Vegesack<br>*sA&CP* | OrnisS.S.Co.Ld.<br>(GloverBros.<br>*Mgrs.*)<br>*CellDBa*118'*u* | 388·4<br>*E*24'*f*178'940*t* *FPT* | 51·9 | 16·8<br>24·9<br>FK&BK2" | London<br>British<br>6*BHCem*<br>60*t* *APT*21*t* | Q4Cy.~~22⅝~~ 23",32⅞",48 1/32"&70 1/16"<br>-49 7/32"<br>213lb *121lb* (*s*) 445NHP<br>2SB,6*cf*,GS129,HS5856 FD<br>BremerVulkan,Vegesack | 27 " 6<br>s5 " 4½<br>22 " 7 | |
| 36402<br>142734<br>JVTR | Barunga SteelSc<br>(*ex*CapePremier,*ex*War Faith) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | 4342<br>3929<br>2598 | ✠100A1<br>3,22 ~~3,21~~<br>✠LMC10,18 | Syd | *x* | 3,21 | 1918<br>10mo<br>*Lloyd* | Canadian Vickers,Ld.<br>Montreal<br>*sA&CP* | ~~AdelaideS.S.Co. Ld.~~ TheAdelaide SteamshipCo Ld<br>*CellDB* | 380·0<br>P43 B102'F41'<br>316'1367*t* *FPT*102*t* | 49·2 | 26·7<br>FK | SydnyNSW<br>British<br>6*BHCem*<br>*APT*136*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 474NHP<br>3SB,9*cf*,GS174,HS6660 FD<br>CanadianVickers,Ld.Mtl. | 30 " 1<br>s6 " 1½<br>24 " 5 | |
| 36403<br>[illegible]<br>JTNH | Belos SteelSc<br>*Should be* "Eros," *See No.* 37177 *in Supplement*<br>*ss*Cff.No.3-2,21<br>(*ex*Vessman,*ex*Enon, *ex*Biarritz,*ex*Royal Exchange) *ss*Kel No.2-21<br>1*Dk*(*pt Irn&pt Stl*) *&deep framing* | 2121<br>1938<br>1271 | ✠100A1<br>4,21<br>✠LMC4,21 | Kel | *s* | 3,21 | 1898<br>8mo | R.Craggs &Sons<br>Middlesbro'<br>A&CP | RederietBelos<br>(O.Hillesström,<br>*Mgr.*)<br>*CellDBa*88' | 292·0<br>P27'B56'F33'<br>*uE&B*36'*f*114'607*t* | 43·2 | 18·9<br>FK | Hlsngborg<br>Swedish<br>5*BHCem*<br>*APT*48*t* | T3Cy21½",36"&58½"-39"(*a*)<br>160lb *100lb* NDB14 233NHP<br>2SB,6*pf*,GS112,HS3786<br>Furness,Westgarth&Co. Ld.Mdb | 21 " 4<br>s3 " 7<br>18 " 1 | |
| 36404<br>144667 | Benjamin Cooke SteelScK<br>*ss*Mil.No.3-4,21<br>*Elec.light* 1*Dk*<br>*Now named* "EmielVandervelde," *See No.* 37256 *in Supplement* | 276<br>247<br>125 | 100A1<br>*StmTrawler*<br>2,22 ~~4,21~~<br>LMC4,21 | Mil | | CL<br>4,21 | 1917<br>*Lloyd* | Bow,McLachlan&Co. Ld. Paisley<br>'*sA&CP* | ~~TheAdmiralty~~ | 125·6<br>Q72'F21' | 23·4 | 12·8<br>BK7½ | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 87NHP<br>1SB,3*pf*,GS50,HS1619<br>Bow,McLachin&Co.LdPsy | 13 " 6 | |
| 36405<br>144433<br>KFBM | Brocktown SteelSc<br>*ss*Ham.No.3-3,21<br>(*ex*Goldenfels) 2*Dks*(*Stl-U*teak s)<br>*Elec.light*<br>Wireless | 7433<br>7029<br>4708 | ✠100A1<br>~~3,21 12,16~~ 4,22<br>✠LMC3,21<br>BS4,22 | Ham | *c*† | 3,21 | 1911<br>11mo<br>*Lloyd* | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>*sA&CP* | BrockS.S.Co.Ld.<br>*CellDBa*156<br>'*tween dk tanks aft* | 468·3<br>P65'B131'F57'<br>*uE*28'*f*210'1435*t*<br>42'*forward*40'1150*t* | 58·4 | 32·0<br>FK | London<br>British<br>*Cem*<br>6*BHonly*<br>*APT*95*t* | Q4Cy.26½",39,"56"&80"-54"<br>213lb *120lb* (*r*) 606NHP<br>3SB,9*cf*,GS189,HS7955 FD<br>Swan Hunter&Wigham-Richardson,Ld.Nwc | 34 " 9<br>s8 " 0½<br>27 " 1 | |
| 36406<br>143079<br>JWMB | Baron Lovat SteelSc<br>(*ex*Wolfsburg)<br>*Elec.light* Sub.Sig. Wireless | 6185<br>56[illegible]<br>3815 | *For full particulars See No.* 36452 *below* | | | | 1915 | J.C.TecklenborgA.G.<br>Geestemünde | HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*) | 470·5 | 62·0 | 25·3 | Ardrossan<br>British<br>*WB* | T.3Cy.31½",49½"&82 7/16"-55"<br>508NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 36407<br>143366<br>KCDF | Baron Ogilvy SteelSc<br>(*ex*Forst)<br>Wireless 2*Dks* | 5931<br>5484<br>3658 | | | | | 1916 | Flensburger Schiffsb Ges.<br>Flensburg | HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*) | ~~450·2~~<br>451·4 | 58·2 | ~~27·0~~<br>30·9 | Ardrossan<br>British | Q.4Cy.28½",40",57½"&82½"-54" Bmade16 500NHP<br>FlensburgerSchiffsb.Ges. | | |
| 36408<br>143385<br>KCGH | Brant County SteelSc<br>(*ex*Lennep)<br>Wireless 2*Dks* | 5289<br>46[illegible]<br>3130 | *For full particulars See No.* 36427 *below* | | | | 1915 | Akt.Ges. "Neptun"<br>Rostock | J.Coull&Sons | 419·9 | 54·1 | 26·3 | Newcastle<br>British | T.3Cy.30",48¾"&80¾"-55"<br>480NHP<br>A.G."Neptun,"Rostock | 28 " 10<br>s4 " 3<br>25 " 0 | |
| 36409 | Brunette IronSc<br>*ss*Gls.No 3-4,93 *ss*Lon.No.2-01<br>(*ex*Ismailia,*ex*Garth Castle) 2*Dks*(*Irn-Uws*)3*tr*B<br>*Elec.light* Wireless | *3704*<br>*3537*<br>*2336* | ✠<br>4,05<br>✠NB2,88✠ | Cpl | *w* | | 1880<br>12mo | J.Elder&Co.<br>Glasgow | Soc.Armatrice Radivo-Frausin | 365·0<br>B96'F48' | 43·5 | 31·3<br>BK11" | Trieste<br>Italian<br>8*BHCem*<br>*DBa*40'160*t* | T.3Cy.33",55"&88"-57"<br>NDB00 585NHP<br>3DB,12*cf*,GS234<br>*Tpds*8<br>T.Richardson&Sons,Hpl. | 32 " 7 | V |
| 36410<br>144680<br>KGJV | Baychimo SteelSc<br>Wireless (*ex*Angermanalfven)<br>*Elec.light* *Mchy.Aft* 1*Dk* | 965<br>83[illegible]<br>572 | *For full particulars See No.* 36426 *below* | | | | 1914 | LindholmensV.A.<br>Gothenburg | Hudson'sBayCo. | 229·8<br>P179'F25' | 35·9 | 13·7 | London<br>British<br>*WB* | T.3Cy.19¼",32"&52"-33"<br>155NHP<br>LindholmensV.A.Got. | 15 " 9<br>s " 11<br>15 " 1 | |
| 36411<br>144639 | Benjamin Coleman SteelScK<br>*ss*Ips.No.3-4,21<br>1*Dk* | 202<br>199<br>88 | 100A1<br>*StmTrawler*<br>4,21<br>LMC4,21 | Ips | | CL<br>4,21 | 1917<br>*Lloyd* | Fleming&Ferguson,Ld.<br>Paisley<br>'*sA&CP* | ~~TheAdmiralty~~<br>J.S.Boyle | 115·8 | 22·2 | 12·1<br>BK7½"<br>*DBf*29'19*t* | Glasgow<br>~~London~~<br>British<br>3*BHCem* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb 57RHP<br>1SB,3*pf*,GS39,HS1347<br>Fleming&Fergusn,Ld.Psy. | 13 " 0 | |
| 36412 | ~~Blydendijk~~ Blijdendijk SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) | ~~6850~~<br>6854<br>6383 | ✠100A1<br>*Shelter dk with freeboard*<br>~~(*ClassContem plated*)~~<br>10,21 ✠LMC10,21<br>*Fitted for oil fuel*10,21*F.P.above*150°F. | Bel | *z* | CL | 1921<br>10mo<br>*Lloyd's A&CP* | N.V.C.Van derGiessen& Zonen'sSchps<br>Krimpen | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)<br>*CellDB*325'1028*t* *MT*671*t*<br>*DTa*577*t* *FPT*139*t* *APT*149*t* | 400·0<br>P50'*on Shltr dk* | ~~54·0~~<br>54·3 | ~~39·0~~<br>36·6<br>FK | Rottrdam<br>Dutch<br>*pt Cem*<br>*Collision BH to Sh.dk*<br>5 " " *U* " | Steam Turbines geared to 1Sc.Shaft 215lb(*s*) 648NHP<br>3SB,9*cf*,GS185,HS8481 FD<br>Harland&Wolff,Ld.Bel. | 39 " 0<br>s9 " 2½<br>30 " 2 | |
| 36413 | Busho Maru SteelSc<br>*Elec.light* 2*Dks*(*Stl-U*ws) | ~~2568~~ 2567<br>2009<br>~~1570~~<br>1565 | ✠100A1<br>5,21<br>~~(*ClassContem plated*)~~<br>✠LMC5,21 | Osa | *s* | CL | 1921<br>5mo | OsakaIron Works,Ld.<br>Osaka<br>A&CP | OsakaShosen KabushikiKaisha<br>*CellDB*240'624*t* | 284·5<br>~~P41~~'B100'F34' P45'<br>*DTa*18'232*t* *FPT*36*t* | 42·5 | 23·0<br>FK | Osaka<br>Japanese<br>5*BHCem*<br>*APT*22*t* | T.3Cy.21",35"&58"-39" (*s*)<br>200lb 288NHP<br>2SB,6*cf*,GS99,HS4046 FD<br>OsakaIronWrks.Ld.Osaka | 23 " 0 | |
| 36414 | Brynolf SteelSc<br>*Mchy.Aft* | 381<br>292<br>165 | 100A1<br>(*Class Contem plated*) | | | | 1920 | P.Larsson<br>Thorskog | P.Larsson | 133·0<br>P44'B9'F24' | 23·5 | 11·1 | Thorskog<br>Swedish | C.2Cy.16"&25"-18"<br>P.Larsson,Thorskog | 13 " 8<br>s1 " 2½<br>12 " 8 | |
| 36415 | Benkoelen SteelSc<br>*Elec.light* 2*Dks* | 1400 | | | | | 1921 | H. Bernard Nzn. Scheeps. HetJacht<br>Nieuwendam | Konikl.Paketv. Maats. | 230·0 | 38·0 | 13·5 | Batavia<br>Dutch<br>*WB* | T.3Cy.15¾",25¾"&43"-27"<br>96NHP<br>N.V.Werf.Hubertina, Haarlem | | |
| 36416 | Bokerøen II. SteelSc<br>*Mchy.Aft* 1*Dk* | 686<br>573<br>371 | | | | | 1921 | A/S BokeröensSkibs.<br>Svelvik | K.Jebsen | 181·2<br>P63'F29' | 31·1 | 12·9 | Bergen<br>Norwegian<br>*WB* | T.3Cy.13½",22"&37½"-28"<br>74NHP<br>AkersMek.Værks,Xia | | |
| 36417<br>126476 | Baxter Dick IronScSp<br>(*ex*PrinceIto)<br>1*Dk* | 473<br>466<br>321 | | | | | 1900 | ................<br>Kinderdijk | ~~MissM.Poupore~~<br>D.Dick,Jnr | 159·3 | 28·0 | 10·2 | HalifaxNS<br>British | T.3Cy.12",18"&30"-18"<br>38NHP | | |
| 36418 | British Tommy SteelSc<br>*For full particulars See No.* 36450 *below*<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing* | 1560<br>[illegible]<br>285 | 100A1<br>(*ClassContem plated*)<br>*CarryingPetroleum in bulk* | | | | 1920 | Lithgows, Ld.<br>PortGlasgow | BritishTankerCo. Ld. | 230·0<br>P64'B22'F29' | 36·0 | | Swansea<br>British | T.3Cy.17½",28"&47"-33"<br>Rankin&Blackmore, Greenock | | |
| 36419 | Baikal Maru SteelTwinSc<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)2*nd dk* (*Stl*)*in No.*1*hold*<br>*Elec.light*Wireless | ~~5100~~<br>5243<br>4079<br>3083 | ✠100A1<br>*Shelter dk with freeboard*<br>9,21<br>~~(*ClassContem plated*)~~<br>✠LMC9,21 | Nag | *y* | CL | 1921<br>9mo<br>*Lloyd's A&CP* | Mitsubishi ZosenKaisha, Ld. Kobe | Osaka~~Shozen~~ Shosen KabushikiKaisha<br>*CellDB*335'792*t* *tanks at sides of thrust recess*8'65*t* | 400·0<br>B169'F46' *on Shelter dk*<br>*FPT*37*t* *APT*50*t* | 50·0 | 30·0<br>FK | Osaka<br>Japanese<br>*Cem*<br>7*BH to Sh dk*<br>1 " " *U* " | 4 Steam Turbines geared to 2ScrwShfts 200lb 1009NHP (*s*)<br>4SB,12*cf*,GS264,HS10623 FD<br>MitsubishiZosenKaisha, Ld.Nagasaki | 30 " 0<br>s7 " 6½<br>23 " 1 | |
| 36420 | Bandai Maru SteelSc<br>*Elec.light* | 4000<br>3635 | 100A1<br>(*ClassContem plated*) | | | | 1921 | Nitta Shipyard,<br>Osaka | NittaKisen KabushikiKaisha | 340·0<br>B72'F38' | 46·5 | 32·7 | Kobe<br>Japanese | T.3Cy.23½",37½"&65"-84"<br>Fujimura,Osaka | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2-3 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille — Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36421 | **Berga** SteelSc<br>*Mchy Aft* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 804<br>545<br>523 | ✠100A1<br>1,21<br>✠LMC1,21 | Bol | *k* | CL | 1921<br>1mo<br>*Lloyd*'sA&CP | Astilleros delMedit. S.A.<br>Barcelona | Soc.Anon.Nav. Española(M.G.del Moral,*Mgr.*) | 186·7<br>Q114'B12'F22' FK<br>*CellDBf*114' | 30·2 | 12·1 | Barcelona<br>Spanish<br>4*BHCem*<br>176t*FPT*42t | T.3Cy.12",20"&32"-24" (*s*)<br>180lb 84NHP<br>2SB,4*cf*,GS60,HS1714<br>AlexanderBros.Barcelona | 18 ″ 5 | |
| 36422<br>RBJL | **Bolivar** SteelSc<br>*s*·Cpn.2ndNo 3-3,15<br>(*ex*Maja,*ex*Osman, *ss*·Hbg.No 1-17<br>*ex*Urania,*ex*Pencalenick,*ex*Chamois)<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1844<br>1405<br>1131 | ✠100A1<br>1,22 ~~1,21~~<br>~~BS5,20~~ ✠LMC11,17<br>BS1,22 | Xia<br>Ham | *r* | ~~N1,21~~<br>1,22 | 1888<br>8mo | W.Doxford&Sons<br>Sunderland<br>A&CP | A.Bolten,Wm. Miller'sNachfolger | 262·6<br>P33'Q66'B120'<br>H32tF28t FK<br>*CellDB*(*Irn*) a76'*u* E&B40'*f*106' | 37·1 | 17·1 | Hamburg<br>German<br>4*BHCem*<br>386t*APT*49t | T.3Cy.19½",33"&54"-36" (*s*)<br>160lb ~~100lb~~ NDB09 175NHP<br>2SB,4*cf*,GS84<br>W.Doxford&Sons,Sld. | 19 ″ 8<br>s 1 ″ 4<br>18 ″ 8 | |
| 36423 | **Bohemian Club** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*<br>*Mchy.Aft* *Longitudinal framing*<br>*Carrying Petroleum in bulk* | 7130 | | | | | 1921 | MooreS.B. Co.<br>Oakland,Cal. | UnitedStates ShippingBoard | 425·0<br>P106'B40'F41' | 57·0 | 33·0 | S. Frncisco<br>Utd. States<br>*WB* | T.3Cy.24½",41½"&72"-48"<br>359NHP<br>Hooven Owens&Rentschler,Co.Hamilton,O. | | |
| 36424 | **Birthe** SteelSc<br>*Elec.light* 1*Dk* | | | | | | 1921 | Kjöbnhvns Flydk.&Skbs<br>Copenhagen | Dampskibs.Myren (Holm&Wonsild, *Mgrs.*) | 260·0<br>P15'Q77'B106'F30' | 39·7 | | Copnhagn<br>Danish<br>*WB* | T.3Cy.18",29"&48"-33"<br>132NHP<br>KjbnhavnsFlydk.&Skbs. | | |
| 36425<br>144975<br>KLCD | **Braemore** SteelSc<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light*<br>*Mchy.Aft* | 461<br>305<br>178 | ✠100A1<br>10,21<br>~~(*ClassContem-plated*)~~<br>✠LMC10,21 | Hul | *f* | CL | 1921<br>10mo<br>*Lloyd*'sA&CP | Pitchers, Ld.<br>Gt.Yarmouth | ~~T.M.Collier~~<br>T.Miller&Co. | ~~142·0~~<br>Q81'~~B7'F21'~~B9'F19'<br>141·8 BK7½"<br>*FPT*40t*APT*20t | 25·1 | 11·8 | Dublin<br>British<br>3*BHCem* | T.3Cy.13",22½"&37"-26"(*s*)<br>180lb 91RHP<br>1SB,3*pf*,GS50,HS1610<br>Amos&Smith,~~Hull~~Ld.Hull | 12 ″ 4<br>s 4 ″ 6<br>12 ″ 7 | |
| 36426<br>144680<br>KGJV | **Baychimo** SteelSc<br>(*ex*Angermanalfven) *ss*Cff.No.2-21<br>*Elec light* *Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* Wireless | 1322<br>832<br>796 | 100A1<br>11,21 ~~6,21~~<br>LMC6,21 | Cff<br>Hul | *o* | N6,21 | 1914<br>*Lloyd*'sA&CP | LindholmensV.A.<br>Gothenburg | Hudson'sBayCo. | ~~220·8~~<br>P&B179'F25'<br>229·2 FK<br>*CellD* B196' 322t *FPT*26t | ~~35·9~~<br>36·0 | ~~13·7~~<br>13·5 | London<br>British<br>5*BHCem*<br>*APT*11t | T.3Cy.19¼",32"&52"-33" (*s*)<br>180lb 173NHP<br>2SB,4*cf*,GS80,HS2734<br>LindholmensV.A.Got. | 15 ″ 9<br>s ″ 11<br>15 ″ 1 | |
| 36427<br>~~[illegible]~~<br>~~[illegible]~~ | **Brant County** SteelSc<br>(*ex*Lennep) *ss*Nwc No.1-21<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>*Well deck* 3*trB in No.* 1 *hold* | 5289<br>4611<br>3130 | 100A1<br>12,21 ~~5,21~~<br>LMC5,21 | Nwc<br>Hfx | *z* | CL<br>5,21 | 1915 | Akt.Ges. "Neptun"<br>Rostock | ~~J.Coull&Sons~~<br>DetBergenske Dampskibsselskab | 419·9<br>P&B338 F54' FK<br>*CellDB*380'1356t | 54·1 | 26·3 | Bergen<br>Norwegian<br>7*BHCem*<br>*FPT*85t | T.3Cy.29 13/16",48¾"&80¼"<br>-55⅛" 213lb (*s*) 684NHP<br>4SB,12*cf*,GS304,HS11856<br>A.G."Neptun"Rostock | 28 ″ 10<br>s 4 ″ 3<br>25 ″ 0 | |
| 36428<br>RBJM | **Boltenhof** SteelSc<br>*ss*Gms 2ndNo.3-4,13<br>(*ex*Domald,*ex* *ss*Got.No.1-17<br>Alford) *Well deck* 1*Dk*(*Stl*)& *Webframes* | 1972<br>1507<br>1230 | ✠100A1<br>7,20<br>BS6,18 ✠LMC6,17 | Skm | *r* | 6,18<br>10,21 | 1889<br>5mo<br>*Lloyd*'sA&CP | Hall,Russell&Co.<br>Aberdeen | A.Bolten,Wm. Miller'sNachfolger | 270·2<br>P32'Q52'B124'F29'<br>BK9½"<br>*Cell DB*186'324t | 37·0 | 17·8 | Hamburg<br>German<br>4*BHCem* | T.3Cy.20½",33"&54"-39" (*s*)<br>160lb 80*lb* NDB00 190NHP<br>2SB,6*rf*,GS93,HS2982<br>Hall,Russell&Co.Abn. | 20 ″ 2<br>s 1 ″ 5<br>19 ″ 9 | |
| 36429<br>145021<br>KGRD | **Brocklane** SteelSc<br>(*ex*Florenz)<br>*Elec.light* 1*Dk*& *Shelter dk*<br>*Now named* "Rolandseck," *See No.* 39116 *in Supplement* | 1533<br>1096<br>955 | | | | | 1905 | FlensburgrSchiffsb.Ges.<br>Flensburg | BrockS.S.Co.Ld. (I.C.Ozanne,*Mgr.*) | 269·4<br>H73' | 37·8 | 20·0 | Guernsey<br>British<br>*WB* | T3Cy20 7/16",33½"&55 13/16"-37½"<br>NB13 190NHP<br>FlensburgerSchiffsb.Ges. | | |
| 36430<br>145883 | **Barnston** SteelTwinSc<br>*Elec.light* 1*Dk*(*Stl-ws*) *Screws fore&aft* | 724<br>720~~610~~<br>254 | ✠100A1<br>*Luggage Steamer*<br>~~(*ClassContem-plated*)~~<br>10,21 ✠LMC10,21 | Liv | | | 1921<br>10mo<br>*Lloyd*'sA&CP | H.&C. Grayson,Ld.<br>Garston | MunicipalCorporation of Birkenhead | ~~143·0~~<br>142·5<br>FK&BK1½<br>*DTf*10'15t*APT*5t | ~~50·6~~<br>50·1 | ~~15·6~~<br>13·7 | Liverpool<br>British<br>5*BHCem* | T.6Cy.17¾",27½"&45¼"-24"<br>180lb (*s*) 253NHP<br>2B,6*cf*,GS126,HS4428<br>D.Rollo&Sons,Ld.Liv. | 15 ″ 6<br>s2 ″ 11½<br>13 ″ 3 | |
| 36431 | **British Spinner** SteelSc<br>*OilEng.*<br>1*Dk*(*Stl*) | 41 48<br>38 ~~46~~<br>23 | ✠100A1<br>*ForService between Manchester&Liverpool*<br>9,21<br>✠LMC9,21<br>*CarryingPetroleum in bulk* | Gls | | | 1921<br>9mo<br>*Lloyd*'sA&CP | Rennie, Ritchie&NewportS.B.Co.Ld.<br>Glasgow | BritishTankerCo. Ld. | ~~66·5~~<br>F10'<br>66·6 FK | ~~14·2~~<br>14·3 | ~~6·9~~<br>5·8 | Manchestr<br>British<br>6*BHptCem* | Oil Engine 2S.C.SA<br>2Cy.13 13/16"-13¾" 26NHP<br>Day,Summers&Co.Ld.Sou. | 6 ″ 0<br>s ″ 9½<br>5 ″ 4 | |
| 36432<br>146163<br>KLBT | **British Trader** SteelSc<br>*Elec.light* *Mchy.Aft* 2*Dks*(*Stl*) | 3700<br>4204<br>3630<br>2314 | ✠100A1<br>11,21<br>~~(*ClassContem-plated*)~~<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 11,21 *F.P,above*150°F<br>✠LMC11,21 | Gls | *w* | CL | 1921<br>11mo<br>*Lloyd*'sA&CP | W.Beardmore&Co.Ld.<br>Glasgow | BritishTankerCo. Ld. | ~~350·0~~<br>~~P82'B30'F57'~~<br>351·4<br>P82'B40'F57' FK<br>*CellDBuE*23'68t*DTf*.5'39t | ~~49·0~~<br>49·1 | ~~27·0~~<br>27·1 | London<br>British<br>14*BHptCem*<br>(9 „ to *Udk*<br>5 „ „*2nd*„)<br>*FPT*54t*APT*40t | T.3Cy.23",36"&58"-42"(*r*)<br>180lb 180*lb* 349NHP<br>2SB,6*cf*, HS5548 FD<br>W.Beardmore&Co.Ld.Gls. | 27 ″ 0<br>s4 ″ 10<br>22 ″ 7 | |
| 36433<br>141949<br>KBWV | **Briarlyn** SteelSc<br>(*Trawler*)<br>(*ex*PatrickCullen) 1*Dk* | 276<br>246<br>119 | | | | | 1919 | AilsaS.B. Co.Ld.<br>Ayr | H.Blackburn | 125·1 | 23·5 | 12·8 | Fleetwood<br>British<br>*WB* | T.3Cy.12½",21"&35"-26"<br>87NHP<br>AilsaS.B.Co.Ld.Ayr | | C |
| 36434<br>RBKG | **Bolbek** SteelSc<br>(*ex*Margit, *ss*Gmh.No.3-4,14<br>*ex*DeuxCharentes) *ss*Got.No.1-19<br>*Well deck* *Elec.light* 1*Dk*(*Irn*)& *deep framing* | 1528<br>1211<br>881 | ✠100A1<br>~~6,21~~12,21<br>BS~~5,20~~6,21 ✠LMC<br>MS9,18 | Got<br>Ham | *p* | ~~6,21~~<br>12,21 | 1901<br>5mo | WoodSkinner&Co.Ld.<br>Newcastle<br>A&CP | Aug.Bolten,Wm. Miller'sNachfolger | 250·0<br>P28'Q110'B12'F27' FK<br>*CellDBa*74'*u*E& B36'*f*194'391t*FPT* | 37·2 | 16·2 | Hamburg<br>German<br>4*BHCem*<br>61t*APT*67t | T.3Cy.20",33"&54"-36" (*s*)<br>160lb ~~80lb~~ 180NHP<br>2SB,6*pf*,GS90,HS2800<br>N.E.MarineEng.CoLdNwc | 18 ″ 5<br>s 1 ″ 3<br>17 ″ 1 | |
| 36435<br>RBKD | **Bolero** SteelSc<br>(*ex*Barbro, *ss*Els.2ndNo.3-6,18<br>*ex*Elorrio) 1*Dk*(*Stl*)& *Web frames*<br>*Well deck* | 1338<br>1049<br>775 | ✠100A1<br>6,21<br>MS5,18 ✠LMC<br>BS6,21 | Got | *e* | 3,20 | 1894<br>7mo | W.Pickersgill&Sons<br>Sunderland<br>A&CP | Aug.Bolten,Wm Miller'sNachfolger | 240·2<br>Q87'B58'F30' FK<br>*DBa*69' *f*88'309t | 35·8 | 16·0 | Hamburg<br>German<br>4*BHCem* | T.3Cy.19",31"&51"-36" (*s*)<br>160lb 60*lb* 171NHP<br>2SB,4*pf*,GS69,HS2797<br>G.Clark,Ld.Sunderland | 17 ″ 0<br>s 1 ″ 4½<br>16 ″ 11 | |
| 36436<br>RBKF | **Boltenhagen** SteelSc<br>(*ex*AugustLeffler, *ss*Bly.No.3-4,12<br>*ex*Lygnern,*ex* *ss*Ham.No.2-21<br>AugustLeffler) 1*Dk*(*ptIrn*&*ptStl*)&<br>*Elec.light* Wireless *deep framing* | 1901<br>1794<br>1167 | ✠100A1<br>6,21<br>✠LMC6,21 | Ham | *r* | 6,20 | 1900<br>1mo | Osbourne, Graham&Co.<br>Sunderland<br>A&CP | Aug.Bolten,Wm. Miller'sNachfolger | 273·3<br>P22'B66'F29' FK<br>*CellDBa*90'*u*E20'*f*108'465t | 40·5 | 18·1 | Hamburg<br>German<br>4*BHCem*<br>*APT*74t | T.3Cy.20¾",33"&54"-39" (*s*)<br>160lb 80*lb* 192NHP<br>2SB,6*pf*,GS87,HS3037<br>J.Dickinson&Sons,Ld.Sld. | 20 ″ 6<br>s 2 ″ 10½<br>17 ″ 11 | |
| 36437<br>28022<br>SGDC | **Baltimore Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)& *Awng dk*(*Stl*) | 6571<br>6157<br>4013 | ✠100A1<br>*Awng dk with freeboard*<br>2,22 ~~5,21~~<br>✠LMC5,21<br>*Fitted for oil fuel* 5,21 *F.P. above* 150° F. | Kob<br>NYk | *s* | | 1921<br>5mo | Kawasaki Dckyd Co.Ld.<br>Kobe<br>A&CP | Kawasaki DockyardCo.Ld.<br>*CellDB*342'1234t | 405·0<br>F33'*on Awng dk* FK<br>*DTa*85'724t*FPT*104t*APT*36t | 53·0 | 37·0 | Kobe<br>Japanese<br>*ptCem*<br>*Collision BH to Awngdk*<br>5 „ „ *Udk* | T.3Cy.28",46½"&78"-54" (*s*)<br>200lb 578NHP<br>3SB,9*cf*,GS190,HS7800 FD<br>KawasakiDkydCoLdKobe | 37 ″ 0<br>s 9 ″ 5<br>28 ″ 0 | |
| 36438 | **Boula Matari** SteelScK<br>(*ex*Passing) *ss*Gms.No.2-20<br>*Elec.light* 1*Dk* | 459<br>427<br>291 | ✠100A1<br>*StmTrawler*<br>5,20<br>✠LMC5,20 | Gms | | CL<br>2,20 | 1918<br>8mo<br>*Lloyd*'sA&CP | Cook,Welton&Gemmell<br>Ld.Beverley | Pêcheries a Vap. duCongoBelge | 160·2<br>Q90'F24'<br>BK½" | 26·1 | 14·1 | Banana<br>Belgian<br>4*BHCem* | T.3Cy.13",22½"&37"-26" (*s*)<br>200lb 91NHP<br>1SB,3*pf*,GS48,HS1560<br>Amos&Smith,Ld.Hull | 15 ″ 0 | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| in book.<br>cial No.<br>Code etters. | Steamer's Name.<br>Master.<br>Special Surveys. | Material, Rig, &c.<br>Late Name if any.<br>No. of Decks, &c. | Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built.<br>When.<br>Ship.<br>Engines | Built.<br>By Whom.<br>Where. | Owners. | Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
| 36439<br>28158<br>GRK | Biyo Maru<br>Elec.light<br>Wireless | SteelSc<br>2Dks(Stl) | 5480<br>4988<br>3922 | ✠100A1<br>10,21 ~~6,21~~<br>✠LMC5,21<br>Fitted for oil fuel 6,21 F.P.above 150°F | Yka | s | CL | 1921<br>5mo | AsanoS.B.<br>Co.<br>Tsurumi<br>A&CP | ToyoKisenKaisha | 400·0<br>P33'B124'F41'<br>CellDB334'921t | 53·2 | 29·4<br>FK | Yokohama<br>Japanese<br>6BHptCem<br>APT28t | 2 Turbo-Electric Motors<br>geared to 1 Sc. Shaft (s)<br>220lb HS6152 FD 390NHP<br>2SB&1AuxSB.8cf,GS160,<br>SvenskaTurbinfabriks,<br>A/B Ljungström,Finspong | 32 " 0<br>s 6 " 7<br>25 " 9 | |
| 36440<br>139138 | Blizzard | SteelSc<br>1Dk(Stl) | 70<br>69<br>— | | | ••• | | 1916 | Crabtree&<br>Co.Ld.<br>Gt. Yarmouth | J.W.Cook&Co.Ld. | 70·8 | 18·2 | 8·9<br>BK5" | London<br>British | T.3Cy.10¾",17"&28"-18"<br>40RHP<br>Crabtree&Co.Ld.Gt.Yar. | 9 " 1 | |
| 36441 | Bolivar<br>(exFloraba)<br>Elec.light Wireless | SteelSc<br>1Dk(Stl) | 1655<br>1358<br>943 | ✠100A1<br>3,22 ~~6,21~~<br>✠LMC9,20 | NOs<br>SFo | q | CL | 1920<br>9mo<br>A&CP | Dominion<br>S.B.&Repair<br>Co.Ld.<br>Toronto | MexicanGovernment | 251·0<br>P22'B61'F24'<br>CellDB210'571t FPT | 39·7 | 17·4<br>FK | Vera Cruz<br>Mexican<br>4BHCem<br>40tAPT88t | T.3Cy.19",31"&50"-36" (s)<br>180lb 212NHP<br>2SB,6cf,GS110,HS3972<br>DominionS.B.Co.Ld.Tto | 19 " 4<br>s 2 " 7<br>17 " 0 | |
| 36442<br>~~RBKJ~~<br>RBKV | Bolheim<br>Elec.light<br>Wireless | SteelSc<br>(exElsa)<br>1Dk(Stl) | 1843<br>1621<br>1121 | ✠100A1<br>7,21<br>✠LMC10,18 | Ham | r | 7,21 | 1918<br>10mo | Lindholmens V.A.<br>Gothenburg<br>A&CP | Aug.Bolten,Wm.<br>Miller'sNachfolger | 262·0<br>P24'B64'F28'<br>CellDB224'471t | 42·7 | 18·1<br>FK | Hamburg<br>German<br>4BHCem<br>APT41t | T.3Cy.20½",33"&55"-36" (s)<br>185lb 210NHP<br>2SB,6cf,GS102,HS3370<br>LindholmensV.A.Got. | 20 " 0<br>s 2 " 10<br>18 " 0 | |
| 36443<br>145447<br>KJCB | Brunton<br>Mchy.Aft Well deck | SteelSc<br>1Dk(Stl) | 325<br>216<br>123 | ✠100A1<br>1,22 ~~5,21~~<br>✠LMC6,21 | Lth<br>Abn | d | CL<br>1,22 | 1921<br>5mo<br>Lloyd'sA&CP | J.Cran&<br>SomervilleLd<br>Leith | CheviotCoasters,<br>Ld.(G.T.Gillie&Co<br>Mgrs.) | 130·2<br>Q48 B8'F22'<br>FPT33t | 22·6 | 9·6<br>FK | Newcastle<br>British<br>3BH Asp<br>APT16t | C.2Cy.15"&32"-24" (s)<br>130lb 60RHP<br>1SB,2pf,GS44,HS1168<br>J.Cran&Somerville.LdLth | 10 " 6<br>s " 7<br>10 " 2 | |
| 36444 | Birkenhead<br>Elec.light<br>Mchy.Aft | SteelSc<br>2Dks(Stl)&Webframes<br>Longitudinal framing | ~~7130~~<br>6960<br>~~6430~~<br>6398<br>~~4460~~<br>4297 | ✠100A1<br>10,21<br>✠LMC10,21<br>~~(ClassContemplated)~~<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 10,21 F.P.above 150°F. | SFo | a† | CL | 1921<br>10mo<br>A&CP | MooreS.B.<br>Co.<br>Oakland,Cal. | VacuumOilCo. | 425·0<br>P106'B50'F41'<br>CellDBuE&B61'143tDTf35'948tAPT122t | 57·2 | 33·1<br>FK | NewYork<br>Utd.States<br>16BHptAsp<br>(9 to U dk<br>7 ,,2nd ,,) | T.3Cy.27½",46"&78-51"(S)<br>220lb 680NHP<br>3SB,9cf HS9900 FD<br>Hooven,Owens&Rentschler Co.Hamilton,O. | 33 " 0<br>s 7 " 1½<br>26 " 3 | |
| 36445<br>146107<br>KLGQ | British Chancellor<br>Elec.light<br>Mchy.Aft | SteelSc<br>2Dks(Stl)&Webframes<br>Longitudinalframing | ~~7300~~<br>7086<br>~~6649~~<br>6549<br>~~4650~~<br>4224 | ✠100A1<br>12,21<br>✠LMC12,21<br>~~ClassContemplated~~<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 12,21 F.P. above 150°F. | Nwc | b† | | 1921<br>12mo<br>Lloyd'sA&CP | J.Laing&<br>Sons,Ld.<br>Sunderland | BritishTankerCo.<br>Ld. | 440·3<br>~~P112~~'B32'~~F50~~'F48'<br>P113'<br>CellDBuE&B74'209tDTf45'851tFPT205tAPT259t | 57·1 | 34·0<br>FK | London<br>British<br>17BHptCem<br>(10 ,, toU dk<br>7 ,, ,,2nd ,,) | 2 Steam Turbines geared to1 Sc.Shaft (s)<br>200lb 120lb 642NHP<br>3SB,12cf, HS8256 FD<br>G.Clark,Ld.Sunderland<br>72½" | 33 " 11<br>s 7 " 7½<br>26 " 8 | |
| 36446<br>6515<br>KDFS | Boren<br>Elec.light<br>Ref.Mchy. | SteelSc<br>1Dk(Stl)&Shelter dk<br>(Stl-pt ws) | 4528<br>4039<br>2704 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,22 ~~7,21~~<br>✠LMC6,21<br>Fitted for oil fuel 6,21 F.P. above 150° F. | Got | y | | 1921<br>7mo<br>Lloyd'sA&CP | Akt.Lindholmen-<br>Motala<br>Gothenburg | Rederi.A/B<br>Transatlantic<br>(G.Carlsson,Mgr.) | 377·8<br>F38'onShelter dk<br>Collision<br>CellDB269'1145t | 54·2 | 24·4<br>FK | Gothenbrg<br>Swedish<br>ptCem<br>BHtoSh dk<br>5 ,, ,, U ,,<br>APT86t | T.3Cy.27",44"&~~72~~"-48" (s)<br>185lb 450NHP<br>3SB,9cf,GS144,HS6150 FD<br>Akt.Lindholmen-Motala | 27 " 0<br>s 3 " 3<br>24 " 1 | |
| 36447<br>96627<br>JWDB | Baherton<br>(ex~~Meggie~~)<br>Well deck<br>Wireless | IronSc<br>ssGls.2ndNo.3-8,20<br>1Dk(Irn)&Webframes | 1793<br>1312<br>1109 | ✠100A1<br>8,21<br>BS~~8,20~~10,21<br>✠LMC4,19 | Lth | r | CL<br>8,20 | 1889<br>8mo<br>A&CP | Richardsn,<br>Duck&Co.<br>Stockton | J.Cormack&Co. | 270·0<br>P27'Q76'B110'<br>F31'<br>CellDB226' | 36·6 | 16·5<br>BK9½" | Leith<br>British<br>4BHCem<br>409tAPT9t | T.3Cy.21½",35"&57"-36" (s)<br>160lb 80lb NDB00 193NHP<br>1DB,4cf,GS61,HS2863<br>Blair&Co.Ld.Stockton | 19 " 2<br>s 1 " 3½<br>18 " 10 | |
| 36448 | Belgique<br>(exCourtfield)<br>Elec.light<br>Wireless | SteelSc<br>ssShl.No.3-10,13<br>ssRot.No.1-19<br>2Dks(Stl)&deep framing&<br>Shelter dk(Stl-ptws) | 4592<br>4290<br>2874 | ✠100A1<br>Shelter dk<br>4,20<br>BS4,21<br>✠LMC7,19 | Lon | y | CL<br>4,20 | 1902<br>10mo<br>Lloyd'sA&CP | Ropner&<br>Son<br>Stockton | ~~ArmementDeppe~~<br>CieRoyaleBelgo<br>Argentine(ArmementDeppeMgrs.) | 391·0<br>CellDBa125'uE25'f167'1028tDTf33'879tFPT113tAPT139t | 51·6 | 26·7<br>FK | Antwerp<br>Belgium<br>6BHCem | T.3Cy.27",45"&74"-48" (s)<br>180lb 100lb 468NHP<br>3SB,9cf,GS165,HS6400 FD<br>Blair&Co.Ld.Stockton | 29 " 6<br>s 3 " 11<br>26 " 0 | |
| 36449<br>140425<br>JRTP | Bellbrook<br>(exPolberg,~~exBergvik~~) | SteelSc<br>ssLon.No.1-20<br>1Dk(Stl) | 1440<br>1159<br>862 | ✠100A1<br>8,21<br>✠LMC7,20 | Hul | p | 8,21 | 1916<br>2mo<br>Lloyd'sA&CP | Kockums<br>M.V.Aktieb.<br>Malmö | J.Bell&Co. | ~~232·8~~<br>235·0<br>P18'B63'F26'<br>CellDBa69'uE19'f93'364tFPT | 37·7 | ~~16·1~~<br>16·3<br>FK | London<br>British<br>4BHCem<br>44tAPT59t | T3Cy.18⅛",28¾"&48 13/16"-31½"<br>185lb (s) 156NHP<br>2SB,4cf,GS70,HS2546<br>KockumsM.V.Akt.Malmö | 18 " 7<br>s 1 " 10½<br>17 " 0 | |
| 36450<br>143971 | British Tommy<br>Elec.light<br>Mchy.Aft | SteelSc<br>2Dks(Stl)&Web frames<br>Longitudinal framing | 1411<br>1158<br>805 | ✠100A1<br>2,22 ~~8,21~~<br>✠LMC8,21<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 8,21 F.P. above 150° F. | PGl<br>Lon | o | CL | 1921<br>8mo<br>Lloyd'sA&CP | Lithgows,<br>Ld.<br>PortGlasgow | BritishTankerCo.<br>Ld. | 229·9<br>P65'B22'F29'<br>CellDB23'19tFPT38tAPT22t | 36·2 | 19·0<br>FK | Swansea<br>British<br>11BHptCem<br>(9 to U dk<br>2 ,, 2nd ,,) | T.3Cy.17½",28"&47"-33" (r)<br>180lb 161NHP<br>2SB,6cf,GS99,HS2800<br>Rankin&Blackmore,Ld.<br>Greenock | 19 " 3 | |
| 36451 | Beta<br>(exMaxwelton) | SteelSc<br>ssGmh.No.2-16<br>1Dk | 437<br>416<br>195 | ✠<br>8,21<br>✠ | Gmh | g | | 1907<br>10mo | CHWalker<br>&Co.Ld.<br>Sudbrook | BrazilianGovernment | 164·0 | 27·1 | 10·8<br>FK | Brazilian<br>5BHCem | T.3Cy.13",22"&34"-22½"<br>55NHP<br>1SB,2pf,GS40,HS1248<br>Plenty&Son,Ld.Newbury | 11 " 6 | |
| 36452<br>143079<br>JWMP | Baron Lovat<br>(exWolfsburg)<br>Elec.light<br>Sub.Sig. Wireless | SteelSc<br>ssFal.No.1-21<br>1Dk(Stl)2nd dk(Stl)in<br>No.1hold | 6190<br>5734<br>3848 | 100A1<br>3,22 ~~8,21~~<br>LMC7,21 | Bry | d† | CL<br>7,21 | 1915 | J.C.Tecklenborg A.G.<br>Geestemünde | HogarthShipping<br>Co Ld.(H.Hogarth<br>&Sons,Mgrs.) | 470·5<br>B&F394'upperF52'<br>~~CellDBa160'uE40'f202tFPT APT~~<br>CellDB389'1819tFPT120tAPT81t | 61·9 | 25·2<br>FK | Ardrossan<br>British<br>7BH<br>ptCemptAsp | T.3Cy.31½",50¾"&82¾"-55⅛"<br>199lb (r) 703NHP<br>4SB,12cf,GS226,HS9920 FD<br>J.C.TecklenborgA.G.Gst. | 28 " 1<br>s 4 " 0<br>24 " 6 | |
| 36453<br>145236 | British Viscount<br>Elec.light<br>Mchy.Aft<br>Wireless | SteelSc<br>2Dks(Stl)&<br>web frames<br>Longitudinal framing | 6895<br>6363<br>4091 | ✠100A1'<br>~~8,21~~ ~~6,21~~ 3,22<br>✠LMC8,21<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 8,21 F.P. above 150°F. | Nwc<br>~~Cff~~ Sws | b† | ~~8,21~~<br>3,22 | 1921<br>6mo<br>Lloyd'sA&CP | Swan,Hunter&Wigham<br>Richardson,<br>Ld.Newcastle | BritishTankerCo.<br>Ld. | 440·0<br>P113'B32'F49'<br>CellDBuE38'61tDTf46'709tFPT132t | 57·0 | 33·7<br>FK | London<br>British<br>17BHptCem<br>(11 to U dk<br>6 ,,2nd ,,)<br>APT223t | 2 Steam Turbines geared to 1 Sc. Shaft (s)<br>200lb 120lb<br>2SB.12cf,GS—,HS8280 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 33 " 11<br>s 7 " 9½<br>26 " 6 | |
| 36454<br>144098<br>KLQG | Bellbro<br>Elec.light Well deck | SteelSc<br>1Dk(Stl) | ~~2180~~<br>2171<br>1682<br>1223 | ✠100A1<br>11,21<br>~~(ClassContemplated)~~<br>✠LMC11,21 | Bly | s | CL | 1921<br>11mo<br>Lloyd'sA&CP | BlythS.B.<br>&D D.Co.Ld.<br>Blyth | HalifaxShipping<br>Co.Ld. (J.Bell&<br>Co.Mgrs.) | 285·3<br>P25'Q84'B58'F24'<br>DB82' CellDB158'697tFPT97tAPT110t | 42·0 | 17·8<br>FK | Hull<br>British<br>6BHCem | T.3Cy.22",36"&60"-39"<br>180lb (s) 274NHP<br>2SB,6cf,GS124,HS4642<br>N.E.MarineEngCo.LdNwc | 20 " 0<br>s 2 " 3<br>18 " 1 | |
| 36455<br>142647<br>JVFS | Banbury Castle<br>(exGlenstrae,ex<br>WarClimax)<br>Elec.light Wireless Sub.Sig.<br>Cargo battens not fitted in Shltr 'tween dks<br>Straight frames, bevelled bilge | SteelSc<br>1Dk(Stl)&Shelter dk(Stl) | 6429<br>6149<br>4002 | ✠100A1<br>Shelter dk<br>withfreeboard<br>5,20<br>✠LMC10,18 | Mdb | a† | CL<br>3,21 | 1918<br>10mo<br>Lloyd'sA&CP | Swan,Hunter&Wigham<br>Richardson,<br>Ld.Newcastle | Union-CastleMail<br>S.S.Co.Ld. | 412·4<br>CellDB326'1485tDTa23'844tFPT90tAPT133t | 55·8 | 34·4<br>FK | S'thamptn<br>British<br>Cem<br>6BHtoSh dk<br>2 ,, ,, U ,, | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Swan,Hunter&Wigham<br>Richardson,Ld.Nwc | 38 " 1<br>s 10 " 1<br>28 " 2 | |
| 36456 | Blommersdijk<br>Elec light | SteelSc<br>2Dks(Stl)&Shelter dk(Stl) | 6850<br>6855<br>6383<br>4229 | ✠100A1<br>Shelter dk with freeboard<br>~~(ClassContemplated)~~<br>4,22<br>Fitted for oil fuel 4,22 F.P. above 150°F.<br>✠LMC4,22 | Bel | z | CL | ~~1921~~<br>1922<br>2mo<br>Lloyd'sA&CP | N.V. C.van<br>derGiessen<br>&Zonen<br>Krimpen a/d<br>Yssel | Nederl.Amerik.<br>Stoomv.Maats.<br>(Holland-Amerika<br>Lijn) | 400·0<br>F50'onShltr dk<br>CollisionBHtoShltr dk<br>CellDB525'1028tMT116tDTa577tFPT139tAPT149t | ~~54·0~~<br>54·3 | ~~39·0~~<br>36·6<br>FK | Rotterdam<br>Dutch<br>ptCem<br>6BH to Udk | 2 Steam Turbines geared to1 Sc Shaft (s)<br>215lb FD 648NHP<br>Harland&Wolff,Ld.Bel.<br>3SB,9rf,GS185,HS8481 | 39 " 0<br>s 9 " 2½<br>30 " 2 | |

| 1 Numéro d'Ordre.<br>Numéro Officiel.<br>Signaux | 2 Nom du Navire. Matériaux. Gréement etc.<br>Capitaine.<br>Visites Périodiques. 3 Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 Registres où si ce n'est dans le L.R. Durée Cert. B of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36457 | **Bayern** SteelSc4Mst<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | 9014<br>7400<br>5288 | | | | | 1921 | Bremer Vulkan<br>Vegesack | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 466·0\|58·0\|32·7<br>P55'B222'F41' | Hamburg<br>German | T3Cy$32\frac{3}{16}$",$52\frac{1}{2}$"&$86\frac{3}{8}$"-$55\frac{1}{16}$"<br>*WB* BremerVulkan,Vegesack | | |
| 36458<br>133098<br>KFHJ | **Bencleuch** SteelSc<br>ssShl.No.3-8,21<br>(*ex*Emden,*ex*Lancefield) 2*Dks*(*Stl*)&<br>*Elec.light* Wireless *Shelter dk*(*Stl*)<br>Renamed "Emden," *See No.14978 in body of Register Book* | ~~5772~~<br>~~5500~~<br>~~3658~~<br>5777<br>[illegible]<br>3656 | ✠100A1<br>*Shelter dk with freeboard*<br>8,21<br>✠LMC<br>BS8,21 | Shl | *y* | CL<br>8,21 | 1913<br>2mo | C.Connell &Co.Ld.<br>Glasgow | BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) | 390·3\|52·2\|34·6<br>*'Tween dk BH in after hold dispensed with*<br>*CellDBu* 111' *uE&B*66' *f*154' 977*t DTa*30' | Leith<br>British<br>FK *Cem*<br>5*BH to Shltr dk*<br>1 „ „*2nd dk only* | T.3Cy.27",44"&73"-48" (*s*)<br>185lb 525NHP<br>3SB,9*cf*,GS179,HS7794 FD<br>Dunsmuir&JacksonLd.Gls<br>793*tFPT*58*tAPT*22*t* | 37 ″ 1 | |
| 36459 | **Bilbao** SteelSc<br>(*ex*Lisboa)<br>*Elec.light* 1*Dk* | 1799<br>1593<br>1090 | | | | | 1911 | Schiffsw.v. HenryKoch<br>Lübeck | Oldenbrg-Portug. Dmpfsch.Rhed. | 277·7\|39·2\|17·9<br>P&B220'F35' | Oldenburg<br>German | T.3Cy.$22\frac{1}{16}$",$35\frac{1}{16}$"&$53\frac{1}{8}$"-$33\frac{7}{16}$" 163NHP<br>*WB* OttensenerMasFabAltona | | |
| 36460<br>RBLR | **Barcelona** SteelSc<br>2*Dks* | 3101<br>2395<br>1853 | | | | | 1921 | Akt.Ges. "Neptun"<br>Rostock | R.M.Sloman,Jr. | 335·0\|48·9\|20·9<br>F34' | Hamburg<br>German | T.3Cy.$27\frac{1}{16}$",$38\frac{1}{16}$"&62"-$41\frac{1}{2}$" 250NHP<br>*WB* A.G."Neptun,"Rostock | | |
| 36461<br>RBMP | **Baldur** SteelSc<br>*Elec.light* 1*Dk* | 1724<br>—<br>1013 | | | | | 1921 | Nüscke& Co.A.G.<br>Stettin | Seereederei ~~"Frugga" A.G.~~ "Frigga" A.G | 266·4\|41·9\|17·9 | Hamburg<br>German | T.3Cy.$20\frac{3}{8}$",$32\frac{3}{16}$"&$51\frac{1}{2}$"-35" 157NHP<br>*WB* GörlitzerMaschfbk.Görlitz | | |
| 36462<br>145281<br>KJLR | **Broomhill** SteelTwinSc<br>(*ex*Alsen,Fehmarn)<br>*Elec.light Mchy.Aft* 1*Dk* | 1247<br>1016<br>684 | Nwc.~~8,21~~1,22<br>(*See footnote**) | | | | 1914 | Howaldtswerke<br>Kiel | Broomhill Collieries,Ld. (H.Coates,*Mgr.*) | 234·0\|34·7\|14·9 | Newcastle<br>British | T.6Cy $11\frac{15}{16}$",$19\frac{5}{16}$"&$31\frac{1}{4}$"-18" 84NHP<br>*WB* Howaldtswerke,Kiel | | |
| 36463 | **Balzac** SteelSc<br>*OilEng*<br>*Elec.light Mchy.Aft* 1*Dk* | 945 | | | | | 1921 | Odense Staalskibsv<br>Odense | F.Olsen&Co. | 215·0\|34·5\|12·7<br>P138'F31' | Chrstiania<br>Norwegian | Oil Engines 4S.C.SA<br>6Cy.$19\frac{7}{16}$"-$35\frac{3}{8}$" 173NHP<br>*WB* Akt.Burmeistr&Wain,Cph | | |
| 36464<br>144099 | **Bellview** SteelSc<br>1*Dk*(*Stl*)&*Shelterdk*(*Stl*)<br>*Elec.light* ~~*Longitudinal framing*~~ | 4677<br>4297<br>2794 | ✠100A1<br>*Shelter dk with freeboard*<br>1,22<br>✠LMC1,22<br>~~(*ClassContem plated*)~~<br>*Fitted for oil fuel* 1,22 *F.P. above* 150°F. | Shl | *z* | CL | ~~1921~~<br>1922<br>1mo | JReadhead &Sons,Ld.<br>SouthShields<br>*Lloyd's A&CP* | BellviewShipping Co.Ld.(J.Bell&Co., *Mgrs*) | 400·3\|52·1\|25·9<br>*Collision BH to Shelter dk, 5BH to Udk*<br>*CellDBa*128' *uE*28' *f*168' 1080*t DTa*58' 1010*tFPT*72*tAPT*53*t* | Hull<br>British<br>FK *ptCem* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 455NHP<br>3SB,9*cf*,GS190,HS7749<br>JReadhead&Sons,Ld.S.Shl | 28 ″ 6<br>s3 ″ 8<br>25 ″ 3 | |
| 36465<br>RBQV | **Bollweiler** IronSc<br>(*ex*Juno, *ex*Lurline)<br>*Well deck*<br>6thSurvey.Got.11,08<br>3rdSurvey,Skm.11,19<br>1*Dk*(*ptStl*)2*trB* | 1021<br>812<br>630 | ✠NB7,97 | | | 10,19 | 1871<br>9mo | Readhead, Softley&Co.<br>S.Shields | Aug.Bolten,Wm. Miller's Nachfolger | 225·0\|30·3\|17·2<br>Q94'B45'H29*t*F29'<br>ptND04 BK3"<br>*DBa&f* | Hamburg<br>German<br>3*BH* 1PBH<br>*Cem* | C.2Cy.$22\frac{3}{4}$"&$48\frac{1}{8}$"-33" (*s*)<br>100lb NDB04 111NHP<br>1SB,3*cf*,GS56,HS1730<br>Readhead,Softley&C.S.Shl | 18 ″ 6<br>s1 ″ 10½<br>17 ″ 6 | |
| 36466 | **Bolderau** SteelSc<br>(*ex*Lisa)<br>1*Dk*&*Spar dk* | 1595<br>1133<br>1170 | | | | | 1898 | Howaldtswerke<br>Kiel | Aug.Bolten,Wm. Miller's Nachfolger | 243·8\|36·3\|20·2<br>B36'H57*t*F21' | Hamburg<br>German | T.3Cy.$16\frac{15}{16}$",$27\frac{9}{16}$"&$42\frac{15}{16}$"-$24\frac{13}{16}$" 91NHP<br>*WB* Howaldtswerke,Kiel | | V |
| 36467<br>146432 | **Bellasco** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | ~~2460~~<br>2494<br>~~2232~~<br>2229<br>~~1496~~<br>1466 | ✠100A1<br>2.22<br>✠LMC1,22<br>~~(*ClassContem plated*)~~<br>*Fitted for oil fuel* 1,22 *F.P. above* 150°F | Sou | *t* | CL | ~~1921~~<br>1922<br>2mo | JI.Thornycroft&Co.Ld.<br>Southampton<br>*Lloyd's A&CP* | DoverShippingCo. Ld.(J.Bell&Co. *Mgrs.*) | 300·5\|43·7\|~~22·0~~ 22·2<br>P28'~~B81~~F33'<br>B83'<br>*CellDB*251'602*tFPT*101*tAPT*108*t* | Hull<br>British<br>FK 5*BHCem* | T.3Cy.21",34"&57"-36" (*s*)<br>180lb 240NHP<br>2SB,6*cf*,GS224,HS4102<br>J.I.Thornycroft&CoLdSou | 21 ″ 5<br>s4 ″ 5½<br>20 ″ 4 | |
| 36468<br>146147<br>KJVL | **Blackcock** SteelSc<br>3Mst<br>*Mchy.Aft Well deck* 1*Dk*(*Stl*) | ~~496~~<br>492<br>~~338~~<br>~~216~~<br>~~231~~ 331<br>226 | ✠100A1<br>12,21 ~~10,21~~<br>~~(*ClassContem plated*)~~<br>✠LMC10,21 | Sou<br>Lon | *h* | CL | 1921<br>10mo | Day,Summers&Co.Ld.<br>Southampton<br>*Lloyd's A&CP* | GeneralStm.Nav. Co.Ld. | ~~165·0\|25·5\|12·0~~<br>Q95'B11'F23' 9·7<br>165·5\|25·7\|<br>*CellDB*93'146*tFPT*20*t* | London<br>British<br>FK 3*BHCem* | T.3Cy.$13\frac{1}{4}$",22"&37"-27"<br>180lb (*s*) 72RHP<br>1SB,3*pf*,GS56,HS1602<br>Day,Summers&Co.Ld.Sou | 12 ″ 0<br>s3 ″ 9<br>11 ″ 6 | |
| 36469 | **Bagnoli I.** SteelSc<br>*Elec.light*<br>*Mchy.Aft* | | 100A1<br>*Awng dk*<br>(*ClassContem plated*) | | | | 1921 | Cant.Nav. "Ilva"-<br>Naples | IlvaAltiEorni& Acciaierie d'Italia | 378·1\|51·5\|30·3 | Naples<br>Italian | 2 Steam Turbines geared to 1 Sc. Shaft<br>F.Tosi,Legnano | | |
| 36470 | **Baldüin** SteelSc<br>*Elec.light* 1*Dk* | 1170 | | | | | 1921 | Akers Mek.Værks<br>Christiania | A/SBonhéur (F.Olsen&Co. *Mgrs.*) | 226·3\|36·4\|16·7<br>P21'B58'F27' | Chrstiania<br>Norwegian | T.3Cy.17",29"&47"-33" 127NHP<br>*WB* AkersMek.Værks.Xia. | | |
| 36471 | **Breda** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 3*Dks*<br>*Cruiser Stern* | 6914<br>6563<br>4374 | | | | | 1921 | New Waterway S.B.Co.<br>Schiedam | Koninkl.Nederl. Stoomb.Maats. | 400·0\|58·0\|37·0<br>F32' | Amstrdam<br>Dutch | 2 Steam Turbines<br>*WB* Met-VickrsElecCo Ld.Mch | | |
| 36472<br>RBQT | **Bollwerk** SteelSc<br>ssGot.2ndNo.3-4,14<br>(*ex*Carolina, ssSkm.No.1-19<br>*ex*Upland,*ex*Bishopsgate) 1*Dk*(*Stl*)&<br>*Well deck* Wireless *Web frames* | 2229<br>1762<br>1391 | ✠100A1<br>9,21<br>~~BS11,20~~<br>BS10,21<br>✠LMC<br>MS4,19 | Got | *s* | CL<br>9,21 | 1888<br>12mo | JLThompson&Sons<br>Sunderland<br>A&CP | Aug.BoltenWm. Miller'sNachf. | 290·0\|38·7\|20·9<br>P29'Q80'B122'<br>F33' BK10"<br>*DBa*88'*f*64' | Hamburg<br>German<br>6*BHCem*<br>314*tAPT*25*t* | T3Cy$22\frac{1}{8}$",$37\frac{5}{32}$"&60"-39"(*s*)<br>160lb ~~100lb~~ NDB02 232NHP<br>2SB,6*cf*,GS92,HS3600<br>J.Dickinson,Sunderland | 22 ″ 3<br>s2 ″ 1<br>21 ″ 2 | |
| 36473<br>146128<br>KJQT | **Burford Bridge** SteelSc<br>(*ex*Eikundasund,*ex*Feie)<br>*Mchy.Aft* ssLon.No.3-10,21 1*Dk*(*Stl*) | 391<br>284<br>205 | 100A1<br>~~*with freeboard*~~<br>1,22 ~~10,21~~ | Lon<br>Pnz<br>LMC10,21 | | | 1916 | Johs.Berg<br>Delfzijl | OnslowS.S.Co.Ld. (W.T.Jaques, *Mgr.*) | 136·3\|23·5\|11·0<br>P48 F19' | London<br>British<br>FK 3*BHCem*<br>*FPT*60*tAPT*30*t* | T.3Cy.$12\frac{5}{8}$",$19\frac{7}{8}$"&~~$31\frac{1}{2}$~~ $29\frac{1}{2}$"-(*s*)<br>~~$21\frac{5}{8}$~~ $21\frac{1}{2}$" 185lb 41RHP<br>*WB* Johs Berg,Delfzijl<br>1SB,2*cf*,GS43,HS1303 | 12 ″ 5<br>″ 8½<br>12 ″ 0 | |
| 36474 | **Bolten** SteelSc<br>(*ex*Kajsa,*ex*Svenske,*ex*Ilsenstein)<br>1*Dk* | 1227<br>—<br>756 | | | | | 1898 | Howaldtswerke<br>Kiel | Aug.BoltenWm. Miller'sNachf. | 243·6\|35·3\|14·8<br>Q76'B112'F27'H92*t* | Hamburg<br>German | T.3Cy.$17\frac{1}{2}$",$27\frac{5}{8}$"&$43\frac{1}{4}$"-$27\frac{5}{8}$" 98NHP<br>*WB* Howaldtswerke,Kiel | | V |
| 36475 | **Bollsta** SteelSc<br>(*ex*Agricola)<br>*Elec.light* 1*Dk* | 1159<br>993<br>677 | | | | | 1918 | Eriksbergs M.V.Aktieb<br>Gothenburg | Aug.BoltenWm. Miller'sNachf. | 226·7\|36·5\|14·6<br>P21'B52'F25' | Hamburg<br>German | T.3Cy.$16\frac{1}{2}$",27"&$44\frac{1}{2}$"-30" 108NHP<br>*WB* KockumsM.V.Akt.Malmö | | V |
| 36476 | **Bolores** SteelSc<br>(*ex*Stina,*ex*Atos)<br>1*Dk* | 905<br>672<br>542 | | | | | 1908 | Hlsingbrgs Varfs Aktieb.<br>Helsingborg | Aug.BoltenWm. Miller'sNachf. | 196·2\|32·9\|12·8<br>B50'F19'H64' | Hamburg<br>German | T.3Cy.$15\frac{3}{4}$",26"&44"-$27\frac{3}{16}$" 101NHP<br>*WB* HelsingborgsVarfsAktieb. | | V |
| 36477<br>146530<br>KLSP | **British Mariner** SteelSc<br>2*Dks*(*Stl*)&*Webframes*<br>*Elec.light* Wireless<br>*Mchy.Aft Longitudinal framing* | ~~7360~~<br>6996<br>~~6540~~<br>6472<br>~~4350~~<br>4083 | ✠100A1<br>3,22<br>✠LMC3,22<br>~~(*ClassContem plated*)~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,22 *F.P. above* 150°F. | Nwc | *b1* | | ~~1921~~<br>1922<br>3mo | Palmers' Co.Ld.<br>Newcastle<br>*Lloyd's A&CP* | BritishTankerCo. Ld. | 440·2\|57·1\|33·8<br>P113'B32'F50'<br>*CellDBuE&B*87'57*tDTf*47'129*tFPT*163*tAPT*192*t* | London<br>British<br>FK 17*BHptCem*<br>(11*BH to Udk*<br>6 „ „*2nd d.*) | 2 Steam Turbines geared to 1 Sc. Shaft 654NHP<br>200lb *120lb* (*s*) FD<br>Palmer'sCo.Ld Newcastle<br>3SB,12*cf*,GS204,HS8511 | 33 ″ 11 | |
| 36478<br>MKTH | **Böklund** IronSc<br>(*ex*Bögelund, ssLth.2ndNo.3-1,10<br>*ex*Langtind, ssCff.No.2-20<br>*ex*Fædreland,*ex*Protean,*ex*Shakespear)<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1827<br>1480<br>1123 | ✠100A1<br>11,20<br>BS7,21<br>✠LMC8,20 | Xia | *r* | CL<br>2,20 | 1885<br>8mo | JLThompson&Sons<br>Sunderland<br>A&CP | A S Furulund (S.Ugelstad& *Mgrs.*) | 271·3\|36·1\|20·5<br>P28'Q68'B63'F30'<br>ptND10 BK9½"<br>*DBa*76'*f*62'277*tFPT*41*tAPT*23*t* | Brevik<br>Norwegian<br>6*BHCem* | T.3Cy.21",$34\frac{1}{2}$"&$55\frac{1}{2}$"-36"(*s*)<br>145lb 185NHP<br>2SB4*cf*,GS83<br>T.Richardson&Sons,Hpl. | 21 ″ 9<br>s2 ″ 5½<br>20 ″ 3 | |

*This vessel, which was not classed in another Register, has now been surveyed by a Surveyor to Lloyd's Register and a certificate for six months issued

| 1 | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Master. Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>—<br>Under deck.<br>—<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>—<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79<br>9L | **Bochum** SteelSc<br>2Dks(Stl)3rddkinNo.1hold<br>Elec.light Welldeck | ~~5890~~<br>6121<br>5520<br>3772 | ✠100A1<br>2,22<br>(ClassContemplated)<br>LMC6,22 | Ham | b† | CL | ~~1921~~<br>1922<br>2mo | Akt.Ges.<br>"Vulcan"<br>~~Stettin~~<br>Hamburg | Deutsch.-Austral.<br>Dmpfsch.Ges. | 450·0\|58·2\|27·0<br>P&B366'F59'<br>FK<br>CellDB 05'1456tFPT63t | Hamburg<br>German<br>8BHptCem<br>ptAsp | T.3Cy.31½",52⅔"&~~84$\frac{1}{16}$"-60"~~ 84½"-59$\frac{13}{16}$"<br>206lb (s) 820NHP<br>4SB,12cf,GS264,HS11970 FD<br>A.G."Vulcan,"~~Stettin~~<br>Hamburg | 29 ″ 6 | |
| 80 | **Bee** SteelSc<br>(Trawler)<br>1Dk<br>Mchy.Aft | 141<br>131<br>47 | | | ••• | | 1889 | D.M'Gill<br>&Co.<br>Irvine | J.Zuazola | 100·8\|20·6\|10·0<br>F8'<br>BK6" | S.Sebast'n<br>Spanish | T.3Cy.11",16½"&27"-22"<br>34NHP<br>Muir&Houston,Glasgow | 11 ″ 0 | |
| 81 | **Betsy** SteelSc<br>(Trawler)<br>1Dk | 171<br>161<br>77 | | | | | 1895 | Bonn&<br>Mees<br>Rotterdam | Stoomvis.Maats.<br>Mercurius | 108·6\|20·1\|10·7 | Ymuiden<br>Dutch | C.2Cy.17"&30"-18"<br>NB10 32NHP<br>B.Wilton,Rotterdam | | |
| 82 | **Bernache** SteelSc<br>(exRepublica) (Trawler)<br>Elec.light 1Dk | 323<br>294<br>130 | ✠<br>4,11<br>✠ | Abn | | | 1911<br>4mo | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | Soc.Anon.Chalutiers deLaRochelle | 135·5\|24·1\|12·5<br>Q75'<br>BK8" | LaRochlle<br>French<br>4BHCem<br>DBf26'25t | T.3Cy.15",25"&40"-27"<br>116NHP<br>1SB,3cf,GS51,HS2150<br>J.Abernethy&Co.Abn. | 13 ″ 6 | V |
| 83 | **B. W. F.** SteelSc<br>1Dk | 443<br>315<br>219 | | | | | 1921 | Gebr.<br>Fikkers<br>Martenshoek | Gebr.Fikkers | 139·6\|24·6\|12·0<br>Q42'P43'F20' | Martenshk<br>Dutch<br>WB | T.3Cy.11",17¾"&29$\frac{1}{16}$"-17¾"<br>N.V.Machfb."Dok" 36NHP<br>v/hNolden&Bulder,Dlfzijl | | V |
| 484<br>219<br>LMQ | **British Enterprise** SteelSc<br>Elec.light 2Dks(Stl)<br>Mchy.Aft | ~~3700~~<br>4204<br>3630<br>2312 | ✠100A1<br>12,21 ✠LMC1,22<br>~~(ClassContemplated)~~<br>CarryingPetroleum in bulk<br>Fittedforoilfuel1,22F.P.above150°F | Gls | 10 | CL | 1921<br>12mo<br>Lloyd'sA&CP | W.Beardmore&Co.Ld.<br>Glasgow | BritishTankerCo.<br>Ld. | 351·4\|49·1\|27·1<br>P83'B40'F57'<br>FK<br>CellDBuE23'68tDTf35'394tFPT54tAPT40t | London<br>British<br>14BHptCem<br>9BHtoUdk<br>5 „ „ 2nd „ | T.3Cy.23",36"&58"-42" (r)<br>180lb 180lb 349NHP<br>2SB,6cf, HS5548 FD<br>W.Beardmore&Co.Ld.Gls. | 27 ″ 0<br>s4 ″ 10<br>22 ″ 7 | |
| 485 | **Brivet** SteelScK<br>(exOyama) ssCff.No.3-10,19<br>1Dk | 264<br>230<br>81 | ✠100A1<br>StmTrawler<br>8,21<br>BS9,21 ✠LMC9,19 | Cff | | CL<br>9,21 | 1908<br>7mo<br>Lloyd'sA&CP | Smith's<br>DockCo.Ld.<br>NorthShields | Ballias&Mahé | 125·4\|22·1\|12·2<br>Q70'F19'<br>BK7½" | Lorient<br>French<br>3BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 82NHP<br>1SB,3pf,GS51,HS1418<br>ShieldsEng.Co.Ld.N.Shl. | 13 ″ 0 | |
| 486<br>46208<br>LJQ | **British Judge** SteelSc<br>2Dks(Stl)&Webframes<br>Elec.light Wireless<br>Mchy.Aft Longitudinalframing | ~~6875~~ 6735<br>~~620~~ 6210 ~~4219~~<br>4025 | ✠100A1<br>5,22 ~~12,21~~ ✠LMC12,21<br>~~(ClassContemplated)~~<br>CarryingPetroleum in bulk<br>Fittedforoilfuel 12,21F.P.above150°F | Cff | a† | CL | 1921<br>12mo<br>Lloyd'sA&CP | SirJ.Laing<br>&Sons,Ld.<br>Sunderland | BritshTankerCo.<br>Ld. | 420·5\|56·4\|33·4<br>P99'B35'F55'<br>FK<br>CellDBuE&B71'255tDTf36'649tFPT227tAPT156t | London<br>British<br>15BHptCem<br>(9 to Uprdk<br>6 „ 2nd „) | T.3Cy.28",46"&75"-51" (s)<br>180lb 120lb 560NHP<br>3SB,9cf, HS8277 FD<br>G.Clark,Ld.Sunderland | 33 ″ 6<br>s7 ″ 3<br>26 ″ 8 | |
| 487 | **Bocamaule** SteelSc<br>Cargobattensnotfitted<br>Elec.light Welldeck 1Dk(Stl) | 2515<br>1876<br>1441 | ✠100A1<br>2,22<br>~~(ClassContemplated)~~<br>✠LMC2,22 | Gls | s | CL | ~~1921~~<br>1922<br>2mo<br>Lloyd'sA&CP | Dublin<br>Dkyd.Co.Ld.<br>Dublin | Cia.Carboniferay<br>deFundicion<br>Schwager | 290·2\|44·3\|18·5<br>~~P21'Q228'~~ F32'<br>PonQ21'Q228' FK<br>IntermediateBHinforeholddispensedwith. 4BHonly<br>CellDB239'663tFPT68tAPT91t | Valparaiso<br>Chilian<br>Cem | T.3Cy.20",33"&54"-36"(s)<br>180lb 254NHP<br>3SB,9cf,GS152,HS1788<br>D.Rowan&Co.Ld.Glasgow | 20 ″ 6<br>s5 ″ 9½<br>19 ″ 1 | |
| 488<br>13893 | **Braconash** SteelScK<br>(exJohnClay) ssLon.No.3-10,20<br>1Dk | 212<br>208<br>78 | 100A1<br>StmTrawler<br>10,21<br>LMC6,20 | Abn | | CL | 1918<br>Lloyd'sA&CP | A.Hall&<br>Co.Ld.<br>Aberdeen | J.S.Doeg | 115·3\|22·6\|12·2<br>BK7½ | Aberdeen<br>British<br>2BHCem<br>DTf5'11t | T.3Cy.12",20"&34"-24" (r)<br>180lb 75NHP<br>1SB.3pf.GS30,HS1347<br>A.Hall&Co.Ld.Aberdeen | 13 ″ 0 | |
| 489 | **Boito** SteelSc<br>(MátyásKirály) ssFiu.2ndNo.3-10,16<br>ssFiu.No.1-20<br>1Dk(Stl)&Spardk(Irn)&<br>Webframes | 1552<br>1387<br>944 | ✠100A1<br>Spardk<br>withfreeboard<br>3,22 ~~3,21~~<br>BS3,21 ✠LMC3,20 | Fiu<br>Tri | p | CL<br>3,20 | 1892<br>12mo | Wigham<br>Richrdsn&Co<br>Newcastle<br>A&CP | AdriaSoc.Anon.di<br>Nav.Marittima | 240·0\|34·0\|14·0<br>P28'B55'F31' 21·2<br>FK<br>CellDB199 | Fiume<br>4BHCem<br>304tAPT21t | T.3Cy.20",32"&53"-36" (s)<br>165lb 90lb NDB09 181NHP<br>2SB,4rf,GS80,HS2868<br>WighmRichrdsn&Co.Nwc | 23 ″ 6<br>s 4 ″ 3<br>19 ″ 6 | |
| 36490<br>KBTF | **Bianca** SteelSc<br>Elec.light 1Dk | 1375<br>737 | | | | | 1921 | Hamburg<br>ElbeSchiffsw.<br>Hamburg | A.Kirsten | 242·8\|36·0\|15·7<br>P&B186'F31' | Hamburg<br>German | T3Cy17¾",28$\frac{11}{20}$"&47$\frac{3}{16}$"-31½"<br>GuteHoffnungshütte,Oberhausen 125NHP | | |
| 36491<br>96338 | **Bay Queen** WoodPad<br>(exOrient,exHingham) | 471<br>—<br>331 | | | | | 1896 | ……………<br>Chelsea,Mass | MontaukSteamboatCo.Ld. | 167·6\|25·0\| 9·2 | NewYork<br>Utd.States | | | |
| 36492<br>472<br>QLVM | **Brazziano** SteelSc<br>(exMariaC.exManila)<br>2Dks(Stl-Lws)&deepframing<br>Elec.light Wireless 3Dkrule | 4007<br>3730<br>249 | ✠<br>11,95 | Lon | x | | 1892<br>12mo | Caird&Co.<br>Ld.<br>Greenock | Soc.Italiana di<br>ServiziMarittimi | 384·6\|45·1\|28·0<br>P38'B104'F59'<br>BK9"<br>CellDB305'735tFPT61tAPT50t | Genoa<br>Italian<br>7BHCem | T.3Cy.28",46"&77"-54"<br>438NHP<br>2DB,12rf,GS231,HS6478<br>Caird&Co.Ld.Greenock | 31 ″ 0 | CI |
| 36493<br>145468<br>KLCN | **Bedeburn** SteelSc<br>(exP.L.M.6,exKifunezan ssShl.No.1-19<br>Maru) Elec.light 2Dks(Stl)&Webframes<br>Wireless Longitudinalframing | 3122<br>2694<br>1943 | ✠100A1<br>10,21<br>✠LMC4,19 | Sld | t | CL<br>10,21 | 1916<br>4mo | OsakaIron<br>Works,Ld.<br>Osaka<br>A&CP | BedeStm.Shppg.<br>Co.Ld.(Frew,<br>Elder&Co.Mgrs.) | 305·0\|44·0\|25·2<br>P19 B82'F32'<br>FK<br>CellDB255'519tFPT76tAPT20t | Newcastle<br>British<br>5BHCem | T.3Cy.22",37"&61"-42" (s)<br>180lb 288NHP<br>2SB.6cf.GS90,HS3824 FD<br>OsakaIronWrksLdOsaka | 27 ″ 3<br>s4 ″ 4½<br>23 ″ 2 | |
| 36494<br>26008<br>RVLK | **Benten Maru** SteelSc | 221<br>—<br>89 | | | | | 1919 | …………… | KunishiKosuke | 118·0\|22·3\|12·7 | Habu<br>Japanese | | | |
| 36495 | **Bennekom** SteelSc<br>(exBourne,exBurgermeisterSchröder)<br>Wireless 2Dks | 7354<br>5456<br>5407 | N.Ns. 6,21<br>For full particulars See No. 36523 below<br>(See footnote*) | | | | 1906 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | KoninklijkeNederlandscheStoombootMaats | 449·7\|58·1\|26·9 | Dutch<br>9BH | T.3Cy.31⅛",50¾"&84"-54"<br>792NHP<br>FlensburgerSchiffsb.Ges. | | |
| 36496<br>144676 | **Braconburn** SteelScK<br>(exRichardBriscoll) ssLon.No.3-7,20<br>1Dk(Stl-ws) | 203<br>200<br>78 | ✠100A1<br>StmTrawler<br>11,21<br>✠LMC7,20 | Abn | | CL<br>7,20 | 1918<br>11mo<br>Lloyd'sA&CP | Hall,Russell&Co.Ld.<br>Aberdeen | ~~J.S.Doeg~~ DonFishingCo.Ld. (J.S.Doeg,Mgr) | 115·4\|22·1\|12·1<br>BK7½" | Aberdeen<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 75NHP<br>1SB.3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 36497<br>145890 | **Barrett** SteelTwinSc<br>OilEng.<br>1Dk | 119<br>110<br>54 | | | | | 1916 | JTEltringham&Co.Ld.<br>Newcastle | KyleTransport Co.Ld.(A.Bickett,Jr.Mgr.) | 98·0\|20·1\| 7·4 | Liverpool<br>British<br>WB | Oil Engines<br>4Cy.12"-12¼" 40NHP<br>Plenty&Son,Ld.Newbury | | |
| 36498 | **Baralt** SteelSc<br>Fittedforoilfuel<br>Elec.light 2Dks | 800 | | | | | 1921 | Coaster<br>Constrct'nCo<br>Ld. Montrose | Koninkl.Nederl.<br>Stoomb.Maats. | 200·0\|33·1\|10·5<br>B60'F23' | Curacao<br>Dutch<br>WB | T.3Cy.15",25"&40"-27"<br>88NHP<br>Fleming&Fergusn,Ld.Psy | | |
| 36499<br>144414 | **Braconbush** SteelScK<br>(exJohnConne) ssBgs.No.3-1,21<br>1Dk(Stl-ws) | 203<br>201<br>88 | ✠100A1<br>StmTrawler<br>11,21<br>✠LMC3,20 | Abn | | | 1919<br>11mo<br>Lloyd'sA&CP | Hawthorns<br>&Co.Ld.<br>Leith | DonFishingCo.Ld.<br>(J.S.Doeg,Mgr.) | 115·4\|22·2\|12·1<br>BK7½" | Aberdeen<br>British<br>3BHCem<br>DBf20'20t | T.3Cy.12",20"&34"-23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hawthorns&Co.Ld.Lth. | 13 ″ 0 | |

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*This vessel, which was commenced under the Society's Survey, was completed & classed by another Register. She has now been surveyed by the Surveyors to Lloyd Register

| | 2<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 3<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 4 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15<br>Registres où cote, si ce n'est dans le L. R.<br>Durée, Cert.B.of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 500<br>371 | **Braconmoor** SteelScK<br>ssWvn.No.1-21<br>(exSamuelBaker) 1*Dk* | 194<br>190<br>72 | ✠100A1<br>*StmTrawler*<br>11,21<br>✠LMC1,21 | Abn | | CL<br>1,21 | 1917<br>7mo | Hall,Russell&Co.Ld.<br>Aberdeen<br>Lloyd's A&CP | DonFishingCo.Ld.<br>(J.S.Doeg,*Mgr.*) | 115·5 | 22·3 | 11·9 | Aberdeen<br>British<br>BK7½" 3*BHCem*<br>*DBf*19'12*t* | T.3Cy.12",20"&34"-24" (*r*)<br>180lb 78RHP<br>1SB,3*pf*,GS48,HS1429<br>Hall,Russell&Co.Ld.Abn. | 12 " 9 | |
| 501 | **Beechfield** SteelSc<br>*Elec.light*<br>*Mchy Aft* | 446<br>318 | 100A1<br>(*ClassContemplated*) | | | | 1921 | LythamSB&E.Co.Ld.<br>Lytham | ZillahSteamship Co.Ld. | 142·0 | 26·0 | 11·5 | Liverpool<br>British | T.3Cy.14",22"&38"-24<br>LythamS.B.&E.Co.Ld. | | |
| 502<br>3339<br>VN | **Balls Head** SteelSc<br>(exHilde-Hugo Stinnes10) ssSyd.No.3-9,21<br>1*Dk*(*Stl*)<br>*Elec.light* *Mchy.Aft.* Sub.Sig.<br>*Cantilever framed topside tanks*<br>*Cargo battens not fitted* | 1658<br>1391<br>835 | 100A1<br>9,21<br>BS3,22<br>LMC4,21 | Syd | *p* | 10,20 | 1911 | G.Seebeck Akt.Ges.<br>Geestemünde<br>Lloyd's A&CP | Coal&Bunkering Co.Ld.<br>*CellDB*212'386*t* *Topside tanks* 160' 362*t* *Midship tank on deck* 16'80*t* *FPT* 165*t* *APT*38*t* | 250·1<br>P67'F24' | 38·1 | 17·9 | SydnyNSW<br>British<br>FK 4*BHCem* | T.3Cy.18",28⅜"&44½"-35½"<br>200lb (*s*) 179NHP<br>2SB,4*cf*,GS53,HS2680 FD<br>G.SeebeckA.G.Bremerhvn | 20 " 4 | |
| 503 | **Bintang** SteelSc<br>*Now named* "Burong," *See No.* 36579 *in Supplement*<br>(exLutong) 1*Dk*(*Stl*)<br>*Mchy.Aft* | 215<br>180<br>118 | ✠100A1<br>4,21<br>✠LMC4,21<br>*Fitted for oil fuel* 1,21 | HKg | | CL<br>*F.P.* | 1921<br>4mo | W.S.Bailey &Co.Ld.<br>HongKong<br>Lloyd's A&CP<br>*above* 150° F. | Anglo-Saxon PetroleumCo.Ld. | 118·0<br>F18' | 23·6 | 7·5 | Miri<br>British<br>FK 3*BHCem*<br>*FPT*8*t* *APT*7*t* | C.2Cy.12"&24"-16" (*s*)<br>130lb 36NHP<br>1SB,2*cf*,GS31,HS784<br>W.S.Bailey&Co.Ld.H.Kg. | 8 " 4<br>s 1 " 0½<br>7 " 6 | |
| 504 | **Bitinia** SteelSc<br>ssCpl.2ndNo.3-10,21<br>*Elec.light* 1*Dk*(*ptIrn&ptStl*)2*trB*<br>*&deep framing*3*Dk rule* | 3125<br>2915<br>1968 | ✠100A-<br>*withfreeboard*<br>10,21<br>✠LMC10,21 | Cpl | | CL<br>10,21 | 1900<br>12mo | J Readhead &Sons<br>S.Shields | Soc.Italiana di Nav."G.Rossi"<br>*CellD Ba*106' *uE*20' *f* 132' 701*t* *APT*31*t* | 323·5<br>P41'B[illegible]6'F32' | 47·1 | 23·7 | Rome<br>Italian<br>FK 5*BHCem* | T.3Cy,24",40"&64"-42" (*r*)<br>160lb *80lb* 278NHP<br>2SB,6*rf*,GS116,HS4366<br>J.Readhead&Sons,S.Shl. | 25 " 0<br>s 4 " 1<br>21 " 3 | |
| 505<br>16561<br>IDG | **British Corporal** SteelSc<br>2*Dks*(*Stl*)&*Webframes*<br>*Elec.light* Wireless<br>*Mchy.Aft* *Longitudinalframing* | ~~7360~~ 6972<br>6540<br>~~4350~~ 6472<br>4072 | ✠100A1<br>5,22<br>✠LMC5,22<br>~~(*ClassContemplated*)~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 5,22 *F.P.above*150°*F.* | Nwc | *b*† | | ~~1921~~<br>1922<br>5mo | Palmers' Co.Ld.<br>Newcastle<br>Lloyd's A&CP | BritishTanker Co.Ld.<br>*CellDBuE&B*87'57*tDTf*47'729*tFPT*163*tAPT*192*t* | 440·0<br>P113'B32'F50' | ~~56·9~~<br>57·1 | ~~33·1~~<br>33·8 | London<br>British<br>FK 17*BHptCem*<br>(11 " *to U dk*<br>6 " " *2nd* | 2Stm.Turbines geared to 1 Sc.shft.200lb *120lb*(*s*)654NHP<br>3SB *12cf*,GS204,HS8511 FD<br>Palmers'Co.Ld,Nwc. | 33 " 11 | |
| 506 | **Bintang** SteelTwinSc<br>*OilEng*<br>*Elec.light* | 2500 | 100A1<br>(*ClassContemplated*) | | | | 1921 | A/SNakskovSkibs.<br>Nakskov | A/SDetOstasiatske Kompagni | 284·0<br>F31' | 44·0 | 16·8 | | Oil Engines<br>12Cy.19¾"-26"<br>Burmeister&Wain,Cpn. | | |
| 507<br>44705<br>JWX | **Broughty** SteelSc<br>*Mchy.Aft Welldeck* 1*Dk*(*Stl*) | 504<br>328<br>200 | ✠100A1<br>11,21<br>~~(*ClassContemplated*)~~<br>✠LMC10,21 | Dun | *h* | CL | 1921<br>10mo | LarneS.B.~~&E.~~Co.Ld<br>Larne<br>Lloyd's A&CP<br>Completed by Scott&Sons,Bowling | Dundee,Perth& LondonShipping Co.Ld.<br>*CellDBf* 7'104*tFPT*36*tAPT*2*t* | 166·1<br>Q96'B11'F23' | 25·3 | 9·6 | Dundee<br>British<br>FK 3*BHCem* | T.3Cy.13",21"&35"-24" (*S*)<br>180lb 84RHP<br>1SB,3*cf*,GS51,HS1566<br>W.Beardmore&Co.Ld. Coatbridge | 11 " 9<br>s3 " 10<br>11 " 7 | |
| 508<br>FR | **Bovenkerk** SteelSc<br>(exBoltonAbbey, exHuberfels) ssLiv.No.2-21<br>2*Dks*(*Stl-Uteak s*)<br>*Elec.light* Wireless | 5921<br>5558<br>3723 | ✠100A1<br>12,21 ~~3,21~~<br>BS11,21<br>✠LMC?,21 | Rot<br>Ham | *a*† | ~~2,21~~<br>CL<br>12,21 | 1913<br>1mo | Akt.Ges. "Weser"<br>Bremen<br>Lloyd's A&CP | VereenigdeNederlandscheScheepvaartMaats.<br>*Cell DBa*139'*uE&B*45'*f*189' 1187*t FPT*48*t APT* 56 '*tween dk tanks f*36'494*t a*36'470*t*<br>1*BH in forward hold dispensed with* 6*BH only* | 422·5<br>P60'B126'F54' | 56·2 | 29·9 | Rottrdam<br>Dutch<br>FK *Cem* | T3Cy.28¾"46⅞"&75 9/16"-53 15/16"<br>192lb *121lb* (*s*) 520NHP<br>3SB,9*cf*,GS148,HS6950 FD<br>A.G."Weser,"Bremen | 32 " 6<br>s 6 " 8½<br>26 " 2 | |
| 509 | **Borgholm** SteelSc<br>(exSanEugenio, exEduardBary,exArgos,exHeimburg)<br>ssBly.2ndNo.3-4,20<br>1*Dk*(*Irn*)&*Spar dk* (*ptIrn*-ws) | *1794*<br>*1676*<br>*1125* | ✠100A1<br>*Spar dk*<br>3,21<br>BS8,21<br>✠LMC4,20 | Lon | *u* | 3,21 | 1889<br>12mo | Helsingörs Jernsk.&Msk<br>Elsinore<br>Lloyd's A&CP | RederiaktiesLimfjorden(Rechnitzer Thomsen&Co. *Mgrs.*) | 260·0<br>P144'B58'F34' 21·5<br>*CellDBa*72'*uE*28'*f* 116'298*t* | 37·2 | 14·5 | Aalborg<br>Danish<br>FK 5*BHCem* | T.3Cy.21",35"&56½"-36" (*s*)<br>160lb 190NHP<br>2SB,6*rf*,GS85,HS2833<br>HelsingörsJernsk.&Mskb. | 23 " 10<br>s 5 " 11<br>18 " 5 | |
| 510 | **Braziliana** SteelSc<br>*Elec.light* *CruiserStern* | 3496<br>2911<br>1800 | 100A1<br>*Shelter dk with freeboard*<br>(*ClassContemplated*) | | | | 1921 | Furness S.B.Co.Ld.<br>Haverton Hill-on-Tees | Furness,Withy& Co.Ld. | 363·0<br>F68'*onShelter dk* | 52·2 | 22·0 | Liverpool<br>British | T.3Cy.26",43"&73"-48"<br>Richardsons,Westgarth& Co.Ld.Mdb. | | |
| 511<br>1396 | **Bhuj** WoodSc<br>*OilEng.*<br>1*Dk* | 144<br>129<br>71 | | | | | 1918 | Omiar Founding& Eng.Co.<br>Bombay | Gopaldas Trikamjee Jivandass | 99·7 | 22·4 | 10·2 | Bombay<br>British | Oil Engine<br>2Cy.16½"-18¾" 46NHP<br>J&CGBolindersCoLd.Skm | | |
| 512 | **Bethore** SteelTwinSc<br>*Fitted for oil fuel*<br>*Elec.light* *Carrying Petroleum in bulk*<br>*Mchy.Aft* *Longitudinal framing* | | | | | | 1921 | Bethlehem S.B.Corp.Ld.<br>Sparrow's Point.Md. | OreS.S.Corp. | 551·0<br>P139'B82'F50' | 72·0 | 44·0 | NewYork<br>Utd.States<br>*WB* | T.6Cy.26",41"&68"-48"<br>641NHP<br>BethlehemS.B.Corp. | | |
| 36513 | **British General** SteelSc<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing* | 7360<br>6540<br>4350 | 100A1<br>(*ClassContemplated*)<br>*CarryingPetroleum in bulk* | | | | 1921 | Palmers' Co.Ld.<br>Newcastle | BritishTankerCo. Ld. | 440·0<br>P113'B32'F50' | 57·1 | 33·8 | London<br>British | 2 Steam Turbines geared to 1 Sc. Shaft<br>Palmers'Co.Ld.Nwc. | | |
| 36514<br>41675 | **Bayton** SteelSc<br>(exFrancisWidlar)<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB* | 4176<br>3924<br>3000 | | | | | 1904 | American S.B.Co.<br>Cleveland,O. | MathewsS.S.Co.Ld (A.E.Mathews, *Mgr.*) | 416·0 | 50·0 | 28·0 | Toronto<br>British<br>*WB* | T.3Cy.22",35"&58"-40"<br>213NHP<br>ClevelandSBCoClevelndO | | |
| 36515 | **Badarpur** SteelSc<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless *CruiserStern* | | 100A1<br>(*ClassContemplated*)<br>*CarryingPetroleum in bulk* | | | | 1921 | Hawthorn, Leslie&Co.Ld<br>Newcastle | BurmahOilCo.Ld. | 440·0<br>P32'B41'F63' | 56·7 | 39·2 | Rangoon<br>British | T.3Cy.30",50"&80"-54"<br>Hwthrn,Leslie&CoLd.Nwc | | |
| 36516 | **Brac** SteelSc<br>(exBrunsbüttel) ssFiu.2ndNo.3-8,21<br>*Elec.light* 1*Dk* | 136<br>105<br>33 | 100A-<br>8,21<br>LMC8,21 | Fiu | | 8,21 | 1896 | Howaldtswerke<br>Kiel | Soc.Anon.diNav.a Vap."Dalmatia"<br>*Tanks at sides of tunnel* 20'24*t* | 110·5<br>Q35'F16' | 19·7 | 8·7 | Spalato<br>BK5½" 4*BHCem* | T.3Cy.12",18⅞",&29 13/16"-15⅝"<br>156lb NB21 (*s*) 52NHP<br>1SB,2*cf*,GS35,HS1046<br>Howaldtswerke,Kiel | 10 " 0<br>s 1 " 0<br>9 " 7 | |
| 36517 | **Bengal Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*) | 5360<br>4844<br>3206 | ✠100A1<br>10,21<br>✠LMC10,21 | Nag | *z* | CL | 1921<br>5mo | Mitsubishi ZosenKaisha, Ld. Nagasaki<br>A&CP | NipponYusen KabushikiKaisha<br>*CellD B*350'1075*tFPT*85*t APT*87*t* | 400·0<br>P39'B121'F43' | 54·5 | 30·0 | Tokio<br>Japanese<br>FK 6*BHCem* | T.3Cy.26½",41½"&75"-48"<br>200lb (*s*) 490NHP<br>3SB,9*cf*,GS163,HS6499 FD<br>MitsubishiZosenKaisha,Ld | 30 " 0<br>s 5 " 8½<br>24 " 8 | |

| 1 | 2, 3 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 518<br>HG | **Benreoch** SteelSc<br>*Elec light* 2*Dks*(*Stl*) | 5818<br>5442<br>3702 | ✠100A1<br>3,22~~12,21~~<br>✠LMC12,21 | Gls<br>Kob | z | CL | 1921<br>12mo | C.Connell<br>&Co.Ld<br>Glasgow<br>*Lloyd'sA&CP* | BenLineSteamers,<br>Ld.(W.Thomson&<br>Co.*Mgrs.*) *Intermediate BH* FK<br>*in forward hold& intermediate 'tween dk BH in after holds dispensed with*<br>*CellDB*363'1050*tD Ta*32'960*tAPT*32*t* | 420·1<br>P35'B128'F45' | 54·0 | 30·0 | Leith<br>British<br>*pt.Cem*<br>5*BH to U dk*<br>1 „ „2nd„<br>*only* | Q.4Cy.24¾",35½",51"&73"-51" (*s*)<br>220lb *100lb* 600NHP<br>3SB,12*cf*,GS214,HS8781 FD<br>Dunsmuir&JacksonLd Gls | 32 " 3<br>s 6 " 6<br>26 " 2 | |
| 519 | **Borgsten** SteelSc<br>*Elec.light* 1*Dk* | 1560<br>1350<br>900 | | | | | 1921 | Akers<br>Mek.Værks.<br>Christiania | A\|S Borgå<br>(P.Olsen,*Mgr.*) | 255·5<br>P21'B63'F29' | 39·7 | 17·0 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.<br>AkersMek.Værks.Xia. | | |
| 520 | **Bealiba** SteelSc<br>*Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | ~~500~~<br>512<br>338<br>206 | ✠100A1<br>12,21<br>~~(*ClassContemplated*)~~<br>✠LMC12,21 | Gls | h | CL | 1921<br>6mo | LarneS.B.<br>Co.Ld.<br>Larne<br>*Lloyd'sA&CP* | JonesBros. | ~~165·0~~<br>~~Q101~~'B11'~~F23~~F26'<br>165·2 Q95' FK<br>*CellDB*/97'104*tFPT*36*tAPT*2*t* | 25·3 | 9·5 | Sydney<br>British<br>3*BHCem* | T.3Cy.13",21"&34"-24"(*s*)<br>180lb 78NHP<br>1SB,3*cf*,GS52,HS1439<br>Campb'll&Calderwood~~Psy~~<br>Ld.,Psy | 11 " 9<br>s 3 " 10½<br>11 " 7 | |
| 521 | **Bolama** SteelSc<br>(*ex*Sonja)<br>1*Dk* | 1834<br>1626<br>1112 | | | | | 1917 | Sörlandets<br>Skibsbygerri<br>Fevig | Aug.Bolten,Wm.<br>Miller'sNachf. | 264·3<br>P30'B66'F25' | 42·1 | 18·0 | Hamburg<br>German | T.3Cy.20½",33"&56"-35"<br>188NHP<br>FredrikstadM.V.Frdstad. | | N |
| 522 | **Baldur** SteelAuxScSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 125<br>102<br>91 | | | | | 1920 | Frd.Krupp<br>Akt.Ges.<br>Kiel | Fried.Krupp<br>Akt.Ges. | 91·5<br>Q11'H26' | 20·6 | 7·5 | Kiel<br>German<br>*WB* | Oil Engine 2S.C.<br>2Cy.9⅘"-11⅗"<br>H.Callesen&Co.Apenrade | | |
| 523 | **Bennekom** SteelSc<br>(*ex*Bourne,*ex*BurgermeisterSchröder) *ss*Ams.No.1-21 2*Dks*(*Stl*)<br>*Elec.light* Wireless *3rd dk in No.1 hold*<br>*Well deck* | 5789<br>~~7354~~<br>5407<br>~~4676~~<br>3619 | 100A1<br>5,22 ~~11,21~~<br>LMC11,21 | Ams | | CL<br>11,21 | 1917 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | Koninkl.Nederl.<br>Stoomb.Maats. | 449·7<br>P&B377'F53'<br>FK<br>*CellDB* | 58·1 | 26·9 | Amstrdam<br>Dutch<br>9*BHCem*<br>403'1640*t* | T.3Cy.31⅛",$50\frac{13}{16}$"&$84\frac{1}{16}$"-$53\frac{15}{16}$" 185lb (*s*) 791NHP<br>4SB12*cf*,GS253,HS12196 FD<br>FlensburgerSchiffsb.Ges. | 29 " 6 | |
| 524 | **Biota** SteelScK<br>1*Dk* | 90<br>97<br>97<br>35 | ✠100A—<br>*For fishing purposes*<br>3,22<br>~~(*ClassContemplated*)~~<br>LMC8,22 | Hul | | CL | 1922<br>3mo | Cochrane&<br>Sons,Ld.<br>Selby | Pickering&Haldane'sStm.TrawlingCo.Ld. | ~~85·0~~<br>85·2<br>BK7½" | ~~19·0~~<br>19·1 | ~~9·7~~<br>9·0 | Hull<br>British<br>3*BHCem* | C.2Cy.12"&24"-16" (*s*)<br>140lb 33NHP<br>NE&B17*refitted*22<br>1SB,2*pf*,GS24,HS680<br>Goldie&McCullochCoLd,Galt.Ont. | 9 " 9 | |
| 525 | **Beardmore** SteelScK<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | | 100A1<br>*For fishing purposes*<br>(*ClassContemplated*) | | | | 1920 | Cochrane&<br>Sons,Ld.<br>Selby | GrimsbyMotor<br>TrawlingCo.Ld. | 115·0<br>Q62'F18' | 22·0 | 13·0 | British | Oil Engines 2S.C.SA<br>6Cy.17"-24"<br>Beardmore&Co.Ld.<br>Coatbridge | | |
| 526 | **Botne** SteelSc4Mst<br>*For full particulars See No. 36552 below*<br>1*Dk* | 980 | | | | | 1921 | Hölens<br>Verks.A/S<br>Larvik | FinnFriis&C.O.<br>Lund | 214·0<br>P22'B61'F25' | 34·0 | 16·0 | Drammen<br>Norwegian<br>*WB* | T.3Cy.15½",25"&42"-30"<br>97NHP<br>A/SMossVerft,Moss | | |
| 6527 | **Batavia** SteelSc<br>*Oil Eng.*<br>*Elec.light* *Mchy.Aft* 1*Dk* | 962<br>765<br>498 | | | | | 1921 | Odense<br>Staalskibs,<br>Odense | A/S"GangerRolf"<br>v/dF.Olsen&Co. | 215·0<br>P135'F30' | 34·5 | 12·9 | Chrstiania<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 172NHP<br>Akt.Burmeistr&Wain,Cpn | | |
| 6528<br>36551<br>JFBG | **Broadgreen** SteelSc3Mst<br>(*ex*MadameBrooke, *ss*Lon.No.1-18<br>*ex*Broadgreen) *Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | 622<br>414<br>264 | ✠100A1<br>1,22~~11,21~~<br>BS11,21<br>✠LMC6,18 | Cff<br>Sws | i | CL<br>11,21 | 1914<br>2mo | J.Fullerton&Co.<br>Paisley<br>*Lloyd'sA&CP* | O.Dorey&Sons | 175·2<br>Q96'B9'F32'<br>BK6"<br>*CellDB*/95'137*tFPT*51*t* | 28·1 | 10·4 | Guernsey<br>British<br>3*BHCem*<br>*APT*44*t* | T.3Cy.14",24"&40"-27" (*s*)<br>180lb 90RHP<br>1SB.3*pf*,GS51,HS1899<br>Ross&Duncan.Glasgow | 13 " 0<br>s4 " 7<br>13 " 0 | |
| 6529 | **British Industry** SteelSc<br>*Should be* "SaintJerome," *See No.* 39404 *in Supplement*<br>*Elec.light*<br>*Mchy.Aft* | 3700<br>2312 | 100A1<br>(*ClassContemplated*)<br>*CarryingPetroleum in bulk* | | | | 1922 | W.Beardmore&Co.Ld.<br>Glasgow | BritishTankers,<br>Ld. | 351·4<br>P82'B30'F57' | 49·1 | 27·1 | London<br>British | T.3Cy.23",36"&58"-42"<br>W.Beardmore&Co.Ld.Gls. | | |
| 36530<br>FRW | **Björklund** IronSc<br>(*ex*Björkelund,*ex*Ocean,<br>*ex*Kairos) Wireless 1*Dk*&*Spar dk*3*trB* | 2881<br>2803<br>1703 | | | ... | | 1882 | JLThompson&Sons<br>Sunderland | A/SVenus<br>(S.Ugelstad&Co.<br>*Mgrs.*) | 312·6<br>H8*t* | 40·1 | 29·4 | Brevik<br>Norwegian<br>*WB* | T 3Cy.21",35"&58"-45" (*s*)<br>*Tpd*93 NB93 236NHP<br>GourlayBros.&Co.Dun | 30 " 11 | N |
| 36531<br>NCLT | **Bolivia** SteelSc<br>3*Dks* | 5497<br>5025<br>3425 | | | | | 1921 | F Schichau<br>Danzig | Dampssks.Orient | 398·7<br>P44'F54' | 55·9 | 29·1 | Copnhagn<br>Danish<br>*WB* | Turbines<br>F.Schichau,Elbing | | |
| 36532<br>KDGM | **B. O. Börjesson** SteelSc<br>(*ex*GeorgeHarper)<br>*Elec.light* 1*Dk* | 1586<br>1316<br>928 | | | | | 1907 | Akt.Ges.<br>"Neptun"<br>Rostock | RederiA/B<br>Gefion(J.Gorthon,<br>*Mgr.*) | 256·9<br>P12'Q84'B105'F28' | 38·1 | 16·3 | Hlsngborg<br>Swedish<br>*WB* | T.3Cy.17⅞",30½"&48"-33"<br>132NHP<br>A.G."Neptun,"Rostock | | V |
| 36533<br>KLMV | **Baron Vernon** SteelSc<br>2603<br>*Elec.light* *CruiserStern* 1*Dk* | ~~2550~~<br>2303<br>1507 | | | | | ~~1921~~<br>1922 | Irvine'sS.B<br>&D.D.Co.Ld.<br>WHartlepool | ~~H.Hogarth&Sons~~<br>KelvinShippingCo.<br>Ld. (H.Hogarth&<br>Sons *Mgrs.*) | 310·0<br>P31'B104'F35' | 45·0 | 20·7 | Ardrossan<br>British<br>*WB* | T.3Cy.24" 39"&66"-45"<br>Richardsons, 292NHP<br>Westgarth&Co.Ld.W.Hpl. | | |
| 36534 | **Bengore Head** SteelSc<br>*Elec.light* 1*Dk*<br>Wireless *CruiserStern* | 2304 | | | | | 1922 | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool | UlsterSteamship<br>Co.Ld.(S.Heyn&<br>Sons,Ld.*Mgrs.*) | 310·0<br>P30'B106'F36' | 45·0 | 20·7 | British<br>*WB* | T.3Cy.24",39"&66"-45"<br>292NHP<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | | |
| 36535<br>143434<br>VCGP | **Bulgarian** SteelSc<br>(*ex*OttoKalthoff, *ss*Lon.No.3-11,21<br>*ex*MarieMenzell) 1*Dk*(*Stl*)<br>*Elec.light* | 2064<br>1374<br>1268 | 100A1<br>11,21<br>BS3,22<br>LMC11,20 | Lon | s | CL<br>10,21 | 1904 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg<br>*Lloyd'sA&CP* | Westcott&<br>LauranceLine,Ld.<br>*IntermediateBHin forward hold dispensed with* FK | 292·5<br>P17'B174'F34'<br>*Cell* | 41·2 | 18·8 | London<br>British<br>*Cem*<br>4*BHonly*<br>DB250'696*t* | T.3Cy.21⅝",35½"&55"-$35\frac{7}{16}$"<br>170lb (*s*) 200NHP<br>2SB.4*cf*,GS71,HS2567 FD<br>FlensburgerSchiffsb.Ges.<br>*FPT*75*tAPT*15*t* | 21 " 7<br>s 2 " 5½<br>19 " 5 | |
| 36536 | **Bonus** IronSc<br>(*ex*Norma)<br>1*Dk*2*trB* | 842<br>648<br>519 | | | | | 1884 | Flensburgr<br>Schiffs.Ges.<br>Flensburg | Reed.Johannes<br>Ick,G.m.b.H. | 199·1<br>Q66'B53'F21' | 30·0 | 13·9 | Hamburg<br>German | C.2Cy.27"&48"-30"<br>NB00 105NHP<br>FlensburgerSchiffsb.Ges. | | V |
| 36537<br>SKD | **Baltseren** SteelSc<br>1*Dk* | 102<br>100<br>34 | | | | | 1918 | Storviks<br>Mek.Værks.<br>Xiansund | Ansnæs&Sönner | 95·1 | 18·7 | 8·9 | Xiansund<br>Norwegian | C.2Cy.8½"&20"-15"<br>LaxevaagsMsk&Jrns.Bgn | | N |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36538 | **Baumwall** SteelScK<br>Elec.light 1Dk | 237<br>222<br>92 | | | | | 1922 | Reiherst'g<br>Schiffsw.<br>Hamburg | Deutsche<br>Seefischerei A.G. | 125·4\|24·2\|9·6<br>F19' | Cuxhaven<br>German | T.3Cy.13",23$\frac{3}{16}$"&33½"-25$\frac{5}{16}$"<br>57NHP<br>Reiherst.Maschinenf.Ham. | | |
| 36539<br>146550<br>KMBC | **British Workman** SteelSc<br>2Dks(Stl)&Web frames 6994<br>Elec.light Longitudinal framing<br>Mchy.Aft Wireless | ~~6960~~<br>6533<br>4066 | ✠100A1<br>4,22 ✠LMC4,22<br>~~(ClassContemplated)~~<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 4,22 F.P.above150°F. | Bel | ℓ† | | 1922<br>4mo<br>Lloyd's | Workman,<br>Clark&Co.Ld<br>Belfast<br>A&CP | BritishTankerCo.<br>Ld.<br>CellDBu&B81'42tDT | 440·4\|57·0\|~~33·8~~ 33·9<br>P113'B34'~~F66'~~<br>F65' FK<br>11BHtoUpprdkCBH...<br>f45'620tFPT165tAPT224t | London<br>British<br>17BHptCem | 2 Steam Turbines geared to1ScShaft (s)<br>200lb 120lb 605NHP<br>3SB,12cf,GS209,HS8295 FD<br>Wrkman,Clark&Co.LdBel | 33 ″ 1<br>s7 ″ 9½<br>26 ″ 6 | |
| 36540<br>146540<br>KLTM | **Blythmoor** SteelSc 6582<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | ~~6536~~<br>6273<br>~~4073~~<br>4032 | ✠100A1<br>Shltr dk with freeboard<br>~~(ClassContemplated)~~<br>3,22 ✠LMC3,22<br>Fitted for oil fuel 3,22 F.P.above150°F. | Shl | 2 | CL | 1922<br>3mo<br>Lloyd's | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>A&CP | MoorLine,Ld.<br>(W.Runciman&<br>Co.Ld.Mgrs.)<br>IntermediateBHinforehold dispensed with<br>CellDB360'1160tMT15'6 | 420·0\|54·0\|34·3<br>FK<br>06tFPT105tAPT231t | London<br>British<br>Cem<br>1BHtoSh.dk<br>5BHtoUdk | T.3Cy.27",44½"&75"-54"(s)<br>180lb 577NHP<br>3SB,9cf,GS189,HS8530 FD<br>W.Doxford&Sons,Ld.Sld. | 37 ″ 0<br>s9 ″ 1<br>28 ″ 4 | |
| 36541 | **Bruxelles** SteelSc<br>(exSouthern)<br>Elec.light Wireless 2Dks | 5105<br>4813<br>3160 | | | | | 1919 | Bartram&<br>Sons,Ld.<br>Sunderland | Cie.Transatlantique Belge (ArmementDeppe,Mgrs.) | 400·3\|52·3\|28·5<br>P49'B112'F39' | Antwerp<br>Belgian<br>WB | T.3Cy.27",44"&73"-48"<br>369NHP<br>J.Dickinson&Sons,Ld.Sld. | | G |
| 36542<br>143172<br>JWNG | **Brockfield** SteelSc<br>(exCrostafels) ssHam.No.3-2,21<br>1Dk(Stl)&Spar dk(Stl-ws)<br>Elec.light Wireless &deep framing | 4947<br>4687<br>3080 | ✠100A1<br>Spar dk<br>1,22 ~~2,21~~<br>✠LMC3,21 | Ham<br>3mo | 2 | ~~3,21~~<br>CL<br>1,22 | 1904<br>7mo<br>Lloyd's | Swan,Hunter&Wigham<br>Richardson<br>Ld Newcastle<br>A&CP | BrockS.S.Co.Ld.<br>CellD<br>'Tween dk tanks a46' | 398·7\|52·1\|28·4<br>P50'B122'F52'<br>FK&BK2"<br>Ba128' uE24'f176'<br>445t f42'460t FPT | London<br>British<br>6BHCem<br>870t<br>80tAPT45t | Q.4Cy.23",32",48"&72"-54"<br>213lb 120lb (r) 492NHP<br>3SB,9cf,GS154,HS6462 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 31 ″ 0<br>s6 ″ 5<br>25 ″ 0 | |
| 36543<br>145477 | **Bedehome** SteelSc<br>(exAgeröen)<br>1Dk(Stl) | 1439<br>1207<br>833 | ✠100A1<br>1,22 ~~5,20~~ 5,22<br>✠LMC5,20 | Cpn<br>Nwc | o | 5,22 | 1920<br>5mo<br>Lloyd's | Kalundbrg<br>Skibsverft<br>Kalundborg<br>A&CP | HomelandS.S.Co.<br>Ld. (R.H.Hopps,<br>Mgr.)<br>CellDB195'409tFPT | 233·3\|37·1\|~~16·6~~ 16 8<br>P12'B50'F29'<br>FK | Newcastle<br>British<br>4BHCem<br>63tAPT28t | T.3Cy16⅜",25$\frac{9}{16}$"&42½"-29½"<br>185lb (s) 137NHP<br>2SB,4cf,GS67,HS2028<br>Akt.Smith,Mygind&<br>Hüttemeier,Copenhagen | 18 ″ 8<br>s2 ″ 2<br>16 ″ 9 | |
| 36544<br>110526<br>QMPH | **Brockdale** SteelSc<br>(exBerriedale,ex ssGls.No.3-3,09<br>Albiana,exBraemount ssCff.No.2-19<br>exCorbyCastle) 1Dk(Stl)&Spar dk<br>Elec.light Wireless (Irn)&deep framing<br>Carrying oil fuel F.P.above 150°F in DB | 3607<br>3325<br>2297 | ✠100A1<br>Spar dk<br>2,21<br>BS8,19<br>MBS3,21<br>✠LMC7,17 | Liv | w | N3,21 | 1898<br>12mo | W.Pickersgill&Sons<br>Sunderland<br>A&CP | RossallS.S.Co.Ld.<br>(J.D.Brockdorff&<br>Co.Mgrs.)<br>CellDBa110' | 350·0\|46·2\|17·6<br>P31'B104'F33'25·6<br>FK<br>uE&B42'f144'829t | London<br>British<br>6BHCem<br>APT48t | T.3Cy.23½",40"&66"-45"(s)<br>180lb 100lb NDB17 327NHP<br>2SB,6cf,GS97,HS4147 FD<br>G.Clark,Ld.Sunderland | 28 ″ 2<br>s5 ″ 4<br>23 ″ 3 | |
| 36545<br>LOKG | **Balzac** SteelSc<br>OilEng.<br>Mchy.Aft 1Dk | 962<br>765<br>498 | | | | | 1921 | Odense<br>Staalskibsvft<br>Odense | A/SGangerRolf<br>(F.Olsen&Co.<br>Mgrs.) | 215·0\|34·7\|12·9 | Chrstiania<br>Norwegian | Oil Engines<br>6Cy 19$\frac{7}{16}$"-35$\frac{4}{10}$"<br>AktBurmeistr&Wain,Cpn | | N |
| 36546<br>MTSP | **Bunkringslægter Nr. 1** Ferro-<br>(Lighter) ConcreteTwinSc<br>Elec.light Motor 1Dk | 363<br>313<br>278 | | | | | 1919 | Hölens<br>Jernbeton<br>A/S Hölen | A/S Christiania<br>Kul-ogVedbolag | 134·2\|29·7\|12·0 | Chrstiania<br>Norwegian | Oil Engines<br>4Cy.10¼"-11$\frac{4}{5}$"<br>J.V.Svenssons,Mfbk.Skm. | | N |
| 36547<br>LQDJ | **Björn I.** SteelSc<br>(exLauritzBerg) (Whaler)<br>1Dk | 106<br>103<br>37 | | | | | 1907 | Akers<br>Mek.Værks.<br>Christiania | A/S Congo(Søren<br>L.Christensen,<br>Mgr.) | 91·6\|17·8\|10·5 | Sandefjrd<br>Norwegian<br>WB | T.3Cy.11",18"&29"-18"<br>36NHP<br>Akers.Mek.Værks.Xia. | | |
| 36548<br>145367 | **Branksea** SteelTwinSc<br>(exH.M.S.'Growler")<br>1Dk | 214<br>170<br>89 | | | | | 1890 | Edwards&<br>Symes<br>Millwall | H.J.Beazley | 112·3\|21·1\|9·1 | S'thamptn<br>British | C.2Cy.12"&22"-16"<br>NB11 32RHP<br>Wilson&Co.London | | |
| 36549<br>6522<br>KDGC | **Bellville** SteelAuxSc3MstSr<br>(exTweeAmbt) OilEng<br>(SeeSailingShipRegisterSupplement) | 328<br>285<br>221 | | | | | 1915 | Gebr.G.&<br>H.Bodewes<br>Martenshoek | S.Boldt | 131·9\|26·6\|10·6 | Landskrna<br>Swedish<br>WB | Oil Engine 2S.C.SA<br>2Cy.15¾"-17¾" 37NHP<br>D.Goedkoop,Jr.Ams. | | V |
| 36550 | **Britta** SteelSc<br>2Dks | 1200 | | | | | 1921 | Schiffsb.<br>Ges."Unterweser"<br>m.b.H. Lehe | J.Lauritzen | 230·0\|34·5\|14·4<br>P21'B56'F28' | Esbjerg<br>Danish<br>WB | Geared Turbine<br>Maskf."Atlas,"Cpn. | | G |
| 36551 | **Bosporus** SteelSc<br>(exTebea,exKreta,exHispania,<br>exWandrahm) 2Dks&Web frames<br>Elec.light Sub.Sig. | 2581<br>2379<br>1574 | | | | | 1891 | J.C.Tecklenborg A.G.<br>Geestemünde | F.G.Reinhold | 314·9\|40·2\|24·1<br>P24'B72'F36' | Danzig<br>WB | T.3Cy.23½",35½"&64¼"-42"<br>268NHP<br>Maschinenfabrik<br>Buckau,Magdeburg | 26 ″ 6 | |
| 36552<br>LOMP | **Botne** SteelSc<br>1Dk | 990<br>861<br>569 | | | | | 1921 | Hölens<br>Verks.<br>Larvik | FinnFriis&<br>C.O.Lund | 214·2\|34·3\|14·2<br>P22'B61'F25' | Drammen<br>Norwegian<br>WB | T.3Cy.15½",25"&42"-30"<br>97NHP<br>MossVærft.A/S.Moss | | |
| 36553 | **British Councillor** SteelSc<br>Elec.light Wireless<br>Mchy.Aft Longitudinal framing | 7086<br>6549<br>4224 | 100A1<br>(ClassContemplated)<br>CarryingPetroleum in bulk | | | | 1922 | Sir J.Laing<br>&Son,Ld.<br>Sunderland | BritishTankerCo.<br>Ld. | 440·3\|57·1\|34·0<br>P113'B32'F49' | London<br>British | 2 Geared Steam Turbines<br>G.Clark,Ld.Sunderland | | |
| 36554 | **British Grenadier** SteelSc<br>Elec.light Longitudinal framing<br>Mchy.Aft | 6900<br>6368<br>4100 | 100A1<br>(ClassContemplated)<br>CarryingPetroleum in bulk | | | | 1922 | Swan,Hunter&Wigham-<br>RichardsnLd.<br>Newcastle | BritishTankerCo.<br>Ld. | 440·0\|57·0\|33·7<br>P113'B32'F50' | London<br>British | 2 Geared Steam Turbines<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | | |
| 36555 | **Bluster** SteelScK<br>(exCyclone)<br>1Dk(Stl) | 96<br>95<br>37 | ✠100A1<br>For fishing purposes<br>4,22 ~~11,19~~<br>BS3,22 ✠LMC11,19 | Hul<br>Gms | | 4.22 | 1919<br>11mo<br>Lloyd's | J.S.<br>Watson<br>Gainsboro'<br>A&CP | ~~Baker&Green~~<br>SavoySteam<br>FishingCo.Ld.(HC<br>Baker,Mgr.) | 86·2\|18·5\|9·2<br>BK7½ | London<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18"(s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>W.Beardmore&Co.Ld.<br>Coatbridge | 10 ″ 0 | |
| 36556 | **Baldur** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 303<br>283<br>107 | | | | | 1921 | Schiffb.Ges<br>Unterweser<br>m.b.H.Lehe | Fiskeveidafelayid<br>"Hangur" | 144·9\|25·3\|10·0<br>Q75'F24' | Reykjavik<br>Iceland<br>WB | T.3Cy.13¾",21⅗"&35⅗"-25⅗"<br>64NHP<br>G.SeebeckA.G.Gstemnde. | | G |
| 36557 | **Bruges** SteelSc<br>(exKybfels ssHam.No.2-12<br>Elec.light 1Dk(Stl)&Spardk(Stl-ws)<br>Wireless &deep framing | 4713<br>—<br>3669 | ✠<br>Spar dk<br>8,16<br>✠ | Ham | 2 | | 1904<br>9mo | J.C.Tecklenborg A.G.<br>Geestemünde | ArmementDeppe<br>CellDBa110'<br>'Tween dk tanks a44'426t | 400·9\|52·2\|20·2<br>P50'B117'F50'28·2<br>FK&BK2"<br>uE25'f177'952t | Antwerp<br>Belgian<br>6BHCem<br>f38'387t FPT95tAPT45t | Q.4Cy.24,34⅝",50"&72$\frac{13}{16}$"-53$\frac{3}{16}$"<br>505NHP<br>3SB,9cf,GS155,HS6669 FD<br>J.C.TecklenborgA.G.Gst. | 31 ″ 0 | |

| | 2 3 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist. Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 58 | **Blackwater** SteelScK<br>(exWilliamInwood)<br>1*Dk*(*Stl*) | 324<br>288<br>149 | ✠100A1<br>*StmTrawler*<br>10,18 | Hul<br>✠LMC10,18 | | CL | 1918<br>10mo | Cochrane&<br>Sons,Ld.<br>Selby<br>*Lloyd's A&CP* | TheAdmiralty | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 87NHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 59 | **Boyne** SteelScK<br>(exWilliamJones)<br>1*Dk*(*Stl*) | 324<br>288<br>149 | ✠100A1<br>*StmTrawler*<br>9,18 | Hul<br>✠LMC9,18 | | CL | 1918<br>9mo | Cochrane<br>&Sons,Ld.<br>Selby<br>*Lloyd's A&CP* | TheAdmiralty | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 87NHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 60 | **Brion** SteelSc<br>(exScipio) *Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Shelter dk* | *800* | | | | | 1921 | Coaster<br>Const.Co.Ld.<br>Montrose | Koninkl.Nederl.<br>Stoomb.Maats. | 200·0<br>B60'F23' | 33·1 | 10·5 | Curaçao<br>Dutch<br>*WB* | | | |
| 61 | **Baden** SteelSc4Mst<br>*Fitted for oil fuel*<br>*Elec.light* Wireless Sub.Sig. 2*Dks* | 8895<br><br>5225 | | | | | 1922 | Bremer<br>Vulkan<br>Vegesack | Hamburg-Amerik.<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | 467·2<br>P55'B222'F47' | 58·0 | 35·4 | Hamburg<br>German<br>*WB* | T.3Cy.32¼",52¾"&86⅝"–55"<br>556NHP<br>BremerVulkan,Vegesack | | |
| 62 | **Berlin** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 259<br>228<br>96 | | | | | 1921 | J.C.Teck-<br>lenborgA.G.<br>Geestemünde | Gemeinnützige<br>Hochseefisch.Ges.<br>m.b.HGross-Berlin | 130·7<br>Q71'F20' | 23·6 | 9·7 | Gstemnde<br>German<br>*WB* | T.3Cy.12⅗",20½"&32¼"–22⅘"<br>50NHP<br>J.C.TecklenborgA.G.Gst. | | G |
| 563 | **Beemsterdijk** SteelSc<br>*Elec.light* Wireless 3*Dks* | | | | | | 1922 | Maats.<br>Fyenoord<br>Rotterdam | Nederl.-Amerik.<br>Stoomv.Maats.<br>(Holland-Amerika<br>Lijn) | 400·0<br>P35'F52' | 54·0 | 39·0 | Dutch<br>*WB* | Steam Turbines<br>Harland&WolffLd.Belfast | | |
| 564 | **British Sergeant** SteelSc<br>*Elec.light* *Mchy.Aft*<br>*Longitudinal framing* | 6050<br>5530<br>3520 | 100A1<br>(*ClassContemplated*)<br>*CarryingPetroleum in bulk* | | | | 1922 | Palmers'<br>Co.Ld.<br>Newcastle | BritishTankerCo.<br>Ld. | 400·0<br>P107'B34'F49' | 53·7 | 33·0 | London<br>British | 2 Steam Turbines geared to 1 Sc. Shaft<br>Palmers'Co.Ld.Newcastle | | |
| 565 | **Balaton** SteelSc<br>(exMount ssNwc.2ndNo.3-11,20<br>Sterling,exKerowlee, 1*Dk*(*ptIrn*&*pt*<br>exCampania) *Stl*)2*trB*&*deep framing*<br>*Elec.light* Wireless 3*Dk rule* | 3551<br>3364<br>2267 | ✠100A1<br>1,22<br>BS1,22 | Ham<br>✠LMC11,20 | *v* | CL<br>11,20 | 1901<br>3mo | JReadhead<br>&Sons<br>SouthShields<br>A&CP | "~~Oceana~~" Oceana<br>SeaNav.Co.Ld.<br>*CellDBa* | 341·2<br>P41'B101'F32'<br>FK<br>116'*uE*20'*f*140'825*t* | 46·7 | 26·0 | Budapest<br>Hungarian<br>6*BHCem*<br>*APT*39*t* | T.3Cy.24",40"&65"–45" (*r*)<br>160lb *70lb* 295NHP<br>2SB,6*rf*,GS116,HS4590<br>J.Readhead&Sons,S.Shl. | 27 ″ 4<br>s 4 ″ 10½<br>22 ″ 10 | |
| 566 | **Burgemeester Ferf** SteelSc<br>(*Fishing*) | 220<br>—<br>99 | | | | | 1916 | Gebr.v.d.<br>Windt<br>Vlaardingen | N.V.Maassluische<br>StoomHaring&<br>Beugvissch. | 125·2 | 24·1 | 13·1 | Maassluis<br>Dutch | T.3Cy.<br>Wilton'sMachinefb. | | |
| 567 | **Bonn** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 214<br>189<br>82 | | | | | 1921 | Deutsche<br>WerkeA.G.<br>Rüstringen | GermanGovern-<br>ment | 127·4<br>Q70'F19' | 22·6 | 9·2 | German | T.3Cy.12⅗",20½"&32¼"–22⅘"<br>Deutsche 50NHP<br>WerkeA.G.Rüstringen | | G |
| 6568 | **Blitar** SteelSc<br>*Elec.light*<br>Wireless *Cruiser Stern* 3*Dks* | 7000 | | | | | 1922 | Maats.<br>Fyenoord<br>Rotterdam | Rotterdamsche<br>Lloyd (W.Ruys&<br>Zonen,*Mgrs.*) | 444·0<br>B68'F57' | 54·0 | 36·9 | Rottrdam<br>Dutch | T.3Cy.27",46"&77"–54"<br>436NHP<br>Maats.Fyenoord,Rot. | | |
| 36569<br>27 | **Bufera** SteelSc | 108<br>—<br>55 | | | | | 1906 | AkersMek.<br>Værks<br>Christiania | Salv.Spino | 96·0 | 17·2 | 10·2 | Taranto<br>Italian | T.3Cy.11",18"&29⅛"–$18\frac{9}{10}$"<br>AkersMek.Værk.Xia. | | I |
| 36570 | **Burgemeester Ripping** SteelSc<br>(*Fishing*) | 149<br>—<br>75 | | | | | 1901 | Mv.d.Kuijl<br>Slikkerveer | N.V.Maassluische<br>StoomHaring&<br>Beugvissch. | 114·5 | 24·2 | 11·3 | Maassluis<br>Dutch | T.3Cy.<br>Elliott&GarroodLdBeccles | | |
| 36571<br>KDOM | **Borgila** SteelSc<br>(exVestoddenI.,exAasmundVinje)<br>1*Dk* | 161<br>71<br>94 | | | | | 1906 | Porsgrund<br>Mek.Værks.<br>Porsgrund | Ångb.Aktieb.<br>Bohuslänska<br>Kusten(C.Thor-<br>burn,*Mgr.*) | 91·4<br>P72*t*H16*t* | 17·7 | 6·5 | Uddevalla<br>Swedish<br>*WB* | C.2Cy.12½"&25½"–18½"<br>NB10 23NHP<br>PorsgrundM.V.Porsgrund | | |
| 36572<br>MRDT | **Blæjan** WoodAuxSc3MstSr<br>(*Motor*)<br>1*Dk*<br>(*See Sailing Ship Register*) | 108<br>98<br>67 | | | | | 1917 | J.Chris-<br>toffersen<br>Assens | A.H.Baasnes | 101·6<br>Q7*t* | 21·3 | 7·2 | Kopervik<br>Norwegian | Motor<br>2Cy.<br>BergsundsM.V.Aktb.Skm. | | |
| 36573 | **British Officer** SteelSc<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing* | 7000<br>6470<br>4100 | 100A1<br>(*ClassContemplated*)<br>*CarryingPetroleum in bulk* | | | | 1922 | Palmers'<br>Co.Ld.<br>Newcastle | BritishTankerCo.<br>Ld. | 440·0<br>P113'B32'F50' | 57·0 | 33·8 | London<br>British | 2 Steam Turbines geared to 1 Sc. Shaft<br>Palmers'Co.Ld.Newcastle | | |
| 36574 | **Burgemeester v. d. Lely** SteelSc<br>(*Fishing*) (*Pet.Mot.*) | 106<br>—<br>56 | | | | | | Gebr.v.d.<br>Windt<br>Vlaardingen | N.V.Maassluische<br>StoomHaring&<br>Beugvissch. | 93·6 | 21·2 | 11·7 | Maassluis<br>Dutch | Petrol Motor<br>2Cy. E*made*16*fitted*—<br>N.V.Steyaard&<br>JannetteWalen,Rot. | | |
| 36575 | **Baabe** Steel&IronTwinSc<br>(exOdin,exFrisiaII.,<br>exBurgem.Jonkh.Coenen) 1*Dk* | 123<br>101<br>50 | | | | | 1896 | ..................<br>Rotterdam | Sassnitzer<br>Dampfsch.Ges. | 120·1<br>Q32' | 16·8 | 6·8 | Sassnitz<br>German | C.4Cy.$8\frac{3}{10}$"&$15\frac{7}{10}$"–$9\frac{7}{10}$"<br>13NHP<br>H.Ritter,Rotterdam | | |
| 36576 | **Baygowan** SteelSc<br>(exGowanburn) ssCff.No.3-5,18<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*<br>Wireless (*Stl*)&*deep framing* | *4274*<br>*4024*<br>*2723* | ✠100A1<br>*Spar dk*<br>2,21<br>BS8,19 | NNs<br>✠LMC5,18<br>MBS2,21 | *x* | CL<br>2,21 | 1905<br>8mo | Russell&<br>Co.<br>PortGlasgow<br>A&CP | Cie.Française<br>d'Armement et<br>d'Importation de<br>Nitrate deSoude<br>*CellDBa*114'*uE*26' | 370·0<br>P36'B109'F44' 27·0<br>FK<br>*f*162' 949*t* *DTa*28' | 49·8 | 19·1 | Brest<br>French<br>6*BHCem*<br>686*tAPT*45*t* | T.3Cy.26",42"&70"–48" (*s*)<br>180lb *100lb* NDB20 410NHP<br>2SB,6*cf*,GS118,HS5523 FD<br>Rankin&Blackmore,Grk. | 29 ″ 8<br>s 5 ″ 10<br>24 ″ 3 | |
| 36577 | **Baydouglas** SteelSc<br>(exEarlofDouglas) ssMsl.No.3-4,20<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*<br>Wireless (*Stl*)&*deep framing* | *4267*<br>*4017*<br>*2761* | ✠100A1<br>*Spar dk*<br>11,20<br>BS4,21 | Msl<br>✠LMC4,20 | *x* | CL<br>11,20 | 1906<br>2mo | Russell&<br>Co.<br>PortGlasgow<br>*Lloyd's A&CP* | Cie.Française<br>d'Armement et<br>d'Importation de<br>Nitrate de Soude<br>*CellDBa*&*uE*140' | 369·7<br>P36'B108'F44' 27·0<br>FK<br>*f*162' 949*t* *DTa*28' | 49·8 | 19·1 | Dunkirk<br>French<br>6*BHCem*<br>686*tAPT*45*t* | T.3Cy.26",42"&70"–48" (*s*)<br>180lb *100lb* NDB21 410NHP<br>2SB,6*cf*,GS118,HS5523 FD<br>Rankin&Blackmore,Grk | 29 ″ 8<br>s 5 ″ 10<br>24 ″ 3 | |
| 36578 | **Baysarua** SteelSc<br>(exMasarua) ssCff.No.1-18<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | *5016*<br>*4706*<br>*3189* | ✠100A1<br>11,20<br>BS11,20 | Shl<br>✠LMC<br>MS1,17 | *y* | CL<br>3,20 | 1913<br>1mo | D&WHen-<br>dersn&Co.Ld.<br>Glasgow<br>*Lloyd's A&CP* | Cie.Française<br>d'Armement et<br>d'Importation de<br>Nitrate de Soude<br>*CellDBa*123'*uE*&*B*36' | 402·7<br>P45'B126'F38'<br>FK<br>*f*182'1054*tFPT* | 52·3 | 27·3 | Dunkirk<br>French<br>6*BHCem*<br>96*tAPT*218*t* | T.3Cy.25",41"&67"–51" (*s*)<br>175lb 435NHP<br>3SB,9*cf*,GS146,HS6397 FD<br>D&WHendersn&CoLd.Gls | 29 ″ 10<br>s 5 ″ 11<br>24 ″ 3 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pes. | 15 Registres où noté, si ce n'est dans la L.R. Durée, Cert. B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36579 | **Burong** SteelSc<br>(exBintang,exLutong)<br>1Dk(Stl)<br>Mchy.Aft | 215<br>180<br>118 | ✠100A1<br>1,22 ~~4,21~~<br>Fitted for oil fuel 1,21 F.P. above 150° F. | HKg<br>Sarawak<br>✠LMC | 1,22 | CL<br>1,22 | 1921<br>4mo<br>Lloyd | W.S.Bailey<br>&Co.Ld.<br>HongKong<br>'sA&CP | **SarawakOilfields, Ld.** | 118·0<br>F18' | 23·6 | 7·5<br>FK<br>FPT8t | Miri<br>British<br>3BHCem<br>APT7t | C.2Cy.12"&24"-16" (s)<br>180lb 36NHP<br>1SB,2pf,GS31,HS784<br>W.S.Bailey&Co.Ld.H.Kg. | 8 " 4<br>s 1 " 0½<br>7 " 6 | |
| 36580 | **Bilderdyk** SteelSc<br>Elec.light Wireless | 6850 | 100A1<br>Shelter dk<br>(ClassContemplated) | | | | 1922 | NV.Van<br>derGiessen&<br>ZonensSchps.<br>Krimpen | Nederl.-Amerik.<br>Stoomv.Maats.<br>(Holland-Amerika<br>Lijn) | 400·0 | 54·0 | 39·0 | Rotterdam<br>Dutch | 1 Steam Turbine<br>Harland&Wolff,Ld.Bel. | | |
| 36581 | **Birkenfels** SteelSc<br>Elec.light Wireless Sub.Sig. 2Dks | 6317<br>5800<br>3852 | | | | | 1922 | Akt.Ges.<br>"Weser"<br>Bremen. | DeutscheDmpfs-<br>fahrts.Ges.Hansa | 432·5<br>P64'B135'F52' | 56·5 | 32·8 | Bremen<br>German<br>WB | T.3Cy.29⅛",47"&76⅜"-54"<br>430NHP<br>A.G."Weser,"Bremen | | |
| 36582<br>106679 | **Bonby** IronScK<br>ssGms.No.3-10,07<br>(exVera) ssGms.No.1-12<br>1Dk | 150<br>139<br>57 | ✠<br>Stm Trawler<br>1,15<br>✠NB10,07 ✠ | Gms | | | 1896<br>11mo | Cochrane&<br>Cooper<br>Beverley | BostonDeepSea<br>Fishing&IceCo.Ld<br>(F.Parkes,Mgr.) | 97·4<br>Q17'F18'<br>ptND12 | 20·5 | 11·0<br>BK7½" | Boston<br>British<br>3BHCem | T.3Cy.11",17"&28"-21"<br>40RHP<br>1SB,2pf,GS29,HS710<br>C.D.Holmes&Co.Hull | 11 " 10 | |
| 36583 | **Boy Andrew** SteelScK<br>(exSunburst)<br>1Dk(Stl) | 97<br>96<br>33 | ✠100A1<br>For Fishing purposes<br>11,18 | Abn<br>✠LMC11,18 | | CL | 1918<br>11mo<br>Lloyd | JohnLewis<br>&Sons,Ld.<br>Aberdeen<br>'sA&CP | **W.Smith** | 85·8 | 18·6 | 9·2<br>BK7½" | British<br>3BHCem | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>JohnLewis&SonsLd.Abn. | 10 " 0 | |
| 36584<br>131399 | **Britomart** SteelTwinSc<br>(exH.M.S.Brit mart)<br>CruiserStern 2Dks | 709<br>645<br>282 | | | | | 1899 | Potter&<br>Co.Ld.<br>Liverpool | ~~Oodessi&Co.~~<br>NationalSteam<br>Nav.Co.Ld. | 180·1 | 31·0 | 12·5 | Bombay<br>British<br>WB | T.3Cy.11",17"&27"-16"<br>76RHP<br>Fawcett,Preston&Co.Liv. | | |
| 36585 | **Boccaccio** SteelSc<br>ssFiu.No.3-5,06<br>(exNagyLajos) ssTri.No.1-09<br>2Dks(Stl-Uws)& Web frames | 2253<br>2037<br>1401 | ✠<br>11,15<br>✠ | Fiu | s | | 1893<br>11mo | Wigham<br>Richrdsn&Co<br>Newcastle | **AdriaSoc.Anon.di Nav.Marittima** | 285·5<br>P34'B60'F33'<br>Cell D B 232'422t | 38·2 | 23·2<br>FK | Volosca<br>Italian<br>5BHCem<br>APT49t | T.3Cy.22",36"&59"-39"<br>237NHP<br>2SB,6rf,GS99,HS3808<br>WighamRchrdsn&Co.Nwc | 25 " 6 | V |
| 36586<br>123277<br>HJBM | **Byeway** SteelSc<br>(exMarshalAllenby, ssShl.No.3-9,20<br>exFastness,exEthyl) 1Dk(ptIrn&<br>Wireless ptStl)&deepframing | 3082<br>2834<br>1950 | ✠100A1<br>9,21<br>BS10,21 | Shl<br>✠LMC<br>MS1,20 | u | CL<br>10,21 | 1906<br>9mo<br>Lloyd | Ropner&<br>Son<br>Stockton<br>'sA&CP | **St.MaryS.S.Co.Ld (WilliamsBros. (Cardiff)Ld.**Mgrs**)**<br>CellDBa | 331·0<br>P31'B100'F36'<br>104'uE24'f142'751t | 47·6 | 22·3<br>FK | Cardiff<br>British<br>5BHCem<br>APT85t | T.3Cy.23½",39"&64"-42" (s)<br>180lb 100lb 280NHP<br>2SB,6cf,GS120,HS4200<br>Blair&Co.Ld.Stockton | 24 " 9<br>s 4 " 4½<br>20 " 9 | |
| 36587<br>PBVR | **Baltic** SteelTwinSc<br>(exF.M.35)<br>Elec.light 1Dk | 186<br>145<br>65 | | | | | 1918 | Union<br>Giesserei<br>Königsberg | **W.Knaack** | 132·0 | 19·5 | 8·1 | Lübeck<br>German<br>WB | T.3Cy.9¾",13½"&19¾"- | | |
| 36588 | **British Engineer** SteelSc<br>Elec.light<br>Wireless Longitudinal framing | 6990<br>6533 | 100A1<br>(ClassContemplated)<br>CarryingPetroleum in bulk | | | | 1922 | Workman,<br>Clark&Co.Ld<br>Belfast | **BritishTankerCo. Ld.** | 440·4<br>P113'B34'F66' | 57·0 | 33·9 | London<br>British | 2 Steam Turbines geared<br>to 1 Sc. Shaft<br>Wrkman,Clark&Co.Ld.Bel | | |
| 36589<br>106759<br>KMQD | **Bellevue** SteelScYl<br>(exEscort) ssHul.No.3-8,09<br>ssHul.No.1-13<br>1Dk | 156<br>152<br>60 | ✠<br>StmTrawler<br>1,14<br>✠ | Hul | | | 1897<br>7mo | Mackie&<br>Thomson<br>Glasgow | **D.Pottie** | 104·2<br>Q17'F17'<br>ptND09 | 21·0 | 10·7<br>BK7½" | Granton<br>British<br>4BHCem<br>DTf14'25t | T.3Cy.11",17"&28"-20"<br>45RHP<br>1SB,2pf,GS27,HS690<br>Muir&Houston(Lim.),Gls | 11 " 7 | |
| 36590 | **Biganon** SteelSc<br>(exK.M.Hardy,exPeter<br>Hoffman) 1Dk(Stl) | 329<br>291<br>153 | ✠100A1<br>StmTrawler<br>11,20 | Abn<br>✠LMC7,19 | | CL<br>3,20 | 1919<br>7mo<br>Lloyd | Lobnitz&<br>Co.Ld.<br>Renfrew<br>'sA&CP | | 138·8<br>Q70'F20' | 23·7 | 12·9<br>BK7½ | French<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87NHP<br>1SB,3pf,GS48,HS1440<br>Lobnitz&Co.Ld.Renfrew | 13 " 6 | |
| 36591<br>142718<br>JVPR | **Britannic** SteelSc<br>(exMumblesLight,ex<br>WarDamson) 1Dk(Stl)<br>Elec.light Wireless CruiserStern | 2490<br>2246<br>1443 | ✠100A1<br>3,22<br>MBS11,21 | Cff<br>✠LMC2,18 | t | CL<br>6,21 | 1918<br>12mo<br>Lloyd | C.Hill&<br>Sons<br>Bristol<br>'sA&CP | **W.H.Cockerline& Co.**<br>Cell | 303·0<br>P33'B80'F33'<br>DB252'670tFPT70t | 43·0 | 20·7<br>FK | Hull<br>British<br>6BHptCem<br>tAPT180t | T.3Cy.22",36"&59"-39" (s)<br>180lb 100lb 331NHP<br>2 Water Tube Boilers<br>GS135,HS5140 FD<br>W.Simons&CoLd.Renfrew | 23 " 0<br>s 3 " 6½<br>19 " 10 | |
| 36592 | **Blairbeg** SteelSc<br>(exMoerdijk, ssRot No.3-11,18<br>exNorthcliffe) 1Dk(ptIrn&ptStl)<br>Wireless &deepframing&Dk rule | 2844<br>2632<br>1749 | ✠100A1<br>5,22<br>BS1,21 | Shl<br>✠LMC11,18 | u | CL<br>5,22 | 1905<br>11mo<br>Lloyd | J.Blumer&<br>Co.<br>Sunderland<br>'sA&CP | **NorthernNav.Co. Ld.(G.Nisbet&Co.** Mgrs.)<br>CellD | 317·3<br>P30'B92'F30'<br>Ba110'uE22'f128'674t | 46·5 | 20·9<br>FK | Glasgow<br>British<br>5BHCem<br>APT70t | T.3Cy.23",38"&62"-42" (s)<br>160lb 100lb 260NHP<br>2SB,6pf,GS112,HS4068<br>J.Dickinson&Sons,Ld.Sld. | 23 " 3<br>s 3 " 8<br>20 " 0 | |
| 36593 | **Blairholm** SteelSc<br>(exKorsholm, ssAnt.No.3-10,20<br>exSanGiacomo, 1Dk(Stl)&deepframing<br>exAlexanderKamburoff) Elec.light | 2631<br>2486<br>1682 | ✠100A1<br>10,20<br>BS10,21 | Ant<br>✠LMC10,20 | l | CL<br>10,20 | 1906<br>3mo<br>Lloyd | BlythS.B.<br>Co.Ld.<br>Blyth<br>'sA&CP | **ClydesdaleNav.Co. Ld.(G.Nisbet&Co.** Mgrs.)<br>CellDBa100'u | 313·0<br>P29'B90'F34'<br>E&B40'f128'702t | 45·5 | 20·5<br>FK | Glasgow<br>British<br>5BHCem<br>APT107t | T.3Cy.23",38"&61"-42" (s)<br>180lb 90lb 262NHP<br>2SB,6cf,GS112,HS4040<br>N.E.MarineEng.CoLdNwc | 23 " 0 | |
| 36594<br>119069 | **Bevash** SteelTwinSc<br>(exHopper No. 6)<br>1Dk | 865<br>793<br>372 | | | | | 1903 | Fleming&<br>Ferguson,Ld.<br>Paisley | **FrankBevis,Ld.** | 199·5 | 35·1 | 14·8 | Glasgow<br>British<br>WB | T.6Cy.15",24"&39"-24"<br>149NHP<br>Fleming&Fergusn,Ld.Psy | | |
| 36595 | **Belfast Maru** SteelSc<br>Elec.light | 6570<br>6150<br>4000 | 100A1<br>Awng dk<br>(ClassContemplated) | | | | 1922 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | **KawasakiDock-yardCo.Ld.** | 405·0<br>F33' | 53·0 | 37·0 | Kobe<br>Japanese | Geared Steam Turbines<br>KawasakiDockyardCo.Ld. | | |
| 36596 | **Bayeskimo** SteelSc<br>Elec.light<br>Wireless | 1182 | 100A1<br>Shelter dk<br>(ClassContemplated) | | | | 1922 | Ardrossan<br>DD&SBCoLd<br>Ardrossan | **Hudson'sBayCo.** | 212·3<br>B66'F26' | 33·6 | 20·0 | London<br>British | T.3Cy.16½",27"&44"-30"<br>Plenty&Son,Ld.Newbury | | |
| 36597<br>123247<br>HGBP | **Boldway** SteelSc<br>(exGothic, ssLiv.No.3-2,20<br>exBessborough) Spar dk(pt Irn pt Stl)<br>Wireless 2trB&Web frames<br>Carrying oil fuel F.P.<br>above 150° F. in D.B. | 3807<br>3586<br>2463 | ✠100A1<br>Spar dk<br>withfreeboard<br>7,21<br>BS8,21 | Cff<br>✠LMC<br>MS9,19 | w | CL<br>8,21 | 1906<br>4mo<br>Lloyd | Furness,<br>Withy&CoLd<br>W Hartlepool<br>'sA&CP | **St.MaryS.S.Co.Ld. (WilliamsBros. (Cardiff)Ld.**Mgs.**)**<br>CellDBa112'uE&B | 340·0<br>P31'B105'F35'<br>40'f142'708t | 47·0 | 20·4<br>27·4<br>FK | Hull<br>British<br>6BHCem<br>APT31t | T.3Cy.24",39"&66"-45" (s)<br>180lb 90lb 317NHP<br>2SB,6cf,GS105,HS4891<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 29 " 10<br>s 5 " 8½<br>24 " 6 | |
| 36598 | **British Commerce** SteelSc<br>Elec.light<br>Wireless Mchy.Aft | 4205<br>3629<br>2312 | 100A1<br>(ClassContemplated)<br>CarryingPetroleum in bulk | | | | 1922 | W.Beard-<br>more&Co.Ld.<br>Dalmuir | **BritishTankers, Ld.** | 351·4<br>P82'B30'F57' | 49·1 | 27·1 | London<br>British | T.3Cy.23",36"&58"-42"<br>W.Beardmore&Co.Ld. | | |

| 1 | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Nct. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 Built. By Whom / Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **Cameronia** SteelTwinSc<br>Elec.light 2Dks(Stl)&Shelter dk<br>Wireless (Stl-ptws)3rd dk(Stl)in holds<br>Sub.Sig. Cruiser Stern | 16280<br>12135<br>9830 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~6,21 3,21~~ 2,22<br>✠LMC3,21<br>Fitted for oil fuel 3,21 F.P. above 150° F. | Gls | | CL<br>PN6,21 | 1920<br>9mo | W.Beardmore&Co.Ld.<br>Glasgow<br>Lloyd'sA&CP | AnchorLine (HendersonBros.), Ld<br>CellDB461' 2218tDTf45'15 16tFWTanks at sides of tunnel 80'421tFPT71tAPT102t | 552·4\|70·4\|38·8<br>B&F455' on Shelter dk FK | Glasgow<br>British<br>ptCem<br>10BHtoS dk | 4SteamTurbinesgearedto2 ScShfts 220lb HS29164 (s)<br>3DB&3SB36cf,GS744 FD<br>W.Beardmore&Co Ld. | 42 ″ 9<br>s 14″ 2<br>29 ″ 0 | |
| 2 | **Cerro-Ebano** SteelSc3Mst<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Mchy.Aft &Web frames<br>Wireless Longitudinal framing | 8880<br>8572<br>5543 | Carrying Petroleum in bulk<br>Fitted for oil fuel 3,21 F.P. above 150° F. | | ··· | CL | 1921<br>3mo | SunS.B. Co.<br>Chester,Pa.<br>A&CP | PanAmerican Petroleum& TransportCo.<br>CellDBuE&B89'f40'448tFPT186tAPT84t | 480·5\|66·0\|36·8<br>F44' on Shelter dk FK | L.Angeles<br>Utd. States<br>18BHptCem<br>(9 to Sh dk<br>9 „ U „) | Q.4Cy.26",38¼",56"&82"-54"<br>220lb (r) 819NHP<br>4SB,12cf,GS262,HS12264 FD<br>SunS.B.Co.Chester,Pa. | 37 ″ 0<br>s10 ″ 4½<br>26 ″ 11 | |
| 3 | **Cerro-Azul** SteelSc3Mst<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Mchy.Aft &Web frames<br>Wireless Longitudinal framing | 8877<br>8572<br>5540 | Carrying Petroleum in bulk<br>Fitted for oil fuel 4,21 F.P. above 150° F. | | | CL | 1921<br>4mo | SunS.B.Co<br>Chester,Pa.<br>A&CP | PanAmerican Petroleum& Transpt.Co.<br>CellDBuE&B89'f40'448tFPT186tAPT84t | 480·5\|66·0\|36·8<br>F44' on Shelter dk FK | L.Angeles<br>Utd. States<br>18BHptCem<br>(9 to Sh dk<br>9 „ U „) | Q.4Cy.26",38¼",56"&82"-54"<br>220lb (r) 819NHP<br>4SB,12cf,GS262,HS12264 FD<br>SunS.B.Co.Chester,Pa. | 37 ″ 0<br>s10 ″ 6<br>26 ″ 11 | |
| 4 | **Calanda** SteelSc4Mst<br>(exOmsk,exRioTiete, ssBry.No.3-7,10<br>exKnightErrant) ssN.Yk.No.2-19<br>Elec.light 2Dks (Stl)&Web frames<br>Carrying oil fuel F.P. above 150°F. in DB | 7526<br>7168<br>4823 | ✠100A1<br>6,21 ~~12,19~~<br>✠LMC12,19<br>BS2,21 | NYk<br>Hul | c† | CL<br>12,19 | 1898<br>3mo | C.Connell &Co.<br>Glasgow<br>Lloyd'sA&CP | LondonSteamship &TradingCorporationLd.(W.J.M. Bell,Mgr.)<br>CellDBa163'uE&B52'f204'1748tDTa41'1306tFPT200tAPT50t | 470·0\|57·2\|31·9<br>P43'B136'F56' FK | London<br>British<br>6BHptAsp<br>ptCem | T.3Cy.27",46"&76"-51" (s)<br>200lb 549NHP<br>3SB,9cf,GS142,HS7567 FD<br>Dunsmuir&Jackson,Gls. | 34 ″ 10<br>s 8 ″ 3½<br>27 ″ 0 | |
| 5 | **City of Lucknow** SteelTwinSc<br>ssLon.No.3-12,20<br>(exHeluan) 2Dks(Stl-Uteaks)<br>3rd dk inNo.1hold&Webframes<br>Elec.light Wireless Well deck | ~~7259~~ 7248<br>5642<br>~~4525~~<br>4520 | 100A1<br>9,21 ~~12,20~~<br>LMC12,20<br>BS8,21 | Lon<br>Bel | | 12,20 | 1908 | Reiherst'g Schiffsw.<br>Hamburg<br>Lloyd'sA&CP | CityofOranS.S.Co. Ld.(CityLine,Ld. Mgrs.)<br>CellDBa115'uE34'f194'773t | 441·5\|52·7\|29·6<br>P&B264'F54' FK | Glasgow<br>British<br>7BHCem | T.12Cy.$22\frac{1}{16}$".$39\frac{3}{8}$"&$64\frac{3}{16}$"-$42\frac{1}{8}$" (s) 213lb 750NHP<br>4SB,12cf,GS236HS10460 FD<br>Reiherst.Maschinenf.Ham. | 32 ″ 6<br>s6 ″ 6½<br>26 ″ 6 | |
| 6 | **City of Harvard** SteelSc<br>ssNpt.No.3-3,21<br>(exGiessen) 2Dks(Stl)3trBinNo.1hold<br>Elec.light Sub.Sig. &Web frames<br>Wireless | 7071<br>5171<br>4410 | 100A1<br>10,21 ~~3,21~~<br>LMC3,21<br>BS10,21 | Npt<br>Lon | a† | CL<br>3,21 | 1907 | Bremer Vulkan<br>Vegesack<br>Lloyd'sA&CP | Montgomerie& Workman(1920) Ld.(H.H.McAllester,Mgr.)<br>CellDB374'1326tFPT85tAPT9t | 429·8\|54·5\|27·9<br>P&B269'F77' FK | Liverpool<br>British<br>8BHCem | Q4Cy.$24\frac{3}{16}$",$34\frac{11}{16}$",50½"&73"-53" 227lb (s) 606NHP<br>3SB&1AuxSB,11cf,GS205, HS8727 FD<br>BremerVulkan,Vegesack | 30 ″ 8 | |
| 7 | **Cepolis** SteelSc<br>(exWarJandoli) 1Dk(Stl)&Webframes<br>Wireless Longitudinal framing | 5578<br>4701<br>3365 | ✠100A1<br>8,21 ~~12,20~~<br>✠LMC3,19<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 3,19 F.P. above 150° F. | NNs<br>Shl | z | CL<br>~~3,20~~<br>8,21 | 1919<br>3mo | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>Lloyd'sA&CP | Anglo-Saxon PetroleumCo.Ld.<br>Middle lineBulkhead not oil-tight<br>CellDBuE&B65'264tDTa50'197tDTf50'278tFPT95tAPT72t | 400·0\|52·3\|28·4<br>P49'B121'F39' FK | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7668 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 31 ″ 0<br>s 5 ″ 9½<br>25 ″ 7 | |
| 58 | **Capsa** SteelSc<br>(exWarKhan) 1Dk(Stl)2trB<br>Elec.light Wireless &Web frames<br>Longitudinal framing | 5574<br>4703<br>3478 | ✠100A1<br>~~6,21 9,20~~ 1,22<br>✠LMC3,19<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 3,19 F.P. above 150° F. | Cff<br>~~Rot~~ HKg | z | ~~N12,19~~<br>CL<br>N12,19 | 1919<br>3mo | SirJ.Laing &Sons,Ld.<br>Sunderland<br>Lloyd'sA&CP | Anglo-Saxon PetroleumCo.Ld.<br>Middle lineBulkhead not oil-tight<br>CellDBuE&B59'251tf50'67t | 400·0\|52·4\|28·5<br>P50'B121'F39' FK | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7668 FD<br>G.Clark,Ld.Sunderland | 31 ″ 0<br>s 5 ″ 9½<br>25 ″ 7 | |
| 59 | **Caprella** SteelSc<br>(exWarGhurka) 1Dk(Stl)2trB<br>Elec.light Wireless &Web frames<br>Longitudinal framing | 5571<br>4722<br>3439 | ✠100A1<br>~~7,21 12,20~~ 2,22<br>LMC12,18<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 12,18 F.P. above 150° F. | Sng<br>~~Nwc~~ Rot | z | CL<br>2,20 | 1918<br>12mo | Irvine'sSB &D.D.Co.Ld.<br>WHartlepool<br>Lloyd'sA&CP | Anglo-Saxon PetroleumCo.Ld.<br>CellDBuE&B59'218tf50'60tFPT100tAPT83t | 400·0\|52·3\|28·4<br>P49'B121'F39' FK | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 546NHP<br>3SB,9cf,GS187,HS8328 FD<br>Richardsons,Westgarth& Co.Ld.Hpl. | 31 ″ 0<br>s 5 ″ 9½<br>25 ″ 7 | |
| 60 | **Crenatula** SteelSc<br>(exWarSubadar) 1Dk(Stl)2trB&<br>Elec.light Wireless Web frames<br>Longitudinal framing | 5563<br>4713<br>3549 | ✠100A1<br>7,21 ~~2,21~~<br>✠LMC8,18<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 8,18 F.P. above 150° F. | Cff<br>Liv | z | CL<br>2,21 | 1918<br>8mo | W.Gray& Co.Ld.<br>WHartlepool<br>Lloyd'sA&CP | Anglo-Saxon PetroleumCo.Ld.<br>Middle lineBulkhead not oil-tight<br>CellDBuE&B59 240tf50'65t | 400·0\|52·3\|28·4<br>P49'B121'F39' FK | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Cen.Mar.Eng.Wrks.W Hpl | 31 ″ 0<br>s 5 ″ 9½<br>25 ″ 7 | |
| 61 | **Conia** SteelSc<br>(exWarRajput) 1Dk(Stl)2trB&<br>Elec.light Wireless Web frames<br>Longitudinal framing | 5562<br>4701<br>3472 | ✠100A1<br>~~6,21 10,20~~ 9,21<br>✠LMC8,18<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 8,18 F.P. above 150° F. | NNs<br>Rot | z | CL<br>~~3,20~~<br>9,21 | 1918<br>8mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | Anglo-Saxon PetroleumCo.Ld.<br>CellDB59'240t<br>Middle line Bulkhead not oil-tight | 400·0\|52·4\|28·4<br>P49'B121'F39' FK | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190.HS7668 FD<br>Hwthrn,Leslie&CoLdNwc | 31 ″ 0<br>s 5 ″ 9½<br>25 ″ 7 | |
| 562 | **Canadian Commander** SteelSc<br>Elec.light 2Dks(Stl)<br>Ref.Mchy. | 5493<br>4861<br>3347 | ✠100A1<br>~~11,21 5,21~~ 4,22<br>✠LMC5,21<br>✠Lloyd'sRMC4,21 | Mtl<br>Hfx | y | CL | 1921<br>4mo | Canadian Vickers,Ld.<br>Montreal<br>A&CP | CanadianGovernment(Merchant Marine,Ld.)<br>CellDB333'1025tFPT149tAPT133t | 400·0\|52·4\|28·5<br>P49'B120'F41' FK | Montreal<br>British<br>6BHptCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 520NHP<br>3SB,9cf,GS198,HS7743 FD<br>CanadianVickers,Ld. | 31 ″ 2<br>s6 ″ 2<br>25 ″ 4 | |
| 663 | **Canadian Explorer** SteelSc<br>Elec.light 2Dks(Stl) | 5408<br>4854<br>3321 | ✠100A1<br>~~7,21 2,21~~ 5,22<br>✠LMC2,21 | Hfx<br>Mtl | y | CL<br>7,21 | 1921<br>2mo | Halifax Shipyards,Ld<br>Halifax,N.S.<br>A&CP | CanadianGovernment(Merchant Marine,Ld.)<br>CellDB334'1027tFPT147tAPT133t | 400·0\|52·3\|28·4<br>P49'B113'F39' FK | Montreal<br>British<br>6BHCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 266NHP<br>3SB,9cf,GS224,HS8565 FD<br>RobbE.WksLdAmherstNS | 31 ″ 0<br>s6 ″ 2<br>25 ″ 3 | |
| 664 | **Canadian Highlander** SteelSc<br>Elec.light 2Dks(Stl)<br>Wireless | 5370<br>4874<br>3260 | ✠100A1<br>1,21<br>✠LMC1,21<br>Fitted for oil fuel 1,21 F.P. above 150° F. | Vcr | y | CL | 1921<br>1mo | WallaceSB &D.D.Co.Ld.<br>N.Vancouver B.C.<br>Lloyd'sA&CP | CanadianHighlanderLd. (Canadian Govt.Merchant MarineLd.)<br>CellDB329'920tFPT146tAPT123t | 400·0\|52·4\|28·8<br>P49'B113'F41' FK | Vancouver B.C.<br>British<br>6BHCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 540NHP<br>3SB,9cf,GS198,HS8199 FD<br>WallaceS.B.&D.D.Co.Ld. N.Vancouver | 31 ″ 0<br>s6 ″ 2<br>25 ″ 3 | |
| 665 | **Cilicia** SteelSc<br>ssTri.2ndNo.3-8,19<br>Elec.light 2Dks(Stl-ws)3trB<br>(exMariaValerie) | 4356<br>3874<br>2684 | ✠100A1<br>~~6,21 9,20~~ 1,22<br>✠NDB06<br>✠LMC~~9,19~~ 6,21 | Tri<br>Shi | | CL<br>~~9,19~~<br>6,21 | 1892<br>7mo | W.Denny &Bros.<br>Dumbarton<br>Lloyd'sA&CP | LloydTriestino<br>CellDBa114'uE35'f142'566t | 385·0\|45·0\|28·2<br>P14'B126'F47' FK | Trieste<br>Italian<br>7BHCem | T.3Cy.27½",44"&70"-54" (s)<br>165lb 150lb 418NHP<br>2DB,12cf,GS234,HS7076<br>Denny&Co.Dumbarton | 31 ″ 1 | A |
| 666 | **Croxteth Hall** SteelSc<br>ssAnt.No.3-4,21<br>(exEthaRickmers) 2Dks(Stl)<br>Elec.light Sub.Sig. Wireless | 4243<br>3851<br>2621 | 100A1<br>10,21 ~~4,21~~<br>LMC4,21<br>BS4,22 | Ant | | CL<br>4,21 | 1909 | Rickmers Akt.Ges.<br>Bremerhaven<br>Lloyd'sA&CP | EllermanLines,Ld. (HallLine,Ld. Mgrs.)<br>CellDB316'898tDTa28'690tFPT95tAPT38t | 367·0\|47·7\|27·3<br>B95'F55' FK | Liverpool<br>British<br>6BHCem | T.3Cy.23½",38½"&63"-43½"<br>185lb 327NHP<br>3SB,9cf,GS168,HS5610<br>BremerVulkan,Vegesack | 30 ″ 0 | |

| 1 | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 667 | **Celio** SteelSc<br>ssTri.No.3-3,21<br>(exBruenn) 1Dk(Stl)&Spar dk<br>Elec.light (Stl-ws)&deep framing | 3872<br>2822<br>2203 | ✠100A1<br>Spar dk<br>2,22 ~~3,21~~<br>✠LMC3,21 | Tri | w | CL<br>1,19 | 1908<br>12mo | Lloyd Austriaco<br>Trieste<br>A&CP | LloydTriestino<br>CellD | 356·3<br>P&B246'F65'<br>FK<br>Ba108'uE 38' f150' | 42·3 | 23·0 | Trieste<br>Italian<br>6BHCem<br>682tAPT21t | T.3Cy.26",43½"&73"-48" (r)<br>200℔ 495NHP<br>3SB,9cf,GS165,HS6855 FD<br>LloydAustriaco.Trieste | 25″10 | |
| 668 | **Campidoglio** SteelSc<br>ssTri.No.2-18<br>(exKarlsbad) 1Dk(Stl)&Awng dk<br>Elec.light (Stl-ws)3trB | 3819<br>3082<br>2358 | ✠100A1<br>Awng dk<br>withfreeboard<br>10,2 ~~11,20~~<br>BS3,21 ✠LMC10,18 | Tri | v | CL<br>10,20 | 1909<br>11mo | Lloyd Austriaco<br>Trieste<br>Lloyd'sA&CP | LloydTriestino<br>CellDB | 344·5<br>B160'<br>FK<br>a98'uE36'f122'476t | 45·5 | 25·9 | Trieste<br>Italian<br>6BHCem<br>APT64t | T.3Cy.23¼",39"&66"-48" (r)<br>200℔ 180℔ 390NHP<br>2SB,6cf,GS126,HS5379 FD<br>LloydAustriaco,Trieste | 28″5 | |
| 669<br>346<br>DN | **Canadian Fisher** SteelSc<br>Elec.light 1Dk(Stl)&2ndDk(Stl)<br>Wireless in holds | 3687<br>2900<br>2200 | ✠100A1<br>~~6,21~~ ~~3,21~~ 11,21<br>✠LMC1,21 | Hfx<br>~~Mtl~~ | v | CL | 1921<br>1mo | Tidewater Shipbuilders, Ld. Three Rivers,P.Q.<br>Lloyd'sA&CP | CanadianGovernment(Merchant Marine,Ld.)<br>CellL | 331·1<br>P33 B98'F33'<br>FK<br>B266' 674t FPT95t | 46·8 | 23·2 | Montreal<br>British<br>6BHCem<br>APT73t | T.3Cy.25",41"&68"-45" (s)<br>180℔ 470NHP<br>3SB,9cf,GS156,HS7275 FD<br>TidewaterShipbuilders,Ld. | 25″6<br>s 4″1½<br>21″9 | |
| 670 | **Chézine** SteelSc<br>ssNts.No.1-19 ssRot.No.3-5,13<br>Elec.light (exLuise) ~~ssNts.No.2-19~~<br>Spar dk(Stl)2trB&deep framing | 3383<br>3061<br>2122 | ✠100A1<br>Spar dk<br>withfreeboard<br>4,21<br>✠LMC4,21 | Bdx | v | 11,19 | 1900<br>11mo | W.Hamilton&Co.<br>Pt.Glasgow<br>A&CP | Cie.Nantaise de Nav.àVap.<br>CellDBa | 330·6<br>P31'B118'F39' 23·9<br>FK<br>&uE114'f144' 727t | 45·7 | 16·2 | Nantes<br>French<br>6BHCem<br>APT77t | T.3Cy.24",40"&65"-42" (s)<br>180℔ 90℔ 302NHP<br>2SB,6cf,GS121,HS4747<br>D.Rowan&Co.Glasgow | 26″6 | |
| 671<br>4850<br>PJH | **Corstream** SteelSc3Mst<br>(exHelene-Hugo ssSld.No.3-3,21<br>Stinnes14) Elec light Wireless 1Dk(Stl)<br>Mchy.AftSub.Sig. Cargo battens not fitted<br>Cantilever framed Topside tanks | 1755<br>1453<br>904 | 100A1<br>3,21<br>LMC3,21 | Sld | q | CL<br>3,21 | 1912 | G.Seebeck Akt.Ges.<br>Geestemünde<br>CellDB228' | CoryColliers,Ld.<br>403tTopside tanks | 258·9<br>P69'F25'<br>FK<br>175' 368t Forward | 38·1 | 17·8 | London<br>British<br>4BHCem<br>tank on deck | T.3Cy.17⅞".28⅜"&44½"-35½"<br>213℔ (s) 186NHP<br>2SB,4cf,GS58.HS2776 FD<br>G.SeebeckA.G.Gst.<br>16'30tFPT114tAPT38t | 20″4 | |
| 672<br>0487<br>BSK | **Crudoil** SteelTwinSc<br>Elec.light 1Dk(Stl)&Web frames<br>Mchy.Aft Longitudinal framing | 1371<br>1090<br>761 | ✠100A1<br>✠NE&B2,21<br>Carrying Petroleum in bulk<br>Coasting New York, West Indies & Gulf of Mexico<br>Fitted for oil fuel2,21 F.P. above 150° F. | N.Y. | | CL<br>~~N3,21~~<br>1,22 | 1919<br>9mo | National S.B.Co.<br>Violet,La.<br>CP | Pan-American Petroleum& TransportCo. | 242·5<br>P72'F21'<br>FK<br>FPT20t | 36·9 | 19·7 | L.Angeles<br>Utd. States<br>9BHptAsp<br>APT45t | C.4Cy.16"&32"-24" (r)<br>165℔ 194NHP<br>2SB,4cf,GS88,HS3414 FD<br>StatenIslandS.B.Co.N.Y. | 19″0 | |
| 673<br>PTG | **Carmen Millan** SteelSc<br>ssBbo.No.3-10,18<br>(exSancho,exColonel) 1Dk(Stl)<br>Mchy.Aft Well deck | 282<br>179<br>156 | ✠100A1<br>6,19<br>BS2,20 ✠LMC10,18 | Bbo | d | CL<br>6,19 | 1905<br>11mo | J.Shearer &Sons,Ld.<br>Glasgow<br>Lloyd'sA&CP | Herederos de AntonioMillan | 130·4<br>Q46'B7'F19'<br>BK7" | 22·1 | 9·3 | Gijon<br>Spanish<br>3BHCem<br>FPT27t | C.2Cy.15"&32"-24" (s)<br>130℔ 56NHP<br>1SB,2cf,GS42,HS1030<br>J.Ritchie Glasgow | 10″3<br>s ″8½<br>10″3 | |
| 674 | **Condor** SteelScK<br>Now named "Caroline," See No. 36829 in Supplement<br>1Dk | 169<br>153<br>36 | ✠100A1<br>StmTrawler<br>11,21 ~~4,21~~<br>✠LMC4,21 | Ams | | | 1920<br>12mo | N.V.Schps. 'DeDageraad'<br>Woubrugge<br>A&CP | N.V.Industrieele Maats."Hera" | 105·8<br>BK7½" | 20·9 | 10·4 | Ymuiden<br>Dutch<br>4BHCem<br>DB13'8t | T.3Cy.$9\frac{13}{16}$",15¾"&$27\frac{9}{16}$"-21¼"<br>180℔ (s) 51NHP<br>1SB,2cf,GS36,HS970<br>IndustrieeleMyHera,Ymu. | 11″4 | |
| 675<br>25363 | **Corbiehill** WoodTwinSc<br>Pet.Mot.<br>Mchy.Aft 1Dk<br>9&12yrs.Mat. Salted†Roof | 167<br>160<br>98 ~~94~~ | ✠13A1<br>4,21<br>✠LMC3,21 | Abn | c | | 1920<br>10mo | W.Noble& Co.<br>Fraserburgh<br>Lloyd'sA&CP | FraserburghShippingCo.Ld. (W A. Burnett,Mgr.) | 99·2 | 22·9 | 10·9 | Fraserbrg<br>British | Petrol Motor 2S.C.SA<br>6Cy.10½"-12" 43NHP<br>L.Gardner&Sons,Ld.Mch | 11″10<br>s1″3½ | |
| 6676<br>43224<br>BJW | **City of Batavia** SteelSc<br>ssLiv No.3-3,22 ~~ssBmn.No.1-11~~<br>(exGanelon) 2Dks(Stl)&deepframing<br>Elec.light Wireless | 5655<br>5299<br>3572 | ✠100A1<br>3,22 ~~6,16~~<br>✠LMC3,22<br>(See footnote*) | Bmn<br>Liv | a† | CL<br>3,22 | 1907<br>7mo | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>Lloyd'sA&CP | City ofOranS.S.Co. Ld.(HallLine,Ld. Mgrs.)<br>CellDBa150'uE | 425·5<br>P37'B181'F44'<br>FK<br>23'f181'1049tFPT | 53·1 | 29·3 | Liverpool<br>British<br>7BHCem<br>83tAPT25t | T.3Cy.~~28"~~,46"&77"-54" (s)<br>180℔ 28½" 556NHP<br>3SB,9cf,GS191,HS7785 FD<br>WallsndSlpwyCo.Ld.Nwc | 32″0 | |
| 6677<br>42202 | **Chris Moller** WoodTwinSc5Mst<br>For particulars of classification See No. 36710 below<br>OilEng<br>1Dk | 2521<br>2150<br>2015 | | | | | 1917 | Olympia S.B.Works<br>Seattle | NilsE.Moller | 265·6 | 48·0 | 24·1 | Shanghai<br>British | Oil Engines<br>8Cy.16½"-22" 128NHP<br>MarinePipe&MchWrksSea | | |
| 36678<br>14462<br>KGCQ | **Clyne Rock** SteelSc<br>(exFranzDahl.<br>Elec.light exGlückauf) 1Dk | 2223<br>1958<br>1243 | | | | | 1909 | Flensburgr Schiffsb.Ges.<br>Flensburg | J.Pridmore&A.E. Roe(J.Pridmore, Mgr.) | 297·4<br>P30'B54'F28' | 42·6 | 18·8 | London<br>British<br>WB | T3Cy.$20\frac{1}{16}$",33½"&55⅞"-37⅜"<br>192NHP<br>FlensburgerSchiffsb.Ges. | | |
| 36679<br>143279<br>BNM | **Carlo** SteelSc<br>(exLasPalmas)<br>Elec.light Wireless 1Dk | 1737<br>1538<br>985 | | | | | 1911 | Schiffsw.v. H.KochA.G.<br>Lübeck | Ellerman'sWilson Line,Ld. | 277·7<br>P&B220'F35' | 39·2 | 17·9 | Hull<br>British<br>WB | T.3Cy.$22\frac{1}{10}$",35⅖"&$56\frac{1}{10}$"-33½"<br>163NHP<br>Schiffs.v.H.Koch.A.G. | | |
| 36680<br>144645<br>KGFP | **Cavehill** SteelSc<br>Wireless (exHeinrichHugoStinnes 7)<br>Elec.light Mchy.Aft Sub.Sig. 1Dk<br>For full particulars See No. 36717 below | 1556<br>1228<br>811 | | | | | 1911 | Flensburgr Schiffsb.Ges.<br>Flensburg | JohnKelly,Ld. (S.Kelly,Mgr.) | 243·6<br>P74'F24' | 37·8 | 17·5 | Belfast<br>British<br>WB | T.3Cy.17¾",29⅛"&48"-$34\frac{7}{16}$"<br>136NHP<br>FlensburgerSchiffsb.Ges. | 20″0<br>s 2″1½<br>18″2 | |
| 36681<br>104611<br>NTDL | **Caloric** SteelSc<br>(exSpaniel)<br>Ref.Mchy. 2Dks | 942<br>873<br>393 | | | | | 1895 | A.&J. Inglis<br>Glasgow | BelfastS.S.Co.Ld. | 250·0<br>P66'B78'F46' | 33·6 | 15·9 | Belfast<br>British<br>WB | T.3Cy.24",39"&64"-42"<br>265NHP<br>A.&J.Inglis,Glasgow | | C |
| 36682<br>96995 | **Cheam** WoodTwinScSp<br>(exBowena,<br>exCity ofNanaimo) 1Dk | 821<br>—<br>558 | | | | | 1891 | McAlpin& Allen<br>Vancouver | UnionS.S.Co.of Brit.Columbia,Ld. | 159·0 | 32·0 | 9·4 | Vancouver B.C.<br>British | C.4Cy.14"&26"-18"<br>58RHP<br>J.DotyEn.Co.Toronto,Ont | | |
| 36683<br>46273<br>KLHV | **City of Simla** SteelTwinSc<br>2Dks(Stl-Uws)<br>Elec.light Wireless Cruiser Stern | ~~9700~~ 9468<br>~~7132~~ 7132<br>~~6300~~<br>5943 | ✠100A1<br>3,22 ~~12,21~~<br>✠LMC12,21<br>~~(ClassContemplated)~~<br>Fitted for oil fuel 12,21 F.P. above 150°F | Kob<br>~~Hpl~~ | d† | CL | 1921<br>11mo | W.Gray& Co (1918),Ld.<br>W Hartlepool<br>Lloyd's A&CP | EllermanLinesLd. (G.Smith&Sons, Mgrs.)<br>CellDB416'1749tDTa36'920t | 476·7<br>P96'B&~~F348'~~F347'<br>UpperB78'<br>FK<br>FPT126tAPT119t | 58·2 | 31·3 | ~~Liverpool~~<br>British<br>Glasgow<br>9HBCem | 4 ~~Geared~~ Steam Turbines geared to 2 Sc. Shafts<br>225lb (s) 1243NHP<br>5SB,30cf,GS385,HS14847 FD<br>Cen.Mar.Eng.Wrks.WHpl | 34″1<br>s 6″1½<br>28″5 | |
| 36684 | **Calgarolite** SteelSc<br>For full particulars See No. 36713 below<br>Elec.light<br>Mchy.Aft Longitudinal framing | 8194<br>6083<br>5934 | 100A1<br>Shelter dk<br>(ClassContemplated) | | | | 1921 | GMStandiferConstCorp<br>Vancouver, Wash | ImperialOilCo.Ld. (C.O.Stillman, Mgr.) | 462·4 | 60·2 | 36·5 | British | Q.4Cy.24",35",51"&75"-82"<br>LlewellynIronWorks, LosAngeles,Cal. | 37″3<br>s11″2<br>26″6 | |
| 36685 | **Comayagua** SteelTwinSc<br>Elec.light | 2500 | 100A1<br>(ClassContemplated) | | | | 1921 | Newburgh Shipyard,Inc<br>Newburgh, N.Y. | CuyamelFruitCo. | 301·5 | 42·0 | 25·0 | Utd.States | T.3Cy.18",30"&48"-33"<br>VulcanIronWorks, JerseyCity,N.J. | | |
| 36686<br>145491 | **Craigavon** SteelSc3Mst ~~SteelSc~~<br>1Dk(Stl)<br>Mchy.Aft Well deck | 682<br>455<br>276 | ✠100A1<br>1,22 ~~7,21~~<br>~~(ClassContemplated)~~<br>✠LMC9,21 | Dub<br>Sws | j | CL | 1921<br>7mo | Dublin Shipbuilders, Ld.<br>Dublin<br>Lloyd'sA&CP | H.Craig&Co.<br>CellDB103'176tFPT30tAPT28t | 180·0<br>Q105'~~B11~~'F30' B12'<br>FK | 28·9 | 10·8 | Belfast<br>British<br>3BHCem | T.3Cy.14",24"&40"-27" (s)<br>180℔ 36RHP<br>1SB,3pf,GS54,HS1040<br>Ross&Duncan,Glasgow | 13″3<br>s 4″6<br>13″1 | |
| 36687<br>nk1,22<br>KJQR | **Cairnside** SteelScK<br>Mchy.Aft Well deck 1Dk(Stl) | ~~560~~ 559<br>369<br>251 | ~~✠100A1~~<br>1,22 ~~9,21~~<br>~~(ClassContemplated)~~ | Bly<br>Sld | h | 12,21 | 1921<br>9mo | A.Hall& Co.Ld.<br>Aberdeen<br>Lloyd'sA&CP | ~~WearStmShipping Co.(1917)Ld. (T.Rose,Mgr.)~~<br>T.Rose CellDBf10 | ~~165·0~~ 165·9<br>Q97'B11'F21'<br>FK<br>1'140tFPT35tAPT14t | 26·0 | 10·2 | Sunderland<br>British<br>3BHCem | T.3Cy.15½",25"&42"-27"(s)<br>180℔ 100℔ 86RHP ~~108NHP~~<br>1SB,3pf,GS45,HS1792<br>A.Hall&Co.Ld.Aberdeen | 12″7<br>s 3″10<br>12″3 | |

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* This vessel, the class of which has lapsed, has now been surveyed by the Surveyors to Lloyd's Register and a Certificate for 6 months issued.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 Steamer's Name. 3 Material, Rig, &c.<br>Master. Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7a<br>Date when tail shaft last seen. | 8 Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36688 | **Chitose Maru** SteelSc<br>Elec.light 1Dk&Shelter dk2trB | 2700 | | | | | 1921 | Yokohama DockCo.<br>Yokohama | NipponYusen KabushikiKaisha | 300·0\|43·0\|25·0<br>P40'B98'F39' | Tokio<br>Japanese<br>WB | T.3Cy.23",38"&64"-48"<br>284NHP<br>YokohamaDockCo.Yka. | | |
| 36689<br>146280<br>KLQH | **Chilka** SteelTwinSc<br>2Dks(UprStlws)&<br>Shade dk(Stl–teaks)<br>Elec.light | 4360<br>3368<br>2209 | ✠100A1<br>Shade dk<br>1,22<br>✠LMC2,22<br>Fitted for oil fuel2,22 F.P. above 150°F. | Dmb | y | CL | ~~1921~~<br>1922<br>1mo<br>Lloyd'sA&CP | W.Denny &Bros.Ld.<br>Dumbarton | BritishIndia SteamNav.Co.Ld.<br>CellDB342'752tDTa47'775tTanksbetween tunnels47'74t<br>Tanks at sides of tunnels23'68tFPT60tAPT63t | 390·0\|52·7\|23·2<br>F56'onShade dk FK<br>CollisionBHtoShadedk,8BHtoUprdk | Glasgow<br>British Cem | 4 ~~Geared~~ Steam Turbines geared to 2 Sc.shafts (r)<br>215lb FD 762NHP<br>W.Denny&Bros.Ld.Dmb.<br>3SB&1AuxSB11cfGS242HS10032 | 26 " 0<br>s4 " 8<br>21 " 10 | |
| 36690 | **Conde de Churruca** SteelTwinSc<br>2Dks(Stl)&Webframes OilEng.<br>Elec.light Longitudinalframing<br>Mchy.Aft | 4454<br>4140<br>2681 | ✠100A1<br>2,21 ~~9,21~~<br>LMC9,21<br>(~~ClassContem plated~~)<br>CarryingPetroleum in bulk | Nwc | x | 12,21 | 1921<br>9mo<br>LloydsA&CP | Armstrong Whitworth &Co.Ld.<br>Newcastle | ~~Philippine TobaccoCo.~~<br>SocCommercial de Oriente<br>CellDB70'157tDTf49'498t | ~~370·0~~\|48·5\|30·0<br>~~P99~~'B32'F36'P103'<br>370·7 FK<br>FPT87tAPT125t | S.Sebast'n<br>Spanish<br>14BHptCem<br>9BHtoUdk<br>5 " " 2nd " | Oil Engines 2S.C.SA<br>8Cy ~~23¾"-37½"~~ 23⅝"-35$\frac{7}{16}$"<br>DB120lb 666NHP<br>SulzerFrères,S.A.<br>Winterthur,Switzerland | 30 " 0<br>s5 " 10¼<br>24 " 6 | |
| 36691<br>219145<br>LTKV | **Claremont** WoodSc<br>(exOx)<br>1Dk | 177<br>—<br>80 | | | | | 1919 | Leatham & SmithTwng &WrckngCo.<br>SturgeonBay Wis. | J.W.Sullivan | 95·5\|24·7\|12·2 | NewYork<br>Utd.States | C.2Cy.18"&36"-26"<br>61NHP | | R |
| 36692<br>150347<br>TQDP | **Canadian Forester** SteelSc<br>Elec.light 1Dk(Stl)&2nddk(Stl) in holds<br>Wireless | 3673<br>2899<br>2192 | ✠100A1<br>~~2,21~~12,21<br>✠LMC2,21 | Hfx | v | CL<br>N12,21 | 1921<br>2mo<br>Lloyd'sA&CP | Tidewater Shpbldrs,Ld.<br>ThreeRivers, P.Q. | Canadian Government (MerchantMarine, Ld.)<br>CellDB266' 674t | 331·5\|46·8\|23·3<br>P33'B98'F33'<br>FK<br>FPT95t | Montreal<br>British<br>6BHCem<br>APT73t | T.3Cy.25",41"&68"-45" (s)<br>180lb 470NHP<br>3SB,9cf,GS156,HS7275 FD<br>TidewaterShipbuilders,Ld | 25 " 6<br>s4 " 1½<br>21 " 9 | |
| 36693<br>143427<br>KCLR | **City of Dunedin** SteelSc4Mast<br>(exPorta)<br>Wireless 2Dks | 7857<br>7266<br>4925 | For full particulars See No. 36727 below | | | | 1917 | Bremer "Vulkan"<br>Vegesack | EllermanLines,Ld.<br>(HallLine,Ld. Mgrs.) | 476·0\|60·7\|32·8 | Liverpool<br>British<br>WB | T.3Cy 32$\frac{3}{16}$",52$\frac{7}{16}$"&86$\frac{3}{8}$"-55$\frac{1}{16}$"<br>555NHP<br>Bremer"Vulkan"Vegesack | | |
| 36694<br>141862<br>TQBD | **Canadian Winner** SteelSc<br>Elec.light 2Dks(Stl)<br>Wireless | 5482<br>4884<br>3375 | ✠100A1<br>1,22 ~~12,20~~<br>✠LMC12,20 | Vcr | y | CL | 1920<br>12mo<br>Lloyd'sA&CP | Harbour Marine, Ld.<br>Victoria,B.C. | CanadianWinnerLd (CanadianGovernment(Merchant Marine,Ld.)<br>CellDB332'1026t | 399·8\|52·2\|28·5<br>P49'B113'F40'<br>FK<br>FPT149t | Montreal<br>British<br>6BHCem<br>APT131t | T.3Cy.27",44"&73"-48" (s)<br>180lb 521NHP<br>3SB,9cf,GS198,HS7743 FD<br>JohnInglisCo.Toronto | 31 " 0<br>s6 " 2<br>25 " 3 | |
| 36695<br>141833<br>TQFB | **Canadian Leader** SteelSc<br>Elec.light 2Dks(Stl)<br>Ref.Mchy. | 5492<br>4858<br>3342 | ✠100A1<br>4,22 ~~5,21~~ ~~12,21~~<br>✠LMC5,21<br>✠Lloyd'sRMC5,21 | Mtl<br>~~NY~~ Hfx | y | CL | 1921<br>5mo<br>A&CP | Canadian Vickers,Ld.<br>Montreal | CanadianGovernment(Merchant Marine,Ld.)<br>CellDB333'1025t | 400·3\|52·4\|28·5<br>P49'B120'F41'<br>FK<br>FPT149t | Montreal<br>British<br>6BHptCem<br>APT133t | T.3Cy.27",44"&73"-48" (s)<br>180lb 520NHP<br>3SB,9cf,GS198,HS7800 FD<br>CanadianVickers,Ld.Mtl | 31 " 2<br>s6 " 2<br>25 " 4 | |
| 36696<br>144248<br>KHWM | **Corinaldo** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Ref.Mchy. 3rd dk(Stl)in forward holds<br>Wireless | 7131<br>6722<br>4417 | ✠100A1<br>Shelter dk withfreeboard<br>3,22 ~~5,21~~<br>✠LMC5,21<br>Fitted for oil fuel5,21 F.P. above 150° F.<br>✠Lloyd'sRMC~~5,21~~ ~~8,21~~ 11,21 | Grk<br>Gls | a† | CL | 1921<br>2mo<br>Lloyd'sA&CP | Scotts'S.B. &Eng.Co.Ld.<br>Greenock | DonaldsonSouth AmericanLine,Ld.<br>CellDB355'1107t | 414·5\|55·6\|28·7<br>FK<br>FPT96tAPT50t | Glasgow<br>British<br>ptCem<br>6BH to S dk<br>1 " " U " | 2 Steam Turbines geared to 1 Sc. Shaft (r)<br>200lb 736NHP<br>4SB,12cf,GS229HS10468 FD<br>Scotts'S.B.&E.Co.Ld.Grk. | 39 " 3<br>s10 " 10½<br>28 " 8 | |
| 36697<br>144252<br>KJFP | **Clan Mactavish** SteelSc<br>Elec.light 2Dks(Stl)&Awngdk(Stl)<br>Wireless CruiserStern | 7619<br>7262<br>4765 | ✠100A1<br>Awng dk withfreeboard<br>~~6,21~~ 3,22<br>✠LMC6,21<br>Fitted for oil fuel 6,21 F.P. above 150° F. | Irv<br>~~Leith~~ Syd | b† | CL | 1921<br>5mo<br>Lloyd'sA&CP | Ayrshire Dkyd.Co.Ld.<br>Irvine | Cayzer,Irvine&Co. Ld.<br>CellDB377'968t MT45'1290t | 452·6\|57·7\|29·6<br>B69'F38'onAwng dk<br>FK<br>FPT69t | Glasgow<br>British<br>Cem<br>7BHtoAwdk<br>APT8t | 2 Steam Turbines geared to 1Sc.Shaft 200lb (s) 905NHP<br>4SB,16cf,GS272,HS12120 FD<br>Scotts'S.B.&E.Co.Ld.Grk. | 37 " 6<br>s10 " 6<br>27 " 4 | |
| 36698<br>150573<br>TQGC | **Canadian Scottish** SteelSc<br>Elec.light 2Dks | ~~5460~~ 5334<br>4864<br>~~3400~~ 3242 | | | | | 1921 | Wallace S.B.&D.Dk Co.Ld.<br>PrinceRupert | CanadianGovernment(Merchant Marine,Ld.) | ~~400·0~~\|~~52·0~~\|28·5<br>P49'B113'F40'<br>399·9\|52·2 | ~~Montreal~~<br>British<br>Prince Rupert,B.C.<br>WB | T.3Cy.27",44"&73"-48"<br>369NHP<br>JohnInglisCo.Ld Toronto | | |
| 36699<br>143423<br>KCLG | **Cardita** SteelSc<br>(exWarGaekwar)<br>Elec.light 1Dk(Stl)2trB&Webframes<br>Wireless Longitudinalframing<br>~~Middleline BH not oil-tight~~ | 5545<br>4696<br>3413 | ✠100A1<br>~~0,21~~ ~~11,20~~ 2,22<br>✠LMC9,19<br>Carrying oil fuel in bulk F.P. above 150°F.<br>Fitted for oil fuel 9,19 F.P. above 150°F. | Shl<br>Liv | z | CL<br>2,22 | 1919<br>9mo<br>Lloyd'sA&CP | Lithgows, Ld<br>PortGlasgow | Anglo-Saxon PetroleumCo.Ld.<br>CellDBuE&B72'250tf50'65t | 400·3\|52·2\|28·4<br>P50'B121'F39'<br>FK<br>FPT95tAPT75t<br>Middleline BH not oil-tight | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>D.Rowan&Co.Ld.Glasgow | 31 " 0<br>s5 " 8½<br>25 " 7 | |
| 36700 | **~~Captaine~~ Damiani** SteelSc<br>Capitaine 2Dks(Stl)&Webframes<br>Elec.light Wireless<br>Mchy Aft Longitudinal framing | ~~4800~~<br>4818<br>4049<br>2682 | ✠100A1<br>~~11,21~~ 1,22<br>CarryingPetroleum in bulk<br>(~~ClassContem plated~~)<br>✠LMC12,21 | Mtl<br>NOs | x | CL | 1921<br>11mo<br>A&CP<br>Completed by Soc.NahptesTransport | National S.B.Corp.<br>ThreeRivers P.Q. | ~~SociétéNaphtes Transports~~<br>SociétéNahptes Transport<br>CellDBuE24'69t DTf34'239t | 380·2\|52·1\|~~28·5~~<br>~~P110~~'B35'F44' 28·0<br>P101<br>FK<br>FPT78tAPT29t | Marseilles<br>French<br>13BHptCem<br>10 " to Udk<br>3 " " 2nd " | T.3Cy.27",44"&73"-48"(s)<br>180lb 100lb 517NHP<br>3SB,9cf,GS224,HS9570<br>CanadianAllis-Chalmers, Ld.Toronto,Ont. | 28 " 4<br>s5 " 6¼<br>23 " 1 | |
| 36701<br>LCHB | **Cometa** SteelTwinSc<br>OilEng.<br>Elec.light 2Dks(Stl)&Shelterdk(Stl)<br>Wireless | 3794<br>3408<br>2302 | ✠100A1<br>Shelter dk with freeboard<br>9,21<br>(~~ClassContem plated~~)<br>✠LMC9,21 | Cpn | x | | 1921<br>9mo<br>Lloyd'sA&CP | Akt.Burmeistr&Wain<br>Copenhagen | Det.Bergenske Dampskibselsskab.<br>CellDB323'1130tTanks at sides of tunnels40'180t | ~~367·0~~\|51·5\|~~22·1~~<br>367·3 22·3<br>FK<br>CollisionBHtoShltrdk5BHtoUdk<br>FPT75tAPT60t | Bergen<br>Norwegian<br>ptCem | Oil Engines 4S.C.SA<br>12Cy ~~23⅝~~"-35$\frac{7}{16}$" 23¼" 482NHP<br>DB100lb<br>Akt.Burmeistr&Wain,Cpn | 25 " 6<br>s2 " 6<br>23 " 2 | |
| 36702 | **Carna** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks&Shltr dk<br>Cruiser Stern | | | | | | 1921 | N.V. Lobithsche ScheepsbMy<br>Lobith | Konikl.Nederl. Stoomb.Maats. | 279·0\|39·0\|24·6<br>B42' | Amstrdam<br>Dutch<br>WB | T.3Cy.20$\frac{1}{16}$",31$\frac{1}{16}$"&51"-35"<br>154NHP<br>Machinefbk Kinderdijk Kinderdijk | | |
| 36703<br>144253<br>KJDT | **Clan Maciver** SteelSc<br>Elec.light 2Dks(Stl) | 4606<br>4165<br>2751 | ✠100A1<br>5,22 ~~6,21~~<br>✠LMC6,21<br>Fitted for oil fuel 6,21 F.P. above 150° F. | PGl<br>Gls | y | CL | 1921<br>6mo<br>Lloyd'sA&CP | Lithgows, Ld.<br>PortGlasgow | Cayzer,Irvine&Co Ld.<br>Intermediate 'tween dk BH in after hold dispensed with<br>CellDB329'949tDTa30'774t | 384·8\|52·0\|26·5<br>P49'B113'F38'<br>FK<br>FPT122tAPT19t | Glasgow<br>British<br>Cem<br>6BHtoUdk<br>1 " " 2nd " | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Rankin&Blackmore,Ld. Greenock | 29 " 0<br>s5 " 4<br>24 " 1 | |
| 36704<br>145666<br>KJDW | **Camm** SteelSc<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 311<br>211<br>122 | ✠100A1<br>1,22 ~~6,21~~<br>✠LMC6,21 | Yar<br>Bly | d | CL | 1921<br>6mo<br>Lloyd'sA&CP | Crabtree& Co.Ld.<br>Gt.Yarmouth | RaleighStm. ShippingCo.Ld. (W.Aiston,Mgr.) | 130·0\|23·2\|9·5<br>Q51'B9'F16'<br>FK<br>FPT21t | Scarboro'<br>British<br>3BHCem<br>APT28t | C.2Cy.16"&33"-22" (s)<br>130lb 45RHP<br>1SB 2pf,GS37,HS1185<br>Crabtree&Co.Ld. | 10 " 5<br>s " 10½<br>9 " 10 | |
| 36705<br>143323<br>KBTO | **Cape Cross** SteelSc<br>(exHansWilhelmHemsoth)<br>Wireless 2Dks<br>For full particulars See No. 36749 below | 4081<br>3823<br>2549 | | | | | 1910 | Rickmers, Akt.Ges.<br>Geestemünde | BritishAfrica Shipping&Coaling Co.Ld. ~~(Mitchell, Cotts&Co.Mgrs.)~~ | 368·0\|47·7\|27·8 | CapeTown<br>~~London~~<br>British<br>WB | T.3Cy.23½",38⅝"&63"-43½"<br>261NHP<br>BremerVulkan,Vegesack | | |

| 1 Numéro d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux. Gréement etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36706<br>14559<br>KHVQ | **Carronpark** SteelSc<br>(exEllenStub)<br>Elec.light Wireless 1Dk(Stl)<br>~~Cargo battens not fitted~~ | 2630<br>2370<br>1584 | ✠100A1<br>10,21 ~~6,21~~<br>✠LMC11,20 | Grk | t | CL<br>6,21 | 1920<br>11mo | Ferguson Bros.(Port Glasgow) Ld.<br>Port Glasgow<br>Lloyd'sA&CP | DenholmLine Steamers,Ld.(J & J.Denholm, Mgrs.)<br>CellD | 300·6<br>P29'B85'F34'<br>B251'726tFPT124t | 43·6 | ~~22·0~~<br>21·9<br>FK | Greenock<br>British<br>5BHCem<br>APT69t | T.3Cy.21",34"&57"-36" (r)<br>180lb 100lb 234NHP<br>2SB,6cf,GS121,HS3876<br>FergusonBros.Ld.Pt.Gl. | 24 ″ 3 |
| 36707<br>142659<br>JVHQ | **Cliona** SteelSc<br>(exWarJemadar)<br>Elec.light 1Dk(Stl)2trB&Web frames<br>Wireless<br>Longitudinal framing | 5563<br>4703<br>3476 | ✠100A1<br>6,21<br>✠LMC9,18<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 9,18 F.P. above 150° F. | Liv | z | CL<br>6,21 | 1918<br>9mo | SirJ.Laing &Sons,Ld.<br>Sunderland<br>Lloyd'sA&CP | Anglo-Saxon PetroleumCo.Ld. | 400·0<br>P49'B121'F39'<br>Middle line Bulkhead not oil-tight<br>CellDBuE&B59'251t f50'67t | 52·4 | 28·5<br>FK | London<br>British<br>11BHptCem | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>G.Clark,Ld Sunderland | 31 ″ 0<br>s 5 ″ $9\frac{1}{2}$<br>25 ″ 7 |
| 36708 | **Charalambos** SteelSc<br>(exAthena, ssHpl.No.3-8,10<br>exHermiston) ssMsl.No.2-20<br>Elec.light 1Dk(Stl)&Spar dk(Stl)&<br>deep framing | 4442<br>4206<br>2818 | ✠100A1<br>Spar dk<br>6,21<br>BS2,21<br>✠LMC MS6,20 | Bry | x | CL<br>6,21 | 1901<br>7mo | R.Duncan &Co.Ld.<br>PortGlasgow<br>Lloyd'sA&CP | Nav.a Vap. "Ionienne,"(G.Yannoulato Frères Mgrs.)<br>CellDBa112'uE&B42'f156'958t | 374·7<br>P31'B90'F38' | 48·1 | 27·9<br>FK | Cephal'nia<br>Greek<br>6BHCem<br>APT53t | T.3Cy.$26\frac{15}{16}$",42"&70"-18" (s)<br>180lb 360NHP<br>3SB,9cf,GS158,HS5469<br>D.Rowan&Co.Glasgow | 30 ″ 10<br>s 6 ″ 6<br>24 ″ 9 |
| 36709<br>143850<br>KDBH | **City of Sydney** SteelSc<br>(exFreiberg) ssLon.No.3-6,21<br>Elec.light 2Dks(Stl)&3rd dk in<br>Well deck Wireless No.1hold only | 5775<br>5437<br>3642 | ✠100A1<br>2,22 ~~6,21~~<br>✠LMC6,21 | Lon<br>Mdb | b† | CL<br>6,21 | 1914<br>4mo | J.C.Tecklenborg A.G.<br>Geestemünde<br>Lloyd'sA&CP | Montgomerie& Workman(1920), Ld.(~~HallLine,Ld. Mgrs.~~)(H.H. McAllester,Mgr.)<br>CellDBa146'uE&B71'f190'1453t | 450·8<br>P&B381'F51' | ~~57·2~~<br>57·0 | 27·0<br>FK | Liverpool<br>~~London~~<br>British<br>9BHCem | T3Cy$27\frac{15}{16}$"$46\frac{13}{16}$"&$78\frac{3}{4}$"-$53\frac{15}{16}$"<br>206lb (s) FD 734NHP<br>4SB,12cf,GS278,HS11192<br>J.C.Tecklenborg A G Gst. | 29 ″ 8 |
| 36710<br>142202 | **Chris Moller** WoodAuxTwinSc<br>(exWergeland) OilEng. 5MstSr<br>Elec.light Salted ptGIB 1Dk2trB<br>Mchy Aft Hardwood treenails<br>(See Sailing Ship Register) | 2521<br>2150<br>2015 | ✠~~12 A1~~<br>1,22 ~~7,19~~<br>~~✠LMC2,18~~ | Shi | s | CL<br>s1,19 | 1917<br>7mo | Olympia S.B.Co.<br>Olympia<br>A&CP | Moller&Co. (Shanghai)Ld. | 265·6<br>P52'F38' | 48·0 | 24·1 | Shanghai<br>British | Oil Engines 2S.C.SA<br>8Cy.$16\frac{1}{2}$"-22" 200NHP<br>MarinePipe& DB125lb<br>MachineWorks,Seattle | 26 ″ 10<br>s 5 ″ 8 |
| 36711<br>143807 | **Cymrea** SteelScK<br>(Fishing)<br>(exGiovanniGuinti) 1Dk | 277<br>247<br>113 | | | | | 1918 | AilsaS.B. Co.Ld.<br>Ayr | CygnetSteam FishingCo.Ld. (T.Cardwell,Mgr.) | 125·5 | 23·5 | 12·8 | Fleetwood<br>British | T.3Cy.$12\frac{1}{2}$",21"&35"-26"<br>62NHP<br>Fawcett,Preston&Co.Liv. | C |
| 36712<br>143786 | **Cremlyn** SteelScK<br>ssFlt.No.1-21<br>(exJamesHunniford) 1Dk | 276<br>246<br>107 | ✠100A1<br>StmTrawler<br>5,21 ~~2,20~~<br>✠LMC~~3,17~~ 5,21 | Flt | | CL<br>2,20 | 1917<br>3mo | Smith's DockCo.Ld.<br>Middlesbro'<br>Lloyd'sA&CP | BrooklynFishing Co.Ld. (T. Cardwell,Mgr.) | 125·5<br>Q72'F21' | 23·4 | 12·8<br>BK$7\frac{1}{2}$" | Fleetwood<br>British<br>3BHCem | T.3Cy.$12\frac{1}{2}$",21"&35"-26" (s)<br>180lb 87NHP<br>1SB,3pf,GS50,HS1616<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 |
| 36713<br>150248<br>VGJ | **Calgarolite** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Mchy.Aft &Web frames<br>Longitudinal framing | 8764<br>8377<br>5510 | ✠100A1<br>Shelter dk withfreeboard<br>12,21 ~~5,21~~<br>✠LMC5,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 5,21 F.P. above 150° F. | Vcr<br>Crs | e† | CL | 1921<br>5mo | GMStandifer ConstCorp<br>Vancouver, Wash.<br>A&CP | ImperialOil,Ld. (C.O.Stillman, Mgr.)<br>CellDBuE&B& bunker86'280t DTf50'335t 'tween dk tanks a9' 67tFPT179tAPT103t | ~~462·4~~<br>463·3 | ~~60·2~~<br>60·2 | ~~36·5~~<br>36·6<br>FK | HalifaxN.S.<br>~~SarniaOnt~~<br>British<br>ptCem<br>18BH(3 to Sh dk<br>11 „ U „<br>4 „ 2nd „) | Q.4Cy.24",35",51"&75"-51"<br>220lb 180lb (r) 581NHP<br>3SB 9cf,HS8086<br>LlewellynIronWorks, LosAngeles,Cal. | 37 ″ 3<br>s 11 ″ 2<br>FD 26 ″ 8 |
| 36714<br>~~144603~~ | **Cesario** SteelSc<br>Wireless (exD.A.D.G.70)<br>~~Elec.light~~ 2Dks<br>Renamed "Meliskerk," See No.38431 in Supplement | 5849<br>5409<br>3618 | | | | | 1919 | Blohm& Voss<br>Hamburg | ~~DavidS.S.Co.Ld.~~<br>N.V.Vereenigde Nederlandsche ScheepvaartMaats | 449·9<br>P&B377'F53' | 58·2 | 26·9 | ~~London~~<br>~~British~~<br>Dutch | Q4Cy$28\frac{1}{16}$",$40\frac{1}{2}$",$57\frac{1}{16}$"&$82\frac{1}{16}$"<br>-$55\frac{1}{16}$" 502NHP<br>WB Blohm&Voss,Hamburg | |
| 36715 | **Chanchardon II.** SteelScK<br>(exHeneCastle) ssSws.No.1-20<br>1Dk | 274<br>245<br>108 | ✠100A1<br>StmTrawler | Sws | | CL<br>5,21 | 1915<br>12mo | Smith's DockCo.Ld.<br>Middlesbro'<br>Lloyd'sA&CP | O.Dahl | 125·0<br>Q72'F21' | 23·5 | 12·8<br>BK$7\frac{1}{2}$" | LaRochlle<br>French<br>2BHCem | T.3Cy.$12\frac{1}{2}$",21"&35"-26" (s)<br>180lb 87NHP<br>1SB,3pf,GS51,HS1619<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 |
| 36716 | **C. S. D.** SteelSc<br>(exSnowflake)<br>1Dk(Stl) | 96<br>95<br>39 | ✠100A1<br>For fishing purposes<br>12,21 ~~7,21~~<br>✠LMC12,19 | Shl | | CL | 1919<br>11mo | Webster& Bickerton,Ld<br>Goole<br>Lloyd'sA&CP | C.S.Dawson | 86·2 | 18·5 | 9·2<br>BK7" | N.Shields<br>British<br>3BHCem | T.3Cy.$9\frac{1}{2}$",$15\frac{1}{2}$"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>J.Abernethy&Co.Ld.Abn. | 10 ″ 0 |
| 36717<br>14645<br>KGFP | **Cavehill** ~~10,21~~ SteelSc<br>(exHeinrichHugo ssBel.No.3-5,21<br>Stinnes 7) Wireless 1Dk(Stl)<br>Foundered10,21<br>Elec.light Cargo battens not fitted<br>Mchy.Aft Sub.Sig. | 1556<br>1288<br>803 | ~~100A1~~<br>5,21<br>~~BS1,21~~<br>~~LMC10,20~~ | Bel | | CL<br>5,21 | 1911 | Flensburger Schiffsb.Ges.<br>Flensburg<br>Lloyd'sA&CP | JohnKelly,Ld. (S.Kelly,Mgr.)<br>CellDB210'420tTopsidetanks159'291t Midship tankon dk16'38tFPT117tAPT44t | 243·6<br>P70'F25' | 37·8 | 17·5<br>FK | Belfast<br>British<br>4BHCem | T.3Cy.$17\frac{1}{2}$",$29\frac{1}{2}$"&48"-$34\frac{1}{16}$"<br>185lb (s) 186NHP<br>2SB,4cf,GS54,HS2698 FD<br>FlensburgerSchiffsb.Ges. | 20 ″ 0<br>s 2 ″ $1\frac{1}{2}$<br>18 ″ 2 |
| 36718 | **Choluteca** SteelTwinSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl-ws) | 2499<br>1532<br>1374 | ✠100A1<br>Shelter dk withfreeboard<br>~~3,21~~ ~~3,21~~ 2,22<br>✠LMC3,21<br>Fitted for oil fuel 3,21 F.P. above 150° F. | NYk<br>NOs | s | CL | 1921<br>8mo | Newburgh Shipyard,Inc.<br>Newburgh, N.Y.<br>A&CP | CuyamelFruitCo.<br>CellDB256'391t FPT22tAPT34t | 301·3 | 42·3 | 22·6<br>FK | PrtoCortez<br>Honduran<br>Asp<br>3BHtoShdk<br>2 „ „ U „ | T.6Cy.18",30"&48"-33" (s)<br>185lb 492NHP<br>3SB,9cf,GS173,HS8280 FD<br>VulcanIronWorks, JerseyCity,N.J. | 25 ″ 0<br>s 8 ″ $10\frac{1}{2}$<br>16 ″ 7 |
| 36719<br>144088 | ~~**Catharine**~~ **Charlton**<br>**Catherine** SteelScK<br>1Dk | 91<br>91<br>39 | ✠100A1<br>For fishing purposes<br>2,22 ~~9,21~~<br>✠LMC9,21<br>~~(ClassContem-plated)~~ | Gms | | | 1921<br>9mo | Charlton& Co.Ld.<br>Grimsby<br>Lloyd'sA&CP | ~~Charlton&Co.Ld.~~<br>~~F.A.Peterson~~<br>HullProgressive SteamFishingCo. Ld.(F.A.Peterson, Mgr.) | ~~87·0~~<br>87·3<br>FPT12t | ~~18·5~~<br>18·4 | ~~9·0~~<br>8·8<br>BK6' | Hull<br>British<br>3BHCem | C.2Cy.11"&24"-16" (s)<br>140lb 30RHP<br>1SB,2pf,GS28,HS730<br>Charlton&Co.Ld.Grimsby | 9 ″ 10 |
| 36720<br>145420 | **Craigolive** SteelSc<br>1Dk(Stl)<br>Mchy.Aft Well deck | 605<br>404<br>271 | ✠100A1<br>~~Coasting~~<br>8,21<br>✠LMC8,21<br>~~(ClassContem-plated)~~ | Bpl | i | CL | 1921<br>8mo | Taw Shipyards,Ld<br>Barnstaple<br>Lloyd'sA&CP | H.Craig&Co.<br>CellDBf94'144tFPT45tAPT22t | ~~174·7~~<br>~~Q100'~~B11'F26' Q106'<br>174·5 | ~~28·5~~<br>28·6 | ~~13·0~~<br>10·9<br>FK | Belfast<br>British<br>3BHCem | T.3Cy.14",23"&38"-27" (s)<br>180lb 72RHP<br>1SB,3cf,GS52,HS1761<br>Aitchison,Blair,Ld. Clydebank | 13 ″ 0<br>s4 ″ 6<br>12 ″ 9 |
| 36721<br>OERN | **Claudius Magnin** SteelSc<br>Elec.light 1Dk | 2522<br>2295<br>1180 | | | | | 1921 | Atel.&Ch. deFrance<br>Dunkirk | Cie.desForges et Acieries de la Marine et d'Honnécourt | 292·6 | 41·0 | 26·9 | Bayonne<br>French | T.3Cy.21",33"&56"-36"<br>188NHP<br>WB Atel.&Ch.deFrance,Dnk. | |
| 36722<br>150366<br>TQGP | **Canadian Challenger** SteelSc<br>2Dks(Stl)<br>Elec.light Wireless | ~~5399~~ 5489<br>4866<br>~~3333~~<br>3331 | ✠100A1<br>11,21<br>~~(ClassContem-plated)~~<br>Fitted for oil fuel 11,21 F.P. above 150° F.<br>✠LMC11,21 | Mtl | y | CL | 1921<br>11mo | DavieS.B. &Rpg.Co.Ld.<br>Levis,P.Q.<br>Lloyd'sA&CP | CanadianChallengerLd (CanadianGovernment Merchant Marine,Ld.)<br>CellDB330'978tFPT131tAPT136t | 400·1<br>P49'~~B119'~~F40'<br>B113' | 52·2 | 28·3<br>FK | Montreal<br>British<br>6BHptCem | T.3Cy.27",44"&73"-~~54"~~48"<br>180lb (s) 522NHP<br>3SB,9cf,GS198,HS7776 FD<br>TidewaterShipbuilders Ld ThreeRivers,P.Q. | 31 ″ 2<br>s 6 ″ $2\frac{1}{2}$<br>25 ″ 4 |
| 36723 | **Chosa Maru** SteelSc<br>Elec.light 1Dk(StlU-ws) | ~~2600~~<br>~~2100~~<br>~~1600~~<br>2540<br>2009<br>1565 | ✠100A1<br>8,21<br>~~(ClassContem-plated)~~<br>✠LMC8,21 | Osa | s | CL | 1921<br>8mo | OsakaIron Works,Ld<br>Osaka<br>A&CP | OsakaShosen KabushikiKaisha<br>CellDB240'624tDTa18'232tFPT36tAPT22t | 284·5<br>P41'B100'F34' | 42·5 | 23·0<br>FK | Osaka<br>Japanese<br>5BHCem | T.3Cy.21",35"&58"-39" (s)<br>200lb 288NHP<br>2SB,6cf,GS99,HS4046 FD<br>OsakaIronWrks,Ld.Osaka | 23 ″ 0 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Master. Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36724<br>148898<br>KLQB | **City of Pittsburg** SteelSc<br>Elec.light 2Dks(Stl)<br>Cruiser Stern | ~~7370~~ 7377<br>~~7036~~<br>7110 ~~4-09~~<br>4719 | ✠100A1<br>1,22<br>~~(Class Contem plated)~~<br>Fitted for oil fuel 1,22 F.P. above 150°F. | Nwc<br>✠LMC1,22 | d† | CL | ~~1921~~<br>1922<br>1mo | Palmers'<br>Co.Ld.<br>Newcastle<br>Lloyd's A&CP | EllermanLines,Ld. | 465·7\|58·6\|31·8<br>~~P97'B&F328'~~<br>P98'B&F329'<br>CellDB409'1698t DTa30'984t | Liverpool<br>British<br>FK 8BHptCem | 2 ~~3~~ Steam Turbines geared to 1 Sc.shaft (s)<br>225lb 759NHP<br>Palmers'Co.Ld.Newcastle<br>3SB,12cf,GS243,HS9069 FD | 34 " 6<br>s6 " 3½<br>28 " 8 | |
| 36725<br>148913<br>KLQC | **Cynthiana** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless 3rd dk in No.1hold<br>Cargo battens not fitted in Shltr 'tween dks | ~~6660~~ 6629<br>4809<br>~~4144~~<br>4153 | ✠100A1<br>Shelter dk with freebrd<br>2,22<br>~~(Class Contem plated)~~<br>Fitted for oil fuel 2,22 F.P. above 150°F. | Hpl<br>✠LMC2,22 | a† | CL | ~~1921~~<br>1922<br>1mo | IrvinesS.B.<br>&D.D.Co.Ld<br>WHartlepool<br>Lloyd's A&CP | Furness,Withy&<br>Co.Ld. | 420·0\|55·0\|~~27·8~~ 36·8<br>~~F34~~ F35'<br>on Shelter dk<br>Collision BH to Sh dk<br>CellDB364'1099t MT31'510t DTa31'433t FPT102t APT125t | Liverpool<br>British<br>FK pt Cem<br>6BH to U dk | T.3Cy.29",45"&80"-54" (s)<br>180lb 705NHP<br>4SB,12cf,GS250,HS10855 FD<br>Richardsons,Westgarth&<br>Co.Ld.Hpl. | 39 " 0<br>s10 " 0<br>29 " 4 | |
| 36726<br>150348<br>TQFH | **Canadian Harvester** SteelSc<br>2Dks | 2394<br>2044<br>1428 | | | | | 1920 | Pt.Arthur<br>S.B.Co.Ld.<br>PortArthur,<br>Ont. | CanadianGovernment(Merchant Marine.Ld.) | 251·0\|43·6\|23·7 | Montreal<br>British | T.3Cy.18",30"&50"-36"<br>150NHP<br>W B PortArthurS.B.Co.Ld.<br>PortArthur,Ont. | | |
| 36727<br>143427<br>KCLR | **City of Dunedin** SteelSc4Mst<br>(exPorta) ssSou.No.1-21<br>Elec.light 2Dks(Stl-Uptws)<br>Wireless 3rd dk(Stl)inNo.1hold | 7857<br>7260<br>4925 | 100A1<br>with freeboard<br>2,22 ~~7,21~~ | Sou<br>Npt<br>LMC7,21 | | ~~6,20~~<br>2,22 | 1917 | Bremer<br>Vulkan<br>Vegesack | EllermanLines,Ld.<br>(HallLine,Ld.<br>Mgrs.) | 476·0\|60·7\|32·8<br>P28'B143'F86'<br>CellDB419'1803t DT a31'800t | Liverpool<br>British<br>FK 8BHCem<br>APT39t | T.5Cy.32$\frac{5}{16}$",52$\frac{1}{16}$"&86$\frac{3}{8}$"-55$\frac{1}{8}$" 205lb (s) 817NHP<br>4SB,12cf,GS256,HS11836 FD<br>BremerVulkan,Vegesack | 35 " 6<br>s8 " 7<br>27 " 4 | |
| 36728<br>143358<br>KBPC | **Conus** SteelSc<br>(exWarBegum)<br>Elec.light 1Dk(Stl)2trB&Web frames<br>Wireless Longitudinal framing | 5578<br>4716<br>3428 | ✠100A1<br>~~8,21~~ ~~11,20~~ 3,22<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 7,19 F.P. above 150° F. | NNs<br>~~Shl~~ Liv<br>✠LMC7,19 | z | CL<br>~~3,20~~<br>7,21 | 1919<br>8mo | Palmers'Co<br>Ld Newcastle<br>Lloyd's A&CP | Anglo-Saxon<br>PetroleumCo.Ld. | 400·0\|52·3\|28·4<br>P50'B121'F39'<br>CellDBuE&B 59'f50'313t FPT99t | London<br>British<br>FK 11BHptCem<br>APT68t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Palmers' Co.Ld.Newcastle | 31 " 0<br>s5 " 9½<br>25 " 7 | |
| 36729<br>143197<br>JWGR | **Chiton** SteelSc<br>(exWarShikari) 1Dk(Stl)2trB&<br>Elec.light Webframes<br>Wireless Longitudinal framing | 5540<br>4696<br>3444 | ✠100A1<br>7,21<br>Carrying oil fuel in bulk F.P. above 150° F.<br>Fitted for oil fuel 5,19 F.P. above 150° F. | Gls<br>✠LMC5,19 | z | CL<br>4,20 | 1919<br>5mo | Lithgows',<br>Ld.<br>PortGlasgow<br>Lloyd's A&CP | Anglo-Saxon<br>PetroleumCo.Ld.<br>Middle line Bulkhead not oil tight | 400·3\|52·2\|28·4<br>P50'B121'F39'<br>CellDB uE&B 250tf50'65t FPT95t | London<br>British<br>FK 11BHptCem<br>APT75t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7668 FD<br>D.Rowan&Co.Ld.Glasgow | 31 " 0<br>s5 " 9½<br>25 " 7 | |
| 36730<br>143444<br>KONP | **Cape Point** SteelSc<br>(exStambul,ex ssShl.2ndNo.3-7,21<br>Elec.light MariaRickmers) 2Dks(Stl)<br>Wireless | 3667<br>3344<br>2270 | 100A1<br>5,22 ~~7,21~~ | Shl<br>Cff<br>LMC7,21 | | 2,21 | 1904 | Rickmers<br>Act.Ges.<br>Bremerhaven<br>Lloyd's A&CP | BritishAfrica<br>Shipping&Coaling<br>Co.Ld.(Mitchell<br>Cotts&Co.Mgrs.) | ~~352·7\|45·1~~\|26·2<br>P33'B94'F44'<br>354·2\|45·2<br>CellDB286'682t FPT109t | London<br>~~CapeTown~~<br>British<br>FK 6BHAsp<br>APT34t | T.3Cy.23$\frac{9}{16}$",38$\frac{3}{8}$"&63$\frac{1}{16}$"-43$\frac{5}{16}$" 185lb (s) 329NHP<br>3SB,9cf,GS116,HS5610<br>BremerVulkan,Vegesack | 29 " 0<br>s5 " 7<br>24 " 0 | |
| 36731<br>LBQD | **Cubano** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless Cruiser Stern | 5772<br>5554<br>3613 | ✠100A1<br>Shelter dk<br>with freeboard<br>~~8,21~~ ~~7,21~~ 2,22<br>Carrying oil fuel F.P. above 150° F. in DT<br>Fitted for oil fuel 7,21 F.P. above 150° F. | Sld<br>~~Rot~~ Sbl<br>✠LMC7,21 | | CL | 1921<br>3mo | JLThompson&Sons,Ld.<br>Sunderland<br>Lloyd's A&CP | A/SNorge-Mexico<br>Gulflinjen (Wilh.<br>Wilhelmsen,Mgr.) | 395·1\|53·3\|24·7<br>F31' on Shelter dk<br>CellDB 342'882t MT36'852t | Tönsberg<br>Norwegian<br>FK Cem<br>2BHtoSh dk<br>4 " " U "<br>APT82t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Palmers'Co.Ld.Newcastle | 35 " 0<br>s9 " 4<br>25 " 11 | |
| 36732<br>143134<br>JWVF | **Chief Scout** SteelSc<br>(exDerindje)<br>Wireless 2Dks<br>Now named "Derindje," See No. 37042 in Supplement | 4086<br>3805<br>2946 | | | | | 1915 | Nordseewerke<br>Emden | ZodiacShippingCo.<br>Ld. (Moller&Co.<br>Mgrs.) | 340·1\|48·3\|29·0 | London<br>British | T.3Cy.23½",38"&62"-42"<br>249NHP<br>Reiherst.Maschinenf Ham. | | |
| 36733<br>143204<br>KBGP | **Cragness** SteelSc<br>(exSchwaben) ssBbn.No.1-10<br>Elec.light 2Dks(Stl-Upt teaks)lower<br>Ref.Mchy. Wireless dk(Stl)fore hold<br>Well deck Sub.Sig. Web frames after hold | 5098<br>4842<br>3225 | ✠<br>11,15 | Bmn<br>✠ | a† | | 1906<br>8mo | Bremer<br>Vulkan<br>Vegesack | Cornborough<br>ShippingLine,Ld.<br>(SirW.R.Smith&<br>Sons(London)Ld.<br>Mgrs.) | 410·4\|52·7\|28·0<br>P&B329'F46'<br>CellDBa123' uE&B78' f156' | Bideford<br>British<br>FK 6BHCem | Q4Cy24"34$\frac{5}{8}$"50$\frac{3}{8}$"&72$\frac{7}{8}$"-53$\frac{7}{8}$"<br>528NHP<br>3SB,9cf,GS165,HS7104 FD<br>BremerVulkan,Vegesack<br>1172t FPT18t APT13t | 30 " 9 | |
| 36734<br>145235<br>KJGN | **Ceuta** SteelSc<br>ssHam.No.3-5,21<br>Elec.light Wireless 1Dk(Stl)<br>Well deck | 1741<br>1541<br>1003 | 100A1<br>with freeboard<br>3,22 ~~7,21~~ | Gms<br>Liv<br>LMC7,21 | r | ~~5,21~~<br>2,22 | 1912 | Schiffsw. v.<br>HenryKoch<br>Lübeck<br>Lloyd's A&CP | C.A.Stewart&Co. | 278·2\|39·0\|17·9<br>P&B224'F31'<br>CellDB235'390t FPT78t | London<br>British<br>FK 4BHCem<br>APT14t | T.3Cy.22$\frac{1}{16}$",35$\frac{7}{16}$"&56$\frac{5}{8}$"-33$\frac{7}{16}$" 185lb (s) 210NHP<br>2SB,4cf,GS90,HS3360<br>OttenserMaschFab Altona | 20 " 0<br>s1 " 9½<br>18 " 6 | |
| 36735 | **Carla** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl) | 5187<br>4845<br>3111 | ✠100A1<br>Shelter dk<br>with freeboard<br>~~F.6,21~~ ~~6,21~~ 3,22 | Tri<br>~~Cff~~ Pal<br>✠LMC6,21 | x | CL | 1921<br>6mo | Cant.Nav.<br>Triestino<br>Monfalcone<br>A&CP | Cia.Italiana di<br>Nav.eCommercio<br>d'Oltremare<br>"CINCO" | 362·0\|49·9\|~~25·5~~<br>49·2\|35·2<br>Collision BH to Sh dk<br>CellDB319'957t DTf19'459t APT110t | Rome<br>Italian<br>FK Cem<br>5 " " U " | T.3Cy.24$\frac{3}{4}$",41"&68"-45"(s)<br>180lb 100lb 383NHP<br>2SB,6cf,GS128,HS5213 FD<br>UnitedMach.Factories,Ld.<br>Smichov | 35 " 2<br>s8 " 0<br>27 " 7 | |
| 36736<br>146138<br>KJSW | **Channel Queen** SteelSc<br>~~Cargo battens not fitted~~<br>Mchy.Aft Well deck 1Dk(Stl) | ~~703~~ 710<br>490<br>320 ~~319~~ | ✠100A1<br>10,21<br>~~(Class Contem plated)~~ | Shl<br>✠LMC10,21 | f | CL<br>11,21 | 1921<br>10mo | C.Rennoldson&Co.<br>SouthShields<br>Lloyd's A&CP | London&Channel<br>IslandsS.S.Co.Ld. | 180·4\|28·0\|12·1<br>Q105'B11'F24'<br>CellDB/103'155t FPT53t APT4t | London<br>British<br>FK 3BHCem | T.3Cy.13¼",22"&37"-27(s)<br>180lb 102NHP<br>2SB,4pf,GS62,HS1900<br>Day Summers&Co.Ld.Sou. | 14 " 6<br>s4 " 8½<br>14 " 0 | |
| 36737<br>LDFG | **Christine** SteelSc3Mst<br>Oil Eng.<br>Mchy.Aft 1Dk | 235<br><br>156 | | | | | 1921 | D.W.Kremer&Sohn<br>Elmshorn | D.W.Kremer&<br>Sohn | 114·9\|23·3\|9·8<br>P32' | Hamburg<br>German | Oil Engine<br>4Cy.8$\frac{9}{20}$"-12$\frac{3}{5}$" 34NHP<br>Benz&Co.Mannheim | | |
| 36738<br>143237 | **Culmore** SteelSc<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 469<br>302<br>181 | ✠100A1<br>7,21 | Gls<br>✠LMC7,21 | g | CL | 1921<br>7mo | Bow,McLachlan&Co<br>Ld. Paisley<br>Lloyd's A&CP | McDevette&<br>Donnell | 151·0\|21·1\|9·8<br>Q85'B9'F23'<br>CellDBf92'121t FPT32t APT22t | Lndnderry<br>British<br>FK 3BHCem | C.2Cy.20"&42"-24" (s)<br>125lb 75RHP ~~[illegible]NHP~~<br>1SB.3cf,GS52,HS1811<br>Bow,McLachln&CoLdPsy | 12 " 0<br>s4 " 5<br>11 " 10 | |
| 36739 | **Cimarosa** SteelSc<br>(exRákóczy) ssFiu.2ndNo.3-10,17<br>1Dk(Stl)&Spardk<br>(Irn)&Webframes | 1554<br>1387<br>943 | ✠100A1<br>Spar dk<br>with freeboard<br>12,19<br>BS5,21 | Fiu<br>✠LMC1,20 | p | CL<br>5,21 | 1892<br>11mo | Wigham<br>Richrdsn&Co<br>Newcastle<br>A&CP | AdriaSoc.Anon.di<br>Nav.Marittima | 240·0\|34·0\|14·0<br>P28'B55'F31' 21·2<br>CellDB199'304t | Fiume<br>FK 4BHCem<br>APT21t | T.3Cy.20",32"&53"-36" (s)<br>165lb 181NHP<br>NDB92 refitted06<br>2SB,4rf,GS80,HS2868<br>WghmRichardsn&CoNwc | 23 " 6 | |
| 36740<br>143322<br>KBTG | **Charlbury** SteelSc<br>(exSakkarah) ssBry.No.3-6,21<br>Elec.light 2Dks(Stl)&deepframing&<br>Wireless Shelterdk(Stl-ws) | 4691<br>4448<br>2997 | ✠100A1<br>Shelter dk<br>with freeboard<br>6,21 | Bry<br>✠LMC6,21 | z | CL<br>N6,21 | 1906<br>9mo | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>Lloyd's A&CP | AlexanderShppg.<br>Co.Ld (Capper.<br>Alexander&Co.<br>Mgrs.) | 400·0\|52·0\|27·0<br>CellD Ba129' uE27' f154' 891t | London<br>British<br>FK 6BHCem<br>APT30t | T.3Cy.27",45"&75"-48" (s)<br>180lb 478NHP<br>3S&1Aux.SB,11cf,<br>GS202,HS7311 FD<br>WllsndSlpwy.Co.Ld.Nwc. | 29 " 9 | |
| 36741 | **Capitaine Illiaquer** SteelSc<br>Elec.light 1Dk(Stl)<br>Cargo battens not fitted | 2018<br>1788<br>1194 | ✠100A1<br>6,21 | Nts<br>✠LMC7,21 | r | | 1921<br>5mo | Anciens<br>Chantiers<br>Dubigeon<br>Nantes<br>A&CP | FrenchGovernment | 270·3\|39·5\|19·6<br>P20'B57'F25'<br>CellDB223'488t Topside tanks f96'137t a82'84t | Nantes<br>French<br>FK 4BHCem | T.3Cy.18$\frac{1}{8}$",29$\frac{15}{16}$"&49$\frac{3}{16}$"-37$\frac{13}{16}$" (s) 185lb 187NHP<br>2SB,4cf,GS95,HS3250<br>Atel.&Ch.de laLoire,Nts.<br>FPT65t APT114t | 23 " 0 | |

| 1<br>Numéro d'Ordre<br>Numéro Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15<br>Registres où coté, si ce n'est dans le L.R. Durée, Cert.B.of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36742 | **Carolus** SteelSc<br>Elec light 1Dk(Stl)<br>Well deck | 918<br>565<br>— | ✠100A1<br>6,21<br>✠LMC6,21<br>✠NB91refitted6,21 | Bbo | k | CL | 1921<br>3mo<br>Lloyd's A&CP | Astilleros Ardanaz<br>Bilbao | Ibran&Garayzabal | 198·0\|30·7\|14·5<br>Q104'B15'F23'<br>FK<br>CellD B155' 218t FPT43t | Gijon<br>Spanish<br>4BHCem<br>APT8t | T.3Cy.14",23"&38"-27" (s)<br>160lb 160NHP<br>1SB,2cf,GS37,HS1495 FD<br>Soc Españ.deConst.Met Talleres deZorroza Bbo | 14 ″ 6<br>s 5 ″ 0½<br>13″10 | |
| 36743<br>RBKQ | **Carlsfeld** SteelSc<br>(exStillehavet,exSnefond.exMontaukPoint) ssLiv.No.3-4.12<br>ssShl.No.2-19<br>Elec.light 2Dks(1Stl&UIrn)&deep framing lower deck forehold<br>Wireless | 4744<br>4465<br>2974 | ✠100A1<br>9,21 ~~8,20~~<br>✠LMC4,19<br>BS9,21 | Got<br>Ham | y | ~~4,19~~<br>9,21 | 1899<br>11mo | R.Stephenson&Co.Ld.<br>Newcastle<br>A&CP | Continental Schiffshrts-Linie m.b.h. | 376·0\|50·1\|27·3<br>P34'B227'F47'<br>FK<br>CellDBa115' uE27' f154' | Hamburg<br>German<br>7BHCem | T.3Cy.26",43"&71"-48" (s)<br>180lb ~~180lb~~ FD 402NHP<br>2SB,3rf,3cf,GS114,HS5210<br>R.Stephenson&Co Ld.Nwc<br>1029tDTa32'793tAPT42t | 30 ″ 1<br>s 4 ″ 9<br>25 ″ 8 | |
| 36744<br>144596<br>KFSB | **Castelar** SteelSc<br>Elec.light ssHam.No 2-21 (exOrotava)<br>Wireless Mchy.Aft 1Dk(Stl) | 1989<br>1586<br>1158 | 100A1<br>8,21<br>LMC8,21 | Ham | s | 8,21 | 1914<br>Lloyd's A&CP | Schiffsw.v. HenryKoch<br>Lübeck | Macandrews&Co. Ld. | 291·3\|41·1\|16·6<br>P&B107'F81' FK<br>1BHin forehold omitted<br>CellDB245'765tFPT180tAPT31t | London<br>British Cem<br>4BHonly WB | T.3Cy.~~22½~~ 22⅞",37"&57"-~~35½~~ 35$\frac{7}{16}$" (s)<br>185lb 252 ~~192~~NHP<br>2SB,4cf,GS82,HS3552 FD<br>OttensenerMaschf.Altona | 20 ″ 0 | |
| 36745<br>143171<br>JWPK | **Constantinople** SteelTwinSc<br>(exBremen)<br>Elec.light 4Dks<br>Sub.Sig. Wireless | ~~11540~~ 11456<br>~~9218~~ 8713<br>~~7078~~ 7263 | | | | | 1896 | F.Schichau<br>Danzig | ByronS.S.Co.Ld. (M.Embiricos, Mgr.) | 550·5\|60·2\|34·9<br>P112'B287'F67'<br>len01 | London<br>British<br>WB | Q8Cy27½",40¼",59"&83½"-53"<br>NB01 1015NHP<br>F.Schichau,Elbing | | |
| 36746 | **Capitaine Paul Lemerle** SteelSc<br>Elec.light | ~~5000~~ 4945<br>3120 | 100A1<br>(ClassContemplated) | | | | 1921 | Atel.&Ch. duSud-Ouest<br>Bordeaux | ~~FrenchGovernment~~ Soc.Générale deTransportMarit à Vap. | 386·0\|52·5\|25·5<br>P35'B110'F46' | Bordeaux<br>French | T.3Cy.26",42"&70"-48"<br>J.G.Kincaid&Co.Ld.Grk. | | |
| 36747<br>113515<br>KJMC | **Castlegarth** SteelSc<br>(exPontos,exFernley) ssCff.No.3-1,15<br>ssRot.No.1-20<br>1Dk(Irn)2trBdeepframing &Webframes3Dk rule | 3836<br>3581<br>2453 | ✠100A1<br>7,21 ~~4,21~~<br>~~BS6,20~~<br>BS3,21<br>✠LMC10,19 | Msl | w | CL<br>~~6,20~~<br>8,21 | 1901<br>12mo<br>Lloyd's A&CP | W.Gray& Co.Ld.<br>WHartlepool | ~~H.Clapham&Co.~~<br>GarthShpgCoLd (L.Macarthy,Mgr) | 340·0\|49·6\|25·6<br>P28'B87'F31'<br>FK<br>CellDBa&uE133' f144' | Newcastle<br>British<br>6BHCem<br>911tAPT70t | T.3Cy25½",40½"&67"-45"(s)<br>160lb 80lb 297NHP<br>2SB,6rf,GS113,HS4404<br>Cen.Mar.Eng.WrksWHpl. | 28 ″ 3<br>s 5 ″ 4½<br>23 ″ 3 | |
| 36748<br>144643<br>KGFO | **City of Bagdad** SteelSc<br>(exGeierfels)<br>Wireless 2Dks | 7501<br>707<br>4710 | For full particulars See No. 36807 below | | | | 1919 | J.C.Tecklenborg A.G.<br>Geestemünde | Montgomerie& Workman(1920)Ld. (W.S.Workman, Mgr.) | ~~469·4~~\|~~58·4~~\|32·3<br>470·3 58·2 | Glasgow ~~London~~<br>British<br>WB | T.3Cy.31½",50½"&82$\frac{7}{10}$"-54$\frac{1}{10}$"<br>502NHP<br>J.C.TecklenborgA.G.Gst. | 35 ″ 0<br>s 8 ″ 2<br>27 ″ 3 | |
| 36749<br>143323<br>KBTC | **Cape Cross** ssRot.No.3-8,21 SteelSc<br>(exHansWilhelm Hemsoth) ~~ssRot.No.2-21~~<br>Elec.light 2Dks(Stl)<br>Wireless | 4141<br>3826<br>2596 | 100A1<br>8,21<br>LMC8,21 | Rot | x | CL<br>8,21 | 1910<br>Lloyd's A&CP | Rickmers, Akt.Ges.<br>Geestemünde | BritishAfrica Shipping&Coaling Co.Ld. (Mitchell Cotts&Co.Mgrs.) | 369·2\|47·7\|27·0<br>P38'B91'F44'<br>CellDB316'898t FK<br>DTa28' 690t FPT95t | London<br>British<br>6BHAsp<br>APT38t | T.3Cy.23¼",38⅝"&63"-43¼"<br>185lb (s) 327NHP<br>3SB,9cf,GS165,HS5516<br>BremerVulkan,Vegesack | 30 ″ 0<br>s 6 ″ 0<br>24 ″ 5 | |
| 36750<br>151671 | **Chang Ning** SteelTwinSc<br>(Tug)<br>1Dk | 251<br>202<br>47 | | | | | 1921 | NewEng.& S.B.Works<br>Shanghai | ChinaNav.Co.Ld. | 140·0\|26·1\|7·0 | Shanghai<br>British | T.3Cy.10",16"&26"-15"<br>69RHP<br>NewEng.&S.B.Works | | |
| 36751 | **Carnaro** SteelSc<br>(exFerenczJózsefKirály) ssPal.No 2-21<br>Elec light 2Dks(Stl-Uws)<br>Ref.Mchy. Wireless | 3542<br>2474<br>2154 | ✠100A1<br>1,22 ~~7,21~~<br>✠LMC7,21 | Pal<br>Nap | v | CL<br>7,21 | 1913<br>12mo<br>Lloyd's A&CP | ClydeS.B. &Eng.Co.Ld.<br>PortGlasgow | AdriaSoc.Anon.di Nav.Marittima | 335·0\|46·4\|22·6<br>P41'B135'F41'<br>FK<br>CellDBa110'uE&B59' f128' | Fiume<br>6BHCem<br>587tAPT16t | Q.4Cy.22½",32",47"&68"-48"<br>225lb (r) 492NHP<br>4SB,12cf,GS210,HS7016 FD<br>ClydeSB&EngCo.Ld.PGls | 25 ″ 0 | |
| 36752 | **Chattanooga City** SteelSc<br>Elec.light 2Dks3trB<br>Fitted for oil fuel | 5686<br>5081<br>3450 | | | | | 1921 | Chickasaw S.B.&CarCo<br>Chickasaw, Ala. | UnitedStatesSteel ProductsCo. Inc. | 441·7\|56·0\|30·0<br>P58'B&F350'<br>WB | NewYork<br>Utd.States<br>Turbines<br>Red.gears | 2 Geared Steam Turbines<br>W.A.Fletcher,HobokenNJ<br>FalkCo.Milwaukee,Wis. | | |
| 36753 | **Cambraisien** SteelSc<br>~~Elec.light~~ 2Dks(Stl) | 3151<br>2925<br>1964 | ✠100A1<br>10,21<br>~~(ClassContemplated)~~<br>✠LMC10,21 | Ard | v | CL | 1921<br>10mo<br>Lloyd's A&CP | Ardrossan D.D.&S.B. Co.Ld.<br>Ardrossan | Cie.desBateaux àVap.duNord | 331·4\|47·3\|22·1<br>P29'B170'F39'<br>FK<br>CellDB239'778tAPT44t | Dunkirk<br>French<br>6BHCem | T.3Cy.24",40"&65"-45"(s)<br>180lb 100lb 308NHP<br>2SB,6cf,GS138,HS1740<br>J.G.Kincaid&Co.Ld.Grk. | 24 ″ 6<br>s 3 ″ 1¾<br>21 ″ 7 | |
| 36754<br>144582<br>KFQH | **Cordale** SteelSc<br>(exOttoHugoStinnes9) ssSld.No.3-4,21<br>Elec.light Mchy.Aft 1Dk(Stl)<br>Sub.Sig. Cantilever framed topside tanks<br>Wireless Cargo battens not fitted | 1656<br>1372<br>835 | 100A1<br>4,21<br>LMC4,21 | Sld | p | 4,21 | 1911 | G.Seebeck Akt.Ges.<br>Geestemünde<br>A&CP | CoryColliers,Ld. | 249·8\|38·1\|18·0<br>P68'F25'<br>FK<br>CellD B215' 381t Topside tanks161'343t Mid ship tank on dk16'30tFPT162tAPT38t | London<br>British<br>4BHCem | T.3Cy.18",28¾"&44½"-35½"<br>213lb (s) 123NHP<br>2SB,4cf,GS54,HS1345 FD<br>G SeebeckA.G.Bremerhvn | 20 ″ 4<br>s 2 ″ 5<br>18 ″ 3 | |
| 36755<br>145215<br>KJGQ | ~~Cisnero~~ **Cisneros** SteelSc<br>ssHam.No 2-21 1Dk(Stl) (exRabat)<br>Elec.light Well deck Wireless ~~2Dks~~ | 1727<br>1521<br>1015 | ✠100A1<br>withfreeboard<br>1,22 ~~7,21~~<br>LMC7,21 | Ham | r | 7,21 | 1912<br>Lloyd's A&CP | Schiffsw.v. HenryKoch<br>Lübeck | MacAndrews&Co. Ld. | 278·9\|39·1\|17·9<br>P&B222'F35'<br>FK<br>CellDBa82'uE18'F112'390tFPT78tAPT14t | London<br>British<br>4BHCem | T2Cy.22$\frac{1}{16}$",35½&56⅛"-33$\frac{7}{16}$"<br>185lb (s) 210NHP<br>2SB,4cf,GS90,HS3360<br>OttensenerMaschf.Altona | 20 ″ 0<br>s1 ″ 9½<br>18 ″ 6 | |
| 36756<br>144836<br>KJLM | **Carham** SteelSc<br>(exGrevelingen)<br>Mchy.Aft 1Dk | 626<br>468<br>301 | | | | | 1920 | Gebr. Volker<br>Sliedrecht | FulwellS.S.Co.Ld. | 172·0\|28·4\|12·2<br>Q51'B18' | Sundrland<br>British<br>WB | T.3Cy.13",21"&34"-20"<br>190RHP<br>J.A.vdSchuytPapendrecht | | V |
| 36757 | **Canova** SteelSc<br>(exArpád) ssTri.2ndNo.3-2,14<br>ssFiu.No.1-18<br>Elec.light 1Dk(Stl)&Spardk(Irn-ws) &deepframing | 1173<br>1121<br>712 | ✠100A1<br>Spar dk withfreeboard<br>2,21<br>BS1,21<br>✠LMC9,19 | Fiu | o | CL<br>1,21 | 1892<br>7mo | Wigham Richrdsn&Co<br>Newcastle<br>A&CP | AdriaSoc.Anon.di Nav.Marittima | 230·5\|33·1\|12·4<br>B45'F30' 20·0<br>FK<br>CellDB180' 226tAPT7t | Fiume<br>5BHCem | T.3Cy.22",36"&59"-39" (s)<br>165lb 80lb NDB07 236NHP<br>2SB,6rf,GS117,HS3802<br>Wghm.Rchrdsn&Co.Nwc | 22 ″ 3 | |
| 36758<br>145238 | **Capri** SteelSc<br>ssLth.No.3-7,21<br>Elec.light Sub.Sig. 2Dks(Stl)<br>Wireless | 1805<br>1634<br>1090 | 100A1<br>withfreeboard<br>~~7,21~~ 12,21<br>LMC7,21 | Lth<br>Lon | r | CL<br>7,21 | 1909<br>Lloyd's A&CP | Akt.Ges. "Neptun"<br>Rostock | IsaacsLine,Ld.(M. Isaacs&Sons,Ld. Mgrs.) | 273·9\|39·1\|19·8<br>P29'B75'F37'<br>FK<br>CellDB217'492t | London<br>British<br>4BHCem<br>FPT26' | T.3Cy.20⅛",33½"&55⅞"-37½"<br>185lb (s) 235NHP<br>2SB,4cf,GS89,HS3948<br>A.G."Neptun,"Rostock | 22 ″ 6<br>s 3 ″ 6½<br>19 ″ 3 | |
| 36759<br>[illegible]<br>KCMG | **Cassio** SteelSc<br>Now named "Nijkerk," See No. 38665 in Supplement<br>Elec.light Wireless 2Dks(Stl) | 5782<br>[illegible]<br>3617 | 100A1<br>6,21<br>LMC7,21 | Ams | a† | CL<br>6,21 | 1915 | Blohm& Voss<br>Hamburg | DavidS.S.Co.Ld.<br>Intermediate BHin forehold dispensed with | 420·0\|56·8\|27·6<br>P&B335'F51'<br>Upp.B124' FK<br>CellDB FPT | London<br>British<br>6BHonly | Q.4Cy.24",34⅝",50"&72$\frac{13}{16}$"-54" 228lb (s) 603NHP<br>4SB,12cf,GS196,HS8511 FD<br>Blohm&Voss,Hamburg | 38 ″ 5 | |
| 36760<br>OBTC | **Celuta** SteelSc<br>(exCoccinelle, exYoskyl,exBeryl) ssGal.No.2-13<br>2Dks(UTeak)<br>Elec.light | 227<br>170<br>103 | ✠<br>3,21<br>✠<br>Fitted for oil fuel F.P. above 150° F. | Mob | e | | 1906<br>2mo | Lobnitz &Co.Ld.<br>Renfrew | Cie.Transinsulaire deNav. | 125·9\|20·1\|10·1<br>Q30'F20'<br>FK<br>DTa9'16tDTf14' | Granville<br>French<br>6BHCem<br>12tFPT9t | T.3Cy.10",16"&26"-22"<br>63NHP<br>1SB,2cf,GS30,HS1058 FD<br>Lobnitz&Co.Ld.Renfrew | 11 ″ 1 | |
| 36761<br>145467<br>KJWD | **Coolana** SteelSc<br>Elec.light 1Dk(Stl)<br>Wireless | ~~2225~~ 2197<br>1965<br>1261 ~~1275~~ | 100A1<br>1,22 ~~10,21~~<br>~~(ClassContemplated)~~<br>LMC10,21 | Sld<br>Mel | s | CL | 1921<br>10mo<br>Lloyd's A&CP | Swan,Hunter&Wigham Richardson<br>Ld Sunderland | MelbourneS.S.Co. Ld. | 285·2\|41·5\|~~22·~~ 20·2<br>P29'B74'F29'<br>FK<br>CellDB242'574tFPT95tAPT132t | Melbourne<br>British<br>4BHCem | T.3Cy.22",35"&58"-39"(s)<br>180lb 100lb 251NHP<br>2SB,6cf,GS130,HS4188<br>G.Clark,Ld.Sunderland | 22 ″ 6<br>s 3 ″ 3½<br>19 ″ 6 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 3 | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36762<br>XGDS | Caring<br>(exVigdis,ex Heinrich,exEcossaise)<br>Well deck | SteelSc<br>ssBly.3rdNo.3-12,19<br>1Dk(Irn) | 861<br>684<br>518 | ✠100A1<br>3,21<br>BS~~12,19~~3,21<br>✠NB8,03 | Xia<br>✠LMC2,19 | m | 3,21 | 1883<br>3mo<br>Lloyd's A&CP | Ramage&<br>Ferguson<br>Leith | Angf.A/BSölve<br>(F.V.Balken-hausen,Mgr.)<br>C | 210·5\|30·2\|13·3<br>Q70'B57'F23'<br>FK<br>ellDB180'200tFPT | Gothenbrg<br>Swedish<br>4BHCem<br>30tAPT12t | C.2Cy.27"&50"-30" (s)<br>87lb 80lb NDB03 116NHP<br>1SB,3cf,GS58,HS2034<br>Ramage&Ferguson,Lth. | 16″0 | |
| 36763 | Cheribon Maru<br>Elec.light | SteelSc<br>~~2Dks(Stl)~~<br>2Dks(Stl-Uptws) | 4000<br>3476<br>2492 | ✠100A1<br>3,21 | Kob<br>✠LMC4,21 | w | | 1921<br>2mo<br>A&CP | Mitsubishi<br>Zosen Kaisha, Ld. Kobe | NanyoYusen<br>KabushikiKaisha<br>CellD | 345·0\|50·0\|26·7<br>P33'B74'F40'<br>FK<br>Ba107'uB30'f135'7 | Yesumi<br>Japanese<br>6BHCem<br>02tAPT27t | T.3Cy.23,"38"&64"-48" (s)<br>200lb 342NHP<br>2SB,6cf,GS109,HS4394 FD<br>MitsubishiZosenKaisha,Ld | 29″1 | |
| 36764<br>151433 | Changsha<br>Elec.light | SteelTwinSc<br>2Dks | 2493<br>2028<br>1480 | | | | | ~~1921~~<br>1922 | TaikooDk-yd.&E.Co.Ld.<br>HongKong | ChinaNav.Co.Ld. | ~~290·0~~\|46·0\|~~18·0~~<br>290·1\| 17·3 | HongKong<br>British<br>WB | T.6Cy.13",21"&35"-24"<br>120NHP<br>TaikooDkyd&Eng.Co.Ld. | | |
| 36765 | Cierto<br>(exAisne)<br>Elec.light | SteelScK<br>ssHul.No.1-19<br>1Dk | 315<br>277<br>126 | ✠100A1<br>StmTrawler<br>10,21 ~~7,19~~<br>BS10,21 | Hul<br>Bcl<br>✠LMC7,19 | | CL<br>7,19 | 1915<br>6mo<br>Lloyd's A&CP | Cochrane&<br>Sons,Ld.<br>Selby | Viuda de Canosa<br>Cierto | 135·3\|23·5\|12·6<br>Q74'F21'<br>BK8" | Barcelona<br>Spanish<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 84NHP<br>1SB,3pf,GS58,HS1350<br>C.D.Holmes&Co.Ld.Hull | 13″4 | |
| 36766 | Canosa<br>(exAnzac)<br>Elec.light | SteelScK<br>ssHul.No.1-20<br>1Dk | 317<br>278<br>127 | ✠100A1<br>StmTrawler<br>5,21 | Hul<br>✠LMC5,20 | | CL<br>5,20 | 1916<br>5mo<br>Lloyd's A&CP | Cochrane&<br>Sons,Ld.<br>Selby | Viuda deCanosa<br>Cierto | 135·3\|23·5\|12·6<br>Q74'F21'<br>BK8" | Barcelona<br>Spanish<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 84NHP<br>1SB,3pf,GS58,HS1350<br>C.D.Holmes&Co.Ld.Hull | 13″4 | |
| 36767 | Carla<br>(exPerwie) | Iron&SteelSc<br>1Dk | 407<br>319<br>186 | | | | | 1883 | Kockums<br>Mk.Værks.<br>Malmö | ReedK.M.Faber&<br>Co.G.m.b.H. | 149·9\|23·3\|12·2<br>Q46'B38'F18' | Stettin<br>German<br>WB | C.2Cy.20"&33"-20"<br>41NHP<br>KockumsMkVærksMalmö | | V |
| 36768<br>142435<br>JTPH | Corbis<br>Elec.light<br>Wireless | SteelSc<br>(exWarRanee)<br>1Dk(Stl)2trB&Webframes<br>Longitudinal framing | 5559<br>4697<br>3447 | ✠100A1<br>~~9,21~~ ~~3,21~~ 4,22<br>Carrying oil fuel in bulk F.P. above 150°F.<br>Fitted for oil fuel6,18 F.P. above 150°F. | Rot<br>~~Bkn~~<br>✠LMC6,18 | z | CL<br>3,21 | 1918<br>6mo<br>Lloyd's A&CP | Swan,Hun-ter&Wigham<br>Richardson,<br>Ld Newcastle | Anglo-Saxon<br>PetroleumCo.Ld.<br>CellDBuE&B5 | 400·0\|52·3\|28·4<br>P49'B121'F40'<br>FK<br>Middle line Bulkhead<br>9'240tf50'65t FPT | London<br>British<br>11BHptCem<br>not oil-tight<br>95tAPT80t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 31″0<br>s5″9½<br>25″7 | |
| 36769<br>145027<br>KGLB | Cape Recife<br>(exHohenfels)<br>Elec.light Wireless | SteelSc<br>ssRot.2ndNo.3-9,21<br>1Dk(Stl)&<br>Spar dk(Stl-ptteaks)&Web frames | 5394<br>5149<br>3426 | ✠100A1<br>Spar dk<br>3,22 ~~9,21~~ | Rot<br>Cff<br>✠LMC9,21 | z | CL<br>9,21 | 1898<br>5mo<br>Lloyd's A&CP | Wigham<br>Richrdsn&Co<br>Newcastle | BritishAfrica<br>Shipping&Coaling<br>Co.Ld.(Mitchell<br>Cotts&Co.Mgrs.) | 418·0\|54·0\|20·1<br>P60'B94'F48' 28·2<br>BK11"<br>CellDBa138'uE28' | London<br>British<br>6BHCem<br>f172'1015t | Q.4Cy.24",34",51"&74"-54"<br>210lb 120lb (r) 494NHP<br>3SB,9rf,GS146,HS6300 FD<br>WighmRichrdsn&Co.Nwc | 31″0 | |
| 36770<br>141653 | C. D. 98 | WoodSc<br>1Dk | 138<br>94<br>62 | | | | | 1917 | Harbour<br>Cmmissioners<br>MontrealQbc. | H.Cann&Son,Ld. | 84·0\|19·2\|10·0 | YarmthNS<br>British | C.2Cy.12"&24"-16"<br>Montreal 24RHP<br>HarbourCommissioners | | |
| 36771<br>104466<br>TQHR | Cairnsmore<br>(exComic)<br>Elec.light Wireless | SteelTwinSc<br>~~ssLiv.No.3-5,09~~<br>~~ssLiv.No.2-19~~<br>1Dk(Stl-ws)lower dkfore&main holds<br>ssArd.2nd.No.3-10,21 | 877<br>766<br>371 | ✠100A1<br>10,21 ~~2,21~~<br>~~BS10,20~~ | Irv<br>Ard<br>✠LMC~~2,18~~<br>10,21 | n | 2,21 | 1896<br>9mo<br>Lloyd's A&CP | Harland&<br>Wolff,Ld.<br>Belfast | LairdLine,Ld.<br>CellDBa40' | 236·3\|31·2\|15·3<br>P35'B113'F32'<br>BK8"<br>uE35'f62'168tFP | Glasgow<br>British<br>5BHCem<br>T24tAPT5t | T.6Cy.16½",26"&43"-28" (s)<br>180lb 263NHP<br>2DB,8cf,GS149,HS4770<br>Harland&Wolff,Ld.Bel. | 16″5<br>s1″10½<br>15″8 | |
| 36772 | C. G. Thulin | SteelSc<br>1Dk | 1884<br>1643<br>1119 | | | | | 1921 | Fredrkstad<br>Mek.Værks.<br>Fredrikstad | Rederiaktieb.<br>Roslagen (C.G.<br>Thulin,Mgr.) | 265·0\|42·0\|20·0<br>P30'B71'F29' | Stockholm<br>Swedish<br>WB | T.3Cy.18",29½"&50"-36"<br>150NHP<br>FredrikstadM.V.Frdstad | | |
| 36773 | Canton<br>Elec.light | SteelTwinSc<br>OilEng. | 5700 | 100A1<br>Shelter dk with freeboard<br>(ClassContemplated) | | | | 1921 | A/BÖre-sundsvarvet<br>Landskrona | A\|BSvenska<br>Ostasiatiska<br>Kompaniet(D.<br>Broström,Mgr.) | 425·0\|56·0\|30·0<br>F36' | Gothenbrg<br>Swedish | Oil Engines<br>12Cy.29⅜"-43$\frac{5}{16}$"<br>A/BGötaverken,Got. | | |
| 36774<br>146124 | Crusade<br>(exWashington) | IronSc<br>(Tug) | 183<br>169<br>2 | | | | | 1881 | deDekker<br>Antwerp | ElliottSteamTug<br>Co.Ld. (J.Page,<br>Mgr.) | 108·0\|21·1\|11·8 | London<br>British | T.3Cy.14",24"&39"-24"<br>NB02 75RHP<br>Tpd.02byG.T.Grey,S.Shl. | | |
| 36775<br>146258<br>KJQD | Chihuahua<br>(exH.M.S.Martbretia) | SteelSc<br>2Dks | 1449<br>8..<br>875 | For full particulars See No. 36808 below | | | | 1917 | Irvine'sSB<br>&D.Co.Ld.<br>WHartlepool | Cayzer,Irvine&<br>Co.Ld. | 254·4\|35·1\|17·3 | Glasgow<br>British | T.4Cy.22",35"&(2)40"-30"<br>Richardsons, 175NHP<br>Westgarth&Co.Ld.Hpl. | | |
| 36776 | C. A. 12<br>Elec.light | SteelSc<br>1Dk | 2170<br><br>1354 | | | | | 1921 | Govern-mentYard<br>Lorient | FrenchGovern-ment | 266·7\|39·4\|23·0 | Brest<br>French | T3Cy18$\frac{1}{10}$",29$\frac{9}{10}$"&49¼"-37⅘"<br>134NHP | | |
| 36777 | C. A. 14<br>Elec.light | SteelSc<br>1Dk | 2170<br><br>1354 | | | | | 1921 | Govern-mentYard<br>Cherbourg | FrenchGovern-ment | 266·7\|39·4\|23·0 | Havre<br>French | T3Cy18$\frac{1}{10}$",29$\frac{9}{10}$"&49¼"-37⅘"<br>134NHP | | |
| 36778 | ~~Carolucci~~ Carducci<br>(exKolozsvar) | SteelSc<br>ssTri.No.3-2,14<br>ssFiu.No.1-19<br>1Dk(Stl)&Spar dk(Irn)&deep framing | 1972<br>1798<br>1210 | ✠100A1<br>Spar dk<br>withfreeboard<br>9,21<br>BS11,20 | Fiu<br>✠LMC9,19 | s | CL<br>9,20 | 1902<br>3mo<br>Lloyd's A&CP | W.Dobson<br>&Co.<br>Newcastle | AdriaSoc.Anon.di<br>Nav.Marittima<br>CellDBa92'uE& | 280·3\|39·1\|13·0<br>P33'B90'F35' 21·0<br>FK<br>B33'f121'425tFPT | Fiume<br>6BHCem<br>41tAPT15t | T.3Cy.19½",34"&57"-39" (r)<br>200lb 90lb 230NHP<br>2SB,4rf,GS105,HS3500<br>N.E.MarineEng.CoLdNwc | 23″3 | |
| 36779 | Christiansborg<br>Elec.light | SteelSc<br>1Dk(Stl) | 3270<br>2896<br>2012 | ✠100A1<br>2,22<br>~~(ClassContemplated)~~<br>Fitted for oil fuel 1,22 F.P. above 150°F. | Rot<br>✠LMC1,22 | v | | ~~1921~~<br>1922<br>2mo<br>Lloyd's A&CP | Schpw.v.<br>JanSmit,Czn.<br>Alblasserdm | Akt.Dampskibs.<br>Dannebrog (C.K.<br>Hansen,Mgr.)<br>CellD | ~~332·0\|48·6\|24·6~~<br>P30'B212'F24' 22·2<br>332·2\|48·7\| FK<br>B284'876tMT10'187tFPT91tAPT155t | Copnhagn<br>Danish<br>5BHCem | 2 Steam Turbines geared to 1Sc.Shaft 200lb (s) 356NHP<br>3SB,6cf,GS132,HS5418 FD<br>~~Maats.deSchelde,Flushing~~<br>ParsonsMar.Stm.TurbineCo.LdWallsend | 24″6<br>s2″11<br>21″11 | |
| 36780<br>145904 | Churton<br>Elec.light<br>~~Mchy.Aft~~ | SteelTwinSc~~SteelSc~~<br>~~Screws fore&aft~~<br>2Screws fore&2aft<br>1Dk(Stl-ws) | 724<br>~~719~~<br>720<br>254 | ✠100A1<br>LuggageStmr<br>12,21<br>~~(ClassContemplated)~~ | Liv<br>✠LMC12,21 | | | 1921<br>12mo<br>Lloyd's A&CP | H.&C.<br>Grayson,Ld.<br>Liverpool | MunicipalCorpor-ation ofBirkenh'd | ~~143·0\|50·6\|15·6~~<br>142·5\|50·1\|13·7<br>FK&BK1½"<br>DTf10'15tAPT5t | Liverpool<br>British<br>5BHCem | T.6Cy.~~13¾~~",27½"&45¼"-24"<br>180lb 17¾" (s) 253NHP<br>2B,6cf,GS126,HS4428<br>D.Rollo&Sons,Ld.Liv. | 15″6<br>s5″1½<br>11″1 | |
| 36781 | Caudebec<br>(exOldenburg)<br>Well deck | SteelSc<br>ssHul.No.2-17<br>1Dk(Stl) | 1426<br>1125<br>796 | ✠100A1<br>10,20<br>BS~~6,21~~10,21 | Gmh<br>✠LMC9,17 | p | 3,19 | 1910<br>5mo<br>Lloyd's A&CP | Greenock&<br>Grangem'uth<br>DockyardCo.<br>Grngemouth | Worms&Co.<br>CellDBa60'<br>uE&B34'f104'366 | 234·8\|36·0\|16·6<br>P21'Q118'F26'<br>BonQdk56' FK<br>tAPT82t Tweendk | Havre<br>French<br>4BHCem<br>tanks14'34t | T.3Cy.18",27½"&45"-33" (r)<br>180lb 143NHP<br>2SB 4cf,GS80,HS2440<br>Richardsons.Westgarth&<br>Co.Ld.Mdb. | 18″4<br>s1″7¼<br>17″1 | |
| 36782<br>143087<br>JWMK | City of Valencia<br>Elec.light Wireless | SteelTwinSc<br>(exRoda)<br>2Dks | ~~7266~~ 7329<br>~~5729~~ 5764<br>~~4632~~ 4539 | | | | | 1908 | Reiherst'g<br>Schiffsw.<br>Hamburg | CityLine,Ld.<br>(W.S.Workman,<br>Mgr.) | ~~442·0\|52·8\|29·7~~<br>P&B266'F66' 29·6<br>442·4\|52·9\| | Glasgow<br>British<br>WB | T6Cy22$\frac{1}{16}$",39⅜"&63$\frac{1}{16}$"-12½"<br>532NHP<br>Reiherst,Maschinenf.Ham | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15<br>Registres où coté, si ce n'est dans le L.R. Durée Cert. B of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36783<br>108619<br>PWKS | **Culzean** SteelTwinSc<br>(exLogic) ssLiv.No.3-6,10<br>Elec.light Wireless ssLiv.No.2-18<br>2Dks(UStl-ws) Floors&Keelsons ptIrn | 891<br>770<br>373 | ✠100A1<br>10,21 ~~1,21~~<br>BS11,20 | Liv<br>Ard<br>✠LMC9,18 | n | CL<br>P9.18<br>S11,19 | 1898<br>1mo<br><br>Lloyd | Barclay,<br>Curle&Co.Ld<br>Glasgow<br>'sA&CP | LairdLine,Ld.<br>CellDBa37'uE31'f64'183tFPT17tAPT10t | 236·0<br>P35'B104'F32'<br>ptShltrdk20' BK8" | 31·2 | 15·6 | Glasgow<br>British<br>5BHCem | T.6Cy.16",27"&43"-28" (s)<br>180lb 263NHP<br>2DB,8cf,GS168,HS4770<br>Barclay,Curle&Co.Ld.Gls. | 16 ″ 5<br>s 1 ″ 9<br>15 ″ 9 | |
| 36784<br>143002<br>JWQV | **City of Westminster** SteelSc<br>(exRudelsburg) ssLth.No.1-21<br>Elec.light 1Dk(Stl)2ndDk(Stl)in<br>Wireless No 1hold | 6094<br>5705<br>3771 | 100A1<br>9,21 | Lth<br>LMC9,21 | a† | N9,21 | 1916 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg<br>AP | City of OranS.S.<br>Co.Ld.(HallLine,<br>Ld.Mgrs.)<br>CellDBa153'uE30'f182'1690tFPT120tAPT75t | 470·5<br>P67'B&F336'<br>upperF58' FK | 62·1 | 25·3 | Liverpool<br>British<br>7BHCem | T.3Cy 31⅝",50¾"&82½"-55"<br>20 lb (s) 701NHP<br>4SB,12cf,GS217,HS9920 FD<br>FlensburgerSchiffsb.Ges. | 28 ″ 3<br>s 4 ″ 0<br>24 ″ 8 | |
| 36785 | **Caprera** SteelTwinSc<br><br>Elec.light Wireless 1Dk | 556<br><br>256 | | | | | 1921 | Royal<br>Arsenal<br>Castellammre | ItalianGovernment | 289·0<br>P68'B126'F49' | 36·3 | 22·6 | <br>Italian | 4 Steam Turbines geared<br>to 2 Sc. Shafts<br>F.Orlando,Leghorn | | |
| 36786<br>143111<br>JWPG | **City of Genoa** SteelTwinSc<br>(exWindhuk,exGert- ssBkn.No.3-12,20<br>rudWoermann) 2Dks(Stl-U teaks)<br>Well deck 3rd dk(Stl)in fore hold&<br>Elec.light Sub.Sig. Wireless Webframes | 6413<br>4958<br>3965 | 100A1<br>1,22 ~~0,21~~<br>BS9,21 | Bkn<br>Liv<br>LMC12,20 | | S12,20<br>P12,21 | 1905<br><br><br>Lloyd | Blohm&<br>Voss<br>Hamburg<br>'sA&CP | EllermanLines,<br>Ld.(H.H.McAllester,Mgr.) | 411·6<br>P&B260'F60'<br>FK | 50·7 | 28·6 | Liverpool<br>British<br>7BHCem<br>CellDB | T6Cy.20 15/16",34¾"&64¼"-42⅛"<br>200lb (s) 625NHP<br>4SB,12cf,GS210,HS8608<br>Blohm&Voss,Hamburg | 31 ″ 6<br>s 5 ″ 8½<br>26 ″ 4 | |
| 36787 | **Chantecler** SteelSc<br>(exPetrel)<br>Elec.light 2Dks | 540<br>367<br>295 | | | | | 1915 | StatenIsl'd<br>S.B.Co.Pt.<br>Richmnd,NY | LloydBoulonnais | 123·7 | 26·3 | 15·3 | Boulogne<br>French | T.3Cy.13",22"&36"-28"<br>65RHP<br>StatenIslandS.B.Co. | | RV |
| 36788 | **Concordia** SteelSc<br>1Dk(Stl)&Shelterdk(Stl)<br>Elec.light Straightframes&bevelledbilge<br>Cargo battens not fitted in 'tween dks<br>Cruiser Stern | ~~6550~~ 6565<br>6261<br>~~4050~~<br>4089 | ✠100A1<br>Shelter dk with freeboard<br>10,21<br>~~(ClassContemplated)~~ | Npt<br>✠LMC8,21 | a† | CL | 1921<br>10mo<br><br>Lloyd | Monmouth<br>S.B.Co.Ld.<br>Chepstow,<br>Mon. 'sA&CP | Soc.Anon.Concordia<br>CellDB339'1571tDTa23'858tFPT90tAPT126t | 412·4<br>~~F40'~~<br>F39'onShelterdk FK | 55·8 | ~~25·1~~<br>34·5 | Genoa<br>Italian<br>6BHtoShldk<br>2BHtoUDk<br>ptCem | 2SteamTurbinesgeared to<br>1ScShaft200lbFD(s) 678NHP<br>3WaterTubeBlrs. HS9636<br>Metropolitan-Vickers<br>ElectricalCo.Ld Mch | 38 ″ 0<br>s 10 ″ 1<br>28 ″ 2 | |
| 36789<br>145214<br>KJTL | **City of Boston** SteelSc<br>(exDüsseldorf) ssMsl.No.2-19<br>Well deck 2Dks(Stl)&3rd dk<br>Elec.light Wireless inNo.1hold only | 5835<br>5484<br>3702 | ✠100A1<br>10,21<br>BS10,21 | Lth<br>✠LMC9,19 | b† | CL<br>N10,21 | 1912<br>3mo<br><br>Lloyd | J.C.Teck-<br>lenborgA.G.<br>Geestemünde<br>'sA&CP | EllermanLines,Ld.<br>(HallLine,Ld.<br>Mgrs.)<br>CellDBa146'uE&B71'f190'1453t | 452·1<br>P&B392'F45'<br>FK | 57·2 | 27·0 | Liverpool<br>British<br>9BHCem | T3Cy27 15/16" 46 13/16"&78¾"-53⅞"<br>206lb (s) 697NHP<br>4SB,12cf,GS236,HS10334 FD<br>J.C.TecklenborgA.G Gst. | 29 ″ 8<br>s 4 ″ 10<br>25 ″ 2 | |
| 36790<br>150465<br>TQHQ | **Canadian Constructor** SteelSc<br>2Dks(Stl)&Shelterdk(Stl)<br>Elec.light Wireless<br>Ref.Mchy. | ~~7177~~ 7178<br>~~5017~~ 6664<br>4413 | ✠100A1<br>Shelter dk with freeboard<br>1,22<br>~~(ClassContemplated)~~<br>Fitted for oil fuel 1,22 F.P. above 150°F | Hfx<br>✠LMC1,22<br>✠Lloyd'sRMC1,22 | b† | CL | ~~1921~~<br>1922<br>1mo | Halifax<br>Shipyards,Ld<br>Halifax,N.S.<br>A&CP | CanadianConstructor.Ld.(CanadianGovernment<br>MerchantMarineLd)<br>CellDB360'1159tDTa24'625tFPT132tAPT128t | 430·0<br>P46'F45'on Shelter dk<br>FK | ~~56·0~~<br>56·2 | ~~38·0~~<br>34·8 | HalifaxNS<br>British<br>2BHtoShl.dk<br>5BHtoUdk<br>ptCem | T.3Cy.29½",50"&80"-54"(s)<br>180lb FD 705NHP<br>4SB,12cf,GS264,HS10848<br>TidewaterShipbuilders.Ld<br>ThreeRivers,P.Q | 38 ″ 0<br>s 9 ″ 2½<br>29 ″ 2 | |
| 36791<br>128769 | **Caldew** SteelScK<br>(exMaristo) ssBel.No.1-19<br>Elec.light 1Dk | 287<br>255<br>115 | ✠100A1<br>StmTrawler<br>9,19<br>BS8,21 | Bel<br>✠LMC9,19 | | CL<br>9,19 | 1914<br>11mo<br><br>Lloyd | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'sA&CP | WyreStm.<br>TrawlingCo.Ld.<br>(J.N.Ward&Son,<br>Mgrs.) | 129·7<br>Q76'F23'<br>BK7½' | 23·5 | 12·7 | Fleetwood<br>British<br>2BHCem | T.3Cy.13¼",23"&37"-27" (s)<br>180lb 97RHP<br>1SB,3pf,GS53,HS1775<br>Smith'sDockCo.Ld.Mdb | 13 ″ 6 | |
| 36792<br>136890<br>JFTP | **Chorley** SteelScK<br>(exCeresia) ssFlt.No.1-19<br>Elec.light 1Dk | 284<br>253<br>112 | ✠100A1<br>StmTrawler<br>11,21 ~~6,21~~<br>BS6,21 | Flt<br>✠LMC4,19 | | CL<br>4,19 | 1914<br>6mo<br><br>Lloyd | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'sA&CP | PalatineSteam<br>TrawlingCo.Ld.<br>(J.N.Ward&Son,<br>Mgrs.) | 128·8<br>Q76'F23'<br>BK7½' | 23·5 | 12·8 | Fleetwood<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 85RHP<br>1SB,3pf,GS54,HS1522<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 | |
| 36793<br>150578 | **Canadian Britisher** SteelSc<br><br>Elec.light 2Dks | ~~5460~~ 5370<br>4879<br>3244 | | | | | 1921 | Prince<br>RupertD.D.<br>&Eng.Co.<br>PrinceRupert | CanadianBritisherLd.<br>(CanadianGovernment Merchant<br>Marine,Ld.) | ~~400·0~~<br>P49'B113 F40'<br>400·3 | ~~52·0~~<br>52·2 | ~~28·5~~<br>28·4 | Prince<br>Rupert.BC<br>British<br>WB | T.3Cy.27",44"&73"-48"<br>3 9NHP<br>J.Inglis&Sons,Ld.Toronto | | |
| 36794 | **C. A. P.** SteelSc<br>(Tug)<br>1Dk | 120 | | | | | 1921 | Ch.&Atel.<br>deProvence<br>Port deBouc | Soc.Anon.des<br>Chant.&Atel.de<br>Provence | 79·7 | 17·7 | 10·2 | Marseilles<br>French | C.2Cy.13¾"&25⅝"-16½"<br>22NHP<br>Ch.&Atel.deProvence,Msl. | | |
| 36795 | **Caudebec** SteelSc<br>(exAnjou,exPorteurNo.1)<br>1Dk | 296<br>239<br>129 | | | | | 1871 | ..................<br>Glasgow | D.Quertier | 123·0<br>F25' | 20·3 | 9·6 | Rouen<br>French<br>WB | C.2Cy.13¾"&25½"-16½"<br>N 95 NB11 22NHP<br>Lebaudieu,Nantes | | V |
| 36796<br><br>OFQZ | **Cité de Patras** SteelSc<br>Foundered 8,21 (ex[illegible]) OilEng<br>Elec.light 1Dk | 400<br>—<br>155 | | | | | 1918 | Ch.&Atel.<br>Aug Normnd<br>Havre | Cie.deNav.Olivier | 147·6<br>Q71'F31' | 25·1 | 9·7 | LaRochlle<br>French<br>WB | Oil Engines<br>6Cy.16" 22"<br>Ch.&Atel.Aug.Normand | | V |
| 36797<br><br>OEQS | **Cité d'Athènes** SteelSc<br>(exGardon) OilEng<br>Elec.light 1Dk | 410<br>—<br>185 | | | | | 1918 | Ch.&Atel.<br>Aug Normnd<br>Havre | Cie.deNav.Olivier | 147·6 | 25·1 | 9·7 | LaRochlle<br>French<br>WB | Oil Engines<br>6Cy.16"-22"<br>Ch.&Atel.Aug.Normand | | |
| 36798 | **Cid** SteelSc<br><br>Elec.light | 1866<br>1548 | 100A1<br>Shelter dk with freeboard<br><br>(ClassContemplated) | | | | 1921 | H.&C.<br>Grayson.Ld.<br>Liverpool | MacAndrews&Co.<br>Ld. | 265·0 | 41·0 | 21·0 | London<br>British | T.3Cy.21",34"&56"-36"<br><br><br>MacKie&Baxter,Glasgow | | |
| 36799 | **Cristóbol Colón** SteelTwinSc<br>Elec.light<br>CruiserStern | 10137 | 100A1<br>Shade dk<br>(ClassContemplated) | | | | 1921 | Soc.Española deConst.<br>Naval<br>Ferrol | Cie.Trasatlantica | 480·0<br>F57' | 61·0 | 32·7 | Barcelona<br>Spanish | 4 Steam Turbines<br><br>SocEspañola deConst.Nav | | |
| 36800<br>221479<br>MDBH | **Celestial** SteelSc<br>Elec.light 3Dks | 7030<br>—<br>4351 | | | | | 1921 | Kiangnan<br>Dk&EngWks<br>Shanghai | UnitedStates<br>ShippingBoard | 429·0 | 55·2 | 26·6 | S.Frncisco<br>Utd. States | T.3Cy.26½",44"&74"-48"<br>377NHP<br>KiangnanDk&Eng.Wrks. | | R |
| 36801<br>214499 | **Charles L. Hutchinson** SteelSc<br>(exSirTrevorDawson,exWilliamC.<br>Elec.light Mchy.Aft Moreland)<br>Wireless | 7215<br>—<br>5505 | | | | | 1910 | American<br>S.B.Co.<br>Lorain,Ohio | CanadaSteamship<br>Lines,Ld. | 580·0<br>F49'<br>newfore end16 | 58·0 | 32·0 | ClevelndO<br>Utd. States<br>WB | T.3Cy.24",39"&65"-42"<br>274NHP<br>AmericanS.B.Co.Lorain,O. | | LC |
| 36802<br>157601 | **C. N. Wilson** SteelSc<br>(exEdwinL.Booth,exDavidM.Whitney)<br>Elec.light Mchy.Aft 1Dk2trB | 4626<br>—<br>3584 | | | | | 1901 | Detroit<br>S.B.Co.<br>Wyandotte,<br>Mich. | AmericanS.S.Co.<br>(Boland&Cornelius,Mgrs.) | 412·9 | 51·5 | 28·0 | Buffalo<br>Utd. States<br>WB | T.3Cy.22",35"&58"-42"<br>218NHP<br>DetroitS.B.Co.Detroit | | |
| 36803<br>221220<br>MCRW | **Cuba** SteelTwinSc<br>Fitted for oil fuel<br>Elec.light 2Dks&Shelter dk | 2479<br>—<br>1118 | | | | | 1921 | W Cramp&<br>SonsS&EBCo<br>Philadelphia | Peninsular&<br>OccidentalS.S.Co. | 325·0 | 47·2 | 18·0 | Nw. Haven<br>Utd. States<br>WB | T.6Cy.20½",34"&56"-36"<br>376NHP<br>W.Cramp&SonsS&E.B.Co | | R |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 3 | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7a<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed if not in Lloyd's |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36804 | **Cordelia**<br>Elec.light 1Dk | SteelSc | 1375<br><br>787 | | | | | 1921 | Hamburgr-ElbeSchiffsw.<br>Hamburg | A.Kirsten | 242·8\|36·3\|15·7<br>P&B186 F31' | Hamburg<br>German<br>WB | T3Cy17$\frac{3}{4}$",28$\frac{1}{16}$"&47$\frac{3}{16}$"-31$\frac{1}{2}$"<br>GuteHoff- 126NHP<br>nungshütte,Oberhausen | | |
| 36805 | **Capitaine Commelin** | SteelSc | 2038<br><br>1184 | 100A1<br>(Class Contemplated) | | | | 1921 | Soc.Anon.<br>deTrav.Dyle<br>&Bacalan<br>Bordeaux | FrenchGovernment | 266·6\|39·5\|20·4<br>P20'B54'F25' | Bordeaux<br>French | T3Cy.18$\frac{1}{2}$",29$\frac{15}{16}$"&49$\frac{3}{16}$"-38$\frac{1}{8}$"<br>Atel.&Ch.delaLoire,Nts. | | |
| 36806<br>144644<br>KGFN | **Cressado**<br>(exCressida) ssLon.No.3-2,21<br>Well deck 1Dk(Stl)<br>Elec.light | SteelSc | 1223<br>1105<br>717 | 100A1<br>withfreeboard<br>8,21<br>LMC2,21 | Liv | p | CL<br>9,21 | 1913<br>Lloyd's A&CP | Schiffsw.v.<br>HenryKoch<br>Lübeck | GulfofSuezS.SCo.Ld.(Westcott&LauranceLine,Ld.Mgrs.) | 241·4\|36·2\|15·9<br>P&B186'F34'<br>CellDBa4'uE FK<br>12f118'319tFPT | London<br>British<br>4BHCem<br>70tAPT17t | T3Cy18$\frac{3}{8}$"29$\frac{5}{16}$"&46$\frac{1}{8}$"-32$\frac{1}{2}$"<br>200lb (s) 154NHP<br>2SB,4cf,GS72,HS2580<br>OttensenerM.Fab.G.mbH. | 18 ″ 1<br>s 1 ″ 8<br>16 ″ 8 | |
| 36807<br>144643<br>KGFO | **City of Bagdad**<br>(exGeierfels) ssLth.No.3-7,21<br>Elec.light 2Dks(Stl)<br>Wireless | SteelSc | 7501<br>7073<br>4710 | 100A1<br>2,22 ~~7,21~~<br>LMC7,21 | Lth<br>Cal | | CL<br>7,21 | 1919 | J.C.Tecklenborg A.G.<br>Geestemünde | Montgomerie&Workman(1920),Ld.(W.S.Workman,Mgr.)<br>CellDBa156'uE28'f184' | 470·3\|58·2\|32·3<br>P67'B138'F59'<br>1BHin fore- FK<br>hold dispensed with<br>1394t 'tween dk tanks 46 644t | Glasgow<br>British<br>Cem<br>6BHonly | T.3Cy.31$\frac{1}{2}$",50$\frac{13}{16}$"&82$\frac{7}{8}$"-55"<br>200lb (s) 710NHP<br>4SB 12cf,GS204,HS10039 FD<br>J.C.TecklenborgA.G.Gst.<br>f46'714tFPT88t | 35 ″ 0<br>s 8 ″ 2<br>27 ″ 3 | |
| 36808 | **Chihuahua**<br>(exH.M.S.Montbretia) ssPts.No.1-21<br>Elec.light 1Dk(Stl-ws)2nd dk(Stl)<br>inNos.1&3holds | SteelSc | 1449<br>844<br>875 | ✠ A1<br>withfreeboard<br>Coasting San Francisco & Panama<br>1,22<br>✠LMC9,21<br>Fitted for oil fuel 9,21 F.P. above 150° F. | Pts<br>SFo | | CL<br>9,21 | 1917<br>12mo<br>Lloyd's A&CP | Irvine'sSB&D.D Co.Ld<br>W.Hartlepool | CiaNav.delosEstadosde Mexico S A<br>CellDBuB11' | 254·4\|35·1\|17·3<br>P16'B165'F32'<br>FK<br>f11'22tDTf21tFP | Mazatlan<br>Mexican<br>8BHptCem<br>T9tAPT16t | T4Cy22"35"&(2)40"-30"(s)<br>180lb 150lb NDB21 236NHP<br>1SB,3cf,GS77,HS3447 FD<br>Richardsons,<br>Westgarth&Co.Ld.Hpl | 18 ″ 2<br>s 6 ″ 3<br>12 ″ 1 | |
| 36809 | **Canadiana**<br>Elec.light<br>CruiserStern | SteelSc | 5607<br>5240<br>3320 | 100A1<br>Shelter dk<br>withfreeboard<br>(Class Contemplated) | | | | 1921 | Furness S.B.Co.Ld.<br>Haverton Hill-on-Tees | Furness,Withy&Co.Ld. | 450·5\|58·0\|28·3<br>F42' | Liverpool<br>British | 2 Steam Turbines geared to 1 Sc. Shaft<br>Richardsons,Westgarth&Co.Ld.Mdb. | | |
| 36810<br>149918<br>KLTG | **City of Yokohama**<br>Elec.light Wireless 2Dks(Stl)<br>CruiserStern | SteelSc | ~~7379~~ 7341<br>~~7110~~ 7084<br>~~4770~~ 4721 | ✠100A1<br>3,22<br>~~(Class Contemplated)~~<br>✠LMC3,22<br>Fitted for oil fuel 3,22 F.P.above 150°F. | Hpl | c† | OL | ~~1921~~<br>1922<br>3mo | W.Gray&Co.(1918)Ld.<br>W.Hartlepool<br>Lloyd's A&CP | EllermanLines,Ld.(HallLineLd.,Mgrs.)<br>CellDB407'1692tDTa27'840t | 465·1\|58·1\|31·8<br>P107'B171'F97'<br>FK | Liverpool<br>British<br>7BHCem | 2 Steam Turbines geared to 1 Sc. Shaft (s)<br>225lb FD 917NHP<br>W.Gray&Co.Ld.W.Hpl.<br>3SB,&1Aux.SB,13cf,GS284HS11372 | 34 ″ 8 | |
| 36811 | **Colombo**<br>(exSanGennaro)<br>Elec.light Wireless 3Dks&Shelter dk | SteelTwinSc | 10917<br>9904<br>6332 | | | ... | | 1917 | Palmers' Co.Ld.<br>Newcastle | Nav.Gen.Italiana | 518·0\|64·0\|24·2<br>B219'F44'on Shelter dk<br>FK | Genoa<br>Italian<br>WB | Q.8Cy.28$\frac{1}{2}$",40",57"&80"-51"<br>1826NHP<br>Palmer'sCo.Ld.Newcastle | 43 ″ 3 | |
| 36812 | **Chenglee**<br>(exMikakiMaru)<br>1Dk | SteelSc | 1200<br>—<br>838 | | | | | 1916 | OsakaIron Works<br>Osaka | Ching-KeeS.N.Co.Ld. | 230·0\|33·5\|18·5 | Chefoo<br>Chinese | | | |
| 36813 | **Commandant Rabot**<br>Elec.light 1Dk | SteelSc | 2170<br>—<br>1354 | | | | | 1921 | GovernmentYard<br>Cherbourg | FrenchGovernment | 266·7\|39·4\|23·0<br>P19'B54'F23' | Havre<br>French<br>WB | | | |
| 36814<br>143011<br>TCVF | **Cawood**<br>(exDiana)<br>Elec.light Wireless 2Dks | WoodSc | 2924<br>2398<br>1710 | | | | | 1919 | Supple-BallinS.B.Co.<br>Portland,Or. | CawoodS.S.Co.Ld. | 294·0\|46·7\|23·8<br>P28'B71'F32' | SJhn'sNFL<br>British | T.3Cy.21",34&57"-40"<br>205NHP<br>PacificMarineIronWorks,<br>Portland,Or. | | R |
| 36815 | **Cesar De Paepe**<br>ssWvn.No.3-11,20<br>(exJohnDavis) 1Dk<br>Elec.light | SteelScK | 276<br>247<br>118 | 100A1<br>StmTrawler<br>10,21<br>LMC11,20 | Wvn | | CL<br>11,20 | 1918<br>Lloyd's A&CP | Bow,McLachlan&Co.Ld.<br>Paisley | Soc.Anon.ArmementOstendais | 125·7\|23·4\|12·8<br>Q72'F17'<br>BK7$\frac{1}{2}$" | Ostend<br>Belgian<br>2BHCem | T.3Cy.12$\frac{1}{2}$",21"&35"-26" (s)<br>180lb 87NHP<br>1SB,3pf,GS50,HS1619<br>Fraser&Chalmers,Erith | | |
| 36816<br>143010<br>TCVD | **Cubwood**<br>(exAwensdaw)<br>Elec.light 2Dks | WoodSc | 2800<br>2303<br>1677 | | | | | 1919 | Supple-BallinS.B.Co.<br>Portland,Or. | CubwoodS.S.Co.Ld. | 294·0\|44·8\|23·9<br>P37'B68'F28' | SJhn'sNFL<br>British | T.3Cy.21",34"&57"-42"<br>211NHP<br>PacificMarineIronWorks,<br>Portland,Or. | | R |
| 36817 | **Californian**<br>OilEng.<br>Elec.light | SteelTwinSc | 7800 | 100A1<br>Shelter dk<br>withfreeboard<br>(Class Contemplated) | | | | 1921 | Merchant S.B.Corp.<br>Chester,Pa. | American-HawaiianS.S.Co. | 445·0\|59·9\|36·4 | NewYork<br>Utd.States | Oil Engines 4S.C.SA<br>12Cy.29$\frac{1}{8}$"-45$\frac{1}{4}$"<br>Wm.Cramp&Son S.B.&E.Co.Philadelphia | | |
| 36818<br>143649<br>KGDQ | **Caria**<br>OilEng. AnnualSurveyLiv10.21<br>(exFullagar) 1Dk(Stl)<br>Elec.light Mchy.Aft<br>Well deck | SteelSc | 398<br>260<br>185 | ✠100A1<br>~~10,21~~11,21 Liv<br>✠NE10,21 ✠LMC10,21<br>ElectricallyWelded, Subject toAnnualSurvey—Experimental | Bkn | f | CL<br>10,21 | 1920<br>7mo<br>Lloyd's A&CP | Cammell Laird&Co.Ld.<br>Birkenhead | ManxIslesS.S.Co.Ld.(Lowden,Connell&Co.Mgrs)<br>DB14'21tFPT | 150·0\|23·7\|10·1<br>Q88'B9'F26'<br>FK | Liverpool<br>British<br>3BHCem<br>54tAPT18t | Oil Engine 2S.C.SA91RHP<br>4Cy.16$\frac{1}{2}$"-19" 100lb ~~NHP~~<br>W.Beardmore&Co.Ld Gls. | 11 ″ 6<br>s 4 ″ 3$\frac{1}{2}$<br>11 ″ 5 | |
| 36819<br>145087 | **Christania T. Purdy**<br>(exJohnMason, ssLon.No.3-10,20<br>exJohnAbbott) 1Dk | SteelScK | 213<br>209<br>80 | ✠100A1<br>StmTrawler<br>10,21<br>✠LMC10,20 | Shl | | CL<br>10,20 | 1917<br>9mo | J.Duthie TorryS.BCo.<br>Aberdeen | G.R.PurdyTrawlers,Ld. | 115·0\|22·6\|12·1<br>BK7$\frac{1}{2}$" | N.Shields<br>British<br>3BHCem<br>DTf7'15t | T.3Cy.11$\frac{1}{2}$",20"&34"-23"(s)<br>180lb 79RHP<br>1SB,2pf,GS38,HS1470<br>W.Beardmore&Co.Ld.Gls | 13 ″ 0 | |
| 36820 | **Colima**<br>(exH.M.S.Polyanthus) ssPts.No.1-21<br>Elec.light 1Dk(Stl-ws)2ndDk(Stl)in<br>Nos.1&3holds | SteelSc | 1495<br>857<br>917 | ✠ A1<br>with freeboard<br>Coasting SanFrancisco&Panama<br>11,21<br>✠LMC11,21<br>Fitted for oil fuel11,21F.P.above150°F. | Pts | | CL | 1917<br>11mo<br>Lloyd's A&CP | Lobnitz&Co.Ld.<br>Renfrew | ~~Cayzer,Irvine&Co.Ld.~~<br>Cia.Naviera de LosEstados de Mexico.S.A.<br>CellDBuB11'f11'22tDTf21tFPT21tAPT23t | 255·6\|35·1\|17·3<br>P&B166'F31'<br>FK | Mazatlan<br>Mexican<br>8BHptCem | T.4Cy.23",37"&(2)42"-30"<br>180lb 150lb (s) 219NHP<br>1SB,4cf,GS87,HS3500NDB21<br>Lobnitz&Co.Ld Renfrew | 18 ″ 0<br>s 6 ″ 1<br>12 ″ 1 | |
| 3682 | **Capitano Sauro**<br>(exTimavo,exCapitano Sauro,<br>Elec.light exTimavo) 1Dk | SteelTwinSc | 194<br>164<br>81 | | | ... | | 1908 | Stablimnto Tecnico<br>Trieste | Soc.diNav.aVap.Istria-Trieste | 146·3\|21·1\|8·1<br>Q50'<br>FK | Trieste<br>Italian | T.6Cy11$\frac{13}{16}$"18$\frac{1}{8}$"&29$\frac{15}{16}$"-17$\frac{3}{4}$"<br>92NHP<br>StabilimentoTecnico,Tri. | 9 ″ 0 | |
| 36822 | **Constantinoupolis**<br>(exRoon)<br>Sub.Sig. Wireless 3Dks&pt lower dk | SteelTwinSc | 8174<br>7081<br>4956 | | | | | 1902 | J.C.TecklenborgA.G.<br>Geestemünde | Greek Government | 453·7\|55·8\|36·0<br>P79'B186'F88' | Greek<br>WB | T6Cy24$\frac{13}{16}$"41$\frac{5}{16}$"&69$\frac{7}{8}$"-51$\frac{3}{16}$"<br>690NHP<br>J.C.TecklenborgA.G.Gst. | 39 ″ 0 | |
| 36823 | **Constantinos Vasilefs**<br>(exMarieReppel)<br>Elec.light Wireless 2Dks(Stl-Uws) | SteelSc | 4549<br>3402<br>2870 | 100A-<br>9,20<br>LMC10,20 | Hul | | CL | 1920<br>6mo | Akt.Ges."Neptun"<br>Rostock | Greek Government Service of MaritimeTransport<br>IntermediateBHinafter hold dispensed with CellDB309'940tFPT | 360·4\|50·2\|23·2<br>P&B234'F45'<br>FK | Greek<br>ptCem<br>5BHonly<br>80tAPT8t | T.3Cy.25$\frac{9}{16}$",41"&68$\frac{1}{2}$"-47$\frac{1}{4}$"<br>200lb (s) 452NHP<br>3SB,9cf,GS150,HS6393 FD<br>A.G."Neptun,"Rostock | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36824 | **Cavalla** SteelSc<br>(exBylgia)<br>Elec.light 1Dk | 2037<br>1868<br>1294 | Cff. 4,21<br>(See footnote*) | | | | 1901 | Akt.Ges.<br>"Neptun"<br>Rostock | GreekGovernment<br>Service of Mari-<br>timeTransport | 291·2\|41·2\|18·7<br>P19'B160'F34' | Greek<br>WB | T3Cy20⅞",35$\frac{7}{16}$"&55⅛"-35$\frac{7}{16}$"<br>180NHP<br>A.G."Neptun,"Rostock | | |
| 36825<br>ODYA | **Calvados** SteelSc<br>(Tug)<br>1Dk | 103<br>96<br>2 | | | | | 1916 | N.V.Mchf.<br>H.JKoopman<br>Dordrecht | Chambre de<br>Commerce | 82·0\|18·5\|9·5 | Caen<br>French<br>WB | C.2Cy.13¾"&27½"-19$\frac{7}{16}$"<br>20NHP<br>N.V.Mchf.H.J.Koopman | | V |
| 36826<br>HFKN | **Capitan Planas** WoodAuxSc<br>Pet.Mot. 3MstSr<br>Elec.light 1Dk<br>(See Sailing Ship Register) | 191<br>—<br>169 | | | | | 1919 | PlanasPizá<br>&Co. Palma<br>Majorca | Planas,Pizá&Co. | 107·2\|26·8\|11·4 | Palma<br>Spanish | Petrol Motors<br>3Cy.11"-12$\frac{1}{16}$"<br>WolverineMotorWorks,<br>Bridgeport | | V |
| 36827<br>213751<br>LFQK | **C. E. Graham** WoodSc<br>(exLouiseGreer,exRichardF.Young)<br>1Dk | 268<br>—<br>182 | | | | | 1915 | ..................<br>GrassyPoint,<br>N.Y. | Chesapeake&Ohio<br>RailroadCo. | 99·6\|28·2\|13·4 | Newport<br>News<br>Utd. States | | | |
| 36828<br>135980 | **Chelsea** IronSc<br>(exMaryF.Scully) (Tug)<br>Elec.light | 142<br>—<br>71 | | | | | 1888 | Neafie&<br>Levy<br>Philadelphia | NeptuneLine,Inc, | 104·5\|21·5\|8·6 | NewYork<br>Utd. States | C.2Cy.20"&36"-26"<br>55NHP<br>Neafie&Levy,Philadelphia | | |
| 36829 | **Caroline** SteelScK<br>(exCondor)<br>1Dk | 169<br>153<br>36 | ✠100A1<br>StmTrawler<br>11,21<br>✠LMC4,21 | Ams | | | 1920<br>12mo | N.V.Schps.<br>'DeDageraad'<br>Woubrugge<br>A&CP | N.V.VissMaats.<br>Caroline | 105·8\|20·9\|10·4<br>BK7½" | Ymuiden<br>Dutch<br>4BHCem<br>DB13'8t | T.3Cy.9$\frac{13}{16}$",15¾"&27$\frac{9}{16}$"-21¼"<br>180lb (s) 51NHP<br>1SB,2cf,GS36,HS970<br>IndustrieeleMyHera,Ymu. | 11 ″ 4 | |
| 36830<br>136049<br>JFDQ | **Charlwood** SteelSc3Mst<br>(exStreatham) ssLth.No.1-17<br>Mchy.Aft 1Dk(ptIrnptStl)<br>Well deck Cargo battens not fitted | 1207<br>934<br>600 | ✠100A1<br>11,21<br>BS6,21 | Shl<br>✠LMC<br>MS11,21 | n | CL<br>11,21 | 1914<br>3mo<br>Lloyd's | Dublin<br>Dkyrd Co.Ld.<br>Dublin<br>A&CP | E.T.Lindley<br>CellDB | 226·2\|35·5\|14·4<br>Q68'B13'F28'<br>FK<br>f140'246t FPT125t | London<br>British<br>4BHCem<br>APT37t | T.3Cy.17",27½"&45"-33" (s)<br>180lb 90lb 133NHP<br>1SB,3cf,GS69,HS2298<br>Ross&Duncan,Glasgow | 16 ″ 7<br>s 1 ″ 5½<br>15 ″ 6 | |
| 36831<br>14806<br>LVFN | **Chomei Maru** WoodAuxScSr | 195<br>—<br>117 | | | | | 1912 | .................. | NanyoBoyeki<br>KabushikiKaisha | 97·3\|24·2\|11·4 | Tokio<br>Japanese | | | |
| 36832<br>HGQK | **Ciudad de Palma** IronSc<br>ssLgn.2ndNo.3-8,07<br>(exUrania,exQueen ssBcl.No.1-11<br>Elec.light MaryexNäiadeexQueenMary) | 173<br>—<br>87 | ✠<br>Yacht<br>10,11<br>✠NB8,07 | Bcl | | | 1879<br>8mo | A.Hall&<br>Co.<br>Aberdeen | IsleñaMaritima<br>Cia Mallorquina<br>de Vap. | 128·0\|21·1\|10·8<br>ND07 | Palma,<br>Majorca<br>Spanish | C.2Cy.19"&34"-24"<br>63NHP<br>1SB,2cf,GS40,HS1370<br>SmithBros.&Co.Glasgow | | |
| 36833<br>143078<br>JWNK | **City of Palermo** SteelSc<br>(exRioNegro) ssLiv.No.3-10,21<br>Elec.light 2Dks(Stl U-ws)&<br>Well deck Sub.Sig. Web frames | 4699<br>3583<br>2892 | 100A1<br>5,22 ~~10,21~~ | Liv<br>Mdb<br>LMC10,21 | x | CL<br>2,21 | 1905<br>Lloyd's | J.C.Teck-<br>lenborgA.G.<br>Geestemünde<br>A&CP | EllermanLines,Ld. | 362·3\|46·7\|26·2<br>P&B226'F40'<br>BK2½<br>CellDBa95'uE26' | Liverpool<br>British<br>7BHCem<br>f163'762t | T.3Cy.22⅞",39$\frac{1}{16}$"&65⅞"-48"<br>205lb (s) 415NHP<br>3SB 9cf,GS139,HS5813 FD<br>J.C.TecklenborgA.G.Gst. | 29 ″ 0<br>s 4 ″ 9½<br>24 ″ 11 | |
| 36834<br>127785<br>KLHS | **Chedabucto** SteelSc<br>(exEllims,exFogota) ~~ssNFl.No.2-19~~<br>~~Well deck~~ ssSld No.3-12,21 ~~1Dk~~<br>Elec.light 1Dk&Shelter dk | 509<br>458<br>239 | ✠100A1<br>Shelter dk<br>12,21 ~~9,19~~ | Goo<br>Sld<br>✠LMC 11,21 ~~3,19~~ | f | CL<br>~~9,19~~<br>12,21 | 1910<br>6mo<br>Lloyd's | Dundee<br>S.B.Co.Ld.<br>Dundee<br>A&CP | Halifax&Canso<br>S.S.Co.Ld.<br>(G.S Campbell&<br>Co.Mgrs) | 145·0\|24·5\|9·1<br>FK<br>FPT12t | Liverpool<br>British<br>4BHCem<br>APT11t | C.2Cy.18"&40"-27" (s)<br>130lb 69RHP<br>1SB,3pf,GS54,HS1778<br>J.Abernethy&Co.Abn. | 10 ″ 6<br>s ″ 5<br>10 ″ 3 | |
| 36835 | **Capitaine Winckler** SteelSc<br>Elec.light 1Dk(Stl)<br>Cargo battens not fitted | ~~2017~~ 2018<br>1788<br>1194 | ✠100A1<br>3,22<br>~~(ClassContemplated)~~<br>✠LMC3,22 | Nts | r | | ~~1921~~<br>1922<br>2mo | Soc.Anon.<br>AnciensCh.<br>Dubigeon<br>Nantes<br>A&CP | FrenchGovern-<br>ment<br>CellDB223'488t Topsidetanks | ~~268·6\|39·6\|18·8~~<br>P20'B57'F25' \|19·6<br>270·3\|39·5<br>FK<br>f96'137t a82'84t FPT65t | Nantes<br>French<br>4BHCem<br>APT114t | T.3Cy. ~~18¼",30$\frac{1}{16}$"&50¼"-38⅜"~~ 18⅛"29$\frac{15}{16}$"&49$\frac{5}{16}$"-37$\frac{13}{16}$"<br>185lb (s)189NHP<br>2SB,4cf,GS95,HS3240<br>Atel.&Ch.de laLoire,Nts. | 23 ″ 0 | |
| 36836<br>150466<br>TQGR | **Canadian Cruiser** SteelSc<br>For full particulars See No. 36839 below<br>Wireless 3Dks | 7178<br>6664<br>4413 | | | | | 1921 | Halifax<br>Shipyards,Ld<br>Halifax,N S. | CanadianCruiser,<br>Ld.(Canadian<br>GovernmentMer-<br>chantMarine,Ld.) | 430·0\|56·2\|23·8 | HalifaxNS<br>British<br>WB | T.3Cy.29½",50"&80"-54"<br>470NHP<br>TidewaterShipbldrs,Ld<br>ThreeRivers,Qbc. | | |
| 36837 | **Cycle** SteelSc<br>Elec.light Well deck 1Dk(Stl) | 4676<br>3582<br>2932 | ✠100A1<br>1,22 ~~10,21~~<br>✠LMC10,21<br>Fitted for oil fuel 10,21 | Sld | x | CL<br>F.P. above 150°F. | 1921<br>6mo<br>Lloyd's | JLThomp-<br>son&Sons,Ld<br>Sunderland<br>A&CP | AustralianSteam-<br>shipsProprietary,<br>Ld.(HowardSmith<br>Ld.Man.Agents)<br>CellDB309'944t | 364·5\|52·8\|24·3<br>P28 Q118'B63'F29'<br>FK<br>FPT70t | Melbourne<br>British<br>6BHCem<br>APT221t | T.3Cy.23½",38"&64"-42" (s)<br>180lb 347NHP<br>3SB,9cf,GS189,HS6156<br>Armstrong,Whitworth<br>&Co.Ld.Nwc. | 26 ″ 8 | |
| 36838<br>150448<br>TPWM | **Canadian Transporter** SteelSc<br>Fitted for oil fuel<br>Elec.light Ref.Mchy. 2Dks | 5458<br>4895<br>3352 | | | | | 1921 | J.Cough-<br>lan&Sons.Ld.<br>Vancvr.B.C. | CanadianTrans-<br>porterLd.<br>(CanadianGovt.<br>MerchantMarine,<br>Ld.Mgrs.) | 400·0\|52·4\|28·7<br>P44'B115'F47' | VancvrBC<br>British<br>WB | T.3Cy.27",44"&73"-48"<br>370NHP<br>J.G.Kincaid&Co.Ld.Grk. | | |
| 36839<br>150463<br>TQGR | **Canadian Cruiser** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Ref.Mchy. Wireless | 7178<br>6664<br>4413 | ✠100A1<br>Shelter dk<br>withfreeboard<br>11,21<br>✠Lloyd'sRMC10,21<br>Fitted for oil fuel 11,21 | Hfx<br>✠LMC11,21 | b† | CL<br>F.P. above 150° F. | 1921<br>11mo | Halifax<br>Shipyards,Ld<br>Halifax,N.S.<br>A&CP | CanadianCruiser,<br>Ld.(Canadian<br>GovernmentMer-<br>chantMarine,Ld.<br>CellDB360'1159t | 430·0\|56·2\|34·8<br>P46 F45 onShelter dk<br>FK<br>DTa24'625t FPT132t<br>2BHtoShdk | HalifaxNS<br>British<br>ptCem<br>APT128t<br>5BHtoUdk | T.3Cy.29½",50"&80"-54" (s)<br>180lb 705NHP<br>4SB,12cf,GS264,HS10848 FD<br>TidewaterShpbldrs,Ld.<br>ThreeRivers,Qbc | 38 ″ 0<br>s 9 ″ 2½<br>29 ″ 2 | |
| 36840 | **Caucasier** SteelSc<br>(exSydney)<br>Well deck 2Dks(Stl)3rd dk in No.1 hold<br>Elec.light Wireless | 5894<br>5500<br>3699 | ✠Ant.12,21<br>~~9,16~~ (See footnote†)<br>✠ | ~~Ham~~ | c† | | 1911<br>8mo | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | LloydRoyalBelge<br>Soc.Anon.<br>Cell | 450·0\|58·0\|27·0<br>P&B385'F54'<br>FK<br>DBa153'uE&B65' | Antwerp<br>Belgian<br>8BHCem<br>f182'1500t | T.3Cy.30$\frac{5}{16}$",50$\frac{9}{16}$"&84"-54"<br>720NHP<br>4SB,12cf,GS247,HS10499 FD<br>FlensburgerSchiffsb.Ges. | 29 ″ 7 | |
| 36841<br>111286 | **Claxby** SteelScK<br>(exGlencarse) (Trawler)<br>1Dk | 188<br>178<br>76 | | | ••• | | 1900 | J.Duthie,<br>Sons&Co.<br>Aberdeen | ~~BostonDeepSea~~<br>~~Fishing&IceCo.Ld~~<br>~~(F.Parkes,Mgr.)~~<br>H.Stringer,Jnr. | 115·6\|20·7\|11·2<br>BK7½" | Boston<br>British | C.2Cy.14"&34"-22"<br>54RHP<br>J.Cran&Co.Leith | 12 ″ 6 | |
| 36842 | **Capitaine Bonelli** SteelSc<br>Elec.light 1Dk | 2855<br><br>1739 | | | | | 1921 | Worms et<br>Cie.<br>LeTrait | | 311·7\|45·9\|23·0<br>P164 F29' | Havre<br>French<br>WB | T.3Cy.21⅝",36"&59"-42"<br>Atel.&Ch. 226NHP<br>de laLoire,St.Denis | | |
| 36843<br>143818 | **Cotsmuir** SteelScK<br>(exThomasGoble) ssMil.No 3-2,20<br>1Dk | 275<br>246<br>107 | 100A1<br>StmTrawler<br>2,20<br>LMC2,20 | Mil | | CL<br>2,20 | 1917<br>Lloyd's | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>A&CP | D.Pettit,Ld. | 125·5\|23·4\|12·8<br>Q72'F21'<br>BK7½" | Milford<br>~~London~~<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 61RHP<br>1SB.3pf,GS49,HS1590<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 | |

† This vessel, the class of which has lapsed, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued.

* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | Year Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36844<br>143849 | Clyro<br>(exThomasTwiney) | SteelScK<br>ssMil.No.3-3,20<br>1Dk | 275<br>246<br>107 | 100A1<br>StmTrawler<br>3,20<br>LMC3,20 | Mil | | CL<br>3,20 | 1917<br>Lloyd | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'sA&CP | D.Pettit,Ld. | 125·5<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 61RHP<br>1SB.3pf,GS49,HS1590<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 | |
| 36845<br>143847 | Capstone<br>(exJamesRobertson) | SteelScK<br>ssMil.No.3-3,20<br>1Dk | 275<br>246<br>107 | 100A1<br>StmTrawler<br>3,20<br>LMC3,20 | Mil | | CL<br>3,20 | 1917<br>Lloyd | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>'sA&CP | D.Pettit,Ld. | 125·5<br>Q72'F21' | 23·4 | 12·8<br>BK7½" | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 61RHP<br>1SB,3pf,GS49,HS1590<br>Hwthrn,Leslie&CoLdNwc | 13 ″ 6 | |
| 36846<br>146431 | Chaddesley<br>(exNicolaosPappis,<br>exKalfond)<br>Well deck | ssGoo No.2-22 SteelSc<br>ssNwc.No 3-9,12<br>~~ssCff.No.1-17~~<br>1Dk(Stl)&deep framing | 1203<br>910<br>770 | ✠100A1<br>3,22 ~~9,19~~<br>~~BS6,21~~ | Cff<br>Goo<br>✠LMC~~10,17~~<br>3,22 | n | ~~6,21~~<br>3,22 | 1900<br>8mo | Dundee<br>Shipbuilders'<br>CoLd.Dundee<br>A&CP | W.H.Bowater,Ld.<br>CellDBa54' | 225·0<br>Q83'B54'F27'<br>uE13'f88'269tFPT | 35·2 | 14·8<br>FK | Hull<br>British<br>4BHCem<br>56tAPT29t | T.3Cy.17",28½"&47"-30" (s)<br>180lb ~~100lb~~ 133NHP<br>1SB,3cf,GS55,HS2076<br>Cooper&Greig,Dundee | 17 ″ 2 | |
| 36847<br>~~146977~~<br>~~HLMD~~ | Chiapas<br>(exH.M.S.Mistletoe)<br>Elec.light | SteelSc<br>ssPts.No.1-21<br>1Dk(Stl)2nd dk(Stl-ws)in Nos.1&3holds | 1478<br>846<br>841 | ✠ A1<br>withfreeboard<br>12,21<br>Coasting San Francisc o&Panama<br>✠LMO12,21<br>Fitted for oil fuel12,21 F.P. above 150° F. | Pts | | CL<br>12,21 | 1918<br>5mo<br>Lloyd | Greenock&<br>Grngemouth<br>Dckyd.Co.Ld<br>Grngemouth<br>sA&CP | ~~Cayzer,Irvine&Co.Ld.~~ Cia.Naviera de LosEstados de Mexico,S.A.<br>CellDBuB11'f11'24t | 254·6<br>P&B167'F29' | 35·2 | 17·2<br>FK | Mazatlan<br>Mexican<br>8BHptCem<br>DTf12'34t | T.4Cy.22½"36"&41"(2)-27"<br>180lb 100lb (s) 228NHP<br>ND8,21<br>1SB.4cf,GS73,HS3245 FD<br>Dunsmuir&JacksonLd.Gls<br>FPT12tAPT12t | 18 ″ 0<br>s 6 ″ 1<br>12 ″ 1 | |
| 36848<br>146032<br>KGSP | Cumberland<br>For full particulars See No. 36883 in Supplement<br>Wireless | SteelTwinSc<br>(exWendland)<br>3Dks | 11446<br>10225<br>7157 | | | | | 1919 | Bremer<br>Vulkan<br>Vegesack | FederalStm.Nav.<br>Co.Ld. | 520·0<br>P62'B102'F42' | 64·2 | 29·0 | London<br>British | T.3Cy.28⅜",46⅞"&75⅝"-51¼"<br>802NHP<br>BremerVulkan,Vegesack | 41 ″ 4<br>s10 ″ 7½<br>31 ″ 1 | |
| 36849 | Colutea | SteelScK<br>1Dk | ~~90~~<br>97<br>97<br>35 | ✠100A~~1~~<br>For fishing purposes<br>3,22<br>~~(Class Contemplated)~~ | Hul<br>LMC3,22 | | CL<br>3,22 | 1922<br>3mo | Cochrane&<br>Sons,Ld.<br>Selby | Pickering&Haldane'sStm.TrawlingCo.Ld. | ~~85·0~~<br>85·2 | ~~19·0~~<br>19·1 | ~~9·7~~<br>9·0<br>BK7½" | Hull<br>British<br>3BHCem | C.2Cy.12"&24"-16" (s)<br>140lb 33NHP<br>NE&B17refitted22<br>1SB.2pf.GS24,HS680<br>Goldie&McCullochCoLdGalt,Ont' | 9 ″ 9 | |
| 36850 | Claus Clausen | WoodSc<br>(exSolnut)<br>1Dk | 500<br>400<br>180 | | | | | 1920 | Ottesen,<br>Sagvaag,<br>Ryfylke | M.Clausen | 144·5<br>Q41'B36'F24' | 29·3 | 15·5 | Stavanger<br>Norwegian | T.3Cy.10",16$\frac{3}{10}$"&26½"-18"<br>Emade01.fitted20 80NHP<br>Bmade08.fitted20<br>W.White&Son.Cowes | | |
| 36851<br>SRLN | Carelia<br>Elec.light | SteelSc<br>1Dk | 1123<br>841<br>631 | | | | | 1921 | Maskin och<br>Brobyg.Akt.<br>Helsingfors | AtlanticRederi<br>A/B | 217·0<br>P23'B62'F29' | 34·5 | 14·0 | Helsingfrs<br>Finnish<br>WB | T.3Cy.15⅘",26"&41⅛"-27½"<br>Msk&Brbyggnads 89NHP<br>A/B Helsingfors | | N |
| 36852 | Cassel<br>Elec.light | SteelSc | 5890<br>5390<br>3590 | 100A1<br>(Class Contemplated) | | | | 1922 | Blohm&<br>Voss<br>Hamburg | DeutschAustral.<br>Dmpfsch.Ges. | 450·0<br>P&B366'F59' | 58·2 | 27·0 | German | 4 Steam Turbines geared to 1 Sc. Shaft<br>Blohm&Voss,Hamburg | | |
| 36853 | Chambord<br>Elec.light Ref.Mchy.<br>Sub.Sig. Wireless | SteelTwinSc<br>(exCapOrtegal)<br>2Dks | 7818<br>5631<br>4727 | | | | | 1903 | Blohm&<br>Voss<br>Hamburg | Soc.desServices<br>Contractuels des<br>Messageries<br>Maritimes | 440·8<br>P&B311'F75' | 52·4 | 29·8 | French<br>WB | T.6Cy.23⅗",39½"&68½"-48"<br>650NHP<br>Blohm&Voss.Hamburg | | |
| 36854<br>138595<br>TPDL | Cobo<br>(exRandfontein)<br>Wireless<br>(See Sailing Ship Register) | WoodAuxSc4MstSr<br>Stm.Eng.<br>1Dk2trB | 1254<br>1074<br>799 | | | | | 1919 | Marine<br>Const.Co.<br>Canada,Ld.<br>St.John.N.B. | I.C.Ozanne | 209·8 | 37·8 | 18·2 | Guernsey<br>British | C.2Cy.15"&32"-20"<br>Bmade15fitted19 42RHP<br>Emade12fitted19<br>SeattleMachineCo.Seattle | | V |
| 36855 | Catherine | WoodSc<br>(exWarHoi) | 117<br>—<br>53 | | | | | 1901 | ..................<br>HongKong | Philippine<br>ManufacturingCo. | 102·7 | 18·0 | 8·4 | Manila<br>Utd. States | | | |
| 36856 | Cyclone<br>(exGorille,exEggert Olafsson,exInvicta) | SteelScK<br>ssFlt.No.2-15<br>1Dk | 280<br>—<br>91 | ✠ 7,18<br>StmTrawler<br>✠ | Flt | | | 1906<br>5mo | Cook,Welton&Gemmell<br>Beverley | M.Bernard | 128·4<br>Q68' | 22·0 | 11·8<br>BK7½" | Boulogne<br>French<br>4BHCem | T.3Cy.12½"22"&35"-24"<br>70NHP<br>1SB.2cf,GS33.HS1115<br>C.D.Holmes&Co.Hull | 12 ″ 7 | |
| 36857 | Calonne<br>(exArgonne)<br>Elec.light | SteelSc<br>ssNNs.No.3-7,18<br>2Dks(Stl)&Awning dk(Stl) | 5823<br>5604<br>4344 | ✠100A1<br>Awng dk<br>withfreeboard<br>3,20<br>BS6,19 | Syd<br>✠LMC7,18 | y | N3,20 | 1916<br>12mo | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>A&CP | Cie.Française<br>deMarine et de<br>Commerce<br>CellDB334'11 | 385·0 | 51·0 | 36·0<br>FK | Toulon<br>French<br>6BHCem<br>8tAPT93t | T.3Cy.26",43½"&72"-48" (s)<br>200lb 200lb 391NHP<br>2SB,6cf,GS121,HS4609 FD<br>KawasakiDkyd.Co Ld. | 36 ″ 0<br>s 9 ″ 3½<br>27 ″ 1 | |
| 36858 | Celtic | SteelSc<br>(Drifter)<br>1Dk | 140<br>—<br>57 | | | | | 1915 | Gebr.Boot<br>Leiderdorp | N.V.Viss.Maats.<br>"DeBlauweSter"<br>Vereen.ExploitatieMaats. | 101·0 | 20·7 | 9·6 | Ymuiden<br>Dutch | T.3Cy<br>BurgerhoutsMchfabrk,Rot | | |
| 36859 | Capricorne<br>Elec.light | SteelScK<br>(Trawler)<br>1Dk | 713 | | | | | 1921 | Atel.&Ch.<br>deBretagne<br>Nantes | Soc.Nouvelle des<br>Pêcheries à Vapeur | 185·4<br>F34' | 29·5 | 16·4 | Arcachon<br>French<br>WB | T3Cy15$\frac{11}{32}$",24$\frac{13}{16}$"&40$\frac{5}{32}$"-26"<br>82NHP<br>Atel.&Ch.deBretagne,Nts. | | |
| 36860<br>JDST | Cleanthis<br>(exFramlingtonCourt)<br>Elec.light Wireless | SteelSc<br>ssBry.No.2-19<br>1Dk2trB | 4153<br>3914<br>2592 | ✠100A1<br>10,21<br>BS12,21 | Shl<br>✠LMC9,19 | x | CL<br>9,21 | 1911<br>4mo<br>Lloyd | Hawthorn,<br>Leslie&Co.Ld<br>Newcastle<br>'sA&CP | L.Boyazides,<br>Brother&Co.<br>Cell DBa114'uE27' | 375·7<br>P41'B231'F36'<br>f160'808tFPT96t | 51·3 | 24·8<br>FK | Andros<br>Greek<br>6BHCem<br>APT176t | T.3Cy.26",42"&70"-48" (s)<br>180lb 385NHP<br>3SB,9cf,GS189,HS6169<br>Blair&Co.Ld.Stockton | 26 ″ 9<br>s 3 ″ 9<br>23 ″ 4 | |
| 36861 | Crefled<br>Elec.light | SteelSc4Mst<br>8Dks&Shelter dk | 9990<br>7460<br>6400 | | | | | 1921 | Flensburger<br>Schiffsb.Ges.<br>Flensburg | Norddeutscher<br>Lloyd | 475·0 | 60·6 | 35·6 | German<br>WB | T3Cy32$\frac{3}{10}$",52⅘"&86⅗"-55$\frac{1}{10}$"<br>554NHP<br>FlensburgerSchiffsb.Ges. | | |
| 36862<br>LCQJ | Caurus | SteelSc<br>(Tug)<br>1Dk | 222<br>204<br>4 | | | | | 1901 | Jos.L.<br>Meyer<br>Papenburg | Deutsche-Werke<br>A.G. | 108·9 | 21·2 | 13·8 | Kiel<br>German | C.2Cy.20"&37"-26"<br>58NHP<br>Jos.L.Meyer,Papenburg | | |
| 36863 | Californier<br>Should be "Mercier," See No. 38487 in Supplement | SteelSc<br>(exErfurt)<br>2Dks | 7816<br>—<br>5758 | | | | | 1915 | Bremer<br>Vulkan<br>Vegesack | LloydRoyalBelge<br>Soc.Anon. | 476·2 | 60·7 | 32·9 | Antwerp<br>Belgian | T.3Cy.32",52¾"&86½"-55"<br>554NHP<br>BremerVulkan,Vegesack | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. 3 Matériaux. Gréement etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. | 15 Registres où coté, si ce n'est dans le L.R. Durée Cert. R.Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36864<br>146441<br>KLSD | **Cito** SteelSc<br>*Well deck* 1*Dk*(*Stl*) | ~~675~~ 692<br>~~504~~ 504<br>369 | ✠100A1<br>2,22<br>~~(*ClassContemplated*)~~<br>✠LMC3,22 | Sld | *i* | CL | 1922<br>2mo<br>*Lloyd's* | Swan,Hunt'r&Wigham-RichardsnLd.<br>Sunderland<br>*A&CP* | Ellerman'sWilson Line,Ld.<br>*CellDBa*40'42*t* *FPT*47*t* *APT*11*t* | 173·5<br>Q86'B15'F25' | 28·1 | 12·9 | Hull<br>British<br>FK 4*BHCem* | T.3Cy.13½",22"&36"–30" (*s*)<br>180lb 97RHP<br>1SB,3*pf*,GS58,HS1775<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 14 " 0<br>s " 10<br>13 " 5 | |
| 36865 | **Capitaine Augustin** SteelSc<br>*Elec.light* | 2600 | 100A1<br>(*ClassContemplated*) | | | | 1922 | Ch.Navals Français<br>Caen | FrenchGovernment | 312·0<br>P&B164'F29' | 45·5 | 23·0 | Havre<br>French | T.3Cy.18⅛",29$\frac{15}{16}$"&50⅝"–37⅝"<br>Soc.ChaleassiereStEtienne | | |
| 36866<br>143900 | **Claribelle** SteelScK<br>(*ex*WilliamBarrow) *ss*.Mil.No.3–6,20<br>1*Dk* | 204<br>200<br>82 | ✠100A1<br>*StmTrawler*<br>12,21<br>✠LMC6,20 | Sws | | CL<br>6,20 | 1918<br>5mo<br>*Lloyd's* | Hall,Russell&Co.Ld.<br>Aberdeen<br>*A&CP* | ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (J.D.Marsden,*Mgr.*) | 115·4 | 22·1 | 12·1 | Swansea<br>British<br>BK7½" 3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 56RHP<br>1SB,3*pf*,GS39,HS1347<br>Hall,Russell&Co.Ld Abn. | 13 " 0 | |
| 36867<br>143887 | **Crevette** SteelScK<br>(*ex*ThomasHenrix) *ss*Lon.No.3–8,20<br>1*Dk* | 203<br>201<br>88 | ✠100A1<br>*StmTrawler*<br>3,21<br>✠LMC8,20 | Bgs | | CL<br>8,20 | 1918<br>8mo<br>*Lloyd's* | Hawthorns&Co.Ld.<br>Leith<br>*A&CP* | ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (J.D.Marsden,*Mgr.*) | 115·4 | 22·2 | 12·1 | Grimsby<br>British<br>BK7½" 3*BHCem*<br>*DBf*29'20*t* | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 74RHP<br>1SB,3*pf*,GS39,HS1347<br>Hawthorns&Co.Ld.Leith | 13 " 0 | |
| 36868 | **Catherine G. Sudden** SteelSc<br>(*ex*Thorbjörg, *ex*GeorgeW.Fenwick) *Elec.light* 3Mst<br>*Mchy.Aft* 1*Dk* | 2052<br>1770<br>1218 | | | | | 1907 | NwprtNws S B.&DD.Co.<br>Newprt News | Western MercantileMarine Corp. | 285·8<br>P125*t*H88*t*F54*t* | 43·2 | 17·4 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.19",36"&52"–40"<br>171NHP<br>NewportNewsSB.&DD.Co | | V |
| 36869 | **Cabo Branco** SteelSc<br>(*ex*GrafZeppelin) (*Trawler*)<br>*Elec.light* 1*Dk* | 262<br>234<br>99 | | | | | 1916 | Nordseewerke<br>Emden | Soc.Commercial Maritime,Ld. | 127·0<br>H51'F19' | 23·0 | 12·0 | Lisbon<br>Portuguese<br>*WB* | T.3Cy.12½",20"&32¼"–22"<br>Gebr. 49NHP<br>SachsenbergA. G.Rosslau | | |
| 36870 | **Columbine** WoodSc<br>(*ex*Darkness)<br>9&12yrs.Mat. 1*Dk* | 96<br>94<br>43 | ✠11A1<br>*For fishing purposes*<br>6,18<br>✠LMC7,18 | Yar | | CL | 1918<br>2mo<br>*Lloyd's* | Fellows&Co.Ld.<br>Gt.Yarmouth<br>*A&CP* | TheAdmiralty | 86·5 | 19·8 | 9·6 | British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 42NHP<br>1SB,GS30,HS814<br>W.Beardmore&Co.Ld.Gls. | 9 " 9 | |
| 36871 | **Colne** SteelSc<br>(*ex*IsaacChant)<br>1*Dk*(*Stl*) | 330<br>292<br>150 | ✠100A1<br>*StmTrawler*<br>9,18<br>✠LMC9,18 | Rnf | | CL | 1918<br>9mo<br>*Lloyd's* | Lobnitz&Co.Ld.<br>Renfrew<br>*A&CP* | TheAdmiralty | 138·8<br>Q77'F20' | 23·7 | 12·9 | London<br>British<br>BK7½" 4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 87NHP<br>1SB,3*pf*,GS48,HS1440<br>Lobnitz&Co.Ld.Renfrew | 13 " 6 | |
| 36872 | **Cherwell** SteelScK<br>(*ex*JamesJones)<br>1*Dk*(*Stl*) | 324<br>288<br>149 | ✠100A1<br>*StmTrawler*<br>11,18<br>✠LMC11,18 | Hul | | CL | 1918<br>11mo<br>*Lloyd's* | Cochrane&Sons,Ld.<br>Selby<br>*A&CP* | TheAdmiralty | 138·5<br>Q78'F19' | 23·7 | 12·8 | London<br>British<br>BK7½" 4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 87NHP<br>1SB,3*pf*,GS18,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 " 6 | |
| 36873 | **Clan Murray** WoodSc<br>Should be "Murray Clan," See No. 38510 in Supplement.<br>9&12yrs.Mat. 1*Dk* | 95<br>[illegible]<br>41 | ✠11A1<br>*For fishing purposes*<br>7,20<br>✠LMC7,20 | Buckie | | CL<br>7,20 | 1917<br>5mo<br>*Lloyd's* | G.Smith,Jun.<br>Buckie<br>*A&CP* | | 86·7 | 19·8 | 10·0 | British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>Yeaman&Baggesen,Dndee | 10 " 5 | |
| 36874<br>145543 | **Craigentinny** SteelSc<br>(*ex*Spurt) 1*Dk*(*Stl*) | 96<br>96<br>43 | ✠100A1<br>*For fishing purposes*<br>1,20<br>✠LMC1,20 | Mch | | | 1919<br>11mo<br>*Lloyd's* | I.Pimblott&Sons,Ld.<br>Northwich<br>*A&CP* | A.Wares | 86·5 | 18·5 | 9·3 | Leith<br>British<br>BK7½" 3*BHCem* | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB.2*pf*,GS30,HS814<br>W.Beardmore&Co.Ld. Coatbridge | 10 " 0 | |
| 36875<br>145542 | **Craigleith** SteelSc<br>(*ex*SternWave) 1*Dk*(*Stl*) | 96<br>96<br>43 | ✠100A1<br>*For fishing purposes*<br>3,20<br>✠LMC3,20 | Mch | | | 1920<br>1mo<br>*Lloyd's* | I.Pimblott&Sons,Ld.<br>Northwich<br>*A&CP* | C.Blaikie | 86·5 | 18·5 | 9·3 | Leith<br>British<br>BK7½" 3*BHCem* | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>W.Beardmore&Co.Ld. Coatbridge | 10 " 0 | |
| 36876<br>144328 | **Christabelle** SteelScK<br>(*ex*JohnBarry) *ss*Ply.No.3–6,20<br>1*Dk* | 203<br>200<br>78 | ✠100A1<br>*StmTrawler*<br>9,21<br>✠LMC6,20 | Ply | | CL<br>6,20 | 1917<br>8mo<br>*Lloyd's* | Hall,Russell&Co.Ld<br>Aberdeen<br>*A&CP* | ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (JDMarsden,*Mgr*) | 115·4 | 22·1 | 12·1 | London<br>British<br>BK7½" 3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 57RHP<br>1SB,3*pf*,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 " 0 | |
| 36877<br>RQNS | **Cartagena** SteelSc<br>(*ex*Cette)<br>*Elec.light* Wireless 1*Dk* | 1542<br>1286<br>842 | | | | | 1910 | Akt.Ges. "Neptun"<br>Rostock | Rob.M.Sloman,jun | 272·9<br>P200'F33' | 37·6 | 16·0 | Hamburg<br>German<br>*WB* | T3Cy22$\frac{1}{16}$",35$\frac{7}{16}$"&55⅞"–37⅜"<br>192NHP<br>A.G."Neptun,"Rostock | | G |
| 36878 | **Carlier** SteelSc<br>(*ex*Itauri)<br>*Elec.light* 2*Dks*&*Shelter dk* | 9030<br>—<br>6791 | | | | | 1915 | Flensburgr Schiffsb.Ges<br>Flensburg | LloydRoyalBelge, Soc.Anon. | 471·1<br>H36'F54' | 60·9 | 28·6<br>36·5 | Antwerp<br>Belgian | T.3Cy.31$\frac{1}{10}$"50⅘"&84"–53$\frac{9}{10}$"<br>518NHP<br>FlensburgerSchiffsb.Ges. | | V |
| 36879 | **Castro** SteelSc<br>(*ex*Michail,*ex*Sappho)<br>*Ref.Mchy.* 1*Dk* | 1362<br>902<br>832 | | | | | 1898 | CaledonS.B.&E.Co.Ld<br>Dundee | Ellerman'sWilson Line,Ld. | 263·6<br>P&B116'F34' | 32·0 | 15·0 | Hull<br>British<br>*WB* | T.3Cy.18",32"&56"–36"<br>188NHP<br>CaledonSB.&E.Co.Ld.Dun | | ✓ |
| 36880 | **Catseye** WoodSc<br>(*ex*DoubleTide,*ex*Sirocco)<br>9&12yrs.Mat. 1*Dk* | | ✠11A1<br>*For fishing purposes*<br>11,21<br>✠LMC[illegible],20 | Bgs | | 11,21 | 1919<br>3mo<br>*Lloyd's* | ColbyBros.Ld.<br>Lowestoft<br>*A&CP* | KingstonSteam TrawlingCo.Ld. | 86·0 | 20·0 | 9·9 | London<br>British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30.HS814<br>Robey&Co.Lincoln | 10 " 1 | |
| 36881 | **Conte Rosso** SteelTwinSc<br>*Elec light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&<br>*Ref.Mchy.* *Shade dk*(*Stl*–teak s)3*rd dk* (*Stl*) *in holds* | *18017*<br>*11201*<br>*10006* | ✠100A1<br>*withfreeboard*<br>2,22<br>✠LMC2,22<br>✠Lloyd's RMC2,22<br>*Fitted for oil fuel* 2,22 | Gls | *l*† | CL<br>*F.P. above* 150° F. | 1922<br>2mo<br>*Lloyd's* | W.Beardmore&Co.Ld.<br>Glasgow<br>*A&CP* | LloydSabaudoSoc. Anon.perAzioni<br>*CellDB* 478'1468*t* *FPT*88*t* *APT*96*t* | 570·2<br>B327'F50' *on Shade dk* | 74·2 | 35·9 | Genoa<br>Italian<br>FK *Cem*<br>9*BHtoShdk* | 4 SteamTurbines geared to 2 Sc. Shafts (*s*)<br>200lb HS12154 FD 3650NHP<br>6DB&2SB 56*cf*,GS1008 FD<br>W.Beardmore&Co.Ld.Gls. | 40 " 0<br>s10 " 3<br>30 " 0 | |
| 36882<br>[illegible]<br>LHBW | **Commercial Pilot** SteelSc<br>Stranded 1,22<br>(*ex*Oconee,*ex*Maia)<br>Wireless 1*Dk*&*Shelter dk* | 2555<br>2429<br>1635 | | | | | 1906 | Eiderwerft Akt.Ges.<br>Tönning | CommercialPilot S.S.Co.Inc.(Moore &McCormackCo. Inc.*Mgrs.*) | 282·8 | 42·0 | 24·9 | NewYork<br>Utd.States<br>*WB* | T.3Cy.20½",34¼"&55½"–35½"<br>180NHP<br>EidrwrftAkt.Ges.Tönning | | R |
| 36883<br>145052<br>KGSP | **Cumberland** SteelTwinSc<br>(*ex*Wendland) *ss*Fal.No.3–1,22<br>*Elec.light* 3*Dks*(*Stl*)4*th dk*(*Stl*)*in No.1hold*<br>Wireless | 11446<br>10225<br>7157 | 100A1<br>*withfreeboard*<br>1,22<br>LMC1,22 | Bkn | *g*† | 1,22 | 1919 | Bremer Vulkan<br>Vegesack | FederalStm.Nav. Co.Ld.<br>*CellDB*477'2084*t* *FPT*111*t* *APT*121*t* | 520·0<br>P70'B252'F43' | 64·2 | 29·0 | London<br>British<br>FK *ptAsp*<br>8*BHptCem* | T.6Cy.28⅜",46⅞"&75⅝"–51$\frac{3}{16}$"<br>199lb (*s*) 1115NHP<br>5SB,15*pf*,GS335 HS15525FD<br>BremerVulkan,Vegesack | 41 " 4<br>s10"7½<br>31 " 1 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>YearsAssigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught<br>ft. in. | 15<br>Registers in which classed, if not in L.R. DateofB.ofTradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36884<br>OERV | Clio SteelSc<br>Fitted for oil fuel<br>Elec.light 1Dk | 2298<br>2027<br>1330 | | | | | 1922 | Anciens Chantiers Dubigeon<br>Nantes | Cie.Auxiliaire deNav. | 285·4<br>P22'B64'F37' | 42·6 | 22·5 | French<br>WB | T3Cy18$\frac{1}{8}$",29$\frac{15}{16}$"&49$\frac{3}{16}$"-37$\frac{3}{4}$"<br>150NHP<br>Ch.&Atel.delaLoire,Nts. | | |
| 36885<br>HGVO | Carterside SteelSc3Mst<br>(exArgus) ssHul.No.3–5,19<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 704<br>499<br>313 | ✠100A1<br>2,22<br>BS2,22 | Hul<br>✠LMC5,19 | j | CL<br>6,21 | 1906<br>8mo<br>Lloyd's A&CP | J Fullerton &Co.<br>Paisley | Quayside Shipping Co.Ld.(Connell& Grace,Ld.Mgrs.)<br>Cell | 185·0<br>Q94'B9'F27'<br>DBf106'177tFPT | 30·1 | 11·6<br>FK | Newcastle<br>British<br>3BHCem<br>61tAPT4t | T.3Cy.16".26"&44"-33" (s)<br>170lb 80lb NDB21 96RHP<br>1SB,3pf,GS56,HS1781<br>Ross&Duncan,Glasgow | 14 ″ 0<br>s ″ 11<br>13 ″ 4 | |
| 36886<br>137109 | Craigielea SteelScK<br>(exThomasSutton) (Trawler)<br>1Dk | 211<br>197<br>80 | | | ••• | | 1916 | A.Hall& Co.Ld.<br>Aberdeen | Robb&Son | 115·5 | 22·1 | 11·9<br>BK7$\frac{1}{2}$" | Aberdeen<br>British<br>WB | T.3Cy.12",20"&34"-24"<br>78RHP<br>A.Hall&Co.Ld.Aberdeen | 12 ″ 9 | |
| 36887 | Columbia WoodAuxTwinSc<br>(exModena, OilEng. 5MstBkn<br>exCityofWaco) 1Dk2trB<br>Elec.light Mchy.Aft<br>(See Sailing Ship Register) | 2342<br>2277<br>2120 | | | | | 1919 | International'lSBCo<br>Orange,Tex. | | 284·0<br>P64'F33' | 45·6 | 21·8 | Argentine | Oil Engines 4S.C.SA<br>6Cy.11"–14" 34NHP<br>WintonOilEng.Co. Cleveland,O. | | |
| 36888<br>150<br>NPVG | Cortellazzo CompSc<br>(exRedCloud)<br>Elec.light Wireless 1Dk | 2464<br>2003<br>1444 | | | | | 1918 | Merrill StevensS.B. Corp.<br>Jcksnvlle Fla | E.DelPino | 285·8<br>P22'B69'F34' | 46·4 | 22·1 | Leghorn<br>Italian<br>WB | T.3Cy.19",33"&55"-36"<br>181NHP<br>HardieTyneMfg.Co. Birmingham,Ala. | | R |
| 36889 | Coleus SteelScK | 96<br>96<br>35 | 100A1<br>For fishing purposes<br>(ClassContemplated) | | | | 1922 | Cochrane &Sons,Ld.<br>Selby | Pickering&Haldane'sStm.TrawlingCo.Ld. | 85·0 | 19·0 | 9·7 | Hull<br>British | C.2Cy.12"&24"-16" | | |
| 36890 | Capitaine Bourdin SteelScK<br>(exEricBelman,<br>exGregNess) 1Dk | 227<br>208<br>98 | ✠100A1<br>StmTrawler<br>4,17 | Lth<br>✠LMC4,17 | | CL<br>12,21 | 1917<br>4mo<br>Lloyd's A&CP | Hawthorns &Co.Ld.<br>Leith | G.Denis | 117·1 | 22·1 | 12·6<br>BK7$\frac{1}{2}$"<br>DBf29' | Dieppe<br>French<br>4BHCem<br>21tFPT4t | T.3Cy 12",20"&34"-23" (s)<br>180lb 82NHP<br>1SB,3pf,GS41,HS1554<br>Hawthorns&Co.Ld.Leith | 13 ″ 6 | |
| 36891 | Cristina SteelSc<br>ssLon.No.3–3,22<br>(exLandScout, 1Dk(Stl)<br>exBetzdorf) Cargo battens not fitted<br>Elec.light | 2399<br>2124<br>1147 | 100A1<br>3,22 | Lon<br>LMC3,22 | s | 3,22 | 1920 | Frd.Krupp Akt.Ges.<br>Kiel<br>CellDB231'558tMT | Cia.Nav.Vascongada | 288·5<br>P22'B80'F38'<br>12'315tDTa16'376t | 44·2 | 20·3<br>FK<br>DTf12'118t | Bilbao<br>Spanish<br>5BHstCem<br>ptAsp | T.3Cy.19$\frac{11}{16}$",32$\frac{11}{16}$"&54$\frac{3}{4}$"-39$\frac{3}{8}$" 185lb (s) 245NHP<br>2SB,4cf,GS86,HS3445 FD<br>Frd.KruppA.G.Essen<br>FPT57tAPT153t | 22 ″ 6<br>s 3 ″ 5$\frac{1}{2}$<br>19 ″ 5 | |
| 36892 | Cap Blanc Nez SteelSc<br>(exOudeMaas)<br>Elec.light 1Dk | 1323<br>1208<br>784 | | | | | 1918 | N.V.Werf Conrad<br>Haarlem | Soc.Anon.de Gérance&d'Arm. | 238·1<br>B57'F25' | 37·3 | 17·6 | Dunkirk<br>French<br>WB | T.3Cy.17$\frac{3}{4}$"29$\frac{1}{16}$"&47$\frac{1}{3}$"-35$\frac{2}{5}$"<br>133NHP<br>Gebr.Stork&Co.Hengelo | | V |
| 36893<br>930 | Clarastella SteelAuxTwinScBk<br>(exSailingShip, OilEng.<br>exIslamount, ssAnt.No.3–10,08<br>exGlenlee) ssBdx No.2–17<br>Elec.light 2Dks<br>(See Sailing Ship Register) | 1642<br>—<br>1249 | ✠ 10,20 | Bdx | t | | 1896<br>12mo | A.Rodger &Co.<br>Pt.Glasgow | Soc.Italiana di Nav."Stella d'Italia" | 245·5<br>P33'F29' | 37·5 | 22·5<br>BK9$\frac{1}{2}$" | Genoa<br>Italian | Oil Engines 2S.C.<br>8Cy.15$\frac{7}{20}$"-21$\frac{13}{20}$"<br>NEfitted21<br>AnsaldoSanGiorgio,Turin | 24 ″ 0 | I |
| 36894 | Capitaine Lemasne SteelSc<br>Elec.light 1Dk | 6800 | | | | | 1922 | Ch.&Atel. de laGironde<br>Bordeaux | FrenchGovernment | 361·0<br>P231'F28' | 49·0 | 26·6 | French<br>WB | T.3Cy.24",39"&65"-44"<br>280NHP<br>Schneider&Co.Havre | | |
| 36895<br>LJMD | Consul Poppe SteelSc<br>(exAmisia)<br>Elec.light 1Dk | 1412<br>1083<br>877 | | | | | 1904 | Nüscke& Co.Act.Ges.<br>Stettin | J.M.K.Blumenthal | 239·0<br>Q83'B58'F29' | 36·8 | 16·1 | Hamburg<br>German<br>WB | T.3Cy.17",28"&43"-32"<br>104NHP<br>Schiffs.Uebigau,Dresden | | G |
| 36896 | Chef Mécanicien Armand Blanc<br>SteelSc<br>Elec.light 1Dk | 3416<br>2865<br>1707 | | | | | 1922 | Atel.&Ch. de laSeine Marit.<br>LeTrait,S.I. | Soc.desArmateurs Français | 311·6<br>P164'F29' | 45·8 | 23·0 | Havre<br>French<br>WB | T.3Cy.21$\frac{5}{8}$",35$\frac{3}{4}$"&59"-41$\frac{3}{8}$"<br>223NHP | | |
| 36897<br>143127 | Challacombe SteelScK<br>(exWarTamar)<br>Elec.light 1Dk(Stl)<br>Mchy.Aft | 469<br>343<br>250 | ✠100A1<br>11,21 | Hul<br>✠LMC4,19 | g | CL<br>4,20 | 1919<br>4mo<br>Lloyd's A&CP | Swan,Hunter&Wigham Richardson, Ld<br>Newcastle | DevonShippingCo. Ld. | 157·2<br>Q57'F25'<br>CellDBf39' | 26·1 | 11·0<br>FK | London<br>British<br>3BHCem<br>53tFPT61t | T.3Cy.12",20"&34"-24" (s)<br>180lb 70RHP<br>1SB,2pf,GS33,HS1175<br>ShieldsEng.&D.D.Co.Ld. | 12 ″ 0<br>s ″ 11$\frac{1}{2}$<br>11 ″ 3 | |
| 36898 | Cormorant SteelSc<br>Fitted for oil fuel (Trawler)<br>Elec.light 1Dk | 440<br>286 | | | | | 1922 | NewJersey D.D.&TransportationCo<br>NewJersey | J.W.SullivanCo. | 150·0 | 25·0 | 14·7 | Utd.States | T.3Cy.12$\frac{3}{4}$",21$\frac{1}{2}$"&35"-24"<br>Harrisburg 60NHP<br>F.&E.Co.Harrisburg,Pa. | | |
| 36899 | Cabo Roche SteelSc<br>Elec.light | | 100A1<br>(ClassContemplated) | | | | 1922 | Soc.Españiola deConst. Naval<br>Bilbao | Cia.Vasco-Andaluza(Ybarra&Co. Mgrs.) | 280·0<br>P26'B76'F28' | 41·8 | 26·7 | Seville<br>Spanish | T.3Cy.22",36"&59"-39"<br>Blair&Co.Ld.Stockton | | |
| 36900<br>131823 | Curlew SteelScK<br>(exGrantonN.B.) (Trawler)<br>1Dk | 180<br>178<br>70 | | | ••• | | 1912 | Hall,Russell&Co.Ld.<br>Aberdeen | A.W.King | 110·1 | 21·8 | 11·7<br>BK7$\frac{1}{2}$" | Aberdeen<br>British<br>WB | T.3Cy.12$\frac{1}{2}$",20"&33"-21"<br>67RHP<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 7 | |
| 36901 | Constantinos Coutsodontis<br>(exNormanPrince,exGlenelg) SteelSc<br>Wireless Sub.Sig. ssShl.No.3–9,17<br>2Dks(Stl)&deep framing | 4160<br>3915<br>2669 | ✠100A1<br>8,21<br>BS6,21 | Ant<br>✠LMC<br>MS9,17 | x | CL<br>8,20 | 1904<br>10mo<br>Lloyd's A&CP | C.Connell &Co.Ld.<br>Glasgow<br>Cell DBa110' uE&B | Coutsodontis& Papanastasopoulo | 376·8<br>P39'B112'F46'<br>42'f173'976tDTa33' | 49·5 | 26·2<br>FK | Syra<br>Greek<br>6BHCem<br>810tAPT32t | T.3Cy.25$\frac{1}{2}$",42"&68"-48" (s)<br>180lb 100lb 423NHP<br>2SB,6cf,GS118,HS6044 FD<br>Dunsmuir&JacksonLd Gls | 28 ″ 9<br>s 5 ″ 5$\frac{1}{2}$<br>23 ″ 8 | |
| 36902<br>145487<br>KMBV | Cairnavon SteelSc<br>(exBaarn)<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless | 5245<br>4786<br>3171 | ✠100A1<br>Shelter dk withfreeboard<br>4,22 ~~9,21~~<br>Fitted for oil fuel | Ams<br>Rot<br>✠LMC6,20<br>5,20 | 2 | CL<br>~~N12,20~~<br>N4,22<br>F.P. above 150° F. | 1920<br>5mo<br>Lloyd's A&CP | W.Gray& Co.(1918)Ld.<br>WHartlepool<br>Cell DB342'1047tDTa28'740tFPT125tAPT61t | CairnLine ofStmships,Ld.(Cairns, Noble&Co.Mgrs.) | 400·0 | 52·3 | 28·5<br>FK<br>CollisionBHtoShdk | Newcastle<br>British<br>ptCem<br>5 „ „ U „ | T.3Cy.27",44"&73"-48" (s)<br>180lb 513NHP<br>3SB,9cf,GS190,HS7578 FD<br>Cen.Mar.Eng.Wrks.W Hpl | 31 ″ 0<br>s 4 ″ 5$\frac{1}{2}$<br>26 ″ 11 | |
| 36903<br>131877 | Cineraria WoodSc<br>(exAirpocket)<br>9&12yrs.Mat. 1Dk | 100<br>99<br>44 | ✠ 11A1<br>For fishing purposes<br>10,20 | Abn<br>✠LMC9,20 | | CL<br>9,20 | 1918<br>4mo<br>Lloyd's A&CP | JChambers Ld.<br>Lowestoft | ~~A.Gardner~~<br>GrimsbySeineFishingCo.(S.Franklin Mgr.) | 86·4 | 19·9 | 10·3 | Kirkcaldy<br>British | T.3Cy.9$\frac{1}{2}$",12$\frac{1}{2}$"&26"-18" (s)<br>180lb 42NHP<br>1SB,2pf,GS36,HS814<br>WCrabtree&CoLdGtYmth | 10 ″ 0 | |

| 1<br>Numéro d'Ordre<br>Numéro Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mech. | 9<br>Par qui<br>Ct. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15<br>Registres où coté, si ce n'est dans le L. R., Bureau, Cert. Bd. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36904<br>145547 | Craighall SteelSc<br>(exFogbreak)<br>1Dk(Stl) | 95<br>95<br>39 | ✠100A1<br>For fishing purposes<br>12,20<br>✠LMC12,20 | Chs | | | 1920<br>1mo | I.J.Abdela &Mitchell,Ld<br>Queensferry<br>Lloyd's A&CP | **A.Forbes** | 86·1 | 18·5 | 9·3<br>BK7½ | Leith<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>Abdela&Mitchell,Ld.<br>Brimscombe,Glos. | 10 ″ 0 | |
| 36905 | Città di Sassari SteelTwinSc<br>Fitted for oil fuel<br>Elec.light 2Dks<br>Wireless | 1400 | | | | | 1922 | Arsenale R.Marina<br>Castellammare diStabia | **ItalianGovernment** | 289·0<br>P47'B94'F14' | 36·0 | 22·0 | Italian<br>WB | 4 Geared Steam Turbines<br>FlliOrlando,Leghorn | | |
| 36906<br>106769 | Cape Scott IronScK<br>(exCelestialEmpire, ssBkn.No.2-06<br>exJupiter,exCelestialEmpire) (Tug)<br>1Dk | 207<br>188<br>103 | ✠<br>4,06<br>✠ | Vcr | | | 1897<br>9mo | Cook,Welt'n&Gemmell<br>Hull | HecateStraits TowingCo.Ld. | 121·2<br>Q25' len02 | 21·0 | 11·3<br>BK7½ | Vancouver<br>British<br>3BHCem<br>MT10'5t | T.3Cy.13",21"&34"-24"<br>NB11 59RHP<br>1SB,3cf,GS25,HS1037<br>C.&D.Holmes&Co.Hull. | 12 ″ 1 | |
| 36907 | Carmen SteelSc<br>(exCatalonier)<br>1Dk(Stl) | 1234<br>1023<br>753 | ✠100A1<br>5,22 ~~10,21~~<br>✠LMC10,20 | Ant | 0 | | 1920<br>10mo | Lloyd RoyalBelge<br>(Gt.Britain)<br>Ld. Glasgow<br>Lloyd's A&CP | **L.D.Lauritzen**<br>Cell | 240·0<br>P27'B57'F25' | 35·7 | 15·3<br>FK | Esbjerg<br>Danish<br>4BHCem<br>DB211' 386t | T.3Cy.15",25"&40"-27" (s)<br>185lb 99NHP<br>2SB,4cf,GS48,HS1630<br>McKie&Baxter,Glasgow<br>FPT21tAPT15t | 17 ″ 3<br>s2 ″ 0<br>15 ″ 6 | |
| 36908<br>151391 | Champavati SteelTwinSc<br>(exBradfield)<br>Elec.light 2Dks | 769<br>693<br>321 | | | ●●● | | 1919 | Ayrshire Dkyd.Co.Ld.<br>Irvine | BombayStm.Nav. Co.Ld. | 219·5 | 28·6 | 15·5<br>FK | Bombay<br>British<br>WB | T.6Cy.13¼",21¼"&34"-21"<br>387NHP<br>D.Rowan&Co.Ld.Gls. | 16 ″ 3 | |
| 36909<br>134297<br>HTMD | Caldy Light SteelSc<br>(exArabier, ssHul.No.1-17<br>exManningtry) 1Dk(ptIrn&ptStl)<br>Wireless 1pt dk(Stl) | 3869<br>3648<br>2481 | ✠100A1<br>5,17<br>BS2,20<br>✠LMC5,18 | Hul | w | CL<br>5,18 | 1911<br>9mo | JLThompson &Sons,Ld<br>Sunderland<br>Lloyd's A&CP | J.German&Co.<br>CellD | 352·5<br>P33'B100'F37'<br>Ba115'u E23'f154' | 50·9 | 24·8<br>FK | Cardiff<br>British<br>6BHCem<br>927tAPT37t | T.3Cy.25",40"&68"-48" (s)<br>180lb 345NHP<br>3SB,9pf,GS132 HS5283<br>Richardsons,Westgarth&Co.Ld.W Hpl. | 27 ″ 4<br>s5 ″ 0<br>22 ″ 8 | |
| 36910 | Cap Norto SteelTwinSc<br>Elec.light 4Dks | | | | | | 1922 | Vulcan Werke<br>Hamburg | Hamburg-Süd-Amerik.Dampfschiff fahrtsGes. | 497·0<br>B184' | 63·6 | 48·2 | | T.6Cy.26 7/16",43 5/16"&71"-51 5/16"<br>722NHP<br>VulcanWerke,Hamburg | | |
| 36911<br>NKDT | Chemnitz SteelSc<br>(Trawler)<br>Elec.light 1Dk | 246<br>—<br>92 | | | | | 1922 | Schiffb.Ges Unterweser<br>m.b.H. Lehe | DeutscheDmpfischereiGes.Nordsee | 133·7 | 23·9 | 9·2 | Nordenham<br>German<br>WB | T.3Cy.13⅘",21⅘"&35"-23⅜"<br>Christiansen& 58NHP<br>Meyer,Harburg | | |
| 36912 | Chofuku Maru SteelSc<br>(exPendragonCastle, ssAnt.No.3-8,20<br>exInverkip) 1Dk(Stl)&Spar dk(Stl)<br>Wireless &deep framing | 4353<br>4107<br>2806 | ✠100A1<br>Spar dk<br>8,21<br>BS4,21<br>✠LMC2,20 | Bry | x | CL<br>2,20 | 1908<br>1mo | Russell& Co.<br>PortGlasgow<br>A&CP | **ChefukuKisen KabushikiKaisha**<br>Cell DBa126'uE24' | 385·0<br>P36'B108'F41' 26'4<br>f170'1071t DTa32' | 49·8 | 18·4<br>FK | **Dairen**<br>Japanese<br>5BHtoSp dk<br>1BH to M dk Cem<br>760tAPT45t | T.3Cy.26",42"&70"-48" (s)<br>180lb 100lb 410NHP<br>2SB,6cf,GS118,HS5523 FD<br>Rankin&Blackmore,Grk. | 29 ″ 0<br>s5 ″ 6<br>23 ″ 10 | |
| 36913 | Citos SteelSc<br>(exPendeen) ssHpl.No.3-5,11<br>ssCff.No.2-20<br>Wireless 1Dk(Irn)&Web frames | 2108<br>1932<br>1342 | ✠100A1<br>2,21<br>BS2,21<br>✠LMC MS6,20 | Cff | s | 5,22 | 1899<br>2mo | W.Gray& Co.Ld.<br>W Hartlepool<br>A&CP | RedereiA/BCitos (O.Hillerström)<br>Cell | 290·0<br>P25'B69'F29'<br>DBa&uE110'f120' | 42·0 | 19·2<br>FK | Hlsngborg<br>Swedish<br>5BHCem<br>607tAPT54t | T.3Cy.21⅝",35"&58"-39" (s)<br>160lb 80lb 217NHP<br>2SB,6rf,GS82,HS3370<br>Cen.Mar.Eng.Wrks,WHpl | 21 ″ 9<br>s3 ″ 5½<br>18 ″ 7 | |
| 36914<br>145488<br>KMCF | Cranstone SteelSc<br>(exSpette)<br>Elec.light Wireless 1Dk | 1741<br>1332<br>1023 | | | | | 1922 | OuseS.B. Co.Ld.<br>Hook,near Goole | AylestoneShppg. Co.Ld.(G.Alexander,Mgr.) | 255·7<br>P28'Q82'B57'F21' | 40·1 | 16·1 | Newcastle<br>British<br>WB | T.3Cy.19½",31"&53"-36"<br>169NHP<br>Hwthrn,Leslie&C.Ld.Nwc | | |
| 36915<br>144809 | Callsin SteelScK<br>(exMond) (Trawler)<br>1Dk | 125<br>122<br>53 | | | | | 1896 | J.C.Tecklenborg<br>Geestemünde | R.W.Lewis | 107·0 | 20·7 | 7·4 | Aberdeen<br>British<br>WB | T3Cy.11",17 5/16"&28 5/16"-21½"<br>37RHP<br>J.C.Tecklenborg,Gstmnde | | |
| 36916 | Cuba SteelTwinSc<br>Fitted for oil fuel<br>Elec.light 3Dks&ptDk | 11000<br>7874<br>7300 | | | | | 1921 | Swan,Hunter&Wigham Richardson,<br>Ld Newcastle | **Cie.Générale Transatlantique** | 476·0<br>B213' | 62·3 | 35·1 | **S.Nazaire**<br>French<br>WB | 4SteamTurbines geared to 2 Sc. Shafts<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
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| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. | Material, Rig, &c. | Regist'd Tonnage. | Particulars of Classification. | | | | Built. | | Owners. | Regist'd Dimensions. Deck Erections, &c. | | | Port of Registry. | Engines. | Moulded depth. | Registers in which classed if not in L.R. Date of Freebd. Cert. |
| | *Late Name if any.* | | Gross.<br>—<br>Under deck.<br>—<br>Net. | Character.<br>✠ for Special Survey.<br>Date of last Survey. | Port of Survey. | Years Assigned now expired.<br>Equipment Letter | Date when tail shaft last seen. | When | By Whom<br>—<br>Where | | Length. | Breadth. | Depth. | Flag. | No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | |
| | Special Surveys. | No. of Decks, &c. | | | | | | | | | | | | | | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
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| Numero d'Ordre. | Nom du Navire. | Matériaux, Gréement, etc. | Tonnage Officiel. | Détails de la Classification. | | | Date de la dernière visite de l'arbre porte-hélice. | Construit. | | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | | | Port d'Armement. | Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade. |
| Numero Officiel.<br>Signaux | Visites Périodiques. | Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | Total.<br>—<br>Sous le Pont.<br>—<br>Net. | Cote.<br>—<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | | Quand.<br>—<br>Navire.<br>—<br>Mach. | Par qui.<br>—<br>Où. | | Longueur. | Largeur. | Creux. | Pavillon. | | | |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7a | 8 | 9 | 10 | 11 |  |  | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book.<br>Official No.<br>Code Letters. | **Steamer's Name.** Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | Port of Survey. | Years Assigned now expired.<br>Equipment Letter. | Date when tail shaft last seen. | Built.<br>When | By Whom<br>Where | Owners. | Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | Registers in which classed, if not in L.R. |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille Franc-bord au milieu du navire<br>Tirant d'eau correspondant<br>pds. ps. | 15<br>Registres ou cert. et ce n'est dans le L.R. Bureau, Cert. Rof Trade |
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| 37001 | Député René Reille SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 2003<br>1701<br>1175 | ✠100A1<br>3,21 | Hav<br>LMC4,21 | *r* | | 1920<br>12mo<br>*Lloyd* | Chant.Nav Français<br>Caen<br>'*sA&CP* | ~~FrenchGovt. (Soc.Anon.deNav. LesArmateurs Français Mgrs.)~~<br>*Topside tanks f*97<br>*CellDB*220'494*t* | 266·6\|39·3\|22·9<br>P31'B57'F24'<br>FK<br>138*t a*82'84*t FPT*6 | Havre<br>French<br>6*BHptCem*<br>~~*tAPT11t*~~<br>*APT*117*t* | T.3Cy.18⅛",29½"&49$\frac{3}{16}$"–37[illegible]"<br>~~[illegible]~~ 185lb (*s*) 190NHP<br>2SB,6*cf*,GS97,HS3220<br>Schneider&Cie.Havre | | |
| 37002 | Deva SteelSc<br>*ss*Shl.No.3-8,20<br>(*ex*Levensau) 1*Dk*(*Stl*)&*deep framing*<br>*Well deck* *Elec.light* Wireless | 2155<br>1832<br>1358 | ✠100A1<br>5,21<br>BS5,21 | Mdb<br>✠LMC8,20 | *s* | CL<br>5,21 | 1907<br>5mo<br>*Lloyd* | Eiderwerft Akt.Ges.<br>Tönning<br>'*sA&CP* | Soc.Anon.Marit.<br>Nalon<br>*Intermediate Bulkhead in fore* | 289·6\|42·6\|17·5<br>P15'Q100'B116'<br>F27'<br>FK<br>*hold dispensed with*<br>*CellD* | Barcelona<br>Spanish<br>*Cem*<br>4*BHonly*<br>*Ba*96'*uE*16' | T.3Cy.18¾",30$\frac{15}{16}$"&49⅝"–35⅝"<br>185lb (*s*) 182NHP<br>2SB,4*cf*,GS88,HS3120<br>EiderwerftA.G.Tönning<br>*f*116'566*tFPT*49*tAPT*27*t* | 19 " 7<br>s 1 " 6<br>18 " 5 | |
| 37003<br>[illegible]<br>KGOI | Desdemona SteelSc<br>Now named "Greenland," See No. 37685 in Supplement<br>*ss*Lth.No.2 [illegible]<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck* | 1281<br>[illegible]<br>702 | 100A1<br>*with freeboard*<br>3,21 | Lth<br>LMC3,21 | | CL<br>8,21 | 1914 | Schiffsw. v. HenryKoch<br>Lübeck | Leith,Hull&HamburgS.P.Co.Ld.(J. Currie&Co.*Mgrs.*)<br>*CellDBa*55'*uE*20' | 241·1\|36·2\|15·6<br>P&B186 F34'<br>FK<br>*f*106' 322*t FPT*56*t* | London<br>British<br>4*BHCem*<br>*APT*17*t* | T3Cy.18⅛",29⅞"&16$\frac{15}{16}$"–32½"<br>199lb (*s*) 162NHP<br>2SB,4*cf*,GS72,HS2715<br>OttensenerMchFab.Altona | 18 " 0<br>s 1 " 8<br>16 " 8 | |
| 37004<br>151474 | Dalmore SteelSc<br>1*Dk*(*Stl*–teak s) | 59<br>58<br>22 | ✠100A1<br>*For Towing purposes*<br>~~10,21~~~~8,21~~ 1,22 | Sng<br>✠LMC3,21 | | CL | 1921<br>3mo<br>*Lloyd* | JohnCran &Somerville Ld. Leith<br>'*sA&CP* | Topham,Jones& Railton,Ld. | 75·0\|16·0\|7·8<br>BK5" | London<br>~~Singapore~~<br>British<br>4*BHCem* | C.2Cy.10"&22"–15" (*s*)<br>150lb 23RHP<br>1SB,2*pf*,GS29,HS615<br>JCran&SomervilleLdLeith | 8 " 0 | |
| 37005<br>151453 | Deli SteelSc<br>(*ex*Den-Samud, *ex*Deli) *Elec.light* 2*Dks* | 1394<br>959<br>726 | | | | | 1899 | Akt.Ges. "Weser"<br>Bremen | StraitsS.S.Co.Ld. | 257·0\|35·6\|13·6<br>F36' | Singapore<br>British<br>*WB* | T.3Cy.19$\frac{11}{16}$",31½"&48$\frac{3}{16}$"–27$\frac{3}{16}$" 122NHP<br>A.G."Weser,"Bremen | | |
| 37006 | Delfshaven SteelSc<br>Now named "Ariaga-Mendi," See No. 36309 in Supplement<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | ~~5500~~<br>5514<br>~~3400~~ 5282<br>3476 | ✠100A1<br>*Shelter dk with freeboard*<br>10,21<br>~~(*ClassContemplated*)~~<br>*Fitted for oil fuel* 10,21 *F.P above* 150°*F* | Nwc<br>✠LMC10,21 | *y* | CL | 1921<br>10mo<br>*Lloyd* | W.Dobson &Co.<br>Newcastle<br>*A&CP* | ~~GebroedersVan Uden~~<br>Gebr.VanUden<br>*CollisionBHtoSh dk* 5*BH toUppr dk*<br>*CellDB*356'1166*tFPT*104*tAPT*175*t* | 400·0\|53·0\|30·8<br>FK | Rottrdam<br>Dutch<br>*ptCem* | T.3Cy.27",45"&74"–48" (*s*)<br>180lb 511NHP<br>3SB,9*cf*,GS153,HS7395 FD<br>N.E.MarineEngCoLd.Nwc | 33 " 4<br>s 8 " 1½<br>25 " 7 | |
| 37007<br>146080<br>KJNW | Dalewood SteelSc<br>*Cargo battens not fitted*<br>*Elec.light* *Well deck* 1*Dk*(*Stl*) | ~~3843~~<br>2902<br>~~2278~~ 2305<br>~~1820~~<br>1696 | ✠100A1<br>2,22 ~~8,21~~<br>~~(*ClassContemplated*)~~ | Nwc<br>Cff<br>✠LMC8,21 | *t* | | 1921<br>8mo<br>*Lloyd* | Eltringham's.Ld.<br>Willington Quay<br>*sA&CP* | W.France,Fenwick &Co.Ld.<br>*IntermediateBH in fore hold dispensed with*<br>*CellDBa*59'*uE*23'*f*122'604*tDTa*41'319*tFPT*64*t* | 305·5\|44·2\|20·7<br>PonQ21'Q125'B54'<br>F25'<br>FK | London<br>British<br>*Cem*<br>4*BH only*<br>*APT*116*t* | T.3Cy.23",38"&62"–42" (*s*)<br>180lb 288NHP<br>2SB,6*cf*,GS120,HS4690<br>Eltringham's,Ld. WillingtonQuay | 23 " 0 | |
| 37008 | Dione SteelSc<br>For full particulars See No. 37018 in Supplement<br>*Elec.light* *Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 638<br>447<br>357 | 100A–<br>(*ClassContemplated*) | | | | 1920 | NVScheeps Geb.Bodewes<br>Martenshoek | Ned.Ind.Tankstoomb Maats. | 167·0\|27·0\|12·2<br>Q92'B13'F22' | Batavia<br>Dutch | T.3Cy.12⅝",19$\frac{11}{16}$"&33"–19$\frac{11}{16}$"<br>76NHP<br>Machf.FultonMartinshoek | | |
| 37009 | David McKelvy SteelSc<br>For full particulars See No. 37020 below<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing* | 7000 | 100A1<br>*Carrying Petroleum in bulk*<br>(*ClassContemplated*) | | | | 1921 | SunS.B.Co.<br>Chester,Pa. | TidewaterOilCo. | 429·3\|59·2\|33·2<br>P133'B36'F40' | New York<br>Utd.States | T.3Cy.27",43½"&76"–51"<br>SunS.B.Co.Chester,Pa. | 33 " 3<br>s 7 " 11<br>25 " 8 | |
| 37010 | Danae SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 1848<br>1313<br>974 | ✠100A1<br>4,22 ~~6,21~~ | Shl<br>Rot<br>✠LMC6,21 | *q* | CL | 1921<br>6mo<br>*Lloyd* | C.Rennoldson&Co.<br>SouthShields<br>*sA&CP* | SociétéNavale Caennaise(G Lamy &Cie.*Mgrs.*)<br>*DBa*38'*CellDB* 192' 585*t FPT*74*t* | 270·0\|37·3\|15·9<br>P onQ22 B54 Q106'<br>F22'<br>FK | Caen<br>French<br>4*BHCem*<br>*APT*106*t* | T.3Cy.21",34"&56"–36" (*s*)<br>190lb 244NHP<br>2SB,6*cf*,GS108,HS4224<br>N.E.MarineEng Co Sld. | 18 " 6<br>s 1 " 6¼<br>17 " 2 | |
| 37011 | Doris SteelSc<br>(*ex*Waregga,*ex*ArnoldWaregga)<br>*Elec.light* | 3830<br>3394<br>2361 | | | | | 1914 | Reiherst'g Schiffsw<br>Hamburg | Soc."LesAffréteursRéunis" (JeanStern) | 361·2\|50·3\|23·8<br>P&B230'F50' | Rouen<br>French<br>*WB* | Q4Cy.21⅔",32⅓",47$\frac{3}{16}$"&68$\frac{7}{16}$"–49⅓" 33 NHP<br>Reiherst.Maschinenf.Ham. | | V |
| 37012<br>118653<br>HOFL | Deemster SteelSc<br>(*ex*Grelben, *ex*Reliance)<br>Wireless<br>*ss*Shl.No.3-5,19<br>1*Dk*(*Stl*)2*trB*&*deep framing* | 3638<br>3388<br>2362 | ✠100A1<br>~~11,21~~ ~~1,21~~ 3,22<br>~~MBS1,21~~ 3,22 | Gls<br>~~Npt~~ Cff<br>✠LMC6,19 | *w* | 1,21 | 1905<br>8mo<br>*Lloyd* | R.Stephenson&Co.Ld.<br>Newcastle<br>'*sA&CP* | MarineTransport Co.Ld (FredEdwards&Co.*Mgrs.*)<br>*CellDBa*98'*uE*&*B* 44'*f*152'911*t FPT*61*t* | 343·3\|50·1\|23·5<br>P36'B165'F26'<br>FK | Newcastle<br>British<br>6*BHCem*<br>*APT*188*t* | T.3Cy.25",42"&68"–45" (*s*)<br>180lb *100lb* NDB19 335NHP<br>2SB,6*cf*,GS126,HS5150<br>Blair&Co.Ld Stockton | 26 " 3<br>s 4 " 1½<br>22 " 5 | |
| 37013 | Dandolo SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>2nd *dk*(*Stl*) *in fore hold* | 5109<br>4532<br>3033 | ✠100A1<br>*Shelter dk with freeboard*<br>10,21 6,21 | Nwc<br>✠LMC6,21 | *z* | CL | 1921<br>6mo<br>*Lloyd* | Swan,Hunter&Wigham Richardson, Ld Newcastle<br>'*sA&CP* | Soc.Veneziana di Nav.aVapore<br>*CellDB*345'1058*t FPT*128*tAPT*160*t* | 400·3\|53·2\|26·3<br>F48'*on Shelter dk*<br>FK<br>*Collision BH to S dk* | Venice<br>Italian<br>*ptCem*<br>5 " " *U* " | T.3Cy.27",44"&73"–48" (*s*)<br>180lb *110lb* 510NHP<br>3SB,9 *f*,GS194,HS8190 FD<br>Swan,Hunter&Wigham-Richardson.Ld.Nwc. | 28 " 9<br>s 3 " 8½<br>25 " 5 | |
| 37014<br>146435<br>KLQJ | Draco SteelSc<br>*Elec.light* *Well deck* Wireless 1*Dk*(*Stl*)<br>*Cruiser Stern* | ~~2000~~<br>2017<br>1565<br>1177 | ✠100A1<br>2,22<br>~~(*ClassContemplated*)~~ | Abn<br>✠LMC2,22 | *r* | CL | ~~1921~~<br>1922<br>1mo<br>*Lloyd's* | Hall,Russell&Co.Ld.<br>Aberdeen<br>*A&CP* | Ellerman'sWilson Line,Ld. | 274·7\|39·3\|18·5<br>P&B183'F51'<br>FK<br>*CellDB*234'461*tFPT*27*tAPT*9*t* | Hull<br>British<br>5*BHptCem*<br>*ptAsp* | T.3Cy.17¾",30½"&53"–36"<br>225lb (*r*) 291NHP<br>2SB,6*cf*,GS112,HS4410 FD<br>Hall,Russell&Co.Ld.Abn. | 20 " 9<br>s 1 " 10½<br>19 " 3 | |
| 37015<br>137656 | Drainie WoodSc<br>(*ex*MackerelSky)<br>9&12yrs.Mat. 1*Dk* | 92<br>91<br>40 | ✠11A1<br>*For fishing purposes*<br>9,20 | Gms<br>✠LMC9.20 | | CL<br>9,20 | 1918<br>1mo<br>*Lloyd* | W.Noble&Co.<br>Fraserburgh<br>*sA&CP* | P.Souter | 87·7\|19·7\|9·7 | ~~Lossiemouth~~<br>British<br>Inverness | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>W.Beardmore&Co.Gls. | 10 " 2 | |
| 37016<br>105530 | Dorando SteelSc<br>(*Trawler*)<br>1*Dk* | 139<br>127<br>56 | | | ••• | | 1895 | Mackie& Thomson<br>Glasgow | Trawlers(White Sea&Grimsby)Ld<br>~~(H.Bacon,Mgr.)~~<br>(J.N&H.Bacon,*Mgrs*) | 99·3\|20·1\|10·4<br>Q17'F19'<br>BK7½" | Grimsby<br>British | T.3Cy.10",16"&27"–20"<br>45RHP<br>Muir&Houston,Gls. | 11 " 6 | |
| 37017 | Duchessa d'Aosta SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | 7713<br>6695<br>4662 | ✠100A1<br>*Shelter dk with freeboard*<br>1,22 ~~5,21~~ | Tri<br>✠LMC5,21 | *b*† | CL<br>1,22 | 1921<br>5mo | Stabilmnto Tecnico Triestino<br>Trieste<br>A&CP | Navigazione LiberaTriestina<br>*CellDB*398'1654*t FPT*56*tAPT*63*t* | 464·2\|57·4\|22·0<br>B168' *on Shelter dk*<br>FK<br>*Collision BH to Sh dk* | Trieste<br>Italian<br>*Cem*<br>6 " " *U* " | T.3Cy.32",51½"&83"–54"(*s*)<br>180lb 681NHP<br>4SB.12*cf*,GS239,HS9851 FD<br>StabilimentoTecnico,Tri. | 35 " 0<br>s 8 " 6½<br>26 " 10 | |
| 37018 | Dione SteelSc<br>*Elec.light* *Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 638<br>447<br>357 | 100A–<br>5,21<br>*Fitted for oil fuel* 5,21 *F.P above* 150° F. | Rot<br>LMC5,21 | | | 1920 | NVScheeps Geb Bodewes<br>Martenshoek | Ned.Ind.Tankstoomb.Maats.<br>*CellDBuB*13'/94'128*t* | 167·0\|27·0\|12·2<br>Q92'B13'F22'<br>FK | Batavia<br>Dutch<br>6*BHCem* | T.3Cy.12⅝",19$\frac{11}{16}$"&33"–19$\frac{11}{16}$"<br>180lb (*s*) 76NHP<br>1SB,2*cf*,HS1485<br>Machf.FultonMartinshoek | 14 " 1 | |
| 37019 | Dimitrios N. Rallias SteelSc<br>(*ex*GeneralDegoutte, *ex*Australstream, *ex*Daltonhall)<br>Wireless<br>*ss*Hpl.No.3-5,12<br>*ss*Bry.No.2-20<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deepframing* | 3534<br>3270<br>2280 | ✠100A1<br>*Spar dk*<br>~~7,21~~ ~~7,20~~ 4,22<br>BS7,21 | Bry<br>~~Mdb~~<br>✠LMC7,20 | *v* | CL<br>7,20 | 1899<br>6mo | Furness, Withy&CoLd<br>W Hartlepool<br>A&CP | N.D.Rallias<br>*CellDBa*106'*uE*&*B*40'*f*144'732*tFPT*92*tAPT*27*t* | 337·5\|45·2\|18·8<br>P34'B106'F27 25·8<br>FK | Andros<br>Greek<br>6*BHCem* | T.3Cy.23½",38"&64"–42" (*r*)<br>170lb *80lb* NDB12 281NHP<br>2SB,6*cf*,GS126,HS4352<br>SirC.Furness,Westgarth& Co.Ld.Middlesbro' | 28 " 5<br>s 5 " 3<br>23 " 6 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Yard assigned now expired. Equipment Letter. | 7a<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37020<br>221427<br>MCWK | **David McKelvy** SteelSc<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinal framing<br>Wireless | 6821<br>6329<br>4242 | ✠100A1<br>1,22~~6,21~~<br>✠LMC6,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 6,21 F.P. above 150 °F. | Ches-<br>NYkter. | b† | CL | 1921<br>6mo | SunS.B.Co.<br>Chester,Pa.<br>A&CP | TidewaterOilCo.<br>CellDBu<br>E&B59'f41'40 | 430·0<br>P133'B36'F40'<br>8tFPT222tAPT57t | 59·2 | 33·4 | New York<br>Utd.States<br>FK 17BHptCem<br>(13 „ to Udk<br>4 „ „ 2nd „) | T.3Cy.27",45½"&76"-51" (r)<br>190lb 612NHP<br>3SB.9cf,GS207,HS9198 FD<br>SunS.B.Co.Chester,Pa. | 33 ″ 8<br>s 7 ″ 11<br>25 ″ 8 | |
| 37021 | **Dabchick** SteelSc<br>1Dk(Stl-teaks)<br>~~Mchy.Aft~~ | ~~612~~<br>566<br>533<br>219 | ✠100A1<br>Hopper Barge<br>10,21<br>~~(ClassContemplated)~~<br>✠LMC10,21 | Rnf | i | | 1921<br>10mo | Lobnitz&Co.Ld.<br>Renfrew<br>Lloyd'sA&CP | BombayPortTrust | ~~172·0~~<br>172·1<br>FPT17t | ~~30·0~~<br>30·1 | ~~12·8~~<br>13·1 | Bombay<br>British<br>4BHCem<br>FK&Centre&Side Keels4" | T.3Cy.15",25"&40"-30"(s)<br>180lb 111NHP<br>1SB,3cf,GS67,HS1920<br>Lobnitz&Co.Ld.Renfrew | 13 ″ 6<br>s1 ″ 11<br>12 ″ 3 | |
| 37022<br>146266<br>KLFG | **Domala** SteelTwinSc<br>OilEng.<br>Elec.light Wireless 2Dks(Stl-Uteaks) | 8441<br>6848<br>5134 | ✠100A1<br>12,21<br>~~(ClassContemplated)~~<br>✠LMC12,21 | Gls | c† | CL | 1921<br>6mo | Barclay,<br>Curle&Co.Ld<br>Glasgow<br>Lloyd'sA&CP<br>CellDB389'159 | BritishIndiaStm.<br>Nav.Co.Ld.<br>1tTanksbetweentunnels122' | 450·0<br>P44'B153'F50'<br>201tFPT125t | 58·3 | 32·9 | Glasgow<br>British<br>FK 8BHptCem<br>APT73t | Oil Engines 4S.C.SA<br>16Cy.26½"-47" 963NHP<br>DB100lb<br>N.Brit.DieselEng.WrksLd | 35 ″ 6<br>s8 ″ 2<br>27 ″ 11 | |
| 37023<br>RBGM | **Diomedes** SteelSc<br>(Tug)<br>Elec.light 1Dk | 167<br>—<br>54 | | | | | 1921 | Danziger<br>Schfw&Msch<br>Danzig | BugsierReed.&<br>BergungsA.G. | 103·6 | 21·4 | 12·3 | Hamburg<br>German | T.3Cy.12⅝",20½"&$32\frac{5}{16}$"-<br>$22\frac{13}{16}$" 49NHP<br>DanzigerSchffsw.&Mschb. | | |
| 37024<br>OIXA | **Depute Henri Durre** SteelSc<br>Elec.light | 2329 | 100A1<br>(ClassContemplated) | | | | 1921 | Chant.Nav<br>Français<br>Caen | FrenchGovernment | 266·7<br>P31'Q24'B57' | 39·4 | 23·0 | Havre<br>French | T.3Cy.<br>Atel.&Ch.de laLoire | | |
| 37025 | **Donizetti** SteelSc<br>(exSzentLaszló) ssFiu.2ndNo.3-7,19<br>1Dk(Stl)&Spardk(Irn)&Webframes | 1551<br>1387<br>942 | ✠100A1<br>Spar dk<br>withfreeboard<br>3,21<br>✠LMC7,19<br>~~BS10,20~~ ~~DBS4,21~~BS11,21 | Fiu | p | CL<br>7,19 | 1892<br>10mo | Wigham<br>Richrdsn&Co<br>Newcastle<br>A&CP | AdriaSoc.Anon.di<br>Nav.Marittima | 240·0<br>P28'B55'F31'<br>Cell DB199' 304t | 34·0 | 14·0<br>21·2 | Fiume<br>FK 4BHCem<br>APT21t | T.3Cy.20",32"&53"-36" (s)<br>165lb 80lb NDB07 181NHP<br>2SB,4rf,GS80,HS2868<br>Wghm.Richrdsn.&Co.Nwe | 23 ″ 6 | |
| 37026 | **Danstrup** SteelSc<br>1Dk | 1300<br>1090<br>785 | | | | | 1921 | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen | Seilskibsselskabet<br>Hippalos A/S | 240·0<br>P17'B50'F27' | 36·0 | 16·2 | Copnhagn<br>Danish<br>WB | T.3Cy.16½",27"&44"-30"<br>105NHP<br>KjbnhavnsFlydk.&Skbsv. | | |
| 37027 | **Dinteldyk** SteelTwinSc<br>OilEng.<br>Elec.light 2Dks(Stl)&Awngdk(Stl)<br>Ref.Mchy. Cargo battens not fitted in B&F | ~~9500~~<br>~~8534~~<br>9399<br>8534<br>5814 | ✠100A1<br>Awng dk with freeboard<br>2,22<br>~~(ClassContemplated)~~<br>✠Lloyd'sRMC2,22<br>✠LMC2,22 | Gls | e† | CL | ~~1921~~<br>1922<br>2mo | Harland&<br>Wolff,Ld.<br>Glasgow<br>Lloyd'sA&CP | HollandAmerika<br>Lijn<br>1BHdispensed with,7BH only,all to Awng.dk<br>CellDB422'1067tDTa30'706tFPT130tAPT75t | 485·6<br>P40'B153'F58'on Awng dk FK&BK2" | 62·3 | ~~27·8~~<br>35·8 | Rottrdam<br>Dutch<br>ptCem | Oil Engines 4S.C.SA<br>16Cy29½" ~~$45\frac{3}{16}$"~~-45½"<br>DB100lb 1144NHP<br>Harland&Wolff,Ld.Gls. | 38 ″ 9<br>s9 ″ 7½<br>29 ″ 6 | |
| 37028<br>146081 | **Deshulpur** SteelTwinSc<br>(exWem)<br>Elec.light 2Dks(Stl) | 766<br>689<br>278 | ✠<br>For Government Service<br>10,19<br>✠ | Rnf | | | 1919<br>10mo<br>1921 | W.Simons<br>&Co.Ld.<br>Renfrew<br>CellDB12'16tDTf18' | CutchStm.Nav.Co.<br>Ld. | 219·3<br>24tDTa16'36tFPT | 28·6 | 15·5 | London<br>British<br>FK 11BHptCem<br>5tAPT20t | T6Cy13¼",21¼"&34"-21"<br>HS6990 378NHP<br>2 Water Tube Boilers FD<br>W.Simons&Co.Ld.Rnf. | 16 ″ 3 | |
| 37029<br>140516 | **Dominion Miller** SteelSc<br>OilEng.<br>1Dk(Stl)&Shltrdk(Stl)<br>Elec.light Wireless | 5089<br>4713<br>3143 | ✠100A1<br>Shltr dk with freeboard<br>~~(ClassContemplated)~~<br>2,22<br>✠LMC2,22 | Sld | u† | CL | 1921<br>~~1920~~<br>9mo | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>Lloyd'sA&CP<br>CellDB364'1299t | Norfolk&N.AmericanStmShpgCo.Ld<br>(Furness,Withy&<br>Co.Ld.Mgrs.)<br>MT26'1007tDTa33'943tFPT105tAPT127t | 420·0 | 54·0 | ~~29·0~~<br>25·0 | London<br>~~Newcastle~~<br>British<br>FK ptCem<br>Collision BHtoSh dk<br>6 „ Upr „ | Oil Engines 2S.C.SA<br>4Cy.~~22¾"-45½"~~$22\frac{13}{16}$"-91¼"<br>2DB100lb 498NHP<br>W.Doxford&Sons,Ld.Sld. | 29 ″ 0<br>s3 ″ 10½<br>25 ″ 6 | |
| 37030 | **Danzig** SteelSc<br>(exBaltika,exTherapia)<br>Elec.light 2Dks | 3938<br>—<br>2393 | | | | | 1901 | Blohm&<br>Voss<br>Hamburg | "Artus"Danziger<br>Reed.u.Handels<br>A.G. | 350·0<br>P&B240'F50' | 44·5 | 31·7 | Danzig<br>WB | T.3Cy.$23\frac{11}{16}$",$39\frac{1}{16}$"&67⅛"-48"<br>312NHP<br>Blohm&Voss,Hamburg | | |
| 37031 | **Dobrovoletz** SteelSc<br>Wireless 1Dk | 105<br>89<br>— | ✠ 4,20<br>For Towing purposes<br>✠ | Bwg | | | 1913<br>6mo | Scott&<br>Sons<br>Bowling | RussianVolunteer<br>FleetAssociation | 90·1 | 18·1 | 8·4<br>BK6"<br>APT3t | Odessa<br>Russian<br>4BHCem | T.3Cy.12",18"&30"-21"<br>60NHP<br>1SB,2pf,GS38,HS1182<br>Fishers,Ld.Paisley | 9 ″ 0 | |
| 37032 | **Danaë** SteelSc<br>(Tug) | 105<br>—<br>— | | | | | 1905 | J.P.Rennoldson&Sns<br>SouthShields | F.C.Svorono | 100·7 | 18·6 | 9·5 | Taganrog<br>Russian | T.3Cy.10½",17½"&28"-21"<br>36NHP | | |
| 37033<br>145471<br>KLHQ | **Daghestan** SteelSc<br>1Dk(Stl)&Shelterdk(Stl)<br>Elec.light Mchy.Aft &Webframes<br>Wireless Longitudinal framing | ~~5800~~<br>5742<br>5528<br>~~3300~~<br>3532 | ✠100A1<br>Shelter dk with freeboard<br>12,21<br>✠LMC12,21<br>Carrying Petroleum in Cylindrical tanks<br>Fitted for oil fuel 12,21 F.P.above150°F. | Sld | y | CL | 1921<br>12mo | Short Bros.<br>Ld.<br>Sunderland<br>Lloyd'sA&CP | HindustanSteam<br>ShippingCo.Ld.<br>(CommonBros.<br>Mgrs.)<br>CellDBuE&B81' | 405·0<br>P62'onShelterdk<br>/68'505tAPT154t | 52·0 | 31·5 | Newcastle<br>British<br>FK 9BHptCem<br>(4BHtoShdk<br>5 „ „ U „) | T.3Cy.27½",45"&75"-48"<br>180lb (s) 573NHP<br>3SB,9cf, HS8721 FD<br>J.Dickinson&Sons,Ld.Sld. | 34 ″ 6<br>s8 ″ 3½<br>26 ″ 7 | |
| 37034 | **Dana** SteelScK<br>(exJohnQuilliam) ssCpn.No.1-21<br>Elec.light 1Dk<br>Mchy.Aft | 360<br>288<br>170 | ✠100A1<br>StmTrawler<br>8,21<br>✠LMC8,21 | Cpn | | CL<br>8,21 | 1917<br>7mo | Cochrane&<br>Sons,Ld.<br>Selby<br>Lloyd'sA&CP | Landbrugs<br>Ministeriet | 138·2<br>Q78'F19'<br>MT9'22t | 23·7 | 12·8<br>BK7½" | Copnhagn<br>Danish<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87NHP<br>1SB,3pf,GS48,HS1440<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 13 ″ 6 | |
| 37035<br>NCWT | **Dan** SteelSc<br>(Ferry) Screws fore&aft<br>Elec.light 2Dks | 799<br>712<br>309 | | | | | 1921 | Orlogs-<br>værftet<br>Copenhagen | DeDansk<br>Statsbaner | 221·6 | 34·5 | 14·1 | Fredericia<br>Danish<br>WB | T.6Cy.$14\frac{9}{16}$",23½"&39⅜"-<br>$21\frac{1}{16}$" 136NHP<br>Orlogsværftet,Copenhag'n | | |
| 37036<br>221735<br>MDHC | **Dixie Arrow** SteelSc<br>2Dks(Stl)&Shelterdk(Stl)<br>Elec.light Wireless &Webframes<br>Mchy.Aft Longitudinal framing | 8046<br>~~7504~~<br>7834<br>4960 | ✠100A1<br>Shelter dk with freeboard<br>11,21<br>✠LMC11,21<br>~~(ClassContemplated)~~<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 11,21 F.P.above150°F | Phl | d† | CL | 1921<br>11mo | NewYork<br>S.B.Corp.<br>Camden,N.J.<br>A&CP<br>CellDBa19'uE | StandardTransportationCo.Inc.<br>&B76"436tDTf40'644t | ~~467·6~~<br>468·3<br>Tween dk tank aft100t<br>FPT229tAPT131t | ~~62·8~~<br>62·7 | ~~30·5~~<br>32·0 | NewYork<br>Utd.States<br>FK 16BHptCem<br>CollisionBHtoSh dk<br>9 „ „ U „<br>6 „ „ 2nd „ | Q.4Cy.24",36",51"&75"-51"<br>220lb 125lb (r) 625NHP<br>3SB,9cf,GS173,HS9052 FD<br>NewYorkS.B.Corp.<br>Camden N.J. | 32 ″ 0<br>s5 ″ 3½<br>27 ″ 1 | |
| 37037<br>137373<br>JMGL | **Darwen** SteelScK<br>ssFlt.No.1-20<br>(exLanecost) 1Dk | 227<br>222<br>87 | ✠100A1<br>StmTrawler<br>4,20<br>✠LMC4,20 | Flt | | CL<br>4,20 | 1916<br>1mo | Smith's<br>DockCo.Ld<br>Middlesbro'<br>Lloyd'sA&CP | PalatineStm.<br>TrwlngCo.Ld.<br>(J.N.Ward&Son,<br>Mgrs.) | 117·4 | 22·5 | 13·0<br>BK7½" | Fleetwood<br>British<br>2BHCem<br>DBf21'10t | T.3Cy.12¼",20"&34"-24" (s)<br>180lb 80RHP<br>1SB,3pf,GS42,HS1480<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 9 | |
| 37038<br>136249<br>JKWD | **Dhoon** SteelScK<br>(exArmageddon) ssLiv.No.1-19<br>Elec.light 1Dk | 323<br>287<br>129 | ✠100A1<br>StmTrawler<br>2,22 ~~9,21~~<br>BS6,21<br>✠LMC9,19 | Flt | | CL<br>9,19 | 1915<br>5mo | Cochrane&<br>Sons,Ld.<br>Selby<br>Lloyd'sA&CP | WyreSteamTrawlingCo.Ld (J.N.<br>Ward&Son,Mgrs) | 137·0<br>Q74'F21' | 23·5 | 12·9<br>BK8" | Fleetwood<br>British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87RHP<br>1SB,3pf,GS48,HS1435<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 7 | |
| 37039<br>146084 | **Dunstanburgh** SteelSc<br>For full particulars See No. 37043 below<br>Elec.light 1Dk | 1165<br>[illegible]<br>533 | | | | | 1912 | Stettiner<br>Oderwerke<br>Stettin | Tyne-TeesSteam<br>ShippingCo.Ld. | 235·9<br>P&B146'F28' | 32·5 | 13·7 | Newcastle<br>British<br>WB | T.3Cy.21[illegible]",35[illegible]"&57[illegible]"-39[illegible]"<br>206NHP<br>StettinerOderwerke | 16 ″ 0<br>s1 ″ 8½<br>14 ″ 10 | |
| 37040<br>145459<br>KJWP | **Dempster** SteelSc<br>(exKildorrey) ssCws.No.1-21<br>1Dk(Stl)<br>Cargo battens not fitted | ~~522~~<br>634<br>~~490~~<br>492<br>~~229~~<br>286 | 100A1<br>12,21 ~~10,21~~<br>~~(ClassContemplated)~~<br>LMC10,21 | Cws<br>Nwc | | CL | 1918 | Smith's<br>DockCo.Ld<br>Middlesbro'<br>Lloyd'sA&CP | "T"Stm.Coasters,<br>Ld. (Robinson,<br>Brown&Co.Mgrs.)<br>CellDBuE26' | 170·2<br>B35'F25'<br>20tFPT12t | 30·0 | 15·7 | Newcastle<br>British<br>FK 4BHCem | T.3Cy.16",26"&44"-26" (s)<br>200lb 94RHP<br>1SB,3cf,GS51,HS1825 FD<br>Smith'sDockCo.Ld.Mdb. | 16 ″ 6<br>s1 ″ 6<br>15 ″ 2 | |

| 1<br>Numéro d'Ordre.<br>Numéro Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux. Gréement etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dis. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15<br>Registres où coté, si ce n'est dans le L.R. Durée.Cert.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37041 | **Duperré** SteelScK<br>ssMil.No.3-7,21<br>(exHenryFord) 1Dk | 324<br>288<br>134 | ✠100A1<br>StmTrawler<br>7,21<br>✠LMC7,21 | Mil | | CL<br>7,21 | 1918<br>1mo<br>Lloyd's A&CP | Cochrane &Sons,Ld.<br>Selby | BourgainVincent | 138·5\|23·7\|12·8<br>Q78'F19'<br>BK7½" | Boulogne<br>French<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 69NHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 37042<br>[illegible] | **Derindje** SteelSc<br>(exChiefScout, ssGms.No.3,10,21<br>Elec.light exDerindje) 1Dk(Stl)&<br>Wireless Shelter dk(Stl) | 4078<br>3801<br>2942 | 100A1<br>Shelter dk<br>withfreeboard<br>10,21<br>LMC10,21 | Gms | v | CL<br>7,21 | 1915 | Nordseewerke<br>Emden<br>CellDBa103' u E27' f143' 856t FPT116APT46t | N.V.Cargadoors& ScheepvaartKantoorLevant | 340·2\|48·3\|29·<br>F36' on Shelter dk<br>FK | Dutch<br>Cem<br>Cem<br>4BHtoSh dk<br>2 „ „ U „ | T.3Cy.23½",38"&62"-42" (s)<br>192lb 331NHP<br>2SB,6cf,GS100,HS4628<br>Reiherst.Maschinenf.Ham | 31 ″ 7<br>s 8 ″ 7<br>FD 23 ″ 4 | |
| 37043<br>146084 | **Dunstanburgh** SteelSc<br>(exGreif) ssDun.No.2-21<br>Well deck 1Dk(Stl)<br>Elec.light | 1095<br>824<br>476 | 100A1<br>withfreeboard<br>10,21<br>LMC10,21 | Dun | n | 10,21 | 1912<br>Lloyd's A&CP | Stettiner Oderwerke<br>Stettin<br>CellDB202' 236t FPT18tAPT28t | Tyne-TeesSteam ShippingCo.Ld. | 236·2\|32·5\|13·7<br>P&B143'F26'<br>FK | Newcastle<br>British<br>5BHCem | T.3Cy.$21\frac{13}{16}$",$35\frac{13}{16}$"&$57\frac{5}{16}$"-39⅜"<br>185lb 258NHP<br>2SB,4cf,GS78,HS3522<br>StettinerOderwerke | 16 ″ 0<br>s 1 ″ 6½<br>FD 14 ″ 10 | |
| 37044<br>Lost 4,22<br>OFLP | **Député Albert Taillandier**<br>SteelSc<br>Elec.light | 2329 | ~~100A1~~<br>(ClassContemplated) | | | | 1921 | Chant.Nav Français<br>Caen | FrenchGovernment | 266·6\|39·3\|23·0<br>P31'Q24'B57' | French | T.3Cy.<br>Atel.&Ch.de laLoire,Nts. | | |
| 37045 | **Dumra** SteelTwinSc<br>OilEng.<br>Elec.light<br>CruiserStern | 2500<br>1893<br>1400 | 100A1<br>(ClassContemplated) | | | | 1921 | C.Hill& Sons,Ld.<br>Bristol | BritishIndiaStm Nav.Co.Ld. | 271·7\|43·6\|21·3 | Glasgow<br>British | Oil Engine 4S.C.SA<br>N.BritishDieselE.Wks.Gls | | |
| 37046<br>145702<br>KJTF | **Durley Hill** SteelSc<br>(exLygia) 1Dk(Stl)<br>Elec.light Mchy.Aft | ~~759~~ 722<br>~~567~~<br>~~453~~<br>568<br>375 | ✠100A1<br>~~11,21~~ ~~10,21~~<br>12,21<br>LMC10,21 | ~~Mmo~~<br>~~Cll~~ Npt | j | 12,21 | 1921<br>10mo<br>Lloyd's A&CP | Limhamns Skeppsvarv. AB.<br>Limhamn<br>CellDB144' 192t FPT56t APT26t | Braithwaite,Heslop&Co.Ld.(Cory &Blundell, Mgrs.) | ~~177·7\|30·5\|12·5~~<br>P56'F20'\|30·6\|12·6<br>178·2\|<br>FK | Cardiff<br>British<br>3BHCem | T.3Cy.16",26"&43"-30" (s)<br>180lb 100lb 119NHP<br>1SB,3cf,GS48,HS1958<br>N.E.MarineEng.Co.Ld.Sld | 15 ″ 0 | |
| 37047<br>146238<br>KLPQ | **Dosina** SteelSc<br>2Dks(Stl)3trB&Webframes<br>Elec.light Longitudinalframing<br>Mchy.Aft Wireless | 5316<br>4889<br>3127 | ✠100A1<br>2,22<br>✠LMC2,22<br>~~(ClassContemplated)~~<br>CarryingPetroleum in bulk<br>Fitted for oil fuel2,22F.P.above150°F. | Dun | z | CL | ~~1921~~<br>1922<br>2mo<br>Lloyd's A&CP | CaledonS. B.&E.Co.Ld.<br>Dundee<br>CellDBuE&B90'254tDTf41'362tFPT139tAPT52t | Anglo-Saxon PetroleumCo.Ld. | 400·3\|52·1\|29·5<br>P120'B28'F42'<br>FK | London<br>British<br>15BHptCem<br>(11 to U dk<br>4 „ 2nd „) | T.3Cy.27",44"&73"-48(s)<br>180lb 120lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>CaledonSB.&E.Co.Ld.Dun | 32 ″ 0<br>s 7 ″ 3½<br>25 ″ 1 | |
| 37048 | **Davanger** SteelSc<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinalframing | ~~7009~~<br>7102<br>6399<br>4434 | ✠100A1<br>1,22<br>✠LMC1,22<br>~~(ClassContemplated)~~<br>CarryingPetroleum in bulk<br>Fitted for oil fuel1,22F.P.above150°F. | PG1 | a† | CL | ~~1921~~<br>1922<br>1mo<br>Lloyd's A&CP | W.Hamilton&Co.Ld.<br>PortGlasgow<br>CellDBuE&B84'153tDTf38'552tAPT56t | Westfal-Larsen& Co. A/S | 425·0\|56·8\|~~32·9~~<br>~~P100'B27'F45'~~\|33·0<br>P101'B27'F43'<br>FK | Bergen<br>Norwegian<br>15BHptCem<br>(9 „ to U dk<br>6 „ „ 2nd „) | T.3Cy.27",45"&74"-54" (s)<br>180lb 567NHP<br>4SB,12cf GS205,HS8141 FD<br>J.G.Kincaid&Co.Ld.Grk. | 33 ″ 0 | |
| 37049<br>HFMJ | **Dimitrios Pateras** SteelSc<br>Now named "Skra," See No.39365 in Supplement<br>ssPor.2ndNo.3-12,11<br>(exLyell) ssNpt.No.1-20<br>1Dk(Stl)&Web frames&ptAwng dk(Irn) | 2434<br>1843<br>1558 | ✠100A1<br>ptAwng dk<br>withfreeboard<br>2,21<br>BS6,21<br>✠LMC3,20 | Ven | s | CL<br>3,20 | 1890<br>6mo<br>A&CP | Bartram, Haswell&Co.<br>Sunderland | A.Callinicos&Co. | 300·0\|39·0\|20·3<br>P30'Q80'<br>ptAwng dk189'<br>FK<br>DBa88 f120'430t APT32t | Piræus<br>Greek<br>6BHptAsp<br>ptCem | T.3Cy.22",36½"&60"-42" (s)<br>160lb NDB03 243NHP<br>2SB,6rf,GS100,HS3800<br>J.Dickinson,Sunderland | 21 ″ 7<br>s 8 ″ 1½<br>20 ″ 9 | |
| 37050<br>221218<br>MORT | **Delphine** SteelTwinSc | 1255<br>—<br>653 | | | | | 1921 | Gt.Lakes Eng.Works<br>Ecorse,Mich. | HoraceE.Dodge | 250·5\|35·5\|22·0 | Detroit<br>Utd.States | Q.8Cy.14½",21",30½"&45"-30"<br>222NHP | | |
| 37051 | **Danmark** SteelTwinSc<br>(Ferry)<br>Elec.light CruiserStern 1Dk | 2768 | | | | | 1921 | Helsingörs Jernsk&Msk.<br>Elsinore | DeDanske Statsbaner | 331·3\|51·5\|23·1 | Copnhagn<br>Danish<br>WB | T6Cy$20\frac{11}{16}$",34"&$56\frac{5}{16}$"-$31\frac{7}{16}$"<br>352NHP<br>HelsingörsJernsk.&Mskb. | | |
| 37052 | **Domingo** SteelSc<br>(exAberlour) ssLon.No.3-12,15<br>Elec.light Wireless ssLon.No.1-21<br>1Dk(Stl)&Spar dk(Stl)&deep framing | 4297<br>3073<br>2750 | ✠100A1<br>Spar dk<br>12,21<br>MS1,21<br>BS~~5,20~~12,21<br>✠LMC | Lon | x | 12,21 | 1902<br>7mo<br>Lloyd's A&CP | Hall,Russell&Co.Ld.<br>Aberdeen<br>Cell DB a108' uE&B38' f158'809t APT56t | S.Censini fuD. | 365·2\|48·2\|20·4<br>P38'B184'F47' 28·4<br>FK | Genoa<br>Italian<br>6BHCem | T.3Cy.26"42½"&69½"-45"(r)<br>180lb 85lb 357NHP<br>3SB,9cf,GS163,HS5586<br>Hall,Russell&Co.Ld.Abn. | 31 ″ 0<br>s 5 ″ 6<br>25 ″ 11 | |
| 37053 | **Dubrovnik** IronSc<br>ssLiv.3rdNo.3-10,17<br>(exKing'sLynn) 1Dk(Irn)2trB | 556<br>445<br>336 | ✠100A1<br>10,20<br>✠NB11,18<br>✠LMC10,17 | Bry | i | 10,20 | 1880<br>8mo<br>A&CP | R.Craggs& Sons<br>Middlesbro' | MatievichBros. | 180·6\|25·5\|13·9<br>Q88'B11'F23'<br>BK7½"<br>DBa17'uE&B29'f21'88t | Dubrovnik<br>4BHCem | C.2Cy.23½"&44"-30" (s)<br>80lb 93NHP<br>1SB.3cf,GS46,HS1581<br>Blair&Co.Ld.Stockton | 14 ″ 10<br>s 1 ″ 4<br>14 ″ 3 | |
| 37054<br>110902<br>RMQC | **Dalby** IronScK<br>ssGms.No.3-7,13<br>(exHorus) 1Dk<br>ssBos.No.2-21 | 167<br>155<br>66 | ✠100A1<br>StmTrawler<br>5,22 ~~8,15~~<br>✠NB7,13<br>✠LMC~~7,13~~<br>12,21 | Gms | | CL<br>~~8,15~~<br>12,21 | 1899<br>9mo<br>Lloyd's A&CP | Cook,Welt'n&Gemmell<br>Hull | ~~BostonDeepSea Fishing&IceCo.Ld (F.Parkes,Mgr.)~~<br>Pogson&Symonds | 108·8\|21·0\|11·0<br>Q47'F19'<br>ND13<br>BK7½" | Boston<br>British<br>3BHCem<br>DBf5'3t | T.3Cy.12¼",19½"&32"-22½"<br>180lb (s) 50RHP<br>1SB,2pf,GS88,HS896<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |
| 37055<br>146040 | **Double Tide** WoodSc<br>Now named "Catseye," See No.36880 in Supplement<br>(exSirocco) 1Dk<br>9&12yrsMat. | | ✠11A1<br>For fishing purposes<br>11,21<br>✠LMC6,20 | Bgs | | 11,21 | 1919<br>3mo<br>Lloyd's A&CP | ColbyBros. Ld.<br>Lowestoft | KingstonSteam TrawlingCo.Ld. | 86·0\|20·0\| 9·9 | Hull<br>~~London~~<br>British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>Robey&Co.Lincoln | 10 ″ 1 | |
| 37056<br>144120 | **Dorbie** SteelScK<br>(exPoleaxe,exT.19) ssHul.No1-21<br>Elec.light 1Dk | 304<br>272<br>122 | ✠100A1<br>StmTrawler<br>12,21 ~~8,17~~<br>✠LMC~~8,17~~<br>12,21 | Hul | | CL<br>12,21 | 1917<br>8mo<br>Lloyd's A&CP | Cochrane& Sons,Ld.<br>Selby | KelsallBros.& Beeching,Ld.(J. Slater,Mgr.) | 135·5\|23·5\|12·3<br>Q74'F31'<br>BK8" | Hull<br>British<br>4BHCem | T.3Cy.13",22½"&37"-24" (s)<br>200lb 87RHP<br>1SB 3pf,GS41,HS1484<br>Amos&Smith,Ld.Hull | 13 ″ 0 | |
| 37057<br>150169 | **Dorrigo** SteelSc<br>(exSaintFrançois)<br>Elec.light Wireless 1Dk | ~~633~~ 715<br>~~—~~ 458<br>~~359~~ 333 | | | | | 1913 | Smith's DockCo.Ld.<br>Middlesbro | LangleyBros.S.S. Co.Ld. | ~~180·3\|29·5\|14·5~~<br>P51'F41' \|13·6<br>180·5\|29·6\| | SydnyNSW<br>British<br>WB | T.3Cy.16",26"&43"-27"<br>96NHP<br>Smith'sDockCo.Ld.Mdb. | | V |
| 37058<br>146205<br>KLMS | **Den of Airlie** SteelSc<br>For full particulars See No.37063 below<br>(exSantaClara)<br>Elec.light 2Dks&Shelter dk | 5485<br>5003<br>3397 | | | | | 1914 | Act.Ges. "Weser"<br>Bremen | C.Barrie&Sons | 401·9\|54·9\|28·1<br>B45' 36·2 | Dundee<br>British<br>WB | T.3Cy.28",44"&72⅔"-$53\frac{1}{10}$"<br>382NHP<br>A.G."Weser,"Bremen | 30 ″ 6<br>s 4 ″ 3½<br>26 ″ 7 | |
| 37059<br>146146 | **Deutzia** SteelScK<br>1Dk | ~~97~~ 90<br>97<br>35 | ✠100A1<br>For fishing purposes<br>3,22<br>LMC3,22<br>(ClassContemplated) | Hul | | CL | 1922<br>3mo | Cochrane& Sons,Ld.<br>Selby | Pickering&Haldane'sStm.TrawlingCo.Ld. | ~~85·0\|19·0\| 9·7~~<br>85·2\|19·1\| 9·0<br>BK7½" | Hull<br>British<br>3BHCem | C.2Cy.12"&24"-16" (s)<br>140lb 33NHP<br>NE&B17refitted22<br>SB,2pf,GS21,HS580<br>Goldie&McCullochCoLdGalt.Ont | 9 ″ 9 | |
| 37060<br>221893<br>MDJT | **Delaware Sun** SteelSc<br>1Dk(Stl)Shelter dk(Stl)&<br>Elec.light Wireless Webframes<br>Mchy.Aft Longitudinalframing | ~~8860~~<br>8964<br>8575<br>5617 | ✠100A1<br>Shelter dk withfreeboard<br>1,22<br>✠LMC1,22<br>~~(ClassContemplated)~~<br>CarryingPetroleum in bulk<br>Fitted for oil fuel1,22F.P.above150°F. | Phl | e† | CL | 1922<br>1mo<br>A&CP | SunS.B. Co.<br>Chester,Pa.<br>CellDBuE&B74'f40'395tFPT186t,APT84t | SunOilCo. | 480·5\|66·0\|36·8<br>F44' onShelter dk<br>FK | Phildlphia<br>Utd.States<br>19BHptCem<br>9BHtoSh dk<br>10BHtoU dk | T.3Cy.27",45½"&76"-51"(r)<br>210lb 628NHP<br>3SB,9cf,GS197,HS9198 FD<br>SunS.B.Co.Chester,Pa. | 57 ″ 0<br>s10 ″ 6<br>26 ″ 11 | |

| | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Nett. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. \| Breadth. \| Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulae; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. DateofB.ofTrad |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 061<br>CBG | **Danzig** SteelScK<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 221<br>—<br>83 | | | | | 1920 | Danziger Schfw&Msch<br>Danzig | Hamburgische Hochseefischerei A.G. | 127·3 \| 22·6 \| 9·1 | Hamburg<br>German | T.3Cy.12$\frac{3}{5}$",20$\frac{3}{5}$"&32$\frac{3}{16}$"–22$\frac{4}{5}$"<br>49NHP<br>DanzigerSchffsw.&Mschb. | | |
| 062 | **Don Thompson** SteelSc<br>(*ex*Age) *ss*Mel.2ndNo.3-7,19<br>*Well deck* 1*Dk*(*Stl–ptws*)&*Webframes*<br>*Cargo battens not fitted* | *2284*<br>*1722*<br>*1493* | ✠100A1<br>7,19<br>BS12,21 | Mel<br>✠LMC7,19 | *s* | CL<br>7,19 | 1888<br>2mo | E.Withy& Co.<br>WHartlepool<br>A&CP | Cia.de Lota y Coronel | 289·8 \| 38·1 \| 19·2<br>P31'Q86'B118'<br>F31' BK8"<br>*CellDB*248' 490*t* | Vlparaiso<br>Chilian<br>5*BHCem*<br>*APT*35*t* | T.3Cy.21¾",35"&59"–39" (*o*)<br>152lb NDE97 217NHP<br>2SB,6*rf*,GS92,<br>T.Richardson&Sons,Hpl. | 22 ″ 3 | |
| 7063<br>46205<br>LMS | **Den of Airlie** SteelSc<br>(*ex*SantaClara) *ss*Dun.No.3-1,22<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Longitudinal framing in double bottom* | 5485<br>5008<br>3397 | 100A1<br>*Shelter dk withfreeboard*<br>1,22 | Cff<br>LMC1,22 | *a*† | 1,22 | 1914 | Akt.Ges. "Weser"<br>Bremen<br>*Lloyd's AP*<br>*CellDB*399' | ~~C.Barrie&Sons~~<br>S.S.Den of Airlie Co.Ld.(C.Barrie& Sons)<br>1245*t DTa* 38' 993*t* | 402·0 \| 54·9 \| 28·1<br>36·1<br>FK<br>*Collision*<br>*FPT*100*tAPT*19*t* | Dundee<br>British<br>*Asp*<br>*BHtoSh dk*<br>5 ,, ,, *U* ,, | T.3Cy.28",44"&72$\frac{2}{5}$"–53$\frac{1}{10}$"<br>200lb (*s*) 485NHP<br>3SB,9*cf*,GS145,HS6468 FD<br>A.G."Weser,"Bremen | 30 ″ 6<br>s 4 ″ 3$\frac{1}{4}$<br>26 ″ 7 | |
| 7064 | **Dolfijn** SteelScK<br>1*Dk* | ~~169~~ 163<br>153<br>35 ~~36~~ | ✠100A1<br>*StmTrawler*<br>4,21<br>~~(*ClassContemplated*)~~ | Ams<br>✠LMC12,21 | | | 1920<br>9mo | Werf de Vooruitgang<br>Alphen a/d Rijn<br>A&CP | N.V.Viss.Maats. Dolfijn<br>*DB*13'8*t* | 106·2 \| 20·9 \| 10·4<br>BK7½" | Ymuiden<br>Dutch<br>4*BHCem.* | T3Cy.9$\frac{13}{16}$",15¾"&27$\frac{9}{16}$"–21¼"<br>180lb (*s*)51NHP<br>1SB,2*cf*,GS36,HS970<br>IndustrueeleMyHera,Ymu | 11 ″ 4 | |
| 7065 | **Deutschland** SteelSc<br>*Elec.light* 1*Dk* | | | | | | 1921 | Nrddtschr UnionA.G.<br>Tönning | DeutscheOrient Linie | 250·6 \| 39·5 \| 19·5<br>P&B203'F31' | Stettin<br>German<br>*WB* | T.3Cy.20",31½"&49¼"–31½"<br>137NHP<br>GörlitzerMaschbAGGrlitz | | |
| 7066<br>548<br>LWH | **Dalemoor** SteelSc<br>Wireless 1*Dk*(*Stl*)&<br>*Elec.light Shelter dk*(*Stl*) | ~~5870~~<br>5796 ~~5577~~<br>5577 ~~3720~~<br>3660 | ✠100A1<br>*Shelterdkwithfreeboard*<br>3,22<br>~~(*ClassContemplated*)~~ | Nwc<br>✠LMC3,22 | *y* | CL | 1922<br>3mo | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>*Lloyd's A&CP* | MoorLine,Ld. (W.Runciman& Co.Ld.*Mgrs.*)<br>*CellDBa*140'*uE*23'*f*16' | 399·9 \| 52·9 \| 32·8<br>F38'*onShelter dk*<br>FK<br>*CollisionBHtoShltr dk* 5<br>1190*tAPT*110*t* | London<br>British<br>*Cem*<br>*BHtoUpr dk* | T.3Cy.27",45"&75"–51"<br>180lb (*s*) [illegible]NHP<br>3SB,9*cf*,GS194,HS8478 FD<br>N.E MarineEngCoLd Nwc | 35 ″ 5<br>s 9 ″ 6<br>26 ″ 4 | |
| 7067<br>43904 | **Dulcibelle** SteelScK<br>(*ex*BarnardBoyle) *ss*Mil.No.3-6,20<br>1*Dk* | 203<br>200<br>81 | ✠100A1<br>*StmTrawler*<br>12,21 | Sws<br>✠LMC6,20 | | CL<br>6,20 | 1918<br>7mo | Hall,Russell&Co Ld.<br>Aberdeen<br>*Lloyd's A&CP* | ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld. (J.D.Marsden,*Mgr.*) | 115·4 \| 22·1 \| 12·1<br>*DBf*29'19*t* BK7½" | Swansea<br>British<br>3*BHCem* | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 74NHP<br>1SB,3*pf*GS39,HS1347<br>Hall,Russell&Co Ld.Abn. | 13 ″ 0 | |
| 7068<br>BKD | **Dagfred** SteelSc<br>(*ex*Vestheim) *Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk*&*Shelter dk* | 5961<br>5675<br>3657 | | | | | 1920 | Richardsn Duck&Co.Ld.<br>Stockton | JohnPedersen& Sön | 400·6 \| 52·9 \| 32·2<br>H161*t* | Christiania<br>Norwegian<br>*WB* | T.3Cy.26",43"&71"–48"<br>349NHP<br>Blair&Co.Ld.Stockton | | N |
| 7069<br>QLJH | **Drachenfels** SteelSc<br>*Elec.light* 2*Dks* | 6342<br>5834<br>3879 | | | | | 1921 | Howaldtswerke A.G.<br>Kiel | DeutscheDmpfsfahrts.Ges.Hansa | 430·3 \| 56·5 \| 30·4<br>P60'B136 F55' | Bremen<br>German<br>*WB* | T3Cy28$\frac{9}{10}$"47⅕"&76⅘"–55$\frac{1}{10}$"<br>436NHP<br>Howaldtswerke,Kiel | | G |
| 7070 | **Dalhem** SteelSc<br>(*ex*Grete)<br>*Elec.light* 1*Dk* | 1164<br>1017<br>685 | | | | | 1920 | Skiens VerkstedA/S<br>Skien | RederiA/BVolo (J.Myrsten,*Mgr.*) | 226·2 \| 36·3 \| 16·7<br>P43*t*H65*t* | Slite<br>Swedish<br>*WB* | T.3Cy.16",25"&42"–30"<br>97NHP<br>SkiensVerkstederA/S | | N |
| 37071 | **Derwent** SteelScK<br>(*ex*JohnBrice)<br>1*Dk* | 273<br>239<br>109 | ✠100A1<br>*StmTrawler*<br>1,18 | Hul<br>✠LMC1,18 | | CL | 1918<br>1mo | Cook,Welt'n&Gemmell Ld.<br>Beverley<br>*Lloyd's A&CP* | TheAdmiralty | 125·4 \| 22·7 \| 12·2<br>Q71'<br>BK7½" | London<br>British<br>4*BHCem* | T.3Cy.12½",21½"&35¼"–24"<br>200lb (*s*) 83NHP<br>1SB,3*pf*,GS48,HS1450<br>Amos&Smith,Ld.Hull | 13 ″ 1 | |
| 37072 | **Dredge No. 16** SteelTwinSc<br>*Elec.light* 1*Dk* | 1964<br>1682<br>1189 | 100A1<br>*Dredger*<br>(*ClassContemplated*) | | | | 1917 | Canadian Vickers,Ld.<br>Montreal | CanadianGovernment | 284·0 \| 48·0 \| 20·6 | Montreal<br>British | T.6Cy.17",27"&43"–27"<br>W.Simons&CoLd.Renfrew | | |
| 37073<br>RBPL | **Direktor Stolz** IronSc<br>(*ex*TamaraXIV.,*ex*Wolga)<br>*Elec.light* 1*Dk*&*Spar dk*3*trB* | 1098<br>1080<br>692 | | | | | 1882 | Rostocker Act.Ges.<br>Rostock | B.Stolz | 219·6 \| 29·2 \| 21·3 | Hamburg<br>German<br>*WB* | C.2Cy.27½"&51¼"–31½"<br>NB96 123NHP<br>Rostocker,A G.Rostock | | G |
| 37074<br>EDJN | **Dagfrid** SteelSc<br>(*ex*Lionel)<br>*Elec.light* 1*Dk* | 770<br>540<br>409 | | | | | 1921 | Langesnd's MekVerk A/S<br>Langesund | RederiA/B Östersjön (AChristensen,*Mgr.*) | 181·1 \| 30·0 \| 14·7<br>Q67'B51'F19' | Trälleborg<br>Swedish<br>*WB* | T.3Cy.13½",22"&37½"–28"<br>75NHP<br>LangesundsM.V.A/S | | N |
| 37075<br>NKDS | **Dresden** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 256<br>220<br>97 | | | | | 1921 | J.Frerichs &Co.A.G.<br>Einswarden | DeutscheDmpfischereiGes.Nordsee | 129·9 \| 23·1 \| 9·9<br>Q72'F25' | Nordenhm<br>German<br>*WB* | T.3Cy.13",20¼"&33"–22⅖"<br>J.Frerichs&Co. 52NHP<br>A.G.Osterholz | | G |
| 37076<br>105317<br>JSGH | **Davo** SteelSc<br>(*ex*Menelaus) *ss*Npt.2ndNo.3-4,20<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 4497<br>3951<br>2846 | 100A1<br>1,22 | Liv<br>LMC8,20 | *x* | CL<br>3,20 | 1895 | Scott&Co.<br>Greenock<br>*Lloyd's A&CP* | W.R.DaviesS.S.Co.<br>*IntermediateBHinforehold dispensed with* | 392·4 \| 47·1 \| 26·0<br>P44'B106'F48'<br>FK<br>*CellDB*303'864*t* | London<br>British<br>*Cem*<br>6*BHtoUdk* | T.3Cy.25½",43"&69"–54" (*s*)<br>170lb *170lb* 354NHP<br>2DB,12*cf*,GS240,HS5263<br>Scott&Co.Greenock | 29 ″ 4<br>s5 ″ 11½<br>23 ″ 8 | |
| 37077<br>143802 | **Delila** SteelScK<br>(*ex*JohnHunter) *ss*Ply.No.3-6,20<br>1*Dk*(*Stl*) | 202<br>199<br>77 | ✠100A1<br>*StmTrawler*<br>7,21 | Ply<br>✠LMC6,20 | | CL<br>6,20 | 1919<br>2mo | Rennie,ForresttS.B. E.&D.DckCo. Ld.Wivenhoe<br>*Lloyd's A&CP* | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D.Marsden,*Mgr.*) | 115·4 \| 22·1 \| 12·1<br>BK7½" | Grimsby<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 56RHP<br>1SB,3*pf*,GS42,HS1347<br>A.G.Mumford,Ld. Colchester | | |
| 37078<br>143953<br>KDGL | **Dernes** SteelSc<br>(*ex*J.L.Lassen)<br>Wireless 1*Dk* | 2053<br>1785<br>1309 | | | | | 1904 | Schömer& Jensen<br>Tönning | CalvertS.S.Co.Ld. (J.S.Calvert,*Mgr*) | 274·0 \| 39·8 \| 20·0<br>P12'Q149'B83'F2[illegible]' | Goole<br>British<br>*WB* | T.3Cy.19¾",32¼"&53¼"–36½"<br>169NHP<br>Schömer&Jensen,Tönning | | |
| 37079 | **Dilluns** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | *2382*<br>*2168*<br>*1431* | ✠100A1<br>3,22<br>~~(*ClassContemplated*)~~ | PGls<br>✠LMC3,22 | *t* | CL | 1922<br>3mo | ClydeS.B. &Eng.Co.Ld<br>PortGlasgow<br>*Lloyd's A&CP* | J.B.Borres<br>*CellDB*250'662*t* | 294·8 \| 44·2 \| 20·6<br>P25'B30'F33'<br>FK<br>*FPT*63*tAPT*60*t* | Barcelona<br>Spanish<br>5*BHCem* | T.3Cy.22",35"&59"–39" (*s*)<br>180lb *100lb* 250NHP<br>2SB,6*cf*,GS126,HS4060<br>~~AilsaS.B.&E.Co.Ld.Troon~~<br>ClydeS.B.&E.Co.,Ld.PGls | 22 ″ 9<br>s 3 ″ 5<br>19 ″ 8 | |
| 37080<br>147 | **Dalmazia** SteelSc<br>*Elec.light Mchy.Aft* 1*Dk* | 557<br>406<br>266 | | | | | 1921 | Flli.Orlando&Co.<br>Leghorn | Flli.Orlando&Co. | 147·5 \| 28·0 \| 12·8<br>P33'F63' | Leghorn<br>Italian<br>*WB* | C.2Cy.16$\frac{15}{16}$"&35$\frac{7}{16}$"–21$\frac{13}{20}$"<br>Flli.Orlando&Co.Leghorn | | I |
| 37081<br>219012<br>LTDR | **Dean Emery** SteelSc<br>(*ex*Sunshine)<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft Longitudinal framing*<br>Wireless Sub.Sig. | 6664<br>6112<br>4148 | ✠100A1<br>11,21<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 11,19 *F.P. above* 150°F.<br>✠LMC11,19 | NYk | *b*† | CL<br>3,21 | 1919<br>11mo | SunS.B. Co.<br>Chester,Pa.<br>A&CP | PanAmerican Petroleum& TransportCo.<br>*CellDBuE&B*60' | 429·3 \| 59·2 \| 31·4<br>P133'B36'F40'<br>FK<br>259*tDTf*552*t*<br>*FPT*222*tAPT*57*t* | Phildlphia<br>Utd.States<br>17*BHptCem*<br>(13 ,, *to U dk*<br>4 ,, ,, 2*nd* ,, ) | T.3Cy.27",45½"&76"–51" (*r*)<br>190lb 612NHP<br>3SB,9*cf*,GS207,HS9198 FD<br>SunS.B.Co.Chester,Pa. | 33 ″ 3<br>s 8 ″ 0½<br>25 ″ 7 | |

| | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Construit. Par qui — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L. R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 082<br>245<br>TV | **Duyker** SteelSc<br>(exLordRitchie)<br>1Dk | 971<br>922<br>386 | | | ••• | | 1913 | Lobnitz&<br>Co.Ld.<br>Renfrew | SouthAfricanRailways&Harbours<br>Administration | 200·4<br>F26' | 34·1 | 16·9<br>FK | Durban<br>British | T.3Cy.18",30"&48"-36"<br>184NHP<br>Lobnitz&Co.Ld.Renfrew | 17 ″ 6 | |
| 083<br>831<br>WL | **Draken** WoodAuxSc3MstSr<br>Motor<br>(See Sailing Ship Register) | 383<br>323<br>303 | | | | | 1919 | Dragsfjärd<br>RederiA/B<br>Dragsfjärd | Dragsfjärd<br>RederiA/B | 133·8 | 32·6 | 13·2 | Åbo<br>Finnish | Motor<br>4Cy.11"-11"<br>BjörneborgsMek.Verks.<br>A/B,Björneborg | | V |
| 7084<br>NQD | **Dagmar** WoodAuxScSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 210<br>188<br>164 | | | | | 1921 | NorddeutscheWerft<br>Glückstadt | Recd.Matth.<br>Nielsen,G.m.b.H. | 106·1<br>Q26'H13' | 24·8 | 11·8 | Flensburg<br>German | Oil Engines 2S.C.<br>2Cy.12⅜"-13⅜"<br>Grade-Motorenwerk,<br>G.m.b.H.Magdeburg | | G |
| 7085<br>LHD | **Dr. A. Strube** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 228<br>201<br>86 | | | | | 1921 | Schiffb.Ges<br>Unterweser<br>m.b.H. Lehe | Hochseefischerei<br>BremerhavenAkt.<br>Ges. | 127·0<br>Q72'F18' | 23·9 | 9·8 | Brmrhavn<br>German<br>WB | T.3Cy.12⅝",20½"&33"-22½"<br>Ottensener 52NHP<br>Maschf.G.m.b.H.Altona | | G |
| 7086 | **Dortmund** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 254<br>220<br>97 | | | | | 1921 | J.Frerichs<br>&Co.A.G.<br>Einswarden | DeutscheDmpfischereiGes.Nordsee | 129·9<br>Q72'F25' | 23·1 | 9·9 | Nordenhm<br>German<br>WB | T.3Cy.13",20¼"&33"-22½"<br>J.Frerichs&Co. 52NHP<br>A.G.Osterholz | | G |
| 7087 | **Durazzo** SteelSc<br>Elec.light 1Dk&Shelter dk | | | | | | 1922 | J.L.Meyer<br>Schfw&Msch<br>Papenburg | Hamburg-Amerik.<br>Linie(Deutsche<br>LevantLinie,Mgs) | 228·0<br>F30' | 36·5 | 19·4 | Hamburg<br>German<br>WB | T.3Cy.17¾",29½"&46"-31½"<br>118NHP<br>J.L.Meyer,Papenburg | | |
| 7088 | **Debreczen** SteelSc<br>(exMountSeward, ssB.As No.3-9,17<br>exKeresan, 1Dk(Stl)&Webframes<br>exErodiade, Longitudinalframing<br>exElectra) | 3725<br>3539<br>2359 | ✠100A1<br>3,21<br>~~BS3,21~~<br>✠LMC~~9,17~~<br>2,22 | Ham | w | CL<br>~~3,21~~<br>3,22 | 1912<br>2mo<br>Lloyd | Pickersgill<br>&Sons,Ld.<br>Sunderland<br>'sA&CP | OceanaSeaNav.Co.<br>Ld.<br>Cell | P31'B211'F33'<br>348·5<br>DBa108' uE&B41' | 50·1 | 23·5<br>FK | Budapest<br>Hungarian<br>6BHCem<br>f156' 1018t | T.3Cy.24",40"&66"-45" (s)<br>180lb 155lb 323NHP<br>2SB,8pf,GS156,HS5081<br>G.Clark,Ld.Sunderland<br>FPT87tAPT134t | 25″10<br>s 3″6½<br>22″8 | |
| 7089<br>TDK | **Daksa** SteelSc<br>(exMonteRosa, ssLiv.No.1-16<br>exDaksa) 1Dk(ptStl&ptIrn)2trB<br>Elec.light Ref.Mchy.<br>Wireless | 4140<br>3989<br>2644 | ✠100A1<br>3,19<br>Examined11,19<br>BS3,20 ✠LMC3,19<br>✠Lloyd'sRMC11,20 | Gen | x | CL<br>7,19 | 1911<br>3mo<br>Lloyd | J.Readhead<br>&Sons,Ld.<br>S.Shields<br>'sA&CP | Dubrovacka<br>Parobrodska<br>Plovidba<br>CellDBa124'uE24' | 372·0<br>P32'B208'F34'<br>f165' 954tAPT95t | 51·5 | 25·1<br>FK | Dubrovnik<br>Jugo-Slav<br>7BHCem<br>DTf28'998t | T.3Cy.26",43"&71"-48" (r)<br>180lb 398NHP<br>3SB,9cf,GS150,HS6410<br>J.Readhead&Sons,LdSShl | 26″8<br>s 4″1<br>23″0 | |
| 7090<br>57205 | **Dandy** IronSc<br>(Tug) | 115<br>—<br>57 | | | | | 1888 | J.H.<br>Dialogue<br>Camden, N.J. | CurtisBayTowing<br>Co.Inc. | 92·8 | 20·0 | 9·6 | Baltimore<br>Utd.States | C.2Cy.15"&28"-22"<br>30NHP<br>J.H.Dialogue,Camden,N.J. | | |
| 7091 | **Disponibel** SteelAuxScAak<br>(exSailingVessel) OilEng.<br>Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 129<br>—<br>102 | | | | | 1905 | Van<br>Egmond<br>Zoeterwolde | W.Schuitema | 100·0 | 19·3 | 6·2 | Groningen<br>Dutch | Oil Engines<br>2Cy.<br>Emade—fitted20<br>Oolund,Copenhagen | | |
| 7092 | **D'Iberville** SteelSc<br>Elec.light 3Dks | 7677<br>4996<br>4797 | | | | | 1922 | Atel.&Ch.<br>de laLoire<br>Nantes | ChargeursRéunis | 415·0<br>B149'F45' | 55·1 | 37·6 | French<br>WB | 3 Steam Turbines<br>Atel.&Ch.de laLoire,Nts. | | |
| 7093 | **Dagfin** SteelSc<br>(exAarstad)<br>Elec.light Wireless 1Dk | 2184<br>1917<br>1284 | | | | | 1920 | Dundee<br>S.B Co.Ld.<br>Dundee | A/S Ocean<br>(J.P.Pedersen&<br>Sön,Mgrs.) | 286·0<br>P38'B77'F32' | 43·5 | 19·1 | Chrstiania<br>Norwegian<br>WB | T.3Cy.21",35"&58"-39"<br>202NHP<br>Cooper&Greig,Ld.Dun. | | |
| 7094 | **Durenda** SteelTwinSc<br>Elec.light | 6795 | 100A1<br>(ClassContemplated) | | | | 1922 | R.Duncan<br>&Co.Ld.<br>PortGlasgow | BritishIndiaStm.<br>Nav.Co.Ld. | 450·1<br>P41'B149'F45' | 58·3 | 32·8 | Glasgow<br>British | Oil Engines 4S.C.SA<br>8Cy.26½"-47"<br>N.B.DieselEngWksLd.Gls | | |
| 7095 | **Delivery No. 6** SteelSc<br>(Barge) Pet.Mot.<br>Elec.light 1Dk<br>Mchy.Aft Carrying oil in bulk | 200 | | | | | 1922 | Staten<br>IslandSB.Co<br>StatenIsland,<br>N.Y. | StandardOilCo.of<br>N.Y. | 120·0<br>P38'F18' | 25·0 | 11·7 | NewYork<br>Utd.States | Petrol Motor 4S.C.SA<br>6Cy.12"-14" 57NHP<br>StandardMotorCo.<br>JerseyCity | | |
| 7096<br>131879 | **Dyker Lassie** WoodSc<br>(exFogbank)<br>9&12yrs.Mat. 1Dk | 95<br>95<br>33 | ✠ 11A1<br>For fishing purposes<br>3,20<br>✠LMC3,20 | Hul | | CL | 1919<br>5mo<br>Lloyd | Clapson&<br>Sons<br>Burton-on<br>Humber<br>'sA&CP | L.Brown | 86·5 | 20·0 | 9·9 | Kirkcaldy<br>British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>GreatCentralCo-op.Eng.&<br>ShipRepairingCoGrimsby | 10″5 | |
| 7097<br>137657 | **Doorie Brae** WoodSc<br>(exRift)<br>9&12yrs.Mat. 1Dk | 94<br>93<br>40 | ✠11A1<br>For fishing purposes<br>12,20<br>✠LMC12,20 | Bnf | | CL | 1920<br>7mo<br>Lloyd | G.Smith,<br>Junior<br>Buckie<br>'sA&CP | W.Bruce | 87·6 | 19·7 | 9·8 | Inverness<br>British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>S.Richards&CoLdLowestft | 10″5 | |
| 7098<br>6289<br>MBT | **Dalwhinnie** SteelSc3Mst<br>(exBegonia)<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 734<br>518<br>338 | ✠100A1<br>3,22~~11,21~~<br>✠LMC9,19 | Osc<br>Shl | j | 2,21 | 1919<br>9mo | NVSchpsw<br>deMerwede<br>Hardinxveld<br>A&CP | T.C.Steven&Co.<br>Cell | 180·2<br>Q103'B15'F23'<br>DBf103'146tFPT | 28·1 | 12·4<br>FK | Glasgow<br>British<br>3BHCem<br>63tAPT7t | T3Cy15 3/16",25⅝"&41⅞"-27 3/16"<br>176lb (s) 134NHP<br>2SB,4cf,GS110,HS2590<br>Machfabr,Schipp &van<br>Dongen,Geertuidenberg | 14″6<br>s ″8½<br>14″0 | |
| 7099 | **Dalhousie** IronTwinSc<br>(exIndra) (Tug&SalvageVessel)<br>Wireless 2Dks | 782<br>665<br>56 | 100A1<br>(ClassContemplated) | | | | 1885<br>4mo | W.B.<br>Thompson<br>Dundee | OceanSalvageCo.<br>Ld. (J.Wilson<br>Potter,Mgr.) | 212·0 | 30·2 | 15·3 | London<br>British | C.4Cy.30"&60"-33"<br>W.B.Thompson,Dundee | 15″10<br>s 2″6½<br>14″5 | |
| 7100<br>111855<br>MBW | **Dornoch** SteelSc<br>(exColorado,exTheIroquois,<br>exTadenac) Elec.light 2Dks | 2286<br>2022<br>1694 | | | | | 1902 | BertramE.<br>WorksCo.Ld.<br>Toronto | Mrs.L.L.Mackay<br>(A.B.Mackay,<br>Mgr.) | 252·5 | 43·2 | 22·8 | Cardiff<br>British<br>WB | T.3Cy.16½",28"&45"-36"<br>127NHP<br>BertramE.W.Co.Ld.Trnto. | | V |
| 7101 | **Duisburg** SteelTwinSc<br>Elec.light 1Dk | | | | | | 1921 | Deutsche<br>Werft<br>Hamburg | Hamburg-Amerik.<br>Packetf.Act.Ges.<br>(Ham.-Amr.Linie) | 242·2<br>B48'F34' | 35·9 | 13·6 | Hamburg<br>German | 2 Geared Steam Turbines<br>AllgemeneElec.Ges.Berlin | | |

# LLOYD'S REGISTER. STEAMERS.

| 2<br>eamer's Name. Material, Rig, &c.<br>aster. Late Name if any<br>Special Surveys. No. of Decks, &c. | 3 | 4<br>Regist'd Tonnage.<br>Gross.<br>—<br>Under deck.<br>—<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>—<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>—<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| emetrios M. Diacakis Steelsc<br>Argenfels)<br>1*Dk*(*Stl*)&*Spar dk*(*Stl-pt* teaks)&<br>c.light | ssMsl.No.3-8,17<br><br><br>*Webframes* | 5515<br>5285<br>3537 | ✠100A1<br>*Spar dk*<br>1,21<br>✠LMC1,21 | Ant | z | CL<br>1,21 | 1901<br>2mo | Wigham-Richrdsn&Co Ld Newcastle<br>A&CP | **M.M.Diacakis** | 420·0<br>P60'B96'F48' | 55·2 | 20·5<br>28·7<br>BK11" | Syra<br>Greek<br>6*BHCem* | Q.4Cy.24",34",51"&74"–54"<br>210lb *120lb* (*r*) 494NHP<br>3SB,9*rf*,GS150,HS6303 FD<br>WghmRchrdsn&C.LdNwc | 31 // 4<br>s 6 // 8<br>25 // 8 | |
| | | | | | | | | | ***CellDBa142'uE27'*** *f177'* **1115t** *'Tween Deck Tanks a50'490tf46'570tAPT40t* | | | | | | | |

*Longitudinal framing*

✠LMC4,21

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom. Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37151<br>NKT | Erviken SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl) | ~~6020~~ 5019<br>~~4765~~<br>~~3293~~<br>4765<br>3292 | ✠100A1<br>Shelter dk<br>with freeboard<br>~~11,21~~ ~~5,21~~ 3,22<br>Fitted for oil fuel 5,21 F.P. above 150° F. | Sld<br>~~SFe~~ Bkn<br>✠LMC5,21 | z | CL | 1921<br>5mo<br>Lloyd's A&CP | W.Doxford &Sons,Ld.<br>Sunderland | H.J.Wallem<br>Intermediate BH in fore hold dispensed with<br>Cell DB360'1165t | 420·0<br>FK<br>FPT105t APT127t | 54·0 | 26·3 | Bergen<br>Norwegian<br>pt Cem<br>1 BH to Sh dk<br>5 „ „ U „ | T.3Cy.27",44½"&75"-54" (s)<br>180lb 577NHP<br>3SB.9cf,GS189,HS8530 FD<br>W.Doxford&Sons,Ld.Sld. | 29 ″ 0<br>s 3 ″ 8½<br>25 ″ 7 |
| 37152<br>151541 | Emita SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless &Web frames<br>Longitudinal framing | 3347<br>3013<br>1919 | ✠100A1<br>Shelter dk<br>with freeboard<br>12,21 ~~2,21~~<br>BS4,22 | Mel<br>Syd<br>✠LMC1,21 | v | CL | 1921<br>1mo<br>A&CP | Commonwealth Naval Dockyard<br>Williamstwn, Victoria | Commonwealth Government Line of Steamers<br>Cell DB277'882t | 331·0<br>FK<br>Collision<br>FPT118t APT204t | 47·9 | 23·6 | Hobart<br>British<br>Cem<br>BH to Sh dk<br>4 „ „ U „ | T.3Cy.25",41"&68"-45" (s)<br>185lb HS8289 516NHP<br>3 Water Tube Boilers FD<br>Thompson&Co.(Castlemaine)Propy.Ld. | 26 ″ 1<br>s 2 ″ 7½<br>23 ″ 10 |
| 37153<br>MKNB | Edvard Munch SteelSc<br>ssN.Yk.No.3-3,20<br>(exNegus, 1Dk(ptIrn&ptStl)&deep framing<br>exAristidesBistis,<br>Wireless exBasiliades,exOlivemoor) | 2732<br>2558<br>1679 | ✠100A1<br>3,22 ~~4,21~~<br>MBS4,21 | Rot<br>Shl<br>✠LMC3,20 | l | CL<br>N4,21 | 1906<br>2mo<br>A&CP | J.Blumer& Co.<br>Sunderland | Örvigs Dampskibs. A/S(OlafÖrvig, Mgr.)<br>Cell D | 314·0<br>P28'B90'F30'<br>FK<br>Ba104'uE22' f128' | 46·5 | 20·6 | Bergen<br>Norwegian<br>5BH Cem<br>673t APT75t | T.3Cy.23",38"&62"-42" (s)<br>160lb 120lb NDB20 257NHP<br>2SB,6pf,GS111,HS3974<br>J.Dickinson&Sons,Ld.Sld. | 23 ″ 0<br>s 3 ″ 6½<br>19 ″ 10 |
| 37154 | Elie SteelSc<br>Elec.light 1Dk(Stl) | 1873<br>1674<br>1112 | ✠100A1<br>1,22 ~~4,21~~ | Ant<br>Cpn<br>✠LMC4,21 | r | | 1921<br>4mo<br>Lloyd's A&CP | Antwerp Eng.Co.Ld.<br>Hoboken | Dampskibsselsk. Dania(Chr. Andresen, Mgr.)<br>Cell DB238' 555t FPT | 278·3<br>P22'B60'F30'<br>FK | 40·2 | 18·2 | Esbjerg<br>Danish<br>4BH Cem<br>46t APT68t | T.3Cy.20",33"&54"-36" (s)<br>180lb 213NHP<br>2SB,6cf,GS92,HS3632<br>N.E.MarineEng.Co.Ld.Sld | 20 ″ 7<br>s 3 ″ 2<br>17 ″ 9 |
| 37155<br>KHMP | Emlynton SteelSc<br>ndoned at Sea 3,22<br>Elec.light Mchy.Aft 1Dk(Stl)<br>Well deck | 700<br>454<br>342 | ✠~~100A1~~<br>4,21 ~~1,21~~ | Lwt<br>Npt<br>✠~~LMC2,21~~ | i | CL | 1920<br>12mo<br>Lloyd's A&CP | J.Chambers,Ld.<br>OultonBroad | EmlynLine,Ld. (Emlyn-Jones&Co.Ld.Mgrs.)<br>Cell DB | 178·1<br>Q114'F23'<br>FK<br>f103'172t FPT85t | 27·6 | 11·0 | Cardiff<br>British<br>3BH Cem<br>APT35t | T.3Cy.15",25"&41"-27" (s)<br>180lb 100lb 108NHP<br>1SB 3cf,HS1844<br>G.T.Grey&CoLd S.Shields | 13 ″ 4<br>s 4 ″ 7<br>13 ″ 0 |
| 37156<br>143539<br>KJCP | Enid Mary SteelSc<br>Mchy.Aft 1Dk(Stl) | 605<br>404<br>271 | ✠100A1<br>5,21 | Bpl<br>✠LMC4,21 | i | CL | 1921<br>5mo<br>Lloyd's A&CP | TawShipyards.Ld.<br>Barnstaple | W.A.Phillips<br>Cell DB/94'144t FPT | 174·5<br>Q100'B11'F26'<br>FK | 28·6 | 10·9 | Cardiff<br>British<br>3BH Cem<br>45t APT22t | T.3Cy.14",23"&38"-27" (s)<br>180lb 99NHP<br>1SB,3cf,GS52,HS1761<br>AitchisonBlairLd Clydbnk | 13 ″ 0<br>s 4 ″ 6½ |
| 37157<br>145086 | Edward Grey SteelScK<br>1Dk(Stl-ws)<br>Now named "Suzette," See No. 39392 in Supplement | 199<br>196<br>75 | 100A1<br>Stm Trawler<br>11,20 | Gls<br>✠LMC11,20 | | | 1920<br>11mo<br>Lloyd's A&CP | Ritchie, Graham& Milne<br>Glasgow | ConsolidatedStm Fishing&IceCo. (Grimsby)Ld. (J.D.Marsden.Mgr.) | 115·4<br>BK7½" | 22·2 | 12·2 | London<br>British<br>3BH Cem<br>DB f29'20t | T.3Cy.12",20"&34"-23" (r)<br>180lb 57RHP<br>1SB.3pf,GS39,HS1347<br>Plenty&Son,Ld.Newbury | 13 ″ 0 |
| 37158<br>130164<br>RLGV | Enoggera SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>&Web frames<br>Longitudinal framing | 3359<br>3013<br>1922 | ✠100A1<br>Shelter dk<br>with freeboard<br>~~5,21~~ ~~1,21~~ 11,22<br>BS1,22 | NSW<br>~~Mel~~ Syd<br>✠LMC12,20 | v | CL | 1920<br>12mo<br>A&CP | H.M.Dockyard<br>Newcastle, N.S.W. | Commonwealth Government Line of Steamers<br>Cell DB277'884t | 331·0<br>FK<br>Collision<br>FPT118t APT204t | 47·7 | 26·1 | Brisbane<br>British<br>Cem<br>BH to Sdk<br>4 „ „ U „ | T.3Cy.25",41"&68"-45" (s)<br>190lb 519NHP<br>3 Water Tube Boilers FD<br>HS8289<br>H.M.Dockyard,Nwc.NSW | 26 ″ 1<br>s 2 ″ 7½<br>23 ″ 10 |
| 37159<br>96593<br>LGSH | Elsie WoodAuxSc3MstSr<br>Par.Mot.<br>(exThusnelda)<br>(See Sailing Ship Register) | 165<br>150<br>115 | | | | | 1876 | R.Möller<br>Faaborg | S.G.B.Chugg | 104·6<br>Q10t | 25·0 | 10·1 | Swansea<br>British | Paraffin Motor<br>2Cy.12"-13" 23NHP<br>H.Weddop&Co Keighley | |
| 37160<br>140840 | Elsie Bruce SteelScK<br>(exColdblast)<br>1Dk | 98<br>98<br>41 | | | ••• | | 1919 | AilsaS.B. Co.Ld.<br>Ayr | JohnMair | 86·7<br>BK7½" | 18·7 | 9·3 | Banff<br>British | T.3Cy.9½",15½"&26"-18"<br>43NHP<br>AilsaS.B.Co.Ld.Troon | 10 ″ 0 |
| 37161<br>145183<br>KHWD | Ethylene SteelSc<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 936<br>746<br>489 | ✠100A1<br>8,21 ~~5,21~~ | Nwc<br>Shl<br>✠LMC4,21 | m | CL | 1921<br>5mo<br>Lloyd's A&CP | WoodSkinner&Co.Ld.<br>Newcastle | GasLight&Coke Co.(S.Clarke&Co. Mgrs.)<br>Cell DBuE19' | 217·3<br>Q106'B17'F25'<br>FK<br>f126'252t MT9'137t | 32·0 | 13·4 | London<br>British<br>4BH Cem<br>FPT114t | T.3Cy.16",26"&43"-27" (s)<br>180lb 100lb 116NHP<br>1SB.3cf.GS57.HS2000<br>N.E.MarineEngCo.Ld Nw | 15 ″ 6<br>s 1 ″ 10½<br>13 ″ 11 |
| 37162<br>132480<br>KJGL | Era SteelSc<br>Elec.light 1Dk(Stl) | ~~3100~~<br>3148<br>2857<br>1891 ~~1896~~ | ✠100A1<br>10,21 ~~8,21~~<br>~~(Class Contemplated)~~ | PGl<br>Mel<br>✠LMC5,21 | v | CL | 1921<br>8mo<br>Lloyd's A&CP | W.Hamilton&Co.Ld.<br>PortGlasgow | ~~HowardSmith,Ld.~~<br>Australian Steamships Proprietary, Ld. (Man Agents. HowardSmith,Ld)<br>Cell DB287'887t | 330·8<br>P31' ~~B97~~' F30'<br>B98'<br>FK | 48·9 | 22·1 | Melbourne<br>British<br>5BH Cem<br>APT83t | T.3Cy.24",40"&65"-45" (s)<br>180lb 323NHP<br>3SB,9cf,GS156,HS5205<br>D.Rowan&Co.Ld.Gls. | 24 ″ 3<br>s 4 ″ 1<br>20 ″ 7 |
| 37163<br>130166<br>RLGW | Eromanga SteelSc<br>For full particulars See No. 37169 below<br>Longitudinal framing | 3359<br>3013<br>1922 | 100A1<br>(Class Contemplated) | | | | 1921 | GovtDkyd.<br>Newcastle, N.S.W. | Commonwealth Government of Australia | 331·0 | 47·9 | 23·5 | Brisbane<br>British | T.3Cy.25",41"&68"-45"<br>310NHP<br>GovtDkyd Nwcastle,NSW | 26 ″ 1<br>s 2 ″ 7½<br>23 ″ 10 |
| 37164<br>145689 | Eldorita SteelSc<br>OilEng.<br>Mchy.Aft 1Dk(Stl)<br>Cargo battens not fitted | 201<br>167<br>99 | ✠100A1<br>1,22 ~~4,21~~ | Chs<br>Bkn<br>LMC4,21 | | | 1920<br>9mo<br>Lloyd's A&CP | J.J.Abdela &Mitchell,Ld<br>Queensferry | J.Summers&Sons, Ld. | 108·6<br>Q35'F21'<br>BK6"<br>FPT30t | 22·1 | 9·4 | Chester<br>British<br>3BH pt Cem<br>APT25t | Oil Engines 2S.C.SA<br>2Cy.16½"-18 13/16"<br>46NHP<br>J&CGBolindersCo LdSkm | 10 ″ 6<br>s 1 ″ 1½<br>10 ″ 0 |
| 37165<br>RBKH | Edmund Siemers SteelSc<br>Now named "Paraná," See No. 38995 in Supplement<br>Well deck 2Dks(Stl)3rdDk in No.1hold<br>Elec.light | 5986<br>5520<br>3693 | 100A1<br>6,21 | Ham<br>LMC6,21 | b† | CL | 1921<br>6mo | Vulcan-Werke<br>Hamburg | G.J.H.Siemers& Co.<br>Cell D | 450·0<br>P&B366'F59'<br>FK<br>B405'1606t FPT63t | 58·2 | 27·0 | Hamburg<br>German<br>8BH pt Cem<br>pt Asp | T3Cy.31½",52⅜"&84¼"-59 13/16"<br>206lb (s) 820NHP<br>4SB,12cf,GS264,HS12000 FD<br>Vulcan-Werke,Hamburg | 29 ″ 6 |
| 37166<br>221269<br>MOSQ | E. T. Bedford SteelTwinSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Mchy.Aft &Web frames<br>Longitudinal framing | 10397<br>10062<br>7725 | ✠100A1<br>Shelter dk<br>with freeboard<br>~~10,21~~ ~~6,21~~ 3,22<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 6,21 F.P. above 150° F. | Kearny<br>NYk<br>✠LMC6,21 | f† | CL<br>P3,22<br>SN3,22 | 1921<br>6mo | Federal S B.Co.<br>Kearny,N.J.<br>A&CP | StandardOilCo. (NewJersey)<br>Cell DBuE&B68' 199t DTf54'646t | 499·2<br>FK<br>19BH (<br>FPT258t APT142t | 68·1 | 38·7 | ~~Bayonne,NJ~~ New York<br>Utd.States<br>pt Cem pt Asp<br>4BH to Sdk<br>11 „ „ U „<br>4 „ „ 2nd „ ) | T.3Cy.20½",35"&60"-42" (s)<br>210lb 180lb 676NHP<br>3SB,12cf,HS9618 FD<br>FederalS.B.Co. | 38 ″ 10<br>s 11 ″ 2½<br>28 ″ 1 |
| 37167<br>144402<br>KDFM | Empress of ~~China~~ India SteelTwinSc<br>(exPrinzFriedrichWilhelm)<br>Elec.light Ref.Mchy. Sub.Sig. 3Dks<br>Wireless | 16992<br>12119<br>9785 | | | | | 1908 | J.C.TecklenborgA.G.<br>Geestemünde | CanadianPacific RailwayCo.(CanadianPacificSteamshipsLd.Mgrs.) | ~~589·9~~<br>590·1<br>P98'B130'F123' | 68·3 | 38·6 | London<br>British | Q8Cy32½"48",66½"&98⅜"-61"<br>1416NHP<br>J.C.TecklenborgA.G.Gst. | |
| 37168<br>144375<br>HDRP | Empress of Scotland SteelTwinSc4Mst<br>(exKaiserinAgusteVictoria<br>4Dks(Stl,2ws)&Shltr dk(Stl-ws)5th irB in No.1hold<br>Elec.light ssHam,No.3-1,22<br>Ref.Mchy.Sub.Sig.Wireless | 25037<br>20401<br>14968 | 100A1<br>with freeboard<br>1,22<br>Fitted for oil fuel1,22 F.P.above150°F. | Ham<br>LMC1,22 | | (P)CL | 1905<br>Lloyd's A&CP | Akt.Ges. "Vulcan"<br>Stettin | CanadianPacific RailwayCo.(CanadianPacificSteamshipsLd.Mgrs.)<br>Cell DB576'3055t MT54t1769t | 677·5<br>B354'E84' on Shltr dk<br>FK&BK3¾" | 77·3 | 50·2 | London<br>British<br>Cem<br>11BH to Sh dk | Q.8Cy.36½",53 5/16",75¾"&107"-65<br>215lb (r)2992NHP<br>SD15(FD)1AuxSB51cfGS1086HS45251<br>A.G."Vulcan,"Stettin | 53 ″ 8<br>s 20 ″ 6½<br>34 ″ 0 |
| 37169<br>130166<br>RLGW | Eromanga SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>&Web frames<br>Longitudinal framing | 3359<br>3013<br>1922 | ✠100A1<br>Shelter dk<br>with freeboard<br>~~11,21~~ ~~4,21~~ 4,22 | NSW<br>Syd<br>✠LMC4,21 | v | CL | 1921<br>4mo<br>A&CP | GovtDkyd.<br>Newcastle, N.S.W. | Commonwealth GovernmentLine ofSteamers<br>Cell DB277'884t | 331·0<br>FK<br>Collision<br>FPT118t APT204t | 47·9 | 23·5 | Brisbane<br>British<br>Cem<br>BH to Sh dk<br>4 „ „ U „ | T.3Cy.25",41"&68"-45" (s)<br>190lb HS8289 519NHP<br>3 Water Tube Boilers FD<br>Govt.DkydNwcastle,NSW | 26 ″ 1<br>s 2 ″ 7½<br>23 ″ 10 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numéro d'Ordre.<br>Numéro Officiel.<br>Signaux | Nom du Navire.<br>Visites Périodiques. | Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | Registres où coté, si ce n'est dans le L.R.<br>[illegible] Cert. B. of Trade. |
| 37170 | **Eurana**<br>Elec.light<br>Mchy.Aft | SteelSc<br>Longitudinal framing | 6800 | 100A1<br>Carrying Petroleum in bulk<br>(Class Contemplated) | | | | 1921 | NewYork S.B.Corp.<br>Camden,N.J. | NewYorkS.B. Corp. | 419·5<br>P101'B36'F34' | 56·5 | 31·7 | CamdenNJ<br>Utd.States | T.3Cy.27",45"&75"-51"<br>NewYorkSBCo,Camdn,NJ | | |
| 37171<br>RBMV | **Eider**<br>Elec.light Mchy.Aft | SteelSc4Mst<br>1Dk | 1193<br>642 | | | | | 1921 | Nobiskrug G.m.b.H.<br>Rendsburg | BugsierReed.& BergungsA.G. | 250·2<br>P&B194'F26' | 37·5 | 12·9 | German<br>WB | T.3Cy.17$\frac{3}{4}$",28$\frac{9}{16}$"&45$\frac{5}{16}$"-<br>Ottensener 29$\frac{9}{16}$" 111NHP<br>Mch.G.m.b.H.Altona | | |
| 37172<br>LNQF | **Erika**<br>Elec.light Wireless | SteelSc<br>1Dk | 962<br>701<br>493 | | | | | 1921 | Jannsen& Schimlinsky<br>Hamburg | H.Schuldt | 210·0<br>Q67'B56'F25' | 32·0 | 13·3 | Flensburg<br>German<br>WB | T3Cy16$\frac{15}{16}$",27"&43$\frac{5}{16}$"-33$\frac{7}{16}$"<br>108NHP<br>Gall&Seitz,Hamburg | | |
| 37173<br>145275 | **Elpiniki** | IronSc<br>2Dks | 546<br>520<br>330 | | | | | 1880 | Scott&Co.<br>Greenock | Egypt&Levant S.S.Co.Ld. | 182·0 | 25·4 | 16·6 | London<br>British | C.2Cy.25"&50"-30"<br>80RHP<br>Scott&Co.Greenock | | |
| 37174 | **Erda**<br>Well deck<br>Elec.light Wireless | SteelSc<br>(exRoma,exSommerfeld)<br>2Dks&deep framing | 2606<br>2133<br>1671 | | | ••• | | 1889 | C.Connell &Co.<br>Glasgow | Emil.R.Retzlaff | 320·7<br>P&B186'F41' | 38·7 | 22·6<br>BK10" | Stettin<br>German<br>WB | T.3Cy.23",37"&61"-42"<br>247NHP<br>D.Rowan&Son,Glasgow | 25 ″ 2 | |
| 37175 | **Elbe**<br>Elec.light Mchy.Aft | SteelSc4Mst<br>1Dk | 1190<br>—<br>640 | | | | | 1921 | Werft. Nobiskrug<br>Rendsburg | BugsierReed.& BergungsA.G. | 250·0<br>P&B194'F27' | 37·5 | 12·8 | Hamburg<br>German<br>WB | T.3Cy.17$\frac{7}{16}$",28$\frac{1}{2}$"&45$\frac{3}{16}$"-29$\frac{1}{2}$" 110NHP<br>OttensenerMaschf.Altona | | |
| 37176 | **Edmée**<br>(exMademoiselleEdmere,exGrasmere)<br>Mchy.Aft | SteelSc<br>ssMdb.No 3-5,17<br>Well deck 1Dk(Stl)<br>Cargo battens not fitted | 600<br>433<br>317 | ✠100A1<br>3,19<br>BS[illegible],20 | Bly<br>✠LMC4,18 | i | 3,19 | 1904<br>9mo<br>Lloyd's | BlythS.B. Co.Ld.<br>Blyth<br>A&CP | Fontaine&Co.<br>Cell | 178·0<br>Q92'B9'F20'<br>DBf108'150tFPT | 26·5 | 11·6<br>FK | Rouen<br>French<br>3BHCem<br>52tAPT6t | T.3Cy.15",25"&41"-27" (s)<br>180lb 83RHP<br>1SB,3cf,GS50,HS1617<br>G.T.Grey,SouthShields | 13 ″ 9<br>s 1 ″ 1<br>12 ″ 11 | |
| 37177<br>~~5531~~<br>~~JFNB~~<br>RBQW | **Eros**<br>(exVeesman,exEnon,exBiarritz,exRoyal Exchange) | SteelSc<br>ssCff.No.3-2,11<br>s.Kel No.2-21<br>1Dk(pt Irn&pt Stl)<br>&deep framing | 2137<br>1938<br>1308 | ✠100A1<br>~~3,21~~ ~~4,21~~ 4,22 | Kel<br>✠LMC4,21<br>BS4,22 | s | ~~3,21~~<br>~~N9,21~~<br>4,22 | 1898<br>8mo | R.Craggs &Sons<br>Middlesbro'<br>A&CP | Aug.Bolten,Wm. Miller'sNachfolger<br>CellDBa88' | 292·0<br>P27'B56'F33'<br>uE&B36'f114'607t | 43·2 | 18·9<br>FK | Hamburg<br>German<br>5BHCem<br>APT48t | T3Cy21$\frac{1}{2}$",36"&58$\frac{1}{2}$"-39"(a)<br>160lb 100lb NDB14 233NHP<br>2SB,6pf,GS112,HS3786<br>Furness,Westgarth&Co. Ld.Mdb. | 21 ″ 4<br>s 3 ″ 7<br>18 ″ 1 | |
| 37178 | **Ellena** | SteelScK<br>(Trawler)<br>1Dk | 235 | | | | | 1921 | A.Hall& Co.Ld.<br>Aberdeen | CliftonSteam Trawlers,Ld. (J.A. Tayler, Mgr.) | 125·0<br>Q70'F15' | 23·0 | 13·5 | Fleetwood<br>British | T.3Cy.13",22"&36"-27"<br>A.Hall&Co.Ld.Aberdeen | | |
| 37179<br>[illegible] | **Empress of China**<br>Renamed "Empress of Australia," See No. 37271 in Supplement<br>Elec.light | SteelTwinSc<br>(exTirpitz)<br>5Dks | 21498<br>[illegible]<br>11749 | | | | | 1914 | Vulcan-werkeA.G.<br>Stettin | CanadianPacific RailwayCo.(CanadianPacificSteamshipsLd. Mars.) | ~~588·0~~<br>B282'<br>589·8 | ~~75·0~~<br>75·2 | 41·5 | London<br>British<br>WB | 2 Steam Turbines<br>Vulcan-WerkeA.G.Stettin | | |
| 37180 | **Edmond van Beveren**<br>(exCharlesAntram) | SteelScK<br>1Dk(Stl) | 290<br>249<br>127 | ✠100A1<br>StmTrawler<br>9,21 | Sws<br>✠LMC2,20 | | | 1919<br>12mo<br>Lloyd's | Cook,Welton&Gemmell Ld. Beverley<br>A&CP | ~~Soc.Co-operative Vooruit,No.1~~<br>Soc.Anon.ArmementOstendais | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7$\frac{1}{2}$" | Ostend<br>Belgian<br>3BHCem | T.3Cy.12$\frac{1}{2}$",21"&35"-26"(s)<br>180lb 86NHP<br>1SB,3pf,GS49,HS1590<br>Amos&SmithLd.Hull | 13 ″ 6 | |
| 37181<br>131834<br>HSPK | **Eirene-Ariadne**<br>(exNethermead,exDunrobin,exEtolia)<br>Wireless | SteelSc<br>ssNwc.No.2-20<br>1Dk(pt Irn&pt Stl)&<br>Web frames<br>Longitudinal framing | 3733<br>3469<br>2371 | ✠100A1<br>~~9,21~~ ~~5,20~~ 2,22 | Nwc Lon Cff<br>✠LMC5,20<br>BS9,21 | w | CL<br>~~5,20~~<br>~~9,21~~<br>2,22 | 1911<br>5mo<br>Lloyd's | TyneI.S.B. Co.Ld.<br>Newcastle<br>A&CP | EireneS.S.Co.Ld. (G.P.Sechiari, Mgr.)<br>CellD | 348·5<br>P30'B102'F39'<br>Ba111'uE23'f155' | 50·1 | 23·4<br>FK | London<br>British<br>6BHCem<br>801tAPT95t | T.3Cy.24",40"&66"-45" (s)<br>180lb 90lb 307NHP<br>2SB,8pf,GS142,HS4600<br>J.Dickinson&Sons,Ld.Sld. | 25 ″ 10<br>s 4 ″ 8$\frac{1}{2}$<br>21 ″ 5 | |
| 37182 | **Egholm**<br>Should be "Hindsholm," See No. 37799 in Supplement<br>Elec.light | SteelSc | 1510<br>1335<br>876 | 100A1<br>Shelterdk<br>(Class Contemplated) | | | | 1921 | Frdrkshvn Værft.&Flyd.<br>Frederikshvn | DetForenede Dampskibs.Selsk. | 251·5 | 39·0 | 16·1 | Copnhagn<br>Danish | T.3Cy.18",30"&50"-36"<br>HelsingörsJernsk.&Mskb. Elsinore | | |
| 37183 | **Este**<br>(exEger)<br>Elec.light | SteelSc<br>1Dk&Spar dk | 2813<br>2466<br>1648 | | | | | 1906 | Flensburgr Schiffsb.Ges.<br>Flensburg | SyndikatsRhed. Ges. | 291·4<br>H- | 44·0 | 16·6<br>23·7 | Hamburg<br>German<br>WB | T.3Cy.20$\frac{1}{16}$",33$\frac{1}{2}$"&55$\frac{7}{8}$"-37$\frac{1}{2}$"<br>192NHP<br>FlensburgerSchiffsb.Ges. | | |
| 37184 | **Ems**<br>(exSchwinge,exBolivia,exBarmen)<br>Elec.light Wireless<br>Well deck | SteelSc<br>2Dks&Webframes | 2646<br>2131<br>1704 | | | ••• | | 1889 | Armstrong Mitchell&Co. Ld.Newcastle | BugsierReed.& BergungsA.G. | 309·7<br>P&B186'F34 | 39·0 | 23·3<br>BK10" | Hamburg<br>German<br>WB | T.3Cy.23",38"-61"-39"<br>NB92 278NHP<br>WllsndSlpwayCo.Ld.Nwc | 26 ″ 0 | |
| 37185<br>136836<br>JKPV | **Emanuel**<br>(exJohannaElisabeth)<br>(See Sailing Ship Register) | SteelAuxScSr<br>OilEng.<br>1Dk | 140<br>119<br>94 | | | | | 1904 | Gebr.Berkmeijer<br>ZuidHorn | H.W.Richards& Sons | 99·3<br>Q26'H23' | 21·4 | 8·1 | London<br>British | Oil Engines<br>2Cy.10$\frac{1}{4}$"-13" NE19 17NHP<br>W.Beardmore&Co.Ld.Gls. | - | |
| 37186<br>146265<br>KLDV | **Essonite**<br>Elec.light Well deck<br>Mchy.Aft | SteelSc<br>1Dk(pt Stl) | ~~600~~ 642<br>445<br>~~260~~<br>266 | ✠100A1<br>11,21<br>~~(Class Contemplated)~~ | Gls<br>✠LMC11,21 | i | CL | 1921<br>11mo<br>Lloyd's | Yarrow& Co.Ld.<br>Scotstoun<br>A&CP | ~~W.Robertson~~<br>W F.Robertson<br>CellDBf103' | 175·1<br>Q96'B11'F31'<br>53tFPT39tAPT3t | 28·1 | 11·2<br>BK7$\frac{1}{2}$" | Glasgow<br>British<br>3BHCem | T.3Cy.15",25$\frac{1}{2}$"&41"-30"(s)<br>180lb 120NHP<br>2SB,4cf,GS67,HS2140<br>Yarrow&Co.Ld.Glasgow | 13 ″ 6<br>s 4 ″ 8<br>13 ″ 7 | |
| 37187 | **Edward Grieg**<br>Elec.light | SteelSc<br>1Dk | 1670<br>1190<br>930 | | | | | 1921 | Laxevaags Msk&Jrnskb<br>Bergen | V.Torkildsen | 245·7<br>P18'Q71'B59'F31' | 37·8 | 15·5 | Bergen<br>Norwegian<br>WB | T.3Cy.18",29"&49"-33"<br>138NHP<br>LaxevaagsMsk&Jrns.Bgn | | |
| 37188 | **El Caudal**<br>Elec.light | SteelSc<br>1Dk | 847<br>682<br>621 | | | | | 1921 | Astilleros deGijon<br>Gijon | S.A.Naviera Gijonesa | 201·7<br>B43'F30' | 29·8 | 13·5 | Gijon<br>Spanish<br>WB | T.3Cy.13",21"&34"-26"<br>59NHP<br>A.SanjurjoBadia,Vigo | | V |
| 37189 | **Eider II.**<br>(exTrooper,exNo.150)<br>Elec.light | SteelSc<br>(Trawler)<br>1Dk | 239<br>211<br>79 | | | | | 1914 | Smith's DockCo.Ld.<br>Middlesbro' | Cie.Lorientaise deChalutage | 118·0<br>F20' | 22·6 | 12·6 | Lorient<br>French<br>WB | T.3Cy.12",20"&34"-24"<br>57NHP<br>Smith'sDockCo.Ld.Mdb | | V |
| 37190 | **Egyptiana**<br>Elec.light | SteelSc<br>1Dk(Stl)&Shelterdk(Stl)<br>Cruiser Stern | ~~3496~~ 3491<br>2911<br>~~1806~~<br>1801 | ✠100A1<br>Shelter dk<br>withfreeboard<br>4,22<br>~~(Class Contemplated)~~<br>Carrying oil fuel F.P. above 150°F. in DTa<br>Fitted for oil fuel 3,22 F.P. above 150°F. | Mdb<br>✠LMC3,22 | x | CL | ~~1921~~<br>1922<br>3mo<br>Lloyd's | Furness S.B.Co.Ld.<br>Haverton Hill-on-Tees<br>A&CP | Furness,Withy& Co.Ld.<br>Collision BH to Shelterdk 6 BH to Upperdk<br>Cell DB 294' 1155t DTa 22' 643t FPT 145t APT 43t<br>Duct keel in Blr space & forward 153' | ~~363·0~~<br>F68' on Shelterdk<br>363·3 | 52·2 | 22·0<br>FK | Liverpool<br>British<br>Cem | T.3Cy.26",43"&73"-48" (s)<br>180lb 538NHP<br>3SB,9cf,GS195,HS8151 FD<br>Richardsons,Westgarth& Co.Ld.Mdb. | 24 ″ 9<br>s2 ″ 5$\frac{1}{2}$<br>22 ″ 8 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name, Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37191 | **Eupatoria** SteelSc<br>*Elec.light* 2*Dks* | 3106<br>1816 | | | | | 1921 | Akt.Ges.<br>"Neptun"<br>Rostock | Hamburg-Amerik. Packetf Akt.Ges. (Ham.-Amr.Linie) | 337·0<br>F41' | 48·1 | 19·8 | Hamburg<br>German | T.3Cy.23⅗",38⅛"&62"-$41\frac{7}{20}$"<br>247NHP<br>*WB* A.G."Neptun."Rostock | | |
| 37192 | **Engelina II.** SteelAuxScSr<br>(*ex*AmbulantII. *Par.Mot.*<br>*Mchy.Aft* *ex*SailingVessel) 1*Dk*<br>(*See Sailing Ship Register*) | 121<br>99<br>90 | | | | | 1910 | Gebr.Verstockt<br>Martenshoek | L.Meulman | 96·0 | 21·0 | 6·7 | Groningen<br>Dutch | Paraffin Motor<br>2Cy. NE*fitted*17 26NHP<br>D.Goedkoop,Jr.Ams. | | V |
| 37193<br>140824 | **Elizabeth Moffat** SteelSc<br>*Welldeck* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | ~~250~~ 305<br>216<br>114 | ✠100A1<br>1,22<br>~~(*ClassContemplated*)~~<br>✠LMC1,22 | Gls | *d* | CL | ~~1921~~<br>1922<br>1mo | Ritchie,<br>Graham&<br>Milne<br>Glasgow<br>*Lloyd's*A&CP | ~~Moffat&Nickerson~~<br>MoffatS.S.Co.Ld.<br>(Moffat&Nickerson,*Mgrs.*)<br>*FPT*22t*APT*19t | 130·8<br>Q48'B8'~~F21'~~F22'<br>FK | 22·6 | 9·8 | Grimsby<br>British<br>3*BHCem* | C.2Cy.15"&32"-24" (*s*)<br>180lb 63RHP ~~62NHP~~<br>1SB,2*pf*,GS40,HS1240<br>Gaudie&Gillespie,Govan | 10 ″ 6<br>s ″ 9<br>9 ″ 11 | |
| 37194 | **Edmund Hugo Stinnes IV.**<br>SteelSc<br>*Elec.light* 1*Dk* | 2189<br>1461<br>1256 | | | | | 1920 | Nordseewerke<br>Emden | Akt.Ges.Hugo Stinnes fürSeeschiff f.-uUeberseehandel | 284·0<br>P32'B69'F24' | 41·0 | 20·5 | German | T.3Cy.$20\frac{1}{10}$",31½"&51½"-35½"<br>155NHP<br>*WB* Nordseewerke,Emden | | |
| 37195 | **España** SteelSc<br>2*Dks*&*Shelter dk* | | | | | | 1921 | Reiherst'g<br>Schiffsw.<br>Hamburg | Hamburg-Süd-Amerik.Dampf. schifffahrtsGes. | 412·0<br>F94' | 55·0 | 30·5 | Hamburg<br>German | T.3Cy.$67\frac{11}{20}$",$45\frac{3}{10}$"&$74\frac{1}{20}$"-$55\frac{3}{20}$"<br>406NHP<br>*WB* Reiherst.Maschinenf.Ham. | | |
| 37196 | **Estelle-Yvonne** SteelScK<br>(*ex*GeorgeWestphall) *ss*Mil.No.3-7,21<br>*Elec.light* 1*Dk*(*Stl*-ws)<br>*Mchy.Aft* | 324<br>288<br>150 | ✠100A1<br>*StmTrawler*<br>11,21 ~~7,21~~<br>✠LMC7,21 | Mil<br>Bou | | CL<br>7,21 | 1918<br>3mo | Cochrane&<br>Sons,Ld.<br>Selby<br>*Lloyd's*A&CP | Lecae,Leroy&Cie. | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | Boulogne<br>French<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 87NHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 37197<br>137375<br>JMGN | **Eamont** SteelScK<br>(*ex*Kirklinton)<br>*ss*Flt.No.1-20<br>1*Dk* | 227<br>222<br>87 | ✠100A1<br>*StmTrawler*<br>5,22 ~~6,20~~<br>BS5,22<br>✠LMC6,20 | Flt | | CL<br>~~6,19~~<br>5,22 | 1916<br>2mo | Smith's<br>DockCo.Ld<br>Middlesbro'<br>*Lloyd's*A&CP | WyreStm.Trwlg. Co.Ld. (J.N.Ward &Son,*Mgrs.*) | 117·4<br>BK7½" | 22·5 | 13·0 | Fleetwood<br>British<br>2*BHCem*<br>*DBf*21'10*t* | T.3Cy.12¼",20"&34"-24" (*s*)<br>180lb 80RHP<br>1SB,3*pf*,GS42,HS1480<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 9 | |
| 37198 | **Estebrugge** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 236<br>221<br>98 | | | | | 1921 | Schiffs(v.J.&Sch.)A.G.<br>Hamburg | J.Pickerpack | 128·3 | 24·1 | 9·4 | Altona<br>German | T.3Cy,13",20½"&$32\frac{3}{10}$"-$22\frac{1}{20}$"<br>49NHP<br>Schiffs(vJ&Sch)A.G Ham | | |
| 37199<br>146239 | **El Grillo** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Longitudinal framing*<br>Wireless | ~~7267~~ 7259<br>~~6700~~ 6702<br>~~4410~~ 4414 | ✠100A1<br>1,22 ✠LMC1,22<br>~~(*ClassContemplated*)~~<br>*CarryingPetroleum in bulk*<br>*Fittedforoilfuel*1,22*F.P.above*150°F. | Nwc | *b* | | ~~1921~~<br>1922<br>1mo | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle<br>*Lloyd's*A&CP | ~~LobitosOilfields, Ld.~~<br>Lobitos OilfieldsLd. (C.T. Bowring&Co.*Mgrs.*)<br>*CellDBuE&B*32'90*tDT*'45 | 440·5<br>P92'B32'F46'<br>FK<br>439*tFPT*125*tAPT*38*t* | 57·5 | 34·0 | London<br>British<br>18 3*BHptCem*<br>(11 *to U dk*<br>7 „ *2nd* „) | T.3Cy.29",48"&81"-54" (*r*)<br>180lb 678NHP<br>3SB,*12cf*,GS246,HS10065FD<br>Armstrong,Whitworth &Co.Ld.Nwc | 33 ″ 11<br>s7 ″ 11<br>20 ″ 4 | |
| 37200 | **Ea** SteelSc<br>(*ex*Corburn, *ss*Sld.No.3-9,09<br>*ex*Harborne) *ss*Shl.No.2-18<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | *1278*<br>*940*<br>*785* | ✠100A1<br>3,20<br>BS2,21<br>✠LMC12,18 | Shl | *n* | ~~9,21~~<br>~~10,21~~<br>N3,22 | 1896<br>9mo | S.P.Austin<br>&Son<br>Sunderland<br>A&CP | Cia.Marit.Elanchove<br>*CellDBa*57'*uE*& | 235·1<br>P26'Q56'B46'F25'<br>FK<br>*B*35'*f*96'370*tFPT* | 34·1 | 14·3 | S.Sebast'n<br>Spanish<br>4*BHCem*<br>22*tAPT*46*t* | T.3Cy.18½",30"&49"-33" (*s*)<br>160lb 75lb 147NHP<br>1SB,4*pf*,GS69,HS2350<br>J.Dickinson&Sons,Ld.Sld. | 17 ″ 3<br>s1 ″ 3<br>15 ″ 10 | |
| 37201 | **Eleni** SteelSc<br>(*ex*Genesee, *ss*PirNo.3-5,14<br>*ex*Finland,*ex*Condylis, *ss*Shl.No.1-20<br>*ex*Avristan) 1*Dk*(*Stl*)2*trB*<br>Wireless &*deep framing* 3*Dk rule* | *2892*<br>*2699*<br>*1783* | ✠100A1<br>9,21<br>BS9,21<br>✠LMC2,20 | Shl | *u* | CL<br>9,21 | 1900<br>12mo | W.Pickersgill&Sons<br>Sunderland<br>A&CP | S.N.Valmadis<br>*CellDBa*104'*uE*2 | 324·0<br>P31'B96'F33'<br>FK<br>0'*f*128'709*tAPT*39*t* | 47·1 | 21·7 | Syra<br>Greek<br>6*BHCem* | T.3Cy.$23\frac{5}{16}$",$38\frac{3}{16}$"&64"-42"<br>180lb (*s*) 283NHP<br>2SB,8*pf*,GS125,HS4285<br>G.Clark,Ld.Sunderland | 24 ″ 1<br>s4 ″ 0<br>20 ″ 6 | |
| 37202 | **Etoile Polaire II.** SteelScK<br>(*ex*ThomasAlexander)<br>1*Dk*(*Stl*-ws) | 290<br>*249*<br>*127* | ✠100A1<br>*StmTrawler*<br>9,21<br>BS9,21<br>✠LMC6,20 | Bou | | 9,21 | 1920<br>1mo | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>*Lloyd's*A&CP | Rémy&Huret | 125·5<br>Q72'F21'<br>BK7½" | 23·5 | 12·7 | Boulogne<br>French<br>3*BHCem*<br>*DBf*24'30*t* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 86NHP<br>1SB,3*pf*,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 ″ 6 | |
| 37203<br>~~125044~~ | **Ewerby** SteelScK<br>(*ex*Argonaut) *ss*Gms.No.3-10,21<br>1*Dk* | 224<br>206<br>~~106~~ 87 | ✠100A1<br>*StmTrawler*<br>10,21<br>✠LMC10,21 | Gms | | 10,21 | 1907<br>1mo | Cochrane&<br>Sons<br>Selby<br>*Lloyd's*A&CP | Denos,Lebreton, Tourasse&Co. | 117·2<br>Q66'F18'<br>BK7½ | 22·0 | 11·6 | Dieppe<br>French<br>4*BHCem* | T.3Cy.12",21"&34"-24" (*s*)<br>180lb 67RHP<br>1SB,2*pf*,GS33,HS1096<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 6 | |
| | *Now named* "Jean-Max," *See No.* 3798 *in Supplement* | | | | | | | | | | | | | | | |
| 37204 | **Eduard Anseele** SteelScK<br>(*ex*SiamDuffy) *ss*Lon.No.3-11,20<br>*Elec.light* 1*Dk* | 276<br>*247*<br>*108* | 100A1<br>*StmTrawler*<br>5,22 ~~11,20~~ ~~11,21~~<br>LMC9,20 | Lon<br>Ams | | CL<br>7,21 | 1918 | Bow,McLachlan &Co.<br>Ld.Paisley<br>*Lloyd's*A&CP | Soc.Anon.ArmementOstendais | 125·7<br>Q72'F21<br>BK7½" | 23·4 | 12·8 | Ostend<br>Belgian<br>2*BHCem* | T.3Cy.12½",21"&35"-26"(*s*)<br>180lb 87NHP<br>1SB,3*pf*,GS50,HS1619<br>Fraser&Chalmers,Erith | 13 ″ 6 | |
| 37205 | **Ernst Hugo Stinnes II.** SteelSc<br>(*ex*Prinsessan *ss*Cpn.No.3-2,17<br>Ingeborg) *ss*Cpn.No.1-21<br>*Elec.light* 2*Dks*(*Stl*)&*deepframing*<br>Wireless | 3670<br>3213<br>2159 | ✠100A1<br>11,21<br>*Fitted for oil fuel* 3,21 *F.P. above* 150°F. | | ... | 3,21 | 1905<br>11mo | Akt.Burmeistr&Wain<br>Copenhagen<br>A&CP | A.G.-HugoStinnes f.Seeschiff.u Ueberseehandel<br>*CellDBa*121 | 359·6<br>P&B296'H193*t*F40'<br>FK | 49·0 | 22·2 | Hamburg<br>German<br>7*BHCem*<br>*uE*&*B* 22' *f* | T.3Cy.24¾",42"&70"-45" (*s*)<br>200lb 441NHP<br>4SB.*12cf*,GS231,HS7340<br>Akt.Burmeistr&Wain,Cpn<br>142'1117*tFPT*56*tAPT*26*t* | 25 ″ 6<br>s2 ″ 10½<br>23 ″ 0 | |
| 37206 | **Eleine** SteelTwinSc<br>(*exMineSweeper* F.M.50)<br>*Elec.light* 1*Dk* | 206<br><br>81 | | | | | 1920 | J.L.Meyer<br>Papenburg<br>a.d.Ems | | 141·4<br>F46' | 19·9 | 8·0 | | T.6Cy.8⅞",13⅘"&21⅝"-13⅘"<br>Jos.L.Meyer, 32NHP<br>Papenburg,a.d.Ems | | |
| 37207 | **Eduard Haubuss** IronSc<br>(*ex*Baltzar,*ex*Baltzar von<br>Platen) 1*Dk* | 724<br>573<br>402 | | | | | 1872 | ColeBros.<br>Newcastle | Dampfer"Eduard Haubuss"Akt.Ges. (E.Haubuss) | 186·4<br>Q65'B32'H25*t*F20' | 28·2 | 14·7 | Stettin<br>German | C.2Cy.22"&42"-33"<br>B*made*05,*fitted*13 84NHP<br>OuseburnEng.Wrks.Gts | | V |
| 37208 | **Ekaterina Inglessi** SteelSc<br>(*ex*Byzantion,*ex*Calonne,*ex*AngloAustralian) *ss*Hul.No.3-11,21<br>1*Dk*(*Stl*)&<br>*Elec.light* *Spar dk*(*Stl*)&*deepframing*<br>Wireless *Cargo battens not fitted* | *4019*<br>*3850*<br>*2581* | ✠100A1<br>*Spar dk*<br>5,22 ~~11,21~~<br>✠LMC11,21 | Hul<br>Npt | *x* | CL<br>11,21 | 1899<br>5mo | Short Bros.<br>Sunderland<br>A&CP | D.Inglessi&Fils<br>*CellDBa*106'*uE* | 370·4<br>P35'B212'F37' 28·8<br>FK<br>24' *f* 152' 900*t FPT* | 48·1 | 20·3 | Samos<br>Greek<br>6*BHCem*<br>69*tAPT*78*t* | T.3Cy.26",42"&70"-48" (*r*)<br>180lb *100lb* NDB21 390NHP<br>2SB.*6cf*,GS121,HS5049 FD<br>G.Clark,Ld.Sunderland | 30 ″ 0<br>s4 ″ 11<br>25 ″ 5 | |
| 37209 | **Egholm** SteelSc<br>(*ex*SanMassimo, *ss*Bly.2ndNo.3-9,20<br>*ex*IwanAsbeleff,<br>*ex*Arundo) 1*Dk*(*Irn*)&*Webframes*<br>&*ptAwngdk*(*Irn*) | *1801*<br>*1513*<br>*1057* | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>11,21<br>✠LMC11,21<br>~~BS9,20~~ ~~MS11,21~~ | Msl | *r* | 9,20 | 1890<br>6mo | C.S.Swan<br>&Hunter<br>Newcastle<br>A&CP | RederiaktiesLimfjorden(Rechnitzer Thomsen&Co*Mgs*)<br>*CellDBa*222'446*t* | 265·6<br>P26'Q72'B112'F31'<br>FK | 37·0 | 17·4 | Aalborg<br>Danish<br>4*BHptAsp*<br>*ptCem*<br>*APT*44*t* | T.3Cy.20",33"&54"-39"<br>160lb *100lb* NDB01 185NHP<br>2SB,*6cf*,GS103,HS2822<br>Alley& M'Lellan, Glasgow | 19 ″ 9<br>s8 ″ 2½<br>19 ″ 4 | |
| 37210<br>OGHT | **Emile Delmas** SteelSc<br>(*ex*Arucas)<br>*Elec.light* | 2056<br>1618<br>1190 | | | | | 1915 | Nuescke&<br>Co.<br>Stettin | Cie.Delmas frères etVieljeux | 290·8<br>P103'F81' | 41·0 | 17·0 | LaRochlle<br>French | T.3Cy.23",37"&57"-35½"<br>224NHP<br>Nuescke&Co.Stettin | | V |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registre ou cote, si ce n'est dans le L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37211 | **Efxinos** SteelSc<br>(*ex*KarlLeonhardt,*ex*Hornburg)<br>*Elec.light* 1*Dk*&*Spar dk* | 3129<br>2965<br>1999 | | | | | 1904 | Akt.Ges.<br>"Neptun"<br>Rostock | GreekGovernment<br>Service of MaritimeTransport | 302·6 | 45·3 | 18·9<br>25·8 | Greek<br>*WB* | T3Cy.20⅞",$35\frac{7}{16}$"&55⅞"–37⅜"<br>192NHP<br>A.G."Neptun,"Rostock | | |
| 37212 | **Ermis** SteelSc<br>(*ex*AugustWilke, *ss*Ham.No.3–7,09<br>*ex*CarlMenzell, *ss*Rot No.1–14<br>*ex*MaraKolb,*ex*Ludwig) 1*Dk*(*Irn*)2*trB*<br>Wireless &*deep framing* | *2766*<br>*2427*<br>*1719* | ✠ Cff. 3,21<br>*withfreeboard*<br>12,16 ✠<br>(*See footnote**) | Rot | *t* | | 1896<br>8mo | S.P.Austin<br>&Son<br>Sunderland | GreekGovernment | 308·4<br>P34'B61'F36'<br>FK<br>*CellDBa* | 45·3 | 20·9 | Piræus<br>Greek<br>6*BHCem*<br>98' *uE*&*B*44' | T.3Cy.22½",37"&61"–42"<br>249NHP<br>2SB,6*cf*,GS108,HS3857<br>G.Clark,Ld.Sunderland<br>*f*120'640*tAPT*40*t* | 23 ″ 7<br>s 4 ″ 4½<br>19 ″ 6 | |
| 37213 | **El Amigo** IronSc3Mst<br>(*ex*Leca,*ex*Afra,*ex*Juno)<br>*Elec.light Well deck Mchy.Aft* 1*Dk*2*trB* | *1302*<br>*900*<br>*835* | | | ••• | | 1882 | Earle'sCo.<br>Ld.<br>Hull | JamesR.Armstrong | 250·2<br>P152'F57'<br>BK7½" | 32·2 | 16·5 | Colon<br>Panaman<br>*WB* | C.2Cy.35¾"&69"–39"<br>NB98 264NHP<br>Earle'sCo.Ld.Hull | 17 ″ 9 | O |
| 37214 | **Esperanza** WoodAuxSc4MstSr<br>(*ex*AllaG.Turner) *OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 677<br>—<br>541 | | | | | 1917 | Clooney<br>Const.&<br>TowCo.<br>Westlake,La. | YucatanShip&<br>TradingCo. | 165·0 | 38·0 | 14·3 | Puerto<br>Cortes<br>Honduran | 2 Oil Engines | | |
| 37215 | **Esperance Bay** SteelTwinSc<br>*Elec.light*<br>*Ref.Mchy.* | 3851<br>1881<br>8457 | 100A1<br>*Shelter dk*<br>(*ClassContemplated*) | | | | 1921 | W.Beardmore&Co.Ld.<br>Glasgow | Commonwealth<br>GovernmentLine<br>ofSteamers | 530·0<br>B215'F76' | 68·3 | 39·8 | London<br>British | 4 Steam Turbines<br>W.Beardmore&Co.Ld.Gls. | | |
| 37216 | **Ethiopia** SteelTwinSc<br>*Elec.light* | 5200<br>3832 | 100A1<br>*Shade dk*<br>(*ClassContemplated*) | | | | 1921 | W.Denny&<br>Bros.Ld.<br>Dumbarton | BritishIndiaStm.<br>Nav.Co.Ld. | 410·6<br>B178' | 53·4 | 24·7 | Glasgow<br>British | 4 Steam Turbines<br>W.Denny&Bros.Dmb. | | |
| 37217 | **Eagle** SteelSc<br>*ss*N.Yk.No.2–21<br>(*ex*Adventuress)<br>*Elec.light* Wireless | *342*<br>—<br>*153* | ✠100A1<br>*Yacht*<br>6,21<br>✠LMC6,21 | NYk | *l* | CL<br>4,19 | 1913<br>2mo<br>*Lloyd*'*sA&CP* | Hepple&<br>Co.Ld<br>S.Shields | W.K.Vanderbilt,<br>jr. | 135·1<br>BK6¼" | 24·8 | 14·2 | NewYork<br>Utd.States<br>6*BHCem* | T.3Cy.14",22"&36"–24"<br>180lb *100lb* 91NHP<br>1B,3*pf*,GS59,HS1720<br>Hepple&Co.Ld.S.Shields | | |
| 37218 | **Emilie-Pierre** SteelScK<br>(*ex*JamesCaton) 1*Dk*(*Stl*) | *330*<br>*292*<br>*132* | ✠100A1<br>*StmTrawler*<br>12,21<br>✠LMC9,18 | Gms | | | 1918<br>9mo<br>*Lloyd*'*sA&CP* | Lobnitz&<br>Co.Ld.<br>Renfrew | Soc.deChalutage<br>de laMéditerranée | 138·8<br>Q77'F20'<br>BK7½" | 23·7 | 12·9 | Marseilles<br>French<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 87NHP<br>1SB,3*pf*,GS48,HS1440<br>Lobnitz&Co.Ld.Renfrew | 13 ″ 6 | |
| 37219 | **Else Hugo Stinnes 15** SteelSc<br>(*ex*Kronprinsessin *ss*Got.No.3–7,18<br>Victoria) 2*Dks*(*Stl*)&*deep framing*<br>*Elec.light*<br>Wireless | 3677<br>3216<br>2160 | ✠100A1<br>4,20 | Mmo | •• | 4,20 | 1905<br>10mo<br>A&CP | Akt.Burmeistr&Wain<br>Copenhagen | A.G.-HugoStinnes<br>f.Seeschiff.u.<br>Ueberseehandel | 359·8<br>P&B296'H53*t*F39'<br>FK<br>*CellDBa* 121' *uE*&*B*22' *f*142' | 48·9 | 22·2 | Hamburg<br>German<br>7*BHCem* | T.3Cy.24¾",42"&70"–45" (*s*)<br>200lb 431NHP<br>4SB,12*cf*,GS231,HS7340<br>Akt.Burmeistr&Wain,Cpn<br>1117*tFPT*56*tAPT*26*t* | 25 ″ 6<br>s 2 ″ 10½<br>23 ″ 0 | |
| 37220 | **Ella** SteelSc<br>Wireless 1*Dk* | 1575<br>1378<br>919 | | | | | 1921 | Nylands<br>Verksted<br>Christiania | TrelleborgsÅngf.<br>NyaAktieb. (T.D<br>Malmros,*Mgr*.) | 254·8<br>P22'B63'F25' | 39·2 | 16·9 | Trelleborg<br>Swedish<br>*WB* | T.3Cy.19",31"&51½"–33"<br>153NHP<br>NylandsVerksted,Xania | | |
| 37221 | **Eubée** SteelTwinSc<br>*Elec.light Ref.Mchy.* 3*Dks* | 9580<br>5787<br>6006 | Lloyd'sRMC2,22 | | | | 1921 | Chantiers<br>deFrance<br>Dunkirk | Cie.desChargeurs<br>Réunis | 483·0 | 59·0 | 34·0 | Havre<br>French<br>*WB* | T.3Cy.25⅝",42½"&70"–48"<br>340NHP<br>ChantiersdeFrance,Dnk. | | |
| 37222<br>MVCS | **Fstrella** SteelTwinSc<br>Wireless (*ex*Athene) *OilEng.*<br>*Elec.light CruiserStern* 2*Dks* | 5155<br>4898<br>3159 | | | | | 1920 | Wrf.voorh.<br>Rijkee&Co<br>Rotterdam | DetBergenske<br>Dampskibsselskab | 375·7<br>F218*t* | 51·5 | 31·3 | Bergen<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.$22\frac{1}{20}$"–$39\frac{6}{20}$"<br>Werkspoor,Amsterdam | | N |
| 37223<br>LBCW | **Eidsvold** SteelSc<br>(*ex*Holmen)<br>1*Dk* | 1371<br>1190<br>799 | | | | | 1917 | NV.Boele's<br>Sch.Mschfbk<br>Slikkerveer | A/SEidsvold<br>(A.T.Simonsen) | 240·2<br>P33'B63'F25' | 36·2 | 16·8 | Christiania<br>Norwegian<br>*WB* | T.3Cy.18",30"&48"–36"<br>138NHP<br>MaschenfabriekBolnes | | V |
| 37224<br>LBVF | **Elsa** SteelSc<br>(*ex*Sylvia I.)<br>*Elec.light* 1*Dk* | 1162<br>101<br>684 | | | | | 1921 | Skiens<br>Verks.A/S<br>Skien | R.Hedberg | 226·4<br>P43*t*H65*t* | 36·6 | 15·7 | Malmö<br>Swedish | T.3Cy.16",25"&42"–30"<br>97NHP<br>SkiensVerks.A/S.Skien | | N |
| 37225 | **Edouard Watteau** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 906<br>697<br>371 | | | | | 1921 | Atel.&Ch.<br>Aug.Normnd<br>Havre | Soc.desPêcheries<br>deFrance | 211·6<br>P33'F34' | 31·2 | 18·0 | Havre<br>French<br>*WB* | T.3Cy.$16\frac{9}{16}$",$26\frac{7}{16}$"&$43\frac{7}{16}$"–$29\frac{9}{16}$"<br>102NHP<br>Atel.&Ch.Augustin<br>Normand | | |
| 37226 | **Eros** SteelSc<br>1*Dk* | 970<br>680<br>555 | | | | | 1921 | Pusnæs<br>Stöperi&M.V.<br>Arendal | C.Konow | 210·0<br>P19'Q61'B48'F28' | 33·0 | 14·4 | Bergen<br>Norwegian<br>*WB* | T.3Cy.15",25"&40"–30"<br>88NHP<br>PusnæsStöperi&Mek.Verk | | |
| 37227 | **Enrico G.** Ferro-ConcreteTwinSc<br>*Carrying Petroleum in bulk OilEng.*<br>*Elec.light* 1*Dk*<br>*Mchy.Aft* | | | | | | 1921 | Soc.Navi<br>Ital.Cemento<br>Armato<br>Lavagna | | 144·3<br>P46'F21' | 28·5 | 16·4 | Italian<br>*WB* | Oil Engines 4S.C.SA<br>12Cy 9⅜"–13" 95NHP<br>SouthworkFoundry&<br>MachineCo.Phl. | | |
| 37228 | **Ernesto G.** Ferro-ConcreteTwinSc<br>*Carrying Petroleum in bulk OilEng.*<br>*Elec.light* 1*Dk*<br>*Mchy.Aft* | | | | | | 1921 | Soc.Navi<br>Ital.Cemento<br>Armato<br>Lavagna | | 144·3<br>P46'F21' | 28·5 | 16·4 | Italian<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.$13\frac{9}{16}$"–18⅞" 60NHP<br>FrancoTosi,S.A.Legnano | | |
| 37229<br>150170<br>TQCH | **Eurimbla** SteelSc<br>1*Dk*(*Stl*)&*Shltr dk*(*Stl*)&*Webfrms* 335<br>*Elec.light Longitudinal framing* 307 | ~~3350~~<br>~~3014~~<br>1916 | ✠100A1<br>*Shelter dk with freeboard*<br>~~(*ClassContemplated*)~~<br>11,21<br>✠LMC11,21 | Adl | *v* | CL | 1921<br>10mo<br>A&CP | Poole&<br>Steele<br>PortAdelaide | Commonwealth<br>GovernmentLine<br>ofSteamers | 331·0<br>*CellDB*227'882*tFPT*118*tAPT*204*t* FK | 47·9 | ~~23·6~~<br>23·5<br>*Collision BH to Sh.dk* | SydneyNSW<br>British *Cem*<br>4 " " U " | T.3Cy.25",41"&68"–45" (*s*)<br>185lb FD 516NHP<br>3WaterTubeBlrs HS8289<br>Poole&Steele,P.Adelaide | 26 ″ 1<br>s 2 ″ 7½<br>23 ″ 10 | |
| 37230 | **Euwarra** SteelSc<br>*Elec.light* | 3350<br>3014<br>1916 | 100A1<br>*Shelter dk*<br>(*ClassContemplated*) | | | | 1921 | Poole&<br>Steele<br>PortAdelaide | Commonwealth<br>GovernmentLine<br>ofSteamers | 331·0 | 47·9 | 33·7 | British | T.3Cy.25",41"&68"–45"<br>Poole&Steele,Pt.Adelaide | | |
| 37231 | **Elisabeth** ~~Rene~~ René SteelScK<br>*ss*Gms.No.3–3,13<br>(*ex*Cambrian) *ss*Gms.No.2–19<br>1*Dk* | ~~*191*~~<br>~~*176*~~<br>~~75~~<br>201<br>176<br>56 | ✠100A1<br>*StmTrawler*<br>3,22 ~~9.19~~<br>~~BS10,20~~ 3,22 ✠LMC9,19 | Gms<br>Hav | | ~~9,19~~<br>3,22 | 1900<br>3mo<br>*Lloyd*'*sA&CP* | Smith's<br>DockCo.Ld.<br>NorthShields | ~~J.Perchepied~~<br>Chatel<br>(C.Prentout*Mgr*.) | 116·0<br>Q48'F20'<br>BK7½" | 21·1 | 11·1 | Fécamp<br>French<br>3*BHCem* | T.3Cy.12",19"&32"–24" (*s*)<br>180lb 67NHP<br>1SB,2*pf*,GS10,HS1047<br>Smith'sDockCo.Ld.S.Shl. | 12 ″ 0 | |

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*This vessel, the class of which has lapsed, has now been surveyed by the Surveyors to Lloyd's Register, and a Certificate for six months issued

| 1 No. in Regr. — Official No. — Code Letters | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length \| Breadth \| Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37232 | **Expanse** SteelScK<br>Now named "JaneWright," See No.37973 in Supplement<br>(exDawn) 1Dk | 96<br>36 | ✠100A1, purposes<br>7,18<br>✠LMC7,18 | Abn | | CL | 1918<br>7mo<br>Lloyd's A&CP | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | Dixon&Shippen | 86·0\|18·6\|9·2<br>BK7½" | British<br>3BHCem | T3Cy.9½",15½"&26"–18" (s)<br>180lb 42NHP<br>1SB,GS30,HS814<br>WmBeardmore&CoLd.Gls | 15 ″ 0 | |
| 37233<br>PBQW | **Else** SteelSc<br>(exAlsenstein, exCoriolan) (Tug) OilEng.<br>1Dk | 107<br>84<br>— | | | | | 1914 | HPau'ksch A.G.<br>Landsburg | Sieg&Co.G.m.b.H. | 91·9\|18·4\|6·5<br>H38' | Danzig<br>WB | Oil Engines<br>4Cy.15¾"–13¾" 68NHP<br>GörlitzerMaschb.Görlitz | | G |
| 37234 | **Ernst** SteelSc<br>(Tug)<br>Elec.light 1Dk | 168<br>148<br>1 | | | | | 1921 | F.Schichau<br>Elbing | Sieg&Co.G.m.b.H, | 98·6\|21·5\|11·6<br>H30' | Danzig | T.3Cy.13¾",22⅗"&35⅗–21⅗"<br>58NHP<br>F.Schichau,Elbing | | |
| 37235 | **Ernest Emile** WoodAuxScDy<br>(exTheodorVictor) OilEng.<br>1Dk<br>(See Sailing Ship Register) | 188<br>—<br>87 | | | | | 1919 | Ch.Mar.de Paimpol& Fecamp<br>Fécamp | E.Lethuillier&fils | 104·1\|25·8\|11·6 | Fécamp<br>French | Oil Engines<br>2Cy.13¾"–16½"<br>Munchtell,Eskilstuna | | V |
| 37236<br>ESWR | **Ekstrand** SteelSc<br>(exDagfred)<br>1Dk | 1089<br>849<br>639 | | | | | 1900 | FevigsJrn-skibsbyggeri<br>Fevig | A/S Strand(C.B. Nielsen,Mgr.) | 230·3\|34·0\|13·4<br>Q126tB58'H8tF32t | Skien<br>Norwegian<br>WB | T.3Cy.16½",27"&44"–30"<br>SirC.Furness, 106NHP<br>Westgarth&Co.Ld.Mdb | | N |
| 37237<br>115155<br>VGMW | **Elizabeth Harrison** SteelSc<br>(exMadameEnterprise,exAlicia) ssHul.No.3–9,17<br>ssBly.No.1–22<br>1Dk(Irn)&deep framing | 2092<br>1921<br>1316 | ✠100A1<br>1,22<br>✠LMC1,22 | Bly | s | CL<br>1,22 | 1903<br>10mo<br>Lloyd's A&CP | W.Gray&Co.Ld.<br>WHartlepool | H.Harrison (Shipping),Ld. | 290·0\|42·1\|19·3<br>P26'B69'F32'<br>FK<br>CellDB a&uE110'f122'609t | London<br>British<br>5BHCem<br>APT54t | T.3Cy.21½",35"&58"–39" (s)<br>160lb 90lb 218NHP<br>2SB,6pf,GS84,HS3393<br>Cen.Mar.Eng.Wrks.WHpl | 21 ″ 9<br>s 3 ″ 4<br>18 ″ 9 | |
| 37238<br>4238<br>JNPL | **Erna** SteelSc<br>(exJohannisborg, exElla,exA.R.Thorp, exKathleen) ssShl.2ndNo.3–6,20<br>1Dk(Stl& Web frames<br>Well deck | 1027<br>822<br>614 | ✠100A1<br>1,22<br>BS6,21<br>✠LMC6,20 | Mmo | m | 1,22 | 1894<br>8mo<br>A&CP | Craig, Taylor&Co.<br>Stockton | A/BKarlshälls Granitindustri (DyrkeVietor, Mgr.) | 218·0\|33·1\|13·8<br>Q73'B46'F27'<br>FK<br>Cell DBa52'uE&B26'f90'255t | Karlshmn<br>Swedish<br>4BHCem | T3Cy.17½",29"&47"–33" (s)<br>160lb 100lb NDB13 130NHP<br>2SB,4pf,GS62,HS2000<br>J.Dickinson,Sunderland | 16 ″ 0<br>s 1 ″ 6<br>14 ″ 9 | |
| 37239<br>132479<br>THRP | **Echuca** SteelSc<br>1Dk(Stl)&Shelterdk(Stl)<br>Elec.light Wireless &Web frames<br>Longitudinal framing | 3362<br>3017<br>1924 | ✠100A1<br>Shelter dk with freeboard<br>11,21<br>~~(ClassContemplated)~~<br>✠LMC11,21 | Bsb | v | CL | 1921<br>11mo<br>A&CP | Walkers, Ld.<br>Maryboro' Queensland | Commonwealth Govt.Line of Steamers | ~~331·0\|47·9\|23·5~~<br>332·7\|47·1\|27·1<br>FK<br>CollisionBHtoShelterdk<br>CellDB277'882tFPT118tAPT204t | Melbourne<br>British<br>Cem<br>4BHtoUdk | T.3Cy.25",41"&68"–45' (s)<br>185lb FD 520NHP<br>3WaterTubeBlrs HS8289<br>Walkers,Ld. | 26 ″ 1<br>s 2 ″ 7½<br>23 ″ 10 | |
| 37240 | **Evelpis** SteelSc<br>(exSalerno,exEdenmore)<br>Elec.light Wireless 1Dk2trB | 3667<br>3463<br>2292 | | | | | 1909 | Richardsn, Duck&Co.<br>Stockton | C.Petzalis&El Dounais | 360·0\|48·7\|24·2<br>P23'B108'F35' | Spezia<br>Greek<br>WB | T.3Cy.24",40"&67"–45"<br>278NHP<br>G.Clark,Ld.Sunderland | | C |
| 37241<br>143831 | **Eden** SteelScK<br>(exThomasJohns)<br>Mchy Aft 1Dk(Stl) | 324<br>288<br>149 | ✠100A1<br>StmTrawler<br>9,18<br>✠LMC9,18 | Hul | | CL | 1918<br>9mo<br>Lloyd's A&CP | Cochrane&Sons,Ld.<br>Selby | Government of SouthAfrica | 138·5\|23·7\|12·8<br>Q78'F19'<br>BK7½" | London<br>British<br>4BHCem | T.3Cy.13",23"&37"–26" (s)<br>200lb 87RHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 37242 | **Egypte** SteelSc<br>(exMars)<br>1Dk&Shelter dk | 2538<br>—<br>1957 | | | | | 1905 | Eiderwerft Akt.Ges.<br>Tönning | CieNationaleBelge deTransp.Marit. (ArmementDeppe, Mgrs.) | 283·4\|41·9\|24·9 | Antwerp<br>Belgian<br>WB | T.3Cy.20½",34¼"&55⅛"–35½"<br>180NHP<br>EidrwrftAkt.Ges.Tönning | | |
| 37243 | **Ernest** SteelSc<br>(exSirErnestCassel) CruiserStern<br>Elec.light Mchy.Aft Wireless 1Dk | 7716<br>7149<br>3573 | | | | | 1910 | Hawthorn,Leslie&Co.Ld<br>Newcastle | Aug.BoltenWm. Miller'sNachf. | 454·4\|60·3\|32·3<br>P92'F43' | Hamburg<br>German<br>WB | T.3Cy.27",45"&74"–54"<br>402NHP<br>N.E.MarineEng.CoLdNwc | | C |
| 37244<br>143821 | **Erne** SteelScK<br>(Fishing)<br>(exJohnChivers) 1Dk | 276<br>247<br>123 | | | | | 1917 | Bow,McLachlan&Co Ld.<br>Paisley | TheAdmiralty<br>J.SamuelWhite&Co.Ld. | 125·7\|23·4\|12·8 | London<br>British | T.3Cy.12½",21"&35"–26"<br>62NHP<br>Bow,McLachln&CoLd Psy | | C |
| 37245 | **Ettrick** SteelScK<br>(exSamuelJameson)<br>Mchy.Aft 1Dk(Stl) | 324<br>288<br>149 | ✠100A1<br>StmTrawler<br>9,18<br>✠LMC9,18 | Hul | | CL | 1918<br>9mo<br>Lloyd's A&CP | Cochrane&Sons<br>Selby | TheAdmiralty | 138·5\|23·7\|12·8<br>Q78'F19'<br>BK7½" | British<br>4BHCem | T.3Cy.13",23"&37"–26" (s)<br>200lb 87RHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 37246 | **Exe** SteelScK<br>(exThomasJarvis)<br>1Dk(Stl) | 324<br>288<br>149 | ✠100A1<br>StmTrawler<br>10,18<br>✠LMC10,18 | Hul | | CL | 1918<br>10mo<br>Lloyd's A&CP | Cochrane&Sons,Ld.<br>Selby | TheAdmiralty | 138·5\|23·7\|12·8<br>Q78'F19'<br>BK7½" | British<br>4BHCem | T.3Cy.13",23"&37"–26" (s)<br>200lb 87RHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 37247 | **Excellent** SteelScK<br>(exWilliamLeech)<br>1Dk(Stl) | 324<br>287<br>148 | ✠100A1<br>StmTrawler<br>3,19<br>✠LMC3,19 | Hul | | | 1919<br>3mo<br>Lloyd's A&CP | Cochrane&Sons,Ld.<br>Selby | TheAdmiralty | 138·3\|23·7\|12·7<br>Q78'F19'<br>BK7½" | British<br>4BHCem | T.3Cy.13",23"&37"–26" (s)<br>200lb 87NHP<br>1SB,3pf,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 37248 | **Ermland** SteelTwinSc<br>OilEng.<br>Elec.light 2Dks | 6000 | | | | | 1922 | Blohm&Voss<br>Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 450·0\|58·0\|27·0<br>P&B336'F59' | German<br>WB | Oil Engines 4S.C.SA<br>12Cy.28⅗"–51⅕" 860NHP<br>Blohm&Voss,Hamburg | | |
| 37249<br>144362 | **Evelina** SteelScK<br>(exJohnHoward)<br>1Dk(Stl-ws) | 202<br>199<br>77 | ✠100A1<br>StmTrawler<br>5,21<br>✠LMC7,19 | Wyn | | CL<br>5,21 | 1919<br>7mo<br>Lloyd's A&CP | Rennie Forrestt&Co.<br>Ld.Wivenhoe | ConsolidatedStm. Fishing&IceCo. (Grimsby Ld. (JDMarsden,Mgr) | 115·4\|22·1\|12·1<br>BK7½" | Grimsby<br>British<br>3BHCem<br>DBf18'19t | T.3Cy.12",20"&34"–23" (s)<br>180lb 75RHP<br>1SB,3pf,GS42,HS1347<br>A.G.Mumford,Ld.Col. | | |
| 37250 | **Extension** SteelScK<br>1Dk | 90 | 100A1<br>For fishing purposes<br>(ClassContemplated) | | | | 1922 | Cochrane&Sons,Ld.<br>Selby | NielsenFishingCo. Ld. | 85·0\|19·7\|9·7 | Hull<br>British | C.2Cy.12"&24"–16" | | |
| 37251<br>144611<br>KFWH | **Earlshall** SteelSc<br>(exPommern)<br>Elec.light Sub.Sig. Wireless 1Dk | 2182<br>1854<br>1272 | | | | | 1906 | Stettiner Oderwerke<br>Stettin | J.Thompson | 284·7\|41·2\|19·0<br>P26'B55'F29' | Newcastle<br>British<br>WB | T.3Cy.21",34"&55"–39"<br>189NHP<br>StettinerOderwerke,Stn. | | |
| 37252<br>140654<br>KOMP | **Esneh** SteelSc<br>(exWesternCoast)<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Cargo battens not fitted in 'tween decks<br>Wireless | 1931<br>1620<br>955 | ✠100A1<br>2,22<br>✠LMC9,19 | Liv | s | CL<br>2,22 | 1919<br>9mo<br>Lloyd's A&CP | Swan,Hunter&Wigham Richardson,<br>Ld Sunderlnd | MossS.S.Co.Ld.(J.Moss&Co.Mgrs.) | 290·0\|42·5\|18·8<br>FK<br>CellDB248'501tFPT31tAPT39t | Liverpool<br>British<br>ptCem<br>2BHtoSdk<br>4 ″ ″ U ″ | T.3Cy.22",36"&59"–39" (s)<br>180lb 324NHP<br>3SB,6cf,GS123,HS4960 FD<br>Richardsons,Westgarth&Co.Ld.Sld. | 21 ″ 2<br>s 1 ″ 6½<br>19 ″ 11 | |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux. Gréement etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.BofTrade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37253 | **Emma Sauber** SteelSc<br>*Elec.light* 1*Dk* | 2300 | | | | | 1922 | Deutsche WerftA.G. | **GebrüderSauber** | 292·0<br>P24'B54'F26' | 44·2 | 22·6 | Hamburg<br>German | 1 Geared Steam Turbine<br>AllgemeineElecGes Berlin | | |
| 37254 | **Evanghelia M. Diacakis** SteelSc<br>(*ex*Daland, *ss*Got.No.2-12<br>*ex*Wentbridge) 1*Dk*(*ptIrn&ptStl*)&<br>*Web frames* | 2743<br>2521<br>1632 | ✠<br>3,20 | Got<br>✠ | *u* | | 1903<br>12mo | J.Blumer &Co.<br>Sunderland | **M.D.Diacakis** | 314·0<br>P28'B88'F32'<br>*CellDBa* 104'*uE&B*40'*f*124' | 46·4 | 20·6 | Syra<br>Greek<br>FK 5*BHCem*<br>717*tAPT*99*t* | T.3Cy.23",38"&63"-42"<br>268NHP<br>2SB 6*pf*.GS111,HS3974<br>J.Dickinson&Sons.Ld.Sld. | 23 ″ 0 | |
| 37255 | **Eurea** SteelSc<br>*Elec.light*<br>*Longitudinal framing* | | 100A1<br>*Shelter dk with freeboard*<br>(*ClassContemplated*) | | | | 1922 | Govt.Dkyd Williams-town<br>Victoria | **Commonwealth GovernmentLine** | 331·0 | 47·7 | 26·0 | British | T.3Cy.25",41"&68"-45"<br>Thompson&Co.(Castle-maine)Proprietary,Ld. | | |
| 37256<br>MBEW | **Emiel Vandervelde** SteelScK<br>(*ex*BenjaminCooke) *ss*Mil.No.3-4,21<br>*Elec.light* 1*Dk* | 276<br>217<br>125 | 100A1<br>*StmTrawler*<br>5,22 ~~2,22~~ | Mil<br>Ams<br>LMC4,21 | | CL<br>4,21<br>5,22 | 1917<br>*Lloyd's A&CP* | Bow,Mc-Lachlan&Co<br>Ld. Paisley | **Soc.Anon.Arme-mentOstendais** | 125·6<br>Q72'F21' | 23·4 | 12·8 | Ostend<br>Belgian<br>BK7½" 2*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 37NHP<br>1SB.3*pf*,GS50,HS1619<br>Bow,McLachln&CoLd.Psy | 13 ″ 6 | |
| 37257 | **Edmund Wagenknecht** SteelSc<br>(*ex*Professor,*ex*ProfessorWoermann)<br>*Elec.light* Sub Sig. Wireless 2*Dks* | 6118<br>4218<br>3648 | | | | | 1912 | Reiherst'g Schiffsw.<br>Hamburg | **A.G.HugoStinnes fürSeeschiff.u. Ueberseehandel** | 394·0<br>P&B272'F72' | 52·3 | 27·1 | German<br>*WB* | Q.4Cy.26⅜",38⅜"55⅛"&81⅛"-51⅛"<br>484NHP<br>Reiherst.Maschinenf.Ham. | | |
| 37258 | **Elizabeth R.** SteelSc<br>(*ex*Antonio)<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless | 2325<br>1969<br>1389 | ✠100A1<br>3,22 ~~10,20~~<br>*Fitted for oil fuel* 10,20 *F.P. above* 150° F. | Dul<br>NYk<br>✠LMC10,20 | *r* | CL<br>3,22 | 1920<br>10mo | McDougall DuluthSB.Co<br>Duluth,Minn.<br>A&CP | **Interwaterways Line,Inc.** | 251·0<br>P25'B64'F22'<br>*Cell DB*203'525*tFPT*60*t* | 43·7 | 22·2 | NewYork<br>Utd.States<br>FK 4*BHptCem*<br>*tAPT*82*t* | T.3Cy.19",32¼"&54"-40" (*s*)<br>190lb 262NHP<br>2SB,4*cf*,GS100,HS3828 FD<br>McDougallDuluthS.B.Co. | 24 ″ 3<br>s 3 ″ 5<br>21 ″ 2 | |
| 37259 | **Espoir** IronSc<br>(*ex*Imrico, *ss*Gls.No.3-2,96<br>*ex*Craigendoran) *ss*Gls.No.2-03<br>*Well deck* 1*Dk*(*Irn*)2*trB* | *1471*<br>*1155*<br>*943* | ✠<br>3,09 | Gls | *p* | | 1883<br>10mo | Ramage& Ferguson<br>Leith | **J.M.Rabinovitch &Co.** | 250·0<br>Q89'B72'F25' | 34·2 | 17·7 | Marseilles<br>French<br>FK 4*BHCem*<br>*MT*22 200*t* | C.2Cy.30"&56"-39"<br>NDB05 161NHP<br>1DB,4*pf*,GS74,HS2672<br>Ramage&Ferguson,Leith | 18 ″ 9 | V |
| 37260 | **Eliane** IronScBg<br>(*ex*Manon,*ex*Magda,*ex*Stromboli,<br>*ex*Brunswick) 2*Dks* | *1158*<br>*1011*<br>*720* | | | ••• | | 1870 | LairdBros.<br>Birkenhead | **ElzearGuiffray** | 258·2<br>len74 | 29·7 | 20·0 | Constanpl<br>French | C.2Cy.30"&56"-36"<br>NE&B83 153NHP<br>LairdBros.Birkenhead | 21 ″ 1 | |
| 37261 | **Else** SteelSc<br>(*ex*Dr.AdolfSchmidt)<br>*Elec.light* Sub.Sig. 1*Dk* | 2247<br>2026<br>1328 | | | | | 1910 | Frd.Krupp Akt.Ges.<br>Kiel | **V.Beccard** | 287·4<br>P21'B71'F44' | 43·1 | 20·2 | Rouen<br>French<br>*WB* | T.3Cy.19⅝",31½"&53¾"-39⅜"<br>177NHP<br>Frd.KruppA.G.Kiel | | V |
| 37262 | **Eastmoor** SteelSc<br>*Elec.light* | 5795<br>5578<br>3660 | 100A1<br>*Shelterdkwithfreeboard*<br>(*ClassContemplated*) | | | | 1922 | Nthmblnd S.B.Co.Ld.<br>Newcastle | **MoorLine,Ld. (W.Runciman& Co.Ld,*Mgrs.*)** | 399·8<br>F38 | 52·9 | 32·8 | London<br>British | T.3Cy.27",45"&75"-51"<br>NE.MarineEng.CoLd.Nwc | | |
| 37263 | **Emilie Dunford** SteelSc<br>*Elec.light Mchy.Aft* | 1000<br>816 | 100A1<br>(*ClassContemplated*) | | | | 1922 | Coaster Constr.Co.Ld<br>Montrose | **E.S.Dunford&Co, Ld.** | 201·1<br>F29' | 33·1 | 15·9 | British | T.3Cy.15",25"&40"-27"<br>J.Milne&SonLd.Edinboro' | | |
| 37264 | **Esther Maria** SteelSc<br>*Elec light*<br>Wireless | 1874<br>1674<br>1112 | 100A1<br>(*ClassContemplated*) | | | | 1922 | Antwerp Eng.Co.<br>Hoboken | **Damskibsselsk. Dania(Chr.Andresen,*Mgr.*)** | 278·3<br>P22'B60'F30' | 40·2 | 18·2 | Esbjerg<br>Danish | T.3Cy.20",33"&54"-36"<br>N.E.MarineEng.Co.Ld.Sld | | |
| 37265<br>63934 | **Elizabeth Ellen Fisher** Wood<br>(*ex*SailingVessel) AuxSc3MstSr<br>IB 8&12yrs.Mat. *Par.Mot.*<br>(*See Sailing Ship Register*) | 110<br>109<br>83 | ✠<br>9,99 | Lon | 9<br>C6 | | 1871<br>5mo | M'Lea<br>Rothesay | **L.O'Toole** | 86·3<br>ptND97 | 21·2 | 9·5 | Dublin<br>~~Fleetwood~~<br>British | Paraffin Motor 2S.C.SA<br>InvincibleEngCoKeighley | 10 ″ 1 | |
| 37266 | **Elvaston** SteelSc<br>(*ex*SanSerafino) *ss*Rot.2ndNo.3-3,12<br>(*ex*Ural,*ex*Pawel *ss*Hul.No.2-21<br>Andrejeff, *ex*Elvaston)<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 2063<br>1605<br>1325 | ✠100A1<br>2,21<br>✠NB4,07 | Hul<br>✠LMC2,21 | *r* | CL<br>2,21 | 1887<br>10mo<br>*Lloyd's A&CP* | J.Laing<br>Sunderland | **Stewart&Craig, Ld.** | 278·0<br>Q121'B96'F31' | 37·2 | 12·2 | Hull<br>British<br>BK9½" 4*BHptAsp ptCem*<br>*CellD Ba*102'*uE&B*28'*f*84'310*t* | T.3Cy.22",36½"&60"-42"(*s*)<br>150lb 233NHP<br>2SB,6*cf*,GS102,HS3794<br>G.Clark,Sunderland | 21 ″ 11<br>s 1 ″ 7½<br>21 ″ 2 | |
| 37267<br>112323<br>KCBP | **Ella Louise** WoodTwinSc<br>(*ex*SailingVessel, (*Lighter*) *OilEng.*<br>*ex*CoralLeaf) | 383<br>351<br>349 | | | | | 1902 | J.Spicer<br>Spencer's Island,N.S. | **V.A.Ouenet** | 150·5 | 34·3 | 12·2 | N.Shields<br>British | Oil Engines 2S.C.SA<br>4Cy.13½"-13½" 67NHP<br>*Emade*21<br>WiddopEng.Co.Keighley | | |
| 37268<br>137227 | **Echunga** SteelSc<br>*Elec.light*<br>Wireless *Longitudinal framing* | 3362<br>3017<br>1924 | 100A1<br>*Shelter dk*<br>(*ClassContemplated*) | | | | 1921 | Walkers, Ld.<br>Maryborough | **Commonwealth Government of Australia** | 331·0 | 47·9 | 23·6 | Adelaide<br>British | T.3Cy.25",41"&68"-45"<br>Walkers,Ld.Maryborough, Queensland | 26 ″ 1<br>s 2 ″ 7½<br>23 ″ 10 | |
| 37269 | **Erland** SteelSc<br>*OilEng.*<br>*Elec.light*<br>Wireless *CruiserStern* | 2502<br>1512<br>1518 | 100A1<br>*Shelter dk with freeboard*<br>(*ClassContemplated*) | | | | 1922 | Eriksbergs M.V.Aktieb.<br>Gothenburg | **Ångf.Aktieb. Tirfing(Dan Broström,*Mgr.*)** | 300·1 | 43·2 | 16·3 | Gothenbrg<br>Swedish | Oil Engine 4S.C.SA<br>6Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$"<br>Aktieb.Gôtaverken,Got. | | |
| 37270 | **Enrichetta** SteelSc<br>(*ex*Wanderer) *ss*Gls.2ndNo.3-5,18<br>*Elec.light* 2*Dks*(*Stl-Uws*)3*trB*<br>Wireless | *4087*<br>*3849*<br>*2631* | ✠100A1<br>10,21<br>MS9,17 | Lon<br>✠LMC<br>BS10,20 | *x* | CL<br>11,20 | 1891<br>8mo<br>*Lloyd's A&CP* | Workman, Clark&Co.Ld<br>Belfast | **Soc.Anon.IndustrieNavali** | 380·0<br>B77'F34'<br>*CellDB*108'216*t* | 43·8 | 29·4 | Genoa<br>Italian<br>BK10" 6*BHCem*<br>*MT*32'562*t* | T.3Cy.24",40"&66"-51" (*s*)<br>180lb *100lb* NDB03 365NHP<br>2DB,12*rf*,GS195,HS6004<br>J.&J.Thomson,Glasgow | 30 ″ 11 | |
| 37271<br>145300 | **Empress of Australia** Steel TwinSc<br>(*ex*Empress ofChina,<br>*ex*Tirpitz) *Elec.light* | 21498<br>15886<br>11749 | 100A1<br>(*ClassContemplated*) | | | | 1914 | Vulcan-werkeA.G.<br>Stettin | **CanadianPacific Rlwy.Co(Canadian PacificSteamships Ld.*Mgrs.*)** | 589·8<br>B282' | 75·2 | 41·5 | London<br>British | 2 Steam Turbines<br>Vulcan-WerkeA.G.Stettin | 46 ″ 2<br>s 17 ″ 3<br>29 ″ 3 | |

| 2<br>mer's Name. ter.<br>ecial Surveys. | 3<br>Material, Rig, &c.<br>Late Name if any.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ma Biesterfeld<br>*light*<br>*(SailingShipRegisterSupplement)* | **SteelAuxSc**<br>*OilEng.* 3MstSr | | **100A1**<br>*(ClassContemplated)* | | | | 1922 | Schiffsw(v. J.&Sch.)A.G.<br>Hamburg | **W.Biesterfeld** | 154·0<br>P37′F22′ | 28·0 | 12·7 | German | Oil Engine 2S.C.SA<br>4Cy.$10\frac{1}{4}$″–$14\frac{5}{8}$″<br>Beny&Cie.Mannheim | | |
| ınd<br>*light* | **SteelSc**<br>*OilEng*<br>*CruiserStern* | 2500 | 100A1<br>*Shelter dk with freeboard*<br>*(ClassContemplated)* | | | | 1921 | Eriksbergs M.V.Aktieb.<br>Gothenburg | **Ångf.Aktie.Tirfing (D.Broström,** ***Mgr*****)** | 292·0 | 43·0 | 19·0 | Gothenbrg<br>Swedish | Oil Engines 4S.C.SA<br>6Cy.$24\frac{13}{16}$″–$51\frac{3}{16}$″<br>Aktieb.Götaverken,Got. | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37351<br>5342<br>JSRM | **Falco**<br>(exBia,exAugusta,<br>exPolycarp)<br>Elec.light Wireless | SteelSc<br>ssMmo 2nd No.3-7,20<br>1Dk(Stl)&Spar dk<br>(Irn)&deepframing | 3003<br>2853<br>1829 | ✠100A1<br>Spar dk<br>4,22 ~~7,20~~<br>BS4,22 | Mmo<br>Got<br>✠LMC7,20 | u | CL<br>N7,20 | 1896<br>8mo | Barclay,<br>Curle&Co.Ld<br>Glasgow<br>A&CP | Rederiaktieb.<br>Bore(G.E.Sand-<br>ström, Mgr.)<br>Cell | 322·0 \| 42·3 \| 16·9<br>25·6<br>FK<br>DBa&uE125' f138' | Gothenbrg<br>Swedish<br>5BH Cem<br>598t APT40t | T.3Cy.23½",39½"&64"-42"(s)<br>160lb 80lb ND811 277NHP<br>2SB.6cf,GS126,HS1523<br>Barclay,Curle&Co.Ld.Gls. | 28 ″ 0<br>s5 ″ 11½<br>22 ″ 5 | |
| 37352<br>MCGW | **Fredensbro**<br>Elec light Well deck<br>Wireless | SteelSc<br>1Dk(Stl) | 2327<br>2059<br>1335 | ✠100A1<br>~~8,21~~ 2,21 3,22<br>Fitted for oil fuel 2,21 | Cpn<br>~~Ham~~ Shl<br>✠LMC2,21 | t | F.P. above 150° F. | 1921<br>2mo<br>Lloyd's A&CP | A/S Baltica<br>Værftet<br>Copenhagen | Akties.Det.Over-<br>soiske Kompagni<br>Intermediate BH in fore | 302·0 \| 44·2 \| 20·3<br>P&B236'F30'<br>FK<br>hold dispensed with<br>Cell DB260'668t FPT | Copnhagn<br>Danish<br>pt Cem<br>4 BH only<br>59t APT91t | 2 Steam Turbines geared to 1 Sc. Shaft (s)<br>200lb 220NHP<br>2SB,4cf,HS2800 FD<br>Jönköpings M V Jönköping | 22 ″ 11<br>s2 ″ 4<br>20 ″ 11 | |
| 37353<br>221147<br>MOQH | **Frank G. Drum**<br>Elec.light<br>Mchy.Aft | SteelSc<br>2Dks(Stl)&Web frames<br>Longitudinal framing | ~~7013~~ 7048<br>6412<br>~~4271~~<br>4295 | ✠100A1<br>~~5,21~~ 4,21 3,22<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 4,21 | ~~Ala-~~<br>SFc<br>✠LMC4,21 | b† | CL<br>F.P. above 150° F. | 1921<br>4mo | Bethlehem<br>S B Corp.Ld.<br>Alameda,Cal.<br>A&CP | AssociatedOilCo.<br>Cell DBuE&B62'<br>197t DTf50'884t | 435·0 \| 56·2 \| 33·5<br>P106'B50'F42'<br>FK<br>FPT104t APT70t | S.Frncisco<br>Utd.States<br>13BH pt Asp<br>(9 ,, to U dk<br>4 ,, ,,2nd ,,) | T.3Cy.27",47"&78"-48" (s)<br>220lb 220lb 600NHP<br>3SB,9cf,HS8235 FD<br>BethlehemS.B.Corp.Ld. | 33 ″ 6 | |
| 37354 | **Francunion**<br>For full particulars See No. 37363 below<br>Elec.light<br>Mchy.Aft | SteelSc | 710<br>668 | A1<br>with freeboard<br>(Class Contemplated)<br>Coasting in the Western Mediterranean | | | | 1921 | Harland&<br>Wolff,Ld.<br>Glasgow | CompagnieVen-<br>ture-WeirS.A. | 180·0 \| 40·0 \| 12·7<br>F29' | Paris<br>French | C.2Cy.13½"&27"<br>A.&J.Inglis,Ld Glasgow | 12 ″ 9<br>s4 ″ 9<br>8 ″ 1 | |
| 37355<br>144071 | **Flamborough**<br>Elec.light | SteelScK<br>ssHul.No.3-7,21<br>1Dk | 257<br>238<br>97 | 100A<br>Stm Trawler<br>9,21 ~~7,21~~<br>~~(Class Contemplated)~~ | Hul<br>LMC5,21 | | ~~5,21~~<br>9 21 | 1917 | Flensburger<br>Schiffsb.Ges.<br>Flensburg | HullSteamFishing<br>&IceCo.Ld. | 132·6 \| 23·3 \| 12·4<br>F22'<br>BK7"<br>Cell DB14'10t FPT12t APT13t | Hull<br>British<br>4BH Cem | T.3Cy.12⅝",20½"&~~33~~ 33½"-23⅝"<br>200lb 70RHP<br>1SB,2cf,GS36,HS1559<br>FlensburgerSchiffsb.Ges. | 13 ″ 6 | |
| 37356 | **Fogbreak**<br>Now named "Craighall," See No. 35904 in Supplement | SteelSc<br>1Dk(Stl) | 95<br>95<br>39 | ✠100A1<br>For fishing purposes<br>~~12,20~~<br>~~(Class Contemplated)~~ | Chs<br>✠LMC12,20 | | | ~~1919~~<br>1920<br>1mo<br>Lloyd's A&CP | I.J.Abdela<br>&Mitchell,Ld<br>Queensferry | A.Forbes | 86·1 \| 18·5 \| 9·3<br>BK7½" | Leith<br>British<br>3BH Cem | T.3Cy.9½",15½"&26"-18"<br>180lb (s) 43NHP<br>1SB,2pf,GS30,HS814<br>~~I.J.~~ Abdela&Mitchell,Ld.<br>Brimscombe,Glos. | 10 ″ 0 | |
| 37357 | **Flanchford**<br>Elec.light | SteelSc<br>OilEng.<br>1Dk(Stl) | 60<br>58<br>56<br>1 | ✠A–<br>For Towing purposes<br>7,21<br>~~(Class Contemplated)~~ | Lon<br>✠LMC7,21 | | | 1921<br>7mo | J.Pollock<br>Sons&Co.Ld<br>Faversham | A.J.Humphery&<br>H.Grey,Jr.Ld. | 70·0 \| ~~16·2~~ \| ~~9·0~~<br>16·4 \| 8·3<br>BK5"<br>Cell DB f11'6t | London<br>British<br>3BH | Oil Engines 2S.C.SA<br>4Cy ~~16 17"-18 5"~~ 91NHP<br>16½"-18$\frac{5}{16}$"<br>J&CG BolindersCoLd.Skm | 9 ″ 0 | |
| 37358<br>145881<br>KJSR | **Florentino**<br>Elec.light | SteelSc<br>1Dk(Stl)&Shelter dk(Stl) | 1822<br>1550<br>970 | ✠100A1<br>Shelter dk with freeboard<br>9,21<br>~~(Class Contemplated)~~ | Liv<br>✠LMC9,21 | r | CL | 1921<br>9mo<br>Lloyd's A&CP | H.&C.<br>Grayson,Ld.<br>Garston | Atlantic& Eastern<br>S S.Co.Ld(J.Glynn<br>&Son,Ld. Mgrs.) | 264·8 \| 41·2 \| ~~18·2~~<br>18·8<br>FK<br>Cell DB224'410t FPT63t APT18t | Liverpool<br>British<br>Collision BH to Sh'.dk<br>4 ,, ,, U ,,<br>Cem | T.3Cy.21",34"&56"-36"(s)<br>180lb 252NHP<br>2SB,6cf,GS130,HS4558<br>D.Rolls&Sons,Ld.Liv. | 21 ″ 0<br>s1 ″ 3<br>20 ″ 1 | |
| 37359<br>28019<br>SGOV | **Fuji Maru**<br>Elec.light | SteelSc<br>2Dks(Stl)&Awng dk(Stl) | 6571<br>6157<br>4013 | ✠100A1<br>Awng dk<br>with freeboard<br>10,21 ~~4,21~~<br>Fitted for oil fuel 5,21 | Kob<br>Lon<br>✠LMC5,21 | z | F.P. above 150° F. | 1921<br>4mo | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>A&CP | Kawasaki<br>DockyardCo.Ld.<br>Cell DB342 1234t<br>DTa35' 724t | 405·0 \| 53·0 \| 37·0<br>F33' on Awng dk<br>FK<br>FPT104t APT36t | Kobe<br>Japanese<br>pt Cem<br>Collision BH to A dk<br>5 ,, ,, U ,, | T.3Cy.28",46½"&78"-51"(s)<br>200lb 578NHP<br>3SB,9cf,GS190,HS7800 FD<br>KawasakiDkyd.Co.Ld. | 37 ″ 0<br>s9 ″ 5<br>28 ″ 0 | |
| 37360 | **Foldenfjord**<br>Mchy.Aft<br>Elec.light<br>Longitudinal framing | SteelSc<br>Fitted for oil fuel<br>Carrying Petroleum in bulk<br>2Dks | 7000 | | | | | 1921 | SunS.B.Co.<br>Chester,Pa. | Den.Norske<br>Amerikalinje | 430·0 \| 59·2 \| 33·4<br>P133'B36'F40' | Chrstiania<br>Norwegian<br>WB | T.3Cy.27",45½"&76"-51"<br>412NHP<br>SunS.B.Co.Chester,Pa. | | |
| 37361 | **Fyrileif**<br>Elec.light | SteelSc<br>1Dk | 920 | | | | | 1921 | Helsingbrg<br>WarfsAktieb.<br>Helsingborg | A.Smith | 205·0 \| 33·5 \| 15·2<br>Q67'B56'F19' | Uddevalla<br>Swedish<br>WB | T.3Cy.18⅛",29½"&46⅞"-27½"<br>110NHP<br>HelsingborgWarfsA/B | | |
| 37362 | **Francisca Uravain**<br>(exPetingaudet,<br>exGloxinia)<br>Wireless | SteelSc<br>ssShl.No.3-3,09<br>ssCff.No.2-17<br>1Dk(Irn)&deepframing | 2540<br>2365<br>1618 | ✠~~100A1~~<br>5,22 ~~11,20~~<br>~~MS8,17~~ | Npt<br>~~✠LMC~~<br>~~BS11,20~~ | t | 11,20 | 1897<br>1mo | TyneI.S.B.<br>Co.<br>Newcastle<br>A&CP | V.Uravain<br>Cell DBa100'<br>uE&B38' | 313·0 \| 45·0 \| 20·7<br>P28'B72'F33'<br>FK<br>f126'679t APT21t | SnEsteban<br>dePravia<br>Spanish<br>6BH Cem | T.3Cy 23",38"&61"-39" (r)<br>180lb 90lb ND809 258NHP<br>2SB.6cf,GS90,HS4088<br>N.E.MarineEng.CoLdNwc | 23 ″ 1<br>s3 ″ 11½<br>19 ″ 5 | |
| 37363 | **Françunion**<br>Elec.light<br>Mchy.Aft | SteelSc<br>1Dk(Stl) | 737<br>668<br>472 | ✠A1<br>with freeboard<br>4,22 ~~4,21~~<br>Coasting in the Western Mediterranean<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 5,21 | Gls<br>Alg<br>✠LMC5,21 | | F.P. above 150° F. | 1921<br>4mo<br>Lloyd's A&CP | Harland&<br>Wolff,Ld.<br>Glasgow | Cie.Venture-Weir<br>S.A.<br>Middle line bulkhead not oil-tight | 180·0 \| 40·1 \| 12·2<br>F30'<br>FK | Algiers<br>~~Paris~~<br>French<br>9BH pt Cem | C.2Cy.13½"&27"-18" (s)<br>100lb 74NHP<br>1SB,3cf,HS1654 FD<br>A.&J.Inglis,Ld.Gls. | 12 ″ 9<br>s4 ″ 9<br>8 ″ 1 | |
| 37364 | **Furet**<br>(exOndineII.,<br>exFuret,exN.Strong) | SteelSc<br>(Tug) | 124<br>—<br>32 | | | | | 1890 | TynesideE.<br>Wks.Co.Ld<br>Cardiff | Soc.Algérienne de<br>Nav.pour l'Afrique<br>duNord.(Ch.Schi-<br>affino&Co. Mgrs.) | 111·5 \| 20·4 \| 9·2 | Algiers<br>French | C.2Cy.18"&36"-24"<br>NB16 53NHP<br>TynesideE.W.Co.Ld.Cff. | | V |
| 37365<br>145265<br>KJGM | **Farnham**<br>(exMarsal)<br>Well deck | SteelSc<br>1Dk(Stl)<br>Cargo battens not fitted | 1599<br>1290<br>960 | ✠100A1<br>10,21 ~~6,21~~ 1,22 | Sou<br>~~Nwe~~<br>Shl<br>✠LMC2,21 | p | CL<br>~~10,21~~<br>1,22 | 1921<br>2mo<br>Lloyd's A&CP | J.S.White<br>&Co.Ld.<br>Cowes | H.Harrison<br>(Shipping)Ld.<br>Cell D | ~~240·0 \| 36·0 \| 17·5~~<br>Q89'B54'F23 \| 13·2<br>210·3 \| 36·2<br>FK<br>B201'372t FPT32t | London<br>British<br>4BH Cem<br>APT38t | T.3Cy.18",30"&50"-33" (s)<br>180lb 172NHP<br>2SB,6cf,GS92,HS2382<br>J.S.White&Co.Ld.Cowes | 20 ″ 4 | |
| 37366 | **Falkenfels**<br>Elec.light | SteelSc<br>2Dks | 6300 | | | | | 1921 | Act.Ges.<br>"Weser"<br>Bremen | DeutscheDmpfs-<br>fahrts.Ges.Hansa | 432·5 \| 56·5 \| 32·8<br>P64'B135'F52' | Bremen<br>German | T.3Cy.29⅜",47$\frac{5}{16}$"&76$\frac{7}{16}$"-54"<br>430NHP<br>A.G."Weser,"Bremen | | |
| 37367 | **Fisterfjord** | WoodSc<br>OilEng<br>1Dk | 115 | | | | | 1921 | Gravdal<br>Opsanger | A/S Jösinfjord | 93·5 \| 20·6 \| 10·2<br>B33'F26' | Norwegian | Oil Engine<br>Rubbestadness | | |
| 37368<br>RBKS | **Franziska**<br>Elec.light Wireless | SteelSc<br>1Dk | 1746<br>1029 | | | | | 1921 | Howaldts-<br>werke<br>Kiel | C.Wohlenberg | 261·0 \| 41·0 \| 17·6<br>P13'Q75'B115'F31' | Hamburg<br>German<br>WB | T.3Cy.20$\frac{1}{16}$",32$\frac{3}{16}$"&51$\frac{1}{20}$"-35$\frac{1}{20}$"<br>149NHP<br>Howaldtswerke,Kiel | | |
| 37369 | **Feliciana**<br>Elec.light | SteelSc<br>Cruiser Stern | 7680<br>4780 | 100A1<br>Shelter dk<br>with freeboard<br>(Class Contemplated) | | | | 1921 | Furness<br>S.B.Co.Ld.<br>Middlesbro' | Furness,Withy&<br>Co.Ld. | 450·0 \| 57·7 \| 38·0<br>F41' | Liverpool<br>British | 2 Geared Steam Turbines<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | | |

| 1<br>Numéro d'Ordre<br>Numéro Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Termes assignés maintenant expirés. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14 Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37370<br>221123<br>MCPD | **Franklin** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Longitudinal framing* | 2842<br>2400<br>1670<br>- | ✠100A1<br>~~4,21~~11,21<br>✠LMC3,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,21 *F.P. above* 150° F. | NYk | *t* | CL | 1921<br>4mo<br>A&CP | StatenIsld.<br>S.B.Co.<br>Mariners'<br>Harbor,N.Y. | GalenaNav.Co.<br>*CellDBuE&B45'* | 299·3\|43·1\|25·6<br>P103'B38'F28'<br>FK<br>52*tFPT*65*tAPT*52*t* | Houstn,Tx<br>Utd. States<br>13*BHptCem*<br>(11*BHtoUdk*<br>2 „ „2*nd*„ ) | T.3Cy.21",35"&59"-42" (*r*)<br>200lb 380NHP<br>2SB,6*cf*,GS132,HS5954 FD<br>StatenIslandS.B Co.<br>PortRichmond,N.Y. | 26 ″ 0<br>s 4 ″ 1<br>22 ″ 8 | |
| 37371 | **Frankenfels** SteelSc<br>*Elec.light* Sub.Sig. Wireless 2*Dks* | 6200<br>5800<br>3850 | | | | | 1921 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | DeutscheDmpfsfahrts.Ges.Hansa | 431·5\|56·3\|30·3<br>P78'B133 F56' | Bremen<br>German<br>*WB* | T.3Cy.18½",$47\frac{5}{16}$"&$76\frac{7}{16}$"-54"<br>424NHP<br>FlensburgerSchiffsb.Ges. | | |
| 37372<br>27732<br>SDWQ | **Fukuyo Maru** SteelSc<br>(*ex*Hoshu Maru)<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 5463<br>4996<br>3405 | ✠100A1<br>~~6,21~~ 2,22<br>✠LMC12,20 | Yka<br>Kob | *z* | CL | 1920<br>12mo | AsanoS.B.<br>Co.<br>Tsurumi<br>A&CP | ToyoKisen<br>KabushikiKaisha | 400·0\|53·2\|29·4<br>P33'B124'F41'<br>FK<br>*CellDB*339'944*t* | Yokohama<br>Japanese<br>6*BHCem*<br>*APT*28*t* | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 513NHP<br>3SB,9*cf*,GS175,HS7376 FD<br>KubotaIronWorks.Osaka | 32 ″ 0<br>s 6 ″ 7<br>25 ″ 9 | |
| 37373 | **Forfar** SteelSc<br>(*ex*Thessalia) *ss*Hul.No.2-21<br>Wireless 1*Dk*(*ptIrnptStl*)&*Web frames*<br>*Longitudinal framing*<br>*Now named* "Thrasyvoulos," *See No.*39605 *in Supplement* | 3693<br>3435<br>2340 | ✠100A1<br>8,21<br>✠LMC8,21 | Hul | *w* | CL<br>8,21 | 1912<br>9mo<br>*Lloyd* | TyneI.S.B.<br>Co.Ld.<br>Newcastle<br>'*sA&CP* | L.Boyazides,<br>Brother&Co.<br>*CellD* | 348·5\|50·1\|23·5<br>P30'B102'F38'<br>FK<br>*Ba*111' *uE*23'*f*155' | Greek<br>6*BHCem*<br>801*tAPT*95*t* | T.3Cy.24",40"&66"-45" (*s*)<br>180lb *90lb* 307NHP<br>2SB.8*pf*,GS142,HS4600<br>J.Dickinson&Sons,Ld.Sld. | 25 ″ 10<br>s 4 ″ 8<br>21 ″ 6 | |
| 37374<br>83894<br>JMRK | **Ferndene** IronSc<br>(*ex*Håkan) *ss*Got.2ndNo.3-4,04<br>(*ex*MarieFleurie) *ss*Got.No.1-08<br>*Well deck* 1*Dk*(*Irn*) | 508<br>378<br>270 | ✠<br>4,13<br>✠<br>✠NB6,00 | Gls | *h* | | 1880<br>7mo | J.T.Eltringham<br>SouthShields | ~~A.McKay~~<br>E,H.Goodwin<br>(E.R.Newbigin<br>*Mgr.*) | 166·0\|25·2\|12·9<br>Q84'B17'F22'<br>BK7"<br>*DBa*38' | ~~Belfast~~ S.Shields<br>British<br>3*BHCem*<br>59*tFPT*23*t* | C.2Cy.19"&40"-30"<br>NDB00 74RHP<br>1SB,3*pf*,GS46,HS1292<br>J.P.Rennoldson,S.Shields | 13 ″ 4 | |
| 37375 | **Fiamma** SteelSc3Mst<br>(*ex*Sirius, *ss*Shl.No.3-12,05<br>*ex*Lackawanna) *ss*Ham.No.2-13<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Elec.light* &*Webframes* | 3809<br>3458<br>2370 | ✠<br>*Spar dk*<br>7,16<br>*Carrying Petroleum in bulk*<br>✠ | Ham | *w* | | 1894<br>2mo | DavidJ.<br>Dunlop&Co.<br>Pt.Glasgow | SocietaAnonima<br>"Andora"<br>*CellDB* | 345·0\|44·3\|23·0<br>P96'B30'F47' 30·3<br>FK<br>72'192*tFPT* | Genoa<br>Italian<br>15*BHCem* | T.3Cy.27",43½"&70"-51"<br>NDB06 413NHP<br>2DB.6*pf*.6*cf*,GS230,HS7150<br>DavidJ.Dunlop&Co.P.Gl.<br>165*tAPT*100*tDTf*22'390*t* | 31 ″ 6 | |
| 37376 | **Frithjof I.** SteelSc<br>*Elec light* 1*Dk* | 2344<br>2116<br>1409 | | | | | **1921** | Eltringhams,Ld.WillingtonQuay | | 290·0\|44·0\|20·8<br>P25'B88'F32' | British | T.3Cy.21",34½"&57"-39"<br>203NHP<br>Eltringhams,Ld. | | |
| 37377 | **Friesland** SteelSc<br>(*Tug*)<br>1*Dk* | 269<br>196<br>7 | | | | | 1914 | Jonker&<br>Stans<br>HendrikIdo<br>Ambacht | | 116·0\|25·0\|11·3<br>B31'F12' | Russian | T.3Cy.15",24"&40" 24"<br>78NHP<br>Maschinenfab.Bolnes,<br>Bolnes | | V |
| 37378 | **Frégate II.** SteelSc<br>(*ex*Highlander,*ex*No.624) (*Trawler*)<br>*Elec.light* 1*Dk* | 239<br>—<br>79 | | | | | 191 | Smith's<br>DockCo.Ld.<br>Middlesbro' | Cie.Lorientaise de<br>Chalutage | 118·0\|22·6\|12·6<br>F20' | Lorient<br>French<br>*WB* | T.3Cy.12",20"&34"-24"<br>57NHP<br>Smith'sDockCo.Ld.Mdb. | | V |
| 37379 | **Fricka** SteelSc<br>Wireless (*ex*Uhlenhorst,*ex*Desterro)<br>*Elec.light* 1*Dk*&*Spar dk*&*Web frames* | 2530<br>2234<br>1585 | | | | | 1894 | Blohm&<br>Voss<br>Hamburg | EmilR.Retzlaff | 300·7\|38·2\|23·7<br>P36'B84'F44' | Stettin<br>German<br>*WB* | T.3Cy.21",33½"&56"-42"<br>203NHP<br>Blohm&Voss,Hamburg | | |
| 37380<br>143005 | **Fleetway** WoodSc<br>*Salted* 8&12yrs.Mat.<br>1*Dk* | 250<br>191<br>169 | ✠10A1<br>7,21<br>✠LMC7,21 | NFL | | | 1919<br>11mo<br>A&CP | A.Chaulk<br>~~RedIndian~~<br>~~Lake,N.F.L.~~<br>Millertown,<br>N.F.L. | Anglo-NewfoundlandDevelopment<br>Co.Ld.(Donaldson<br>Bros.Ld.*Mgrs.*) | 118·4\|24·6\|11·2<br>B40' | SJhnsNFL<br>British | C.2Cy.16"&32"-24" (*s*)<br>~~Gouldie~~130lb 55RHP<br>~~Gillespie&Co.Ld.Glasgow.~~<br>1SB,3*cf*,GS47,HS1569<br>Grant&Ritchie,Glasgow | 11 ″ 9 | |
| 37381 | **Fantoft** SteelSc<br>1*Dk* | 970 | | | | | 1921 | Pusnæs<br>Stob &M.V.<br>Arendal | R.F.Olsen | 210·0\|33·0\|14·5<br>P30'Q60'B47'F27' | Norwegian<br>*WB* | T.3Cy.15",25"&40"-30"<br>88NHP<br>PusnæsStob&MV.Arendal | | |
| 37382 | **Flora** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *Cruiser Stern* 2*Dks* | 1330<br>1133<br>762 | | | | | 1921 | H.teVeldhuis<br>Papendrecht | Koninkl.Nederl.<br>Stoomb.Maats. | 238·5\|37·2\|16·1 | Amstrdam<br>Dutch<br>*WB* | T.3Cy.20",31"&50"-36"<br>150NHP<br>J.&K.Smit,Kinderdijk | | |
| 37383 | **Franciscus Antonius** SteelScCtr<br>(*Trawler*)<br>1*Dk* | 155<br>153<br>78 | | | | | 1901 | Gebroeders<br>van derWindt<br>Vlaardingen | Vlaardingsche<br>Stoomvisscherij<br>(Yzermans&Co.<br>*Mgrs.*) | 105·2\|20·7\|11·1 | Vlaardngn<br>Dutch<br>*WB* | T.3Cy.9¾",15"&22"-16"<br>19NHP<br>Elliot&Garrood,Beccles | | |
| 37384<br>145696<br>KJPR | **Farfield** SteelSc3Mst<br>*Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | 468<br>321<br>192 | ✠100A1<br>3.22 ~~6,21 12,21~~<br>✠LMC8,21 | Hul<br>~~Liv~~ Bkn | *g* | CL | 1921<br>7mo<br>*Lloyd* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>'*sA&CP* | T.Coppack&Co. | 152·0\|25·2\|10·8<br>Q86'B9'F25'<br>FK<br>*FPT*48*t* | Chester<br>British<br>3*BHCem*<br>*APT*21*t* | T.3Cy.13",23"&37"-24" (*s*)<br>180lb 85RHP<br>1SB,3*pf*,GS46,HS1470<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 0 | |
| 37385<br>HMSW | **Fornel** SteelScK<br>(*ex*Langreo,*ex*Reliance) 1*Dk*(*Stl*) | 105<br>93<br>47 | ✠<br>1,92 | Liv | *a* | | 1892<br>1mo | J.Wilson<br>&Co.<br>Queensferry | L.Fernandez | 85·0\|18·0\| 7·6<br>BK6"<br>*FPT*6*t* | Bilbao<br>Spanish<br>3*BHCem* | C.2Cy.12"&24"-18"<br>1SB,2*pf*,GS25 20NHP<br>J.Cran&Co.Leith | 8 ″ 2 | |
| 37386<br>~~106536~~ | **Firsby** SteelScK<br>(*ex*Agnes) (*Trawler*)<br>1*Dk* | 125<br>118<br>54 | | | ... | | 1896 | A.Hall&<br>Co.<br>Aberdeen | ~~BostonDeepSea~~<br>~~Fishing&IceCo.Ld~~<br>~~(F.Parkes,*Mgr.*)~~<br>Leroy&Martin | 96·3\|19·7\|10·0<br>BK7½" | ~~Boston~~<br>~~British~~<br>Dieppe<br>French | C.2Cy.13½"&30"-21"<br>45RHP<br>A.Hall&Co.Aberdeen | 10 ″ 7 | |
| 37387 | **Feronia** SteelSc<br>(*ex*BaroneEdmondo *ss*Tri.No.2-11<br>Vay) 1*Dk*(*Stl*)*deep framing*<br>&*Web frames*3*Dkrule* | 2885<br>2634<br>1831 | ✠100A1<br>8,13<br>Examined11,19<br>✠LMC<br>BS11,19 MS8,13 | Shl | *u* | CL<br>N8,13 | 1902<br>7mo<br>*Lloyd* | Lndnderry<br>S.&E.Co.Ld.<br>Londonderry<br>'*sA&CP* | Soc.Anon.di Nav.a<br>Vap.Liburnica<br>*CellDBa* | 324·0\|46·0\|21·3<br>P27'B94'F34'<br>FK<br>102'*uE*20'*f*144'685*t* | Lussinpiccolo<br>Italian<br>5*BHCem*<br>*APT*32*t* | T.3Cy.22½",38"&62"-42" (*a*)<br>180lb *80lb* NDB12 243NHP<br>2SB,6*cf*,GS113,HS3378<br>Hutson&Sons,Ld.Glasgow | 23 ″ 11<br>s4 ″ 0½<br>20 ″ 3 | |
| 37388 | **Finnland** SteelSc<br>*Elec.light* *Mchy.Aft* 1*Dk* | | | | | | 1921 | Ostseewrft<br>Schff&Masch<br>A.G. Stettin | KurlandDmpfsch.<br>Ges. | 169·6\|28·1\|12·8<br>P122'F20' | Stettin<br>German<br>*WB* | T3Cy11¼"$18\frac{9}{16}$"&$30\frac{7}{16}$"-19¼"<br>41NHP<br>Christiansen&Meyer,Harb | | |
| 37389 | **Fanø** SteelSc<br>(*ex*Secunda)<br>1*Dk*&*pt Awng dk* | 2026<br>1373<br>1309 | | | | | 1899 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | JamesPetersen | 268·9\|39·2\|15·9<br>P16'Q84'<br>*pt Awng dk*168' | Haderslev<br>Danish<br>*WB* | T.3Cy.19",31½"&51"-36"<br>156NHP<br>FlensburgerSchiffsb.Ges | | |
| 37390 | **Filiep Coenen** SteelScK<br>(*ex*JohnBullock) *ss*Sou.No.3-5,20<br>1*Dk* | 275<br>246<br>107 | 100A1<br>*StmTrawler*<br>2,21<br>LMC5,20 | Sws | | CL<br>5,20 | 1917<br>*Lloyd* | C.Renoldson&Son<br>S.Shields<br>'*sA&CP* | Soc.Anon.ArmementOstendais | 125·5\|23·5\|12·7<br>Q72'F21'<br>BK7½" | Ostend<br>Belgian<br>2*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 87NHP<br>1SB,3*pf*,GS55,HS1276<br>ShieldsEng.&D.D.Co.Ld.<br>N.Shields | 13 ″ 6 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37391 | **Fairplay XIV.** SteelSc<br>*Elec.light* 1*Dk* | 260<br>101 | | | | | 1921 | Schiffsw(v.J.&Sch.)A.G.<br>Hamburg | Schleppdampfsch.Reed.CarlTiedemann&Pauls&Blohm,A.G. | 117·0 | 24·3 | 15·2 | Hamburg<br>German<br>*WB* | T3Cy14½"22$\frac{1}{16}$"&35$\frac{7}{16}$"–24$\frac{7}{16}$"<br>62NHP<br>Schwft.(vJ&Sch)AGHam | | |
| 37392 | **Fides** SteelSc<br>(*ex*ElenaD.,*ex*Swan,*ex*Deik)<br>*Well deck* 1*Dk2trB* | 1252<br>957<br>699 | | | ••• | | 1880 | Blackwood &Gordon<br>PortGlasgow | ZuniniGabriele,Ld | 243·4<br>Q86'B60'F31' | 32·5 | 15·7<br>BK8" | Savona<br>Italian<br>*WB* | C.2Cy.23"&52"–36"<br>NB94 137NHP<br>Blackwood&Gordon,PGls | 17 ″ 10 | |
| 37393 | **Formose** SteelTwinSc<br>Wireless<br>*Elec.light Ref.Mchy.* 3*Dks* | 10500<br>5650<br>6100 | Lloyd'sRMC1,22 | | | | 1921 | Forg.&Ch. de laMédit.<br>LaSeyne | ChargeursRéunis | 479·0<br>B266 F56' | 59·0 | 38·0 | Havre<br>French<br>*WB* | T.6Cy.26",42½"&70"–48"<br>341NHP<br>Forg.&Ch.delaMédit. | | |
| 37394<br>136454 | **François C.** SteelSc<br>2*Dks* | 126<br>59<br>49 | | | | | 1909 | F.Crepeau<br>Sorel,P.Q. | A.Beaudet | 86·0 | 17·1 | 5·8 | Sorel,P.Q.<br>British | C.2Cy.9"&18"–12"<br>13RHP<br>LaCie.PontbriandLd.Sorel | | |
| 37395<br>146207<br>KLJF | **Fredville** SteelSc<br>(*ex*Agneta) ssRot.No.1–20<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted* | 1155<br>872<br>678 | ✠100A1<br>12,20<br>BS10,20 | Rot<br>✠LMC<br>MS11,20 | *n* | CL<br>11,20 | 1917<br>7mo<br>A&CP | Wilton's Eng.&SlipwayCo.<br>Rotterdam | NevilleShippingCo.Ld.(F.H.Green,*Mgr.*)<br>*CellDBuB* | ~~230·2~~<br>Q131'B13'F24'<br>230·4<br>15'*f* 159'389*tFPT* | ~~34·0~~<br>34·1 | 13·2<br>FK | London<br>British<br>4*BHCem*<br>88*tAPT*48*t* | T.3Cy.15½",25½"&41"–36"<br>180lb *100lb* (*s*) 120NHP<br>1SB,3*cf*,GS60,HS1982<br>Wilton'sE.&Slpwy.Co.Rot | 16 ″ 0<br>s1 ″ 5<br>14 ″ 10 | |
| 37396<br>221695<br>MDGL | **F. H. Hillman** SteelTwinSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*&*Shelter dk*<br>*Mchy.Aft* *CarryingPetroleum in bulk*<br>*Longitudinal framing* | 9835<br>—<br>6006 | | | | | 1921 | Bethlehem S.B.Corp.<br>Alameda,Cal. | StandardOilCo.of California | 500·0 | 68·2 | 30·0 | S.Frncisco<br>Utd.States<br>*WB* | T.6Cy.24",39"&65"–42"<br>548NHP<br>BethlehemS.B.Corp. | | |
| 37397 | **Fort** SteelScK<br>(*Tug*)<br>1*Dk* | | | | | | 1921 | Anciens Chantiers Dubigeon<br>Nantes | FrenchGovernment | 134·5 | 27·1 | 13·1 | French<br>*WB* | T.3Cy.14",22⅞"&37⅘"–29$\frac{15}{16}$"<br>79NHP<br>Atel&Ch.delaLoire,SDenis | | |
| 37398 | **Fylgia** SteelSc<br>(*ex*Bris) 1*Dk*(*Stl*)<br>*Elec.light* | 1343<br>1173<br>744 | ✠100A1<br>10,21 | Kia<br>✠LMC6,20 | | 10,21 | 1920<br>5mo | Kockums M.V.Aktieb.<br>Malmö | Rederi."Fylgia"<br>~~(V.Damstrom)~~<br>(V.~~A.~~Damström)<br>*CellD* | 235·5<br>P17'B63'F25'<br>B196' 364*t* *FPT*44*t* | 37·7 | 16·5<br>FK | Helsingfrs<br>Finnish<br>4*BH*<br>*APT*59*t* | T.3Cy.18⅝",28¾"&48$\frac{13}{16}$"–31½"<br>185lb (*s*) 157NHP<br>2SB,4*cf*,GS70,HS2546<br>KockumsM.V.Akt.Malmö | 18 ″ 7 | |
| 37399<br>MTPH | **Fördefjord** SteelSc<br>(*ex*Kaggefos)<br>*Elec.light* Wireless 1*Dk*&*Shelter dk* | 2116<br>1889<br>1262 | | | | | 1916 | Nylands Værksted<br>Christiania | DenNorske AmerikalinjeA/S | 304·2<br>P32*t*H113/F69*t* | 44·6 | 18·3 | Christiania<br>Norwegian<br>*WB* | T.3Cy.21½",34½"&60"–39"<br>225NHP<br>NylandsVærksted,Xania | | N |
| 37400 | **Fanny** WoodSc<br>(*ex*Svartisen)<br>1*Dk* | 151<br>136<br>64 | | | | | 1917 | Höllens Træskibsb.<br>Xiansand | | 99·0<br>H13*t* | 24·4 | 10·1 | | C.2Cy.9½"&19"–14"<br>11NHP<br>BergensMekVærksBergen | | N |
| 37401 | **Fart** SteelSc<br>(*Tug*) | 137<br>—<br>79 | | | | | 1907 | Drammens Jernst.&M V.<br>Drammen | W.Schauman, Aktieb. | 85·0 | 20·0 | 8·9 | Jacobstad<br>Finnish<br>*WB* | C.2Cy.15"&30"–18"<br>32NHP<br>DrammensJernst.&M.V. | | |
| 37402<br>144577<br>KFNR | **Fredrik Larssen** SteelSc<br>(*ex*MarthaRuss)<br>Wireless 1*Dk* | 2007<br>1706<br>1261 | | | | | 1899 | Act.Ges. "Neptun"<br>Rostock | CalvertS.S.Co.Ld.<br>(J.S.Calvert,*Mgr*) | 280·0<br>P22'B58'F28' | 40·4 | 18·3 | Goole<br>British<br>*WB* | T.3Cy.19⅝",32¼"&53½"–35⅜"<br>168NHP<br>A.G."Neptun,"Hamburg | | |
| 37403<br>NCKQ | **Frode** SteelTwinSc<br>*OilEng.*<br>*Mchy.Aft.* | 460<br>371<br>334 | | | | | 1921 | Marstal Skibsbyggeri<br>Marstal | RederietFrodeA/S<br>(V.Henckel,*Mgr.*) | 141·2 | 30·1 | 10·6 | Kallndbrg<br>Danish | Oil Engines 2S C.<br>4Cy.14$\frac{12}{20}$"–16$\frac{3}{20}$"<br>J&CGBolindersCoLd.Skm | | V |
| 37404<br>NCLQ | **Freja** SteelSc | 1230<br>1059<br>707 | | | | | 1921 | Akt.Rödby Havns Jernskibsv.<br>RödbyHavn | A/S Rhederiet Quarto(V.EgenfeldtNielsen,*Mgr.*) | 236·4 | 37·1 | 14·6 | Copnhagn<br>Danish | T.3Cy.15",24"&40"–27"<br>83NHP<br>A/S Fricho,Aarhus | | |
| 37405 | **Forsythia** SteelScK<br>1*Dk* | 90 | 100A1<br>*For fishing purposes*<br>(*Class Contemplated*) | | | | 1922 | Cochrane& Sons,Ld.<br>Selby | Pickering&Haldane'sStm.TrawlingCo.Ld. | 85·0 | 19·0 | 9·7 | Hull<br>British | C.2Cy.12"&24"–16" | | |
| 37406 | **Flensburg** SteelScK<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 250<br>234<br>99 | | | | | 1921 | H.C.StülckenSohn<br>Hamburg | N.Ebeling | 128·8<br>F18' | 24·2 | 9·6 | German | T.3Cy.12⅗",21½"&33$\frac{3}{16}$"–22"<br>54NHP<br>H.C.StülckenSohn,Ham. | | — |
| 37407<br>143828 | **Foyle** SteelScK<br>(*ex*JohnEdmund) (*Fishing*)<br>1*Dk* | 325<br>288<br>150 | | | | | 1918 | GooleS.B. &Repg.Co.Ld<br>Goole | Government of SouthAfrica | 138·5 | 23·7 | 12·8 | British | T.3Cy.13",23"&37"–26"<br>W.Beadmore& Co.Ld Coatbridge 87NHP | | C |
| 37408 | **Fleurbaix** WoodSc<br>(*Drifter*)<br>(*ex*Scud) 9&12yrs.Mat. 1*Dk* | 97<br>96<br>42 | ✠11A1<br>*For fishing purposes*<br>5,19 | Lwt<br>✠LMC5,19 | | CL | 1918<br>11mo<br>*Lloyd's A&CP* | ColbyBros. Ld.<br>Lowestoft | EastAnglianRed StarFishingCo. | 87·5 | 20·0 | 10·0 | London<br>British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>Yeaman&BaggesenTayprt | 10 ″ 1 | |
| 37409<br>130908<br>KQRL | **Federal** SteelSc<br>(*ex*Northwestern) *Fitted for oil fuel*<br>*Elec.light* *Carrying oil fuel in bulk*<br>*Mchy.Aft* 1*Dk*&*Spar dk* | 2207<br>—<br>1299 | | | | | 1901 | Chicago S.B.Co.<br>Chicago | American PetroleumCo. | 242·0 | 42·2 | 23·2 | Houston, Tex.<br>Utd.States<br>*WB* | T.3Cy.20",33"&54"–40"<br>184NHP<br>ChicagoS.B.Co. | | |
| 37410 | **Flandres** SteelSc<br>(*ex*Greiffenfels)<br>*Elec.light* 2*Dks*(*Stl-Uteak s*) | 5802<br>—<br>4429 | ✠<br>2,17 | Bmn<br>✠ | a† | | 1914<br>3mo | Akt.Ges. "Weser"<br>Bremen | Cie.RoyaleBelgo-Argentine(ArmementDeppe,*Mgs.*)<br>1*BH in forward h*<br>*CellDB* d139' *uE*23' *f*189' | 422·5<br>P60'B126'F54'<br>*ld dispensed with*<br>187*t* *FPT*48*t* *AP* | 56·2 | 29·6<br>FK | Antwerp<br>Belgian<br>*Cem*<br>6*BH only*<br>*T*56*t* '*Tw e* | T.3Cy.28¾",46⅞"&75$\frac{9}{16}$"–53$\frac{15}{16}$"<br>520NHP<br>3SB,9*cf*,GS148,HS6950 FD<br>A.G."Weser,"Bremen<br>*lk tanks f*36' 49*t a* 36' 470*t* | 32 ″ 6<br>s3 ″ 9½<br>26 ″ 1 | |
| 37411 | **Fort McHenry** SteelSc<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing* | 4313 | 100A1<br>(*Class Contemplated*)<br>*Carrying Petroleum in bulk* | | | | 1922 | Bethlehem S.B.Corp.Ld.<br>Baltimore | BethlehemS.B. Corp.Ld. | 340·1<br>P90'B35'F31' | 49·2 | 27·1 | | T.3Cy.23",39"&65"–42"<br>EllicottMachineCorp.Balt | | |
| 37412<br>144364 | **Flavia** SteelScK<br>(*ex*WilliamHarrison)<br>1*Dk*(*Stl-ws*) | 202<br>199<br>76 | ✠100A1<br>*StmTrawler*<br>10,21 | Lon<br>✠LMC6,21 | | CL | 1919<br>8mo<br>*Lloyd's A&CP* | Rennie ForresttS.B. E&D.D.CoLd<br>Wivenhoe | ConsolidatedStm. Fishing&IceCo. (Grimsby)Ld.<br>(JDMarsden,*Mgr*) | 115·4 | 22·1 | 12·1<br>BK7½" | Grimsby<br>British<br>3*BHCem*<br>*DBf*18'19*t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 75NHP<br>1SB,3*pf*,GS42,HS1347<br>A.G.Mumford,Ld.Colchstr | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | 9<br>Par qui.<br>—<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane.<br>Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15<br>Registres où ce n'est dans le L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37413<br>143889 | Floribelle<br><br>(exThomasBurnham) | SteelScK<br>ssMil.No.3-8,20<br>1Dk(Stl) | 203<br>200<br>87 | ✠100A1<br>StmTrawler<br>12,21<br>✠LMC8,20 | Sws | | CL<br>8,20 | 1918<br>9mo<br><br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>sA&CP | ConsolidatedStm.<br>Fishing&IceCo.<br>(Grimsby)Ld.<br>(JDMarsden,Mgr) | 115·4\|22·1\|12·1<br>BK7½" | Grimsby<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 56RHP<br>1SB.3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 37414 | Fernando<br><br>(exLaura) | SteelScK<br>ssFlt.No.3-10,17<br>ssFlt.No.1-21<br>1Dk | 280<br>243<br>110 | ✠100A1<br>StmTrawler<br>4,21<br>✠LMC4,21<br>✠NB07refitted19 | Flt | | CL<br>3,20 | 1905<br>2mo<br><br>Lloyd | Earle'sCo.Ld.<br>Hull<br>sA&CP | R.Rincon,Hnos | 127·2\|22·0\|12·0<br>Q67'F21'<br>BK7" | Corunna<br>Spanish<br>4BHCem | T.3Cy.12¾",22"&36"-24" (s)<br>180lb 65RHP<br>1SB,3pf,GS45,HS1580<br>Earle'sCo.Ld.Hull | 12 ″ 10 | |
| 37415<br>45547<br>KLWO | Fu-Kwang<br><br>Elec.light<br>Mchy.Aft | SteelTrpSc<br>OilEng.<br>1Dk(Stl)&pt2nddk(Stl)<br>&Webframes | ~~1400~~<br>1402<br>1233<br>643 | ✠100A1<br>withfreeboard<br>4,22<br>✠LMC5,22<br>~~(ClassContemplated)~~<br>CarryingPetroleum in bulk<br>✠NDB1 refitted22 | Rot | p | CL | 1922<br>4mo | Rotterdam<br>Droogd.Maat<br>Rotterdam<br>A&CP | ~~Anglo-Saxon~~<br>~~PetroleumCo.~~<br>AsiaticPetroleum<br>Co.Ld. | ~~257·5\|37·0\|17·0~~<br>B54'F27' \|15·6<br>257·8\|37·4\| FK<br>FPT100tAPT48t | London<br>British<br>1BHptCem | Oil Engines 2S.C.SA<br>12Cy.16½"-~~18¾"~~18⅕"<br>165lb 274NHP<br>~~Ruston,Proctor&Co.Ld.~~<br>Ruston&HornsbyLd. Lincoln | 17 ″ 0<br>s7 ″ 1½<br>10 ″ 2 | |
| 37416<br>RWVN | Fehmarn<br>Capsized & Sunk ~~2,21~~ 12,21 | SteelTwinSc<br><br>1Dk | 1200<br>—<br>660 | | | | | 1915 | Howaldtswerke A.G.<br>Kiel | Röchling,Menzell<br>&Co. | 233·3\|34·6\|15·1<br>B57'F36' | Flensburg<br>German<br>WB | T.6Cy.11⅓"19¼"&31½"-18⅒"<br>84NHP<br>HowaldtswerkeA.G.Kiel | | G |
| 37417 | Fritz Hugo Stinnes 5<br>Wireless<br>Elec.light | SteelSc<br>(exOscarFredrik)<br>1Dk&Trunkdk&Webframes | 4379<br>3764<br>2543 | | | | | 1900 | Howaldtswerke<br>Kiel | A.G.HugoStinnes<br>f.Seeschiff.u.<br>Ueberseehandel | 389·8\|52·5\|21·5<br>P28'H180tF31' | Hamburg<br>German<br>WB | T.3Cy.26½",42"&69"-43"<br>312NHP<br>Howaldtswerke,Kiel | | V |
| 37418<br>143897 | Fortrose<br>(exMatthewCrooke) | SteelScK<br>ssLon.No.3-5,20<br>1Dk | 212<br>208<br>78 | 100A1<br>StmTrawler<br>5,22 ~~11,21~~<br>LMC5,20 | Abn | | CL<br>5,20 | 1917<br><br><br>Lloyd | A.Hall&Co.Ld.<br>Aberdeen<br>'sA&CP | JohnLewis,Ld. | 115·3\|22·6\|12·2<br>BK7½" | Aberdeen<br>~~London~~<br>British<br>2BHCem | T.3Cy.12",20"&34"-23" (s)<br>180lb 75RHP<br>1SB,3pf,GS42,HS1347<br>A.Hall&Co.Ld.Aberdeen | 13 ″ 0 | |
| 37419<br>140823<br>KITV | Futurist<br>(exPapenburg)<br>Elec.light ssGms.No.3-4,22 | SteelSc<br>~~(Trawler)~~<br>1Dk | 234<br>210<br>90 | 100A1<br>StmTrawler<br>4,22<br>LMC4,22 | Gms | | 11,21 | 1920 | T.L.Meyer<br>Papenburg | NewZealand<br>Trawling&Fish<br>SupplyCo.Ld. | ~~128·2\|23·0\|11·0~~<br>128·8\|23·4\|10·1<br>Q72'F21 BK6"<br>CellDBf23'23tDTa10'14t | Napier,NZ<br>British<br>4BHCem | 12⅝",21⅓"&33½"-24⅛"<br>T.3Cy.~~12¾",21½"&33¾"-22"~~<br>185lb (s) 78NHP ~~62NHP~~<br>T.L.Meyer,Papenburg<br>1SB,2cf,GS48,HS1468 | 13 ″ 0<br>s2 ″ 2½<br>12 ″ 3 | |
| 37420<br>LOKH | Facto<br><br>Elec.light | SteelSc<br>(exOcto)<br>1Dk | 1522<br>1319<br>883 | | | | | 1921 | LarvikSlip&Værks A/S<br>Larvik | A/S D/S Facto<br>(B.Stolt-Nielsen) | 244·8\|39·5\|17·1<br>P64tH70tF5t | Haugesnd<br>Norwegian<br>WB | T.3Cy.18",29½"&49"-33"<br>13[illegible]NHP<br>LarvikSlip&VærkstedA/S | | N |
| 37421 | Freifeld<br><br>Elec.light | SteelSc<br><br>1Dk&Shelterdk | | | | | | 1921 | Schiffs.-u Dckbauwerft Flender<br>Lübeck | Continentale<br>ReedereiA.G. | 355·3\|48·5\|31·5 | <br>German<br>WB | T.3Cy.23¼",38⅔"&63"-43³⁄₁₀"<br>262NHP<br>G.SeebeckA.G.Gstemünde | | |
| 37422 | Fasolt<br>(exIsland,<br>exEsrom,exIsland,<br>exEsrom,exGranaria,exHeathdene,ex<br>Strathcarron)<br>Wireless | SteelSc<br>ssRot.No.3-10,06<br>ssCpn.No.2-16<br>1Dk(Stl)&Spardk(Irn)<br>&deepframing | 3208<br>3061<br>2040 | ✠ 12,19<br>Spar dk | Cpn<br>✠ | v | | 1894<br>6mo | A.Rodger &Co.<br>PortGlasgow | EmilR.Retzlaff | 325·6\|43·2\|18·6<br>P27'B84'F29' 264<br>FK<br>CellDB274'684t | Stettin<br>German<br>5BHCem<br>APT66t | T.3Cy.25"39"&64½"-45"<br>357NHP<br>2SB,6rf,GS94,HS4942 FD<br>Dunsmuir&Jackson,Gls. | 29 ″ 0 | |
| 37423 | Ferm<br>(exSaphir)<br>Elec.light Wireless | SteelSc<br><br>1Dk(Stl) | 2430<br>2173<br>1428 | ✠100A1<br>2,22<br>✠LMC5,20<br>Fitted for oil fuel 5,20 F.P. above 150° F. | Stv | t | CL<br>2,22 | 1920<br>5mo<br><br>Lloyd | ClydeS.B.&Eng.Co.Ld.<br>PortGlasgow<br>sA&CP | AngbåtsAktiebFerm<br>~~AxelBroström&Son~~<br>(Dan.Broström,Mgr.) | 294·8\|44·2\|20·7<br>P25'B80'F35'<br>FK<br>CellDB250'662tFPT63t | Krstnhmn<br>Swedish<br>5BHCem<br>APT60t | T.3Cy.22",35"&59"-39" (s)<br>180lb 100lb 250NHP<br>2SB,6cf,GS126,HS4060<br>ClydeS.B.&Eng.Co.Ld. | 22 ″ 9 | |
| 37424 | Fiammetta | WoodSc3Mst<br><br>1Dk | 898<br><br>805 | — | | | | 1922 | Cant.Nav.Riuniti<br>Ancona | CantieriNavali<br>Riuniti | 129·6\|30·5\|12·5<br>P53'F10' | Genoa<br>Italian | Oil Engines<br>4Cy.10¼"-13" 89NHP<br>W.Beardmore&Co.Ld.Gls. | | |
| 37425 | Fulgor<br><br>Elec.light<br>Mchy.Aft | SteelSc<br><br><br>Longitudinal framing | 6200 | 100A1<br>(ClassContemplated)<br>CarryingPetroleum in bulk | | | | 1922 | Cant.Nav.dellaSpezia<br>Spezia | "LaColumbia"Soc.<br>Marit.perTrasporto diPetrolio e<br>Derivati | 402·0\|54·7\|31·3<br>P105'B36'F36' | Genoa<br>Italian | Q.4Cy21",29½",43"&62"-45"<br><br>Mackie&Baxter,Glasgow | | |
| 37426<br>143460 | Fort Robert<br>(exJamesBentole) | SteelScK<br>ssMil.No.3-6,20<br>1Dk | 203<br>199<br>82 | ✠100A1<br>StmTrawler<br>12,21<br>✠LMC6,20 | Abn | | CL<br>6,20 | 1917<br>8mo<br><br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | A.J.W.Lewis | 115·4\|22·1\|12·1<br>BK7½" | Aberdeen<br>British<br>3BHCem<br>DBf29'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 ″ 0 | |
| 37427<br>6296<br>KCNH | Fernebo<br>(exBråvalla)<br>Elec.light Wireless | SteelSc<br><br>1Dk(Stl) | 1885<br>1621<br>1068 | ✠100A1<br>6,20<br>✠LMC6,20 | Got | r | | 1920<br>6mo | Aktieb.Lindholmen-Motala<br>Gothenburg<br>A&CP | Ångb.A/BFerm<br>(A/BBröstroms<br>Linjsagentur,<br>Mgrs.) | 262·0\|42·7\|18·1<br>P26'B150'F24'<br>FK<br>CellDB223'470t | Krstnhmn<br>Swedish<br>4BHCem<br>APT41t | T.3Cy.20½",33"&55"-36" (s)<br>185lb 391NHP<br>2SB,4cf,GS66,HS2850 FD<br>Aktieb.Lindholmen-Motala,Got. | 20 ″ 6<br>s2 ″ 0½<br>18 ″ 9 | |
| 37428 | F. G. Reinhold<br>(exHalfdan,<br>exHighlands)<br>Well deck | IronSc<br>ssGot.2ndNo.3-2,09<br>ssNwc.No.2-19<br>1Dk(Irn)2trB | 1249<br>848<br>758 | ✠100A1<br>ptAwngdk<br>withfreeboard<br>1,20<br>✠LMC12,17<br>✠NB5,13 BS3,20 | Nwc | n | 7,19 | 1884<br>1mo<br>Lloyd | A.Hall&Co<br>Aberdeen<br>'sA&CP | F.G.Reinhold | 230·0\|33·1\|16·2<br>Q90'B57'F24'<br>BK8"<br>DBa71'f82'329t | Danzig<br><br>4BHCem | C.2Cy.28"&54"-36" (s)<br>80lb 80lb NDB07 142NHP<br>1SB,3cf,GS90,HS2465<br>BlaikieBros.Aberdeen | 17 ″ 0<br>s ″ 11½<br>16 ″ 10 | |
| 37429 | Francisco<br>(exWillonyx)<br>Elec.light | SteelScK<br>ssGms.No.1-20<br>1Dk | 327<br>300<br>171 | ✠100A1<br>StmTrawler<br>5,22<br>BS5,23 ✠LMC8,20 | Gms | | CL<br>5,22 | 1915<br>9mo<br><br>Lloyd | Cochrane&Sons,Ld.<br>Selby<br>sA&CP | F.Freixas | 140·4\|24·2\|12·8<br>Q78'F21'<br>BK7½" | Barcelona<br>Spanish<br>4BHCem | T.3Cy.13½",23"&37"-26" (s)<br>200lb 71NHP<br>1SB,3pf,GS44,HS1502<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 37430<br>127083 | Florette<br>Paraffin Motor (not classed)<br>(exInski,<br>exTheMotoketch)<br>(SeeSailingShipRegisterSupplement) | SteelAuxScK<br><br>ssNts.No.3-1,20<br>1Dk(Stl) | 109<br>104<br>82 | ✠100A1<br>4,22 | Ply | b | | 1910<br>7mo<br><br>Lloyd | Edwards&Co.<br>London<br>sA&CP | P.W.Richmond | 78·0\|20·2\|9·0<br>BK6" | Plymouth<br>British<br>2BHCem | Paraffin Motor 4S.C.SA<br>9¹⁄₁₆"-11¹³⁄₁₆" 11NHP<br>D.Goedkoop,Jr.Ams. | 9 ″ 11<br>s1 ″ 2½<br>9 ″ 4 | |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | Port of Survey. | Years Assigned now expired<br>Equipment Letter. | Date when tail shaft last seen. | Built.<br>When | By Whom<br>Where | Owners. | Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. ins.* | Registers in which classed, if not in L.R.<br>Date of R. of Freeb'd Cert. |

| 1<br>Numéro d'Ordre<br>Numéro Officiel<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cotes.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15<br>Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37501<br>221070<br>MCLJ | Gargoyle<br>Elec.light<br>Mchy.Aft | SteelSc<br>2Dks(Stl)&Webframes<br>Longitudinal framing | 7003/ ~~700~~<br>6433<br>4302 | ✠100A1<br>11,21 ~~2,21~~<br>✠LMC2,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 2,21 F.P. above 150° F. | Oak-<br>land NYk | a† | | 1921<br>2mo | MooreS.B.<br>Co.<br>Oakland,Cal.<br>A&CP | VacuumOilCo.<br>CellDBuE&B61'143tD | ~~425·8~~\|~~57·0~~\|33·1<br>P106'B50'F41'<br>425·0\|57·2\|<br>FK T/35'948tAPT122t | NewYork<br>Utd. States<br>16BH ptAsp<br>(9 to U dk<br>7 „ 2nd „) | T.3Cy.27½",46"&78"–51"<br>220lb (s) 680NHP<br>3SB,9cf,HS9900 FD<br>Hooven,Owens&Rentschler Co.Hamilton,O. | 33 ″ 0<br>~~s 7 ″ 3½~~<br>~~26 ″ 1~~<br>s7 ″ 1½<br>26 ″ 3 | |
| 37502<br>108793<br>QSHF | Gothicstar<br>(exBrodholme,<br>exNairnshire)<br>Elec.light Ref.Mchy.<br>Wireless | SteelSc<br>ssNap.2ndNo.3-11,20<br>2dks(Stl)&deepframing<br>&Shelter dk | 5713<br>5228<br>3643 | ✠100A1<br>6,21 ~~11,20~~<br>✠NB(P)11,20 ✠LMC11,20<br>Fitted for oil fuel 11,20 F.P. above 150° F.<br>✠Lloyd'sRMC ~~11,20~~ ~~6,21~~ 1,22 | Nap<br>Bkn<br>MS6,21 | a† | CL<br>~~11,20~~<br>6,21 | 1899<br>2mo<br>Lloyd's A&CP | Clydebank<br>E.&S.B.Co.Ld<br>Clydebank<br>50° F. | UnionColdStorage Co.Ld.(BlueStar Line(1920) Ld. Mgrs.)<br>CellDBa105'uE30'f210'1083t | 420·5\|54·7\|28·8<br>P50 B&F352'<br>FK | London<br>British<br>7BHCem<br>FPT165t | T.3Cy.30",48"&76¼"–54" (r)<br>160lb 100lb 493NHP<br>3SB,9cf,GS167,HS6660 FD<br>ClydebankE.&S.B.Co. | 32 ″ 0<br>s 5 ″ 0½<br>27 ″ 4 | |
| 37503 | Georgios Mandacas<br>(exGeorgios)<br>Elec.light | SteelSc<br>1Dk(Stl) | 3231<br>2969<br>1953 | ✠100A1<br>6,21 ~~3,21~~ 2,22<br>Fitted for oil fuel 3,21 F.P. above 150° F. | PGl<br>~~Gib~~ Npt<br>✠LMC3,21 | v | CL | 1921<br>3mo<br>Lloyd's A&CP | ClydeS.B.<br>&Eng.Co. Ld<br>Port Glasgow | V.G.Mandacas&<br>Co.<br>CellD | 325·0\|47·2\|24·2<br>P29'B100'F34'<br>FK B275'749tFPT110t | Piræus<br>Greek<br>5BHCem<br>APT99t | T.3Cy.24",40"&65"–42" (s)<br>180lb 306NHP<br>3SB,9cf,GS150,HS4830<br>ClydeS.B.&E.Co.Ld.PtGls | 26 ″ 6<br>s 4 ″ 6½<br>22 ″ 4 | |
| 37504<br>131331 | George Watts<br>Elec.light<br>Mchy.Aft | IronTwinSc<br>ssLagosNo.3-4,21<br>1Dk | 436<br>347<br>188 | ✠ A1<br>4,21<br>For River & Coasting Service<br>Gulf of Guinea ✠LMC4,21 | Lagos | | N4,21 | 1911<br>4mo<br>Lloyd's A&CP | G.Brown<br>&Co.<br>Greenock | African&Eastern TradeCorporation, Ld. | 160·0\|30·1\|8·8<br>F19'<br>FK FPT33t | Liverpool<br>British<br>3BHCem<br>APT48t | C.4Cy.12"&24"–15" (s)<br>130lb 48RHP<br>1SB,2cf,GS39,HS1235<br>Gauldie,Gillespie&Co.Gls. | 9 ″ 0 | |
| 37505<br>138924<br>TRCH | Gibel Zalag<br>Elec.light<br>Wireless | WoodSc<br>(exOneco)<br>1Dk2trB | 2571<br>201<br>1497 | | | | | 1918 | Beaumont<br>S.B.Co.<br>Beaumont,<br>Texas | M.H.Bland&Co. Ld. | 268·0\|46·0\|26·0<br>P40'B56'F33' | Gibraltar<br>British | T.3Cy.19",32"&56"–36"<br>188NHP<br>WorthingtonPumpCorp. Buffalo | | R |
| 37506<br>132770<br>KJBQ | George Turner<br>(exWulsdorf) | SteelSc<br>(Trawler)<br>1Dk | 134<br>133<br>47 | | | | | 1895 | Bremer<br>Vulkan<br>Vegesack | G.Turner(H.M. Jones,Mgr.) | 103·6\|20·6\|10·0<br>B34' | Plymouth<br>British | C.2Cy.15¾"&26¾"–11 1/16"<br>25RHP<br>BremerVulkan,Vegesack | | |
| 37507 | Gastelu<br>Elec.light | SteelSc<br>1Dk(Stl)&2nd dk(Stl)<br>in holds&Webframes<br>Longitudinal framing | 3812<br>3093 | ✠100A1<br>8,21<br>~~(ClassContemplated)~~<br>✠LMC8,21 | Cdz | v | CL<br>Lloyd's A&CP | 1921<br>8mo | Echevar-<br>rieta y<br>Larrinaga<br>Cadiz | CompañiaNav.<br>"Bermeo"<br>CellDB284'872tFPT63tAPT175t | 331·0\|48·0\|23·3<br>P31'B91'F32'<br>FK | S.Sebast'n<br>Spanish<br>5BHCem | T.3Cy.25",41"&68"–45"(s)<br>180lb 100lb 411NHP<br>2SB,8cf,GS148,HS5882 FD<br>J.G.Kincaid&Co.Ld.Grk. | 25 ″ 8<br>s 4 ″ 2<br>21 ″ 10 | |
| 37508 | Gouverneur General Chanzy<br>Fitted for oil fuel<br>Elec.light | SteelTwinSc<br>3Dks | 4500 | | | | | 1921 | Cammell<br>Laird&Co.Ld<br>Birkenhead | FrenchGovernment | 360·8\|<br>P225'F53' | Marseilles<br>French<br>WB | 4 Steam Turbines<br>CammellLaird&Co.Ld. | | |
| 37509<br>145864 | Glen-Mary<br>Mchy.Aft Well deck | SteelSc<br>1Dk(Stl)<br>Cargobattens not fitted | 394<br>281<br>148 | ✠100A1<br>8,21<br>✠LMC8,21 | Yar | / | CL | 1921<br>8mo<br>Lloyd's A&CP | Crabtree&<br>Co.Ld.<br>Gt.Yarmouth | WilsonBros.<br>BobbinCo.Ld. | 143·2\|24·6\|10·5<br>Q50'B9'F19'<br>FK FPT30tAPT12t | Liverpool<br>British<br>3BHCem ~~WB~~ | T.3Cy.13",21"&35"–24"(s)<br>180lb 61RHP<br>Crabtree&Co.Ld.<br>1SB,3pf,GS46,HS1540 | 11 ″ 6 | |
| 37510 | Guichen<br>Elec.light | SteelSc<br>3Dks | 7678<br>6788<br>4720 | | | | | 1921 | Atel.&Ch.<br>de laLoire<br>Nantes | ChargeursRéunis | 415·0\|55·1\|37·5<br>B148'F45' | Havre<br>French<br>WB | 3 Geared Steam Turbines<br>Atel.&<br>Ch.de laLoire,St.Nazaire | | |
| 37511 | Glauco<br>(exMichael,<br>exFanny,exAverof,<br>exMandingo) | SteelSc<br>4thSurveyHam.9,98<br>2Dks(1ptStl) | 1700<br>1640<br>1089 | ✠<br>1,02 | Ham | Lv | | 1882<br>3mo | Harland&<br>Wolff<br>Belfast | Comm.Zaccaria Oberti | 305·0\|34·2\|20·0<br>H112tF49t | Genoa<br>Italian<br>5BH1PBH | C.2Cy.32"&64"–42<br>221NHP<br>2SB,6pf,GS108,HS2985<br>Harland&Wolff,Belfast | 21 ″ 6 | |
| 37512<br>221003<br>MCJQ | Gulfking<br>Elec.light<br>Mchy.Aft<br>Wireless | SteelSc<br>2Dks(Stl)&Web frames<br>Longitudinal framing | 6561<br>6048<br>4098 | ✠100A1<br>12,21 ~~4,21~~<br>✠LMC1,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 1,21 F.P. above 150° F. | Mob | a† | CL | 1921<br>2mo | UnionS.B.<br>Co.<br>Baltimore<br>A&CP | GulfRefiningCo.<br>Inc.<br>CellDBuE&B65'272t | 419·5\|56·4\|33·3<br>P102'B36'F35'<br>FK FPT305tAPT45t | Pt.Arthur,<br>Texas<br>Utd.States<br>14BHptCem<br>(9 to U dk<br>5 „ 2nd „) | T.3Cy.27",45"&75"–51" (r)<br>195lb 601NHP<br>3SB,9cf,GS190,HS8952 FD<br>NewYorkSBCoCamdenNJ | 33 ″ 4<br>s 7 ″ 10<br>25 ″ 11 | |
| 37513 | Gilda<br>Elec.light | SteelSc<br>2Dks(Stl)&Shelter dk(Stl) | 5187<br>4845<br>3111 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~10,21~~ ~~5,21~~ 2,22 ✠LMC6,21 | Tri<br>Spz | x | CL | 1921<br>5mo | Cantiere<br>NavTriestino<br>Monfalcone<br>A&CP | Cia.Italiana di<br>Nav.eCommercio<br>d'Oltremare<br>"CINCO"<br>CellDB319'957tAPT110t | 362·0\|49·9\|~~35·2~~<br>\|49·2\|35·2<br>FK | Rome<br>Italian<br>Cem<br>Collision BH to S dk<br>5 „ „ U „ | T.3Cy.24¾",41"&68"–45" (s)<br>180lb 100lb 383NHP<br>2SB,6cf,GS124,HS5243 FD<br>UnitedMachineFactories, Ld.Smichov | 35 ″ 2<br>s 8 ″ 0<br>27 ″ 7 | |
| 37514 | Geisha<br>Elec.light | SteelTwinSc<br>OilEng.<br>3Dks | 5211<br>4810<br>3249 | | | | | 1921 | Nederl.<br>Schps.Maats.<br>Amsterdam | Winge&Co. | 301·5\|45·6\|24·6<br>B58'F39' | Chrstiania<br>Norwegian<br>WB | Oil Engines 4S.C.SA<br>12Cy.26⅜"–39⅜" 655NHP<br>Werkspoor,Amsterdam | | |
| 37515<br>144270<br>KJPB | Gunga<br>Elec.light | SteelTwinSc<br>1Dk(Stl pt teaks)<br>& Web frames | ~~4000~~<br>4285<br>4006<br>2393 | ✠100A1<br>HopperDredger<br>9,21 ✠LMC9,21<br>~~(ClassContemplated)~~ | Gls | | CL | 1921<br>9mo<br>Lloyd's A&CP | W.Simons<br>&Co.Ld.<br>Renfrew | Commissioners for Port of Calcutta | 362·0\|57·7\|23·9<br>FK | Glasgow<br>British<br>7BHCem | T.6Cy.20",32"&54"–27"(s)<br>180lb 100lb 619NHP<br>4SB,12cf,GS276,HS10832 FD<br>W.Simons&Co.LdRenfrew | 24 ″ 6<br>s5 ″ 6½<br>19 ″ 2 | |
| 37516<br>WKVN | Gunnar Heiberg<br>(exSnehætten,<br>exUppland)<br>Wireless | SteelSc<br>ssCff.No.3-3,18<br>1Dk(Irn)&deepframing | 2399<br>2253<br>1549 | ✠100A1<br>9,21 ~~11,20~~<br>MS1,22<br>BS7,20 9,21 ✠LMC6,18 | Bry<br>Cff | l | ~~12,20~~<br>1,22 | 1904<br>6mo<br>Lloyd's A&CP | W.Gray&<br>Co.Ld.<br>W Hartlepool | A/S D/S Snehætten<br>(O.Örvig,Mgr.)<br>CellDBa86'uE32'f130'648t | 305·0\|45·2\|20·0<br>P27'B81'F32'<br>FK FPT45t | Bergen<br>Norwegian<br>5BHCem<br>APT88t | T.3Cy.22½",36½"&62"–39"(s)<br>180lb 100lb 250NHP<br>2SB,6rf,GS94,HS3710<br>Cen.Mar.Eng.Wrks.WHpl | 22 ″ 4<br>s 3 ″ 6½<br>19 ″ 3 | |
| 37517<br>136129 | Goulfar II.<br>(exRaglanCastle) | SteelScK<br>ssMil.No.1-19<br>1Dk | 274<br>245<br>108 | | | ... | CL<br>12,19 | 1915<br>11mo<br>Lloyd's A&CP | Smith's<br>DockCo.Ld.<br>Middlesbro' | O.Dahl | 125·0\|23·5\|12·8<br>Q72'F21'<br>BK7½" | LaRochlle<br>French<br>2BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 87NHP<br>1SB,3pf,GS51,HS1619<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 | |
| 37518 | Gutenfels<br>Elec.light | SteelSc<br>2Dks | 6310<br>3849 | | | | | 1921 | Act.Ges.<br>"Weser"<br>Bremen | DeutscheDmpfsfahrtsGes.Hansa | 432·5\|56·5\|32·8<br>P64'B135'F52' | Bremen<br>German<br>WB | T.3Cy.29⅛",47 5/16"&76 7/16"–54"<br>430NHP<br>A.G."Weser,"Bremen | | |
| 37519<br>133913<br>KJFL | Garryowen II.<br>Elec.light<br>Mchy.Aft | SteelSc<br>1Dk(Stl) | 463<br>463<br>194 | ✠ A1<br>For towing purposes<br>6,21<br>✠LMC6,21 | Grk | | CL | 1921<br>1mo<br>Lloyd's A&CP | G.Brown&<br>Co.<br>Greenock | J.Bannatyne&<br>Sons,Ld. | 160·0\|26·7\|15·9<br>BK8" | Limerick<br>British<br>3BHCem<br>APT7t | T.3Cy.16½",27"&44"–30" (s)<br>180lb 98RHP<br>2SB,4cf,GS62,HS2120 FD<br>McKie&Baxter,Ld Gls. | 17 ″ 0<br>s 4 ″ 3½<br>13 ″ 5 | |
| 37520<br>144258<br>KJFT | Gracia<br>Elec.light<br>Wireless | SteelSc<br>2Dks(Stl) | 5642<br>5261<br>3537 | ✠100A1<br>2,22 6,21<br>✠LMC6,21<br>Carrying oil fuel F.P. above 150° F in deep tank aft<br>Fitted for oil fuel 6,21 F.P. above 150° F. | Grk<br>Gls | a† | CL | 1921<br>6mo<br>Lloyd's A&CP | Scotts'S.B.<br>&E.Co Ld.<br>Greenock | DonaldsonLine,Ld<br>(DonaldsonBros. Ld Mgrs.)<br>Intermediate 'tween dk BH dispensed with<br>CellDB355'1123t | 415·5\|54·2\|30·8<br>P35'B151'F46'<br>FK FPT89t | Glasgow<br>British<br>ptCem<br>6BH to U dk<br>2 „ 2nd „ only<br>APT46t | 2 Steam Turbines geared to<br>1 Sc. Shaft 200lb (r) 736NHP<br>4SB,12cf,GS230,HS10168 FD<br>Scotts'S.B.&E.Co.Ld.Grk. | 33 ″ 5 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification. Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years assigned now expired. Equipment Letter. | Date when tail shaft last seen. | 8<br>Built. When.<br>Ship.<br>Engines. | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37521<br>119228<br>HGNR | Gilwen Park SteelSc<br>(exWaltham) ssCff.No.3-7,19<br>1Dk(ptIrn&ptStl)2trBdeepframing<br>Wireless &Webframes3Dkrule | 3636<br>3428<br>2344 | ✠100A1<br>~~7,21~~ ~~4,20~~ 5,22<br>BS7,21 | Gls<br>~~N.~~ Cff<br>✠LMC7,19 | w | CL<br>~~4,20~~<br>7,21 | 1906<br>6mo<br>Lloyd | JLThompson&Sons,Ld.<br>Sunderland<br>sA&CP | GilwenShpg.Co.<br>Ld.(~~G.E.~~Harrison,<br>~~Mgr.)~~Sons&Co.Ld<br>Mgrs.) | 346·5<br>P23'B92'F32'<br>CellDBa139'uE23'f146' | 50·8 | 22·9<br>FK | London<br>~~Sunderland~~<br>British<br>6BHCem<br>823tAPT29t | T.3Cy.24½",40"&66"-45"(s)<br>180lb 90lb 307NHP<br>2SB,8pf,GS142,HS4600<br>J.Dickinson&Sons,Ld.Sld. | 25 ″ 6<br>s4 ″ 6½<br>21 ″ 5 | |
| 37522<br>141674<br>TQGH | G. Harrison Smith SteelTwinSc<br>Fitted for oil fuel<br>Elec.light CarryingPetroleum in bulk<br>Mchy.Aft Longitudinalframing | ~~12000~~<br>15371<br>14302<br>9226 | | | | | 1921 | Bethlehem<br>S.B.Corp.Ld.<br>Sparrows Point,Md. | International<br>PetroleumCo. Ld. | ~~551·0~~<br>P139'B82'F50'<br>550·6 | ~~72·0~~<br>72·3 | ~~44·0~~<br>44·1 | Toronto<br>British | T.6Cy.25",41"&68"-48"<br>320NHP<br>BethlehemS.B.Corp. Ld. | | |
| 37523 | Galvani SteelSc<br>(exAdria) ssFiu.3rdNo.3-9,10<br>Well deck 1Dk(Stl)2trB | 1039<br>1015<br>707 | ✠<br>2,16<br>✠NB7,89 | Fiu<br>✠ | o | | 1880<br>6mo | Blackwood<br>&Gordon<br>Pt.Glasgow | AdriaSoc.Anon.di<br>Nav.Marittima | 242·7<br>Q86'B46'F31'<br>ptND01<br>DBa61'f92'&uE | 32·5 | 16·8<br>BK8" | Fiume<br>5BHCem<br>&B44'290t | T.3Cy.19",30½"&52"-36"<br>NDB07 167NHP<br>2SB,4cf,GS64,HS2580<br>Tpd.89Blair&Co.(Lim)Stk | 17 ″ 8 | I |
| 37524<br>144974 | Glencullen SteelSc<br>Elec.light Welldeck 1Dk(Stl)<br>Mchy.Aft Cargobattensnot Fitted | 448<br>319<br>176 | ✠100A1<br>10,21<br>~~(ClassContemplated)~~<br>✠LMC10,21 | Liv | g | CL | 1921<br>10mo<br>Lloyd's | LythamSB<br>&Eng.Co.Ld.<br>Lytham<br>sA&CP | ~~DublinAlliance&~~<br>~~Consumers'GasCo.~~<br>Alliance&Dublin<br>Consumers'GasCo. | 142·7<br>Q85'B9'F23'<br>DTf19'48tFPT12tAPT21t | 26·0 | 11·5<br>BK6½" | Dublin<br>British<br>4BHCem | T.3Cy.14",22"&38"-24"(s)<br>180lb 71RHP<br>1SB,3pf,GS49,HS1520<br>LythamS.B&E.Co Ld.~~Lyt~~ | 12 ″ 6<br>s4 ″ 1<br>12 ″ 10 | |
| 37525 | Gure IronScBn<br>(exEros) 6thSurvey,Nwc.4,09<br>Wireless 2ndSurvey,Mdb.11,17<br>Well deck 1Dk(Irn)2trB<br>Cargo battens not fitted | 1843<br>1537<br>1203 | ✠A1* 1<br>12,20 | Mdb | Lv | 17·12<br>18·27<br>19·41<br>20·55 | 1883<br>7mo | Richardsn,<br>Duck&Co.<br>Stockton | Zugadi yCia. | 260·0<br>P50tQ80tB122t<br>F33t<br>DBa70'133t | 36·0 | 20·0<br>BK8½" | Bilbao<br>Spanish<br>4BH1PBH<br>MT20'227t | C.2Cy.32"&60"-39"<br>187NHP<br>2SB,4pf,GS80,HS2580<br>Blair&Co.(Lim.),Stockton | 21 ″ 8<br>s2 ″ 8<br>19 ″ 6 | |
| 37526<br>144370 | George R. Purdy SteelScK<br>(exIsraelAldcroft) ssLon.No 3-3,20<br>1Dk | 212<br>209<br>80 | ✠100A1<br>StmTrawler<br>8,21<br>✠LMC3,20 | Shl | | CL | 1917<br>8mo<br>Lloyd | J.Duthie<br>TorryS.B.Co<br>Aberdeen<br>sA&CP | PurdyStm.Fishing<br>Co.Ld. (G.R.<br>Purdy,Mgr.) | 115·0 | 22·6 | 12·1<br>BK7½" | N.Shields<br>British<br>3BHCem<br>DTf 7'15t | T.3Cy.11½",20"&34"-23"(s)<br>180lb 79NHP<br>1SB,2pf,GS38,HS1470<br>W.Beardmore&Co.Ld.Gls. | 13 ″ 0 | |
| 37527<br><br>QGNS | Gottfried Poppe SteelSc<br>(exInaBlumenthal,exFinnland)<br>Elec.light Wireless 1Dk | 2229<br>1512<br>1441 | | | | | 1898 | Bremer<br>Vulkan<br>Vegesack | ~~J.M.K.Blumenthal~~<br>H.Kayser&Sohn<br>G.m.b.H. | 282·3<br>Q92'B25' | 41·8 | 16·2 | Hamburg<br>German<br>WB | T.3Cy.18$\frac{15}{16}$",30$\frac{11}{16}$"&49"-31½"<br>135NHP<br>BremerVulkan,Vegesack | | |
| 37528 | Giulia Peirce SteelSc<br>Elec.light 1Dk(Stl) | 2770<br>2383<br>1563 | 100A1<br>1,22<br>~~(ClassContemplated)~~<br>LMC1,22 | Nap | | CL | 1921<br>7mo<br>Lloyd's | Bacini&<br>ScaliNapoletani Naples<br>A&CP | SiculaAmericana<br>(PeirceBros.<br>Mgrs.)<br>CellDB262'701tMT4'27tFPT60tAPT92t | ~~300·0~~<br>P34'~~B71'~~ F35' | ~~38·1~~<br>39·5 | 23·5<br>FK | Naples<br>Italian<br>6BHCem | T3Cy.25¼"37$\frac{1}{16}$",&59$\frac{1}{16}$"-36"<br>185lb 100lb (s) 261NHP<br>2WaterTubeBlrs.HS4435<br>Bacini&ScaliNapoletani | 26 ″ 4<br>s4 ″ 10½<br>21 ″ 9 | |
| 37529<br><br>RBYN | Gustav Harms SteelScK<br>(Trawler)<br>Elec.light 1Dk | 247<br>232<br>96 | | | | | 1921 | H.C.Stul-<br>ckenSohn<br>Hamburg | Schmidt,Cordes&<br>Harms | 128·5<br>F17' | 24·2 | 12·9 | Hamburg<br>German | T.3Cy.12⅝",21¼"&33$\frac{13}{16}$"-22$\frac{1}{16}$"<br>53NHP<br>H.C.StulckenSohn,Ham. | | |
| 37530<br>150234 | Glenafton SteelSc<br>1Dk | 1866<br>1620<br>1016 | | | | | 1921 | P'rtArthur<br>S.B.Co.Ld.<br>PortArthur, Ont. | GlenTransportationCo. Ld. (A E-<br>MathewsMgr.) | 252·0 | 42·5 | 18·6 | Mdlnd,Ont<br>British<br>WB | T.3Cy.20",33"&54"-40"<br>PortArthurS.B.Co.Ld. | | |
| 37531<br>143130<br>JWTG | General Napier SteelSc<br>(exHamburg) ssCff.No.2-21<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 3068<br>2730<br>~~1979~~<br>1898 | 100A1<br>Shelter dk<br>withfreeboard<br>2,22 ~~8,21~~ | Cff<br>Alg<br>LMC8,21 | t | 8,21 | 1915 | Schiffsw. v.<br>HenryKoch<br>Lübeck | ByronS.S.Co.Ld.<br>(M.Embiricos,<br>Mgr.)<br>CellDB268'622t | 311·7<br>P19'B47'F37'on<br>Shelter dk<br>FPT120tAPT85t | 42·4 | 26·0<br>FK | London<br>British<br>Cem<br>2BHtoSh dk<br>3 ,, ,, U ,, | T.3Cy.22⅔",37"&57$\frac{1}{16}$"-35⅜"<br>185lb (s) 253NHP<br>2SB,4cf,GS85,HS3552 FD<br>OttensenerMaschf.Altona | 28 ″ 5<br>s6 ″ 6<br>22 ″ 3 | |
| 37532<br><br>LBJH | Glenora SteelSc<br>(exKampen)<br>1Dk | 1453<br>1251<br>824 | | | | | 1920 | Gebroeder<br>Jonker<br>Kinderdijk | Nobel'sExplosives<br>Co.Ld. | 241·8<br>P58tH105t | 37·1 | 16·9 | British | T3Cy17$\frac{7}{10}$",29$\frac{1}{10}$"&46$\frac{1}{10}$"-36"<br>127NHP<br>Alblasserdam.Msch.Fab. | | N |
| 37533<br>140424<br>JRTQ | Greyabbey CompSc<br>(exPolcrag,exDagny)<br>1Dk | 229<br>179<br>114 | | | | | 1915 | Norra<br>GarnsVarf | A.Gray<br>(T.S.Wilson,Mgr.) | 101·9<br>P24'H12tF11' | 23·2 | 10·5 | Belfast<br>British | C.2Cy.9½"&21"-13½"<br>13RHP<br>VilhelmsbergsM.V.Got. | | |
| 37534<br>145295<br>KJPS | Glendoon SteelSc<br>(exHermes)<br>Well deck 1Dk&Webframes | 1153<br>917<br>710 | | | ●●● | | 1899 | AilsaS.B.<br>Co.<br>Troon | CalvertS.S.Co.Ld.<br>(J.S.Calvert,<br>Mgr.) | ~~228·6~~<br>Q85'B54'F28'<br>230·0 | ~~34·1~~<br>34·0 | ~~15·3~~<br>15·2<br>FK | ~~London~~<br>British<br>Goole WB | T.3Cy.17",28"&45"-33"<br>137NHP<br>Muir&Houston,Ld.Gls. | 17 ″ 9 | |
| 37535<br>145294 | Glenville SteelSc<br>(exBellona)<br>Well deck 1Dk&deepframing | 1074<br>807<br>660 | | | ●●● | | 1900 | Russell&<br>Co.<br>Greenock | AlfredCalvert<br>(Shipping)Ld.<br>(A.Calvert,Mgr.) | 224·5<br>Q68'B56'F28' | 34·1 | 14·2<br>FK | Goole<br>British<br>WB | T.3Cy.17",27½"&44"-33"<br>112NHP<br>Ross&Duncan,Glasgow | 16 ″ 4 | |
| 37536<br>144546<br>KDHQ | Gartland SteelSc<br>ssGls.No.3-2,22 (exIzmir,exAegina)<br>Elec.light Wireless2Dks(Stl) ~~1Dk2trB~~ | 1835<br>1686<br>1114 | 100A1<br>2,22 | Gls<br>LMC2,22 | r | CL<br>8,21 | 1906<br>Lloyd's | Bremer<br>Vulkan<br>Vegesack<br>A&CP | GartLine,Ld.<br>(Whimster&Co.<br>Mgrs.)<br>CellDB216'392tFPT68tAPT6t | 262·1<br>P26'B76'F31' | 37·2 | 21·5<br>FK | Glasgow<br>British<br>5BHCem ~~WB~~ | T3Cy.20$\frac{1}{16}$",32⅞"&53¼"-39⅛"<br>200lb 239 ~~176~~NHP<br>BremerVulkan,Vegesack<br>2SB,4cf,GS79,HS3325 FD | 23 ″ 11<br>s3 ″ 7<br>20 ″ 7 | |
| 37537 | ~~Guaraja~~ Guaruja SteelSc<br>Fitted for oil fuel<br>Elec.light Welldeck 2Dks | 4200<br>3100<br>3600 | | | | | 1921 | Forg.&Ch.<br>delaMédit.<br>LaSeyne | Soc.Gén.deTransp.<br>Mar.àVap. | 360·2<br>P233'F46' | 45·9 | 26·5 | Marseilles<br>French<br>WB | 2 Steam Turbines<br>Forg.&Ch.delaMédit | | |
| 37538 | Goeland SteelSc<br>(exVonLaffert) (Trawler)<br>Elec.light 1Dk | 224<br>210<br>86 | | | | | 1918 | Nüscke&<br>Co.A.G.<br>Stettin | Soc.desPecheries<br>del'Ocean (C.<br>Olivari,Mgr.) | 119·9<br>F18' | 24·3 | 9·3 | Arcachon<br>French<br>WB | T.3Cy.13",21¼"&33$\frac{9}{16}$"-22⅓"<br>Christiansen& 55NHP<br>Meyer,Harburg | | |
| 37539 | Gatinais SteelSc<br>(exIrmfried,exAnnaMenzell)<br>Elec.light Sub.Sig. 1Dk&Spar dk | 2759<br>—<br>1724 | | | | | 1907 | Akt.Ges.<br>"Neptun"<br>Rostock | Cie.Générale<br>Transatlantique | 291·5<br>H73' | 44·0 | 16·9<br>24·2 | St.Nazaire<br>French<br>WB | T3Cy26½",36$\frac{7}{16}$"&59$\frac{9}{16}$"-37⅜"<br>230NHP<br>A.G."Neptun,"Rostock | | |
| 37540 | Giselher SteelScL<br>OilEng<br>1Dk | 138<br>128<br>92 | | | | | 1911 | J.Frerichs<br>&Co.A.G.<br>Einswarden | Securitas-Werke<br>A.G. | 90·8<br>Q22' | 21·4 | 9·9 | Harburg<br>German | Oil Engine 4S.C.<br>2Cy.11⅓"-12⅔" 10NHP<br>J.Frerichs&Co.A.G.Osthlz | | |
| 37541<br><br>OHVC | Gamin SteelSc<br>(exGravenstein) (Trawler)<br>Elec.light 1Dk | 257<br>—<br>99 | | | | | 1917 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | E.Laurens | 132·1<br>F20' | 23·4 | 10·7 | Cherbourg<br>French<br>WB | T.3Cy.12⅔",20½"&33"-23⅓"<br>53NHP<br>FlensburgerSchiffsb.Ges. | | V, |

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*This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux. Gréement etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. Roff Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37542<br>140427<br>JRTV | **Greypoint** SteelSc<br>(exOlof Wijk,exPolwick,exOlaf Wijk)<br>Sub.Sig. 1*Dk* | 793<br>635<br>455 | | | | | 1891 | Bergsunds<br>M.V.Aktieb<br>Stockholm | Wilson&Reid,Ld. | 195·9<br>Q56'B57'H29'F20' | 28·1 | 14·6 | Belfast<br>British<br>*WB* | T.3Cy.18",29"&16½"-30"<br>118NHP<br>BergsundsM.V.Aktb.Skm | | V |
| 37543<br>145463<br>KJVS | **Glendowan** SteelSc<br>(exTregastel,exRobert Wallace)<br>*Elec.light Mchy.Aft* 1*Dk* | 1563<br>1331<br>1005 | | | | | 1903 | BuffaloDry<br>DockCo.<br>Buffalo.N.Y | J.Playfair | ~~238·7~~<br>Q88'F36'<br>246·0 | 41·0 | ~~19·2~~<br>15·2 | Newcastle<br>British<br>*WB* | T.3Cy.15",25"&42"-30"<br>97RHP ~~97NHP~~<br>DetroitS.B.Co.Detroit | | V |
| 37544<br>145161<br>KJVW | **Glenealy** SteelSc<br>(exCabourg,exGeorgeC.Howe)<br>*Elec.light Mchy.Aft* 1*Dk2trB* | 1560<br>1330<br>1002 | | | | | 1903 | Chicago<br>S.B.Co.<br>Chicago | J.Playfair | ~~241·0~~<br>Q88'F36'<br>245·8 | 41·0 | ~~15·6~~<br>15·3 | Newcastle<br>British<br>*WB* | T.3Cy.14".25"&42"-30"<br>NB10 97NHP<br>ChicagoS.B.Co.Chicago | | V |
| 37545<br>145465<br>KJVR | **Glendochart** SteelSc<br>(exCourseulles,exH.G.Dalton)<br>*Mchy.Aft Elec.light* 1*Dk2trB* | 1573<br>1331<br>1170 | | | | | 1903 | Superior<br>S.B.Co.<br>W.Superior | J.Playfair | ~~255·0~~<br>Q88'F36'<br>246·0 | 41·0 | ~~18·0~~<br>15·3 | Newcastle<br>British<br>*WB* | T.3Cy.14".25"&42"-30"<br>NB17 97RHP ~~97NHP~~<br>SuperiorS.B.Co. | | V |
| 37546<br>145466<br>KJWC | **Glengarnock** SteelSc<br>(exFouras,exJohnCrerar)<br>*Mchy.Aft* 1*Dk* | 1572<br>1329<br>1169 | | | | | 1903 | Chicago<br>S.B.Co.<br>Chicago | J.Playfair | ~~241·0~~<br>246·3 | 41·0 | ~~15·6~~<br>15·3 | British<br>*WB* | T.3Cy.15",25"&42"-30"<br>97RHP ~~97NHP~~<br>ChicagoS.B.Co.Chicago | | V |
| 37547<br>145162 | **Glenfarn** SteelSc<br>(exParamé,exJ.S.Keefe)<br>*Mchy.Aft Elec.light* 1*Dk* | 1558<br>1326<br>1000 | | | | | 1903 | Buffalo<br>DryDockCo.<br>Buffalo,N.Y. | J.Playfair | ~~238·7~~<br>Q60'F36'<br>246·1 | 41·0 | ~~19·2~~<br>15·2 | Newcastle<br>British<br>*WB* | T.3Cy.15",25"&42"-30"<br>97RHP ~~97NHP~~<br>DetroitS.B.Co.Detroit | | V |
| 37548<br>145464<br>KJVQ | **Glenarm** SteelSc<br>(exVeulettes,exS.N.Parent)<br>*Mchy.Aft Elec.light* 1*Dk*<br>Wireless | 1564<br>1331<br>1005 | | | | | 1903 | Detroit S.B<br>Co.<br>Wyandotte | J.Playfair | ~~241·0~~<br>Q88'F36'<br>245·8 | ~~41·1~~<br>41·0 | ~~18·8~~<br>15·3 | Newcastle<br>British<br>*WB* | T.3Cy.15",25"&42"-30"<br>97RHP ~~97NHP~~<br>DetroitS.B.Co.Detroit | | V |
| 37549<br>124460<br>HQFB | **Gibel Zerjon** SteelSc<br>(exCarron) ssGmh.No.3-10,21<br>2*Dks*(*UStl*-ws)<br>*Elec.light* Wireless | 2361<br>1335<br>1075 | ✠100A1<br>10,21<br>✠LMC10,21 | Gmh | *t* | CL<br>10,21 | 1909<br>12mo<br>*Lloyd's*A&CP | Scotts'S.B.<br>&Eng.Co.Ld.<br>Greenock | M.H.Bland&CoLd. | 294·5<br>P&B183'F67'<br>FK&BK1¼"<br>*CellDBa*50'*f*94' | 40·7 | 18·8 | Gibraltar<br>British<br>5*BHCem*<br>175*tFPT*38*t* | T.3Cy.28",45"&72"-42" (*s*)<br>180lb FD 600NHP<br>4SB.12*cf*,GS288,HS10000<br>Scotts'S.B.&Eng.CoLdGrk | 20 ″ 0<br>s 1 ″ 10½<br>18 ″ 8 | |
| 37550<br>201690<br>KTQB | **Geo. F. Randolph** SteelSc<br>(*Tug*)<br>1*Dk* | 211<br>—<br>144 | | | | | 1905 | Baltimore<br>S.B.&D.D.Co.<br>Baltimore,Md | Baltimore&Ohio<br>RailroadCo. | 112·0 | 23·0 | 11·2 | Baltimore<br>Utd.States | C.2Cy.20"&40"-28"<br>71NHP | | |
| 37551<br>95815 | **Gertrude** WoodSc<br>1*Dk*. | 122<br>—<br>61 | | | | | 1883 | J Sherwood<br>Brooklyn,<br>N.Y | ThamesTowBoat<br>Co. | 88·2 | 22·5 | 10·3 | N. London,<br>Conn.<br>Utd.States | 1Cy.17"-24"<br>NB98 11NHP<br>Nafie&Levy,Philadelphia | | |
| 37552<br>145423<br>KJWR | **Graymount** SteelSc<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 324<br>216<br>123 | ✠100A1<br>10,21<br>✠LMC10,21 | Lth | *d* | CL | 1921<br>10mo<br>*Lloyd's*A&CP | J.Cran&<br>SomervilleLd<br>Leith | S.Gray(T.S.Wilson, *Mgr.*) | 130·2<br>Q48'B8'F23'<br>FK *FPT*38*t* | 22·6 | 9·6 | Belfast<br>British<br>3*BHCem*<br>*APT*16*t* | C.2Cy.15"&32"-24" (*s*)<br>130lb 60RHP<br>1SB,2*pf*,GS44,HS1168<br>J.Cran&Somerville,Ld. | 10 ″ 6<br>s ″ 7<br>10 ″ 2 | |
| 37553<br>WNFM | **Grey County** SteelSc<br>(exFrederickGilbert,exPolicastria,exMaxBrock)<br>*Elec.light* Wireless 2*Dks* | 4593<br>4156<br>2967 | | | | | 1907 | Bremer<br>Vulkan<br>Vegesack | W.Gilbert | 386·6<br>P-H250'F50' | 51·7 | 25·9 | Bergen<br>Norwegian<br>*WB* | Q4Cy.22⅜",$32\frac{7}{16}$",$44\frac{13}{16}$"&69⅜"-48¾"<br>345NHP<br>BremerVulkan,Vegesack | | C |
| 37554 | **Gustav Schindler** SteelSc<br>(exSalabadji, exAstral) ssH.Kg.2ndNo.3-5,13<br>~~ssH.Kg.No.1-17~~<br>*Elec.light* 1*Dk*(*Irn*)&*Spardk*(*Stl*)<br>*Mchy.Aft* ssHam.No.2-21 &*Web frames* | 2295<br>2193<br>1380 | ✠100A1<br>*Spar dk*<br>~~10,21~~ ~~12,20~~ 2,22<br>✠NB5,13<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 7,00 *F.P. above* 150°F. | Ham<br>~~BS9,20~~<br>✠LMC~~10,17~~ | *s* | CL<br>~~N5,20~~<br>11,21<br>11,21 | 1889<br>5mo | Palmers'<br>Co.Ld.<br>Newcastle<br>A&CP | J.Schindler | 281·0<br>F33'<br>ND05<br>*DBuE&B* 42' | 38·2 | 18·3<br>25·3<br>FK | Hamburg<br>German<br>12*BHCem*<br>66*tAPT*90*t* | T.3Cy.21",34"&57"-39" (*s*)<br>160lb 213NHP<br>2SB,6*cf*,GS102,HS3342<br>Palmers'Co.Ld.Nwc. | 26 ″ 6<br>s 5 ″ 6<br>21 ″ 3 | |
| 37555<br>PMFW | **Graaf Hendrik** SteelSc2Twin<br>*Now named* "Nieuwcappelle," *See No.* 38688 *in Supplement*<br>[illegible] ssRbt.No.1-20 [illegible]<br>exLaura) *Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft Cargo battens not fitted* | 1159<br>[illegible]<br>674 | ✠100A1<br>3,22<br>BS11,21 | Rot<br>✠LMC3,20 | *n* | CL<br>~~2,20~~<br>3,22 | 1916<br>3mo | Wilton'sE.<br>&Slpwy.Co<br>Rotterdam<br>A&CP | NVScheepv.Maats "OranjeNassau" (Th.VanSlooten, *Mgr.*) | 230·2<br>Q131'B13'F24'<br>*CellDBuB*15'*f*159' 389*t FPT* | 34·0 | 13·2<br>FK | Rottrdam<br>Dutch<br>4*BHCem*<br>88*tAPT*48*t* | T.3Cy15½",25½"&41"-36"(*s*)<br>180lb *100lb* 120NHP<br>2SB,6*cf*,GS65,HS1982<br>Wilton'sE.&Slpwy.Co.Rot | 16 ″ 0<br>s 1 ″ 5<br>13 ″ 10 | |
| 37556 | **Gemma** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *Cruiser Stern* | 8420<br>8024 ~~5081~~<br>5337 | ✠100A1<br>*Shelter dk with freeboard*<br>2,22<br>~~(*ClassContemplated*)~~<br>*Fitted for oil fuel* 2,22 *F.P. above* 150°F. | Rot<br>✠LMC2,22 | *c*† | CL | ~~1921~~<br>1922<br>2mo<br>*Lloyd's*A&CP | NewWater-<br>wayS.B.Co.<br>Schiedam | VanNievelt<br>Goudriaan&Co.'s<br>Stoomv.Maats. | 450·5<br>*CellDB*369'1379*tDTa*33'665*tFPT*160*tAPT*163*t* | 60·3 | 36·9<br>FK | Rottrdam<br>Dutch<br>3*BHtoShdk*<br>4 " " *U* "<br>*ptCem* | 2SteamTurbines geared to<br>1Sc Shaft 180lb (*s*) 915NHP<br>4SB 16*cf*,GS322,HS13400 FD<br>BritishThomson<br>HoustonCo.Ld.~~Gls.~~<br>Rugby | 39 ″ 6<br>s 9 ″ 10½<br>30 ″ 1 | |
| 37557<br>115156 | **Galston** SteelSc<br>(exSanFortunio, ssLon.No.3-4,17<br>exGrafStroganoff, 1*Dk*(*ptIrn&ptStl*)<br>exPorpoise) 2*trB&Web frames* 3*Dk rule*<br>Wireless ssHul.No.1-21 | 2871<br>2579<br>1952 | ✠100A1<br>11,21 ~~6,20~~<br>BS6,20 | Bly<br>Hul<br>✠LMC4,17 | *u* | CL<br>6,20<br>11,21 | 1903<br>10mo<br>*Lloyd's*A&CP | Furness,<br>Withy&CoLd<br>WHartlepool | Stewart&CraigLd | 324·7<br>P25'B94'F32'<br>*CellDBa* 102' *uE&B*48'*f*126' | 47·0 | 22·3<br>FK | Hull<br>British<br>5*BHCem*<br>616*tFPT*78*t* | T.3Cy.23½",38"&64"-42" (*r*)<br>180lb *100lb* 301NHP<br>2SB,6*cf*,GS116,HS4815<br>Richardsons,Westgarth&Co.Ld.Hpl.<br>*APT*78*t* | 24 ″ 10<br>s 4 ″ 2½<br>21 ″ 0 | |
| 37558<br>104851<br>NSMC | **Gorjistan** SteelSc<br>(exGujarat, ssHKg.2ndNo.3-12,20<br>exVincent,exFort 2*Dks*(1*Stl*1*Irn*)<br>Salisbury) &*deepframing* 3*Dk rule*<br>*Elec.light Ref.Mchy.* Wireless | 4435<br>3816<br>2809 | ✠100A1<br>10,21 | HKg<br>✠LMC12,20 | *x* | CL<br>12,20 | 1895<br>3mo | Armstrong<br>Mitchell&Co.<br>Ld.Newcastle<br>A&CP | HajeeM.H.<br>Nemazee | 360·0<br>P38'B98'F39'<br>*Cell DBa* 96' *uE&B* 58' *f*142' 1005*t* | 47·0 | 27·8<br>FK | HongKong<br>British<br>7*BHAsp* | T.3Cy.28",50"&80"-54" (*s*)<br>180lb 578NHP<br>3SB,9*cf*,GS189,HS7875 FD<br>Hwthrn,Leslie&C.Ld.Nwc<br>*TunnelTank*130*tAPT*60*t* | 30 ″ 7<br>s 6 ″ 2<br>24 ″ 9 | |
| 37559 | **Georg Zelck** SteelSc<br>1*Dk* | | | | | | 1921 | Ostseewrft.<br>Sch.&Masch.<br>A.G. Stettin | OttoZelck | 263·0<br>P26'Q75'F&B169' | 41·0 | 19·4 | Rostock<br>German<br>*WB* | T.3Cy.$21\frac{5}{16}$",33⅞"&55⅛"-40"<br>192NHP<br>BorsigA.Werke,Berlin | | |
| 37560 | **Gelida** IronSc<br>(exOrazem,exGelida,<br>exBlanes,exSte.Marthe,exEvangeline,<br>*Elec.light* exCinderella) | 131<br>107<br>58 | A-<br>*with freeboard*<br>*For Service in the Adriatic*<br>(*ClassContemplated*) | | | | 1874 | T.B.Seath<br>&Co.<br>Rutherglen | AeolusSoc.Anon<br>Fiumana di Nav,<br>a Vap | 131·2 | 19·0 | 8·5 | Fiume | C.2Cy.$16\frac{1}{16}$"&32½"-$19\frac{1}{16}$"<br>43NHP<br>A.Campbell&SonGlasgow | | |
| 37561 | **Gunnel** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 1450<br>1466<br>1132<br>829 | ✠100A1<br>4,22<br>~~(*ClassContemplated*)~~<br>✠LMC4,22 | Osc | *p* | | ~~1921~~<br>1922<br>4mo<br>*Lloyd's*A&CP | Oskrshmns<br>M.V.A/B<br>Oskarshamn | O.Wingren | ~~236·0~~<br>~~P21'B57'F25'~~<br>232·5<br>P26'B56'F21'<br>*CellDB*190' 574*tFPT*31*tAPT*30*t* | ~~38·0~~<br>38·3 | ~~17·7~~<br>15·7<br>FK | Oscrshmn<br>Swedish<br>4*BHCem* | T.3Cy.17½",29" ~~$17\frac{13}{32}$",$29\frac{1}{32}$"~~ &48"-30"<br>200lb (*s*) 165NHP<br>2SB,4*cf*,GS68,HS2812<br>OskarshamnsM.V.Aktieb. | 17 ″ 9 | |
| 37562<br>4594<br>JQBN | **Gloria** WoodAuxScSr<br>(exSailingVessel) *Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 103<br>93<br>90 | | | | | 1906 | ..............<br>Oscarshamn | N.N.Lindeberg | 85·5 | 22·9 | 8·5 | Sölvesborg<br>Swedish | Motor<br>1Cy.11"-14"<br>*Emade*19<br>SäffleMotorverks,Säffle | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37563 | **George** SteelSc<br>ssOda.No.5-10,05<br>(exMaria) Elec light ssOda.No.2-14<br>1Dk(Stl)&Web frames&Awng dk | 1340<br>1175<br>822 | ✠ 9,19<br>✠NB9,09<br>Awng dk<br>withfreeboard | Oda<br>✠ | 93 | | 1893<br>8mo | W.Dobson<br>&Co.<br>Newcastle | G.Schembri&Sons<br>pt | 239·6<br>P40'B54'F36<br>NewAwngdk09 FK<br>Cell | 32·2 | 13·1<br>20·1 | British<br>5BHCem<br>DB188' 238t | T.3Cy.18½″,30″&49″-36″<br>NDB08 154NHP<br>2SB,4cf,GS80,HS2552<br>WllsndSlpwyCo.Ld.Nwc. | 22 ″ 8 | |
| 37564 | **Gouverneur Général Jonnart**<br>(exP.A. 2) SteelTwinSc<br>Elec.light Fitted for oil fuel 3Dks | | | | | | 1921 | Arsenal de<br>la Marine<br>Brest | FrenchGovernment | 360·9 | 53·1 | 29·8 | Brest<br>French | 2 Steam Turbines<br>Chantiers de laLoire,Paris | | |
| 37565<br>128774 | **Graffoe** SteelScK<br>(exAaronHubert)<br>1Dk(Stl) | 202<br>199<br>88 | ✠100A1<br>StmTrawler<br>2,19 | Psy<br>LMC2,19 | | CL | 1919<br>2mo<br>Lloyd | J Fullerton<br>&Co.<br>Paisley<br>'sA&CP | Stringer'sSteam FishingCo.Ld.(A. Stringer,Mgr.) | 115·6 | 22·1 | 12·1<br>BK7½″ | Boston<br>British<br>3BHCem<br>DBf29'20t | T.3Cy.12″,20″&34″-23 (s)<br>180lb 57RHP<br>1SB,3pf,GS39,HS1347<br>Fleming&Fergusn,Ld.Psy | 13 ″ 0 | |
| 37566 | **Georg Kimme** IronAuxTwinSc<br>(exPaddleSteamer) OilEng. 3MstSr<br>Elec.light Mchy.Aft 1Dk<br>(See Sailing Ship Register) | 227<br>—<br>176 | | | | | 1888<br>1921 | Imperial<br>Yard<br>Danzig | Burchard&<br>Lauterbach | 132·5 | 22·3 | 11·2 | Hamburg<br>German | Oil Engines 2S.C.SA<br>4Cy.<br>Emade&fitted21<br>Kallesen,Apenrode | | |
| 37567 | **Grille** SteelTwinSc<br>Elec.light 1Dk | 401<br>307<br>135 | | | | | 1919 | Nordsee-<br>werke A.G.<br>Emden | Norddeutscher<br>Lloyd | 185·0<br>F57' | 24·0 | 10·7 | Bremen<br>German | T.6Cy.13¾″,20¼″&31½″-17¾″<br>Friedrich- 83NHP<br>WilhelmsHütte,Mülheim | | G |
| 37568<br>MNFH | **Gjallarhorn** WoodSc<br>1Dk | 121<br>110<br>54 | | | | | 1916 | Brödr.<br>Bolsönæs<br>Fuglestrand,<br>Molde | B.H.Olsvik | 88·6<br>Q27' | 22·6 | 10·1 | Aalesund<br>Norwegian | C.2Cy.9″&18⅘″-12″<br>10NHP<br>A.M.LiaaenSkibsv.&Mek.<br>Værks.Aalesund | | N |
| 37569<br>LOGQ | **Gylfi** SteelSc<br>(Trawler) | 336<br>—<br>132 | | | | | 1915 | G.Seebeck<br>A.G.<br>Geestemünde | Defensor h.f. | 147·9 | 24·4 | 10·5 | Reykjavik<br>Icelandic | G.SeebeckA.G.Gst. | | |
| 37570<br>145476<br>KLNP | **Greatend** SteelSc<br>(exVille deDannemarie) 1Dk(Stl)<br>Well deck Cargo battens not fitted | ~~1424~~<br>1424<br>~~1060~~<br>~~725~~<br>1060<br>725 | ✠100A1<br>1,22 | Sou<br>✠LMC12,20 | p | CL | 1920<br>12mo<br>Lloyd | JI Thorny-<br>croft&Co.Ld.<br>Southampton<br>'sA&CP | NewbiginSteam ShippingCo.Ld. (E.R.Newbigin, Mgr.)<br>CellD | 240·4<br>Q136'B10'F28'<br>FK<br>~~B201'396t~~ FPT29t<br>226'438t | 36·1 | 16·3 | Newcastle<br>British<br>4BHCem<br>APT52t | T.3Cy.18″,30″&50″-33″ (s)<br>180lb 178NHP<br>2SB,4cf,GS82,HS3000<br>J.I.Thornycroft&Co.Ld. | 18 ″ 6<br>s 5 ″ 6½<br>17 ″ 1 | |
| 37571 | **Gand** SteelSc<br>(exLangley)<br>Elec.light 2Dks(Stl)<br>Wireless | 5113<br>4812<br>3190 | ✠100A1<br>3,21 | Ant<br>✠LMC12,19 | y | CL<br>3,21 | 1919<br>12mo<br>Lloyd | Bartram&<br>Sons,Ld.<br>Sunderland<br>'sA&CP | Cie.Transatlan-tiqueBelge(Arme-mentDeppe,Mgrs.)<br>Cell | 400·3<br>P49'B113'F39'<br>FK<br>DB338'1114tFPT1 | 52·3 | 28·5 | Antwerp<br>Belgian<br>7BHCem<br>33tAPT225t | T.3Cy.27″,44″&73″-48″ (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7668 FD<br>J.Dickinson&Sons,Ld.Sld. | 31 ″ 0<br>s 6 ″ 2<br>25 ″ 3 | |
| 37572 | **Général Duchesne** SteelTwinSc<br>(exSchleswig)<br>Elec.light Wireless 3Dks | 6955<br>5606<br>4329 | | | | | 1902 | Act.Ges.<br>"Vulcan"<br>Stettin | Soc.desServices Contractuels des Messageries Maritimes | 450·0<br>P83'B208'F85' | 52·2 | 30·4 | French<br>WB | T.6Cy.21⅓″,35⅘″&61⅘″-49⅕″<br>535NHP<br>A.G."Vulcan,"Stettin | | |
| 37573<br>~~145115~~ | **George Greenfield** SteelScK<br>ssBgs.No 3-11,21<br>1Dk | 280<br>250<br>~~123~~<br>110 | 100A1<br>StmTrawler<br>1,22 ~~11,21~~ | Bgs<br>LMC11,21 | | CL<br>11,21 | 1918<br>Lloyd | G.Brown&<br>Co.<br>Greenock<br>'sA&CP | ~~TheAdmiralty~~<br>F.Vejarano | 125·6<br>Q72'F21' | 23·5 | 12·7<br>BK7½″ | Malaga<br>Spanish<br>2BHCem | T.3Cy.12½″,21″&35″-26″ (s)<br>180lb 83~~87~~RHP<br>1SB,3pf,GS50,HS1619<br>Gauldie,Gillespie&Co.Gls. | 13 ″ 6 | |
| * 37574<br>219474<br>LVHJ | **Georgian** SteelSc<br>(exClarksburg) 2Dks(Stl)<br>Elec.light Wireless CruiserStern<br>Sub.Sig. | 4821<br>4459<br>2981 | ✠100A1<br>1,22 ~~6,20~~<br>Fitted for oil fuel 1,20 F.P. above 150° F. | NYk<br>Bal<br>✠LMC1,20 | y | CL<br>N1,22 | 1920<br>1mo<br>Lloyd' | Downey<br>S.B.Corp.<br>Arlington,<br>StatenIsland<br>sCP | AmericanHawaiianS.S.Co.(United AmericanLines, Inc.Mgrs.)<br>CellDB306'11 | 386·8<br>P37'B109'F38'<br>FK<br>04tMT27'668tFPT | 52·2 | 27·4 | NewYork<br>Utd States<br>7BHptCem<br>108tAPT48t | T.3Cy.24″,40″&70″-48″ (r)<br>190lb 502NHP<br>3SB,9cf,GS189,HS7500 FD<br>DowneyS.B.Corp.Arlngtn. | 30 ″ 0<br>s 6 ″ 9½<br>23 ″ 7 | |
| 37575 | **Gloria** SteelSc<br>(Drifter)<br>1Dk | 144<br>—<br>55 | | | | | 1916 | D.Boot<br>Alphen a/d<br>Rijn | N.V.Exploitatie en Administratie Maats.ShamrockI. (S.Koster, Mgr.) | 102·0 | 21·7 | 10·0 | Ymuiden<br>Dutch | T.3Cy.<br>BurgerhoutsMchfabrk,Rot | | |
| 37576 | **Grönland** SteelScK<br>(Trawler)<br>Elec.light 1Dk | 237<br>222<br>92 | | | | | 1922 | Reiherst'g<br>Schiffsw.<br>Hamburg | DeutscheSeefischereiA.G. | 125·4 | 24·2 | 9·6 | Cuxhaven<br>German | T3Cy.13″,23$\frac{3}{16}$″&32½″-25$\frac{9}{16}$″<br>53NHP<br>Reiherst.Maschinenf.Ham. | | |
| 37577<br>150282<br>TQHB | **Gedeon 1** SteelSc<br>(Tug)<br>1Dk | 293<br>244<br>96 | | | | | 1918 | Transptn.<br>&ShppgCoLd<br>Sorel,P.Q. | Transportation& ShippingCo.Ld. | 125·2 | 23·7 | 12·8 | Sorel,P.Q.<br>British | T.3Cy.12¾″,21½″&35″-24″<br>62RHP<br>Beauchemin&Co.Sorel,P.Q. | | |
| 37578<br>143976 | **Glen Gower** SteelPad<br>Elec.light 1Dk&Promenade dk | 553<br>387<br>217 | | | | | 1922 | AilsaS.B.&<br>E.Co.Ld.<br>Troon | P.&A.Campbell, Ld. | 235·1 | 28·5 | ~~9·0~~<br>9·1 | Swansea<br>British | C.2Cy.26″&55″-54″<br>Emade93fitted21 184NHP<br>J.&G.Thomson,Ld.Gls. | | |
| 37579 | **Gouverneur General Grevy**<br>(exP.A.1) SteelTwinSc<br>Elec.light Fitted for oil fuel 3Dks | 4452<br>1964 | | | | | 1921 | Constructn<br>Navales<br>Brest | FrenchGovernment | 361·0 | 49·4 | 29·8 | Havre<br>French | 2 Steam Turbines | | |
| 37580<br>127391 | **Girl Joey** WoodScK<br>(exGlacier)<br>9&12yrs.Mat. 1Dk | 96<br>95<br>40 | ✠ 11A1<br>For fishing purposes<br>12,19 | Abn<br>✠LMC7,19 | | CL | 1918<br>12mo<br>Lloyd | J.&G.<br>Forbes<br>Sandhaven<br>'sA&CP | ~~MairBros.~~<br>J.McWest | 87·1 | 19·7 | 10·0 | Lerwick<br>~~London~~<br>British | T.3Cy.9½″,15½″&26″-18″ (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>Urquhart,Lindsay&Co.Ld.<br>Dundee | 10 ″ 4 | |
| 37581 | **Garonne** SteelSc<br>(exPeterhof)<br>Elec.light 1Dk | 1460<br>1027<br>859 | | | | | 1911 | Stettiner<br>Oderwerke<br>Stettin | Cie.Nationale Belge doTransp. Marit. (Armement Deppe, Mgrs.) | 230·6<br>Q75'B101'F29' | 36·5 | 15·0 | Antwerp<br>Belgian<br>WB | T3Cy16$\frac{9}{10}$″,27½″&45$\frac{3}{10}$″-31½″<br>105NHP<br>StettinerOderwerke | | |
| 37582 | **Gerda** SteelSc<br>2Dks | 1174<br>956<br>687 | | | | | 1921 | Schiffb.Ges<br>Unterweser<br>m.b.H.Lehe | J.Lauritzen | 230·3<br>P25'B56'F33' | 34·5 | 14·4 | Esbjerg<br>Danish<br>WB | Geared Turbine<br>Maskf."Atlas"Copenhagn | | G |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | 15<br>Registres où cote, si ce n'est dans le L.R. Dets. Cert. Bof Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37583 | **Guipuzcoa** IronScK<br>(*ex*Sardius) *ss*Hul.2ndNo.3-3,19<br>1*Dk* | *213*<br>*192*<br>*93* | ✠100A1<br>*StmTrawler*<br>11,21<br>BS7,21<br>✠NB98*refitted*04 | Hul<br>✠LMC3,19 | | N11,21 | 1892<br>6mo<br>*Lloyd's* | Earle'sS.B.<br>&E.Co.Ld.<br>Hull<br>*sA&CP* | Barandica y Cia. | 123·8\|20·6\|11·4<br>Q44'F20'<br>len04<br>ND04<br>BK7½" | S.Sebast'n<br>Spanish<br>3*BHCem* | T.3Cy.12",20"&32"-22" (*s*)<br>180lb 52NHP<br>1SB,2*cf*,GS33,HS800<br>Earle'sS.B.&E.Co.Ld.Hull | 12 " 0 | |
| 37584 | **Gunther** SteelSc<br>(*ex*Corsurf,*ex*Surf) *ss*Shl.No.3-8,09<br>*ss*Sws.No.2-18<br>*Welldeck* 1*Dk*(*Irn*)&*Webframes*<br>*Cargo battens not fitted.* | *1597*<br>*1232*<br>*986* | ✠100A1 | | | N8,19 | 1896<br>6mo | S.P.Austin<br>&Son<br>Sunderland<br>A&CP | EmilR.Retzlaff<br>*CellDBa72'uE&* | 255·0\|35·2\|16·5<br>P28'Q68'B18'F28'<br>FK<br>*B42'f96'453tFPT* | Stettin<br>German<br>4*BHCem*<br>*46tAPT58t* | T.3Cy.20",32½"&53"-36" (*s*)<br>160lb *100lb* 180NHP<br>NDB04*fitted*09<br>1SB.4*pf*,GS68,HS2860<br>J.Dickinson&Sons,Ld.Sld. | 19 " 6<br>s 2 " 0<br>17 " 10 | |
| 37585<br>144620<br>KGCD | **Greenland** SteelSc<br>(*ex*Desdemona) *ss*Lth.No.2-21<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck* | 1281<br>1095<br>702 | 100A1<br>*withfreeboard*<br>3,21 | Lth<br>LMC3,21 | | CL<br>3,21 | 1914 | Schiffsw. v.<br>HenryKoch<br>Lübeck | Leith,Hull&HamburgS.P.Co.Ld.(J. Currie&Co. *Mgrs.*)<br>*CellDBa55'uE20'* | 241·1\|36·2\|15·6<br>P&B186'F34'<br>FK<br>*f106' 322t FPT56t* | London<br>British<br>4*BHCem*<br>*APT17t* | T3Cy.18⅛",29⅞"&46$\frac{5}{16}$"-32½"<br>199lb (*s*) 162NHP<br>2SB.4*cf*,GS72,HS2715<br>OttensenerMchFab.Altona | 18 " 0<br>s 1 " 8<br>16 " 8 | |
| 37586<br>144460 | **Garry** SteelScK<br>(*Trawler*)<br>(*ex*Goldaxe) 1*Dk* | 292<br>265<br>127 | | | | | 1916 | Smith's<br>DockCo.Ld.<br>Middlesbro' | TheAdmiralty | 130·5\|23·5\|12·9 | London<br>British | T.3Cy.12½",21"&35"-26"<br>87RHP<br>MacColl&Pollock,Ld.Sld. | | |
| 37587<br>126153 | **Girl Georgia** SteelScK<br>(*ex*Ozone)<br>1*Dk* | 95<br>95<br>40 | ✠100A1<br>*For fishing purposes*<br>3,20 | Inv<br>✠LMC3,20 | | CL | 1920<br>3mo<br>*Lloyd's* | Rose Street<br>Foundry&<br>Eng.Co.Ld<br>Inverness<br>*sA&CP* | T.P.Sinclair | 86·1\|18·6\|9·2<br>BK7½" | Lerwick<br>British<br>3*BHCem** | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>RoseStreetFndry&ECo.Ld | 10 " 0 | |
| 37588 | **Gris Nez** SteelScK<br>*ss*Wvn.No.1-21<br>(*ex*RobertBookless) 1*Dk*<br>*Elec.light* | *324*<br>*288*<br>*133* | ✠100A1<br>*StmTrawler*<br>10,21 | Wvn<br>✠LMC10,21 | | CL<br>10,21 | 1917<br>11mo<br>*Lloyd's* | Cochrane&<br>Sons,Ld.<br>Selby<br>*sA&CP* | BoucletFils,<br>Zunequin&Cie. | 138·5\|23·7\|12·8<br>Q78'F19'<br>BK7½" | Boulogne<br>French<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 87RHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 " 6 | |
| 37589<br>144326 | **Georgette** SteelSc<br>(*ex*JamesHartwell) *ss*Mil.No.3-11,20<br>1*Dk*(*Stl*-ws) | 203<br>199<br>81 | ✠100A1<br>*StmTrawler*<br>~~11,21~~ 4,22 | Mil<br>Sws<br>✠LMC11,20 | | CL<br>11,20 | 1918<br>11mo<br>*Lloyd's* | OuseS.B.<br>Co.Ld.<br>Goole<br>*sA&CP* | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden, *Mgr.*) | 115·4\|22·1\|12·1<br>BK7½" | Swansea<br>British<br>3*BHCem*<br>*DTf29'19t* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb 57RHP<br>1SB,3*pf*,GS39,HS1347<br>A.G.Mumford,Ld.Col. | 13 " 0 | |
| 37590<br>127812<br>TVSM | **Gale** SteelSc<br>(*ex*Karamu)<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck Mchy.Aft* | 934<br>664<br>453 | ✠<br>10,14<br>✠ | Wln | *l* | | 1912<br>6mo | Ramage&<br>Ferguson,Ld.<br>Leith | CanterburySteam<br>ShippingCo.Ld.<br>*Cell* | *DBf126'203tFPT*<br>205·0\|32·1\|12·7<br>P12'Q94'B26'F34'<br>FK | Lyttelton<br>British<br>3*BHCem*<br>*62tAPT7t* | T.3Cy.17",27"&45"-33"<br>172NHP<br>2SB,6*cf*,GS102,HS3284<br>Ramage&Fergusn,Ld.Lth. | 15 " 0 | |
| 37591 | **Gerhilde** SteelSc<br>(*ex*RandulfHansen) *ss*Sld.No.2-14<br>1*Dk*(*Stl-ptws*)& *deep framing*<br>*Elec.light* | 1287<br>1110<br>750 | ✠<br>11,19<br>✠ | Bdx | *p* | | 1906<br>6mo | Fevigs<br>Jernskibsbyg<br>Fevig | EmilR.Retzlaff<br>*CellDBa50'uE* | 246·2\|35·6\|17·8<br>P26'B70'F24'<br>FK<br>*20'f102'284t* | Stettin<br>German<br>4*BHCem*<br>*APT51t* | T.3Cy.18",29"&48"-33"<br>159NHP<br>2SB,4*cf*,GS78,HS2650<br>Richardsons,Westgarth&Co.Ld.Mdb. | 18 " 9 | |
| 37592<br>221715<br>MDGS | **Grace N. Pendleton** WoodAux<br>(*ex*Ville deDixmude) TwinSc4MstSr<br>*Elec.light* 2*Dks OilEng.*<br>(*See Sailing Ship Register*) | 1325<br>1198<br>1082 | | | | | 1919 | GulfS.B.<br>Co.<br>Millville, Fla. | F.S.Pendleton | 207·1\|43·6\|19·8<br>P52'F23' | NewYork<br>Utd.States | Oil Engines<br>8Cy.14"-18" 57NHP<br>FairbanksMorseCo.Three Rivers,Mich. | | |
| 37593 | **Gouverneur General Tirman**<br>*Fitted for oil fuel* SteelSc<br>*Elec.light* 2*Dks* | 3400<br>2350<br>1800 | | | | | 1922 | Forg.&Ch.<br>delaMédit.<br>LaSeyne | FrenchGovernment | 344·5\|44·6\|24·6<br>P262'B164'F74' | Marseilles<br>French<br>*WB* | T.3Cy.34",53$\frac{3}{10}$"&85[illegible]-45[illegible]<br>486NHP<br>Forg.&Ch.delaMédit.Msl. | | |
| 37594<br>~~[illegible]~~<br>~~[illegible]~~ | **Guerrero** SteelSc<br>(*ex*H.M.S.Dianthus) *ss*Sou.No.1-22<br>*Well deck* 1*Dk*(*Stl*-ws)2nd*Dk*(*Stl*)<br>*Elec.light inNo's1&3holds* | *1415*<br>*845*<br>*859* | ✠ A1<br>*withfreeboard*<br>*CoastingSanFrancisco&Panama*<br>4,22<br>✠LMC4,22<br>~~(ClassContemplated)~~<br>*Fitted for oil fuel*4,22*F.P.above*150°F. | Sou | | 4,22 | 1917<br>*Lloyd's* | Barclay,<br>Curle&Co.Ld.<br>Glasgow<br>*sA&CP* | ~~Cayzer,Irvine&Co.Ld.~~ Cia. Nav. deLos Estados de Mexico<br>*CellDBuB11'f11'21tDT* | 254·9\|35·1\|17·3<br>P&B163'F35<br>FK<br>*f34tFPT12tAPT18t* | ~~Glasgow~~<br>~~British~~<br>Mazatlan<br>Mexican<br>8*BHptCem* | T.4Cy.20½",33"&(2)37"-30"<br>180lb (*s*) 209NHP<br>1SB,4*cf*,GS78,HS2077 FD<br>Barclay,Curle&Co.Ld.Gls. | 18 " 0<br>s 6 " 1<br>12 " 1 | |
| 37595 | **GouverneurGénéral deGeuydon**<br>*Fitted for oil fuel* SteelTwinSc<br>*Elec.light* | 4736 | | | | | 1922 | Ch.&Atel.<br>deProvence<br>Port-de-Bouc | FrenchGovernment | 361·0\|53·2\|29·8<br>P39'B164'F59' | French<br>*WB* | 2 Steam Turbines<br>Ch.deBretagne,Nantes | | |
| 37596<br>120661<br>HFMC | **Glenmoor** SteelSc<br>(*ex*Castlemead, *ss*Shl.No.3-12,18<br>*ex*Castlemoor) 1*Dk*(*ptIrn&ptStl*)<br>Wireless 2*trB&deepframing*3*Dkrule* | 3732<br>3515<br>2404 | ✠100A1<br>1 22 ~~8,20~~<br>BS1,21 | Cff<br>Sws<br>✠LMC<br>MS12,18 | *w* | CL<br>8,20 | 1906<br>1mo<br>*Lloyd's* | J.Readhead&Sons<br>SouthShields<br>*sA&CP* | MoorLine,Ld. (W. Runciman&Co. Ld.*Mgrs.*)<br>*CellD* | *Ba115'uE21'f150'*<br>347·4\|49·1\|25·2<br>P30'B85'F31'<br>FK | London<br>British<br>6*BHCem*<br>*780tAPT43t* | T.3Cy.25",42"&68"-45" (*r*)<br>160lb *70lb* 322NHP<br>2SB,6*cf*,GS121,HS5026<br>J.Readhead&Sons,S Shl. | 26 " 8<br>s 4 " 11½<br>22 " 1 | |
| 37597<br>132190 | **Genius** SteelSc<br>(*ex*Waft)<br>1*Dk*(*Stl*) | 96<br>95<br>42 | ✠100A1<br>*For fishing purposes*<br>9,19 | Gls<br>✠LMC9,19 | | | 1919<br>9mo<br>*Lloyd's* | Scott&<br>Sons<br>Bowling<br>*sA&CP* | J.Murray | 86·2\|18·6\|9·8<br>BK7½" | Buckie<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>W.Beardmore&Co.Ld. Coatbridge | 10 " 0 | |
| 37598 | **Gallilea** SteelSc<br>*Elec.light* 1*Dk*&*Awng dk* | 1927<br>1640<br>1104 | | | | | 1922 | Flenderswerft<br>Lübeck | HamburgAmerik.<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | 287·0\|42·0\|17·5<br>F33' | Hamburg<br>German<br>*WB* | T.3Cy.21¼",34⅝"&55⅓"-37⅜"<br>185NHP<br>A.G.Neptun,Rostock | | |
| 37599 | **Gyokoh Maru** SteelSc<br>(*ex*Tamaqua, *ss*Gls.No.2-19<br>*ex*Den ofGlamis) 2*Dks*(*Stl*)<br>*Elec.light CarryingoilfuelF.P.above*<br>Sub.Sig. Wireless 150°F.*in DB&DT* | *5191*<br>*4754*<br>*3318* | ✠100A1<br>2,22 ~~12,21~~<br>BS11,21 | Hul<br>✠LMC7,19 | *s* | CL<br>~~11,21~~<br>2,22 | 1910<br>7mo<br>*Lloyd's* | Napier&<br>Miller,Ld.<br>Glasgow<br>*sA&CP* | YamashitaKisen<br>KabushikiKaisha<br>*CellDBa*<br>*134'uE&B43'* | *f130' 1070tDTa33'*<br>405·0\|52·2\|28·0<br>P38'B119'F50'<br>FK | Kobe<br>Japanese<br>6*BHCem*<br>*880tAPT60t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb *120lb* 490NHP<br>2SB,8*cf*,GS146,HS7020 FD<br>D.Rowan&Co.Glasgow | 30 " 5<br>s 6 " 0<br>24 " 10 | |
| 37600 | **Gusten** SteelSc<br>(*ex*Kolsdal, *ss*Xia.No.3-4.21<br>*ex*JulieLynn) 1*Dk*(*Stl*)<br>*Well deck Cargo battens not fitted* | *690*<br>*480*<br>*362* | ✠100A1<br>4,22<br>BS4,22 | Xia<br>✠LMC4,21 | *j* | 4,22 | 1909<br>4mo<br>*Lloyd's* | Dundee<br>S.B.Co.Ld.<br>Dundee<br>*sA&CP* | RederiA/BGusten<br>(T.Hilleström)<br>*CellDB* | *a21'f77'119tFPT*<br>175·6\|29·1\|11·8<br>P13'Q39'B48'F21'<br>FK | Malmö<br>Swedish<br>4*BHCem*<br>*25tAPT25t* | T.3Cy.15",25"&40"-27" (*r*)<br>165lb 95NHP<br>2SB.4*pf*,GS50,HS1586<br>Richardsons,Westgarth&Co.Ld.Mdb. | 14 " 0<br>s " 10½<br>13 " 5 | |
| 37601<br>144625<br>KGOR | **Gaspesia** SteelSc<br>(*ex*Arbroath, *ss*Dun.No3-12,21<br>*ex*Alexandra) 1*Dk*(*Stl*)<br>*Well deck Elec.light* | 1014<br>683<br>520 | 100A1<br>12,21 | Dun<br>LMC11,21 | *m* | CL<br>11,21 | 1909<br>*Lloyd's* | Akt.Ges.<br>"Neptun"<br>Rostock<br>*sA&CP* | Dundee,Perth&<br>LondonShippgCo.<br>Ld.<br>*Ce* | *llDB176'279tFPT*<br>214·6\|32·1\|13·7<br>P&B130'F25'<br>FK | Dundee<br>British<br>5*BHCem*<br>*25tAPT18t* | T3Cy.17¼",27$\frac{9}{16}$"&46[illegible]"-31½"<br>200lb 182NHP<br>2SB,4*cf*,GS76,HS3337<br>A.G."Neptun,"Rostock | 16 " 3<br>s 1 " 3½<br>15 " 3 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37602<br>133584<br>JCLH | Gilwen Manor SteelSc<br>(exRidley) ssNpt.No.1-18<br>Wireless 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 3332<br>3080<br>2078 | ✠100A1<br>5,21<br><br>BS5,21 | Bry<br><br><br>✠LMC10,18 | *v* | ✓L<br>5,21 | 1913<br>6mo<br><br>*Lloyd's A&CP* | BlythS.B.<br>&D.D.Co.Ld.<br>Blyth | GilwenShppg.Co.<br>Ld(Harrison,Sons<br>&Co.Ld.*Mgrs.*)<br>*CellDB* | 331·1<br>P20'B102'F35'<br><br>*a*106'*uE&B*37'*f*143' | 47·5 | 23·2<br><br>FK | London<br>British<br>5*BHCem*<br>746*t APT*44*t* | T.3Cy.24",40"&65"-42" (*s*)<br>180lb *100lb* 298NHP<br>2SB.6*cf*,GS118,HS4616<br>N.E.MarineEng.CoLdNwc | 25 " 8<br>4 " 3½<br>21 " 9 | |
| 37603<br>148812 | Gadwall SteelScK<br>(exGoldbutt) (*Trawler*)<br>1*Dk* | 281<br>224<br>135 | | | | | 1916 | F.Frerichs<br>A.G.Eins-<br>warden | J.Westerby | 130·1 | 23·0 | 11·1 | Aberdeen<br>British | T.3Cy.13",20½"&33"-22½"<br>80RHP<br>F.FrerichsAG.Einswarden | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc.<br>Visites Périodiques. | Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | Tonnage Officiel.<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | Détails de la Classification.<br>Cote.<br>—<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | Par qui.<br>—<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | Registres où coté si ce n'est dans le L.R. Durée Cert. B. of Trade. |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 3<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 4<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 5<br>Port of Survey. | 6<br>Years Assigned now expired Equipment Letter. | 7<br>Date when sail last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draughts.<br>ft. in. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37701 | **Hannover** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)3*rd dk*<br>*Well deck* *in No.1 hold* | 5874<br>5392<br>3591 | 9,21 100A1 ~~4,21~~<br>LMC4,21 | Ham | *b*† | CL<br>9,21 | 1921<br>4mo | Blohm&Voss<br>Hamburg | Deutsch-AustralischeDmpfschiffs.Ges. | 450·0\|58·2\|26·9<br>P&B366'F59'<br>FK<br>*CellDB*389'1560t*FPT*60t | Hamburg<br>German<br>9*BHptCem*<br>*ptAsp* | 2SteamTurbinesgearedto<br>1Sc.Shaft 213lb (*s*)882NHP<br>4SB.*12cf*.GS268,HS12272 FD<br>Blohm&Voss,Hamburg | 29 " 6 | |
| 37702<br>27962<br>SGQF | **Hayo Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | 5446<br>4988<br>3311 | ✠100A1 ~~11,21~~ ~~2,21~~ 12,21<br>✠LMC2,21<br>*Fitted for oil fuel* 4,21 *F.P. above* 50°F. | Yka<br>Nag. Sba. | *z* | CL | 1921<br>3mo | AsanoS.B.Co.<br>Tsurumi<br>A&CP | ToyoKisenKabushikiKaisha | 400·0\|53·2\|29·4<br>P33'B124'F41'<br>FK<br>*CellDB*334'886t | Yokohama<br>Japanese<br>6*BHptCem*<br>*APT*28t | T.3Cy.26",43½"&72"-48" (*s*)<br>200lb 513NHP<br>3SB,*9cf*,GS181,HS7376 FD<br>KubotaIronWorks,Osaka | 32 " 0<br>s 0 " 7<br>25 " 9 | |
| 37703 | **Heemskerk** SteelSc<br>(*ex*Witram)<br>*Elec.light* Wireless 2*Dks* | 6515<br>6037<br>4065 | | | | | 1919 | Neptunwerft<br>Rostock | VereenigdeNederlandscheScheepvaartMaats. | 438·0\|57·2\|30·2<br>P55'B97'F43' | Amstrdam<br>Dutch<br>*WB* | Q.4Cy.26⅜"38⅜"55$\frac{3}{10}$"&80$\frac{7}{10}$"-55$\frac{1}{10}$"<br>482NHP<br>Neptunwerft,Rostock | | |
| 37704<br>143802<br>JWLG | **Hesione** SteelSc<br>(*ex*Itajahy)<br>*Elec.light* Wireless 2*Dks* | 4125<br>3754<br>2516 | *For full particulars See No. 37719 in Supplement* | | | | 1915 | Reiherst'g Schiffsw.<br>Hamburg | Brit.&S.AmericanStmNavCoLd(R.P.Houston&Co.*Mgs*) | 361·6\|51·2\|25·7<br>H-F39' | Liverpool<br>British | T.3Cy.24⅗",40$\frac{1}{10}$"&66$\frac{1}{10}$"-47⅕"<br>300NHP<br>Reiherst.Maschinenf.Ham | | |
| 37705<br>144661<br>KGJF | **Hesperia** SteelSc<br>ssNpt.No.3-4,21 (*ex*Patria)<br>*Elec.light* Wireless 1*Dk*(*Stl*)&<br>*Shltrdk*(*Stl*)2*nddk*(*Stl*)*in fore hold* | 3895<br>3570<br>2378 | 100A1<br>*Shelter dk with freeboard*<br>7,21<br>BS7,21 | Liv<br>LMC MS5,21 | *z* | 5,21 | 1919 | Flensburgr Schiffsb.Ges.<br>Flensburg | Brit.&S.AmericanStmNavCoLd(R.P.Houston&Co.*Mgs*) | ~~384·2\|52·8\|22·4~~<br>384·5\|52·0\|22·5<br>FK<br>*CollisionBHtoShelterdk*<br>*CellDB*346'1140t*FPT*40t*APT*47t | Liverpool<br>British<br>*Cem* ~~*WB*~~<br>5*BHtoUdk* | T.3Cy.28¾",46⅞"&76"-48"(*s*)<br>185lb 530 ~~300~~NHP<br>FlensburgerSchiffsb.Ges.<br>3SB,*9cf*,GS165,HS7537, FD | 24 " 9<br>s 2 " 6<br>22 " 7 | |
| 37706<br>132309<br>TMKN | **Huntsglen** SteelSc<br>(*ex*Marina)<br>1*Dk* | 600<br>488<br>360 | | | | | 1903 | Bremer Vulkan<br>Vegesack | TheAdmiralty | 184·2\|30·6\|11·3<br>Q53'B57'F19' | Lagos<br>British | T.3Cy13⅜",21⅝"&35$\frac{7}{16}$"-23⅝"<br>61NHP<br>BremerVulkan,Vegesack | | |
| 37707 | **Helga** SteelSc<br>1*Dk* | 600 | | | | | 1921 | N.V.Werf Zeeland<br>Hansweert | J.Lauritzen | 211·7\|31·2\|14·0<br>P43'B64'F30' | Esbjerg<br>Danish<br>*WB* | T3Cy14⅜",22$\frac{1}{20}$"&35$\frac{1}{16}$"-23⅝"<br>60NHP<br>Mach.Delftshaven,Rot. | | |
| 37708 | **Hsin-Wah** SteelSc<br>*Elec.light* 2*Dks* | 1940 | | | | | 1921 | Napier&Miller,Ld.<br>Glasgow | ChinaMerchantsStm.Nav.Co. | 270·0\|40·0\|21·6<br>P30'B90'F37' | Shanghai<br>Chinese<br>*WB* | T.3Cy.19¼",31½"&52"-36"<br>162NHP<br>Dunsmuir&Jackson,LdGls | | |
| 37709<br>215457<br>LHQV | **Hudson** SteelTwinSc<br>(*ex*NewRochelle,*ex*Powhatan,<br>*ex*Hamburg) 4*Dks*<br>*Elec.light* *Ref.Mchy.* Sub.Sig. Wireless | 9699<br>8229<br>5641 | | | | | 1899 | Akt.Ges. "Vulcan"<br>Stettin | UnitedStatesShippingBoard | 499·3\|60·2\|34·7<br>P90'B234'F74' | NewYork<br>Utd. States<br>*WB* | Q.8Cy.27½",40",57½"&82¾"-55"<br>1016NHP<br>A.G."Vulkan,"Stettin | | R |
| 37710<br>RBSL | **Halle** SteelSc<br>2*Dks*(*Stl*) 5889<br>*Elec.light* *Well deck* 3*rdk in No 1hold* | ~~5899~~<br>5389<br>~~3600~~<br>3599 | ✠100A1<br>9,21<br>~~(*ClassContemplated*)~~<br>✠LMC9,21 | Ham | *b*† | CL | 1921<br>9mo | Blohm&Voss<br>Hamburg | Deutsch.-Austral.Dmpfsch.Ges. | 450·0\|58·0\|27·0<br>~~P&B371'F56'~~F59'<br>P&B366'\|58·2\| FK<br>*CellDB*388'1560t*FPT*60t | Hamburg<br>German<br>8*BHAsp*<br>*APT*11t | 2SteamTurbinesgearedto<br>1Sc.shaft213lb (*s*) 882NHP<br>4SB*12cf*GS268HS12272 FD<br>Blohm&Voss,Hamburg | 29 " 6 | |
| 37711<br>WNJF | **Hektor** SteelSc<br>*Elec.light* 2*Dks*(*Stl*) | 5229<br>4686<br>3325 | ✠100A1<br>8,21 ~~3,21~~<br>✠LMC3,21 | HKg<br>Bos | *y* | CL | 1921<br>3mo<br>*Lloyd's A&CP* | HongKong&WhampoaDockCo Ld.<br>HongKong | BruusgaardKiösterudsDmpsks | 400·2\|52·2\|28·5<br>P49'B113'F40'<br>FK<br>*CellDB*340'1105t *FPT*117t | Drammen<br>Norwegian<br>7*BHCem*<br>*APT*177t | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB.*9cf*.GS190,HS7668 FD<br>HongKong&WhampoaDockCo.Ld. | 31 " 0<br>s 6 " 1½<br>25 " 3 | |
| 37712<br>125198 | **Heroic** SteelScSp<br>(*ex*Epic,*ex*Heroic) ssSyd.No.3-5,20<br>*Elec.light* 1*Dk*(*Teak*) | 268<br>238<br>2 | ✠100A1<br>*For towing purposes*<br>4,21<br>BS5,21 ✠LMC5,20 | Syd | | CL<br>5,20 | 1909<br>4mo<br>*Lloyd's A&CP* | J.P.Renoldson&Sns<br>South Shields | J.Fenwick&Co.Ld. | 125·3\|24·2\|10·8<br>BK7"<br>D *BuBnkr*19'20t*FPT* | SydneyNSW<br>British<br>4*BHCem*<br>16t*APT*26t | T.3Cy.16¾",28"&46"-30" (*s*)<br>180lb 160NHP<br>1SB.*4cf*,GS74,HS2030<br>J.P.Rennoldsn&Sns,S Shl. | 13 " 6<br>s 1 " 10<br>12 " 6 | |
| 37713<br>220895<br>MODW | **Herman Frasch** SteelTwinSc<br>*Cargo battens not fitted*<br>*Elec.light* 1*Dk*(*Stl*)<br>~~Wireless~~ | 4421<br>3977<br>2778 | ✠100A1<br>6,21 ~~1,21~~<br>✠LMC12,20<br>*Fitted for oil fuel* 12,20 *F.P. above* 150° F. | NYk | *x* | | 1920<br>12mo<br>A&CP | Newburgh Shipyrds,Inc.<br>Newburgh, N.Y. | UnionSulphurCo.Inc.<br>*CellDB*299'1186t<br>*Topside tanks* | 356·0\|51·6\|30·0<br>FK<br>302'1368t *FPT*178t | NewYork<br>Utd.States<br>7*BHptCem*<br>*APT*152t | 2 Geared Steam Turbines<br>210lb (*s*)<br>3SB.*9cf*.GS181,HS8916 FD<br>W.&A.Fletcher,Hoboken | 32 " 5<br>s 7 " 5<br>25 " 4 | |
| 37714<br>142762<br>JVRN | **Heathfield** SteelSc<br>(*ex*Briarwood,*ex*WarMallow)<br>*Elec.light* Wireless 1*Dk* | 5263<br>4805<br>3198 | | | | | 1919 | Ropner&Sons,Ld.<br>Stockton | WoodfieldSteamShippingCo.Ld.(Woods,Tylor&Brown,*Mgrs.*) | 400·3\|52·3\|28·4<br>P49'B113'F40' | London<br>British<br>*WB* | T.3Cy.27",44"&73"-48"<br>490NHP<br>Blair&Co Ld.Stockton | | C, |
| 37715<br>RBVT | **Hanau** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)3*rd dk in No.*1 *hold*<br>*Well deck* | 5892<br>5389<br>3597 | 100A1<br>6,21<br>LMC6,21 | Ham | *b*† | CL | 1921<br>6mo | Blohm&Voss<br>Hamburg | Deutsch-Austral.Dmpfsch.Ges.<br>*CellDB*389'1560t | 450·0\|58·2\|27·0<br>P&B366'F59'<br>FK<br>*FPT*60t*APT*11t | Hamburg<br>German<br>8*BHptCem*<br>*ptAsp* | 2 Steam Turbines geared to<br>1 Sc.Shaft 213lb(*s*) 882NHP<br>4SB,*12cf*,GS268,HS12272FD<br>Blohm&Voss,Hamburg | 29 " 6 | |
| 37716 | **Handicap** SteelTwinSc<br>*OilEng.*<br>*Elec.light* 2*Dks* | 6800<br>5000<br>4200 | | | | | 1921 | RosenbergMek.Værk<br>Stavanger | BruusgaardKiösterudDampskibs. | 415·0\|54·6\|25·5<br>F33' | Drammen<br>Norwegian<br>*WB* | Oil Engines<br>SülzerFrères,Winterthur | | |
| 37717<br>WNJG | **Hellen** SteelSc<br>5237<br>*Elec.light* Wireless 2*Dks*(*Stl*)3270 | ~~5229~~<br>4686<br>~~3324~~ | ✠100A1<br>1,21 ~~6,21~~<br>~~(*ClassContemplated*)~~<br>✠LMC6,21 | HKg<br>Hul | *y* | CL | 1921<br>6mo<br>*Lloyd's A&CP* | HongK'ng&WhampoaDockCo.Ld.<br>HongKong | BruusgaardKiösterudsDampskibs. | ~~400·0~~\|52·2\|28·5<br>P49'B113'F40'<br>400·2\| FK<br>*CellDB*310'1105t*FPT*117t | Drammen<br>Norwegian<br>7*BHCem*<br>*APT*177t | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB,*9cf*,GS190,HS7668 FD<br>HongKong&WhampoaDockCo.Ld.HongKong | 31 " 0<br>s6 " 1½<br>25 " 3 | |
| * 37718<br>144694<br>KGMT | **Hesperides** SteelSc<br>(*ex*Parthia) ssLiv.No.3-5,21<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless 2*nd dk*(*Stl*) *in fore hold* | 3929<br>3597<br>2392 | 100A1<br>*Shelter dk with freeboard*<br>5,21<br>LMC5,21 | Liv | | 3,21 | 1919 | Flensburgr Schiffsb.Ges.<br>Flensburg | British&SouthAmericanStm.NavCo.Ld.(R.P.Houston&Co.*Mgrs.*)<br>*CellDB*316'1140t*FPT*40t*APT*47t | 382·4\|52·7\|22·5<br>FK<br>*Collision* | Liverpool<br>British<br>*Cem*<br>*BH to Sh dk*<br>5 " " *U* " | T.3Cy.28¾",46⅞"&76"-48"<br>185lb (*s*) 527NHP<br>3SB,*9cf*,GS165,HS7433 FD<br>FlensburgerSchiffsb.Ges. | 24 " 9<br>s 2 " 6<br>22 " 7 | |
| * 37719<br>143802<br>JWLG | **Hesione** SteelSc<br>(*ex*Itajahy) ssLiv.No.3-5,21<br>*Elec.light* Wireless 2*Dk* (*Stl*)&<br>*Shelter dk*(*Stl*) | 4125<br>3757<br>2516 | 100A1<br>*Shelter dk with freeboard*<br>5,21<br>LMC5,21 | Liv | | 5,21 | 1915 | Reiherst'g Schiffsw.<br>Hamburg | Brit.&S.AmericanStmNavCoLd(R.P.Houston&Co.*Mgs*)<br>*CellDBa*103'*uE*<br>39'*f*158 1068t*D* | 361·6 51·2\|25·6<br>*FonShltr dk*39'<br>FK<br>*Collision*<br>*Ta*31'741t*APT*41t | Liverpool<br>British<br>*Cem*<br>*BH to Sh dk*<br>5 " " *U* " | T.3Cy.24⅜",40⅛"&66⅛"-47$\frac{3}{16}$"<br>20 lb (*s*) 410NHP<br>2SB *6cf*,GS130,HS5758 FD<br>Reiherst.Maschinenf.Ham. | 28 " 2<br>s 3 " 3½<br>25 " 3 | |
| 37720<br>146513<br>KLKP | **Homeric** SteelTwinSc<br>~~(*ex*Columbus)~~<br>*Elec.light* 5*Dks* | ~~35000~~<br>~~33526~~<br>34693<br>~~18998~~<br>23990<br>19609 | | | | | ~~1913~~<br>1922 | F.Schichau<br>Danzig | OceanicS.N.Co.Ld.(WhiteStarLine) | ~~[illegible]\|83·0\|48·9~~<br>B675' 83·3\|48·6<br>751·0\| | Liverpool<br>British<br>*WB* | T8Cy ~~[illegible]&(2)96½"-70"~~<br>53",82½"&(2)96½"-71"<br>3152NHP<br>F.Schichau,Elbing | | |
| 37721 | **Hertha** SteelSc<br>*Elec.light* Wireless 1*Dk* | 1750<br>1029 | | | | | 1921 | Howaldtswerke<br>Kiel | C.Wohlenberg | 261·0\|41·0\|17·6<br>P13'Q75'B115'F31' | Hamburg<br>German<br>*WB* | T.3Cy.20$\frac{1}{10}$",32$\frac{3}{10}$"&51$\frac{1}{20}$"-35$\frac{1}{20}$"<br>149NHP<br>Howaldtswerke,Kiel | | |

| 1<br>Numéro d'Ordre<br>Numéro Officiel<br>Signaux | 2<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 3 | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15<br>Registres où coté, si ce n'est dans le L. Durée, Cert. B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37722<br>~~140069~~<br>~~DKMG~~<br>WSLV | **Hanna Skogland**<br>(*ex*EduardWoermann,*ex*Alabama)<br>*Elec.light* Wireless 3*Dks* | SteelSc | 5609<br>4376<br>3500 | | | | | 1903 | Bremer<br>Vulkan<br>Vegesack | A/S.Sjaefart<br>(T.H.Skogland&<br>SonA/S,*Mgrs.*) | 403·4\|49·2\|27·1<br>P&B262'F51' | Haugesund<br>Norwegian<br>*WB* | T.3Cy.$27\frac{9}{16}$",$45\frac{1}{4}$"&$74\frac{13}{16}$"-<br>$51\frac{3}{16}$" 400NHP<br>BremerVulkan,Vegesack | | |
| 37723 | **H. T. Harper**<br>*Elec.light* *Mchy.Aft* 2*Dks*<br>*CarryingPetroleum in bulk* | SteelTwinSc<br>*OilEng.* | 3660 | | | | | 1921 | MooreS.B.<br>Co.<br>Oakland,Cal. | StandardOilCo.<br>California | 330·0\|46·2\|25·7<br>P88'B36'F55' | S.Frncisco<br>Utd.States<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.$20\frac{1}{2}$"-$35\frac{1}{2}$" 376NHP<br>PacificDieselEngineCo<br>Oakland,Cal. | | |
| 37724 | **Harald**<br>*Elec.light* Wireless 1*Dk* | SteelSc | 1150 | | | | | 1921 | Jannsen&<br>Schimlinsky<br>Hamburg | H.Schuldt | 215·0\|34·0\|14·0<br>Q70'B59'F26' | Flensburg<br>German<br>*WB* | T.3Cy.$18\frac{1}{2}$",$29\frac{1}{2}$"&$47\frac{5}{16}$"-<br>Hannover- $33\frac{7}{16}$" 130NHP<br>ischeMschA.G.Hannover | | |
| 37725<br>RBGN | **Hercules**<br>*Elec.light* 1*Dk* | SteelSc<br>(*Tug*) | 166<br><br>54 | | | | | 1921 | Danziger<br>Schfw&Msch<br>Danzig | BugsierReed.&<br>BergungsA.G. | 103·6\|21·4\|12·3 | Hamburg<br>German | T.3Cy.$12\frac{5}{8}$",$20\frac{1}{2}$"&$32\frac{5}{16}$"-<br>$22\frac{13}{16}$" 50NHP<br>DanzigerSchffsw.&Mschb. | | |
| 37726<br>140062<br>KJPN | **Horley Grange**<br>(*ex*Elberfeld,*ex*MinnaHorn)<br>*Elec.light* 1*Dk&deep framing* | SteelSc | 1129<br>835<br>677 | | | | | 1904 | Schömer&<br>Jensen<br>Tönning | E.T.Lindley | 222·6\|33·6\|~~14·0~~<br>P12'Q53'B60'F29'<br>13·7 | London<br>British<br>*WB* | T3Cy.$17\frac{1}{8}$",$28\frac{3}{8}$"&$46\frac{5}{8}$"-$31\frac{1}{2}$"<br>122NHP<br>Schömer&Jensen,Tönning | | |
| 37727<br>RBHO | **Henrich Cordes** | SteelScK<br>(*Trawler*) | 274<br>232<br>96 | | | | | 1921 | H.C.Stul-<br>ckenSohn<br>Hamburg | Schmidt,Cordes&<br>Harms | 128·5\|24·2\|12·9<br>F17' | Hamburg<br>German | T.3Cy.$12\frac{5}{8}$",$21\frac{1}{4}$"&$33\frac{13}{16}$"-<br>$22\frac{1}{16}$" 53NHP<br>H.C.StulckenSohn,Ham. | | |
| 37728<br>RBDQ | **Helene Jensen**<br>*Mchy.Aft* 1*Dk*<br>(*SeeSailingShipRegisterSupplement*) | SteelAuxScSr<br>*Par.Mot.* | 230<br>195<br>164 | | | | | 1920 | Jannsen&<br>Schimlinsky<br>Hamburg | J.H.Jensen | 107·5\|23·0\|10·0<br>Q30' | Hamburg<br>German | Paraffin Motor 2S.C.SA<br>2Cy.$11\frac{13}{16}$"-$14\frac{3}{16}$" 20NHP<br>EisenachFahrzengfabrik<br>Eisenach | | |
| 37729 | ~~Haveland~~<br>**Havelland**<br>*Elec.light* Wireless 2*Dks*<br>Sub.Sig. | SteelTwinSc<br>*OilEng.* | 6000 | | | | | 1921 | Blohm&<br>Voss<br>Hamburg | Hamburg-Amerik.<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | 450·0\|58·0\|27·0<br>P&B366'F59' | Hamburg<br>German<br>*WB* | GearedOilEngines4S.C.SA<br>10Cy.$20\frac{7}{8}$"-$20\frac{7}{8}$" 250NHP<br>Mchfb.Augsburg-<br>NurenbergA.G.Augsburg | | |
| 37730<br>150247 | **Harry Mathers**<br>1*Dk* | WoodSc | 151<br>89<br>58 | | | | | 1917 | Leclaire et<br>Fils<br>Quebec | ThePulpwood<br>SupplyCo.Ld. | 84·0\|19·3\|9·5 | Halifax NS<br>British | C.2Cy.12"&24"-$9\frac{1}{2}$"<br>W.&A.Fletcher 24RHP<br>&Co.Hoboken,N.J. | | |
| 37731<br>146533 | **Hauraki**<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Wireless | SteelTwinSc<br>*OilEng.* | ~~7500~~<br>~~6489~~<br>7113<br>6489<br>4425 | ✠100A1<br>*Shelter dk with freeboard*<br>3,22<br>~~(*ClassContemplated*)~~<br>✠LMC3,22 | Dmb | *cl* | CL | ~~1921~~<br>1922<br>3mo<br>*Lloyd's* | W.Denny<br>&Bros.Ld.<br>Dumbarton<br>*A&CP* | UnionS.S.Co.of<br>NewZealand Ld. | 450·3\|58·2\|31·4<br>F49'*onShelter dk*<br>FK&BK1<br>*CollisionBHtoShelter dk6BH toUppr dk*<br>*CellDB392'1248t MT50'1741tFPT189tAPT54t* | London<br>British<br>*ptCem* | Oil Engine 4S.C.SA<br>16Cy.$26\frac{1}{2}$"-47" 963NHP<br>DB*100lb*<br>NorthBritishDieselEng.<br>Works,Ld.Gls. | 34 ″ 0<br>s5 ″ 10<br>22 ″ 6 | |
| 37732 | **Heinrich Huch**<br>*Elec.light* 1*Dk* | SteelSc<br>(*Trawler*) | 247<br>232<br>96 | | | | | 1921 | H.C.Stülc-<br>kenSohn<br>Hamburg | | 128·5\|24·2\|12·9<br>F17' | Hamburg<br>German | T.3Cy.$12\frac{6}{10}$",$21\frac{1}{3}$"&26"-22"<br>32NHP<br>H.C.StülckenSohn,Ham. | | |
| 37733<br>6369<br>KCRP | **Hedrun**<br>(*ex*HjalmarBlomberg)<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *CruiserStern* | SteelSc | 2325<br>2044<br>1311 | ✠100A1<br>*Shelter dk withfreeboard*<br>9,20<br>✠LMC9,20 | Mmo | *u* | | 1920<br>9mo | Aktb.Ore-<br>sundsvarvet<br>Landskrona<br>*Intermediate* | Stockholms<br>Rederiaktiebolag<br>Svea(Hans<br>Ericson,*Mgr.*) | 317·5\|44·9\|19·4<br>FK<br>*BHin fore hold dispensed with CollisionBHtoSh dk*<br>*CellDB262'546t FPT91tAPT106t* | Stockholm<br>Swedish<br>*Cem*<br>3 ,, ,, *U* ,, | 2 Steam Turbines geared<br>to 1 ScShaft (*s*)<br>200lb 252NHP<br>2SB,*6cf*,GS82,HS3533 FD<br>A.B.deLavalsÅngturbin,<br>Skm. | 22 ″ 0<br>s 1 ″ 8<br>20 ″ 8 | |
| 37734<br>146049<br>KJLN | **Heather Pet**<br>1*Dk* | WoodSc<br>*OilEng.* | 164<br>137<br>94 | | | | | 1921 | Wills&<br>Packham,Ld.<br>Sittngbourne | Vickers-Petters,<br>Ld.(H.Hillcoat,<br>*Mgr.*) | 94·0\|23·5\|8·0 | London<br>British | Oil Engines<br>C.2Cy (2)14"-16" 39NHP<br>Vickers-Petters,Ld.Ips. | | |
| 37735 | **Heiyo Maru**<br>*Elec.light* | SteelSc | 6079<br>5171<br>4433 | 100A1<br>(*ClassContemplated*) | | | | 1921 | OsakaIron<br>Works,Ld.<br>Innoshima | NipponYusen<br>KabushikiKaisha | 407·2\|50·8\|32·5<br>P42'B137'F20' | Habu<br>Japanese | T.3Cy.27",45"&75"-51"<br>OsakaIronWorks,Ld. | | |
| 37736 | **Hvitskjael**<br>*Mchy.Aft* 1*Dk*(*Stl*) | SteelSc<br>*OilEng.* | 155<br>114<br>68 | ✠100A1<br>11,21<br>~~(*ClassContemplated*)~~<br>✠LMC11,21<br>*CarryingPetroleum in bulk* | Rot | *a* | | 1921<br>11mo<br>A&CP | N.V.Machf<br>&Scheepsw.<br>"DeWaal"<br>Nijmegen | NorskEngelsk<br>MinerålolieAkties. | ~~98·5\|18·0\|9·0~~<br>Q29'F16' 8·6<br>98·6\|18·2\| FK | Chrstiania<br>Norwegian<br>3*BHptCem* | Oil Engine 2S.C.SA<br>4Cy.~~$13\frac{1}{4}$~~"-$13\frac{3}{4}$" 51NHP<br>$13\frac{3}{16}$"<br>~~D.Goedkoop,Amsterdam~~<br>D.GoedkoopJun,Amsterdam | 9 ″ 0<br>s ″ $8\frac{1}{2}$<br>8 ″ 5 | |
| 37737 | **Haldane**<br>1*Dk* | SteelSc<br>(*Whaler*) | *117*<br>*113*<br>54 | | | | | 1909 | Nylands<br>Værksted<br>Christiania | RussianGovern-<br>ment | 91·6\|18·0\|10·7 | Russian | T.3Cy.$10\frac{1}{2}$",17"&$28\frac{1}{2}$"-20"<br>36NHP<br>NylandVærksted,Xania | | |
| 37738 | **Herbert Sauber**<br>(*ex*Orion,*ex*EmmaSauber,*ex*Pallion)<br>*Elec.light* *Mchy.Aft* 1*Dk* | SteelScCtr | 2474<br>2109<br>1307 | | | | | 1909 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Gebr.Sauber | 269·3\|44·7\|22·1<br>P55'F27' | Hamburg<br>German<br>*WB* | T.3Cy.21",35"&59"-39"<br>217NHP<br>W.Doxford&Sons,Ld.Sld. | | |
| 37739 | **Hansdorf**<br>(*ex*TorpedoBoatDestroyer)<br>*Elec.light* *CruiserStern* 1*Dk* | SteelSc<br>*OilEng.* | 975<br>840<br>520 | | | | | 1921 | Howaldts-<br>werke<br>Kiel | BaltischeReed.<br>G.m.b.H. | 239·5\|30·0\|15·6<br>P49'F31' | Hamburg<br>German<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.$13\frac{3}{5}$"-$21\frac{1}{4}$"<br>GebrSülzerAGLudwgshvn | | |
| 37740 | **Hoisdorf**<br>(*ex*TorpedoBoatDestroyer)<br>*Elec.light* *CruiserStern* 1*Dk* | SteelSc<br>*OilEng.* | 975<br>840<br>520 | | | | | 1921 | Howaldts-<br>werke<br>Kiel | BaltischeReed.<br>G.m.b.H. | 239·5\|30·0\|15·6<br>P49'F31' | Hamburg<br>German<br>*WB* | Oil Engines 2S.C.SA<br>4Cy.$13\frac{3}{5}$"-$21\frac{1}{4}$"<br>GebrSülzerAGLudwgshvn | | |
| 37741 | **Heathpark**<br>*For full particulars See No. 37807 in Supplement*<br>(*ex*[illegible])<br>*Elec.light* 1*Dk* | SteelSc | 2405<br>[illegible]<br>1384 | | | | | 1920 | Frd.Krupp<br>Akt.Ges.<br>Kiel | DenholmLine<br>Steamers,Ld.(J.&<br>JDenholmLd*Mgs*) | 288·1\|44·2\|20·4<br>P21'B84'F38' | Greenock<br>British<br>*WB* | T.3Cy.$19\frac{3}{4}$",$32\frac{3}{4}$"&$54\frac{3}{4}$"-$39\frac{3}{8}$"<br>188NHP<br>Frd.KruppA.G.Essen | | |
| 37742<br>145356 | **Hopkins Bros.**<br>1*Dk* | SteelScK | 235<br>210<br>102 | | | | | 1915 | Smith's<br>DockCo.Ld.<br>Middlesbro' | E.G.P.Hopkins | 125·0\|25·0\|11·9 | S'thamptn<br>British<br>*WB* | T.3Cy.$14\frac{1}{2}$",$23\frac{1}{2}$"&39"-24"<br>75RHP<br>Smith'sDockCo.Ld.Mdb. | | |
| 37743<br>TBCH | **Hidrografs**<br>*Elec.light* *Mchy.Aft* 1*Dk* | SteelSc | 264<br>—<br>61 | | | | | 1918 | J.W.Kla-<br>witter<br>Danzig | Latvian<br>Government | 126·3\|23·3\|13·7<br>F16' | Libau<br>Latvian<br>*WB* | T.3Cy.$13\frac{1}{2}$",$21\frac{3}{5}$"&$33\frac{1}{2}$"-$23\frac{3}{5}$"<br>55NHP<br>J.W.Klawitter,Danzig | | |
| 37744 | **Hardenberg**<br>*Elec.light* 1*Dk*(*Stl*) | SteelSc | 3160<br>2867<br>1876 | ✠100A1<br>4,22<br>~~(*ClassContemplated*)~~<br>✠LMC4,22<br>*Fitted for oil fuel4,22F.P.above150°F* | Rot | *u* | | ~~1921~~<br>1922<br>1mo<br>A&CP | A.Vuijk&<br>Zonen<br>Capelle a/d<br>Ysel | Stoomb.Maats.<br>"Hillegersberg"<br>(Vinke&Co.*Mgrs*) | ~~325·0\|48·0\|25·2~~<br>P28'B207'~~F24~~F25'<br>325·9\|48·4\|23·0 FK<br>*CellDB279'815tFPT52tAPT86t* | Amstrdam<br>Dutch<br>5*BHCem* | 2 Steam Turbines geared<br>200lb to 1 Sc. Shaft (*s*) 356NHP<br>3SB,*6cf*,GS132,HS5418 FD<br>Maats.deSchelde,Flushing | 25 ″ 3<br>s3 ″ $2\frac{1}{2}$<br>22 ″ 5 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7a<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines. | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>f. in. | 15<br>Registers in which classed, if not in L.R. Dates of B.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37745 | **Haim Mazza** SteelSc<br>(exZion,exHaimMazza,<br>exMinoru) *2Dks(StlUpt*-ws)<br>*Elec.light* | *1399*<br>*1346*<br>*873* | ✠ A1<br>*withfreeboard*<br>5,21 ✠LMC8,19<br>*Coasting in the Black Sea & Mediterranean East of Marseilles* | Sou | | CL | 1919<br>8mo<br>*Lloyd's A&CP* | Swan,Hunter&Wigham Richardson, Ld Newcastle | M.Mazza<br>*CellDBuB10'f10"* | 258·0<br>*21tDTf14'36tFPT* | 34·8 | 23·7 | Italian<br>FK *8BHptCem 36tAPT22t* | T4Cy.$20\frac{1}{2}$",33"&(2)37"-30"<br>180lb (s) 207NHP<br>1SB,*4cf*,GS78,HS3036 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 24 ″ 6<br>s10 ″ 9<br>14 ″ 1 | |
| 37746<br>KHCB | **Hazelpark** SteelSc<br>*For full particulars See No.* 37808 *in Supplement*<br>(exSayn)<br>*Elec.light* *1Dk* | 2461<br>2092<br>1081 | | | | | 1919 | Frd.Krupp Act.Ges. Kiel | DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.*Mgrs.*) | 287·9<br>P21'B84'F38' | 44·2 | 20·4 | Greenock<br>British | T.3Cy.$19\frac{7}{10}$",$32\frac{7}{10}$"&$54\frac{7}{10}$"-$39\frac{3}{5}$"<br>188NHP<br>Fried.Krupp,Essen | 22 ″ 6<br>s 3 ″ 5<br>19 ″ 5 | |
| 37747 | **Harriet** SteelSc<br>*1Dk* | 800 | | | | | 1921 | Schiffsw(v. J.&Sch.)A.G. Hamburg | NavesReederei G.m.b.H. | 191·0<br>Q57'B51'F28' | 30·2 | 12·6 | German<br>*WB* | T3Cy.$14\frac{3}{4}$",$23\frac{5}{8}$"&$38\frac{9}{16}$"-$27\frac{9}{16}$"<br>DresdenerMchfbk. 77NHP<br>UebigauA.G.Uebigau | | |
| 37748<br>RBNQ | **Havenstein** SteelSc4Mst<br>*Elec.light* *2Dks* | 7963<br>7477<br>4973 | | | | | 1921 | Flensburgr Schiffsb.Ges. Flensburg | A-G.HugoStinnes für Seeschiff und Uberseehandel | 471·2<br>P74'B102'F43' | 58·2 | 32·2 | German<br>*WB* | T.3Cy.$32\frac{7}{20}$",$52\frac{2}{5}$"&$86\frac{13}{20}$"-$55\frac{3}{20}$"<br>558NHP<br>FlensburgerSchiffsb.Ges. | | |
| 37749 | **Hamburg** SteelSc<br>*Elec.light* *2Dks(Stl)3rd dk in No.1hold*<br>*Well deck* Wireless | 5872<br>5423<br>3613 | 100A1<br>8,21<br>LMC9,21 | Ham | *b*† | CL<br>9,21 | 1920 | Flensburgr Schiffsb.Ges. Flensburg | Deutsch-Austral. Dmpfsch.Ges.<br>*CellDB* | 450·0<br>P&B378'F53'<br>403'1640t*FPT* | 58·2 | 27·0 | Hamburg<br>German<br>FK *8BHAsp APT* | T3Cy $31\frac{1}{5}$"$50\frac{13}{16}$"&$84\frac{1}{16}$"-$53\frac{15}{16}$"<br>185lb (s) 792NHP<br>4SB,*12cf*,GS252,HS12200FD<br>FlensburgerSchiffsb.Ges. | 16 ″ 11 | |
| 37750 | **Hornfels** SteelSc<br>*Elec.light* *2Dks* | 3100 | | | | | 1921 | Schiffsw.v. H KochA.G Lübeck | Dampschiffsrederi HornA.G. | 385·0<br>P19'F45' | 52·0 | 20·4 | Lübeck<br>German | T.3Cy.$27\frac{3}{5}$",$43\frac{5}{16}$"&$69\frac{7}{10}$"-$47\frac{3}{10}$"<br>335NHP<br>OttensenerMch.G.m.b.H. Altona | | |
| 37751 | **Hallfried** SteelTwinSc<br>*OilEng*<br>*Elec.light* Wireless *2Dks*<br>*Cruiser Stern* | 5282 | | | | | 1921 | Wrf.voorh. Rijkee&Co. Rotterdam | P.Kleppe | 375·0 | 51·2 | 34·0 | Bergen<br>Norwegian<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.$22\frac{1}{16}$"-$39\frac{7}{20}$" 458NHP<br>Werkspoor,Amsterdam | | |
| 37752<br>LBHV | **Hastings County** SteelSc<br>(exSierraNevada) *Fitted for oil fuel*<br>*Elec.light* *2Dks*<br>Wireless | 4178<br>3891<br>2559 | | | | | 1920 | W.Pickersgill&Sons,Ld Sunderland | LozentzW. HansensRederi. A/S. | 380·2<br>P101tH162tF24t | 52·3 | 24·2 | Bergen<br>Norwegian<br>*WB* | T.3Cy.25",41"&69"-48"<br>330NHP<br>Richardsons,Westgarth&Co.Ld.Sld. | | N |
| 37753<br>204372<br>KWGD | **Harvard** SteelTrpSc<br>(exCharles, *Fitted for oil fuel*<br>exHarvard) *Elec.light* *1Dk* | 3825<br>—<br>2052 | | | | | 1907 | Delaware RiverCo. Chester,Pa. | LosAngelesS.S.Co. Inc. | 376·0 | 61·3 | 20·2 | L.Angeles<br>Utd.States<br>*WB* | 3 Steam Turbines<br>W&AFletcherCo.Hoboken | | R |
| 37754<br>137747<br>RLFW | **Hedwige** SteelSc<br>(exRossiji) ssOda.No.3-5,14<br>*1Dk(Stl)&Web frames& Awng dk*<br>*Elec.light* | 1352<br>1173<br>759 | ✠ 9,19<br>✠NB5,14<br>*Awng dk withfreeboard* | Oda<br>✠ | *n* | | 1896<br>7mo | W.Dobson &Co. Newcastle | Schembri&Sons | 239·6<br>B53'F37'<br>*Cell DBa59'uE&B* | 32·1 | 13·0<br>20·1 | Malta ~~Constantpl.~~<br>British<br>FK 5*BHCem*<br>33'f94'238t | T.3Cy.17",28"&48"-42" ~~T.3Cy.18½",30"&49"-36"~~<br>NDB09 149 ~~155~~NHP<br>2SB,*4cf*.GS80.HS2552<br>WllsndSlpwy.Co.Ld.Nwc. | 22 ″ 4 | |
| 37755 | **Holm** SteelSc4Mst<br>(exBadenia)<br>*Elec.light* Wireless *2Dks* | *6930*<br>*6130*<br>*4309* | | | | | 1902 | Furness, Withy&CoLd WHartlepool | "Artus" Danziger Reed.&HandelsAG | 450·9<br>P55'B252'F51' | 53·1 | 31·2 | Danzig<br>*WB* | T.3Cy.27",$44\frac{1}{2}$"&77"-54"<br>Richardsons, 43[illegible]NHP<br>Westgarth&Co Ld Hpl. | | |
| 37756 | **Hsin Lee** SteelSc<br>*Elec.light* *2Dks* | 1198<br>—<br>720 | | | | | 1916 | OsakaIron Works Osaka | Ching-KeeS.N.Co. Ld. | 230·7<br>P24'B35'F30' | 33·5 | 18·5 | Chefoo<br>Chinese | T.3Cy.$13\frac{1}{2}$",23"&38"-30"<br>7[illegible]NHP<br>OsakaIronWrks.Ld.Osaka | | |
| 37757 | **Halgan** SteelSc<br>*Elec.light* *3Dks* | | | | | | 1921 | Atel.&Ch. de laLoire Nantes | ChargeursRéunis | 415·0<br>B148'F45' | 55·1 | 37·6 | Havre<br>French<br>*WB* | 3 Geared Steam Turbines<br>Atel.&Ch.de laLoire,Nts. | | |
| 37758<br>218139<br>LRHD | **Henry W. Conant** WoodSc<br>(exJohnR.Baylis)<br>*1Dk* | 226<br>—<br>178 | | | | | 1919 | ……………… Milford,Del. | Chincoteague Fish Oil&GuanoCo. | 124·4 | 22·3 | 10·1 | CpeChrles Va.<br>Utd.States | | | |
| 37759 | **Honorine Achaque** SteelSc<br>(exHolland) | 752<br>401<br>233 | | | | | 1919 | N.V.Werf. Zeeland Hansweert | ServicesCôtiers à Vap.(A.Achaque, *Mgr.*) | 153·6<br>Q86'B9'F27' | 26·1 | 12·2 | Algiers<br>French | T3Cy$11\frac{3}{5}$",$17\frac{7}{10}$"&$31\frac{1}{2}$"-$17\frac{3}{10}$"<br>N.V.Mach. 42NHP<br>Fulton,Hoogezand | | |
| 37760 | **Hung Lee** SteelSc<br>(exLoiYue,exGilbert,exSascha,ex<br>Inlander) *Mchy.Aft* *1Dk&Awng dk3trB* | 771<br>705<br>601 | | | | | 1901 | B.Wencke Söhne Hamburg | Ching-KeeS.N.Co. Ld. | 176·7 | 26·5 | 12·6<br>19·0 | Chefoo<br>Chinese<br>*WB* | C.2Cy.16"&32"-$21\frac{5}{8}$"<br>35NHP<br>B.Wencke,Söhne,Ham | | |
| 37761 | **Hagelsberg** SteelSc<br>(exElswickHall) ssShl.No.3-9,16<br>ssShl.No.1-20<br>*1Dk(ptStl,ptIrn)2trB&deepframing*<br>Wireless *&Webframes3Dkrule* | *3797*<br>*3508*<br>*2459* | ✠100A1<br>10,21<br>BS11,21 | Shl<br>✠LMC5,20 | *w* | 11,21 | 1901<br>11mo<br>*Lloyd's A&CP* | Richardsn Duck&Co. Stockton | TanakaShoji KabushikiKaisha<br>*CellDBa106'uE25* | 340·0<br>P32'B206'F34'<br>*f146'891tFPT180t* | 48·1 | 25·9 | ~~Danzig~~<br>Japanese<br>FK 6*BHCem*<br>*APT106t* | T.3Cy.25",42"&68"-45" (s)<br>160lb *100lb* NDB19 335NHP<br>2SB,*6cf*,GS128,HS5400<br>Blair&Co.Ld.Stockton | 28 ″ 4<br>s 4 ″ 1½<br>24 ″ 7 | |
| 37762<br>146539 | **Hosang** SteelSc<br>*2Dks(Stl)&Shltr dk(Stl*-teaks)<br>*Elec.light* Wireless | 5698<br>4990<br>3293 | ✠ 100A1<br>*Shelter dk withfreeboard*<br>~~*(ClassContemplated)*~~<br>3,22 | Ldy<br>✠LMC3,22 | *a*† | CL | ~~1921~~<br>1922<br>3mo<br>*Lloyd's A&CP* | N. of IrelandSB.CoLd Londonderry<br>*CellDB350'1137tFWtanksin'tweendksaft* | Indo-ChinaSteam Nav.Co.Ld. | 411·0<br>F37' *on Shelter dk*<br>*CollisionBHtoSh.dk*<br>13'38t*DTa*23'592t*FPT*83t | 53·8 | 28·3 | London<br>British *Cem*<br>FK 8 ″ ″ *U* ″<br>*APT*122t | T.3Cy.27",46"&77"-51"(s)<br>200lb FD 708NHP<br>4SB,*12cf*,GS247,HS11044<br>J.G.Kincaid&Co.Ld.,Grk. | 31 ″ 0<br>s4 ″ 6½<br>26 ″ 10 | |
| 37763<br>6679<br>KDJT | **Hemland** SteelTwinSc<br>*1Dk(Stl)&Shelterdk(Stl)* *OilEng*<br>*Elec.light* *2nd dk(Stl)inforward holds* | 5677<br>5239<br>3403 | ✠100A1<br>*Shelter dk withfreeboard*<br>3,22 ~~11,21~~<br>~~*(ClassContemplated)*~~<br>✠LMC11,21 | Ham | *y* | | 1921<br>11mo<br>*Lloyd's A&CP* | Aktieb. Götaverken Gothenburg<br>*CellDB307'1121tTanks at sides of tunnels* | Ångf.Aktieb.Tirfing(DanBröstrom *Mgr.*) | 392·9<br>F36' *onShelter dk*<br>*CollisionBHtoShdk,5BHtoUdk*<br>*33'181tFPT133tAPT42t* | 53·9 | 30·2 | Gothenbrg<br>Swedish<br>FK *ptCem* | Oil Engines 4S.C.SA<br>12Cy.$23\frac{3}{16}$"-$35\frac{7}{16}$" 482NHP<br>DB100lb<br>Aktieb.Götaverken,Got. | 33 ″ 4<br>s 8 ″ 8<br>25 ″ 0 | |
| 37764<br>RBVT | **Hilde Hugo Stinnes 10** SteelSc<br>(exAxelJohnson) ssMmo.No.2-18<br>*Elec.light* *2Dks(Stl)&Shelter dk(Stl)*<br>Wireless | 4100<br>3565<br>2520 | ✠100A1<br>*Shelter dk withfreeboard* | Mmo.. | | 11,21 | 1910<br>12mo<br>*Lloyd's A&CP* | Lindholmens V.A. Gothenburg | A.G.-HugoStinnes f.Seeschiff.u Ueberseehandel | 375·6<br>B*onShelter dk*74'<br>*CellDBa116uE&B76'f* | 50·7 | 22·3 | Hamburg<br>German<br>FK 6*BHCem* | T.3Cy.26",$43\frac{1}{2}$"&72"-45" (s)<br>200lb 475NHP<br>4SB,*12cf*,GS276,HS8320<br>MotalaV.NyaAkt.Motala<br>143'1276t*FPT*78t*APT*46t | 25 ″ 7<br>s 2 ″ 9½<br>23 ″ 2 | |
| 37765<br>146181 | **H. S. 49** SteelSc<br>(*Tug*)<br>*1Dk* | 182<br>161<br>48 | | | | | 1912 | A.F.Smulders Schiedam | Crichton,Thompson&Co.Ld. | 100·3 | 21·3 | 11·1 | London<br>British | T.3Cy.$12\frac{1}{4}$",$20\frac{1}{4}$"&$32\frac{1}{2}$"-$19\frac{3}{4}$"<br>55RHP<br>A.F.Smulders,Schiedam | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2–3 Nom du Navire. Matériaux. Gréement etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37766 | **Helene** SteelSc<br>(exErika)<br>*Elec.light* Wireless 1*Dk*&*Spar dk* | *2666*<br>*2504*<br>*1682* | | | | | 1906 | Akt.Ges.<br>"Neptun"<br>Rostock | N.V.Stoomvaart Maats."Vredebest" | 291·1 | 44·0 | 16·6<br>23·7 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.20½",35 7/16"&55⅞"-37⅝"<br>191NHP<br>A.G."Neptun,"Rostock | | |
| 37767 | **Haruna Maru** SteelTwinSc<br>2*Dks*(*Stl*-*U*ws)<br>*Elec.light* ~~3rd~~ *dk*(*Stl*)*inNos.1,3&4holds*<br>*Ref.Mchy.* | ~~10120~~<br>10427<br>8392<br>6311 | ✠100A1<br>2,22<br>~~(ClassContem plated)~~<br>✠LMC2,22<br>✠Lloyd'sRMC1,22 | Nag | ft | CL | ~~1921~~<br>1922<br>2mo<br>*Lloyd*'sA&CP | Mitsubishi<br>ZosenKaisha<br>Ld. Nagasaki | NipponYusen KabushikiKaisha<br>*CellDB*416'1877*t*<br>*Tanks at sides of tunnels*6'90*tFPT*168*tAPT*110*t* | 495·0<br>~~P97'B150'F55'~~<br>P94'B186'F56' | 62·0 | 37·0 | Tokio<br>Japanese<br>FK 9*BHCem* | 4.6 Steam Turbines geared to 2 Sc.shafts<br>(s) 200lb 1615NHP<br>7SB,21*cf*,GS448,HS18157 FD<br>MitsubishiZosenKaisha,Ld | 37 ″ 0 | |
| 37768<br>145703<br>KLPJ | **Hillglen** SteelSc<br>*Well deck* 1*Dk*(*Stl*)<br>*Cargo battens not fitted* | ~~1250~~<br>1262<br>1028<br>757 | ✠100A1<br>1,22<br>~~(ClassContem plated)~~<br>✠LMC1,22 | Cpb | o | CL | ~~1921~~<br>1922<br>1mo<br>*Lloyd*'sA&CP | Campbeltn<br>S.B.Co.Ld.<br>Campbeltwn | PortsmouthS.S. Co.Ld.(McNeil& Jones*Mgrs.*)<br>*CellDB*190'395*tAPT*85*t* | 229·7<br>Q79'B48'F27' | 35·8 | 15·5 | Cardiff<br>British<br>FK 4*BHCem* | T.3Cy.18",27½"&45"-33"<br>180lb (*s*) 142NHP<br>2SB,4*cf*,GS79,HS2386<br>Ross&Duncan,Glasgow | 17 ″ 7<br>1 ″ 5½<br>16 ″ 5 | |
| 37769 | **Harenguier 1 N.** WoodScDy<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 185<br>—<br>111 | | | | | 1919 | Ch.Navals<br>de l'Ouest<br>St.Malo | FrenchGovernment | 108·5 | 26·6 | 12·0 | Fécamp<br>French | Oil Engine 2S.C.SA<br>2Cy.13¾"-17¾"<br>BellangerFrères,Neuilly | | |
| 37770 | **Harenguier 2 N.** WoodScDy<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 185<br>—<br>111 | | | | | 1920 | Ch.Navals<br>de l'Ouest<br>St.Malo | FrenchGovernment | 108·5 | 26·6 | 12·0 | Fécamp<br>French | Oil Engine 2S.C.SA<br>2Cy.13¾"-17¾"<br>BellangerFrères,Neuilly | | |
| 37771<br>111661 | **Hamilton** CompTwinSc<br>*Elec.light* 1*Dk*<br>*Mchy.Aft* | 1614<br>1185<br>928 | | | | *Rebuilt* | 1901<br>1921 | Hamilton<br>BridgeCo.<br>Hamilton<br>*by*DavieSB.&RpgCo.Lauzon,P.Q. | ~~CanadaS.S.Lines Ld~~ MontrealTransportationCo.Ld. | 250·1<br>F31' | 40·0 | ~~15·5~~<br>11·5 | Montreal<br>British<br>*WB* | T.6Cy.12¾",21½"&35"-~~22"~~ -24"<br>B*made*98*fitted*21 115NHP<br>NationalS.B.Co.<br>Goderich,Ont. | | |
| 37772 | **Hanna Larsen** SteelSc<br>(*ex*Cilondia,*ex*AnnaDoretteBoog)<br>*Elec.light* Wireless 1*Dk* | *1850*<br>*1488*<br>*1106* | | | | | 1908 | Akt.Ges.<br>"Neptun"<br>Rostock | F.W.Fischer | 267·8<br>Q102'B106'F31' | 40·3 | 16·7 | Rostock<br>German<br>*WB* | T3Cy.19 5/16",30½"&50"-35 7/16"<br>150NHP<br>A.G."Neptun,"Rostock | | |
| 37773<br>123265<br>JHPS | **Honoria** SteelScK<br>(*ex*Gonzalo) *ss*Hul.No.2-14<br>1*Dk* | 173<br>166<br>63 | ✠ —<br>2,21<br>*StmTrawler* ✠ | Hul | | | 1906<br>7mo | Cook,Welt'n&Gemmell<br>Beverley | IsaacBunch(J.E. Rushworth, *Mgr.*) | 108·5 | 21·6 | 11·5 | Grimsby<br>British<br>BK8" 4*BHCem*<br>*DTf*13'30*t* | T.3Cy.10",16¼"&27"-24"<br>45RHP<br>1SB,2*pf*,GS25,HS750<br>Amos&Smith,Hull | 12 ″ 4 | |
| 37774 | **Helena** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | ~~3125~~ 3112<br>~~2825~~ 2819<br>~~1875~~ 1830 | ✠100A1<br>3,22<br>~~(ClassContem plated)~~<br>✠LMC3,22 | Stk | u | CL | ~~1921~~<br>1922<br>3mo<br>*Lloyd*'sA&CP | Craig,Taylor&Co.Ld.<br>Stockton | A.C.Lensen<br>*IntermediateBHinforeholddispensedwith,4BHonly*<br>*CellDB*230'812*tFPT*86*tAPT*109*t* | 325·0<br>P33'B94'F31' | 48·0 | 22·4 | Terneuzen<br>Dutch<br>~~FK Cem~~ | T.3Cy.24",39"&64"-42" (*s*)<br>180lb *100lb* 293NHP<br>2SB,6*cf*,GS110,HS4606<br>N.E.MarineEng.Co.Ld.Sld | 24 ″ 3 | |
| 37775 | **Hilde** SteelSc<br>(*ex*Paris,*ex*Saturn)<br>*Well deck* 1*Dk*2*trB* | 1192<br>931<br>743 | | | | | 1894 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | F.H.Bertling | 232·1<br>Q71'B107'F25' | 34·3 | 13·7 | Lübeck<br>German<br>*WB* | T.3Cy.16",26"&43"-33"<br>106NHP<br>FlensburgerSchiffsb.Ges | | V |
| 37776 | **Hans Herbert** SteelTwinSc<br>(*ex*Hela)<br>*Elec.light* 2*Dks* | 650 | | | | | 1910 | J.W.Klawitter<br>Danzig | CarlAug.John | 195·2<br>B138'<br>len21 | 24·9 | 11·8 | Danzig<br>*WB* | T.6Cy.13".20 1/16"&31½"-15¾"<br>NB14 79NHP<br>J.W.Klawitter,Danzig | | |
| 37777 | **Hervar** SteelSc<br>*Elec.light* 1*Dk* | 1350 | | | | | 1921 | NewE.&<br>S.B.Wks.Ld.<br>Shanghai | Bruusgaard Kiösterud&Co. | 242·7<br>P24'B66'F24' | 37·2 | 15·0 | Drammen<br>Norwegian | T.3Cy.18½",29"&49"-33"<br>138NHP<br>NewE.&S.B.Works,Ld. | | N |
| 37778 | **Hans Cords** SteelSc<br>*Elec.light* 1*Dk* | 562<br>—<br>265 | | | | | 1921 | Union<br>GiessereiA.G.<br>Königsberg | Aug.Cords | 165·6<br>P112'H9'F21' | 28·7 | 11·9 | Rostock<br>German<br>*WB* | T.3Cy.13",20¼"&33"-22½"<br>52NHP<br>UnionGiessereiA.G. | | |
| 37779<br>LCBG | **Höiaas** WoodAuxSc3MstSr<br>(*See Sailing Ship Register*) | 351<br>283<br>247 | | | | | 1921 | Molhaugens Verft.og<br>Skibsbyggeri<br>Porsgrund | A/S BaronHolberg (H.T.Realfsen, *Mgr.*) | 123·6<br>Q5*t*H10*t*P42*t* | 27·5 | 13·1 | Skien<br>Norwegian | Oil Engines<br>J&CGBolindersCoLd.Skm | | N |
| 37780 | **Hoogkerk** SteelSc<br>(*ex*St.AugustineAbbey, *ex*Atto) *ss*Rot.No.2-21<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Wireless | 5137<br>4816<br>3170 | ✠100A1<br>*Shelter dk withfreeboard*<br>2,22 ~~3,21~~<br>BS2,22<br>✠LMC1,21 | Rot | a† | CL<br>~~5,19~~<br>2,22 | 1911<br>9mo<br>*Lloyd*'sA&CP | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | Vereenigde Nederlandsche ScheepvaartMaats<br>*CellDBa*134'*uE*30'*f*181'1195*tFPT*77*tAPT*15*t* | 410·0<br>F*onShelter dk*41' | 54·7 | 26·7 | TheHague<br>Dutch<br>FK 7*BHCem* | Q.4Cy.24",34",51"&74"-54"<br>213lb (*s*) 563NHP<br>3SB,9*cf*,GS183,HS7808 FD<br>FlensburgerSchiffsb.Ges | 29 ″ 3<br>s 3 ″ 10<br>25 ″ 10 | |
| 37781<br>129423<br>HPNL | **Highland Prince** SteelSc<br>(*ex*Glenshiel) ~~*ss*Npt.No2-20~~<br>*Elec.light* 1*Dk*(*Stl*)&*Spardk*(*Stl*)<br>Sub.Sig. Wireless &*deepframing*<br>*ss*Mcb.No.3-1,22 | 4798<br>4549<br>3054 | ✠100A1<br>*Spar dk*<br>1,22 ~~1,21~~<br>MS1,21<br>DBS10,20MBS1,21<br>✠LMC | Mdb<br>Mch | y | CL<br>1,21 | 1909<br>8mo<br>*Lloyd*'sA&CP | C.Connell<br>&Co.Ld.<br>Glasgow | RioCapeLine,Ld. (Furness,Withy& Co.Ld. *Mgrs.*)<br>*Cell DBa*118'*uE*&*B*50'*f*180'1067*t DTa*34' 878*tAPT*29*t* | 400·0<br>P37'B120'F44' | 52·0 | 26·9 | Newcastle<br>British<br>FK 6*BHCem* | T.3Cy.27",43"&72"-48" (*s*)<br>180lb *100lb* 513NHP<br>3SB,9*cf*,GS149,HS7680 FD<br>Dunsmuir&JacksonLd.Gls | 29 ″ 7<br>s5 ″ 11½<br>24 ″ 0 | |
| 37782 | **Hasenkamp** IronScK<br>*ss*Ams.No.3-7,10<br>(*ex*Daggry, *ss*Ymu.No.2-18<br>*ex*Amazon) 1*Dk* | 160<br>156<br>58 | NB3,09 | | … | 4,21 | 1891<br>3mo<br>*Lloyd*'sA&CP | Cochrane,<br>Coopr&Schofi'ld,Beverley | MaatsVooruitgang (vdPlats,Arnken &Klop*Mgrs.*) | 104·0<br>Q20'<br>ptND99 | 21·0 | 11·0 | Ymuiden<br>Dutch<br>BK7½" 3*BHCem* | T.3Cy.12½",19½"&31½"-22½"<br>160lb (*s*) 52NHP<br>1SB,2*pf*,GS32,HS890<br>Amos&Smith,Hull | 11 ″ 10 | |
| 37783 | **Harenguier 3 N.** WoodScDy<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 185<br>—<br>111 | | | | | 1920 | Ch.Navals<br>de l'Ouest<br>St.Malo | FrenchGovernment | 108·5 | 26·6 | 12·0 | Fécamp<br>French | Oil Engine 2S.C.SA<br>2Cy.13¾"-17¾"<br>BellangerFrères,Neuilly | | |
| 37784 | **Harenguier 4 N.** WoodScDy<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 185<br>—<br>111 | | | | | 1921 | Ch.Navals<br>de l'Ouest<br>St.Malo | FrenchGovernment | 108·5 | 26·6 | 12·0 | Fécamp<br>French | Oil Engine 2S.C.SA<br>2Cy.13¾"-17¾"<br>BellangerFrères,Neuilly | | |
| 37785<br>144512 | **Harry Melling** SteelScK<br>(*ex*JohnEvans)<br>1*Dk*(*Stl*-ws) | 275<br>246<br>113 | ✠100A1<br>*StmTrawler*<br>3,20<br>LMC3,20 | Shl | | CL | 1919<br>11mo<br>*Lloyd*'sA&CP | C.Rennoldson&Co.<br>SouthShields | MellingTrawlers, Ld.(H.Melling, *Mgr.*) | 125·3<br>Q72'F22' | 23·4 | 12·6 | Fleetwood<br>British<br>BK7½" 2*BHCem*<br>*APT*3*t* | T.3Cy.12½",21"&35"-26" (*s*)<br>185lb 87RHP<br>1SB<br>Smith'sDockCo.Ld.Mdb. | 13 ″ 6 | |
| 37786 | **Harenguier 5 N.** WoodScDy<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 185<br>—<br>111 | | | | | 1920 | Ch.Navals<br>de l'Ouest<br>St.Malo | FrenchGovernment | 108·5 | 26·6 | 12·0 | Fécamp<br>French | Oil Engine 2S.C.SA<br>2Cy.13¾"-17¾"<br>BellangerFrères,Neuilly | | |
| 37787 | **Harenguier 6 N.** WoodScDy<br>*OilEng.*<br>*Mchy.Aft* 1*Dk* | 185<br>—<br>111 | | | | | 1919 | Ch.Navals<br>de l'Ouest<br>St.Malo | FrenchGovernment | 108·5 | 26·6 | 12·0 | Fécamp<br>French | Oil Engine 2S.C.SA<br>2Cy.13¾-17¾"<br>BellangerFrères,Neuilly | | |

| 1<br>s in ok.<br>cial No.<br>de tters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7a<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught<br>ft. in. | 15<br>Register in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37788<br>140065 | **High Tide** SteelScK<br>1Dk(Stl) | 97 | ✠100A1<br>For Fishing purposes<br>10,19<br>✠LMC10,19 | Lwt | | CL | 1919<br>10mo<br>Lloyd | ColbyBros.<br>Ld.<br>Lowestoft<br>'sA&CP | W.Smith | 86·0 | 18·5 | 9·4<br>BK7½" | Banff<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB.2pf,GS30,HS814<br>Pollit&Wigzell,Ld.<br>SowerbyBridge | | |
| 37789 | **Haytor** SteelSc<br>should be "Dilluns," See No. 37079 in Supplement<br>Elec.light | 3108 | 100A1<br>(ClassContemplated) | | | | 1922 | ClydeS.B.<br>&Eng.Co.Ld.<br>PortGlasgow | | 294·8<br>P25'B80'F33' | 44·2 | 20·6 | London<br>British | T.3Cy.22",35"&59"-39"<br>AilsaS.B.&E.Co.Ld.Troon | | |
| 37790<br>OIZA | **Héron** SteelSc<br>(exT.R.47)<br>1Dk<br>Elec.light | 288<br>—<br>86 | | | | | 1919 | Anderson<br>Co.<br>Lauzon,Qbc. | Soc.Anon.<br>"Chalutiers de la Rochelle" | 126·4<br>F19' | 23·5 | 12·3 | La Rochlle<br>French<br>WB | T.3Cy.12½",21"&35"-24"<br>60NHP<br>DominionBridgeCo.Mtl. | | V |
| 37791<br>5780<br>JVNS | **Holmen I.** SteelSc4Mst<br>ssGot.No.1-22<br>(exTherese,exBoren) 1Dk(Stl)<br>Elec.light Wireless | 1847<br>1621<br>1089 | ✠100A1<br>1,22<br>✠LMC1,22 | Got | r | 1,22 | 1916<br>4mo | Lindholmens M.V.<br>Gothenburg | HolmensBrüks&<br>FabriksA/B<br>(C.Wahren,Mgr.) | 262·0<br>P24'B65'F31'<br>FK<br>CellDB224' | 42·7 | 18·1 | Nrrköping<br>Swedish<br>4BHCem<br>471tAPT41t | T3Cy.20½",33"&55"-36" (s)<br>185lb 214NHP<br>2SB,6cf,GS110,HS3500<br>LindholmensM.V.Got. | 20″6<br>s 2″10<br>18″0 | |
| 37792 | **Hoten Maru** SteelSc<br>Tug boat & ice breaker<br>Elec.light 1Dk<br>Cruiser stern | 400<br>375 | | | | | 1921 | KobeSteel<br>Works<br>Harima<br>Dockyard | SouthManchurian<br>RailwayCo. | 135·0<br>F76' | 30·0 | 15·0 | Dairen<br>Japanese<br>WB | T.3Cy.18",29"&48"-30<br>126NHP<br>YokohamaDockCo.Yka. | | |
| 37793 | **Houdan** SteelSc<br>1Dk (Stl) | 65<br>55<br>10 | ✠100A1<br>For towing purposes<br>1,22 ✠LMC1,22<br>~~(ClassContemplated)~~ | Wvn | | | 1920<br>2mo<br>Lloyd | Rowhedge<br>I.Wks Co.Ld.<br>Rowhedge<br>'sA&CP | TheAdmiralty | 75·0 | 15·1 | 6·8<br>FK | London<br>British<br>4BHCem | C.2Cy.10½"&24"-18" (s<br>130lb 32NHP<br>1SB,2pf,GS24,HS658<br>T.&J.Hosking,Ld.London | | |
| 37794<br>139623<br>JRKW | **Homedale** SteelScK<br>(exCelticWarrior,<br>exHaniII.,exBritannia) 1Dk<br>Mchy.Aft | 525<br>436<br>245 | | | ... | | 1907 | J.Fullerton&Co.<br>Paisley | ~~W.H.Kelynack~~<br>BrendonShipping Co.Ld. (W.H Kelynack Mgr.) | 175·0<br>F17' | 34·1 | 9·2<br>FK | Cardiff<br>British<br>WB | C.2Cy.15"&32"-22"<br>59NHP<br>C.Houston&Co.Ld.Gls. | 9″10 | C |
| 37795 | **Hainaut** SteelSc<br>(exMarksburg) ssHam.No 2-13<br>1Dk(Stl)&Spar dk(Stl-ptws)<br>Elec.light &Web frames | 4320<br>4078<br>2703 | ✠<br>Spar dk<br>10,16<br>✠ | Ham | y | | 1905<br>2mo | Blohm&<br>Voss<br>Hamburg | Cie.RoyaleBelgo-Argentine (ArmementDeppe,Mgrs.)<br>CellDBa122'u | 387·1<br>P48'B116'F40' 25·0<br>FK✓BK2"<br>E22'f174'946tFPT | 51·7 | 24·6 | Antwerp<br>Belgian<br>6BHCem<br>93tAPT18t | Q.4Cy.23",31½",48"&71"-48"<br>447NHP<br>2SB,6cf,GS127,HS5842<br>Blohm&Voss,Hamburg | 27″6<br>s 5″5½<br>FD 22″6 | |
| 37796<br>MGDV | **Halse** SteelSc<br>(exQuernstad,exSigne)<br>Elec.light 1Dk | 2095<br>1934<br>1302 | | | ••• | | 1910 | Sunderland<br>S.B.Co.Ld.<br>Sunderland | Bugge&Co. | 290·0<br>P27'B76'F29' | 42·0 | 19·2<br>FK | Mandal<br>Norwegian<br>WB | T.3Cy.22",36"&59"-39"<br>232NHP<br>N.E.MarineEng.Co.Ld Sld | 21″6 | N |
| 37797 | **Heinrich Hugo Stinnes 7**<br>(exDrottningSophia) SteelSc<br>Trunk deck Elec.light Wireless 1Dk | 4932<br>4198<br>2980 | | | | | 1901 | Howaldtswerke<br>Kiel | A.-G.HugoStinnes<br>f.Seechiff. u.<br>Ueberseehandel | 407·3<br>P28'H326tF38' | 52·6 | 23·0 | Hamburg<br>German<br>WB | T.3Cy.26½",42"&69"-43"<br>312NHP<br>Howaldtswerke,Kiel | | V |
| 37798 | **Hammonia** SteelTwinSc<br>(exHollandia) ssAms.No.3-7,21<br>Elec.light 2Dks(Stl-ws)&deep framing<br>Ref.Mchy. &Shelter dk(Stl-teak s)<br>Sub.Sig. Wireless | 7197<br>6000<br>4213 | ✠100A1<br>withfreeboard<br>7,21<br>✠LMC<br>BS7,21 4,22MS4,21 | Ams | b | CL<br>S6,20<br>PN7,21 | 1909<br>5mo<br>Lloyd | A.Stephen<br>&Sons,Ld.<br>Glasgow<br>'sA&CP | Hamburg-Amerik<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie)<br>Cell DBa110'uE&B98 | 419·7<br>P55'B171'F66'<br>f142'986tFPT129t | 54·2 | 34·4<br>FK | Hamburg<br>German<br>7BHCem<br>APT106t | T6Cy.23½",39½"&66"-48"(r)<br>200lb 100lb FD 945NHP<br>3DB,18cf,GS331,HS14307<br>A Stephen&Sons,Ld.Gls. | 37″6<br>s10″7½<br>27″5 | |
| 37799 | **Hindsholm** SteelSc<br>Elec.light | 1510<br>1353<br>876 | 100A1<br>Shelter dk<br>(ClassContemplated) | | | | 1921 | Frdrkshvn<br>Værft.&Flyd.<br>Frederikshvn | DetForenede<br>Dampskibs.Selsk. | 251·5 | 39·0 | 16·1 | Copnhagn<br>Danish | T.3Cy.18",30"&50"-36"<br>HelsingörsJernsk.&Mskb.<br>Elsinore | | |
| 37800<br>140813 | **Hannah Taylor** WoodSc<br>(exSunlight)<br>9&12yrs.Mat. 1Dk | 99<br>98<br>43 | ✠11A1<br>For fishing purposes<br>11,20<br>✠LMC11,20 | Gms | | CL<br>11,20 | 1918<br>10mo<br>Lloyd | J.Chambers,Ld.<br>Lowestoft<br>'sA&CP | ~~TheAdmiralty~~<br>T.Baskcomb,Ld.<br>(T.W.Baskcomb Mgr | 86·4 | 19·9 | 10·3 | British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>Plenty&Son,Ld.Newbury | 10″0 | |
| 37801<br>RBPG | **Heinrich Kayser** SteelSc<br>(exElbing) ssHam.No 3-6,10<br>Elec.light 1Dk(Stl)&Spar dk(Stl)3trB<br>Wireless Lower dk in1,2&4holds | 4884<br>4624<br>3108 | ✠<br>Spar dk<br>12,15<br>✠ | Ham | z | | 1898<br>5mo | Flensburger<br>Schiffsb.Ges<br>Flensburg | H.Kayser&Sohn<br>G.m.b.H.<br>CellDBa110'uE&B6½' | 406·0<br>P236'F47'<br>f170'940t | 49·8 | 28·4<br>FK | Hamburg<br>German<br>6BHCem | T.3Cy.30½",51"&84"-54"<br>623NHP<br>4SB,12cf,GS216,HS10805<br>FlensburgerSchiffsb.Ges. | 31″3 | G |
| 37802 | **Horncap** SteelSc<br>Elec.light 1Dk | 2369<br>2058<br>1432 | | | | | 1921 | Schiffsw.v.<br>H Koch<br>Lübeck | Dampfsch.Rhed.<br>HornA.G. | 295·6<br>P14'Q39'B180'F31' | 42·6 | 19·8 | Lübeck<br>German<br>WB | T.3Cy.20 7/10",33½"&52⅖"-35⅖"<br>Ottensener 161NHP<br>Mch.G.m.b.H.Altona | | G |
| 37803 | **Hydro** SteelSc<br>(exWelikijKnjasAlexander<br>Michailowitsch, ssLon.No.3-4,12<br>exHydro) 1Dk(ptIrn&ptStl-ptws)&<br>Well deck Web frames,lower dk forehold<br>Elec.light Ref.Mchy. | 1383<br>927<br>856 | ✠<br>9,19<br>✠ | Lon | p | | 1899<br>7mo | Earle'sCo.<br>Ld.<br>Hull | Ellerman'sWilson<br>Line,Ld. | 262·5<br>P163'F31'<br>CellDBa37'uE | 33·5 | 15·8<br>FK | Hull<br>British<br>5BHCem<br>16'f132'159t | T.3Cy.19",33"&56"-36"<br>246NHP<br>2SB,6cf,GS135,HS4200<br>Earle'sCo.Ld.Hull | 18″2 | |
| 37804<br>143281<br>KBND | **Herman Sauber** SteelSc<br>ssShl.No.3-9,21<br>Mchy.Aft Elec.light 1Dk(Stl)<br>Wireless Cargo battens not fitted | 2966<br>2626<br>1626 | 100A1<br>withfreeboard<br>9,21<br>LMC9,21 | Shl | t | CL | 1912<br>Lloyd | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>'sA&CP | LowlandsSteam<br>Shpg.Co.Ld. (J.<br>Crass&Co.Mgrs.)<br>2BHin<br>Cell | 315·0<br>Q49'F30'<br>hold dispensed with<br>DBuE&B62'110t side tanks191t | 43·7 | 23·3<br>FK | London<br>British<br>Cem<br>3BHonly | T.3Cy.20½",34"&57"-36"(s)<br>180lb 242NHP<br>1SB,4cf,GS80,HS3319<br>W Doxford&Sons,Ld.Sld.<br>613tFPT236tAPT38t | 24″0<br>s 5″7½<br>FD 18″9 | |
| 37805<br>143907 | **Henriette** SteelScK<br>(exRobertHarding) ssMil.No.3-8,20<br>1Dk | 204<br>201<br>82 | ✠100A1<br>StmTrawler<br>12,21<br>✠LMC8,20 | Sws | | CL<br>8,20 | 1919<br>2mo<br>Lloyd | Hawthorns<br>&Co.Ld.<br>Leith<br>'sA&CP | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden,Mgr.) | 115·4 | 22·2 | 12·1<br>BK7½" | Grimsby<br>British<br>3BHCem<br>DB/f29'20t | T 3Cy.12",20"&34"-23" (s)<br>180lb 57RHP<br>1SB,3pf,GS40,HS1368<br>A.&W.Dalgleish,Glasgow | | |
| 37806 | **Houthulst** SteelSc<br>(exAltona,exHermanSauber)<br>Elec.light Wireless 1Dk | 1718<br>1318<br>1030 | Cff. 9,21<br>(See footnote*) | | | | 1901 | Schiffsw.v.<br>HenryKoch<br>Lübeck | MessageriesMar.<br>AnversoisesSoc.<br>Anon.(F.Alexander,Mgr.) | 271·4<br>P15'Q68'B63'F24' | 36·8 | 16·4 | Antwerp<br>Belgian<br>WB | T.3Cy.20½",33½"&53½"-33½"<br>163NHP<br>J.F.Ahrens,Altona | | |

*This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued

| 1 | 2–3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numéro d'Ordre<br>Numéro Officiel<br>Signaux | Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement | Date de la dernière Visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | Registres où coté |
| 37807<br>144890 | **Heathpark** SteelSc<br>(exMühlhofen) ssGmh.No.3-2,22<br>Elec.light 1Dk(Stl) | 2405<br>2113<br>1384 | 100A1<br>2,22 | Gmh<br>LMC2,22 | s | 2,22 | ~~1920~~<br>1922<br>2mo<br>Lloyd | Frd.Krupp<br>Akt.Ges.<br>Kiel<br>'sCP<br>Inter | DenholmLine<br>Steamers,Ld.<br>(J.&J.Denholm,<br>Ld. Mgrs.)<br>mediateBH in fore<br>CellD | 288·1\|44·2\|20·4<br>P22'B82'F37'<br>FK<br>hold dispensed with<br>B247' 568t FPT57t | Greenock<br>British<br>ptAspptCem<br>4BHonly<br>APT150t | T3Cy$19\frac{11}{16}$",$32\frac{11}{16}$"&$54\frac{3}{4}$"-$39\frac{3}{8}$"<br>185lb (s) 245NHP<br>2SB,4cf,GS84,HS3445 FD<br>Frd.KruppA.G.Essen | 22 " 6<br>s3 " $5\frac{1}{2}$<br>19 " 5 | |
| 37808<br>145105<br>KHCB | **Hazelpark** SteelSc<br>(exSayn) ssGmh.No.3-2,22<br>Elec.light 1Dk(Stl) | 2405<br>2113<br>1384 | 100A1<br>2,22 | Gmh<br>LMC2,22 | s | 2,22 | ~~1920~~<br>1922<br>2mo<br>Lloyd | Frd.Krupp<br>Akt.Ges.<br>Kiel<br>'sCP<br>Inter | DenholmLine<br>Steamers,Ld.<br>(J.&J.Denholm,<br>Ld. Mgrs.)<br>mediateBH in fore<br>CellD | 287·9\|44·2\|20·4<br>P22'B82'F37'<br>FK<br>hold dispensed with<br>B247' 568t FPT57t | Greenock<br>British<br>ptAspptCem<br>4BHonly<br>APT150t | T3Cy$19\frac{23}{32}$",$32\frac{11}{16}$"&$54\frac{7}{8}$"-$39\frac{3}{8}$"<br>185lb (s) 245NHP<br>2SB,4cf,GS84,HS3445 FD<br>Fried.Krupp,Essen | 22 " 6<br>s3 " $5\frac{1}{2}$<br>19 " 5 | |
| 37809 | **Haros** SteelSc<br>(exMountSidney, ssN.Ns.No.3-5,19<br>exKerlew,exVirginia) 1Dk(Stl)&<br>Spar dk(Stl-pt ws)&Web frames<br>Wireless | 3513<br>2822<br>2193 | ✠100A1<br>Spar dk<br>4,21<br>BS7,20 | Ham<br>✠LMC5,19 | v | CL<br>N4,21 | 1906<br>2mo | Craig,Tay-<br>lor&Co.Ld.<br>Stockton<br>A&CP | OceanaSeaNav.<br>Co.Ld.<br>Cell DB | 326·0\|42·0\|17·6<br>P76'B112'F32' 25·4<br>FK<br>a88'uE&B40'f144' | Hungarian<br>5BHCem<br>572tAPT29t | T.3Cy.24",40"&65"-45" (s)<br>180lb 355NHP<br>2SB,6cf,GS122,HS4918 FD<br>N.E.MarineEng.CoLd.Sld | 27 " 9<br>s4 " $5\frac{1}{2}$<br>23 " 7 | |
| 37810 | **Howra** SteelSc<br>Elec.light<br>CruiserStern<br>Longitudinal framing | 6650<br>6252<br>4100 | 100A1<br>(ClassContemplated) | | | | 1922 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | BritishIndiaStm.<br>Nav.Co.Ld. | 412·2\|55·8\|34·7<br>P42'F36' | Glasgow<br>British | 2 Steam Turbines<br>ParsonsMarineSteam<br>TurbineCo.Ld.Nwc. | | |
| 37811<br>190796 | **Highbridge** SteelScK<br>(exCecilCoombes)<br>1Dk(Stl-ws) | 290<br>249<br>127 | ✠100A1<br>StmTrawler<br>1,20 | Gms<br>LMC3,19 | | 1,20 | 1919<br>6mo<br>Lloyd | Cook,Wel-<br>t'n&Gemmell<br>Ld.Beverley<br>'sA&CP | J.Coombes | 125·5\|23·5\|12·7<br>Q72'F21'<br>BK$7\frac{1}{2}$' | Grimsby<br>British<br>3BHCem | T.3Cy.$12\frac{1}{2}$",21"&35"-26" (s)<br>180lb 86RHP<br>1SB,3pf,GS49,HS1590<br>Hwthrn,Leslie&CoLdNwc | 13 " 6 | |
| 37812<br>145104<br>KGWL | **Huntingdon** SteelTwinSc<br>ssLon.No.3-3,22 (exMunsterland)<br>Elec.light ~~3Dks~~<br>3Dks(Stl)4thdk(Stl)inNo.1hold | 11509<br>7649<br>~~720~~ 7200 | 100A1<br>with freeboard<br>3,22 | Lon<br>LMC3,22 | g† | | 1920 | Bremer<br>Vulkan<br>Vegesack | FederalStm.Nav.<br>Co.Ld.<br>CellDB473'2084tF | 520·7<br>~~520·6~~\|64·2\|38·1<br>P62'B255'F43'<br>FK<br>PT111tAPT121t | London<br>British<br>8BHptCem<br>ptAsp | T.6Cy.$28\frac{3}{8}$",$46\frac{7}{8}$"&$75\frac{5}{8}$"-$51\frac{15}{16}$"<br>~~T.3Cy.$28\frac{3}{16}$"~~ [illegible]<br>99lb (s) 1115~~810~~NHP<br>BremerVulkan,Vegesack<br>5SB15cfGS339HS15600 FD | 41 " 4<br>s9 " $10\frac{1}{2}$<br>31 " 10 | |
| 37813<br>RCDG | **Hohen Neuffin** SteelSc<br>(exMaid ofTenos, ssStn.No.3-6,07<br>exKarpathos,exAndro- ssBhn.No.1-11<br>meda,exJamalpur,exRothenfels) 1Dk<br>(Stl)&Spar dk(Stl-teak s)&Web frames<br>Wireless | 2967<br>2705<br>1878 | ✠<br>Spar dk<br>3,16<br>✠ | Ham | u | | 1893<br>12mo | SirRDixon<br>&Co.<br>Middlesbro' | ReedereiC.<br>Kirchner&Co. | 315·0\|41·8\|26·0<br>P31'B70'F43'<br>BK10'<br>CellDB | Hamburg<br>German<br>5BHCem<br>242'521t | T.3Cy.24",38"&64"-42"<br>NDB08 273NHP<br>2SB,6cf,GS103,HS4220<br>T.Richardson&Son,W.Hpl | 28 " 6 | |
| 37814 | **Hakozaki Maru** SteelTwinSc<br>Elec.light<br>Ref.Mchy. | 10420 | 100A1<br>(ClassContemplated) | | | | 1922 | Mitsubishi<br>ZosenKaisha,<br>Ld Nagasaki | NipponYusen<br>KabushikiKaisha | 495·0\|62·0\|37·0<br>P94'B186'F56' | Tokio<br>Japanese | 6 Steam Turbines<br>MitsubishiZosenKaisha,Ld | | |
| 37815 | **Huxter** SteelScK<br>(Trawler)<br>Elec.light 1Dk | 237<br>222<br>92 | | | | | 1922 | Reiherst'g<br>Schiffsw.<br>Hamburg | DeutscheSeefis-<br>chereiA.G. | 125·4\|24·2\|9·6<br>F19' | Cuxhaven<br>German | T3Cy.13",$23\frac{3}{16}$"&$33\frac{1}{2}$"-$25\frac{9}{16}$"<br>57NHP<br>ReiherstMaschinenf.Ham. | | |
| 37816 | **Hohneck** SteelSc<br>(exBayhowel, ssBry.No.3-9,18<br>exKingHowel) 1Dk(Stl)2trB&<br>Wireless deepframing3Dk rule | 4343<br>4083<br>2822 | | | ••• | CL<br>6,20 | 1906<br>9mo<br>Lloyd | R.Stephen-<br>son&Co.Ld.<br>Newcastle<br>'sA&CP | Soc.Anon.deNav.<br>"LesArmateurs<br>Français"<br>CellDBa117'u | 355·2\|50·1\|27·5<br>P46'B98'F34'<br>FK<br>E23'/150'910t FPT | Cherbourg<br>French<br>6BHCem<br>58tAPT202t | T.3Cy.26",43"&70"-45" (s)<br>180lb 100lb 356NHP<br>2SB,6cf,GS150,HS5486<br>Palmers'Co.Ld.Newcastle | 30 " 2<br>s5 " $10\frac{1}{2}$<br>24 " 8 | |
| 37817<br>QLMB | **Henner** SteelSc<br>(exWigbert)<br>Elec.light Sub.Sig. 2Dks | 3367<br>2984<br>1927 | | | | | 1912 | J.Frerichs<br>&Co.A.G.<br>Einswarden | Hamburg-Bremer<br>AfrikaLinie | 342·8\|48·1\|22·4<br>P&B227'F43' | Bremen<br>German<br>WB | T.3Cy.24",$41\frac{3}{10}$"&$68\frac{9}{10}$"-$47\frac{1}{4}$"<br>324NHP<br>J.Frerichs&Co.A.G.Ostlz. | | |
| 37818<br>139068<br>HQJP | **Hallmoor** SteelSc<br>(exZurichmead, ssShl.No.2-19<br>exZurichmoor) 1Dk(Stl)2trB&deep<br>Wireless framing3Dkrule | 3778<br>3529<br>2422 | ✠100A1<br>8,20<br>BS8,20 | Cff<br>✠LMC7,19 | v | CL<br>2,22 | 1910<br>1mo<br>Lloyd | JReadhead<br>&Sons,Ld.<br>SouthShields<br>'sA&CP | MoorLine,Ld.(W.<br>Runciman&Co.Ld.<br>Mgrs.)<br>CellD | 347·5\|49·1\|25·2<br>P31'B89'F32'<br>FK<br>Ba117'uE22'f150' | London<br>British<br>6BHCem<br>813tAPT42t | T.3Cy.25",42"&68"-45" (r)<br>160lb ~~80lb~~ 70lb 320NHP<br>2SB,6cf,GS121,HS4950<br>J.Readhead&Sons,Ld.SShl | 26 " 8<br>s4 " $11\frac{1}{2}$<br>22 " 1 | |
| 37819<br>219659<br>LVSD | **Haiti** SteelSc<br>(exGreatFalls) Fitted for oil fuel<br>Elec.light Sub.Sig. Wireless 1Dk2trB | 2606<br>2261<br>1612 | | | ••• | | 1920 | McDougall<br>DuluthCo.<br>Duluth,Minn | UnitedStates<br>ShippingBoard | 251·0\|43·7\|25·8<br>P25'B64'F20'<br>FK | NewYork<br>Utd. States<br>WB | T.3Cy.21",35"&59"-42"<br>226NHP<br>McDougallDuluthCo | 28 " 2 | |
| 37820 | **Hermod** SteelSc3Mst<br>Elec.light Mchy.Aft 1Dk | 1949<br>1562<br>875 | | | | | 1921 | Royal<br>NavyYard<br>Copenhagen | DanishGovern-<br>ment | 264·1\|37·9\|19·6<br>P71'B16'F27' | Copnhagn<br>Danish<br>WB | T.3Cy.$16\frac{9}{10}$",$28\frac{2}{5}$"&$45\frac{7}{10}$"-<br>$31\frac{1}{2}$" 117NHP<br>RoyalNavyYard,Cpn. | | |
| 37821<br>143051<br>JWCL | **Homeside** SteelSc<br>(exReesLlewellyn,<br>exWarPyramid) 1Dk<br>Elec.light Wireless | 3104<br>2878<br>1877 | | | | | 1919 | Ropner&<br>Sons,Ld.<br>Stockton | CharltonSteam<br>ShippingCo.Ld.<br>(CharltonMcAl-<br>lum&Co.Mgrs.) | 331·0\|46·7\|23·2<br>P33'B98'F29' | Newcastle<br>British<br>WB | T.3Cy.25",41"&68"-45"<br>310NHP<br>Blair&Co.Ld.Stockton | | C |
| 37822<br>144656<br>KGFH | **Hertford** SteelTwinSc<br>(exFriesland<br>Wireless | 10965<br>10800<br>10117<br>~~6677~~<br>6902 | 100A1<br>(ClassContemplated) | | | | 1917 | Bremer<br>Vulkan<br>Vegesack | FederalSteamNav.<br>Co.Ld. | 520·7\|64·2\|38·1 | London<br>British | T.3Cy.$28\frac{3}{8}$",$46\frac{7}{8}$"&$75\frac{5}{8}$"-$51\frac{1}{4}$"<br>820NHP<br>BremerVulkan,Vegesack | 41 " 4<br>s9 " $10\frac{1}{2}$<br>31 " 10 | |
| 37823 | **Hokkoh Maru** SteelSc<br>(exCastellano,<br>Elec.light exWarSpaniel) 2Dks(Stl)<br>Sub.Sig. Wireless<br>Cargo battens not fitted in 'tween decks | 5227<br>4791<br>3193 | ✠100A1<br>4,22 2,21<br>Carrying oil | Lon<br>Nwc<br>✠LMC7,18<br>fuel F.P. | y | CL<br>2,21<br>above 150° F. | 1918<br>7mo<br>Lloyd | ShortBros.<br>Ld.<br>Sunderland<br>'sA&CP<br>in DB | YamashitaKisen<br>GoshiKaisha<br>Cell | 400·0\|52·4\|28·5<br>P49'B113'F40'<br>FK<br>DB340'1137t FPT | Dairen<br>Japanese<br>7BHptCem<br>20tAPT203t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7668 FD<br>N.E.MarineEng.Co.Ld.Sld. | 31 " 0<br>s6 " $1\frac{1}{2}$<br>25 " 3 | |
| 37824<br>118167<br>VDGJ | **Halcyon** SteelAuxScK<br>OilEng.<br>1Dk<br>(SeeSailingShipRegisterSupplement) | 101<br>97<br>57 | | | | | 1903 | H.Scarr<br>Hessle | M.Aaron | 84·3\|20·0\|7·8 | Hull<br>British | Oil Engines 2S.C.SA<br>2Cy.$11\frac{13}{16}$"-$12\frac{1}{16}$" 20NHP<br>NE22<br>DaySummers&Co.Ld.Sou. | | |
| 37825<br>SKDV | **Hannover** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 246<br>—<br>92 | | | | | 1922 | Schiffb.Ges<br>Unterweser<br>m.b.H. Lehe | DeutscheDmpfis-<br>chereiGes.Nordsee | 133·7\|23·9\|9·2 | Nordenham<br>German<br>WB | T.3Cy.$13\frac{1}{2}$",$21\frac{1}{2}$"&35"-$23\frac{5}{8}$"<br>Christiansen& 58NHP<br>Meyer,Harburg | | |

# LLOYD'S REGISTER. STEAMERS.

| 2<br>Steamer's Name.<br>Master.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>Late Name if any.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Year Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| elens<br>Grimsby) | SteelScYl<br>ssGms.2ndNo.3–9,21<br>1*Dk* | 163<br>150<br>69 | ✠100A1<br>*StmTrawler*<br>9,21<br>✠NB9,13 | Gms<br>✠LMC9,21 | | CL<br>9,21 | 1896<br>12mo | Makie&<br>Thomson<br>Glasgow<br>A&CP | J.Paton&W.Gray | 104·2<br>Q17′F19′<br>BK7½″ | 20·5 | 10·7 | Leith<br>British<br>4*BHCem* | T.3Cy.10″,16″&27″–20″ (*s*)<br>180lb 45RHP<br>1SB,2*pf*,GS26,HS656<br>Muir&Houston(Lim.)Gls. | 11 ″ 7 | |
| elene<br>Dalmatier) | SteelSc<br>1*Dk*(*Stl*) | *1217*<br>*1027*<br>*742* | ✠100A1<br>4,22 | Ant<br>✠LMC4,20 | *o* | | 1920<br>4mo<br>*Lloyd* | Lloyd<br>RoyalBelge<br>(Gt.Britain)<br>Ld.Glasgow<br>*SA&CP* | J.Lauritzen<br>*CellD* | 239·8<br>P27′B57′F29′<br>FK<br>B211′ 386*t* *FPT*21*t* | 35·7 | 15·3 | Esbjerg<br>Danish<br>4*BHCem*<br>*APT*15*t* | T.3Cy.15″,25″&40″–27″ (*s*)<br>185lb 99NHP<br>2SB.4*cf*,GS48,HS815<br>McKie&Baxter,Ld.Gls. | 17 ″ 3<br>s 2 ″ 0<br>15 ″ 7 | |
| okuyo Maru<br>rret deck *Elec.light* Wireless | SteelSc<br>(*ex*ClanMacdonald)<br>2*Dks* | *4839*<br>*4640*<br>*3113* | | | | | 1897 | W.Doxford<br>&Sons.Ld.<br>Sunderland | HokuyoKisen<br>KabushikiKaisha | 400·6<br>F50′ | 50·2 | 27·7 | Dairen<br>Japanese<br>*WB* | T.3Cy.27½″,45½″&75″–54″<br>413NHP<br>W.Doxford&Sons,Ld.Sld. | | ● |
| akuho Maru<br>Itola)<br>ec.light Wireless | SteelSc<br>2*Dks*(*Stl*–*U*teak s)3*trB*&<br>*Web frames* | 5257<br>*4906*<br>*3402* | ✠<br>6,00 | Dmb | *z* | | 1900<br>6mo | W.Denny<br>&Bros.<br>Dumbarton | TatsuumaKisen<br>KabushikiKaisha<br>*CellDBa*122′*u*E&<br>*B*48′*f*185′1087*tH* | 410·0<br>B90′F56′<br>FK<br>*T*30′ 903*t* *FPT*234*t* | 50·7 | 28·9 | Dairen<br>Japanese<br>6*BHCem*<br>*APT*179*t* | T.3Cy.26½″,42″&66½″ 51″<br>390NHP<br>2SB,6*pf*,GS122,HS5566 FD<br>Denny&Co.Dumbarton | 32 ″ 0 | |
| ans Broge | SteelSc | 2000<br>1875 | 100A1<br>(*ClassContem* | *plated*) | | | 1922 | A/S Köge<br>Værft,Skibs.<br>ogMaskinbyg<br>Kjöge | A/S D/S Progress<br>(Mar.Nielsen&<br>Son,*Mgrs.*) | 290·0<br>P32′B72′F30′ | 42·0 | | Copnhagn<br>Danish | T.3Cy.22⅜″,34⅝″&57⅞″–36⅜″<br>KockumsM.V.Akt.Malmö | | |
| ighway<br>MarshalHaig,<br>OttoTrechmann)<br>ireless | SteelSc<br>ssShl.No.2–20<br>1*Dk*(*Irn*) | 3736<br>3487<br>2339 | ✠100A1<br>12,21<br>BS10,21 | Cff<br>✠LMC<br>MS7 | *x*<br>20 | CL<br>1,22 | 1911<br>10mo<br>*Lloyd* | W.Gray&<br>Co.Ld.<br>W Hartlepool<br>*SA&CP* | St.MaryS.S.Co.Ld.<br>(WilliamsBros.<br>(Cardiff)Ld.*Mgrs*)<br>*CellDBa* | 370·0<br>P29′B223′F38′<br>FK<br>123′*u*E25′*f*163′998*t* | 51·5 | 22·4 | Cardiff<br>British<br>6*BHCem*<br>*APT*150*t* | T.3Cy.25½″40½″&67″–45″(*s*)<br>180lb HS5956 358NHP<br>2SB&1Aux.SB,8*cf*,GS156,<br>Cen.Mar.Eng.Wrks.WHpl | 24 ″ 10<br>s3 ″ 5½<br>21 ″ 9 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cer. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37851<br>221086<br>MOLT | **India Arrow** SteelSc<br>Elec light 2Dks(Stl)&Shelterdk(Stl)<br>Mchy.Aft Wireless &Webframes<br>Longitudinal framing | 8327<br>7542<br>5176 | ✠100A1<br>Shelter dk<br>with freeboard<br>10,21 ~~3,21~~<br>✠LMC3,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 3,21 F.P. above 150° F. | Bos | d† | CL | 1921<br>3mo | Bethlehem<br>S.B.Corp Ld<br>Quincy,Mass.<br>A&CP<br>CellDBuE&B80'285tDTf40'518tFPT270tAPT131t | StandardTransportationCo. | 468·3\|62·7\|32·0<br>FK | NewYork<br>Utd.States<br>17BHptCem<br>(1BHtoSdk<br>10 ,, ,, U ,,<br>6 ,, ,, 2nd ,,) | Q.4Cy.21",35",51"&75"-51"<br>220lb 125lb (r) 636NHP<br>3SB.9cf,HS9315 FD<br>BethlehemS.B.Corp.Ld. | 32 ″ 0<br>s 5 ″ 4<br>27 ″ 1 | |
| 37852 | **Iwate Maru** SteelSc<br>Elec.light 2Dks(Stl) | 3180<br>2670<br>1940 | ✠100A1<br>11,21 ~~1,21~~<br>✠LMC1,21 | Kob<br>Sba | u | CL | 1921<br>1mo<br>A&CP | Teikoku<br>S.S.Co.<br>(Dkyd.)<br>O'Harima | TeikokuKisen<br>Kaisha<br>CellD B263' 645t FPT53t APT56t | 305·0\|43·7\|27·2<br>P23'B92'F33'<br>FK | O'Harima<br>Japanese<br>5BHCem | T.3Cy.23",38"&64"-48" (s)<br>200lb 352NHP<br>2SB,6cf,GS110,HS4548 FD<br>KobeSteelWorks,Ld.Kobe | 27 ″ 3 | |
| 37853<br>145546 | **Iris** SteelSc<br>(exKinnairdHead)<br>Mchy.Aft Well deck 1Dk(Stl) | 415<br>289<br>160 | ✠100A1<br>12,21 ~~3,21~~<br>✠LMC3,21 | Liv<br>Lon | f | CL | 1921<br>3mo<br>Lloyd's A&CP | J.Crichton<br>&Co.Ld.<br>Connah's<br>Quay | GeneralStm.Nav.<br>Co.Ld.<br>FPT44t | 142·8\|24·1\|10·8<br>Q86'B9'F24'<br>FK | London<br>British<br>3BHCem<br>APT28t | C.2Cy.17"&36"-24" (s)<br>130lb 50RHP<br>1SB,3pf,GS48,HS1490<br>J.Crichton&Co.Ld.Chester | 12 ″ 0<br>s 3 ″ 2<br>11 ″ 7 | |
| 37854<br>221400<br>MCVW | **Illinois** SteelSc<br>2Dks(Stl)&Webframes<br>Elec.light<br>Mchy.Aft Longitudinal framing | 6774 6702<br>6117<br>~~5160~~<br>5092 | ✠100A1<br>1,22 ~~7,21~~<br>~~(ClassContemplated)~~<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 1,21 F.P. above 150° F. | ~~Bath~~<br>~~Me.~~ Mob | a† | CL | 1921<br>7mo | TexasS.S.<br>Co.<br>Bath,Me.<br>A&CP | ~~TexasCo.~~ The<br>TexasCo.Inc.<br>CellDBuE&B64'209t FPT229tAPT130t | 416·8\|56·1\|~~32·7~~<br>P107'B35'F33' 31·1<br>FK | ~~NewYork~~<br>~~Utd.States~~<br>Pt.Arthur<br>Tex<br>Utd.States<br>16BHptCem | T.3Cy.~~26½",44"~~ 27",45"&74"-51"(s)<br>190lb 549NHP<br>3SB,9cf,GS HS7979 FD<br>Hooven,Owens&Rentschler Co.Hamilton,O. | 32 ″ 10<br>s 7 ″ 6½<br>25 ″ 8 | |
| 37855 | **I. L. I. No. 101** SteelTwinSc<br>OilEng.<br>Elec.light<br>Mchy.Aft<br>Should be "Interwaterways Line Incorporated 101," See No.37869 below | 1000 | A1<br>Barge<br>(ClassContemplated)<br>✠LMC7,21 | | | | 1921 | McDougall<br>DuluthCo.<br>Duluth,Minn. | Inter-Waterways<br>Line,Inc. | 254·0\|36·0\|14·0 | Utd.States | Oil Engines 2S.C.SA<br>4Cy.11"-14"<br>SkandiaPacificOilEng.<br>Co.Oakland,Cal. | | |
| 37856 | **I. L. I. No. 102** SteelTwinSc<br>OilEng.<br>Elec.light<br>Mchy.Aft<br>Should be "Interwaterways Line Incorporated 102," See No. 37870 below | 1000 | A1<br>Barge<br>(ClassContemplated) | | | | 1921 | McDougall<br>DuluthCo.<br>Duluth,Minn. | Inter-Waterways<br>Line,Inc. | 254·0\|36·0\|14·0 | Utd.States | Oil Engines 2S.C.SA<br>4Cy.11"-14"<br>SkandiaPacificOilEng.<br>Co.Oakland,Cal. | | |
| 37857 | **I. L. I. No. 103** SteelTwinSc<br>OilEng.<br>Elec.light<br>Mchy.Aft<br>Should be "Interwaterways Line Incorporated 103," See No. 37871 below | 1040 | A1<br>Barge<br>(ClassContemplated) | | | | 1921 | McDougall<br>DuluthCo.<br>Duluth,Minn. | Inter-Waterways<br>Line,Inc. | 254·0\|36·0\|14·0 | Duluth<br>Utd.States | Oil Engines 2S.C.SA<br>4Cy.11"-14"<br>SkandiaPacificOilEng.<br>Co.Oakland,Cal. | | |
| 37858 | **Inverurie** SteelSc<br>Elec.light<br>Cruiser Stern | | 100A1<br>(ClassContemplated)<br>CarryingPetroleum in bulk | | | | 1921 | Harland&<br>Wolff,Ld.<br>Belfast | BritishMexican<br>PetroleumCo.Ld.<br>(A.Weir&Co.Mgs) | 412·6\|53·8\|34·4<br>FonShelter dk40' | London<br>British | T.3Cy.27",44"&73"-48"<br>Harland&Wolff,Ld.Bel. | | |
| 37859 | **Imprévu** SteelScK<br>(exKesteven) 1Dk(Stl) | 290<br>249<br>127 | ✠100A1<br>Stm Trawler<br>5,21<br>✠LMC10,19 | Bou | | | 1919<br>9mo<br>Lloyd's A&CP | Cook,Welton&Gemmell<br>Ld. Beverley | Vve.AlexPichon&<br>Co. | 125·5\|23·5\|12·7<br>Q72'F21'<br>BK7½" | French<br>3BHCem<br>DBf21'25t | T.3Cy.12½",21"&35"-26" (s)<br>180lb 86NHP<br>1SB,3cf,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 ″ 6 | |
| 37860<br>145846<br>KJDN | **Inkum** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Cargo battens not fitted in deep tanks | ~~4522~~ 4504<br>4202<br>~~2984~~<br>2795 | ✠100A1<br>Shelter dk<br>withfreeboard<br>5,22 ~~6,21~~<br>✠LMC6,21 | Stk<br>Npt | y | CL | 1921<br>6mo<br>Lloyd's A&CP | Richardson,<br>Duck&Co.Ld.<br>Stockton | GulfTransportCo.<br>(Liverpool)Ld.<br>(J.H.Welsford&Co.<br>Ld.Mgrs.)<br>CellDB342'1079t<br>DTa49'1021t FPT102tAPT47t | 400·3\|52·0\|24·9<br>FK<br>Collision | Liverpool<br>British<br>Cem<br>BHtoSdk<br>7 ,, ,, U ,, | T.3Cy.26",42"&70"-48" (s)<br>180lb 409NHP<br>3SB,9cf,GS193,HS6851<br>Blair&Co.Ld.Stockton | 27 ″ 6<br>s 3 ″ 5<br>24 ″ 5 | |
| 37861 | **I. L. I. No. 104** SteelTwinSc<br>OilEng.<br>Elec.light<br>Mchy.Aft<br>Should be "Interwaterways Line Incorporated 104," See No. 37872 below | 1040 | A1<br>Barge<br>(ClassContemplated) | | | | 1921 | McDougall<br>DuluthCo.<br>Duluth,Minn. | Inter-Waterways<br>Line,Inc. | 254·0\|36·0\|14·0 | Duluth<br>Utd.States | Oil Engines 2S.C.SA<br>4Cy.11"-14"<br>SkandiaPacificOilEng.<br>Co.Oakland,Cal. | | |
| 37862<br>221467 | ~~**I. L. I. No. 105**~~ SteelTwinSc<br>InterwaterwaysLine OilEng.<br>Elec.light Incorporated105<br>Mchy.Aft 1Dk(Stl) | 1040<br>956<br>797 | ✠A1<br>Self propelled Barge<br>7,21<br>✠LMC7,21<br>~~(ClassContemplated)~~<br>For service between Buffalo&NewYork | Dul | | | 1921<br>7mo | McDougall<br>DuluthSBCo.<br>Duluth,Minn.<br>A&CP | Interwaterways<br>~~Inter-Waterways~~<br>Line,Inc.<br>(M.McDougallMgr.)<br>side tanksf,12'23tFPT30tAPT13t | 254·0\|36·0\|14·0<br>FK | Duluth<br>Utd.States<br>5BHCem | Oil Engines 2S.C.SA 8Cy<br>~~4Cy.11"-14"~~ 11"-14 3/16" 71NHP<br>SkandiaPacificOilEngine<br>Co.Oakland,Cal. | 14 ″ 0 | |
| 37863 | **Ista II.** SteelSc<br>Elec.light Well deck 1Dk(Stl)<br>Mchy.Aft | 340<br>237<br>109 | ✠100A1<br>3,22 ~~1,22~~<br>✠LMC1,22<br>~~(ClassContemplated)~~<br>Fitted for oil fuel 1,22 F.P above 150°F | Rot | e | CL | ~~1921~~<br>1922<br>1mo | Werf<br>Noordster<br>Groningen<br>A&CP | Bataafsche<br>PetroleumMaats.<br>CellDBuE12'f33'42tDTa5'48tFPT21tAPT3t | ~~124·7\|22·9\|11·7~~<br>~~Q53'B16'F22~~<br>126·3\|23·0\|11·2<br>Q48'B16'F21'<br>FK | BalikPapan<br>Dutch<br>3BHCem | T.3Cy.~~10½",17¼"&28¾"-18½"~~ 10⅝",17⅜"&28 5/16"-18½"<br>185lb (s) 58NHP<br>1SB,2cf,GS33,HS1177<br>Schipper&vanDongen,<br>Geertruidenberg | 11 ″ 8<br>s ″ 6<br>11 ″ 4 | |
| 37864 | **Italiana** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless CruiserStern<br>Cargo battens not fitted in 'tween decks | 3478<br>2897<br>1782 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~1,21~~ ~~5,21~~ 3,22<br>✠LMC5,21<br>Fitted for oil fuel 5,21 F.P. above 150° F. | Mdb | x | CL | 1921<br>5mo<br>Lloyd's A&CP | Furness<br>S.B.Co.Ld.<br>Haverton<br>Hill-on-Tees | Furness,Withy&<br>Co.Ld.<br>CellD B294'1303tFPT45t APT43t | 363·3\|52·1\|22·3<br>F68' onShelter dk<br>FK<br>Collision | Liverpool<br>British<br>Cem<br>BHtoSh dk<br>6 ,, ,, U ,, | T.3Cy.26",43"&73"-48" (s)<br>180lb 538NHP<br>3SB,9cf,GS192,HS8166 FD<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 24 ″ 9<br>s 2 ″ 5½<br>22 ″ 8 | |
| 37865 | **Isonzo** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 5441<br>5022<br>3428 | ✠100A1<br>Shelter dk<br>withfreeboard<br>5,21<br>✠LMC6,21 | Tri | y | CL | 1921<br>5mo | Cant.San<br>RoccoS.A.<br>Trieste<br>A&CP | Navigazione<br>LiberaTriestina,<br>Soc.inAzioni<br>CellDB337'1300t FPT114tAPT244t | 404·1\|53·9\|29·0<br>FK | Trieste<br>Italian<br>Cem<br>2BHtoSh dk<br>4 ,, ,, U ,, | T.3Cy.27",42"&68"-48" (s)<br>180lb 465NHP<br>3SB,9cf,GS158,HS7023 FD<br>StabilimentoTecnico,Tri. | 32 ″ 0<br>s 7 ″ 7<br>24 ″ 9 | |
| 37866 | **Istria** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 5441<br>5022<br>3428 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,22 ~~6,21~~<br>✠LMC7,21 | Tri<br>Gen | y | CL | 1921<br>6mo | Stabilmnto<br>Tecnico<br>Trieste<br>A&CP | Navigazione<br>LiberaTriestina,<br>Soc.inAzioni<br>CellDB337'1300t FPT114tAPT244t | 404·1\|54·1\|29·0<br>FK | Trieste<br>Italian<br>ptCem<br>2BHtoSh dk<br>4 ,, ,, U ,, | T.3Cy.27",42"&68"-48" (s)<br>180lb 465NHP<br>3SB,9cf,GS158,HS7023 FD<br>StabilimentoTecnico,Tri. | 32 ″ 0<br>s 7 ″ 7<br>24 ″ 9 | |
| 37867<br>136821<br>JLTV | **Izrada** SteelSc<br>(exPoldennis,exIzrada)<br>Wireless 1Dk | 3518<br>3265<br>2210 | | | | | 1910 | W.Doxford<br>&Sons,Ld.<br>Sunderland | Nav.Libera<br>GiovanniRacich&<br>Ci. | 360·2\|50·3\|21·5<br>P26'B231'F32' | Ragusa | T.3Cy.26",42"&68"-42"<br>300NHP<br>W.Doxford&Sons,Ld.Sld. | | C |
| 37868 | **Ithakos** SteelSc<br>(exEllaline) ssNpt.No.3-10,19<br>Wireless 1Dk(ptIrn&ptStl)2trB&<br>deep framing3Dk rule | 3906<br>3668<br>2456 | ✠100A1<br>8,21 ~~12,20~~<br>✠LMC<br>MS10,19<br>BS 8,21 | Cff<br>Npt | w | CL<br>10,19 | 1906<br>12mo<br>Lloyd's A&CP | J.Readhead<br>&Sons<br>SouthShields | G.C.Dracoulis<br>CellDB a115'&E25' f148' 905t APT65t | 346·0\|49·6\|26·5<br>P30'B96'F33'<br>FK | Ithaca<br>Greek<br>6BHCem | T.3Cy.25",42"&68"-45" (r)<br>180lb 80lb 331NHP<br>2SB,6cf,GS121,HS5026<br>J.Readhead&Sons,S.Shl. | 28 ″ 0<br>s 5 ″ 2½<br>23 ″ 1 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| 37911 | Ingeborg S<br>Elec.light Wireless | SteelSc<br>1Dk | 1750<br>1370<br>1035 | | | 1922 | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen | Dmpselsk.Torm<br>(A Schmiegelow&<br>A.Kampen, *Mgrs.*) | 260·0\|39·7\|17·0<br>P15'Q77'B106'F30' | Copnhagn<br>Danish | T.3Cy.18",29"&48"-33"<br>132NHP<br>*WB* KjbnhavnsFlydk.&Skbsv. |
| 37912 | Ionion<br>(exOthalia,<br>exDowlais)<br>*Well deck* | Iron&SteelSc<br>ssLth.3rdNo.3–4.20<br>1*Dk*(*ptIrnptStl*)2*trB* | *1164*<br>*925*<br>*713* | ✠100A1<br>8,21<br>BS7,21 | Bry *0* N4,20<br>✠LMC4,20 | 1880<br>11mo | Palmers'<br>Co.<br>Newcastle<br>*Lloyd's*AS CP<br>New after end (*Stl*) 20 Hawthorns & Co.Ld Leith | A.D.Callinicos | 241·0\|33·2\|14·5<br>Q89'B49'F26' | Ithaca<br>Greek<br>FK 4*BHCem*<br>*CellDB*193' | C.2Cy.26"&54"-36" (*s*) 17<br>80lb *80lb* NB05 120NHP<br>1SB,3*pf*us65 BS1800 NDB01<br>PalmersCo.Newcastle<br>341*t* *FPT*34*t* *APT*20*t* |
| QUNR 37913 | Irmgard<br>*Elec.light*<br>Wireless. Sub.Sig. | SteelSc<br>1*Dk* | 2328<br>2011<br>1356 | | | 1922 | J.Frerichs<br>&Co.<br>Einswarden | Hamburg-Bremer-<br>Afrika-LinieA.-G. | 296·3\|42·8\|19·6<br>P243'F36' | Bremen<br>German | 2 Steam Turbines geared to 1 Sc. Shaft<br>*WB* GermaniaWerft,Kiel |
| 37914 | Ixia<br>*Elec.light*<br>Wireless | SteelSc | 2769 | 100A1<br>(*ClassContem plated*) | | 1922 | J.Blumer&<br>Co.Ld.<br>Sunderland | StagLine,Ld.(J.<br>Robinson&Sons,<br>*Mgrs.*) | 331·0\|47·7\|21·9<br>P29'B96'F30' | N.Shields<br>British | T.3Cy.24",40"&65"-45"<br>J.Dickinson&Sons,Ld.Sld. |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire.<br>Visites Périodiques. | 3 Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | 4 Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5 Détails de la Classification.<br>Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Franc-bord assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit.<br>Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37869<br>221276 | Interwaterways Line Incorporated 101<br>*Elec.light*<br>*Mchy.Aft* | *OilEng.* SteelTwinSc<br>1*Dk*(*Stl*) | 1040<br>956<br>797 | ✠ A1<br>*Self-propelled Barge*<br>5,21<br>*For service between Buffalo & New York* | Dul<br>✠LMC5,21 | | | 1921<br>5mo | McDougall<br>DuluthSBCo.<br>Duluth,Minn.<br>A&CP | Interwaterways Line,Inc.(M. McDougall, *Mgr.*) | 254·0<br>*Side tanks f*12'23*tFPT*30*t* | 36·0 | 14·0<br>FK | Duluth<br>Utd.States<br>9*BHCem*<br>*APT*13*t* | Oil Engines 2S.C.SA<br>8Cy.11"–14$\frac{3}{16}$" 71NHP<br>SkandiaPacificOilEng. Co.Oakland,Cal. | 14 ″ 0 | |
| 37870 | Interwaterways Line Incorporated 102<br>*Elec.light*<br>*Mchy.Aft* | *OilEng.* SteelTwinSc<br>1*Dk*(*Stl*) | 1040<br>956<br>797 | ✠ A1<br>*Self-propelled Barge*<br>~~10,21~~ ~~6,21~~ 1,22<br>*For service between Buffalo & New York* | Dul<br>NYk<br>✠LMC6,21 | | | 1921<br>6mo | McDougall<br>DuluthSBCo.<br>Duluth,Minn.<br>A&CP | Interwaterways Line,Inc.(M. McDougall, *Mgr.*) | 254·0<br>*Side tanks f*12'23*tFPT*30*t* | 36·0 | 14·0<br>FK | Duluth<br>Utd.States<br>9*BHCem*<br>*APT*13*t* | Oil Engines 2S.C.SA<br>8Cy.11"–14$\frac{3}{16}$" 71NHP<br>SkandiaPacificOilEng. Co.Oakland,Cal. | 14 ″ 0 | |
| 37871<br>221344 | Interwaterways Line Incorporated 103<br>*Elec.light*<br>*Mchy.Aft* | *OilEng.* SteelTwinSc<br>1*Dk* | 1040<br>956<br>797 | ✠ A1<br>*Self-propelled Barge*<br>9,21 ~~6,21~~<br>*For service between Buffalo & New York* | Dul<br>NYk<br>✠LMC6,21 | | | 1921<br>6mo | McDougall<br>DuluthSBCo.<br>Duluth,Minn.<br>A&CP | Interwaterways Line,Inc.(M. McDougall, *Mgr.*) | 254·0<br>*Side tanks f*12'23*tFPT*30*t* | 36·0 | 14·0<br>FK | Duluth<br>Utd.States<br>9*BHCem*<br>*APT*13*t* | Oil Engines 2S.C.SA<br>8Cy.11"–14$\frac{3}{16}$" 71NHP<br>SkandiaPacificOilEng. Co.Oakland,Cal. | 14 ″ 0 | |
| 37872<br>221434 | Interwaterways Line Incorporated 104<br>*Elec.light*<br>*Mchy.Aft* | *OilEng.* SteelTwinSc<br>1*Dk*(*Stl*) | 1040<br>956<br>797 | ✠ A1<br>*Self-propelled Barge*<br>7,21<br>*For service between Buffalo & New York* | Dul<br>✠LMC7,21 | | | 1921<br>7mo | McDougall<br>DuluthSBCo.<br>Duluth,Minn.<br>A&CP | Interwaterways Line,Inc.(M. McDougall, *Mgr.*) | 254·0<br>*Side tanks f*12'23*tFPT*30*t* | 36·0 | 14·0<br>FK | Duluth<br>Utd.States<br>9*BHCem*<br>*APT*13*t* | Oil Engines 2S.C.SA<br>8Cy.11"–14$\frac{3}{16}$" 71NHP<br>SkandiaPacificOilEng. Co.Oakland,Cal. | 14 ″ 0 | |
| 37873<br>94423<br>LVFH | Innisholm<br>(*ex*Temaire,<br>*ex*Burnock)<br>*Mchy.Aft* *Well deck* | SteelSc3Mst<br>*ss*Hpl.2ndNo.3–7,14<br>*ss*Bkn.No.1–19<br>1*Dk*(*Irn*) | 438<br>339<br>206 | ✠100A1<br>8,21<br>✠NB4,07 | Sws<br>✠LMC4,19<br>BS1,21 | *g* | 4,20 | 1890<br>8mo<br>*Lloyd's* | SM'Knght<br>&Co.<br>Ayr<br>*A&CP* | MizelShppg.Co. Ld.(H.Davies, *Mgr.*) | 158·5<br>Q82'B7'F19' | 25·1 | 11·8<br>BK7' | London<br>British<br>3*BHCem*<br>*FPT*40*t* | T.3Cy.14",22½"&36"–27" (*s*)<br>160lb 75RHP<br>1SB,2*pf*,GS38,HS1230<br>W.Kemp,Glasgow | 12 ″ 9<br>s ″ 11<br>12 ″ 7 | |
| 37874<br>145472<br>KLM | Illingworth<br>*Elec.light* Wireless | SteelSc<br>6067<br>2*Dks*(*Stl*) | 6115<br>~~5709~~ 5709<br>~~3704~~ 3709 | ✠100A1<br>1,22<br>~~(*Class Contemplated*)~~ | Stk<br>✠LMC1,22 | *a* | CL | ~~1921~~<br>1922<br>1mo<br>*Lloyd's* | Richardsn,<br>Duck&CoLd.<br>Stockton<br>*A&CP* | DalglieshStm ShppgCoLd(R.S. Dalgliesh,*Mgr.*) | 430·4<br>P37'B185'F40'<br>*Intermediate tween dk BH in after hold dispensed with*<br>*CellDBa*133'*uE*27'*f*185'1374*tDTa*34'1030*tFPT*139*tAPT*204*t* | 55·8 | 29·2<br>FK | Newcastle<br>British *Cem*<br>6*BHtoU dk*<br>1*BHto2nd dk* | Q4Cy25½"36½",52½"&76"–54"<br>220lb (*s*) 629NHP<br>3SB,12*cf*,GS216,HS8875<br>Blair&Co.Ld.Stockton | 31 ″ 0<br>s6 ″ 2½<br>26 ″ 1 | |
| 37875 | Ingouville<br>(*ex*PeterBlumberry)<br>*Mchy.Aft* | SteelScK<br>*ss*Pts.No.3–4,20<br>1*Dk* | *290*<br>*248*<br>*116* | | | ... | CL<br>4,20 | 1918<br>2mo<br>*Lloyd's* | Cook,Welt'n&Gemmell<br>Ld. Beverley<br>*A&CP* | Soc.dePêcheries du Hâvre | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½' | Hâvre<br>French<br>3*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 86NHP<br>1SB,3*pf*,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 ″ 6 | |
| 37876 | Inger | SteelSc<br>1*Dk* | | | | | | 1921 | A/S Köge Værft<br>Kjöge | I.Lauritzen | 240·0 | 35·5 | | Esbjerg<br>Danish<br>*WB* | 1 Steam Turbine<br>A/S AtlasMaskinfab.Cpn. | | |
| 37877<br>144972 | Invermore<br>*CruiserStern*<br>(*SeeSailingShipRegisterSupplement*) | WoodAuxSc3MstSr<br>*OilEng.*<br>1*Dk* | 146<br>138<br>78 | | | | | 1921 | J.Tyrrell<br>&Sons<br>Arklow | J.Tyrrell | 92·0 | 22·4 | 11·0 | Dublin<br>British | Oil Engine 2S.C.SA<br>2Cy.13"–14" 26NHP<br>WaddopE.Co.Ld.Keighley | | |
| 37878 | Ignazio<br>*Elec.light* Wireless | SteelSc<br>(*ex*WarWitch)<br>1*Dk* | *1961*<br>*1662*<br>*1145* | | | | | 1918 | Collingw'd S.B.Co.Ld.<br>Collingwood Ont. | A.Zappala | 251·0<br>P24'B64'F23' | 43·8 | 18·2 | Rome<br>Italian<br>*WB* | T.3Cy.18",30"&50"–36"<br>150NHP<br>CollingwoodS.B.Co.Ld. | | 6 |
| 37879 | Ipanema<br>*Elec.light* *Well deck* | SteelSc<br>*Fitted for oil fuel*<br>2*Dks* | 4618<br>3097<br>2665 | | | | | 1921 | Forg.&Ch. de laMédit.<br>LaSeyne | Soc.Gén.deTransp. Mar.àVap. | 360·2<br>P233'F46' | 45·9 | 26·9 | Marseilles<br>French<br>*WB* | 2 Steam Turbines<br>Forg.&Ch.de laMédit.Msl. | | |
| 37880 | Inge Mærsk | SteelSc<br>1*Dk* | 1495<br>1182<br>876 | | | | | 1921 | Svendborg Skibs& Mask.<br>Svendborg | A.P.Möller | 252·0<br>P29'Q77'B101'F34' | 38·0 | 15·5 | Danish<br>*WB* | T.3Cy.17",27½"&47"–34"<br>140NHP<br>SvendborgMsk.Svendborg | | |
| 37881 | Ida Blumenthal<br>*Elec.light* | SteelSc<br>1*Dk* | 1549<br>1208<br>890 | | | | | 1921 | Lübecker Maschb.Ges.<br>Lübeck | Joh.M.K.Blumenthal | 262·6<br>P16'Q75'B114'F29' | 37·9 | 14·3 | Hamburg<br>German<br>*WP* | T.3Cy.21⅜",34¼"&55"–35⅜"<br>178NHP<br>LübeckerMaschb.Ges. | | |
| 37882<br>NCHS | Inga | SteelSc<br>(*ex*Styrbjörn)<br>1*Dk* | 1494<br>1183<br>876 | | | | | 1921 | Svendborg Skibs& Mask.<br>Svendborg | A/S Myren (Holm&Wonsild, *Mgrs.*) | 253·2<br>P29'Q78'B102'F34' | 38·2 | 14·9 | Copnhagn<br>Danish<br>*WB* | T.3Cy.17",27½"&47"–34"<br>129NHP<br>SvendborgMsk.Svendborg | | |
| 37883 | Isa<br>*Elec.light* | SteelSc<br>(*ex*Odnes) | 1548<br>1328<br>900 | | | | | 1920 | Fredrkstad Mek.Værks<br>Fredrikstad | TrelleborgsÅngf. NyaA/B F. Malmros, *Mgr.*) | 242·3<br>P27'B67'F29' | 39·2 | 17·4 | Trelleborg<br>Swedish<br>*WB* | T.3Cy.18",29½"&49"–33"<br>132NHP<br>FredrikstadM.V.Frdstad. | | N |
| 37884 | Iwar | SteelSc<br>(*ex*Hild)<br>1*Dk* | 1144<br>920<br>719 | | | | | 1903 | Hasseldal's Jernskibsb.<br>Grimstad | Rederi A/B Iwar (IwarOhlsson) | 231·4<br>Q133*t*H20*t*F31*t* | 34·2 | 13·5 | Malmö<br>Swedish<br>*WB* | T.3Cy.16½",27"&44"–30"<br>106NHP<br>N.E.MarineEng.CoLd.Sld. | | N |
| 37885<br>65924 | Ironopolis | IronPadSp<br>(*ex*BorwickRails) | 136<br>136<br>48 | | | | | 1871 | Liv.Ship-buildingCo.<br>Liverpool | TeesTowingCo.Ld. (Robinson& Crosthwaite *Mgrs*) | 102·6 | 19·1 | 9·6 | Middlsbro'<br>British | D.2Cy.36"–30"<br>70RHP<br>G.Forrester&Co.Liverpool | | |
| 37886<br>115578<br>KDGN | Ingeborg Larssen<br>(*ex*IdaZelck,*ex*Portland)<br>*Elec.light*<br>Wireless | SteelSc<br>*ss*Shl.No.2–11<br>1*Dk*(*ptIrn&ptStl*)<br>*deep framing & Web frames* | 2831<br>2619<br>1754 | ✠ ——<br>8,19 | Ros<br>✠ | *u* | | 1903<br>7mo | J.Blumer&Co.<br>Sunderland | CalvertS.S.Co.Ld. (J.S.Calvert, *Mgr*) | 320·0<br>P28'B90'F32'<br>*CellDBa*110'*uE&B*40'*f*124'802*t* | 46·0 | 21·2<br>FK | Goole<br>~~London~~<br>British<br>5*BHCem*<br>*APT*110*t* | T.3Cy.23",38"&62"–42"<br>258NHP<br>2SB,6*pf*,GS111,HS3957<br>J.Dickinson&Sons,Ld.Sld | 23 ″ 9 | |
| 37887 | Ilmenau<br>*Elec.light* *Mchy.Aft* | SteelSc4Mst<br>1*Dk* | 1195<br>992<br>642 | | | | | 1922 | Noluskrug G.m.b.H.<br>Rendsburg | BugsierReed o BergungsA.G. | 250·2<br>P&B194'F26' | 37·5 | 12·9 | Hamburg<br>German<br>*WB* | T.3Cy.17¾",28$\frac{9}{16}$"&45$\frac{5}{16}$"–29$\frac{9}{16}$"<br>111NHP<br>OttensenerMch.G.m.b.H Altona | | |
| 37888 | Ioannis<br>(*ex*Frankburn,*ex* RobertBruce) *Elec.light*<br>Wireless | SteelSc<br>*ss*Cff.No.1–21<br>1*Dk*(*Stl*) | *4207*<br>*3966*<br>*2624* | ✠100A1<br>11,21 | Cff<br>✠LMC7,21 | *x* | CL<br>11,21 | 1917<br>5mo<br>*Lloyd's* | Sir Raylton Dixon&CoLd<br>Middlesbro'<br>*A&CP* | A.&C.Mazarakis | 364·5<br>P25'B94'F40'<br>*CellDB* 319'980*tFPT*110*t* | 51·1 | 26·1<br>FK | Argostoli<br>Greek<br>6*BHCem*<br>*APT*90*t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 364NHP<br>3SB,9*cf*,GS159,HS6015<br>Richardsons,Westgarth&Co.Ld.Hpl. | 28 ″ 4<br>s5 ″ 3½<br>23 ″ 5 | |
| 37889<br>57850<br>JVWG | Isabel Harrison<br>(*ex*Pollcrea,<br>*ex*Grahamland,<br>*ex*Josephina) | SteelSc<br>*ss*Rot.No.3–7,11<br>*ss*.Npt.No.2–20<br>1*Dk*(*Stl*)&*deepframing*<br>*Cargo battens not fitted* | 1209<br>1115<br>750 | ✠100A1<br>11,,21<br>BS7,21 | Pts<br>✠LMC<br>MS12,20 | *d* | N7,19 | 1899<br>12mo | R.Duncan &Co.Ld.<br>PortGlasgow<br>A&CP | H.Harrison (Shppg.)Ld. | 234·9<br>P29'B63'F23'<br>*CellDBa*65'*f*84'260*t* | 34·7 | 16·5<br>FK | London<br>British<br>4*BHCem*<br>*APT*42*t* | T.3Cy.18$\frac{13}{16}$",30"&49"–33"(*s*)<br>160lb *80lb* 141NHP<br>1SB,3*pf*,GS49,HS2156<br>Hall-BrwnButtery&CoGls | 18 ″ 9<br>s2 ″ 3<br>16 ″ 9 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>—<br>Under deck.<br>—<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>—<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7a<br>Date when tail shaft last drawn. | 8<br>Built.<br>When | 9<br>By Whom<br>—<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37890<br>137859<br>JRBL | **Indian Prince** SteelSc<br>ssMch.No.1-21<br>(exGlenlyon) 2Dks(Stl)<br>Elec.light Sub.Sig. Wireless | 4933<br>4639<br>3128 | ✠100A1<br>12,21 ~~7,21~~<br>MS7,21<br>BS12,21 | Mch<br>NYk<br>✠LMC[illegible] | y | CL<br>5,20 | 1917<br>9mo<br>Lloyd's | C.Connell<br>&Co.Ld.<br>Glasgow<br>A&CP | RioCapeLine,Ld.<br>(Furness,Withy&<br>Co.Ld.Mgrs.)<br>'Tween dk BH in after<br>CellDB 344'1066t D | 400·3<br>P35'B121'F45'<br>FK<br>hold dispensed with<br>Ta33'890tAPT24t | 53·0 | 27·3 | Newcastle<br>British<br>Cem<br>5BH to Udk<br>1 „ „ 2nd„ | T.3Cy.27",43"&72"-48" (s)<br>180lb 100lb 510NHP<br>3SB,9cf,GS150,HS7647 FD<br>Dunsmuir&JacksonLdGls<br>only | 29″7<br>s 5″10<br>24″2 | |
| 37891<br>4627<br>JQDM | **Inga** SteelSc<br>(exFermia) ssGot.No.3-1,20<br>1Dk(Stl)<br>Mchy.Aft | 522<br>417<br>274 | ✠100A1<br>7,21<br>BS7,21 | Got<br>✠LMC1,20 | i | 7,21 | 1906<br>8mo | Eriksbergs<br>M.V.Aktieb<br>Gothenburg<br>A&CP | RederiA/B Ystad<br>(Joh Andersson,<br>Mgr.)<br>Cell | 166·5<br>P54'F22'H28t<br>FK<br>DBf106'166t FPT | 28·2 | 12·0 | Ystad<br>Swedish<br>3BHCem<br>29tAPT23t | T.3Cy.13¼",22"&36"-24" (s)<br>180lb 100lb 65NHP<br>1SB,2cf,GS36,HS959<br>EriksbergM.V.Aktieb.Got | 13″10<br>s 1″3½<br>12″9 | |
| 37892 | **Irma** SteelSc<br>(exAtlantic) (Trawler)<br>Mchy.Aft 1Dk | 140<br>91<br>49 | | | | | 1916 | Gebr.Boot<br>Leiderdorp | Union desPêches<br>MaritimesS.A. | 101·3 | 20·5 | 9·4 | Ostend<br>Belgian | T.3Cy.10¼",16¼"&26¼"-17½"<br>29NHP<br>Burgerhout'sMaschfb.Rot | | |
| 37893<br>KDLV | **Iris** IronSc<br>(exJohanSiem, ssBly.3rdNo.3-5,20<br>exCathay) 1Dk(ptIrn ptStl)2trB<br>Well deck Wireless | 1660<br>1299<br>1031 | ✠100A1<br>1,22<br>BS6,21 | Cpn<br>✠LMC5,20 | q | CL<br>1,22 | 1883<br>[illegible] | W.Gray&<br>Co.<br>W Hartlepool<br>A&CP | RederiaktiesIris<br>(C.T.Abrahamsen) | 257·4<br>P38'Q66'B66'F62'<br>BK9'<br>DBa78'f96' | 34·7 | 19·7 | Stockholm<br>Swedish<br>4BHCem<br>333tAPT35t | C.2Cy.32½"&60"-39" (b)<br>80lb 80lb NDB02 167NHP<br>2SB,4pf,GS66,HS2580<br>Blair&Co.(Lim.),Stockton | 21″0<br>s 1″9<br>20″2 | |
| 37894 | **Ina Lotte Blumenthal** SteelSc<br>Elec.light 1Dk | 1549<br>1208<br>890 | | | | | 1921 | Lübecker<br>Maschb.Ges.<br>Lübeck | Joh.M.K.<br>Blumenthal | 262·2<br>P16'Q75'B114'F29' | 37·9 | 14·3 | Hamburg<br>German<br>WB | T.3Cy.21⅗",34¼"&55⅒"-35⅗"<br>181NHP<br>LübeckerMaschb.Ges. | | G |
| 37895 | **Innsbruck** SteelSc<br>(Trawler)<br>Elec.light 1Dk | 227<br>211<br>86 | | | | | 1921 | Deutsche<br>WerkeA.G.<br>Kiel | H.Diederichsen | 119·2<br>H48'F18' | 24·3 | 9·6 | Kiel<br>German<br>WB | T.3Cy.13",20½"&32¼"-22⅘"<br>50NHP<br>DeutscheWerkeA.G.Kiel | | G |
| 37896<br>HPOJ | **Isabel** WoodAuxScSr<br>Pet.Mot.<br>1Dk<br>(See Sailing Ship Register) | 149 | | | | | 1918 | J.&J.<br>Cardoua<br>Ibiza | A.Matute-Torres | 92·0 | 25·3 | 11·8 | Ibiza<br>Spanish | Petrol Motor<br>Wolverine,NewYork | | |
| 37897<br>2148<br>BSLD | **Ilmatar** WoodAuxSc3MstSr<br>Motor<br>1Dk<br>(See Sailing Ship Register) | 370<br>314<br>234 | | | | | 1919 | J.H.Hedlund<br>Wiborg | WiborgsRederi<br>A/B | 147·8 | 31·3 | 12·5 | Wiborg<br>Finnish | Motor | | V |
| 37898<br>124343<br>HLMS | **Islemoor** SteelSc<br>(exMaymead, ssLiv.No.3-3,20<br>exMaylands) 1Dk(Irn)2trB&deep<br>Wireless framing3Dk rule | 3840<br>3610<br>2465 | ✠100A1<br>3,22 ~~1,21~~<br>~~BS5,21~~<br>BS3,22 | Bry<br>✠LMC3,20 | w | CL<br>N1,21 | 1907<br>9mo<br>Lloyd's | W.Gray&<br>Co.Ld.<br>W Hartlepool<br>A&CP | MoorLine,Ld.<br>(W.Runciman&Co<br>Ld.Mgrs.)<br>CellDBa111'u | 345·0<br>P27'B92'F32'<br>FK<br>E&B42'f150' 1035t | 50·1 | 25·0 | Newcastle<br>~~London~~<br>British<br>6BHCem<br>APT42t | T.3Cy.25½",40½"&67"-45"(s)<br>180lb ~~100lb~~ 75lb 316NHP<br>2SB,6pf,GS117,HS4705<br>Cen.Mar.Eng.Wrks.WHpl | 27″7<br>s5″3½<br>22″8 | |
| 37899 | **Iowa** SteelSc<br>(exBelgravia)<br>Elec.light 3Dks | 6643<br>6330<br>4206 | | | | | 1906 | Workman,<br>Clark&Co.Ld<br>Belfast | Cie.Générale<br>Transatlantique | 448·9<br>P29'B118'F39' | 53·3 | 31·7 | French<br>WB | Q4Cy25½",36½,"52"&75"-51"<br>402NHP<br>Wrkman,Clark&Co.Ld Bel | | V |
| 37900<br>OKRV | **Indiana** SteelSc<br>(exKagera)<br>Elec.light 2Dks | 5617<br>5120<br>3491 | | | | | 1915 | Bremer<br>Vulkan<br>Vegesack | Cie.Générale<br>Transatlantique | 420·2<br>P&B333'F58' | 56·2 | 28·3 | French | Q.4Cy.24",34 7/10",50⅗"&72⅘"-<br>53⅕" 386NHP<br>BremerVulkan,Bremen | | V |
| 37901 | **Ingrid Horn** SteelSc<br>Elec.light Well deck 2Dks | 1546<br>1210<br>885 | | | | | 1922 | Lübecker<br>Maschb.Ges.<br>Lübeck | H.C.Horn | 261·7<br>B—Q— | 37·7 | 16·4 | Flensburg<br>German<br>WB | T3Cy.21⅗",34¼"&55⅒" -35⅗"<br>182NHP<br>LübeckerMaschb.Ges. | | |
| 37902 | **Itata** IronSc<br>Elec.light 2Dks&Awng dk | 1971<br>—<br>1201 | ✠<br>4,77 | | | | 1873<br>7mo | R&J Evans<br>&Co.<br>Liverpool | Cia.Nacional de<br>Vapores | 290·7 | 39·9 | 19·7 | Valparaiso<br>Chilian<br>WB | T.3Cy.19",22"&54"-30"<br>NE19 Bmde-fitd19 160NHP<br>RuleauIrnWks,JerseyCity | | V |
| 37903 | **Izabran** SteelSc<br>(exPolishMonarch, ssBkn.No.1-18<br>exPolmont,exKarpat) 1Dk(ptIrnptStl)<br>Wireless | 4292<br>3983<br>2675 | ✠100A1<br>3,20<br>BS11,21 | Liv<br>✠LMC11,20 | x | CL<br>11,20 | 1912<br>10mo<br>Lloyd's | W.Dobson<br>&Co.<br>Newcastle<br>A&CP | Nav.Libera (G.<br>Racich&Ci.Mgrs.)<br>CellDBa132'<br>uE21'f157'971tD | 378·2<br>P35'B230'F42'<br>FK<br>Ta26'908tFPT151t | 53·3 | 24·5 | Dubrovnik<br>Jugo-Slav.<br>7BHCem<br>APT108t | T.3Cy.24",39"&66"-45" (s)<br>180lb 343NHP<br>3SB,9cf,GS150,HS5658<br>N.E.MarineEng.CoLdNwc | 26″11<br>s 4″2½<br>23″0 | |
| * 37904<br>JBWK | **Izgled** SteelSc<br>(exAuguszta ssLgn.No.2-20<br>Foherczegno) 1Dk(ptStl&ptIrn)<br>2trB inNos.1&4holds | 5032<br>3984<br>3245 | ✠100A1<br>4,22 | Cff<br>✠LMC6,21 | x | CL<br>6,21 | 1911<br>3mo | W.Dobson<br>&Co.<br>Newcastle<br>CellDBa121' | Nav.Libera(G.<br>Racich& Ci,Mgrs.)<br>uE19'f166'955t D | 378·0<br>P39'B225'F41'<br>FK<br>Ta26'908tFPT151t | 53·3 | 24·4 | Dubrovnik<br>Jugo-Slav<br>6BHCem<br>APT39t | T.3Cy.24",39"&66"-45"<br>180lb 342NHP<br>3SB,9cf,GS150,HS5658<br>N.E.MarineEngCoLd.Nwc | 26″11 | |
| 37905<br>215232<br>LHJT | **Ida** SteelSc<br>(exPulawski,exIda) ssNYk.No.3-6,20<br>1Dk(Stl)&Spar dk(Stl-ptws)&<br>Wireless deep framing | 4730<br>4049<br>3093 | ✠100A1<br>Spar dk<br>6,20 | NYk<br>✠LMC6,20 | x | CL<br>6,20 | 1906<br>6mo<br>Lloyd's | Russell&<br>Co.<br>Pt.Glasgow<br>A&CP | PolishAmerican<br>Nav.Corp.<br>CellDBa<br>116'uE24'f | 370·3<br>P36'B108'F40' 27·0<br>FK<br>162' 949t DTa 28'6 | 49·8 | 19·2 | NewYork<br>Utd.States<br>6BHCem<br>86tAPT45t | T.3Cy.26",42"&70"-48" (s)<br>180lb 80lb 410NHP<br>2SB,6cf,GS118,HS5523 FD<br>Rankin&Blackmore,Grk. | 29″8 | |
| 37906<br>144811 | **Ironaxe** SteelScK<br>(SalvageVessel)<br>1Dk | 296<br>265<br>120 | | | | | 1916 | Smith's<br>DockCo.Ld.<br>Middlesbro' | UnitedKingdom<br>SteamTug& Traw-<br>lerInsurance&<br>IndemnityAssn.Ld<br>(A.Locke,Mgr.) | 130·5 | 23·5 | 12·9 | Aberdeen<br>British<br>WB | T.3Cy.12½",21"&35"-26"<br>87RHP<br>Smith'sDockCo.Ld. | | |
| 37907<br>151864 | **Isla de Luzon** SteelTwinSc<br>2Dks | 863<br>700<br>446 | | | | | 1887 | ................<br>Newcastle | BahamianSalvors,<br>Ld. | 192·8 | 30·1 | 15·0 | Nassau,NP<br>British<br>WB | T.6Cy.20",30"&45"-24"<br>Armstrong, NB14 200NHP<br>Whitworth&Co.Ld.Nwc. | | |
| 37908 | **Indra** SteelSc<br>Fitted for oil fuel<br>Elec.light 1Dk | 1385<br>1152<br>760 | | | | | 1922 | Deutsche<br>Werft<br>Hamburg | Wachsmuth&<br>Krogmann | 234·0<br>B52'F23' | 36·6 | 17·7 | German<br>WB | T3Cy.16 15/16"27 9/16"&43⅜"-31½"<br>105NHP<br>StettinerOderwerkeStettin | | |
| 37909 | **Ionia** SteelSc<br>Elec.light 2Dks | 3092<br>2776<br>1803 | | | | | 1921 | Akt.Ges.<br>"Neptun"<br>Rostock | Hamburg-Amerik<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | 338·0<br>B25'F43' | 48·2 | 21·0 | Hamburg<br>German<br>WB | T.3Cy.23⅝",38⅛"&62"-45 3/16"<br>280NHP<br>A.G."Neptun,"Rostock | | |
| 37910 | **Isis** SteelTwinSc<br>OilEng.<br>Elec.light 2Dks | | | | | 6 | 1922 | Deutsche<br>Werft<br>Hamburg | Deutsche-Dmpfs-<br>fahrts.Ges.Kosmos | 376·0<br>P&B197'F43' | 51·6 | 26·0 | Hamburg<br>German<br>WB | Oil Engines 4S.C.SA<br>12Cy.24 13/16"-37¾" 568NHP<br>AllgemeneElec.Ges.Berlin | | |

For following numbers see back of first page of this letter.

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où cote, si ce n'est dans le L.R. Durée, Cert. B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37926<br>221491<br>MDBN | **J. N. Pew** SteelSc<br>1Dk(Stl)&Shltr.dk.<br>Elec.light Wireless (Stl)&Webframes<br>Mchy.Aft Longitudinal framing | 9074<br>8530<br>6473 | ✠100A1<br>Shelter dk with freeboard<br>8,21 ~~7,21~~<br>✠LMC7,21<br>~~(Class Contemplated)~~<br>Carrying Petroleum in bulk<br>Fitted for oil fuel7,21F.P.above150°F. | Chester | e† | CL | 1921<br>7mo | SunS.B.<br>Co.<br>Chester,Pa.<br>A&CP CellDBuE&B39'f40'448tFPT186tAPT81t | SunCompany | 480·5\|66·0\|36·8<br>F44' onShelter dk<br>FK | Philadlphia<br>Utd.States<br>18BHptCem<br>(10 „ toSh. dk.<br>8 „ „ U „) | T.3Cy.27",45½"&76"-51"(s)<br>200lb 620NHP<br>3SB,9cf,GS198,HS9198 FD<br>SunS.B.Co.Chester,Pa. | 37 ″ 0<br>s10 ″ 6<br>26 ″ 11 | |
| 37927<br>PGRB | **Jhr. van der Does de Bije**<br>OilEng. SteelTwinSc<br>Mchy.Aft 1Dk(Stl-pt teak s) | 150<br>124<br>78 | ✠100A1<br>8,21<br>✠LMC7,21<br>~~(Class Contemplated)~~<br>~~Carrying Petroleum in bulk~~ | Rot | b | | 1921<br>8mo | J.&K.<br>Smit'sSchp.<br>Kinderdijk<br>Lloyd'sA&CP | SingkepTin<br>Maatschappij | 105·0\|~~18·0~~\|~~9·8~~<br>\|18·2\|9·0<br>FK | Riouw<br>Dutch<br>5BHCem | Oil Engines 2S.C.SA<br>4Cy.13"-13$\frac{3}{16}$" 52NHP<br>SteywalMotorenfab.~~Rot.~~ Overschie | 9 ″ 10 | |
| 37928<br>106277<br>KHWG | **John Coulson** SteelSc<br>(Tug)<br>(exArchdale,exVixen) 1Dk | 119<br>107<br>— | | | | | 1896 | Allsup&<br>Co.Ld.<br>Preston | CoulsonTugCo.Ld.<br>(JohnC.Coulson,<br>Mgr.) | 95·8\|18·2\|10·1 | S.Shields<br>British | C.2Cy.17½"&35¼"-24"<br>60RHP<br>W.Allsup&Sons,Preston | | |
| 37929 | **Jarrow** SteelTwinSc<br>Should be "A.B.Gowan," See No. 36185 in Supplement<br>Elec.light | 180<br>78 | A<br>For River purposes<br>(Class Contemplated) | | | | 1921 | Amble S.B.<br>Co.Ld.<br>Amble,<br>Northumblnd | Jarrow<br>Corporation | 92·0\|28·0\|10·1 | Newcastle<br>British | T.3Cy.9",14¼"&24"-18"<br>Palmers'Co.Ld,Newcastle | | |
| 37930 | **Josef Bergendorff** SteelSc<br>Cruiser Stern OilEng.<br>Elec.light Mchy.Aft 1Dk | 725<br>592<br>360 | | | | | 1921 | Bergsunds<br>M.V.Aktieb.<br>Stockholm | Rederiaktieb.<br>Stjärnan (J.<br>Bergendorff,Mgr) | 186·3\|30·3\|14·7 | Karlstad<br>Swedish<br>WB | Oil Engine 2S.C.SA<br>4Cy.15¾"-28⅜" 132NHP<br>A/BAtlas-DieselStockholm | | |
| 37931<br>134401 | **James Douglas** WoodAuxScSr<br>GasEng.<br>1Dk<br>(SeeSailingShipRegisterSupplement) | 125<br>112<br>92 | | | | | 1914 | Smith&<br>Rhuland<br>Lunenburg,<br>N.S. | WestIndies<br>ChemicalWorks,<br>Ld. | 105·0\|26·3\|10·4 | KingstnJa<br>British | Gas Engine<br>J.W.Lathrop&Co.<br>Mystic,Conn. | | |
| 37932<br>131369<br>HTBW | **Jalavihar** SteelSc<br>(exFrankmere) ssN.Yk.No.3-1,18<br>Elec.light Wireless 2Dks(Stl) | 5330<br>4996<br>3381 | ✠100A1<br>1,22 ~~6,21~~<br>BS6,21 ✠LMC1,18<br>Carrying oil fuelF.P. above 150° F. in DB | Hul<br>Bom | 2 | CL<br>N6,21 | 1911<br>7mo | C.Connell<br>&Co.Ld.<br>Glasgow<br>Lloyd'sA&CP | ScindiaStm.Nav.<br>Co.Ld. (R.D.<br>Morarji,Mgr.) | 410·1\|52·2\|28·8<br>P34'B137'F50'<br>FK<br>CellDBa108'uE&B56'f | Bombay<br>~~Liverpool~~<br>British<br>6BHonly<br>Cem | T.3Cy.25",42"&70"-48" (s)<br>200lb 110lb 460NHP<br>2DB,12cf,GS187,HS8060<br>Dunsmuir&Jackson.LdGls<br>189'1143tFPT93tAPT40t | 31 ″ 2<br>s6 ″ 0<br>25 ″ 7 | |
| 37933 | **Jacob van Heemskerck** SteelSc<br>Elec.light 1Dk<br>Wireless | 515<br>444<br>63 | ✠100A1<br>For towing purposes<br>4,22 ~~6,21~~<br>✠LMC7,21 | Rot | | CL | 1921<br>6mo | Jonker&<br>Stans,Hndrik<br>Ido-Ambacht<br>A&CP | BureauWijsmuller | 151·4\|29·0\|14·0<br>RFD70'B41'F11'<br>BK7¼"<br>DTf17'44t sidetanks aft15'28t | TheHague<br>Dutch<br>4BHCem<br>APT33t | T.3Cy.16",27½"&45½"-29½"<br>199lb (s) 170NHP<br>2SB,4cf,GS90,HS3195<br>AlblasserdamMsch.Fab.<br>Alblasserdam | 14 ″ 9<br>s1 ″ 9½<br>13 ″ 11 | |
| 37934 | **Jules Elby** SteelSc<br>Fitted for oil fuel (Trawler)<br>Elec.light 1Dk | 600 | | | | | 1921 | Ch.&Atel.<br>Aug.Normnd<br>Havre | Soc.desPêcheries<br>deFrance | 211·7\|31·2\|18·0<br>P33'F35' | Havre<br>French<br>WB | T.3Cy.$16\frac{11}{20}$",$26\frac{2}{5}$"&$43\frac{7}{20}$"-<br>$29\frac{11}{20}$" 105NHP<br>Ch.&Atel.Aug.Normand | | |
| 37935<br>150293 | **Jean Mac** WoodSc<br>1Dk | 115<br>88<br>32 | | | | | 1917 | Canadian<br>Vickers,Ld.<br>Montreal | Dr.T.H.MacDonald | 81·8\|19·0\|10·8 | Sydney,NS<br>British | C.2Cy.12"&24"-16"<br>24RHP<br>CaladoniaIronWorks,Mtl. | | |
| 37936 | **Jean Loup** WoodAuxScSr<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 190<br>—<br>113 | | | | | 1921 | Ch.Mar.<br>duMidi<br>Marseilles | Soc.desFilatures&<br>Tissages d'Angers | 106·4\|26·2\|12·4 | Marseilles<br>French | Oil Engines<br>2Cy.$13\frac{12}{16}$"-$16\frac{15}{16}$"<br>Soc.Mar.deConst.Méc.Msl. | | |
| 37937 | **Jean Marie** SteelAuxSc<br>OilEng.<br>1Dk<br>(See Sailing Ship Register) | 104<br>—<br>94 | | | | | 1920 | Soc.Anon.<br>Meuse et<br>Sambre Beez-<br>lez-Namur | Debruyn | 96·3\|17·1\|9·5 | Rouen<br>French | Oil Engines<br>2Cy.$14\frac{15}{16}$"-$16\frac{3}{16}$"<br>W.Steinhaux&Cie.Paris | | V |
| 37938 | **Jumieges** SteelSc<br>(exWeltondale, ssGmh.No.2-21<br>exMichaelWhitaker)<br>Elec.light Well deck 1Dk(ptIrnptStl)<br>Wireless | 1700<br>1387<br>1019 | ✠100A1<br>3,22 ~~2,21~~<br>BS10,21 ✠LMC1,21 | Gmh<br>Ham | q | 1,21 | 1913<br>2mo | WoodSkin-<br>ner&Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | Worms&Co. | 260·3\|37·7\|16·4<br>Q153'BonQ52'F28'<br>FK<br>CellDBa77'uE18'f | Havre<br>French<br>4BHCem | T.3Cy.19",31"&51"-36" (s)<br>180lb 180NHP<br>2SB,6pf,GS90,HS2915<br>G.Clark,Ld.Sunderland<br>102'422tFPT92tAPT101t | 18 ″ 7<br>s1 ″ 8½<br>17 ″ 2 | |
| 37939 | **Jason** SteelSc<br>Mchy.Aft 1Dk | 532<br>274 | | | | | 1921 | Cant.Nav.<br>Riuniti<br>Ancona | CantieriNavali<br>Riuniti | 156·2\|27·2\|13·5<br>P57'F31' | Genoa<br>Italian<br>WB | T.3Cy.11",$18\frac{1}{10}$"&$30\frac{7}{10}$"-23⅝"<br>45NHP<br>Cant.Nav.Riuniti,Ancona | | |
| 37940 | **Julius Schindler** SteelSc<br>Carrying Petroleum in bulk OilEng.<br>Elec.light Mchy.Aft 2Dks | 3000 | | | | | 1921 | Deutsche<br>WerftA.G.<br>Hamburg | J.Schindler | 310·5\|45·5\|21·9<br>P82'B24'F40' | Hamburg<br>German<br>WB | Oil Engine 4S.C.SA<br>6Cy.24⅞"-37⅞" 283NHP<br>AlgemeineElec.Ges.Berlin | | |
| 37941 | **Jacob Schröder** SteelSc<br>(exHeleneBlumenfeld)<br>Elec.light Wireless 1Dk | 2115<br>1697<br>968 | | | | | 1905 | Schiffsw.v.<br>HenryKoch<br>Lübeck | Schroeder,Hoelken<br>&Fischer | 295·9\|40·7\|18·1<br>P26'B84'F28' | Hamburg<br>German<br>WB | T.3Cy.27⅛",43⅜"&69"-41⅜"<br>312NHP<br>J.F.Ahrens,Altona | | G |
| 37942<br>215234 | **John C. Kirkpatrick** WoodSc<br>(exRobertC. Fitted for oil fuel 3Mst<br>Sudden,exHadrumète, 1Dk<br>Elec.light exRobertC.Sudden) | 1363<br>—<br>1016 | | | | | 1917 | F.Stone<br>Oakland,Cal. | Crowley&Mahony | 225·0\|43·0\|17·0 | S.Frncisco<br>Utd.States | T.3Cy.15½",26"&43"-33"<br>106NHP<br>MainStr.IronWks.S.Frisco | | RV |
| 37943<br>92087 | **Jos. W. Simpson** CompSc<br>(exManchester)<br>Mchy.Aft 1Dk | 2133<br>—<br>1611 | | | | | 1889 | Detroit<br>DryDockCo.<br>Wyandotte | | 281·0\|41·0\|20·0 | Mlwaukee,<br>Wis.<br>Utd.States | T.3Cy.20",32"&54"-42"<br>189NHP<br>RiversideIronWks.Detroit | | L |
| 37944 | **Juan Antonio** SteelSc<br>(exChowTai)<br>Wireless 2Dks | 1812<br>1640<br>1120 | | | | | 1896 | Fairfield<br>Co.Ld.<br>Glasgow | L.Liano&Co. | 289·0\|37·8\|21·5<br>P10'B22'F42' | Spanish<br>WB | T.3Cy.22",36"&57"-42"<br>211NHP<br>FairfieldCo Ld.Gls. | | |
| 37945 | **John W. Mackay** SteelTwinSc<br>(CableVessel)<br>Elec light<br>Wireless Sub Sig. CruiserStern | 4100<br>3846<br>2100 | 100A1<br>Shelter dk<br>(ClassContemplated) | | | | 1921 | Swan,Hun-<br>ter&Wigham<br>Richardson,<br>LdNewcastle | CommercialCable<br>Co. | 343·3\|48·1\|32·1<br>B136' | London<br>British | T.6Cy.18½",30½"&50"-36"<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | | |
| 37946<br>201092<br>LJTF | **J. A. Talbot** WoodSc<br>(exStandardNo.2, (Tug)<br>exDaring) 1Dk | 227<br>—<br>135 | | | | | 1904 | ............<br>Aberdeen,<br>Wash. | SanPedroLaunch<br>&TowboatCo. | 104·3\|26·2\|10·9 | LsAngeles<br>Utd,States | | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>*Late Name if any.*<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Register's Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Equipment Letter. | 7a<br>Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines. | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37947<br>140564<br>JSNB | Jalavijaya<br>(*ex*Franktor)<br>*Elec.light*<br>Wireless | SteelSc<br>1*Dk*(*Stl*)& *Shelterdk*(*Stl*)<br>*Cargo battens not fitted* | 3756<br>3514<br>2297 | ✠100A1<br>*Shelter dk with freeboard*<br>12,21 ~~6,21~~<br>*Carrying oil fuel F.P. above 150°F. in DB* | Bom<br>BS5,22<br>✠LMC8,18 | *x* | CL<br>6,21 | 1918<br>3mo | J.Priestman&Co.<br>Sunderland<br>*Lloyd's A&CP* | ScindiaStm.Nav. Co.Ld.(R.D. Morarji, *Mgr.*) | 365·0<br>*CellDB* 315'1077*t FPT*115*t* | 51·5 | 22·1<br>FK | Bombay<br>British<br>6*BHCem*<br>*APT*85*t* | T.3Cy.25",41"&67"–45" (*s*)<br>180lb 330NHP<br>3SB,6*cf*,GS120,HS5146<br>Richardsons,Westgarth&Co.Ld.Sld. | 24 ″ 6<br>s 2 ″ 6½<br>22 ″ 4 | |
| 37948<br>124276<br>HPDN | Jacov Sverdlov<br>(*ex*TinternAbbey)<br>*Elec.light*<br>Wireless | SteelSc<br>*ss*Cff.No.3–6,21<br>1*Dk*(*Stl*)&*deep framing*<br>*Cargo battens not fitted* | 1812<br>1658<br>1091 | ✠100A1 3,22<br>~~11,21~~ 7,21<br>~~BS11,20~~<br>BS12,21 | Liv<br>LOB Npt<br>MS1,21 | *r* | CL<br>~~7,21~~<br>3,22 | 1909<br>5mo | Richardsn, Duck&Co.<br>Stockton<br>*Lloyd's A&CP* | AllRussianCo-operativeSociety, Ld.(Capt.V. Sagovsky,C.B. *Mgr.*) | 275·0<br>P24'B54'F27'<br>*CellDBa*98'*uE*18 | 40·8 | 18·1<br>FK | Cardiff<br>British<br>4*BHCem*<br>*f*106' 471*t F PT*65*t APT*71*t* | T.3Cy.20½",33½"&55"–36"<br>180lb *90lb* (*s*) 187NHP<br>2SB,6*pf*,GS79,HS2750<br>Blair&Co.Ld.Stockton | 20 ″ 4<br>s 3 ″ 2½<br>17 ″ 5 | |
| 37949<br>215894<br>LJMW | Jessie C. Williams<br>(*ex*EdwardJ.Barton,Jr.,<br>*ex*OldDominion) | WoodSc<br>1*Dk* | 157<br>—<br>106 | | | | | 1917 | ..................<br>Tottenville, N.Y. | C.W.Williams LighterageCo.Inc. | 94·6 | 31·0 | 8·5 | NewYork<br>Utd.States | | | |
| 37950 | Jackson<br>*Should be "Stonewall Jackson," See No.39396 in Supplement*<br>*Elec.light*<br>*Mchy.Aft* | SteelSc | 7000<br><br>4300 | 100A1<br>(*ClassContemplated*)<br>*CarryingPetroleum in bulk* | | | | 1921 | BlythswoodSBCoLd<br>Glasgow | ~~ChiliS.S.Co.Inc.~~<br>SheridanS.S.Co. Ld. | 440·0<br>P87'B30'F46' | 56·0 | | ~~Utd.States~~<br>British | T.3Cy.25",42½"&72"–54"<br>Dunsmuir&Jackson,LdGls | | |
| 37951 | Jakob Mærsk | SteelSc<br>1*Dk* | 2245<br>1915<br>1348 | | | | | 1921 | Odense Staalskibs<br>Odense | Dampskibsselskabet af1912 (A.P.Möller, *Mgr.*) | 284·9<br>P32'B74'F36' | 42·3 | 22·6 | Svendborg<br>Danish<br>*WB* | T.3Cy.<br>Christensen& Höyen,Harburg a/dElbe | | |
| 37952 | Jonia<br>*Should be "Ionia," See No.37909 in Supplement*<br>*Elec.light* | SteelSc<br>2*Dks* | 3118<br><br>1813 | | | | | 1921 | Akt.Ges. "Neptun"<br>Rostock | DeutscheLevante Linie | 338·1<br>B59'F36' | 48·2 | 21·0 | Hamburg<br>German<br>*WB* | T3Cy. 23⅜",38⅛"&64¾"–45 3/16"<br>280NHP<br>A.G."Neptun,"Rostock | | |
| 37953<br><br>LOFN | Johsa | WoodSc<br>*OilEng.*<br>1*Dk* | 584<br>439<br>320 | | | | | 1921 | Sjöstrands Skibsbyggeri<br>Asker | A/S Fraternitas (J.S.Andreassen, *Mgr.*) | 155·9<br>P92*t*H6*t*F29*t* | 31·4 | 14·2 | Arendal<br>Norwegian | Oil Engine | | |
| 37954<br>144316 | John Morrice<br>(*ex*ThomasBarclay) | SteelScK<br>*ss*Wvn.No.3–8,20<br>1*Dk*(*Stl-ws*) | 203<br>200<br>88 | ✠100A1<br>*StmTrawler*<br>2,22 ~~1,21~~ | Abn<br>✠LMC7,20 | | CL<br>7,20 | 1918<br>11mo | Hall,Russell&Co.Ld<br>Aberdeen<br>*Lloyd's A&CP* | J.Morrice (H.A.Holmes, *Mgr*) | 115·4 | 22·1 | 12·1<br>BK7½" | Aberdeen<br>~~London~~<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 75NHP<br>1SB,3*pf*,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn | 13 ″ 0 | |
| 37955<br>143519 | Jutland<br>(*ex*MaindyBridge)<br>*Elec.light* Wireless | SteelSc<br>1*Dk*(*Stl*) | 2445<br>2217<br>1467 | ✠100A1<br>4,21 | Brs<br>✠LMC9,20 | *t* | CL | 1920<br>9mo | ClydeS.B.&Eng Co.Ld.<br>Pt.Glasgow<br>*Lloyd's A&CP* | Scandinavian Shppg.Co.Ld. (Glen&Co.*Mgrs.*) | 299·8<br>P25'B85'F34'<br>*CellDB*255'602*tFPT* | 45·1 | 20·2<br>FK | Glasgow<br>~~Cardiff~~<br>British<br>5*BHCem*<br>61*tAPT*89*t* | T.3Cy.22",35"&59"–39" (*r*)<br>180lb *100lb* 266NHP<br>2SB,9*cf*,GS123,HS4502<br>ClydeS.B.&E.Co.Ld.P.Gls. | 22 ″ 6<br>s 3 ″ 4<br>19 ″ 6 | |
| 37956 | John Farley | SteelTwinSc | 470<br><br>170 | A<br>*For Ferry purposes*<br>(*ClassContemplated*) | | | | 1922 | AilsaS.B.&E.Co.Ld.<br>Troon | TheMayor,Aldermen&Burgesses of theBorough of Wallasey | 152·0 | 40·0 | 11·3 | Liverpool<br>British | T.3Cy.15",23½"&(2)25¾"–21"<br>AilsaS.B.&E.Co.Ld.Troon | | |
| 37957 | Jervis Bay<br>*Elec.light*<br>*Ref.Mchy.* Wireless | SteelTwinSc | 13837<br>11893<br>8440 | 100A1<br>*Shelter dk with freeboard*<br>(*ClassContemplated*) | | | | 1922 | Vickers, Ld.<br>Barrow | Commonwealth GovernmentLine ofSteamers | 530·6<br>B260'F108' | 68·3 | 39·9 | Sydney<br>British | 4 Steam Turbines geared to 2 Sc. Shafts<br>Vickers,Ld.Barrow | | |
| 37958<br>2320<br>SBMK | Jouko I. | WoodSc | 174<br>—<br>99 | | | | | 1917 | Hj.Sundström<br>Varkaus | A.Ahlström O/Y | 101·3 | 23·1 | 9·6 | Wiborg<br>Finnish | | | |
| 37959<br>2353<br>SBPH | Jouko II. | WoodSc | 172<br>—<br>111 | | | | | 1917 | O S Westerman<br>Varkaus | A.Ahlström O/Y | 100·4 | 23·1 | 8·8 | Wiborg<br>Finnish | | | |
| 37960<br><br>LODM | Jerv I.<br>(*ex*Linga.*ex*CygneII.,<br>*ex*Linga) | SteelSc<br>(*Whaler*)<br>1*Dk* | 106<br>103<br>37 | | | | | 1907 | Akers Mek.Værks.<br>Christiania | A/S Congo(S.L. Christensen, *Mgr.*) | 91·6<br>H2*t* | 17·3 | 10·5 | Sandefjord<br>Norwegian | T.3Cy.11",18"&29"–18"<br>36NHP<br>AkersMek.Værks.Xia. | | |
| 37961<br><br>OKIY | Joselle<br>*Elec.light* | SteelSc<br>(*ex*T.R.49)<br>1*Dk* | 288<br>—<br>86 | | | | | 1919 | Anderson Co.<br>Lauzon,Qbc. | Soc.Anon. "Chalutiers de la Rochelle" | 126·4<br>F19' | 23·5 | 12·3 | La Rochlle<br>French<br>*WB* | T.3Cy.12½",21"&35"–24"<br>60NHP<br>DominionBridgeCo.Mtl. | | V |
| 37962<br>145119 | Joseph Giddice | SteelScK<br>*ss*Bgs.No.3–11,21<br>1*Dk* | 280<br>250<br>109 | 100A1<br>*StmTrawler*<br>1,22 ~~11,21~~ | Bgs<br>LMC11,21 | | CL<br>11,21 | 1918 | G.Brown & Co.<br>Greenock<br>*Lloyd's A&CP* | TheAdmiralty | 125·6<br>Q72'F31' | 23·5 | 12·7<br>BK7½" | London<br>British<br>2*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 87RHP<br>1SB,3*pf*,GS50,HS1619<br>Gauldie,Gillespie&Co.Gls. | 13 ″ 6 | |
| 37963<br>114659<br>VLSP | Jaladuta<br>(*ex*Shadwell)<br>Wireless | SteelSc<br>*ss*Cff.No.3–5,17<br>*ss*Mdb.No.1–21<br>1*Dk*(*Stl*)&*Spardk*(*ptIrn&ptStl*)<br>&*deepframing* | 4091<br>3855<br>2593 | ✠100A1<br>*Spar dk*<br>9,21 | Mdb<br>✠LMC10,21 | *x* | CL<br>10,21 | 1904<br>1mo | JLThompson&Sons,Ld<br>Sunderland<br>*Lloyd's A&CP* | ScindiaSteamNav. Co.Ld. (R.D. Morarji, *Mgr.*) | 368·0<br>P30'B108'F44' 271<br>*Cell DBa*119'*uE&B*40*f* | 49·6 | 19·0<br>FK | Bombay<br>~~Sunderland~~<br>British<br>6*BHCem*<br>156' 914*tDTa*31'766*tFPT*101*tAPT*48*t* | T.3Cy.26 5/16",44"&72"–48"(*s*)<br>180lb 417NHP<br>3SB,9*cf*,GS181,HS6789<br>N.E.MarineEng.Co.Ld.Sld | 29 ″ 6<br>s 5 ″ 7½<br>24 ″ 4 | |
| 37964<br>144519<br>KLGV | Jade<br>(*ex*ThomasBoudige)<br>*Mchy.Aft* | SteelScK<br>1*Dk*(*Stl-ws*) | ~~290~~ 277<br>249<br>~~127~~ 109 | ✠100A1<br>*StmTrawler*<br>12,21 | Bgs<br>LMC8,20 | | | 1920<br>2mo | Cook,Welt'n&Gemmell Ld.<br>Beverley<br>*Lloyd's A&CP* | KingstonSteam TrawlingCo.Ld. | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | Hull<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 86RHP<br>1SB,<br>Gauldie,Gillespie&Co.Gls. | 13 ″ 6 | |
| 37965<br>~~116127~~<br>~~VRTB~~ | Jean et Pierre<br>(*ex*St.Maurice)<br>Wireless | SteelScK<br>*ss*Hul.No.2–11<br>1*Dk* | 239<br>224<br>90 | ✠<br>*StmTrawler*<br>6,14<br>✠ | Hul | | | 1903<br>1mo | Mackie&Thomson<br>Glasgow | ~~BostonDeepSea Fishing&IceCo. Ld.(P.Parkes, Mgr.)~~ M.Glatt | 130·7<br>Q54' | 22·0 | 11·0<br>BK7½" | Havre<br>French<br>4*BHCem* | T.3Cy.13",22"&36"–27"<br>65RHP<br>1SB,2*cf*,GS37,HS1300<br>Muir&Houston,Ld.Gls. | 12 ″ 6 | |
| 37966<br>131873 | Jessie Watson<br>(*ex*Icefield) | SteelSc<br>1*Dk*(*Stl*) | 96<br>91<br>37 | ✠100A1<br>*For fishing purposes*<br>2,20 | Goo<br>✠LMC2,20 | | CL | 1919<br>10mo | OuseS.B.&Eng.Co.Ld.<br>Goole<br>*Lloyd's A&CP* | Watson | 86·2 | 18·5 | 9·2<br>BK7½" | Kirkcaldy<br>British<br>3*BHCem* | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 42NHP<br>1SB,2*p*/GS30,HS810<br>UrquhartLndsy&Co.LdDun | 10 ″ 0 | |
| 37967<br><br>RBMS | Jeanette Kayser<br>(*ex*Spezia,*ex*Suchan,*ex*Spezia,<br>*ex*Bamberg,*ex*Senta)<br>*Elec.light* Wireless | SteelSc<br>2*Dks* | 3786<br>3528<br>2373 | | | | | 1895 | Blohm&Voss<br>Hamburg | H.Kayser&Sohn G.m.b.H. | 372·0<br>P&B225'F45' | 44·2 | 27·1 | Hamburg<br>German<br>*WB* | T.3Cy.25 3/16",40"&66"–42⅛"<br>283NHP<br>Blohm&Voss,Hamburg | | G |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire. Matériaux. Gréement etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane.<br>Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pe. | 15<br>Registres où coté, si ce n'est dans le L. R.<br>Durée Cert. Bd. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37968 | **Jan Van Ryswyck** SteelSc<br>(exJoachimZelck, ssAnt.No.3–12,19<br>exBalticSea) 1Dk(Stl)&deep framing | 2135<br>1997<br>1233 | ✠100A1<br>4,22 ~~7,21~~<br>BS7,21 | Ant<br>✠LMC12,19 | s | CL<br>~~7,21~~<br>4,22 | 1907<br>8mo<br>Lloyd's A&CP | Craig,Taylor&Co.Ld.<br>Stockton<br>Intermediate | LaMaritimeBelge<br>(F.Alexander,<br>Mgr)<br>bulkhead in fore | 237·0\|44·0\|19·8<br>P26'B70'F32'<br>FK<br>hold dispensed with<br>CellD | Antwerp<br>Belgian<br>Cem<br>4BH only<br>Ba92'uE16' | T.3Cy.21",35"&57"–39" (s)<br>160lb 90lb 210NHP<br>2SB,6pf,GS84,HS3248<br>N.E.MarineEng.Co.Ld.Sld<br>f114'549tFPT82tAPT100t | 21 ″ 1<br>s 3 ″ 3<br>18 ″ 2 | |
| 37969 | **J. Bustamante** SteelSc<br>CableVessel<br>1Dk | 1074<br>744<br>461 | | | | | 1904 | Cia.Trasatlantica<br>Cadiz | PhilippineGovernment | 222·0\|32·0\|15·7<br>P21'F35' | Manila<br>Utd.States<br>WB | T.3Cy.19",32"&51"–39"<br>162NHP<br>Lobnitz&Co.Ld.Renfrew | | V |
| 37970 | **Johanna Blumberg** SteelSc<br>Elec.light 1Dk | 1439<br>—<br>— | | | | | 1921 | F.Schichau<br>Elbing | Leonhardt&<br>Blumberg | 253·0\|<br>P&B199'F30' | Hamburg<br>German<br>WB | T.3Cy.19$\frac{7}{10}$",31$\frac{9}{10}$"&51⅕"–29½"<br>142NHP<br>F.Schichau,Elbing | | |
| 37971 | **Jean Jacques** SteelSc<br>(exSilesia,exHendrika)<br>Elec.light 2Dks | 3338<br>3079<br>2058 | | | | | 1898 | J.Smit,Czn<br>Alblasserdm | Soc.Anon.<br>d'Affrêtement&<br>d'Armement | 330·8\|46·0\|24·1<br>P30'H84'F40' | Marseilles<br>French<br>WB | T.3Cy.23".36"&60"–36"<br>NB11 216NHP<br>P.Smit,jun.Rotterdam | | V |
| 37972<br>139105<br>JMDS | **Jerseymoor** SteelSc<br>exWestmead, ssShl.No.1–20<br>exJerseymoor) 1Dk(Stl)&<br>Wireless Shelter dk(Stl)2trB | 4305<br>4085<br>2731 | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,22 ~~8,21~~<br>BS~~1,20~~3,22 | Lon<br>Npt<br>✠LMC<br>MS3,20 | y | CL<br>~~8,21~~<br>3,22 | 1915<br>12mo<br>Lloyd's A&CP | J.Readhead&Sns,Ld<br>SouthShields | MoorLine,Ld.<br>(W.Runciman&<br>Co.Ld.Mgrs.)<br>CellDBa | 393·4\|51·1\|25·8<br>FK<br>128'uE23'f173'937 | British<br>6BHCem<br>tAPT48t | T.3Cy.26½",44"&72"–48" (s)<br>180lb 100lb 437NHP<br>3SB,9cf,GS171.HS7408<br>JReadhead&Sons,Ld.SShl | 27 ″ 6<br>s3 ″ 4½<br>24 ″ 6 | |
| 37973<br>146041 | **Jane Wright** SteelScK<br>(exExpanse,exDawn) 1Dk | 96<br>95<br>36 | ✠100A1<br>For fishing purposes<br>7,18 | Abn<br>✠LMC[illegible],18 | | CL | 1918<br>7mo<br>Lloyd's A&CP | J.Duthie<br>TorryS.B.Co.<br>Aberdeen | Dixon&Shippen | 86·0\|18·6\|9·2<br>BK7½" | Whitehvn<br>British<br>3BHCem | T3Cy.9½",15½"&26"–18" (s)<br>180lb 42NHP<br>1SB,GS30,HS814<br>WmBeardmore&CoLd.Gls | 15 ″ 0 | |
| 37974<br>143898 | **Jeannie M. Robertson** SteelScK<br>(exThomasEvison) ssLon.No.3–9,20<br>1Dk | 202<br>198<br>77 | ✠100A1<br>StmTrawler<br>12,21 | Abn<br>✠LMC9,20 | | CL<br>9,20 | 1918<br>4mo<br>Lloyd's A&CP | J Fullerton<br>&Co.<br>Paisley | ~~A.Lewis~~Harrow<br>RobertsonStm<br>FishingCo.Ld(J.A.<br>Harrow.Mgr) | 115·4\|22·2\|12·1<br>BK7½" | Aberdeen<br>British<br>3BHCem<br>DBf29t | T.3Cy.12",20"&34"–23" (s)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>W.H.Allen,Son&Co.Ld.<br>Bedford | 13 ″ 0 | |
| 37975<br>[illegible] | **Jan Volders** SteelScK<br>(exThomasDaniels) ssPts.No.3–11,20<br>Elec.light 1Dk | 279<br>247<br>124 | 100A1<br>StmTrawler<br>2,22 ~~11,20~~<br>LMC6,20 | Pts | | CL<br>5,20 | 1918<br>Lloyd's A&CP | Bow,McLachlan&Co.<br>Ld. Paisley | Soc.Anon.ArmementOstendais | 125·7\|23·4\|12·8<br>Q72'F21'<br>BK7½" | Ostend<br>Belgian<br>2BHCem | T.3Cy.12½",21"&35"–26" (s)<br>180lb 87NHP<br>1SB,3pf.GS55,HS1619<br>Fraser&Chalmers,<br>E.Works,Erith | 13 ″ 6 | |
| 37976<br>[illegible] | **Johannes C. Russ** SteelSc<br>Elec.light 1Dk | 990<br>786<br>576 | | | | | 1921 | Stettiner<br>Oderwerke<br>Stettin | E.Russ | 210·8\|33·8\|13·4<br>P23'Q59'B55'F25' | Hamburg<br>German<br>WB | T.3Cy.15¾",25⅓"&41$\frac{3}{10}$"–29½"<br>92NHP<br>StettinerOderwerke | | G |
| 37977 | **Jacob Luckenbach** SteelSc<br>(exArgentina,ex ssHam.No.2–20<br>ThorvaldHalvorsen,ex 2Dks(Stl)&deep<br>Honolulan) framing&Shelter dk(Stl)<br>Elec.light Ref.Mchy. Wireless | 6847<br>4916<br>4228 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~1,22~~ ~~8,21~~ 3,22<br>BS8,21<br>Fitted for oil fuel 10,10 F.P. above 150° F. | Bgn<br>~~Gal~~SFo<br>✠LMC12,18 | af | CL<br>~~3,20~~<br>1,22 | 1910<br>10mo | Maryland SteelCo.<br>Sparro'PtMd<br>A&CP | LuckenbachS.S.<br>Co.Inc.<br>CellDBa123'uE&B60'f162'1259tD | 416·4\|53·7\|28·1<br>FK<br>Ta46'291tD | NewYork<br>Utd.States<br>7BHptCem | Q.4Cy.25½",36",52"&76"–54"<br>215lb 215lb (s) 618NHP<br>3SB,12cf,GS200,HS8721 FD<br>MarylandStl.Co.Sparr'.Pt.<br>Tf27'778tFPT158tAPT27t | 39 ″ 0<br>s10 ″ 0<br>29 ″ 5 | |
| 37978 | **Janus** SteelSc<br>(exAssuan)<br>Elec.light 2Dks&Web frames | 4793<br>3977<br>3081 | | | | | 1900 | C.Connell<br>&Co.<br>Glasgow | Cie.deVapeurs<br>Français(Jean<br>Stern) | 372·8\|47·8\|27·6<br>P&B230'F45' | Rouen<br>French<br>WB | T.3Cy.25",41½"&70"–48"<br>339NHP<br>Dunsmuir&Jackson,Gls. | | V |
| 37979 | **Jessie Mærsk** SteelSc<br>(exMarsdiep) 1Dk(Stl)<br>Elec.light Wireless | 2015<br>1777<br>1178 | ✠100A1<br>8,20 | Rot<br>✠LMC11,20 | t | CL | 1920<br>11mo<br>Lloyd's A&CP | A.Vuijk&<br>Zonen<br>Capelle a/d Ysel | Dmpsk.Selsk.af<br>1912(A.P.Möller,<br>Mgr.) | 280·1\|40·3\|19·3<br>P22'B94'F24'<br>FK<br>CellDB240'458tFPT | Svendborg<br>Danish<br>4BHCem<br>40tAPT47t | T.3Cy.20",31½"&53"–36" (s)<br>180lb 224NHP<br>2SB,6cf,GS138,HS4020<br>Verschure&CoAmsterdam | 21 ″ 4<br>s 3 ″ 3<br>18 ″ 4 | |
| 37980 | **Jose** SteelSc<br>(exInchmead, ssCff.No.3–2,13<br>exInchmoor) Wireless ssBkn.No.1–17<br>1Dk(Irn)2trB&Web frames3Dk rule | 3445<br>3214<br>2214 | ✠~~100A1~~<br>withfreeboard<br>5,22 ~~8,20~~<br>~~MS5,17~~<br>~~BS[illegible]~~ | Np<br>✠LMC<br>~~MBS12,19~~ | v | CL<br>2,22 | 1900<br>4mo | Ropner&<br>Son<br>Stockton<br>A&CP | L.Liano<br>CellD | 330·5\|46·6\|24·4<br>P28'B85'F37'<br>FK<br>Ba104'uE24'f136' | Peruvian<br>5BHCem<br>657tAPT96t | T.3Cy.24",40"&65"–42" (s)<br>160lb 100lb NDB15 281NHP<br>2SB,6cf,GS121,HS4325<br>Blair&Co.Ld.Stockton | 27 ″ 0<br>s4 ″ 11½<br>22 ″ 5 | |
| 37981 | **Jean-Max** SteelScK<br>(exEwerby, ssGms.No.3–10,21<br>exArgonaut) 1Dk | 224<br>206<br>87 | ✠100A1<br>StmTrawler<br>10,21 | Gms<br>✠LMC10,21 | | 10,21 | 1907<br>1mo<br>Lloyd's A&CP | Cochrane&<br>Sons<br>Selby | Denos,Lebreton,<br>Tourasse&Co. | 117·2\|22·0\|11·6<br>Q66'F18'<br>BK7½" | Dieppe<br>French<br>4BHCem | T.3Cy.12",21"&34"–24" (s)<br>180lb 67NHP<br>1SB,2pf,GS33,HS1096<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 6 | |
| 37982 | **Johanna Blumberg** SteelSc<br>Elec.light 1Dk&Shelter dk | | | | | | 1922 | Stettiner<br>Oderwerke<br>Stettin | Leonhardt&Blumberg | 329·0\|46·0\|18·9 | Hamburg<br>German<br>WB | T.3Cy.22½",35¾"&57⅛"–39⅜"<br>210NHP<br>StettinerOderwerke | | |
| 37983<br>139614<br>JQSK | **Jalapalaka** SteelSc<br>(exFrankby, ssCal.No.1–21<br>exWilliamWallace) 1Dk(Stl)<br>Elec.light Wireless | 4215<br>3973<br>2630 | ✠100A1<br>2,22 | Cal<br>✠LMC7,21 | z | CL<br>2,22 | 1917<br>8mo<br>Lloyd's A&CP | SirRaylton<br>Dixon&CoLd<br>Middlesbro' | ScindiaStm.Nav.<br>Co.Ld. (R.D.<br>Morarji,Mgr.)<br>CellD | 364·9\|51·1\|26·1<br>P25'B94'F40'<br>FK<br>B319'980tFPT110t | Bombay<br>British<br>6BHCem<br>APT90t | T.3Cy.25",41"&68"–45" (s)<br>180lb 368NHP<br>3SB,9cf,GS167,HS6100<br>Richardsons,Westgarth&<br>Co.Ld.Mdb. | 28 ″ 4<br>s 5 ″ 3½<br>23 ″ 5 | |
| 37984<br>124028<br>HJTW | **Jalaputra** SteelSc<br>(exFrankdale) ssHpl.No.3–5,19<br>Elec.light 2Dks(Stl)&deepframing<br>Wireless Lower dk beams in No.1 hold | 4856<br>4616<br>3113 | ✠100A1<br>3,22 | Bom<br>✠LMC3,22 | z | CL<br>3,22 | 1906<br>12mo<br>Lloyd's A&CP | C.Connell<br>&Co.Ld.<br>Glasgow | ScindiaStm.Nav.<br>Co.Ld. (R.D.<br>Morarji,Mgr.)<br>Cell | 400·0\|52·2\|28·8<br>P34'B136'F47'<br>FK<br>DBa123'uE&B48'f176'1054tD | Bombay<br>British<br>6BHCem<br>Ta31'863tFPT90tAPT40t | T.3Cy.25",42"&70"–48" (s)<br>200lb 100lb 510NHP<br>3SB,9cf,GS123,HS7548 FD<br>Dunsmuir&JacksonLd.Gls | 31 ″ 4<br>s 6 ″ 1½<br>25 ″ 7 | |
| 37985<br>124151<br>HJSK | **Jalaveera** SteelSc<br>(exFrankinver, ssHul.No.3–11,19<br>exInveran) 1Dk(Stl)&Spar dk(Stl)&<br>Wireless deep framing | 4380<br>4131<br>2853 | ✠100A1<br>Spar dk<br>4,22<br>BS11,21<br>Carrying oil fuel F.P. above 150°F. inDB&DT | Rot<br>✠LMC<br>MS11,19 | c | CL<br>11,20 | 1906<br>12mo<br>Lloyd's A&CP | Russell&<br>Co.<br>PortGlasgow | ScindiaStm.Nav.<br>Co.Ld. (R.D.<br>Morarji,Mgr.) | 385·0\|49·8\|18·4<br>P36'B108'F44' 26·4<br>FK<br>CellDBa126'uE24'f170' | Bombay<br>British<br>5BHtoSpdk<br>1BHtoMaindkCem | T.3Cy.26",42"&70"–48" (s)<br>180lb 100lb 410NHP<br>2SB,6cf,GS118,HS5523 FD<br>Rankin&Blackmore,Grk.<br>1011tDTa32'765tAPT45t | 29 ″ 0<br>s 5 ″ 6½<br>23 ″ 10 | |
| 37986<br>145347 | **Jalatarang** SteelSc<br>(exElizabethStoner)<br>Elec.light 1Dk(Stl) | 2498<br>2229<br>1464 | ✠100A1<br>9,21<br>Fitted for oil fuel 8,21 F.P. above 150° F. | Sou<br>✠LMC8,21 | t | CL | 1921<br>8mo<br>Lloyd's A&CP | JIThornycroft&Co.Ld.<br>Southampton | ScindiaStm.NavCo<br>Ld.(R.D.Morarji,<br>Mgr.)<br>CellD | 300·5\|43·7\|22·2<br>P28'B83'F33'<br>FK<br>B251'602tFPT101tAPT108t | S'thampton<br>British<br>5BHCem | T.3Cy.21",34"&57"–36" (s)<br>180lb 240NHP<br>2SB,6cf, HS4102<br>JIThornycroft&CoLd.Sou | 24 ″ 5<br>s 4 ″ 5½<br>20 ″ 4 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
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| 37987 | Jacques Schiaffino<br>(exRoiLéopold)<br>Elec.light | SteelSc<br>ssNts.No.3–10,21<br>1Dk(Stl)&deep framing<br>&Shelter dk(Stl) | 2713<br>—<br>1693 | ✠100A1<br>Shelter dk<br>withfreeboard<br>10,21<br>LMC10,21 | Nts | t | OL<br>10,21 | 1909<br>1mo | W.Dobson<br>&Co.<br>Newcastle<br>A&CP | Soc.Algérienne de<br>Nav.pour l'Afrique<br>duNord(L.<br>Schiaffino,Mgr.)<br>CellDB | 300·4<br>a90'uE22'f130'429t | 42·0 | 18·9<br>FK | Algiers<br>French<br>5BHCem<br>APT43t | T.3Cy.22",37"&61"–42" (s)<br>180lb 278NHP<br>3SB,6cf,GS129,HS4530<br>N.E.MarineEngCoLdNwc. | 21 " 3<br>s1 " 5<br>20 " 1 | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 3<br>Matériaux, Gréement, etc. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. |
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| 38026<br>617<br>KDCH | **Kiruna**<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted above lower stringer Cruiser Stern* | SteelSc | 5474<br>5119<br>2806 | ✠100A1<br>*Shelter dk withfreeboard*<br>4,21 | Got<br>✠LMC3,21 | *y* | | 1921<br>4mo<br>*CellDB* | Akt. Götaverken Gothenburg<br>*a73' u E&B40' sides of tunnel* | Trafikaktieb. Grängesberg-Oxelösund<br>*f102' 808t DTa15' 58'520tDTf66'645t* | 394·4<br>*462t at FPT55tAPT202t* | 53·2 | 30·8 | Stockholm<br>Swedish<br>FK *ptCem ptAsp*<br>*Collision BHto S dk 5 „ „ U „* | T.3Cy.28",42½"&$72\frac{1}{16}$"-48"<br>185lb (*s*) 430NHP<br>3SB.9*cf*,GS137,HS5661 FD<br>LindholmensV.A.Motala | 34 ″ 1<br>s 9 ″ 2<br>25 ″ 3 |
| 38027<br>24039<br>RGPM | **Kohnan Maru**<br>*Elec.light* 2*Dks*(*Stl*) | SteelSc<br>5227 | 5177<br>4844<br>~~3194~~<br>3201 | ✠100A1<br>5,21~~11,19~~ | Yka<br>Kob<br>✠LMC~~11,19~~<br>6,21 | *z* | 6,21 | 1918<br>11mo | Mitsubishi ZosenKaisha Ld.Nagasaki<br>A&CP | KobeSambashi KabushikiKaisha<br>*CellDB* | 400·0<br>P39'B121'F40'<br>350'1075*t FPT*130*t* | 54·5 | 30·3 | Kobe<br>Japanese<br>FK 6*BHCem*<br>*APT*37*t* | T.3Cy.26½",44½"&75"-48"<br>200lb (*s*) 494NHP<br>3SB.9*cf*,GS162,HS6591 FD<br>MitsubishiZosenKaishaLd. | 30 ″ 0<br>s 5 ″ 8½<br>21 ″ 8 |
| 38028 | **Kleobis**<br>*Elec.light* 1*Dk* | SteelSc | 1500<br>1356<br>890 | | | | | 1921 | Akers Mek.Værks. Christiania | J.Lund&Co. | 255·0<br>P22'B64'F25' | 39·6 | 17·6 | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.19",31"&53"-36"<br>169NHP<br>Akers.Mek.Værks.Xia. | |
| 38029<br>LBWD | **Kristine Tysland**<br>1*Dk* | SteelSc | 990<br>569 | | | | | 1921 | Holens VerkstedA/S Larvik | J.Tysland | 214·0<br>P22'B61'F25' | 34·0 | 16·0 | Norwegian<br>*WB* | T.3Cy.15½",25"&42"-30"<br>97NHP<br>MossVærftA/S,Moss | |
| 38030<br>145028<br>KGBF | **Kendal Castle**<br>(*ex*Ultor)<br>*Elec.light* Wireless 2*Dks*(*Stl*) | SteelSc | 6055<br>5539<br>3790 | 100A1<br>1,22 ~~6,21~~ | Npt<br>NYk<br>LMC6,21 | *a*† | 5,21 | 1920 | Nordd. Werft.m.b.H. Geestemünde | LancashireShppg. Co.Ld.(J.Chambers&Co.*Mgrs.*)<br>*CellDB* | 418·5<br>P58'B139'F46'<br>373'1386*t FPT*100*t* | 55·6 | 29·2 | Liverpool<br>British<br>FK 7*BHAsp*<br>*APT*10*t* | T3Cy28¾"$46\frac{1}{16}$"&75⅝"-54"(*s*)<br>206lb E&B*made*15 580NHP<br>3SB,9*cf*,GS180,HS8070 FD<br>G.SeebeckA.G.Gst. | 31 ″ 9 |
| 38031<br>143147<br>JWQD | **King David**<br>(*ex*Gundomar) ssHul.No.3-7,21<br>*Welldeck* 2*Dks*(*Stl-Uws*)&*Web frames*<br>*Elec.light* Sub.S *g.Longitudinal framing*<br>Wireless | SteelSc<br>3721 | ~~3786~~<br>~~3418~~<br>~~2295~~<br>3335<br>2257 | ✠100A1<br>7,21~~3,17~~ | Ham<br>Hul<br>✠LMC7,21 | *x* | CL<br>7,21 | 1912<br>9mo<br>*Lloyd's*A&CP | Akt.Ges. "Weser" Bremen | KingLineLd. (Philipps,Philipps &Co.Ld.*Mgrs.*)<br>*CellDBa*116'*u* | ~~354·8~~<br>P226'F43'<br>355·1<br>*E*26'*f*164'830*tFPT* | ~~50·3~~<br>50·4 | ~~23·3~~<br>23·2 | London<br>British<br>FK 6*BHCem*<br>48*tAPT*14*t* | T.3Cy.$25\frac{9}{16}$",$41\frac{5}{16}$"&$67\frac{11}{16}$"-47¼"192lb (*s*) 432NHP<br>3SB,9*cf*,GS129,HS6135 FD<br>A.G."Weser,"Bremen | 26 ″ 0<br>s 3 ″ 7<br>22 ″ 9 |
| 38032<br>146136<br>KJRT | **Kiungchow**<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | SteelSc | 2653<br>2225<br>1545 | | | | | 1921 | Scotts'S.B. &E.Co.Ld. Greenock | ChinaNav.Co.Ld. | 310·3<br>F43' | 44·2 | 20·9 | London<br>British<br>*WB* | 2 Steam Turbines geared to 1 Sc.Shaft<br>Scotts'S.B.&E.Co.Ld.Grk. | |
| 38033 | **Koshu Maru**<br>*Elec.light* 2*Dks* | SteelSc | 1950<br>1000 | | | | | 1921 | OsakaIron Works,Ld. Osaka | HaradaKisen KabushikiKaisha | 256·0<br>P18'B61'F37' | 39·0 | 22·5 | Osaka<br>Japanese<br>*WB* | T.3Cy.18",30½"&51½"-36"<br>159NHP<br>OsakaIronWrks,Ld.Osaka | |
| 38034<br>28114<br>SGMJ | **Koki Maru**<br>*Elec.light* 2*Dks*(*Stl*) | SteelSc | 5694<br>4927<br>3496 | ✠100A1<br>5,21 | Yka<br>✠LMC5,21 | *y* | CL | 1921<br>5mo | Ishikawa-jimaS.B.Co. Tokio<br>A&CP | HashimotoKisen Kaisha<br>*CellDB*327'1076*t* | 388·0<br>P31'B117'F34'<br>*FPT*109*t APT*225*t* | 53·2 | 32·0 | Atami-machi<br>FK Japanese<br>6*BHCem* | T.3Cy.26",43½"&72"-48"(*s*)<br>200lb 513NHP<br>3SB,9*cf*,GS175,HS7376 FD<br>IshikawajimaSB.Co.Tokio | 32 ″ 0 |
| 38035 | **Konigsau**<br>*Elec.light* 1*Dk* | SteelSc | 900 | | | | | 1921 | H.C.StulckenSohn Hamburg | BugsierReed.& BergungsA.G. | 220·0<br>Q69'B49'F26' | 32·2 | 12·2 | Hamburg<br>German<br>*WB* | T.3Cy.17¾",29⅛"&$46\frac{1}{16}$"-31½"<br>119NHP<br>H.C.StulckenSohn,Ham. | |
| 38036 | **Knoxville City**<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks*3*trB* | SteelSc | 5686<br>5081<br>3450 | | | | | 1921 | Chickasaw S.B.&CarCo. Chickasaw, Ala. | UnitedStatesSteel ProductsCo. | 441·7<br>P58'B&F350' | 56·0 | 30·0 | NewYork<br>Utd.States<br>*WB*<br>*Turbines*<br>*Red.gears* | 2 Steam Turbines<br>W.A.Fletcher,HobokenNJ<br>FalkCo.Milwaukee,Wis. | |
| 38037 | **Kari Skogland**<br>(*ex*Solingen)<br>*Elec.light* Wireless 3*Dks* | SteelSc | *4195*<br>*3934*<br>*2642* | | | | | 1905 | Akt.Ges. "Neptun" Rostock | A/S Sjofart (T.H.Skogland& Sons,*Mgrs.*) | 376·8<br>P306'F41' | 48·7 | 27·2 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.$27\frac{9}{16}$",$46\frac{1}{16}$"&76"-48"<br>400NHP<br>A.G."Neptun"Rostock | |
| 38038<br>142726<br>JVSN | **King Bleddyn**<br>(*ex*Glenspey,*ex*WarMusic)<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Wireless *CruiserStern*<br>*Cargo battens not fitted in 'tween decks*<br>*Straight frames & bevelled bilge* | SteelSc | 6498<br>6230<br>4040 | ✠100A1<br>*Shelter dk withfreeboard*<br>8,21 ~~5,20~~<br>*Carrying oil fuel F.P. above 150° F. in DB* | Lon<br>Cff<br>✠LMC12,18 | *a*† | CL<br>~~5,20~~<br>9,21 | 1918<br>12mo<br>*Lloyd's*A&CP | Harland& Wolff,Ld. Belfast | KingLine,Ld. (Philipps,Philipps &Co.Ld.*Mgrs.*)<br>*CellDB*343'1571*t* | 412·4<br>*DTa*23' 858*t FPT* | 55·8 | 34·4 | London<br>British<br>FK *ptCem*<br>6*BHtoSh dk*<br>2 „ „ *U* „<br>91*tAPT*126*t* | T.3Cy.27",44"&73"-48" (*s*)<br>180lb 517NHP<br>3SB 9*cf*,GS190,HS7668 FD<br>Harland&Wolff,Ld.Bel. | 38 ″ 0<br>s10 ″ 0½<br>28 ″ 3 |
| 38039<br>146160<br>KLBD | **Kingyuan**<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | SteelSc | 2653<br>2225<br>1546 | | | | | 1921 | Scott'sS.B. &E.Co.Ld. Greenock | ChinaNav.Co.Ld. | 310·3<br>P23'B86'F43' | 44·2 | 20·9 | London<br>British<br>*WB* | 2Steam Turbines geared to 1 Sc.Shaft<br>Scott'sS.B.&E.Co.Ld.Grk. | |
| 38040<br>99732 | **Ketch**<br>GIB HTWex.06<br>8&12yrsMat. 1*Dk*<br>(*See Sailing Ship Register*) | WoodAuxScK<br>*Motor* | 70<br>70<br>57 | ✠<br>8,06 | Wex | 9<br>C6 | | 1894<br>10mo | W.Fife& Son Fairlie | H.Savage, W.Little& W.McMullan | 69·0 | 19·7 | 8·5 | Ayr<br>British | Motor<br>2Cy.7½"-10" NE21 7NHP<br>BergiusLaunch&E.Co.Ld Gls. | 9 ″ 2 |
| 38041<br>973<br>HDFT | **Krimulda**<br>(*ex*General Dragomirow, *ex*Somerford) ssLib 2ndNo.3-9,21<br>1*Dk*(*Irn*)&*deepframing* | SteelSc | 1970<br>1694<br>1150 | ✠100A1<br>9,21 | Lib<br>✠LMC9,21 | *r* | 9,21 | 1899<br>8mo | BlythS.B. Co.Ld. Blyth<br>A&CP | Gebr.Seeberg<br>*CellDBa&uE*104'*uB&f*124' | 274·2<br>B70'F31' | 40·7 | 18·2 | Riga<br>FK Latvian<br>4*BHCem*<br>590*tAPT*45*t* | T.3Cy.20½",33"&54"-36" (*s*)<br>170lb *80lb* 190NHP<br>2SB,4*pf*,GS87,HS3073<br>MacColl&Pollock,Sld. | 20 ″ 6 |
| 38042<br>146275<br>KLJR | **Kylebeg**<br>*Mchy.Aft* *Elec.light* 1*Dk*(*Stl*)<br>*Welldeck* | SteelSc<br>681 | ~~680~~<br>455<br>~~280~~<br>295 | ✠100A1<br>12,21<br>~~(*ClassContemplated*)~~ | Gls<br>✠LMC12,21 | *j* | CL | 1921<br>12mo<br>*Lloyd's*A&CP | Dublin Shipbuilders, Ld.Dublin | ~~AbramS.S.Co.Ld.~~<br>~~(H.Abram&Sons, *Mgrs.*)~~ S.Holm<br>*CellDBf*106'163*tFPT*34*tAPT*28*t* | 180·0<br>Q105'~~B11~~F24'<br>B12' | 29·0 | 10·8 | Glasgow<br>British<br>FK 3*BHCem* | T.3Cy.14",24"&40"-27"(*s*)<br>180lb 99RHP<br>1SB,3*cf*,GS50,HS1854<br>W.Beardmore&Co.Ld.Gls. Coatbridge | 13 ″ 4<br>s 4 ″ 3½<br>13 ″ 0 |
| 38043 | **Kedoe**<br>2*Dks*(*Stl*)& *OilEng.*<br>*Elec.light* Wireless *Shelter dk*(*Stl*) | SteelTwinSc | 3714<br>3351<br>2254 | ✠100A1<br>*Shltr dk with freeboard*<br>4,21~~11,21~~ | Cpn<br>Rot<br>✠LMC11,21 | *x* | | 1921<br>11mo<br>*Lloyd's*A&CP | Burmeistr &Wain Copenhagen | Rotterdamsche Lloyd (W.Ruys& Zonen,*Mgrs.*)<br>*CellDB*322 1130*t Tanks at sides of tnls* | 367·0<br>*CollisionBH to Sh dk*<br>40'180*tFPT* | ~~51·4~~<br>51·5 | ~~22·2~~<br>22·6 | Rottrdam<br>Dutch<br>FK *ptCem*<br>5*BHto U dk*<br>175*tAPT*60*t* | Oil Engines 4S C.SA<br>12Cy.23¼"-~~[illegible]~~ 482NHP<br>DB*100lb* -$35\frac{7}{16}$"<br>Burmeister&Wain,Cpn. | 25 ″ 6<br>s2 ″ 8<br>23 ″ 2 |
| 38044<br>841 | **Kola**<br>*Mchy.Aft* 1*Dk* | SteelSc<br>(*Barge*) | 211<br>167<br>85 | | | | | 1896 | W.Dobson &Co. Newcastle | ArchangelMourmanStm.Nav.Co. | 115·0<br>Q39'F24' | 21·1 | 8·9 | Archangel<br>Russian<br>*WB* | C.2Cy.17"&32"-20"<br>38NHP<br>WllsndSlpwy.Co Ld.Nwc. | |
| 38045<br>145192 | **Kosmo**<br>(*ex*Nordmark) ~~ssMsl.No.1-20~~<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>ssMsl.No.2-20 | SteelSc | ~~5106~~<br>~~4783~~<br>~~3178~~<br>5170<br>3783<br>3194 | ✠100A1<br>*Shelter dk withfreeboard*<br>10,21~~3,20~~ 4,22<br>BS10,21 | Msl<br>~~Lth~~NYk<br>✠LMC3,20 | *z* | CL<br>~~3,20~~<br>10,21 | 1913<br>4mo<br>*Lloyd's*A&CP | W.Doxford&Sns,Ld. Sunderland | Ellerman&BucknallSS.Co.Ld.<br>1*BH in forehold dispensed with*<br>*Cell DBa*132' *uE&B*43'*f* 189' | 420·0 | 54·1 | 26·3 | London<br>British<br>FK *Cem*<br>6*BH only* | T.3Cy.27",44½"&75"-54"(*s*)<br>180lb 577NHP<br>3SB,9*cf*,GS198,HS8530 FD<br>W.Doxford&Sons,Ld.Sld.<br>1179*tFPT*109*tAPT*123*t* | 29 ″ 0<br>s 3 ″ 10½<br>25 ″ 6 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38046 | Now named "Blairholm," See No. 36593 in Supplement<br>**Korsholm** SteelSc<br>(exSanGiacomo, ssAnt.No 3-10.20<br>exAlexanderKamburoff) 1Dk(Stl)<br>Elec.light &deepframing | 2631<br>2486<br>1682 | ✠100A1<br>5,22 ~~10,20~~<br>BS10,21 | Ant<br>Shl<br>✠LMC10,20 | *l* | CL<br>~~10,20~~<br>5,22 | 1906<br>3mo<br>Lloyd's A&CP | BlythS.B.<br>Co.Ld.<br>Blyth | G.Nisbet&Co.<br>~~RederiaktiesLimfjorden (Rechnitzer,Thomsen&Co.,Mgs.)~~<br>CellDBa100' | 313·0<br>P29' B90' F34'<br>uE&B40' f128' 702t | 45·5 | 20·5 | British<br>FK 5BHCem<br>APT107t | T.3Cy.23",38"&61"-42" (s)<br>180lb 90lb 262NHP<br>2SB.6cf,GS112,HS4040<br>N.E.MarineEng.CoLdNwc | 23 " 0 | |
| 38047<br>142711<br>JVND | **Koolonga** SteelSc<br>(exSouthmead,<br>exSutherland) 1Dk(Stl)<br>Elec.light Wireless<br>Cargo battens not fitted | 5277<br>4823<br>3191 | ✠100A1<br>11,21 ~~11,20~~<br>Carrying oil fuel F.P. above 150° | Ant<br>Nwc<br>✠LMC11,18 | *y* | CL<br>~~10,20~~<br>11,21 | 1918<br>11mo<br>Lloyd's A&CP | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>F. inDB | McIlwraith,<br>McEacharn'sLine<br>Proprietary,Ld.<br>CellDB | 400·3<br>P49'B113'F39'<br>340' 1128t FPT 133t | 52·4 | 28·5 | Melbourne<br>~~London~~<br>British<br>FK 7BHptCem<br>APT204t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS189,HS7668 FD<br>Harland&Wolff,Ld.Gls. | 31 " 0<br>s 6 " 2<br>25 " 3 | |
| 38048<br>146271<br>KLHM | **Kyanite** SteelSc<br>1Dk(ptStl)<br>Elec.light Well deck<br>Mchy.Aft | ~~669~~ 643<br>445<br>~~260~~ 266 | ✠100A1<br>1,22<br>~~(ClassContemplated)~~ | Gls<br>✠LMC1,22 | *i* | CL | ~~1921~~<br>1922<br>1mo<br>Lloyd's A&CP | Yarrow&<br>Co.Ld.<br>Glasgow | W.Robertson<br>CellDBf108'153t | 175·3<br>Q96'B11'F31'<br>FPT39tAPT3t | 28·1 | 11·2 | Glasgow<br>British<br>BK7¼' 3BHCem | T.3Cy.15",25½"&41"-30"(s)<br>180lb 120NHP<br>2SB,4cf,GS67,HS2140<br>Yarrow&Co.Ld.Glasgow | 13 " 6<br>s4 " 8<br>13 " 7 | |
| 38049<br>Missing since 12,21<br>NDPK | **Klampenborg** SteelSc<br>(exAnna) ssGot.No.1-20<br>Mchy.Aft 1Dk(Stl) | 313<br>[illegible]<br>158 | ✠~~100A1~~<br>10,21 | Got<br>✠~~LMC[illegible]~~ | *d* | 10,21 | 1916<br>3mo | Aktieb.<br>LödöseVarf.<br>Lödöse<br>A&CP | A/S D/S Dannebrog<br>~~D.S Dannebrog~~<br>(C.K.Hansen,<br>Mgr.)<br>CellDBf21'35t | 121·1<br>P31'F16'<br>FPT27t | 22·5 | 9·5 | Copnhagn<br>Danish<br>FK 3BHCem<br>APT11t | C.2Cy.12"&27"-18" (s)<br>125lb 30NHP<br>1SB,2cf,GS23,HS522<br>Aktieb.LödöseVarfLödöse | 12 " 0<br>1 " 3<br>10 " 11 | |
| 38050<br>145557<br>KLDM | **Kara** SteelSc<br>1Dk(Stl)2nd dk(Stl)in<br>E&B&forward holds<br>Elec.light<br>Wireless | 1846<br>1642<br>1114 | ✠100A1<br>11,21<br>~~(ClassContemplated)~~ | Lth<br>✠LMC11,21 | *r* | CL | 1921<br>11mo<br>Lloyd's A&CP | Ramage&<br>Ferguson,Ld.<br>Leith | Wm.Thomson&Co.<br>CellDB215'393t | 260·2<br>P24'B91' ~~F34'~~ F35'<br>FPT50tAPT50t | 40·2 | 20·3 | Leith<br>British<br>FK 4BHptCem | T.3Cy.19",30"&52"-36" (s)<br>190lb 187NHP<br>2SB,6cf,GS104,HS2966<br>Ramage&Fergusn,Ld.Lth. | 22 " 6<br>s 2 " 9½<br>20 " 0 | |
| 38051 | **Köln** SteelSc4Mst<br>Elec.light 2Dks&Shelter dk | 9900<br>7300<br>5800 | | | | | 1921 | Bremer<br>Vulkan<br>Vegesack | Norddeutscher<br>Lloyd | 472·5 | 60·5 | 40·5 | Bremen<br>German<br>WB | T.3Cy.32¼"52⅖"&86⅗"-55$\frac{1}{15}$"<br>556NHP<br>BremerVulkan,Vegesack | | |
| 38052<br>OKSX | **Kergroise** SteelSc<br>(exBunnemann) (Trawler)<br>Elec.light 1Dk | 288<br>—<br>83 | | | | | 1918 | Schiffsw.&<br>Mch"Hansa"<br>Tönning | Cie.Gén.de Pêche<br>Mar.&d'Approv.<br>enPoisson | 125·3<br>F21' | 23·2 | 10·6 | Lorient<br>French<br>WB | T.3Cy.13",20¼"&33"-22⅘"<br>Görlitzer 52NHP<br>Maschb.Anstalt,Görlitz | | V |
| 38053<br>OKSZ | **Kermaria** SteelSc<br>(exSpiekeroog) (Trawler)<br>Elec.light 1Dk | 243<br>—<br>72 | | | | | 1917 | Nordd.<br>Werft.m.b.H.<br>Bremerhaven | Cie.Gén.de Pêche<br>Mar.&d'Approv.<br>enPoisson | 127·1<br>Q70'F19' | 23·0 | 9·5 | Lorient<br>French<br>WB | T.3Cy.12⅗",20½"&32¼"-22⅘"<br>OttensenerMaschf. 50NHP<br>G.m.b.H.Altona | | V |
| 38054<br>221589<br>MDFO | **Key West** WoodSc<br>(exU.S.HopperDredger) | 528<br>—<br>272 | | | | | 1904 | ...............<br>Belfast,Me. | RaymondA.Perry | 137·1 | 31·8 | 14·6 | NewYork<br>Utd.States | | | |
| 38055<br>146174 | **Kingswood** SteelTwinSc<br>(exShirley,exZarate)<br>Elec.light Ref.Mchy. Mchy.Aft 2Dks | 1317<br>789<br>744 | ✠Lloyd'sRMC ~~10,21~~ 3,22 | | | | 1921 | Cammell<br>Laird&Co.Ld<br>Birkenhead | UnionColdStorage<br>Co.Ld. (BlueStar<br>Line(1920)Ld.<br>Mgrs.) | 220·5 | 44·1 | 9·3 | London<br>British<br>WB | T.2Cy.13½",21"&34"-19"<br>50NHP<br>CammellLaird&Co.Ld.Bkn | | |
| 38056<br>NCHB | **Katholm** SteelSc<br>(exAvanti) 1Dk(Stl)&Shelter dk(Stl)<br>Elec.light | 1510<br>1336<br>877 | ✠100A1<br>Shelter dk<br>withfreeboard<br>4,22 ~~8,21~~ | Cpn<br>Aimo<br>✠LMC4,21 | *q* | 4,22 | 1921<br>2mo<br>Lloyd's A&CP | Frdkshvns.<br>Værft&<br>Flydedok<br>Frederikshvn | DetForenede<br>DampskibsSelsk.<br>CellDB215'512t | 253·2<br>FPT62tAPT66t | 39·1 | 16·2 | Copnhagn<br>Danish<br>FK Cem<br>Collision BHtoSh dk<br>3 " " U " | T.3Cy.18",30"&50"-36" (s)<br>185lb 169NHP<br>2SB,4cf,GS63,HS2652<br>HelsingörsJernsk.&Mskb.<br>Elsinore | 18 " 8<br>s " 11½<br>18 " 1 | |
| 38057 | **Karl** SteelSc<br>(exClausHorn,exElizabethRickmers)<br>Elec.light Sub.Sig. Wireless 2Dks | 4167<br>3851<br>2628 | | | | | 1906 | Rickmers<br>Akt.Ges.<br>Bremerhaven | NV.Stoomv.Maats<br>~~Vredebest~~ Vredebest | 368·1<br>B91'F44' | 47·7 | 27·4 | Rottrdam<br>Dutch<br>WB | T.3Cy.25",39½"&63"-42¼"<br>261NHP<br>BremerVulkan,Vegesack | | |
| 38058 | **Kattrepel** SteelScK<br>(Trawler)<br>Elec.light 1Dk | 237<br>222<br>92 | | | | | 1921 | Reiherst'g<br>Schiffsw.<br>Hamburg | DeutscheSeefischereiA.G. | 125·4<br>B39'F19' | 24·2 | 9·6 | Cuxhaven<br>German | T.3Cy.13",23$\frac{3}{16}$"&33½"-22⅘"<br>54NHP<br>Reiherst.Maschinenf.Ham | | |
| 38059 | **Kongstrup** SteelSc<br>1Dk | 1300<br>1094<br>778 | | | | | 1921 | Kjöbnhvns<br>Flydk.&Skbs.<br>Copenhagen | A/SSejlskibsselskbt<br>Hippalos | 240·0<br>P17'B50'F27' | 36·0 | 15·7 | Copnhagn<br>Danish<br>WB | T.3Cy.16½",27"&44"-30"<br>106NHP<br>KjbnhavnsFlydk&Skbsv | | |
| 38060<br>146232 | **Kayeson** SteelSc<br>Elec.light Wireless 1Dk(Stl) | ~~3500~~ 3518<br>3199<br>~~2100~~ 2079 | 100A1<br>2,22<br>~~(ClassContemplated)~~ | Rot<br>LMC2,22 | *w* | CL | ~~1921~~<br>1922<br>2mo | J.&A.van<br>derSchuyt<br>Papendrecht | ~~Kaye,Son&Co.Ld.~~<br>KayeSteamNav.Co<br>Ld.(Kaye,Son&Co<br>Ld,Mgrs.)<br>CellDB310'894t | 361·1<br>~~P33'~~ B219'F36'<br>P34'<br>FPT78t | 50·3 | 21·7 | London<br>British<br>FK 6BHAsp<br>APT113t | T3Cy.25$\frac{9}{16}$",41¼"&~~66⅞"-45¼"~~ 66$\frac{15}{16}$"-45"<br>180lb (s) 416NHP<br>3SB,9cf,GS145,HS6168 FD<br>J.&A.van derSchuyt | 24 " 6<br>s3 " 1½<br>21 " 9 | |
| 38061<br>OKTD | **Keroman** SteelSc<br>(exMaerker) (Trawler)<br>Elec.light 1Dk | 261<br>—<br>84 | | | | | 1918 | Schiffsw.&<br>Mch"Hansa"<br>Tönning | Cie.Gén.de Pêche<br>Mar.&d'Approv.<br>enPoisson | 125·3<br>F21' | 23·2 | 10·6 | Lorient<br>French<br>WB | T.3Cy.13",20⅕"&33"-22⅘"<br>Görlitzer 52NHP<br>Maschb.Anstalt,Gorlitz | | V |
| 38062<br>OKTG | **Kervignac** SteelSc<br>(exKoldewey) (Trawler)<br>1Dk | 233<br>—<br>59 | | | | | 1917 | Jos.L.<br>Meyer<br>Papenburg | Cie.Gén.de Pêche<br>Mar.&d'Approv.<br>enPoisson | 128·0<br>Q70'F21' | 23·3 | 10·8 | Lorient<br>French | T.3Cy.12⅗",21⅕"&33⅖"-24⅖"<br>52NHP<br>Jos.L.Meyer,Papenburg | | V |
| 38063<br>OKTI | **Keryado** SteelSc<br>(exWirth) (Trawler)<br>Elec.light 1Dk | 252<br>—<br>90 | | | | | 1920 | Schiffsw(v.<br>J.&Sch.)A.G.<br>Hamburg | Cie.Gén.de Pêche<br>Mar.&d'Approv.<br>enPoisson | 121·8<br>H48'F17' | 23·0 | 10·3 | Lorient<br>French<br>WB | T.3Cy.13¼",20½"&32⅖"-22"<br>50NHP<br>Schwft.(vJ&Sch)A.G.Ham | | V |
| 38064<br>24159<br>RHFO | **Koun Maru** WoodAuxScSr | 102<br>—<br>68 | | | | | 1918 | ............... | AtakaTomimasu | 88·4 | 20·3 | 9·4 | Takaike<br>Japanese | | | |
| 38065<br>118642<br>HBGJ | **Kembla** SteelScK<br>(exBat,exTrader)<br>Welldeck Mchy.Aft 1Dk | 274<br>189<br>105 | | | | | 1904 | WoodSkinner&Co.Ld.<br>Newcastle | Government of<br>NewSouthWales<br>(StateMetal<br>Quarries) | 125·0<br>Q42'B9'F19'<br>FK | 22·6 | 9·0 | SydnyNSW<br>British<br>WB | C.2Cy.16"&32"-24"<br>52RHP<br>N.E.MarineEngCoLdNwc | 10 " 0 | |
| 38066<br>1323<br>HJPQ | **Kukawa Maru** WoodSc | 210<br>—<br>123 | | | | | 1892 | ............... | SetsunyoShosen<br>KabushikiKaisha | 119·7 | 18·0 | 12·6 | Symoto<br>Japanese | | | |
| 38067 | **Keifuku Maru** SteelTwinSc<br>Cruiser Stern<br>Elec.light 2Dks | 3650<br>2920 | | | | | 1921 | Mitsubishi<br>ZosenKaisha<br>Ld. Kobe | ImperialGovernmentRailways | 360·0<br>F52' | 46·0 | 28·0 | Tokio<br>Japanese<br>WB | 4 Steam Turbines<br>MitsubishiZosenKaishaLd | | |
| 38068<br>138994 | **Kathleen** SteelScK<br>(exBreaker)<br>1Dk(Stl) | 96<br>—<br>41 | ✠100A1<br>For fishing purposes<br>9,19 | Lwt<br>✠LMC9,19 | | CL | 1919<br>6mo<br>Lloyd's A&CP | J.W.Brooke<br>&Co.Ld.<br>Lowestoft | Head&Wright,Ld. | 86·2<br>BK7½' | 18·5 | 9·3 | Lowestoft<br>British<br>3BHCem | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 59RHP<br>1SB,2pf,GS30,HS814<br>W.Beardmore&Co.Ld.<br>Coatbridge | 10 " 0 | |

| 1<br>nero rdre.<br>nero del.<br>aux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15<br>Registres où coté, si ce n'est dans le L.R. Passe-Cert.B.of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3069 | **Kobun Maru** SteelSc<br>(*ex*Bielefeld) *ss*Ham.No.3-2,11<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)3*tr B*<br>*Well deck* | 4460<br>4216<br>2529 | Kob.10,21<br>(*See Footnote**) | | | | 1898<br>8mo | Flensburgr Schiffsb.Ges.<br>Flensburg | JapaneseGovernment | 390·2<br>P&B232′F46′ 28·3<br>FK<br>*CellDBa*94′ *uE&B* 62′*f*164′895*t* | 47·7 | 20·8 | Japanese<br>6*BHCem*<br>*APT*33*t* | T.3Cy28½″,47½″&78″-54″<br>554NHP<br>4SB,*12cf*,GS185,HS9800<br>FlensburgerSchiffsb.Ges. | 31 ″ 0 | |
| 3070<br>KSU | **Kerdonis II.** SteelSc<br>(*ex*T.R.59)<br>*Elec.light* 1*Dk* | 288<br>—<br>109 | | | | | 1919 | Anderson Co.<br>Lauzon,Qbc. | Soc.Nouvelle des "Chalutiers de l'Ouest" | 126·4<br>P71′F19′ | 23·5 | 12·3 | La Rochlle<br>French<br>*WB* | T.3Cy.12½″,21″&35″-24″<br>60NHP<br>DominionBridgeCo.Mtl. | | V |
| 3071 | **Köln** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 214 | | | | | 1921 | Deutsche WerkeA.G.<br>Rüstringen | GermanGovernment | 127·3<br>Q70′F19′ | 22·6 | 9·2 | German<br>*WB* | T.3Cy.12⅗″,20½″&32¼″-22⅘″<br>50NHP<br>DeutscheWerkeA.G. | | |
| 3072<br>7715 | **Kentish Belle** WoodSc<br>9&12yrs.Mat. 1*Dk*<br>(*ex*TideRip) | 100<br>99<br>42 | ✠ 11A1<br>*For fishing purposes*<br>5,19<br>✠LMC[illegible],19 | Lwt | | CL | 1918<br>11mo<br>*Lloyd* | J.Chambers,Ld.<br>Lowestoft<br>*sA&CP* | EastKentSteam FishingCo.Ld.<br>(H.Goodbourn, *Mgr.*) | 87·0 | 20·1 | 10·1 | Ramsgate<br>British | T.3Cy.9½″,15½″&26″-18″ (*s*)<br>180lb 42RHP<br>1SB,2*pf*,GS30,HS814<br>Pollit&Wigzell,Ld.<br>SowerbyBridge | 10 ″ 0 | |
| 8073<br>BKN | **Kong Alf** SteelSc<br>(*ex*Scotland)<br>*Mchy.Aft* 1*Dk* | 686<br>573<br>369 | | | | | 1920 | A/S Bokeröens Skibsbyg. Svelvik | DetSöndenfjelds NorskeDampsskp. | 181·2<br>P58*t*H5*t*F24*t* | 31·1 | 12·9 | Christiania<br>Norwegian<br>*WB* | T.3Cy.14″,23″&39″-27″<br>79NHP<br>ShieldsE.&DDCoLd.N.Sh. | | N |
| 8074<br>TGSJ | **Karin** SteelAuxScSr<br>(*ex*SailingVessel) *Motor*<br>(*See Sailing Ship Register*) | 162<br>144<br>131 | | | | | 1896 | ................<br>Martenshoek | UunderrkaupingenLaiva O/Y(J.A.Malén, *Mgr.*) | 104·6 | 23·0 | 9·2 | Nystad<br>Finnish | 2 Motors<br>2Cy. | | |
| 8075<br>7FOK | **Kemi 7** IronSc<br>(*ex*Ukko) (*Tug*) | 132<br>—<br>22 | | | | | 1899 | ................<br>Uleåborg | Trävaru-Aktiebolage Kemi | 68·9 | 13·8 | 6·8 | Uleåborg<br>Finnish | | | |
| 8076 | **Koudekerk** SteelSc<br>(*ex*KirkstallAbbey, *ex*Kandelfels) *ss*Npt.No.2-21<br>2*Dks*(*Stl-U* teak s)<br>*Elec.light* Wireless | 5792<br>5417<br>3650 | ✠100A1<br>2,22<br>✠LMC2,22 | Ham | *a* | CL<br>2,22 | 1912<br>7mo<br>*Lloyd's* | Akt.Ges. "Weser"<br>Bremen<br>*A&CP* 1*BH*<br>*CellDBa* | Vereenigde Nederlandsche Scheepv.Maats.<br>*in lower hold forw*<br>41′*uE&B*48′*f*207′ | 421·2<br>P60′B125′F58′<br>FK<br>*ard dispensed with*<br>1217*t* '*Tween dk tan* | 55·5 | 28·8 | TheHague<br>~~Rotterdam~~<br>Dutch<br>*Cem*<br>6*BH only*<br>*ks a* 42′ 432*t* | Q.4Cy.24″,34$\frac{1}{16}$″,51″&74(*s*)-53$\frac{15}{16}$″213lb *121lb* 518NHP<br>3SB,*9cf*,GS171,HS6781 FD<br>A.G."Weser,"Bremen<br>*f*40′514*t* *FPT*90*t* *APT*24*t* | 31 ″ 3<br>s6 ″ 3<br>25 ″ 6 | |
| 38077 | **Klipfontein** SteelSc<br>*Elec.light* 3*Dks* | 6000<br>4726 | | | | | 1922 | Rotterdam Droogd.Maat<br>Rotterdam | N.V.Hollandsche ZuidAfrikaansche Stoomb.Maats. | 400·0<br>F37′ | 58·0 | 37·0 | Amstrdam<br>Dutch<br>*WB* | 2 Steam Turbines<br>Met.VickersElecCoLdMch | | |
| 38078 | **Kianga** WoodTwinScK<br>*Elec.light* *Mchy.Aft* 1*Dk* | 350 | | | | | 1921 | A.Mc Millan&Co.<br>Narooma, N.S.W. | Sawmillers ShippingCo. | 135·0 | 31·0 | 8·5 | SydnyNSW<br>British | C.4Cy.11″&22″-16″<br>Mort'sDk&ECoLdBalmain | | |
| 38079 | **Kurama Maru** SteelSc<br>(*Trawler*)<br>1*Dk* | <br>230 | | | | | 1921 | Ishikawa-jimaSB&ECo<br>Ld.Tokio | IshikawajimaS.B.&E.Co.Ld. | 123·0 | 22·4 | 12·7 | Shimonoseki<br>Japanese | T.3Cy.12″,22″&36″-24″<br>63NHP<br>IshikawajimaS.B.&ECoLd | | |
| 38080 | **Kuhwärder** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 214<br>189<br>82 | | | | | 1921 | Deutsche-WerkeA.G.<br>Rüstringen | DeutscheSeefischereiA.G. | 127·4<br>Q70′F19′ | 22·6 | 9·2 | Cuxhaven<br>German<br>*WB* | T.3Cy.12⅗″,20½″&32¼″-22⅘″<br>Deutsche 50NHP<br>WerkeA.G.Rüstringen | | G |
| 38081 | **Kallisto** SteelSc3Mst<br>*OilEng.*<br>*Elec.light* 1*Dk* | 439<br>364<br>269 | | | | | 1921 | Frd.Krupp Akt.Ges.<br>Kiel | Auschütz&Co. | 155·2<br>Q41′ | 28·6 | 14·8 | Kiel<br>German<br>*WB* | Oil Engines<br>6Cy 10$\frac{1}{16}$″-14$\frac{3}{16}$″<br>Maschfbk.Augsburg-Nürnburg,Augsburg | | V |
| 38082<br>OKSW | **Kerentrech** SteelSc<br>(*ex*Tietze) (*Trawler*)<br>*Elec.light* 1*Dk* | 274<br>—<br>86 | | | | | 1919 | Schiffsw.u. Maschf.<br>"Hansa"A.G.<br>Tönning | Cie.Gén.dePêche Mar.&d'Approvis.enPoisson | 124·6<br>F20′ | 23·0 | 12·2 | Lorient<br>French<br>*WB* | T.3Cy.13″,20¼″&33″-22⅘″<br>52NHP<br>Schiffsw.uMaschf.<br>"Hansa"A.G.Tönning | | V |
| 38083<br>OKTB | **Kermelo** SteelSc<br>(*ex*GeorgHoffmann) (*Trawler*)<br>*Elec.light* 1*Dk* | 274<br>—<br>86 | | | | | 1918 | Schiffsw.u. Maschf.<br>"Hansa"A.G.<br>Tönning | Cie.Gén.dePêche Mar.&d'Approvis.enPoisson | 124·6<br>F20′ | 23·0 | 12·2 | Lorient<br>French<br>*WB* | T.3Cy.12⅗″,20″&32⅗″-22″<br>49NHP<br>Schiffsw.uMaschf.<br>"Hansa"A.G.Tönning | | V |
| 38084<br>140562<br>JSFD | **Kamir** SteelSc<br>(*ex*SidlawRange) *ss*Qns No.1-22<br>*Elec.light* Wireless 2*Dks*(*Stl*)<br>Sub.Sig. | 4407<br>4066<br>2705 | ✠100A1<br>1,22<br>✠LMC1,22 | Qns | *x* | CL<br>1,22 | 1918<br>1mo<br>*Lloyd* | New Waterway S.B.Co.<br>Schiedam<br>*sA&CP* | The"K"S.S.Co.Ld.(Kaye,Son&Co.Ld.*Mgrs.*) | 371·1<br>P33′B122′F37′<br>FK<br>*CellDB*319′83 | 50·2 | 26·5 | London<br>British<br>6*BHptCem*<br>*pt Asp*<br>3*t* *FPT* 120*t* | T.3Cy.26″,42″&70″-48″ (*s*)<br>180lb *100lb* 402NHP<br>3SB,*9cf*,GS186,HS6660<br>NewWaterwayS.B.Co.<br>*APT*64*t* Schiedam | 29 ″ 0<br>s5 ″ 7<br>23 ″ 9 | |
| 38085<br>OKTJ | **Kerpape** SteelSc<br>(*ex*Otterndorf) (*Trawler*)<br>*Elec.light* 1*Dk* | 253<br>—<br>74 | | | | | 1919 | Schiffsw.u. Maschf.<br>"Hansa"A.G.<br>Tönning | Cie.Gén.dePêche Mar.&d'Approvis.enPoisson | 119·7<br>F20′ | 22·5 | | Lorient<br>French<br>*WB* | T.3Cy.13″,21½″&33⅘″-22⅘″<br>42NHP<br>R.Holtz,Hamburg | | V |
| 38086<br>LOMR | **Kärnten** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 227<br>211<br>86 | | | | | 1920 | Deutsche WerkeA.G<br>Kiel | H.Diederichsen | 119·2<br>H48′F18′ | 24·3 | 9·6 | Kiel<br>German<br>*WB* | T.3Cy.13″,20½″&32¼″-22⅘″<br>50NHP<br>DeutscheWerkeA.G.Kiel | | G |
| 38087<br>10308<br>LDGK | **Kyodo Maru No. 21** SteelSc<br>(*ex*YegeanMaru,*ex* Ninguta,*ex* Empress) *ss*Nag.No.3-2,01<br>1*Dk*(*Stl-ws*)&*Web frames*<br>*Elec.light* *pt Irn framing* | 1380<br>—<br>705 | ✠<br>5,02 | | | | 1889<br>8mo | W.Gray &Co.<br>WHartlepool | AwanokuniKyodo KisenKabushiki Kaisha | 260·0<br>BK8½ | 31·5 | 23·1 | Amagasaki<br>Japanese<br>*WB* | T.3Cy.25″,40″&65″-42″<br>NHP<br>Cen.Mar.E.WrksLd.WHpl | | |
| 38088<br>135316<br>JDTH | **Kelsomoor** SteelSc<br>(*ex*Kelsomead, *ex*Kelsomoor) *ss*Mch.No.1-18<br>Wireless 1*Dk*(*Stl*) | 3174<br>2986<br>1962 | ✠100A1<br>12,20<br>BS~~21~~3,22<br>✠LMC11,18 | Cff | *u* | CL<br>12,19 | 1914<br>1mo<br>*Lloyd* | J.Blumer& Co.<br>Sunderland<br>*sA&CP* | MoorLine,Ld.<br>(W.Runciman&Co.Ld.*Mgrs.*)<br>*CellDBa* | 331·2<br>P27′[illegible]′F29′<br>FK<br>112′*uE*24′*f*136′830*t* | 47·7 | 22·5 | London<br>British<br>5*BHCem*<br>*APT*182*t* | T.3Cy.24″,39″&65″-42″ (*s*)<br>180lb *100lb* 291NHP<br>2SB,*6cf*,GS111,HS4400<br>N.E.MarineEng.Co.Ld.Sld | 24 ″ 6<br>s3 ″ 11<br>21 ″ 0 | |

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*This vessel, the class of which has lapsed, has now been surveyed by the Surveyors to Lloyd's Register, and a certificate for six months issued.

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name.<br>Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Register Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7a<br>Date when [illegible] last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. \| Breadth. \| Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which [illegible] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38089 | **Kauldi**<br>*Elec.light* *Cargo battens not fitted* | SteelSc<br>1*Dk*(*Stl*) | ~~3100~~ 3152<br>~~2850~~ 2889<br>~~1860~~ 1896 | ✠ 100A1<br>3,22<br>~~(ClassContem plated)~~<br>✠LMC3,22 | Bly | *u* | CL | 1922<br>3mo<br>*Lloyd's* | BlythS.B. &D.D.Co.Ld.<br>Blyth<br>*A&CF* | Cia.Nav.Bachi (HijosdeAstigarraga,*Mgr.*) | 331·2\|46·7\|23·2<br>P33'B98'F29'<br>FK<br>*CellDB*184'734t*FPT*122t*APT*48t | Bilbao<br>Spanish<br>5*BHCem* | T.3Cy.25",41"&68"-45"(*s*)<br>180lb 365NHP<br>3SB,*9cf*,GS166,HS6030<br>G.Clark,Ld.Sunderland | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |
| 38090 | **Kaying**<br>*Elec light* | SteelSc<br>2*Dks* | 2626<br>2232<br>1572 | | | | | 1922 | TaikooDkyd&EngCo.of HongK'ngLd<br>HongKong | ChinaNavigation Co.Ld. | 310·0\|44·0\|23·0<br>P&B190'F43' | London<br>British<br>*WB* | 2 Steam Turbines<br>TaikooDkyd&ECoLdHKg | | |
| 38091 | **Kufstein** | SteelSc<br>(*Trawler*)<br>1*Dk* | 245<br>230<br>99 | | | | | 1921 | Deutsche WerkeA.G.<br>Kiel | GermanGovt. | 127·8\|24·3\| 9·6<br>H48'F18' | German<br>*WB* | T.3Cy.13",20½"&32¼"-22½"<br>50NHP<br>DeutscheWerkeA.G.Kiel | | |
| 38092<br>OKSV | **Kerdonis**<br>(*ex*Seeteufel)<br>*Elec.light* | SteelSc<br>(*Trawler*)<br>1*Dk* | 264<br>—<br>71 | | | | | 1917 | Union Giesserei<br>Königsberg | Cie.Gén.dePêche Mar.&d'Approvis.enPoisson | 129·7\|23·1\|11·0<br>P29'Q71' | Lorient<br>French<br>*WB* | T.3Cy.13",20½"&33"-22½"<br>Union-Giesserei 52NHP<br>Königsberg | | V |
| 38093 | **Koblenz**<br>*Elec.light* | SteelSc<br>(*Trawler*)<br>1*Dk* | 215<br>189<br>83 | | | | | 1921 | Deutsche WerkeA.G.<br>Rustringen | GermanGovt. | 126·5\|22·5\|11·8<br>Q— | German<br>*WB* | T.3Cy.12⅔",20½&32¼"-22½"<br>50NHP<br>DeutscheWerkeA.G. | | G |
| 38094<br>137464<br>JLMQ | **Kambole**<br>(*ex*MalvernRange)<br>*Elec.light* Wireless Sub.Sig.<br>*Carrying oil fuel F.P. above* 150° F.*inDB* | SteelSc<br>*ss*Gls.No.1-20<br>2*Dks*(*Stl*) | 4524<br>4218<br>2839 | ✠100A1<br>3,22 ~~1,22~~<br>BS12,21 | Hpl<br>Liv<br>✠LMC11,19 | *x* | CL<br>~~12,21~~<br>3,22 | 1915<br>7mo<br>*Lloyd's* | J.Priestman&Co.<br>Sunderland<br>*A&CP* | "K"S.S.Co.Ld. (Kaye,Son&Co. Ld.*Mgrs.*) | 380·0\|50·0\|26·7<br>P32'B98'F37'<br>FK<br>*CellDBa*125' *uE*26' *f*167'1063t *FPT*84t *APT*121t | Liverpool<br>British<br>6*BHCem* | T.3Cy.25",41"&69"-48" (*s*)<br>180lb 381NHP<br>3SB,*9cf*,GS165,HS6190<br>Richardsons,Westgarth& Co.Ld.Sld. | 29 ″ 3<br>s 5 ″ 10<br>23 ″ 9 | |
| 38095<br>5859<br>JVTD | **Kalmar**<br>(*ex*Ester,*ex*Unden)<br>*Elec.light* Wireless | SteelSc<br>*ss*Got.No.1-20<br>1*Dk*(*Stl*) | 1852<br>1621<br>1107 | ✠100A1<br>3,22 ~~8,19~~<br>✠LMC~~11,16~~ 12,20 | Got | | ~~8,19~~<br>3,22 | 1916<br>11mo | LindholmensV.A.<br>Gothenburg<br>*A&CP* | ÅngbåtsA/BKalmarsund(J.Jeanson,*Mgr.*) | 262·0\|42·7\|18·1<br>P24'B65'F31'<br>FK<br>*CellDB*224'471t | Kalmar<br>Swedish<br>4*BHCem*<br>*APT*41t | T.3Cy.20½",33"&55"-36" (*s*)<br>185lb 214NHP<br>2SB,*6cf*,GS110,HS3500<br>LindholmensM.V.Got. | 20 ″ 6<br>s 2 ″ 10<br>18 ″ 0 | |
| 38096<br>NDFP | **Kai**<br>*Elec.light* | SteelSc<br>1*Dk* | 1946<br>1376<br>1035 | | | | | 1921 | Kjöbnhvns Flydk.&Skbs.<br>Copenhagen | D/S A/SMyren (Holm&Wonsild, *Mgrs.*) | 261·1\|40·1\|16·9 | Copnhagn<br>Danish | T.3Cy.<br>KjbnhavnsFlydk.&Skbsv. | | |
| 38097 | **Kanju Maru**<br>*Elec.light*<br>*Mchy.Aft* | SteelSc<br>*Longitudinal framing* | | 100A1<br>(*ClassContem plated*)<br>*CarryingPetroleum in bulk* | | | | 1922 | KobeSteel Works<br>HarimaDkyd | TeikokuSekiyu Kaisha | 420·0\|54·0\|33·0<br>P116'B36'F34' | Tokuyama<br>Japanese | T.3Cy.27",45"&75"-51"<br>KobeSteelWorks,Kobe | | |
| ~~38098~~<br>38098 | **Kurt Hartwig Siemers**<br>(*ex*GraafLodewijk)<br>*Well deck*<br>*Mchy.Aft* | SteelSc<br>2TwinMst<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1147<br>866<br>662 | ✠100A1<br>5.20<br>MBS7,19 | Rot<br>LMC1,18 | *n* | CL<br>8,22 | 1918<br>1mo | Wilton's E&SlpwyCo.<br>Rotterdam<br>*A&CP* | G.J.H.Siemers& Co. | 230·2\|34·0\|13·2<br>Q131'B13'F24'<br>FK<br>*CellDBu* B23'*f*152'389t*FPT* | Hamburg<br>German<br>4*BHCem*<br>88t*APT*48t | T.3Cy.15½",25½"&41"-36"<br>160lb *100lb* 124NHP (*s*)<br>1SB,*3rf*,GS63,HS2213<br>MainB*made*93*refitted*1,18<br>Wilton'sE&Slpwy.Co.Rot | 16 ″ 0<br>s 1 ″ 5<br>14 ″ 10 | |
| 38099 | **Kong Ragnar**<br>(*ex*Watkin,*ex*Kildonan)<br>*Cargo battens not fitted* | SteelSc<br>1*Dk*(*Stl*) | *803*<br>*678*<br>447 | ✠100A1<br>8,20 | Npt<br>✠LMC10,18 | *l* | CL | 1918<br>10mo<br>*Lloyd's* | Cochrane& Sons,Ld.<br>Selby<br>*A&CP* | DetSondenfjeldske NorskeD/S A/S | 213·5\|30·1\|15·5<br>B44'F27'<br>len20<br>FK | Xiania<br>Norwegian<br>5*BHptCem*<br>*DTf*42'100t | T.3Cy.16",26"&44"-26" (*s*)<br>200lb *100lb* NDB20 132NHP<br>1SB,*3cf*,GS51,HS1834 FD<br>C.D.Holmes&Co.Ld.Hull | 16 ″ 4<br>s 2 ″ 0½<br>14 ″ 6 | |
| 38100 | **Kerguelen**<br>*Elec.light* | SteelTwinSc<br>3*Dks* | | | | | | 1922 | Atel.&Ch. delaLoire<br>St.Nazaire | Cie.LesChargeurs Réunis | 479·0\|59·0\|37·9<br>B355'F55' | Havre<br>French<br>*WB* | 2 Steam Turbines<br>Atel.& Ch.delaLoire,St.Nazaire | | |
| 38101<br>151434<br>THQM | **Kung Wo** | SteelTwinSc<br>1*Dk* | 4636<br>3843<br>2825 | | | | | 1921 | Hong K'ng &Whampoa DockCo.Ld.<br>HongKong | Indo-ChinaSteam Nav.Co.Ld. | 350·0\|48·5\|14·0 | HongKong<br>British<br>*WB* | T.8Cy.21",34"&(2)39"-33"<br>HongKong&Whampoa DockCo.Ld.HongKong | | |
| 38102<br>133370 | **Kamlavati**<br>(*ex*Appledore)<br>*Elec.light* | SteelTwinSc<br>2*Dks* | 765<br>691<br>318 | | | | | 1919 | AilsaS.B. Co.Ld.<br>Troon | BombayStm.Nav. Co.Ld | 219·4\|28·6\|15·5 | Bombay<br>British<br>*WB* | T.6Cy.13¼",21¼"&34"-21"<br>2 Water Tube Boilers<br>AilsaS.B.Co.Ld.Troon | 16 ″ 8 | |
| 38103 | **Kuttabul**<br>(*Screws fore&aft*)<br>*Elec.light* | SteelSc<br>(*Ferry*)<br>1*Dk* | 447<br><br>201 | | | | | 1922 | N.S.W. Govt.Dkyd.<br>Newcastle | SydneyFerries,Ld. | 176·6\|36·0\|13·0 | SydnyNSW<br>British | T.3Cy.17½",28"&45"-24"<br>99NHP<br>N.S.W.Govt.Dkyd.Nwc. | | |
| 38104 | **Koompartoo**<br>(*Screws fore&aft*)<br>*Elec.light* | SteelSc<br>(*Ferry*)<br>1*Dk* | 447<br><br>201 | | | | | 1921 | N.S.W. Govt.Dkyd.<br>Newcastle | SydneyFerries,Ld. | 176·6\|36·0\|13·0 | SydnyNSW<br>British | T.3Cy.17½",28"&45"-24"<br>99NHP<br>N.S.W.Govt.Dkyd.Nwc. | | |
| 38105 | **Kenkyu Maru**<br>(*ex*Itaura)<br>*Elec.light*<br>Wireless | SteelSc<br>2*Dks*(*Stl-Uteak s*)<br>3*trB&Web frames* | *5197*<br>*4906*<br>*3363* | ✠<br>1,00<br>✠ | Lon | *s* | | 1899<br>12mo | W.Denny &Bros.<br>Dumbarton | NichimanKisen Kaisha | 410·0\|50·7\|28·9<br>B90'F56'<br>FK<br>*CellDBa* 123'*uE&B*48'*f*185' | Japanese<br>6*BHCem*<br>1087t*MT*30' | T.3Cy.26½",42"&66½"-51"<br>390NHP<br>2SB,*6pf*,GS122,HS5566 FD<br>Denny&Co.Dumbarton<br>903t*FPT*234t*APT*179t | 32 ″ 0 | |
| 38106 | **Kikukiri Maru**<br>(*ex*Oolobaria)<br>Wireless | SteelSc<br>2*Dks*(*Stl*)3*trB&Web frames* | *5295*<br>*5042*<br>*3437* | ✠<br>10,96<br>✠ | Dmb | *s* | | 1896<br>10mo | W.Denny &Bros.<br>Dumbarton | KwantoKisen GoshiKaishi | 410·0\|50·7\|28·9<br>B77'F51'<br>FK<br>*CellDBa*158'*uE&B*45'*f*158'1093t | Dairen<br>Japanese<br>6*BHCem* | T.3Cy.26½",42"&66½"-51"<br>354NHP<br>2SB,*6pf*,GS104,HS4714 FD<br>Denny&Co.Dumbarton | 32 ″ 0 | |
| * 38107 | **Kyokuto Maru**<br>(*ex*Manica)<br>*Elec light* Wireless | SteelSc<br>*ss*Lth.No.3-7,14<br>*ss*Shl.No.1-19<br>2*Dks*(1*Stl-UIrn*)&*deep framing* | *4192*<br>*3914*<br>*2661* | ✠100A1<br>5,21<br>BS5,21 | Lon<br>✠LMC12,18 | *x* | CL<br>5,21 | 1901<br>11mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>A&CP | KyokutoKisen Kaisha | 360·0\|47·0\|28·3<br>P36'B96'F42'<br>FK<br>*CellDBa*96' *uE&B*48'*f* 156' 1061t | Dairen<br>Japanese<br>7*BHCem* | T.3Cy.26½",47"&77"-48" (*r*)<br>180lb 535NHP<br>3SB,*9cf*,GS144,HS7599 FD<br>WllsndSlpwy.Co.Ld.Nwc.<br>*TunnelTank*134t*APT*68t | 31 ″ 0<br>s 6 ″ 2½<br>25 ″ 2 | |
| * 38108 | **Kyokuto Maru No. 2**<br>(*ex*Barotse)<br>*Elec.light* Wireless | SteelSc<br>*ss*Shl No.3-4,13<br>*ss*Mch.No.1-17<br>2*Dks*(1*Stl-UIrn*)&*deep framing* | *4119*<br>*3851*<br>*2619* | ✠100A1<br>12,19<br>BS8,21 | Mch<br>✠LMC11,16 | *x* | CL<br>9,19 | 1901<br>3mo | SirJ.Laing &Sons,Ld.<br>Sunderland<br>A&CP | KyokutoKisen Kaisha | 360·6\|47·0\|28·4<br>P36'B96'F40'<br>FK<br>*CellDBa*96'*uE&B*48'*f*156'950t*FPT*112t | Japanese<br>7*BHAsp*<br>*APT*39t | T.3Cy.26½",46"&77"-48" (*r*)<br>180lb 530NHP<br>3SB,*9cf*,GS136,HS7483 FD<br>Richardsons,Westgarth& Co.Ld.Hpl | 31 ″ 0<br>s 6 ″ 2½<br>25 ″ 2 | |

| 1 | 2 3 | 4 | 5 6 7 | | | $7^{a}$ | 8 9 | | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre. | Nom du Navire. Matériaux, Gréement, etc. | Tonnage Officiel | Détails de la Classification. | | | Date de la dernière visite de l'arbre porte-hélice. | Construit. | | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | | | Port d'Armement | Machines. | Creux sur Quille | Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade |
| Numero Officiel. | *Ex-nom, s'il y a lieu.* | Total.<br>Sous le Pont.<br>Net. | Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | | Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | | Longueur. | Largeur. | Creux. | Pavillon. | No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | |
| Signaux | Visites Périodiques. Nombres des Ponts | | | | | | | | | | | | | | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Register Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Year assigned now expired. Equipment Letter. | 7*<br>Date when boilers last exam. | 8<br>Built.<br>When.<br>Ship.<br>Engines. | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 38151<br>119952<br>HBCJ | **Leamington** SteelSc<br>ssShl.No.3-4.19<br>(exTynemede,ex BlueJacket) 1Dk(ptIrnptStl)2trB deep framing& Web frames<br>Wireless | 3515<br>3297<br>2271 | ✠100A1<br>4,21 ~~5,20~~<br>~~BS5,20~~<br>BS6,21 | Bal<br>Hul<br>✠LMC4,19 | w | CL<br>~~5,20~~<br>N6,21 | 1904<br>8mo<br>Lloyd | JLThompson &Sons,Ld<br>Sunderland<br>sA&CP | Anglo-European S.S.Co.Ld.(James Bell&Co.Mgrs.)<br>CellDBa | 336·0<br>P38'B100 F35'<br>FK<br>110'uE23'f140'800t | 49·2 | 24·2 | Hull<br>British<br>6BHCem<br>APT117t | T.3Cy.24",40"&65"-42" (s)<br>180lb 110lb 300NHP<br>2SB,6cf,GS131,HS4665<br>J.Dickinson&Sons,Ld.Sld. | 26″10<br>s 4″9½<br>22″6 | |
| 38152<br>JVPX | **La Somme** SteelSc<br>ssSt.N.No.3-12,19<br>(exSomme,exEvelpis, exCity of York) 1Dk(Irn)2trB &deep framing3Dk rule<br>Wireless | 3100<br>2898<br>1959 | ✠100A1<br>withfreeboard<br>1,22 ~~2,21~~<br>BS2,22<br>~~BS3,21~~ | StN<br>✠LMC12,19 | u | 12,19<br>N2,22 | 1897<br>5mo | J.Blumer& Co.<br>Sunderland<br>A&CP | Cie.Générale Transatlantique<br>CellDBa | 325·0<br>P29'B71'F36'<br>FK<br>108'uE22'f124'753t | 47·0 | 22·0 | St.Nazaire<br>French<br>6BHCem<br>APT75t | T.3Cy.24",40"&65"-42" (s)<br>160lb 100lb NDB14 281NHP<br>2SB,6rf,GS119,HS4324<br>Blair&Co.Ld.Stockton | 24″9<br>s 4″6<br>20″8 | |
| * 38153<br>LCMT<br>~~WNKS~~ | **Livingstone** SteelSc<br>ssShl.No.3-6,20<br>(exHenryFürst) 1Dk(Stl)& deep framing | 1482<br>1352<br>918 | ✠100A1<br>~~9,21~~ ~~6,20~~12,21<br>BS6,21 | Shl<br>~~Rot~~ Hul<br>✠LMC6,20 | q | CL<br>~~10,19~~<br>N9,21 | 1905<br>6mo<br>Lloyd | Osbourne, Graham&Co.<br>Sunderland<br>sA&CP | C.Mathisen's Rederi A/S (C. Mathisen, Mgr.) | 250·3<br>P23'B66'F23'<br>CellDBa FK<br>82'uE&B26'f100' | 37·5 | 17·2 | Bergen<br>Norwegian<br>4BHCem<br>410tAPT54t | T.3Cy.19",30"&50"-36" (s)<br>160lb 151NHP<br>2SB.4pf,GS75,HS2294<br>G.Clark,Ld.Sunderland | 19″6<br>s 2″6<br>17″4 | |
| 38154 | **Liss** SteelSc<br>For full particulars See No. 38177 below<br>Elec.light<br>Mchy.Aft | 5880<br><br>3620 | 100A1<br>(Class Contemplated)<br>Carrying Petroleum in bulk | | | | 1921 | Furness S.B.Co.Ld.<br>Haverton Hill-on-Tees | KrezimaskoA/S | 400·0<br>P66'B33'F37' | 53·0 | 32·8 | Chrstiania<br>Norwegian | T.3Cy.27",45"&75"-51"<br>Richardsons,Westgarth& Co.Ld.Mdb. | | |
| 38155<br>138088<br>KHVM | **Limax** SteelTwinSc<br>ssShl.No.3-4,21<br>(exLeonard) 1Dk(Stl)&Web frames<br>Elec.light Well deck<br>Mchy.Aft Wireless | 4718<br>3295<br>~~2816~~<br>~~2614~~<br>2535 | ✠100A1<br>10,21 ~~4,21~~<br>BS5,22<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 4,21 F.P. above 150° F. | Shl<br>✠LMC4.21 | | CL<br>4,21 | 1914<br>7mo<br>Lloyd | Cammell Laird&Co.Ld.<br>Birkenhead<br>sA&CP | Anglo-Saxon PetroleumCo.Ld.<br>Middle line bulkhead not oil-tight<br>CellDBuE&B | 313·0<br>P&B190'F36'<br>FK<br>61'168t/22'FPT26t<br>Tween dk tank | 65·1 | 20·9 | London<br>British<br>11BHCem<br>APT46t<br>a340t | T.6Cy.23",35"&55"-33" (s)<br>165lb 436NHP<br>6SB 12pf,GS262,HS7800<br>CammellLaird&CoLd.Bkn | 23″0<br>s 2″6<br>20″10 | |
| * 38156<br>221031<br>MCKH | **Livingstone Roe** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Mchy.Aft &Web frames<br>Longitudinal framing | 8194<br>7852<br>5935 | ✠100A1<br>Shelter dk<br>withfreeboard<br>11,21 ~~2,21~~<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 2,21 F.P. above 150° F. | Pld<br>NYk<br>✠LMC2,21 | c† | CL<br>11,21 | 1921<br>2mo | GMStandiferCnst.Corp.<br>Vancouver, Wash.<br>A&CP | StandardOilCo. (NewJersey)<br>Cell DBuE&B&bunker86'280t<br>DTf50'331t 'tween dk tanks a 9'67t<br>FPT179t | 462·4<br>FK<br>APT103t | 60·2 | 36·5 | BayneNJ<br>Utd.States<br>18BHptCem<br>(3 ,, to S dk<br>11 ,, ,, U ,,<br>4 ,, ,,2nd,,) | Q.4Cy.24",35",51"&75"-51"<br>220lb (s) 552NHP<br>3SB,9cf,HS7434 FD<br>Hooven,Owens&Rentschler Co.Hamilton,O. | 37″3<br>s 11″2<br>26″6 | |
| * 38157<br>143[illegible]88<br>JWMT | **Lorenzo** SteelSc<br>ssNwc.No.1-21<br>(exAschenburg) 1Dk(Stl)2nd dk(Stl) in No.1 hold<br>Elec.light Wireless | 6009<br>5659<br>3753 | ✠100A1<br>1,22 ~~4,21~~ | Nwc<br>NYk<br>✠LMC5,21 | d† | CL<br>8,20 | 1915<br>7mo | J.C.Tecklenborg,A.G<br>Geestemünde | Ellerman&BucknallS.S.Co.Ld<br>CellDBa160'uE | 470·5<br>P62'Upper F52'<br>B&F394 FK<br>40'f2?2' 1612t FPT | 62·1 | 25·3 | London<br>British<br>7BHCem<br>120tAPT81t | Q.4Cy.27 3/16",39 5/16",55 7/8"&82 1/16"-55 1/16" 213lb (r) 725NHP<br>4SB,12cf,GS225,HS10120 FD<br>J.C.TecklenborgA.G.Gst. | 28″0<br>s 4″0<br>24″5 | |
| * 38158 | **Lingedijk** SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 3621<br>3292<br>2183 | ✠100A1<br>Shelter dk<br>withfreeboard<br>9,21 ~~5,21~~ | Rot<br>✠LMC5,21 | w | CL | 1921<br>5mo<br>Lloyd | NVBurgerhoutsM.&F<br>Rotterdam<br>'sCP | N.V.Solleveld,van derMeer&T.H.Van Hattum'sStoomv. Maats.<br>CellDB308'1052t | 360·2<br>FK<br>Collision BH to S dk<br>FPT63tAPT73t | 50·3 | 21·8 | Rottrdam<br>Dutch<br>Asp<br>5 ,, ,, U ,, | T.3Cy.25 9/16",41 5/16"&66 13/16"-45¼" 180lb (s) 315NHP<br>3SB,9cf,GS150,HS5565<br>BurgerhoutsMachFab.Rot | 24″6<br>s 2″5½<br>22″5 | |
| 38159 | **Lutong** SteelSc<br>Now named "Bintang," See No. 36503 in Supplement<br>Mchy.Aft 1Dk(Stl) | 215<br>180<br>118 | ✠100A1<br>1,21<br>Fitted for oil fuel 1,21 F.P. above 150° F. | HKg<br>✠LMC1,21 | | CL | 1921<br>4mo<br>Lloyd | W.S.Bailey &Co.Ld.<br>HongKong<br>'sA&CP | Anglo-Saxon PetroleumCo.Ld. | 118·0<br>F18'<br>FK<br>FPT8t | 23·6 | 7·5 | Miri<br>British<br>3BHCem<br>APT7t | C.2Cy.12"&24"-16" (s)<br>130lb 36NHP<br>1SB,2cf,GS31,HS784<br>W.S.Bailey&Co.Ld.H.Kg | 8″4<br>s 1″0½<br>7″6 | |
| 38160 | **Lukkos** SteelSc<br>For full particulars See No. 38167 below<br>Elec.light | 1744<br>1526<br>999 | 100A1<br>(Class Contemplated) | | | | 1921 | Wed.A.v. Duijvendijk werf."Maasdijk"<br>Gouderak | N.V.Rynschip "Vooruit" | 252·0<br>P&B168'F22' | 39·9 | 19·1 | Rottrdam<br>Dutch | T.3Cy.17",28"&46"-36"<br>N.V.Kuy&v.d.Ree'sMch.& Schpsw.Rotterdam | 19″10<br>s 2″0<br>18″2 | |
| 38161<br>145875 | **Liscard** SteelTwinSc<br>Elec.light 1Dk(Stl-ws) | ~~775~~ 734<br>~~770~~<br>734 ~~294~~<br>267 | ✠100A1<br>For ferry purposes<br>9,21<br>~~(Class Contemplated)~~ | Sou<br>✠LMC9,21 | | | 1921<br>9mo<br>Lloyd's | JIThornycroft&Co.Ld.<br>Southampton<br>A&CP | TheMayor,Aldermen&Burgesses of theBorough of Wallasey | ~~146·4~~<br>146·3<br>EK | ~~50·0~~<br>50·1 | ~~15·5~~<br>14·0 | Liverpool<br>British<br>5BHAsp | T.6Cy.14½",23½"&38"-24"<br>180lb (s) 208NHP<br>3SB,6cf,GS126,HS3939<br>J.I.Thornycroft&Co.Ld. | 15″6 | |
| 38162 | **L'Etalon** SteelSc (Tug)<br>Elec.light 1Dk | 430 | | | | | 1921 | Forg.&Ch. de la Médit.<br>Havre | FrenchGovernment | 131·3 | 28·6 | 15·1 | Havre<br>French | T.3Cy.14 15/16",23 5/8"&36 3/16"-27 9/16" 70NHP<br>Forg.&Ch de la Médit.Hav. | | |
| 38163 | **Le Mustang** SteelSc (Tug)<br>Elec.light 1Dk | 430 | | | | | 1921 | Forg.&Ch. de la Médit.<br>Havre | FrenchGovernment | 131·3 | 28·6 | 15·1 | Havre<br>French | T.3Cy.14 15/16",23 5/8"&36 3/16"-27 9/16" 70NHP<br>Forg.&Ch.de la Médit.Hav. | | |
| 38164 | **Lionel** SteelSc<br>Now named "Dagfrid," See No. 37074 in Supplement<br>Elec.light 1Dk | 790<br><br>440 | | | | | 1921 | Langes'nds MekVerkA/S<br>Langesund | O.Mohn | 181·1<br>Q67'B51'F19' | 30·0 | 14·7 | Norwegian<br>WB | T.3Cy.13½",22"&37½"-28"<br>75NHP<br>LangesundsM.V.A/S | | |
| 38165 | **L'Avenir** IronPad<br>(exCastor,exWillkommen)<br>Elec.light 1Dk | 436<br>—<br>203 | | | | | 1884 | J.C.Tecklenborg<br>Geestemünde | France-Canada, Cie.Française de Nav. | 176·8 | 25·5 | 10·8 | Cherbourg<br>French | C.D.4Cy.23½"&49"-43"<br>264NHP<br>Hambrg.Madgebrga.MaschinenFabrik | | V |
| 38166 | **Lodoletta** SteelSc<br>Elec.light<br>Longitudinal framing | 610 | A–<br>For Service in the Adriatic<br>(Class Contemplated) | | | | 1921 | M.U.Martinolich<br>Lussinpiccolo | M.U.Martinolich | 168·0<br>Q54'B42'F22' | 29·5 | 14·7 | Lussinpiccolo<br>Italian | T3Cy.10 3/8",16 9/10"&27½"-19 3/8"<br>UnitedMachineFactories, Praga | | |
| 38167 | **Lukkos** SteelSc4Mst<br>Elec.light 1Dk(Stl)<br>Well deck | 1744<br>1526<br>999 | ✠100A1<br>6,21<br>Fitted for oil fuel 6,21 F.P. above 150° F. | Rot<br>✠LMC6,21 | q | | 1921<br>6mo<br>Lloyd | N.V.Shps. v/hWd.A.van Duijvendijk<br>Gouderak<br>'sA&CP | N.V.Maats.Rijnschip "Vooruit"<br>CellDB210'518t | 252·0<br>P&B152'F23'<br>FK<br>FPT | 40·0 | 17·7 | Rottrdam<br>Dutch<br>4BHptCem ptAsp<br>50tAPT71t | T.3Cy.17",28"&46"-36" (s)<br>180lb 175NHP<br>2SB,4cf,GS96,HS3228<br>N.V.Kuy&v.d.Ree'sMch.& Schpsw.Rotterdam | 19″10<br>s 2″0<br>18″0 | |
| * 38168<br>221073<br>MOLN | **Liebre** SteelSc<br>Elec.light 2Dks(Stl)&Web frames<br>Mchy.Aft Longitudinal framing | 7444<br>6824<br>4590 | ✠100A1<br>11,21 ~~2,21~~<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 2,21 F.P. above 150° F. | ~~Oakland~~<br>Sea<br>✠LMC2,21 | b† | CL | 1921<br>2mo | UnionConstructionCo.<br>Oakland,Cal.<br>A&CP | GeneralPetroleum Corp.<br>CellDBuE&B62'178t<br>DTf50'1049t | 435·0<br>P106'B50'F42'<br>FK<br>FPT118tAPT80t | 56·0 | 33·4 | S.Frncisco<br>Utd.States<br>15BHptAsp<br>(9 to U dk<br>6 ,, 2nd ,,) | T.3Cy.27",47"&78"-48" (s)<br>220lb 621NHP<br>3SB,9cf,HS8736 FD<br>LlewellynI.W.L.Angeles | 33″6<br>s 7″9<br>26″2 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux. Gréement etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière Visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>*pds. ps.* | 15<br>Registres où cod. ml ce n'est dans le L.R. Darfs.Cert.B.d'Ins. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38169 | **La Foce** SteelSc<br>*Elec.light* *Mchy.Aft* 1*Dk* | 2497<br>1780<br>1386 | | | | | 1921 | N.Odero fu A.&Co.<br>Genoa | N.Odero fuA.&Co. | 285·5\|41·0\|28·4<br>P23' | Genoa<br>Italian | T.3Cy18⅝",29⅝"&47$\frac{5}{16}$"-27$\frac{9}{16}$"<br>115NHP<br>WB N.Odero fuA.&Co.Genoa. | | |
| 38170<br>143538<br>KJCR | **Lorient** SteelSc<br>*Elec.light* *Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 685<br>472<br>339 | ✠100A1<br>2,22 ~~6,21~~<br>✠LMC6,21 | Sou<br>Sws | *j* | CL | 1921<br>6mo<br>*Lloyd*'s*A&CP* | Dibles (1918)Ld.<br>Southampton | CamboShipping Co.Ld.(Morgan& Cadogan,Ld.*Mgrs*)<br>*CellD* | 178·5\|29·0\|11·3<br>Q102'B11'F21'<br>FK<br>*Bf*112'196*t* *FPT*78*t* | Cardiff<br>British<br>3*BHCem*<br>*APT*28*t* | T.3Cy.14",23"&39"-27" (*s*)<br>180lb 75RHP ~~106NHP~~<br>2SB,4*pf*,GS58,HS1930<br>J.S.White&Co.Ld.Cowes | 13 ″ 3<br>s 3 ″ 10<br>12 ″ 8 | |
| 38171 | **Lido** SteelSc<br>*Elec.light* 1*Dk* | 1143<br>968<br>634 | | | | | 1921 | N.Odero fu A &Co.<br>Genoa | N.Odero fuA.&Co. | 196·9\|31·8\|21·8<br>B77' | Genoa<br>Italian | T.3Cy.15$\frac{3}{16}$",20½"&39⅜"-25⅝"<br>75NHP<br>WB N.Odero fuA.&Co.Genoa | | |
| 38172<br>[illegible] | **Land Scout** SteelSc<br>(*ex*Betzdorf)<br>*Elec.light* 1*Dk*<br>Renamed "Cristina." *See No.* 36891 *in Supplement* | 2399<br>1724<br>1147 | | | | | 1920 | Frd.Krupp Akt.Ges.<br>Kiel | ZodiacShippingCo. Ld. (Moller&Co. *Mgrs.*) | ~~287·7\|44·0\|20·0~~<br>P21 B84'F38' 20·3<br>288·5\|44·2\| | London<br>British | T.3Cy.19$\frac{11}{16}$",33$\frac{11}{16}$"&54$\frac{7}{16}$"-39$\frac{7}{16}$"<br>185NHP<br>WB Frd.KruppA.G.Essen | | |
| 38173<br>OLNQ | **Libourne** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Well deck* *Cargo battens not fitted* | 4745<br>3640<br>2506 | ✠100A1<br>5,21<br>✠LMC4,21 | Sld | *x* | CL | 1921<br>5mo<br>*Lloyd*'s*A&CP* | W.Pickersgill&Sons,Ld.<br>Southwick | Cie.Française des Chemins de Fer de Paris-Orléans (Soc.Mar.Aux.de Transports,*Mgrs.*)<br>*CellDBf*199' 561*t* *D* | 364·3\|52·9\|24·3<br>~~P&B213~~ F28'<br>P18'Q12'B68'<br>FK<br>*Ta*98'1390*t* *FPT*78*t* | Nantes<br>French<br>6*BHCem*<br>*APT*102*t* | T.3Cy.23½",38"&64"-42" (*s*)<br>180lb 347NHP<br>3SB,9*cf*,GS189,HS6156<br>Armstrong,Whitworth &Co.Ld.Nwc. | 26 ″ 8<br>s 3 ″ 10½<br>22 ″ 11 | |
| 38174 | **Lodovica** SteelSc<br>(*ex*Laureldene) *ss*Tri.2ndNo.3-6,21<br>*Elec.light* 1*Dk*(*Stl*)2*trB*&*Web frames*<br>Wireless | 3634<br>3411<br>2261 | 100A1<br>*Turret dk*<br>1,22 ~~6,21~~<br>LMC6,21 | Tri | *v* | CL<br>6,21 | 1898<br>AP | W.Doxford &Sons,Ld.<br>Sunderland | CosulichSoc. Triestina diNav.<br>*CellDB* | 348·6\|45·8\|24·0<br>F40'<br>FK<br>97'*uE*23'*f*160' 718*t* | Trieste<br>Italian<br>6*BH*<br>*DTa*5'45*t* | T.3Cy.24½",40"&66"-42" (*s*)<br>160lb *80lb* 295NHP<br>NB*made*95*refitted*6,21<br>NDB ,, 12 ,, 6,21<br>2SB,6*cf*,GS66,HS3686 FD<br>W.Doxford&Sons Ld.Sld. | 27 ″ 3<br>s 12 ″ 1<br>23 ″ 5 | |
| 38175<br>144246 | **Lady Isobel** SteelSc<br>(*ex*Millewa)<br>*Elec.light* 1*Dk*(*Stl*) | 1408<br>1221<br>803 | 100A1<br>9,21 ~~3,21~~<br>LMC3,21 | Alb<br>Mel | *p* | | 1921<br>3mo<br>A&CP | Gebr. Jonker<br>Kinderdijk | NobelIndustries, Ld.(A.Ross,*Mgr.*)<br>*CellD* | 240·7\|37·0\|16·8<br>P24'B64 F25'<br>FK<br>B199' 379*t* *FPT*28' | Melbourne<br>~~Glasgow~~<br>British<br>4*BHCem*<br>*APT*25*t* | T.3Cy.17½",29⅝"&16$\frac{1}{16}$"-36"<br>180lb (*s*) 174NHP<br>2SB,4*cf*,GS89,HS3163<br>N.V.Alblasserdamsch. Masch.Albl. | 19 ″ 1<br>s 2 ″ 4<br>17 ″ 1 | |
| 38176<br>150428<br>TPWL | **Lady Kindersley** WoodAuxSc<br>*OilEng.* 3MstSr<br>*Elec.light* *Mchy.Aft* 1*Dk*2*trB*<br>*Salted*† GIB *Iron bark sheathed*<br>(*SeeSailingShipRegisterSupplement*) | 714<br>594<br>550 | ✠12A1<br>1,22 ~~6,21~~<br>✠LMC6,21 | Vcr | *l* | 1,22 | 1921<br>3mo<br>A&CP | B.C.Mar. Eng.&S.B.<br>VancouvrBC | Hudson'sBayCo. | 187·0\|36·3\|~~15·5~~ 13·2<br>P54 F34' | Vancouv'r B.C.<br>British | Oil Engines 2S.C.SA<br>4Cy.16½"-19" 91NHP<br>W.Beardmore&Co.Ld. Coatbridge | 15 ″ 0 | |
| 38177<br>LCDR | **Liss** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft*<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 7,21 *F.P. above* 150° F. | 5931<br>5658<br>3618 | ✠100A1<br>12,21 ~~8,21~~<br>✠LMC7,21 | Mdb | *z* | CL | 1921<br>8mo<br>*Lloyd*'s*A&CP* | Furness S.B.Co.Ld.<br>Haverton Hill-on-Tees | ~~KrezimaskoA/S.~~<br>RederiA/SKrezimasko(A.H.Mathiesen *Mgr.*)<br>*CellDBuE*&*B*70' | 400·2\|53·0\|32·9<br>P68'B34'F37'<br>FK<br>*f*38'249*t* *APT*11*t* | Christiania<br>Norwegian<br>14*BHCem*<br>9 *to U dk*<br>5 ,, *2nd* ,, | T.3Cy.27",45"&75"-51" (*s*)<br>180lb 573NHP<br>3SB,9*cf*,GS187,HS8580 FD<br>Richardsons,Westgarth& Co.Ld.Mdb. | 35 ″ 6 | |
| 38178<br>130462 | **Lewis H. Smith** WoodTwinSc<br>*OilEng.*<br>1*Dk* | 126<br>113<br>91 | | | | | 1911 | W.C.Smith &Co.Ld.<br>Lunenburg, N.S. | H.A.Amiro | 108·0\|26·1\|10·5 | YarmthNS<br>British | 2 Oil Engines<br>4Cy.6½"-7" 8NHP<br>BridgeportMotorCo. Bridgeport,Conn. | | |
| 38179<br>145277 | **London** SteelSc<br>(*ex*Ostmark,*ex*London)<br>1*Dk*&*Spar dk*3*trB*<br>*Should be* "Ostmark," *See body of Register* | 1234<br>[illegible]<br>751 | | | | | 1889 | Akt.Ges. "Vulcan"<br>Stettin | Board of Trade | 231·1\|31·1\|20·9<br>F12' | London<br>British | T.3Cy.15",24"&39"-24"<br>NB13 75RHP<br>WB A.G."Vulcan,"Stettin | | |
| 38180<br>218597<br>LSDB | **Liberty Glo** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Fitted for oil fuel* 8,19 *F.P. above* 150° F. | 5758<br>4740<br>3562 | ✠<br>8,19<br>✠ | Hog Island | *z* | | 1919<br>8mo | American International S.B.Corp.<br>HogIslandPa | UnitedStates ShippingBoard<br>*CellDB*279'<br>1380*t* *M* | 390·0\|54·2\|27·6<br>P39'B122'F43'<br>FK<br>*T*24'748*t* *FPT*144*t* | Philadlphia<br>Utd. States<br>8*BHCem*<br>*APT*100*t* | 1 GearedSteamTurbine<br>HS8706<br>3 Water Tube Boilers FD<br>GeneralElectricCo. Schenectady,N.Y. | 32 ″ 0 | |
| 38181 | **Lady Elinor** SteelSc<br>*Carrying Petroleum in bulk*<br>(*ex*Loutsch) 1*Dk*2*trB*<br>*Well deck* *Mchy.Aft* | 1624<br>1252<br>923 | | | ... | | 1886 | Hawthorn, Leslie&Co.Ld<br>Newcastle | BritishBaku Trading&Shipping Co.Ld. | 255·5\|34·2\|17·9<br>P72'F29'<br>FK | London<br>British | T.3Cy.20",32"&53"-36"<br>NB08 175NHP<br>WB Hwthrn,Leslie&C.Ld.Nwc | 19 ″ 0 | V |
| 38182<br>143857 | **Lord Byng** SteelScK<br>(*ex*WilliamJackson)<br>~~1*Dk*~~<br>1*Dk*(*Stl-ws*) | 327<br>288<br>130 | ✠100A1<br>*StmTrawler*<br>8,21 ~~3,18~~<br>✠LMC3,18 | Selby<br>Hul | | CL<br>8,21 | 1918<br>3mo<br>*Lloyd*'s*A&CP* | Cochrane &Sons,Ld.<br>Selby | Pickering& HaldaneStm. TrawlingCo.Ld. | 138·5\|23·7\|12·8<br>Q77'F19'<br>BK7½" | Hull<br>British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 69RHP<br>1SB.3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 38183 | **London Maru** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | 7600 | | | | | 1921 | Cammell Laird&Co.Ld.<br>Birkenhead | OsakaShosen KabushikiKaisha | 450·0\|<br>P43'B189'F51' | Osaka<br>Japanese | 3 Steam Turbines<br>WB CammellLaird&CoLd.Bkn | | |
| 38184<br>~~146068~~<br>RBQG | **Lotte Reith** SteelSc<br>(*ex*OttoReith,*ex*LotteReith, *ex*Portimão)<br>1*Dk*&*Spar dk* | 1489<br>1258<br>923 | | | | | 1899 | Schiffsw.v. H.Koch<br>Lübeck | ~~Board of Trade~~<br>Reederei J.M.K. Blumenthal | 245·9\|35·2\|18·4<br>B69'F29' | Hamburg<br>German | T.3Cy.16¾",28"&44½"-32½"<br>113NHP<br>WB J.F.Ahrens,Ottensen | | |
| 38185 | ~~**Le Pearcey**~~ Le Perrey SteelScK<br>(*ex*Henricus,*ex*WilliamKnight)<br>1*Dk*(*Stl*) | 276<br>247<br>118 | ✠100A1<br>*StmTrawler*<br>12,19 | | ... | | 1919<br>6mo<br>*Lloyd*'s*A&CP* | J.Duthie Torry S.B.Co.<br>Aberdeen | PêcheriesduHavre | 125·6\|23·6\|12·7<br>Q72'F22'<br>BK7½" | Havre<br>French<br>2*BHCem*<br>*MT*4'12*t* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 87NHP<br>1SB,3*pf*,GS49,HS1590<br>Fawcett,Preston&Co. | 13 ″ 6 | |
| 38186 | **Le Brivet** SteelScK<br>(*ex*Oyama) *ss*Cff No.3-10,19<br>*Should be* "Brivet," *See No.* 36485 *in Supplement* | 257<br>230<br>[illegible] | ✠100A1<br>*StmTrawler*<br>8,21 ~~10,19~~<br>✠LMC9,19<br>BS9,21 | Cff | | CL<br>~~9,19~~<br>9,21 | 1908<br>7mo<br>*Lloyd*'s*A&CP* | Smith's DockCo.Ld.<br>NorthShields | L.Ballias& A.Mahé | 125·4\|22·1\|12·2<br>Q70'F19'<br>BK7½" | Lorient<br>French<br>3*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 82NHP<br>1SB,3*pf*,GS51,HS1418<br>ShieldsEng.Co.Ld.N.Shl. | 13 ″ 0 | |
| 38187 | **Lisdouro** SteelSc<br>(*ex*Sverholm,*ex*Kveldulf) | 102<br>102<br>17 | | | | | 1896 | Fredrkstds Mek.Værks.<br>Fredrikstad | Cia.Açoriana de Nav.e Pescarias | 88·0\|17·8\|10·4 | Lisbon<br>Portuguese | T.3Cy | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shafts last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in | 15<br>Registers in which classed, if not in L.R. Date of L.R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38188<br>150118 | **Lee Sang** SteelSc<br>(exTeoPao)<br>*Elec.light* *2Dks* | 1655<br>1438<br>972 | | | | . | 1907 | Schiffsw.v. HenryKoch<br>Lübeck | Indo-ChinaSteam Nav.Co.Ld. | 265·8<br>P&B154'F40' | 37·8 | 18·4 | London<br>British<br>*WB* | T.3Cy.20½",33½"&53"-33½"<br>163NHP<br>J.F.Ahrens,Altona | | |
| 38189<br>143839 | **Lord Astor** SteelScK<br>(exGeorgeAndrew)<br>*1Dk*<br>*Mchy.Aft* ssHul.No.3-9,21 | 312<br>288<br>130 | ✠100A1<br>*StmTrawler*<br>9,21 ~~11,17~~<br>✠LMC~~11,17~~ 9,21 | Hul | | CL<br>9,21 | 1917<br>11mo | Cochrane &Sons,Ld.<br>Selby<br>*Lloyd'sA&CP* | Pickering&Haldane'sSteam TrawlingCo.Ld. | 138·5<br>Q78'F19'<br>BK7½ | 23·7 | 12·8 | Hull<br>British<br>*4BHCem* | T.3Cy.13",23"&37"-26" (s)<br>200lb 87NHP<br>1SB,*3pf*,GS48,HS1440<br>CampbllGasEngCoLdHfx | 13 ″ 6 | |
| 38190<br>145900<br>KLJB | **Linnell** SteelTwinSc<br>*OilEng.*<br>*Elec.light* *2Dks(Stl)&Shelter dk(Stl)*<br>Wireless *Cruiser Stern* | ~~7400~~<br>7424<br>6887<br>4494 | ✠100A1<br>*Shelter dk with freeboard*<br>4,22 ~~12,21~~<br>~~*(ClassContemplated)*~~<br>✠LMC12,21 | Ant | *af* | CL | 1921<br>12mo | A.McMillan&SonLd.<br>Dumbarton<br>*Lloyd'sA&CP* | LivBrazil&RPlate S.N.Co.Ld. (Lamport&Holt,Ld. *Mgrs.*)<br>*CellDB353'1108tDTa42'804tFPT120tAPT79t* | 430·0<br>~~F36~~F37'*on Shelter dk*<br>FK | 56·2 | 34·9 | Liverpool<br>British<br>*ptCem*<br>*7BHtoShdk*<br>1 „ „ *U* „ | Oil Engines 4S.C.SA<br>12Cy.26⅜"-39⅜" 655NHP<br>DB*100lb*<br>Harland&Wolff,Ld.Gls. | 37 ″ 6<br>s9 ″ 4<br>28 ″ 7 | |
| 38191<br>OKYU | **La Foi** SteelSc<br>*(Trawler)*<br>*1Dk* | 115<br>—<br>25 | | | | | 1899 | Soc.Anon. deConstructionsMarits.<br>Boulogne | A.Lebastard | 85·1 | 19·8 | 10·7 | Dieppe<br>French<br>*WB* | T.3Cy.10",15½"&26"-22"<br>32NHP<br>Soc.Anon.deConstructions Maritimes,Boulogne | | V |
| 38192 | **Louisiana** SteelTwinSc<br>*OilEng.*<br>*Elec.light* *Ref.Mchy.* *1Dk&Shelter dk* | | | | | | 1921 | Ardrossan DD&SBCoLd<br>Ardrossan | DetForenede DampskibsSelsk. | 407·0 | 55·0 | 27·7 | Copnhagn<br>Danish<br>*WB* | Oil Engine 4S.C.SA<br>12Cy.23¼"-35 1/16" 484NHP<br>Burmeister&Wain,Cpn. | | |
| 38193<br>MKBO | **Lisgar County** SteelSc<br>(exAlexanderKielland, exSamui) ssBry.No.3-6,20<br>*1Dk(Stl)&deep framing*<br>*Elec.light* Wireless *&Awng dk(Stl)* | 2888<br>2680<br>1804 | ✠100A1<br>*Awng dk with freeboard*<br>2,22 ~~3,21~~<br>MS6,20<br>✠LMC BS8,21 | Bkn<br>Lon | *t* | CL<br>~~1,20~~<br>3,22 | 1907<br>12mo | Akt.Burmeistr&Wain<br>Copenhagen<br>*Lloyd'sA&CP* | A/S D/S Knut Hamsun (O.Örvig, *Mgr.*)<br>*Cell DBa96'uE18'f138'535tFPT30tAPT15t* | 310·0<br>RFD33' 25·2<br>FK | 44·2 | 17·5 | Bergen<br>Norwegian<br>*5BHCem* | T3Cy.21 13/16",34½"&60"-39" (r)<br>180lb 252NHP<br>2SB,*6cf*,GS100,HS4080<br>AktBurmeistr&Wain,Cpn | 27 ″ 8<br>s 7 ″ 8<br>20 ″ 9 | |
| 38194<br>143884 | **Lord Birkenhead** SteelScK<br>(exWilliamJohnson)<br>*Mchy.Aft* *1Dk(Stl-ws)* ~~*1Dk(Stl)*~~ | ~~324~~ 326<br>288<br>~~149~~<br>132 | ✠100A1<br>*Stm Trawler*<br>9,21 ~~2,20~~<br>✠LMC11,18 | Bgs<br>Hul | | CL<br>6,21 | 1918<br>11mo | Cochrane &Sons,Ld.<br>Selby<br>*Lloyd'sA&CP* | Pickering& HaldanesStm. TrawlingCo.Ld. | 138·5<br>Q78'F19'<br>BK7½ | 23·7 | 12·8 | Hull<br>British<br>*4BHCem* | T.3Cy.13",23"&37"-26" (s)<br>200lb 89RHP<br>1SB,*3pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 38195<br>143929 | **Lord Talbot** SteelScK<br>ssHul.No.1-21<br>(exWilliamWestenburgh) *1Dk*<br>*Mchy.Aft* | 325<br>288<br>130 | ✠100A1<br>*StmTrawler*<br>10,21 ~~1,20~~<br>✠LMC~~6,17~~ 10,21 | Ips<br>Hul | | CL | 1917<br>5mo | Cochrane &Sons,Ld.<br>Selby<br>*Lloyd'sA&CP* | Pickering& HaldanesStm. TrawlingCo.Ld. | 138·5<br>Q78'F19'<br>BK7½" | 23·7 | 12·8 | Hull<br>British<br>*4BHCem* | T.3Cy.13",23"&37"-26" (s)<br>200lb 87RHP<br>1SB,*3pf*,GS48,HS1440<br>Richardsons,Westgarth&Co.Ld.Mdb. | 13 ″ 6 | |
| 38196 | **Leonard Boyle** SteelScK<br>(exDistance)<br>*1Dk(Stl)* | 97<br>97<br>— | ✠100A1<br>*For fishing purposes*<br>5,22 ~~10,21~~<br>✠LMC2,20 | Shl | | | 1919<br>12mo | JhnChambers,Ld.<br>Lowestoft<br>*Lloyd'sA&CP* | Raynor&Boyle,Ld. (R.Boyle,*Mgr.*) | 86·0<br>BK7½" | 18·5 | 9·3 | N.Shields<br>British<br>*3BHCem* | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>Crabtree&Co.Ld.Gt.Ymth. | 10 ″ 0 | |
| 38197 | **Lisbeth** SteelSc<br>*Elec.light* *1Dk* | 2850<br>2465<br>1760 | | | | | 1921 | Bergens Mek.Værks.<br>Bergen | K.Knutsen | 300·0<br>P21'B70'F30' | 47·2 | 20·3 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.22",37"&60"-39"<br>225NHP<br>BergensMekVærksBergen | | |
| 38198<br>139200<br>JNVT | **Limicana** SteelSc<br>(exBeechleaf) ssRot.No 1-21<br>*Elec.light* *1Dk(Stl)&Shelter dk(Stl)&*<br>*Mchy.Aft* Wireless *Web frames* | 5861<br>5432<br>3448 | ✠100A1<br>*Shelter dk with freeboard*<br>11,21 ~~4,21~~<br>✠LMC4,21<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 3,17 *F.P above* 150°F | Rot<br>Off | *y* | CL<br>4,21 | 1917<br>3mo | Richardsn, Duck&CoLd<br>Stockton<br>*Lloyd'sA&CP* | Anglo-Saxon PetroleumCo.Ld.<br>*CellDB uE&B*79'239t *DT f*36'465t *FPT*136t *APT*102t | 380·8<br>P98'B27'F49'<br>FK | 50·9 | 32·4 | London<br>British<br>*15BHptCem* | T.3Cy.26",42"&70"-48" (s)<br>180lb *100lb* 395NHP<br>3SB.*9cf*,HS6435<br>Blair&Co.Ld.Stockton | 35 ″ 4<br>s 7 ″ 4½<br>28 ″ 4 | |
| 38199 | **Laponia** SteelTwinSc<br>*OilEng.*<br>*Elec light* *1Dk(Stl)&Shelter dk(Stl)*<br>Wireless *Cruiser Stern*<br>*Cargo battens not fitted* | 5630<br>5223<br>3156 | ✠100A1<br>*Shelter dk with freeboard*<br>3,22<br>~~*(ClassContemplated)*~~<br>✠LMC8,22 | Got | *y* | | ~~1921~~<br>1922<br>3mo | A.B.Götaverken<br>Gothenburg<br>*Lloyd'sA&CP* | Trafikaktiebolaget Grängesburg-Oxelösund<br>*CellDBuE*32'*f*105'651t*DTf*68'730t*DTa*103'1225t*FPT*58t*APT*368t | 393·7<br>F40' | ~~52·8~~<br>*onShelter dk*<br>52·4<br>FK | 30·9 | Stockholm<br>Swedish<br>*ptCem*<br>*CollisionBHtoShelterdk6BHtoUpper dk* | Oil Engines 4S.C.SA<br>12Cy.~~23 3/32"~~ 23 3/16"-35 7/16" 482NHP<br>DB*100lb*<br>A.B.Götaverken | 34 ″ 1<br>s9 ″ 2<br>25 ″ 8 | |
| 38200<br>144976<br>KLDC | **Lady Valentia** SteelSc<br>*Elec.light* *1Dk(Stl)&Shelterdk(Stl)*<br>*Mchy.Aft* | ~~1200~~<br>1211<br>987<br>556 | ✠100A1<br>*Shelter dk with freeboard*<br>1,22 ~~11,21~~<br>~~*(ClassContemplated)*~~<br>✠LMC11,21<br>*Fitted for oil fuel* 11,21 *F.P.above* 150°F. | Lon | *p* | CL<br>1,22 | 1921<br>11mo | A.&J. Inglis,Ld.<br>Glasgow<br>*Lloyd'sA&CP* | British&IrishStm. PacketCo.Ld.<br>*CellDBuE&B*58'*f*144'351t*DTa*8'120t*FPT*74t*APT*25t | ~~240·0~~<br>240·1<br>FK | ~~36·0~~<br>36·1 | 14·6 | Dublin<br>British<br>*Cem*<br>*CollisionBHtoSh,dk*<br>3 „ „ *U* „ | T.3Cy.18",30"&50"-36" (s)<br>180lb 204NHP<br>~~3~~2SB,*6cf*,GS102,HS3702<br>A.&J.Inglis,Ld Glasgow | 17 ″ 0<br>s ″ 8<br>16 ″ 7 | |
| 38201<br>144409 | **Lord Carson** SteelScK<br>(exWilliamRam) ssHul.No.1-21<br>*Mchy.Aft* *1Dk* | 324<br>288<br>133 | ✠100A1<br>*StmTrawler*<br>10,21 ~~10,17~~<br>✠LMC~~10,17~~ 10,21 | Hul | | CL<br>10,21 | 1917<br>10mo | Cochrane&Sons,Ld.<br>Selby<br>*Lloyd'sA&CP* | Pickering& Haldane'sSteam TrawlingCo.Ld. | 138·5<br>Q78'F19'<br>BK7½ | 23·7 | 12·8 | Hull<br>British<br>*4BHCem* | T.3Cy.13",23"&37"-26" (s)<br>200lb 87RHP<br>1SB,*3cf*,GS48,HS1440<br>Cooper&Greig,Ld.Dun. | 13 ″ 6 | |
| 38202 | **Liberta** SteelSc<br>(exTonstad,exAustralfield,exVermont)<br>Wireless *2Dks&deep framing* | *4270*<br>*3874*<br>*2722* | | | | | 1900 | Barclay, Curle&Co.Ld.<br>Glasgow | AndreaCorrado | 376·2<br>P37'B100'F37' | 48·0 | 26·3 | Genoa<br>Italian<br>*WB* | T.3Cy.25",41"&67"-48"<br>311NHP<br>Barclay,Curle&Co.Ld.Gls. | | C |
| 38203<br>221406<br>MCWB | **Liberator** Sc<br>*Motor*<br>*3Dks* | 626<br>—<br>387 | | | | | 1921 | ................<br>Lybeck,Fla. | LybeckOcean HarvesterCo. | 102·5 | 47·9 | 10·0 | NewYork<br>Utd.States | Motor | | |
| 38204 | **Leerdam** SteelSc<br>*Elec.light* *2Dks(Stl)&Shelter dk*<br>Wireless *(Stl-ws)* | 8854<br>7886<br>5404 | ✠100A1<br>*Shelter dk with freeboard*<br>10,21<br>✠LMC10,21<br>*Fitted for oil fuel* 10,21 *F.P. above* 150° F. | Rot | *c*† | CL | 1921<br>6mo | SchpsbMij. Nieuwe Waterweg<br>Schiedam<br>*Lloyd'sA&CP* | Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)<br>*CellDB*367'1544t *MT* 27' 714t *DTa*30'682t*FPT*172t*APT*86t | 450·0<br>B81'F50'*onShelter dk*<br>FK | 58·2 | 37·2 | Rottrdam<br>Dutch<br>*ptCem*<br>*8BHtoShdk* | 2 Steam Turbines geared to 1 Sc Shaft (s)<br>215lb 880NHP<br>4SB,*12cf*,GS247,HS11308FD<br>J.Brown&Co.Ld. Clydebank | 40 ″ 0<br>s10 5½<br>30 ″ 2 | |
| 38205<br>136263<br>JLRH | **Lowther** SteelScK<br>(exMiletus) ssFlt.No.1-19<br>*Elec.light* *1Dk* | 313<br>275<br>126 | ✠100A1<br>*StmTrawler*<br>10,20<br>MS4,19<br>✠LMC BS9,21 | Flt | | CL<br>4,19 | 1915<br>8mo | Livingstne &Cooper,Ld<br>Hessle,Hull<br>*Lloyd'sA&CP* | WyreStmTrawlng Co.Ld. (J.N.Ward &Son,*Mgrs.*) | 135·3<br>Q73'F20'<br>BK8" | 23·6 | 12·5 | Fleetwood<br>British<br>*4BHCem* | T.3Cy.13",23"&37"-26" (s)<br>200lb 84RHP<br>1SB.*3pf*,GS48,HS1350<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 4 | |
| 38206<br>105578<br>PGCB | **Lorestan** SteelTwinSc<br>(exAllinga)<br>*1Dk(Stl)&Spardk(Stl-teaks)*<br>*Elec.light* *&Webframes* | 2242<br>1986<br>1406 | ✠<br>*Spar dk with freeboard*<br>3,97<br>✠ | Grk | *s* | | 1897<br>3mo | Scott&Co.<br>Greenock | HajeeM.H. Nemazee<br>*CellDBa*76'*uE*18'*f*106'399t*FPT*55t*APT*23t | 279·7<br>P32'B86'F36' 20·7<br>FK | 42·5 | 13·0 | HongKong<br>British<br>*6BHCem* | T.6Cy.15½",25"&40"-30"<br>272NHP<br>2SB,*6cf*,GS120,HS4270 FD<br>Scott&Co.Greenock | 23 ″ 0 | V |
| 38207<br>219673 | **Lackawanna** WoodSc<br>*Elec.light* *1Dk* | 181<br>—<br>123 | | | | | 1920 | InternationlSBCo<br>Nyack,N.Y | UnitedStates ShippingBoard | 95·2 | 24·0 | 13·2 | Nyack<br>Utd.States | C.2Cy.18"&38"-26"<br>61NHP | | R |

| 1<br>Numéro d'Ordre<br>Numéro Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme ayant maintenant expiré, Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15<br>Registres où coté, si ce n'est dans le L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38208<br>145397 | **Leasowe** SteelTwinSc<br>1*Dk*(*Stl*-ws) ~~(*Ferry*)~~<br>*Elec.light* | ~~735~~<br>~~735~~<br>~~268~~<br>734<br>734<br>267 | ✠100A1<br>*For Ferry purposes*<br>12,21<br>*Fitted for oil fuel* 12,21 *F.P. above* | Sou<br>✠LMC12,21 | | | 1921<br>12mo<br>150°F. | J.IThornycroft&Co.Ld.<br>Southampton<br>Lloyd's A&CP | TheMayor,Aldermen&Burgesses of theCounty Borough of Wallasey | ~~150·0\|50·0\|15·5~~<br>146·3\|50·1\|14·0<br>FK | Liverpool<br>British<br>*5BHAsp* | T.6Cy.14½",23½"&38"-24"<br>180lb (*s*) 208NHP<br>3SB,*6cf*,GS126,HS3939<br>J.IThornycroft&CoLd.Sou | 15 " 6 | |
| 38209 | **Larissa** SteelSc<br>(*Tug*)<br>*Elec.light* 1*Dk* | | | | | | 1921 | Ver.Elbe u.<br>Nordseewerft<br>Hamburg | DeutscheLevante Linie | 126·4\|26·6\|12·6<br>F17' | Hamburg<br>German<br>*WB* | T.3Cy.17⅜",27⅝"&45 11/16"-27⅝"<br>109NHP<br>A.BorsigG.m.b.H.Berlin | | |
| 38210 | **Leopardi** SteelSc<br>(*ex*Szterényi) ssNpt No.1-11<br>*Elec.light* 1*Dk*(*ptIrn&ptStl*)<br>&*deep framing*<br>Should be "Szterenyi," See body of Register Book | 3669<br>2939<br>2366 | ✠100A1<br>Examined5,20 | Cff | *v* | CL<br>5,20 | 1907<br>3mo | W.Gray& Co.Ld.<br>WHartlepool | Soc.Anon.diNav. Marittima Atlantica<br>*CellDBa*112' *uE&* | 331·0\|48·3\|22·0<br>P25'B124'F30'<br>FK<br>*B*40' *f*142' 922*t FPT* | Fiume<br>Italian<br>*5BHCem*<br>75*t APT*45*t* | T.3Cy.24",40"&65"-42" (*s*)<br>180lb *120lb* 292NHP<br>2SB,*6rf*,GS108,HS4424<br>Cen.Mar.Eng Wrks.W Hpl | 24 " 6 | |
| 38211 | **Leinster** WoodPad<br>ptIB | 111<br>111<br>31 | ✠<br>*For Tug purposes*<br>6,69 | Shl | 7 | | 1869<br>5mo | Readhead, Softley&Co.<br>S.Shields | H.Fenerdjan | 102·6\|18·5\|9·8 | Constanpl<br>Turkish | 1Cy.36"-54"<br>73NHP<br>Readhead,Softly&Co.S Shl | | |
| 38212 | **Lucia** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes* | ~~6126~~ 6100<br>~~5090~~<br>4998 ~~3800~~<br>3631 | ✠100A1<br>3,22<br>~~(Class Contemplated)~~<br>*Fitted for oil fuel* 3,22 *F.P. above* | Tri<br>✠LMC3,22 | *z* | CL | ~~1921~~<br>1922<br>3mo<br>150°F. | Cant.Nav. Triestino<br>~~Trieste~~<br>Monfalcone<br>A&CP | Cant.Nav.Triestino ("Cosulich"Soc. TriestinadiNav. *Mgrs.*)<br>*CellDB*342' 1248*t* | ~~400·7\|54·2\|30·4~~<br>P36'B124'F44'\|29·7<br>417·7\|54·0\| FK<br>*MT*27' 816*t FPT*107*t* | Trieste<br>Italian<br>*6BHCem*<br>*APT*135*t* | T.3Cy.26⅜", ~~42 &70 -48~~ 42⅕ &70 1/16"-48 1/16"<br>180lb (*s*) 483NHP<br>3SB,*9cf*,GS148,HS7221 FD<br>UnitedMachineFactories, Praga | 32 " 10 | |
| 38213<br>145455<br>KFVS | **Leaside** SteelSc<br>(*ex*Kildavin) ssCws.No.1-21<br>*Cargo battens not fitted* 1*Dk*(*Stl*) | 634<br>492<br>286 | 100A1<br>1,22 ~~10,21~~<br>~~(Class Contemplated)~~ | Cws<br>Shl<br>LMC5,21 | | CL | ~~1918~~<br>1918 | Smith's DockCo.Ld.<br>Middlesbro'<br>Lloyd's A&CP | SideShippingCoLd (Connell&Grace, Ld.*Mgrs.*)<br>*CellDBuE*26' 20*t FPT*12*t* | 170·2\|30·0\|15·7<br>B35'F25'<br>FK | Newcastle<br>British<br>*4BHCem* | T.3Cy.16",26"&44"-26" (*s*)<br>200lb 94RHP<br>1SB,*3cf*,GS51,HS1825 FD<br>Smith'sDock Co.Ld.Mdb. | 16 " 6<br>s 1 " 6<br>15 " 2 | |
| 38214 | **Liebenfels** SteelSc<br>*Elec.light* 2*Dks* | 6310<br>—<br>3850 | | | | | 1921 | Akt.Ges. Weser<br>Bremen | DeutscheDmpfs-fahrts.Ges.Hansa | 432·5\|56·5\|32·8<br>P64'B135'F52' | Bremen<br>German<br>*WB* | T.3Cy.29⅛" 49¼"&76⅜"-54"<br>430NHP<br>A.G.Weser,Bremen | | |
| 38215 | **Lourd** SteelScK<br>(*Tug*)<br>1*Dk* | | | | | | 1921 | Anciens Chantiers Dubigeon<br>Nantes | FrenchGovernment | 134·5\|27·1\|13·1 | French<br>*WB* | T.3Cy.14",22⅞,&37⅘"-29 15/16"<br>79NHP<br>Soc.Anon.desA.&C.dela Loire,St.Denis | | |
| 38216 | **Lamartine** SteelTwinSc<br>(*ex*EmperorAlexanderIII.)<br>*Elec.light* ssMsl.No.2-21 2*Dks*(*Stl-ws*)&<br>*Shade dk*(*Stl-ws*)<br>3rd *dk inNos.*1,2&3 *holds* | *5153*<br>*3687*<br>*3256* | ✠100A1<br>12,21<br>*Shade dk* | Dmb<br>Msl<br>✠LMC12,21 | *y* | 12,21 | 1914<br>1mo | W.Denny &Bros.<br>Dumbarton<br>Lloyd's A&CP | Soc.desServices Contractuels des Messageries Maritimes<br>*CellDBa*91' *uE*59' | 381·1\|51·8\|27·8<br>FK&BK2"<br>*f*154' 506*t FPT*29*t* | Marseilles<br>French<br>*6BHCem*<br>*APT*48*t* | T.6Cy.22",36"&58"-48" (*s*)<br>180lb 788NHP<br>4SB(FD)&1AuxSB,*18cf*,<br>GS336.HS13000<br>Denny&Co.Dumbarton | 30 " 6 | |
| 38217<br>LKHW | **Lloyd** ssNYk.2ndNo.3-12,21 SteelSc<br>(*ex*Woudrichem, ~~ssBhn.No.3-8,07~~<br>*ex*Pawel,*ex*Halle) ~~ssRot.No.2-15~~<br>*Well deck* 2*Dks*(*Stl&teaks*)<br>*Elec.light* *lower dk forehold*(*Stl*)<br>*Webframes afterhold* | ~~3978~~<br>~~3198~~<br>~~2530~~<br>4007<br>3198<br>2391 | ✠100A1<br>12,21 | Rot<br>NYk<br>✠LMC12,21 | *w* | 12,21 | 1895<br>10mo | Germania-Werft<br>Kiel<br>A&CP | Pace,Sons&Co.<br>*CellDBa*104' *uE&B*51' | 356·9\|43·7\|25·5<br>P&B218'F47'<br>BK11" | NewYork<br>Utd.States<br>*6BHCem*<br>*f*136' 718*t* | T.3Cy.26¼",42½"&66⅞"-43¼"<br>185lb (*s*) 365NHP<br>1D&2SB,*12rf*,GS207HS6214<br>A.G."Germania,"Berlin | 28 " 2<br>s 4 " 7<br>24 " 11 | |
| 38218 | **Lokrum** SteelSc3Mst<br>(*ex*Fairmuir) ssSld.No.1-20<br>*Well deck* 1*Dk*(*Stl*)<br>*Mchy.Aft* | *593*<br>*420*<br>*260* | ✠100A1<br>11,21 ~~11,20~~<br>BS4,19 | PGl<br>Grk<br>✠LMC<br>MS5,20 | *i* | CL<br>5,20 | 1915<br>3mo | Ardrossan DD&SBCoLd<br>Ardrossan<br>Lloyd's A&CP | MatievichBros.<br>*CellDBf*97' 150*t FPT* | 175·8\|28·1\|10·4<br>Q101'B11'F26'<br>BK8" | Dubrovnik<br>*3BHCem*<br>31*t APT*5*t* | T.3Cy.14",23"&38"-27" (*r*)<br>180lb *100lb* 99RHP<br>1SB,*3pf*,GS58,HS1814<br>LidgerwoodLd.Coatbridge | 12 " 6<br>s 3 " 10½<br>12 " 10 | |
| 38219<br>123381 | **Loch Loyal** SteelScK<br>ssAbn.No.3-11,21<br>1*Dk* | 196<br>185<br>75 | ✠100A1<br>*StmTrawler*<br>5,22 ~~11,21~~ | Abn<br>✠LMC11,21 | | 11,21 | 1907<br>4mo | A.Hall& Co.Ld.<br>Aberdeen<br>Lloyd's A&CP | A.Lewis | 112·3\|21·8\|12·0<br>BK7½" | Aberdeen<br>British<br>*3BHCem*<br>*DBf*5' 10*t* | T.3Cy.11½",20"&33"-22" (*r*)<br>180lb 68RHP<br>1SB,*3pf*,GS16,HS1025<br>A.Hall&Co.Ld.Aberdeen | 12 " 6 | |
| 38220 | **Lenin** SteelTwinSc<br>(*ex*St.AlexandreNevsky) (*Icebreaker*)<br>*Elec.light* ssKel No.1-22<br>1*Dk*(*Stl*)&*Awng dk*(*Stl*-teaks)<br>&*Web frames* | *3375*<br>*3302*<br>*1330* | ✠100A1<br>*Awng dk withfreeboard*<br>3,22 ~~8,17~~<br>BS3,22 | Nwc<br>Kel<br>✠LMC5,17<br>MS11,21 | *v* | s11,21<br>PN3,22 | 1917<br>6mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>Lloyd's A&CP | RussianGovernment<br>*CellDBu E&B*171'<br>'*tween dk* | 264·2\|64·1\|21·2<br>FK<br>584*t Side trimming*<br>*tanks*22' 85*t FPT*1 | Vladvostk<br>Russian<br>*6BHCem*<br>*tanks*95' 872*t*<br>9*t APT*247*t* | T.6Cy.24½",38"&61"-39" (*s*)<br>180lb 103·NHP<br>8SB,*24cf*,GS484,HS18696 FD<br>WllsndSlpwyCo.Ld.Nwc. | 23 " 3<br>s 2 " 1<br>21 " 6 | |
| 38221<br>14628 | **Lady Anstruther** SteelSc3Mst<br>*Elec light* *Well deck* 1*Dk* (*Stl*)<br>*Mchy.Aft* | 527<br>363<br>203 | ✠100A1<br>2,22<br>~~(Class Contemplated)~~ | Gls<br>✠LMC2,22 | *h* | CL | 1922<br>2mo | Dublin Shipbuilders, Ld. Dublin<br>Lloyd's A&CP | Nobel'sExplosives Co.Ld.<br>*CellDBf*90' 116*t* | 167·4\|26·6\|10·6<br>Q94'B9'F31'<br>BK7½"<br>*FPT*54*t APT*30*t* | Glasgow<br>British<br>*3BHCem* | T.3Cy.14½",24"&40"-27" (*s*)<br>180lb 99RHP<br>1SB,*3cf*,GS58,HS2100<br>W.Beardmore&Co. ~~Gls~~ Ld.,Gls. | 12 " 10<br>s 4 " 6<br>13 " 0 | |
| 38222 | **Leon Pancaldo** SteelSc<br>(*ex*Baylula, ssMsl.2ndNo.3-8,15<br>*ex*Lula,*ex*Bona) ssCff.No.1-19<br>1*Dk*(*Irn*)&*Web frames*&*pt Awngdk*(*Irn*)<br>*Elec.light* Wireless | *2412*<br>*1780*<br>*1520* | ✠100A1<br>*pt Awng dk withfreeboard*<br>12,21<br>BS3,21 | Sws<br>✠LMC12,19 | *s* | CL<br>3,21 | 1890<br>8mo | R.Dixon &Co.<br>Middlesbro'<br>A&CP | Soc.Anon.Grabiele Zunini | 297·0\|40·0\|18·9<br>P27'Q78'<br>*ptAwng dk*192' FK<br>*Cell* | Savona<br>Italian<br>*5BHCem*<br>*DB*248' 489*t* | T.3Cy.22",35"&59"-39" (*s*)<br>160lb *100lb* NDB00 231NHP<br>2SB,*6cf*,GS107.HS3670<br>T.Richardson&Sons,Hpl. | 21 " 4<br>s 8 " 4<br>20 " 6 | |
| 38223 | **Leopardi** Should be 'Lagos,' See body of Register<br>(*ex*Lagos, ssCff.2ndNo.3-10,08<br>*ex*Széchényi, ssLis No.2-19<br>*Well deck* *ex*Burgos) 1*Dk*(*Irn*)2*trB* | <br>1535<br>1149 | 100A1<br>5,20<br>BS11,20 | Lis<br>LMC4,19 | | CL<br>12,17 | 1884<br>2mo | Richardsn, Duck&Co.<br>Stockton<br>A&CP | "Adria"Soc.Anon. diNav.Maritt. | 260·0\|36·0\|20·0<br>P51*t*Q80*t*B118*t*<br>F37*t* ptND04 BK9½"<br>*DBaf* | Fiume<br>Italian<br>*4BHCem*<br>&*uE&BMT* | T.3Cy.20",33"&54"-36" (*o*)<br>160lb *90lb* 2NDB14 170NHP<br>2SB,*4cf*,GS63,HS2478<br>Blair&Co.Ld.Stockton | 21 " 3<br>s 2 " 7<br>19 " 7 | |
| 38224 | **Lwów** IronAuxTwinScBk<br>(*ex*SailingVessel,*ex*Nest,*ex* *OilEng.*<br>Lucco,*ex*Chinsura) ssSng.4thNo.3-8,17<br>*Elec.light* 2*Dks*<br>(*See Sailing Ship Register*) | 1293<br>1146<br>963 | ✠ —<br>7,19 | Sng | | | 1868<br>4mo | G.R.Clover &Co.<br>Birkenhead | Deprt.de laMarine du Ministère de la Guerre de laRépub dePologne | 215·5\|37·1\|22·8<br>P47'F40' BK8½"<br>ND89 | Danzig<br>Polish<br>*1BHCem* | Oil Engines 2S.C.SA<br>4Cy.13⅕"-13¾"<br>E*made&fitted*21<br>D.Goedkoop,Jr.Ams | 24 " 1 | G |
| 38225 | **Laurent Schiaffino** SteelSc<br>(*ex*LeBourget,*ex*Tinos,*ex*Hilda Horn,*ex*Ganelon) 1*Dk*&*Spar dk*<br>*Elec.light* | 3570<br>—<br>2266 | | | | | 1906 | Flensburger Schiffsb.Ges.<br>Flensburg | Soc.Algérienne de Nav.pour l'Afrique duNord(ChSchiaffino&Co.*Mgrs.*) | 341·3\|48·8\|17·2<br>H24' 25·0 | Algiers<br>French<br>*WB* | T.3Cy.20 1/16",34⅞"&61"-39⅜"<br>234NHP<br>FlensburgerSchiffsb.Ges. | | V |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38226 | **Louvain** SteelSc<br>(exLouisiana, ssHul.No.3-7,19<br>exBellview, 1Dk(Stl)&Spardk<br>exStrathyre) (Stl)&deepframing<br>Wireless | 4428<br>4106<br>2837 | ✠100A1<br>Spar dk<br>9,21<br>BS11,20 | Ant<br>✠LMC<br>MS9,21 | x | CL<br>9,21 | 1906<br>5mo<br>Lloyd'sA&CP | Grngcm'th<br>&Greenock<br>DockyardCo.<br>Greenock | Cie.TransatlantiqueBelge(ArmementDeppe,Mgrs.) | 370·0<br>P25'B92'F41'<br>CellDBa114'uE&B44' f 162' | 52·0 | 17·5<br>25·5<br>FK | Antwerp<br>Belgian<br>6BHCem | T.3Cy.25",41"&68"-48" (s)<br>180lb 353NH<br>3SB,9cf,GS199,HS5510<br>J.G.Kincaid&Co.Greenock<br>1115tDTf24 610tAPT123t | 28 " 0<br>s 5 " 5<br>23 " 0 | |
| 38227 | **Luxembourg** SteelSc<br>(exSonnenfels) ssCff.No.1-20<br>Elec.light 2Dks(Stl-Uteaks)<br>Wireless | 5854<br>5496<br>3665 | ✠100A1<br>5,20 | Cff<br>✠LMC5,20 | | CL<br>5,20 | 1915<br>5mo<br>Lloyd'sAP | Akt.Ges.<br>"Weser"<br>Bremen<br>CellDB373' | CieNat.BelgedeTransportsMar.(ArmementDeppe,Mgrs.)<br>1BH in forward hold dispensed with<br>1187tFPT48t'tween dk tanks f36'494t | 421·8<br>P60'B126'F54' | 56·0 | 29·6<br>FK | Antwerp<br>Belgian<br>Cem<br>6BHonly<br>a36'470t | T.3Cy.28¾",46$\frac{1}{16}$"&75$\frac{9}{16}$"-53$\frac{13}{16}$" (s)<br>192lb 121lb 520NH<br>3SB,9cf,GS148,HS6950 FD<br>A.G."Weser,"Bremen | 32 " 6 | |
| 38228<br>139172<br>JNPH | **Lacuna** SteelSc<br>(exBriarleaf) ssGls.No.1-22<br>Elec.light 1Dk(ptStl)&Shelter dk(Stl)<br>Mchy.Aft Wireless &Webframes | 5882<br>5469<br>3560 | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,22 ~~9,20~~<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 12,16 F.P. above 150° F. | Rot<br>Gls<br>3,22<br>✠LMC~~12,16~~ | y | CL<br>~~8,21~~<br>3,22 | 1916<br>12mo<br>Lloyd'sA&CP | JReadhead<br>&Sons,Ld.<br>SouthShields | Anglo-Saxon PetroleumCo.Ld. | 393·5<br>P107'B33'F41'on Shelter dk<br>CellDBu B30'67tDT f34'369tFPT58tAPT130t | 51·1 | 33·5<br>FK | London<br>British<br>16BHptCem | T3Cy.26½",44"&72"-48" (r)<br>180lb 100lb 437NH<br>3SB,9cf,HS7408<br>J.Readhead&Sons,LdSSh | 35 " 8<br>s 7 " 9<br>27 " 10 | |
| 38229 | **Lieutenant St. Loubert Bie**<br>(exMannheim) ssNts.No.2-21 SteelSc<br>Well deck Wireless 2Dks(Stl)<br>Elec.light &3rd dk inNo.1hold only | 5878<br>5490<br>3713 | | | | CL<br>1,21 | 1911<br>11mo | J.C.Teck-lenborgA.G.<br>Geestemünde | MessageriesMaritimes | 450·8<br>P&B392'F45'<br>CellDBa146'uE&B71' | 57·2 | 27·0<br>FK | Dunkirk<br>~~Brest~~<br>French<br>9BHCem<br>f190'1453t | T3Cy27$\frac{15}{16}$",46$\frac{13}{16}$"&78¾"-53⅞"<br>206lb (s) 697NH<br>4SB,12cf,GS236,HS10334 FD<br>J.C.TecklenborgA.G.Gst. | 29 " 8<br>s 4 " 8½<br>25 " 2 | |
| 38230 | **Lili M.** SteelAuxTwinScBk<br>(exZilia,exGiuseppe) Oil Eng.<br>ssGen.2ndNo.3-9.19<br>1Dk2trB<br>(SeeSailingShipRegisterSupplement) | 1203<br>1088<br>1095 | ✠ ———<br>7,21 | Gen | r | | 1892<br>5mo | N.Odero<br>fuA.<br>Sestri<br>Ponente | Soc.Paulista de Nav.Matarazzo, Ld. | 236·0<br>Q43'H27tF26' | 34·2 | 20·8<br>BK8 | Santos<br>Brazilian<br>2BHCem | Oil Engines 4S.C.SA<br>12Cy.12$\frac{3}{13}$"-14$\frac{3}{16}$" 84NHP<br>NE19 NDB19<br>FrancoTosi&Co.Leghorn | 21 " 10 | |
| 38231<br>139381 | **Lotus** WoodAuxTwinScBkn<br>Oil Eng.<br>1Dk<br>(SeeSailingShipRegisterSupplement) | 594<br>534<br>457 | | | | | 1918 | A.V.<br>Joseph<br>Rangoon | A.V.Joseph | 150·0 | 30·0 | 16·5 | Rangoon<br>British | Oil Engines<br>6Cy.10"-12"<br>M/SAugustNeitzCrp.NYk | | |
| 38232<br>LQBV | **Leifseth** WoodAuxScSr<br>Motor<br>1Dk<br>(See Sailing Ship Register) | 142<br>102<br>73 | | | | | 1921 | Johan<br>Drage<br>Rognan | H.Braseth | 83·3<br>B39t | 20·5 | 10·7 | Bodö<br>Norwegian | Motor<br>LysekilM.V.A/B,Lysekil | | |
| 38233 | **Liana** SteelSc<br>(exDenetown,exErnst)<br>1Dk | 653<br>491<br>373 | | | | | 1915 | Helsingbrgs<br>VarfsAktieb.<br>Helsingborg | RederiAkt. Lerberget | 176·0 | 30·1 | 12·0 | Swedish<br>WB | C.2Cy.16¾"&31½"-21$\frac{1}{16}$"<br>38NHP<br>HelsingborgsVarf.Aktieb. | | V |
| 38234 | **Liesel Halm** SteelSc<br>Elec.light 1Dk | 963<br>853<br>533 | | | | | 1921 | F.Schichau<br>Elbing | KölnerReed.A.G. | 223·4<br>P14'B59'F29' | 33·5 | 13·8 | Cologne<br>German<br>WB | T.3Cy.15",24⅘"&38⅗"-25⅕"<br>75NHP<br>F.Schichau,Elbing | | G |
| 38235 | **La Coruña** SteelSc<br>(exEspaña)<br>2Dks&Shelter dk | 7274<br>5014<br>4392 | | | | | 1921 | Reiherst'g<br>Schiffsw.<br>Hamburg | Hamburg-Süd-Amerik.Dampf.schiffahrts.Ges. | 414·0<br>F94' | 55·2 | 36·3 | Hamburg<br>German<br>WB | T.3Cy.67$\frac{11}{20}$",45$\frac{3}{10}$"&74$\frac{1}{20}$"-55$\frac{3}{20}$"<br>406NHP<br>Reiherst.Maschinenf.Ham. | | |
| 38236 | **Lys** SteelSc<br>(exBremen,exMinnaCords)<br>Elec.light 1Dk | 1620<br>1336<br>995 | | | | | 1907 | Akt.Ges.<br>"Neptun"<br>Rostock | CieNationaleBelgedeTransp.Marit.(ArmementDeppe,Mgrs.) | 262·0<br>P12'Q83'B105'F28' | 38·1 | 16·4 | Antwerp<br>Belgian<br>WB | T.3Cy17$\frac{9}{10}$",30½"&48"-33$\frac{1}{10}$"<br>132NHP<br>A.G."Neptun,"Rostock | | |
| 38237 | **Leodium** SteelSc<br>(exLiberia)<br>Elec.light Wireless 1Dk&Spar dk | 3991<br>3314<br>2450 | | | | | 1905 | Rickmers<br>Akt.Ges.<br>Geestemünde | ArmementDeppe | 352·9<br>P46'B87'F14' | 45·1 | 26·2 | Antwerp<br>Belgian<br>WB | T.3Cy.23⅝",39$\frac{9}{16}$"&63"-43$\frac{5}{16}$"<br>261NHP<br>BremerVulkan,Vegesack | | V |
| 38238<br>136812<br>JKHN | **Lady Charlotte** SteelSc<br>(exNoelle, ssCff.No.1-19<br>exBronzeWings) 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 3874<br>3673<br>2400 | ✠100A1<br>Shelter dk<br>withfreeboard<br>6,21<br>BS2,21 | Lon<br>✠LMC9,19 | x | CL<br>4,20 | 1915<br>3mo<br>Lloyd'sA&CP | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle | RedcroftSteamNav.Co(1921)Ld<br>~~UniversalStm.NavCo.Ld. (P.Samuel&Co.Ld.Mgrs.)~~ | 375·2<br>CellDBa125'uE&B42' f 163'1182t | 51·9 | 23·7<br>FK | London<br>British<br>6BHCem<br>APT143t | T.3Cy.25",41"&69"-48" (s)<br>180lb 371NHP<br>3SB,9cf,GS160,HS5895<br>N.E.MarineEngCoLd.Nwc | 26 " 1<br>s 2 " 10½<br>23 " 7 | |
| 38239<br>143843 | **Loch Blair** SteelScK<br>(exJamesBeagan) ssMil.No.3-6,20<br>1Dk | 203<br>200<br>82 | ✠100A1<br>StmTrawler<br>12,21<br>✠LMC6,20 | Abn | | CL<br>6,20 | 1917<br>11mo<br>Lloyd'sA&CP | Hall,Russell&Co.Ld.<br>Aberdeen | BonAccordSteamFishingCo.Ld.(H.A.Holmes,Mgr.) | 115·4 | 22·1 | 12·1<br>BK7½ | Aberdeen<br>British<br>3BHCem<br>DTf29'19t | T.3Cy.12",20"&34"-23" (r)<br>180lb 74RHP<br>1SB,3pf,GS39,HS1347<br>Hall,Russell&Co.Ld.Abn. | 13 " 0 | |
| 38240<br>135287<br>JDLV | **Linkmoor** SteelSc<br>(exJedmead, ssBry.No.1-18<br>exJedmoor) 1Dk(Stl)<br>Wireless | 3175<br>2986<br>1973 | ✠100A1<br>1,21<br>BS~~5,20~~ 8,22 | Npt<br>✠LMC<br>MS1,21 | u | CL<br>1,21 | 1913<br>11mo<br>Lloyd'sA&CP | J.Blumer<br>&Co.<br>Sunderland | MoorLine,Ld.(W.Runciman&Co.Ld.Mgrs.) | 331·0<br>P27'B95'F29'<br>CellDBa112'uE24'f136'830t | 47·7 | 22·5<br>FK | London<br>British<br>5BHCem<br>APT182t | T.3Cy.24",39"&65"-42" (s)<br>180lb 100lb 291NHP<br>2SB,6cf,GS111,HS4400<br>N.E.MarineEng.Co.Ld.Sld | 24 " 6<br>s 3 " 11<br>21 " 0 | |
| 38241 | **Louisa** SteelSc<br>Elec.light 1Dk | 573<br>396<br>291 | | | | | 1920 | Gebr.van<br>Diepen<br>Waterhuizen | J.Th.Wilmink&Co. | 159·5<br>P52'B49'F24' | 27·1 | 11·4 | Groningen<br>Dutch<br>WB | T.3Cy.12⅖",19$\frac{7}{10}$"&31½"-22"<br>47NHP<br>CäsarWollheim,Breslau | | G |
| 38242<br>923<br>QDLR | **Lansing** WoodSc<br>(exDexterRood,exLansing)<br>Elec.light 2Dks | 2211<br>—<br>1314 | | | | | 1887<br>Rebuilt1919 | J.Craig&<br>Sons<br>TrentonMich<br>Stonington,Conn. | NafraItaliana | 273·9<br>P136'B68'F30 | 41·2 | 20·1 | Genoa<br>Italian | C.2Cy.22"&52"-40"<br>NB19 142NHP<br>DryDk.&Eng.Wks.Detroit | | I |
| 38243 | **Lassell** SteelTwinSc<br>Elec.light<br>Cruiser Stern | 7400 | 100A1<br>Shelter dk with freeboard<br>(ClassContemplated) | | | | 1922 | AM'Millan<br>&Sons<br>Dumbarton | LivBrazil&RPlateS.N.Co.Ld. (Lamport&Holt,Ld. Mgrs.) | 430·0<br>F36' | 56·2 | 34·9 | Liverpool<br>British | Oil Engines 4S.C.SA<br>12Cy.26⅝"-43⅜"<br>Harland&Wolff,Ld.Gls. | | |
| 38244 | **Louis L.-D.** SteelSc<br>(exPortD'Alger,ex ssBrs.No.2-20<br>Baygola,exAngola) 2Dks(Stl)<br>Elec.light Wireless | 4981<br>4711<br>3172 | ✠100A1<br>2,22<br>BS2,22 | Dnk<br>✠LMC<br>MS9,20 | y | CL<br>N4,20 | 1912<br>3mo<br>Lloyd'sA&CP | D&WHendersn&Co.Ld.<br>Glasgow | L.Dreyfus&Co. | 403·5<br>P45'B126'F38'<br>CellDBa123'uE&B36'f182'1054tFPT | 52·2 | 27·3<br>FK | Dunkirk<br>French<br>6BHCem<br>96tAPT218t | T.3Cy.25",41"&67"-51" (s)<br>175lb 435NH<br>3SB.9cf,GS146,HS6397 FD<br>D&W.Hendersn&CoLdGls | 29 " 10<br>s 5 " 11<br>24 " 3 | |
| 38245 | **Livenza** SteelSc<br>Elec.light | 5734<br>5022<br>3528 | 100A1<br>Shelter dk withfreeboard<br>(ClassContemplated) | | | | 1922 | Stabilmnto<br>Tecnico<br>Trieste | NavigazioneLiberaTriestinaSoc.inAz. | 390·0<br>B125' | 53·7 | 32·0 | Trieste<br>Italian | 2 Steam Turbines<br>FrancoTosiSocAnon.Lgns | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38246<br>144513 | **Loch Nevis** SteelScK<br>(*Trawler*)<br>(*ex*PatrickDonovan) 1*Dk* | 276<br>246<br>113 | | | | | 1920 | J.P.Rennoldson&Sns.<br>Ld. S.Shields | A.S.Bowlby<br>(L.O.Cockrell,<br>*Mgr.*) | 125·4<br>Q72'F22' | 23·4 | 12·6 | London<br>British | T.3Cy.12½",21"&35"–26"<br>69RHP<br>J.P.Rennoldson&Sons,Ld. | | C |
| 38247<br>11818<br>HFMT | **Lismore** SteelSc<br>*ss*Gls.No.3–9,17<br>(*ex*Broom, 1*Dk&lower dk forward*<br>*ex*JamesCrombie) *Elec.light* | 576<br>460<br>231 | ✠100A1<br>12,20<br>BS12,20 | Ayr<br>✠LMC10,17 | *k* | 9,19 | 1904<br>10mo<br>*Lloyd* | Ramage&<br>Ferguson,Ld.<br>Leith<br>*'sA&CP* | City of CorkSteam<br>PacketCo.Ld.<br>*Cell* | 186·4<br>P29'B75'F61'<br>FK<br>*DB a* 33' 18*t FPT* | 28·1 | 13·8 | Cork<br>British<br>4*BHCem*<br>17*tAPT*25*t* | T.3Cy.17",27"&45"–33" (*r*)<br>140lb *100lb* 135NHP<br>1SB,3*cf*,GS68,HS2200<br>Ramage&Fergusn,Ld.Lth. | 14 ″ 6<br>s1 ″ 9<br>13 ″ 2 | |
| 38248<br>14027<br>JPDW | **Litiopa** SteelSc<br>(*ex*Dockleaf) *ss*Rot.No.1–21<br>*Elec.light* 2*Dks*(*Stl*)&*Web frames*<br>*Mchy.Aft* Wireless | 5311<br>4732<br>3008 | ✠100A1<br>4,22 ~~12,20~~<br>~~[illegible]~~<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 4,17<br>*F.P. above* 150° F. | Alx<br>Cff 9,21<br>~~✠LMC4,17~~ | *y* | CL<br>12,20 | 1917<br>4mo<br>*Lloyd* | Bartram&<br>Sons,Ld.<br>Sunderland<br>*'sA&CP* | Anglo-Saxon<br>PetroleumCo.Ld.<br>*CellDBa*84'154*t*<br>*DTf*35'408 | 400·0<br>P121'B33'F46'<br>FK<br>*tFPT*116*tAPT*143*t* | 52·4 | 28·0 | London<br>British<br>15*BHptCem*<br>(10 „ *to U dk*<br>5 „ „ *2nd* „) | T.3Cy.27½",45"&75"–48" (*s*)<br>180lb *120lb* 476NHP<br>3SB,9*cf*,HS8055<br>J.Dickinson&Sons,Ld.Sld. | 30 ″ 6 | |
| 38249 | **Leonora** SteelSc<br>*Elec.light* 1*Dk*<br>*Mchy.Aft* Wireless | 1992<br>1368 | | | | | 1922 | Scheeps.&<br>Machfbk.de<br>Liesbosch<br>Utrecht | Stoomv.Maats.<br>Leonora (Jos.de<br>Poorter,*Mgr.*) | 270·0<br>Q155'B12'F22' | 38·3 | 19·5 | Rottrdam<br>Dutch<br>*WB* | 1 Geared Steam Turbine<br>167NHP<br>Met.VickersElecCoLdMch. | | |
| 38250 | **Laranda** SteelSc<br>*ss*Gos.No.3–5,15<br>(*ex*Dorothy,*ex*Yacht, *ss*Cws.No.1–21<br>*Elec.light* *ex*Laranda.*ex*Greta) 1*Dk* | 233<br>213<br>96 | ✠100A1<br>*Yacht*<br>2,21 | Cws<br>✠LMC2,21 | | 1,21 | 1895<br>8mo<br>*Lloyd* | Scott&Co.<br>Greenock<br>*'sA&CP* | M.GrahamWhite | 152·2 | 22·1 | 11·5 | Cowes<br>British<br>4*BHCem* | T.3Cy.12¼",20"&32"–26"<br>170lb 76NHP<br>1B,3*cf*,GS52,HS1473<br>Scott&Co.Greenock | | |
| 38251 | **Leonora** SteelSc<br>*Elec.light* | 6600 | | | | | 1922 | N.V.Werf<br>Zeeland<br>Hansweert | | 223·0<br>P41'Q37'B62'F21' | 31·2 | 15·6 | *WB* | T.3Cy.14⅖",21$\frac{7}{10}$"&36"–<br>N.V.Delftshaven<br>Machinefab.Rot. | | |
| 38252<br>OGAE | **Lieutenant Robert Mory** SteelSc<br>(*ex*EdithCavell, *ss*Shl.No.3–7,20<br>*ex*Tropeiro) 1*Dk*(*Stl*)&*deep framing*<br>*Elec.light* Wireless<br>*Well deck* *Cargo battens not fitted* | 1465<br>1264<br>740 | ✠100A1<br>8,21<br>BS9,21 | Hul<br>✠LMC7,20 | *o* | CL<br>7,20 | 1908<br>5mo<br>*Lloyd* | Dundee<br>S.B.Co.Ld.<br>Dundee<br>*'sA&CP* | Mory&Co.<br>*CellD* | 235·3<br>Q74'B70'F31'<br>FK<br>*Ba*50' 72*t FPT*105*t* | 37·1 | 14·4 | Boulogne<br>French<br>5*BHCem*<br>*APT*115*t* | T.3Cy.17",28"&46"–30" (*s*)<br>180lb *100lb* 141NHP<br>1SB,3*cf*,GS64,HS2373<br>N.E.MarineEng.Co.LdSld. | 15 ″ 6<br>s1 ″ 1<br>14 ″ 6 | |
| 38253 | **Lady Cordeaux** WoodSc<br>*Mchy.Aft* 1*Dk* | 250 | **11 A1**<br>(*ClassContemplated*) | | | | 1922 | Vinyard<br>S.B.Co.<br>Milford,Del. | ColonialGovt.of<br>theBahamas | 114·9 | 28·0 | 10·0 | Nassau<br>British | C.2Cy.15"&30"–18"<br>MarineIronWrks,Chicago | | |
| 38254<br>NKDW | **Leipzig** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 246<br>—<br>92 | | | | | 1922 | Schiffb.Ges<br>Unterweser<br>m.b.H. Lehe | DeutscheDmpfischereiGes.Nordsee | 133·7 | 23·9 | 9·2 | Nordenhm<br>German<br>*WB* | T.3Cy.13⅘",21⅘"&35"–23⅝"<br>Christiansen& 58NHP<br>Meyer,Harburg | | |
| * 38255 | **La Marsa II.** SteelSc<br>(*ex*Penza) *ss*Shi.No.2–19<br>*Elec.light* 2*DksLowerdk*(*Stl*)<br>Wireless &*Spardk*(*Stl*-teak s) | 2679<br>2506<br>1334 | ✠100A1<br>*Spar dk with freeboard*<br>7,21<br>BS4,22<br>*Shanghai & Vladivostock* | NYk<br>✠LMC1,19 | *u* | 4,22 | 1909<br>10mo<br>*Lloyd* | F.Schichau<br>Danzig<br>*'sA&CP* | Cie.deNav.Mixte | 299·8<br>FK<br>*CellD* | 41·6 | 28·4 | Marseilles<br>French<br>5*BHCem*<br>*Ba*44'*uE&B* | T3Cy25½",43$\frac{3}{10}$"&70$\frac{9}{10}$"–47¼<br>210lb (*s*) 584NHP<br>4SB.12*cf*,GS223.HS8978 FD<br>F.Schichau,Elbing<br>96'*f*92'304*tFPT*23*tAPT*12 | 30 ″ 8<br>s12 ″ 0<br>19 ″ 2 | |
| * 38256<br>10606<br>PQ[illegible] | **Leeway** SteelSc<br>(*ex*MarshalFrench, *ss*Shl.2ndNo.3–1,22<br>*ex*Sahara) 2*Dks*(*Ulnd*&1*Stl*)&<br>Wireless *deep framing* | 4089<br>3775<br>2655 | ✠100A1<br>1,22 | Shl<br>✠LMC1,22 | *w* | 9,20 | 1897<br>3mo | A Stephen<br>&Sons<br>Glasgow<br>A&CP | St.MaryS.S.Co.Ld<br>(WilliamsBros.<br>(Cardiff)Ld.*Mgrs*)<br>*CellDBa*118'*u* | 370·0<br>P21'B100'F37'<br>FK<br>*E&B*40'*f*156'1014*t* | 48·0 | 24·7 | Cardiff<br>British<br>6*BHCem*<br>*APT*160*t* | T.3Cy.25⅜",41"&67"–45" (*s*)<br>175lb *80lb* NDB11 351NHP<br>2SB,6*cf*,GS184,HS4664 FD<br>A.Stephen&Sons,Glasgow | 27 ″ 6<br>s5 ″ 4<br>22 ″ 6 | |
| * 38257<br>137165<br>JKVW | **Luimneach** SteelSc<br>*ss*Goo.No.3–3,21<br>(*ex*Fairfield) 1*Dk*(*Stl*)<br>*Elec.light* *Cargo battens not fitted*<br>*Well deck* | 1074<br>765<br>443 | ✠100A1<br>5,22<br>BS4,22 | Npt<br>✠LMC3,21 | *n* | CL<br>4,22 | 1915<br>4mo<br>*Lloyd* | Jos.T.Eltringham&<br>Co.Ld.<br>Willington<br>*'sA&CP* Quay | LimerickS.S.Co.<br>Ld.<br>*CellDBa*54' | 220·1<br>Q131'*Bon*Q16'F27'<br>FK<br>*uE*20'*f*90'293*tFPT* | 33·4 | 13·9 | Limerick<br>British<br>4*BHCem*<br>34*tAPT*73*t* | T.3Cy.17½",28"&47"–33" (*r*)<br>180lb *100lb* 174NHP<br>2SB,6*cf*,GS100,HS3188<br>ShieldsEng.Co.Ld.N.Shl. | 16 ″ 4 | |
| 38258<br>139170<br>JNPH | **Lampas** SteelSc<br>(*ex*Laurelleaf)<br>*Elec.light* 1*Dk*(*ptStl*)&*Shelter dk*<br>*Mchy.Aft* (*Stl*)&*Webframes*<br>Wireless | 5631<br>5106<br>3230 | ✠100A1<br>*Shelter dk with freeboard*<br>10,19<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 12,16<br>*F.P. above* 150°F, | Shl<br>✠LMC12,16 | *x* | CL<br>10,19 | 1916<br>12mo<br>*Lloyd* | CraigTaylor&Co,Ld.<br>Stockton<br>*'sA&CP* | Anglo-Saxon<br>PetroleumCo.Ld.<br>*Cell DBuE&B*71'196*t* | 370·1<br>P108'F48'<br>FK<br>*DTf*35'540*tFPT*92*t* | 51·4 | 32·1 | London<br>British<br>15*BHptCem*<br>*APT*184*t* | T.3Cy.26",42½"&69½"–45"<br>180lb *120lb* (*r*) 451NHP<br>2SB,6*cf*,HS6660 FD<br>Blair&Co.Ld.Stockton | 34 ″ 6<br>s7 ″ 5½<br>27 ″ 5 | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7a | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book.<br>Official No.<br>Code Letters. | **Steamer's Name**, Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | | Regist'd Tonnage.<br>Gross.<br>—<br>Under deck.<br>—<br>Net. | Particulars of Classification.<br>Character.<br>—<br>✠ for Special Survey.<br>Date of last Survey. | Port of Survey. | Year Assigned now expired.<br>Equipment Letter. | Date when tail shaft last seen. | Built.<br>When | By Whom<br>—<br>Where | Owners. | Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | Registers in which classed, if not in L.R.<br>Date of Receipt of Cert. |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre. | Nom du Navire. Matériaux, Gréement, etc. | Tonnage Officiel. | Détails de la Classification. | | | Date de la dernière visite de l'arbre porte-hélice. | Construit. | | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | | | Port d'Armement | Machines. | 14 Creux sur Quille | Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade |
| Numero Officiel. | *Ex-nom, s'il y a lieu.* | Total.<br>—<br>Sous le Pont.<br>—<br>Net. | Cote.<br>—<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | | Quand.<br>—<br>Navire.<br>—<br>Mach. | Par qui.<br>—<br>Où. | | Longueur. | Largeur. | Creux. | Pavillon. | No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | |
| Signaux | Visites Périodiques. Nombres des Ponts | | | | | | | | | | | | | | | |

| 1<br>No. in Regr.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Society's Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Analysed now expired. Equipment Letter. | 7a<br>Date when tail shaft last been | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38326<br>28102<br>SGLM | **Matsuye Maru** SteelTwinSc<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless<br>*Carrying oil fuel F.P. above* 150°F. *in DB & forward DT* | 7061<br>6450<br>4358 | ✠100A1<br>10,21 ~~4,21~~<br>✠LMC4,21 | Yka | *b*† | CL<br>10,21 | 1921<br>4mo<br>*Lloyd's A&CP* | Yokohama<br>DockCo.<br>Yokohama | NipponYusen<br>KabushikiKaisha<br>*CellDB392'1334t*<br>*DTa42'1337tDT* | 445·0<br>P35'B135'F35'<br>FK<br>*f27' 1002t FPT 73t* | 58·0 | 34·0 | Tokio<br>Japanese<br>*7BHptCem*<br>*APT58t* | T.6Cy.20½",33½"&56"–48"<br>200lb (*s*) 632NHP<br>4SB,*12cf*,GS225,HS9200 FD<br>YokohamaDockCo.Yka. | 34 ″ 0<br>s7 ″ 8½<br>26 ″ 8 | |
| 38327<br>137512<br>JMSW | **Manchester Producer** SteelSc<br>Sub.Sig. *ss*Lon.No.1–20<br>(*ex*StartPoint) 2*Dks*(*Stl*)&<br>*Elec.light* Wireless *Shelter dk*(*Stl*)<br>*Carrying oil fuel F.P. above* 150°F. *in DB* | 6540<br>6336<br>4178 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,21<br>✠LMC6,20 | Lon | *a*† | CL<br>3,21 | 1916<br>5mo<br>*Lloyd's A&CP* | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>*CellD* | ManchesterLiners<br>Ld.<br>*Ba135'uE31'f172'* | 420·3<br>*FonShelter dk34'*<br>FK<br>*1054t DTa35' 946t* | 53·5 | 36·3 | Manchster<br>British<br>*7BHCem*<br>*FPT109t A* | T.3Cy 29",49"&80"–54" (*s*)<br>180lb 682NHP<br>3SB.*12cf* GS231,HS10300FD<br>Richardsons,Westgarth&<br>*PT124t* Co.Ld.Sld. | 39 ″ 0<br>s10 ″ 0<br>29 ″ 4 | |
| 38328 | **Macedonier** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless | *5116*<br>*4766*<br>*3176* | ✠100A1<br>10,21 ~~4,21~~<br>✠LMC4,21 | Gls<br>~~Ant~~ | *y* | CL | 1921<br>4mo<br>*Lloyd's A&CP* | Lloyd<br>RoyalBelge<br>(Gt.Britain)<br>Ld. Glasgow | LloydRoyalBelge<br>Soc.Anon.<br>*Intermediate'tween*<br>*dk BH in after*<br>*CellDB342'920tD* | 400·5<br>B37'B120'F45'<br>FK<br>*hold dispensed with*<br>*Ta30'850tFPT121t* | 52·3 | 28·7 | Antwerp<br>Belgium<br>*Cem*<br>*5BH toUdk*<br>1 ,, ,, *2nd* ,,<br>*APT104t* | T.3Cy.26½",44"&73"–51" (*s*)<br>200lb 567NHP<br>3SB,*9cf*,GS179,HS83·8 FD<br>Dunsmuir&JacksonLd.Gls<br>*only* | 31 ″ 0<br>s6 ″ 1½<br>25 ″ 3 | |
| 38329<br>145583<br>KHSR | **Mountpark** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 2699<br>2386<br>1617 | ✠100A1<br>3,22 ~~3,21~~<br>✠LMC3,21 | Brs | *t* | CL | 1921<br>3mo<br>*Lloyd's A&CP* | C.Hill&<br>Sons,Ld.<br>Bristol | DenholmLine<br>Steamers,Ld. (J.&<br>J.Denholm, *Mgrs.*)<br>*CellDB263'612tFPT* | 310·0<br>P28'B86'F32'<br>FK | 44·2 | 21·6 | Greenock<br>British<br>*5BHCem*<br>*90tAPT90t* | T.3Cy.21",34"&56"–36" (*s*)<br>180lb 242NHP<br>2SB,*6cf*,GS122,HS4260<br>Richardsons,Westgarth&<br>Co.Ld.Hpl | 23 ″ 10<br>s3 ″ 11<br>20 ″ 3 | |
| 38330<br>95908<br>MCBN | **Malmesbury** SteelSc<br>*ss*Hpl.2ndNo.3–12,13<br>(*ex*Penpol) *ss*Shl No.2–21<br>Wireless 1*Dk*(*Stl*)&*Webframes*&<br>*pt Awng dk*(*Irn*) | 2061<br>1546<br>1300 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>10,21 ~~1,21~~<br>✠LMC1,21 | Shl<br>Cff | *r* | 1,21 | 1891<br>2mo<br>*Lloyd's A&CP* | Harvey&<br>Co.(Lim.)<br>Hayle | Alexander<br>ShippingCo.Ld.<br>(Capper,Alexander&Co.*Mgrs.*) | 276·0<br>P29'Q82'B110'26·0<br>F28' BK9½<br>*CellDBa86'f108* | 36·9 | 19·0 | London<br>British<br>*5BHCem*<br>*288tAPT41t* | T.3Cy.19½",33"&56"–39" (*s*)<br>160lb ~~80lb~~ NDB06 209NHP<br>2SB,*6rf*,GS117,HS3328<br>Harvey&Co.(Lim.)Hayle | 21 ″ 3<br>s7 ″ 8<br>21 ″ 3 | |
| 38331<br>145519 | **Morn** SteelSc<br>1*Dk*(*Stl*) | 97<br>96<br>41 | ✠100A1<br>*For Fishing purposes*<br>3,21<br>✠LMC3,21 | King's Lynn | | CL | 1921<br>2mo<br>*Lloyd's A&CP* | King's<br>LynnSBCoLd<br>King'sLynn | ~~TheAdmiralty~~<br>J.A.Farman | 86·4<br>BK7½ | 18·5 | 9·3 | Leith<br>~~London~~<br>British<br>*3BHCem.* | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>ADodman&CoLd Kg'sLnn | 10 ″ 0 | |
| 38332<br>140566<br>JSPM | **Manchester Spinner** SteelSc<br>(*ex*GrampianRange)<br>*Elec.light* Wireless Sub.Sig. 1*Dk* | 4767<br>4372<br>2968 | | | | | 1918 | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool | Manchester<br>Liners,Ld. | 385·0<br>P36'B126'F38' | 52·0 | 27·0 | Manchestr<br>British<br>*WB* | T.3Cy.25",40"&68"–48"<br>Richardsons, 320NHP<br>Westgarth&Co.Ld.Hpl. | | C |
| 38333<br>143485<br>KJFV | **Maggie O'Regan** SteelSc<br>(*ex*Maastad,*ex*Leksveer)<br>*Mchy.Aft* 1*Dk* | 457<br>318<br>229 | *For full particulars See No. 38377 below* | | | | 1918 | NV.Schps.<br>"DeMaas"<br>Slikkerveer | ThomasMurray<br>(Queenstown),Ld.<br>(P.O'Regan,*Mgr.*) | ~~155·0~~<br>P56'B13'F20'<br>154·8 | ~~25·2~~<br>25·1 | ~~10·7~~<br>10·3 | Cork<br>British<br>*WB* | T3Cy12$\frac{19}{32}$"20$\frac{13}{16}$"&31½"–19$\frac{19}{32}$"<br>55RHP<br>Gebr.Stork,Hengelo | | |
| 38334<br>145194 | **Mackay Edgar** SteelTwinSc<br>(*Tug*)<br>1*Dk* | 275<br>189<br>94 | | | | | 1918 | W.Hamilton&Co.Ld<br>PortGlasgow | BritishControlled<br>Oilfields,Ld. (SirJohnEsplenK.B.E.<br>*Mgr.*) | 130·0 | 26·1 | 6·9 | London<br>British | C.4Cy.11"&22"–14"<br>30NHP<br>McKie&Baxter,Glasgow | | |
| 38335 | **Macadam** SteelSc<br>*OilEng.*<br>~~*Mchy.Aft*~~ *Should be* "Stoneboat," *See No.* 39298 *in Supplement* | 277<br>243<br>125 | 100A1<br>(ClassContemplated) | | | | 1921 | J.S.White<br>&Co.Ld.<br>Cowes | RoadMaintenance<br>&StoneSupplyCo.<br>Ld. | 120·0<br>Q31'B10'F20' | 21·0 | 10·2 | London<br>British | Oil Engine 2S.C.SA<br>4Cy.14"–16"<br>Vickers,Petter,Ld.Ipswich | | |
| 38336 | **Maria Kyriakides** SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | *1556*<br>*1387*<br>*858* | ✠100A1<br>4,22 ~~5,21~~<br>✠LMC5,21 | Psy<br>Pir | *p* | CL | 1921<br>5mo<br>*Lloyd's A&CP* | Bow,McLachlan&Co.<br>Ld. Paisley | N.G.Kyriakides<br>*CellD* | 240·2<br>B52'F27'<br>FK<br>*B196'389tFPT120t* | 36·1 | 19·1 | Andros<br>Greek<br>*4BHCem*<br>*APT75t* | T 3Cy.17",27"&45"–33" (*s*)<br>180lb 170NHP<br>2SB,*4cf*,GS90,HS3217<br>Bow,McLachln&CoLd Psy | 21 ″ 3<br>s2 ″ 11½<br>18 ″ 7 | |
| 38337<br>133230<br>KHSV | **Maorilands** IronAuxTwinSc<br>*OilEng.* 3MstSr<br>(*ex*Fulda) *ss*Bly.2ndNo 3–5,21<br>*Mchy.Aft* 1*Dk*2*trB*<br>(*SeeSailingShipRegisterSupplement*) | 921<br>820<br>572 | 100A1<br>~~11,21~~ ~~5,21~~ 2,22<br>✠~~NB5,21~~ | Bly<br>~~Gof~~<br>✠LMC5,21 | *l*<br>2,22 | CL<br>~~No,21~~<br>2,22 | 1876<br>*Lloyd's A&CP* | A.Stephen<br>&Sons<br>Glasgow | Maorilands<br>ShippingCo.Ld.<br>(ArthurTate)<br>*CellDBuE23'25t* | 195·0<br>P46'F26'<br>BK9<br>*DTa10'9tFPT22t* | 32·0 | 19·7 | Blyth<br>British<br>*3BHCem*<br>*APT8t* | Oil Engines 2S.C.SA<br>8Cy.14"–16" 126NHP<br>NDB5,21–*150lb*<br>Vickers,Petter,Ld.Ipswich | 21 ″ 0<br>s2 ″ 6½<br>19 ″ 8 | |
| 38338<br>141836 | **Mapledawn** SteelSc<br>(*ex*Manola)<br>Wireless 2*Dks* | 2404<br>1853<br>1333 | | | | | 1890 | GlobeIron<br>WorksCo.<br>Cleveland,O.<br>*Rebuilt* 1920 | CanadaS.S.Lines,<br>Ld.<br>Davie S.B. & Rpg | 249·7<br>Co. Lauzon, Levis, | 40·2 | 21·3 | Montreal<br>British<br>Quebec<br>*WB* | T.3Cy.24",38"&61"–42"<br>241NHP<br>GlobeIronWorksCo.<br>Cleveland,O. | | C |
| 38339<br>140106<br>KJVP | **Millwater** SteelSc3Mst~~SteelSc~~<br>*Mchy.Aft Welldeck* 1*Dk*(*Stl*)&<br>*Webframes* | 365<br>248<br>136 | ✠100A1<br>10,21<br>~~(ClassContemplated)~~<br>✠LMC9,21 | Ply | *e* | CL | 1921<br>10mo<br>*Lloyd's A&CP* | Willoughby(Plymouth)Ld.<br>Plymouth | ~~SuffolkShipping&CommercialCo.Ld.~~<br>Mellonie&Goulden,<br>Ld. | 135·0<br>Q47'B9'F22'<br>FK<br>*FPT49t* | 23·4 | 9·9 | Ipswich<br>British<br>*3BHCem* | T.3Cy.11½",18½"&30"–21"<br>160lb (*s*) 67RHP<br>1SB,*3pf*,GS50,HS1400<br>Willoughby(Plm'th)Ld. | 10 ″ 7<br>s ″ 7<br>10 ″ 2 | |
| 38340<br>28109<br>SGMB | **Matsumoto Maru** SteelTwinSc<br>*Elec.light* 2*Dks*(*Stl*)<br>Wireless<br>*Carrying oil fuel F.P. above* 150°F. *in DB & forward DT* | 7025<br>6450<br>4334 | ✠100A1<br>1,22 ~~5,21~~<br>✠LMC5,21 | Yka | *b*† | CL<br>1,22 | 1921<br>5mo<br>*Lloyd's A&CP* | Yokohama<br>DockCo<br>Yokohama | NipponYusen<br>KabushikiKaisha<br>*CellDB382'1326t*<br>*DTa39'1309t* | 445·0<br>P35'B135'F35'<br>FK<br>*DTf27'1002tFPT* | 58·0 | 34·0 | Tokio<br>Japanese<br>*7BHptCem*<br>*73tAPT58t* | T.6Cy.20½",33½"&56"–48"<br>200lb (*s*) 632NHP<br>4SB,*12cf*,GS225,HS9200 FD<br>YokohamaDockCo.Yka. | 34 ″ 0<br>s7 ″ 8½<br>26 ″ 8 | |
| 38341<br>143140<br>JWTL | **Maritime** SteelSc<br>*ss*Bry.No.1–21<br>(*ex*Waldenburg) 2*Dks*(*Stl*)3*trBin*<br>*Elec.light* Wireless *No.1hold* | 5854<br>5442<br>3673 | 100A1<br>4,22 ~~5,21~~<br>LMC5,21 | Bry<br>Npt | *b*† | ~~5,21~~<br>4,22 | 1917 | Flensburger<br>Schiffsb.Ges<br>Flensburg | WilliamThomas<br>ShippingCo.Ld.<br>(R.J.Thomas&Co.<br>*Mgrs.*)<br>*CellDB* | 450·0<br>P&B377'F53'<br>FK | 58·1 | 26·9 | London<br>British<br>*9BHCem*<br>*403'1640t* | T3Cy31⅜"50$\frac{13}{16}$"&84$\frac{1}{16}$"–53$\frac{13}{16}$"<br>185lb (*s*) 793NHP<br>4SB,*12cf*,GS252,HS12190 FD<br>FlensburgerSchiffsb.Ges. | 29 ″ 7<br>s4 ″ 6½<br>25 ″ 5 | |
| 38342<br>145417 | **M. J. Craig** SteelSc<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 605<br>404<br>271 | ✠100A1<br>6,21<br>✠LMC6,21 | Bpl | *i* | CL | 1921<br>6mo<br>*Lloyd's A&CP* | TawShipyards,Ld.<br>Barnstaple | H.Craig&Co.<br>*CellD* | 174·5<br>Q100'B11'F26'<br>FK<br>*Bf94'144t FPT45t* | 28·6 | 10·9 | Belfast<br>British<br>*3BHCem*<br>*APT22t* | T.3Cy.14",23"&38"–27" (*s*)<br>180lb 57RHP<br>1SB.*3cf*,GS52,HS1761<br>AitchisonBlairLd.Clydbnk | 13 ″ 0<br>s4 ″ 6½<br>12 ″ 9 | |
| 38343<br>221215<br>MORH | **Manulani** SteelSc<br>*Elec light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Mchy.Aft* | 9556<br>9173<br>5903 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>~~8,21~~ ~~4,21~~ 3,22<br>*Fitted for oil fuel* 4,21 | ~~Oakland Cal.~~<br>~~NYk~~ SFo<br>✠LMC4,21 | *e*† | CL<br>8,21<br>*F.P. above* | 1921<br>4mo | MooreS.B.<br>Co.<br>Oakland,Cal.<br>A&CP<br>150°F. | MatsonNav.Co.<br>Inc.<br>*CellDB420'2284t*<br>*DTf54'612t* | 480·6<br>FK<br>*Collision*<br>*FPT75tAPT123t* | 62·2 | 37·8 | S.Frncisco<br>Utd.States<br>*ptAso*<br>*BHtoShdk*<br>8 ,, ,, *U* ,, | 2 Steam Turbines geared to<br>1Sc Shaft 225lb 1242NHP (*s*)<br>5SB,*20cf*,HS17500 FD<br>WestinghouseElectric<br>&Mfg.Co.Philadelphia,Pa. | 41 ″ 10<br>s10 ″ 9<br>31 ″ 6 | |
| 38344<br>53371<br>JMHS | **Margaret Hobley** WoodAuxScSr<br>*Par.Mot*<br>IB *Salted* Rest.Liv.92–5yrs.<br>(*See Sailing Ship Register*) | 119<br>118<br>82 | 4,92 | Lon | 8<br>C5 | | 1868<br>5mo | JDWarlow<br>Pembroke<br>Dock | HookShippingCo.<br>(1920),Ld. (T.W.H.Roberts,*Mgr.*) | 86·6 | 22·2 | 10·8 | London<br>British | Paraffin Motor<br>2Cy.12"–13" NE21 23NHP<br>H.Weddop&Co.Keighley | 12 ″ 0 | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3 Nom du Navire. Matériaux. Gréement etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit.<br>Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières, & Foyers.<br>Nom du Constructeur des machines. | 14 Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15 Registres où coté, et où n'est dans le L.R. Durée.Cert.B.of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38345<br>143119<br>JWSP | **Maid of Lemnos** SteelSc<br>(exGallipoli,<br>Elec.light exDorotheaRickmers)<br>Wireless Sub Sig. 2Dks | ~~4177~~ 4444<br>~~3862~~ 3901<br>~~2665~~ 3330 | | | | | 1907 | Rickmers<br>Act Ges.<br>Bremerhaven | ByronS.S.Co.Ld.<br>(M.Embiricos,<br>Mgr.) | 367·2<br>B91'F44' | 47·7 | 27·4 | London<br>British | T.3Cy.23¼",33$\frac{3}{16}$"&63"–43¼"<br>261NHP<br>Pommé&Ahrens,Ottensen | 30 ″ 0<br>s 6 ″ 5<br>24 ″ 0 | |
| 38346<br>1406 9<br>KLWT | **Maid of Samos** SteelSc<br>(exBingen)<br>1Dk& Awng dk | 1190<br>821<br>718 | | | | | 1901 | Bremer<br>Vulkan<br>Vegesack | ByronS.S.Co.Ld.<br>(M.Embiricos,<br>Mgr.) | ~~232·2~~<br>232·4<br>Awng dk147' | 33·2<br>Q85' | 13·4 | London<br>British<br>WB | T.3Cy.16⅛",26"&44½"–27⅜"<br>91RHP ~~91NHP~~<br>BremerVulkan,Vegesack | | |
| 38347 | **Marigo** SteelSc<br>(exMichaelBistis, ssBbo.2ndNo.3–10,16<br>exBellagio) ssLiv.No.3–7,18<br>Elec.light 2Dks(1Stl&UptStl-ws)&deep<br>Wireless framing3Dk rule | 3919<br>3531<br>2531 | ✠100A1<br>7,21 ~~4,20~~<br>✠NE7,18 ✠LMC7,18<br>✠NB7,05 BS~~3,20~~7,21 | Gib<br>Mdb | w | ~~7,18~~<br>7,21 | 1890<br>3mo<br>Lloyd's A&CP | D&W Henderson&Co<br>Glasgow | SpyridonK.Syrmis<br>DBa50' | 360·0<br>P36'B82'F48'<br>f56'&uE&B70'579t | 46·1 | 26·3<br>BK11" | Ithaca<br>Greek<br>6BHCem<br>FPT122t | T.3Cy.24",40"&66"–48" (s)<br>180lb 80lb NDB05 327NHP<br>3SB,9cf,GS165,HS5577<br>FawcettPreston&CoLdLiv | 29 ″ 5 | |
| 38348<br>221226<br>MCSD | **Mount Clinton** SteelSc<br>Elec.light 2Dks(Stl)&Shelter<br>Wireless dk(Stl-ws)&Web frames<br>Cargo battens not fitted in<br>Shelter 'tween decks | 7510<br>7086<br>4501 | ✠100A1<br>Shelter dk<br>withfreeboard<br>~~10,21~~ ~~5,21~~ ~~1,22~~<br>2,22<br>Fitted for oil fuel 5,21<br>✠LMC5,21 | ~~Chester,Pa~~<br>~~Ham~~NYk | b† | CL<br>1.22<br>F.P. above 150° F. | 1921<br>5mo | Merchant<br>S.B Corp.<br>Chester,Pa.<br>A&CP | ShawmutS.S.Co.<br>Inc.(United<br>AmericanLines,<br>Inc.Mgrs.)<br>CellDB367'1343t DTa 29'833t FPT140t APT120t | 440·3<br>FK<br>Collision BH to S dk | 57·2 | 36·0 | NewYork<br>Utd.States<br>ptCemptAsp<br>6 „ „ U „ | 2 Steam Turbines geared to<br>1Sc Shaft 220lb (r) 930NHP<br>4SB12cf,GS262,HS12264 FD<br>W.T.DB-250lb<br>WestinghouseElectric&<br>Mfg Co.Essington,Pa. | 39 ″ 0<br>s 10″11 | |
| 38349<br>141445<br>KJCD | **Miraflores** SteelSc<br>Elec.light 1Dk(Stl-ws)&Shelter dk<br>(Stl-ws)2nd dk in holds | 2158<br>1909<br>1201 | ✠100A1<br>Shelter dk<br>withfreeboard<br>5,21<br>✠LMC5,21<br>Fitted for oil fuel 5,21 | Nwc | r | CL<br>F.P. above 150° F. | 1921<br>5mo<br>Lloyd's A&CP | Swan,Hunter&Wigham<br>Richardson,<br>Ld Newcastle | Swan,Hunter&<br>Wigham-Richard-<br>son,Ld.<br>CellDB196'357t DTa16'140t FPT36t APT28t | 270·7<br>FK<br>Collision BH to S dk | 39·0 | 14·7 | Newcastle<br>British<br>ptCem<br>3 „ „ U „ | T.4Cy.20½",33"&(2)37"–30"<br>1 0lb 125lb (s) 305NHP<br>2SB6cf,GS137,HS5250 FD<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 25 ″ 0<br>s 5 ″ 6<br>20 ″ 0 | |
| 38350 | **Marienfels** SteelSc<br>Elec.light 2Dks | | | | | | 1921 | J.C.Tecklenborg A.G<br>Geestemünde | DeutscheDmpfs-<br>fahrts.Ges.Hansa | 468·1<br>P80'B138'F59' | 58·6 | 32·0 | Bremen<br>German<br>WB | T3Cy.31½",50$\frac{13}{16}$"&82$\frac{1}{16}$"–55"<br>500NHP<br>J.C.Tecklenborg,A G.Gst. | | |
| 38351<br>141566<br>KFNL | **Monkstone Light** SteelSc<br>(exMecklenburg) ssCff.No.3–6,21<br>Sub.Sig. 1Dk(Stl)&Web frames<br>Wireless Cargo battens not fitted | 2239<br>1886<br>1235 | 100A1<br>2,22 ~~6,21~~<br>LMC6,21 | Cff | v | CL<br>6,21 | 1910<br>Lloyd's A&CP | Akt.Ges.<br>"Vulcan"<br>Stettin | BristolChannel<br>Steamers,Ld. (J.<br>German&Co.Mgrs)<br>CellDB22'654t<br>tank21'172t between | 231·6<br>P24'B59'F31'<br>Poop tank123t Bridge<br>hatches f 22t a 22t | 41·1 | 18·7<br>FK | Cardiff<br>British<br>4BHAsp<br>'tween dk<br>FPT154t APT67t | T.3Cy.21",34"&55"–39" (s)<br>170lb 232NHP<br>2SB,6cf,GS119,HS4025<br>A.G."Vulkan,"Stettin | 21 ″ 6<br>s 3 ″ 1½<br>18 ″ 9 | |
| 38352 | **Modum** SteelSc<br>Elec.light 1Dk(Stl)&Web frames<br>Wireless | 4477<br>3737<br>2792 | ✠100A1<br>6,21<br>✠LMC4,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 4,21 | Nwc | | CL<br>F.P. above 150°F. | 1920<br>11mo<br>Lloyd's A&CP | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle | IvanAn.Christen-<br>sen | 355·0<br>P31'B100'F31'<br>Middle line bulkhd<br>CellDBuE21'f28' | 50·9 | 24·9<br>FK | Christania<br>Norwegian<br>13BHptCem<br>not oil tight<br>93t APT86t | T.3Cy.25",41"&68"–45" (s)<br>180lb 356NHP<br>3SB,9cf,GS148,HS5760<br>N.E.MarineEng.CoLdNwc | 27 ″ 4 | |
| 38353<br>143208 | **Manoa** SteelSc<br>(exShoshone,ex ssN.Yk.No 2-20<br>Wasgenwald) Well deck 2Dks(Stl)<br>Elec.light Wireless Sub.Sig. | 5070<br>3557<br>3182 | 100A1<br>withfreeboard<br>5,21<br>LMC5,21 | Cff | | CL<br>5,21 | 1912<br>Lloyd's A&CP | Bremer<br>Vulkan<br>Vegesack | CanadaSteamship<br>Lines,Ld.<br>CellDB301'838t FPT29t | 353·2<br>P&B274'F47' | 48·7 | 24·6<br>FK | London<br>British<br>6BHCem<br>APT18t | Q.4Cy.24",34$\frac{11}{16}$",50⅜"&74"–<br>53$\frac{3}{16}$" 2 0lb (s) 588NHP<br>3SB,9cf GS199,HS8634 FD<br>BremerVulkan,Vegesack | 27 ″ 3<br>s 3 ″ 5<br>24 ″ 3 | |
| 38354 | **Mirador** SteelSc<br>Elec.light | | 100A1<br>For towing purposes<br>(Class Contemplated) | | | | 1921 | J.Crichton<br>&Co.Ld.<br>Chester | ArgentineNav.Co.<br>(N.Mihanovich,<br>Ld.) | 90·0 | 23·0 | 13·5 | Bns.Ayres<br>Argentine | T.3Cy.15",23"&38"–24"<br>CammellLaird&Co Ld.Bkn | | |
| 38355 | **Maddalena O.** SteelSc<br>Elec.light Mchy.Aft 1Dk | 5544<br>4443<br>3270 | | | | | 1921 | N.Odero fu<br>A.&Co.<br>SestriPonente | N.Odero fu A.&Co. | 385·5<br>P&B252'F38' | 50·9 | 27·2 | Genoa<br>Italian<br>WB | 2 Steam Turbines<br>N.Odero fu A.&Co. | | |
| 38356 | **Maggie Marshall** WoodSc<br>1Dk | 365<br>279 | | | | | 1872<br>1908 | Manistee<br>Irn.Wrks.Ld<br>ManisteeMch | MaritimeWreck-<br>ing&SalvageCo.<br>Ld. | 150·0 | 30·0 | 11·3 | HalifaxNS<br>British | C.2Cy.18"&36"–30"<br>ManisteeIron 59NHP<br>Works,Ld.Manistee Mich. | | |
| 38357<br>JDQR | **Matheos** SteelSc<br>(exAkenside,ex ssBly.No.3–5.20<br>Glyndwr,exCraigronald) Spar dk(Stl)<br>Wireless 2trB&deep framing | 2425<br>2309<br>1572 | ✠100A1<br>Spar dk<br>withfreeboard<br>8,21 ~~3,21~~<br>BS3,22 | ~~BS4,20~~<br>✠LMC7,19 | t | CL<br>~~8,21~~<br>8,21 | 1904<br>10mo<br>Lloyd's A&CP | A.Rodger<br>&Co.<br>Pt.Glasgow | P.M.Los<br>CellDB | 313·6<br>P29'B82'F30'<br>a&uE118'f136'623t | 43·8 | 13·2<br>20·7<br>FK | Chios<br>Greek<br>5BHCem<br>APT67t | T.3Cy.21",35"&57"–39" (s)<br>180lb 80lb 248NHP<br>2SB,6cf,GS110,HS4210<br>A.Rodger&Co.Glasgow | 23 ″ 8<br>s 3 ″ 10<br>19 ″ 9 | |
| 38358<br>145237<br>KJDV | **Middlesex** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Ref.Mchy. Wireless CruiserStern | 8569<br>8185<br>5436 | ✠100A1<br>Shelter dk<br>withfreeboard<br>2,22 ~~6,21~~<br>✠LMC6,21<br>✠Lloyd'sRMC ~~6,21~~ 3,22 | Nwc<br>Brs | d† | CL<br>2,22 | 1920<br>9mo<br>Lloyd's A&CP | Swan,Hunter&Wigham<br>Richardson,<br>Ld.Newcastle | FederalStm.Nav.<br>Co.Ld.<br>CellDB | 460·0<br>B268'F50' on<br>Shelter dk<br>Collision<br>386'1446t FPT115t | 62·8 | 35·2<br>FK | London<br>British<br>ptCem<br>BH to Sh dk<br>6 „ „ U „<br>APT23t | 2 Steam Turbines geared to<br>1 Sc. Shaft<br>180lb (s) 1252NHP<br>5SB,20cf,GS401,HS16575 FD<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 37 ″ 9<br>s 9 ″ 0<br>29 ″ 1 | |
| 38359<br>221279<br>MOTB | **Manukai** SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Mchy.Aft | 9547<br>9173<br>5896 | ✠100A1<br>Shelter dk<br>withfreeboard<br>12,21 ~~6,21~~<br>✠LMC6,21<br>Fitted for oil fuel 6,21 | Oak-<br>land | e† | CL<br>F.P. above 150° F. | 1921<br>6mo | MooreS.B.<br>Co.<br>Oakland,Cal.<br>A&CP | MatsonNav.Co.<br>Inc.<br>Cell DB420'2284t | 480·6<br>Collision<br>DTf54'612t FPT75t | 62·2 | 37·8<br>FK | S.Frncisco<br>Utd.States<br>ptAsp<br>BH to Sh dk<br>8 „ „ U „<br>APT123t | 2 Steam Turbines geared<br>to 1 Sc. shaft<br>225lb (s) 1242NHP<br>5SB,20cf,HS17500 FD<br>WestinghouseElectric<br>&Mfg.Co.Essington,Pa. | 41 ″ 10<br>s 10 ″ 9<br>31 ″ 6 | |
| 38360<br>150240 | **Mary Patricia** WoodSc<br>1Dk | 122<br>91<br>52 | | | | | 1917 | Canadian<br>Vickers,Ld.<br>Montreal,P.Q | Mrs.R.Neville | 84·0 | 19·2 | 10·0 | HalifaxNS<br>British | C.2Cy.12"&24"–16"<br>Goldie& 24RHP<br>McCullochCo.Ld.Galt,Ont. | | |
| 38361<br>127478 | **Moygannon** SteelSc3Mst<br>Mchy.Aft Welldeck 1Dk(Stl)<br>Cargo battens not Fitted | ~~520~~ 498<br>330<br>~~193~~<br>193 | ✠100A1<br>1,22 ~~10,21~~<br>~~(Class Contemplated)~~<br>✠LMC8,21 | Trn<br>Bel | h | CL | 1921<br>~~7mo~~<br>10mo<br>Lloyd's A&CP | Dublin<br>Shipbuilders,<br>Ld.<br>Dublin | Newry&Provincial<br>CoalCo.Ld.<br>CellDBf93'108t FPT34t APT26t | 164·9<br>Q97'B10'F25' | 25·7 | 9·5<br>BK7½" | Newry<br>British<br>3BHCem | T.3Cy.14½",24"&40"–27" (s)<br>180lb 99RHP<br>1SB,3cf,GS52,HS1962<br>W.Beardmore&Co.Ld.<br>Coatbridge | 11 ″ 11<br>s4 ″ 4½<br>12 ″ 3 | |
| 38362 | **Maid of Sparta** SteelSc<br>(exMinnaHorn,exHornhöhe,<br>exMadeleineRickmers) ~~2Dks~~<br>Elec.light Sub.Sig. Wireless<br>ssCff.No.2-21 1Dk(Stl)&Shelterdk(Stl)<br>2nddk(Stl)in No.1hold | ~~3431~~ 3475<br>~~3129~~ 3136<br>~~2055~~<br>2103 | 100A1<br>Shltr dk with freebrd<br>5,22 ~~6,21~~<br>LMC7,21 | Cff | u | CL<br>2,21 | 1913 | Rickmers<br>Akt.Ges.<br>Geestemünde | ByronS.S.Co Ld.<br>(M Embiricos,<br>Mgr.)<br>CellDB320'942t FPT160t APT46t | ~~361·9~~<br>362·4 | ~~50·2~~<br>50·1 | 21·5<br>FK | London<br>British<br>6BHAsh<br>WB | T.3Cy.25",41"&68"–45" (s)<br>180lb 379 ~~340~~ NHP<br>N.E.MarineEng.Co Ld.Sld<br>2SB,6cf,GS118,HS5140 FD | 23 ″ 8<br>s 2 ″ 3<br>21 ″ 9 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38363 | **Martha Hemseth** SteelSc<br>*Elec.light* *1Dk&Shelter dk* | 5700 | | | | | 1921 | Deutsche<br>WerkeA.G.<br>Kiel | R.M.Sloman,Jr. | 407·0<br>P43'B26'F36' | 54·3 | 31·9 | Hamburg<br>German<br>*WB* | 2 Steam Turbines geared to 1 Sc Shaft<br>DeutscheWerkeA.G.Kiel | | |
| 38364 | **Matilde Peirce** SteelSc<br>(*ex*Galatée) *ss*Nap.No.3-7,21<br>1*Dk*(*Stl*)&*Spar dk*(*ptIrn ptStl*)<br>&*deep framing* | *3034*<br>*2441*<br>*1918* | ✠100A1<br>*Spar dk*<br>3,227,~~21~~<br>✠LMC7,21 | Nap | *v* | N7,21 | 1908<br>10mo<br>*Lloyd* | J.Blumer<br>&Co.<br>Sunderland<br>*'sA&CP* | PeirceBros.<br>*CellDBa96'uE&B40'* | 321·5<br>P38'B102'F41'<br>FK<br>*f*138' 613*t* *FPT*61*t* | 46·0 | 14·0<br>24·9 | Naples<br>Italian<br>6*BHCem*<br>*APT*120*t* | T.3Cy.23",38"&63"-42"<br>180lb *180lb* 280NHP<br>2SB,6*cf*,GS122,HS1330<br>J.Dickinson&Sons,Ld.Sld | 27 ″ 8 | V |
| 38365 | **Mont Viso** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)<br>*Well deck* | 4574<br>4191<br>2814 | ✠100A1<br>7,21<br>✠LMC7,21<br>*Fitted for oil fuel* 7,21 *F.P. above* 150° F. | Mdb | *y* | CL | 1921<br>7mo<br>*Lloyd* | Sir Raylton<br>Dixon&Co.Ld<br>Middlesbro'<br>*'sA&CP* | Soc.Gén.deTransp.<br>Mar.àVap.<br>*CellDB* | 369·9<br>P&B240'F40'<br>FK<br>321' 1044*t* *FPT*86*t* | 53·3 | 26·0 | Marseilles<br>French<br>6*BHCem*<br>*APT*67*t* | T.3Cy.25",41"&68"- 5" (*s*)<br>180lb 364NHP<br>3SB,9*cf*,GS158,HS6015<br>Richardsons,Westgarth&Co.Ld.Mdb. | 28 ″ 6<br>s 4 ″ 2<br>24 ″ 7 | |
| 38366 | **Manzoni** SteelSc<br>(*ex*Jokai) *ss*Fiu.No.3-8,11<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)&<br>*deep framing* | 2742<br>2425<br>1677 | ✠100A1<br>*Spar dk*<br>4,16 ✠LMO<br>Examined11,19<br>BS4,19 MS5,20 | Cff | *u* | CL<br>12,19 | 1899<br>7mo | R.Craggs&<br>Sons<br>Middlesbro'<br>A&CP | AdriaSoc.Anon.di<br>Nav.Marittima<br>*Cell DBa* 102'*uE&* | 320·0<br>P38'B112'F35'<br>FK<br>*B*40'*f*130'639*tFPT* | 42·5 | 13·1<br>21·1 | Fiume<br>6*BHCem*<br>44*tAPT*13*t* | T.3Cy.21"37"&62"-42" (*s*)<br>200lb *90lb* 2NDB13 269NHP<br>2SB,6*rf*,GS106,HS3940<br>N.E.MarineCo.Ld.Nwc. | 24 ″ 9 | |
| 38367<br>RBMO | **Malaga** SteelSc<br>(*ex*JohannaBlumenberg)<br>*Elec.light* 1*Dk* | 1440<br>832 | | | | | 1921 | F.Schichau<br>Elbing | R.M.Sloman,Jun. | 253·5<br>P&B197'F28' | 38·2 | 16·5 | Hamburg<br>German<br>*WB* | T.3Cy.19$\frac{1}{16}$",31$\frac{1}{2}$"&51"-29$\frac{3}{16}$"<br>141NHP<br>F.Schichau,Elbing | | |
| 38368<br>RBFQ | **Max Schmidt** SteelScK<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 247<br>232<br>96 | | | | | 1921 | H.C.Stulc-<br>kenSohn<br>Hamburg | Schmidt,Cordes&<br>Harms | 128·5<br>F17' | 24·2 | 12·9 | German | T.3Cy.12$\frac{5}{8}$",21$\frac{1}{4}$"&33$\frac{13}{16}$"-<br>22$\frac{1}{16}$" 53NHP<br>H.C.StulckenSohn,Ham. | | |
| 38369<br>143133<br>JWTQ | **Malvolio** SteelSc<br>(*ex*Isis)<br>*Elec.light* Wireless 3*Dks* | 8833<br>5992<br>5564 | *For full particulars See No.* 38382 *in Supplement* | | | | 1915 | J.C.Teck-<br>Geestemünde | DavidS.S.Co.Ld. | 476·6<br>P39'B136'F52' | 62·4 | 34·9 | London<br>British | T3Cy29$\frac{9}{16}$",48$\frac{4}{5}$"&80$\frac{7}{16}$"-55$\frac{1}{16}$"<br>483NHP<br>J.C.TecklenborgA.G.Gst. | 37 ″ 6<br>s 9 ″ 3$\frac{1}{2}$<br>28 ″ 8 | |
| 38370<br>105256<br>KJLS | **Maid of Milos** SteelSc<br>(*ex*Theofano, *ss*Kob.No.3-7,11<br>*ex*TokaiMaru, *ss*UragaNo.2-19<br>*ex*BaronEldon) 1*Dk*(*Stl*)&*Spar dk*<br>Wireless (*ptIrn&ptStl*)&*deep framing* | 3703<br>3492<br>2362 | ✠100A1<br>4,20<br>BS4,20 ✠LMC3,19 | Cff | *w* | N4,20 | 1899<br>9mo | Bartram&<br>Sons<br>Sunderland<br>A&CP | ByronS.S.Co.Ld.<br>(M.Embiricos,<br>*Mgr.*)<br>*CellDBa*104' | 340·0<br>P28'B102'F36'<br>FK<br>*uE&B*38'*f*138' 834*t* | 48·0 | 17·9<br>25·9 | London<br>British<br>6*BHCem*<br>*APT*160*t* | T.3Cy.24$\frac{1}{2}$",40"&66"-45" (*s*)<br>180lb *110lb* 314NHP<br>NDBrefitted14<br>2SB,8*pf*,GS142,HS4810<br>J.Dickinson&Sons,Ld.Sld. | 28 ″ 6<br>s 5 ″ 4$\frac{1}{2}$<br>23 ″ 6 | |
| 38371<br>150114 | **Ming Sang** SteelSc<br>(*ex*KwongEng)<br>*Elec.light* 2*Dks* | 1650<br>1433<br>969 | | | | | 1907 | Schiffsw. v.<br>HenryKoch<br>Lübeck | Indo-ChinaSteam<br>Nav.Co.Ld. | 265·7<br>P&B154'F40' | 37·8 | 18·4 | ~~HongKong~~<br>British<br>London *WB* | T.3Cy.20$\frac{1}{2}$",33$\frac{1}{2}$"&53"-33$\frac{1}{2}$"<br>162NHP<br>J.F.Ahrens,Altona | | |
| 38372<br>109783<br>KBHG | **Mary Amelia** SteelSc<br>(*ex*FranzWilke, ~~*ss*Gst.No.3-1,11~~<br>*ex*HedwigMenzell, 1*Dk*(*Irn*)2*trB*<br>*ex*Shandon) *deep framing*<br>Wireless &*Web frames*3*Dk rule*<br>*ss*Pir.2nd.No.3-4,22 | 3800<br>3477<br>2431 | ✠100A1<br>4,22<br>✠LMC4,22 | Pir | *u* | 4,22 | 1899<br>6mo | Richardsn,<br>Duck&Co.<br>Stockton<br>A&CP | AmeliaS.S.Co.Ld.<br>*CellDB a* 110' | 340·2<br>P33'B186'F34'<br>FK<br>*uE*24'*f* 144' | 48·1 | ~~26·0~~<br>25·0 | London<br>British<br>6*BHAsp* | T.3Cy.25",42"&68"-45"(*s*)<br>160lb *60lb* 335NHP<br>2SB,6*cf*,GS124,HS5400<br>Blair&Co.Ld.Stockton<br>892*tFPT*169*tAPT* 101*t* | 28 ″ 4<br>s 4 ″ 2$\frac{1}{2}$<br>24 ″ 7 | |
| 38373 | **Meriones** SteelSc<br>*Elec.light* *Ref.Mchy.* 2*Dks* | 7950<br>6500<br>5000 | | | | | 1921 | Palmers'<br>Co Ld.<br>Newcastle | A.Holt&Co. | 452·0<br>P53'B162 F62' | 58·0 | 35·2 | Liverpool<br>British<br>*WB* | 2 Geared Steam Turbines<br>Palmers'Co.Ld.Newcastle | | |
| 38374<br>PLFM | **Maria Peulen** SteelSc<br>*Mchy.Aft* | 777<br>548<br>358 | | | | | 1921 | NVSchps.<br>v/hA.Baars<br>&Zonen<br>Sliedrecht | Stoomv.Maats.<br>"MariaPeulen"<br>(Peulen&Klip,<br>*Mgrs.*) | 186·7 | 28·2 | 12·3 | Rottrdam<br>Dutch<br>*WB* | 2Cy.<br>N.V.Mchfbk.deBiesbosch,<br>Dordrecht | | |
| 38375 | **Minna** SteelSc<br>*Elec.light* Wireless 1*Dk* | 962<br>700<br>493 | | | | | 1921 | Jannsen&<br>Schimlinsky<br>Hamburg | | 210·0<br>Q67'B56'F25' | 32·0 | 13·3 | German<br>*WB* | T3Cy16$\frac{15}{16}$",27"&43$\frac{5}{16}$"-33$\frac{7}{16}$"<br>101NHP<br>Gall&Seitz,Hamburg | | |
| 38376 | **Münsterland** SteelTwinSc<br>*OilEng.*<br>*Elec.light* Wireless 2*Dks*<br>Sub.Sig. | 6000 | | | | | 1921 | Blohm&<br>Voss<br>Hamburg | Hamburg-Amerik.<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | 450·0<br>P&B366'F59' | 58·0 | 27·0 | Hamburg<br>German<br>*WB* | Oil Engines 4S.C.SA<br>10Cy.20$\frac{7}{8}$"-20$\frac{7}{8}$" 250NHP<br>Mchfb.Augsburg-<br>NurenbergA.G.Augsburg | | |
| 38377<br>143485<br>KJFV | **Maggie O'Regan** SteelSc<br>(*ex*Maastad,*ex*Leksveer) *ss*Cff.No.1-21<br>*Mchy.Aft* 1*Dk*(*Stl*) | 457<br>338<br>229 | 100A1<br>*withfreeboard*<br>7,21 LMC7,21<br>*CoastingU.K.*<br>*and Continent —from Brest to Hamburg* | Cff | | 7,21 | 1918 | NV.Schps.<br>"DeMaas"<br>Slikkerveer | ThomasMurray<br>(Queenstown),Ld.<br>(P.O'Regan,*Mgr.*)<br>*CellDB*125'139*t* *FPT* | 154·8<br>P48'B13'F21'<br>FK | 25·1 | 10·3 | Cork<br>British<br>3*BHCem*<br>22*tAPT*20*t* | T.3Cy.12$\frac{19}{32}$",20$\frac{13}{16}$"&31$\frac{1}{2}$"-<br>19$\frac{19}{32}$" 185lb (*s*) 55RHP<br>1SB 2*cf*,GS40,HS1402<br>Gebr.Stork,Hengelo | 12 ″ 8<br>s 1 ″ 1<br>11 ″ 10 | |
| 38378<br>28252<br>SHDW | **Manju Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.Aft* *Longitudinal framing* | 6515<br>5691<br>3848 | ✠100A1<br>9,21 ✠LMC9,21<br>~~(*ClassContemplated*)~~<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel*9.21 *F.P. above*150°F. | Kob | *a* | CL | 1921<br>9mo | KobeSteel<br>Works<br>Harima<br>Dockyard<br>A&CP | TeikokuSekiyu<br>Kaisha<br>*CellDBu*<br>*Tween dk tank aft*1046*tFPT*116*tAPT*26*t* | 420·0<br>~~P116'~~B36'~~F34'~~<br>P117'F35'<br>&B31'155*t DTf*41'375*t* | 54·0 | ~~33·0~~<br>32·9 | Tokuyama<br>Japanese<br>FK 16*BHptCem*<br>(11 " *to U dk*<br>5 " " *2nd* ") | T.3Cy.27",45"&75"-51" (*S*)<br>200lb 560NHP<br>3SB,9*cf*,GS192,HS7956 FD<br>KobeSteelWorks.Kobe | 33 ″ 0 | |
| 38379<br>139223<br>JNQR | **Marnetown** SteelSc<br>(*ex*Kepwickhall) *ss*Cff.No.1-22<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *Tonnage opening closed* 1917<br>*Carrying oil fuel F.P.above* 150°F.*in DB* | ~~5322~~<br>4129 ~~5126~~<br>~~4011~~<br>3827<br>2564 | ✠100A1<br>*Shelter dk*<br>*withfreeboard* MS2,22<br>2,22 ~~12,20~~ ~~✠LMC12,19~~<br>BS9,21 | Cff | *x* | CL<br>~~12,20~~<br>2,22 | 1916<br>12mo<br>*Lloyd* | Irvine'sSB<br>&D.D.Co.Ld<br>WHartlepool<br>*'sA&CP* | TownLine(Lond.)<br>Ld(Harrison,Sons<br>&Co.*Mgrs.*)<br>*CellDB* | 380·0<br>FK<br>333' 964*t* *FPT*104*t* | 51·4 | 23·7 | London<br>British<br>6*BHCem*<br>*APT*76*t* | T.3Cy.26",42"&70"-48" (*s*)<br>180lb 405NHP<br>3SB,9*cf*,GS167,HS6733<br>Richardsons,Westgarth&Co.Ld.Hpl. | 26 ″ 8<br>s 2 ″ 11<br>23 ″ 9 | |
| 38380<br>142771 | **Mavis** SteelSc<br>(*ex*Independance)<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | ~~501~~<br>500 327<br>~~226~~<br>225 | ✠100A1<br>7,21<br>✠LMC1,19 | Ant | *g* | CL<br>3,21 | 1919<br>2mo<br>*Lloyd* | Ardrossan<br>D.D &S.B.<br>Co.Ld.<br>Ardrossan<br>*'sA&CP* | GeneralStm.Nav.<br>Co.Ld. | 142·4<br>Q83'B10'F27'<br>BK7'<br>*FPT*51*t* | 26·1 | 10·9 | London<br>British<br>3*BHCem*<br>*APT*26*t* | C.2Cy.18"&38"-27" (*s*)<br>130lb 59RHP ~~97NHP~~<br>1SB,3*cf*,GS59,HS1786<br>Aitcheson,Blair&CoLdGls. | 12 ″ 3<br>s 4 ″ 6<br>12 ″ 8 | |
| 38381<br>JUNG | **Mameli** SteelSc<br>(*ex*B.Kemeny) ~~*ss*Fiu.No.3-12,12~~<br>*ss*Tri.2nd No.3-2,22 ~~*ss*Fiu.No.1-17~~<br>*Elec light* 1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>&*deep framing* | 2727<br>2407<br>1669 | ✠100A1<br>*Spar dk*<br>2,22~~9,19~~<br>~~MS2,17~~ ✠LMO 2,22<br>~~BS4,19~~ | Gen<br>Tri | *u* | ~~CL~~<br>~~3,19~~<br>N2,22 | 1899<br>11mo | R.Craggs<br>&Sons<br>Middlesbro'<br>A&CP | AdriaSoc.Anon.di<br>Nav.Marittima<br>*Cell DBa*102'*uE&* | 320·0<br>P39'B112'F35'<br>FK<br>*B*40'*f*130'639*tFPT* | 42·5 | 13·1<br>21·1 | Fiume<br>6*BHCem*<br>41*tAPT*13*t* | T.3Cy.21",37"&62"-42" (*s*)<br>200lb *90lb* NDB13 269NHP<br>2SB,6*rf*,GS106,HS3940 2DB<br>N.E.MarineE.Co.Ld.Nwc. | 24 ″ 9 | |

* This vessel, the class of which has lapsed, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15<br>Registres où coté, si ce n'est dans le L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38382<br>~~[illegible]~~<br>~~[illegible]~~ | Newnamed "Aagtekerk," See No.36318 in Supplement<br>**Malvolio** SteelSc<br>(exIsis) ssBkn.No.3-7,21<br>Elec.light 8Dks(Stl)4th dk(Stl)<br>Wireless inNo.1hold | 8918<br>5955<br>5599 | 100A1<br>withfreeboard<br>7,21<br>LMC7,21 | Bkn | e† | CL<br>6,20 | 1915 | J.C.TecklenborgA.G.<br>Geestemünde<br>'Tween | ~~DavidS.S.Co.Ld.~~<br>VereenidgeNeder Scheepv.Maats.<br>dk BH in forward<br>CellDBa16 | 478·0<br>P41'B136'F53' FK<br>hold dispensed with<br>5'uE29'f221'1613t | 62·6 | 34·8 | ~~London~~<br>Dutch<br>Cem<br>7BHtoUdk<br>1 „ „ 2nd „ | T.3Cy.$29\frac{1}{16}$",$48\frac{13}{16}$"&$80\frac{11}{16}$"-$55\frac{1}{8}$" 206lb (s) 751NHP<br>4SB.12cf,GS237,HS11200FD<br>J.C.TecklenborgA.G.Gst.<br>only | 37 " 6<br>s 9 " 3½<br>28 " 8 | |
| 38383 | **Mosella** SteelTwinSc<br>Elec.light Wireless 2Dks&Awng dk<br>Ref.Mchy. | ~~8500~~<br>10250<br>~~7800~~<br>~~6800~~<br>7839<br>6621 | | | | | 1921 | Swan,Hunter&Wigham Richardson,<br>Ld Newcastle | Cie.deNav.Sud Atlantique | 481·5<br>B273'F52' | ~~59·0~~<br>59·2 | ~~38·0~~<br>35·2 | Bordeaux<br>French<br>WB | 2 Steam Turbines<br>WllsndSlpwy.Co.Ld.Nwc. | | |
| 38384<br>4779<br>JQPV | **Monika** SteelSc<br>(exFagern, ssGot.No.3-7,20<br>(exTord) 1Dk(Stl)&deep framing<br>Elec.light | 1313<br>1171<br>745 | ✠100A1<br>9,21 ~~7,20~~<br>BS9,21 | Got<br>✠LMC7,20 | p | 7,20 | 1907<br>8mo<br>Lloyd's A&CP | W.Harkess &Sons,Ld.<br>Middlesbro' | Akt.Tempus<br>(J.E.Sandström, Mgr.)<br>Cell DBa &uE100' | 246·0<br>P21'B136'F29' FK<br>uB18'f92'425tFPT | 38·0 | 15·7 | Gothenbrg<br>Swedish<br>4BHCem<br>40tAPT29t | T.3Cy.18",30"&49"-33" (s)<br>180lb 164NHP<br>2SB,4cf,GS67,HS2720<br>N.E.MarineEng.Co.Ld.Sld. | 18 " 0<br>s 1 " 7½<br>16 " 8 | |
| 38385 | **Maréchal Lyautey** SteelSc<br>(exGloria,exBelgica,exWearmouth)<br>Well deck 1Dk&Webframes | 980<br>733<br>687 | | | ••• | | 1894 | Strand SlipwayCo.<br>Sunderland | Soc."LesAffréteursRéunis"<br>(JeanStern) | 211·6<br>P22'Q46'B42'F28'<br>BK7" | 32·0 | 13·5 | Rouen<br>French<br>WB | T.3Cy.17",28"&46"-30"<br>120NHP<br>N.E.MarineEng.Co.Ld.Sld | 15 " 7 | V |
| 38386 | **Mars** IronSc<br>(exMontSaintClair,exLauwerzee)<br>Mchy.Aft 1Dk | 987<br>—<br>349 | | | | | 1918 | N.V.Shps. v/hWd.A.van Duyvendijk<br>Papendrecht | Soc."LesAffréteursRéunis"<br>(JeanStern) | 180·0<br>Q106'B12'F17' | 28·0 | 14·5 | Rouen<br>French<br>WB | T.3Cy.15",25"&40"-27"<br>93NHP<br>Straatman,Dordrecht | | V |
| 38387<br>138479<br>TNLB | **Meredith A. White** WoodAux<br>OilEng. TwinSc3MstSr<br>1Dk<br>(See Sailing Ship Register) | 496<br>426<br>406 | | | | | 1918 | C.T.White &Son,Ld.<br>Alma,New Brunswick | AfricanOilNuts Co.Ld. | 156·6 | 35·5 | 12·8 | London<br>British | Oil Engines 2S.C.SA<br>4Cy.13"-13" NE20 51NHP<br>Plenty&Son,Ld.Newbury | | V |
| 38388<br>28124<br>SHVB | **Mayebashi Maru** SteelTwinSc<br>Elec.light 2Dks(Stl)<br>Wireless | 7005<br>6450<br>4321 | ✠100A1<br>8,21<br>Fitted for oil fuel 8,21 F.P above 150° F. | Yka<br>✠LMC8,21 | b† | CL | 1921<br>8mo<br>Lloyd's A&CP | Yokohama DockCo.<br>Yokohama | NipponYusen KabushikiKaisha<br>CellDB382'1326t<br>DTa39'1309 | 445·0<br>P35'B135'F35' FK<br>DTf27'1002tFPT | 58·0 | 34·0 | Tokyo<br>Japanese<br>7BHptCem<br>73tAPT58t | T.6Cy.20½"33½"&56"-48" (s)<br>200lb 632NHP<br>4SB,12cf,GS225,HS9200 FD<br>YokohamaDockCo.Yka. | 34 " 0<br>s 7 " 8½<br>26 " 8 | |
| 38389<br>96229 | **Moscow** SteelSc<br>1Dk&Spar dk | 1622<br>1450<br>1037 | | | | | 1891 | Ramage& Ferguson,Ld.<br>Leith | Board of Trade | 244·3 | 36·0 | 20·8 | London<br>British | T.3Cy.19",31"&50"-36"<br>150NHP<br>Ramage&Fergusn,Ld.Lth. | | |
| 38390 | **Manchester Regiment** SteelSc<br>Elec.light CruiserStern | 7680<br>5243<br>4780 | 100A1<br>Shelter dk<br>withfreeboard<br>(ClassContemplated) | | | | 1921 | Furness S.B.Co.Ld.<br>Haverton Hill-on-Tees | Manchester Liners Ld. | 450·5<br>F42' | 58·0 | 28·4 | Manchestr<br>British | 2 Steam Turbines<br>Richardsons,Westgarth&Co.Ld.Mdb. | | |
| 38391<br>146130 | **Maindy Keep** SteelSc<br>1Dk | 973<br>774<br>496 | | | | | 1921 | Rennie, Ritchie& NewportS.B. Co.Ld.<br>Wivenhoe | ~~T.H.Evans&~~<br>~~C.H.C.Moller~~<br>~~MaindyTransport Co.Ld.(Jenkins, Richards&Evans, Ld.Mgrs)~~<br>D.R.Llewellyn | 207·5 | 33·6 | 13·5 | Cardiff<br>~~London~~<br>British<br>WB | T.3Cy.16½",27"&44"-30"<br>106NHP<br>Plenty&Son,Ld.Newbury | | |
| 38392<br>151337 | **Makora** WoodScBarge<br>1Dk | 290<br>214<br>194 | | | | | 1921 | C.Bailey, jun.<br>Auckland | DevonportSteam FerryCo.Ld. | 130·8 | 31·0 | 9·9 | Auckland<br>British | T.3Cy.13",20¼"&34½"-22"<br>[illegible]5RHP<br>W.Simons&Co.Ld.Rnf. | | |
| 38393 | **Maasdam** SteelSc<br>Elec.light 2Dks(Stl)&<br>Shelter dk(Stl-ws) | 8812<br>7863<br>5418 | ✠100A1<br>Shelter dk with freeboard<br>8,21<br>~~(ClassContemplated)~~<br>Fitted for oil fuel 9,21 F.P.above 150°F. | Rot<br>✠LMC9,21 | c† | CL | 1921<br>4mo<br>Lloyd's A&CP | Maats. Feyenoord<br>Rotterdam | Nederl.-Amerik. Stoomv.Maats.<br>(Holland-Amerika Lijn)<br>CellDB367'1544tMT27'71 | 450·0<br>B31 F50'onShelter dk FK<br>4tDTa30'682tFPT | 58·2 | 37·2 | Rottrdam<br>Dutch<br>8BHtoShdk<br>ptCem<br>72tAPT86t | 2 Steam Turbines geared to 1 Sc. Shaft<br>215lb (s) 880NHP<br>J.Brown&Co.Ld.Clydebnk<br>4SB,12cf,GS247,HS11308FD | 40 " 0<br>s10 " 5½<br>30 " 2 | |
| 38394 | **Moldavia** SteelTwinSc<br>Elec.light<br>Ref.Mchy. | 15500 | 100A1<br>Shelter dk with freeboard<br>(ClassContemplated) | | | | 1921 | Cammell Laird&Co.Ld.<br>Birkenhead | P.&O.Stm.Nav.Co. | 550·0<br>F61' | 71·5 | 42·2 | Liverpool<br>British | 6 Steam Turbines<br>CammellLaird&Co.Ld.Bkn | | |
| 38395<br>144351<br>KLGH | **Moorside** SteelSc<br>Mchy.AftWell deck 1Dk(Stl) | ~~299~~<br>270<br>183<br>~~98~~<br>99 | ✠100A1<br>11,21<br>~~(ClassContemplated)~~ | Nwc<br>✠LMC10,21 | c | | 1921<br>11mo<br>Lloyd's A&CP | R.B.Harrison&Son,Ld.<br>Newcastle | WearSteamShippingCo.(1917) Ld.<br>(T.Rose,Mgr.) | 117·1<br>Q39'B11'F22' FK<br>FPT35tAPT10t | 22·2 | 9·1 | Sunderlnd<br>British<br>3BHCem | C.2Cy.15"&32"-22" (s)<br>140lb 57RHP<br>1SB,2pf,GS34,HS1086<br>ShieldsEng.Co.Ld.N.Shls. | 10 " 0<br>s " 8<br>9 " 7 | |
| 38396<br>221839<br>MDHW | **Munargo** Steel~~Twin~~Sc<br>2Dks(Stl)&Shelterdk(Stl)<br>Elec.light Wireless | ~~6000~~<br>6484<br>5306<br>3971 | ✠100A1<br>Shelter dk with freeboard<br>12,21<br>~~(ClassContemplated)~~<br>Fitted for oil fuel 12,21 F.P.above 150°F. | Phl<br>✠LMC12,21 | b† | CL | 1921<br>12mo<br>A&CP | NewYork S.B.Corp.<br>Camden,N.J. | MunsonS.S.Line, Inc. | 414·8<br>P43'B162 F49'on Shelter dk FK<br>Collision BHtoShl dk<br>CellDB340'1264tFPT141t | 57·8 | 22·8 | NewYork<br>Utd.States<br>ptCem<br>7BHtoUdk<br>APT66t | 2 Steam Turbines geared to1Sc.Shaft (r)<br>200lb 200lb 1280NHP<br>NewYorkSBCor.Cmdn,NJ<br>5SB,20cf,GS367HS17575 FD | 34 " 6<br>s11 " 2½<br>23 " 8 | |
| 38397 | **Mari** SteelSc<br>(exUlversmead,exRenfrewexClaveresk)<br>Wireless Turret deck 1Dk | 3829<br>3129<br>2441 | | | | | 1907 | W.Doxford &Sons,Ld.<br>Sunderland | C.deZabala | 350·4<br>P32'F31' | 50·1 | 22·4 | Callao<br>Peruvian<br>WB | T.3Cy.24",41"&63"-45"<br>310NHP<br>W.Doxford&Sons,Ld Sld. | | C |
| 38398 | **Magdalena Fischer** SteelSc<br>(exGeorgMahn)<br>Elec.light | 1087<br>930<br>674 | | | | | 1893 | Akt.Ges. "Neptun"<br>Rostock | F.W.Fischer | 234·1<br>B50'F22' | 34·4 | 14·0 | Rostock<br>German<br>WB | T.3Cy.13¾",22½"&36½"-27½"<br>68NHP<br>A.G."Neptun,"Rostock | | |
| 38399 | **Makis** SteelSc<br>(exYorkmead) ssHul.No.3-3,21<br>(exFifo,exClivegrove)<br>Spar dk(Stl)2trB&deep framing<br>Wireless | 3546<br>3354<br>2265 | ✠100A1<br>Spar dk<br>withfreeboard<br>9,21 | Hul<br>✠LMC8,21 | v | CL<br>8,21 | 1906<br>1mo<br>Lloyd's A&CP | J.Priestman&Co.<br>Sunderland | E.Vlassopoulos | 340·0<br>P31'B100'F33' FK<br>DBa114'f138'84 | 48·0 | 26·5 | Ithaca<br>Greek<br>6BHCem<br>t APT96t | T.3Cy.24".40"&67"-45" (s)<br>180lb 100lb 330NHP<br>2SB,6cf,GS122,HS5150<br>Richardsons,Westgarth&Co.Ld.Sld. | 27 " 8<br>s 5 " 1<br>23 " 0 | |
| 38400<br>QLJM | **Magdalene Vinnen** SteelAuxSc<br>OilEng. 4MstBk<br>Elec.light Mchy.Aft 2Dks<br>(SeeSailingShipRegisterSupplement) | 3476<br>3017 | | | | | 1921 | Frd.Krupp Act.Ges.<br>Kiel | F.A.Vinnen&Co. | 329·0<br>P41'B107'F27' | 48·2 | 26·8 | German<br>WB | Oil Engine 4S.C.SA<br>4Cy $18\frac{1}{16}$"-24½" 82NHP<br>Frd KruppA.G Kiel | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38401<br>137737<br>RLFQ | Millgate SteelSc<br>(exPoltolia,exAnatolia)<br>Elec.light Wireless 1Dk2trB | 1831<br>1679<br>1165 | For full particulars See No. 38415 below | | | | 1905 | Bremer<br>Vulkan<br>Vegesack | ManchesterSpanishLineLd(H Watson&Co.Ld.Mgrs.) | 261·2 | 37·2 | 21·7 | London<br>British<br>WB | T.3y.19 1/16",32 1/16"&53⅛"-39⅜"<br>176NHP<br>BremerVulkan,Vegesack | 24 ″ 0<br>s 3 ″ 5½<br>20 ″10 | |
| 38402<br>146211<br>KLJD | Maid of Spetsai SteelSc 151<br>Elec.light Well deck 1Dk(Stl) | ~~1530~~<br>1122<br>~~834~~<br>835 | ✠100A1<br>12,21<br>~~(ClassContemplated)~~<br>✠LMC12,21<br>Fittedforoilfuel 12,21 F.P.above 150°F. | Sou | p | CL | 1921<br>12mo | JIThornycroft&Co.Ld.<br>Southampton<br>Lloyd'sA&CP | ByronS.S.Co.Ld.(M.Embiricos,Mgr.) | ~~241·1~~<br>Q83'B65'~~F31'~~F34'<br>240·5<br>CellDB194'306tFPT41tAPT102t | 36·2 | 16·4 | London<br>British<br>FK 4BHCem | T.3Cy.18",30"&50"-33" (s)<br>180lb 176NHP<br>2SB,4cf,GS80,HS3000<br>JIThornycroft&Co.Ld.Sou | 18 ″ 6<br>s1 ″ 4½<br>17 ″ 5 | |
| 38403 | Monte Nero SteelSc<br>Elec.light 1Dk | 5222<br>4546<br>3232 | | | | | 1921 | Cant.Fedl.<br>perCostruzioniNavali<br>PietraLigure | Soc.diNav.ArmatoriRiuniti | 379·1<br>P52'B123'F37' | 51·5 | 30·3 | Genoa<br>Italian<br>WB | 2 Geared Steam Turbines<br>FrancoTosi,Legnano | | |
| 38404 | Moorhen SteelSc<br>1Dk(Stl-teak s) | 566<br>533<br>219 | ✠100A1<br>Hopper Barge<br>11,21<br>~~(ClassContemplated)~~<br>✠LMC11,21 | Rnf | i | | 1921<br>11mo | Lobnitz&Co.Ld.<br>Renfrew<br>Lloyd'sA&CP | BombayPort Trust | 172·1<br>FK ✠centre&side Keels4" | 30·1 | 13·1 | Bombay<br>British<br>4BHCem<br>FPT17t | T.3Cy.~~16~~ 15",25"&40"-30" (s)<br>180lb 111NHP<br>1SB,3cf,GS67,HS1920<br>Lobnitz&Co.Ld.Renfrew | 13 ″ 6<br>s1 ″ 11<br>12 ″ 3 | |
| 38405 | Margarita Martas SteelSc<br>(exMonRepos, exGuynemer,exCar,exYvonneAchaque,exCommandant)<br>ssMsl.No 3-4,18 1Dk(Stl)<br>Well deck Mchy. Aft | 273<br>179<br>72 | ✠~~100A1~~<br>5,22 4,20<br>~~DS~~ ~~✠LMC~~ | Msl | d | CL<br>10,18 | 1905<br>11mo | J.Shearer&Sons,Ld.<br>Glasgow.<br>Lloyd'sA&CP | D.Dendrinos | 130·4<br>Q46'B7'F19'<br>BK7" | 22·1 | 9·3 | Piræus<br>Greek<br>3BHCem<br>FPT27t | C.2Cy.15",&32"-24" (s)<br>130lb 51NHP<br>1SB,2cf,GS42,HS1030<br>J.Ritchie,Glasgow. | 10 ″ 3<br>s ″ 8½<br>10 ″ 3 | |
| 38406 | Monica IronSc<br>(exHarde, exSundsvall, exZafiriosMatsas, exLudovicoS.,exDenia,exWyndcliffe)<br>ssPir.2ndNo.3-6,14<br>ssBry.No.1-18<br>1Dk(Irn)2trB<br>Elec.light Well deck Wireless | 1885<br>1421<br>1133 | ✠100A1<br>11,19<br>✠LMC12,18<br>DBS11,19 MBS4,20 | Cff | r | 8,19 | 1889<br>9mo | Craig,Taylor&Co.<br>Stockton<br>Lloyd'sA&CP | ~~L.A.Cosachevici&Co.~~ V.V.Maltezeanu | 269·8<br>Q102'B106'F31'<br>FK<br>DBa80'f114'365tFPT66tAPT21t | 37·2 | 18·3 | Roumanian<br>4BHptAsp ptCem | T.3Cy.20",33"&54"-36" (s)<br>150lb 100lb NDB14 175NHP<br>2SB,6f,GS72,HS2175<br>M.Pratt,Huddersfield | 19 ″ 8<br>s 1 ″ 8½<br>18 ″ 2 | |
| 38407 | Maréchal Foch IronSc<br>(exEm rence, exLaFrance,exSusan)<br>ssShl.No.3-4,95<br>ssOda No 2-01<br>Well deck 1Dk(ptIrnptStl)2trB | 1416<br>1133<br>812 | ✠<br>5,08<br>✠NB4,04 | Msl<br>✠ | p | | 1882<br>4mo | J.Readhead&Co.<br>SouthShields | D.&A.Walik&J.Ostrowsky | 249·0<br>Q96'B52'F31'<br>BK9"<br>DBa74'f100'371t | 36·1 | 17·5 | French<br>4BHCem | C.2Cy.29"&54"-36"<br>NDB04 135NHP<br>1SB,3pf,GS66,HS2118<br>J.Readhead&Co S.Shields | 18 ″ 7 | V |
| 38408 | Maréchal Joffre IronSc<br>(exProgress, exNutford)<br>ssOda.No.3-2,95<br>ssGen No.1-00<br>1Dk(Irn)2trB | 1173<br>1018<br>668 | ✠<br>4,05 | Oda<br>✠ | o | | 1882<br>4mo | J.L.Thompson&Sons<br>Sunderland | D.&A.Walik&J.Ostrowsky | 240·0<br>P23'B44'F24'<br>FK<br>DBa77'f46'251t | 35·0 | 15·0 | French<br>4BHCem<br>AP14t | C.2Cy.28 3/16"&54⅝"-36"<br>NDB97 138NHP<br>2SB,4pf,GS70,HS2416<br>J.Dickinson,Sunderland | 16 ″ 8 | V |
| 38409<br>OMNA | Marguerite René IronScK<br>(exRevesby)<br>ssGms.No.3-5,12<br>ssGms.No.1,19<br>Elec.light 1Dk | 194<br>163<br>79 | ✠<br>2,21<br>StmTrawler | Gms<br>✠ | | | 1898<br>12mo | J.Jones&Sons<br>Liverpool | CameleyreFrères | 110·0<br>Q49'F19'<br>BK7½" | 20·9 | 10·8 | Arcachon<br>French<br>3BHCem | T.3Cy.11",20"&33"-24"<br>80RHP<br>1SB,2cf,GS34,HS1056<br>J.Jones&Sons,Liverpool | 11 ″ 9 | V |
| 38410<br>OMRD | Marie Paul SteelAuxScSr<br>(exCarpeDiem) OilEng.<br>1Dk<br>(See Sailing Ship Register) | 236<br>198<br>165 | | | | | 1917 | Gebr.Pot<br>Bolnes | Mme.Mathivet | 110·9 | 23·0 | 9·9 | Marseilles<br>French | OilEngines 2S.C.<br>2Cy.12⅗"-12⅗" 26NHP<br>N.V.Machinefab."Bolnes"<br>Bolnes | | V |
| 38411<br>140252<br>JNWG | Melona SteelSc<br>(exElmleaf)<br>ssRot.No.1-21<br>Elec.light 2Dks(Stl)&Webframes<br>Wireless | 5948<br>5524<br>3714 | ✠100A1<br>11,21 ~~4,21~~<br>✠LMC4,21<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 3,17 F.P. above 150° F. | Rot<br>Liv | z | CL<br>N4,21 | 1917<br>3mo | Earle's Co. Ld.<br>Hull<br>Lloyd'sA&CP | Anglo-Saxon PetroleumCo.Ld. | 418·5<br>P44'B100'F48'<br>FK<br>CellDBuE&B76'150tf20'23tFPT125tAPT55t | 55·0 | 29·5 | London<br>British<br>20BHptCem | T.3Cy.24¾",42½"&74"-51"<br>220lb (s) 565NHP<br>2SB&1AuxSB.11cf, HS7860<br>Earle'sCo.Ld.Hull | 31 ″ 9<br>s 7 ″ 0<br>FD 25 ″ 0 | |
| 38412 | Mocuio WoodAuxScSr<br>(exApolo) YM19<br>(See Sailing Ship Register) | 333<br>—<br>197 | | | | | 1919 | Soc.Const.deNav.Ld.<br>S.Martinho doPorto | J.Th.daFonseca | 139·8 | 27·5 | 11·8 | Mossamedes<br>Portuguese | C.2Cy.11½"&21½"-15½<br>15NHP<br>FabricaPromitente<br>RamiresSobrinho,Lisbon | | V |
| 38413 | Minna SteelSc<br>Elec.light 1Dk | 1150 | | | | | 1921 | Schiffsw(v.J.&Sch.)A.G.<br>Hamburg | FlensburgerDmpf.Co.(H.Schuldt,Mgr.) | 215·0<br>Q70'B59'F26' | 34·0 | 14·0 | Flensburg<br>German<br>WB | T3Cy18½"29½"&47 5/16"-33 7/16"<br>Hannoverische 130NHP<br>MaschinerA.G.Hannover | | |
| 38414 | Matador SteelSc | | 100A1<br>For towing purposes<br>(ClassContemplated)<br>CarryingPetroleum in bulk | | | | 1921 | J.Crichton&Co.Ld.<br>Chester | TheArgentineNav.Co.(Nicolás Mihanovich),Ld. | | | | | T.3Cy.15",23"&38"-24"<br>CammellLaird&CoLd.Bkn | | |
| 38415<br>137737<br>RLFQ | Millgate SteelSc<br>(exPoltolia,exAnatolia)<br>ssMch.No.3-10.21<br>2Dks(Stl)<br>Elec.light Wireless | 1825<br>1682<br>1111 | 100A1<br>4,22 ~~10,21~~<br>LMC10,21 | Mch<br>Cff | r | CL<br>10,21 | 1905 | Bremer<br>Vulkan<br>Vegesack<br>Lloyd'sA&CP | ManchesterSpanishLineLd(H Watson&Co.Ld.Mgrs.) | 263·0<br>P37'B77'F30'<br>FK<br>CellDBa26'uE18'f110'380t | 37·2 | 21·7 | Manchestr<br>British<br>5BHCem | T.3Cy.19⅞",32¾"&53⅜"-39½"<br>205lb (s) 243NHP<br>2SB.4cf,GS84 HS3360 FD<br>BremerVulkan,Vegesack | 24 ″ 0<br>s 3 ″ 5½<br>20 ″10 | |
| 38416<br>146520 | Maid of Hydra SteelSc 1511<br>Elec.light Welldeck 1Dk(Stl) | ~~1531~~<br>1122<br>~~834~~<br>885 | ✠100A1<br>2,22<br>~~(ClassContemplated)~~<br>✠LMC2,22<br>Fittedforoilfuel 2,22 F.P.above 150°F. | Sou | p | CL | ~~1921~~<br>1922<br>2mo | JIThornycroft&Co.Ld.<br>Southampton<br>Lloyd'sA&CP | ByronS.S.Co.Ld.(M.Embiricos,Mgr.) | 240·5<br>Q83'B65'~~F30'~~F34'<br>FK<br>CellDB194'306tFPT41tAPT102t | 36·2 | 16·4 | London<br>British<br>4BHCem | T.3Cy.18",30"&50"-33"(s)<br>180lb 176NHP<br>2SB.4cf,GS80,HS3000<br>J.I.Thornycroft&Co.Ld. | 18 ″ 6<br>s1 ″ 4½<br>17 ″ 5 | |
| 38417 | Marvel SteelSc<br>Elec light 1Dk | 1330<br>1133<br>752 | | | | | 1921 | Huiskens&vanDijk<br>Dordrecht | Akties.Nordsjöen (R.Peterson,Mgr.) | 237·0<br>P21'B56'F21' | 37·0 | 18·0 | Chrstiania<br>Norwegian | T.3Cy.17½",29"&46"-36"<br>127NHP<br>Huiskens&vanDijk,Dordt. | | |
| 38418<br>72860<br>RGHT | ~~Marjaristan~~ Majaristan SteelSc<br>(exMausang,exSultan)<br>Elec.light 1Dk2trB | 2194<br>1646<br>1673 | | | | | 1893 | Wood,Skinner&Co.<br>Newcastle | HajeeM.H. Nemazee | 275·6<br>Q132tB271tH46t<br>F37t | 37·6 | 18·5 | HongKong<br>British<br>WB | T.3Cy.20½",34"&56"-39"<br>196NHP<br>N.E.MarineCo.Ld.Sld. | | |
| 38419<br>146356<br>KLDN | Milltown SteelSc<br>(exViking)<br>ssAnt.No.3-7,20<br>1Dk(Stl)&Spar dk(Stl-ws)&deep framing<br>Elec.light Wireless | 1882<br>1587<br>1172 | ✠100A1<br>Spar dk withfreeboard<br>11,21 ~~7,20~~<br>BS7,21 ✠LMC7,20<br>MBS5,22 | Ant<br>Bkn | r | CL<br>~~7,20~~<br>11,21 | 1908<br>1mo | Fevigs Jernskibsbyg<br>Arendal<br>Lloyd'sA&CP | ManchesterSpanishLine,Ld.(H.Watson&Co.Ld,Mgrs.) | 261·0<br>P23'B77'F33' 21·2<br>FK<br>CellDBa75'uE19'f102'344t | 36·8 | 13·9 | Manchestr<br>British<br>4BHCem<br>APT13t | T.3Cy.20",34"&54"-36" (s)<br>180 ~~165~~lb 100lb NDB20 191NHP<br>2SB,~~6pf~~ 6cf,GS99,HS3036<br>AkersMek.Værks.Xia. | 22 ″ 8<br>s 3 ″ 0<br>19 ″ 7 | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38420<br>LCMJ | Mirlo SteelSc<br>Elec.light 2Dks(Stl)&Webframes<br>Mchy.Aft Longitudinal framing<br>Wireless | ~~7300~~<br>7455 ~~6780~~<br>6887 ~~4550~~<br>4415 | ✠100A1<br>1,22<br>~~(ClassContemplated)~~<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 1,22 F.P. above 150°F. | Nwc<br>✠LMC1,22 | b† | CL | ~~1921~~<br>1922<br>1mo | Armstrong Whitworth &Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | W.Wilhelmsen | 441·0\|57·5\|34·1<br>P95'B32'F45'<br>FK<br>18BH(11 to U dk 7 to 2nd dk)<br>CellDBuE&B50'152tDTf43'448tFPT135tAPT42t | Tönsberg<br>Norwegian<br>ptCem | T.3Cy.28",46"&77"-51"(s)<br>180lb 574NHP<br>3SB,9cf,GS204,HS8331 FD<br>Armstrong,Whitworth&Co.Ld.Nwc. | 41 ″ 5 | |
| 38421<br>145831<br>KJVN | Marjorie Mellonie SteelSc<br>Elec.light Welldeck 1Dk(Stl)<br>Mchy.Aft Cargobattens not fitted | 717<br>479<br>367 | ✠100A1<br>5,22 ~~10,21~~<br>~~(ClassContemplated)~~<br>✠LMC10,21 | Lwt<br>Bly | f | CL | 1921<br>10mo | J.Chambers Ld.<br>Lowestoft<br>Lloyd'sA&CP | Mellonie& Goulder,Ld. | 179·2\|28·6\|11·3<br>Q116'F22'<br>FK<br>CellDBf105'178tFPT70tAPT27t | Ipswich<br>British<br>3BHCem | T.3Cy.15",25"&41"-27"(r)<br>180lb 107NHP<br>1SB,3cf,GS55,HS1826<br>Yeaman&Baggesen,Dun. | 13 ″ 5<br>s4 ″ 8<br>13 ″ 0 | |
| 38422<br>221227<br>MCSF | Mandarin SteelSc<br>Elec.light 3Dks&Shelter dk | 7038<br>—<br>5012 | | | | | 1921 | Kiangnan D.&E.Works<br>Shanghai | UnitedStates ShippingBoard | 429·0\|55·2\|26·6 | S.Frncisco<br>Utd.States | T.3Cy.$26\frac{1}{2}$",44"&74"-48"<br>377NHP<br>KiangnanD.&E.Works,Sh | | R |
| 38423 | Marionga Mari SteelSc<br>(exNyland)<br>1Dk&deep framing | 1534<br>1453<br>960 | | | ••• | | 1898 | R.Duncan &Co.Ld.<br>Port Glasgow | N.Maris | 259·2\|37·1\|18·1<br>P23'B62'F28'<br>FK | Greek<br>WB | T.3Cy.19",$30\frac{1}{2}$"&50"-36"<br>156NHP<br>Dunsmuir&Jackson,Gls. | 20 ″ 6 | |
| 38424<br>221490 | Mobile | 1537<br>—<br>1436 | | | | | 1921 | St.Louis Boat&EngCo.<br>St.Louis,Mo. | St.LouisBoat& EngineeringCo. | 280·1\|49·1\|10·0 | N.Orleans<br>Utd.States | | | |
| 38425 | Maria SteelSc<br>(exRegina)<br>Elec.light Wireless 1Dk&Spar dk | 2662<br>2430<br>1662 | | | | | 1906 | Flensburgr Schiffsb.Ges.<br>Flensburg | N.V.Stoomvaart Maats."Vredebest" | 291·0\|44·1\|23·7<br>P27'B72'F34' | Rottrdam<br>Dutch<br>WB | T.3Cy$20\frac{1}{16}$",$33\frac{1}{2}$"&$55\frac{7}{8}$"-$37\frac{1}{2}$"<br>192NHP<br>FlensburgerSchiffsb.Ges. | | |
| 38426 | Meerkerk SteelSc4Mst<br>(exTamora, exNienburg) ssCff.No.2-21<br>2Dks(Stl-Uptws)<br>Elec light 3rd Dk(Stl)inNo.1 hold<br>Wireless | 7838<br>7296<br>4885 | 100A1<br>withfreeboard<br>1,22 ~~6,21~~ | Cff<br>Ham<br>LMC6,21<br>BS1,22 | d† | 6,21<br>1,22 | 1916 | Bremer Vulkan<br>Vegesack | VereenigdeNederl. Scheepsv.Maats. | 476·0\|60·7\|32·9<br>P28'B144'F56'<br>FK<br>CellDBu144'uE32'f202' 1596t DTa31' 946t FPT 52tAPT39t | Rottrdam<br>Dutch<br>8BHAsp | T3Cy$28\frac{1}{2}$"$52\frac{13}{16}$"&$86\frac{11}{16}$"-$55\frac{1}{8}$"<br>205lb (s) 819NHP<br>4SB,12cf,GS254,HS11840 FD<br>BremerVulkan,Vegesack | 35 ″ 8<br>s 8 ″ 7<br>27 ″ 6 | |
| 38427<br>111210<br>RGVK | Mingary SteelSc<br>(exYacht)<br>Elec.light 2Dks | 591<br>—<br>256 | | | •• | | 1899 | AilsaS.B. Co.<br>Troon | Egypt&LevantS.S Co.Ld (T.Bowen Rees&CoLd.Mgrs) | 187·5\|27·4\|14·8 | Glasgow<br>British | T.3Cy.16",26"&41"-27"<br>87NHP<br>Dunsmuir&Jackson,Gls. | | |
| 38428 | Meta SteelAuxScSr<br>Petrol Motors<br>(exSailingVessel) 1Dk<br>(See Sailing Ship Register) | 154<br>—<br>99 | | | | | 1911 | C.Lühring<br>Hammelwarden | M.Valoussière | 90·9\|23·0\|8·7<br>Q18'H6' | Marseilles<br>French | 2 Petrol Motors<br>Emade&fitted21 | | V |
| 38429 | Mornar SteelAuxSc3MstSr<br>(exRozetta) (OilEng.)<br>Mchy Aft 1Dk<br>(See Sailing Ship Register) | 358<br>315<br>265 | | | | | 1918 | Gebr.G.& H.Bodewes<br>Martenshoek | Soc.diNav.Vesna | 141·0\|25·4\|11·6 | Buccari | OilEngine 2Cy.$15\frac{1}{3}$"-$16\frac{3}{4}$"<br>37NHP<br>Steyaard&J.Walen,Rot. | | V |
| 38430 | Maria N. Roussos SteelSc<br>(exCaterino)<br>Wireless 1Dk | 3729<br>3470<br>2366 | | | | | 1909 | W.Gray& Co.Ld.<br>WHartlepool | N.P.Roussos&Co. | 346·4\|50·8\|23·1<br>P27'B96'F32' | Piræus<br>Greek<br>WB | T.3Cy.25",40"&65"-42"<br>274NHP<br>Cen.Mar.Eng.Wrks.WHpl | | O |
| 38431 | Meliskerk ssHam.No.8-2,22 SteelSc<br>Welldeck (exCesario,exD.A.D.G.76)<br>Elec.light Wireless 2Dks (Stl)<br>3rdtrB inNo.1hold | 5849<br>5409<br>3618 | 100A1<br>with freeboard<br>2,22<br>✠Lloyd'sRMC2,22 | Ham<br>LMC2,22 | | CL<br>2,22 | 1919 | Blohm& Voss<br>Hamburg | N.V.Vereenigde Nederl.Scheepv. Maats. | 449·2<br>~~449·9~~\|58·2\|26·9<br>~~P&B377'F53'~~<br>P&B380'F54' FK<br>CellDB1443tDTa33'906tFPT32tAPT8t | TheHague<br>~~Amstrdam~~<br>Dutch Cem<br>8BH ~~WB~~ | Q4Cy$28\frac{5}{16}$",$40\frac{1}{8}$",$57\frac{7}{16}$"&$82\frac{3}{16}$"-$55\frac{1}{16}$"225lb (s)856 ~~502~~NHP<br>Blohm&Voss,Hamburg<br>4SB,18cf,GS267,HS12874 FD | 29 ″ 7<br>5 ″ $1\frac{1}{2}$<br>24 ″ 9 | |
| 38432 | Maréchal Gallieni SteelTwinSc<br>(exCassel)<br>Elec.light 2Dks&Awng dk4trB<br>Sub Sig. | 7641<br>7341<br>4683 | | | | | 1901 | J.C.Tecklenborg A.G.<br>Geestemünde | Soc.desServices Contractuels des Messageries Maritimes | 428·9\|54·3\|39·7<br>B32'F34' | Marseilles<br>French<br>WB | T.6Cy.$22\frac{3}{4}$",$38\frac{1}{2}$"&$62\frac{1}{2}$"-$43\frac{1}{4}$"<br>516NHP<br>J.C.TecklenborgA.G.Gst. | | V |
| 38433 | Moreton Bay SteelTwinSc<br>Elec.light 2Dks(Stl)&Shelterdk(Stl-ws)<br>Ref.Mchy. 3rd dk(Stl)in forward holds<br>Wireless | 13850<br>11883<br>~~8347~~<br>8447 | ✠100A1<br>Shelter dk<br>withfreeboard<br>11,21<br>Fitted for oil fuel 11,21 F.P. above 150° F.<br>✠Lloyd'sRMC~~11,21~~ 4,22 | Brw<br>Bkn<br>✠LMC11,21 | i† | CL | 1921<br>11mo | Vickers, Ld.<br>Barrow<br>Lloyd'sA&CP | Commonwealth GovernmentLine of Steamers | 530·6\|68·3\|39·9<br>B208'F78'onShtrdk<br>FK<br>CellDB458'2228t MT24'1016t tanks between tunnel-51' 195t FPT128t | Brisbane<br>British<br>ptCem<br>9BHtoShdk<br>APT142t | 4 Steam Turbines geared to 2 Sc. Shafts (r)<br>220lb 1977NHP<br>3D&2SB.32cf,GS663, HS25923 FD<br>Vickers,Ld.Barrow | 43 ″ 6<br>s10 ″ 11<br>33 ″ 0 | |
| 38434 | Micaela WoodSc<br>(exBuenaSorte)<br>F&YM12.13 | 166<br>—<br>87 | | | | | 1898 | ........<br>HongKong | G.Agoncillo | 111·8\|20·8\|8·8 | Manila<br>Utd.States | | | |
| 38435<br>~~491~~<br>PMDJ | Minadora SteelSc<br>ssOda.No.2-13<br>(exRousslane) 1Dk(Stl)&Spar dk &Web frames<br>Elec.light | 1678<br>1448<br>1010 | ✠ ——<br>9,19<br>Spar dk<br>withfreeboard | Oda<br>✠ | r | | 1904<br>12mo | Soc.Anon. Jhn.Cockerill<br>Hoboken | ~~RussianTransport &InsuranceCo.~~<br>Stoomv.Maats. Georgia | 265·0\|36·0\|13·8<br>P55'B66'F50' 21·2<br>FK<br>CellDBa63'uE&B60'f90'325t | Rotterdam<br>Dutch<br>5BHCem | T3Cy$22\frac{7}{16}$",$35\frac{13}{16}$"&$57\frac{1}{2}$"-$43\frac{5}{16}$"<br>278NHP<br>3SB,9cf,GS159,HS4962<br>SocAn.J.Cockerill,Seraing | 23 ″ 6 | |
| 38436 | Montclare SteelTwinSc<br>Elec.light<br>Ref.Mchy. Cruiser Stern | 16400 | 100A1<br>Shelter dk<br>(ClassContemplated) | | | | 1921 | J.Brown& Co.Ld.<br>Glasgow | CanadianPacific RailwayCo. | 549·5\|70·2\|40·2 | Liverpool<br>British | 4 Steam Turbines<br>J.Brown&Co.Ld.Glasgow | | |
| 38437<br>Foundered1,22<br>LOKN | Mod SteelSc<br>Elec.light 1Dk | 4446<br>4052<br>2707 | | | | | 1921 | Fredrkstad Mek.Værks<br>Fredrikstad | A/SIvaransRederi (I A.Christensen, Mgr.) | 371·2\|52·1\|25·9<br>P129tH161t | Chrstiania<br>Norwegian<br>WB | Turbines<br>SvenskaTurb. Aktieb.Ljungström | | N |
| 38438 | Morazan SteelSc<br>ssLiv.No.3-5.21<br>(exManco) 1Dk(Stl-ws)Main dk(Stl)<br>Elec.light forward&pt Main dk(Stl)aft<br>2ndtrB in after hold 3rd trB in holds<br>Ref.Mchy. Wireless &deep framing | 2894<br>2178<br>1835 | ✠100A1<br>12,21<br>Fitted for oil fuel 12,21 F.P. above 150° F. | Dun<br>✠LMC5,21 | u | 7,21 | 1908<br>2mo | Scotts'S.B. &Eng.Co.Ld.<br>Greenock<br>Lloyd'sA&CP | VaccaroBros.&Co. | 300·3\|45·2\|21·1<br>P&B191'F40'<br>FK<br>Cell DBa90' uE26' f114'495t DTa22'302tFPT63tAPT18t | LaCeiba<br>Honduran<br>7BHCem | T.3Cy.23",38"&64"-42" (s)<br>180lb 100lb 381NHP<br>2SB,6cf,GS126,HS5728 FD<br>Scott's S.B.&E.Co Ld.Grk. | 23 ″ 6<br>s 3 ″ 2<br>20 ″ 11 | |
| 38439 | Monique SteelSc<br>Mchy.Aft Fitted for oil fuel<br>Elec.light CarryingPetroleum in bulk<br>Wireless Longitudinal framing 2Dks | 7110<br>6575<br>4760 | | | | | 1921 | Ch.&Atel. de la Gironde<br>Bordeaux | Cie.Auxiliaire de Navigation | 425·0\|56·7\|33·0<br>P100'B27'F41' | Havre<br>French<br>WB | T.3Cy.28",46"&76"-52"<br>416NHP<br>Soc.Provençale de Const. Nav. LaCiotat | | |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | Date when [illegible] last [illegible] | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | No. & Dia. … Boiler Pressure. … power by Society's formu… RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | … draught. ft. in. | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38440 | **Mascot** SteelSc<br>*Elec.light* 1*Dk* | 1200 | | | | | 1921 | Xiansands Mek.Værks.<br>Xiansaud | A/SNordsjöen (R.Petersen, *Mgr*) | 238·2<br>P18'Q87'B94'F31' | 36·0 | | Chrstiania<br>Norwegian *WB* | T.3Cy.17",29"&47"–33"<br>127NHP<br>XiansandsM.V.Xiansand | | |
| 38441 | **Mècanicien Principal Carvin** SteelSc<br>*Elec.light* 1*Dk* | | | | | | 1921 | Ch.&Atel. de la Gironde<br>Havre | FrenchGovernment | 361·0<br>P231'F28' | 49·2 | 26·5 | French *WB* | T.3Cy.24",39"&65"–44⅛"<br>280NHP<br>Schneider&Co.Havre | | |
| 38442<br>98531<br>KFWB | **M. C. Mathiesen** SteelSc<br>(*ex*AnnaKayser, *ss*N.Yk.No 3–10,02<br>(*ex*EduardMartini, *ss*Shl.No.2–12<br>*ex*Glenwood) 1*Dk*(*Stl*)&*Webframes*<br>*Well deck* | 1666<br>1452<br>1023 | ✠<br>11,15<br>✠ | Rot | r | | 1892<br>9mo | Furness, Withy&CoLd<br>WHartlepool | AlfredCalvert Shipping,Ld.(A. Calvert, *Mgr.*) | 269·2<br>Q107'B112'F31'<br>FK<br>*Cell DB*224'360*t* | 36·8 | 17·5 | Goole<br>British<br>5*BHCem*<br>*APT*38*t* | T.3Cy.20",31½"&53"–36"<br>NDB03 168NHP<br>2SB,4*cf*,GS62,HS2513<br>T.Richardson&Sns,Hpl | 20 " 0 | |
| 38443<br>4507<br>JPTQ | **Marcato** IronSc<br>*ss*Gfl.3rdNo.3–11,20<br>(*ex*Gefle,*ex*Real,*ex* 1*Dk*(*Irn*)2*trB*<br>Aquitaine) Wireless | 1651<br>1406<br>951 | ✠100A1<br>12,21<br>✠NB10,93 ✠LMC11,20<br>BS12,21 | Got | r | 12,21 | 1883<br>1mo | J.Blumer &Co.<br>Sunderland<br>A&CP | H.K.H.Pohlmann | 261·6<br>P32'B53'H42*t*F26'<br>BK9½'<br>*CellDBa*70'*uE*&*B*34' | 38·0 | 17·3 | Storangen<br>Swedish<br>4*BHCem*<br>*f*108'456*t* | C.2Cy.31"&60"–39" (*e*)<br>80lb 177NHP<br>2SB,6*pf*,GS87,HS2948<br>T.Clark&Co.Newcastle | 19"10<br>s3"0<br>17"9 | |
| 38444<br>124538 | **Marana** WoodSc<br>1*Dk* | 108<br>81<br>49 | | | | | 1908 | Featherstone&Purdn<br>Hobart,Tas. | MrsM.Whitehouse | 97·9 | 21·0 | 7·8 | HobartT'n<br>British | C.2Cy.13"&26½"–18"<br>29RHP<br>Ross&Duncan,Glasgow | | |
| 38445 | **Missourian** SteelTwinSc<br>*OilEng.*<br>*Elec.light* | 78[illegible]0 | 100A1<br>*Shelter dk with freeboard*<br>(*ClassContemplated*) | | | | 1922 | Merchant S.B.Corp.<br>Chester,Pa. | American-HawaiianS.S.Co.(United AmericanLines, Inc.*Mgrs.*) | 445·0 | 59·9 | 36·4 | NewYork<br>Utd.States | Oil Engines 4S.C.SA<br>12Cy.29⅛"–45¼"<br>W.Cramp&SnsS&EBCPhl | | |
| 38446<br>151423<br>THFW | **Mausang** SteelSc<br>(*ex*Yannis)<br>*Elec.light* 1*Dk*(*Stl*) | 3372<br>2830<br>2033 | ✠100A–<br>4,21<br>✠LMC6,20<br>*Fitted for oil fuel* 6,20 *F.P. above* 150° F. | HKg | | CL | 1920<br>6mo | Shanghai Dk.&Eng.Co. Ld Shanghai | Indo-ChinaS.N. Co.Ld. | 331·2<br>P33'B100'F29'<br>FK<br>*Cell D B*284'745*t* *FPT*110*t* | 46·8 | 23·0 | London<br>~~HongKong~~<br>British<br>5*BHCem*<br>*APT*45*t* | T.3Cy.25",41"&68"–45" (*s*)<br>180lb 434NHP<br>3SB,9*cf*,GS155,HS6420 FD<br>ShanghaiDk.&Eng.Co.Ld. | 25"6<br>s4"2<br>21"8 | |
| 38447<br>HFDN | **Maria Augusta** SteelAuxScSr<br>(*ex*SailingVessel, *OilEng.*<br>*ex*Adelaar) 1*Dk*<br>(*See Sailing Ship Register*) | 184<br>—<br>149 | | | | | 1897 | Geb.Verstokt<br>Martenshoek | Soc.dePescarias "Jupiter,"Ltda. | 106·9 | 22·4 | 10·4 | Lisbon<br>Portuguese | Oil Engines<br>2Cy.13"–17 5/16"<br>*Emade* ,*fitted*16<br>J&CGBolindersCoLd.Skm | | V |
| 38448<br>OMSF | **Marie Thérèse II.** SteelSc<br>(*ex*T.R 53)<br>*Elec.light* 1*Dk* | 288<br>—<br>109 | | | | | 1919 | Anderson Co.<br>Lauzon,Qbc. | Pêcheries& Armements"La Rochelle-Océan" | 125·1<br>P71'F19' | 23·4 | 12·0 | LaRochlle<br>French *WB* | T.3Cy.12½",21"&35"–24"<br>60NHP<br>DominionBridgeCo.Mtl. | | V |
| 38449<br>MBRD | **Moucheron** SteelAuxScSr<br>*OilEng.*<br>1*Dk*<br>(*See Sailing Ship Register*) | 136<br>—<br>84 | | | | | 1913 | ................<br>Vlaardingen | ArmementBelge CôtierSoc Co-Opér. (EntreprisesMar. Belg.sSoc.Anon. *Mgrs.*) | 90·4 | 21·8 | 9·2 | Antwerp<br>Belgian | Oil Engines<br>4Cy.10"–13½" | | V |
| 38450<br>OMQX | **Marie-Mad** SteelSc<br>(*ex*T R.52)<br>*Elec.light* 1*Dk* | 288<br>246<br>86 | | | | | 1919 | Anderson Co.<br>Lauzon,Qbc. | Pêcheries& Armements"La Rochelle-Océan" | 126·4<br>F19' | 23·5 | 12·3 | La Rochlle<br>French *WB* | T.3Cy.12½",21"&35"–24"<br>60NHP<br>DominionBridgeCo.Mtl. | | V |
| 38451<br>RODL | **Messina** SteelSc<br>*Elec.light* 1*Dk* | 1470<br>—<br>825 | | | | | 1921 | F.Schichau<br>Danzig | Rob.M.Sloman,jr. | 254·0<br>P&B197'F27' | 38·0 | 16·2 | Hamburg<br>German *WB* | T.3Cy.19 11/16",31⅞"&51 3/16"–29 9/16"<br>143NHP<br>F.Schichau,Elbing | | |
| 38452<br>NWRK | **Maren** WoodAuxSc3MstSr<br>(*ex*Martha) *Motor*<br>(*See Sailing Ship Register*) | 148<br>140<br>120 | | | | | 1919 | H.Linds Træskibs og Baadbyggeri<br>RödbyHavn | Chr.Skov | 93·7 | 25·3 | 9·9 | Egernsnd<br>Danish | Motor<br>10⅘"–11⅗"<br>TuxhamA/S,Copenhagen | | V |
| 38453<br>JSPN | **Mathilde** IronSc<br>(*ex*NancyGrey)<br>1*Dk* | 113<br>110<br>40 | | | | | 1883 | Trndhjms Mek.Værks.<br>Trondhjem | TönsbergHvalfangeri (O.Hytten, *Mgr.*) | 87·6<br>len05 | 17·0 | 10·9 | Tönsberg<br>Norwegian | C.2Cy.11½"&25½"–18"<br>NE&B93 23NHP<br>AkersMek.Værks.Xia. | | |
| 38454<br>NOJM | **Maj** SteelSc | 945<br>833<br>524 | | | | | 1921 | F.Schichau<br>Elbing | D/S A/S Skagerak (M.Nielsen&Sön, *Mgrs.*) | 224·3 | 33·6 | 13·5 | Copnhagn<br>Danish | F.Schichau,Elbing | | |
| 38455<br>123388 | **Mary Wetherly** SteelScK<br>*ss*Abn.No.3–1,22<br>1*Dk* | 221<br>206<br>81 | ✠100A1<br>*StmTrawler*<br>1,22<br>✠LMC1,22 | Abn | | 1,22 | 1907<br>9mo | Hall,Russell&Co.Ld.<br>Aberdeen<br>*Lloyd's A&CP* | A.Lewis&J.Brodie (A.Lewis, *Mgr.*) | 115·5<br>BK7½' | 22·6 | 12·1 | Aberdeen<br>British<br>3*BHCem*<br>*DTf*7'19*t* | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 75RHP<br>1SB,3*pf*,GS44,HS1374<br>Hall,Russell&Co.Ld.Abn. | 13 " 0 | |
| 38456 | **Mubarek** SteelSc<br>1*Dk*(*Stl-ws*) *OilEng.*<br>*Elec.light*<br>*Mchy.Aft* | 387<br>285<br>250 | ✠100A1<br>11,21<br>~~(*ClassContemplated*)~~<br>✠LMC11,21 | Mtr | e | | 1921<br>11mo | London&MontroseSB &R.Co.Ld.<br>Montrose<br>*Lloyd's A&CP* | BombayS.Nav.Co. Ld. | 132·7<br>P41'F19'<br>FK<br>*FPT*33 | 25·1 | 11·5 | Bombay<br>British<br>3*BHCem* | Oil Engines 2S.C.SA<br>4Cy.13¾"–15" 57NHP<br>W.Beardmore&Co.Ld. Coatbridge | 12"6<br>s1"1<br>11"10 | |
| 38457 | **Myrica** SteelScK<br>1*Dk* | 90 | 100A1<br>*For fishing purposes*<br>(*ClassContemplated*) | | | | 1922 | Cochrane&Sons,Ld.<br>Selby | Pickering&Haldane'sStm.TrawlingCo.Ld. | 85·0 | 19·0 | 9·7 | Hull<br>British | C.2Cy.12"&24"–16" | | |
| 38458<br>OMOF | **Mama** SteelSc<br>(*ex*Bernadette) (*Trawler*)<br>1*Dk* | 134<br>—<br>27 | | | | | 1912 | J.Honhon &Co.<br>Boulogne | H.Bourdet | 86·5 | 19·8 | 11·6 | Cherbourg<br>French *WB* | T.3Cy.10",16"&26"–20"<br>30NHP<br>J.Honhon&Co.Boulogne | | V |
| 38459<br>LODN | **Maar I.** SteelSc<br>(*ex*Mjöfjord) (*Whaler*)<br>1*Dk* | 106<br>104<br>37 | | | | | 1908 | Akers Mek.Værks.<br>Christiania | A/S Congo (S.L.Christensen, *Mgr.*) | 91·7 | 18·0 | 10·6 | Sandefjord<br>Norwegian | T.3Cy.11",18"&29"–18"<br>35NHP<br>AkersMek.Værks.Xia. | | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand.<br>Navire<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | NH=Force en chev<br>formules de la Socie<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | corr pondant. pds. pd. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Now named "Port de Cherbourg," See No. 38978 in Supplement |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 38460 | Malgache SteelSc<br>(exBaymano, exCayoRomano) ssNpt.No.2-20<br>2Dks(Stl)& deepframing<br>Wireless | 3752<br>3495<br>2362 |  |  | ... | CL<br>10,20 | 1911<br>10mo<br>Lloyd | W.Dobson &Co.<br>Newcastle<br>'sA&CP | Cie.Marit.des Transports Coloniaux<br>CellDBa114'u | 354·4<br>P41'B112'F41'<br>E&B46'f150' 720t | 48·0 | 26·0 | Marseilles<br>French<br>FK 6BHCem<br>APT85t | T.3Cy.25",41"&68"-45" (s)<br>180lb 371NHP<br>3SB,9cf,GS127,HS4950 F<br>N.E.MarineEng.CoLdNwc | 28 ″ 5<br>s5 ″ 1<br>23 ″ 9 | |
| 38461 | Maid of Psara SteelSc<br>Elec.light | 4750 | 100A1<br>(Class Contemplated) |  |  |  | 1922 | Cammell, Laird&CoLd.<br>Birkenhead | ByronS.S.Co.Ld. (M.Embiricos, Mgr.) | 360·0<br>F39' |  |  | London<br>British | 2 Steam Turbines<br>CammellLaird&CoLd.Bkn |  | |
| 38462<br>3264<br>JHTP | Mora CompSc<br>Mchy.Aft 1Dk | 201<br>153<br>112 |  |  |  |  | 1898 | S.Groth<br>Sjötorp | ÅngfartygsA/B GötaKanal | 100·3<br>P22' | 22·8 | 10·0 | Gothenbrg<br>Swedish | C.2Cy.$11\frac{4}{10}$"&$19\frac{1}{2}$"-$11\frac{4}{5}$"<br>11NHP<br>WilhelmsbergsM.V.Got. |  | |
| 38463<br>LCDP | Motosa WoodSc<br>Motor<br>1Dk | 104<br>90<br>71 |  |  |  |  | 1920 | Bosvik Baatbyggeri<br>Bosvik | A/SSalteröd Verft&Slip | 77·3<br>H13t | 20·9 | 9·8 | Arendal<br>Norwegian | Motor 2S.C.SA<br>2Cy.$11\frac{4}{10}$"-$13\frac{3}{4}$"<br>Emade17fitted21<br>A.GulowseriA/S,Xia |  | |
| 38464 | Mulbera SteelTwinSc<br>Elec.light Wireless<br>Sub.Sig. Cruiser Stern | 9100<br>7289 | 100A1<br>(Class Contemplated) |  |  |  | 1922 | A.Stephen &Sons,Ld.<br>Glasgow | BritishIndiaStm. Nav.Co.Ld. | 466·3<br>P43'B175'F50' | 60·1 | 33·3 | Glasgow<br>British | Geared Steam Turbines<br>A.Stephen&Sons,Ld.Gls. |  | |
| 38465 | Matelot Huguen SteelSc<br>Elec.light 1Dk | 2170<br>1354 |  |  |  |  | 1921 | Constructn Navales<br>Cherbourg | FrenchGovernment | 266·7 | 39·3 | 23·0 | Havre<br>French | 1 Steam Turbine<br>Brégnet,Paris |  | |
| 38466 | Mousse le Moyec SteelSc<br>Elec.light 1Dk | 2170<br>1354 |  |  |  |  | 1921 | Constructn Navales<br>Lorient | FrenchGovernment | 266·7 | 39·3 | 23·0 | Nantes<br>French | 1 Steam Turbine<br>Brégnet,Paris |  | |
| 38467<br>RBVF | Mimi SteelSc<br>(exNauplia)<br>Elec.light 2Dks | 3966<br>3564<br>2292 |  |  |  |  | 1901 | Akt.Ges. "Neptun"<br>Rostock | H.H.Schmidt | 339·1<br>P33'B123'F27' | 51·2 | 24·2 | Hamburg<br>German<br>WB | T.3Cy.$25\frac{3}{16}$",$40\frac{1}{2}$"&$66\frac{7}{8}$"-$44\frac{7}{16}$"<br>298NHP<br>A.G."Neptun,"Rostock |  | |
| 38468<br>1042<br>QRSP | Mincio SteelSc<br>Elec.light 1Dk | 5404<br>4560<br>3184 |  |  |  |  | 1921 | Soc.Anon. Cantieri Cerusa<br>Voltri | Nav.Gen.Italiana | 382·7 | 48·3 | 27·6 | Genoa<br>Italian<br>WB | T.3Cy.26",$42\frac{1}{2}$"&$69\frac{7}{16}$"-48"<br>337NHP<br>G.Fossati&Co.Sestri Ponente |  | I |
| 38469<br>115[illegible]<br>XLMJ | Main. SteelSc3Mst<br>1Dk<br>For full particulars See No. 38495 below | 742<br>519<br>313 |  |  |  |  | 1904 | Mackie& Thomson,Ld.<br>Govan | D.Smail | 195·0 | 29·0 | 11·6 | Glasgow<br>British<br>WB | T.3Cy.17",28"&45"-33"<br>NB20 116NHP<br>Muir&Houston,Ld.Gls. |  | |
| 38470 | Moy SteelScK<br>(exAlexanderHills)<br>1Dk | 324<br>288<br>133 | ✠100A1<br>StmTrawler<br>9,17<br>✠LMC9,17 | Hul |  | CL | 1917<br>9mo<br>Lloyd | Cochrane& Sons,Ld.<br>Selby<br>'sA&CP | TheAdmiralty | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87NHP<br>1SB,3pf,GS48,HS1440<br>CampbellGasE.Co.Ld Hfx. | 13 ″ 6 | |
| 38471<br>RBNV | Minna Horn SteelSc<br>Elec.light 1Dk | 2186<br>1834<br>1257 |  |  |  |  | 1921 | Nordsee- werkeA.G.<br>Emden | Seereederei "Frigga" | 283·0<br>P20'B58'F24' | 40·9 | 20·5 | Flensburg<br>German<br>WB | T.3Cy.20",$31\frac{1}{2}$"&$51\frac{1}{5}$"-$35\frac{2}{5}$"<br>155NHP<br>CäsarWollheimBreslau |  | G |
| 38472 | Maroc SteelSc<br>(exEdea,exEmilieWoermann)<br>Elec.light 2Dks&Web frames | 2492<br>—<br>1789 |  |  |  |  | 1903 | Reiherst'g Schiffsw.<br>Hamburg | CieNationaleBelge deTransp.Marit. (ArmementDeppe, Mgrs.) | 301·2<br>B90'F36' | 40·7 | 23·8 | Antwerp<br>Belgian<br>WB | T.3Cy.$18\frac{7}{8}$",30"&50"-$39\frac{3}{8}$"<br>157NHP<br>Reiherst.Maschinenf.Ham. |  | |
| 38473 | Minden SteelSc<br>Elec.light 2Dks | 4160<br>3785 |  |  |  |  | 1921 | Vulcan- Werke<br>Stettin | Norddeutscher Lloyd | 360·7<br>P44'B110'F41' | 51·0 | 26·0 | Bremen<br>German<br>WB | T.3Cy.$22\frac{2}{5}$",$36\frac{3}{5}$"&$61\frac{2}{5}$"-$47\frac{1}{5}$"<br>260NHP<br>Vulcan-Werke,Stettin |  | |
| 38474<br>PJSM | Maasburg SteelSc3Mst<br>Elec.light WirelessSub.Sig. 2Dks | 6415<br>5836<br>3593 |  |  |  |  | ~~1921~~<br>1922 | Flensburgr Schiffsb.Ges.<br>Flensburg | HalcyonLijn<br>Scheepv&TransportMy.Atlantica (HalcyonLijn Mgrs) | 454·5<br>455·0 | 60·0 | 27·6 | Rottrdam<br>Dutch<br>WB | T.3Cy.$28\frac{3}{4}$",$46\frac{2}{5}$"&76"-48"<br>399NHP<br>FlensburgerSchiffsb.Ges. |  | |
| 38475<br>144861 | Manxsona SteelSc<br>1Dk(Stl)<br>Mchy.Aft Cargo battens not fitted | ~~200~~<br>184<br>133<br>70 | ✠100A1<br>3,22<br>~~(Class Contemplated)~~<br>✠LMC3,22 | Mtr | b |  | ~~1921~~<br>1922<br>3mo<br>Lloyd | Coaster Const.Co.Ld.<br>Montrose<br>'sA&CP | ManxSalt&Alkali Co.Ld.(J.Todd, Mgr.)<br>FPT27tAPT9t | ~~100·8~~<br>F21'<br>101·0 | 21·1 | ~~9·6~~<br>9·7<br>BK6" | RamseyI.M.<br>British<br>3BHCem | T.3Cy.10",$16\frac{1}{2}$"&$26\frac{1}{2}$"-18"<br>180lb (s) 36RHP<br>1SB,2pf,GS29,HS852<br>~~W.Burrell~~,Gt.Yarmouth<br>W.Burrell, | 10 ″ 6<br>s1 ″ 2<br>9 ″ 11 | |
| 38476 | Modjokerto SteelcS<br>Elec.light<br>Wireless Cruiser Stern | 8381<br>6181<br>5343 | 100A1<br>Shelter dk with freeboard<br>(Class Contemplated) |  |  |  | 1922 | WearShipyard of W. Gray&Co. (1918)Ld.<br>Sunderland | Rotterdamsche Lloyd(W.Ruys& Zonen, Mgrs.) | 433·0<br>F40' | 57·4 | 38·4 | Rottrdam<br>Dutch | 2 Steam Turbines geared to 1Sc.Shaft<br>Cen.Mar.E.Wks.Ld.WHpl |  | |
| 38477<br>146168 | Mirabelle SteelScK<br>(exEdwardBarker) ssWvn.No.1-21<br>1Dk(Stl-ws) | 203<br>200<br>77 | ✠100A1<br>StmTrawler<br>10,21<br>✠LMC10,21 | Wvn |  | CL<br>10,21 | 1918<br>12mo<br>Lloyd | Hall,Russell&Co.Ld.<br>Aberdeen<br>'sA&CP | ConsolidatedStm. Fishing&IceCo. (Gms.)Ld. (J.D. Marsden, Mgr.) | 115·4<br>DBf29'19t | 22·1 | 12·1<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.12",20"&34"-23" (s)<br>180lb 75NHP<br>1SB,3pf,GS39,HS1347<br>Jas.Abernethy&Co LdAbn | 13 ″ 0 | |
| 38478 | Monnette SteelSc<br>(exAntoinette,exWarPower)<br>Elec light Wireless 1Dk(Stl)<br>2nd dk(Stl)in E&B Space | 3136<br>2752<br>1898 | ✠100A1<br>3,22 ~~7,20~~<br>✠LMC7,18 | Gls<br>Dnk | t | CL<br>7,20 | 1918<br>7mo<br>Lloyd | Wallace ShipyardsLd.<br>N.Vancouver<br>'sA&CP | Soc.Anon.des CargosFrançais (E.J.Heinz, Mgr.)<br>Cell | 300·0<br>P25'B82'F34'<br>B255'593t FPT | 45·3 | 24·9<br>FK | Havre<br>French<br>6BHCem<br>66tAPT37t | T.3Cy.24",38"&62"-42" (s)<br>180lb 303NHP<br>2SB,6cf,GS139,HS5108<br>WallaceShipyards,Ld. | 27 ″ 0 | |
| 38479 | Malta SteelSc<br>ssCff.No.3-5,09<br>(exGrigoriosZlatanos, ssPir.No.1-13<br>exNetherfield) 1Dk(ptStlptIrn)<br>Elec light 2trB&Web frames3dk rule | 3200<br>2884<br>1885 | ✠<br>withfreeboard<br>10,16<br>✠ | Pir | u |  | 1896<br>5mo | JLThompson&Sons,Ld<br>Sunderland | Soc.Italiana di Salvataggi eNav.<br>CellDBa | 325·0<br>P23'B69'F34'<br>104'uE&B37'f134' | 45·4 | 23·7<br>FK | Leghorn<br>Italian<br>5BHCem<br>627tAPT31t | T.3Cy.23",38"&62"-42"<br>NDB11 257NHP<br>2SB,6pf,GS104,HS4000<br>J.Dickinson&Sons,Ld.Sld. | 26 ″ 4 | I |
| 38480 | Malen SteelScK<br>(exSettsu) ssCff.No.2-19<br>1Dk | 231<br>205<br>91 | ✠100A1<br>StmTrawler<br>2,22<br>B94,21 ✠LMC9,19 | Cff |  | CL<br>9,19 | 1912<br>4mo<br>Lloyd | Cochrane& Sons<br>Selby<br>'sA&CP | PescaSoc.Anon. | 120·0<br>Q72'F20' | 21·5 | 11·7<br>BK7½" | S.Sebast'n<br>Spanish<br>3BHCem | T.3Cy.12",21"&34"-24" (s)<br>180lb 76NHP<br>1SB,2pf,GS37,HS1380<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 6 | |

| 1 No. in Book. Official No. Code Letters. | 2–3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey | 6 Port of Survey. | 7 Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When. Ship. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded Depth. Freeboard amidships. Corresponding draught. ft in | 15 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38481 | **Mathilda** SteelSc<br>(exBodil)<br>1Dk | | | | | | 1921 | N.V.Werf Zeeland<br>Hansweert | | 211·8\|31·6\|15·6<br>P42'Q37'B58'F28' | Dutch<br>WB | T.3Cy.14⅝",22"&35½"-24⅝"<br>63NHP<br>NVDelftshavenMach.Rot. | | |
| 38482<br>135239<br>JMTW | **Molly Mawk** SteelSc<br>(exLordDevonport)<br>1Dk | 970<br>921<br>385 | | | ••• | | 1913 | Lobnitz& Co.Ld.<br>Renfrew | SouthAfricanRailways&Harbours Administration | 200·4\|34·1\|16·9<br>F26'<br>FK | Durban<br>British | T.3Cy.18",30"&48"-36"<br>184NHP<br>Lobnitz&Co.Ld.Renfrew | 17 ″ 6 | |
| 38483 | **Maria Victoria** SteelSc<br>(exCraig,exWarDown)<br>Elec.light 1Dk(Stl)<br>Wireless Cargo battens not fitted | 3093<br>2858<br>1857 | ✠100A1<br>1,22<br>BS10,19 ✠LMC12,18 | Bry | u | CL<br>1,22 | 1918<br>12mo | WoodSkinner&Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | Viuda deF. Astorqui | 331·3\|46·9\|23·1<br>P33'B100'F27'<br>FK<br>CellD B284'737tFPT112t APT128t | Bilbao<br>Spanish<br>7BHptCem | T.3Cy.25",41"&68"-45" (s)<br>180lb 429NHP<br>3SB,9cf,GS155,HS6324 FD<br>N.E.MarineEngCoLd Nwc | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 | |
| 38484 | **Maggie** SteelSc<br>Elec.light Mchy.Aft 1Dk | 325<br>283<br>175 | | | | | 1921 | Flender A.G.<br>Lübeck | L.F.Mathies&Co. | 139·5\|22·3\|11·2<br>P34'F20' | Hamburg<br>German<br>WB | C.2Cy.14¾"&22⅞"-15¾"<br>17NHP<br>G Seebeck A.G. Gstemünde | | |
| 38485<br>145374<br>KLTS | **Morglay** SteelSc<br>(exNo.394)<br>1Dk(Stl) | 171<br>167<br>2 | ✠100A1<br>For towing purposes<br>2,22<br>✠LMC6,21 | Gls | | CL | 1921<br>6mo | Bow,McLachlan&Co. Ld. Paisley<br>Lloyd'sA&CP | Sou.I.ofWight& S.ofEng.Royal MailStmPktCo.Ld. | 101·1\|23·1\| 9·8<br>BK7"<br>CellDBuBunkers11' 13tFPT14t APT23t | S'thamptn<br>British<br>3BHCem | T.3Cy.13¼",21¼"&34"-21"(s)<br>200lb 75RHP ~~95NHP~~<br>1SB,3cf,GS58,HS1903<br>Bow,McLachln&CoLdPsy | 12 ″ 0 | |
| 38486<br>136798<br>JKGR | **Middlemoor** SteelSc<br>(exArranmead, ssBry.No.1-19<br>exArranmoor) 1Dk(Stl)&<br>Wireless Shelter dk(Stl)<br>Carrying oil fuel F.P.above 150°F.inDB | 4008<br>3815<br>2560 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,22 ~~3,21~~<br>~~BS3,20~~ BS3,22 ✠LMC5,19 | Npt<br>Bry | v | CL<br>3,21 | 1915<br>3mo | J.Blumer& Co.<br>Sunderland<br>Lloyd'sA&CP | MoorLine,Ld.<br>(W.Runciman& Co.Ld.Mgrs.) | 340·0\|47·7\|20·5<br>FK<br>Intermediate BH in after hold dispensed with CellDBa114'u E25' f 139'784tAPT59t | London<br>British<br>Cem<br>5BHonly | T.3Cy.25",42"&68"-45" (s)<br>180lb 100lb 363NHP<br>2SB,6cf,GS139,HS5967<br>J.Dickinson&Sons,Ld.Sld | 23 ″ 6<br>s1 ″ 11½<br>21 ″ 10 | |
| 38487 | **Mercier** SteelSc<br>(exErfurt)<br>2Dks | 7816<br>—<br>5758 | | | | | 1915 | Bremer Vulkan<br>Vegesack | LloydRoyalBelge Soc.Anon. | 476·2\|60·7\|32·9 | Antwerp<br>Belgian | T.3Cy.32",52¾"&86½"-55"<br>554NHP<br>BremerVulkan,Vegesack | | |
| 38488<br>HVKW | **Modesto Fuente** SteelSc<br>(exRuizCandepon, ssSld.No.1-99<br>exFlorencioRodriguez exBrenda)<br>Well deck 1Dk(Irn)&Web frames | 992<br>778<br>658 | ✠<br>5,04<br>✠ | Sld | m | | 1894<br>11mo | W.Harkess &Son<br>Middlesbro' | J.Fuente&D. Estebauer | 211·4\|32·1\|13·7<br>P25'Q46'B44'F22'<br>BK7"<br>CellD Ba50'uE&B35'f88' 22tAPT20t | Gijon<br>Spanish<br>4BHCem | T.3Cy.17",28"&46"-30"<br>120NHP<br>1SB,3pf,GS47,HS1870<br>N.E.MarineEng.Co.Ld.Sld | 16 ″ 1 | |
| 38489<br>116764 | **Maplehill** SteelSc<br>(exHaddington)<br>Elec.light 1Dk | 1603<br>1409<br>1010 | | | | | 1904 | Bertram E. WorksCo.Ld.<br>Toronto | Canada Steamship Lines,Ld. | 256·0\|42·6\|15·0 | Toronto<br>British<br>WB | T.3Cy.15",25"&42"-30"<br>87RHP<br>BertramE.W.CoLd Trnto. | | |
| 38490<br>216 | **Minerva** (exMars, IronSc3Mst<br>exMongibello, ssCf.No.3-2,97<br>exRaglan) s-Shl No 2-06<br>Well deck 1Dk(Irn) trB | 1013<br>812<br>639 | ✠<br>12,10<br>✠NB3,05 | Sws<br>✠ | n | | 1883<br>10mo | Palmers' Co.Ld.<br>Newcastle | Comm.S.Arditi fu G.(Vassallo& Narizzano,Mgrs.) | 220·5\|31·7\|15·5<br>Q88'B14'F22'<br>FK<br>DBa71'f52' 245tAPT7t | Naples<br>Italian<br>4BHCem | C.2Cy.28 7/16"&52"-33"<br>118NHP<br>1SB.4pf,GS60,HS1939<br>Palmers'Co.Ld.Newcastle | 16 ″ 6 | V |
| 38491 | **Mambi** IronSc<br>(exSailingShipNinfa, ssGen.No.1-16<br>exLadakh) 2Dks | 2000 | ✠<br>8,16 | Gen | v<br>L | | 1883<br>2mo | Oswald, Mordaunt &Co.<br>Southampton | CubaDistillingCo. | 269·0\|39·5\|24·2<br>BK10" | Havana<br>Cuban<br>1BHCem | T.3Cy 19",32"&56"-36"<br>Emade'8fitted21<br>Bmade20fitted21<br>WorthingtonPump& Mchy.Corp.Buffalo.N.Y. | | |
| 38492<br>QDVJ | **Mont Aigoual** SteelSc<br>(exBurgermeister ssHam.No.3-6,12<br>vonMelle,exDuisburg) ssMsl.No 2-21<br>2Dks(1Stl&1ptStl)&Spar dk(Stl)3trB | 4496<br>4264<br>2854 | ✠100A1<br>Spar dk<br>9,21<br>BS5,21 ✠LMC10,20 | Msl | y | CL<br>5,21 | 1900<br>4mo | FlensburgerSchiffsb.Ges.<br>Flensburg<br>Lloyd'sA&CP | Soc.Général de TransportsMarit aVap. | 388·0\|47·6\|20·8<br>P&B232'F46' 28·8<br>FK<br>CellDBa94'uE&B62'f164'895t | Marseilles<br>French<br>6BHCem | T.3Cy28½",47½"&73"-51"(b)<br>165lb 554NHP<br>4SB.12cf,GS185,HS9800<br>FlensburgerSchiffsb.Ges. | 31 ″ 0<br>s 5 ″ 10<br>25 ″ 4 | |
| 38493 | **Machado** SteelSc<br>Well deck 1Dk(Stl) | ~~940~~ 943<br>680<br>554 | ✠100A1<br>4,22 ~~3,22~~<br>~~(Class Contemplated)~~<br>✠LMC3,22 | Ams<br>Rot | m | | ~~1921~~<br>1922<br>3mo | E.J.Smit& Zoon<br>Westerbroek<br>Lloyd'sA&CP | ~~H.Persson~~<br>F.R.Howe&Co. | 207·2\|32·2\|13·5<br>Q71'B49'F24'<br>FK<br>CellDB169'258tFPT42tAPT30t | ~~Landscrona~~<br>~~Swedish~~<br>NewportMon<br>British<br>4BHCem | T.3Cy.15",~~23¼~~"&39⅖"-23⅝"<br>185lb 23 3/32"(s)105NHP<br>2SB,4cf,GS59,HS1938<br>E.J.Smit&Zoon,Hgznd. | 15 ″ 5<br>s1 ″ 2<br>14 ″ 6 | |
| 38494<br>111210<br>RGVK | **Mingary** SteelSc<br>(exYacht)<br>Elec.light 2Dks | 591<br>438<br>266 | | | ... | | 1899 | AilsaS.B. Co.<br>Troon | Egypt&Levant S.S.Co.Ld. | 187·5\|27·4\|14·8 | Glasgow<br>British | T.3Cy.16",26"&41"-27"<br>87NHP<br>Dunsmuir&Jackson.Gls. | 15 ″ 6 | |
| 38495<br>115389<br>KLMJ | **Main** SteelSc<br>ssArd.No 3-1,22<br>Mchy.Aft Well deck 1Dk(Stl)<br>Cargo battens not fitted | 742<br>519<br>313 | ✠100A1<br>1,22<br>✠NB1,22 ✠LMC1,22 | Ard | j | CL<br>N1,22 | 1904<br>5mo | Mackie& Thomson, Ld.<br>Glasgow | Mann,Macneal& Co.Ld. | 195·0\|29·0\|11·6<br>Q107'B13'F27'<br>FK<br>CellD Bf116'187tFPT75t APT12t | Glasgow<br>British<br>3BHCem | T.3Cy.16",28"&44"-33" (b)<br>180lb 131NHP<br>1SB,3cf,GS62,HS2253<br>Muir&Houston,Ld.Gls. | 14 ″ 1 | |
| 38496 | **Minna** SteelSc | 1575<br>1377<br>919 | | | | | 1922 | Nylands Værksted<br>Christiania | TrelleborgsÅngf. NyaAktieb.(F.D. Malmros,Mgr.) | 254·8\|39·0\|16·9<br>P22'B63'F25' | Trelleborg<br>Swedish<br>WB | T.3Cy.19",31"&51½"-33"<br>153NHP<br>NylandsVærksted,Xania | | |
| 38497 | **Mercedes** SteelScK<br>(exSnorriGodi, ssFlt.No.3-12,19<br>exCanadian) 1Dk | 244<br>214<br>110 | ✠100A1<br>StmTrawler<br>8,21<br>BS8,21 ✠LMC12,19 | Flt | | CL<br>8,21 | 1907<br>10mo | Smith's DockCo.<br>NorthShields<br>Lloyd'sA&CP | Soc.Anon.de Pesca y Nav. | 125·2\|22·1\|11·7<br>Q69'F19'<br>BK7½" | S.Sebast'n<br>Spanish<br>3BHCem | T.3Cy.12¼",22"&35"-21" (s)<br>180lb 71NHP<br>1SB.2pf,GS36,HS1190<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 6 | |
| 38498 | **Margit Siemers** SteelSc<br>2TwinMst<br>(exGraafAdolf) 1Dk(Stl)<br>Well deck Cargo battens not fitted<br>Mchy.Aft | 1147<br>866<br>662 | ✠100A1<br>3,22<br>BS10,20 LMC5,18 | Rot | n | CL<br>8,22 | 1918<br>5mo | Wilton's E. &SlipwayCo.<br>Rotterdam<br>A&CP | G.J.H.Siemers& Co. | 230·2\|34·0\|13·2<br>Q131'B13'F24'<br>FK<br>CellDBuE23'f152'389tFPT 88tAPT48t | Hamburg<br>German<br>4BHCem | T.3Cy15½",25½"&41"-36"(s)<br>160lb 100lb 124NHP<br>MBmade93refitted2,18<br>1SB,3rf,GS63,HS2213<br>Wilton'sE.&SlpwyCo.Rot | 16 ″ 0<br>s 1 ″ 5<br>14 ″ 10 | |
| 38499 | **Morawitz** SteelSc<br>ssBal.No.3-4,19<br>(exKermoor, 1Dk(Stl)2trB deep<br>(exMorawitz) framing&Webframes<br>Elec.light 3Dkrule | 4795<br>4042<br>3106 | ✠100A1<br>4,22 ~~1,20~~<br>BS2,22 ✠LMC4,19 | NYk<br>Cff | x | CL<br>~~4,19~~<br>N4,22 | 1907<br>7mo | JLThompson&Sons,Ld.<br>Sunderland<br>A&CP | OceanaSeaNav.Co. Ld. | 378·0\|52·3\|24·4<br>P23'B119'F30'<br>Cell DBa135'uE&B44'f155'1053tFPT127t APT27t<br>FK | Budapest<br>Hungarian<br>6BHCem | T.3Cy.26",42"&68"-48" (s)<br>180lb 120lb 392NHP<br>2SB,8cf,GS143,HS6650<br>Blair&Co.Ld.Stockton | 27 ″ 1<br>s 5 ″ 0<br>22 ″ 6 | |
| 38500 | **Malygin** SteelSc<br>(exVladimirRussanoff, ssNwc.No.2-18<br>exBonaventure,exVladimirRoussanoff,<br>exBonaventure) 1Dk(Stl)&deepframing<br>Elec.light Well deck Wireless | 1118<br>980<br>461 | ✠<br>7,21 | Lon<br>✠ | p | CL<br>8,18 | 1909<br>1mo | Napier& Miller,Ld.<br>Glasgow | RussianGovernment | 240·3\|35·9\|16·9<br>P&B145'F26'<br>FK<br>Cell DBa58'uE&B40'f95'299tFPT11tAPT20t | Russian<br>5BHCem | T.3Cy.22½",37"&61"-42"<br>350NHP<br>2SB(FD)&1AuxSB,8cf,GS150,HS5506<br>D.Rowan&Co.Glasgow | 19 ″ 0 | |

*Should be* "VladimirRussanoff," *See body of Register*

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 Nom du Navire. 3 Matériaux. Gréement etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38501<br>58881<br>JFGP | Mary D. Soppit WoodAuxTwin<br>(exResolute) *Par.Mot.* Sc3MstSr<br>*cf* HTLon.82 1*Dk*<br>(*SeeSailingShipRegisterSupplement*) | 238<br>220<br>162 | ✠<br>. 5,82 | Lon | 9<br>O6 | | 1869<br>2mo | Duthie<br>Aberdeen | TheodorShipping Co.Ld. (A.Tate& Co.*Mgrs.*) | 116·6 | 24·6 | 13·2 | Blyth<br>British | Paraffin Motors<br>2Cy.12″-12″ 20NHP<br>KronhoutPerman&CoLon | | |
| 38502 | Messidor SteelScK<br>(exPrintemps, ssLiv.No.3-11,19<br>exFosdyke) 1*Dk* | 244<br>229<br>73 | ✠100A1<br>*StmTrawler*<br>11,19 | Liv | | CL<br>N11,19 | 1908<br>9mo<br>*Lloyd'sA&CP* | Smith's DockCo.Ld.<br>NorthShields | Soc.Industrielle Nationale de Pêche et d'Armement | 125·5<br>Q69′ | 22·1 | 12·0 | Dieppe<br>French<br>BK7½″ 3*BHCem* | T.3Cy.12½″,20″&34″-25″ (s)<br>180lb 87NHP<br>1SB,*2pf*,GS37,HS1687<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 10 | |
| 38503<br>136663<br>KMBD | Monica Seed SteelSc<br>(exSanFernando, ssCal.No.2-19<br>exBaikal,exHunnia) 1*Dk*(*Stl*) | 2060<br>1902<br>1228 | ✠100A1<br>2,21 | Shl | s | CL<br>2,21 | 1911<br>4mo<br>*Lloyd'sA&CP* | WoodSkinner&Co.Ld.<br>Newcastle | TheSeedShppgCo. Ld. | 281·2<br>P23′B70′F30′<br>*CellDBa*81′*uE&B*43′*f*108′565*t FPT* 103*t APT*80*t* | 43·0 | 19·1 | Newcastle<br>British<br>FK 4*BHCem* | T.3Cy.21″,35″&57″-39″ (s)<br>180lb *125lb* 225NHP<br>2SB,*6cf*,GS101,HS3538<br>Blair&Co.Ld.Stockton | 21 ″ 2<br>s 3 ″ 1<br>18 ″ 5 | |
| 38504 | Maryland SteelSc<br>*Fitted for oil fuel*<br>*Mchy.Aft* 1*Dk* | 670 | | | | | 1921 | Kyle& Purdy,Inc.<br>NewYork | Association of MarylandPilots | 150·0 | 25·0 | 15·7 | Baltimore<br>British | T.3Cy.12¾″,21½″&35″-24″<br>Goldie& 60NHP<br>*WB* McCullochCoLd.Galt.Ont. | | |
| 38505 | Medie II. SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | 5000<br>3700<br>3300 | | | | | 1922 | Forg.&Ch. de laMédit.<br>LaSeyne | Cie.deNav.Paquet | 380·6<br>P188′F101′ | 45·9 | 29·7 | Marseilles<br>French | T.3Cy.27$\frac{9}{16}$″,44½″&74″-47½″<br>365NHP<br>*WB* Forg.&Ch.de laMédit.Msl. | | |
| 38506 | Maroc SteelSc<br>ssRot.No.1-19<br>(exRossum,exSnel) ssRot.No.3-2,15<br>*Well deck* 1*Dk*(*Stl*)&*deepframing* | 1320<br>1092<br>814 | ✠100A1<br>8,22<br>BS4,21 | Ams<br>✠LMC3,19 | d | CL<br>8,22 | 1902<br>7mo<br>*Lloyd'sA&CP* | Bonn& Mees<br>Rotterdam | L.Sicard | 236·0<br>Q83′B58′F25′<br>*CellDBa* 60′*uE*17′*f*104′ 350*t APT*50*t* | 36·2 | 15·6 | Marseilles<br>French<br>FK 4*BHCem* | T.3Cy.19″,30½″&51″-36″ (s)<br>160lb *100lb* NDB15 148NHP<br>1SB,*3cf*,GS53,HS2120<br>Cen.Mar.Eng.Wrks.WHpl | 18 ″ 0<br>s 1 ″ 7<br>16 ″ 9 | |
| 38507 | Marija Racic SteelSc<br>(exAtlantica) ssCdz.No.2-19<br>*Elec.light* 1*Dk*(*Stl*) | 4996<br>3906<br>3239 | ✠100A1<br>2,22<br>BS2,22 | Msl<br>✠LMC1,19 | x | CL<br>2,22 | 1911<br>5mo<br>*Lloyd'sA&CP* | Armstrong Whitworth &Co.Ld.<br>Newcastle | Nav.Libera(G. Racich&Ci,*Mgrs.*) | 378·1<br>P23′B201′F34′<br>*Cell DBa* 132′*uE&B*78′*f*161′ 987*t FPT*131*t APT*95*t* | 52·3 | 23·9 | Dubrovnik<br>Jugo-Slav<br>FK 6*BHCem* | T.3Cy.26″,42″&68″-48″ (s)<br>180lb *125lb* 391NHP<br>2SB,*8cf*,GS155,HS6624<br>Blair&Co.Ld.Stockton | 26 ″ 4 | |
| 38508 | Meropi SteelSc<br>(exPolgowan,exMacedonia)<br>Wireless 1*Dk*&*Spar dk*&*deepframing* | *4347*<br>*4022*<br>*2779* | | | | | 1900 | C.S.Swan& Hunter,Ld.<br>Newcastle | C.D.Calafatis | 379·4<br>P42′B96′F44′ | 46·3 | 20·2<br>28·1 | Syra<br>Greek<br>FK | T.3Cy.24½″,40″&68″-48″<br>370NHP<br>*WB* N.E.MarineEng.CoLdNwc | 31 ″ 0 | |
| 38509<br>LNQT | **Mars** SteelSc<br>*Elec.light* 1*Dk* | 989<br>555 | | | | | 1922 | Stettiner Oderwerke<br>Stettin | A.Hansen | 211·6 | 33·7 | 13·0 | German | T.3Cy.15¾″,25¼″&41⅜″-29½″<br>93NHP<br>*WB* StettinerOderwerkeStettin | | |
| 38510<br>137651 | **Murray Clan** WoodSc<br>(exPackice)<br>9&12yrs.Mat. 1*Dk* | 95<br>94<br>41 | ✠11A1<br>*For fishing purposes*<br>7,20 | Buckie<br>✠LMC7,20 | | CL<br>7,20 | 1917<br>5mo<br>*Lloyd'sA&CP* | G.Smith Jun.<br>Buckie | P.Murray | 86·7 | 19·8 | 10·0 | Inverness<br>British | T.3Cy.9½″,15½″&26″-18″ (s)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>Yeaman&Baggesen,Dndee | 10 ″ 5 | |
| 38511<br>JCQK | **Malygin** SteelSc<br>(exSolovey ssHam.No.3-4,22<br>Boudimirovitch, 2*Dks*(*Stl*)&*Awng dk*<br>exBruce) *Elec.light* Wireless (*Stl*-ws) | *1553*<br>*1365*<br>668 | ✠100A1<br>*Awngdk*<br>*withfreeboard*<br>4,22 | Ham<br>✠LMC4,22 | v | CL<br>6,22 | 1912<br>1mo<br>*Lloyd'sA&CP* | Napier& Miller,Ld.<br>Glasgow | RussianGovernment | 250·4<br>F*onAwng dk*36′<br>*Cell DBa* 39′*uE*33′*f*94′187*t FPT* 9*tAPT*27*t* | 36·2 | 23·1 | Russian<br>FK 5*BHCem* | T.3Cy.25″,42″&68″-45″ (s)<br>180lb 521NHP<br>4SB,*12cf*,GS156,HS8464 FD<br>J.G.Kincaid&Co.Ld.Grk | 25 ″ 3 | |
| 38512 | **Margretha** SteelSc<br>(exPolzeath, ssHul.No.1-15<br>exWalterDammyeer) 1*Dk*(*Stl*)<br>*Well deck* | 882<br>629<br>480 | ✠ ——<br>1,22 | Bry | f | 2,18 | 1911<br>8mo | Sunderlnd S.B.Co.Ld.<br>Sunderland | H.H.Schmidt | 205·0<br>Q66′B57′F23′<br>*CellDBa*54′ *uE*23′*f*83′190*tFPT*24*tAPT*10*t* | 30·6 | 12·8 | Hamburg<br>German<br>FK 4*BHCem* | T.3Cy.16½″,26″&43″-30″<br>129NHP<br>2SB,*4pf*,GS65,HS2250<br>N.E.MarineEng.Co.LdSld. | 15 ″ 0 | |
| 38513<br>144979 | Mayfield SteelSc3Mst<br>*Elec.light Mchy.Aft* 1*Dk*(*ptStl*)<br>*Well deck* | 643<br>445<br>269 | ✠100A1<br>4,22 | Gls<br>✠LMC4,22 | i | CL | 1922<br>4mo<br>*Lloyd'sA&CP* | Yarrow& Co (1922)Ld.<br>Scotstoun | CargoSteamships Co.Ld. (C.J.Irwin, *Mgr.*) | 175·1<br>Q96′B11′F31′<br>*CellD Bf*103′153*tFPT*39*t APT*3*t* | 28·1 | 11·2 | Dublin<br>British<br>BK7½″ 3*BHCem* | T.3Cy.15″,25½″&41″-30″ (s)<br>180lb 120NHP<br>2SB,*4cf*,GS66,HS2104<br>Yarrow&Co.Ld. Scotstoun | 13 ″ 6<br>s 4 ″ 8<br>13 ″ 7 | |
| 38514 | M. L. Hanahan SteelSc<br>(exBouvines)<br>*Elec.light* 1*Dk* | 355<br>303<br>102 | ✠100A1<br>*StmTrawler*<br>7,19 | Sav<br>✠LMC1,19 | | CL | 1919<br>2mo<br>A&CP | Foundat'n Co.<br>Savannah | RedFoxFisheryCo. (C.A.Duhaney, *Mgr.*) | 150·0<br>Q79′F26′ | 25·0 | 14·7 | Pensacola, Fla.<br>Utd.States<br>BK7″ 4*BHCem*<br>*FPT* 6*tAPT*8*t* | T3Cy.12¾″,21½″&35″-24″(s)<br>180lb 89NHP<br>1SB *3pf*,GS53,HS1700<br>Canadian-AllisChalmers Co.Ld.Rochfield,P.Q. | 14 ″ 8<br>s 2 ″ 5½<br>14 ″ 1 | |
| 38515 | Milos SteelSc<br>(exBrynmead, ssNwc.No.3-2,11<br>exIzaston,exWilliam ssLiv.No.2-20<br>Broadley) 1*Dk*(*Irn*)2*trB*&<br>Wireless *deepframing*3*Dk rule* | *3060*<br>*2833*<br>*1934* | ✠100A1<br>8,20 | Liv<br>✠LMC9,20 | u | ~~2,22~~<br>5,22 | 1898<br>8mo<br>*Lloyd'sA&CP* | BlythS.B. Co.Ld.<br>Blyth | RederiA/B Helsingborg(O. Hillerström,*Mgr.*) | 325·1<br>P27′B74′F34′<br>*CellDBa &uE*130′*f*130′ 701*t APT*49*t* | 47·0 | 22·4 | Hlsngborg<br>Swedish<br>FK 5*BHCem* | T3Cy24$\frac{3}{16}$″,40¼″&65″-42″(s)<br>160lb *100lb* NDB17 280NHP<br>2SB,*4rf*,*2cf*,GS119,HS4325<br>Blair&Co.Ld.Stockton | 21 ″ 10<br>s 4 ″ 3½<br>20 ″ 11 | |
| 38516 | **Molendijk** SteelSc<br>*Elec.light* Wireless | | 100A1<br>(*ClassContemplated*) | | | | 1922 | N.V.Burgerhouts M.&S<br>Rotterdam | SolleveldVan de Meer&Van Hattem'sStoomv. Maats. | 359·2 | 50·0 | 24·5 | Rottrdam<br>Dutch | T.3Cy.25⅝″,41⅜″&67″-45½″<br>Burgerhout'sMschf&S.Rot | | |
| 38517 | **Marie Louise Mackay** Steel TwinSc<br>(*CableVessel*)<br>*Elec.light* | 1410<br>1339<br>720 | 100A1<br>*Awng dk*<br>(*ClassContemplated*) | | | | 1922 | Swan,Hunter&Wigham Richardson,<br>Ld.Newcastle | CommercialCable Co. | 234·7 | 34·2 | 22·2 | London<br>British | T.6Cy.12⅝″,20″&33″-24″<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | | |
| 38518 | **Merope** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*trB*<br>*Mchy.Aft Carrying Petroleum in bulk* | | | | | | 1922 | Soc.Provençale de Const.Nav.<br>LaCiotat | Cie.Auxiliarie de Nav. | 424·6<br>P101′B27′F40′ | 56·6 | 33·0 | Havre<br>French | T.3Cy.24″,46″&76″-52″<br>416NHP<br>*WB* SocProvençale deCnstNav LaCiotat | | |
| 38519<br>150296 | **Margaret Mac** WoodSc<br>1*Dk* | 112<br>90<br>39 | | | | | 1917 | DavieS.B. &Rpg.Co.Ld.<br>Levis,Quebec | W.N.Macdonald | 80·3 | 19·3 | 10·5 | SydneyNS<br>British | C.2Cy.12″&24″-16″<br>19NHP<br>CaledoniaIronWorks,Mtl. | | |
| 38520 | Missir IronSc<br>ssMlt 2ndNo.3-2,05<br>(exGleneagles) ssMlt.No1-09<br>1*Dk*(*Irn*) | 207<br>204<br>93 | ✠<br>6,17 | Mlt<br>✠ | d | | 1881<br>11mo | Hall,Russell &Co.<br>Aberdeen | Awaragi,Akel& Ragi | 135·9 | 23·3 | 11·3 | Egyptian<br>BK7″ 4*BHCem*<br>*MT*10′24*t* | C.2Cy.22″&41″-27″<br>72NHP<br>1SB,*3pf*,GS42,HS1127<br>Hall,Russell&Co.Abn. | 11 ″ 9 | V) |

| | 2 Steamer's Name. *Master.* Special Surveys. | 3 Material, Rig, &c. *Late Name if any* No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.* | 15 Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 | Muroto Maru<br>*Elec.light* | SteelTwinSc<br>*CruiserStern* 1*Dk2trB* | 1250<br>970<br>600 | | | | | 1922 | OsakaIron Works,Ld.<br>Innoshima | OsakaShosen Kaisha | 215·0<br>P&B150′F41′ | 37·0 | 20·0 | Osaka<br>Japanese<br>*WB* | T.6Cy.14⅛″,23⅝″&39″-30″<br>146NHP<br>OsakaIronWorks,Ld. | | |
| 22 | Min<br>*Elec.light* | SteelSc | 4408 | 100A1<br>*Shelter dk with freeboard*<br>(*ClassContemplated*) | | | | 1922 | JohnRead-head&Sons, Ld.<br>SouthShields | MercantileS.S.Co. Ld.(E.Hain&Son, *Mgrs.*) | 400·4 | 53·1 | 26·3 | St.Ives<br>British | T.3Cy.27″,44″&73″-48″<br>JohnReadhead&Sons,Ld. | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38626<br>118745<br>HCGN | **Newton Hall** SteelSc<br>ssGrk.No.3-4,20<br>(exMatra,exDrumgeith) 1Dk(Stl)&Spardk(Stl)&deepframing<br>Elec.light<br>Wireless | 3930<br>3623<br>2476 | ✠100A1<br>Spar dk<br>~~1,22~~ ~~4,21~~ 4,22<br>✠LMC4,20<br>BS ~~4,21~~ 4,22 | Shl<br>~~Nwc~~ Lth | w | CL<br>4,21 | 1905<br>3mo<br>Lloyd's A&CP | J.Priestman&Co.<br>Sunderland | TynesideLine (1920)Ld. (J.Ridley,Son&Tully, Mgrs.)<br>CellDB | 355·0<br>P31'B98'F35'<br>u126'uE8'f152'843t | 48·0 | 17·7<br>26·2<br>FK | Newcastle<br>British<br>6BHCem<br>APT75t | T.3Cy.25",42"&68"-48" (s)<br>180lb 371NHP<br>3SB,9cf,GS183,HS6078<br>WllsndSlipwy.Co.Ld.Nwc | 29 ″ 0<br>s 5 ″ 8<br>23 ″ 9 |
| 38627 | **Nettuno** SteelTwinSc<br>Elec.light 1Dk(Stl-ws) | 406<br>347<br>61 | ✠100A-<br>For towing purposes<br>3,22 ~~5,21~~<br>✠LMC5,21 | Tri | | | 1921<br>5mo | Arsenale delLloyd Triestino<br>Trieste | LloydTriestino<br>CellDBuE | 138·6<br>35'f24'46t FPT16t | 28·0 | 12·1<br>FK | Trieste<br>Italian<br>4BHCem<br>APT18t | C.4Cy.20½"&36"-24" (s)<br>128lb 166NHP<br>2SB,6cf,GS108,HS3425<br>Arsenale delLloyd Triestino,Trieste | 14 ″ 9 |
| 38628<br>144076 | **Nuthatch** SteelSc<br>Elec.light 1Dk | 316<br>278<br>126 | ✠100A1<br>StmTrawler<br>3,22 ~~3,21~~<br>✠LMC3,21 | PGl<br>Hul | | CL | 1921<br>3mo<br>Lloyd's A&CP | Ferguson Bros.(Port Glasgow) Ld.<br>PortGlasgow | KelsallBros.& Beeching,Ld. (J.Slater,Ld. Mgrs.) | 140·4<br>F21' | 23·1 | 12·4<br>BK7½" | Hull<br>British<br>3BHCem | T.3Cy.13½",22"&37½"-26"<br>180lb (s) 74RHP<br>1SB,3cf,GS60,HS1655<br>FergusonBros.(Port Glasgow)Ld.Pt.Gls. | 13 ″ 6 |
| 38629<br>145553<br>KJTN | **Noss Head** SteelSc<br>~~Elec.light~~ Welldeck 1Dk(Stl)<br>Mchy.Aft | 438 ~~410~~<br>282<br>171 | ✠100A1<br>10,21<br>~~(ClassContemplated)~~<br>✠LMC10,21 | Abn | f | CL | 1921<br>10mo<br>Lloyd's A&CP | A.Hall&Co Ld.<br>Aberdeen | A.F.Henry& MacGregor,Ld. | ~~150·0~~ 150·9<br>~~Q84'~~ B12'F19'<br>Q85'<br>CellTB f92'106tFPT32t | ~~24·0~~ 24·1 | ~~11·4~~ 9·3<br>FK | Leith<br>British<br>3BHCem | T.3Cy.13",21½"&35"-24"(s)<br>180lb 82RHP<br>1SB,3pf,GS46,HS1510<br>A.Hall&Co.Ld.Aberdeen | 11 ″ 4<br>s4 ″ 4½<br>11 ″ 3 |
| 38630<br>150164 | **Narrabeen** WoodScCtr ~~WoodSc~~<br>Mchy.Aft 1Dk | ~~140~~ 177<br>173<br>114 | | | | | 1921 | Drake,Ld.<br>Sydney, N.S.W. | PortJackson& ManlyS.S.Co.Ld. | 110·0<br>B37' | ~~26·0~~<br>26·8 | ~~9·6~~<br>9·2 | SydnyNSW<br>British | C.2Cy.12"&26"-18"<br>27RHP<br>MortsDock&Eng.Co.Ld. Sydney,N.S.W. | |
| 38631<br>28048<br>SGFT | **Norfolk Maru** SteelSc<br>Elec.light 2Dks(Stl)&Awng.dk(Stl) 6157 | 6100<br>6576 ~~4600~~<br>~~4000~~<br>4020 | ✠100A1<br>Awng dk with freeboard<br>9,21<br>~~(ClassContemplated)~~<br>Fitted for oil fuel 9,21 F.P. above 150°F.<br>✠LMC9,21 | Kob | z | | 1921<br>9mo<br>A&CP | Kawasaki Dockyard Co Ld.Kobe | KawasakiDock-yardCo.Ld.<br>CellDB | 405·0<br>F33' on Awng.dk<br>Collision BH to Awn.dk<br>42'1234tDTa35'724tFPT104tAPT30t | 53·0 | 37·0<br>FK | Kobe<br>Japanese<br>5BH to U dk ptCem | T.3Cy.28",46½"&78"-54" (s)<br>200lb 578NHP<br>3SB,9cf,GS190,HS7800 FD<br>KawasakiDockyardCo.Ld. | 37 ″ 0<br>s9 ″ 5<br>28 ″ 0 |
| 38632 | **Nerike** CompSc<br>Mchy.Aft 1Dk | 300 | | | | | 1920 | Sjötorps Varv<br>Sjötorp | Ångf.A/BNerike | 103·2<br>P20 B7'F5' | 22·7 | 10·2 | Gothenbrg<br>Swedish | C.2Cy.10¼"&$19\frac{11}{16}$"-$13\frac{25}{32}$"<br>14NHP<br>WennbergsM.V Karlstad | |
| 38633<br>217665 | **Nawitka** WoodSc<br>(IN PORT DAMAGED)<br>Elec.light 2Dks<br>Well deck Mchy.Aft | 3349<br>2735<br>2038 | ✠<br>6,19<br>✠ | NOs | | 8,20 | 1918<br>12mo | National S.B.Co.<br>Orange,Tex. | NaciremaS.S. Corporation | 298·6<br>P&B105'F42' | 49·9 | 25·9 | Orange<br>Utd. States | T.3Cy.19",32"&54"-36" (s)<br>200lbGS174,HS5800 296NHP<br>2 Water Tube Boilers<br>VulcanIronWorks.Inc. JerseyCity,N.J. | 29 ″ 2<br>s 5 ″ 4 |
| 38634 | **Nereus** SteelSc<br>Fitted for oil fuel<br>Elec.light CruiserStern 2Dks | | | | | | 1921 | N.V.Ijsel-werf<br>Kampen | Koninkl.Nederl. Stoomb.Maats. | 215·0<br>Q77' | 33·5 | 16·0 | Amstrdam<br>Dutch<br>WB | T.3Cy.$13\frac{13}{16}$",$22\frac{1}{16}$"&38"-27"<br>75NHP<br>N.V.Machf.Utrecht | |
| 38635 | **Naaldwijk** SteelSc<br>Elec.light 1Dk(Stl) | 2041<br>1764<br>1158 | ✠100A1<br>6,21<br>✠LMC6,21 | Rot | r | | 1921<br>4mo<br>Lloyd's A&CP | NVSchpsw Baanhoek<br>Sliedrecht | NVMaats.Stooms. Randwijk(Erhardt &Dekkers,Mgrs.)<br>CellD | 267·1<br>P30'B64'F30'<br>B225' 477t FPT60t | 42·1 | 18·4<br>FK | Rottrdam<br>Dutch<br>4BHAsp<br>APT90t | T.3Cy.$19\frac{11}{16}$",32¼"&52"-$36\frac{3}{16}$"<br>180lb 100lb (s) 207NHP<br>2SB,6cf,GS100,HS3588<br>Penn&Bauduin,Dordrecht | 20 ″ 6 |
| 38636<br>145150<br>KJHF | **Nestlea** SteelSc<br>Fitted for oil fuel<br>Wireless Elec.light ~~2Dks~~<br>1Dk&Shelter dk | 4274<br>3989<br>2473 | | | | | 1921 | J.Priestman&Co.<br>Sunderland | J.Priestman&Co. | 365·0 | 51·5 | 25·2 | Newcastle<br>British<br>WB | T.3Cy.25",41"&69"-48"<br>330NHP<br>G.Clark,Ld.Sunderland | |
| 38637 | **Nellie** SteelSc<br>1Dk(Stl) | 235<br>212<br>104 | A1<br>Grab Hopper Dredger<br>7,21<br>LMC7,21 | Psy | c | | 1921<br>6mo<br>Lloyd's A&CP | Olderfleet SB.&E.Co.Ld<br>Larne | HowdenBros. | 107·0 | 28·0 | 9·2<br>FK | Belfast<br>British<br>5BHCem | C.2Cy.13"&26"-18" (s)<br>130lb 39NHP<br>1SB,2pf,GS31,HS800<br>Campbll&CalderwdLd.Psy | 10 ″ 0 |
| 38638<br>EBGW | **Niederwald** SteelSc<br>Ref.Mchy. Fitted for oil fuel<br>Wireless Sub.Sig. 2Dks | 4456<br>4112<br>2742 | | | | | 1921 | Deutsche Werft.A.G.<br>Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 390·0<br>P&B257'F50' | 50·2 | 24·9 | Hamburg<br>German<br>WB | T3Cy$26\frac{3}{16}$"$43\frac{3}{8}$"&$70\frac{15}{16}$"-$47\frac{5}{16}$"<br>GuteHoffnungshütte,Sterkrade 337NHP | |
| 38639<br>108161<br>VHJM | **Namaqua** SteelTwinSc<br>(exUmzimvubu) ssP.Nl.No.3-2,09<br>ssP.Nl.No.2-18<br>1Dk | 150<br>135<br>90 | ✠100A1<br>9,20<br>✠NB8,08 ✠LMC6,18<br>BS ~~12,20~~ 8,21 | ELn | b | CL<br>PN1,22<br>Sl,22 | 1896<br>12mo<br>Lloyd's A&CP | Edwards &Co.<br>London | Thesen'sS.S.Co. Ld.(Thesen&Co. Ld.Mgrs.) | 110·0<br>Q17'<br>FPT6t | 21·1 | 7·4<br>FK | CapeTown<br>British<br>4BHCem<br>APT4t | C.4Cy.10½"&18½"-15" (r)<br>100lb 60RHP<br>1SB,2pf,GS36,HS820<br>T.A.Young&Son,London | 8 ″ 0<br>s 1 ″ 1<br>7 ″ 3 |
| 38640<br>146059<br>KJNC | **Northquay** SteelSc3Mst ~~SteelSc~~<br>(exAbelia)<br>Mchy.Aft 1Dk(Stl)<br>Well deck | ~~744~~ 730<br>~~512~~<br>~~328~~<br>501<br>347 | ✠100A1<br>11,21 ~~8,20~~<br>✠LMC8,20 | Rot<br>Npt | j | 11,21 | 1920<br>8mo<br>A&CP | NVScheeps DeMerwede v/dVanVliet &Co.<br>Hardenxveld | ~~C.Angel&Co.~~<br>ManorLine(London)Ld. (C.Angel &Co.Mgrs.)<br>CellD | ~~180·3~~<br>Q117'F24'<br>180·0<br>Bf103'146tFPT63t | ~~28·1~~<br>28·0 | ~~12·4~~<br>12·0<br>FK | London<br>British<br>3BHCem<br>APT7t | T.3Cy.15",25"&40"-27" (s)<br>180lb 100lb 82RHP ~~141NHP~~<br>1SB,3cf,GS60,HS1983<br>Verschure&Co.Amsterdam | 14 ″ 8<br>s 4 ″ 8½<br>14 ″ 0 |
| 38641<br>151395 | **Nour-el-Bakr** SteelSc<br>ssCpl.No.1-98<br>(exRichardGrech,exNoor-ul-Bahr)<br>Elec.light 1Dk(Teak) | 346<br>268<br>199 | ✠<br>8,00<br>✠ | Cpl | e | | 1893<br>12mo | Gourlay Bros.&Co.<br>Dundee | Premji,Padamsi &Co. | 150·8<br>B8'F21' | 23·2 | 10·7<br>BK6½" | Bombay<br>British<br>4BHCem | T.3Cy.12½",20"&32"-24"<br>56RHP<br>1SB,2pf,GS34,HS1029<br>GourlayBros.&Co.Dundee | 11 ″ 4 |
| 38642<br>LBQW | **Nordvaag** SteelSc<br>(exArly, exAgeröen,exLebu) ssXia.No.3-1,21<br>2Dks(Stl)&deepframing<br>Elec.light Wireless | 2700<br>2397<br>1661 | ✠100A1<br>1,21<br>BS1,21 ✠LMC7,19 | Xia | u | CL<br>6,20 | 1906<br>12mo<br>Lloyd's A&CP | Earle'sCo. Ld.<br>Hull | A/S Fossness (Gorrissen&Co. A/S Mgrs.)<br>CellDBa88' | 340·1<br>P41'B158'F50'H19'<br>uE&B40'f166'536t | 40·1 | 21·2<br>FK | Chrstiania<br>Norwegian<br>5BHCem<br>APT13t | T.3Cy.23",37"&61"-42" (s)<br>170lb 270NHP<br>2SB,6cf,GS135,HS4382<br>Earle'sCo.Ld.Hull | 24 ″ 0 |
| 38643 | **New China** SteelSc<br>(exHarimaMaru, exBorneo) ssKob.No.3-6,14<br>ssKob.No 1-19<br>Elec.light Wireless 3Dks(2Stl-ws) | 4720<br>4132<br>2845 | ✠100A1<br>5,21<br>BS5,21 ✠LMC11,20 | HKg | y | 5,21 | 1895<br>8mo<br>Lloyd's A&CP | Palmers' Co.Ld.<br>Newcastle | TheSpain&China Co.Ld.<br>CellDBa | 401·3<br>P42'B140'F86'<br>102'f146'602tFPT54t | 46·8 | 27·9<br>BK9" | Peking<br>Chinese<br>7BHCem<br>APT63t | T.3Cy.28",46"&77"-54" (s)<br>160lb 160lb 506NHP<br>2DB,8cf,GS150,HS6925 FD<br>Palmers'Co.Ld.Newcastle | 31 ″ 0<br>s 6 ″ 6<br>25 ″ 8 |
| 38644<br>MDTR | **Nordpol** IronSc<br>(exStarefos, exJernland,exLocks-lev.exSolon) ssBgn.3rdNo.3-3,17<br>ssXia.No.1-21<br>Well deck 1Dk2trB | 1324<br>1101<br>796 | ✠100A1<br>9,21<br>BS10,19 ✠LMC9,21 | Xia | o | 9,21 | 1880<br>9mo<br>A&CP | T Turnbull &Son<br>Whitby | A/S Fossness (Görrissen&Co. A/S,Mgrs.) | 240·0<br>Q88'B50'F33'<br>ptND93<br>DBa 66'f95'271t | 34·0 | 17·9<br>FK | Chrstiania<br>Norwegian<br>4BHCem | C.2Cy.30"&55"-36" (i)<br>80lb 143NHP<br>2SB,4pf,GS52,HS2379<br>Blair&Co.Ld.Stockton | 19 ″ 4 |

| 1 Numéro d'Ordre — Numéro Officiel — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite | 6 Port de Visite | 7 Termes assignés maintenant expiré. Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui — Où | 10 Armateurs | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux | 12 Port d'Armement. Pavillon | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Noms des Constructeurs des machines | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | *Now named* "Western World," *See* No. 39971 *in Supplement* | | | | | | | | | | | | | |
| 38645 | Nutmeg State SteelTwinSc<br>*Fitted for oil fuel*<br>*Elec.light* *4Dks*<br>*Cruiser Stern* *Longitudinal framing* | 13400 | | | | | 1921 | Bethlehem S.B.Corp.Ld<br>Sparrow's Point,Md. | UnitedStates ShippingBoard | 518·0\|72·0\|41·0<br>B229' | Baltimore<br>Utd.States | 4 Steam Turbines geared to 2 Sc. Shafts<br>*WB* BethlehemSBCor.Ld(ForeRiverPlant)Quincy,Mass. | | |
| 38646 | Neptune I. SteelScK<br>*ss*Bcl No.2-17<br>(*ex*Annibal,*ex*Scomber) 1*Dk* | *270*<br>*249*<br>*102* | ✠ ——<br>10,21<br>*StmTrawler* | Bcl<br>✠ | | CL | 1909<br>3mo | Cochrane &Sons<br>Selby | V.Bousquet | 130·0\|23·0\|12·2<br>Q76'F23'<br>BK7½" | LaRchelle<br>French<br>4*BHCem* | T.3Cy.13",22"&36"-26"<br>61NHP<br>1SB,*3pf*,GS45,HS1275<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 0 | |
| 38647 | Nerma SteelSc<br>1*Dk* | | | | | | 1921 | A/S Köge Værft<br>Kjöge | I.Lauritzen | 240·0\|35·5\|<br>P26'B54'F27' | Esbjerg<br>Danish | 1 Steam Turbine<br>*WB* A/S AtlasMaskinfab.Cpn. | | |
| 38648<br>728 | Nicolai IronPad<br>(*Tug*)<br>1*Dk* | 152<br>—<br>69 | | | | | 1870 | Bellino-Fenderich<br>Odessa | RussianBlackSea Dniepr.S.N.Co. | 130·5\|17·2\|8·0 | Nicolaieff<br>Russian | C.2Cy.22"&35"-56"<br>76NHP | | |
| 38649 | Nordsee SteelSc<br>(*ex*Scotia,*ex*Grimm)<br>Sub.Sig. Wiseless 2*Dks3trB* | *2558*<br>*2362*<br>*1629* | | | ••• | | 1890 | C.Connell &Co.<br>Glasgow | W.Schuchmann | 320·0\|40·1\|23·7<br>P12'B76'F38' | Gstemnde<br>German | T.3Cy.23½",37½"&60"-42"<br>233NHP<br>*WB* J.&J.Thomson,Glasgow | 26 ″ 6 | |
| 38650<br>138160<br>TQGF | **Napoleon L.** SteelSc<br>1*Dk*<br>*Elec.light* Wireless | 285<br>238 ~~239~~<br>96 | ✠100A1<br>*For towing purposes*<br>9,21<br>~~(*ClassContemplated*)~~ | Qbc<br>✠LMC9,21 | | CL<br>A&CP | 1919<br>5mo | LeClaire S.B.Co.<br>~~Sorel,P.Q.~~<br>Sorel,P.Q. | Transportation& ShippingCo.Ld. | 125·0\|23·7\|12·8<br>~~RQD72'~~F21'<br>Q73' BK8' | Quebec<br>British<br>3*BHCem* | T.3Cy.12¾",21½"&35"-24"<br>180lb (*s*) 62RHP<br>1SB,*3pf*,GS55,HS1685<br>Beauchemin&Co.Sorel,PQ. | 13 ″ 6 | |
| 38651 | Napoli SteelTwinSc<br>(*ex*SanGiorgio)<br>*Elec.light* Wireless 2*Dks&Shelter dk* | 5970<br>5848<br>3705 | | | ... | | 1907 | Sir J.Laing &Sons,Ld.<br>Sunderland | Transoceanica Soc.Italiana di Nav. | 406·0\|51·7\|26·6<br>FK | Naples<br>Italian | T.6Cy.22½",37"&60"-45" (*s*)<br>747NHP<br>*WB* G.Clark,Ld.Sunderland | 29 ″ 3 | I |
| 38652<br>WMTN | Nordhav SteelSc<br>(*ex*Bygdönes, *ex*GeneralMorrison) 1*Dk*(*Stl*)<br>*Elec.light* | *2490*<br>*2053*<br>*1519* | ✠100A1<br>12,21 ~~11,21~~ | Mdb<br>NFL<br>✠LMC6,19 | *r* | CL<br>~~1,20~~<br>12,21 | 1919<br>6mo<br>*Lloyd's A&CP* | Dominion S.B.Co.Ld.<br>Toronto | ~~H.C.~~Görrissen & Co.A/S | 251·1\|43·6\|21·5<br>P25'B64'F20'<br>FK<br>*CellD* B208' 536*t* *FPT*60*t* | Chrstiania<br>Norwegian<br>4*BHCem*<br>*APT*76*t* | T.3Cy.20",33"&54"-40" (*s*)<br>180lb 328NHP<br>2SB,*6cf*,GS115,HS5467 FD<br>JohnInglisCo.Ld.Toronto | 24 ″ 3<br>s 3 ″ 5½<br>21 ″ 1 | |
| 38653<br>128512<br>HRFP | **North Anglia** SteelSc<br>(*ex*Bideford)<br>Wireless 1*Dk* | 3562<br>3293<br>2214 | | | | | 1910 | Craig,Taylor&Co.Ld<br>Stockton | NorthShippingCo.Ld.(H.Roberts&Son,*Mgrs.*) | 362·3\|51·0\|21·0<br>P29'B232'F34' | London<br>British | T.3Cy.25",42"&68"-45"<br>310NHP<br>*WB* N.E.MarineEng.Co.LdS.ld | | C |
| 38654<br>221805<br>MDHL | New Jersey SteelSc<br>*Elec light* 2*Dks*(*Stl*)&*Webframes*<br>*Mchy.aft* *Longitudinal framing* | ~~6702~~ 6741<br>~~6111~~<br>~~5093~~<br>6086<br>5084 | ✠100A1<br>12,21<br>~~(*ClassContemplated*)~~<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 12,21 *F.P.above*150°F. | Bos<br>✠LMC12,21 | *a*† | CL | 1921<br>12mo | TexasS.S.Co<br>Bath,Maine<br>A&CP | TheTexasCo.Inc. | 416·8\|56·1\|32·7<br>P107'B35'F33'<br>FK<br>*CellDBaE&B*64'209*t* *FPT*229*t* *APT*130*t* | Pt.Arthur, Tex.<br>Utd.States<br>16*BHptCem* | T.3Cy.27",45"&74"-51"(*s*)<br>190lb 549NHP<br>3SB,*9cf*, HS7979 FD<br>Hooven,Owens,&RentschlerCo.Hamilton,O. | 32 ″ 10 | |
| 38655 | Neutral SteelSc<br>(*ex*Sines)<br>1*Dk&Spar dk* | 1294<br>1143<br>934 | | | | | 1894 | H.Kock<br>Lübeck | Paulsen&Ivers | 227·5\|32·2\|18·3<br>B57'F24' | Kiel<br>German | T.3Cy.15¾",25½"&40"-27½"<br>84NHP<br>*WB* H.Pauksch,Landsberga/w. | | |
| 38656<br>WKQH | **Nepos** SteelSc<br>(*ex*Johanne Dybwad,*ex*Nepos, *ex*Arranmore) *ss*NYk.No.3-10,17<br>1*Dk*(*ptIrn&ptStl*)<br>*&deep framing* | 2735<br>2557<br>1721 | ✠100A1<br>7,20<br>BS5,21 | Cpn<br>✠LMC<br>MS10,18 | *l* | CL<br>N9,19 | 1904<br>10mo<br>*Lloyd's A&CP* | J.Blumer&Co.<br>Sunderland | ÖrvigsDampskibs.A/S (OlafÖrvig, *Mgr.*) | 314·0\|46·5\|20·7<br>P28'B90'F32'<br>FK<br>*CellDBa*104'*uE*22'*f*128' 673*t* | Bergen<br>Norwegian<br>5*BHCem*<br>*APT*75*t* | T.3Cy.23",38"&62"-42" (*s*)<br>160lb *100lb* 257NHP<br>DB*made*10,*fitted*17<br>2SB,*6pf*,GS111,HS3974<br>J.Dickinson&Sons,Ld.Sld. | 23 ″ 0<br>s 3 ″ 6¼<br>19 ″ 10 | |
| | *Should be* "Johanne Dybwad," *See letter* J. | | | | | | | | | | | | | |
| 38657<br>137224<br>KHWL | **Nalpa** SteelSc<br>(*ex*Solholm)<br>1*Dk* | 685<br>532<br>365 | | | | | 1918 | Wortelboer&Co.<br>Delfzijl | TheAdelaide SteamshipCo.Ld. | 180·8\|28·7\|12·6 | P.Adelaide<br>British | T.3Cy.14⅗",23⅗"&38⅗"-26⅕"<br>84RHP<br>*WB* Wortelboer&Co.Delfzijl | | N |
| 38658<br>213624<br>LFPD | Nevadan SteelSc<br>(*ex*Franklin) *ss*N.Yk No 1-20<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes*<br>Wireless ~~*Cargo battens not fitted*~~<br>*2nd dk*(*Stl*)*in Nos.1,2,3&4holds* | 5284<br>4711<br>3325 | ✠100A1<br>1,22 ~~10,21~~<br>BS2,21 | NYk<br>Phl<br>✠LMC6,20 | *y* | CL<br>6,21 | 1915<br>9mo | NewYork S.B.Co.<br>Camden,N.J.<br>A&CP | American-HawaiianS.S.Co.(UnitedAmericanLines, Inc.*Mgrs.*) | 368·6\|55·2\|30·5<br>P27'B72'F31'<br>FK<br>*CellDBa*104'*uE & B*43'*f*173' | NewYork<br>Utd.States<br>7*BHCem* | T.3Cy.25",41½"&70"-46"(*r*)<br>195lb 462NHP<br>3SB,*9cf*,GS150,HS6624 FD<br>NewYorkSB.CoCamdnNJ<br>1832*t* *FPT*220*t* *APT*201*t* | 34 ″ 5 | |
| 38659<br>215957<br>IJPS | **Nebraskan** SteelSc<br>(*ex*Fairmont) *ss*NYk.No.1-21<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes*<br>Wireless *Cargo battens not fitted* | 5401<br>4758<br>3369 | ✠100A1<br>2,22 ~~3,21~~<br>~~BS11,21~~ | NNs<br>NYk<br>✠LMC~~2,18~~<br>11,21 | *y* | CL<br>N3,21 | 1918<br>2mo | NewYork S.B.Corp.<br>Camden,N.J.<br>A&CP | American-HawaiianS.S.Co.(UnitedAmericanLines, Inc.*Mgrs.*) | 368·6\|55·2\|30·5<br>P27'B72'F31'<br>FK<br>*CellDB* 320'1832*t* *FPT*220*t* | NewYork<br>Utd.States<br>7*BHCem*<br>*APT*201*t* | T.3Cy.25",41½"&70"-46"(*r*)<br>195lb 462NHP<br>3SB,*9cf*,GS154,HS6624 FD<br>NewYorkS.B.Corp. | 34 ″ 5<br>s 7 ″ 10<br>27 ″ 0 | |
| 38660<br>RBWD | Neapel SteelSc<br>*Elec.light* 1*Dk* | 1347<br>751 | | | | | 1920 | Danziger Werft<br>Danzig | Rob.M.Sloman,Jr. | 242·8\|35·1\|18·7<br>P21'Q56'B110'F33' | Hamburg<br>German | T3Cy17 3/10",27½"&43 3/10"-31½"<br>106NHP<br>*WB* Oderwerke,Stettin | | |
| 38661<br>RCBH | Neufahrwasser SteelScK<br>(*Trawler*)<br>*Elec light* 1*Dk* | 221<br>—<br>83 | | | | | 1920 | Danziger Schfw& Msch<br>Danzig | Hamburgische Hochseefischerei A.G. | 127·3\|22·6\|9·1 | Hamburg<br>German | T.3Cy.12¼",20¼"&32 1/16"-22½"<br>49NHP<br>DanzigerSchffsw.&Mschb. | | |
| 38662 | Norma SteelSc<br>(*ex*Tico)<br>*Elec.light* 1*Dk* | 1317<br>1132<br>708 | | | | | 1920 | Stavanger Stöberi&Dok<br>Stavanger | RederiA/B Höganes(C.Northron, *Mgr.*) | 242·9\|37·3\|16·0<br>P21'B60'F24' | Höganes<br>Swedish | T.3Cy.17½",28½"&48"-33"<br>132NHP<br>*WB* StavangerStöberi&Dok | | N |
| 38663<br>MTQD | Norefjord SteelSc<br>(*ex*Norefos) *Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk* | 3082<br>2820<br>1917 | | | | | 1919 | WoodSkinner&Co.Ld<br>Newcastle | A/S DenNorske Amerikalinje | 331·7\|46·7\|23·1<br>P94*t*H162*t* | Chrstiania<br>Norwegian | T.3Cy.25",41"&68"-45"<br>310NHP<br>*WB* N.E.MarineEngCoLd.Nwc | | N |
| 38664 | Navarchos G. Sachtouris SteelSc<br>(*ex*LordBroughton, *ss*Nwc.No.3-12,20<br>*ex*Patmos) 1*Dk*(*Stl*)<br>*Elec.light* Wireless | *1954*<br>*1755*<br>*1218* | 100A1<br>2,22 ~~9,21~~ | Nwc<br>Brs<br>LMC12,20<br>BS2,22 | | 12,20 | 1902<br>*Lloyd's A&CP* | Akt.Ges. "Neptun"<br>Rostock | P.Th.Sachtouris&Co. (P.Th.Sachtouris,*Mgr.*) | 281·7\|40·5\|18·5<br>P25'B166'F31'<br>FK<br>*CellDB*220' 469*t* | Hydra<br>Greek<br>6*BHCem* | T3Cy20⅞"35 7/16"&55½"-35 1/16"<br>175lb (*s*) 203NHP<br>2SB,*4cf*,GS76,HS3426<br>A.G."Neptun,"Rostock | 21 ″ 1<br>s 2 ″ 3½<br>19 ″ 2 | |
| 38665 | Nijkerk SteelSc<br>(*ex*Cassio,*ex*Pangani) *ss*Fal.No.1-21<br>*Elec.light* Wireless 2*Dks*(*Stl*) | ~~5782~~<br>~~5236~~<br>~~3617~~<br>5766<br>5244<br>3619 | 100A1<br>2,22 ~~7,21~~<br>BS2,22 | Ams<br>LMC7,21 | *a*† | CL<br>~~6,21~~<br>N2,22 | 1915 | Blohm& Voss<br>Hamburg | Vereenigde Nederlandsche Scheepv.Maats. | 420·0\|~~56·8\|27·6~~ 56·3\|27·9<br>P&B335'F51'<br>Upp.B124'<br>FK<br>*IntermediateBH in fore hold dispensed with*<br>*CellDB* *FPT* | TheHague<br>~~Amsterdam~~<br>Dutch<br>6*BHonly* | Q.4Cy.24",34⅝",50"&72 13/16"-54"<br>228lb (*s*) 603NHP<br>4SB,*12cf*,GS196,HS8611 FD<br>Blohm&Voss,Hamburg | 38 ″ 5 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7a<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>*ft. in.* | 15<br>Registers in which Classed, if not in L.R.<br>Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38666<br>95184<br>LNPK | **Nora** IronScSp<br>(*Tug*)<br>1*Dk* | 100<br>87<br>1 | | | | | 1889 | Hepple&Co.<br>NorthShields | WestCoastTowage&SalvageCo.Ld.(J.Prendiville&Co.*Mgrs.*) | 91·2 | 20·1 | 9·8 | Cardiff<br>British | T.3Cy.13",20½"&34"-22"<br>98RHP<br>*WB* Hepple&Co.NorthShields | | |
| 38667 | **Nankoh Maru** SteelSc<br>(*ex*Wigmore, ssQns.No.1-21<br>*ex*Ardgrange) Wireless 2*Dks*(*Stl*)<br>*Elec.light* | 4543<br>4322<br>2875 | ✠100A1<br>2,22<br>✠LMC6,21 | Qns | *y* | CL<br>6,21 | 1916<br>11mo | Russell&Co.<br>Pt.Glasgow<br>*Lloyd's A&CP* | YamashitaKisen GohshiKaisha | 385·0<br>P34'B111'F47'<br>*CellDB*334'1029*t* | 52·0 | 26·5<br>FK | Japanese<br>6*BHCem*<br>*APT*20*t* | T.3Cy.26",42"&70"-48" (*s*)<br>180lb 491NHP<br>3SB,9*cf*,GS147,HS7404 FD<br>ClydeS.B.&E.Co.Ld.P.Gl. | 29 ″ 0<br>s 5 ″ 5½<br>23 ″ 11 | |
| 38668 | **Nith** SteelScK<br>(*ex*AndrewJewer)<br>1*Dk*(*Stl*) | 324<br>288<br>149 | ✠100A1<br>*StmTrawler*<br>12,18<br>✠LMC12,18 | Hul | | CL | 1918<br>12mo | Cochrane&Sons,Ld.<br>Selby<br>*Lloyd's A&CP* | TheAdmiralty | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK7½" | British<br>4*BHCem* | T.3Cy.13",23"&37"-26" (*s*)<br>200lb 87NHP<br>1SB,3*pf*,GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 38669 | **Nova** SteelSc<br>(*ex*Langfjord) Wireless<br>*Elec.light* 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) | 964<br>713<br>451 | ✠100A1<br>*Shelter dk with freeboard*<br>12,21<br>~~(*ClassContemplated*)~~ | Ard<br>LMC11,21 | *n* | CL | 1921<br>12mo | Ardrossan DD&SBCoLd<br>Ardrossan<br>*Lloyd's A&CP* | Bergenske Dampskibsselskab | 212·5<br>~~B44~~'F34'*on Shelter dk*<br>*CollisionBHtoShelter dk*3*BHtoUpper dk*<br>*CellDB*174'240*t* *FPT*49*t* *APT*26*t* | 33·7 | 12·5<br>FK | Bergen<br>Norwegian<br>*Cem* | T.3Cy.~~16~~",27"&44"-30"(*s*)<br>180lb 16½" 142NHP<br>2SB,4*cf*,GS87,HS2558<br>Plenty&Sons,Ld.Newbury | 14 ″ 6<br>s ″ 6<br>14 ″ 2 | |
| 38670<br>146142 | **Ninette** SteelScK<br>(*ex*ThomasDear) ssWvn.No.1-21<br>1*Dk* | 203<br>200<br>78 | ✠100A1<br>*StmTrawler*<br>10,21<br>✠LMC8,21 | Wvn | | CL<br>8,21 | 1918<br>5mo | R.Williamson&Son<br>Workington<br>*Lloyd's A&CP* | ConsolidatedStm.Fishing&IceCo.(Gms.)Ld. (J.D.Marsden,*Mgr.*) | 115·2 | 22·1 | 12·2<br>BK7½" | Grimsby<br>British<br>3*BHCem*<br>*DBf*29'19*t* | T.3Cy.12",20"&34"-23" (*s*)<br>180lb 74RHP<br>1SB,3*pf*,GS40,HS1368<br>W.Beardmore&Co.Ld.Gls. | 13 ″ 0 | |
| 38671 | **Nürnberg** SteelSc<br>*Elec.light* 1*Dk* | 981<br>777<br>555 | | | | | 1921 | Stettiner Oderwerke<br>Stettin | NeueDampfer-Cie.Akt.Ges. | 210·6<br>P25'Q53'B55'F23' | 33·7 | 13·3 | Stettin<br>German | T3Cy.15¾",25⅕"&41$\frac{3}{16}$"-29½"<br>92NHP<br>*WB* StettinerOderwerke | | G |
| 38672 | **Nancy** SteelSc<br>2*Dks* | 1174<br>956<br>690 | | | | | 1921 | Schiffb.Ges Unterweser<br>Lehe | Dmpskselsk.Vesterhavet(L.D.Lauritzen,*Mgr.*) | 230·5<br>P21'B56'F28' | 34·5 | 14·4 | Esbjerg<br>Danish | Geared Turbine<br>*WB* Maskf.Atlas,Copenhagen | | G |
| 38673 | **Nancéen** SteelSc<br>(*ex*ChristianHorn)<br>*Elec.light* 1*Dk*&*Shelter dk* | 3274<br>1934<br>1157 | | | | | 1905 | Akt.Ges."Neptun"<br>Rostock | Cie.desBateaux àVap.duNord | 291·2<br>B12'H27' | 44·0 | 16·6<br>23·7 | Dunkirk<br>French | T.3Cy.20½",35$\frac{7}{16}$"&55⅞"-37⅜"<br>192NHP<br>A.G."Neptun,"Rostock | | V |
| 38674<br>119169<br>HLKW | **Norman Prince** SteelSc<br>(*ex*Glenelg) ssShl.No.3-9,17<br>Wireless 2*Dks*(*Stl*)&*deep framing*<br>Sav.Sig. ssMch.No.1-21<br>*Now named* "Constantinos Coutsodontis," *See No.* 36901 *in Supplement* | 4160<br>3915<br>2669 | ✠100A1<br>4,22~~8,21~~<br>BS[illegible]21 | Ant<br>Mch<br>✠LMC [illegible],17 | *x* | CL<br>8,20 | 1904<br>10mo | C.Connell&Co.Ld.<br>Glasgow<br>*Lloyd's A&CP* | RioCapeLine,Ld.(Furness,Withy&Co.Ld.,*Mgrs.*)<br>*CellDBa*110'*uE&B* | 376·8<br>P39'B112'F46'<br>42'*f*173'976*t* *DTa*33' | 49·5 | 26·2<br>FK | Newcastle<br>British<br>6*BHCem*<br>310*t* *APT*32*t* | T.3Cy.25½",42"&68"-48" (*s*)<br>180lb *100lb* 423NHP<br>2SB,6*cf*,GS118,HS6044 FD<br>Dunsmuir&JacksonLdGls | 28 ″ 9<br>s 5 ″ 5½<br>23 ″ 8 | |
| 38675 | **Niedersachsen** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 259<br>228<br>95 | | | | | 1921 | J.C. ecklenborgA.G.<br>Geestemünde | Gemeinnützige Hochseefisch. G.m.b.H."Gross-Berlin" | 130·7<br>Q71'F20' | 23·6 | 9·7 | Gstemnde<br>German | T.3Cy.12⅗",20½"&32¼"-22⅗"<br>50NHP<br>*WB* J.C.TecklenborgA.G.Gst. | | G |
| 38676<br>PMBQ | **Noordkaap** SteelAuxSc3MstSr<br>(*ex*Krammer) *OilEng*<br>*Mchy.Aft* 1*Dk*<br>(*See Sailing Ship Register.*) | 336<br>300<br>197 | | | | | 1918 | J.J.Pattje&Zonen<br>Waterhuizen | K.Deen | 131·3<br>P11' | 26·3 | 11·5 | Rottrdam<br>Dutch | Oil Engines 2S.C.SA<br>2Cy.15¾"-17¾" 37NHP<br>D.Goedkoop,Jr.Amstrdm | | V |
| 38677 | **Nobiskrug** SteelSc<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 252<br>219<br>98 | | | | | 1921 | Werft Nobiskrug<br>Rendsburg | Hochseefisch.A.G."Trave" | 129·2<br>Q71'F18' | 24·1 | 9·8 | Lübeck<br>German | T.3Cy. | | |
| 38678<br>JBDR | **Nuevo Cabo Paez** | 203<br>—<br>75 | | | | | | ................ | Cia.Industria | 101·3 | 17·3 | 11·5 | S.Sebast'n<br>Spanish | | | |
| 38679 | **Nagasaki Maru** SteelTwinSc<br>*Elec.light*<br>Wireless | 5000 | 100A1<br>*Awng dk with freeboard*<br>(*ClassContemplated*) | | | | 1922 | W.Denny&Bros.Ld.<br>Dumbarton | NipponYusen KabushikiKaisha | 395·0<br>B83'F56' | 54·0 | 32·0 | Japanese | 4 Steam Turbines<br>W.Denny&Bros.Ld. | | |
| 38680 | **Nausicaa** SteelSc<br>*Elec.light* *Mchy.Aft*<br>Wireless *Longitudinal framing* | | 100A1<br>(*ClassContemplated*)<br>*CarryingPetroleum in bulk* | | | | 1922 | NofIreland S.B.Co Ld.<br>Londonderry | Cie.Auxiliaire de Nav. | 388·0 | 52·8 | 29·1 | French | T.3Cy.26",43"&72"-48"<br>J.G.Kincaid&Co.Ld.Grk. | | |
| 38681<br>124221<br>HLMK | **Newtonmoor** SteelSc<br>(*ex*Valemead, ~~ssNNs.No.2-18~~<br>*ex*QueenElizabeth) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*<br>Wireless<br>*Carrying oil fuel F.P.above*150°*F.in DB*<br>ssHam.No.3-11,20 | 4225<br>4089<br>2748 | ✠100A1<br>*Spar dk*<br>3,22~~6,19~~<br>BS3,22 | Bry<br>Sws<br>✠LMC11,20 | *x* | CL<br>11,20 | 1907<br>9mo | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>*Lloyd's A&CP* | MoorLine,Ld.(W.Runciman&Co.Ld.*Mgrs.*)<br>*Cell DBa* | 360·3<br>P31'B93'F33'<br>117'*uE&B*41'*f*157' | 48·0 | 20·2<br>28·0<br>FK | Newcastle<br>British<br>6*BHCem*<br>860*t* *APT*63*t* | T.3Cy.25",41"&69"-48" (*s*)<br>180lb 372NHP<br>3SB,9*cf*,GS150,HS5940<br>Richardsons,Westgarth&Co.Ld.Sld. | 30 ″ 10<br>s 6 ″ 2½<br>25 ″ 0 | |
| 38682 | **Neptunus** SteelSc<br>(*Fishing*) | 208<br>—<br>93 | | | | | 1907 | Gebr.v.d.Meer<br>Vlaardingen | NVReederijkntoor v/hFirmaJoostPot | 120·3 | 21·9 | 11·4 | Vlaardngn<br>Dutch | T.3Cy.<br>J.A.Kreber,Vlaardingen | | |
| 38683<br>8701<br>TGLR | **Norrleden** SteelSc<br>(*ex*Dragsfjärd)<br>*Elec.light* | 256<br>120<br>148 | | | | | 1911 | W.Crighton&Co.<br>Åbo | C.A.Bergström | 102·7<br>P69'H42*t* | 22·4 | 9·0 | Ljusterö<br>Swedish | C.2Cy.14"&30"-18"<br>32NHP<br>W.Crighton&Co.Åbo | | V |
| 38684 | **Nassa** SteelSc<br>*Elec.light* Wireless<br>*Mchy.Aft* *Longitudinal framing* | 5600 | 100A1<br>(*ClassContemplated*)<br>*CarryingPetroleum in bulk* | | | | 1922 | H.M.Dockyard<br>Devonport | Anglo-SaxonPetroleumCo.Ld. | 412·0<br>P110'B32'F57' | 53·3 | 31·0 | London<br>British | T.3Cy.27",45"&74"-48"<br>H.M.Dockyard,Devonport | | |
| 38685<br>14[illegible]<br>KGLO | **Norfolk** SteelTwinSc<br>(*ex*Sauerland)<br>Wireless 2*Dks*<br>*For full particulars See No.* 38690 *below* | 10973<br>[illegible]117<br>6895 | | | | | 1918 | BremerVulkan<br>Vegesack | FederalSteamNav.Co.Ld. | 520·0<br>P57'B254'F42' | 64·0 | 37·6 | London<br>British | T.6Cy.28⅓",46⅘"&75⅗"-51⅓"<br>818NHP<br>BremerVulkan,Vegesack | | |
| 38686<br>MTKF | **Nordstrand** SteelSc<br>(*ex*Sekstant) ssDnk.No.1-21<br>*Elec.light* *Mchy.Aft* 1*Dk*(*Stl*)<br>*Cantilever framed topside tanks*<br>Wireless *Cargo battens not fitted* | 2669<br>2207<br>1468 | ✠100A1<br>3,22<br>BS5,20 | Dnk<br>✠LMC<br>MS3,20 | s | CL<br>8,20 | 1916<br>9mo | Gt.Lakes Eng.Works<br>Ashtabula<br>*A&CP* | A/S Stadt(C.B.Nielsen,*Mgr.*)<br>*CellD* | 253·3<br>P97'F26'<br>B209'575*t* *FPT*130*t* | 43·6 | 25·4<br>FK | Skien<br>Norwegian<br>5*BHCem*<br>*APT*52*t* *Topside tanks*164'461*t* | T.3Cy.21",34½"&57"-42" (*s*)<br>175lb 284NHP<br>2SB,6*cf*,GS104,HS4160 FD<br>Gt.LakesEng.Works,Ash. | 27 ″ 6<br>s 4 ″ 6½<br>23 ″ 4 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. pc. | 15<br>Registres où coté, si ce n'est dans le L.R. Date Cert. Refrig. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38687 | **Neptun** IronPadSp<br>(*ex*Thames) | 116<br>108<br>22 | | | | | 1866 | J.&W. Dudgeon<br>London | **E.L.Loisseaux** | 96·0 | 17·6 | 8·8 | French | L.2Cy.25⅝″–32½″<br>NB81 50RHP<br>T.A.Young,London | | |
| 38688 | **Nieuwcappelle** SteelSc2TwinMst<br>(*ex*GraafHendrik, *ex*MontCervin,*ex*Laura) ssRot.No.1–20<br>1*Dk*(*Stl*)<br>*Mchy.Aft Well deck*<br>*Cargo battens not fitted* | 1159<br>866<br>674 | ✠100A1<br>3,22<br>BS11,21 | Rot<br>✠LMC3,20 | *n* | CL<br>3,22 | 1916<br>8mo | Wilton's E. &Slpwy.Co.<br>Rotterdam<br>A&CP | UnionMaritime BelgeDeuxieme Auxiliare | 230·2<br>Q131′B13′F24′<br>FR<br>*CellDBuB*15′*f*159′ 389*t FPT* | 34·0 | 13·2 | Antwerp<br>Belgian<br>4*BHCem*<br>88*tAPT*48*t* | T3Cy.15½″,25½″&41″–36″(*s*)<br>180lb *100lb* 120NHP<br>2SB,*6cf*,GS65,HS1982<br>Wilton'sE.&Slpwy.Co.Rot | 16 ″ 0<br>s 1 ″ 5<br>13 ″10 | |
| 38689<br>RCKG | **Nicea** SteelSc<br>*Elec.light* 1*Dk*&*Awng dk* | 1927<br>1640<br>1104 | | | | | 1921 | Flenders-werft<br>Lübeck | Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie) | 287·0<br>F33′ | 42·0 | 17·5 | Hamburg<br>German<br>*WB* | T.3Cy.21¼″,34⅝″&55″–37⅜″<br>185NHP<br>A.G."Neptun,"Rostock | | |
| 38690<br>144675<br>KGLC | **Norfolk** SteelTwinSc<br>(*ex*Sauerland) ssFalNo.3–3,22<br>Wireless 3*Dks*(*Stl*)4*thDk*(*Stl*)*in No.1 hold* | 10973<br>10117<br>6895 | 100A1<br>*withfreeboard*<br>3,22 | Fal<br>LMC3,22 | | 3,22 | 1918 | Bremer Vulkan<br>Vegesack | FederalSteamNav. Co.Ld. | 520·7<br>P70′B254′F44′<br>FK<br>*CellDB*477′2084*t FPT*111*t APT*121*t* | 64·2 | 38·1 | London<br>British<br>8*BHptCem*<br>*ptAsp* | T.6Cy 28⅝″,46⅞″&75⅜″–51¼″<br>199lb (*s*) 1115NHP<br>5SB,*15cf*,GS337,HS15525FD<br>BremerVulkan,Vegesack | 41 ″ 4<br>s 9 ″10½<br>31 ″ 10 | |
| 38691<br>138030 | **Northland Pioneer** WoodTwinSc<br>*OilEng.*<br>1*Dk* | 101<br>69<br>69 | | | | | 1921 | J Matheson<br>BellRock, N.W.T. | **NorthernTrading Co.Ld.** | 93·5 | 20·0 | 4·0 | Kenora, Ont.<br>British | Oil Engines<br>12Cy.6¾″–9″ 43NHP<br>DodgeManufacturingCo. Mishawaka,Ind. | | |
| 38692<br>145825 | **Ness** sCws.No.3–5,22 SteelScK<br>(*Fishing*)<br>(*ex*AlexanderPalmer) 1*Dk* | 275<br>246<br>107 | 100A1<br>*Stm Trawler*<br>5,22 | Cws<br>LMC5,22 | | CL | 1917 | Smith's DockCo.Ld.<br>Middlesbro'<br>*Lloyd's A&CP* | **J.SamuelWhite& Co.Ld.** | 125·5<br>Q72′F21′<br>BK7½″ | 23·4 | 12·8 | London<br>British<br>2*BHCem* | T.3Cy.12½″,21″&35″–26″(*s*)<br>180lb 61RHP<br>Hwthrn,Leslie&CoLd Nwc<br>1SB,*3pf*,GS51,HS1619 | 13 ″ 6 | ~~G~~ |
| 38693<br>76733 | **Nemrac** IronSc<br>(*ex*Carmen, *ex*SailingVessel, *ex*Dora,*ex*County of Inverness) ssB.As.3rdNo.3–5,16<br>ssShp.No.1–20<br>1*Dk*(*pt Stl*)2*trB* | 1798<br>1592<br>1072 | ✠100A1<br>4,22 ~~1,20~~<br>✠NE97*refitted*20<br>✠NB06*refitted*20 | Shp<br>Bkn<br>✠LMC1,20<br>BS2,22 | *r* | CL<br>~~1,20~~<br>5,22 | 1877<br>1mo | Barclay, Curle&Co.Ld<br>Glasgow<br>A&CP | **H.Leetham&Sons, Ld.** | 266·6<br>P28′F38′<br>ND02 BK9½″<br>*DTf*20′400*t* | 38·8 | 23·6 | Liverpool<br>British<br>4*BHCem*<br>*APT*22*t* | T3Cy12¼″19½″&32″–22½″(*s*)<br>180lb *100lb* NDB20 67RHP<br>1SB,*2pf*,GS37,HS1247<br>C.D.Holmes&Co.Ld.Hull | 24 ″ 11 | |
| 38694<br>4306<br>JNTM | **Nedjan** SteelSc<br>(*ex*Pallas, *ex*Wellpark) ssCff.2ndNo.3–1,20<br>1*Dk*(*Irn*)<br>*Well deck* | 838<br>657<br>494 | ✠100A1<br>4,22<br>BS7,21 | Got<br>✠LMC<br>MS1,20 | *l* | CL<br>1,22 | 1893<br>11mo | Scott&Co.<br>Greenock<br>*Lloyd's A&CP* | RederiA/B.Ost-kusten(O.Jönsson *Mgr.*) | 212·7<br>Q109′B16′F21′<br>BK7½″<br>*DBa*48′*f*46′148*t* | 31·2 | 14·0 | Simrishmn<br>Swedish<br>4*BHCem*<br>*APT*14*t* | T.3Cy.16″,26″&44″–33″ (*s*)<br>160lb *85lb* NDB07 112NHP<br>1SB,*3cf*,GS58,HS1702<br>Scott&Co.Greenock | 14 ″ 10<br>s 1 ″ 6<br>14 ″ 1 | |
| 38695<br>146556 | **New Storm Cock** SteelSc<br>(*Tug*)<br>1*Dk* | 197<br>180<br>14 | | | | | 1921 | Danziger Schfw.&Msch<br>Danzig | **G.Edgley** | 104·2 | 21·0 | 10·1 | London<br>British<br>*WB* | T.Cy.12⅜″,20½″&32 3/10″–22⅘″<br>99RHP<br>DanzigerSchffsw.&Mschb. | | |
| * 38696<br>129971<br>HQLJ | **Nugget** SteelSc3Mst<br>(*ex*Clydeside) ssLiv.No.3–3,18<br>*Well deck* ssShl.No.1–22<br>*Mchy.Aft Elec.light* 1*Dk*(*Stl*) | 405<br>289<br>152 | ✠100A1<br>4,22 | Shl<br>✠LMC2,22 | *g* | CL<br>10,21 | 1910<br>2mo | J Fullerton &Co.<br>Paisley<br>*Lloyd's A&CP* | **W.Robertson** | 142·2<br>Q78′B9′F24′<br>BK6″ | 26·1 | 11·1 | Glasgow<br>British<br>3*BHCem*<br>*FPT*55*t* | C.2Cy.18½″&40″–27″ (*s*)<br>130lb 96RHP<br>1SB,*3pf*,GS57,HS1840<br>D.Rowan&Co.Glasgow | 12 ″ 3<br>s 4 ″ 4<br>12 ″ 5 | |
| 38697<br>143135<br>JWVB | **Northway** SteelSc<br>(*ex*Tempestuous, *ex*Hornfels) ssGls.No.2–21<br>1*Dk*(*Stl*)<br>*Elec.light Well deck*<br>Wireless | 3437<br>3198<br>2116 | ✠100A1<br>2,21 | Gls<br>✠LMC2,21 | *w* | CL<br>2,21 | 1912<br>9mo | Craig,Taylor&Co.Ld.<br>Stockton<br>*Lloyd's A&CP* | St.MaryS.S.Co.Ld. WilliamsBros. (Cardiff)Ld.*Mgs.*<br>*BHinfore&after* | 360·5<br>P&B288′F39′<br>*Intermediate* FK<br>*holds dispensed with*<br>*CellDBa* | 50·1 | 21·6 | London<br>British<br>*Cem*<br>4*BH only*<br>114′*uE*21′*f* | T.3Cy.25″,41″&68″–45″ (*s*)<br>180lb 376NHP<br>2SB,*6cf*,GS121,HS5064 FD<br>N.E.MarineEng.Co.LdSld.<br>155′924*tFPT*93*tAPT*116*t* | 23 ″ 11<br>s 2 ″ 10<br>21 ″ 5 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name, Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired Equipment Letter. | 8*<br>[illegible] | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught<br>*ft. in.* | 15<br>Registers in which classed, if not in L.R. |
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| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 3<br>Tonnage Official.<br>Total.<br>Sous le Pont.<br>Net. | 4, 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | <br>Largeur. | <br>Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.<br>pds. pc. | 14 |
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| 38776<br>118179<br>VGMS | **Orcana** SteelTwinSc<br>ssLon.No.3-11,15<br>(*ex*Miltiades) ssLon No.1-19<br>*Elec.light* 3*Dks*(*Stl-Mptws,Uteak s*)<br>*Ref.Mchy.* Wireless Sub.Sig | 7814<br>6159<br>~~4988~~<br>4892 | ✠100A1<br>4,21 ~~11,20~~<br>BS6,21<br>~~BS11,20~~ ✠LMC12,19<br>✠Lloyd'sRMC4,21 | Lon | | CL<br>11,20 | 1903<br>10mo | A.Stephen &Sons,Ld.<br>Glasgow<br>*Lloyd'sA&CP* | RoyalMailStmPkt Co.<br>*Cell DBa104'* | 504·3<br>P92'B217'F74'<br>len13 FK&BK3'<br>*uE&B91'f241' 1317t FPT57t* | 55·1 | 30·0 | Aberdeen<br>British<br>9*BHCem*<br>*APT69t* | T.6Cy.27",45"&75"-51" (*r*)<br>200lb FD 1218NHP<br>3D&1SB21*cf*GS443HS18153<br>A.Stephen&Sons,Ld.Gls. | 33 " 3<br>s 7 " 2<br>26 " 11 | |
| 38777<br>143368 | **Ocean Rover** SteelSc<br>(*Trawler*)<br>(*ex*SamuelGreen) 1*Dk* | 384<br>250<br>231 ~~113~~ | | | | | 1919 | G.Brown& Co.<br>Greenock | K.E.L.Guinness | 125·6 | 23·5 | 12·7 | London<br>British<br>*WB* | T.3Cy.12½",21"&35"-26"<br>83RHP<br>McKie&Baxter,Ld.Gls. | | O |
| 38778<br>144399<br>KDSH | **Ormuz** SteelTwinSc<br>(*ex*Zeppelin)<br>*Elec.light* Sub.Sig. Wireless 4*Dks* | 14588<br>9875<br>8082 | ✠Lloyd'sRMC~~11,21~~ 8,22 | | | | 1914 | Bremer Vulkan<br>Vegesack | OrientS.N.Co.Ld. | 550·0<br>P&B403'F113' | 67·3 | 35·1 | London<br>British<br>*WB* | Q.8Cy.28¾",43$\frac{3}{10}$",60½"&84½"-59"<br>1100NHP<br>BremerVulkan,Vegesack | | |
| 38779 | **Octobre (12 de)**<br>*See* "12 de Octubre" *No.* 39582 *in Supplement of letter* T. | | | | | | | | | | | | | | | |
| 38780<br>146149<br>GSCB | **Olna** SteelSc<br>2*Dks*(*Stl*)&*Webframes*<br>*Elec.light* Wireless<br>*Mchy.Aft* *Longitudinal framing* | ~~7000~~<br>7023 ~~6500~~<br>6452 ~~4400~~<br>4402 | ✠100A1<br>5,22 ~~10,21~~ ✠LMC10,21<br>~~(*ClassContemplated*)~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel*10,21*F.P.above*150°F. | Ply | t† | CL | 1921<br>10mo | H.M.Dock-yard<br>Devonport<br>*Lloyd's* A&CP | TheAdmiralty<br>(Davies&New-man,Ld.*Mgrs*)<br>*Cell DBuB41'104tDTf40'* | 430·0<br>P101'~~B32~~'F53B36'<br>FK<br>*689tFPT58tAPT43t* | 57·0 | 33·7 | London<br>British<br>18*BHptCem*<br>(10*BHtoUdk*<br>8 ,, 2*nd* ,,) | T.3Cy.27",45"&74"~~-48"~~-54"<br>180lb (*s*) 644NHP<br>4SB,12*cf*,GS253,HS10224FD<br>H.M.Dockyard,Devonport | 33 " 6<br>7 " 8½<br>26 " 2 | |
| 38781<br>130193<br>KCTV | **Ossian** SteelSc<br>(*ex*Paignton)<br>1*Dk*(*Stl*)<br>*Cargo battens not fitted* | 1514<br>1328<br>823 | ✠100A1<br>6,21<br>✠LMC10,19 | Lth | *p* | CL<br>6,20 | 1919<br>10mo | Murdoch& Murray,Ld.<br>PortGlasgow<br>*Lloyd'sA&CP* | London&Edin-burghShipping Co.Ld.<br>*Cell D* | 240·2<br>B52'F23'<br>FK<br>*B198' 298t FPT58t* | 36·1 | 19·1 | Drtmouth<br>British<br>4*BHCem*<br>*APT84t* | T.3Cy.18",30"&50"-33" (*s*)<br>180lb *100lb* NDB21 172NHP<br>2SB,6*cf*,GS97,HS2886<br>Rankin&Blackmre,Ld.Grk | 21 " 3<br>s 2 " 11<br>18 " 7 | |
| 38782 | **Olaf L. Kongsted** SteelSc<br>(*ex*MaindyHouse, ssNwc.No.3-5,17<br>*ex*Harmonic) 1*Dk*(*ptIrn&ptStl*)<br>Wireless &*deep framing*<br>ssBkn.No.1-21 | *2827*<br>*2697*<br>*1826* | ✠100A1<br>1,22 ~~9,20~~<br>~~BS2,20~~ ✠LMC~~5,17~~<br>6,21 | Cff<br>Bal | *u* | CL<br>9,20 | 1905<br>1mo | Furness, Withy&CoLd<br>WHartlepool<br>*Lloyd'sA&CP* | RederiA/BTriton<br>(T.Nielson,*Mgr.*)<br>*Cell DBa102* | 325·0<br>P24'B94'F32'<br>FK<br>*uE&B42'f136' 713t* | 47·0 | 22·3 | Copnhagn<br>Danish<br>5*BHCem*<br>*APT30t* | T.3Cy.23",40"&65"-42" (*s*)<br>200lb *200lb* 304NHP<br>2SB,6*cf*,GS100,HS4547<br>Richardsons,Westgarth& Co.Ld.Hpl. | 24 " 10<br>s 4 " 2½<br>21 " 0 | |
| 38783<br>146067 | **Oriole** SteelSc3Mst SteelSc<br>*Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | 450<br>488<br>316<br>217 | ✠100A1<br>8,21<br>~~(*ClassContemplated*)~~<br>✠LMC8,21 | Abn | *y* | CL | 1921<br>8mo | J.Lewis& Sons,Ld.<br>Aberdeen<br>*Lloyd'sA&CP* | GeneralStm.Nav. Co.Ld.<br>*Cell DB95'114t* | ~~160·0~~<br>Q92'B11~~F23~~'F24'<br>160·2<br>*FPT33tAPT12t* FK | ~~25·0~~<br>25·2 | ~~11·6~~<br>9·7 | London<br>British<br>3*BHptAsp*<br>*ptCem* | T.3Cy.12½",21"&34"-24"<br>180lb (*s*) 66RHP<br>1SB,3*pf*,GS52,HS1573<br>J.Lewis&Sons,Ld.Abn. | 11 " 9<br>s3 " 9½<br>11 " 8 | |
| 38784 | **Overysel** SteelSc<br>*Elec.light* 1*Dk* | 395<br>238<br>54 | | | | | 1921 | Gebr. Volker<br>Sliedrecht | DutchEastIndia Government | 137·7 | 25·0 | 14·0 | Dutch<br>*WB* | T.3Cy.15",25"&40"-27"<br>Machinefab. 83NHP<br>Avontuur,Dordrecht | | |
| 38785<br>5489<br>JTKS | **Osman** SteelSc<br>~~ssGot.No.1-17~~<br>(*ex*Avesta) ssSkm.No 2-21 1*Dk*(*Stl*) | 1316<br>1153<br>738 | ✠100A1<br>~~7,21~~ ~~3,21~~ 5,22<br>~~BS5,20~~ ✠LMC~~8,17~~<br>7,21 | Got<br>~~Skm~~ Mmo | *o* | 8,21 | 1913<br>6mo | Kockums M.V.Aktieb.<br>Malmö<br>*Lloyd'sA&CP* | Rederiakt.Vanadis<br>(C.W.Winck, *Mgr*)<br>*Cell DBa60'* | 237·0<br>P22'B57'F24'<br>FK<br>*uE29'f94'366tFPT44t* | 37·7 | 16·3 | Hlsngborg<br>Swedish<br>4*BHCem*<br>*APT93t* | T3Cy.18⅛",28¾"&48$\frac{13}{16}$"-31½"<br>185lb (*s*) 153NHP<br>2SB,4*cf*,GS71,HS2443<br>KockumsM.V.Akt.Malmö | 18 " 7 | |
| 38786 | **Ockerfels** SteelSc<br>*Elec.light* 2*Dks* | | | | | | 1921 | J.C.Teck-lenborgA.G.<br>Geestemünde | DeutscheDmpfs-fahrts.Ges.Hansa | 468·1<br>P80'B128'F59' | 58·6 | 32·0 | German<br>*WB* | T.3Cy.31½",50¼"&82$\frac{7}{10}$"-55$\frac{3}{20}$"<br>510NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 38787 | **Orient** IronSc<br>(*ex*Elmwin, ssCff.3rdNo.3-10,19<br>*ex*Loughbrow) 1*Dk*(*Irn*)<br>*Well deck* *Cargo battens not fitted* | *714*<br>*535*<br>*416* | ✠100A1<br>4,22 ~~1,21~~<br>✠NS8,98 ✠LMC10,19<br>BS12,20 MBS5,22 | Lth<br>Gen | *j* | ~~1,21~~<br>~~10,21~~<br>CL<br>N5,22 | 1883<br>2mo | Hodgson & Soulsby<br>Blyth<br>A&CP | ~~Soc.Nepunia,Ld.~~<br>Neptunia,Soc. Anon.di Nav.<br>*DB* | 190·3<br>Q99'B18'F22'<br>BK7½"<br>*a48'f75'&uE&B35'* | 30·3 | 12·3 | ~~Genoa~~<br>Italian<br>4*BHCem*<br>*225tAPT16t* | C.2Cy.23"&46"-33" (*s*)<br>90lb *100lb* NDB18 95RHP<br>1SB,3*pf*,GS47,HS1570<br>WighamRichdsn&Co.Nwc | 14 " 5<br>s " 10<br>14 " 4 | |
| 38788 | **Oldekerk** SteelSc<br>(*ex*Sesostris)<br>*Elec.light* Wireless 3*Dks*<br>*For full particulars See No.* 38811 *below* | 7228<br>4439 | | | | | 1915 | Flensburgr Schiffsb.Ges.<br>Flensburg | VereenigdeNederl. Scheeps.Maats. | 470·2<br>H38'F54' | 60·9 | 28·6 | 'sGrvnhge<br>Dutch<br>*WB* | T.3Cy.31$\frac{1}{10}$",50⅘"&84"-53$\frac{9}{16}$"<br>518NHP<br>FlensburgerSchiffsb.Ges. | 31 " 5 | |
| 38789 | **Odin** SteelTwinSc<br>*OilEng.*<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1590<br>1104 | | | | *Altered by* | 1894 | Kaiserl. Werft<br>Danzig<br>DeutscheWerke A.G. Rustringen,1921 | A.Bernstein | 259·2<br>P30'B31'F40' | 50·7 | 16·7 | Hamburg<br>German<br>*WB* | Oil Engine 4S.C.SA<br>6Cy.13¾"-13¾" 68NHP<br>Mchfbk.Augsburg-NurenburgA.G.Augsburg | | |
| 38790<br>~~[illegible]~~<br>~~[illegible]~~ | **Orsino** SteelSc4Mst<br>(*ex*Gera) ssHul.No.3-7,21<br>*Elec light* 2*Dks*(*Stl-Uptws*)3rd *dk*(*Stl*)<br>Wireless *in No.* 1 *hold*<br>*Now named* "Ouderkerk," *See No.* 38819 *in Supplement* | 7805<br>7259<br>4909 | 100A1<br>*with freeboard*<br>7,21<br>✠LMC6,21 | Hul | *d*† | CL<br>6,21 | 1915 | Bremer Vulkan<br>Vegesack | ~~DavidS.S.Co.Ld.~~<br>VereenigdeNederl. Scheepv.Maats<br>*Cell DB1804t* | 476·2<br>P28'B140'F87'<br>FK<br>*FPT52t* | 60·7 | 32·6 | ~~London~~<br>Dutch<br>8*BHCem*<br>*APT39t* | T.3Cy.32$\frac{5}{16}$",52$\frac{13}{16}$"&86$\frac{11}{16}$"<br>-55⅛" 206lb (*s*) 819NHP<br>4SB,12*cf*,GS254,HS11840 FD<br>BremerVulkan,Vegesack | 35 " 6<br>s 8 " 7<br>27 " 4 | |
| 38791 | **Orne** WoodSc4Mst<br>*Mchy.Aft* 1*Dk*2*trB* | 530 | | | | | 1921 | A.B.Karl-shamnsSkpps<br>Karlshamn | A.B.Karlshamns Skeppsvarv | 150·0<br>Q28' | 32·0 | 17·5 | Helenebrg<br>Swedish | Oil Engine<br>2Cy.<br>J&CGBolindersCoLd.Skm | | |
| 38792 | **Octo** SteelSc<br>*Now named* "Facto," *See No.* 37420 *in Supplement*<br>*Elec.light* 1*Dk* | 1500<br>890 | | | | | 1921 | LarvikSlip &Værks.A/S<br>Larvik | A/S D/S Octo<br>(B.Stolt-Nielsen) | 244·0<br>P28'B63'F29' | 39·3 | 19·3 | Haugesnd<br>Norwegian<br>*WB* | T.3Cy.18",29½"&49"-33"<br>138NHP<br>LarvikSlip&VærkstedA/S | | |
| 38793 | **Olga Methinity** IronSc3Mst<br>(*ex*TarasBoulba, ssLon.No.3-72<br>*ex*BaronHambro') ssHul.No.2-80<br>*Mchy.Aft* 1*Dk*2*trB* | 612<br>526<br>357 | ✠<br>1,83 | Hul | *j* | | 1861<br>1mo | C.Lungley<br>London | N.Methinity | 209·0<br>Q30*t*<br>len68<br>FK | 25·2 | 14·5 | French<br>3*BH* | C.2Cy.21"&40⅖"-26"<br>NE83NB92 69NHP<br>C.&W.Earle,Hull | | V |
| 38794 | **Ortwin** SteelScLr<br>*OilEng.*<br>*Mchy.Aft* (*ex*Rotesand) 1*Dk* | 138<br>129<br>87 | | | | | 1910 | J.Frerichs &Co.A.G.<br>Einswarden | Hamburgische Hochseefischerei | 91·0 | 21·4 | 9·9 | Altona<br>German | Oil Engines 4S.C.SA<br>2Cy.11⅗"-12⅗" 17NHP<br>JFrerichs&CoAG.Ostrholz | | |
| 38795<br>1298<br>LRCD | **Opyt** IronTwinSc<br>1*Dk* | 126<br>—<br>45 | | | | | 1909 | ..................<br>Rostoff | P.F.Tchernomor-dick&I.M.Elfond | 92·9 | 18·7 | 9·3 | Rostoff<br>Russian | C.4Cy.9⅝"&18½"-10"<br>18NHP | | |
| 38796 | **Orania** SteelTwinSc<br>3*Dks*(*Stl*)&*Shelter dkStl-ws*)<br>*Elec light* 4*th dk*(*Stl*)*in No* 1 *hold*<br>Wireless *Ref.Mchy.* *Cruiser Stern* | 9763<br>8568<br>5760 | ✠100A1<br>~~*Shelter dk with freeboard*~~<br>2,22 ✠Lloyd'sRMC2,22<br>~~(*ClassContemplated*)~~ ✠LMC2,22<br>*Fitted for oil fuel*2,22*F.P.above*150°F. | Bel | *d*† | CL | ~~1921~~<br>1922<br>2mo | Workman, Clark&Co.Ld.<br>Belfast<br>*Lloyd'sA&CP* | Koninkl.Holland-scheLloyd<br>*Cell DB377'784t Tank between tunnels33'* | 450·3<br>FK<br>*FPT65t* | ~~59·3~~<br>59·4 | ~~32·3~~<br>40·9 | Amstrdam<br>Dutch<br>7 *BHtoShl.dk*<br>*ptCem*<br>*APT94t* | 4 Steam Turbines geared to 2 Sc Shafts<br>215lb (*s*) FD 1246NHP<br>6SB,24*cf*,GS420,HS16836<br>Wrkman,Clark&CoLd.Bel | 44 " 6<br>s17 " 1½<br>28 " 0 | |
| 38797 | **Ostsee** SteelSc<br>(*ex*Huntsclyde,*ex*Athena,*ex*Regina)<br>*Elec.light*2*Dks*&*Shelter dk*&*deepframing*<br>Wireless | *2736*<br>*2596*<br>*2001* | | | | | 1904 | Flensburgr Schiffsb.Ges.<br>Flensburg | F.G.Reinhold | 292·0<br>H27' | 41·4 | 18·9<br>25·9 | Danzig<br>*WB* | T3Cy20⅞",35$\frac{7}{16}$"&55⅛"-35$\frac{1}{16}$"<br>180NHP<br>FlensburgerSchiffsb.Ges. | | |

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| 38839 Oleander<br>*Elec.light* *Mchy.Aft*<br>Wireless *Longitudinal framing* | SteelSc | 6494 | 100A1<br>(*ClassContemplated*)<br>*CarryingPetroleum in bulk* |  | 1922 H.M.Dock-yard<br>Pembroke | TheAdmiralty | 430·2\|57·1\|33·7<br>P100 B32' F52' | London<br>British | T.3Cy.27",45"&74"-54"<br>H.M.Dockyard,Chatham |
| 38840 Oterie<br>(exNogi) | SteelScK<br>ssOff.No.3-10,19<br>1*Dk* | 257<br>230<br>100 | ✠100A1 Cff<br>*StmTrawler*<br>7,20<br>BS7,21 ✠LMC10,19 | CL<br>7,20 | 1908 Smith's<br>7mo DockCo.Ld.<br>NorthShields<br>*Lloyd'sA&CP* | L.Ballins&A.Mahé | 125·4\|22·1\|12·2<br>Q70' F19' | L'Orient<br>French<br>BK 7½" 3*BHCem* | T.3Cy.12½",21"&35"-26" (*s*) 13 „ 0<br>180lb 82NHP<br>1SB.3*pf*,GS51,HS1418<br>ShieldsEng.Co.Ld.N.Shl. |
| 38841 Omona Maru<br>(*exJura,exIsle of Lewis*)<br>Wireless 2*trB&deep framing3Dk rule* | SteelSc<br>ssNwc.No.3-4,20<br>1*Dk(ptIrn&ptStl)* | *3067*<br>*2923*<br>*1981* | ✠100A1 Bly *u*<br>*withfreeboard*<br>6,21<br>SS4,21 ✠LMC4,20 | CL<br>4,20 | 1903 TyneIron<br>7mo S.B.Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | NoguchiKisen<br>KabushikiKaisha | 323·0\|47·0\|22·5<br>P31' B92' F34'<br>*CellDBa* 100' *u E*24' *f* 134' 662*t* *APT*81*t* | Kobe<br>Japanese<br>FK 6*BHCem* | T.3Cy.24",40"&64"-42" (*r*) 25 „ 0<br>160lb *60lb* 283NHP s 4 „ 1¼<br>2SB,8*rf*,GS135,HS1512 21 „ 3<br>N.E.MarineEngCoLd.Nwc |
| 38842 Osiris<br>*Elec.light* | SteelTwinSc<br>*Fitted for oil fuel* *OilEng.*<br>2*Dks* |  |  |  | 1922 Deutsche<br>WerftA.G.<br>Hamburg | DeutscheDmpfs-fahrts.Ges.Kosmos | 376·0\|51·6\|26·0<br>P197' F43' | Hamburg<br>German | Oil Engines 4S.C.SA<br>12Cy.24½"-37½" 566NHP<br>AllgemenElec.Ges.Berlin |
| 38843 Okeanos<br>(*ex*Canning)<br>*Elec light* Sub.Sig.<br>Wireless<br>*Cargo battens not fitted in 'tween dks* | SteelSc<br>ssLon.2ndNo.3-12,21<br>2*Dks(1Stl&1Irn)*<br>*&deep framing3Dk rule* | 5375<br>*5061*<br>*3465* | ✠100A1 Lon *z*<br>4,22<br>✠LMC4,21 | CL<br>4,21 | 1896 D&WHen-<br>8mo derson&Co.<br>Glasgow<br>*Lloyd'sA&CP* | MadameG.<br>Vassiliou<br>(J.Vassiliou,<br>*Mgr.*) | 425·2\|52·1\|28·5<br>P41' B112' F46'<br>*CellDBa*113' &*uE&B*58'*f* | Piræus<br>Greek<br>FK 6*BHCem* | T.3Cy.29½",47"&78"-60" (*s*) 31 „ 6<br>180lb *100lb* 662NHP<br>3DB.12*cf*,GS220,HS9816 FD<br>D.&W.Henderson&Co.Gls.<br>182'1193*t* *FPT*119*t* *APT*43*t* |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey | 6 Port of Survey. | 7 | Date when hull ... last ... | 8 Built. When. Ship. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38798<br>RBQF | Oberschlesien SteelTwinSc<br>OilEng.<br>Elec.light 2Dks<br>Mchy.Aft Carrying Petroleum in bulk | 2083<br>1814<br>1261 | | | | | 1921 | Frd.Krupp<br>Akt.Ges.<br>Kiel | Akt.Ges.Hugo<br>Stinnes fürSee-<br>schiff f.-uUeber-<br>seehandel | 276·0 \| 40·5 \| 23·5<br>B30'F42' | German<br>WB | Oil Engines 4S.C.SA<br>12Cy.17¾"-16$\frac{11}{32}$" 100NHP<br>Maschfbk.Augsburg-<br>Nurnburg,Augsburg | | |
| 38799<br>146227 | Ousel SteelSc<br>1Dk(Stl)& Shelter dk(Stl)<br>Elec.light | ~~1009~~<br>1539<br>1248<br>647 | ✠100A1<br>Shelter dk with free board<br>1,22<br>~~(ClassContem plated)~~<br>✠LMC1,22 | PG1 | r | CL | ~~1921~~<br>1922<br>1mo<br>LloydsA&CP | Ferguson<br>Bros.(Port<br>Glasgow)Ld.<br>PortGlasgow | CorkS.S.Co.Ld.<br>CellDB221'369tFPT37tAPT28t | 271·3 \| 39·1 \| 16·6<br>F28'on Shelter dk<br>CollisionBHtoShl.dk<br>FK | London<br>British<br>4BH to Udk<br>Cem | T.3Cy.20¾"34"&57"-39"(s)<br>185lb 273NHP<br>2SB.6cf,GS105,HS3904 FD<br>FergusonBros.(Pt.Gl.)Ld. | 18 ″ 9<br>s ″ 11½<br>18 ″ 2 | |
| 38800<br>RBLH | Ostpreussen SteelTwinSc<br>Elec.light Mchy Aft 2Dks<br>Carrying Petroleum in bulk | 2082<br>1815<br>1261 | | | | | 1921 | Frd.Krupp<br>Act.Ges.<br>Kiel | A.G.HugoStinnes<br>fürSeeschiff f.-u<br>Ueberseehandel | 276·0 \| 40·5 \| 23·4<br>F42' | Hamburg<br>German<br>WB | Oil Engines 4S.C.SA<br>12Cy.17¾"-16$\frac{11}{32}$" 100NHP<br>Maschinerfbrk.Augsburg-<br>Nüremberg | | |
| 38801 | Odysseus SteelSc<br>Elec.light 1Dk(Stl) | 3560<br>3527<br>3337<br>2202 | ✠100A1<br>4,22~~1,22~~<br>~~(ClassContem plated)~~<br>✠LMC1,22 | Cpb<br>Brs | w | CL | ~~1921~~<br>1922<br>1mo<br>Lloyd'sA&CP | Campbeltown<br>S.B.Co,Ld,<br>Campbelt'wn | G.C.Dracoulis<br>CellDB300' | ~~248·0 \| 49·9~~ \| 23·6<br>P29'B213'~~F36~~F37<br>348·5 \| 50·0 \|<br>955tAPT85t<br>FK | Ithaca<br>Greek<br>6BHCem | T.3Cy.25",40"&~~68~~65"-45"(s)<br>180lb 328NHP<br>3SB.9cf,GS161,HS5301<br>D.Rowan&Co.Ld.Glasgow | 26 ″ 0<br>s 3 ″ 5½<br>22 ″ 1 | |
| 38802<br>137226<br>KLJW | Oorama SteelSc3Mst ~~SteelSc~~<br>Mchy.Aft Welldeck 1Dk(Stl)<br>Elec.light | ~~1050~~ 1053<br>721<br>594 | ✠100A1<br>12,21<br>~~(ClassContem plated)~~<br>✠LMC12,21 | Psy | m | | 1921<br>12mo<br>Lloyd'sA&CP | J.Fullerton<br>&Co.<br>Paisley | TheAdelaide<br>SteamshipCo.Ld.<br>CellDBf128'196tFPT70tAPT35t | 210·4 \| 33·2 \| 12·9<br>Q115'B11'F26'<br>FK | P.Adelaide<br>British<br>3BHCem | T.3Cy.17",27½"&45"-33"<br>180lb (s)156NHP<br>2SB,4cf,GS82,HS2800<br>Ross&Duncan,Govan | 15 ″ 3<br>s 5 ″ 1½<br>14 ″ 5 | |
| 38803 | Orio SteelSc<br>(exJunio)<br>Wireless 1Dk&Spar dk3trB | 2182<br>2115<br>1261 | | | ••• | | 1888 | W.Dox-<br>ford&Sons<br>Sunderland | Cia.NavieraOrio | 275·0 \| 39·5 \| 16·7<br>23·7<br>FK | Bilbao<br>Spanish<br>WB | T.3Cy.21",35"&57"-39"<br>203NHP<br>W.Doxford&Sons,Sld. | 26 ″ 0 | V |
| *38804 | Oxholm SteelSc<br>ssNag.No.3-12,14<br>(exSanPaolo,exSibir, ssBly.No.1-20<br>exDovedale) 1Dk(Stl)&Spar<br>Wireless dk(Stl)&deep framing | 2907<br>2716<br>1855 | ✠100A1<br>Spar dk<br>11,21<br>BS11,21 ✠LMC9,20 | Bdx | v | CL<br>9,20 | 1903<br>1mo<br>Lloyd'sA&CP | Short Bros.<br>Ld.<br>Sunderland | RederiaktiesLimf-<br>jorden(Rechnitzer<br>Thomsen&CoMgs)<br>Cell DBa92'uE22'f140' | 325·6 \| 45·1 \| 14·8<br>P30'B&F271' 22·8<br>FK | Aalborg<br>Danish<br>6BHCem<br>729tAPT23t | T.3Cy.24",40"&64"-42" (s)<br>180lb 282NHP<br>2SB,6cf,GS120,HS4270<br>N.E.MarineEng.Co.Ld.Sld | 25 ″ 3<br>s 2 ″ 6½<br>23 ″ 0 | |
| 38805<br>221728<br>MDGW | Oriental SteelSc<br>Elec.light 3Dks | 7032<br>—<br>4319 | | | | | 1921 | Kiangnan<br>Dk&EngWks<br>Shanghai | UnitedStates<br>ShippingBoard | 429·0 \| 55·2 \| 26·6 | S.Frncisco<br>Utd.States | T.3Cy.26½",44"&74"-48"<br>377NHP<br>KiangnanDock&EngWrks | | |
| 38806 | Oljaren SteelTwinSc<br>OilEng.<br>Elec.light<br>Mchy.Aft Longitudinal framing<br>Wireless CruiserStern | | 100A1<br>(ClassContem plated)<br>Carrying Petroleum in bulk | | | | 1921 | A.B.<br>Götaverken<br>Gothenburg | Rederiaktieb.<br>Transatlantic<br>(G.Carlsson,Mgr.) | 380·2 \| 55·0 \| 30·0<br>P103'F43' | Gothenbrg<br>Swedish | Oil Engines 4S.C.SA<br>12Cy.23¼"-35$\frac{7}{16}$"<br>Aktieb.Götaverken,Got. | | |
| 38807 | Otto Hugo Stinnes 9 SteelSc<br>(exAnnieJohnson) ssMmo.No.2-20<br>Elec.light 2Dks(Stl)&<br>Wireless Shelter dk(Stl) | 4280<br>3535<br>2358 | ✠100A1<br>Shelter dk<br>withfreeboard<br>12,21<br>Fitted for oil fuel12,20 F.P. above 150°F. | | ... | 12,21 | 1911<br>9mo<br>Lloyd'sA&CP | Lindhol-<br>mensV.A.<br>Gothenburg | A.G.-HugoStinnes<br>f.Seeschiff.u.<br>Ueberseehandel<br>CellDBa116'uE&B76'f143'1276tFPT78tAPT46t | 375·7 \| 50·7 \| 22·3<br>B on Shelter dk 74'<br>FK | Hamburg<br>German<br>6BHCem | T.3Cy.26",43½"&72"-45" (s)<br>200lb 475NHP<br>4SB,12cf,GS276,HS8320<br>MotalaV.NyaAkt.Motala | 25 ″ 7<br>s 2 ″ 9½<br>23 ″ 2 | |
| 38808 | Ossag SteelSc<br>Carrying Petroleum in bulk OilEng<br>Elec.light Mchy.Aft 2Dks | 2330 | | | | | 1921 | Deutsche<br>Werft.A.G.<br>Hamburg | Reed.Oelwerke,<br>Stern& Sonneborn | 309·7 \| 45·4 \| 22·4 | German<br>WB | Oil Engines 4S.C.SA<br>6Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 284NHP<br>AlgemeineElec.Ges.Berlin | | |
| 38809<br>RCBJ | Oliva SteelScK<br>(Trawler)<br>Elec.light 1Dk | 221<br>—<br>83 | | | | | 1920 | Danziger<br>Schfw&Msch<br>Danzig | Hamburgische<br>Hochseefischerei<br>A.G. | 127·3 \| 22·6 \| 9·1 | Hamburg<br>German | T3Cy.12⅝",20⅝"&32$\frac{5}{16}$"-22½"<br>49NHP<br>DanzigerSchffsw.&Mschb. | | |
| *38810<br>129690<br>HTKW | Ocean Prince SteelSc<br>(exGlenetive) ssNwc.No.2-20<br>Elec.light Wireless Sub.Sig. 2Dks(Stl)<br>Carrying oil fuel P.F.above 150°F.inDB&DT | 5212<br>4960<br>3322 | ✠100A1<br>1,22 ~~8,20~~<br>BS~~8,20~~2,22 ✠LMC<br>MS1,20 | Nwc<br>Cff | z | CL<br>8,20 | 1911<br>9mo<br>Lloyd'sA&CP | C.Connell<br>&Co.Ld.<br>Glasgow | RioCapeLine,Ld.<br>(Furness,Withy&<br>Co.Ld.Mgrs.)<br>Cell DBa117'uE&B48'f199'1143tDTa30'865tAPT40t | 410·3 \| 52·3 \| 28·6<br>P35'B129'F44'<br>FK | Newcastle<br>British Cem<br>6BHonly<br>5BHtoUpdk<br>1 ″ 2nddk | T.3Cy.26½",44"&73"-51" (s)<br>200lb ~~100lb~~90lb 536NHP<br>3SB,9cf,GS157,HS7680 FD<br>Dunsmuir&JacksonLdGls | 31 ″ 2<br>s 6 ″ 0½<br>25 ″ 6 | |
| *38811 | Oldekerk SteelSc<br>(exSesostris) ssRot.No.2-21<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless 3rd dk(Stl)in No.1 hold | 7242<br>6608<br>4563 | 100A1<br>Shelter dk<br>withfreeboard<br>10,21 LMC10,21<br>Carrying vegetable oil in bulk in DT | Rot | d† | CL<br>10,21 | 1915 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | VereenigdeNederl.<br>Scheeps.Maats.<br>CellDBa158'uE27'f219'<br>1632tDTf36'1160tFPT55tAPT15t | 470·9 \| 60·9 \| 28·5<br>F54'onShelter dk<br>FK | TheHague<br>Dutch<br>Cem<br>CollisionBHto Sh dk<br>8 ″ ″ U ″ | T.3Cy.31$\frac{1}{16}$",50⅝"&84"-54"<br>185lb (s) 695NHP<br>4SB,12cf,GS240,HS9908 FD<br>FlensburgerSchiffsb.Ges. | 31 ″ 4<br>s 5 ″ 4½<br>26 ″ 6 | |
| 38812 | Ophélie SteelSc<br>Fitted for oil fuel<br>Elec.light Mchy.Aft 2Dks<br>CarryingPetroleum in bulk | 6990<br>5720<br>3985 | | | | | 1922 | Ch.&Atel.<br>deSt.Nazaire<br>St.Nazaire | Cie.Auxiliaire de<br>Navigation | 421·6 \| 57·5 \| 32·0<br>P117'B33'F50' | Havre<br>French<br>WB | T.3Cy.27$\frac{5}{16}$",44½"&74$\frac{13}{16}$"-51"<br>898NHP<br>Ch.&Atel.deSt.Nazaire | | |
| 38813 | Ohio SteelSc<br>(exHarlem,exNeedles)<br>Wireless 2Dks | 4706<br>4489<br>2995 | | | | | 1898 | Lon.&Gls.<br>Co.Ld.<br>Glasgow | Cie.Générale<br>Transatlantique | 401·7 \| 49·2 \| 27·7<br>P40'B115'F40' | French<br>WB | T.3Cy.27",42"&69"-54"<br>350NHP<br>Lon.&Gls.Co.Ld.Glasgow | | OV |
| *38814<br>216886<br>MVPS | Odine WoodAuxSc4MstSr<br>OilEng.<br>(exAstrella,exOdine, ptGIB 1Dk2trB<br>exPauline) Salted & specially treated<br>Elec.light Mchy.Aft Hardwood treenails<br>(SeeSailingShipRegisterSupplement) | 1798<br>1591<br>1431 | ✠ 12A1<br>12,19<br>✠LMC7,19 | Gmh | r | | 1917<br>10mo<br>A&CP | M'Eachern<br>ShipCo.<br>Astoria,Or. | ~~Skibs.A/S Vest-<br>kysten(A.I.Lang-<br>feldt&Co.Mgrs.)~~<br>E.A.Rönaassen&Son | 248·2 \| 44·5 \| 19·7<br>P28'F46' | Xiansand<br>Norwegian | Oil Engines 2S.C.SA<br>8Cy.14$\frac{3}{16}$"-15¾" 137NHP<br>SkandiaPacificOilEng.Co.<br>Oakland,Cal. | 22 ″ 2<br>s 4 ″ 8 | |
| 38815 | Oostkerk SteelSc4Mst~~SteelSc~~<br>(exAagtekerk,exEastminsterAbbey,<br>Elec.light Sub.Sig. exHeilbronn)<br>Wireless 2Dks(Stl-Uptws)3rd dk(Stl)in<br>No.1hold ssRot.No.2-22 | 8123<br>7471<br>5061 | 100A1<br>withfreeboard<br>2,22<br>LMC2,22 | Rot | d† | CL<br>2,22 | 1914 | Howalds-<br>werkeA.G.<br>Kiel | Vereenigde<br>Nederl.Scheepv.<br>Maats.<br>CellDB418'1921tDTa31'955tFPT81tAPT64t | ~~474·9~~ \| 60·8 \| ~~32·8~~<br>P29'~~B144'~~F85' \| 32·7<br>475·0 \| B147'<br>FK | Rotterdam<br>~~TheHague~~<br>Dutch<br>8BHCem<br>~~WB~~ | T.3Cy.~~33",53"~~33½",53½"&86½"-57"<br>205lb 727NHP<br>HowaldswerkeA.G.Kiel<br>4SB,12cf,GS240,HS9694 FD | 35 ″ 6<br>s 8 ″ 3<br>27 ″ 8 | |
| 38816<br>MHQS | Odd I. SteelSc<br>(exDominionII.) (Whaler)<br>1Dk | 156<br>148<br>50 | | | | | 1912 | Porsgrund<br>Mek.Værks.<br>Porsgrund | A/S Odd (Chr.<br>Christensen,Jr.<br>Mgr.) | 104·0 \| 20·1 \| 11·8 | Sandefjrd<br>Norwegian | T.3Cy.12",20"&33"-24"<br>53NHP<br>PorsgrundM.V.Porsgrund | | N |
| 38817 | Oued-Zem SteelSc<br>(exAug Borremans)<br>Elec.light 1Dk | 1928<br>1679<br>1113 | | | | | 1921 | T vanDuij-<br>vendijks<br>Lekkerkerk | Cie.deNav.Paquet | 265·2 \| 42·3 \| 18·6<br>P24'B77'F30' | Marseilles<br>French<br>WB | T.3Cy.19",31"&52"-36"<br>N.V.Versteeg's 162NHP<br>Mschf.Hardinxveld | | |

* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued

| 1<br>Numéro d'Ordre.<br>Numéro Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | 3<br>Matériaux. Gréement etc.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière Visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38818<br>151348 | Otimai<br>(SeeSailing ShipRegisterSupplement) | WoodAuxTwinScSr<br>OilEng.<br>1Dk | 207<br>165<br>111 | | | | | 1921 | G.Niccol<br>Auckland | NorthernS.S.CoLd | 99·8 | 24·9 | 7·0 | Auckland<br>British | Oil Engines 4S.C.SA<br>4Cy.11"-15" 46NHP<br>W.Beardmore&Co.Ld.Gls | | |
| 38819 | Ouderkerk<br>(exOrsino,exGera)<br>Elec.light<br>Wireless | SteelSc4Mst<br>ssHul.No.3-7,21<br>2Dks(Stl-Uptws)3rd dk(Stl)<br>in No.1 hold | 7833<br>7268<br>4911 | 100A1<br>withfreeboard<br>7,21<br>BS3,22 | Hul<br>LMC6,21 | d† | CL<br>6,21 | 1915 | Bremer<br>Vulkan<br>Vegesack | Vereenigde<br>Nederlandsche<br>Scheepv.Maats. | ~~476·2~~<br>P28'B140'F87'<br>176·1[<br>CellDB1804t | 60·7 | 32·6<br>FK<br>FPT52t | TheHague<br>Dutch<br>8BHCem<br>APT39t | T.3Cy.$32\frac{5}{16}$",$52\frac{13}{16}$"&$86\frac{11}{16}$"<br>-$55\frac{1}{2}$" 200lb (s) 819NHP<br>4SB,12cf,GS254,HS11840 FD<br>BremerVulkan,Vegesack | 35 ″ 6<br>s 8 ″ 7<br>27 ″ 4 | |
| 38820<br>LBGJ | Oplandet<br>(exErikMolvig)<br>Mchy.Aft | WoodTwinSc<br>OilEng.<br>1Dk | 546<br>417<br>299 | | | | | 1920 | Tangens<br>Skibsbyggeri<br>Drammen | TangenSkibsbyg-<br>geriA/S Kankursbo | 155·8<br>Q70tP80tF30t | 30·0 | 12·8 | Drammen<br>Norwegian | Oil Engines 2S.C.SA<br>4Cy.$16\frac{1}{2}$"-$18\frac{9}{10}$"<br>J&CGBolindersCoLd.Skm | | |
| 38821<br>LCFD | Oddborg | ConcreteTwinSc<br>OilEng<br>1Dk | 775<br>638<br>442 | | | | | 1921 | Nærsnes<br>Skibsbyggeri<br>Nærnes | D/S A/S Oddborg<br>(G.Brodersen) | 184·2<br>P88tH12t | 32·8 | 15·1 | Christiania<br>Norwegian | 2 Oil Engines | | |
| 38822<br>552<br>SRKW | Ostrobotnia<br>Elec.light | SteelSc<br>1Dk | 1103<br>895<br>630 | | | | | 1921 | Mask&Bro<br>-bygnA/B<br>Helsingfors | AtlanticRederiA/B | 217·0 | 34·5 | 14·0 | Helsingfrs<br>Finnish | T.3Cy.$15\frac{1}{5}$",$25\frac{3}{5}$"&$41\frac{1}{3}$"-$27\frac{1}{2}$"<br>Mask.& 89NHP<br>Brob.A/BHelsingfors | | N |
| 38823 | Omphale<br>Elec.light<br>Mchy.Aft | SteelSc<br>Fitted for oil fuel<br>2Dks<br>Carrying Petroleum in bulk | 6990 | | | | | 1921 | Ch.&Atel.<br>deSt.Nazaire<br>Penhöet | Cie.Auxiliaire de<br>Navigation | 422·0<br>P117'B33'F50' | 57·5 | 32·0 | Havre<br>French<br>WB | T.3Cy.27",$44\frac{1}{2}$"&75"-51"<br>492NHP<br>Ch.&Atel.deSt Nazaire | | |
| 38824 | Olearia<br>Mchy.Aft | SteelScK<br>1Dk | 90 | 100A1<br>For fishing purposes<br>(Class Contemplated) | | | | 1922 | Cochrane&<br>Sons,Ld.<br>Selby | Pickering&<br>Haldane'sS.T.Co.<br>Ld. | 85·0 | 19·0 | 9·7 | Hull<br>British | C.2Cy.12"&24"-16" | | |
| 38825 | Ouse<br>(exAndrewKing) | SteelScK<br>1Dk | 324<br>288<br>131 | ✠100A1<br>StmTrawler<br>8,17 | Hul<br>✠LMC8,17 | | CL | 1917<br>8mo | Cochrane&<br>Sons,Ld.<br>Selby<br>Lloyd'sA&CP | TheAdmiralty | 138·5<br>Q78'F19' | 23·7 | 12·8<br>BK$7\frac{1}{2}$ | British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 37NHP<br>1SB,3pf,GS48,HS1440<br>Richardsons,Westgarth&Co.Ld.Mdb. | 13 ″ 6 | |
| 38826 | Orpington | SteelSc<br>1Dk(Stl) | 65<br>55<br>10 | ✠100A1<br>For towing purposes<br>1,22<br>~~(Class Contemplated)~~ | Wvn<br>✠LMC1,22 | | | 1920<br>10mo | Rowhedge<br>I.Wks.Co.Ld.<br>Rowhedge<br>Lloyd'sA&CP | TheAdmiralty | 75·0 | 15·1 | 6·8<br>FK | London<br>British<br>4BHCem | C2Cy.$10\frac{1}{2}$"&24"-18" (s)<br>130lb 32NHP<br>1SB,2pf,GS24,HS658<br>T.&J.Hosking,Ld.London | | |
| 38827<br>LDFJ | Oevelgönne<br>(exMünsterland)<br>Elec.light | SteelSc<br>(Trawler)<br>1Dk | 220<br>194<br>81 | | | | | 1921 | Marine-<br>werft<br>Wilhelmshvn | AltonaerHochsee-<br>fisch.A.G. | 126·9<br>Q69'F19' | 22·6 | 10·2 | Altona<br>German<br>WB | T.3Cy.$12\frac{3}{5}$",$20\frac{1}{2}$"&$32\frac{1}{4}$"-$22\frac{3}{5}$"<br>50NHP<br>MarinewerftWilhelmshvn | | G |
| 38828<br>146195<br>KLHJ | Obsidian<br>(exJohnBrooker)<br>Elec.light | SteelScK<br>ssBgs.No.3-8,21<br>1Dk | 243<br>237<br>102 | ✠100A1<br>StmTrawler<br>12,21 | Bgs<br>✠LMC8,21 | | CL<br>8,21 | 1917<br>12mo | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley<br>Lloyd'sA&CP | KingstonSteam<br>TrawlingCo.Ld. | 125·4<br>Q66' | 22·5 | 12·2<br>BK$7\frac{1}{2}$" | Hull<br>British<br>4BHCem | T.3Cy.$12\frac{1}{2}$",$21\frac{1}{2}$"&$35\frac{1}{4}$"-24"<br>200lb (s) 83RHP<br>1SB,3pf,GS48,HS1450<br>Amos&Smith,Ld.Hull | 13 ″ 1 | |
| 38829 | Osterndorf<br>Elec.light | SteelSc<br>1Dk | | | | | | 1922 | Akt.Ges.<br>Neptun<br>Rostock | VinnenGebr.<br>G.m.b.H. | 310·0<br>P&B207'F31' | 45·0 | 19·8 | Hamburg<br>German<br>WB | T.3Cy.$21\frac{3}{5}$",$34\frac{3}{5}$"&56"-$37\frac{2}{5}$"<br>192NHP<br>A.G.Neptun,Rostock | | |
| 38830 | Ostende<br>(exEhrenfels)<br>Elec.light | SteelSc<br>ssHam.No.2-11<br>2Dks(Stl-Upt teak s)<br>Wireless & Web frames | 4438<br>—<br>3280 | ✠<br>7,16<br>✠ | Ham | y | | 1903<br>9mo | Swan,Hun-<br>ter&Wigham<br>RichardsnLd<br>Newcastle | ArmementDeppe<br>CellDBa111'uE25'f171' | 375·1<br>P46'B119'F51'<br>816t DTf31' | 50·5 | 27·4<br>BK10"<br>780t | Antwerp<br>Belgian<br>7BHCem<br>APT50t | Q.4Cy.23",32",48"&72"-54"<br>476NHP<br>3SB,9rf,GS147,HS6108 FD<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 30 ″ 2 | |
| 38831 | Odenwald<br>Elec.light | SteelSc<br>2Dks | 4450<br>—<br>— | | | | | 1921 | Deutsche<br>WerftA.G.<br>Hamburg | Hamburg-Amerik.<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | ..........<br>P&B247'F45' | .......... | .......... | Hamburg<br>German | T3Cy$26\frac{3}{5}$",$43\frac{3}{10}$"&$70\frac{9}{10}$"-$47\frac{1}{5}$"<br>Gutehoffnung- 347NHP<br>shütte,Sterkrade. | | |
| 38832 | Odin<br>Elec.light | SteelSc<br>1Dk&Shelter dk | 3675<br>3285<br>2215 | | | | | 1922 | Nordsee-<br>werke<br>Emden | Seereed."Frigga"<br>A.G. | 369·7 | 50·8 | 21·8 | Hamburg<br>German<br>WB | T.3Cy.24",$38\frac{3}{5}$"&63"-$43\frac{3}{10}$"<br>F.Wilhelms- 262NHP<br>Hütte,Mülheim,a/dRuhr | | |
| 38833 | Oceana<br>(exKermanshah,<br>exHimalaia)<br>Elec.light | SteelSc<br>ssNYk.No.3-2,18<br>1Dk(Stl)&Spardk<br>(Stl)&deep framing | 4948<br>4609<br>3152 | ✠100A1<br>Spar dk<br>8,20<br>~~BS8,20~~ | Ham<br>✠LMC2,18<br>3,22 | y | CL<br>~~9,20~~<br>3,22 | 1910<br>1mo | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>Lloyd'sA&CP<br>CellDBa132' | OceanaSeaNav.Co.<br>Ld.<br>uE24'f169'1010t | 390·0<br>P31'B112'F42'<br>DTa37'915tFPT110t | 52·5 | 27·1<br>FK | Budapest<br>Hungarian<br>6BHCem<br>APT50t | T.3Cy.26",42"&72"-48" (s)<br>180lb 415NHP<br>3SB,9cf,GS189,HS6738<br>N.E.MarineEng.CoLdNwc | 29 ″ 8 | |
| 38834 | Oceana<br>exMarkab,exSolsvik) | SteelSc<br>(exWitell,<br>1Dk | 1356<br>1106<br>703 | | | | | 1917 | Scheeps-<br>bouwwerf<br>Baanhock<br>Sliedrecht | Rhed.Akt.Ges.v.<br>1896 | 236·8<br>P23'B56'F21' | 36·5 | 15·7 | Hamburg<br>German<br>WB | T3Cy$17\frac{3}{10}$"$29\frac{1}{10}$"&$46\frac{1}{10}$"-$35\frac{1}{2}$"<br>127NHP<br>MachinefabriekJ.a.v.d.<br>Schuyt.Papendrecht | | V |
| 38835 | Olympia<br>exEd.Munch) | SteelSc<br>(exJustin,exMirfak,<br>1Dk | 1360<br>1170<br>790 | | | | | 1918 | NVBoele's<br>Scheepsw.<br>Slikkerveer | Rhed.Akt.Ges.v.<br>1896 | 239·6<br>P30'B60'F26' | 36·3 | 16·7 | Hamburg<br>German<br>WB | T.3Cy.$18\frac{1}{2}$",30"&48"-36"<br>138NHP<br>NVBoele'sSheepswBolnes | | V |
| 38836 | Ortlinde<br>(exMalcolm,<br>exBedale)<br>Well deck | IronSc<br>ssSld.2ndNo.3-8,05<br>ssHpl.No.2-14<br>1Dk(Irn)2trB<br>Cargo battens not fitted | 1172<br>954<br>710 | ✠ | Gms | d | | 1879<br>7mo | J.Read-<br>head&Co.<br>SouthShields | Emil.R.Retzlaff | 242·0<br>Q89'B50'F26' | 32·6 | 17·6<br>BK$8\frac{1}{2}$" | Stettin<br>German<br>4BHCem<br>DBa69'f98' | C.2Cy.$27\frac{1}{2}$"&52"-33"<br>NDB06 123NHP<br>1SB,3pf,GS50,HS2157<br>J.Readhead&Co.S.Shields | 18 ″ 6 | |
| 38837 | Oued Yquem<br>(exNoordzce)<br>Elec.light Wireless | SteelSc<br>1Dk | 1326<br>1103<br>721 | | | | | 1920 | N.V.Shps.<br>v/hWd.A.van<br>Duijvendijk<br>Papendrecht | Cia.deNav.Paquet | 238·8<br>P22'B63'F21' | 36·7 | 15·8 | Marseilles<br>French<br>WB | T.3Cy.$17\frac{1}{2}$",29"&46"-36"<br>127NHP<br>Alblasserdam.Msch.Fab. | | V |
| 38838<br>141030 | Otis Wack | WoodSc<br>1Dk | 226<br>179<br>38 | | | | | 1921 | C.A.Bently<br>Parrsboro',<br>N.S. | GypsumPacketCo.<br>Ld. | 105·7<br>H48t | 25·4 | 12·3 | WndsorNS<br>British | T.3Cy.14",22"&36"-24"<br>NewBurrel 66RHP<br>JohnsonIronCo.Yar. | | |

For following numbers see back of first page of this letter

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38876 | **P. L. M. 21** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cantilever framed Topside tanks* | 5692<br>5121<br>2940 | ✠100A1<br>~~11,21~~ ~~5,21~~ 5,22 | Mdb<br>Bly<br>✠LMC2,21 | | CL | 1921<br>2mo<br>Lloyd | SirRaylton Dixon&Co. Ld.<br>Middlesbro'<br>sA&CP | SociétéNationale d'Affrêtements<br>*CellDBuE&B78' f*253'1224t | 400·0<br>P127'B30'F40'<br>*Topside tanks* 302' | 56·0 | 28·4<br>FK | Havre<br>French<br>7*BHCem*<br>1353t*DTf*14 | Q.4Cy.23",32½",47"&68"-48"<br>220lb (*s*) 529NHP<br>3SB,9*cf*,GS174,HS7905 FD<br>N.E.MarineEngCo.LdNwc<br>373t*FPT*144t*APT*244t | 31 " 0 | |
| 38877<br>144618<br>KGML | **Porthia** SteelSc<br>*ss*Shl.No.3-4,21<br>(*ex*Polaria) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* 2*nd dk*(*Stl*)*in forehold* | 3919<br>3620<br>2403 | 100A1<br>*Shelter dk withfreeboard*<br>9,21 ~~4,21~~ | Shl<br>Cff<br>LMC4,21 | *x* | CL<br>4,21 | 1919 | Flensburgr Schiffsb.Ges.<br>Flensburg | PorthiaS.S.Co.Ld.<br>(R.H.Read&Co. Ld.)<br>*CellDB*346'1140t | 384·8<br>*FPT*40t*APT*47t | 52·8 | 22·1<br>FK | St.Ives<br>British<br>*ptCemptAsp*<br>*Collision BH toS dk*<br>5 " " *U* " | T.3Cy.28¾",$46\frac{1}{16}$"&76"-48"<br>185lb (*s*) 527NHP<br>3SB,9*cf*,GS165,HS7433 FD<br>FlensburgerSchiffsb.Ges. | 24 " 9<br>s 2 " 6<br>22 " 7 | |
| 38878<br>1430·8<br>JWRP | **Perim** SteelSc<br>(*ex*Treuenfels)<br>*Elec.light* Wireless 2*Dks* | 7648<br>7044<br>4779 | | | | | 1916 | J.C.Tecklenborg A.G.<br>Geestemünde | P.&O.Stm.Nav.Co. | 469·5<br>P46' | 58·5 | 32·2 | London<br>British | T.3Cy.31½",50⅝"&$82\frac{7}{10}$"-55"<br>504NHP<br>J.C.TecklenborgA.G.Gst. | 34 " 9<br>s 8 " 0<br>27 " 2 | |
| 38879 | **Poolta** SteelSc 1675<br>*Elec.light* 1*Dk*(*Stl*) | ~~1500~~<br>1378<br>933 | ✠100A1<br>8,21<br>~~(ClassContem-plated)~~ | Rot<br>✠LMC7,21 | *p* | | 1921<br>8mo | Burgerhout'sMach. &Scheeps.<br>Rotterdam | Tasmanian Government<br>*CellDB*201'518t*FPT*59t*APT*45t | 240·6<br>P23'B57'F23' | 41·0 | 17·1<br>FK | Hobart<br>British<br>4*BHCem* | T.3Cy.17¾",29½"&47¼"-35½"<br>180lb (*s*) 177NHP<br>2SB,4*cf*,GS80,HS3164<br>Burgerhout'sMach&Schps | 19 " 4<br>s 2 " 7½<br>17 " 0 | |
| 38880 | **Poleaxe** SteelScK<br>*Now named* "Dorbie," *See No.* 37056 *in Supplement*<br>*Elec.light* (*ex*T.19) 1*Dk* | 317<br>272<br>151 | ✠100A1<br>*StmTrawler*<br>8,17 | Hul<br>✠LMC8,17 | | | 1917<br>8mo<br>Lloyd | Cochrane& Sons,Ld.<br>Selby<br>sA&CP | TheAdmiralty | 135·5<br>Q74'F31' | 23·5 | 12·3<br>BK8" | London<br>British<br>4*BHCem* | T.3Cy.13",22½"&37"-24" (*s*)<br>200lb 87NHP<br>1SB,3*pf*,GS41,HS1484<br>Amos&Smith,Ld.Hull | 13 " 0 | |
| 38881 | **Pedro** SteelScK<br>(*ex*Schipperke) *ss*Hul.No.2-19<br>*Elec.light* 1*Dk* | 331<br>296<br>142 | ✠100A1<br>*StmTrawler*<br>5,21<br>BS4,21 | Hul<br>✠LMC7,19 | | CL<br>5,21 | 1911<br>9mo<br>Lloyd | Cook,Welt'n&Gemmell<br>Ld.Beverley<br>sA&CP | F.Freixas | 140·1<br>Q76' | 23·7 | 12·4<br>BK8" | Barcelona<br>Spanish<br>4*BHCem*<br>*DTf*8'25t | T.3Cy.13",22½"&37"-24" (*s*)<br>200lb 87NHP<br>1SB,3*pf*,GS46,HS1390<br>Amos&Smith,Ld.Hull | 13 " 3 | |
| 38882 | **Palmetto State** SteelTwinSc<br>*Now named* "Pan American," *See No.* 38987 *in Supplement*<br>*Fitted for oil fuel*<br>*Elec.light* *Cruiser Stern* 4*Dks*<br>*Longitudinal framing* | 13400 | | | | | 1921 | Bethlehem S.B.Corp.Ld.<br>Sparrow's Point,Md. | UnitedStates ShippingBoard | 518·0 | 72·0 | 50·0 | Baltimore<br>Utd.States<br>*WB* | 4 Geared Steam Turbines<br>BethlehemS.B.Corp.Ld. Quincy,Mass. | | |
| 38883<br>221456<br>MCWP | **Playa** SteelSc<br>2*Dks*(*Stl*)&*Web frames*<br>*Elec.light* Wireless<br>*Mchy.Aft* *Longitudinal framing* | ~~7000~~<br>6517<br>6958<br>4245 | ✠100A1<br>7,21<br>~~(ClassContem-plated)~~<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 7,21 *F.P. above* 150°F. | Chester,Pa.<br>✠LMC7,21 | *a*† | CL | 1921<br>7mo | Merchant S.B Corp.<br>Chester,Pa.<br>A&CP | UnionOilCo.<br>*CellDBuE&B*60'236t*DTf*43'750t | 424·4<br>P128'B25'F41'<br>*FPT*228t*APT*178t | 58·2 | 32·9<br>FK | New York<br>Utd.States<br>16*BHptCem*<br>(9 *to U dk*<br>7 " 2*nd* ") | T.3Cy.27",45"&75"-51" (*r*)<br>210lb *110lb* 584NHP<br>3SB,9*cf*,GS185,HS8331 FD<br>NewYorkS.B.~~Co.~~Corp.<br>Camden,N.J. | 33 " 0<br>s 7 " 9½<br>25 " 6 | |
| 38884<br>CQVM | **P. L. M. 14** SteelSc<br>*Elec.light* *Mchy.Aft* 1*Dk*(*St*)<br>*Cantilever framed topside tanks* | 4003<br>3416<br>2074 | ✠100A1<br>5,22 ~~6,21~~ | Mdb<br>Shl<br>✠LMC6,21 | *w* | CL | 1921<br>6mo<br>Lloyd | Smith's DockCo.Ld.<br>Middlesbro'<br>sA&CP | Soc.Nationale d'Affrêtements<br>*CellDB*297'810t<br>*topside tanks* 243' 770t *FPT* 280t | 345·0<br>P97'B30'F35' | 49·5 | 25·0<br>FK | Havre<br>French<br>6*BHCem*<br>*APT*195t | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 430NHP<br>2SB(FD)&1Aux.SB,8*cf*, GS164,HS6609<br>Smith'sDockCo.Ld.Mdb. | 27 " 3<br>s 4 " 9¾<br>22 " 8 | |
| 38885 | **~~Petro~~ Phero** SteelScSp ~~SteelSc~~<br>*OilEng.*<br>*Elec.light* 1*Dk*(*Stl*)&*Webframes*<br>*Mchy.Aft* | 337<br>321<br>206 | ✠ A1<br>*For River & Harbour purposes only*<br>9,21<br>~~(ClassContem-plated)~~<br>*Carrying oil fuel in bulk F.P. above* 150°F. | Ips<br>✠LMC9,21 | | | 1921<br>9mo<br>Lloyd's | King's LynnSBCoLd<br>King'sLynn<br>A&CP | ~~BritishTankerCo. Ld.~~<br>BritishOil BunkeringCo.Ld. | ~~140·0~~<br>140·4 | 24·0 | ~~13·0~~<br>12·2<br>FK | London<br>British<br>6*BHptCem* | Oil Engines 2S.C.SA<br>4C.$13\frac{3}{16}$"-~~$13\frac{13}{16}$"~~ 13¾"<br>DB*120lb* 51NHP<br>~~Plenty,Newbury.~~<br>Plenty&SonLd.Newbury | 13 " 0 | |
| 38886 | **Port de St. Nazaire** SteelSc4Mst<br>(*ex*Bayramento, *ss*Vpo.No.3-9,16<br>*ex*Sacramento, *ss*Cff.No.1-20<br>*ex*Alexandria) 2*Dks*&*deep framing*<br>*Elec.light* Wireless &*Shelter dk* | 5762<br>5403<br>3653 | ✠100A1<br>*Shelter dk*<br>10,20<br>BS5,21 | Cff<br>✠LMC MS10,20 | *z* | CL<br>10,20 | 1900<br>12mo | Palmers' Co.Ld.<br>Newcastle<br>A&CP | French Government<br>*CellDB*383'1207t | 452·0<br>*DTa* 30' 760t *FPT* | 52·2 | 28·3<br>FK | Brest<br>~~Cherbourg~~<br>French<br>7*BHCem*<br>170t*APT*60t | T.3Cy.30",50"&81½"-54" (*s*)<br>180lb 642NHP<br>3DB,18*cf*,GS338,HS11475<br>Palmers'Co.Ld.Newcastle | 31 " 2<br>s 5 " 5<br>26 " 2 | |
| 38887 | **Paiva Curado** SteelScK<br>(*ex*Cintra,*ex*Phœbe)<br>1*Dk* | 278<br>239<br>109 | | | ... | | 1907 | GooleS.B. &RepgCo.Ld.<br>Goole | Corporacâo de Pilotos do Rio e Barra de Lisboa | 130·0<br>Q76'F22' | 22·6 | 12·1<br>BK7½" | Lisbon<br>Portuguese | T.3Cy.13",21"&35"-25"<br>75NHP<br>W.V.V.Lidgerwood,Gls. | 13 " 0 | |
| 38888 | **Princenhage VI.** SteelSc<br>*Now named* "Soyus" *See No.* 39288 *in Supplement*<br>1*Dk* | 220<br>[illegible]<br>180 | | | | | 1918 | Scheveningsche Schps Maats.<br>Schevening'n | RussianCo-operative Transport Union,Ld. | 110·4 | 23·4 | 10·3 | London<br>British | Paraffin Motor 2S.C.SA<br>2Cy.13"-13½" 26NHP<br>S.J.Wallen,Ovenchie | | |
| 38889<br>98007 | **Pioneer** WoodScK<br>HTPet.98 *OilEng.*<br>IB *Salted Roof* 1*Dk* | 110<br>89<br>59 | ✠<br>12,02 | Abn<br>✠ | 10 | | 1893<br>9mo | Forbes& Birnie<br>Peterhead | | 87·7 | 19·3 | 9·3 | Guernsey<br>British | Oil Engine<br>NE20 23NHP<br>J&CGBolindersCoLd.Skm | | |
| 38890<br>145249<br>KJFS | **Pyrite** SteelTwinSc<br>*CruiserStern* 2*Dks* | 476<br>388<br>211 | | | | | 1919 | Atel.&Ch. de laLoire<br>St.Nazaire | W.M.Courtman<br>(F.W.Tallack, *Mgr.*) | 182·4 | 25·0 | 12·1 | London<br>British<br>*WB* | T3Cy.12½",$20\frac{1}{10}$"&32½"-$19\frac{7}{16}$"<br>47NHP<br>Atel.&Ch.delaLoire,St.Nz. | | |
| 38891<br>138466 | **Puckasaw** WoodSc<br>(*Tug*)<br>(*ex*JohnHunsader) 2*Dks* | 235<br>175<br>97 | | | | | 1910 | Laythem& Smith<br>Sturgeon Bay,Wis | SpanishRiverPulp &PaperMills,Ld. | 96·0 | 26·0 | 12·4 | SaultSte. Marie<br>British | C.2Cy.18½"&40"-30"<br>Cayuga B*made*92 65RHP<br>Eng.Works,Detroit,Mich. | | |
| 38892 | **Printemps** SteelScK<br>*Now named* "Messidor," *See No.* 38507 *in Supplement*<br>(*ex*[illegible]) *ss*Liv.No.3-11,19<br>1*Dk* | 245<br>229<br>95 | ✠100A1<br>*StmTrawler*<br>11,19<br>BS5,21 | Liv<br>✠LMC11,19 | | CL<br>N11,19 | 1908<br>9mo<br>Lloyd's | Smith's DockCo.Ld<br>NorthShields<br>A&CP | Soc.Industrielle Nationale de Pêche et d'Armement | 125·5<br>Q69' | 22·1 | 12·0<br>BK7½" | Dieppe<br>French<br>3*BHCem* | T.3Cy.12½",20"&34"-25" (*s*)<br>180lb 87NHP<br>1SB,2*pf*,GS37,HS1687<br>ShieldsEng.Co.Ld.N.Shl. | 12 " 10 | |
| 38893<br>145868<br>KJPL | **Peruviana** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk*2*trB* | 4099<br>3576<br>2357 | | | | | ~~1920~~<br>1921 | IrvinesS.B. &D.D.Co.Ld.<br>W Hartlepool | Furness,Withy& Co.Ld. | 360·0<br>P35'B171'F32' | 52·0 | ~~24·5~~<br>24·6 | Liverpool<br>British<br>*WB* | T.3Cy.26",43"&73"-48"<br>Richardsons, 369NHP<br>Westgarth&Co.Ld.Hpl. | | |
| 38894<br>145884<br>HJVG | **Parisiana** SteelSc<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light* Wireless 3*rd dk in No.*1 *hold*<br>*Cargo battens not fitted in Shltr 'tween dks* | ~~5015~~<br>6640<br>6403<br>4162 | ✠100A1<br>*Shelter dk withfreebrd*<br>12,21<br>~~(ClassContem-plated)~~<br>*Fitted for oil fuel* 10,21 *F.P. above* 150 F. | Bkn<br>✠LMC10,21 | *a*† | CL | ~~1920~~<br>1921<br>8mo<br>Lloyd's | IrvinesS.B. &D.D.Co.Ld.<br>W Hartlepool<br>A&CP | NeptuneSteam Nav.Co.Ld.<br>(Furness,Withy& Co.Ld. *Mgrs.*)<br>*CellDB*364'1099t*MT*31'500t<br>*DTa*31'394t*FPT*102t*APT*125t | 420·0<br>~~F33'~~<br>F35'*on Shltr dk* | 55·0 | 36·4<br>FK | Liverpool<br>British<br>*ptCem*<br>*Collision BHtoSh.dk*<br>6 " " *U* " | 2SteamTurbines geared to<br>1Sc.shaft 190lb(*s*)789NHP<br>4SB,12*cf*,GS250,HS10615 FD<br>Richardsons,Westgarth& Co.Ld.Hpl. | 39 " 0<br>s 10 " 0<br>29 " 4 | |
| 38895<br>144772 | **Pilot Us** WoodSc<br>(*ex*Shadow)<br>1*Dk*<br>9&12yrs.Mat. | | ✠11A1<br>*For fishing purposes*<br>10,20 | Gms<br>✠LMC10,20 | | CL<br>10,20 | 1918<br>6mo<br>Lloyd's | Stevenson &Asher<br>Banff<br>A&CP | Budge&Bremner<br>(T.Budge, *Mgr.*) | 86·5 | 19·9 | 9·9 | Wick<br>British | T.3Cy.9½",15½"&25"-18" (*s*)<br>180lb 42NHP<br>1SB,2*pf*,GS30,HS814<br>Urquhart,Lindsay&Co.Ld. Dundee | 10 " 4 | |

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|---|---|---|---|---|---|---|
| 39000 **Pasir**<br>*Elec.light* | SteelSc 1000<br>1*Dk* | 1922 N.V.Schps. "deMaas" Slikkerveer | Koninkl.Paketv. Maats. | 230·0\|38·0\|16·7<br>P42' B64' F30' | Batavia<br>Dutch | T.3Cy.15¾",25¾"&43"-32½"<br>105NHP<br>*WB* Alblasserdam,Msch.Fab. |
| 39001 **Philoctetes**<br>*Elec.light* | SteelTwinSc 11400<br>3*Dks* | 1922 Scotts'S.B. &Eng.Co.Ld. Greenock | OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*) | 511·9\|63·2\|41·1<br>F73' | Liverpool<br>British | 4 Steam Turbines<br>*WB* Scotts'S.B.&EngCoLdGrk |

| 1<br>Numéro d'Ordre<br>Numéro Officiel<br>Signal | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Termes assignés maintenant expirés. Lettre d'Equipement | 7*<br>Date de la dernière visite de l'arbre porte-hélice | 8<br>Construit.<br>Quand.<br>Navire.<br>Mois. | 9<br>Par qui<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.<br>pds. po. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38896<br>144260<br>KJGF | **Pegu** SteelSc<br>2*Dks* | ~~8091~~ 8034<br>6754<br>~~5493~~ 5082 | | | | | 1921 | W.Denny &Bros.Ld.<br>Dumbarton | BurmahS.S.Co.Ld. &British&BurmeseS.N.Co.Ld. (P.Henderson&Co. *Mgrs.*) | 466·0\|59·2\|30·5 | Glasgow<br>British | T.3Cy.29½",50"&84"–60"<br>546NHP<br>*WB* W.Denny&Bros.Ld.Dum. | | |
| 38897 | **Port de Cette** SteelSc<br>(*ex*Bay-arnia,*ex*Sarnia,*ex*Gerda)<br>*Elec.light* Wireless 3*Dks* | 3453<br>2996<br>2117 | | | | | 1892 | Blohm& Voss<br>Hamburg | FrenchGovernment | 352·4\|42·2\|26·0<br>P54'B101'F44' | Brest<br>French | T.3Cy.25$\frac{5}{16}$",40"&66"–42½"<br>283NHP<br>*WB* Blohm&Voss,Hamburg | | CR |
| 38898 | **Port de Dieppe** IronSc<br>(*ex*MarieTherese,*ex* CharlesF Mayer) Wireless 1*Dk2trB* | 1352<br>1146<br>837 | | | | | 1884 | Harlan& Hollingswth<br>WlmngtnDel | FrenchGovernment | 236·5\|37·0\|18·4 | Brest<br>French | C.2Cy.29"&55"–36"<br>NB05 157NHP<br>*WB* Harlan&Hlngswrth,Wlm. | 20 " 0<br>s 4 " 0<br>16 " 4 | |
| 38899 | **Port de Caen** SteelSc<br>(*ex*Bayershher,*ex*ErwinL.Fisher)<br>*Elec.light Mchy.Aft* Wireless 1*Dk* | 1320<br>1045<br>855 | | | | | 1910 | Toledo S.B.Co.<br>Toledo | ~~FrenchGovernment~~ Interlake Nav.Co.Ld. | 228·0\|40·0\|14·7 | ~~Brest~~<br>~~French~~ British | T.3Cy.17¼",27½"&43"–36"<br>106NHP<br>*WB* ToledoS.B.Co.Toledo | | V |
| 38900 | **Port de St. Malo** SteelSc<br>(*ex*Bayusona,*ex*Usona,*ex*Charles Beatty) 1*Dk*<br>*Elec.light Mchy.Aft* Wireless | 1293<br>912<br>795 | | | | | 1902 | CraigS.B. Co.<br>Toledo,O. | ~~FrenchGovernment~~ Interlake Nav.Co.Ld. | 211·6\|40·1\|13·0 | ~~Brest~~<br>~~French~~ British | T.3Cy.15¼",25"&42"–36"<br>87RHP<br>*WB* CraigS.B.Co.Toledo,O. | | CR |
| 38901<br>136475<br>KBCL | **Pooldoy** WoodAuxSc<br>(*ex*Iris) *OilEng.*<br>1*Dk*<br>(*SeeSailingShipRegisterSupplement*) | 180<br>157<br>96 | | | | | 1904 | Sixten Groth<br>Sjötorp | W.&G.T.Pollexfen &Co.Ld. | 100·0\|22·4\|9·5 | Sligo<br>British | Oil Engine<br>2Cy.11$\frac{3}{16}$"–13½" 28NHP<br>NE*fitted*16<br>A/BGulbrandsen&SonGot | | V |
| 38902<br>145691 | **Polita** SteelTwinSc<br>*OilEng.* (*Barge*)<br>1*Dk* | 109<br>97<br>45 | | | | | 1920 | LythamSB &Eng.Co.Ld.<br>Lytham | J.Summers&Sons, Ld. | 99·3\|16·4\|7·3 | Chester<br>British | Oil Engine<br>4Cy.10⅝"–11$\frac{1}{64}$" 14NHP<br>*WB* J&CGBolindersCoLd.Skm | | |
| 38903<br>221360<br>MCVH | **Puente** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)& *Webframes*<br>*Mchy.Aft* Wireless<br>*Longitudinalframing* | 6817<br>6058<br>4245 | ✠100A1<br>6,21<br>*CarryingPetroleum in bulk Fitted for oil fuel* 6,21 *F.P. above* 150° F. | Chester<br>✠LMC6,21 | *a*† | CL | 1921<br>6mo | Merchant S.B.Corp.<br>Chester,Pa.<br>A&CP | UnionOilCo.<br>*CellDBuE&B*60' 236*tD* | 424·4\|58·2\|32·9<br>P128'B25'F41'<br>FK *Tf*43'750*tFPT*228*t APT*178*t* | NewYork<br>Utd.States<br>16*BHptCem* (9 to *U dk* 7 " 2nd ") | T.3Cy.27",45"&75"–51" (*r*)<br>210lb *110lb* 584NHP<br>3SB,9*cf*,GS185,HS8331 FD<br>NewYorkSBCoCamdenNJ | 33 " 0<br>s 7 " 9¼<br>25 " 6 | |
| 38904 | **Pallas** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)*ptAwngdk*(*Stl*) | 1466<br>901<br>859 | ✠100A1<br>*ptAwngdk* *with freeboard*<br>1,22 ~~7,21~~<br>~~(*ClassContemplated*)~~ | Ant<br>✠LMC7,21 | 0 | CL | 1921<br>7mo | NVMach& Schpsw van P.Smit,Jr.<br>Rotterdam<br>*Lloyd's*A&CP | FinskaÅngfAktieb<br>*CellDB*166'260*t* | 230·4\|34·3\|14·7<br>P24'Q61'<br>*PtAwng.dk*145' FK<br>*FPT*15*tAPT*12*t* | Helsingfrs<br>Finnish<br>4*BHCem* | T.3Cy.17½",27½"&46"–31½" (27$\frac{3}{16}$"&46$\frac{1}{16}$)<br>180lb (*s*) 148NHP<br>2SB,4*cf*,GS73,HS2530<br>NVMch&Schps.v.PSmitJr | 24 " 3<br>s 7 " 9<br>16 " 10 | |
| 38905<br>19 | **Piave** SteelSc<br>*Elec.light* 2*Dks*(*Stl*)& *Shelter dk*(*Stl*) | 7434<br>6695<br>~~4664~~ 4662 | ✠100A1<br>*Shelter dk with freeboard*<br>1,22 ~~5,21~~ | Tri Nap<br>✠LMC5,21 | *b*† | CL | 1921<br>5mo | Cantiere SanRoccoSA<br>Trieste<br>A&CP | Navigazione LiberiaTriestina Soc.inAzioni<br>*CellDB*398'1654*t* | 464·2\|57·4\|22·0<br>B108' *on Shelter dk*<br>FK *Collision*<br>*FPT*56*tAPT*63*t* | Trieste<br>Italian<br>*Cem BH to Sh dk* 6 " " *U* " | T.3Cy.32",51½"&83"–54" (*s*)<br>180lb 681NHP<br>4SB,12*cf*,GS239,HS9851 FD<br>StabilimentoTecnico,Tri. | 35 " 0<br>s 8 " 9<br>26 " 8 | |
| 38906 | **Podesta** SteelSc<br>(*ex*Odessa)<br>*Elec.light* Sub.Sig. 1*Dk&Shelter dk* | 3475<br>3191<br>2138 | | | | | 1912 | Akt.Ges. "Neptun"<br>Rostock | J.Alexandratos& Co. | 365·9\|50·5\|21·6<br>F36' | Argostoli<br>Greek | T.3Cy.23⅝",39$\frac{3}{16}$"&62"–41$\frac{3}{16}$"<br>247NHP<br>*WB* A.G."Neptun,"Rostock | | |
| 38907 | **Possehl** SteelSc<br>*Elec.light* Sub.Sig. Wireless 1*Dk* | 2369<br>1933<br>1348 | | | | | 1921 | Howaldtswerke<br>Kiel | L.Possehl&Co. G.m.b.H. | 307·0\|42·4\|19·5<br>P24'B59'F24' | Lübeck<br>German | T.3Cy.20$\frac{1}{16}$"&32$\frac{5}{16}$"&51$\frac{1}{16}$"–35$\frac{7}{16}$"<br>155NHP<br>*WB* Howaldtswerke,Kiel | | |
| 38908 | **Paco** SteelScK<br>(*ex*City of EdinburghII.)<br>*ss*Flt.No.3–3,15<br>*ss*Liv.No.1–19<br>1*Dk* | *300*<br>*244*<br>*115* | ✠100A1<br>*StmTrawler*<br>7,21<br>BS9,20 | Flt<br>✠LMC7,19 | | CL<br>7,19 | 1908<br>1mo | Dundee S.B.Co.Ld.<br>Dundee<br>*Lloyd's*A&CP | Soc.Anon dePesca y Nav. | 130·0\|23·1\|12·2<br>Q73'F22'<br>BK7½" | S.Sebast'n<br>Spanish<br>3*BHCem* | T.3Cy.12¾",21"&35"–25" (*s*)<br>180lb 80NHP<br>1SB,3*pf*,GS50,HS1500<br>ShieldsEng.Co.Ld.N.Shl. | 13 " 0 | |
| 38909 | **Perseus** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *Cruiser Stern* 2*Dks* | | | | | | 1921 | N.V. "Ijselwerf"<br>Gorinchem | Koninkl.Nederl. Stoomb.Maats. | 215·0\|33·5\|16·0<br>Q77' | Rottrdam<br>Dutch | T.3Cy.13¾",22$\frac{1}{16}$"&38"–27"<br>N.V.Maschfbk. 75NHP<br>*WB* Utrecht,Utrecht | | |
| 38910 | **Poutos** SteelSc<br>(*Towing*)<br>*Elec.light* Wireless 1*Dk* | 291 | | | | | 1921 | Deutsche WerkeA.G.<br>Kiel | BugsierReed.& BergungsA.G. | 124·0\|23·9\|11·6 | Hamburg<br>German | C.2Cy.21¼"&39⅜"–25⅝"<br>63NHP<br>StettinerOderwerkeStettin | | |
| 38911<br>115162<br>VLSR | **Purpura** SteelSc<br>(*ex*Hartlepool) *ss*HKg.No.3–6,17<br>*Elec.light* 1*Dk*(*Irn*)2*trB&Webframes &Trunk dk*(*ptIrn&ptStl*)3*Dk rule*<br>Wireless | 4409<br>3875<br>2729 | ✠100A1<br>*Trunk dk*<br>10,20<br>~~BS6,16~~<br>*Carrying oil fuel in bulk FP above* 150°F *in holds*<br>*Fitted for oil fuel* 6,18 *F.P. above* 150° F. | Hkg<br>BS11,21<br>✠LMC6,17 | *x* | CL<br>2,20 | 1904<br>1mo | Ropner& Son<br>Stockton<br>*Lloyd's*A&CP | Anglo-Saxon PetroleumCo.Ld.<br>*&DB* | 349·5\|50·0\|27·6<br>P30'B69'F35'<br>FK *Middle line Bulkhead not oil-tight*<br>*CellDBa*110'*uE*25' *f*144'970*t* | London<br>British<br>10*BHCem*<br>*FPT*214*tAPT*245*t* | T.3Cy.26",42"&70"–48" (*s*)<br>180lb ~~100lb~~ 371NHP<br>3SB,9*rf*,GS160,HS5750<br>Blair&Co.Ld.Stockton | 29 " 4<br>s 5 " 1½<br>24 " 9 | |
| 38912 | **Perso** SteelSc<br>*OilEng.*<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* | 309<br>296<br>197 | ✠ A1<br>*For River & Harbour purposes only*<br>10,21 ~~6,21~~<br>*Carrying oil fuel in bulk F.P. above* 150° F. | Cowes<br>✠LMC6,21 | | | 1921<br>6mo | J.S.White &Co.Ld.<br>Cowes<br>*Lloyd's*A&CP | BritishOilBunkeringCo.Ld.(British TankerCo.Ld. *Mgrs.*) | 125·0\|25·6\|11·6<br>FK | London<br>British<br>7*BHptCem* | Oil Engines 2S.C.SA<br>4Cy.13$\frac{3}{16}$"–13¾" 51NHP<br>DB6,21–*100lb*<br>Day,Summers&Co.Ld.Sou. | 12 " 3 | |
| 38913<br>150157 | **Patonga** WoodSc<br>1*Dk* | 100<br>78<br>45 | | | | | 1920 | G E Beattie<br>Blackwall, N.S.W. | E.D.Pike&Co.Ld. | 81·4\|22·0\|6·1 | SydnyNSW<br>British | C.2Cy.11"&22"–15"<br>16RHP<br>*WB* Plenty&Sons,Newbury | | |
| 38914 | **Polarhavet** SteelTwinSc<br>~~*CarryingPetroleuminbulk*~~ *OilEng.*<br>*Elec.light* 2*Dks* | | | | | | 1921 | Kjöbnhvns Flydk.&Skbs<br>Copenhagen | Dampskibs.Selsk. Atlanterhavet (O. J.Eskildsen,*Mgr.*) | 375·0\|52·0\|35·7<br>F33' | Copnhagn<br>Danish | Oil Engines 4S.C.SA<br>12Cy.23¼"–35½" 484NHP<br>*WB* Burmeister&Wain,Cpn. | | |
| 38915 | **Paz** SteelTwinSc<br>*OilEng.*<br>*Mchy.Aft* 1*Dk*(*Stl*) | *167*<br>*135*<br>93 | ✠100A1<br>10,21<br>~~(*ClassContemplated*)~~ | HKg<br>✠LMC10,21 | *d* | | 1921<br>10mo | W.S.Bailey &Co.Ld.<br>HongKong<br>*Lloyd's*A&CP | NorthNegros SugarCo. | 91·5\|~~22·0~~\|~~8·5~~ 22·1\|7·8<br>~~Q28'~~F14'<br>Q24'<br>FK *FPT*21*t* | Manila<br>Utd.States<br>3*BHCem* | Oil Engines 2S.C.SA<br>4Cy.11½"–12½" 34NHP<br>NiigataTekkoshoEng. Wks.Ld.Tokyo | 8 " 7<br>s " 7½<br>8 " 2 | |
| 38916 | **President Francqui** SteelScK<br>*ss*Bgs.No.3–2,21<br>(*ex*EmmanuelCamelaire) 1*Dk*<br>*Elec.light* | *278*<br>*247*<br>*109* | 100A1<br>*StmTrawler*<br>6,21 | Bgs<br>LMC2,21 | | CL<br>2,21 | 1918 | AilsaS.B. Co.Ld.<br>Troon<br>*Lloyd's*A&CP | Cie.BelgeMaritime duCongo | 125·6\|23·5\|12·8<br>Q72'F17'<br>BK7½" | Antwerp<br>Belgian<br>2*BHCem* | T.3Cy.12½",21"&35"–26" (*s*)<br>180lb 60NHP<br>1SB,3*pf*,GS50,HS1619<br>AilsaS.B.Co.Ld.Troon | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 / 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Registd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in Ll. Dup.ofB.ofTradeCert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38917<br>150555 | Princess Louise SteelSc<br>Fitted for oil fuel ~~OilEng.~~<br>Elec.light ~~5Dks~~ 4Dks | ~~4200~~<br>4032<br>3266<br>2149 | | | | | 1921 | WallaceSB &D.D.Co.Ld.<br>Vncouvr,B.C. | CanadianPacific RailwayCo. | ~~330·0~~<br>317·2 | ~~48·0~~<br>48·1 | ~~18·5~~<br>34·6 | Vict'riaBC<br>British<br>WB | ~~Oil Engine~~T.4Cy.28",48"&(2)60"-39"<br>WallaceS.B.&D.D Co.Ld. | | |
| 38918 | Prahova SteelSc<br>3609 1Dk(Stl)<br>Elec.light Wireless 3344 | ~~3550~~<br>~~3300~~<br>~~2250~~<br>2221 | ✠100A1<br>3,22<br>~~(ClassContemplated)~~<br>✠LMC8,22 | Nwc | w | CL | ~~1921~~<br>1922<br>3mo<br>Lloyd'sA&CP | Armstrong. Whitworth &Co.Ld.<br>Newcastle | "Romania"Prima Soc.Nat.deNav. Marit. | ~~360·0~~<br>P27'B223'F41'<br>360·6<br>CellDB315'843tFPT89t | ~~50·9~~<br>51·0 | 22·3 | Braila<br>Rumanian<br>FK 6BHCem<br>9tAPT89t | T.3Cy.24",39"&65½"-45" (s)<br>180lb 371NHP<br>3SB,6cf,GS126,HS5220 FD<br>Armstrong,Whitworth& Co.Ld.Nwc. | 24 ″ 9<br>s3 ″ 4<br>21 ″ 9 | |
| 38919<br>142859<br>KDSP | Ptarmigan SteelSc<br>(exGlanton, exGlantonFirth) 1Dk(Stl)<br>Mchy.Aft<br>Well deck Cargo battens not fitted | 499<br>336<br>204 | ✠100A1<br>9,21 ~~2,20~~<br>✠LMC2,20 | Ard<br>Lon | g | CL<br>9,21 | 1920<br>2mo<br>Lloyd'sA&CP | Ardrossan DD&SBCoLd<br>Ardrossan | GeneralStm.Nav. Co.Ld. | 161·4<br>Q95'B9'F21'<br>BK8"<br>CellD Bf84'108tFPT40t | 25·2 | 9·7 | London<br>British<br>3BHCem<br>APT26t | T.3Cy.13",21"&34"-24" (s)<br>180lb 51RHP<br>1SB 3cf,GS49.HS1510<br>AitchisonBlair.Ld.Gls. | 11 ″ 8<br>s3 ″ 10<br>12 ″ 1 | |
| 38920<br>OQFV | Pax Annick SteelAuxSc3MstSr<br>(exPax) Oil.Eng.<br>1Dk<br>(See Sailing Ship Register) | 236<br>—<br>172 | | | | | 1917 | Gebr. Fikkers<br>Martenshoek | J.Hemery | 117·2<br>Q25' | 24·4 | 11·1 | Redon<br>French | Oil Engines 4S.C.<br>3Cy.11⅘"-14⅕" 29NHP<br>ConcordiaMotoren Fabriek,Ams. | | V |
| 38921 | Polar SteelSc<br>(exPlentingen,exBodö,exXenia)<br>1Dk | 667<br>486<br>351 | | | | | 1894 | Bergens Mek.Værks.<br>Bergen | Soc.Anon.deNav. "Estrella" | 182·0<br>Q38tB104tH13t<br>F24t | 28·1 | 12·0 | Barcelona<br>Spanish<br>WB | T.3Cy.17$\frac{1}{10}$",27"&45"-30"<br>111NHP<br>BergensMekVærksBergen | | V |
| 38922 | P. L. M. 16 SteelSc<br>4005<br>Elec.light 1Dk(Stl) 2075<br>Mchy.Aft Cantilever framed topside tanks | ~~4003~~<br>3416<br>~~2073~~ | ✠100A1<br>12,21<br>~~(ClassContemplated)~~<br>✠LMC12,21 | Mdb | w | CL | 1921<br>12mo<br>Lloyd'sA&CP | Smith's DockCo.Ld.<br>Middlesbro' | SocieteNationale d'Affretements | 345·0<br>P97'B30'F35'<br>CellDB297'810tTopsidetanks243'770tFPT280t | ~~49·7~~<br>49·5 | ~~27·2~~<br>25·0 | Havre<br>French<br>FK 6BHCem2SB(FD)&1AuxSB8cf<br>APT190t | T.3Cy.25",41"&68"-45" (s)<br>180lb 430NHP<br>GS168HS6590<br>Smith'sDockCo Ld. | 27 ″ 3<br>s4 ″ 9¼<br>22 ″ 8 | |
| 38923<br>146<br>HEGD | Pospieshny IronPad<br>1Dk | 276<br>—<br>172 | | | | | 1873 | RussianSN &TradingCo.<br>Sebastopol | RussianStm.Nav. &TradingCo. | 173·9 | 20·1 | 8·1 | Odessa<br>Russian | 2Cy.32¼"-33"<br>92NHP<br>J.Penn&Sons,London | | |
| 38924 | Poulton SteelTwinSc<br>(Ferry)<br>Elec.light<br>Should be "Leasowe," See No. 38208 in Supplement | 735<br>735<br>268 | 100A1<br>For River purposes only<br>(ClassContemplated) | | | | 1921 | J.IThornycroft&Co.Ld.<br>Southampton | TheMayor,Aldermen&Burgesses of theCounty Borough of Wallasey | 150·0 | 50·0 | 15·5 | Liverpool<br>British | T.6Cy.14½",23½"&38"-24"<br>J.IThornycroft&CoLd.Sou | | |
| 38925 | Patrice SteelScK<br>(exAby,exRose, exNizam) ssBos.No.3-11,20<br>1Dk | 243<br>222<br>102 | ✠100A1<br>StmTrawler<br>11,20<br>✠LMC11,20 | Bos | | CL<br>11,20 | 1907<br>1mo<br>Lloyd'sA&CP | Smith's DockCo.Ld.<br>NorthShields | Mlle.M.Delepine | 120·8<br>Q65'F20'<br>BK7½" | 22·0 | 11·7 | Dieppe<br>French<br>3BHCem | T.3Cy.12¼",22"&35"-24" (s)<br>180lb 65NHP<br>1SB,2pf,GS35,HS1083<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 6 | |
| 38926 | Pelagia SteelSc<br>Elec light (exCranmore)<br>Wireless Sub.Sig. 1Dk2trB | 3157<br>2979<br>2010 | | | | | 1905 | Richardson, Duck&Co.<br>Stockton | S.A.Castanos | 345·6<br>P24'B108'F36' | 46·1 | 24·3 | Chios<br>Greek<br>WB | T.3Cy.26",42½"&69½"-45"<br>324NHP<br>Blair&Co.Ld.Stockton | | C |
| 38927 | Punta Sabinal IronScK<br>(exAlert) ssMil.2ndNo.3-1,21<br>1Dk | 150<br>138<br>63 | ✠100A1<br>StmTrawler<br>1,21<br>✠NB9,20<br>MS7,20<br>✠LMC | Mil | | 7,20 | 1896<br>6mo<br>Lloyd'sA&CP | Cook,Welton&Gemmell<br>Hull | Pesquera MalagueñaSoc. Anon. | 101·5<br>Q24'<br>ND20' BK7½" | 20·8 | 10·7 | Malaga<br>Spanish<br>3BHCem | T.3Cy.11½",18"&30"-22" (s)<br>160lb 45NHP<br>1SB,2pf,GS31,HS850<br>C.D.Holmes&Co.Hull | 11 ″ 10 | |
| 38928<br>99543<br>MTJV | Polemarch IronScK<br>(exJasper) ssHul.2ndNo.3-6,16<br>1Dk | 156<br>143<br>64 | ✠100A1<br>StmTrawler<br>11,19<br>✠LMC9,21<br>✠NB9,96refitted12 | Gms | | CL<br>N9,21 | 1891<br>10mo<br>Lloyd'sA&CP | Cochrane, Coopr&Schofield<br>Beverley | ~~C.H.Legard~~<br>LoraineMotor FishingCo.Ld. | 101·0<br>Q19'F18'<br>ptND12 BK7½" | 20·5 | 11·0 | Grimsby<br>British<br>3BHCem | C.2Cy.12¾"&32"-22" (s)<br>150lb 45RHP<br>1SB,2pf,GS27,HS830<br>Amos&Smith,Hull | 11 ″ 10 | |
| 38929 | Picul WoodSc<br>OilEng.<br>Mchy.Aft 1Dk | 310 | | | | | 1921 | Ch.Marit. duMidi<br>Marseilles | G.Montefiore | 106·5 | 26·3 | 12·3 | Tunis | Oil Engine 2S.C.<br>2Cy.13¾"-16$\frac{15}{16}$" 53NHP<br>Soc.Mar.deConst.Mec.Msl. | | |
| 38930<br>[illegible]<br>RYUG | Perseo SteelSc3Mst<br>Elec.light Mchy.Aft 1Dk | 5225<br>4525<br>3078 | | | | | 1921 | Cant.Nav. Riuniti<br>Ancona | Soc.Ligure di Armamento | 376·6<br>P&B270'F34' | 51·9 | 30·3 | Genoa<br>Italian<br>WB | T.3Cy.26",42½"&70"-48"<br>339NHP<br>Cant.Nav.Riuniti,Ancona | | |
| 38931<br>135435<br>JBML | Placuna SteelSc<br>(exEscalona) Longitudinal framing<br>Elec.light Wireless 1Dk<br>Fitted with cylindrical tanks in holds for carrying petroleum | 4968<br>3897<br>3105 | | | | | 1913 | ShortBros. Ld.<br>Sunderland | Anglo-SaxonPetroleumCo.Ld. | 370·0<br>P35'B199'F34' | 51·0 | 25·0 | London<br>British<br>WB | T.3Cy.25",41"&68"-48"<br>320NHP<br>G.Clark,Ld.Sunderland | | C |
| 38932 | Pierre-André SteelScK ~~SteelSc~~<br>(exRobertCahill)<br>Mchy.Aft Elec.light ~~1Dk~~<br>1Dk(Stl-ws) | 323<br>288<br>131 | 100A1<br>StmTrawler<br>4.21<br>✠LMC3,21 | Goo | | CL | 1920<br>8mo<br>Lloyd'sA&CP | GooleS.B. &Rpg.Co.Ld.<br>Goole | F.FournyFils&Cie | 138·5<br>Q84'F21<br>BK7½" | 23·7 | 12·8 | Boulogne<br>French<br>4BHCem | T.3Cy.13",23"&37"-26"(s)<br>200lb 87NHP<br>1SB,3pf,GS48.HS1440<br>Richardsons,Westgarth &Co.Ld.Mdb | 13 ″ 6 | |
| 38933 | Philo SteelSc<br>OilEng.<br>Elec.light 1Dk(Stl)&Webframes<br>Mchy.Aft | 332<br>327<br>209 | ✠A1<br>For River and Harbour purposes only<br>11,21<br>✠LMC11,21<br>Carrying oil fuel in bulk F.P.above150°F. | Sou | | | 1921<br>11mo<br>Lloyd'sA&CP | Camper& Nicholsons, Ld.<br>Gosport | BritishOilBunkeringCo.Ld. | 140·6 | 24·1 | 12·2 | London<br>British<br>FK 6BHptCem | Oil Engines 2S.C.SA<br>4Cy.~~13¼"-13¼"~~ 51NHP<br>13$\frac{3}{16}$"-13¾" DB120lb<br>Plenty&Son,Ld.Newbury | 13 ″ 0 | |
| 38934 | Petrarca SteelSc<br>(exSzentIstván) ssTarantoNo.2-19<br>2Dks(UptStl&ptIrn)2nd dk(Stl)<br>Elec.light | 3080<br>2828<br>1914 | ✠100A1<br>12,21 ~~11,19~~<br>BS8,20<br>✠LMC3,19 | Nap<br>Cff | v | CL<br>3,19 | 1910<br>11mo<br>Lloyd'sA&CP | ClydeS.B. &Eng.Co.Ld.<br>PortGlasgow | AdriaSoc.Anon.di Nav.Marittima | 344·7<br>P40'B116'F39'<br>FK<br>CellDBa127'uE&B57'f129'726tFPT | 45·5 | 22·8 | Fiume<br>6BHCem<br>40tAPT14t | T.3Cy.23",39"&64¾"-48" (s)<br>200lb 372NHP<br>3SB,9cf,GS177,HS5070 FD<br>ClydeS.B.&EngCo.Ld.PG. | 25 ″ 2 | |
| 38935<br>113134<br>TWBN | Pass of Brander SteelSc<br>(exIsla,exThistle ssNpt.No.3-10,21<br>Elec.light Mchy.Aft 1Dk(Stl-pt ws)<br>Well deck | 524<br>359<br>206 | ✠100A1<br>11,21 ~~10,21~~<br>Carrying fuel or other oils F.P. above 150°F. in rectangular tanks and elsewhere.<br>✠LMC10,21 | Npt<br>Liv | h | CL<br>~~10,21~~<br>11,21 | 1903<br>3mo<br>Lloyd'sA&CP | GarstonG. Dk.&S.B. Co.Ld.<br>Garston | BulkOilS.S.Co.Ld.<br>~~SeaNav.Co.Ld.~~<br>~~(W.J.Stewart& D.Cable,Mgrs.)~~<br>(SeaNav.Co.Ld Mgrs.) | 170·1<br>Q95'B13'F26'<br>BK7"<br>FPT | 26·1 | 11·2 | London<br>British<br>3BHCem<br>54tAPT4t | C.2Cy.19$\frac{13}{16}$"&43½"-30" (r)<br>150lb 74RHP<br>1SB,3cf,GS49,HS1732<br>Hutson&Sons,Ld.Gls. | 12 ″ 6<br>s4 ″ 5<br>12 ″ 9 | |
| 38936 | Persiana SteelSc<br>Elec.light<br>CruiserStern | 4500<br>4200<br>2790 | 100A1<br>Shelter dk with freeboard<br>(ClassContemplated) | | | | 1921 | Furness S.B.Co.Ld.<br>Haverton Hill-on-Tees | PrinceLine,Ld. (Furness,Withy& Co.Ld.Mgrs.) | 363·0<br>F68' | 52·0 | 30·7 | Liverpool<br>British | T.3Cy.26",43"&73"-48"<br>Richardsons,Westgarth& Co.Ld.Hpl. | | |

T.3Cy.25",41"x36"-48"

Smith's Dock Co Ld M'bro

Oil Engine 25.0 SA · London British · 89·9|22·0| 9·2 · 1921 Strand · 39344 Pamela II · Oil Eng.

Oil Engines 22.0 SA 4Cy.13½"-17½" · London British · British Oil Bunkering Co Ld · 125·0|25·6|11·6 · 1921 J.S.White &Co.Ld. Cowes · 303 · Steel Sc · 38345 Pando

Day,Summers&Co.Ld

Oil Engines 25.0 SA 4Cy.13½"-17½" · London British · British Oil Bunkering Co Ld · 125·0|25·6|11·6 · 1921 J.S.White &Co.Ld. · 304 · A1 · 298 For River & Harbour purposes · 38346 [illegible]

Day,Summers&Co.Ld

T.3Cy.12",19½"x33"-24" · British · J.W.Brooke&Co · 88·0|18·5| 9·5 · 1920 J.W.Brooke &Co.Ld. · Steel · 38347 [illegible]

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière Visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15<br>Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38937<br>151433<br>TEQL | Paludina SteelSc<br>2Dks(Stl)&Webframes 5819<br>Elec.light Mchy.Aft 529<br>Wireless Longitudinal framing | ~~5716~~<br>~~5208~~<br>~~3354~~<br>3491 | ✠100A1<br>12,21<br>~~(ClassContem-plated)~~<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 12,21 F.P. above 150°F | HKg<br>✠LMC12,21 | z | CL | 1921<br>12mo | HongK'ng<br>&Whampoa<br>DockCo.Ld.<br>HongKong<br>Lloyd'sA&CP | Anglo-Saxon<br>PetroleumCo.Ld.<br>CellDBuE&B81 23 | 412·0<br>P110'~~B26'F53~~F57'<br>B33'<br>DTf32'333tFPT100tAPT99t | ~~53·0~~<br>53·3 | 31·0<br>FK | London<br>British<br>ptAsp | T.3Cy.27",44"&73"-48" (s)<br>180lb 120lb 517NHP<br>3SB,9cf GS191,HS7662 FD<br>H.Kg.&Whampoa Dk.CoLd | 31 " 0<br>s6 " 9½<br>24 " 7 | |
| 38938 | Pontos SteelSc<br>(exArta,exLivland)<br>Elec.light Wireless 1Dk&Spar dk | 2338<br>2213<br>1492 | | | | | 1898 | Bremer<br>Vulkan<br>Vegesack | Cargadoors-en<br>ScheepvaartKan-<br>toorLevant(F.Sch-<br>losserMgr.) | 282·3<br>B25'F27' | 41·8 | 23·1 | Rottrdam<br>Dutch<br>WB | T.3Cy.21$\frac{5}{16}$",34$\frac{5}{16}$"&55$\frac{1}{16}$"<br>-39⅜" 190NHP<br>BremerVulkan,Vegesack | | |
| 38939<br>22173 | President Roosevelt SteelSc<br>(Ferry) Screws fore & aft<br>Elec.light 2Dks | 2481<br><br>1687 | | | | | 1921 | StatenIs-<br>landS.B.Co.<br>StatenIsland<br>N.Y. | City of NewYork,<br>(Dept.of Plant&<br>Structures) | 246·4 | 46·1 | 18·4 | NewYork<br>Utd.States | C.4Cy.22½"&50"-30"<br>228NHP<br>StatenIslandS.B.Co. | | |
| 38940 | Pascoli SteelSc<br>(exSzeged) ssFiu.No.3-5,16<br>Wireless 1Dk(Stl)&Spar dk(Irn)<br>&deep framing | 2859<br>2631<br>1783 | ✠100A1<br>Spar dk<br>5,20 | Bizer-<br>ta<br>✠LMC5,20 | u | CL<br>~~2,19~~<br>N1,22 | 1902<br>5mo | W.Dobson<br>&Co.<br>Newcastle<br>Lloyd'sA&CP | AdriaSoc.Anon.di<br>Nav.Marittima<br>CellDBa118'uE& | 325·0<br>P40'B110'F35'<br>B38'f132'612tFPT | 45·0 | 14·4<br>22·0<br>FK | Volosca<br>~~Fiume~~<br>Italian<br>6BHCem<br>33tAPT15t | T.3Cy21½"37½"&63"-42"(r)<br>180lb 90lb 291NHP<br>2SB,6rf,GS116,HS4630<br>NEMarineEng.Co Ld.Nwc | 24 " 9 | |
| 38941<br>80861 | Pilgrim IronSc<br>(exGeneralO'Reilly,exE.G.Crosby,ex<br>Naomi,exWisconsin) 3Dks<br>Elec.light Mchy.Aft Wireless | 1921<br>—<br>1567 | | | | | 1881<br>1916 | Detroit<br>DryDockCo.<br>Wyandotte | Chicago,Racine&<br>MilwaukeeLine | 209·0 | 40·0 | 20·7 | Michigan<br>City<br>Utd.States | C.2Cy.27"&44"-42"<br>NB99 104NHP<br>DetroitDryDcksEng.Wrks | | L |
| 38942<br>219939<br>LWJS | Pulwico SteelSc<br>(exPulaski) Fitted for oil fuel<br>Elec.light Wireless Sub.Sig 1Dk2trB | 2560<br>2203<br>1586 | | | ••• | | 1920 | Toledo<br>S.B.Co.<br>Toledo,Ohio | UnitedStates<br>ShippingBoard | 251·0<br>P25'B64'F23' | 43·6 | 25·8<br>FE | NewYork<br>Utd.States<br>WB | T.3Cy.22",36"&59"-42"<br>315NHP<br>ToledoS.B.Co Toledo | 28 " 2 | R |
| 38943 | P. L. M. 17 SteelSc 4008<br>Elec.light 1Dk(Stl) 2077<br>Mchy.Aft | ~~4003~~<br>3416<br>~~2073~~ | ✠100A1<br>2,22<br>~~(ClassContem-plated)~~ | Mdb<br>✠LMC1,22 | w | CL | ~~1921~~<br>1922<br>2mo | Smith's<br>DockCo.Ld.<br>Middlesbro'<br>Lloyd'sA&CP | Soc.Nationale<br>d'Affrêtements<br>CellDB297'810tTopside tanks243'770tFPT280tAPT190t | 345·0<br>P97'B30'F35' | ~~49·7~~<br>49·5 | ~~27·2~~<br>25·0<br>FE | Havre<br>French<br>6BHCem | T.3Cy.25",41"&68"-~~45~~"(s)<br>180lb 430NHP<br>2SB,(FD)&1AuxSB8cf,GS168,HS5380<br>Smith'sDockCo.Ld.Mdb. | 27 " 3<br>s4 " 10<br>22 " 8 | |
| 38944<br>146189 | Pamela Hope WoodSc<br>Oil.Eng.<br>1Dk | 142<br>138<br>103 | | | | | 1921 | StrandS.B.<br>Co.<br>Chiswick | HopeLighterage<br>Co.Ld.(A.R.C.<br>Johnston,Mgr.) | 89·9 | 22·0 | 9·2 | London<br>British | Oil Engine 2S.C.SA<br>4Cy.7$\frac{1}{16}$"- 87NHP<br>SulzerFrères,Winterthur | | |
| 38945<br>146165 | Pando SteelSc<br>OilEng.<br>Elec.light 1Dk(Stl)<br>Mchy.Aft | 309<br>296<br>197 | ✠ A1<br>For River & Harbour purposes only<br>10,21<br>~~(ClassContem-plated)~~<br>Carrying oil fuel in bulk F.P.above 150°F. | Cws<br>✠LMC10,21 | | | 1921<br>10mo | J.S.White<br>&Co.Ld.<br>Cowes<br>Lloyd'sA&CP | BritishOilBunker-<br>ingCo.Ld. | 125·0 | 25·6 | 11·6<br>FE | London<br>British<br>7BHptCem | Oil Engines 2S.C.SA<br>4Cy.13$\frac{3}{16}$"-13¾" 51NHP<br>DB100lb<br>Day,Summers&Co.Ld.Sot | 12 " 3<br>s 2 " 3<br>10 " 2 | |
| 38946<br>146166 | Poilo SteelSc<br>OilEng. 207<br>Elec light 1Dk(Stl)<br>Mchy.Aft | ~~309~~<br>296<br>~~192~~<br>191 | ✠ A1<br>For River & Harbour purposes only<br>10,21<br>~~(ClassContem-plated)~~<br>Carrying oil fuel in bulk F.P.above 150°F | Cws<br>✠LMC10,21 | | | 1921<br>10mo | J.S.White<br>&Co.Ld.<br>Cowes<br>Lloyd'sA&CP | BritishOilBunker-<br>ingCo.Ld. | 125·0 | 25·6 | 11·6<br>FK | London<br>British<br>7BHptCem | Oil Engines 2S.C.SA<br>4Cy.13$\frac{3}{16}$"-13¾" 51NHP<br>DB100lb<br>Day,Summers&Co.Ld.Sot | 12 " 3<br>s2 " 3<br>10 " 2 | |
| 38947<br>140017 | Puff SteelSc<br>1Dk(Stl) | 96<br>—<br>44 | ✠100A1<br>For fishing purposes<br>3,21<br>~~(ClassContem-plated)~~ | Lwt<br>✠LMC3,21 | | CL | 1920<br>3mo | JWBrooke<br>&Co.Ld.<br>Lowestoft<br>Lloyd'sA&CP | J.W.Brooke&Co.<br>Ld. | ~~86·0~~<br>86·2 | 18·5 | 9·3<br>BK7½" | Lowestoft<br>British<br>3BHCem | T.3Cy.9¾",15"&22"-16"(s)<br>180lb 36NHP<br>1SB,2pf,GS28,HS780<br>Elliott&GarroodLd.Beccles | | |
| 38948 | President Gomez SteelTwinSc<br>Elec.light 1Dk(Stl)&Webframes<br>Mchy.Aft | 1133<br>729<br>544 | ✠100A1<br>4,22<br>~~(ClassContem-plated)~~<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 4,22 F.P.above150°F | Rot<br>✠LMC4,22 | m | 4,22 | ~~1921~~<br>1922<br>3mo<br>A&CP | J.Koster<br>Hzn Schpsw.<br>Gideon<br>Groningen | BataafschePetro-<br>leumMaats.<br>CellDBuE&B38'47tDT | ~~216·4~~<br>217·1<br>PonQ67'Q67'F30'<br>13'155tAPT23t | 33·5 | ~~12·5~~<br>11·6<br>FK | Willemstd<br>D.W.I.<br>Dutch<br>11BHCem | T.6Cy.11$\frac{7}{16}$",18⅛"&~~30"-20"~~ 29$\frac{15}{16}$"-19¼"<br>192lb (s) 134NHP<br>2SB,4cf,HS2140<br>N.V.Mchfbk.~~DOK~~ Dok.Delfzyl | 12 " 5<br>s 1 " 1<br>11 " 7 | |
| 38949<br>MBLF | Piètrina IronAuxTwinScBkn<br>(exCharlotte) ssB'As.No.1-08 OilEng.<br>ssBkn.No,3-1,04 2Dks<br>(See Sailing Ship Register) | 1214<br>—<br>1075 | ✠<br>5,08 | NYk | | | 1890<br>6mo | J.Lange<br>Vegesack | Grondona,Miles&<br>Co. | 221·3<br>P44'F30' | 34·2 | 20·6<br>BK9½" | M.Video<br>Uruguayan | Oil Engines8Cy.14⅛"-15"<br>Emade&fitted- | 22 " 1 | V |
| 38950 | Possidon SteelSc<br>(exRossano)<br>Wireless 1Dk | 3744<br>3470<br>2371 | | | | | 1909 | W.Gray&<br>Co.Ld.<br>WHartlepool | N.P.Roussos&Co. | 246·3<br>P27'B96'F32' | 50·8 | 23·1 | Piræus<br>Greek<br>WB | T.3Cy.25",40"&65"-42"<br>274NHP<br>Cen.Mar.Eng.Wrks.WHpl | | C |
| 38951 | Port de Boulogne SteelSc<br>(exBaytigern,exSaintKentigern)<br>Elec.light Wireless 2Dks | 4411<br>4091<br>2831 | | | | | 1914 | Greenock&<br>Grangem'th<br>DckydCo.Ld.<br>Greenock | FrenchGovern-<br>ment | 375·5<br>P36'B99'F43' | 52·2 | 25·7 | French<br>WB | T.3Cy.25",41"&68"-48"<br>320NHP<br>Rankin&Blackmore,Grk. | | C |
| 38952 | Pierre Loti SteelTwinSc<br>(exEmperorNicholasI.) ssMsl.No,2-21<br>2Dks(Stl-ws)&Shade dk<br>(Stl-ws)3rd dk in Nos.1,2 & 3 holds<br>Elec.light | 5642<br>3688<br>3338 | ✠100A1<br>Shade dk<br>12,21 | Gls<br>Msl<br>✠LMC12,21 | y | 12,21 | 1913<br>12mo | J.Brown&<br>Co.Ld.<br>Clydebank<br>Lloyd'sA&CP | Soc.desServices<br>Contractuels des<br>Messageries<br>Maritimes<br>Cell DBa91'uE59'f154'504tFPT | 381·1 | 51·8 | 27·7<br>FK&BK2 | Marseilles<br>French<br>6BHCem<br>27tAPT45t | T.6Cy.22",36"&58"-48"(s)<br>180lb 788NHP<br>4SB(FD)&1AuxSB,18cf.<br>GS336,HS13000<br>J.Brown&Co.Ld.Clydebnk | 30 " 6 | |
| 38953 | Port de Marseille SteelSc<br>(exBaygowan, ssCdf.No.3-5,18<br>exGowanburn) 1Dk(Stl)&Spar dk<br>Elec.light Wireless (Stl)&deep framing<br>Should be "Baygowan." See No. 36576 in Supplement | 4274<br>4024<br>2723 | ✠100A1<br>Spar dk<br>2,21<br>BS8,19 | NNs<br>✠LMC5,18<br>MBS2,21 | x | CL<br>2,21 | 1905<br>8mo<br>A&CP | Russell&<br>Co.<br>PortGlasgow | CieFrançaise d'<br>Armement et d'<br>Importation de<br>Nitrate de Soude<br>CellDBa114'uE26'f162'949tDTa28 | 370·0<br>P36'B109'F44' | 49·8 | 19·1<br>27·0<br>FK | Brest<br>French<br>6BHCem<br>686tAPT45t | T.3Cy.26",42"&70"-48" (s)<br>180lb 100lb NDB20 410NHP<br>2SB,6cf,GS118,HS5523 FD<br>Rankin&Blackmore,Grk. | 29 " 8<br>s 5 " 10<br>24 " 3 | |
| 38954 | Paris Maru SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks | 7600 | | | | | 1921 | Cammell<br>Laird&Co.Ld<br>Birkenhead | OsakaShosen<br>Kaisha | 450·0<br>P44'B189'F51' | 56·5 | 35·2 | Osaka<br>Japanese<br>WB | 2 Steam Turbines geared<br>to 1 Sc. Shaft<br>CammellLaird&Co.Ld. | | |
| 38955 | Pincio SteelTwinSc<br>(exMacedonia) ssRot.No.3-6,17<br>1Dk(Stl)&Shelter dk(Stl-ws)2nd dk in<br>Nos.1&2holds only&Webframes<br>Cargo battens not fitted in 'tween dks<br>Elec.light Wireless | 6075<br>3578<br>3239 | ✠100A1<br>Shelter dk<br>withfreeboard<br>10,19<br>BS2,20 | Rot<br>✠LMC8,17 | z | CL<br>10,21 | 1912<br>3mo | SirJ.Laing<br>&Sons,Ld.<br>Sunderland<br>Lloyd'sA&CP | LloydLatino<br>CellDBa75'uE&B106'f158'755tFPT | 422·0<br>F45'on Shelter dk | 51·0 | 23·4<br>FK | Genoa<br>Italian<br>8BHCem<br>28tAPT59t | T6Cy.18½",30½"&49"-48"(s)<br>180lb 120lb Tpd.17 500NHP<br>5SB,20cf,GS100,HS16241FD<br>G.Clark,Ld.Sunderland | 34 " 0<br>s 8 " 11½<br>25 " 8 | |
| 38956 | Port D'Alger SteelSc<br>(exBaygola,exAngola) ssBrs.No.2-20<br>Elec.light Wireless 2Dks(Stl)<br>Now named "Louis L.-D.," See No. 38244 in Supplement | 4981<br>4711<br>3172 | ✠100A1<br>4,21<br>BS6,20 | Bry<br>✠LMC<br>MS9,20 | y | CL<br>N4,20 | 1912<br>3mo | D&WHen-<br>dersn&Co.Ld.<br>Glasgow<br>Lloyd'sA&CP | L.Dreyfus&Co.<br>CellDBa123'uE&B36'f182'1054tFPT | 403·5<br>P45'B126'F38' | 52·2 | 27·3<br>FK | Dunkirk<br>French<br>6BHCem<br>96tAPT218t | T.3Cy.25",41"&67"-51" (s)<br>175lb 435NHP<br>3SB,9cf,GS146,HS6397 FD<br>D&W.Hendersn&CoLdGls | 29 " 10<br>s 5 " 11<br>24 " 3 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regis'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7*<br>Date when [illegible] last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38957 | **Port de Brest** SteelSc<br>(exBaydouglas, ssMsl No.3-4.20<br>exEarl of Douglas) 1Dk(Stl)&Spar dk<br>Elec.light (Stl)&deep framing<br>Wireless<br>Should be "Baydouglas," See No. 36577 in Supplement | 4267<br>4017<br>2761 | ✠100A1<br>Spar dk<br>11,20<br>BS4,21 | Msl<br>✠LMC4,20 | x | CL<br>11,20 | 1906<br>2mo<br>Lloyd's A&CP | Russell&Co.<br>PortGlasgow | Cie.Française d'Armement et d'Importation de Nitrate de Soude<br>Cell D Ba&uE140' | 369·7<br>P36'B108'F44' 27·0<br>f162' 949t DTa28' | 49·8 | 19·1<br>FK | Dunkirk<br>French<br>6BHCem<br>686tAPT45t | T.3Cy.26",42"&70"-48" (s)<br>180lb 100lb NDB21 410NHP<br>2SB.6cf,GS118,HS5523 FD<br>Rankin&Blackmore,Grk | 29 ″ 8<br>s 5 ″ 10<br>24 ″ 3 | |
| 38958 | **Port de Dunkerque** SteelSc<br>(exBaysarua, ssCff.No.1-18<br>exMasarua) 2Dks(Stl)<br>Elec.light<br>Wireless<br>Should be "Baysarua," See No. 36578 in Supplement | 5076<br>4706<br>3189 | ✠100A1<br>11,20<br>BS11,20 | Shl<br>✠LMC<br>MS1,1 | y | CL<br>8,20 | 1913<br>1mo<br>Lloyd's A&CP | D&W Hendersn&Co.Ld.<br>Glasgow | Cie.Française d'Armement et d'Importation de Nitrate de Soude<br>Cell DBa123' uE&B36' | 402·7<br>P45'B126'F38'<br>f182'1054tFPT | 52·3 | 27·3<br>FK | Dunkirk<br>French<br>6BHCem<br>96tAPT218t | T.3Cy.25",41"&67"-51" (s)<br>175lb 435NHP<br>3SB,9cf,GS146,HS6397 FD<br>D&W Hendersn&CoLd.Gls | 29 ″ 10<br>s 5 ″ 11<br>24 ″ 3 | |
| 38959 | **Préfet Collignon** SteelSc<br>(exC.A.13)<br>Elec.light 1Dk | 2170<br>1354 | | | | | 1921 | Arsenal de laMarine<br>Rochefort | FrenchGovernment | 266·4 | 39·3 | 22·9 | Bordeaux<br>French | 1 Steam Turbine<br>Bréguet,Paris | | |
| 38960 | **Palehleh** SteelSc<br>Elec.light 1Dk | 1208<br>1013<br>638 | | | | | 1921 | HaarlemscheShpbMij.<br>Haarlem | Koninkl.Paketv.Maats. | 230·0<br>P31'F31' | 38·0 | 16·7 | Batavia<br>Dutch<br>WB | T.3Cy.15¾",25¾"&43"-32½"<br>105NHP<br>N.V.WerfHubertina,Hrlm | | |
| 38961<br>145990<br>KLVG | **Patia** SteelSc<br>2Dks&2ptDks<br>Elec.light Ref.Mchy. | ~~5360~~<br>5355<br>~~4558~~<br>4658<br>~~3288~~<br>3297 | | | | | 1922 | Cammell, Laird&CoLd.<br>Birkenhead | Elders&Fyffes,Ld. | 400·0<br>P42'B157'F44' | 51·1 | 30·3 | Liverpool<br>British<br>WB | T3Cy,27½",46½"&78"-54"<br>417NHP<br>CammellLaird&CoLd.Bkn | | |
| 38962<br>MFST | **Professor Gruvel** IronSc3Mst<br>(exBombay)<br>Elec.light Wireless 2Dks3trB | 3311<br>2077<br>1999 | | | ●●● | | 1882 | C.Mitchell&Co.<br>Newcastle | A/S Congo (S.L.Christensen, Mgr.) | 336·8<br>P88tF79tH98t | 41·4 | 26·5<br>BK11' | Sandefj'rd<br>Norwegian<br>WB | T.3Cy.23½",39"&64"-42"<br>NE&B91 270NHP<br>Blair&Co.Ld.Stockton | 29 ″ 0 | N |
| 38963<br>146<br>SBLG | **Palermo** SteelTwin<br>(exSanGiovanni)<br>Elec.light Wireless 2Dks&Shelter dk | 5967<br>—<br>3682 | | | ●●● | | 1907 | SirJ.Laing &Sons,Ld.<br>Sunderland | "Transoceanica" Soc.Italiana di Nav. | 430·0 | 52·7 | 25·0<br>FK | Naples<br>Italian<br>WB | T.6Cy.24",39"&64"-45"<br>801NHP<br>G.Clark,Ld.Sunderland | 27 ″ 10 | I |
| 38964<br>NDBF | **Poseidon** FerroConcreteSc<br>Wrecked 2,22<br>OilEng<br>Mchy.Aft | 928<br>797<br>700 | | | | | 1921 | Kjöge Skibsbyggeri<br>Kjöge | RederiA/STriton (T.Nielsen,Mgr.) | 196·8<br>P39'F19' | 33·1 | 14·7 | Copnhagn<br>Danish | Oil Engine 4S.C.SA<br>6Cy.14 11/20"-23 13/20"<br>A/SFrichs,Aarhus | | N |
| 38965<br>MVCO | **Petra** CompSc<br>Missing since 12,21<br>(exLancelot,exTvåan)<br>Mchy.Aft CruiserStern 1Dk | 468<br>347<br>254 | | | | | 1919 | Akt.Amåls. Skeppsvart<br>Åmal | M.S.Pedersens RederiA/S (M.S.Pedersen,Mgr.) | 148·4<br>P73tH8tF24t | 26·5 | 11·4 | Tönsberg<br>Norwegian | C.2Cy.12¾"&27 9/16"-17¾"<br>26NHP<br>BohusMek.Verks.Akt.Got | | V |
| 38966 | **Palermo** SteelSc<br>Elec.light 1Dk | 1470<br>—<br>825 | | | | | 1922 | F.Schichau<br>Danzig | Rob.M.Sloman,jr. | 254·0<br>P&B197' | 38·0 | 16·2 | Hamburg<br>German<br>WB | T.3Cy.19 11/16",31⅞"&51 3/16"-29 9/16"<br>143NHP<br>F.Schichau,Elbing | | |
| 38967 | **Prado** SteelSc<br>Should be "Kauldi," See No. 88089 in Supplement<br>Elec.light | 3100<br>2350<br>1860 | 100A1<br>(Class Contemplated) | | | | 1922 | BlythS.B.&D.D.Co.Ld.<br>Blyth | Viuda eHijos de Prado | 331·2<br>P33'B98'F29' | 46·7 | 23·2 | Bilbao<br>Spanish | T.3Cy.25",41"&68"-45"<br>G.Clark,Ld.Sunderland | | |
| 38968<br>151437<br>THQN | **Petricola** SteelSc<br>2Dks(Stl)&Webframes<br>Elec.light Wireless<br>Mchy.Aft Longitudinal framing | ~~5818~~<br>5819<br>5295<br>~~3400~~<br>3491 | ✠100A1<br>3,22<br>~~(Class Contemplated)~~<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 3,22 F.P. above 150°F. | Hgk<br>✠LMC3,22 | z | CL | 1922<br>8mo<br>Lloyd'sA&CP | HongK'ng&Whampoa DockCo.Ld.<br>HongKong | Anglo-Saxon PetroleumCo.Ld.<br>Cell.DBuE&B81' | 412·0<br>P110'~~B26'F53'~~F57'<br>B33'<br>26tDTf32'333tFPT | ~~53·0~~<br>53·3 | 31·0<br>FK | HongKong<br>British<br>ptAsp<br>100tAPT99t | T.3Cy.27",44"&73"-48" (s)<br>180lb 120lb 517NHP<br>3SB,9cf,GS191,HS7662 FD<br>HongKong&Whampoa DockCo.Ld.HongKong | 31 ″ 0 | |
| 38969 | **Pacific** SteelSc<br>(Drifter)<br>1Dk | 209<br>—<br>82 | | | | | 1916 | Gebr.Boot<br>Leiderdorp | N.V.Viss.Maats. "DeBlauweSter" Vereen.ExploitatieMaats. | 122·1 | 22·0 | 11·0 | Ymuiden<br>Dutch | T.3Cy.<br>Mchfabrk"Jaffa,"Utrecht | | |
| 38970 | **Peter** SteelSc<br>Elec.light 1Dk | 796 | | | | | 1921 | D.W.KremerSohn<br>Elmshorn | | 205·7<br>Q63'B56'F26 | 30·9 | 15·0 | Hamburg<br>German<br>WB | T.3Cy.14½",23⅕"&37⅗"-25½"<br>72NHP<br>Steen&KaufmannElmshrn | | |
| 38971 | **Piombino** SteelSc<br>Elec.light 2Dks | 6230<br>5922<br>4402 | | | | | 1921 | Soc.Anon. Ilva<br>Piombino | Lloyd Mediterraneo | 395·3 | 51·8 | 34·8 | Genoa<br>Italian<br>WB | Turbines<br>F.Tosi,Legnano | | I |
| 38972 | **Peursum** SteelSc<br>Elec.light<br>Wireless | 2000 | 100A1<br>Shelter dk<br>(Class Contemplated) | | | | 1922 | A.Vuijk&Zonen<br>Capelle a/d Ysel | Stoomv.Maats. "Oostzee"(Vinke&Co.Mgrs.) | 280·0<br>F24' | 40·0 | 21·4 | Amstrdam<br>Dutch | T.3Cy.21",35"&57"-39"<br>Maats.deSchelde,Flushing | | |
| 38973<br>151699 | **Pei-Ming** SteelSc<br>2Dks | 651<br>580<br>367 | | | | | 1922 | Huh Hsing E &S.B.Wks.<br>Shanghai | JohnTaylor | 152·1 | 27·4 | 15·9 | Shanghai<br>British<br>WB | T.3Cy.14¾",24¼"&39"-24"<br>77RHP<br>HuhHsingE.&SB.Wks.Shi | | |
| 38974 | **Perai** SteelSc<br>1Dk | | A–<br>For towing purposes on the River Gambia<br>1,22 | Lon<br>LMC1,22 | | | 1922<br>1mo | E.Hayes,Ld.<br>Stony Stratford | BathurstTrading Co.Ld. | 54·0 | 12·0 | 5·6<br>BK4' | Liverpool<br>British | C.2Cy.9"&18"-11" (s)<br>125lb 16NHP<br>1SB,1pf,GS ,HS370<br>E.HayesLd.StonyStratfrd | | |
| 38975<br>NCWV | **Parana** SteelSc<br>Elec.light 3Dks | 5497<br>5025<br>3425 | | | | | 1921 | F.Schichau<br>Danzig | A/S D/S Orient | 398·7 | 55·9 | 29·1 | Copnhagn<br>Danish<br>WB | Geared Turbine<br>F.Schichau,Elbing | | G |
| 38976 | **Pays de Liège** SteelSc<br>(exOsiris)<br>Elec.light Wireles 2Dks | 5952<br>4921<br>3814 | | | | | 1902 | Blohm&Voss<br>Hamburg | LloydRoyalBelge, Soc.Anon. | 410·8<br>P&B248 F53' | 50·9 | 28·5 | Antwerp<br>Belgian<br>WB | T.3Cy.25",41¾"&72¾"-54"<br>384NHP<br>Blohm&Voss,Hamburg | | |
| 38977 | **Port Hunter** SteelTwinSc<br>Elec.light<br>Ref.Mchy. CruiserStern | 8423<br>7799<br>5350 | 100A1<br>Shelter dk<br>(Class Contemplated) | | | | 1922 | Hawthorn, Leslie&Co.Ld<br>Newcastle | Commonwealth &DominionLine Ld. | 481·2<br>F55' onShelter dk | 62·3 | 33·0 | London<br>British | 6 Steam Turbines<br>Hwthrn,Leslie&C.Ld.Nwc | | |
| 38978 | **Port de Cherbourg** SteelSc<br>(exMalgache, ssNpt.No.2-20<br>exBaymano, Wireless 2Dks(Stl)&<br>exCayoRomano) deep framing | 3752<br>3495<br>2362 | ✠100A1<br>10,20 | Npt | ●●● | CL<br>10,20 | 1911<br>10mo<br>Lloyd's A&CP | W.Dobson&Co.<br>Newcastle | Cie.Marit.des Transports Coloniaux<br>CellDBa114' | 354·4<br>P41'B112'F41'<br>uE&B46'f150' 720t | 48·0 | 26·0<br>FK | Marseilles<br>French<br>6BHCem<br>APT85t | T.3Cy.25",41"&68"-45" (s)<br>180lb 371NHP<br>3SB,9cf,GS127,HS4950 FD<br>N.E.MarineEng.CoLdNwc | 28 ″ 5<br>s 5 ″ 1<br>23 ″ 9 | |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré, Lettre d'Équipement | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | Registres où coté, si ce n'est dans le L. R.<br>Durée, Cert. B. of Trade |
| 38979 | **Pannonia** SteelSc<br>ssPhl.No.3-10,17<br>(exKeresaspa, 1*Dk*(*Stl*)&<br>exFranconia) *Spar dk*(*Stl*)&<br>*Web frames* | 4637<br>4125<br>3019 | ✠100A1<br>*Spar dk*<br>9,19<br>~~BS6,20~~ | NYk<br>✠LMC2,22<br>~~MS2,22~~ | *x* | 2,22<br>CL<br>N3,22 | 1903<br>4mo | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>A&CP | OceanaSeaNav.Co.<br>Ld.<br>*CellD* | 360·8<br>P32'B96'F33'<br>*Ba*118'*uE*24'*f*160' | 48·0 | 20·2<br>28·1<br>FK | Budapest<br>Hungarian<br>6*BHCem*<br>822*tAPT*63*t* | T.3Cy.24½",40"&68"–48" (*s*)<br>180lb 357NHP<br>3SB,9*cf*,GS162,HS5629<br>N.E.MarineEng.CoLdNwc | 30 ″ 10 | |
| 38980 | **President Bolivar** SteelTwinSc<br>*Elec.light*<br>*Mchy.Aft* | 1133<br>728<br>544 | 100A1<br>(*ClassContemplated*)<br>*CarryingPetroleum in bulk* | | | | 1922 | J.Koster,<br>Hzn.<br>Groningen | Bataafsche<br>PetroleumMij | 216·4 | 33·5 | 12·5 | Willemstd<br>Dutch | T.3Cy 11⅗",$18\frac{1}{10}$"&30"–$19\frac{7}{10}$"<br>L.Straatman,Dordrecht | | |
| 38981<br>RLKO | **Preneste** SteelSc<br>(*ex*AnsaldoIX.)<br>*Elec.light Mchy.Aft* 3*Dks* | 6173<br>4550<br>3553 | | | | | 1920 | G.Ansaldo<br>&Co.<br>SestriP'nente | RomaSoc.di<br>Navigazione | 393·2<br>P122'B30'F35' | 51·7 | 31·1 | Genoa<br>Italian | 3 Steam Turbines<br>G.Ansaldo&Co.<br>Sampierdarena | | I |
| 38982<br>671<br>VPLK | **Polstjärnan** WoodAuxSc4MstSr<br>*Motor*<br>1*Dk*<br>(*See Sailing Ship Register*) | 1008<br>—<br>882 | | | | | 1920 | Skinnar-<br>viksVarf.<br>Dragsfjärd | G.Lindbäck | 202·9 | 40·3 | 16·0 | Marieh'mn<br>Finnish | Motor<br>4Cy.16⅜"–$14\frac{13}{16}$"<br>BergsundsM.V.Aktb.Skm. | | V |
| 38983<br>QLND | **Pfalz** SteelSc<br>(*ex*Ramses)<br>*Elec.light* 2*Dks*&*Shelter dk* | 7128<br>6591<br>4449 | | | | | 1912 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | Norddeutscher<br>Lloyd | 470·5<br>H—F50' | 60·8 | 28·3<br>36·6 | Bremen<br>German<br>*WB* | T.3Cy.31⅓",50¾"&84"–53⅞"<br>516NHP<br>FlensburgerSchiffsb.Ges. | | |
| 38984<br>144245<br>KRTN | **Point of Ayr** SteelSc<br>(*ex*SolwayFirth)<br>*Mchy.Aft Well deck* 1*Dk*(*Stl*) | 329<br>216<br>130 | ✠100A1<br>10,21 | Bwg<br>✠LMC8,21 | *d* | CL<br>10,21 | 1921<br>8mo<br>*Lloyd* | J.Cran&<br>SomervilleLd<br>Leith<br>*'sA&CP* | Point ofAyr<br>Collieries,Ld. (T.<br>D.Roberts, *Mgr.*) | 130·2<br>Q48'B8'F22' | 22·6 | 9·6<br>FK<br>*FPT*33*t* | Liverpool<br>British<br>3*BH Asp*<br>*APT*16*t* | O.2Cy.15"&32"–24" (*s*)<br>130lb 60RHP<br>1SB,2*pf*,GS44,HS1168<br>J.Cran&Somerville,LdLth | 10 ″ 6<br>s ″ 7<br>10 ″ 2 | |
| 38985 | **Pena Labra** SteelSc<br>(*ex*Norriston, ssGrk.2ndNo.3–4,21<br>*ex*Eddystone)<br>Wireless 1*Dk*(*Stl*)&*pt Awng dk*<br>(*Irn*)&*Web frames* | *2323*<br>*1704*<br>*1451* | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>4,21<br>MS8,20 | Grk<br>✠LMC<br>~~BS8,20~~ | *s* | 4,21<br>4,22 | 1895<br>7mo<br>*Lloyd* | Richards'n<br>Duck&Co.<br>Stockton<br>*'sA&CP* | Cia.Santanderina<br>deNav. (A.Piris<br>*Mgr.*)<br>*CellDB* | 290·0<br>P29'Q86'<br>*ptAwngdk*175'<br>100'*uE*&*B*38'*f*108' | 42·0 | 16·8<br>FK | Santander<br>Spanish<br>5*BHptCem*<br>*ptAsp*<br>559*tAPT*67*t* | T.3Cy.22",36"&59"–39" (*s*)<br>160lb *100lb* NDB08 219NHP<br>2SB,6*cf*,GS102,HS3300<br>Blair&Co.Ld.Stockton | 20 ″ 0<br>s 7 ″ 5<br>19 ″ 5 | |
| 38986<br>145481 | **Phyllis Seed** SteelSc<br>(*ex*Langfond) *Fitted for oil fuel*<br>*Elec.light* Wireless 1*Dk* | 2194<br>1956<br>1254 | | | | | 1920 | Swan,Hunter&Wigham<br>Richardson<br>Ld.Sunderln | TheSeedShppgCo<br>Ld. | 285·3<br>P36'B74'F28' | 41·5 | 20·2 | Newcastle<br>British<br>*WB* | T.3Cy.22",35"&58"–39"<br>210NHP<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | | N |
| 38987 | **Pan American** SteelTwinSc<br>(*ex*PalmettoState) *Fitted for oil fuel*<br>*Elec.light* 4*Dks*<br>*Cruiser Stern Longitudinal framing* | 13400 | | | | | 1921 | Bethlehem<br>S.B.Corp.Ld.<br>Sparrow's<br>Point,Md. | UnitedStates<br>ShippingBoard | 518·0 | 72·0 | 50·0 | Baltimore<br>Utd.States<br>*WB* | 4 Steam Turbines geared<br>to 2 Sc. Shafts<br>BethlehemS.B.Corp.Ld.<br>Quincy,Mass. | | |
| 38988 | **Parigi** SteelSc<br>*Elec.light* 1*Dk* | 1180<br>—<br>630 | | | | | 1922 | N.V.Werf<br>Conrad<br>Haarlem | KoninklykePaket-<br>vaartMaats. | 230·0<br>P31'B65'F27' | 38·0 | 16·7 | Batavia<br>Dutch<br>*WB* | T3Cy15¾",25⅝"&$43\frac{5}{16}$"–$32\frac{11}{16}$"<br>108NHP<br>Gebr.Stork&Co.Hengelo | | |
| * 38989<br>220396<br>MBDP | **President Leguia** WoodSc<br>(*ex*Snoqualmie)<br>*Elec.light* 2*Dks*3*trB in foreholds*<br>Wireless *Salted* | 3599<br>3310<br>2674 | ✠ 12A1<br>7,20 | Sea<br>LMC7,20 | | | 1919<br>8mo | Puget<br>SoundBridge<br>&DrdgingCo.<br>Seattle,Wash<br>CP | Gaige&Sevilla,Ld | 312·3<br>F40' | 49·6 | 29·5 | Callao<br>Peruvian | T.3Cy.19",32"&56"–36" (*s*)<br>200lb HS5566 294NHP<br>2 Water Tube Boilers<br>WorthingtonPump&<br>Mach.Co.Buffalo | 32 ″ 9<br>s 7 ″ 4 | |
| 38990 | **Preussen** SteelSc4Mst<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | 7900<br>4900 | | | | | 1922 | Flensburgr<br>Schiffsb.Ges<br>Flensburg | Hamburg-Amerik.<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | 469·8<br>P82'B107'F46' | 58·0 | 31·2 | Hamburg<br>German<br>*WB* | T.3Cy.$32\frac{7}{20}$",42⅘"&$86\frac{13}{20}$"–<br>$55\frac{3}{20}$" 558NHP<br>FlensburgerSchiffsb.Ges. | | |
| 38991<br>132183 | **Prospects Ahead** WoodScK<br>(*ex*Glint)<br>9&12yrs.Mat. 1*Dk* | 95<br>95<br>40 | ✠ 11A1<br>*For fishing purposes*<br>12,19 | Abn<br>LMC7,19 | | | 1919<br>8mo<br>*Lloyd* | J.&G.<br>Forbes<br>Sandhaven<br>*'sA&CP* | J.B.Fynall | 86·9 | 19·8 | 9·9 | Buckie<br>British | T.3Cy.9½",15½"&26"–18" (*s*)<br>180lb 43NHP<br>1SB,2*pf*,GS30,HS814<br>BrownBros.Edinburgh | 10 ″ 4 | |
| 38992 | **Perseveranza** Ferro-Concrete<br>*OilEng.* TwinSc<br>*Elec.light Mchy.Aft* 1*Dk*<br>*Carrying Petroleum in bulk* | 2500 | | | | | 1922 | Soc.Navi<br>ItalianeCem-<br>entoArmato<br>Lavagna | Soc.NaviItaliane<br>CementoArmato | 246·0<br>P52'F43' | 45·9 | 26·2 | Italian<br>*WB* | Oil Engines 4S.C.<br>8Cy.12⅕"–14⅕" 56NHP<br>FrancoTosi,Legnano | | |
| 38993 | **Pinnau** SteelSc<br>*Elec.light Mchy.Aft* 1*Dk* | 1190<br>640 | | | | | 1922 | Werft<br>Nobiskrug<br>Rendsburg | BugsierReederei&<br>BergungsA.G. | 250·0<br>P&B59'F8' | 37·5 | 12·8 | Hamburg<br>German<br>*WB* | T.3Cy.17¾",28½"&45¼"–29½"<br>110NHP<br>OttensenerMch.Altona | | |
| 38994<br>LBPJ | **Parra** SteelTwinSc<br>(*ex*SanPaulo) *OilEng*<br>*Elec.light Ref.Mchy* 2*Dks*&*Shelter dk*<br>Wireless *CruiserStern* | 3985<br>3532<br>2404 | Lloyd'sRMC3,22 | | | | 1920 | N.V.v/h<br>Rijkee&Co.<br>Rotterdam | D/S A/S Otto<br>Thoresen'sLinje<br>(Otto&ThorThore-<br>senA/S, *Mgrs.*) | 376·4<br>P105*t*H324*t*F23*t* | 51·5 | 22·7 | Chrstiania<br>Norwegian<br>*WB* | Oil Engines<br>6Cy.22"–39⅜" 456NHP<br>Werkspoor,Amsterdam | | N |
| * 38995<br>BBKH | **Paraná** SteelSc<br>(*ex*EdmundSiemers)<br>*Elec.light* 2*Dks*(*Stl*)3*rd dk inNo.*1 *hold*<br>*Well deck* | 5986<br>5520<br>3693 | 100A1<br>6,21 | Ham<br>LMC6,21 | *b*† | CL | 1921<br>6mo | Vulcan-<br>Werke<br>Hamburg | Hamburg-Süd-<br>Amerik.Dampf-<br>schiffahrtsGes,<br>*CellDB* | 450·0<br>P&B366'F59'<br>405'1606*tFPT*63*t* | 58·2 | 27·0<br>FK | Hamburg<br>German<br>8*BHptCem*<br>*ptAsp* | T3Cy.31½",52⅜"&84¼"–$59\frac{1}{16}$"<br>206lb (*s*) 820NHP<br>4SB,12*cf*,GS264,HS12000FD<br>Vulcan-Werke,Hamburg | 29 ″ 6 | |
| * 38996<br>140333<br>JQSC | **Parracombe** SteelSc<br>(*ex*Yore)<br>*Well deck* 1*Dk*(*ptStl*)<br>*Mchy.Aft* | 702<br>490<br>329 | ✠100A1<br>4,20 | Sws<br>✠LMC8,17 | *j* | CL<br>4,20 | 1917<br>8mo<br>*Lloyd* | C.Rennold-<br>son&Co.<br>S.Shields<br>*'sA&CP* | DevonShippingCo.<br>Ld.(Thomas&Ridd<br>*Mgrs.*)<br>*CellDB* | 180·4<br>Q105'B11'F23'<br>*f*103' 155*t FPT*63*t* | 28·1 | 12·1<br>FK | London<br>British<br>3*BHCem*<br>*APT*4*t* | T.3Cy.14",23"&38"–27" (*s*)<br>180lb 103NHP<br>2SB,4*pf*,GS62,HS1900<br>W.Beardmore&Co.Ld.Gls. | 14 ″ 6<br>s ″ 8½<br>14 ″ 6 | |
| 38997 | **Port Auckland** SteelTwinSc<br>*Elec.light*<br>*Ref.Mchy.* Wireless *CruiserStern* | 7697 | 100A1<br>*Shelter dk with freeboard*<br>(*ClassContemplated*) | | | | 1922 | Workman,<br>Clark&Co.Ld<br>Belfast | Commonwealth&<br>DominionLine,Ld. | 480·7<br>F56'*onShelter dk* | 62·3 | 32·9 | London<br>British | T.6Cy.22½",38"&63½"–48"<br>Wrkman,Clark&Co.LdBel | | |
| 38998 | **Pilot Boat No. 4** SteelScK<br>(*ex*JohnEbbs)<br>1*Dk* | *324*<br>*288*<br>*132* | | | ••• | | 1917 | Cochrane&<br>Sons,Ld.<br>Selby | BelgianPilotage<br>Service | 138·5<br>Q78'F19' | 23·7 | 12·8 | Belgian | T.3Cy.13",23"&37"–26"<br>87NHP<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 38999 | **Pilot Boat No. 5** SteelScK<br>(*ex*JamesAdams)<br>1*Dk* | *324*<br>*288*<br>*133* | | | ••• | | 1917 | Cochrane&<br>Sons,Ld.<br>Selby | BelgianPilotage<br>Service | 138·5<br>Q78'F19' | 23·7 | 12·8 | Belgian | T.3Cy.13",23"&37"–26"<br>87NHP<br>CrossleyBros.Ld.Mch | 13 ″ 6 | |

For following numbers see back of first page of this letter

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Year Equipment now expired. Equipment Letter. | 8<br>Date when null Entry has been. | 9<br>Built.<br>When.<br>Ship.<br>Engines. | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of L.of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39026<br>145201 | **Queenforth** SteelSc<br>(*Tug*)<br>1*Dk* | 204<br>165<br>9 | | | | | 1911 | GooleS.B.&<br>Repg.Co.Ld.<br>Goole | Port of Queenboro'<br>DevelopmentCo.Ld<br>(E.R.Ketchell *Mg.*) | 100·0 | 23·1 | 10·4 | London<br>British<br>*WB* | T.3Cy.13½",22"&37"–24"<br>90RHP<br>Earle'sCo.Ld.Hull | | |
| 39027<br>145204 | **Queensview** SteelSc<br>1*Dk* | 128<br>111<br>87 | | | | | 1915 | GooleS.B.<br>&RepgCo.Ld.<br>Goole | Port of Queenboro'<br>DevelopmentCo.Ld<br>(E.R Ketchell *Mg.*) | 118·8 | 16·1 | 6·8 | London<br>British<br>*WB* | C.2Cy.9"&18"–12"<br>12RHP<br>Earle'sCo.Ld.Hull | | |
| 39028<br>135395<br>KJHV | **Quest** WoodAuxScSp<br>*Stm.Eng.*<br>(*ex*Focal.) 1*Dk*<br>(*SeeSailingShipRegisterSupplement*) | 240<br>209<br>126 | | | | | 1917 | E.Lindstöl<br>Risör | SirE.H.Shackleton | 110·7 | 24·9 | 11·8 | Cowes<br>British | C.2Cy.11½"&23"–15"<br>17RHP<br>KalnæsM.V.Tönsberg | | N |
| 39029 | **Queriman** SteelTwinSc<br>(*Ferry*)<br>*Elec.light* 1*Dk*(*Teak*) | 430<br>350<br>380<br>340<br>152 | ✠A 1<br>*For River purposes*<br>5,22 ✠LMC5,22<br>~~(*ClassContemplated*)~~<br>*Fitted for oilfuel*5.22F.P.above150°F *Lloyd's A&CP* | Psy | | CL | ~~1921~~<br>1922<br>5mo | Bow,Mc-<br>Lachlan&<br>Co.Ld.<br>Paisley | CrownAgents for<br>theColonies | 134·0<br>*CellDBf*6'12t*FPT*12t*APT*27t | ~~35·0~~<br>37·8 | ~~9·2~~<br>9·3 | ~~London~~<br>British<br>FK 4*BHCem* | C.4Cy.14½"&30"–21"<br>150lb 145NHP<br>2SB,4*cf*,GS86,HS2555 FD<br>Bow,McLachlan&Co.Ld. | (*s*) 9 ″ 6 | |
| 39030<br>143413<br>KOLQ | **Quebec City** SteelSc<br>(*ex*Haimon)<br>*Elec.light* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) | 4936<br>4678<br>3134 | ✠<br>*Shelter dk*<br>*withfreeboard*<br>3,16 ✠ | Rot | 2 | | 1911<br>2mo | Flensburger<br>Schiffsb.Ges.<br>Flensburg | St.JustS.S.Co.Ld.<br>(W.R.Smith&<br>Sons,*Mgrs.*) | 402·3<br>*CellDBa*131' *uE*20' *f*185'1119*t* | 54·0 | 26·7 | Bideford<br>British<br>FK 7*BHCem* | T 3Cy.28⅜",47¼"&78"–54"<br>580NHP<br>3SB.9*cf*,GS189,HS8106 FD<br>FlensburgerSchiffsb.Ges. | 29 ″ 0 | C |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux. Gréement etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7" Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39076<br>145206 | Richforth SteelSc<br>(Tug)<br>1Dk | 107<br>96<br>29 | | | | | | ......... | Port of Queenboro<br>DevelopmentCo.Ld<br>(E.R.Ketchell Mg.) | 83·6 | 18·7 | 8·3 | London<br>British<br>WB | T.3Cy.10",16"&26"-16"<br>50RHP | | |
| 39077<br>145168<br>KHJF | Robert Dollar SteelTwinSc4Mst<br>(exKurland)<br>Elec.light 2Dks(Stl)&Awng dk(Stl)<br>&3rdDk(Stl)inNo.1hold | 10893<br>10044<br>6791 | 100A1<br>Awng dk<br>withfreeboard<br>10,21 ~~3,21~~ | Lth<br>NYk<br>LMC3,21 | g† | CL<br>3,21 | 1920 | J.C.Teck-<br>lenborgA.G.<br>Geestemünde | DollarS.S.Lines,<br>Ld.(Robert Dol-<br>larCo. Mgrs)<br>CellD | 523·5<br>P64'B14'F44'<br>FK<br>B FPT | 65·7 | 37·5 | Vncvr.B.C.<br>~~London~~<br>British<br>9BH pt Cem<br>to Awng dk<br>APT | T.6Cy.28",45¼"&74"-51½"<br>200lb 1020NHP<br>5SB,15cf,GS296,HS13993 FD<br>J.C.TecklenborgA.G. | 40 ″ 3<br>s 11 ″ 5½<br>29 ″ 3 | |
| 39078<br>143155<br>KBCH | Rialto SteelSc<br>ssNpt.No.3-4,21<br>(exOlympos) 1Dk(Stl)&Shelter dk(Stl)<br>Elec.light Wireless | 2948<br>2736<br>1773 | 100A1<br>Shelter dk<br>withfreeboard<br>11,21 ~~4,21~~ | Npt<br>Syd<br>LMC4,21 | u | CL<br>4,21 | 1911<br>Lloyd | Akt.Ges.<br>"Neptun"<br>Rostock<br>'sA&CP | Ellerman&Buck-<br>nallS.S.Co.Ld.<br>CellDB292'865t | 339·0<br>F33'onShelter dk<br>FK | 48·1 | 20·9 | London<br>British<br>Cem<br>Collision BH to S dk<br>5 ″ ″ U ″ | T.3Cy.$23\frac{3}{16}$",38"&62"-$41\frac{5}{16}$"<br>190lb (s) 309NHP<br>2SB,6cf,GS96,HS4162 FD<br>A.G."Neptun,"Rostock | 23 ″ 9<br>s 2 ″ 1<br>21 ″ 10 | |
| 39079 | Rietfontein SteelSc<br>(exMaristo,exTaiyuMaru)<br>Elec.light Wireless 2Dks(Stl)<br>Ref.Mchy. | 5390<br>5188<br>~~4746~~<br>3746 | ✠100A1<br>~~6,21~~ ~~8,20~~ 11,21<br>✠LMC ~~8,18~~ 6,21<br>Lloyd'sRMC ~~6,21~~ 3.22 for temp.32°F. | Shl<br>~~Rot~~ Ham | z | CL<br>~~8,20~~<br>6,21 | 1917<br>12mo<br>Lloyd | OsakaIron<br>Works,Ld.<br>Osaka<br>'sA&CP | HollandZuid<br>AfrikaLijn<br>CellDB360'982tD | 407·2<br>P40'B137'F46'<br>FK<br>Ta27'767tFPT106t | 50·8 | 32·5 | Rotterdam<br>~~Amsterdam~~<br>Dutch<br>7BHCem<br>APT26t | T.3Cy.27",45"&75"-51" (s)<br>180lb ~~120lb~~ 553NHP<br>3SB,9cf,GS190,HS8100 FD<br>OsakaIronWrks,Ld.Osaka | 32 ″ 7<br>s 6 ″ 10<br>26 ″ 1 | |
| 39080 | Recott SteelSc<br>OilEng.<br>Elec.light 1Dk(Stl) | 5857<br>56 | ✠ A-<br>For towing purposes<br>9,21<br>✠LMC9,21<br>~~(ClassContemplated)~~ | Faversham | | | 1921<br>9mo | J.Pollock,<br>Sons&Co.Ld.<br>Faversham | A.J.Humphrey&<br>H.Grey,Jr.<br>CellDBf11'6t | 70·0 | ~~16·2~~<br>[16·4] | 8·3<br>BK5" | London<br>British<br>3BH | Oil Engines 2S C.SA<br>4Cy ~~$16\frac{1}{32}$"-$18\frac{3}{4}$~~ 16½"-$18\frac{15}{16}$"<br>91NHP<br>J&CGBolindersCoLd.Skm | 9 ″ 0 | |
| 39081<br>141957 | Ramsey Bay SteelScK<br>ssGms.No.3-8,20<br>(exForkLightning) 1Dk(Stl) | 97 | ✠100A1<br>For fishing purposes<br>8,20<br>✠LMC8,20 | Gms | | CL<br>8,20 | 1918<br>11mo<br>Lloyd | JW Brooke<br>&Co.Ld.<br>Lowestoft<br>'sA&CP | H.Dingle | 86·0 | 18·5 | 9·3<br>BK7½" | British<br>3BHCem | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>Plenty&Son,Ld.Newbury | 10 ″ 0 | |
| 39082 | Roxen SteelSc<br>Should be "Athaulf," See No, 36196 in Supplement<br>Elec.light | 4530 | 100A1<br>Shelter dk withfreeboard<br>(ClassContemplated) | | | | 1921 | Akt.Lind-<br>holmen-<br>Motala<br>Gothenburg | Rederiaktieb.<br>Transatlantic<br>(G.Carlsson,Mgr.) | 377·8<br>F38' | 54·2 | 24·4 | Gothenbrg<br>Swedish | T.3Cy.27",44"&72"-48"<br>Akt.Lindholmen-Motala | | |
| 39083<br>141396 | R. W. Hendry WoodSc<br>1Dk | 479<br>315<br>353 | | | | | 1921 | B.N.<br>Melanson<br>P.GilbertN.S | B.N.Melanson | 139·0 | 28·4 | 11·4 | Digby,N.S<br>British | T.3Cy.12½",19⅜"&30⅞"-20"<br>NewBurrell 50RHP<br>JohnsonIrnCoYarmthNS | | |
| 39084<br>137212 | ~~Ringdove~~ Ringdove's Aid ~~SteelSc~~<br>CompSc<br>2Dks | 556<br>537<br>214 | | | | | 1888 | H.M.Dock-<br>yard<br>Malta | FalmouthDocks<br>~~Co.~~&EngineeringCo. | 168·1 | 32·0 | 16·3 | Falmouth<br>British | T.3Cy.18½",27"&42"-18"<br>75NHP | | |
| 39085<br>LCFW<br>WNGS | Redemptor WoodAuxTwinSc<br>(exMabelBrown) ssXia21 OilEng. 5MstSr<br>In port damaged 2,22<br>Elec.light Salted&specially treated<br>Mchy.Aft ptGIB Hardwood treenails<br>(See Sailing Ship Register Supplement) | 1485<br>1303<br>1192 | ✠ ~~12A1~~<br>7,21 ~~6,20~~<br>~~LMC6,20~~ ~~7,21~~ | Lon<br>Xia | p | ~~6,20~~<br>7,21 | 1917<br>3mo<br>Lloyd | Wallace<br>Shipyards,Ld<br>Vancouver, B.C.<br>'sA&CP | A/S M/S Redemp-<br>tor(H.O.Rogde,<br>Mgr.) | 240·0<br>P30'F30' | 43·3 | 19·0 | Bergen<br>Norwegian | Oil Engines 2S.C.SA<br>4Cy 16½"-$18\frac{1}{8}$" 91NHP<br>DB 130lb<br>J&CGBolindersCoLdSkm | 21 ″ 2<br>s 4 ″ 7 | |
| 39086 | Roma SteelTwinSc<br>ssTri.2nd.No.3-3,14<br>(exGrafWurmbrand) ssTri.No.3-6,20<br>Elec.light Well deck 2Dks(UStl-ws) | 951<br>660<br>397 | ✠100A1<br>6,21<br>~~BS6,21~~ BS2,22 ✠LMC6,20 | Tri | n | 6,20 | 1895<br>9mo<br>Lloyd | Stabilmnto<br>Tecnico<br>Trieste<br>'sA&CP | Soc.Anon.diNav.<br>Rimorchi e Salva-<br>taggi(D.Tripco-<br>vich,Mgr.) | 241·0<br>Q40'B58'F30'<br>FK<br>MT11'50tFPT5t | 30·0 | 14·6 | Trieste<br>Italian<br>4BHCem<br>APT7t | T.6Cy.17½",28"&46"-30" (s)<br>165lb 343NHP<br>2DB,8cf,GS140,HS5400 FD<br>StabilimentoTecnico,Tri. | 15 ″ 6 | |
| 39087<br>145353<br>KJHP | Rigdin WoodAuxSc3Mst<br>(exIngrid) OilEng.<br>(SeeSailingShipRegisterSupplement) | 397<br>347<br>311 | | | | | 1907 | E.Soder-<br>ström<br>Geta | Allen,Adams&Co,<br>Ld. | 141·2 | 29·9 | 13·2 | S'thamptn<br>British | OilEngine<br>4Cy.$14\frac{3}{16}$"-15⅜" 65NHP<br>Emade20<br>TurhamMachinefbrk.Cpn. | | |
| 39088<br>MKGB | Randsfjord SteelSc<br>(exKongsfos) ssXia.No.1-19<br>Elec.light 1Dk(Stl)&2nd dk(Stl)<br>Wireless in Nos.1&4 holds | 3197<br>2998<br>1987<br>1991 | ✠100A1<br>2,22 ~~9,20~~<br>MS7,19 ✠LMC BS7,21 | Xia | v | CL<br>7,21 | 1914<br>6mo<br>Lloyd | R.Thomp-<br>son&Sons,Ld<br>Sunderland<br>'sA&CP | DenNorske<br>Amerikalinje<br>CellD | 339·4<br>P29'B210'F34'<br>FK<br>Ba102'uE23'f142'6 | 48·5 | 21·9 | Chrstiania<br>Norwegian<br>6BHCem<br>73tAPT87t | T.3Cy.24",39"&65"-42" (s)<br>180lb 100lb 301NHP<br>2SB,6cf,GS116,HS4700<br>N.E.MarineEng.CoLd.Sld. | 24 ″ 4<br>s 2 ″ 11½<br>21 ″ 8 | |
| 39089 | Recca SteelSc<br>Elec.light 1Bk(Stl)&Shelter dk(Stl)<br>Wireless | 5441<br>5022<br>3428 | ✠100A1<br>Shelter dk<br>withfreeboard<br>1,22 ~~6,21~~<br>✠LMC7,21 | Tri<br>Pal | y | CL | 1921<br>6mo | Stabilmnto<br>Tecnico<br>Trieste<br>A&CP | Navigazione<br>LiberaTriestina,<br>Soc.inAzioni<br>CellDB337'1300t | 404·1<br>FK<br>FPT114tAPT244t | 53·9 | 29·0 | Trieste<br>Italian<br>tCem<br>2BHtoSh dk<br>4 ″ ″ U ″ | T.3Cy.27",42"&68"-48" (s)<br>180lb 465NHP<br>3SB,9cf,GS158,HS7023 FD<br>StabilimentoTecnico,Tri. | 32 ″ 0<br>s 7 ″ 7<br>24 ″ 9 | |
| 39090 | Rosandra SteelSc<br>Elec.light 2Dks(Stl)&Shelter dk(Stl)<br>Wireless | 7756<br>6695<br>4712 | ✠100A1<br>Shelter dk<br>withfreeboard<br>9,21 ~~6,21~~<br>✠LMC6,21 | Tri | b† | CL | 1921<br>6mo | Cantiere<br>SanRocco<br>S.A.<br>Trieste<br>A&CP | Nav.Libera<br>TriestinaSocinAz.<br>CellDB | 464·2<br>B168'onShelter dk<br>FK<br>1654tFPT56tAPT63t | 57·4 | 32·5 | Trieste<br>Italian<br>Cem<br>Collision BH to Sh dk<br>6 ″ ″ U ″ | T.3Cy.32",51½"&83"-54" (s)<br>180lb 680NHP<br>4SB,12cf,GS239,HS9851 FD<br>StabilimentoTecnico<br>Trestino,Trieste | 35 ″ 0<br>s 8 ″ 6<br>26 ″ 10 | |
| 39091<br>LCJQ | Romsdalshorn SteelSc<br>Elec.light 1Dk(Stl)&Shelter dk(Stl) | 6583<br>6299<br>4121 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,22 ~~8,21~~<br>✠LMC8,21 | Sld<br>Gls | z | CL | 1921<br>8mo<br>Lloyd | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>'sA&CP | D/S A/S Britannia<br>(L.Christiansen<br>Mgr.)<br>Intermediate BH in fore hold dispensed with<br>CellDB364'1180t | 420·0<br>FK<br>FPT105t APT127t | 54·0 | 34·3 | Bergen<br>Norwegian<br>Cem<br>1BHtoSh dk<br>5 ″ ″ U ″ | T.3Cy.27",44½"&75"-54" (s)<br>180lb 577NHP<br>3SB,9cf,GS198,HS8530 FD<br>W.Doxford&Sons,Ld.Sld. | 37 ″ 0<br>s 8 ″ 11½<br>28 ″ 4 | |
| 39092<br>125709<br>HMRW | Roxburgh SteelSc<br>(exCressingtonCourt) ssBry.No.2-16<br>Wireless 1Dk(Stl)2trB&<br>deepframing3Dkrule | 4396<br>4128<br>2716 | ✠100A1<br>4,20<br>~~BS11,19~~<br>MBS3,21DBS10,21MS10,21 | Npt<br>✠LMC ~~9,16~~ | x | CL<br>~~4,20~~<br>10,21 | 1908<br>7mo<br>Lloyd | Richards'n<br>Duck&Co.<br>Stockton<br>'sA&CP | TynesideLine<br>(1920)Ld.(J.Ridley<br>Son&Tully,Mgrs)<br>CellDBa121'uE23'f142'920t | 354·4<br>P46'B98'F35'<br>FK<br>FPT167t | 50·5 | 27·6 | British<br>6BHCem<br>APT234t | T.3Cy26",42½"&69½"-45"(s)<br>180lb 100lb 358NHP<br>2SB,6cf,GS127,HS5605<br>Blair&Co.Ld.Stockton | 30 ″ 2<br>s 5 ″ 8½<br>24 ″ 10 | |
| 39093<br>146146<br>KJTR | Ramsay SteelSc<br>Elec.light 2Dks(Stl)<br>Wireless | 5953<br>4776<br>3128 | ✠100A1<br>3,22 ~~10,21~~<br>~~(ClassContemplated)~~<br>✠LMC10,21 | Sld<br>Bkn | y | CL | 1921<br>10mo<br>Lloyds | Bartram&<br>Sons,Ld.<br>Sunderland<br>A&CP | BoltonStmShppg<br>Co.Ld.(F.Bolton&<br>Co.Mgrs.)<br>CellDBa119'uE26'f176 | 400·0<br>P36'B118'F40'<br>FK<br>1056tFPT135tAPT220t | 52·2 | 28·5 | London<br>British<br>7BHCem | T.3Cy.27½",45"&75"-48"(s)<br>180lb 120lb 476NHP<br>3SB,9cf,GS204,HS8055<br>J.Dickinson&Sons,Ld.Sld. | 31 ″ 0<br>s 6 ″ 2½<br>25 ″ 2 | |
| 39094 | Rhea SteelSc<br>Elec.light 1Dk(Stl)&ptAwng dk(Stl) | 1466<br>901<br>860 | ✠100A1<br>ptAwng dk<br>withfreeboard<br>8,21<br>✠LMC8,21 | Rot | e | CL | 1921<br>8mo<br>Lloyd | NVMach&<br>Schpsw.van<br>P.Smit,Jr.<br>Rotterdam<br>'sA&CP | FinskaAngfartygs<br>A/B<br>CellD | 230·4<br>P24'Q61'ptAwng<br>dk145'<br>FK<br>B186'269tFPT15t | 34·3 | 14·7 | Helsngfors<br>Finnish<br>4BHCem<br>APT12t | T.3Cy.17½",$27\frac{3}{16}$"&$46\frac{1}{16}$"-<br>31½" 180lb (s) 148NHP<br>2SB,4cf,GS73,HS2530<br>NVMch&Schps.vPSmit,Jr | 16 ″ 9<br>s 7 ″ 9<br>16 ″ 10 | |

| 1 No. in Book.<br>Official No.<br>Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross.<br>Under deck.<br>Net. | 5 Particulars of Classification. Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now expired. Equipment Letter. | 7a Date when tail shaft last seen. | 8 Built. When | 9 By Whom<br>Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry.<br>Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth.<br>Freeboard amidships<br>Corresponding draught<br>ft. in. | 15 Registers in which classed, if not in |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39095<br>137479<br>JLVF | **Riverway** SteelSc<br>(exFraserRiver)<br>Wireless 1*Dk* | 3805<br>3490<br>2376 | | | | | 1915 | Irvine'sSB<br>&D.D.Co.Ld.<br>WHartlepool | ~~Yule,Catto&Co.~~<br>~~Ld.~~AngloOriental<br>Nav.Co.Ld. | 350·2<br>P31'B104'F39' | 51·1 | 24·0 | Liverpool<br>British<br>*WB* | T.3Cy.25",40"&67"-45"<br>Richardsons, 302NHP<br>Westgarth&Co.Ld.Hpl. | | O |
| 39096<br>146125 | **Revenger** IronSc<br>(*Tug*)<br>(exJohnBull) | 180<br>169<br>3 | | | | | 1880 | D.Dekker<br>&Co.<br>Antwerp | ElliottSteamTug<br>Co.Ld. (J.Page,<br>*Mgr.*) | 108·0 | 21·1 | 11·8 | London<br>British | T.3Cy.14",24"&39"-24"<br>NB02 75NHP<br>*Tpd.*02byG.T.Grey,S.Shl. | | |
| 39097 | **Rollon** SteelSc<br>(exPortici)<br>*Elec.light* 1*Dk* | 1754<br>1560<br>1032 | | | | | 1911 | Akt.Ges.<br>"Neptun"<br>Rostock | Leroux&Heuzey | 287·3<br>P&B226'F20' | 41·1 | 16·8 | Rouen<br>French<br>*WB* | T.3Cy.22$\frac{1}{16}$",35$\frac{7}{16}$"&55⅜"<br>37$\frac{7}{16}$" 192NHP<br>A.G."Neptun,"Rostock | | V |
| 39098<br>OSDQ | **Roselyne** WoodAuxScDy<br>*Motor*<br>1*Dk*<br>(*SeeSailingShipRegisterSupplement*) | 141<br>—<br>86 | | | | | 1918 | ..................<br>Gouda | E.Valin | 94·2 | 21·8 | 9·7 | Fécamp<br>French | Motor | | V |
| 39099<br>146514<br>KLQN | **Rio Blanco** SteelSc<br>1*Dk*(*Stl*)&*Webframes*<br>*Corrugated sides*<br>*Elec.light*<br>Wireless | ~~4088~~ 4086<br>3844<br>~~2513~~<br>2511 | ✠100A1<br>2,22<br>~~(*ClassContem plated*)~~<br>✠LMC2,22 | Bly | *x* | CL | ~~1921~~<br>1922<br>2mo<br>*Lloyd'sA&CP* | BlythS.B.<br>&D.D.Co.Ld.<br>Blyth | ThompsonSteam<br>ShippingCo.Ld.<br>(Petersen&Co.Ld.<br>*Mgrs.*) | 363·1<br>P30'B219'F37'<br>*CellDB*314'920t*FPT*81t*APT*105t | 53·2 | 26·3 | London<br>British<br>FK 6*BHCem* | T 3Cy.26",43"&72"-48"(*s*)<br>180lb 474NHP<br>3SB,9*cf*,GS141,HS6792 FD<br>N.E.MarineEng.Co.Ld.Sld | 28 " 9<br>s 4 " 5<br>24 " 8 | |
| 39100 | **Rheinland** SteelTwinSc<br>*OilEng.*<br>2*Dks* | 5890 | | | | | 1921 | Blohm&<br>Voss<br>Hamburg | Hamburg-Amerik<br>Packetf.Akt Ges.<br>(Ham.-Amr.Linie) | 450·0<br>P&B366'F59' | 58·0 | 27·0 | German<br>*WB* | Oil Engines 4S.C.SA<br>12Cy.28$\frac{7}{20}$"-51⅓" 865NHP<br>Blohm&Voss,Hamburg | | |
| 39101 | **Roland** SteelSc<br>*Elec.light* 2*Dks* | 4400 | | | | | 1921 | Akt.Ges.<br>"Vulcan"<br>Stettin | RolandLinieAkt.<br>Ges. | 359·4<br>P33'B109'F41' | 51·0 | 24·4 | German<br>*WB* | T3Cy22$\frac{9}{20}$"36⅜"&61$\frac{2}{20}$"-47$\frac{3}{16}$"<br>260NHP<br>A.G."Vulcan,"Stettin | | |
| 39102 | **Righi** IronSc<br>*ss*Fiu.3rdNo.3-2,13<br>*ss*Tri.No 2-21<br>(exSzápáry,<br>exFitzjames) 2*Dks*(1*ptIrn*)3*trB* | 1022<br>1020<br>695 | ✠100A-<br>4,21<br>✠NB7,88 ✠LMC4,21 | Tri | *o* | CL<br>4,21 | 1877<br>1mo | Blackwood<br>&Gordon<br>Pt.Glasgow | AdriaSoc.Anon.di<br>Nav.Marittima | 230·2<br>Q59'F30'<br>ptND91 BK8½" | 30·0 | 20·8 | Fiume<br>4*BHCem*<br>*DBf*27'54t | T.3Cy.19",30½"&52"-36" (*s*)<br>160lb NDB02 164NHP<br>2SB,4*cf*,GS81,HS2483<br>*Tpd*88Blair&Co.(Lim.)Stk | 21 " 11 | |
| 39103 | **Rantaupandjang** SteelSc<br>*Elec.light* 1*Dk* | 2540<br>2300<br>1500 | | | | | 1921 | Gebr.Pot<br>Bolnes | Koninkl.Paketv.<br>Maats. | 300·0<br>B80'F37' | 46·0 | 23·0 | Batavia<br>Dutch<br>*WB* | T.3Cy.21¾",35½"&57¼"-41½"<br>Burgerhouts 215NHP<br>Mchfbk.&Scheepw.Rot. | | |
| 39104 | **Rendsburg** SteelScK<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 250<br>234<br>99 | | | | | 1921 | H.C.Stülcken Sohn<br>Hamburg | S.Wriede | 128·7<br>F14' | 24·2 | 9·5 | Altona<br>German | T3Cy 12⅝",21$\frac{3}{10}$"&33⅞"-22$\frac{1}{16}$"<br>58NHP<br>H.C.StülckenSohn,Ham. | | |
| * 39105 | **Rossini** SteelSc<br>(exZrinyi) ~~*ss*Tri.No.3-8,04~~<br>*ss*Fiu.2ndNo.3-6,21 ~~*ss*Tri.No.2-18~~<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*Webframes* | 1553<br>1390<br>941 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>12,21 ~~10,16~~<br>✠LMC5,21 | Fiu<br>Fri | *p* | CL<br>5,21 | 1892<br>11mo<br>A&CP | Wigham<br>Richrdsn&Co<br>Newcastle | AdriaSoc.Anon.di<br>Nav.Marittima | 240·0<br>P28'B55'F31' 21·2<br>*CellDB*195' | 34·0 | 14·0 | Fiume<br>FK 4*BHCem*<br>306t*APT*18t | T.3Cy.20",32"&53"-36"(*s*)<br>165lb *80lb* NDB07 181NHP<br>2SB,4*rf*,GS80,HS2868<br>Wighm,Richrdsn&Co.Nwc | 23 " 6 | |
| 39106 | **Rose Marie Hölken** SteelSc5Mst<br>(exHedwigHeidmann)<br>*Elec.light* Wireless 1*Dk*<br>*Cantilever framed topside tanks* | 2084<br>1753<br>993 | | | | | 1903 | SirRaylton<br>Dixon&Co Ld<br>Middlesbro' | Schroeder,Hölken<br>&Fischer | 289·7<br>½P14'B59'F28' | 40·5 | 18·9 | Hamburg<br>German<br>*WB* | T.3Cy.20½",34"&56"-36"<br>188NHP<br>N.E.MarineEng.CoLd Sld. | | |
| 39107 | **Ruth Kayser** SteelSc<br>(exHersfeld, *ss*Ham.No.3-4,10<br>exWoglinde, 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>exMeissen) *Well deck* 3*trB*<br>*Elec.light* Wireless | 4487<br>4247<br>2855 | ✠<br>*Spar dk*<br>11,15<br>✠ | Ham | *y* | | 1897<br>7mo | Flensburger<br>Schiffs.Ges.<br>Flensburg. | H.Kayser&Sohn<br>G.m.b.H. | 389·7<br>P&B232'F46'<br>*CellDBa*94'*uE&B* | 48·0 | 28·2 | Hamburg<br>German<br>FK 7*BHCem*<br>62'*f*164'895t | T.3Cy.28½",47½"&78-54"<br>554NHP<br>4SB,12*rf*,GS185 HS[illegible]800<br>FlensburgerSchiffs.Ges. | 31 " 0 | |
| 39108<br>137746<br>RLFV | **Raetoria** SteelTwinSc3Mst<br>(exKherson,exLena, *ss*Cpn.No.3-11,07<br>exKherson) 3*Dks*(*Stl-wsUteaks*)4*trB*<br>*Elec.light* Wireless | 6950<br>6057<br>2740 | ✠<br>11,07<br>✠NB11,07 ✠ | Cpn | *c*† | | 1896<br>4mo | R&WHawthorn,Leslie<br>&Co.(Lim.)<br>Newcastle | LondonSteamship<br>&Trading<br>Corporation,Ld. | 485·6<br>P52'B97'F67'<br>*Cell DBa*78'*uE&B*152' | 52·9 | 34·0 | London<br>British<br>FK 10*BHCem*<br>*f*126'850t | T.6Cy.36",57"&92"-54"<br>FD 1028NHP<br>8SB.24*cf*,GS498,HS17216<br>Hwthrn,Leslie&C.Ld.Nwc | 37 " 3 | |
| 39109<br>123952<br>HLWS | **Ruysdael** SteelSc<br>(exBlackwell) *ss*Bkn.No.3-1,20<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>Wireless &*deepframing* | 4712<br>4502<br>2966 | ✠100A1<br>*Spar dk*<br>11,21<br>BS3,21 ✠LMC1,20 | Shl | *y* | CL<br>11,21 | 1907<br>12mo<br>*Lloyd'sA&CP* | JLThompson&Sons,Ld<br>Sunderland | BoltonStm.Shppg.<br>Co.Ld.(F.Bolton&<br>Co.*Mgrs.*) | 401·7<br>P27'B112'F42' 27·2<br>*Cell DBa*142'*uE&B*42'*f*168'1029t*FPT* | 50·7 | 17·8 | London<br>British<br>FK 6*BHCem*<br>100t*APT*33t | T.3Cy.27½",45"&76"-48" (*s*)<br>180lb *180lb* 521NHP<br>3SB,9*cf*,GS183,HS7377 FD<br>N.E.MarineEng.Co.Ld.Sld | 29 " 9<br>s5 " 11½<br>24 " 2 | |
| * 39110<br>14284<br>KJTD | **Radix** SteelSc<br>(exLinerton) *ss*Rot.No.3-10,21<br>*Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*CruiserStern* | 6852<br>6413<br>3967 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,22 ~~10,21~~<br>✠LMC10,21<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 10,21 *F.P. above* 150° F. | Rot | *a*† | CL<br>10,21 | 1919<br>10mo | W.Doxford<br>&Sons,Ld.<br>Sunderland | Anglo-Saxon<br>PetroleumCo.Ld. | 411·8<br>F36'*onShelter dk*<br>*CellDBuE&B*84'195t*f*35'53t*FPT*148t*APT*292t | 55·7 | 34·2 | London<br>British<br>FK *ptCem*<br>10*BHtoS dk*<br>5 " "2nd" | T.3Cy.27",45"&75"-54" (*s*)<br>180lb 619NHP<br>3SB,12*cf*,GS216,HS9525 FD<br>W.Doxford&Sons,Ld.Sld. | 37 " 0<br>s 9 " 3½<br>28 " 2 | |
| 39111<br>136052 | **Revere** IronSc<br>(exThomasJ.Scully, (*Tug*)<br>*Elec.light* exE.C.Baker) | 153<br>—<br>76 | | | | | 1889 | Neafie&<br>LevyCo.<br>Philadelphia | NeptuneLineInc. | 102·0 | 21·6 | 9·0 | NewYork<br>Utd.States | C.2Cy.20"&40"-26"<br>Neafie&Levy 68NHP<br>S.&E.B.Co.Phl. | | |
| 39112<br>LGWK | **Rothenburg** SteelSc<br>(exFrieden)<br>*Elec.light* 1*Dk* | 844<br>601<br>484 | | | | | 1916 | Stettiner<br>Oderwerke<br>Stettin | NeueDampferCo.<br>A.G. | 202·7<br>Q64'B48'F25' | 30·8 | 12·2 | Stettin<br>German<br>*WB* | T.3Cy.13⅗",21⅗"&35⅖"-25⅗"<br>65NHP<br>StettinerOderwerke | | G |
| 39113 | **Rudolf Frisch** SteelSc<br>(exIsolde,exCarlLevers)<br>*Elec.light* 1*Dk* | 1530<br>1154<br>966 | | | | | 1905 | Nüscke&<br>Co.<br>Stettin | JohnP.Frisch | 247·4<br>P25'Q92 B67'F26' | 36·8 | 16·6 | Hamburg<br>German<br>*WB* | T.3Cy.17¾",28¾"&46"-32"<br>120NHP<br>Schiffs.Uebigau,Dresden | | G |
| 39114 | **Rhine Maru** SteelSc<br>*Elec.light* | 6570<br>6150<br>4000 | 100A1<br>*Awng dk*<br>(*ClassContem plated*) | | | | 1921 | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe | KawasakiDock-<br>yardCo.Ld. | 405·0<br>F33' | 53·0 | | Japanese | 2 Steam Turbines geared<br>to 1 Sc. Shaft<br>KawasakiDockyardCo.Ld. | | |
| 39115 | **Reichenfels** SteelSc<br>(exPolglassCastle, *ss*Ham.No.2-11<br>exReichenfels) 2*Dks*(*Stl-U*teaks)&<br>*Elec.light* Wireless *Webframes* | 4762<br>4436<br>2968 | ✠ ———<br>1,22 | Bom | *y* | CL<br>3,19 | 1903<br>10mo<br>*Lloyd'sA&CP* | Swan,Hunter&Wigham<br>Richardson,<br>Ld Newcastle | DeutscheDampfs.<br>Ges.Hansa<br>*'Tween deck tanks a*42' | 390·0<br>P50'B123'F53' BK10"<br>*CellDBa*119'*u E*25'<br>390t*f*,42'450t*FPT* | 51·5 | 27·5 | Bremen<br>German<br>7*BHCem*<br>*f*175'885t<br>75t*APT*50t | Q.4Cy.23",32",48"&72"-54"<br>213lb *120lb* (*r*) 492NHP<br>3SB,9*rf*,GS154,HS6462 FD<br>Swan,Hunter&Wigham-<br>Richardson,Ld.Nwc. | 30 " 8<br>s 6 " 0½<br>25 " 3 | |

| 1 Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite | 6 Port de Visite | 7 Terme assigné maintenant expiré, Lettre d'Équipement | 7* Date de la dernière visite de l'arbre porte-hélice | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds pc | 15 Registres où coté et n'est dans la L. R. Durée Cert. B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39116 | **Rolandseck** SteelSc<br>(*ex*Brocklane,*ex*Florenz)<br>*Elec.light* 1*Dk*& *Shelter dk* | 1533<br>1096<br>955 | | | | | 1905 | Flensburgr Schiffsb.Ges. Flensburg | DeutscheDampfs. Ges."Hansa" | 269·4<br>H73' | 37·8 | 20·0 | German<br>*WB* | T3Cy$20\frac{7}{16}$",$33\frac{1}{2}$"&$55\frac{1}{2}$"–$37\frac{5}{8}$"<br>NB13 190NHP<br>FlensburgerSchiffsb.Ges. | | |
| 39117 | **Radu Negru** SteelTwinSc | 160<br>129<br>91 | | | | | 1899 | Danubius Schoenichen Hartmann Budapest | Nav.Fluviale Roumaine | 118·1 | 20·5 | 8·4 | Giurgevo<br>Roumanian<br>*WB* | C.4Cy.16"&25"–16"<br>Danubius 42NHP<br>SchoenichenHartmann | | |
| 39118 | **Rhea** SteelSc<br>*Oil Eng.*<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *Cruiser Stern* | 1386<br>1153<br>702 | ✠100A1<br>*Shelter dk with freeboard*<br>4,22 ✠LMC4,22<br>~~(*ClassContemplated*)~~ | Ams | *q* | CL | 1922<br>4mo | N.V. Lobithsche Scheepsb.Mij Lobith | Konінkl.Nederl. Stoomb.Maats. | ~~260·0~~<br>B76'<br>264·5<br>*CellDB*215'425*t*FPT57*t*APT50*t* | ~~39·0~~<br><br>39·2 | ~~24·5~~<br>14·8<br>FK | Amstrdam<br>Dutch<br>*ptCem*<br>*CollisionBHtoSh dk*<br>8 „ „ *U* „ | OilEngines4S.C.SA<br>6Cy.$20\frac{1}{2}$"–$35\frac{7}{16}$" 187NHP<br>Werkspoor,Ams.2DB *142lb* | 18 ″ 0<br>s ″ 11<br>17 ″ 4 | |
| 39119 | **R. D. Leonard** SteelSc<br>*CarryingPetroleum in bulk*<br>*Elec.light* *Mchy.Aft* 1*Dk* | 1818 | | | | | 1921 | Bethlehem S.B.Corp.Ld. (HarlanPlnt) WlmngtnDel | AtlanticRefining Co. | 266·0<br>P62'F27' | 39·0 | 20·0 | Phildlphia<br>Utd.States<br>*WB* | Steam Turbine<br>DeLavalSteam<br>TurbineCo.Trenton,N.J. | | |
| 39120 | **Romo** SteelSc<br>(*ex*Elisabeth)<br>*Elec.light* 1*Dk* | 2038<br>1868<br>1287 | | | | | 1902 | Act.Ges. "Neptun" Rostock | J.Petersen | 291·3<br>P13 B172'F29' | 41·2 | 18·9 | Haderslev<br>Danish<br>*WB* | T3Cy$20\frac{7}{8}$",$37\frac{7}{16}$"&$55\frac{1}{8}$"–$35\frac{7}{16}$"<br>180NHP<br>A.G."Neptun,"Rostock | | |
| 39121 | **Rosenborg** SteelSc4Mst<br>(*ex*Fagernes)<br>*Elec.light* 1*Dk* | 1521<br>1326<br>889 | | | | | 1919 | A/SSorlandetsSkibs Fevig | Red.Aktieb. Rosenborg | 243·0<br>P27'B67'F29' | 39·2 | 19·2 | Karlshmn<br>Swedish<br>*WB* | T.3Cy.18",$29\frac{1}{2}$"&49"–33"<br>138NHP<br>FredrikstadM.V.Frdstad. | | N |
| 39122 | **Rubfred** SteelSc<br>(*ex*JonasRein)<br>*Elec.light* 1*Dk* | 786<br>618<br>435 | | | | | 1915 | J.Meyer's S.B.Co. Zalt-Bommel | VerkebäcksÅngfartygsA/B (F.Olsson,*Mgr.*) | 200·4<br>Q68'B53'F23' | 31·5 | 12·4 | Verkebäck<br>Swedish<br>*WB* | T.3Cy.14",23"&33"–27"<br>75NHP<br>RotterdamDroog.Maats. | | N |
| 39123 | **Rudolf** SteelSc<br>*Elec.light* 1*Dk* | 1100 | | | | | 1922 | Schiffsw(v. J.&Sch.(A.G. Hamburg | H.Schuldt | 215·0<br>Q70'B59'F26' | 34·0 | 14·0 | Flensburg<br>German<br>*WB* | T.3Cy.$17\frac{7}{16}$",$28\frac{15}{16}$"&$47\frac{3}{16}$"<br>$33\frac{3}{8}$" 129NHP<br>Frd.KruppA.G.Kiel | | |
| 39124<br>137394 | **Roseacre** WoodSc<br>9&12yrs.Mat. 1*Dk*<br>(*ex*SheetLightning) | 92<br>91<br>40 | ✠ 11A1<br>*For fishing purposes*<br>10,20<br>✠LMC10,20 | Gms | | CL<br>10,20 | 1918<br>4mo<br>*Lloyd's A&CP* | G.Innes Macduff | Wood | 85·8 | 19·5 | 9·9 | Banff<br>British | T.3Cy.$9\frac{1}{2}$",$15\frac{1}{2}$"&26"–18" (*s*)<br>180lb 42NHP<br>1SB,*2pf*,GS30,HS814<br>Urquhart,Lindsay&Co.Ld.<br>Dundee | 10 ″ 4 | |
| * 39125 | **Roche Bleue** SteelScK<br>*ss*Mil.No.3–8,20<br>(*ex*JonathanHardy) 1*Dk*(*Stl*) | 202<br>199<br>81 | ✠100A1<br>*StmTrawler*<br>8,20<br>✠LMC8,20 | Mil | | CL<br>8,20 | 1918<br>11mo<br>*Lloyd's A&CP* | J Fullerton &Co. Paisley | Soc.Nouvelle des Pêcheries àVap. deNantes | 115·7<br>BK$7\frac{1}{2}$" | 22·1 | 12·1 | French<br>3*BHCem*<br>*DB*f29'20*t* | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 57NHP<br>1SB,*3cf*,GS39,HS1347<br>Fleming&FergusonLdPsy | 13 ″ 0 | |
| 39126<br>144295 | **Robert Double** SteelScK<br>*ss*Wvn.No.3–11,21<br>*Elec.light* 1*Dk*(*Stl*–ws) | 326<br>288<br>150 | 100A1<br>*StmTrawler*<br>11,21<br>✠LMC12,21 | Wvn | | CL<br>12,21 | 1918<br>*Lloyd's A&CP* | GooleS.B. &Repg.Co.Ld Goole | TheAdmiralty | 138·5<br>Q77'F21'<br>BK$7\frac{1}{2}$" | 23·7 | 12·8 | London<br>British<br>4*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 69RHP<br>1SB,*3pf*,GS48,HS1440<br>W.Beardmore&Co.Ld.<br>Coatbridge | 13 ″ 6 | |
| 39127 | **Rijperkerk** SteelSc<br>(*ex*NetleyAbbey,*ex*Wolfram)<br>*Elec.light* Sub.Sig. 2*Dks*<br>Wireless | 5937<br>5505<br>3646 | Lon. 2,21<br>(*See footnote**) | | | | 1915 | J.Frerichs &Co.A.G. Einswarden | Vereenigde Nederlandsche Scheepv.Maats. | 430·5 | 55·0 | 29·0 | Amstrdam<br>Dutch<br>*WB* | T.4Cy.$25\frac{4}{16}$",37",$53\frac{1}{2}$"&78"–$47\frac{1}{4}$"<br>418NHP<br>J.Frerichs&Co.A.G.<br>Einswarden | 32 ″ 3<br>s 5 ″ 8<br>27 ″ 0 | |
| 39128<br>LCBD | **Ryving** WoodAuxSc3MstSr<br>(*ex*SailingVesselYrsa) *Motor*<br>(*See Sailing Ship Register*) | 160<br>151<br>123 | | | | | 1902 | F.A.Demer Saltvik | A/S Ryving (BendikMannes) | 111·3 | 26·0 | 8·9 | Kopervik<br>Norwegian | Motor<br>2Cy.$13\frac{7}{16}$"–15"<br>M.Haldorsen&Sön,<br>Rubbestadneset | | |
| 39129<br>532<br>JBPQ | **Rådmansö** CompSc<br>(*ex*Delfin,*ex*GötaKanalIV.,*ex*Delfin)<br>*Mchy.Aft* 1*Dk* | 163<br>130<br>82 | | | | | 1884 | P.Larsson Thorskog | A.F.Andersson Örnraa | 97·5<br>P24'H31*t*F12' | 21·5 | 9·0 | Gothenbrg<br>Swedish | C.2Cy.11"&22"–18"<br>17NHP<br>MotalaCo.Gothenburg | | |
| 39130<br>LCRS | **Real** SteelSc<br>(*ex*Jenfeld, *ss*Ham.No.3–6,07<br>*ex*Hathor) *ss*Ham.No.1–12<br>*Elec.light* 2*Dks*(*Stl*–*Uws*)& *Webframes* | 3610<br>2997<br>2298 | ✠<br>7,16<br>✠ | Ham | *w* | | 1895<br>8mo | Wigham Richrdsn&Co Newcastle | Paulsen&Ivers | 340·5<br>P197'F47'<br>FK<br>*Cell D Ba* 84'*uE*&*B* | 44·3 | 25·0 | Kiel<br>German<br>6*BHCem*<br>68'*f*126'644*t* | Q.4Cy.$20\frac{1}{2}$",$29\frac{1}{2}$",$43\frac{1}{2}$"&63"–42"<br>283NHP<br>3SB,*9rf*,GS131,HS4218<br>WighmRichrdsn&CoNwc | 27 ″ 11 | |
| 39131<br>143925<br>KLGT | **Ruby** SteelScK<br>(*ex*JohnGraham) *ss*Lon.No.3–12,20<br>*Mchy.Aft* 1*Dk*(*Stl*) | 277<br>249<br>108 | ✠100A1<br>*StmTrawler*<br>12,21<br>✠LMC8,20 | Bgs | | CL<br>8,20 | 1919<br>1mo<br>*Lloyd's A&CP* | Cook,Welt'n&Gemmell Ld. Beverley | KingstonSteam TrawlingCo.Ld. | 125·5<br>Q72'F21'<br>BK$7\frac{1}{2}$" | 23·5 | 12·7 | London<br>British<br>3*BHCem* | T.3Cy.$12\frac{1}{2}$",21"&35"–26" (*s*)<br>180lb 86RHP<br>1SB,*3pf*,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 ″ 6 | |
| 39132 | **Rapallo** SteelSc<br>1*Dk*(*Stl*)& *Web frames*<br>*Elec light* *Well deck*<br>*Mchy.Aft* | 6467<br>5025<br>3944 | 100A1<br>2,22 LMC2,22<br>~~(*ClassContemplated*)~~<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 2.22 *F.P.above*150°F. | Gen | *y* | CL | 1922<br>*Lloyd's A&CP* | Soc.EsercizioBacini RivaTrigoso | Soc.Esercizio Bacini | ~~385·6~~<br>P&B237'F36'<br>385·5<br>*CellDBuE&B*42'140*t*DT*f*33'300*t*FPT199*t*APT246*t* | ~~51·9~~<br><br>52·0 | ~~27·2~~<br>27·3<br>FK | Genoa<br>Italian<br>12*BHAsp* | T.3Cy.26",$42\frac{1}{2}$"&$69\frac{11}{16}$"–$48\frac{1}{16}$"<br>180lb *100lb* (*s*) 456NHP<br>2SB,*6cf*,GS132,HS6608 FD<br>Soc.Esercizio,Bacini | 30 ″ 3 | |
| 39133<br>151392 | **Rupavati** SteelTwinSc<br>(*ex*Repton)<br>*Elec.light* 2*Dks* | 757<br>692<br>320 | | | •• | | 1919 | A&J Inglis Ld. Glasgow | BombayS.N.Co. Ld. | 219·8 | 28·6 | 15·5<br>FK | Bombay<br>British<br>*WB* | T.6Cy.$13\frac{1}{4}$",$21\frac{1}{4}$"&34"–21"<br>378NHP<br>A.&J.Inglis,Ld.Glasgow | 16 ″ 3 | |
| 39134<br>RBHP | **R. C. Rickmers** SteelSc<br>*Elec.light* 2*Dks* | 5163<br>4728<br>3174 | | | | | 1921 | Nordd. Werft.m.b.H. Geestemünde | RickmersReederei. A.G. | 401·5<br>P50'B134'F34' | 53·2 | 27·5 | Hamburg<br>German<br>*WB* | T.3Cy.$28\frac{1}{2}$",$45\frac{3}{16}$"&74"–$53\frac{1}{2}$"<br>400NHP<br>BremerVulkan.Vegesack | | G |
| 39135<br>RBVH | **Rio de Janeiro** SteelSc<br>(*ex*SantaInés)<br>*Elec.light* 3*Dks* | 5199<br>4855<br>3224 | | | | | 1914 | Bremer Vulkan Vegesack | Hamburg-Süd-Amerik.Dampf. schifffahrtsGes. | 401·9 | 55·0 | 27·8 | Hamburg<br>German<br>*WB* | T.3Cy.$27\frac{1}{2}$",$45\frac{5}{8}$"&74"–$49\frac{1}{2}$"<br>380NHP<br>BremerVulkanVegesack | | |
| 39136 | **Rallus** SteelSc<br>*Elec.light*<br>Wireless | 1871<br>1620<br>920 | 100A1<br>*Shelter dk with freeboard*<br>(*ClassContemplated*) | | | | 1922 | Swan,Hunter&Wigham Richardson, Ld Sunderlnd | CorkS.S.Co.Ld. | 290·0 | 42·5 | 17·9 | London<br>British | T.3Cy.$20\frac{1}{2}$",34"&56"–42"<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | | |

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*This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register and a certificate for six months issued

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment | 7*<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39137 | **René Godet** SteelSc<br>*Fitted for oil fuel* (*Trawler*)<br>*Elec.light* 1*Dk* | 905 | | | | | 1922 | Ch.&Atel.<br>Aug.Normnd<br>Havre | Soc.desPêcheries<br>deFrance | 211·6<br>P33'F34' | 31·1 | 18·0 | Havre<br>French | T.3Cy.16½",26"&43¼"-29½"<br>101NHP<br>Ch&Atel.AugNormndHav | | |
| 39138<br>143975<br>KLVW | **Reynoldston** SteelSc<br>(*ex*Woensdrecht, *ss*Rot.No.3-10,19<br>*ex*ConstanceCatharina) 1*Dk*(*Stl*)<br>*Well deck* *&deep framing* | 1066<br>890<br>642 | ✠100A1<br>3,22 ~~3,22~~<br>BS10,21 | Rot<br>Cff<br>✠LMC10,19 | *0* | CL<br>3,22 | 1907<br>1mo | Rotterdam<br>Droogd.Maat<br>Rotterdam<br>Lloyd's*A&CP* | BrynymorSSCoLd.<br>(Letricheux&<br>DavidLd.,*Mgrs.*)<br>*CellDBa58'u* | ~~230·0~~<br>Q100'B79'F24'<br>229·2<br>*E17'f102'343t FPT* | 34·1 | 13·7<br><br>FK | Swansea<br>British<br>4*BHCem*<br>40t*APT9t* | T.3Cy.17½",28"&46"-3[illegible]" (*s*)<br>160lb 146NHP<br>2SB,4*cf*,GS79,HS2468<br>RotterdamDroogd.Maats. | 16 ″ 0<br>s ″ 11<br>15 ″ 4 | |
| 39139<br><br>OTCN | **Romanitza** SteelSc<br>(*ex*SanMartino, *ss*Shl.No.3-6,19<br>*ex*Altai, 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*ex*Hindustan) Wireless *&deep framing* | 3756<br>3570<br>2389 | ✠100A1<br>*Spar dk*<br>3,22<br>BS3,22 | Dnk<br>✠LMC8,19 | *x* | CL<br>6,20 | 1902<br>8mo | ShortBros.<br>Ld.<br>Sunderland<br>Lloyd's*A&CP* | Soc.Maritime et<br>Commerciale de<br>France<br>*CellD* | 360·6<br>P35'B226'F40' 27·3<br><br>*Ba 106'uE24'f154'* | 46·6 | 19·4<br><br>FK | Dunkirk<br>French<br>6*BHCem*<br>888*tAPT*30*t* | T.3Cy.25",42"&68"-48" (*s*)<br>180lb 346NHP<br>2SB,6*pf*,GS132,HS5308<br>J.Dickinson&Sons,Ld.Sld. | 28 ″ 6<br>s 4 ″ 3<br>24 ″ 7 | |
| 39140<br><br>RPKH | **Recco** SteelSc<br><br>*Elec.light* 1*Dk*(*Stl*)&*Web frames*<br>*Mchy.Aft* *Well deck* | 6214<br>4977<br>3842 | 100A1<br>1,22 | Gen<br>✠LMC1,22 | *y* | CL | 1921<br>9mo | Soc.Eser-<br>cizioBaccini<br>RivaTrigoso<br>Lloyd's*A&CP* | Soc.Esercizio<br>Baccini<br>*CellDBuE&B42'140t* | 385·5<br>P&B237'F36' | 52·0 | 27·2<br><br>FK | Genoa<br>Italian<br>12*BHAsp*<br>*DTf26'250t* | T.3Cy.26",42 11/20"&67 7/16"-48"<br>180lb *100lb* (*s*) 456NHP<br>2SB,6*cf*,GS132,HS6608 FD<br>Soc.EsercizioBaccini<br>*FPT197tAPT245t* | 30 ″ 3 | |
| | | | *Carrying oil fuel in bulk F.P. above 150° F.*<br>*Fitted for oil fuel 1,22 F.P. above 150° F.* | | | | | | | | | | | | | |
| 39141<br>129330<br>JORV | **Rubens** SteelSc<br>(*ex*Slav) *ss*Rot.No.2-22<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light* Wireless<br>*Cargo battens not fitted* | 2275<br>1752<br>1379 | ✠100A1<br>4,22 | Rot<br>✠LMC4,22 | *s* | CL<br>4,22 | 1913<br>8mo | J.Crown&<br>Sons,Ld.<br>Sunderland<br>Lloyd's*A&CP* | ComptoirCharbon-<br>nierMaritSocAnon<br>(Schellen'sShppg.<br>&AgencyCo*Mgrs*)<br>*Inter mediateBHin fore hold dispensed with* | 290·0<br>P24'Q90'B53'F30' | 40·8 | 17·8<br><br>FK | Antwerp<br>Belgian<br>*Cem*<br>4*BHonly*<br>*Cell DBa* | T.3Cy.21",35"&57"-39" (*s*)<br>180lb 222NHP<br>2SB,6*pf*,GS104,HS3463<br>G.Clark,Ld.Sunderland<br>*uE108'f116'497tAPT97t* | 20 ″ 0<br>s 2 ″ 2½<br>18 ″ 2 | |
| 39142<br><br>RBSW | **Roxen** SteelSc<br>(*ex*Athaulf)<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*<br>(*Stl-pt* ws) | 4528<br>4039<br>2709 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>4,22 | Got<br>✠LMC9,21 | *y* | | 1921<br>9mo | Akt.Lind-<br>holmen-<br>Motala<br>Gothenburg<br>Lloyd's*A&CP* | RederiA/B Trans-<br>atlantic(G.Carls-<br>son,*Mgr.*)<br><br>*CellDB* | 377·8<br>F38'*on Shelter dk*<br><br>*Collisio*<br>269'1145*tAPT*86*t* | 54·2 | 24·4<br><br>FK | Gothenbrg<br>Swedish<br>*ptCem*<br>n*BHtoSh dk*<br>5 „ „ *U* „ | T.3Cy.27",44"&72"-48" (*s*)<br>185lb 450NHP<br>3SB,9*cf*,GS144,HS6150 FD<br>Akt.Lindholmen-Motala | 27 ″ 0<br>s 3 ″ 3<br>24 ″ 1 | |
| | | | *Fitted for oil fuel 9,21 F.P. above 150° F.* | | | | | | | | | | | | | |
| 39143 | **Roche Grise** SteelScK<br>(*ex*Freiston)<br>1*Dk*(*Stl*) | 211<br>208<br>53 | ✠100A1<br>*StmTrawler*<br>7,19 | Lth<br>✠LMC7,19 | | CL | 1919<br>7mo | Hawthorns<br>&Co.Ld.<br>Leith<br>Lloyd's*A&CP* | Soc.Nouvelle des<br>Pêcheries àVap. | 115·4 | 22·2 | 12·1<br><br>BK7½" | Bordeaux<br>French<br>3*BHCem*<br>*DBf29'20t* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb 74NHP<br>1SB,3*pf*,GS39,HS1347<br>Hawthorns&Co.Ld.Leith | 13 ″ 0 | |
| 39144 | **Roche Françoise** SteelScK<br>(*ex*Skirbeck)<br>1*Dk*(*Stl*) | 211<br>208<br>53 | ✠100A1<br>*StmTrawler*<br>6,19 | Lth<br>✠LMC8,19 | | CL | 1919<br>5mo | Hawthorns<br>&Co.Ld.<br>Leith<br>Lloyd's*A&CP* | Soc.Nouvelle des<br>Pêcheries àVap. | 115·4 | 22·2 | 12·1<br><br>BK7½" | Bordeaux<br>French<br>3*BHCem*<br>*DBf29'20t* | T.3Cy.12",20"&34"-23" (*r*)<br>180lb 74NHP<br>1SB,3*pf*,GS39,HS1347<br>Hawthorns&Co.Ld.Leith | 13 ″ 0 | |
| 39145<br>71762 | **Reliance** CompAuxSc3MstSr<br>*Motor*<br>1*Dk* | 129<br>115<br>101 | | | | | 1875 | H.C.<br>Fletcher<br>PortAdelaide | DennisDineen | 119·3 | 24·7 | 5·4 | P.Adelaide<br>British | Motor<br>2Cy.7½"-6" 6NHP<br>Richards&Co.Adelaide | | |
| 39146 | **Resolute** SteelTrpSc<br>(*ex*Brabantia,*ex*WilliamO'Swald)<br>*Elec.light* *Ref.Mchy.* 4*Dks*<br>Wireless | 20200<br>13238<br>10976 | | | | | 1914 | Akt.Ges.<br>“Weser”<br>Bremen | AmericanShip<br>&CommerceNav.<br>Corp. | 596·0<br>P37'B&F523' | 72·3 | 40·2 | <br>Utd.States<br>*WB* | T.8Cy.29½",48⅓"&(2)53[illegible]"-<br>59"&1 Turbine<br>A.G.“Weser,”Bremen | | |
| 39147 | **Roa** SteelSc<br>(*ex*AlbertClement)<br>*Elec.light* 1*Dk* | 1340<br>986<br>834 | | | | | 1904 | Akt.Ges.<br>“Neptun”<br>Rostock | Eriksen&<br>Andersen | 234·2<br>P14'Q56'B64'F25' | 35·3 | 14·5 | Bergen<br>Norwegian<br>*WB* | T.3Cy.16⅝",25⅝"&43¾"-31½"<br>98NHP<br>A.G.“Neptun,”Rostock | | |
| 39148 | **River Ely** SteelSc<br><br>*Mchy.Aft* | <br>582 | 100A1<br>(*ClassContemplated*) | | | | 1922 | London&<br>MontroseS.B<br>&R.Co.Ld.<br>Montrose | Llewellyn,<br>Merrit&Price | 189·4<br>Q109'B11'F23' | 30·3 | 12·6 | <br>British | T.3Cy.14½",24"&40"-27"<br><br>Wm.Beardmore&Co.Ld.<br>Coatbridge | | |
| 39149 | **Royndin** SteelScK<br>(*ex*IngolfurArnarson)<br>*Elec.light* 1*Dk* | 335<br>286<br>163 | ✠100A1<br>*StmTrawler*<br>6,20 | Selby<br>✠LMC6,20 | | | 1920<br>5mo | Cochrane&<br>Sons,Ld.<br>Selby<br>Lloyd's*A&CP* | N.Nolso | 140·3<br>Q80'F22'<br><br>*DBf56'48t* | 24·0 | 10·9<br><br>BK7¼" | Reykjavik<br>Icelandic<br>4*BHCem*<br>*APT8t* | T.3Cy.13½",22½"&37"-26"<br>180lb (*s*) 97NHP<br>1SB,3*pf*,GS56,HS1788<br>Amos&Smith,Ld.Hull | 13 ″ 3 | |
| 39150<br>6753<br>ADNZ | **Roland** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*CruiserStern* | ~~2500~~<br>2502<br>2326<br>1518 | ✠100A1<br>*Shelter dk with freeboard*<br>4,22<br>~~(*ClassContemplated*)~~ | Got<br>✠LMC4,22 | *s* | | 1921<br>10mo | Eriksbergs<br>M.V.Aktieb.<br>Gothenburg<br>*IntermediateBHin*<br>*Lloyd'sA&CP* | Angf.Aktieb.<br>Tirfing(Dan<br>Broström,*Mgr.*)<br>*fore hold dispensed with*<br>*CellDB255t540tFPT29tAPT31t* | ~~292·0~~<br>300·0<br><br>1*BHtoShelter dk* | ~~43·0~~<br>43·2 | ~~19·0~~<br>16·3<br>FK<br>3*B* | Gothenbrg<br>Swedish<br>*Cem*<br>*HtoUppr dk* | T.3Cy.~~22½",35½"~~ 22 7/16",35 1/16"&58½"-36"<br>185lb *100lb* (*s*) 275NHP<br>2SB,6*cf*,GS102,HS3921 FD<br>KockumsM.V.Akt.Malmö | 26 ″ 0<br>s6 ″ 6<br>19 ″ 10 | |
| 39151 | **Ryokai Maru** SteelSc<br>(*ex*Oristano) *ss*Bom.No.2-20<br>Sub.Sig. Wireless 2*Dks*(*Stl*) | 4253<br>4037<br>2732 | ✠100A1<br>9,21<br>BS6,21 | Hul<br>✠LMC4,20 | *x* | CL<br>8,21 | 1911<br>10mo | Nthmblnd<br>S.B Co.Ld.<br>Newcastle<br>Lloyd's*A&CP* | T.Yamamoto<br><br><br>*CellDBa129'u* | 380·0<br>P31'B94'F36'<br><br>*E&B42'f164'* 1108*t* | 49·0 | 26·4<br><br>FK | Dairen<br>Japanese<br>6*BHCem*<br>*APT42t* | T.3Cy.25",41"&69"-48" (*s*)<br>180lb 372NHP<br>3SB,9*cf*,GS150,HS5940<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 29 ″ 0<br>s 5 ″ 8½<br>23 ″ 8 | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre. | Nom du Navire. | Matériaux, Gréement, etc. | Tonnage Officiel. | Détails de la Classification. | | | Date de la dernière visite de l'arbre porte-hélice. | Construit. | | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | | | Port d'Armement. | Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Creux sur Quille | Registres où coté, si ce n'est dans le L.R. Brds. Cert. B. of Trade. |
| Numero Officiel. | | Ex-nom, s'il y a lieu. | Total. — Sous le Pont. — Net. | Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | | Quand. — Navire. — Mach. | Par qui. — Où. | | Longueur. | Largeur. | Creux. | Pavillon. | | Franc-bord au milieu du navire. | |
| Signaux | Visites Périodiques. | Nombres des Ponts. | | | | | | | | | | | | | | Tirant d'eau correspondant. pds. ps. | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. 3 Special Surveys. No. of Decks, &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* [illegible] | 8 Built. When | 9 By Whom Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39226<br>HFMJ | Should be "DimitriosPateras," See No. 37049 in Supplement<br>Skra SteelSc<br>ssPir.2ndNo.3-12,14<br>(exDimitrios Pateras, exLyell) ssNpt.No.1-20<br>1Dk(Stl)&Web frames&ptAwng dk(Irn) | 2434<br>1845<br>1558 | ✠100A1<br>ptAwng dk withfreeboard<br>2,21<br>BS6,21<br>✠LMC3,20 | Ven | s | CL<br>3,20 | 1890<br>6mo | Bartram, Haswell&Co.<br>Sunderland<br>A&CP | A.Callinicos&Co. | 300·0<br>P30'Q80'<br>ptAwng dk189' FK<br>DBa88 f120'430t | 39·0 | 20·3 | Piræus<br>Greek<br>6BHptAsp ptCem<br>APT32t | T.3Cy.22",36½"&60"-42" (s)<br>160lb ~~75lb~~ NDB03 243NHP<br>2SB,6rf,GS100,HS3800<br>J.Dickinson,Sunderland | 21 ″ 7<br>s 8 ″ 1½<br>20 ″ 9 | |
| 39227<br>143070 | Sandgate SteelSc<br>ssCff.No.3-6,21 ~~ssHam.No.1-10~~<br>(exAlster) 2Dks(Stl)&deepframing<br>Elec.light | 3687<br>3480<br>2320 | ✠100A1<br>6,21 ~~2,16~~ ~~11,21~~<br>4,22<br>✠LMC6,21 | Ham<br>~~Cff~~ Bry | w | CL<br>6,~~24~~<br>3,22 | 1906<br>5mo | W.Dobson &Co.<br>Newcastle<br>Lloyd's A&CP | RedgateS.S.Co. Ld. (Turnbull, Scott&Co Mgrs)<br>CellDB | 354·6<br>P41'B112'F38' FK<br>a114'uE&B46'f150' | 48·1 | 26·0 | London<br>British<br>6BHCem<br>720tAPT54t | T.3Cy.24½",40"&67"-45"<br>180lb 361NHP<br>3SB,9cf,GS122,HS4830 FD<br>N.E.MarineEngCoLdNwc. | 28 ″ 6<br>s 5 ″ 1<br>23 ″ 9 | |
| 39228<br>JPHB | Stenies SteelSc<br>Elec.light 1Dk(Stl) | 1831<br>1648<br>~~1105~~<br>1073 | ✠100A1<br>10,21 ~~5,21~~<br>✠LMC5,21 | Ant<br>Rot | r | CL | 1921<br>5mo | Antwerp Eng.Co.Ld.<br>Hoboken<br>Lloyd's A&CP | L.Boyazides<br>CellD | 278·2<br>P22'B60'F30' FK<br>B238' 555t FPT46t | 40·2 | 18·1 | Andros<br>Greek<br>4BHCem<br>APT68t | T.3Cy.20",33"&54"-36" (s)<br>180lb 213NHP<br>2SB,6cf,GS92,HS3632<br>N.E.MarineEng.Co.Ld.Sld | 20 ″ 7 | |
| 39229 | Swiftwind SteelSc<br>For full particulars See No. 39250 below<br>Elec light<br>Mchy.Aft Longitudinal framing | 8206<br>6016<br>5091 | 100A1<br>Shelter dk<br>(ClassContemplated)<br>CarryingPetroleum in bulk | | | | 1921 | Northwest Bridge&Iron Co.<br>Portland,Or. | SwiftsureOil TransportCo. | 464·6 | 60·2 | 35·7 | NewYork<br>Utd.States | T.3Cy.27½",46"&78"-51"<br>Hooven,Owens&Rentschler Co.Hamilton,O. | | |
| 39230<br>221194<br>MCRG | Swifteagle SteelSc<br>Elec.light 2Dks(Stl)&Shelterdk<br>Mchy.Aft (Stl)&Webframes<br>Longitudinalframing | 8207<br>6016<br>5092 | ✠100A1<br>Shelter dk withfreeboard<br>4,22 ~~5,21~~<br>✠LMC4,21<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 4,21 F.P. above 150° F. | Pld<br>NYk | c† | CL | 1921<br>5mo | Northwest Bridge& IronCo.<br>Portland,Or.<br>A&CP | SwiftsureOil TransportCo. (C.D Mallory&Co. Inc,Mgrs.)<br>'tweendktanksa30' | 464·4<br>FK<br>CellDBuE&B71'230tDTf50'444t<br>FPT183tAPT31t | 60·2 | 27·7 | NewYork<br>Utd.States<br>17BHptCem<br>3 „ to Shdk<br>10 „ „ U „<br>4 „ „ 2nd „ | T.3Cy.27½",46"&78"-51" (s)<br>210lb 662NHP<br>3SB,9cf,HS9690 FD<br>Hooven,Owens&Rentschler Co.Hamilton,O. | 36 ″ 4<br>s 9 ″ 11¼<br>26 ″ 8 | |
| 39231 | Suzanne Micheline SteelScK<br>ssGms.No.3-2,20<br>(exMiningsby) 1Dk | 245<br>229<br>95 | ✠100A1<br>For fishing purposes<br>9,20<br>✠LMC2,20 | Bos | | 2,20 | 1908<br>9mo | Smith's DockCo.Ld.<br>NorthShields<br>Lloyd's A&CP | Schreck&Cie. | 125·5<br>Q68'<br>BK7½" | 22·1 | 12·0 | Dieppe<br>French<br>3BHCem | T.3Cy.12½",20"&34"-25" (s)<br>180lb 87NHP<br>1SB,2pf,GS37,HS1687<br>ShieldsEng.Co.Ld.N.Shl. | 12 ″ 10 | |
| 39232 | Sobat SteelScK<br>ssGms.No.3-5,11<br>(exDeTwee, exConqueror) ssYmu.No.2-18<br>1Dk | 192<br>179<br>63 | ✠100A1<br>StmTrawler<br>~~7,21~~ ~~5,20~~ 12,21<br>✠NB7,12<br>BS4,21<br>✠LMC<br>MS11,18 | Ams<br>Ymu | | 5,20 | 1899<br>1mo | Earle'sCo. Ld.<br>Hull<br>Lloyd's A&CP | N.V.Stoomvissch. Maats."deTwee" (Gebr.Vriend) | 115·0<br>Q46'F19'<br>BK7½" | 21·0 | 11·2 | Ymuiden<br>Dutch<br>4BHCem | T.3Cy.11",20"&32"-23" (s)<br>200lb 60NHP<br>1SB,2pf,GS29,HS975<br>Earle'sCo.Ld.Hull | 12 ″ 0 | |
| 39233 | Santa Cruz SteelSc<br>2Dks(Stl)&Web frames<br>Elec.light Mchy.Aft<br>Cruiser Stern Longitudinal framing | 3934<br>3545<br>2390 | ✠100A1<br>11,21<br>✠LMC11,21<br>CarryingPetroleum in bulk<br>~~(ClassContemplated)~~<br>Fitted for oil fuel 11,21 FPabove150°F. | Gls | v | CL | 1921<br>11mo | Fairfield Co.Ld.<br>Glasgow<br>Lloyd'sA&CP | Argentine Govt. ~~NavalCommission~~ | ~~351·0~~<br>~~P32'~~B32'~~F45'~~<br>351·2 P81'F46' FK<br>CellDBuE&B60'f30'190tFPT40tAPT96t<br>FWTankinAP3'32t | 47·0 | 28·2 | Bns.Aires<br>Argentine<br>14BHptCem<br>(8BHtoU dk<br>6 „ „ 2nd „) | T.3Cy.23½",38"&62"-42"(s)<br>180lb 347NHP<br>2SB,6cf,GS127,HS5112 FD<br>FairfieldCo.Ld.Glasgow | 28 ″ 3<br>s 5 ″ 8<br>22 ″ 11 | |
| 39234<br>24743<br>RKNL | Shinto Maru SteelSc<br>Elec.light 1Dk(Stl)&2nd dk(Stl) in forward hold | 2215<br>1897<br>1303 | 100A1<br>9,21 ~~2,20~~<br>LMC2,20 | Osa<br>Yka | r | | 1919<br>8mo | Fujinagata Zosensho<br>Osaka<br>A&CP | KishomotoKisen KabushikiKaisha<br>CellDBa72'uE34' | 272·0<br>B60'F33'<br>f112'456t FK<br>FPT99tAPT39t | 40·0 | 24·1 | Nishino-miya<br>Japanese<br>4BHCem | T.3Cy.18½",31½"&51½"-36"<br>180lb (s) 189NHP<br>2SB,6cf,GS99,HS3135<br>FujinagataZosensho,Osa. | 24 ″ 2<br>s 4 ″ 2½<br>20 ″ 3 | |
| 39235<br>143731<br>KHVW | Sandon Hall SteelSc<br>Elec.light 2Dks(Stl)<br>Wireless Cruiser Stern | 5270<br>4999<br>3314 | ✠100A1<br>12,21 ~~4,21~~<br>✠LMC5,21<br>Fitted for oil fuel 5,21 F.P above 150° F. | Nwc<br>Ham | z | CL | 1921<br>3mo | Palmers' Co.Ld.<br>Newcastle<br>Lloyd's A&CP | EllermanLines,Ld. (HallLine,Ld. Mgrs.)<br>CellDB349' | 406·0<br>P80'B147'F78' FK<br>1115tDTa27'668t | 52·1 | 29·2 | Liverpool<br>British<br>8BHptCem | 2 SteamTurbines geared to 1 Sc. Shaft (s) 609NHP<br>220lb HS7978 FD<br>2SB&1AuxSB,10cf,GS202,<br>Palmers'Co.Ld.Newcastle | 31 ″ 8<br>s 5 ″ 8½<br>26 ″ 4 | |
| 39236<br>145860 | Southern Maid SteelScK<br>Whaler<br>Elec light 1Dk | 224<br>210<br>82 | | | | | 1921 | Smith's DockCo.Ld.<br>Middlesbro' | SouthernWhaling &SealingCo.Ld. (N.C.Watt,Mgr.) | 110·0 | 23·1 | 13·2 | Liverpool<br>British<br>WB | T.3Cy.14",23"&39"-24"<br>75NHP<br>Smith'sDockCo.Ld.Mdb. | | |
| 39237<br>145861 | Southern Princess SteelScK<br>Whaler<br>Elec.light 1Dk | 224<br>210<br>82 | | | | | 1921 | Smith's DockCo Ld.<br>Middlesbro' | SouthernWhaling &SealingCo.Ld. (N.C.Watt,Mgr.) | 110·0 | 23·1 | 13·2 | Liverpool<br>British<br>WB | T.3.Cy.14",23"&39"-24"<br>75NHP<br>Smith'sDockCo.Ld.Mdb. | | |
| 39238<br>145226 | Soyus SteelSc<br>Par.Mot.<br>(exPrincenhageVI.) 1Dk | 220<br>187<br>180 | | | | | 1918 | Scheven-ingscheSchps Maats.<br>Schevening'n | RussianCo-operativeTransport Union,Ld. (D.E. Durban,Mgr.) | 110·4 | 23·4 | 10·3 | London<br>British | Paraffin Motor 2S.C.SA<br>2Cy.13"-13½" 26NHP<br>S.J.Wallen,Ovenchie | | |
| 39239<br>145344 | St. Senan SteelSc<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 515<br>347<br>~~222~~<br>223 | ✠100A1<br>9,21 6,~~24~~<br>✠NB12,18refitted6.21<br>✠LMC6,21 | Sou | g | CL | 1921<br>6mo | JIThornycroft&Co.Ld.<br>Southampton<br>Lloyd's A&CP | ~~G.J.Irwin&Co.~~<br>CargoSteamshipsCo.Ld | 155·7<br>Q86'B11'F25' FK<br>FPT48t | 26·2 | 11·4 | S'thamptn<br>British<br>3BHCem<br>APT20t | T.3Cy.13½",22"&35"-27" (s)<br>185 ~~180~~lb 70RHP<br>1SB 3cf,GS51,HS1832 FD<br>JIThornycroft&CoLdSou | 12 ″ 6<br>s 3 ″ 10½<br>12 ″ 4 | |
| 39240 | Santa Cristina SteelScK<br>(exTrier) ssGms.No.2-19<br>1Dk | 324<br>298<br>141 | ✠100A1<br>StmTrawler<br>6,21<br>✠LMC6,21 | Gms | | CL<br>6,21 | 1910<br>10mo | Cook,Welton&Gemmell Ld. Beverley<br>Lloyd's A&CP | Marlés y Serra S.enC. | 138·5<br>Q74'<br>BK8" | 23·5 | 12·5 | Barcelona<br>Spanish<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 82NHP<br>1SB,3pf,GS46,HS1280<br>C D.Holmes&Co.Ld.Hull | 13 ″ 4 | |
| 39241 | Salpa WoodSc<br>(exNadir)<br>1Dk<br>9&12yrs.Mat. | 95<br>93<br>41 | ✠11A1<br>For fishing purposes<br>6,21<br>✠LMC6,21 | Bgs | | CL<br>6,21 | 1918<br>3mo | S.Richards &Co.Ld.<br>Lowestoft<br>Lloyd's A&CP | MarineBiological Association | | | | London<br>British | T.3Cy.9½,15½"&26"-18" (s)<br>180lb 42NHP<br>1SB,2pf,GS30,HS814<br>W.Beardmore&Co Ld.Gls. | 10 ″ 0 | |
| * 39242 | Sawahloento SteelSc<br>Elec.light Wireless 1Dk(Stl) | 3085<br>2775<br>1830 | ✠100A1<br>6,21<br>✠LMC6,21 | Rot | u | | 1921<br>6mo | Gebr.Pot<br>Bolnes<br>A&CP | Konink.Paketv. Maats.<br>CellD | 325·3<br>P30'B70 F33' FK<br>B273' 797t FPT80t | 47·6 | 22·0 | Batavia<br>Dutch<br>5BHAsp<br>APT120t | T3Cy28⅝"38 9/16"&62 3/16"-41⅜"<br>180lb (s) 282NHP<br>2SB,6cf,GS100,HS3876 FD<br>NVBergerhouts Schps.Rot | 24 ″ 8 | |
| 39243<br>KJMP | Stevenstone SteelSc<br>Missing since 12,21<br>1Dk(Stl)<br>Elec.light Well deck<br>Mchy.Aft | 873<br>592<br>437 | ✠~~100A1~~<br>8,21<br>~~(ClassContemplated)~~<br>✠~~LMC9,21~~ | Bid | k | CL | 1921<br>8mo | HansenSB &ShipRpg. Co.Ld.<br>Bideford<br>Lloyd's A&CP | HansenShppg.Co. Ld.(HansenBros. Ld.Mgrs.) | 190·0<br>~~Q106'B13'~~F26'<br>Q120'BonQ14' FK<br>CellDBf126'239tFPT53tAPT30t | 30·1 | 12·5 | London<br>British<br>3BHCem | T.3Cy.15",25"&41"-27" (s)<br>180lb 51RHP<br>2SB,4cf,GS60,HS1824<br>LythamSB&ECoLdLythm | 14 ″ 6<br>s 4 ″ 9<br>14 ″ 0 | |
| 39244 | ~~Suomenpoika~~<br>SuomenPoika SteelSc<br>Elec.light Well deck 1Dk(Stl) | 1190<br>840<br>747 | ✠100A1<br>11,21<br>~~(ClassContemplated)~~<br>✠LMC11,21 | Hfs | n | | 1921<br>11mo | Sandvikns Skeppd.&MV<br>Helsingfors<br>Lloyd's CP | SuomenValtamerentakainenK.O.Y. | ~~218·8~~<br>~~Q70'B59'F22'~~<br>217·5<br>Q69'B60'F19' FK<br>CellDB186'380tFPT35tAPT43t | ~~33·4~~<br>33·5 | ~~16·9~~<br>13·6 | Helsingfrs<br>Finnish<br>4BHCem | T.3Cy.15 3/16",24¼"&39⅜"-<br>~~29½"~~ 29½" 180lb (s) 128NHP<br>2SB,4cf,GS78,HS2475<br>SandvikensSkeppsd.&MV | 16 ″ 10<br>s1 ″ 11<br>15 ″ 2 | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. | Matériaux, Gréement, etc.<br>Nombres des Ponts | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | Registres où cote ce n'est dans le L.R. Jurés, Cert. B. of Trade |
| 39245<br>221122<br>MCPB | **Solana**<br>Elec.light<br>Mchy.Aft | SteelSc<br>2Dks(Stl)&Webframes<br>Longitudinalframing | 6703<br>6125<br>4203 | ✠100A1<br>3,21<br>✠LMC8,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 3,21 F.P. above 150° F. | Phl | a† | CL | 1921<br>8mo | NewYork S.B.Corp.<br>Camden,N.J.<br>A&CP | PacificMailS.S.Co. Inc.<br>CellDB uE&B65'272t | 419·5<br>P101'B36'F34'<br>FPT294tAPT46t | 56·5 | 33·3 | NewYork<br>Utd.States<br>FK 14BHptCem<br>(9 „ to U dk<br>5 „ „2nd „) | T.3Cy.27",45"&75"-51" (r)<br>195lb 601NHP<br>3SB,9cf,GS190,HS8952 FD<br>NewYorkS.B.Corp. | 33 ″ 4 | |
| 39246 | **San Casto**<br>Should be "Aurora," See No. 36203 in Supplement<br>Elec.light<br>Mchy.Aft | SteelSc | 423<br>363<br>227 | 100A1<br>(ClassContemplated)<br>Carrying Petroleum in bulk | | | | 1921 | I.J.Abdela &Mitchell,Ld<br>Queensferry | EagleOilTransport Co.Ld. | 140·5<br>F16' | 27·6 | 10·9 | London<br>British | C.2Cy.15½"&32"-24"<br>Abdela&Mitchell.Ld.Bes. | | |
| 39247<br>LCHN | **Sjømand**<br>Elec.light<br>Mchy.Aft | SteelSc<br>1Dk(Stl)&Webframes | ~~2837~~ 2820<br>~~2277~~ 2260<br>~~1585~~ 1566 | ✠100A1<br>3,22 ~~10,21~~<br>LMC10,21<br>~~(ClassContemplated)~~<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 10,21 F.P. above 150° F. | ~~Sth~~ Bhn | l | CL | 1921<br>10mo<br>Lloyd's | JIThornycroft&Co.Ld.<br>Southampton<br>A&CP | Akties.Laboremus<br>(T.Dannevig& Co.Mgrs.)<br>CellDBuE&B51'f34'154tFPT59tAPT107t | ~~300·4~~<br>300·8<br>P38'B36'F33' | ~~48·5~~<br>43·7 | 22·3 | Chrstiania<br>Norwegian<br>FK 11BHptCem | 2SteamTurbines geared to 1Sc.shaft (s)<br>220lb 283NHP<br>2SB,6cf,GS120HS3990<br>J.I.Thornycroft&Co.Ld. | 24 ″ 5 | |
| 39248<br>125910<br>XJBL | **Seminole**<br>Elec.light<br>Mchy.Aft<br>Wireless | SteelTwinSc<br>OilEng.<br>2Dks(Stl)&Webframes<br>Longitudinal framing | 6923<br>6206<br>4863 | ✠100A1<br>3,22 ~~5,21~~<br>✠LMC5,21<br>Carrying Petroleum in bulk | Brw<br>Brs | a† | 2.22 | 1921<br>5mo<br>Lloyd | Vickers,Ld<br>Barrow<br>sA&CP | Anglo-American OilCo.Ld.<br>(J.Hamilton Mgr)<br>CellDBuE62'<br>281tDTf35'384tFPT178tAPT55t | 425·2<br>P92'B34'F53' | 57·0 | 33·2 | Barrow<br>British<br>FK 16BHptAsp<br>(10BHtoUdk<br>6 „ „2nd „) | Oil Engines 4S.C.SA<br>12Cy.24½"-39" 562NHP<br>120lb 3DB<br>Vickers,Ld.Barrow | 33 ″ 0<br>s 7 ″ 1<br>26 ″ 4 | |
| 39249<br>216788<br>LMPF | **Shreveport**<br>(exW.S.Rheem)<br>Elec.light<br>Mchy.Aft<br>Sub.Sig. Wireless | SteelSc<br>2Dks(Stl)&Web frames<br>Longitudinal framing | 7277<br>6444<br>4371 | Carrying Petroleum in bulk<br>Fitted for oil fuel 8,18 F.P. above 150° F. | | | CL<br>1,20 | 1918<br>8mo | Bethlehem S.B.Corp.Ld.<br>Alameda,Cal.<br>A&CP | UnitedStates ShippingBoard<br>CellDBuE&B62'171t | 435·0<br>P101'B50'F42'<br>FPT97tAPT74t | 56·0 | 32·0 | NewYork<br>Utd.States<br>FK 15BHptAsp<br>(10 to U dk<br>5 „ 2nd „) | T.3Cy.27",47"&78"-48" (s)<br>220lb 600NHP<br>3SB,9cf,HS8265 FD<br>BethlehemS.B.Co.S.Fo. | 33 ″ 6<br>s 8 ″ 0<br>25 ″ 11 | |
| 39250<br>221304<br>MOTJ | **Swiftwind**<br>Elec.light<br>Mchy.Aft | SteelSc<br>2Dks(Stl)&Shelter dk(Stl)<br>&Web frames<br>Longitudinal framing | 8207<br>7779<br>5092 | ✠100A1<br>Shelter dk with freeboard<br>6,21<br>✠LMC6,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 6,21 F.P. above 150° F. | Pld | c† | CL | 1921<br>6mo | Northwest Bridge&Iron Co.<br>Portland,Or.<br>A&CP | SwiftsureOil TransportCo.<br>(C.D Mallory&Co. Inc,Mgrs.)<br>CellDBuE&B71' 230t DTf50' 444t<br>'Tween dktanks a 30t FPT183tAPT31t | 464·4 | 60·2 | 27·7 | NewYork<br>Utd.States<br>FK 17BHptCem<br>(3BHtoS dk<br>10 „ „ U „<br>4 „ 2nd „) | T.3Cy.27½",46"&78"-51" (s)<br>210lb 662NHP<br>3SB,9cf,HS9690 FD<br>Hooven,Owens&Rentschler Co.Hamilton,O. | 36 ″ 5<br>s 9 ″ 11½<br>26 ″ 9 | |
| 39251<br>~~MTVB~~ | **Stolwijk**<br>(exKongsgaard)<br>Elec.light<br>Wireless | SteelSc<br>1Dk(Stl) | 2514<br>2283<br>1536 | ✠100A1<br>~~8,21~~ ~~9,20~~ ~~10,21~~<br>2,22<br>✠LMC1,20 | Gmh<br>Rot | s | ~~6,21~~<br>10,21 | 1920<br>1mo | N.V.Werf deNord<br>Alblasserdm<br>A&CP | N.V.Maats.Stoomschip Rijswijk<br>(Erhardt&Dekkers, Mgrs.)<br>CellDB248'605t APT59t | 286·0<br>P22'B74'F25' | 45·2 | 21·7 | Rotterdam<br>Dutch<br>FK 4BHCem | T3Cy.21⅝",35 1/16"&57½"-41½"<br>176lb 100lb (s) 263NHP<br>2SB,6cf,GS127,HS4488<br>Machfab.Kinderdijk | 23 ″ 11 | |
| 39252<br>LBVG | **Sagaland**<br>Elec.light | SteelSc<br>1Dk(Stl) | 2677<br>2375<br>1089 | ✠100A1<br>~~1,21 6,21~~ 1,22<br>✠LMC6,21 | Brs<br>Shl | t | CL | 1921<br>6mo<br>Lloyd | C.Hill& Sons,Ld.<br>Bristol<br>sA&CP | D/S A/S Vestland<br>(Rich.Amlie,Mgr)<br>CellDB263'612t FPT90t APT90t | 310·8<br>P28'B86'F32' | 44·2 | 23·8 | Haugesnd<br>Norwegian<br>FK 5BHCem | T.3Cy.21",34"&56"-36" (s)<br>180lb 242NHP<br>2SB,6cf,GS122,HS4260<br>Richardsons,Westgarth& Co.Ld.Hpl. | 23 ″ 10 | |
| 39253<br>KHTF | **Solway Firth**<br>Now named "Point of Ayr," See No. 38984 in Supplement<br>Mchy.Aft Well deck | SteelSc<br>1Dk(Stl) | 329<br><br>130 | ✠100A1<br>2,22<br>✠LMC3,21 | Lth<br>Bwg | d | CL<br>~~10,21~~<br>2,22 | 1921<br>3mo<br>Lloyd's | J.Cran& SomervilleLd<br>Leith<br>sA&CP | ~~BorderShipping Co.Ld.(G.T.Gillie &Co.Mgrs.)~~<br>Point ofAyrCollieriesLd<br>(T.D.RobertsMgr.) | 130·2<br>Q48'B8'F22'<br>FPT33t APT16t | 22·6 | 9·6 | ~~Glasgow~~ Liverpool<br>British<br>FK 3BH Asp | C.2Cy.15"&32"&24" (s)<br>130lb 60RHP<br>1SB,2pf,GS44,HS1168<br>J.Cran&Somerville,LdLth | 10 ″ 6<br>s ″ 7<br>10 ″ 2 | |
| 39254<br>146132<br>RJQH | ~~**Scalfaria**~~ Scalaria<br>Elec.light<br>Mchy.Aft | SteelSc<br>2Dks(Stl)&Webframes<br>Longitudinalframing | ~~5709~~ 5588<br>~~5250~~ 526[illegible]<br>~~3350~~ 3435 | ✠100A1<br>3,22 ~~9,21~~<br>✠LMC9,21<br>~~(ClassContemplated)~~<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 9,21 F.P. above 150° F. | Nwc | z | CL | 1921<br>9mo<br>Lloyd's | Swan,Hunter&Wigham Richardson,<br>Ld Newcastle<br>A&CP | Anglo-Saxon PetroleumCo.Ld.<br>CellDBuE&B78 217tDTf32'316t | ~~412·0~~<br>P109'B26'~~F46'~~F45'<br>411·5<br>FPT81tAPT136t | ~~53·1~~<br>53·4 | 31·0 | London<br>British<br>FK 16BHptCem<br>(12 „ to U dk<br>4 „ „2nd „) | T.3Cy.24½",42½"&74"-48"<br>220lb (s) 548NHP<br>3SB,9cf GS184,HS7617 FD<br>WallsendSlpway&E.CoLd | 31 ″ 0<br>s 6 ″ 9½<br>24 ″ 7 | |
| 39255 | **Senator Melle**<br>Elec.light | SteelScK<br>(Trawler)<br>1Dk | 235<br>219<br>91 | | | | | 1921 | Reiherst'g Schiffsw.<br>Hamburg | DeutscheSee-fischereiA.G. | 125·5 | 24·2 | 9·6 | Cuxhaven<br>German | T.3Cy.13",20½"&32 3/10"-22 7/20"<br>49NHP<br>Reiherst.Maschinenf.Ham. | | |
| 39256<br>6655<br>KDHS | **Siva**<br>Mchy.Aft | SteelSc<br>1Dk(Stl)<br>CruiserStern | 494<br>342<br>273 | ✠100A1<br>3,22 ~~9,21~~<br>~~(ClassContemplated)~~<br>✠LMC9,21 | Lödöse<br>Got | g | 3,22 | 1921<br>9mo<br>Lloyd's | Aktieb. LödöseVarf.<br>Lödöse<br>A&CP | Aktieb.Lödöse Varf.<br>(C.A. Hallberg,Mgr.)<br>CellDBf53'85tFPT40tAPT14t | ~~141·2~~<br>P41'F25'<br>145·8 | 28·0 | ~~12·1~~<br>12·3 | ~~Gothenbrg~~ Lödöse<br>Swedish<br>FK 3BHCem | C.2Cy.~~27"&12"~~ 12"&27"-18" (s)<br>125lb 32NHP<br>1SB,2cf,GS27,HS583<br>Aktieb.LödöseVarf Lödöse | 13 ″ 3<br>s 1 ″ 3<br>12 ″ 3 | |
| 39257 | **Steinhöft**<br>Elec.light | SteelScK<br>(Trawler)<br>1Dk | 235<br>219<br>91 | | | | | 1921 | Reiherst'g Schiffsw.<br>Hamburg | DeutscheSee-fischereiA.G. | 125·5 | 24·2 | 9·6 | Cuxhaven<br>German | T.3Cy.13",20½"&32 3/10"-22 7/20"<br>49NHP<br>Reiherst.Maschinenf.Ham. | | |
| 39258 | **Stubbenhuk**<br>Elec.light | SteelScK<br>(Trawler)<br>1Dk | 235<br>219<br>91 | | | | | 1921 | Reiherst'g Schiffsw.<br>Hamburg | DeutscheSee-fischereiA.G. | 125·5 | 24·2 | 9·6 | Cuxhaven<br>German | T.3Cy.13",20½"&32 3/10"-22 7/20"<br>49NHP<br>Reiherst.Maschinenf.Ham. | | |
| 39259<br>145844<br>KJQT | **Somersetshire**<br>Elec.light<br>Wireless | SteelTwinSc<br>OilEng.<br>3Dks(Stl)<br>Cruiser Stern | 7456<br>6920<br>4546 | ✠100A1<br>2,22 ~~6,21~~<br>✠LMC6,21 | Bel<br>Mdb | c† | CL | 1921<br>6mo<br>Lloyd's | Harland& Wolff,Ld.<br>Belfast<br>sA&CP | BibbyS.S.Co.Ld.<br>(BibbyBros.&Co. Mgrs.)<br>CellDBa121'uE30'f212'1318t<br>upper 'tween dk tanks47'260t lower 'tween dk tanks 26'70tFPT85tAPT40t | 450·3<br>P37'B127'F56' | 57·3 | 33·7 | Liverpool<br>British<br>FK 7BHptCem | Oil Engines 4S.C.SA<br>12Cy.29⅛"-45¼"<br>100lb 858NHP<br>Harland&Wolff,Ld.Gls. | 36 ″ 7<br>s 8 ″ 9½<br>28 ″ 1 | |
| 39260<br>145122 | **Sir Glynn**<br>(exGarthlouis,exAlexandra) | SteelSc<br>(Tug)<br>1Dk | 145<br>130<br>41 | | | | | 1915 | Hte.Veldhuis<br>Papendrecht | SirWGArmstrong, Whitworth&Co.Ld | 98·3 | 20·1 | 8·2 | London<br>British | T.3Cy.12",18"&30"-16"<br>36NHP<br>Mchfbk.Bolnes,Bolnes | | |
| 39261 | **Selma**<br>Elec.light Wireless | SteelSc<br>1Dk | 1750<br><br>1029 | | | | | 1921 | Howaldtswerke<br>Kiel | C.Wohlenberg | 261·0<br>P13'Q75'B115'F31' | 41·0 | 17·6 | German<br>WB | T.3Cy.20 1/10",32 3/10"&51 1/20"-35 1/20"<br>142NHP<br>Howaldtswerke,Kiel | | |
| 39262<br>NDCB | **Stal**<br>Elec.light | SteelSc<br>1Dk(Stl)&Shelter dk(Stl) | 2242<br>1967<br>1311 | ✠100A1<br>Shelterdk with freeboard<br>10,21<br>✠LMC10,21 | Cpn | t | | 1921<br>10mo | A/S Baltica Værftet<br>Copenhagen<br>A&CP | ~~Dampskibsselsk. Storebælt~~<br>A/SD/SStorebælt<br>P.L.Fisker,Mgr.)<br>Intermediate BH in forehold dispensed with<br>CellDB262'641tFPT51tAPT65t | ~~301·0~~<br>~~F26'~~<br>301·9<br>F32'onShelter dk | ~~44·0~~<br>44·2 | ~~19·4~~<br>19·3 | Copnhagn<br>Danish<br>FK ptCem<br>(1BHtoShdk<br>3 „ „ U „) | 1 geared Steam Turbine<br>200lb (s) 221NHP<br>2SB,4cf GS61,HS2740 FD<br>SvenskaTurbinfabriks, A/BLjungström ~~Finspong~~ Finspong | 21 ″ 11<br>s 1 ″ 6½<br>20 ″ 9 | |
| 39263<br>221263<br>MC-P | **Swiftlight**<br>Elec.light<br>Mchy.Aft | SteelSc<br>2Dks(Stl)&Shelter dk(Stl)<br>&Web frames<br>Longitudinal framing | 8207<br>7779<br>5092 | ✠100A1<br>Shelter dk with freeboard<br>4,22 ~~5,21~~<br>✠LMC5,21<br>Carrying Petroleum in bulk<br>Fitted for oil fuel 5,21 F.P. above 150° F. | Pld | c† | CL | 1921<br>5mo | Northwest Bridge& IronCo.<br>Portland,Or.<br>A&CP | SwiftsureOil TransportCo.<br>(C.D Mallory&Co. Inc,Mgrs.)<br>CellDBuE&B71' 230t DTf50' 444t<br>'Tween dk tanks a 30t FPT183t APT31t | 464·6 | 60·2 | 27·7 | NewYork<br>Utd.States<br>FK 17BHptCem<br>(3 to Sh dk<br>10 „ U „<br>4 „2nd „) | T.3Cy.27½",46"&78"-51" (s)<br>210lb 662NHP<br>3SB,9cf,HS9690 FD<br>Hooven,Owens&Rentschler Co.Hamilton,O. | 36 ″ 5<br>s 9 ″ 11½<br>26 ″ 9 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Register Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Year Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | 8<br>Built.<br>When.<br>Ship.<br>Engines. | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Deleted R. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39264<br>221125<br>MCPF | Sucubaco SteelSc<br>Elec.light 1Dk(Stl)2trBin fore& after holds&Web frames | 3545<br>3005<br>2174 | ✠100A-<br>5,21<br>✠LMC6,21<br>Fitted for oil fuel 6,21 F.P. above 150° F. | New-ark | v | CL | 1921<br>5mo | Submarine BoatCorp.<br>NewarkN.J. | SubmarineBoat Corporation | 324·0\|46·2\|25·0<br>P30'B90'F35'<br>FK<br>CellD B251'827tFPT111t | NewarkNJ<br>Utd. States<br>6BHptCem<br>APT69t | 1 Geared Steam Turbine<br>200lb (s) HS5800 368NHP<br>2 Water Tube Boilers, FD<br>Westinghou-eElectric& Mfg.Co.Essington,Pa. | 28 ″ 6 | |
| 39265 | Stoppani IronSc<br>(exTisza)<br>ssTri.2ndNo.3-8,11<br>ssFiu.No.2-19<br>Well deck 1Dk(Irn)2trB | 1041<br>1008<br>708 | ✠100A1<br>4,20<br>✠NB9,98<br>BS~~1,10~~-7,21<br>✠LMC10,18 | Nap | o | CL<br>~~4,20~~<br>7,21 | 1879<br>12mo | Blackwood &Gordon<br>Pt.Glasgow<br>Lloyd'sA&CP | AdriaSoc.Anon di Nav.Marittima | 242·4\|32·5\|16·8<br>Q86'B60'F32'<br>BK8"<br>DB210' Tpd93 | Fiume<br>4BHCem | T.3Cy.17½",30½"&52½"-36"<br>165lb30lb(s)NDB11 166NHP<br>1SB,3rf,GS56,HS2480<br>WighmRichrdsn&Co.Nwc | 17 ″ 5 | |
| 39266<br>145134 | Samuel Drake St [illegible]ScK<br>ssBgs.No.3-6,21<br>1Dk | 276<br>247<br>108 | 100A1<br>StmTrawler<br>6,21<br>LMC12,20 | Bgs | | CL<br>12,20 | 1918 | Bow,Mc-Lachlan&Co.<br>Ld. Paisley<br>Lloyd'sA&CP | TheAdmiralty | 125·7\|23·4\|12·8<br>Q72'F17'<br>BK7½" | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 61RHP<br>1SB,3pf,GS50,HS1619<br>Fawcett,Preston&Co.Liv. | 13 ″ 6 | |
| 39267<br>144973 | Saint Fintan SteelSc<br>Elec light Welldeck 1Dk(Stl)<br>Mchy.Aft Cargo battens not fitted | ~~420~~ 495<br>332<br>192 | ✠100A1<br>9,21<br>~~(ClassContemplated)~~<br>✠LMC9,21 | Ayr | g | CL | 1921<br>9mo | AilsaS.B. &E.Co.Ld.<br>Ayr<br>Lloyd'sA&CP | T.Heiton&Co.Ld.<br>(R.Harper,Mgr.) | 143·4\|26·1\|11·7<br>~~Q88'F25'~~ BonQ10<br>Q89'F23' BK7"<br>FP | Dublin<br>British<br>3BHCem<br>T43tAPT4t | C.2Cy.18"&36"-27" (s)<br>130lb 54RHP<br>1SB,3pf,GS56,HS1897<br>AilsaS.B.&E.Co.Ld.Troon | 12 ″ 10<br>s4 ″ 6<br>13 ″ 1 | |
| 39268<br>RBMG | Steigerwald SteelSc<br>Ref.Mchy. Fitted for oil fuel<br>Elec light Wireless Sub.Sig. 2Dks | 4535<br>4112<br>2736 | | | | | 1921 | Deutsche Werft.A.G.<br>Hamburg | Hamburg-Amerik. Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | 390·0\|50·2\|24·9<br>P&B257'F50' | Hamburg<br>German<br>WB | T3Cy26 3/16",43 3/8"&70 1/2"-47 1/16"<br>GuteHoff-nungshütte,Sterkrade 337NHP | | |
| 39269<br>145103<br>KHDN | Santa Aurora SteelSc<br>(exIbicuhy)<br>Elec.light Wireless 2Dks<br>For full particulars See No. 39330 in Supplement | 4278<br>3881<br>2604 | | | | | 1919 | G.Seebeck Akt.Ges.<br>Geestemünde | EagleOilTransport Co.Ld. | ~~366·2\|51·2\|26·4~~<br>B107'F43' \|26·5<br>367·5\|51·0\| | London<br>British | T.3Cy.24½",40 1/16"&65"-47 3/16"<br>291NHP<br>G.SeebeckA.G.Gstemünde | 29 ″ 5<br>s3 ″ 9½<br>25 ″ 11 | |
| 39270<br>145298<br>KJHB | Shell Mex 5 SteelSc<br>Elec.light 1Dk(Stl)&Webframes<br>Mchy.Aft | ~~700~~ 423<br>369<br>227 | ✠100A1<br>8,21<br>~~(ClassContemplated)~~<br>CarryingPetroleum in bulk<br>✠LMC8,21 | Chs | f | CL | 1921<br>8mo | Abdela& Mitchell,Ld.<br>Queensferry<br>Lloyd'sA&CP | ~~EagleOilTransport Co.Ld.~~ ShellMex Ld. | ~~140·6\|27·5\|11·5~~<br>F16' \|27·6\|10·9<br>140·5\|<br>FK | London<br>British<br>8BHptCem<br>APT15t | C.2Cy.15½"&32"-24" (s)<br>130lb 58RHP<br>1SB,2cf, HS1135<br>Abdela&Mitchell,Ld. | 11 ″ 6<br>s1 ″ 6<br>10 ″ 3 | |
| 39271<br>141097<br>KLBN | Sir James Bell SteelSc<br>~~Fitted for oil fuel~~<br>Elec.light Wireless 1Dk(Stl) | 2496<br>2229<br>1462 | ✠100A1<br>10,21<br>LMC10,21<br>Fitted for oil fuel 10,21 F.P. above 150°F. | Sou | t | CL | 1921<br>10mo | JIThorny-croft&Co.Ld<br>Southampton<br>Lloyd'sA&CP | BellviewShipping Co.Ld (J.Bell&Co. Mgrs.) | 300·5\|43·7\|22·2<br>P28'B83'F33' FK<br>CellDB252'644tFPT102tAPT108t<br>IntermediateBH in foreholddispensed with, 4BHonly | Hull<br>British<br>ptCem ~~WB~~ | T.3Cy.21",34"&57"-36"(s)<br>180lb 238~~195~~NHP<br>2SB,6cf,GS110,HS4018<br>JIThornycroft&CoLd.Sou | 24 ″ 5<br>s4 ″ 5½<br>2 ″ 4 | |
| 39272<br>RBLI | Stor SteelSc<br>Elec.light Mchy.Aft 1Dk | 665<br><br>348 | | | | | 1921 | Stocks& Kolbe<br>Kiel | BugsierReed.& BergungsA.G. | 176·0\|31·3\|12·3<br>P&B115 F23' | Hamburg<br>German<br>WB | T 3Cy.12 13/16",19 15/16"&32 5/16"-22 7/16"<br>49NHP<br>CaesarWollheim,Breslau | | |
| 39273 | Sagua la Grand SteelSc<br>Elec.light Wireless 1Dk | 800 | | | | | 1921 | Jannsen& Schimlinsky<br>Hamburg | Heinze&Jurgens | 191·0\|30·2\|12·6<br>Q57'B51'F28' | Havana<br>Cuban<br>WB | T3Cy14¾",23⅝"&38 3/16"-27 9/16"<br>DresdenerMch. 76NHP<br>Fbk.UebigauA.G.Uebigau | | |
| 39274<br>145186<br>KJMP | Space WoodSc<br>(Drifter)<br>9&12yrs,Mat.<br>Should be "Spate," See No.31490 in body of Register Book | 96<br>96<br>42 | ✠11A1<br>For fishing purposes<br>8,21 ~~7,19~~<br>✠LMC7,19 | Hul | | CL | 1918<br>11mo | R.Dunston Thorne<br>Lloyd'sA&CP | NielsonFishing Co.(HudsonBros., Mgrs.) | 86·2\|18·5\|9·2 | Hull ~~London~~<br>British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS932<br>Gt.CentrlCo-opEng &Ship RepairingCo.Ld.Gms. | 10 ″ 4<br>s1 ″ 0 | |
| 39275<br>135350 | Sybil-Mary SteelSc<br>1Dk(Stl)<br>Mchy.Aft Elec.lightWelldeck | ~~300~~ 270<br>186<br>97 | ✠100A1<br>11,21<br>~~(ClassContemplated)~~<br>✠LMC11,21 | Bwg | d | CL | 1921<br>11mo | Scott& Sons<br>Bowling<br>Lloyd'sA&CP | Rt.Hon.Baron Penrhyn(T.I.W. Humphreys,Mgr.) | 130·1\|22·1\|7·9<br>Q48'B9'F26' BK6¾"<br>CellDBf63'62tFPT21tAPT20t | Bangor<br>British<br>Beaumaris<br>3BHCem | T.3.Cy.11",18"&30"-21"(s)<br>180lb 45RHP<br>1SB,2cf,GS34,HS1143<br>Aitchison,Blair,Ld. Clydebank | 10 ″ 3<br>s ″ 7½<br>10 ″ 4 | |
| 39276<br>JPHL | ~~Santamana~~ Santamaña SteelSc<br>Elec.light 2Dks(Stl) | ~~2270~~ 2661<br>2079<br>1923 | ✠100A1<br>10,21<br>~~(ClassContemplated)~~<br>✠LMC10,21 | Cdz | s | CL | 1921<br>10mo | Echevar-rieta y Larrinaga<br>Cadiz<br>Lloyd'sA&CP | Cia.Nav."Bermeo" | 290·0\|44·0\|~~22·0~~<br>P25'B76'F31' \|19·3<br>FK<br>CellDB248'600tFPT72tAPT73t | S.Sebast'n<br>Spanish<br>5BHCem | T.3Cy.22",36"&59"-39" (s)<br>180lb 252NHP<br>2SB,6cf,GS118,HS4120<br>J.G.Kincaid&Co.Ld.Grk. | 22 ″ 0<br>s3 ″ 2<br>19 ″ 2 | |
| 39277<br>136697<br>[illegible] | Svorono SteelSc<br>(exEunisbrook)<br>Wireless<br>ssCff.No.1-19<br>1Dk(ptStlptIrn) | 3382<br>3183<br>2127 | ✠100A1<br>2,22 ~~3,21~~<br>BS3,21<br>✠LMC2,19 | Bry<br>Npt | v | CL<br>3,21 | 1914<br>7mo | J.Blumer& Co.<br>Sunderland<br>Lloyd'sA&CP | C.Doresa&Co. | 348·5\|48·7\|22·9<br>P35'B106'F30'<br>FK<br>Intermediate BH in afterhold dispensed with<br>CellDBa 123' uE25' f149' 861t FPT59t | London<br>British<br>Cem<br>5BH only<br>APT108t | T.3Cy.24".40"&65"-42" (s)<br>180lb 120lb 301NHP<br>2SB,6cf,GS116,HS4700<br>N.E.MarineEng.Co.Ld.Sld | 25 ″ 4<br>s4 ″ 4<br>21 ″ 4 | |
| 39278 | Schopenstehl SteelSc<br>(Trawler)<br>Elec.light 1Dk | 235<br>219<br>91 | | | | | 1921 | Reiherst'g Schiffsw.<br>Hamburg | Deutsche SeefischereiA.G. | 125·3\|24·2\|9·6 | Cuxhaven<br>German | T.3Cy.13",20½"&32½"-26½"<br>54NHP<br>ReiherstMaschinenf.Ham | | |
| 39279 | San Claudia SteelSc<br>Should be "ShellMex 4," See No. 39326 in Supplement<br>Elec.light<br>Mchy.Aft | 423 | 100A1<br>(ClassContemplated)<br>CarryingPetroleum in bulk | | | | 1921 | Abdela& Mitchell,Ld.<br>Queensferry | EagleOilTransport Co.Ld. | 140·5\|27·6\|<br>F15' | British | C.2Cy.15½"&32"-24"<br>Abdela&Mitchell,Ld. Brimscombe | | |
| 39280 | Scipio SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks&Shelter dk<br>Now named "Brion," See No. 36560 in Supplement | 800 | | | | | 1921 | Coaster [illegible]Ld.<br>Montrose | Koninkl.Nederl. Stoomb.Maats. | 200·0\|33·1\|10·5<br>B60'F23' | Amstrdam<br>Dutch<br>WB | | | |
| * 39281<br>145283 | Sunhaven SteelSc<br>(exDanzig)<br>ssLth.No.3-8,21<br>Elec.light 1Dk(Stl)&Shelter dk(Stl) | 2933<br>2659<br>1734 | 100A1<br>Shelter dk with freeboard<br>4,22 ~~8,21~~<br>LMC8,21 | Lth<br>Npt | v | CL<br>8,21 | 1920 | Nordsee-werkeA.G.<br>Emden | SunShppng.Co.Ld (MitchellCotts& Co.~~Ld~~ Mgrs.) | 340·5\|48·2\|20·6<br>F36'on Shelter dk FK<br>Collision BH to S dk<br>CellDB282'926tFPT120tAPT69t | London<br>British<br>Cem<br>5 „ „ U „ | T.3Cy.23 9/16",38 3/16"&62"-41 3/16" (s)<br>192lb 320NHP<br>2SB,6cf,GS101,HS4413 FD<br>Gebr Sachsen-bergA.G.Rosslau | ~~23~~ ″ 9<br>s1 ″ 11½<br>22 ″ 1 | |
| 39282<br>112841<br>SHBV | Sokoto SteelSc<br>(exAncobra)<br>ssHam.No.3-2,11<br>Elec.light Wireless ssLiv.No.2-19<br>Tonnageopening closed 1917 2Dks(Stl) | 3698<br>2422<br>2811 | ✠100A1<br>8,21<br>BS4,22 ~~BS10,20~~<br>✠LMC3,19 | Hul | u | CL<br>~~3,19~~<br>4,22 | 1901<br>4mo | A.McMil-lan&Son,Ld<br>Dumbarton<br>A&CP | AfricanS.S.Co. (Elder,Dempster& Co.Ld.Mgrs.) | 325·6\|45·2\|27·6<br>P35'B&F262'<br>FK<br>CellDBa94'uE&B36'f146'788tAPT18t | London<br>British<br>5BHCem | T.3Cy.23",37"&61"-42" (s)<br>160lb ~~180lb~~150lb 257NHP<br>2SB,6cf,GS112,HS4100<br>Muir&Houston,Ld.Gls. | 30 ″ 2<br>s9 ″ 2½<br>21 ″ 5 | |
| 39283<br>145345 | Slievenamon SteelSc<br>Mchy.Aft 1Dk(Stl)<br>Well deck | 514<br>347<br>223 | ✠100A1<br>9,21<br>✠NB refitted21<br>✠LMC6,21 | Sou | g | CL | 1921<br>8mo | JIThorny-croft&Co.Ld.<br>Southampton<br>Lloyd'sA&CP | ~~S.J.Irwin&Co.~~ CargoSteam-shipsCo.Ld | 155·7\|26·2\|11·4<br>Q36'B11'F25'<br>FK<br>FPT48tAPT20t | S'thamptn<br>British<br>3BHCem | T.3Cy.13½",22"&35"-27" (s)<br>180lb 110NHP<br>1SB,3cf,GS51,HS1832 FD<br>JIThornycroft&CoLd Sou | 12 ″ 6<br>s3 ″ 11<br>12 ″ 4 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. | 3<br>Matériaux. Gréement etc.<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15<br>Registres où coté, si ce n'est dans le L.R.<br>Durée Cert. B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39284<br>128929<br>KDPJ | **Shahristan**<br>(*ex*Ninive,<br>*ex*Turkistan)<br>*Elec.light* Wireless | **SteelSc**<br>*ss*Hpl.No.3-8,21<br>2*Dks*(*Stl*) | 4552<br>4219<br>2844 | ✠100A1<br>2,22 ~~8,21~~<br>✠LMC8,21 | Hpl<br>Gls | *x* | CL<br>8,21 | 1911<br>11mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>*Lloyd'sA&CP* | ShahristanS.S.Co.<br>Ld.(F.C.Strick&Co<br>Ld.*Mgrs.*)<br>*CellDBa*119'*uE*28'*f* | 373·0<br>P25'B120'F38'<br>162'1002*tDT a*34'8 | 50·0 | 27·4<br>FK | Swansea<br>British<br>6*BHCem*<br>60*tAPT*36*t* | T.3Cy.28",46"&77"-48" (*s*)<br>180lb 616NHP<br>3SB,*12pf*,GS213,HS9469 FD<br>Cen.Mar.Eng.Wrks.WHpl | 30 ″ 0 | |
| 39285 | **Sagres**<br>*Mchy.Aft* | **SteelSc**<br>1*Dk*(*Stl*)<br>*Longitudinal framing* | *191*<br>*164*<br>*78* | ✠100A1<br>10,21<br>~~(*ClassContem plated*)~~<br>✠LMC10,21 | Psy | *b* | CL | 1921<br>10mo | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley<br>*Lloyd'sA&CP* | ~~Ferro&Co.Ld.~~<br>Ferro&Cia.Ltd.<br>*DTf* | ~~97·0~~<br>97·4<br>6'42*tAPT*9*t* | ~~23·0~~<br>23·6 | 10·0<br>FK | St.Vincent<br>C.V.<br>Portuguese<br>7*BHptAsv*<br>*ptCem* | C.2Cy.12"&24"-18" (*s*)<br>130lb 34NHP<br>1SB,*2pf*,GS30,HS709<br>Bow,McLachln&CoLd.Psy | 10 ″ 0<br>s ″ 11½<br>9 ″ 2 | |
| 39286 | **Suomen Neito**<br>*Elec.light* *Well deck* | **SteelSc**<br>1*Dk*(*Stl*) | 1192<br>835<br>731 | ✠100A1<br>11,21<br>~~(*ClassContem plated*)~~<br>✠LMC11,21 | Hfs | *n* | | 1921<br>11mo | Sandvikns<br>Skeppd&M.V<br>Helsingfors<br>*Lloyd'sCP* | Suomen Valtamer-<br>entakainenK.O.Y.<br>*CellDB*186 | 217·6<br>Q69'B60'F19'<br>380*tFPT*35*tAPT*43*t* | 33·5 | 13·7<br>FK | Helsingfors<br>Finnish<br>4*BHCem* | ~~T3Cy15$\frac{5}{32}$",27½"&39⅜"-29$\frac{1}{8}$"~~<br>T3Cy15$\frac{3}{16}$",24¼",&39⅜"-29¼"<br>180lb (*s*) 128NHP<br>2SB,*4cf*,GS78,HS2475<br>SandvikensSkeppd.&M.V. | 16 ″ 10<br>s 1 ″ 11<br>15 ″ 2 | |
| 39287 | **Sultan**<br>(*ex*Huntscastle,*ex*ErnaWoermann,*ex*<br>Louisiana) *Elec.light* Wireless | **SteelSc**<br>2*Dks* | 5528<br>4276<br>3482 | | | | -- | 1902 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | WoermannLinie<br>Akt.Ges. | 403·2<br>P&B253'F50' | 49·4 | 27·0 | Hamburg<br>German<br>*WB* | Q4Cy.23¼"33¾"49¼"&72"-54"<br>381NHP<br>FlensburgerSchiffsb.Ges. | | |
| 39288 | **Sainte Marguerite II.**<br>*Elec.light* | **SteelSc**<br>1*Dk* | 1823<br>1630<br>1100 | | | | | 1921 | Dublin<br>Dkyd.Co.Ld.<br>Dublin | Daher&Cie. | 265·0<br>P22'B71'F29' | 42·1 | 17·9 | Marseilles<br>French<br>*WB* | T.3Cy.20½",34"&56"-36"<br>188NHP<br>Rankin&BlackmoreLdGrk | | ▼ |
| 39289<br>~~MJVR~~ | **Strudsholm**<br>(*ex*Heina,*ex*King<br>Arthur,*ex*Kingsland)<br>Wireless | **SteelSc**<br>*ss*NYk.No.3-6,18<br>1*Dk*(*ptIrn&ptStl*)<br>*&deep framing*<br>*Cargo battens not fitted* | 2876<br>2652<br>1797 | ✠100A1<br>10,21 ~~1,21~~<br>~~BS8,20~~<br>BS10,21<br>✠LMC6,18 | Shl<br>Cff | *u* | CL<br>7,20 | 1905<br>9mo | Sunderlnd<br>S.B.Co.Ld.<br>Sunderland<br>*Lloyd'sA&CP* | ~~Reiersen&Mait-land~~ M.Sato<br>*CellD* | 314·0<br>P27'B90'F30'<br>*Ba*104'*u E*18'*f*130' | 48·0 | 20·6<br>FK | Japanese<br>5*BHCem*<br>697*tAPT*96*t* | T.3Cy.23",38"&62"-42" (*s*)<br>160lb ~~*100lb*~~ *75lb* 262NHP<br>2SB,*6pf*,GS130,HS4124<br>N.E.MarineEng.Co.Ld.Sld | 23 ″ 0<br>s 3 ″ 9<br>19 ″ 7 | |
| ✱ 39290 | **Springfontein**<br>*Elec.light* | **SteelSc**<br>2*Dks*(*Stl*)&*Shelter dk*(*Stl*)<br>*Cargo battens not fitted in Shelter 'tween decks* | ~~*7300*~~<br>*7319*<br>*6890*<br>*5532* | ✠100A1<br>*Shelter dk with freeboard*<br>4,22 ~~12,21~~<br>~~(*ClassContem plated*)~~<br>✠LMC12,21 | Ham | *u*† | CL | 1921<br>12mo | Lithgows,<br>Ld.<br>Pt.Glasgow<br>*Lloyd'sA&CP*<br>*CellDB*360'1181*tDT* | N.V.Hollandsche<br>Zuid-Afrikansche<br>StoomMaats(Holland<br>ZuidAfricaLijn)<br>*a*36'1109*tAPT*31*t* | ~~423·5~~<br>423·3<br>*Intermediate 'tween dkBHin after hold dispensed with.* | ~~55·6~~<br>56·0 | ~~31·2~~<br>36·4<br>FK | Amstrdam<br>Dutch *Cem*<br>1*BHtoShltr dk*<br>5*BHtoUpr.dk* 1*BHto2nd dk only* | T.3Cy.27",45"&74"-51" (*s*)<br>180lb 565NHP<br>3SB,*9cf*,GS193,HS8533 FD<br>Rank'n&Blackmre Ld.Grk | 39 ″ 1<br>s 11 ″ 1<br>28 ″ 4 | |
| ✱ 39291<br>137499<br>JMPG | **Sunheath**<br>(*ex*Polladern,*ex*Emir)<br>*Elec.light* Wireless | **SteelScK**<br>*ss*Bom.No.2-20<br>2*Dks*(*Stl*) | 5932<br>5039<br>3825 | 100A1<br>10,21 ~~1,21~~<br>BS10,21 | Cff<br>LMC6,20 | *a*† | CL<br>~~1,21~~<br>10,21 | 1911 | Bremer<br>Vulkan<br>Vegesack<br>*Lloyd'sA&CP* | SunShippingCo.<br>Ld. (Mitchell<br>Cotts&Co.*Mgrs.*)<br>*One bulkhead in forward* | 420·4<br>P&B333'F60'<br>*hold dispensed with* | 54·5 | 28·0<br>FK | London<br>British<br>*Cem*<br>6*BHonly*<br>*CellDB* | Q.4Cy.24",34$\frac{11}{16}$",50⅜"&72$\frac{13}{16}$"<br>-53$\frac{3}{16}$" 227lb (*s*) 601NHP<br>4SB,*12cf*,GS188.HS8611 FD<br>BremerVulkan,Vegesack<br>358'1255*tFPT*92*tAPT*11*t* | 30 ″ 6<br>s 4 ″ 11½<br>25 ″ 11 | |
| 39292<br>146973 | **Swansea** | **SteelSc**<br>(*Tug*)<br>1*Dk* | 147<br>127<br>8 | | | | | 1918 | Cox&Co.<br>(Engineers)<br>Ld. Falmouth | TugBoats,Ld.(I.A.<br>Ambrose,*Mgr.*) | 85·1 | 21·0 | 10·4 | Swansea<br>British | C.2Cy.15"&32"-24"<br>40RHP<br>Cox&Co.(Engineers)Ld. | | |
| 39293<br>120926<br>KBNF | **S. E. Calvert**<br>(*ex*Lübeck,*ex*Drumcondra)<br>*Turret deck* Wireless | **SteelSc**<br>1*Dk*2*trB* | 4642<br>3870<br>2970 | | | | | 1906 | W.Doxford<br>&Sons,Ld.<br>Sunderland | CalvertS.S.Co.Ld.<br>(J.S.Calvert,<br>*Mgr.*) | 379·5<br>P23'B151'F37' | 51·1 | 25·4 | Goole<br>British<br>*WB* | T.3Cy.26",43"&70"-48"<br>339NHP<br>W.Doxford&Sons,Ld.Sld | | |
| 39294<br>MQPL | **Spurv**<br>(*ex*Lods)<br>*Well deck* | **SteelSc**<br>1*Dk*(*Stl*) | 490<br>367<br>266 | ✠100A1<br>10,20 | | ... | 12,19 | 1916<br>12mo | E.J.Smit&<br>Zoon<br>Hoogezand<br>A&CP | A/S D/S Lods<br>(Björnstad&<br>Brækhus)<br>*CellDBa*34' | 156·0<br>Q53'B38'F21'<br>*E*10'*f*54'110*t FPT* | 26·2 | 12·5<br>FK | Bergen<br>Norwegian<br>4*BHCem*<br>19*tAPT*7*t* | T3Cy12¼",19$\frac{5}{16}$",32$\frac{11}{16}$"-17$\frac{11}{16}$"<br>185lb (*s*) 69NHP<br>1SB,*2cf*,GS41,HS1335<br>E.J.Smit&Zoon,Hoogezand | 13 ″ 0<br>s ″ 7<br>12 ″ 8 | |
| 39295 | **Sommelsdijk**<br>(*ex*PieterCornelis,<br>*ex*Strathleven) | **SteelScK**<br>*ss*Ams.No.3-10,12<br>*ss*Ymu.No.2-21<br>1*Dk* | *187*<br>*176*<br>*56* | ✠100A1<br>*StmTrawler*<br>9,21<br>BS7,21 | Ymu<br>✠LMC<br>MS9,21 | | 7,19 | 1901<br>8mo | Hall,Rus-<br>sell&Co.Ld<br>Aberdeen<br>*Lloyd'sA&CP* | Vereenigde<br>ExploitatieMaats. | 108·7 | 21·8 | 11·5<br>BK7½" | Ymuiden<br>Dutch<br>3*BHCem* | T.3Cy.12½",20"&33"-21" (*s*)<br>140lb 56NHP<br>1SB,*2pf*,GS36,HS992<br>Hall,Russell&Co.Ld.Abn. | 12 ″ 1 | |
| 39296<br>146278 | **Sir Frederick Dumayne**<br>*Elec.light* | **Steel**<br>**TwinSc** ~~Twin~~<br>1*Dk*(*Teak*)<br>2*n* 1*dk forward & aft* | ~~800~~<br>783<br>697<br>297 | ✠100A1<br>*For towing purposes*<br>1,22<br>~~(*ClassContem plated*)~~<br>✠LMC1,22 | Psy | *m* | CL | ~~1921~~<br>1922<br>1mo | Bow,Mc-<br>Lachlan&Co.<br>Ld. Paisley<br>*Lloyd'sA&CP* | Commissioners for<br>Improvements in<br>thePort ofCalcutta<br>*CellDBa*36' | ~~212·0~~<br>F37'<br>212·8<br>*uE*45'*f*62 148*tFPT* | ~~32·0~~<br>32·1 | 14·4<br>FK | Glasgow<br>British<br>4*BHCem*<br>49*tAPT*67*t* | T.6Cy.18½",30"&50"-36" (*s*)<br>180lb *120lb* 413NHP<br>2DB,*8cf*,GS159,HS6070 FD<br>Bow,McLachln&CoLdPsy | 15 ″ 3<br>s 3 ″ 10½<br>11 ″ 11 | |
| 39297<br>144977 | **Slieve Donard**<br>*Elec.light* 2*Dks*(*MptStl-ws*)<br>Wireless | **SteelTwinSc** | 1116<br>1009<br>432 | ✠ A1<br>*with freeboard*<br>1,22<br>*Irish Channel Service*<br>~~(*ClassContem plated*)~~<br>✠LMC1,22 | Brw | *r* | | ~~1921~~<br>1922<br>1mo | VickersLd.<br>Barrow<br>*Lloyd'sA&CP* | L.&N.W.Rlwy.Co.<br>*MT*4'14*tD* | ~~200·5~~<br>P91' ~~B78'F91'~~<br>299·9<br>B79'F92'<br>FK&BK2"<br>*eep tanks f*10'35*t*12' | 39·1 | 14·2 | Dublin<br>British<br>7*BHptAsp*<br>*ptCem*<br>22*tTanks at sides of tunnel* | T.8Cy.19",29½",&(2)33"-30"<br>180lb *100lb* (*r*) 420NHP<br>2DB,*8cf*,GS160,HS6962 FD<br>Vickers,Ld.Barrow<br>18'55*tAPT*35*t* | 15 ″ 0<br>s 3 ″ 1<br>12 ″ 7 | |
| ✱ 39298<br>146093<br>KJNV | **Stoneboat**<br>*Mchy.Aft* | **SteelSc**<br>1*Dk* *OilEng*<br>*Cargo battens not fitted* | 270<br>208<br>128 | ✠100A1<br>4,22 ~~9,21~~<br>~~(*ClassContem plated*)~~<br>✠LMC6,21 | Cws | *c* | | 1921<br>9mo | J.S.White<br>&Co.Ld.<br>Cowes<br>*Lloyd'sA&CP* | RoadMaintenance<br>&StoneSupplyCo<br>Ld. | 120·6<br>Q32'B11'F20'<br>*DTf*11'33*t* | 21·1 | 10·3<br>FK<br>*FPT*26*t* | London<br>British<br>4*BHCem* | Oil Engines2S.C.SA<br>4Cy.14"-16" 63NHP<br>Vickers,Petter,Ld.Ipswich | 11 ″ 3<br>s ″ 11<br>10 ″ 6 | |
| 39299<br>135334<br>JDPQ | **Sureway** *ss*Brs.No.2-21<br>(*ex*Hartmore,<br>*ex*HartlandPoint,<br>*Elec.light* *ex*Ardgorm)<br>Wireless Sub.Sig. | **SteelSc**<br>~~[illegible]~~<br>2*Dks*(*Stl*) | 5131<br>4762<br>3287 | ✠100A1<br>9,21 ~~10,20~~<br>~~BS2,20~~<br>✠LMC ~~7,18~~<br>8,21 | Lth<br>Brs | *z* | CL<br>~~N9,19~~<br>8,21 | 1913<br>12mo | R.Duncan<br>&Co.Ld.<br>PortGlasgow<br>*Lloyd'sA&CP* | Anglo-Oriental<br>Nav.Co.Ld.(Yule,<br>Catto&Co.Ld.<br>*Mgrs.*) *'Tween*<br>*after* | 405·0<br>P42'B122'F35'<br>*dk BH in*<br>*hold dispensed with*<br>*CellDBa*131'*uE*25'*f*176' | 53·0 | 27·2<br>FK | Liverpool<br>British<br>*Cem*<br>5*BH to U dk*<br>1 „ „ 2*nd* „ | T.3Cy.27",44"&73"-48" (*s*)<br>180lb *100lb* 475NHP<br>2SB,*8cf*,GS156,HS6697 FD<br>J.G.Kincaid&Co.Ld.Grk<br>*only*<br>1103*tDTa*36'988*tAPT*36*t* | 29 ″ 9<br>s 5 ″ 11<br>24 ″ 2 | |
| 39300<br>146518<br>KLRG | **San Gerardo**<br>*Elec.light* Wireless<br>*Mchy.Aft* | **SteelSc**<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&<br>*Webframes*<br>*Longitudinal framing* | ~~12760~~<br>12915<br>12450<br>8150 | ✠100A1<br>*Shelter dk with freeboard*<br>2,22<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 2,22 *F.P.above* 150°F<br>✠LMC2,22 | Nwc | *h*† | CL | ~~1921~~<br>1922<br>2mo | Palmers'<br>Co.Ld<br>Newcastle<br>*Lloyd'sA&CP* | EagleOilTransport<br>Co.Ld.<br>22*BH*(15 *to Shelter dk*,7 *to Upper dk*)<br>*CellDBuB*38'143*tDTf*54'407*tFPT* | ~~530·0~~<br>F40' *on Shelter dk*<br>530·2 | 68·5 | 42·1<br>FK | London<br>British<br>*ptCem*<br>203*tAPT*40*t* | ~~3 Geared Steam Turbines~~<br>2SteamTurbines geared to<br>1Sc.Shaft200lb(*s*)913NHP<br>Palmers'Co.Ld.Newcastle<br>5SB,*15cf*,GS302,HS11595 FD | 42 ″ 3<br>s 12 ″ 0<br>30 ″ 8 | |
| 39301 | **San Fabian**<br>*Elec.light* Wireless<br>*Mchy.Aft* | **SteelSc**<br>*Longitudinal framing* | 13036<br>12550<br>8207 | 100A1<br>(*ClassContem plated*)<br>*Carrying Petroleum in bulk* | | | | 1921 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | EagleOilTransport<br>Co.Ld. | 530·4<br>B35'F39' | 69·4 | 42·2 | British | 3 Geared Steam Turbines<br>WllsndSlipwy.Co.Ld Nwc. | | |
| 39302 | **Schiehaven**<br>*Elec.light* | **SteelSc**<br>1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | *5514*<br>5282 ~~5280~~<br>*3476* | ✠100A1<br>*Shelter dk with freeboard*<br>1,22<br>~~(*ClassContem plated*)~~<br>*Fitted for oil fuel* 12,21 *F.P.above* 150°F<br>✠LMC12,21 | Nwc | *y* | CL | ~~1921~~<br>1922<br>1mo | W.Dobson<br>&Co.<br>Newcastle<br>*Lloyd'sA&CP* | Gebr.vanUden<br>*CellDB*356'1164*tFPT*104*tAPT*175*t* | 400·0<br>*CollisionBHtoShl.dk* | 53·0 | 30·8<br>FK | Rottrdam<br>Dutch<br>*ptCem*<br>5*BHtoUdk* | T.3Cy.27",45"&74"-48"<br>180lb (*s*) 511NHP<br>3SB,*9cf*,GS153,HS7395 FD<br>N.E.Mar.Eng.Co.Ld.~~Nwc.~~<br>Wallsend | 33 ″ 4<br>s 8 ″ 1½<br>25 ″ 7 | |
| *Now named* "Agire-Mendi." *See No.* 36310 *in Supplement* | | | | | | | | | | | | | | | | | |
| 39303 | **Stemmahos**<br>(*ex*Oscar,*ex*Hilda)<br>*Well deck* | **IronSc** | 645<br>—<br>304 | | | | ... | 1872 | Backhouse<br>&Dixon<br>Middlesbro' | J.ArvanitidiFils | 190·0<br>Q68'B55*t*F28' | 26·9 | 15·3 | Constanpl<br>Turkish | C.2Cy.24"&47½"-30"<br>103NHP<br>Blair&Co.Ld.Stockton | | |

| 1 | 2 3 | 4 | 5 | 6 | 7 | 7a | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. No. of Decks, &c. | Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built.<br>When | By Whom<br>Where | Owners. | Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught<br>*ft. in.* | Registers in which classed, if not in L.R. |
| 39304 | **Slot Loevestein** SteelSc<br>*Elec.light* 2*Dks*<br>*Ref.Mchy.* Wireless | 2302<br>1531<br>1427 | | | | | 1921 | NV.Schpsf.<br>v/hDeGroot<br>&VanVliet<br>Slikkerveer | Algemeene<br>Stoomv.Maats. | 278·0<br>P&B220'F35' | 39·0 | 20·0 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.13",32$\frac{3}{10}$"&55⅛"–39⅜"<br>190NHP<br>P.SmitMachfabrk,Rot. | | |
| 39305<br>RBTW | **Scheer** SteelSc<br>(*ex*St.LawrenceRiver, *ss*Liv.No.1-20<br>*ex*Kronenfels) 2*Dks*(*Stl U*-teak s)<br>*Elec.light* Sub.Sig. Wireless | 8133<br>7732<br>5123 | ✠100A1<br>8,21<br>BS8,21 | Mil<br>✠LMC1,20 | *d*† | CL<br>8,21 | 1915<br>4mo<br>*Cel* | Flensburgr<br>Schiffsb.Ges.<br>Flensburg<br>*lDB*124'1750*t* | A.G.-HugoStinnes<br>fürSeeschiff-u<br>Ueberseehandel<br>*FPT*100*tAPT*70*t*' | 478·9<br>P61'B139'F57'<br>FK<br>2*BH dispensed with*<br>*tweendk tanks f*43'7 | 62·3 | 32·7 | Hamburg<br>German<br>*Cem*<br>6*BHonly*<br>50*ta*45'700*t* | Q.4Cy26¾",38⅝",56¾"&82⅝"–<br>59" 213lb (*s*) 742NHP<br>4SB,12*pf*,GS227,HS10348 FD<br>FlensburgerSchiffsb.Ges. | 35 ″ 6<br>s7 ″ 10<br>28 ″ 1 | |
| 39306<br>QSNP | **Sainte Jeanne d'Arc** SteelSc<br>(*ex*SainteJehanne) (*HospitalShip*)<br>*Elec.light* Wireless 2*Dks* | 623<br>466<br>226 | | | | | 1916 | Atel.&Ch.<br>deBretagne<br>Nantes | Soc.desŒuvres de<br>Mer | 168·0<br>P34'F37' | 28·0 | 15·5 | Havre<br>French | T.3Cy.13",22"&36"–25"<br>65NHP<br>Atel.&Ch.Bretagne,Nts. | | V |
| 39307 | **Satanicle** SteelScK<br>(*ex*Esperanza,*ex*Gertie) (*Trawler*)<br>1*Dk* | 153<br>—<br>42 | | | | | 1898 | Earle'sCo.<br>Ld.<br>Hull | J.F.Castaing | 105·0<br>Q44'F18'<br>BK7½" | 21·0 | 11·3 | LaRchelle<br>French | T.3Cy.10½",20"&32"–23"<br>53NHP<br>Earle'sCo.Ld.Hull | 12 ″ 0 | V |
| 39308 | ~~Santonge~~ Saintonge SteelScK<br>(*ex*Urana) *ss*Flt.No.1-19<br>*Elec.light* 1*Dk* | *308*<br>*275*<br>*152* | ✠100A1<br>*StmTrawler*<br>12.21 ~~8,19~~<br>BS~~8,20~~12,21 | Flt<br>Bdx<br>✠LMC8,18 | | CL<br>~~8,10~~<br>12,21 | 1914<br>11mo<br>*Lloyd'sA&CP* | A.Hall&<br>Co.Ld.<br>Aberdeen | ~~H.Vernon&Co.~~<br>H.Veron&Co. | 131·0<br>F22'<br>BK7½" | 23·1 | 12·8 | LaRochlle<br>French<br>3*BHCem*<br>*DBf*38'26*t* | T.3Cy.13",22"&36"–27" (*s*)<br>180lb 93NHP<br>1SB,3*pf*,GS51,HS1801<br>A.Hall&Co.Ld.Aberdeen | 13 ″ 6 | |
| 39309 | **Segovia** SteelSc<br>*OilEng.*<br>*Elec.light* Wireless 1*Dk* | 1384<br>1090<br>715 | | | | | 1921 | WoodSkin-<br>ner&Co.Ld.<br>Newcastle | | 260·5<br>P28'B&F212' | 37·7 | | *WB* | Oil Engines 4S.C.SA<br>6Cy.22$\frac{1}{10}$"–39⅜" 230NHP<br>N.E.MarineEng.CoLdNwc | | |
| 39310 | **Steel Seafarer** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | 5686<br>5081<br>3450 | | | | | 1921 | Federal<br>S.B.Co.<br>Kearny,N.J. | UnitedStatesSteel<br>ProductsCo.Inc. | 424·2<br>P42'B&F351' | 56·0 | 30·0 | NewYork<br>Utd.States<br>*WB* | 2 Steam Turbines<br>FederalS.B.Co.Kearny,NJ | | |
| 39311<br>[illegible]<br>MDGT | **Samuel Q. Brown** SteelSc<br>2*Dks*(*Stl*)&*Webframes*<br>*Elec.light* Wireless<br>*Mchy.Aft* *Longitudinalframing* | ~~7090~~<br>6625<br>6058 | ✠100A1<br>4,22 ~~11,21~~<br>~~(ClassContem plated)~~<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 11,21 *F.P.above*150°F | ~~Phl~~ NYk<br>✠LMC11,21 | *a*† | CL | 1921<br>11mo | Merchant<br>S.B.Corp.<br>Chester,Pa.<br>A&CP<br>*CellDBuE&B*60'236*tDTf*43'750*tFPT*128*tAPT*178*t* | TidewaterOilCo.<br>Inc. | 424·4<br>P128'B25'F41'<br>FK | 58·2 | 32·9 | NewYork<br>Utd.States<br>16*BHptCem*<br>(9 „ *toUprdk*<br>7 „ „ 2*nd* „) | T.3Cy.27",45"&75"–51" (*r*)<br>210lb *110lb* 584NHP<br>3SB,9*of*,GS185,HS8331 FD<br>NewYorkSBCo.Camdn NJ | 33 ″ 0<br>s7 ″ 9½<br>25 ″ 6 | |
| 39312 | **Spette** SteelSc<br>*Now named* "Cranstone," *See No.* 36914 *in Supplement*<br>*Elec.light* 1*Dk* | | | | | | 1921 | OuseS.B.<br>Co.Ld.<br>Hook,near<br>Goole | BergenLloyd<br>Aktierederi<br>(Björnstad&<br>Braekhus,*Mgrs.*) | 255·0<br>P28'Q82'B57'F21' | | | Bergen<br>Norwegian<br>*WB* | T.3Cy.19½",31"&53"–36"<br>169NHP<br>Hwthrn,Leslie&C.Ld.Nwc. | | |
| 39313 | **Sfinx** SteelSc<br>*Fitted for oil fuel*<br>*Mchy.Aft* 1*Dk* | 758<br>548<br>386 | | | | | 1921 | P.&A.<br>Ruytenberg<br>Raamsdonks-<br>veer | | 183·6<br>Q115'B11'F23' | 29·0 | 14·4 | Dutch<br>*WB* | T.3Cy.13$\frac{3}{10}$",22$\frac{1}{16}$"&36¼"–<br>23⅝" 54NHP<br>N.V.Schpsw.&Maschf.<br>"deKlop,"Sliedrecht | | |
| 39314<br>137744 | **San Giuseppe** WoodAuxSc3MstSr<br>(*ex*Ægir) *Motor*<br>(*SeeSailingShipRegisterSupplement*) | 129<br>120<br>99 | | | | | 1918 | F.Ring<br>Andersen<br>Svendborg | G.Mizzi | 92·0 | 23·8 | 9·4 | Malta<br>British | Motor<br>1Cy.12½"–13½" 11NHP<br>A/SMotorfabriken<br>Densil,Aalborg | | |
| 39315<br>150295 | **Sadie Mac** WoodSc<br>1*Dk* | 102<br>94<br>34 | | | | | 1917 | DavieS.B.<br>&Rpg.Co.Ld.<br>Quebec | W.N.McDonald | 81·7 | 19·2 | 10·9 | SydneyNS<br>British | C.2Cy.12"&24"–16"<br>24RHP | | |
| 39316 | **Sampierdarena** SteelSc<br>(*ex*ConsulHorn)<br>*Elec.light* 1*Dk* | 2504<br>2289<br>1596 | | | | | 1901 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | PietroPittaluga fu<br>G. | 315·8<br>P19'B87'F36' | 45·2 | 19·7 | Genoa<br>Italian<br>*WB* | T.3Cy.22½",37"&61"–42"<br>241NHP<br>HelsingörsJernsk.&Mskb. | | |
| 39317 | **Scintilla** SteelSc3Mst<br>(*ex*Mannheim)<br>*Mchy.Aft* 2*Dks*<br>*Elec.light* *Carrying Petroleum in bulk* | 3578<br>3242<br>2287 | | | | | 1892 | Armstrong<br>Mitchell&<br>Co.Ld.<br>Newcastle | SocietaAnonima<br>"Andora" | 328·5<br>P80'B24'F35' | 43·0 | 29·8 | Genoa<br>Italian<br>*WB* | T.3Cy.24",40"&64"–48"<br>NB13 284NHP<br>WllsndSlipwyCo.Ld.Nwc. | | |
| 39318<br>145 69<br>KLCB | **Swiftsure** SteelSc<br>(*ex*Moland,*ex*Jomaas)<br>*Mchy.Aft* 1*Dk* | 1414<br>[illegible]<br>793 | *For full particulars See No.* 39338 *below* | | | | 1920 | G.Brown&<br>Co.<br>Greenock | ~~Witherington&Everett~~<br>HillSteam<br>Shpg.Co.Ld.(With-<br>erington&Everett*Mgrs.*) | 235·0<br>Q213*t*P83*t*H42*t* | 35·3 | 15·1 | Newcastle<br>British<br>*WB* | T.3Cy.19",31"&52"–33"<br>155NHP<br>McKie&Baxter,Glasgow | 17 ″ 1<br>s5 ″ 1<br>16 ″ 3 | N |
| 39319<br>144614 | **Struan** SteelScK<br>(*ex*WilliamCogswell) *ss*Lon.No.3-10,20<br>1*Dk* | 213<br>208<br>73 | 100A1<br>*StmTrawler*<br>10,21 | Abn<br>Lon<br>LMC6,20 | | CL<br>10,21 | 1918<br>*Lloyd'sA&CP* | A.Hall&<br>Co.Ld.<br>Aberdeen | J.S.Doeg | 115·3<br>BK7½" | 22·6 | 12·2 | Aberdeen<br>British<br>2*BHCem*<br>*DTf*5'11*t* | T.3Cy.12",20"&34"–24" (*r*)<br>180lb 75RHP<br>1SB,3*pf*,GS30,HS1347<br>A.Hall&Co.Ld.Aberdeen | 13 ″ 0 | |
| 39320<br>146057 | **Salcombe Regis** SteelSc<br>*Elec.light*<br>*Mchy.Aft* | 610<br>385<br>277 | 100A1<br>(*ClassContem plated*) | | | | 1921 | J.Cham-<br>bers.Ld.<br>Lowestoft | RegisShippingCo.<br>Ld.(Harrison,Sons<br>&Co.*Mgrs.*) | 167·9<br>Q108'F24' | 26·5 | 10·4 | London<br>British | T.3Cy.14",23"&38"–27"<br>92RHP<br>Yeaman&Baggesen,Dun. | | |
| 39321<br>221574<br>MDCL | **Southern Cross** SteelTwinSc<br>2*Dks*(*Stl*)&*Shelterdk*(*Stl*)3*rddk*(*Stl*)<br>*Elec.light* *inholds&Webframes*<br>Wireless *CruiserStern*<br>*Longitudinal framing* | 13789<br>12595<br>7977 | ✠100A1<br>*Shelter dk with freeboard*<br>9,21<br>~~(ClassContem plated)~~<br>*Fittedforoil fuel*9,21 *F.P.above*150°F. | Phl<br>✠LMC9,21 | *i*† | | 1920<br>4mo | NewYork<br>S.B.Corp.<br>Camden,N.J.<br>A&CP<br>*CellDB*366'1787*t* *Tanks at sides ER*28'273*t*<br>*DTa*38'144*t* *Tanks at sides of tunnels*38'234*tFPT*159*tAPT*161*t* | UnitedStates<br>ShippingBoard | 516·5<br>B222'*onShelter dk*<br>FK | 72·2 | 27·8 | CamdenNJ<br>Utd.States<br>*ptCem*<br>13*BHtoShdk* | 4SteamTurbines geared to<br>2Sc.Shafts (*s*) 3105NHP<br>265lb HS41376<br>8WaterTubeBoilers FD<br>WestinghouseElectric&<br>Mfg.Co.Pittsburgh,Pa | 41 ″ 0<br>s10 ″ 8<br>30 ″ 7 | |
| 39322<br>22135<br>MCVB | **Sea Ranger** WoodSc<br>*Fitted for oil fuel* (*Tug*)<br>*Elec.light* 1*Dk*2*trB* | 473<br>—<br>250 | | | | | 1921 | W.F.Stone<br>&Son<br>Oakland,Cal | Shipowners&<br>MerchantsTug-<br>boatCo. | 141·0 | 29·8 | 15·6 | S.Frncisco<br>Utd.States | T.3Cy.17",25"&43"–30"<br>102NHP<br>MainIronWorks | | R |
| 39323 | **Santa Rosa** SteelScK<br>(*ex*Stalwart) *ss*Gms.No.1-20<br>*Elec.light* 1*Dk* | *333*<br>*295*<br>*136* | ✠100A1<br>*StmTrawler*<br>11,21 ~~9,20~~<br>BS~~9,20~~11,21 | Gms<br>✠LMC5,19 | | CL<br>9,20 | 1914<br>12mo<br>*Lloyd'sA&CP* | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley | Marlés ySerraS.<br>enC. | 138·7<br>Q74'F22'<br>BK8" | 23·5 | 12·5 | Barcelona<br>Spanish<br>3*BHCem* | T.3Cy.13",23"&37"–26" (*s*)<br>200lb 82NHP<br>1SB,3*pf*,GS47,HS1280<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 4 | |
| 39324 | **Stadtrat Fischer** SteelSc<br>(*ex*Comet)<br>1*Dk* | 1471<br>999<br>934 | | | | | 1903 | Schömer&<br>Jensen<br>Tönning | Schröder,Hölken&<br>Fischer | 232·2<br>P15'Q51'B109'F27' | 35·8 | 15·1 | Hamburg<br>German<br>*WB* | T.3Cy.16½",27"&44⅛"–31½"<br>109NHP<br>Schömer&Jensen,Tönning | | G |

| 1<br>Numéro d'Ordre<br>Numéro Officiel<br>Signaux | 2 · 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7a<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Noms du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15<br>Registres où coté, si ce n'est dans le L.R. Durée, Cert. Bet Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39325 | Santa Maria<br>(exPresidency,<br>exPresident) | SteelScK<br>ssGms.No.3-7,20<br>1Dk | 257<br>231<br>109 | ✠100A1<br>StmTrawler<br>7,20<br>✠LMC7,20<br>BS11,21 | Gms | | N8,19 | 1907<br>3mo<br>Lloyd's A&CP | Cochrane<br>&Sons<br>Selby | Cia.Nacional de<br>Nav.Costeiro | 128·0<br>Q69'F21'<br>BK7½" | 22·0 | 11·6 | R.Janeiro<br>Brazilian<br>4BHCem | T.3Cy.12½",22"&35"-24" (s)<br>200lb 60NHP<br>1SB,2cf,GS38,HS1120<br>C.D.Holmes&Co.Hull | 12 ″ 6 | |
| 39326<br>146194<br>KLDT | Shell Mex 4<br>Elec.light<br>Mchy.Aft | SteelSc<br>1Dk(Stl)&Web frames | 423<br>369<br>227 | ✠100A1<br>12,21<br>✠LMC12,21<br>~~(ClassContemplated)~~<br>CarryingPetroleum in bulk<br>Fitted for oil fuel 12,21 F.P.above 150°F. | Chs | f | CL | 1921<br>12mo<br>Lloyd's A&CP | I.J.Abdela&<br>Mitchell,Ld.<br>Queensferry | ~~EagleOilTransport~~<br>~~Co.Ld.~~ ShellMexLd. | 140·5<br>F15'F16'<br>FK | 27·6 | 10·9 | London<br>British<br>8BHCem<br>APT15t I.J | C.2Cy.15½"&32"-24" (s)<br>130lb 58NHP<br>1SB,2cf,HS1135<br>Abdela&Mitchell,Ld.<br>Brimscombe | 11 ″ 6<br>s 1 ″ 6<br>10 ″ 8 | |
| 39327<br>39430<br>SKLJ | Seistan<br>(exInnamincka)<br>Well deck Elec.light | SteelSc<br>1Dk&Web frames | 2539<br>1736<br>1421 | | | ●●● | | 1890 | Napier,<br>Shanks&Bell<br>Glasgow | HajeeM.H.<br>Nemazee | 305·0<br>P162'B84'F75'<br>FK | 40·0 | 19·8 | HongKong<br>British<br>WB | T.3Cy.28",46"&75"-54"<br>477NHP<br>Bow,M'Lachlan&Co.Psy. | 22 ″ 8 | V |
| 39328 | Sembilan<br>Elec.light | SteelSc<br>8Dks | 6600 | | | | | 1921 | Maats.<br>Fyenoord<br>Rotterdam | Stoomv.Maats.<br>"Nederland" | 417·7<br>P41'B85'F40' | 54·5 | 28·0 | | T.3Cy.28½",46"&77"-54"<br>436NHP<br>Maats.Fyenoord,Rot. | | |
| 39329<br>145186<br>KJMP | Space<br>(exSplash)<br>9&12 yrs.Mat. | WoodSc<br>1Dk | 96<br>96<br>42 | ✠11A1<br>For fishing purposes<br>1,22 ~~8,21~~<br>✠LMC10,20 | Hul | | CL<br>1,22 | 1920<br>6mo<br>Lloyd's A&CP | R.Dunston,<br>Ld.<br>Thorne | NielsenFishingCo.<br>(HudsonBros.<br>Mgrs.) | 86·6 | 20·0 | 9·9 | Hull<br>British | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>S.Richards&Co.Ld.Lwt. | 10 ″ 4<br>s 1 ″ 0 | |
| 39330<br>145103<br>KHDN | Santa Aurora<br>(exIbicuhy)<br>Elec.light<br>Wireless | SteelSc<br>ssGrk.No3-7,21<br>2Dks(Stl)&Shelter dk(Stl) | 4278<br>3881<br>2604 | 100A1<br>Shelter dk<br>withfreeboard<br>7,21<br>LMC7,21<br>Carrying Lubricating Oil in bulk<br>F.P.above150°F.in deep tank aft<br>Fitted for oil fuel 7,21 F.P. above 150° F. | Grk | | 1,21 | 1919 | G.Seebeck<br>Akt.Ges.<br>Geestemünde | EagleOilTransport<br>Co.Ld. | 367·5<br>F46'onShelter dk<br>FK<br>Collision BHtoSh dk<br>CellDB326' 1117t DTa30' 760t | 51·0 | 26·5 | London<br>British<br>ptCem<br>5 " " U " | T.3Cy.24¾"40¼"&65"-47¼"(s)<br>200lb 180lb ND.21 391NHP<br>2SB.6cf.GS120,HS5380 FD<br>G.SeebeckA.G.Gstemünde | 29 ″ 5<br>s 3 ″ 9½<br>25 ″ 11 | |
| 39331 | Solide | SteelScK<br>(Tug)<br>1Dk | | | | | | 1921 | Anciens<br>Chantiers<br>Dubigeon<br>Nantes | FrenchGovernment | 134·5 | 27·1 | 13·1 | French<br>WB | T.3Cy.14",22⅞"&37⅘"-29 15/16"<br>79NHP<br>Atel&Ch.de laLoire,SDenis | | |
| 39332 | Steel Scientist<br>Elec.light | SteelSc<br>Fitted for oil fuel<br>2Dks | 5687<br>5081<br>3471 | | | | | 1921 | Federal<br>S.B.Co.<br>Kearny,N.J. | UnitedStatesSteel<br>ProductsCo. | 424·2<br>P43'B350' | 56·2 | 26·5 | NewYork<br>Utd.States<br>WB | 1 Geared Steam Turbine<br>FederalS.B.Co.Kearny,NJ | | |
| 39333<br>112654<br>KMBT | Sparta<br>(exPetone,<br>exGresham)<br>Well deck | SteelSc<br>ssDdn.No.3-7,12<br>ssMil.No.2-21<br>1Dk(Stl) | 708<br>503<br>388 | ✠100A1<br>11,21<br>MS11,21 ✠LMC3,21 | Gms | j | CL<br>11,21 | 1900<br>1mo<br>Lloyd's A&CP | Taylor&<br>Mitchell<br>Greenock | BennettS.S.Co.Ld. | 185·4<br>Q64'B48'F26'<br>BK7½"<br>CellDBa48'uE | 29·2 | 11·8 | Goole<br>British<br>4BHCem<br>15'f68'145t | T.3Cy.15",25"&40"-27" (s)<br>160lb 70lb 82RHP<br>1SB,3pf,GS56,HS1490<br>McKie&Baxter,Glasgow | 14 ″ 0<br>s ″ 11<br>13 ″ 0 | |
| * 39334 | Sonora<br>(exNorthern)<br>Elec.light<br>Wireless | SteelSc<br>ssHav.No.2-20<br>1Dk(Stl)&Shelter dk<br>(ptIrn&ptStl) | 4731<br>4464<br>2912 | ✠100A1<br>Shelter dk<br>withfreeboard<br>4,21<br>✠LMC MS2,20<br>DBS8,20 MBS1,21 | Npt | y | CL<br>4,21 | 1912<br>2mo<br>Lloyd's A&CP | J.L.Thompson&Sons,Ld.<br>Sunderland | Cie.Générale<br>Transatlantique | 388·7<br>FK<br>CellDBa136' uE&B46'f163'1270tFPT | 54·1 | 26·0 | Havre<br>French<br>6BHCem<br>15tAPT238t | T.3Cy.27½",44½"&74"-48"(s)<br>180lb 120lb 455NHP<br>3SB,9cf,GS195,HS7575<br>J.Dickinson&Sons,Ld.Sld. | 28 ″ 6<br>s 3 ″ 7½<br>25 ″ 4 | |
| * 39335 | Saint Fereol<br>(exPort deLorient,<br>exBaymingo,exCayo<br>Domingo)<br>Wireless | SteelSc<br>ssCff.No.3-12,17<br>1Dk(Stl)&Spar dk<br>(ptIrn&ptStl)&deep framing | 2717<br>2574<br>1713 | ✠100A1<br>Spar dk<br>2,20<br>BS4,21 ✠LMC MS12,16 | NNs | u | CL<br>N2,20 | 1904<br>9mo<br>Lloyd's A&CP | Swan,Hunter&Wigham<br>Richardson,<br>Ld Newcastle | Soc.Française<br>d'ArmementEm.<br>Frisch&Cie. | 315·4<br>P&B202'F34' 243<br>FK<br>CellDBa114'uE&B38'f130'595t | 43·1 | 16·9 | Marseilles<br>French<br>5BHCem | T.3Cy.24",38"&64"-42" (r)<br>160lb 100lb 273NHP<br>2SB,6cf,GS115,HS4200<br>N.E.MarineEng.CoLdNwc | 26 ″ 10<br>s3 ″ 7½<br>23 ″ 7 | |
| * 39336<br>146167<br>KLCQ | Sandown Castle<br>Elec.light<br>Wireless | SteelSc<br>2Dks(Stl)&Shelter dk<br>(Stl)&Web frames<br>Longitudinal framing<br>Cargo battens not fitted in Shelter 'tween decks | 7607<br>7032<br>4707 | ✠100A1<br>Shelter dk<br>withfreeboard<br>11,21 ~~10,21~~<br>✠LMC10,21<br>Fitted for oil fuel10,21 F.P above 150° F. | Sld | b† | 11,21 | 1921<br>4mo<br>Lloyd's A&CP | ShortBros.<br>Ld.<br>Sunderland | Union-CastleMail<br>S.S.Co.Ld. | 425·5<br>B130'F45'on<br>Shelter dk FK<br>Collision BH to Sh dk<br>CellDB357' 1225tD Ta35' 1009t | 56·3 | 36·4 | London<br>British<br>ptCem<br>6 " " U " | 2 Steam Turbines geared<br>to 1 Sc. Shaft (s)<br>220lb 642NHP<br>3SB 9cf,GS169,HS7860 FD<br>N.E.MarineEngCoLd.Nwc<br>FPT108tAPT116t | 38 ″ 7<br>s 8 ″ 6<br>30 ″ 6 | |
| 39337 | Shiriya<br>Elec.light Mchy.Aft | SteelSc<br>CarryingPetroleum in bulk<br>2Dks | 8000 | | | | | 1921 | Yokohama<br>DockCo.<br>Yokohama | JapaneseGovernment | 455·0<br>B50'F58' | 58·0 | 35·0 | Japanese<br>WB | YokohamaDockCo.Yka. | | |
| 39338<br>145469<br>KLCR | Swiftsure<br>(exMoland,<br>exJomaas)<br>Well deck Mchy.Aft | SteelSc<br>ssNwc.No.3-11,21<br>1Dk(Stl) | 1414<br>1028<br>793 | 100A1<br>2,22 ~~11,21~~<br>LMC11,21 | Nwc<br>Shl | ● | CL | 1920<br>Lloyd's A&CP | G.Brown&<br>Co.<br>Greenock | HillStm.Shpng.Co.<br>Ld.(Witherington<br>&Everett,Mgrs.) | 235·0<br>PonQ75'Q166'F28'<br>FK<br>CellDBuE&B35'f161' 355tFPT80t | 35·3 | 15·1 | Newcastle<br>British<br>4BHCem<br>APT83t | T.3Cy.19¼",31"&52"-33" (s)<br>180lb 179NHP<br>2SB.6cf,GS97,HS2896<br>McKie&Baxter,Glasgow | 17 ″ 1<br>s 5 ″ 1<br>16 ″ 3 | |
| 39339 | Sande<br>Mchy.Aft | WoodSc<br>OilEng.<br>1Dk | 580<br>470<br>380 | | | | | 1921 | Svelvik<br>Skibsverft<br>Svelvik | FinnFriis&C.O.<br>Lund | 158·0<br>P41'F27' | 31·5 | 14·6 | Drammen<br>Norwegian | Oil Engines 2S.C.SA<br>4Cy.16 17/32"-18 22/32"<br>J&CG.BolindersCoLdSkm | | |
| 39340<br>144804 | Star of Erin<br>(exKattegat) | SteelSc<br>(Trawler)<br>1Dk | 241<br>228<br>~~101~~<br>103 | | | | | 1916 | Stettiner<br>Oderwerke<br>Stettin | WalkerStm.Trawl<br>FishingCo.Ld.<br>(A.Walker,Mgr.) | 127·0 | 22·9 | 11·9 | Aberdeen<br>British | T.3Cy.13⅗",20⅝"&32 3/16"-22"<br>60RHP<br>StettinerOderwerkeStettin | | |
| 39341<br>OMST | Sebou<br>Elec.light | SteelTwinSc<br>(exMarin)<br>1Dk | 1146<br>—<br>606 | | | | | 1919 | Atel.&Ch.<br>de la Loire<br>St.Nazaire | Cie.de Transp.Mar<br>&Fluv.(Leroux&<br>Heuzey,Mgrs.) | 216·6 | 34·2 | 13·1 | Rouen<br>French<br>WB | | | V |
| 39342<br>LCHM | Sandar<br>(exEmmaFernström,<br>exPolstream,exEmma<br>Fernström,exPolstream,exMargarete) | SteelSc<br>1Dk | 1019<br>746<br>604 | | | | | 1905 | Grngem'th<br>&Greenock<br>DockyardCo.<br>Grngemouth | HaldorVirik | 207·8<br>Q79tB103tH47t<br>F21t | 34·6 | 12·8 | Sandfjord<br>Norwegian | T.3Cy.16½",27"&44"-30"<br>106NHP<br>Cooper&Greig,Dundee | | |
| 39343 | Steel Navigator<br>Elec.light | SteelSc<br>Fitted for oil fuel<br>2Dks | 5687<br>5081<br>3471 | | | | | 1921 | Federal<br>S.B.Co.<br>Kearny,N.J. | UnitedStates<br>SteelProductsCo.<br>Inc. | 424·2<br>P43'B350' | 56·2 | 26·5 | NewYork<br>Utd.States<br>WB | 1 Steam Turbine<br>FederalS.B.Co.Kearny,NJ | | |
| 39344 | Svane<br>Elec.light | SteelSc<br>1Dk | 1200 | | | | | 1921 | OuseS.B.<br>Co.Ld. Hook,<br>nr.Goole | BergenLloydA R.<br>(Björnstad&<br>Braekhus,Mgrs.) | 255·0<br>P28'Q82'B57'F21' | 39·8 | 18·2 | Bergen<br>Norwegian<br>WB | T.3Cy.19½",31"&53"-36"<br>169NHP<br>Earle'sCo.Ld.Hull | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross. — Under deck. — Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7a<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom — Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth. Freeboard amidships. Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39345 | **Scottish Strath** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *Carrying Petroleum in bulk*<br>*Mchy.Aft* 2*Dks* | 7520<br>6600<br>4600 | | | | | 1921 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | BritishTankerCo. | 440·0<br>P101'B35'F39' | 57·5 | | London<br>British<br>*WB* | T.3Cy.27",46"&77"-51"<br>424NHP<br>Armstrong,Whitworth& Co.Ld.Nwc. | | |
| 39346<br>121277<br>HFBQ | **Stuart Prince** SteelSc<br>(*ex*Glendhu) *ss*Mch.No.3-12,17<br>*Elec.light* 2*Dks*(*Stl*)&*deepframing*<br>Wireless Sub.Sig. | 4129<br>3881<br>2629 | ✠100A1<br>10,21<br>BS8,21 | Mch<br>✠LMC12,17<br>MS2,22 | ε | CL<br>6,20 | 1905<br>12mo | C.Connell<br>&Co.Ld.<br>Glasgow<br>*Lloyd'sA&CP* *Cell* | RioCapeLineLd.<br>(Furness,Withy&<br>Co.Ld.*Mgrs.*)<br>*DBa*110'*uE&B*42' | 376·9<br>P39'B112'F46'<br>FK<br>*f*173'976*tDTa*33'8 | 49·5 | 26·1 | Newcastle<br>British<br>6*BHCem*<br>12*tAPT*32*t* | T.3Cy.25½",42"&68"-48" (*s*)<br>180lb *100lb* 423NHP<br>2SB,*6cf*,GS118,HS6044 FD<br>Dunsmuir&JacksonLdGls | 28 10<br>s 5 ″ 5½<br>23 ″ 9 | |
| 39347<br>28056<br>SGHK | ~~**Shinka**~~ Shunka **Maru** SteelSc<br>(*ex*ClanMacfadyen) *ss*Nwc.No.3-3,13<br>*Elec.light* *ss*Osa.No.2-21<br>Wireless 2*Dks*(*Stl-Uws*)&*Web frames* | 2839<br>2439<br>1715 | ✠100A1<br>10,21 | Osa<br>✠LMO10,21 | u | CL<br>10,21 | 1899<br>9mo | Blackwood<br>&Gordon<br>Pt.Glasgow<br>*Lloyd'sA&CP* | YamamotoShoji<br>KabushikiKaisha<br>*CellDBa*88'*uE&* | 326·2<br>P29'B100'F36'<br>FK<br>*B*42'*f*142'588*tFPT* | 40·2 | 23·5 | Amagasaki<br>~~Osaka~~<br>Japanese<br>6*BHCem*<br>81*tAPT*21*t* | T.3Cy.23",38"&63"-42" (*s*)<br>200lb *100lb* 317NHP<br>2SB,*6rf*,GS98,HS4140 FD<br>Blackwood&Gordon,P.Gls | 26 ″ 2<br>s 4 ″ 7½<br>22 ″ 2 | |
| 39348 | **Stella Maris** IronSc<br>(*ex*Beta,*ex*Sirius)<br>***Well deck*** 1*Dk*&*Webframes* | 742<br>602<br>455 | | | | | 1889 | BlythS.B.<br>Co.Ld.<br>Blyth | StellaAkt.Ges.für<br>Handel&Seeschiffahrt | 206·7<br>Q92'B18'F19'<br>len98 BK7½' | 26·0 | 13·5 | Hamburg<br>German<br>*WB* | T.3Cy.14",23"&39"-27"<br>79NHP<br>M.Paul&Co.Dumbarton | 15 ″ 5 | G |
| 39349<br><br>PSWJ | **Stad Delft** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* Wireless 2*Dks*<br>Sub.Sig. *CruiserStern* | 4953<br><br>3010 | | | | | 1921 | F.Schichau<br>Danzig | N.V.Stoomb.Mij.<br>StadtDelft<br>(HalcyonLijn) | 375·3 | 51·1 | 34·0 | Rottrdam<br>Dutch<br>*WB* | Steam Turbines<br>F.Schichau,Elbing | | |
| 39350<br>151528 | **Sadaing** SteelTwinSc<br>1*Dk* | 266<br>222<br>181 | | | | | 1919 | W.Denny<br>&Bros.Ld.<br>Dumbarton | BurmahOilCo.Ld.<br>(FinlayFleming&<br>Co.*Mgrs*) | 135·0 | 24·5 | 6·5 | Rangoon<br>British | T.6Cy.9",14½"&24"-15"<br>46NHP<br>SouthS B.&E Co.Glasgow | | |
| 39351<br>~~151491~~ | **Seamew** SteelSc<br>1*Dk* | 427<br>291<br>169 | | | | | 1903 | Riley, Har-greaves&<br>Co.Ld.<br>Singapore | ~~L.N.Benjamin~~ | 178·5 | 24·1 | 12·6 | ~~Singapore~~<br>~~British~~<br>French *WB* | T.3Cy.15",25"&40"-24"<br>85RHP<br>McKie&Baxter,Glasgow | | |
| 39352<br>221392<br>MCVS | **Sea Scout** WoodSc<br>*Fitted for oil fuel* (*Tug*)<br>*Elec.light* 1*Dk*2*trB* | 472<br>—<br>250 | | | | | 1921 | W.F.Stone<br>&Son<br>Oakland,Cal. | Shipowners&<br>MerchantsTug-boatCo. | 141·0 | 29·8 | 15·6 | S.Frncisco<br>Utd.States | T.3Cy.17",25"&43"-30"<br>102NHP<br>MainIronWorks | | R |
| 39353<br>22811<br>RBVO | **Seiko Maru No. 2** WoodAuxScSr | 252<br>—<br>180 | | | | | 1918 | ............ | TokioSeiko<br>KabushikiKaisha | 122·5 | 25·3 | 11·5 | Higashino<br>Japanese | | | |
| 39354<br>146543 | **Santa Maria** SteelSc<br>2*Dks*(*Stl*)&*Webframes*<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing* | 8430<br>7763<br>4835 | ✠100A1<br>4,22<br>~~(*ClassContem-plated*)~~<br>~~*CarryingPetroleum in bulk*~~<br>*Fitted for oil fuel* 4,22 F.P. above 150°F. | PGl<br>✠LMC4,22 | c† | CL | 1922<br>4mo | R.Duncan<br>&Co.Ld.<br>PortGlasgow<br>*Lloyd'sA&CP*<br>*CellDBuE&B*89'231*tDTf*36'420*tFPT*118*tAPT*50*t* | SantaMariaS.S.Co<br>Ld.(Duncan,Fox<br>&Co.) | 460·0<br>P122'B35'~~F40'~~F41'<br>FK | 60·3 | 35·5 | London<br>British<br>17*BHptCem*<br>11*BHtoUd*<br>6*BHto2nd dk* | T.3Cy.28",47½"&80"-54" (*s*)<br>200lb 701NHP<br>4SB,*12cf*,HS10326 FD<br>J.G.Kincaid&Co.Ld.Grk. | 35 ″ 6<br>s 8 ″ 7<br>27 ″ 4 | |
| 39355<br>145552 | **Starwort** SteelSc<br>(*ex*Foam) 1*Dk*(*Stl*) | 95<br>95<br>39 | ✠100A–<br>*For Fishing purposes*<br>10,20 | Chs<br>✠LMC10,20 | | | 1919<br>12mo | Abdela&<br>Mitchell,Ld.<br>Queensferry | | 86·1<br>BK7½" | 18·5 | 9·3 | Leith<br>British<br>3*BH* | T.3Cy.9½",15½"&26"-18" (*s*)<br>180lb 43NHP<br>1SB,*2pf*,GS30,HS814<br>Abdela&Mitchell.Ld. Brimscombe,Glos. | 10 ″ 0 | |
| 39356 | **Syrie** SteelSc<br>(*ex*ClaraZelck)<br>*Elec.light* Wireless 1*Dk*&*Spar dk* | *2105*<br>*1985*<br>*1326* | | | | | 1904 | Act.Ges.<br>"Neptun"<br>Rostock | Cie.Nat.Belge de<br>TransportsMar.<br>(ArmementDeppe,<br>*Mgrs.*) | 261·6<br>H26' | 37·4 | 17·0<br>24·0 | Antwerp<br>Belgian<br>*WB* | T.3Cy.17⅞",30½"&48"-33 1/16"<br>132NHP<br>A.G."Neptun,"Rostock | | |
| 39357<br>144383<br>KDRW | **St. Boniface** SteelSc<br>(*ex*St.Fergus)<br>*Elec.light* 1*Dk*(*Stl*) | 468<br>372<br>20 | ✠ A1<br>*For towing purposes*<br>9,19 | Psy<br>✠LMC9,19 | | | 1919<br>9mo | Fleming&<br>Ferguson,Ld.<br>Paisley<br>*Lloyd'sA&CP* | TheAdmiralty | 135·7<br>F36'<br>BK6"<br>*Cell DBa* 17'19*tFPT* | 29·0 | 13·6 | London<br>British<br>3*BHCem*<br>26*tAPT*38*t* | T.3Cy.18¼",28½"&48¼"-28"<br>180lb (*s*) 203NHP<br>2SB,*6cf*,GS87,HS3584 FD<br>Fleming&Fergusn,Ld.Psy | 16 ″ 2<br>s 2 ″ 0<br>14 ″ 8 | |
| 39358<br><br>LCBJ | **Skiensfjord** SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* *Ref.Mchy.* Wireless 3*Dks* | *5922*<br>*4159*<br>*3599* | | | | | 1922 | Napier&<br>Miller,Ld.<br>Glasgow | DenNorske<br>Amerikalinje | 395·0<br>F38'*onShelter dk* | 53·0 | 27·6 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.27½",43"&72"-51"<br>370NHP<br>D.Rowan&Co.Ld.Glasgow | | |
| 39359<br>2562<br>JFTH | **Signe** IronScBn<br>(*ex*Glan, *ss*Bly.3rdNo 3-11,20<br>*ex*Edith.*ex*StorraLee) 1*Dk*(*Irn*)2*trB*<br>*Well deck* *Cargo battens not fitted*<br>Wireless | 1639<br>1305<br>975 | ✠100A1<br>11,20<br>BS3,22 | Bly<br>✠LMC11,20 | q | ~~N11,20~~<br>3,22 | 1882<br>6mo | W.Gray&<br>Co.<br>WHartlepool<br>A&CP | Rederiet för<br>s s.Signe(Herm.<br>Swensson) | 257·5<br>Q103'B66'H28*t*<br>F28' ptND07 BK9"<br>*DBa* | 35·8 | 18·9 | Hlsngborg<br>Swedish<br>4*BHCem*<br>82'*f*92'316*t* | C.2Cy.29¼"&60"-39" (*i*)<br>80lb *80lb* NDB00 170NHP<br>2SB,*6pf*,GS79,HS2702<br>Blair&Co.Ld Stockton | 20 ″ 3<br>s 1 ″ 9<br>19 ″ 5 | |
| 39360<br>121213<br>HCBK | **Saxon Prince** SteelSc<br>(*ex*Glenaffric) *ss*Liv.No.3-10,17<br>*ss*N.Yk.No.1-21<br>2*Dks*(*Stl*)&*deep framing*<br>Wireless Sub.Sig. | 4144<br>3913<br>2658 | ✠100A1<br>9,21<br>*Carrying oil fuel* F.P. above 150°F. | NYk<br>✠LMC9,21 | ε' | CL<br>9,21 | 1905<br>3mo | C.Connell<br>&Co.Ld.<br>Glasgow<br>*Lloyd'sA&CP* *Cell in DB&DT* | RioCapeLine,Ld.<br>(Furness,Withy&<br>Co.Ld.*Mgrs.*)<br>*DBa*110'*uE&B*42' | 376·9<br>P39'B112'F46'<br>FK<br>*f*173'976*tDTa*33' | 49·5 | 26·3 | Newcastle<br>British<br>6*BHCem*<br>810*tAPT*32*t* | T.3Cy.25½",42"&68"-48" (*s*)<br>180lb *100lb* 423NHP<br>2SB,*6cf*,GS118,HS6044 FD<br>Dunsmuir&Jackson LdGls | 28 ″ 10<br>s 5 ″ 5½<br>23 ″ 9 | |
| 39361<br>146480 | **Skipsea** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) | ~~5171~~ 5108<br>4922<br>~~3256~~<br>3238 | ✠100A1<br>*Shelterdkwith freeboard*<br>2,22<br>~~(*ClassContem-plated*)~~ | Nwc<br>✠LMO1,22 | ε | CL | 1921<br>6mo | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>*Lloyd'sA&CP* | SeaS.S.Co.Ld.(W.<br>Brown,Atkinson<br>&Co.Ld.*Mgrs.*)<br>*CellDBa*133'*uE*23 | 375·0<br>F32' *on Shelter dk*<br>*CollisionBHtoShl.dk*<br>FK<br>*f*154'1052*tDTa*25'7 | 51·2 | 31·7 | Hull<br>British*Cem*<br>6*BHtoUdk*<br>700*tAPT*180*t* | T.3Cy.25",41"&69"-48" (*s*)<br>180lb 370NHP<br>3SB,*9cf*,GS156,HS5888<br>WllsndSlpwy.Co.Ld.Nwc. | 34 ″ 1<br>s 9 ″ 6<br>25 ″ 0 | |
| 39362 | **Shinshu Maru** SteelSc<br>(*ex*ClanSutherland) *ss*Gls.No.3-4,09<br>*Elec.light* Wireless *ss*Liv.No.2-17<br>2*Dks*(1*Stl-UIrn-ws*)&*Web frames* | *2820*<br>*2424*<br>*1794* | ~~✠100A1~~<br>4,22 ~~9,20~~<br>~~BS2,21~~ | Gls<br>~~✠LMC11,17~~ | u | CL<br>N9,20 | 1896<br>10mo | NavalCon.<br>&Arm.Co.Ld.<br>Barrow<br>A&CP | T.Sato&Co.<br>*CellDBa*86'*uE&B* | 326·0<br>P31'B100'F37'<br>BK10½"<br>42'*f*140'553*t FPT* | 40·2 | 23·5 | Dairen<br>Japanese<br>6*BHCem*<br>80*tAPT*38*t* | T.3Cy.23",38"&63"-42" (*s*)<br>200lb 317NHP<br>2SB,*6rf*,GS95,HS4140 FD<br>NavalCon.&A.Co.Ld.Brw. | 26 ″ 2<br>s 4 ″ 10<br>22 ″ 8 | |
| 39363<br>144806 | **Star of the Realm** SteelScK<br>(*ex*Reiherstieg) (*Trawler*)<br>Wireless 1*Dk* | 227<br>212<br>94 | | | | | 1917 | Reiherst'g<br>Schiffsw.<br>Hamburg | A.Walker | 120·8 | 24·3 | 10·0 | Aberdeen<br>British | T.3Cy.12 9/10",20 3/10"&32"-22⅜"<br>50RHP<br>Reiherst.Maschinenf.Ham | | |
| 39364 | **Siegen** SteelSc<br>1*Dk* | 986<br>824<br>568 | | | | | 1921 | Schiffb.Ges<br>Unterweser<br>m.b.H.Lehe | Dampfsch.Ges.<br>Argo | 215·5<br>P13'Q58'B65'F22' | 34·5 | 13·6 | Bremen<br>German<br>*WB* | T.3Cy.16 3/10",26"&41 3/10"-25⅜"<br>86NHP<br>A.Borsig,Berlin-Tegel | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39365<br><br>HFMJ | **Skra** SteelSc<br>(exDimitrios ssPir.2ndNo.3-12,14<br>Pateras,exLyell) ssNpt.No.1-20<br>1Dk(Stl)&Webframes&ptAwngdk(Irn) | 2434<br>1845<br>1558 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>1,22 ~~2,21~~<br>BS6,21 | Ven<br>Cff<br>✠LMC3,20 | s | CL<br>~~3,20~~<br>N2,22 | 1890<br>6mo | Bartram,<br>Haswell&Co.<br>Sunderland<br>A&CP | A.Callinicos&Co.<br>DB88' | 300·0<br>P30'Q80'<br>ptAwngdk189' FK<br>f120'430tAPT32t | 39·0 | 20·3 | Piræus<br>Greek<br>6BHptAsp<br>ptCem | T.3Cy.22",36½"&60"-42" (s)<br>160lb 75lb NDB03 243NHP<br>2SB,6rf,GS100,HS3800<br>J.Dickinson,Sunderland | 21 ″ 7<br>s 8 ″ 1½<br>20 ″ 9 | |
| 39366<br>140412<br>JRQW | **Stock Force** SteelSc<br>(exCamrose,exRyckett)<br>Elec.light Wireless 1Dk<br>Mchy.Aft | 983<br>730<br>499 | | | | | 1917 | W.Harkess<br>&Son,Ld.<br>Middlesbro' | WestCoastShppng Co.Ld.(W.S.Kennaugh&Co.Mgrs.) | 203·0<br>Q113'B13'F34' | 33·1 | 13·1 | Whitehvn<br>British<br>WB | T.3Cy.17",28"&46"-33"<br>122NHP<br>Richardsons,Westgarth&Co.Ld.Mdb | | O |
| 39367<br>144807 | **Star of Liberty** SteelScK<br>(exGrafBothner) (Trawler)<br>Elec.light 1Dk | 226<br>211<br>93 | | | | | 1918 | Reiherst'g<br>Schiffsw.<br>Hamburg | A.Walker | 120·6<br>F18' | 24·2 | 10·0 | Aberdeen<br>British | T.3Cy.13",20½"&32¼"-22⅗"<br>50RHP<br>ReiherstMaschinenf.Ham. | | |
| 39368 | **Svanholm** SteelSc<br>Elec.light 2Dks | 1160 | | | | | 1922 | Helsingörs<br>Jernsk&Msk.<br>Elsinore | DetForenede DampskibsSelsk. | 248·0 | 38·0 | 24·5 | Copnhagn<br>Danish<br>WB | T.3Cy.18",30"&50"-36"<br>150NHP<br>HelsingörsJernsk.&Mskb. | | |
| 39369<br>145485<br>KLWB | **Silksworth** SteelSc<br>Elec.light 1Dk(Stl)&Shelterdk(Stl)<br>Wireless | ~~4925~~ 4921<br>4569<br>~~3000~~<br>2961 | ✠100A1<br>Shelter dk with freeboard<br>4,22<br>~~(ClassContemplated)~~ | Stk<br>✠LMC4,22 | s | CL | 1922<br>4mo<br>Lloyd's | Richardsn,<br>Duck&Co.Ld.<br>Stockton<br>CellDBa121<br>A&CP | DalglieshStm. ShppgCoLd(R.S. Dalgliesh, Mgr.)<br>uE26'f184'1264tD | 415·2<br>CollisionBHtoSh.dk<br>Ta30'1116tFPT106t | 53·3 | 25·6<br>FK | Newcastle<br>British Cem<br>6BHtoUdk<br>APT145t | T.3Cy.28",46"&75"-51"(s)<br>180lb 587NHP<br>3SB,9cf,GS189,HS8925 FD<br>Blair&Co.Ld.Stockton | 28 ″ 3<br>s 3 ″ 8<br>25 ″ 0 | |
| 39370 | **S. A. C. 2°** SteelSc<br>Elec.light 1Dk(Stl)<br>Wireless | 2960<br>2769<br>1819 | ✠100A1<br>2,22<br>~~(ClassContemplated)~~ | Sld<br>✠LMC6,22 | u | | 1922<br>2mo<br>Lloyd's | J.Blumer<br>&Co.Ld.<br>Sunderland<br>A&CP | Soc.Anon.Cros<br>CellDBa108' | 331·0<br>P29'~~B26'~~F30' B94'<br>uE25'f140'743tAPT | 47·7 | 21·9<br>FK | Barcelona<br>Spanish<br>5BHCem<br>147t | T.3Cy.24",40"&65"-45"(s)<br>180lb 100lb 318NHP<br>2SB,6cf,GS136,HS5022<br>J.Dickinson&Sons,Ld.Sld. | 24 ″ 3<br>s 3 ″ 8½<br>20 ″ 11 | |
| 39371<br>119163<br>HBGR | **Stronshira** SteelSc<br>(exNorthInch, (Lighter)<br>exGarmoyle) 1Dk | 100<br>81<br>39 | | | | | 1904 | W.Denny&<br>Bros.<br>Dumbarton | C.&C.S.McPhail | 66·5 | 18·3 | 8·8 | Glasgow<br>British<br>WB | C.2Cy.10"&20"-16"<br>7RHP<br>Denny&Co.Dumbarton | | |
| 39372 | **Siang Lee** SteelSc<br>(exManila)<br>Elec.light 1Dk&Spar dk | 1790<br>1492<br>1108 | | | | | 1904 | Rickmers<br>Act.Ges.<br>Bremerhaven | Ching-KeeS.N.Co. Ld. | 253·2<br>P33'B64'F36' | 37·4 | 19·6 | Chefoo<br>Chinese<br>WB | T.3Cy.18⅞",$30\frac{11}{16}$"&49¼"-31½"<br>136NHP<br>Geb.Sachsenberg,Rosslau | | |
| 39373 | **Stad Zwolle** SteelSc<br>Elec.light 1Dk | 2117<br>1794<br>1218 | | | | | 1919 | J.Meyer<br>ZaltBommel | N.V.Stoomb.Mij. "StadZalt-Bommel"(Halcyon Lijn, Mgrs.) | 281·0 | 41·4 | 19·3 | Rottrdam<br>Dutch<br>WB | T.3Cy.$19\frac{7}{10}$",$32\frac{5}{16}$"&$53\frac{3}{16}$"-36½"<br>170NHP<br>Thyssen&Co.Müelheim | | |
| 39374<br>144808 | **Star of Victory** SteelScK<br>(exGeheimratSchutt)<br>1Dk | 225<br>209<br>91 | | | | | 1918 | Schiffsw(v.<br>J.&Sch.)A.G.<br>Hamburg | A.Walker | 123·1 | 22·9 | 9·9 | Aberdeen<br>British<br>WB | T.3Cy.13¼",20½"&32⅗"-22"<br>65RHP<br>Schwft.(vJ&Sch)AG Ham | | |
| 39375<br>127565 | **Sea Rover** SteelScK<br>(exSeaflower,<br>exOspreyII.) 1Dk | 275<br>227<br>106 | ✠<br>StmTrawler<br>2,11 | Abn<br>✠ | | | 1908<br>8mo | GooleS.B.<br>&Repg.Co.Ld<br>Goole | C.L.Mason | 130·0<br>Q72'F23' | 23·1 | 12·0<br>BK7½" | British<br>4BHCem | T.3Cy.12½",21"&35"-26"<br>87RHP<br>1SB,3pf,GS43,HS1600<br>Earle'sCo.Ld.Hull | 13 ″ 0 | |
| 39376<br>148 | **San Simone** IronSc<br>(exSaintSimon,<br>exGlenTanar) 1Dk&Spar dk3trB | 1511<br>—<br>943 | | | ●●● | | 1884 | A.Hall&Co<br>Aberdeen | G.Messina | 250·7 | 33·1 | 17·7<br>24·8<br>BK9" | Leghorn<br>Italian<br>WB | C.2Cy.30"&57"-36"<br>153NHP<br>Hall,Russell&Co.Abn. | 25 ″ 9 | V |
| 39377<br><br>LBWS | **Speed** SteelSc<br>(exKannik)<br>Elec.light 1Dk | 1369<br>1178<br>786 | | | | | 1917 | Gebr.<br>Jonker<br>Kinderdijk | A/SEidsvold (A.T.Simonsen, Mgr.) | 239·5<br>P33'B62'F26' | 36·2 | 16·8 | Chrstiania<br>Norwegian<br>WB | T.3Cy.14",22"&36"-27"<br>67NHP<br>Alblasserdam.Msch.Fab. | | V |
| 39378 | **Slotholm** SteelSc<br>Elec.light 1Dk | 1350<br>1135<br>755 | | | | | 1921 | Stavanger<br>Stöberi&Dok<br>Stavanger | A/S Malm (HelmerStaubo &Co.Mgrs.) | 243·0<br>P21'B60'F24' | 37·3 | 16·0 | Chrstiania<br>Norwegian | T.3Cy.17½",28½"&48"-33"<br>132NHP<br>StavangerStöberi&Dok | | |
| 39379 | **Spetsopoula** SteelSc<br>(exFederation)<br>Elec.light 1Dk | 820<br>590<br>377 | | | ●●● | | 1886 | S.P.Austin<br>&Son<br>Sunderland | MadameD.A. Petroutsis | 220·0<br>P35'B65'F30' | 30·7 | 12·6<br>BK7" | Greek<br>WB | T.3Cy.19",31"&51"-33"<br>NB00 161NHP<br>N.E.MarineEng.CoLd.Sld. | 14 ″ 5 | O |
| 39380 | **Stour** SteelScK<br>(exDanielFearall)<br>1Dk | 324<br>288<br>132 | ✠100A1<br>StmTrawler<br>2,18 | Hul<br>✠LMC2,18 | | CL | 1918<br>2mo<br>Lloyd's | Cochrane&<br>SonsLd.<br>Selby<br>A&CP | TheAdmiralty | 138·5<br>P78'F19' | 23·7 | 12·8<br>BK7½" | British<br>4BHCem | T.3Cy.13",23"&37"-26" (s)<br>200lb 87NHP<br>1SB.3pf.GS48,HS1440<br>C.D.Holmes&Co.Ld.Hull | 13 ″ 6 | |
| 39381<br>140842 | **Star Divine** WoodSc<br>(exIceblink)<br>9&12yrs.Mat 1Dk | 94<br>94<br>40 | ✠11A1<br>For fishing purposes<br>2,20 | Abn<br>LMC2,20 | | | 1919<br>7mo<br>Lloyd's | Jones'<br>BuckieSlip&<br>Shipyard,Ld.<br>Buckie<br>A&CP | W.Forman | 87·0 | 19·7 | 10·0 | Peterhead<br>British | T.3Cy.9½",15½"&26"-18"(s)<br>180lb 43NHP<br>1SB,2pf,GS30.HS814<br>BrownBros.&Co.Ld.<br>Edinburgh | 10 ″ 4 | |
| 39382 | **St. Octave** SteelSc<br>Elec.light Wireless 2Dks | 5099<br>4278<br>3169 | | | | | 1922 | Atel.&Ch.<br>deFrance<br>Dunkirk | SociétéNavale de l'Ouest | | | | Havre<br>French<br>WB | T.3Cy.23¾",42"&70"-48"<br>339NHP<br>Atel.&Ch.deFrance | | |
| 39383 | **Sturla** SteelSc<br>Elec light 1Dk | 1166<br>—<br>664 | | | | | 1922 | N.Odero<br>&Co.<br>Genoa | N.Odero&Co. | 196·9<br>P77'F21' | 31·7 | 21·7 | Genoa<br>Italian | T.3Cy.15⅙",20½"&39⅓"-26"<br>78NHP<br>N.Odero&Co.Genoa | | |
| 39384 | **Schwarzwald** SteelSc<br>Fitted for oil fuel<br>Elec.light 2 Dks&Shelter dk | 5500 | | | | | 1922 | Deutsche<br>Werft<br>Hamburg | | 399·6<br>F41' | 54·0 | 27·0 | German<br>WB | 2 Steam Turbines<br>AlgemeineElec.Ges.Berlin | | |
| 39385 | **Straat Soenda** SteelSc<br>1Dk(Stl)<br>Elec.light Mchy.Aft Well deck<br>Wireless | 2124<br>1669<br>1270 | ✠100A1<br>2,22<br>~~(ClassContemplated)~~ | Rot<br>✠LMC2,22 | r | | 1922<br>1mo<br>Lloyd's | Jonker&<br>Stans<br>HendrikIdo<br>Ambacht<br>A&CP | BureauWijsmuller<br>CellDBu | 275·2<br>Q157'~~B15'~~F24'<br>B14'<br>B24'f192'556tFPT | 40·3 | 17·8<br>FK | TheHague<br>Dutch<br>4BHCem<br>94tAPT60t | T3Cy$20\frac{1}{16}$",$33\frac{1}{16}$"&$53\frac{3}{16}$"-39"<br>180lb (s) 249NHP<br>2SB,6cf,GS103,HS3700 FD<br>N V.Mach.Bolnes | 20 ″ 0<br>s6 ″ 8<br>18 ″ 2 | |
| * 39386 | **St. Roch** SteelSc<br>Well deck 1Dk(Stl)<br>Elec.light | 1745<br>1319<br>1017 | ✠100A1<br>3,22 ~~2,22~~ | Sld<br>✠LMC2,22 | q | CL | ~~1921~~<br>~~6mo~~<br>1922<br>2mo<br>Lloyd's | Osbourne,<br>Graham&Co<br>Ld.<br>Sunderland<br>A&CP | L/S A/S"Kriton" (JensLund&Co. A/S,Mgrs.)<br>CellD | 258·0<br>P23'Q76'B62'F23'<br>B222'460tFPT25t | 39·7 | 16·3<br>FK | Tonsberg<br>Norwegian<br>4BHCem<br>APT55t | T.3Cy.19½",32"&53"-36"(s)<br>180lb 120lb 197NHP<br>2SB,6cf,GS105,HS3222<br>G.Clark,Ld.Sunderland | 18 ″ 6<br>s 1 ″ 8<br>17 ″ 2 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name, Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Register Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter. | 7*<br>Date when last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. ins. | 15<br>Register in which classed, if not in Lloyd's. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39387<br><br>QLMS | **Schlesien** SteelSc<br>(exKarnak)<br>*Elec.light* Wireless 3*Dks* | 7044<br>6545<br>4437 | | | | | 1912 | J.C.Tecklenborg A.G.<br>Geestemünde | Norddeutscher<br>Lloyd | 471·9<br>F50' | 61·0 | 28·5 | Bremen<br>German | T.3Cy.30",48⅞"&80¾"–55⅛"<br>482NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 39388<br>216286<br>LKQW | **Seaconnet** SteelSc<br>(exTuckahoe)<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy.Aft* *Cargo battens not fitted*<br>Sub.Sig. Wireless | 3372<br>2727<br>1929 | ✠100A1<br>2,22 ~~5,20~~ | Bal<br>Bos<br>✠LMC5,18<br>BS2,22 | *v* | CL | 1918<br>5mo | NewYork<br>S.B.Corp.<br>Camden, N.J<br>A&CP | ~~C.H.Sprague&Son~~<br>SeaconnetSSCo.<br>(CHSprague&Son)<br>*CellDB*269'1254*tD* | 318·5<br>P79'B18'F31'<br>*T*13'412*t FPT* 293*t* | 49·5 | 24·2<br>FK | Boston<br>Utd.States<br>7*BHCem*<br>*APT*92*t* | T.3Cy.21",35"&58"–42" (*r*)<br>200lb FD 318NHP<br>2SB,6*cf*,GS110,HS4643<br>NewYorkS.B.Corp.<br>Camden | 27 ″ 6<br>s 5 ″ 6<br>22 ″ 4 | |
| 39389<br>132907 | **Sentinette** SteelSc<br>(exYacht)<br>1*Dk*(*ptStl*) | 72<br>63<br>2 | ✠100A–<br>8,19 | Shl<br>✠LMC10,19 | | CL | 1919<br>8mo | C.Rennoldson&Co.<br>SouthShields | C.Rennoldson&Co. | 82·7 | 15·0 | 8·2<br>BK7" | S.Shields<br>British<br>5*BHCem*<br>*APT*11*t* | C.2Cy.11½"&23"–14" (*s*)<br>130lb 27RHP<br>1SB,2*pf*,GS22,HS553<br>ShieldsEng.Co.Ld.N.Shl. | 9 ″ 0 | |
| 39390<br>144286 | **Sabina** SteelScK<br>(exCharlesDoyle)<br>1*Dk*(*Stl*) | 202<br>199<br>77 | ✠100A1<br>*StmTrawler*<br>4,21 | Bgs<br>✠LMC11,19 | | 4,21 | 1919<br>12mo<br>*Lloyd's A&CP* | Rennie<br>Forrest S.B.<br>&DDkCoLd<br>Wivenhoe | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden, *Mgr.*) | 115·4 | 22·1 | 12·1<br>BK7½" | Grimsby<br>British<br>3*BHCem*<br>*DBf* 29'15*t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 75RHP<br>1SB,3*pf*,GS42,HS1347<br>A.G.Mumford,Ld.<br>Colchester | | |
| 39391<br>145015 | **Soubrette** SteelScK<br>(exSamuelGasby)<br>1*Dk*(*Stl*–ws) | 199<br>196<br>75 | 100A1<br>*StmTrawler*<br>9,20 | ✠LMC9,20 | | | 1920<br>5mo<br>*Lloyd's A&CP* | Ritchie,<br>Graham&<br>Milne<br>Glasgow | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden, *Mgr.*) | 115·3 | 22·2 | 12·2<br>BK7½"<br>*DBf*29' | Grimsby<br>British<br>3*BHCem*<br>20*t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 74RHP<br>1SB,3*pf*,GS40,HS1368<br>W.Beardmore&Co.Ld.<br>Coatbridge | 13 ″ 0 | |
| 39392<br>145086 | **Suzette** SteelScK<br>(exEdwardGrey)<br>1*Dk*(*Stl*–ws) | 199<br>196<br>75 | 100A1<br>*StmTrawler*<br>11,20 | Gls<br>✠LMC11,20 | | | 1920<br>11mo<br>*Lloyd's A&CP* | Ritchie,<br>Graham&<br>Milne<br>Glasgow | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.)Ld. (J.D.<br>Marsden, *Mgr.*) | 115·4 | 22·2 | 12·2<br>BK7½" | Grimsby<br>British<br>3*BHCem*<br>*DBf* 29'20*t* | T.3Cy.12",20"&34"–23" (*r*)<br>180lb 57RHP<br>1SB,3*pf*,GS39,HS1347<br>Plenty&Son,Ld.Newbury | 13 ″ 0 | |
| * 39393<br>124243<br>HLVP | **Sailor Prince** SteelSc<br>(exGlendevon) *ss*Nwc.No.3–7,20<br>*Elec.light* 2*Dks*(*Stl*)&*deep framing*<br>Wireless Sub.Sig. | 4169<br>3925<br>2656 | ✠100A1<br>6,21<br>BS1,21 | NYk<br>✠LMC<br>MS7,20 | *x* | CL<br>6,21 | 1907<br>11mo<br>*Lloyd's A&CP* | C.Connell<br>&Co.Ld.<br>Glasgow<br>*CellD* | RioCapeLineLd.<br>(Furness,Withy&<br>Co.Ld.*Mgrs.*)<br>*Ba* 107' *u E&B*42' | 377·0<br>P38'B113'F34'<br>*f* 168 976*t D T a* 33 | 49·5 | 26·1<br>FK | Newcastle<br>British<br>6*BHCem*<br>810*tAPT*32*t* | T.3Cy.25½",42"&68"–48" (*s*)<br>180lb *100lb* 422NHP<br>2SB,6*cf*,GS118 HS6044 FD<br>Dunsmuir&JacksonLd.Gls | 28 ″ 10<br>s 5 ″ 5½<br>23 ″ 9 | |
| * 39394 | **Saikoh Maru** SteelSc<br>(*ex*Tullamore,<br>*ex*Ardgroom) 2*Dks*(*Stl*)<br>*Elec.light* Sub.Sig. Wireless<br>*Cargo battens not fitted in 'tween decks* | 4382<br>4203<br>3104 | ✠100A1<br>1,22<br>*Carrying oil fuel F.P. above 150° F. in DB* | Rot<br>✠LMC1,22 | *y* | CL<br>12,21 | 1918<br>10mo<br>*Lloyd's A&CP* | Russell&<br>Co.<br>PortGlasgow | YamashitaKisen<br>KabushikiKaisha | 385·0<br>P34'B111'F47' | 52·0 | 26·5<br>FK | Kobe<br>Japanese<br>6*BHCem* | T.3Cy.26",43"&70"–48" (*s*)<br>180lb 489NHP<br>3SB,9*cf*,GS170,HS7845 FD<br>Rankin&Blackmore,LdGrk<br>*CellDB*341'961*tAPT*27*t* | 29 ″ 0<br>s 5 ″ 4½<br>24 ″ 0 | |
| 39395 | **Scottish Castle** SteelSc<br>*Fitted for oil fuel*<br>*Elec light* 2*Dks*<br>*Mchy.Aft* *Carrying Petroleum in bulk* | 7520<br>6600<br>4600 | | | | | 1922 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | BritishTankerCo.<br>Ld. | 440·0<br>P101'B35'F39' | 57·5 | 33·9 | London<br>British<br>*WB* | T.3Cy.27",46"&77"–51"<br>424NHP<br>Armstrong,Whitworth&<br>Co.Ld.Nwc. | | |
| 39396 | **Stonewall Jackson** SteelSc<br>*Should be* "Toco," *See No.* 39660 *in Supplement*<br>*Elec.light*<br>*Mchy.Aft* | 7000<br><br>4300 | 100A1<br>(*Class Contemplated*)<br>*Carrying Petroleum in bulk* | | | | 1921 | Blythswood SBCoLd<br>Glasgow | SheridanS.S.Co.<br>Ld. | 440·0<br>P87'B30'F46' | 56·0 | | British | T.3Cy.25",42½"&72"–54"<br>Dunsmuir&Jackson,LdGls | | |
| 39397<br><br>NDFW | **Sprogö** SteelSc<br>(exTertia)<br>1*Dk* | 2186<br>1205<br>1396 | | | | | 1897 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | J.Petersen | 274·0<br>P18'Q86'<br>*ptAwng dk*171' | 39·7 | 16·5 | Haderslev<br>Danish<br>*WB* | T.3Cy.19",31½"&52"–40"<br>170NHP<br>FlensburgerSchiffsb.Ges. | | |
| 39398 | **Silene** SteelScK | 96<br>96<br>35 | 100A1<br>*For fishing purposes*<br>(*Class Contemplated*) | | | | 1922 | Cochrane<br>&Sons,Ld.<br>Selby | Pickering&<br>Haldane'sSteam<br>TrawlingCo.Ld. | 85·0 | 19·0 | 9·7 | Hull<br>British | C.2Cy.12"&24"–16" | | |
| 39399 | **Solen** SteelSc<br>*Elec.light*<br>*Mchy.Aft* *Longitudinal framing* | 5683<br>5262<br>3434 | 100A1<br>(*Class Contemplated*)<br>*Carrying Petroleum in bulk* | | | | 1922 | Swan,Hunter&Wigham<br>Richardson,<br>Ld Newcastle | Anglo-Saxon<br>PetroleumCo.Ld. | 412·0<br>P109'B26'F46' | 53·1 | 31·0 | London<br>British | T.3Cy.24½",42½"&74"–48"<br>WallsendSlipway&Eng.<br>Co.Ld.Nwc. | | |
| 39400 | **S. N. A. 7** SteelSc<br>*Elec.light*<br>Wireless | 2650<br>1980<br>1355 | 100A1<br>(*Class Contemplated*) | | | | 1922 | Osbourne,<br>Graham&<br>Co.Ld.<br>Sunderland | SociétéNationale<br>d'Affrêtements | 300·0<br>P19'Q106'B52'F23' | 48·0 | 18·1 | Havre<br>French | T.3Cy.23½",38"&64"–42"<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | | |
| * 39401<br>143890 | **Santini** SteelScK<br>(exWilliamAbrahams) *ss*Mil.No.3–1,21<br>*Elec.light* 1*Dk* | 248<br>211<br>96 | ✠100A1<br>*StmTrawler*<br>12,21 | Mil<br>✠LMC1,21 | | CL<br>1,21 | 1917<br>5mo<br>*Lloyd's A&CP* | Cochrane<br>&Sons,Ld.<br>Selby | SavoySteam FishingCo.Ld.(Baker&<br>Green, *Mgrs.*) | 120·3<br>Q69'F20' | 22·0 | 12·0<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12",20"&32"–24" (*s*)<br>200lb 56RHP<br>1SB,2*pf*,GS33,HS1300<br>Earle'sSB&Eng.CoLdHull | 12 ″ 9 | |
| 39402<br>145053 | **Savaria** SteelScK<br>(exCorneliusBuckley) *ss*Mil.No.3–3,21<br>1*Dk* | 248<br>211<br>96 | ✠100A1<br>*StmTrawler*<br>3,21 | Mil<br>✠LMC3,21 | | CL<br>3,21 | 1917<br>5mo<br>*Lloyd's A&CP* | Cochrane<br>&Sons,Ld.<br>Selby | H.C.Baker | 120·3<br>Q69'F20' | 22·0 | 12·0<br>BK7½" | Grimsby<br>British<br>4*BHCem* | T.3Cy.12"20"&32"–24" (*s*)<br>200lb 72NHP<br>1SB,2*pf*,GS33,HS1300<br>Earle'sCo.Ld.Hull | 12 ″ 9 | |
| 39403 | **Salina** SteelSc<br>*ss*Lon No.3–3,22<br>(*ex*[illegible],*ex*<br>Weilburg) 1*Dk*(*Stl*)<br>*Cargo battens not fitted*<br>*Elec.light* | 2391<br>2121<br>1141 | 100A1<br>3,22 | Lon<br>LMC3,22 | *s* | 3,22 | 1920 | Frd.Krupp<br>Akt.Ges.<br>Kiel | Cia.Nav.Vascongada<br>*CellDB*231'558*t* ~~*MT*12'315*tDTa*16'376*t*~~<br>*Intermediate Bulkhead in forehold dispensed with. 4BHonly* | 288·2<br>P22'B80'F38' | 44·2 | 20·3<br>FK | Bilbao<br>Spanish<br>~~5*BH*~~*pt Cem*<br>*p'A·p*<br>*DTf*12'118*t* | T.3Cy.19 1/16",32 1/16"&54¾"–<br>39⅜" 185lb (*s*) 245NHP<br>2SB,4*cf*,GS6[illegible],HS3415 FD<br>Frd KruppA.G.Kiel<br>*FPT*57*tAPT*153*t* | 22 ″ 6<br>s 3 ″ 5½<br>19 ″ 5 | |
| 39404 | **Saint Jerome** SteelSc<br>*Elec.light*<br>*Mchy.Aft* 2*Dks*(*Stl*) | 4205<br>3630<br>2312 | ✠100A1<br>4,22<br>~~(*Class Contemplated*)~~<br>*Carrying Petroleum in bulk*<br>*Fitted for oil fuel* 4.22 *F.P. above* 150°F. | Gls<br>✠LMC4,22 | *w* | CL | 1922<br>4mo<br>*Lloyd's A&CP* | W.Beardmore&Co.Ld.<br>Glasgow | L'Association<br>Petroliere<br>*CellDBuE*23'68*tDTf*35'394*t* | 351·4<br>~~P33'B39'~~F57'<br>P83'B40<br>*FPT*54*tAPT*40*t* | 49·1 | 27·1<br>FK | Havre<br>French<br>14*BHptCem*<br>(9 ,, *to U dk*<br>5 ,, ,, 2*nd* ,,) | T.3Cy.23",36"&58"–42" (*r*)<br>180lb *180lb* 349NHP<br>2SB,6*cf*, HS5548 FD<br>W.Beardmore&Co.Ld.Gls. | 27 ″ 0<br>s 4 ″ 8<br>22 ″ 7 | |
| * 39405<br>145093<br>KFTJ | **Silverway** SteelSc<br>(exWarFig)<br>*Elec.light* 1*Dk*(*Stl*)<br>Wireless *Cruiser Stern* | 2568<br>2248<br>1425 | ✠100A1<br>3,22<br>MBS3,22 | Ant<br>✠LMC<br>MS3,22 | *t* | CL | 1920<br>11mo<br>*Lloyd's A&CP* | Monmouth<br>S.B.Co.Ld.<br>Chepstow,<br>Mon. | St.MaryS.S.Co.<br>Ld.(Williams<br>Bros.(Cardiff)Ld.<br>*Mgrs.*) *CellD* | 303·0<br>P33'B80'F33'<br>*B*260'677*t FPT*87*t* | 43·0 | 20·7<br>FK | Cardiff<br>British<br>5*BHptCem*<br>*APT*193*t* | 2 Steam Turbines geared<br>to 1ScShaft(*s*) 200lb *100lb*<br>HS5526 322NHP<br>2 Water Tube Boilers<br>Met.VckrsElec.Co.Ld.Mch | 23 ″ 0<br>s 3 ″ 6½<br>19 ″ 10 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux. | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po. | 15 Registres ou cote ne s'est dans le L. R. sure, Cert. B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39406<br>145705<br>KLSG | **Sierra Nevada** WoodAuxTwinSc<br>(*ex*Ile deCeylan, *Stm.Eng.* 5MstSr<br>*Mchy.Aft* *ex*Seaborn) 1*Dk*2*trB*<br>(*SeeSailingShipRegisterSupplement*) | 1293<br>1137<br>1018 | | | | | 1916 | Seaborn<br>ShipyardsCo.<br>Tacoma | SierraShippingCo. Ld.(C.Morteo, *Mgr.*) | 225·3<br>P36'F46' | 44·7 | 17·3 | Cardiff<br>British | C.4Cy.10¼"&23½"–18"<br>39RHP<br>WashingtonIronWks.Sea. | | V |
| 39407 | **Shiratori Maru** SteelTwinSc<br>(*Trawler*)<br>*Elec.light* *CruiserStern* 1*Dk* | 310 | | | | | 1922 | Mitsubishi<br>ZosenKaisha,<br>LdHikoshima | JapaneseGovernment(Dept.of Agriculture& Commerce) | 130·0<br>Q36'F22' | 24·7 | 13·7 | Japanese<br>*WB* | Oil Engines<br>12Cy.12"–18"<br>NiigataTekkosho,LdTokio | | |
| 39408 | **Sumatra** SteelScK<br>(*Trawler*)<br>1*Dk* | 210<br><br>69 | | | | | 1919 | Gebr.<br>Boot<br>Leiderdorp | N.V.Oceaan Vissch.Maats. | 122·4 | 22·0 | 10·8 | Ymuiden<br>Dutch | T.3Cy.12",20"&32"–24"<br>50NHP<br>N.V.v/d.Kuy&v/d.Ree's Mchfb.&Schps.Rot. | | |
| 39409<br>128881<br>JCQD | **Simonside** SteelSc<br>*ss*Gms.No.2–21<br>(*ex*Eurus) 1*Dk*(*Irn*)<br>*Well deck* *Mchy.Aft* | 825<br>574<br>389 | ✠100A1<br>5,22 ~~12,21~~<br>BS5,22 ✠LMC5,21 | Hul | *k* | ~~3,21~~<br>N5,22 | 1913<br>7mo<br>*Lloyd's* | J.Fullerton&Co.<br>Paisley<br>*A&CP* | SideShippingCo. Ld.(Connell& Grace,Ld. *Mgrs.*) | 195·0<br>Q99'B11'F26'<br>*CellDB f*110' | 31·1 | 11·4 | Goole<br>British<br>FK 3*BHCem*<br>184t *FPT*64t | T.3Cy.16",26"&44"–33" (*s*)<br>180lb 96RHP<br>2SB,*4pf*,GS72,HS2246<br>Ross&Duncan,Glasgow | 14 ″ 0<br>s ″ 11<br>13 ″ 4 | |
| * 39410 | **Sayn** SteelSc<br>(*ex*Gunborg, *ss*Osc.No.3–4,17<br>*ex*MilesCoverdale) *ss*Shl.No.1–21<br>Wireless 1*Dk*(*Irn*)&*deep framing* | 2278<br>2106<br>1411 | ✠100A1<br>3,21<br>✠LMC3,21 | Shl | *s* | CL<br>8,21 | 1898<br>12mo | W.Gray&<br>Co.Ld.<br>WHartlepool<br>A&CP | Fried.KruppA.G. | 302·0<br>P27'B69'F29'<br>*CellDB a&uE*120'*f*124'643*t* | 43·0 | 19·9 | Bremen<br>German<br>FK 5*BHCem*<br>*APT*40*t* | T.3Cy.22",35"&59"–39" (*s*)<br>160lb NDB13 *100lb* 223NHP<br>2SB,*4cf*,*2rf*,GS82,HS3445<br>Cen.Mar.Eng.Wrks WHpl | ~~22 ″ 3~~<br>~~s 3 ″ 8~~<br>~~18 ″ 11~~ | |
| * 39411<br>137736 | **San Paul** SteelSc<br>(*ex*Huntshead, *ss*Tri.No.3–5,14<br>*ex*Korana) *ss*Cff.No.1–19<br>Wireless 1*Dk*(*Stl*)&*Spar dk*(*Stl*)3*trB* | 3779<br>3573<br>2387 | ✠100A1<br>*Spar dk*<br>10,21<br>MBS11,20 ✠LMC8,17<br>BS12,21 | Cff | *w* | 11,20 | 1901<br>12mo<br>*Lloyd's* | J.Priestman&Co.<br>Sunderland<br>*A&CP* | MifsudBros. | 350·0<br>P35'B110'F39' 28·5<br>*DBa*114'*u E*24' *f* 146' 1091*t* | 46·5 | 21·2 | Malta<br>British<br>FK 6*BHCem*<br>*APT*93*t* | T.3Cy.25",41"&67"–45" (*s*)<br>160lb *100lb* NDB17 312NHP<br>2SB,*6cf*,GS115,HS4840<br>Richardsons,Westgarth&Co.Ld.Sld. | 29 ″ 9<br>s 5 ″ 7½<br>24 ″ 6 | |
| 39412 | **Sunny Maid** SteelSc<br>(*ex*Anthony,*ex*Julienne,*ex*Q.H.C.Grain<br>*Mchy.Aft* BoatNo.1) 1*Dk*&*Web frames* | 1101<br>897<br>927 | | | | | 1914 | Smith's<br>DockCo.Ld.<br>~~Sunderland~~<br>Middlesbro | Anglo-Egyptian Bank,Ld. | 202·0 | 39·1 | 15·4 | London<br>British<br>FK *WB* | C.2Cy.13½"&30"–24"<br>36RHP<br>MacColl&Pollock,Ld Sld. | 16 ″ 0 | |
| 39413<br>150036<br>VHJS | **Spera** SteelSc<br>(*ex*OleWe ger) (*Whaler*)<br>1*Dk* | 178<br>178<br>64 | | | | | 1911 | Nylands<br>Værksted<br>Christiania | HansEllefsen,Ld. | 111·1 | 20·1 | 11·9 | CapeTown<br>British<br>*WB* | T.3Cy.12",19½"&33"–24"<br>53RHP<br>NylandsVærksted,Xania | | N |
| 39414 | **Stentor** SteelSc<br>*Elec.light* 1*Dk* | 172<br>151 | | | | | 1921 | A Pannevis<br>Alphen a/d<br>Rijn | Bureau,Wijsmuller | 95·2 | 21·4 | 10·6 | Dutch<br>*WB* | T.3Cy.13",21"&34"–18"<br>49NHP<br>Machinefab.Bolnes,Bolnes | | |
| 39415 | **Schie** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 1969<br>1766<br>1163 | ✠100A1<br>5,22<br>~~(*ClassContemplated*)~~<br>✠LMC5,22 | Rot | *r* | CL | ~~1922~~<br>1921<br>8mo | A.Vuijk&<br>Zonen<br>Capelle/Ysel<br>A&CP | N.V.Maats ~~N.V.~~.Houtvaart (Vinke&Co.*Mgrs.*) | ~~201·5~~<br>281·5<br>P24'B72'F27'<br>*CellDB*244 575*t* *FPT*81*t* *APT*41*t* | 40·3 | ~~19·1~~<br>19·2 | Rottrdam<br>Dutch<br>FK 4*BHCem* | T.3Cy.21",34½"&57"–36"(*s*)<br>190lb 236 ~~195~~NHP<br>2SB,*6cf*,GS110,HS3886<br>ArnhemscheStooms.Maats | 21 ″ 4 | |
| 39416<br>139002<br>JKWB | **Scala Shell** SteelTwinSc<br>(*ex*SailingVessel, *ss*Rot.2ndNo.3–3,22<br>*ex*Macedonia,*ex*Urania) 1*Dk*(*Stl*–ws)<br>*Elec light* 2*trB*&*deep framing*<br>*Mchy.Aft* | 3584<br>3161<br>2092 | ✠100A1<br>3,22<br>✠NE&B3,22 ✠LMC3,22<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 3,22 *F.P. above* 150° F. | Rot | *y* | CL<br>3,22 | 1902<br>3mo | A.McMillan&Son,Ld.<br>Dumbarton<br>A&CP | Anglo-Saxon PetroleumCo.Ld. | 330·0<br>P47'F32'<br>*Mtanks*56'1600*t* | 47·0 | 27·2 | London<br>British<br>FK 12*BHptCem* | T6.Cy.16",26½"&43"–30" (*s*)<br>180lb 322NHP<br>2SB,*6cf*,GS127,HS5112 FD<br>Cooper&Greig,Ld.Dundee | 28 ″ 10 | |
| 39417<br>144810 | **Star of Eve** SteelSc<br>(*ex*Von derGoltz) (*Trawler*)<br>1*Dk* | 217<br>204<br>88 | | | | | 1916 | Nuscke&<br>Co.<br>Stettin | WalkerStm.Trawl FishingCo.Ld. (A. Walker, *Mgr.*) | 120·4 | 24·1 | 9·5 | Aberdeen<br>British<br>*WB* | T.3Cy.13",20½"&32½"–22"<br>60RHP<br>Christiansen&Meyer,Harburg | | |
| 39418<br>MTVW | **Sextant** SteelSc<br>(*ex*Nordstrand)<br>*Elec.light* Wireless 1*Dk* | 1624<br>1186<br>956 | | | | | 1919 | Bergens<br>Mek.Værks<br>Bergen | J.T.Hansen | 244·3<br>P16'Q73'B65'F27' | 37·7 | 15·7 | Bergen<br>Norwegian<br>*WB* | T.3Cy.18",29"&49"–33"<br>138NHP<br>BergensMekVærksBergen | | N |
| 39419<br>MTPO | **Salta** SteelTwinSc<br>(*ex*Salerno) *OilEng.*<br>*Elec.light* *Ref.Mchy.* 2*Dks*&*Shelter dk*<br>Wireless | 3908<br>3460<br>2554 | Lloyd'sRMC10,21 | | | | 1919 | J&KSmit's<br>Scheepsw.<br>Kinderdijk | D/S A/S Otto Thoresen'sLinje (Otto&ThorThoresenA/S,*Mgrs.*) | 375·8<br>P107*t*H310*t*F25*t* | 51·5 | 22·4 | Chrstiania<br>Norwegian<br>*WB* | Oil Engines<br>6Cy.22"–39⅜" 227NHP<br>Werkspoor,Amsterdam | | N |
| 39420 | **Senta** SteelSc<br>1*Dk* | 1250<br>948<br>720 | | | | | 1922 | PPhStuhrs<br>Msk.&Skbs.<br>Aalborg | Dmpskselsk.Senta | 238·7<br>P14'Q71'B94'F29' | 36·2 | 13·4 | Copnhagn<br>Danish<br>*WB* | T.3Cy.15",24"&40"–27"<br>83NHP<br>A/S Frichs,Aarhus | | |
| 39421 | **Saint Boniface** SteelSc<br>*Elec.light* *Mchy.Aft* | 7500 | 100A1<br>(*ClassContemplated*)<br>*CarryingPetroleum in bulk* | | | | 1922 | Chant Nav.<br>Français<br>Caen | SociétéNavale del'Ouest | 452·0<br>P124'B23'F39' | 57·0 | 35·0 | LeHavre<br>French | 3 Steam Turbines<br>Atl&Ch.delaLoire,StDenis | | |
| 39422 | **Singkep** SteelSc2TwinMst<br>*Elec.light* Wireless 3*Dks* | 6587<br>4522<br>4119 | | | | | 1922 | Nederl.<br>Schps.Maats.<br>Amsterdam | Stoomv.Maats. Nederland | 420·0<br>P57'B29'F41' | 54·5 | 28·0 | Dutch<br>*WB* | 1 Geared Steam Turbine<br>NedFb.v.Wrk&Spoor,Ams | | |
| 39423 | **Shogen Maru** SteelSc<br>(*ex*Pencisely, *ss*Bkn.No.2–18<br>*ex*Usworth) 1*Dk*(*ptIrn ptStl*)<br>Wireless | *3004*<br>*2800*<br>*1890* | ✠100A1<br>4,21<br>BS5,21 ✠LMC11,18 | Hul | *u* | CL<br>5,21 | 1910<br>8mo<br>*Lloyd's* | J Readhead<br>&Sons,Ld.<br>South Shields<br>*A&CP* | SakaiShoten KabushikiKaisha | 321·4<br>P27'B92'F33'<br>*CellDBa*104'*uE&B*39'*f*135'718*t* | 48·0 | 21·5 | Kobe<br>Japanese<br>FK 6*BHCem*<br>*APT*53*t* | T.3Cy.23½",39"&64"–42" (*s*)<br>180lb *75lb* 308NHP<br>2SB,*6rf*,GS123,HS4868<br>J.Readhead&Sns.Ld.S.Shl | 23 ″ 10<br>s 3 ″ 9<br>20 ″ 5 | |
| 39424 | **Sturdee Rose** SteelSc<br>*Mchy.Aft* | 870<br>592<br>431 | 100A1<br>(*ClassContemplated*) | | | | 1922 | Hansen<br>S.B.&Ship<br>Repg.Co.Ld.<br>Bideford | R.Hughes&Co. | 190·0<br>Q120'B13'F26' | 30·0 | 14·5 | Liverpool<br>British | T.3Cy.15",25"&41"–27"<br>LythamS.B.&E.Co.Ld.Lyt. | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7a | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
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| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name.<br>Late Name if any.<br>Special Surveys. | Material, Rig, &c.<br>No. of Decks, &c. | Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | Port of Survey. | Years Assigned now expired.<br>Equipment Letter. | Date when hull last seen. | Built.<br>When.<br>Ship.<br>Engines | By Whom.<br>Where. | Owners. | Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre. | Nom du Navire. | Matériaux. Gréement etc. | Tonnage Officiel. | Détails de la Classification. | | | Date de la dernière visite de l'arbre porte-hélice. | Construit. | | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | | | Port d'Armement. | Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>IHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | Creux sur Quille | Enregistrés où coté, si ne n'est dans le L. R. Dans le Cert. B. of Trade. |
| Numero Officiel. | Visites Périodiques. | Ex-nom, s'il y a lieu.<br>Nombres des Ponts. | Total.<br>—<br>Sous le Pont.<br>—<br>Net. | Cote.<br>—<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | | Quand.<br>—<br>Navire.<br>—<br>Mach. | Par qui.<br>—<br>Où. | | Longueur. | Largeur. | Creux. | Pavillon. | | Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | |
| Signaux. | | | | | | | | | | | | | | | | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7a | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name. Material, Rig, &c.<br>*Late Name if any.*<br>Special Surveys. | No. of Decks, &c. | Regist'd Tonnage.<br>Gross.<br>—<br>Under deck.<br>—<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | Port of Survey. | Years Assigned now expired.<br>Equipment Letter. | Date when tail shaft last seen. | Built.<br>When | By Whom<br>—<br>Where | Owners. | Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>*ft. in.* | Registers in which classed, if not in L.R.<br>Date of B. of Trade Cert. |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. po. | 15<br>Registres où coté, si ce n'est dans la L.R. Durée, Cert. Bref Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39576 | T. I. C. No. 18 SteelSc<br>For full particulars See No. 39598 below<br>Elec.light<br>Mchy.Aft | 600 | 100A1<br>HopperBarge<br>(ClassContemplated) | | | | 1921 | Fleming&<br>Ferguson,Ld.<br>Paisley | TyneImprovement Commissioners | 168·0\|32·0\|13·8 | Newcastle<br>British | T.3Cy.13",23"&34"-22½"<br>Fleming&Fergusn,Ld.Psy. | | |
| 39577 | The Lady Clifford SteelTwinSc<br>1Dk(Stl-pt teaks)&<br>Elec.light Webframes<br>CruiserStern | 2100<br>2062<br>1905<br>799 | ✠100A1<br>Hopper Dredger<br>10,21 ✠LMC10,21<br>~~(ClassContemplated)~~ | Rnf | s | CL | 1921<br>10mo | Lobnitz&<br>Co.Ld.<br>Renfrew<br>Lloyd'sA&CP | Government of Nigeria | ~~284·0\|45·0\|~~18·2<br>F37' P19'<br>283·9\|45·1\| | Lagos<br>British<br>FK 6BHCem<br>FPT33t | T.6Cy.18",23"&48"-27" (s)<br>180lb 385NHP<br>3SB,9cf,GS180,HS6138 FD<br>~~Lobnitz&Co Renfrew~~<br>Lobnitz&Co.Ld.Renfrew | 19″0<br>s3″5½<br>15″9 | |
| 39578<br>132193 | Torwood WoodSc<br>Elec.light 1Dk 9&12 yrs.Mat.<br>Mchy.Aft | ~~250~~<br>251<br>219<br>108 | ✠11A1<br>7 21<br>LMC7,21<br>~~(ClassContemplated)~~<br>✠NB14refitted21 | Abn | d | CL | 1921<br>6mo | Jones'<br>BuckieSlip&<br>Shipyard,Ld<br>Buckie<br>Lloyd'sA&CP | T.B.Jones | 126·0\|24·0\|11·0<br>F19' | Buckie<br>British | T.3Cy.10",16"&27"-18" (s)<br>180lbNB14refitted21 43NHP<br>1SB,2pf,GS28,HS778<br>RoseStreetFoundry&Eng.<br>Co.Ld.Inverness | 12″0<br>s1″4 | |
| 39579<br>143386<br>KCGF | Tamora SteelSc4Mst<br>(exNienburg)<br>For full particulars See No. 39588 below<br>Wireless 2Dks | 7853<br>7296<br>4895 | | | | | 1916 | Bremer<br>Vulkan<br>Vegesack | DavidS.SCo.Ld. | 476·0\|60·7\|32·9<br>P27'B132'F85' | London<br>British<br>WB | T.3Cy.32$\frac{3}{10}$",52$\frac{7}{10}$"&86$\frac{3}{8}$"-<br>55$\frac{1}{10}$" 555NHP<br>BremerVulkan,Vegesack | 35″8<br>s8″7<br>27″6 | |
| 39580 | Teti SteelSc<br>Elec.light 1Dk | 5500<br>3500 | — | | | | 1921 | Bacini&<br>ScaliNapoletani Naples | SocietàAnonima Lucania | 349·9\|51·7\|27·6<br>P16'B37'F10' | Naples<br>Italian<br>WB | 2 Geared Steam Turbines<br>Tosi,Legnano | | |
| 39581<br>145556<br>KLCH | Tod Head SteelSc3Mst<br>Mchy.Aft 1Dk(Stl)<br>Well deck | ~~328~~<br>323<br>216<br>123 | ✠100A1<br>5,22 ~~10,21~~<br>~~(ClassContemplated)~~<br>✠LMC10,21 | Lth | d | CL | 1921<br>10mo | J.Cran&<br>SomervilleLd<br>Leith<br>Lloyd'sA&CP | A.F.Henry&<br>Macgregor,Ld. | ~~130·0~~\|22·6\|~~9·8~~<br>Q48'B8'~~F22'~~ \| 9·6<br>130·2\|F23'<br>FPT33tAPT16t | Leith<br>British<br>FK 3BHCem | O.2Cy.15"&32"-24" (s)<br>130lb 60RHP<br>1SB,2pf,GS44,HS1168<br>J.Cran&Somerville,Ld. | 10″6<br>s ″7<br>10″2 | |
| 39582 | 12 de Octubre SteelSc<br>2Dks(Stl)&Webframes<br>Elec.light Longitudinalframing<br>Mchy.Aft | 6123<br>5750<br>3826 | Carrying Petroleum in bulk<br>Fitted for oil fuel 5,21 F.P. above 150°F. | | ... | CL | 1921<br>5mo | Hawthorn<br>Leslie&CoLd<br>Newcastle<br>Lloyd'sA&CP | ArgentineGovt.<br>CellDBuB41' | 420·5\|54·6\|32·4<br>P99'B30'<br>116tDTf46'577t<br>FPT83tAPT37t | Bns.Ayres<br>Argentine<br>FK 16BHptCem<br>9 ,, to Udk<br>7 ,, ,, 2nd ,, | T.3Cy.27",45"&74"-48" (r)<br>180lb 536NHP<br>3SB,9cf, ,HS7983<br>HwthrnLeslie&CoLd.Nwc | 32″8<br>s7″0½<br>26″0 | |
| 39583 | Thomas P. Beal SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks | 6214<br>5374<br>4576 | | | | | 1921 | BathIron<br>Works,Ld.<br>Bath,Me. | Crowell&Thurlow S.S.Co. (Crowell& Thurlow,Mgrs.) | 395·0\|55·1\|31·0<br>P42'B117 F37' | Boston<br>Utd. States<br>WB | 1 Geared Steam Turbine<br>Bath IronWorks,Ld.Bath,Me. | | |
| 39584<br>KDHB | Tormod SteelSc<br>1Dk(Stl)<br>Welldeck | 840<br>673<br>467 | ✠100A1<br>5,21<br>✠LMC6,21 | Ams | m | | 1921<br>5mo | E.J.Smit&<br>Zoon<br>Westerbroek<br>Lloyd'sA&CP | ~~H.Persson&Co.~~<br>RederiA/BStanton<br>(H.Persson&Co. Mgrs.) | 207·2\|32·2\|13·5<br>Q71'B49'F24'<br>CellD B169' 258t FPT42t | Landskrna<br>Swedish<br>FK 4BHCem<br>APT20t | T.3Cy.15",23$\frac{7}{32}$"&39$\frac{3}{8}$"-23$\frac{5}{8}$"<br>185lb (s) 105NHP<br>2SB,4cf,GS59,HS1938<br>EJSmit&Zoon,Hoogezand | 15″5<br>s1″2<br>14″6 | |
| 39585 | Tidal SteelSc<br>Foundered 1.22<br>Mchy.Aft 1Dk(Stl)<br>Cargo battens not fitted | 502<br>372<br>199 | ✠~~100A1~~<br>4,21<br>~~✠LMC4,21~~ | Sld | h | CL | 1921<br>4mo | Colby Bros.<br>Ld.<br>Lowestoft<br>Lloyd'sA&CP | W.J.Williams | 165·0\|25·0\|10·9<br>P50'B9'F23'<br>Cell DB90'104t FPT31tAPT13t | Cardiff<br>British<br>FK 2BHCem | T.3Cy.14".23"&39"-27" (s)<br>180lb 100lb 80RHP<br>1SB,3pf,GS58,HS1801<br>MacColl&Pollock,Ld.Sld. | 13″3<br>s1″4½<br>12″2 | |
| 39586<br>134904 | Tacoma WoodSc<br>OilEng.<br>1Dk | 105<br>94<br>84 | | | | | 1900 | ................<br>Essex,Mass. | J.F.Thomas | 96·4\|24·2\|10·0 | Nassau,NP<br>British | Oil Engine<br>3Cy.12"-10" 26NHP<br>Fairbanks,MorseCo.<br>ThreeRivers,Mich. | | |
| 39587<br>145233 | Train Ferry No. 1 SteelTwinSc<br>1Dk | 2683<br>2494<br>1085 | | | | | 1916 | Armstrong<br>Whitworth<br>&Co.Ld.<br>Newcastle | Port ofQueenboroughDevelopmentCo.Ld. (E.R. Ketchell,Mgr.) | 350·6\|58·7\|15·5 | London<br>British<br>WB | T.6Cy.18",29"&47"-27"<br>230NHP<br>WllsndSlpwy.Co.Ld.Nwc. | | |
| 39588<br>143386<br>KCGF | Tamora SteelSc4MstSr<br>(exNienburg) ssCff.No.2-21<br>Wireless 2Dks(Stl-Upt ws)<br>Elec.light 3rdDk(Stl)inNo.1 hold<br>Now named "Meerkerk," See No. 38426 in Supplement | 7853<br>7296<br>4895 | 100A1<br>withfreeboard<br>6,21<br>LMC6,21 | Cff | d† | 6,21 | 1916 | Bremer<br>Vulkan<br>Vegesack<br>CellDBa144' | DavidS.S.Co.Ld.<br>uE32' f202' 1596t | 476·0\|60·7\|32·9<br>P28'B144'F86'<br>DTa31' 946t FPT | London<br>British<br>FK 8BHAsp<br>52tAPT39t | T3Cy28½"52$\frac{13}{16}$"&86$\frac{11}{16}$"-55⅛"<br>205lb (s) 819NHP<br>4SB,12cf,GS254,HS11840 FD<br>BremerVulkan,Vegesack | 35″8<br>s8″7<br>27″6 | |
| 39589 | The Quest WoodAuxScSp<br>Stm.Eng.<br>(exFocal.) 1Dk<br>(SeeSailingShipRegisterSupplement) | 204<br>180<br>94 | Should be "Quest," See No. 39028 in Supplement | | | | 1917 | E.Lindstöl<br>Risör | SirE.Shackleton | 111·4\|24·8\|12·0 | British | O.2Cy.11½"&28"-15"<br>17NHP<br>KalnæsM.V.Tönsberg | | N |
| 39590<br>145234 | Train Ferry No. 3 SteelTwinSc<br>1Dk | 2672<br>2493<br>1139 | | | | | 1917 | Fairfield<br>Co.Ld.<br>Glasgow | PortofQueenboroughDevelopmentCo.Ld. (E.R. Ketchell,Mgr.) | 350·6\|58·6\|15·5 | London<br>British<br>WB | T.3Cy.18",29"&47"-27"<br>115NHP<br>FairfieldCo.Ld.Glasgow | | |
| 39591 | Tjerimai SteelTwinSc<br>(exWadai,exMarie,exMarieWoermann)<br>Elec.light 2Dks&Shelter dk | 7947<br>4871<br>4014 | | | | | 1916 | Reiherst'g<br>Schiffsw.<br>Hamburg | Rotterdamsche Lloyd (W.Ruys& Zonen,Mgrs.) | 426·3\|55·8\|27·4 | Rottrdam<br>Dutch | Q.8Cy.22½",33½",49½"&71⅞"-<br>49⅞" 720NHP<br>ReiherstiegMaschf.Ham. | | |
| 39592 | Tunisiana SteelSc<br>1Dk(Stl)&Shelter dk(Stl)<br>Elec.light straight frames bevelled bilge<br>CruiserStern | 3482<br>2897<br>1794 | ✠100A1<br>Shelter dk<br>withfreeboard<br>3,22 ~~10,21~~ ✠LMC10,21<br>~~(ClassContemplated)~~<br>Fitted for oil fuel 10,21 F.P. above 150°F. | Mdb | s | CL | 1921<br>6mo | Furness<br>S B.Co.Ld.<br>Haverton<br>Hill-on-Tees<br>Lloyd'sA&CP | Furness,Withy&<br>Co.Ld.<br>CellDB294'1303t | ~~363·0\|52·0\|30·7~~<br>F68' onShelter dk<br>363·3\|52·1\|22<br>FPT45tAPT43t | Liverpool<br>British<br>FK 3 Cem<br>CollisionBH toSh dk<br>6 ,, ,, U ,, | T.3Cy.26",43"&73"-48" (s)<br>180lb 538NHP<br>3SB,9cf,GS192,HS8166 FD<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 24″9<br>s2″5½<br>22″8 | |
| 39593<br>143356<br>KCRH | T. H. Skogland SteelSc<br>(exJavary)<br>For full particulars See No. 39646 in Supplement<br>Elec.light Wireless 3Dks | 4198<br>[illegible]<br>2569 | | | | | 1915 | Blohm&<br>Voss<br>Hamburg | ValhalS.S.Co.Ld. (Watts,Watts& Co.Ld.Mgrs.) | 361·1\|51·0\|25·6<br>H—F43' | Newcastle<br>British | T.3Cy.24",38⅝"&63"-48"<br>275NHP<br>Blohm&Voss,Ham. | | |
| 39594 | Teutonia SteelSc<br>(exHabsburg)<br>Elec.light Sub Sig. Wireless 2Dks | 6437<br>4737<br>4076 | | | | | 1906 | Bremer<br>Vulkan<br>Vegesack | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) | 409·8\|52·8\|28·0<br>P&B260'F48' | Hamburg<br>German<br>WB | Q.4Cy.24",34½",50⅜"&72⅞"-<br>53⅞" 387NHP<br>BremerVulkan,Vegesack | | |
| 39595 | Tamiahua SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks&Shelter dk<br>Mchy.Aft Carrying Petroleum in bulk<br>Longitudinalframing | 3000 | | | | | 1921 | MooreS.B.<br>Co.<br>Oakland,Cal. | SouthernPacific Co.Inc. | 500·0\|71·3\|38·9 | NewYork<br>Utd.States<br>WB | Q.4Cy.27½",40",59"&86"-54"<br>514NHP<br>Hooven,Owens&Rentschler<br>Co.Hamilton,O. | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. Under deck. Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when tail shaft last seen. | Built. When | By Whom / Where | Owners. | Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name. | Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39596 | Tenbergen SteelSc<br>*Elec.light* |  | 100A1<br>*(ClassContemplated)* |  |  |  | 1921 | N.V.<br>Lobithsche<br>Scheepsb.My.<br>Lobith | N.V.Furness<br>Scheepv.&Agen.<br>Mij | 385·0<br>P41'B223'F40' | 50·0 | 29·0 | Rotterdam<br>Dutch | 2 Steam Turbines<br>BritishThomsonHouston<br>Co.Ld.Glasgow |  |  |
| 39597<br>LCBK | Tiger SteelSc<br>*Elec.light* *2Dks(Stl)&Webframes*<br>*Mchy.Aft* *Longitudinalframing*<br>Wireless | 3916<br>3565<br>2380 | ✠100A1<br>7,21<br>✠LMC7,21<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel 7,21 F.P. above 150° F.* | Gls | v | CL | 1921<br>7mo<br>*Lloyd's*A&CP | Fairfield<br>Co.Ld.<br>Glasgow | A/S Vestlandske<br>PetroleumsCompagni | 351·0<br>P80'F29'<br>*CellDBuE&B60'f30'190tFPT40t*<br>*APT96tFW tank in AP8'32t* | 47·0 | 28·2 | Bergen<br>Norwegian<br>FK 14*BHptCem*<br>*(8 to U dk*<br>*6 ,, 2nd ,,)* | T.3Cy.23½",38"&62"-42" (*s*)<br>180lb 347NHP<br>2SB,*6cf*,GS127,HS5112 FD<br>FairfieldCo.Ld.Glasgow | 28 ″ 3 |  |
| 39598<br>145152 | T. I. C. No. 18 SteelSc<br>*Elec.light* 1*Dk*(*Stl*) | 592<br>591<br>~~302~~<br>237 | ✠100A1<br>*HopperBarge*<br>2,22 ~~7,21~~<br>✠LMC7,21 | Psy<br>Nwc | i | 2,22 | 1921<br>7mo<br>*Lloyd's*A&CP | Fleming&<br>Ferguson,Ld.<br>Paisley | TyneImprovement<br>Commissioners | 168·3 | 32·1 | 13·8 | Newcastle<br>British<br>FK 4*BHCem* | T.3Cy.13",23"&34"-22½" (*s*)<br>160lb 62RHP ~~77NHP~~<br>1SB,*3cf*,GS54,HS1478<br>Fleming&Fergusn,Ld.Psy. | 14 ″ 6<br>s 2 ″ 1½<br>12 ″ 7 |  |
| 39599 | Theotocus SteelTwinSc<br>(*ex*Taroudant)<br>*Elec.light* 1*Dk* | 539<br>—<br>85 |  |  |  |  | 1913 | Jonker&<br>Stans<br>HendrikIdo<br>Ambacht | P.Cottaropoulos | 180·0<br>Q65'B66'F32' | 24·7 | 14·5 | Calamata<br>Greek | T.6Cy.14$\frac{3}{16}$",23¼"&38$\frac{3}{16}$"-<br>18⅞" 126NHP<br>*WB* Alblasserdam.Msch.Fab. |  |  |
| 39600<br>RBMP | Theben SteelSc<br>2989<br>*Elec.light* 2*Dks* | ~~2999~~<br>—<br>1757 |  |  |  |  | 1921 | Nordsee-<br>werke<br>Emden | ~~EmderReederei~~<br>~~A.G.~~ Deutsche<br>Dampfschiffs.Ges.<br>Kosmos | ~~338·0~~<br>~~F53'~~ F86'<br>339·9 | ~~48·0~~<br>47·9 | 20·9 | Hamburg<br>German | T.3Cy.20⅛",33½"&52½"-<br>~~T.3Cy.23⅞",38¾"&61⅞"-~~<br>~~41¾"~~ 35⅜" 165 ~~243~~NHP<br>*WB* Gebr.Sachsenberg,Rosslau |  |  |
| 39601 | Tiziano SteelSc<br>(*ex*LedererSandor) *ss*Fiu.No.2-11<br>*Elec.light* 1*Dk*(*Stl*)&*deepframing*<br>&*Shelterdk*(*Stl*) | 1249<br>1026<br>607 | ✠<br>*Shelter dk*<br>*withfreeboard*<br>9,16<br>✠ | Fiu | p |  | 1903<br>8mo | Grngemt'h<br>&Greenock<br>DockyardCo.<br>Greenock | AdriaSoc.Anon.di<br>Nav.Marittima | 255·0<br>*CellDBa67'uE&B52'f88'382tAPT15t* | 36·1 | 14·3 | Fiume<br>FK 4*BHCem* | T.3Cy.18½",32"&54"-36"<br>208NHP<br>2SB.*6cf*,GS108,HS3330<br>D.Rowan&Co.Glasgow | 16 ″ 6 |  |
| * 39602 | Toluma SteelSc<br>(*ex*Chipana) *ss*Liv.No.3-5,21<br>*Elec.light* *2Dks(Stl)&deepframing*<br>Wireless &*Shelterdk*(*Stl*-ptws)<br>*Carryingoilfuel F.P.above*150° F.*inDB* | 7041<br>5230<br>5234 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>3,22 ~~5,21~~<br>BS5,21<br>✠LMC11,19 | Liv<br>NYk | d† | CL<br>5,21 | 1907<br>3mo<br>*Lloyd's*A&CP | ShortBros.<br>Ld.<br>Sunderland | Akties."Cuzco"<br>(W.Wilhelmsen,<br>*Mgr.*) | 417·8<br>*CellDBa131'uE&B42'f173'1232tFPT111tAPT56t* | 54·4 | 36·0 | Tonsberg<br>Norwegian<br>FK 7*BHCem* | Q.4Cy.24½",35",51"&74"-51"<br>220lb *120lb* (*r*) 539NHP<br>3SB,*9cf*,GS159,HS7290 FD<br>N.E.MarineEng.CoLdNwc | 38 ″ 10<br>s 9 ″ 7<br>29 ″ 8 |  |
| 39603<br>145460 | T. I. C. No. 19 SteelSc<br>1*Dk*(*Stl*) | 592<br>591<br>234 | ✠100A1<br>*HopperBarge*<br>10,21<br>~~(ClassContemplated)~~<br>✠LMC10,21 | Psy | i |  | 1921<br>10mo<br>*Lloyd's*A&CP | Fleming&<br>Ferguson,Ld.<br>Paisley | TyneImprovement<br>Commissioners | 168·3 | 32·1 | 13·8 | Newcastle<br>British<br>FK 4*BHCem* | T.3Cy.13",23"&34"-22½" (*s*)<br>160lb 62RHP ~~77NHP~~<br>1SB,*3cf*,GS54,HS1478<br>Fleming&Ferguson,LdPsy | 14 ″ 6<br>s 2 ″ 1½<br>12 ″ 7 |  |
| 39604 | Tjikarang SteelSc2TwinMsts<br>*2Dks(Stl)&Shltrdk(Stl*-teaks)<br>*Elec.light* *3rdtrBinholds*<br>Wireless | ~~9600~~<br>9505<br>8856<br>6064 | ✠100A1<br>*Shltrdkwithfreeboard*<br>~~(ClassContemplated)~~<br>1,22<br>✠LMC1,22<br>*Fittedforoilfuel*1,22*F.P.above*150°F | Ams | e† | CL | ~~1921~~<br>1922<br>1mo<br>*Lloyd's*A&CP | Nederl.<br>Schps.Maats<br>Amsterdam | Java-China-<br>Japan~~lijn~~ Lijn | ~~485·0~~<br>F60' *onShltrdk*<br>483·5<br>*CellDB.423'1510tMT28'140tDTa25'940tFPT137tAPT40t* | ~~60·0~~<br>60·3 | ~~32·5~~<br>37·5 | Batavia<br>Dutch<br>FK *Cem*<br>5*BHtoShdk*<br>3 ,, ,, *Uprdk* | T.3Cy.~~33",54"&90"-60"~~ 32½",52½"&87$\frac{13}{16}$"-59½" (*s*)<br>191lb FD 1030NHP<br>6WaterTubeBlrs.HS16638<br>Werkspoor,Amsterdam | 40 ″ 6<br>s 10 ″ 4½<br>30 ″ 6 |  |
| 39605 | Thrasyvoulos SteelSc<br>(*ex*Forfar,*ex*Thessalia) *ss*Hul.No.2-21<br>Wireless 1*Dk*(*ptIrnptStl*)&*Webframes*<br>*Longitudinalframing* | 3693<br>3435<br>2340 | ✠100A1<br>9,21<br>✠LMC8,21 | Hul | w | CL<br>8,21 | 1912<br>9mo<br>*Lloyd's*A&CP | TyneI.S.B.<br>CoLd.<br>Newcastle | L.Boyazides,<br>Brother&Co. | 348·5<br>P30'B102'F38'<br>*CellDBa111'uE23'f155'80tAPT95t* | 50·1 | 23·5 | Andros<br>Greek<br>FK 6*BHCem* | T.3Cy.24",40"&66"-45" (*s*)<br>180lb *90lb* 307NHP<br>2SB,*8pf*,GS142,HS4600<br>J.Dickinson&Sons,Ld.Sld. | 25 ″ 10<br>s 4 ″ 8<br>21 ″ 6 |  |
| 39606 | Theophile Massart SteelScK<br>(*ex*ThomasAllen)<br>1*Dk*(*Stl*-ws) | 290<br>249<br>127 | ✠100A1<br>*StmTrawler*<br>9,21<br>✠LMC3,20 | Sws |  | CL | 1920<br>1mo<br>*Lloyd's*A&CP | Cook,Wel-<br>t'n&Gemmell<br>Ld. Beverley | ~~Soc.Co-operative~~<br>~~(Vooruit)No.1~~<br>Soc.Anon.Armement<br>Ostendais | 125·5<br>Q72'F21' | 23·5 | 12·7 | Ostend<br>Belgian<br>BK7½" 3*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 86NHP<br>1SB<br>Amos&Smith,Ld.Hull |  |  |
| * 39607 | Thetis SteelSc<br>(*ex*Rooke, *ss*Hpl.No.3-4.20<br>*ex*Slawentzitz) 1*Dk*(*Stl*)2*trB*&<br>*deepframing*&*Webframes*3*Dkrule*<br>*Elec.light* Wireless | 3391<br>3192<br>2194 | ✠100A1<br>~~12,20~~ 10,21<br>BS10,21<br>✠LMC4,20 | Cff<br>Mdb | v | CL<br>4,20 | 1908<br>1mo<br>*Lloyd's*A&CP | Chant.Nav<br>Anversois<br>Hoboken | E.E.Hadjilias | 345·9<br>P31'B180'F31'<br>*CellDBa108'uE&B42'f152'788tFPT108tAPT81t* | 48·1 | 23·0 | Syra<br>Greek<br>FK 6*BHCem* | T.3Cy.24",40"&66"-45" (*s*)<br>180lb 320NHP<br>3SB,*9cf*,GS129,HS4986<br>N.E.MarineEngCo.Ld.Sld. | 25 ″ 6<br>s 3 ″ 8<br>22 ″ 3 |  |
| 39608<br>123099 | Ting Sing WoodTwinSc<br>(*ex*HoiMing)<br>2*Dks* | 613<br>322<br>380 |  |  |  |  | 1907 | Kwong<br>TakHing<br>HongKong | LuenMowS.S.Co.<br>Ld. | 182·6 | 32·7 | 10·2 | HongKong<br>British | C.4Cy.14"&28"-18½"<br>65RHP<br>KwongTakHing,H.Kg. |  |  |
| 39609 | Tuscania SteelTwinSc<br>*Fitted for oil fuel* | 17250 |  |  |  |  | 1921 | Fairfield<br>Co.Ld.<br>Glasgow | AnchorLine(HendersonBros.)Ld. | 550·0<br>B&F469' *on Shelter dk* | 70·0 | 42·7 | Glasgow<br>British | 4 Steam Turbines geared<br>to 2 Sc. Shafts<br>*WB* FairfieldCo.Ld.Glasgow |  |  |
| * 39610 | Tom SteelSc<br>(*ex*Cramond)<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3052<br>2830<br>1849 | ✠100A1<br>9,21 ~~12,20~~<br>✠LMC4,19<br>BS10,21 | CTn<br>Bbo | u | CL<br>10,21 | 1919<br>4mo<br>*Lloyd's*A&CP | J.Blumer<br>&Co.<br>Sunderland | Cia.NavieraBachi<br>(HijosdeAstigarraga,*Mgrs.*) | 331·3<br>P33'B98'F28'<br>*CellDB276'734tFPT105tAPT42t* | 46·8 | 23·2 | Bilbao<br>Spanish<br>FK 7*BHptCem* | T.3Cy.25",41"&68"-45" (*s*)<br>180lb 429NHP<br>3SB,*9cf*,GS159,HS6304 FD<br>J.Dickinson&Sons,LdSld | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 |  |
| 39611<br>142673<br>JVOW | Tunisia SteelSc<br>(*ex*DibbleBridge,*ex*WarSimoom)<br>*Elec.light* 1*Dk*<br>Wireless *Cargo battens not fitted* | 3118<br>2864<br>1875 | ✠100A1<br>7,21<br>✠LMC10,18 | Npt | u | CL<br>7,21 | 1918<br>10mo<br>*Lloyd's*A&CP | Irvine'sSB<br>&D.D.Co.Ld<br>WHartlepool | LaTunisienneS.N.<br>Co.Ld.(F.C.Strick<br>&Co.Ld.*Mgrs.*) | 331·2<br>P33'B100'F28'<br>*CellDB284'699tFPT136tAPT121t* | 46·8 | 23·2 | W.Hartlpl<br>British<br>FK 7*BHptCem* | T.3Cy25",41"&68"-45" (*s*)<br>180lb 429NHP<br>3SB,*9cf*,GS156,HS6321 FD<br>Geo.Clark,Ld.Sunderland | 25 ″ 6<br>s 4 ″ 1½<br>21 ″ 9 |  |
| 39612<br>RBHJ | Tirpitz SteelSc4Mst<br>*Elec.light* 2*Dks* | 7958<br>7474<br>4972 |  |  |  |  | 1921 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | A.G.HugoStinnes<br>fürSeechifff.-u<br>Ueberseehandel | 471·2<br>P74'B102'F43' | 58·2 | 32·2 | Hamburg<br>German | T.3Cy.32$\frac{7}{20}$",52⅕"&86$\frac{13}{20}$"-<br>55$\frac{3}{20}$" 558NHP<br>*WB* FlensburgerSchiffsb.Ges. |  |  |
| 39613 | Taiyo Maru SteelTwinSc<br>(*ex*CapFinisterre) 3*Dks*&*Shelter dk*<br>*Elec.light* *Ref.Mchy.* Wireless Sub.Sig. | 14503<br>8888<br>8749 | Liv.11,20<br>*(See footnote*)* |  |  |  | 1911 | Blohm&<br>Voss<br>Hamburg | JapaneseGovt.<br>(NipponYusen<br>KabushikiKaisha,<br>*Mgrs.*) | 560·0<br>H—B231' | 65·3 | 31·2 | Japanese | Q8Cy.29$\frac{15}{16}$",43$\frac{9}{32}$",62¼"&89⅜"<br>-55⅛" 1180NHP<br>*WB* Blohm&Voss,Hamburg |  |  |
| 39614<br>5759<br>RBSM | Tsad SteelSc<br>(*ex*Dania)<br>*Elec.light* Wireless 2*Dks*&*Webframes* | 3898<br>3237<br>2470 |  |  |  |  | 1904 | Reiherst'g<br>Schiffsw.<br>Hamburg | Hamburg-Amerik.<br>Packetf.A.G.<br>(Ham.-Amr.Linie) | 355·3<br>P38'B112'F41' | 44·0 | 26·0 | Hamburg<br>German | T3Cy23⅝",42$\frac{9}{16}$"&67¾"-47$\frac{5}{16}$"<br>313NHP<br>*WB* Reiherst.Maschinenf.Ham. |  |  |
| * 39615 | Tiepolo SteelSc<br>(*ex*Kassa) *ss*Fiu.No.3-5,19<br>*Elec.light* 1*Dk*(*Stl*)&*Spardk*(*Irn*)<br>&*deepframing* | 1587<br>1470<br>981 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>11,20<br>~~BS10,20~~<br>BS12,21<br>✠LMC5,19 | Fiu | q | CL<br>~~3,19~~<br>4,22 | 1902<br>1mo<br>*Lloyd's*A&CP | W.Dobson<br>&Co.<br>Newcastle | AdriaSoc.Anon.di<br>Nav.Marittima | 250·3<br>B81'F33'<br>*CellDBa75'uE&B33'f107'290tAPT18t* | 35·6 | 12·6<br>20·5 | Fiume<br>FK 6*BHCem* | T.3Cy.18½",32"&54"-36" (*r*)<br>200lb *90lb* 207NHP<br>2SB,*6rf*,GS146,HS3292<br>N.E.MarineEng.CoLdNwc | 22 ″ 9 |  |

* This vessel, which was classed in another Register, has now been Surveyed by the Surveyors to Lloyd's Register and a Certificate for six months issued

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | 15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39616<br>146434<br>KLQM | **Truro** SteelSc<br>1Dk(Stl)<br>Elec.light Well deck<br>CruiserStern | ~~1100~~ 974<br>841<br>548 | ✠100A1<br>3,22<br>~~(ClassContemplated)~~<br>✠LMC2,22 | Hul | *n* | | ~~1921~~<br>1922<br>3mo<br>Lloyd'sA&CP | J.Duthie<br>TorryS.B.Co.<br>Aberdeen Ld. | Ellerman'sWilson Line,Ld.<br>CellDB195'27 | ~~227·4~~<br>P&B143'F52'<br>228·0<br>2tAPT29t | ~~34·0~~<br><br>34·2 | ~~16·0~~<br><br>13·8<br>FK | Hull<br>British<br>5BHptCem<br>ptAsp | T.3Cy.14½",24¼"&41"-30"<br>200lb (s) 128NHP<br>2SB,4pf,GS70,HS2280<br>Earle'sCo.Ld.Hull | 16 ″ 0<br>s1 ″ 0<br>15 ″ 4 | |
| 39617<br>6709<br>KDMF | **Tolken** SteelSc<br>1Dk(Stl)&Shelter dk(Stl-ptws)<br>Elec.light<br>Wireless | ~~4528~~ 4471<br>4039<br>~~2704~~<br>2722 | ✠100A1<br>Shelter dk with freeboard<br>3,22<br>~~(ClassContemplated)~~<br>Fitted for oil fuel 3,22 F.P. above 150°F.<br>✠LMC8,22 | Got | *y* | | ~~1921~~<br>1922<br>3mo<br>Lloyd'sA&CP | Akt.Lindholmen-Motala<br>Motala | RederiAB Transatlantic (G.Carlsson, Mgr)<br>CellDB161' | 377·8<br>F38'onShelter dk<br>145tAPT86t | ~~54·2~~<br>54·1 | 24·4<br>FK | Gothenbrg<br>Swedish<br>ptCem<br>CollisionBHtoShdk<br>5BHtoUppr.dk | T.3Cy.27",44"&72"-48"(s)<br>185lb 450NHP<br>3SB,9cf,GS144,HS6150 FD<br>Akt.Lindholmen-Motala | 27 ″ 0<br>s3 ″ 3<br>24 ″ 1 | |
| 39618 | **Tcr ritt** SteelSc<br>Should be "Machado," See No. 38493 in Supplement | 940 | 100A1<br>(ClassContemplated) | | | | 1921 | E.J Smit & Zoon<br>Westerbroek | H.Persson | 206·7<br>Q72'B48'F27' | 31·9 | 15·4 | Landscrna<br>Swedish | T.3Cy.15",23¼"&39⅜"-23¼"<br>E.J.Smit&Zoon,Hgznd. | | |
| 39619<br>221363<br>MCVJ | ~~Tecomato~~ **Tecomate** SteelSc<br>Fitted for oil fuel<br>Elec.light 1Dk | 449<br>—<br>233 | | | | | 1921 | Kyle& Purdy,Inc.<br>CityIslnd NY | AtlanticGulfOilCo. | 127·0 | 32·5 | 13·8 | NewYork<br>Utd. States | C.2Cy.18"&38"-26"<br>61NHP | | |
| 39620<br>221277<br>MCSW | **Thomas Crowley** WoodSc<br>(exLucindaHanify, Fitted for oil fuel<br>exUtique,exLucindaHanify) 1Dk<br>Elec.light | 1482<br>—<br>1085 | | | | | 1917 | Wilmingtn S B.Co.<br>SanPedro,Cal | Andrew F.Mahony | 224·6 | 44·0 | 17·4 | S.Frncisco<br>Utd. States | T.3Cy.16",27"&46"-33"<br>122NHP<br>MainSt.IronWorks,S.Fo. | | R |
| 39621<br>220948 | **Tuscalcosa** SteelTwinSc<br>1Dk | 1537<br>—<br>1436 | | | | | 1920 | St.Louis Boat&EngCo<br>St.Louis,Mo. | AlbertRuemmeli | 280·1 | 49·1 | 10·0 | N.Orleans<br>Utd. States | T.6Cy.10¼",17"&27"-18"<br>54NHP | | |
| * 39622 | **Tassia** SteelSc<br>(exCephalonia,<br>exStathis) 2Dks(Stl)<br>Elec.light Wireless<br>Should be "Cephalonia," See body of Register Book | 5127<br>4758<br>3220 | ✠100A1<br>2,20<br>✠LMC10,19 | Cff | *y* | CL | 1919<br>10mo<br>Lloyd'sA&CP | TaikooDkyd&EngCo of HongK'ngLd<br>HongKong | A.Theophanis<br>CellDB | 400·2<br>P47'B113'F40'<br>344' 1108t FPT123 | 52·3 | 28·5<br>FK | Piræus<br>Greek<br>7BHCem<br>tAPT175t | T.3Cy.27",44"&73"-48" (s)<br>180lb 517NHP<br>3SB,9cf,GS190,HS7668 FD<br>TaikooDkyd.&Eng.Co. ofHongKong,Ld. | 31 ″ 0<br>s6 ″ 1½<br>25 ″ 3 | |
| 39623<br>109605<br>SDHO | **Tangistan** SteelSc<br>(exBencleuch) ssYka.No.3-12,12<br>Elec.light Wireless ssHKgNo.2-20<br>2Dks(1Stl-UIrn)&deep framing | 4159<br>3560<br>2679 | ✠100A1<br>3,22 ~~12,20~~<br>✠LMC~~12,20~~ 3,22 | HKg | *w* | CL<br>12,20 | 1901<br>1mo<br>Lloyd'sA&CP | Ramage& Ferguson,Ld.<br>Leith | HajeeM.H. Nemazee<br>CellDBa132'uE | 385·2<br>P43'B100'F44'<br>22'f154'806t FPT | 46·2 | 26·1<br>FK | HongKong<br>British<br>6BHCem<br>83tAPT33t | T.3Cy.25$\frac{7}{16}$",41"&67"-45"(s)<br>180lb 100lb 324NHP<br>2SB,8cf,GS160,HS4966<br>Ramage&Fergusn,Ld.Lth. | 28 ″ 9<br>s5 ″ 4½<br>23 ″ 9 | |
| 39624 | **Thomas Dowding** SteelSc<br>ssBgs.No.3-10,21<br>Elec.light 1Dk | | 100A1<br>StmTrawler<br>10,21<br>~~(ClassContemplated)~~<br>LMC10,21 | Bgs | | CL<br>10,21 | 1917<br>Lloyd'sA&CP | J.P.Renoldson&Sns Ld. S.Shields | TheAdmiralty | 126·0<br>Q72'F21' | 23·3 | 12·6<br>BK7½" | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26"(s)<br>180lb 87NHP<br>1SB,3pf,GS50,HS1619<br>ShieldsEng.Co.Ld.N.Shl. | 13 ″ 6 | |
| 39625<br>221364<br>MCVK | **Toteco** Sc<br>Fitted for oil fuel<br>Elec.light 1Dk | 449<br>—<br>233 | | | | | 1921 | Kyle& Purdy,Inc.<br>CityIslnd NY | International PetroleumCo. | 127·0<br>F31' | 32·5 | 13·8 | NewYork<br>Utd. States<br>WB | C.2Cy.18"&38"-26"<br>61NHP<br>J.W.SullivanCo. | | R |
| 39626 | **Thraki** SteelSc<br>(exJohannaBlumberg, ssMsl.No.3-5,10<br>exCrest,exDorotea, ssMch.No.1-13<br>exCrest) 1Dk(Irn)2trB<br>& deep framing 3Dk rule | 2920<br>2667<br>1830 | ✠<br>7,16<br>✠ | Bkn | *u* | | 1897<br>11mo | Wood Skinner&Co.<br>Newcastle | GreekGovernment Service of MaritimeTransport | 320·0<br>P29'B96'F36' | 46·0 | 21·4<br>FK | Greek<br>6BHCem<br>CellDBa 100' | T.3Cy.23",37½"&61½"-39"<br>NDB09 240NHP<br>2SB,6rf,GS87,HS3660<br>Blair&Co.Ld.Stockton<br>uE24'f132'698tAPT62t | 23 ″ 9 | |
| 39627<br>137612 | **Thomas Currell** SteelScK<br>(exEnrico,<br>exThomasCurrell) 1Dk(Stl)<br>Elec.light Mchy.Aft | 204<br>201<br>84 | ✠100A1<br>StmTrawler<br>5,19<br>✠LMC5,19 | Gls | | CL | 1919<br>5mo<br>Lloyd'sA&CP | R.Williamson&Son<br>Workington | G.Sanford | 115·2 | 22·1 | 12·2<br>BK7½" | GtYarmth<br>British<br>3BHCem<br>DBf29'1[illegible]t | T.3Cy.12",20"&34"-23" (s)<br>180lb 75RHP<br>1SB,3pf,GS40,HS1368<br>Wm.Beardmore&CoLdGls | 13 ″ 0<br>s1 ″ 4<br>12 ″ 5 | |
| 39628<br>131060 | **Thunder Bay** SteelSc<br>Elec.light 1Dk<br>Mchy.Aft | 1870<br>1738<br>1109 | | | | Rebuilt | 1895<br>1921 | American S.B.Co.<br>Cleveland O.<br>by DavieS.B.& RpgCo.Lauzon,P.Q. | CanadaS.S.Lines Ld. ~~&Montreal TransportationCoLd.~~ | 247·0 | 40·1 | ~~24·2~~<br>19·9 | Montreal<br>British<br>WB | T.3Cy.16",25"&42"-32"<br>NB02 88RHP ~~100NHP~~<br>FrontierIronWorks, Detroit,Mich. | | |
| 39629 | **Thysville** SteelTwinSc<br>Elec.light | 7900 | 100A1<br>Shelter dk with freeboard<br>(ClassContemplated) | | | | 1921 | So.Anon. Jhn.Cockerill<br>Hoboken | Cie.BelgeMaritime duCongo | 440·0<br>P72'B220 F87' | 56·9 | 31·2 | Antwerp<br>Belgian | Q.4Cy.23",33",47"&67"-48"<br>SocAn.J.Cockerill,Seraing | | |
| 39630 | **Teneriffa** SteelTwinSc3Mst<br>OilEng.<br>Elec.light | 7100<br>5200<br>4500 | 100A1<br>Awng dk<br>(ClassContemplated) | | | | 1921 | Akt.Burmeistr&Wain<br>Copenhagen | W.Wilhelmsen | 425·4 | 55·0 | 27·8 | Tönsberg<br>Norwegian | Oil Engines 4S.C.SA<br>12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$"<br>Akt.Burmeistr&Wain,Cpn | | |
| * 39631<br>142753<br>JVTQ | **Trotsky** SteelSc<br>(exAshwin,<br>exWarDrum) 1Dk(Stl)<br>Elec.light Cargo battens not fitted<br>Well deck Wireless | 2352<br>1766<br>1351 | ✠100A1<br>11,21<br>✠LMC12,18 | Lon | *s* | CL<br>11,21 | 1918<br>12mo<br>Lloyd'sA&CP | S.P.Austin &Son,Ld.<br>Sunderland | AllRussianCo-operativeSociety, Ld.(V.Sagovsky, Mgr.)<br>Cell | 285·0<br>P25'Q72'B66'F32'<br>DB228'568tFPT10 | 42·1 | 19·0<br>FK | London<br>British<br>7BHptCem<br>8tAPT234t | T.3Cy.22",36"&59"-39" (s)<br>180lb 266NHP<br>2SB,6cf,GS124,HS3500<br>Richardsons,Westgarth& Co.Ld.Sld. | 21 ″ 2<br>s2 ″ 3<br>19 ″ 3 | |
| 39632 | **T. 1** SteelSc<br>Elec.light 1Dk | | | | | | 1921 | Ch.&Atel. delaGironde<br>Havre | FrenchGovernment | 361·0<br>P231'F28' | 49·2 | 26·5 | French<br>WB | T.3Cy.24",39"&65"-44⅛"<br>280NHP<br>Schneider&Co.Havre | | |
| 39633 | **Terne** SteelSc<br>Elec.light 1Dk | | | | | | 1921 | OuseS.B. Co.Ld.<br>Goole | BergenLloydA/R. (Bjornstad& Braekus, Mgrs.) | 255·0<br>P28'Q82'B57'F21' | 39·8 | 18·2 | Bergen<br>Norwegian<br>WB | T.3Cy.19½",31"&53"-36"<br>169NHP<br>Earle'sCo.Ld.Hull | | |
| 39634 | **Tasman** SteelSc<br>Fitted for oil fuel<br>Elec.light 2Dks | 5022<br>3843<br>3334 | | | | | 1921 | Earle'sCo. Ld.<br>Hull | Koninkl.Paketv. Maats. | 392·0<br>H19'B157'F43' | 49·2 | 26·0 | Batavia<br>Dutch<br>WB | T.3Cy.29¼",48½"&80"-54"<br>470NHP<br>Earle'sCo.Ld.Hull | | |
| 39635<br>[illegible] | **The 60-ton Crane** SteelTwinSc<br>Elec.light 1Dk(Stl) | 518<br>607<br>374 | ✠A1<br>CraneBarge<br>5,21<br>LMC4,21 | Rot | | | 1921<br>4mo<br>A&CP | WerfGusto FirmaA.F. Smulders<br>Schiedam | ManchesterShip CanalCo. | 115·0<br>pt FK pt BK5½" | 56·1 | 11·1 | Manchestr<br>British<br>5BHCem | C.4Cy.7⅞"&17¾"-13" (s)<br>150lb 76RHP ~~44NHP~~<br>1SB,2cf,GS36,HS1076<br>WerfGustoFirma A.F.Smulders,Schiedam | 6 ″ 0 | |

| 1 No. in Book. — Official No. — Code Letters. | 2 Steamer's Name, Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | Docks when last seen. | 8 Built. When | 9 By Whom — Where | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39636 | Titoki SteelTwinSc<br>Elec.light Well deck 1Dk(Stl) | 625<br>433 ~~433~~<br>247 | ✠100A1<br>2,22<br>~~(ClassContemplated)~~<br>✠LMC2,22 | PGl | i | CL | 1922<br>2mo | WHamiltn &Co.Ld.<br>PortGlasgow<br>Lloyd'sA&CP | AnchorShipping & FoundryCo.Ld. | 170·6<br>Q94'F24'<br>CellDB138'144tFPT2[illegible]tAPT21t | 30·1 | 10·8<br>FK | Nelson,NZ<br>British<br>4BHCem | T.6Cy.<br>~~T.3Cy.~~11",17"&28"-21" (s)<br>180lb 109NHP<br>2SB,4cf,GS65,HS2116<br>Ross&Duncan,Glasgow | 12 ″ 9<br>84 ″ 6<br>12 ″ 2 | |
| 39637 | Trolleholm SteelTwinSc3MstSr<br>OilEng.<br>Elec.light Cruiser Stern | 5000 | 100A1<br>Shelter dk withfreeboard<br>(ClassContemplated) | | | | 1922 | Kockums M.V.Aktieb.<br>Malmö | Aktieb.Svenska AmerikaMexiko Linien(DBroström Mgr.) | 367·0<br>F38' | 51·4 | 34·0 | Gothonbrg<br>Swedish | Oil Engines<br>12Cy.21¼"-28¼"<br>Akt.Burmeistr&Wain,Cpn | | |
| 39638 | Terneuzen SteelSc<br>1Dk(Stl)<br>Elec.light | ~~2500~~<br>2472<br>2148<br>1489 | ✠100A1<br>5,22 ~~3,22~~<br>~~(ClassContemplated)~~<br>✠LMC3,22 | Grk<br>Ant | s | CL | 1922<br>3mo | G.Brown & Co.<br>Greenock<br>Lloyd'sA&CP | A.C.Lensen<br>IntermediateBH in fore hold dispensed with4BH only | ~~290·0~~<br>P25'B88'F35'<br>290·2<br>CellDB248'638tFPT90tAPT72t | ~~43·0~~<br>44·1 | 20·9<br>FK | Terneuzen<br>Dutch<br>Cem | T.3Cy.22",36"&59"-39 (s)<br>180lb 100lb 258NHP<br>2SB,6cf,GS121,HS1272<br>J.G.Kincaid&Co.Ld.Grk. | 23 ″ 0 | |
| 39639 | Tung An SteelSc<br>(exUpolu) ssDdn.No.3-12,03<br>ssSyd.No.2-12<br>2Dks(UptStl-ws)&Awngdk | 1141<br>1117<br>700 | ✠<br>Awng dk withfreeboard<br>12,15<br>✠ | Syd | m | | 1891<br>12mo | Fleming& Ferguson<br>Paisley | ShawHsingS.S.Co. Ld. | 220·0<br>ND12<br>DBa53'f82'224t | 30·1 | 15·5<br>23·3<br>FK | Newchwng<br>Chinese<br>4BHCem<br>APT38t | Q.4Cy.15",23",30"&45"-33"<br>123NHP<br>1SB,3rf,GS63,HS1765<br>Fleming&Ferguson,Psy. | 24 ″ 1 | |
| 39640 | Telia SteelScK<br>Mchy.Aft 1Dk | 90 | 100A1<br>For fishing purposes<br>(ClassContemplated) | | | | 1922 | Cochrane& Sons,Ld.<br>Selby | Pickering& Haldane'sS.T.Co. Ld. | 85·0 | 19·0 | 9·7 | Hull<br>British | C.2Cy.12"&24"-16" | | |
| 39641 | T. R. B. WoodSc<br>(exWaterway,exWill o' the Wisp) 1Dk<br>Roof 9&12yrs.Mat. | 96<br>95<br>35 | ✠12A1<br>For fishing purposes<br>8,19<br>✠LMC10,20 | Fal | | CL | 1918<br>10mo | Kitto&Son<br>Porthleven<br>Lloyd'sA&CP | T.R.Brown &Sons | 85·9 | 20·1 | 9·7 | ~~London~~<br>British<br>Bristol | T.3Cy.9½",15½"&26"-18" (s)<br>180lb 43NHP<br>1SB,2pf,GS30,HS814<br>Plenty&Son,Ld.Newbury | 10 ″ 4 | |
| 39642 | Teviot SteelK<br>Jet Propulsion<br>(exGeorgeIreland) 1Dk | 202 | ✠100A1<br>StmTrawler<br>5,18<br>✠NB6,19<br>Mchy. Experimental | Wvn | | | 1918<br>5mo | Rennie ForresttSB. E.&DD.CoLd<br>Wivenhoe<br>Lloyd'sA&CP | TheAdmiralty | 115·4 | 22·1 | 12·1<br>BK7½" | London<br>British<br>3BHCem<br>DBf28'18t | 4Cy.11"&22"-10" (s)<br>Jet Propulsion 180lb<br>1SB,3pf,GS12,HS1347 | 13 ″ 0 | |
| 39643 | Test SteelScK<br>(exPatrickBowe) ssCws No.1-22<br>1Dk | 290<br>249<br>119 | ✠100A1<br>StmTrawler<br>5,22 ~~5,18~~<br>✠LMC~~5,18~~ 5,22 | Hul<br>Cws | | CL<br>5,22 | 1918<br>5mo | Cook, Welt'n&Gemmell Ld. Beverley<br>Lloyd'sA&CP | ~~TheAdmiralty~~<br>J.SamuelWhite& Co Ld. | 125·5<br>Q72'F21' | 23·5 | 12·7<br>BK7½" | London<br>British<br>3BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 87NHP<br>1SB,3pf,GS49,HS1590<br>Amos&Smith,Ld.Hull | 13 ″ 6 | |
| 39644 | Trifels SteelSc<br>Elec.light Wireless Sub.Sig 2Dks | 6130<br>5700<br>3760 | | | | | 1922 | J.C.Tecklenborg A.G.<br>Geestemünde | DeutscheDmpfs-fahrts.Ges.Hansa | 431·3<br>P60'B136'F57' | 56·6 | 29·3 | Bremen<br>German<br>WB | T.3Cy.29⅛",47¼"&76⅜"-53 15/16"<br>426NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 39645 | Turckheim SteelSc<br>(exBaycross, exCrossby) ssNpt.No.3-9,19<br>Spar dk(Stl)2trB &deepframing<br>Wireless | 3920<br>3628<br>2458 | ✠100A1<br>Spar dk withfreeboard<br>1,21 | | | CL<br>9,19 | 1907<br>2mo | R.Stephenson&Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | Soc.Anon.deNav. LesArmateurs Français<br>CellDBa110'u | 340·6<br>P26'B93'F33'<br>E&B42'f138'739t | 47·2 | 20·0<br>27·3<br>FK | French<br>6BHCem<br>APT181t | T.3Cy.25",41"&67"-45" (r)<br>165lb 90lb 340NHP<br>2SB,6cf,GS129,HS5620<br>Blair&Co.Ld.Stockton | 29 ″ 10<br>s 5 ″ 10½<br>24 ″ 3 | |
| 39646 | T. H. Skogland SteelSc<br>(exJavary) ssHam.No 2-21<br>Elec.light 2Dks(Stl)&<br>Wireless Shelter dk(Stl) | 4198<br>3818<br>2569 | 100A1<br>Shelter dk withfreeboard<br>8,21<br>LMC8,21 | Ham | x | CL<br>7,21 | 1915 | Blohm& Voss<br>Hamburg<br>CellD | SkoglandLine (T.H.Skogland& SonA/S,Mgrs.)<br>Ba106'uE30'f160'<br>DTa35'738t | 361·1<br>F42'onShelter dk<br>996t<br>FPT65tAPT4[illegible]t | 50·5 | 25·6<br>FK<br>Collision | Haugesnd<br>Norwegian<br>ptCemptAsp<br>BHtoShdk<br>5 ,, ,, U ,, | T.3Cy.24",38 9/16"&63"-48"(s)<br>200lb 3[illegible]7NHP<br>2SB 6cf GS124,HS5050 FD<br>Blohm&Voss,Ham. | 28 ″ 1<br>s 3 ″ 4<br>25 ″ 1 | |
| 39647 | Tasso SteelSc<br>ssDnk.No.3-10,20<br>(exVega,exLordCurzon) 2Dks(Stl)&<br>Wireless deep framing3Dk rule | 3678<br>3491<br>2338 | ✠100A1<br>2,22<br>✠LMC10,20 | Msl | x | 8,20 | 1904<br>8mo | A.McMillan&Son,Ld.<br>Dumbarton<br>Lloyd'sA&CP | AdriaSoc.Anon.di Nav.Marittimi<br>CellDBa<br>E&B42'f146'1071t | 364·8<br>P35'B220'F38'<br>128'u<br>DTa36'738tFPT131t | 49·9 | 23·3<br>FK | Fiume<br>6BHCem<br>APT65t | T.3Cy.26",42"&70"-48" (s)<br>180lb 100lb 394NHP<br>3SB,9cf,GS172,HS6426<br>Dunsmuir&JacksonLdGls | 26 ″ 0 | |
| 39648<br>MVDL | Tyrifjord SteelSc<br>(exRamfos) Fitted for oil fuel<br>Elec.light Wireless 1Dk | 3080<br>2820<br>1881 | | | | | 1919 | WoodSkinner&Co.Ld.<br>Newcastle | DenNorske AmerikalinjeA/S | 331·7<br>P94tH160t | 46·7 | 23·1 | Chrstiania<br>Norwegian<br>WB | T.3Cy.25",41"&68"-45"<br>310NHP<br>N.E.MarineEng.CoLdNwc | | N |
| 39649<br>139909<br>KFQM | Tyne Abbey SteelSc3Mst<br>(exAlexander,exSkåne)<br>Mchy.Aft 1Dk | 333<br>282<br>165 | | | | | 1897 | J.Thormählen&Co.<br>Elmshorn | Nelson&Taylor | 128·4<br>H36'F19' | 24·8 | 11·2 | S.Shields<br>British<br>WB | C.2Cy.11"&22"-13"<br>Ottensener 30RHP<br>Maschinenfb.Altona | | V |
| 39650 | Torero IronSc<br>(exParaguay,exMaria,exMarina)<br>Elec.light Wireless 3Dks | 1329<br>862<br>747 | | | | | 1870 | Barclay, Curle&Co.<br>Glasgow | G.Randazzo | 241·1<br>H64t | 32·6 | 23·8 | Palermo<br>Italian<br>Tpd90 | T.3Cy.21",33"&55"-36"<br>NB90 135NHP<br>Contntl.Lead&IronCo.Ld. | | |
| 39651 | Tordis SteelSc<br>(exHercules)<br>1Dk | 1255<br>947<br>789 | | | | | 1903 | J.C.Tecklenborg A.G.<br>Geestemünde | V.Beccard | 230·0<br>Q82'B56'F26' | 36·2 | 15·0 | Rouen<br>French<br>WB | T.3Cy.17",28"&45"-33"<br>116NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 39652 | Tervaete SteelSc<br>(exAdelineHugoStinnes3)<br>Sub.Sig. Wireless Elec.light 2Dks | 2663<br>—<br>1970 | | | | | 1909 | Bremer Vulkan<br>Vegesack | Soc.Anon.Belge d'Arm.&de Gérance | 327·2<br>P19'B77'F26' | 45·2 | 19·7 | Antwerp<br>Belgian<br>WB | T3Cy23 13/16",39 3/16"&64 -43 5/16"<br>270NHP<br>BremerVulkan,Vegesack | | V |
| 39653<br>946<br>TBCK | Turaida SteelSc3Mst<br>(exGrafSchuwalow,exGorm)<br>Well deck 1Dk2trB | 1608<br>1274<br>950 | | | | | 1889 | Lobnitz& Co.<br>Renfrew | Gebr.Seeberg | 263·4<br>P172'F28' | 35·0 | 17·8<br>BK8" | Riga<br>Latvian<br>WB | T.3Cy.20",33"&54"-39"<br>173NHP<br>Lobnitz&Co.Renfrew | | V |
| 39654<br>93335<br>KQVW | Trustee SteelTwinSc<br>(exJimMcCausland,exFlyingSerpent)<br>1Dk | 262<br>259<br>102 | | | | | 1886 | R.Duncan &Co.<br>Pt.Glasgow | ArdrossanSalvage Co.Ld. (Mann, Macneal&Co.Ld., Mgrs.) | 134·9 | 24·0 | 11·9 | Glasgow<br>British | C.2Cy.25"&48"-30"<br>NB10 98RHP<br>Rankin&Blackmore,Grk. | | |
| 89655<br>JRQV | Tangoreño SteelSc<br>(exSomorrostro) | 873<br>—<br>527 | | | | | 1918 | Ayoy Uriarte<br>Bilbao | Uriarte&Cia. | 173·8 | 27·9 | 14·3 | Bilbao<br>Spanish<br>WB | T.3Cy.<br>Soc.EspañoladeConst. Metalicas,Bilbao | | |
| 39656<br>HBQD | Torridal SteelSc<br>(exBarbara,exOddgeir,exFrank)<br>Well deck 1Dk | 1053<br>783<br>600 | | | | | 1899 | Fredrkstad Mek.Værks.<br>Fredrikstad | IngvaldBjörneboes Rederi(I.Björneboe,Mgr.) | 209·4<br>Q59tH54tB105t<br>F33t | 32·6 | 13·4 | Xiansand<br>Norwegian<br>WB | T.3Cy.14½",24"&39"-27"<br>79NHP<br>FredrikstadM.V.Frdstad | 15 ″ 9 | N |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré, Lettre d'Equipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15<br>[illegible] Jurée, Cert. B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39657 | Theodoros SteelSc<br>(exWier rgen, ssRot.No 3-12,14<br>exBurgemeesters' ssRot.No.1-19<br>Jacob) 1Dk(Irn)<br>Sub.Sig. 2trB&Web frames3Dk rule | 3026<br>2842<br>1948 | ✠100A1<br>withfreeboard<br>3,22 ~~3,21~~<br>BS5,21 | Rot<br>✠LMC7,19<br>MBS3,22 | u | CL<br>~~11,20~~<br>3,22 | 1902<br>3mo | Ropner&<br>Son<br>Stockton<br>A&CP | T.Galakis<br>CellDBa98'uE&B | 325·0<br>P31'B166'F36'<br>34'f146'663tFPT1 | 48·2 | 21·9<br>FK | Chios<br>Greek<br>5BHCem<br>41tAPT89t | T.3Cy.24",38"&64"-42" (r)<br>160lb 100lb NDB19 276NHP<br>2SB,6cf,GS131,HS285<br>Richardsons,Westgarth&Co.Ld.Mdb. | 24 ″ 3<br>s 3 ″ 5<br>21 ″ 2 | |
| 39658 | Triana SteelTwinScK<br>(exIturi-Mendi) ssBbo.No.1-19<br>(Tug) 1Dk(Stl) | 160<br>—<br>39 | ✠100A-<br>1,22<br>BS7,21 | Bbo<br>MS11,19 | | 1,22 | 1915<br>6mo | HijosdeA.<br>Cortadi y Cia.<br>Bilbao | Marques de Olaso | 94·2 | 20·0 | 9·2<br>FK | Seville<br>Spanish<br>6BHCem | C.4Cy.11"&22"-18" (s)<br>95lb NB03refitted15 64NHP<br>Erefitted15<br>1SB,2cf,GS30,HS1350 | 9 ″ 6<br>s 1 ″ 2½<br>8 ″ 6 | |
| 39659 | Timor SteelScK<br>(Trawler)<br>1Dk | 208<br>67 | | | | | 1918 | Gebr.<br>Boot<br>Leiderdorp | N.V.Oceaan Vissch.Maats. | 122·4 | 22·0 | 10·7 | Ymuiden<br>Dutch | T.3Cy.12",20"&32"-24"<br>50NHP<br>N.V.v/d.Kuy&v/d.Ree's Mchfb.&Schps.Rot. | | |
| 39660<br>146545<br>KLVJ | Toco SteelSc<br>Elec.light 2Dks(Stl)<br>Mchy.Aft | ~~7000~~<br>7337 ~~6700~~<br>6820 ~~4300~~<br>4286 | ✠100A1<br>3,22<br>~~(ClassContemplated)~~<br>CarryingPetroleum in bulk<br>Fitted for low flash oil fuel 3,22 | Gls<br>✠LMC3,22 | b† | | ~~1921~~<br>1922<br>3mo | Blyths-woodSBCoLd<br>Glasgow<br>Lloyd'sA&CP | SheridanS.S.Co.Ld.<br>CellDBuE&B80,263tDTf35'447t<br>F.W.tanksinTweenDks428tFPT237tAPT46t | ~~440·0~~<br>~~P37'~~B30'F46' P105'<br>440·8 | ~~56·0~~<br>56·1 | 34·6<br>FK<br>FK | London<br>British<br>16BHptCem<br>(10BHtoU dk<br>6 „ „ 2nd „) | T.3Cy.25",42½"&72"-54" (s)<br>215lb 616NHP<br>3SB,9cf,GS193HS9216 FD<br>Dunsmuir&Jackson,LdGls | 34 ″ 2<br>s7 ″ 10½<br>26 ″ 9 | |
| 39661 | Teddy SteelSc<br>1Dk | 112 | | | | | 1922 | Scheeps.&<br>Machfbk.de<br>Liesbosch<br>Utrecht | Nederl.Indische Steenkolen en HandelsMaats. | 77·7 | 20·8 | 10·1 | Batavia<br>Dutch<br>WB | T.3Cy.13⅖",22½"&35⅖"-21⅗"<br>57NHP<br>Scheepswerf.&Machfab. deLiesbosch | | |
| 39662<br>LOHR | Thorsteinn Ingolfsson SteelSc<br>Elec.light 1Dk | 335<br>286<br>163 | ✠100A1<br>StmTrawler<br>6,20 | Selby<br>✠LMC6,20 | | | 1920<br>5mo | Cochrane<br>&Sons,Ld.<br>Selby<br>Lloyd'sA&CP | FiskiveidafjeladgidHankur | 140·3<br>Q80'F22'<br>DBf56'48t | 24·0 | 10·9<br>BK7½" | Reykjavik<br>Icelandic<br>4BHCem<br>APT8t | T.3Cy13½",22½"&37"-26"(s)<br>180lb 97NHP<br>1SB,3pf,GS56,HS1788<br>Amos&Smith,Ld.Hull | 13 ″ 3 | |
| 39663<br>LOJH | Thorolfur SteelScK<br>Elec.light 1Dk | 403<br>356<br>106 | ✠100A1<br>StmTrawler<br>2,22 | Hul<br>✠LMC4,20 | | 2,22 | 1920<br>3mo | Cochrane&<br>Sons,Ld.<br>Selby<br>Lloyd'sA&CP | Kveldulfur,Ld. | 150·0<br>Q79'F21'<br>DBf63'55tDTa7' | 25·0 | 12·1<br>BK7½" | Reykjavik<br>Icelandic<br>4BHCem<br>13t | T.3Cy.14½",24½"&40"-27"<br>200lb (s) 121NHP<br>1SB,4pf,GS62,HS2200<br>Amos&Smith,Ld.Hull | 14 ″ 3 | |
| * 39664 | Tohkoh Maru SteelSc<br>(exE nemore,<br>exArdgay) 2Dks(Stl)<br>Elec.light Wireless Sub.Sig. | 4593<br>4309<br>2921 | ✠100A1<br>5,21<br>Carrying fuel oil F.P. above 150° F. inDB | Cpl<br>✠LMC1,22 | y | CL<br>1,22 | 1918<br>1mo | Russell&<br>Co.<br>PortGlasgow<br>Lloyd'sA&CP | YamashitaKisen KabushikiKaisha | 385·0<br>P34'B111'F47'<br>CellDB334'1029t | 52·0 | 26·5<br>FK | Dairen<br>Japanese<br>6BHCem<br>APT20t | T.3Cy.26",43"&72"-48" (s)<br>180lb 500NHP<br>3SB.9cf,GS162,HS7378 FD<br>Rankin&BlackmoreLdGrk | 29 ″ 0<br>s 5 ″ 5¼<br>23 ″ 11 | |
| 39665 | Tyne SteelSc<br>Elec.light<br>Mchy.Aft | | 100A1<br>(ClassContemplated) | | | | 1922 | N.V.Mch.<br>&Schpswerf<br>vanP.Smit,Jr<br>Rotterdam | Steenkolen Handelsvereeniging | 239·5 | 36·7 | 20·0 | Rottrdam<br>Dutch | T.3Cy.20¾",32¼"&55"-39⅜"<br>N.V.Mch.&Scheepswerf. vanP.Smit,Jr.Rot. | | |
| 39666 | Thalatta SteelTwinSc3Mst<br>OilEng.<br>Elec.light Wireless | 7100<br>5200<br>4500 | 100A1<br>Awng dk with freeboard<br>(ClassContemplated) | | | | 1922 | Akt.Bur-meistr&Wain<br>Copenhagen | Wilh.Wilhelmsen | 425·5 | 55·2 | 35·8 | Tönsberg<br>Norwegian | Oil Engines 4S.C.SA<br>12Cy.24¾"-38¾"<br>Akt.Burmeistr&Wain,Cpn | | |
| 39667 | Tensho Maru SteelSc<br>(exMelroseAbbey, ssNpt.No.2-20<br>exSyndic) Wireless 1Dk(Stl) | 2727<br>2586<br>1680 | ✠100A1<br>11,21<br>BS11,20 | Bry<br>✠LMC10,19 | t | CL<br>2,20 | 1910<br>11mo | BlythS.B.<br>&D.D.Co.Ld.<br>Blyth<br>Lloyd'sA&CP | SakaiShoten KabushikiKaisha<br>CellDBa100'uE& | 314·0<br>P29'B90'F35'<br>B40'f128 700tFPT | 45·7 | 21·1<br>FK | Kobe<br>Japanese<br>5BHCem<br>92tAPT110t | T.3Cy.23",38"&62"-42" (s)<br>180lb 90lb 272NHP<br>2SB,6cf,GS106,HS4222<br>N.E.MarineEng.CoLdNwc | 23 ″ 4<br>s 3 ″ 8<br>20 ″ 0 | |
| 39668 | Tamon Maru No. 18 SteelSc<br>(exMull,exIsle of Mull, ssNwc.No.3-9,20<br>exBelle of Ireland) 1Dk(Stl)&Spar dk<br>Wireless (Stl)&deep framing | 4288<br>4091<br>2782 | ✠100A1<br>Spar dk<br>7,21 | Nwc<br>✠LMC9,20 | x | CL<br>N9,20 | 1906<br>6mo | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>Lloyd'sA&CP | TamonKisen GoshiKaisha<br>CellDBa | 360·6<br>P30 B92'F33'<br>118'uE&B 42'f154' | 48·0 | 20·2<br>28·0<br>FK | Dairen<br>Japanese<br>6BHCem<br>857tAPT63t | T.3Cy.24½",40"&68"-48" (s)<br>180lb 362NHP<br>3SB,9cf,GS156,HS5802<br>N.E.MarineEng.CoLdNwc | 30 ″ 10<br>s 6 ″ 2¼<br>25 ″ 0 | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7a | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book.<br>Official No.<br>Code Letters. | Steamer's Name.<br>Late Name if any.<br>Special Surveys. | Material, Rig, &c.<br>No. of Decks, &c. | Register Tonnage<br>Gross.<br>Under deck.<br>Net. | Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | Port of Survey. | Freeboard assigned now expired.<br>Equipment Letter. | Date when tail shaft last seen. | Built.<br>When.<br>Ship. | By Whom.<br>Where. | Owners. | Regist'd Dimensions Deck Erections, &c.<br>Length. | Breadth. | Depth. | Port of Registry.<br>Flag. | Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | Registers in which classed, if not in L.R. Det. of B. of Trade Cert. |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2 3 Nom du Navire. Matériaux. Gréement etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 Registres où coté, si ce n'est dans le L. R. Darse.Cert.R.off.Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39776<br>144617<br>KGBW | **Ussa** IronSc<br>(*ex*Coln)<br>1*Dk&Spar dk*3*tr B* | 1147<br>1115<br>635 | | | | | 1884 | Act.Ges.<br>"Vulcan"<br>Stettin | JuraSteamers TradingCo.Ld.(T. B.Stott&Co.*Mgrs*) | 222·2 | 30·2 | 19·9 | Liverpool<br>British<br>*WB* | C.2Cy.26¾"&49"–31½"<br>NB09 112NHP<br>A.G."Vulcan," Stettin | | |
| 39777<br>27539<br>SDFN | **Usuri Maru** SteelSc<br>*Elec.light* 2*Dks*(*Stl*) | 6113<br>5180<br>4464 | ✠100A1<br>8,21<br>~~(*ClassContemplated*)~~<br>✠LMC8,21 | Kob | *z* | CL | 1921<br>8mo | OsakaIron Works,Ld<br>Innoshima<br>A&CP | ~~NipponKisen KabushikiKaisha~~<br>OsakaIronWorks, Ld. | 407·2<br>~~P42'~~B137'~~F20'~~<br>P40' F46' FK<br>*CellDB*360'980*tDTa*27'767*tFPT* | 50·8 | ~~32·5~~<br>30·0 | Habu<br>Japanese<br>7*BHCem*<br>106*tAPT*26*t* | T.3Cy.27",45"&75"–51"(*s*)<br>180lb 553NHP<br>3SB,9*cf*,GS190,HS8100 FD<br>OsakaIronWorks,Ld. | 32 ″ 7<br>s 6 ″ 10<br>26 ″ 1 | |
| 39778<br>136748<br>JHVG | **Ursus** SteelSc<br>(*ex*Dora) *ss*Hpl.2ndNo.3–7,21<br>*Elec.light* 1*Dk*(*Stl*)&*deepframing&pt Awng dk*(*Stl*)<br>Wireless<br>*Cargo battens not fitted* | 2193<br>1508<br>1370 | ✠100A1<br>*ptAwng dk withfreeboard*<br>~~10,21~~ ~~7,21~~ 3,22<br>✠LMC7,21 | Hpl<br>~~Std~~ | *r* | CL<br>~~7,21~~<br>3,22 | 1897<br>7mo | Akt.Ges.<br>"Neptun"<br>Rostock<br>*Lloyd's A&CP* | J.W.Baird&Co.Ld | 279·7<br>P14'Q88'<br>*ptAwng dk*176' FK<br>*CellDBa*92' *uE&B*44'*f*104' 515*t* | 40·7 | 15·8 | London<br>British<br>4*BHCem*<br>*APT*15*t* | T.3Cy.19⅝",32¼"&53½"–35½"<br>170lb 85*lb* (*s*) 187NHP<br>1SB,3*rf*,GS59,HS3006<br>A.G."Neptun,"Rostock | 18 ″ 6<br>s 7 ″ 10<br>17 ″ 11 | |
| 39779<br>142724<br>TNJS | **Umlazi** SteelSc<br>(*ex*RosythCastle, *ex*WarEarl) 1*Dk*(*Stl*)<br>~~*Elec.light*~~ Wireless | 4328<br>3924<br>2580 | ✠100A1<br>2,22 ~~9,21~~<br>✠LMC8,18<br>*Carrying oil fuel F.P. above 150° F. in DB* | Mdb<br>Cal | *x* | CL<br>9,21 | 1918<br>8mo | Canadian Vickers,Ld.<br>Montreal<br>*Lloyd's A&CP* | Bullard,King&Co. Ld. | 380·4<br>P43'B102'F41' FD<br>*Cell DB*316' | 49·2 | 26·7 | London<br>British<br>6*BH* | T.3Cy.27",44"&73"–48" (*s*)<br>180lb 474NHP<br>3SB,9*cf*,GS174,HS6660 FD<br>CanadianVickers,Ld.Mtl.<br>1367*tFPT*102*tAPT*136*t* | 30 ″ 1<br>s 6 ″ 1½<br>24 ″ 5 | |
| 39780 | **Urado Maru** SteelTwinSc<br>*Elec.light*<br>*CruiserStern* 2*Dks* | 1250<br>970<br>600 | | | | | 1921 | OsakaIron Works,Ld.<br>Innoshima | OsakaShosen KabushikiKaisha | 215·0<br>P&B150'F41' | 37·0 | 20·0 | Osaka<br>Japanese<br>*WB* | T.6Cy.14¼",23⅝"&39"–30"<br>167NHP<br>OsakaIronWorks,Ld. | | |
| 39781<br>PVWC | **Usedom** SteelTwinSc<br>*Elec.light* *Fitted for oil fuel* *OilEng.*<br>*Mchy.Aft* 1*Dk*<br>*CarryingPetroleum in bulk* | 1810<br>1450<br>931 | | | | | 1916 | Howaldts- werke<br>Kiel | NV.Stoomv. Maats "Laga" | 256·0<br>Q99'F46' | 38·5 | 18·4 | Rottrdam<br>Dutch | Oil Engines<br>Howaldtswerke,Kiel | | |
| 39782 | **Usambara** SteelSc<br>(*ex*Huns et, *ex*Basilan,*ex*Tannenfels) *ss*Ham.No.3–10,09<br>1*Dk*(*Stl*)&*Spar dk*(*Stl–pt* teaks)&*Webframes*<br>*Elec.light*<br>Wireless | *5632*<br>*5120*<br>*3687* | ~~✠100A1~~<br>*Spar dk*<br>~~10,13~~ 12,22 ✠ | Ham | *z* | CL<br>9,19 | 1898<br>3mo | Wigham Richrdsn&Co<br>Newcastle<br>*Lloyd's A&CP* | DeutscheOst-AfrikaLinie | 418·0<br>P60'B94'F48' 28·2<br>BK11"<br>*Cell DBa*138'*uE* | 54·0 | 20·1 | Hamburg<br>German<br>6*BHCem*<br>28'*f*172'1015*t* | Q.4Cy.24",34",51"&74"–54"<br>210lb 120*lb* (*s*) 494NHP<br>3SB,9*cf*,GS146,HS6300 FD<br>Wighm Richrdsn&Co.Nwc | 31 ″ 0<br>s6 ″ 10½<br>25 ″ 3 | |
| 39783<br>490<br>PCWT | **Unkai Maru No. 5** SteelSc<br>*ss*Kob.No.3–8,13<br>(*ex*NichiyoMaru, *ex*Margherita) *ss*Kob.No.2–21<br>1*Dk*(*Stl*)&*Spardk*(*Stl*)&*deep framing* | 3275<br>3047<br>2505 | ✠100A1<br>*Spar dk*<br>9,21<br>✠LMC9,21 | Kob | *v* | 9,21 | 1900<br>11mo | Russell &Co.<br>Pt.Glasgow<br>A&CP | NakamuraS.S.Co. Ld.(S Nakamura, *Mgr.*) | 330·5<br>P20'B74'F33' 23·5<br>FK<br>*CellDBa*102'*u E&B*40'*f*140' | 48·1 | 15·9 | Kinoye<br>Japanese<br>5*BHCem*<br>877*tAPT*63*t* | T.3Cy.24",40¼"&65"–42" (*s*)<br>180lb 290NHP<br>2SB,6*cf*,GS130,HS4360<br>J.G.Kincaid&Co.Greenock | 26 ″ 1<br>s 5 ″ 0<br>21 ″ 6 | |
| 39784 | **Ure** SteelK<br>(*ex*HenryJennings) *Jet Propulsion*<br>1*Dk* | 202 | ✠100A1<br>*StmTrawler*<br>7,19<br>✠NB6,19<br>*Mchy. Experimental* | Wvn | | | 1918<br>9mo | Rennie ForresttS.B. E.&DD.Co Ld<br>Wivenhoe<br>*Lloyd's A&CP* | TheAdmiralty | 115·4<br>BK7½" | 22·1 | 12·1 | London<br>British<br>3*BHCem*<br>*DBf*28'18*t* | 4Cy.11"&22"–10" (*s*)<br>Jet Propulsion 180lb<br>1SB,3*pf*,GS42,HS1347 | 13 ″ 0 | |
| 39785<br>139616 | **Utah** SteelSc<br>(*ex*Greifryda) *ss*Hav.No.1–22<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless *Cargo battens not fitted in Shelter 'tween dks* | 5136<br>4936<br>3262 | ✠100A1<br>*Shelter dk withfreeboard*<br>3,22 ~~1,21~~<br>✠LMC~~1,17~~ 3,22<br>~~*Carrying oil fuel F.P. above 150° F. in DB*~~ | Msl<br>Hav | *x* | CL<br>~~1,21~~<br>3,22 | 1917<br>8mo | Nthmblnd S.B.Co.Ld.<br>Newcastle<br>*Lloyd's A&CP* | HarlemS.S.Co.Ld. (Brown,Jenkinson &Co.*Mgrs.*) | 375·2<br>F*onShelter dk*32'<br>FK<br>*CellDB*329'1125*t* | 51·2 | 31·7 | London<br>British<br>6*BHCem*<br>*APT*130*t* | T.3Cy.25",41"&69"–48" (*s*)<br>180lb 367NHP<br>3SB,9*cf*,GS159,HS5800<br>McColl&Pollock,Ld.Sld. | 34 ″ 1<br>s 9 ″ 6<br>25 ″ 0 | |
| 39786 | **Unkai Maru No. 6** SteelSc<br>(*ex*Venus) *ss*Shl.No.3–8,19<br>1*Dk*(*ptIrn&ptStl*)&*deepframing*<br>Wireless *Cargobattens not fitted* | 3217<br>2902<br>1945 | ✠100A1<br>2,22<br>✠LMC2,22<br>*Intermediate bulkhead in forehold dispensed with, 4BHonly* | Nag | *v* | CL<br>2,22 | 1905<br>12mo | W.Gray& Co.Ld.<br>WHartlepool<br>*Lloyd's A&CP* | S.Nakamura | 331·0<br>P27'B100'F36'<br>FK<br>*CellDBa&uE*132'*f*142' | 49·2 | 21·8 | Kinoye<br>Japanese<br>*Cem* | T.3Cy.24",39"&64"–42" (*r*)<br>180lb 288NHP<br>2SB,6*cf*,GS123,HS4450<br>Blair&Co.Ld.Stockton<br>886*tFPT*88*tAPT*116*t* | 24 ″ 3<br>s 4 ″ 3½<br>20 ″ 4 | |
| 39787 | **Ursus** SteelTwinSc<br>(*ex*Cynic) *ss*Hav.No.1–22<br>*Elec.light* 1*Dk*(*Stl*) | *531*<br>*481*<br>*106* | ✠100A1<br>*For towing purposes*<br>4,22<br>✠LMC4,22 | Hav | | CL<br>4,22 | 1917<br>9mo | Bow,Mc-Lachlan&Co. Ld.Paisley<br>*Lloyd's A&CP* | Cie.Générale Transatlantique | 141·8<br>BK7½"<br>*FPT*12*tAPT*20*t* | 29·1 | 14·9 | Havre<br>French<br>8*BHCem* | T.6Cy.15",23½"&36"–24" (*s*)<br>160lb 204NHP<br>2SB,6*cf*,GS126,HS4216<br>Bow,McLachln&CoLdPsy | 16 ″ 0<br>s1 ″ 11½<br>14 ″ 10 | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 7* Date when tail shaft last seen. | 8 Built. When | 9 By Whom. Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in. | 15 Registers in which classed, if not in L.R. Date of B. of Tr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39826 | Vernal | SteelSc<br>(exClearing)<br>1Dk | 98<br>98<br>41 | | | ••• | | 1919 | AilsaS.B.<br>Co.Ld.<br>Ayr | J.Wood | 86·5 | 18·7 | 9·3<br>BK7½" | Banff<br>British | T.3Cy.9½",15½"&26"-18"<br>43NHP<br>AilsaS.B.Co.Ld.Troon | 10 ″ 0 | |
| 39827 | Van de Wyck<br>Elec.light Ref.Mchy. | SteelSc<br>Fitted for oil fuel<br>3Dks | | | | | | 1921 | Maats.<br>Fyenoord<br>Rotterdam | Koninkl.Paketv.<br>Maats. | 320·0<br>B124' | 44·0 | 27·7 | Dutch | T.3Cy.26",43"&71"-52"<br>362NHP<br>WB Maats.Fyenoord,Rot. | | |
| 39828 | Vulcan<br>Elec.light<br>Should be The 60-ton Crane See No. 39635 in Supplement | SteelTwinSc<br>1Dk(Stl) | | ✠ A1<br>CraneBarge<br>5,21 | Rot<br>LMC4,21 | | | 1921<br>4mo | WerfGusto<br>FirmaA.F.<br>Smulders<br>Schiedam<br>A&CP | ManchesterShip<br>CanalCo. | 115·0 | | ptFKptBK5½" | Manchestr<br>British<br>5BHCem | C.4Cy.7⅞"&17¾"-13" (s)<br>150lb 44NHP<br>1SB,2cf,GS36,HS1076<br>WerfGustoFirma<br>A.F.Smulders,Schiedam | 6 ″ 0 | |
| * 39829 | Volta<br>(exZichy,<br>exChandos)<br>Well deck | IronSc<br>ssFiu.2ndNo.3-12,09<br>ssFiu.No.2-19<br>1Dk(Irn)2trB | 1877<br>1515<br>1217 | ✠100A1<br>12,20<br>✠NB10,91<br>BS~~12,20~~1,22 | Fiu<br>✠LMC<br>MS1,19 | | CL<br>12,20 | 1884<br>1mo<br>Lloyd's | Earle'sCo.<br>(Lim.)<br>Hull<br>sA&CP | AdriaSoc.Anon di<br>Nav.Marittima | 275·3<br>P141'F30' | 35·3 | 20·0<br>BK9½"<br>DBa | Fiume<br>4BHCem<br>&uE&BMT | T.3Cy.20½"33½"&55"-39"(s)<br>165lb 90lb 2DB 196NHP<br>2SB,4rf,GS72HS3016NDB10<br>Tpd.91Blair&Co.(Lim)Stk | 21 ″ 1 | |
| * 39830<br>143306 | Venezuela<br>exAdolphWoermann)<br>Elec.light Wireless Sub.Sig.<br>ssBhn.2nNo3 8,21 2Dks(Stl-Uteaks)&Web frames Fitted for oil fuel8,21F.P.above150°F. | SteelTwinSc<br>(exWestminsterAbbey,<br>~~2Dks~~<br>Well deck | 6355<br>4839<br>3847 | 100A1<br>~~1,22~~ ~~8,21~~ 4,22 | Bhn<br>Ams<br>LMC8,21 | | ~~8,21~~<br>4,22 | 1906<br>Lloyd's | Reiherst'g<br>Schiffsw.<br>Hamburg<br>A&CP | ~~DavidS.S.Co.Ld.~~<br>KoninklijkeWest<br>IndischeMaildienst<br>CellDB384'1082t | ~~412·2~~<br>P&B263'F60'<br>411·4 | ~~50·7~~<br>50·7 | ~~28·4~~<br>28·8<br>FK | Amsterdam<br>~~London~~<br>~~British~~<br>Dutch<br>7BHCem | T6Cy.21⅝",37¾"&60 5/16"-42 1/16"<br>200lb (s) 730NHP<br>5SB,15cf,GS262,HS11000 FD<br>Reiherst.Maschinenf.Ham. | 31 ″ 7<br>s 5 ″ 11½<br>26 ″ 3 | |
| 39831 | Violet<br>Mchy.Aft<br>(SeeSailingShipRegisterSupplement) | SteelAuxScSr<br>Par.Mot.<br>1Dk | 230<br>195<br>164 | | | | | 1921 | Jannsen&<br>Schimlinsky<br>Hamburg | ReedereiPaulPuls | 107·5<br>Q30' | 23·0 | 10·0 | Hamburg<br>German | Paraffin Motor 2S.C.SA<br>2Cy.11 13/16"-14 5/16" 20NHP<br>EisenachFahrzeugfabrik,<br>Eisenach | | |
| 39832<br>146131 | Vespa | SteelSc<br>1Dk(Stl) | 60<br>92<br>91<br>— | ✠100A1<br>For towing purposes<br>9,21<br>~~(ClassContemplated)~~ | Hul<br>✠LMC9,21 | | | 1921<br>9mo<br>Lloyd's | Cochrane&<br>Sons,Ld.<br>Selby<br>A&CP | J.Gaselee&Son | 75·0 | ~~21·2~~<br>21·1 | 9·5<br>BK7½" | London<br>British<br>4BHCem | T.3Cy.13",18"&31"-21"(s)<br>180lb 64NHP<br>1SB,2pf,GS37,HS1210<br>Earle'sS.B.&E.Co.Ld.Hull | 10 ″ 2 | |
| * 39833<br>NDFC | Virginia<br>Mchy.Aft. Elec.light | SteelSc<br>OilEng.<br>1Dk(Stl-ptws) | 641<br>520<br>364 | ✠100A1<br>11,21<br>~~(ClassContemplated)~~<br>✠LMC11,21 | Cpn | i | CL | 1921<br>11mo<br>Lloyd's | A/S NakskovSkibsværft<br>Nakskov<br>A&CP | Akties.detÖstasiatiskeKompagni<br>CellDBuE43'57tFPT37tAPT22t | ~~170·0~~<br>~~P45'F30'~~ P46'F25'<br>169·8 | ~~31·0~~<br>31·1 | ~~11·6~~<br>13·1<br>FK | Copnhagn<br>Danish<br>3BHptCem<br>A/S | Oil Engine s4S.C.SA<br>~~6Cy.14½"-22¾"~~ 75NHP<br>6Cy.14 9/16"-22 7/16"<br>HolebyDieselmotorfabrik<br>Holeby | 14 ″ 3<br>s1 ″ 4½<br>13 ″ 2 | |
| 39834<br>146091 | Voltaman | SteelTwinSc<br>1Dk | 605<br>492<br>395 | | | | | 1921 | LythamSB<br>&E.Co.Ld.<br>Lytham | African&Eastern<br>TradeCorp.Ld. | 180·0 | 32·1 | 10·7 | London<br>British | C.6Cy.11",17¼"&29"-22"<br>84RHP<br>WB LythamS.B.&E.Co.Ld. | | |
| * 39835<br>28027<br>SGDL | Venice Maru<br>Elec.light | SteelSc<br>2Dks(Stl)&Awng dk(Stl) | ~~6100~~ 6571<br>~~4600~~<br>~~4000~~<br>6157<br>4013 | ✠100A1<br>Awng dk<br>1,22 ~~7,21~~<br>~~(ClassContemplated)~~<br>Fitted for oil fuel7,21F.P.above150°F | ~~Kob~~<br>with freeboard<br>✠LMC7,21 | Lon<br>l | | 1921<br>7mo | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>A&CP | KawasakiDkyd.<br>Co.Ld.<br>CellDB342'1234tDTa25'724tFPT104tAPT36t | 405·0<br>F33'<br>on Awng dk<br>CollisionBHtoAwng dk | 53·0 | 37·0<br>FK | Kobe<br>Japanese<br>ptCem<br>5BHtoCdk | T.3Cy.28",46½"&78"-54"(s)<br>200lb 578NHP<br>3SB,9cf,GS190,HS7800 FD<br>KawasakiDkyd.Co.Ld.Kobe | 37 ″ 0<br>s 9 ″ 5<br>28 ″ 0 | |
| * 39836 | Vampa<br>Mchy.Aft<br>Elec.light Wireless | SteelSc3Mst<br>(exHelios,exA.C.O.)<br>1Dk(Stl)&Spar dk(Stl)<br>&Web frames | 3477<br>3109<br>2211 | ✠<br>Spar dk<br>9,97<br>Carrying CottonSeedOil in bulk | Rot<br>✠ | w | | 1894<br>3mo | DavidJ.<br>Dunlop&Co.<br>PortGlasgow | ~~French~~<br>~~Government~~<br>Soc.AnonAndora<br>CellDB68'192tFPT[illegible]125t | 332·2<br>P96'B30'F48' | 43·1 | 21·6<br>29·0 | Genoa<br>Italian<br>~~French~~<br>12BHCem | T.3Cy.25",40½"&65"-48"<br>351NHP<br>2DB,12rf,GS148,HS6127<br>DavidJ.Dunlop&Co.P.Gl. | 30 ″ 0 | |
| 39837<br>144303<br>KDHP | Vulcan City<br>Elec.light Sub.Sig. | SteelSc<br>Wireless (exAnswald)<br>2Dks | ~~5401~~ 5297<br>~~5023~~ 5004<br>~~3436~~ 2324 | | | | | 1909 | Bremer<br>Vulkan<br>Vegesack | St.JustS.S.Co.Ld.<br>(SirW.R.Smith&<br>Sons,Ld.Mgrs.) | ~~419·7~~<br>P&B267'F53'<br>420·4 | 54·5 | ~~27·4~~<br>27·7 | Bideford<br>British | C.4Cy.26"&55⅝"-53⅛"<br>376NHP<br>WB BremerVulkan,Vegesack | | |
| 39838<br>80<br>SQCZ | **Valnure** | WoodSc<br>Pet.Mot.<br>1Dk | 346<br>—<br>234 | | | | | 1921 | Soc.Anon.<br>Motonautica<br>CervoSan<br>Bartolomeo | Soc.Anon.Motinautica | 137·5 | 29·2 | 13·4 | Porto Maurizio<br>Italian | Petrol Motor<br>16Cy.4 7/20"-5½" 13NHP<br>OfficineMeccaniche<br>Ing.Oreglia,Piaccurza | | |
| 39839<br>143174<br>KBCF | Voreda<br>Wireless<br>Elec.light | SteelSc<br>(exDessau)<br>2Dks&Shelter dk3trB | 6719<br>6335<br>4164 | For full particulars See No. 39845 below | | | | 1914 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | ~~Gow,Harrison&Co.~~ VoredaS.S.Co.Ld.(Gow,Harrison&Co.) | 473·0 | 59·3 | 28·5 | Glasgow<br>~~London~~<br>British | T.3Cy.32¼",52¾"&86½"-55"<br>554NHP<br>WB FlensburgerSchiffsb.Ges. | 31 ″ 3<br>s 4 ″ 1½<br>26 ″ 8 | |
| * 39840 | Vasilissa Sofia<br>(exAsgard)<br>Sub.Sig. | SteelSc<br>ssLth.No.3-10,19<br>1Dk(Stl)&Spar dk<br>(Stl)&deep framing<br>Cargo battens not fitted | 4181<br>4044<br>2713 | ✠100A1<br>Spar dk<br>7,20<br>BS4,21 | Bry<br>✠LMC10,19 | x | 7,20 | 1906<br>9mo<br>Lloyd's | Nthmblnd<br>S.B.Co.Ld.<br>Newcastle<br>sA&CP | Greek Government<br>Service of MaritimeTransport<br>CellDBa117'uE&B41'f157'860tAPT63t | 360·0<br>P31'B93'F33' | 48·0 | 20·2<br>28·0<br>FK | Piræus<br>Greek<br>6BHCem | T.3Cy.25",41"&69"-48" (s)<br>180lb 372NHP<br>3SB,9cf,GS150,HS5940<br>Richardsons,Westgarth&<br>Co.Ld.Sld. | 30 ″ 10<br>s 6 ″ 2½<br>25 ″ 0 | |
| 39841<br>123947<br>HKJN | Vneshtorg<br>(exNeathAbbey,<br>exPresident)<br>Elec.light Wireless | SteelSc<br>ssNpt.No.3-12,19<br>1Dk(Stl)&deep framing | 1945<br>1729<br>1146 | ✠100A1<br>12,21 ~~7,21~~<br>BS4,21 | Liv<br>Hul<br>✠LMC2,19 | r | CL<br>~~12,19~~<br>12,21 | 1907<br>3mo<br>Lloyd's | S.P.Austin<br>&Son,Ld.<br>Sunderland<br>sA&CP | AllRussianCo-operativeSociety,Ld.<br>(Capt.V.Sagovsky<br>C.B.Mgr.)<br>CellDBa38'uE&B34'f112'515tFPT100tAPT110t | 280·0<br>P25'B52'F29' | 40·5 | 18·2<br>FK | Cardiff<br>British<br>4BHCem | T.3Cy.20½",33"&54"-39"(s)<br>160lb 90lb 194NHP<br>2SB,6pf,GS90,HS3093<br>J.Dickinson&Sons,Ld.Sld. | 20 ″ 8<br>s 3 ″ 2½<br>17 ″ 9 | |
| 39842<br>221271<br>MCSR | Vicksburg | SteelSc<br>1Dk | 757<br>—<br>410 | | | | | 1921 | ChrlsWard<br>Eng.Works<br>Chrlstn.WVa | TheCharlesWard<br>Engineering<br>Works | 200·0 | 40·0 | 7·9 | Pittsbg,Pa<br>Utd.States | | | |
| 39843 | Vorwärts<br>(exRhenania,<br>exInchmarlo)<br>Elec.light Wireless | SteelSc<br>ssRot.No.3-2,13<br>1Dk(Stl)&Spar dk(Irn)<br>&deep framing | 4116<br>3840<br>2398 | ✠<br>Spar dk<br>1,17<br>✠ | Lbc | w | | 1900<br>10mo | W.Gray&<br>CoLd<br>WHartlepool | W.Schuchmann<br>CellDBuE26'f148'498tDTa26'682tFPT66tAPT58t | 360·2<br>P21'B95'F33' | 48·0 | 17·7<br>26·6<br>FK | Gstemnde<br>German<br>6BHCem | Q.5Cy.17",24",34"&(2)42"-<br>42"<br>266NHP<br>2SB,6rf,GS86,HS2846 FD<br>Cen.Mar.Eng.Wrks.WHpl | 29 ″ 0 | |
| 39844 | Vermont<br>Elec.light Wireless | SteelSc<br>(exEasterly)<br>2Dks | 5114<br>4813<br>3181 | | | | | 1919 | Bartram&<br>Sons,Ld.<br>Sunderland | Cie.Générale<br>Transatlantique | 400·3<br>P48'B112'F39' | 52·3 | 28·5 | Havre<br>French | T.3Cy.27",41"&73"-48"<br>369NHP<br>WB N.E.Mar.Eng.Co.Ld.Sld. | | 0. |
| * 39845<br>143174<br>KBCF | Voreda<br>(exDessau)<br>Elec.light<br>Wireless | SteelSc<br>ssBrs.No.2-21<br>2Dks(Stl)&Shelter dk(Stl) | 6738<br>6357<br>4190 | 100A1<br>Shelter dk<br>with freeboard<br>11,21<br>BS11,21 | Cff<br>LMC5,19 | c† | CL<br>11,21 | 1914 | Flensburgr<br>Schiffsb.Ges.<br>Flensburg | VoredaS.S.Co.Ld.<br>(Gow,Harrison&Co.)<br>CellDBa130'uE50'f187'1650tFPT90tAPT35t | 472·5 | 59·2 | 28·5<br>FK | Glasgow<br>British<br>Cem<br>CollisionBHtoSdk<br>7 " " U " | T.3Cy.32¼",52¾"&86⅝"-55"<br>205lb (s) 742NHP<br>4SB,12cf,GS224,HS10118 FD<br>FlensburgerSchiffsb.Ges. | 31 ″ 3<br>s 4 ″ 11<br>26 ″ 8 | |

| 1<br>Numero d'Ordre<br>Numero Officiel<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds. ps. | 15<br>Registres où coté, si ce n'est dans le L.R.<br>Bureau, Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39846 | Vulcan SteelSc<br>1*Dk*(*Stl*) | 129<br>126<br>— | ✠100A-<br>*For towing purposes*<br>11,21<br>✠LMC11,21<br>~~(*ClassContemplated*)~~ | Drt | | CL | 1921<br>10mo | Philip&<br>Son,Ld.<br>Dartmouth | Philip&Son,Ld. | 88·5 | 21·1 | 10·5<br>BK6 | Drtmouth<br>British<br>4*BHCem*<br>*DTf*11'13*t* | C.2Cy.15"&32"-24" (*s*)<br>150lb 80RHP<br>1SB,3*pf*,GS56,HS1600<br>Philip&Son,Ld. | 11 ″ 0 | |
| 39847 | Vigo SteelSc<br>*Elec.light* 2*Dks*&*Shelter dk* | | | | | | 1922 | Howaldts-<br>werke<br>Kiel | Hamburg-Süd-<br>amerik.Dampf-<br>schifffahrtsGes. | 412·0<br>F92'*onShelter dk* | 55·0 | 38·6 | German<br>*WB* | T.3Cy.28$\frac{1}{3}$",45$\frac{3}{16}$"&74"-55$\frac{1}{3}$"<br>406NHP<br>Howaldtswerke,Kiel | | |
| 39848 | Ville de Djibouti SteelSc<br>(~~exBayverdun,~~ *ss*Off.No.1-19<br>~~exVerdun)~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>*Elec.light*(*ex*PortduHavre,*ex*Bayverdun<br>Wireless *ex*Verdun) | *4301*<br>*4084*<br>*2680* | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>2,22~~11,20~~<br>~~TS11,20~~2,22✠LMC6,19 | Msl<br>Hav | *y* | CL<br>~~11,20~~<br>N2,22 | 1914<br>11mo<br>*Lloyd* | Russell&<br>Co.<br>Pt.Glasgow<br>*SA&CP* | ~~FrenchGovern-<br>ment~~ CieHavraise<br>PeninsulairedeNav.a Vap<br>*CellDBa*126'*uE*22'*f* | 387·9<br>169'1096*tFPT*105*t* | 54·0 | 25·9<br>FK | Havre<br>French<br>6*BHCem*<br>*AP*135*t* | T.3Cy.26",42"&70"-48" (*r*)<br>180lb 428NHP<br>3SB,9*cf*,GS184,HS7431<br>Rankin&BlackmreLdGrk. | 28 ″ 6<br>s3 ″ 7<br>25 ″ 3 | |
| 39849 | Vaterland SteelSc<br>*Elec.light* 1*Dk* | | | | | | 1921 | Nrddtsche<br>UnionA.G.<br>Tönning | DeutscheOrient<br>Linie | 250·7<br>P&B203'F31' | 39·7 | 19·5 | German<br>*WB* | T.3Cy.20",31$\frac{1}{2}$"&49$\frac{1}{4}$"-31$\frac{1}{2}$"<br>137NHP<br>GörlitzerMaschbAGGrlitz | | |
| 39850 | Vis SteelSc<br>(*ex*Lussin) *ss*Fiu.2ndNo.3-11,21<br>*Well deck* 1*Dk*<br>*Elec.light* | 253<br>175<br>133 | A-<br>*ForService in the Adriatic*<br>11,21<br>✠NB6,09 LMC10,21 | Fiu | | 10,21 | 1893 | Howaldts-<br>werke<br>Kiel | Soc.Anon.diNav.a<br>Vap."Dalmatia" | 127·9<br>Q56'B22'F26' | 19·7 | 9·7<br>BK5$\frac{1}{2}$"<br>*CellDBa*32' | Lissa<br>4*BHCem*<br>*uE*12'24*t* | T.3Cy.12",18$\frac{3}{4}$"&29$\frac{1}{2}$"-15$\frac{3}{4}$"<br>160lb (*s*) 48NHP<br>1SB,2*cf*,GS34,HS925<br>Howaldtswerke,Kiel | 10 ″ 7<br>s ″ 10$\frac{1}{2}$<br>10 ″ 3 | |
| 39851<br>151393 | Vegavati SteelTwinSc<br>(*ex*Salford)<br>*Elec.light* 2*Dks* | 781<br>699<br>322 | | | | | 1918 | Murdoch &<br>Murray,Ld.<br>PortGlasgow | BombayS.Nav.Co.<br>Ld. | 219·3<br>P220'Q16'B29' | 28·6 | 15·6 | Bombay<br>British | T.6Cy.13$\frac{1}{4}$",21$\frac{1}{4}$"&34"-21"<br>106NHP<br>D.Rowan&Co.Ld.Glasgow | | |
| 39852<br>MTGK | Vanja SteelSc<br>(*ex*Kleven)<br>*Elec.light* 1*Dk* | 1367<br>1197<br>788 | | | | | 1918 | T.van<br>Duijvendijk<br>Lekkerkerk | A/S Norwegian<br>AmericanShippg.<br>Co(HDitlevSimon-<br>sen&Co.*Mgrs.*) | 238·8<br>P52*t*H88*t* | 36·5 | 16·9 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.17$\frac{1}{2}$",29"&46"-36"<br>123NHP<br>Penn&Bauduin,Dordrecht | | N |
| 39853 | Viola SteelSc<br>1*Dk* | 990 | | | | | 1921 | Reiherst'g<br>Schiffsw.<br>Hamburg | A.Kirsten | 220·0<br>P&B182'F18' | | | Hamburg<br>German<br>*WB* | T.3Cy16$\frac{1}{2}$",27$\frac{3}{5}$"&43$\frac{3}{10}$"-33$\frac{1}{2}$"<br>109NHP<br>Reiherst Maschinenf.Ham. | | G |
| 39854 | Villa Franca SteelScSr<br>(*ex*Fagertun)<br>*Elec.light* 1*Dk*&*Spar dk* | 851<br>747<br>478 | | | | | 1903 | Soc.Anon.<br>Chant.Nav.<br>Anversois<br>Hoboken | Cia.de Nav.Carre-<br>gadoresAçoreanos | 210·0<br>H104*t* | 30·2 | 15·8 | Ponta<br>Delgada<br>Portuguese<br>*WB* | T.3Cy.17",28"&46"-3[illegible]"<br>116NHP<br>N.E.MarineEng.Co.Ld.Sld | | N |
| 39855<br>JVQC | Virgen del Mar IronAuxSc4Mst<br>(*ex*SailingVessel,*ex* *Par.Mot.* Sr<br>Palawan(*ex*Elsa, *ss*Lon.2nd.No.3-5,95<br>*ex*Palawan) *ss*Mmo.No.2-04<br>2*Dks*<br>(*See Sailing Ship Register*) | 1039<br>979<br>950 | ✠<br>3,07 | PNl | | | 1869<br>8mo | J.Reid&<br>Co.<br>Pt.Glasgow | Lafita&Cia. | 204·0<br>P46'F31' | 34·0 | 21·7<br>BK8" | Bilbao<br>Spanish<br>*BHCem* | Paraffin Motors<br>6Cy.12$\frac{1}{2}$"-14"<br>E*made&fitted*20<br>WolverineMotorWorks,<br>Bridgeport | | V |
| 39856<br>[illegible] | Victoria IronScDy<br>(*ex*Cancer)<br>1*Dk* | 126<br>126<br>74 | | | | | 1883 | T.Charlton<br>Grimsby | LurieBros. | 95·0 | 20·1 | 10·4 | CapeTown<br>British<br>*WB* | C.2Cy.16$\frac{3}{4}$"&31$\frac{3}{4}$"-20"<br>35RHP<br>T.Charlton,Grimsby | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired.<br>Equipment Letter | 7a<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39926<br>145006<br>KGPT | *For full particulars See No. 39933 below*<br>**Wray Castle** SteelSc<br>(exParia,exRickmerRickmers)<br>*Elec.light* 2*Dks* | 6086<br>5582<br>3833 | | | | | 1916 | Rickmers<br>Akt.Ges.<br>Bremerhaven | LancashireShppg.<br>Co.Ld. (J.Cham-<br>bers&Co. *Mgrs.*) | 419·2 | 55·8 | 28·6 | Liverpool<br>British | T.3Cy.$28\frac{1}{16}$",$46\frac{1}{16}$"&$75\frac{3}{8}$"-<br>$53\frac{9}{16}$" 420NHP<br>A.G."Weser,"Bremen | 31 ″ 9<br>s6 ″ 7<br>25 ″ 7 | |
| 39927<br>144254 | **Wynor** SteelSc<br>1*Dk* | 113<br>95<br>53 | | | | | 1921 | P.Mc-<br>Gregor&Son,<br>Kirkintilloch | J.Stewart | 75·3 | 18·6 | 8·9 | Glasgow<br>British<br>*WB* | C.2Cy.10"&20"-16"<br>13RHP<br>Yeaman&Boggesen,Dun. | | |
| 39928 | **Werdenfels** SteelSc<br>*Elec.light* 2*Dks* | 6300 | | | | | 1921 | Act.Ges.<br>"Weser"<br>Bremen | DeutscheDmpfs-<br>fahrts.Ges.Hansa | 432·5<br>P64'B135'F52' | 56·5 | 32·8 | Bremen<br>German<br>*WB* | T.3Cy.$29\frac{3}{8}$",$47\frac{5}{16}$"&$76\frac{7}{16}$"-<br>54" 430NHP<br>A.G."Weser,"Bremen | | |
| 39929 | **Witte Zee** SteelSc<br>*Elec.light* 1*Dk* | 2298 | | | | | 1921 | N.V.Shps.<br>v/hWd.A.van<br>Duijvendijk<br>Papendrecht | N.V.W.vanDriel's<br>Stoomb.&Transp.<br>Onderneming | 300·0<br>P24'B73'F25' | 45·0 | 22·5 | Rottrdam<br>Dutch<br>*WB* | T.3Cy.$22\frac{1}{2}$",37"&62"-39"<br>240NHP<br>NewWaterwayS.B.Co.<br>Schiedam | | |
| 39930<br>133155 | **Walrus** SteelSc<br>(exWilliamH.Raeburn) ssPGl.No.2-20<br>*Elec.light* 1*Dk*(*Stl*) | 401<br>382<br>188 | [illegible] | | | 11,20 | 1913<br>11mo | Ferguson<br>Bros.(Port<br>Glasgow)Ld.<br>Pt.Glasgow<br>*Lloyd's A&CP* | SouthAfrican<br>Railways&Har-<br>boursAdministra-<br>tion | 140·4<br>FK | 34·1 | 10·8 | Durban<br>British<br>4*BHCem* | C.2Cy.17"&34"-24" (*s*)<br>120lb 48RHP<br>2SB,4*cf*,GS55,HS1532<br>FergusonBros.(Port<br>Glasgow)Ld.Pt.Gla. | 11 ″ 3<br>s 3 ″ 3<br>8 ″ 6 | |
| ※ 39931<br>28527<br>SJFR | **Wales Maru** SteelSc<br>*Elec light* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) | ~~6100~~ 6586<br>~~4600~~<br>6157 ~~4000~~<br>4038 | ✠100A1<br>*Awng dk with freeboard*<br>5,22 ~~12,21~~<br>✠LMC12,21<br>~~(*ClassContemplated*)~~<br>*Fitted for oil fuel* 12,21 *F.P. above* 150°F. | ~~Kob~~ Lon | 2 | CL | 1921<br>12mo | Kawasaki<br>Dkyd.Co.Ld.<br>Kobe<br>A&CP<br>*CellDB*342 1234*t* | Kawasiki<br>DockyardCo.Ld.<br>*DTa*35'724*tFPT*104 | 405·0<br>F33' on *Awng.dk*<br>*APT*36*t Collision* | 53·0 | 37·0<br>FK | Kobe<br>Japanese<br>*ptCem*<br>*BH to Awng.dk*<br>5 „ „ *Upr.* „ | T.3Cy.28",$46\frac{1}{2}$"&78"-54" (*s*)<br>200lb 578NHP<br>3SB,9*cf*,GS190,HS7800 FD<br>KawasakiDockyardCo.Ld. | 37 ″ 0<br>s 9 ″ 5<br>28 ″ 0 | |
| ※ 39932 | **Washington** SteelSc<br>*Elec.light* Wireless | *1669*<br>*1340*<br>*951* | 100A1<br>(*ClassContemplated*) | | | | 1920 | Dominion<br>S.B.&Repair<br>Co.Ld.<br>Toronto | MexicanGovern-<br>ment | 251·0<br>P21'B68'F23' | 39·5 | 16·3 | VeraCruz<br>Mexican | T.3Cy.19",31"&50"-36"<br>DominionS.B.Co.Toronto | 19 ″ 4<br>s 2 ″ 7<br>17 ″ 0 | |
| 39933<br>145006<br>KGPT | **Wray Castle** SteelSc<br>(exParia,exRickmer Rickmers) ssFal.No.1-21<br>*Elec.light* 2*Dks*(*Stl*) | 6086<br>5582<br>3833 | 100A1<br>2,22 ~~6,21~~<br>LMC6,21 | Fal<br>NYk | a† | 6,21 | 1916 | Rickmers<br>Akt.Ges.<br>Bremerhaven | LancashireShppg.<br>Co.Ld. (J.Cham-<br>bers&Co.*Mgrs.*) | 419·0<br>P57'B136'F47'<br>*CellDB*367'1293*t* | 55·6 | 30·0<br>FK | Liverpool<br>British<br>7*BHAsp*<br>*FPT*100*t* | T.3Cy.$28\frac{3}{4}$",$46\frac{1}{16}$"&$75\frac{9}{16}$"-<br>$53\frac{15}{16}$" 206lb (*s*) 580NHP<br>3SB,9*cf*,GS180,HS8070 FD<br>A.G."Weser,"Bremen | 31 ″ 9<br>s6 ″ 7<br>25 ″ 7 | |
| ※ 39934 | **Wolsum** SteelSc<br>*Elec.light* Wireless 1*Dk*(*Stl*) | 3699<br>3345<br>2226 | ✠100A1<br>7,21<br>✠LMC7,21<br>*Fitted for oil fuel* 7,21 *F.P. above* 150° F. | Rot | 20 | | 1921<br>4mo<br>A&CP | A.Vuyk&<br>Zonen<br>Capelle a/d<br>Ysel | Stoomv.Maats.<br>"Oostzee"<br>*CellD*<br>*Intermediate BH in after* | 359·9<br>P30'B229'F27'<br>*B*312'950*t FPT*74*t*<br>*hold dispensed with* | 48·3 | 23·0<br>FK | Amstrdam<br>Dutch<br>*Cem*<br>*APT*81*t*<br>5*BH to U dk* | 2 Steam Turbines geared to<br>1ScShaft 180lb (*s*) 443NHP<br>3SB.6*cf*,GS144,HS6312 FD<br>Maats.deSchelde,Flushing | 25 ″ 3<br>s 3 ″ $5\frac{1}{2}$<br>22 ″ 2 | |
| 39935 | **Wandrahm** SteelScK<br>(*Trawler*)<br>*Elec.light* 1*Dk* | 235<br>219<br>91 | | | | | 1921 | Reiherst'g<br>Schiffsw.<br>Hamburg | DeutscheSee-<br>fischereiA.G. | 125·5 | 24·2 | 9·6 | Cuxhaven<br>German | T.3Cy13",$20\frac{1}{2}$"&$32\frac{3}{16}$"-$22\frac{7}{20}$"<br>49NHP<br>Reiherst.Maschinenf.Ham. | | |
| 39936 | **Wilhelm Hemsoth** SteelSc<br>*Elec.light* 1*Dk&Shelter dk* | 5700 | | | | | 1921 | Deutsche<br>WerkeA.G.<br>Kiel | W.HemsothA.G. | 407·0<br>P43'B26'F36' | 54·3 | 31·9 | Hamburg<br>German<br>*WB* | 2 Steam Turbines geared<br>to 1 Sc. Shaft<br>DeutscheWerkeA.G.Kiel | | |
| 39937<br>143101<br>JWRH | **Woron** SteelSc<br>(exNaimes) ssShl.No.3-7,21<br>*Elec light* 2*Dks*(*Stl*)&*Web frames*<br>Wireless | 5233<br>4986<br>3314 | 100A1<br>11,21 ~~7,21~~<br>LMC7,21 | Shl<br>Bry | a† | CL<br>7,21 | 1907 | Bremer<br>Vulkan<br>Vegesack<br>*Lloyd's A&CP* | OrnisS.S.Co.Ld.<br>(GloverBros.*Mgs*)<br>*Intermediate BH*<br>*Cell* | 420·8 ~~419·8~~<br>P&B266 F54'<br>*in forward*<br>*hold dispensed with*<br>*DB*372'1390*t FPT* | 54·5 | ~~27·9~~ 27·7<br>FK | London<br>British<br>*ptCem*<br>6*BH only*<br>90*tAPT*8*t* | Q.4Cy.$24\frac{3}{16}$",$34\frac{3}{4}$"$50\frac{9}{16}$"&73"-<br>$54\frac{1}{8}$" 220lb 551NHP<br>3SB,9*c*,GS150,HS7560 FD<br>BremerVulkan,Vegesack | 30 ″ 10<br>s 5 ″ $6\frac{1}{2}$<br>25 ″ 6 | |
| 39938 | **Westerwald** SteelSc3Mst<br>*Fitted for oil fuel*<br>*Elec light* Wireless 1*Dk&Shelter dk*<br>*Ref Mchy.* Sub.Sig. | 4460<br>2750 | | | | | 1921 | Deutsche<br>WerftA.G.<br>Hamburg | Hamburg-Amerik.<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | 3[illegible]0·0<br>P&B257'F50' | 50·2 | 24·9 | Hamburg<br>German<br>*WB* | T.3Cy.$26\frac{9}{16}$",$43\frac{5}{16}$"&$70\frac{15}{16}$"-<br>$47\frac{5}{16}$" 345NHP<br>GuteHoffnungshütte,<br>Oberhausen | | |
| 39939 | **Wolfram** SteelSc<br>*Elec.light*<br>Wireless Sub.Sig. 2*Dks* | 3647<br>2245 | | | | | 1921 | Y.Frerichs<br>&Co.A.G.<br>Einswarden | HamburgBremer<br>AfrikaLinieA.G. | 361·0<br>P&B286'F47' | 50·0 | 22·5 | Bremen<br>German<br>*WB* | T.3Cy.$25\frac{3}{5}$",$40\frac{1}{2}$"&6[illegible]$\frac{1}{16}$"-$47\frac{1}{5}$"<br>318NHP<br>GörlitzerMasch.Görlitz | | |
| 39940<br>220678<br>MBQD | **William Penn** SteelTwinSc<br>*OilEng.*<br>*Elec light* 1*Dk&Shelter dk&2nd dk*<br>Sub.Sig. *forward Web frames*<br>Wireless *Longitudinal framing* | 8168<br>7229<br>5214 | | | — | | 1921 | Pusey&<br>JonesCo.<br>Gloucester<br>City,N.J. | UnitedStates<br>ShippingBoard | 439·6<br>P41'B134'F46'*on*<br>*Shelter dk* | 60·2 | 33·7 | Gloucestr,<br>N.J.<br>Utd.States<br>*WB* | Oil Engines 4S.C.SA<br>12Cy $29\frac{1}{8}$"-$45\frac{1}{4}$" 857NHP<br>Akt.Burmeister&WainCpn | 36 ″ 8<br>s 8 ″ $5\frac{1}{2}$<br>28 ″ 5 | |
| 39941<br>143000 | **Wop** WoodSc<br>1*Dk* | 101<br>94<br>28 | | | | | 1917 | DavieS.B.<br>&Rep.Co.Ld.<br>Quebec | International<br>GrenfellAssoc.<br>(R.Watson,*Mgr.*) | 84·0 | 19·3 | 10·4 | SJhnsNFL<br>British | C.2Cy.12"&24"-16"<br>Goldie& 19NHP<br>McCullochCo.Gault,Ont. | | |
| 39942<br>128306<br>SHKG | **Woyo Maru** SteelSc<br>*Elec.light* Wireless 2*Dks*(*Stl*) | ~~5500~~<br>5671<br>4996<br>3468 | ✠100A1<br>9,21<br>✠LMC9,21<br>~~(*ClassContemplated*)~~<br>*Fitted for oil fuel* 9,21 *F.P. above* 150°F | Yka | *z* | CL | 1921<br>9mo | Asano<br>S.B.Co.<br>Tsurumi<br>A&CP | ToyoKisen<br>KabushikiKaisha | 400·0<br>P33'B124'F41'<br>*CellDB*339'944*tAPT*28*t* | ~~53·0~~<br>53·2 | ~~32·0~~<br>29·4<br>FK | Yokohama<br>Japanese<br>6*BHCem* | T.3Cy.26",$43\frac{1}{2}$"&72"-48"(*s*)<br>200lb 513NHP<br>3SB,9*cf*,GS181,HS7362 FD<br>IshikawajimaSB&ECoTok | 32 ″ 0<br>s 6 ″ 7<br>25 ″ 9 | |
| 39943<br>RBHS | **Wilhelm Biesterfeld** SteelSc<br>*Elec.light* 1*Dk* | 796 | | | | | 1921 | D.W.Kre-<br>merSohn<br>Hamburg | W.Biesterfeld&Co. | 205·7<br>Q63'B56'F26' | 30·9 | 12·6 | German<br>*WB* | T.3Cy.$14\frac{1}{2}$",$23\frac{1}{5}$"&$37\frac{3}{5}$"-$25\frac{1}{2}$"<br>72NHP<br>Steen&Kaufmnn,Elmshrn | | |
| ※ 39944 | **Waterway** SteelSc<br>*Elec.light* 1*Dk*(*Stl*)<br>*Mchy Aft* | ~~750~~ 762<br>569<br>453 | ✠100A1<br>11,21 ~~10,21~~<br>~~(*ClassContemplated*)~~<br>LMC10,21 | Cff | *7* | 11,21 | 1921<br>10mo | Limhamns<br>Skeppsvarv.<br>A/B<br>Limhamn<br>*Lloyd's A&CP* | WaterwaySteam-<br>ships(Cardiff),Ld.<br>(Cory&Blundell)<br>*Cell* | ~~178·2~~<br>P56'F20'<br>177·5<br>*DB*144'192*tFPT*56*t* | ~~30·5~~<br>30·6 | ~~15·0~~<br>12·6<br>FK | Cardiff<br>British<br>3*BHCem*<br>*APT*26*t* | T.3Cy.16",26"&43"-30" (*s*)<br>180lb *100lb* 119NHP<br>1SB,3*cf*,GS48,HS1958<br>N.E.MarineEng.CoLd.Sld | 15 ″ 0<br>s 1 ″ 8<br>13 ″ 7 | |
| 39945 | **Württemberg** SteelSc4Mst<br>*Fitted for oil fuel*<br>*Elec.light* 2*Dks* | 9000<br>5290 | | | | | 1921 | Bremer<br>Vulkan<br>Vegesack | Hamburg-Amerik.<br>Packetf.Akt.Ges.<br>(Ham.-Amr.Linie) | ~~467·2~~<br>P55'B222'F41'<br>466·0 | 58·0 | ~~32·8~~<br>32·7 | Hamburg<br>German<br>*WB* | T3Cy$32\frac{3}{16}$"$52\frac{1}{2}$"$86\frac{3}{5}$"-$55\frac{1}{10}$"<br>558NHP<br>BremerVulkan,Vegesack | | |
| 39946 | **Wellgunde** SteelSc<br>(exSoroka,exPaulaBlumberg)<br>*Elec.light* Wireless 1*Dk&Spar dk* | *1660*<br>*1498*<br>*984* | | | | | 1906 | Eiderwerft<br>Akt.Ges.<br>Tönning | EmilR.Retzlaff | 282·7<br>H65' | 40·2 | 15·8 | Stettin<br>German<br>*WB* | T.3Cy.$18\frac{5}{16}$",$30\frac{13}{16}$"&$49\frac{5}{8}$"-<br>$35\frac{1}{2}$" 131NHP<br>EiderwerftA.G.Tönning | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2<br>Nom du Navire.<br>Visites Périodiques. | 3<br>Matériaux, Gréement, etc.<br>*Ex-nom, s'il y a lieu.*<br>Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14<br>Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant.<br>*pds. ps.* | 15<br>Registres où coté, si ce n'est dans le L.R. Durée.Cert. B.of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 39947<br>145278 | **Westbury**<br>*Elec.lig't*<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing* | SteelSc<br>*ss*Lth.No.5-11,21 (*ex*Montevideo)<br>~~1*Dk*&*Spar dk*~~ | 4202<br>3833<br>2635 | ✠100A1<br>*Spar dk*<br>11,21 | Lth<br>✠LMC11,21 | g. | CL<br>6,21 | 1901<br>8mo<br>*Lloyd's A&CP* | Gourlay Bros.&Co.<br>Dundee | AlexanderShippingCoLd.(Capper Alexander&Co. *Mgrs.*) | ~~276·2~~\|47·1\|26·5<br>P37'B234'F36' 26·4<br>277·0 FK<br>*CellDBa*108'*uE&B*42'*f*166'822*t* | London<br>British<br>6*BHCem* | T.3Cy.25",43"&70"-48" (*s*)<br>200lb 417NHP<br>GourlayBros.&Co.Dundee<br>3SB,*9cf*,GS135,HS5420 FD. | 29 ″ 1<br>s 4 ″ 7½<br>24 ″ 10 | |
| 39948<br>144722<br>KJVB | **Welsh City**<br>*Elec.light*<br>Wireless | SteelSc<br>*Fitted for oil fuel*<br>1*Dk*&*Shelter dk* | 6303<br>5966<br>3997 | | | | | ~~1921~~<br>1922 | RopnerS.B.&Repg.Co.(Stk)Ld.<br>Stockton | St.JustS.S.Co.Ld.(SirW.R.Smith&Sons,*Mgrs.*) | 411·7\|54·5\|33·6<br>F36' | Bideford<br>British<br>*WB* | T.3Cy.28",46"&75"-51"<br>402NHP<br>Blair&Co.Ld.Stockton | | |
| 39949<br>146022 | **Windermere**<br>*Elec.light* | SteelSc<br>1*Dk*(*Stl*) | ~~2880~~ 2815<br>2525<br>~~1730~~<br>1688 | 100A1<br>11,21<br>~~(*ClassContemplated*)~~ | PGl<br>LMC11,21 | *u* | CL | 1921<br>11mo<br>*Lloyd's A&CP* | Murdoch&Murray,Ld.<br>PortGlasgow | Vickers,Ld | 324·0\|44·2\|23·1<br>~~P27'B87'F34'~~<br>P28'B88 FK<br>*CellDB*273'646*tFPT*70*t* | Barrow<br>British<br>6*BHCem*<br>*APT*57*t* | T.3Cy.21",33"&57"-39" (*s*)<br>180lb 265NHP<br>2SB,*6cf*,GS121,HS4698<br>ClydeS.&E.Co.Ld.Pt.Gls. | 25 ″ 6<br>s 4 ″ 1<br>21 ″ 10 | |
| 39950 | **Waterland**<br>*Elec.light*<br>*Ref.Mchy.* | SteelSc<br>*Cruiser Stern* | *7000*<br>*6300*<br>*4200* | 100A1<br>*Shelter dk withfreeboard*<br>(*ClassContemplated*) | | | | 1921 | Barclay,Curle&Co.Ld<br>Glasgow | Koninkl.HollandscheLloyd | 460·0\|60·3\|27·9 | Amstrdam<br>Dutch | 2 Geared Steam Turbines<br>Barclay,Curle&Co.Ld.Gls. | | |
| 39951<br>146276<br>KLNJ | **Winga**<br>*Elec.light* | SteelSc<br>1*Dk*(*Stl*) ~~1*Dk*~~ | ~~1480~~ 1347<br>1160<br>~~1120~~<br>769 | ✠100A1<br>2,22<br>~~(*ClassContemplated*)~~ | Rot<br>✠LMC2,22 | *o* | | ~~1920~~<br>~~1921~~<br>1922<br>1mo | Scheepsb."DeAmer"Geertruidenberg<br>A&CP | ~~Glen&Co.~~<br>ScandinavianShippingCo.Ld.(Glen&Co.*Mgrs.*) | ~~236·8\|36·4\|18·0~~<br>238·6\|36·8\|15·9<br>P23'B61 F27' FK<br>*CellDB*200'351*tFP* | Glasgow<br>British<br>4*BHCem* *WB*<br>*T*70*tAPT*30*t* | T.3Cy.~~18"~~ 18½",29"&48"-30" (*s*)<br>180lb 153 ~~126~~NHP<br>Machinefb. Kuipers, Rotterdam<br>2SB,*4cf*,GS86,HS2567 | 18 ″ 0<br>s 2 ″ 3½<br>16 ″ 0 | |
| 39952 | **Wartenfels**<br>*Elec.light* | SteelSc<br>2*Dks* | 6300<br>3800 | | | | | 1921 | J.C.TecklenborgA.G.<br>Geestemünde | DeutscheDmpfsfahrts.Ges.Hansa | 431·3\|56·4\|32·8<br>P79'B135'F55' | Bremen<br>German<br>*WB* | T.3Cy.29⅛",47¼"&76⅜"-51 3/16"<br>418NHP<br>J.C.Tecklenborg,A.G.Gst. | | |
| 39953<br>146432 | **Westerdale**<br>*Elec.light* *Well deck*<br>*Mchy.Aft* | SteelSc<br>1*Dk*(*Stl*) | ~~800~~ 850<br>601<br>~~330~~<br>410 | ✠100A1<br>1,22<br>~~(*ClassContemplated*)~~ | Shl<br>✠LMC1,22 | *k* | | 1921<br>1922<br>1mo<br>*Lloyd's A&CP* | JPRennoldson&Sons,Ld.<br>S.Shields | YorkshireDaleS.S.Co.Ld.(E.E.Atkinson&Prickett *Mgrs.*) | 195·0\|~~30·7\|14·5~~<br>~~RQD124~~'B11'F25'<br>Q124' \|31·0\|12·5<br>FK<br>*CellDB*118'206*tFP* | Hull<br>British<br>3*BHCem*<br>*T*68*tAPT*39*t* | T.3Cy.16",27"&44"-30" (*s*)<br>~~180lb~~ *100lb* 98RHP<br>1SB,*3cf*,GS60HS2022<br>J.P.Rennoldson&Sons,Ld | 14 ″ 6<br>s 4 ″ 1<br>13 ″ 8 | |
| 39954 | **Wotan**<br>(*ex*Tyr)<br>Wireless | SteelSc<br>1*Dk*&*ptAwng dk*2*trB* | 2225<br>1646<br>1417 | | | | | 1895 | J.Blumer&Co.<br>Sunderland | EmilR.Retzlaff | 284·8\|40·0\|17·6<br>Q139*t*H70*t*F371*t*<br>*ptAwng dk*173' | Stettin<br>German<br>*WB* | T.3Cy.21",34"&57½"-39"<br>226NHP<br>G.Clark,Ld.Sunderland | 20 ″ 0 | N |
| 39955<br>220767<br>MBSR | **Wright**<br>*Elec.light* | SteelSc<br>*Fitted for oil fuel*<br>2*Dks*&*Shelter dk* | 7995<br>—<br>4846 | | | *r* | | 1920 | AmericanInt.S.B.Corp.<br>HogIslnd,Pa. | UnitedStatesShippingBoard | 436·9\|58·2\|26·4<br>P90'B135'F81' | HogIsland<br>Utd.States<br>*WB* | Steam Turbine | | R |
| 39956<br>140523<br>JQKG | **Whitgift**<br>*Mchy.Aft* | SteelSc<br>(*ex*MadameLundi,*ex*Lillena)<br>1*Dk* | 287<br>203<br>104 | *For full particulars See No. 39958 below* | | | | 1917 | ArdrossanDD&SBCoLd<br>Ardrossan | ChannelS.S.Co.Ld.(J.B.Bennett, *Mgr.*) | 120·1\|23·6\|10·3<br>Q46'B9'F20' | London<br>British<br>*WB* | C.2Cy.15½"&33"-24"<br>64RHP<br>ShieldsEng.Co.Ld S.Shl. | | |
| 39957<br>221515<br>MDHP | **Wellfleet**<br>*Elec.light* | SteelSc<br>(*Tug*)<br>1*Dk*2*trB* | 430<br>202 | | | | | 1921 | StatenIslandSB.Co.<br>MarinersHarbor.N.Y. | StaplesTransportationCo. | 136·5\|27·0\|16·5 | Fall River, Mass.<br>Utd.States<br>*WB* | T.3Cy.16",25"&42"-30"<br>97NHP<br>StatenIslandS.B.Co. PortRichmond,S.I. | | |
| 39958<br>140523<br>JQKG | **Whitgift**<br>(*ex*MadameLundi,<br>*ex*Lillena)<br>*Mchy.Aft* *Well deck* | SteelSc<br>*ss*Goo.No.1-22<br>1*Dk*(*ptStl*) | 287<br>203<br>104 | 100A1<br>1,22 | Goo<br>LMC1,22 | *d* | CL<br>1,22 | 1917<br>*Lloyd's A&CP* | ArdrossanDD&SBCoLd<br>Ardrossan | ChannelS.S.Co.Ld.(J.B.Bennett, *Mgr.*) | 120·1\|23·6\|10·3<br>Q46'B9'F20'<br>BK8"<br>*FPT*41*t* | London<br>British<br>3*BHCem*<br>*APT*16*t* | C.2Cy.15½"&33"-24" (*s*)<br>140lb 64RHP<br>1SB,*2pf*,GS38,HS1209<br>ShieldsEng.Co.Ld.S.Shl. | 11 ″ 1<br>s ″ 7<br>11 ″ 3 | |
| 39959<br>109740<br>TWNB | **William Prichard**<br>(*SeeSailingShipRegisterSupplement*) | WoodAuxSc<br>1*Dk* *OilEng.* 3MstSr | 172<br>170<br>92 | | | | | 1903 | D.Jones<br>Portmadoc | J.Tyrrell | 102·2\|23·7\|12·4 | Carnarvon<br>British | Oil Engines<br>4Cy.12½"-8" 34NHP<br>Houmoller Bros.Frederickshaven *E made*19*fitted*22 | | |
| 39960 | **Woglinde**<br>(*ex*SanGiulio,<br>*ex*Nic[illegible]<br>Belozwetow,*ex*<br>Regnant) | SteelSc<br>*ss*Nag.2ndNo.3-11,16<br>1*Dk*(*Stl*)&*Web frames*<br>&*pt Awng dk*(*Stl*) | *1943*<br>*1383*<br>*1245* | ✠~~100A1~~<br>*pt Awng dk withfreeboard*<br>5,22 ~~11,19~~<br>~~BS6,19~~ | Cff<br>~~✠LMC11,16~~ | *r* | CL<br>11,19 | 1891<br>8mo | SunderlndS.B.Co.Ld.<br>Sunderland<br>A&CP | EmilR.Retzlaff | 265·2\|38·2\|17·2<br>P23'Q84'<br>*pt Awng dk*158' FK<br>*Cell DB*218'390*t* | Stettin<br>German<br>6*BHCem*<br>*APT*49*t* | T.3Cy.21",34"&56"-36" (*s*)<br>160lb ND304 192NHP<br>2SB,*6cf*,GS90,HS2928<br>N.E MarineEng.CoLdNwc | 19 ″ 6<br>s 7 ″ 9<br>19 ″ 1 | |
| 39961<br>210720<br>LCQJ | **W. L. Connelly**<br>(*ex*White Hardcastle,<br>*ex*L.V.Stoddard)<br>*Mchy.Aft* *Elec.light* Wireless<br>*Cantilever framed Topside tanks* | SteelSc<br>*ss*N.Os.No.2-21<br>1*Dk*(*Stl*) | 3099<br>2716<br>2365 | ✠100A1<br>7,21<br>BS2,22<br>*CarryingPetroleum in bulk*<br>*Fitted for oil fuel* 10,16 *F.P.above* 150° F. | NOs<br>✠LMC7,21 | *t* | CL<br>7,21 | 1912<br>11mo | ToledoS.B.Co.<br>Toledo,Ohio<br>A&CP | SinclairNavigationCo. | 304·0\|44·2\|24·7<br>P76'B19'F24'<br>len16 FK<br>*Cell DBuE&B*46'95*t f* 218' | NewYork<br>Utd.States<br>10*BHCem* | T.3Cy.21",34½"&57"-42" (*s*)<br>175lb 275NHP<br>2SB,*4cf*,GS86,HS3954 FD<br>ToledoS.B.Co.Toledo,Ohio<br>658*t Topside tanks*200'546*t* | 27 ″ 6 | |
| 39962<br>143[illegible]40 | **Waverley**<br>(*ex*Jame Connor) | SteelScK<br>(*Fishing*)<br>1*Dk* | 277<br>246<br>109 | | | | | 1917 | W.Harkess&Sons.Ld.<br>Middlesbro' | ~~TheAdmiralty~~<br>J Samuel White&Co Ld | 125·4\|23·5\|12·8 | British | T.3Cy.12½",21"&35"-26"<br>87NHP<br>Bellis &Morcom,Ld.Birm. | | C |
| 39963<br>143816 | **Wear**<br>(*ex*JohnBomkworth) | SteelScK<br>*ss*Cws.No.1-22<br>1*Dk*(*Stl*) | 290<br>249<br>127 | ✠100A1<br>*StmTrawler*<br>5,22 ~~7,18~~ | Hul<br>Cws<br>✠LMC~~7,18~~ 5,22 | | CL<br>5,22 | 1918<br>7mo<br>*Lloyd's A&CP* | Cook, Welton&Gemmell Ld. Beverley | ~~TheAdmiralty~~<br>J Samuel White&Co. Ld | 125·5\|23·5\|12·7<br>Q72'F21'<br>BK7½" | London<br>British<br>3*BHCem* | T.3Cy.12½",21"&35"-26" (*s*)<br>180lb 87NHP<br>1SB,*3pf*,GS49,HS1590<br>Amos&Smith,Ld. Hull | 13 ″ 6 | |
| 39964 | **Wyandotte** | SteelSc<br>1*Dk*(*Stl*) | 65<br>55<br>10 | ✠100A1<br>*For towing purposes*<br>1,22<br>~~(*ClassContemplated*)~~ | Wvn<br>✠LMC1,22 | | | 1921<br>3mo<br>*Lloyd's A&CP* | RowhedgeI.Wks.Co.Ld.<br>Rowhedge | TheAdmiralty | 75·0\|15·1\|6·8<br>FK | London<br>British<br>4*BHCem* | C.2Cy.10½"&24"-18" (*s*)<br>130lb 32NHP<br>1SB,*2pf*,GS24,HS658<br>J.&T.Hosking,Ld.London | | |
| * 39965 | **William Barendsz**<br>*Elec.light*<br>Wireless | SteelSc<br>1*Dk* | 516<br>444<br>63 | ✠100A1<br>*For towing purposes*<br>5,22 ~~11,21~~ | Rot<br>✠LMC11,21 | | CL | 1921<br>11mo<br>A&CP | Jonker&Stans<br>HendrikIdoAmbacht | BureauWijsmuller | 150·4\|29·0\|14·0<br>RFD70'B41'F11'<br>BK7¼"<br>*DTf*17'44*t* *side tanks a*15' 28*t* | TheHague<br>Dutch<br>4*BHCem*<br>*APT*33*t* | T.3Cy.16",37½"&45½"-29½"<br>199lb (*s*) 171NHP<br>2SB,*4cf*,GS90,HS3195<br>Alblasserdam.Msch.Fab. | 14 ″ 9<br>s 1 ″ 9½<br>13 ″ 11 | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired Equipment Letter. | Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships.<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. [illegible] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39966 | Wm. Gemmell SteelScK<br>1*Dk* | | 100A1<br>*For fishing purposes*<br>*(Class Contemplated)* | | | | 1922 | Cook,Welt'n&Gemmell Ld. Beverley | Cook,Welton& Gemmell,Ld. | 82·0 | 20·0 | 9·3 | Hull<br>British | C.2Cy.12″&24″–16″ | | |
| 39967 | W. J. Cook SteelScK<br>1*Dk* | | 100A1<br>*For fishing purposes*<br>*(Class Contemplated)* | | | | 1922 | Cook,Welt'n&Gemmell Ld. Beverley | Cook,Welton& Gemmell,Ld. | 82·0 | 20·0 | 9·3 | Hull<br>British | C.2Cy.12″&24″–16″ | | |
| * 39968<br>1322[illegible]<br>HTMP | Worsley SteelScK<br>(*ex*MichaelAngelo) *ss*Gms.No.2–20<br>1*Dk* | 285<br>250<br>114 | ✠100A1<br>*StmTrawler*<br>11,20<br>BS8.20 | Gms<br>✠LMC<br>MS7,19 | | CL<br>6,19 | 1911<br>9mo<br>*Lloyd's* | Cochrane &Sons Selby<br>*A&CP* | ShaftesburySteam FishingCo.Ld. (J. E.Rushworth, *Mgr.*) | 133·5<br>Q73′F20′ | 23·0 | 12·0<br>BK7½″ | Grimsby<br>British<br>4*BHCem* | T.3Cy.12¾″,22″&36″–24″ (*s*)<br>200lb 75RHP<br>1SB,2*pf*,GS36,HS1180<br>C.D.Holmes&Co.Ld.Hull | 12 ″ 9 | |
| 39969 | Wiegand SteelSc<br>*Elec.light* 2*Dks* | 4600<br>2000 | | | | | 1922 | Frd.Krupp Akt.Ges. Kiel | RolandLinieA.G. | 392·0 | 54·0 | 23·0 | Bremen<br>German<br>*WB* | T.3Cy.28½″,47″&75¾″–51″<br>410NHP<br>Frd.KruppA.G.Kiel | | |
| 39970<br>144467<br>KFGJ | Winmark SteelSc<br>(*ex*JohnHarrison,*ex*Paraskevi, *ex*Geervliet,*ex*Millingen) 1*Dk*<br>*Mchy.Aft* | 347<br>261<br>213 | | | | | 1918 | NVv.dKuy &v.d.Ree's Schpsw. Rotterdam | WinmarkS.S.Co. (S.A.Bryan) | 133·0<br>Q59′B9′F15′ | 23·2 | 10·7 | London<br>British | T.3Cy.10″,16″&27″–20″<br>32NHP<br>NV.v.dKuy&v.dRee'sMch | | |
| 39971 | Western World SteelTwinSc<br>(*ex*NutmegState) *Fitted for oil fuel*<br>*Elec.light* 4*Dks*<br>*Cruiser Stern* *Longitudinal framing* | 13400 | | | | | 1921 | Bethlehem S.B.Corp.Ld. Sparrow's Point,Md. | UnitedStates ShippingBoard | 518·0<br>B229′ | 72·0 | 41·0 | Baltimore<br>Utd.States<br>*WB* | 4 Steam Turbines geared to 2 Sc. Shafts<br>BethlehemS.B.Corp.Ld. Quincy,Mass. | | |
| * 39972<br>145179<br>KHVP | Wild Rose SteelSc<br>(*ex*Monkstone) 1*Dk*(*Stl*)<br>*Well deck* *Elec.light*<br>*Mchy.Aft* | 873<br>592<br>431 | ✠100A1<br>4,21 | Bid<br>✠LMC4,21 | *k* | CL | 1921<br>4mo<br>*Lloyd's* | HansenSB. &S.R.Co.Ld. Bideford<br>*A&CP* | R.Hughes&Co.<br>*Cell DB f*126′ 239*t* *F.W. tank in Break* 7′14*tFPT*53*tAPT*30*t* | 190·0<br>Q120′B*on*Q14′F26′ | 30·1 | 12·5<br>FK | Liverpool<br>British<br>3*BHCem* | T.3Cy.15″,25″&41″–27″ (*s*)<br>180lb 51RHP<br>2SB,4*cf*,GS60,HS1824<br>LythamSB&ECoLdLytham | 14 ″ 6<br>s4 ″ 9<br>14 ″ 0 | |
| 39973 | Walter Hölken SteelSc<br>(*DAMAGED BY FIRE, 4,19—NOW SAILING*) *ss*Kob.No.3–12,10<br>(*ex*ShimpoMaru, *ex*Japan) *ss*Yka.No.1–14<br>*Elec.light* 2*Dks*(*Stl–Uws*)&*deep framing*3*Dk rule* | 4392<br>4055<br>2765 | ✠<br>9,18<br>✠ | Msl | *y* | | 1893<br>9mo | Caird&Co. Ld. Greenock | Schröder,Hölker &Fischer<br>*CellDB*314′774*tFPT* 61*tAPT* 50*t* | 397·2<br>P46′B131′F59′ | 45·2 | 28·0<br>BK9″ | Hamburg<br>German<br>7*BHCem* | T.3Cy.28″,46″&77″–54″<br>439NHP<br>2DB,12*rf*,GS231,HS6478<br>Caird&Co.Ld.Greenock | 31 ″ 0 | |
| 39974 | Wiedau SteelSc<br>*Elec.light* 1*Dk* | 900 | | | | | 1922 | H.C. StülckerSohn Hamburg | Bugsier.Reederi.& BergungsA.G. | 220·0<br>Q69 B49′F26′ | 32·2 | 12·2 | Hamburg<br>German<br>*WB* | T3Cy.17¾″,29⅛″&46 1/16″–31½″<br>119NHP<br>H.C.StülckerSohn Ham. | | |
| * 39975<br>145486<br>KLVS | Wynding SteelSc<br>*Mchy.Aft* *Well deck* 1*Dk*(*Stl*) | 1149<br>866<br>666 | ✠100A1<br>4,22 | Ams<br>✠LMC4,22 | *n* | | 1922<br>1mo<br>*Lloyd's* | Verschure &Co. Amsterdam<br>*A&CP* | W.A.Souter&Co. Ld.<br>*CellDBu* B19′*f*156′397*tFPT* 88*tAPT*48*t* | 231·0<br>Q138′B131′F23′ | 34·2 | 13·2<br>FK | Newcastle<br>British<br>4*BHCem* | T.3Cy.15½″,25½″&41″–36″<br>180lb *100lb* (*s*) 120NHP<br>1SB,3*cf*,GS69,HS2010<br>Verschure&Co.Amsterdam | 16 ″ 0<br>s4 ″ 11<br>14 ″ 10 | |
| 39976<br>[illegible]3050<br>[illegible]GN | Western Coast SteelSc<br>(*ex*Limoges,*ex*WarLeven)<br>*Elec.light* Wireless 1*Dk* | 1390<br>1100<br>552 | | | | | 1919 | CaledonS. B.&E.Co.Ld. Dundee | CoastLinesLd. | 270·6 | 38·1 | 16·2 | Liverpool<br>British<br>*WB* | T.3Cy.21″,34″&56″–39″<br>196NHP<br>CaledonSB.&E.Co.Ld. | | |
| 39977<br>133007<br>HVFK | Welsh Prince SteelSc<br>*ss*Nwc.No.2–20<br>(*ex*Glenspean) 2*Dks*(*Stl*)<br>*Elec.light* Wireless<br>*Carrying oil fuel F.P.above* 150°F.*in DB* | 5221<br>4962<br>3322 | ✠100A1<br>3,22<br>BS11,21 | NYk<br>✠LMC9,20 | *z* | CL<br>9,20 | 1912<br>1mo<br>*Lloyd's* | C.Connell &Co.Ld. Glasgow<br>*A&CP* | RioCapeLine,Ld. (Furness,Withy &Co.Ld.,*Mgrs.*)<br>*CellDBa* 117′*uE&B*48′<br>*f*199′1143*tDTa*30′ 865*tAPT*40*t* | 410·2<br>P35′B129 F44′ | 52·3 | 28·6<br>FK | Newcastle<br>British<br>6*BHCem only*<br>(5*BH to Udk*<br>1 ,, ,, 2*nd* ,,) | T.3Cy.26½″,44″&73″–51″ (*s*)<br>200lb *100lb* 536NHP<br>3SB,9*cf*,GS157,HS7680 FD<br>Dunsmuir&Jackson,LdGls | 31 ″ 2<br>s6 ″ 0½<br>25 ″ 6 | |
| 39978 | Watershed SteelSc | 96<br>95<br>41 | 100A1<br>*For fishing purposes*<br>*(Class Contemplated)* | | | | 1918 | A.Hall& Co.Ld. Aberdeen | Baker&Green | 86·2 | 18·6 | 9·2 | British | T.3Cy.9½″,15½″&26″–18″ | | |
| 39979 | Wahehe SteelSc<br>*Elec.light* 2*Dks* | | | | | | 1922 | Reiherst'g Schiffsw. Hamburg | WoermannLinie, A.G. | 361·5<br>P&B233′F49′ | 50·2 | 24·0 | Hamburg<br>German<br>*WB* | Q.4Cy.21⅘″,32 3/10″,47″&69″–49⅘″<br>336NHP<br>Reiherst.Maschinenf.Ham | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc.<br>Visites Périodiques. Nombres des Ponts | *Ex-nom, s'il y a lieu.* | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau corres-pondant.<br>pds. pc. | Registres ou cote, si ce n'est dans le L. R. Durée, Cert. B. of Trade. |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7a | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book. | Steamer's Name. | Material, Rig, &c. | Regist'd Tonnage | Particulars of Classification. | | | | Built. | | Owners. | Regist'd Dimensions Deck Erections, &c. | | | Port of Registry. | Engines. | Moulded depth. | Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
| Official No. | Late Name if any. | | Gross. | Character. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Date when last made last 1921. | When. — Ship. — Engines | By Whom. — Where. | | Length. | Breadth. | Depth. | | No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | Freeboard amidships | |
| Code Letters. | Special Surveys. | No. of Decks, &c. | Under deck. — Net. | ✠ for Special Survey. Date of last Survey. | | | | | | | | | | Flag. | | Corresponding draught. ft. in. | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7* | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre. | Nom du Navire. | Matériaux. Gréement etc. | Tonnage Officiel. | Détails de la Classification. | | | Date de la dernière visite de l'arbre porte-hélice. | Construit. | | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. | | | Port d'Armement. | Machines. | Creux sur Quille | Registres où coté, si ce n'est dans le L. R. Durée Cert. B of Trade. |
| Numero Officiel. | | Ex-nom, s'il y a lieu. | Total. — Sous le Pont. — Net. | Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | | Quand. — Navire. — Mach. | Par qui. — Où. | | Longueur. | Largeur. | Creux. | Pavillon. | No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc. | |
| Signaux | Visites Périodiques. | Nombres des Ponts. | | | | | | | | | | | | | | | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 7a<br>Date when tail shaft last seen. | 8<br>Built.<br>When | 9<br>By Whom<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>Corresponding draught.<br>ft. in. | 15<br>Registers in which classed, if not in L.R. Date of B. of Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 40076 | Yngaren SteelSc<br>OilEng.<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Wireless | 5224<br>4713<br>3434 | ✠100A1<br>Shelter dk<br>withfreeboard<br>1,22 ~~6,21~~<br>✠LMC6,21 | Sld<br>Syd | a† | | 1921<br>3mo | W.Doxford<br>&Sons,Ld.<br>Sunderland<br>Lloyd's A&CP | Rederiaktb.<br>Transatlantic<br>(G.Carlsson, Mgr.)<br>CellDB364'1299t | 420·0\|54·0\|25·0<br>F41' on Shelter dk<br>FK<br>FPT105t APT127t | Gothenbrg<br>Swedish<br>ptCem<br>Collision BH to S dk<br>6 „ „ U „ | Oil Engines 2S.C.SA<br>4Cy.22$\frac{13}{16}$"-91$\frac{1}{4}$" 498NHP<br>DB-100lb<br>W.Doxford&Sons,Ld.Sld. | 29 „ 0<br>s3 „ 10½<br>25 „ 6 | |
| 40077 | Ysseldijk SteelSc<br>Wireless<br>Elec.light 1Dk(Stl)&Shelterdk(Stl) | ~~3770~~<br>3771<br>3403<br>~~2230~~<br>2279 | ✠ 100A1<br>Shelter dk with freeboard<br>2,21 ~~8,21~~<br>~~(ClassContemplated)~~<br>✠LMC8,21 | Schiedam<br>Npt | w | CL | 1921<br>8mo | A.F.<br>Smulders<br>Schiedam<br>Lloyd's AP | N.V.Solleveld,van derMeer&T.H. vanHattum's Stoomv.Maats. | ~~359·2\|50·0\|24·5~~<br>359·4\|50·3\|22·0<br>FK<br>Collision BH to Shelter dk<br>CellDB310'933t FPT81t APT116t | Rottrdam<br>Dutch<br>Cem<br>5BHtoUdk | T.3Cy.25",41"&67"-~~45¼~~45"<br>180lb (s) 342NHP<br>3SB,9cf,GS168,HS5418<br>A.F.Smulders,Schiedam | 24 „ 6<br>s2 „ 6<br>22 „ 5 | |
| * 40078<br>~~[illegible]~~<br>~~[illegible]~~ | Zion SteelSc<br>(exHaimMazza,exMinoru)<br>Elec.light 2Dks(StlUpt-ws)<br>*Now named "HaimMazza," See No. 37745 in Supplement* | 1399<br>1346<br>873 | ✠ A1<br>withfreeboard<br>5,21<br>✠LMC8,19<br>the Black Sea & Mediterranean East of Marseilles | Sou | | CL | 1919<br>8mo | Swan,Hunter&Wigham<br>Richardson,<br>Ld Newcastle<br>Lloyd's A&CP | ~~ZionNationalStm. Nav.Co.Ld.~~<br>M.Mazza<br>CellDBuB10'f10' | 258·0\|34·8\|23·7<br>FK<br>21tDTf14'36t FPT | ~~S'thamptn~~<br>~~British~~<br>8BHptCem<br>36t APT22t | T4Cy.20½",33"&(2)37"-30"<br>180lb (s) 207NHP<br>1SB,4cf,GS78,HS3036 FD<br>Swan,Hunter&Wigham-Richardson,Ld.Nwc. | 24 „ 6<br>s10 „ 9<br>14 „ 1 | |
| 40079 | Yogen Maru SteelSc<br>Elec.light | 7150<br>6111<br>5183 | 100A1<br>Shelter dk<br>(ClassContemplated) | | | | 1921 | OsakaIron<br>Works,Ld.<br>Osaka | | 415·0\|55·5\|24·6<br>P32'B148'F45' | Japanese | T.3Cy.27",45"&75"-51"<br>OsakaIronWorksLdOsaka | | |
| 40080<br>144723<br>KJVC | York City SteelSc<br>Elec.light Wireless 2Dks | 6397<br>6055<br>4054 | | | | | ~~1921~~<br>1922 | JLThompson&Sons,Ld<br>Sunderland | St.JustS.S.Co.Ld.<br>(SirW.R.Smith&Sons, Mgrs.) | 411·8\|55·0\|33·6<br>F36' | Bideford<br>British<br>WB | T.3Cy.28",46"&75"-51"<br>402NHP<br>Blair&Co.Ld.Stockton | | |
| 40081 | Zara SteelSc<br>(exMountSnowdon, exOlkas,exIoannis Th.Sifneo, exVera,exAshdown)<br>ssNpt.2ndNo.3-9,16<br>1Dk(ptStlptIrn)& Webframes&ptAwng dk(Irn)<br>Wireless | 2891<br>2202<br>1845 | ✠~~100A1~~<br>ptAwng dk<br>withfreeboard<br>12,21 ~~12,19~~<br>~~MS12,19~~<br>✠~~LMC BS7,20~~ | Sws | t | CL<br>12,19 | 1892<br>2mo | C.S.Swan&<br>Hunter<br>Newcastle<br>A&CP | R.Brughera | 312·0\|41·0\|20·5<br>P24'Q94'B126'F36'<br>RFD32'<br>FK<br>Cell | Genoa<br>Italian<br>6BHCem<br>DB264'640t | T.3Cy23",37½"&62"-39" (s)<br>160lb 90lb NDB00 235NHP<br>2SB,6cf,GS99,HS3520<br>Blair&Co.Ld.Stockton | 23 „ 1<br>s8 „ 5<br>22 „ 6 | |
| 40082<br>OWHG | ~~Yanville~~Yainville SteelSc<br>(exOrient)<br>ssLth.No.2-19<br>Well dk Mchy.Aft 1Dk(Stl)<br>Elec.light Cargo battens not fitted | 1474<br>1123<br>848 | ✠100A1<br>11,21 ~~11,20~~<br>BS~~5,20~~5,21<br>✠LMC2,19 | Gmb<br>Mdb | o | CL<br>~~11,20~~<br>10,21 | 1910<br>7mo | J.Crown&<br>Sons,Ld.<br>Sunderland<br>Lloyd's A&CP | Worms&Co.<br>Cell DB uE23'f165' | 239·3\|36·0\|15·6<br>Q131'B13'F24'<br>FK<br>386t MT8' 122t FPT | Havre<br>French<br>5BHCem<br>100t APT32t | T.3Cy.19",31"&51"-36" (s)<br>180lb 186NHP<br>2SB,4cf,GS68,HS3092<br>N.E.MarineEng.Co.Ld.Sld | 17 „ 9<br>s1 „ 8½<br>16 „ 4 | |
| 40083<br>132265<br>JVBK | Yendis SteelScK<br>1Dk | 132<br>111<br>65 | | | | | 1911 | J.Scarr&<br>Son<br>Howden | H.Leetham&Sons, Ld. | 99·8\|18·3\|7·6 | Hull<br>British<br>WB | C.2Cy.11"&24"-18"<br>25RHP<br>Cooper&Co.Ld.Hull | | |
| 40084 | Zosma SteelSc<br>Elec.light ~~Fitted for oil fuel~~<br>Wireless CruiserStern ~~3Dks~~<br>2Dks(Stl)&Shelterdk | 8429<br>8024<br>5335 | ✠100A1<br>Shelterdkwithfreeboard<br>5,22<br>✠LMC5,22<br>Fitted for oil fuel 5,22 F.P. above 150°F. | Rot | c† | CL | ~~1921~~<br>1922<br>4mo | NewWaterwayS.B.Co<br>Schiedam<br>Lloyd's A&CP | VanNievelt<br>Goudriaan&Co's<br>Stoomv.Maats.<br>CellDB369'1379t DTa33'665t | ~~750·5~~<br>450·5\|60·3\|36·9<br>FK<br>FPT160t APT163t | Rottrdam<br>Dutch<br>ptCem<br>3BHtoSh.dk<br>4 „ „ Upr „<br>~~WL~~ | 2Stm.Turbines geared to 1 Sc.shaft 180lb (s) 924NHP<br>4SB,16cf,GS322,HS13600 FD<br>BritishThompson-Houston Co.Ld,Rugby | 39 „ 6<br>s9 „ 10½<br>30 „ 1 | |
| 40085 | Ymir SteelSc<br>(exSanday, exPretoria)<br>ssBry.No.3-1,13<br>ssCffNo.1-18<br>Wireless 2Dks(1Stl&UptIrn&ptStl) &deep framing | 3700<br>3489<br>2409 | ✠~~100A1~~<br>3,22 ~~4,20~~<br>~~MBS2,20~~<br>✠~~LMC11,18~~ | Nwc | w | 4,20 | 1900<br>8mo | JLThompson&Sons,Ld.<br>Sunderland<br>A&CP | EmilR.Retzlaff<br>CellDBa116'uE24'f160'802t | 381·3\|45·9\|25·6<br>P29'B102'F31'<br>FK | Stettin<br>German<br>6BHCem<br>APT181t | T.3Cy.24",40½"&68"-45" (s)<br>180lb 180lb NDB16 336NHP<br>2SB,8pf,GS155,HS5183<br>G.Clark,Ld.Sunderland | 28 „ 5<br>s5 „ 7½<br>23 „ 3 | |
| 40086<br>219626<br>EVQM | Yukon SteelSc<br>(exMehanno)<br>Elec.light 1Dk(Stl)&Shelter dk(Stl)<br>Ref.Mchy. &Web frames<br>Sub.Sig. Longitudinal framing<br>Wireless | 5970<br>5535<br>4365 | ✠100A1<br>Shelter dk<br>withfreeboard<br>10,20<br>Fitted for oil fuel 3,20 F.P. above 150° F. | NYk | .. | CL | 1919<br>12mo | MooreS.B.<br>Co.<br>Oakland,Cal.<br>A&CP | UnitedStates Government(Navy Dept.)<br>CellDB348'<br>1351t MT30'554t | 402·5\|53·0\|32·0<br>P34'F39' on Shelter dk<br>FK<br>FPT73t APT48t | S.Frncisco<br>Utd.States<br>ptCem<br>4BHtoSh dk<br>3 „ „ Up dk | 2 Steam Turbines geared to 1 screw shaft (s)<br>210lb 637NHP<br>3SB,9cf,HS8743 FD<br>MidWestEngineCo<br>Indianapolis | 34 „ 6<br>s8 „ 5<br>26 „ 6 | |
| 40087<br>RCBK | Zoppot SteelScK<br>(Trawler)<br>Elec.light 1Dk | 221<br>—<br>83 | | | | | 1920 | Danziger<br>Schfw&Msch<br>Danzig | Hamburgische<br>Hochseefischerei<br>A.G. | 127·3\|22·6\|9·1 | Hamburg<br>German | T.3Cy.12$\frac{3}{5}$",20$\frac{3}{5}$"&32$\frac{3}{10}$"-22$\frac{4}{5}$"<br>49NHP<br>DanzigerSchffsw.&Mschb. | | |
| 40088<br>144573<br>KLHB | Zencon SteelScK<br>(exGeorgeCorten) ssWvn.No.3-12,20<br>Elec.light 1Dk | 277<br>246<br>107 | 100A1<br>StmTrawler<br>12,21<br>LMC1,21 | Bgs | | CL<br>1,21 | 1919 | Cox&Co.<br>(Engineers)<br>Ld. Falmouth<br>Lloyd's A&CP | KingstonSteam<br>TrawlingCo.Ld. | 125·4\|23·5\|12·6<br>Q72'F17'<br>BK7½" | London<br>British<br>2BHCem | T.3Cy.12½",21"&35"-26" (s)<br>180lb 87RHP<br>1SB,3pf,GS50,HS1619<br>Cox&Co.(Engineers)Ld. | | |
| 40089 | Zaanstroom VII. SteelScK<br>(Trawler)<br>1Dk | 356<br>—<br>119 | | | | | 1920 | Arnhem-<br>scheStoom-<br>sleephelling<br>Mij Arnhem | N.V.Scheepsexploitatie My Zaanland<br>(S.Yff&P.D.J.Dil, Mgr.) | 150·0\|24·0\|14·0 | Dutch<br>WB | T.3Cy.14½",24"&29"-26"<br>ArnhemscheStooms.Mij | | |
| 40090 | Zeemeeuw SteelAuxScSr<br>Motor<br>Mchy.Aft 1Dk<br>(SeeSailingShipRegisterSupplement) | 135<br>119<br>109 | | | | | 1921 | Germania<br>Werff<br>Kiel | J.Kuipers | 97·9\|22·2\|7·3 | Groningen<br>Dutch<br>WB | Motor<br>2Cy.8$\frac{5}{16}$"-10" 10NHP | | |
| 40091<br>JWKH | Xaquin SteelSc<br>1Dk2trB | 506<br>424<br>318 | | | | | 1920 | Astilleros<br>Riera<br>Gijon | Armadores vapor<br>Xaquin | 148·3\|24·1\|14·2 | Gijon<br>Spanish<br>WB | T.3Cy.10½",17"&27"-20$\frac{1}{8}$"<br>32NHP<br>M.Bori,Barcelona | | |
| 40092 | Yara SteelTwinSc<br>(Lighter) OilEng.<br>Mchy.Aft 1Dk | 287<br>—<br>232 | | | | | 1921 | Ver.Elbe&<br>Nordseewerft<br>Hamburg | A/S Svenska<br>Tabaksmonopolet | 138·9\|15·2\|9·0 | Gothenbrg<br>Swedish | Oil Engines<br>4Cy.<br>Aabenrda | | |
| 40093<br>144386 | Yolanda SteelScK<br>(exPatrickDivine) 1Dk(Stl-ws) | 202<br>199<br>77 | ✠100A1<br>StmTrawler<br>8,21<br>✠LMC2,20 | Bgs | | 8,21 | 1920<br>2mo | RennieForresttS.B.<br>E.&DDCo.Ld<br>Wivenhoe<br>Lloyd's A&CP | ConsolidatedStm.<br>Fishing&IceCo.<br>(Gms.) (J.D.<br>Marsden, Mgr.) | 115·4\|22·1\|12·1<br>BK7½" | Grimsby<br>British<br>3BHCem<br>DBf29'15t | T.3Cy.12",20"&34"-23" (s)<br>180lb 75NHP<br>1SB,3pf,GS42,HS1347<br>AGMumford&Co.Colchstr | 13 „ 0 | |
| 40094 | Yoshino Maru SteelTwinSc<br>(exKleist) 4Dks<br>Elec.light Sub.Sig. Wireless | 8959<br>7465<br>5127 | Lon. 11,20<br>(See footnote*) | | | | 1906 | F.Schichau<br>Danzig | Govt.of Japan<br>(NipponYusen<br>KabushikiKaisha,<br>Mgrs.) | 463·3\|57·7\|35·8<br>P88'B196'F91' | Japanese<br>WB | Q.8Cy.24$\frac{3}{5}$",36[illegible]",55$\frac{9}{10}$"&75[illegible]"<br>-53" 820NHP<br>F.Schichau,Danzig | 39 „ 0<br>s10 „ 9<br>28 „ | |

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* This vessel, which was classed in another Register, has now been surveyed by the Surveyors to Lloyd's Register, and a Certificate for six months issued

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 7*<br>Date de la dernière visite de l'arbre porte-hélice. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machines.<br>No. & Dia. des Cylindres.—Course.<br>Pression des Chaudières.<br>NHP=Force en chevaux d'après les formules de la Société.<br>RHP=Force en chevaux d'après les papiers du navire.<br>Détails des Chaudières & Foyers.<br>Nom du Constructeur des machines. | 14<br>Creux sur Quille<br>Franc-bord au milieu du navire.<br>Tirant d'eau correspondant.<br>pds ps. | 15<br>Registres où coté, si ce n'est dans le L.R.<br>Durée, Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 40095<br>MBRV | Yser SteelSc<br>(exMinerva)<br>1Dk | 1320<br>976<br>825 | | | | | 1903 | J.C.Tecklenborg A.G.<br>Geestemünde | Cie.Nationale Belge deTransp. Mar. (Armement Deppe, *Mgrs.*) | 230·0<br>Q82'B56'F26' | 36·2 | 15·2 | Antwerp<br>Belgian<br>*WB* | T.3Cy.17",28"&45"–33"<br>116NHP<br>J.C.TecklenborgA.G.Gst. | | |
| 40096<br>145018 | Yesso SteelScK<br>ssMil.No.3–9,20<br>(exHenryFlight) 1*Dk* | 206<br>202<br>94 | 100A1<br>*StmTrawler*<br>1,22<br>LMC9,20 | Mil | | CL<br>9,20 | 1918<br>*Lloyd* | I.J.Abdela &Mitchell,Ld<br>Queensferry<br>*SA&CP* | ~~H.L.Taylor~~<br>DiamondSteam FishingCo.Ld | 115·5<br>BK7½" | 22·1 | 12·4 | Grimsby<br>British<br>3*BHCem*<br>*DBf*20'20*t* | T.3Cy.12",20"&34"–23" (*s*)<br>180lb 57RHP<br>1SB,3*pf*,GS30,HS1347<br>I.J.Abdela&Mitchell,Ld. Brunscombe | 13 ʺ 0 | |
| 40097 | Zvir SteelSc<br>(*ex*Monviso,*ex*Zvir) ssLiv.No.1–16<br>*Elec.light* *Ref.Mchy.* 1*Dk*(*Stl*)<br>Wireless | 4286<br>3303<br>2766 | ✠100A1<br>4,19<br>✠LMC5,20<br>✠Lloyd'sRMC8,21 | Gen | *w* | CL<br>4,19 | 1912<br>5mo<br>*Lloyd* | R.Thompson&Sons,Ld<br>Sunderland<br>*SA&CP* | UngaroCroata Libera<br>*CellDBa*106'u*E*25 | 352·9<br>P55'B215'F36'<br>*f*152' 866*t* *FPT*93*t* | 50·8 | 21·6<br>FK | Fiume<br>6*BHCem*<br>*APT*155*t* | T.3Cy.24½",40"&66"–45" (*s*)<br>180lb *100lb* 321NHP<br>2SB.6*cf*,GS124,HS5014<br>N.E.MarineEng.Co.Ld.Sld | 24 ʺ 0<br>s 3 ʺ 0<br>21 ʺ 4 | |

15'

16

# LLOYD'S REGISTER OF SHIPPING.

## 1921–1922.

POSTED TO:–

**1921.**

June ............... 7
— ............... —

July ............... 5
— ............... 26
— ............... —
— ............... —

August ............ 9
— ............... —
— ............... 23
— ............... —
— ............... —

September ......... 2
— ............... 15
— ............... 23
— ............... —
— ............... —

October ............ 6
— ............... 14
— ............... —
— ............... 27
— ............... —

**1921.**

November ......... 3
— ............... 10
— ............... 17
— ............... 24
— ............... —

December ......... 1
— ............... 8
— ............... 16
— ............... 30
— ............... —

**1922.**

January ............ 12
— ............... 19
— ............... 26
— ............... —
— ............... —

February ......... 2
— ............... 9
— ............... 16
— ............... 23
— ............... —

**1922.**

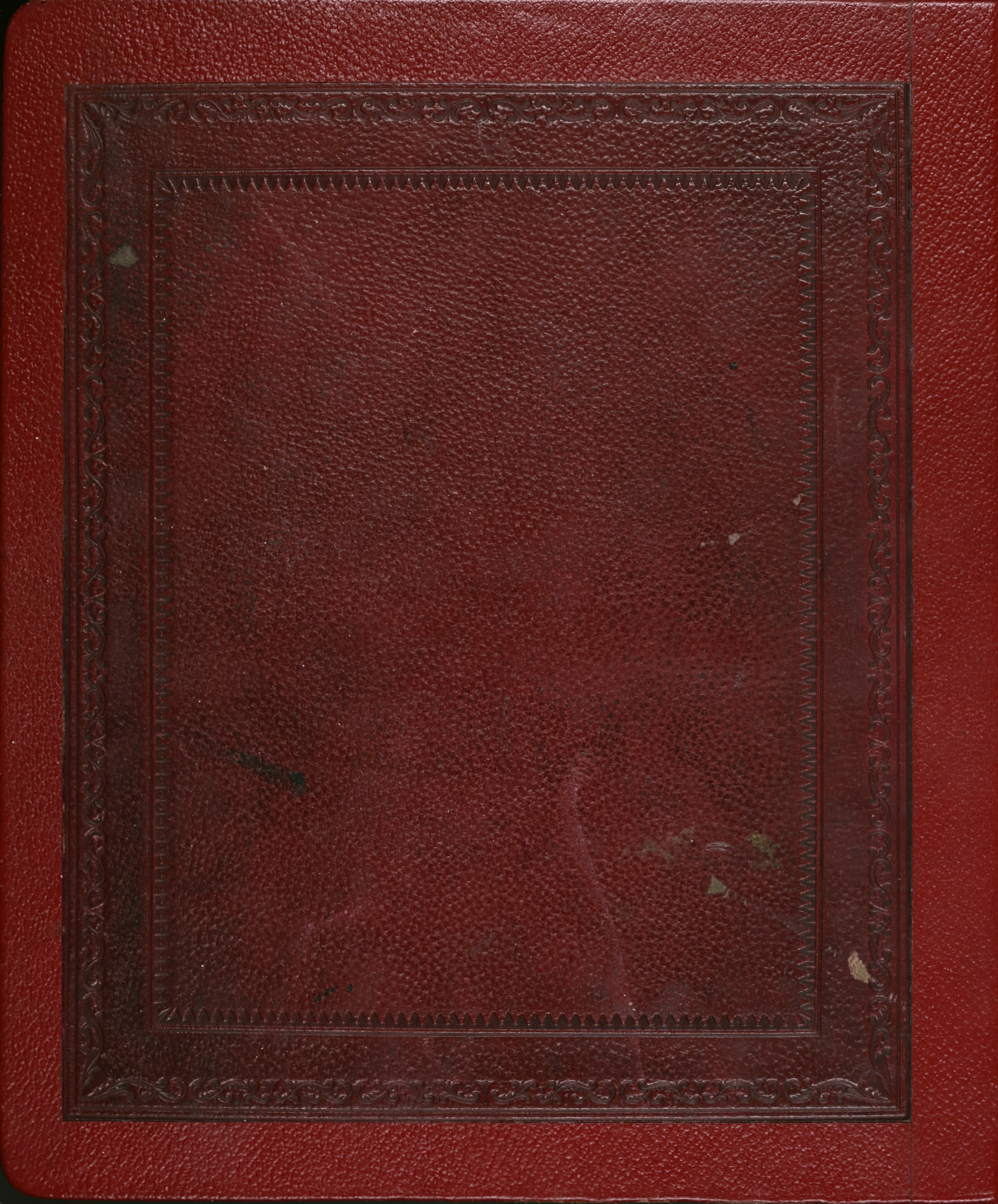
March ............... 2
— ............... 9
— ............... 16
— ............... 23
— ............... 30

April ............... 6
— ............... 11
— ............... 21
— ............... —
— ............... —

May ............... 4
— ............... 11
— ............... 18
— ............... 25
— ............... —

June ............... 1
— .............
— ...............
— ............... —
— ............... —

# TABLE giving the EQUIVALENTS of FEET and INCHES in METRES.

| Fractions of an Inch. | Metres and Fractions. | Inches. | Metres and Fractions. | Fractions of a Foot. | Metres and Fractions. | Feet. | Metres and Fractions. | Feet. | Metres and Fractions. | Feet. | Metres and Fractions. | Feet. | Metres and Fractions. | Feet. | Metres and Fractions. | Feet. | Metres and Fractions |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1/20 | 0·0013 | 35 | 0·8890 | 0·1 | 0·030 | 62 | 18·90 | 136 | 41·45 | 210 | 64·00 | 284 | 86·56 | 358 | 109·11 | 432 | 131·67 |
| 2/20 | 0·0025 | 36 | 0·9144 | 0·2 | 0·061 | 63 | 19·20 | 137 | 41·75 | 211 | 64·30 | 285 | 86·86 | 359 | 109·41 | 433 | 131·97 |
| 3/20 | 0·0038 | 37 | 0·9398 | 0·3 | 0·091 | 64 | 19·50 | 138 | 42·06 | 212 | 64·61 | 286 | 87·17 | 360 | 109·72 | 434 | 132·28 |
| 4/20 | 0·0051 | 38 | 0·9652 | 0·4 | 0·122 | 65 | 19·81 | 139 | 42·36 | 213 | 64·91 | 287 | 87·47 | 361 | 110·02 | 435 | 132·58 |
| 5/20 | 0·0063 | 39 | 0·9906 | 0·5 | 0·152 | 66 | 20·11 | 140 | 42·67 | 214 | 65·22 | 288 | 87·78 | 362 | 110·33 | 436 | 132·89 |
| 6/20 | 0·0076 | 40 | 1·016 | 0·6 | 0·183 | 67 | 20·42 | 141 | 42·97 | 215 | 65·52 | 289 | 88·08 | 363 | 110·63 | 437 | 133·19 |
| 7/20 | 0·0089 | 41 | 1·041 | 0·7 | 0·213 | 68 | 20·72 | 142 | 43·28 | 216 | 65·83 | 290 | 88·39 | 364 | 110·94 | 438 | 133·50 |
| 8/20 | 0·0102 | 42 | 1·066 | 0·8 | 0·244 | 69 | 21·03 | 143 | 43·58 | 217 | 66·13 | 291 | 88·69 | 365 | 111·24 | 439 | 133·80 |
| 9/20 | 0·0114 | 43 | 1·092 | 0·9 | 0·274 | 70 | 21·33 | 144 | 43·89 | 218 | 66·44 | 292 | 89·00 | 366 | 111·55 | 440 | 134·10 |
| 10/20 | 0·0127 | 44 | 1·117 | 1·0 | 0·305 | 71 | 21·64 | 145 | 44·19 | 219 | 66·74 | 293 | 89·30 | 367 | 111·85 | 441 | 134·41 |
| 11/20 | 0·0140 | 45 | 1·143 |  |  | 72 | 21·94 | 146 | 44·50 | 220 | 67·05 | 294 | 89·60 | 368 | 112·16 | 442 | 134·71 |
| 12/20 | 0·0152 | 46 | 1·168 | Feet. |  | 73 | 22·25 | 147 | 44·80 | 221 | 67·35 | 295 | 89·91 | 369 | 112·46 | 443 | 135·02 |
| 13/20 | 0·0165 | 47 | 1·193 |  |  | 74 | 22·55 | 148 | 45·10 | 222 | 67·66 | 296 | 90·21 | 370 | 112·77 | 444 | 135·32 |
| 14/20 | 0·0178 | 48 | 1·219 | 1 | 0·305 | 75 | 22·86 | 149 | 45·41 | 223 | 67·96 | 297 | 90·52 | 371 | 113·07 | 445 | 135·63 |
| 15/20 | 0·0190 | 49 | 1·244 | 2 | 0·610 | 76 | 23·16 | 150 | 45·71 | 224 | 68·27 | 298 | 90·82 | 372 | 113·38 | 446 | 135·93 |
| 16/20 | 0·0203 | 50 | 1·270 | 3 | 0·914 | 77 | 23·47 | 151 | 46·02 | 225 | 68·57 | 299 | 91·13 | 373 | 113·68 | 447 | 136·24 |
| 17/20 | 0·0216 | 51 | 1·295 | 4 | 1·219 | 78 | 23·77 | 152 | 46·32 | 226 | 68·88 | 300 | 91·43 | 374 | 113·99 | 448 | 136·54 |
| 18/20 | 0·0229 | 52 | 1·320 | 5 | 1·524 | 79 | 24·08 | 153 | 46·63 | 227 | 69·18 | 301 | 91·74 | 375 | 114·29 | 449 | 136·85 |
| 19/20 | 0·0241 | 53 | 1·346 | 6 | 1·829 | 80 | 24·38 | 154 | 46·93 | 228 | 69·49 | 302 | 92·04 | 376 | 114·60 | 450 | 137·15 |
| 20/20 | 0·0254 | 54 | 1·371 | 7 | 2·134 | 81 | 24·69 | 155 | 47·24 | 229 | 69·79 | 303 | 92·35 | 377 | 114·90 | 451 | 137·46 |
|  |  | 55 | 1·397 | 8 | 2·438 | 82 | 24·99 | 156 | 47·54 | 230 | 70·10 | 304 | 92·65 | 378 | 115·20 | 452 | 137·76 |
| 1/16 | 0·0016 | 56 | 1·422 | 9 | 2·743 | 83 | 25·30 | 157 | 47·85 | 231 | 70·40 | 305 | 92·96 | 379 | 115·51 | 453 | 138·07 |
| 2/16 | 0·0032 | 57 | 1·447 | 10 | 3·048 | 84 | 25·60 | 158 | 48·15 | 232 | 70·70 | 306 | 93·26 | 380 | 115·81 | 454 | 138·37 |
| 3/16 | 0·0048 | 58 | 1·473 | 11 | 3·35 | 85 | 25·90 | 159 | 48·46 | 233 | 71·01 | 307 | 93·57 | 381 | 116·12 | 455 | 138·68 |
| 4/16 | 0·0063 | 59 | 1·498 | 12 | 3·66 | 86 | 26·21 | 160 | 48·76 | 234 | 71·31 | 308 | 93·87 | 382 | 116·42 | 456 | 138·98 |
| 5/16 | 0·0079 | 60 | 1·524 | 13 | 3·96 | 87 | 26·51 | 161 | 49·07 | 235 | 71·62 | 309 | 94·18 | 383 | 116·73 | 457 | 139·29 |
| 6/16 | 0·0095 | 61 | 1·549 | 14 | 4·27 | 88 | 26·82 | 162 | 49·37 | 236 | 71·92 | 310 | 94·48 | 384 | 117·03 | 458 | 139·59 |
| 7/16 | 0·0111 | 62 | 1·574 | 15 | 4·57 | 89 | 27·12 | 163 | 49·68 | 237 | 72·23 | 311 | 94·79 | 385 | 117·34 | 459 | 139·90 |
| 8/16 | 0·0127 | 63 | 1·600 | 16 | 4·88 | 90 | 27·43 | 164 | 49·98 | 238 | 72·53 | 312 | 95·09 | 386 | 117·64 | 460 | 140·20 |
| 9/16 | 0·0143 | 64 | 1·625 | 17 | 5·18 | 91 | 27·73 | 165 | 50·29 | 239 | 72·84 | 313 | 95·40 | 387 | 117·95 | 461 | 140·50 |
| 10/16 | 0·0159 | 65 | 1·651 | 18 | 5·49 | 92 | 28·04 | 166 | 50·59 | 240 | 73·14 | 314 | 95·70 | 388 | 118·25 | 462 | 140·81 |
| 11/16 | 0·0175 | 66 | 1·676 | 19 | 5·79 | 93 | 28·34 | 167 | 50·90 | 241 | 73·45 | 315 | 96·00 | 389 | 118·56 | 463 | 141·11 |
| 12/16 | 0·0190 | 67 | 1·701 | 20 | 6·10 | 94 | 28·65 | 168 | 51·20 | 242 | 73·75 | 316 | 96·31 | 390 | 118·86 | 464 | 141·42 |
| 13/16 | 0·0206 | 68 | 1·727 | 21 | 6·40 | 95 | 28·95 | 169 | 51·50 | 243 | 74·06 | 317 | 96·61 | 391 | 119·17 | 465 | 141·72 |
| 14/16 | 0·0222 | 69 | 1·752 | 22 | 6·70 | 96 | 29·26 | 170 | 51·81 | 244 | 74·36 | 318 | 96·92 | 392 | 119·47 | 466 | 142·03 |
| 15/16 | 0·0238 | 70 | 1·777 | 23 | 7·01 | 97 | 29·56 | 171 | 52·11 | 245 | 74·67 | 319 | 97·22 | 393 | 119·78 | 467 | 142·33 |
| 16/16 | 0·0254 | 71 | 1·803 | 24 | 7·31 | 98 | 29·87 | 172 | 52·42 | 246 | 74·97 | 320 | 97·53 | 394 | 120·08 | 468 | 142·64 |
|  |  | 72 | 1·828 | 25 | 7·62 | 99 | 30·17 | 173 | 52·72 | 247 | 75·28 | 321 | 97·83 | 395 | 120·39 | 469 | 142·94 |
| Inches. |  | 73 | 1·854 | 26 | 7·92 | 100 | 30·48 | 174 | 53·03 | 248 | 75·58 | 322 | 98·14 | 396 | 120·69 | 470 | 143·25 |
|  |  | 74 | 1·879 | 27 | 8·23 | 101 | 30·78 | 175 | 53·33 | 249 | 75·89 | 323 | 98·44 | 397 | 121·00 | 471 | 143·55 |
| 1 | 0·0254 | 75 | 1·905 | 28 | 8·53 | 102 | 31·09 | 176 | 53·64 | 250 | 76·19 | 324 | 98·75 | 398 | 121·30 | 472 | 143·86 |
| 2 | 0·0508 | 76 | 1·930 | 29 | 8·84 | 103 | 31·39 | 177 | 53·94 | 251 | 76·50 | 325 | 99·05 | 399 | 121·61 | 473 | 144·16 |
| 3 | 0·0762 | 77 | 1·955 | 30 | 9·14 | 104 | 31·70 | 178 | 54·25 | 252 | 76·80 | 326 | 99·36 | 400 | 121·91 | 474 | 144·47 |
| 4 | 0·1016 | 78 | 1·981 | 31 | 9·45 | 105 | 32·00 | 179 | 54·55 | 253 | 77·11 | 327 | 99·66 | 401 | 122·22 | 475 | 144·77 |
| 5 | 0·1270 | 79 | 2·006 | 32 | 9·75 | 106 | 32·30 | 180 | 54·86 | 254 | 77·41 | 328 | 99·97 | 402 | 122·52 | 476 | 145·08 |
| 6 | 0·1524 | 80 | 2·032 | 33 | 10·06 | 107 | 32·61 | 181 | 55·16 | 255 | 77·72 | 329 | 100·27 | 403 | 122·83 | 477 | 145·38 |
| 7 | 0·1778 | 81 | 2·057 | 34 | 10·36 | 108 | 32·91 | 182 | 55·47 | 256 | 78·02 | 330 | 100·58 | 404 | 123·13 | 478 | 145·69 |
| 8 | 0·2032 | 82 | 2·082 | 35 | 10·67 | 109 | 33·22 | 183 | 55·77 | 257 | 78·33 | 331 | 100·88 | 405 | 123·44 | 479 | 145·99 |
| 9 | 0·2286 | 83 | 2·108 | 36 | 10·97 | 110 | 33·52 | 184 | 56·08 | 258 | 78·63 | 332 | 101·19 | 406 | 123·74 | 480 | 146·30 |
| 10 | 0·2540 | 84 | 2·133 | 37 | 11·28 | 111 | 33·83 | 185 | 56·38 | 259 | 78·94 | 333 | 101·49 | 407 | 124·05 | 481 | 146·60 |
| 11 | 0·2794 | 85 | 2·159 | 38 | 11·58 | 112 | 34·13 | 186 | 56·69 | 260 | 79·24 | 334 | 101·80 | 408 | 124·35 | 482 | 146·90 |
| 12 | 0·3048 | 86 | 2·184 | 39 | 11·89 | 113 | 34·44 | 187 | 56·99 | 261 | 79·55 | 335 | 102·10 | 409 | 124·66 | 483 | 147·21 |
| 13 | 0·3302 | 87 | 2·209 | 40 | 12·19 | 114 | 34·74 | 188 | 57·30 | 262 | 79·85 | 336 | 102·40 | 410 | 124·96 | 484 | 147·51 |
| 14 | 0·3556 | 88 | 2·235 | 41 | 12·50 | 115 | 35·05 | 189 | 57·60 | 263 | 80·16 | 337 | 102·71 | 411 | 125·27 | 485 | 147·82 |
| 15 | 0·3810 | 89 | 2·260 | 42 | 12·80 | 116 | 35·35 | 190 | 57·90 | 264 | 80·46 | 338 | 103·01 | 412 | 125·57 | 486 | 148·12 |
| 16 | 0·4064 | 90 | 2·285 | 43 | 13·10 | 117 | 35·66 | 191 | 58·21 | 265 | 80·77 | 339 | 103·32 | 413 | 125·88 | 487 | 148·43 |
| 17 | 0·4318 | 91 | 2·311 | 44 | 13·41 | 118 | 35·96 | 192 | 58·51 | 266 | 81·07 | 340 | 103·62 | 414 | 126·18 | 488 | 148·73 |
| 18 | 0·4572 | 92 | 2·336 | 45 | 13·71 | 119 | 36·27 | 193 | 58·82 | 267 | 81·38 | 341 | 103·93 | 415 | 126·49 | 489 | 149·04 |
| 19 | 0·4826 | 93 | 2·362 | 46 | 14·02 | 120 | 36·57 | 194 | 59·12 | 268 | 81·68 | 342 | 104·23 | 416 | 126·79 | 490 | 149·34 |
| 20 | 0·5080 | 94 | 2·387 | 47 | 14·32 | 121 | 36·88 | 195 | 59·43 | 269 | 81·99 | 343 | 104·54 | 417 | 127·10 | 491 | 149·65 |
| 21 | 0·5334 | 95 | 2·412 | 48 | 14·63 | 122 | 37·18 | 196 | 59·73 | 270 | 82·29 | 344 | 104·84 | 418 | 127·40 | 492 | 149·95 |
| 22 | 0·5588 | 96 | 2·438 | 49 | 14·93 | 123 | 37·49 | 197 | 60·04 | 271 | 82·60 | 345 | 105·15 | 419 | 127·70 | 493 | 150·26 |
| 23 | 0·5842 | 97 | 2·463 | 50 | 15·24 | 124 | 37·79 | 198 | 60·34 | 272 | 82·90 | 346 | 105·45 | 420 | 128·01 | 494 | 150·56 |
| 24 | 0·6096 | 98 | 2·489 | 51 | 15·54 | 125 | 38·10 | 199 | 60·65 | 273 | 83·20 | 347 | 105·76 | 421 | 128·31 | 495 | 150·87 |
| 25 | 0·6350 | 99 | 2·514 | 52 | 15·85 | 126 | 38·40 | 200 | 60·95 | 274 | 83·51 | 348 | 106·06 | 422 | 128·62 | 496 | 151·17 |
| 26 | 0·6604 | 100 | 2·539 | 53 | 16·15 | 127 | 38·70 | 201 | 61·26 | 275 | 83·81 | 349 | 106·37 | 423 | 128·92 | 497 | 151·48 |
| 27 | 0·6858 |  |  | 54 | 16·46 | 128 | 39·01 | 202 | 61·56 | 276 | 84·12 | 350 | 106·67 | 424 | 129·23 | 498 | 151·78 |
| 28 | 0·7112 |  |  | 55 | 16·76 | 129 | 39·31 | 203 | 61·87 | 277 | 84·42 | 351 | 106·98 | 425 | 129·53 | 499 | 152·09 |
| 29 | 0·7366 |  |  | 56 | 17·07 | 130 | 39·62 | 204 | 62·17 | 278 | 84·73 | 352 | 107·28 | 426 | 129·84 | 500 | 152·39 |
| 30 | 0·7620 |  |  | 57 | 17·37 | 131 | 39·92 | 205 | 62·48 | 279 | 84·03 | 353 | 107·59 | 427 | 130·14 | 600 | 182·87 |
| 31 | 0·7874 |  |  | 58 | 17·68 | 132 | 40·23 | 206 | 62·78 | 280 | 85·34 | 354 | 107·89 | 428 | 130·45 | 700 | 213·35 |
| 32 | 0·8128 |  |  | 59 | 17·98 | 133 | 40·53 | 207 | 63·09 | 281 | 85·64 | 355 | 108·20 | 429 | 130·75 | 800 | 243·83 |
| 33 | 0·8382 |  |  | 60 | 18·29 | 134 | 40·84 | 208 | 63·39 | 282 | 85·95 | 356 | 108·50 | 430 | 131·06 | 900 | 274·31 |
| 34 | 0·8636 |  |  | 61 | 18·59 | 135 | 41·14 | 209 | 63·70 | 283 | 86·25 | 357 | 108·80 | 431 | 131·36 | 1000 | 304·79 |